STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL

STATE PROJECT NO. 023-06-0060
NORTH HODGE – QUITMAN
ROUTE US 167
JACKSON PARISH

STATE OF LOUISIANA
EDWIN L. LANTZER
REG. No. 24733
REGISTERED PROFESSIONAL ENGINEER IN MECHANICAL ENGINEERING

24 MAY 2007

FOR INFORMATION ONLY

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FOR INFORMATION ONLY

NOTICE TO CONTRACTORS (08/06)

Sealed bids for the following project will be received by the Louisiana Department of Transportation and Development (DOTD), 1201 Capitol Access Road, Headquarters Administration Building, Room 405-L, Baton Rouge, Louisiana 70802 until 8:00 a.m. on **Wednesday, June 27, 2007**. After 8:00 a.m., bids will be received in the Headquarters Auditorium until 10:00 a.m., at which time and place bids will be publicly opened and read. No bids will be received after 10:00 a.m. Any person requiring special accommodations shall notify the Department of Transportation and Development (DOTD) at (225) 379-1111 not less than 3 business days before bid opening.

STATE PROJECT NO. 023-06-0060
DESCRIPTION: NORTH HODGE - QUITMAN
ROUTE: US 167
PARISH: JACKSON
LENGTH: 5.834 miles.
TYPE: GRADING, DRAINAGE STRUCTURES, CLASS II BASE COURSE, SUPERPAVE ACP (ALT. A-1), PCCP (ALT. A-2), CONCRETE SLAB SPAN BRIDGE AND RELATED WORK.
LIMITS: State Project No. 023-06-0060: LOC ON RT US 167 FROM NORTH HODGE to QUITMAN.
ESTIMATED COST RANGE: $30,000,000 to $50,000,000
PROJECT ENGINEER: TAYLOR, GENE; 2538 Hwy. 33 North, Ruston, LA 71270, (318) 251-4117.
PROJECT MANAGER: BURST, JEFFERY; (225) 379-1356.
COST OF PROPOSAL FORMS: $25.00
COST OF PLANS: $44.00 for complete plans.

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.

FOR INFORMATION ONLY

Plans and/or proposals may be obtained in Room 101-A of the DOTD Headquarters Administration Building, 1201 Capitol Access Road in Baton Rouge, or by contacting the DOTD; Email: sknight@dotd.la.gov, Phone (225) 379-1111, FAX: (225) 379-1714, or by written requests sent to the Louisiana Department of Transportation and Development, Contracts Management 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. 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.

TRANSPORTATION INFRASTRUCTURE MODEL FOR ECONOMIC DEVELOPMENT (TIMED) PROJECT (06/05): This project is a Transportation Infrastructure Model for Economic Development (TIMED) 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 Louisiana Revised Statutes of 1950, comprised of R.S. 47:820.1 through 820.6.

The contractor understands and agrees that compliance with Louisiana R.S.47:820.3 is mandatory as stated below:

820.3 EMPLOYMENT OF LOUISIANA RESIDENTS

At least eighty percent of the employees employed on any Transportation Infrastructure Model for Economic Development (TIMED) project must be Louisiana residents. A "Louisiana resident" shall be defined for the purposes of this Part as a person who has resided in this state for at least one hundred eighty consecutive days at the time of initial employment, as evidenced by a valid Louisiana motor vehicle operator's license or bill for utility services.

The contractor shall maintain sufficient records to ensure compliance herewith and shall submit by the end of the first estimate period, copies of valid Louisiana Motor Vehicle Operator's License or bill for utility services for all project personnel. Proof of residency must be submitted for each new employee hired or assigned to the project until completion. The contractor shall submit proof of residency to the project engineer. The project engineer will forward proof to the Compliance Programs Section at P.O. Box 94245, Baton Rouge, LA 70804-9245.

COST-PLUS TIME PLUS LIFE CYCLE COST BIDDING PROCEDURE (A+B+C METHOD)(08/06): The 2006 Standard Specifications, as amended elsewhere herein, are further amended as follows:

General. There are two (2) pavement alternates under consideration for this project. Each contractor should choose his preferred alternate to bid. The process for bidding and the award of this project will take into account not only the contract amount bid, but also the bidders stated contract time and the life cycle cost adjustment factor (life cycle cost adjustment factors are provided by the Department). This method will only be used to determine the successful bidder. It will not be used to determine the award amount nor final payment to the contractor.

Definition of terms. For this project the following definitions apply:

(a) Calendar day- Refer to Subsection 101.03.

(b) Contract Amount - The summation of the products of the quantities shown in the Schedule of Items multiplied by the unit bid prices.

(c) Contract Time – The number of calendar days for the bidder's preferred pavement alternate stated in the proposal to complete the project to final acceptance as adjusted by authorized extensions.

(d) Daily Road User Cost – The amount which represents the average daily cost of delay and inconvenience to the road user. The Department has assigned a daily road user cost of $1630 per calendar day for this project.

(e) Life Cycle Cost Adjustment Factor – a dollar amount to be added to each bid which is based on costs for future rehabilitation needs of the alternate pavements over the 40 year analysis period. These values are determined by the Department, based on anticipated performance and engineering judgment.

(f) Final Acceptance - Refer to Subsection 105.17(b).

Preparation of Proposal. In addition to all other bidding requirements of the project specifications, the bidder shall state his required time in the space provided on the "CONTRACT TIME" form contained elsewhere herein. The proposed completion time shall be based on the construction phases shown in the plans in their respective order. The completion time and the Life Cycle Cost Adjustment amount will be factors used in considering bids for award.

The stated number of calendar days required for completion of the selected pavement alternate will be the contract time for this project should the bidder be successful. The total

number of days stated by the bidder to complete the project shall not exceed the maximum allowable contract time stated on the "Contract Time" form contained elsewhere herein.

Bids not including a contract time, or showing time to completion in excess of the maximum amount will be considered irregular and will be rejected.

Consideration of bids. After bids are opened and read, they will be compared based on the Total Bid Amount as determined by the following formula. In case of equal total bid amounts between qualified bidders, award will be made to the bidder proposing the shortest contract time.

Total Bid amount = A +B+ C

Where:

A = the contract amount as defined herein:

Base Bid + Alternate A1 (Superpave Asphaltic Concrete Pavement), or
Base Bid + Alternate A2 (Portland Cement Concrete Pavement), or

B = the product of the required number of calendar days of contract time as stated by the bidder for his preferred pavement alternate, and the daily road user cost contained herein.

C = the lump sum Life Cycle Cost Adjustment Factor for the relevant pavement alternate.

C1 Superpave asphaltic Concrete Pavement = $ _____;
C2 Portland Cement Concrete Pavment= $ _____.

(see Life Cycle Cost Analysis contained elsewhere herein).

Conditional Notice to Proceed/Notice to Proceed. If this A + B + C project is awarded during the months of September, October or November, the Department will consider issuing a Conditional Notice to Proceed with an expiration date of March 1 of the following calendar year, whereupon a Notice to Proceed will become effective. Such request for delay from the contractor shall be in writing with justification for the delay. If a Conditional Notice to Proceed is issued then any assembly period, as provided in the special provision "Contract Time", is negated.

Late Completion. Should the contractor fail to complete the project to final acceptance prior to expiration of the contract time, stipulated damages will be charged an amount equal to the daily road user cost stated elsewhere herein.

AWARD OF CONTRACT (04/04): Section 103 of the Standard Specifications is amended as follows.

Subsection 103.02, Award of Contract is amended to include the following.

The award of contract, if awarded, will be made to the lowest responsible bidder on the total of one of the following combinations:

General Items (Base Bid) plus Alternate (A1), plus the product of the number of calendar days of contract time stated by the bidder for Alternate (A1) and the daily road user cost contained herein, plus the life cycle cost adjustment factor for Superpave Asphaltic Concrete Pavement (C1) assigned by the Department; or

General Items (Base Bid) plus Alternate (A2), plus the product of the number of calendar days of contract time stated by the bidder for Alternate (A2) and the daily road user cost

contained herein, plus the life cycle cost adjustment factor for Portland Cement Concrete Pavement (C2) assigned by the Department.

INTENT OF CONTRACT (11/95): Subsection 104.01, Intent of Contract, is amended to include the following.

(a) Covenant of Good Faith and Fair Dealing.

This contract imposes an obligation of good faith and fair dealing in its performance and enforcement.

The contractor and the Department agree from the beginning to focus on creative cooperation, to avoid adverse confrontation, and to foster mutual respect, along with a positive commitment to honesty and integrity, and agree to the following mutual duties.

(1) Each will function within the laws and statutes applicable to their duties and responsibilities.
(2) Each will communicate in an open and candid manner.
(3) Each will assist in the other's performance.
(4) Each will avoid hindering the other's performance.
(5) Each will proceed to fulfill its obligations diligently.
(6) Each will cooperate in the common endeavor of the contract.

(b) Voluntary Partnering.

The Louisiana Department of Transportation and Development intends to encourage the foundation of a cohesive partnership with the contractor and its principal subcontractors and suppliers. This partnership will be structured to draw on the strengths of each organization to identify and achieve reciprocal goals. The objective is a cooperative approach to contract management that will reduce costs, litigation, and "stress" while completing the project in accordance with the plans and specifications.

This partnership will be bilateral in makeup, and participation in partnering will be totally voluntary and is not a requirement of the contract.

A partnering conference is to be implemented and held prior to beginning construction. The contractor's management personnel and the Project Engineer will initiate a partnering development conference. They, working with the assistance of the District Construction Engineer, will make arrangements to determine the facilitator, the attendees at the conference, agenda of the conference, duration, and location. Persons required to be in attendance will be the Project Engineer and key project personnel; the contractor's on-site project manager and key project supervision personnel of both the prime and principal subcontractors and suppliers. The project design engineers, FHWA, key company representatives, and key local government personnel will also be invited to attend as necessary. The contractor and DOTD will also be required to have Regional/District and Corporate/State level managers on the project team.

Any cost associated with effectuating this partnering will be agreed to by both parties and will be shared equally and will be paid for in accordance with Subsection 109.04. The contractor, DOTD, FHWA and all others invited to the partnering conference will be responsible for any expenses incurred by their respective employees which includes salaries, travel, and lodging.

Follow-up conferences may be held periodically throughout the duration of the contract as agreed by the contractor and the DOTD.

The establishment of a partnership charter on a project will not change the legal relationship of the parties to the contract nor relieve either party from any of the terms of the

contract. This partnership charter is intended only to establish an environment of cooperation and communication between all parties involved with the completion of the project.

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

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

In order to maintain traffic, the contractor shall construct temporary detours as required by the contract.

The contractor shall conduct his paving operations on one side of the roadway at a time. The side of the roadway, including shoulder, that is open to traffic shall be clear at all times.

When the plans show asphaltic concrete pavement layers to be placed in thicknesses of 2 inches (50 mm) or less, the contractor will be permitted to pave in one lane for a full day; the adjacent lane may be paved the following workday. When pavement layers are greater than 2 inches (50 mm) thickness, the contractor shall place approximately 1/2 of each day's production in one lane and the remainder in the adjacent lane.

At the end of each day's paving operations, temporary pavement markings shall be in place and proper signs and barricades displayed. During the period that all lanes are open to traffic, the contractor shall neither store material nor park equipment on roadway shoulders.

When asphaltic concrete pavement is cold planed to a depth of 2 inches (50 mm) or less, the contractor will be permitted to cold plane in one lane for a full day; the adjacent lane may be cold planed the following workday. When the depth of cold planing is greater than 2 inches (50 mm), the contractor shall cold plane approximately 1/2 of each day's production in one lane and the remainder in the adjacent lane.

All asphaltic concrete pavement new construction, overlays, and shoulder surfacing operations open to traffic shall be conducted in accordance with the following requirements.

1. Shoulder Subgrade Preparation: Any required embankment widening shall be completed before placement of the asphaltic concrete overlay. All vegetation shall be removed from existing shoulders before beginning temporary or final shoulder construction.

2. Temporary Shoulder Construction: Temporary shoulder construction described herein shall be completed at the end of each day's operations for all asphaltic concrete courses except the final wearing course. There shall be no drop-off from the pavement edge to the shoulder. The contractor shall blade and shape existing shoulder material against, and approximately level with, the top of the pavement surfacing to form a temporary shoulder with a uniform slope from the pavement edge to the existing shoulder line, or to a point 10 feet (3 m) from the pavement edge. If existing shoulder materials are insufficient, the contractor shall furnish, place and shape additional shoulder surfacing materials to form the temporary shoulder. Existing and/or additional materials for temporary shoulders shall be to the satisfaction of the engineer. Compaction shall be by approved methods.

No direct payment will be made for constructing and subsequently reshaping temporary shoulders, except payment for additional materials under appropriate pay items.

PUBLIC CONVENIENCE AND SAFETY (09/05): Subsection 107.07 of the Standard Specifications is amended to include the following.

The procurement of police officers for public safety during construction shall be in accordance with the Department's Policy for Use of Police Officers in Construction/Maintenance Work Zones. The DOTD project engineer shall determine the need for police officers to assist in controlling traffic in a particular work zone. The number of officers needed, the tasks they will perform, and their location within the work zone will vary as a function of the zone type. Police officers shall be placed at strategic locations at times during construction as determined by the DOTD project engineer.

The three types of law enforcement services are Police Presence, Police Enforcement and Police Traffic Control. Police Presence is defined as the use of police officers at the beginning of the active work zone area utilizing their blue lights to gain the attention of drivers. Police Enforcement is utilized when enforcement is required to enhance the safe operation of the work zone. Police Traffic Control is to be used in detour / diversion situations.

The DOTD project engineer will extend an invitation to the appropriate Louisiana State Police (LSP) Troop Commander to attend the pre-construction conference.

Prior to commencing the work on the project, the contractor shall contact the LSP Troop Commander to obtain law enforcement services of police officers during construction. If the LSP Troop is unable to provide law enforcement services for the project work zone, the LSP Troop Commander or the contractor will extend the invitation to the appropriate local law enforcement authorities.

Police officers will report directly to the contractor. However, the contractor will not have the authority to direct the placement of the police officer or the patrol vehicle in situations that are contrary to established procedures and/or could endanger the police officer. The DOTD project engineer will make the final determination on all issues regarding police officer responsibility in work zones.

Prior to the beginning of the shift, the contractor shall provide a daily work zone briefing to the police officer. For major changes in traffic patterns, advanced notification shall be provided to the police agency working the detail. This information should also be provided to the motoring public through the DOTD district and / or the LSP Troop.

The contractor shall pay for law enforcement services provided by the police officers based on the hourly wage and vehicle rate fee schedule below. The Department will reimburse the contractor monthly for the incurred cost. The contractor shall furnish time record documentation with the request for reimbursement. The provisions of Subsection 109.04 shall not apply to this reimbursement.

The agreed upon fee schedule for police officers in the work zone is as follows:

$25 per vehicle per day - vehicle use fee

$40 per hour per officer (one officer per vehicle) (minimum 2 hours).

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

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

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

ENVIRONMENTAL PROTECTION (08/06): Subsection 107.14 of the 2006 Standard Specifications is amended to include the following paragraphs at the end of this subsection.

The Notice of Intent (NOI) will be submitted by the Department to the Louisiana Department of Environmental Quality (LADEQ) prior to the project letting. The project engineer will complete and submit the Notice of Termination (NOT) to the LADEQ after final stabilization of the site, in accordance with the terms of the permit.

The use of erosion control features or methods other than those in the contract shall be as directed.

The Storm Water Pollution Prevention Plan shall be comprised of Section 204 of the standard specifications along with applicable supplemental specifications and special provisions, and Standard Plan EC-01, "Temporary Erosion Control Details."

SUBLETTING OF CONTRACT (01/83): In accordance with Subsection 108.01 of the Standard Specifications, the following items are designated as "Specialty Items":

Item 704-03, Blocked Out Guard Rail
Item 704-08-B, Guard Rail Transitions (Double Thrie Beam)
Item 704-11-A, Guard Rail End Treatment (Flared)
Item 705-01, Barbed Wire Fence
Item 705-04, Single Swinging Driveway Gates
Item 729-16-C, Object Marker Assembly (Type 3)
Item 729-19-A, Dead End Road Installations (Type A)
Item 731-02, Reflectorized Raised Pavement Markers
Item 732-01-C, Plastic Pavement Striping (8" Width)
Item 732-02-A, Plastic Pavement Striping (Solid Line) (4" Width)
Item 732-03-A, Plastic Pavement Striping (Broken Line) (4" Width)
Item 732-04-A, Plastic Pavement Legends and Symbols (Arrow)
Item 732-04-C, Plastic Pavement Legends and Symbols (Only)

CASH MANAGEMENT PLAN - "PHASE FUNDED" CONSTRUCTION (07/04)

This project has been selected by the Department to be implemented under the cash management plan, "phase funding," authorized by LSA-R.S. 48:251 and LAC 70:101 et seq., for certain long-term construction contracts. This construction project will be segmented by fiscal year, and only those funds necessary to carry out planned construction activities in each fiscal year will be appropriated by the Legislature and budgeted by the Department.

The continuation of this contract is contingent upon the continuation of an appropriation of funds by the Legislature to fulfill the requirements of the contract. If the Legislature fails to appropriate sufficient monies to provide for the continuation of this contract or if such appropriation is reduced by the veto of the governor or by any means provided in the Capital Outlay Act, Title 39 of the Louisiana Revised Statutes of 1950, or any other applicable laws to prevent the total appropriations for the year from exceeding revenues for that year or for any other lawful purpose and the effect of such reduction is to provide insufficient monies for the continuation of the contract, the contract shall terminate on the date of the beginning of the first fiscal year for which funds are not appropriated. When a contract, or portion thereof, is terminated for the reasons enumerated herein, the Louisiana Standard Specifications for Roads and Bridges, Subsection 108.11, Termination of Contract, shall govern.

In order to insure adequate funds are budgeted each year for this phase-funded project, the contractor shall comply with the special provision, "Critical Path Method (CPM) For Construction Progress Scheduling", contained elsewhere herein.

Nothing herein shall relieve the contractor from any other requirement or obligation as set forth in the standard specifications, special provisions, supplemental provisions or any other contract requirement.

CRITICAL PATH METHOD (CPM) FOR CONSTRUCTION PROGRESS SCHEDULING (01/06): Critical Path Methods (CPM) as described and with terms as defined in the Associated General Contractors of America (AGC) publication, *Construction Planning and Scheduling*, latest edition, shall be used in construction scheduling, establishing the critical items of work, and measuring progress of the work. In case of discrepancy between these specifications and *Construction Planning and Scheduling*, these specifications shall govern.

Subsection 108.03, Construction Progress Schedule: This subsection is deleted and the following substituted.

The contractor shall submit to the project engineer for approval, CPM Construction Schedules, Summary of Activities tabulations, and Scheduled Earnings tabulations, all as described hereinafter, and altogether defined as "Construction Progress Schedule" or "Construction Schedule". The Construction Progress Schedule shall be based on the planned and specified finished work, the maintenance of traffic restrictions, and other design requirements given in the plans and specifications. Each sheet or page of each submittal shall be identified with the contractor's company name, state project number, project name, date prepared, revision dates, and sheet or page number. If the submittals are not prepared by the contractor's own staff, the company name of the preparer shall be shown on each sheet or page.

The critical activities as shown on the approved Construction Schedule will be considered in establishing the controlling item of work. Scheduled Earnings will be the basis for measurement of contractor's progress.

Approved Construction Progress Schedules and approved associated data shall become part of the contract documents. Un-approved Construction Progress Schedules and associated data shall not be considered relevant or applicable for any purposes during or after completion of the project and shall not be binding on the Department. The sequence of work as represented on the Construction Progress Schedule and subsequent updates shall be interpreted as being the intention of the contractor at the time that the schedule was made.

(a) Construction Schedule: The Construction Schedule shall be a Critical Path Method (CPM) graphic diagram, computer prepared, utilizing the Precedence Diagramming Method (PDM). For the calendar day contract, the Gregorian calendar shall be used.

The schedule shall show and describe the various activities of work required to complete the contract in sufficient detail so that all activities are readily identifiable and progress on the activities can be readily measured. Sufficient detail in bridge work means each element of work (piles, footings, columns, caps, rebar, cure time, etc.) of individual bents; each element of work in individual spans (girders, strip seal joints, Class AA, rebar, cure time, etc.); individual approach slabs; railings; rebar for all of the above as separate activities; and, miscellaneous other bridge work. Sufficient detail in road work means individual runs of pipe in drainage structures; individual box culverts; individual detour roads; the embankment, excavation, base and paving layers within definable geometric limits (e.g., from station to station, within a single ramp, etc.)

It shall include submittals and approvals of critical samples, shop drawings, procedures, order lists (pilings for example), or other things that could have a significant schedule impact.

Relatively minor items of work, similar or non-similar, may be grouped together into one activity (or more). Activities to be performed by subcontractors shall be included and identified. The schedule shall show the sequence in which the activities are to be accomplished and their dependency relationships. The estimated contract earnings and pay item quantities associated with each activity shall be included, and the sum of the estimated earnings shall equal the current contract amount.

The duration of activities shall be in whole calendar days and no activity shall have duration of less than one calendar day or more than 30 calendar days. The ending event of the schedule shall be a finish milestone identified as "Contract Completion Date". Its sole predecessor shall be "Reserved Float". The sole predecessor of "Reserved Float" shall be "Final Inspection" which shall be a finish milestone and shall have as predecessors all of the activities that must be completed prior to the Department's final inspection of the work. The duration of "Reserved Float" is the difference between "Final Inspection" and "Contract Completion Date". "Reserved Float" is defined as that part of the shared float reserved exclusively for the contractor's use. The contract date for stipulated damages will be adjusted by change order to the beginning date of the activity "Reserved Float".

The Construction Schedule shall be computer plotted on sheets not larger than 22 inches x 36 inches and shall show a continuous flow of information from left to right with no arrows from right to left and shall be drawn to a time scale of calendar days. The critical path shall be clearly identified. Resource constraints shall be identified, as shall scheduled starts or completions imposed on the schedule by the contractor.

The contractor shall submit color-coded graphics in the required multiple copies. The choice of the color coding must remain in effect for the life of the contract.

The contractor shall provide the Department with the means to electronically translate the Construction Schedule data into a configuration that can be read and processed by the Department or its consultants' hardware and Primavera software. If the contractor elects to use SureTrak Project Manager software, the following defaults must be placed: (1) resources shall be non-driving; (2) default activity type shall be "Task"; (3) activity type shall not be "Independent"; (4) duration display style shall be "Day (d)"; (5) float style shall be "Days"; and, (6) dates time format shall be "Don't show time". The revenue feature in SureTrak Project Manager does not translate to Primavera Project Planner (P3), so in SureTrak Project Manager the earnings must be entered as cost data. In both the SureTrak Project Manager and in the Primavera Project Planner (P3) "Back up" menu selection, the contractor will ensure that the option "Remove access list during backup" is checked. In addition, the project must be saved in SureTrak as a "Concentric P3" Type project.

(b) Summary of Activities: The Summary of Activities shall be a tabulation of all activities shown on the Construction Schedule, and shall accurately reflect the data used in preparation of the Construction Schedule. The summary shall be computer generated and sequenced by activity number. Each activity shall include as a minimum the following, in calendar days:

1. Activity numbers.
2. Activity description.
3. Estimated duration of activity.
4. Early start.
5. Late start.
6. Constrained start, if constrained.
7. Early finish.
8. Late finish.
9. Constrained finish, if constrained.
10. Status (whether critical).
11. Free float.
12. Total float.
13. Monetary value of the activity.
14. Remaining duration and calendar days used.

(c) Scheduled Earnings: The Scheduled Earnings shall be a product of the software creating the Construction Schedule and shall be a tabulation of accumulated scheduled contract earnings, based on late starts, measured in accumulated dollars for all activities, for each monthly partial estimate. The tabulation shall be prepared from the Construction Schedule and shall be computer generated. The Schedule of Earnings will not include advanced payments for stockpiled materials.

(d) Cash Management Document: When designated as a Cash Management Project, prior to the issuance of the Notice to Proceed, the contractor shall provide to the Department and obtain approval from the Department of the Scheduled Earnings report as described above, except that it shall be based on early starts. The Department will use this report for its cash management purposes. Failure of the contractor to provide and obtain approval of the Scheduled Earnings Report will result in withholding of any funds due the contractor.

(e) Submittal: Prior to or at the preconstruction conference the contractor shall submit to the project engineer for approval, in triplicate, a Construction Schedule giving a proposed schedule of operations that provides for completion of the work, a Summary of Activities tabulation, a Scheduled Earnings tabulation, and a Forty-Five Day Look-Ahead task list. The contractor shall also submit the Construction Schedule data electronically capable of being processed with the hardware and software being used by the Department or its consultants.

Within 7 calendar days after receipt of the submittal, the project engineer and contractor shall meet and review the proposed schedules and tabulations. Any revisions resulting from the review shall be submitted, in triplicate, for approval within 7 calendar days after the meeting. This procedure will be repeated as necessary. The approved final schedule shall be called the "Baseline Schedule".

Failure to have obtained approval of a Baseline Schedule and tabulations within 20 calendar days after the Notice to Proceed will result in withholding twenty-five percent of the amount of partial estimates until such schedules and tabulations are submitted and approved.

(f) Construction Schedule Updates: The contractor shall update and submit each month, within 7 calendar days after the partial estimate is submitted, the Construction Schedule critical path diagram, Summary of Activities tabulation, Scheduled Earnings tabulation, a Forty-Five Day Look-Ahead task list, and a current Turnaround Document as follows:

(1) The updated Construction Schedule critical path diagram will be in the same form as that submitted in (e) Submittal. It will be updated for progress through the estimate closing date, recalculated and plotted. The Construction Schedule critical path diagram will show both the look ahead critical path for the duration of the project and the look back critical path as reported in the prior months.

(2) The updated Summary of Activities and Scheduled Earnings tabulation will be in the same form as that submitted in (e) Submittal. It will be updated for progress through the estimate closing date, recalculated and printed.

(3) The Forty-Five Day Look-Ahead task list will show all incomplete activities which the logic has determined either should be or may be active during the next forty-five days. It will be plotted in a graphic form similar to that of the Construction Schedule critical path diagram.

(4) The Turnaround Document will be a listing of the log record of a new activity added monthly to the schedule for the purpose of keeping a current presentation of the following information:

a. The original contract completion date presented as actual calendar date.
b. The number of days added to the contract by approved change order (if any, if none, so state).
c. The present computed completion date presented as an actual calendar date and as a workday number, if applicable.
d. A list of activities deleted and added (if any, if none, so state), including their descriptions.
e. A list of logic changes (if any, if none, so state).
f. A list of budget changes (if any, if none, so state).
g. A narrative description of any other changes to the Construction Schedule critical path diagram.

Failure to submit the monthly updates of the Construction Progress Schedules within 7 calendar days after the partial estimate was submitted will result in withholding of twenty-five percent of the amount of partial estimate payments until such schedules are submitted and approved.

(g) CPM Reviews: The project engineer will designate the time and location for review of construction progress. The contractor's representative designated under Subsection 105.05 will be required to attend the construction progress review or a contractor's representative directed by the project engineer shall attend. The current approved Construction Schedule, Summary of Activities and Scheduled Earnings tabulations shall be reviewed, and required or desired changes discussed and documented.

As a minimum the following shall be discussed: contractor's compliance with approved schedules and tabulations, delays, proposed and approved contract quantity increases and decreases, proposed and approved extra work, actual starts, durations and finishes, and actual contract earnings.

If requested by the project engineer, within 7 calendar days following the review meeting the contractor shall submit to the project engineer for approval, in triplicate, a revised Construction Schedule, Summary of Activities tabulation, and Scheduled Earnings tabulation, and Forty-Five Day Look-Ahead, all in accordance with paragraph (e) Submittal, and all brought up to date to reflect agreements made at the review meeting. Failure to submit the revision of the Construction Progress Schedules within 7 calendar days after the request will result in

withholding of twenty-five percent of the amount of partial estimate payments until such schedules are submitted and approved.

(h) The CPM Construction Schedule will be provided at no direct pay.

Subsection 108.04, Prosecution of Work: Heading (b), Disqualification, is deleted and the following is substituted.

(b) Disqualification. The contractor's progress will be determined monthly at the time of each partial estimate, and will be based on the total amount of money earned by the contractor, excluding advanced stockpiled material, as shown by the partial estimate compared to scheduled earnings as shown by the approved Scheduled Earnings tabulation, as of the end of the partial estimate period. If the contractor's progress is more than 10 percent behind scheduled earnings, the contractor may be notified that disqualification will occur if progress becomes delinquent by more than the percentages specified hereinafter, and additional notifications will be made, as the engineer deems necessary.

Prior to the elapsing of 55 percent of the contract time, the contractor will be disqualified if progress is more than 20 percent behind scheduled earnings. After 75 percent of the contract time has elapsed, the contractor will be disqualified if progress is more than 10 percent behind scheduled earnings. Disqualification will be applied between 55 and 75 percent contract time elapsed on a pro-rata basis; for example, when 65 percent of the contract time has elapsed, the contractor will be disqualified if progress is more than 15 percent behind scheduled earnings.

During the period of disqualification, the contractor will not be permitted to bid on contracts nor be approved as a subcontractor on contracts. Any bid submitted by the contractor during the period of disqualification will not be considered and will be returned. The period of disqualification will continue until the completed work on the contract is within the foregoing percentages or until all work on the contract has been satisfactorily completed.

Subsection 108.07, Determination and Extension of Contract Time: This subsection is amended as follows.

The ninth and tenth paragraphs are deleted and the following substituted.

The contract time for the work as awarded is based on the original quantities as defined in Subsection 102.05 and includes time to procure material, equipment and an adequate labor force to complete the work. If satisfactory fulfillment of the contract requires performance of work in greater quantities than those specified, or requires performance of extra work in accordance with Subsection 104.02 and the contractor requests additional contract time, the contractor shall submit a proposed CPM schedule based on the latest approved CPM schedule showing the increased time and revised completion date for approval by the Department. When the contract is altered in accordance with Subsection 104.02 and the engineer determines that a reduction in contract time is warranted due to decreased effort, the contractor shall submit a proposed CPM schedule based on the latest approved CPM schedule showing the reduced time and revised completion date for approval by the Department. A CPM schedule will be required for the engineer to process a change order that either increases or decreases the contract time.

If the contractor finds it impossible, for reasons beyond the contractor's control, to complete the work within the contract time as specified or as extended in accordance with the provisions of this subsection, the contractor may, at any time prior to the expiration of the contract time as extended, make written request to the engineer for an extension of time setting forth therein the reasons which justify granting the request. The contractor's plea that insufficient time was specified is not a valid reason for extension of time. If the engineer finds that the work was delayed because of conditions beyond the control and without the fault of the

contractor, the engineer may extend the contract time in such amount as conditions justify. The contractor's written request to the engineer for an extension of contract time shall include a proposed CPM schedule based on the latest approved CPM schedule update showing the increased time and revised completion date for approval by the Department. This CPM schedule document will be required for the engineer to process a change order that changes the contract time.

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

PAYMENT ADJUSTMENT (03/07): Section 109, Measurement and Payment of the 2006 Standard Specifications and the supplemental specifications thereto, is amended to add the following.

This project is designated for payment adjustment for asphalt cements and fuels in accordance with Subsection 109.09 as follows.

109.09 PAYMENT ADJUSTMENT (ASPHALT CEMENTS AND FUELS).

(a) General: Payment for contract items indicated herein will be adjusted to compensate for cost differentials of Performance Graded (PG) asphalt cements, gasoline, and diesel fuel when such costs increase or decrease more than 5 percent from the Department's established base prices for these items. The base price indices for asphalt cements and fuels will be the monthly price indices in effect at the time bids are opened for the project. The base price indices for asphalt cements will be as stated in paragraph (b) below. The base price index for fuels will be as stated in paragraph (c) below.

Payment adjustments will be made each monthly estimate period when a price index for this period varies more than 5 percent from its respective base price index. The monthly price indices to be used with each monthly estimate will be the price indices for the month in which the estimate period begins.

If the project is placed in default, payment adjustments will be based on the monthly price indices used for the last monthly estimate period prior to the project being placed in default, unless a monthly price index decreases in which case the lower monthly price index will be used.

If it is determined after completion of work on any eligible item that the total quantity paid to date must be adjusted to reflect more accurate quantity determinations, the Department will prorate the additional quantity to be added or subtracted over all previous estimate periods in which the item of work was performed in order to determine additional payment adjustments. If payment adjustments were made during any of these partial estimate periods, this added or subtracted quantity that has been prorated will likewise have payment adjustments calculated and included.

(b) Performance Graded (PG) Asphalt Cements: The base price index will be the monthly price index in effect at the time of bid opening as shown elsewhere herein. The monthly price indices will be the average, excluding the extreme outliers, of the unit prices for PG 64-22, the average, excluding the extreme outliers, of the unit prices for PG 70-22m, and the average, excluding the extreme outliers, of the unit prices for PG 76-22m. The monthly prices for each of these asphalt materials will be F.O.B. refinery or terminal as determined from the quoted prices effective on the first calendar day of each month from suppliers of these materials. Suppliers considered are those who have requested to participate in the liquid asphalt index determination and have supplied materials on DOTD projects within the past twelve months. These suppliers and materials shall be listed on the Department's Qualified Products List (QPL 41) and must be marketed in Louisiana.

Payment adjustments will be made in accordance with the following formulas:

If Monthly Price Index exceeds Base Price Index,

$$P_a = (A - 1.05B) \times C \times D \times (1.00 + T)$$

If Base Price Index exceeds Monthly Price Index,

$$P_a = (0.95B - A) \times C \times D \times (1.00 + T)$$

Where:

P_a	=	Price adjustment (increase or decrease) for asphalt cement.
A	=	Monthly Price Index for respective PG 64-22, PG 70-22m, or PG 76-22m in dollars per ton/megagram.
B	=	Base Price Index for respective PG 64-22, PG 70-22m, or PG 76-22m in dollars per ton/megagram.
C	=	Tons/megagrams of asphaltic concrete.
D	=	Percent of respective asphalt cement, per job mix formula, in decimals.
T	=	Louisiana sales tax percentage, in decimals. (Note: Local tax is not considered)

The engineer will furnish the weights (mass) of asphaltic concrete placed during the monthly estimate period with the respective asphalt cement content, excluding the asphalt

content in reclaimed asphaltic pavement (RAP) as per job mix formula. If the asphalt cement content changes during the estimate period, the respective weight (mass) of asphaltic concrete produced at each cement content will be reported.

Item 510-02, Pavement Widening, and all contract pay items under Sections 502 and 508, will be eligible for payment adjustments of asphalt materials. No payment adjustment will be made for other asphalt materials, including emulsions and cutbacks.

The base price indices for asphalt cements and fuels will be posted on the DOTD internet website before the 10th calendar day of each month at the following URL: www.dotd.louisiana.gov/lettings/lac_price_index/priceindices.asp.

(c) Fuels: The base price index for this project will be the monthly price index in effect when bids are opened for the project. The monthly price index will be the minimum price quotations for unleaded gasoline and No. 2 diesel fuel listed for the New Orleans area in *Platt's Oilgram and Price Report* effective on the first calendar day of each month.

Payment adjustment will be made in accordance with the following formulas:

If Monthly Price Index exceeds Base Price Index,

$$P_a = (A - 1.05B) \times Q \times F$$

If Base Price Index exceeds Monthly Price Index,

$$P_a = (0.95B - A) \times Q \times F)$$

Where:

P_a	=	Price adjustment.
A	=	Monthly Price Index in dollars per gallon/liter.
B	=	Base Price Index in dollars per gallon/liter.
Q	=	Pay Item Quantity (Pay Units).
F	=	Fuel Usage Factor Gal (L)/Pay Unit.

The following is a listing of contract pay items that are eligible for payment adjustment and the fuel usage factors that will be used in making such adjustment. Contract items that expand the items listed herein by use of letter designations are also eligible for fuel price adjustments; for example:

Item 601-01-G, Portland Cement Concrete Pavement 8 inches (200 mm) thick.

ELIGIBLE CONTRACT PAY ITEMS & FUEL USAGE FACTORS FOR FUEL PAYMENT ADJUSTMENT

ITEM NO.	PAY ITEM	UNITS	MIN. ORIGINAL CONTRACT QUANTITY FOR PAY ADJUSTMENT	FUEL USAGE FACTORS	
				Diesel[2]	Gasoline
203-01[1]	General Excavation	gal/cu yd	10,000 cu yd	0.29	0.15
203-02	Drainage Excavation	gal/cu yd	10,000 cu yd	0.29	0.15
203-03[1]	Embankment	gal/cu yd	10,000 cu yd	0.29	0.15
203-04	Nonplastic Embankment	gal/cu yd	10,000 cu yd	0.29	0.15
203-07	Borrow (Vehicular Measurement)	gal/cu yd	10,000 cu yd	0.29	0.15
301-01	Class I Base Course	gal/cu yd	3,000 cu yd	0.88	0.57
301-02	Class I Base Course (" Thick)	gal/sq yd	50,000 sq yd	0.04	0.03
302-01	Class II Base Course	gal/cu yd	3,000 cu yd	0.88	0.57
302-02	Class II Base Course (" Thick)	gal/sq yd	50,000 sq yd	0.04	0.03
303-01	In-Place Cement Stabilized Base Course	gal/sq yd	50,000 sq yd	0.04	0.03
304-02	Lime Treatment (Type B)	gal/sq yd	50,000 sq yd	0.04	0.03
304-03	Lime Treatment (Type C)	gal/sq yd	50,000 sq yd	0.04	0.03
304-04	Lime Treatment (Type D)	gal/sq yd	50,000 sq yd	0.04	0.03
305-01	Subgrade Layer (" Thick)	gal/sq yd	50,000 sq yd	0.04	0.03
308-01	In-Place Cement Treated Base Course	gal/sq yd	50,000 sq yd	0.04	0.03
401-01	Aggregate Surface Course (Net Section)	gal/cu yd	3,000 cu yd	0.88	0.57
401-02	Aggregate Surface Course (Adjusted Vehicular Measurement)	gal/cu yd	3,000 cu yd	0.88	0.57
502-01	Superpave Asphaltic Concrete	gal/ton	1000 ton	2.40[3]	0.2
502-02	Superpave Asphaltic Concrete	gal/cu yd	500 cu yd	4.80[4]	0.4
502-03	Superpave Asphaltic Concrete (" Thick)	gal/sq yd	10,000 sq yd	0.13[5,6]	0.01[6]
508-01	Asphaltic Concrete (SMA)	gal/ton	1000 ton	2.40[3]	0.2
510-02	Pavement Widening	gal/sq yd	3,000 sq yd	0.86	0.24
601-01	Portland Cement Concrete Pavement (" Thick)	gal/sq yd	15,000 sq yd	0.11	0.15

1 If project has both 203-01 & 203-03, only the item with larger quantity is eligible.
2 For fuel adjustment purposes, the term "diesel" shall represent No. 2 or No. 4 fuel oils or any of the liquified petroleum gases, such as propane or butane.
3 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 1.67 gal/ton.
4 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 13.34 gal/cu yd.
5 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 0.09 gal/sq yd.
6 Per inch of thickness.

FOR INFORMATION ONLY

ELIGIBLE CONTRACT PAY ITEMS & FUEL USAGE FACTORS FOR FUEL PAYMENT ADJUSTMENT (METRIC)

ITEM NO.	PAY ITEM	UNITS	MIN. ORIGINAL CONTRACT QUANTITY FOR PAY ADJUSTMENT	FUEL USAGE FACTORS	
				Diesel[2]	Gasoline
203-01[1]	General Excavation	l/m^3	7,600 m^3	1.44	0.74
203-02	Drainage Excavation	l/m^3	7,600 m^3	1.44	0.74
203-03[1]	Embankment	l/m^3	7,600 m^3	1.44	0.74
203-04	Nonplastic Embankment	l/m^3	7,600 m^3	1.44	0.74
203-07	Borrow (Vehicular Measurement)	l/m^3	7,600 m^3	1.44	0.74
301-01	Class I Base Course	l/m^3	2,300 m^3	4.36	2.82
301-02	Class I Base Course (mm Thick)	l/m^2	41,800 m^2	0.18	0.14
302-01	Class II Base Course	l/m^3	2,300 m^3	4.36	2.82
302-02	Class II Base Course (mm Thick)	l/m^2	41,800 m^2	0.18	0.14
303-01	In-Place Cement Stabilized Base Course	l/m^2	41,800 m^2	0.18	0.14
304-02	Lime Treatment (Type B)	l/m^2	41,800 m^2	0.18	0.14
304-03	Lime Treatment (Type C)	l/m^2	41,800 m^2	0.18	0.14
304-04	Lime Treatment (Type D)	l/m^2	41,800 m^2	0.18	0.14
305-01	Subgrade Layer (mm Thick)	l/m^2	41,800 m^2	0.18	0.14
308-01	In-Place Cement Stabilized Base Course	l/m^2	41,800 m^2	0.18	0.14
401-01	Aggregate Surface Course (Net Section)	l/m^3	2,300 m^3	4.36	2.82
401-02	Aggregate Surface Course (Adjusted Vehicular Measurement)	l/m^3	2,300 m^3	4.36	2.82
502-01	Superpave Asphaltic Concrete	l/Mg	900 Mg	10.01[3]	0.83
502-02	Superpave Asphaltic Concrete	l/m^3	400 m^3	23.77[4]	1.98
502-03	Superpave Asphaltic Concrete (mm Thick)	l/m^2	8,400 m^2	0.59[5,6]	0.45[6]
508-01	Asphaltic Concrete (SMA)	l/Mg	900 Mg	10.01[3]	0.83
510-02	Pavement Widening	l/m^2	2,500 m^2	3.89	1.09
601-01	Portland Cement Concrete Pavement (mm Thick)	l/m^2	12,500 m^2	0.5	0.68

1 If project has both 203-01 & 203-03, only the item with larger quantity is eligible.
2 For fuel adjustment purposes, the term "diesel" shall represent No. 2 or No. 4 fuel oils or any of the liquified petroleum gases, such as propane or butane.
3 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 6.97 l/mg.
4 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 16.53 l/m^3.
5 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 0.41 l/m^2.
6 Per mm of thickness.

FOR INFORMATION ONLY

CULVERTS AND STORM DRAINS (01/07): Section 701, Culverts and Storm Drains, of the 2006 Standard Specifications, and the supplemental specifications thereto, is deleted and the following substituted.

SECTION 701
CULVERTS AND STORM DRAINS

701.01 DESCRIPTION. This work consists of furnishing, installing, and cleaning pipe, pipe arch, storm drains and sewers, also referred to as culverts or conduit, in accordance with these specifications and in conformity with lines and grades shown on the plans or established.

701.02 MATERIALS. Materials shall comply with the following sections and subsections:

Usable Soil	203.06(a)
Selected Soil	203.06(b)
Plastic Soil Blanket	203.10
Mortar	702.02
Flowable Fill	710
Portland Cement Concrete	901
Reclaimed Asphaltic Pavement (RAP)	1003.01 & 1003.04(d)
Stone	1003.03(b)
Recycled Portland Cement Concrete	1003.03(c)
Granular Material	1003.07
Bedding Material	1003.08
Concrete Sewer Pipe	1006.02
Reinforced Concrete Pipe	1006.03
Reinforced Concrete Pipe Arch	1006.04
Gasket Materials	1006.06
Plastic Pipe	1006.07
Split Plastic Coupling Bands	1006.07(d)(4)
Plastic Yard Drain Pipe	1006.09
Bituminous Coated Corrugated Steel Pipe and Pipe Arch	1007.02
Structural Plate for Pipe, Pipe Arch and Arch	1007.04
Corrugated Aluminum Pipe and Pipe Arch	1007.05
Coupling Bands	1007.09
Reinforcing Steel	1009
Geotextile Fabric	1019

(a) Side Drain Pipe or Side Drain Pipe Arch: When the item for Side Drain Pipe or Side Drain Pipe Arch is included in the contract, the contractor has the option of furnishing reinforced concrete pipe or reinforced concrete pipe arch, corrugated metal pipe or corrugated metal pipe arch, or plastic pipe, as allowed by EDSM II.2.1.1 or unless otherwise specified.

(b) Cross Drain Pipe or Cross Drain Pipe Arch: When the item for Cross Drain Pipe or Cross Drain Pipe Arch is included in the contract, the contractor has the option of furnishing

reinforced concrete pipe or reinforced concrete pipe arch, corrugated metal pipe or corrugated metal pipe arch, or plastic pipe, as allowed by EDSM II.2.1.1 or unless otherwise specified.

(c) Storm Drain Pipe or Storm Drain Pipe Arch: When the item for Storm Drain Pipe or Storm Drain Pipe Arch is included in the contract, the contractor has the option of furnishing reinforced concrete pipe or reinforced concrete pipe arch, or plastic pipe, as allowed by EDSM II.2.1.1 or unless otherwise specified.

(d) Yard Drain Pipe: When the item for Yard Drain Pipe is included in the contract, the contractor has the option of furnishing concrete sewer pipe, plastic yard drain pipe or plastic pipe in accordance with Section 1006 unless otherwise specified.

(e) Material Type Abbreviations:

(1) Reinforced Concrete Pipe:

RCP	Reinforced Concrete Pipe
RCPA	Reinforced Concrete Pipe Arch

(2) Corrugated Metal Pipe:

CAP	Corrugated Aluminum Pipe
CAPA	Corrugated Aluminum Pipe Arch
CMP	Corrugated Metal Pipe
CMPA	Corrugated Metal Pipe Arch
CSP	Corrugated Steel Pipe
CSPA	Corrugated Steel Pipe Arch
BCCSP	Bituminous Coated Corrugated Steel Pipe
BCCSPA	Bituminous Coated Corrugated Steel Pipe Arch

(3) Plastic Pipe:

PP	Plastic Pipe
PVCP	Polyvinyl Chloride Pipe
RPVCP	Ribbed Polyvinyl Chloride Pipe
CPEPDW	Corrugated Polyethylene Pipe Double Wall

(f) Joint Type Abbreviations:

T1	Type 1 Joint
T2	Type 2 Joint
T3	Type 3 Joint

(g) Quality Assurance for Pipe: Manufacturing plants will be periodically inspected for compliance with specified manufacturing methods, and material samples will be randomly obtained for laboratory testing for verification of manufacturing lots. Materials approved at the manufacturing plant will be subject to visual acceptance inspections at the jobsite or point of delivery.

701.03 EXCAVATION. For all pipe, when the sides of the trench are stable as evidenced by the sides of the trench being able to maintain a vertical cut face, the minimum trench width at the bottom of the excavation will be 18 inches (460mm) on either side of the outside diameter of the pipe. If the sides of the trench are unstable, the width of the trench at the bottom of the excavation, for plastic or metal pipe, shall be a minimum width of at least 18 inches (460mm) or one pipe diameter on each side of the outside diameter of the pipe, which ever is greater. Surplus material or excavated material that does not conform to the requirements of Subsection 203.06(a) shall be satisfactorily disposed of in accordance with Subsection 202.02. Moisture controls including backfill materials selection and dewatering using sumps, wells, well points or other

approved processes may be necessary to control excess moisture during excavation, installation of bedding, over-excavated trench backfilling, pipe placement and pipe backfill.

(a) Over-excavation: When unsuitable soils as defined in Subsection 203.04 or a stable, non-yielding foundation cannot be obtained at the established pipe grade, or at the grade established for placement of the bedding, unstable or unsuitable soils below this grade shall be removed and replaced with granular material meeting the requirements of Subsection 1003.07, bedding materials meeting the requirements of Subsection 1003.08 or Type A backfill. All granular, backfill materials placed below the established pipe or bedding grade shall be placed in lifts not exceeding 8 inches (200 mm) thick and sufficiently compacted by hand or a dynamic mechanical hand compaction device over the surface of each lift to form a stable, non-yielding foundation at the surface of the established bedding or pipe grade.

When rock is encountered, it shall be removed below grade and replaced with material complying with Subsection 1003.07, bedding materials meeting the requirements of Subsection 1003.08 or Type A backfill. The compacted earth cushion shall have a thickness under the pipe of at least 1/2 inch per foot (40 mm/m) of fill height over the top of the pipe with a minimum thickness of 8 inches (200 mm). All granular, backfill materials placed below the established pipe or bedding grade shall be placed in lifts not exceeding 8 inches (200 mm) thick and sufficiently compacted by hand or a dynamic mechanical hand operated compaction device over the surface of each lift to form a stable, non-yielding foundation at the surface of the established bedding or pipe grade.

Materials used to backfill in an over-excavated portion of a trench do not require encasement in a Geotextile Fabric.

Density of approved materials placed in over-excavated trenches will not be measured or determined.

701.04 FORMING PIPE BED. Bedding material, when specified, shall be constructed in accordance with Section 726. Materials allowed for bedding shall be as specified in Subsection 1003.08 or may be Type A backfill materials. When bedding materials are specified, additional excavation shall be performed below established pipe grade and the bedding material placed in lifts not exceeding 8 inches (200 mm) thick and lightly compacted by hand or a dynamic hand compaction device over the surface of each lift.

When the bottom of the pipe is not laid in a trench but is constructed above natural soils, a uniform bed shall be constructed as specified for the bottom of a trench.

Density of approved bedding materials will not be measured or determined.

701.05 LAYING PIPE. Pipe laying shall begin at the downstream end of the line. The pipe shall be in contact with the foundation throughout its length. Bell or groove ends of pipe and outside circumferential laps of riveted metal pipe shall be placed facing upstream. Riveted seam metal pipe shall be placed with longitudinal laps at sides. Pipes in each continuous line shall have the same wall thickness. Metal pipes provided with lifting lugs shall be handled only by these lugs.

After pipe has been laid and before backfill is placed, the engineer will inspect the pipe for alignment, grade, integrity of joints, and coating damage.

701.06 JOINING PIPE.

(a) Joint Usage:

(1) Type 1 (T1) joints shall be used for side drains under drives and similar installations.

(2) Type 2 (T2) joints shall be used for cross drains under roadways, including turnouts.

(3) Type 3 (T3) joints shall be used for closed storm drain systems, flumes and siphons.

(b) Concrete Pipe: Concrete pipe may be either bell and spigot, or tongue and groove. The method of joining pipe sections shall be such that ends are fully entered and inner surfaces are flush and even.

An approved mechanical pipe puller shall be used for joining pipes over 36 inches (900 mm) in diameter. For pipe 36 inches (900 mm) or less in diameter, any approved method for joining pipe may be used which does not damage the pipe.

Joints shall comply with Subsection 1006.05, and shall be sealed with gasket material installed in accordance with the manufacturer's recommendations.

(c) Metal Pipe: Metal pipe shall be firmly joined by coupling bands. Bands shall be centered over the joint.

For Type 1 joints, approved gasket material shall be placed in one corrugation recess on each side of the joint at the coupling band and on each band connection in such manner to prevent leakage.

When Type 2 or 3 joints are specified, joining of metal pipe sections shall conform to the following provisions:

(1) General: Band joints shall be sealed with gasket material. Gasket material shall be placed in accordance with the plan details.

(2) Circular Section: Connecting bands shall be of an approved design and shall be installed in accordance with plan details.

(3) Arch Section: Connecting bands shall be a minimum of 12 inches (300 mm) wide for pipe arch less than 36 inches (900 mm) round equivalent diameter, and a minimum of 21 inches (525 mm) wide for 36 inches (900 mm) round equivalent diameter pipe arch and greater. Bands shall be connected at the ends by approved angle or strap connections. Connecting bands used for 36 inches (900 mm) round equivalent diameter pipe arch and above shall be 2-piece bands.

(d) Plastic Pipe: Joints for plastic pipe shall be either bell and spigot or split coupling bands.

(1) Bell and Spigot Type Joint System: The method of joining pipe sections shall be such that ends are fully entered and inner surfaces are flush and even.

Any approved method for joining pipe may be used which does not damage the pipe.

Joints shall be approved and shall be sealed with a gasket system utilizing gasket material complying with Subsection 1006.06(a).

(2) Split Coupling Type Joint System: Split coupling bands shall comply with all dimensional and material requirements of Subsection 1006.07. The bands shall be centered over the joint. The split coupling band shall be secured to the pipe with a minimum of five stainless steel or other approved corrosion resistant bands.

Joints shall be approved and shall be sealed with gasket material. Gasket material shall be placed in the first two corrugation recesses on each side of the pipe connections. Gasket material shall also be placed on each band connection to prevent leakage. When flexible plastic

gasket material is used it shall be a minimum of 1/2 inch (13 mm) in size. The bands shall be tightened to create overlap of the band and shall adequately compress the gasket material.

(e) Connections: Approved connections shall be used when joining new pipes to existing pipes. When concrete collars are required in order to extend the ends of existing pipes that have been damaged or to join different types or sizes of pipes, the concrete collars shall be constructed in accordance with plan details, the applicable requirements of Section 901, and as directed.

(f) Geotextile Fabric, Pipe Joints: For concrete, metal and plastic pipes, Types 2 and 3 joints shall be wrapped with geotextile fabric for a minimum of 12 inches (300 mm) on each side of joint for pipe 36 inches (900 mm) or less in diameter and a minimum of 18 inches (450 mm) on each side of the joint for pipe greater than 36 inches (900 mm) in diameter. Ends of the fabric shall be lapped at least 10 inches (250 mm). The edges and ends of fabric shall be suitably secured for the entire circumference of the pipe.

701.07 RELAYING PIPE. If specified or directed, existing pipes shall be removed and suitable sections relaid as specified for new pipes.

701.08 BACKFILLING.

(a) General: Prior to backfilling, pipes found to be damaged or out of alignment or grade shall be removed and reinstalled, or replaced.

Type A backfill material shall be stone, recycled portland cement concrete, flowable fill, or RAP.

Type B backfill materials are selected soils. Where Type B backfill materials are called for, Type A backfill materials may be substituted.

When corrugated metal pipe is used, the backfill material shall be tested and shall have a resistivity greater than 1500 ohm-cm and a pH greater than 5 when tested in accordance with DOTD TR 429 and DOTD TR 430 respectively.

When Type A backfill material is used, geotextile fabric surrounding this backfill shall be placed in accordance with Subsection 726.03 between the aggregate backfill material and all other natural or placed soils in the trench or embankment. Care shall be taken to prevent damage to geotextile fabric during placement of backfill material. For concrete pipe, the fabric shall enclose not only the initial backfill but shall be wrapped over the top of the pipe with at least 12 inches (300 mm) of overlap.

When a trench box or trench sheeting is used in unstable soils and/or for worker safety, and when moved during backfilling operations, filling and additional compaction of the disturbed zone of backfill must take place immediately and in a manner acceptable to the engineer.

Initial backfill is a structural backfill encasing the pipe from the bottom of the pipe to the springline for concrete pipe and to a point one foot (0.3 m) above the top of the pipe for both metal and plastic pipe. Final backfill is not a structural backfill and shall extend from the top of the initial backfill to the top of the natural ground or subgrade in cut areas or to the top of existing ground in fill areas. Any fill required above the final backfill is considered and treated as embankment.

(b) Backfill Applications:

(1) Under Concrete Pavements: Type B backfill may be used as initial and final backfill for all pipes, culverts or drains under concrete pavements. Placement and compaction shall be as specified in Heading (d) below.

(2) Cross Drains Under Flexible Pavements: All reaches, exclusive of those portions of the pipe which are under shoulders, of cross drains and all other culverts, pipes or drains that cross the centerlines of the new roadway or centerlines of existing roadways, such as intersections and are under flexible pavements shall receive an initial backfill of Type A material. Type B backfill materials may be used as final backfill for all pipes. Placement and compaction shall be as specified in Heading (c) and (d) below. Where the subgrade is above existing ground, embankment material as specified for the remainder of the project shall be used from the top of the final backfill to the top of the established embankment grade.

(3) Other Drains Under Flexible Pavements: All reaches of all culverts, pipes or drains under flexible pavements that do not cross the centerlines of new roadway or centerlines of existing roadways, and exclusive of those portions of the pipe which are totally under shoulders, shall receive an initial and final backfill of Type B material. Placement and compaction shall be as specified in Heading (d) below. Where the subgrade is above existing ground, embankment material as specified for the remainder of the project shall be used from the top of the final backfill to the top of the established embankment grade.

(4) Other Areas: All culverts, pipes or drains in nonpaved areas or paved areas that serve as driveways or shoulders shall receive an initial and final backfill of Type B material. Placement and compaction shall be as specified in Heading (d) below.

(5) Pipes Subject to Construction Traffic; The embankment or pipe backfill shall be constructed to a minimum of 24 inches (600 mm) over the pipe before heavy construction equipment is allowed to cross the installation. Where practical, installations with less than 24 inches (600 mm) of cover over the top of the pipe shall be constructed after heavy hauling is completed over the pipe location. After completion of hauling operations, the contractor shall remove excess cover material. Pipe damaged by hauling and backfilling operations shall be removed and reinstalled, or replaced, at no direct pay.

(c) Placement and Compaction; Type A Backfill: For all pipes, culverts and conduits under paved and nonpaved areas, where Type A backfill material is used, the Type A backfill shall be thoroughly hand compacted under the pipe haunches and then dynamically compacted in layers not exceeding 8 inches (200 mm) compacted thickness. Compaction under the haunches of the pipe shall initially be by hand tamping or other acceptable means, until a level is reached that the dynamic tamping can commence. Each lift shall be compacted by applying at least eight passes of a hand operated, dynamic mechanical compaction device over the surface of each lift. With approval of the engineer, layer thickness may be increased to 12 inches (300 mm) with verification of satisfactory installation and performance. If flowable fill is used it shall be furnished, placed and consolidated in accordance with Section 710. The contractor shall control placement operations during initial backfill operations so as not to damage protective coatings on metal pipes. The contractor shall repair damaged coatings at no additional pay.

(d) Placement and Compaction; Type B Backfill: For all pipes, culverts and conduits, where Type B backfill is allowed, the Type B material shall be placed in layers not exceeding 8 inches (200 mm) compacted thickness. Compaction shall be with suitable mechanical equipment. With approval of the engineer, layer thickness may be increased to 12 inches (300 mm) with verification of satisfactory installation and performance.

(e) Placement and Compaction; Trenchless or Partial Trench Condition: All pipes, culverts, drains and conduits placed with any portion of the pipe above existing ground must also comply with Subsections (a),(b) (c) and (d) above for the portion of the pipe within a trench and that portion of the pipe not constructed in a trench. The width of initial and final backfill of that

portion above existing ground and not within a trench will be constructed to such a width that the requirements for placement, compaction and density are met.

(f) Density Requirements: The in place density of Type A backfill materials and bedding materials, will not be measured or determined. Type A backfill, exclusive of RAP and flowable fill, shall be placed at or near optimum moisture content determined in accordance with DOTD TR 415 or 418. RAP materials shall be placed and compacted in a slightly moist condition.

The maximum dry density of initial or final Type B backfill under all paved areas which are to be under traffic will be determined in accordance with DOTD TR 415 or TR 418 and in-place density determined in accordance with DOTD TR 401. Initial and final Type B backfill under all paved areas, under traffic, shall be placed at or near optimum moisture content determined in accordance with DOTD TR 415 or TR 418. Each layer shall be compacted by approved methods prior to the placement of a subsequent layer. The engineer will approve the compaction method based upon validation that such method, including moisture control, will achieve at least 95 percent of maximum dry density as determined in accordance with DOTD TR 401. With approval of the engineer, density testing may be waived on subsequent layers with backfill installation in accordance with approved compaction methods and continued satisfactory performance.

Initial and final backfill in unpaved areas or paved areas such as shoulders or driveways, shall be placed evenly and compacted along the length of the culvert, pipe or drain from the top of the initial backfill to the top of the subgrade. Layered backfill shall be compacted at least to the density of the adjoining existing soils or the compaction required of the laterally adjoining layers of soil immediately outside the trench for embankment elevations. Initial and final backfill shall be placed and compacted at or near optimum moisture content determined in accordance with DOTD TR 415 or TR 418.

701.09 INSPECTION OF PIPES. After completion of embankment and prior to roadway surfacing, the engineer shall inspect pipes for proper alignment and integrity of joints. Any misaligned pipe or defective joints shall be corrected by the contractor at no direct pay.

(a) Plastic Pipe: Installed plastic pipe shall be tested to ensure that vertical deflections do not exceed 5.0 percent. Maximum allowable deflections shall be governed by the mandrel requirements stated herein.

Deflection tests shall be performed no sooner than 30 calendar days after installation and compaction of backfill. The pipe shall be cleaned and inspected for offsets and obstructions prior to testing.

For pipe 36 inches (900 mm) and less in diameter, a mandrel shall be pulled through the pipe by hand to ensure that maximum allowable deflections have not been exceeded. The mandrel shall be approved by the engineer prior to use. Use of an unapproved mandrel or a mandrel altered or modified after approval will invalidate the test. If the mandrel fails to pass, the pipe is overdeflected.

Unless otherwise permitted, overdeflected pipe shall be uncovered and, if not damaged, reinstalled. Damaged pipe shall not be reinstalled, but shall be removed and replaced with new pipe. Any pipe subjected to any method or process other than removal, which attempts, even successfully, to reduce or cure any overdeflection, shall be removed and replaced with new pipe.

The mandrel shall be a rigid, nonadjustable, odd-numbered legged (minimum 9 legs) mandrel having a length not less than its nominal diameter or 24 inches (600 mm), whichever is less. The minimum diameter at any point shall be 5.0 percent less than the base inside diameter

of the pipe being tested. The mandrel shall be fabricated of steel, aluminum or other approved material fitted with pulling rings at each end. The nominal pipe size and outside diameter of the mandrel shall be stamped or engraved on some segment other than a runner. A suitable carrying case shall be furnished.

For pipe larger than 36 inches (900 mm) in diameter, deflection shall be determined by a method approved by the engineer. If a mandrel is selected, the minimum diameter, length, and other requirements shall conform to the above requirements.

Mandrel testing shall be conducted by the contractor in the presence of the engineer. Mandrel testing shall be at no direct pay.

(b) Metal Pipe: If the inside diameter of metal pipe or rise dimension of metal pipe arch deflects more than 5.0 percent from original dimensions, they shall be removed and reinstalled, unless they do not rebound or are damaged. Pipe or pipe arch which are damaged or do not rebound shall be removed and replaced at no direct pay. Measurement of deflection will be made by the engineer away from rerolled ends.

701.10 CLEANING PIPES.

(a) Existing Pipes: Pipes designated to be cleaned shall be cleaned of soil, debris and other materials to the invert of the pipe. Designated pipes shall be cleaned by approved methods that will not damage the pipes. Any damage caused by the contractor's operations shall be satisfactorily repaired at no direct pay.

Removed soil, debris and other materials shall be disposed of in accordance with Subsection 202.02 or as otherwise approved in writing.

(b) Contractor Installed Pipes: Prior to final acceptance, pipes shall be cleaned of all debris and soil to the invert of the pipe at no direct pay.

Removed soil, debris and other materials shall be disposed of in accordance with Subsection 202.02 or as otherwise approved in writing.

701.11 STUBBING AND PLUGGING PIPES. When it is required that pipes be plugged, such plugs shall be constructed of Class R concrete complying with Section 901. Thickness of plug and method of construction shall be as directed.

When new pipes are to be stubbed into new or existing pipes or other structures, the connection shall be made with approved mortar complying with Subsection 702.02.

701.12 MEASUREMENT. Pipe, both new and relaid, will be measured in linear feet (lin m) as follows unless stated otherwise.

(a) Pipe not confined by fixed structures will be measured by the number of joints at the nominal length of each joint.

(b) Pipe confined by fixed structures will be measured along the pipe between the termini of pipe in structure walls.

(c) Pipe confined by a fixed structure on one end and unconfined at the other end will be measured along the pipe from the terminus of pipe in the structure wall to the unconfined end of pipe.

(d) Fabricating of pipe tees, elbows and other fittings will be measured per each fitting. The length of pipe in such fittings will be included in the pay length measurement of pipes of which they form a part.

(e) Excavation required for installation of pipes will not be measured for payment, except as otherwise specified in Subsection 203.14.

(f) Furnishing and placing backfill material below existing ground level for pipes will not be measured for payment. Backfill material needed to complete backfill above natural ground and around pipes that extend above natural ground will be measured and payment will be made under applicable earthwork items. When specified, flowable fill will be measured and paid for in accordance with Section 710.

(g) Plugging and stubbing of pipes will not be measured for payment.

(h) Cleaning existing pipes will be measured by the length of pipe cleaned and accepted.

(i) Concrete collars will be measured per each.

701.13 PAYMENT.

(a) Payment for pipe will be made at the contract unit price per linear foot (lin m) of the types and sizes specified.

When plastic pipe is specified on the plans or elected to be used by the contractor, payment will be made at the contract unit price per linear foot (lin m) of the types and sizes specified in accordance with the payment schedule of Table 701-1.

Table 701-1
Payment Schedule for Plastic Pipe

Percent Payment	Stage of Completeness
75	After placement and backfill has been completed
25	After the pipe has met vertical deflection requirements in accordance with Subsection 701.09(a)

(b) Payment for fabricating pipe tees, elbows and other fittings will be made at the contract unit price per each fitting.

(c) When unstable conditions are encountered, the additional excavation will not be measured for payment; however, the additional materials furnished and placed for the pipe foundation will be measured and paid for as follows:

(1) Granular Materials: Payment will be made under the embankment item. The net section volume of the materials will be multiplied by 3 to determine the pay volume. When the contract does not include a pay item for embankment, payment will be made in accordance with Subsection 104.02.

(2) Bedding Material: Measurement and payment will be made in accordance with Section 726. When the contract does not include a pay item for bedding material, payment will be made in accordance with Subsection 104.02.

(d) Payment for cleaning existing pipes will be made at the contract unit price per linear foot (lin m).

(e) Payment for concrete collars will be made at the contract unit price per each.

Payment will be made under:

Item No.	Pay Item	Pay Unit
701-01	Cross Drain Pipe (Size & Type)	Linear Foot (Lin m)
701-02	Cross Drain Pipe Arch (Size & Type)	Linear Foot (Lin m)
701-03	Storm Drain Pipe (Size & Type)	Linear Foot (Lin m)
701-04	Storm Drain Pipe Arch (Size & Type)	Linear Foot (Lin m)
701-05	Side Drain Pipe (Size)	Linear Foot (Lin m)
701-06	Side Drain Pipe Arch (Size)	Linear Foot (Lin m)
701-07	Yard Drain Pipe (Size)	Linear Foot (Lin m)
701-08	Relaying Pipe	Linear Foot (Lin m)
701-09	Fabricating Pipe Fittings	Each
701-10	Reinforced Concrete Pipe (Extension)	Linear Foot (Lin m)
701-11	Reinforced Concrete Pipe Arch (Extension)	Linear Foot (Lin m)
701-12	Corrugated Metal Pipe (Extension)	Linear Foot (Lin m)
701-13	Corrugated Metal Pipe Arch (Extension)	Linear Foot (Lin m)
701-14	Cleaning Existing Pipes	Linear Foot (Lin m)
701-15	Concrete Collar	Each
701-16	Plastic Pipe (Extension)	Linear Foot (Lin m)

TEMPORARY TRAFFIC CONTROL (08/06): Section 713 of the 2006 Standard Specifications and the Supplemental Specifications is amended as follows:

Subsection 713.04, Temporary Signs and Barricades, is amended to include the following:

(d) Project Signs: The contractor shall furnish, install, maintain, and upon completion of the project remove "project signs" in accordance with the following requirements.

Project signs shall conform to the requirements of Section 713 and the project sign detail contained elsewhere herein. Shop drawings will be furnished to the successful bidder by contacting the Department's Traffic Services Sign Shop at (225) 935-0121 or (225) 935-0142.

Project signs shall be required at the beginning and end of the project and shall follow sign G-20-1, "Road Work Next 'X' Miles", or as directed by the engineer.

Payment for project signs shall be included in the contract unit price for Item 713-01 Temporary Signs and Barricades.

TEMPORARY PRECAST CONCRETE BARRIERS (08/06): Subsection 713.05 of the standard specifications is amended to include the following.

Temporary precast concrete barriers to be furnished by the Department are stored at Ruston Maintenance Unit, 2538 Hwy. 33, Ruston, LA. The contractor shall load and transport the barrier units to the work site as directed. After completion of the work the barrier units shall be returned to the storage site by the contractor.

PORTLAND CEMENT CONCRETE (08/06): Section 901 of the 2006 Standard Specifications and the supplemental specifications thereto is amended as follows.

Subsection 901.06 is amended as follows.

Heading (b) is amended to include the following.

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.

COOPERATION WITH UTILITIES (06/04): Subsection 105.06 of the Standard Specifications is amended to include the following.

Utility facilities will be removed, relocated, adjusted or abandoned in accordance with agreements between the Department and utility owners listed below. Starting dates for such work will be determined by the engineer and may be different for each utility and may not be underway concurrently with the contractor's work or with other utility relocations. Utility relocations can be within the construction limits covered by this contract. The furnishing of the following estimated completion times for utility work is for information purposes only and will not relieve the contractor of any requirements of this subsection nor will it preclude the granting of contract time credits in accordance with the provisions of this subsection. A utility company working day shall be the same as defined in Subsection 101.03 of the standard specifications.

UTILITY OWNER	Estimated Working Days After Right-Of-Way Is Clear
Village of Quitman Post Office Box 35 Quitman, LA 71268	90
Bell South Telecommunications 301 Catalpa Street 4th Floor Monroe, LA 71201	90
Atmos Energy Louisiana 800 Delta Drive Monroe, LA 71203	60
Entergy Louisiana, LLC Post Office Box 35803 West Monroe, LA 71294-5803	106

ITEM S-001, RUMBLE STRIPS (GROUND-IN)(04/01): This item consists of cutting 1/2 inch (13 mm) deep depressions into asphaltic concrete shoulders in accordance with plan details, this special provision, and as directed.

The cutting tool shall be equipped with a rotary type cutting head and a power unit. The cutting head shall have the cutting tips arranged in a pattern to provide a relatively smooth cut (approximately 1/16 inch (1.5 mm) between peaks and valleys). The cutting head shall be suspended independently from the power unit to allow the cutting head to self-align with the slope of the shoulder and any irregularities in the shoulder surface. The cutting tool shall be equipped with guides to provide a consistent alignment of each cut in relation to the roadway and to provide uniformity and consistency throughout the project.

The rumble strips shall be cut into the finished shoulders after the final wearing course has been placed.

Solid residue resulting from cutting operations shall be removed from pavement and shoulder surfaces by the contractor before such residue is blown by traffic or wind.

The contractor shall demonstrate to the project engineer the ability to achieve the desired surface inside each depression without tearing or snagging the asphalt prior to beginning the work.

Acceptance measurements will be performed by the Department on a random basis to ensure conformance with the specifications.

Rumble strips (ground-in) will be measured by the mile (km), plan quantity, constructed and accepted in accordance with these specifications. The plan quantity is based on the roadway length minus bridge lengths for each shoulder on which ground-in rumble strips are constructed.

Payment for rumble strips (ground-in) will be made at the contract unit price in accordance with Subsection 109.02.

Payment will be made under:

Item S-001, Rumble Strips (Ground-in), per mile (km).

ITEM S-002, TRAFFIC MAINTENANCE SUPERPAVE ASPHALTIC CONCRETE (08/06): This item consists of furnishing, placing, maintaining and removing Superpave asphaltic concrete for traffic maintenance in accordance with plans or as directed by the engineer during pavement rehabilitation work.

Superpave asphaltic concrete shall be any mixture type conforming to Section 502 with the following modifications.

The job mix formula (JMF), materials, and plant and paving operations shall be satisfactory to the engineer.

The spreading and compaction requirements of Section 502 will not apply. Mixtures may be placed by conventional pavers, or placed directly from the hauling vehicles and spread with motor graders, or other approved method of placement. The method of placement must be approved by the engineer prior to placement of the mixtures. Mixtures shall be compacted with a steel wheel roller to the satisfaction of the engineer. Surfacing shall be satisfactorily maintained during its use for traffic maintenance to the satisfaction of the engineer.

Excavation and embankment required for the placement of Traffic Maintenance Superpave Asphaltic Concrete shall be to the lines and grades shown on the plans or as directed.

Removal of Traffic Maintenance Superpave Asphaltic Concrete, when required, shall be in accordance with Section 202. Excavation and embankment and removal of traffic

maintenance Superpave asphaltic concrete shall be considered incidental to this item of work and will not be measured for payment.

Superpave asphaltic concrete placed for traffic maintenance will be measured in accordance with Subsection 502.15, including any additional mixtures required for maintaining the surfacing in safe condition and its subsequent removal. Mixtures will not be subject to payment adjustments for density, surface tolerance, and plant parameters.

Payment will be made under:

Item S-002, Traffic Maintenance Superpave Asphaltic Concrete, per ton (Mg).

ITEM S-101, DYNAMIC ANALYSIS (08/02): This item shall consist of the cost for providing CAPWAP and Wave Equation analyses by Goble, Rausche, Likins and Associates, Inc. as described herein. The CAPWAP and Wave Equation analyses shall be performed for the purpose of obtaining ultimate pile bearing capacity, pile driving stresses, pile integrity, and pile driving system efficiency.

Monitoring Schedule for Dynamic Analysis: The pile to be monitored with the Department's Pile Driving Analyzer (PDA) shall be driven initially to one foot above the plan tip elevation, or as directed by the engineer. Pile restrikes shall be performed in accordance with the time intervals specified in Subsection 804.11(e) unless shown otherwise in the plans. Permanent piles may have restrikes monitored with the PDA as determined by the engineer.

Dynamic Analysis: The contractor shall contact Goble, Rausche, Likins and Associates, Inc., 4535 Renaissance Parkway, Cleveland, OH 44128 (Tel (216) 831-6131), hereinafter referred to as the consultant, for performance of either two Case Pile Wave Analysis Program (CAPWAP) analyses or two wave equation analyses or a combination of both, for each occurrence of dynamic monitoring. The Department will furnish the necessary dynamic data obtained from the dynamic monitoring to the consultant who shall use the results from the CAPWAP data to predict the pile's static bearing capacity and resistance distribution. This information will be used to verify the Pile Driving Analyzer's Case pile capacity assumptions and to determine the distribution of soil static resistance, quakes, and damping factors required for the wave equation analysis. The consultant shall use the CAPWAP results to establish the relationship between stroke, energy, and blow count in the wave equation. The consultant shall submit two copies of the results to the Department's Pavement and Geotechnical Design Group within one (1) week of receiving the data unless otherwise directed by the engineer.

Additional production piles may be monitored if deemed necessary by the engineer. The cost of additional analyses shall be at the contract unit price for dynamic analysis unless it is determined that the monitoring is necessary because of contractor error.

Payment: The cost of the dynamic analyses (CAPWAP or Wave Equation) performed by Goble, Rausche, Likins and Associates, Inc. will be paid for at the contract unit price for each occurrence of dynamic monitoring.

Payment will be made under:

Item S-101, Dynamic Analysis, per each.

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 the time specified by the contractor, which shall not exceed the maximum allowable contract time stated on the "Contract Time" form contained elsewhere herein.

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.

The contractor is directed to the special provisions and the plans for any restrictions that may affect work schedules.

(04/07)

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

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FOR INFORMATION ONLY

LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUPPLEMENTAL SPECIFICATIONS

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

SECTION 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 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 subparagraph (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 901 – PORTLAND CEMENT CONCRETE:

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 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.

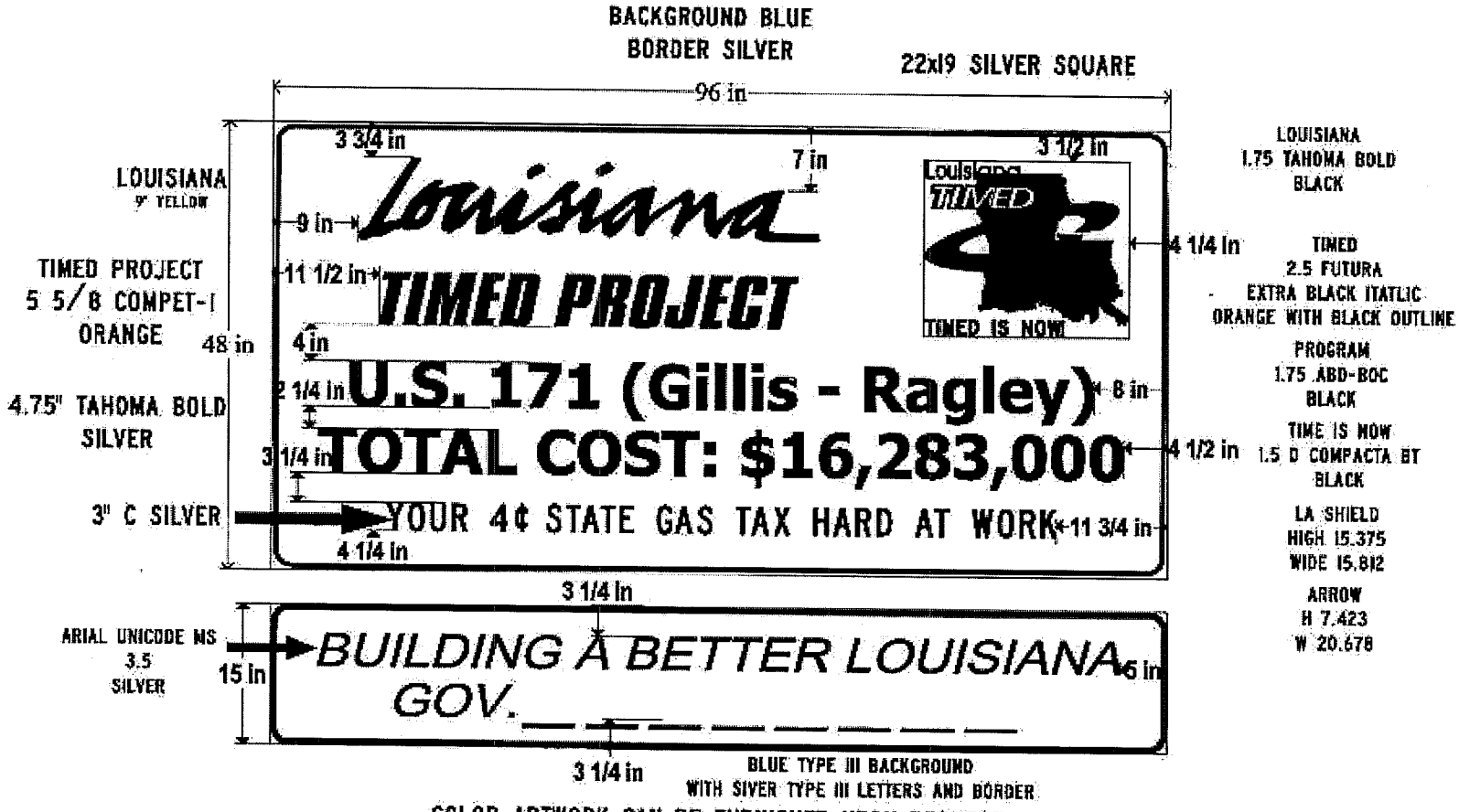
(3) Bond of Plastic to Cement Mortar: This bond will be evaluated and shall meet the following requirements:

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 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".



COLOR ARTWORK CAN BE FURNISHED UPON REQUEST

FOR INFORMATION ONLY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL RETURNABLES FOR

STATE PROJECT NO. 023-06-0060
NORTH HODGE – QUITMAN
ROUTE US 167
JACKSON PARISH

FOR INFORMATION ONLY

CONTRACT TIME FORM
COST-PLUS-TIME PLUS LIFE CYCLE COST BIDDING PROCEDURE
(A + B + C) METHOD

STATE PROJECT NO(S).	**023-06-0060**
FEDERAL AID PROJECT NO(S).	**N/A**
NAME OF PROJECT	**NORTH HODGE - QUITMAN**
ROUTE	**US 167**
PARISH	**JACKSON**

CONTRACT TIME

The bidder shall determine the number of calendar days required for completion and final acceptance of the project and shall state this required time, in words, in the space provided below. The maximum allowable contract time for this project is **one thousand fifty-one (1051) calendar days**. The proposed completion time will be a factor used in considering bids for award of contract in accordance with the special provision, **COST-PLUS-TIME PLUS LIFE CYCLE COST BIDDING PROCEDURE (A+B+C METHOD)**. The stated number of calendar days required for completion will be the contract time for this project should the bidder be successful. Bids not including a contract time, or showing time to completion in excess or the maximum amount will be considered irregular and will be rejected.

CONTRACT TIME (Calendar Days To Completion, In Words)
_____ Calendar Days

BID BOND

A Proposal/Bid Guaranty is only required when the bidder's total bid amount as calculated by the Department in accordance with Subsection 103.01 is greater than $250,000. *(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. 023-06-0060, NORTH HODGE – QUITMAN, located in JACKSON PARISH, ROUTE US 167,** 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: 023-06-0060
OTHER PROJECTS:

DATE: 05/22/07 14:16 PAGE: 1

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
202-01	LUMP	LUMP SUM	REMOVAL OF STRUCTURES & OBSTRUCTIONS _____ DOLLARS _____ CENTS
202-02-A-01	1	EACH	REMOVAL OF BRIDGES _____ DOLLARS _____ CENTS
202-02-A-02	1	EACH	REMOVAL OF BRIDGES _____ DOLLARS _____ CENTS
202-02-B-01	1	EACH	REMOVAL OF CONCRETE BOX CULVERTS (STA. 382+08.59; 1-2' X 2' X 61') _____ DOLLARS _____ CENTS
202-02-C	788	SQUARE YARD	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT _____ DOLLARS _____ CENTS
202-02-G	5,956.0	SQUARE YARD	REMOVAL OF SURFACING & STABILIZED BASE _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
202-02-H	500	LINEAR FOOT	REMOVAL OF GUARD RAIL _____ DOLLARS _____ CENTS
202-02-I	1	EACH	REMOVAL OF BRICK HOME (70'x30') @ STA. 616+30 LT. _____ DOLLARS _____ CENTS
202-02-J	1	EACH	REMOVAL OF wood STORAGE SHED (15'x15') @ STA. 619+00 LT. _____ DOLLARS _____ CENTS
202-02-K	1	EACH	REMOVAL OF WOOD SIGN (8'X4') @ STA. 611+65 LT.("RAMADA INN 18 MILES AHEAD" _____ DOLLARS _____ CENTS
202-02-L	1	EACH	REMOVAL OF fenced area (40'x30') @ STA. 614+00 LT. _____ DOLLARS _____ CENTS
202-02-M	1	EACH	REMOVAL OF wood storage bldg (16'x12')@ STA. 614+40 LT. _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
202-02-N	1	EACH	REMOVAL OF metal storage bldg (18'x 100')@ STA. 629+60 LT. _____ DOLLARS _____ CENTS
202-02-O	1	EACH	REMOVAL OF 6' CHAIN LINK FENCE @ STA. 622+80 RT. _____ DOLLARS _____ CENTS
203-01	287,223	CUBIC YARD	GENERAL EXCAVATION _____ DOLLARS _____ CENTS
203-02	3,050	CUBIC YARD	DRAINAGE EXCAVATION _____ DOLLARS _____ CENTS
203-03	663,058	CUBIC YARD	EMBANKMENT _____ DOLLARS _____ CENTS
204-02	112	EACH	TEMPORARY HAY OR STRAW BALES _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
204-03	60	LINEAR FOOT	TEMPORARY SLOPE DRAINS _____ DOLLARS _____ CENTS
204-05-A	69	EACH	TEMPORARY SEDIMENT CHECK DAMS (HAY) _____ DOLLARS _____ CENTS
204-05-B	68	EACH	TEMPORARY SEDIMENT CHECK DAMS (STONE) _____ DOLLARS _____ CENTS
204-06	67,895	LINEAR FOOT	TEMPORARY SILT FENCING _____ DOLLARS _____ CENTS
204-07	2	EACH	TEMPORARY STONE CONSTRUCTION ENTRANCE _____ DOLLARS _____ CENTS
302-01	42,701.3	CUBIC YARD	CLASS II BASE COURSE _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
302-01-A	46,315.0	CUBIC YARD	CLASS II BASE COURSE _____ DOLLARS _____ CENTS
401-02	578	CUBIC YARD	AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT) _____ DOLLARS _____ CENTS
502-01	7,787.6	TON	SUPERPAVE ASPHALTIC CONCRETE _____ DOLLARS _____ CENTS
502-01-A	84.8	TON	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS _____ DOLLARS _____ CENTS
509-01	1	SQUARE YARD	COLD PLANING ASPHALTIC PAVEMENT _____ DOLLARS _____ CENTS
509-02	-1	CUBIC YARD	CONTRACTOR RETAINED RECLAIMED ASPHALTIC PAVEMENT _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
510-01-B	161	SQUARE YARD	PAVEMENT PATCHING (12" MINIMUM THICKNESS) _____ DOLLARS _____ CENTS
601-01-K	787.8	SQUARE YARD	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK) _____ DOLLARS _____ CENTS
701-01-G	558	LINEAR FOOT	CROSS DRAIN PIPE (18" RCP/PCP) _____ DOLLARS _____ CENTS
701-01-I	1,716	LINEAR FOOT	CROSS DRAIN PIPE (24" RCP/PCP) _____ DOLLARS _____ CENTS
701-01-M	170	LINEAR FOOT	CROSS DRAIN PIPE (36" RCP/PCP) _____ DOLLARS _____ CENTS
701-05-F	235	LINEAR FOOT	SIDE DRAIN PIPE (15") _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
701-05-G	590	LINEAR FOOT	SIDE DRAIN PIPE (18") _____ DOLLARS _____ CENTS
702-03-A	10	EACH	CATCH BASINS (CB-01) _____ DOLLARS _____ CENTS
704-03	325.0	LINEAR FOOT	BLOCKED OUT GUARD RAIL _____ DOLLARS _____ CENTS
704-08-B	100.0	LINEAR FOOT	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM) _____ DOLLARS _____ CENTS
704-11-A	4	EACH	GUARD RAIL END TREATMENT (FLARED) _____ DOLLARS _____ CENTS
705-01	535	LINEAR FOOT	BARBED WIRE FENCE _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
705-04	1	EACH	SINGLE SWINGING DRIVEWAY GATES _____ DOLLARS _____ CENTS
707-01	175.0	LINEAR FOOT	CONCRETE CURB _____ DOLLARS _____ CENTS
708-01	137	EACH	RIGHT-OF-WAY MONUMENT _____ DOLLARS _____ CENTS
708-02	137	EACH	RIGHT-OF-WAY MONUMENT WITNESS POST _____ DOLLARS _____ CENTS
711-02-C	1,748	CUBIC YARD	RIPRAP (30 LB) _____ DOLLARS _____ CENTS
711-04	6,689	SQUARE YARD	GEOTEXTILE FABRIC _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
712-04	2,200	SQUARE YARD	FLEXIBLE REVETMENT _____ DOLLARS _____ CENTS
713-01	LUMP	LUMP SUM	TEMPORARY SIGNS & BARRICADES _____ DOLLARS _____ CENTS
713-03-A-01	11.100	MILE	TEMPORARY PVMT. MARKINGS (BROKEN LINE)(4" W)(4' L)(TYPE I REMOVABLE) _____ DOLLARS _____ CENTS
713-04-A-01	23.100	MILE	TEMPORARY PVMT. MARKINGS (SOLID LINE)(4" W)(TYPE I REMOVABLE) _____ DOLLARS _____ CENTS
713-08	1,465	EACH	TEMPORARY PRECAST CONCRETE BARRIER (DEPARTMENT FURNISHED) _____ DOLLARS _____ CENTS
717-01	3,989	POUND	SEEDING _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
718-01	132,950	POUND	FERTILIZER _____ DOLLARS _____ CENTS
720-01-C	1	SQUARE YARD	EROSION CONTROL SYSTEM, FLEXIBLE CHANNEL LINER (TYPE C) _____ DOLLARS _____ CENTS
720-01-D	1	SQUARE YARD	EROSION CONTROL SYSTEM, FLEXIBLE CHANNEL LINER (TYPE D) _____ DOLLARS _____ CENTS
720-01-E	1	SQUARE YARD	EROSION CONTROL SYSTEM, FLEXIBLE CHANNEL LINER (TYPE E) _____ DOLLARS _____ CENTS
720-01-F	1	SQUARE YARD	EROSION CONTROL SYSTEM, FLEXIBLE CHANNEL LINER (TYPE F) _____ DOLLARS _____ CENTS
722-02	1	EACH	PROJECT SITE LABORATORY (EQUIPPED) _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
725-01	2,852.4	SQUARE YARD	TEMPORARY DETOUR ROADS _____ DOLLARS _____ CENTS
726-01	1,390.4	CUBIC YARD	BEDDING MATERIAL _____ DOLLARS _____ CENTS
727-01	LUMP	LUMP SUM	MOBILIZATION _____ DOLLARS _____ CENTS
729-16-C	8	EACH	OBJECT MARKER ASSEMBLY (Type 3) _____ DOLLARS _____ CENTS
729-19-A	3	EACH	DEAD END ROAD INSTALLATIONS(TYPE A) _____ DOLLARS _____ CENTS
731-02	1,623	EACH	REFLECTORIZED RAISED PAVEMENT MARKERS _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
732-01-C	525	LINEAR FOOT	PLASTIC PAVEMENT STRIPING (8" WIDTH) _____ DOLLARS _____ CENTS
732-02-A	24.300	MILE	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH) _____ DOLLARS _____ CENTS
732-03-A	11.600	MILE	PLASTIC PAVEMENT STRIPING (BROKEN LINE) (4" WIDTH) _____ DOLLARS _____ CENTS
732-04-A	4	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ARROW) _____ DOLLARS _____ CENTS
732-04-C	4	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ONLY) _____ DOLLARS _____ CENTS
735-01	27	EACH	MAILBOXES _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
735-02	27	EACH	MAILBOX SUPPORTS (SINGLE) _____ DOLLARS _____ CENTS
740-01	LUMP	LUMP SUM	CONSTRUCTION LAYOUT _____ DOLLARS _____ CENTS
804-01-B	1,430	LINEAR FOOT	PRECAST CONCRETE PILES (14") _____ DOLLARS _____ CENTS
804-01-D	8,325	LINEAR FOOT	PRECAST CONCRETE PILES (18") _____ DOLLARS _____ CENTS
804-05	1	EACH	PRECAST CONCRETE TEST PILES(1-18" PILE @ 75 FT.) _____ DOLLARS _____ CENTS
804-09	1	EACH	LOADING TEST PILES _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
804-10	1	EACH	RELOADING TEST PILES _____ DOLLARS _____ CENTS
804-11	1	EACH	REDRIVING TEST PILES _____ DOLLARS _____ CENTS
804-12	1	EACH	LOADING PERMANENT PILES _____ DOLLARS _____ CENTS
804-17	2	EACH	DYNAMIC MONITORING _____ DOLLARS _____ CENTS
805-01-B	92.15	CUBIC YARD	CLASS A CONCRETE (BOX CULVERT HEADWALLS) _____ DOLLARS _____ CENTS
805-01-F	376.58	CUBIC YARD	CLASS A CONCRETE (BENTS) _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
805-03	1,340.29	CUBIC YARD	CLASS AA CONCRETE _____ DOLLARS _____ CENTS
805-08-B	6,151.0	LINEAR FOOT	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE II) _____ DOLLARS _____ CENTS
805-11	412.00	LINEAR FOOT	STRIP SEAL JOINTS _____ DOLLARS _____ CENTS
805-12-E	595.0	LINEAR FOOT	REINFORCED CONCRETE BOX CULVERTS (4'X 4') _____ DOLLARS _____ CENTS
805-12-G	267.0	LINEAR FOOT	REINFORCED CONCRETE BOX CULVERTS (6'X 4') _____ DOLLARS _____ CENTS
805-12-I	2,026.0	LINEAR FOOT	REINFORCED CONCRETE BOX CULVERTS (5'X 5') _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
806-01	518,019	POUND	DEFORMED REINFORCING STEEL _____ DOLLARS _____ CENTS
807-08	LUMP	LUMP SUM	STRUCTURAL METALWORK _____ DOLLARS _____ CENTS
810-01	2,528.48	LINEAR FOOT	CONCRETE RAILING (BARRIER) _____ DOLLARS _____ CENTS
813-01	711.08	SQUARE YARD	CONCRETE APPROACH SLABS _____ DOLLARS _____ CENTS
S-001	21.659	MILE	RUMBLE STRIPS (GROUND-IN) _____ DOLLARS _____ CENTS
S-002	683.8	TON	TRAFFIC MAINTENANCE SUPERPAVE ASPHALTIC CONCRETE _____ DOLLARS _____ CENTS

GENERAL ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-101	2	EACH	DYNAMIC ANALYSIS _____ DOLLARS _____ CENTS

ALTERNATE A1 ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
203-07-A	11,576	CUBIC YARD	BORROW (VEHICULAR MEASUREMENT)(SELECTED SOILS) _____ DOLLARS _____ CENTS
502-01-A-01	6,165.7	TON	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS _____ DOLLARS _____ CENTS
502-01-01	58,254.3	TON	SUPERPAVE ASPHALTIC CONCRETE _____ DOLLARS _____ CENTS

ALTERNATE A2 ITEMS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
601-01-G	176,528.6	SQUARE YARD	PORTLAND CEMENT CONCRETE PAVEMENT (8" THICK) _____ DOLLARS _____ CENTS
601-02-G	18,681.9	SQUARE YARD	PORTLAND CEMENT CONCRETE PAVEMENT (8" THICK)(CROSSOVERS & TURNOUTS) _____ 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). **023-06-0060**

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

NAME OF PROJECT **NORTH HODGE - QUITMAN**

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.

CS-14A
08/06

FOR INFORMATION ONLY

ST ATE PROJECT NO(S). **023-06-0060**

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 INFORMATIONAL BID

It is agreed that the total bid(s) shown below, determined by the bidder, are for informational purposes only and that the low bidder for this project will be determined in accordance with the special provision entitled **COST-PLUS-TIME-PLUS LIFE CYCLE COST BIDDING PROCEDURE (A+B+C METHOD),** as determined by the Department.

A_1=Summation of products of the quantities shown in the Schedule of Items (BASE BID plus Superpave Asphaltic Concrete Pavement) (ALTERNATE A1) multiplied by the unit prices.

A_1=_____

B_1= Bidders proposed contract time for Base Bid and Alternate A1 items multiplied by the Daily User Cost ($1630).

B_1=_____ Calendar Days x $1630.

B_1=_____

C_1=Life Cycle Cost Adjustment Factor for Superpave Asphaltic Concrete Pavement, determined by the Department.

C_1= $ _____.

Contractors Total Bid ($A_1+B_1+C_1$) =

OR

A_2=Summation of products of the quantities shown in the Schedule of Items (BASE BID plus Portland Cement Concrete Pavement) (ALTERNATE A2) multiplied by the unit prices.

A_2=_____

B_2=Bidders proposed contract time for Base Bid and Alternate A2 items multiplied by the Daily User Cost ($1630).

B_2 =_____ Calendar Days x $1630.

B_2=_____

C_2=Life Cycle Cost Adjustment Factor for Portland Cement Concrete Pavement, determined by the Department.

C_2= $_____.

Contractor's Total Bid ($A_2 + B_2 + C_2$) =

CS-1AA
08/06

FOR INFORMATION ONLY