BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.la.gov
225-379-1485

WILLIAM D. ANKNER, Ph.D.
SECRETARY

November 3, 2008

STATE PROJECT NO. 298-03-0001
US 171 TO LA 175
ROUTE LA 3015
DESOTO PARISH

SUBJECT: ADDENDUM NO. 1 (CONSTRUCTION PROPOSAL REVISION)
ELECTRONIC BIDDING AMENDMENT NO. 1

Gentlemen:

Attached are the construction proposal revisions dated 11/3/2008 on the captioned project for which bids will be received on Wednesday, November 12, 2008.

The following changes have been made to the proposal.

1. Added the special provision entitled Superpave Asphaltic Concrete Pavement (IRI). (2 pages)
2. Revised the special provision entitled Subletting of Contract. (1 page)
3. Plan Revision No. 1. (26 pages)
4. In the Schedule of Items: (6 pages)
    a. Revised quantity on items 203-07, 402-01, 502-01, and 713-06-A.
    b. Added items 401-02, 502-01-A, 712-04, 713-02-E, 713-03-A, 713-03-B, 713-04-A, 713-05-D, 732-02-A, and 732-03-A.
    c. Deleted items 507-01-A, 507-02-B, 737-01-A, and 737-02-A.

Please note these revisions and substitute the construction proposal returnables (pages J-1 thru J-5, and add page J-6) in the proposal previously furnished you and bid accordingly. If bidding electronically, all amendments must be downloaded to this project prior to placing the on-line bid with Bid Express.

Very truly yours,

Randal D. Sanders

RANDAL D. SANDERS, P. E.
CONTRACTS & SPECIFICATIONS ENGINEER

Attachments
pc: Mr. Brian Buckel
Mr. John Sanders
Ms. Carla Maynard
Mr Sam Baugh
Mr. Masood Rasoulian

SUPERPAVE ASPHALT CONCRETE MIXTURES (IRI): Section 502 of the 2006 Standard Specifications and the supplemental specifications thereto, is amended as follows.

Subsection 502.11(3), Longitudinal Surface Tolerance, is deleted and the following substituted.

a. Acceptance: Prior to laydown operations the contractor shall profile the entire project for IRI with a DOTD certified inertial profiler to obtain initial IRI values. The contractor shall report an average IRI number in inches per mile (mm per km) and shall measure and report the average IRI value for each wheelpath on every 0.05-mile (0.08 km) segment of highway. After laydown operations, the contractor shall profile each lot to obtain final IRI values for comparison to the existing IRI measurements for the corresponding section. The IRI values for the inside and outside wheelpaths shall be averaged and reported as the segment average and the mean of each segment average shall be reported as the lot average. The individual wheelpath IRI values shall conform to the requirements of Table 502-8B (Modified). The after laydown average lot value shall be compared to the initial average value within the lot limits to calculate a percent improvement for the lot. Percent improvement values shall conform to the requirements listed in Table 502-8A (Modified). A DOTD inspector will be present for the initial and final test runs and will immediately receive a copy of the IRI results via USB flash drive. The contractor shall provide the engineer a copy of the IRI report. Acceptance of each lot will be in accordance with Table 502-8A (Modified) and 502-8B (Modified), based on the IRI profile report. The Department may elect to perform and utilize independent ride quality test results for acceptance at any time.

b. Exceptions and Exclusions:

1. Excluded Areas: The Department will review the profile report obtained for each binder and wearing course on a lot basis. In special cases or extenuating circumstances, the engineer may isolate or exclude sections of the profile. These special cases or extenuating circumstances may be curb and gutter sections that require the adjustment of cross-slope in order to maintain adequate drainage, manholes, catch basins, valve and junction boxes, street intersections, or other structures located in the roadway which cause abrupt deviations in the profile. This specification exclusion will not be used to simply isolate sections of road that are in poor condition when the project is let.

2. Secondary Areas: Ramps less than 1500 feet (460 m), tapers, shoulders and medians, or sections of pavement surfaces as directed by the engineer such as 300 feet (90 m) from bridge ends, will not be included in the ride quality index for payment purposes, but shall have a minimum of 20% improvement in the IRI average when compared to the profile prior to laydown.

REVISION TO TABLE SECTION

Table 502-7C, Surface Tolerance is deleted and the following is substituted.

C) SURFACE TOLERANCE (Final Wearing Course Travel Lanes Only)
Payment adjustments for surface tolerance for the final wearing course travel lanes will be based on the % improvement in International Roughness Index (IRI) in accordance with Table 502-8A for each lot.

Table 502-8A, Payment Adjustments for Longitudinal Surface Tolerance, is deleted and the following is substituted.

Table 502-8A (Modified)

Payment Adjustment Schedules for Longitudinal
Surface Tolerance, % Improvement in International Roughness Index

Percent of Contract Unit Price (by lot)[1]	100%	90%	80%	50% or Remove[2]
Category C Single-Lift Overlays Over Existing Surfaces (% IRI improvement)[3]	≥40	30-39	20-29	<20

[1]Or portion of lot placed on the project.
[2]At the option of the engineer.
[3]% IRI Improvement = $100 - 100(IRI_{final} \div IRI_{initial})$

Table 502-8A, Payment Adjustments for Longitudinal Surface Tolerance, is deleted and the following is substituted.

Table 502-8B (Modified)
Individual Wheelpath Deficient Area Limits
Maximum International Roughness Index, inches per mile (mm per km)

Any 0.05 Mile (0.08km) Segment	Wearing Course	Binder Course
Category C	175	N/A

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

Item 729-16-B, Object Marker Assembly (Type 2)
Item 731-02, Reflectorized Raised Pavement Markers
Item 732-01-E, Plastic Pavement Striping (24" Width)
Item 732-02-A, Plastic Pavement Striping (Solid Line) (4" Width)
Item 732-03-A, Plastic Pavement Striping (Broken Line) (4" Width)
Item 732-04-D, Plastic Pavement Legends & Symbols (RR Crossing)

STANDARD PLANS TO BE USED ON THIS PROJECT

STANDARD PLAN	REV. DATE
BM-01	8-22-07
DW-04	9-16-82
EC-01	10-1-08
HS-03	1-03-05
MB-01	1-14-92
PM-01	1-21-98
SAM-1	10-5-05

STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	1

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PLAN OF PROPOSED

STATE HIGHWAY

STATE PROJECT 298-03-0001
US 171 TO LA 175
DESOTO PARISH
LA 3015

LENGTH OF PROJECT

GROSS LENGTH	=	35,724'
EXCEPTIONS	=	10'
BRIDGES	=	0'
RDWY LENGTH	=	35,714'

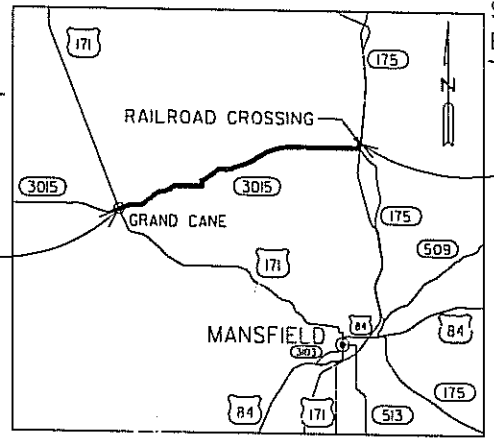
GROSS LENGTH = 6.766 MILES

EXISTING BRIDGES:
NONE

EXCEPTION:
STA. 366+19 - STA. 366+29
R/R CROSSING (10')

CSLM 0.084
STATION 10+00
BEGIN S.P. 298-03-0001

CSLM 6.850
STATION 367+24
END S.P. 298-03-0001



TRAFFIC DATA:
2008 ADT = 697
2018 ADT = 748
D = 55%
K = 10%
T = 9%

STATE OF LOUISIANA
WARREN S. BAUGH
REG. No. 16341
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
Warren S Baugh
9-12-08

TYPE OF CONSTRUCTION:
ASPHALTIC CONCRETE PAVEMENT RESURFACING, CULVERTS, AND RELATED WORK

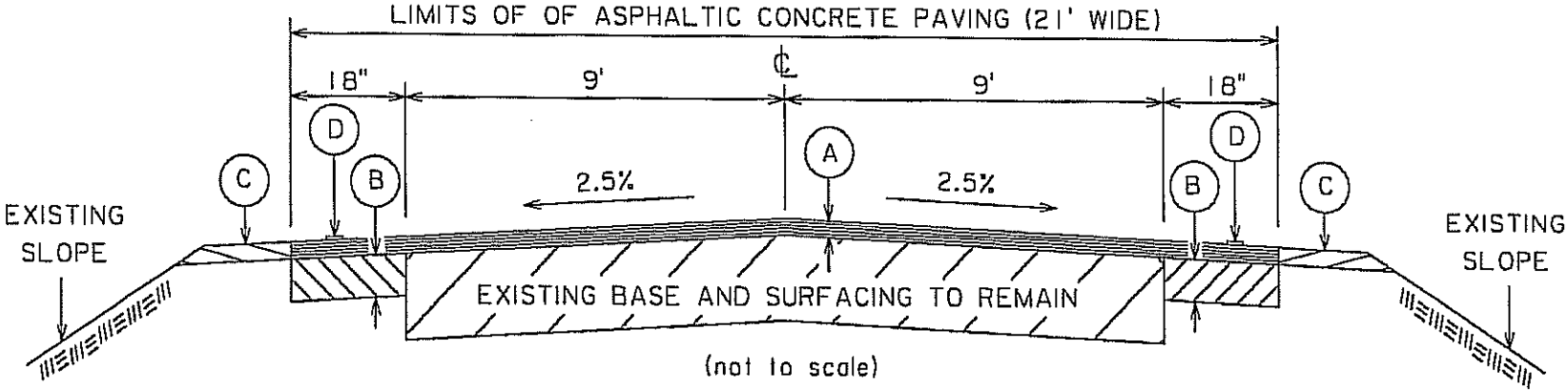
1 10/31/08	All Sheets	10-31-08	MSC	10-31-08	RLB
Date	Revision	Date	Recommended	Date	Approved

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

RECOMMENDED FOR APPROVAL:
John Sanders 9-15-08
DISTRICT ADMINISTRATOR DATE

APPROVED:
for Richard Y. Savoie 10-9-08
CHIEF ENGINEER DATE

STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	2



TYPICAL ROADWAY SECTION

STATION 10+00 TO STATION 34+00
STATION 46+04 TO STATION 85+99
STATION 93+80 TO STATION 124+18
STATION 138+10 TO STATION 355+40

(A) REQUIRED SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1) (2" AVERAGE THICKNESS) (1/2" NOMINAL MAXIMUM AGGREGATE SIZE)

(B) REQUIRED SUPERPAVE ASPHALTIC CONCRETE BASE COURSE (LEVEL 1) (6" THICK)

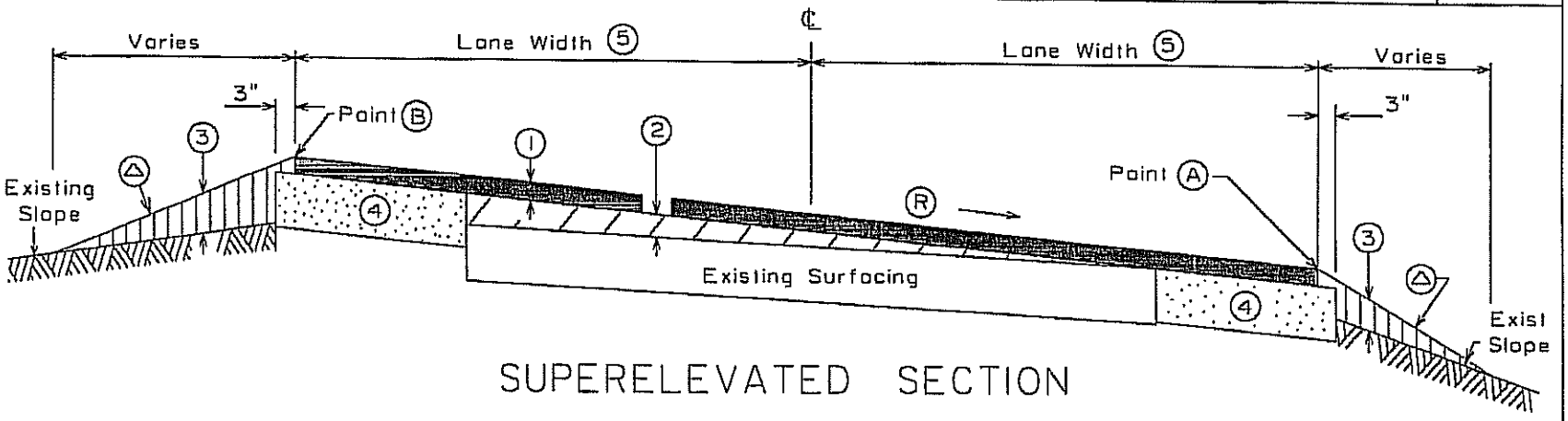
(C) REQUIRED BORROW

(D) REQUIRED EDGELINE STRIPING FOR 10' LANES

NOTES:

1. Pavement patching, leveling and superelevation corrections shall be completed prior to base course paving.
3. Excavation and grade preparation for base will be paid under Item 203-05, Excavation and Embankment, per Lump Sum. Excavated material shall be placed and spread on remaining aggregate shoulder.
4. Existing portland cement concrete drives in conflict with base course shall be removed as directed. Required saw cutting will be paid under Item S-001, Saw Cutting Concrete Drives, per Linear Foot.
5. Asphaltic concrete shall be designed for a 20 year ESAL loading of 166,965.

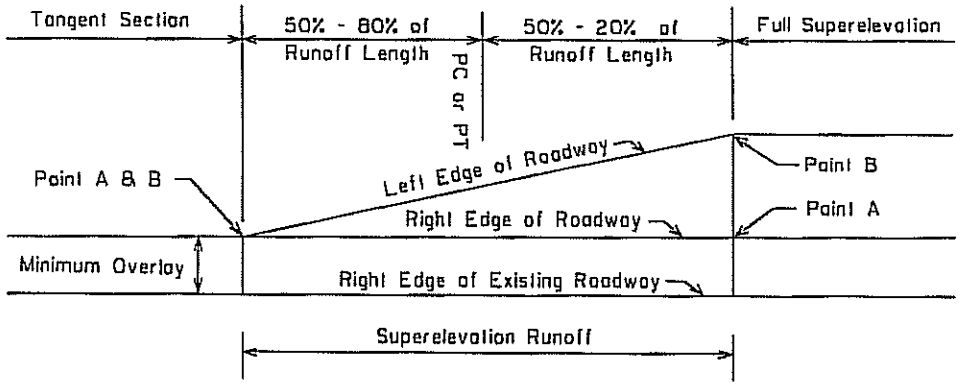
STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	3



SUPERELEVATED SECTION

① Required Wearing Course
② Required Leveling (To Achieve Superelevation)
③ Required Borrow for Side Slope
④ Required Base Course
⑤ Lane Widths in Curves on this Project Shall Be 12' From P.C. to P.T. With 200' Transitions Into and Out of the Curve.

Ⓡ Rate of Superelevation (%)
△ Slope to be as Directed by the Project Engineer



SUPERELEVATION DIAGRAM
(FOR RIGHT CURVATURE)

STATION 34+00 TO STATION 46+04
STATION 85+99 TO STATION 93+80
STATION 124+18 TO STATION 138+10
STATION 355+40 TO STATION 367+24

Drawings Are Not to Scale.

SUPERELEVATION REQUIREMENTS FOR OVERLAYING RURAL HIGHWAYS

SHEET 1 OF 2 SHEETS

STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	4

SUPERELEVATION VALUES FOR RURAL OVERLAY

D	30 MPH				35 MPH				40 MPH				45 MPH				50 MPH				55 MPH				60 MPH			
	R		L		R		L		R		L		R		L		R		L		R		L		R		L	
	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.
0°15'	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.		
0°30'	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	R.C.		160	N.C.	R.C.		175
0°45'	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	R.C.		150	N.C.	R.C.		160	N.C.	R.C.		175
1°00'	N.C.	N.C.			N.C.	N.C.			N.C.	R.C.		125	N.C.	R.C.		140	N.C.	R.C.		150	N.C.	.028		160	N.C.	.030		175
2°00'	N.C.	R.C.		100	N.C.	R.C.		110	N.C.	.028		125	N.C.	.035		140	N.C.	.040		150	N.C.	.050		160	N.C.	.055		175
3°00'	N.C.	R.C.		100	N.C.	.033		110	N.C.	.040		125	N.C.	.050		140	N.C.	.057		150	R.C.	.069	165	180	R.C.	.077	175	210
4°00'	N.C.	.033		100	N.C.	.042		110	N.C.	.051		125	N.C.	.062		155	R.C.	.072	150	180	R.C.	.083	165	215	.040	.093	175	250
5°00'	N.C.	.040		100	N.C.	.051		115	N.C.	.061		130	R.C.	.073	140	165	R.C.	.083	150	200	.042	.092	165	235	.078	.098	210	270
6°00'	N.C.	.046		100	N.C.	.058		125	N.C.	.070		150	R.C.	.081	140	185	.036	.092	150	220	.077	.096	185	245	.080	.100	215	270
7°00'	N.C.	.053		100	N.C.	.065		130	R.C.	.078	125	160	R.C.	.088	140	200	.062	.098	150	240	.080	.100	205	255				
8°00'	N.C.	.058		110	R.C.	.072	115	145	R.C.	.084	125	180	.040	.092	140	210	.080	.100	190	240								
9°00'	N.C.	.063		120	R.C.	.077	115	155	R.C.	.089	125	190	.068	.095	155	215												
10°00'	N.C.	.068		120	R.C.	.081	115	160	.036	.094	125	200	.080	.100	180	220												
11°00'	N.C.	.072		130	R.C.	.085	115	165	.058	.097	125	200																
12°00'	R.C.	.076	100	140	R.C.	.088	115	175	.077	.099	170	210																
13°00'	R.C.	.080	100	140	.033	.090	115	175	.080	.100	170	210																
14°00'	R.C.	.083	100	150	.050	.092	115	180																				
16°00'	R.C.	.089	100	160	.075	.095	120	185																				
18°00'	.028	.093	100	170	.080	.100	160	190																				
20°&UP	.050	.100	100	180																								

R = RATE OF SUPERELEVATION (FT. PER FT.)
L = LENGTH OF SUPERELEVATION RUNOFF
D = DEGREE OF CURVE
MPH = MILES PER HOUR (DESIGN SPEED)
MIN.= MINIMUM DESIGN
DES .= DESIRABLE DESIGN
N.C. = NORMAL CROWN SECTION
R.C. = REVERSE CROWN (SUPERELEVATE AT NORMAL CROWN SLOPE)

NOTES: LENGTHS OF SUPERELEVATION RUNOFFS ARE SHOWN FOR TWO-LANE ROADWAYS. FOR FOUR-LANE ROADWAYS, RUNOFF LENGTH SHOULD BE INCREASED AS DIRECTED BY THE PROJECT ENGINEER.

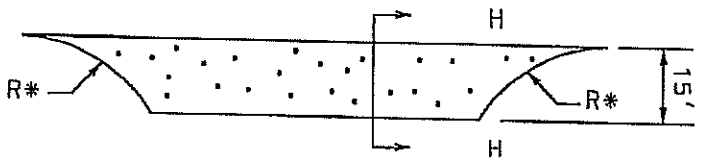
EXCEPTIONS TO THE MINIMUM SUPERELEVATION VALUES SHOWN MAY BE MADE WITH PROPER JUSTIFICATION BY THE PROJECT ENGINEER.

SUPERELEVATION REQUIREMENTS FOR OVERLAYING RURAL HIGHWAYS

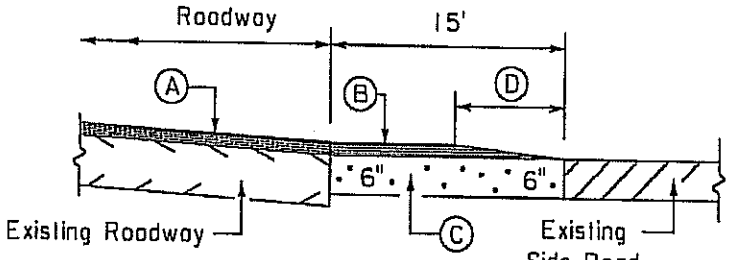
SHEET 2 OF 2 SHEETS

DATE: MARCH, 1990

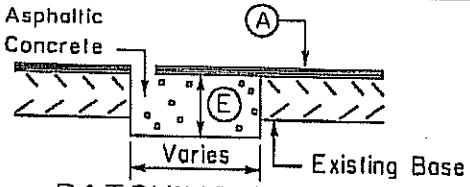
STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	5



DETAIL OF APRON AT TURNOUT (TYPICAL)
* Match Existing Radius



SECTION H-H



PATCHING DETAIL

(A) Superpave asphaltic concrete (as shown on typical roadway section)

(B) Superpave asphaltic concrete (paved drives and turnouts) (depth to match typical roadway section) (to apply to existing and new paved turnouts) Quantity included in item no. 502-01-A.

(C) Superpave asphaltic concrete (paved drives and turnouts) (to apply to all new paved turnouts) Quantity included in item no. 502-01-A.

(D) As determined by the Project Engineer.

(E) 6" minimum depth (Patching shall extend to bottom of existing base.)

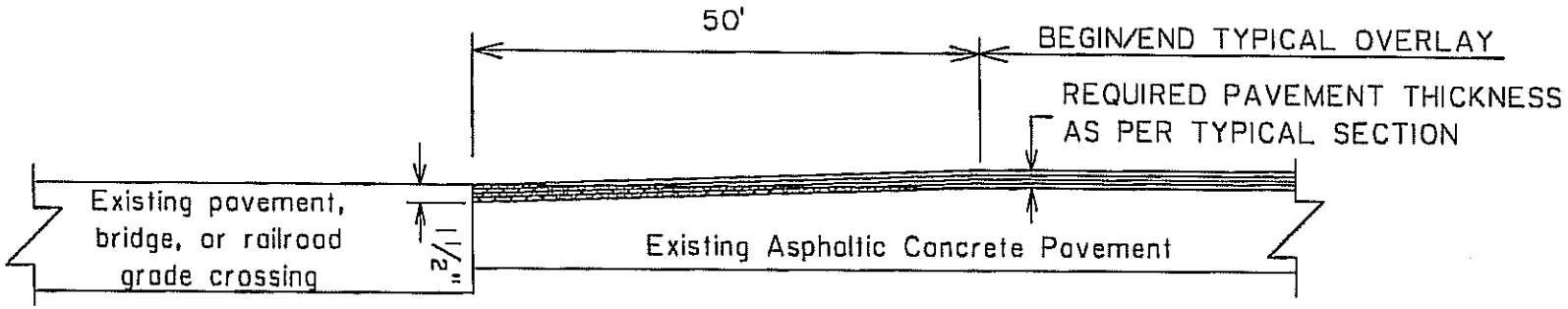
NOTES:

1. Asphaltic concrete used for patching shall be an approved Superpave mixture for base or binder course.
2. Asphalt concrete provided for turnouts, driveways, mailbox pads, and guardrail aprons shall be paid for under Item No. 502-01-A, except when this material is provided simultaneously with that provided for the roadway. In that case, it will be paid under Item No. 502-01.
3. See Standard Plan DW-04 for driveway details.

NOTE: DRAWING NOT TO SCALE

STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	6

TYPICAL PAVEMENT GRADE TRANSITION AT BUTT JOINTS



LONGITUDINAL PAVEMENT SECTION
(NOT TO SCALE)

ASPHALTIC CONCRETE SURFACING TO BE REMOVED

REQUIRED ASPHALTIC CONCRETE WEARING COURSE

NOTES:

1. REQUIRED REMOVAL OF ASPHALTIC CONCRETE SURFACING SHALL BE INCLUDED UNDER ITEM 502-01, SUPERPAVE ASPHALTIC CONCRETE.
2. THIS DETAIL APPLIES WHERE APPLICABLE.

STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	7

GENERAL NOTES

1. ITEM 203-07, BORROW (VEHICULAR MEASUREMENT): SOIL MATERIAL SHALL HAVE A PLASTICITY INDEX (PI) VALUE WITH THE RANGE OF 10 TO 20, AND A pH VALUE WITHIN THE RANGE OF 5.5 TO 8.5. A MINIMUM ORGANIC CONTENT WILL NOT BE REQUIRED. AGRICULTURE LIME MAY BE BLENDED INTO BORROW, IF NECESSARY, TO ACHIEVE THE REQUIRED pH RANGE. COST OF LIME AND BLENDING SHALL BE INCLUDED IN THE PRICE OF ITEM 203-07, BORROW (VEHICULAR MEASUREMENT).

2. ITEM 739-01, HYDRO-SEEDING: GRASS SEED SHALL BE ONE OF THE FOLLOWING GRASS MIXTURES (PER ACRE):

   a) MARCH THROUGH SEPTEMBER: 15 POUNDS HULLED BERMUDA AND 15 POUNDS PENSACOLA BAHIA

   b) SEPTEMBER THROUGH FEBRUARY: 20 POUNDS KENTUCKY 31 FESCUE, 10 POUNDS CRIMSON CLOVER AND 10 POUNDS PENSACOLA BAHIA. CRIMSON CLOVER SHALL BE INOCULATED PRIOR TO PLANTING.

3. ITEM 716-01-A, MULCH (VEGETATIVE): THE TACKING AGENT SHALL BE LIMITED TO EMULSIFIED ASPHALT.

STATE PROJECT	PARISH	SHEET NO.
298-03-0001	DESOTO	8

SUMMARY OF ASPHALTIC CONCRETE PAVING

STATION	STATION	DESCRIPTION	LENGTH	SUPERPAVE ASPHALTIC CONCRETE					
				BASE COURSE			WEARING COURSE		
				Width	Thickness	Quantity	Width	Thickness	Quantity
			Linear Feet	Linear Feet	Inches	Tons	Linear Feet	Inches	Tons
10+00	34+00	ROADWAY	2,400	3	6	264.0	21	2	616.0
34+00	36+00	CURVE TRANSITION	200	4.5	6	33.0	22.5	2	55.0
36+00	44+04	CURVE	804	6	6	176.9	24	2	235.8
44+04	46+04	CURVE TRANSITION	200	4.5	6	33.0	22.5	2	55.0
46+04	85+99	ROADWAY	3,995	3	6	439.5	21	2	1,025.4
85+99	87+99	CURVE TRANSITION	200	4.5	6	33.0	22.5	2	55.0
87+99	91+80	CURVE	381	6	6	83.8	24	2	111.8
91+80	93+80	CURVE TRANSITION	200	4.5	6	33.0	22.5	2	55.0
93+80	124+18	ROADWAY	3,038	3	6	334.2	21	2	779.8
124+18	126+18	CURVE TRANSITION	200	4.5	6	33.0	22.5	2	55.0
126+18	136+10	CURVE	992	6	6	218.2	24	2	291.0
136+10	138+10	CURVE TRANSITION	200	4.5	6	33.0	22.5	2	55.0
138+10	355+40	ROADWAY	21,730	3	6	2,390.3	21	2	5,577.4
355+40	357+40	CURVE TRANSITION	200	4.5	6	33.0	22.5	2	55.0
357+40	366+19	CURVE	879	6	6	193.4	24	2	257.8
366+19	366+29	RAILROAD GRADE CROSSING EXCEPTION	10	—	—	—	—	—	—
366+29	367+24	ROADWAY	95	6	6	20.9	24	2	27.9
QUANTITY FOR SUPERELEVATION AND CROWN DEVELOPMENT:						1,965.0			
COLUMN TOTALS:			35,724			6,317.2			9,307.9
PROJECT TOTAL FOR ITEM NO. 502-01:									15,625.1

NOTE:

Asphaltic concrete placed in turnouts, drives, mailbox pads, and guardrail aprons will be paid under Item 502-01-A, Superpave Asphaltic Concrete, Drives, Turnouts and Miscellaneous when placed separately from roadway and shoulder paving operations. Otherwise, asphaltic concrete will be paid under Item 502-01, Superpave Asphaltic Concrete.

Transition widths are determined at 20' Roadway width @ beginning & end of Transition & 24' Roadway between the P.C. & P.T.

STATE PROJECT	PARISH	SHEET NO.
298-03-0001	DESOTO	9

SUMMARY OF CROSS DRAIN PIPE (PAGE 1 OF 3)

Station	Existing Structure	Required Work	Removal of Culvert Pipe	Concrete Collar	Cross Drain Pipe 24"/30"	Relay Pipe	Reinforced Concrete Pipe Extension 18"	24"	30"	36"
			Lin. Foot	Each	Lin. Foot	Lin. Foot	Lin. Foot	Lin. Foot	Lin. Foot	Lin. Foot
40+20	30" x 44' RCP	NONE								
41+36	36" X 45' CMP	NONE								
36+50	36" X 36' RCP	NONE								
72+74	48" X 52' CMP	NONE								
72+98	48" X 57' CMP	NONE								
82+57	24" X 43' RCP	Right: Relay 4'.		1		4				
		Left: Relay 8'.		1		8				
82+67	24" X 43' RCP	NONE								
121+02	24" X 40' RCP	NONE								
121+12	24" X 36' RCP	NONE								
128+85	24" X 35' RCP	Right: Remove 4' & Extend 4'.	4					4		
		Left: Remove 4' & Extend 6'.	4					6		
137+75	24" X 37' RCP	Left: Remove 8' & Extend 16'.	8					16		
158+97	36" X 43' RCP	Right: Remove 4' & Extend 6'.	4							6
		Right: Relay 4'.				4				
PAGE TOTALS			20	2	0	16	0	26	0	6
ITEM NUMBERS:			202-02-I	701-15	701-01-I/K	701-08	701-10-G	701-10-I	701-10-K	701-10-M

NOTES:

1. Concrete pipe collars shall be used as needed to connect pipe at locations to be determined by the Project Engineer.
2. Ditches at the ends of required culverts shall be reshaped as needed to restore drainage.

STATE PROJECT	PARISH	SHEET NO.
298-03-0001	DESOTO	10

SUMMARY OF CROSS DRAIN PIPE (PAGE 2 OF 3)

Station	Existing Structure	Required Work	Removal of Culvert Pipe	Concrete Collar	Cross Drain Pipe	Relay Pipe	Reinforced Concrete Pipe Extension			
					24"/30"		18"	24"	30"	36"
			Lin. Foot	Each	Lin. Foot	Lin. Foot	Lin. Foot	Lin. Foot	Lin. Foot	Lin. Foot
159+10	36" X 40' RCP	Right: Remove 4' & Extend 10'.	4	1						10
		Left: Remove 20' & Extend 20'.	20	1						20
166+37	24" X 36' RCP	Right: Extend 4'.						4		
		Left: Extend 4'.						4		
181+91	24" X 36' RCP	NONE								
182+41	24" X 45' RCP	NONE								
209+83	24" X 31' RCP	NONE								
211+16	24" X 36' RCP	Right: Extend 8'.		1				8		
225+59	24" X 40' RCP & CMP	Remove All. Required 24" RCP/PCP or 30" CMP x 40'.	40		40					
270+87	24" X 34' RCP	Remove All. Required 24" RCP/PCP or 30" CMP x 40'.	34		40					
278+62	24" X 34' RCP	Left: Remove 4' & Extend 8'.	4					8		
288+26	18" X 32' RCP	NONE								
PAGE TOTALS:			102	3	80	0	0	24	0	30
ITEM NUMBERS:			202-02-I	701-15	701-01-I/K	701-08	701-10-G	701-10-I	701-10-K	701-10-M

NOTES:

1. Concrete pipe collars shall be used as needed to connect pipe at locations to be determined by the Project Engineer.
2. Ditches at the ends of required culverts shall be reshaped as needed to restore drainage.

STATE PROJECT	PARISH	SHEET NO.
298-03-0001	DESOTO	11

SUMMARY OF CROSS DRAIN PIPE (PAGE 3 OF 3)

Station	Existing Structure	Required Work	Removal of Culvert Pipe	Concrete Collar	Cross Drain Pipe 24"/30"	Relay Pipe	Reinforced Concrete Pipe Extension 18"	24"	30"	36"
			Lin. Foot	Each	Lin. Foot	Lin. Foot	Lin. Foot	Lin. Foot	Lin. Foot	Lin. Foot
295+61	30" X 34' RCP	Left: Remove 4' & Extend 10'.	4	1					10	
296+68	24" X 33' RCP	Right: Remove 4' & Extend 8'.	4	1				8		
		Left: Extend 4'.		1				4		
312+20	30" X 36' RCP	Right: Remove 4' & Extend 8'.	4	1					8	
319+45	30" X 33' RCP	NONE								
321+49	30" X 37' RCP	Right: Remove 4' & Extend 8'.	4	1					8	
		Left: Remove 12' & Extend 16'.	12	1					16	
340+67	18" X 33' RCP	NONE								
346+95	18" X 29' RCP	Left: Remove 4' & Extend 8'.	4	1			8			
358+93	15" X 36' RCP	NONE								
366+97	18" X 52' RCP	NONE								
PAGE TOTALS			32	7	0	0	8	12	42	0
PROJECT TOTALS:			154	12	80	16	8	62	42	36
ITEM NUMBERS:			202-02-I	701-15	701-01-I/K	701-08	701-10-G	701-10-I	701-10-K	701-10-M

NOTES:

1. Concrete pipe collars shall be used as needed to connect pipe at locations to be determined by the Project Engineer.
2. Ditches at the ends of required culverts shall be reshaped as needed to restore drainage.

STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	12

CROSS DRAIN INSTALLATION REQUIREMENTS

1. One lane of traffic will be maintained during the daylight hours with both lanes open at night and during periods of no construction activity.

2. Any temporary maintenance aggregate needed to maintain traffic will be paid under Item 402-01, Traffic Maintenance Aggregate (Vehicular Measurement), per cubic yard.

3 Required permanent patching will be paid under Item 510-01-A, Pavement Patching (6" Minimum Thickness), per square yard.

ALLOWABLE ALTERNATES FOR CROSS DRAIN PIPE

STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	13

Note: Allowable materials include: RCP(A), BCCSP(A), CAP(A), AND RPVCCP.
Minimum metal pipe gage required to provide 50-year service life is shown in the CROSS DRAIN PIPE TABLE.

PLEASE NOTE: REFER TO STANDARD PLAN SAM-1 FOR MAXIMUM FILL HEIGHT FOR RPVCCP AND RPECP.

CROSS DRAIN PIPE TABLE				
ROUND	ARCH	+ GAGE		
DIAMETER	ROUND EQUIVALENT DIAMETER		BCCSP BCCSPA	CAP CAPA
30"			X/10	X/8

N/A = NOT ALLOWED

STATION	pH	RESISTIVITY
225+59	6.1	8500
270+87	5.2	10000

+ Gage specification (00/00) : The upper number is minimum gage for 3" X 1", 5" X 1" or 6" X 1" corrugations and the lower number is minimum thickness for 2 2/3" X 1/2" corrugations. An "x" in either the upper or lower space indicates that no gage is applicable in that corrugation style.

Thickness is adequate for fill heights up to 10 feet above top of pipe. If fill height exceeds 10 feet or road surfacing is Portland Cement Concrete, Design Service Life will be 70 years and NO METAL PIPE IS ALLOWED.

STATE PROJECT	PARISH	SHEET NUMBER
298-03-0001	DESOTO	14

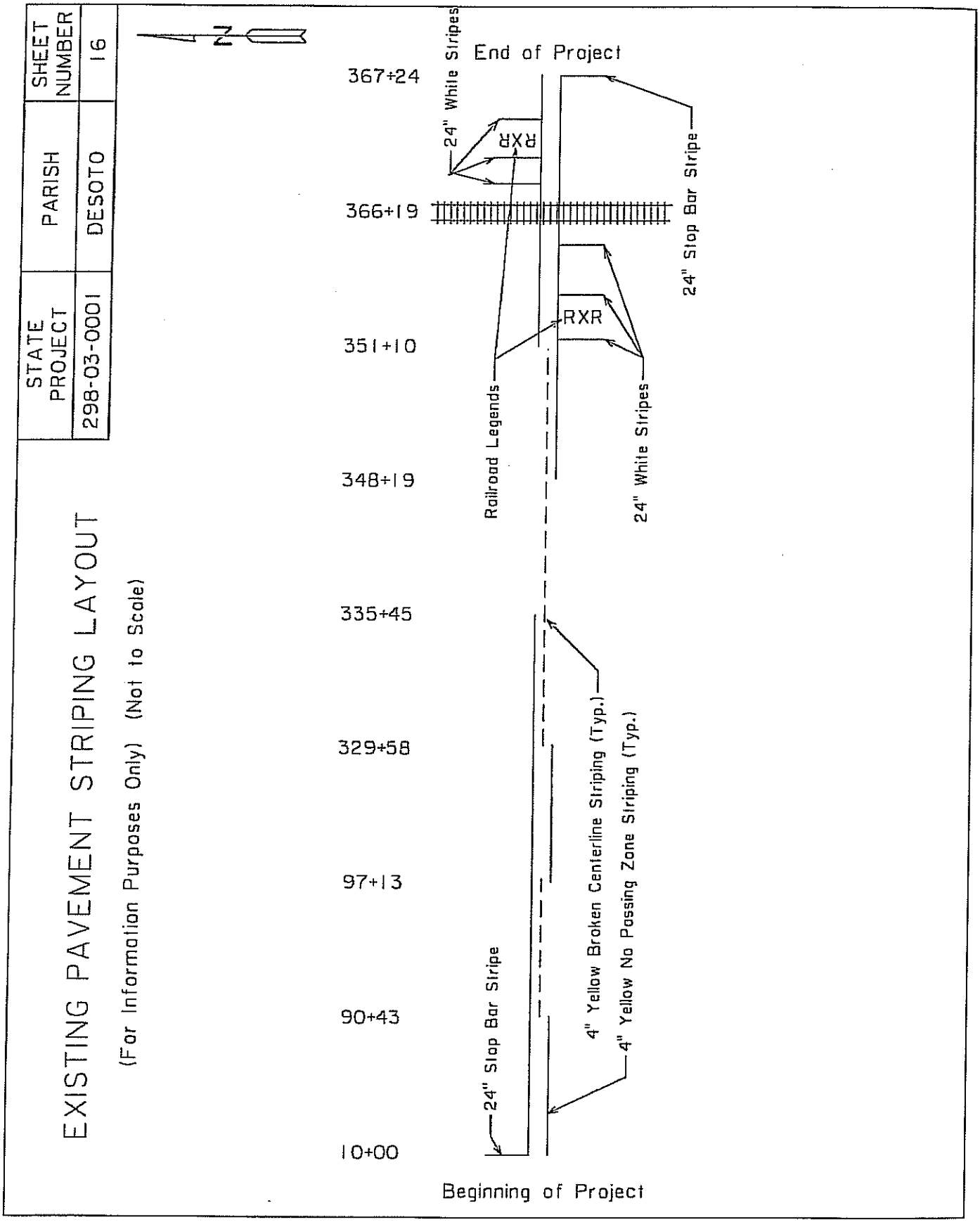
CONCRETE PIPE COLLAR DETAIL

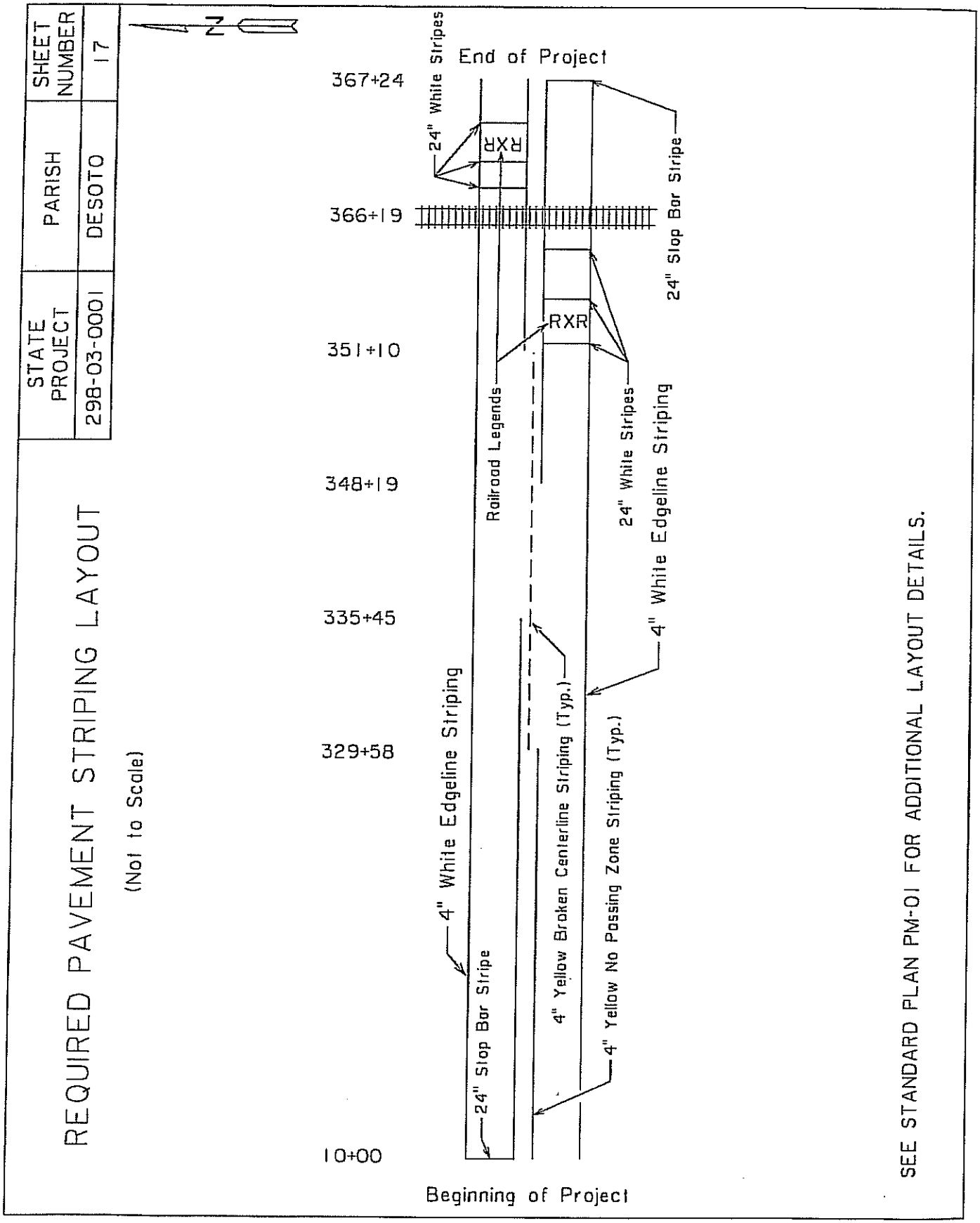
Concrete pipe collars are required at locations to be determined by the Project Engineer during construction. Payment will be per each under Item 701-15, Concrete Collars. Final quantity will be determined by the Project Engineer.

STATE PROJECT	PARISH	SHEET NO.
298-03-0001	Desoto	15

SUMMARY OF REVETMENTS

STATION	SIDE	DESCRIPTION	FLEXIBLE REVETMENT Square Yards
41+36	LT	REVETMENT REQUIRED AT END OF PIPE	22
41+36	RT	REVETMENT REQUIRED AT END OF PIPE	44
72+74	LT	REVETMENT REQUIRED AT END OF PIPE	67
72+98	LT	REVETMENT REQUIRED AT END OF PIPE	67
137+75	LT	REVETMENT REQUIRED AT END OF PIPE	11
158+97	RT	REVETMENT REQUIRED AT END OF PIPE	34
159+10	RT	REVETMENT REQUIRED AT END OF PIPE	34
166+37	RT	REVETMENT REQUIRED AT END OF PIPE	22
211+16	RT	REVETMENT REQUIRED AT END OF PIPE	33
295+61	LT	REVETMENT REQUIRED AT END OF PIPE	22
295+61	RT	REVETMENT REQUIRED AT END OF PIPE	17
296+68	RT	REVETMENT REQUIRED AT END OF PIPE	33
321+49	RT	REVETMENT REQUIRED AT END OF PIPE	22
PROJECT TOTAL:			428
ITEM NUMBER:			712-04


STATE PROJECT
298-03-0001
PARISH
DESOTO
SHEET NUMBER
16
N
EXISTING PAVEMENT STRIPING LAYOUT
(For Information Purposes Only) (Not to Scale)
End of Project
367+24
24" White Stripes
RXR
366+19
24" Stop Bar Stripe
RXR
351+10
Railroad Legends
24" White Stripes
348+19
335+45
329+58
97+13
90+43
24" Stop Bar Stripe
4" Yellow Broken Centerline Striping (Typ.)
4" Yellow No Passing Zone Striping (Typ.)
10+00
Beginning of Project


STATE PROJECT
298-03-0001
PARISH
DESOTO
SHEET NUMBER
17
N
REQUIRED PAVEMENT STRIPING LAYOUT
(Not to Scale)
End of Project
367+24
24" White Stripes
RXR
366+19
24" Slop Bar Stripe
RXR
351+10
Railroad Legends
24" White Stripes
4" White Edgeline Striping
348+19
335+45
4" White Edgeline Striping
4" Yellow Broken Centerline Striping (Typ.)
4" Yellow No Passing Zone Striping (Typ.)
329+58
4" White Edgeline Striping
24" Slop Bar Stripe
10+00
Beginning of Project
SEE STANDARD PLAN PM-01 FOR ADDITIONAL LAYOUT DETAILS.

DATED 10/31/08 11:51:21

STATE PROJECT	PARISH	SHEET NO.
298-03-0001	DESOTO	18

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY S.P. NO. 298-03-0001	TOTAL QUANTITY
202-02-D	REMOVAL OF CONCRETE WALKS & DRIVES	SQYD	60	
202-02-I	REMOVAL OF CULVERT PIPE	LNFT	154	
203-05	EXCAVATION AND EMBANKMENT	LUMP	LUMP	
203-07	BORROW (VEHICULAR MEASUREMENT)	CUYD	6,200	
401-02	AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT)	CUYD	500	
402-01	TRAFFIC MAINTENANCE AGGREGATE (VEHICULAR MEASUREMENT)	CUYD	12.0	
502-01	SUPERPAVE ASPHALTIC CONCRETE	TON	15,625.1	
502-01-A	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS	TON	1,500.0	
510-01-A	PAVEMENT PATCHING (6" MINIMUM THICKNESS)	SQYD	400	
701-01-I/K	CROSS DRAIN PIPE (24" RCP/PCP OR 30" CMP)	LNFT	80	
701-08	RELAYING PIPE	LNFT	16	
701-10-G	REINFORCED CONCRETE PIPE (EXTENSION)(18")	LNFT	8	
701-10-I	REINFORCED CONCRETE PIPE (EXTENSION)(24")	LNFT	62	
701-10-K	REINFORCED CONCRETE PIPE (EXTENSION)(30")	LNFT	42	
701-10-M	REINFORCED CONCRETE PIPE (EXTENSION)(36")	LNFT	36	
701-15	CONCRETE COLLAR	EACH	12	
712-04	FLEXIBLE REVETMENT	SQYD	428	
713-01	TEMPORARY SIGNS & BARRICADES	LUMP	LUMP	
713-02-E	TEMPORARY PAVEMENT MARKINGS (24" WIDTH)	LNFT	60	
713-03-A	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(4' LENGTH)	MILE	10.580	
713-03-B	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(10' LENGTH)	MILE	0.408	
713-04-A	TEMPORARY PAVEMENT MARKINGS (SOLID LINE)(4" WIDTH)	MILE	14.611	
713-05-D	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (RR CROSSING)	EACH	2	
716-01-A	MULCH (VEGETATIVE)	TON	16.5	
726-01	BEDDING MATERIAL	CUYD	12.0	
727-01	MOBILIZATION	LUMP	LUMP	
729-16-B	OBJECT MARKER ASSEMBLY (Type 2)	EACH	2	
731-02	REFLECTORIZED RAISED PAVEMENT MARKERS	EACH	894	
732-01-E	PLASTIC PAVEMENT STRIPING (24" WIDTH)	LNFT	30	
732-02-A	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH)	MILE	28.143	

1 10/31/08 REVISED SUMMARY

DATED 10/31/08 11:51:21

STATE PROJECT	PARISH	SHEET NO.
298-03-0001	DESOTO	15

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY S.P. NO. 298-03-0001	TOTAL QUANTITY
732-03-A	PLASTIC PAVEMENT STRIPING (BROKEN LINE)(4" WIDTH)	MILE	0.408	
732-04-D	PLASTIC PAVEMENT LEGENDS & SYMBOLS (RR CROSSING)	EACH	2	
739-01	HYDRO-SEEDING	ACRE	16.50	
740-01	CONSTRUCTION LAYOUT	LUMP	LUMP	
S-001	SAW CUTTING CONCRETE DRIVES	LNFT	260	

1 10/31/08 REVISED SUMMARY

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 Next XX Miles" sign shall be required on all projects equal to or greater than 2 miles and located at the begining of the project unless otherwise noted. The distance on the sign shall be stated to the nearest whole mile. 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 12 hours or less may be placed on NCHRP350 approved portable sign frames.
- If the spacing on the plans need to be altered, the new spacings need to be approved by the Project Engineer.

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)

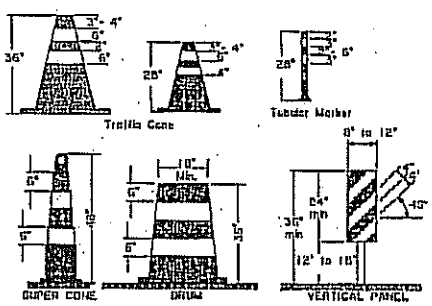
- All pavement markings within the limits of the project that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding (Existing striping shall not be painted over with black paint or covered with tape).
- If special pavement 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, at 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 shall 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.

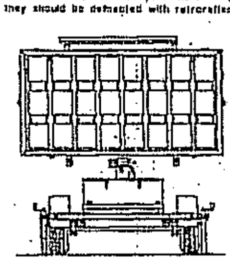
CHANNELIZING DEVICES

- 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 then 40 mph. During night time operations: 1) 28" and 36" cones are not allowed, 2) drums are the only device allowed in the taper.



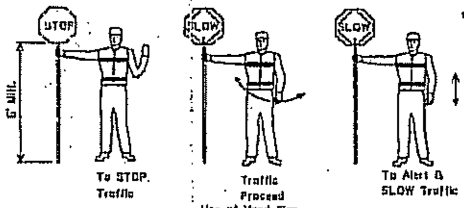
PORTABLE CHANGEABLE MESSAGE SIGNS

- 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 Qualified Flagger is one that has completed courses such as those offered by the American Traffic Safety Services Association (ATSSA), The Associated General Contractors of America (AGC) or other courses approved by the Louisiana DOTD's Work Zone Task Force. The contractor shall be responsible for getting the flagger course approved.
- When utilized, a flagger shall use a minimum 18 inch octagonal shape sign on a minimum 6' stop/slow paddle and wear ANSI Class 2 Lime Green vest during day time operations and ANSI Class 3 Lime Green ensemble during night operations. In all flagging operations, the flagger must be visible from the flagger advance warning sign.



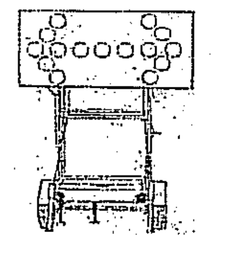
TYPE III BARRICADES

- 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.

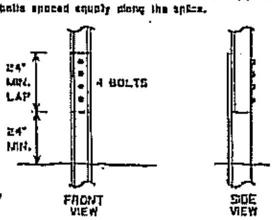


LIGHTING (see QPL)

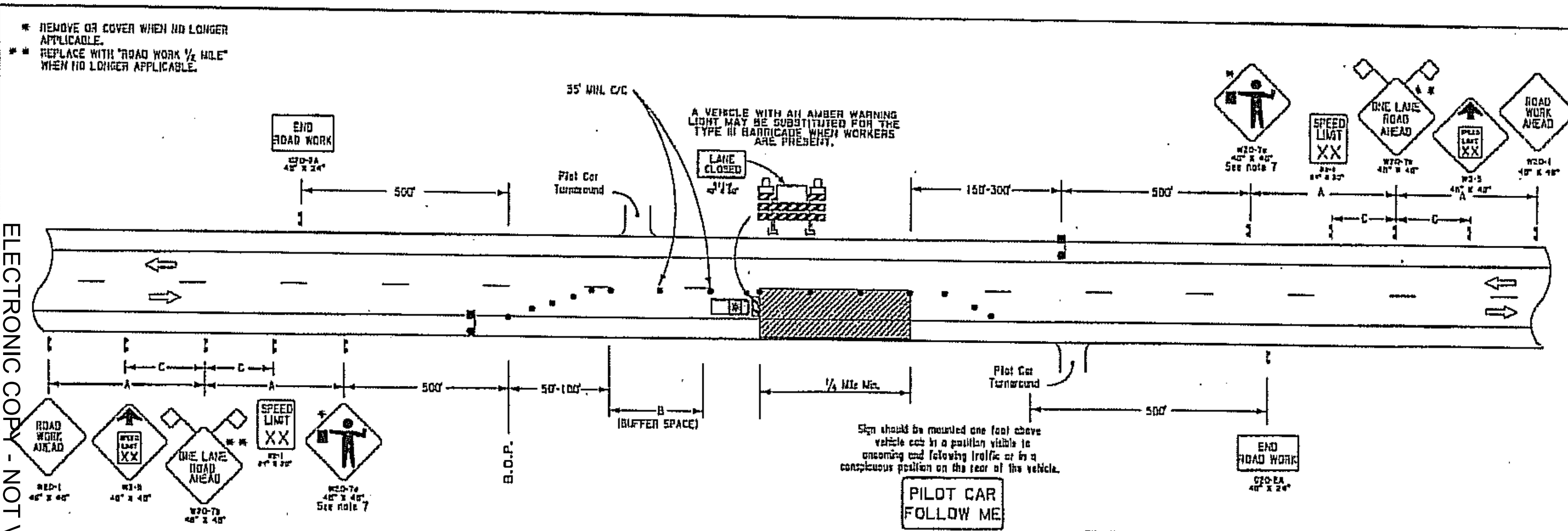
- When used for overnight closures, lighting shall supplement all barricades that are placed in a closed lane or that extend across a highway. Two Type B High Intensity lights shall be used per lane closed in rural areas. In urban areas two Type A Low Intensity Lights may be used where adequate ambient 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 ⅜ inch diameter hex bolts spaced equally along the splice.



TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET
TC-00
DESOTO
298-03-0001
20
TRAFFIC ENGINEERING



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

14. NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIALS SHALL OCCUR WITHIN THE BUFFER SPACE.

PILOT CAR
IF USED, 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 200' (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.

SPEED LIMIT (See note 4)	Spacing 'A'	'B'	'C'
35 mph	500'	250'	N/A
45 mph	1000'	360'	500'
55 mph	1500'	495'	800'

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

TRAFFIC CONTROL LAYOUT FOR LANE CLOSURE GREATER THAN ¼ MILE IN LENGTH (SUITABLE FOR MOVING OPERATIONS)
TC-03
TRAFFIC ENGINEERING
DESOTO 298-03-0001 01/25/2001 23

S.P.# 298-03-0001
US 171 TO LA. 175
ROUTE : LA. 3015
DESOTO PARISH

FEDERAL AID PROJECT NO.	STATE PROJECT NO.	PARISH	SHEET NO.
	298-03-0001	DESOTO	26

ROADWAY
DESIGN INFORMATION

CONTROL SECTION LOG MILE OR STATION NO.	ROAD WAY WIDTH	SIDE C/L	PAVEMENT		BASE		SUB-BASE		SHOULDER		BASE	
			TYPE	DEPTH	TYPE	DEPTH	TYPE	DEPTH	TYPE	DEPTH	TYPE	DEPTH
L.M. 0.100	21' - 06"	Right	ACP	8.75 in.	S-1	15.25 in.						
L.M. 0.600	21' - 06"	Left	ACP	6.50 in.	S-2	17.50 in.						
L.M. 1.100	21' - 00"	Right	ACP	8.50 in.	S-1	15.50 in.						
L.M. 1.600	19' - 06"	Left	ACP	6.00 in.	S-2	18.00 in.						
L.M. 2.000	21' - 00"	Right	ACP	10.00 in.	S-2	14.00 in.						
L.M. 2.700	21' - 00"	Left	ACP	9.00 in.	S-2	15.00 in.						
L.M. 3.300	20' - 06"	Right	ACP	7.75 in.	S-2	7.25 in.	S-3	9.00 in.				
L.M. 3.700	19' - 06"	Left	ACP	3.75 in.	S-3	20.25 in.						
L.M. 4.200	20' - 06"	Right	ACP	5.00 in.	S-2	11.50 in.	S-4	8.50 in.				
L.M. 4.600	22' - 06"	Left	ACP	5.25 in.	S-2	18.75 in.						
L.M. 5.100	19' - 06"	Right	ACP	8.00 in.	S-3	16.00 in.						
L.M. 5.600	18' - 03 '	Left	ACP	5.50 in.	S-3	18.50 in.						
L.M. 6.100	19' - 06"	Right	ACP	8.00 in.	S-3	16.00 in.						

NOTES : ACP = Aspaltic Concrete Pavement
S-1 = A-7-6(21) Med. Silty Clay LL = 50 P.I. = 25
S-2 = A-4(00) Sandy Loam Non-Plastic
S-3 = A-4(00) Loam Non-Plastic
S-4 = A-6(13) Light Silty Clay LL = 36 P.I. = 15

DISTRICT LABORATORY ENGINEER

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SCHEDULE OF ITEMS

LEAD PROJECT: 298-03-0001
OTHER PROJECTS:

DATE: 11/03/08 09:33 PAGE: 1

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
202-02-D	60	SQUARE YARD	REMOVAL OF CONCRETE WALKS & DRIVES _____ DOLLARS _____ CENTS
202-02-I	154	LINEAR FEET	REMOVAL OF CULVERT PIPE _____ DOLLARS _____ CENTS
203-05	LUMP	LUMP SUM	EXCAVATION AND EMBANKMENT _____ DOLLARS _____ CENTS
203-07	6,200	CUBIC YARD	BORROW (VEHICULAR MEASUREMENT) _____ DOLLARS _____ CENTS
301-02	500	CUBIC YARD	AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT) _____ DOLLARS _____ CENTS
402-01	12.0	CUBIC YARD	TRAFFIC MAINTENANCE AGGREGATE (VEHICULAR MEASUREMENT) _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
502-01	15,625.1	TON	SUPERPAVE ASPHALTIC CONCRETE _____ DOLLARS _____ CENTS
502-01-A	1,500.0	TON	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS _____ DOLLARS _____ CENTS
510-01-A	400	SQUARE YARD	PAVEMENT PATCHING (6" MINIMUM THICKNESS) _____ DOLLARS _____ CENTS
701-01-I/K	80	LINEAR FOOT	CROSS DRAIN PIPE (24" RCP/PCP OR 30" CMP) _____ DOLLARS _____ CENTS
701-08	16	LINEAR FOOT	RELAYING PIPE _____ DOLLARS _____ CENTS
701-10-G	8	LINEAR FOOT	REINFORCED CONCRETE PIPE (EXTENSION)(18") _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
701-10-I	62	LINEAR FOOT	REINFORCED CONCRETE PIPE (EXTENSION)(24") _____ DOLLARS _____ CENTS
701-10-K	42	LINEAR FOOT	REINFORCED CONCRETE PIPE (EXTENSION)(30") _____ DOLLARS _____ CENTS
701-10-M	36	LINEAR FOOT	REINFORCED CONCRETE PIPE (EXTENSION)(36") _____ DOLLARS _____ CENTS
701-15	12	EACH	CONCRETE COLLAR _____ DOLLARS _____ CENTS
712-04	428	SQUARE YARD	FLEXIBLE REVETMENT _____ DOLLARS _____ CENTS
713-01	LUMP	LUMP SUM	TEMPORARY SIGNS & BARRICADES _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
713-02-E	60	LINEAR FOOT	TEMPORARY PAVEMENT MARKINGS (24" WIDTH) _____ DOLLARS _____ CENTS
713-03-A	10.580	MILE	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(4' LENGTH) _____ DOLLARS _____ CENTS
713-03-B	0.408	MILE	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(10' LENGTH) _____ DOLLARS _____ CENTS
713-04-A	14.611	MILE	TEMPORARY PAVEMENT MARKINGS (SOLID LINE)(4" WIDTH) _____ DOLLARS _____ CENTS
713-05-D	2	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (RR CROSSING) _____ DOLLARS _____ CENTS
716-01-A	16.5	TON	MULCH (VEGETATIVE) _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
726-01	12.0	CUBIC YARD	BEDDING MATERIAL _____ DOLLARS _____ CENTS
727-01	LUMP	LUMP SUM	MOBILIZATION _____ DOLLARS _____ CENTS
729-16-B	2	EACH	OBJECT MARKER ASSEMBLY (Type 2) _____ DOLLARS _____ CENTS
731-02	894	EACH	REFLECTORIZED RAISED PAVEMENT MARKERS _____ DOLLARS _____ CENTS
732-01-E	30	LINEAR FOOT	PLASTIC PAVEMENT STRIPING (24" WIDTH) _____ DOLLARS _____ CENTS
732-02-A	28.143	MILE	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH) _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
732-03-A	0.408	MILE	PLASTIC PAVEMENT STRIPING (BROKEN LINE)(4" WIDTH) _____ DOLLARS _____ CENTS
732-04-D	2	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (RR CROSSING) _____ DOLLARS _____ CENTS
739-01	16.50	ACRE	HYDRO-SEEDING _____ DOLLARS _____ CENTS
740-01	LUMP	LUMP SUM	CONSTRUCTION LAYOUT _____ DOLLARS _____ CENTS
S-001	260	LINEAR FOOT	SAW CUTTING CONCRETE DRIVES _____ DOLLARS _____ CENTS