

**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   6/18/2012   ADDENDUM NO.            DATED             
 ADDENDUM NO.            DATED            ADDENDUM NO.            DATED           

Number	Description
1	Revised NTB No. 3837 & SP 907-499-2, replace same; Bidsheets, replace 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

MP-3014-28(003) / 304337301

Issaquena County(ies)

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 3837

CODE: (SP)

DATE: 06/12/2012

SUBJECT: Scope of Work

PROJECT: MP-3014-28(003) / 304337301 – Issaquena 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.

## HIGHWAY 14 OVERLAY FROM MAYERSVILLE TO THE INTERSECTION OF STATE ROUTE 1 AND 14 IN ISSAQUENA COUNTY

In general, the work to be accomplished using the pay items and corresponding specifications set forth in this contract is to overlay/rehabilitate approximately 5.7 miles of State Route 14 in Issaquena County beginning at Mayersville (Log Mile 0.320) and traveling East for 5.7 miles to the intersection of State Route 1 and State Route 14 (Log Mile 5.998).

The Contractor shall erect and maintain construction signing, and provide all signs and traffic handling devices needed for any other traffic control 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 twenty-eight (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 twenty-eight (28) inches and a minimum weight of fifteen (15) pounds. All cones shall be approved by the Engineer prior to use.

For this project, there are three possible methods of construction based on the alternate pay items bid.

**METHOD 1** -- Work on this project based on an **Asphalt Overlay Bid Alternate Using Hot Mix Asphalt** shall be as follows.

1. Cold Milling will be required at all areas needed to tie the newly laid surface asphalt into the existing structures, mainline highway, and in rutted areas as directed by the Engineer. Most of the milling will consist of removing shoved areas of asphalt running along and throughout the center part of each lane. At the Contractor’s option, milled material may be placed on the shoulder of the road to construct the four percent (4%) finished shoulders.

2. The Contractor shall place one 1½-inch lift of HMA Asphalt, ST, 9.5-mm mixture on the main roadway having a two percent (2%) cross slope or the appropriate super elevation rate in each direction from the centerline. 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. Prior to the placement of surface asphalt, shoved up asphalt in rutted areas are to be milled as directed by the Engineer. A 1-inch and variable leveling lift using HMA Asphalt, ST, 9.5-mm mixture will be placed as directed by the Engineer prior to the surface lift. Leveling will be placed in a manner in which the leveling lift centerline joint is offset eight inches (8") to one foot (1') from the existing joint. The leveling course will not require a density test, but MDOT will require the Contractor to run nuclear gauge densities to assure the asphalt is being rolled to refusal. Standard density numbers, as well as a rolling pattern, will be supplied to MDOT by the Contractor. Leveling asphalt, pads and local roads, and all other low production asphalt will be paid for using the preleveling pay item. The mainline asphalt shall be placed in twelve (12) foot wide passes on the roadway and in widths as necessary at intersections and other areas where the pavement width varies. Place one 1½-inch lift of HMA Asphalt, ST, 9.5-mm mixture on the crossovers, intersections, local roads, streets and driveways (as applicable). Local roads are to be paved to the right of way or as directed by the Engineer. Construct aprons at existing ramps that do not have paved aprons by placing three (3) inches of HMA Asphalt, ST, 9.5-mm mixture, in widths and lengths as directed by the Engineer. Any site grading at local roads or drives will not be measured for separate payment but will be considered an absorbed item. Existing aprons are to be paved to match final main line grades.
3. The Contractor shall 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%.
4. The Contractor shall place temporary striping in accordance with Subsection 619.03.2 of the 2004 Standard Specifications. 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.

**METHOD 2** -- Work on this project based on an **Asphalt Overlay Bid Alternate Using Warm Mix Asphalt** shall be the same as Method 1 except warm mix asphalt shall be used instead of hot mix asphalt.

**METHOD 3** -- Work on this project based on a **Roadway Reclamation Bid Alternate** shall be as follows.

**Roadway Reclamation**

1. The Contractor will erect and maintain 40 mile per hour signs and gravel road signs throughout the project at one (1) mile alternating intervals. These signs will be absorbed in the maintenance of traffic pay item.

2. The Contractor will mill one inch (1") and variable of asphalt on a negative two (-2) percent cross slope or appropriate super elevation rate. This milling will be one inch (1") deep at the centerline and carry a two (2) percent slope or appropriate super elevation rate regardless of the depth obtained at the edge of pavement. Regardless of whether or not the milling is deep enough to remove the ruts from the highway, only one inch (1") on a 2 percent slope will be required. The milling from this operation will be placed on the shoulder of the highway as the operation moves down the highway. This will become the shoulder material and be graded at a four (4) percent negative cross slope before the conclusion of the project. The milling operation will have to be tapered in at a gradual slope (approximately 200 feet) at the BOP and EOP to tie to the existing surface.
3. The Contractor will pulverize and mix the sub-grade/asphalt according to special provision 907-499, Roadbed Reclamation. The mixing depth will be nine inches (9") deep. The volume of cement to be mixed will be six percent (6%) by volume. The majority of the material to be mixed will be approximately seven inches (7") of stripped asphalt along with two inches (2") of cement treated sub-grade. The Contractor shall seal the reclamation area by placing a curing seal with sand blotter material in accordance with Special Provision No. 907-499. Traffic shall not be allowed on the reclamation area until three (3) hours after final mixing and compaction.
4. Chip seal reflective raised markers will be required on the centerline of the highway at the end of each days mixing operation.
5. Grade stakes and tolerances for the reclaimed roadbed will follow the specifications for Bases listed in Subsection 321.03.7.2.2 on page 232 of the Standard Specifications. The centerline profile grades will be provided by MDOT. The Contractor will also be responsible for trimming (with their choice of grade control) the finished mixed roadbed to meet a profile index of 45 inches per mile. The profile will be run by the Contractor and provided to the MDOT. The trimmed material will be allowed to be placed along the shoulder of the highway as long as it can be mixed, incorporated, and graded to the proper shoulder slope.

### **Chip Seal**

1. The existing raised pavement markers shall be removed before the seal is placed as directed by the Engineer. Any damage occurring to existing pavement during the removal of these markers shall be repaired by the Contractor at the direction of the Engineer. The cost of this work will be absorbed in other bid items.
2. All roadway surfaces shall be broomed before the placement of CRS-2P. The application rate of CRS-2P shall be between 0.39 and 0.44 gallons per square yard or as directed by the Engineer depending on field conditions.
3. The bituminous surface treatment shall be place utilizing 12-foot wide courses.

4. Seal aggregates shall be placed in accordance with the requirements and the rates specified in Section 410 of the Standard Specifications, or as directed by the Engineer depending on field conditions.
5. All traffic control needed for the chip seal work will be absorbed in Maintenance of Traffic. The Contractor shall place temporary centerline stripe and chip seal reflective raised markers at the end of each days run along the centerline of the highway.

Regardless of the method of construction used, the follow pavement marking requirements shall apply.

The Contractor shall have all lanes of traffic open to two-way traffic by 7:00 P.M. each day.

All permanent pavement markings are to be hot thermoplastic. All thermoplastic stripes on this project must be placed using an extrusion head. Glass beads applied to thermoplastic shall conform to Subsection 720.01. Beads shall be double dropped with Class B High-Visibility first and then Class A High-Visibility.

The Contractor shall place raised pavement markers at 80 feet intervals in tangents and 40 feet intervals in curves, and in urban limits along the centerline or roadway. The Contractor shall also place raised pavement markers at all local road entrances along the edge line as per included typical section. 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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-499-2

CODE: (SP)

DATE: 06/13/2012

SUBJECT: Roadbed Reclamation With Portland Cement

PROJECT: MP-3014-28(003) / 304337301 – Issaquena County

Section 907-499, Roadbed Reclamation with Portland Cement, is hereby added to and made a part of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

**SECTION 907-499 – ROADBED RECLAMATION WITH PORTLAND CEMENT**

**907-499.01--Description.** This work consists of pulverizing and mixing an existing pavement together with base, and/or subgrade materials with Portland cement and water to produce a uniform base course for a pavement.

**907-499.02--Materials.** The materials to be treated shall consist of materials in place or placed under this contract.

The materials, when sampled and tested in accordance with Subsection 700.03, shall meet the requirements of the following Subsections:

Portland Cement .....	701.01 and 701.02
Water .....	714.01.1 and 714.01.2
Curing Material .....	702.07

**907-499.02.1--Combined Aggregate Blend.** The existing pavement shall be pulverized to meet the below gradation prior to the addition of water or Portland cement.

Sieve Size	Percent Passing by Weight
2.0 inch	98-100
1.5 inch	Minimum 95

If needed, virgin aggregate and/or recycled asphalt pavement can be blended with the reclaimed roadbed material to meet the above gradation. Virgin aggregate shall meet the applicable requirements of Subsection 703.06 of the Standard Specifications.

**907-499.03--Construction Requirements.** When vertical longitudinal joints are required, the joints shall be constructed parallel to the centerline by cutting into the existing edge for a sufficient distance to provide a vertical face for the depth of the course. The material cut away may be disposed of by spreading in a thin layer on the adjacent lane to be constructed, or

otherwise disposed of in a manner satisfactory to the Engineer. If dry, cut joints shall be moistened immediately in advance of placing fresh mixture adjacent to them.

**907-499.03.1--Weather Limitations.** The Contractor shall mix the pulverized materials, cement, and water only when the weather permits the course to be finished without interruption in the time specified.

Roadbed Reclamation shall not be performed when the temperature is below 45°F nor when the Engineer determines, based on the latest information available from the National Weather Service, that the forecast temperature will fall below 45°F within the next five (5) days in the area in which the project is located. No Portland cement shall be placed on a frozen foundation or mixed with frozen material.

**907-499.03.2--Equipment.** The pulverizing and mixing shall be done with one or more machines that produce the required degree of pulverization and uniformity in accordance with the gradation requirements of Subsection 907-499.02.1.

Other pieces of equipment that may be required are a motorized grader, cement spreading unit, water truck meeting the requirements of Subsection 308.03.2.

Rollers shall be of sufficient number, type, size, and weight to accomplish the required compaction.

The Engineer will not approve specific equipment for this work prior to its use on the project but will require the Contractor to use equipment that will produce a base course mixture meeting the requirements of these specifications.

Nuclear moisture-density gauges shall meet the requirements of Subsection 401.02.7.1.

**907-499.03.3--Test Section.** The first five hundred (500) linear feet of roadbed reclamation will serve as a test section. The Engineer and the Contractor will evaluate results of the test section in relation to contract requirements. This evaluation may include, but is not limited to, gradations of untreated pulverized materials, moisture contents of untreated materials or compacted treated courses, or densities of compacted treated courses.

If the Engineer determines the work is not satisfactory, the Contractor shall revise procedures and augment or replace equipment as necessary to assure work completion in accordance with the contract, shall repeat the test section after the procedural or equipment modifications are complete, and shall correct all deficient work at no additional cost to the Department. The test section requirements shall be repeated until the Engineer determines the work is satisfactory.

**907-499.03.4--Joining a Previous Day's Work.** Prior to joining a previous day's work, or work more than two hours old, a vertical construction joint, normal to the center-line of the roadway, shall be made in the old work by cutting into the existing edge for a sufficient distance to provide a vertical face of at least two inches (2"). The material cut away may be disposed of by spreading in a thin layer on an adjacent area to be treated. The joint shall be moistened if dry.

Additional processing shall not be started until the construction joint has been approved by the Engineer.

**907-499.03.5--Length of Roadbed Allowed to Be Processed.** Except by written permission of the Engineer, the length of existing pavement pulverized at any time shall not exceed the length that can be completely pulverized, mixed, compacted, and covered by the curing seal in the same working day.

**907-499.03.6--Pulverizing and Mixing.** The width and depth of the required pulverizing and mixing will be shown on Plans. The depth of pulverization shall be controlled to ensure depth of pulverization is within  $\pm 1/2$  inch of the plan thickness. Pulverizing and mixing may require one or more passes. Upon completion, the in-place materials shall meet the uniformity requirements of these specifications.

The pulverizing and mixing shall breakup the existing roadbed and meet the gradation requirements of Subsection 907-499.02.1. The moisture content after final mixing shall be at or near the optimum moisture content of the mixture such that the required minimum density is achieved.

**907-499.03.7--Moisture Content Prior to Spreading of Cement.** The moisture content of the pulverized material shall be checked prior to the spreading of cement. In addition, the moisture content shall be checked by the Contractor as often as required to ensure the moisture-density of each subplot meets the requirements of Subsection 907-499.03.9. The Contractor shall adjust the procedures and/or equipment for adding water as necessary to control the moisture content of the treated course.

**907-499.03.8--Spreading of Cement.** Spreading of cement shall meet the requirements of Subsection 308.03.7 and following the requirements for the Road Mix Method described in Subsection 308.03.7.3. Pneumatic application through a slotted pipe will not be permitted.

**907-499.03.9--Mixing.** Mixing shall meet the requirement of Subsection 308.03.8. Mixing shall be accomplished by either Multiple Pass Mixing in Subsection 308.03.8.2.1 or Single Pass Mixing in Subsection 308.03.8.2.2. For mixing units that inject moisture into the mixing chamber, a gauge or gauges shall be provided to allow the continuous monitoring of the amount of water that is applied. When the width of the mixer is such that the entire width of the mixed material can not be accomplished in a single pass, the successive increments shall be of such length that the full width of cement-stabilized base material may be promptly mixed, compacted and finished, with not more than 30 minutes between mixing adjacent passes. Prior to compaction, the mixture of the water, cement, and pulverized materials shall be within  $\pm 1\%$  of mixture design optimum moisture content and shall be in a condition suitable for immediate compaction without further mixing or grading.

**907-499.03.10--Compaction and Finishing.** The pulverizing, mixing, and compaction shall be a continuous operation. The compaction of the mixture of water, cement, and pulverized materials shall begin within 30 minutes after the final mixing. Compaction and finishing shall be completed within a period of one hour after the final mixing. Upon completion of the one hour



compaction and finishing period, rollers or other heavy construction equipment should not be allowed on the completed section until the curing period is complete.

After the mixture has been compacted, the surface shall be shaped to the required lines, grades, and cross sections to within the required tolerances. During the shaping, light scarifying may be necessary to prevent the formation of compaction planes. Broom dragging or clipping of the surface may be required as a part of the process of shaping the surface during compaction. The surface material shall be maintained at the specified moisture content during finishing operations. The final compaction and finishing operations may be varied, if necessary, to produce a smooth, dense surface free of surface compaction planes, cracks, ridges or loose material.

**907-499.03.11--Density.** Acceptance of finished reclaimed material for required density will be performed on a lot to lot basis. Each lot will be 2,500 feet per layer processed. When the plans require the reclamation of multiple lanes and the lanes are not processed in one continuous operation, each lane will be considered a separate lot for testing and acceptance purposes. At the discretion of the Engineer, a residual portion of a lot completed during a day's operation may be considered a separate lot or may be included in the previous or subsequent lot, except that any day's operation of less than one full lot will be considered a lot.

The lot will be divided into five approximately equal sublots with one density test taken at random in each subplot. The average of the five density tests shall equal or exceed 97.0 percent with no single subplot density test below 95.0 percent. Sublots with a density below 95.0 percent shall be corrected at no additional cost to the State and retested for acceptance.

Each lot of work found not to meet the density requirement of 97.0 percent of maximum density, may remain in place with a reduction in payment as set out in the following table:

**PAYMENT SCHEDULE FOR COMPACTION**

<u>Pay Factor</u>	<u>Lot Density **</u> <u>% of Maximum Density</u>
1.00	97.0 and above
0.90	96.0 – 96.9
0.50	95.0 – 95.9

\*\* Any lot with a density less than 95% of maximum density shall be corrected at no additional cost to the state.

**907-499.03.12--Thickness Requirements.** The thickness of the base will be checked by the Engineer at intervals not to exceed 500 feet or more often if necessary. The thickness of the reconstructed layer shall not vary more than ±1/2 inch from that shown on the plans. High spots in the finished surface may be corrected by motor grader or planer provided the resulting thickness is within the tolerances listed above.

Measurements will be made promptly upon completion of compaction and finishing in order that correction may be made before the mixture has hardened.

**907-499.03.13--Finished Grade.** The Contractor shall be responsible for grade controls. The cross slope shall not vary by more than 0.50% from the required slope shown on the plans. The cross slope may be corrected providing the resulting thickness is within the allowable tolerance. The Contractor shall provide a straight edge and template to check the surface as directed by the Engineer.

**907-499.03.14--Surface Moisture.** The finished surface shall be kept moist until the curing seal is applied.

**907-499.03.15--Protection and Curing.** A curing seal of Emulsified Asphalt, Grade EA-1, AE-P, SS-1, CMS-2h, or MS-2h shall be applied following final compaction of the reclaimed layer. The emulsion shall be applied at a rate of 0.20 gallon per square yard using a pressurized distributor spray bar.

**907-499.03.16--Blotter Material.** Blotter material shall be concrete sand, or a material approved by the Engineer. Blotter material shall be placed on the curing seal prior to opening the reclamation area to traffic.

**907-499.04--Method of Measurement.** Roadbed Reclamation with Portland Cement will be measured per square yard. The length will be measured along the surface of the treated course. The width shall be the width specified on the plans.

Portland cement incorporated into the accepted work will be measured per ton in accordance with the provisions of Section 109.

No separate payment will be made for curing seal. Costs for curing seal shall be included in other items bid.

**907-499.05--Basis of Payment.** Roadbed Reclamation with Portland Cement will be paid for at the contract unit price per square yard. Portland cement will be paid for at the contract unit price per ton. The prices thus paid shall be full compensation for furnishing all materials (cement, water, blotter material, curing seal, etc.), equipment, tools, labor, and incidentals necessary to complete the work.

Payment will be made under:

907-499-A: Roadbed Reclamation with Portland Cement \* - per square yard

907-499-B: Portland Cement - per ton

\* Other information may be added

Overlay/Rehabilitate approximately 6 miles of SR 14 between Mayersville and SR 1, known as State Project No. MP-3014-28(003) / 304337301 in Issaquena 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
<b>Roadway Items</b>									
0010	406-A001					XXXXXXXXXX	XXX	XXXXXXXXXX	XXX
	Deleted 06/15/2012								
0020	618-A001		1	Lump Sum	Maintenance of Traffic	XXXXXXXXXX	XXX		
0030	618-B001		1	Square Feet	Additional Construction Signs	10. 00	00	10. 00	00
0040	619-A2002					XXXXXXXXXX	XXX	XXXXXXXXXX	XXX
	Deleted 06/15/2012								
0050	619-A4006					XXXXXXXXXX	XXX	XXXXXXXXXX	XXX
	Deleted 06/15/2012								
0060	619-A6001					XXXXXXXXXX	XXX	XXXXXXXXXX	XXX
	Deleted 06/15/2012								
0070	620-A001		1	Lump Sum	Mobilization	XXXXXXXXXX	XXX		
0080	627-K001		170	Each	Red-Clear Reflective High Performance Raised Markers	XXXXXXXXXX	XXX		

Section 905  
 Proposal (Sheet 2 - 2)

MP-3014-28(003) / 304337301  
 Issaquena County

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price	Bid Amount
0090	627-L001		485	Each	Two-Way Yellow Reflective High Performance Raised Markers		
0100	907-626-C004		11	Mile	6" Thermoplastic Edge Stripe, Continuous White		
0110	907-626-D003		6	Mile	6" Thermoplastic Traffic Stripe, Skip Yellow		
0120	907-626-E004		2	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow		
0130	907-626-G004		1,200	Linear Feet	Thermoplastic Detail Stripe, White		
0140	907-626-G005		470	Linear Feet	Thermoplastic Detail Stripe, Yellow		
0150	907-626-H004		285	Linear Feet	Thermoplastic Legend, White		
<b>ALTERNATE GROUP AA NUMBER 1</b>							
0155	406-A001 Added 06/15/2012		20,000	Square Yard	Cold Milling of Bituminous Pavement, All Depths		
0160	406-B001		400	Square Yard	Cold Milling of Concrete Pavement, All Depths		
0170	907-304-B002 (GT)		4,500	Ton	Granular Material, Class 5, Group D		
0180	907-403-A015 (BA1)		9,900	Ton	Hot Mix Asphalt, ST, 9.5-mm mixture		

Section 905  
 Proposal (Sheet 2 - 3)

MP-3014-28(003) / 304337301  
 Issaquena County

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price	Bid Amount
0190	907-407-A001	(A2)	4,100	Gallon	Asphalt for Tack Coat		
0191	619-A2002		2	Mile	Temporary Traffic Stripe, Continuous Yellow		
	Added 06/15/2012						
0192	619-A4006		6	Mile	Temporary Traffic Stripe, Skip Yellow		
	Added 06/15/2012						
0193	619-A6001		285	Linear Feet	Temporary Traffic Stripe, Legend		
	Added 06/15/2012						
<b>ALTERNATE GROUP AA NUMBER 2</b>							
0199	406-A001		20,000	Square Yard	Cold Milling of Bituminous Pavement, All Depths		
	Added 06/15/2012						
0200	406-B001		400	Square Yard	Cold Milling of Concrete Pavement, All Depths		
0210	907-304-B002	(GT)	4,500	Ton	Granular Material, Class 5, Group D		
0220	907-403-M001	(BA1)	9,900	Ton	Warm Mix Asphalt, ST, 9.5-mm mixture		
0230	907-407-A001	(A2)	4,100	Gallon	Asphalt for Tack Coat		
0231	619-A2002		2	Mile	Temporary Traffic Stripe, Continuous Yellow		
	Added 06/15/2012						
0232	619-A4006		6	Mile	Temporary Traffic Stripe, Skip Yellow		
	Added 06/15/2012						

Section 905  
 Proposal (Sheet 2 - 4)

MP-3014-28(003) / 304337301  
 Issaquena County

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price	Bid Amount
0233	619-A6001 Added 06/15/2012		285	Linear Feet	Temporary Traffic Stripe, Legend		
<b>ALTERNATE GROUP AA NUMBER 3</b>							
0239	406-A001 Added 06/15/2012		80,000	Square Yard	Cold Milling of Bituminous Pavement, All Depths		
0240	410-A002	(A2)	48,000	Gallon	Asphalt for Surface Treatment, Grade CRS-2P		
0250	410-C012	(GY)	1,200	Cubic Yard	Seal Aggregate Cover Material, Size 7, Limestone		
0260	410-C014	(GY)	600	Cubic Yard	Seal Aggregate Cover Material, Size 89, Limestone		
0270	627-H002		2,500	Each	Chip Seal Reflective Raised Markers		
0280	907-499-A002		80,000	Square Yard	Roadbed Reclamation with Portland Cement , 9 Inches		
0290	907-499-B001 Changed 06/15/2012		1,560	Ton	Portland Cement , 6% By Volume		
0300	907-699-A002		1	Lump Sum	Roadway Construction Stakes	XXXXXXXXXX	XXX

\*\*\* BID CERTIFICATION \*\*\*

TOTAL BID ..... \$ \_\_\_\_\_

\*\*\* 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