

SECTION 905 -- PROPOSAL (CONTINUED)

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) enclose a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO. 1 DATED 9/21/2004 ADDENDUM NO. _____ DATED _____
ADDENDUM NO. _____ DATED _____ ADDENDUM NO. _____ DATED _____

Number Description
1 Revised Table of Contents, Notice to Bidders No. 135, Notice to Bidders No. 194, and Notice to Bidders No. 196, replaces same; Add Notice to Bidders No. 241, Notice to Bidders No. 242, and Notice to Bidders No. 244.

TOTAL ADDENDA 1
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

Contractor

Signature

TITLE _____

ADDRESS _____

(To be filled in if a corporation)

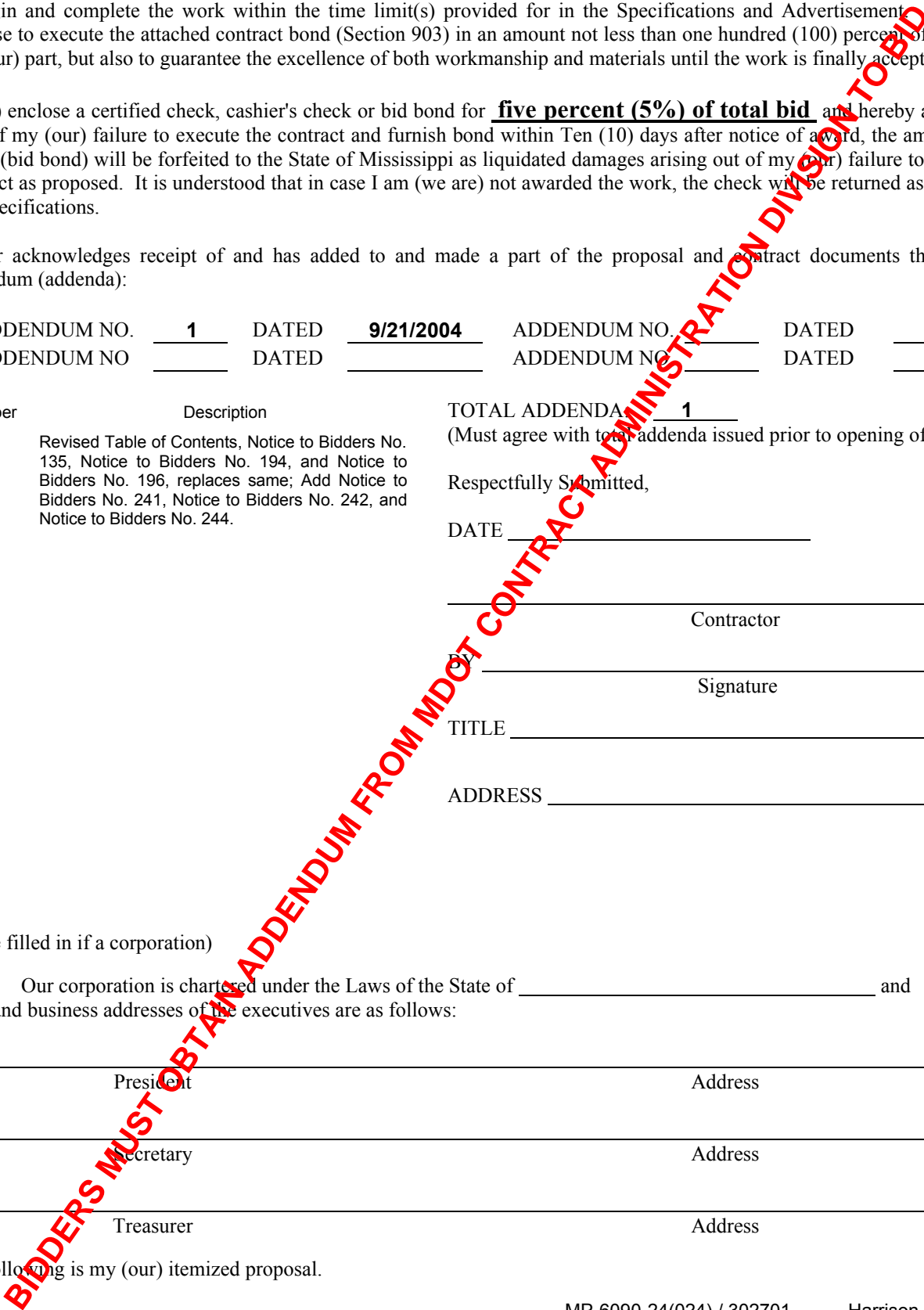
Our corporation is chartered under the Laws of the State of _____ and the names, titles and business addresses of the executives are as follows:

President Address

Secretary Address

Treasurer Address

The following is my (our) itemized proposal.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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901--Advertisement

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907-107-1: Liability Insurance

907-854-1: Replacement of Spherical Bearings

906-3: MDOT On-the-Job Training Program

906-4: MDOT On-the-Job Training Program - Alternate Program

SECTION 905 – PROPOSAL,
PROPOSAL SHEET NOS. 2-1 THRU 2-2
COMBINATION BID PROPOSAL,
STATE BOARD OF CONTRACTORS REQUIREMENTS,
NON-COLLUSION CERTIFICATE,
SECTION 902 - CONTRACT FORM, AND SECTION 903 - CONTRACT BOND FORM,
HAUL PERMIT FOR BRIDGES WITH POSTED WEIGHT LIMITS.

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 135

CODE: (SP)

DATE: 09/20/2004

SUBJECT: Contract Time

PROJECT: MP-6090-24(024) / 302701 -- Harrison County

The calendar date for completion of work to be performed by the Contractor for this project shall be **March 31,2005** which date or extended date as provided in Subsection 108.06 shall be the end of contract time. It is anticipated that the Notice to Proceed will be issued by not later than **November 1,2004** and the date for Beginning of Contract Time will be **November 12,2004.**

A progress schedule as referenced to in Subsection 108.03 will not be required for this contract.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 194

CODE: (SP)

DATE: 09/20/2004

SUBJECT: Waterway Closure

PROJECT: MP-6090-24(024) / 302701 -- Harrison County

Bidders are hereby advised that the bridge spans a navigable waterway controlled by the United States Coast Guard (USCG). During rehabilitation only one 7-day closure of the span to marine traffic will be allowed. This closure is anticipated to be during the first two weeks of January. After request of the waterway closure is made, a mandatory 30-day waiting period is required by the USCG. The contractor shall coordinate and cooperate with MDOT in scheduling the waterway closure. Bidders are also advised that the USCG can elect to call off the 7-day closure and the mandatory 30-day waiting period will start over. If the USCG calls off the 7-day closure and re-schedules it for after the completion date of March 31, 2005 additional time will be granted to the contract.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 196

CODE: (SP)

DATE: 09/20/2004

SUBJECT: Bridge Openings

PROJECT: MP-6090-24(024) / 302701 -- Harrison County

Bidders are advised that the bridge will be allowed to be opened for short durations for moving materials and equipment between the bridge deck and the work area below. These durations are limited to twice per hour for a maximum of 10 minutes per opening during non-peak daytime hours and once per hour for a maximum of 15 minutes per opening during the during non-peak hours. MDOT requires at least a 24 hour advance notice for these bridge openings.

In addition to the above bridge openings, but not in the same time period, the bridge will be allowed to be opened twice nightly on two separate evenings during non-peak hours for a maximum duration of 30 minutes per opening. The time between the two openings shall be at least 2 hours or as directed by the Project Engineer. MDOT requires at least a 7 day advance notice for these bridge openings.

Bidders are hereby advised that after the bridge has been repaired no testing will be allowed between the hours of 6:30 a.m. to 8:30 a.m. and from 4:00 p.m. to 6:00 p.m..

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 241

CODE: (SP)

DATE: 09/20/2004

SUBJECT: Minutes of Pre-Bid Meeting

PROJECT: MP-6090-24(024) / 302701 -- Harrison County

MEETING AGENDA

Pre-Bid Meeting - September 14, 2004 1:00 p.m.

Bearing Replacements for US 90 Bascule Bridge over Biloxi Bay at Ocean Springs, MS

**MDOT Ocean Springs Project Office
6100 Highway 57, Ocean Springs, MS**

<u>Attendance</u>	<u>Agency/Firm</u>	<u>Department/Position</u>
Keith Carr	MDOT	Bridge Division
Kelly Castleberry	MDOT	Resident Engineer
Terry Sanders	MDOT	Bridge Inspection
Charles Donald	MDOT	Maintenance Superintendent
Todd Jordan	MDOT	District Maintenance Engineer
Dick Ward	FHWA	
Tim Gresham	URS	Mechanical Engineer
Donald Yetter	URS	Project Manager
James Alison	Steward Machine	VP & Chief Engineer
Irvin Templet	Templet Consultants	
John Vretenar	In Place Machine	VP Operations
Cory Bielstein	L&A Contracting	Project Manager

The following items were discussed concerning the project:

1. All additional questions pertaining to preparation and submittal of bids for the project should be submitted to either Keith Carr or Mitch Carr of the MDOT Bridge Division - Telephone (601) 359-7200).
2. After the letting date, all coordination and submittals should shall be addressed through Kelly Castleberry - MDOT Resident Engineer - Telephone (228) 875-2802)
3. Contractors must bid the project based on performing work in the manner shown on the Plans and as specified in the Special Provisions. This work is based upon the field-machining of twp drive shafts "ab" and replacement in the field of the associated main bearings "a" between these shafts and the bascule girders webs through which they pass. Value Engineering proposals may be submitted in accordance with standard MDOT specifications and will be evaluated by the Department for possible consideration.

4. Contractors must provide as part of the bid submittal package their qualifications and experience for performing the work for the project. This requirement for providing documentation of having prior experience and possessing the appropriate equipment is included on the “General Notes & Scope of Work” sheet of the Plans and the Special Provision “Replace Spherical Bearings (Ocean Springs)”.
5. The contract documents require the Contractor to perform machining of each Shaft “ab” prior to the seven-day outage to navigation. This intent of this requirement is two fold - to minimize the machining requirements during the approved seven-day closure to navigation, and to demonstrate and trouble-shoot the machining methodology employed.
6. Key milestone dates for the project were noted and include:
 - Letting: September 28, 2004
 - Notice to Proceed: November 1, 2004
 - Seven-Day Closure of Waterway to Navigation: Early January 2004
7. Traffic disruptions and lane outages were discussed:
 - MDOT will be responsible for providing necessary traffic control for lane outages requested by the Contractor. MDOT will require a 24 hour notice of when traffic control will be needed for when lane outages.
 - Lane outages and traffic disruptions caused by opening the bridge will not be permitted during the morning rush hour period (6:30 a.m. to 8:30 a.m.) and during the evening rush hour period (4:00 p.m. To 6:00 p.m.)
 - Single lane closures will be allowed during non-rush hour periods – (8:30 a.m. to 4:00 p.m. (daytime) and 6 p.m. to 6:30 a.m. (nighttime).
 - The bridge will be able to be opened for short durations for moving materials and equipment between the bridge deck and the work area below. These outages will be limited to a maximum of twice per hour for a maximum duration of 10 minutes each during daytime non-rush hours and to a maximum of once per hour for a maximum duration of 15 minutes during nighttime non-rush hours. MDOT will require a 24-hour notice for these bridge openings.
8. Staging of materials on the sidewalk will only be permitted during times of adjacent single lane closures to traffic.
9. The bridge does not open for marine traffic during the two-hour morning and two-hour evening rush-hour periods. At all other times, the bridge is operated on an on-demand basis to navigation. Bridge operators can usually delay opening the bridge for approximately 15 minutes from the time a request is received from a mariner. This basis of on-demand response must be maintained during the project, excluding the approved seven-day closure period. MDOT will operate the bridge for all openings. Except during the approved 7-day closure period, the Contractor will be responsible for maintaining close communication with the MDOT bridge operator to assure his staff, materials, and equipment can safely accommodate bridge openings in a timely manner.

10. The Plans are nominal and intended for guidance. The contractor shall field verify conditions, and dimensions, prior to ordering of components and performing of machining operations.
11. The contractor shall perform all work in a safe manner that is compliant with all applicable OSHA requirements.
12. In addition to the 110V power that exists on the piers for servicing bridge lighting and other needs, 480V three-phase power is used to operate the bridge. The Contractor will be permitted to access this power for use in his field operations.
13. No rehabilitation work is required for the Bearings “b” at the opposite end of the shaft as the Bearings “a” that will be replaced.
14. The Contractor will be required to precisely maintain the existing concentricity of the bore in the main girder (“center-of-roll”) into which the new bearing housing will be placed. The importance of the shaft also being precisely centered on this “center-of-roll” within the new bearing was also stressed to assure constant engagement of the teeth of the rack and pinion over the full length of roll of each bascule leaf.
15. No welding to steel bridge members will be permitted.
16. Project acceptance was discussed. The Contractor will be required to demonstrate the acceptable performance of the repairs by fully opening and closing the bridge five times after completion of work under the observation of the resident engineer. After successfully demonstrating its performance in this manner and after all work has been completed in conformance with the plans and specifications, a 60-day warranty period will begin.
17. Over the next several days, MDOT will further investigate several issues that were discussed. In follow-up to that investigation, it may issue additional Notices to Bidders as an Addendum. Following is a summary of those issues:
 - The United States Coast Guard has stipulated a maximum seven-day outage to navigation. Overrunning the maximum outage time may result in fines from the Coast Guard and/or claims by waterway users. The Contractor will be responsible for any such fines and/or claims.
 - For fieldwork prior to the seven-day outage to navigation, it would be advantageous for the Contractor to be able to work continuously for an extended period of time without having to accommodate bridge openings to support marine traffic. The Contractor would be more efficient in performing advanced work activities including initial machining of the shafts with such uninterrupted work periods. MDOT will investigate with the USCG the possibility of obtaining such closures during the nighttime.
 - The advertised contract documents state that the drive pinion that engages the rack casting on the end of Shaft “ab” must remain on the shaft during field machining work. The original design plans for the bridge indicate that this pinion is attached to the shaft with a location clearance (“LC”) fit. It may therefore be relatively easy to remove the

pinion from the shaft in a short period of time. Doing so would promote effective field machining operations without jeopardizing the seven-day maximum outage period for navigation.

- Lead time to furnish steel castings for bearing housings and bronze castings for bushings may be more than two months – Based upon the time to prepare shop drawings, review and approve them, manufacture casting templates, and make the castings, the early January scheduled seven-day outage to navigation may be difficult to meet.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 242

CODE: (SP)

DATE: 09/20/2004

SUBJECT: Additional Waterway Closures

PROJECT: MP-6090-24(024) / 302701 -- Harrison County

Bidders are advised that the span may be closed to marine traffic for 6 hours per night between 6:00pm and 6:30am for the 7 days immediately prior to the 7-day full maritime closure. The mandatory 30-day waiting period as specified by the United States Coast Guard, applies to the above waterway closure. See also Notice To Bidders No. 194.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 244

CODE: (SP)

DATE: 09/20/2004

SUBJECT: Pinion "A" Removal

PROJECT: MP-6090-24(024) / 302701 -- Harrison County

Bidders are advised that Pinion A that engages the rack casting on the end of Shaft a-b, as referenced in the contract plans and Special Provision 907-854, may be removed and reinstalled during the 7-day full closure of the span to marine traffic.