STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL

STATE PROJECT NO. 450-09-0031
I-10 MISSISSIPPI RIVER BRIDGE PIER NO. 5 FENDER REPLACEMENT
ROUTE I-10
EAST BATON ROUGE PARISH

STATE OF LOUISIANA
EDWIN L. LANTZER
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REGISTERED PROFESSIONAL ENGINEER IN MECHANICAL ENGINEERING

8 FEBRUARY 2008

FOR INFORMATION ONLY

STATE PROJECT NO. 450-09-0031
TABLE OF CONTENTS

FOR INFORMATION ONLY

NOTICE TO CONTRACTORS (08/07)

Either sealed paper bids or electronic bids for the following project will be received by the Department of Transportation and Development (DOTD). Paper bids can be delivered to the DOTD Headquarters Administration Building, 1201 Capitol Access Road, Room 405-L, Baton Rouge, Louisiana 70802 until 8:00 a.m on **Wednesday, March 26, 2008**. After 8:00 a.m., paper bids will be received in the Headquarters Auditorium until 10:00 a.m. Electronic bids must be submitted through www.bidx.com prior to the electronic bidding deadline. Beginning at 10:00 a.m.., all bids will be publicly opened and presented in the Headquarters Auditorium. No bids will be received after 10:00 a.m. Any person requiring special accommodations shall notify DOTD at (225) 379-1111 not less than 3 business days before bid opening.

STATE PROJECT NO. 450-09-0031
DESCRIPTION: I-10 MISSISSIPPI RIVER BRIDGE PIER NO. 5 FENDER REPLACEMENT ROUTE I-10
PARISH: EAST BATON ROUGE
LENGTH: 0.100 mile.
TYPE: BRIDGE FENDER REPAIRS, AND RELATED WORK.
LIMITS: State Project No. 450-09-0031: LOCATED ON ROUTE I-10 OVER THE MISSISSIPPI RIVER.
ESTIMATED COST RANGE: $10,000,000 to $15,000,000
PROJECT ENGINEER: GRAVES, PHILIP; 7686 Tom Drive, Baton Rouge, LA, (225) 231-4121.
PROJECT MANAGER: FOSSIER, PAUL; (225) 379-1323.
COST OF PROPOSAL FORMS: $25.00
COST OF PLANS: $6.00 for complete plans.

Bids must be prepared and submitted in accordance with Section 102 of the 2006 Louisiana Standard Specifications for Roads and Bridges as amended by the project specifications, and must include all information required by the proposal.

FOR INFORMATION ONLY

Plans and/or proposals may be obtained in Room 101-A of the DOTD Headquarters Administration Building, 1201 Capitol Access Road in Baton Rouge, or by contacting the DOTD; Email: sharonknight@dotd.la.gov, Phone (225) 379-1111, FAX: (225) 379-1714, or by written requests sent to the Louisiana Department of Transportation and Development, Project Control Section, P. O. Box 94245, Baton Rouge, LA 70804-9245. Proposals will not be issued later than 24 hours prior to the time set for opening bids. The purchase price for plans and proposals is non-refundable. Plans and specifications may be seen at the Project Engineer's office or in Room 101-A of the DOTD's Headquarters Administration Building in Baton Rouge. Upon request, the Project Engineer will show the work.

The U. S. Department of Transportation (DOT) operates a toll free "Hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m., eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should call 1-800-424-9071. All information will be treated confidentially and caller anonymity will be respected.

GENERAL BIDDING REQUIREMENTS (08/06): The specifications, contract and bonds governing the construction of the work are the 2006 Edition of the Louisiana Standard Specifications for Roads and Bridges, together with any supplementary specifications and special provisions attached to this proposal.

Bids shall be prepared and submitted in accordance with Section 102 of the Standard Specifications.

The plans herein referred to are the plans approved and marked with the project number, route and Parish, together with all standard or special designs that may be included in such plans. The bidder declares that the only parties interested in this proposal as principals are those named herein; that this proposal is made without collusion or combination of any kind with any other person, firm, association, or corporation, or any member or officer thereof; that careful examination has been made of the site of the proposed work, the plans, Standard Specifications, supplementary specifications and special provisions above mentioned, and the form of contract and payment, performance, and retainage bond; that the bidder agrees, if this proposal is accepted, to provide all necessary machinery, tools, apparatus and other means of construction and will do all work and furnish all material specified in the contract, in the manner and time therein prescribed and in accordance with the requirements therein set forth; and agrees to accept as full compensation therefore, the amount of the summation of the products of the quantities of work and material incorporated in the completed project, as determined by the engineer, multiplied by the respective unit prices herein bid.

It is understood by the bidder that the quantities given in this proposal are a fair approximation of the amount of work to be done and that the sum of the products of the approximate quantities multiplied by the respective unit prices bid shall constitute gross sum bid, which sum shall be used in comparison of bids and awarding of the contract.

The bidder further agrees to perform all extra and force account work that may be required on the basis provided in the specifications.

The bidder further agrees that within 15 calendar days after the contract has been transmitted to him, he will execute the contract and furnish the Department satisfactory surety bonds.

If this proposal is accepted and the bidder fails to execute the contract and furnish bonds as above provided, the proposal guaranty shall become the property of the Department; otherwise, said proposal guaranty will be returned to the bidder; all in accordance with Subsection 103.04.

MAINTENANCE OF TRAFFIC (08/06): Subsection 104.03 of the 2006 Standard Specifications is amended to include the following requirements.

The contractor shall provide for and maintain through and local traffic at all times and shall conduct his operations in such manner as to cause the least possible interference with traffic at junctions with roads, streets and driveways.

NAVIGABLE WATERS AND WETLANDS (07/05): Subsection 107.09 of the Standard Specifications is amended to include the following.

In accordance with the provisions of this Subsection, the Department has obtained the required U.S. Coast Guard, U.S. Army Corps of Engineers, permit.

The Department has obtained a *Coastal Use Permit or other approval from the Louisiana Department of Natural Resources, Coastal Management Division, for all work within the Louisiana Coastal Zone.

The Department has obtained a *Class B Natural and Scenic Stream System Permit or other approval from the Louisiana Department of Wildlife and Fisheries, for work within the Louisiana Natural and Scenic Stream System.

Bidders shall comply with the permit requirements. Bidders may obtain a copy of these permits by contacting the Department's Environmental Section at (225) 379-1317.

PAYMENT ADJUSTMENT (05/06): Section 109, Measurement and Payment of the Standard Specifications is amended to add the following.

This project is not designated for payment adjustments for asphalt cements or fuels.

HYDRAULIC CEMENT (09/07): Section 1001 of the 2006 Standard Specifications and the supplemental specifications thereto, is amended as follows.

Subsection 1001.01, Portland Cement is deleted and the following substituted.

PORTLAND CEMENT. Portland cement shall be from an approved source listed in QPL 7 and shall comply with AASHTO M 85.

Alkali content calculated as sodium oxide equivalent shall not exceed 0.60 percent by weight for all types of cement.

ITEM S-101, EXISTING FENDER REMOVAL: This item consists of removal, transportation and disposal of the existing steel frame fender system.

The approximate location of the remaining parts of the existing fender is shown on Sheet No. 22 of the plans for contractor's information.

Acoustic survey reports of the pier and the damaged fender will be made available to the contractor for his bidding purpose. The contractor shall contact Louisiana Department of Transportation and Development for the reports and other available information on the existing fender. The contractor at his own expense may make additional surveys of existing condition.

Depending on the contractor's construction scheme, the concrete pedestals on the top of the distribution block at nose and corner areas may need to be removed. If the contractor chooses to do so, the cost of the concrete pedestal removal shall be included in this item. No explosives shall be used in the removal of the fender.

The existing fender removal will involve underwater work, and the cost of divers and equipment required to perform the underwater work shall be included in this item.

The contractor shall not damage the existing distribution block, the pier shafts, the columns, and the electrical system while performing existing fender removal operation. Any damage caused by the contractor to the bridge shall be repaired at the contractor's expense.

The contractor is warned and advised that the existing fender metalwork coatings may contain lead and other possible hazardous substances and the existing timber wales may contain creosote. It shall be the contractor's responsibility to comply with all applicable federal, state, and local laws, rules, regulations and ordinances with respect to disturbance of these substances and pertaining to worker safety and environmental protection. The disposal area owner shall be advised in writing that the existing fender metal work coatings may contain lead and other possible hazardous substances and the existing timber wales may contain creosote.

The contractor is responsible for obtaining a disposal site and any permits for disposal as per the requirements by EPA or other regulatory agencies.

None of the removed materials or debris shall be permitted to be disposed in the river.

Existing Fender Removal will be paid for at the contract unit price per lump sum, which shall include mobilization, all material, tools, equipment, labor, and incidentals, and the performance of all work necessary to complete this item.

Payment will be made under:

Item S-101, Existing Fender Removal, per lump sum.

ITEM S-102, FIELD VERIFICATION AND SURFACE CLEANING: This item consists of verification of all dimensions and elevations and preparation of the concrete surfaces required for installation of the concrete modules and cast-in-place concrete fills.

The contractor shall verify the following conditions, locations, dimensions and elevations prior to submitting the erection procedures, installation methods, construction sequences and concrete module shop drawings:

- Dimension of the distribution block in plan and elevation
- Dimension of sub-subshaft
- Dimension of subshaft
- Relative position of sub-subshaft to the distribution block
- Dimension of concrete pedestal
- Location of each pedestal
- Elevation at top of the distribution block
- Elevation at top of the sub-subshaft
- Elevation at top of the subshaft
- Condition at top of the distribution block
- Condition at top of the sub-subshaft
- Any other conditions, locations, dimensions and elevations that the contractor needs for the fabrication and placement of the concrete modules. These dimensions and elevations can be obtained from contractor furnished sonar survey.

The existing fender details and existing pier details are shown on Sheets No. 23 to 31 of the plans for the contractor's information.

Acoustic survey reports of the pier and the damaged fender will be made available to the contractor for his bidding purpose. The contractor shall contact Louisiana Department of Transportation and Development for the reports and other available information on the existing fender.

The contractor shall clean the top surface of the distribution block, the top surface of sub-subshaft ledge, and the vertical surfaces of the sub-subshaft and the subshaft to remove any debris and marine growth.

The field verification and surface cleaning will involve underwater work, and the cost of divers and equipment required to perform the underwater work shall be included in this item.

Three (3) copies of all field notes and diver's reports with sketches clearly showing conditions, locations dimensions and elevations shall be delivered to the Project Engineer.

Field Verification and Surface Cleaning will be paid for at the contract unit price per lump sum, which shall include mobilization, all material, tools, equipment, labor, and incidentals, and the performance of all work necessary to complete the item.

Payment will be made under:

Item S-102, Field Verification and Surface Cleaning, per lump sum.

ITEM S-103, PRECAST CONCRETE MODULES: This item consists of fabrication, transportation and installation of one hundred (100) precast concrete side modules, twenty (20) precast concrete corner modules and ten (10) precast concrete nose modules required for the construction of the fender system. This item also consist of the fabrication of four (4) precast concrete side modules, two (2) precast concrete corner modules and two (2) precast concrete nose modules for future use.

The fabrication of the precast concrete modules shall include but not limited to:

- Furnish of the special forms for each module type
- Furnish, fabrication and placement of the reinforcing steel as specified in the plans
- Fabrication and placement of the stainless steel anchor sleeve assemblies in the concrete module for shear keys and composite marine timber walers
- Casting of the modules with drain holes
- Fabrication of shear keys
- Furnish and installation of the 1/16" neoprene sheets between shear keys and concrete
- Installation of shear keys with stainless steel anchor bolts
- Surface preparation and cleaning and application of the coal tar epoxy coating to the surfaces designated in the plans
- Application of the polyurethane foam to the surfaces designated in the plans

All concrete work shall conform to Section 805 Structural Concrete, Louisiana Standard Specifications for Roads and Bridges. Precast concrete shall be Class S with 3,800 psi minimum acceptable 28-day compressive strength.

Fabrication and placement of reinforcing bars shall conform to Section 806 Reinforcement, Louisiana Standard Specifications for Roads and Bridges. All reinforcing bars shall be deformed type steel bars conforming to ASTM 615, $F_y = 60$ ksi.

All metal work shall conform to Section 807 Structural Metals, Louisiana Standard Specifications for Roads and Bridges. Shear key steel shall be ASTM A-709, Grade 50.

Welding shall conform to Section 815 Welding, Louisiana Standard Specifications for Roads and Bridges.

Shear keys shall be hot-dip galvanized as per Section 811.12 Galvanizing, Louisiana Standard Specifications for Roads and Bridges.

Stainless steel anchor sleeve assemblies should be fabricated as per the details on Sheet No. 16 of the plans. The anchor bolts shall be 1" diameter SS316 stainless steel bolts with washers.

Coal tar epoxy coating shall comply with SSPC Paint No. 16. Concrete surface to be coated must be clean and free of oils, grease, loose contamination and any form released agent. The concrete shall be dry-abrasive blasted to remove all surface contaminants prior to the coating being applied. Surfaces to be coated must also be smooth without extruding elements exceeding ¼" in either diameter or depth. The coating must be uniformly applied with constant thickness of 16 mils as specified in the plans. All voids, cavities, air bubbles and air holes exceeding ¼" in either diameter or depth shall be filled with a suitable epoxy grout.

A low viscosity, two component, 2.5 - 3.0 lb closed-cell, spray-applied rigid polyurethane foam system shall be applied on top of the coal tar epoxy coating on the surfaces designated in the plans. The foam must be uniformly applied with constant thickness of ¼".

The contractor shall submit to the Project Engineer the material data sheets and manufacturer's recommendations on surface preparation, application and all other details of his chosen coal tar epoxy coating and polyurethane foam system. The purpose of applying coal tar epoxy coating and polyurethane foam system is to create non-adhesive surfaces that will not bond with the cast-in-place concrete poured against the surfaces and avoid mechanical interlocking so that the module can be moved freely along the surfaces with coating and foam. The contractor shall conduct the testing of his chosen coal tar epoxy coating and polyurethane foam system on one module to confirm that the coating and foam system meet the performance expectation. The contractor shall submit the testing results, the material data sheets and manufacturer's recommendations on surface preparation, application and all other details of his chosen coal tar epoxy coating and polyurethane foam system to the Project Engineer for approval. The contractor may propose alternative coating and foam system based the performance criteria, and shall submit the alternative system to the Project Engineer for approval. Cost of testing shall be included in this item.

All coating and foam systems shall be applied by only trained and approved applicators.

The contractor shall take all necessary protection measures to ensure that workmen and work areas are adequately protected from fire and health hazards resulting from abrasive-blasting cleaning, handling, mixing and application of the coating and foam material, observing all necessary safety precautions required by regulatory authorities.

Contractor shall transport the modules from the fabrication facilities to the construction site and obtain appropriate permits for transporting oversize loads and/or heavy loads from the regulatory agencies.

The concrete modules must be aligned horizontally and vertically so that the offsets between adjacent units will not exceed ¾". To achieve the required tolerances it is imperative that the modules be erected plumb. Possible means of making adjustments in case the top surface of the distribution block is not level include the use of shim plates to support the bottom modules off the distribution block at selected points, using removable erection guides to keep the modules plump, bracing the steel columns against the pier shaft and using them as guides for the modules and using adjustable legs connected to the inside of the bottom modules. The contractor shall submit detailed erection procedures, methods and sequence of placing modules and pouring cast-in-place concrete for approval prior to construction. The contractor shall also submit in detail the selected method of adjustments for erecting modules plumb if the top surface of the distribution block is not leveled based on the field verification report.

The installation of the concrete modules will involve underwater work, and the cost of divers and equipment required to perform the underwater work shall be included in this item.

If the contractor chooses to modify the modules to avoid the existing pedestals at top the distribution block, the cost of such modification shall be included in this item.

Precast Concrete Modules will be paid for at the contract unit price per lump sum, which shall include mobilization, all material, tools, equipment, labor, and incidentals, and the performance of all work necessary to complete the item.

Payment will be made under:

Item S-103, Precast Concrete Modules, per lump sum.

ITEM S-104, STORAGE OF EXTRA CONCRETE MODULES AND FORMS: This item consists of providing all material, equipment and labor needed for transportation and storage of four extra precast concrete side modules, two precast concrete corner modules, two precast concrete nose modules and the forms used to fabricate the modules.

The storage site is located underneath the Old Mississippi River Bridge on the East Side, and can be accessed from the US190 Service Road. Contractor shall contact Mr. Rodney Jones, Bridge Maintenance and Inspection Supervisor, Louisiana Department of Transportation and Development, at (225) 231-4100 for access to the site, and to pinpoint the exact storage location. Contractor shall also contact the Project Engineer for the location of the fabrication yard.

The Contractor shall transport the modules and forms from the fabrication yard to the storage site. Contractor shall obtain appropriate permits for transporting oversize loads and/or heavy loads from the regulatory agencies.

The Contractor shall conduct field visit and perform site preparation as needed at the direction of Mr. Rodney Jones and the Project Engineer.

The Contractor shall furnish and install weather and moisture protective covers for the forms and shall submit the details of protective covers including materials, and size and anchorages to the Project Engineer for approval.

The Contractor shall notify Mr. Rodney Jones a minimum of one week before delivery.

The Contractor shall furnish and install chainlink fences surrounding the storage area at the direction of Mr. Rodney Jones and the Project Engineer. The contractor shall submit the details of fences and gate including size, type, and anchorages to the Project Engineer for approval.

Storage of Extra Concrete Modules and Forms will be paid for at the contract unit price per lump sum, which shall include all material, tools, equipment, labor, and incidentals, and the performance of all work necessary to complete the item.

Payment will be made under:

Item S-104, Storage of Extra Concrete Modules and Forms, per lump sum.

ITEM S-105, PLASTIC COMPOSITE MARINE TIMBER FENDERS: This item consists of providing all material and labor needed to furnish and install plastic composite marine timber fender system as shown on the contract plans.

The fender system shall consist of black and yellow composite marine timber walers attached to the exterior of the various precast concrete modules. Vertical backing walers behind the clearance gage panels shall also be included in this item.

The walers should be 12" by 12" fiberglass reinforced plastic composite marine fender timber with four 1.25" diameter fiberglass reinforcing elements.

The anchor bolts shall be 1" diameter SS316 stainless steel bolts with washers.

3.5" diameter 2" deep counterbore shall be provided at each anchor bolt location.

Plastic Composite Marine Timber Fenders will be paid for at the contract unit price per lump sum, which shall include all material, tools, equipment, labor, and incidentals, and the performance of all work necessary to complete the item.

TECHNICAL SPECIFICATIONS FOR
FIBERGLASS REINFORCED PLASTIC COMPOSITE
MARINE FENDER TIMBER
12" BY 12" WITH FOUR (4) EACH 1.25" DIAMETER FIBERGLASS
REINFORCING ELEMENTS

1. SCOPE

1.1 Scope. This specification covers a fiberglass reinforced plastic composite marine timber to be used for the construction of various marine related structures, including piers, wales for facing of docks, bullrails, chocks, camels barge guide wall systems and rubbing strips.

2. APPLICABLE DOCUMENTS

2.1 Publications. The following documents form a part of this specification to the extent specified herein.

ASTM D543 - Resistance of Plastics to Chemical Reagents
ASTM D570 - Water Absorption of Plastics
ASTM D638 - Tensile Properties of Plastics
ASTM D695 - Compressive Properties of Rigid Plastics
ASTM D746 - Brittleness Temperature of Plastic and Elastomers by Impact
ASTM D792 - Specific Gravity (Relative Density) and Density of Plastics by Displacement
ASTM D1761 - Method of Testing Mechanical Fasteners in Wood (Section 102)
ASTM D2240 - Rubber Property-Durometer Hardness
ASTM D4060 - Abrasion Resistance of Organic Coatings by the Taber Abraser
ASTM D4329 - Operating Light and Water Exposure Apparatus (Fluorescent Condensation Type) for Exposure of Plastics (UVA-340)
ASTM D4476 - Flexural Properties of Fiber Reinforced Pultruded Plastic Rods
ASTM E12 - Density and Specific Gravity of Solids, Liquids and Gases
ASTM F489 - Static Coefficient of Friction

2.2 Order of precedence. In the event of a conflict between the text of this specification and the references cited herein (except for associated detail specifications or specification sheets), the text of this specification shall take precedence. Nothing in this specification, however, shall supersede applicable laws and regulations unless a specific exemption has been obtained.

2.3 Submittals. The manufacturer shall submit to the purchasing authority one (1) copy each of his standard and most recent product brochure and Technical Manual for the product covered by this specification. Copies of material test reports and performance test data which support compliance with the specification requirements shall be submitted to the purchasing authority as required by the procurement documents.

3. REQUIREMENTS

3.1 Standard commercial product. The fiberglass reinforced plastic composite marine timber shall be in accordance with the requirements of this specification and shall be the manufacturer's standard commercial product. Additional or better features which are not specifically prohibited by this specification, but which are a part of manufacturer's standard commercial product, shall be included in the timber being furnished. A standard commercial product is one that has been sold or is being currently offered for sale on the commercial market through advertisements or manufacturer's catalogs or brochures, and represents the latest production model. Manufacturer shall provide documentation that it has manufactured the product for a minimum of 4 years.

3.2 Drawings. The purchaser is responsible for preparing his own shop drawings. Where tolerances prescribed may cumulatively result in incorrect fits, the contractor shall provide tolerances within those prescribed herein to insure correct fit, assembly, and operations of the items. No deviation from the prescribed dimensions or tolerances is permissible without prior approval of the purchaser.

3.3 Materials. Materials used shall be free from defects which would adversely affect the performance or maintainability of individual components or of the overall assembly. Materials not specified herein shall be of the same quality used for the intended purpose in commercial practice.

3.3.1 Plastic. The plastic shall be a mixture of one or more of the following recycled post consumer or post industrial thermoplastics: High density polyethylene, medium density polyethylene, low density polyethylene, and polypropylene. This plastic shall be mixed with the appropriate colorants, UV inhibitors and antioxidants, so that the resulting plastic portion of the product shall conform to the characteristics as listed in Table I.

3.3.2 Reinforcing. The plastic composite marine timber shall be reinforced with fiberglass elements. The reinforcing elements shall conform to the characteristics found in Table II.

3.4 Design. The fiberglass reinforced plastic composite marine timber shall be designed as described herein.

3.4.1 General Configuration. The plastic composite marine timber shall have a square cross section with radiused corners. Both ends shall be cut square. It shall be seamless with a smooth outer skin.

TABLE I PLASTIC (TYPICAL PROPERTIES)

Density (ASTM D792)	Skin	Unblown plastic - 55-63 lb./cu. ft
Density (ASTM E12)	Core/Annulus	34-50 lb./cu. ft
Water Absorption (ASTM D570)	Skin	24 hr.: < 3.0% wt. Increase 2 hr.: < 1.0% wt. Increase
Brittleness (ASTM D746)	Skin	No break at -40°F
Impact Resistance (ASTM D746 modified)	Skin	Greater than 4 ft-lb./in.
Hardness (ASTM D2240)	Skin	45-55 (Shore D)
Ultraviolet (ASTM D4329 UVA-340)	Skin/Core/Annulus	No more than 10% change in Shore D durometer hardness after 500 hours exposure
Abrasion (ASTM D4060)	Skin	Weight Loss:< 0.5 g Wear Index: 2.5 to 3.0 Cycles = 10,000 Wheel = CS17 Load = 1 kg
Chemical Resistance (ASTM D543 modified, Procedure I)	Skin/Core/Annulus Sea Water Gasoline No. 2 Diesel	 < 1.5% weight increase < 7.5% weight increase < 6.0% weight increase
Tensile Properties (ASTM D638)	Skin/Core/Annulus	Minimum 500 psi at break
Compressive Modulus (ASTM D695)	Skin/Core/Annulus	Minimum 40,000 psi
Coefficient of Friction (ASTM F489)	Skin	Maximum 0.25, wet or dry
Nail Pull Out (ASTM D1761 Section 102)	Skin/Core/Annulus	Minimum 60 lb.

TABLE II REINFORCING

For Fiberglass Reinforcing Elements:

Flexural Strength (ASTM D4476)	Flexural Strength	70,000 psi
Compressive Properties (ASTM D695)	Compressive Strength	40,000 psi

3.4.2 Dimensions. Dimensions for the fiberglass reinforced plastic composite marine timber shall be as shown in Table III.

TABLE III DIMENSIONS

Marine Timber	Dimension	Tolerance
Length	Per order (105 feet maximum)	+/-1.0 feet
Width	12 inches	+/-0.25 inches
Height	12 inches	+/-0.25 inches
Corner radius	1.875 inches	+/-0.375 inches
Outer Skin Thickness	3/16 inches	+/-0.125 inches
Distance from outer surface to rebar elements	2.00 inches	+/-1.0 inches
Straightness (gap, bend or bulge inside while lying on a flat surface)		< 1.5 inches per 10 feet of length

3.4.3 Repairability. The outer skin must be repairable if chipped or spalled by using a commercially available roofing compound.

3.5 Construction. The plastic composite marine timber shall be manufactured in a continuous process that will result in it having no joints. The plastic composite marine timber shall have a coextruded outer skin of dense, unblown plastic, an inner core of foamed plastic manufactured prior to the manufacture of the timber, and an annulus of foamed plastic encapsulating the reinforcing elements. The plastic composite marine timber shall conform to the design requirements of Section 3.4 of the specification.

3.5.1 Colored Outer Skin. The outer skin can be colored to meet the customers requirements, however it shall be black in color unless otherwise specified in the purchase documents. It shall contain hindered amine light stabilizers to provide sufficient resistance to ultra violet light degradation as to meet the requirements in Table I. The outer skin of the plastic composite marine timber shall be continuous and homogenous throughout the entire length and perimeter of the timber. It shall be formed by coextruding a plastic material at the same time that the annulus material is extruded. It shall conform to those applicable Sections of Table I.

3.5.1.A Flame Retardant Co-extruded Skin. The co-extruded, outer skin of the FRPP/FRPL shall include a flame-retardant additive. The additive used shall be stable bromine/antimony trioxide . The minimum amount of additive included in the co-extruded skin

shall be 7.5% (by weight). Each shipment of FRPP/FRPL delivered to the job site shall include a quality control report from the manufacturer certifying these minimum requirements are satisfied.

3.5.2 Annulus. The annulus of the timber shall be a continuous foamed structure throughout the entire length of the timber. It shall conform to those applicable Sections of Table I, and shall be black in color. The annulus shall be melt fused to the inner core in such a manner that the joint between the inner core and the annulus develops the full strength of the plastic.

3.5.3 Reinforcing. The reinforcing elements shall be arranged in a square pattern, as described in Table III, within the annulus of the plastic composite marine timber. Each plastic composite marine timber shall have a quantity of four (4) fiberglass reinforcing elements, 1.25" in diameter. Each individual element shall typically run the entire length of the timber, terminating flush with the ends, with the rebar exposed. No plastic, fiberglass or metal elements or supports for the reinforcing element shall be used in the timber. The reinforcing elements shall be designed to enable residual stresses to be relieved through a post production treatment.

3.5.4 Inner Core. The inner core of the plastic composite marine timber shall be a continuous foamed structure throughout the entire length of the timber. It shall conform to those applicable Sections of Table I, and shall be black in color. Butt joints as required for manufacturing may be utilized provided the full strength of the plastic is developed in the joint.

3.5.5 Stress relieving. All plastic composite marine timber shall undergo a post production operation to ensure residual stresses are relieved.

3.5.6 Owners Field Guide. With the shipment of the first plastic composite marine timber, the manufacturer shall provide one copy of its owners field guide. This guide shall include information and diagrams describing and illustrating the recommended means for handling, placing, installing, and finishing the plastic composite marine timber.

3.6 Performance. The plastic composite marine timber shall be designed to provide the following structural characteristics when using the material properties shown in Tables I and II.

Flexural Modulus of Elasticity	319,123 psi
Stiffness (EI)	5.17×10^8 lb·in^2
Yield Stress in Bending	3,466 psi
Weight	41-50 lb./ft.

An independent laboratory report verifying the Modulus of Elasticity of a full size test specimen is to be included in the submittal package. The Modulus is to be taken at a strain of 0.01 inches per inch, where strain equals (6) x (depth of cross section) x (deflection) / (span length squared) and where Modulus of Elasticity equals (load) x (span length cubed) / [(48) x (deflection) x (moment of inertia)].

3.7 Interchangeability. All units of the same classification furnished with similar options under a specific contract shall be identical to the extent necessary to insure interchangeability of component parts, assemblies, accessories, and spare parts.

3.8 Identification Markings. Each individual plastic composite marine timber shall be clearly marked with the manufacturers name and distinct serial number near each end of the product.

3.9 Workmanship.

3.9.1 Outer Skin. The dense outer skin of the plastic composite marine timber shall be generally smooth but may contain occasional blisters and pockmarks.

3.9.2 Annulus and Inner Core. The foamed inner core should be homogenous and reflect a consistent cell structure when viewed across the grain. It shall be uniform in color. The product shall contain no singular void in excess of 3% of the total foamed cross sectional area and greater than 3" in length.

3.9.3 Reinforcing. The reinforcing elements shall be those of standard industry make and appearance, and free from kinks and sharp bends.

4. QUALITY ASSURANCE PROVISIONS

4.1 Quality Assurance. The manufacturer shall have in place a Quality Assurance Program that will ensure the plastic composite marine timber is manufactured to the specifications noted in Sections 3.4, 3.5, 3.6, 3.9.

4.2 Examination. Each complete plastic composite marine timber shall be examined by an inspector of purchaser's designation for compliance with the appropriate requirements of Section 3 of this specification. This inspection shall encompass all visual examinations and dimensional measurements. Records maintained by the manufacturer shall be inspected to ensure that the materials used in construction of all contract items conform to the requirements. In particular, it shall be verified that the material requirements of Tables I and II, and manufacturing tolerances found in Table III are met. Noncompliance with any specified requirements or presence of one or more major defects preventing or lessening maximum efficiency shall constitute cause for rejection.

4.3 Tests. The manufacturer shall provide documentation showing that the tests described in 4.3.1 have been performed, and that the test results meet the requirements of this specification. The tests shall be conducted entirely by a testing laboratory independent of the manufacturer, under the direction of a testing engineer. The manufacturer shall also provide a copy of the test report that shows the results of the physical and mechanical tests listed in Table I. For these tests, all test specimens must be extracted from a full-scale product. Test specimens shall not be made by injection or compression molding or calendering, but shall be made from plastic cut from the full-scale product (except those tests that require the entire cross section of the product to be tested).

4.3.1 The product shall be tested in bending, to quantitatively determine the flexural modulus of elasticity and the bending yield stress. The product shall be tested full-scale. Scale model tests are not acceptable. The test configuration shall be three point bending (the product shall be simply supported at two locations, with the load applied equidistant from the two supports). The supported span to depth ratio shall be a minimum of 16:1. The product shall be loaded at least until the specified minimum yield stress is reached, or until failure if so desired. During the test, load and corresponding deflection data shall be recorded. Deflection shall be measured at the load point, and at two other points, each equidistant between the supports and the load. Deflection shall be measured at least at 1,000 pound load increments.

4.3.2 Load and deflection data acquired during the test shall be used to calculate the stiffness (EI), and the bending stress. The flexural modulus of elasticity is calculated by dividing EI by the moment of inertia of the cross section of the product.

4.3.3 Calculations of the properties in 4.3.2 shall be made utilizing standard elastic beam flexure formulas (as found in references such as Machinery's Handbook; and Formulas for Stress and Strain, by Roark and Young). Stiffness (EI) shall be reported as the average of the stiffness at all measurement locations, between zero load and half the load corresponding to the

specification yield stress. The specified minimum yield stress in bending shall be reached before failure of the product. Stress shall be calculated at the load point, on the tension side of the plastic composite marine timber.

4.3.4 As stated in 4.3.1, the tests shall be conducted on a full-scale product of the specified size. The results of these tests may be extended through engineering calculations, to a product of another size only if the other size has the same or smaller cross section than the tested product. Smaller cross sections shall not be used to predict the performance of larger cross sections.

5. SHIPPING

5.1 Shipping. The plastic composite marine timber shall be shipped in a manner to minimize any scratching or damage to the outer surface.

6. INSTALLATION

6.1 Installation. Installation shall be in accordance with manufacturer's guidelines as noted in its owners field guide. Unless otherwise specified, installation of the plastic composite marine timber is not included as part of manufacturer's responsibility under this purchase order.

7. PURCHASING

7.1 Requirements. The following items must be included in any purchase orders:

- Length of timbers
- Outer color (Black, unless otherwise specified)
- Quantity
- Required accessories
- F.O.B. point

7.2 A product meeting these specifications is manufactured by Seaward International Inc., 3470 Martinsburg Pike, Clearbrook, VA 22624 1-800-828-5360.

Payment will be made under:

Item S-105, Plastic Composite Marine Timber Fenders, per lump sum.

ITEM S-106, FENDER COVER GRATINGS AND LADDER: This item consists of providing all material, equipment and labor needed for furnishing and installation of the steel gratings over the voids of the concrete modules and one access ladder at the location specified in the plans.

Steel gratings shall have 1½"x 3/16" bearing bars spaced @ 1 3/16" centers with end trim bars. An example of the grading product meeting such requirement is GW series by McNichols. Steel saddle clips with powder-actuated fastener shall be used to anchor the gratings. The contractor shall submit the details of the chosen products to the Project Engineer for approval.

All metal work shall conform to Section 807 Structural Metals, Louisiana Standard Specifications for Roads and Bridges. The metal work shall include fabrication of the steel ladder and furnishing of 1" diameter dome head drive spikes. Welding shall comply with Section 815 Welding, Louisiana Standard Specifications for Roads and Bridges.

Steel gratings, steel saddle clips and fasteners, steel ladder and dive spikes shall be hot-dip galvanized as per Section 811.12 Galvanizing, Louisiana Standard Specifications for Roads and Bridges.

Fender Cover Gratings and Ladder will be paid for at the contract unit price per lump sum, which shall include all material, tools, equipment, labor, and incidentals, and the performance of all work necessary to complete the item.

Payment will be made under:

Item S-106, Fender Cover Gratings and Ladder, per lump sum.

ITEM S-107, MARINE NAVIGATION VERTICAL CLEARANCE GAGE: This item consists of providing all material and labor needed to furnish and install marine navigation clearance gages on the installed pier fender system at the locations shown on the contract plans.

Clearance gage sign panels shall be constructed from 0.125 inch thick aluminum sheets and panel background shall be white. Numerals and footmarks should be wash-cut from 0.125 inch thick aluminum sheet and shall be black. All panels shall be provided with the appropriate numerals and footmarks laminated to the panels as indicated in the plan.

Numerals shall be 30 inches high, Series E alphabets conforming to "Standard Alphabets for Highway Signs" by Federal Highway Administration (FHWA), U.S. Department of Transportation. The spacing of the numerals shall be as per the requirements published in "Standard Alphabets for Highway Signs".

Length of the footmarks must be no less than the width of a single numeral used (except numerals 1 and 4), and thickness must be the same as the width of stroke of the numeral. The footmarks shall extend perpendicularly to the narrow (5 foot) edge of the sign, and shall be centered along that edge.

Some panels may require to be installed under water. The cost of underwater work shall be included in this item.

Care shall be taken to insure the gage faces are not marred during installation.

Contractor shall survey truss clearance off water at locations specified by the project engineer. Gage shall be set to show clearance specified by the project engineer.

Marine Navigation Vertical Clearance Gage will be paid for at the contract unit price per lump sum, which shall include all material, tools, equipment, labor, and incidentals, and the performance of all work necessary to complete the item.

Payment will be made under:

Item S-107, Marine Navigation Vertical Clearance Gage, per lump sum.

ITEM S-108, NAVIGATION LIGHTS (LIGHTS, FRAME AND ELECTRICAL): This item consists of providing all material, equipment and labor needed for furnishing and installation of two navigation lights, two on/off switches and electrical conduits connecting navigation lights at the nose of the fender to the existing conduits at the base of the pier column, and fabrication, transportation and installation of two steel navigation light frames.

All electrical work shall conform to Section 730 Electrical Systems, Louisiana Standard Specifications for Roads and Bridges. Electrical shop drawings shall be submitted as per Section 730.04 of the Standard Specifications. The contractor shall provide and install the electrical items listed in Table S-108A.

Aluminum conduit shall be installed separated from concrete by approved means, and shall be properly anchored. Cost for furnishing, fabrication and installation of anchoring devices shall be included in this item.

All metal work shall conform to Section 807 Structural Metals, Louisiana Standard Specifications for Roads and Bridges.

The metal work shall include fabrication of the steel navigation light frames and furnishing of 1" diameter dome head drive spikes. Welding shall comply with Section 815 Welding, Louisiana Standard Specifications for Roads and Bridges.

The steel frames and spikes shall be hot-dip galvanized as per Section 811.12 Galvanizing, Louisiana Standard Specifications for Roads and Bridges.

In the process of replacing the existing fender system, approved temporary navigation lights shall be furnished, installed, and maintained by the contractor. The cost of materials and work for temporary navigation lights shall be included in this item.

Navigation Lights (Frames, Lights and Electrical) will be paid for at the contract unit price per lump sum, which shall include all material, tools, equipment, labor, and incidentals, and the performance of all work necessary to complete the item.

Table S-108A
Navigation Light Electrical Items

Item	Quantity	Name	Manufacturer	Description
001	2	Navigation Light		USCG compliant LED lights, 360° Red Fresnel Lens, Heavy Duty Cast Aluminum Housing complete with swivel lock and stainless steel shaft.
002	2	On/Off Switch		Heavy duty outdoor light switch mounted on the steel frame
003	70' (+/-) As Needed	Electrical Conduit		1" diameter Aluminum conduit with 3 - #10 conductors and incidental fittings including but not limited to flex conduit at light and 90 deg fitting

Payment will be made under:

Item S-108, Navigation Lights (Lights, Frame and Electrical), per lump sum.

CONTRACT TIME (03/05): The entire contract shall be completed in all details and ready for final acceptance in accordance with Subsection 105.17(b) within **three hundred ninety (390) calendar days.**

Prior to assessment of contract time, the contractor will be allowed 30 calendar days from the date stipulated in the Notice to Proceed to commence with portions of the contract work including but not limited to assembly periods, preparatory work for materials fabrications such as test piles, or other activities which hinder progress in the beginning stages of construction. Prior to issuance of the Notice to Proceed, the Department will consider extending the assembly period upon written request from the contractor justifying the need for additional time.

The contractor shall be responsible for maintenance of traffic from the beginning of the assembly period. During the assembly period, the contractor will be allowed to do patching and other maintenance work necessary to maintain the roadway with no time charges when approved by the engineer.

If the contractor begins regular construction operations prior to expiration of the assembly period, the assessment of contract time will commence at the time construction operations are begun.

LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUPPLEMENTAL SPECIFICATIONS
(FOR 2006 STANDARD SPECIFICATIONS)

TABLE OF CONTENTS

FOR INFORMATION ONLY

LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUPPLEMENTAL SPECIFICATIONS

The 2006 Louisiana Standard Specifications for Roads and Bridges and supplemental specifications thereto are amended as follows.

SECTION 101 – GENERAL INFORMATION, DEFINITIONS, AND TERMS:
Subsection 101.03 – Definitions (07/07), Pages 3 – 13).

Delete the definition for "Proposal/Bid Guaranty" and substitute the following.

Proposal / Bid Guaranty. The required security furnished with a bid. The only form of security acceptable is a Bid Bond.

SECTION 102 – BIDDING REQUIREMENTS:
Subsection 102.09 – Proposal / Bid Guaranty (07/07), Page 19.

Delete the contents of this subsection and substitute the following.

PROPOSAL/BID GUARANTY. Each bid shall be accompanied by a proposal/bid guaranty in an amount not less than five percent of the total bid amount when the bidder's total bid amount as calculated by the Department in accordance with Subsection 103.01 is greater than $50,000. No proposal/bid guaranty is required for projects when the bidder's total bid amount as calculated by the Department is $50,000 or less. The official total bid amount for projects that include alternates is the total of the bidder's base bid and all alternates bid on and accepted by the Department. The proposal/bid guaranty submitted by the bidder shall be a bid bond made payable to the contracting agency as specified on the bid bond form provided in the construction proposal. No other form of security will be accepted.

The bid bond shall be on the "Bid Bond" form provided in the construction proposal, on a form that is materially the same in all respects to the "Bid Bond" form provided, or on an electronic form that has received Department approval prior to submission. The bid bond shall be filled in completely, shall be signed by an authorized officer, owner or partner of the bidding entity, or each entity representing a joint venture; shall be signed by the surety's agent or attorney-in-fact; and shall be accompanied by a notarized document granting general power of attorney to the surety's signer. The bid bond shall not contain any provisions that limit the face amount of the bond.

The bid bond will be written by a surety or insurance company that is in good standing and currently licensed to write surety bonds in the State of Louisiana by the Louisiana Department of Insurance and also conform to the requirements of LSA-R.S. 48:253.

All signatures required on the bid bond may be original, mechanical reproductions, facsimiles or electronic. Electronic bonds issued in conjunction with electronic bids must have written Departmental approval prior to use. The Department will make a listing of approved electronic sureties providers on the Bidx.com site.

SECTION 108 – PROSECUTION AND PROGRESS:
Subsection 108.04 – Prosecution of Work (03/05) Pages 74 and 75.

Add the following sentence to the third paragraph of Heading (b).

Should the surety or the Department take over prosecution of the work, the contractor shall remain disqualified for a period of one year from the completion of the project, unless debarment proceedings are instituted.

When the Department of Transportation and Development is not the contracting agency on the project, the second paragraph under Heading (c) is deleted.

SECTION 202 – REMOVING OR RELOCATING STRUCTURES AND OBSTRUCTIONS:
Subsection 202.06 – Plugging or Relocating Existing Water Wells (03/04), Page 105.

Delete the first sentence and substitute the following.

All abandoned wells shall be plugged and sealed at the locations shown on the plans, or as directed by the engineer, in accordance with the "Water Well Rules, Regulations, and Standards, State of Louisiana." This document is available at the Department of Transportation and Development, Water Resources Section, P. O. Box 94245, Baton Rouge, Louisiana 70804-9245. The Water Resource Section's telephone number is (225) 274-4172.

SECTION 302 – CLASS II BASE COURSE:
Subsection 302.05 – Mixing (08/06), Pages 152 and 153.

Delete the first sentence of Subheading (b)(1), In-Place Mixing, and substitute the following.

In-place mixing shall conform to Heading (a)(1) except that the percentage of Type I portland cement required will be 6 percent by volume.

SECTION 308 – IN-PLACE CEMENT TREATED BASE COURSE:
All Subsections within Section 308 – (07/07), Pages 191 – 198.

Whenever the reference to "DOTD TR-432, Method D" is used, it shall mean "DOTD TR-432".

SECTION 502 – SUPERPAVE ASPHALTIC CONCRETE MIXTURES:
Subsection 502.02 – Materials (08/06), Pages 210 – 213.

Delete Table 502-3, Aggregate Friction Rating under Subheading (c)(1) and substitute the following.

Table 502-3
Aggregate Friction Rating

Friction Rating	Allowable Usage
I	All mixtures
II	All mixtures
III	All mixtures, except travel lane wearing courses with plan ADT greater than 7000[1]
IV	All mixtures, except travel lane wearing courses[2]

[1] When plan current average daily traffic (ADT) is greater than 7000, blending of Friction Rating III aggregates and Friction Rating I and/or II aggregates will be allowed for travel lane wearing courses at the following percentages. At least 30 percent by weight (mass) of the total aggregates shall have a Friction Rating of I, or at least 50 percent by weight (mass) of the total aggregate shall have a Friction Rating of II. The frictional aggregates used to obtain the required percentages shall not have more than 10 percent passing the No. 8 (2.36 mm) sieve.

[2] When the average daily traffic (ADT) is less than 2500, blending of Friction Rating IV aggregates with Friction Rating I and/or II aggregates will be allowed for travel lane wearing courses at the following percentages. At least 50 percent by weight (mass) of the total aggregate in the mixture shall have a Friction Rating of I or II. The frictional aggregates used to obtain the required percentages shall not have more than 10 percent passing the No. 8 (2.36 mm) sieve.

SECTION 704 – GUARD RAIL:

Subsection 704.03 – General Construction Requirements (01/05), Pages 368 and 369.

Add the following to Heading (d), Guard Rail End Treatments.

All end treatments shall bear a label indicating the manufacturer and exact product name of the end treatment along with its assigned NCHRP 350 test level. This label shall resist weathering and shall be permanently affixed to the railing in such a way as to be readily visible.

SECTION 713 – TEMPORARY TRAFFIC CONTROL:

Subsection 713.06 – Pavement Markings (08/06), Pages 400 – 403.

Delete Table 713-1, Temporary Pavement Markings and substitute the following.

Table 713-1
Temporary Pavement Markings[1,2]

		Two-lane Highways	Undivided Multilane Highways	Divided Multilane Highways
SHORT TERM	ADT<1500; or ADT>1500 and time<3 days	Lane lines 4-foot (1.2 m) tape on 40-foot (12 m) centers; with "Do Not Pass" and "Pass With Care" signs as required		
	ADT>1500; Time>3 days and<2 weeks	Lane lines 4-foot (1.2-m) tape on 40-foot (12-m) centers with no passing zone markings		
	All ADT's with time <2 weeks		Lane lines 4-foot (1.2m) tape on 40-foot (12 m) centers; double yellow centerline	Lane lines 4-foot (1.2 m) tape on 40-foot (12 m) centers
LONG TERM	All ADT's with time >2 weeks	Standard lane lines, no-passing zone markings, legends and symbols and when pavement width is 22 feet (6.7 m) or greater, edge lines	Standard lane lines, centerlines, edge lines, and legends and symbols	Standard lane lines, centerlines, edge lines, and legends and symbols.

[1]No-passing zones shall be delineated as indicated whenever a project is open to traffic.
[2]On all Asphaltic Surface Treatments that are open to traffic and used as a final wearing course or as an interlayer, temporary pavement markings (tabs) on 20-foot (6 m) centers shall be used, in lieu of the 4-foot (1.2 m) tape, on 40-foot (12 m) centers.

SECTION 729 – TRAFFIC SIGNS AND DEVICES:

Subsection 729.02 – Materials (04/07), Pages 456 and 457.

Delete the contents of Heading (a), Sign and Marker Sheeting, and substitute the following.

(a) Sign and Marker Sheeting: Sheeting material for sign panels, delineators, barricades and other markers shall comply with Section 1015. All permanent signs shall meet the requirements of ASTM D 4956, Type III, except as follows:

Reflective sheeting for the permanent signs of Table 729-1 shall meet the requirements of ASTM D 4956, Type IX or Type X as modified in Subsection 1015.05.

Table 729-1
Permanent Signs for Use With Type IX or X (modified) Reflective Sheeting

Sign	MUTCD Number
Stop	R1-1
Yield	R1-2
4-Way	R1-3
All Way	R1-4
Do Not Enter	R5-1
Wrong Way	R5-1a
Chevrons	W1-8
No Passing Zone Pennants	W14-3
Type 3 Object Marker	OM-3 (Right & Left)
Type 2 Object Marker	-------
Guardrail End Decals	-------

Subsection 729.04, Fabrication of Sign Panels and Markers (04/07), Pages 458 – 460.

Delete the third paragraph of Heading (c), Sheeting Application and substitute the following.

ASTM D 4956 Type IX or X (modified) reflective sheeting shall be applied with an orientation determined by the engineer to obtain the optimum entrance angle performance. Fabricated vertical splices in ASTM D 4956 Type IX or X (modified) reflective sheeting will be allowed only when the horizontal dimension of the sign face or attached shield is in excess of the maximum manufactured width of the sheeting. Fabricated vertical splices in ASTM D 4956 Type IX or X (modified) reflective sheeting will also be allowed when the specified orientation will create excessive sheeting waste.

SECTION 804 – DRIVEN PILES:

Subsection 804.08 – Construction Requirements (04/07), Pages548 – 554.

Delete the first sentence of Heading (a), Preboring and substitute the following.

Preboring by augering, wet-rotary drilling, or other methods used to facilitate pile driving will not be permitted unless specified in the plans or allowed by the engineer.

Delete the first sentence of Heading (b), Jetting and substitute the following.

Jetting will not be permitted unless allowed in the plans or allowed by the engineer.

SECTION 901 – PORTLAND CEMENT CONCRETE:

Subsection 901.06 – Quality Control of Concrete (08/06), Pages 726 – 731.

Add the following to the contents of Heading (b), Quality Control Tests.

The contractor shall be responsible for monitoring the components (cement, mineral and chemical admixtures, aggregates) in their mix to protect against any changes due to component variations. As component shipments arrive, the contractor shall verify slump, air content and set

time by testing at ambient temperatures. The contractor shall make adjustments to the mix design to rectify any changes which would adversely affect constructability, concrete placement or the specifications. The contractor shall submit test results to the Department for review each day of paving. Testing to validate component consistency will be documented on the control logs. Conformance or variation in mix parameters (workability, set times, air content, etc.) shall be noted on the control logs. The contractor shall provide a copy of the proposed testing plan to the engineer for record. Acceptance of the plan does not relieve the contractor's responsibility for consistency.

Subsection 901.08 – Composition of Concrete (12/05), Pages 732 – 734.

Add the following to Heading (a).

The blended cement containing up to 50 percent of grade 100 or grade 120 ground granulated blast-furnace slag must be in compliance with Subsection 1001.04 for portland blast-furnace slag cement.

SECTION 1003 – AGGREGATES:

Subsection 1003.02 – Aggregates for Portland Cement Concrete and Mortar (07/07), Pages 763 – 766.

Delete the contents of Heading (c), Aggregates for Types B and D Pavements, and substitute the following.

(c) Aggregates for Types B and D Pavements: For the combined aggregates for the proposed portland cement concrete pavement mix, the percent retained based on the dry weight (mass) of the total aggregates shall meet the requirements of Table 1003-1A for the type of pavement specified in the plans. Additionally, the sum of the percents retained on any two adjacent sieves so designated in the table shall be at least 12 percent of the total combined aggregates. The maximum amounts by weight (mass) of deleterious materials for the total aggregate shall be the same as shown in Subsection 1003.02(b).

Table 1003-1A
Aggregates for Types B and D Pavements

U.S. Sieve	Metric Sieve	Percent Retained of Total Combined Aggregates	
		Pavement Type	
		Type B	Type D
2 1/2 inch	63 mm	0	0
2 inch	50 mm	0	0-20
1 1/2 inch	37.5 mm	0-20	0-20
1 inch	25.0 mm	0-20	5-20
3/4 inch	19.0 mm	5-20	5-20
1/2 inch	12.5 mm	5-20	5-20
3/8 inch	9.5 mm	5-20	5-20
No. 4	4.75 mm	5-20	5-20
No. 8	2.36 mm	5-20	5-20
No. 16	1.18 mm	5-20	5-20
No. 30	600 µm	5-20	5-20
No. 50	300 µm	0-20	0-20
No. 100	150 µm	0-20	0-20
No. 200	75 µm	0-5	0-5
Note: For the sieves in the shaded areas, the sum of any two adjacent sieves shall be a minimum of 12 percent of the total combined aggregates.			

Each type of aggregate to be used in the proposed mixture shall be sampled and tested individually. The percent of total combined aggregates retained shall be determined mathematically based on the proportions of the combined aggregate blend. All gradation calculations shall be based on percent of dry weight (mass).

SECTION 1005 – JOINT MATERIALS FOR PAVEMENTS AND STRUCTURES:

Subsection 1005.04 – Combination Joint Former/Sealer (11/05), Pages 782 and 783.

Delete Heading (a) and substitute the following.

(a) Description: This joint former/sealer is intended for use in simultaneously forming and sealing a weakened plane in portland cement concrete pavements.

The material shall consist of an elastomeric strip permanently bonded either mechanically or chemically at the top of each of two rigid plastic side frames and covered with a removable plastic top cap. Side frames shall be of such configuration that when the sealer is inserted into plastic concrete and vibrated, a permanent bond forms between side frames and concrete.

Delete Heading (b)(1) and substitute the following.

(1) Elastomer: The elastomer strip portion of the material shall be manufactured from vulcanized elastomeric compound using polymerized chloroprene or thermoplastic vulcanizate as the base polymer, and shall comply with the following requirements:

Property	ASTM Test Method	Requirements	
		Polymerized Chloroprene	Thermoplastic Vulcanizate
Tensile Strength, kPa, Min.	D 412	12,400	7,400
Elongation at Break, % Min.	D 412	200	400
Hardness, Shore A	D 2240	65 ± 10	65 ± 10
Properties after Aging, 70 h @ 100°C	D 573		
Tensile Strength, % Loss, Max.		20	20
Elongation, % loss, Max.		25	25
Hardness, pts. increase, Max.		10	10
Ozone Resistance, 20% strain or bentloop, 300 pphm in air, 70 h @ 40°C	D 1149	no cracks	no cracks
Oil Swell, IRM 903, 70 h @ 100°C, wt change, % Max.	D 471	45	75

Delete Headings (b)(2) and (b)(3) and substitute the following:

(2) Bond of Elastomer to Plastic: The force required to shear the elastomer from the plastic shall be a minimum of 5.0 pounds per linear inch (90 g/mm) of sealer when tested in accordance with DOTD TR 636.

(3) Bond of Plastic to Cement Mortar: This bond will be evaluated and shall meet the following requirements:

The force required to separate the cement mortar from the plastic shall be a minimum of 5.0 pounds per linear inch (90 g/mm) of sealer when tested in accordance with DOTD TR 636.

SECTION 1006 – CONCRETE AND PLASTIC PIPE:

Subsection 1006.09 – Plastic Yard Drain Pipe (06/07), Page 789.

Delete the contents of Subheading (a)(3), Ribbed Polyvinyl Chloride Pipe (RPVCP) and substitute the following.

Ribbed Polyvinyl Chloride Pipe (RPVCP): Ribbed Polyvinyl Chloride Pipe shall comply with ASTM F 794, Series 46 or ASTM F 949 (46 psi).

SECTION 1013 – METALS:

Subsection 1013.09 – Steel Piles (08/06) Page 822.

Delete the title and references to "Steel Piles" in this subsection and substitute "Steel H Piles".

SECTION 1015 – SIGNS AND PAVEMENT MARKINGS:

Subsection 1015.04 – Sign Panels (05/07), Pages 832 and 833.

Delete the contents of Heading (a), Permanent Sign Panels and substitute the following.

(a) Permanent Sign Panels: Flat panels shall be aluminum sheets or plates complying with ASTM B 209, Alloy 6061-T6 or Alloy 5052-H38. Extruded aluminum panels shall comply with ASTM B 221 (ASTM B 221M), Alloy 6063-T6 and after fabrication, have a flatness equal to or less than 0.031 inch per foot of length and 0.004 inch per inch of width.

Subsection 1015.05 - Reflective Sheeting (05/07), Pages 833 – 838.

Add the following to Heading (a), Permanent and Temporary Standard Sheeting.

Type X (Modified) (White, Yellow, Red) - A super high-intensity retroreflective sheeting having highest retroreflectivity characteristics at medium distances. This sheeting is typically an unmetalized microprismatic retroreflective element material. This material shall meet the requirements of ASTM D 4956 Type X except as modified below.

(1) Retroreflectivity: Minimum Coefficients of Retroreflection for Type X (Modified) White, Yellow, and Red sheeting shall be as specified in Table 1015-a.

Table 1015-a
Coefficients of Retroreflection for Type X (Modified) Sheeting[1]

Observation Angle, degrees	Entrance Angle, degrees	White	Yellow	Red
0.2	-4	600	450	90
0.2	+30	300	225	45
0.5	-4	240	180	36
0.5	+30	120	90	18

[1]Minimum Coefficient of Retroreflection (R_A) (cd $lx^{-1}m^{-2}$)

Heading (d), Accelerated Weathering.

Delete Table 1015-3, Accelerated Weathering Standards and substitute the following.

Table 1015-3
Accelerated Weathering Standards[1]

Type	Retroreflectivity[2]				Colorfastness[3]	
	Orange		All colors, except orange		Orange	All colors, except orange
III	1 year	80[4]	3 years	80[4]	1 year	3 years
III (for drums)	1 year	80[4]	1 year	80[4]	1 year	1 year
VI	1/2 year	50[5]	1/2 year	50[5]	1/2 year	1/2 year
IX	Not used		3 years	80[6]	Not used	3 years
X (Fluorescent Orange)	1 year	80[7]	Not used		1 year	Not used
X (Modified)	Not used		3 years	80[8]	Not used	3 years

[1]At an angle of 45° from the horizontal and facing south in accordance with ASTM G 7 at an approved test facility in Louisiana or South Florida.

[2]Percent retained retroreflectivity of referenced table after the outdoor test exposure time specified.

[3]Colors shall conform to the color specification limits of ASTM D 4956 after the outdoor test exposure time specified.

[4]ASTM D 4956, Table 8.

[5]ASTM D 4956, Table 13.

[6]ASTM D 4956, Table 3.

[7]ASTM D 4956, Table 4.

[8] DOTD Standard Specifications, Table 1015-a.

Heading (e), Performance.

Delete Table 1015-4, Reflective Sheeting Performance Standards and substitute the following.

Table 1015-4
Reflective Sheeting Performance Standards

Type	Retroreflectivity[1] -- Durability[2]				Colorfastness[3]
	Orange		All colors, except orange		
III	3 years	80[4]	10 years	80[4]	3 years
IX	Not used		7 years	80[5]	3 years
X (Fluorescent. Orange)	3 years	80[6]	Not used		3 years
X (Modified)	Not used		7 years	80[7]	3 years

[1]Percent retained retroreflectivity of referenced table after installation and the field exposure time specified.
[2]All sheeting shall maintain its structural integrity, adhesion and functionality after installation and the field exposure time specified.
[3]All colors shall conform to the color specification limits of ASTM D4956 after installation and the field exposure time specified.
[4]ASTM D4956, Table 8.
[5]ASTM D 4956, Table 3.
[6]ASTM D 4956, Table 4.
[7] DOTD Standard Specifications, Table 1015-a.

Heading (g), Sheeting Guaranty.

Delete Table 1015-5, Manufacturer's Guaranty-Reflective Sheeting and substitute the following.

Table 1015-5
Manufacturer's Guaranty-Reflective Sheeting

Type	Manufacturer shall restore the sign face in its field location to its original effectiveness at no cost to the Department if failure occurs during the time period[1] as specified below		Manufacturer shall replace the sheeting required to restore the sign face to its original effectiveness at no cost to the Department if failure occurs during the time period[1] as specified below
	Orange	All colors, except orange	All colors, except orange
III	<3 years	<7 years	7-10 years
IX	Not used	<5 years	5-7 years
X (Fluorescent Orange)	<3 years	Not used	**Not used**
X (Modified)	Not used	< 5 years	**5-7 years**

[1]From the date of sign installation.

Subsection 1015.11 - Preformed Plastic Pavement Marking Tape (06/07), Pages 842 – 844.

Delete the contents of this subsection and substitute the following.

1015.11 PREFORMED PLASTIC PAVEMENT MARKING TAPE.

(a) General: Preformed plastic pavement marking tape shall be approved products listed on QPL 64 and shall comply with ASTM D4505 Retroreflectivity Level I or Level II, or DOTD Intersection Grade (as specified below), except as modified herein. The marking tape shall be Class 2 or 3. The type and color shall be in accordance with the plans and the MUTCD.

(b) Thickness: All preformed plastic pavement marking tape shall have a minimum overall thickness of 0.060 inches (1.5 mm) when tested without the adhesive.

(c) Friction Resistance: The surface of the Retroreflectivity Level II preformed plastic pavement marking tape shall provide a minimum frictional resistance value of 35 British Polish Number (BPN) when tested according to ASTM E303. The surface of the Retroreflectivity Level I and DOTD Intersection Grade preformed plastic pavement marking tape shall provide a minimum frictional resistance value of 45 BPN when tested according to ASTM E303. Values for the Retroreflectivity Level I material with a raised surface pattern as defined in ASTM D4505 are calculated by averaging values taken at downweb and at a 45 degrees angle from downweb.

(d) Retroreflective Requirements: The preformed plastic pavement marking tape shall have the minimum initial specific luminance values shown in Table 1015-7 when measured in accordance with ASTM D 4061.

Table 1015-7
Specific Luminance of Preformed Plastic Tape

Type	Observation Angle, degrees	Entrance Angle, degrees	Specific Luminance (mcd/sq m/lx)	
			White	Yellow
Retroreflectivity Level I	1.05	88.76	500	300
DOTD Intersection Grade	1.05	88.76	375	250
Retroreflectivity Level II	1.05	88.76	250	175

(e) Durability Requirements: The DOTD Intersection Grade preformed plastic pavement marking tape shall show no appreciable fading, lifting or shrinkage for a least 12 months after placement when placed in accordance with the manufacturer's recommended procedures on pavement surfaces having a daily traffic count not to exceed 15,000 ADT per lane.

The Retroreflectivity Level I preformed plastic pavement marking tape shall show no appreciable fading, lifting or shrinkage for a least 4 years after placement for longitudinal lines and at least 2 years after placement for symbols and legends.

The Retroreflectivity Level I preformed plastic pavement marking tape shall also retain the following reflectance values for the time period detailed in Table 1015-8.

Table 1015-8
Retained Specific Luminance for Retroreflectivity Level I
Preformed Plastic Pavement Marking Tape

Time	Observation Angle, degrees	Entrance Angle, degrees	Specific Luminance (mcd/sq m/lx)	
			White	Yellow
1 year	1.05	88.76	400	240
4 years (2 years for symbols and legend)	1.05	88.76	100	100

(f) Plastic Pavement Marking Tape Guaranty (DOTD Intersection Grade and Retroreflectivity Level I): If the plastic pavement marking tape fails to comply with the performance and durability requirements of this subsection within 12 months for DOTD Intersection Grade and 4 years for Retroreflectivity Level I, the manufacturer shall replace the plastic pavement marking material at no cost to the Department.

SECTION 1020 – TRAFFIC SIGNALS:

Subsection 1020.01 – Traffic Signal Heads (06/07), Pages 873 – 884.

Delete the contents of Heading (a), General Requirements and substitute the following.

(a) General Requirements: Traffic signal sections, beacon sections and pedestrian signal sections shall be of the adjustable type. Materials and construction of each section shall be the same.

Signals shall be constructed for either 8 or 12-inch (200 mm or 300 mm) lens in accordance with the plans. Signal sections shall have three to five sections per face and beacon

sections have only one section per face. Signal sections and associated brackets shall be finished inside and out with two coats of high grade dark olive green enamel, color number 14056 according to Federal Standard No. 595b with each coat independently baked. Visors shall be coated green on the outside and black on the inside. Edges shall be deburred and smooth with no sharp edges.

Subsection 1020.04 – Poles for Traffic Signal Systems (06/07), Pages 890 – 894.

Delete the sixth paragraph of Heading (a), Pedestal Support Signal Poles, and substitute the following.

Pedestals shall be finished with at least one coat of rustproofing primer, applied to a clean surface and one coat of dark olive green enamel, color number 14056 according to Federal Standard No. 595b.

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL RETURNABLES FOR

STATE PROJECT NO. 450-09-0031
I-10 MISSISSIPPI RIVER BRIDGE PIER NO. 5 FENDER REPLACEMENT
ROUTE I-10
EAST BATON ROUGE PARISH

FOR INFORMATION ONLY

BID BOND

A Bid Bond is required when the bidder's total bid amount as calculated by the Department in accordance with Subsection 103.01 is greater than $50,000. *(See Section 102 of the Project Specifications.)*

_____, as Principal
(Bidder) and
_____, as Surety,
are bound unto the State of Louisiana, Department of Transportation and Development, (hereinafter called the Department) in the sum of five percent (5%) of the bidder's total bid amount as calculated by the Department for payment, of which the Principal and Surety bind themselves, their heirs, executors, administrators, successors and assigns, as solidary obligors.

Signed and sealed this _____ day of _____, 20_____.

The condition of this obligation is such that, whereas the Principal has submitted a bid to the Department on a contract for the construction of **STATE PROJECT NO. 450-09-0031, I-10 MISSISSIPPI RIVER BRIDGE PIER NO. 5 FENDER REPLACEMENT, located in EAST BATON ROUGE PARISH, ROUTE I-10,** if the bid is accepted and the Principal, within the specified time, enters into the contract in writing and gives bond with Surety acceptable to the Department for payment and performance of said contract, this obligation shall be void; otherwise to remain in effect.

_____	_____
Principal (Bidder or First Partner to Joint Venture)	If a Joint Venture, Second Partner
By _____	By _____
Authorized Officer-Owner-Partner	Authorized Officer-Owner-Partner
_____	_____
Typed or Printed Name	Typed or Printed Name

_____
Surety

By _____ (Seal)
Agent or Attorney-in-Fact

_____
Typed or Printed Name

To receive a copy of the contract and subsequent correspondence / communication from LA DOTD, with respect to the bid bonds, the following information must be provided:

_____	_____
Bonding Agency or Company Name	Address
_____	_____
Agent or Representative	Phone Number / Fax Number

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SCHEDULE OF ITEMS

LEAD PROJECT: 450-09-0031
OTHER PROJECTS:

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
727-01	LUMP	LUMP SUM	MOBILIZATION _____ DOLLARS _____ CENTS
805-01	2,560.00	CUBIC YARD	CLASS A CONCRETE _____ DOLLARS _____ CENTS
805-07	1,280.00	CUBIC YARD	CLASS S CONCRETE _____ DOLLARS _____ CENTS
807-01	40,896	POUND	DEFORMED REINFORCING STEEL _____ DOLLARS _____ CENTS
807-02	575,637	POUND	STEEL (AASHTO M 270, GRADE 50) _____ DOLLARS _____ CENTS
S-101	LUMP	LUMP SUM	Existing Fender Removal _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-102	LUMP	LUMP SUM	Field Verification and Surface Cleaning _____ DOLLARS _____ CENTS
S-103	LUMP	LUMP SUM	Precast Concrete Modules _____ DOLLARS _____ CENTS
S-104	LUMP	LUMP SUM	Storage of Extra Concrete Modules and Forms _____ DOLLARS _____ CENTS
S-105	LUMP	LUMP SUM	Plastic Composite Marine Timber Fenders _____ DOLLARS _____ CENTS
S-106	LUMP	LUMP SUM	Fender Cover Gratings and Ladder _____ DOLLARS _____ CENTS
S-107	LUMP	LUMP SUM	Marine Naviagation Vertical Clearance Gage _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-108	LUMP	LUMP SUM	Navigation Lights(Lights, Frame and Electrical) _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

CONSTRUCTION PROPOSAL SIGNATURE AND EXECUTION FORM

THIS FORM, THE SCHEDULE OF ITEMS, AND THE PROPOSAL GUARANTY MUST BE COMPLETED AS INDICATED AND SUBMITTED TO THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (DOTD) TO CONSTITUTE A VALID BID

STATE PROJECT NO. **450-09-0031**

FEDERAL AID PROJECT NO. **N/A**

NAME OF PROJECT **I-10 MISSISSIPPI RIVER BRIDGE PIER NO. 5 FENDER REPLACEMENT**

I (WE) HEREBY CERTIFY THAT I (WE) HAVE CAREFULLY EXAMINED THE PROPOSAL, PLANS AND SPECIFICATIONS, INCLUDING ANY AND ALL ADDENDA, AND THE SITE OF THE ABOVE PROJECT AND AM (ARE) FULLY COGNIZANT OF ALL PROPOSAL DOCUMENTS, THE MASTER COPY OF WHICH IS ON FILE AT DOTD HEADQUARTERS IN BATON ROUGE, LA., AND ALL WORK, MATERIALS AND LABOR REQUIRED THEREIN, AND AGREE TO PERFORM ALL WORK, AND SUPPLY ALL NECESSARY MATERIALS AND LABOR REQUIRED FOR SUCCESSFUL AND TIMELY COMPLETION OF THE ABOVE PROJECT AND TO ACCEPT THE SUMMATION OF THE PRODUCTS OF THE UNIT PRICES BID ON THE SCHEDULE OF ITEMS ATTACHED HERETO AND MADE A PART HEREOF MULTIPLIED BY THE ACTUAL QUANTITY OF UNIT OF MEASURE PERFORMED FOR EACH ITEM, AS AUDITED BY DOTD, AS FULL AND FINAL PAYMENT FOR ALL WORK, LABOR AND MATERIALS NECESSARY TO COMPLETE THE ABOVE PROJECT, SUBJECT TO INCREASE ONLY FOR PLAN CHANGES (CHANGE ORDERS) APPROVED BY THE DOTD CHIEF ENGINEER OR HIS DESIGNEE. THIS BID IS SUBMITTED IN ACCORDANCE WITH THE GENERAL BIDDING REQUIREMENTS IN THE CONSTRUCTION PROPOSAL AND ALL SPECIAL PROVISIONS, PLANS, SUPPLEMENTAL SPECIFICATIONS, AND THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES (2006 EDITION). I (WE) UNDERSTAND THAT THE SUMMATION OF THE PRODUCTS OF THE UNIT PRICES BID ON THE SCHEDULE OF ITEMS MULTIPLIED BY THE ESTIMATED QUANTITY OF UNIT OF MEASURE FOR EACH ITEM, ALONG WITH ANY OTHER FACTORS SPECIFIED TO BE APPLICABLE SUCH AS CONSTRUCTION TIME AND/OR LANE RENTAL, SHALL BE THE BASIS FOR THE COMPARISON OF BIDS. I (WE) UNDERSTAND THAT THE SCHEDULE OF ITEMS MUST CONTAIN UNIT PRICES WRITTEN OUT IN WORDS AND THAT THE SCHEDULE OF ITEMS SUBMITTED AS PART OF THIS BID IS ON THE FORM SUPPLIED BY DOTD IN THE BID PROPOSAL. MY (OUR) PROPOSAL GUARANTY IN THE AMOUNT SPECIFIED FOR THE PROJECT IS ATTACHED HERETO AS EVIDENCE OF MY (OUR) GOOD FAITH TO BE FORFEITED IF THIS BID IS ACCEPTED BY DOTD AND I (WE) FAIL TO COMPLY WITH ANY REQUIREMENT NECESSARY FOR AWARD AND EXECUTION OF THE CONTRACT, AS WELL AS, SIGN AND DELIVER THE CONTRACT AND PAYMENT/PERFORMANCE/RETAINAGE BOND AS REQUIRED IN THE SPECIFICATIONS.

NONCOLLUSION DECLARATION (APPLICABLE TO FEDERAL-AID PROJECTS)

I (WE) DECLARE UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES AND THE STATE OF LOUISIANA THAT I (WE) HAVE NOT DIRECTLY OR INDIRECTLY, ENTERED INTO ANY AGREEMENT, PARTICIPATED IN ANY COLLUSION, OR OTHERWISE TAKEN ANY ACTION IN RESTRAINT OF FREE COMPETITIVE BIDDING IN CONNECTION WITH THE CONTRACT FOR THIS PROJECT NOR VIOLATED LA. R.S. 48:254.

BIDDER'S DBE GOAL STATEMENT (APPLICABLE TO DBE GOAL PROJECTS)

IF THIS PROJECT IS DESIGNATED BY SPECIAL PROVISION AS A DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL PROJECT IN ACCORDANCE WITH THE DBE PROVISIONS OF THIS CONTRACT, THE BIDDER ASSURES DOTD THAT HE/SHE WILL MEET OR EXCEED THE DBE CONTRACT GOAL, OR IF THE BIDDER CANNOT MEET THE REQUIRED DBE GOAL, THE BIDDER ASSURES DOTD THAT HE/SHE HAS MADE AND CAN DOCUMENT GOOD FAITH EFFORTS MADE TOWARDS MEETING THE GOAL REQUIREMENT IN ACCORDANCE WITH THE CONTRACT AND DBE PROGRAM MANUAL INCORPORATED HEREIN BY REFERENCE.

THE APPARENT LOW BIDDER SHALL COMPLETE AND SUBMIT TO THE DOTD COMPLIANCE PROGRAMS OFFICE, FORM CS-6AAA AND ATTACHMENT(S) AND, IF NECESSARY, DOCUMENTATION OF GOOD FAITH EFFORTS MADE BY THE BIDDER TOWARD MEETING THE GOAL, WITHIN TEN BUSINESS DAYS AFTER THE OPENING OF BIDS FOR THIS PROJECT. RESPONSIVENESS OF INFORMATION SUPPLIED IN THIS SECTION OF THIS CONSTRUCTION PROPOSAL SIGNATURE AND EXECUTION FORM IS GOVERNED BY THE DBE REQUIREMENTS INCLUDED WITHIN THE SPECIFICATIONS AND DBE PROGRAM MANUAL.

CERTIFICATION OF EMPLOYMENT OF LOUISIANA RESIDENTS TRANSPORTATION INFRASTRUCTURE MODEL FOR ECONOMIC DEVELOPMENT (TIME) PROJECTS (APPLICABLE TO TIME PROJECTS)

IF THIS PROJECT IS DESIGNATED BY SPECIAL PROVISION AS A TRANSPORTATION INFRASTRUCTURE MODEL FOR ECONOMIC DEVELOPMENT (TIME) PROJECT AS DEFINED IN ACT NO. 16 OF THE 1989 FIRST EXTRAORDINARY SESSION OF THE LEGISLATURE WHICH ENACTED PART V OF CHAPTER 7 OF SUBTITLE II OF TITLE 47 OF THE LOUISIANA REVISED STATUTES OF 1950, COMPRISED OF R.S. 47:820.1 THROUGH 820.6.

THE BIDDER CERTIFIES THAT AT LEAST 80 PERCENT OF THE EMPLOYEES EMPLOYED ON THIS TIME PROJECT WILL BE LOUISIANA RESIDENTS IN ACCORDANCE WITH LOUISIANA R.S. 47:820.3.

NON PARTICIPATION IN PAYMENT ADJUSTMENT (ASPHALT CEMENT AND FUELS) STATEMENT

IF THIS PROJECT IS DESIGNATED BY SPECIAL PROVISION AS BEING SUBJECT TO PAYMENT ADJUSTMENT FOR ASPHALT CEMENT AND/OR FUELS, THE BIDDER HAS THE OPTION OF REQUESTING EXCLUSION FROM SAID PAYMENT ADJUSTMENT PROVISIONS THAT ARE ESTABLISHED BY SPECIAL PROVISION ELSEWHERE HEREIN.

IF THE BIDDER DESIRES TO BE EXCLUDED FROM THESE PAYMENT ADJUSTMENT PROVISIONS,

THE BIDDER IS REQUIRED TO MARK HERE ☐

FAILURE TO MARK THIS BOX PRIOR TO BID OPENING WILL CONSTITUTE FORFEITURE OF THE BIDDER'S OPTION TO REQUEST EXCLUSION.

STATE PROJECT NO. **450-09-0031**

BIDDER SIGNATURE REQUIREMENTS (APPLICABLE TO ALL PROJECTS)

THIS BID FOR THE CAPTIONED PROJECT IS SUBMITTED BY:

Name of Principal (Individual, Firm, Corporation, or Joint Venture)

If Joint Venture, Name of First Partner

(Louisiana Contractor's License Number of Bidder or First Partner to Joint Venture)

(Business Street Address)

(Business Mailing Address, if different)

(Area Code and Telephone Number of Business)

(Telephone Number and Name of Contact Person)

(Telecopier Number, if any)

If Joint Venture, Name of Second Partner

(Louisiana Contractor's License Number of Second Partner to Joint Venture)

(Business Street Address)

(Business Mailing Address, if different)

(Area Code and Telephone Number of Business)

(Telephone Number and Name of Contact Person)

(Telecopier Number, if any)

ACTING ON BEHALF OF THE BIDDER, THIS IS TO ATTEST THAT THE UNDERSIGNED DULY AUTHORIZED REPRESENTATIVE OF THE ABOVE CAPTIONED FIRM, CORPORATION OR BUSINESS, BY SUBMISSION OF THIS BID, AGREES AND CERTIFIES THE TRUTH AND ACCURACY OF ALL PROVISIONS OF THIS PROPOSAL, INCLUSIVE OF THE REQUIREMENTS, STATEMENTS, DECLARATIONS AND CERTIFICATIONS ABOVE AND IN THE SCHEDULE OF ITEMS AND PROPOSAL GUARANTY. EXECUTION AND SIGNATURE OF THIS FORM AND SUBMISSION OF THE SCHEDULE OF ITEMS AND PROPOSAL GUARANTY SHALL CONSTITUTE AN IRREVOCABLE AND LEGALLY BINDING OFFER BY THE BIDDER.

(Signature)

(Printed Name)

(Title)

(Date of Signature)

(Signature)

(Printed Name)

(Title)

(Date of Signature)

CONTRACTOR'S TOTAL BASE BID $ _____

IT IS AGREED THAT THIS TOTAL, DETERMINED BY THE BIDDER, IS FOR PURPOSES OF OPENING AND READING BIDS ONLY, AND THAT THE LOW BID FOR THIS PROJECT WILL BE DETERMINED FROM THE EXTENSION AND TOTAL OF THE BID ITEMS BY DOTD.

CS-14AA
08/06

FOR INFORMATION ONLY