

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. <u> 1 </u>	DATED <u> 3/21/2023 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> </u>	DATED <u> </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
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Number	Description
1	Revised Notice To Bidders No. 4827; Amendment EBSx 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
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_____	Secretary	Address
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_____	Treasurer	Address
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The following is my (our) itemized proposal.

SP-0043-01(037)/ 108213301000

Washington County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 4827

CODE: (SP)

DATE: 03/21/2023

SUBJECT: Scope of Work

PROJECT: SP-0043-01(037) / 108213301 – Washington 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.”

LEVEL AND OVERLAY MISSISSIPPI HIGHWAY 1 FROM SR 438 TO THE END OF THE 4-LANE SECTION NEAR SR 454 LOG MILE 19.587 TO 22.996 – WASHINGTON COUNTY

In general, the work to be accomplished using the pay items and corresponding specifications set forth is to level and overlay approximately 3.4 miles of Mississippi Highway 1 from 0.4 miles south of SR 438 to 0.2 miles south of SR 454 at the end of the 4-lane section.

Work on the project shall consist of the following:

1. The Contractor shall erect and maintain construction signing, provide all signs, and traffic handling devices in accordance with the Traffic Control Plan. The costs for this work are to be included in the price bid for pay item 618-A: Maintenance of Traffic. All traffic control devices on this project should comply with the latest version of the MUTCD. Fluorescent orange sheeting shall be used on all construction and traffic control signs except for those designated in the plans to be black legend and border on white background. The Contractor shall use 42-inch channelizing cones with 6-inch-wide reflective tape and 16-pound vertical panel bases for each cone.
2. The Contractor shall repair failed pavement on the main facility as directed by the Project Engineer using the following construction sequence:
 - a) Saw cut full depth through the failed asphalt and/or concrete.
 - b) Remove failed asphalt and/or concrete.
 - c) Remove any unsuitable material in the subgrade as directed by the Engineer. Removal of this material will be paid for as Excess Excavation.
 - d) Stabilize failed area with 19-mm, ST, Asphalt Pavement, Leveling. No lift of 19-mm asphalt shall be greater than 3 inches (3”) or as designated by the Engineer. The final grade of the asphalt shall match the existing grade of the pavement. Densities will not be required on this asphalt. The Contractor shall roll each lift to refusal or as directed by the Engineer.

		Pavement Repair					19mm
No.	Location	Length (LF)	Width (LF)	Area (SY)	Sawcut (LF)	Excess (CY)	Asp. (Ton)
1	X-Over @ Wilmont Rd.	60	15	100	150	33	65
2	Wilmont Rd. west of SR 1	30	5	17	70	6	10
			Total	117	220	39	75

3. The Contractor shall fine mill the following roadway sections:

Section 1-B.O.P. (1½“): Mill to a depth of 1½“ as directed by the Engineer for the purpose of achieving a smooth tie-in /transition to existing pavement.

Section 2-Log Mile 19.883 – 20.156 (1½”): This section centers the channelized intersection at SR 438 and extends approximately 700’ south and north of the intersection. Mill to a depth 1½“ the mainline roadway along with SR 438, local roads, curb & gutter, pads, and aprons as directed by the Engineer. (See included drawing.)

Section 3-Log Mile 20.156 – 20.835 (2”): This section begins immediately north of Section 2 and ends at the beginning of the 4-lane section. It is approximately 3,500’ in length. Mill the northbound outside lane 14’ wide to a depth of 2”. (This is the only lane to be milled in this section.) This milling is for the purpose of placing a 2”- 12.5-mm intermediate asphalt lift prior to the placement of the 9.5-mm asphalt leveling lift.

Section 4-Log Mile 21.997-22.110 (1½“): This section centers the channelized intersection at Wilmont Rd. and extends approximately 300’ south and north of this intersection. Mill to a depth 1½“ the mainline roadway along with local roads, curb & gutter, pads, and aprons as directed by the Engineer. (See included drawing.)

Section 5-Log Mile 22.750-22.996 (1½“): This section begins at the south end of Bridges (29.2A & 29.2 B) and ends at the E.O.P. It is approximately 1400’ in length on the north bound lanes and 1100’ in length on the southbound lanes. Mill to a depth of 1½“ the south bridge approaches as directed by the Engineer, and mill to a depth of 1½“ from the north bridge ends to the E.O.P. (Included in this milling will be any guardrail pads or other pads & aprons in this section. (See included drawing.)

NOTE: The Reclaimed Asphalt Pavement (RAP) material removed by the milling operation shall become the property of the contractor with the exception of 10,000 tons or 50% of the total anticipated RAP tonnage, whichever is less, to be stockpiled on MDOT property at the old concrete roadbed at the northwest corner of the SR 1 and SR 454 intersection. All costs associated with the hauling, placing, and stockpiling the state retained material shall be included in the price bid for the milling.

NOTE: It is the Contractor's responsibility to ensure the drainage of surface water from the milled areas using shoulder cuts.

NOTE: Temporary wedges of full lane width asphalt pavement shall be placed by the Contractor immediately after the fine milling process to allow the safe transition of traffic. The length of the wedges will be three feet (3') for every one-half inch (1/2") in height. These wedges shall be maintained in a satisfactory condition by the Contractor until the permanent asphalt pavement is placed. All costs for placing and maintaining these wedges shall be included in other pay items. Cold mix will not be allowed.

NOTE: All bridges within the project limits shall be swept clean of debris. All costs for sweeping bridges shall be absorbed in other pay items.

4. The Contractor shall place a 3/4" and variable lift of 9.5-mm, MT, Asphalt Pavement, Leveling 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. The leveling asphalt will be placed on the crossovers, turn lanes, aprons and other odd areas as directed by the Project Engineer.

Note: The 9.5-mm Asphalt, leveling will not be placed on the milled areas of Section 1, Section 2, Section 4, and Section 5. These sections will receive the 1 1/2" 9.5-mm surface lift only.

5. The Contractor shall place 1 1/2" of 9.5-mm, MT, Asphalt Pavement 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. The asphalt shall be placed in full lane width passes on the main roadway and in widths as necessary at intersections, turn lanes or other areas where the roadway width varies.

The Contractor shall place 1 1/2" of 9.5-mm, MT Asphalt Pavement, Leveling on local roads, crossovers, paved shoulders, ramps, pads and aprons as directed by the Project Engineer. Aprons shall be constructed at existing ramps that do not have paved aprons by placing 3" of 9.5-mm asphalt in widths and lengths as directed by the Project 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 shall be paved to match final main line grades.

6. Where there is jointed reinforced concrete pavement overlaid with asphalt, the transverse joints shall be sawed and sealed by the Contractor at full roadway width or as directed by the Engineer.
7. Temporary striping shall conform to finished stripe specifications for alignment, reflectivity, straightness, and neatness. Temporary stripe shall be placed as needed for safe movement of traffic. All permanent pavement markings shall be hot thermoplastic. Edge lines shall be placed to maintain a 12-foot lane width. The Contractor shall mill a 12-inch rumble strip along the edge of pavement and spray a 6-inch thermoplastic stripe on the rumble strip to create a "Rumble Stripe." (See Rumble Stripe Detail)

NOTE: On all concrete bridges, old traffic stripe shall be removed and replaced with thermoplastic stripe in accordance with the Standard Specifications or as directed by the Project Engineer.

8. The existing shoulders shall be raised to match the new pavement elevation by grading existing material and/or placing any needed granular material. The shoulders shall be bladed and dressed to a finished slope of 4%.

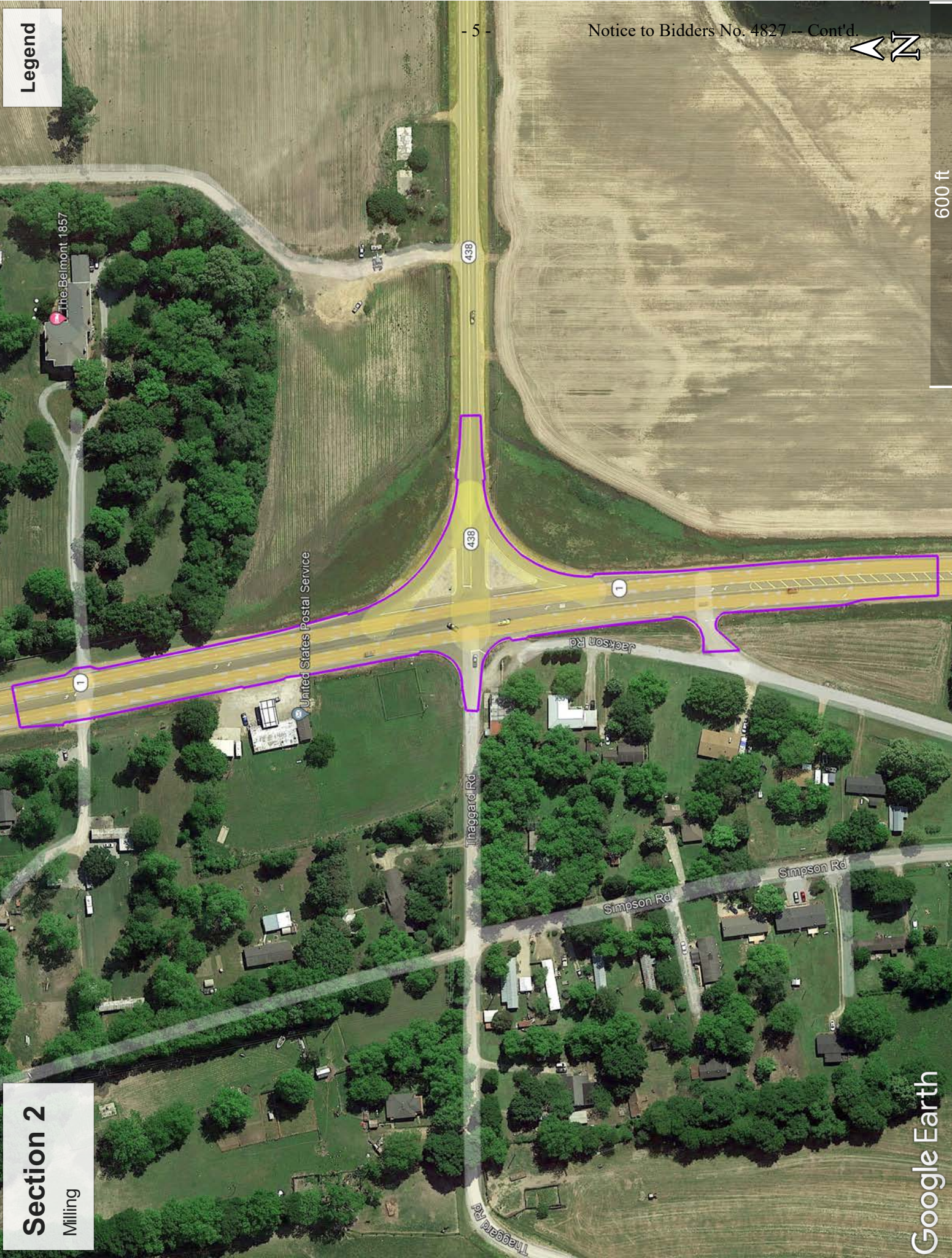
Note: Any existing low shoulders or at any time there is a differential in excess of two inches (2"), the Contractor shall raise the shoulder grade up to the current asphalt grade. The Contractor may pull up existing shoulder material if possible or place new granular material. Incidental work such as removing vegetation, shaping, and compacting shoulders including the base for paved aprons, and other incidental work that is necessary to complete the work will not be measured for separate payment and the cost will be included in other items bid.

9. The guardrail on this section of highway shall be replaced using the guardrail pay items in the proposal.
10. Raised pavement markers shall be placed at 80-foot intervals in tangents and 40-foot intervals in curves along the centerline or 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.
11. Type 3 object markers shall be placed at the bridge ends, and new crossover delineators are to be placed at the crossovers.

Legend



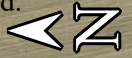
600 ft



Section 2

Milling

Legend



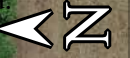
600 ft



Section 4

Milling

Legend



600 ft

Ditch Number Eighty-eight

Star Masonry

Section 5

Milling

