

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 4/17/2012 ADDENDUM NO. DATED
 ADDENDUM NO. DATED ADDENDUM NO. DATED

Number	Description
1	Revised NTB 3843; Revised Wage Rates; Revised Supplement to SP 907-401-2 and Supplement to SP 907-403-4; Revised Bid Sheets; Revised Plan Sheets 2, 3, & 4; 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-2705-00(004) / 106349301

Oktibbeha County(ies)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3843

CODE: (SP)

DATE: 04/10/2012

SUBJECT: Pavement Smoothness

PROJECT: STP-2705-00(004) / 106349301 – Oktibbeha County

Bidders are advised that this contract has two specifications for checking pavement smoothness of HMA, WMA, SMA and OGFC courses. The two methods are Profile Index (PI) and Mean Roughness Index (MRI). The Contractor will check the smoothness of the asphalt pavements using the MRI method addressed in the Supplements to Special Provision Nos. 907-401-2 and 907-403-4. If the measured index value meets or exceeds the requirements for MRI, no further checking will be required. Any price adjustment incentive for pavement smoothness will be based on MRI results. Should the measured index value fail to meet the requirements for MRI, the data will be processed using PI. The results from the PI check will be used to determine if any corrective actions is necessary. No price adjustment incentive for pavement smoothness will be given as a result of the PI check regardless of the index value.

General Decision Number: MS120161 04/06/2012 MS161

Superseded General Decision Number: MS20100204

State: Mississippi

Construction Type: Highway

Counties: Benton, Lowndes, Monroe, Oktibbeha, Tishomingo and Union Counties in Mississippi.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Modification Number	Publication Date
0	01/06/2012
1	01/20/2012
2	02/10/2012
3	02/24/2012
4	03/23/2012
5	04/06/2012

ELEC0474-009 08/01/2011

Benton County

	Rates	Fringes
ELECTRICIAN.....	\$ 23.90	11.10

ELEC0852-002 12/05/2011

Tishomingo and Union Counties

	Rates	Fringes
ELECTRICIAN.....	\$ 20.10	1%+8.90

* ELEC0917-004 12/01/2011

Lowndes, Monroe, and Oktibbeha Counties

	Rates	Fringes
ELECTRICIAN.....	\$ 22.55	8.61

SUMS2008-122 09/04/2008

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 12.42	0.87
CEMENT MASON/CONCRETE FINISHER...	\$ 10.75	0.00
IRONWORKER, REINFORCING.....	\$ 9.67	0.00
LABORER: Common or General.....	\$ 8.23	0.00
LABORER: Pipelayer.....	\$ 9.75	0.00

LABORER: Asphalt Raker and Asphalt Shoveler.....	\$ 7.50	0.00
OPERATOR: Backhoe/Excavator.....	\$ 12.36	0.00
OPERATOR: Broom.....	\$ 10.17	0.00
OPERATOR: Bulldozer.....	\$ 12.18	0.00
OPERATOR: Crane.....	\$ 15.04	0.00
OPERATOR: Grader/Blade.....	\$ 13.00	0.00
OPERATOR: Loader.....	\$ 10.48	0.00
OPERATOR: Mechanic.....	\$ 10.60	0.00
OPERATOR: Oiler.....	\$ 12.33	0.48
OPERATOR: Roller.....	\$ 9.65	0.00
OPERATOR: Scraper.....	\$ 11.15	0.00
OPERATOR: Tractor.....	\$ 10.71	0.00
OPERATOR: Asphalt Paver and Asphalt Spreader.....	\$ 10.00	0.00
TRUCK DRIVER.....	\$ 9.68	0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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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) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is union or non-union.

Union Identifiers

An identifier enclosed in dotted lines beginning with characters other than "SU" denotes that the union classification and rate have found to be prevailing for that classification. Example: PLUM0198-005 07/01/2011. The first four letters , PLUM, indicate the international union and the four-digit number, 0198, that follows 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, 07/01/2011, following these characters is the effective date of the most current negotiated rate/collective bargaining agreement which would be July 1, 2011 in the above example.

Union prevailing wage rates will be updated to reflect any changes in the collective bargaining agreements governing the rate.

Non-Union Identifiers

Classifications listed under an "SU" identifier were derived from survey data by computing average rates and are not union rates; however, the data used in computing these rates may include both union and non-union data. Example: SULA2004-007 5/13/2010. SU indicates the rates are not union rates, LA indicates the State of Louisiana; 2004 is the year of the survey; and 007 is an internal number used in producing the wage determination. A 1993 or later date, 5/13/2010, indicates the classifications and rates under that identifier were issued as a General Wage Determination on that date.

Survey wage rates will remain in effect and will not change until a new survey is conducted.

WAGE DETERMINATION APPEALS PROCESS

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

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write 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 the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write 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 by 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

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-401-2

DATE: 04/11/2012

SUBJECT: Hot Mix Asphalt (HMA)

PROJECT: STP-2705-00(004) / 106349301 – Oktibbeha County

Add the following before 907-401.02.6.2 on page 1.

907-401.02.4--Substitution of Mixture. Delete the table in Subsection 401.02.4 on page 242, and substitute the following:

Mixture	Single Lift Laying Thickness Inches	
	Minimum	Maximum
25 mm	3	4
19 mm	2 ¼	3 ½
12.5 mm	1 ½	2 ½
9.5 mm	1	1 ½
4.75 mm	½	¾

After Subsection 907-401-02.6.2 on page 2, add the following:

907-401.02.6.4.1--Roadway Density. Delete subparagraphs 1., 2., & 3. on page 251 and substitute the following:

1. For all leveling lifts, when full lane width and with a thickness as specified in the table in Subsection 401.02.4, the required lot density shall be 92.0 percent of maximum density.
2. For all single lift overlays, with or without leveling and/or milling, the required lot density shall be 92.0 percent of maximum density.
3. For all multiple lift overlays of two (2) or more lifts excluding leveling lifts, the required lot density of the bottom lift shall be 92.0 percent of maximum density. The required lot density for all subsequent lifts shall be 93.0 percent of maximum density.
4. For all pavements on new construction, the required lot density for all lifts shall be 93.0 percent of maximum density.

907-401.02.6.5--Acceptance Procedure for Pavement Smoothness. Delete the third sentence of the sixth paragraph of Subsection 401.02.6.5 on page 254, and substitute the following.

The wheel paths shall be designated as being located three feet (3') and nine feet (9') from centerline or longitudinal joint, respectively.

After Subsection 401.02.6.7.4 on page 258, add the following.

907-401.02.6.8--Acceptance Procedure for Pavement Smoothness Using Mean Roughness Index (MRI). When compaction is completed, the lift shall have a uniform surface and be in reasonably close conformity with the line, grade and cross section shown on the plans.

The smoothness of the surface lift will be determined by using high-speed inertial profiling system (IPS) to measure and record roughness data in each designated location. Roughness data for each longitudinal profile will be reported as a mean roughness index (MRI). MRI is calculated by averaging the international roughness index (IRI) values from the two wheelpath profiles. The surface shall be tested and corrected to a smoothness index as described herein with the exception of those locations or specific projects that are excluded from smoothness testing with an IPS.

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. Pavement on horizontal curves having a radius of less than 1,000 feet at the centerline and pavement within the super elevation transition of such curves are excluded from smoothness testing. Smoothness testing shall terminate 15 feet from each transverse joint that separates the pavement from a bridge deck, bridge approach slab or existing pavement not constructed under the contract.

Smoothness testing will be conducted for the surface lift only. 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 be required on sections that have been surface corrected. Any additional testing shall meet the requirements of Subsection 907-403.03.2.

The surface lift will be accepted on a continuous 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. For the purpose of determining pavement smoothness and contract price adjustment for rideability as described in Subsection 403.03.2, each day's production will be used as one section which terminates at bridges, transverse joints, or other interruptions. The last 15 feet of a day's lift may not be obtainable until the lift is continued and for this reason may be included in the subsequent section.

Areas of localized roughness exceeding the continuous 25-foot interval thresholds described in Subsection 907-403.03.2.1 shall be corrected regardless of the MRI value of the section. Surface correction by grinding shall be in accordance with Subsection 401.02.6.7. The Contractor shall also make other necessary surface corrections to ensure that the final mean roughness index of the section meets the requirements of Subsection 907-403.03.2.

Continuous sections exceeding the accepted long interval MRI value shall be corrected as specified in Subsection 403.03.4. All such corrections shall be at no additional costs to the State. Scheduling and traffic control will be the responsibility of the Contractor with approval of the Engineer. The test shall consist of a single run for each applicable lane unless authorized otherwise by the Engineer. All tests and corrections shall be in accordance with AASHTO R 54-10, Accepting Pavement Ride Quality When Measured Using Inertial Profiling Systems.

907-401.02.6.9--High Speed Inertial Profiling System.

907-401.02.6.9.1--General. The IPS, furnished and operated by the Contractor under the supervision of the Engineer or the Engineer's representative, shall meet the requirements of AASHTO M 328-10, Standard Specification for Inertial Profiler.

907-401.02.6.9.2--Mechanical Requirements. The IPS provided by the Contractor shall be vehicle or trailer-mounted and meet all requirements for an IPS. The IPS should function independent of vehicle suspension and speed with an operational range of 15-70 mph. All IPSs, operators, and combinations thereof shall be verified in accordance with AASHTO R 56-10, Standard Practice for Certification of Inertial Profiler Systems and AASHTO R 57-10, Operating Inertial Profiler Systems.

907-401.02.6.9.3--Computer Requirements. The computer measurement program must be menu driven and Windows compatible. The computer shall have the ability to display and print data on sight for verification and shall have the ability to save and transfer data via USB flash drive, which shall be provided to the Project Engineer.

In addition to manufacturers software; the latest version of FHWA's ProVal software shall be installed on the IPS computer. ProVal software is available for free download at <http://www.roadprofile.com>.

907-401.03.1.2--Tack Coat. Delete the three sentences of Subsection 401.03.1.2 on page 259, and substitute the following.

Tack coat shall be applied to previously placed HMA and between lifts, unless otherwise directed by the Engineer. Tack coat shall be applied with a distributor spray bar. A hand wand will only be allowed for applying tack coat on ramp pads, irregular shoulder areas, median crossovers, turnouts, or other irregular areas. Bituminous materials and application rates for tack coat shall be as specified in Table 410-A on page 293. Construction requirements shall be in accordance with Subsection 407.03 of the Standard Specifications.

907-401.03.1.4--Density. Delete the first sentence of the first paragraph of Subsection 401.03.1.4 on page 259 and substitute the following.

The lot density for all dense graded pavement lifts, except as provided below for preleveling, wedging [less than fifty percent (50%) of width greater than minimum lift thickness], ramp pads, irregular shoulder areas, median crossovers, turnouts, or other areas where the established rolling pattern cannot be performed, shall not be less than the specified percent (92.0% or 93.0%) of the maximum density based on AASHTO Designation: T 209 for the day's production. For all leveling lifts, when full lane width and with a thickness as specified in the table in Subsection 401.02.4, the required lot density shall be 92.0 percent of maximum density.

907-401.03.9--Material Transfer Equipment. Delete the paragraph in Subsection 401.03.9 on page 264 and substitute the following.

Excluding the areas mentioned below, the material transferred from the hauling unit when placing the top lift, or the top two (2) lifts of a multi-lift HMA pavement with density requirements, shall be remixed prior to being placed in the paver hopper or insert by using an approved Materials Transfer Device. Information on approved devices can be obtained from the State Construction Engineer. Areas excluded from this requirement include: leveling courses, temporary work of short duration, detours, bridge replacement projects having less than 1,000 feet of pavement on each side of the structure, acceleration and deceleration lanes less than 1,000 feet in length, tapered sections, transition sections for width, shoulders less than 10 feet in width, crossovers, ramps, side street returns and other areas designated by the Engineer.

After Subsection 401.03.13 on page 266, add the following.

907-401.03.14--Shoulder Wedge. The Contractor shall attach a device to the screed of the paver that confines the material at the end gate and extrudes the asphalt material in such a way that results in a compacted wedge shape pavement edge of approximately 30 degrees, but not steeper than 35 degrees. The device shall maintain contact between itself and the road shoulder surface and allow for automatic transition to cross roads, driveways, and obstructions. The device shall be used to constrain the asphalt head reducing the area by 10% to 15% increasing the density of the extruded profile. Conventional single plate strike off shall not be used.

The device shall be TransTech Shoulder Wedge Maker, the Advant-Edge, or a similar approved equal device that produces the same wedge consolidation results. Contact information for these wedge shape compaction devices is the following:

1. TransTech Systems, Inc.
1594 State Street
Schenectady, NY 12304
800-724-6306
www.transtechsys.com
2. Advant-Edge Paving Equipment, LLC
P.O. Box 9163
Niskayuna, NY 12309-0163
518-280-6090
Contact; Gary D. Antonelli
Cell: 518-368-5699
email: garya@nycap.rr.com
Website: www.advantedgepaving.com

Before using a similar device, the Contractor shall provide proof that the device has been used on previous projects with acceptable results, or construct a test section prior to the beginning of work and demonstrate wedge compaction to the satisfaction of the Engineer. Short sections of handwork will be allowed when necessary for transitions and turnouts, or otherwise authorized by the Engineer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-403-4

DATE: 04/11/2012

SUBJECT: Hot Mix Asphalt (HMA)

Before Subsection 907-403-05.2 on page 1, add the following:

907-403.03--Construction Requirements.

907-403.03.2--Smoothness Tolerances. After Subsection 403.03.2 on page 266, add the following.

907-403.03.2.1--Smoothness Tolerances for Profile Index (PI).

Delete the fourth paragraph of Subsection 403.03.2 on page 267 and substitute the following.

Where only a surface lift is required, the finished surface lift shall have a profile index of not more than 60.0 inches per mile.

Delete the last paragraph of Subsection 403.03.2 at the bottom of page 268, and the table at the top of page 269 and substitute the following.

Except for a single lift overlay, when the Profile Index for the final surface lift is less than or equal to eighteen inches per mile (18.0 inches / mile) per segment, a unit price increase will be added. The following schedule lists the Profile Index range and the corresponding contract price adjustment:

Profile Index inches / mile / segment	Contract Price Adjustment percent of unit bid price
less than 6.0	108
6.0 to 10.0	106
10.1 to 14.0	104
14.1 to 18.0	102
18.1 to Required P.I.	100
over Required P.I.	100 (with correction to Required P.I.)

For a single lift overlay, when the Profile Index for the final surface lift is less than or equal to eighteen inches per mile (18.0 inches / mile) per segment, a unit price increase will be added.

The following schedule lists the Profile Index range and the corresponding contract price adjustment.

Profile Index inches / mile / segment	Contract Price Adjustment percent of unit bid price
less than or equal to 18.0	103
18.1 to Required P.I.	100
over Required P.I.	100 (with correction to Required P.I.)

Delete the first full paragraph of Subsection 403.03.2 on page 269 and substitute the following.

Contract price adjustments for rideability shall only be applicable to the surface lift and furthermore to only the segment(s) or portions of the segments(s) of the surface lift that require smoothness be determined by using a profilograph.

Delete the third full paragraph of Subsection 403.03.2 on page 269 and substitute the following.

Any contract price adjustment for rideability will be applied on a segment to segment basis on the theoretical tonnage based on 12-foot lanes, determined in accordance with Subsections 401.02.6.5 and 403.04, for the segment(s) or portions thereof for which an adjustment is warranted.

Before Subsection 403.03.3 on page 269, add the following.

907-403.03.2--Smoothness Tolerances for Mean Roughness Index (MRI). Except as noted herein, the finished smoothness of each lift shall conform to the designated grade and cross section within the following tolerances from grade stakes or other grade reference points set at 25 foot intervals:

	Lower* & Leveling Lifts	Lower* Intermediate Lift	Top Intermediate Lift	Surface Lift
Maximum deviation from grade and cross section at any point	1/2"	3/8"	1/4"	1/4"
Maximum deviation from A 10 foot straight edge	3/8"	1/4"	1/8"	1/8"

Note: Where more than four (4) lifts of HMA are required, all lifts, excluding the top three (3) lifts, shall meet the requirements of the lower lift.

- * When tested longitudinally from a stringline located equidistant above points 50 feet apart, the distance from the stringline to the surface at any two points located 12 1/2 feet apart shall not vary one from the other more than the maximum deviation allowed above from a 10-foot straight edge.

Grade stakes or other grade reference points set at 25-foot intervals and maximum deviation from grade and cross section will not be required provided an approved profile averaging device is furnished and properly used for the four conditions set forth herein; however, all other surface requirements are applicable.

- (a) Overlays with one overall lift.
- (b) Overlays with two or more overall lifts -- for each lift above the first overall lift provided each underlying overall lift is within the allowable tolerances.
- (c) Surface lift of new construction provided the underlying lift is within the allowable tolerances.
- (d) Full-depth asphalt construction for lifts above the lower lift provided the lower lift is within the specified tolerances for the lower intermediate lift.

In the placement of full depth asphalt pavement, where the chemically treated base is constructed, graded and/or trimmed, full lane width, to a surface tolerance of $\pm 3/8$ inches from design grade, stringline grade controls may be eliminated for the placement of the asphalt drainage course and all asphalt lifts. In addition, where the base course is crushed stone or crushed concrete and is constructed to a surface tolerance of $\pm 3/8$ inches from design grade using a stringline controlled spreader, stringline grade controls may be eliminated for the placement of the asphalt drainage course and all asphalt lifts.

All other tolerances as specified in Section 321 are applicable, except for bases, when tested longitudinally, the maximum deviation when measured at the 12½-foot midpoint shall be $\pm 3/8$ inches.

Acceptance and payment of asphalt will be determined on a lot to lot basis by cores taken from the completed pavement as outlined in Subsection 403.03.3.

Approved contacting type profile averaging devices are those devices capable of working in conjunction with a taut string or wire set to grade, or ski-type device with extreme contact points with the surface at least 30 feet apart. Approved non-contacting type profile averaging devices are laser type ski devices with at least four referencing mobile stations at a minimum length of 24 feet, or an approved equal.

When approved by the Engineer, a short ski or shoe may be substituted for a long ski on the second paving operation working in tandem.

During the finishing and compacting of pavement lifts, it shall be the responsibility of the Contractor to check the surface and joints for progress toward conformance to surface requirements set forth herein. Variations from surface requirements exceeding the allowable tolerances shall be corrected at the Contractor's expense.

When a portland cement concrete pavement is to be placed on a asphalt lift, the finished top of the asphalt lift shall meet the requirements of Sections 321 and 501.

Smoothness tolerances shall be applied to asphalt pavements based on the following pavement categories:

Category A applies to the following pavement constructions.

- New construction
- Construction with three (3) or more lifts
- Mill and two (2) or more lifts

Category B applies to the following pavement constructions.

- Mill and one (1) lift
- Two (2) lift overlays without milling

Category C applies to the following pavement constructions.

- Single lift overlay without milling

NOTE: Spot Leveling does not count as a lift. Full width / continuous leveling courses will be considered a lift.

For all projects, the surface lift 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

Category A projects shall have a long interval surface MRI of not more than 60 inches per mile. Areas of the surface lift with localized roughness greater than 130 inches per mile as determined by the continuous short interval report will be identified for correction by the Project Engineer.

Category B projects shall have a long interval surface MRI of not more than 70 inches per mile. Areas of the surface lift with localized roughness greater than 140 inches per mile as determined by the continuous short interval report will be identified for correction by the Project Engineer.

Category C projects shall have the existing surface profiled at no additional cost to the State. The finished surface lift shall meet the following requirements:

A 50% improvement in MRI from the existing surface

or
80 inches per mile long interval surface MRI value whichever value is higher.

Additionally areas of the surface lift with localized roughness greater than 150 inches per mile as determined by the continuous short interval report will be identified for correction by the Project Engineer.

Except for Category C projects, when the Mean Roughness Index for the final surface lift is less than or equal to forty-five inches per mile (45.0 inches / mile) on the long interval report, a unit price increase will be added. Project Categories A, and B will be considered for incentive pay based on the following guidelines for the long interval surface lift MRI.

Mean Roughness Index inches / mile	Contract Price Adjustment percent of HMA unit bid price
Less than 30.0	108
30.0 to 35.0	106
35.1 to 40.0	104
40.1 to 45.0	102
45.1 to required MRI	100
Over required MRI	100 (with correction to Required MRI)

For Category C projects, when the Mean Roughness Index for the final surface lift is less than or equal to forty-five inches per mile (45.0 inches / mile) on the long interval report, a unit price increase will be added. Project Category C will be considered for incentive pay based on the following guidelines for the long interval surface lift MRI.

Mean Roughness Index inches / mile	Contract Price Adjustment percent of HMA unit bid price
Less than or equal to 45.0	103
45.1 to required MRI	100
Over required MRI	100 (with correction to Required MRI)

Note: Incentives will be based on the initial MRI values. No incentive increase will be allowed due to corrective work

The above pay factors will be applied in conjunction with the Long Continuous Histogram Chart from ProVal's Smoothness Assurance Module. The price adjustments for rideability will be tabulated in spreadsheet form.

Contract price adjustments for rideability shall only be applicable to the surface lift and furthermore to only the segment(s) or portions of the segments(s) of the surface lift that require smoothness be determined by using a profilograph.

Any contract price adjustment for rideability will be applied on a segment to segment basis on the theoretical tonnage based on 12-foot lanes, determined in accordance with Subsections 401.02.6.5 and 403.04, for the segment(s) or portions thereof for which an adjustment is warranted.

Delete Subsection 403.03.5.5 on page 273 and substitute the following.

907-403.03.5--Preliminary Leveling. All irregularities of the existing pavement, such as ruts, cross-slope deficiencies, etc., shall be corrected by spot leveling, skin patching, feather edging or a wedge lift in advance of placing the first overall lift.

Section 905
 Proposal (Sheet 2 - 1)

STP-2705-00(004) / 106349301 -
 Oktibbeha County

Mill and Overlay approximately 5 miles of SR 182 from US 82 to the Lowndes County Line, known as Federal Aid Project No. STP-2705-00(004) / 106349301 in Oktibbeha County.

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 CERTIFICATION LOCATED AT THE END OF THE BID SHEETS IS SIGNED**

BID SCHEDULE

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Item Amount	
						Dollar	Ct	Dollar	Ct
Roadway Items									
0010	202-B005		545	Square Yard	Removal of Asphalt Pavement, All Depths				
0020	203-G003	(E)	225	Cubic Yard	Excess Excavation, FM, AH				
0030	406-A001		78,200	Square Yard	Cold Milling of Bituminous Pavement, All Depths				
0040	423-A001		10	Mile	Rumble Strips, Ground In				
0050	503-C007		845	Linear Feet	Saw Cut, Full Depth				
0060	609-B001	(S)	1,740	Linear Feet	Concrete Curb, Header				
0070	616-A001	(S)	415	Square Yard	Concrete Median and/or Island Pavement, 4-inch				
0080	618-A001		1	Lump Sum	Maintenance of Traffic	XXXXXXXXXX	XXX		

Section 905
 Proposal (Sheet 2 - 2)

STP-2705-00(004) / 106349301 -
 Oktibbeha County

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount
0090	618-B001		1	Square Feet	Additional Construction Signs	10.00	10.00	10.00
0100	619-A1002		30	Mile	Temporary Traffic Stripe, Continuous White			
0110	619-A2002		16	Mile	Temporary Traffic Stripe, Continuous Yellow			
0120	619-A4006		11	Mile	Temporary Traffic Stripe, Skip Yellow			
0130	619-A5001		2,550	Linear Feet	Temporary Traffic Stripe, Detail			
0140	619-A6001		3,600	Linear Feet	Temporary Traffic Stripe, Legend			
0150	627-L001		350	Each	Two-Way Yellow Reflective High Performance Raised Markers			
0160	907-304-A007 (GY)		1,350	Cubic Yard	Granular Material, LVM, Class 3, Group D			
0170	907-407-A001 (A2) Changed 04/16/2012		8,250	Gallon	Asphalt for Tack Coat			
0180	907-626-C004		10	Mile	6" Thermoplastic Edge Stripe, Continuous White			
0190	907-626-D003		4	Mile	6" Thermoplastic Traffic Stripe, Skip Yellow			
0200	907-626-E004		5	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow			

Section 905
 Proposal (Sheet 2 - 3)

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 Oktibbeha County

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price	Bid Amount
0210	907-626-G004		100	Linear Feet	Thermoplastic Detail Stripe, White		
0220	907-626-G005		850	Linear Feet	Thermoplastic Detail Stripe, Yellow		
0230	907-626-H004		1,200	Linear Feet	Thermoplastic Legend, White		
ALTERNATE GROUP AA NUMBER 1							
0240	907-403-A015 (BA1)		10,800	Ton	Hot Mix Asphalt, ST, 9.5-mm mixture		
ALTERNATE GROUP AA NUMBER 2							
0250	907-403-M001 (BA1)		10,800	Ton	Warm Mix Asphalt, ST, 9.5-mm mixture		
ALTERNATE GROUP BB NUMBER 1							
0260	907-403-A012 (BA1)		620	Ton	Hot Mix Asphalt, ST, 19-mm mixture		
ALTERNATE GROUP BB NUMBER 2							
0270	907-403-M004 (BA1)		620	Ton	Warm Mix Asphalt, ST, 19-mm mixture		
ALTERNATE GROUP CC NUMBER 1							
0280	907-403-C005 (BA1)		1,800	Ton	Hot Mix Asphalt, ST, 19-mm mixture, Trench Widening		
ALTERNATE GROUP CC NUMBER 2							
0290	907-403-O001 (BA1)		1,800	Ton	Warm Mix Asphalt, ST, 19-mm mixture, Trench Widening		

*** BID CERTIFICATION ***

TOTAL BID\$

*** DBE/WBE SECTION ***

Complete item nos. 1, 2, and/or 3 as appropriate. See Notice to Bidders addressing Disadvantaged Business Enterprises in Highway Construction.

1. I/We agree that no less than _____ percent shall be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals (DBE and WBE).
2. Classification of Bidder: Small Business (DBE) _____ Small Business (WBE) _____
3. A joint venture with a Small Business (DBE/WBE): _____

*** SIGNATURE STATEMENT ***

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

BIDDER'S SIGNATURE

BIDDER'S COMPANY

BIDDER'S FEDERAL TAX ID NUMBER