

**SECTION 905 -- PROPOSAL (CONTINUED)**

I (We) hereby certify by digital signature and electronic submission via Bid Express of the Section 905 proposal below, that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal. I (We) further acknowledge that this certification shall not extend to the bid bond or alternate security which must be separately executed for the benefit of the Commission. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the Commission to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the Commission's election upon award. Failure to so execute at the Commission's request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

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   2/18/2016   ADDENDUM NO.        DATED         
 ADDENDUM NO.        DATED        ADDENDUM NO.        DATED       

Number	Description
1	Revised Table of Contents; Revised NTB Nos. 5972, 5974, & 5975; Add NTB No. 6134; 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.

IM-0020-01(202)/105923301

Warren County(ies)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
TABLE OF CONTENTS**

**PROJECT: IM-0020-01(202)/105923301 - Warren**

Section 901 - Advertisement

Section 904 - Notice to Bidders

#1	Governing Specifications
#3	Final Cleanup
#640	Fiber Reinforced Concrete
#927	Use of Fly Ash in Stone Matrix Asphalt (SMA)
#1405	Errata & Modifications to 2004 Standard Specifications
#1928	Federal Bridge Formula
#2382	Status of ROW, w/ Attachments
#3131	Temporary Traffic Paint
#3893	Petroleum Products Base Price
#4189	Rumble Stripe
#4214	Safety Apparel
#4526	Electronic Addendum Process
#4565	Manual on Uniform Traffic Control Devices (MUTCD)
#5044	Questions Regarding Bidding
#5053	Contractor Correspondence
#5080	Standard Drawings
#5266	Disadvantaged Business Enterprise, w/ Supplement
#5405	Traffic Control Devices
#5411	Safety Edge
#5412	Weight Limits
#5556	DUNS Requirement for Federal Funded Projects
#5824	Adjustments for Bituminous Materials
#5865	Non-Quality Control / Quality Assurance Concrete
#5866	Payroll Requirements
#5896	DBE Forms, Participation and Payment
#5972	Contract Time
#5973	Specialty Items
#5974	Scope of Work
#5975	Lane Closure Restrictions
#6134	Assessment of Contract Time
906	Required Federal Contract Provisions -- FHWA 1273, w/Supplements

Section 907 - Special Provisions

907-101-4	Definitions
907-102-12	Bidding Requirements and Conditions
907-103-11	Award and Execution
907-104-5	Scope of Work
907-104-6	Partnering Process
907-105-8	Control of Work
907-107-13	Legal Relations and Responsibility to Public, w/Supplement

**PROJECT: IM-0020-01(202)/105923301 - Warren**

907-108-37	Prosecution and Progress, w/ Supplement
907-109-8	Measurement and Payment
907-110-2	Wage Rates
907-304-13	Granular Courses
907-401-5	Stone Matrix Asphalt (SMA), w/ Supplement
907-401-7	Asphalt Pavements
907-403-13	Stone Matrix Asphalt (SMA), w/ Supplement
907-403-14	Asphalt Pavements
907-406-4	Cold Milling
907-407-2	Tack Coat
907-413-5	Sawing & Sealing Transverse Joints in Asphalt Pavement
907-501-6	Portland Cement Concrete Pavement
907-618-9	Placement of Temporary Traffic Stripe
907-618-13	Temporary Construction Signs
907-619-5	Changeable Message Signs
907-626-5	Inverted Profile Thermoplastic Traffic Stripe
907-626-25	Thermoplastic Traffic Markings
907-701-5	Hydraulic Cement, w/ Supplement
907-702-5	Specifications for Bituminous Materials
907-703-12	Aggregates, w/ Supplement
907-710-1	Fast Dry Solvent Traffic Paint
907-711-4	Synthetic Structural Fiber Reinforcement
907-713-5	Admixtures for Concrete
907-714-3	Stabilizing Fibers
907-714-8	Miscellaneous Materials
907-720-2	Pavement Marking Materials
907-804-19	Concrete Bridges and Structures

Section 905 - Proposal, Proposal Bid Items, Combination Bid Proposal  
Certification of Performance - Prior Federal-Aid Contracts  
Certification Regarding Non-Collusion, Debarment and Suspension  
SAM.GOV Registration and DUNS Number  
Section 902 - Contract Form  
Section 903 - Contract Bond Forms  
Form -- OCR-485

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

02/18/2016 10:23 AM

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 5972**

**CODE: (SP)**

**DATE: 2/18/2016**

**SUBJECT: Contract Time**

**PROJECT: IM-0020-01(202) / 105923301 – Warren County**

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 907-108.06. It is anticipated that the Notice to Award will be issued no later than **March 8, 2016** and the date for Notice to Proceed / Beginning of Contract Time will be **April 7, 2016**.

Should the Contractor request a Notice to Proceed earlier than **April 7, 2016** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed / Beginning of Contract Time date.

**78** Working Days have been allowed for the completion of work on this project.

**NOTE:** Contract time has been established assuming multiple crews working simultaneously for the duration of the project.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 – NOTICE TO BIDDERS NO. 5974**

**CODE: (SP)**

**DATE: 2/18/2016**

**SUBJECT: Scope of Work**

**PROJECT: IM-0020-01(202) / 105923301 -- Warren 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:

**INTERSTATE 20**  
**OVERLAY FROM THE EAST END OF THE WASHINGTON STREET BRIDGE**  
**(LOG MILE 0.668) TO (LOG MILE 6.080) IN WARREN COUNTY**

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. 907-618-A, Maintenance of Traffic. All traffic control devices on this project should comply with the latest edition of the MUTCD. 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.

In general, the work to be accomplished using the pay items and corresponding specifications set forth in this contract is to mill and overlay approximately 5.4 miles of Interstate 20 in Warren County beginning at Log Mile 0.668 and ending at Log Mile 6.080.

Unless otherwise noted, Interstate 20 shall be overlaid with 3½" and variable Stone Matrix Asphalt (SMA). The lift thicknesses are 2" of 12.5-mm, SMA and 1.5" of 9.5-mm, SMA. This overlay shall consist of overlaying the mainline highway and the exit/entrance ramps to where the concrete pavement begins. The median lanes will be paved 16 feet wide. The outside lanes will be paved 14 feet wide. The outside shoulder will be paved eight feet (8') wide using 9.5 mm, ST, Asphalt and 12.5 mm, ST, Asphalt. 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.

The roadway and shoulders shall be milled 1" to 3" and variable as designated by the Project Engineer. It is the Contractor's responsibility to ensure the drainage of surface water from the milled areas which may include the use of shoulder cuts. Proper paper joints will be placed and maintained at milled tie-in areas. All costs for placing and maintaining paper joints shall be absorbed in other pay items.

Milling by the ton is the milling that is produced when milling areas other than those required for punchout work. Milling by the square yard is the milling that is produced when uncovering the punchout areas for base repair.

Due to the variability of lift thickness on the previous overlay, milling will be performed variably as to not produce scabbed material as an underlying base. The surface lift thicknesses on the previous overlay varied from 1 to 2 inches throughout the project. The Contractor should take this information into consideration when calculating prices for milling and asphalt.

The Contractor will mill tie-downs of 1½" at all ramps and taper these out to the lanes on a ½ inch to 50 foot taper. In order to properly taper all of these areas, the first lift of 12.5-mm, SMA, may overlap the milled areas where needed for smooth transitions.

Punchout repair will be performed on this project using the following:

**CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REMOVAL/REPAIR SEQUENCE**

The Contractor will start by milling the asphalt over the concrete pavement. These areas will be 50 feet x 12 feet to create a working area for the punchout repair crew. The removal will be from edge line to centerline and from estimated middle of the repair 25 feet in each direction. Because this is low production work, this milling will be paid for under 907-406-A, Cold Milling of Bituminous Pavement, All Depths, by the square yard. The asphalt will vary from 1" to 4½" in thickness, depending on the area. Milling is required for removal to ensure neat lines of removal.

After the asphalt is removed, saw cutting for the punchout will begin. The punchout sizes are calculated on a 12' x 12' area, but may be larger or smaller. The Department will have a representative with the Contractor to determine the size of the punchout immediately after asphalt is removed.

Punchout repair will be performed as per standard specifications. The concrete used in this repair will be 4,000 psi fast set concrete. The Contractor will provide cylinder break results to the Department to provide a time in which asphalt may be placed back in the milled area. The cylinders must break at 4,000 psi before paving can take place.

The Contractor will place two (2) lifts of 12.5-mm, HT, asphalt at 2.25" or applicable thickness as directed by the Engineer

### **TEST SECTION FOR EASTBOUND LANE\***

The Contractor will commence work in the eastbound lane at the BOP (Station 37+75, Log Mile 0.668). No other work will be permitted in the eastbound lane until this informational section is constructed. The Contractor will mill 3" and variable, 16 feet wide, in the median lane from Station 37+75 to Station 53+43 (Bridge End to Bridge End). At present, there are five (5) located punchouts in this area and therefore the Contractor performing the punchout work on the project will be present before milling starts. The Department Project Engineer, Prime Contractor Superintendent, and Punch-out Foreman will all be present to assess the need for what concrete repairs will need to be done. These areas will be analyzed so a more accurate work plan can be planned and to determine punchouts that will be in other areas of the eastbound lane. This work must be done for informational purposes to help determine what needs to be repaired by the punchout procedure. Currently, it is difficult to define punchout repair due to the previous overlay. The Contractor may also continue work in the eastbound lane from Station 57+60 to Station 63+39 which will require 1½" and variable milling and overlaying, and from Station 68+57 to Station 87+36 which will require 3" and variable milling and overlaying.

Lift thicknesses to place:

Station 37+75 to 53+43 will receive one (1) lift of 12.5-mm, SMA, at 2", and one (1) lift of 9.5-mm, SMA, at 1½". Shoulders must be kept up as paving increases in lift thicknesses. (16 foot wide)

Station 57+60 to 63+39 will receive two (2) lifts of 9.5-mm, SMA, at 1½" each, if grades permit. Shoulders must be kept up as paving increases in lift thicknesses. (16 foot wide)

Station 68+57 to 87+36 will receive the same as shown above for Station 37+75 to 53+43. Shoulders must be kept up as paving increases in lift thicknesses. (16 foot wide)

**\* After this section is complete, the Contractor may schedule all other work in the eastbound lane.**

Each Friday before work commences, the Project Engineer, Prime Contractor Representative, and any applicable Subcontractor representatives will have a meeting to discuss the upcoming weekend work and scheduling.

All work on this project will be done from 7:00 P.M. Friday until 6:00 A.M. Monday. Any lane closure or impediment of traffic outside this time will be charged \$2,500 per 5-minute increment.

The Contractor will ensure to keep the proper height clearances at all overpasses and sign trusses. Clearances before and after the start of the overlay will be submitted to the Department. These before and after clearances will be required for each wheel path in every lane. The cost of supplying this information shall be absorbed in other pay items.

Sawing and sealing will be strictly done in accordance to the specifications. All bridge end pavement, approach slabs, jointed concrete pavement will be sawed and sealed on this project.

Because the project will receive two lifts of asphalt, the Contractor will schedule work in a manner to get these areas sawed and sealed in accordance to the specifications. The Contractor will be responsible for locating and marking the existing joints.

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. Ground-In Rumble Strips shall be installed, and the inside six (6") shall receive an application of thermoplastic to create a "Rumble Stripe". 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 Subsection 720.01. On all concrete bridges, old traffic stripe shall be removed and replaced with High Performance Cold Plastic Stripe or Inverted Profile Thermoplastic Stripe.

The existing granular material shoulders shall be raised to match the 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%.

Note: Any existing low shoulders or at any time there is a differential in excess of two inches (2"), 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 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.

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. 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.

Guardrail shall be removed and reconstructed as per standard specifications.



## Locations of Punchouts

### I - 20 Westbound Punchouts

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<b>Station</b>	<b>Lane</b>
80+73	Left
64+06	Left
66+46	Left
73+56	Left
78+26	Left
84+96	Left
90+76	Left
100+76	Left
102+86	Left
116+52	Left
123+57	Left
126+67	Left
155+59	Left
161+79	Left
168+99	Both
170+79	Left
175+32	Left
179+26	Left
182+30	Both
197+77	Left
209+00	Left

### I - 20 Eastbound Punchouts

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89+00	Right
94+00	Right
111+07	Right
119+80	Right
154+00	Right
155+80	Right
159+00	Left
168+00	Right
169+00	Right
170+25	Right
172+00	Right
199+60	Right
205+75	Right
206+50	Right
265+15	Both

265+30	Left
266+50	Right
276+50	Right
285+07	Right

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 5975**

**CODE: (SP)**

**DATE: 2/18/2016**

**SUBJECT: Lane Closure Restrictions**

**PROJECT: IM-0020-01(202) / 105923301 – Warren County**

Bidders are hereby advised of the following restrictions on the above captioned project.

Work on this project will consist of weekend work ONLY.

Construction operations shall begin on Friday at 7:00 P.M., and must be complete and out of the highway by 6:00 A.M. the following Monday morning.

No excuses will be accepted by the Department, and the Contractor will be charged a fee of **\$2,500.00** for each full or partial five minute period until the roadway is back in compliance with the restriction requirements stated above.

For the purposes of this contract, official time shall be the announced time available at the Jackson area telephone number (601) 355-9311.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 6134**

**CODE: (SP)**

**DATE: 2/18/2016**

**SUBJECT: Assessment of Contract Time**

**PROJECT: IM-0020-01(202) / 105923301 - Warren County**

Bidders are hereby advised that the contract allows for 78 Working days. Working days will be charged Friday, Saturday and Sunday ONLY according to the following work periods:

1. Friday at 7:00 PM to Saturday at 3:00 PM .....20 Hours
2. Saturday at 3:00 PM to Sunday at 11:00 AM.....20 Hours
3. Sunday at 11:00 AM to Monday at 6:00 AM .....19 Hours

If the Contractor can work for nine (9) consecutive hours in any of the above work periods, the Contractor will be charged a full working day for the work period. If the Contractor can work six (6) to nine (9) consecutive hours, the Contractor will be charged a half (0.5) working day for the work period. If the Contractor cannot work for six (6) consecutive hours, the Contractor will not be charged time during the work period.

The Contractor will not be allowed to work during the weekend of Christmas and New Year's Day, or the weekend preceding Memorial Day, Fourth of July, and Labor Day, or the weekend after Thanksgiving Day.