STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL

STATE PROJECT NO. 207-06-0011
JCT. HABETZ LOOP (SOUTH) – SOUTH JCT. US 90 (CM)
ACADIA PARISH
LA 35

STATE OF LOUISIANA
Edwin A. McClanahan
License No. 6843
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

Edwin A McClanahan
December 11, 2007

FOR INFORMATION ONLY

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NOTICE TO CONTRACTORS (08/07)

Either sealed paper bids or electronic bids for the following project will be received by the Department of Transportation and Development (DOTD). Paper bids can be delivered to the DOTD Headquarters Administration Building, 1201 Capitol Access Road, Room 405-L, Baton Rouge, Louisiana 70802 until 8:00 a.m on **Wednesday January 30, 2008**. After 8:00 a.m., paper bids will be received in the Headquarters Auditorium until 10:00 a.m. Electronic bids must be submitted through www.bidx.com prior to the electronic bidding deadline. Beginning at 10:00 a.m.., all bids will be publicly opened and presented in the Headquarters Auditorium. No bids will be received after 10:00 a.m. Any person requiring special accommodations shall notify DOTD at (225) 379-1111 not less than 3 business days before bid opening.

STATE PROJECT NO. 207-06-0011
DESCRIPTION: JCT. HABETZ LOOP (SOUTH) – SOUTH JCT. US 90 (CM)
ROUTE: LA 35
PARISH: ACADIA
LENGTH: 1.419 miles.
TYPE: COLD PLANE, BASE REHAB. & OVERLAY
LIMITS: JCT. HABETZ LOOP (SOUTH)
LIMITS: SOUTH JCT. US 90
ESTIMATED COST RANGE: $1,000,000 TO $2,500,000
PROJECT ENGINEER: WILLIAM J. OLIVER, P.O. BOX 1210, CROWLEY, LA 70527-1210, (337) 788-7501
PROJECT MANAGER: TEDDY BABIN
COST OF PROPOSAL FORMS: $25.00
COST OF PLANS: Included in proposal (no additional charge).

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

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

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

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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.

BUY AMERICA PROVISIONS (03/95): Pursuant to the "Buy America Provisions" of the Surface Transportation Assistance Act (STAA) of 1982 as promulgated by current FHWA regulation 23 CFR 635.410 and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) amendment to (STAA), all steel and iron materials permanently installed on this project shall be manufactured, including application of a coating, in the United States, unless a waiver of these provisions is granted. Coating includes all processes which protect or enhance the value of the material to which the coating is applied. The request for waiver must be presented in writing to the Department by the contractor. Such waiver may be granted if it is determined that:

(1) The application of Buy America Provisions would be inconsistent with the public interest or

(2) Such materials are not produced in the United States in sufficient and reasonably available quantities and of a satisfactory quality.

Minimal use of foreign steel and iron materials will be allowed without waiver provided the cost of these materials does not exceed 0.1 percent of the total contract cost or $2,500,

whichever is greater; however, the contractor shall make written request to the DOTD Construction Engineering Administrator for permission to use such foreign materials and shall furnish a listing of the materials, their monetary value, and their origin and place of production.

The burden of proof for the origin and place of production and any request for waiver is the responsibility of the contractor.

Prior to the use of steel and iron materials in the project, the contractor shall furnish Mill Test Reports to the engineer for such steel and iron materials, accompanied by a notarized certification stating that the Mill Test Reports represent the steel and iron materials to be furnished and that such materials were produced and fabricated in the United States.

Pig iron and processed, pelletized, and reduced iron ore are exempt from the Buy America Provisions.

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

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

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

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

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

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

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

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

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

MAINTENANCE OF TRAFFIC (07/06): 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.

Between October 1 and January 31, the contractor shall maintain the highway in a condition suitable for large scale sugar cane hauling operations and prior thereto shall perform only those items which will not interfere with the condition of the highway for heavy hauling operations. During this period, the contractor shall provide all equipment and material necessary to keep the highway in satisfactory condition. If the contractor does not properly maintain the highway, the Department reserves the right to maintain same with its own equipment, labor and material and deduct costs of such maintenance from payments for the work. If it becomes necessary to suspend construction operations for heavy hauling during the sugar cane season, contract time will not be assessed for said period of suspension; however, maintenance of traffic shall be continued by the contractor during such period of suspension.

During asphaltic surface treatment operations, the contractor will be permitted to interrupt traffic for periods not exceeding 50 consecutive minutes in each 60-minute period.

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.

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

Item 731-02 Reflectorized Raised Pavement Markers
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 & Symbols (Arrow)
Item 732-04-C Plastic Pavement Legends & Symbols (Only)

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 DOT 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,

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

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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.

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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.

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S-002, CEMENT TREATMENT

001.01 DESCRIPTION. This work consists of scarifying, pulverizing, blending, shaping and stabilizing subbase material with portland cement in accordance with the lines, grades, thickness and sections established or shown on the plans or as directed. The plans limit the type of subbase layer allowed to cement treatment.

These specifications set forth the minimum requirements for construction of the subbase layer; however, the contractor shall construct a subbase layer that will provide adequate support for his construction equipment and processes.

Quality assurance requirements shall be as specified in the latest edition of the Department's publication entitled "Application of Quality Assurance Specifications for Embankment and Base Course."

In order to meet air quality standards, the contractor may be required to use central plant mixing of cement treated mixtures in dust sensitive areas at no direct pay. The Department will identify the dust sensitive areas in the plans.

001.02 MATERIALS. Materials shall comply with the following Sections and Subsections:

Portland Cement	1001.01
Water	1018.01

001.03 EQUIPMENT. Equipment necessary to produce a finished product meeting specification requirements shall be furnished and maintained by the contractor. The equipment will be approved prior to use.

001.04 CONSTRUCTION REQUIREMENTS. One increment of cement shall be spread and mixed with materials to be treated, watered as required and compacted to the satisfaction of the engineer. The percent of cement will be as required by the plans or as directed. Cement shall be uniformly spread and mixed with the soil to the width and depth shown on the plans or as directed. Any procedure, which results in excessive loss, or displacement of cement, shall be discontinued. The method of spread shall be such that the amount of cement used can be readily determined when tested in accordance with DOTD TR 436. A minimum of two passes with the mixer (stabilizer) will be required. The mixture shall be shaped to the required section.

Water shall be added as needed by means of the mixer and shall be uniformly incorporated in the mixture in amounts required to attain optimum moisture for the mixture. During the mixing process, water shall be added only through the spray bar of the in-place mixer, which is adjusted to provide uniform coverage across the completed width of the roadway for the full depth of the base. Wet streaks or spots will not be allowed.

(1) Pulverization: After treatment the pulverized mixture shall conform to the gradation requirements in Table 305-01 below when tested in accordance with DOTD TR 431.

Table 305-1

Gradation Requirements for Treated Subbase Layer

U. S. Sieve, Inches	Percent Passing By Weight (Mass)
3/4	95
No. 4	50

(2) Compaction and Finishing: The contractor shall make reasonable efforts to conform to the compaction requirements of Section 303.06. When conditions, such as a yielding subbase, make this impractical or detrimental, the contractor shall establish an optimum rolling pattern.

001.05 QUALITY CONTROL. The contractor shall control the preparation of roadbed, selection and placement of materials, cement spread, mixing, compaction, moisture content, density, thickness, and width so that the completed subbase course is uniform and conforms to plan dimensions and other acceptance requirements as provided herein. The contractor shall control his operations so that contamination, segregation, soft spots, wet spots, laminations and other deficiencies are prevented. The contractor shall be responsible for taking such tests as necessary to adequately control the work.

001.06 MAINTENANCE. Cement treatment shall be maintained by the contractor to prevent damage to the cement treated layer as directed by the project engineer.

ITEM S-003, FULL DEPTH SAWCUTTING OF EXISTING PORTLAND CEMENT CONCRETE DRIVES

DESCRIPTION. This work consists of full depth sawcutting of existing Portland Cement Concrete drives to insure against ragged connections between old and new work when the plans call for the partial removal of the concrete drive. Full depth sawcutting of the concrete drives shall be made at the locations shown on the plans or as directed by the engineer, in accordance with plan details and the following requirements.

MEASUREMENT. Measurement will be by the linear foot along the cut line to the nearest foot; by the inch based on actual depth of cut measured to the nearest inch.

PAYMENT. Payment will be made at the contract unit price per linear foot per inch which includes furnishing all labor, materials, and equipment necessary to perform the work as specified.

Payment will be made under:

Item No.	Pay Item	Pay Unit
S-003	Full Depth Sawcutting of Existing Portland Cement Concrete Drives	Inch-Foot

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 **Forty Five (45) working days**.

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

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

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

(04/07)

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

TABLE OF CONTENTS

FOR INFORMATION ONLY

LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUPPLEMENTAL SPECIFICATIONS

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

SECTION 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.

FOR INFORMATION ONLY

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".

FOR INFORMATION ONLY

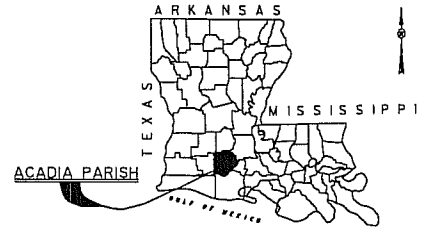
STANDARD PLANS TO BE USED ON THIS PROJECT

STD. PLAN	REV. DATE
DW-04	09-16-82
EC-01	01-14-94
HS-03	01-03-05
MB-01	01-14-92
PM-01	01-21-98

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PLANS OF PROPOSED

STATE HIGHWAY



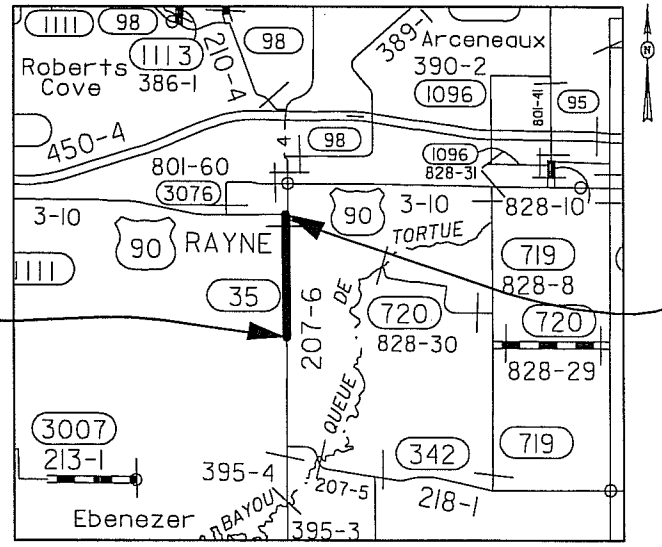
VICINITY MAP

STATE PROJECT NO. 207-06-0011
JCT. HABETZ LOOP (SOUTH) – SOUTH JCT. US 90 (CM)
ACADIA PARISH
LA 35

FOR INFORMATION ONLY

BEGIN S.P. 207-06-0011
C.S. LOG MILE 3.140
STATION 10+00

END S.P. 207-06-0011
C.S. LOG MILE 4.559
STATION (84+94)



TRAFFIC DATA:
D = 10%
K = 10%
T = 8%
2007 ADT = 6,700
2017 ADT = 8,500

STATE OF LOUISIANA
STEVEN R. DRAUGHON
REG. No. 24623
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
12/3/07

TYPE OF CONSTRUCTION:

COLD PLANE, BASE REHAB & OVERLAY

DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED

The 2006 Louisiana DOTD Standard Specifications for Roads and Bridges, as amended by the Project Specifications, shall govern on this project.

RECOMMENDED FOR APPROVAL

DISTRICT DESIGN, WATER RESOURCES & DEVELOPMENT ENGINEER

12-4-07

DISTRICT ADMINISTRATOR

APPROVED

DATE 12-19-07

CHIEF ENGINEER

SHEET NUMBER 1

PARISH ACADIA

FEDERAL PROJECT

STATE PROJECT 207-06-0011

REVISION DESCRIPTION | DATE | BY | NO.

DISTRICT 03 DESIGN

Location Description

Project begins at control section log mile 3.14 (Station 10+00), approximately 1.419 miles south of US 90 at the junction of Habetz Loop (South) thence northerly along LA 35 to control section log mile 4.559 (Station 84+94) at the South Junction of US 90.

Scope of Work

There are two different sections of roadway. The first section of roadway construction will involve cold planing, in-place cement stabilized base, an interlayer, then overlaying with superpave asphaltic binder course and superpave asphaltic wearing course. The second section of roadway construction will involve cold planing existing asphalt, widening, an interlayer, then overlaying with superpave asphaltic concrete. Both sections will then require pavement markings and related work.

F-2

SHEET NUMBER	2
PARISH	ACADIA
FEDERAL PROJECT	
STATE PROJECT	207-06-0011

STATE OF LOUISIANA

NO.	DATE	REVISION DESCRIPTION	BY

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DISTRICT 03
DESIGN

GENERAL NOTES

1. The contractor shall notify "Louisiana One Call" at least Seventy-Two (72) hours prior to any work performed on this project.

2. **Item 507-01, Asphaltic Material (Type E)**. The quantity for this item is based on CRS-2P Emulsion. The contractor has the option of providing either a hot or cold application.

3. **Item 509-02, Contractor Retained Reclaimed Asphaltic Pavement**, The contractor is required to retain 1,291 cubic yards of RAP, approximately 75%, of total material generated from cold planing. RAP material not retained by the contractor shall be hauled and stockpiled at the D.O.T.D. maintenance unit in Crowley, at 120 State Drive as directed by the Project Engineer.

4. **Item 510-02, Pavement Widening**, sawcutting is required for removal of asphaltic and concrete drives and turnouts in order to do the required pavement widening. The cost of this sawcutting is included in the cost of Pavement Widening, as part of the specified removals which are included in the item.

5. All Striping layout shall be as directed by the District 03 Traffic & Planning Section.

6. **Items 735-02, Mailbox Supports (Single)**. All mailbox supports that do not comply with the 2006 D.O.T.D. Specifications, and damaged supports, shall be replaced with crash tested and USPS approved supports. This quantity may include quantity for existing newspaper tubes that do not accompany a mailbox, but require approved support.

7. **Item 702-04-C Adjusting Catch Basins**, is for the catch basin in the roadway near the intersection with US 90. The metal grate (Type N) is to be included in this item and chosen and fabricated as indicated in MC-01 for the existing catch basin type.

FOR INFORMATION ONLY

F-3

SHEET NUMBER 3

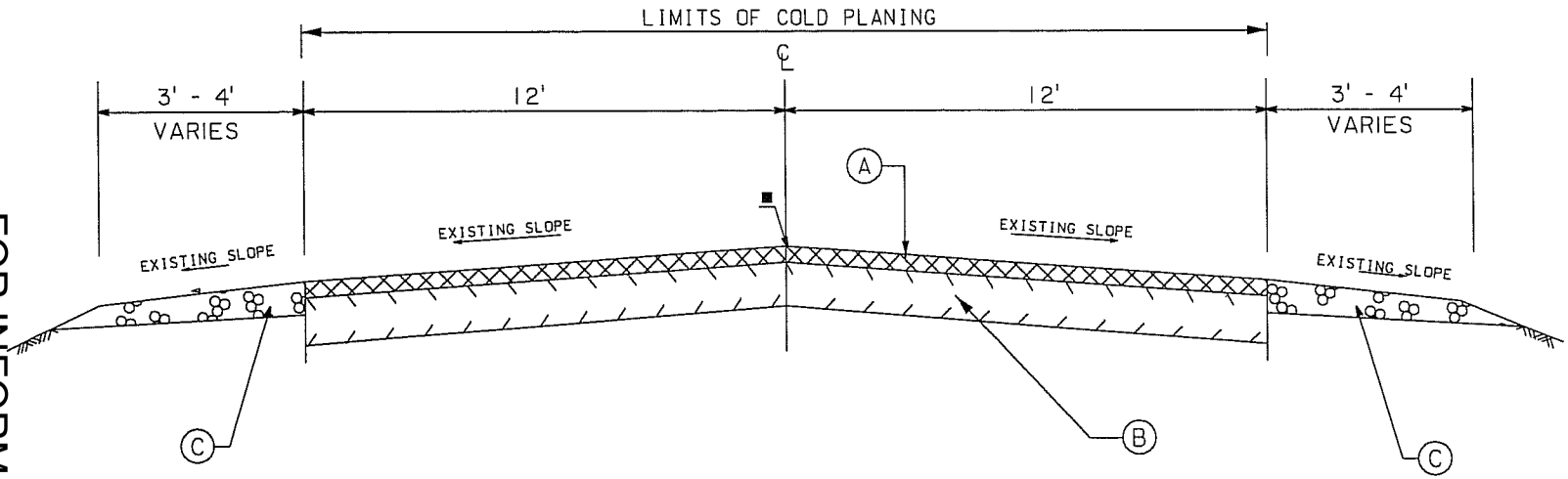
PARISH ACADIA | FEDERAL PROJECT | STATE PROJECT 207-06-0011

STATE OF LOUISIANA

NO. | DATE | REVISION DESCRIPTION | BY

DISTRICT 03 DESIGN

FOR INFORMATION ONLY



TYPICAL EXISTING SECTION SHOWING COLD PLANING

TYPICAL 1

TO APPLY FROM STATION 10+00 TO STATION 57+52

(A) REMOVE ALL EXISTING ASPHALT SURFACING BY COLD PLANING ($3\frac{3}{4}$" AVG.)

(B) EXISTING BASE

(C) EXISTING AGGREGATE SHOULDER

NOTE:

■ EXISTING CENTERLINE ELEVATION

SHEET NUMBER 4

PARISH ACADIA

FEDERAL PROJECT

STATE PROJECT 207-06-0011

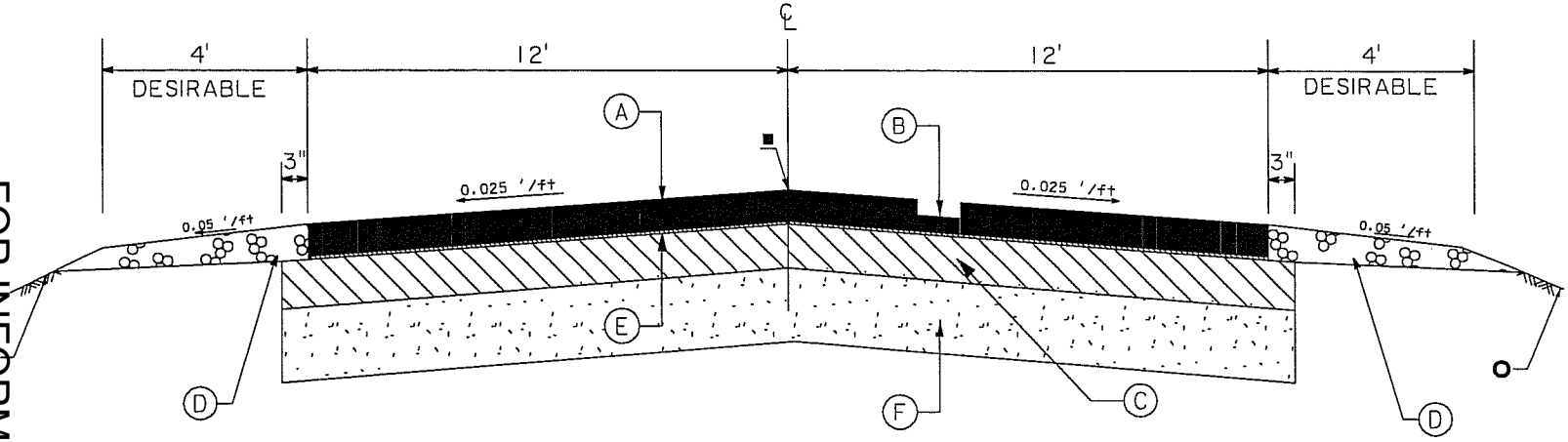
STATE OF LOUISIANA

NO. DATE REVISION DESCRIPTION BY

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DISTRICT 03 DESIGN

FOR INFORMATION ONLY



TYPICAL PROPOSED SECTION

TYPICAL 1

TO APPLY FROM STATION 10+00 TO STATION 57+52

(A) 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1F)

(B) 2.5" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 1)

(C) IN-PLACE CEMENT STABILIZED BASE COURSE (8.5" THICK) (10% BY VOLUME)

(D) AGGREGATE SURFACE COURSE (4.0" AVERAGE DEPTH)

(E) ASPHALTIC SURFACE TREATMENT (TYPE E) (INTERLAYER)

(F) CEMENT TREATMENT (10" THICKNESS)*

NOTE:

■ PROPOSED CENTERLINE ELEVATION SHALL BE APPROXIMATELY 0.25" HIGHER THAN EXISTING CENTERLINE ELEVATION

O MATCH EXISTING SLOPE

- 20 YEAR ESAL'S 1,652,729
- STRIPE FOR 12' LANES

* TO BE USED AT DISCRETION OF PROJECT ENGINEER WHEN HE DEEMS IT NECESSARY

SHEET NUMBER 5

PARISH ACADIA | FEDERAL PROJECT | STATE PROJECT 207-06-0011

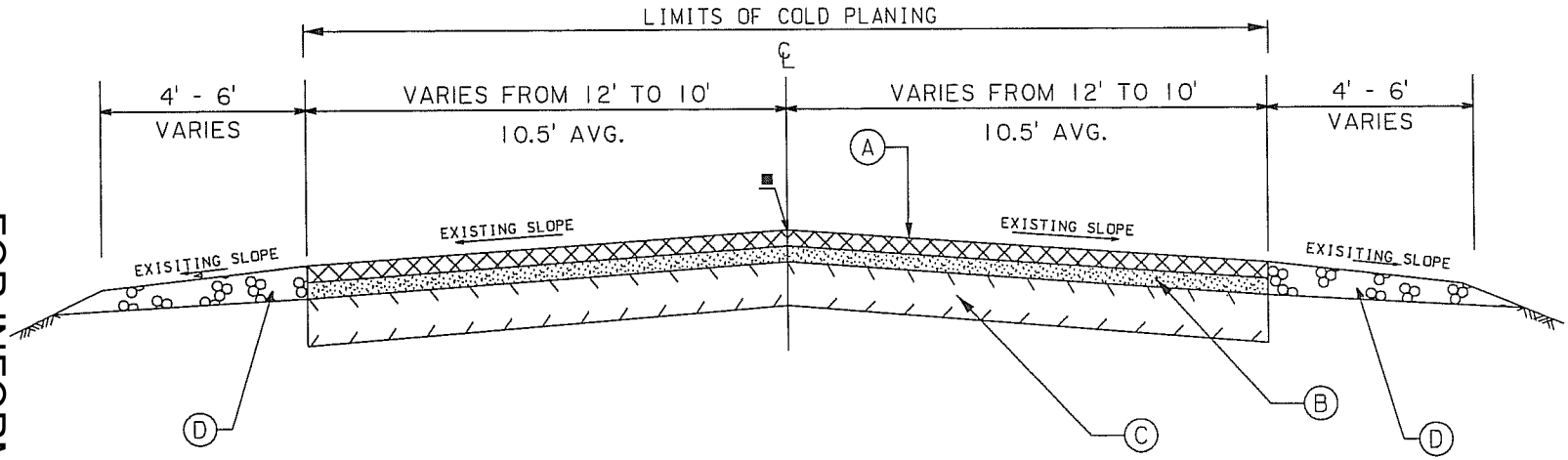
STATE OF LOUISIANA

NO. | DATE | REVISION DESCRIPTION | BY

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DISTRICT 03 DESIGN

FOR INFORMATION ONLY



TYPICAL EXISTING SECTION SHOWING COLD PLANING

TYPICAL 2

TO APPLY FROM STATION 57+52 TO STATION 83+17

(A) REMOVE 2.0" OF EXISTING ASPHALT SURFACING BY COLD PLANING

(B) EXISTING ASPHALT SURFACING TO REMAIN

(C) EXISTING BASE

(D) EXISTING AGGREGATE SHOULDER

NOTE:

■ EXISTING CENTERLINE ELEVATION

SHEET NUMBER 6

PARISH ACADIA

FEDERAL PROJECT

STATE PROJECT 207-06-0011

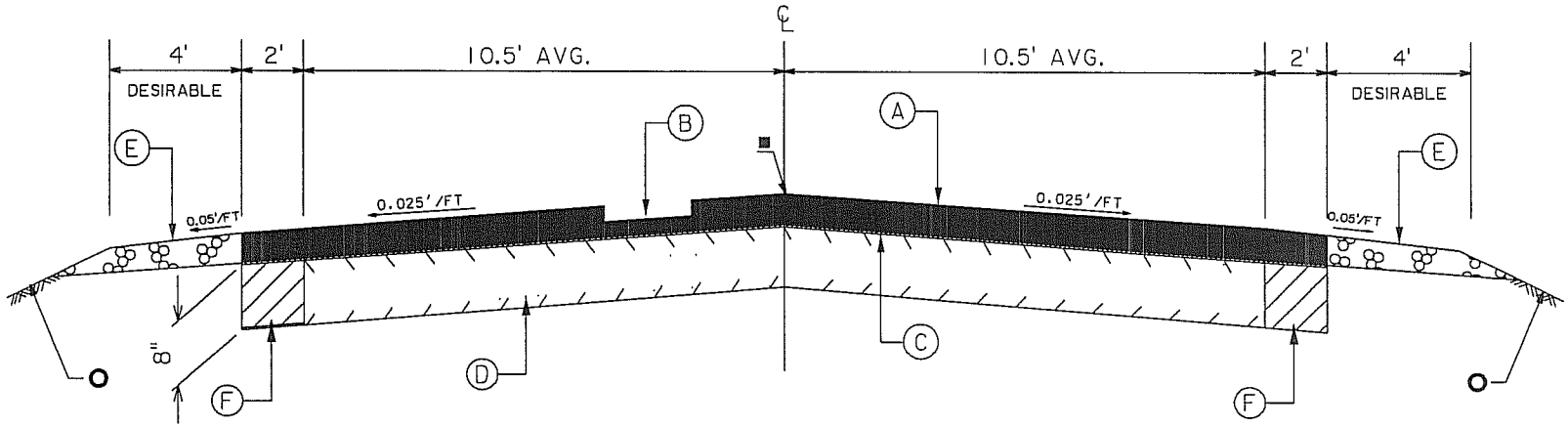
STATE OF LOUISIANA

NO. DATE REVISION DESCRIPTION BY

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DISTRICT 03 DESIGN

FOR INFORMATION ONLY



TYPICAL PROPOSED SECTION

TYPICAL 2

TO APPLY FROM STATION 57+52 TO STATION 83+17

- (A) 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1F)
- (B) 2" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 1)
- (C) ASPHALTIC SURFACE TREATMENT (TYPE E)(INTERLAYER)
- (D) EXISTING BASE
- (E) AGGREGATE SURFACE COURSE (4.0" AVERAGE THICKNESS)
- (F) PAVEMENT WIDENING (8" THICK)(ASPHALT)

NOTES:

- ■ PROPOSED CENTERLINE ELEVATION SHALL BE APPROXIMATELY 2" HIGHER THAN EXISTING CENTERLINE ELEVATION
- O MATCH EXISTING SLOPE
- 20 YEAR ESALS = 1,652,729
- STRIPE FOR 12' LANES

SHEET NUMBER 7

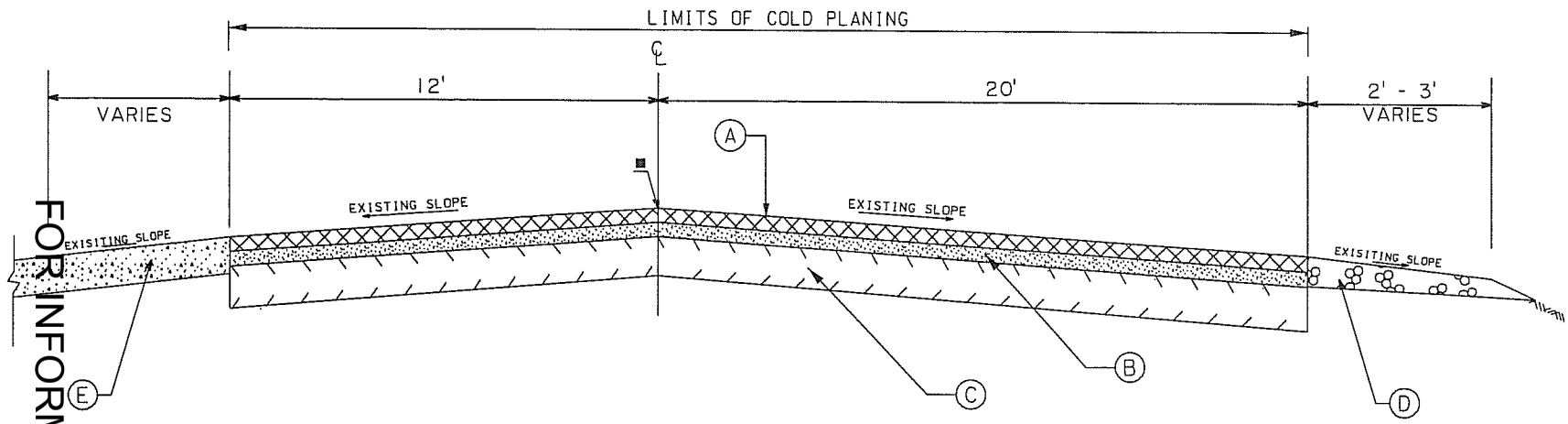
PARISH ACADIA | FEDERAL PROJECT | STATE PROJECT 207-06-0011

STATE OF LOUISIANA

NO.	DATE	REVISION DESCRIPTION	BY

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DISTRICT 03 DESIGN



TYPICAL EXISTING SECTION SHOWING COLD PLANING

TYPICAL 3

TO APPLY FROM STATION 83+17 TO STATION 84+94

- (A) REMOVE 4.0" OF EXISTING ASPHALT SURFACING BY COLD PLANING
- (B) EXISTING ASPHALT SURFACING TO REMAIN
- (C) EXISTING BASE
- (D) EXISTING AGGREGATE SHOULDER
- (E) EXISTING CONCRETE DRIVE/SHOULDER TO REMAIN

NOTE:

■ EXISTING CENTERLINE ELEVATION

FOR INFORMATION ONLY

SHEET NUMBER 8

PARISH ACADIA

FEDERAL PROJECT

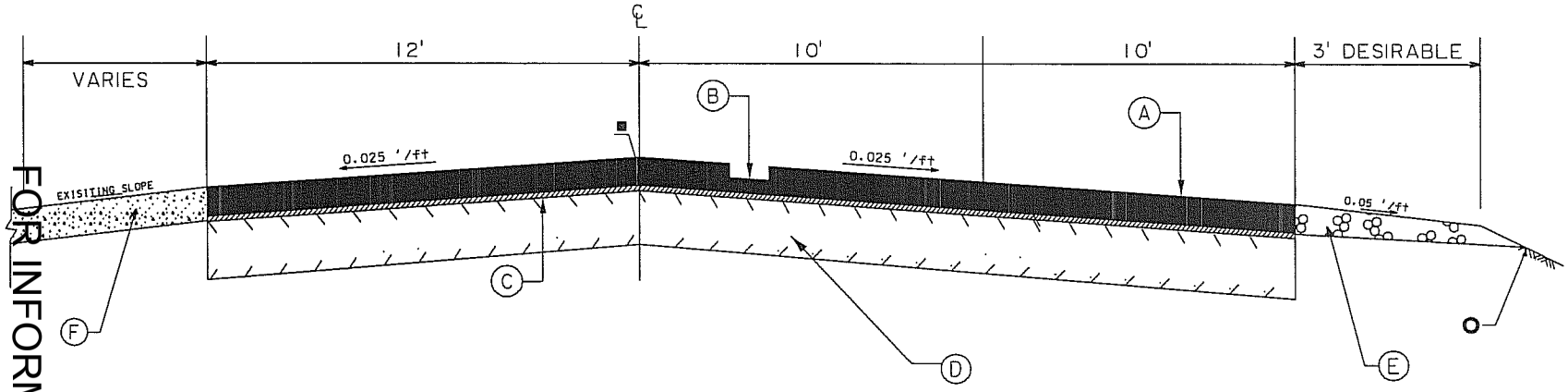
STATE PROJECT 207-06-0011

STATE OF LOUISIANA

NO.	DATE	REVISION DESCRIPTION	BY

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DISTRICT 03
DESIGN



TYPICAL PROPOSED SECTION

TYPICAL 3

TO APPLY FROM STATION 83+17 TO STATION 84+94

- (A) 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1F)
- (B) 2" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 1)
- (C) ASPHALTIC SURFACE TREATMENT (TYPE E)(INTERLAYER)
- (D) EXISTING BASE TO REMAIN
- (E) AGGREGATE SURFACE COURSE (4.0" AVERAGE THICKNESS)
- (F) EXISTING CONCRETE DRIVE/SHOULDER TO REMAIN

NOTE:

- ■ PROPOSED CENTERLINE ELEVATION SHALL MATCH EXISTING CENTERLINE ELEVATION
- O MATCH EXISTING SLOPE
- 20 YEAR ESALS = 1,652,729
- STRIPE FOR 12' LANE AND 2 - 10' LANES

FOR INFORMATION ONLY

SHEET NUMBER 9

PARISH ACADIA | FEDERAL PROJECT | STATE PROJECT 207-06-0011

STATE OF LOUISIANA

NO.	DATE	REVISION DESCRIPTION	BY

DISTRICT 03 DESIGN

Cold Planing Asphaltic Pavement and Contractor Reclaimed Asphaltic Pavement

Station	Station	Description	Length (Feet)	Width (Feet)	Avg. Depth (Inch)	Item No. 509-01 Cold Planing Asphaltic Pavement (Square Yard)	Item 509-02 Contractor Retained Reclaimed Asphaltic Pavement(Cubic Yard)
10+00	57+52	Roadway	4752	24.0	3.75	12,672	-990
57+52	83+17	Roadway	2565	21.0	2	5,985	-249
83+17	84+94	Roadway	177	32	4	629	-52
				Total		**19,286**	**-1,291**

FOR INFORMATION ONLY

SHEET NUMBER	10
PARISH	ACADIA
FEDERAL PROJECT	
STATE PROJECT	207-06-0011

NO.	DATE	REVISION DESCRIPTION	BY

DISTRICT 03 DESIGN

In-Place Cement Stabilized Base Course (8.5" Depth) (10% Cement by Volume)

Station	Station	Description	Length (Feet)	Width (Feet)	Item No. 303-01-B In-Place Cement Stab. Base Course (8.5" Depth) (Sq. Yd.)
10+00	57+52	Roadway	4752	24.5	12,936
		Turnouts	Varies	Varies	100
			Total		**13,036**

FOR INFORMATION ONLY

SHEET NUMBER	11
PARISH	ACADIA
FEDERAL PROJECT	
STATE PROJECT	207-06-0011

NO.	DATE	REVISION DESCRIPTION	BY

DISTRICT 03 DESIGN

Pavement Widening

Station	Station	Description	Length (Feet)	Width (Feet)	Depth (Inch)	Item No. 510-02 Pavement Widening (Square Yard)
57+52	83+17	Left Side	2565	2.0	8.0	570.0
57+52	83+17	Right Side	2565	2.0	8.0	570.0
				Total		**1,140.0**

FOR INFORMATION ONLY

SHEET NUMBER 12

PARISH: ACADIA

FEDERAL PROJECT:

STATE PROJECT: 207-06-0011

NO.	DATE	REVISION DESCRIPTION	BY

DISTRICT 03 DESIGN

Asphaltic Surfacing (Roadway)

Station	Station	Description	Length (Feet)	Width (Feet)	Thickness (Inch)	Item No. 502-01 Superpave Asphaltic Concrete Binder (Level 1) (Ton)	Item No. 502-01 Superpave Asphaltic Concrete Wearing (Level 1F) (Ton)
10+00	57+52	Roadway Binder	4752	24.0	2.5	1742.4	----
10+00	57+52	Roadway Wearing	4752	24.0	2.0	----	1393.9
57+52	83+17	Roadway Binder	2565	25.0	2.0	783.8	----
57+52	83+17	Roadway Wearing	2565	25.0	2.0	----	783.8
83+17	84+94	Roadway Binder	177	32.0	2.0	69.2	----
83+17	84+94	Roadway Wearing	177	32.0	2.0	----	69.2
			Total			**2,595.4**	**2,246.9**

FOR INFORMATION ONLY

SHEET NUMBER 13

PARISH: ACADIA | FEDERAL PROJECT: | STATE PROJECT: 207-06-0011

STATE OF LOUISIANA

NO.	DATE	REVISION DESCRIPTION	BY

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT DOTD

DISTRICT 03 DESIGN

Asphaltic Concrete, Drives, Turnouts, and Miscellaneous

Station	Station	Description	Length (Feet)	Width (Feet)	Avg. Thickness (Inch)	Item No. 502-01-A Superpave Asphaltic Concrete Drives, Turnouts, Misc. (Ton)
		Drives	Varies	Varies	Varies	230.2
		Turnouts	Varies	Varies	Varies	105.3
			Total			335.5

FOR INFORMATION ONLY

SHEET NUMBER	14
PARISH	ACADIA
FEDERAL PROJECT	
STATE PROJECT	207-06-0011

NO.	DATE	REVISION DESCRIPTION	BY

DISTRICT 03
DESIGN

Asphaltic Surface Treatment Interlayer (Type E)(2 Applications)

Station	Station	Description	Length (Feet)	Width (Feet)	Item No. 507-01-A Asphaltic Material (Emul) (Gallon)	Item No. 507-02-B Aggregate (S2) (Sq.Yd.)	Item No. 507-02-C Aggregate (S3) (Sq. Yd.)
10+00	57+52	Roadway	4752	24.0	8,617	12,672	12,672
57+52	83+17	Roadway	2565	25.0	4,845	7,125	7,125
83+17	84+94	Roadway	177	32.0	428	629	629
			Total		**13,890**	**20,426**	**20,426**

FOR INFORMATION ONLY

SHEET NUMBER	15
PARISH	ACADIA
FEDERAL PROJECT	
STATE PROJECT	207-06-0011

STATE OF LOUISIANA

NO.	DATE	REVISION DESCRIPTION	BY

DOTD

DISTRICT 03 DESIGN

R:\00370 - Jacques\207-06-0011\Documents\quantities2.xls]Interlayer

12/4/2007 8:45

F-15

Aggregate Surface Course (Adjusted Vehicular Measurement)

Station	Station	Description	Length (Feet)	Avg. Width (Feet)	Avg. Depth (Inch)	Item No. 401-02 Aggregate Surface Course (Cubic Yard)
10+00	57+52	Left and Right Shoulder	4752	4.0	4	469
57+52	83+17	Left and Right Shoulder	2565	3.0	4	190
83+17	84+94	Right Shoulder	177	2.5	4	5
		Drives	Varies	Varies	6	34
			Total			698

FOR INFORMATION ONLY

SHEET NUMBER	16
PARISH	ACADIA
FEDERAL PROJECT	
STATE PROJECT	207-06-0011

NO.	DATE	REVISION DESCRIPTION	BY

DISTRICT 03 DESIGN

F16

DATED 12/03/07 06:33:34

STATE PROJECT	PARISH	SHEET NO.
207-06-0011	ACADIA	17

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY S.P. NO. 207-06-0011	TOTAL QUANTITY
202-02-D	REMOVAL OF CONCRETE WALKS & DRIVES	SQYD	132	
202-02-G	REMOVAL OF SURFACING & STABILIZED BASE	SQYD	82.0	
204-05-A	TEMPORARY SEDIMENT CHECK DAMS (HAY)	EACH	12	
303-01-B	IN-PLACE CEMENT STABILIZED BASE COURSE (8 1/2" THICK)	SQYD	13,036	
401-02	AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT)	CUYD	698	
402-01	TRAFFIC MAINTENANCE AGGREGATE (VEHICULAR MEASUREMENT)	CUYD	50.0	
502-01	SUPERPAVE ASPHALTIC CONCRETE	TON	4,842.3	
502-01-A	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS	TON	335.5	
507-01-A	ASPHALTIC MATERIAL (CRS-2P EMULSION)	GAL	13,890	
507-02-B	AGGREGATE (S2)	SQYD	20,426	
507-02-C	AGGREGATE (S3)	SQYD	20,426	
509-01	COLD PLANING ASPHALTIC PAVEMENT	SQYD	19,286	
509-02	CONTRACTOR RETAINED RECLAIMED ASPHALTIC PAVEMENT	CUYD	-1,291	
510-01-B	PAVEMENT PATCHING (12" MINIMUM THICKNESS)	SQYD	50	
510-02	PAVEMENT WIDENING	SQYD	1,140.0	
702-04-B	ADJUSTING CATCH BASINS	EACH	1	
713-01	TEMPORARY SIGNS & BARRICADES	LUMP	LUMP	
713-03-A	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(4' LENGTH)	MILE	4.258	
713-03-B	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(10' LENGTH)	MILE	1.419	
713-04-A	TEMPORARY PAVEMENT MARKINGS (SOLID LINE)(4" WIDTH)	MILE	3.197	
713-05-A	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (ARROW)	EACH	2	
713-05-C	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (ONLY)	EACH	2	
713-06	TEMPORARY REFLECTORIZED RAISED PAVEMENT MARKERS	EACH	206	
713-06-A	TEMPORARY REFLECTORIZED RAISED PAVEMENT MARKERS (TABS)	EACH	376	
722-02	PROJECT SITE LABORATORY (EQUIPPED)	EACH	1	
727-01	MOBILIZATION	LUMP	LUMP	
729-16-B	OBJECT MARKER ASSEMBLY (Type 2)	EACH	2	
731-02	REFLECTORIZED RAISED PAVEMENT MARKERS	EACH	206	
732-02-A	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH)	MILE	3.178	
732-03-A	PLASTIC PAVEMENT STRIPING (BROKEN LINE)(4" WIDTH)	MILE	1.419	
732-04-A	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ARROW)	EACH	1	

FOR INFORMATION ONLY

F-17

DATED 12/03/07 06:33:34

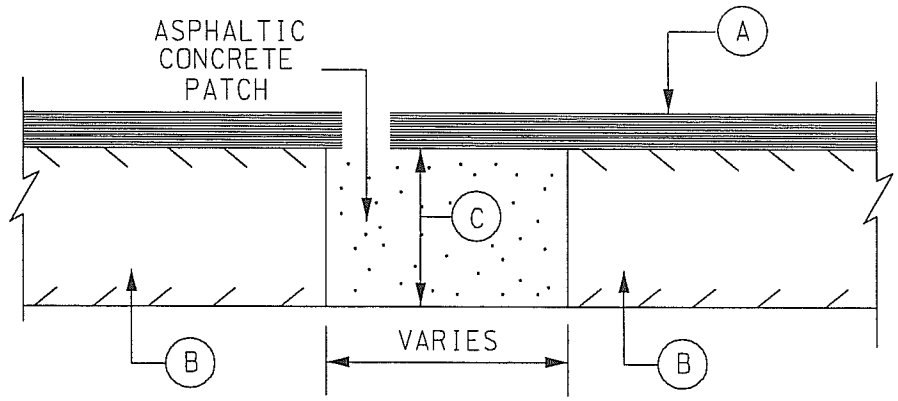
STATE PROJECT	PARISH	SHEET NO.
207-06-0011	ACADIA	18

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY S.P. NO. 207-06-0011	TOTAL QUANTITY
732-04-C	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ONLY)	EACH	1	
735-01	MAILBOXES			
735-02	MAILBOX SUPPORTS (SINGLE)	EACH	30	
		EACH	32	
740-01	CONSTRUCTION LAYOUT			
		LUMP	LUMP	
S-002	CEMENT TREATMENT (10" THICKNESS)			
		SQYD	6,600	
S-003	FULL DEPTH SAWCUTTING OF EXISTING PORTLAND CEMENT CONCRETE DRIVES			
		INFT	3,258	

FOR INFORMATION ONLY

F-18



PATCHING DETAIL

(A) ASPHALTIC CONCRETE OVERLAY, TYPE AND PAYMENT TO BE AS SHOWN ELSEWHERE IN PLANS

(B) EXISTING SURFACING AND BASE

(C) ASPHALT PATCHING SHALL EXTEND TO THE BOTTOM OF EXISTING BASE OR THE BOTTOM OF PCC PAVEMENT IN COMPOSITE SECTIONS

FOR INFORMATION ONLY

NOTES:

1. ALL WORK ON THIS DETAIL, EXCEPT THE ASPHALTIC CONCRETE OVERLAY, TO BE PAID FOR UNDER ITEM: 510-01-B, PAVEMENT PATCHING (12" MINIMUM THICKNESS)
2. PATCH LOCATIONS TO BE AS DIRECTED BY PROJECT ENGINEER.
3. PCC PAVEMENT IN COMPOSITE SECTIONS SHALL BE REMOVED SUCH THAT DAMAGE TO ADJACENT PAVEMENT IS MINIMIZED.

SHEET NUMBER 19

PARISH ACADIA

FEDERAL PROJECT

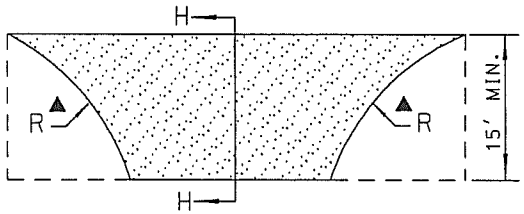
STATE PROJECT 207-06-0011

STATE OF LOUISIANA

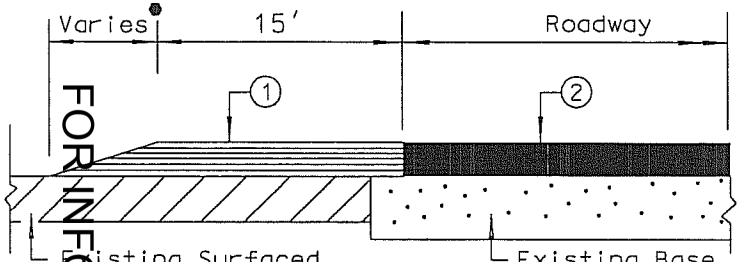
NO. | DATE | REVISION DESCRIPTION | BY

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DISTRICT 03 DESIGN

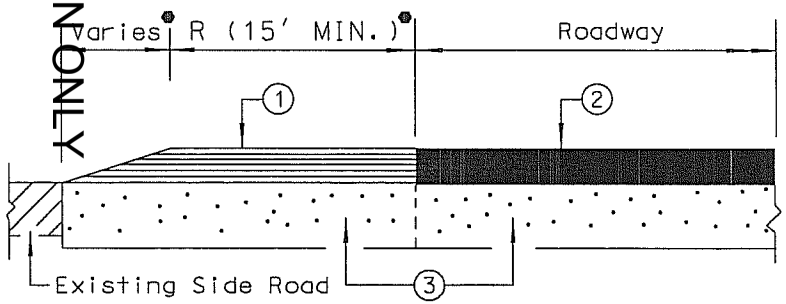


DETAIL OF APRON AT TURNOUT (TYPICAL)



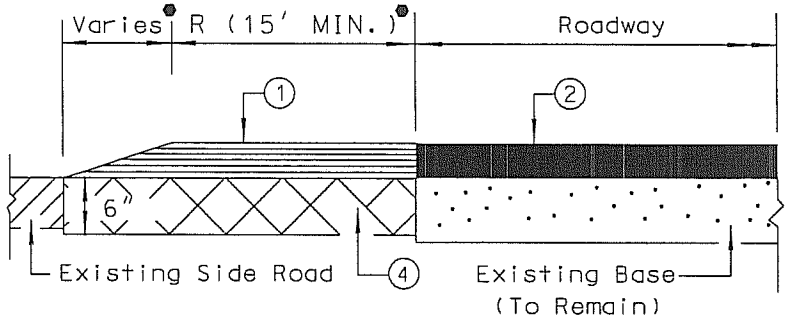
SURFACING DETAIL (SECTION H-H)

To Apply: For Existing Surfaced Turnouts.



BASE AND SURFACING DETAIL (SECTION H-H)

To Apply: For Bases To Be Constructed.



BASE AND SURFACING DETAIL (SECTION H-H)

To Apply: Where Turnout Requires Asphaltic Concrete Base.

Note: Use Details Applicable To This Project.

▲ Match Existing Radius

● As Determined By The Project Engineer.

(1) Depth and Type to Match Roadway Overlay. When Placed in Two Lifts, Binder Course May be Used in the First Lift. (Quantity Included in Item 502-01-A)

(2) Asphaltic Concrete (as Shown on Roadway Typical Section)

(3) Base (as shown on Roadway Typical Section)

(4) Required Base Course (Quantity Included in Item 502-01-A)

FOR INFORMATION ONLY

DETAIL OF ASPHALTIC TURNOUT - SUPERPAVE

October, 2004

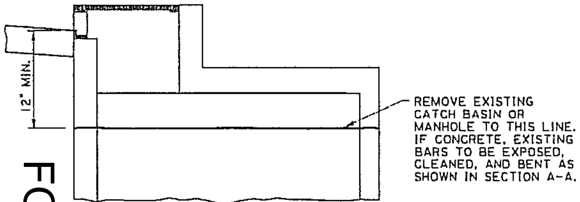
SHEET NUMBER	20
PARISH	ACADIA
FEDERAL PROJECT	
STATE PROJECT	207-06-0011

STATE OF LOUISIANA

NO.	DATE	REVISION DESCRIPTION	BY

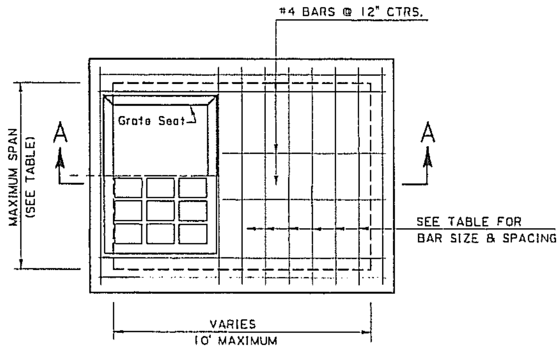
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DISTRICT 03 DESIGN



SECTION
EXISTING STRUCTURE

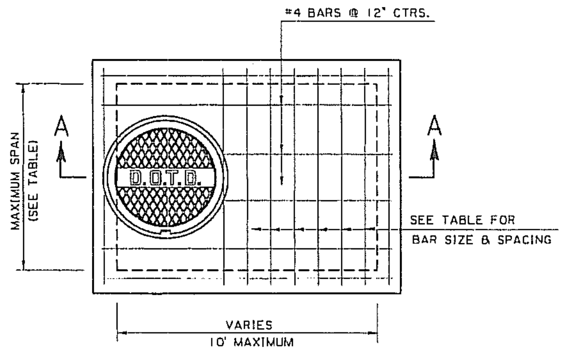
FOR INFORMATION ONLY



CATCH BASIN PLAN

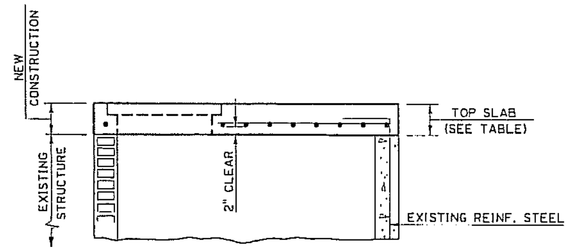
SHOWING NEW CONSTRUCTION
Grate to be type "B" or "N".
Type "B" shown.

NOTE: Type "B" Grate to be used where no pedestrian traffic is expected.
Type "N" Grate to be used where pedestrian traffic is expected.



MANHOLE PLAN

SHOWING NEW CONSTRUCTION



SECTION A-A

SHOWING NEW CONSTRUCTION FOR CATCH BASIN OR MANHOLE
(FOR CONCRETE OR BRICK WALL)

MAXIMUM SPAN	TOP SLAB	BAR SIZE	BAR SPACING
4'	8"	#5	8"
6'	8½"	#5	6"
8'	9½"	#5	5"
9'	10½"	#5	4"

GENERAL NOTES:

DIMENSIONS RELATING TO REINFORCED STEEL ARE TO BARS CENTERS.

FOR DETAILS OF CATCH BASIN GRATE AND SEAT, SEE STD. PLAN MC-01 (TYPE B OR N).

FOR DETAILS OF MANHOLE CAST IRON COVER AND SEAT, SEE STD. PLAN MC-01 (TYPE K).

LATEST LA DOTD SPECIFICATIONS FOR ROADS AND BRIDGES SHALL APPLY.

CONVERSION OF EXISTING CATCH BASIN OR MANHOLE

STATE OF LOUISIANA
JOANN D. KURTS
REG. No. 27097
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING

No.	DATE	REVISION DESCRIPTION	BY
4	10-18-05	Added 9' max. span to table.	JDK
3	5-2-00	New sheet added	JCM
2	8-12-98	Changed sheet border & added name	JCM
1	7-20-92	Added Manhole Plan	PAA

DESIGNED PAA
DETAILED KAJ
CHECKED PAA
DATE 2-7-90
SHEET 1 OF 1

PARISH ACADIA
STATE PROJECT 207-06-0011
SHEET NUMBER 21

CONVERSION OF EXISTING CATCH BASIN OR MANHOLE
SPECIAL DETAIL CB-ADJUST

HYDRAULICS SECTION

GENERAL PROVISIONS

- All Temporary Traffic Control Devices used shall be in accordance with the LaDOTD Standard Specifications for Roads and Bridges, the Manual on Uniform Traffic Control Devices (MUTCD), and shall meet the National Cooperative Highway Research Program (NCHRP) 350 for Test Level 3 requirements.
- Materials used for Temporary Traffic Controls shall be in accordance with the LaDOTD Standard Specifications for Roads and Bridges and when applicable the LaDOTD Qualified Products List (QPL).
- No temporary traffic controls shall be erected without the approval of the Project Engineer and until work is about to begin, unless they are covered.
- No lane closures, lane shifts, diversions, or detours shall occur without the authorization of the Project Engineer.
- Responsibility is hereby placed upon the contractor for the installation, maintenance, and operation of all temporary traffic control devices called for in these plans or required by the Project Engineer for the protection of the traveling public as well as all Department and construction personnel.
- The contractor shall also be responsible for the maintenance of all permanent signs and pavement markings left in place as essential to the safe movement and guidance of traffic within the project limits.
- The District Traffic Operations Engineer (DTOE) shall serve as a technical advisor to the Project Engineer for all Traffic Control matters.
- "Road Work XX Miles" sign shall be required on all projects and located at beginning of the project unless otherwise noted. The sign shall be a minimum 36"X60" unless otherwise noted.
- Warning signs used for lane closures or lane shifts in which the roadway shall be returned to full public use within 14 hours or less may be placed on NCHRP350 approved portable sign frames.

SPEED LIMITS

- Speed limits shall be lowered by 10 mph for any construction, maintenance, or utility operation that requires one or more of the following: (A) the condition of the original highway is degraded due to milled surfaces or uneven pavements; (B) work is in progress in the immediate vicinity of the travel way requiring lane closures, lane width reductions, or low speed diversions; (C) workers present on the shoulder within 2' of the edge of traveled way without barrier protection.
- The reduced speed zone shall only apply to those portions of the project limits affected. The Project Engineer may allow SPEED LIMIT WHEN FLASHING signs to supplement reduced speed zones.
- At the end of the reduced speed zone, a speed limit sign displaying the original speed limit before construction shall be installed.
- If conditions warrant, the District Traffic Operations Engineer may authorize the reduction of the speed limit by more than 10 mph.

PAVEMENT MARKINGS (see QPL)

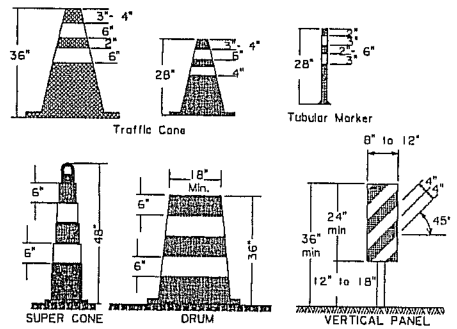
- All pavement markings within the limits of the project that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding (Existing striping shall not be painted over with black paint or covered with tape).
- If special pavement markings are needed, they shall be reflectorized, removable, and accompanied by the proper signage.
- Temporary Raised Pavement Markers (RPMs) may be added to supplement temporary striping in areas of transition, in tapers, in detours, and in other areas of need as directed by the Project Engineer.
- Materials and placement of temporary pavement markings shall conform to section 713 of the Standard Specifications. If no pay item exists, temporary markings will be considered incidental to traffic control.

SIGNS

- All signs used for temporary traffic controls shall follow the Department's Traffic Control (TC) details and the MUTCD. Signs shown in the TC illustrations are typical and may vary with each specific condition.
- More appropriate signing for a specific condition may be required or substituted with the approval of the Project Engineer and reviewed by the District Traffic Operations Engineer.
- When projects are separated by less than one mile, they shall be signed as one project.
- At no time shall signs warning against a particular operation be left in place once the operation has been completed or where the obstacle has been removed.
- Signs over 10 sq ft shall be mounted on two post and signs over 20 sq ft shall be mounted on at least three post.
- Signs shall have a minimum of two bolts per post.
- Permanent signs no longer applicable or in conflict shall be removed or covered with a strong, lightweight, opaque material.
- Warning signs used for temporary traffic controls shall meet the following guidelines unless otherwise noted in the plans: (A) size shall be 48" x 48", (B) see the Departments Standard Specifications and the QPL for sheeting information, (C) a minimum of a 2 lb U-Channel post may be used driven to a minimum depth of 3', (D) sign height shall be a minimum of 5' above the roadway surface unless there is a concern for pedestrians or bicycle traffic in which it shall be a minimum of 7', (E) lateral distance of signs shall be a minimum of 6' from the edge of shoulder or edge of pavement if no shoulder exist and 2' from the back of curb in urban areas.
- Vinyl Roll Up signs will be allowed for short term (less than 12 hours) daytime work provided that they meet all size, color, retroreflectivity requirements, and NCHRP 350.
- Mesh rollup signs shall not be allowed on any project.
- All signs shall be removed or covered when no longer applicable.
- Contractor shall use caution not to damage existing signs which remain in place. Any DOTD signs damaged by work operations shall be replaced.

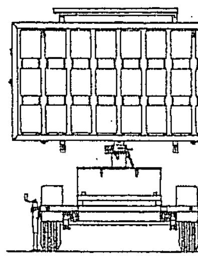
CHANNELIZING DEVICES

- The following devices may be used: Tubular Markers, Vertical Panels, Cones, Drums, and Super Cones. Drums (at standard spacing) and Super Cones (at ½ standard spacing) are the only devices allowed to be used in taper areas on the interstate system during daylight hours. Only drums can be used in tapers during night operations.
- The spacing of channelizing devices in a taper should not exceed a distance in feet equal to 1.0 times the posted speed limit in mph (with a maximum of 50 feet).
- The spacing of channelizing devices in a tangent should not exceed a distance in feet equal to 2.0 times the posted speed limit in mph (with a maximum of 100 feet) unless otherwise noted.
- Retroreflective material pattern used on super cones shall match that used on drums.
- 28" traffic cones are not allowed on: 1) Interstates, 2) Highways with speeds greater than 40 mph. During night time operations: 1) 28" and 36" cones are not allowed, 2) drums are the only device allowed in the taper.



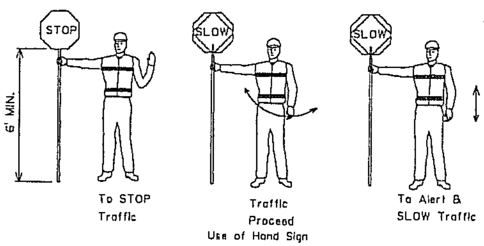
PORTABLE CHANGEABLE MESSAGE SIGNS

- When working within the traveled way, including shoulders and auxiliary lanes, Changeable Message Signs (CMS) shall be used on all Interstate Highways and on all other roadways (where space is available) with an ADT greater than 20,000 and should be delineated with retroreflective TTC devices. CMS will be paid for by each.
- When used in advance of a lane closure or a lane shift, the CMS should be placed on the right hand side of the road a minimum distance of 2 miles in advance of the taper for interstates and to be determined by the Engineer on other highways.
- If vehicles are queing beyond the 2 mile CMS, an additional CMS should be placed on the right hand side of the road approximately 5 miles in advance of the taper for interstates.
- CMS messages shall be approved by the District Traffic Operations Engineer (DTOE).
- When Portable Changeable Message signs are not being used, they should be removed; if not removed, they should be shielded by guardrail or barriers; or if the previous two options are not feasible, they should be delineated with retroreflective TTC devices.



FLAGGERS

- All flaggers must be qualified. The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties. A certificate indicating completion of a flagger training course shall be available to the engineer if requested. A Qualified Flagger is one that has attended courses such as those offered by the American Traffic Safety Services Association (ATSSA) or other courses approved by the Louisiana DOTD's Work Zone Task Force.
- When utilized, a flagger shall use a minimum 18 inch sign on a minimum 6' stop/slow paddle and wear ANSI Class 2 vest during day time operations and ANSI Class 3 ensemble during night operations. In all flagging operations, the flagger must be visible from flagger advance warning sign. Flaggers shall be properly trained.



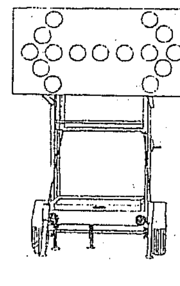
TYPE III BARRICADES

- All barricades shall use Type 3 High Intensity Sheeting on both sides of the barricade.
- All Type III Barricades shall be a minimum of 8 feet in length and must meet NCHRP 350 requirements.
- When signs and lights are to be mounted to a barricade, they must meet NCHRP 350 requirements.

MUTCD Website:
http://mutcd.fhwa.dot.gov/

FLASHING ARROW PANELS

- Flashing Arrow Panels shall be used for lane closures on all facilities with 2 or more lanes in a single direction and a speed limit greater than 35 mph.
- When used, flashing arrow panels should be located on the shoulder at the beginning of the taper.
- Where the shoulder width is limited, the flashing arrow panel should be placed within the closed lane as close to the beginning of the taper as practical.
- All Flashing Arrow Panels used on high speed roadways (45 mph and greater) shall be 4' x 8' Type C.
- When Flashing Arrow Panels signs are not being used, they should be removed; if not removed, they should be shielded by guardrail or barriers; or if the previous two options are not feasible, they should be delineated with retroreflective TTC devices.

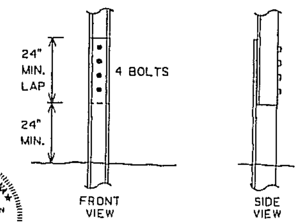


LIGHTING (see QPL)

- When used for overnight closures, lighting shall supplement all barricades that are placed in a closed lane or that extend across a highway. Two Type B High Intensity lights shall be used per lane closed in rural areas. In urban areas two Type A Low Intensity Lights may be used where adequate ambient lighting is available.
- One Type B High Intensity light shall be used to supplement the first sign (or pair of signs) that gives warning about a lane closure during night time operations.
- Type C steady burn lights shall be used on all channelizing devices in the taper as well as the first two devices in the tangent, for night use.

ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

- U-Channel posts may be spliced where long lengths are required. The upper section shall overlap the lower section by at least 24 inches. The bottom edge of the upper section of the splice shall be a minimum of 24 inches above the ground. The spliced sections shall be secured with at least four ⅝ inch diameter hex bolts spaced equally along the splice.



STATE OF LOUISIANA
PETER A. ALLAIN
REG. No. 20566
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
11/2/06

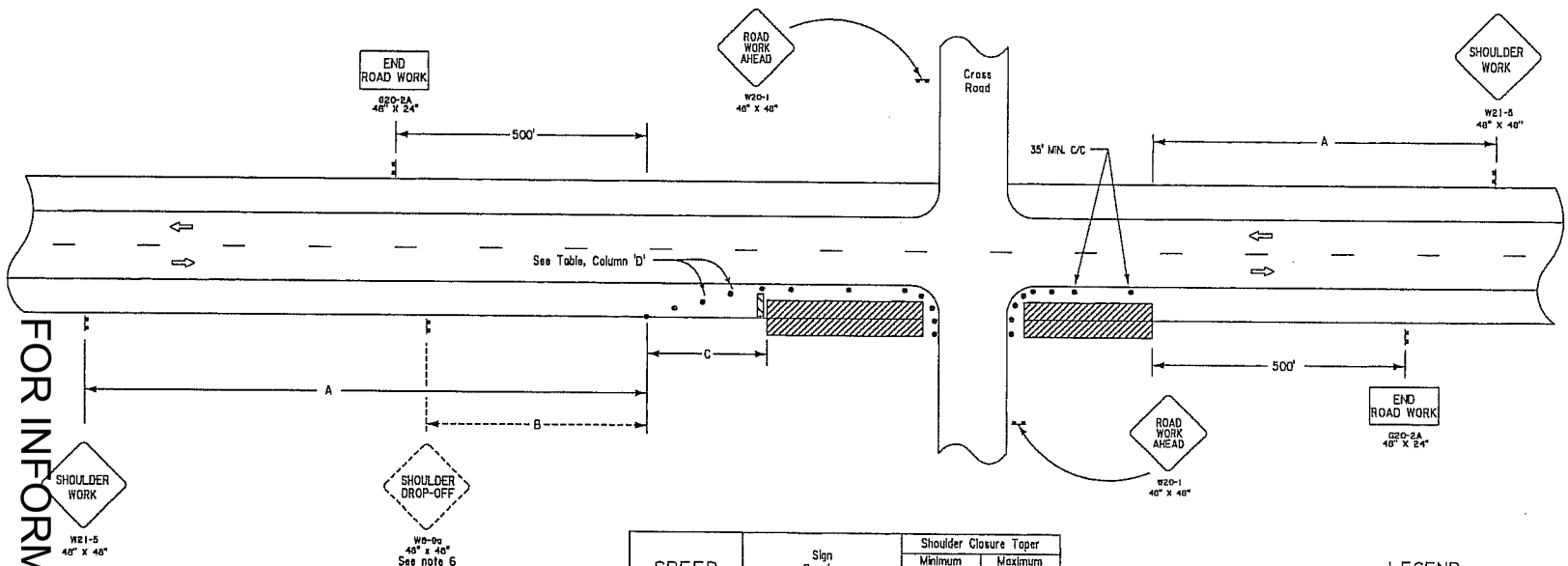
PARISH	ACADIA	SHEET NUMBER	22
DESIGNED	C. ADAMS	FEDERAL PROJECT	
CHECKED	P. ALLAIN	STATE PROJECT	207-06-0011
DETAILED	D. SOWARDS		
CHECKED	J. COLVIN		
DATE	10/16/06		
SHEET	1 OF 1		

REVISION DESCRIPTION | NO. | DATE | BY

TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET

DETAIL: TC-00

DOTD TRAFFIC ENGINEERING



SPEED LIMIT	Sign Spacing		Shoulder Closure Taper	
			Minimum Taper Length	Maximum Device Spacing
	'A'	'B'	'C'	'D'
35 mph	500'	250'	100'	25'
45 mph	1000'	350'	200'	45'
≥55 mph	1500'	500'	250'	50'

If horizontal curve radius is less than 300', devices spacing shall be 25'.

LEGEND

- Traffic Sign
- Channelizing Devices
- Work Area
- Type III Barricades

FOR INFORMATION ONLY

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-001".

1. THIS LAYOUT REPRESENTS TRAFFIC CONTROLS REQUIRED FOR WORKERS AND EQUIPMENT OPERATING WITHIN THE CLEAR ZONE FOR MORE THAN 1 HOUR. LESS THAN 1 HOUR, SEE FIG. TA-4 OF THE MUTCD. PORTABLE SIGNS MAY BE USED FOR WORK LASTING LESS THAN 3 DAYS.

2. NO SIGNS OR BARRICADES ARE REQUIRED FOR EQUIPMENT OPERATING OR WORK IN PROGRESS OUTSIDE THE CLEAR ZONE.

3. SIGNS AND BARRICADES SHALL BE COVERED OR REMOVED DURING NONWORKING HOURS UNLESS A DROP-OFF OR PHYSICAL OBSTRUCTION REMAINS WITHIN THE CLEAR ZONE.

4. TRAFFIC CONES MAY BE USED AS CHANNELIZING DEVICES ALONG THE WORK AREA DURING DAYLIGHT HOURS ONLY.

5. WORK OR EQUIPMENT CONFINED TO A SPOT LOCATION (LESS THAN 200 FEET) SHALL BE MARKED BY CHANNELIZING DEVICES SPACED AT 25 FEET OR BY A VEHICLE WITH A YELLOW REVOLVING LIGHT OR YELLOW STROBE LIGHT VISIBLE TO ONCOMING TRAFFIC. WORK EXTENDING MORE THAN 200 FEET OF ROADWAY LENGTH SHALL BE MARKED WITH APPROPRIATE DEVICES SPACED AS NOTED IN THE TABLE.

6. SHOULDER DROP-OFFS

   A. WHEN A SHOULDER DROP-OFF GREATER THAN 2" BUT LESS THAN 6" EXISTS, A "SHOULDER DROP-OFF" SIGN WILL FOLLOW THE "SHOULDER WORK" SIGN. WHEN THE DROP-OFF EXCEEDS 6", THE "SHOULDER DROP-OFF" SIGN SHALL BE REPLACED BY A "NO SHOULDER" SIGN.

   B. IF THE SPEED LIMIT IS GREATER THAN 45 MPH AND THE DROPOFF IS 10" OR GREATER WITHIN 2' OF THE TRAVEL LANE DURING NONWORKING HOURS, A PORTABLE BARRIER SHALL BE USED.

7. SPEED LIMIT IN THE ABOVE TABLE REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION. IF WORKERS ARE PRESENT WITHIN 2' OF TRAVEL LANE, SPEED LIMIT MAY NEED TO BE REDUCED.

8. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO CONFLICTING OPERATIONS OR PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.

9. A TEMPORARY EDGELINE OR CHANNELIZING DEVICE SHALL BE PLACED AT THE PAVEMENT EDGE ADJACENT TO THE DROP-OFF DURING NONWORKING HOURS WHEN THE DROPOFF IS GREATER THAN 2".

10. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.

11. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

12. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.

STATE OF LOUISIANA
PETER A. ALLAIN
REG. No. 20966
REGISTERED PROFESSIONAL ENGINEER
CIVIL
11/2/06

SHEET NUMBER 23

DESIGNED	C. ADAMS
CHECKED	P. ALLAIN
DETAILED	D. SOWARDS
CHECKED	J. COLVIN
DATE	10/16/06
SHEET	

PARISH: ACADIA
FEDERAL PROJECT
STATE PROJECT: 207-06-0011

NO	DATE	REVISION DESCRIPTION

TRAFFIC CONTROL LAYOUT FOR WORK LESS THAN 15' FROM THE TRAVELED LANE

SPECIAL DETAIL: TC-01

TRAFFIC ENGINEERING

30-NOV-2007 11:57

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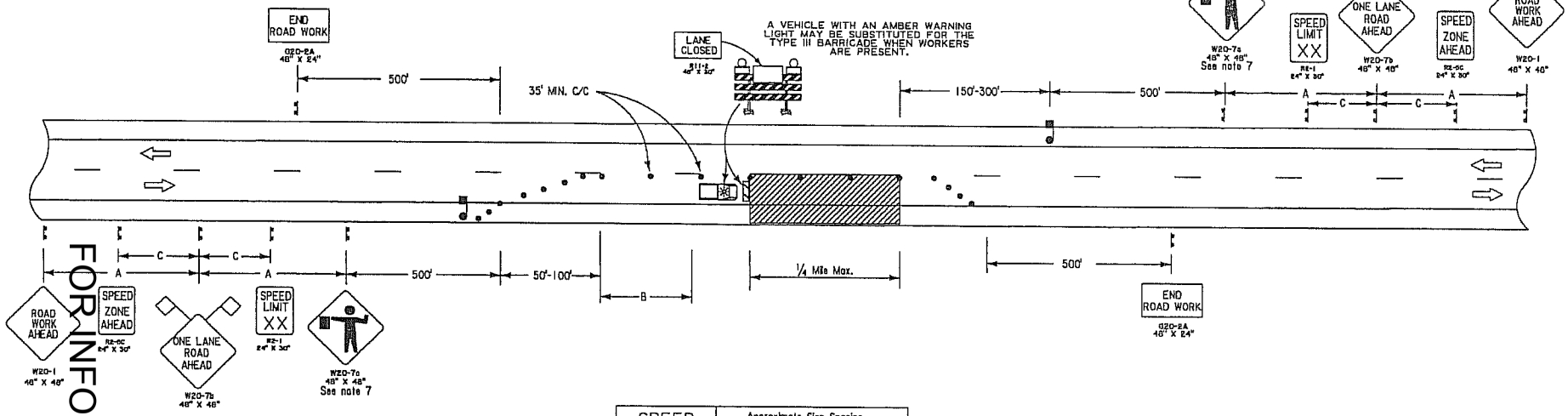

SPEED LIMIT (See note 5)	Approximate Sign Spacing		
	"A"	"B"	"C"
35 mph	500'	100'-200'	N/A
45 mph	1000'	100'-200'	500'
55 mph	1500'	200'-300'	800'

SIGN SPACING TO BE ADJUSTED FOR HORIZONTAL & VERTICAL CURVES.

FLAGGERS

WHEN UTILIZED, A FLAGGER SHALL USE A MINIMUM 18 INCH SIGN ON A MINIMUM 6' STOP/SLOW PADDLE AND WEAR ANSI CLASS 2 VEST DURING DAY OPERATIONS AND ANSI CLASS 3 ENSEMBLE DURING NIGHT OPERATIONS. IN ALL FLAGGING OPERATIONS, THE FLAGGER MUST BE VISIBLE FROM FLAGGER ADVANCE WARNING SIGN. FLAGGERS SHALL BE PROPERLY TRAINED.

Use of Hand Sign

FOR INFORMATION ONLY

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

1. CONDITIONS REPRESENTED ARE FOR WORK WHICH REQUIRES CLOSING TRAFFIC LANES DURING DAYLIGHT HOURS ONLY. PORTABLE SIGNS MAY BE USED FOR WORK LASTING LESS THAN 3 DAYS.
2. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.
3. CHANNELIZING DEVICES MAY BE PLACED UP TO 2' BEYOND CENTER-LINE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. A 10' MINIMUM TRAVELED LANE SHOULD BE MAINTAINED WHERE PRACTICAL. CHANNELIZING DEVICES SHALL BE RETURNED TO THE CENTERLINE WHEN THE WORK ACTIVITY HAS PASSED.
4. SPACING OF CHANNELIZING DEVICES IN THE TAPER SHOULD BE NO MORE THAN 20'. A MINIMUM OF 5 CHANNELIZING DEVICES ARE TO BE USED IN THE TAPER.
5. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
6. TO PREVENT VEHICLES FROM ENTERING THE WORK AREA AGAINST THE FLOW OF TRAFFIC, AN ADDITIONAL FLAGGER SHALL BE STATIONED AT EACH INTERSECTION, MAJOR DRIVEWAY, RAILROAD CROSSING OR CROSSING WITHIN THE WORK AREA.
7. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN FLAGGERS AT ALL TIMES. THE FLAGGER SHALL BE VISIBLE FROM FLAGGER SIGN.
8. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED BY THE CONTRACTOR.
9. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
10. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.

LEGEND

- Traffic Sign
- Flagger
- Channelizing Devices
- Type III Barricades
- Work Area
- Type B Light

STATE OF LOUISIANA
PETER A. ALLAIN
REG. No. 20966
REGISTERED PROFESSIONAL ENGINEER
IN ENGINEERING
11/2/06

SHEET NUMBER 24

ACADIA

DESIGNED	C. ADAMS
CHECKED	P. ALLAIN
DETAILED	D. SOWARDS
CHECKED	J. COLVIN
DATE	10/16/06
SHEET	

FEDERAL PROJECT

STATE PROJECT 207-06-0011

NO.	DATE	REVISION DESCRIPTION	BY

TRAFFIC CONTROL LAYOUT FOR LANE CLOSURE LESS THAN 1/4 MILE IN LENGTH

SPECIAL DETAIL TC-02

TRAFFIC ENGINEERING

30-NOV-2007 11:57

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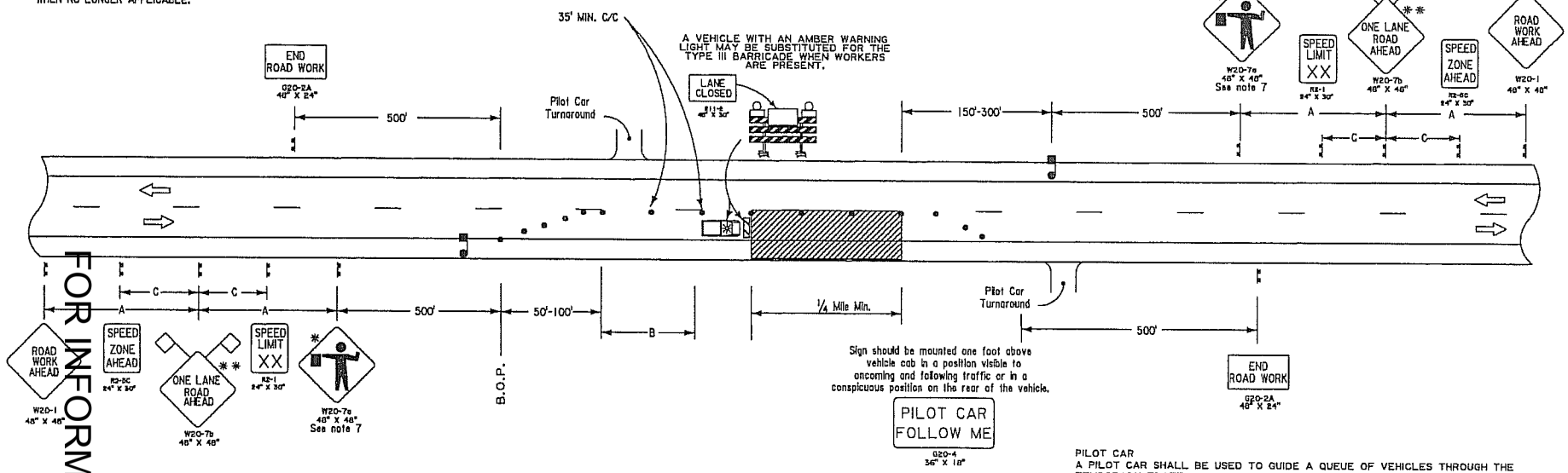
E-24

* REMOVE OR COVER WHEN NO LONGER APPLICABLE.

** REPLACE WITH "ROAD WORK 1/2 MILE" WHEN NO LONGER APPLICABLE.



FOR INFORMATION ONLY

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

1. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.

2. CHANNELIZING DEVICES MAY BE PLACED UP TO 2' BEYOND CENTERLINE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. A 10' MINIMUM TRAVELED LANE SHOULD BE MAINTAINED WHERE PRACTICAL. CHANNELIZING DEVICES SHALL BE RETURNED TO THE CENTERLINE WHEN THE WORK ACTIVITY HAS PASSED.

3. SPACING OF CHANNELIZING DEVICES IN THE TAPER SHOULD BE NO MORE THAN 20'. A MINIMUM OF 5 CHANNELIZING DEVICES ARE TO BE USED IN THE TAPER.

4. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.

5. TO PREVENT VEHICLES FROM ENTERING THE WORK AREA AGAINST THE FLOW OF TRAFFIC, AN ADDITIONAL FLAGGER SHALL BE STATIONED AT EACH INTERSECTION, MAJOR DRIVEWAY, RAILROAD CROSSING OR CROSSING WITHIN THE WORK AREA.

6. WITH THE APPROVAL OF THE ENGINEER, THE LENGTH OF THE WORK AREA MAY, FOR A SHORT DURATION, BE CHANGED TO AS MUCH AS ONE-HALF MILE MAXIMUM TO IMPROVE THE SIGHT DISTANCE TO THE FLAGGER. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN THE FLAGGERS AT ALL TIMES.

7. FOR PROJECTS IN RURAL AREAS THE DISTANCE BETWEEN FLAGGERS SHALL NOT EXCEED 2.5 MILES FOR A.D.T. (AVERAGE DAILY TRAFFIC) OF LESS THAN 2,500 AND 2.0 MILES FOR A.D.T. FROM 2,500 TO 5,000. DISTANCE BETWEEN FLAGGERS SHALL NOT EXCEED 1.5 MILES FOR A.D.T. GREATER THAN 5,000 VEHICLES.

8. THE CONTRACTOR MAY EXTEND THE LANE CLOSURE AN ADDITIONAL 1.0 MILE UNDER THE FOLLOWING PROVISIONS:

   (A) THE LANE CLOSURE EXTENSION IS PERMITTED ONLY DURING NON-PEAK HOURS.

   (B) ONCE THE TRAFFIC CONTROL DEVICES HAVE BEEN PLACED TO EXTEND THE LANE CLOSURE, THE TRAFFIC CONTROL DEVICES AT THE BEGINNING OF THE TRAFFIC CONTROL SHALL BE MOVED DOWNSTREAM TO LIMIT THE WORK AREA TO THE DISTANCE DEFINED IN NOTE 7.

9. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.

10. MINIMUM CONSTRUCTION SIGNING; ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

11. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN FLAGGERS AT ALL TIMES. THE FLAGGER SHALL BE VISIBLE FROM FLAGGER SIGN.

12. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.

13. IF THE CONTRACTOR IS REQUIRED TO USE A PILOT CAR, HE IS NOT REQUIRED TO HAVE CHANNELIZING DEVICES IN THE TANGENT SECTION. IF NOT REQUIRED, THE CONTRACTOR CAN USE EITHER A PILOT CAR OR CHANNELIZING DEVICES.

SPEED LIMIT (See note 4)	Approximate Sign Spacing		
	"A"	"B"	"C"
35 mph	500'	100'-200'	N/A
45 mph	1000'	100'-200'	500'
55 mph	1500'	200'-300'	800'

PILOT CAR

A PILOT CAR SHALL BE USED TO GUIDE A QUEUE OF VEHICLES THROUGH THE TEMPORARY TRAFFIC CONTROL ZONE OR DETOUR. IT SHALL BE USED IN RESTRICTED VISIBILITY OPERATIONS SUCH AS LIME OR CEMENT STABILIZATION, CHIP SEALS, OR OPERATIONS IN HILLY OR CURVY TERRAINS WHERE FLAGGERS CAN'T SEE EACH OTHER (REQUIRE A CLEAR LINE-OF-SIGHT). PILOT CARS ARE NOT REQUIRED IN CONFINED OPERATIONS SUCH AS STRIPING OR OTHER LIMITED LANE CLOSURE OPERATIONS LESS THAN 250' (i.e. CROSS DRAIN INSTALLATIONS UNLESS THERE ARE MULTIPLE CROSS DRAINS WITH A CONTINUOUS LANE CLOSURE). THE OPERATION OF THE PILOT VEHICLE SHALL BE COORDINATED WITH FLAGGING OPERATIONS OR OTHER CONTROLS AT EACH END OF THE ONE-LANE SECTION.

FLAGGERS

WHEN UTILIZED, A FLAGGER SHALL USE A MINIMUM 18 INCH SIGN ON A MINIMUM 6' STOP/SLOW PADDLE AND WEAR ANSI CLASS 2 VEST DURING DAY OPERATIONS AND ANSI CLASS 3 ENSEMBLE DURING NIGHT OPERATIONS. IN ALL FLAGGING OPERATIONS, THE FLAGGER MUST BE VISIBLE FROM FLAGGER ADVANCE WARNING SIGN. FLAGGERS SHALL BE PROPERLY TRAINED.

Use of Hand Sign

LEGEND

- Traffic Sign
- Flagger
- Channelizing Devices
- Type III Barricades
- Work Area
- Type B Light

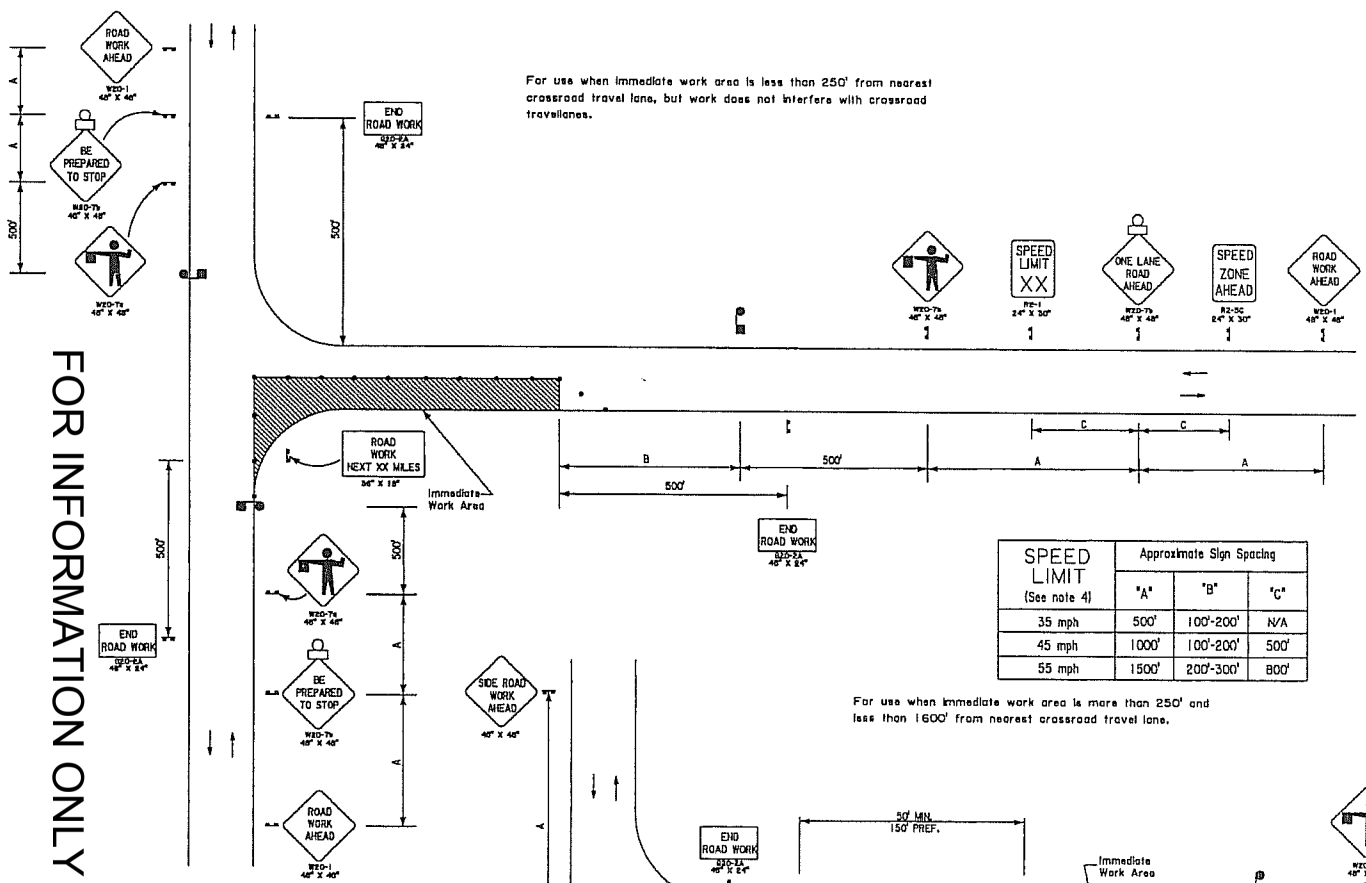
STATE OF LOUISIANA
PETER A. ALLAIN
REG. No. 22966
REGISTERED PROFESSIONAL ENGINEER
11/2/06

SHEET NUMBER	25		
PARISH	ACADIA		
FEDERAL PROJECT			
STATE PROJECT	207-06-0011		
DESIGNED	C. ADAMS		
CHECKED	P. ALLAIN		
DETAILED	D. SOWARDS		
CHECKED	J. COLVIN		
DATE	10/16/06		
SHEET			
NO.	DATE	REVISION RECEIVED FROM	BY

TRAFFIC CONTROL FOR LANE CLOSURE GREATER THAN 1/4 MILE (SUITABLE FOR MOVING OPERATIONS)

SPECIAL DETAIL TC-03

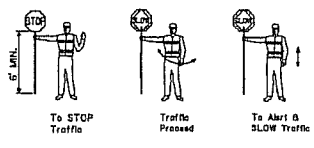
TRAFFIC ENGINEERING



For use when immediate work area is less than 250' from nearest crossroad travel lane, but work does not interfere with crossroad travellanes.

FLAGGERS

WHEN UTILIZED, A FLAGGER SHALL USE A MINIMUM 18 INCH SIGN ON A MINIMUM 6' STOP/ SLOW PADDLE AND WEAR ANSI CLASS 2 VEST DURING DAY OPERATIONS AND ANSI CLASS 3 ENSEMBLE DURING NIGHT OPERATIONS. IN ALL FLAGGING OPERATIONS, THE FLAGGER MUST BE VISIBLE FROM FLAGGER ADVANCE WARNING SIGN. FLAGGERS SHALL BE PROPERLY TRAINED.



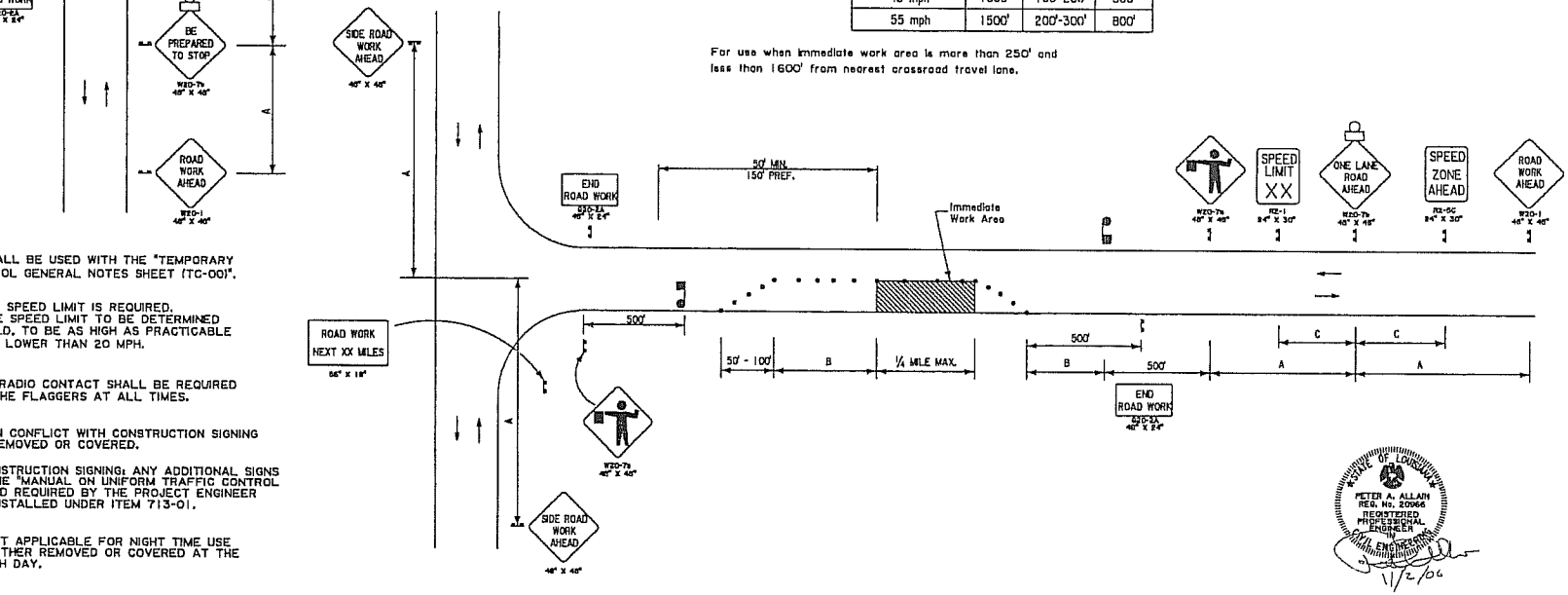
Use of Hand Sign

LEGEND

- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Work Area
- Flagger
- Type B Light

SPEED LIMIT (See note 4)	Approximate Sign Spacing		
	"A"	"B"	"C"
35 mph	500'	100'-200'	N/A
45 mph	1000'	100'-200'	500'
55 mph	1500'	200'-300'	800'

For use when immediate work area is more than 250' and less than 1600' from nearest crossroad travel lane.



FOR INFORMATION ONLY

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-001)".

1. IF REDUCED SPEED LIMIT IS REQUIRED, APPLICABLE SPEED LIMIT TO BE DETERMINED IN THE FIELD, TO BE AS HIGH AS PRACTICABLE AND NEVER LOWER THAN 20 MPH.
2. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN THE FLAGGERS AT ALL TIMES.
3. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
4. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
5. ANY SIGN NOT APPLICABLE FOR NIGHT TIME USE SHALL BE EITHER REMOVED OR COVERED AT THE END OF EACH DAY.

STATE OF LOUISIANA
PETER A. ALLAIN
REG. No. 20966
REGISTERED PROFESSIONAL ENGINEER
IN CIVIL ENGINEERING
11/2/06

TRAFFIC CONTROL LAYOUT FOR LANE CLOSURES ON TWO LANE UNDIVIDED HIGHWAYS AND MOVING OPERATIONS

TC-15

TRAFFIC ENGINEERING

SHEET NUMBER 26

FINISH ACADIA

FEDERAL PROJECT

STATE PROJECT 207-06-0011

DESIGNED C. ADAMS
CHECKED P. ALLAIN
DETAILED D. SOWARDS
CHECKED J. COLVIN
DATE 10/15/06
SHEET

NO. DATE REVISION DESCRIPTION BY

30-NOV-2007 11:58

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E-216

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL RETURNABLES FOR

STATE PROJECT NO. 207-06-0011
JCT. HABETZ LOOP (SOUTH) – SOUTH JCT. US 90 (CM)
ACADIA PARISH
LA 35

FOR INFORMATION ONLY

BID BOND

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

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

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

The condition of this obligation is such that, whereas the Principal has submitted a bid to the Department on a contract for the construction of **STATE PROJECT NO. 207-06-0011, JCT. HABETZ LOOP (SOUTH) – SOUTH JCT. US 90, ACADIA PARISH, LA 35,** 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)

By _____
Authorized Officer-Owner-Partner

_____
Typed or Printed Name

_____
If a Joint Venture, Second Partner

By _____
Authorized Officer-Owner-Partner

_____
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

_____
Agent or Representative

_____
Address

_____
Phone Number / Fax Number

07/07
Form CS-2A

FOR INFORMATION ONLY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SCHEDULE OF ITEMS

LEAD PROJECT: 207-06-0011
OTHER PROJECTS:

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
202-02-D	132	SQUARE YARD	REMOVAL OF CONCRETE WALKS & DRIVES _____ DOLLARS _____ CENTS
202-02-G	82.0	SQUARE YARD	REMOVAL OF SURFACING & STABILIZED BASE _____ DOLLARS _____ CENTS
208-05-A	12	EACH	TEMPORARY SEDIMENT CHECK DAMS (HAY) _____ DOLLARS _____ CENTS
302-01-B	13,036	SQUARE YARD	IN-PLACE CEMENT STABILIZED BASE COURSE (8 1/2" THICK) _____ DOLLARS _____ CENTS
401-02	698	CUBIC YARD	AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT) _____ DOLLARS _____ CENTS
402-01	50.0	CUBIC YARD	TRAFFIC MAINTENANCE AGGREGATE (VEHICULAR MEASUREMENT) _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

T-1

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
502-01	4,842.3	TON	SUPERPAVE ASPHALTIC CONCRETE _____ DOLLARS _____ CENTS
502-01-A	335.5	TON	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS _____ DOLLARS _____ CENTS
507-01-A	13,890	GALLON	ASPHALTIC MATERIAL (CRS-2P EMULSION) _____ DOLLARS _____ CENTS
507-02-B	20,426	SQUARE YARD	AGGREGATE (S2) _____ DOLLARS _____ CENTS
507-02-C	20,426	SQUARE YARD	AGGREGATE (S3) _____ DOLLARS _____ CENTS
509-01	19,286	SQUARE YARD	COLD PLANING ASPHALTIC PAVEMENT _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
509-02	-1,291	CUBIC YARD	CONTRACTOR RETAINED RECLAIMED ASPHALTIC PAVEMENT _____ DOLLARS _____ CENTS
510-01-B	50	SQUARE YARD	PAVEMENT PATCHING (12" MINIMUM THICKNESS) _____ DOLLARS _____ CENTS
510-02	1,140.0	SQUARE YARD	PAVEMENT WIDENING _____ DOLLARS _____ CENTS
702-04-B	1	EACH	ADJUSTING CATCH BASINS _____ DOLLARS _____ CENTS
713-01	LUMP	LUMP SUM	TEMPORARY SIGNS & BARRICADES _____ DOLLARS _____ CENTS
713-03-A	4.258	MILE	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(4' LENGTH) _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
713-03-B	1.419	MILE	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(10' LENGTH) _____ DOLLARS _____ CENTS
713-04-A	3.197	MILE	TEMPORARY PAVEMENT MARKINGS (SOLID LINE)(4" WIDTH) _____ DOLLARS _____ CENTS
713-05-A	2	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (ARROW) _____ DOLLARS _____ CENTS
713-05-C	2	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (ONLY) _____ DOLLARS _____ CENTS
713-06	206	EACH	TEMPORARY REFLECTORIZED RAISED PAVEMENT MARKERS _____ DOLLARS _____ CENTS
713-06-A	376	EACH	TEMPORARY REFLECTORIZED RAISED PAVEMENT MARKERS (TABS) _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
722-02	1	EACH	PROJECT SITE LABORATORY (EQUIPPED) _____ DOLLARS _____ CENTS
727-01	LUMP	LUMP SUM	MOBILIZATION _____ DOLLARS _____ CENTS
729-16-B	2	EACH	OBJECT MARKER ASSEMBLY (Type 2) _____ DOLLARS _____ CENTS
731-02	206	EACH	REFLECTORIZED RAISED PAVEMENT MARKERS _____ DOLLARS _____ CENTS
732-02-A	3.178	MILE	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH) _____ DOLLARS _____ CENTS
732-03-A	1.419	MILE	PLASTIC PAVEMENT STRIPING (BROKEN LINE)(4" WIDTH) _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
732-04-A	1	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ARROW) _____ DOLLARS _____ CENTS
732-04-C	1	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ONLY) _____ DOLLARS _____ CENTS
745-01	30	EACH	MAILBOXES _____ DOLLARS _____ CENTS
745-02	32	EACH	MAILBOX SUPPORTS (SINGLE) _____ DOLLARS _____ CENTS
740-01	LUMP	LUMP SUM	CONSTRUCTION LAYOUT _____ DOLLARS _____ CENTS
S-002	6,600	SQUARE YARD	CEMENT TREATMENT (10" THICKNESS) _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

I-6

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-003	3,258	INCH-FOOT	FULL DEPTH SAWCUTTING OF EXISTING PORTLAND CEMENT CONCRETE DRIVES _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

CONSTRUCTION PROPOSAL SIGNATURE AND EXECUTION FORM

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

STATE PROJECT NO(S). **207-06-0011**

FEDERAL AID PROJECT NO(S). _____

NAME OF PROJECT **JCT. HABETZ LOOP (SOUTH) – SOUTH JCT. US 90 (CM)**

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

STATE PROJECT NO(S). **207-06-0011**

BIDDER SIGNATURE REQUIREMENTS (APPLICABLE TO ALL PROJECTS)

THIS BID FOR THE CAPTIONED PROJECT IS SUBMITTED BY:

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

If Joint Venture, Name of First Partner

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

(Business Street Address)

(Business Mailing Address, if different)

(Area Code and Telephone Number of Business)

(Telephone Number and Name of Contact Person)

(Telecopier Number, if any)

If Joint Venture, Name of Second Partner

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

(Business Street Address)

(Business Mailing Address, if different)

(Area Code and Telephone Number of Business)

(Telephone Number and Name of Contact Person)

(Telecopier Number, if any)

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

(Signature)

(Printed Name)

(Title)

(Date of Signature)

(Signature)

(Printed Name)

(Title)

(Date of Signature)

CONTRACTOR'S TOTAL BASE BID $ _____

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

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08/06

FOR INFORMATION ONLY