

**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   4/16/2013   ADDENDUM NO.            DATED             
 ADDENDUM NO.            DATED            ADDENDUM NO.            DATED           

Number	Description
1	Revised Table of Contents; Added Supplement to NTB #2596; Revised Supplement to NTB #4103; Revised NTB #4269; Revised Wage Rates; Revised S.P. 907-410-7; 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-0043-01(032) / 106517301

Issaquena County(ies)

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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(REVISIONS TO THE ABOVE WILL BE INDICATED ON THE SECOND SHEET  
OF SECTION 905 AS ADDENDA)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SUPPLEMENT TO NOTICE TO BIDDERS NO. 2596**

**DATE: 04/09/2013**

Delete the fourth paragraph on page 1, and substitute the following.

Bidders are also advised that Form OCR-485 will be completed by **ALL BIDDERS** submitting a bid proposal and **must be signed and included in the bid proposal package**. If at least one copy of this form is not signed and included as part of bid proposal, your bid will be deemed irregular.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## SUPPLEMENT TO NOTICE TO BIDDERS NO. 4103

**DATE: 04/09/2013**

The goal is 3 percent for the Disadvantaged Business Enterprise. The low bidder is required to submit Form OCR-481 for all DBEs. Bidders are advised to check the bid tabulation link for this project on the MDOT website at:

<http://sp.gomdot.com/Contract%20Administration/BidSystems/Pages/letting%20calendar.aspx>

Bid tabulations are usually posted by 3:00 pm on Letting Day.

Delete subparagraph (3) under AWARD on page 7, and substitute the following.

- (3) Bidder must submit an OCR-485 listing all firms that submitted quotes for material supplies or items to be subcontracted. Please make and add copies of this form when needed or attach additional sheets containing the information required by the form and add these sheets to the bid proposal. Form OCR-485 must be signed and submitted with the bid proposal. If at least one copy of this form is not signed and included as part of bid proposal, your bid will be deemed irregular.

Delete subparagraph (5) under DBE REPORTS on page 8, and substitute the following.

- (5) OCR-485: Bidder must submit **signed form with bid proposal** of all firms that submitted quotes for material supplies or items to be subcontracted. Please make and add copies of this form when needed or attach additional sheets containing the information required by the form and add these sheets to the bid proposal. If at least one copy of this form is not signed and included as part of bid proposal, your bid will be deemed irregular.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 4269

CODE: (SP)

DATE: 4/15/2013

SUBJECT: Scope of Work

PROJECT: STP-0043-01(032) / 106517301 -- 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.

Work on the project shall consist of the following:

**HIGHWAY 1**  
**OVERLAY AND CHIP SEAL APPROXIMATELY 7 MILES OF HIGHWAY 1 FROM**  
**THE INTERSECTION OF HIGHWAY 14/HIGHWAY 1 (LOG MILE 21.342) TO THE**  
**WASHINGTON COUNTY LINE IN ISSAQUENA COUNTY (LOG MILE 28.405)**

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. Channelizer Cones shall be narrow profile with a minimum height of 42 inches with 6-inch orange/white reflective tape and Channelizer Cone Bases with a minimum weight of ten (10) pounds.

The Contractor shall complete all activities listed below before moving to the next sequence of construction.

### **First Sequence**

Overlay Highway 1 with ¾-inch and variable Ultra-thin Asphalt Pavement (UTAP) from BOP to EOP for approximately 7 miles. This will be paid for under the 907-411-A pay item. The Contractor will be responsible for pre-leveling the entire mainline of the project 24 feet and variable width. The pre-leveling course will not require density test, but MDOT will require the Contractor to run nuclear gauge readings 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. 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. The asphalt, ST, 12.5-mm mixture, leveling pay item will also be used in areas to be paved as driveway pads. Privately owned entrances shall be paved a distance of 10 feet & variable from the edge of pavement. The Contractor will re-establish or establish any driveway pad

(approximately 80) after the highway has been leveled, but before the chip seal work is done. The driveway pads will be placed at a 3-inch thickness. Any site grading or removal of existing asphalt at the drives will not be measured for separate payment but will be considered an absorbed item. The leveling asphalt pay item will also be used in the area of the BOP around the bridge over Muddy Bayou to level and add some structure in areas before the ultra-thin asphalt is placed.

### **Second Sequence**

Granular material will be placed as needed to match the new asphalt surface. The granular material will be placed before the chip seal operation is done. The granular material will be bladed, shaped, and compacted to assure safe shoulder conditions in all areas at all times during the duration of the project. Granular material will not be permitted to be placed on the surface course of asphalt. Any low shoulders shall be brought up to asphalt grade prior to beginning the asphalt operation. All finished shoulders should be on a negative 4% cross slope.

Replace Guard Rail terminal end sections on bridge as per specifications. Costs associated with the removal of existing terminal end sections shall be absorbed in pay item 606-E001, Guard Rail, Terminal End Section.

Place a Single Bituminous Surface Treatment on Highway 1 as per the 907-410 specification.

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. All thermoplastic permanent traffic stripe will be placed using a spray head. Glass beads applied to thermoplastic shall conform to Subsection 720.01. On all concrete bridges, old traffic stripe shall be removed and replaced with 6" High Performance Cold Plastic Traffic Stripe or 6" Inverted Profile Thermoplastic Traffic Stripe. Removal of the existing stripe on the bridge will not be paid for and should be absorbed in the price of other pay items. Raised pavement markers will be placed at 80-foot intervals in tangents and 40-foot intervals in curves, and in urban limits along the centerline of roadway. Raised pavement markers will be placed at local roads as per specifications. 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

General Decision Number: MS130160 03/29/2013 MS160

Superseded General Decision Number: MS20120160

State: Mississippi

Construction Type: Highway

Counties: Amite, Covington, Issaquena, Jefferson Davis, Lawrence, Lincoln, Marion, Sharkey, Walthall and Warren 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	01/04/2013
1	03/29/2013

ELEC0480-008 07/01/2012

Amite, Covington, Issaquena, Lawrence, Lincoln, Sharkey, Walthall, and Warren Counties

	Rates	Fringes
ELECTRICIAN.....	\$ 23.10	3%+7.43

\* ELEC0903-010 06/01/2012

Jefferson Davis and Marion Counties

	Rates	Fringes
ELECTRICIAN.....	\$ 23.60	12%+4.40

\* SUMS2008-121 09/04/2008

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 11.42	0.12
CEMENT MASON/CONCRETE FINISHER...	\$ 10.82	0.00
IRONWORKER, REINFORCING.....	\$ 11.30	0.00
LABORER: Common or General.....	\$ 8.64	0.00
LABORER: Pipelayer.....	\$ 9.68	0.00
OPERATOR: Backhoe/Excavator.....	\$ 11.32	0.00
OPERATOR: Broom/Sweeper.....	\$ 10.17	0.00
OPERATOR: Bulldozer.....	\$ 10.77	0.00
OPERATOR: Crane.....	\$ 14.57	0.00



OPERATOR: Grader/Blade.....	\$ 12.46	0.00
OPERATOR: Loader.....	\$ 10.15	0.00
OPERATOR: Mechanic.....	\$ 12.04	0.00
OPERATOR: Oiler.....	\$ 12.33	0.48
OPERATOR: Roller.....	\$ 9.31	0.00
OPERATOR: Scraper.....	\$ 10.00	0.00
OPERATOR: Tractor.....	\$ 7.79	0.00
OPERATOR: Asphalt Paver and Asphalt Spreader.....	\$ 10.00	0.00
TRUCK DRIVER.....	\$ 9.22	0.00

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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)).

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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 rates.

0000/9999: weighted union wage rates will be published annually each January.

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 majority 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.

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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

SPECIAL PROVISION NO. 907-410-7

CODE: (SP)

DATE: 04/09/2013

SUBJECT: Bituminous Surface Treatments

Section 410, Bituminous Surface Treatment, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-410.03-Construction Requirements.** Add the following before Subsection 410.03.1 on Page 286.

The attached sign drawings shall be used during sealing operations. Prior to any sealing operation, the rectangular “Loose Rock” signs shall be installed and remain in place until all sealing operations are complete. Prior to any daily sealing operation, the portable “Loose Rock” signs shall be installed in accordance with the attached drawings. Portable signs shall be installed and remain in place on a daily basis in the active sealing area. Payment for signs shown on the sign detail drawings shall be made under pay item no. 618-A, Maintenance of Traffic.

**907-410.03.2--Seasonal and Weather Limitations.** Delete the first sentence of the first paragraph of Subsection 410.03.2 on page 287, and substitute the following.

Emulsified asphalt and cut-back asphalt shall be applied only when both the air and pavement temperatures are above 70°F.

Delete subparagraph (a) of Subsection 410.03.2 on page 287, and substitute the following.

- (a) The air and pavement temperature is 70°F or higher

**907-410.03.3.4--Power Rollers.** Delete the first paragraph of Subsection 410.03.3.4 on page 288 and substitute the following.

Steel-wheel rollers will not be allowed.

**907-410.03.5--Application of Bituminous Material.** Delete the third paragraph of Subsection 410.03.5 on page 289, add the following.

Emulsified asphalt material shall be applied with a pressure distributor at the specified rate, and at a temperature of 140° to 180°F. All other bituminous material shall be applied with a pressure distributor at the temperature range set out in Subsection 702.11. It shall be uniformly applied full width in one operation unless the Engineer permits it to be applied in narrower widths.

The application rate of the bituminous material shall result in complete and uniform coverage of

the pavement receiving the bituminous surface treatment. If the application of the bituminous material does not result in complete coverage, the Contractor shall cease operations and adjust the distributor bar height and/or nozzle(s) such that complete coverage is attained. At a minimum, the application rate of the Bituminous Material should be verified daily by the Department.

The optimum application rate of bituminous material is dependent on the chosen seal aggregate gradation as well as the condition of the pavement in which the bituminous surface treatment is to be applied. The application rate of the bituminous material may be adjusted by the Engineer based on field conditions at the time of construction. Following are target application rates for bituminous material.

Seal Aggregate Gradation	Bituminous Material	Target Application Rate (gal/yd <sup>2</sup> )	Tolerance
Size No. 7	AC	0.28	±0.03
Size No. 8 or 89	AC	0.23	±0.03
Size No. 7	Emulsified Asphalt	0.38	±0.03
Size No. 8 or 89	Emulsified Asphalt	0.35	±0.03

Note: Emulsified Asphalt shall not be diluted. A sample of emulsified asphalt should be obtained from the Contractor's distributor on the first day of production and thereafter at a frequency not to exceed 1 sample per 50,000 gallons. Because the time between sampling of the emulsified asphalt and the testing of the material can affect the test results, samples should be sent to the MDOT Central Lab for testing as soon as possible.

**907-410.03.6--Application of Cover Coat Material.**

**907-410.03.6.1--General.** Delete the third paragraph of Subsection 410.03.6.1 on page 290 and substitute the following.

The application rate of cover aggregate shall be within the following range.

- Size 7 Slag, Stone, Gravel or Expanded Clay = 0.30 ±0.02 ft<sup>3</sup> / yd<sup>2</sup>
- Size 8 Expanded Clay = 0.25 ±0.02 ft<sup>3</sup> / yd<sup>2</sup>
- Size 89 Slag, Stone, or Gravel = 0.25 ±0.02 ft<sup>3</sup> / yd<sup>2</sup>

During the first day of production and at least once a week thereafter, the application rate of the seal aggregate shall be verified by the Department to assure that the appropriate application rate of the seal aggregate is applied. The rate can be verified by placing a tarp of at least 1.0 yd<sup>2</sup> area on the roadway surface. After allowing the seal aggregate spreader to pass over the tarp, the aggregate on the tarp should be collected and weighed to determine the weight of aggregate. The measured weight should then be compared to the target weight calculated using the following formula.

$$W = 0.85(G_{sb})(U_w)(R)(A)(e)$$

Where:

- W = target weight of aggregate in lbs.
- G<sub>sb</sub> = bulk specific gravity of aggregate
- U<sub>w</sub> = Unit weight of water at 70°F = 62.3 lbs./ft<sup>3</sup>
- R = target application rate in ft<sup>3</sup>/yd<sup>2</sup>
- A = area of tarp in yd<sup>2</sup>
- e = air voids in loose aggregate = 0.4

G<sub>sb</sub> for gravel = 2.650

G<sub>sb</sub> for limestone = 2.700

Note: Bulk specific gravities of expanded clay and steel slag should be obtained from the seal aggregate supplier.

Upon determining the target weight, it should be compared to the actual measured weight. If the difference in the target weight and the actual measured weight is over 2.5 pounds, the seal aggregate distributor should be adjusted such that the spread rate is within the above tolerance. The above procedure shall be repeated until the spread rate is within the allowable tolerance.

If at any point during production, excessive seal aggregate is noted, the seal aggregate application rate should be verified and the spread rate adjusted. The intent is to minimize the amount of excess seal aggregate. Excess seal aggregate removed from the roadway surface after brooming shall be removed from the job site and should not be reused in the seal aggregate operation.

The dry aggregate shall be spread uniformly to cover the bituminous material with the quantity of mineral aggregate specified by the Engineer. All deficient areas shall be covered by additional material. All excess cover material shall be removed from the surface and stockpiled or used as directed.

Delete Subsection 410.03.7 on page 291 and substitute the following.

**907-410.03.7--Opening to Traffic.** Unless otherwise advised, the Contractor's operations shall be schedule such that all lanes of traffic are open to the traveling public at the end of each day. Considering time needed for curing and preparation prior to opening traffic, the Contractor should not apply bituminous material two (2) hours before dusk, or longer, to allow sufficient time for bonding of the aggregates.

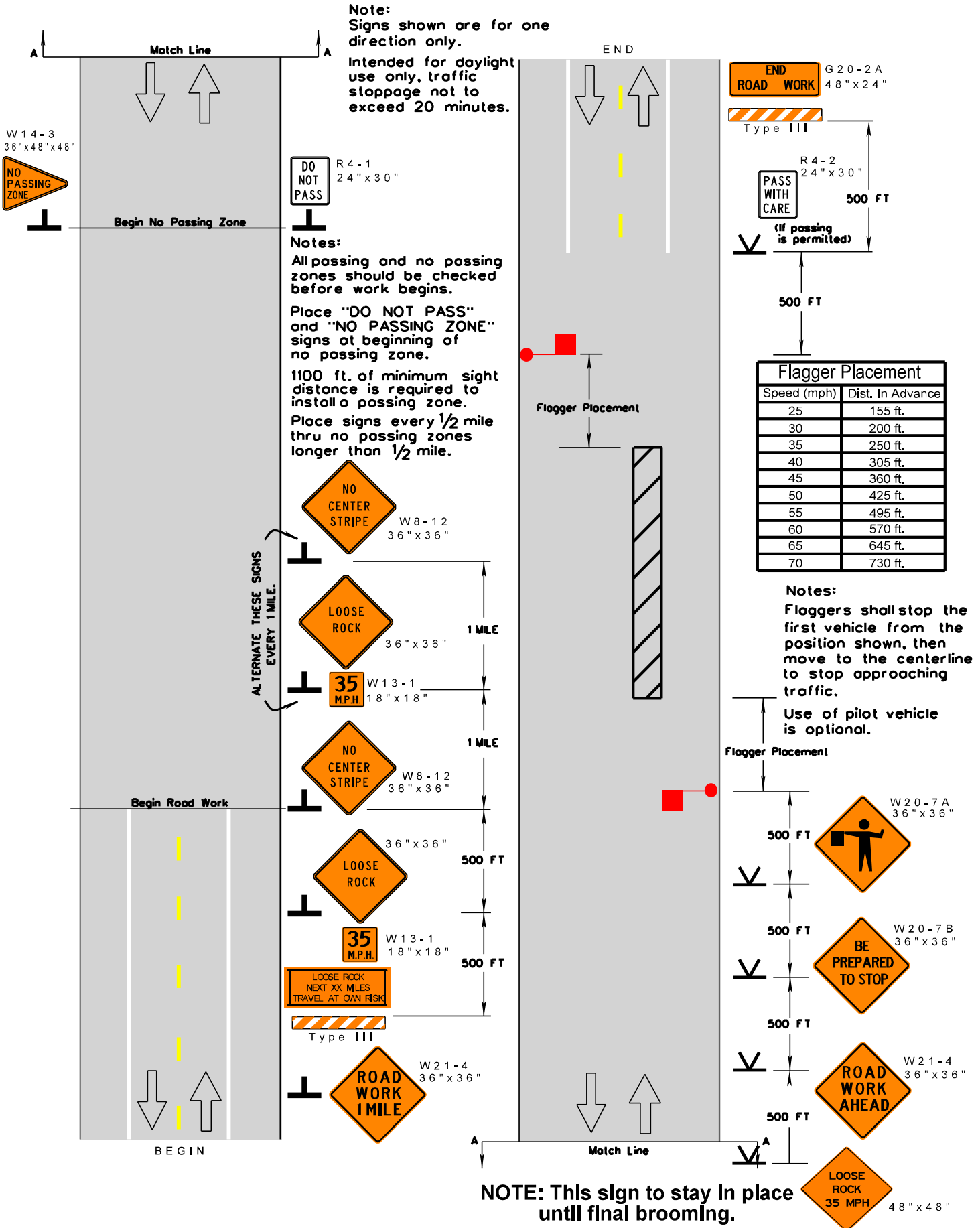
After the surface treatment has been rolled and the bituminous material has cured a minimum of one (1) hour, or longer if necessary to sufficiently hold the aggregate in place, the Contractor shall perform an initial brooming operation consisting of lightly sweeping excess aggregate material from the surface. After the initial brooming has been completed, public traffic will be allowed on the roadway.

Immediately the next morning, a final brooming shall be performed to remove any remaining excess aggregate material from the previous day's seal operation.

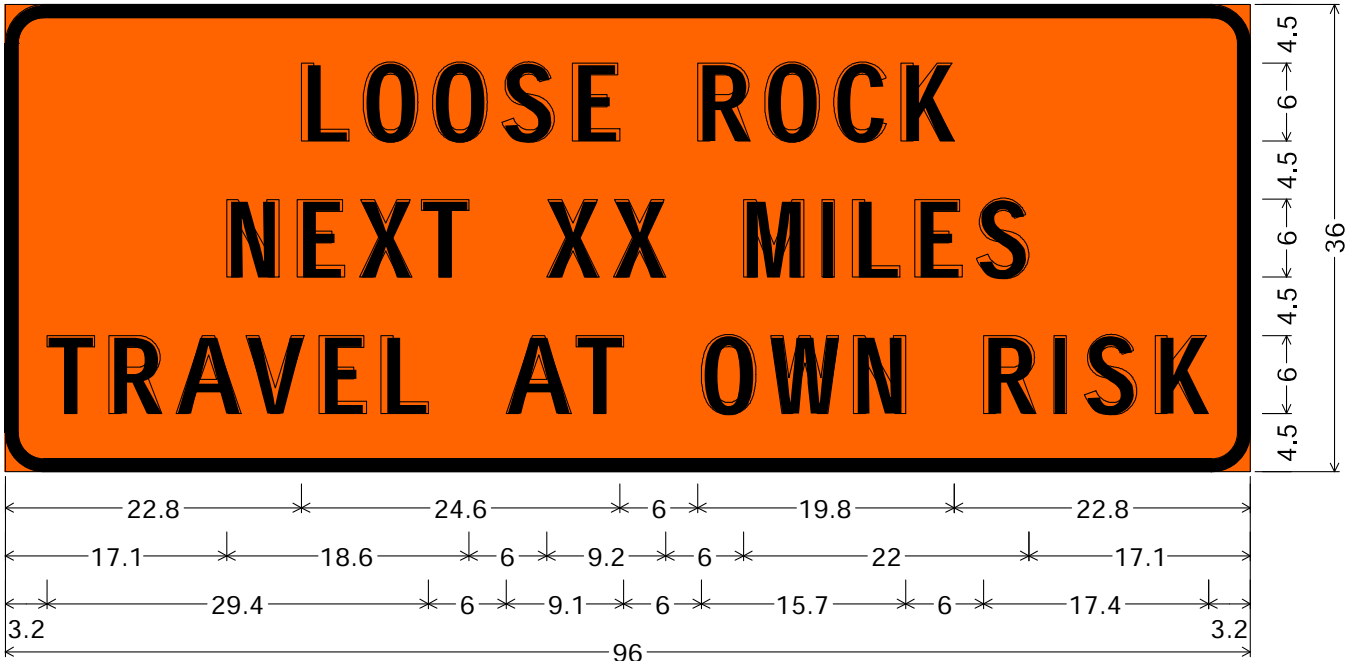
**907-410.05--Basis of Payment.** Add the "907" prefix to the pay items listed on page 292.

In Table 410-A at the end of Section 410 on page 293, delete the bituminous material application rates for Single Surface Treatments using Size 7, 8, or 89 seal aggregates.

Also in Table 410-A at the end of Section 410 on page 293, delete the seal aggregate application rate for Single Surface Treatment using Size 7, 8, or 89 seal aggregates.

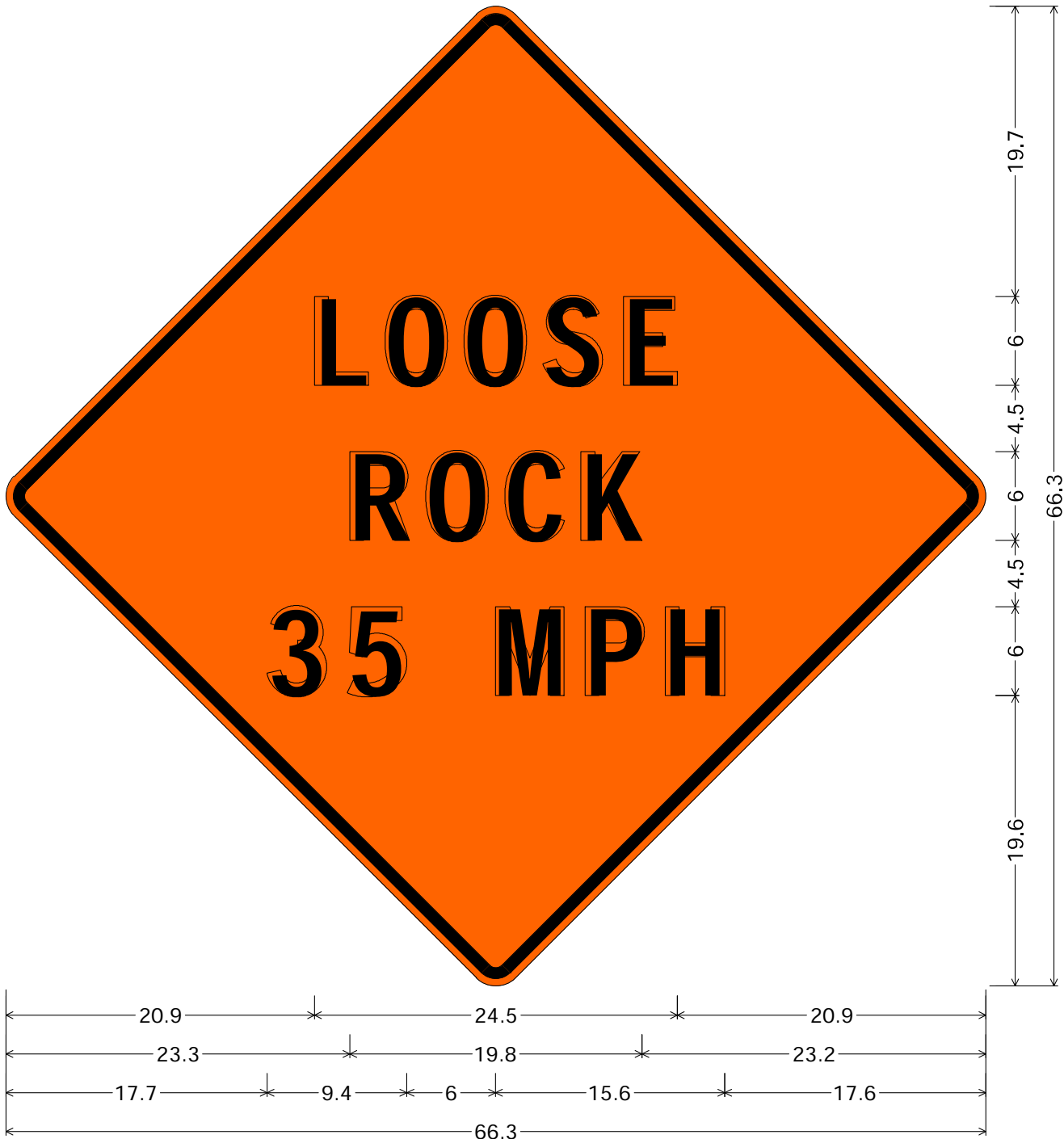






3.0" Radius, 1.0" Border, Black on Orange;  
 "LOOSE ROCK" D; "NEXT XX MILES" D; "TRAVEL AT OWN RISK" D;  
 Table of letter and object lefts.

<b>L</b>	<b>O</b>	<b>O</b>	<b>S</b>	<b>E</b>	<b>R</b>	<b>O</b>	<b>C</b>	<b>K</b>						
22.8	27.6	33.0	38.3	43.7	53.4	58.5	63.9	69.0						
<b>N</b>	<b>E</b>	<b>X</b>	<b>T</b>	<b>X</b>	<b>X</b>	<b>M</b>	<b>I</b>	<b>L</b>	<b>E</b>	<b>S</b>				
17.1	22.5	27.3	32.1	41.7	46.9	56.9	63.0	65.3	70.1	74.9				
<b>T</b>	<b>R</b>	<b>A</b>	<b>V</b>	<b>E</b>	<b>L</b>	<b>A</b>	<b>T</b>	<b>O</b>	<b>W</b>	<b>N</b>	<b>R</b>	<b>I</b>	<b>S</b>	<b>K</b>
3.2	8.0	13.2	18.6	24.2	29.0	38.6	44.0	53.7	59.0	65.4	75.4	80.9	83.2	88.6



48.0" across sides 1.9" Radius, 0.8" Border, 0.5" Indent, Black on Orange;

"LOOSE" D; "ROCK" D; "35 MPH" D;

Table of letter and object lefts.

<b>L</b>	<b>O</b>	<b>O</b>	<b>S</b>	<b>E</b>
20.9	25.7	31.0	36.4	41.8
<b>R</b>	<b>O</b>	<b>C</b>	<b>K</b>	
23.3	28.4	33.8	38.9	
<b>3</b>	<b>5</b>	<b>M</b>	<b>P</b>	<b>H</b>
17.7	23.1	33.1	39.2	44.6