BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
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WILLIAM D. ANKNER, Ph.D.
SECRETARY

June 16, 2009

S. P. NO(S). 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059 & 704-36-0060
F. A. P. NO(S). ER-ERP1(066), ER-ERP1(067), ER-ERP1(068), ER-ERP1(069), ER-ERP1(070), ER-ERP1(071), ER-ERP1(072), ER-ERP1(073), ER-ERP1(074), ER-ERP1(075) & ER-ERP1(076)
PERMANENT REPAIR TO FEDERAL AID ELIGIBLE ROADS
POYDRAS ST., LASALLE ST., GRAVIER ST., COMMON ST., GIROD ST., MAGAZINE ST., CAMP ST., ST. CHARLES AVE., CARONDELET ST., LOYOLA AVE. & POYDRAS ST.
ORLEANS PARISH

SUBJECT: ADDENDUM NO. 1 (CONSTRUCTION PROPOSAL REVISION)

Gentlemen:

The following proposal revisions dated 6/16/09 on the captioned project for which bids will be received on Wednesday, June 24, 2009 have been posted on http://www.dotd.la.gov/cgi-bin/construction.asp.

The following changes have been made:

1. Deleted the special provision entitled **SUPERPAVE ASPHALTIC CONCRETE MIXTURES (04/09).**
2. Added the special provision entitled **SUPERPAVE ASPHALTIC CONCRETE MIXTURES FOR SUBMERGED ROADS PROGRAM (04/09).** (7 pages)
3. Added the special provision entitled **ASPHALTIC CONCRETE EQUIPMENT AND PROCESSES** (1 page)
4. Added the special provision entitled **COLD PLANING ASPHALTIC PAVEMENT** (1 page)
5. Deleted the special provision entitled **NS PIPE (STORM DRAIN) (04/09).**
6. Added the special provision entitled **NS STORM DRAIN PIPE (05/09).** (2 pages)
7. Revised the special provision entitled **CONTRACT TIME** (1 page)
8. Plan Revision No. 3 is included (2 pages)
9. Updated the **SCHEDULE OF ITEMS** to include Road User Cost information: (10 pages)
    a. N-1 thru N-10

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

Sincerely,

/Randal D Sanders

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

Attachments
Pc: Mr. Brian Buckel
Mr. Michael Stack
Mr. Fred Wetekamm
Mr. Jeff Burst
Federal Aid Administrator
Mr. Ed Wedge
Mr. Masood Rasoulian
Mr. David Branch, HNTB Corporation
Mr. William Koutnik, HNTB Corporation

SUPERPAVE ASPHALTIC CONCRETE MIXTURES FOR SUBMERGED ROADS PROGRAM(04/09):

Section 502, Superpave Asphaltic Concrete Mixtures of the 2006 Standard Specifications as amended by the supplemental specifications thereto, is further amended as follows:

Subsection 502.04, Job Mix Formula Validation.

Delete the first sentence of the sixth paragraph and substitute the following:

A JMF is considered validated if the following parameters are 71 percent within limits of the JMF and meet the specifications requirements.

Subsection 502.05, Plant Quality Control.

Delete the first paragraph and substitute the following:

For quality control purposes, the contractor shall obtain a minimum of two samples of mixture from each sublot using a stratified random sampling approach. Test results for theoretical maximum specific gravity (G_{mm}) and measured bulk specific gravity (G_{mb}) at N_{max} and percent G_{mm} at $N_{initial}$, on samples of each sublot shall be reported. Control charts may be requested by the engineer if mixture problems develop. Quality control gyratory samples may be aged or unaged at the contractor's option, but the method chosen shall be used consistently throughout the project. If aged samples are used, report the measured G_{mb} at N_{max}. If unaged samples are used, report the estimated G_{mb} at N_{max}. One loose mix sample shall be taken from each sublot after placement of the mix in the truck. The mix shall be tested by the contractor at the plant for aggregate gradation, asphalt content and percent crushed aggregate. The mix shall be tested in accordance with DOTD TR 309, TR 323 and TR 306. The lot average and standard deviation shall be determined for aggregate gradation and asphalt content. The percent within limits (PWL) shall be determined on the Nos. 8 and 200 (2.36 mm and 75 μm) sieves and for G_{mm}. Corrective action shall be taken if these parameters fall below 71 PWL. For each lot, the contractor shall report all quality control data to the DOTD Certified Plant Technician. The full range of gradation mix tolerances will be allowed even if they fall outside the control points. The District Laboratory Engineer may require re-validation of the mix when the average of the Quality Control data indicates non-compliance with the specified limits or tolerances.

Subsection 502.08, Hauling, Paving, and Finishing.

Subheading (b), Paving Operations is amended to delete the first paragraph and substitute the following:

Transfer of mixture from haul truck to paver may be made by direct unloading into the paver hopper of by use of approved mechanical transfer devices to transfer mix from a haul truck or windrow. All mixtures shall flow through the paver hopper. Mixtures dropped in front of the paver shall be either lifted into the hopper or rejected and cast aside. Delivery of material to the paver shall be at a uniform rate and in an amount within the capacity of paving and compacting equipment. The paver speed and number of trucks shall be adjusted to have one truck waiting in addition to the one at the paver in order to maintain continuous paving operations. The height of material in front of the screed shall remain uniform.

Subsection 502.10, Roadway Quality Control.

Subheading (b), Surface Tolerance is deleted and the following substituted:

(b) Surface Tolerance: Acceptance testing for surface tolerance as outlined herein and in Table 502-4 of this section will be the responsibility of the Department. Quality control testing will be the responsibility of the contractor.

(1) Equipment: The contractor shall provide an approved inertial profiler that is certified to measure profile index. The inertial profiler shall be calibrated and operated in accordance with DOTD TR 644 for longitudinal surface tolerance quality control testing. An approved 10-foot (3 m) metal static straightedge shall be furnished by the contractor for transverse and longitudinal surface tolerance acceptance testing. The operation of the inertial profiler including evaluation of the profile trace, determination of the Profile Index, calculation of the Average Profile Index and the determination of high points (bumps) in excess of specification limits shall be accomplished by a trained, authorized technician who has successfully completed the Department's training and evaluation program.

(2) Surface tolerance testing will be required on roadway travel lanes wearing and binder courses. For the purposes of surface tolerance requirements, the wearing course is defined as the last lift placed. The binder course is defined as the last lift placed prior to the wearing course. Other lifts on which additional asphaltic concrete is to be placed shall be finished so that succeeding courses will meet the requirements in this section. Base courses on which portland cement concrete pavement is to be placed shall be finished so that the portland cement concrete pavement will meet the requirements of Section 601.

(3) Longitudinal: The finished surface will be tested in the longitudinal direction for conformance to the surface tolerance requirements listed in this section. When testing for roadway travel lanes wearing and binder courses using the inertial profiler, one path in each paving strip in a lot will be selected for Quality Control and Acceptance Testing. The test path selected will be the inside wheel path of each paving strip adjacent to the centerline. If the inside wheel path contains numerous objects, such as manholes or water valve covers, the engineer may select an alternate path. The entire lot will be tested and shall meet the following requirements:

a. Two-Lift Overlays: Pavements with high points (bumps) in excess of 0.3 inch in 25 feet (7.5 mm in 7.5 m) or less shall be corrected and the lot retested. The Average Profile Index shall not be more than 5 inches per mile (79 mm/km) per lot.

b. Single-Lift Overlays: Pavements with high points (bumps) in excess of 0.3 inch in 25 feet (7.5 mm in 7.5 m) or less shall be corrected and the lot retested. The Average Profile Index shall be not more than 12 inches per mile (189 mm/km) per lot. If the alternative longitudinal surface (see section e. below) is used, the 12 inches per mile (189 mm/km) per lot will be revised accordingly. Unless otherwise directed, bump correction is still required.

c. Binder Courses: The Average Profile Index shall be not more than 12 inches per mile (189 mm/km) per lot. Lots with an Average Profile Index more than 12 inches per mile (189 mm/km) and high points (bumps) in excess of 0.3 inch in 25 feet (7.5 mm in 7.5 m) or less shall be corrected in accordance with Subsection 502.10(b)(7) and the lot retested. Surface requirements shall be met prior to placing the wearing course.

d. Shoulders, Turnouts, Crossovers, Detour Roads, Parking Areas, and Roadway Sections Less Than 500 Feet (150 m) in Length: For shoulders, turnouts, crossovers, detour roads, parking areas and roadway sections less than 500 feet (150 m) in length, the wearing course shall be tested with an approved 10-foot (3 m) metal static straightedge and the surface deviations shall not exceed 1/2 inch (15 mm). Areas with surface deviations in excess of 1/2 inch (15 mm) shall be isolated and corrected by the contractor in accordance with Subsection 502.10(b)(7).

e. Alternative Longitudinal Surface Tolerance: When the existing profile index is greater than the values listed in Table 502-A and verified by the project engineer, then the alternative longitudinal surface tolerance may be used.

The contractor must perform longitudinal testing in the presence of the engineer, or his designee, to document the existing condition. The contractor shall perform initial testing with an automated inertial profiler (in PI mode). The engineer will allow the alternative longitudinal surface tolerance if the existing profile index exceeds:

Table 502-A

Lift	PI
Single-Lift Overlays	50
Binder Courses	50
Two-Lift Overlays	20

When the engineer determines the existing surface precludes the obtaining of the above Average Profile Index requirements as described in (3) above, the surface tolerance requirements will be set to 75 percent improvement of the existing surface measurements for single lift overlays and 90 percent for two lift overlays.

The improvement calculation will be made by matching the existing inertial profiler results with the lot location. The result, inches per mile (mm per km), as applicable, will be multiplied by the required improvement (0.75 or 0.90) and subtracted from the existing results to obtain a required inertial profiler (PI) reading.

High points (bumps) may be treated in the same manner by matching each bump on the existing trace to the final trace in a manner to conclusively correlate the before and after bump. Otherwise, the bumps are to be corrected in accordance with Subsection 502.10(b)(7) below. Also, when the alternate automated inertial profiler is used, a comparison between the existing trace and final must conclusively correlate any exception areas to be excluded from the traces, both existing and final. If such a correlation cannot be made, nor other evidence exists to support a deduction from the existing trace, exceptions cannot be considered.

(4) Transverse Surface Tolerance: The transverse surface finish shall be controlled so that the values shown in Table 502-4 will not be exceeded. The surface for binder and wearing courses will be tested at selected locations by the engineer in the transverse direction for compliance with the surface tolerance requirements of Table 502-4. Corrections shall be made as directed in accordance with 502.10(b)(7).

(5) Cross Slope: When the plans require the section to be constructed to a specified cross slope, tests shall be run at selected locations, using a string line, slope board or other comparable method. The cross slope shall be so controlled that the values shown in Table 502-4 will not be exceeded. Cross slope variations allowed in Table 502-4 shall apply to each lane constructed.

(6) Grade: When the plans require the pavement to be constructed to a grade, tests for conformance shall be run at selected locations, using a string line or other comparable method. Grade variations shall be controlled so that the tolerance shown in Table 502-4 will not be exceeded. Grade tolerances shall apply to only one longitudinal line, such as the centerline or outside edge of pavement. Corrections shall be made in accordance with Subsection 502.10(b)(7).

(7) Correction of Deficient Areas: Deficiencies to be corrected in the final wearing course shall be corrected by diamond grinding and applying a light tack coat, or removing and replacing, or furnishing and placing a supplemental layer of wearing course mixture at least 2 inches (50 mm) of compacted thickness for the full width of the roadway at no direct pay. If the supplemental layer does not meet specification requirements, it shall be removed and replaced. Deficiencies to be corrected in binder and shoulder courses shall be corrected by diamond grinding to meet specification requirements at no direct pay. Corrections shall be made before subsequent courses are constructed. The engineer will review the profile trace obtained for each binder and wearing course on a per lot basis. In special cases or extenuating circumstances, the engineer may isolate sections of the profile trace out of specification. These sections may be excluded from the calculations of the Average Profile Index. These special cases or extenuating circumstances may include curb and gutter sections which require the adjustment of cross-slope in order to maintain adequate drainage, manholes, catch basins, valve and junction boxes, street intersections, or other structures located in the roadway which cause abrupt deviations in the profile trace. This specification exclusion will not be used to isolate sections of road that are in poor condition when the project is let. High points in excess of 0.3 inch in 25 feet (7.5 mm in 7.5 m) shall be corrected unless, in the opinion of the engineer, these high points do not cause damage to the roadway section or rideability. These high points then may be allowed to remain with a $500 per bump rebate, except that when the engineer determines that the bump is near or over objects such as manholes, or in a turnout with designed humps in the profile, the rebate will not apply. In all cases, the contractor has the option to grind the bumps to meet the specifications. This paragraph does not apply to multi-lift new construction and overlays more than two lifts.

(c) Quality Control Testing: The contractor shall test the pavement during the first work day following placement but in no case any later than 14 calendar days. Quality control testing using an inertial profiler will be required on roadway travel lanes wearing and binder courses. When quality control testing establishes that the surface tolerance is deficient, the contractor shall immediately suspend paving operations. Paving operations will not be allowed to resume until appropriate corrections have been made and a test section successfully placed with acceptable surface tolerance. This test section shall consist of a maximum of 500 tons (450 Mg) of asphaltic concrete placed in a continuous operation. The contractor shall control the paving operation and frequently test the surface to maintain the quality of the finished surface. The contractor shall profile, correct and re-profile as many times as necessary to verify that specification requirements have been met before notifying the engineer a lot is being submitted for acceptance. The contractor shall correct deficiencies determined during quality control testing in accordance with Subsection 502.10(b)(7) at no direct pay. Once these corrections have been completed and the surface tolerance requirements listed herein and in Table 502-4 have been met, the contractor shall provide the engineer the reports required in DOTD TR 644 with notification that the lot is ready for acceptance testing.

(d) Acceptance Testing: After corrective work and quality control testing within a lot has been completed by the contractor in accordance with these specifications and Table 502-4, the Department will evaluate the profile trace from the contractor's quality control tests for all courses. Longitudinal variations in the final wearing course surface will be subject to the provisions of Subsection 502.11(b)(3)a, Acceptance, herein. A DOTD Qualified Inertial Profiler Operator or Evaluator shall be present when the contractor conducts the final quality control testing. The contractor will be allowed to evaluate the final quality control trace to determine if

any corrective measures are needed to eliminate deficient areas in the presence of the DOTD Qualified Inertial Profiler Operator or Evaluator. Upon completion of the contractor's evaluation, the DOTD Inspector will take immediate possession of the final quality control trace to be used for project acceptance. If corrective measures will be required to correct deficiencies, it will be necessary to re-profile only those defective areas, and re-compute the profile index using the original final trace and the "re-roll" traces. All final quality control traces, including the "re-roll" quality control trace, shall be run in the presence of the DOTD Qualified Inertial Profiler Operator or Evaluator and the Department will take immediate possession of these traces for evaluation by the DOTD Qualified Evaluator. The Department will retain the right to verify the contractor's final quality control trace using the Department's Certified Inertial Profiler. The test path selected for acceptance testing will be the inside wheel path of each paving strip adjacent to the centerline. The surface of each shoulder will be tested longitudinally by the engineer at a minimum of one randomly selected location in each 300 linear feet (90 lin m) of shoulder using the 10-foot (3 m) metal static straightedge; areas with surface deviations in excess of 1/2 inch (15 mm) will be isolated by the engineer and shall be corrected by the contractor in accordance with Subsection 502.10(b)(7).

Subsection 502.11, Roadway Acceptance.

The first paragraph is deleted and the following substituted:

Acceptance testing for surface tolerance will be conducted on that portion of the lot placed on each contract.

Subheading (b); Subpart (3), Longitudinal Surface Tolerance is deleted and the following substituted:

(3) Longitudinal Surface Tolerance:

a. Acceptance: The contractor shall report the inertial profiler test results in inches per mile (mm per km) in accordance with Subsection 502.10(b)(1), herein.

1. Payment Adjustments: Longitudinal Surface Tolerance: Testing for surface tolerance will be required for each lot on the final roadway wearing course lift. The requirements for longitudinal surface tolerance on the final roadway wearing course lift as shown in Subsection 502.10(b)(1), herein, shall be used in determining pay adjustments.

To determine surface tolerance payment adjustments, the Profile Index will be determined in accordance with DOTD TR 644. The Average Profile Index will be calculated and any high points (bumps) in excess of specification limits will be identified. When high points (bumps) are found in excess of 0.3 inch in 25 feet (7.5 mm in 7.5 m) or less, the contractor shall make corrections in accordance with Subsection 502.10(b)(7). After the contractor submits the profile trace to the Department, if the Department determines that the Average Profile Index still does not meet the specification requirements for 100 percent payment, the contractor will be allowed to make corrections and re-profile the affected area in accordance with the above procedures one additional time. The Department may re-profile for acceptance. When sections of pavement do not meet the requirements for surface tolerance, an adjustment in unit price for the lot will be made in accordance with Table 502-7E. The engineer will review the profile trace obtained for each binder and wearing course on a per lot basis. In special cases or extenuating circumstances, the engineer may isolate sections of the profile trace out of specification. These sections may be excluded from the calculations of the Average Profile Index. These special cases or extenuating circumstances may include curb and gutter sections which require the adjustment of cross-slope in order to maintain adequate drainage, manholes, catch basins, valve

and junction boxes, street intersections, or other structures located in the roadway which cause abrupt deviations in the profile trace. This specification exclusion will not be used to isolate sections of road that are in poor condition when the project is let. High points in excess of 0.3 inch in 25 feet (7.5 mm in 7.5 m) shall be corrected unless, in the opinion of the engineer, these high points do not cause damage to the roadway section or rideability. These high points may then be allowed to remain with a $500 per bump rebate. In all cases, the contractor has the option to grind the bumps to meet the specifications. This paragraph does not apply to multi-lift new construction and overlays more than two lifts.

3. Alternative Longitudinal Surface Tolerance. The improvement calculation will be made by matching the existing inertial profiler results with the lot location. The result, in inches per mile (mm per km), will be multiplied by the required improvement (0.75 or 0.90) and subtracted from the existing results to obtain a required inertial profiler (PI) reading.

When the engineer determines that the existing surface tolerance precludes the obtaining of the above requirements, the surface tolerance requirements will be set to 75 percent improvement of the average existing surface measurements for single lift overlays and 90 percent for two lift overlays.

For acceptance, the price adjustment, inches per mile (mm per km) in Table 502-7E, will be adjusted proportionally.

Subsection 502.15, Measurement.
Subheading (c), Surface Tolerance Incentive Measurement is deleted.

Subsection 502.16, Payment.
Subheading (e), Longitudinal Surface Tolerance Incentive Pay is deleted.

Table 502-4, Superpave Requirements.
Footnote 2 is deleted and the following substituted:
[2]For longitudinal surface tolerance, see Subsection 502.10(b)

Table 502-7, Payment Adjustments for Superpave (page 240).
Delete Table 502-7A, Payment Adjustment Schedule for Plant Acceptance and substitute the following:

Table 502-7A
Payment Adjustment Schedule for Plant Acceptance

Air Voids PWL (90 AQL)	Percent Payment
71-100	100
61-70	90
51-60	80
≤50	50 or Remove[1]

[1]At the option of the Department after investigation.

Delete Heading B), Roadway Density and substitute the following.
B) ROADWAY DENSITY
The average density of the cores taken, as outlined in Subsection 502.11(a), will be determined for each lot and reported to the nearest tenth (0.1). Payment for roadway density will be in accordance with Table 502-7B.

Table 502-7B, Roadway Density, is deleted and the following is substituted:

Table 502-7B
Payment Adjustment Schedule for Roadway Density

Average Roadway Density	Percent Payment
92 and Above	100
90.5 – 91.9	95
89.0 – 90.4	80
Below 89	50 or Remove [1]

[1] At the option of the Department after Investigation

Delete Heading C), Surface Tolerance (Final Wearing Course Travel Lanes Only) and substitute the following:

Payment Adjustments will be in accordance with Table 502-7E, Payment Adjustment Schedules for Superpave.

Table 502-8A, Payment Adjustment Schedules for Longitudinal Surface Tolerance, Maximum International Roughness Index, Inches per mile (mm per km), is deleted and the following Table 502-7E is substituted:

Table 502-7E
Payment Adjustment Schedules
for Superpave

	Percent of Contract Unit Price/Lot [1]			
	100	95	80	50 or Remove [2]
Surface Tolerance, Inches/Mile/Lot Multi-Lift New Construction and Overlays More than Two Lifts.	3.0 and less	3.1 to 4.0	4.1 to 6.0	Over 6.0
Two-Lift Overlays	5.0 and less	5.1 to 6.0	6.1 to 10.0	Over 10.0
Single-Lift Overlays	12.0 and less	12.1 to 13.5	13.6 to 15.0	Over 15.0

[1] Portion of lot placed on the project.
[2] At the option of the engineer.

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

ASPHALTIC CONCRETE EQUIPMENT AND PROCESSES: Section 503 of the 2006 Standard Specifications for Roads and Bridges is amended as follows:

Subsection 503.15, Material Transfer Vehicle (MTV), is deleted and the following is substituted:

> 503.15 Material Transfer Vehicle (MTV). The Material Transfer Vehicle will not be required on this project. However, the contractor shall take all actions necessary to construct a pavement meeting the contract requirements, including but not limited to smoothness and uniformity.

COLD PLANING ASPHALTIC PAVEMENT: Section 509 is amended as follows:

The eighth paragraph of subsection 509.03(a) is deleted and the following substituted:

> The contractor shall retain all RAP generated from this project and dispose of beyond the limits of the project at no direct pay. This is to be considered in bidding on other items of work, and no specific item is provided for contractor reclaimed asphaltic pavement.

NS STORM DRAIN PIPE (05/09):

DESCRIPTION. This work consists of furnishing and installing storm drains, also referred to as culverts or conduit, in accordance with the 2006 Louisiana Standard Specifications for Roads and bridges, these specifications and in conformity with lines and grades shown on the plans or established by the engineer..

MATERIALS. Materials shall comply with Subsection 701.02 of the standard specifications except as specified otherwise herein:

When the item for Storm Drain Pipe is included in the contract, the contractor shall furnish reinforced concrete pipe (RCP) unless otherwise specified.

CONSTRUCTION REQUIREMENTS.

(a) Excavation: Trench excavation shall be in accordance Subsection 701.03 for all pipe sizes.

(b) Forming Pipe Bed: During excavation for storm drain pipe, if rock or unsuitable material is encountered, it shall be removed below grade and replaced with material complying with Subsection 203.06 and constructed in accordance with Subsections 701.04 and 701.08..

(c) Laying Pipe: Storm drain pipe shall be laid in accordance with Subsection 701.05. Bell or groove ends of pipe shall be placed facing upstream. After pipe has been laid and before backfill is placed, the engineer will inspect the pipe for alignment, grade, and integrity of joints.

(d) Joining Pipe:

(1) Joint Usage Joining storm drain pipe shall be in accordance with Subsection 701.06 except as follows.

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

(e) Backfilling of storm drain pipe shall be in accordance with Subsection 701.08.

(f) Inspection of Pipes: After completion of embankment and prior to roadway surfacing, the engineer will inspect storm drain pipes for proper alignment and integrity of joints. Any misaligned pipe or defective joints shall be corrected by the contractor at no direct pay.

g) Cleaning Pipes: Prior to final acceptance, contractor installed storm drain pipes shall be cleaned of all debris and soil to the invert of the pipe at no direct pay.

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

(h) Stubbing Pipes. When new storm drain 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.

MEASUREMENT. Storm drain pipe, both new and relaid, will be measured in linear feet (lin m) in accordance with Subsection 701.12 except as follows:

(Furnishing and placing backfill material for storm drain pipes will not be measured for payment. Backfill material needed to complete backfill around pipes will be included in this item.

Measurement of storm drain pipe will include all labor, materials, equipment, tools, and incidentals necessary to complete the work.

PAYMENT. Payment for storm drain pipe will be made at the contract unit price per linear foot (lin m) in accordance with Subsection 701.13. Removing rock or unsuitable material encountered during trench excavation will not be paid for directly but will be considered incidental to this pay item.

Payment will be made under:

Item No.	Pay Item	Pay Unit
NS-SRP-00021	Storm Drain Pipe (15" RCP)	Linear Foot (Ln m)
NS-SRP-00022	Storm Drain Pipe (18" RCP)	Linear Foot (Ln m)
NS-SRP-00023	Storm Drain Pipe (21" RCP)	Linear Foot (Ln m)

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 15 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 and all legal holidays, unless permitted in writing by the Director, New Orleans Department of Public Works. Said permission will not be unreasonably withheld.

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1 – 1b	TITLE SHEET
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2o – 2q	~~BUS PAD~~ DETAILS
3b – 3ss	SUMMARY SHEETS (SHTS. 3, 3a OMITTED) 1
4 – 44	PLAN SHEETS
45 – 69	SUGGESTED PAVEMENT MARKINGS
70	SUGGESTED SEQUENCE OF CONSTRUCTION
	SPECIAL DETAILS
71	TC-00
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	STANDARD PLAN	REV. DATE
101	D-870(N.O. S&WB)	03-09-2007
102	D-871(N.O. S&WB)	03-09-2007
103	D-873(N.O. S&WB)	03-09-2007
104	D-1359(N.O. S&WB)	03-09-2007
105	3143-E-1(N.O. S&WB)	03-09-2007
106	D-3264(N.O. S&WB)	03-09-2007
107	D-3431-A(N.O. S&WB)	03-09-2007
108	6178-B-6(N.O. S&WB)	03-09-2007
109	7260-SWD(N.O. S&WB)	05-05-2005
110	8180-SD(N.O. S&WB)	03-09-2007
111	STD 1 (N.O. DPW)	04-04-1997
112	STD 2 (N.O. DPW)	04-04-1997
113	STD 4 (N.O. DPW)	04-04-1997
114	STD 5 (N.O. DPW)	04-04-1997
115	STD 6 (N.O. DPW)	04-04-1997
116	STD 8 (N.O. DPW)	04-04-1997
117	STD 9 (N.O. DPW)	04-04-1997
118	STD 10 (N.O. DPW)	04-04-1997
119	STD 11 (N.O. DPW)	04-04-1997
120	STD 12 (N.O. DPW)	04-04-1997
	EC-01 (DOTD)	10-01-2008

2 1 TOTAL SHEETS = 163

NOTE:
CONTRACTOR SHALL OBTAIN AND VERIFY THE LATEST EDITION OF N.O. DPW & N.O. S&WB STANDARD PLANS AND SPECIFICATIONS ARE TO BE USED DURING CONSTRUCTION.

TYPE OF CONSTRUCTION:
COLD PLANE ASPHALTIC CONCRETE, ASPHALTIC CONCRETE REPAIR, ASPHALTIC CONCRETE OVERLAY, STRIPING, CONCRETE ADA RAMPS & SIDEWALKS

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

SUBMERGED ROADS PROGRAM

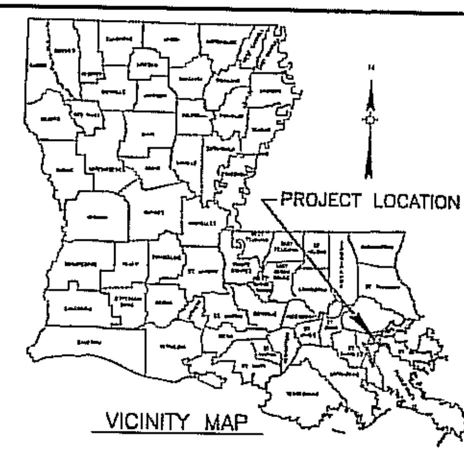
STATE PROJECT NUMBERS
704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053
704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057
704-36-0058, 704-36-0059 & 704-36-0060

FEDERAL PROJECT NUMBERS
ER-ERP1 (066), ER-ERP1 (067), ER-ERP1 (068), ER-ERP1 (069)
ER-ERP1 (070), ER-ERP1 (071), ER-ERP1 (072), ER-ERP1 (073)
ER-ERP1 (074), ER-ERP1 (075) & ER-ERP1 (076)

PERMANENT REPAIR TO FEDERAL AID ELIGIBLE ROADS

POYDRAS ST. (CARONDELET ST. TO CAMP ST.)
LASALLE ST. (POYDRAS ST. TO TULANE AVE. (US 61)
GRAVIER ST. (LOYOLA AVE. TO S. PETERS ST.)
COMMON ST. (LOYOLA AVE. TO S. PETERS ST.)
GIROD ST. (LOYOLA AVE. TO S. PETERS ST.)
MAGAZINE ST. (US 90 TO CANAL ST.)
CAMP ST. (US 90 TO CANAL ST.)
ST. CHARLES AVE. (US 90 TO CANAL ST.)
CARONDELET ST. (US 90 TO CANAL ST.)
LOYOLA AVE. (US 90 TO CANAL ST.)
POYDRAS ST. (LASALLE ST. TO LOYOLA AVE.)

ORLEANS PARISH



VICINITY MAP

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

RECOMMENDED FOR APPROVAL BY: Abou Rahman Bhatti
RAHMAN AND ASSOCIATES, INC.
Feb 16, 2009

APPROVED: [signature] 4/17/09
DIRECTOR
DEPARTMENT OF PUBLIC WORKS

APPROVED: Richard L. Savoie
CHIEF ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
4-17-09

	DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED
3	6-12-09	Shts. 1 and 70	6/15/09	[signature]	6.15.09	[signature]
2	5/5/09	Shts. 1, 1b, 1c, 2a-2d, 2l, 2p-2r, 3, 3a, 3al, 3ll, 3ss & 12	5/14/09	[signature]	5.14.09	[signature]
1	4/21/09	Shts. 1, 3ll, 3mm, 3nn, 3oo and 3pp	4/22/09	[signature]	4.22.09	[signature]

SCHEDULE OF REVISIONS

SUBMERGED ROADS PROGRAM

NOTE:
THE 2006 EDITION OF THE LOUISIANA DOTD STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, AS AMENDED BY THE PROJECT SPECIFICATIONS, SHALL GOVERN ON THIS PROJECT.

2	5-5-09	REVISED INDEX & TOTAL SHEETS	J.M.B.	
1	4-21-09	REVISED INDEX AND TOTAL SHEETS	J. M. B.	
NO.	DATE	REVISION DESCRIPTION	BY	

Rahman & Associates, Inc. — DOTD

POYDRAS ST.
(CARONDELET ST. TO CAMP ST.)
LEAD

TITLE SHEET

DESIGNED	ARB	PARISH	ORLEANS
CHECKED	DJR		
DETAILED	DJR	FEDERAL PROJECT	ER-ERP1 (066) LEAD
CHECKED	ARB		
DATE	2-16-2009	STATE PROJECT	704-36-0050 LEAD
SHEET	1 OF 3		

SHEET NUMBER 1

SUGGESTED SEQUENCE OF CONSTRUCTION (ALL PROJECTS)

1. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOULD GENERALLY CONSIST OF THE FOLLOWING:

   [3] a. WHILE MAINTAINING A MINIMUM OF ONE LANE OF TRAFFIC ADJACENT TO HIS WORK, THE CONTRACTOR SHALL COMPLETE ASPHALT PATCHING AS SHOWN IN THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER. AFTER PATCHING IS COMPLETE THE CONTRACTOR SHALL COLD-PLAN 2 INCHES AVG. DEPTH OF EXISTING ASPHALT THROUGH OUT THE PROJECT LIMITS. LANE RESTRICTIONS SHALL BE LIMITED TO A MAXIMUM OF 3 BLOCK SECTIONS TO MINIMIZE THE DISRUPTION OF TRAFFIC. ALL CONSTRUCTION ACTIVITIES SHALL BE BETWEEN 9:00 pm AND 5:00 am WITH ALL LANES OPEN TO TRAFFIC BY 5:00 am.

   b. AFTER THE CONTRACTOR COLD PLANS TWO INCHES AVG. DEPTH OF THE EXISTING SURFACE, THE PROJECT ENGINEER SHALL INSPECT THE REMAINING ASPHALTIC CONCRETE THICKNESS. SHOULD AREAS EXIST WITH ONE INCH OR LESS OF ASPHALTIC CONCRETE, THE PROJECT ENGINEER SHALL INSTRUCT THE CONTRACTOR AS TO WHICH AREAS SHALL BE COLD-PLANED TO REMOVE ADDITIONAL ASPHALTIC CONCRETE. THE CONTRACTOR SHALL REMOVE THE REMAINING ASPHALTIC CONCRETE AS INSTRUCTED AT THE CONTRACT UNIT PRICE FOR FOR COLD-PLANING ASPHALTIC PAVEMENT ITEM 509-01-00100.

   c. AFTER COMPLETION OF THE COLD-PLANING OPERATIONS PROOF ROLLING OF THE ROADWAY SURFACE MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER TO LOCATE UNSTABLE AREAS.

   d. THE PROJECT ENGINEER SHALL INSPECT, IDENTIFY AND ADEQUATELY MARK ADDITIONAL PAVEMENT AREAS TO BE REPAIRED BY PAVEMENT PATCHING. THE PAVEMENT PATCHING REPAIRS WILL CONSIST OF A.C. PAVEMENT REPAIR AS PRESENTED IN THE PROJECT PLANS AND SPECIFICATIONS OR AS DIRECTED BY THE PROJECT ENGINEER.

   e. AFTER COLD-PLANING AND PATCHING OPERATIONS ARE COMPLETE, THE PROJECT ENGINEER SHALL IDENTIFY, AS DETERMINED BY FIELD INSPECTION, AND ADEQUATELY MARK ANY AREAS THAT MAY REQUIRE LEVELING TO ADJUST THE CROSS SLOPE OR LONGITUDINAL GRADE OF THE PAVEMENT SURFACE.

   f. NOTE DELETED [3]

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 PRIOR TO THE START OF CONSTRUCTION. TRAFFIC CONTROL PLAN SHALL INCLUDING DETOUR SIGNS AND ADVANCED WARNING SIGNAGE FOR ALL SIDEROADS.

3. THE CONTRACTOR MAY CHOOSE TO CLOSE A PORTION OF ROADWAY AS WITH MOVING OPERATIONS AND IN ACCORDANCE WITH HIS APPROVED WORK PLAN, CONSTRUCTING THE REQUIRED REPAIRS, AND PROGRESSING ALONG THE PROJECT WHILE MAINTAINING TRAFFIC IN AT LEAST ONE LANE ADJACENT TO HIS WORK. THE TEMPORARY CONSTRUCTION SIGNING FOR THIS SEQUENCE OF CONSTRUCTION WOULD BE LADOTD SPECIAL DETAILS TC-15 OR TC-03.

4. FOR FOUR LANE ROADWAYS, THE CONTRACTOR MAY CHOOSE TO DIVERT FOUR LANE TRAFFIC INTO TWO LANE (TWO WAY TRAFFIC) AS LONG AS HE PROVIDES FOR LOCAL ACCESS TO RESIDENCES AND BUSINESS.

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

Rahman & Associates, Inc.	DOTD	POYDRAS ST. (CARONDELET ST. TO CAMP ST.) ET AL	
		SUGGESTED SEQUENCE OF CONSTRUCTION	

NO.	DATE	REVISION DESCRIPTION	BY
3	6/12/09	REVISED NOTE 1 AND DELETED NOTE f.	ARB

DESIGNED	ASJ	PARISH	ORLEANS
CHECKED	ARB		
DETAILED	RWA	FEDERAL PROJECT	ER-ERP1 (066) ET AL
CHECKED	ARB		
DATE	3-24-2009	STATE PROJECT	704-36-0050 ET AL
SHEET	1 OF 1		

SHEET NUMBER 70

Louisiana Department of Transportation and Development

Proposal Schedule of Items

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

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	10,054.000	SQYD
		_____ Dollars		
		_____ Cents		
0002	204-06-00100	Temporary Silt Fencing	688.000	LNFT
		_____ Dollars		
		_____ Cents		
0003	302-01-00100	Class II Base Course	2,451.000	CUYD
		_____ Dollars		
		_____ Cents		
0004	502-01-00100	Superpave Asphaltic Concrete	21,227.000	TON
		_____ Dollars		
		_____ Cents		
0005	502-01-00200	Superpave Asphaltic Concrete, Drives, Turnouts and Miscellaneous	3,871.400	TON
		_____ Dollars		
		_____ Cents		
0006	509-01-00100	Cold Planing Asphaltic Pavement	167,833.000	SQYD
		_____ Dollars		
		_____ Cents		
0007	510-01-00200	Pavement Patching (12" Minimum Thickness)	14,101.000	SQYD
		_____ Dollars		
		_____ Cents		

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

SECTION: 1 General Items

Proposal Line Number	Item ID	Description / Unit Price (in Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0008	602-02-00200	Cleaning and Resealing Existing Longitudinal Pavement Joints	44,964.000	LNFT
		_____ Dollars		
		_____ Cents		
0009	602-02-00300	Cleaning and Resealing Existing Transverse Pavements Joints	51,001.000	LNFT
		_____ Dollars		
		_____ Cents		
0010	602-03-00100	Cleaning and Sealing Random cracks	6,865.000	LNFT
		_____ Dollars		
		_____ Cents		
0011	706-01-00300	Concrete Walk (6" Thick)	10,026.400	SQYD
		_____ Dollars		
		_____ Cents		
0012	706-02-00200	Concrete Drive (6" Thick)	26.700	SQYD
		_____ Dollars		
		_____ Cents		
0013	713-01-00100	Temporary Signs and Barricades		LUMP SUM
		_____ Dollars		
		_____ Cents		
0014	713-02-00200	Temporary Pavement Markings (6" Width)	6,482.000	LNFT
		_____ Dollars		
		_____ Cents		

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

SECTION: 1 General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0015	713-02-00300	Temporary Pavement Markings (8" Width)	148.000	LNFT
		_____ Dollars		
		_____ Cents		
0016	713-03-02000	Temporary Pavement Markings (Broken Line) (4" Width) (10' Length)	1.473	MILE
		_____ Dollars		
		_____ Cents		
0017	713-04-01000	Temporary Pavement Markings (Solid Line) (4" Width)	1.473	MILE
		_____ Dollars		
		_____ Cents		
0018	713-05-00100	Temporary Pavement Legends & Symbols (Arrow)	4.000	EACH
		_____ Dollars		
		_____ Cents		
0019	713-05-00300	Temporary Pavement Legends & Symbols (ONLY)	3.000	EACH
		_____ Dollars		
		_____ Cents		
0020	719-01-02040	Plants (Tree) (Container) (2" diameter) (Magnolia Grandiflora "Little Gem")(2" Min D.B.H; 10' Tall Min; Straight Trunk; 5' Min. Crotch Height)	220.000	EACH
		_____ Dollars		
		_____ Cents		

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

SECTION: 1 General Items

Proposal Line Number	Item ID	Description / Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0021	719-01-02040	Plants (Tree) (Container) (2" diameter) (Ilex X Attenuata "Savanah")(2" Min D.B.H; 10' Tall Min; Straight Trunk; 5' Min. Crotch Height)	220.000	EACH
		_____ Dollars		
		_____ Cents		
0022	727-01-00100	Mobilization		LUMP SUM
		_____ Dollars		
		_____ Cents		
0023	729-01-00100	Sign (Type A)	153.000	SQFT
		_____ Dollars		
		_____ Cents		
0024	729-21-00100	U-Channel Post	36.000	EACH
		_____ Dollars		
		_____ Cents		
0025	731-02-00100	Reflectorized Raised Pavement Markers	1,100.000	EACH
		_____ Dollars		
		_____ Cents		
0026	732-01-01000	Plastic Pavement Striping (4" Width) (Thermoplastic 90 mil)	670.000	LNFT
		_____ Dollars		
		_____ Cents		
0027	732-01-01020	Plastic Pavement Striping (6" Width) (Thermoplastic 90 mil)	37,264.000	LNFT
		_____ Dollars		
		_____ Cents		

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

SECTION: 1 General Items

Proposal Line Number	Item ID	Description / Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0028	732-01-01040	Plastic Pavement Striping (8" Width) (Thermoplastic 90 mil)	736.000	LNFT
		_____ Dollars		
		_____ Cents		
0029	732-01-01060	Plastic Pavement Striping (12" Width) (Thermoplastic 90 mil)	5,273.000	LNFT
		_____ Dollars		
		_____ Cents		
0030	732-01-01080	Plastic Pavement Striping (24" Width) (Thermoplastic 90 mil)	43.000	LNFT
		_____ Dollars		
		_____ Cents		
0031	732-02-01000	Plastic Pavement Striping (Solid Line) (4" Width) (Thermoplastic 40 mil)	7.369	MILE
		_____ Dollars		
		_____ Cents		
0032	732-03-01000	Plastic Pavement Striping (Broken Line) (4" Width) (Thermoplastic 40 mil)	7.375	MILE
		_____ Dollars		
		_____ Cents		
0033	732-04-01020	Plastic Pavement Legends and Symbols (Arrow - Straight)	45.000	EACH
		_____ Dollars		
		_____ Cents		
0034	732-04-02000	Plastic Pavement Legends and Symbols (Bicycle)	96.000	EACH
		_____ Dollars		
		_____ Cents		

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

SECTION: 1 General Items

Proposal Line Number	Item ID	Description / Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0035	732-04-15020	Plastic Pavement Legends and Symbols (ONLY)	11.000	EACH
		_____ Dollars		
		_____ Cents		
0036	732-04-19000	Plastic Pavement Legends and Symbols (SCHOOL CROSSING)	1.000	EACH
		_____ Dollars		
		_____ Cents		
0037	736-09-00100	Loop Detector	5,710.000	LNFT
		_____ Dollars		
		_____ Cents		
0038	736-10-00300	Underground Junction Box (Type F)	1.000	EACH
		_____ Dollars		
		_____ Cents		
0039	740-01-00100	Construction Layout		LUMP SUM
		_____ Dollars		
		_____ Cents		
0040	741-11-00100	Adjusting Water Valve	143.000	EACH
		_____ Dollars		
		_____ Cents		
0041	NS-SRP-00001	ADA Ramps (Type A)	230.000	EACH
		_____ Dollars		
		_____ Cents		

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

SECTION: 1 General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0042	NS-SRP-00002	ADA Ramps (Type B)	154.000	EACH
		_____ Dollars		
		_____ Cents		
0043	NS-SRP-00003	Adjust (Manhole with Rings)	506.000	EACH
		_____ Dollars		
		_____ Cents		
0044	NS-SRP-00004	Adjust (Manhole)	310.000	EACH
		_____ Dollars		
		_____ Cents		
0045	NS-SRP-00009	Adjusting Frame and Cover (Rectangular)	3.000	EACH
		_____ Dollars		
		_____ Cents		
0046	NS-SRP-00010	Adjusting Junction Box (Utility)	172.000	EACH
		_____ Dollars		
		_____ Cents		
0047	NS-SRP-00015	Detectable Warning Surface	16.000	EACH
		_____ Dollars		
		_____ Cents		
0048	NS-SRP-00018	Drilled and Doweled Barrier	1,990.000	LNFT
		_____ Dollars		
		_____ Cents		

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

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-00019	Drilled and Doweled Mountable Curb	153.000	LNFT
		_____ Dollars		
		_____ Cents		
0050	NS-SRP-00021	Pipe (Storm Drain) (15 inch)	75.000	LNFT
		_____ Dollars		
		_____ Cents		
0051	NS-SRP-00022	Pipe (Storm Drain) (18 inch)	109.000	LNFT
		_____ Dollars		
		_____ Cents		
0052	NS-SRP-00023	Pipe (Storm Drain) (21 inch)	818.000	LNFT
		_____ Dollars		
		_____ Cents		
0053	NS-SRP-00025	Pipe Lining (Cured In-Place) (10 inch)	77.000	LNFT
		_____ Dollars		
		_____ Cents		
0054	NS-SRP-00026	Pipe Lining (Cured In-Place) (18 inch)	353.000	LNFT
		_____ Dollars		
		_____ Cents		
0055	NS-SRP-00027	Pipe Lining (Cured In-Place) (21 inch)	103.000	LNFT
		_____ Dollars		
		_____ Cents		

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

SECTION: 1 General Items

Proposal Line Number	Item ID	Description / Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0056	NS-SRP-00028	Pipe Lining (Cured In-Place) (24 inch)	106.000	LNFT
		_____ Dollars		
		_____ Cents		
0057	NS-SRP-00029	Project Signs (SRP)	22.000	EACH
		_____ Dollars		
		_____ Cents		
0058	NS-SRP-00030	Reconstruct Barrier Curb and Gutter	406.000	LNFT
		_____ Dollars		
		_____ Cents		
0059	NS-SRP-00032	Rehabilitate Catch Basins	2.000	EACH
		_____ Dollars		
		_____ Cents		
0060	NS-SRP-00035	Repair Bus Pads	140.000	SQYD
		_____ Dollars		
		_____ Cents		
0061	NS-SRP-00037	Replace Frame and Cover (Manhole Drain)	49.000	EACH
		_____ Dollars		
		_____ Cents		
0062	NS-SRP-00038	Replace Frame and Cover (Catch Basin)	24.000	EACH
		_____ Dollars		
		_____ Cents		

Contract ID: 704-36-0050

Project(s): 704-36-0050, 704-36-0051, 704-36-0052, 704-36-0053, 704-36-0054, 704-36-0055, 704-36-0056, 704-36-0057, 704-36-0058, 704-36-0059, 704-36-0060

SECTION: 1 General Items

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0063	NS-SRP-00040	Replace Frame and Cover (Sanitary Sewer)	1.000	EACH
		_____ Dollars		
		_____ Cents		
0064	NS-SRP-00041	Reset Curb (Stone)	1,029.000	LNFT
		_____ Dollars		
		_____ Cents		
0065	NS-SRP-00042	Reset Street Names (Tile)	11.000	EACH
		_____ Dollars		
		_____ Cents		
0066	NS-SRP-00043	Specialty Cold Milling	11,439.000	SQYD
		_____ Dollars		
		_____ Cents		
0067	NS-SRP-00049	Tree Planter Well	440.000	EACH
		_____ Dollars		
		_____ Cents		

Section: 1 **Total:** _____.__

Items Total: _____.__

Cost Plus Time		Road User Cost Per Unit	Unit Type	Number of Units Bid
01	A + B Project	5,000.00	Days	_____

Total Bid: _____.__