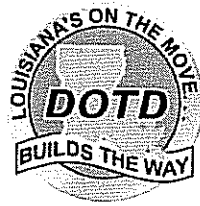


**STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND
DEVELOPMENT**

CONSTRUCTION PROPOSAL



FEDERAL AID PROJECT

STATE PROJECT NO.

704-36-0047

**PERMANENT REPAIR TO FEDERAL AID ELIGIBLE ROADS
NASHVILLE AVE.
ORLEANS PARISH**

STATE PROJECT NO(S). 704-36-0047
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NOTICE TO CONTRACTORS (11/08)

Electronic bids and electronic bid bonds for the following project will be downloaded by the Department of Transportation and Development (DOTD) on **Wednesday, June 24, 2009**. **Paper bids and paper bid bonds will not be accepted.** Electronic bids and electronic bid bonds must be submitted through www.bidx.com prior to the electronic bidding deadline. Beginning at 10:00 a.m., all bids will be downloaded and posted online at <http://www.dotd.la.gov/cgi-bin/construction.asp>. No bids are accepted after 10:00 a.m.

DBE PROJECT

STATE PROJECT NO. 704-36-0047

FEDERAL AID PROJECT NO. ER-ERP1(063)

DESCRIPTION: Permanent Repair to Federal Aid Eligible Roads

ROUTE: Nashville Ave.

PARISH: Orleans

LENGTH: 1.570 miles.

TYPE: COLD PLANE ASPHALTIC CONCRETE, ASPHALTIC CONCRETE PATCHING, ASPHALTIC CONCRETE OVERLAY, STRIPING, CONCRETE ADA RAMPS & SIDEWALK REPLACEMENT

LIMITS: State Project No. 704-36-0047: Tchoupitoulas – Claiborne Ave.

ESTIMATED COST RANGE: \$2,500,000.00 - \$5,000,000.00

PROJECT ENGINEER: William Koutnik, (504)-827-5841, 2601 Canal Blvd., New Orleans, LA, 70119

DOTD COORDINATOR: Fred Wetekamm, (504) 437-3112

PROJECT MANAGER: Jeff Burst

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.

NOTICE TO CONTRACTORS (CONTINUED)

Paper 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. All Addenda, Amendments, Letters of Clarification, and Withdrawal Notices will be posted online. **Paper notices will not be distributed.** Construction proposal information may be accessed via the Internet at www.dotd.la.gov. From the LA DOTD home page, select the following options: **Doing Business with DOTD**, then **Construction Letting Information**. Once the **Construction Letting Information** page appears, find the **Notice to Contractors** box. From the drop down menu, select the appropriate letting date and press the "Go To" button to open the page, which provides a listing of all projects to be let and a **Construction Proposal Documents** link for each project. All project specific notices are found here. **It will be the responsibility of the bidder to check for updates.** If paper copies of the proposal are desired, the proposal cost is \$25.00. Paper copies of the plans are included in the proposal (no additional charge). The purchase price for paper plans and proposals is non-refundable. Additionally, 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.

All questions concerning the plans shall be submitted via the Electronic Plans Distribution Center known as **Falcon**. Questions submitted within 96 hours of the bid deadline may not be answered prior to bidding. Falcon may be accessed via the Internet at www.dotd.la.gov. From the home page, select **Doing Business with DOTD** from the left-hand menu, then select **Construction Letting Information** on the pop-up menu. On the Construction Letting Information page, select the link, ***DOTD's Plan Room***. Login to Falcon (or request an ID if a first-time user). Once logged in, you will have access to view Project Information, submit a question concerning the project, and view the plans. All submitted questions will be forwarded by email to the Project Manager and the Project Engineer for a response.

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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SPECIAL NOTICE TO CONTRACTORS:

COORDINATION OF WORK: Upon notification by local government agencies of proposed work adjacent to this contract or other work within the area that will drastically impact traffic for an extended duration, the Project Engineer at the Pre-Construction Meeting can direct the contractor to provide an alternate construction plan. The contractor shall provide a plan in 3 working days to mitigate or minimize disruption to traffic flow in the area.

If construction activities have begun and the Project Engineer is notified by the local government agency of proposed work which will begin adjacent to or within the area, the contractor shall coordinate his work activities with this subject work to minimize disruption to traffic flow in the area.

GEOTECHNICAL DATA (INFORMATIONAL PURPOSES ONLY): A copy of the Report for Pavement Evaluations and Repair Recommendations will be available upon request. Submit requests for reports to Burk-Kleinpeter, Inc., 4176 Canal Street, New Orleans, LA, 70119, (504) 486-5901.

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;

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otherwise, said proposal guaranty will be returned to the bidder; all in accordance with Subsection 103.04.

MANDATORY ELECTRONIC BIDS AND ELECTRONIC BID BONDS SUBMISSION

(10/08): This project requires mandatory electronic bidding. All Specifications, whether Standard, Supplemental or Special Provisions, are hereby amended to delete any references regarding paper bids and the ability to submit paper bid forms.

The contractor shall register online to be placed on the Louisiana Department of Transportation and Development (LA DOTD) prospective bidders list or for information only list.

Modifications to proposal documents will be posted on the Department's website at the following URL address: www.dotd.la.gov/cgi-bin/construction.asp.

LA DOTD shall not be responsible if the bidder cannot complete and submit a bid due to failure or incomplete delivery of the files submitted via the internet.

DBE PARTICIPATION IN FEDERAL AID CONSTRUCTION CONTRACTS (02/07):

This project is a DBE goal project. In accordance with the Required Contract Provisions for DBE Participation in Federal Aid Construction Contracts elsewhere herein, the DBE goal for approved subcontracting work on this project is percent of the total contract bid price. The contractor shall submit DOTD Form OMF-1A (Request to Sublet) and have it approved by the Department before any subcontract work is done on the project. Only those businesses certified by the Department as Disadvantaged Business Enterprises (DBEs) may be utilized in fulfillment of the DBE goal requirement. Such businesses are those certified by the Louisiana Unified Certification Program on the basis of ownership and control by persons found to be socially and economically disadvantaged in accordance with Section 8(a) of the Small Business Act, as amended and Title 49, Code of Federal Regulations, Part 26 (49 CFR 26).

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.

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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.

PRE-AWARD CPM FOR CONTRACT TIME REVIEW: Should only one bid be received then the single bidder shall be required to gain approval from the Chief Construction Engineer, as outlined below, prior to the Award of Contract. A Pre-Award CPM shall only be used for review and justification of the contract time submitted as part of the bid.

Critical Path Methods (CPM) as described and with terms as defined in the Associated General Contractors of America (AGC) publication, *Construction Planning and Scheduling*, latest edition, shall be used in construction scheduling and establishing the critical items of work. In case of discrepancy between these specifications and *Construction Planning and Scheduling*, these specifications shall govern.

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

The critical activities as shown on the Construction Schedule will be considered in establishing the controlling item of work. If the Construction Schedule is not approved by the Chief Construction Engineer the bid will be considered irregular and will be rejected.

The sequence of work as represented on the approved Construction Schedule and approved associated data shall be interpreted as being the intention of the contractor at the time that the schedule was made.

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

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

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description or shown in activity codes relative to each activity. It shall include submittals and approvals of critical samples, shop drawings, procedures, order lists (pilings for example), or other things that could have a significant schedule impact.

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

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

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

The contractor shall submit color-coded graphics in the required multiple copies.

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

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

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

(c) Submittal: Prior to the Award of Contract the Single Bidder shall submit to the Chief Construction engineer for approval, in triplicate, a Construction Schedule giving a proposed schedule of operations that provides for completion of the work and a Summary of Activities tabulation. The Single Bidder shall also submit the Construction Schedule data electronically capable of being processed with the hardware and software being used by the Department or its consultants.

Within 10 calendar days after receipt of the submittal, the Chief Construction engineer and Single Bidder shall meet and review the proposed schedules and tabulations. Any revisions resulting from the review shall be submitted, in triplicate, for approval within 5 calendar days after the meeting.

Failure to have obtained approval of the Construction Schedule and tabulations within 20 calendar days after the Bid Letting the bid will be considered irregular and will be rejected.

(d) The Pre-Award CPM Construction Schedule will be provided at no direct pay.

COST-PLUS-TIME BIDDING PROCEDURE (A + B METHOD): The 2006 Standard Specifications and Supplemental Specifications, as amended elsewhere herein, are further amended as follows:

General. The process for bidding and the award of this project will take into account not only the contract amount bid but also the bidder's stated contract time in which the project will be completed to final acceptance. This method will only be used to determine the successful bidder. It will not be used to determine the award amount nor final payment to the contractor. Should only one contractor bid then he will be required to turn in a Pre-Award CPM prior to Award of Contract for time verification by DOTD.

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

- (a) Calendar Day – Refer to Subsection 101.03.
- (b) Contract Amount – The summation of the products of the quantities shown in the Schedule of Items multiplied by the unit bid prices.
- (c) Contract Time – The number of calendar days stated in the successful bidders proposal to complete the project to final acceptance as adjusted by authorized extensions.
- (d) Daily Road User Cost – The amount which represents the average daily cost of interference and inconvenience to the road user. The Department has assigned a daily road user cost of \$5000.00 per calendar day for this project.

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(e) Final Acceptance – Refer to Subsection 105.17(b).

Preparation of Proposal. In addition to all other bidding requirements of the project specifications, the bidder shall state his required completion time in the space provided on the “CONTRACT TIME” form contained elsewhere herein. The proposed completion time shall be based on the construction phases shown in the plans in their respective order and will be a factor used in considering bids for award. The stated number of calendar days required for completion will be the contract time for this project should the bidder be successful. Bids not including a contract time will be considered irregular and will be rejected.

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

Total Bid Amount = A + B

Where:

A = the contract amount as defined herein.

B = the product of the number of calendar days of contract time stated by the bidder and the daily road user cost contained herein.

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

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

CONSIDERATION OF BIDS: Subsection 103.01 of the 2006 Standard Specifications is amended as follows:

Subsection 103.01(a) is amended to include the following:

(5) The single bidder on a Cost-Plus-Time bid fails to obtain approval from the Chief Construction Engineer of a Pre-Award CPM within 20 calendar days after the Bid Letting.

Subsection 103.01(b) is amended to include the following:

(7) The Contract Time submitted as part of a Cost-Plus-Time bid is found to be excessive by the Chief Construction Engineer.

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MAINTENANCE OF TRAFFIC (11/13/08): 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.

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 use a Wedged Joint and will be permitted to pave in one lane for a full day; the adjacent lane shall be paved the following day or 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. When the Shoulder Wedge is required, the contractor shall blade and shape existing shoulder material to form a uniform surface under the wedge prior to placement of the asphaltic concrete overlay.

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.

ACCEPTANCE (03/98): Subsection 105.17 is amended as follows:

Heading (a) is deleted and the following substituted.

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(a) Partial Acceptance: When the contractor satisfactorily completes all work at a site, including all safety devices, signs and striping, the contractor may request the engineer to make final inspection of that portion of the project. When the engineer finds upon inspection that the portion has been completed in compliance with the contract, the Department will accept that portion as being completed and the contractor will be relieved of further responsibility for that portion and from further liability to the public.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA) (SEC107): Subsection 107.05, Federal Aid Participation as amended by the supplemental specifications is further amended to include the following:

This project is funded through the American Recovery and Reinvestment Act of 2009 (ARRA). The ARRA requires the contractor and all subcontractors to properly complete and submit monthly Employment Data Reports for ARRA funded projects. The *Monthly Employment Report Form* (Form No. FHWA-1589) and the instructions necessary for proper completion of the form are included as a supplement to the Federal Aid Contract provisions as contained elsewhere herein, and are also available on the DOTD Construction, and ARRA websites. The contractor shall ensure that all subcontractors are aware of these reporting requirements and shall include these requirements within each subcontract. **DOTD reserves the right to withhold estimated payments to the contractor for the contractor's or any subcontractor's refusal to report or for frequent occurrences of untimely, missing, incomplete, or inaccurate employment reporting on this ARRA project.**

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

ITEM 731-02-00100, Reflectorized Raised Pavement Markers
ITEM 732-01-01020, Plastic Pavement Striping (6" Width)(Thermoplastic 90 mil)
ITEM 732-01-01040, Plastic Pavement Striping (8" Width)(Thermoplastic 90 mil)
ITEM 732-01-01060, Plastic Pavement Striping (12" Width)(Thermoplastic 90 mil)
ITEM 732-02-02000, Plastic Pavement Striping (Solid Line) (4" Width)(Thermoplastic 90 mil)
ITEM 732-03-01000, Plastic Pavement Striping (Broken Line)(4" Width)(Thermoplastic 40 mil)
ITEM 732-04-19020, Plastic Pavement Legends & Symbols (SCHOOL ZONE)
ITEM 736-09-00100, Loop Detector

CRITICAL PATH METHOD (CPM) FOR CONSTRUCTION PROGRESS SCHEDULING (12/08): Critical Path Methods (CPM) as described and with terms as defined in the Associated General Contractors of America (AGC) publication, *Construction Planning and Scheduling*, latest edition, shall be used in construction scheduling, establishing the critical items of work, and measuring progress of the work. In case of discrepancy between these specifications and *Construction Planning and Scheduling*, these specifications shall govern.

Section 108, Prosecution and Progress of the 2006 Standard Specifications and the Supplemental Specifications thereto is amended as follows.

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

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

The critical activities as shown on the approved Construction Schedule will be considered in establishing the controlling item of work. If the Construction Schedule has not been approved, the engineer will establish the controlling work item and charge the contract time accordingly. Scheduled Earnings will be the basis for measurement of contractor's progress.

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

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

The schedule shall show and describe the various activities of work required to complete the contract in sufficient detail so that all activities are readily identifiable and progress on the activities can be readily measured. Sufficient detail in bridge work means each element of work (piles, footings, columns, caps, rebar, cure time, etc.) of individual bents; each element of work in individual spans (girders, strip seal joints, Class AA, rebar, cure time, etc.); individual approach slabs; railings; rebar for all of the above as separate activities; and, miscellaneous other bridge work. Sufficient detail in road work means individual runs of pipe in drainage structures; individual box culverts; individual detour roads; the embankment, excavation, base and paving layers within definable geometric limits (e.g., from station to station, within a single ramp, etc.). Physical locations of activities within definable geometric limits (e.g., from station to station, within a single ramp, individual bents, individual spans, etc.) shall be included in the activity description or shown in activity codes relative to each activity. It shall include submittals and approvals of critical samples, shop drawings, procedures, order lists (pilings for example), or other things that could have a significant schedule impact.

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

The duration of activities shall be in whole calendar days and no activity shall have duration of less than one calendar day or more than 30 calendar days. The ending event of the schedule shall be a finish milestone identified as "Contract Completion Date". Its sole predecessor shall be "Reserved Float". The sole predecessor of "Reserved Float" shall be "Final

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Inspection" which shall be a finish milestone and shall have as predecessors all of the activities that must be completed prior to the Department's final inspection of the work. The duration of "Reserved Float" is the difference between "Final Inspection" and "Contract Completion Date". "Reserved Float" is defined as that part of the shared float reserved exclusively for the contractor's use. The contract date for stipulated damages will be adjusted by change order to the beginning date of the activity "Reserved Float".

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

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

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

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

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

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

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

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

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

Failure to have obtained approval of a Baseline Schedule and tabulations within 20 calendar days after the Notice to Proceed will result in withholding twenty-five percent of the amount of partial estimates until such schedules and tabulations are submitted and approved. Failure to have obtained approval of a Baseline Schedule and tabulations within the third estimate period may result in the Department's determination that the contractor is in default under the provisions of Subsection 108.09.

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

- (1) The updated Construction Schedule critical path diagram will be in the same form as that submitted in (e) Submittal. It will be updated for progress through the estimate closing date, recalculated and plotted. The contractor will revise, adjust, and recalculate the schedule so that the difference in the work completion date calculated by the Retained Logic Method shall not be more than one-half an estimate period different from the work completion date calculated by the Progress Override Method. The Construction Schedule critical path diagram will show both the look ahead critical path for the duration of the project and the look back critical path as reported in the prior months.
- (2) The updated Summary of Activities and Scheduled Earnings tabulation will be in the same form as that submitted in (e) Submittal. It will be updated for progress through the estimate closing date, recalculated and printed.

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- (3) The Forty-Five Day Look-Ahead task list will show all incomplete activities which the logic has determined either should be or may be active during the next forty-five days. It will be plotted in a graphic form similar to that of the Construction Schedule critical path diagram.
- (4) The Turnaround Document will be a listing of the log record of a new activity added monthly to the schedule for the purpose of keeping a current presentation of the following information:
 - a. The original contract completion date presented as actual calendar date.
 - b. The number of days added to the contract by approved change order (if any, if none, so state).
 - c. The present computed completion date presented as an actual calendar date and as a workday number, if applicable.
 - d. A list of activities deleted and added (if any, if none, so state), including their descriptions.
 - e. A list of logic changes and the reasons for the changes (if any, if none, so state).
 - f. A list of budget changes and the reasons for the changes (if any, if none, so state).
 - g. A narrative description of any other changes to the Construction Schedule critical path diagram.

Failure to submit the monthly updates of the Construction Progress Schedules within 7 calendar days after the partial estimate was submitted will result in withholding of twenty-five percent of the amount of partial estimate payments until such schedules are submitted and approved. Failure to have obtained approval of three consecutive monthly updates of the Construction Progress Schedule may result in the Department's determination that the contractor is in default under the provisions of Subsection 108.09.

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

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

If requested by the project engineer, within 7 calendar days following the review meeting the contractor shall submit to the project engineer for approval, in triplicate, a revised Construction Schedule, Summary of Activities tabulation, and Scheduled Earnings tabulation, and Forty-Five Day Look-Ahead, all in accordance with paragraph (e) Submittal, and all brought up to date to reflect agreements made at the review meeting. Failure to submit the revision of the Construction Progress Schedules within 7 calendar days after the request will result in withholding of twenty-five percent of the amount of partial estimate payments until such schedules are submitted and approved. Failure to have obtained approval of three consecutive monthly updates of the Construction Progress Schedule may result in the Department's determination that the contractor is in default under the provisions of Subsection 108.09.

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

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

(b) Disqualification. The contractor's progress will be determined monthly at the time of each partial estimate, and will be based on the total amount of money earned by the contractor, excluding advanced stockpiled material, as shown by the partial estimate compared to scheduled earnings as shown by the approved Scheduled Earnings tabulation, as of the end of the partial estimate period. If the contractor's progress is more than 10 percent behind scheduled earnings, the contractor may be notified that he is not prosecuting the work in an acceptable manner. If requested by the Department, the contractor must meet with and provide the project engineer with an acceptable written plan which details how the contractor will re-gain lost progress and prosecute remaining work. If the contractor's progress is more than 20 percent behind the elapsed contract time, the contractor and the surety will be notified that he is not prosecuting the work in an acceptable manner. The contractor must meet with and provide the project engineer with an acceptable written plan which details how the contractor will re-gain lost progress and prosecute remaining work.

A contractor who is in default in accordance with Subsection 108.09 (a) (1) and actual earnings versus scheduled earnings are 5.0 percent or more, the contractor shall be immediately disqualified. The contractor shall remain disqualified until the project has received a final inspection and has been recommended for final acceptance. 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.

During the period of disqualification, the contractor will not be permitted to bid on contracts nor be approved as a subcontractor on contracts. Any bid submitted by the contractor during the period of disqualification will be considered irregular.

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

The third and fourth paragraphs are deleted and the following substituted.

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

If the contractor finds it impossible, for reasons beyond the contractor's control, to complete the work within the contract time as specified or as extended in accordance with the provisions of this subsection, the contractor shall, at the time the delay occurs make a written request to the engineer for an extension of time setting forth therein the reasons which justify

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granting the request. Such written request shall conform to the requirements of EDSM III.1.1.28. If the request does not so conform, the contractor hereby agrees to and shall be deemed to have expressly waived any claim for such additional time. The contractor's plea that insufficient time was specified is not a valid reason for extension of time. If the engineer finds that the work was delayed because of conditions beyond the control and without the fault of the contractor, the engineer may extend the contract time in such amount as conditions justify. The contractor's written request to the engineer for an extension of contract time shall include a proposed CPM schedule based on the latest approved CPM schedule update showing the increased time and revised completion date for approval by the Department. This CPM schedule document will be required for the engineer to process a change order that changes the contract time.

DETERMINATION AND EXTENSION OF CONTRACT TIME (12/08): Subsection 108.07, Determination and Extension of Contract Time, is amended to include the following.

The contractor shall document for each month of scheduled construction, the occurrence of adverse weather conditions having an impact on controlling items of work. An adverse weather day is a previously scheduled or normally scheduled work day on which rainfall, wet conditions or cold weather will prevent construction operations on the controlling work activity from proceeding for at least 5 continuous hours of the day or 65 percent of the normal work day, whichever is greater, with the normal working force engaged in performing the controlling item of work. If the contractor submits a written request for additional contract time due to adverse weather conditions, the contractor's request will be considered only after the Department agrees with the days and then only for adverse weather days in excess of the allowable number of days per month stated below. Adverse weather days will be documented by the Engineer and agreed upon monthly. Adverse weather days will be prorated for partial months when a work order or final inspection is issued other than the first or last of the month and agreed to by the Department. If the contractor is being considered for disqualification by the Department, an equitable adjustment in contract time may be made at the end of the original contract period, including all days added by approved change orders. Contract time will be adjusted by comparing the actual number of adverse weather days to the statistical number of adverse weather days over the specific time period per the table below. The resulting number of adverse weather days will be multiplied by 1.45 to convert to calendar days. Adjustments for adverse weather cannot result in a contract time reduction. Once adjusted, a new adverse weather day accounting will begin using the adverse weather conditions having an impact on the controlling items of work, in excess of the allowable number of days per month stated below. A second and final contract time adjustment will then be done at the final acceptance of the project. An adjustment in the contract time due to adverse weather will not be cause for an adjustment in the contract amount. There will be no direct or indirect cost reimbursement for excess adverse weather days.

The following are anticipated adverse weather days that the contractor shall include in each month of his calendar day construction schedule.

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January	10 days	May	5 days	September	4 days
February	9 days	June	6 days	October	3 days
March	8 days	July	6 days	November	7 days
April	7 days	August	5 days	December	7 days

TEMPORARY TRAFFIC CONTROL (03/09): Section 713 of the 2006 Standard Specifications and the Supplemental Specifications is amended as follows:

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

(d) Project Signs: The contractor shall furnish, install, and maintain “project signs” in accordance with the following requirements.

Project signs shall conform to the requirements of Section 713 and the project sign detail(s) contained elsewhere herein. Sign layout details are provided in the Construction Proposal Information Section contained elsewhere herein and are also available on the DOTD Construction, and American Recovery and Reinvestment Act of 2009 (ARRA) websites (<http://www.fhwa.dot.gov/economicrecovery/arrasigndetail.pdf>).

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

In no case shall project signs be placed to obscure other traffic control devices. Project signs will not be allowed at the following locations:

- On the front, back, adjacent to or around any traffic control device, including traffic signs, signals, changeable messages signs, traffic control device posts or structures, or bridge piers.
- At key decision points where a driver's attention is more appropriately focused on traffic control devices, roadway geometry, or traffic conditions. These locations include, but are not limited to exit and entrance ramps, intersections controlled by traffic signals or by stop or yield signs, highway-rail grade crossings, and areas of limited sight distance.

Payment for all project signs within this subsection shall include all labor, materials, tools, and equipment required to complete the work and shall be included in the contract unit price for Item 713-01 Temporary Signs and Barricades.

PLASTIC PAVEMENT MARKINGS (09/07): Section 732 of the 2006 Standard Specifications and the supplemental specifications thereto, is amended as follows.

Subsection 732.03, Construction Requirements for Plastic Pavement Marking Material.

Heading (a) is amended as follows.

The first paragraph is deleted and the following substituted.

(a) Equipment for Standard (Flat) Thermoplastic Marking Material: The application equipment shall consist of an extrusion die or a ribbon gun that simultaneously deposits and shapes lines at a thickness of 90 mils (2.3 mm) or greater on the pavement surface. When restriping onto existing thermoplastic markings, only a ribbon gun shall be used. Finished markings shall be continuous and uniform in shape, and have clear and sharp dimensions. Applicators shall be capable of producing various widths of traffic markings. Applicators shall produce sharply defined lines and provide means for cleanly cutting off stripe ends and applying

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broken lines. The ribbon extrusion die or shaping die shall not be more than 2 inches (50 mm) above the roadway surface during application. A spray application will only be allowed when applying 40 mil (1.0 mm) thermoplastic.

Heading (e) is deleted and the following substituted.

(e) Application of Surface Primer: A single component surface primer will be required prior to placement of preformed plastic markings over an existing painted stripe, over oxidized asphalt, or when striping over existing thermoplastic on portland cement concrete surfaces unless otherwise directed by the engineer. A two component epoxy primer sealer will be required prior to placement of thermoplastic materials on portland cement concrete surfaces unless otherwise directed by the engineer.

NS CONCRETE WALKS (HANDICAPPED RAMP-TYPE A) AND CONCRETE WALKS (HANDICAPPED RAMP-TYPE B) (04/09):

DESCRIPTION: This work consists of furnishing and constructing Portland Cement Concrete handicapped ramps with 2 ft x 4 ft (.6 m x 1.8 m) Detectable Warning Surface in accordance with the City of New Orleans Department of Public Works Standard Details STD1 and STD2 and these plans and specifications.

MATERIALS. This work shall be done in accordance with the following Sections or subsections:

- Portland Cement Concrete (Class M) as listed in Section 901;
- Granular Materials shall comply with 1003.07;
- Epoxy shall comply with 1017;
- Forms shall comply with 707.04;
- Joint fillers shall comply with 1005.01(c);
- Joint sealant shall comply with 1005.02;
- Joint seals shall comply with 1005.03;
- Form release agents shall comply with 1018.24;
- Welded wire fabric shall comply with 1009.01;
- Curing Materials shall comply with 601.10 and 1011.01;
- Joints shall comply with 706.03(e);
- Reinforcement shall comply with 1009;
- Detectable Warning Surface shall comply with 706.03 (g)

CONSTRUCTION REQUIREMENTS. Excavation shall be made to the required depth and width, shaped and compacted to a firm, even surface. Unsuitable material shall be removed and replaced with approved material at no direct pay. Removal of existing sidewalk and disposal offsite will be at no direct pay.

- a) Forms shall be of wood or metal and shall extend the full depth of concrete and shall be straight, clean and of sufficient strength to resist the pressure of concrete.
- b) Subgrade shall be thoroughly moistened immediately prior to placing concrete.
- c) Concrete shall be placed and finished per Section 901.
- d) Joints shall be per Section 706.03(e).
- e) Curing shall be in accordance with Subsection 601.10.

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- f) Detectable Warning Surface 2 ft x 4 ft (.6 m x 1.8 m) shall be in accordance with Subsection 706.03(g).
- g) Curb and/or gutter within the limits of handicap ramps shall be removed and replaced at no direct pay.
- h) Full depth saw cuts shall be required to ensure a straight line between old and new work. Saw cuts will include cuts through existing steel curb bands.
- i) The new concrete curb and gutterbottom shall consist of 4,000 psi (28 MPa), High Early Strength Concrete reinforced with 6 X 6 –W 2.9 X W 2.9 welded wire fabric. The new mesh shall be tied to the existing mesh or tie bars where possible. The contractor may substitute deformed straight bars with the equivalent area of steel for transverse steel re-bar and place longitudinal steel re-bar as shown in the City of New Orleans Standard Plan STD2. Longitudinal steel re-bar will discontinue at all contraction and expansion joints. The mix design approval for high early strength shall be contingent on trial batches, made, sampled, and delivered to DOTD by the contractor, and with minimum strengths in 48 hours of 3200 psi (22 MPa), as determined by the DOTD District Laboratory Engineer.
- j) After the handicapped ramp has set, the excavated area behind the curb shall be brought to the top of the back of curb and shall be replaced in-kind using topsoil, fertilizer and seeding at no direct pay.

MEASUREMENT. In the case where two Type B handicapped ramps are to be installed within the same radii, the removal and replacement of existing sidewalk, curb or gutter between the new ramps shall be considered incidental to the ramp. Concrete Walks (Handicapped Ramp-Type A) and Concrete Walks (Handicapped Ramp-Type B) shall be measured per installed Handicapped Ramp

PAYMENT. Payment for concrete walks [handicap ramp] will be made at the contract unit price per each, including excavation, base preparation, granular material, Portland Cement Concrete, installation of 2 ft x 4 ft (.6 m x 1.8 m) Detectable Warning Surface, new welded wire fabric, forming, pouring and finishing new concrete walks. Curb, gutter, and sidewalk removal will be at no direct pay. Full depth saw cutting will be at no direct pay.

Payment shall be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00001	CONCRETE WALKS (HANDICAPPED RAMP -TYPE A)	Each
NS-SRP-00002	CONCRETE WALKS (HANDICAPPED RAMP -TYPE B)	Each

NS MANHOLE ADJUSTMENT WITH RINGS (04/09) (NS):

DESCRIPTION: This work consists of furnishing and placing manhole adjustment rings in order to vertically adjust manhole castings in accordance with these plans and specifications as needed to match the final pavement surface elevation. This work shall be done in accordance with the General Specifications and Standard Plans of the Sewerage & Water Board of New Orleans and the New Orleans Department of Public Works, latest editions.

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MATERIALS: Vacant

CONSTRUCTION REQUIREMENTS: The work consists of adjusting manhole castings to final pavement surface elevation with "manhole adjustment rings" as directed. Unless otherwise directed, adjustment rings up to 48 inches in diameter shall be used to match existing castings. When using solid metallic rings, a maximum of 2 rings may be stacked, up to 4 inches. If the existing asphaltic pavement is greater than or equal to 1.5 inches thick adjacent to the manhole frame, solid manhole adjustment rings shall be used.

All adjustment rings used for sewer manhole adjustments shall be solid cast iron or a type approved by the Sewerage & Water Board.

All adjustment rings used for water and drain manhole adjustments shall be a solid metallic, composite material or a type approved by the Sewerage & Water Board and/or City of New Orleans Department Public Works dependent upon the owner of the facility.

Adjustment rings for facilities not owned by the Sewerage & Water Board and the Department of Public Works shall be in accordance with the owner's requirements. The contractor shall contact and verify with the facility owner the acceptable material used for casting adjustment rings prior to the beginning of construction activities.

The contractor may be permitted to adjust by conventional means when conditions permit, at no change in cost.

MEASUREMENT: Manhole Adjustment with Rings will be measured per each adjusted structure, which includes all materials, equipment, tools and labor incidental thereto

PAYMENT: Payment for Manhole Adjustment with Rings will be made at the contract unit price per each, adjusted structure. The price will include the risk of breakage and replacement of any casting.

Payment will be under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00003	Manhole Adjustment with Rings	Each

NS MANHOLE ADJUSTMENT (04/09):

DESCRIPTION. This work consists of the vertical adjustment and slight adjustments in alignment of manholes as needed to match the final pavement surface elevation, in a manner that no additional walls are required. The work shall be in accordance with plan details and these specifications

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

Mortar shall comply with 702.02

Sewer Brick shall comply with 1004.01

CONSTRUCTION REQUIREMENTS. This work shall be done in accordance with the General Specifications and Standard Plans of the Sewerage & Water Board of New Orleans and the New Orleans Department of Public Works, latest editions.

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The work shall consist of full depth saw cutting and removing of adjacent pavement, adjusting the manhole to meet final pavement elevation with brick and mortar and replacing the adjacent roadway pavement in kind as directed. All pavement, curb and gutter shall be replaced in-kind at the proper grade and elevation. Portland Cement Concrete shall be 4,000 psi concrete or as directed by the Project Engineer.

Frames and Covers shall be salvaged and reused. Metal parts shall be thoroughly cleaned and placed in good repair.

MEASUREMENT. Manhole adjustments shall be measured per each manhole adjusted, which will include all materials, equipment, tools and labor incidental thereto. All excavation saw cutting of pavement, curb and/or gutter (if required), removal and replacement of pavement, curb and/or gutter (if required), base and granular material, fabric, backfilling and shoring of excavation will be considered incidental to the work. Removal and placement of frames and covers will not be measured for payment.

PAYMENT. Manhole adjustments will be paid for at the contract unit per each, complete in place.

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00004	Manhole Adjustment	Each

NS CATCH BASIN ADJUSTMENT (TYPE A) (04/09):

DESCRIPTION. This work consists of the vertical adjustment and slight adjustments in alignment of catch basins as needed to match the final pavement surface elevation, in a manner that no additional walls are required. The work shall be in accordance with plan details and these specifications

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

Mortar shall comply with 702.02

Sewer Brick shall comply with 1004.01

CONSTRUCTION REQUIREMENTS. This work shall be done in accordance with the General Specifications and Standard Plans of the Sewerage & Water Board of New Orleans and the New Orleans Department of Public Works, latest editions.

The work shall consist of full depth saw cutting and removing of adjacent pavement, adjusting the catch basin to meet final pavement elevation with brick and mortar and replacing the adjacent roadway pavement in kind as directed. All pavement, curb and gutter shall be replaced in-kind at the proper grade and elevation. Portland Cement Concrete shall be 4,000 psi (28 MPa) concrete or as directed by the Project Engineer.

Frames and Covers shall be salvaged and reused. Metal parts shall be thoroughly cleaned and placed in good repair.

After the catch basin has set, the excavated area behind the curb shall be brought to the top of the back of curb and shall be replaced in-kind using topsoil, fertilizer and seeding at no direct pay.

MEASUREMENT. Catch Basin Adjustment (Type A) shall be measured per each catch basin adjusted, which will include all materials, equipment, tools and labor incidental thereto. All

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excavation, saw cutting of pavement, curb and/or gutter (if required), removal and replacement of pavement, curb and/or gutter (if required), base and granular material, fabric, backfilling and shoring of excavation shall be considered incidental to the work. Removal and placement of frames and covers will not be measured for payment.

PAYMENT. Catch Basin Adjustment (Type A) will be paid for at the contract unit price per each, complete in place. ..

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00005	Catch Basin Adjustment (Type A)	Each

NS CONCRETE CURB (BARRIER) (DOWELED) (04/09):

DESCRIPTION: This work consists of constructing new curb of similar type adjacent to new concrete patches in accordance with plan details and these specifications. This work is to be performed in accordance with the City of New Orleans Department of Public Works Standard Details STD1 - STD7 and these specifications.

MATERIALS. Materials shall comply with the following Sections or Subsections:

- Portland cement concrete shall conform to Sections 707 and 901
- Epoxy shall comply with 1017;
- Forms shall comply with 707.04;
- Joint fillers shall comply with 1005.01;
- Joint sealant shall comply with 1005.02;
- Joint seals shall comply with 1005.03;
- Curing materials shall comply with 1011.01;
- Form release agents shall comply with 1018.24.

CONSTRUCTION REQUIREMENTS.

- a) Just prior to placing the new concrete curb, the horizontal faces of the new concrete pavement are to be horizontally smooth and coated with an approved concrete epoxy. Tie bars shall be a #4 deformed bar.
- b) The type of concrete curb to be provided shall be as indicated on the plans.
- c) Concrete joints shall conform to Section 707.05, except at that longitudinal steel rebar will discontinue at all contraction and expansion joints. Undoweled contraction joints shall be placed the entire width of the concrete curb, at no greater than 20 foot (6 m) intervals. Dowelled expansion joints shall be placed at intersections, not to exceed three hundred 300 foot (91 m) intervals, and/or as indicated on the plans.
- d) Finishing shall comply with Section 707.07. After finishing, concrete curb shall be cured in accordance with Section 601.10.
- e) After the curb has set, the excavated area behind the curb shall be brought to the top of the back of curb and shall be replaced in-kind using topsoil, fertilizer and seeding at no direct pay.
- f) New curb height shall match existing adjacent curb or as directed by the Project Engineer. There shall not be an abrupt elevation change between new and old work.

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MEASUREMENT. New curb will be measured by the linear foot (ln m) of installed curb, which includes full depth saw cutting, portland cement concrete, dowel bars, tie bars, forming, epoxy, pouring, finishing new concrete including all materials, equipment, tools and labor incidental thereto.

PAYMENT. Payment for Concrete Curb (Barrier) (Doweled) and Concrete Curb (Mountable) (Doweled) will be made at the contract unit price per linear foot (ln m).

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00016	Concrete Curb (Barrier) (Doweled)	Linear Foot (Ln m)

NS CONCRETE CURB (BARRIER) (DRILLED & DOWELED) (04/09):

DESCRIPTION: This work will consist of removing existing curb and construction of new curb of similar type drilled into an existing concrete panel in accordance with plan details and these specifications. This work is to be performed in accordance with the City of New Orleans Department of Public Works Standard Details STD1 -STD7 and these specifications.

MATERIALS. Materials shall comply with the following Sections or Subsections:

- Portland cement concrete shall conform to Sections 707 and 901
- Epoxy shall comply with 1017;
- Forms shall comply with 707.04;
- Joint fillers shall comply with 1005.01;
- Joint sealant shall comply with 1005.02;
- Joint seals shall comply with 1005.03;
- Curing materials shall comply with 1011.01;
- Form release agents shall comply with 1018.24.

CONSTRUCTION REQUIREMENTS.

- g) The contractor shall full depth horizontally sawcut the existing curb in order to remove the curb and materials and perform all required excavation.
- h) Existing curbing and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.
- i) Just prior to placing the new concrete curb, the horizontal faces of the old concrete pavement are to be horizontally smoothed and coated with an approved concrete. Tie bars shall be deformed #4 bars and shall be drilled and epoxy coated into existing curb.
- j) The type of concrete curb to be provided shall be as indicated on the plans.
- k) Concrete joints shall conform to Section 707.05, except that longitudinal steel rebars shall be discontinued at all contraction and expansion joints. Undoweled contraction joints shall be placed the entire width of the concrete curb, at no greater than 20 foot (6 m) intervals. Doweled expansion joints shall be placed at intersections, not to exceed 300 foot (91 m) intervals, or as indicated on the plans.
- l) Finishing shall comply with Section 707.07. After finishing, concrete curb shall be cured in accordance with Section 601.10.

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- m) After the curb has set, the excavated area behind the curb shall be brought to the top of the back of curb and shall be replaced in-kind using topsoil, fertilizer and seeding at no direct pay.
- n) New curb height shall match existing adjacent curb or as directed by the Project Engineer. There shall not be an abrupt elevation change between new and old work.

MEASUREMENT. New curb will be measured per linear foot (ln m) of installed curb, which includes full depth and horizontal saw cutting, removal of existing curb, portland cement concrete, dowel bars, tie bars, forming, epoxy, placing, finishing new concrete and all materials, equipment, tools and labor incidental thereto.

PAYMENT. Concrete Curb (Barrier) (Drilled & Doweled) and Concrete Curb (Mountable) (Drilled & Doweled) will be made at the contract unit price per linear foot (ln m).

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00018	Concrete Curb (Barrier) (Drilled & Doweled)	Linear Foot (Ln m)

NS PROJECT SIGN (SUBMERGED ROADS PROGRAM)(04/09):

DESCRIPTION. This work consists of retrieving, installing, maintaining and returning Submerged Roads Program Project Signs that are to be used at locations designated on the plans, in the contractors Construction Layout Plan or as directed by the Project Engineer.

The project signs shall be retrieved from and returned to Louisiana Department of Transportation and Development's New Orleans East Office, 14101 Old Gentilly Road, New Orleans, LA 70129. Project signs shall be delivered to the job site and installed on crashworthy sign posts, furnished by the contractor, before work commences on the project. The project signs shall be removed and returned upon completion of the work, as directed by the project engineer.

The project signs shall be in good condition when delivered to the job site. The Project Engineer will inspect and approve the project signs and posts for use on the project. The project signs and posts shall be kept clean and in good repair at all times by the contractor.

The project signs and posts shall be installed with the requirements of informational signs in the Manual on Uniform Traffic Control Devices (MUTCD). Signs and posts shall be reasonably plumb/level and rigid. Signs shall be located approximately at the beginning of project, but not in conflict with other temporary construction signs. Sign locations shall be adjusted as necessary for maximum visibility.

The project signs shall be clearly visible under all conditions and from all lanes of travel. The project signs shall maintain this legibility throughout the entire project. The contractor shall be responsible for maintaining this minimum legibility. Determination of legibility shall rest solely with the Project Engineer. In the event that the sign or post is damaged due to contractor's operations or other reasons considered preventable by the contractor, the contractor shall replace the sign or post in kind at his own expense. If the sign requires replacement due to normal aging or other reasons not preventable, a new sign will be furnished by the Department. Retrieving and re-installing will be the responsibility of the contractor.

The project signs shall be used in conjunction with other traffic signs and devices in accordance with the plans, project specifications and as directed by the Project Engineer.

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MATERIALS. Vacant

CONSTRUCTION REQUIREMENTS. Vacant

MEASUREMENT. Measurement of Submerged Roads Program Project Sign will be per each, which includes retrieval of sign, furnishing posts and hardware, installation,, relocation (if required) maintenance and return of the project sign during the life of the contract and includes all equipment, tools, labor and incidentals necessary for this item of work.. A minimum of two 48 inch by 48 inch project signs will required per project roadway or as directed by the Project Engineer.

PAYMENT. Payment for the Submerged Roads Program Project Sign will be made at the contract unit price per each.

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00029	Project Sign (Submerged Roads Program)	Each

NS RECONSTRUCTION OF CONCRETE CURB AND GUTTER- BOTTOM (BARRIER CURB)(04/09):

DESCRIPTION: This work consists of removing existing curb and gutter -bottom and construction of new curb and gutter- bottom of similar type in accordance with plan details and these specifications. This work is to be performed in accordance with the City of New Orleans Department of Public Works Standard Details STD1 – STD7, and these specifications.

MATERIALS: Materials shall comply with the following Sections or Subsections:

- Granular Materials shall comply with 1003.07;
- Base Course shall comply with 1003.03 (b) or (c);
- Portland cement concrete shall conform to Sections 707 and 901, except that the concrete shall be a high early strength concrete;
- Epoxy shall comply with 1017;
- Welded wire fabric shall comply with 1009;
- Forms shall comply with 707.04;
- Joint fillers shall comply with 1005.01;
- Joint sealant shall comply with 1005.02;
- Joint seals shall comply with 1005.03;
- Curing materials shall comply with 1011.01;
- Form release agents shall comply with 1018.24.
- Admixtures shall comply with 1011.02.

GENERAL CONSTRUCTION REQUIREMENTS: The contractor shall full depth sawcut removal limits and remove the existing curb and gutter section materials and perform all required excavation for the curb and gutter reconstruction. When removing the concrete curb and gutter, every attempt shall be made to save a minimum 12 inches of the adjacent existing welded wire fabric to provide lap distance with new welded wire fabric on each side. In the event that the

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welded wire fabric cannot be saved, or where none exist, # 4 deformed tie bars shall be drilled and epoxy grouted 24 inches on center into the existing pavement to allow for a proper tie-in.

- o) Existing curbing, gutter and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.
- p) Excavation and compaction of the subgrade shall be in accordance with the plans or as directed. The subgrade shall be compacted uniformly.
- q) All concrete curbing and gutter within the designated area is to be removed and the subgrade area prepared to receive an (8 inch compacted base course. Compacted granular material as required shall be used to bring subgrade to the required elevation. It shall also be used to replace unsuitable subgrade or to fill voids as directed.
- r) Just prior to placing the new concrete, the vertical faces of the old concrete pavement are to be coated with an approved concrete epoxy.
- s) The type of concrete curb and gutter-bottom to be provided shall be as indicated on the plans.
- t) Where it is required to construct concrete curb and gutter-bottom, the curb and gutter-bottom shall be poured monolithically.
- u) Concrete joints shall conform to Section 707.05, except that longitudinal steel re-bar shall be discontinued at all contraction and expansion joints. Undowelled contraction joints shall be replaced across the entire width of the concrete curb and gutter-bottom, at 20 foot intervals maximum. Dowelled expansion joints shall be placed at intersections, not to exceed (300 foot intervals, or as indicated on the plans.
- v) Finishing shall comply with Section 707.07. After finishing, concrete curb or gutter shall be cured in accordance with Section 601.10.
- w) The new concrete curb and gutter-bottom shall consist of 4,000 psi, High early strength concrete reinforced with 6 X 6 –W 2.9 X W 2.9 welded wire fabric. The new mesh shall be tied to the existing mesh or tie bars where possible. The contractor may substitute deformed straight bars with the equivalent area of steel for transverse steel re-bar and place longitudinal steel re-bar as shown in the City of New Orleans Standard Plan STD2. Longitudinal steel re-bar shall be discontinued at all contraction and expansion joints. The mix design approval for high early strength concrete shall be contingent on trial batches, made, sampled, and delivered to DOTD by the contractor, and with minimum strengths in 48 hours of 3200 psi, as determined by the DOTD District Laboratory Engineer.
- x) After the curb has set, the excavated area behind the curb shall be brought to the top of the back of curb and shall be replaced in-kind using topsoil, fertilizer and seeding at no direct pay.
- y) Form and pour new concrete curb and gutter-bottom to provide positive slope (fall to catch basin).
- z) New curb height shall match existing adjacent curb or as directed by the project engineer. There shall not be an abrupt elevation change between new and old work.

MEASUREMENT: Reconstructed Curb and Gutter-bottom will be measured by the linear foot (lin m) of installed curbing and gutter-bottom, which includes all labor, materials, equipment, tools and incidentals necessary to complete the work. It also includes full depth saw cutting, removal of existing curb and gutter-bottom, excavation, base preparation, granular material, base

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course, portland cement concrete, installation of new welded wire fabric, dowel bars, tie bars, forming, epoxy, pouring and finishing new concrete curb and gutter-bottom.

PAYMENT: Payment for Reconstructed Curb and Gutterbottom will be made at the contract unit price per linear foot (lin M).

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00030	Reconstruction of Concrete Curb and Gutterbottom (Barrier Curb)	Linear Foot (Ln m)

NS BUS PAD REPAIR (04/09):

DESCRIPTION. This work consists of the repair of existing Portland Cement Concrete bus pads as needed to match the final pavement surface elevation in accordance with these plans and specifications.

MATERIALS. Materials shall comply with the following Sections or Subsections:

Granular Materials shall comply with 1003.07;

Base Course shall comply with 1003.03 (b) or (c);

Forms shall comply with 707.04;

Portland cement concrete shall conform to Sections 601 and 901, except that the concrete shall be a high early strength concrete;

Epoxy shall comply with 1017;

Reinforcing Steel shall comply with 1009;

Curing shall comply with 1011.01

CONSTRUCTION REQUIREMENTS. This work is to be performed in accordance with these plans, specification and the City of New Orleans Department of Public Works General Specification and Standard Details for Bus Pads.

Asphalt surfacing, if any, shall be removed to permit full depth saw cutting the concrete base pavement. The contractor shall saw cut the concrete pavement full depth prior to removal.

The contractor shall remove the existing bus pad repair area and the adjacent curb and/or gutter section materials and perform all required excavation for bus pad repair. New vertical curb may be formed and poured at the same time as the bus pad repair and will be considered incidental. Curb height shall match existing adjacent curb.

Existing surfacing and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.

Excavation and compaction of the subgrade shall be in accordance with the plans or as directed. The subgrade shall be compacted uniformly.

All concrete pavement within the repair area is to be removed and the subgrade area prepared to receive 8 inches (200 mm) of crushed stone or re-cycled portland cement concrete compacted base course. Compacted granular material as required shall be used to bring subgrade to the required elevation. Granular material shall also be used to replace unsuitable subgrade or to fill voids as directed at no direct pay. The bus pad repair shall match the existing slope of the existing adjacent bus pad.

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Just prior to placing the new concrete, the vertical faces of the old concrete pavement are to be coated with an approved epoxy.

When through traffic is maintained, the contractor shall complete the bus pad repair at the end of each day's operation.

The bus pad repair shall consist of 4,000 psi (28 MPa), High Early Strength Concrete at a minimum depth of 10 inches (250mm). If the remaining adjacent bus pad is less than 10 inches (250 mm), match the existing adjacent bus pad depth. Top portion reinforcement shall use #4 bars at 12 inches (300 mm) (on center each way and shall have 2 inches (50 mm) of cover. Bottom portion reinforcement shall use #6 bars at 12 inches (300 mm) on center each way and shall be 2 inches (50 mm) above bottom of slab. The mix design approval for high early strength shall be contingent on trial batches, made, sampled, and delivered to the DOTD by the contractor, and with minimum strengths in 48 hours of 3200 psi, as determined by the DOTD District Laboratory Engineer.

When removing the existing pavement, an attempt shall be made to salvage sufficient length of reinforcing steel to splice to new rebars. In the event that it is determined that it is not practical to salvage the rebars, #4 bars shall be drilled and epoxy grouted 12 inches (300 mm) on center into the existing bus pad and pavement to allow for a proper tie-in. When tying into existing pavement and bus pads, a butt joint shall be used. All joints shall comply with the City of New Orleans Department of Public Works Standard Plan STD 4 and STD5 and shall be considered incidental to the bus pad repair. After the bus pad and/or curb has set, the excavated area behind the curb shall be brought to the top of the back of curb and shall be replaced in-kind using topsoil, fertilizer and seeding at no direct pay.

The completed bus pad repair is not to be overlaid and shall be at the final pavement surface elevation.

MEASUREMENT. Bus Pad Repair will be measured by the square yard of existing bus pad designated to be removed and replaced, which includes full depth saw cutting, removal of existing bus pad material, excavation, base preparation, base course, forms, tying into existing pavement, portland cement concrete, epoxy, granular material, concrete curb and reinforcing steel.

PAYMENT. Payment for Bus Pad Repair will be made at the contract unit price per square yard.

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00035	Bus Pad Repair	Square Yard (Sq m)

NS CATCH BASIN FRAME AND COVER (REPLACEMENT) (04/09):

DESCRIPTION. This work shall consist of removing, furnishing and the setting of replacement catch basin tops, frames and covers in accordance with these plan details and these specifications as needed to match the final pavement surface elevations.

MATERIALS. Materials shall comply with Subsection 1018.04

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CONSTRUCTION REQUIREMENTS: This work shall be done in accordance with the General Specifications and Standard Plans of the Sewerage & Water Board of New Orleans and the New Orleans Department of Public Works, latest editions.

The work shall consist of full depth saw cutting necessary to remove the existing catch basin frame and cover. The removal and replacement of adjacent pavement, curb and/or gutter will be considered incidental to this item.

Existing tops, frames, covers, existing surfacing and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.

The newly furnished frame and cover shall be placed to meet the final pavement surface elevation. All pavement, curb and gutter shall be replaced in-kind at the proper grade and elevation. Portland Cement Concrete shall be 4,000 psi (28 MPa) concrete or as directed by the Project Engineer.

After the catch basin has been set, the excavated area behind the curb shall be brought to the top of the back of the catch basin and shall be replaced in-kind using topsoil, fertilizer and seeding at no direct pay.

MEASUREMENT. Catch Basin Frame and Cover (Replacement) will be measured per each, which include all labor, materials, equipment, tools and incidentals necessary to complete the work.. All excavation, saw cutting of pavement, curb and/or gutter (if required), removal and replacement of pavement, curb and/or gutter (if required), base and granular material, fabric, backfilling and shoring of excavation shall be considered incidental to the work.

PAYMENT. Catch Basin Frame and Cover (Replacement) will be paid for at the contract unit price per each, complete in place.

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00038	Catch Basin Frame and Cover (Replacement)	Each

NS RESETTING EXISTING STONE CURBS (04/09) (NS):

DESCRIPTION: This work consists of salvaging existing stone curbs, constructing concrete support piers at the joints and resetting existing stone curbs to match the elevation of existing adjacent stone curbs.

MATERIALS: Vacant

GENERAL CONSTRUCTION REQUIREMENTS: This work shall be done in accordance with the General Specifications and Standard Plans of the City of New Orleans Department of Public Works, latest editions, and these plans and specifications.

Stone curb shall be set to match the existing adjacent curb or as directed by the project engineer. There shall not be an abrupt elevation change between new and old work. The subgrade on which the curb base is to be placed shall be excavated and thoroughly tamped by means of a pneumatic tamper.

The contractor shall place under each curb joint, or as close thereto as may be practical, a concrete pier. These piers and concrete base shall be constructed to support the stone curbs in accordance with the plans. The piers and concrete bases shall extend 6 inches from the curb joint.

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Care shall be taken that the excavation made prior to the placement of concrete is evenly cut and as nearly true to the plans as the character of the excavated materials will permit. Care shall be taken also, that all loose material is removed from the finished subgrade of the roadway prior to placing concrete.

All pavement, curb and gutter shall be replaced in-kind at the proper grade and elevation. Portland cement concrete shall be 4,000 psi concrete or as directed by the project engineer.

A pier shall be provided under each curb joint except in cases where it is impractical to construct a pier at that point, because a drain sewer or gas service is directly under the joint and is too high to permit the pier to be built to plan dimensions. In this case, two piers shall be constructed, one on each side of the curb joint and as close thereto as practical.

After setting curb, the excavated area shall be backfilled and tamped. The backfill material shall be brought to the top of the back of the curb. If the existing material is determined to be unsuitable it shall be replaced in-kind using topsoil, fertilizer and seeding at no direct pay.

Unsuitable material and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.

Old stone curb of proper quality and dimensions shall be realigned and reset at its present location when required by the project documents, or it shall be relocated to other points within the project limits and reset, as directed by the project engineer.

The ends of all curb, whether new or old, shall be neatly squared so as to form close-fitting joints. Joint filler 1/2 inch thick shall be placed adjacent to catch basins and circular curbs when setting stone curbs. All joints in stone curb shall be thoroughly and neatly pointed with mortar. The joints in the precast concrete curbs shall be neatly filled with joint filler, 1/8 inch thick. This joint filler material shall be finished flush with the top and roadway face of the curb.

When stipulated in the contract documents, the curb shall be recessed into the concrete foundation of the pavement. This shall be done only after the concrete has thoroughly hardened. The recess shall be cleared of all foreign matter. A bed of stiff mortar shall be placed on the bottom surface of the recess, varying from 1/4 inch to 3/4 inch in thickness and averaging 1/2 inch in thickness, depending on the irregularities in the stone curb bottom, or the concrete roadway foundation. When the curb stones have been set, the recess on both sides of the curb shall be filled from top to bottom with liquid mortar.

Cuts of proper dimensions, executed in a neat and workmanlike manner, shall be made where required or as directed in both new and old curb for connections to drain pipe or gas pipe. All saw cuts shall be full depth.

MEASUREMENT: Resetting existing stone curb will be measured per linear foot (lin m) of the actual length of curb, in place, which includes all labor, materials, equipment, tools and incidentals necessary to complete the work. No allowance will be made for waste due to closures or other causes. Recesses for filling with mortar after curbs have been set, will be considered to be included in the price per linear foot for curbs.

Joint materials, rebar, base course, concrete base and piers for resetting existing stone curb will not be measured for payment.

Cuts in new or old curbs for connections to drain pipe or gas pipe will not be measured for payment.

All excavation, saw cutting of pavement, curb and/or gutter (if required), removal and replacement of pavement, curb and/or gutter (if required), base and granular material, fabric, reinforcing steel, mortar, top soil, fertilizer, seeding, backfilling and shoring of excavation will be

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considered incidental to the work and will not be measured for payment. No extra compensation will be allowed for removing obstructions, gallery or shed posts that may be encountered in setting new or old curb, nor will any extra compensation be allowed for shoring or reinforcing sheds or galleries that may be necessary.

PAYMENT: Resetting existing stone curb will be paid for at the contract unit price per linear foot (lin m), .

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00041	Reset Existing Stone Curb	Linear Foot (Lin m)

NS SPECIALITY COLD MILLING (04/09) (NS):

DESCRIPTION: This work consists of removing asphaltic concrete surfacing in accordance with these specifications and in conformity with the average depth, width, grade, cross-slope and typical sections shown on the plans, established or as directed by the project engineer. Specialty cold milling will be required in areas between and near street car rails, brick pavers located in the roadway and where restrictions on equipment weight/width are required by plans.

EQUIPMENT: Equipment for cold planning asphaltic surfacing shall be an approved, self-propelled planning machine or grinder. Equipment shall have sufficient power, traction and stability to remove the thickness of asphaltic concrete necessary to provide profile grade and cross slope uniformly across the surface. Cold planning equipment shall be capable of working from a depth shoe device that will accurately reflect the average grade of the surface on which it is to be operated and shall have an automatic system for controlling cross slope at a given rate. Adequate loading equipment shall be provided to immediately remove materials cut from the surface and discharge the cuttings into a truck or on the shoulder as specified or directed. Adequate personnel shall be provided to ensure that the millings are removed from the surface daily. The milling drum shall be round and true with sufficient number of teeth to yield a uniform and fine textured surface. The planning machine shall be equipped with means to control dust created by the cutting action and shall have a system for uniformly varying the depth of cut while the machine is in motion.

The standard drum cutting width shall not be less than 14inches and shall not exceed 48inches.

The weight of specialty cold milling equipment shall not exceed 2300 pounds.

CONSTRUCTION REQUIREMENTS:

(a) General: The maximum forward speed of the planning machine shall be 40 feet per minute. The engineer may approve forward speeds greater than 40 feet per minute provided the planed surface is uniform and fine textured and conforms to the surface tolerance requirements for a binder course. This speed may be reduced as directed to provide a planed surface of uniform and fine texture with the specified grade and cross slope. If ridges are excessive, the engineer may require additional milling, replacement of teeth, or other corrective action. The maximum depth of cold planning shall be 2 inches per pass when traffic is being maintained.

The traveling reference plane will be used on the first pass of the cold planning machine. The shoe device may be used on adjacent passes. This is the minimum acceptable method and the contractor must meet or exceed current surface tolerance specifications.

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When the entire roadway width has not been planed to a flush surface by the end of a work period resulting in a vertical or near vertical longitudinal face exceeding 2 inches in height, this longitudinal face shall be sloped as directed. The contractor shall place smooth transitions at transverse joints prior to restoring to traffic by milling or by using an asphaltic concrete mix. RAP shall not be used. Transitions shall be a minimum length of one linear foot per 1/4 inch of cold planed depth. Provisions shall be made at drives and turnouts to maintain local traffic.

Asphaltic concrete next to structures or in small irregular areas that cannot be removed by the planning machine shall be removed by other acceptable methods.

Pavement surfaces resulting from planning operations shall be of uniform texture, grade and cross-slope and free from loose material. Planed surfaces not meeting these requirements shall be replaned at the contractor's expense.. No uneven, undulating surfaces will be accepted. The contractor shall provide drainage of planed areas where needed by cutting through the shoulder to the ditch on the same day that adjacent cold planning is performed.

Upon completion of specialty cold milling, paving operations in the milled areas shall be completed within the same work day. Specialty cold milling and paving operations, between and adjacent to street car tracks shall be completed prior to any other lane closures or base repair work being allowed in adjacent travel or parking lanes.

In accordance with Section 713, temporary pavement markings shall be in place prior to opening the roadway to traffic.

Pavement patching shall be completed before planning, unless additional areas requiring patching are exposed by the cold planning. Pavement patching and joint repair shall be in accordance with Section 510.

(b) The surface tolerance requirements of the cold planed surface for single lift overlays shall meet the requirements for binder course in Section 502.

MEASUREMENT: Measurement of specialty cold milling will be made by the square yard (sq m) of asphaltic concrete surfacing satisfactorily removed, which includes all labor materials, equipment, tools and incidentals necessary to complete the work. No additional measurement will be made for multiple passes required to achieve total cold planning depth indicated in the plans.

PAYMENT: Payment for specialty cold milling of asphaltic pavement will be made at the contract unit price per square yard (sq m), which includes the costs for removing, hauling and stockpiling of RAP material.

Drainage cuts placed through the shoulders and transitions at transverse joints will be at no additional pay.

Payment for temporary pavement markings will be included under appropriate pay items. Payment for asphaltic concrete will be included under Superpave Asphaltic Concrete, Drives, Turnouts and Miscellaneous.

Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00043	Specialty Cold Milling,	Square Yard (Sq m)

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NS TREE PROTECTION, TREE TRIMMING, ROOT PRUNING, HAND FORMED AND POURED IN-PLACE CONCRETE CURB WITHIN THE LIMITS OF THE TREE DRIPLINE & GRAVEL BED AND FILTER CLOTH OVER TREE ROOTS (04/09) (NS):

DESCRIPTION: These items consist of protection of trees as necessary for construction in accordance with the plans and these specifications.

MATERIALS: Material shall comply with the following Sections:

Gravel, Subsection 1003.03(b)

Filter Cloth (Geotextile Fabric), Subsection 1019.01, Class B, C, or D

Topsoil, Subsection 715.02(a)

GENERAL REQUIREMENTS:

- a) The contractor shall inspect the project and determine which trees must be trimmed for construction operations.
- b) The contractor shall be responsible for damage to any City tree within the construction area and liable to the City for compensation of damage.
- c) The contractor shall notify the Parkway & Park Commission, Tree Department at least 3 working days prior to the beginning of construction.
- d) The contractor shall provide a Louisiana Licensed Arborist to perform the necessary tree trimming, root pruning, or removal of any tree or stump on City property. A current list of licensed arborist may be obtained from:
 - Parkway & Park Commission
 - Tree Department
 - 2829 Gentilly Blvd.
 - New Orleans, LA 70122
 - Ph. (504) 286-2123 or 286-2100
 - Fax. (504) 286-2158
- e) The Licensed Arborist must obtain a permit from the Parkway & Park Commission, Tree Department prior to working on any City trees.
- f) Prior to beginning construction, the contractor shall complete trimming trees requiring clearance for all new construction.
- g) The attachment of signs, barricades, equipment or materials in any manner to any tree is prohibited.
- h) Excavation within the dripline of any City tree is permitted only under existing roadbeds. All other excavation (i.e. street widening, neutral grounds, or sidewalks) within the dripline of any City trees will be inspected by the Parkway & Park Commission, Tree Department prior to beginning construction.
- i) Trenching within the dripline of any City tree is not permitted. Boring or hydraulic jacking is acceptable within the dripline if performed according to the following specifications. The boring or jacking must be at minimum depth of 30 inches and begin 10 feet from the dripline of the tree and bore directly under the center of the tree's main stem. Placement of boring pits and direction of the boring must be approved by the Director prior to beginning construction. Under unusual conditions, the Director may approve alternative methods. Boring or jacking shall be in compliance with Section C728 "Jacked and Bored Pipe."
- j) Where tree roots interfere with placement of new curbs, delete the typical 1 foot excavation for placement of new curbs within the driplines of any City-owned tree. Hand formed and

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poured-in-place concrete curbs within the dripline of City trees may be required and will be paid for separately. Curbs shall comply with Section 707.

- k) Where tree roots interfere with placement of sidewalk, wherever possible a ramp shall be constructed over the roots in accordance with Standard Plan STD 12.

This work shall consist of placing a layer of gravel over the roots 4inch - 6inch thick and filter cloth for the width of the sidewalk from tree dripline to tree dripline (the entire diameter reach of the tree canopy). The grade adjustment to the gravel and the capping of the sides of the gravel will be with an approved fill material. A filter cloth shall be placed completely wrapping the gravel, top and all sides. The concrete walk shall be reinforced with wire fabric reinforcing steel for the full length of the ramp from tree dripline to tree dripline (the entire diameter reach of the tree canopy).

The ramp length shall be such that a grade of 8 percent is not exceeded and that a constant depth of sidewalk is maintained over the root. Weakened transverse planes shall be constructed at each end of this ramp section. No expansion joint is allowed in this ramp section.

If ramping is not an option, an on site inspection by the Department of Streets, Parks & Parkway Commission, the contractor and the contractor's licensed arborist will be required prior to excavating for the sidewalk to determine the root pruning necessary for construction clearance.

- l) No more than 2 inches of cut or fill is permitted within the dripline of any City-owned tree except under existing roadbeds.
- m) Storage will not be permitted within the driplines of any tree. The use of neutral grounds and other City property for the storage of materials, supplies, equipment, or vehicles is permitted only with specific written authorization from the Parkway & Park Commission superintendent and the Director.
- n) The erection of barricades around the perimeter of tree driplines may be required. The contractor is responsible for maintaining the temporary barricades until completion of the project. The tree protection fencing and posts shall be removed upon substantial completion and become the property of the contractor. The minimum barricade requirements shall be the following: Green painted steel post, with at least 4 feet above ground, 3 feet in ground, set no more than 6 feet on center with orange plastic safety fencing attached from top to bottom, running post to post completely encircling the tree.
- o) Tree trimming is defined as the cutting of tree branches. The Parkway and Park Commission Urban Forester will consult the contractor and the licensed arborist to determine the extent of trimming allowable. Tree trimming will only be performed on tree branches conflicting with construction. No trimming will be allowed that will alter the natural form of a tree.
- p) Root pruning is defined as the cutting or grinding of roots. The Parkway and Park Commission Urban Forester will consult with the contractor and the licensed arborist to determine the extent of root pruning allowable.
- q) Root trenching is defined as cutting of roots using a trenching machine. The Parkway and Park Commission Urban Forester will consult with the contractor and the licensed arborist to determine the extent of root trenching allowable.

MEASUREMENT:

- a) Tree Protection will be measured per the lump sum.

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- b) Tree Trimming will be measured per the lump sum.
- c) Root Pruning and root trenching will be measured per each tree, except that root pruning and root trenching of trees with less than 4 inch caliper measured 6 inches above the ground will not be measured for payment.
- d) Hand formed and poured in-place concrete curb within the Limits of the tree dripline will be measured per linear foot (lin m).
- e) Gravel bed and filter cloth over tree roots will be measured per square yard (sq m).

PAYMENT: Payment for tree protection, tree trimming, root pruning and trenching and hand formed poured in -place concrete curb within the limits of tree dripline will be made at the contract unit price, which includes all labor, equipment, materials and other incidentals to complete the work. Tree protection will include all the work specified above not specifically provided in one of the other items listed below. Payment for gravel bed and filter cloth over tree roots will include furnishing the gravel, fill, filter cloth, and welded wire fabric in concrete. The concrete walk will be paid for under the sidewalk item for which this work is applicable.

Payment will be made under:

Item No.	Pay Item	Pay Unit
NS-SRP-00044	Tree Protection	Lump Sum
NS-SRP-00045	Tree Trimming	Lump Sum
NS-SRP-00046	Root Pruning and Trenching	Lump Sum
NS-SRP-00047	Hand Formed and Poured In-Place Concrete Curb Within the Limits of the Tree Dripline	Linear Foot (Ln m)
NS-SRP-00048	Gravel Bed and Filter Cloth Over Tree Roots	Square Yard (Sq m)

NS CLOSED CIRCUIT TV INSPECTION OF EXISTING BOX CULVERT:

This work consists of a video inspection of the interior of existing box culverts. This video shall record conditions of box culvert pipe prior to beginning construction and after construction has been completed.

REQUIREMENTS - TELEVISION INSPECTION OF EXISTING PIPES:

- 1.) Contractor shall furnish all equipment, materials, and supervision required to professionally execute the internal inspection of the pipes in accordance with these provisions, and subject to the terms and conditions of the contract.
- 2.) The video camera will be high-resolution color with adjustable iris focus. Lighting for the camera shall be operative in 100% humidity conditions. The video inspection equipment shall be capable of displaying on-screen footage distance measured. The camera, television monitor, and other components of the video system shall be capable of producing picture quality to the satisfaction of the City and Project Engineer, and if unsatisfactory, the equipment shall be removed and no payment will be made for the unsatisfactory inspection.
- 3.) The camera shall be stopped for a minimum of 5 seconds at each identifiable defect to ensure proper documentation of the box culvert's condition. Also, the camera shall be stopped at each structure connection (culvert, utility, manhole, etc.), and the camera shall pan the structure connection to record the condition of the structure. The inspection shall be performed in a forward or backward direction, according to the line condition at the time the inspection is made.

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- 4.) The location of the structures shall be documented per the stationing on the drawings.
- 5.) A storyboard showing stationing and structure shall be taped for 10 seconds at the beginning of each televised line segment. All storyboard information shall be recorded on the log forms.
- 6.) At the Contractor's discretion, or at the direction of the City, the camera shall be stopped or backed up to view and analyze conditions that appear to be unusual or uncommon.
- 7.) The picture shall be free of electrical interference and provide a clear, stable image of the specified resolutions at all times. The camera lens shall be cleaned as required to provide a clear image.
- 8.) Should a defective lens be encountered, the Contractor must immediately notify the City. The City will be immediately notified when a defect is identified in any phase of the work that may impact the structural integrity of the pipe.
- 9.) The limits of inspection shall be listed on the plans.
- 10.) Video shall be on a DVD(s). Contractor shall provide four (4) copies of the DVD(s), both pre-construction and post construction. DVD(s) shall be labeled.

MEASUREMENT:

Video inspection of existing box culvert shall be measured per lump sum.

PAYMENT:

Payment for video inspection will be at the contract unit price per lump sum and shall include labor, equipment and DVD(s) for both the pre-construction and post construction videos.

Payment shall be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
NS-SRP-00051	CLOSED CIRCUIT TV INSPECTION OF EXISTING BOX CULVERTS	Lump Sum

NS TYPE 3 ASPHALTIC CONCRETE PATCHING (13" MINIMUM THICKNESS), (12.9" to 8" THICKNESS), (7.9" to 4" THICKNESS), TYPE 3 ASPHALTIC CONCRETE WEARING COURSE AND TYPE 3 ASPHALTIC CONCRETE (DRIVES, TURNOUTS, MISCELLANEOUS):

This work consists of furnishing and constructing one or more courses of asphaltic concrete mixture applied hot in conformance with Section C501 of the Latest Edition of the "General Specification for Street Paving" by the Department of Public Works, City of New Orleans Louisiana, herein referred to as "the City Mix," and included in the project plans and technical specifications included elsewhere in this contract. Asphaltic concrete work will include furnishing all required materials, producing the mixtures, preparing the surfaces on which the mixtures are placed, hauling the mixtures to the work site, and placing and compacting the mixtures. Asphaltic concrete patching work consists of pavement and base repair of existing pavements in accordance with plan details and these specifications, as follows:

MATERIALS:

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Materials shall comply with the following Sections or Subsections:

Asphaltic concrete shall be the Type 3 mixture in accordance with Section C500 as listed above.

Granular Materials shall comply with 1003.07

GENERAL CONSTRUCTION REQUIREMENTS:

The contractor shall remove existing surfacing and base materials and perform all required excavation for pavement repair. When through traffic is maintained, the contractor shall complete the replacing of pavement, place the widening material, or fill and compact open areas or trenches, at the end of each day's operation. Excavation and compaction of the subgrade shall be in accordance with the plans or as directed. The subgrade shall be compacted uniformly. Existing surfacing and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.

Saw cutting through the existing asphaltic concrete pavement and one (1") inch into the PCC pavement shall be required to ensure a square break of the pavement to be removed. Full depth asphalt pavements shall be cut one (1") inch, spade cut, or cut by other method approved by Resident Engineer to assure neat lines of removal without damage to the adjacent pavement. All pavements within the designated area shall be removed and the subgrade area prepared to receive the patch. When removal is below plan requirement, granular material as required shall be used to replace unsuitable subgrade or to fill voids as directed.

Just prior to placing the new asphaltic concrete, the vertical faces of the old asphaltic pavement shall be coated with asphaltic tack coat, and an asphaltic coat shall be applied on the base course. Tack coat and prime coat shall conform to all requirements of Sections C504 and C505 of the City of New Orleans Specifications.

MEASUREMENT:

Asphaltic Concrete Patching will be measured by the square yard of existing pavement designated to be removed and replaced. Asphaltic Concrete Wearing Course and Asphaltic Concrete (Drives, Turnout and Miscellaneous) will be measured by the ton.

PAYMENT:

Payment for asphaltic concrete pavement patching will be made at the contract unit price per square yard, including saw cutting, removal of existing pavement, base preparation, excavation, tack coat, prime coat and asphaltic concrete. The cost of granular material as mentioned above will be paid for separately, when over depth removal and backfill is required by the engineer.

Payment adjustments for deficiencies in asphaltic concrete and asphalt materials will be made based on the theoretical quantity of asphaltic concrete, the bid price of the asphaltic concrete roadway item, and section C501.14. All Type 3 Asphaltic Concrete pay items shall be treated as 502-01, Superpave Asphaltic Concrete, for asphalt cement and fuel adjustment in accordance with special provision 109.09 using the base price as established in the original contract.

Payment will be made under:

<u>Item No</u>	<u>Pay Item</u>	<u>Pay Unit</u>
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NS-SRP-00055	Type 3 Asphaltic Concrete Patching (13" Min. Thickness)	Square Yard
NS-SRP-00056	Type 3 Asphaltic Concrete Patching (8" to 12.9" Thickness)	Square Yard
NS-SRP-00057	Type 3 Asphaltic Concrete Patching (4" to 7.9" Thickness)	Square Yard
NS-SRP-00058	Type 3 Asphaltic Concrete Wearing Course	Ton
NS-SRP-00059	Type 3 Asphaltic Concrete (Drives, Turnouts, Miscellaneous)	Ton

CONTRACT TIME: The entire contract shall be completed in all details and ready for final acceptance in accordance with Subsection 105.17(b) within the time specified by the contractor.

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

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

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

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

Work schedules restrictions:

Work shall automatically be suspended on Saturdays, Sundays, all legal holidays, and after five-thirty (5:30) P.M. until seven (7:00) A.M. of the following day, unless permitted in writing by the Director, New Orleans Department of Public Works. Said permission will not be unreasonably withheld.

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

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**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.

PART I – GENERAL PROVISIONS

SECTION 101 – GENERAL INFORMATION, DEFINITIONS, AND TERMS:

Subsection 101.03 – Definitions (07/07), Pages 3 – 13).

Delete the definition for “Proposal/Bid Guaranty” and substitute the following.

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

SECTION 102 – BIDDING REQUIREMENTS:

Subsection 102.09 – Proposal / Bid Guaranty (07/07), Page 19.

Delete the contents of this subsection and substitute the following.

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.

SECTION 107 – LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC:

Subsection 107.05 – Federal Aid Participation (04/08), Pages 57 and 58.

Delete the second paragraph.

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.

PART II – EARTHWORK

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.

PART III – BASE COURSES

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 305 – SUBGRADE LAYER:

Subsection 305.06 – Payment (01/08), Page 184.

Delete the contents of this subsection and substitute the following.

305.06 Payment. Payment for subgrade layer will be made at the contract unit price which includes lime, lime treatment, cement, cement treatment, water, stone, recycled portland cement concrete, crushed slag, blended calcium sulfate, asphaltic concrete, and asphalt curing membrane or prime coat, subject to the payment adjustment provisions of Section 1002 for specification deviations of asphalt materials and Subsection 303.11(a) for density deficiencies of cement treated materials. Adjustments in pay for increase or decrease in the percent cement ordered by the engineer will be in accordance with Subsection 303.13. Adjustments in pay for

increase or decrease in the percent lime ordered by the engineer will be based on the price of lime shown on paid invoices (total of all charges). The Materials and Testing Section will provide the payment adjustment percentage for properties of asphalt materials.

Payment for geotextile fabric will be included in the contract unit price for subgrade layer.

Payment will be made under:

Item No.	Pay Item	Pay Unit
305-01	Subgrade Layer _____ in (mm) Thick	Square Yard (Sq m)

SECTION 307 – PERMEABLE BASES:

Subsection 307.02 – Materials (09/07), Pages 187 and 188.

Delete the contents of Subheading (b), Asphalt, and substitute the following.

(b) Asphalt: The asphalt for asphalt treated permeable base shall be an approved polymer modified asphalt cement, PG 76-22m, or PG 82-22rm complying with Section 1002. The percentage of asphalt cement shall be 2.0 percent to 4.0 percent by weight (mass) of the total mixture. Asphalt cement content and mixing process shall be such that all aggregates are visibly coated. The mixture shall retain 90 percent coating when tested in accordance with DOTD TR 317.

A job mix formula shall be submitted and approved in accordance with Section 502.

SECTION 308 – IN-PLACE CEMENT TREATED BASE COURSE:

All Subsections within Section 308 – (07/07), Pages 191 – 198.

Whenever the reference to “DOTD TR-432, Method D” is used, it shall mean “DOTD TR-432”.

PART V – ASPHALTIC PAVEMENTS

SECTION 502 – SUPERPAVE ASPHALTIC CONCRETE MIXTURES:

Subsection 502.02 – Materials (08/06) (11/07), Pages 210 – 213.

Delete Table 502-2, Superpave Asphalt Cement Usage under Subheading (a) and substitute the following.

Table 502-2
Superpave Asphalt Cement Usage

Current Traffic Load Level	Mixture Type	Grade of Asphalt Cement
Level 1	Wearing Course	PG 70-22m
	Binder Course	PG 70-22m
	Base Course	PG 64-22
Level 2	Wearing Course	PG 76-22m
	Binder Course	PG 76-22m
Level A	Incidental Paving	PG 70-22m

Note: A PG 82-22 rm, Waste Tire Rubber Modified Asphalt, may be substituted for any other grade of asphalt cement.

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.

Subsection 502.14 – Lot Sizes (11/07), Pages 232 and 233.

Delete the first sentence of the first paragraph and substitute the following.

A lot is a segment of continuous production of asphaltic concrete mixture from the same job mix formula produced for the Department at a specific plant, delivered to a specific DOTD project.

SECTION 508 – STONE MATRIX ASPHALT:

Subsection 508.01 – Description (09/07), Page 274.

Delete this subsection and substitute the following.

508.01 DESCRIPTION. This work consists of furnishing and constructing Stone Matrix Asphalt (SMA) which is a plant mixed asphalt concrete wearing course for high traffic applications. This mixture is a rut resistant hot mix design with stone on stone contact. The mixture shall be composed of a PG 76-22m, or PG 82-22rm asphalt cement and a gap graded coarse aggregate structure. Mineral filler and/or fibers shall be used to control draindown. This work shall be in accordance with these specifications, plan details, and as directed. All requirements of Section 502 apply to Stone Matrix Asphalt, except as modified herein. All plant and paving equipment and processes must meet the requirements of Section 503.

Mixture used for shoulder may be Stone Matrix Asphalt or any mixture type shown in Table 502-5.

Subsection 508.02 – Materials (09/07), Page 274.

Delete the contents of subheading (a), Asphalt Cement and substitute the following.

(a) Asphalt Cement: Asphalt cement shall be PG 76-22m, or PG 82-22rm as listed on QPL 41 and complying with Section 1002.

PART VI – RIGID PAVEMENT

SECTION 602 – PORTLAND CEMENT CONCRETE PAVEMENT

REHABILITATION:

Subsection 602.17 – Payment (09/07), Pages 341 – 344.

Delete the last paragraph of Subheadings (d), Full Depth Corner Patching of Jointed Concrete Pavement, (e) Full Depth Patching of Jointed Concrete Pavement, and (g) Patching Continuously Reinforced Concrete Pavement, and substitute the following.

Payment for deteriorated base course removed as directed by the engineer and replaced with concrete will be made as follows: The value per inch (mm) thickness will be determined by dividing the contract unit price per square yard (sq m) by the plan thickness. Thickness of patches will be measured from the surface that exists at the time of patching. Payment for the additional thickness will be made at 50 percent of the value per inch (mm) thus determined.

PART VII – INCIDENTAL CONSTRUCTION

SECTION 701 – CULVERTS AND STORM DRAINS:

All Subsections within Section 701 (08/07), Pages 347 – 358.

Delete Section 701, Culverts and Storm Drains and substitute the following.

SECTION 701
CULVERTS AND STORM DRAINS

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

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

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

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

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

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

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

(e) Material Type Abbreviations:

(1) Reinforced Concrete Pipe:

RCP	Reinforced Concrete Pipe
RCPA	Reinforced Concrete Pipe Arch

(2) Corrugated Metal Pipe:

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

(3) Plastic Pipe:

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

(f) Joint Type Abbreviations:

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

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

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

including backfill materials selection and dewatering using sumps, wells, well points or other approved processes may be necessary to control excess moisture during excavation, installation of bedding, over-excavated trench backfilling, pipe placement and pipe backfill.

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

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

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

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

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

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

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

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

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

701.06 JOINING PIPE.

(a) Joint Usage:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Joints shall be approved and shall be sealed with gasket material. Gasket material shall be placed in the first two corrugation recesses on each side of the pipe connections. Gasket material shall also be placed on each band connection to prevent leakage. When flexible plastic gasket material is used it shall be a minimum of 1/2 inch (13 mm) in size. The bands shall be tightened to create overlap of the band and shall adequately compress the gasket material.

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

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

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

701.08 BACKFILLING.

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

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

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

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

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

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

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

(b) Backfill Applications: For projects using A+B+C bidding method where rigid and flexible pavement alternates are considered, backfill application (2) below, "Cross Drains Under Flexible Pavements", shall apply for either rigid or flexible pavements.

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

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

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

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

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

(c) Placement and Compaction; Type A Backfill: For all pipes, culverts and conduits under paved and nonpaved areas, where Type A backfill material is used, the Type A backfill shall be thoroughly hand compacted under the pipe haunches and then dynamically compacted in layers not exceeding 8 inches (200 mm) compacted thickness. Compaction under the haunches of the pipe shall initially be by hand tamping or other acceptable means, until a level is reached that the dynamic tamping can commence. Each lift shall be compacted by applying at least eight

passes of a hand operated, dynamic mechanical compaction device over the surface of each lift. With approval of the engineer, layer thickness may be increased to 12 inches (300 mm) with verification of satisfactory installation and performance. If flowable fill is used it shall be furnished, placed and consolidated in accordance with Section 710. The contractor shall control placement operations during initial backfill operations so as not to damage protective coatings on metal pipes. The contractor shall repair damaged coatings at no additional pay.

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

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

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

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

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

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

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

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

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

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

The mandrel shall be a rigid, nonadjustable, odd-numbered legged (minimum 9 legs) mandrel having a length not less than its nominal diameter or 24 inches (600 mm), whichever is less. The minimum diameter at any point shall be 5.0 percent less than the base inside diameter of the pipe being tested. The mandrel shall be fabricated of steel, aluminum or other approved material fitted with pulling rings at each end. The nominal pipe size and outside diameter of the mandrel shall be stamped or engraved on some segment other than a runner. A suitable carrying case shall be furnished.

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

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

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

701.10 CLEANING PIPES.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(i) Concrete collars will be measured per each.

701.13 PAYMENT.

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

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

Table 701-1
Payment Schedule for Plastic Pipe

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

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

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

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

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

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

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

Payment will be made under:

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

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701-14	Cleaning Existing Pipes	Linear Foot (Lin m)
701-15	Concrete Collar	Each
701-16	Plastic Pipe (Extension)	Linear Foot (Lin m)

SECTION 704 – GUARD RAIL:

Subsection 704.03 – General Construction Requirements (01/05), Pages 368 and 369.

Add the following to Heading (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 706 – CONCRETE WALKS, DRIVES AND INCIDENTAL PAVING:

All Subsections within Section 706 (04/08), Pages 375 – 377.

Delete Section 706, Concrete Walks, Drives and Incidental Paving and substitute the following.

SECTION 706
CONCRETE WALKS, DRIVES AND INCIDENTAL PAVING

706.01 DESCRIPTION. This work consists of furnishing and constructing portland cement concrete walks, handicapped curb ramps, drives and incidental paving slabs in accordance with these specifications and in conformity with lines, grades and dimensions shown on the plans or established.

706.02 MATERIALS. Materials shall comply with the following Section or Subsections.

Portland Cement Concrete (Class M)	901
Joint Filler	1005.01(c)
Reinforcing Steel	1009.01
Curing Materials	1011.01

706.03 CONSTRUCTION REQUIREMENTS.

(a) Excavation: Excavation shall be made to required depth and width. The top of the subgrade shall be shaped and compacted to a firm, even surface conforming to the section shown on the plans. Unsuitable material shall be removed and disposed of in accordance with Subsection 202.02 and replaced with approved material at no direct pay.

(b) Forms: Forms shall be of wood or metal and shall extend the full depth of concrete. Forms shall be straight, clean and of sufficient strength to resist the pressure of concrete. Bracing of forms shall be such that forms remain in horizontal and vertical alignment until their removal.

Concrete may be placed by slip-form methods. Slip-formed concrete shall be placed with an approved machine designed to spread, vibrate, consolidate and finish concrete in one pass of the machine in such manner that minimum hand finishing is necessary. Sliding forms shall be

rigidly held together to prevent spreading of forms. After the passing of the side forms there shall be no noticeable slumping of concrete.

(c) Subgrade: The subgrade shall be thoroughly moistened immediately prior to placing concrete.

(d) Placing and Finishing: Concrete shall be placed on the subgrade, struck off to required thickness and tamped sufficiently to bring the mortar to the surface. The surface shall be finished with a wood float or steel trowel followed by brushing to a slightly rough finish. Joints and edges shall be rounded with an edging tool having a 1/4-inch (6 mm) radius.

(e) Joints:

(1) Expansion Joints: Expansion joints shall be filled with 1/2 inch (13 mm) thick preformed expansion joint filler. Expansion joints shall be installed at maximum 100-foot (30 m) intervals, and between intersecting paving and any fixed structure such as a building, bridge or curbing, and between intersecting paving and the handicapped curb ramps. Expansion joint material shall extend for the full width and depth of paving.

(2) Weakened Plane: Weakened planes shall be formed by a jointing tool or other acceptable means. Weakened planes shall extend into concrete for at least 1/4 of the depth and shall be approximately 1/8 inch (3 mm) wide.

a. Walks: Spacing of weakened planes for walks shall be equal to the width of walk.

b. Drives: A longitudinal weakened plane shall be formed along the centerline of drives more than 16 feet (5 m) wide, and transverse weakened planes shall be formed at not more than 16-foot (5 m) intervals.

c. Incidental Paving: Weakened planes for incidental paving shall be formed at intervals not exceeding 30 times the thickness of the concrete in length or width. Incidental paving poured adjacent to jointed concrete shall be jointed to match existing joints, with intermediate joints formed as necessary not to exceed the maximum joint spacing.

(3) Construction Joints: Construction joints shall be formed around manholes, utility poles, etc., extending into paving and 1/4 inch (6 mm) thick preformed expansion joint filler shall be installed in these joints.

(4) Tie-ins: Tie-ins of existing concrete shall be made by full depth sawing at no direct pay.

(f) Curing: Concrete shall be cured in accordance with Subsection 601.10.

(g) Detectable Warning Surface for Handicap Ramps and At-Grade Sidewalk Intersections: Sidewalks, when intersecting with roadways, shall be equipped with a detectable warning surface system consisting of raised truncated domes as a transition between the sidewalk and the street as required by the Americans with Disabilities Act, 28 CFR Part 36, ADA Standards for Accessible Design.

Detectable warnings (truncated domes) shall be installed on the ramp surface over the full width of the ramp throat for a distance of 24 inches (600 mm) in the direction of travel from the back of the curb. Detectable warnings (truncated domes) shall also be installed on at-grade sidewalks intersecting with roadways for a distance of 36 inches (900 mm) in the direction of travel from the end of the sidewalk. Truncated domes shall be laid out on a square grid in order to allow enough space for wheelchairs to roll between the domes.

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Light reflectance of the truncated domes and the underlying surface must meet the 70 percent contrast requirement of ADAAG.

706.04 MEASUREMENT. Quantities of concrete walks, drives and incidental paving slabs for payment will be the design quantities as specified on the plans and adjustments thereto. Design quantities will be adjusted if the engineer makes changes to adjust to field conditions, if design errors are proven or if design changes are made. Design areas are based on the horizontal dimensions shown on the plans. Excavation, backfill, reinforcing steel and joint materials will not be measured for payment.

Handicapped curb ramps, including the detectable surface warning system, will be measured per each.

Detectable surface warning systems for at-grade sidewalk intersection will not be measured for payment.

706.05 PAYMENT. Payment for concrete walks, drives and incidental paving will be made on a lot basis at the contract unit price per square yard (sq m), adjusted in accordance with the following provisions. Payment for each lot will be made in accordance with Table 901-6. Size, sampling, and testing of each concrete lot shall be in accordance with the Materials Sampling Manual.

Payment for handicapped curb ramps, including the detectable surface warning system, will be made by each and shall include, but not limited to, curb transitions, detectable warning system, gutter, landing and base.

Payment will be made under:

Item No.	Pay Item	Pay Unit
706-01	Concrete Walk (inch (mm) Thick)	Square Yard (Sq m)
706-02	Concrete Drive (inch (mm) Thick)	Square Yard (Sq m)
706-03	Incidental Concrete Paving (inch (mm) Thick)	Square Yard (Sq m)
706-04	Handicapped Curb Ramps	Each

SECTION 713 – TEMPORARY TRAFFIC CONTROL:

Subsection 713.06 – Pavement Markings (08/06), Pages 400 – 403.

Delete Table 713-1, Temporary Pavement Markings and substitute the following.

Table 713-1
Temporary Pavement Markings^{1,2}

		Two-lane Highways	Undivided Multilane Highways	Divided Multilane Highways
S H O R T T E R M	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
L O N G T E R M	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.

¹No-passing zones shall be delineated as indicated whenever a project is open to traffic.

²On 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 729 – TRAFFIC SIGNS AND DEVICES:

Subsection 729.02 – Materials (04/08), Pages 456 and 457.

Delete the contents of Heading (a), Sign and Marker Sheeting, and substitute the following.

(a) Sign and Marker Sheeting: Sheeting material for sign panels, delineators, barricades and other markers shall comply with Section 1015. All permanent signs shall meet the requirements of ASTM D 4956, Type X.

Subsection 729.04, Fabrication of Sign Panels and Markers (04/08), Pages 458 – 460.

Delete the third paragraph of Heading (c), Sheeting Application and substitute the following.

ASTM D 4956 Type X reflective sheeting shall be applied with an orientation determined by the engineer to obtain the optimum entrance angle performance. Fabricated vertical splices in ASTM D 4956 Type X reflective sheeting will be allowed only when the horizontal dimension of the sign face or attached shield is in excess of the maximum manufactured width of the sheeting. Fabricated vertical splices in ASTM D 4956 Type X reflective sheeting will also be allowed when the specified orientation will create excessive sheeting waste.

SECTION 804 – DRIVEN PILES:

Subsection 804.08 – Construction Requirements (04/07), Pages 548 – 554.

Delete the first sentence of Heading (a), Preboring and substitute the following.

Preboring by augering, wet-rotary drilling, or other methods used to facilitate pile driving will not be permitted unless specified in the plans or allowed by the engineer.

Delete the first sentence of Heading (b), Jetting and substitute the following.

Jetting will not be permitted unless allowed in the plans or allowed by the engineer.

SECTION 901 – PORTLAND CEMENT CONCRETE:

Subsection 901.06 – Quality Control of Concrete (08/06), Pages 726 – 731.

Add the following to the contents of Heading (b), Quality Control Tests.

The contractor shall be responsible for monitoring the components (cement, mineral and chemical admixtures, aggregates) in their mix to protect against any changes due to component variations. As component shipments arrive, the contractor shall verify slump, air content and set time by testing at ambient temperatures. The contractor shall make adjustments to the mix design to rectify any changes which would adversely affect constructability, concrete placement or the specifications. The contractor shall submit test results to the Department for review each day of paving. Testing to validate component consistency will be documented on the control logs. Conformance or variation in mix parameters (workability, set times, air content, etc.) shall be noted on the control logs. The contractor shall provide a copy of the proposed testing plan to the engineer for record. Acceptance of the plan does not relieve the contractor's responsibility for consistency.

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 1001 – HYDRAULIC CEMENT:

Subsection 1001.01 – Portland Cement (09/07), Page 749.

Delete the contents of this subsection and substitute the following.

1001.01 PORTLAND CEMENT. Portland cement shall be from an approved source listed in QPL 7 and shall comply with AASHTO M 85.

Alkali content calculated as sodium oxide equivalent shall not exceed 0.60 percent by weight for all types of cement.

SECTION 1003 – AGGREGATES:

Subsection 1003.02 – Aggregates for Portland Cement Concrete and Mortar (07/07),
Pages 763 – 766.

Delete the contents of Heading (c), Aggregates for Types B and D Pavements, and substitute the following.

(c) Aggregates for Types B and D Pavements: For the combined aggregates for the proposed portland cement concrete pavement mix, the percent retained based on the dry weight (mass) of the total aggregates shall meet the requirements of Table 1003-1A for the type of pavement specified in the plans. Additionally, the sum of the percents retained on any two adjacent sieves so designated in the table shall be at least 12 percent of the total combined aggregates. The maximum amounts by weight (mass) of deleterious materials for the total aggregate shall be the same as shown in Subsection 1003.02(b).

Table 1003-1A
Aggregates for Types B and D Pavements

U.S. Sieve	Metric Sieve	Percent Retained of Total Combined Aggregates	
		Pavement Type	
		Type B	Type D
2 1/2 inch	63 mm	0	0
2 inch	50 mm	0	0-20
1 1/2 inch	37.5 mm	0-20	0-20
1 inch	25.0 mm	0-20	5-20
3/4 inch	19.0 mm	5-20	5-20
1/2 inch	12.5 mm	5-20	5-20
3/8 inch	9.5 mm	5-20	5-20
No. 4	4.75 mm	5-20	5-20
No. 8	2.36 mm	5-20	5-20
No. 16	1.18 mm	5-20	5-20
No. 30	600 µm	5-20	5-20
No. 50	300 µm	0-20	0-20
No. 100	150 µm	0-20	0-20
No. 200	75 µm	0-5	0-5
Note: For the sieves in the shaded areas, the sum of any two adjacent sieves shall be a minimum of 12 percent of the total combined aggregates.			

Each type of aggregate to be used in the proposed mixture shall be sampled and tested individually. The percent of total combined aggregates retained shall be determined mathematically based on the proportions of the combined aggregate blend. All gradation calculations shall be based on percent of dry weight (mass).

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:

<u>Property</u>	<u>ASTM Test Method</u>	<u>Requirements</u>	
		<u>Polymerized Chloroprene</u>	<u>Thermoplastic Vulcanizate</u>
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 1006 – CONCRETE AND PLASTIC PIPE:

Subsection 1006.09 – Plastic Yard Drain Pipe (06/07), Page 789.

Delete the contents of Subheading (a)(3), Ribbed Polyvinyl Chloride Pipe (RPVCP) and substitute the following.

Ribbed Polyvinyl Chloride Pipe (RPVCP): Ribbed Polyvinyl Chloride Pipe shall comply with ASTM F 794, Series 46 or ASTM F 949 (46 psi).

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”.

SECTION 1015 – SIGNS AND PAVEMENT MARKINGS:

Subsection 1015.04 – Sign Panels (05/07), Pages 832 and 833.

Delete the contents of Heading (a), Permanent Sign Panels and substitute the following.

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(a) Permanent Sign Panels: Flat panels shall be aluminum sheets or plates complying with ASTM B 209, Alloy 6061-T6 or Alloy 5052-H38. Extruded aluminum panels shall comply with ASTM B 221 (ASTM B 221M), Alloy 6063-T6 and after fabrication, have a flatness equal to or less than 0.031 inch per foot of length and 0.004 inch per inch of width.

Subsection 1015.05 - Reflective Sheeting (04/08), Pages 833 – 838.

Delete the contents of this subsection and substitute the following.

1015.05 REFLECTIVE SHEETING.

(a) Permanent and Temporary Standard Sheeting: Reflective sheeting shall be one of the following standard types as specified on the plans and complying with ASTM D 4956 except as modified herein. Permanent warning, regulatory, guide and supplemental guide sign sheeting shall meet the requirements of ASTM D 4956 Type X. Reflective sheeting for temporary signs and devices shall meet the requirements of ASTM D 4956 Type III except as noted in Subsection 1015.05(f). Reflective sheeting shall be an approved product listed in QPL 13.

Type III - A high-intensity retroreflective sheeting that is typically encapsulated glass-bead retroreflective material.

Type VI - An elastomeric high-intensity retroreflective sheeting without adhesive. This sheeting is typically a vinyl microprismatic retroreflective material.

Type X - A super high-intensity retroreflective sheeting having highest retroreflectivity characteristics at medium distances. This sheeting is typically an unmetalized microprismatic retroreflective element material.

(b) Fluorescent Pink Retroreflective Sheeting: Signs for temporary control of traffic through incident management areas shall be Type VI fluorescent pink retroreflective sheeting and shall comply with the MUTCD. Temporary traffic control signs for incident management shall be placed to notify motorists of upcoming incidents on the roadway, and shall be removed from public view once the incident has been managed. Physical properties shall comply with ASTM D 4956. Photometric properties shall be as follows.

(1) Retroreflectivity: Minimum Coefficients of Retroreflection shall be as specified in Table 1015-1.

Table 1015-1
Coefficients of Retroreflection for Fluorescent Pink Sheeting¹

Observation Angle, degrees	Entrance Angle, degrees	Fluorescent Pink
0.2	-4	100
0.2	+30	40
0.5	-4	40
0.5	+30	15

¹Minimum Coefficient of Retroreflection (R_A) ($\text{cd lx}^{-1}\text{m}^{-2}$)

(2) Color and Daytime Luminance: Color Chromaticity Coordinates and Daytime Luminance Factors shall be as specified in Table 1015-2.

Table 1015-2
Fluorescent Pink Color Specifications Limits (Daytime)

Chromaticity Coordinates (corner points) ¹								Luminance Factor, min.
1		2		3		4		Y%
x	y	x	y	x	y	x	y	25
0.450	0.270	0.590	0.350	0.644	0.290	0.536	0.230	

¹The four pairs of chromaticity coordinates measured with CIE 2° Standard Observer and 45/0 (0/45) geometry and CIE D65 Standard Illuminant.

(c) Adhesive Classes: The adhesive required for retroreflective sheeting shall be Class 1 (pressure sensitive) as specified in ASTM D 4956.

(d) Accelerated Weathering: Reflective sheeting, when processed, applied and cleaned in accordance with the manufacturer's recommendations shall perform in accordance with the accelerated weathering standards in Table 1015-3.

Table 1015-3
Accelerated Weathering Standards¹

Type	Retroreflectivity ²				Colorfastness ³	
	Orange/ Fluorescent Orange		All colors, except orange/Fluorescent Orange		Orange/ Fluorescent Orange	All colors, except orange/Fluorescent Orange
III	1 year	80 ⁴	3 years	80 ⁴	1 year	3 years
III (for drums)	1 year	80 ⁴	1 year	80 ⁴	1 year	1 year
VI	1/2 year	50 ⁵	1/2 year	50 ⁵	1/2 year	1/2 year
X	1 year	80 ⁶	3 years	80 ⁶	1 year	3 years

¹At an angle of 45° from the horizontal and facing south in accordance with ASTM G 7 at an approved test facility in Louisiana or South Florida.

²Percent retained retroreflectivity of referenced table after the outdoor test exposure time specified.

³Colors shall conform to the color specification limits of ASTM D 4956 after the outdoor test exposure time specified.

⁴ASTM D 4956, Table 8.

⁵ASTM D 4956, Table 13.

⁶ASTM D 4956, Table 4.

(e) Expected Sign Life Data and Performance: The sheeting manufacturer shall supply expected retroreflectivity service life curves for each of the following sign sheeting colors: white, green, blue, brown, red, and yellow. The service life curves shall be plots of the 95 percent expected life plotted on an x-y graph with life years on the x-axis and retroreflectivity on the y-axis. The expected life shall account for worst case installations, equivalent to an installation in South Louisiana with the sign facing to the South. The sheeting manufacturer shall also supply a table of expected life values taken from the service life curves for Revision Number 2 to the 2003 Edition of the MUTCD minimum reflectivity requirements published in the Federal Register on December 21, 2007. Reflective sheeting for signs, when processed, applied and cleaned in accordance with the manufacturer's recommendations shall perform outdoors in accordance with the performance standards in Table 1015-4.

Table 1015-4
 Reflective Sheeting Performance Standards

Type	Retroreflectivity ¹ -- Durability ²				Colorfastness ³
	Orange/ Fluorescent Orange		All colors, except orange/Fluorescent Orange		
III	3 years	80 ⁴	10 years	80 ⁴	3 years
X	3 years	80 ⁵	7years	80 ⁵	3 years

¹Percent retained retroreflectivity of referenced table after installation and the field exposure time specified.

²All sheeting shall maintain its structural integrity, adhesion and functionality after installation and the field exposure time specified.

³All colors shall conform to the color specification limits of ASTM D 4956 after installation and the field exposure time specified.

⁴ASTM D4956, Table 8.

⁵ASTM D 4956, Table 4.

(f) Temporary Signs, Barricades, Channelizing Devices, Drums and Cones: Reflective sheeting for temporary signs, barricades and channelizing devices, shall meet the requirements of ASTM D 4956, Type III except that temporary warning construction signs used on the mainline of freeways and expressways shall be fluorescent orange and meet the requirements of ASTM D 4956, Type X.

Reflective sheeting for vertical panels shall meet the requirements of ASTM D 4956, Type III.

Reflective sheeting for drums shall be a minimum of 6 inches (150 mm) wide and shall meet the requirements of ASTM D 4956, Type III, and the Supplementary Requirement S2 for Reboundable Sheeting as specified in ASTM D 4956. Reflective sheeting for traffic cone collars shall meet the requirements of ASTM D 4956, Type III or Type VI.

(g) Sheeting Guaranty. The contractor shall provide the Department with a guaranty from the sheeting manufacturer stating that if the retroreflective sheeting fails to comply with the performance requirements of this subsection, the sheeting manufacturer shall do the following:

Table 1015-5
Manufacturer's Guaranty-Reflective Sheeting

Type	Manufacturer shall restore the sign face in its field location to its original effectiveness at no cost to the Department if failure occurs during the time period ¹ as specified below		Manufacturer shall replace the sheeting required to restore the sign face to its original effectiveness at no cost to the Department if failure occurs during the time period ¹ as specified below
	Orange/Fluorescent Orange	All colors, except orange/Fluorescent Orange	All colors, except orange/Fluorescent Orange
III	<3 years	<7 years	7-10 years
X	<3 years	<5 years	5-7 years

¹ From the date of sign installation.

Replacement sheeting for sign faces, material, and labor shall carry the unexpired guaranty of the sheeting for which it replaces.

The sign fabricator shall be responsible for dating all signs with the month and year of fabrication at the time of sign fabrication. This date shall constitute the start of the guaranty obligation period.

Subsection 1015.11 - Preformed Plastic Pavement Marking Tape (06/07). Pages 842 – 844.

Delete the contents of this subsection and substitute the following.

1015.11 PREFORMED PLASTIC PAVEMENT MARKING TAPE.

(a) General: Preformed plastic pavement marking tape shall be approved products listed on QPL 64 and shall comply with ASTM D4505 Retroreflectivity Level I or Level II, or DOTD Intersection Grade (as specified below), except as modified herein. The marking tape shall be Class 2 or 3. The type and color shall be in accordance with the plans and the MUTCD.

(b) Thickness: All preformed plastic pavement marking tape shall have a minimum overall thickness of 0.060 inches (1.5 mm) when tested without the adhesive.

(c) Friction Resistance: The surface of the Retroreflectivity Level II preformed plastic pavement marking tape shall provide a minimum frictional resistance value of 35 British Polish Number (BPN) when tested according to ASTM E303. The surface of the Retroreflectivity Level I and DOTD Intersection Grade preformed plastic pavement marking tape shall provide a minimum frictional resistance value of 45 BPN when tested according to ASTM E303. Values for the Retroreflectivity Level I material with a raised surface pattern as defined in ASTM D4505 are calculated by averaging values taken at downweb and at a 45 degrees angle from downweb.

(d) Retroreflective Requirements: The preformed plastic pavement marking tape shall have the minimum initial specific luminance values shown in Table 1015-7 when measured in accordance with ASTM D 4061.

Table 1015-7
Specific Luminance of Preformed Plastic Tape

Type	Observation Angle, degrees	Entrance Angle, degrees	Specific Luminance (mcd/sq m/lx)	
			White	Yellow
Retroreflectivity Level I	1.05	88.76	500	300
DOTD Intersection Grade	1.05	88.76	375	250
Retroreflectivity Level II	1.05	88.76	250	175

(e) Durability Requirements: The DOTD Intersection Grade preformed plastic pavement marking tape shall show no appreciable fading, lifting or shrinkage for a least 12 months after placement when placed in accordance with the manufacturer's recommended procedures on pavement surfaces having a daily traffic count not to exceed 15,000 ADT per lane.

The Retroreflectivity Level I preformed plastic pavement marking tape shall show no appreciable fading, lifting or shrinkage for a least 4 years after placement for longitudinal lines and at least 2 years after placement for symbols and legends.

The Retroreflectivity Level I preformed plastic pavement marking tape shall also retain the following reflectance values for the time period detailed in Table 1015-8.

Table 1015-8
Retained Specific Luminance for Retroreflectivity Level I
Preformed Plastic Pavement Marking Tape

<u>Time</u>	<u>Observation Angle, degrees</u>	<u>Entrance Angle, degrees</u>	Specific Luminance (mcd/sq m/lx)	
			<u>White</u>	<u>Yellow</u>
1 year	1.05	88.76	400	240
4 years (2 years for symbols and legend)	1.05	88.76	100	100

(f) Plastic Pavement Marking Tape Guaranty (DOTD Intersection Grade and Retroreflectivity Level I): If the plastic pavement marking tape fails to comply with the performance and durability requirements of this subsection within 12 months for DOTD Intersection Grade and 4 years for Retroreflectivity Level I, the manufacturer shall replace the plastic pavement marking material at no cost to the Department.

SECTION 1020 – TRAFFIC SIGNALS:

Subsection 1020.01 – Traffic Signal Heads (06/07), Pages 873 – 884.

Delete the contents of Heading (a), General Requirements and substitute the following.

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(a) General Requirements: Traffic signal sections, beacon sections and pedestrian signal sections shall be of the adjustable type. Materials and construction of each section shall be the same.

Signals shall be constructed for either 8 or 12-inch (200 mm or 300 mm) lens in accordance with the plans. Signal sections shall have three to five sections per face and beacon sections have only one section per face. Signal sections and associated brackets shall be finished inside and out with two coats of high grade dark olive green enamel, color number 14056 according to Federal Standard No. 595b with each coat independently baked. Visors shall be coated green on the outside and black on the inside. Edges shall be deburred and smooth with no sharp edges.

Subsection 1020.04 – Poles for Traffic Signal Systems (06/07), Pages 890 – 894.

Delete the sixth paragraph of Heading (a), Pedestal Support Signal Poles, and substitute the following.

Pedestals shall be finished with at least one coat of rustproofing primer, applied to a clean surface and one coat of dark olive green enamel, color number 14056 according to Federal Standard No. 595b.

**LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUPPLEMENTAL SPECIFICATIONS**

**SECTION 741
WATER DISTRIBUTION SYSTEM**

The 2006 Standard Specifications are amended to include this Section 741.

741.01 DESCRIPTION: This work consists of furnishing the necessary materials and installing, relocating and adjusting water distribution systems in accordance with these specifications and in conformity with the lines and grades shown on the plans or established by the engineer.

741.02 MATERIALS: A certificate of compliance from the manufacturer showing the chemical and physical properties of the materials used and conformance with the specifications will be required for each item.

(a) Cast Iron and Ductile Iron Pipe:

(1) Cast Iron Pipe: Cast iron pipe shall be made of grey cast iron and shall conform to ANSI A 21.6 (centrifugally cast in metal molds) or A 21.8 (centrifugally cast in sand lined molds). Iron in the pipe shall have a bursting tensile strength of at least 21,000 psi (145 MPa) and the pipe shall have a ring modulus of rupture of at least 45,000 psi (310 MPa).

(2) Ductile Iron Pipe: Ductile iron pipe shall consist of ductile cast iron and shall conform to ANSI A 21.51 (centrifugally cast in metal or sand lined molds).

(3) Fittings: Fittings for cast iron or ductile iron pipe shall conform to ANSI A 21.10.

(4) Coating and Lining of Pipe: Cast iron and ductile iron pipe and fittings shall be asphalt or vinyl coated outside, as specified, and cement lined and seal coated inside in accordance with ANSI A 21.4.

(5) Joints: Pipe joints shall conform to ANSI A 21.11 with the following criteria used for joint selection.

- a. Mechanical Joint (Type III) with alloy steel bolts and nuts.
- b. Boltless single gasket push-on joint.
- c. Submarine, flexible, ball and socket joint.
- d. Flanged joint.

Pipe shall be installed with joint types (a) or (b) for mains under normal service conditions, joint type (c) for stream or canal crossings and when specified, joint type (d) for above ground installations such as pumps.

(b) Gate Valves and Valve Boxes:

(1) Valves shall be non-rising stem, iron body, bronze mounted, double-disk gate valves conforming to AWWA C 500. Valves shall have mechanical joint ends except that valves used with 2 inches (50 mm) or less diameter pipe, or galvanized iron pipe, shall have threaded ends. Valves shall open counterclockwise and shall be operated by nut method. Operating nuts shall conform to that used by the utility system.

(2) Valve boxes shall be approved cast iron, 2-piece, heavy roadway type. Valve boxes for 12 inches (300 mm) or larger valves shall be of the 3-piece type with oval base. The term "water" shall be cast on each valve box cover.

(c) Tapping Sleeves and Valves: Tapping sleeves shall be the split- sleeve, mechanical joint type. Gate valve connections shall be mechanical joint. Sleeves shall meet the requirements for cast iron fittings except the cement lining will not be required. Minimum working pressure shall be that specified for the system.

(d) Fire Hydrants: Fire hydrants shall conform to AWWA Designation: C 502 for 3-way type hydrants with working pressure of 150 psi (1.0 MPa). Hydrants shall be compression type and inlet connections shall be mechanical joint bell. Two 2 1/2 inches (65 mm) hose nozzles and one 4 1/2 inches (115 mm) pumper nozzle shall be provided; hose connections shall have National Standard threads. Hydrants shall have bronze seal rings, automatic drain openings and O-ring seals. Minimum valve openings of 4 inches shall be provided. Hydrants shall contain a breakaway feature at ground level consisting of breakaway bolts or flange and breakaway coupling on the rod. Main valve and valve seat shall be replaceable without digging up the hydrant. The hydrant exterior shall be painted with approved enamel and shall be repainted after installation (color: yellow).

(e) Plastic Pipe: Plastic pipe and tubing shall be polyvinyl chloride or polyethylene pipe and tubing.

(1) Polyvinyl chloride (PVC) pipe shall conform to ASTM D 2241 and be pressure rated at 200 psi (1.3 MPa) minimum. The pipe shall be made from polyvinyl chloride compounds conforming to Class 12454B (Type 1, Grade 1), ASTM D 1784.

(2) Polyethylene (PE) pipe and tubing shall conform to ASTM D 2239 (pipe) and D 2737 (tubing). Pipe or tubing shall be rated for use with water at 73.4°F (23°C) at a hydrostatic design stress of 630 psi (4.3 MPa). Pipe or tubing shall be made from polyethylene plastics conforming to Type III, Grade 3, ASTM D 1248.

(3) When specified, Schedule 40 PVC shall be in accordance with ASTM D 1785, Schedule 40, PVC 1120.

(4) Plastic pipe and fittings must bear the seal or "NSF" mark of the National Sanitation Foundation or other approved marking indicating approval for use in transporting potable water.

(5) Welding Solvent and Solvent Thinner shall conform to ASTM D 2564.

(f) Galvanized Steel Pipe: These pipes and fittings shall be galvanized steel seamless pipe conforming to ASTM A 53 (A 53M), standard weight. Fittings shall be malleable iron conforming to ANSI B 16.3 except the nipples and couplings shall be the same material as the pipe. Fittings shall be galvanized in accordance with ASTM A 53 (A 53M).

(g) Copper Pipe or Tubing: This pipe shall conform to ASTM B 88, Type K. Copper fittings shall be of the cast pattern or wrought pattern. Fittings for rigid copper pipe shall be of the solder joint type. Fittings for conceded soft draw pipe may be the flared mechanical type. Unions shall be the ground joint type.

(h) Detection Wire for Plastic Pipe: An approved electrically conductive insulated wire or tape shall be installed directly over and on the center of the plastic pipe for its entire length within highway right-of-way to facilitate locating of line with an electronic pipe locator. Wire or tape must be connected to all fixtures and appurtenances.

741.03 CONSTRUCTION REQUIREMENTS:

(a) General:

(1) Handling: Pipe, fittings and other materials shall be carefully handled to prevent breakage or damage, especially to the cement mortar lining in pipe and fittings.

(2) Existing Underground Utilities and Obstructions: All water lines, gas lines, telephone conduits, drainage structures, etc. shall be located and protected by the contractor during construction.

(b) Trench Excavation:

(1) Excavation: Excavation shall conform to Subsections 701.03 and 701.04, and the following requirements.

a. Protection of Excavation: Sheeting, shoring and hand excavation shall be used as necessary for protection of the work. Sheeting shall be withdrawn as backfilling is being done, except where the engineer directs that the sheeting and shoring be left in place, or where the engineer permits the sheeting to be left in place. The contractor shall cut off any sheeting left in place at least 18 inches (450 mm) below finished grade. Sheeting and bracing will not be paid for directly.

b. Trench Depth: Minimum bury (depth from grade to top of pipe) under pavement or surfacing shall be 4 feet (1.2 m). Minimum bury under ditches and in other non-paved areas shall be 2 feet (0.6 m).

c. Bell Holes: Bell holes of ample depth and width shall be excavated in pipe trenches at each joint location to permit the joint to be properly made and the pipe barrel to rest firmly on the trench bottom.

(2) Under Pavement:

a. Removing Pavement: The contractor shall remove existing pavement as necessary for trench excavation. Pavement shall be cut back from the top edges of trenches at least 24 inches (0.6 m) on each side of the trench. The requirements of Sections 510 and 602 shall be followed for removing and replacing pavement except that no separate payment will be made for this work.

b. Jacking and Boring: The contractor may elect to jack or bore pipe under existing pavement where practical; however, separate payment for jacked or bored pipe will only be made when jacking or boring of pipe is specified. Jacked or bored pipe shall be installed in accordance with Section 728.

(c) Connection to Existing Mains: Connection to existing mains shall be made with appropriate fittings as shown on the plans or as directed. When it is necessary to make such connections under pressure (i.e., when normal water service must be maintained) a tapping sleeve and valve shall be used. The contractor shall furnish the valve tapping machine and other equipment required.

(1) Location: The contractor shall, before opening pipe line trenches, locate the points where connections are to be made to existing pipe lines and shall uncover as necessary for the engineer to prescribe the types of connections and fittings to be installed.

(2) Interruption of Service: Connections to existing pipe lines shall be made at such times and in such manner as will meet operating requirements. No cut shall be made in existing lines until permission has been obtained as to time and manner of making cuts and connections.

(d) Laying Water Mains and Appurtenances:

(1) Sequence of Work: Excavation, cleaning, laying, jointing and backfilling shall be kept up as closely as possible. Pipe shall not be left in the trench overnight without completely jointing and capping. The contractor shall backfill and compact the trench as soon as possible after laying, jointing and testing is complete. Each day at the close of work, and when laying is not in progress, the exposed end of the pipe line in the trench shall be closed with an approved barrier of wood or metal. If it is necessary to cover the end of an uncompleted pipe line with backfill, the end of the pipe shall be closed using a satisfactory cap or plug.

(2) Alignment and Gradient: Pipe line alignment and gradient shall be straight, or shall be deflected to follow true curves as nearly as practical. Deflection of pipe lines shall be within the allowable laying deflection angle, both horizontal and vertical.

(3) Installation:

a. Connections: Connections which are made inside roadway shoulders, or curbs and gutters, shall be made with flexible joints.

b. Cutting: Where pipe or special castings are required to be cut, cutting shall be done using pipe cutters.

c. Gate Valves: Gate valves shall be installed and jointed as specified above for water mains. Installation of gate valves shall include valve boxes, where required.

d. Fire hydrants: Hydrants shall be installed and jointed as specified above for water mains. Installation of hydrants shall include vertical extension sections if required, pipe straps, concrete blocking, aggregate drain and backfill.

e. Concrete Blocking: Concrete blocking shall be Class R concrete conforming to Section 901 and shall be formed and poured at the backs of fittings, including elbows, tees, pipe plugs, fire hydrants and other locations shown on the plans or directed by the engineer.

f. Backfilling: Backfilling shall conform to Subsection 701.08 and these requirements.

When testing for leaks in open trenches, backfilling shall not be done until testing has been completed and leaks eliminated.

Where adjacent pavements are to be retained, pavement removed for pipe line trenches shall be replaced in kind or when approved, with equal or better material. After backfilling, the contractor shall maintain a satisfactory riding surface until repaving is completed. No separate payment will be made for replaced pavement.

g. Testing and Disinfection:

1. Testing: When a section of pipe is approved for testing, the contractor shall furnish all materials, equipment and labor to properly carry out this operation. This shall include a test pump and means of accurate measurement of water necessary to maintain required pressure during testing. The contractor shall furnish, install and remove any temporary bulkheads, flanges, plugs and corporation stops at high points in pipe lines and at the test pump, as necessary.

A. Sequence of Testing: When conditions permit, pipe lines shall be tested before the trench is backfilled and before service lines are installed; however, if high pressure testing must be done after service lines are in place, they shall be shut off at the corporation stops.

After necessary joints, bulkheads, etc. have been installed, corporation stops, if no other means can be provided, shall be placed in the high points of the pipe line and at the pump as required, and the pipe blown free from air according to accepted procedure.

B. Test Pressure: Test pressure shall be 50 psi (0.3 MPa) higher than the designated class pressure of pipe and fittings. Leakage shall not exceed 15 gallons per inch (1.4 L/mm) of pipe diameter per mile (km) per 24 hours. The minimum test period shall be 2 hours. However, if additional testing is required the contractor shall perform the procedure at his expense. When service lines cannot be isolated (i.e., shut off from the section to be tested), or other conditions exist where pressure testing as described above may cause damage, the line may be tested under normal operating pressure when approved. This work shall be done in open trenches, where possible, and testing repeated until leaks are eliminated.

C. Leaks and Defective Materials or Workmanship: Joints which leak shall be remade. Cracked, broken or defective materials shall be replaced. Defective workmanship shall be corrected. After the above conditions have been corrected, the line shall be retested as described above until the line passes the requirements. The contractor shall receive no additional compensation for the corrections or retesting.

2. Disinfection: Pipe lines and appurtenances, both existing and new which are the responsibility of the contractor, shall be disinfected before being placed in service. The disinfection process may be done in conjunction with the pressure test and shall be in accordance with AWWA C 601 and these requirements.

A solution of calcium hypochlorite or sodium hypochlorite (such as HTH, Perchloron, Chlorox, etc.) liquid chlorine or other approved disinfectant shall be used to obtain a solution of at least 50 ppm of available chlorine throughout the pipe system. No chlorine shall be applied to pipe as lines are being laid.

For this work, the contractor shall furnish suitable corporation stops, plugs or caps for the pipe, injection pumps, pipe connections and other equipment, and all labor required, at no additional cost to the Department.

While disinfectant is being applied to any section of the system, the water shall be allowed to escape at all extremities of this section until an orthotolidine test shows a deep orange color. The disinfectant shall be allowed to remain in the pipe at least 6 hours and tests shall be made to determine that a chlorine residual of at least 5 ppm remains. If there is not sufficient residual chlorine, disinfection shall be repeated. After disinfection, lines shall be thoroughly flushed to remove the chlorine. If bacteriological tests indicate that the lines are not free of coliform organisms, the disinfection procedure shall be repeated on that part of the system until proven to be free of contamination.

Disinfection shall be made in the presence of the engineer. The contractor shall notify the engineer at least 48 hours prior to the time lines are to be disinfected. The contractor shall furnish taps, corporation stops, tubing and faucets, and furnish labor to obtain samples of water from disinfected lines. These shall be collected and submitted to a biological laboratory of the State Board of Health. Copies of laboratory reports shall be submitted to the engineer. Disinfection shall be considered acceptable when reports indicate lines to be free of contamination. Lines shall be disinfected as soon after completion of testing as possible.

When tests are completed, test risers shall be removed and corporation stops plugged with an approved brass plug.

(e) Laying Service Lines and Appurtenances: Except as modified below, construction and installation of service lines shall conform to the requirements for laying water mains. Service lines shall include complete installation of the new pipe from the water main to the final location of the meter, or to such points as directed to connect with existing or future service lines and abutting property. Installation of service line pipe shall include necessary connections, including unions, valves, fittings, corporation stops, goosenecks where permitted, and curb stops.

(1) Excavation and Backfill:

a. Excavation: Excavation shall be done as specified elsewhere herein.

b. Backfill: Backfilling shall be done as specified herein after leakage test has been made under normal operation pressure in open trenches and leaks eliminated.

(2) Laying and Jointing: Jointing of copper pipe, galvanized steel pipe and plastic pipe shall be in accordance with standard practice for jointing water pipe and approved installation methods. Plastic pipe shall be placed in the trench to allow at least 1 percent additional length of pipe for thermal connection, and selected backfill material shall be placed and compacted to 6 inches above pipe before proceeding with normal backfill operations.

(f) Relocations, Adjustments and Removals:

(1) Water Valves, including valve boxes and fire hydrants, shall be relocated, adjusted to grade or removed as shown on the plans or as designated. The contractor shall protect all parts during the removing and relocating operation and shall replace all items lost or damaged at his expense. All lead or composition joints shall be melted out and each joint disconnected before being removed from the trench.

Relocated gate valves or fire hydrants shall be installed as specified for new gate valves or fire hydrants. Concrete blocking will be required for fire hydrants. Leakage tests shall be performed as specified above. Backfilling shall be done as specified herein. Concrete blocking and any additional pipe required in resetting the gate valve or fire hydrant at its new location will be paid for separately. Valve boxes, when they exist, shall be considered to be a part of the valve assembly and shall be removed with the valve.

(2) Existing water meters and boxes shall be relocated as shown on the plans or as designated. Relocation shall include removing the existing meter, meter box, all required pipe, unions and appurtenances, storage, protection where necessary, and reinstalling the meter, meter box and curb stop in the existing service line as directed. The contractor, with the engineer, shall inspect each meter before its removal to determine its condition. If a meter is defective, the contractor will be furnished a replacement meter for the installation.

(3) Existing water service lines shall be adjusted to grade, by excavating for, and lowering or raising the existing service lines and backfilling at the same location, as shown on the plans or directed. Any new materials or fittings required for the adjustment shall be furnished by the contractor without additional compensation. He shall also make any required changes in the connection at the main which are the result of this work. All leaks and damage caused by the contractor's operations shall be repaired at his expense. If a water meter is to be retained at the same location in an existing service line that is to be adjusted, the meter and box shall also be adjusted to proper grade. No additional compensation will be allowed for this adjustment.

(4) Existing water meter and water valve boxes shall be lowered or raised to the grade established on the plans or by the engineer.

(5) Existing house connections shall be adjusted as required. New pipe and fittings required to adjust house connections shall be equal in quality to that of the existing installation and meet requirements of the utility and code.

741.04 MEASUREMENT:

(a) Water Mains: Water mains will be measured by the linear foot (lin m) along the center, parallel to the slope of the pipe, from end to end of each installation through all fittings.

(b) Fittings: Pipe fittings will be considered subsidiary to the water line in which they are used.

(c) Gate valves, including boxes when required, will be measured by the number of each size installed.

(d) Tapping sleeve and valve assembly will be measured by the number of each size installed.

(e) Fire hydrants will be measured by the number of each installed.

(f) Service Lines: Service lines will be measured by the linear foot (lin m) from end to end, and from center of lines to ends of branches, including valves and fittings.

(g) Relocating Fire Hydrants, Water Valves and Water Meters: Existing fire hydrants, water valves and water meters will be measured by the number of each relocated, including relocation of boxes for such valves and meters.

(h) Adjusting Meter Boxes and Valve Boxes: Existing meter boxes and valve boxes adjusted to grade in their original locations will be measured by the number adjusted.

(i) Removal of Water Valves and Fire Hydrants: Existing water valves, including boxes when necessary, and fire hydrants will be measured by the number of each removed.

(j) Excavation and Backfill: Excavation and backfill will not be measured for payment.

(k) Concrete Blocking: Concrete blocking will be measured by the cubic yard (cu m) of concrete used.

(l) Adjusting Water House Connections: This item will be measured by the number of house connections adjusted.

(m) Adjusting Service Lines to Grade: This item will be measured in linear feet (lin m) of service line pipe lowered or raised, including valves, fittings, meters, boxes and other appurtenances. Measurement will be made from end to end of adjusted service line.

(n) Incidentals: Pavement removed and replaced, including sawing, testing, disinfection and detection wire for plastic pipe, will not be measured for payment.

(o) Casing will be measured by the linear foot (lin m) along the center, parallel to the slope of the casing.

(p) Butterfly valves, including boxes when required, will be measured by the number of each installed.

(q) Double strap saddles will be measured by the number of each installed.

741.05 PAYMENT:

(a) Water main pipe will be paid for per linear foot (lin m) for each size of pipe installed, which includes fittings, excavation, backfilling, removal and replacement of pavement, testing, sterilizing, and laying pipe in casing when required.

(b) Gate valves will be paid for per each, which includes box if required, and joint connections.

(c) Tapping sleeve and valve assemblies will be paid for per each, which includes joint connections.

(d) Fire hydrants will be paid for per each, which includes vertical extensions, joint connections, pipe straps and stone drain.

(e) Service line pipe will be paid for per linear foot (lin m), which includes excavation, backfilling, removal and replacement of pavement, testing, sterilizing, corporation and curb stops, goosenecks where required, fittings, jointing, connecting to the main, and laying pipe in casing when required.

(f) Relocating fire hydrant will be paid for per each, which includes crushed stone drain.

(g) Relocating water valve including box will be paid for per each, which includes excavation and backfill.

(h) Relocating water meter including box will be paid for per each set, which includes excavation and backfill.

(i) Adjusting water house connections will be paid for per each, which includes necessary adjustment of service lines not exceeding 20 linear feet (6.1 lin m) per house connection, and required new pipe and fittings.

(j) Adjusting water service lines in excess of 20 linear feet (6.1 lin m) per house connection will be paid for per linear foot (lin m) of adjusted service line, which includes required new pipe and fittings.

(k) Adjusting meter boxes and valve boxes to grade will be paid for per each.

(l) Removal of water valves will be paid for per each, which includes valve box.

(m) Removal of fire hydrants will be paid for per each.

(n) Concrete blocking will be paid for per cubic yard (cu m).

(o) Casing will be paid for per linear foot (lin m), which includes excavation, backfilling, and removal and replacement of pavement.

(p) Butterfly valves will be paid for per each size, which includes box if required, and joint connections.

(q) Double strap saddles will be paid for per each, which includes joint connections.

(r) Payment will be made at the contract unit prices under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
741-01	Water Main (Size & Type)	Linear Foot (Lin m)
741-02	Gate Valve (Size)	Each
741-03	Tapping Sleeve and Valve Assembly (Size)	Each
741-04	Fire Hydrant	Each
741-05	Water Service Line (Size & Type)	Linear Foot (Lin m)
741-06	Relocating Fire Hydrant	Each
741-07	Relocating Water Valve	Each
741-08	Relocating Water Meter	Each
741-09	Adjusting Water House Connections	Each
741-10	Adjusting Water Service Lines	Linear Foot (Lin m)
741-11	Adjusting Water Valve and Meter Box	Each
741-12	Removing Water Valve Including Box	Each
741-13	Removing Fire Hydrant	Each
741-14	Concrete Blocking	Cubic Yard (Cu m)
741-15	Casing (Size & Type)	Linear Foot (Lin m)
741-16	Butterfly Valve (Size)	Each
741-17	Double Strap Saddle (Size)	Each

**LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUPPLEMENTAL SPECIFICATIONS**

**SECTION 742
SANITARY SEWER SYSTEMS**

The 2006 Standard Specifications are amended to include this Section.

742.01 DESCRIPTION. This work consists of furnishing the necessary materials and installing, relocating and adjusting sanitary sewers and appurtenances in accordance with these specifications and in conformity with the lines and grades shown on the plans or established by the engineer.

Sewer manholes and junction boxes shall be constructed or reconstructed in accordance with the plans and Section 702.

The contractor shall coordinate his work activities with utility owners in accordance with Subsections 105.06 and 107.20 and shall observe all laws in accordance with Subsection 107.01.

742.02 MATERIALS. A certificate of compliance from the manufacturer showing the chemical and physical properties of the materials used and conformance with the specifications will be required in accordance with Subsection 106.04.

When the item "Sanitary Sewer Pipe" is included in the contract, the contractor has the option of furnishing any of the following materials unless otherwise specified.

(a) Cast Iron and Ductile Iron Pipe:

(1) Cast Iron Pipe: Cast iron pipe shall be made of gray cast iron and shall conform to ANSI A 21.6 (centrifugally cast in metal molds) or A 21.8 (centrifugally cast in sand lined molds). The iron in the pipe shall have a bursting tensile strength of at least 21,000 psi (145 MPa) and shall have a ring modulus of rupture of at least 45,000 psi (310 MPa). Pipe shall have thickness corresponding to Class 25 of A 21.6 or A 21.80.

(2) Ductile Iron Pipe: Ductile iron pipe shall consist of ductile cast iron and shall conform to ANSI A 21.51 (centrifugally cast in metal or sand lined molds). Pipe shall have thickness corresponding to Class 5 of A 21.51.

(3) Fittings: Fittings for cast iron or ductile iron pipe shall conform to ANSI A 21.10.

(4) Coating: The exterior and interior of pipe and fittings shall be covered with an approved bituminous coating in accordance with the above specifications.

(5) Joints: Pipe joints shall conform to ANSI A 21.11 and shall be the following types, as specified.

- a. Mechanical Joint (Type III) with alloy steel bolts and nuts.
- b. Boltless single gasket and push-on joint.
- c. Submarine, flexible, ball and socket joint.
- d. Flanged joint.

Flange bolts in contact with sewage or sludge shall be stainless steel or bronze.

(b) Clay Pipe: Vitrified clay sewer pipe and fittings shall conform to ASTM C 700 and shall have compression joints conforming to ASTM C 425. Pipe 6 inches (150 mm) and under shall be "Standard Strength Clay Pipe", and above 6 inches (150 mm) shall be "Extra Strength Clay Pipe".

(c) Plastic Pipe:

(1) Acrylonitrile-Butadiene-Styrene (ABS): Pipe and fittings shall conform to ASTM D 2680 for composite-wall pipe, and ASTM D 2751 (SDR 35) for solid-wall pipe.

(2) Polyvinyl Chloride (PVC): Pipe and fittings shall conform to ASTM D 3034, Type PSM (SDR 35).

(3) Detection Wire for Plastic Pipe: An approved electrically conductive insulated wire or tape shall be installed on the center of the plastic pipe for its entire length within highway right-of-way to facilitate location of line with an electronic pipe locator. Wire or tape must be connected to all fixtures and appurtenances.

(d) Concrete Sewer Pipe: Nonreinforced concrete sewer pipe shall conform to ASTM C 14 (C 14M), Class 2. Joints shall be Type 3 in accordance with Subsection 1006.05.

(e) Reinforced Concrete Sewer Pipe: Reinforced Concrete Sewer Pipe shall conform to Subsection 1006.03. Joints shall be Type 3 in accordance with Subsection 1006.05.

742.03 MAINTENANCE OF SEWAGE FLOW. The contractor shall maintain continuous flow of sewage during relocation operations. No diversion of sewage flow into open trenches or streams will be permitted.

742.04 CONSTRUCTION REQUIREMENTS.

(a) General: Underground water lines, gas lines, telephone conduits, drainage structures, etc. shall be located and protected by the contractor during construction.

(b) Trench Excavation:

(1) Excavation: The requirements of Subsections 701.03 and 701.04 and these additional requirements shall be met.

a. Protection of Excavation: Sheeting, shoring and hand excavation shall be used as necessary for protection of the work. Sheeting in excavation shall be withdrawn as backfilling is being done, except where the engineer directs that sheeting and shoring be left in place, or where the engineer permits sheeting to be left in place at the contractor's expense. The contractor shall cut off sheeting left in place at least 18 inches (450 mm) below finished grade. Sheeting and bracing will not be paid for directly unless there is a contract item for this work or unless sheeting and bracing were left in place by order of the engineer. The pipe grade and line shall not be disturbed.

b. Minimum Trench Depth (Bury): Minimum bury under pavement or surfacing shall be 4 feet (1.2 m). Minimum bury under ditches shall be 24 inches (0.6 m). Minimum bury for installations parallel to roadway shall be 24 inches (0.6 m).

c. Joints and Bell Holes: Bell holes of ample depth and width shall be excavated in pipe trenches at each joint location to permit the joint to be properly made and

the pipe barrel to rest firmly on the ditch bottom. The trench shall be dry when jointing and laying pipe.

(2) Under Pavement:

a. Removing Pavement: The contractor shall remove existing pavement as necessary for trench excavation. Pavement shall be cut back from top edges of trenches at least 24 inches (0.6 m) on each side of the trench. The requirements of Sections 510 and 602 shall be followed for removing and replacing pavement except that no separate payment will be made for this work unless a pay item for pavement patching is provided.

b. Jacking and Boring: The contractor may jack or bore pipe under existing pavement where practical, but payment in these instances will be made under the item for installation in an open trench. Separate payment for jacked or bored pipe will be made when the plans or specifications require that the pipe be installed in that manner and an item is included in the contract. Pipe that is jacked or bored shall be installed in accordance with Section 728.

(c) Connections: No pipe shall be cut for connections except as indicated on the plans or directed. The cost for making connections, including connections to existing facilities, shall be included in the contract price for sewer pipe.

(1) Manhole Connections: The contractor shall use care in connecting new sewer lines to existing manholes and connecting existing sewer lines to new manholes to avoid infiltration of foreign substances. Manholes shall be cleaned of fallen masonry or debris.

(2) Connections for Future Use: Connections for future use shall be capped and sealed in accordance with the requirements for sealing joints.

(3) House Connections: Wyes and tees installed in a common sewer for house connections shall be installed as shown on the plans or as directed.

(d) Adjusting Sanitary Sewer House Connections and Service Lines: New pipe and fittings required to adjust house connections shall be equal in quality to that of the existing installation and meet the requirements of the utility and code.

742.05 TESTS. Completed sewer lines shall be tested with reflected light and shall show an unobstructed view between manholes. Infiltration shall not exceed 10 gallons per day per inch (1.5 L/mm per day) diameter per 100 feet (30 m) of pipe. On lines where flow indicates infiltration in excess of this amount, a leakage test shall be conducted at the contractor's expense by a method satisfactory to the engineer. Sewer lines showing excessive leakage or undue deviation from line or grade shall be repaired or replaced by the contractor at his expense.

742.06 MEASUREMENT.

(a) Excavation and Backfill: Excavation, foundation preparation material and backfill will not be measured for payment, with the following exception. If an item for Bedding Material is included in the contract, this item will be paid for within the limits specified and in accordance with Section 726.

(b) Sanitary Sewer Pipe: Pipe will be measured in linear feet (lin m) along the centerline of the pipe.

(c) Wyes, Tees and Other Fittings: These items will not be measured separately but will be included in the overall measurement as indicated above.

(d) Manholes: Sanitary or combination sewer manholes will be measured in accordance with Section 702.

(e) Adjustment of Existing Manholes: Adjustment of existing sanitary or combination sewer manholes will be measured in accordance with Section 702.

(f) Concrete Blocking: Concrete blocking will not be measured for payment.

(g) Adjusting Sanitary Sewer House Connections and Service Lines: Adjusting sanitary sewer house connections will be measured per each connection. Adjusting sanitary sewer service lines will be measured by the linear foot (lin m) of adjusted line.

(h) Casings: Casings will be measured by the linear foot (lin m) along the centerline of casing.

(i) Incidentals: Pavement removed and replaced, including sawing, connections, testing and detection wire for plastic pipe, will not be measured for payment.

742.07 PAYMENT:

(a) Sewer pipe installations, sanitary or combination, will be paid for at the contract price per linear foot (lin m), which includes furnishing and hauling all materials; excavation and backfill; connections; capping and sealing connections for future use; and the maintenance of continuous flow of sewage in existing sewers during relocating operations.

When a pay item for Bedding Material is included in the contract, payment will be in accordance with Section 726.

(b) Manholes and manhole adjustments will be paid for in accordance with Section 702.

(c) Payment for adjusting house connections will include adjustment of service lines not exceeding 20 linear feet (6.1 lin m) per house connection. Payment for service line adjustments in excess of 20 linear feet (6.1 lin m) per house connection will be made by the linear foot (lin m) of adjusted service line. Payment for these items includes required new pipe and fittings, and excavation and backfill.

(d) Casings will be paid for at the contract unit price per linear foot (lin m).

(e) Payment will be made under:

<u>Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
742-01	Sanitary Sewer Pipe (Size)	Linear Foot (Lin m)
742-02	Adjusting Sanitary Sewer House Connections	Each
742-03	Adjusting Sanitary Sewer Service Lines	Linear Foot (Lin m)
742-04	Casing (Size & Type)	Linear Foot (Lin m)

**LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUPPLEMENTAL SPECIFICATIONS**

FEMALE AND MINORITY PARTICIPATION IN CONSTRUCTION

The following notice shall be included in, and shall be a part of, all solicitations for offers and bids on all federal and federally assisted construction contracts or subcontracts in excess of \$10,000 to be performed in geographical areas designated by the director of OFCCP. Execution of the contract by the successful bidder and any subsequent subcontracts will be considered the contractor's and subcontractor's commitment to the EEO provisions contained in this notice.

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION
TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY
(EXECUTIVE ORDER 11246)**

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.
2. The goals for minority and female participation, expressed in percentage terms for the contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

AREA	PARISH OR COUNTY	GOAL (%)
FEMALE PARTICIPATION		
-	All Covered Areas	6.9
MINORITY PARTICIPATION (UNDER NEW ORLEANS PLAN)		
-	* See Note Below	20 to 23
MINORITY PARTICIPATION (NOT UNDER NEW ORLEANS PLAN)		
1	Jefferson LA, Orleans LA, St. Bernard LA, St. Tammany LA	31.0
2	Assumption LA, Lafourche LA, Plaquemines LA, St. Charles LA, St. James LA, St. John the Baptist LA, Tangipahoa LA, Terrebonne LA, Washington LA, Forrest MS, Lamar MS, Marion MS, Pearl River MS, Perry MS, Pike MS, Walthall MS	27.7
3	Ascension LA, East Baton Rouge LA, Livingston LA, West Baton Rouge LA	26.1
4	Concordia LA, East Feliciana LA, Iberville LA, Pointe Coupee LA, St. Helena LA, West Feliciana LA, Adams MS, Amite MS, Wilkinson, MS	30.4
5	Lafayette LA	20.6
6	Acadia LA, Evangeline LA, Iberia LA, St. Landry LA, St. Martin LA, St. Mary LA, Vermillion LA	24.1
7	Calcasieu LA	19.3
8	Allen LA, Beauregard LA, Cameron LA, Jefferson Davis LA, Vernon LA	17.8
9	Grant LA, Rapides LA	25.7
10	Avoyelles LA, Bienville LA, Bossier LA, Caddo LA, Claiborne LA, DeSoto LA, Natchitoches LA, Red River LA, Sabine LA, Webster LA, Winn LA	29.3
11	Ouachita LA	22.8
12	Caldwell LA, Catahoula LA, East Carroll LA, Franklin LA, Jackson LA, LaSalle LA, Lincoln LA, Madison LA, Morehouse LA, Richland LA, Tensas LA, Union LA, West Carroll LA	27.9

*These goals apply only to those contractors signatory to the New Orleans Plan and only with respect to those trades which have unions participating in said Plan. The New Orleans Plan Covered Area is as follows: The parishes of Orleans, Jefferson, St. Bernard, St. Tammany, St. Charles, St. John the Baptist, Plaquemines, Washington, Terrebonne, Tangipahoa (that area east of the Illinois Central Railroad), Livingston (that area southeast of the line from a point off the Livingston and Tangipahoa Parish line adjacent from New Orleans and Baton Rouge), St. James (that area southeast of a line drawn from the Town of Gramercy to the point of intersection of St. James, Lafourche and Assumption Parishes), and Lafourche.

These goals are applicable to all the contractor's construction work (whether or not it is federal or federally assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor is also subject to the goals for both its federally involved and non-federally involved construction.

The contractor's compliance with the Executive Order and the regulations in 41 CFR 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals established for the geographical area where the contract resulting from this solicitation is to be performed. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from contractor to contractor, or from project to project, for the purpose of meeting the contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The contractor shall provide written notification to the Regional Administrator of the Office of Federal Contract Compliance Programs (555 Griffin Square Building, Dallas, TX 75202) within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract. The notification shall list the name, address and telephone number of the subcontractor; employer identification number; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and geographical area in which the contract is to be performed.

4. As used in this Notice and in the contract, the "covered area" is that area shown in the foregoing table in which the project is located.

The following Standard Federal Equal Employment Opportunity Construction Contract Specifications (Executive Order 11246) shall be included in, and shall be a part of, all solicitations for offers and bids on all federal and federally assisted construction contracts or subcontracts in excess of \$10,000. Execution of the contract by the successful bidder and any

subsequent subcontracts will be considered the contractor's and subcontractor's commitment to the EEO provisions contained in these Standard Federal Equal Employment Opportunity Construction Contract Specifications (Executive Order 11246).

**STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY
CONSTRUCTION CONTRACT SPECIFICATIONS
(EXECUTIVE ORDER 11246)**

1. As used in these specifications:
 - a. "Covered area" means the geographical area described in the solicitation from which this contract resulted;
 - b. "Director" means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;
 - c. "Employer identification number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U. S. Treasury Department Form 941.
 - d. "Minority" includes:
 - (i) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);
 - (ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);
 - (iii) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
 - (iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).
2. If the contractor, or any subcontractor at any tier, subcontracts a portion of the work involving any construction trade, he shall include in each subcontract in excess of \$10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation.
3. If the contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each contractor or subcontractor participating in an approved Plan is required to comply with his obligations under the EEO clause, and to make good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other contractor or subcontractors toward a goal in an

approved Plan does not excuse any covered contractor's or subcontractor's failure to take good faith efforts to achieve the Plan goals.

4. The contractor shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in geographical areas where they do not have a federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any OFCCP office or from federal procurement contracting officers. The contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the contractor has a collective bargaining agreement, to refer either minorities or women, shall excuse the contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the contractor during the training period, and the contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U. S. Department of Labor.

7. The contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the contractor's compliance with these specifications will be based on his effort to achieve maximum results from its actions. The contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

- a. Ensure and maintain a working environment free of harassment, intimidation and coercion at all sites, and in all facilities at which the contractor's employees are assigned to work. The contractor, where possible, will assign 2 or more women to each construction project. The contractor shall ensure that all foremen, superintendents and other on-site supervisory personnel are aware of and carry out the contractor's obligation to maintain such a working environment with specific attention to minority or female individuals working at such sites or in such facilities.
- b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to

- community organizations when the contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.
- c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the contractor by the union or, if referred, not employed by the contractor, this shall be documented in the file with the reason therefor, along with whatever additional actions the contractor has taken.
 - d. Provide immediate written notification to the Director when the union or unions with which the contractor has a collective bargaining agreement has not referred to the contractor a minority person or woman set by the contractor, or when the contractor has other information that the union referral process has impeded the contractor's efforts to meet its obligations.
 - e. Develop on-the-job training opportunities and/or participate in training programs for the area which include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the contractor's employment needs, especially those programs funded or approved by the Department of Labor. The contractor shall provide notice of these programs to the sources compiled under 7b above.
 - f. Disseminate the contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the contractor in meeting his EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.
 - g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with on-site supervisory personnel such as superintendent, general foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.
 - h. Disseminate the contractor's EEO policy externally by including it in ny advertising in the news media, including minority and female news media, and providing written notification to and discussing the contractor's EEO policy with other contractors and subcontractors with whom the contractor does or anticipates doing business.
 - i. Direct its recruitment efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the contractor's recruitment area and employment needs. Not later than 1 month prior to the date for the acceptance of

applications for apprenticeship or other training by any recruitment source, the contractor shall send written notification to organizations such as the above describing the openings, screening procedures and tests to be used in the selection process.

- j. Encourage present minority and female employees to recruit other minority persons and women, and where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a contractor's workforce.
- k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR 60-3.
- l. Conduct, at least annually, an inventory and evaluation of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.
- m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the contractor's obligations under these specifications are being carried out.
- n. Ensure that all facilities and company activities are non-segregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.
- o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.
- p. Conduct a review, at least annually, of all supervisors' adherence to and performance under the contractor's EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling their affirmative action obligations (7a through p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the contractor is a member and participant, may be asserted as fulfilling its obligations under 7a through 7p of these specifications provided that the contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the contractor's minority and female workforce participation, makes a good faith effort to meet his goals and timetables and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the contractor. The obligation to comply, however, is the contractor's and failure of such a group to fulfill an obligation shall not be a defense for the contractor's noncompliance.

9. A goal for minorities and a separate goal for women have been established. The contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the contractor may be in violation of the Executive Order if a group is employed

in a substantially disparate manner (for example, even though the contractor has achieved its goals for women generally, the contractor may be in violation of the Executive Order if a minority group of women is underutilized).

10. The contractor shall not use the goals or affirmative action standards to discriminate against any person because of race, color, religion, sex or national origin.

11. The contractor shall not enter into a subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13. The contractor, in fulfilling his obligations under these specifications, shall implement specific affirmative actions steps, at least as extensive as the standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the contractor fails to comply with the requirements of the Executive Order, the implementing regulations or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

14. The contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors will not be required to maintain separate records.

15. Nothing herein shall be construed as a limitation on the application of other laws which establish different standards of compliance or on the application of requirements for hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

16. In addition to the reporting requirements set forth elsewhere in this contract, the contractor and subcontractors holding subcontracts (not including material suppliers) in excess of \$10,000

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shall submit for every month of July during which work is performed, employment data as contained under Form FHWA-1391 in accordance with instructions included thereon.

**LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUPPLEMENTAL SPECIFICATIONS**

NEW ORLEANS PLAN

Each bidder, contractor or subcontractor (hereinafter called the contractor) must fully comply with these bid conditions as to each construction trade intended to be used on this construction contract and all other construction work (both federal and nonfederal) in New Orleans Plan Area during the performance of this contract or subcontract. The contractor commits to the minority and female employment utilization goals set forth herein and all other requirements, terms and conditions expressed herein by submitting a properly signed bid.

The contractor shall appoint a company executive to assume the responsibility for implementation of the requirements, terms and conditions of these bid conditions.

These specifications implementing the New Orleans Plan for employment of minorities and females have been imposed by the U. S. Department of Labor by order on September 8, 1971, as amended, for all nonexempt federal and federally assisted construction contracts to be awarded in the area of jurisdiction of the Southeast Louisiana Building and Construction Trades Council in the City of New Orleans and Southeast Louisiana. This area consists of the parishes of Orleans, Jefferson, St. Bernard, St. Tammany, St. Charles, St. John the Baptist, Plaquemines, Washington, Terrebonne, Tangipahoa (that area east of the Illinois Central Railroad), Livingston (that area southeast of the line from a point off the Livingston and Tangipahoa Parish line adjacent from New Orleans and Baton Rouge), St. James (that area southeast of a line drawn from the Town of Gramercy to the point of intersection of St. James, Lafourche and Assumption Parishes), and Lafourche.

The provisions of these bid conditions apply to contractors which are party to collective bargaining agreements with labor organizations which together have agreed to the New Orleans Area Construction Program (hereinafter called the New Orleans Plan) for equal opportunity and have jointly made a commitment to goals of minority and female utilization. The New Orleans Plan is a voluntary agreement between (1) Southeast Louisiana Building and Construction Trades Council; (2) contractors and subcontractors who are signatory to the New Orleans Plan; (3) the Urban League of Greater New Orleans and representatives of the minority community; and (4) the City of New Orleans. The New Orleans Plan, together with all implementing agreements that have been and may hereafter be developed pursuant thereto, are incorporated herein by reference.

The requirements set forth herein shall constitute the specific affirmative action requirements for activities under this contract and supplement the equal employment opportunity requirements set forth in the Required Contract Provisions.

The contractor and all subcontractors holding contracts in excess of \$10,000 shall comply with the following minimum requirement activities of equal employment opportunity. The contractor shall include these requirements in every subcontract in excess of \$10,000 with such modification of language as necessary to make them binding on the subcontractor.

Each contractor and subcontractor shall submit a monthly employment utilization report, Standard Form 257, covering the contractor's entire work force employed on all contracts (both federal and nonfederal) held in the New Orleans Area. In addition, a list of the federal and nonfederal contracts which are covered by the report shall be furnished. The report shall be submitted to the engineer no later than the 10th day following the end of the month being reported. The report shall end on the next to the last Saturday in the month being reported and shall reflect all hours worked between this date and the close out date in the preceding month. Copies of all payrolls and personnel data shall be retained for 3 years after final acceptance of the project. These records and documents, or copies thereof, shall be made available at reasonable times and places for inspection by an authorized representative of the State or Federal Government and shall be submitted upon request with any other compliance information which such representative may require.

In addition to the reporting requirements set forth above, the contractor and the subcontractors holding subcontracts, not including material suppliers, in excess of \$10,000 shall submit for every month of July during which work is performed, employment data as contained under Form FHWA-1391, and in accordance with the instructions included thereon.

A contractor may be in compliance with these bid conditions by its participation in the New Orleans Plan and applicable provisions contained in the "Notice of Requirement for Affirmative Action to Ensure Equal Employment Opportunity (Executive Order 11246)" and Standard Federal Equal Employment Opportunity Construction Contract Specifications (Executive Order 11246).

**LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

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ATTACHMENTS

A. Employment Preference for Appalachian Contracts (included in Appalachian contracts only)

I. GENERAL

1. These contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

2. Except as otherwise provided for in each section, the contractor shall insert in each subcontract all of the stipulations contained in these Required Contract Provisions, and further require their inclusion in any lower tier subcontract or purchase order that may in turn be made. The Required Contract Provisions shall not be incorporated by reference in any case. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.

3. A breach of any of the stipulations contained in these Required Contract Provisions shall be sufficient grounds for termination of the contract.

4. A breach of the following clauses of the Required Contract Provisions may also be grounds for debarment as provided in 29 CFR 5.12:

Section I, paragraph 2;
Section IV, paragraphs 1, 2, 3, 4, and 7;
Section V, paragraphs 1 and 2a through 2g.

5. Disputes arising out of the labor standards provisions of Section IV (except paragraph 5) and Section V of these Required Contract Provisions shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the U.S. Department of Labor (DOL) as set forth in 29 CFR 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the DOL, or the contractor's employees or their representatives.

6. **Selection of Labor:** During the performance of this contract, the contractor shall not:

a. discriminate against labor from any other State, possession, or territory of the United States (except for employment preference for Appalachian contracts, when applicable, as specified in Attachment A), or

b. employ convict labor for any purpose within the limits of the project unless it is labor performed by convicts who are on parole, supervised release, or probation.

II. NONDISCRIMINATION

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$10,000 or more.)

1. **Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630 and 41 CFR 60) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-4.3 and the provisions of the American Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the State highway agency (SHA) and the Federal Government in carrying out EEO obligations and in their review of his/her activities under the contract.

b. The contractor will accept as his operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training."

2. **EEO Officer:** The contractor will designate and make known to the SHA contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active contractor program of EEO and who must be assigned adequate authority and responsibility to do so.

3. **Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will

implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minority group employees.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to the extent that the system permits the contractor's compliance with EEO contract provisions. (The DOL has held that where implementation of such agreements have the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Executive Order 11246, as amended.)

c. The contractor will encourage his present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision.

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

b. The contractor will use best efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the SHA and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The DOL has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the SHA.

8. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

a. The contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.

b. Disadvantaged business enterprises (DBE), as defined in 49 CFR 23, shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use his best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of DBE construction firms from SHA personnel.

c. The contractor will use his best efforts to ensure subcontractor compliance with their EEO obligations.

9. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the SHA and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women;

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and

(4) The progress and efforts being made in securing the services of DBE subcontractors or subcontractors with meaningful minority and female representation among their employees.

b. The contractors will submit an annual report to the SHA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

III. NONSEGREGATED FACILITIES

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$10,000 or more.)

a. By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement or purchase order, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, material supplier, or vendor, as appropriate, certifies that the firm does not maintain or provide for its employees any segregated facilities at any of its establishments, and that the firm does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The firm agrees that a breach of this certification is a violation of the EEO provisions of this contract. The firm further certifies that no employee will be denied access to adequate facilities on the basis of sex or disability.

b. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive, or are, in fact, segregated on the basis of race, color, religion, national origin, age or disability, because of habit, local custom, or otherwise. The only exception will be for the disabled when the demands for accessibility override (e.g. disabled parking).

c. The contractor agrees that it has obtained or will obtain identical certification from proposed subcontractors or material suppliers prior to award of subcontracts or consummation of material supply agreements of \$10,000 or more and that it will retain such certifications in its files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

(Applicable to all Federal-aid construction contracts exceeding \$2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural minor collectors, which are exempt.)

1. General:

a. All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week and without subsequent deduction or rebate on any

account [except such payroll deductions as are permitted by regulations (29 CFR 3) issued by the Secretary of Labor under the Copeland Act (40 U.S.C. 276c)] the full amounts of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment. The payment shall be computed at wage rates not less than those contained in the wage determination of the Secretary of Labor (hereinafter "the wage determination") which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor or its subcontractors and such laborers and mechanics. The wage determination (including any additional classifications and wage rates conformed under paragraph 2 of this Section IV and the DOL poster (WH-1321) or Form FHWA-1495) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers. For the purpose of this Section, contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act (40 U.S.C. 276a) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also, for the purpose of this Section, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraphs 4 and 5 of this Section IV.

b. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.

c. All rulings and interpretations of the Davis-Bacon Act and related acts contained in 29 CFR 1, 3, and 5 are herein incorporated by reference in this contract.

2. Classification:

a. The SHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.

b. The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:

(1) the work to be performed by the additional classification requested is not performed by a classification in the wage determination;

(2) the additional classification is utilized in the area by the construction industry;

(3) the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(4) with respect to helpers, when such a classification prevails in the area in which the work is performed.

c. If the contractor or subcontractors, as appropriate, the laborers and mechanics (if known) to be employed in the additional

classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the DOL, Administrator of the Wage and Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

d. In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

e. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

3. Payment of Fringe Benefits:

a. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.

b. If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as a part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:

a. Apprentices:

(1) Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State

apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.

(2) The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate listed in the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

(3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator for the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

(4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

b. Trainees:

(1) Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.

(2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee

program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which case such trainees shall receive the same fringe benefits as apprentices.

(4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Helpers:

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV.2. Any worker listed on a payroll at a helper wage rate, who is not a helper under an approved definition, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed.

5. Apprentices and Trainees (Programs of the U.S. DOT):

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

6. Withholding:

The SHIA shall upon its own action or upon written request of an authorized representative of the DOL withhold, or cause to be withheld, from the contractor or subcontractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements which is held by the same prime contractor, as much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper employed or working on the site of the work, all or part of the wages required by the contract, the SHIA contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

7. Overtime Requirements:

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen, or guards (including apprentices, trainees, and helpers described in paragraphs 4 and 5 above) shall require or permit any laborer, mechanic, watchman, or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman, or guard receives compensation at a rate not less than

one-and-one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

8. Violation:

Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in paragraph 7 above, the contractor and any subcontractor responsible thereof shall be liable to the affected employee for his/her unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory) for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman, or guard employed in violation of the clause set forth in paragraph 7, in the sum of \$10 for each calendar day on which such employee was required or permitted to work in excess of the standard work week of 40 hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. Withholding for Unpaid Wages and Liquidated Damages:

The SHA shall upon its own action or upon written request of any authorized representative of the DOL withhold, or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 8 above.

V. STATEMENTS AND PAYROLLS

(Applicable to all Federal-aid construction contracts exceeding \$2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural collectors, which are exempt.)

1. Compliance with Copeland Regulations (29 CFR 3):

The contractor shall comply with the Copeland Regulations of the Secretary of Labor which are herein incorporated by reference.

2. Payrolls and Payroll Records:

a. Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and preserved for a period of 3 years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, helpers, and guards working at the site of the work.

b. The payroll records shall contain the name, social security number, and address of each such employee; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof the types described in Section 1(b)(2)(B) of the Davis Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. In addition, for Appalachian contracts, the payroll records shall contain a notation indicating whether the employee does, or does not, normally reside in the labor area as defined in Attachment A, paragraph 1. Whenever the Secretary of Labor, pursuant to Section IV, paragraph

3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section 1(b)(2)(B) of the Davis Bacon Act, the contractor and each subcontractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and show the cost anticipated or the actual cost incurred in providing benefits. Contractors or subcontractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprentices and trainees, and ratios and wage rates prescribed in the applicable programs.

c. Each contractor and subcontractor shall furnish, each week in which any contract work is performed, to the SHA resident engineer a payroll of wages paid each of its employees (including apprentices, trainees, and helpers described in Section IV, paragraphs 4 and 5, and watchmen and guards engaged on work during the preceding weekly payroll period). The payroll submitted shall set out accurately and completely all of the information required to be maintained under paragraph 2b of this Section V. This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose and may be purchased from the Superintendent of Documents (Federal stock number 029-005-0014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors.

d. Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his/her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) that the payroll for the payroll period contains the information required to be maintained under paragraph 2b of this Section V and that such information is correct and complete;

(2) that such laborer or mechanic (including each apprentice, trainee, and helper) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in the Regulations, 29 CFR 3;

(3) that each laborer or mechanic has been paid not less than the applicable wage rate and fringe benefits or cash equivalent for the classification of worked performed, as specified in the applicable wage determination incorporated into the contract.

e. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.

f. The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

g. The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all

may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR

1. On all Federal-aid contracts on the National Highway System, except those which provide solely for the installation of protective devices at railroad grade crossings, those which are constructed on a force account or direct labor basis, highway beautification contracts, and contracts for which the total final construction cost for roadway and bridge is less than \$1,000,000 (23 CFR 635) the contractor shall:

a. Become familiar with the list of specific materials and supplies contained in Form FHWA-47, "Statement of Materials and Labor Used by Contractor of Highway Construction Involving Federal Funds," prior to the commencement of work under this contract.

b. Maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form FHWA-47, and in the units shown on Form FHWA-47.

c. Furnish, upon the completion of the contract, to the SHA resident engineer on Form FHWA-47 together with the data required in paragraph 1b relative to materials and supplies, a final labor summary of all contract work indicating the total hours worked and the total amount earned.

2. At the prime contractor's option, either a single report covering all contract work or separate reports for the contractor and for each subcontract shall be submitted.

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635).

a. "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

VIII. SAFETY: ACCIDENT PREVENTION

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and

similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

Notice to all Personnel engaged on Federal-Aid Highway Projects

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined not more than \$10,000 or imprisoned not more than 5 years or both."

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$100,000 or more.)

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub.L. 92-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.

2. That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such requirements.

XI. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1. Instructions for Certification - Primary Covered Transactions: (Applicable to all Federal-aid contracts - 49 CFR 29)

a. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.

d. The prospective primary participant shall provide immediate written notice to the department or agency to whom this proposal is submitted if any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is submitted for assistance in obtaining a copy of those regulations.

f. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered

transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement portion of the "Lists of Parties Excluded From Federal Procurement or Nonprocurement Programs" (Nonprocurement List) which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph f of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a 3-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and

d. Have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

2. **Instructions for Certification - Lower Tier Covered Transactions:** (Applicable to all subcontracts, purchase orders and other lower tier transactions of \$25,000 or more - 49 CFR 29)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "primary covered transaction," "participant," "person," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph c of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

**Certification Regarding Debarment, Suspension,
Ineligibility and Voluntary Exclusion--Lower Tier
Covered Transactions:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

**XII. CERTIFICATION REGARDING USE OF
CONTRACT FUNDS FOR LOBBYING**

(Applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 - 49 CFR 20)

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any

Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

REQUIRED CONTRACT PROVISIONS
AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
(ARRA) CONSTRUCTION CONTRACTS

As required by Section 902 of the *AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009*, the following contract provisions shall apply to all ARRA funded contracts. All prime contracts, subcontracts, and other contracts for services for an ARRA funded project must comply with the following:

Required Contract Provision to Implement ARRA Section 902:

Section 902 of the American Recovery and Reinvestment Act (ARRA) of 2009 requires that each contract awarded using ARRA funds must include a provision that provides the U.S. Comptroller General and his representatives with the authority to:

"(1) to examine any records of the contractor or any of its subcontractors, or any State or local agency administering such contract, that directly pertain to, and involve transactions relating to, the contract or subcontract; and

(2) to interview any officer or employee of the contractor or any of its subcontractors, or of any State or local government agency administering the contract, regarding such transactions."

Accordingly, the Comptroller General and his representatives shall have the authority and rights as provided under Section 902 of the ARRA with respect to this contract, which is funded with funds made available under the ARRA. Section 902 further states that nothing in this section shall be interpreted to limit or restrict in any way any existing authority of the Comptroller General.

Additionally, please be advised that Section 1515(a) of the ARRA provides as follows:

'(a) ACCESS. --With respect to each contract or grant awarded using covered funds, any representative of an appropriate inspector general appointed under section 3 or 8G of the Inspector General Act of 1978 (5 U.S.C. App.), is authorized --

(1) to examine any records of the contractor or grantee, any of its subcontractors or subgrantees, or any State or local agency administering such contract, that pertain to, and involve transactions relating to, the contract, subcontract, grant, or subgrant; and

(2) to interview any officer or employee of the contractor, grantee, subgrantee, or agency regarding such transactions."

Suggested Notification of the Authority of the Inspector General

Section 1515(a) of the ARRA provides authority for any representatives of the Inspector General to examine any records or interview any employee or officers working on this contract. The contractor is advised that representatives of the inspector general have the authority to examine any record and interview any employee or officer of the contractor, its subcontractors or other firms working on this contract. Section 1515(h) further provides that nothing in this section shall be interpreted to limit or restrict in any way any existing authority of an inspector general.

THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 REPORTING REQUIREMENTS

Federal Highway Administration
U.S. Department of Transportation
March 23, 2009

Monthly Employment Report (Form: FHWA – 1589)

This form is a guide for the States in providing employment information on each ARRA project. Monthly employment information on each ARRA project is used by States for meeting the reporting requirements of Sections 1201 and 1512. In order for States to fulfill their reporting obligations, the States must collect and analyze certain employment data for each ARRA funded contract. The data requirement in ARRA extends beyond the number of workers at the work site and, therefore, FHWA has produced a form for guidance to the States. This data to be reported is identified below and will be used by the States in developing Form 1587, which is to be submitted to FHWA. Since States may not currently collect this data, the States should develop a new specification for each ARRA-funded contract in order to obtain this information from contractors and consultants. In doing so, the States should use the provided model form and require the reporting of this data from the prime contractor or consultant. The prime contractor or consultant shall complete a report for each month from the date of the Notice to Proceed until completion of the contract or September, 2012 whichever occurs sooner. This report is only required for contracts that use ARRA funds. States should require contractors and consultants to provide the required information for their own workforce as well as the workforce of all subcontractors that were active on their ARRA funded project(s) for the reporting month. It will be up to each State to determine when they obtain the necessary data from their contractors or consultants, keeping in mind that the summary form is due from the State to the FHWA Division no later than the 20th day of each month for the preceding month's data.

It is the State DOT's responsibility to report the number of jobs on projects managed by funding recipients, such as other state agencies or local governments. The State DOT must make arrangements with each ARRA funding recipient to assure each recipient reports the required data in a timely manner.

The States shall require the following data be provided by each contractor, consultant and funding recipient working on an ARRA project. The primary contractor or consultant for each project shall be responsible for reporting their firm as well as all sub-contractors data.

- Format:** The State, contractors, or consultant may use the FHWA provided model form, but the use of the model form is optional and at the discretion of the State.
- Due date:** As determined by the State, until September 2012.
- Due to:** To be sent by each ARRA funded project prime contractor or consultant to the designated office in each State DOT or Federal Lands Division Office.

Coding Instructions

- BOX 1. Report Month:** The month and year covered by the report, as mm/yyyy (e.g. "May 2009" would be coded as "05/2009").

- BOX 2. **Contracting agency:** The name of the contracting agency. Enter “State” for State DOT projects. For non-State projects, enter the name of the contracting agency (other State agency, Federal agency, tribe, MPO, city, county, or other funding recipient).
- BOX 3. **Federal-aid project number:** The State assigned federal-aid project number, consistent with the format reported in FMIS.
- BOX 4. **State project number or identification number:** The project number or ID, as assigned by the State of its funding recipient, consistent with the format reported in FMIS.
- BOX 5. **Project location:** State where project occurs. If the project performed for Federal Lands, provide the FLH Division or Federal Land Managing Agency (FLMA) region.
- BOX 6. **Contractor name and address:** The name and address of the contracting or consulting firm shall include the name, street address, city, state, and zip code.
- BOX 7. **Contractor DUNS number:** The unique nine-digit number issued by Dun & Bradstreet. Followed by the optional 4 digit DUNS Plus number. Reported as “999999999.9999”.
- BOX 8. **Employment data:** The prime contractor or consultant will report the direct, on-the-project jobs for their workforce and the workforce of their sub-contractors active during the reporting month. These jobs data include employees actively engaged in projects who work on the jobsite, in the project office, in the home office or telework from a home or other alternative office location. This also includes any engineering personnel, inspectors, sampling and testing technicians, and lab technicians performing work directly in support of the ARRA funded project. This does not include material suppliers such as steel, culverts, guardrail, and tool suppliers. States should include in their reports all direct labor associated with the ARRA project such as design, construction, and inspection. The States reports should include their own project labor, including permanent, temporary, and contract project staff. States are asked not to include estimated indirect labor, such as material testing, material production or estimated macro-economic impacts. FHWA will be estimating all indirect labor based on the information provided in this form along with other FHWA data. The form requests specifically:
- a. **Subcontractor name:** The name of each subcontractor or sub-consultant that was active on the project for the reporting month.
 - b. **Employees:** The number of project employees on the contractor’s or consultant’s workforce that month, and the number of project employees for each of the active subcontractors for the reporting month. Do not include material suppliers. Total field at bottom will be automatically calculated and reported as a whole number.
 - c. **Hours:** The total hours on the specified project for all employees reported on the contractor’s or consultant’s project workforce that month, and the total hours for all project employees reported for each of the active subcontractors that month. Total field at bottom will be automatically calculated and reported as a whole number.

- d. **Payroll:** The total dollar amount of wages paid by the contractor or consultant that month for employees on the specified project, and the total dollar amount of wages paid by each of the active subcontractors that month. Payroll only includes wages and does not include overhead or indirect costs. Total field at bottom will be automatically calculated and will be rounded to the nearest whole dollar and reported as a whole number.

BOX 9.

Prepared by:

- a. **Name:** Indicate the person responsible for preparation of the form. By completing the form the person certifies that they are knowledgeable of the hours worked and employment status for all the employees. Contractors, consultants, and their subs are responsible to maintain data to support the employment form and make it available to the State should they request supporting materials.
- b. **Date:** The date that the contractor completed the employment form. Reported as “mm/dd/yyyy.” (e.g. “May 1, 2009” would be coded as “05/01/2009”).

Monthly Employment Report (Form: FHWA-1589)

MONTHLY EMPLOYMENT REPORT AMERICAN RECOVERY AND REINVESTMENT AC1

1. Report Month: (mm/yyyy)	2. Contracting Agency	
3. Federal-Aid Project Number	4. State Project Number or ID Number	5. Project Location: State, County or Federal Region
6. CONTRACTOR NAME AND ADDRESS Name: Address: City: State: Zip:		
7. Contractor/Subcontractor DUNS Number:		

8. Employment Data

	EMPLOYEES	HOURS	PAYROLL
Prime Contractor Direct, On-Project Jobs (see guidance for definitions)			
Subcontractor Direct, On-Project Jobs			
Subcontractor Name			
Prime and Subcontractor Totals	0	0	0.00

9. PREPARED BY CEO or Payroll Official:	DATE:
Name:	
Title:	

Form FHWA-1589

**LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**

**REQUIRED CONTRACT PROVISIONS FOR
DBE PARTICIPATION IN FEDERAL AID CONSTRUCTION CONTRACTS
(DBE GOAL PROJECT)**

A. AUTHORITY AND DIRECTIVE: The Code of Federal Regulations, Title 49, Part 26 (49 CFR Part 26) as amended and the Louisiana Department of Transportation and Development's (DOTD) Disadvantaged Business Enterprise (DBE) Program are hereby made a part of and incorporated by this reference into this contract. Copies of these documents are available, upon request, from DOTD Compliance Programs Office, P. O. Box 94245, Baton Rouge, LA 70804-9245.

B. POLICY: It is the policy of the DOTD that it shall not discriminate on the basis of race, color, national origin, or sex in the award of any United States Department of Transportation (US DOT) financially assisted contracts or in the administration of its DBE program or the requirements of 49 CFR Part 26. The DOTD shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of US DOT assisted contracts. The DBE program, as required by 49 CFR Part 26 and as approved by US DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification of failure to carry out the approved DBE program, the US DOT may impose sanctions as provided for under 49 CFR Part 26 and may in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C.3801 et seq.).

C. DBE OBLIGATION: The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of US DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the DOTD deems appropriate.

The preceding policy and DBE obligation shall apply to this contract and shall be included in the requirements of any subcontract. Failure to carry out the requirements set forth therein shall constitute a breach of contract and, after notification by DOTD, may result in termination of the contract, a deduction from the contract funds due or to become due the contractor or other such remedy as DOTD deems appropriate. The contractor is encouraged to use the services offered by banks in the community which are owned and controlled by minorities or women when feasible and beneficial. The term DBE is inclusive of women business enterprises (WBE) and all obligations applicable to DBE shall apply to firms certified and listed as WBE.

D. FAILURE TO COMPLY WITH DBE REQUIREMENTS: All contractors and subcontractors are hereby advised that failure to carry out the requirements set forth above shall constitute a breach of contract and, after notification by DOTD may result in rejection of the bid; termination of the contract; a deduction from the contract funds due or to become due the contractor; or other such remedy as DOTD deems appropriate. Failure to comply with the DBE requirements shall include but not be limited to failure to meet the established goal and/or failure to submit documentation of good faith efforts; failure to exert a reasonable good faith effort (as determined by DOTD) to meet established goals; and failure to realize the DBE participation set forth on approved Form CS-6AAA and attachments. Failure to submit Form CS-6AAA and attachments and/or reasonable good faith efforts' documentation within the specified time requirements will result in the Department taking the actions specified in Heading G(6) below. The utilization of DBE is in addition to all other equal opportunity requirements of the contract. The contractor shall include the provisions in Sections B, C and D of these provisions in subcontracts so that such provisions will be binding upon each subcontractor, regular dealer, manufacturer, consultant, or service agency.

E. ELIGIBILITY OF DBE: The DOTD has included as part of the solicitation of bids a current list containing the names of firms that have been certified as eligible to participate as DBE on US DOT assisted contracts. This list is not an endorsement of the quality of performance of the firm but is simply an acknowledgment of the firm's

eligibility as a DBE. This list indicates the project numbers and letting date for which this list is effective. Only DBE listed on this list may be utilized to meet the established DBE goal for these projects.

F. COUNTING DBE PARTICIPATION TOWARD DBE GOALS: DBE participation toward attainment of the goal will be credited on the basis of total subcontract prices agreed to between the contractor and subcontractors for the contract items or portions of items being sublet as reflected on Form CS-6AAA and attachments, in accordance with the DOTD DBE Program, and the following criteria.

(1) Credit will only be given for use of DBE that are certified by the Louisiana Unified Certification Program. Certification of DBE by other agencies is not recognized.

(2) The total value of subcontracts awarded for construction and services to an eligible DBE is counted toward the DBE goal provided the DBE performs a commercially useful function. The contractor is responsible for ensuring that the goal is met using DBE that perform a commercially useful function.

The contractor shall operate in a manner consistent with the guidelines set forth in the DOTD DBE Program. A commercially useful function is performed when a DBE is responsible for the execution of a distinct element of work by actually managing, supervising, and performing the work in accordance with standard industry practices except when such practices are inconsistent with 49 CFR Part 26 as amended, and the DOTD DBE Program, and when the DBE receives due compensation as agreed upon for the work performed. To determine whether a DBE is performing a commercially useful function, the DOTD shall evaluate the work subcontracted in accordance with the DOTD DBE Program, industry practices and other relevant factors. When an arrangement between the contractor and the DBE represents standard industry practice, if such arrangement erodes the ownership, control or independence of the DBE, or fails to meet the commercially useful function requirement, the contractor will not receive credit toward the goal.

(3) A DBE prime contractor may count only the contract amount toward DBE participation for work he/she actually performs and for which he/she is paid. Any subcontract amounts awarded to certified DBE by a DBE prime will also be credited toward DBE participation provided the DBE subcontractor performs a commercially useful function.

(4) A contractor may count toward the DBE goal 100 percent of verified delivery fees paid to a DBE trucker. The DBE trucker must manage and supervise the trucking operations with its own employees and use equipment owned by the DBE trucker. No credit will be counted for the purchase or sale of material hauled unless the DBE trucker is also a DOTD certified DBE supplier. No credit will be counted unless the DBE trucker is an approved subcontractor.

(5) A contractor may count toward the DBE goal that portion of the dollar value with a joint venture equal to the percentage of the ownership and control of the DBE partner in the joint venture. Such crediting is subject to a favorable DOTD review of the joint venture agreement to be furnished by the apparent low bidder before award of the contract. The joint venture agreement shall include a detailed breakdown of the following:

- a. Contract responsibility of the DBE for specific items of work.
- b. Capital participation by the DBE.
- c. Specific equipment to be provided to the joint venture by the DBE.
- d. Specific responsibilities of the DBE in the control of the joint venture.
- e. Specific manpower and skills to be provided to the joint venture by the DBE.
- f. Percentage distribution to the DBE of the projected profit or loss incurred by the joint venture.

(6) A contractor may count toward the DBE goal only expenditures for materials and supplies obtained from DBE suppliers and manufacturers in accordance with the following:

- a. The DBE supplier assumes actual and contractual responsibility for the provision of materials and supplies.
- b. The contractor may count 100 percent of expenditures made to a DBE manufacturer provided the DBE manufacturer operates or maintains a factory or establishment that produces on the premises the materials or supplies obtained by the contractor.
- c. The contractor may count 60 percent of the expenditures to DBE suppliers who are regular dealers but not manufacturers, provided the DBE supplier performs a commercially useful function in the supply process including buying the materials or supplies, maintaining an inventory, and selling materials regularly to the public. Dealers in bulk items such as steel, cement, aggregates and petroleum products are not required to maintain items in stock, but they must own or operate distribution equipment. The DBE supplier shall be certified as such by DOTD.
- d. A DBE may not assign or lease portions of its supply, manufactured product, or service agreement without the written approval of the DOTD.

(7) A contractor may count toward the DBE goal reasonable expenditures to DBE firms including fees and commissions charged for providing a bona fide service; fees charged for hauling materials unless the delivery service is provided by the manufacturer or regular dealer as defined above; and fees and commissions for providing any bonds or insurance specifically required for the performance of the contract.

(8) The contractor will not receive credit if the contractor makes direct payment to the material supplier. However, it may be permissible for a material supplier to invoice the contractor and DBE jointly and be paid by the contractor making remittance to the DBE firm and material supplier jointly. Prior approval by DOTD is required.

(9) The contractor will not receive credit toward the DBE goal for any subcontracting arrangement contrived to artificially inflate the DBE participation.

G. AWARD DOCUMENTATION AND PROCEDURE: This project has specific DBE goal requirements set forth in the Special Provision for DBE Participation in Federal Aid Construction Contracts. The bidder by signing this bid certifies that:

(1) The goal for DBE participation prescribed in the special provisions shall be met or exceeded and arrangements have been made with certified DBE or good faith efforts made to meet the goal will be demonstrated.

(2) Affirmative actions have been taken to seek out and consider DBE as potential subcontractors. Bidders shall contact DBE to solicit their interest, capability, and prices in sufficient time to allow them to respond effectively, and shall retain, on file, proper documentation to substantiate their good faith efforts.

(3) Form CS-6AAA and "Attachment to Form CS-6AAA" and, if necessary, documentation of good faith efforts shall be submitted within 10 business days following the opening of bids to the DOTD Compliance Programs Office. Submittals shall be personally delivered and date and time stamped into the DOTD Compliance Programs Office by the close of business, 10 business days after opening of bids; or mailed to the DOTD Compliance Programs Office by certified mail, return receipt requested and post marked by the 10th business day after the opening of bids. A business day is defined as a normal working day of DOTD.

Should a bidder protest or appeal any matter regarding the bidding or award of a contract in accordance with Subsection 102.13 of the 2006 Standard Specifications (Subsection 102.13 of the 2000 Louisiana Standard Specifications) after the scheduled time of bid opening, the Compliance Programs Section will immediately suspend the ten day requirement for submission of the CS-6AAA and Attachments until further notice and will notify all parties involved of the suspension. Once the protest has been resolved the

Compliance Programs Section will notify the low bidder and issue a date for submission of the CS-6AAA and Attachments.

All attachments to Form CS-6AAA shall include:

- a. The names of DBE subcontractors that will actually participate in meeting the contract goal; and
- b. A complete description of the work to be performed by the DBE including the specific items or portions of items of work, quantities, and unit price(s) of each item; and
- c. The total dollar value of each item that can be credited toward the contract goal; and
- d. Any assistance to be provided to the DBE; and
- e. The original signature of each DBE and the contractor attesting that negotiations are in progress and that it is the intention of the parties to enter into a subcontract within 60 calendar days from the time the contract is finalized between the contractor and DOTD.

It shall be the bidder's responsibility to ascertain the certification status of designated DBEs. An extension of time for submittal of Form CS-6AAA and Attachments will not be granted beyond the stated time. Questionable technical points will be cleared with the DOTD Compliance Programs Office within the time period allowed. If the documentation required is not provided in the time and manner specified, DOTD will take the actions specified in Heading (6) below.

(4) If the apparent low bidder is not able to meet the DBE goal, the DBE firms that can meet a portion of the goal shall be listed on the form CS-6AAA. Form CS-6AAA and attachments shall be completed and submitted in accordance with Heading (3) above 10 business days after opening of bids. Form CS-6AAA shall indicate the DBE participation which has been secured along with documentation of good faith efforts. The apparent low bidder shall document and submit justification stating why the goal could not be met and demonstrate the good faith efforts as shown in Section J.

The DOTD's evaluation of good faith efforts in the pre-award stage will focus only on efforts made prior to submittal of the bid. For consideration, good faith efforts shall include the requirements listed in these provisions as well as other data the contractor feels is relevant.

(5) Form CS-6AAA and attachments, and documentation of good faith efforts, when appropriate, will be evaluated by DOTD in the selection of the lowest responsible bidder. The information provided shall be accurate and complete. The apparent low bidder's proposed attainment of the DBE goal and/or demonstration of good faith efforts will be considered in the award of the contract.

(6) An apparent low bidder's failure, neglect, or refusal to submit Form CS-6AAA and attachments committing to meet or exceed the DBE goal and/or documentation of good faith efforts, shall constitute just cause for forfeiture of the proposal guarantee and the DOTD rejecting the bid, pursuing award to the next lowest bidder, or re-advertising the project. The original apparent low bidder will not be allowed to bid on the project should readvertisement occur.

The apparent low bidder shall forfeit the proposal guarantee unless the bidder can show that the reason for not meeting the requirements given in these DBE Provisions was beyond the bidder's control. The DOTD DBE Oversight Committee will review the bidder's reasons for not meeting these DBE Provisions and will decide if the reasons are sufficient to allow return of the proposal guarantee.

(7) The bidder has the right to appeal the DOTD's findings and rulings to the DOTD Chief Engineer. The bidder may present information to clarify the previously submitted documentation. The decision rendered by the DOTD Chief Engineer will be administratively final. There shall be no appeal to the US DOT. If the DOTD Chief Engineer does not rule in favor of the original apparent low bidder, the new apparent low bidder shall submit, in detail, its subsequent proposed DBE participation within 14 calendar days after notification.

(8) Agreements between the bidder and the DBE, whereby the DBE agrees not to provide subcontracting quotations to other bidders, are prohibited.

H. POST AWARD COMPLIANCE

(1) If the contract is awarded on less than full DBE goal participation, such award will not relieve the contractor of the responsibility to continue exerting good faith efforts. The contractor shall submit documentation of good faith efforts with requests to sublet prior to approval of subcontracting work being performed on the project.

(2) The contractor shall establish a program which will effectively promote increased participation by DBE in the performance of contracts and subcontracts. The contractor shall also designate and make known to the DOTD a liaison officer who will be responsible for the administration of the contractor's DBE program.

(3) The contractor shall enter into subcontracts or written agreements with the DBE identified on Form CS-6AAA and attachments for the kind and amount of work specified. The subcontracting requirements of the contract will apply. The contractor shall submit copies of subcontracts or agreements with DBE to DOTD upon request.

(4) The contractor shall keep each DBE informed of the construction progress schedule and allow each DBE adequate time to schedule work, stockpile materials, and otherwise prepare for the subcontract work.

(5) At any point during the project when it appears that the scheduled amount of DBE participation may not be achieved, the contractor shall provide evidence demonstrating how the goal will be met.

(6) If the contractor is unable to demonstrate to the DOTD's satisfaction that it failed to achieve the scheduled DBE participation due to reasons other than quantitative underruns or elimination of items contracted to DBE and that good faith efforts have been used to obtain the scheduled contract participation, the DOTD may withhold an amount equal to the difference between the DBE goal and the actual DBE participation achieved as damages.

(7) When the DOTD has reason to believe the contractor, subcontractor, or DBE may not be operating in compliance with the terms of these DBE provisions, to include, but not be limited to the encouragement of fronting, brokering, or not providing a commercially useful function, the DOTD will conduct an investigation of such activities with the cooperation of the parties involved. If the DOTD finds that any person or entity is not in compliance, the DOTD will notify such person or entity in writing as to the specific instances or matters found to be in noncompliance.

At the option of the DOTD, the person or entity may be allowed a specified time to correct the deficiencies noted and to achieve compliance. In the event that the person or entity cannot achieve compliance, or fails or refuses to do so, the DOTD reserves the right to initiate administrative action against the contractor which may include but not be limited to terminating the contract; withholding a percentage of the contractor's next partial payment equal to the shortfall amount until corrective action is taken; or other action the DOTD deems appropriate. The contractor has the right to appeal the DOTD's finding and rulings to the DOTD Chief Engineer.

The contractor may present additional information to clarify that previously submitted. Any new information not included in the original submittal will not be used in the final determination. The decision rendered by the DOTD Chief Engineer will be administratively final.

(8) To ensure that the obligations under subcontracts awarded to subcontractors are met, the DOTD will review the contractor's efforts to promptly pay subcontractors for work performed in accordance with the executed subcontracts. The contractor shall promptly pay subcontractors and suppliers, including DBE, their respective subcontract amount within 14 calendar days after the contractor receives payment from DOTD for the items satisfactorily performed by the subcontractors in accordance with Louisiana Revised Statute 9:2784. The contractor shall provide the DBE with a full accounting to include quantities paid and

deductions made from the DBE's partial payment at the time the check is delivered. Retainage may not be held by the contractor. Delay or postponement of payment to the subcontractor may be imposed by the contractor only when there is evidence that the subcontractor has failed to pay its labor force and suppliers for materials received and used on the project. Delay or postponement of payment must have written approval by the Project Engineer. Failure to promptly pay subcontractors or to release subcontractors' retainage shall constitute a breach of contract and after notification by the DOTD may result in (1) a deduction from the contract funds due or to become due the contractor, (2) disqualification of a contractor as non-responsive, or (3) any other such remedy under the contract as DOTD deems appropriate. All subcontracting agreements made by the contractor shall include the current payment to subcontractors provisions as incorporate in the contract. All disputes between contractors and subcontractors relating to payment of completed work or retainage shall be referred to the DBE Oversight Committee. Members of the DBE Oversight Committee are: the Deputy Chief Engineer;; the DOTD Compliance Programs Director; and a FHWA Division Representative.

(9) The contractor shall meet the requirements of Subsection 108.01 Subletting of Contract, and shall submit DOTD Forms OMF-1A, Request to Sublet and OMF-2A, Subcontractor's EEO Certification. These forms shall be approved by DOTD before any subcontract work is performed.

(10) DOTD reserves the right to withhold any partial payment from the contractor when it is determined that a DBE is not performing a commercially useful function or that achievement of the goal is in jeopardy. Payment may be withheld in the amount of the DBE goal that is in jeopardy until either the contractor submits to DOTD a revised plan for achieving the contract goal and the plan is approved, or the DBE goal amount in question has been met.

(11) The DOTD will monitor the contractor's DBE involvement during the contract, the level of effort by the contractor in meeting or exceeding the goal requirements in the contract, the contractor's attempts to do so, and the efforts in soliciting such involvement. If, at the completion of the project, the contractor has failed to meet the DBE goal and has not demonstrated good faith efforts or obtained a waiver or reduction of the goal, DOTD will withhold an amount equal to the difference between the DBE goal and the actual DBE participation achieved as damages.

I. SUBSTITUTIONS OF DBE FIRMS AFTER AWARD

(1) The contractor shall conform to the scheduled amount of DBE participation.

(2) Contract items designated to be performed by the DBE on Form CS-6AAA and attachments shall be performed by the designated DBE or DOTD approved substitute. Substitutions of named DBE shall be approved in writing by the DOTD Compliance Programs Section. Substituted DBE shall not commence work until the contractor is able to demonstrate that the listed DBE is unable to perform because of default, overextension on other jobs, or other acceptable justification. It is not intended that a contractor's ability to negotiate a more advantageous contract with another subcontractor be considered a valid basis for change. Substitution of DBE will be allowed only when the DBE is unable to perform due to default, overextension on other jobs, or other similar justification. Evidence of good faith efforts exerted by the contractor shall be submitted to DOTD for approval. Pay items of work eliminated from the project will not diminish the contractor's DBE participation.

(3) Under no circumstances will a contractor perform work originally designated to be performed by a DBE without prior written approval from the DOTD Compliance Programs Section.

(4) When a listed DBE is unwilling or unable to perform the items of work specified in the Form CS-6AAA and attachments, the contractor shall immediately notify the DOTD Compliance Programs Section.

When a contractor's request to be relieved of the obligation to use the named DBE results in a DBE Goal shortfall, the contractor shall immediately take steps to obtain another certified DBE to perform an equal amount of allowable credit work or make documented good faith efforts to do so. The new DBE's name and designated work shall be submitted to the DOTD for approval using Form OMF-1A, Request to Sublet, prior to proceeding with the work.

If the contractor is unable to replace a defaulting DBE with another DBE for the applicable item, a good faith effort shall be made to subcontract other items to DBE for the purpose of meeting the goal. The DOTD Compliance Programs Section will determine if the contractor made an acceptable good faith effort in awarding work to DBE firms. Any disputes concerning good faith efforts will be referred to the DBE Oversight Committee. The DOTD Compliance Programs Section may allow a waiver or adjustment of the goal as may be appropriate, depending on individual project circumstances.

J. GOOD FAITH EFFORTS: Good faith efforts are required by the contractor when the DBE goals established for a contract are not met, or at anytime during the contract when achievement of the DBE goal is in jeopardy. It is the contractor's responsibility to provide sufficient evidence for DOTD to ascertain the efforts made. The contractor shall demonstrate good faith efforts to maximize participation by DBE prior to award and during the life of the contract. Good faith efforts include personal contacts, follow-ups and earnest negotiations with DBE. DOTD will consider, at a minimum, the following efforts as relevant, although this listing is not exclusive or exhaustive and other factors and types of efforts may be relevant:

(1) Efforts made to select portions of the work to be performed by DBE in order to increase the likelihood of achieving the stated goal. It is the contractor's responsibility to make a sufficient portion of the work available to subcontractors and suppliers and to select those portions of work or materials consistent with the availability of DBE subcontractors and suppliers to assure meeting the goal for DBE participation. Selection of portions of work are required to at least equal the DBE goal in the contract.

(2) Written notification at least 14 calendar days prior to bid opening which solicits a reasonable number of DBE interested in participation in the contract as a subcontractor, regular dealer, manufacturer, or consultant for specific items of work. The contractor shall provide notice to a reasonable number of DBE that their interest in the contract is being solicited, with sufficient time to allow the DBE to participate effectively. The contractor shall seek DBE in the same geographic area from which it generally seeks subcontractors for a given project. If the contractor cannot meet the goal using DBE from the normal area, the contractor shall expand its search to a wider geographic area.

(3) Demonstrated efforts made to negotiate in good faith with interested DBE for specific items of work include:

a. The names, addresses and telephone numbers of DBE contacted. The dates of initial contact and whether initial solicitations of interest were followed-up personally, by mail, or by phone to determine the DBE interest.

b. A description of the information provided to DBE regarding the nature of the work, the plans and specifications and estimated quantities for portions of the work to be performed.

c. A statement of why additional agreements with DBE were not reached.

d. Documentation of each DBE contacted but rejected and the reasons for rejection. All bids and quotations received from DBE subcontractors whether verbal or written, and the contractor's efforts to negotiate a reasonable price shall be submitted. Rejecting a DBE's bid because it was not the lowest quotation received will not be satisfactory reason without an acceptable explanation of how it was determined to be unreasonable. A statement that the DBE's quotation was more than the contractor's bid price for an item or items will not be acceptable.

e. Copies of all bids and quotations received from DBE subcontractors and an explanation of why they were not used.

- f. Scheduling meetings to discuss proposed work or to walk the job-site with DBE.
- g. Informing DBE of any pre-bid conferences scheduled by the DOTD.
- h. Assisting DBE in obtaining bonding, insurance, or lines of credit required by the contractor.
- i. Evidence of DBE contacted but rejected as unqualified, accompanied by reason for rejection based on a thorough investigation of the DBEs capabilities.
- j. Any additional information not included above which would aid the DOTD in evaluation of the contractor's good faith efforts.

(4) The following are examples of actions that will not be accepted as justification by the contractor for failure to meet DBE contract goals:

- a. Failure to contract with a DBE solely because the DBE was unable to provide performance and/or payment bonds.
- b. Rejection of a DBE bid or quotation based on price alone.
- c. Failure to contract with a DBE because the DBE will not agree to perform items of work at the unit price bid.
- d. Failure to contract with a DBE because the contractor normally would perform all or most of the work in the contract.
- e. Rejection of a DBE as unqualified without sound reasons based on a thorough investigation of their capabilities.
- f. Failure to make more than mail solicitations.

K. RECORD KEEPING REQUIREMENTS: The contractor shall keep such records as are necessary for the DOTD to determine compliance with the DBE contract obligations. These records shall include the names of subcontractors, including DBE; copies of subcontracts; the type of work being performed; documentation such as canceled checks and paid invoices verifying payment for work, services, and procurement; and documentation of correspondence, verbal contacts, telephone calls, and other efforts to obtain services of DBE. When requested, the contractor shall submit all subcontracts and other financial transactions executed with DBE in such form, manner and content as prescribed by DOTD. The DOTD reserves the right to investigate, monitor and/or review actions, statements, and documents submitted by any contractor, subcontractor, or DBE.

L. REPORTING REQUIREMENTS: The contractor shall submit monthly reports on DBE involvement. At the conclusion of each estimate period the contractor shall submit the Form CP-1A, CONTRACTORS MONTHLY DBE PARTICIPATION, to the project engineer to verify actual payments to DBE for the previous month's reporting period. These reports will be required until all DBE subcontracting activity is complete or the DBE Goal has been achieved. Reports are required regardless of whether or not DBE activity has occurred in the monthly reporting period.

Upon completion of all DBE participation, the contractor shall submit the Form CP-2A, DBE FINAL REPORT, to the DOTD Compliance Programs Section with a copy to the project engineer detailing all DBE subcontract payments. When the actual amount paid to DBE is less than the award amount, a complete explanation of the difference is required. If the DBE goal is not met, documentation supporting good faith efforts shall be submitted. Failure to submit the required reports will result in the withholding of partial payments to the contractor until the reports are submitted. All payments due subcontractors which affect DBE goal attainment, including retainage, shall be paid by the contractor before the DOTD releases the payment/performance/retainage bond.

The DOTD reserves the right to conduct an audit of DBE participation prior to processing the final estimate and at any time during the work.

M. APPLICABILITY OF PROVISIONS TO DBE BIDDERS: These provisions are applicable to all bidders including DBE bidders. The DBE bidder is required to perform at least 50 percent of the work of the contract with its own work force in accordance with the terms of the contract, normal industry practices, and the DOTD DBE Program. If the DBE bidder sublets any portion of the contract, the DBE bidder shall comply with provisions regarding contractor and subcontractor relationships. A DBE prime contractor may count only the contract amount toward DBE participation for work that he/she actually performs and any amounts awarded to other certified DBE subcontractors that perform a commercially useful function.

**FORM CS-6AAA
BIDDERS ASSURANCE OF DBE PARTICIPATION**

S.P.#	Contract Amount: \$
F.A.P.#	DBE Goal Percentage
Letting Date:	DBE Goal Dollar Value: \$

By its signature affixed hereto, the contractor assures the DOTD that one of the following situations exists (check only one box):

- ☐ The project goal will be met or exceeded.
- ☐ A portion of the project goal can be met, as indicated below. Good faith effort documentation is attached. DBE Goal Participation Amount _____ % \$ _____

The contractor certifies that each firm listed is currently on the DBE list as maintained by DOTD and is certified for the items of work shown on the attachment(s). The contractor having assured that the goal for DBE participation prescribed in the special provisions will be met or exceeded, or that the portion of the DBE goal will be met or exceeded, attests that negotiations are in progress or complete and that a subcontract(s) will be executed with the firm(s) listed below within 60 calendar days after award of contract.

NAME OF DBE FIRM(S)	INTENDED SUBCONTRACT PRICE ¹

¹For supplier list only the value of the subcontract that can be credited toward the DBE goal. This amount shall be equal to the amount shown for the supplier on the Attachment to Form CS-6AAA. Details are listed on the attachment(s) to Form CS-6AAA.

The contractor assessed the capability and availability of named firm(s) and sees no impediment to prevent award of subcontract(s) as described on the attachments.

The contractor shall evaluate the subcontract work or services actually performed by the DBE to ensure that a commercially useful function is being served in accordance with the Required Contract Provisions for DBE Participation in Federal Aid Construction Contracts. The contractor understands that no credit toward the DBE goal will be allowed for DBE that do not perform a commercially useful function. The contractor has a current copy of the DOTD DBE Program Implementation Guide which details the methods of operation that are acceptable on projects containing DBE goals. Copies of this guide may be obtained by calling the DOTD Compliance Programs Section at (225) 379-1382.

NAME OF CONTRACTOR	
AUTHORIZED SIGNATURE	
TYPED OR PRINTED NAME	
TITLE	
CONTRACTOR'S DBE LIAISON OFFICER (typed or printed name)	
PHONE NUMBER	
DATE	TAX ID#

06/08

ATTACHMENT TO FORM CS-6AAA

Contractor shall submit a separate attachment for each DBE listed on Form CS-6AAA.

S.P.#	F.A.P.#
NAME OF DBE	
PHONE #	CONTACT PERSON:

Fully describe the work to be performed (furnish materials and install, labor only, supply only, manufacture, hauling, etc.), quantity, unit price, and dollar value for each item to be subcontracted to the DBE listed below.

ITEM NO.	QUANTITY/UNIT PRICE/DESCRIPTION OF WORK TO BE PERFORMED	\$ VALUE

Describe the types of assistance, if any, the contractor will provide to any DBE on this project.

The contractor and DBE subcontractor attest that a subcontract will be executed for the items of work listed above. The contractor acknowledges that it will only receive credit toward the DB goal if the subcontractor performs a commercially useful function. The DBE understands that it is responsible for performing a commercially useful function.

DBE CONTRACTOR'S SIGNATURE	
TYPED OR PRINTED NAME	
TITLE	
DATE	TAX ID#
PRIME CONTRACTOR'S SIGNATURE	
TYPED OR PRINTED NAME	
TITLE	
DATE	

06/08

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
FORM CP-1A
CONTRACTOR'S MONTHLY DBE PARTICIPATION

STATE PROJECT NO.	CONTRACTOR:	
FEDERAL AID PROJECT NO.		
ESTIMATE NO.	REPORT PERIOD: _____ TO _____	

DOTD CERTIFIED DBE SUBCONTRACTOR OR SUPPLIER	ITEMS PERFORMED AND PAID THIS ESTIMATE PERIOD	AMOUNT PAID THIS MONTH ¹	TOTAL PAID TO DATE ¹

¹For suppliers, list total amount paid and the 60 percent value counted toward the goal.

This report covers the previous estimate period and shall be submitted to the Project Engineer with the current month's pay estimate. Estimates will be withheld until required form is submitted. Questions should be directed to the DOTD Compliance Programs Section at (225) 379-1382.

The Contractor certifies that the above amounts were paid to the listed DBEs and that documentation of these payments is available for inspection.

Project Engineer has reviewed this form. _____ (Signature of Project Engineer).

Authorized Signature	
Typed or Printed Name	
Title	
Phone No.	
Date	

06/08

STATE PROJECT NO.	DBE GOAL AMOUNT: \$	CONTRACTOR:
FEDERAL PROJECT NO.	CONTRACT AMOUNT: \$	
PARISH(ES)	LETTING DATE:	

[illegible]

Authorized Signature	
Typed or Printed Name	
Title	
Date	

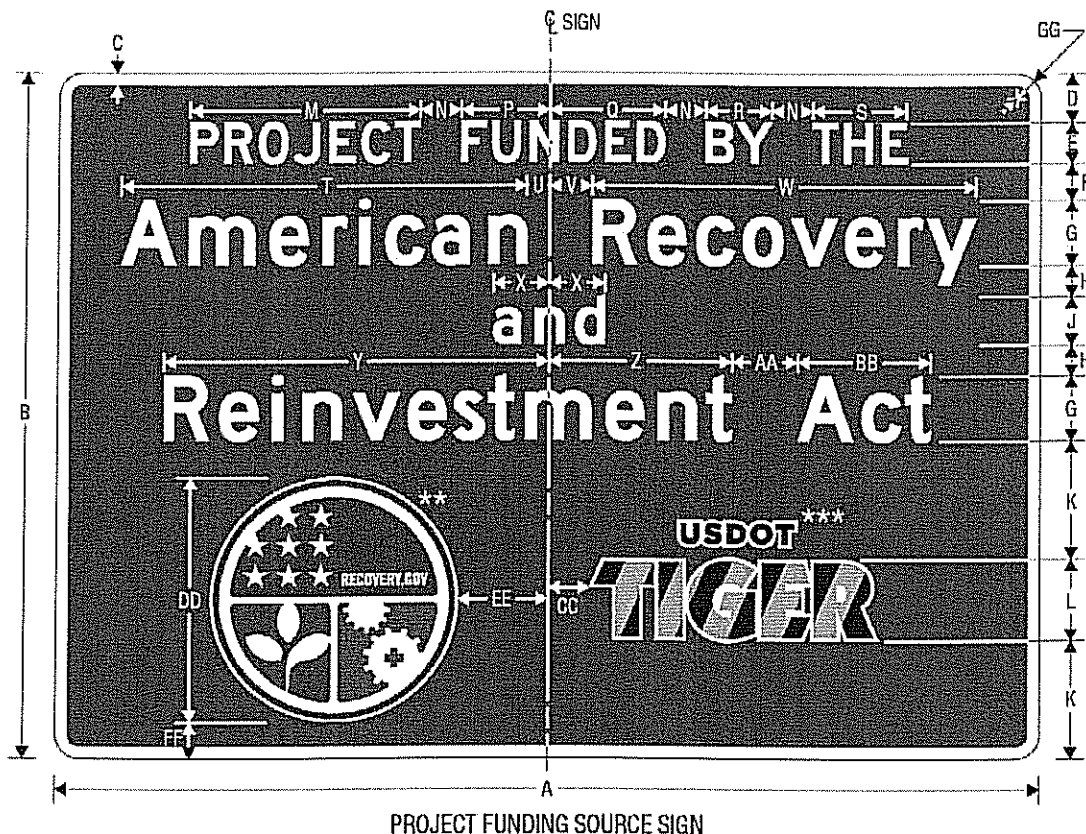
G-13

**PROJECT FUNDING SOURCE SIGN ASSEMBLY
AMERICAN RECOVERY AND REINVESTMENT ACT
SIGN LAYOUT DETAILS**



PROJECT FUNDING SOURCE
SIGN ASSEMBLY

PROJECT FUNDING SOURCE SIGN ASSEMBLY AMERICAN RECOVERY AND REINVESTMENT ACT SIGN LAYOUT DETAILS



NOTE: SIGN SHALL NOT BE INSTALLED WITHOUT
PROJECT FUNDING SOURCE PLAQUE (SEE SHEET 3).

Dimensions in inches

A	B	C	D	E	F	G	H	J	K	L	M	N	P
120	84	1.5	6	5 D	4.5	8 D*	3.75	6 D* (45 LC)	14.5	10	27.917	5	10.831
84	60	1	5	4 C	3.5	6 C*	3	4 D* (6 LC)	9.25	7	19.047	4	7.362

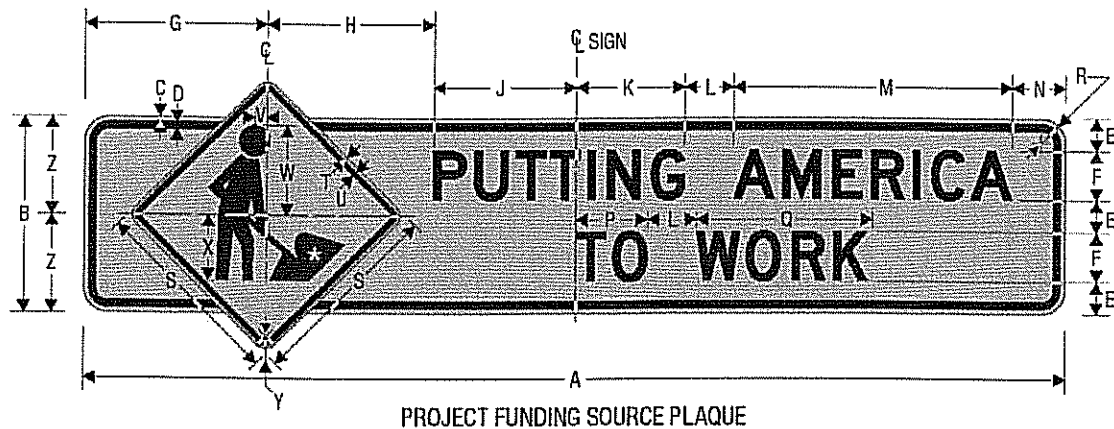
Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD
14.087	8.106	11.556	49.42	2.742	5.258	46.904	6.812	46.76	22.472	8	16.288	5	30
9.484	5.162	7.763	31.722	2.415	3.585	30.552	4.542	30.911	14.737	6	10.175	4	21

EE	FF	GG
11	4.5	3
7.5	2.25	2.25

* Increase character spacing 50%
** See Pictograph page 4
*** See Pictograph page 5

COLORS: LEGEND, BORDER — WHITE (RETROREFLECTIVE)
BACKGROUND — GREEN (RETROREFLECTIVE)

PROJECT FUNDING SOURCE SIGN ASSEMBLY AMERICAN RECOVERY AND REINVESTMENT ACT SIGN LAYOUT DETAILS



NOTE: PLAQUE SHALL NOT BE INSTALLED
WITHOUT SIGN (SEE SHEET 2).

* See *Standard Highway Signs*
Page 6-59 for symbol design.

Dimensions in inches

A	B	C	D	E	F	G	H	J	K	L	M	N	P
120	24	0.625	0.875	4	6 D	22.349	20.370	17.281	13.28	6	34.22	6.5	8.765
84	18	0.375	0.625	3.5	4 D	16.607	15.686	9.707	10.667	4	22.813	5	5.843

Q	R	S	T	U	V	W	X	Y	Z
21.013	3	24	0.375	0.625	1.5	11	8	1.5	12
14.009	2.25	18	0.375	0.625	1	7	6	1.5	9

COLORS: LEGEND, BORDER — BLACK
BACKGROUND — ORANGE (RETROREFLECTIVE)

3/23/2009

PROJECT FUNDING SOURCE SIGN ASSEMBLY AMERICAN RECOVERY AND REINVESTMENT ACT SIGN LAYOUT DETAILS



RECOVERY
Vector-Based, Vinyl-Ready Pictograph

COLORS: LEGEND, OUTLINE	— WHITE (RETROREFLECTIVE)
BORDER	— BLUE (RETROREFLECTIVE)
BACKGROUND (UPPER)	— BLUE (RETROREFLECTIVE)
BACKGROUND (LOWER RIGHT)	— RED (RETROREFLECTIVE)
BACKGROUND (LOWER LEFT)	— GREEN (RETROREFLECTIVE)

3/23/2009

**PROJECT FUNDING SOURCE SIGN ASSEMBLY
AMERICAN RECOVERY AND REINVESTMENT ACT
SIGN LAYOUT DETAILS**



USDOT TIGER
Vector-Based, Vinyl-Ready Pictograph

COLORS: OUTLINE	— WHITE (RETROREFLECTIVE)
USDOT LEGEND	— BLACK
TIGER DIAGONALS	— BLACK, ORANGE (RETROREFLECTIVE)

General Decision Number: LA080014 03/13/2009 LA14

Superseded General Decision Number: LA20070040

State: Louisiana

Construction Type: Highway

Counties: Jefferson, Orleans, Plaquemines, St Bernard, St Charles, St James, St John the Baptist and St Tammany Counties in Louisiana.

HIGHWAY CONSTRUCTION PROJECTS (Does not include building structures in rest area projects)

Modification Number	Publication Date
0	02/08/2008
1	05/09/2008
2	06/20/2008
3	07/18/2008
4	09/05/2008
5	01/16/2009
6	02/13/2009
7	03/13/2009

CARP1098-005 02/01/2006

ST. JAMES PARISH (North of the Mississippi River)

	Rates	Fringes
PILEDRIVERMAN.....	\$ 19.92	5.65

CARP1846-002 02/01/2006

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JAMES (South of the Mississippi River), ST. JOHN THE BAPTIST, AND ST. TAMMANY PARISHES

	Rates	Fringes
PILEDRIVERMAN.....	\$ 19.92	5.00

* ELEC0130-010 12/01/2008

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JAMES, AND ST. JOHN THE BAPTIST PARISHES

	Rates	Fringes
ELECTRICIAN (including traffic signal wiring and installation).....	\$ 25.00	8.33

* ELEC1077-007 03/01/2009

ST. TAMMANY PARISH

	Rates	Fringes
ELECTRICIAN (including traffic signal wiring and installation).....	\$ 21.50	6.26

ENGIO406-015 07/01/2008

	Rates	Fringes
POWER EQUIPMENT OPERATOR Asphalt/Aggregate Spreader..	\$ 20.76	5.70

IRON0058-004 06/01/2008

	Rates	Fringes
IRONWORKER, STRUCTURAL.....	\$ 19.40	6.82

SULA2004-014 07/30/2004

	Rates	Fringes
CARPENTER (including formbuilding/formsetting).....	\$ 13.42	3.04
Cement Mason/Concrete Finisher...	\$ 13.24	1.68
IRONWORKER, REINFORCING.....	\$ 15.84	3.47

Laborers

Asphalt Raker.....	\$ 10.13	0.18
General.....	\$ 9.26	1.14
Guardrail.....	\$ 8.81	1.80
Mason Tender.....	\$ 8.51	1.20
Pipelayer.....	\$ 9.99	1.20
Striping/Pavement Marker includes paint striping and attachment of reflector buttons.....	\$ 8.24	1.20
Traffic Control including flagger, sign placement, barricades, and cones.....	\$ 8.39	1.80

Painter, Brush, Spray and Roller.....	\$ 14.16	2.03
--	----------	------

Power Equipment Operators

Asphalt Paving Machine.....	\$ 14.38	0.18
Asphalt Screed.....	\$ 13.76	2.20
Backhoe/Excavator.....	\$ 13.93	3.00
Broom/Sweeper.....	\$ 12.78	2.92

Bulldozer.....	\$ 13.58	0.00
Crane.....	\$ 17.20	3.30
Front End Loader.....	\$ 13.31	0.00
Mechanic.....	\$ 13.53	2.92
Milling/Cold Planing Machine includes Rotomill and CMI Cutter.....	\$ 15.50	0.00
Motor Grader/Blade.....	\$ 14.42	3.02
Oiler.....	\$ 13.91	2.37
Post Driver.....	\$ 13.73	0.00
Roller.....	\$ 13.11	3.30
Trackhoe.....	\$ 11.00	0.00
Trenching/Boring Machine....	\$ 12.51	0.00
Truck drivers		
Dump (all types).....	\$ 10.64	0.18
Flatbed.....	\$ 10.87	0.00
Lowboy.....	\$ 13.24	0.00
Pickup.....	\$ 10.60	0.00
Water.....	\$ 12.00	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

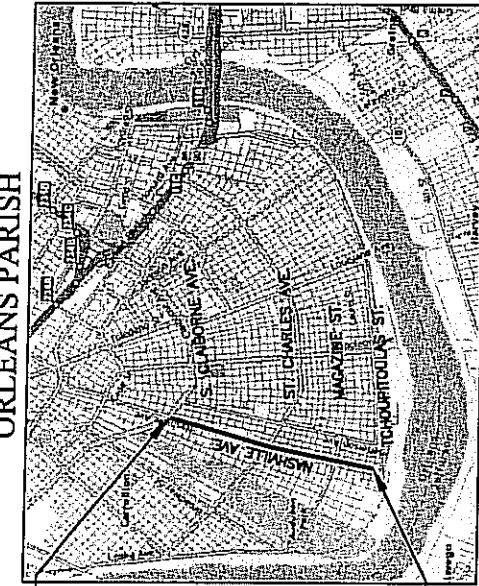
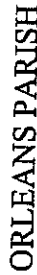
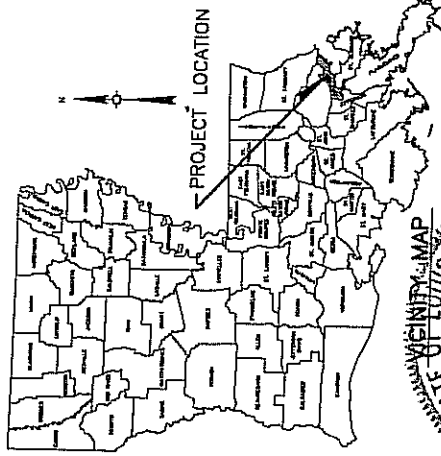
4.) All decisions by the Administrative Review Board are final.

=====

END OF GENERAL DECISION

STATE PROJECT NUMBER 704-36-0047
FEDERAL PROJECT NUMBER ER-ERPI(063)

PERMANENT REPAIR TO FEDERAL AID ELIGIBLE ROADS
NASHVILLE AVE.




LAYOUT MAP
SCALE: N.T.S.

[illegible]

SCHEDULE OF REVISIONS

2. CONTRACTOR SHALL OBTAIN AND VERIFY THE LATEST EDITION OF N.O. DPW AND N.O. S&WB STANDARD PLANS AND SPECIFICATIONS ARE USED DURING CONSTRUCTION.

TYPE OF CONSTRUCTION:
COLD PLANE ASPHALTIC
CONCRETE PATCHING, AS
STRIPING, CONCRETE ADA



MEYER ENGINEERS, LTD.

NASHVILLE AVENUE

1

TITLE SHEET

5/19/09

ADDED SUMMARY SHEETS

DATE

REVISION DESCRIPTION

NO.	REVISION DESCRIPTION	DATE	BY	SHEET NUMBER	SHEET TOTAL
1	5/19/09	ADDED SUMMARY SHEETS			

DESIGNED

EMC

PARISH

ORLEANS

CHECKED

DHD

FEDERAL PROJECT

EM-0891 (003)

DATE

12-17-08

STATE PROJECT

704-38-0047

SHEET

1

OF

4

SUBMERGED ROADS PROGRAM

Walter Temple 5-14-09
CHIEF ENGINEER
LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

RECOMMENDED FOR APPROVAL BY:

MEYER ENGINEERS, LTD.

APPROVED:

DIRECTOR
DEPARTMENT OF PUBLIC WORKS

APPROVED:

Walter Trench 5:14-09

CHIEF ENGINEER
LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

SUBMERGED ROADS PROGRAM

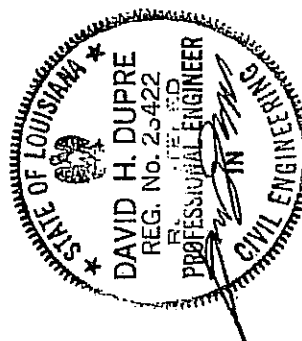
LOCATION DESCRIPTION

NASHVILLE AVENUE:
STATE PROJECT NUMBER 704-36-0047 IN ORLEANS PARISH BEGINNING AT
TCHOUPILOULAS ST. STA 10+34.00 THEN PROCEEDS TO S. CLAIBORNE AVE. STA 107+62.00.

SCOPE OF PROJECT

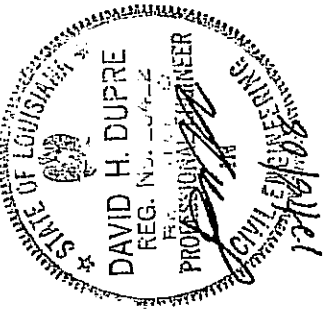
THE SCOPE OF THE PROJECT SHALL BE TO COLD PLANE EXISTING ASPHALTIC CONCRETE ROADWAY,
ASPHALTIC CONCRETE PATCHING AND OVERLAY THE EXISTING ASPHALTIC CONCRETE ROADWAY,
TO APPLY NEW STRIPING AND MARKERS, ADD ADA RAMPS, AND REPLACE SIDEWALKS.

LENGTH OF PROJECT						
DESCRIPTION		ALGEBRAIC SUM OF EQUATIONS	GROSS LENGTH	EXCEPTION	ROADWAY LENGTH	
PROPOSED STREET	STA.	STA.	FEET	FEET	FEET	MILES
NASHVILLE AVENUE	10+34.00	107+62.00	0	1,342	8,386	1.588
TOTAL LENGTH OF ROADWAYS - 8,386 FEET			9,728.0			
TOTAL MILES - 1.588 MILES						



5/7/09

MEYER ENGINEERS, LTD.	NASHVILLE AVENUE	TITLE SHEET		<div> <div>DESIGNED</div> <div>EMC</div> </div>	<div> <div>CHECKED</div> <div>DHD</div> </div>	<div> <div>PARISH</div> <div>ORLEANS</div> </div>	<div> <div>SHEET</div> <div>10</div> </div>
				<div> <div>DATE</div> <div>12-17-08</div> </div>	<div> <div>MOZ</div> <div>DHD</div> </div>	<div> <div>FEDERAL</div> <div>ER-ERP1(063)</div> </div>	<div> <div>STAT</div> <div>704-36-0047</div> </div>
<div> <div>REVISION DESCRIPTION</div> <div>BY</div> </div>				<div> <div>DATE</div> <div>2 OF 4</div> </div>			



- 1.0 GENERAL NOTES
- 1.1 CONTRACTOR SHALL MAINTAIN DRAINAGE AT ALL TIMES AND MAY BE REQUIRED TO CUT TEMPORARY DRAINAGE TRENCHES IN SHOULDER AS DIRECTED BY THE PROJECT ENGINEER. ANY MATERIAL DEPOSITED IN ANY DRAINAGE FEATURE (DITCHES, CROSS DRAINS, ETC.) DURING CONSTRUCTION SHALL BE CLEARED OUT BEFORE FINAL ACCEPTANCE BY THE CONTRACTOR. (NO DIRECT PAYMENT)
- 1.2 PROJECT CENTERLINE LAYOUT REFERENCE POINTS WILL BE FURNISHED TO THE CONTRACTOR FOR HORIZONTAL CONTROL.
- 1.3 EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED AS DIRECTED BY THE PROJECT ENGINEER. COST SHALL BE INCLUDED IN THE PRICE BID FOR NEW RAISED PAVEMENT MARKERS.
- 1.4 THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT THE WORK AND VERIFYING ALL MEASUREMENTS AND GRADES PRIOR TO BEGINNING OF CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH THE PROJECT CENTERLINE AND ADDITIONAL TEMPORARY BENCH MARKS FOR CONSTRUCTION PURPOSES BEFORE DESTROYING EXISTING MONUMENTS/NAVS/CROSS CUTS, ETC. (PAID UNDER CONSTRUCTION LAYOUT).
- 1.5 THE LINES AND GRADES ON THE PLANS MAY BE VARIED SLIGHTLY BY THE ENGINEER IN THE FIELD IF CONDITIONS JUSTIFY SUCH A VARIATION. THE CONTRACTOR SHALL NOT BE ENTITLED TO AN EXTRA PAYMENT OTHER THAN WHATEVER INCREASE IN CONTRACT QUANTITIES IS INVOLVED. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE ADDITIONAL SURVEY INFORMATION AFTER PROFILE IS ESTABLISHED AFTER COLD PLANNING OPERATIONS.
- 1.6 THE CONTRACTOR SHALL BE RESPONSIBLE TO ESTABLISH GRADES FOR SIDE ROADS TO ASCERTAIN POSITIVE DRAINAGE TO THE NEAREST CATCH BASINS OR DROP INLETS WITHOUT WATER IN ROADWAYS.
- 1.7 THE GENERAL CONTRACTOR SHALL NOTIFY ALL RESIDENTS IN WRITING OF THE SCHEDULED CONSTRUCTION ACTIVITIES AND PRIOR TO ANY DISRUPTION IN SERVICE A MINIMUM OF ONE WEEK IN ADVANCE. THE NOTICES MUST HAVE THE GENERAL CONTRACTORS PHONE NUMBER AND THE NAME OF A CONTACT PERSON, AND EMERGENCY PHONE NUMBER FOR AFTER HOUR CALLS. NOTICES SHALL NOT BE LEFT IN MAILBOXES UNLESS PROPERLY SENT THRU THE U.S. POST OFFICE.
- 1.8 NOISE CONTROL - CONTRACTOR SHALL TAKE REASONABLE MEASURES TO AVOID UNNECESSARY NOISE APPROPRIATE FOR THE AMBIENT SOUND LEVELS ON THE AREA DURING WORKING HOURS. ALL CONSTRUCTION MACHINERY & VEHICLES SHALL BE EQUIPPED WITH PRACTICAL SOUND MUFFLING DEVICES, AND OPERATED IN A MANNER TO CAUSE THE LEAST NOISE, CONSISTENT WITH EFFICIENT PERFORMANCE OF THE WORK (NO DIRECT PAYMENT).
- 1.9 DUST CONTROL - CONTRACTOR SHALL TAKE REASONABLE MEASURES TO PREVENT UNNECESSARY DUST. SURFACES SUBJECT TO CREATING DUST SHALL BE KEPT MOIST WITH WATER OR BY APPLICATION OF CHEMICAL DUST SUPPRESSANT. DUSTY MATERIALS IN PILES OR IN TRANSIT SHALL BE COVERED TO PREVENT BLOWING (NO DIRECT PAYMENT).
- 1.10 CONTRACTOR SHALL CONTACT THE FOLLOWING AT LEAST THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION AROUND THE RESPECTIVE UTILITIES:
- | DEPT. NAME | PHONE NUMBER |
|---|-------------------------|
| SAWB 24 HOUR EMERGENCY | 504-320-2837 |
| SAWB | 504-885-0678 |
| SAWB | 504-885-0678 |
| MONITOMERY WATSON HARZA (SAWB REPRESENTATIVE) | 504-565-0659 |
| DEPT. OF PUBLIC WORKS, MAINTENANCE DIVISION | 504-581-6900 |
| DEPT. OF PUBLIC WORKS, TRAFFIC DIVISION | 504-650-0150 |
| DEPT. OF PUBLIC WORKS, ENGINEERING | 504-658-8052 |
| DEPT. OF PUBLIC WORKS, UTILITIES | 504-658-8052 X 8044 |
| ENERGY GAS DISPATCH CENTER (24 HOURS) | 504-658-8052 X 8001 |
| ENERGY (GAS DEPT.) | 504-670-3544 |
| ENERGY ELECTRIC DISPATCH CENTER (24 HOURS) | 504-595-3877 |
| ENERGY (ELECTRIC DEPT.) | 1-800-ENERGY(368-3749) |
| ENERGY GAS DISPATCH CENTER (24 HOURS) | 504-595-3701 |
| ENERGY (THERMAL) | 504-670-3544 |
| SOUTH CENTRAL BELL | 504-052-8773 |
| PARK & PARKWAY DEPT. | 1-800-272-3020 |
| COX COMMUNICATION CONSTRUCTION DIV. | 504-658-3200 |
| COX COMMUNICATION | 504-304-0083 |
| LOUISIANA ONE CALL | 504-304-8091 |
| | 1-800-272-3020 - EXT. 1 |
- 1.11 THE CONTRACTOR SHALL PROVIDE FOR AND MAINTAIN THROUGH AND LOCAL TRAFFIC AT ALL TIMES AND SHALL CONDUCT OPERATIONS IN SUCH A MANNER AS TO CAUSE THE LEAST POSSIBLE INTERFERENCE WITH TRAFFIC AND BUSINESS. ALL COST OF MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE PRICE FOR TEMPORARY SIGNS AND BARRIERS.

ENGINEERS MEYER LTD.		NASHVILLE AVENUE		GENERAL CONSTRUCTION NOTES				1b	
REVISION DESCRIPTION		DATE		BY		SHEET NUMBER		1b	
DESIGNED		CHECKED		DHD		EMC		ORLEANS	
SCALED		CHECKED		MOZ		MOZ		FEDERAL PROJECT	
DATE		12-17-08		3 OF 4		DATE		704-35-0047	

- 1.12 IF DAILY TRAFFIC CONDITIONS FROM 6:00 AM TO 5:00 PM WARRANT THE CONTRACTOR TO WORK AT NIGHT, THE CONTRACTOR MUST OBTAIN A VARIANCE OF THE NOISE ORDINANCE FROM THE CITY OF NEW ORLEANS DEPARTMENT OF PUBLIC WORKS FOR ORLEANS PARISH.
- 2.0 ROADWAYS
- 2.1 ROADWAY RADI ARE MEASURED TO THE FACE OF CURB. VERIFY IN FIELD.
- 2.2 ASPHALT TRANSITION SHALL BE DONE PER DIRECTION OF THE PROJECT ENGINEER AND PAID FOR AT THE CONTRACT UNIT PRICE OF THE COURSE BEING LAD, AS DETERMINED BY THE PROJECT ENGINEER.
- 2.3 WHENEVER NEW PAVING INTERSECTS OR MEETS EXISTING PAVING THAT IS TO REMAIN, THE GRADES OF THE NEW PAVING SURFACE SHALL MATCH THE GRADE OF THE EXISTING PAVING.
- 2.4 WHEN REMOVAL OF EXISTING PAVEMENT SURFACING IS REQUIRED IN CONJUNCTION WITH PROPOSED PROFILE GRADE LINE SHOWN ON THE DRAWINGS, THE EXISTING ASPHALT CONCRETE PAVEMENT IMMEDIATELY ADJACENT TO THE EDGE OF THE CONCRETE CURB SHALL BE MILLED TO A MINIMUM DEPTH OF TWO (2") TO OBTAIN A SMOOTH TIE-IN TO CURB FACE.
- 2.5 ALL SALVAGEABLE ROADWAY MATERIALS, AS DIRECTED BY THE ENGINEER SHALL BE DELIVERED TO THE APPROPRIATE LOCATION AS SHOWN BELOW. ALL OTHER MATERIALS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. (NO DIRECT PAYMENT)
- a) STONE CURB, COBBLESTONE, ETC. TO THE PUBLIC WORKS/ROCK PLANT ON FLORIDA AVE. NEAR ELYSIUM FIELDS.
- b) STREET SIGNS, TRAFFIC CONTROL DEVICES (SIGNS AND SIGNALS) TO THE DPW SIGN SHOP AT 2832 LAPORTE STREET.
- c) RECYCLED CONCRETE AND RAP WILL BE RETAINED BY THE CONTRACTOR.
- 2.6 AFTER COMPLETION OF THE MILLING OPERATIONS, PROOF ROLLING OF THE ROADWAY SURFACE MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEERS TO LOCATE UNSTABLE AREAS. THE CONTRACTOR MAY BE REQUIRED TO REMEDIATE PATCHING CREWS IF UNSTABLE AREAS ARE LOCATED AFTER MILLING OPERATIONS (NO DIRECT PAY). ALL VERTICAL SAWCUTS WHERE PCC IS TO BE REINSTALLED OR SALVAGED SHALL BE A FULL DEPTH SAW CUT.
- 2.7 THE TYPE, SIZE AND LOADING OF EQUIPMENT USED DURING THE MILLING AND OVERLAY OPERATIONS MAY BE LIMITED AT THE DISCRETION OF THE PROJECT ENGINEER.
- 2.8 TRAFFIC MAINTENANCE AGGREGATE SHALL BE AT NO DIRECT PAY. ROADS SHALL BE PATCHED BEFORE MILLING OPERATIONS. IF ASPHALT IS REQUIRED ON TOP OF PATCH FOR TRAFFIC MAINTENANCE PRIOR TO MILLING, THIS SHALL BE CONSTRUCTED AT NO DIRECT PAY.
- 2.9 ALL VERTICAL SAW CUTS WHERE PCC IS TO BE REINSTALLED OR SALVAGED SHALL BE A FULL DEPTH SAW CUT.
- 2.10 CONCRETE BUS PADS SHALL NOT BE OVERLAPPED. PAVE UP TO AND MATCH THE EDGE OF THE CONCRETE BUS PAD.
- 2.11 BLUE REFLECTORIZED RAISED PAVEMENT MARKERS SHALL BE PLACED AT ALL FIRE HYDRANTS. FIRE HYDRANT PAVEMENT MARKERS ARE TYPICALLY SET IN THE CENTER FOR UNSTRIPPED ROADWAYS OR 6" ON HYDRANT SIDE OF THE CENTER STRIPE ON UNGRADED ROADWAYS OR 6" TO THE SIDE OF THE LANE STRIPING WHICH IS CLOSEST TO THE HYDRANT ON DIVIDED ROADWAYS.
- 2.12 MANHOLES OWNED BY PRIVATE UTILITIES (SUCH AS TELEPHONE OR ELECTRICAL) THAT REQUIRE ADJUSTMENT SHALL BE ADJUSTED BY THAT PRIVATE UTILITY. CONTRACTOR SHALL COORDINATE.
- 2.13 WHEN ADDITIONAL PAVEMENT SURFACING MATERIAL IS REQUIRED, THE ADJACENT CONCRETE GUTTER BOTTOM WILL NOT BE COVERED WITH ASPHALT SURFACING IF THE PROPOSED PROFILE GRADE LINE AS DETERMINED BY THE CONTRACTOR AND PROJECT ENGINEER IS WITHIN ONE (1") INCH, IN AREAS WHERE THE PROPOSED PROFILE GRADE LINE IS HIGHER THAN THE EXISTING GUTTER BOTTOM BY MORE THEN ONE (1") INCH THE SURFACE OF THE EXISTING GUTTER BOTTOM OR ROLLING STRIP SHALL BE OVERLAP WITH ASPHALT SURFACING TO THE FACE OF THE CURB.
- 3.0 DRIVEWAYS AND SIDEWALKS
- 3.1 ALL DRIVEWAYS REMOVED SHALL BE REPLACED IN KIND UNLESS OTHERWISE NOTED.
- 3.2 THE EXACT UNITS OF REMOVAL AND REPLACEMENT OF DRIVEWAYS (CONCRETE, ASPHALT, BRICK, STONE, SLATE, ETC.) SHALL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL NOT REMOVE ANY DRIVEWAY WITHOUT PRIOR APPROVAL OF THE ENGINEER.
- 3.3 THE CONTRACTOR IS REQUIRED TO SAW CUT (FULL DEPTH) SIDEWALKS, DRIVEWAYS, CONCRETE AND ASPHALT PAVEMENT OR OTHER CONSTRUCTION AREAS AND ENSURE A STRAIGHT LINE BETWEEN OLD AND NEW WORK.
- 3.4 ALL SIDEWALK AND DRIVEWAYS (CONCRETE, BRICK, STONE, SLATE, ETC.) DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION, WHICH IN THE OPINION OF THE ENGINEER ARE OUTSIDE THE LIMITS OF THE ROADWAY CONSTRUCTION, SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

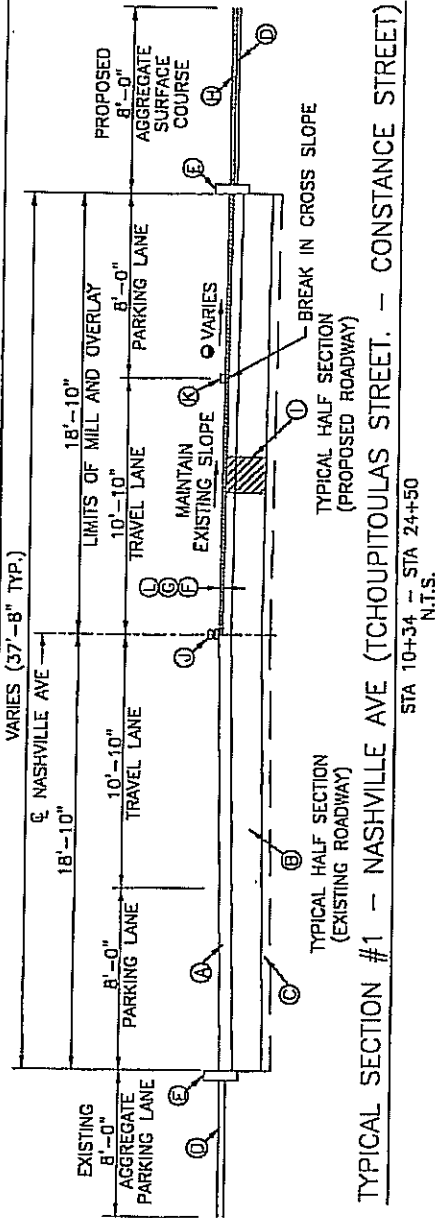
NOTES:

1. CONTRACTOR SHALL PATCH ROADWAY PRIOR TO OVERLAY WITH FULL DEPTH ASPHALT PATCH AT LOCATIONS DETERMINED PER THE TYPICAL SECTIONS, AND AS DIRECTED BY THE PROJECT ENGINEER.
2. 100% OF RAP MATERIAL IS TO BE RETAINED BY THE CONTRACTOR. THE DEPARTMENT DOES NOT GUARANTEE IN ANY WAY, THE QUALITY OF THE RAP MATERIAL.
3. FOLLOWING COLD PLANING, THE PROJECT ENGINEER MAY REQUIRE THE REMOVAL OF ADDITIONAL ASPHALT SHOULD THE REMAINING THICKNESS BE 1" OR LESS.
4. THERE IS AN EXISTING BOX CANAL UNDER THE TRAVEL LANES FROM STA. 24+50 TO STA. 107+62. THE BOX CULVERT IS MADE OF BRICK WALLS AND A CONCRETE TOP. FROM CONSTANCE ST. TO ST. CHARLES AVE. THE BOX IS ON A SPREAD FOOTING, FROM ST. CHARLES AVE. TO S. CLAIBORNE AVE. THE BOX IS PILE SUPPORTED. THE BOX IS APPROXIMATELY 100 YEARS OLD. SEE PLAN SHEETS FOR BOX CULVERT SIZE AND LIMITS.
5. PRIOR TO CONSTRUCTION AND AFTER CONSTRUCTION CONTRACTOR SHALL VIDEO THE INTERIOR OF THE BOX CULVERT. LIMITS SHALL BE FROM CONSTANCE STREET (STA. 24+50) TO SOUTH CLAIBORNE AVENUE (STA. 108+00). VIDEO SHALL INCLUDE THE "EXCEPTION" AREAS, BETWEEN CAMP STREET AND PRYTANIA STREET, AND AT ST. CHARLES AVENUE.
6. USE MINIMUM SLOPE OF 1.5% IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER PAVEMENT EDGE TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE.

LEGEND - TYPICAL SECTION

- A EXISTING ASPHALTIC CONCRETE
- B SHELL BASE
- C TAN SAND WITH SHELL FRAGMENTS
- D EXISTING AGGREGATE PARKING LANE FROM STA. 10+34 TO STA. 17+10.
- E 6" CONCRETE BARRIER OR GRANITE CURB FROM STA. 17+10 TO STA. 24+50.
- F COLD PLANING ASPHALTIC CONCRETE (2" AVG. DEPTH.)
- G TYPE 3 ASPHALTIC CONCRETE WEARING COURSE (2" AVG. DEPTH.)
- H AGGREGATE SURFACE COURSE (AS DIRECTED IN THE FIELD BY PROJECT ENGINEER). STA. 10+34 TO STA. 17+10.
- I TYPE 3 FULL DEPTH ASPHALT PAVEMENT PATCHING (AS DIRECTED IN THE FIELD BY THE ENGINEER). SEE PATCH DETAIL.
- J 4" BROKEN YELLOW LINE LINE PER N.O. DPW STD. 10 WITH REFLECTORIZED RAISED PAVEMENT MARKERS.
- K 4" SOLID WHITE LINE PER N.O. DPW STD. 10
- L ASPHALTIC CONCRETE LEVELING COURSE AS DIRECTED IN THE FIELD BY PROJECT ENGINEER.

VARIES (37'-8" TYP.)



TYPICAL SECTION #1 - NASHVILLE AVE (TCHOUPITOULAS STREET - CONSTANCE STREET)

STA 10+34 - STA 24+50
N.T.S.

CORING LOG #	B42-6	B42-5	B42-4	B42-3	B42-2	B42-1
BORING LOCATION	9100' S. OF CLAIBORNE STA. ±17+50	7500' S. OF CLAIBORNE STA. ±33+50	6000' S. OF CLAIBORNE STA. ±48+50	5000' S. OF CLAIBORNE STA. ±58+50	3000' S. OF CLAIBORNE STA. ±78+50	1000' S. OF CLAIBORNE STA. ±98+50
ASPHALT	7.00"	6.00"	3.50"	5.75"	6.25"	5.25"
CONCRETE	—	8.00"	5.00"	7.51"	—	—
BASE(SAND AND GRAVEL)	15.00"	—	—	—	7.00"	9.00"

● SLOPE ON PARKING LANE VARIES

B REQUIRED STRIPING AND MARKERS PER N.O. DPW STD. 10.

COLD-PLANE A.C.
(SEE NOTE 3)

ASPHALTIC CONCRETE TO REMAIN, TYP.

COAT EDGES OF EXIST. PAVEMENT WITH APPROVED TACK COAT

REMOVE EXIST. PAVEMENT AND REPLACE NEW HOT MIX ASPHALTIC CONCRETE

13" MIN. 8"-12.9" 4"-7.9"

TYPE 3 FULL DEPTH ASPHALTIC PAVEMENT PATCHING, MATCH EXISTING ON TOP OF EXIST. BOX CULVERT AND THERE IS NOT ENOUGH CLEARANCE FOR 13" PATCH. PATCH FROM TOP OF EXIST. PAVEMENT TO TOP OF BOX.

DETAIL

FULL DEPTH ASPHALT PAVEMENT PATCH

DETAIL

DETAIL

DETAIL

DETAIL

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DETAIL

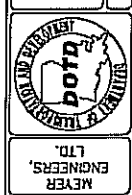
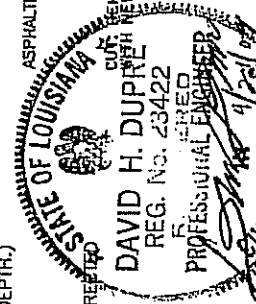
DETAIL

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NASHVILLE AVENUE

TYPICAL SECTIONS

NO.	DATE	REVISION DESCRIPTION	BY
1	12-17-06	1 OF 3	
2	704-36-00+7		
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- ① EXISTING ASPHALTIC CONCRETE
- ② EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
- ③ SHELL OR GRAY SAND WITH SHELL FRAGMENTS AND GRAVEL
- ④ BROWN CLAY WITH SILT SUBGRADE
- ⑤ EXISTING 6" CONCRETE OR GRANITE BARRIER CURB
- ⑥ COLD PLANING ASPHALTIC CONCRETE (0" OVER BOX CULVERT (UNLESS OTHERWISE NOTED), TAPER MILL 0" AT EDGE OF BOX CULVERT TO 2" AT CURB LINE (1" AVG. DEPTH)).
- ⑦ TYPE 3 ASPHALTIC CONCRETE WEARING COURSE (2" AVG. DEPTH).
- ⑧ TYPE 3 FULL DEPTH ASPHALT PAVEMENT PATCHING (AS DIRECTED IN THE FIELD BY THE ENGINEER) SEE PATCH DETAIL SHT. 2.
- ⑨ ASPHALT LEVELING COURSE, AS DETERMINED BY THE PROJECT ENGINEER.
- ⑩ 4" BROKEN YELLOW LINE PER N.O. DPW STD. 10
- ⑪ WITH REFLECTORIZED RAISED PAVEMENT MARKERS.
- ⑫ 4" SOLID WHITE LINE PER N.O. DPW STD. 10

▲ SEE PLANS FOR APPROX. DISTANCE BETWEEN THE TOP OF THE EXISTING PAVEMENT TO THE TOP OF EXISTING BOX. 8 REQUIRED STRIPING AND MARKERS PER N.O. DPW STD. 10.

STATE OF LOUISIANA
DAVID H. DUPRE
REG. No. 25422
PROFESSIONAL ENGINEER

50/15

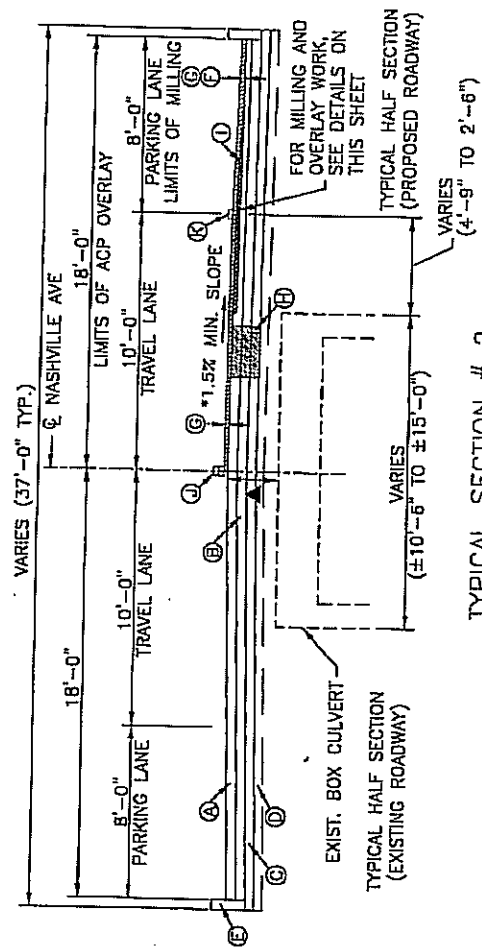


NASHVILLE AVENUE

TYPICAL SECTIONS



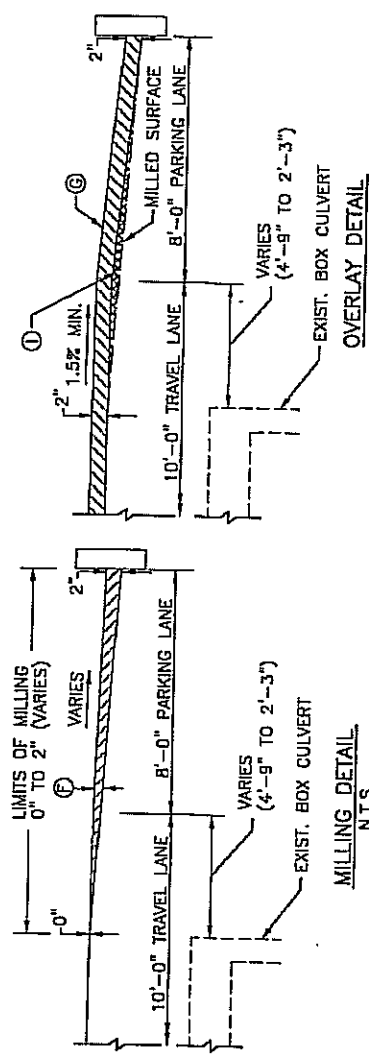
DESIGNED CHECKED	EMC DHD	PARCH	ORLEANS	20	SHEET NUMBER
Detailed CHECKED	MGZ DHD	FEDERAL PROJECT	FR-ERP-10653		
DATE SHEET	12-17-08 OF 3	SHEET PROJECT	704-36-0047		



TYPICAL SECTION # 2

NASHVILLE AVE. (PRYTANIA ST. - ST. CHARLES AVE.)

STA 24+50 - STA 55+25
EXCEPTION: STA 31+44 - STA 44+61 : CAMP ST. TO PRYTANIA ST.
N.T.S.



MILLING DETAIL
NTS

N.T.S.
APPLIES STA. 24+50 TO STA. 107+62

APPLIES STA 24+50 TO STA. 107+62
N.T.S.

④ EXISTING ASPHALTIC CONCRETE

- * USE MIN. SLOPE OF 1.5% IN AREAS OF PAVEMENT FEATURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. ALSO, MAINTAIN, OR PROVIDE IF NEEDED, A LONGITUDINAL SLOPE FOR POSITIVE DRAINAGE. GENERALLY, DO NOT RAISE ELEVATION OF ROAD (CAUSED BY LEVELING). HIGHER ELEVATIONS MAY ADVERSELY EFFECT DRAINAGE OF ADJACENT PROPERTIES AND/OR BUILDINGS. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE.

▲ SEE PLANS FOR APPROX. DISTANCE BETWEEN THE TOP OF THE EXISTING PAVEMENT TO THE TOP OF EXISTING BOX.

3 REQUIRED STRIPING AND MARKERS PER N.O. DPW STD. 10.

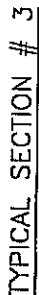
● SLOPE ON PARKING LANE VARIES

REFER TO SHEET 2 FOR NOTES.

VARIES FROM 37'-0" TO 65'-0"
FROM STA. 105+48 TO STA. 107+62
WITH A MEDIAN AND 6" BARRIER
CURBS FROM STA. 107+11 TO
STA. 107+62 WHICH VARIES FROM
8'-0" TO 17'-0" WIDE.

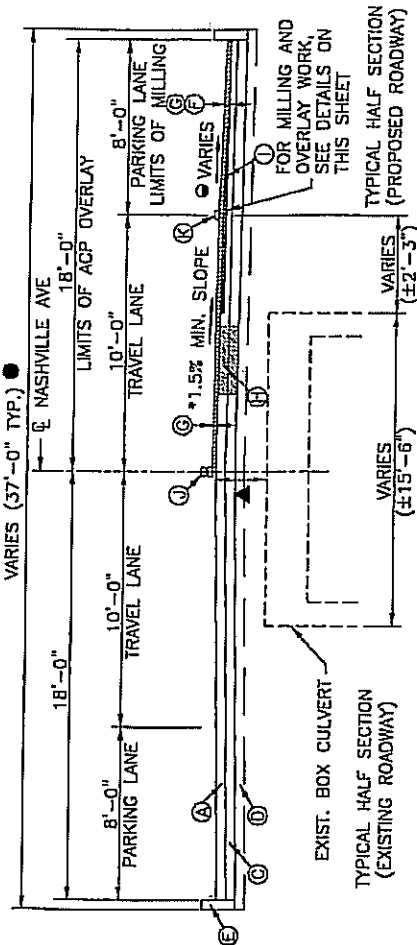


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NASHVILLE AVE. (HURST ST. - ST. CHARLES AVE.)

STA 55+25 - STA 60+12
N.T.S.



TYPICAL SECTION # 4

NASHVILLE AVE. (ST. CHARLES AVE. - S. CLAIBORNE AVE.)

EXCEPTION: STA 60+12 -- STA 60+37 - STA 107+62
STA 60+37 : ST. CHARLES AVE. STREET CAR EXCEPTION
N.T.S.

[illegible]



5/15/2009

Summary Of Estimated Quantities

Page: 3a

Proposal ID: 704-36-0047 State Project Number: 704-36-0047
Federal Project Number: ER-ERP1(063)

Proposal Description: Nashville Ave. (Tchoupitoulas St. - S. Claiborne Ave.) (SRP)

Item No.	Description	Supplemental Description	Alternate Set Member	Quantity	Units
General Items					
202-02-06100	Removal of Concrete Walks and Drives			7,989,000	SQYD
204-05-00100	Temporary Sediment Check Dams (Hay)			10,000	EACH
204-06-00100	Temporary Silt Fencing			100,000	LNFT
401-02-00100	Aggregate Surface Course (Adjusted Vehicular Measurement)			100,000	CUYD
509-01-00100	Cold Planing Asphaltic Pavement			24,821,000	SQYD
701-03-01040	Storm Drain Pipe (24" RCP/PP)			335,000	LNFT
706-01-00100	Concrete Walk (4" Thick)			7,990,900	SQYD
706-01-00300	Concrete Walk (6" Thick)			200,000	SQYD
706-02-00200	Concrete Drive (6" Thick)			100,000	SQYD
713-01-00100	Temporary Signs and Barricades			1,000	LUMP
713-02-00200	Temporary Pavement Markings (6" Width)			3,800,000	LNFT
713-02-00300	Temporary Pavement Markings (8" Width)			100,000	LNFT
713-03-02000	Temporary Pavement Markings (Broken Line) (4" Width) (10' Length)			2,000	MILE
713-04-01000	Temporary Pavement Markings (Solid Line) (4" Width)			3,700	MILE

Notes:



5/15/2009

Summary Of Estimated Quantities

Page: 3b

Proposal ID: 704-36-0047 State Project Number: 704-36-0047
Federal Project Number: ER-ERP1(063)

Proposal Description: Nashville Ave. (Tchoupitoulas St. - S. Claiborne Ave.) (SRP)

Item No.	Description	Supplemental Description	Alternate Set Member	Quantity	Units
714-01-00100	Slab Sodding (Bermuda Grass)			100,000	SQYD
717-01-00100	Seeding				
718-01-00100	Fertilizer			50,000	LB
723-02-00100	Granular Material (Vehicular Measurement)			1,000,000	LB
727-01-00100	Mobilization			300,000	CUYD
731-02-00100	ReflectORIZED Raised Pavement Markers			1,000	LUMP
732-01-01020	Plastic Pavement Striping (6" Width) (Thermoplastic 90 mil)			240,000	EACH
732-01-01040	Plastic Pavement Striping (8" Width) (Thermoplastic 90 mil)			3,800,000	LNFT
732-01-01060	Plastic Pavement Striping (12" Width) (Thermoplastic 90 mil)			100,000	LNFT
732-02-02000	Plastic Pavement Striping (Solid Line) (4" Width) (Thermoplastic 90 mil)			700,000	LNFT
732-03-01000	Plastic Pavement Striping (Broken Line) (4" Width) (Thermoplastic 40 mil)			3,300	MILE
732-04-19020	Plastic Pavement Legends and Symbols (SCHOOL ZONE)			1,570	MILE
738-09-00100	Loop Detector			7,000	EACH
				200,000	LNFT

Notes:



5/15/2009

Summary Of Estimated Quantities

Page: 3 of 1

Proposal ID: 704-36-0047

State Project Number: 704-36-0047

Federal Project Number: ER-ERP1(063)

Proposal Description: Nashville Ave. (Tchoupitoulas St. - S. Clalborne Ave.) (SRP)

Item No.	Description	Supplemental Description	Alternate Set Member	Quantity	Units
740-01-00100	Construction Layout			1.000	LUMP
741-11-00200	Adjusting Water Valve and Meter Box			83.000	EACH
NS-SRP-00001	ADA Ramps (Type A)			50.000	EACH
NS-SRP-00002	ADA Ramps (Type B)			26.000	EACH
NS-SRP-00003	Adjust (Manhole with Rings)			23.000	EACH
NS-SRP-00004	Adjust (Manhole)			33.000	EACH
NS-SRP-00005	Adjust Catch Basin (Type A)			13.000	EACH
NS-SRP-00016	Doweled Barrier			360.000	LNFT
NS-SRP-00018	Drilled and Doweled Barrier			387.000	LNFT
NS-SRP-00029	Project Signs (SRP)			2.000	EACH
NS-SRP-00030	Reconstruct Barrier Curb and Gutter			1,717.000	LNFT
NS-SRP-00035	Repair Bus Pads			599.200	SQYD
NS-SRP-00038	Replace Frame and Cover (Catch Basin)			3.000	EACH
NS-SRP-00041	Reset Curb (Stone)			254.000	LNFT
NS-SRP-00043	Specialty Cold Milling			958.000	SQYD
NS-SRP-00044	Tree Protection			1.000	LUMP
Notes:					



5/15/2009

Summary Of Estimated Quantities

Page: 362 0

Proposal ID: 704-36-0047

State Project Number: 704-36-0047

Federal Project Number: ER-ERP1(063)

Proposal Description: Nashville Ave. (Tchoupitoulas St. - S. Claiborne Ave.) (SRP)

Item No.	Description	Supplemental Description	Alternate Set Member	Quantity	Units
NS-SRP-00045	Tree Trimming			1.000	LUMP
NS-SRP-00046	Root Pruning and Trenching			1.000	LUMP
NS-SRP-00047	Hnd Frm and Four In-Plc Cncr Crb Withn Lim of the Tree Drph			100.000	LNFT
NS-SRP-00048	Gravel Bed and Filter Cloth Over Tree Roots			100.000	SQYD
NS-SRP-00051	Closed Circuit TV Inspection Of Existing Box Culvert			1.000	LUMP
NS-SRP-00055	Type 3 Asphaltic Concrete Patching (13" Min. Thickness)			6,882.700	SQYD
NS-SRP-00056	Type 3 Asphaltic Concrete Patching (8" to 12.9" Thickness)			46.000	SQYD
NS-SRP-00057	Type 3 Asphaltic Concrete Patching (4" to 7.9" Thickness)			882.500	SQYD
NS-SRP-00058	Type 3 Asphaltic Concrete Wearing Course			5,120.700	TON
NS-SRP-00059	Type 3 Asphaltic Concrete (Drives, Turnouts, Miscellaneous)			240.100	TON

Notes:

▲ PER NOTE 2.13 ON SHEET 1b,
ASPHALT OVERLAY QUANTITIES
REFLECT GUTTER BOTTOMS TO
BE OVERLAD.

NOTES:

1. AC BASED ON
110 LBS./SQ.YD./INCH
THICKNESS
2. LEVELING COURSE IS BASED
ON 40% OF SUPERPAVE
ASPHALTIC CONCRETE
QUANTITY.

COLD-PLANTING AND ASPHALTIC CONCRETE

STA.	STA.	DESCRIPTION	LENGTH (feet)	AVG. WIDTH (feet)	TYPE 3 ASPHALTIC CONCRETE AREA (sq. yd.)	TYPE 3 ASPHALTIC CONCRETE TONS	TYPE 3 ASPHALTIC CONCRETE LEVELING AREA (sq. yd.)	TYPE 3 ASPHALTIC CONCRETE TONS	TYPE 3 ASPHALTIC CONCRETE MISCELLANEOUS AREA (sq. yd.)	TYPE 3 ASPHALTIC CONCRETE MISCELLANEOUS TONS	TYPE 3 ASPHALTIC CONCRETE MISCELLANEOUS AREA (sq. yd.)	TYPE 3 ASPHALTIC CONCRETE MISCELLANEOUS TONS	COLD PLANTING ASPHALTIC PAVEMENT AREA (sq. yd.)	SPECIALTY MILLING AREA (sq. yd.)	AGGREGATE SURFACE COURSE VOLUME (cu. yd.)
10+34	17+41	ROADWAY-N.B.	707	18.67	1,467	161.4	VARIES	64.6							
10+34	17+41	ROADWAY-S.B.	707	18.67	1,467	161.4	VARIES	64.6					1,467		
10+34	17+10	PARKING LANE-N.B.	676	8											
10+34	17+10	PARKING LANE-S.B.	676	8											
13+65	14+39	RDWY-TURNOUT, RT	74	VARIES											
13+68	14+29	RDWY-TURNOUT, LT	61	VARIES											
17+41	24+50	ROADWAY-N.B.	709	18	1,418	156.0	VARIES	62.4	137	151	VARIES	6.0	137		50
17+41	24+50	ROADWAY-S.B.	709	18	1,418	156.0	VARIES	62.4	79	87	VARIES	3.5	79		50
17+43	17+75	RDWY-TURNOUT, RT	32	VARIES					20	22	VARIES	0.9			
17+43	17+90	RDWY-TURNOUT, LT	45	VARIES					60	65	VARIES	2.6			
20+79	21+33	RDWY-TURNOUT, RT	54	VARIES					83	91	VARIES	3.6			
20+82	21+22	RDWY-TURNOUT, LT	40	VARIES					21	23	VARIES	0.9			
24+22	24+58	RDWY-TURNOUT, RT	36	VARIES					30	33	VARIES	1.3			
24+26	24+58	RDWY-TURNOUT, LT	32	VARIES					18	20	VARIES	0.8			
24+50	31+44	ROADWAY-N.B.	694	18	1,388	152.7	VARIES	61.1					981		
24+50	31+44	ROADWAY-S.B.	694	18	1,388	152.7	VARIES	61.1					981		
26+54	29+14	ROADWAY	260	10.5					63	69	VARIES	2.8		303	
27+56	28+09	RDWY-TURNOUT, RT	33	VARIES					37	41	VARIES	1.6			
27+64	28+08	RDWY-TURNOUT, LT	44	VARIES					16	18	VARIES	0.7			
31+05	31+44	RDWY-TURNOUT, RT	39	VARIES					24	26	VARIES	1.0			
31+05	31+45	RDWY-TURNOUT, LT	40	VARIES											
44+61	60+10	ROADWAY-N.B.	1,555	18	3,098	340.8	VARIES	136.3					2,130		
44+61	60+10	ROADWAY-S.B.	1,555	18	3,110	342.1	VARIES	136.8					2,130		
44+51	45+13	RDWY-TURNOUT, RT	52	VARIES					57	63	VARIES	2.5			
44+51	45+13	RDWY-TURNOUT, LT	52	VARIES					50	55	VARIES	2.2			
46+97	48+42	ROADWAY	145	14.5					23	25	VARIES	1.0			
48+07	48+43	RDWY-TURNOUT, RT	36	VARIES					20	22	VARIES	0.9			
48+13	48+48	RDWY-TURNOUT, LT	35	VARIES					23	25	VARIES	1.0			
48+42	49+56	ROADWAY	114	15.0					23	25	VARIES	1.0			
51+48	51+88	RDWY-TURNOUT, RT	40	VARIES					30	34	VARIES	1.4			
51+48	51+88	RDWY-TURNOUT, LT	40	VARIES					30	34	VARIES	1.4			
54+86	55+28	RDWY-TURNOUT, RT	40	VARIES					17.2	19	VARIES	0.8			
54+87	55+28	RDWY-TURNOUT, LT	39	VARIES					59	65	VARIES	2.6			
56+56	56+87	CROSSOVER	31	5					21	23	VARIES	0.9			
58+03	58+34	CROSSOVER	31	5					42	46	VARIES	1.8			
58+48	60+08	ROADWAY	160	13					49	4.9	VARIES	2.0			
59+63	60+08	RDWY-TURNOUT, RT	45	VARIES									5,905		
59+79	60+13	CROSSOVER	46	VARIES									5,905		
59+81	60+19	RDWY-TURNOUT, LT	38	VARIES					92	101	VARIES	4.0			
59+34	60+73	RDWY-TURNOUT, RT	39	VARIES					27	30	VARIES	1.2			
60+37	107+48	RDWY-TURNOUT, LT	39	VARIES					69	72	VARIES	2.9			
60+37	107+62	ROADWAY-N.B.	471	18	9,422	1,036.4	VARIES	414.6	41	45	VARIES	1.8			
60+37	107+62	ROADWAY-S.B.	472	18	9,430	1,039.4	VARIES	415.8	67	74	VARIES	3.0			
60+41	60+96	RDWY-TURNOUT, LT	55	VARIES					53	58	VARIES	2.3			
64+61	64+98	RDWY-TURNOUT, RT	37	VARIES					47	52	VARIES	2.1			
71+34	71+84	RDWY-TURNOUT, LT	50	VARIES					40	44	VARIES	1.8			
71+34	71+84	RDWY-TURNOUT, RT	47	VARIES					42	46	VARIES	1.8			
81+68	82+20	RDWY-TURNOUT, LT	52	VARIES					66	73	VARIES	2.9			
81+70	82+21	RDWY-TURNOUT, RT	51	VARIES					37	41	VARIES	1.6			
84+94	85+44	RDWY-TURNOUT, LT	50	VARIES					36	40	VARIES	1.6			
84+95	85+45	RDWY-TURNOUT, RT	50	VARIES					49	53	VARIES	2.0			
88+32	88+64	RDWY-TURNOUT, LT	52	VARIES					58	7.5	VARIES	3.0			
88+32	88+64	RDWY-TURNOUT, RT	52	VARIES											
91+77	92+22	RDWY-TURNOUT, LT	45	VARIES											
91+80	92+21	RDWY-TURNOUT, RT	41	VARIES											
95+17	95+63	RDWY-TURNOUT, LT	46	VARIES											
95+20	95+59	RDWY-TURNOUT, RT	39	VARIES											
98+57	99+00	RDWY-TURNOUT, LT	43	VARIES											
PROJECT TOTALS						3,699.0	1,479.7		199.9	79.9	25,588	958	100		

STATE OF LOUISIANA
DAVID H. DUPRE
REG. No. 23422
PROFESSIONAL ENGINEER
5/7/09



NASHVILLE AVENUE

QUANTITY TABLES



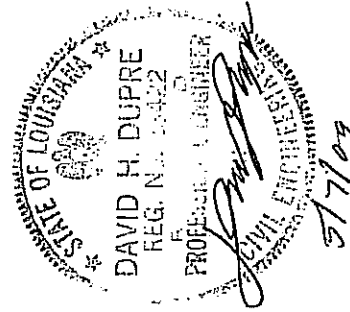
DESIGNED	EMC	ORLEANS
CHECKED	DHD	
DETAILED	MOZ	
CHECKED	DHD	
DATE	12-17-08	
SHEET	1 OF 11	
PROJECT	704-38-0047	

STATE PROJECT

ROADWAY REPAIR SUMMARY

STATION	ITEM	CONC. CURB AND GUTTER (IN. FT.)	RESET CURB (IN. FT.)	DRILLED 6" BARRIER CURB (IN. FT.)	DOWELED 6" BARRIER CURB (IN. FT.)	13" MIN. PAVEMENT PATCHING (SQ. YD.)	6"-12.9" PAVEMENT PATCHING (SQ. YD.)	4"-7.9" PAVEMENT PATCHING (SQ. YD.)	BUS PAD (SQ. YD.)
11-60	LT					42.2			
12-00	LT					22.7			
12-77	LT					30.3			
15-59	LT					4.0			
16-00	RT		12.0			13.3			
18-91	LT		13.0			10.0			
19-11	LT		29.0			56.0			
23-00	LT		43.0			23.1			
30-84	LT		28.0			22.2			
45-21	LT					5.3			
47-41	LT					77.8			
48-20	RT					6.7			
48-45	LT		10.0			27.8			
48-50	RT		8.0			8.0			
48-91	RT		35.0			7.8			
48-95	RT					89.3			
49-22	LT					16.0			
49-23	LT					7.0			
50-79	LT		10.0			502.2			
50-82	LT		15.0			21.8			
51-35	RT		18.0			297.3			
51-50	LT		8.0			120.0			
52-00	RT					160.0			
52-05	LT					51.3			
52-14	LT					132.0			
54-54	LT		25.0			14.4			
54-74	LT					120.0			
55-14	LT	12.0				58.0			
55-36	LT					265.7			
58-07	LT					260.0			
61-56	RT					4.7			
62-30	LT					192.0			
63-42	LT					51.0			
64-15	RT								
64-87	RT								
65-10	LT								
65-20	LT	80.0							
66-47	LT/RT								
67-34	LT								
67-34	LT	13.0							
68-10	LT								
69-85	LT								
69-92	LT	16.0							
70-80	LT								
71-00	LT								
71-06	RT								
71-48	LT								
71-56	RT								
71-59	RT								
72-00	RT								

NOTE: THESE AREAS SHOWN ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. REPAIRS SHALL BE DONE PRIOR TO COLD PLANING OPERATIONS. AFTER COLD PLANING OPERATIONS AND PROOF ROLLING, IF REQUIRED, ARE COMPLETED, ADDITIONAL REPAIR AREAS MAY BE IDENTIFIED BY THE PROJECT ENGINEER. PROJECT ENGINEER SHALL VERIFY ACTUAL LOCATIONS AND DIMENSIONS OF ALL REPAIRS.

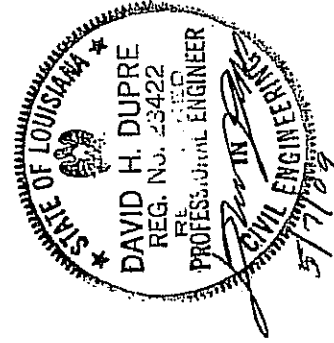


MEYER ENGINEERS, LTD.	NASHVILLE AVENUE	QUANTITY TABLES		DESIGNED	EMC	PAPER	ORLEANS	SHEET NUMBER
				CHECKED	DHD	FEDERAL PROJECT	ER-ERP1(063)	
DATE				12-17-08	DATE		704-36-0047	3d
BY				2 OF 11	PROJECT			

ROADWAY REPAIR SUMMARY (CONT.)

STATION	LT/RT	CONC. CURB AND GUTTER LIN. FT.	RESET STONE CURB LIN. FT.	DRILLED 6" DOWELED CURB LIN. FT.	DOWELED 6" BARRIER CURB LIN. FT.	13" MIN. PAVEMENT PATCHING 50. YD.	8"-12" PAVEMENT PATCHING 50. YD.	4"-7.5" PAVEMENT PATCHING 50. YD.	BUS PAD 50. YD.
72-09	LT				60.0				85.6
72-31	LT	85.0				122.8			
72-57	LT					44.4			
72-67	RT								
72-93	RT					47.7			
73-23	LT	13.0				10.7			
73-31	LT					19.3			
74-15	LT	20.0				80.0			
74-50	LT					24.0			
74-85	LT					20.0			
74-88	RT	50.0				3.9			
74-94	LT	40.0				7.3			
75-16	LT					97.0			
75-40	RT					33.0			
75-61	RT					49.1			
75-86	RT					113.3			
76-24	LT					4.0			
76-50	LT					100.2			
77-05	RT					135.8			
77-21	RT	102.0				48.2			
77-25	LT					19.3			
78-47	RT					35.4			
78-57	RT	82.0				101.3			
78-87	LT					4.0			
78-87	LT	19.0				56.7			
79-17	LT								
79-71	LT					13.0			
80-47	LT					44.0			
80-68	LT					16.0			
80-87	RT					11.6			
80-95	RT	4.0				33.8			
81-17	LT					42.2			
81-24	RT	16.0				14.7			
81-49	RT	13.0				7.0			
81-50	RT					85.0			
81-53	LT								
81-61	LT	7.0							
81-69	LT								
81-74	RT								
81-74	RT	10.0							
81-80	LT	17.0							
81-80	RT								
82-10	LT								
82-14	LT	13.0							
82-19	RT								
82-27	LT								
82-40	LT								
82-55	RT	14.0							
82-94	RT	17.0							
83-04	LT								
83-39	LT	100.0							
83-91	LT								
83-97	LT	9.0							
84-17	RT	5.0							

NOTE: THESE AREAS SHOWN ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. REPAIRS SHALL BE DONE PRIOR TO COLD PLANING OPERATIONS. AFTER COLD PLANING OPERATIONS AND PROOF ROLLING, IF REQUIRED, ARE COMPLETED, ADDITIONAL REPAIR AREAS MAY BE IDENTIFIED BY THE PROJECT ENGINEER. PROJECT ENGINEER SHALL VERIFY ACTUAL LOCATIONS AND DIMENSIONS OF ALL REPAIRS.

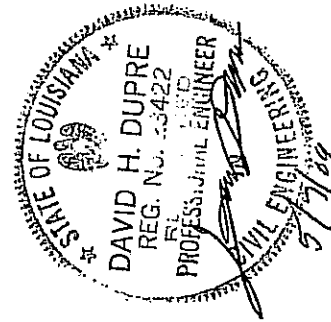


MEYER ENGINEERS, LTD.	NASHVILLE AVENUE	STATE OF LOUISIANA	DESIGNED	EMC	PWCH	ORLEANS	SHEET	38
			CHECKED	DHD	FEDERAL	ER-ERP(1083)	PROJECT	701-36-0047
QUANTITY TABLES			DATE	12-17-08				
			DATE	3 OF 11				
			REVISION DESCRIPTION	BY				

ROADWAY REPAIR SUMMARY (CONT.)

STATION	L/RT	CONC. CURB AND GUTTER LIN. FT.	RESET CURB LIN. FT.	DOWELED 6" BARRIER CURB LIN. FT.	DOWELED 6" BARRIER CURB LIN. FT.	ITEM	13" MIN PAVEMENT PATCHING SQ. YD.	8"-12" PAVEMENT PATCHING SQ. YD.	4"-7" PAVEMENT PATCHING SQ. YD.	BUS PAD SQ. YD.
84+28	LT						34.7			
84+63	LT						11.3			
84+67	LT						8.7			
84+67	RT	8.0								
84+67	LT	8.0								
84+94	LT	22.0								
85+04	RT	14.0								
85+09	LT						15.6			
85+10	RT	14.0								
85+10	RT						13.3			
85+19	RT						28.3			
85+29	RT						32.1			
85+32	RT						10.7			
85+34	RT	21.0								
85+34	LT						13.2			
85+78	LT						15.9			
85+78	RT	4.0						21.3		
86+03	RT									
86+05	LT						19.3			
86+12	LT						15.1			
86+12	RT						13.3			
86+24	RT						46.6			
86+33	RT									
86+64	RT			40.0			9.3			
86+85	LT						10.7			
86+90	LT	9.0								
86+95	RT						55.0			
87+04	LT	10.0								
87+10	RT									
87+20	LT			45.0			17.3		24.7	
87+33	RT									
87+38	LT	15.0								
88+22	RT						73.3			
88+28	LT	9.0								
88+38	RT									
88+48	RT			60.0			30.2			
88+67	LT									
89+43	RT								28.3	
89+55	RT	25.0							52.0	
89+65	LT						18.7			
89+69	LT	21.0								
89+77	LT									
89+83	RT								61.3	
89+91	LT	29.0							4.0	
89+96	RT						10.0			
90+20	RT						13.3			
90+59	RT									
90+95	RT								41.7	
91+22	RT	88.0							58.7	
91+46	LT						45.1			
91+47	LT	12.0								
91+87	LT						20.8			

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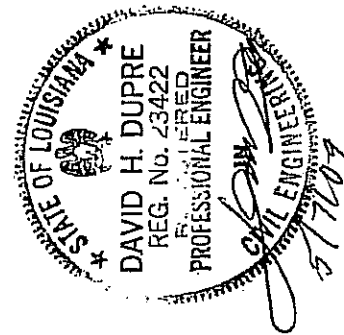


MEYER ENGINEERS, LTD.	QUANTITY TABLES	NASHVILLE AVENUE	STATE OF LOUISIANA	DESIGNED	EMC	PARISH	ORLEANS	SHEET	31
				CHECKED	DHD	FEDERAL PROJECT	ER-ERP1(063)	DATE	704-36-0047
				DETAILS	MOZ				
				CHECKED	DHD				
				DATE	12-17-08				
				SHEET	4 OF 11				
				BY					
				NO.					
				DATE					
				REVISION DESCRIPTION					

ROADWAY REPAIR SUMMARY (CONT.)

STATION	L/RT	CONC. CURB AND GUTTER		RESET CURB	DOWELED 6" BARRIER CURB		DOWELED 6" BARRIER CURB	13" MIN PAVEMENT PATCHING		8" PAVEMENT PATCHING		4" PAVEMENT PATCHING		BUS PAD
		LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	SO. YD.
91+91	RT													
92+05	LT													
92+11	LT													
92+30	RT													
92+33	LT													
92+42	LT													
92+52	RT													
93+82	RT													
93+82	RT													
94+43	LT													
94+43	LT													
94+71	RT													
95+11	LT													
95+26	LT													
95+43	RT													
95+43	RT													
95+50	LT													
95+55	LT													
96+35	LT													
96+40	LT													
96+70	RT													
97+00	RT													
97+05	LT													
97+29	LT													
97+47	RT													
98+72	LT/RT													
98+72	RT													
98+04	LT													
100+55	RT													
100+57	RT													
101+86	RT													
102+45	RT													
102+94	LT													
103+48	RT													
103+71	LT													
104+07	RT													
104+77	LT													
105+35	LT													
105+45	RT													
105+84	LT													
105+84	RT													
106+38	RT													
106+41	LT													
106+83	LT													
106+83	LT													
106+84	RT													
107+10	LT/RT													
107+16	RT													
107+16	LT													
107+23	RT													
107+43	RT													
PROJECT TOTALS														

NOTE: THESE AREAS SHOWN ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. REPAIRS SHALL BE DONE PRIOR TO COLD PLANING OPERATIONS. AFTER COLD PLANING OPERATIONS AND PROOF ROLLING, IF REQUIRED, ARE COMPLETED, ADDITIONAL REPAIR AREAS MAY BE IDENTIFIED BY THE PROJECT ENGINEER. PROJECT ENGINEER SHALL VERIFY ACTUAL LOCATIONS AND DIMENSIONS OF ALL REPAIRS.



MEYER ENGINEERS, L.P.		NASHVILLE AVENUE		QUANTITY TABLES				DESIGNED: EMC CHECKED: DHD DETAIL: MOZ CHECKED: DHD DATE: 12-17-08 SHEET: 5 OF 11		PARISH: ORLEANS FEDERAL PROJECT: ER-ERP1(003) STATE PROJECT: 704-36-0047		SHEET NUMBER: 36	
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REMOVAL AND/OR REPLACEMENT OF CONCRETE WALKS, DRIVES, AND HANDICAP RAMPS

STATION	RT. or LT. of CL.	DESCRIPTION	6" THICK HANDICAP RAMP TYPE "A" EA	6" THICK HANDICAP RAMP TYPE "B" EA
NASHVILLE AVENUE				
13+63	LT.	6" THICK HANDICAP RAMP		
13+64	RT.	6" THICK HANDICAP RAMP		
14+30	RT.	6" THICK HANDICAP RAMP		
14+30	LT.	6" THICK HANDICAP RAMP		
17+47	LT.	6" THICK HANDICAP RAMP		
17+47	RT.	6" THICK HANDICAP RAMP		
17+73	RT.	6" THICK HANDICAP RAMP		
17+82	LT.	6" THICK HANDICAP RAMP		
20+85	RT.	6" THICK HANDICAP RAMP		
20+89	LT.	6" THICK HANDICAP RAMP		
24+18	RT.	6" THICK HANDICAP RAMP		
24+18	LT.	6" THICK HANDICAP RAMP		
24+27	RT.	6" THICK HANDICAP RAMP		
24+27	LT.	6" THICK HANDICAP RAMP		
24+58	RT.	6" THICK HANDICAP RAMP		
24+58	LT.	6" THICK HANDICAP RAMP		
27+66	LT.	6" THICK HANDICAP RAMP		
27+66	RT.	6" THICK HANDICAP RAMP		
28+00	RT.	6" THICK HANDICAP RAMP		
28+00	LT.	6" THICK HANDICAP RAMP		
31+08	LT.	6" THICK HANDICAP RAMP		
31+10	RT.	6" THICK HANDICAP RAMP		
31+12	LT.	6" THICK HANDICAP RAMP		
31+40	RT.	6" THICK HANDICAP RAMP		
31+42	LT.	6" THICK HANDICAP RAMP		
44+68	LT.	6" THICK HANDICAP RAMP		
44+68	RT.	6" THICK HANDICAP RAMP		
45+04	RT.	6" THICK HANDICAP RAMP		
45+04	LT.	6" THICK HANDICAP RAMP		
48+12	LT.	6" THICK HANDICAP RAMP		
48+12	RT.	6" THICK HANDICAP RAMP		
48+42	RT.	6" THICK HANDICAP RAMP		
48+44	LT.	6" THICK HANDICAP RAMP		
51+52	LT.	6" THICK HANDICAP RAMP		
51+52	RT.	6" THICK HANDICAP RAMP		
51+81	RT.	6" THICK HANDICAP RAMP		
51+85	LT.	6" THICK HANDICAP RAMP		
54+51	LT.	6" THICK HANDICAP RAMP		
54+51	RT.	6" THICK HANDICAP RAMP		
55+20	LT.	6" THICK HANDICAP RAMP		
55+20	RT.	6" THICK HANDICAP RAMP		

STATION	RT. or LT. of CL.	DESCRIPTION	LENGTH FEET (L) FEET (H)	WIDTH FEET (H)	REMOVAL OF CONC. WALKS AND DRIVES 50. YDS.	CONC. WALKS 14" THICK 50. YDS.	6" THICK HANDICAP RAMP TYPE "A" EA	6" THICK HANDICAP RAMP TYPE "B" EA
55+23	LT.	REMOVE CONCRETE WALK	7.0	8.0				
55+23	LT.	REPLACE CONCRETE WALK	7.0	8.0	6.2			
55+24	RT.	6" THICK HANDICAP RAMP				6.2		
55+25	LT.	6" THICK HANDICAP RAMP						
55+25	RT.	6" THICK HANDICAP RAMP						
59+69	LT.	6" THICK HANDICAP RAMP						
59+69	RT.	6" THICK HANDICAP RAMP						
59+87	LT.	6" THICK HANDICAP RAMP						
59+87	RT.	6" THICK HANDICAP RAMP						
60+14	LT.	6" THICK HANDICAP RAMP						
60+40	RT.	6" THICK HANDICAP RAMP						
60+40	LT.	6" THICK HANDICAP RAMP						
60+70	RT.	6" THICK HANDICAP RAMP						
60+70	LT.	6" THICK HANDICAP RAMP						
64+66	RT.	6" THICK HANDICAP RAMP						
64+66	LT.	6" THICK HANDICAP RAMP						
64+89	RT.	6" THICK HANDICAP RAMP						
64+89	LT.	6" THICK HANDICAP RAMP						
71+41	RT.	6" THICK HANDICAP RAMP						
71+41	LT.	6" THICK HANDICAP RAMP						
71+70	RT.	6" THICK HANDICAP RAMP						
71+70	LT.	6" THICK HANDICAP RAMP						
71+72	RT.	6" THICK HANDICAP RAMP						
71+72	LT.	6" THICK HANDICAP RAMP						
81+73	RT.	6" THICK HANDICAP RAMP						
81+73	LT.	6" THICK HANDICAP RAMP						
81+75	RT.	6" THICK HANDICAP RAMP						
81+75	LT.	6" THICK HANDICAP RAMP						
81+76	RT.	6" THICK HANDICAP RAMP						
81+76	LT.	6" THICK HANDICAP RAMP						
82+10	RT.	6" THICK HANDICAP RAMP						
82+10	LT.	6" THICK HANDICAP RAMP						
82+13	RT.	6" THICK HANDICAP RAMP						
82+13	LT.	6" THICK HANDICAP RAMP						
82+14	RT.	6" THICK HANDICAP RAMP						
82+14	LT.	6" THICK HANDICAP RAMP						
85+04	RT.	6" THICK HANDICAP RAMP						
85+04	LT.	6" THICK HANDICAP RAMP						
85+36	RT.	6" THICK HANDICAP RAMP						
85+36	LT.	6" THICK HANDICAP RAMP						
88+42	RT.	6" THICK HANDICAP RAMP						
88+42	LT.	6" THICK HANDICAP RAMP						
88+42	RT.	6" THICK HANDICAP RAMP						
88+42	LT.	6" THICK HANDICAP RAMP						
88+74	RT.	6" THICK HANDICAP RAMP						
88+74	LT.	6" THICK HANDICAP RAMP						
91+82	RT.	6" THICK HANDICAP RAMP						
91+82	LT.	6" THICK HANDICAP RAMP						
92+15	RT.	6" THICK HANDICAP RAMP						
92+15	LT.	6" THICK HANDICAP RAMP						
95+22	RT.	6" THICK HANDICAP RAMP						
95+22	LT.	6" THICK HANDICAP RAMP						
95+22	RT.	6" THICK HANDICAP RAMP						
95+22	LT.	6" THICK HANDICAP RAMP						
98+68	RT.	6" THICK HANDICAP RAMP						
98+68	LT.	6" THICK HANDICAP RAMP						
98+90	RT.	6" THICK HANDICAP RAMP						
98+90	LT.	6" THICK HANDICAP RAMP						
107+33	RT.	REMOVE CONCRETE WALK	5.0	30.0	16.7			
107+33	LT.	REPLACE CONCRETE WALK	5.0	30.0				
107+52	RT.	REMOVE CONCRETE WALK	4.0	20.0	8.9			
107+52	LT.	REPLACE CONCRETE WALK	4.0	20.0				
107+52	RT.	REPLACE CONCRETE WALK	4.0	20.0	8.9			
107+52	LT.	REPLACE CONCRETE WALK	4.0	20.0				
PROJECT TOTALS					31.8	54	54	31

STATE OF LOUISIANA
DAVID H. DUPRE
 REG. NO. 23422
 PROFESSIONAL ENGINEER
 CIVIL ENGINEER

	NASHVILLE AVENUE		QUANTITY TABLES	
	METEYER ENGINEERS, LTD. 1111 PINE STREET, SUITE 100, NEW ORLEANS, LA 70112			
PROJECT NO. 701-34-0017	DATE 12-17-08	DRAWN BY J. 17	CHECKED BY J. 17	PROJECT 701-34-0017
SHEET 31	PARISH ORLEANS	EIC DHD	REMOVAL OF CONC. WALKS AND DRIVES 50. YDS.	6" THICK HANDICAP RAMP TYPE "A" EA

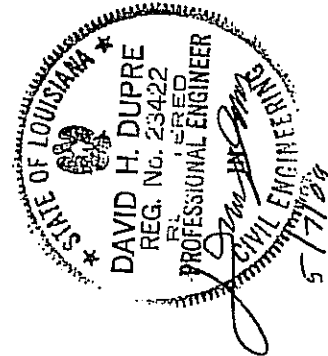
SUMMARY OF UTILITY AND DRAINAGE STRUCTURES



NOTE: DRAIN MANHOLES, CATCH BASINS AND SANITARY SEWER MANHOLE CONSTRUCTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH NEW ORLEANS SBWB / DPW SPECIFICATIONS AND STANDARDS (LATEST EDITION)

① NON-PARTICIPATING ITEMS. PAYMENT FOR NON-PARTICIPATING ITEMS WILL BE MADE BY APPROPRIATE AGENCY OR THROUGH AN ADDITIONAL FUNDING SOURCE.

② STIMULUS FUNDING ITEMS. PAYMENT FOR THESE ITEMS WILL BE MADE BY APPROPRIATE AGENCY THROUGH STIMULUS PACKAGE FUNDING. THESE ADJUSTMENTS ARE WITHIN THE LIMITS OF THE SIDEWALK.

STATION	REMARKS	TYPE	STORM DRAIN PIPE Ø 24" LF	CATCH BASINS		MANHOLES		DMH OR WMH ADJUSTMENT WITH RINGS EACH	ADJUSTING WATER VALVE AND METER BOX EACH
				TYPE A CB ADJUSTMENT EACH	CB FRAME & COVER ADJUSTMENT EACH	MANHOLE ADJUSTMENT WITH RINGS EACH	SMH		
NASHVILLE AVE.									
15-60	STORM DRAIN PIPE-24" RCP, L.T.	SDP	335						
15-74	WATER METER, L.T.	WM							
15-08	WATER METER, L.T.	WM							
18-10	WATER VALVE, L.T.	WV							
18-10	WATER VALVE, RT.	WV							
18-71	WATER VALVE, RT.	WV							
18-83	WATER VALVE, L.T.	WV							
19-29	WATER VALVE, RT.	WV							
19-36	WATER VALVE, RT.	WV							
19-39	WATER METER, L.T.	WM							
19-97	WATER VALVE, RT.	WV							
20-09	WATER VALVE, RT.	WV							
24-65	WATER MANHOLE, L.T.	WMH							
25-29	WATER MANHOLE, L.T.	WMH							
29-63	WATER METER, L.T.	WM							
45-50	CATCH BASIN, RT.	CB							
48-27	SEWER MANHOLE, RT.	SMH							
48-47	WATER MANHOLE, L.T.	WMH							
51-68	SEWER MAHOLE, L.T.	SMH							
52-52	WATER METER, L.T.	WM							
54-33	WATER METER, RT.	WM							
54-36	WATER METER, RT.	WM							
55-22	SEWER MAHOLE, L.T.	SMH							
57-28	SEWER MANHOLE, RT.	SMH							
57-94	SEWER MAHOLE, L.T.	SMH							
58-00	SEWER MAHOLE, RT.	SMH							
58-97	WATER METER, L.T.	WM							
62-67	DRAIN MANHOLE, L.T.	DMH							
64-58	WATER MANHOLE, L.T.	WMH							
64-76	SEWER MAHOLE, L.T.	SMH							
64-97	SEWER MAHOLE, L.T.	SMH							
65-07	DRAIN MANHOLE, RT.	DMH							
67-16	WATER VALVE, L.T.	WV							
67-16	WATER VALVE, RT.	WV							
67-71	WATER VALVE, RT.	WV							
68-20	SEWER MAHOLE, L.T.	SMH							
68-47	DRAIN MANHOLE, RT.	DMH							
68-97	WATER VALVE, L.T.	WV							
69-26	WATER METER, L.T.	WM							
69-29	WATER VALVE, L.T.	WV							
69-60	WATER VALVE, L.T.	WV							
69-75	CATCH BASIN, L.T.	CB							
69-75	CATCH BASIN, RT.	CB							
70-19	WATER METER, L.T.	WM							
70-73	WATER METER, L.T.	WM							
71-15	CATCH BASIN, RT.	CB							



 MEYER ENGINEERS, LTD.	NASHVILLE AVENUE QUANTITY TABLES			DESIGNED CHECKED DHD	EMC DHD	DRAWN CHECKED DHD	FEDERAL PROJECT EP-018 (003)	ORLEANS	SHEET 3
	REVISION DESCRIPTION BY			DATE 12-17-08	SHEET 7 OF 11	STATE PROJECT 704-35-0017			

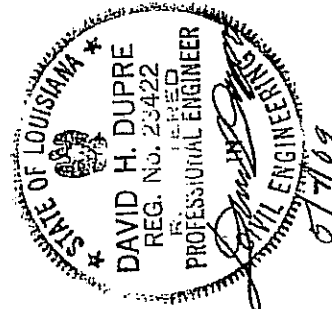
NOTE: DRAIN MANHOLES, CATCH BASINS AND SANITARY SEWER MANHOLE CONSTRUCTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH NEW ORLEANS SWSB / DFW SPECIFICATIONS AND STANDARDS (LATEST EDITION)

① NON-PARTICIPATING ITEMS. PAYMENT FOR NON-PARTICIPATING ITEMS WILL BE MADE BY APPROPRIATE AGENCY OR THROUGH AN ADDITIONAL FUNDING SOURCE.

② STIMULUS FUNDING ITEMS. PAYMENT FOR THESE ITEMS WILL BE MADE BY APPROPRIATE AGENCY THROUGH STIMULUS PACKAGE FUNDING. THESE ADJUSTMENTS ARE WITHIN THE LIMITS OF THE SIDEWALK.

SUMMARY OF UTILITY AND DRAINAGE STRUCTURES (CONT.)

STATION	REMARKS	TYPE	STORM DRAIN PIPE Ø 24" LF	CATCH BASINS		MANHOLES		DMH OR WMH ADJUSTMENT WITH RINGS EACH	ADJUSTING WATER VALVE AND METER BOX EACH
				TYPE A CB ADJUSTMENT EACH	CB FRAME COVER EACH	MANHOLE ADJUSTMENT WITH RINGS EACH	SMH ADJUSTMENT WITH RINGS EACH		
NASHVILLE AVE.									
71-16	WATER METER, RT.	WM							
71-45	DRAIN MANHOLE, LT.	DMH							
71-48	DRAIN MANHOLE, RT.	DMH							
71-49	SEWER MANHOLE, LT.	SMH							
71-72	DRAIN MANHOLE, RT.	DMH							
71-88	DRAIN MANHOLE, RT.	DMH							
74-63	CATCH BASIN, LT.	CB							
74-63	CATCH BASIN, RT.	CB							
75-29	DRAIN MANHOLE, RT.	DMH							
75-48	WATER METER, RT.	WM							
75-81	WATER METER, RT.	WM							
76-09	WATER METER, RT.	WM							
76-33	WATER METER, RT.	WM							
76-98	WATER METER, RT.	WM							
77-29	WATER METER, RT.	WM							
77-58	WATER METER, RT.	WM							
79-78	CATCH BASIN, LT.	CB							
81-70	DRAIN MANHOLE, RT.	DMH							
81-72	DRAIN MANHOLE, LT.	DMH							
82-14	DRAIN MANHOLE, RT.	DMH							
82-34	SEWER MANHOLE, RT.	SMH							
82-53	WATER VALVE, RT.	WV							
82-63	WATER VALVE, LT.	WV							
83-00	WATER VALVE, LT.	WV							
83-38	WATER VALVE, LT.	WV							
83-40	WATER VALVE, RT.	WV							
83-61	CATCH BASIN, LT.	CB							
84-09	WATER VALVE, LT.	WV							
84-09	WATER VALVE, RT.	WV							
84-39	WATER VALVE, RT.	WV							
84-75	CATCH BASIN, LT.	CB							
85-05	DRAIN MANHOLE, LT.	DMH							
85-05	DRAIN MANHOLE, RT.	DMH							
85-34	DRAIN MANHOLE, LT.	DMH							
85-34	DRAIN MANHOLE, RT.	DMH							
85-50	SEWER MANHOLE, RT.	SMH							
85-72	WATER VALVE, LT.	WV							
86-01	WATER METER, RT.	WM							
86-03	WATER VALVE, LT.	WV							
86-32	WATER METER, RT.	WM							
86-34	WATER VALVE, LT.	WV							
86-93	WATER METER, RT.	WM							
86-98	WATER METER, LT.	WM							
87-18	WATER METER, LT.	WM							
87-43	WATER METER, RT.	WM							



NASHVILLE AVENUE

QUANTITY TABLES



DESIGNED CHECKED DHD	EMC DHD	PARCH ORLEANS	SHEET NUMBER 3
DESIGNED CHECKED DHD	MOZ DHD	PROJECT OR-001(104)	DATE 12-17-08
DATE 12-17-08	STATE PROJECT	704-36-0017	

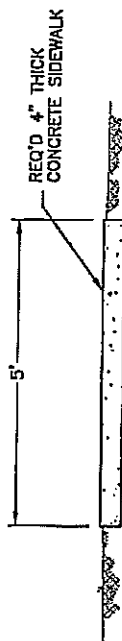
CONCRETE WALKS AND DRIVES

STATION	STATION	RT. or LT. of CL.	DESCRIPTION	REMOVAL OF CONC. WALKS AND DRIVES SQ. YDS.	② CONC. WALKS 14" THICK SQ. YDS.
10+26	13+57	RT.	REMOVE CONCRETE WALK	183	
10+28	13+57	RT.	REPLACE CONCRETE WALK		182.8
10+31	13+63	LT.	REMOVE CONCRETE WALK	184	
10+31	13+63	LT.	REPLACE CONCRETE WALK		184.4
14+38	17+41	LT.	REMOVE CONCRETE DRIVE	168	
14+38	17+41	LT.	REPLACE CONCRETE DRIVE		168.3
14+39	17+41	RT.	REMOVE CONCRETE WALK	168	
14+39	17+41	RT.	REPLACE CONCRETE WALK		167.8
17+80	20+82	RT.	REMOVE CONCRETE DRIVE	168	
17+80	20+82	RT.	REPLACE CONCRETE DRIVE		167.8
17+88	20+45	LT.	REMOVE CONCRETE WALK	143	
17+88	20+45	LT.	REPLACE CONCRETE WALK		142.8
21+22	24+23	LT.	REMOVE CONCRETE DRIVE	167	
21+22	24+23	LT.	REPLACE CONCRETE DRIVE		167.2
21+22	24+23	RT.	REMOVE CONCRETE WALK	167	
21+22	24+23	RT.	REPLACE CONCRETE WALK		167.2
24+62	27+64	RT.	REMOVE CONCRETE DRIVE	168	
24+62	27+64	RT.	REPLACE CONCRETE DRIVE		167.8
24+63	27+66	LT.	REMOVE CONCRETE WALK	163	
24+63	27+66	LT.	REPLACE CONCRETE WALK		162.8
28+04	28+54	LT.	REMOVE CONCRETE DRIVE	28	
28+04	28+54	LT.	REPLACE CONCRETE DRIVE		27.8
28+41	31+08	RT.	REMOVE CONCRETE WALK	148	
28+41	31+08	RT.	REPLACE CONCRETE WALK		148.3
29+65	31+04	LT.	REMOVE CONCRETE DRIVE	77	
29+65	31+04	LT.	REPLACE CONCRETE DRIVE		77.2
45+06	48+08	LT.	REMOVE CONCRETE WALK	168	
45+06	48+08	LT.	REPLACE CONCRETE WALK		167.8
45+08	48+08	RT.	REMOVE CONCRETE DRIVE	167	
45+08	48+08	RT.	REPLACE CONCRETE DRIVE		166.7
48+47	51+47	RT.	REMOVE CONCRETE WALK	167	
48+47	51+47	RT.	REPLACE CONCRETE WALK		166.7
48+48	51+43	LT.	REMOVE CONCRETE DRIVE	164	
48+48	51+43	LT.	REPLACE CONCRETE DRIVE		163.9
51+87	54+88	LT.	REMOVE CONCRETE WALK	167	
51+87	54+88	LT.	REPLACE CONCRETE WALK		167.2
51+87	54+88	RT.	REMOVE CONCRETE WALK	167	
51+87	54+88	RT.	REPLACE CONCRETE WALK		167.2
55+24	59+79	LT.	REMOVE CONCRETE WALK	253	
55+24	59+79	LT.	REPLACE CONCRETE WALK		252.8
59+27	59+56	RT.	REMOVE CONCRETE WALK	238	
59+27	59+56	RT.	REPLACE CONCRETE WALK		238.3
59+98	60+40	RT.	REMOVE CONCRETE WALK	23	
59+98	60+40	RT.	REPLACE CONCRETE WALK		23.3
60+15	60+51	LT.	REMOVE CONCRETE WALK	20	
60+15	60+51	LT.	REPLACE CONCRETE WALK		20.0
60+74	64+60	RT.	REMOVE CONCRETE WALK	214	
60+74	64+60	RT.	REPLACE CONCRETE WALK		214.4
60+96	71+39	LT.	REMOVE CONCRETE WALK	579	
60+96	71+39	LT.	REPLACE CONCRETE WALK		579.4
64+95	71+38	RT.	REMOVE CONCRETE WALK	357	
64+95	71+38	RT.	REPLACE CONCRETE WALK		357.2
71+76	74+99	LT.	REMOVE CONCRETE WALK	179	
71+76	74+99	LT.	REPLACE CONCRETE WALK		179.4

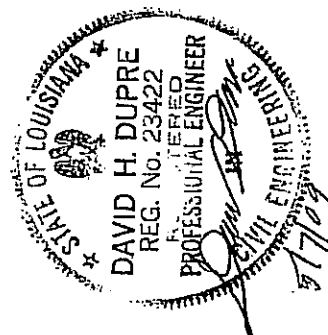
② STIMULUS FUNDING ITEMS. PAYMENT FOR THESE ITEMS WILL BE MADE BY APPROPRIATE AGENCY THROUGH STIMULUS PACKAGE FUNDING.

NOTES:

1. SIDEWALK IS TYPICALLY REPLACING EXISTING SIDEWALK, ADJACENT TO RIGHT-OF-WAY LINE. VERIFY LOCATION IN THE FIELD.
2. IF SIDEWALK IS THROUGH THE DRIVEWAY, THE SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY SHALL BE 6" THICK CONCRETE AND PAID FOR UNDER ITEM 705-01-00300.



SIDEWALK DETAIL
N.T.S.



NASHVILLE AVENUE

QUANTITY TABLES



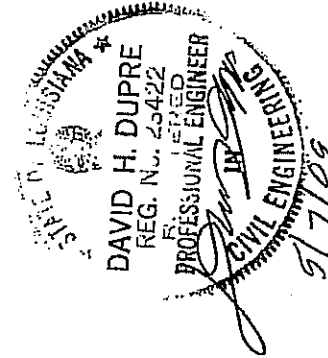
NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED CHECKED	EMC DHD	DRAWN CHECKED	ORLEANS	SHEET NUMBER	13
DATE	12-17-08	DATE	781-36-0017		

② STIMULUS FUNDING ITEMS. PAYMENT FOR THESE ITEMS WILL BE MADE BY APPROPRIATE AGENCY THROUGH STIMULUS PACKAGE FUNDING.

CONCRETE WALKS AND DRIVES (CONT.)

STATION	STATION	RT. or L.T. of CL.	DESCRIPTION	REMOVAL OF CONC. WALKS AND DRIVES SQ. YDS.	② CONC. WALKS 14" THICK SQ. YDS.
	NASHVILLE AVENUE				
71+76	81+71	RT.	REMOVE CONCRETE WALK	553	
71+76	81+71	RT.	REPLACE CONCRETE WALK		552.8
82+24	85+00	RT.	REMOVE CONCRETE WALK	163	
82+24	85+00	RT.	REPLACE CONCRETE WALK		153.3
82+40	85+00	LT.	REMOVE CONCRETE WALK	144	
82+40	85+00	LT.	REPLACE CONCRETE WALK		144.4
85+39	88+39	LT.	REMOVE CONCRETE WALK	167	
85+39	88+39	LT.	REPLACE CONCRETE WALK		166.7
85+40	88+39	RT.	REMOVE CONCRETE WALK	166	
85+40	88+39	RT.	REPLACE CONCRETE WALK		166.1
88+77	91+79	RT.	REMOVE CONCRETE WALK	168	
88+77	91+79	RT.	REPLACE CONCRETE WALK		167.8
88+80	91+77	LT.	REMOVE CONCRETE WALK	165	
88+80	91+77	LT.	REPLACE CONCRETE WALK		165.0
92+21	95+20	LT.	REMOVE CONCRETE WALK	166	
92+21	95+20	LT.	REPLACE CONCRETE WALK		166.1
92+21	95+20	RT.	REMOVE CONCRETE WALK	166	
92+21	95+20	RT.	REPLACE CONCRETE WALK		166.1
95+59	106+65	LT.	REMOVE CONCRETE WALK	626	
95+59	106+65	LT.	REPLACE CONCRETE WALK		625.6
95+60	98+61	RT.	REMOVE CONCRETE WALK	167	
95+60	98+61	RT.	REPLACE CONCRETE WALK		167.2
98+99	107+15	RT.	REMOVE CONCRETE WALK	453	
98+99	107+15	RT.	REPLACE CONCRETE WALK		453.3
PROJECT TOTALS				7689	7890.9



MEYER ENGINEERS, LTD.	NASHVILLE AVENUE	QUANTITY TABLES		DESIGNED	EMC	PAPER	ORLEANS	SHEET	3
				CHECKED	DHD	FEDERAL	PROJECT	781-35-0017	
				DATE	12-17-08				
				DATE	11 OF 11				
				REVISION DESCRIPTION					

NOTES:
1. CONTRACTOR SHALL INSTALL AND MAINTAIN RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT FACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).

2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR TREE CANOPY AND OTHER OVERHEAD STRUCTURES PRIOR TO CONSTRUCTION.
NOTE: TREES AND OVERHEAD UTILITIES NOT SHOWN ON PLANS.

3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH STD. 10.

4. SCHOOL ZONE MARKINGS SHALL BE IN ACCORDANCE WITH STD. 10.

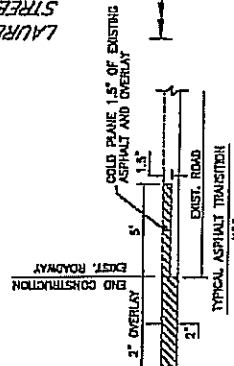
5. IF CROSSWALK STRIPING EXISTS AT MEDIAN CROSSINGS, REPLACE AS PER STD. 10 AND DIRECTION OF PROJECT ENGINEER.

6. LOCATION OF WATER AND SEWER LINES ARE APPROXIMATE. VERIFY LOCATION IN THE FIELD.

7. ALL LOCATIONS AND DIMENSIONS OF PATCHING ARE APPROXIMATE AND SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

8. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.

9. CURB REMOVAL AND REPLACEMENT REQUIRED FOR ADA WORK WILL BE INCIDENTAL TO THE ADA RAMP ITEM OF WORK.



NASHVILLE AVENUE

PLAN SHEET



NO. DATE

REVISION DESCRIPTION	BY	DATE

REVISION DESCRIPTION	BY	DATE

REVISION DESCRIPTION	BY	DATE

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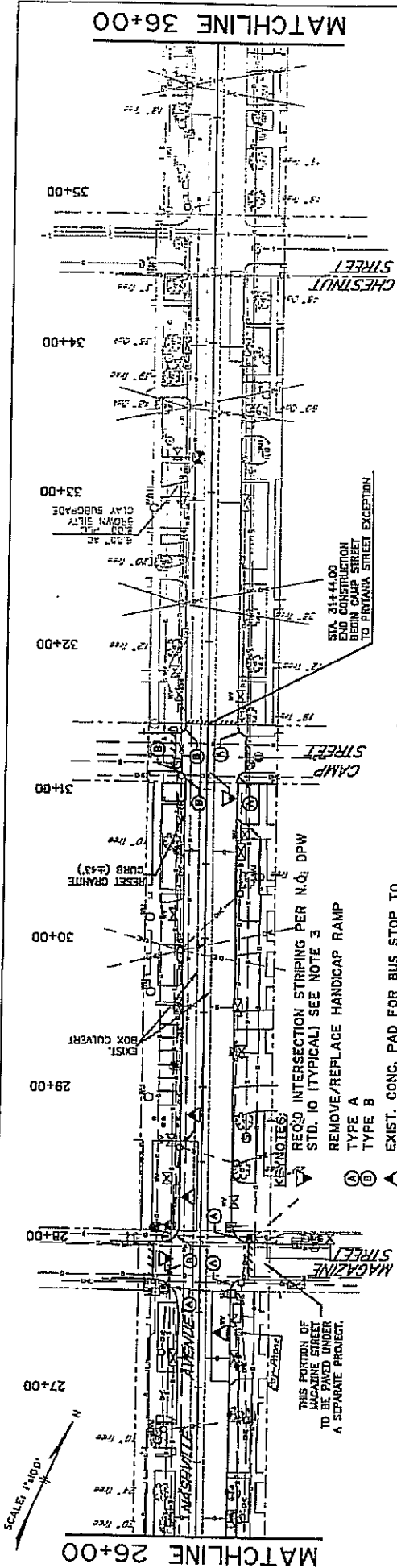
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EXIST. 8'-6" BOX CULVERT IN CENTER OF ROAD

EXIST. 12'-6" BOX CULVERT IN CENTER OF ROAD

EXCEPTION

EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD PER DETAIL ON SHEET 9.

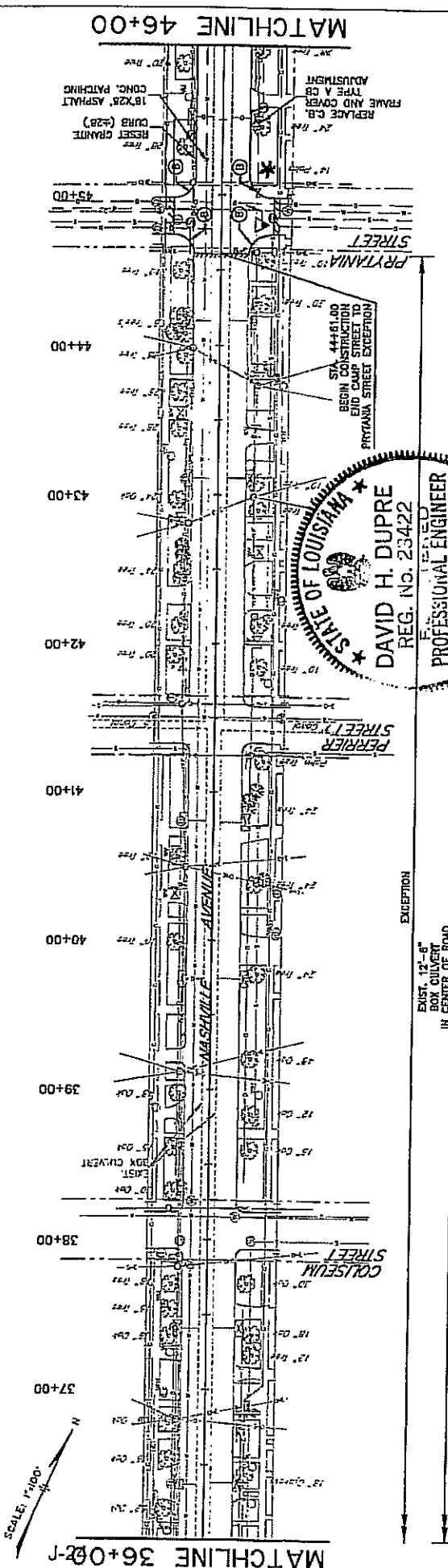
REMOVE/REPLACE HANDICAP RAMP

TYPE A

TYPE B

RECD INTERSECTION STRIPING PER N.Q. DPW STD. 10 (TYPICAL) SEE NOTE 3

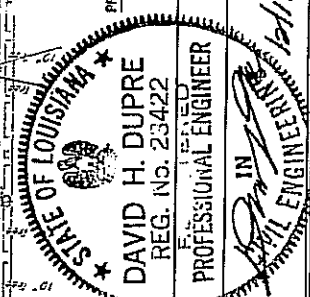
STA 31+44.00 BEGIN CAMP STREET TO PRYOR STREET EXCEPTION



EXIST. 12'-6" BOX CULVERT IN CENTER OF ROAD

EXCEPTION

STA 44+61.00 BEGIN CAMP STREET TO PRYOR STREET EXCEPTION



	NASHVILLE AVENUE PLAN SHEET			DESIGNED CHECKED DHD	ORLEANS PARISH	5 SHEET NUMBER
	DATE 12-17-08	PROJECT 704-36-0047		FEDERAL PROJECT ER-ERP1(063)	STATE PROJECT 704-36-0047	
REVISION DESCRIPTION				BY	DATE	NO.

MATCHLINE 66+00

KEYNOTES:
▲ RECD INTERSECTION STRIPING PER N.O. DPW
STD. 10 (TYPICAL) SEE NOTE 3
○ REMOVE/REPLACE HANDICAP RAMP
○ TYPE A
○ TYPE B
○ EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS
OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
PER DETAIL ON SHEET 9.

EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS
OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
PER DETAIL ON SHEET 9.

EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS
OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
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OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
PER DETAIL ON SHEET 9.

EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS
OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
PER DETAIL ON SHEET 9.

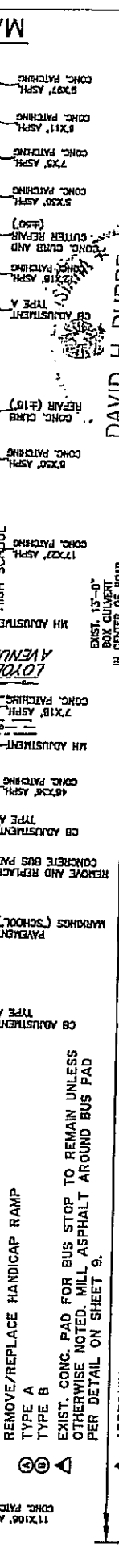
EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS
OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
PER DETAIL ON SHEET 9.

EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS
OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
PER DETAIL ON SHEET 9.

EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS
OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
PER DETAIL ON SHEET 9.

EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS
OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
PER DETAIL ON SHEET 9.

EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS
OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD
PER DETAIL ON SHEET 9.



DAVID H. DUPRE
REG. NO. 23422
PROFESSIONAL ENGINEER
IN 17109

NOTE: EX. ROAD FROM STA. 72+00 TO STA. 82+00
DOES NOT DRAIN WELL. CONTRACTOR SHALL REGRADE
ROAD TO PROVIDE POSITIVE DRAINAGE. COORDINATE
WITH PROJECT ENGINEER PRIOR TO BEGINNING WORK.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

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AT ROAD CENTERLINE.

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PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
PAVEMENT TO TOP OF EXIST. BOX CULVERT
AT ROAD CENTERLINE.

APPROXIMATE DISTANCE BETWEEN TOP OF EXIST.
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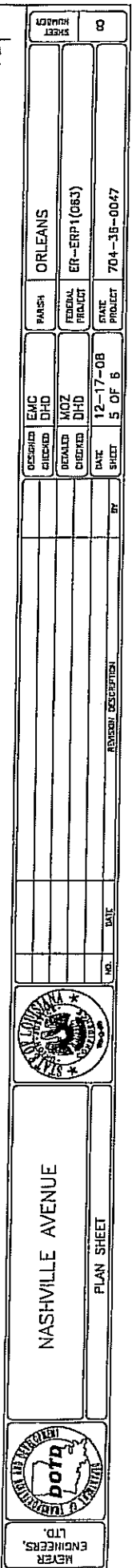
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PAVEMENT TO TOP OF EXIST. BOX CULVERT
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7	SHEET NUMBER	ORLEANS	PARISH	ER-ERP1(003)	STATE PROJECT	704-36-0047
REVISION	DESCRIPTION	DATE	SHEET	4 OF 6		
1	REVISION	DATE	SHEET	4 OF 6		
2	REVISION	DATE	SHEET	4 OF 6		
3	REVISION	DATE	SHEET	4 OF 6		
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MEYER ENGINEERS, LTD.

PLAN SHEET

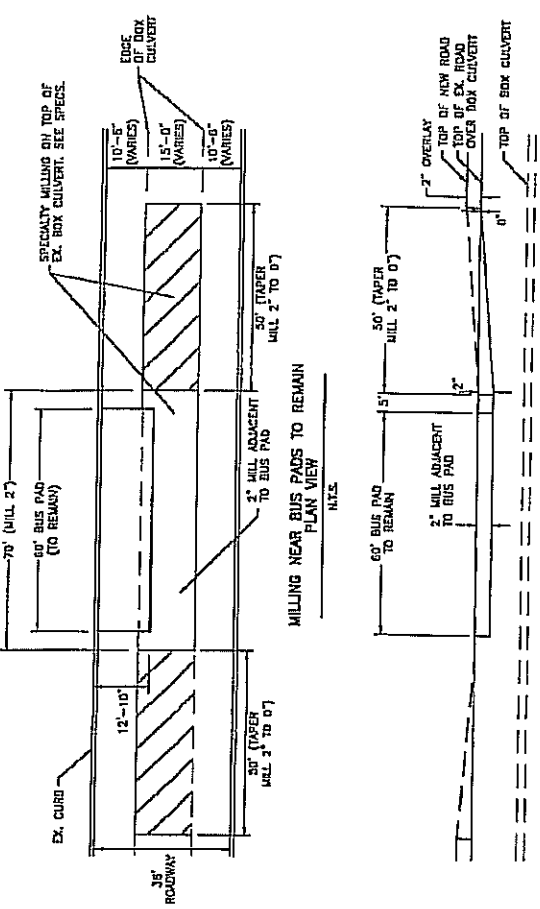
NASHVILLE AVENUE



NASHVILLE AVENUE

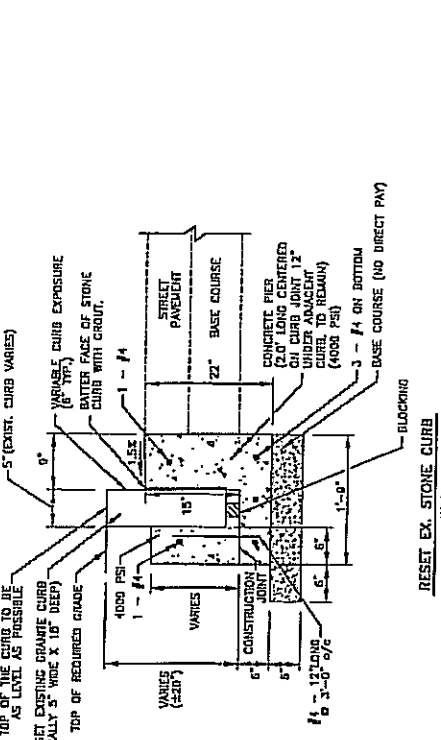


DESIGNED	EMC	PARISH	ORLEANS	CITY
CHECKED	DHD	FEDERAL		
DESIGNED	KOZ	ER-ERPT (683)	ER-ERPT (683)	CITY
CHECKED	DHD	FEDERAL		
DATE	12-17-08	NAME	704-35-0047	CITY
SHEET	5 OF 5	PROJECT		



MILLING NEAR BUS PADS TO REMAIN
PLAN VIEW
N.T.S.

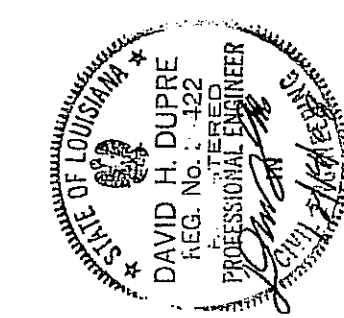
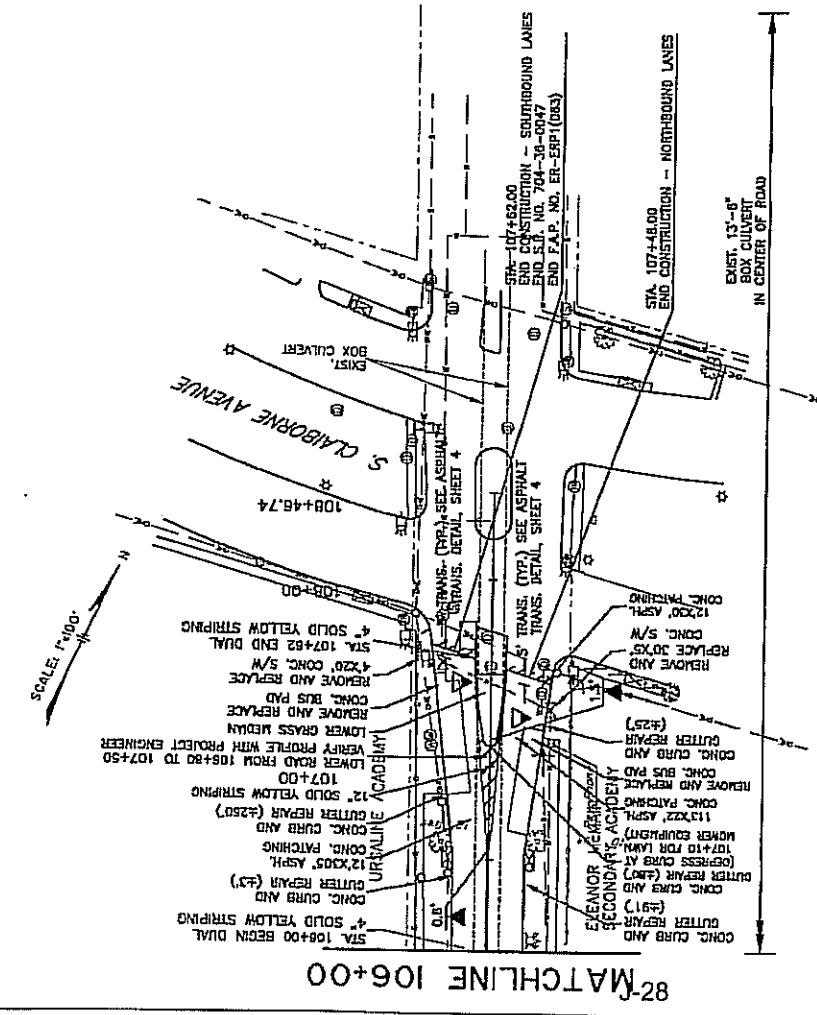
MILLING NEAR BUS PADS TO REMAIN
PROFILE VIEW
N.T.S.



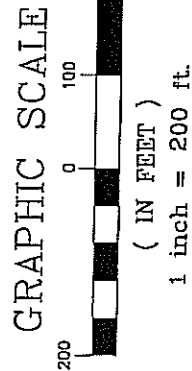
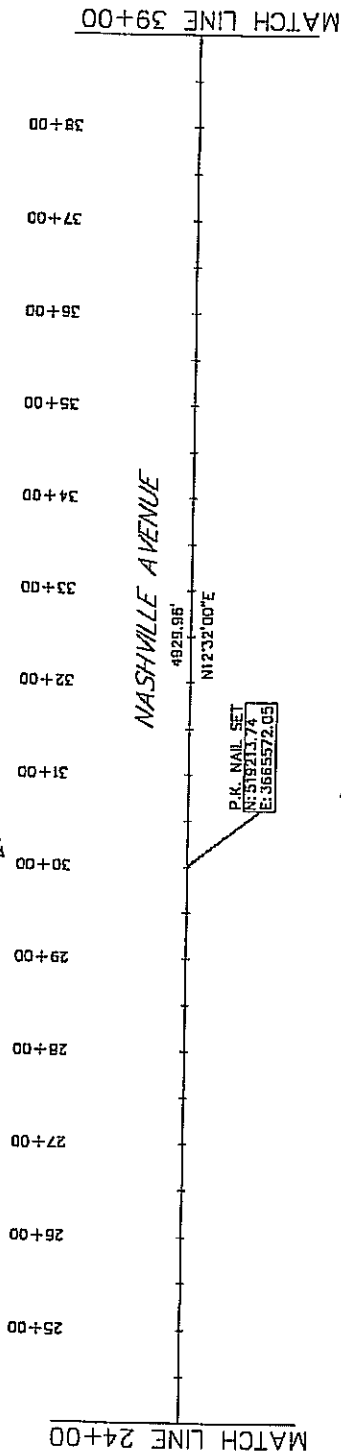
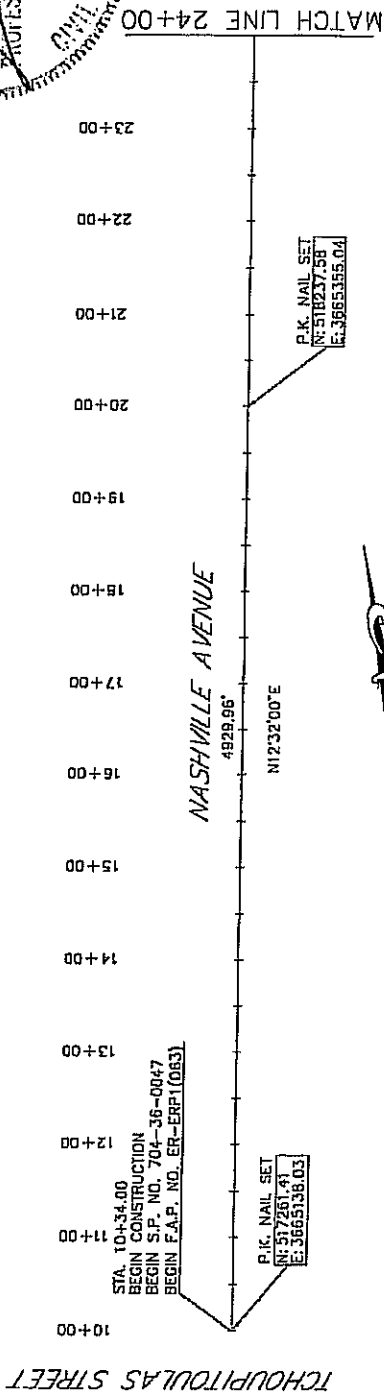
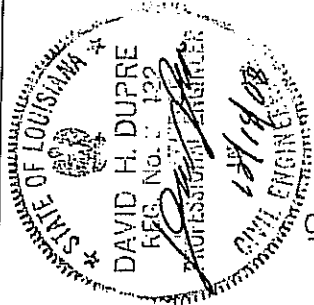
MILLING NEAR BUS PADS TO REMAIN
PROFILE VIEW
N.T.S.

RESET EX. STONE CURB
N.T.S.

MASSURY OR CONCRETE BLOCKING TO ADJUST TOP OF CURB



- KEYNOTES:**
- ▲ RECD INTERSECTION STRIPING PER N.O. DPW STD. 10 (TYPICAL) SEE NOTE 3
 - REMOVE/REPLACE HANDICAP RAMP
 - TYPE A
 - TYPE B
 - ▲ EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS OTHERWISE NOTED. MILL ASPHALT AROUND BUS PAD PER DETAIL ON THIS SHEET.
 - ▲ APPROXIMATE DISTANCE BETWEEN TOP OF EXIST. PAVEMENT TO TOP OF EXIST. BOX CULVERT AT ROAD CENTERLINE.



ALL COORDINATES WERE DERIVED FROM GPS OBSERVATIONS
COMPUTED USING AN ORIS JGD1101.
REFERENCE BASE STATIONS USED:
(1) OSTR DEGREENT 11E CORP, (2) MOA LOYOLA UNIVERSITY
CORP, (3) ENO ENGLISH TURN 1 CORP

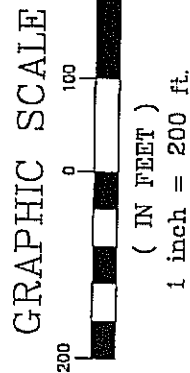
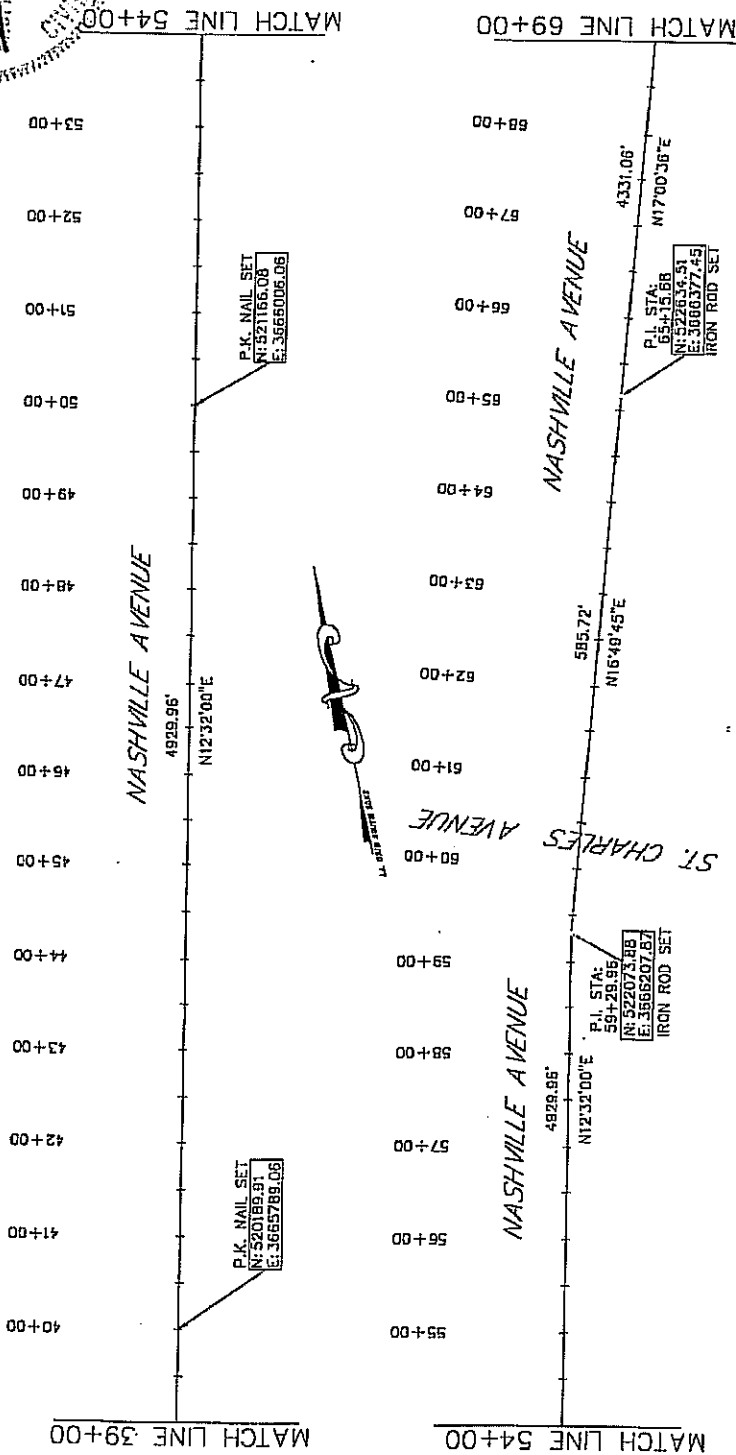
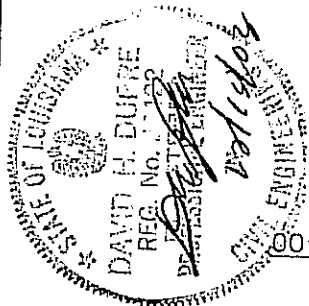
THE COORDINATES AND BEARINGS SHOWN ARE GRID AND ON THE
NAD 83 DATUM. THE COORDINATES ARE TO BE USED TO
CONVERT FROM GRID BEARINGS TO TRUE BEARINGS,
USE AN ANGLE = 0°30'30"
TO CONVERT GRID TO GRID DISTANCES USE
ST. = 0.999926

LANDMARK SURVEYING, INC.
1515 MARSH STREET
HARRISON, MISSISSIPPI 39023
Phone 601-734-1327
Fax 601-734-1337
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SURVEY LINE
FOR NASHVILLE AVENUE
FROM TCHOUPITOULAS ST. TO S. CLAIBORNE AVE.
ORLEANS PARISH, LOUISIANA

DATE: 07/10/08 DRAWN BY: SJR JOB NO.: DWG. NO. 00102-1
SCALE: 1" = 200' CHECKED BY: JFR (09-0102)

	NASHVILLE AVENUE		ORLEANS		10		
GEOMETRIC LAYOUT		PARISH		FEDERAL PROJECT		STATE PROJECT	
		EMC		MOZ		DATE	
		CHECKED		CHECKED		12-17-08	
		DHD		DHD		1 OF 4	
		DHD		DHD		704-36-0047	



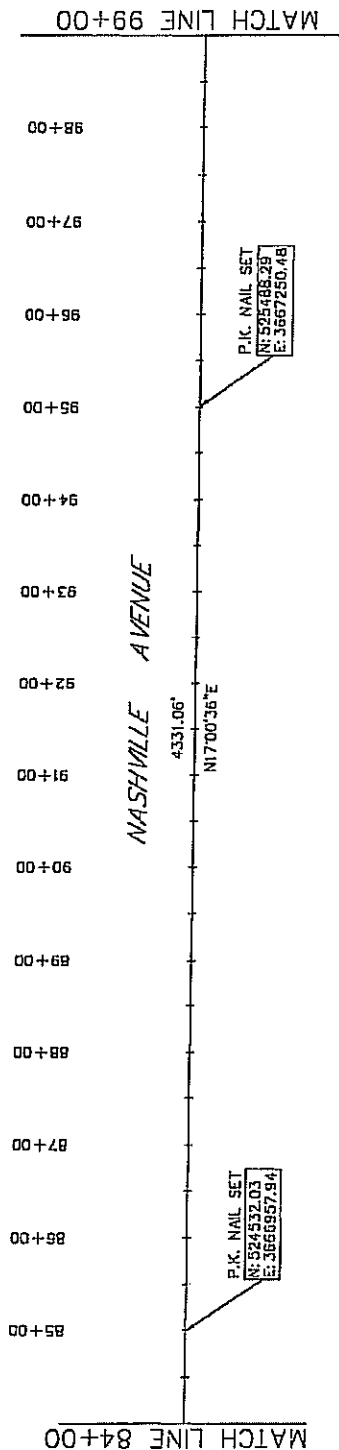
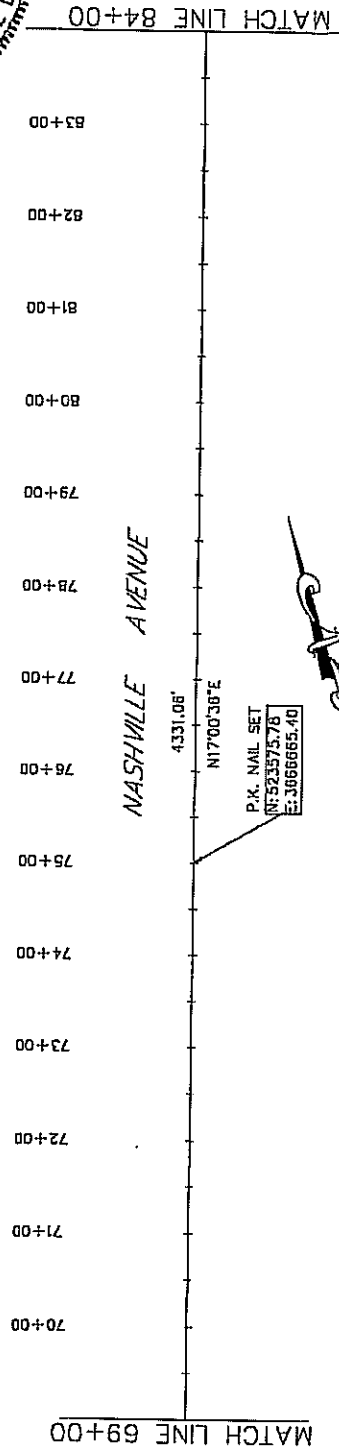
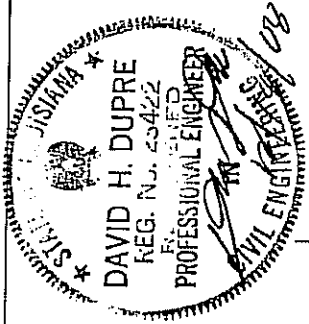
ALL COORDINATES WERE DERIVED FROM GPS OBSERVATIONS COMPUTED USING AN OPUS SOLUTION.
 REFERENCED BASE STATION: USED
 (1) DSTR DESTROHAN H.S. CORP. (2) NOLA LOYOLA UNIVERSITY CORP. (3) ENGI ENGLISH TURN 1 CORP.
 THE COORDINATES AND BEARINGS SHOWN ARE GRID AND ON THE LOUISIANA COORDINATES SYSTEM SOUTH ZONE (NAD 83) USE BEARINGS TO GRID BEARINGS TO TRUE BEARINGS, TO CONVERT GRID TO GRID DISTANCES USE
 S.F. = 0.999725

LANDMARK SURVEYING, INC.
 1818 ALBANY STREET
 Metairie, Louisiana 70123
 Phone: 504-885-1117
 Fax: 504-885-1117
 © Copyright

SURVEY LINE
FOR NASHVILLE AVENUE
FROM TCHOUPITOUAS ST. TO S. CLAIBORNE AVE.
ORLEANS PARISH, LOUISIANA

DATE: 07/10/08 DRAWN BY: SJS JOB NO. 08-0160 DWG. NO. 080160-1
 SCALE: 1" = 200' CHECKED BY: JPM

MEYER ENGINEERS, LTD.	NASHVILLE AVENUE	GEOMETRIC LAYOUT	REVISION DESCRIPTION	BY	DATE	NO.	SHEET	PROJECT	STATE	FEDERAL PROJECT	PARISH	EMC	DHD	MOZ	DHD	DATE	SHEET	2 OF 4	12-17-08	704-36-0047	11	SHEET NUMBER



GRAPHIC SCALE



(IN FEET)

1 inch = 200 ft.

ALL COORDINATES WERE DERIVED FROM GPS OBSERVATIONS COMPUTED USING AN OPUS SOLUTION.

- RETERMINED BASE STATIONS USED:
- (1) BSIR DISTREHAN H.S. CORP. (2) NOLA LOYOLA UNIVERSITY CORP. (3) ENGI ENGLISH TURN 1 CORP.

THE COORDINATES AND BEARINGS SHOWN ARE GRID AND ON THE BASIS OF THE STATE SOUTH ZONE (NAD 83) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS, USE ANGLE = 0.36130° TO CONVERT GRID TO GRID DISTANCES USE S.F. = 0.999925

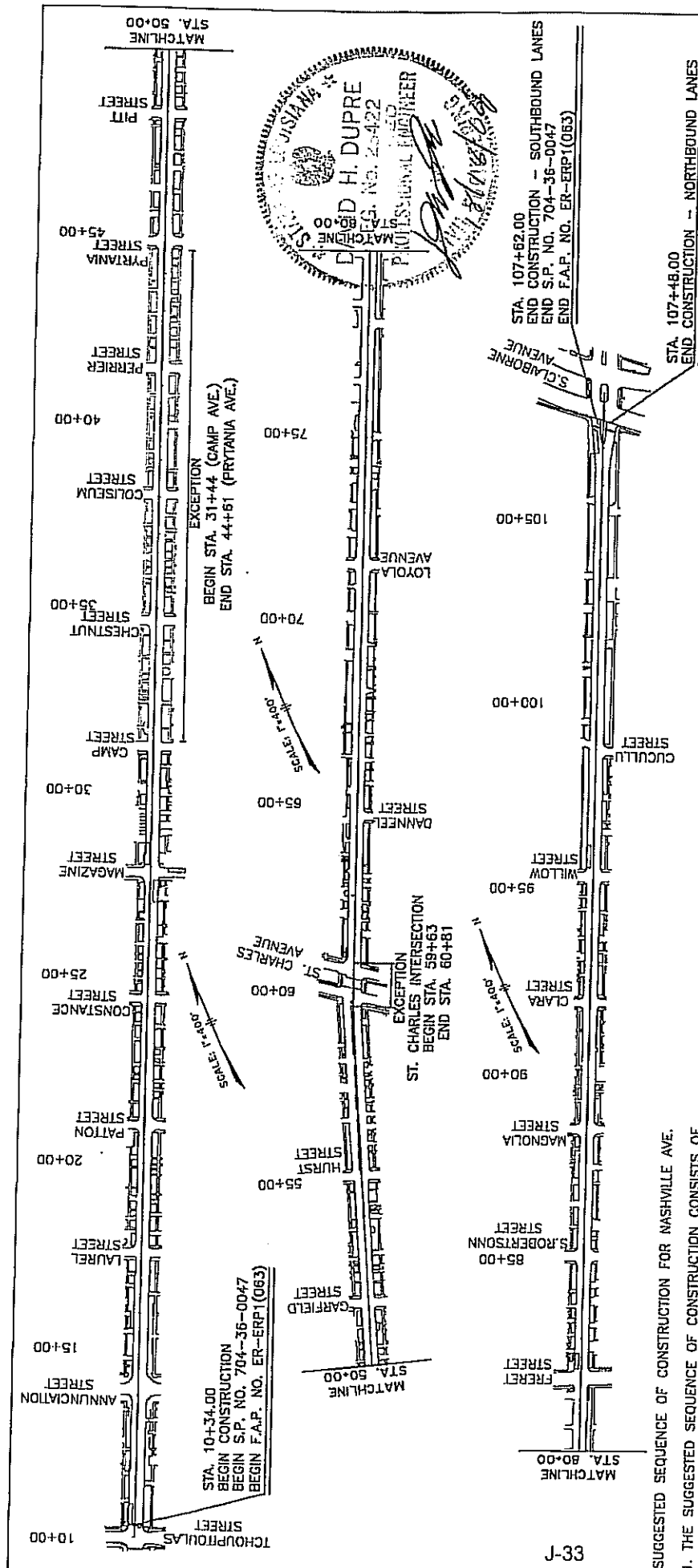
LANDMARK SURVEYING, INC.
1515 NUTTELL STREET
HARRISBURG, PENNSYLVANIA 17103

Phone 717-731-1303
Fax 717-731-1307
www.304-315-3403
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SURVEY LINE
FOR NASHVILLE AVENUE
FROM TCHOUPITOLAS ST. TO S. CLAIBORNE AVE.
ORLEANS PARISH, LOUISIANA

DATE: 07/19/08 DRAWN BY: SJB JOB NO.: DWG. NO. 000100-1
SCALE: 1" = 200' CHECKED BY: JFR 108-0180

<div>MEYER ENGINEERS, LTD.</div> <div><div>STATE OF LOUISIANA</div><div>Professional Engineer Seal for David H. Dupre, Registration No. 43422, Civil Engineering.</div></div>		NASHVILLE AVENUE		<div>STATE OF LOUISIANA</div> <div>Professional Engineer Seal for David H. Dupre, Registration No. 43422, Civil Engineering.</div>		<div>NO.</div> <div>DATE</div>		<div>REVISION DESCRIPTION</div> <div>BY</div>		<div>DESIGNED</div> <div>CHECKED</div> <div>DHD</div>	<div>EMC</div> <div>DESIGNED</div> <div>DHD</div>	<div>PAPER</div> <div>ORLEANS</div>	<div>SHEET NUMBER</div> <div>12</div>
		GEOMETRIC LAYOUT								<div>DETAILS</div> <div>MOZ</div> <div>CHECKED</div> <div>DHD</div>	<div>FEDERAL PROJECT</div> <div>ER-ERP1(063)</div>	<div>SHEET</div> <div>12</div>	
										<div>DATE</div> <div>12-17-08</div> <div>SHEET</div> <div>3 OF 4</div>	<div>DATE PROJECT</div> <div>704-36-0047</div>		



SUGGESTED SEQUENCE OF CONSTRUCTION FOR NASHVILLE AVE.

1. THE SUGGESTED SEQUENCE OF CONSTRUCTION CONSISTS OF

a. THE EXISTING LANE CONFIGURATION ON NASHVILLE AVE. CONSISTS OF A TWO WAY TWO-LANE ROAD SECTION WITH 10'-0" OR 10'-10" TRAVEL LANES AND 8-FOOT PARKING LANE. THE PROPOSED SEQUENCE OF CONSTRUCTION ASSUMES ADVANCED WARNING TO THE HOMEOWNERS PER GENERAL NOTE 1.9, THAT STREET PARKING WILL BE UNAVAILABLE DURING THE CONSTRUCTION ACTIVITIES ON EACH OF THE SOUTHBOUND AND NORTHBOUND TRAVEL LANES, RESPECTIVELY. THE PROPOSED SEQUENCE GENERALLY CONSISTS OF ASPHALTIC CONCRETE PATCHING THEN COLD-PLANING OF EXISTING ASPHALT IN THE PARKING LANE FOR THE ENTIRE ROADWAY BETWEEN THE PROJECT LIMITS FOR THE NORTHBOUND AND SOUTHBOUND ROADWAYS.

b. THE PROJECT ENGINEER SHALL IDENTIFY AND ADEQUATELY MARK PAVEMENT AREAS TO BE REPAIRED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE PAVEMENT REPAIRS ON NASHVILLE AVENUE WILL CONSIST OF ASPHALTIC CONCRETE PATCHING FROM STA. 10+34 TO STA. 107+62, PER THE PLANS AND SPECIFICATIONS. SOME AREAS, AS DETERMINED BY FIELD INSPECTION, WILL REQUIRE LEVELING TO ADJUST THE CROSS SLOPE. THE ENTIRE PROJECT WILL THEN BE OVERLAYED WITH 2 INCHES (AVG. DEPTH) OF TYPE 3 ASPHALTIC CONCRETE.

2. THE CONTRACTOR SHALL SUBMIT A SEQUENCE OF CONSTRUCTION AND TRAFFIC CONTROL PLAN TO THE PROJECT ENGINEER FOR REVIEW, COORDINATION, AND APPROVAL BY THE DEPARTMENT OF PUBLIC WORKS. ADVANCED WARNING SIGNAGE FOR ALL SIDEROADS SHALL BE INCLUDED.

3. CONTRACTOR MAY CLOSE A PORTION OF ONE OF THE SOUTHBOUND LANES, IN ACCORDANCE WITH HIS WORK PLAN, CONSTRUCTING THE REQUIRED REPAIRS, AND PROGRESSING ALONG THE PROJECT. THIS TEMPORARY CONSTRUCTION SIGNING FOR THIS SEQUENCE OF CONSTRUCTION WOULD CORRESPOND TO LA DOTD SPECIAL DETAILS TC-15 ENTITLED "TRAFFIC CONTROL LAYOUT FOR LANE CLOSURES ON TWO LANE UNDIVIDED HIGHWAYS DURING OVERLAYS AND MOVING OPERATIONS". TC-00 ENTITLED "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET", AND GUIDANCE FROM THE MUTCD CURRENTLY IN USE BY DOTD. THE SEQUENCE WOULD THEN BE REPEATED ON THE NORTHBOUND LANES OF NASHVILLE STREET.

4. THE CONTRACTOR SHALL BE LIMITED TO ONLY ONE LANE CLOSURE PER SOUTHBOUND ROADWAY AND NORTHBOUND ROADWAY AT ANY GIVEN TIME. AN AREA TO BE PATCHED SHALL BE COMPLETED AT THE END OF THE WORKING DAY.

5. THE LENGTH AND DURATION OF LANE CLOSURE SHALL BE INDICATED ON THE CONTRACTOR'S TRAFFIC CONTROL PLAN. THE LENGTH OF LANE CLOSURE AT ONE TIME SHALL BE LIMITED TO 1500'.

6. CONTRACTOR SHALL OBTAIN TEMPORARY NO PARKING SIGNS FROM THE CITY FOR THE SIDE STREET PARKING LANES. IF A VEHICLE NEEDS TO BE REMOVED, CONTRACTOR COORDINATE WITH CITY.

				<p>14</p>	
<p>ENGINEERS, LTD.</p>		<p>NASHVILLE AVENUE</p>		<p>ORLEANS</p>	
<p>SUGGESTED SEQUENCE OF CONSTRUCTION</p>		<p>PARISH</p>		<p>FEDERAL PROJECT</p>	
<p>DATE</p>		<p>12-17-08</p>		<p>STATE PROJECT</p>	
<p>NO.</p>		<p>1 OF 1</p>		<p>704-36-0047</p>	

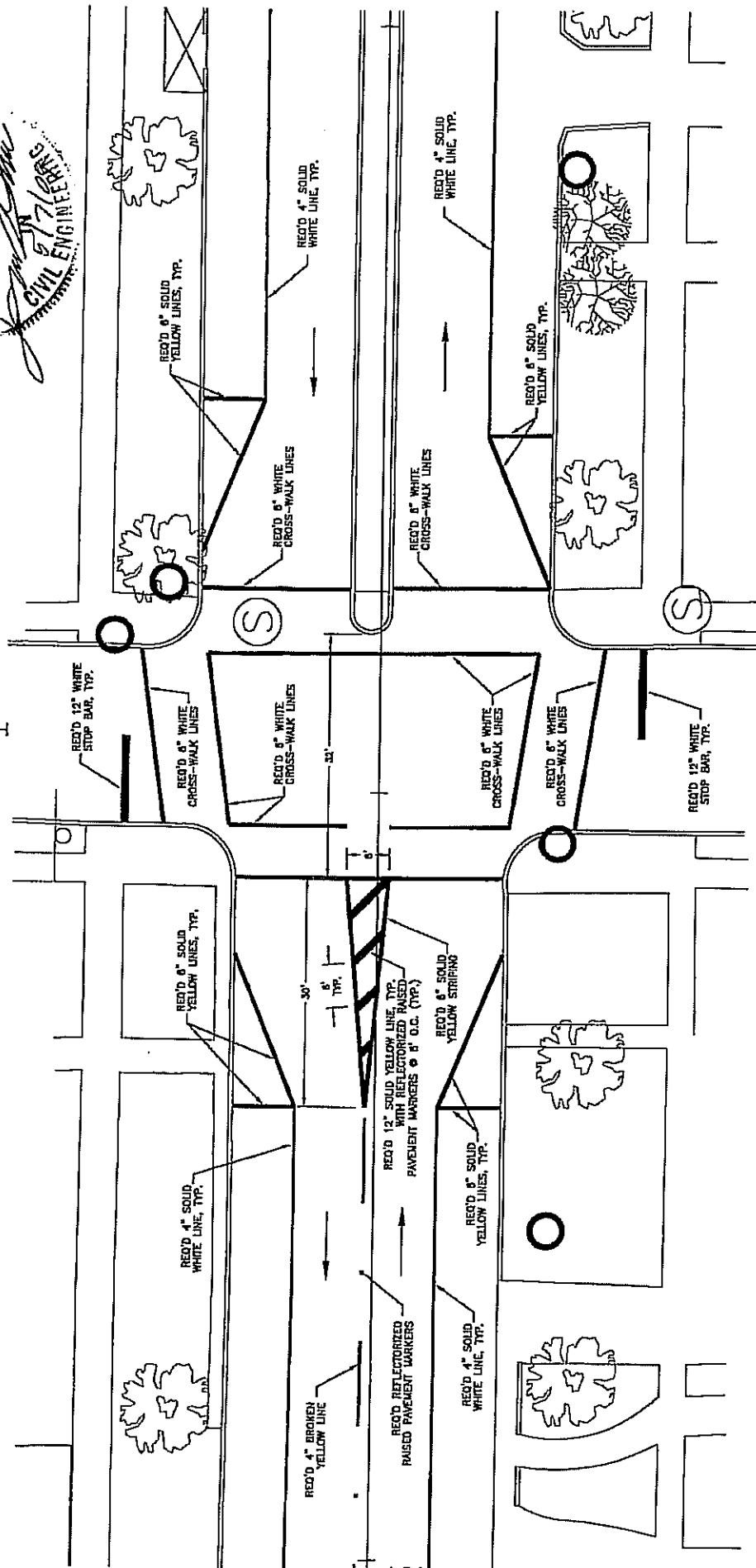
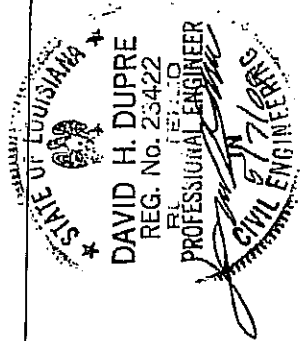


54+00

55+00

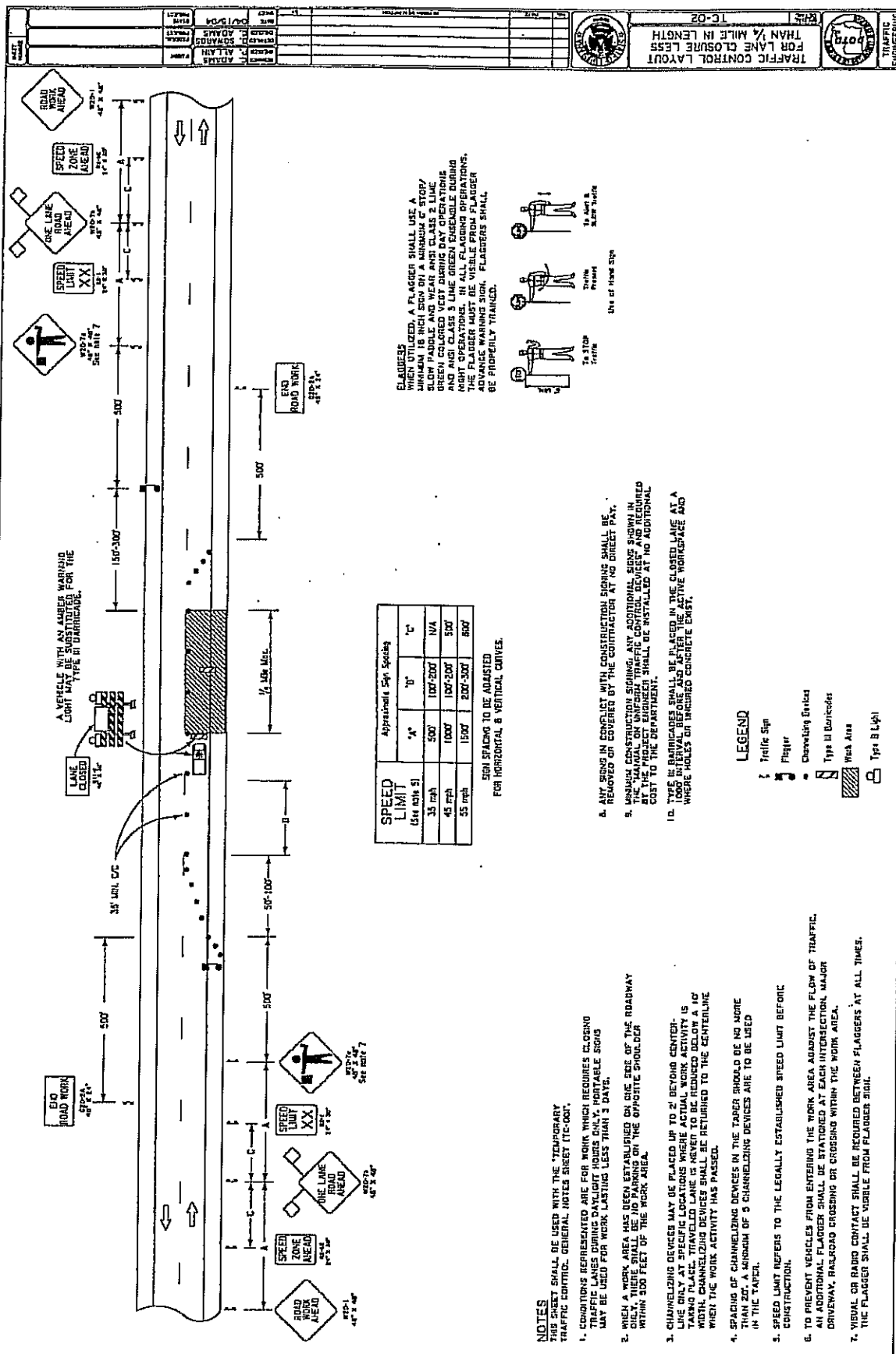
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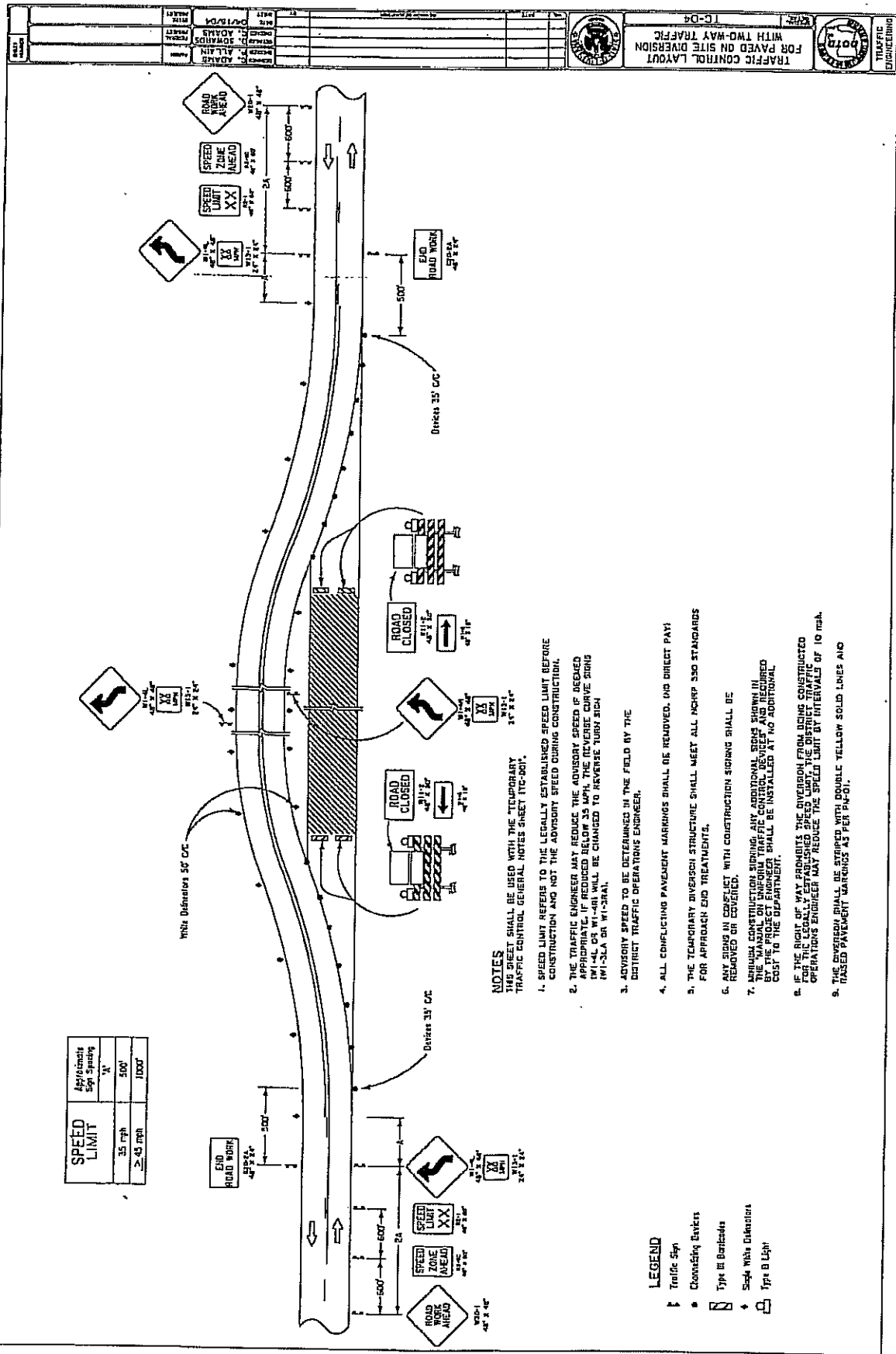
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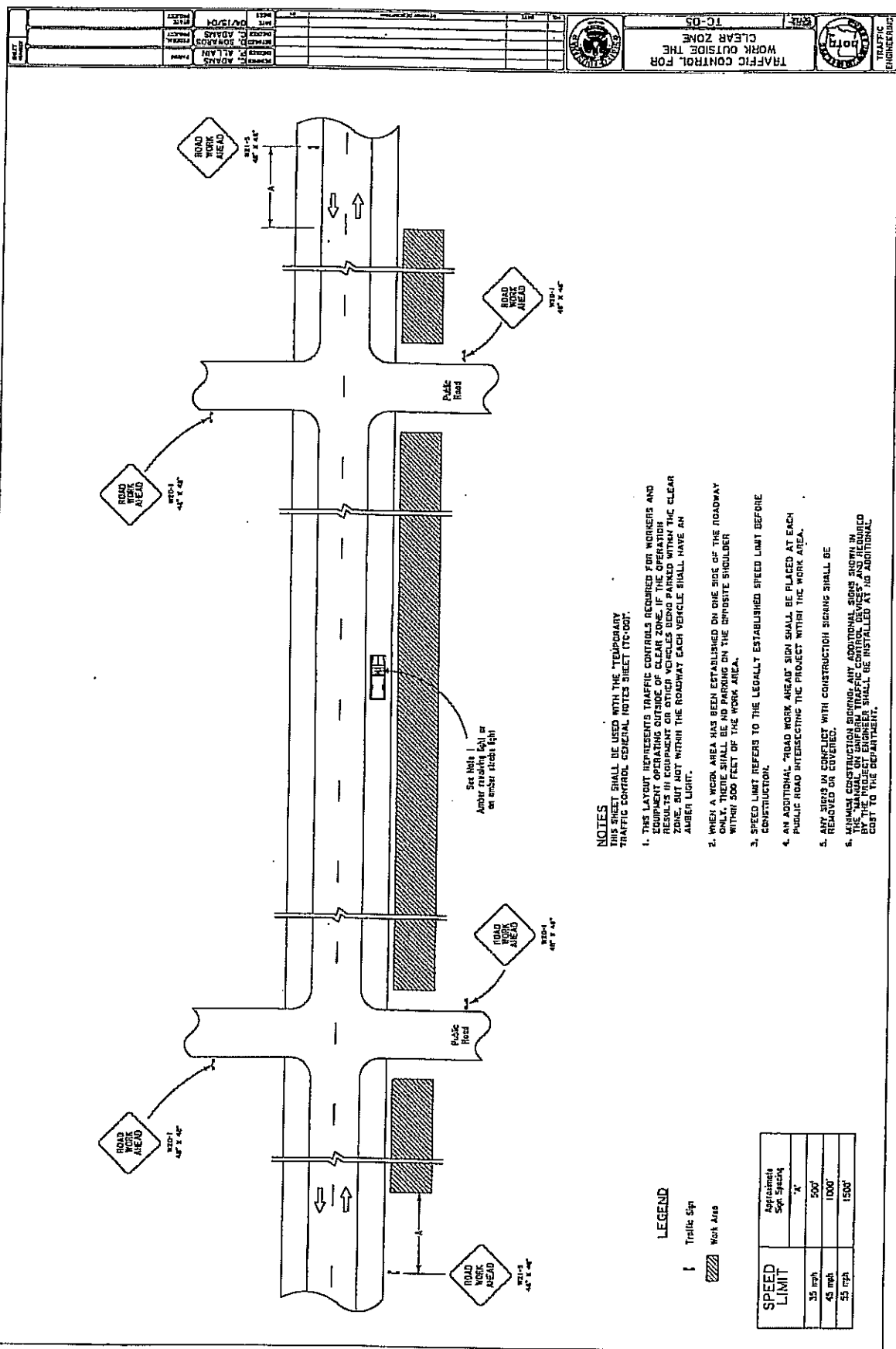


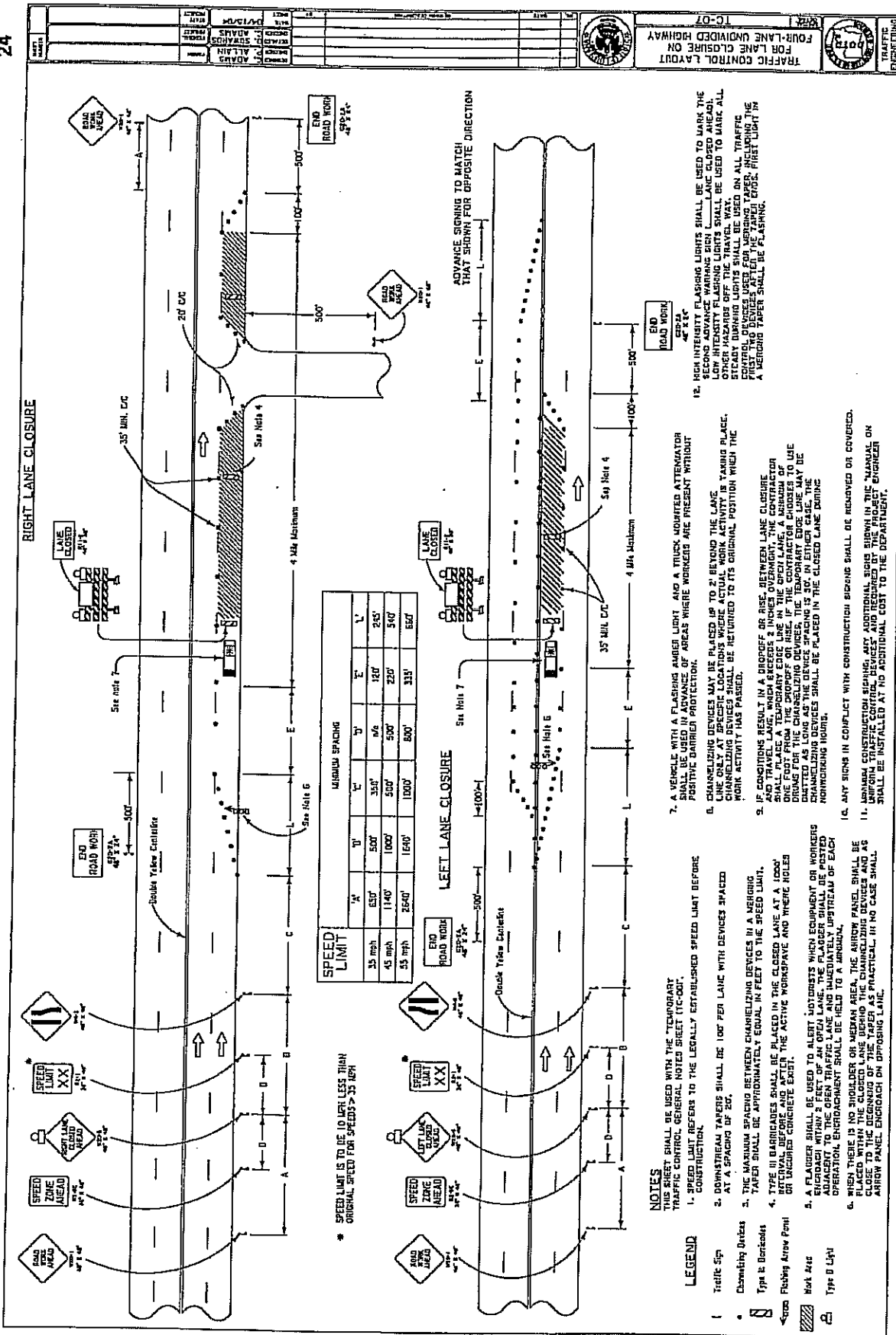
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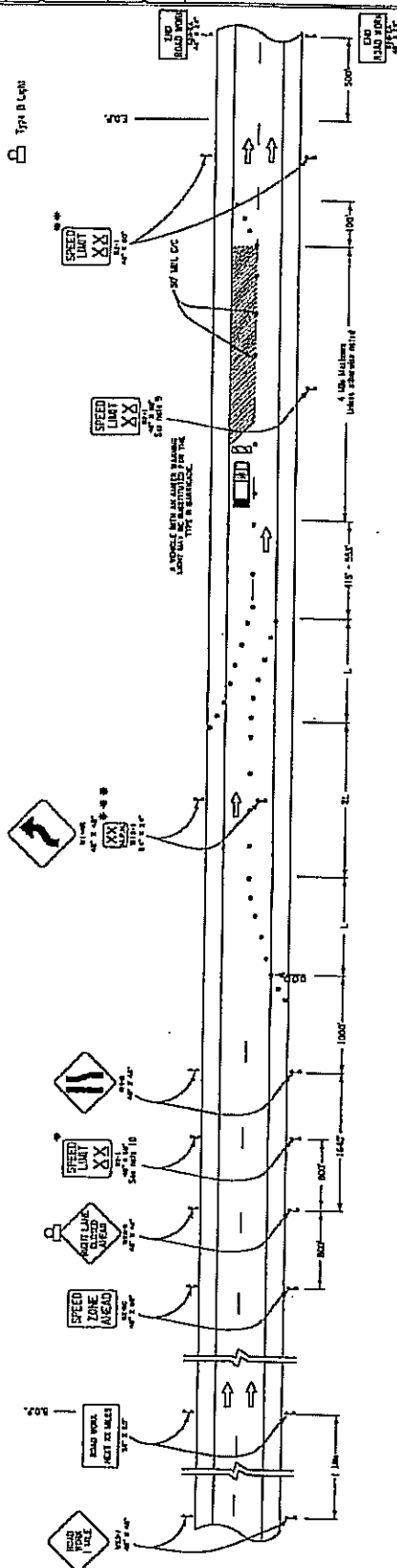
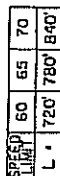
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PROJECT		DATE		SHEET		FEDERAL PROJECT		SHEET NUMBER	
704-36-0047		12-17-08		1 OF 2		ER-ERP1(063)			
REVISION DESCRIPTION		DATE		BY		DESIGNED		CHECKED	
						EMC		DHD	
						MOZ		DHD	







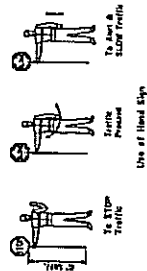




THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-60)".

- [illegible]

WHEN UTILIZED, A FLAGGER SHALL USE A MINIMUM 16" HIGH SIGN ON A MINIMUM 10' TALL PADDLE AND WEAR ANS CLASS 2 LUC GLOW VEST OR REFLECTIVE VEST DURING DAY OPERATIONS AND ANS CLASS 3 LUC GLOW VEST OR REFLECTIVE VEST DURING NIGHT OPERATIONS. IN ALL FLAGGING OPERATIONS, THE FLAGGER MUST BE VISIBLE FROM FLAGGER ADVANCE WARNING SIGN. FLAGGERS SHALL BE PROPERLY TRAINED.

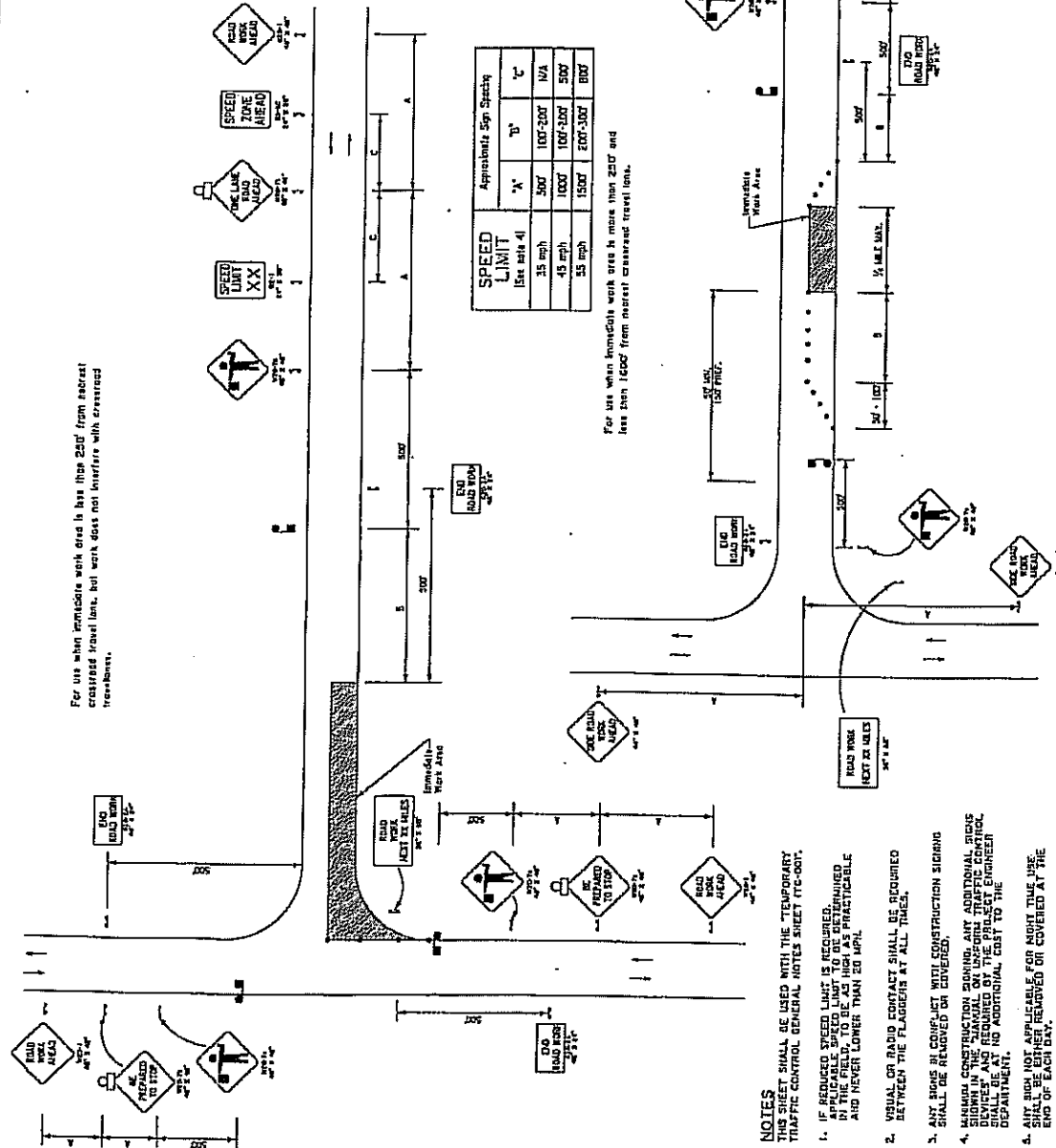


LEGEND

- 1 Traffic Sign
- Consulting District
- 1 Type III Barricade
- 1 Work Area
- 1 Flagger
- 1 Type B Light

SPEED LIMIT	Approximate Sign Spacing		
	A'	B'	C'
35 mph (See note 4)	300'	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 1000' from nearest increased travel lane.

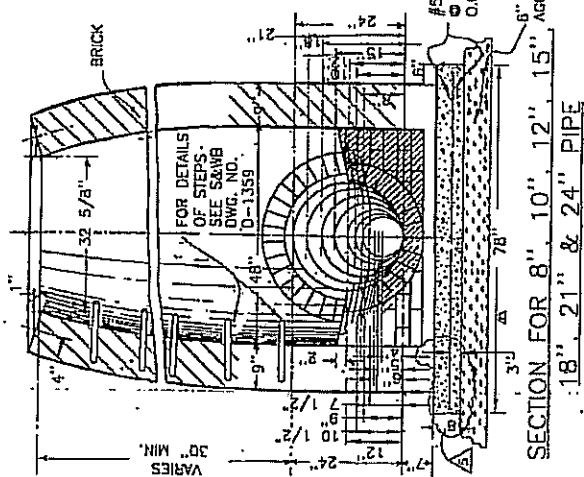


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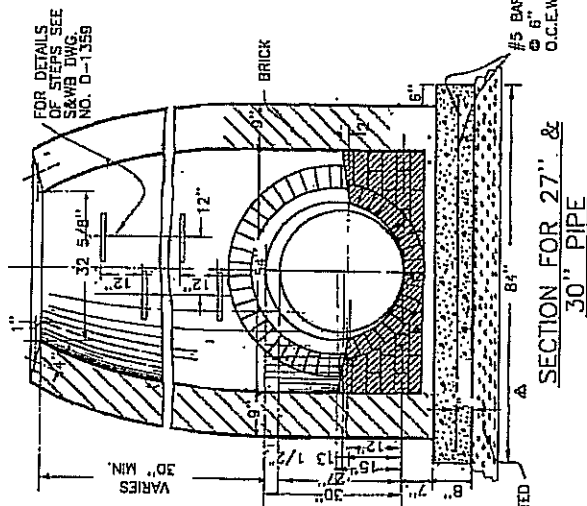
THIS SET SHALL BE USED WITH THE TEMPORARY TRAFFIC CONTROL GENERAL NOTES (T-C-100).

1. IF REDUCED SPEED LIMIT IS REQUIRED, APPLICABLE SPEED LIMIT TO BE DETERMINED BY THE PROJECT ENGINEER AND NEVER LOWER THAN 30 MPH.
2. SIGNAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN THE FLAGGER AT ALL TIMES.
3. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED.
4. HAZARDOUS CONSTRUCTION SIGNALS, ANY ADDITIONAL SIGNS, DEVICES, AND REQUIRED BY THE PROJECT ENGINEER, SHALL BE REMOVED OR COVERED AT THE END OF EACH DAY.

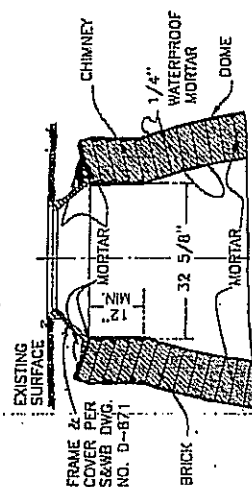
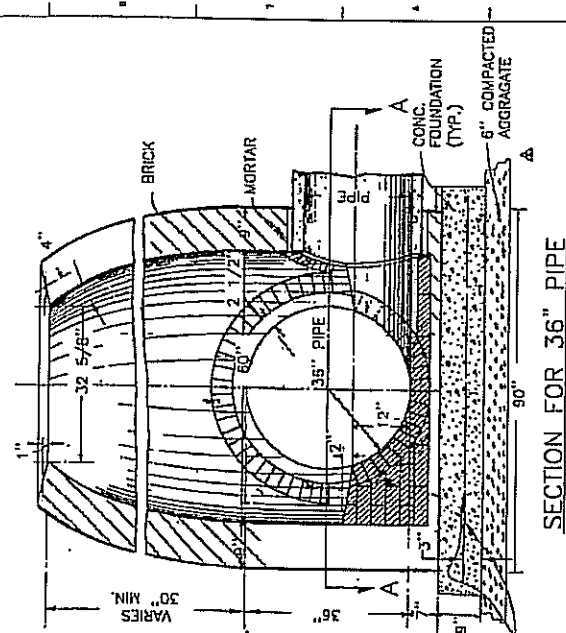
NO.1 M.H.



NO.2 M.H.

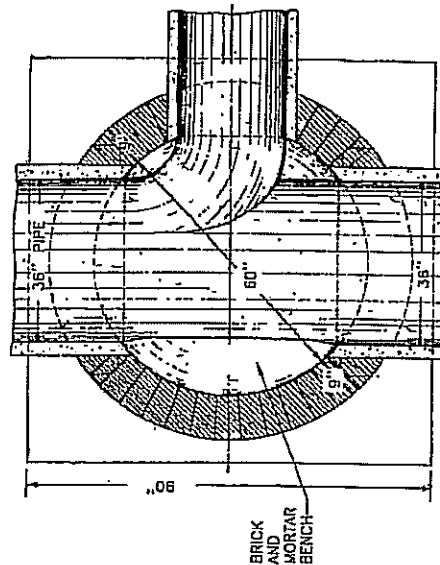


NO.3 M.H.



NOTES:

1. ALL MANHOLES, FRAMES AND COVERS SHALL BE AS SHOWN ON S&WB DWG. NO. D-871, GENERAL PLAN OF MANHOLE FRAME AND COVER.
2. INSIDE & OUTSIDE BRICK WALLS, BENCHES, & INVERTS TO BE MORTARED WITH WATERPROOFING COMPOUND FOR THICKNESS OF 1/4" IN ACCORDANCE WITH SPECIFICATIONS.
3. CONCRETE TO HAVE A MIN. COMPRESSIVE STRENGTH OF 3,000 P.S.I. IN 28 DAYS.
4. SEE S&WB DWG. NO. 6178-B-6 FOR PRE-CAST MANHOLES.

NO.3 M.H. - AS SHOWN
NO.1 & 2 M.H. - SIMILAR

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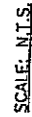
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Δ 61-9-00	CHANGED COVERS AND BENCHES	DWG.

SEWERAGE AND WATER BOARD

OF NEW ORLEANS

GENERAL SECTION OF STANDARD
JOINT BRICK MANHOLE

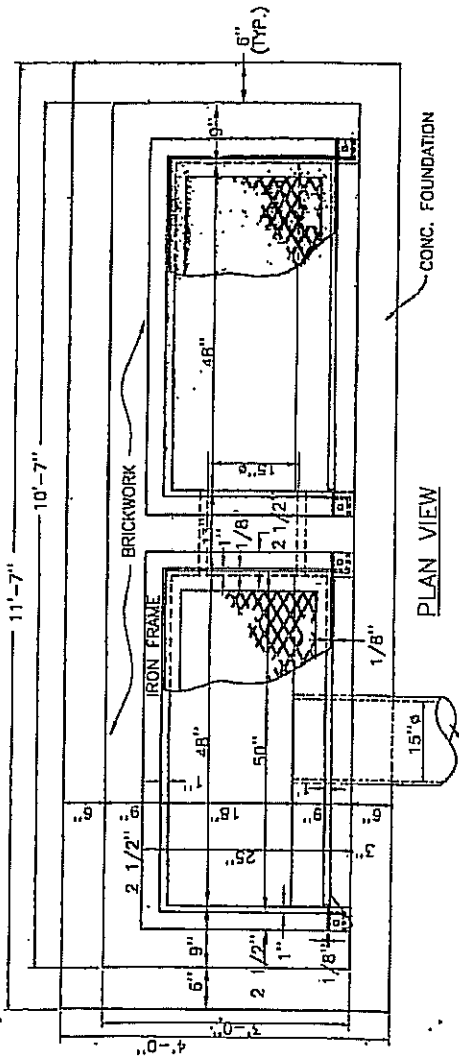
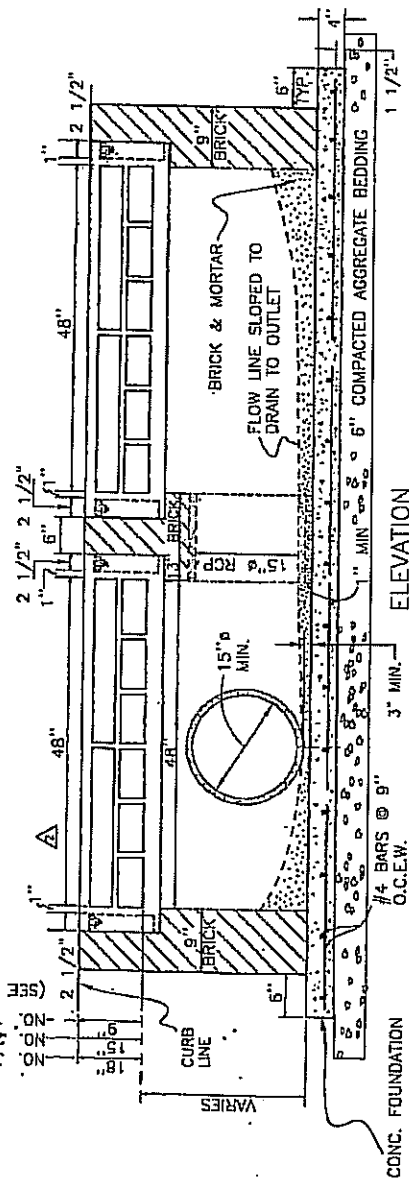
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NOTES:

1. INSIDE & OUTSIDE OF BRICK WALLS, BENCHES & INVERTS, TO BE MORTARED WITH A WATERPROOFING COMPOUND FOR THICKNESS OF $1\frac{1}{4}$ " IN ACCORDANCE WITH SPECIFICATIONS.
2. FRAME & COVER IS THE SAME FOR ALL CATCH BASINS.
3. FOR DOUBLE VERTICAL CATCH BASIN, SEE S&WB DWGS. NO. D-873A.
4. CONCRETE TO HAVE A MIN. COMPRESSIVE STRENGTH OF 3,000 P.S.I. IN 28 DAYS.
5. SEE S&WB DWG. NO. D-3264 FOR DROP INLETS.
6. SEE S&WB DWG. NO. D-3431-A & D-3431-B FOR MOUNTABLE CATCH BASINS.
7. FRAME & GRATE SHALL CONFORM TO EAST JORDAN IRON WORKS, V-4310 CURB INLET SERIES.
8. SEE S&WB DWG. NO. D-8292 FOR TWO PIECE GRATE, FRAME AND COVER.
9. MAX. DEPTH OF CATCH BASIN CANNOT EXCEED 5' UNLESS APPROVED BY S&WB ENGINEER.

(SEE DWG. D-873)
NO. 1 CATCH BASIN
NO. 2 CATCH BASIN
NO. 3 CATCH BASIN



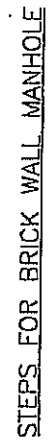
THIS LEAD SHALL BE CONNECTED TO MAIN DRAIN. THE LEAD CAN BE INSTALLED ON EITHER SIDE OF THE CATCH BASIN. THE BOTTOM OF CATCH BASIN MUST BE SLOPED TO DRAIN TOWARDS LEAD. CATCH BASIN LEAD MAY BE POSITIONED AT AN ANGLE AS REQUIRED TO ATTACH TO MAIN DRAIN LINE.

NOTES:

1. DOUBLE CATCH BASIN SHOWN. SEE S&WB DWG. NO. D-873 FOR SINGLE TYPE CATCH BASIN CASTINGS.
2. SEE S&WB DWG. NO. D-873 FOR SECTIONS & DETAILS OF CATCH BASINS 1, 2 & 3 AND METAL CASTING.
3. INSIDE & OUTSIDE OF BRICK WALLS, BENCHES, & INVERTS TO BE MORTARED WITH A WATERPROOFING COMPOUND, THICKNESS OF 1/4" IN ACCORDANCE WITH STANDARD SPECIFICATIONS.
4. CONCRETE TO HAVE A MIN. COMPRESSIVE STRENGTH OF 3000 P.S.I. IN 28 DAYS.
5. SEE S&WB DWG. NO. D-3284 FOR DROP INLETS.
6. SEE S&WB DWG. NO. D-3431-A & D-3431-B FOR MOUNTABLE CATCH BASINS.
7. SEE S&WB DWG. NO. D-8292 FOR TWO PIECE GRATE, FRAME AND COVER.
8. MAX. DEPTH OF CATCH BASIN CANNOT EXCEED 5' UNLESS APPROVED BY S&WB ENGINEER.
9. FRAME & GRATE SHALL CONFORM TO EAST JORDAN IRON WORKS, V-4310 CURB INLETS SERIES.

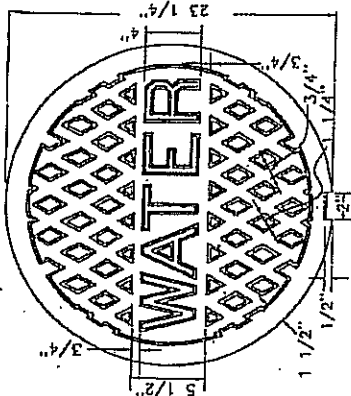
SCALE: N.T.S.

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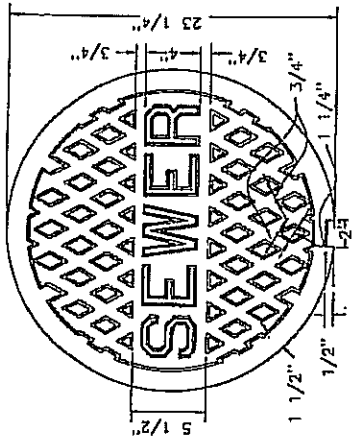


1. STEP IS A 1/2" GRADE 60 STEEL, REINFORCING ROD ENCAPSULATED WITH A COPOLYMER POLYPROPYLENE COVER, FIBERGLASS OR ALUMINUM STEPS MAY BE CONSIDERED BUT MUST BE APPROVED BY THE S&WB ENGINEER.
2. RELATED A.S.T.M. C-478, D-4101, AND A-615.
3. STEPS ARE NOT PERMITTED IN CATCH BASINS.
4. STEPS ARE STAGGERED FOR CONCRETE BOX CANALS.
5. FOR PRE-CAST STEPS, DRILL STEPS INTO BRICK AND SEAL WITH EPOXY.

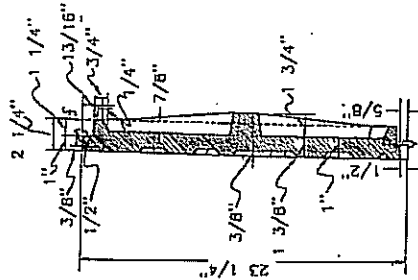
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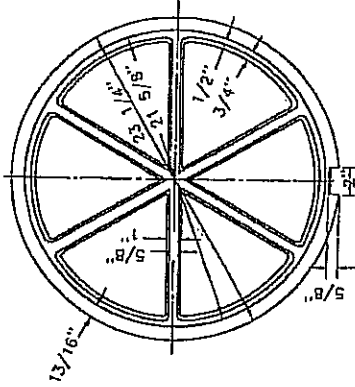
TOP VIEW OF WATER
MANHOLE COVER



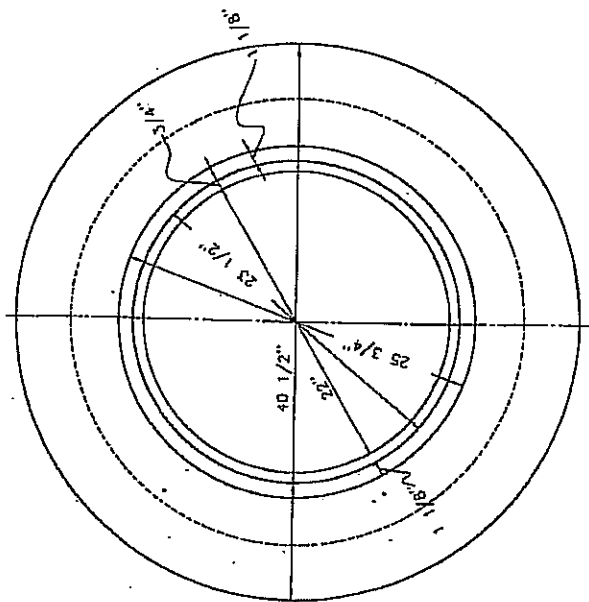
TOP VIEW OF SEWER
MANHOLE COVER



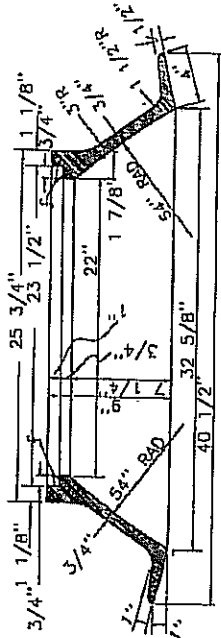
CROSS SECTION OF
MANHOLE COVER
(SEWER & WATER)



BOTTOM VIEW OF
MANHOLE COVER
(SEWER & WATER)



PLAN OF FLARING FRAME MANHOLE



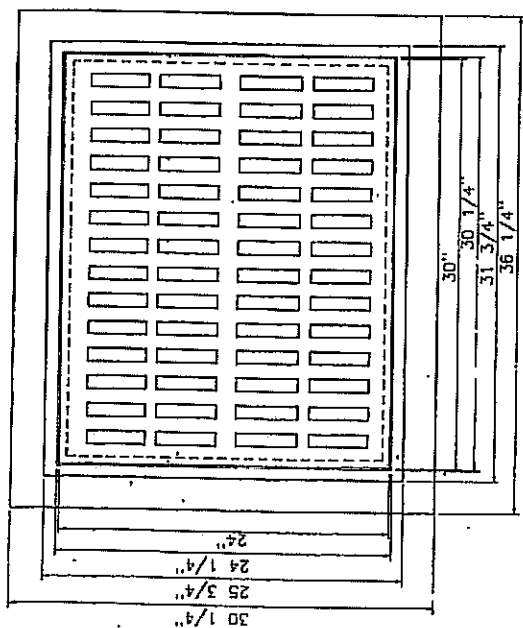
CROSS SECTION OF FLARING
MANHOLE FRAME
(SEWER & WATER)

NOTE:

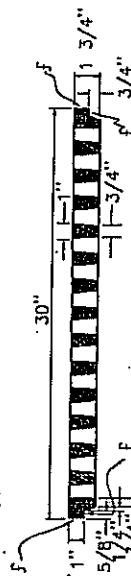
1. F = MACHINED SURFACE
2. FRAME & COVER SHALL CONFORM TO EAST JORDAN IRON WORKS, V-1501 FRAME AND COVER.

DATE	10/15/10
BY	J. J. J.
CHECKED	J. J. J.
SCALE	AS SHOWN
DWG. NO.	5143-E-1
PROJECT	SEWERAGE AND WATER BOARD OF NEW ORLEANS
DETAILS	DETAILS OF SEWER AND WATER MANHOLE CASTINGS

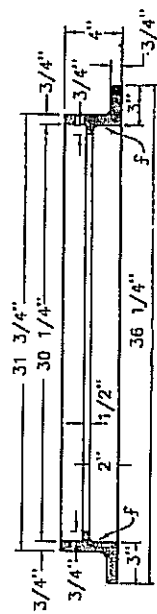
SCALE: N.T.S.



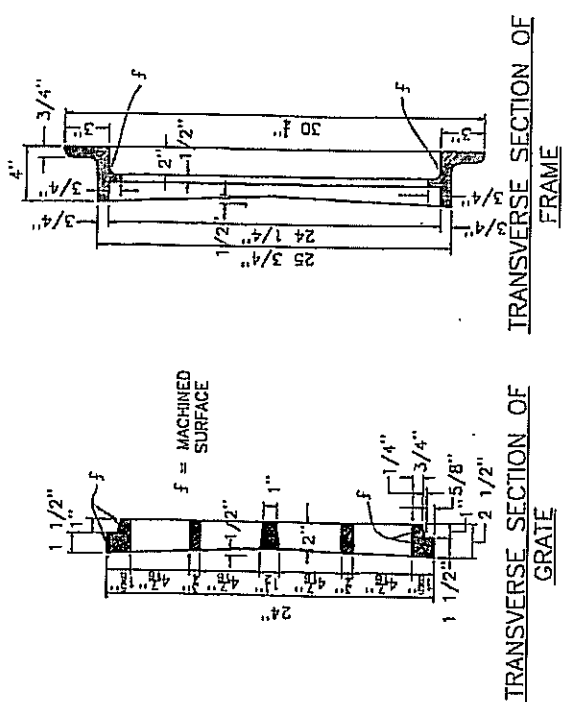
PLAN OF FRAME AND GRATE



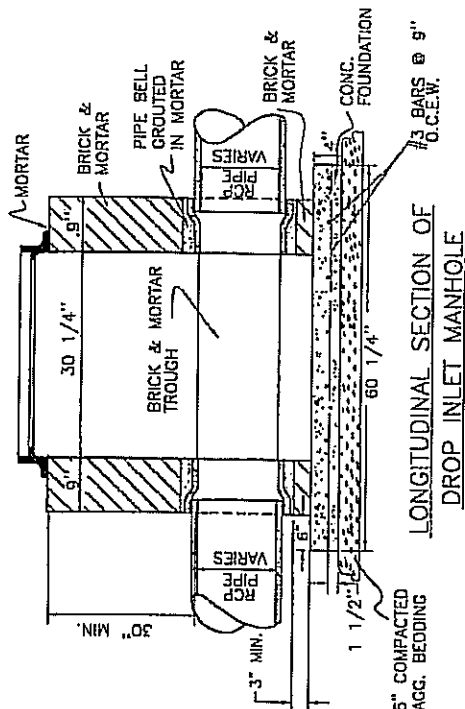
LONGITUDINAL SECTION OF GRATE



LONGITUDINAL SECTION OF FRAME



TRANSVERSE SECTION OF GRATE
TRANSVERSE SECTION OF FRAME



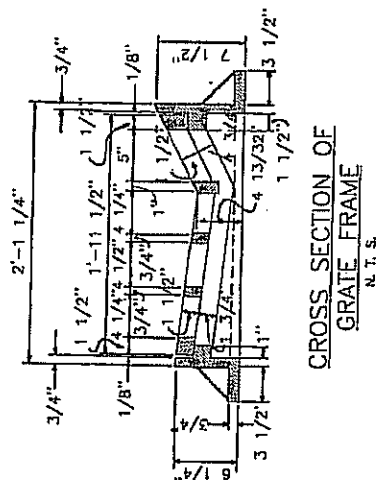
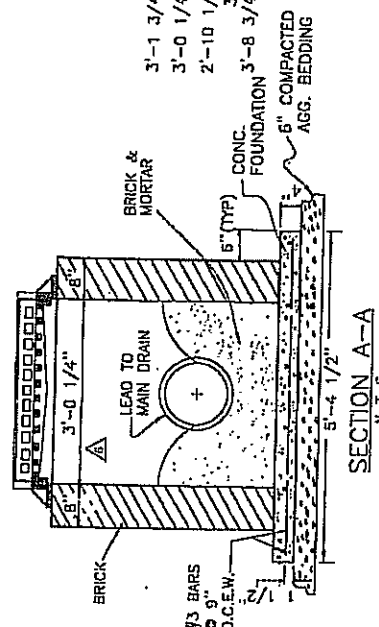
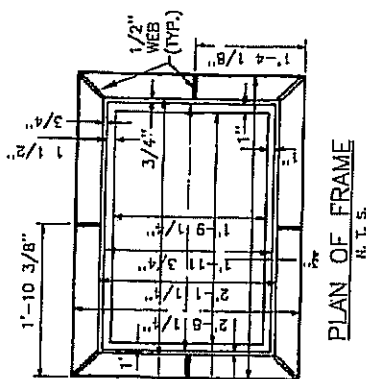
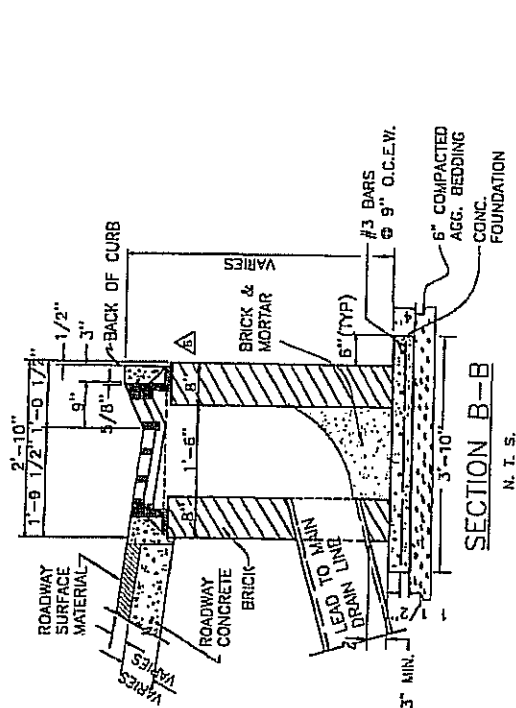
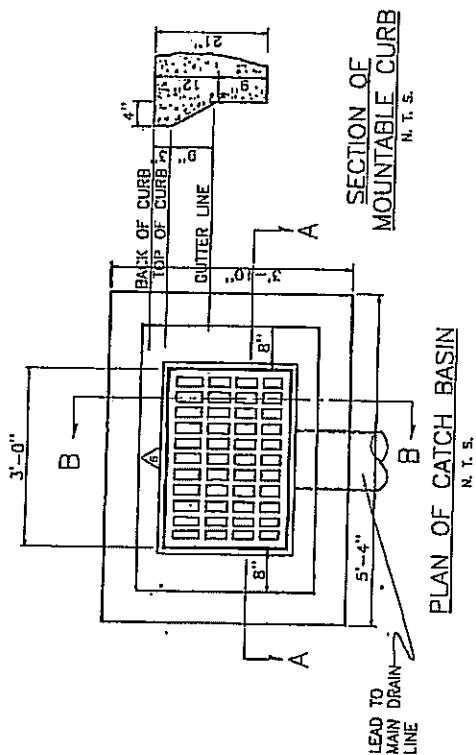
LONGITUDINAL SECTION OF
DROP INLET MANHOLE

NOTES:

1. WEIGHT OF FRAME 154 LBS.
2. WEIGHT OF COVER 278 LBS.
3. f = MACHINED SURFACE
4. INSIDE & OUTSIDE OF BRICK WALLS, BENCHES, & INVERTS TO BE MORTARED WITH WATERPROOFING COMPOUND FOR THICKNESS OF $1\frac{1}{4}$ " IN ACCORDANCE WITH SPECIFICATION.
5. CONCRETE TO HAVE A MIN. COMPRESSIVE STRENGTH OF 3000 P.S.I. IN 28 DAYS.
6. FRAME & GRATE SHALL CONFORM TO EAST JORDAN WORKS, INC. V-4430 GUTTER INLET OR APPROVED EQUAL.

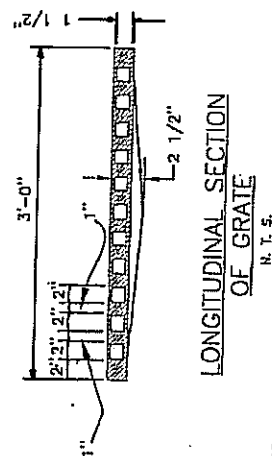
SCALE: N.T.S.

APPROVED FOR CONSTRUCTION	DATE	BY
SEWERAGE AND WATER BOARD		
OF NEW ORLEANS		
DETAIL OF STD. 24"x30" CLEAR		
OPENING DROP INLET CATCH BASIN		
DWG. NO. D-3264		
SCALE		
DATE		
BY		



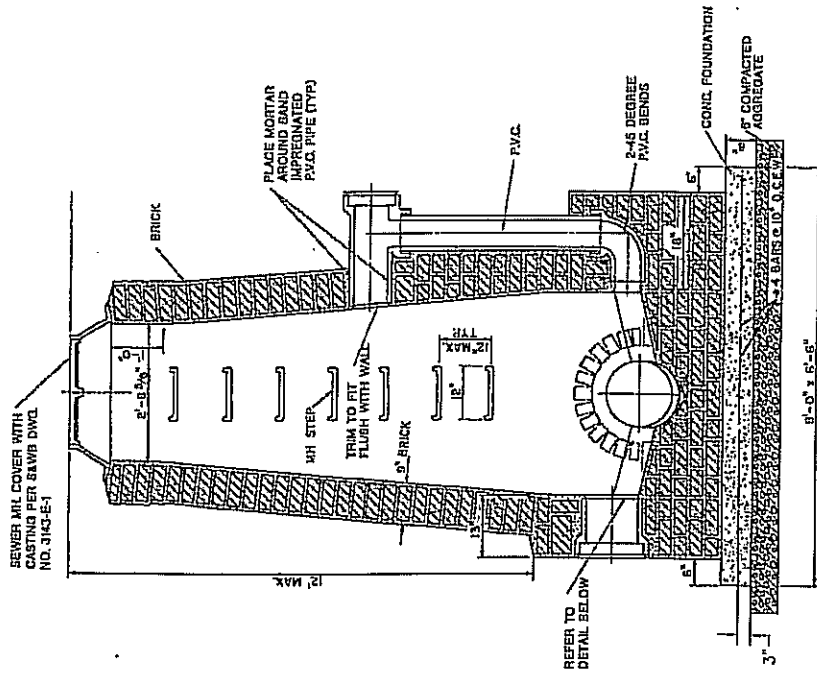
- NOTES:

1. INSIDE & OUTSIDE BRICK WALLS, BENCHES, & INVERTS TO BE MORTARED WITH WATERPROOFING COMPOUND FOR THICKNESS OF 1/4" IN ACCORDANCE WITH SPECIFICATION.
2. THIS GRATE IS THE SAME AS THE GRATES ON DOUBLE MOUNTABLE CATCH BASIN SHOWN ON DWG. NO. D-3431-B.
3. CONCRETE TO HAVE A MIN. COMPRESSIVE STRENGTH OF 3000 P.S.I. IN 28 DAYS.
4. FRAME & GRATE SHALL CONFORM TO EAST JORDAN IRON WORKS, INC. V-4510 GUTTER INLET OR APPROVED EQUAL.



1. NAME OF THE VESSEL, BOAT OR AERIAL MEDIUM		2. TYPE OF THIS VESSEL, BOAT OR AERIAL MEDIUM		3. NAME OF THE COMMANDER		4. NAME OF THE CREW MEMBER		5. NAME OF THE CREW MEMBER		6. NAME OF THE CREW MEMBER		7. NAME OF THE CREW MEMBER		8. NAME OF THE CREW MEMBER		9. NAME OF THE CREW MEMBER		10. NAME OF THE CREW MEMBER		11. NAME OF THE CREW MEMBER		12. NAME OF THE CREW MEMBER		13. NAME OF THE CREW MEMBER		14. NAME OF THE CREW MEMBER		15. NAME OF THE CREW MEMBER		16. NAME OF THE CREW MEMBER		17. NAME OF THE CREW MEMBER		18. NAME OF THE CREW MEMBER		19. NAME OF THE CREW MEMBER		20. NAME OF THE CREW MEMBER		21. NAME OF THE CREW MEMBER		22. NAME OF THE CREW MEMBER		23. NAME OF THE CREW MEMBER		24. NAME OF THE CREW MEMBER		25. NAME OF THE CREW MEMBER		26. NAME OF THE CREW MEMBER		27. NAME OF THE CREW MEMBER		28. NAME OF THE CREW MEMBER		29. NAME OF THE CREW MEMBER		30. NAME OF THE CREW MEMBER		31. NAME OF THE CREW MEMBER		32. NAME OF THE CREW MEMBER		33. NAME OF THE CREW MEMBER		34. NAME OF THE CREW MEMBER		35. NAME OF THE CREW MEMBER		36. NAME OF THE CREW MEMBER		37. NAME OF THE CREW MEMBER		38. NAME OF THE CREW MEMBER		39. NAME OF THE CREW MEMBER		40. NAME OF THE CREW MEMBER		41. NAME OF THE CREW MEMBER		42. NAME OF THE CREW MEMBER		43. NAME OF THE CREW MEMBER		44. NAME OF THE CREW MEMBER		45. NAME OF THE CREW MEMBER		46. NAME OF THE CREW MEMBER		47. NAME OF THE CREW MEMBER		48. NAME OF THE CREW MEMBER		49. NAME OF THE CREW MEMBER		50. NAME OF THE CREW MEMBER		51. NAME OF THE CREW MEMBER		52. NAME OF THE CREW MEMBER		53. NAME OF THE CREW MEMBER		54. NAME OF THE CREW MEMBER		55. NAME OF THE CREW MEMBER		56. NAME OF THE CREW MEMBER		57. NAME OF THE CREW MEMBER		58. NAME OF THE CREW MEMBER		59. NAME OF THE CREW MEMBER		60. NAME OF THE CREW MEMBER		61. NAME OF THE CREW MEMBER		62. NAME OF THE CREW MEMBER		63. NAME OF THE CREW MEMBER		64. NAME OF THE CREW MEMBER		65. NAME OF THE CREW MEMBER		66. NAME OF THE CREW MEMBER		67. NAME OF THE CREW MEMBER		68. NAME OF THE CREW MEMBER		69. NAME OF THE CREW MEMBER		70. NAME OF THE CREW MEMBER		71. NAME OF THE CREW MEMBER		72. NAME OF THE CREW MEMBER		73. NAME OF THE CREW MEMBER		74. NAME OF THE CREW MEMBER		75. NAME OF THE CREW MEMBER		76. NAME OF THE CREW MEMBER		77. NAME OF THE CREW MEMBER		78. NAME OF THE CREW MEMBER		79. NAME OF THE CREW MEMBER		80. NAME OF THE CREW MEMBER		81. NAME OF THE CREW MEMBER		82. NAME OF THE CREW MEMBER		83. NAME OF THE CREW MEMBER		84. NAME OF THE CREW MEMBER		85. NAME OF THE CREW MEMBER		86. NAME OF THE CREW MEMBER		87. NAME OF THE CREW MEMBER		88. NAME OF THE CREW MEMBER		89. NAME OF THE CREW MEMBER		90. NAME OF THE CREW MEMBER		91. NAME OF THE CREW MEMBER		92. NAME OF THE CREW MEMBER		93. NAME OF THE CREW MEMBER		94. NAME OF THE CREW MEMBER		95. NAME OF THE CREW MEMBER		96. NAME OF THE CREW MEMBER		97. NAME OF THE CREW MEMBER		98. NAME OF THE CREW MEMBER		99. NAME OF THE CREW MEMBER		100. NAME OF THE CREW MEMBER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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1. NAME OF THE VESSEL, BOAT OR AERIAL MEDIUM		2. TYPE OF THIS VESSEL, BOAT OR AERIAL MEDIUM		3. NAME OF THE COMMANDER		4. NAME OF THE CREW MEMBER		5. NAME OF THE CREW MEMBER		6. NAME OF THE CREW MEMBER		7. NAME OF THE CREW MEMBER		8. NAME OF THE CREW MEMBER		9. NAME OF THE CREW MEMBER		10. NAME OF THE CREW MEMBER		11. NAME OF THE CREW MEMBER		12. NAME OF THE CREW MEMBER		13. NAME OF THE CREW MEMBER		14. NAME OF THE CREW MEMBER		15. NAME OF THE CREW MEMBER		16. NAME OF THE CREW MEMBER		17. NAME OF THE CREW MEMBER		18. NAME OF THE CREW MEMBER		19. NAME OF THE CREW MEMBER		20. NAME OF THE CREW MEMBER		21. NAME OF THE CREW MEMBER		22. NAME OF THE CREW MEMBER		23. NAME OF THE CREW MEMBER		24. NAME OF THE CREW MEMBER		25. NAME OF THE CREW MEMBER		26. NAME OF THE CREW MEMBER		27. NAME OF THE CREW MEMBER		28. NAME OF THE CREW MEMBER		29. NAME OF THE CREW MEMBER		30. NAME OF THE CREW MEMBER		31. NAME OF THE CREW MEMBER		32. NAME OF THE CREW MEMBER		33. NAME OF THE CREW MEMBER		34. NAME OF THE CREW MEMBER		35. NAME OF THE CREW MEMBER		36. NAME OF THE CREW MEMBER		37. NAME OF THE CREW MEMBER		38. NAME OF THE CREW MEMBER		39. NAME OF THE CREW MEMBER		40. NAME OF THE CREW MEMBER		41. NAME OF THE CREW MEMBER		42. NAME OF THE CREW MEMBER		43. NAME OF THE CREW MEMBER		44. NAME OF THE CREW MEMBER		45. NAME OF THE CREW MEMBER		46. NAME OF THE CREW MEMBER		47. NAME OF THE CREW MEMBER		48. NAME OF THE CREW MEMBER		49. NAME OF THE CREW MEMBER		50. NAME OF THE CREW MEMBER		51. NAME OF THE CREW MEMBER		52. NAME OF THE CREW MEMBER		53. NAME OF THE CREW MEMBER		54. NAME OF THE CREW MEMBER		55. NAME OF THE CREW MEMBER		56. NAME OF THE CREW MEMBER		57. NAME OF THE CREW MEMBER		58. NAME OF THE CREW MEMBER		59. NAME OF THE CREW MEMBER		60. NAME OF THE CREW MEMBER		61. NAME OF THE CREW MEMBER		62. NAME OF THE CREW MEMBER		63. NAME OF THE CREW MEMBER		64. NAME OF THE CREW MEMBER		65. NAME OF THE CREW MEMBER		66. NAME OF THE CREW MEMBER		67. NAME OF THE CREW MEMBER		68. NAME OF THE CREW MEMBER		69. NAME OF THE CREW MEMBER		70. NAME OF THE CREW MEMBER		71. NAME OF THE CREW MEMBER		72. NAME OF THE CREW MEMBER		73. NAME OF THE CREW MEMBER		74. NAME OF THE CREW MEMBER		75. NAME OF THE CREW MEMBER		76. NAME OF THE CREW MEMBER		77. NAME OF THE CREW MEMBER		78. NAME OF THE CREW MEMBER		79. NAME OF THE CREW MEMBER		80. NAME OF THE CREW MEMBER		81. NAME OF THE CREW MEMBER		82. NAME OF THE CREW MEMBER		83. NAME OF THE CREW MEMBER		84. NAME OF THE CREW MEMBER		85. NAME OF THE CREW MEMBER		86. NAME OF THE CREW MEMBER		87. NAME OF THE CREW MEMBER		88. NAME OF THE CREW MEMBER		89. NAME OF THE CREW MEMBER		90. NAME OF THE CREW MEMBER		91. NAME OF THE CREW MEMBER		92. NAME OF THE CREW MEMBER		93. NAME OF THE CREW MEMBER		94. NAME OF THE CREW MEMBER		95. NAME OF THE CREW MEMBER		96. NAME OF THE CREW MEMBER		97. NAME OF THE CREW MEMBER		98. NAME OF THE CREW MEMBER		99. NAME OF THE CREW MEMBER		100. NAME OF THE CREW MEMBER																																																																																																																																																																																																																																																																																																																																																																							
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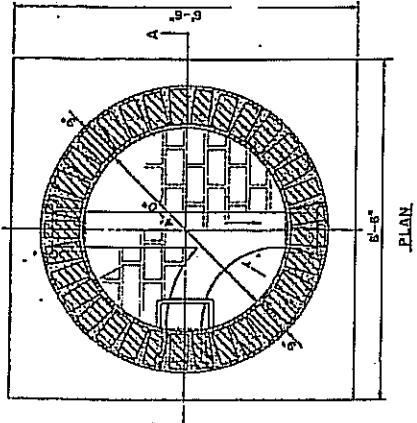


SECTION A-A TYPICAL

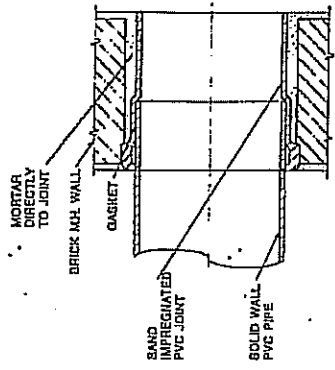
N. T. S.

NOTES:

1. MANHOLE WALL THICKNESS IS 9" TO A DEPTH OF 12' AND 13" THICK BELOW 12' DEPTH.
2. MANHOLES THAT EXCEED 17' IN DEPTH SHALL USE A 10" CONCRETE SLAB IN LIEU OF AN 8" CONCRETE SLAB.
3. SEWER MANHOLE WALLS SHALL BE MADE ADEQUATELY RESISTANT TO HARSH AGGRESSIVE CHEMICALS BY EITHER AN APPROVED CONCRETE BATCH ADDITIVE OR PROTECTIVE WATERPROOFING COMPOUND.
4. A DROP CONNECTION SHALL BE CONSTRUCTED WHERE THE INFLOW INVERTS ARE 18" OR MORE ABOVE THE OUTFLOW INVERTS.
5. REFERENCE DWG. NO. D-1359 FOR STEPS.
6. CONCRETE TO HAVE A MIN. COMPRESSIVE STRENGTH OF 3,000 P.S.I. IN 28 DAYS.



PLAN



BRICK WALL DETAIL

N. T. S.

SCALE: N.T.S.

REV.	DATE	DESCRIPTION	BY	CHKD.
1		SEWERAGE AND WATER BOARD OF NEW ORLEANS		
2		TYPICAL SEWER BRICK MANHOLE AND DROP MANHOLE		
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DWG NO. 6178-B-5
DATE: 10/1/54
BY: J. M. B. JR.
CHKD: J. M. B. JR.
APP: J. M. B. JR.

DRAIN NOTES

GENERAL

1. It is to be understood that all references to "The Savings and Value Bank (SAVB) Engineer" throughout this document shall refer to the General Superintendent of the SAVB or his designated representative, and all references to "The SAVB Engineer" throughout this document shall refer to the Inspector assigned to the project by the SAVB Engineer. The SAVB Inspector shall have no authority to make decisions or recommendations as to the existence, absence or extent of reference to SAVB drawings and specifications nor to the latest editions thereof.
2. The Contractor shall furnish all labor, operations, materials, and equipment required for installation of new and replacement water meters, connections, valves, required by the project drawings and specifications.
3. All workmanship and materials shall conform to the General Specifications of the City of Dallas and the specifications for the SAVB Engineer prior to construction. Facilities must be approved by the SAVB Engineer prior to construction.
4. Prior to the installation of any SAVB facilities, the entire area within the public right-of-way, including the entire width of any private area abutting the front property line, plus an additional 10' must be staked to be installed grade.
5. All curbslots shown on the drawings prior to Color Datum is within 2.00 ft. NTPD is equal to GRADE ± Color Datum.
6. It is to be understood that whenever it is stipulated in the specifications or drawings that the contractor shall provide a certain amount of material used directly existing requirements of ASHRAE 90.1-2013 for LEED Silver certification.

II. DRAIN MAIN INSTALLATION

- The main drain shall be laid in a separate trench from all other utilities. The trench bottom shall be smooth and free from rocks, roots, etc. The minimum allowable horizontal distance between the main drain and other utilities shall be 3 ft. and a minimum vertical separation from all other utilities of 12 ft. unless otherwise noted on the plans. All dimensions between utilities shall be measured from outside diameter to outside diameter.

TV. MANTOLY28

1. Methylene chloride, as defined in 29 CFR 19.100, is the chemical 1,1-dichloroethane, and the chemical formula is CH_2Cl_2 . Methylene chloride is a colorless, volatile liquid with a sweet odor. It is miscible with all hydrocarbons and water, and is recommended by the manufacturers and health authorities for use as a solvent. Methylene chloride is also used as a fumigant for the control of insects on stored grain. Methylene chloride is listed as a hazardous air pollutant in 40 CFR 51.101(a)(1)(ii)(A), and is reported under its chemical name as follows on SARA Form 302: 1114-763-2, 1114-763-3, and 1114-763-4, based on present methylene chloride.
2. Methylene chloride is also known as SARA 700, No. D-1359.
3. Absorbent solids shall be placed in the methylene chloride. All of absorbent materials shall be used to clean up the SARA 700. The absorbent materials shall be placed in a container that is labeled with the words "Absorbent materials may be filled with pumped sand and fluidized. Cooling and warm up may be required. Do not use for anything other than the intended purpose." The container shall be returned and returned to the SARA 700 Control Unit, 2400 Peoples Ave N.E., L.A. 70122.
4. All methylene chloride shall be placed on a 4 in. layer of Class 2 bedding material in accordance with SARA 700, No. D-1470.

4. CATCH BASINS

1. Each basin shall be of the type required by the S&WBG Dept. Nos. D-473 and D-474A. All single catch basin heads shall be a minimum of 12 in. diameter. All three catch basin heads shall be connected to the main line with a type fitting or manhole static separator approved by the S&WBG Engineer.
2. All double catch basins shall have a 15 in. diameter flow compartment in a manhole or a pipe. The two sections of the double catch basin shall be connected with a 15 in. pipe through the center wall as shown in S&WBG Dept. No. D-473A.
3. All abandoned catch basin heads must be plugged at the main line.

PHIL. FINAL ACCEPTANCE

1. Before final disposition of the system, the Contractor shall submit to the JSAVPO a report detailing the development of the Engineer showing any changes in time or scope from the original contract. The Contractor shall submit a copy of this report to the JSAVPO and the JSAVPO shall retain a copy of this report for its own use. The Contractor shall submit a copy of this report to the JSAVPO and the JSAVPO shall retain a copy of this report for its own use. The Contractor shall submit a copy of this report to the JSAVPO and the JSAVPO shall retain a copy of this report for its own use.
2. The Contractor must receive the JSAVPO's final decision for final disposition. In the event the Contractor calls for an inspection and the work is not acceptable, a new inspection date will then be set in the discretion of the JSAVPO Inspector.
3. Final acceptance of the system will be subject to a one year maintenance period following final acceptance of the project by the JSAVPO.

VI. CONCLUSIONS

1. Ties from existing private connections to the main shall be installed using 6 in. solid wall SMC, 26 PVC pipe and shall connect to the concrete by using a PERCO or equal casting. The use of additives will not be permitted. Private connections shall have a minimum of 7.5 ft. of cover, measured at the gutter line. Contractors shall be allowed to use a curb-type tie-in to provide for the collection and delivery of storm drainage flow from private property to a tie-in point in the storm drain system, such as a catch basin. These lines shall be a minimum of 6 in. in diameter to provide for maintenance access and shall comply in all other ways with these specifications.

VII. TESTING AND INSPECTION

1. All installation of ducts with seal will be performed under the inspection of, and to the satisfaction of the S&WV Inspector throughout the course of the work.
2. The S&WV is responsible for the inspection and maintenance only on ducting line 301A, ductwork and taper.
3. All S&WV installed this work could be accepted by the S&WV Inspector at the completion of installation and testing.
4. The Contractor shall be responsible for the maintenance and repair of the physically fine work envisioned by the S&WV Inspector. The Contractor shall be responsible for the maintenance of the ductwork and the maintenance of the installed ducting utilizing a routine ongoing clinical clinic criteria. Acceptance of any portion of the ducting system by the S&WV Inspector is also subject to the results of any required video inspection.
5. An infiltration test that does not exceed a rate of 319 million psi is of diameter per mile, per 24 hours shall be conducted for the Contractor and shall be by the S&WV Inspector. This test shall be performed only after the backfilled results have remained finished at or less 11 hours prior to the test. This trench shall remain finished during the test. The Contractor shall furnish all material, labor and equipment necessary for this test. If an infiltration test is not performed within the time frame specified, the Contractor shall be responsible for the S&WV Inspector. No extension time may be required as discussed in the previous paragraph.

DATE	BY	REVISION

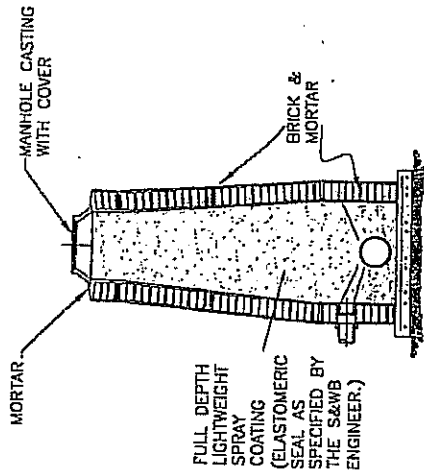
SEWERAGE AND WATER BOARD
OF NEW ORLEANS

SPECIFICATIONS FOR INSTALLATION
OF DRAIN CHAINS

NO.	DATE	BY	REVISION

John P. [Signature]
DWG. NO. 7260-0

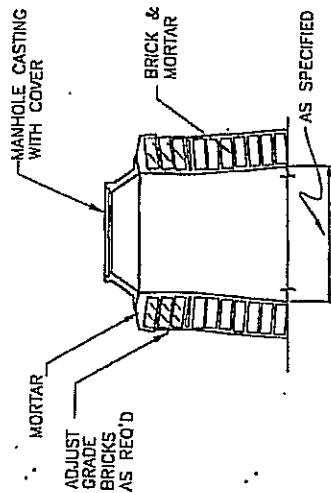
NO.	DATE	DESCRIPTION	BY
		SEWERAGE AND WATER BOARD OF NEW ORLEANS	
SPECIFICATIONS FOR INSTALLATION OF SEWER MAINS			
ALL WORK	TO BE	IN ACCORDANCE WITH	<i>Louis P. L...</i>
CITY OF NEW ORLEANS	ENGINEER		DWG. NO. 7260-5



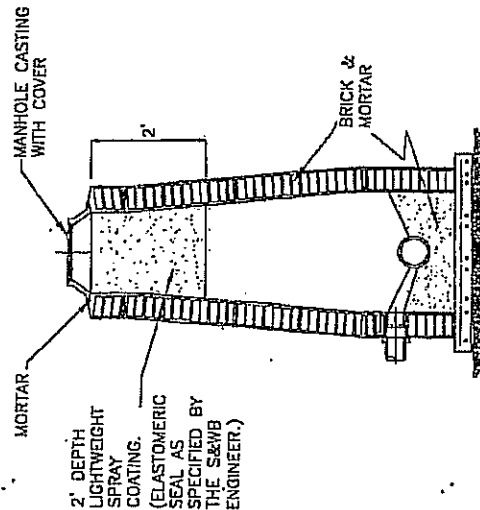
MANHOLE REHABILITATION FULL DEPTH WITH SPRAY APPLIED STRUCTURAL CEMENTITIOUS LINER

NOTES:

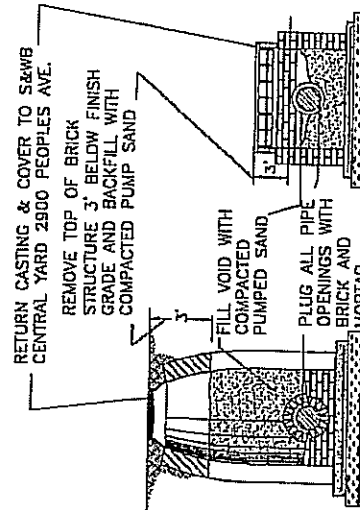
1. LOCATION OF LINER MAY VARY AS SPECIFIED BY THE S&WB ENGINEER.



ADJUST OR REPLACE EXISTING MANHOLE FRAME AND COVER



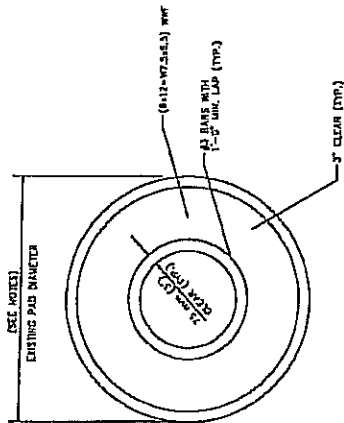
MANHOLE REHABILITATION 2' DEPTH WITH SPRAY APPLIED STRUCTURAL CEMENTITIOUS LINER



TYPICAL ABANDON MANHOLE AND CATCH BASIN DETAIL

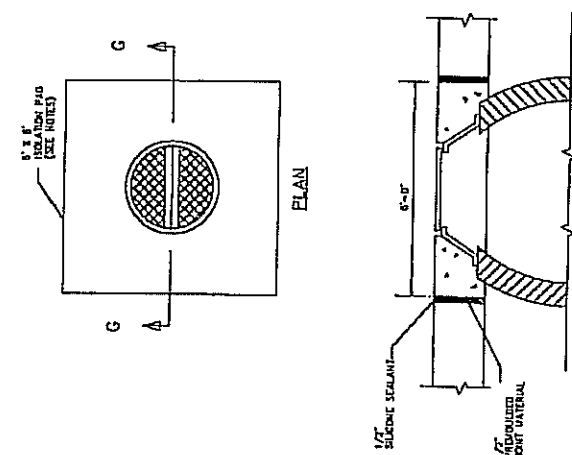
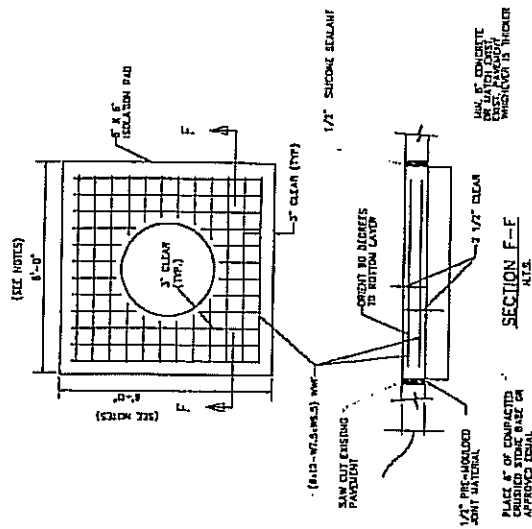
SCALE: N.T.S.

DATE	BY	DESCRIPTION
		SEWERAGE AND WATER BOARD OF NEW ORLEANS
		MANHOLE ADJUSTMENT AND REHABILITATION
DATE	BY	PROJECT NO.
10-1-73	J. M. JONES	DWG. NO. 8180-SD
10-1-73	J. M. JONES	10-1-73
10-1-73	J. M. JONES	10-1-73



(FOR REPLACEMENT OF EXISTING CIRCULAR PAD ONLY)

NOTE:
SECTION F-F AND SECTION G-G DETAILS
AND DIMENSIONS APPLY TO ALL
NEW AND REPLACEMENT PADS OF SHAPE

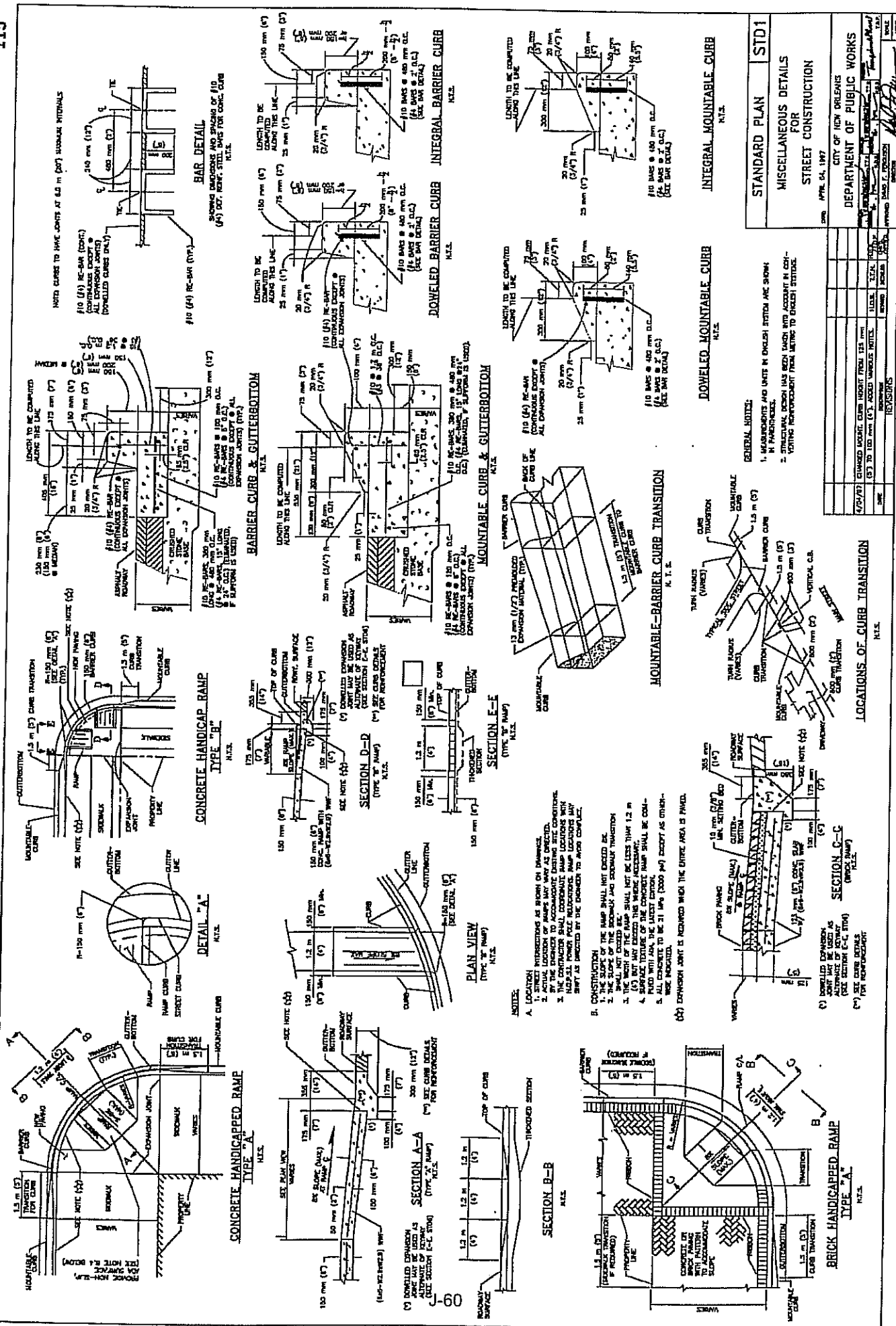


- NOTES:
1. ISOLATION PAD PLAN DIMENSIONS ARE FOR LOCATIONS WHERE NO PAD PRESENTLY EXISTS.
 2. FOR LOCATIONS WITH AN EXISTING ISOLATION PAD, THE PLAN SIZE AND SHAPE OF THE NEW REPLACEMENT PAD SHALL BE THE SAME SIZE AND SHAPE AS THE EXISTING PAD OR AS DIRECTED BY THE ENGINEER.

MANHOLE ISOLATION PAD

SEWERAGE AND WATER BOARD OF NEW ORLEANS	
SEWER SYSTEM EVALUATION AND REHABILITATION PROGRAM	
PROGRAM DETAILS	
_____ GENERAL SUPERINTENDENT	
DWG. NO.:	B264-S
SCALE: NTS	SHEET NO. 43 of 46

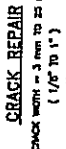
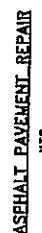
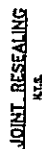
DET005.DGN



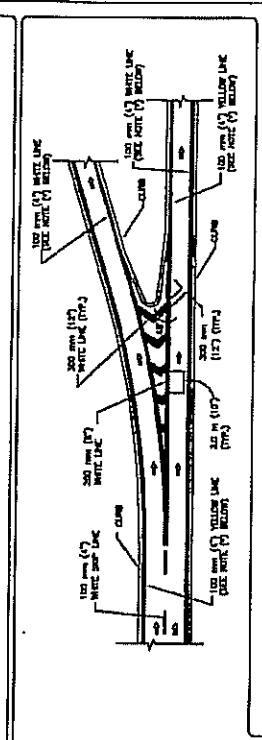
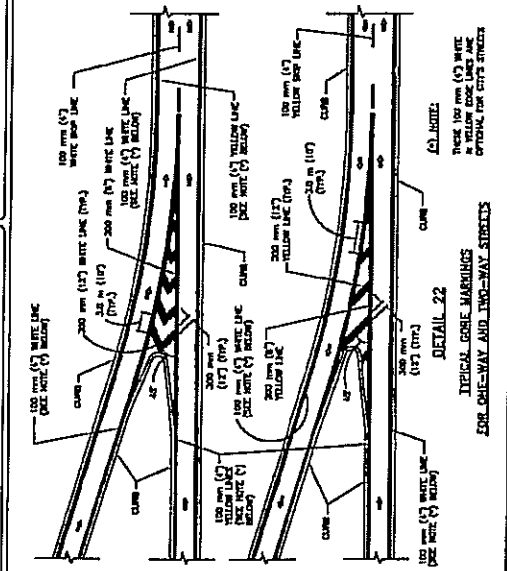
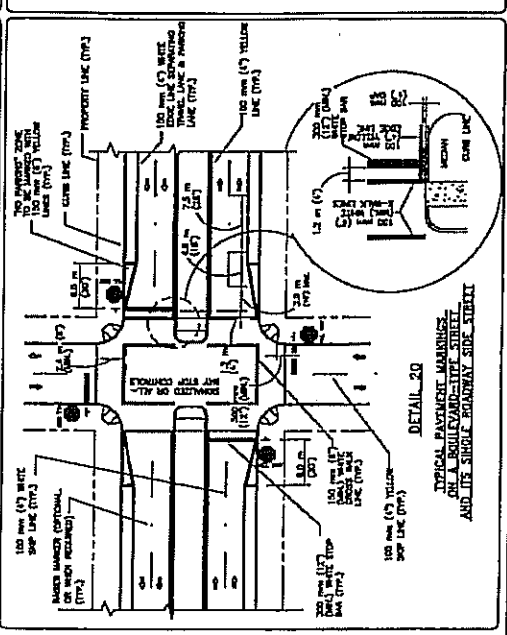
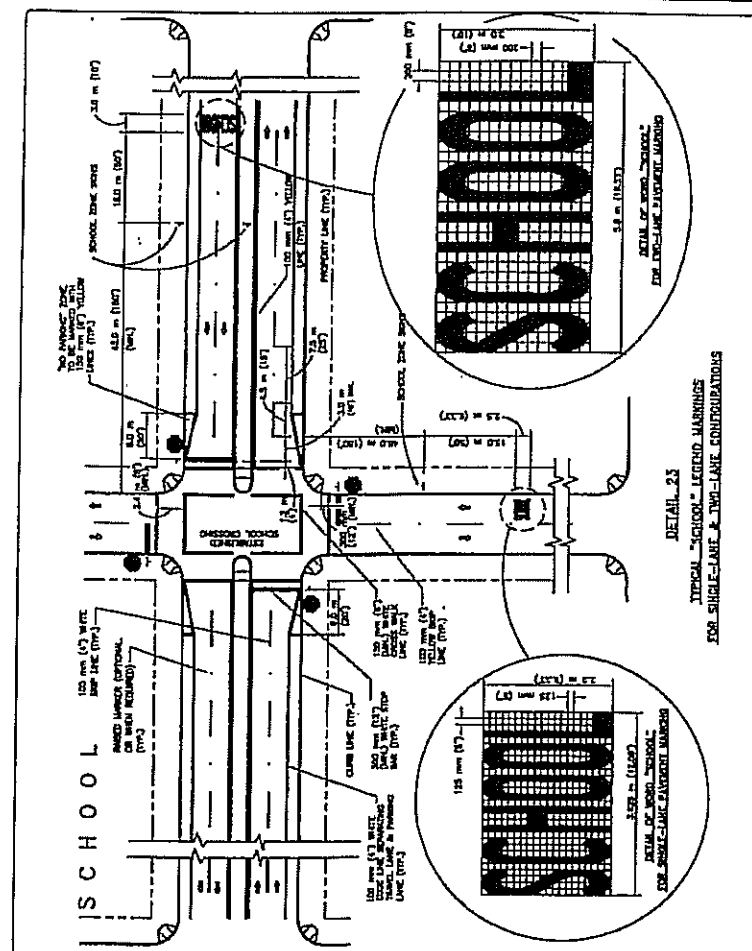
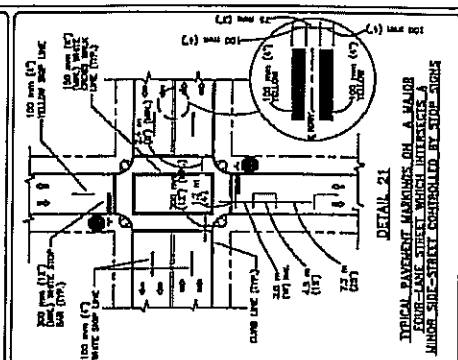
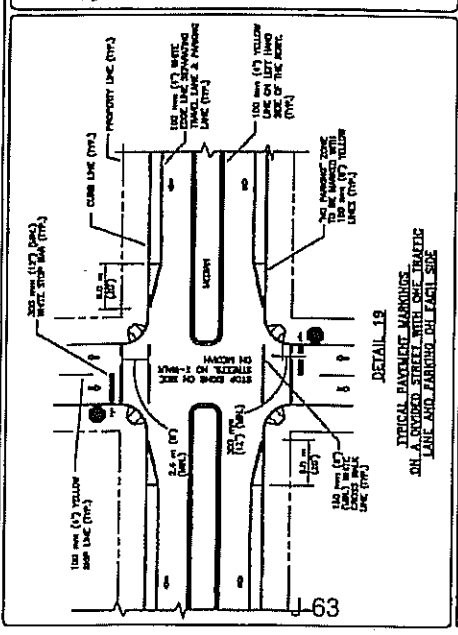
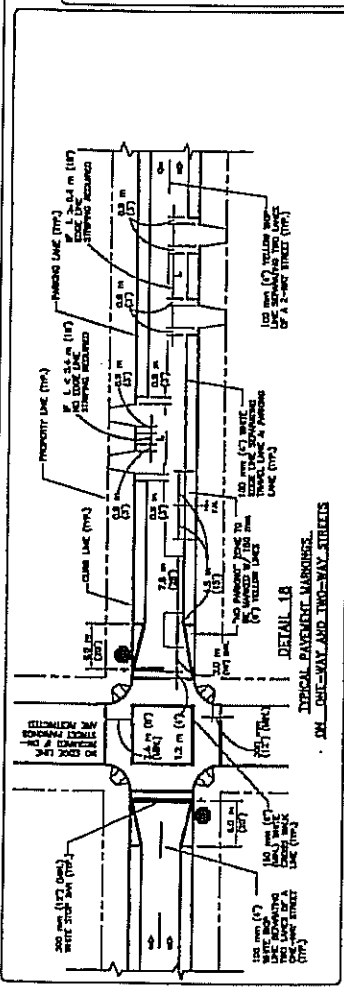


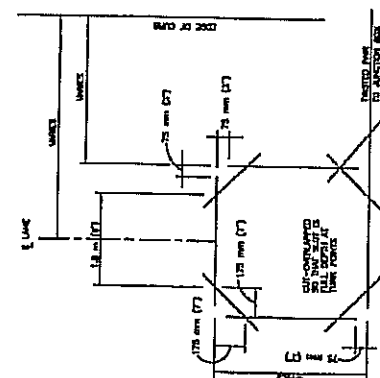
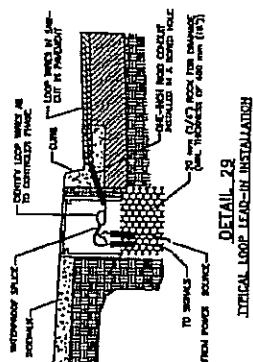
1. CONCRETE SHALL HAVE A MINIMUM 28-DAY
PRESSURE STRENGTH OF 37 MPa (5000 psi).

2. ALL RE-BARS SHOWN ARE # 10 UNLESS
OTHERWISE NOTED. C. FOR LONGITUDINAL AND
115 mm dia. C. FOR TRANSVERSE (14 @ 9"
O. C. FOR LONG. & 5" O.C. FOR TRANSVERSE).

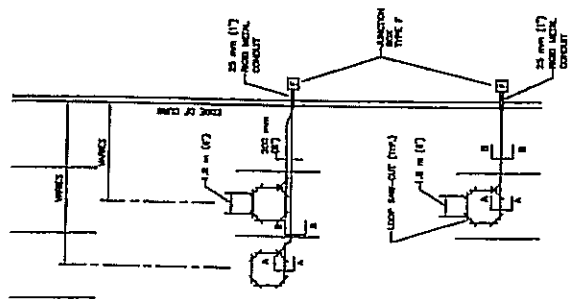
[illegible]

GENERAL NOTES:
MEASUREMENTS AND UNITS IN ENGLISH SYSTEM ARE SHOWN
IN PARENTHESES.

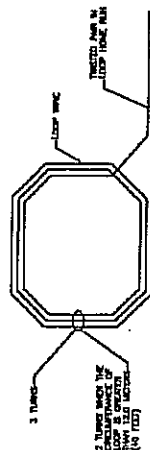
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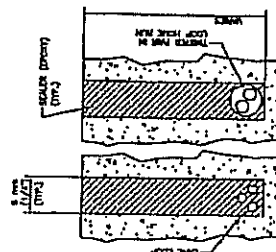
DETAIL 25
LOOP SAW-CUT CONFIGURATION
(CONTINUED IN LANE)



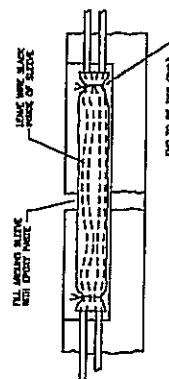
DETAIL 24
VERTICAL LOOP SAW-CUT LAYOUT



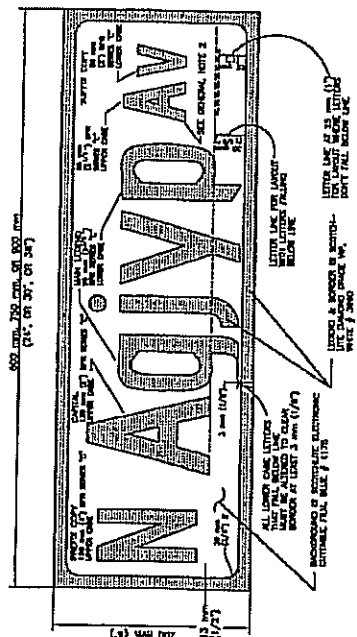
DETAIL 27
LOOP WIRE INSTALLATION



DETAIL 25
VEHICLE LOOP INSTALLATION



DETAIL 28
SECTION OF PLASTIC SLEEVING
AT PAVEMENT JOINTS AND CRACKS



STREET NAME SIGN -- LEGEND & BORDER

453

GENERAL NOTES:

1. IF STREET NAME SOURCE IS " STREET ", SOURCE IS OBTAINED FROM DCH

[illegible]

**STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND
DEVELOPMENT**



**CONSTRUCTION PROPOSAL
INFORMATION
FOR**

FEDERAL AID PROJECT

STATE PROJECT NO.

704-36-0047

PERMANENT REPAIR TO FEDERAL AID ELIGIBLE ROADS

NASHVILLE AVE.

ORLEANS PARISH

**CONTRACT TIME FORM
COST-PLUS-TIME BIDDING PROCEDURE
(A + B) METHOD**

STATE PROJECT NO(S). 704-36-0047

FEDERAL AID PROJECT NO(S). ER-ERP1(063)

NAME OF PROJECT Permanent Repair to Federal Aid Eligible Roads

ROUTE Nashville Ave.

PARISH Orleans

CONTRACT TIME

The bidder shall determine the number of calendar days required for completion and final acceptance of the project and shall state this required time, in words, in the space provided below. The proposed completion time will be a factor used in considering bids for award of contract in accordance with the special provision, COST-PLUS-TIME BIDDING PROCEDURE (A+B METHOD). The stated number of calendar days required for completion will be the contract time for this project should the bidder be successful. Bids not including a contract time will be considered irregular and will be rejected.

CONTRACT TIME (Calendar Days To Completion, In Words)
<div style="border-bottom: 1px solid black; margin-bottom: 10px;"></div> <div style="text-align: right; padding-right: 50px;">Calendar Days</div>

Form CS-01
A + B

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. 704-36-0047; FEDERAL AID PROJECT NO. ER-ERP1(063); NASHVILLE AVE.; ORLEANS PARISH**, 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

Address

Agent or Representative

Phone Number / Fax Number

07/07
Form CS-2A



5/15/2009

Louisiana Department of Transportation and Development
Proposal Schedule of Items

Page: 1

Contract ID: 704-36-0047

Project(s): 704-36-0047

SECTION: 1

General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0001	202-02-06100	Removal of Concrete Walks and Drives	7,989.000	SQYD
				Dollars
				Cents
0002	204-05-00100	Temporary Sediment Check Dams (Hay)	10.000	EACH
				Dollars
				Cents
0003	204-06-00100	Temporary Silt Fencing	100.000	LNFT
				Dollars
				Cents
0004	401-02-00100	Aggregate Surface Course (Adjusted Vehicular Measurement)	100.000	CUYD
				Dollars
				Cents
0005	509-01-00100	Cold Planing Asphaltic Pavement	24,821.000	SQYD
				Dollars
				Cents
0006	701-03-01040	Storm Drain Pipe (24" RCP/PP)	335.000	LNFT
				Dollars
				Cents
0007	706-01-00100	Concrete Walk (4" Thick)	7,990.900	SQYD
				Dollars
				Cents
0008	706-01-00300	Concrete Walk (6" Thick)	200.000	SQYD
				Dollars
				Cents



5/15/2009

Louisiana Department of Transportation and Development
Proposal Schedule of Items

Page: 2

Contract ID: 704-36-0047

Project(s): 704-36-0047

SECTION: 1

General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0009	706-02-00200	Concrete Drive (6" Thick)	100.000	SQYD
				Dollars
				Cents
0010	713-01-00100	Temporary Signs and Barricades		LUMP SUM
				Dollars
				Cents
0011	713-02-00200	Temporary Pavement Markings (6" Width)	3,800.000	LNFT
				Dollars
				Cents
0012	713-02-00300	Temporary Pavement Markings (8" Width)	100.000	LNFT
				Dollars
				Cents
0013	713-03-02000	Temporary Pavement Markings (Broken Line) (4" Width) (10' Length)	2.000	MILE
				Dollars
				Cents
0014	713-04-01000	Temporary Pavement Markings (Solid Line) (4" Width)	3.700	MILE
				Dollars
				Cents
0015	714-01-00100	Slab Sodding (Bermuda Grass)	100.000	SQYD
				Dollars
				Cents
0016	717-01-00100	Seeding	50.000	LB
				Dollars
				Cents



5/15/2009

Louisiana Department of Transportation and Development
Proposal Schedule of Items

Page: 3

Contract ID: 704-36-0047

Project(s): 704-36-0047

SECTION: 1

General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0017	718-01-00100	Fertilizer	1,000,000	LB
				Dollars
				Cents
0018	723-02-00100	Granular Material (Vehicular Measurement)	300,000	CUYD
				Dollars
				Cents
0019	727-01-00100	Mobilization		LUMP SUM
				Dollars
				Cents
0020	731-02-00100	Reflectorized Raised Pavement Markers	240,000	EACH
				Dollars
				Cents
0021	732-01-01020	Plastic Pavement Striping (6" Width) (Thermoplastic 90 mil)	3,800,000	LNFT
				Dollars
				Cents
0022	732-01-01040	Plastic Pavement Striping (8" Width) (Thermoplastic 90 mil)	100,000	LNFT
				Dollars
				Cents
0023	732-01-01060	Plastic Pavement Striping (12" Width) (Thermoplastic 90 mil)	700,000	LNFT
				Dollars
				Cents
0024	732-02-02000	Plastic Pavement Striping (Solid Line) (4" Width) (Thermoplastic 90 mil)	3,300	MILE
				Dollars
				Cents



5/15/2009

Louisiana Department of Transportation and Development
Proposal Schedule of Items

Page: 4

Contract ID: 704-36-0047

Project(s): 704-36-0047

SECTION: 1

General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0025	732-03-01000	Plastic Pavement Striping (Broken Line) (4" Width) (Thermoplastic 40 mil)	1.570	MILE
				Dollars
				Cents
0026	732-04-19020	Plastic Pavement Legends and Symbols (SCHOOL ZONE)	7.000	EACH
				Dollars
				Cents
0027	736-09-00100	Loop Detector	200.000	LNFT
				Dollars
				Cents
0028	740-01-00100	Construction Layout		LUMP SUM
				Dollars
				Cents
0029	741-11-00200	Adjusting Water Valve and Meter Box	83.000	EACH
				Dollars
				Cents
0030	NS-SRP-00001	ADA Ramps (Type A)	50.000	EACH
				Dollars
				Cents
0031	NS-SRP-00002	ADA Ramps (Type B)	26.000	EACH
				Dollars
				Cents
0032	NS-SRP-00003	Adjust (Manhole with Rings)	23.000	EACH
				Dollars
				Cents



5/15/2009

Louisiana Department of Transportation and Development
Proposal Schedule of Items

Page: 5

Contract ID: 704-36-0047

Project(s): 704-36-0047

SECTION: 1

General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0033	NS-SRP-00004	Adjust (Manhole)	33.000	EACH
				Dollars
				Cents
0034	NS-SRP-00005	Adjust Catch Basin (Type A)	13.000	EACH
				Dollars
				Cents
0035	NS-SRP-00016	Doweled Barrier	360.000	LNFT
				Dollars
				Cents
0036	NS-SRP-00018	Drilled and Doweled Barrier	387.000	LNFT
				Dollars
				Cents
0037	NS-SRP-00029	Project Signs (SRP)	2.000	EACH
				Dollars
				Cents
0038	NS-SRP-00030	Reconstruct Barrier Curb and Gutter	1,717.000	LNFT
				Dollars
				Cents
0039	NS-SRP-00035	Repair Bus Pads	599.200	SQYD
				Dollars
				Cents
0040	NS-SRP-00038	Replace Frame and Cover (Catch Basin)	3.000	EACH
				Dollars
				Cents



5/15/2009

Louisiana Department of Transportation and Development
Proposal Schedule of Items

Page: 6

Contract ID: 704-36-0047

Project(s): 704-36-0047

SECTION: 1

General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0041	NS-SRP-00041	Reset Curb (Stone)	254.000	LNFT
				Dollars
				Cents
0042	NS-SRP-00043	Specialty Cold Milling	958.000	SQYD
				Dollars
				Cents
0043	NS-SRP-00044	Tree Protection		LUMP SUM
				Dollars
				Cents
0044	NS-SRP-00045	Tree Trimming		LUMP SUM
				Dollars
				Cents
0045	NS-SRP-00046	Root Pruning and Trenching		LUMP SUM
				Dollars
				Cents
0046	NS-SRP-00047	Hnd Frm and Pour In-Plc Cncr Crb Wthn Lim of the Tree DrpIn	100.000	LNFT
				Dollars
				Cents
0047	NS-SRP-00048	Gravel Bed and Filter Cloth Over Tree Roots	100.000	SQYD
				Dollars
				Cents
0048	NS-SRP-00051	Closed Circuit TV Inspection Of Existing Box Culvert		LUMP SUM
				Dollars
				Cents



5/15/2009

Louisiana Department of Transportation and Development
Proposal Schedule of Items

Page: 7

Contract ID: 704-36-0047

Project(s): 704-36-0047

SECTION: 1

General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0049	NS-SRP-00055	Type 3 Asphaltic Concrete Patching (13" Min. Thickness)	6,682.700	SQYD
				Dollars
				Cents
0050	NS-SRP-00056	Type 3 Asphaltic Concrete Patching (8" to 12.9" Thickness)	46.000	SQYD
				Dollars
				Cents
0051	NS-SRP-00057	Type 3 Asphaltic Concrete Patching (4" to 7.9" Thickness)	882.500	SQYD
				Dollars
				Cents
0052	NS-SRP-00058	Type 3 Asphaltic Concrete Wearing Course	5,120.700	TON
				Dollars
				Cents
0053	NS-SRP-00059	Type 3 Asphaltic Concrete (Drives, Turnouts, Miscellaneous)	240.100	TON
				Dollars
				Cents

Section: 1

Total:

Total Bid:

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). 704-36-0047

FEDERAL AID PROJECT NO(S). ER-ERP1(063)

NAME OF PROJECT NASHVILLE AVE.

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

STATE PROJECT NO(S). 704-36-0047

BIDDER SIGNATURE REQUIREMENTS (APPLICABLE TO ALL PROJECTS)

THIS BID FOR THE CAPTIONED PROJECT IS SUBMITTED BY:

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

(If Joint Venture, Name of First Partner)

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

(Business Street Address)

(Business Mailing Address, if different)

(Area Code and Telephone Number of Business)

(Telephone Number and Name of Contact Person)

(Telecopier Number, if any)

(If Joint Venture, Name of Second Partner)

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

(Business Street Address)

(Business Mailing Address, if different)

(Area Code and Telephone Number of Business)

(Telephone Number and Name of Contact Person)

(Telecopier Number, if any)

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

(Signature)

(Printed Name)

(Title)

(Date of Signature)

(Signature)

(Printed Name)

(Title)

(Date of Signature)

CONTRACTOR'S INFORMATIONAL BID

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

A = Summation of products of the quantities shown in the Schedule of Items multiplied by the unit prices.

A = _____

B = Bidders proposed contract time multiplied by the Daily User Cost (\$5,000.00).

B = _____ Calendar Days x \$5,000.00

B = _____

Contractor's Total Bid (A + B) _____

CS-14AA
08/06