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	**9/16/2026**	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Table of Contents; Deleted NTB No. 7624; Revised Notice To Bidders No. 8272; 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

_____
Secretary — Address

_____
Treasurer — Address

The following is my (our) itemized proposal.

STBG-0057-01(008)/ 110222301000

Coahoma County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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Section 905 - Proposal, Proposal Bid Items, Combination Bid Proposal
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(REVISIONS TO THE ABOVE WILL BE INDICATED ON THE SECOND SHEET OF SECTION 905 AS ADDENDA)

09/15/2026 11:38 AM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8272 **CODE: (SP)**

DATE: **09/16/2026**

SUBJECT: **Scope of Work**

PROJECT: **STBG-0057-01(008) / 110222301—Coahoma 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".

The work to be accomplished using the Pay Items and corresponding specifications set forth in this contract, which is for the mill and overlay of 2.5 miles of US Highway 49 beginning at SR 1 (LM 35.019) and going northerly for approximately 2.5 miles through the Isle of Capri intersection (LM 37.518) in Coahoma County.

It shall be the responsibility of the contractor to protect the roadway and all existing structures, such as bridges and curb, from damage occurring as a result of the contractor's operations. Damages to existing features caused by the contractor's operations shall be repaired or replaced at no cost to the Mississippi Department of Transportation.

At bridge ends and at the end of workday, a taper of one (1) vertical inch for each three (3) horizontal foot shall be provided.

The contractor shall make a utility location request to 811 prior to any excavation, except for trench widening or pavement removal/repair.

In order to expedite the safe movement of traffic and to protect each phase of the work as it is performed, a firm sequence of operations is essential. The work shall begin and continually prosecuted.

Shoulders shall be maintained throughout the duration of the project to assure traffic safety.

The work shall consist of the following:

1. Repairs to the bridge deck at BR # 336.3 (10767) and BR # 336.8 (10768) shall be as follows.
    a. The bridge decks shall be fine milled to a depth of one-and-one quarter inches (1.25”). Any damages to the deck will be repaired at the Contractor’s expense. The Contractor will not be allowed to use a milling machine larger than four feet (4’) wide. Any damage that occurs to the existing structure during the construction process shall be repaired as directed by the Director of Structures at no additional cost to MDOT. The Contractor shall mill only the length of the bridge deck of what he will be able to have fully completed by the end of the working day. The asphalt thickness varies on the bridge deck and is expected to be fully removed to evaluate the needed locations for bridge deck repairs.
    b. Once the milling of the bridge deck has been completed for that day’s work, bridge deck removal shall be performed and paid under 907-824-PP003, Bridge Repair, Removal of Bridge Deck.
        i. During full depth removal, the Contractor shall ensure that only bridge deck concrete is removed. No damage shall be sustained to any other part of the bridge beyond the bridge deck. Any damage that occurs to the existing structure or reinforcement of the bridge deck shall be repaired by the Contractor to the satisfaction of the Engineer at no additional cost to the State.
        ii. New concrete for full depth locations shall be High Early Strength Bridge Concrete, as stated in the HIGH EARLY STRENGTH CONCRETE NOTE, under part (c). The Contractor shall submit a demolition plan for the partial bridge deck removal aeras.
        iii. Removal of concrete shall be done with a handheld chipping hammer no larger than 30 lbs. or by other means approved by the Director of Structures, State Bridge Engineer.
        iv. All existing concrete to be in contact with new concrete shall be painted with epoxy binder designed to bond new concrete to old.
        v. Concrete shall be Class “AA” High Early Strength Concrete as explained in the HIGH EARLY STRENGTH CONCRETE NOTES, under part (c).
        vi. All 1” sawcuts on the bridge deck shall be considered an absorbed item of work.
    c. The Contractor shall evaluate the bridge deck with the Director of Structures, or his designee, and replace portions of the bridge deck with High Early Strength Concrete in accordance with the notes below. This work will be paid for under 907-824-PP007, Bridge Repair, High Early Strength Concrete.
        i. The concrete mixture design shall be furnished by the Contractor for approval by the Materials Division. Mixture Design parameters are as follows:
            1. Required Strength = 2500 psi prior to releasing to traffic
            2. Total Air Content = 3% - 6%
            3. Maximum Slump = 6 inches

ii. Non-chloride based accelerator may be used if the ambient temperature is 50°F or less but shall not be used if the ambient temperature is greater than 50°F.

iii. Synthetic structural fibers shall be used. The Contractor shall select a manufacturer from MDOT's Approved Products List, and the manufacturer's recommendations shall be followed for the dosage rate.

iv. Curing is to be continuous until 2500 psi is attained. Traffic is to be diverted from the repair area until this value is reached. The Contractor may use the Maturity Method per Section 907-804 to estimate the concrete compressive strength for the purpose of releasing the repair area to traffic. However, final acceptance of the in-place concrete shall be determined using fifteen concrete test cylinders, which shall be cured in a container next to the concrete placement. Three cylinders are to be tested at 6-, 8-, 10-, and 12-hour intervals. The three remaining cylinders shall be used to determine the 28-day compressive strength of the concrete.

d. The full bridge deck repairs must be done under the daily lane closure. No overnight closures will be allowed without active work being performed.

i. In the instance that cylinder breaks do not meet 2500 psi prior to the end of the working day, the Contractor will be required to have an overnight monitor on site until the lane closure is able to be removed.

e. A one-and-one quarter inches (1.25") lift of MT 9.5mm shall be placed on top of the repaired bridge deck within 5 days of completion of concrete work. The use of dynamic rollers shall be prohibited for compaction of asphalt lifts on the bridge deck. Only static compaction will be allowed. Due care shall be given to ensure asphalt thickness does not exceed a compacted thickness of one-and-one quarter inches (1.25"). Asphalt cores may be used to verify this thickness. An allowable tolerance of +0" to -1/4" is permitted. If thicknesses have been verified to exceed the one-and-one quarter inches maximum tolerance, the entire bridge deck shall be milled with the approval of the Director of Structures and replaced at no additional cost to MDOT.

2. Fine milling of the existing asphalt pavement to a depth of one-and-one quarter inches (1.25") and variable. Milling operations shall be on the mainline, local roads, crossovers, and driveway pads. The Contractor shall not mill into the concrete pavement or concrete bridge deck. All milling will become property of the Contractor.

Area	Quantity (SY)
US 49 Mainline – Sta. 60+31 to Sta. 80+86 and Sta. 92+40 to Sta. 105+70	9,027
Local Roads	5,442
Total	**14,525**

NOTE: Payment for Fine Milling of Pavement will be made under Pay Item No. 406-D, per square yard, and shall include all costs associated with the milling operation.

NOTE: Milled surfaces are to be covered with surface asphalt within 7 calendar days of removal. The Contractor will be charged a fee of $5000.00 for each full or partial day on which the milled surface is left uncovered after the 7 calendar days.

NOTE: During this operation and prior to placement of the asphalt, due care shall be required to keep surface water from ponding on the roadway surface; continuous monitoring of the project may be required.

NOTE: During this operation and prior to placement of the asphalt, contractor shall repair and maintain all potholes.

3. Cold milling of existing concrete pavement will occur at the tie-in at the SR 1 intersection.

4. The Contractor shall seal the exposed concrete joints prior to placement of asphalt.

   NOTE: The Contractor shall follow Special Provision 907-413-3.

5. The contractor shall place the surface course on the previously milled surface and existing concrete surface.

Location	Type Mix	Area	Thickness	Asphalt
		SY	Inches	Tons
US 49 Mainline	9.5mm, MT	9,083	1.25	2,550
Local Roads	9.5mm, MT	5,442	1.25	400
			TOTAL	**2,950**

   NOTE: Sawing and Sealing will be required after asphalt pavement has been placed.

6. Placement of granular material on the shoulders as directed to raise the existing shoulders to the new surface course grade.

   NOTE: Shoulders shall be bladed, shaped and compacted throughout the length of the project regardless of whether granular material is required.

   NOTE: Granular material not required for the final shape of the shoulders may require removal under the pay item for excess excavation and may include small amounts of asphalt.

   NOTE: Due care shall be taken during this operation to blade material to the roadway and away from the ditch line. Material inadvertently bladed to the roadway vegetation shall be removed at no cost to the Mississippi Department of Transportation.

7. Placement of Temporary Traffic Stripe daily as per Section No. 907-618.

8. The Contractor shall grind a six (6”) rumble stripe along the edge of pavement, and a twelve-inch (12”) rumble stripe along the centerline.

   NOTE: The centerline rumble will receive a bituminous fog seal prior to placing permanent pavement markings.

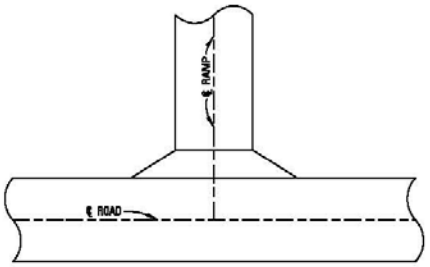
9. Place permanent pavement markings as required (Thermoplastic Striping, Two-way Clear High Performance Raised Pavement Markers, Two-way Yellow Reflective High Performance Raised Markers and Red-Clear High Performance Raised Pavement Markers).

   The contractor shall provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas.

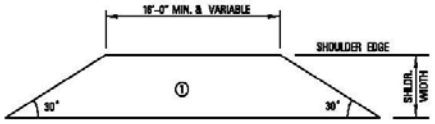
   Incidental work such as removing vegetation, shaping and compaction of shoulder, necessary and incidental grading of roadway ditches and other incidental work that is necessary to complete the work will not be measured for separate payment and the cost will be included in the bid items provided.

   The Engineer may direct the use of additional cones at County roads or intersections within lane closures and will be absorbed in Maintenance of Traffic.

STATE	PROJECT NO.
MISS.	



PLAN VIEW OF RAMP



DETAIL OF PAVED APRON

① 1-½" & VARIABLE DEPTH ASPHALT PAVEMENT REQUIRED

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAIL

WORKING NUMBER
MDS-1

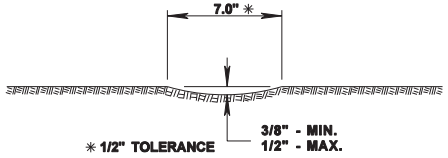
SHEET NUMBER

BY | REVISION | DATE

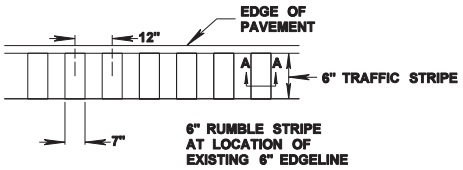
FILENAME: MDS-1

DESIGN TEAM _____ CHECKED _____ DATE _____

STATE	PROJECT NO.
MISS.	STBG-0057-01(008)



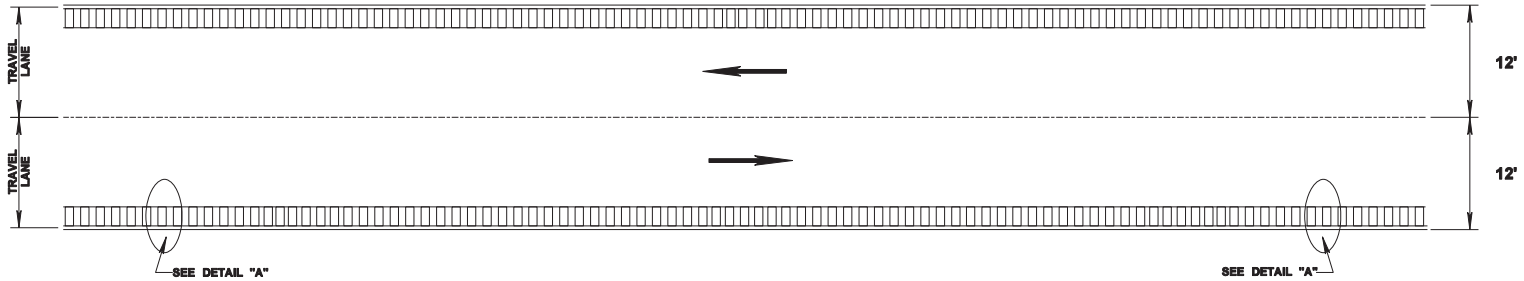
SECTION "A-A"



DETAIL "A"

GENERAL NOTES

1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT EDGELINES.
2. GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO MAINLINE ONLY.



PLAN

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL DESIGN: RUMBLE STRIPES (GROUND-IN) 2 LANE, 24 FT.

PROJ. No. : STBG-0057-01(008)
COUNTY: Coahoma
FILENAME: rumble stripe 2 Lane.DG
DESIGN TEAM ATKINS CHECKED JRY DATE 01/06/14

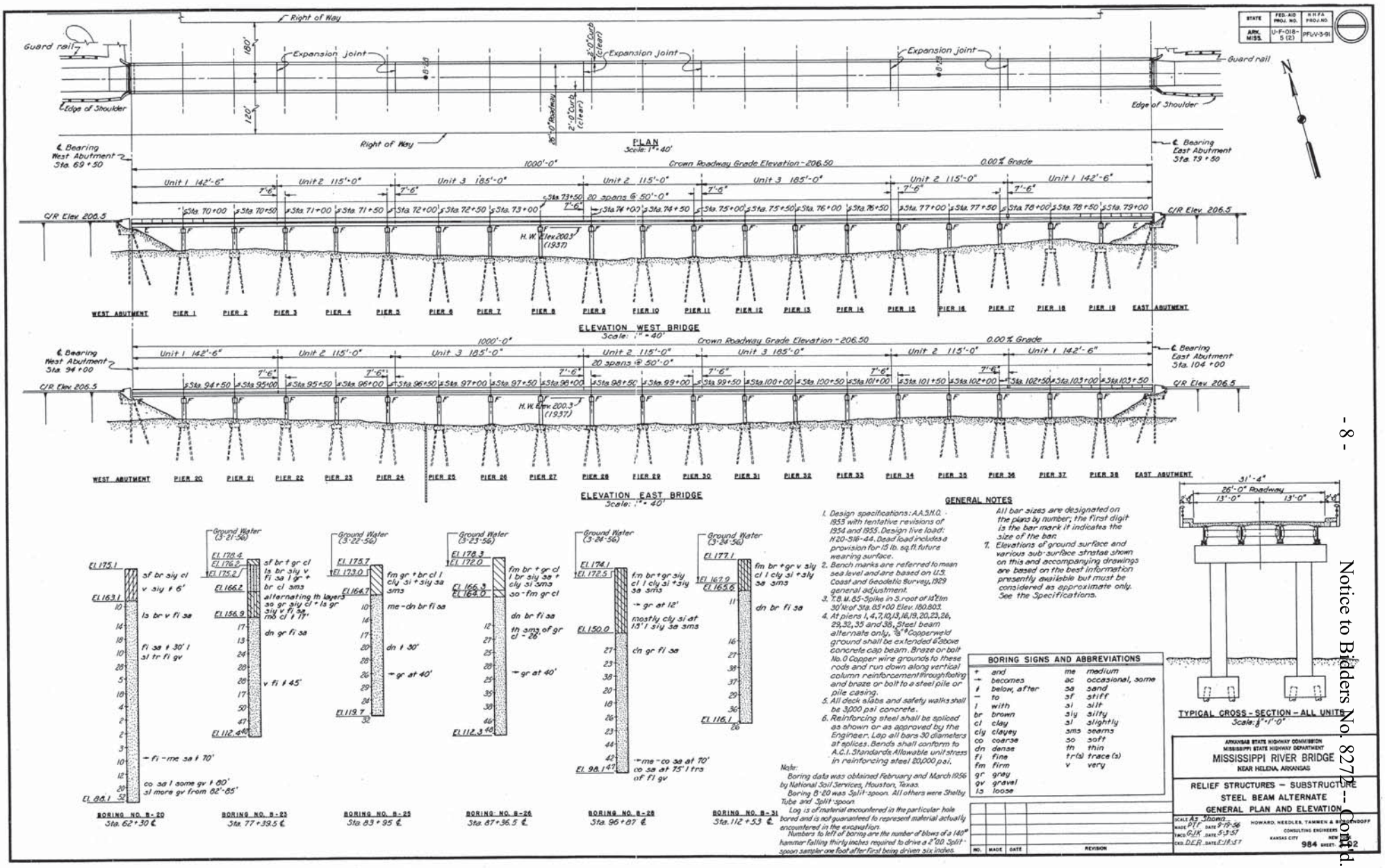
WORKING NUMBER: RS-2L
SHEET NUMBER: 18

REVISION | BY | DATE

Notice to Bidders No. 8272 - Coahoma

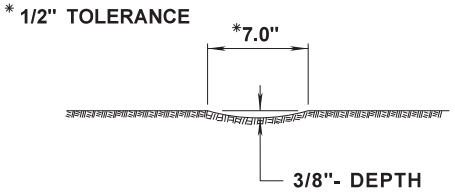
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MKODYY 08.00.00#M DGNFILENAME

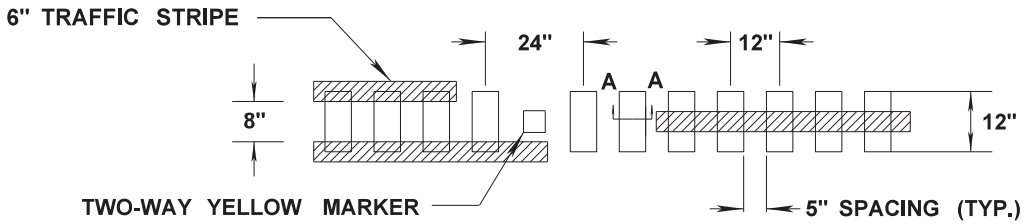


Notice to Bidders No. 8272 -- Cont'd.

INFORMATION ONLY

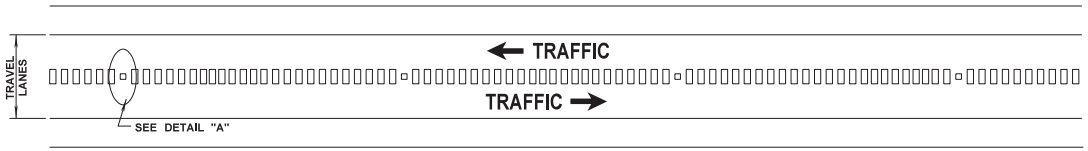


SECTION "A-A"



2-LANE PASSING/NO PASSING ZONE

DETAIL "A"



PLAN

NOT TO SCALE

GENERAL NOTES

1. CENTER LINE RUMBLE STRIPS (CLRS) SHALL BE INSTALLED ON ALL TWO-LANE STATE HIGHWAYS FOR PROJECTS LET TO CONSTRUCTION WITH BID LETTING DATES ON OR AFTER JULY 1, 2026, UNLESS ONE OR MORE OF THE FOLLOWING CONDITIONS ARE PRESENT:
   - A. ROADWAYS WITH LANE WIDTHS OF 11 FEET OR LESS AND NO PAVED SHOULDER (WITH AN APPROVED SHOULDER WIDENING POLICY EXEMPTION).
   - B. ROADWAYS WITHIN THE MUNICIPAL LIMITS OF A TOWN, COMMUNITY, ETC. WITH SPEED LIMITS OF 45 MPH OR LESS
   - C. ROADWAYS WITH SPEED LIMITS OF 45 MPH OR LESS
   - D. FRONTAGE ROADS
2. CLRS SHALL BE OMITTED ACROSS PUBLIC INTERSECTION ROADWAYS AS SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

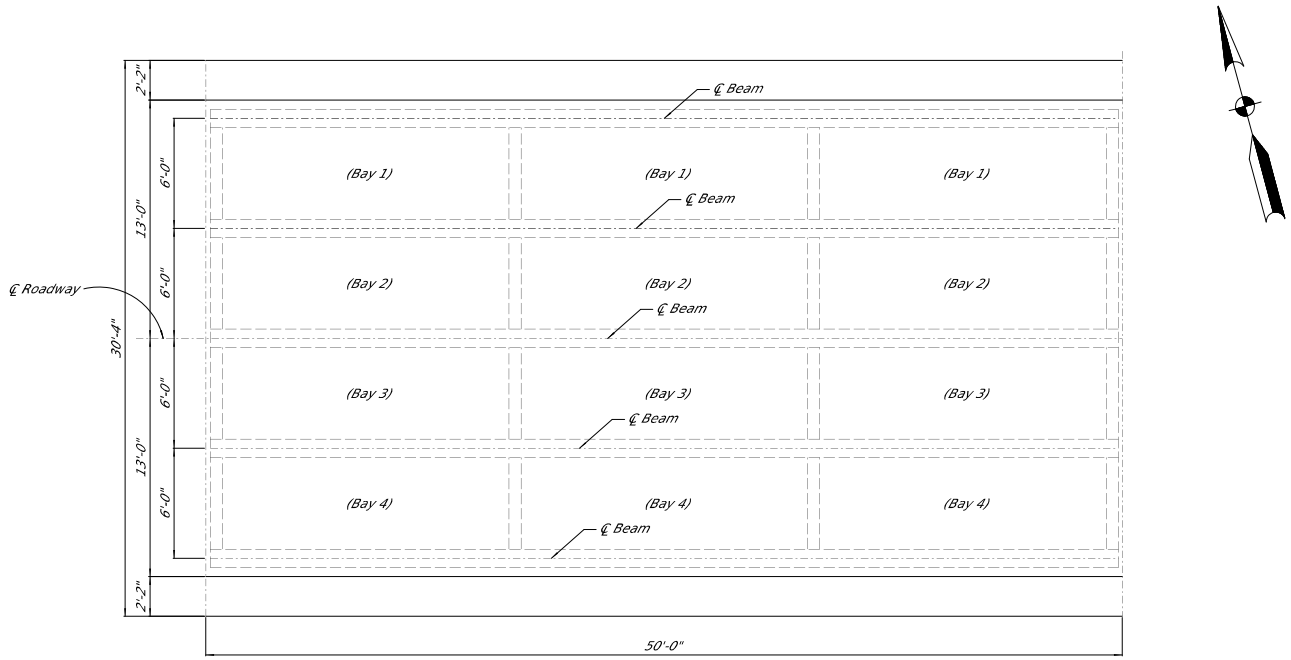
FMS CON: 110222/301000
PROJECT NO.: STBG-0057-04(008)
COUNTY: COAHOMA

Notice to Bidders No. 8272 -- Contract No. 110222/301000

SHEET ID
CLRS-1
SHEET NO.
X

PLAN SHEET

9/1/2026 8:21:46 AM CLRS-CenterlineRumbleStripDetail.dgn



PLAN OF SPAN

Showing typical plan of span for full depth removal areas

ESTIMATED QUANTITIES					
PAY ITEM	DESCRIPTION	UNIT	10768	10767	TOTAL
907-824-PP003	Bridge Repair, Removal of Bridge Deck	SF	50	211	261
907-824-PP007	Bridge Repair, High Early Strength Concrete	CY	1	5	6

BR 16768		
Span No.	Area (Sq. Ft.)	Remarks
13	25	Bay 4
16	4	Bay 4
17	3	Bay 4
19	6	Bay 3
20	12	Bay 3

BR 16767		
Span No.	Area (Sq. Ft.)	Remarks
2	9	Bay 2
8	16	Bay 4
11	16	Bay 2
15	8	Bay 3
16	12	Bay 2
18	30	Bay 3
20	100	Bay 2
20	20	Bay 1

HIGH EARLY STRENGTH CONCRETE NOTES:

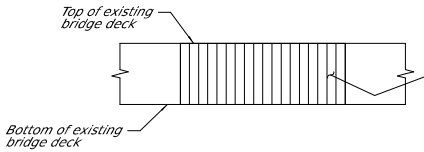
1. The concrete mixture design shall be furnished by the Contractor for approval by the Materials Division. Mixture Design parameters are as follows:
   a. Required Strength = 2500 psi prior to releasing to traffic
   b. Total Air Content = 3% - 6%
   c. Maximum Slump = 6 inches
2. Non-chloride based accelerator may be used if the ambient temperature is 50°F or less, but shall not be used if the ambient temperature is greater than 50°F.
3. Synthetic structural fibers shall be used. The Contractor shall select a manufacturer from MDOT's Approved Products List, and the manufacturer's recommendations shall be followed for the dosage rate.
4. Curing is to be continuous until 2500 psi is attained. Traffic is to be diverted from the repair area until this value is reached. The Contractor may use the Maturity Method per Section 907-804 to estimate the concrete compressive strength for the purpose of releasing the repair area to traffic. However, final acceptance of the in-place concrete shall be determined using fifteen concrete test cylinders, which shall be cured in a container next to the concrete placement. Three cylinders are to be tested at 6-, 8-, 10-, and 12-hour intervals. The three remaining cylinders shall be used to determine the 28-day compressive strength of the concrete.

BRIDGE DECK NOTES:

1. Removal of concrete shall be done with a handheld chipping hammer no larger than 30 lbs. or by other means approved by the Director of Structures, State Bridge Engineer.
2. All existing concrete to be in contact with new concrete shall be painted with epoxy binder designed to bond new concrete to old.
3. Concrete shall be Class "AA" High Early Strength Concrete as explained in the HIGH EARLY STRENGTH CONCRETE NOTES.

NOTE:

All 1" sawcuts on the bridge deck or railing shall be considered an absorbed item of work under Pay Item No. 907-824-PP003, Bridge Repair, Removal of Bridge Deck.



NOTE:

During full depth removal, the Contractor shall ensure that only bridge deck concrete is removed. No damage shall be sustained to any other part of the bridge beyond the bridge deck. Any damage that occurs to the existing structure or reinforcement of the bridge deck shall be repaired by the Contractor to the satisfaction of the Engineer at no additional cost to the State.