STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL

STATE PROJECT NO. 650-06-0019
M/V ASCENSION 5 YEAR DRYDOCK
STATEWIDE

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NOTICE TO CONTRACTORS (08/06)

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, JUNE 25, 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. 650-06-0019
DESCRIPTION: M/V ASCENSION 5 YEAR DRYDOCK
PARISH: STATEWIDE
TYPE: Replacement, repair, and/or modifications to the Department of Transportation and Development M/V Ascension, so as to maintain the vessel's U.S.C.G. certification. All work shall be complete in all respects, tested to the satisfaction of the Department of Transportation and Development, and ready for operation. All work shall be done in complete accordance with the latest applicable U.S.C.G. Regulations. All equipment furnished, standard practices, and methods of installation shall meet the requirements of good marine practice and the applicable U.S. Coast Guard Regulations.
ESTIMATED COST RANGE: $250k – 500k
PROJECT ENGINEER: Kevin J. Reed, P.O. Box 94245, Bridge Maintenance Section, Baton Rouge, Louisiana 70804. Phone: (225) 379-1916.
COST OF PROPOSAL FORMS: FREE
COST OF PLANS: N/A

Bids must be 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.

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.

DEFINITIONS AND TERMS (07/07): Subsection 101.03 of the Standard Specifications is amended as follows.

The definition for "Proposal/ Bid Guaranty" is deleted and following substituted.

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

BIDDING REQUIREMENTS (07/07) Section 102 of the Standard Specifications and the Supplemental Specifications thereto, is amended as follows.

Subsection 102.09, Proposal/Bid Guaranty is deleted and the following substituted.

102.09 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.

DETERMINATION AND EXTENSION OF CONTRACT TIME (01/04): Subsection 108.07 Determination and Extension of Contract Time is amended to include the following.

The contractor shall document for each month of scheduled construction, the occurrence of adverse weather conditions having an impact on controlling items of work. An adverse weather day is one on which rainfall or wet soil conditions will prevent construction operations from proceeding for at least 5 continuous hours of the day or 65 percent of the normal work day, whichever is greater, with the normal working force engaged in performing the controlling item of work. If the contractor submits a written request for additional contract time due to adverse weather conditions, the contractor's request will be considered only for adverse weather days in excess of the allowable number of days per month stated below. An equitable adjustment in contract time will be made at the conclusion of the project by comparing the total number of excess adverse weather days requested by the contractor to the number of adverse weather days that were included in the construction schedule but were not used. Contract time will not be reduced due to the adjustments for adverse weather. An adjustment in the contract time due to adverse weather will not be cause for an adjustment in the contract amount.

The following are anticipated adverse weather days that the contractor shall include in each month of his calendar day construction schedule.

January	11 days	May	5 days	September	4 days
February	10 days	June	6 days	October	3 days
March	8 days	July	6 days	November	5 days
April	7 days	August	5 days	December	8 days

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 **SEVENTY FIVE (75) 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.

(10/07)

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

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Supplemental Specifications – Table of Contents (10/07)

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.

SECTION 1 – SPECIFICATIONS

1.01 INTENT

It is the intent of these specifications to describe replacement, repair and/or modifications to the Department of Transportation and Development M/V Ascension, so as to maintain the vessel's U.S.C.G. certification. All work shall be complete in all respects, tested to the satisfaction of the Department of Transportation and Development, and ready for operation.

Prior to submitting a bid, the Contractor is strongly encouraged to make an onboard survey of the vessel to familiarize their self with the existing arrangements, physical conditions, nature and extent of each work item to be done.

All work shall be done in complete accordance with the latest applicable U.S. Coast Guard Regulations. All equipment furnished, standard practices and methods of installation, shall meet the requirements of good marine practice and the applicable U.S. Coast Guard Regulations.

1.02 PARTICULARS OF VESSEL

Overall Length	=	168'
Beam (extreme)	=	60'
Depth	=	11.2'
Draft	=	6'
Official Number	=	D583431
Gross/Net Tonnage	=	787/535

1.03 WORK OVERVIEW

A project schedule of the work items of this document shall be submitted for approval and consent to proceed. Any subsequent scheduling updates shall be submitted to the Project Engineer. Progress shall be due at the end of each DOTD work week. Progress shall be witnessed by a DOTD representative on a daily and weekly basis.

In general, the contractor is to perform the following:
Modifications and repairs: replace, modify, and/or inspect various items as described in these specifications.

Repair, replace, modify, inspect, and/or perform any additional work resulting from inspections, on a negotiated change order basis with the Department of Transportation. Before performing this work, an itemized list showing the price of material and labor must be submitted to and approved by the Project Engineer. The contractor shall not proceed with any additional work not specified in this document without the approval of the Project Engineer.

1.04 CONTRACT TIME

A total of seventy five (75) calendar days will be allowed for completion of the entire project.

1.05 UNITED STATES COAST GUARD

All workmanship, materials and equipment provided by the Contractor shall be to the requirements of the U.S.C.G. The Contractor shall be responsible for notifying the local U.S.C.G. Inspection Office and coordinating with the D.O.T.D. representative on a suitable time or times for inspection of the work.

The Contractor shall be responsible for obtaining U.S.C.G. approval of the systems installed; all necessary stenciling, labeling, instruction plates, etc. are to be furnished and installed. The Contractor shall obtain U.S.C.G. approval of all drawings, schematics, etc. as required. Two (2) copies of all correspondence with the United States Coast Guard are to be furnished to the D.O.T.D. Two (2) copies of operating manuals of equipment furnished are also to be furnished to the D.O.T.D.

1.06 MATERIAL, WORKMANSHIP, AND EQUIPMENT

The Contractor shall use only materials, which comply with the U.S. Coast Guard Regulations. Equipment shall be new, of good quality and must meet the requirements of the U.S. Coast Guard, where applicable.

The Contractor shall perform all work in accordance with good marine practice. All steel work shall be smooth and fair with no protruding sharp edges. All machinery or equipment shall be installed in accordance with the manufacturer's recommendations. Any disturbance of existing areas, either in conjunction with, or incidental to, work to be performed shall be returned to original status. All welders must be certified according to USCG standards.

All new equipment, including paint products, shall be submitted in writing to DOTD Representative before acceptance.

The Contractor shall provide any and all equipment (i.e., lifting equipment, welding machines, oxyacetylene systems, etc.) and facilities (i.e., lighting, scaffolding, etc.) necessary to complete the work.

On all installations, or removals, that require electrical, piping, plumbing, machinist, joiner carpenter, mechanic, ironworkers, welders, painters, equipment operators and laborers; it shall be the Contractor's responsibility to supply all material necessary to complete an effective job, unless such materials are specifically identified in the work items being supplied by the Department.

1.07 VERIFICATION BY CONTRACTOR

The Contractor shall be responsible for verifying all existing physical conditions, dimensions, length, quantities, sizes and shapes provided in the specifications and drawings. Dimensions, lengths, quantities, etc., provided in the specifications and drawings, are for guidance only and shall not relieve the Contractor of his responsibility to check and verify same. Existing paint millage shall be Contractor determined.

1.08 MANUFACTURER'S REPRESENTATIVE

Whenever the specifications require that work be performed or accomplished under the supervision or direction of the manufacturer's representative; such manufacturer's representative shall be required to be present during the opening up, repair, closing up and testing of the work. Further, unless otherwise specified, the cost of such supervision or direction shall be borne by the Contractor and the manufacturer's representative shall be the agent of the Contractor with respect to liability and responsibility.

1.09 GAS FREE CERIFICATE

The Contractor shall obtain at his expense and furnish a copy of the "gas free" or "safe for hot work" certificate to the Engineer before any hot work is done in the engine spaces or other locations on the vessel where hot work is to be performed.

1.10 PROTECTION OF EXISTING EQUIPMENT

The Contractor is to take all necessary precautions to protect all existing machinery and equipment from damage due to work required by these specifications. Final acceptance will be made only upon the satisfaction of the Department of Transportation and Development that such equipment has not been damaged or tampered with. Any equipment that has been damaged or tampered with is the responsibility of the Contractor. Damaged electrical cable resulting from Contractor's work will be replaced at the Contractor's expense.

1.11 WASTE REMOVAL

All waste including: dirt, grit, garbage, debris, oil, water ballast, oil for disposal, bilge water (oily or clean), super chlorinated water, treated water ballast, grease, etc., resulting from work in these specifications shall be removed from the ship by the Contractor on a daily basis in accordance with the requirements of Local, State, or Federal Government Agencies.

1.12 FIRE WATCH

The Contractor shall provide an adequate fire watch with approved fire extinguishers, in the vicinity of hot work performed by the Contractor until all danger of fire has passed. All materials that constitute a fire hazard shall be removed and restored upon completion of work or adequately protected. Contractor's attention is directed to City and State Regulations on Welding Burning and Fire Watches. Ship's extinguishers shall not be used for fire watch.

1.13 CLEANUP

Upon completion of the work required by these specifications, the Contractor is required to refurbish or return the vessel to the "As-was status" which existed prior to commencing the work.

1.14 REASSEMBLY OF DISASSEMBLED UNITS

The Contractor shall, unless otherwise specifically directed, reassemble all units such as machinery, equipment and fixtures, manhole covers and access plates specified to be opened for inspection, survey or repairs.

1.15 TESTING AND ACCEPTANCE OF THE WORK

No portion of the work either listed herein or to be negotiated within the scope of these specifications shall be considered complete until approved by the D.O.T.D. No work shall be sealed or otherwise hidden until such approval has been obtained. If testing is required to evaluate some portion of work, the Contractor shall furnish any and all services, equipment, material and/or personnel necessary to conduct the test. All work shall be performed to the satisfaction of the Department of Transportation and Development. All deficiencies shall be corrected prior to final acceptance.

1.16 GROUNDING

All exposed, non-current carrying parts of lighting fixtures, receptacles and panels must be mounted so as to establish a positive ground with the vessel's hull.

1.17 CABLE INSTALLATION

The Contractor shall utilize existing wire-ways wherever possible for new cable installations. Cables, when run in a group, shall be supported in metal hangers. Single cables may be supported to single-hole clips.

Cables shall be hung from all decks and bulkheads to avoid excessive heat and moisture. All cable hangers, stools, etc., shall be spaced not more than 14 inches apart horizontally and not more than 18 inches apart vertically. Cable clips or straps shall secure the cable to the metal supports without damage to the cable.

Where cables pass through water-tight decks or bulkheads, or enter lighting fixtures or receptacles, stuffing tubes shall be installed. Sealing compound shall be applied around cables where they enter stuffing tubes. Where cables pass through non-water tight decks or bulkheads, cables shall be amply supported to prevent chafing from vibration during operation of the vessel.

All weather deck penetrations for electrical cables shall be stub tubed from the deck weld to the connection box with hard pipe. Utilize armored cable from the connection box to the light receptacle or end use component.

Additionally, any omission of required items not specified but necessary to install a functionally operable system remains the responsibility of the contractor.

1.18 PIPING AND VALVE COLOR CODING

All new and existing pipe and valves shall be color coded as required by U.S.C.G.

1.19 WORK ITEM DESCRIPTIONS

The following scope of work describes the separate items required to be done to the vessel during this modification. It is to be understood by the Contractor that the following applies to each and every item unless specially noted otherwise.

*The Contractor is to provide all labor, material, special equipment, make all removals and restorations, remove and replace interferences and rig and unrig as found necessary in the course of accomplishing the following work items.

*The Contractor shall make all disassembles and subsequent reassemblies to accomplish the following work items.

SECTION 2 – DRY-DOCKING, REPAIRS, AND MODIFICATIONS

2.01 DRY-DOCKING (ITEM S-001)

The Contractor shall haul the vessel out on a suitable dry-dock, marine railway, or graving dock. The vessel shall be held on dry-dock sufficient time to allow for completion of all necessary underwater hull work as required by these specifications. The Contractor is to provide all necessary tugboats for shifting, cranes and other equipment essential to the shifting, docking and undocking of the vessel. The vessel is to be shifted on the blocks for inspection of the entire underwater portion of the vessel.

All necessary services including but not limited to the following shall be provided: Shore power, fresh water, sanitation line, and trash disposal. The contractor shall provide a safe and convenient means of boarding the vessel at all times. Ladders will not be permitted.

Because of the U.S. Coast Guard inspection, there must be a minimum 3' of clearance under the hull of the vessel.

2.02 DRY-DOCK INSPECTION (ITEM S-002)

The Contractor shall be responsible for notifying the local U.S.C.G. Inspection Office and coordinating with the D.O.T.D. Representative on a suitable time or times for inspection.

All removals, opening of manways, through hull fittings, tanks, lockers, rooms, voids, lamps and lights, boxes, tanks, etc., shall be the responsibility of the contractor.

The Contractor shall also provide personnel and equipment, as required, to assist the U.S.C.G. and the D.O.T.D. personnel in performing the drydock examination.

All through hull fittings shall be opened and dismantled for U.S.C.G. inspection. Quantities are as follows: sea chests = 2, 5" strainers = 2, 3" valves = 2, 2 ½" valves = 2, 5" valves = 4. All removals required to accomplish the above shall be reinstalled as original upon completion of any repairs and/or inspections. The Contractor shall clean all voids for USCG inspection.

Any additional repair work required as result of the above will be negotiated as a separate change order.

2.03 SONIC GAUGING (ITEM S-003)

The hull, vehicle deck, keel coolers, and sea chests shall be sonic gauged for thickness and uniformity by a person or persons familiar with U.S.C.G. requirements governing gauging of metals. A detailed drawing showing the gauge readings shall be provided by the Contractor to the D.O.T.D. Representative.

The gauge readings spacing shall be as follows:

Deck: Side to side every 5 feet; forward to aft every 10 feet.
Bottom: Same as Deck; gauge all struts.
Sides: Two (2) shots vertically: 2.5 feet down from deck and 2.5 feet up from bottom, every 20 feet forward to aft.
Bottom Knuckle: One shot every 10 feet forward to aft.

Care is to be taken not to gauge on frames or laps.

If a low gauge reading is found, additional shots may be taken in that area at the discretion of the D.O.T.D. Representative.

2.04 HULL PAINTING (ITEM S-004)

Hull painting shall include the bottom side of hull including keel to the rub rails. Vessel shall be shifted on the blocks for cleaning and painting area of blocks. All anodes are to be adequately protected from blasting.

SURFACE PREPARATION
The contractor shall solvent clean or degrease any oil or other contaminants to Steel Structures Painting Council Surface Preparation No. 1 (SSPC SP-1), high pressure fresh water using 3500 PSI minimum, abrasive blast area to SSPC SP-10 Near White Metal Blast, remove all residual debris, maintain surface preparation and apply:

PAINT SYSTEM
The contractor shall use the below listed painting system, or equal as approved by the DOTD Representative. To approve an equivalent paint system, the contractor shall submit to the DOTD Representative, in writing, the manufacturer's recommendations for the specific surface preparation and painting system to be furnished, including paint schedule.

Keel to Waterline Coating Specification

Coats	Material Description and Systems	MIN DFT (mils)	Solids (% volume)	Theoretical Coverage (sqft/gal)	Wet Film (mils)	Dry Time for Recoat (hours)	Thinner No.
1	FC Epoxy, Red	8	82%	164.41	10	10 hrs.	17
2	FC UNIVERSAL ES, Grey	6	65%	173.77	9	8 hrs.	17
3	FC HYDROCLEAN AF	3	62%	331.49	5	8 hrs.	7
4	FC HYDROCLEAN AF	3	62%	331.49	5	12 hrs.	7

Waterline to Deck Coating Specification

Coats	Material Description and Systems	MIN DFT (mils)	Solids (% volume)	Theoretical Coverage (sqft/gal)	Wet Film (mils)	Dry Time for Recoat (hours)	Thinner No.
1	FC 87 Epoxy, Red	8	82%	164.41	10	10 hrs.	17
2	FC Epoxy, Black	6	78%	156.39	10	10 hrs.	17

2.05 PROPELLERS (ITEM S-005)

The contractor shall coordinate with a qualified and experienced vendor, specializing in propeller resizing services. The vendor should be capable of providing technical analysis to identify the most efficient way to maximize vessel performance. The contractor shall uncouple and remove the propellers to send to the qualified vendor for analysis. The following engines and gear ratio are currently in place on the M/V Ascension:

- Caterpillar 3508B, 965 BHP @ 1600 RPM
- Twin Disc 540, 4:1 ratio @ 960 to 1035 HP

The existing props are D 64" x P 60, 4 blade stainless steel. The vessel was recently repowered, and the propellers shall be adjusted and/or replaced with new propellers as recommended by the qualified vendor to increase vessel speed. The qualified vendor shall provide a complete analysis once in receipt of the existing propellers, and make their recommendations in writing to the DOTD Representative.

Any additional repair work required as result of the above will be negotiated as a separate change order.

If the existing propellers are to be reused, the contractor shall check them for trueness. Upon completion of propeller inspection, reassemble propellers to original working order.

Both propellers and all couplings shall be "blue fit" with their respective shafts by a qualified machinist, and approved by the U.S.C.G. and D.O.T.D. Representative.

2.06 SHAFTS/BEARINGS (ITEM S-006)

The contractor shall furnish material and grind cracks from shafts, and undercut, weld, re-machine journals and coupling keyways. The contractor shall uncouple and completely remove the propellers, rudders, and shafts from the vessel. The propeller shaft is approximately 18' long x 5.5" in diameter, and the second and third shaft sections are approximately 12' long x 5.5" in diameter each. The rudder shaft is approximately 5' long x 6 5/8" in diameter. Each shaft shall be sent to a machine shop to check for trueness. All findings shall be reported to the DOTD Representative in writing.

All couplings shall be pulled from both the shaft end and drive end. The bore and fit up shall be measured by a qualified machinist and the findings reported to the DOTD Representative in writing. The couplings shall be faced together and checked for squareness.

Upon removal of the shafts, all shaft carrier bearings shall be dismantled for inspection. Two bearings are 8 ¼" OD x 6 ½" ID x 30" long. Two bearings are 8 ¼" OD x 6 ½" ID x 23 ¼" long. Two bearings are 12 3/8" OD x 10" ID x 6" long. The bore and fit up shall be measured by a qualified machinist and the findings reported to the DOTD Representative in writing.

Upon completion of all shaft and bearing inspections and repairs, the contractor shall properly reassemble to original working order and repack stuffing boxes. Any additional work required due to the inspections shall be negotiated via contract change order. All removals required to complete the task listed above shall be returned to their original state and proper working order.

2.07 RUDDERS (ITEM S-007)

Uncouple and completely remove the rudders from the vessel. Check the rudders for any damage, and pressure test the rudders. Upon completion of rudder inspection, reassemble rudders to original working order and repack the stuffing boxes. The rudders are approximately 5' X 6'.

All rudder shaft bushings, keys, key ways, quadrant, jockey bar pins and bushings and all hydraulic rams pins and bushings shall be replaced.

Any additional repair work required as result of the above will be negotiated as a separate change order.

2.08 DECK SEALS (ITEM S-008)

The contractor shall accomplish the necessary work to repair the existing deck seals around the port and starboard main engines, as well as the compartment aft of the cabin (approximately 52" x 52").

At a minimum, the contractor shall remove all three hatches and replace the existing gaskets, inspect the hatches and surrounding framing, then re-seal the hatches to the deck. The repairs shall be completed to the satisfaction of the DOTD Representative. Any additional repair work required as result of the above will be negotiated as a separate change order.

2.09 KEEL COOLERS (ITEM S-009)

The contractor shall remove existing grid-coolers, thoroughly clean both the interior and exterior of the coolers, and pressure test per manufacturer's maintenance procedures. The contractor shall then reinstall the grid-coolers, and pressure test again after installation.

2.10 FUEL TANK (ITEM S-010)

All fuel oil tanks shall be opened, cleaned of any sludge or residue, and put in a Gas Free/Safe for Men fire condition. Any fuel on board the vessel at the time of drydocking shall be removed and stored by the contractor in a clean vessel. The amount of fuel shall be measured at the time of removal, filtered and replaced by the contractor when the vessel departs. The Contractor shall also test the fuel before removing and also before the fuel is returned to the vessel. The contractor shall furnish material and replace the existing fuel line with new steel hard pipe.

The Contractor shall also clean, make free and repack main deck shut-off valves. All valves must be labeled with engraved metal labels ¼ inch letters minimum 1/16 inch engraved. The

Contractor shall also clean, make free, and repack main deck hatch covers and hydro test the fuel tanks.

2.11 BULKHEAD AND MAIN DECK STRUCTURE (ITEM S-011)

The bulkhead to deck structure (main deck) has severe surface rust in several areas which need to be addressed. As a minimum, the following approximate locations shall be thoroughly cleaned of all surface rust, primed, and painted:

Starboard Muffler Room

- 36" x 8" deck section (against port bulkhead @ main deck level)
- 18" x 8" deck section (against port/aft bulkheads – corner @ main deck level)
- 64" x 8" deck section (against aft bulkhead @ main deck level)

Port Muffler Room/Stairwell

- 60" x 8" deck section (against aft bulkhead @ main deck level)
- 60" x 4" bulkhead section (aft bulkhead @ main deck level)

Passenger Area/Lobby

- 48" x 8" deck section (starboard bulkhead up to forward bulkhead)
- 48" x 4" bulkhead section (starboard bulkhead up to forward bulkhead)

Crew Area

- 90" x 6" deck section (aft bulkhead)

Crew Area Restroom

- 50" x 4" deck section (aft bulkhead)

The contractor shall crop & renew, then prime and paint the following approximate locations:

Starboard Muffler Room – exterior of port bulkhead

- 1' x 3" flat bar
- 1' x 3" flat bar

Note that all locations and dimensions are approximate and for bidding purposes only. The specific areas to be addressed will be as directed by the DOTD Representative.

2.12 MISCELLANEOUS STEEL REPAIRS UP TO 100 POUNDS PER LOCATION (ITEM S-012)

The contractor shall replace, complete in all aspects, damaged and/or deteriorated steel in the vessel at random locations as directed by the owner. The weight of steel at each location shall not exceed 100 pounds. The contractor shall quote such miscellaneous steel repairs on a price per pound basis.

The miscellaneous steel repair price per pound shall include all steel including, but not limited to, flat plate, rolled plate, knuckled plate, pipe, split pipe, or rolled structural shapes. It shall also include any fabrication, including, but limited to cutting, welding, forming, rolling, bending, and fitting. The DOTD shall designate the area of steel as being the smallest rectangle or square that can be cut from new plate which shall fit over the damaged or deteriorated area. The steel weight shall be computed using the area so determined and the replacement plating unit weight. The weight of shapes and piping shall be calculated using actual linear measurement.

The miscellaneous steel repair price per pound shall include all surface treatment. Also it shall include all removals necessary. Disposal of all steel removed shall be as directed by the Owner. The Contractor shall properly dispose of steel as directed by the DOTD representative.

For comparison of the bids only, the D.O.T.D. shall take the bidders rate per pound for such repairs and multiply it times 500 pounds. That total shall be used in evaluation of the bid. The contractor shall not extend the price as a lump sum. The contractor shall note that payment shall be only for actual steel work done only at the direction of the owner at the unit prices bid herein.

2.13 MISCELLANEOUS STEEL REPAIRS OVER 100 POUNDS EACH LOCATION (ITEM S-013)

The contractor shall replace, complete in all aspects, damaged and/or deteriorated steel in the vessel at random locations as directed by the owner. The weight of the steel at each location shall exceed 100 pounds. The contractor shall quote such miscellaneous steel repairs on a price per pound basis.

The miscellaneous steel repair price per pound shall include all steel including, but not limited to, flat plate, rolled plate, knuckled plate, pipe, split pipe, or rolled structural shapes. It shall also include any fabrication, including, but limited to cutting, welding, forming, rolling, bending, and fitting. The DOTD shall designate the area of steel as being the smallest rectangle or square that can be cut from new plate which shall fit over the damaged or deteriorated area. The steel weight shall be computed using the area so determined and the replacement plating unit weight. The weight of shapes and piping shall be calculated using actual linear measurement.

The miscellaneous steel repair price per pound shall include all surface treatment. Also it shall include all removals necessary. Disposal of all steel removed shall be as directed by the Owner. The Contractor shall properly dispose of steel as directed by the DOTD representative.

For comparison of the bids only, the D.O.T.D. shall take the bidders rate per pound for such repairs and multiply it times 1,000 pounds. That total shall be used in evaluation of the bid. The contractor shall not extend the price as a lump sum. The contractor shall note that payment shall be only for actual steel work done only at the direction of the owner at the unit prices bid herein.

2.14 CLEANING OF ENGINE ROOM BILGES (ITEM S-014)

The Contractor shall be responsible for cleaning the entire Engine Room Bilge, floor plate structure. All framing, piping, girders, channel and bulkheads shall be cleaned of all dirt, grime, oil, sludge, grit and thoroughly dried. The Contractor shall solvent clean or degrease any oil or other contaminants to Steel Structures Painting Council Surface Preparation No. 1 (SSPC SP-1). The surfaces shall be cleaned, dry and free from contamination. The contractor shall hand or power clean designated areas, remove all residual debris, maintain surface preparation and apply:

Coats	Material Description and Systems	MIN DFT (mils)	Solids (% volume)	Theoretical Coverage (sqft/gal)	Wet Film (mils)	Dry Time for Recoat (hours)	Thinner No.
1	EPOXY, Red	6	82%	219.21	8	10 hrs.	17
2	EPOXY, Grey	6	82%	219.21	8	10 hrs.	17

2.15 PIPING (ITEM S-015)

The contractor shall inspect and hydro test all piping (bilge system, fire protection system, screens, strainers, deck, sink, lavatories, drinking fountain, water, etc.). The D.O.T.D. Representative shall approve all repairs. Any repairs will be paid under the miscellaneous steel repair pricing code. The contractor is responsible for documenting all changes to the design drawings. All piping shall be color coded as approved by the USCG and DOTD Representative. The contractor shall label all piping valves, electrical switches, hydraulic valves.

2.16 SEWAGE TREATMENT UNIT (ITEM S-016)

The Contractor shall service the existing sewage treatment unit which is an Owens Clean Tank Model B SS 76 gallons, dimensions 3.5' x 1.5' x 4.5' and 500 lbs. The contractor shall inspect all components to ensure the unit is good working order. Additionally, the contractor shall flush and clean the unit.

2.17 MANHOLES (ITEM S-017)

The contractor shall inspect the condition of all manholes. The Contractor shall fabricate and install new gaskets on all opened man-ways and access openings on the vessel. The contractor shall inspect and replace as needed the escape hatch limit switches. The contractor is responsible for all alarm panel connection.

Approximate quantities: (14) 19" diameter manholes (main deck), (1) 20" diameter manhole (main deck escape), (2) 22" diameter bolted access covers (rudder quadrants). Inspect condition of all manholes, and any repairs shall be covered by change order.

2.18 COMPARTMENT VENTS (ITEM S-018)

The contractor shall install all new U.S.C.G. approved corrosion resistant wire screen of at least 30 x 30 mesh. Potable water vent screen shall be corrosion resistant wire with fine enough mesh to prevent insects from entering tank.

2.19 SEA CHEST AND BILGE SUCTION VALVES (ITEM S-019)

The contractor and Department Representative shall determine condition of all piping, bilge suction, and sea chest valves by inspection and hydro-testing. The contractor shall furnish material and recondition valves (clean, repack, recondition seats, etc...). Any additional repairs shall be negotiated per change order.

2.20 AIR COMPRESSORS AND RECEIVERS TANK (ITEM S-020)

The contractor must remove and replace with new, pressure release valves and low pressure alarms. Compressors shall be checked by a certified technician. All piping shall be inspected and hydro-tested. Any changes will be negotiated with a separate change order.

2.21 MAIN DRIVE GEARS (ITEM S-021)

The contractor shall have the existing Twin Disc 540 main drive gears inspected by a certified Twin Disc Dealer. The dealer shall pay particular attention to the port reduction gear, which has shown a poor lube oil sounding and has at times had trouble engaging initially. Any repairs determined to be necessary will be reported to DOTD.

2.22 GENERATORS (ITEM S-022)

The contractor shall remove the existing 6068TM John Deere marine generators and have them tested to determine the extent of restoration needed. At the minimum the generators shall be cleaned, dipped and baked at an electrical shop. The contractor shall then reinstall the generators. The wiring to the generators shall also be checked for continuity.

2.23 CO^2 ROOM (ITEM S-023)

The contractor shall inspect the old CO^2 rack. The contractor must remove the CO^2 system, hydro-test and inspect. The contractor must perform a complete system check on the CO^2 system. The system check must be witnessed by the USCG and DOTD Representatives.

2.24 PUBLIC RESTROOM (ITEM S-024)

The Contractor shall remove the surface rust on the bulkhead and deck in the restroom, then prime and paint the deck and bulkhead. The paint specification shall be submitted to the DOTD Representative for approval prior to its application. The paint manufacturer's inspector shall approve the application of the paint system

The Contractor shall also pressure test the potable water lines in the restroom interior to determine whether they need to be replaced.

2.25 SEA TRIALS (ITEM S-025)

The contractor shall be responsible for supplying technicians for final inspection and sea trials. These inspections include all inspections by USCG and DOTD Representatives. The test will include all alarms, emergency equipment, and machinery equipment tests. The Department of Transportation shall supply the crew for all drills required by the USCG. The crew will consist of one (1) Master, one (1) Engineer, two (2) Deckhands, and the DOTD Representative.

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL RETURNABLES FOR

STATE PROJECT NO. 650-06-0019
M/V ASCENSION 5 YEAR DRYDOCK
STATEWIDE

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. STATE PROJECT NO. 650-06-0019, M/V ASCENSION 5 YEAR DRYDOCK,** 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: 650-06-0019
OTHER PROJECTS:

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-001	LUMP	LUMP SUM	DRY-DOCKING _____ DOLLARS _____ CENTS
S-002	LUMP	LUMP SUM	DRY-DOCKING INSPECTION _____ DOLLARS _____ CENTS
S-003	LUMP	LUMP SUM	SONIC GAUGING _____ DOLLARS _____ CENTS
S-004	LUMP	LUMP SUM	HULL PAINTING _____ DOLLARS _____ CENTS
S-005	LUMP	LUMP SUM	PROPELLERS _____ DOLLARS _____ CENTS
S-006	LUMP	LUMP SUM	SHAFTS/BEARINGS _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-007	LUMP	LUMP SUM	RUDDERS _____ DOLLARS _____ CENTS
S-008	LUMP	LUMP SUM	DECK SEALS _____ DOLLARS _____ CENTS
S-009	LUMP	LUMP SUM	KEEL COOLERS _____ DOLLARS _____ CENTS
S-010	LUMP	LUMP SUM	FUEL TANK _____ DOLLARS _____ CENTS
S-011	LUMP	LUMP SUM	BULKHEAD AND MAIN DECK STRUCTURE _____ DOLLARS _____ CENTS
S-012	500	POUND	MISCELLANEOUS STEEL REPAIRS UP TO 100 POUNDS PER LOCATION _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-013	1,000	POUND	MISCELLANEOUS STEEL REPAIRS OVER 100 POUNDS PER LOCATION _____ DOLLARS _____ CENTS
S-014	LUMP	LUMP SUM	CLEANING OF ENGINE ROOM BILGES _____ DOLLARS _____ CENTS
S-015	LUMP	LUMP SUM	PIPING _____ DOLLARS _____ CENTS
S-016	LUMP	LUMP SUM	SEWAGE TREATMENT UNIT _____ DOLLARS _____ CENTS
S-017	LUMP	LUMP SUM	MANHOLES _____ DOLLARS _____ CENTS
S-018	LUMP	LUMP SUM	COMPARTMENT VENTS _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-019	LUMP	LUMP SUM	SEA CHEST AND BILGE SUCTION VALVES _____ DOLLARS _____ CENTS
S-020	LUMP	LUMP SUM	AIR COMPRESSORS AND RECEIVERS TANK _____ DOLLARS _____ CENTS
S-021	LUMP	LUMP SUM	MAIN DRIVE GEARS _____ DOLLARS _____ CENTS
S-022	LUMP	LUMP SUM	GENERATORS _____ DOLLARS _____ CENTS
S-023	LUMP	LUMP SUM	CO2 ROOM _____ DOLLARS _____ CENTS
S-024	LUMP	LUMP SUM	PUBLIC RESTROOM _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-025	LUMP	LUMP SUM	SEA TRIALS _____ DOLLARS _____ CENTS

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(S). **650-06-0019**

FEDERAL AID PROJECT NO(S). **N/A**

NAME OF PROJECT **M/V ASCENSION 5 YEAR DRYDOCK**

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(S). **650-06-0019**

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