



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

September 17, 2009

STATE PROJECT NO. 455-09-0007
FEDERAL AID PROJECT NO. ARR-0021(021)
I-49 NORTH (US 71 (SOUTH) TO LA 2)
ROUTE I-49
CADDO PARISH

SUBJECT: ADDENDUM NO. 2 (CONSTRUCTION PROPOSAL REVISION)
ELECTRONIC BIDDING AMENDMENT NO. 1

Gentlemen:

The following proposal revisions dated 09/17/09 on the captioned project for which bids will be received on Wednesday, September 30, 2009 have been posted on <http://www.dotd.la.gov/cgi-bin/construction.asp>.

1. Added the special provision entitled NS Roller Compacted Concrete (RCC) Pavement [6" Thick]. (7 pages)
2. The Minimum Wage Determination was updated by the U.S. Dept. of Labor. (9 pages)
3. Revised the Schedule of Items as follows: (2 pages)
 - a). Revised the quantities of Items 502-01-00100 and NS-724-00002.
 - b). Added Item NS-DEV-60301, NS Roller Compacted Concrete (RSS) Pavement [6" Thick].

Please note these revisions in the proposal and bid accordingly. Mandatory electronic bidding is required for this project, and electronic bids and electronic bid bonds must be submitted via www.bidx.com for this letting date.

Sincerely,

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

Attachments

cc: Mr. Brian Buckel
Mr. John Sanders
Mr. Steve Christner
Mr. Joe Umeozulu
Mr. Bob Taylor
Mr. Eric Burges
Mr. Masood Rasoulain

NS ROLLER COMPACTED CONCRETE (RCC) PAVEMENT (09/09):

DESCRIPTION. This work includes constructing pavement or base composed of Roller Compacted Concrete (RCC) on a prepared subgrade or base course. Follow the requirements of these specifications and conform to the lines, grades, thickness, and cross-sections shown on the plans or as directed by the engineer.

MATERIALS. Meet the requirements of the following:

Portland Cement Concrete	901
Aggregates	1003
Joint Materials	1005
Curing Materials	1011.01
Water	1018.01
Asphalt Prime Coat	505
Admixtures	901.08(b), 1011.02

(a) Aggregates: Use aggregates manufactured to meet the gradation at the quarry or blended at the plant site to produce the desired results. Use well-graded aggregates without gradation gaps and conform to the following gradation:

Sieve Size	Percent Passing by Weight (mass)
1 in (25 mm)	100
3/4 in (19 mm)	90 – 100
1/2 in (12.5 mm)	70 – 100
3/8 in (9.5 mm)	60 – 85
No. 4 (4.75 mm)	40 – 60
No. 16 (1.18 mm)	20 – 40
No. 100 (150 µm)	6 – 18
No. 200 (75 µm)	2 – 8

Produce evidence of gradation uniformity and that the proportions have the capability for minimum strength development of 4000 psi (27.6 MPa) at 28 days.

EQUIPMENT. Provide equipment and tools to construct RCC that will produce a completed pavement meeting the requirements for mixing, transporting, placing, compacting, finishing, and curing as provided in this specification. All equipment must be on hand and approved by the engineer before work can proceed. Comply with Sections 601 and 901 unless modified herein.

(a) Mixing Plant: Produce a RCC pavement mixture in the proportions defined by the approved mix design and within the specified tolerances. Capacity of the plant shall be sufficient to produce a uniform mixture at a rate compatible with the placement equipment.

(1) Pugmill Plant: Pugmill plant shall be a central plant with a twin-shaft pugmill mixer, capable of batch or continuous mixing. Plant shall be equipped with synchronized metering devices and feeders to maintain the correct proportions of aggregates, cement, fly ash or slag, and water. The pugmill plant shall also meet the following:

a. Aggregate Storage: If previously blended aggregate is furnished, storage may be in a stockpile fed directly to a conveyor-feeding mixer. For aggregate furnished in two or more size groups, provide aggregate separation at the stockpile.

b. Aggregate Bins: Control feed rate by a variable speed belt or operate calibrated gate that accurately delivers any specified quantity of material. If two aggregate size stockpile sources are used, the feed rate from each bin shall be readily adjustable to change aggregate proportions, when required. Feed rate controls must maintain the established proportions of aggregate from each stockpile bin when the combined aggregate delivery is increased or decreased.

c. Plant Scales: If used, any weigh box or hopper must be either a beam or a springless dial type, and be sensitive to 0.5 percent of the maximum load required. Provide beam-type scales that have a separate beam for each aggregate size, with a single telltale actuated for each beam, and a tare beam for balancing hopper. Belt scales will be of an approved design. Provide standard weights accurate to plus or minus 0.1 percent for checking plant scales.

d. Cement, Fly Ash, or Slag Material Storage: Provide separate and independent storage silos for portland cement, fly ash, or slag. Identify clearly each silo to avoid confusion during silo loading.

e. Cement, Fly Ash, or Slag Feed Unit: To assure a uniform and accurate quantity of cementitious materials enters the mixer, provide satisfactory means of dispensing portland cement, fly ash or slag, volumetrically or by weight (mass).

f. Water Control Unit: Measure by weight (mass) or volume the required amount of water for the approved mix. Equip the unit with an accurate metering device. Keep RCC mixture at optimum moisture by having the rate of water added adjustable.

g. Gob Hopper: For continuous operating pugmills, attach a gob hopper to the end of the final discharge belt to temporarily hold the RCC discharge and allow the plant to operate continuously.

(2) Central Mix Batch Plant: Allowable for use in RCC work but must meet the requirements of Subsection 901.09.

(b) Paver: Place RCC with an asphalt paver meeting the following requirements:

Equip the paver with compacting devices capable of producing a RCC pavement with a minimum of 90 percent of the maximum density in accordance with AASHTO T-180, Method D. Spread and finish the RCC material without segregation, to the required thickness, smoothness, surface texture, cross-section, and grade using a paver of suitable weight (mass) and stability.

(c) Compactors: For primary compaction, use self-propelled smooth steel drum vibratory rollers having minimum weight (mass) of 10 tons (9.07 Mg). For finish rolling as required for final compaction or for removing roller marks, use a steel drum roller, operating in static mode, a pneumatic tire roller or combination roller. For compacting areas inaccessible to large rollers, use walk-behind vibratory rollers or plate tampers.

(d) Haul Trucks: Provide sufficient number of trucks to ensure adequate and continuous supply of RCC material to paver. Equip trucks hauling RCC material from the plant to the paver with covers to protect the material from inclement weather and to reduce evaporation losses.

(e) Water Trucks: Throughout the paving and curing process, have at least one water truck or other similar equipment on-site and available. Equip the water truck with a spreader pipe containing fog nozzles capable of evenly applying a fine mist of water to the surface of the RCC without damaging the final surface.

PREPARATION: Prior to placement of RCC, prepare the subgrade or base course in accordance with Subsection 601.04 and as required by the plans. Ensure that the foundation immediately under the RCC pavement and the areas supporting the paving equipment will not contribute to deficient pavement thickness or excessive yield losses.

CONSTRUCTION REQUIREMENTS.

(a) Submittals. Submit the following to the engineer at least 35 days before start of any production of RCC:

(1) Concrete Mix Design: Submit a mix design prepared by a qualified testing laboratory. The engineer will transmit the design to the District Laboratory Engineer for approval. Include details on aggregate gradation, cementitious materials, admixtures (if used), compressive strengths, required moisture, density, and quantities of individual materials per cubic yard for the mix design. Refer to ASTM C-1435, AASHTO T-22 (LA DOTD: TR-230M/TR-230-95) and AASHTO T-180 (Method D) for procedures.

(2) Paving Plan: Submit paving procedures describing direction of paving operations, paving widths, planned longitudinal and transverse cold joints, curing methods, roller patterns, and description of all equipment.

(3) Trial Demonstration: The contractor shall validate the RCC mix design and paving plan with a complete trial demonstration. The contractor must demonstrate the proposed techniques of mixing, hauling, placing, compacting, finishing, curing, and preparation of the construction joints. Additionally the test section provides the contractor the opportunity to demonstrate laydown method and rate, rolling pattern and rolling method. Construct the test section on an approved compacted base course using the same equipment, material, and construction techniques used on the ensuing work. The trial demonstration shall be of sufficient size to validate all the aspects of RCC paving. The engineer may waive the trial demonstration if prior experience by the contractor using identical equipment, materials, and methods is acceptable to the engineer.

(b) Mixing Plant: Assure complete and uniform mixing of all ingredients. The volume of RCC material in the mixing chamber shall not exceed the manufacturer's rated capacity for dry concrete mixtures. Keep sides of the mixer and mixer blade surfaces free of hardened RCC and other materials. Check mixer blades routinely for wear and replace if wear is sufficient to cause inadequate mixing.

Ensure that mixing plant receives the quantities of individual ingredients to within the following tolerances: Cementitious Materials ± 2.0 percent, Water ± 3.0 percent, and Aggregates ± 4.0 percent

Prior to RCC production, provide a complete and comprehensive calibration of the plant in accordance with the Standard Specifications and certification requirements of the Department and manufacturer's recommendation. These calibration requirements will be waived by the engineer for those concrete plants currently approved and certified by the Department. Provide daily plant records of production and quantities of materials used that day to the engineer as required by the Standard Specifications.

(c) Transporting RCC: Transport RCC pavement material from the plant to the paver within 30 minutes as follows: Use dump trucks fitted with retractable protective covers for protection from inclement weather or excessive evaporation. Dump the trucks clean with no buildup or hanging of RCC material in the corners. Deposit the RCC material directly into the hopper of the paver or secondary distribution system that deposits the material into the paver hopper.

(d) Placing RCC: Keep subgrade or base course surfaces clean and free of foreign material and ponded water prior to RCC placement. Uniformly moisten subgrade or base course at the time of RCC placement. If the base course becomes dry, uniformly water, but the method of watering used shall not form mud or pools of freestanding water.

Adjust the paver and regulate the speed to prevent segregation and provide a surface course that is smooth and continuous, without tears, and without pulling. Limit the spread of the RCC to a length that can be compacted and finished within the appropriate time limit under the prevailing air temperature, wind, and climatic conditions. Proceed in a steady, continuous operation with minimal starts and stops. Regulate speed to assure a constant supply of RCC material in the hopper. Maintain RCC material above the auger shaft at all times during paving.

Construct pavements greater than 10 in (250 mm) in two lifts of equal thickness. Place adjacent paving lanes within 60 minutes. If more than 60 minutes has elapsed between placements of adjacent lanes, the vertical joint becomes a cold joint. Prepare the cold joint in accordance with "Cold Vertical Joints" as specified below. At the discretion of the engineer, this time may be increased or decreased depending on the use of set retarding admixtures or the ambient weather conditions of temperature, wind, and humidity.

For multiple lift placements, the thickness of each lift shall meet the requirements of "Lift Thickness" as follows: Place second lift within 60 minutes of the completion of the first lift. If more than 60 minutes has elapsed, the interface between the first and second lift is a cold joint. Prepare cold joint in accordance with "Horizontal Cold Lift Joints" as specified below. At the discretion of the engineer, this time may be increased or decreased depending on the use of set retarding admixtures or the ambient weather conditions of temperature, wind, and humidity. To reduce the opportunity for cold joints to develop, the use of multiple pavers in tandem formation is advantageous.

Limit use of hand spreading, broadcasting, or fanning to immediately behind the paver and before compaction. Remove any segregated coarse aggregate from the surface before compaction. If segregation occurs in the RCC during paving operations, cease the spreading until the cause is determined and corrected to the satisfaction of the engineer. If the engineer determines the segregation to be severe, remove and replace the segregated area at no additional cost to the Department.

Place RCC in a pattern so that any curing water from the previous placements will not pose a runoff problem on the fresh RCC surface or on the subgrade.

(e) Compacting: Immediately begin the compaction behind the placement of RCC material and complete within 60 minutes from the start of mixing at the plant. At the discretion of the engineer, this time may be increased or decreased depending on the use of set retarding admixtures or ambient weather conditions of temperature, wind, and humidity.

Plan operations and supply sufficient rollers to ensure specified compaction. Determine the sequence and number of passes by vibratory and non-vibratory rolling to obtain the specified density and surface finish. Do not operate rollers in the vibratory mode while stopped or reversing direction. Using pneumatic tire rollers for final compaction to knead and seal the

surface is permissible. Do not operate roller within 12 inches (300 mm) of the edge of a freshly placed lane until the placement of adjacent lane. Within the allowable time, roll together both edges of the two lanes.

(f) Joints: For planned cold joints, roll the complete lane and follow cold joint procedures in accordance with "Cold Vertical Joints" below. Provide additional rolling for longitudinal joints with a vibratory roller as necessary to produce the specified density for the full depth of the lift and provide a tight smooth transition across the joint. Smooth out any uneven marks left during the vibratory rolling utilizing a non-vibratory or pneumatic tire roller. Roll to obtain a smooth, flat surface, free of tearing and cracking. Avoid displacement of RCC pavement by optimizing the speed of the rollers at all times. Correct any displacement of RCC pavement resulting from reverse direction of the roller or from any other causes.

(1) Fresh Vertical Joints: Regard a vertical joint a fresh joint when an adjacent RCC lane is within 60 minutes of placement of the previous lane, with time adjusted depending on use of retarders or ambient weather conditions. Fresh joints will not require the treatment specified for cold joints. Construct joints to assure continuous bond between new and previously placed lanes.

(2) Cold Vertical Joints: *Note: Constructed vertical joints that use a drop extension or edging shoe are exempt from the following requirement when placed up to 15 degrees from vertical.* Cold joints are all construction joints in the RCC that do not qualify as fresh joints.

Treat longitudinal and transverse cold joints as follows: Cut the joint vertically full depth. Cut vertically at least 6 inches (150 mm) from the exposed edge. Cold joints cut within 2 hours of placing the RCC pavement may be cut with approved mechanical equipment if no edge raveling occurs. Edges of cold joints cut after 2 hours of placing the RCC pavement shall be saw cut to the full depth of the RCC pavement. Clean the joint of any loose or foreign material prior to placing fresh RCC material against a compacted cold vertical joint. Before placement of fresh RCC, wet the compacted cold joint to prevent excess loss of moisture.

(3) Fresh Horizontal Joints: For multi-layer construction, if placed within 60 minutes of placing the previous lift, a horizontal joint is a fresh joint; with time adjusted depending on use of retarders or ambient weather conditions. Clean the surface of all loose material and moisten the surface prior to placement of the subsequent lift.

(4) Horizontal Cold Lift Joints: For horizontal cold joints, clean all loose material and moisten the surface prior to placement of the subsequent lift. The plans or engineer may require use of a cement slurry or grout between lifts. If required, apply supplementary bonding materials immediately prior to placement, without loss of moisture, of the subsequent lift.

(5) Contraction Joints: RCC joint locations shall match existing joints in adjacent Portland Cement Concrete Pavement or as shown on the Plans or as directed by the engineer. Use early entry saws as soon as possible behind the rolling operation set to the manufacturer's recommendation. Saw cut contraction joints to a minimum of 1/4 depth of the compacted RCC pavement but no greater than 1/3 depth. Saw as soon as possible without causing raveling or other damage to the pavement, but no later than 24 hours after placement.

(6) Joints at Structures: Treat joints between RCC pavement and concrete structures as cold vertical joints.

(g) Finishing: The finished surface of the RCC pavement, when tested with a 10-foot (3 m) straight edge or crown surface template, shall not vary by more than 1/2 inch (13 mm) at any one point. When the surface smoothness is outside of the specified tolerance, grind the

surface to within the tolerance by use of self-propelled diamond grinders at no additional cost to the Department. Milling to obtain a final riding surface is not acceptable.

(h) Curing: Immediately after final rolling and compaction testing, keep the surface of the RCC pavement continuously moist for 7 days or until an approved curing method is applied.

Water Cure: Apply water using water truck equipped with misting spray nozzles, soaking hoses, sprinkler system or other means that will assure a continuous and uniform moist condition to the RCC. Apply moisture in a manner that will not wash out or damage the surface of the finished RCC pavement.

Curing Compound: Apply curing compound as specified in Subsection 601.10 with a minimum of 1 gallon per 100 square feet (1 liter per 24.5 square meters). Ensure the application provides a uniform void-free continuous membrane across the entire RCC pavement surface. Application of curing compound works best on RCC when applied in two coats placed transverse to one another.

Asphalt Prime Coat: If the final surface of the RCC is asphalt, place an asphalt prime coat in accordance with Section 505 to seal in the moisture of the RCC.

(i) Sealing Joints: Seal joints in accordance with the plans and specifications or as directed by the engineer. Seal all RCC transverse contraction joints with material complying with Section 1005.

(j) Permitting Traffic on Pavement: Before using the pavement as a haul road for loaded or unloaded vehicles, protect the RCC from vehicular traffic during the curing period, and ensure that compressive strength tests show the RCC has developed at least 2000 psi (14 MPa) and is at least 4 days old. Seal the joints before permitting vehicles or equipment on the pavement.

ACCEPTANCE REQUIREMENTS.

(a) General: There will be no direct pay from the Department for density and coring testing. Comply with Subsection 601.18 for acceptance requirements except as follows:

(1) Testing area/lot: 2000 square yards is the designated area for one lot.

(2) In-Place Concrete Strength Acceptance: For each lot, obtain three cores randomly stratified selected longitudinally, within the middle third of the paved lane as viewed transversely, for compressive strength testing and thickness measurements. Average compressive strength from the three cores shall not be less than 4000 psi (27.6 MPa) in 28 days. For determination of diameter of cores, maintain an L/D ratio of 2.0 (RCC thickness / core diameter) as close as possible for compressive strength testing. An L/D ratio greater than 1.25 is required. Saw cores with an L/D ratio greater than 2.0 to an L/D ratio of 2.0, with the contractor's understanding that transverse sawing of cores may adversely affect the resulting compressive strength results.

(3) Thickness: The average thickness of the three cores per lot shall not be less the specified thickness by more than 1/2 inch (13 mm). The engineer will evaluate any areas deficient by more than 1/2 inch (13 mm) thick. If the engineer requires removal, remove and replace the pavement in full-cross sections according to plan requirements. Removal and replacement will be at the contractor's expense.

MEASUREMENT.

Measure Roller Compacted Concrete (RCC) Pavement for payment by the square yard (sq m). The quantities of roller compacted concrete measured for payment will be the design quantities shown on the plans and adjustments thereto. Adjust design quantities if the engineer

makes changes to adjust to field conditions, proven errors in the plans, or if design changes are necessary. Horizontal and longitudinal dimensions on the plans determine the design areas, the longitudinal length being along the centerline of the pavement.

PAYMENT.

Payment for Roller Compacted Concrete (RCC) Pavement will be on a lot basis at the contract unit price per square yard (sq m), which includes all labor, materials, equipment, tools, and incidentals necessary to complete the work based on the following pay schedule chart. Remove and replace lots that fail to meet the following criteria in the pay schedule chart at the contractor's expense.

Payment Adjustment Schedule (RCC)

Compressive Strength, psi (MPa)	Percent of Contract Unit Price / Lot
≥ 4000 (27.6)	100
3999 – 3800 (27.5 – 26.2)	95
3799 – 3500 (26.1 – 24.1)	85
< 3500 (24.1)	50 or Remove & Replace ¹

¹ Remove and Replace at the option of the engineer after investigation and at the contractor's expense.

Payment will be made under:

Item No.	Pay Item	Pay Unit
NS-DEV-60301	NS Roller Compacted Concrete (RCC) Pavement [6" Thick]	Square Yard (Sq m)

General Decision Number: LA080013 09/04/2009 LA13

Superseded General Decision Number: LA20070034

State: Louisiana

Construction Type: Highway

Counties: Bossier, Caddo, Ouachita, Rapides and Webster
Counties in Louisiana.

HIGHWAY CONSTRUCTION PROJECTS (Does not include building
structures in rest area projects, includes the city of
Shreveport)

Modification Number	Publication Date
0	02/08/2008
1	03/07/2008
2	04/04/2008
3	09/05/2008
4	01/16/2009
5	03/06/2009
6	04/03/2009
7	09/04/2009

ELEC0194-009 09/04/2008

BOSSIER, CADDO, AND WEBSTER PARISHES

	Rates	Fringes
ELECTRICIAN (including traffic signal wiring and installation) Lineman and Heavy Equipment Operator.....	\$ 23.95	8.61

* ELEC0446-008 09/01/2009

OUACHITA PARISH

	Rates	Fringes
ELECTRICIAN (including traffic signal wiring and installation).....	\$ 20.10	8.19

* ELEC0576-008 09/01/2009

RAPIDES PARISH

	Rates	Fringes
ELECTRICIAN (including traffic signal wiring and		

installation).....	\$ 22.05	5.64
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SULA2004-013 07/07/2004

	Rates	Fringes
CARPENTER (including formbuilding/formsetting).....	\$ 13.80	0.00
Cement Mason/Concrete Finisher...	\$ 12.80	0.00
IRONWORKER, REINFORCING.....	\$ 15.51	0.00
Laborers		
Asphalt Raker.....	\$ 8.88	0.80
General including landscape/erosion.....	\$ 8.61	0.80
Guardrail.....	\$ 8.26	0.80
Jackhammer/Vibrator.....	\$ 8.00	0.00
Mason Tender.....	\$ 9.20	0.80
Pipelayer.....	\$ 9.18	0.80
Striping/Pavement Marker including paint striping and attachment of reflector buttons.....	\$ 8.48	0.80
Traffic Control including flagger, sign placement, barricades, and cones.....	\$ 8.09	0.80
PILEDRIVERMAN.....	\$ 14.75	0.00
Power Equipment Operators		
Air Compressor.....	\$ 13.08	2.20
Asphalt Distributor.....	\$ 13.08	2.20
Asphalt Paving Machine.....	\$ 12.87	0.18
Asphalt Screed.....	\$ 10.83	0.00
Asphalt/Aggregate Spreader..	\$ 11.76	0.00
Backhoe/Excavator.....	\$ 12.79	0.00
Broom/Sweeper.....	\$ 10.69	0.00
Bulldozer.....	\$ 13.21	0.00
Concrete Saw.....	\$ 13.08	2.20
Crane.....	\$ 14.38	0.00
Front End Loader.....	\$ 11.01	0.00
Mechanic.....	\$ 13.08	2.20
Milling/Cold Planing Machine including rotomill and CMI cutter.....	\$ 12.14	0.00
Motor Grader/Blade.....	\$ 13.26	0.00
MTV/Shuttlebuggy.....	\$ 11.68	0.00
Oiler.....	\$ 13.08	2.20
Post Driver.....	\$ 12.49	0.00
Roller.....	\$ 11.38	0.00
Stabilizer.....	\$ 10.83	0.00
Trackhoe.....	\$ 13.00	0.00
Tractor.....	\$ 13.00	0.00

Truck drivers

Dump (all types).....	\$ 11.86	0.00
Flatbed.....	\$ 11.20	0.00
Lowboy.....	\$ 12.18	0.00
Pickup including paint		
truck.....	\$ 10.50	0.00
Tack.....	\$ 10.25	0.00
Water.....	\$ 12.43	0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations

Wage and Hour Division

U.S. Department of Labor

200 Constitution Avenue, N.W.

Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator

U.S. Department of Labor

200 Constitution Avenue, N.W.

Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative

Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

General Decision Number: LA080002 08/28/2009 LA2

Superseded General Decision Number: LA20070004

State: Louisiana

Construction Type: Heavy

Counties: Acadia, Ascension, Bossier, Caddo, Calcasieu, East
Baton Rouge, Lafayette, Lafourche, Livingston, Ouachita,
Rapides, St Landry, St Martin, Terrebonne, Webster and West
Baton Rouge Counties in Louisiana.

HEAVY CONSTRUCTION PROJECTS (includes flood control, water &
sewer lines, and water wells; excludes elevated storage tanks,
industrial construction-chemical processing, power plants, and
refineries)

Modification Number	Publication Date
0	02/08/2008
1	03/07/2008
2	04/04/2008
3	06/13/2008
4	09/05/2008
5	01/16/2009
6	02/13/2009
7	03/13/2009
8	04/10/2009
9	08/28/2009

CARP0764-003 07/01/2006

BOSSIER, CADDO, OUACHITA, RAPIDES, AND WEBSTER PARISHES

	Rates	Fringes
CARPENTER (formbuilding/formsetting).....	\$ 17.25	5.02

CARP0953-004 02/01/2006

CALCASIEU PARISH

	Rates	Fringes
CARPENTER (formbuilding/formsetting).....	\$ 18.60	3.33
MILLWRIGHT High Speed.....	\$ 20.92	3.33
Maintenance.....	\$ 20.37	3.33

CARP1098-004 02/01/2006

ASCENSION, EAST BATON ROUGE, LIVINGSTON, AND WEST BATON ROUGE
PARISHES

	Rates	Fringes
CARPENTER (formbuilding/formsetting).....	\$ 19.92	5.65

* CARP1846-008 07/01/2009

LAFOURCHE and TERREBONNE PARISHES

	Rates	Fringes
CARPENTER (formbuilding/formsetting).....	\$ 21.31	6.35

CARP1897-004 02/01/2006

ACADIA, LAFAYETTE, ST. LANDRY, AND ST. MARTIN PARISHES

	Rates	Fringes
CARPENTER (formbuilding/formsetting).....	\$ 15.50	3.95

ELEC0130-009 12/01/2008

LAFOURCHE AND TERREBONNE PARISHES

	Rates	Fringes
ELECTRICIAN.....	\$ 25.00	8.33

ELEC0194-007 09/04/2008

BOSSIER, CADD0, AND WEBSTER PARISHES

	Rates	Fringes
ELECTRICIAN		
Lineman and Heavy		
Equipment Operator.....	\$ 23.95	8.61

ELEC0446-007 04/01/2009

OUACHITA PARISH

	Rates	Fringes
ELECTRICIAN.....	\$ 19.65	8.18

ELEC0576-006 03/01/2009

RAPIDES PARISH

	Rates	Fringes
ELECTRICIAN.....	\$ 21.60	5.62

ELEC0861-006 04/01/2009

ACADIA, CALCASIEU, LAFAYETTE, AND ST. MARTIN PARISHES

	Rates	Fringes
ELECTRICIAN.....	\$ 23.50	9.00

ELEC0995-006 01/01/2009

ASCENSION, EAST BATON ROUGE, LIVINGSTON, ST. LANDRY, AND WEST
BATON ROUGE PARISHES

	Rates	Fringes
ELECTRICIAN.....	\$ 21.87	7.67

SULA2004-006 04/29/2004

	Rates	Fringes
CARPENTER (all other work).....	\$ 12.81	0.00
Cement Mason/Concrete Finisher...	\$ 13.77	0.00
Laborers		
Common.....	\$ 8.20	0.00
Pipelayer.....	\$ 9.45	0.00

Power Equipment Operators

Backhoe/Excavator.....	\$ 13.01	0.00
Bulldozer.....	\$ 13.83	0.00
Crane.....	\$ 16.62	3.28
Dragline.....	\$ 15.16	0.00
Front End Loader.....	\$ 11.50	0.00
Motor Grader/Blade.....	\$ 11.75	0.00
Oiler.....	\$ 8.59	2.50
Trackhoe.....	\$ 12.64	0.00
Water Well Driller.....	\$ 11.91	2.44
Winch.....	\$ 11.38	0.00
Truck Driver, Dump.....	\$ 10.25	0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations

Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION



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Louisiana Department of Transportation and Development
Proposal Schedule of Items

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Contract ID: 455-09-0007-R1

Project(s): 455-09-0007

SECTION: 3

Alternate AA2 (Concrete)

Alternate Set: AA

Alternate AA

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0130 AA 2	502-01-00100	Superpave Asphaltic Concrete	19,877.000	TON
				Dollars
				Cents
0131 AA 2	601-01-00700	Portland Cement Concrete Pavement (11" Thick)	161,899.300	SQYD
				Dollars
				Cents
0132 AA 2	601-04-00100	Portland Cement Concrete Pavement Coring	202.000	EACH
				Dollars
				Cents
0133 AA 2	707-01-00300	Concrete Curb (Mountable)	845.000	LNFT
				Dollars
				Cents
0134 AA 2	732-03-02000	Plastic Pavement Striping (Broken Line) (4" Width) (Thermoplastic 90 mil)	1.237	MILE
				Dollars
				Cents
0135 AA 2	732-03-03000	Plastic Pavement Striping (Broken Line) (4" Width) (Preformed Tape) (Retroreflectivity Level I)	7.719	MILE
				Dollars
				Cents
0136 AA 2	NS-724-00002	Rumble Strips (Shoulder Ground-In)	3.700	MILE
				Dollars
				Cents



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SECTION: 3

Alternate AA2 (Concrete)

Alternate Set: AA

Alternate AA

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0137 AA 2	NS-DEV-60301	NS Roller Compacted Concrete (RCC) Pavement (6" THICK)	73,808.600	SQYD
				Dollars
				Cents

Section: 3

Total:

Total Bid: