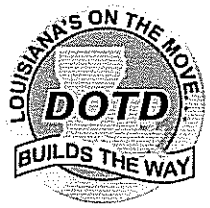
# STATE OF LOUISIANA
# DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

# CONSTRUCTION PROPOSAL




## FEDERAL AID PROJECT

## STATE PROJECT 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

## 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

**STATE PROJECT 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**

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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(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**
FEDERAL AID PROJECT 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)
DESCRIPTION: Permanent Repair to Federal Aid Eligible Roads
ROUTE: Poydras St., LaSalle St., Gravier St., Common St., Girod St., Magazine St., Camp St., St. Charles Ave., Carondelet St., Loyola Ave., Poydras St.
PARISH: Orleans
LENGTH: 5.691 miles.
TYPE: ASPHALTIC CONCRET COLD PLANING, PATCHING AND OVERLAY, STRIPING, CONCRETE SIDEWALKS & CONCRETE ADA RAMPS
LIMITS: State Project No. 704-36-0050: Carondelet St. – Camp St.
LIMITS: State Project No. 704-36-0051: Poydras St. – Tulane Ave.
LIMITS: State Project No. 704-36-0052: Loyola Ave. – S. Peters St.
LIMITS: State Project No. 704-36-0053: Loyola Ave. – S. Peters St.
LIMITS: State Project No. 704-36-0054: Loyola Ave. – S. Peters St.
LIMITS: State Project No. 704-36-0055: Canal St. – US 90
LIMITS: State Project No. 704-36-0056: Canal St. – US 90
LIMITS: State Project No. 704-36-0057: Canal St. – US 90
LIMITS: State Project No. 704-36-0058: Canal St. – US 90
LIMITS: State Project No. 704-36-0059: Canal St. – US 90
LIMITS: State Project No. 704-36-0060: LaSalle St. - Loyola
ESTIMATED COST RANGE: $10,000,000.00 - $15,000,000.00
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.

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 PROVISIONS**

**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;

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 11 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.

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.

**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.

(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.

**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 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:

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.

**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.

**INTENT OF CONTRACT (11/95):** Subsection 104.01, Intent of Contract, is amended to include the following.

(a) Covenant of Good Faith and Fair Dealing.

This contract imposes an obligation of good faith and fair dealing in its performance and enforcement.

The contractor and the Department agree from the beginning to focus on creative cooperation, to avoid adverse confrontation, and to foster mutual respect, along with a positive commitment to honesty and integrity, and agree to the following mutual duties.

(1) Each will function within the laws and statutes applicable to their duties and responsibilities.
(2) Each will communicate in an open and candid manner.
(3) Each will assist in the other's performance.
(4) Each will avoid hindering the other's performance.
(5) Each will proceed to fulfill its obligations diligently.
(6) Each will cooperate in the common endeavor of the contract.

(b) Voluntary Partnering.

The Louisiana Department of Transportation and Development intends to encourage the foundation of a cohesive partnership with the contractor and its principal subcontractors and suppliers. This partnership will be structured to draw on the strengths of each organization to identify and achieve reciprocal goals. The objective is a cooperative approach to contract management that will reduce costs, litigation, and "stress" while completing the project in accordance with the plans and specifications.

This partnership will be bilateral in makeup, and participation in partnering will be totally voluntary and is not a requirement of the contract.

A partnering conference is to be implemented and held prior to beginning construction. The contractor's management personnel and the Project Engineer will initiate a partnering development conference. They, working with the assistance of the District Construction Engineer, will make arrangements to determine the facilitator, the attendees at the conference, agenda of the conference, duration, and location. Persons required to be in attendance will be the Project Engineer and key project personnel; the contractor's on-site project manager and key project supervision personnel of both the prime and principal subcontractors and suppliers. The project design engineers, FHWA, key company representatives, and key local government personnel will also be invited to attend as necessary. The contractor and DOTD will also be required to have Regional/District and Corporate/State level managers on the project team.

Any cost associated with effectuating this partnering will be agreed to by both parties and will be shared equally and will be paid for in accordance with Subsection 109.04. The contractor, DOTD, FHWA and all others invited to the partnering conference will be responsible for any expenses incurred by their respective employees which includes salaries, travel, and lodging.

Follow-up conferences may be held periodically throughout the duration of the contract as agreed by the contractor and the DOTD.

The establishment of a partnership charter on a project will not change the legal relationship of the parties to the contract nor relieve either party from any of the terms of the contract. This partnership charter is intended only to establish an environment of cooperation and communication between all parties involved with the completion of the project.

**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.

(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 732-01-01080, Plastic Pavement Striping (24" Width)(Thermoplastic 90 mil)
ITEM 732-02-01000, Plastic Pavement Striping (Solid Line) (4" Width)(Thermoplastic 40 mil)
ITEM 732-03-01000, Plastic Pavement Striping (Broken Line) (4" Width)(Thermoplastic 40 mil)
ITEM 732-04-01020, Plastic Pavement Legends & Symbols (Arrow-Straight)
ITEM 732-04-15020, Plastic Pavement Legends & Symbols (Only)
ITEM 732-04-02000, Plastic Pavement Legends & Symbols ( Bicycle)
ITEM 732-04-19000, Plastic Pavement Legends & Symbols (School Crossing)
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.

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 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.

(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.

(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 Subsection108.09.

(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 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.

| | | | | | |
|---|---|---|---|---|---|
| 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 |

**PAYMENT ADJUSTMENT (12/08):** Section 109, Measurement and Payment of the 2006 Standard Specifications and the supplemental specifications thereto, is amended to add the following.

This project is designated for payment adjustment for asphalt cements and fuels in accordance with Subsection 109.09 as follows.

**109.09 PAYMENT ADJUSTMENT (ASPHALT CEMENTS AND FUELS).**

(a) General: Payment for contract items indicated herein will be adjusted to compensate for cost differentials of Performance Graded (PG) asphalt cements, gasoline, and diesel fuel when such costs increase or decrease more than 5 percent from the Department's established base prices for these items. The base price indices for asphalt cements and fuels will be the monthly price indices in effect at the time bids are opened for the project. The base price indices for asphalt cements will be as stated in paragraph (b) below. The base price index for fuels will be as stated in paragraph (c) below.

Payment adjustments will be made each monthly estimate period when a price index for this period varies more than 5 percent from its respective base price index. The monthly price indices to be used with each monthly estimate will be the price indices for the month in which the estimate period begins.

If the project is placed in default, payment adjustments will be based on the monthly price indices used for the last monthly estimate period prior to the project being placed in default, unless a monthly price index decreases in which case the lower monthly price index will be used.

If it is determined after completion of work on any eligible item that the total quantity paid to date must be adjusted to reflect more accurate quantity determinations, the Department will prorate the additional quantity to be added or subtracted over all previous estimate periods in which the item of work was performed in order to determine additional payment adjustments. If payment adjustments were made during any of these partial estimate periods, this added or subtracted quantity that has been prorated will likewise have payment adjustments calculated and included.

(b) Performance Graded (PG) Asphalt Cements: The base price index will be the monthly price index in effect at the time of bid opening as shown elsewhere herein. The monthly price indices will be the average, excluding the extreme outliers, of the unit prices for PG 64-22, the average, excluding the extreme outliers, of the unit prices for PG 70-22m, and the average, excluding the extreme outliers, of the unit prices for PG 76-22m. The monthly prices for each of these asphalt materials will be F.O.B. refinery or terminal as determined from the quoted prices effective on the first calendar day of each month from suppliers of these materials. Suppliers considered are those who have requested to participate in the liquid asphalt index determination and have supplied materials on DOTD projects within the past twelve months. These suppliers and materials shall be listed on the Department's Qualified Products List (QPL 41) and must be marketed in Louisiana. For Asphalt Cements not listed above, the following shall be considered equivalent for payment adjustments:

**Pay Item Equivalents Eligible for Asphalt Pay Adjustment**

| Performance Graded Asphalt Cement | Equivalent PG Asphalt Cement for Payment Adjustment |
|---|---|
| PG 58-28 | PG 64-22 |
| PG 64-22 | PG 64-22 |
| PG 70-22m | PG 70-22m |
| PG 76-22m | PG 76-22m |
| PG 82-22rm | PG 64-22 |

Payment adjustments will be made in accordance with the following formulas:

If Monthly Price Index exceeds Base Price Index,
$P_a = (A - 1.05B) \times C \times D \times (1.00 + T)$

If Base Price Index exceeds Monthly Price Index,
$P_a = (0.95B - A) \times C \times D \times (1.00 + T)$

Where:

| | | |
|---|---|---|
| $P_a$ | = | Price adjustment (increase or decrease) for asphalt cement. |
| A | = | Monthly Price Index for respective PG 64-22, PG 70-22m, or PG 76-22m in dollars per ton/megagram. |
| B | = | Base Price Index for respective PG 64-22, PG 70-22m, or PG 76-22m in dollars per ton/megagram. |
| C | = | Tons/megagrams of asphaltic concrete. |
| D | = | Percent of respective asphalt cement, per job mix formula, in decimals. |
| T | = | Louisiana sales tax percentage, in decimals. (Note: Local tax is not considered) |

The engineer will furnish the weights (mass) of asphaltic concrete placed during the monthly estimate period with the respective asphalt cement content, excluding the asphalt content in reclaimed asphaltic pavement (RAP) as per job mix formula. If the asphalt cement content changes during the estimate period, the respective weight (mass) of asphaltic concrete produced at each cement content will be reported.

All contract pay items using PG 58-28, PG 64-22, PG 70-22m, PG 76-22m, and PG 82-22rm shall be eligible for payment adjustments of asphalt materials; except no payment adjustment will be made for contract pay items under Subsection 510-01, "Pavement Patching", Section 507, "Asphaltic Surface Treatment", nor for any emulsions of cutbacks.

Item 510-02, Pavement Widening, and all contract pay items under Sections 502 and 508, will be eligible for payment adjustments of asphalt materials. No payment adjustment will be made for other asphalt materials, including emulsions and cutbacks.

The base price indices for asphalt cements and fuels will be posted on the DOTD internet website before the 10th calendar day of each month at the following URL: www.dotd.louisiana.gov/lettings/lac_price_index/priceindices.asp.

(c) Fuels: The base price index for this project will be the monthly price index in effect when bids are opened for the project. The monthly price index will be the minimum price quotations for unleaded gasoline and No. 2 diesel fuel listed for the New Orleans area in *Platt's Oilgram and Price Report* effective on the first calendar day of each month.

Payment adjustment will be made in accordance with the following formulas:

If Monthly Price Index exceeds Base Price Index,

$$P_a = (A - 1.05B) \times Q \times F$$

If Base Price Index exceeds Monthly Price Index,

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

Where:

| | | |
|---|---|---|
| $P_a$ | = | Price adjustment. |
| A | = | Monthly Price Index in dollars per gallon/liter. |
| B | = | Base Price Index in dollars per gallon/liter. |
| Q | = | Pay Item Quantity (Pay Units). |
| F | = | Fuel Usage Factor Gal (L)/Pay Unit. |

The following is a listing of contract pay items that are eligible for payment adjustment and the fuel usage factors that will be used in making such adjustment. Contract items that expand the items listed herein by use of letter or number designations are also eligible for fuel price adjustments; for example:

Item 601-01-G, Portland Cement Concrete Pavement 8 inches (200 mm) thick.

## ELIGIBLE CONTRACT PAY ITEMS & FUEL USAGE FACTORS FOR FUEL PAYMENT ADJUSTMENT[7]

| ITEM NO. | PAY ITEM | UNITS | MIN. ORIGINAL CONTRACT QUANTITY FOR PAY ADJUSTMENT | FUEL USAGE FACTORS | |
|---|---|---|---|---|---|
| | | | | Diesel[2] | Gasoline |
| 203-01[1] | General Excavation | gal/cu yd | 10,000 cu yd | 0.29 | 0.15 |
| 203-02 | Drainage Excavation | gal/cu yd | 10,000 cu yd | 0.29 | 0.15 |
| 203-03[1] | Embankment | gal/cu yd | 10,000 cu yd | 0.29 | 0.15 |
| 203-04 | Nonplastic Embankment | gal/cu yd | 10,000 cu yd | 0.29 | 0.15 |
| 203-07 | Borrow (Vehicular Measurement) | gal/cu yd | 10,000 cu yd | 0.29 | 0.15 |
| 301-01 | Class I Base Course | gal/cu yd | 3,000 cu yd | 0.88 | 0.57 |
| 301-02 | Class I Base Course ( " Thick) | gal/sq yd | 50,000 sq yd | 0.04 | 0.03 |
| 302-01 | Class II Base Course | gal/cu yd | 3,000 cu yd | 0.88 | 0.57 |
| 302-02 | Class II Base Course ( " Thick) | gal/sq yd | 50,000 sq yd | 0.04 | 0.03 |
| 303-01 | In-Place Cement Stabilized Base Course | gal/sq yd | 50,000 sq yd | 0.04 | 0.03 |
| 304-02 | Lime Treatment (Type B) | gal/sq yd | 50,000 sq yd | 0.04 | 0.03 |
| 304-03 | Lime Treatment (Type C) | gal/sq yd | 50,000 sq yd | 0.04 | 0.03 |
| 304-04 | Lime Treatment (Type D) | gal/sq yd | 50,000 sq yd | 0.04 | 0.03 |
| 305-01 | Subgrade Layer ( " Thick) | gal/sq yd | 50,000 sq yd | 0.04 | 0.03 |
| 308-01 | In-Place Cement Treated Base Course | gal/sq yd | 50,000 sq yd | 0.04 | 0.03 |
| 401-01 | Aggregate Surface Course (Net Section) | gal/cu yd | 3,000 cu yd | 0.88 | 0.57 |
| 401-02 | Aggregate Surface Course (Adjusted Vehicular Measurement) | gal/cu yd | 3,000 cu yd | 0.88 | 0.57 |
| 502-01 | Superpave Asphaltic Concrete | gal/ton | 1000 ton | 2.40[3] | 0.2 |
| 502-02 | Superpave Asphaltic Concrete | gal/cu yd | 500 cu yd | 4.80[4] | 0.4 |
| 502-03 | Superpave Asphaltic Concrete ( " Thick) | gal/sq yd | 10,000 sq yd | 0.13[5,6] | 0.01[6] |
| 508-01 | Asphaltic Concrete (SMA) | gal/ton | 1000 ton | 2.40[3] | 0.2 |
| 510-02 | Pavement Widening | gal/sq yd | 3,000 sq yd | 0.86 | 0.24 |
| 601-01 | Portland Cement Concrete Pavement ( " Thick) | gal/sq yd | 15,000 sq yd | 0.11 | 0.15 |

1 If project has both 203-01 & 203-03, only the item with larger quantity is eligible.
2 For fuel adjustment purposes, the term "diesel" shall represent No. 2 or No. 4 fuel oils or any of the liquified petroleum gases, such as propane or butane.
3 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 1.67 gal/ton.
4 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 13.34 gal/cu yd.
5 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 0.09 gal/sq yd.
6 Per inch of thickness.
7 No fuel adjustment will be allowed for waste oil.

## ELIGIBLE CONTRACT PAY ITEMS & FUEL USAGE FACTORS FOR FUEL PAYMENT ADJUSTMENT (METRIC)[7]

| ITEM NO. | PAY ITEM | UNITS | MIN. ORIGINAL CONTRACT QUANTITY FOR PAY ADJUSTMENT | FUEL USAGE FACTORS | |
|---|---|---|---|---|---|
| | | | | Diesel[2] | Gasoline |
| 203-01[1] | General Excavation | l/m$^3$ | 7,600 m$^3$ | 1.44 | 0.74 |
| 203-02 | Drainage Excavation | l/m$^3$ | 7,600 m$^3$ | 1.44 | 0.74 |
| 203-03[1] | Embankment | l/m$^3$ | 7,600 m$^3$ | 1.44 | 0.74 |
| 203-04 | Nonplastic Embankment | l/m$^3$ | 7,600 m$^3$ | 1.44 | 0.74 |
| 203-07 | Borrow (Vehicular Measurement) | l/m$^3$ | 7,600 m$^3$ | 1.44 | 0.74 |
| 301-01 | Class I Base Course | l/m$^3$ | 2,300 m$^3$ | 4.36 | 2.82 |
| 301-02 | Class I Base Course ( mm Thick) | l/m$^2$ | 41,800 m$^2$ | 0.18 | 0.14 |
| 302-01 | Class II Base Course | l/m$^3$ | 2,300 m$^3$ | 4.36 | 2.82 |
| 302-02 | Class II Base Course ( mm Thick) | l/m$^2$ | 41,800 m$^2$ | 0.18 | 0.14 |
| 303-01 | In-Place Cement Stabilized Base Course | l/m$^2$ | 41,800 m$^2$ | 0.18 | 0.14 |
| 304-02 | Lime Treatment (Type B) | l/m$^2$ | 41,800 m$^2$ | 0.18 | 0.14 |
| 304-03 | Lime Treatment (Type C) | l/m$^2$ | 41,800 m$^2$ | 0.18 | 0.14 |
| 304-04 | Lime Treatment (Type D) | l/m$^2$ | 41,800 m$^2$ | 0.18 | 0.14 |
| 305-01 | Subgrade Layer ( mm Thick) | l/m$^2$ | 41,800 m$^2$ | 0.18 | 0.14 |
| 308-01 | In-Place Cement Stabilized Base Course | l/m$^2$ | 41,800 m$^2$ | 0.18 | 0.14 |
| 401-01 | Aggregate Surface Course (Net Section) | l/m$^3$ | 2,300 m$^3$ | 4.36 | 2.82 |
| 401-02 | Aggregate Surface Course (Adjusted Vehicular Measurement) | l/m$^3$ | 2,300 m$^3$ | 4.36 | 2.82 |
| 502-01 | Superpave Asphaltic Concrete | l/Mg | 900 Mg | 10.01[3] | 0.83 |
| 502-02 | Superpave Asphaltic Concrete | l/m$^3$ | 400 m$^3$ | 23.77[4] | 1.98 |
| 502-03 | Superpave Asphaltic Concrete ( mm Thick) | l/m$^2$ | 8,400 m$^2$ | 0.59[5,6] | 0.45[6] |
| 508-01 | Asphaltic Concrete (SMA) | l/Mg | 900 Mg | 10.01[3] | 0.83 |
| 510-02 | Pavement Widening | l/m$^2$ | 2,500 m$^2$ | 3.89 | 1.09 |
| 601-01 | Portland Cement Concrete Pavement ( mm Thick) | l/m$^2$ | 12,500 m$^2$ | 0.5 | 0.68 |

1 If project has both 203-01 & 203-03, only the item with larger quantity is eligible.
2 For fuel adjustment purposes, the term "diesel" shall represent No. 2 or No. 4 fuel oils or any of the liquified petroleum gases, such as propane or butane.
3 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 6.97 l/mg.
4 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 16.53 l/m$^3$.
5 If natural gas or coal is used instead of diesel for aggregate drying and heating the fuel usage factor shall be 0.41 l/m$^2$.
6 Per mm of thickness.
7 No fuel adjustment will be allowed for waste oil.

## SUPERPAVE ASPHALTIC CONCRETE MIXTURES (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 (2) 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(b), 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 is substituted:

(b) SURFACE TOLERANCE REQUIREMENTS. 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) The contractor shall provide an approved California-Type Ames Profilograph calibrated and operated in accordance with DOTD TR 641 for longitudinal surface tolerance quality control testing. The contractor may elect to use an

automated profilograph in lieu of the standard California-Type Ames Profilograph. The profilograph must be approved by the Materials and Testing Engineer. The results generated by alternate profilograph models must correlate to results generated by the California-Type Ames Profilograph to within 1.0 inch/mile (15 mm/km) for pavement surfaces which are up to 15 inches/mile (240 mm/km) in roughness. Additionally, alternate models must demonstrate repeatability to within 1.0 inch/mile (15 mm/km) when testing pavements up to 15.0 inches/mile (240 mm/km) in roughness. The number of test runs for this determination will be at least three. Alternate profilographs shall allow for field calibration using vertical deflection standards and provide a verifiable method of horizontal calibration. Automated models must meet all standards required of manual models. Approval of manual and automated models will be based on comparison to the departmental standard California-Type Ames Profilograph. Manufacturers shall make a model of a proposed alternate profilograph available to the Department for at least 60 days for evaluation. Additionally, the Department may require comparative data prior to beginning the evaluation process. Automated profilographs will be approved for contractors Quality Control testing only. The profilograph used for longitudinal surface tolerance acceptance and to determine surface tolerance payment adjustments will consist of an approved California-Type Ames Profilograph calibrated by the Department in accordance with DOTD TR 641. An approved 10-foot (3.0 m) metal static straightedge shall be furnished by the contractor for transverse and longitudinal surface tolerance acceptance testing. The operation of the profilograph 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 and airport 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 Surface Tolerance: 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 and airport wearing and binder courses using the profilograph, 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 5.0 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 12.0 inches per mile (189 mm/km) per lot. If the alternative longitudinal surface (V below) is used, the 12.0 inches per mile will be revised accordingly. Unless otherwise directed, bump correction is still required.

c. Binder Courses: The Average Profile Index shall be not more than 12.0 inches per mile (189 mm/km) per lot. Lots with an Average Profile Index more than 12.0 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 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 502.10(b)7.

e. Alternative longitudinal surface tolerance. When the existing surface conditions are so poor that it is not practical to obtain the surface requirements above, the contractor may perform longitudinal testing in the presence of the engineer, or otherwise verified by the engineer, to document the existing condition. The existing condition will be considered to preclude obtaining the above required Average Profile Index when an improvement of 75% of the verified existing condition is required for a single wearing course lift, or a 90% improvement of the verified existing condition is required for two lift overlays. To make this determination, the contractor shall perform initial testing with the California Profilograph or with an automatic (inertial) profiler (in PI or IRI mode). The Engineer will allow the alternative surface tolerance if the existing roughness exceeds:

| Lift | PI | IRI |
|---|---|---|
| Single-Lift Overlays | 50 | 350 |
| Binder Courses | 50 | 350 |
| Two-Lift Overlays | 20 | 300 |

When the engineer determines the existing surface precludes the obtaining of the above Average Profile Index requirements, the surface tolerance requirements will be set to 75% improvement of

the existing surface measurements for single lift overlays and 90% for two lift overlays.

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

(4) 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 502.10(b)7 below. Also, when the alternate automated profilograph 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. 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 502.10(b)7 of this subsection.

(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 1 1/2 inches (30 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 simply 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 $500.00 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 a profilograph will be required on roadway travel lanes and airport 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 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 641 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 provisions of 502.11(b)(3)ii, Acceptance, (below). A DOTD Certified Profilograph 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 Certified Profilograph 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 profilograph 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 Certified Profilograph Operator or Evaluator and the Department will take immediate possession of these traces for evaluation by the

DOTD Certified Evaluator. The Department will retain the right to verify the contractor's final quality control trace using the Department's Certified California-Type Ames Profilograph 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 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 502.10(b)7.

Subsection 502.11, Roadway Acceptance.
Subheading (b); Subpart (3), Longitudinal Surface Tolerance is deleted and the following substituted.

(3) Longitudinal Surface Tolerance:

(a) Acceptance: The Contractor shall report the profilograph test results in inches/mile in accordance with 502.10(b)(1), except that results may be reported in IRI when the alternative longitudinal surface tolerance is used.

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

1. Payment Adjustments: Longitudinal Surface Tolerance:
   Testing for surface tolerance will be required for each lot on the final roadway wearing course lift and airport wearing course lift. The requirements for longitudinal surface tolerance on the final roadway and airport wearing course lift as shown in 1) above shall be used in determining pay adjustments
2. To determine surface tolerance payment adjustments, the Profile Index will be determined in accordance with DOTD TR 641. 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 reprofile the affected area in accordance with the above procedures one additional time. The Department may reprofile 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 simply 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 ride ability. These high points then may be allowed to remain with a $500.00 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 profilograph results with the lot location. The result, inches per mile or IRI , will be multiplied by the required improvement (0.75 or 0.90) and subtracted from the existing results to obtain a required profilograph 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% improvement of the average existing surface measurements for single lift overlays and 90% for two lift overlays.

   For acceptance, the price adjustment, inches per mile 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:

For longitudinal surface tolerance, see Subsection 502.10(b)

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.

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

B) ROADWAY DENSITY

The average density of the cores taken, as outlined in 502.11, 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
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

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

Payment Adjustments will be in accordance with Table 502-7E.

Table 502-8A, Payment Adjustment Schedules for Longitudinal Surface Tolerance, Maximum International Roughness Index, inches per mile, is deleted and 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, is deleted.

**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.

**LANDSCAPING (03/09):** Section 719, Landscaping of the Standard Specifications, as amended by the supplemental specifications thereto is further amended as follows:

Subsection 719.06, Construction Methods.

Subheading (a), Seasonal Operations is amended to delete the first paragraph and substitute the following.

Unless otherwise directed by the engineer in writing, the planting season is between November 1 and April 15.

**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 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.

**ASPHALT MATERIALS AND ADDITIVES (04/08):** Section 1002 of the 2006 Standard Specifications and the supplemental specifications thereto is amended as follows.

Subsection 1002.02, Asphalt Material Additives is amended as follows.

Table 1002-1, Performance Graded Asphalt Cements is deleted and the following substituted.

**Table 1002-1**
**Performance Graded Asphalt Cements**

| Property | AASHTO Test Method | PG82-22rm[6] | PG76-22m | PG70-22m | PG64-22 | PG58-28 |
|---|---|---|---|---|---|---|
| | | Spec. | Spec. | Spec. | Spec. | Spec. |
| **Tests on Original Binder:** | | | | | | |
| Rotational Viscosity @ 135°C, Pa·s [1] | T 316 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Dynamic Shear, 10 rad/s, G*/Sin Delta, kPa | T 315 | 1.00+ @ 82°C | 1.00+ @ 76°C | 1.00+ @ 70°C | 1.30+ @ 64°C | 1.00+ @ 58°C |
| Flash Point, °C | T 48 | 232+ | 232+ | 232+ | 232+ | 232+ |
| Solubility, % [2] | T 44 | N/A | 99.0+ | 99.0+ | 99.0+ | 99.0+ |
| Separation of Polymer, 163°C, 48 hours, degree C difference in R & B from top to bottom [5] | ASTM D 7173 AASHTO T 53 | --- | 2- | 2- | --- | --- |
| Force Ductility Ratio ($f_2/f_1$, 4°C, 5 cm/min., $f_2$ @ 30 cm elongation)[3] | T 300 | --- | 0.30+ | --- | --- | --- |
| Force Ductility, (4°C, 5 cm/min, 30 cm elongation, kg)[3] | T 300 | --- | --- | 0.23+ | --- | --- |
| **Tests on Rolling Thin Film Oven Residue:** | T 240 | | | | | |
| Mass loss, % | T 240 | 1.00- | 1.00- | 1.00- | 1.00- | 1.00- |
| Dynamic Shear, 10 rad/s, G*/Sin Delta, kPa | T 315 | 2.20+ @ 82°C | 2.20+ @76°C | 2.20+ @ 70°C | 2.20+ @ 64°C | 2.20+ @ 58°C |
| Elastic Recovery, 25°C, 10 cm elongation, % [4] | T 301 | 60+ | 60+ | 40+ | --- | --- |
| Ductility, 25°C, 5 cm/min, cm | T 51 | --- | --- | --- | 100+ | --- |
| **Tests on Pressure Aging Vessel Residue:** | R 28 | | | | | |
| Dynamic Shear, @ 25°C, 10 rad/s, G* Sin Delta, kPa | T 315 | 5000- | 5000- | 5000- | 5000- | 5000- @ 19°C |
| Bending Beam Creep Stiffness, S, MPa @ -12°C. | T 313 | 300- | 300- | 300- | 300- | 300- @ -18°C |
| Bending Beam Creep Slope, m value,@ -12°C | T 313 | 0.300+ | 0.300+ | 0.300+ | 0.300+ | 0.300+ @ -18°C |

[1]The rotational viscosity will be measured to determine product uniformity. The rotational viscosity measured by the supplier shall be noted on the Certificate of Delivery. A binder having a rotational viscosity of 3.0 Pa·s or less will typically have adequate mixing and pumping capabilities. Binders with rotational viscosity values higher than 3.0 Pa·s should be used with caution and only after consulting with the supplier as to any special handling procedures and guarantees of mixing and pumping capabilities.

[2]Not all polymers are soluble in the specified solvents. If the polymer modified asphalt digested in the solvent will not pass the filter media, a sample of the base asphalt used in making the polymer modified asphalt should be tested for solubility. If the solubility of the base asphalt is at least 99.0%, the material will be considered as passing.
[3]AASHTO T 300 except the second peak (f2) is defined as the stress at 30 cm elongation.
[4]AASHTO T 301 except elongation shall be 10 cm.
[5]Prepare samples per ASTM D 7173. Determine softening point of top and bottom per AASHTO T 53.
[6]The quality assurance plan for this product will require the contractors who use this material to submit written documentation of tank cleaning annually. Contractors must have tank mixers. Written certificates of analysis from the asphalt binder supplier confirming rubber source and size distribution of rubber used shall be furnished to the Materials Laboratory.

Add the following Table 1002-12, Anionic Trackless Tack Coat Grade NTSS-1HM.

Table 1002-12
Anionic Trackless Tack Coat Grade NTSS-1HM

| Property | AASHTO Test Method | Specification Deviation | |
|---|---|---|---|
| | | 100% Pay | 50% Pay or Remove[1] |
| Viscosity, Saybolt Furol @ 25°C, s | T 59 | 15 - 100 | --- |
| Storage Stability, 24 Hour, % | T 59 | 1.0- | --- |
| Settlement, 5 Days, % | T 59 | 5.0- | --- |
| Residue by Distillation, % | T 59 | 50+ | 49- |
| Oil Distillate, % | T 59 | 1.0- | --- |
| Sieve Test[2], (Retained on the 850 µm), % | T 59 | 0.3- | --- |
| Tests on Residue | | | |
| Penetration @ 25°C, 100g, 5s, dmm | T 49 | 20- | --- |
| Softening Point, Ring and Ball, °C | T 53 | 65+ | 64- |
| Solubility, % | T 44 | 97.5+ | --- |
| DSR @ 25°C; G*Sin δ, 10 rad / s, kPa | T 315 | 1.0+ | --- |

[1] At the option of Engineer.
[2] Sieve tests may be waived if no application problems are present in the field.

**NS ADA RAMPS TYPE A AND ADA RAMPS 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.
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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00001 | ADA Ramps (Type A) | Each |
| NS-SRP-00002 | ADA Ramps (Type B) | Each |

**NS ADJUST (MANHOLE WITH RINGS) (04/09):**
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.

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(122 cm) 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 (38 mm) 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 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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00003 | Adjust (Manhole with Rings) | Each |

**NS ADJUST (MANHOLE) (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.

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 (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.

MEASUREMENT. Manhole adjustments shall be measured per each manhole adjusted, which will include all materials, equipment, tools and labor incidental thereto. All excavation sawcutting of pavement, curb and gutter (if required), removal and replacement of pavement, curb and 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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00004 | Adjust (Manhole) | Each |

**NS ADJUSTING FRAME AND COVER (RECTANGULAR) (04/09):**

DESCRIPTION. This work consists of vertical adjustments of rectangular frames and covers 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 (the latest edition).

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. The work consists of full depth sawcutting and removing of adjacent pavement, adjusting the existing frame and cover to meet the final pavement surface elevation with brick and mortar and replacing the adjacent roadway in kind as directed. Metal parts shall be thoroughly cleaned and placed in good repair. The structure shall then be backfilled in accordance with Section 702. Pavement removed for the adjustment shall be replaced in kind, or with full depth asphaltic concrete, 12 inch (305 mm) minimum thickness, in accordance with Section 510. 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.

Frame and cover adjustments will include water, sewer and drainage facilities. Adjustments shall be completed on facilities up to 48 inches (122 cm) by 48 inches (122 cm). Water and sewer covers may include value covers as part of the assembly and shall be adjusted with the frame and cover at no direct pay. Drainage frame and covers may provide access to sub-surface drainage canals.

Adjustments for facilities not owned by the New Orleans Sewerage & Water Board shall be in accordance with the owner's requirements. The contractor shall contact and verify with the facility owner the acceptable materials and methods used for vertical adjustments prior to the beginning of construction activities.

MEASUREMENT. Rectangular Frame and Cover Adjustments shall be measured per each adjusted structure, which includes all materials, equipment, tools and labor incidental thereto. All excavation, sawcutting of pavement, curb and gutter (if required), removal and replacement of pavement, curb and gutter (if required), base and granular material, fabric, backfilling and shoring of excavation shall be considered incidental to the work and will not measured for payment..

PAYMENT. Rectangular Frame and Cover Adjustment will be paid for at the contract unit per each, complete in place. a

Payment shall be made at the contract unit price under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00009 | Adjusting Frame and Cover (Rectangular) | Each |

**NS ADJUSTING JUNCTION BOX (UTILITY) (04/09):**

DESCRIPTION. This work consists of the vertical adjustment of utility junction boxes in accordance with these plans and specifications as needed to match the final surface elevation.

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

Granular Material shall comply with 1003.07
Portland Cement Concrete shall comply with 901
Base course shall comply with 1003.03 (b) or (c)
Pre-fabricated Utility Junction Boxes shall conform to the owner's specifications

GENERAL. This work shall be used for, but not limited to, the horizontal and vertical adjustments of utility junction boxes such as: traffic junction boxes and cable television junction boxes. The adjustment of these facilities shall be in accordance with the owner's requirements. The contractor shall contact and verify with the facility owner the acceptable materials and methods used for vertical adjustments prior to the beginning of construction activities.

CONSTRUCTION REQUIREMENTS. This work consists of full depth sawcutting and removal of adjacent materials, adjusting the utility junction box to meet the final surface elevation by adding or removing from the existing base, and replacing the adjacent material in kind as directed.

The junction boxes for adjustment shall be up to 48 inches (121 cm) by 48 inches (121 cm) and made of composite materials.

Care shall be taken not to damage existing conduit inside the utility junction boxes. The contractor shall contact the owner of the facility if power needs to be interrupted. The conduit shall be moved as required to adjust the junction boxes to the final surface elevation. The contractor shall be responsible for and shall ensure that service is returned to all functioning utility junction boxes once the adjustment is complete.

The contractor shall ensure the tops of utility junction boxes are properly secured before completing this work.

Utility junction box adjustments may be located in ADA ramp areas. Adjustments for ADA ramps and utility junction boxes shall be paid separately under the appropriate items. Utility junction box adjustments outside of ADA ramp areas shall include removals of curb, sidewalk, pavement and base and shall be restored under this item.

All pavement, sidewalk, 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 for concrete pavement and Class M concrete for curb and gutter and sidewalks or as directed by the Project Engineer.

MEASUREMENT. Utility junction box adjustments will be measured per each adjusted structure, which includes all materials, equipment, tools and labor incidental thereto. All excavation, sawcutting of pavement, sidewalk, curb and gutter (if required), removal and replacement of pavement, sidewalk, curb and gutter (if required), base and granular material, fabric, backfilling and shoring of excavation will be considered incidental to the work and will not be measured for payment..

PAYMENT. Utility Junction Box Adjustment will be paid for at the contract unit per each, complete in place.

Payment will be made at the contract unit price under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00010 | Adjusting Junction Box (Utility) | Each |

**NS DETECTABLE WARNING SURFACE (04/09):**

DESCRIPTION. This work consists of furnishing and installing 2 ft. x 4 ft. (.6 m x 1.8 m) Detectable Warning Surfaces (truncated domes) in accordance with the latest Americans with Disabilities Act (ADA) requirements and City of New Orleans Department of Public Works Standard Details STD1 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 601 and 901;
Granular Materials shall comply with 1003.07;
Curing Materials shall comply with 1011.01
Detectable Warning Surface (truncated domes) 2 ft. x 4 ft. (.6 m x 1.8 m) shall be in accordance with Subsection 706.03(g)

CONSTRUCTION REQUIREMENTS.

k) Full depth saw cuts shall be required to ensure a straight line between old and new work.
l) 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 no direct pay.

Before installation of truncated domes into an existing ADA ramp, the ramp must comply with all current ADA handicapped ramp standards or with New Orleans Department of Public Works Standard Specifications and Details, which ever is more stringent. The slope of the existing ramp must be verified and accepted by the Project Engineer before work is to continue.

The area of excavation shall not exceed 4 inches (10 cm) from the outside edge of the proposed final location of the truncated domes. When multiple truncated domes are to be installed in the same ramp area, the truncated domes shall be placed side-by-side as directed by the Project Engineer to provide a continuous detectable surface.

Truncated domes shall be placed properly in fresh concrete at the proposed final location and shall match the ADA compliant slope of the existing ADA handicapped ramp. A clean edge shall be created between the truncated dome and adjacent concrete.

The finished work shall meet all current ADA handicapped ramps standards and shall be completed to the satisfaction of the Project Engineer.

MEASUREMENT. Detectable Warning Surface shall be paid for per each 2 ft x 4ft (.6 m x 1.8 m) Detectable warning surface installed.

PAYMENT. Payment for Detectable Warning Surface will be made at the contract unit price per each, including full depth saw cuts, excavation, base material, base preparation, Portland Cement Concrete and the installation of 2 ft. x 4 ft. (.6 m x 1.8 m) Detectable Warning Surfaces. Curb or gutter removal, and sidewalk removal will be at no direct pay. Full depth saw cutting will be at no direct pay.

Payment shall be made under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00015 | Detectable Warning Surface | Each |

**NS DRILLED AND DOWELED BARRIER AND DRILLED AND DOWELED MOUNTABLE CURB(04/09):**

**STATE PROJECT 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**
**SPECIAL PROVISIONS**

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.

a) The contractor shall full depth horizontally sawcut the existing curb in order to remove the curb and materials and perform all required excavation.
b) Existing curbing and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.
c) 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.
d) The type of concrete curb to be provided shall be as indicated on the plans.
e) 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.
f) Finishing shall comply with Section 707.07. After finishing, concrete curb shall be cured in accordance with Section 601.10.
g) 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.
h) 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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00018 | Drilled and Doweled Barrier | Linear Foot (Ln m) |
| NS-SRP-00019 | Drilled and Doweled Mountable Curb | Linear Foot (Ln m) |

**NS PIPE (STORM DRAIN) (04/09):**

DESCRIPTION. This works consists of furnishing and installing storm drains, also referred to as culverts or conduit, in accordance with these specifications and in conformity with established lines and grades.

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

| | |
|---|---|
| Usable Soil | 203.06(a) |
| Selected Soil | 203.06(b) |
| Plastic Soil Blanket | 203.10 |
| Flowable Fill | 710 |
| Mortar | 702.02 |
| Portland Cement Concrete | 901 |
| Stone | 1003.03(b) |
| Recycled Portland Cement Concrete | 1003.03(c) |
| Granular Material | 1003.07 |
| Bedding Material | 1003.08 |
| Reinforced Concrete Pipe | 1006.03 |
| Gasket Materials | 1006.06 |
| Split Plastic Coupling Bands | 1006.07(d)(4) |
| Coupling Bands | 1007.09 |
| Reinforcing Steel | 1009 |
| Geotextile Fabric | 1019 |

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

(b) Material Type Abbreviations:

(1) Reinforced Concrete Pipe:

RCP Reinforced Concrete Pipe

(2) Joint Type Abbreviations

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

CONSTRUCTION REQUIREMENTS.

EXCAVATION. The bottom of the trench shall be excavated to a minimum width of 18 inches (457 mm) on each side for all pipe sizes. 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.

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 Section 726. This work will not be paid

for directly and will be incidental to this pay item. This replacement material shall be compacted to at least the density of the surrounding soil. The compacted earth cushion shall have a thickness under the pipe of at least 1/2 inch (13 mm) per foot of fill height over the top of the pipe with a minimum thickness of 8 inches (203 mm).

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 shall be placed facing upstream. Pipes in each continuous line shall have the same wall thickness.

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

JOINING PIPE.

(a) Joint Usage

(1) 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.

For pipe 36 inches (914 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.

Type 3 joints shall be wrapped with geotextile fabric for a minimum of 12 inches (305 mm) on each side of joint for pipe 36 inches (914 mm) or less in diameter and a minimum of 18 inches (457 mm) on each side of the joint for pipe greater than 36 inches (914 mm) in diameter. Ends of the fabric shall be lapped at least 10 inches (254 mm). The edges and ends of fabric shall be suitably secured for the entire circumference of the pipe.

(c) 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.

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, or flowable fill.

Type B backfill material shall be stone, recycled portland cement concrete, flowable fill, selected soils, or granular material.

When Type A backfill material is used, geotextile fabric shall be placed in accordance with plan details prior to placing backfill material. Care shall be taken to prevent damage to geotextile fabric during placement of backfill material.

Adjacent rolls of fabric shall be overlapped or sewn. When rolls are overlapped, the overlap shall be a minimum of 18 inches (457 mm), including the ends of rolls. The top layer of the fabric shall be parallel with adjacent rolls and in the direction of backfill materials placement.

When rolls are sewn, the contractor shall join the adjacent rolls by sewing with polyester, or Kevlar thread. Field sewing shall employ the "J" seam or "Butterfly" seam with the two pieces of geotextile fabric mated together and turned in order to sew through 4 layers of fabric. Sewing will be sewn with 2 rows of Type 401 two-threaded locking chain stitch. Factory seams other than specified shall be submitted to the Materials and Testing Section for approval.

Damaged fabric shall be either removed and replaced with new fabric or covered with a second layer of fabric extending 2 feet (0.61 m) in each direction from the damaged area.

(b) Backfill Applications:

(1) Paved Areas: Cross drains and side drains in paved areas subject to traffic loads such as roadway travel lanes, shoulders, and turnouts shall be backfilled with Type A material. Type B backfill material shall be used in all other paved areas including driveways, detour roads and similar installations. Selected soils will not be allowed as backfill material. Placement and compaction shall be as specified in Heading (c) below.

(c) Placement and Compaction: If the top of pipe is even with or below the top of the trench, backfill material shall be brought up evenly on both sides of pipe for its full length to an elevation of 12 inches (305 mm) above the top of pipe [or to subgrade if less than 12 inches (305mm)] or to natural ground elevation, whichever is greater.

When the top of the pipe is above the top of the trench, backfill material shall be brought up evenly on both sides of pipe for its full length to 12 inches (305mm) above the top of pipe or to subgrade if less than 12 inches (305mm). Material in the trench and above the top of the trench for a distance on each side of the pipe equal to the horizontal outside diameter for corrugated metal or plastic pipe and 18 inches (457 mm) for concrete pipe, and to 12 inches (305mm) above the top of pipe or to subgrade if less than 12 inches (305mm) shall be backfill material.

The embankment shall be constructed to a minimum of 24 inches (610 mm) over the pipe before heavy construction equipment is allowed to cross the installation. Where practical, installations with less than 24 inches (610 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.

(1) Backfill Methods:

a. General: Compaction by flooding will not be allowed.

b. Flowable Fill: Flowable fill shall be in accordance with Section 710.

c. Stone or Recycled Portland Cement Concrete: Backfill shall be placed at or near optimum moisture content determined in accordance with DOTD TR 415 or TR 418. Backfill material shall be thoroughly compacted under the pipe haunches and then compacted in layers not exceeding 8 inches (203 mm) compacted thickness. With approval of the engineer, layer thickness may be increased to 12 inches (305mm) with verification of satisfactory installation and performance. Each layer shall be compacted by approved methods to at least 95 percent of maximum dry density prior to placement of a subsequent layer. The contractor shall control placement operations so as not to damage protective coatings on metal pipes. The contractor shall repair damaged coatings at no additional pay.

(2) Density Requirements: Maximum dry density will be determined in accordance with DOTD TR 415 or TR 418 and in-place density determined in accordance with DOTD TR 401.

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

CLEANING PIPES.

(a) 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.

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

STUBBING PIPES. 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.

MEASUREMENT. Pipe, both new and relaid, will be measured in linear feet as follows unless stated otherwise.

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

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

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

PAYMENT. Payment for pipe will be made at the contract unit price per linear foot of the types and sizes specified.

Payment will be made under:

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

**NS PIPE LINING (CURED IN-PLACE) (04/09):**

DESCRIPTION. This work consists of the lining of existing sanitary or storm drain lines by the installation of a resin impregnated flexible felt tube to line the pipe in accordance with the General Specifications and Standard Plans of the Sewerage & Water Board of New Orleans (latest edition).

MATERIALS. All cured in place pipe (CIPP) lining products shall comply with ASTM F1216-Rehabilitation of Existing Pipelines and Conduits by the Inversion and Curing of a Resin-Impregnated Tube, or ASTM F1743 – Rehabilitation of Existing Pipelines and Conduits by Pulled-in-Place Installation of Cured-in-Place Thermosetting Resin Pipe (CIPP).

The contractor shall furnish a general purpose unsaturated, polyester or thermosetting vinyl ester resin and catalyst system that provides cured physical strengths specified herein.

The liner shall be fabricated from materials which when complete are chemically resistant to and will withstand internal exposure to domestic sewage having a pH range of 5 to 11 and temperature up to 125° (F) (52° C). CIPP liners shall meet the minimum chemical resistance requirements in accordance with ASTM F1216-Rehabilitation of Existing Pipelines and Conduits by the Inversion and Curing of a Resin-Impregnated Tube.

GENERAL. Installation shall be accomplished by inversion or winched-in-place methods and cured in place (CIP) by ambient temperature or circulating hot water or steam to produce a hard, joint-less, impermeable pipe repair.

The contractor shall take field measurements to verify the existing pipe diameter, ovality and length prior to manufacturing liners. The manufacturer shall incorporate these measurements into the manufacturing process of the liner.

The liner thickness shall be sized for a minimum hydrostatic and earth load of 8 feet (2.4 m). The earth load and hydrostatic load shall be increased to the manhole depth for bury depths in excess of 8 feet (2.4 m) unless otherwise noted.

The liner shall be structurally designed for fully deteriorated hosts pipe/direct bury condition, prism loading, and AASHTO Standard Specification for Highway Bridges HS-20-44 live loading due to traffic. The liner shall be designed for the following conditions:

| DESIGN PARAMETER | VALUE, |
|---|---|
| Minimum Service Life | 50 years |
| Soil Density | 120 pounds per cubic foot (lb/cf) (1922 kg/m³) |
| Soil Modulus | 1000 pounds per square inch (psi) (6,895 kPa) |
| Minimum Safety Factor | 2.0 |
| Ovality Factor | 2% |
| Maximum Deflection | 5% in vertical axis |
| Long Term Modulus Reduction Factor | 50% |

The final CIPP liners shall conform to the minimum structural standards as listed below in accordance with ASTM D790 – Test Methods for Flexural Properties of Un-reinforced and Reinforced Plastics and Electrical Insulating Materials and ASTM F1216 - Rehabilitation of Existing Pipelines and Conduits by the Inversion and Curing of a Resin-Impregnated Tube:

| FINAL CIPP | MINIMUM REQUIRED |
|---|---|
| Flexural Stress | 4,500 psi (31 MPa) |
| Flexural Modulus of Elasticity | 250,000 psi (1723 MPa) |
| Long Term Flexural Modulus | 125,000 psi ((862 MPa) |

CONSTRUCTION REQUIREMENTS. The flexible tube shall be one or more layers of needled felt or equivalent woven or non-woven material manufactured under quality controlled conditions set by the manufacturer. The tube shall contain no intermediate layers that delaminate after resin curing. It shall not be possible to separate, any layers with a probe or knife blade such that the layers separate cleanly or the probe or knife blade moves freely between the layers.

The liner shall be furnished to the following minimum thickness, or the thickness based upon design criteria as specified herein, whichever is greater:

| Pipe Diameter (inch) | Depth of Sewer Invert (feet) | CIP Nominal Thickness (inches) |
|---|---|---|

| | | |
|---|---|---|
| 6 | 0 – 20 | 0.177 |
| 8 | 0 – 20 | 0.236 |
| 10 | 0 – 15 | 0.236 |
| 10 | 15.1 – 20 | 0.295 |
| 12 | 0 – 10 | 0.236 |
| 12 | 10.1 – 20 | 0.295 |
| 15 | 0 – 10 | 0.295 |
| 15 | 10.1 – 15 | 0.354 |
| 15 | 15.1 – 20 | 0.413 |
| 18 | 0 – 10 | 0.354 |
| 18 | 10.1 – 15 | 0.413 |
| 18 | 15.1 – 20 | 0.472 |
| 21 | 0 – 10 | 0.374 |
| 21 | 10.1 – 20 | 0.555 |
| 24 | 0 – 10 | 0.472 |
| 24 | 10.1 – 22 | 0.590 |
| 27 | 0 – 10 | 0.465 |
| 27 | 10.1 – 20 | 0.705 |
| 30 | 0 – 10 | 0.590 |
| 30 | 10.1 – 22 | 0.817 |
| 36 | 0 – 20 | 0.921 |

MEASUREMENT. New Cured-in-place pipe lining will be measured to the nearest linear foot installed, which includes all materials, equipment, tools and labor incidental thereto.

PAYMENT: Cured-In-Place Pipe Lining will be paid for at the contract unit price per linear foot of the types and sizes specified, complete and in place.

Payment will be made at the contract unit price under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00025 | Pipe Lining (Cured In-Place) [10 inch (250 mm)] | Linear Foot (Ln m) |
| NS-SRP-00026 | Pipe Lining (Cured In-Place) [18 inch (450 mm)] | Linear Foot (Ln m) |
| NS-SRP-00027 | Pipe Lining (Cured In-Place) [21 inch (525 mm)] | Linear Foot (Ln m) |
| NS-SRP-00028 | Pipe Lining (Cured In-Place) [24 inch (625 mm)] | Linear Foot (Ln m) |

**NS PROJECT SIGNS (SRP) (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.

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 (122 cm) by 48 inch (122 cm) 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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00029 | Project Signs (SRP) | Each |

**NS RECONSTRUCT BARRIER CURB AND GUTTER (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.

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 (305 mm) of the adjacent existing welded wire fabric to provide lap distance with new welded wire fabric on each side. In the event that the welded wire fabric cannot be saved, or where none exist, # 4 deformed tie bars shall be drilled and epoxy grouted 24 inches (610 mm) on center into the existing pavement to allow for a proper tie-in.

i) Existing curbing, gutter and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.
j) Excavation and compaction of the subgrade shall be in accordance with the plans or as directed. The subgrade shall be compacted uniformly.
k) All concrete curbing and gutter within the designated area is to be removed and the subgrade area prepared to receive an 8 inch (203 mm) 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.
l) Just prior to placing the new concrete, the vertical faces of the old concrete pavement are to be coated with an approved concrete epoxy.
m) The type of concrete curb and gutter-bottom to be provided shall be as indicated on the plans.
n) Where it is required to construct concrete curb and gutter-bottom, the curb and gutter-bottom shall be poured monolithically.
o) 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 (6 m) intervals maximum. Dowelled expansion joints shall be placed at intersections, not to exceed 300 foot (91 m) intervals, or as indicated on the plans.
p) Finishing shall comply with Section 707.07. After finishing, concrete curb or gutter shall be cured in accordance with Section 601.10.
q) The new concrete curb and gutter-bottom 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 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 (22 MPa), as determined by the DOTD District Laboratory Engineer.

r) 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.

s) Form and pour new concrete curb and gutter-bottom to provide positive slope (fall to catch basin).

t) 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 sawcutting, removal of existing curb and gutter-bottom, excavation, base preparation, granular material, base 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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00030 | Reconstruct Barrier Curb and Gutter | Linear Foot (Ln m) |

**NS REHABILITATE CATCH BASINS AND MANHOLES (04/09):**

DESCRIPTION. This work consists of reshagging the inside, stopping leaks and resealing of existing catch basins and manholes where required. Materials and work shall comply with New Orleans Sewerage & Water Board standard practices and procedures Rehabilitation work may also include all or a portion of the following:

1. Leak-proofing of deteriorated, leaking, or structurally unsound structures by lining with lightweight structurally reinforced concrete systems..
2. Repair and sealing of the structure base, benches, channel, walls, corbel/cone, and chimney of brick, block, or precast structures, including the removal of any unsound material. Unsound material shall be disposed of beyond the right-of-way in accordance with Section 202.
3. Injection of chemical grout.
4. Cleaning and preparatory patching of structures receiving cementitious liners. Replacement of defective or broken structure frames and covers or grates with new structure frames and covers or grates shall be paid for separately under the appropriate pay item. Resetting of loose, unstable, offset, or shifted existing structure frames and covers or grates.
5. Adjustment of existing structure frames and covers or grates to grade shall be paid for separately under the appropriate pay item. Installation of stainless steel inflow inserts within manhole frames.

6. Installation of manhole isolation pads, Plan 8264-S.
7. Rehabilitation 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 catch basin or manhole rehabilitation prior to the beginning of construction activities.

MATERIALS. Vacant

CONSTRUCTION REQUIREMENTS. Portland Cement Concrete shall be 4,000 psi (28 MPa) concrete or as directed by the Project Engineer. All pavement, curb and gutter shall be replaced in-kind at the proper grade and elevation.

MEASUREMENT. Rehabilitate Catch Basins and Manholes will be measured per each, 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.
PAYMENT. Rehabilitate Catch Basins and Manholes will be paid for at the contract unit price per each.,. The price shall include the risk of breakage and replacement of any casting and the cost of bricking up the front grating where necessary.

Payment will be made under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00032 | Rehabilitate Catch Basins | Each |

**NS REPAIR BUS PAD (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.

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 2inches (50 mm) of cover. Bottom portion reinforcement shall use #6 bars at 12 inches (300 mm) on center each way and shall be 2inches (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 12inches (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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00035 | Repair Bus Pad | Square Yard (Sq m) |

**NS REPLACE FRAME AND COVER (MANHOLE DRAIN) (04/09):**

DESCRIPTION. This work consists of removing, furnishing and the setting of replacement manhole 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 the following Sections and Subsections:

Frames, Grates and Covers for Manholes, Catch Basins, and Junction Boxes ---1018.04

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 drain manhole frame and cover. The removal and replacement of adjacent pavement curb and 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 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.

MEASUREMENT. Replace Frame and Cover (Manhole Drain) will be measured per each, which includes 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 shall be considered incidental to the work

PAYMENT. Replace Frame and Cover (Manhole Drain) will be paid for at the contract unit per each, complete in place.

Payment will be made under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00037 | Replace Frame and Cover (Manhole Drain) | Each |

**NS REPLACE FRAME AND COVER (CATCH BASIN) (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

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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00038 | Replace Frame and Cover (Catch Basin) | Each |

**NS REPLACE FRAME AND COVER (SANITARY SEWER) (04/09):**

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

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

Frames, Grates and Covers for Manholes, Catch Basins, and Junction Boxes shall comply with Section 1018.04

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

The work shall consist of full depth saw cutting necessary to remove the existing sanitary sewer manhole frame and cover. The removal and replacement of adjacent pavement, curb and 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 will 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.

MEASUREMENT. Replacement of Sanitary Sewer Manhole Frame and Cover will be measured per each, which includes all materials, equipment, tools and labor incidental thereto. All excavation, saw cutting of pavement, curb and gutter (if required), removal and replacement of pavement, curb and gutter (if required), base and granular material, fabric, backfilling and shoring of excavation will be considered incidental to the work.

PAYMENT. Replacement of sanitary sewer manhole frame and covers will be paid for at the contract unit per each, complete in place.

Payment will be made under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00040 | Replace Frame and Cover (Sanitary Sewer) | Each |

**NS RESET CURB (STONE) (04/09):**

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

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 (152 mm) from the curb joint. 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 (28 MPa) 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 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 realined and reset at its present location when required by the l 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 (13 mm) 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 (3 mm) 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 1/4inch (6.4 mm) to3/4 inch (19 mm) thick and averaging 1/2 inch ((13 mm) thick, 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 (ln m) 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 gutter (if required), removal and replacement of pavement, curb and gutter (if required), base and granular material, fabric, reinforcing steel, mortar, top soil, fertilizer, seeding, backfilling and shoring of excavation will be 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.

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

Payment will be made under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00041 | Reset Curb (Stone) | Linear Foot (Ln m) |

**NS RESET STREET NAMES (TILE) (04/09):**

DESCRIPTION. This work consists of the salvaging and resetting of existing tile street names at specified locations in accordance with the plan details and these specifications.

MATERIALS. Vacant

CONSTRUCTION REQUIREMENTS. This work shall be done in accordance with the General Specifications and Standard Plans (STD7) of the City of New Orleans Department of Public Works, latest editions.

Tile Street Names shall be relocated only when the installation new ADA handicapped ramps, sidewalk or unavoidable construction activities present a conflict with the existing tile street name location. The Project Engineer will review each area and will determine if the tile street name must be relocated prior to construction activities beginning in the vicinity of tile street name location.

Extreme care shall be taken not to damages the tile street names.

Existing Tile Street Names shall be salvaged intact, if possible, by full depth saw-cutting the name out of the concrete in which the tiles are imbedded. The full depth saw-cut shall be located 2 inches (51 mm) away from the name's perimeter.

The salvaged street name tile shall be reset in the fresh concrete of the sidewalk intersection, flush with the level of the sidewalk, and clean of any cement residue. The tile street name shall be reset outside of the slope and landing areas of new ADA handicap ramps. The final location of the tile street names will be determined in the field by the project engineer. 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.

MEASUREMENT. Resetting tile street names shall be measured per each name reset and not by the number of tiles. Measurement of each street name reset includes all materials, equipment, tools and labor incidental thereto. All excavation, saw cutting of pavement, curb and gutter (if required), removal and replacement of pavement, curb and gutter (if required), base and granular material, fabric, backfilling and shoring of excavation will be considered incidental to the work.

PAYMENT. Resetting tile street name will be paid for at the contract unit per each, complete in place.

Payment shall be made at the contract unit price under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00042 | Reset Street Names (Tile) | Each |

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

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 and 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 14 inches (355 mm) and shall not exceed 48 inches (122 cm).

The weight of specialty cold milling equipment shall not exceed 2300 pounds (1043 kg).

CONSTRUCTION REQUIREMENTS.

(a) General: The maximum forward speed of the planning machine shall be 40 feet (12 m) per minute. The engineer may approve forward speeds greater than 40 feet (12 m) 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 (51 mm) 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.

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 (51 mm) 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 (0.3 m) per 1/4 inch (6.4 mm) 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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00043 | Specialty Cold Milling | Square Yard (Sq m) |

**NS TREE PLANTER WELL (04/09):**

DESCRIPTION. This works consists of furnishing and installing tree planter wells at locations marked in the field by the New Orleans Parks and Parkways. The work shall be in accordance with the 2006 Louisiana Standard Specifications for Roads and Bridges, this special provision, plan details, and as directed.

MATERIALS. Materials shall comply with the following section and subsections:

| | |
|---|---|
| Landscaping | 719 |
| Portland Cement Concrete (Class M) | 901 |
| Joint Filler | 1005.01(c) |
| Reinforcing Steel | 1009.01 |
| Curing Materials | 1011.01 |

Tree Grate shall conform to NEENAH R-8708 or equivalent product meeting the following requirements:

Grate dimension is 48 inches by 48 inches with 20 inch diameter cast tree opening.

Grate half section dimension is 48 inches by 24 inches, Type N, 180 degree section, ASTM A-48, Class 35B or better, Gray Iron Casting, 2 bolt slots, no light open, 2 guard lug/42432 at 147 pounds per unit.

Tree Grate Frame shall conform to NEENAH R-8708 or equivalent product meeting the following requirements:

The tree grate frame assembly shall be installed with grate prior to placing portland cement concrete (PCC) sidewalk and 10 inches wide thickened PCC section around the grate frame according to DDD Tree Planter Detail as shown on the plans. Frame shall be Type U, reg seat, ASTM A-48, Class 35B or better, Gray Iron Casting, 2 anchor lugs

CONSTRUCTION REQUIREMENTS. Top Dressing Mulch shall be a 3 inch thick pine straw layer (Grade A) free of sticks, rocks and other extraneous materials and is the only mulch that will be allowed to be placed over the root ball beneath the tree grate.

Tree grate and frame shall be installed in accordance with the manufacturer's instructions.

MEASUREMENT. Tree planter wells consisting of a tree grate and frame will be measured per each well installed, which includes all labor materials, equipment, tools, and incidentals necessary to complete the work. Pine straw mulch top dressing will be measure per square yard in accordance with Section 719.

PAYMENT. Tree planter wells will be paid for at the contract unit price per each well installed, which includes a 10 inch wide and thickened reinforced concrete perimeter section. Payment for pine straw mulch will be made at the contract unit price per square yard under Pay Item 719-02, Top Dressing Mulch.

Payment will be made under:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| NS-SRP-00049 | Tree Planter Well | Each |

**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, 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.

(08/08)

# 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.

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) |

| | | |
|---|---|---|
| 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.

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 |
|---|---|---|---|---|
| SHORT TERM | ADT<1500; or ADT>1500 and time<3 days | Lane lines 4-foot (1.2 m) tape on 40-foot (12 m) centers; with "Do Not Pass" and "Pass With Care" signs as required | | |
| | ADT>1500; Time>3 days and<2 weeks | Lane lines 4-foot (1.2-m) tape on 40-foot (12-m) centers with no passing zone markings | | |
| | All ADT's with time <2 weeks | | Lane lines 4-foot (1.2m) tape on 40-foot (12 m) centers; double yellow centerline | Lane lines 4-foot (1.2 m) tape on 40-foot (12 m) centers |
| LONG TERM | All ADT's with time >2 weeks | Standard lane lines, no-passing zone markings, legends and symbols and when pavement width is 22 feet (6.7 m) or greater, edge lines | Standard lane lines, centerlines, edge lines, and legends and symbols | Standard lane lines, centerlines, edge lines, and legends and symbols. |

[1]No-passing zones shall be delineated as indicated whenever a project is open to traffic.
[2]On all Asphaltic Surface Treatments that are open to traffic and used as a final wearing course or as an interlayer, temporary pavement markings (tabs) on 20-foot (6 m) centers shall be used, in lieu of the 4-foot (1.2 m) tape, on 40-foot (12 m) centers.

**SECTION 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), Pages548 – 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:

| Property | ASTM Test Method | Requirements | |
|---|---|---|---|
| | | Polymerized Chloroprene | Thermoplastic Vulcanizate |
| Tensile Strength, kPa, Min. | D 412 | 12,400 | 7,400 |
| Elongation at Break, % Min. | D 412 | 200 | 400 |
| Hardness, Shore A | D 2240 | 65 ± 10 | 65 ± 10 |
| Properties after Aging, 70 h @ 100°C | D 573 | | |
| Tensile Strength, % Loss, Max. | | 20 | 20 |
| Elongation, % loss, Max. | | 25 | 25 |
| Hardness, pts. increase, Max. | | 10 | 10 |
| Ozone Resistance, 20% strain or bentloop, 300 pphm in air, 70 h @ 40°C | D 1149 | no cracks | no cracks |
| Oil Swell, IRM 903, 70 h @ 100°C, wt change, % Max. | D 471 | 45 | 75 |

Delete Headings (b)(2) and (b)(3) and substitute the following:

(2) Bond of Elastomer to Plastic: The force required to shear the elastomer from the plastic shall be a minimum of 5.0 pounds per linear inch (90 g/mm) of sealer when tested in accordance with DOTD TR 636.

(3) Bond of Plastic to Cement Mortar: This bond will be evaluated and shall meet the following requirements:

The force required to separate the cement mortar from the plastic shall be a minimum of 5.0 pounds per linear inch (90 g/mm) of sealer when tested in accordance with DOTD TR 636.

**SECTION 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.

(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 Sheeting[1]

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

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

(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 | |

[1]The 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 Standards[1]

| 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 |

[1]At 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.
[2]Percent retained retroreflectivity of referenced table after the outdoor test exposure time specified.
[3]Colors shall conform to the color specification limits of ASTM D 4956 after the outdoor test exposure time specified.
[4]ASTM D 4956, Table 8.
[5]ASTM D 4956, Table 13.
[6]ASTM 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 |

[1]Percent retained retroreflectivity of referenced table after installation and the field exposure time specified.
[2]All sheeting shall maintain its structural integrity, adhesion and functionality after installation and the field exposure time specified.
[3]All colors shall conform to the color specification limits of ASTM D 4956 after installation and the field exposure time specified.
[4]ASTM D4956, Table 8.
[5]ASTM 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

| Time | Observation Angle, degrees | Entrance Angle, degrees | Specific Luminance (mcd/sq m/lx) | |
|---|---|---|---|---|
| | | | White | Yellow |
| 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.

(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 0-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 polyethlene 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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| 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:

| Item No. | Pay Item | Pay Unit |
|---|---|---|
| 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.

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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.

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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 in 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 Pubic 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

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 a 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 SHA 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 SHA 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 that 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 that $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 e 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

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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 contactor, 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(b) 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 included 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 ACT**

| 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 | | | |
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| **Prime and Subcontractor Totals** | 0 | 0 | 0.00 |

| 9. PREPARED BY CEO or Payroll Official: | DATE: |
|---|---|
| Name:<br>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] |
|---|---|
| | |
| | |
| | |
| | |
| | |
| | |

[1]For 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

# FORM CP-1A
# LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
# 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] |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

[1]For 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

# FORM CP-2A
# LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
# DBE FINAL REPORT

| | | |
|---|---|---|
| STATE PROJECT NO. | DBE GOAL AMOUNT: $ | CONTRACTOR: |
| FEDERAL PROJECT NO. | CONTRACT AMOUNT: $ | |
| PARISH(ES) | LETTING DATE: | |

| DOTD CERTIFIED DBE SUBCONTRACTOR OR SUPPLIER | ITEMS PERFORMED AND PAID | TOTAL DOLLAR AMOUNT PAID TO SUB OR SUPPLIER (60%) |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

This is to certify that $_____ has been paid to Disadvantaged Business Enterprise Subcontractors/Suppliers listed above.

| | |
|---|---|
| **Authorized Signature** | |
| **Typed or Printed Name** | |
| **Title** | |
| **Date** | |

Parish or County _____ State of _____

Subscribed and sworn to, before me, this _____ day of _____, A.D. 20_____

Notary Public _____

My commission expires: _____

06/08

# 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

PROJECT FUNDING SOURCE SIGN

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* (3 LC) | 9.25 | 7 | 19.047 | 4 | 7.362 |

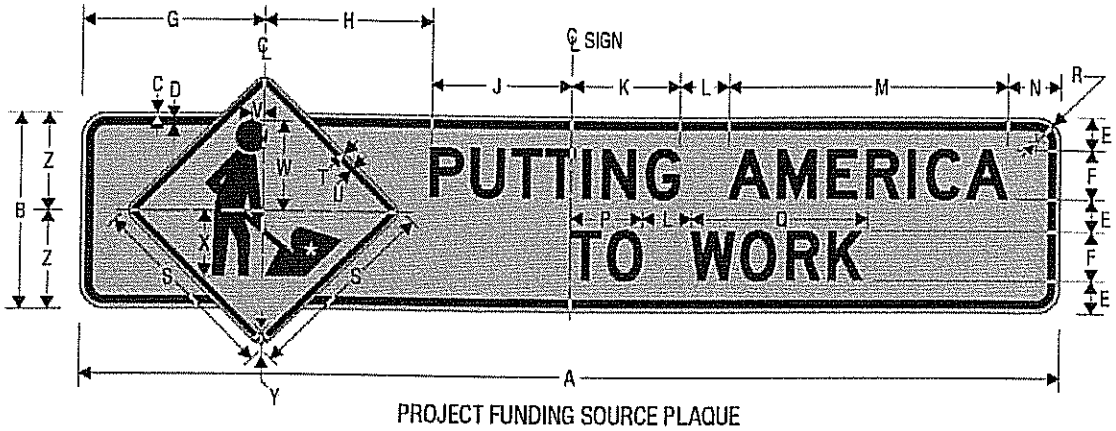
| Q | R | S | T | U | V | W | X | Y | Z | AA | BB | CC | DD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14.087 | 8.106 | 11.556 | 49.42 | 2.742 | 5.258 | 46.904 | 6.812 | 46.76 | 22.472 | 8 | 16.288 | 5 | 30 |
| 9.484 | 5.162 | 7.763 | 31.722 | 2.415 | 3.585 | 30.552 | 4.542 | 30.911 | 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




PROJECT FUNDING SOURCE PLAQUE

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)

# 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) |

# 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 |

---

ENGI0406-015 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

E:\JOB FOLDERS\DOTD Retainer Repair of Roads Damaged by Katrina 704-92-0036\GROUP 10 Orleans CBD\Design Drawings\title.dwg, 3/19/2009 2:47:13 PM, Auto HP LaserJet 2100 Series on SERVER2

## INDEX TO SHEETS


| SHEET NO. | DESCRIPTION |
|---|---|
| 1 – 1b | TITLE SHEET |
| 1c – 1d | GENERAL CONSTRUCTION NOTES |
| 2 – 2m | TYPICAL SECTIONS |
| 2n | ASPHALT PAVEMENT TRANSITION & PATCHING DETAIL |
| 2 2o – 2q | ~~BUS PAD~~ DETAILS |
| 2 1 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 |
| 72 | TC–01 |
| 73 | TC–02 |
| 74 | TC–03 |
| 75 | TC–05 |
| 76 | TC–06 |
| 77 | TC–07 |
| 78 | TC–15 |

| 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

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

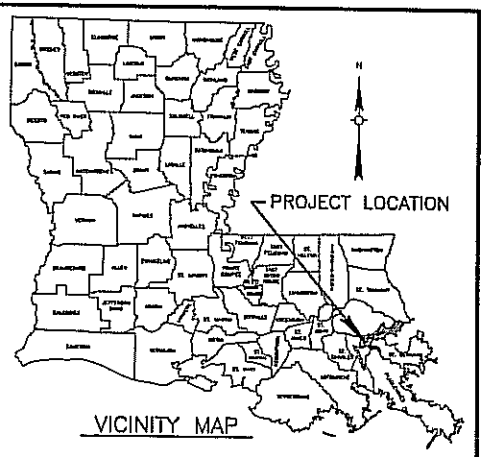
# SUBMERGED ROADS PROGRAM

## 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

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

RECOMMENDED FOR APPROVAL BY:
A. Rahman Bhatti
RAHMAN AND ASSOCIATES, INC.

APPROVED: Feb 16, 2009
DIRECTOR
DEPARTMENT OF PUBLIC WORKS

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

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

| DATE | REVISION | DATE | RECOMMENDED | DATE | APPROVED |
|---|---|---|---|---|---|
| | Shts. 1, 1b, 1c, 2a-2d, 2l, 2p-2r, ~~3, 3a, 3al, 3ll~~- | 5/19/09 | DJR | 5-19-09 | RLS |
| 2 5/5/09 | 3ss & 12 | | | | |
| 1 4/21/09 | Shts. 1, 3ll, 3mm, 3nn, 3oo and 3pp | 4/21/09 | DJR | 4-22-09 | RLS |

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.

Rahman & Associates, Inc.

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

TITLE SHEET

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

| | | | |
|---|---|---|---|
| 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

LASALLE ST.
STA. 215+50.00
END S.P. 704-36-0051
END F.A.P. NO. ER-ERP1(067)

GRAVIER ST.
STA. 300+95.00
BEG. S.P. 704-36-0052
BEG. F.A.P. NO. ER-ERP1(068)

LASALLE ST.
STA. 201+97.64
BEG. S.P. 704-36-0051
BEG. F.A.P. NO. ER-ERP1(067)

POYDRAS ST.
STA. 1100+90.00
BEG. S.P. 704-36-0060
BEG. F.A.P. NO. ER-ERP1(076)

POYDRAS ST.
STA. 1109+30.00
END S.P. 704-36-0060
END F.A.P. NO. ER-ERP1(076)

GIROD ST.
STA. 501+70.00
BEG. S.P. 704-36-0054
BEG. F.A.P. NO. ER-ERP1(070)

LOYOLA AVE.
STA. 1001+50.00
BEG. S.P. 704-36-0059
BEG. F.A.P. NO. ER-ERP1(075)

CARONDELET ST.
STA. 902+20.00
BEG. S.P. 704-36-0058
BEG. F.A.P. NO. ER-ERP1(074)

ST. CHARLES AVE.
STA. 801+20.00
BEG. S.P. 704-36-0057
BEG. F.A.P. NO. ER-ERP1(073)

CAMP ST.
STA. 701+00.00
BEG. S.P. 704-36-0056
BEG. F.A.P. NO. ER-ERP1(072)

COMMON ST.
STA. 403+37.00
BEG. S.P. 704-36-0053
BEG. F.A.P. NO. ER-ERP1(069)

LOYOLA AVE.
STA. 1043+40.00
END S.P. 704-36-0059
END F.A.P. NO. ER-ERP1(075)

CARONDELET ST.
STA. 943+00.00
END S.P. 704-36-0058
END F.A.P. NO. ER-ERP1(074)

ST. CHARLES AVE.
STA. 842+12.00
END S.P. 704-36-0057
END F.A.P. NO. ER-ERP1(073)

CAMP ST.
STA. 741+00.00
END S.P. 704-36-0056
END F.A.P. NO. ER-ERP1(072)

MAGAZINE ST.
STA. 640+04.30
END S.P. 704-36-0055
END F.A.P. NO. ER-ERP1(071)

POYDRAS ST.
STA. 100+88.00
BEG. S.P. 704-36-0050
BEG. F.A.P. NO. ER-ERP1(066)

COMMON ST.
STA. 432+80.00
END S.P. 704-36-0053
END F.A.P. NO. ER-ERP1(069)

GRAVIER ST.
STA. 332+45.00
END S.P. 704-36-0052
END F.A.P. NO. ER-ERP1(068)

POYDRAS ST.
STA. 108+34.00
END S.P. 704-36-0050
END F.A.P. NO. ER-ERP1(066)

GIROD ST.
STA. 534+80.00
END S.P. 704-36-0054
END F.A.P. NO. ER-ERP1(070)

MAGAZINE ST.
STA. 610+30.00
BEG. S.P. 704-36-0055
BEG. F.A.P. NO. ER-ERP1(071)

## LAYOUT MAP

SCALE: 1 INCH = 4000 FEET

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

2/16/09

Rahman & Associates, Inc.

DOTD

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

TITLE SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| | | | |

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

\\Server1\EUJOB FOLDERS\LADOTD Retainer Roster of Roads Damaged by Katrina 704-92-0001\GROUP 10 Orleans CBD\Design Drawings\title.dwg, TITLE SHEET, 2/16/2009 1:56:27 PM

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| LENGTH OF PROJECT | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| DESCRIPTION | | | | ALGEBRAIC SUM OF EQUATIONS | GROSS LENGTH | EXCEPTION | BRIDGE LENGTH | | ROADWAY LENGTH | |
| STATE PROJECT NO. | PROPOSED STREET | STA. | STA. | FEET | FEET | FEET | FEET | MILES | FEET | MILES |
| 704-36-0050 | POYDRAS ST. | 100+88.00 | 108+34.00 | – | 746.00 | 402.00 | | | 344.00 | 0.065 |
| 704-36-0051 | LASALLE ST. | 201+97.64 | 215+50.00 | – | 1352.36 | | | | 1352.36 | 0.256 |
| 704-36-0052 | GRAVIER ST. | 300+95.00 | 332+45.00 | – | 3150.00 | 267.00 | | | 2883.00 | 0.546 |
| 704-36-0053 | COMMON ST. | 403+37.00 | 432+80.00 | – | 2943.00 | 242.00 | | | 2701.00 | 0.511 |
| 704-36-0054 | GIROD ST. | 501+70.00 | 534+80.00 | – | 3310.00 | 253.00 | | | 3057.00 | 0.578 |
| 704-36-0055 | MAGAZINE ST. | 610+30.00 | 640+04.30 | – | 2974.30 | | | | 2974.30 | 0.563 |
| 704-36-0056 | CAMP ST. | 701+00.00 | 741+00.00 | – | 4000.00 | 438.00 | | | 3562.00 | 0.674 |
| 704-36-0057 | ST. CHARLES AVE. | 801+20.00 | 842+12.00 | – | 4092.00 | | | | 4092.00 | 0.775 |
| 704-36-0058 | CARONDELET ST. | 902+20.00 | 943+00.00 | – | 4080.00 | 25.00 | | | 4055.00 | 0.767 |
| 704-36-0059 | LOYOLA AVE. | 1001+50.00 | 1043+40.00 | – | 4190.00 | | | | 4190.00 | 0.793 |
| 704-36-0060 | POYDRAS ST. | 1100+90.00 | 1109+30.00 | – | 840.00 | | | | 840.00 | 0.159 |
| | | | | | | | | | | |
| | TOTAL LENGTH OF BRIDGES – 0 FEET | | | | | | | | | |
| | TOTAL LENGTH OF ROADWAY – 30,050.66 FEET | | | | | | | | | |
| | TOTAL MILES – 5.691 MILES | | | | | | | | | |

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

5/15/09

## LOCATION DESCRIPTION

POYDRAS STREET: STATE PROJECT NUMBER 704-36-0050 IN ORLEANS PARISH BEGINNING AT CARONDELET ST. STA. 100+88.00 THEN PROCEEDS EASTERLY TO CAMP STREET STA. 108+34.00.

LASALLE STREET: STATE PROJECT NUMBER 704-36-0051 IN ORLEANS PARISH BEGINNING AT POYDRAS ST. STA. 201+97.64 THEN PROCEEDS NORTHERLY TO TULANE AVENUE STA. 215+50.00.

GRAVIER STREET: STATE PROJECT NUMBER 704-36-0052 IN ORLEANS PARISH BEGINNING AT LOYOLA AVE. STA. 300+95.00 THEN PROCEEDS EASTERLY TO S. PETERS STREET STA. 332+45.00

COMMON STREET: STATE PROJECT NUMBER 704-36-0053 IN ORLEANS PARISH BEGINNING AT LOYOLA AVE. STA. 403+37.00 THEN PROCEEDS SOUTH EASTERLY TO TCHOUPITOULAS STREET STA. 432+80.00

GIROD STREET: STATE PROJECT NUMBER 704-36-0054 IN ORLEANS PARISH BEGINNING AT LOYOLA AVE. STA. 501+70.00 THEN PROCEEDS EASTERLY TO S. PETERS STREET STA. 534+80.00

MAGAZINE STREET: STATE PROJECT NUMBER 704-36-0055 IN ORLEANS PARISH BEGINNING AT ST. JOSEPH STREET STA. 610+30.00 THEN PROCEEDS NORTHERLY TO CANAL STREET STA. 640+04.30

CAMP STREET: STATE PROJECT NUMBER 704-36-0056 IN ORLEANS PARISH BEGINNING AT US 90 STA. 701+00.00 THEN PROCEEDS NORTHERLY TO CANAL STREET STA. 741+00.00

ST. CHARLES AVENUE: STATE PROJECT NUMBER 704-36-0057 IN ORLEANS PARISH BEGINNING AT US 90 STA. 801+20.00 THEN PROCEEDS NORTHERLY TO CANAL STREET STA. 842+12.00

CARONDELET STREET: STATE PROJECT NUMBER 704-36-0058 IN ORLEANS PARISH BEGINNING AT US 90 STA. 902+20.00 THEN PROCEEDS NORTHERLY TO CANAL STREET STA. 943+00.00

LOYOLA AVENUE: STATE PROJECT NUMBER 704-36-0059 IN ORLEANS PARISH BEGINNING AT US 90 STA. 1001+50.00 THEN PROCEEDS NORTHERLY TO CANAL STREET STA. 1043+40.00

POYDRAS STREET: STATE PROJECT NUMBER 704-36-0060 IN ORLEANS PARISH BEGINNING AT LASALLE ST. STA. 1100+90.00 THEN PROCEEDS EASTERLY TO LOYOLA AVENUE STA. 1109+30.00.

## 2 SCOPE OF PROJECT

THE SCOPE OF THE PROJECT SHALL BE TO COLD PLANE EXISTING ASPHALT SURFACE ROADWAY, IDENTIFY AND PATCH DEFICIENT PORTIONS OF PAVEMENT, MAKE ANY NECESSARY ADJUSTMENTS & REPAIRS TO UTILITY STRUCTURES, OVERLAY THE ROADWAY, APPLY NEW STRIPING & MARKERS, ADD ADA RAMPS, REPLACE SELECTED SIDEWALKS AND ADD OTHER ENHANCEMENT STIMULUS ITEMS OF WORK AS SHOWN IN THE PLANS.

Rahman & Associates, Inc.

DOTD

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

TITLE SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 2 | 5/05/09 | REVISED SCOPE | ARB |

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 4-23-2009 / 3 OF 3 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1 (066) LEAD |
| STATE PROJECT | 704-36-0050 LEAD |
| SHEET NUMBER | 1b |

## 1.0 GENERAL NOTES

1.1 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 ITEM 713-01-0010.

1.2 CONTRACTOR SHALL MAINTAIN DRAINAGE AT ALL TIMES AND MAY BE REQUIRED TO CUT TEMPORARY DRAINAGE TRENCHES AS DIRECTED BY THE PROJECT ENGINEER. ANY MATERIAL (RAP, ASPHALT & CONCRETE) DEPOSITED IN ANY DRAINAGE FEATURE (INLETS, BASINS, PIPES, DITCHES, CROSS DRAINS, ETC.) DURING CONSTRUCTION SHALL BE CLEANED OUT BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE. THE CONTRACTOR SHALL VERIFY THE UNOBSTRUCTED FLOW OF DRAINAGE PRIOR TO FINAL ACCEPTANCE OF THE WORK. (NO DIRECT PAYMENT)

1.3 CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION LAYOUT ITEM 740-01-00100.

1.4 PROJECT CENTERLINE LAYOUT REFERENCE POINTS WILL BE FURNISHED TO THE CONTRACTOR FOR HORIZONTAL CONTROL.

1.5 EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED AS DIRECTED BY THE PROJECT ENGINEER. COST SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 731-02-00100. CONTRACTOR SHALL INSTALL BLUE COLOR REFLECTORIZED RAISED PAVEMENT MARKERS ADJACENT TO EACH FIRE HYDRANT LOCATION. MARKERS ARE TO BE PLACED IN CENTER OF OUTSIDE LANE. PAY ITEM 731-02-00100

1.6 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/NAILS/CROSS CUTS, ETC.

1.7 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 MAY BE REQUIRED TO PROVIDE ADDITIONAL SURVEY INFORMATION AFTER PROFILE IS ESTABLISHED AFTER COLD PLANNING OPERATIONS. THE CONTRACTOR SHALL NOT BE ENTITLED TO AN EXTRA PAYMENT OTHER THAN WHATEVER INCREASE IN CONTRACT QUANTITIES IS INVOLVED.

1.8 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.

1.9 CONTRACTOR TO NOTIFY RESIDENTS OF CONSTRUCTION A MINIMUM OF 7 DAYS PRIOR TO START OF CONSTRUCTION.

1.10 THE GENERAL CONTRACTOR SHALL NOTIFY ALL RESIDENTS, IN WRITING, OF THE SCHEDULED CONSTRUCTION ACTIVITIES SEVEN (7) DAYS PRIOR TO ANY DISRUPTION IN SERVICE. 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.

1.11 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). IF DAILY TRAFFIC CONDITIONS FROM 8:00 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.

1.12 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).

1.13 ANY WALK REQUIRING LANE RESTRICTIONS SHALL BE LIMITED TO SINGLE BLOCK SECTIONS TO MINIMIZE DISRUPTION OF TRAFFIC.

## 2.0 ROADWAYS

2.1 ASPHALT TRANSITION SHALL BE DONE PER DIRECTION OF THE FIELD ENGINEER AND PAID FOR AT THE CONTRACT UNIT PRICE OF THE COURSE BEING LAID ITEM (502-01-00100, 502-01-00200).

2.2 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.

2.3 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. 100% OF RAP MATERIAL IS TO BE RETAINED BY THE CONTRACTOR. THE DEPARTMENT DOES NO GURANTEE IN ANY WAY THE QUALITY OF THE RAP MATERIAL.

a) STONE CURB, COBBLESTONE, ETC. TO THE PUBLIC WORKS/ROCK PLANT ON FLORIDA AVE. NEAR ELYSIAN FIELDS.
b) STREET SIGNS, TRAFFIC CONTROL DEVICES (SIGNS AND SIGNALS) TO THE DPW SIGN SHOP AT 2932 LAFITTE STREET.

2.4 AFTER COMPLETION OF THE MILLING OPERATIONS, PROOF ROLLING OF THE ROADWAY SURFACE MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER TO LOCATE UNSTABLE AREAS. THE CONTRACTOR MAY BE REQUIRED TO REMOBILIZE PATCHING CREWS IF UNSUITABLE AREAS ARE LOCATED AFTER MILLING OPERATIONS. (NO DIRECT PAY)

2.5 FOLLOWING COLD-PLANING, THE PROJECT ENGINEER MAY REQUIRE THE REMOVAL OF ADDITIONAL ASPHALT SHOULD THE REMAINING THICKNESS BE 1" OR LESS. (509-01-00100)

2.6 THE CONTRACTOR SHALL REPAIR ROADWAY PRIOR TO OVERLAY AT LOCATIONS DETERMINED PER THE TYPICAL SECTION AND AS DIRECTED BY THE PROJECT ENGINEER. THERE SHALL NOT BE ANY OPEN HOLES AT THE END OF WORK DAY.

2.7 PROJECT ENGINEER OR HIS DESIGNEE TO BE PRESENT TO DETERMINE LOCATION OF PAVEMENT PATCHING.

2.8 THE TYPE, SIZE, HEIGHT AND LOADINGS OF EQUIPMENT USED DURING THE MILLING AND OVERLAY OPERATIONS MAY BE LIMITED AT THE DISCRETION OF THE PROJECT ENGINEER.

2.9 PATCHED AREA OF PAVEMENT IS TO BE OPEN FOR TRAFFIC DURING THE DAY. CONTRACTOR TO PATCH ONLY THAT MUCH AREA OF PAVEMENT WHICH CAN BE PATCHED DURING NIGHT OPERATION.

2.10 EXISTING CONCRETE BUS PADS SHALL NOT BE MILLED OR OVERLAID WITH ASPHALT.

2.11 WHEN IT IS DETERMINED THAT AN AREA TO BE PATCHED IS LESS THAN 4' FROM AN EXISTING JOINT, THE PATCH AREA SHALL BE EXTENDED TO THAT JOINT, IF NOT THE EXISTING PAVEMENT SHALL BE SAWCUT.

## 3.0 DRIVEWAYS AND SIDEWALKS

3.1 ALL DRIVEWAYS REMOVED SHALL BE REPLACED IN KIND UNLESS OTHERWISE NOTED.

3.2 THE EXACT LIMITS 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.

3.5 THE CONTRACTOR SHALL ADJUST THE ELEVATIONS OF THE NEW SIDEWALKS SO AS TO ALLOW DRAINAGE AWAY FROM THE PROPERTY WHEN FEASIBLE. SIDEWALK ELEVATIONS MAY BE ADJUSTED TO ALLOW DRAINAGE THROUGH DRIVEWAYS WITH DEPRESSED CURBS

3.6 ALL TRUCATED DOMES SHALL BE FEDERAL YELLOW COLOR.

## 4.0 HORTICULTURE REQUIREMENTS

4.1 THE CONTRACTOR SHALL COMPLY WITH ALL "HORTICULTURE REQUIREMENTS" SPECIFIED IN THE SPECIAL PROVISIONS.

4.2 THE CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR TREE CANOPY PRIOR TO CONSTRUCTION. ALL TREE REMOVAL, BRANCH PRUNING OR ROOT CUTTING SHALL BE PERFORMED BY A LOUISIANA LICENSED ARBORIST.

4.3 THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS PRIOR TO TRIMMING ANY TREES LOCATED ON PRIVATE PROPERTY.

4.4 ALL EXISTING TREES, SHRUBS, AND VEGETATION DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN KIND AT NO DIRECT PAY.

4.5 CONTRACTOR SHALL NOT PARK, STORE EQUIPMENT NOR STORE MATERIALS ON TOP OF TREE ROOTS OR WITHIN TEN (10) FEET OF THE DRIPLINE OF TREES. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR ACCEPTABLE LOCATIONS TO STORE MATERIALS AND EQUIPMENT.

4.6 IF ANY TREE ROOTS ARE DISTURBED, THE CONTRACTOR SHALL PERFORM DEEP ROOT AERATION AND APPLY TERMICIDE AS DIRECTED BY THE LICENSED ARBOIST AND APPROVAL BY THE CITY.

4.7 CONTRACTOR SHALL RESTORE GRASS AREAS TO LIKE CONDITIONS PRIOR TO FINAL ACCEPTANCE OF THE WORK.

[2] 4.8 THE CONTRACTOR SHALL NOTIFY DOTD'S LANDSCAPE ARCHITECT AND THE CITY'S (DEPARTMENT OF PARKS AND PARKWAYS) LANDSCAPE ARCHITECT CONCURRENTLY FOR THE FOLLOWING ITEMS OF WORK: QUALITY AND EXTENT OF WORK – PLANT MATERIALS/DELIVERY AND RECEIPT OF PLANT MATERIALS – PRUNING – LOCATION OF PLANTS – PERIOD OF ESTABLISHMENT – REPLACEMENT – SEMIFINAL INSPECTION

[2] 4.9 TOP DRESSING MULCH WILL BE PINE STRAW (GRADE A) FREE OF STICKS, ROCKS AND OTHER EXTRANEOUS MATERIALS. THIS WILL BE THE ONLY ACCEPTABLE MULCH.

## 5.0 NEW ORLEANS SEWERAGE AND WATER BOARD AND DEPARTMENT OF PUBLIC WORKS

5.1 ANY REPAIRS OR ADJUSTMENTS MADE TO SANITARY SEWER MANHOLES, DRAIN MANHOLES, CATCH BASINS, SHALL BE MADE IN ACCORDANCE WITH CURRENT N.O. S&WB AND DPW STANDARDS AND GENERAL SPECIFICATIONS WHICHEVER APPLIES. OWNERSHIP OF THE FACILITY/STRUCTURE BEING REPAIRED SHALL TAKE PRECEDENCE TO DETERMINE SPECIFICATIONS AND STANDARDS FOLLOWED.

5.2 CONTRACTOR SHALL OBTAIN LATEST EDITION OF STANDARDS AND/OR SPECIFICATIONS GOVERNING STRUCTURE OR FACILITY.

5.3 CONTRACTOR SHALL NOTIFY THE NEW ORLEANS SEWERAGE & WATER BOARD CHIEF ENGINEER AND PROJECT ENGINEER TEN IN WRITING (10) DAYS IN ADVANCE OF THE BEGINNING WORK ON N.O. S&WB ASSETS.

5.4 THE LOCATION OF EXISTING UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE UTILITY LINES IN SERVICE AND SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT THEM.

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

5/13/09

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | POYDRAS ST. (CARONDELET ST. TO CAMP ST.) LEAD | | DESIGNED ASJ | CHECKED ARB | PARISH | ORLEANS | SHEET NUMBER 1c |
| | | GENERAL CONSTRUCTION NOTES | 2 / 5/05/09 / ADDED NOTES / ARB | DETAILED RWA | CHECKED ARB | FEDERAL PROJECT | ER-ERP1 (066) LEAD | |
| | | | NO. / DATE / REVISION DESCRIPTION / BY | DATE 4-23-2009 | SHEET 1 OF 2 | STATE PROJECT | 704-36-0050 LEAD | |

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## 6.0 UTILITY CONTACTS

6.1 CONTRACTOR SHALL CONTACT THE FOLLOWING AT LEAST THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION AROUND THE RESPECTIVE UTILITIES AND THE CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS REGARDING ANY NECESSARY UTILITY ADJUSTMENTS:

| DEPT. NAME | PHONE NUMBER |
|---|---|
| S&WB 24 HOUR EMERGENCY | 504-529-2837 |
| S&WB INSPECTION | 504-865-0445 – HADI ANINI |
| S&WB ELECTRICAL | 504-865-0450 |
| MONTGOMERY WATSON HARZA (S&WB REPRESENTATIVE) | 504-581-6900 – GERRY PREAU, KEVIN CRUICE |
| DEPT. OF PUBLIC WORKS, MAINTENANCE DIVISION | 504-658-8150 – MICHAEL NOLAN |
| DEPT. OF PUBLIC WORKS, TRAFFIC DIVISION | 504-658-8050 – ALLEN YRLE |
| DEPT. OF PUBLIC WORKS, ENGINEERING | 504-658-8044 – NGUYEN PHAN |
| ENTERGY GAS DISPATCH CENTER (24 HOURS) | 504-670-3544 |
| ENTERGY (GAS DEPT.) | 504-595-3877 – KEN SCHINDLER |
| ENTERGY ELECTRIC DISPATCH CENTER (24 HOURS) | 1-800-ENTERGY (368-3749) |
| ENTERGY (ELECTRIC DEPT.) | 504-595-3701– ERICK ARTEAGA |
| ENTERGY (THERMAL) | 504-952-8773 – ERIC KELLY |
| AT&T | 1-800-252-1133 |
| PARK & PARKWAY DEPT. | 504-658-3200 – ROBERT RICHARDS |
| COX COMMUNICATION CONSTRUCTION DIV. | 504-304-8093 – ED HERRERA |
| COX COMMUNICATION | 504-304-8091 – MITZI MANCUSO |
| LOUISIANA ONE CALL | 1-800-272-3020 – EXT. 1 |

6.2 THE LOCATION OF EXISTING UTILITIES SHOWN ARE APPROXIMATE THE CONTRACTOR SHALL VERIFY THE UTILITY LINES IN SERVICE AND SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT THEM. CONTRACTOR SHALL COORDINATE THE ADJUSTMENT OF PRIVATE UTILITY MANHOLES, UNDERGROUND STRUCTURES PRIOR TO OR DURING CONSTRUCTION.

## 7.0 TRAFFIC CONTROL

7.1 A MINIMUM OF 10 DAYS PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A SEQUENCE OF CONSTRUCTION AND TRAFFIC CONTROL PLAN TO THE PROJECT ENGINEER FOR REVIEW, COORDINATION AND SUBMITTAL TO THE DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEER, PER SECTION C129 OF THE CITY OF N.O. DPW GENERAL SPECIFICATIONS, WHICH AT A MINIMUM INCLUDE THE FOLLOWING:

1. A SIGN INVENTORY – A LIST OF ALL EXISTING TRAFFIC CONTROL DEVICES (SIGNS, SIGNALS, RAISED MARKERS, PAVEMENT MARKINGS, ETC.) ACCURATELY LOCATED ON THE PLANS (NO DIRECT PAY).
2. A PLAN FOR THE PROPOSED ROUTE ON WHICH CONSTRUCTION MATERIALS AND EQUIPMENT ARE TO BE TRANSPORTED TO OR FROM THE CONSTRUCTION SITE.
3. A DETOUR PLAN SHOWING PROPOSED ROUTES FOR LOCAL AND TRANSIENT TRAFFIC ON WHICH LOCATIONS OF DETOUR TRAFFIC CONTROL DEVICES AND CONSTRUCTION ZONE OR WORK ZONE TRAFFIC CONTROL DEVICES ARE SHOWN. TRAFFIC CONTROL DEVICE APPLICATIONS AND METHODS SHALL BE IN COMPLIANCE WITH PART 6 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND DOTD TC SHEETS INCLUDED IN PLANS.

7.2 THESE PLANS SHALL INCLUDE THE NAME AND THE TELEPHONE OF THE RESPONSIBLE PERSON IN CHARGE OF THE PROJECT AND TRAFFIC CONTROL.

7.3 THE CONTRACTOR SHALL SEEK APPROVAL OF THE PROJECT ENGINEER AND CITY TRAFFIC ENGINEER FOR ANY TRAFFIC RELATED PLAN CHANGE, INCLUDING REMOVAL, RELOCATION, OR ADDITION OF TRAFFIC CONTROL DEVICES BEFORE OR DURING THE COURSE OF CONSTRUCTION.

7.4 ALL EXISTING TRAFFIC CONTROL DEVICES THAT ARE IN CONFLICT WITH THE CONSTRUCTION OR WORK ZONE TRAFFIC CONTROL PLAN, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR, AND THE REMOVED DEVICES RETURNED TO THE CITY SIGNAL SHOP AT 2632 LAFITTE STREET. ALL EXISTING DEVICES LEFT IN THE CONSTRUCTION OR WORK ZONE SHALL BE MAINTAINED IN GOOD CONDITION BY THE CONTRACTOR DURING THE COURSE OF CONSTRUCTION.

7.5 ALL REMOVED TRAFFIC CONTROL DEVICES SHALL BE RESTORED TO THEIR ORIGINAL POSITION AND ORIENTATION BY THE CONTRACTOR PRIOR TO THE TIME OF FINAL INSPECTION.

7.6 ALL TRAFFIC CONTROL DEVICES AND ASSOCIATED HARDWARE (SIGNS, SIGNALS, CONDUITS, CABLES, MARKINGS, ETC.) REMOVED OR DAMAGED DURING THE EXECUTION OF THIS CONTRACT, OTHER THAN THOSE PROVIDED FOR IN THIS CONTRACT SHALL BE REPLACED AT NO COST TO THE CITY.

7.7 ANY DAMAGE CAUSED BY THE CONTRACTOR'S WORK SHALL BE IMMEDIATELY REPORTED BY THE CONTRACTOR TO THE PROJECT ENGINEER. REPAIRS SHALL BE PERFORMED BY THE CONTRACTOR OR BY CITY FORCES, AT THE DISCRETION OF THE CITY TRAFFIC ENGINEER, WITH ALL ASSOCIATED COSTS BEING PAID BY THE CONTRACTOR.

7.8 THE CONTRACTOR SHALL MAINTAIN ROADWAY ACCESSIBLE TO LOCAL TRAFFIC AT ALL TIMES OR PROVIDE A TEMPORARY ROADWAY ACCEPTABLE TO THE DEPARTMENT OF PUBLIC WORKS.

7.9 THE CONTRACTOR MUST NOTIFY THE CITY TRAFFIC ENGINEER A MINIMUM OF 10 DAYS PRIOR TO ANY ROAD CLOSURE.

## STANDARD ABBREVIATIONS

| | |
|---|---|
| ℄ | SURVEY BASELINE |
| ℄ | CENTERLINE |
| CB | CATCH BASIN |
| COMM | COMMERICAL |
| CONC. | CONCRETE |
| DBL MCB | DOUBLE MOUNTABLE CATCH BASIN |
| DBL VCB | DOUBLE VERTICAL CATCH BASIN |
| DEPT. | DEPARTMENT |
| DMH | DRAIN MANHOLE |
| D/W | DRIVEWAY |
| D.I. | DROP INLET |
| D.P.W. | DEPARTMENT OF PUBLIC WORKS (NEW ORLEANS) |
| ELEC. | ELECTRICAL |
| EL.,ELEV | ELEVATION |
| EOP | EDGE OF PAVEMENT |
| EXIST. | EXISTING |
| FT. | FOOT/FEET |
| F.L. | FLOW LINE |
| H.C. | HANDICAPPED |
| HOR | HORIZONTAL |
| L | LENGTH OF CURVE |
| LIN. | LINEAR |
| L.J. | LONGITUDINAL JOINT |
| LT | LEFT |
| MCB | MOUNTABLE CATCH BASIN |
| MIN | MINIMUM |
| N.T.S. | NOT TO SCALE |
| OHP | OVERHEAD POLE |
| PCC | PORTLAND CEMENT CONCRETE |
| PT | POINT OF TANGENCY |
| P. | PROPERTY LINE |
| PI | POINT OF INTERSECTION |
| PVI | POINT OF VERTICAL INTERSECTION |
| PC | POINT OF CURVATURE |
| REBAR | REINFORCING BAR |
| RES. | RESIDENTIAL |
| RCP | REINFORCED CONCRETE PIPE |
| RDWY | ROADWAY |
| R | RADIUS |
| RT | RIGHT |
| R/W | RIGHT-OF-WAY |
| REQ'D | REQUIRED |
| S.D.P. | STORM DRAIN PIPE |
| SMH | SEWER MANHOLE |
| SQ. | SQUARE |
| STA. | STATION |
| STD | STANDARD |
| S/W | SIDEWALK |
| S&WB | SEWERAGE AND WATER BOARD (NEW ORLEANS) |
| T | TANGENT |
| TBM | TEMPORARY BENCH MARK |
| VC | VERTICAL CURVE |
| VERT. | VERTICAL |
| VCB | VERTICAL CATCH BASIN |
| W/ | WITH |
| W.W.F. | WELDED WIRE FABRIC |
| W.M. | WATER MAIN |
| YD. | YARD |
| Δ | DEFLECTION ANGLE |

## LEGEND

BUILDING
BL BASELINE
EXISTING RIGHT OF WAY
CATCH BASIN
CULVERT
D DROP INLET, DRAIN LINE
D DROP INLET, DRAIN LINE
C CABLE TV MANHOLE, COMM. LINE
D DRAIN MANHOLE, DRAIN LINE
E ELECTRICAL MANHOLE, ELEC. LINE
G GAS MANHOLE, GAS LINE
S SEWER MANHOLE, SEWER LINE
T TELEPHONE MANHOLE, TELE LINE
TR TRAFFIC MANHOLE, TRAFFIC LINE
W WATER MANHOLE, WATER LINE
E T TV UTILITY POLE / OVERHEAD LINES ELECTRIC, TELEPHONE, CABLE TV
E T TV ELEC TOWER / OVERHEAD LINES
X FENCE

UTILITY BOX
UTILITY CLEANOUT
UTILITY INTERFACE
UTILITY METER
UTILITY PEDESTAL
RESIDENTIAL MAILBOX
TRAFFIC LIGHT PEDESTAL
TRAFFIC SIGNAL POLE
TRAFFIC CONTROL BOX
TRAFFIC SIGN POLE
TELEPHONE PEDESTAL
UNDERGROUND CABLE TV BOX
POWER JUNCTION BOX
TRAFFIC CONTROL BOX
UNDERGROUND ELECTRIC BOX

ANCHOR
SIGN
TREE
PP DEADMAN
PIPE BOLLARD
FLAG POLE
LIGHT STANDARD
TRAFFIC LIGHT
UTILITY VALVE
FIRE HYDRANT
SEWER CLEANOUT
DRAIN CLEANOUT
PARKING METER
TRAFFIC SIGNAL
GAS SERVICE

## 8.0 WORK HOURS

8.1 CONSTRUCTION WORKING HOURS SHALL BE BETWEEN 9:00 PM AND 5:00 AM WEEKDAYS AND WEEKENDS.

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

2/16/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | POYDRAS ST. (CARONDELET ST. TO CAMP ST.) LEAD | | DESIGNED ASJ / CHECKED ARB | PARISH | ORLEANS | SHEET NUMBER 1d |
| | | GENERAL CONSTRUCTION NOTES | | DETAILED RWA / CHECKED ARB | FEDERAL PROJECT | ER-ERP1 (066) LEAD | |
| | | | NO. DATE REVISION DESCRIPTION BY | DATE 2-16-2009 / SHEET 2 OF 2 | STATE PROJECT | 704-36-0050 LEAD | |

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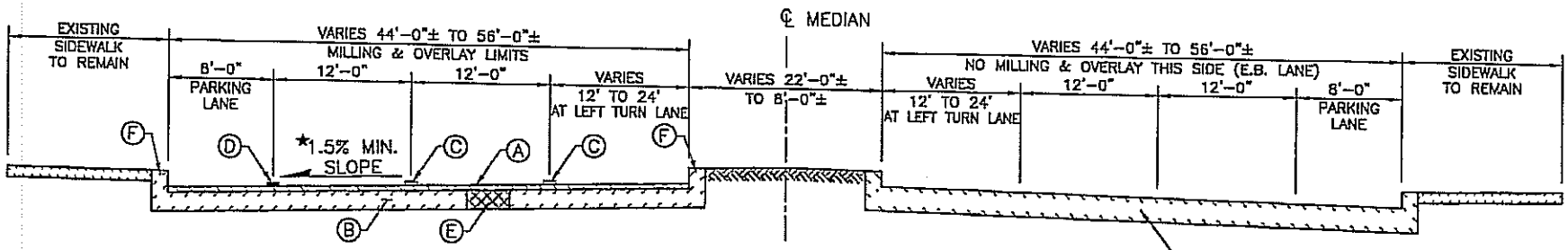


## TYPICAL FINISHED SECTION #1- POYDRAS STREET

STA. 104+90 TO STA. 108+34

* MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

### LEGEND - TYPICAL FINISHED SECTION

(A) COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

(B) EXISTING PAVEMENT TO REMAIN

(C) REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100).

(D) REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

(E) FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

(F) CURB (TYPE VARIES)

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
2/16/09

DESIGN EXCEPTION:
100+88 TO 104+90

### CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B24-1 | STA. 106+88 EASTBOUND | AC | 6.25 | GRANITE | 7.75 | – | – | 14.00 |
| B24-2 | STA. 102+88 WESTBOUND | AC | 2.50 | PCC | 7.75 | – | – | 10.25 |

Rahman & Associates, Inc.

DOTD

POYDRAS STREET
CARONDELET ST. TO CAMP STREET

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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

SHEET NUMBER 2l

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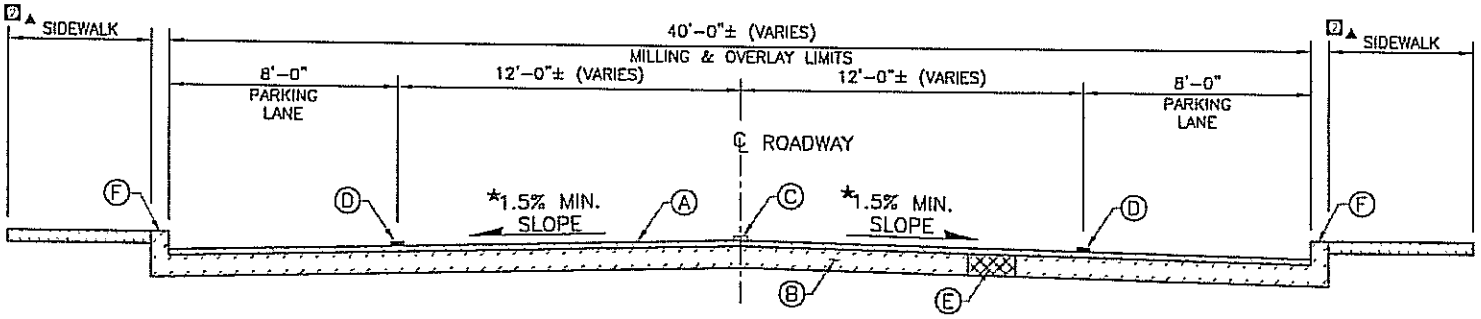


## TYPICAL FINISHED SECTION #2 - LASALLE STREET

STA. 201+97.64 TO STA. 215+50.00
(WIDTH VARIES FROM 40'-0"± TO 47'-0"± BETWEEN STA. 214+25 TO STA. 215+50)

* MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

2▲ SEE THE TABLE FOR PHASE "A" ENHANCEMENT STIMULUS FUNDING REPLACEMENT OF EXISTING SIDEWALKS, SHEET 3LL.

### LEGEND - TYPICAL FINISHED SECTION

(A) COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

(B) EXISTING PAVEMENT TO REMAIN

(C) REQ'D. 4" BROKEN YELLOW LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100).

(D) REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

(E) FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

(F) CURB (TYPE VARIES)

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

5/5/09

### CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B25-1 | STA. 204+50 NORTHBOUND | AC | 6.25 | PCC | 8.25 | – | – | 14.50 |
| B25-2 | STA. 212+00 NORTHBOUND | AC | 2.50 | PCC | 8.25 | – | – | 10.75 |

Rahman & Associates, Inc.

LASALLE STREET
POYDRAS ST. TO TULANE AVE. (US 61)

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 2▲ | 5/05/09 | REVISED TO INCLUDE SIDEWALK | ARB |

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE | 4-23-2009 |
| SHEET | 1 OF 1 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(067) |
| STATE PROJECT | 704-36-0051 |
| SHEET NUMBER | 2o |

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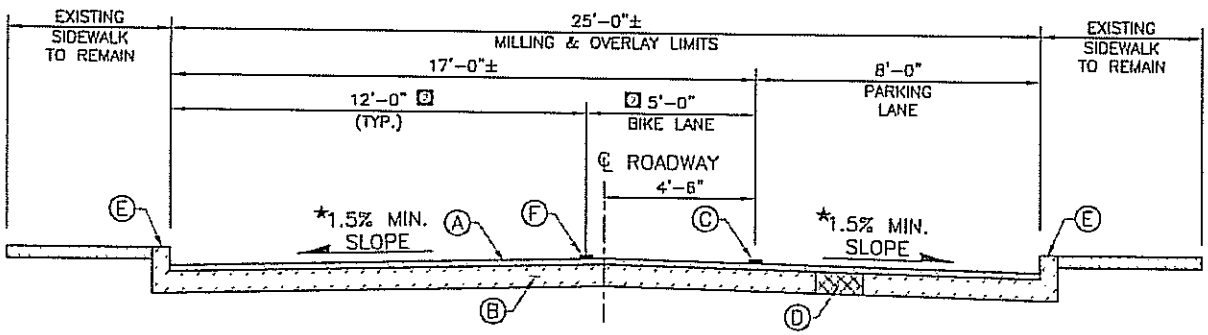


## TYPICAL FINISHED SECTION #3 - GRAVIER STREET

STA. 300+95 TO STA. 332+45

★ MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

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

5/5/09

DESIGN EXCEPTIONS:
313+78 TO 314+40
317+92 TO 318+55
321+98 TO 322+64
326+06 TO 326+82

### LEGEND - TYPICAL FINISHED SECTION

(A) COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

(B) EXISTING PAVEMENT TO REMAIN

(C) REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

(D) FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

(E) CURB (TYPE VARIES)

(F) REQ'D 6" SOLID WHITE LINE PER NON-MOTORIZED FACILITIES GUIDANCE (732-01-01020) [2]

### CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B26-1 | STA. 311+00 EASTBOUND | AC | 12.00 | WOOD | 2.00 | AC | 7.0 | 21.00 |
| B26-2 | STA. 317+00 EASTBOUND | AC | 13.25 | – | – | – | – | 13.25 |

Rahman & Associates, Inc.

GRAVIER STREET
LOYOLA AVE. TO S. PETERS ST.

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 2 | 5/05/09 | ADDED BIKE LANE | ARB |

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(068) |
| DATE / SHEET | 4-23-2009 / 1 OF 1 | STATE PROJECT | 704-36-0052 |

SHEET NUMBER 2b

J-8

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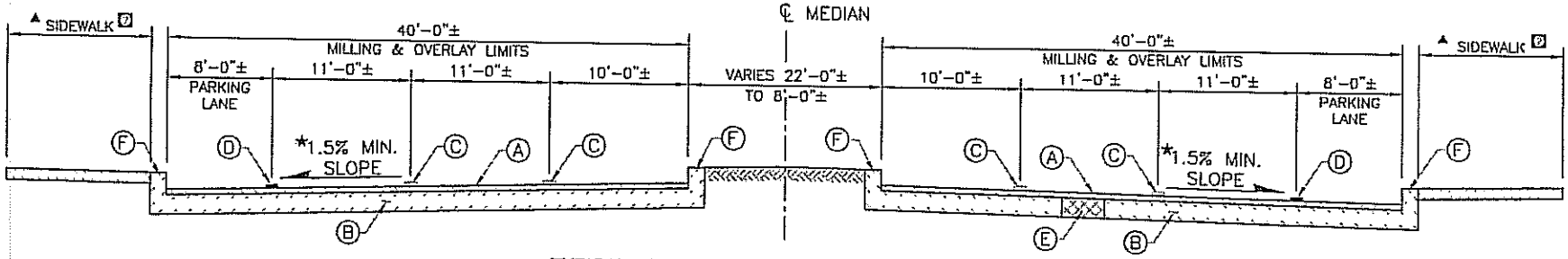
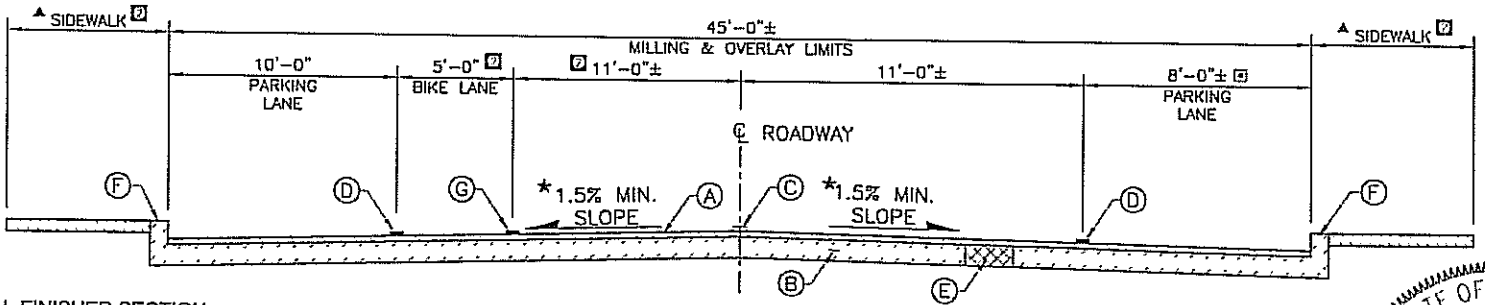



TYPICAL FINISHED SECTION #4 - COMMON STREET

STA. 403+60 TO STA. 406+40 (WESTBOUND)
STA. 403+37 TO STA. 406+40 (EASTBOUND)




TYPICAL FINISHED SECTION #5 - COMMON STREET

STA. 406+40 TO STA. 412+60

## LEGEND - TYPICAL FINISHED SECTION

(A) COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

(B) EXISTING PAVEMENT TO REMAIN

(C) REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100).

(D) REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

(E) FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

(F) CURB (TYPE VARIES)

(G) REQ'D 6" SOLID WHITE LINE PER NON-MOTORIZED FACILITIES GUIDANCE (732-01-01020) ☑

* MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

⊡ PARKING LANE IS A TRAVEL LANE BETWEEN S. RAMPART STREET AND UNIVERSITY PLACE.

☑▲ SEE THE TABLE FOR PHASE "A" ENHANCEMENT STIMULUS FUNDING REPLACEMENT OF EXISTING SIDEWALKS, SHEET 3LL.

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

5/5/09

CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B27-1 | STA. 406+40 EASTBOUND | AC | 4.00 | PCC | 13.00 | – | – | 17.00 |
| B26-2 | STA. 425+40 EASTBOUND | AC | 6.75 | PCC | 4.75 | – | – | 11.50 |

Rahman & Associates, Inc.

DOTD

COMMON STREET
LOYOLA AVE. TO S. PETERS ST.

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| ☑ | 5/05/09 | ADDED SIDEWALK & BIKE LANE | ARB |

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 4-23-2009 / 1 OF 2 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(069) |
| STATE PROJECT | 704-36-0053 |
| SHEET NUMBER | 2c |

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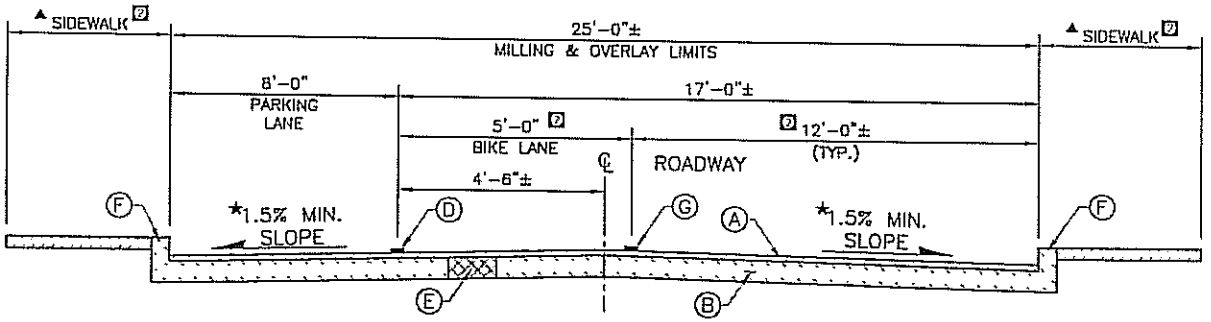



TYPICAL FINISHED SECTION #6 - COMMON STREET
STA. 412+60 TO STA. 432+80

## LEGEND - TYPICAL FINISHED SECTION

(A) COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

(B) EXISTING PAVEMENT TO REMAIN

(C) REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100).

(D) REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

(E) FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

(F) CURB (TYPE VARIES)

(G) REQ'D 6" SOLID WHITE LINE PER NON-MOTORIZED FACILITIES GUIDANCE (732-01-01020) 2

* MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

2▲ SEE THE TABLE FOR PHASE "A" ENHANCEMENT STIMULUS FUNDING REPLACEMENT OF EXISTING SIDEWALKS, SHEET 3LL.

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

5/5/09

DESIGN EXCEPTIONS:
416+30 TO 416+98
420+35 TO 420+85
424+45 TO 425+07
428+54 TO 429+16

CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B27-1 | STA. 406+40 EASTBOUND | AC | 4.00 | PCC | 13.00 | – | – | 17.00 |
| B26-2 | STA. 425+40 EASTBOUND | AC | 6.75 | PCC | 4.75 | – | – | 11.50 |

Rahman & Associates, Inc.

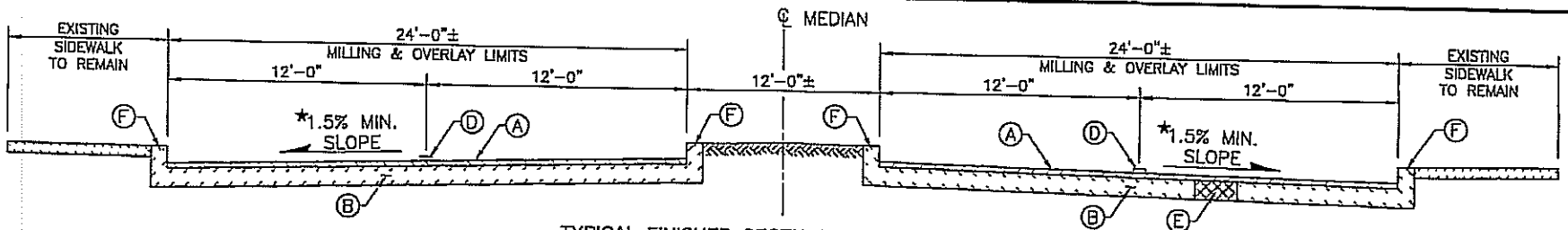
COMMON STREET
LOYOLA AVE. TO S. PETERS ST.

TYPICAL SECTIONS

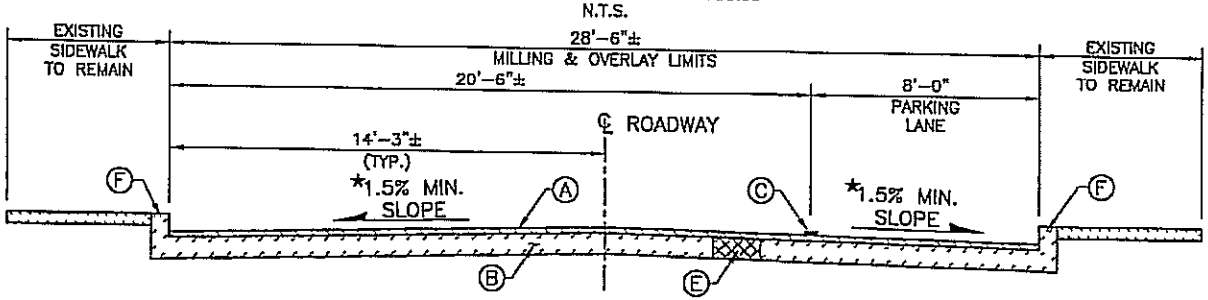
| NO | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 2 | 5/05/09 | ADDED SIDEWALK & BIKE LANE | ARB |

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 4-23-2009 / 2 OF 2 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(069) |
| STATE PROJECT | 704-36-0053 |

STATE HIGHWAY 23




TYPICAL FINISHED SECTION #7 - GIROD STREET
STA. 501+70.00 TO STA. 505+80.00
N.T.S.




TYPICAL FINISHED SECTION #8 - GIROD STREET
STA. 505+80 TO STA. 509+10

* MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

## LEGEND - TYPICAL FINISHED SECTION

(A) COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

(B) EXISTING PAVEMENT TO REMAIN

(C) REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

(D) REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100)

(E) FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

(F) CURB (TYPE VARIES)

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

2/16/09

CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B28-1 | STA. 502+70 EASTBOUND | AC | 1.75 | PCC | 9.25 | – | – | 11.00 |
| B28-2 | STA. 505+70 EASTBOUND | AC | 1.50 | PCC | 9.25 | – | – | 10.75 |
| B28-3 | STA. 504+70 WESTBOUND | AC | 1.75 | PCC | 9.50 | – | – | 11.25 |
| B28-4 | STA. 516+70 EASTBOUND | AC | 4.25 | PCC | 7.50 | – | – | 11.75 |

J-11

Rahman & Associates, Inc.

GIROD ST.
LOYOLA AVE. TO S. PETERS ST.

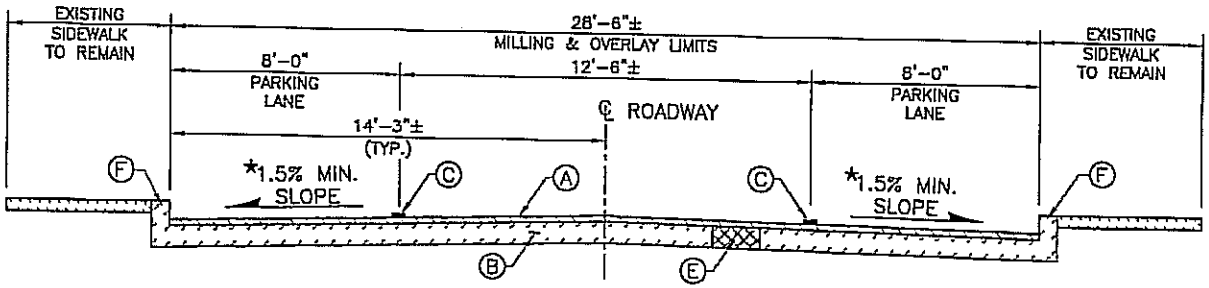
TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(070) |
| DATE / SHEET | 2-16-2009 / 1 OF 2 | STATE PROJECT | 704-36-0054 |

SHEET NUMBER 2B

\\Server1\E\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0018\GROUP 10 Orleans CAD\Design Drawings\typ sections.dwg, GIROD ST. SHT 2a, 2/16/2009 2:10:41 PM




TYPICAL FINISHED SECTION #9 - GIROD STREET
STA. 509+10 TO STA. 534+80

★ MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

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

2/16/09

DESIGN EXCEPTIONS:
513+12 TO 513+82
517+30 TO 517+95
521+32 TO 521+90
525+40 TO 526+00

## LEGEND - TYPICAL FINISHED SECTION

Ⓐ COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

Ⓑ EXISTING PAVEMENT TO REMAIN

Ⓒ REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

Ⓓ REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100)

Ⓔ FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

Ⓕ CURB (TYPE VARIES)

CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B28-1 | STA. 502+70 EASTBOUND | AC | 1.75 | PCC | 9.25 | – | – | 11.00 |
| B28-2 | STA. 505+70 EASTBOUND | AC | 1.50 | PCC | 9.25 | – | – | 10.75 |
| B28-3 | STA. 504+70 WESTBOUND | AC | 1.75 | PCC | 9.50 | – | – | 11.25 |
| B28-4 | STA. 516+70 EASTBOUND | AC | 4.25 | PCC | 7.50 | – | – | 11.75 |

Rahman & Associates, Inc.

GIROD ST.
LOYOLA AVE. TO S. PETERS ST.

TYPICAL SECTIONS

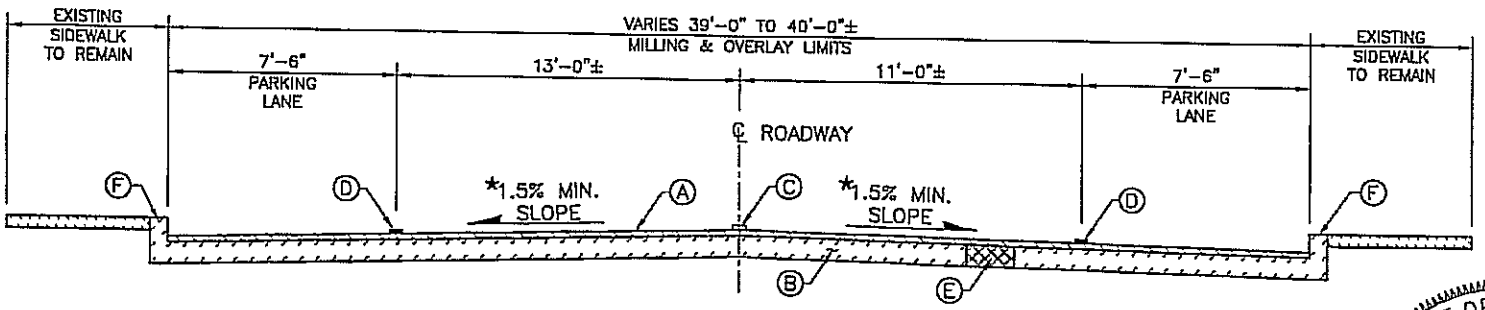
| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(070) |
| DATE / SHEET | 2-15-2009 / 2 OF 2 | STATE PROJECT | 704-36-0054 |

SHEET NUMBER 2f

J-12

\\Server1\E\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0031\GROUP 10 Orleans CBD\Design Drawings\typ sections.dwg, GIROD ST. SHT 2f, 2/16/2009 2:11:03 PM




TYPICAL FINISHED SECTION #10 - MAGAZINE STREET

STA. 610+30 TO STA. 629+35 (WIDTH 39'-0")
STA. 630+72 TO STA. 640+04.30 (WIDTH 40'-0"±)

* MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

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

3/29/09

PAVING EXCEPTION:
629+35 TO 630+72

## LEGEND - TYPICAL FINISHED SECTION

(A) COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

(B) EXISTING PAVEMENT TO REMAIN

(C) REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100).

(D) REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

(E) FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

(F) CURB (TYPE VARIES)

## CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B-5 | STA. 633+00 SOUTHBOUND | AC | 5.75 | PCC | 6.50 | – | – | 12.25 |
| B-6 | STA. 615+50 SOUTHBOUND | AC | 5.00 | PCC | 8.00 | – | – | 13.00 |
| B-7 | STA. 606+00 SOUTHBOUND | AC | 5.00 | PCC | 5.25 | – | – | 10.25 |

Rahman & Associates, Inc.

DOTD

MAGAZINE STREET
US 90 TO CANAL STREET

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(071) |
| DATE / SHEET | 3-24-2009 / 1 OF 1 | STATE PROJECT | 704-36-0055 |

SHEET NUMBER 2g



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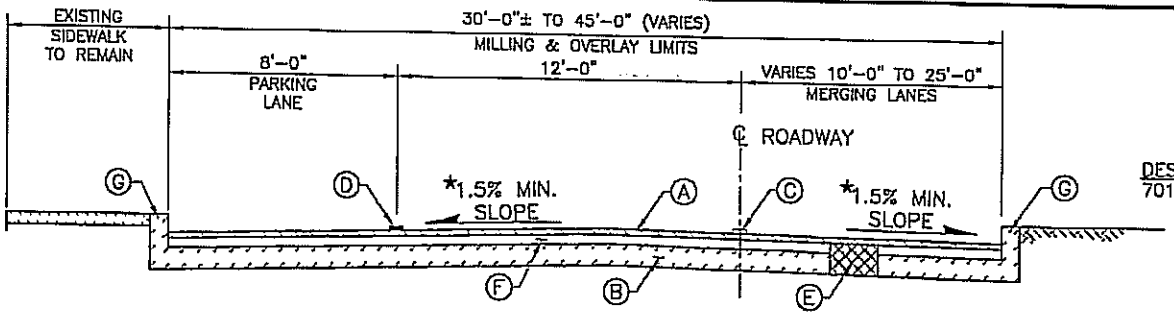


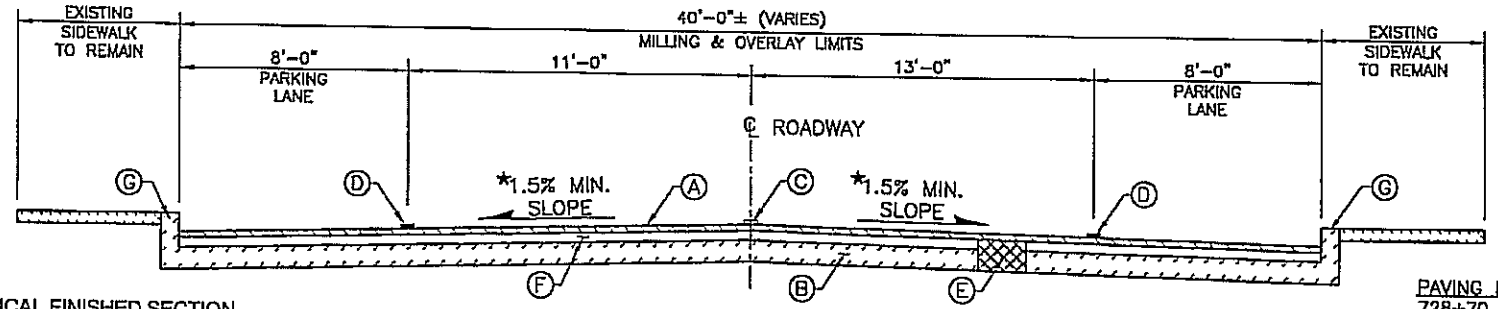

TYPICAL FINISHED SECTION #11 - CAMP STREET

STA. 705+38 TO STA. 706+20 (WIDTH 30'-0" TO 45'-0")

DESIGN EXCEPTION:
701+00 TO 705+38

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

3/24/09




TYPICAL FINISHED SECTION #12 - CAMP STREET

STA. 706+20 TO STA. 708+00 (WIDTH FROM 45'-0" TO 40'-0" VARIES)
STA. 708+00 TO STA. 741+00 (WIDTH 40'-0")

PAVING EXCEPTION:
728+70 TO 730+10

## LEGEND - TYPICAL FINISHED SECTION

Ⓐ COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

Ⓑ EXISTING PAVEMENT TO REMAIN

Ⓒ REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100)

Ⓓ REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

Ⓔ FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

Ⓕ EXISTING STONE OR GRANITE, SEE CORING LOG SUMMARY THIS SHEET

Ⓖ CURB (TYPE VARIES)

★ MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

## CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B-1 | STA. 703+00 NORTHBOUND | AC | 13.50 | -- | -- | -- | -- | 13.50 |
| B-2 | STA. 708+00 NORTHBOUND | AC | 1.75 | GRANITE | 6.00 | PCC | 3.00 | 10.75 |
| B-3 | STA. 722+25 NORTHBOUND | AC | 2.25 | GRANITE | 5.00 | PCC | 9.00 | 16.25 |
| B-4 | STA. 736+50 NORTHBOUND | AC | 2.00 | STONE | 2.00 | -- | -- | 4.00 |

Rahman & Associates, Inc.

DOTD

CAMP STREET
US 90 TO CANAL STREET

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(072) |
| DATE / SHEET | 3-24-2009 / 1 OF 1 | STATE PROJECT | 704-36-0056 |

SHEET NUMBER 2h

J-14

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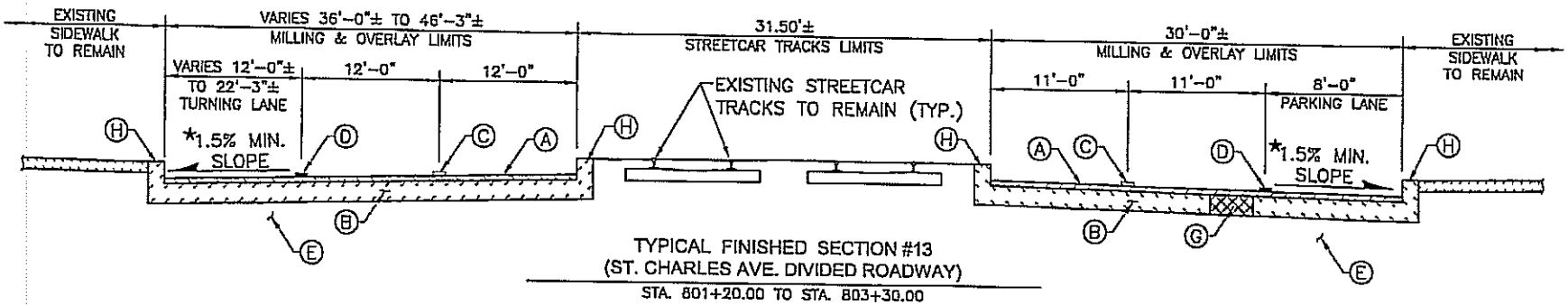
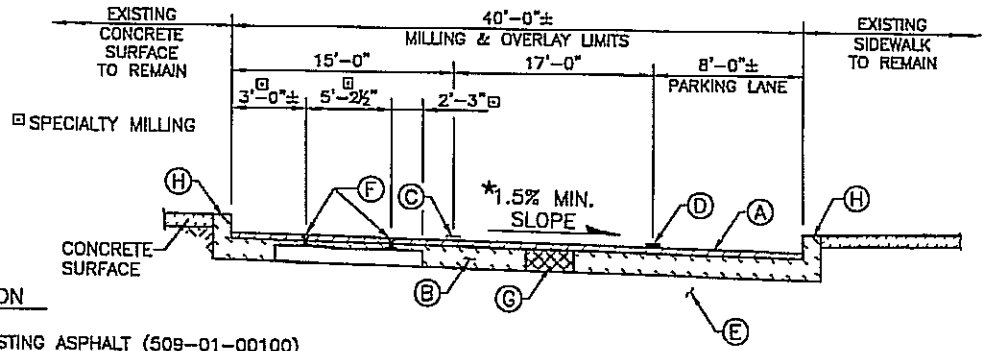



TYPICAL FINISHED SECTION #13
(ST. CHARLES AVE. DIVIDED ROADWAY)
STA. 801+20.00 TO STA. 803+30.00




TYPICAL FINISHED SECTION #14
( LEE CIRCLE ROADWAY)
STA. 803+30 TO STA. 807+25

## LEGEND - TYPICAL FINISHED SECTION

- (A) COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)
- (B) EXISTING PAVEMENT TO REMAIN
- (C) REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100).
- (D) REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)
- (E) EXISTING BASE GRAY CLAY WITH SILT & GRAVEL
- (F) EXISTING STREETCAR TRACKS TO REMAIN (LOCATION VARIES, SEE PLAN SHEETS)
- (G) FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)
- (H) CURB (TYPE VARIES)

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
2/16/09

* MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

## CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B29-1 | STA. 830+12 SOUTHBOUND | AC | 1.75 | PCC | 9.00 | SAND/BASE | 11.25 | 22.00 |
| B29-2 | STA. 822+12 SOUTHBOUND | AC | 2.00 | PCC | 12.75 | GRANITE/BASE | 3.00 | 17.75 |
| B29-3 | STA. 808+12 SOUTHBOUND | AC | 1.50 | PCC | 14.00 | – | – | 15.50 |

J-15

ST. CHARLES AVENUE
US 90 TO CANAL STREET

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(073) |
| DATE / SHEET | 2-16-2009 / 1 OF 2 | STATE PROJECT | 704-36-0057 |

SHEET NUMBER 21

Rahman & Associates, Inc.

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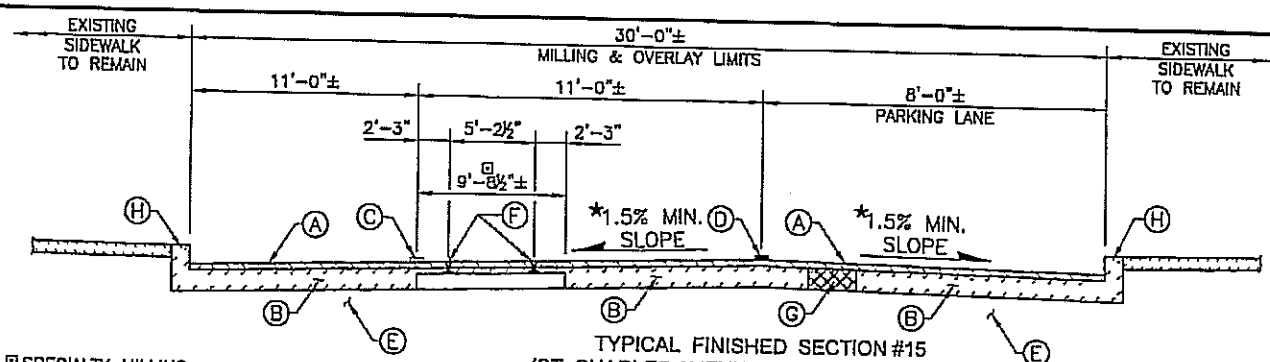
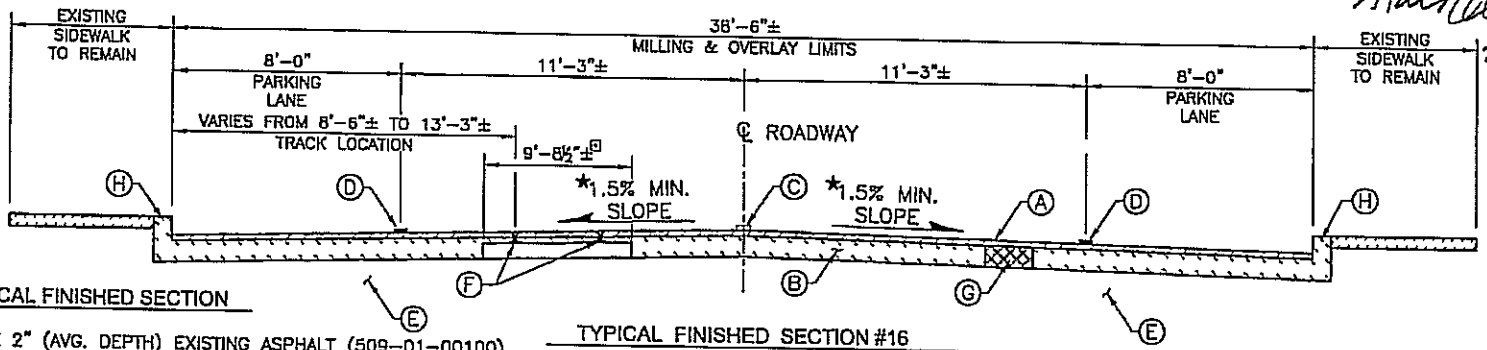



⊡ SPECIALTY MILLING

TYPICAL FINISHED SECTION #15
(ST. CHARLES AVENUE UNDIVIDED ROADWAY)
STA. 807+25 TO STA. 828+20




TYPICAL FINISHED SECTION #16
STA. 828+20 TO STA. 842+12
(NOTE: STREETCAR TRACKS BEGINS AT STA. 828+20 AND CONTINUE BEYOND STA. 842+12)

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

2/16/09

## LEGEND - TYPICAL FINISHED SECTION

Ⓐ COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

Ⓑ EXISTING PAVEMENT TO REMAIN

Ⓒ REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100).

Ⓓ REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

Ⓔ EXISTING BASE GRAY CLAY WITH SILT & GRAVEL

Ⓕ EXISTING STREETCAR TRACKS TO REMAIN (LOCATION VARIES, SEE PLAN SHEETS)

Ⓖ FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

Ⓗ CURB (TYPE VARIES)

★ MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

### CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B29-1 | STA. 830+12 SOUTHBOUND | AC | 1.75 | PCC | 9.00 | SAND/BASE | 11.25 | 22.00 |
| B29-2 | STA. 822+12 SOUTHBOUND | AC | 2.00 | PCC | 12.75 | GRANITE/BASE | 3.00 | 17.75 |
| B29-3 | STA. 808+12 SOUTHBOUND | AC | 1.50 | PCC | 14.00 | – | – | 15.50 |

Rahman & Associates, Inc.

DOTD

ST. CHARLES AVENUE
US 90 TO CANAL STREET

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(073) |
| DATE / SHEET | 2-16-2009 / 2 OF 2 | STATE PROJECT | 704-36-0057 |

SHEET NUMBER 21

J-16

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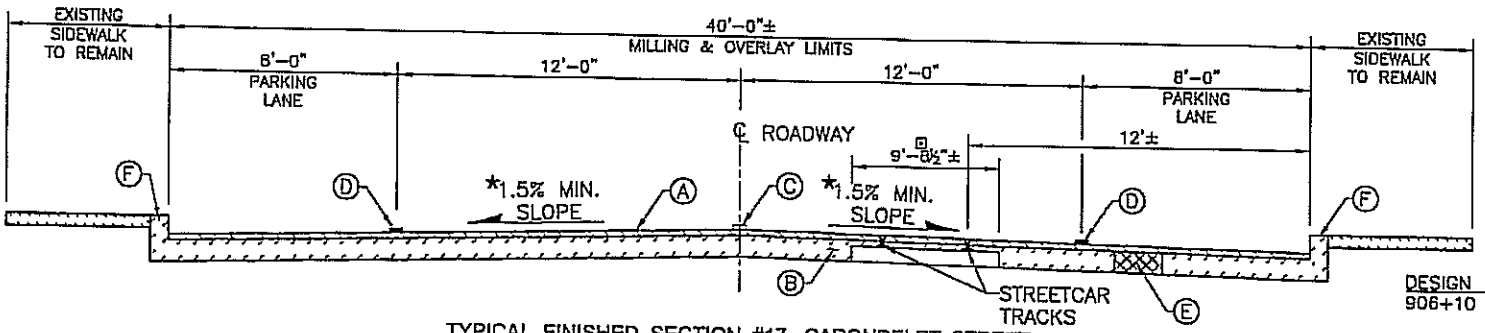


## TYPICAL FINISHED SECTION #17 - CARONDELET STREET

STA. 902+20 TO STA. 943+00

(NOTE: STREETCAR TRACKS BEGINS AT STA. 906+60± AND CONTINUE BEYOND STA. 943+00)

DESIGN EXCEPTION:
906+10 TO 906+35

PAVING EXCEPTION:
927+35 TO 928+75

⊡ SPECIALTY MILLING

* MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

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

2/16/09

### LEGEND - TYPICAL FINISHED SECTION

Ⓐ COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

Ⓑ EXISTING PAVEMENT TO REMAIN

Ⓒ REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100).

Ⓓ REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

Ⓔ FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

Ⓕ CURB (TYPE VARIES)

### CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | LAYER 4 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B30-1 | STA. 929+00 SOUTHBOUND | AC | 1.75 | PCC | 18.25 | – | – | – | – | 20.00 |
| B30-2 | STA. 919+00 SOUTHBOUND | AC | 2.00 | PCC | 11.00 | WOOD | 4.25 | GRANITE | 3.00 | 20.25 |
| B30-3 | STA. 910+00 SOUTHBOUND | AC | 1.25 | PCC | 10.25 | SHELL/BASE | 4.00 | PCC | 8.25 | 23.75 |

Ruhman & Associates, Inc.

DOTD

CARONDELET STREET
US 90 TO CANAL STREET

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(074) |
| DATE / SHEET | 2-16-2009 / 1 OF 1 | STATE PROJECT | 704-36-0058 |

SHEET NUMBER 2k

J-17

\\Server1\EJOB FOLDERS\LADOTD Rubber Repair of Roads Damaged by Katrina 704-92-0031\GROUP 10 Orleans CBD\Design Drawings\typ sections.dwg, Carondelet St, SHT 2k, 2/16/2009 2:21:44 PM

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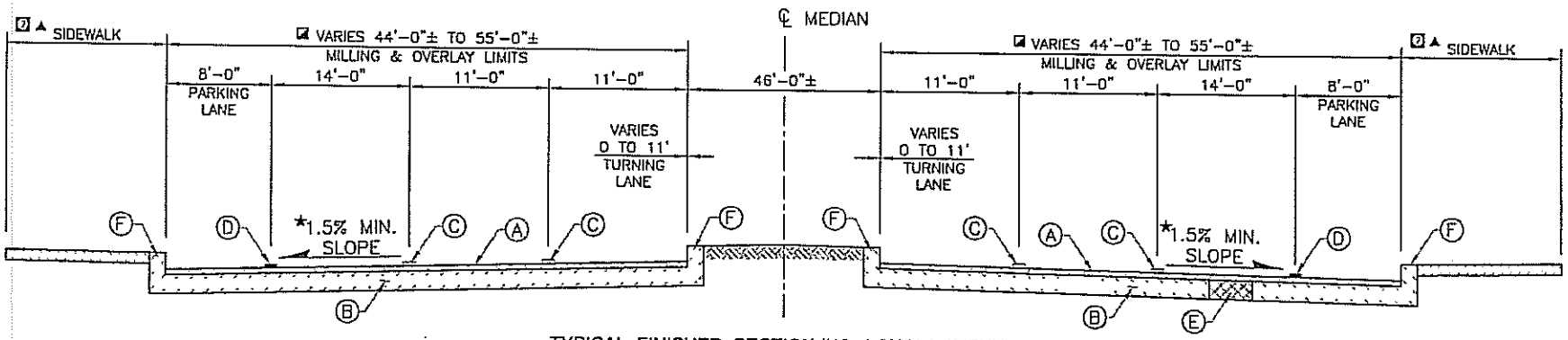



## TYPICAL FINISHED SECTION #18 - LOYOLA AVENUE

▣ STA. 1001+50 TO STA. 1017+00 (WIDTH VARIES FROM 44' TO 55')
STA. 1017+00 TO STA. 1037+60 (WIDTH 44 FT.)
STA. 1037+60 TO STA. 1043+40 (WIDTH 40 FT.)

* MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

▣▲ SEE THE TABLE FOR PHASE "A" ENHANCEMENT STIMULUS FUNDING REPLACEMENT OF EXISTING SIDEWALKS, SHEET 3LL.

## LEGEND - TYPICAL FINISHED SECTION

(A) COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

(B) EXISTING PAVEMENT TO REMAIN

(C) REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100).

(D) REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

(E) FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

(F) CURB (TYPE VARIES)

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

5/5/05

## CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B31-1 | STA. 1031+22 SOUTHBOUND | AC | 2.25 | PCC | 9.75 | – | – | 12.00 |
| B31-2 | STA. 1006+22 SOUTHBOUND | AC | 1.75 | PCC | 7.50 | – | – | 9.25 |
| B31-3 | STA. 1040+22 NORTHBOUND | PCC | 10.75 | – | – | – | – | 10.75 |
| B31-4 | STA. 1013+22 NORTHBOUND | AC | 2.625 | PCC | 7.50 | – | – | 10.125 |

Rahman & Associates, Inc.

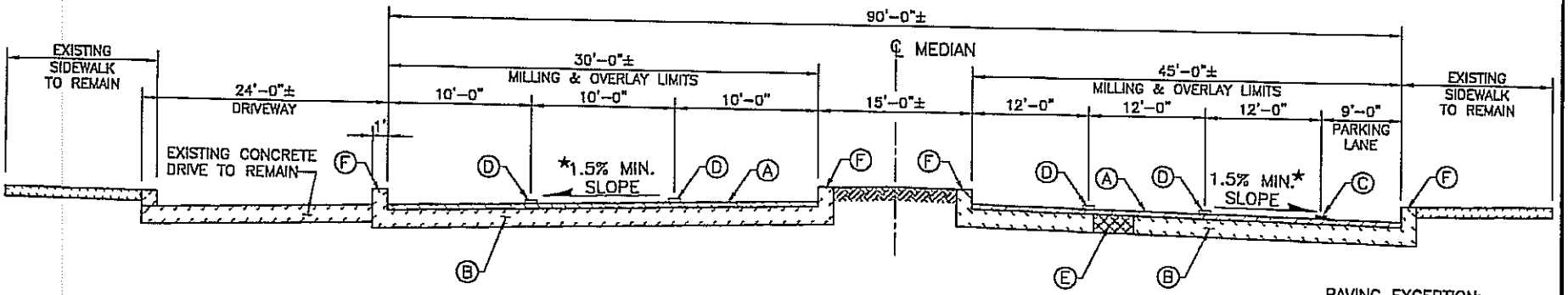
LOYOLA AVENUE
US 90 TO CANAL STREET

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| ▣ | 5/05/09 | ADDED SIDEWALK | ARB |

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(075) |
| DATE / SHEET | 4-23-2009 / 1 OF 1 | STATE PROJECT | 704-36-0059 |

SHEET NUMBER 2L




PAVING EXCEPTION:
1100+90 TO 1103+85.66

## TYPICAL FINISHED SECTION #19 - POYDRAS STREET

N.T.S.

STA. 1103+85.66 TO STA. 1104+67.50 (NO LEFT CONC. DRIVE)
STA. 1104+67.50 TO STA. 1109+30.00

★ MATCH EXISTING CROWN OR SLOPE (1.50% MIN.) IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (502-01-00100)

ALL EXPOSED CONCRETE PAVEMENT JOINTS TO BE CLEANED & RESEALED.

## LEGEND - TYPICAL FINISHED SECTION

Ⓐ COLD PLANE 2" (AVG. DEPTH) EXISTING ASPHALT (509-01-00100) AND REQUIRED 2" (AVG. DEPTH) SUPERPAVE ASPHALT CONCRETE OVERLAY (502-01-00100 & 502-01-00200)

Ⓑ EXISTING PAVEMENT TO REMAIN

Ⓒ REQ'D. 4" SOLID WHITE LINE PER N.O. DPW STD. 10 (732-02-01000)

Ⓓ REQ'D. 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 (732-03-01000) WITH REFLECTORIZED RAISED PAVEMENT MARKERS (731-02-00100)

Ⓔ FULL DEPTH AC PAVEMENT REPAIR AT LOCATIONS SPECIFIED ON PLANS OR AS DIRECTED BY PROJECT ENGINEER. FOR DETAILS SEE SHEET 2n (510-01-00200)

Ⓕ CURB (TYPE VARIES)

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

2/16/09

## CORING LOG SUMMARY

| BORING NO. | APPROX. LOCATION | LAYER 1 | | LAYER 2 | | LAYER 3 | | LAYER 4 | | TOTAL THICKNESS IN INCHES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | MATERIAL | THICKNESS IN INCHES | |
| B32-1 | STA. 1107+80 EASTBOUND | AC | 3.00 | GRANITE | 5.50 | SAND/BASE | 4.00 | PCC | 6.25 | 18.75 |
| B32-2 | STA. 1109+85 WESTBOUND | AC | 2.25 | PCC | 7.25 | – | – | – | – | 9.50 |

Rahman & Associates, Inc.

DOTD

POYDRAS STREET
LASALLE ST. TO LOYOLA AVE.

TYPICAL SECTIONS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(076) |
| DATE / SHEET | 2-16-2009 / 1 OF 1 | STATE PROJECT | 704-36-0060 |

SHEET NUMBER 2m

J-19

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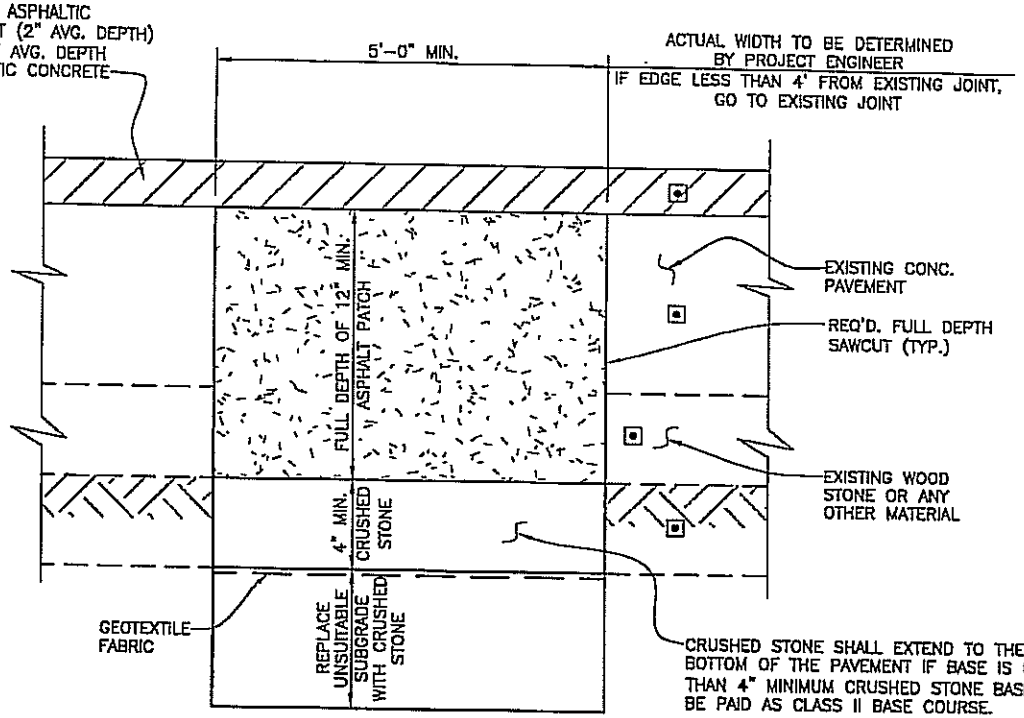
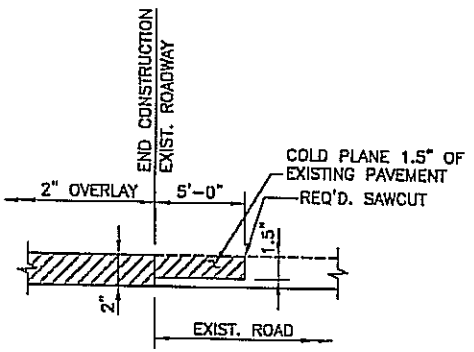



ASPHALT PAVEMENT PATCH DETAIL
N.T.S.




PAVEMENT TRANSITION
N.T.S.
(TRANSITION TO BE USED AT ALL INTERSECTING STREETS)

① DETERMINE DAMAGED AREAS FOR PATCHING/REPAIR

② REMOVE DAMAGED LAYER IN FULL. MIN. DEPTH OF PATCH IS 12" FOR ASPHALT WITH 4" FOR CRUSHED STONE BASE

③ REPLACE EXISTING SUBGRADE WITH CRUSHED STONE IF CONSIDERED UNSUITABLE

④ INSTALL BASE & ASPHALT UPTO BOTTOM OF TOP 2" WEARING COURSE

⑤ AFTER COLD PLANING OF THE EXISTING ASPHALT PAVEMENT, THE PROJECT ENGINEER MAY REQUIRE PROOF ROLLING AND ADDITIONAL PATCHING AT HIS DISCRETION

⊡ SEE CORINGS FOR EXISTING PAVEMENT CONFIGURATION

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

2/16/09

NOTES:
1.) IF PATCHING NEXT TO GUTTERLINE AREA, REMOVAL OF EXISTING CURB SHALL BE INCIDENTAL TO THE PATCHING.

2.) A MINIMUM LENGTH OF CURB REPAIR WILL BE 5 FT.

3.) WHEN EXISTING ASPHALT IS GREATER THAN 12" THICK. THE CONTRACTOR MAY OPT TO REPLACE CRUSHED STONE BASE WITH FULL DEPTH ASPHALT.

Rahman & Associates, Inc.

DOTD

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

ASPHALT PAVEMENT TRANSITION & PATCHING DETAIL

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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

SHEET NUMBER 21

J-20

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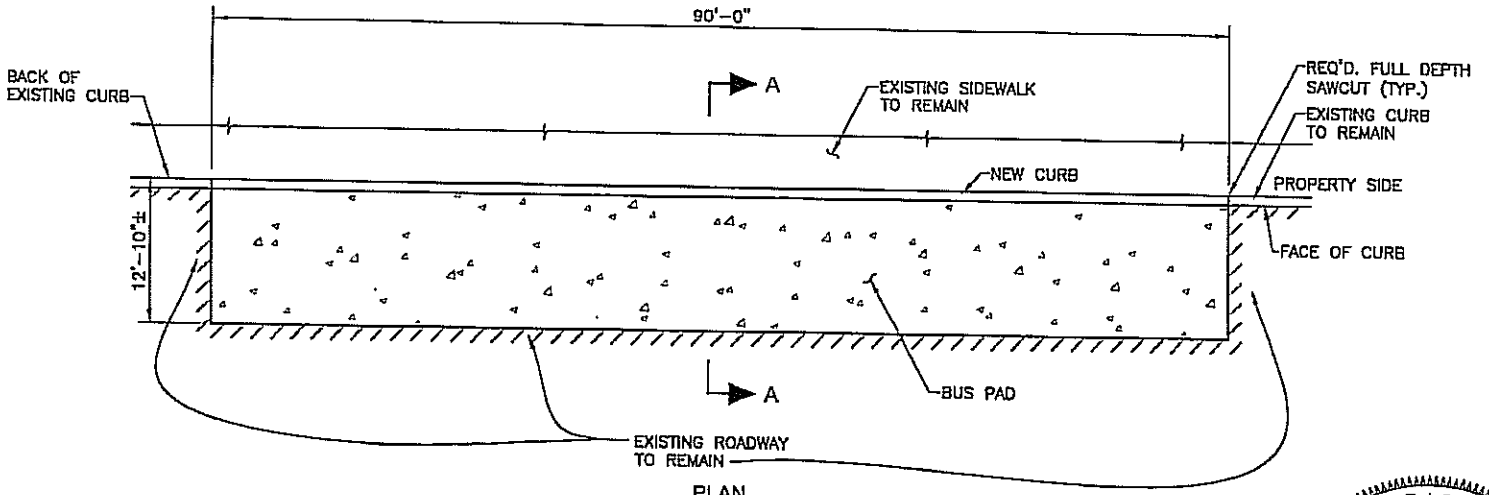
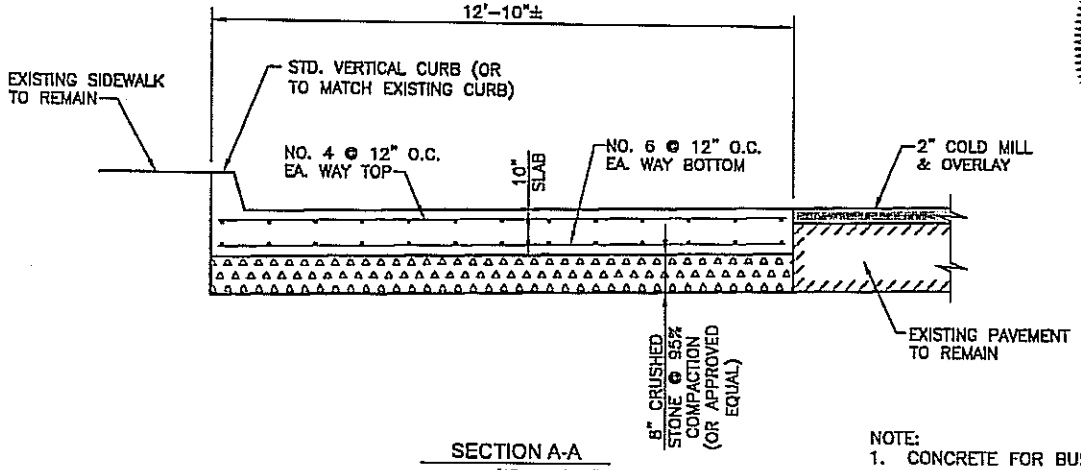



PLAN
N.T.S.




SECTION A-A
SCALE: ¼" = 1'-0"

STATE OF LOUISIANA
A. RAHMAN BHATTI
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IN
CIVIL ENGINEERING

2/16/09

NOTE:
1. CONCRETE FOR BUS PAD SHALL BE HIGH EARLY STRENGTH 4000 PSI WITHIN 3 DAYS
2. COST OF REMOVAL & DISPOSAL OF EXISTING BUS PAD AND ASSOCIATED WORK SHALL BE INCLUDED IN COST OF CONCRETE BUS PAD

Rahman & Associates, Inc.

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

BUS PAD DETAIL

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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

SHEET NUMBER 20

L-21

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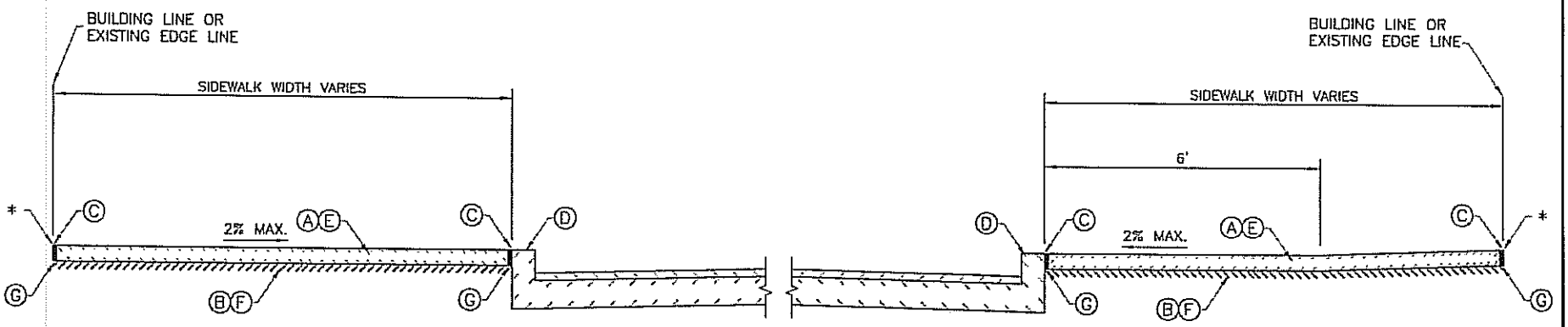


TYPICAL FINISHED SIDEWALK
WITH CONSTANT CROSS SLOPE
N.T.S.

TYPICAL FINISHED SIDEWALK
WITH BREAK IN CROSS SLOPE
N.T.S.

* FINISH ELEVATION TO MATCH EXISTING OR TIE TO ADJACENT STRUCTURE AS DETERMINED BY PROJECT ENGINEER

J-22

## LEGEND - TYPICAL FINISHED SECTION

- (A) REMOVE EXISTING SIDEWALK(VARIABLE THICKNESS)
- (B) REMOVE EXISTING SUBGRADE TO THE REQUIRED DEPTH
- (C) FULL DEPTH SAW CUT AS REQUIRED BY THE PROJECT ENGINEER (TO BE PAID UNDER REMOVAL OF SIDEWALK)
- (D) EXISTING CURB TO REMAIN
- (E) REQUIRED NEW 6" CONCRETE SIDEWALK (ADA–COMPLIANT) AND AS DIRECTED BY THE PROJECT ENGINEER
- (F) REQUIRED UP TO 4" GRANULAR MATERIAL(SAND) FOR LEVELING OF SUBGRADE
- (G) ½" PREFORMED EXPANSION JOINT FILLER

NOTE:

1. DURING CONSTRUCTION ACTIVITIES THE CONTRACTOR SHALL SAFEGUARD ALL SIGN POSTS AND PARKING METERS WHICH ARE TO REMAIN. ANY DAMAGE TO SIGN POSTS OR PARKING METERS BY THE CONTRACTOR SHALL BE REPAIRED AT HIS OWN EXPENSE AS DIRECTED BY THE PROJECT ENGINEER
2. ADJUST ALL UTILITIES WHERE REQUIRED
3. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACESS TO BUILDINGS DURING ALL SIDEWALK CONSTRUCTION ACTIVITIES AS APPROVED BY THE PROJECT ENGINEER

STATE OF LOUISIANA
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PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

5/5/09

Rahman & Associates, Inc.

DOTD

POYADRAS STREET
(CARONDELET ST. TO CAMP ST.)
LEAD

SIDEWALK DETAIL

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 2 | 5/05/09 | ADDED NEW SHEET | ARB |

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(066) LEAD |
| DATE / SHEET | 4-23-2009 / 1 OF 1 | STATE PROJECT | 704-36-0050 LEAD |

SHEET NUMBER 2P

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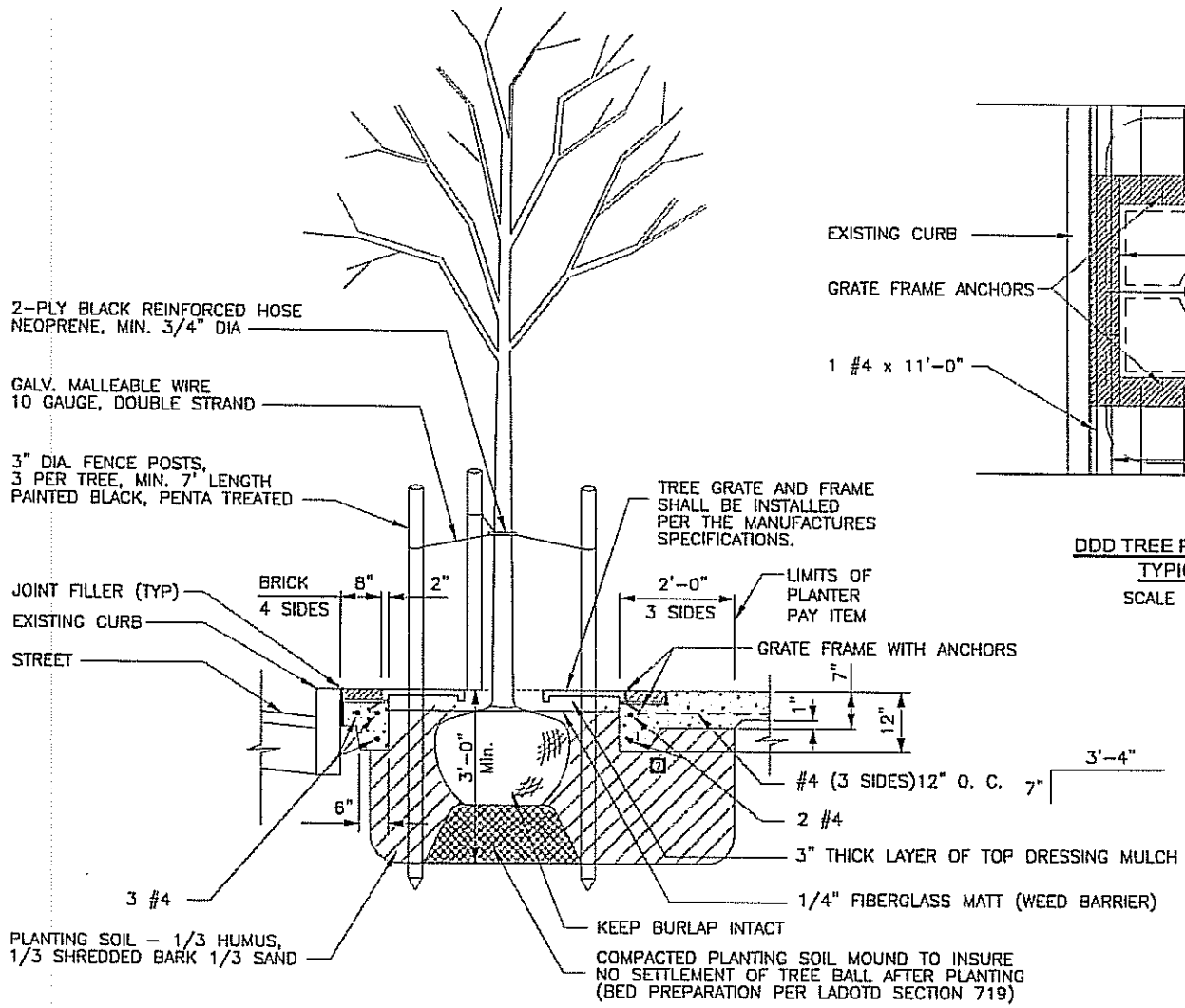
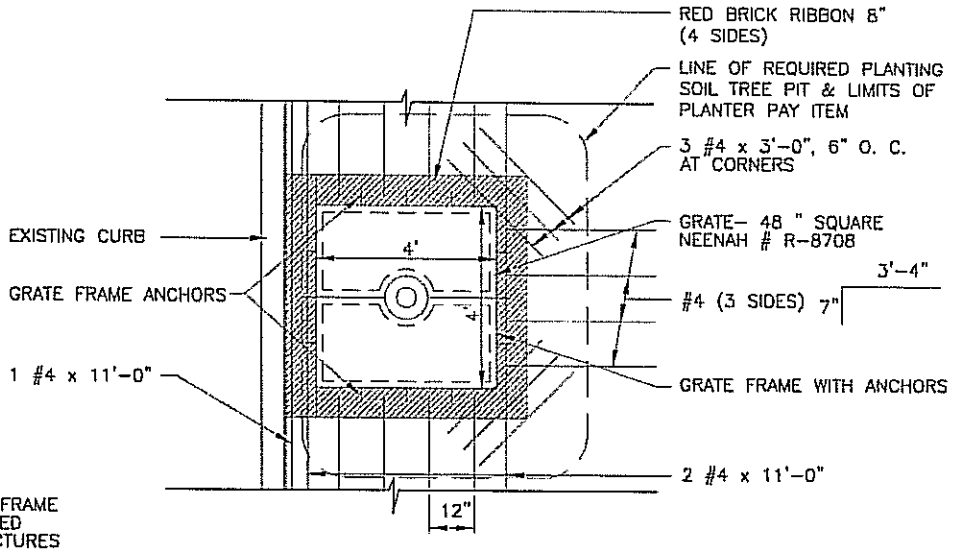



DDD TREE PLANTER DETAIL

TYPICAL SECTION

SCALE 1" = 3'-0"




DDD TREE PLANTER DETAIL

TYPICAL PLAN

SCALE 1" = 4'-0"

STATE OF LOUISIANA
A. RAHMAN BHATTI
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CIVIL ENGINEERING

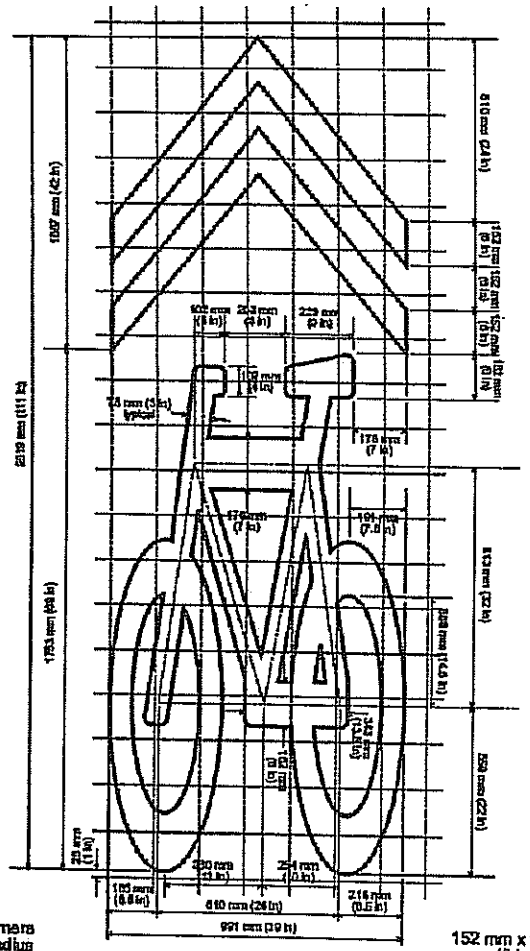
57505

NOTES:

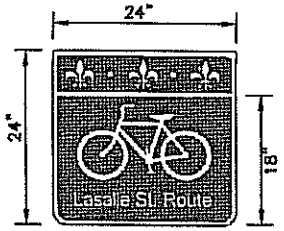
1. BRICKS, GRATES AND FRAMES SHALL BE PAID UNDER THE ITEM "TREE PLANTER WELLS".
2. MULCH, FIBERGLASS MATTING, PLANTING SOIL MOUNDS, PLANTING SOIL, POST AND WIRE SHALL BE PAID UNDER THE ASSOCIATED PLANT ITEM 719-01-02040.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | POYADRAS STREET (CARONDELET ST. TO CAMP ST.) LEAD | | DESIGNED ARB / CHECKED DJR | PARISH | ORLEANS | SHEET NUMBER | 24 |
| | STREET TREE PLANTING DETAIL | | DETAILED DJR / CHECKED ARB | FEDERAL PROJECT | ER-ERP1(066) LEAD | | |
| | NO. 1 DATE 5/05/09 REVISION DESCRIPTION: ADDED NEW SHEET BY ARB | | DATE 4-23-2009 SHEET 1 OF 1 | STATE PROJECT | 704-36-0050 LEAD | | |

\\Server1\e\JOB FOLDERS\ADOTD Exclusive Rental of Hotels Executed by Kostas 704-92-0018\GROUP 10 Orleans CSD\Design Drawings\typ sections.dwg, Bike Guide Sign 2x, group 10




BIKE-AND-CHEVRON PAVEMENT MARKING
FOR SHARED USE ROADWAYS
N.T.S.




MUTCD Code: D11-1 (Modified)
Size: 24" x 24"
Color:
Legend - White (retroflective)
Background - Green (retroflective)
Top Border - Black background w/ white (retroflective)
Font: 2"
Bike Symbol: Typical (18.25" x 10.5")
Border Symbols: Fleur-de-lis w/ square tile (size as shown)

NEW ORLEANS BICYCLE ROUTE SIGN (SAMPLE)
FOR SHARED USE ROADWAYS
N.T.S.

NOTE:
1. THE CONTRACTOR SHALL INSTALL BIKE-AND-CHEVRON PAVEMENT MARKINGS AS DETAILED AND AS DIRECTED BY THE PROJECT ENGINEER FOR SHARED USE ROADWAYS.
2. FOR SHARED USE ROADWAY MARKINGS THE CONTRACTOR WILL BE PAID SEPARATELY FOR BIKE SYMBOLS AND CHEVRONS MARKINGS UNDER ITEM 732-04-02000 FOR BIKE SYMBOLS AND 732-01-01000 FOR CHEVRON (PLASTIC PAVEMENT STRIPING 4" WIDE)(10 LIN. FEET PER EACH CHEVRON SET).
3. CONTRACTOR SHALL COORDINATE WITHE THE CITY TO OBTAIN THE PROPER ROUTE NAMES FOR NEW ORLEANS BICYCLE ROUTE SIGNS PRIOR TO ORDERING.
4. ALL SIGNS SHALL BE PAID PER SQ. FT. UNDER ITEM 729-01-00100.

STATE OF LOUISIANA
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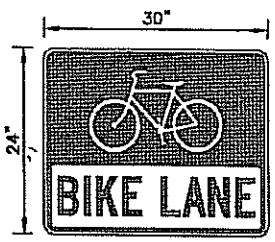
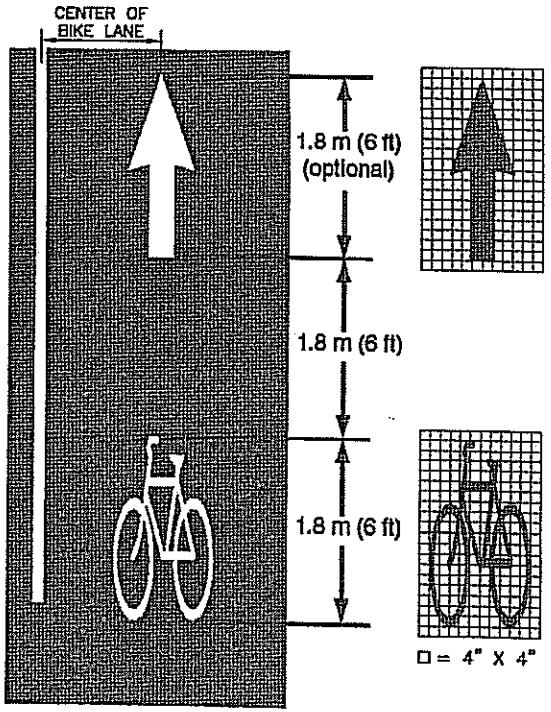
5/5/09




STANDARD BIKE LANE (R3-17) SIGN
FOR DESIGNATED BIKE LANES
N.T.S.




STANDARD BIKE LANE PAVEMENT MARKINGS
FOR DESIGNATED BIKE LANES
N.T.S.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | POYADRAS STREET (CARONDELET ST. TO CAMP ST.) LEAD | | | | | |
| | | BIKE GUIDE SIGN DETAILS | | | | | |
| | | | 2A | 5/5/09 | ADDED NEW SHEET | ARB | |
| | | | NO. | DATE | REVISION DESCRIPTION | BY | |

| | | | | | |
|---|---|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS | SHEET NUMBER | 2T |
| CHECKED | DJR | | | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(066) LEAD | | |
| CHECKED | ARB | | | | |
| DATE | 4-23-2009 | STATE PROJECT | 704-36-0050 LEAD | | |
| SHEET | 1 OF 1 | | | | |

## COLD PLANING AND ASPHALTIC CONCRETE

| S.P. NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | 509-01-00100 COLD PLANE 2" AVG. DEPTH | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0050 POYDRAS STREET (CARONDELET ST. TO CAMP STREET) | 104+90 | 108+34 | POYDRAS STREET (WESTBOUND) | 344 | △44'-0" TO 56'-0" | 1891 | 1891 | 207.9 | – | – |
| | SUBTOTALS | | | | | 1891 | | 207.9 | | – |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | 189 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | – | | 83.2 | | – |
| | TOTALS | | | | | 2080 | | 291.1 | | – |

△ VARIES

* AVERAGE WIDTH OF EXISTING PAVEMENT DEVELOPED FROM SURVEY INFORMATION

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

2/16/09

Rahman & Associates, Inc.

DOTD

POYDRAS STREET
CARONDELET ST. TO CAMP STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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

SHEET NUMBER 3b

J-25

\\Server1\E\DB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\cold-planning & asph conc est quan.dwg, CPAC QUAN-1, 2/16/2009 2:32:14 PM

## COLD PLANING AND ASPHALTIC CONCRETE

| SP. NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | 509-01-00100 COLD PLANE 2" AVG. DEPTH | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0051 LASALLE ST. (POYDRAS ST. TO TULANE AVE. (US 61) | 201+97.64 | 214+25 | LASALLE STREET | 1227.36 | 40.0 | 5455 | 5455 | 600.0 | – | – |
| | 206+00 | – | PERDIDO STREET TURNOUT (LEFT) | – | – | 73 | | | 73 | 8.0 |
| | 206+00 | – | PERDIDO STREET TURNOUT (RIGHT) | – | – | 76 | | | 76 | 8.4 |
| | 211+00 | – | GRAVIER STREET TURNOUT (LEFT) | – | – | 73 | | | 73 | 8.0 |
| | 211+00 | – | GRAVIER STREET TURNOUT (RIGHT) | – | – | 99 | | | 99 | 10.9 |
| | 214+25 | 215+50 | LASALLE STREET | 125.00 | 43.5 | 604 | 604 | 66.4 | – | – |
| | | | | – | – | – | – | – | – | – |
| | | | | | | | | | | |
| | SUBTOTALS | | | | | 6380 | | 666.4 | | 35.3 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | 638 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | – | | 266.6 | | 14.1 |
| | TOTALS | | | | | 7018 | | 933.0 | | 49.4 |

* AVERAGE WIDTH OF EXISTING PAVEMENT DEVELOPED FROM SURVEY INFORMATION

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

2/16/09

Rahman & Associates, Inc.

DOTD

LASALLE STREET
POYDRAS ST. TO TULANE AVE. (US 61)

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(067) |
| DATE / SHEET | 2-16-2009 / 1 OF 1 | STATE PROJECT | 704-36-0051 |

SHEET NUMBER 3c



\\Server1\EUDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0008\GROUP 10 Orleans CBD\Design Drawings\roadf-planning & asph conc est quan.dwg, CPAC QUAN-2, 2/16/2009 2:32:50 PM

## COLD PLANING AND ASPHALTIC CONCRETE

| S.P. NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | 509-01-00100 COLD PLANE 2" AVG. DEPTH | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0052 GRAVIER STREET (LOYOLA AVE. TO S. PETERS ST.) | 300+95 | 313+78 | GRAVIER STREET | 1283 | 25.0 | 3564 | 3564 | 392.0 | – | – |
| | 303+75 | – | S. RAMPART STREET TURNOUT (LEFT) | – | – | 69 | – | – | 69 | 7.6 |
| | 303+75 | – | S. RAMPART STREET TURNOUT (RIGHT) | – | – | 81 | – | – | 81 | 8.9 |
| | 306+00 | – | O'KEEFE AVENUE TURNOUT (LEFT) | – | – | 61 | – | – | 61 | 6.7 |
| | 306+00 | – | O'KEEFE AVENUE TURNOUT (RIGHT) | – | – | 88 | – | – | 88 | 9.7 |
| | 310+00 | – | BARONNE STREET TURNOUT (LEFT) | – | – | 78 | – | – | 78 | 8.6 |
| | 310+00 | – | BARONNE STREET TURNOUT (RIGHT) | – | – | 85 | – | – | 85 | 9.4 |
| | 313+78 | 314+40 | CARONDELET STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 314+40 | 317+92 | GRAVIER STREET | 352 | 25.0 | 978 | 978 | 107.6 | – | – |
| | 317+92 | 318+55 | ST. CHARLES AVENUE DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 318+55 | 321+98 | GRAVIER STREET | 343 | 25.0 | 953 | 953 | 104.8 | – | – |
| | 321+98 | 322+64 | CAMP STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 322+64 | 326+06 | GRAVIER STREET | 342 | 25.0 | 950 | 950 | 104.5 | – | – |
| | 324+00 | – | PICAYUNE PLACE TURNOUT (RIGHT) | – | – | 16 | – | – | 16 | 1.8 |
| | 326+06 | 326+82 | MAGAZINE STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 326+82 | 332+45 | GRAVIER STREET | 563 | 25.0 | 1564 | 1564 | 172.0 | – | – |
| | 330+50 | – | TCHOUPITOULAS STREET TURNOUT (LEFT) | – | – | 42 | – | – | 42 | 4.6 |
| | 330+50 | – | TCHOUPITOULAS STREET TURNOUT (RIGHT) | – | – | 64 | – | – | 64 | 7.0 |
| | SUBTOTALS | | | | | 8593 | | 880.9 | | 64.3 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | 859 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | – | | 352.4 | | 25.7 |
| | TOTALS | | | | | 9452 | | 1233.3 | | 90.0 |

* AVERAGE WIDTH OF EXISTING PAVEMENT DEVELOPED FROM SURVEY INFORMATION

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

7/6/05

Robinson & Associates, Inc.

DOTD

GRAVIER STREET
LOYOLA AVE. TO S. PETERS ST.

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(068) |
| DATE / SHEET | 2-16-2009 / 1 OF 1 | STATE PROJECT | 704-36-0052 |

SHEET NUMBER 3d



\\Server1\E\JOB FOLDERS\DOTD Retainer Repair of Roads Damaged by Katrina 704-92-0008\GROUP 10 Orleans CBD\Design Drawings\gold-planning & asph conc est quan.dwg, CPAC QUAN-3, 2/16/2009 2:33:17 PM

## COLD PLANING AND ASPHALTIC CONCRETE

| SP NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | 509-01-00100 COLD PLANE 2" AVG. DEPTH | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0053 COMMON STREET (LOYOLA AVE. TO S. PETERS ST.) | 403+60 | 406+40 | COMMON STREET (WESTBOUND) | 280 | 40 | 1244 | 1244 | 136.8 | – | – |
| | 403+37 | 406+40 | COMMON STREET (EASTBOUND) | 303 | 40 | 1347 | 1347 | 148.2 | – | – |
| | 405+50 | – | S. RAMPART STREET TURNOUT (LEFT) | – | – | 236 | – | – | 236 | 26.0 |
| | 405+50 | – | S. RAMPART STREET TURNOUT (RIGHT) | – | – | 272 | – | – | 272 | 29.9 |
| | 406+40 | 412+60 | COMMON STREET | 620 | 45 | 3100 | 3100 | 341.0 | – | – |
| | 408+50 | – | UNIVERSITY PLACE TURNOUT (LEFT) | – | – | 87 | – | – | 87 | 9.6 |
| | 408+50 | – | UNIVERSITY PLACE TURNOUT (RIGHT) | – | – | 82 | – | – | 82 | 9.0 |
| | 412+30 | – | BARONNE STREET TURNOUT (LEFT) | – | – | 55 | – | – | 55 | 6.1 |
| | 412+30 | – | BARONNE STREET TURNOUT (RIGHT) | – | – | 71 | – | – | 71 | 7.8 |
| | 412+60 | 416+30 | COMMON STREET | 370 | 25 | 1028 | 1028 | 113.1 | – | – |
| | 416+30 | 416+98 | CARONDELET STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 416+98 | 420+35 | COMMON STREET | 337 | 25 | 936 | 936 | 103.0 | – | – |
| | 420+35 | 420+85 | ST. CHARLES STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 420+85 | 424+45 | COMMON STREET | 360 | 25 | 1000 | 1000 | 110.0 | – | – |
| | 424+45 | 425+07 | CAMP STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 425+07 | 428+54 | COMMON STREET | 347 | 25 | 964 | 964 | 106.0 | – | – |
| | 428+54 | 429+16 | MAGAZINE STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 429+16 | 432+80 | COMMON STREET | 364 | 25 | 1011 | 1011 | 111.2 | – | – |
| | SUBTOTALS | | | | | 11433 | | 1169.3 | | 88.4 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | 1143 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | – | | 467.7 | | 35.4 |
| | TOTALS | | | | | 12576 | | 1637.0 | | 123.8 |

* AVERAGE WIDTH OF EXISTING PAVEMENT DEVELOPED FROM SURVEY INFORMATION

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

2/16/09

Rahman & Associates, Inc.

DOTD

COMMON STREET
LOYOLA AVE. TO S. PETERS ST.

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(069) |
| DATE / SHEET | 2-16-2009 / 1 OF 1 | STATE PROJECT | 704-36-0053 |

SHEET NUMBER 3a



\\Server1\E\108 FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\cold-planning & asph conc est quan.dwg, CPAC OLIAN-4, 2/16/2009 2:33:40 PM

## COLD PLANING AND ASPHALTIC CONCRETE

| S.P. NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | 509-01-00100 COLD PLANE 2" AVG. DEPTH | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0054 GIROD STREET (LOYOLA AVENUE TO SOUTH PETERS ST.) | 501+70 | 505+80 | GIROD STREET (WEST BOUND) | 410 | 24.0 | 1093 | 1093 | 120.2 | – | – |
| | 501+70 | 505+80 | GIROD STREET (EAST BOUND) | 410 | 24.0 | 1093 | 1093 | 120.2 | – | – |
| | 503+30 | – | S. RAMPART STREET TURNOUT (LEFT) | – | – | 60 | – | – | 60 | 6.6 |
| | 503+30 | – | S. RAMPART STREET TURNOUT (RIGHT) | – | – | 62 | – | – | 62 | 6.8 |
| | 503+10 | 503+55 | GIROD STREET MEDIAN | 45 | 12.0 | 60 | – | – | 60 | 6.6 |
| | 505+50 | – | OKEEF AVE. TURNOUT (LEFT) | – | | 52 | – | – | 52 | 5.7 |
| | 505+50 | – | OKEEF AVE. TURNOUT (RIGHT) | – | | 67 | – | – | 67 | 7.4 |
| | 505+80 | 513+12 | GIROD STREET | 732 | 28.5 | 2318 | 2318 | 255.0 | – | – |
| | 509+40 | – | BARONNE STREET TURNOUT (LEFT) | – | – | 92 | – | – | 92 | 10.1 |
| | 509+40 | – | BARONNE STREET TURNOUT (RIGHT) | – | – | 60 | – | – | 60 | 6.6 |
| | 513+12 | 513+82 | CARONDELET STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 513+82 | 517+30 | GIROD STREET | 348 | 28.5 | 1102 | 1102 | 121.2 | – | – |
| | 517+30 | 517+95 | ST. CHARLES STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 517+95 | 521+32 | GIROD STREET | 337 | 28.5 | 1067 | 1067 | 117.4 | – | – |
| | 519+60 | – | CHURCH STREET TURNOUT (RIGHT) | – | – | 43 | – | – | 43 | 4.7 |
| | 521+32 | 521+90 | CAMP STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 521+90 | 525+40 | GIROD STREET | 350 | 28.5 | 1108 | 1108 | 121.9 | – | – |
| | 525+40 | 526+00 | MAGAZINE STREET DESIGN EXCEPTION | – | – | – | – | – | – | – |
| | 526+00 | 534+80 | GIROD STREET | 880 | 28.5 | 2787 | 2787 | 306.6 | – | – |
| | 527+90 | – | CONSTANCE STREET TURNOUT (LEFT) | – | – | 19 | – | – | 19 | 2.1 |
| | 530+30 | – | TCHOUPITOULAS STREET TURNOUT (LEFT) | – | – | 66 | – | – | 66 | 7.3 |
| | 530+30 | – | TCHOUPITOULAS STREET TURNOUT (RIGHT) | – | – | 81 | – | – | 81 | 8.9 |
| | 532+75 | – | COMMERCE STREET TURNOUT (LEFT) | – | – | 33 | – | – | 33 | 3.6 |
| | 532+75 | – | COMMERCE STREET TURNOUT (RIGHT) | – | – | 34 | – | – | 34 | 3.7 |
| | SUBTOTALS | | | | | 11297 | | 1162.5 | | 80.1 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | 1130 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | – | | 465.0 | | 32.0 |
| | TOTALS | | | | | 12427 | | 1627.5 | | 112.1 |

* AVERAGE WIDTH OF EXISTING PAVEMENT DEVELOPED FROM SURVEY INFORMATION

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

2/16/09

Rahman & Associates, Inc.

DOTD

GIROD STREET
LOYOLA AVE. TO S. PETERS ST.

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(070) |
| DATE / SHEET | 2-16-2009 / 1 OF 1 | STATE PROJECT | 704-36-0054 |

SHEET NUMBER 3F



\\Server1\EDJOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0008\GROUP 10 Orleans CBD\Design Drawings\old-planning & asph conc est quan.dwg, CPAC QUAN-5, 2/16/2009 2:34:08 PM

## COLD PLANING AND ASPHALTIC CONCRETE

| S.P. NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | 509-01-00100 COLD PLANE 2" AVG. DEPTH | SPECIALTY COLD MILLING BETWEEN BRICK PAVERS | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | AREA | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (sq. yd.) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0055 MAGAZINE STREET (US 90 TO CANAL STREET) | 610+30 | 625+20 | MAGAZINE STREET | 1490 | 39.0 | 6457 | – | 6457 | 710.3 | – | – |
| | 610+50 | – | JOSEPH STREET TURNOUT (LEFT) | – | – | 54 | – | – | – | 54 | 5.9 |
| | 610+50 | – | JOSEPH STREET TURNOUT (RIGHT) | – | – | 56 | – | – | – | 56 | 6.2 |
| | 616+30 | – | JULIA STREET TURNOUT (LEFT) | – | – | 57 | – | – | – | 57 | 6.3 |
| | 616+30 | – | JULIA STREET TURNOUT (RIGHT) | – | – | 67 | – | – | – | 67 | 7.4 |
| | 619+00 | – | NOTRE DAME STREET TURNOUT (RIGHT) | – | – | 32 | – | – | – | 32 | 3.5 |
| | 621+70 | – | GIROD STREET TURNOUT (LEFT) | – | – | 24 | – | – | – | 24 | 2.6 |
| | 621+70 | – | GIROD STREET TURNOUT (RIGHT) | – | – | 27 | – | – | – | 27 | 3.0 |
| | 623+20 | – | CAPOLEVILLE STREET TURNOUT (LEFT) | – | – | 33 | – | – | – | 33 | 3.6 |
| | 625+65 | – | LAFAYETTE STREET INTERSECTION | – | – | 0 | 151 | – | – | 151 | 16.6 |
| | 626+03 | 629+35 | MAGAZINE STREET | 332 | 39.0 | 1439 | – | 1439 | 158.3 | – | – |
| | 629+35 | 630+72 | POYDRAS STREET PAVING EXCEPTION | – | – | – | – | – | – | – | – |
| | 632+40 | – | NATCHEZ STREET TURNOUT (LEFT) | – | – | 34 | – | – | – | 34 | 3.7 |
| | 632+40 | – | NATCHEZ STREET TURNOUT (RIGHT) | – | – | 16 | – | – | – | 16 | 1.8 |
| | 635+70 | – | GRAVIER STREET TURNOUT (LEFT) | – | – | 38 | – | – | – | 38 | 4.2 |
| | 635+70 | – | GRAVIER STREET TURNOUT (RIGHT) | – | – | 44 | – | – | – | 44 | 4.8 |
| | 638+00 | – | COMMON STREET TURNOUT (LEFT) | – | – | 33 | – | – | – | 33 | 3.6 |
| | 638+00 | – | COMMON STREET TURNOUT (RIGHT) | – | – | 30 | – | – | – | 30 | 3.3 |
| | 630+72 | 640+04.30 | MAGAZINE STREET | 932.3 | 40 | 4144 | – | 4144 | 455.8 | – | – |
| | SUBTOTALS | | | | | 12585 | 151 | | 1324.4 | | 76.5 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | 1259 | 15 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | – | – | | 529.8 | | 30.6 |
| | TOTALS | | | | | 13844 | 166 | | 1854.2 | | 107.1 |

* AVERAGE WIDTH OF EXISTING PAVEMENT DEVELOPED FROM SURVEY INFORMATION

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

2/16/09

Rahman & Associates, Inc.

DOTD

MAGAZINE STREET
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(071) |
| DATE / SHEET | 2-16-2009 / 1 OF 1 | STATE PROJECT | 704-36-0055 |

SHEET NUMBER 39



\\Server1\E\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\cold-planning & asph conc est quan.dwg, CPAC QUAN-6, 2/16/2009 2:35:23 PM

## COLD PLANING AND ASPHALTIC CONCRETE

| S.P. NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | 509-01-00100 COLD PLANE 2" AVG. DEPTH AREA | SPECIALTY COLD MILLING BETWEEN BRICK PAVERS AREA | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY AREA | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY TONS | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. AREA | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. TONS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | (feet) | (feet) | (sq. yd.) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0056 CAMP STREET (US 90 TO CANAL STREET) | 705+38 | 706+20 | CAMP STREET | 82 | 30 | 273 | – | 273 | 30.1 | – | – |
| | 706+00 | – | ANDREW HIGGINS DRIVE TURNOUT (LEFT) | – | – | 44 | – | – | – | 44 | 4.8 |
| | 706+00 | – | ANDREW HIGGINS DRIVE TURNOUT (RIGHT) | – | – | 437 | – | – | – | 437 | 48.1 |
| | 706+20 | 708+00 | CAMP STREET | 180 | VARIES | 804 | – | 804 | 88.4 | – | – |
| | 708+00 | 724+74 | CAMP STREET | 1674 | 40 | 7440 | – | 7440 | 818.4 | – | – |
| | 710+00 | – | JOSEPH STREET TURNOUT (LEFT) | – | – | 53 | – | – | – | 53 | 5.8 |
| | 710+00 | – | JOSEPH STREET TURNOUT (RIGHT) | – | – | 55 | – | – | – | 55 | 6.1 |
| | 715+70 | – | JULIA STREET TURNOUT (LEFT) | – | – | 43 | – | – | – | 43 | 4.7 |
| | 715+70 | – | JULIA STREET TURNOUT (RIGHT) | – | – | 31 | – | – | – | 31 | 3.4 |
| | 721+00 | – | GIROD STREET TURNOUT (LEFT) | – | – | 15 | – | – | – | 15 | 1.7 |
| | 721+00 | – | GIROD STREET TURNOUT (RIGHT) | – | – | 36 | – | – | – | 36 | 4.0 |
| | 722+50 | – | CAPDEVILLE STREET TURNOUT (RIGHT) | – | – | 17 | – | – | – | 17 | 1.9 |
| | 723+00 | – | S. MAESTRI PLACE TURNOUT (LEFT) | – | – | 35 | – | – | – | 35 | 3.9 |
| | 723+00 | – | N. MAESTRI PLACE TURNOUT (LEFT) | – | – | 36 | – | – | – | 36 | 4.0 |
| | 724+87 | 725+13 | LAFAYETTE STREET CROSSING | 26 | 29 | – | 84 | – | – | 84 | 9.2 |
| | 725+28 | 728+70 | CAMP STREET | 342 | 40 | 1520 | – | 1520 | 167.2 | – | – |
| | 728+70 | 730+10 | POYDRAS STREET PAVING EXCEPTION | – | – | – | – | – | – | – | – |
| | 730+10 | 741+00 | CAMP STREET | 1090 | 40 | 4844 | – | 4844 | 532.8 | – | – |
| | 732+00 | – | NATCHEZ STREET TURNOUT (RIGHT) | – | – | 17 | – | – | – | 17 | 1.9 |
| | 736+00 | – | GRAVIER STREET TURNOUT (LEFT) | – | – | 44 | – | – | – | 44 | 4.8 |
| | 736+00 | – | GRAVIER STREET TURNOUT (RIGHT) | – | – | 28 | – | – | – | 28 | 3.1 |
| | 738+50 | – | COMMON STREET TURNOUT (LEFT) | – | – | 21 | – | – | – | 21 | 2.3 |
| | 738+50 | – | COMMON STREET TURNOUT (RIGHT) | – | – | 52 | – | – | – | 52 | 5.7 |
| | SUBTOTALS | | | | | 15845 | 84 | | 1636.9 | | 115.4 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | 1584 | 8 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | – | – | | 654.8 | | 46.2 |
| | TOTALS | | | | | 17429 | 92 | | 2291.7 | | 161.6 |

* AVERAGE WIDTH OF EXISTING PAVEMENT DEVELOPED FROM SURVEY INFORMATION

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

Rahman & Associates, Inc.

DOTD

CAMP STREET
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 2-16-2009 / 1 OF 1 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(072) |
| STATE PROJECT | 704-36-0056 |
| SHEET NUMBER | 3h |

J-31

\\Server1\EVJOB FOLDERS\DOTD Retainer Repair of Roads Damaged by Katrina 704-99-0038\GROUP 10 Orleans CBD\Design Drawings\old-pharming & asph conc est quantities, CPAC QUAN-7, 2/16/2009 2:35:05 PM

## COLD PLANING AND ASPHALTIC CONCRETE

| SP NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | | 509-01-00100 COLD PLANE 2" AVG. DEPTH | SPECIALTY COLD MILLING (RAIL AREAS) | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORMAL SURFACE | SPECIALTY MILLING | AREA | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (feet) | (sq. yd.) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0057 ST. CHARLES AVENUE (US 90 TO CANAL SREET) | 801+20 | 803+30 | ST. CHARLES AVE. (SOUTHBOUND) | 210 | 41.1 | 41.1 | 959 | – | 959 | 105.5 | – | – |
| | 801+20 | 803+30 | ST. CHARLES AVE. (NORTHBOUND) | 210 | 30.0 | 30.0 | 700 | – | 700 | 77.0 | – | – |
| | 803+30 | 807+25 | LEE CIRCLE | – | – | – | 3440 | 1495 | 3440 | 378.4 | 1495 | 164.5 |
| | 807+25 | 808+30 | ST. CHARLES AVE. | 105 | 20.0 | 18.0 | 233 | 210 | 233 | 25.6 | 210 | 23.1 |
| | 808+30 | 811+08 | ST. CHARLES AVE. | 278 | 20.3 | 9.7 | 627 | 300 | 627 | 69.0 | 300 | 33.0 |
| | 809+40 | – | ST. JOSEPH STREET TURNOUT (LEFT) | – | – | – | 93 | – | – | – | 93 | 10.2 |
| | 809+40 | – | ST. JOSEPH STREET TURNOUT (RIGHT) | – | – | – | 66 | – | – | – | 66 | 7.3 |
| | 811+08 | 813+09 | ST. CHARLES AVE | 201 | 20.0 | 18.0 | 447 | 402 | 447 | 49.2 | 402 | 44.2 |
| | 813+09 | 816+50 | ST. CHARLES AVE | 341 | 20.3 | 9.7 | 769 | 368 | 769 | 84.6 | 368 | 40.5 |
| | 815+10 | – | JULIA STREET TURNOUT (LEFT) | – | – | – | 132 | – | – | – | 132 | 14.6 |
| | 815+10 | – | JULIA STREET TURNOUT (RIGHT) | – | – | – | 83 | – | – | – | 83 | 9.1 |
| | 816+50 | 818+27 | ST. CHARLES AVE | 177 | 20.0 | 18.0 | 393 | 354 | 393 | 43.2 | 354 | 38.9 |
| | 818+27 | 821+05 | ST. CHARLES AVE | 278 | 20.3 | 9.7 | 627 | 300 | 627 | 69.0 | 300 | 33.0 |
| | 820+50 | – | GIROD STREET TURNOUT (LEFT) | – | – | – | 62 | – | – | – | 62 | 6.8 |
| | 820+50 | – | GIROD STREET TURNOUT (RIGHT) | – | – | – | 49 | – | – | – | 49 | 5.4 |
| | 821+05 | 822+97 | ST. CHARLES AVE | 192 | 20.0 | 18.0 | 427 | 384 | 427 | 47.0 | 384 | 42.2 |
| | 822+50 | – | S. MAESTRI PLACE TURNOUT (RIGHT) | – | – | – | 44 | – | – | – | 44 | 4.9 |
| | 822+97 | 828+20 | ST. CHARLES AVE | 523 | 20.3 | 9.7 | 1180 | 564 | 1180 | 129.8 | 564 | 62.0 |
| | 826+50 | | N. MAESTRI PLACE TURNOUT (RIGHT) | – | – | – | 48 | – | – | – | 48 | 5.3 |
| | 828+20 | 829+60 | POYDRAS ST. TURNOUT (LEFT) | 140 | VARIES | VARIES | 146 | – | – | – | 146 | 16.0 |
| | 828+20 | 829+60 | ST. CHARLES AVE. | 140 | 28.3 | 9.7 | 440 | 151 | 440 | 48.4 | 151 | 16.6 |
| | 828+20 | 829+60 | POYDRAS ST. TURNOUT (RIGHT) | 140 | VARIES | – | 163 | – | – | – | 163 | 17.9 |
| | 829+60 | 842+12 | ST. CHARLES AVE | 1252 | 28.0 | 10.0 | 3895 | 1391 | 3895 | 428.5 | 1391 | 153.0 |
| | 832+20 | – | PERDIDO STREET TURNOUT (LEFT) | – | – | – | 42 | – | – | – | 42 | 4.6 |
| | 834+40 | – | UNION STREET TURNOUT (LEFT) | – | – | – | 16 | – | – | – | 16 | 1.8 |
| | 836+00 | – | GRAVIER STREET TURNOUT (LEFT) | – | – | – | 37 | – | – | – | 37 | 4.1 |
| | 836+00 | – | GRAVIER STREET TURNOUT (RIGHT) | – | – | – | 22 | – | – | – | 22 | 2.4 |
| | 838+75 | – | COMMON STREET TURNOUT (LEFT) | – | – | – | 17 | – | – | – | 17 | 1.9 |
| | 838+75 | – | COMMON STREET TURNOUT (RIGHT) | – | – | – | 22 | – | – | – | 22 | 2.4 |
| | SUBTOTALS | | | | | | 15179 | 5919 | | 1555.2 | | 765.7 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | | 1518 | 592 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | | – | – | | 622.1 | | 306.3 |
| | TOTALS | | | | | | 16697 | 6511 | | 2177.3 | | 1072.0 |

* AVERAGE WIDTH OF EXISTING PAVEMENT TO BE MILLED USING NORMAL TECHNIQUES & SPECIALTY MILLING WERE DEVELOPED FROM SURVEY INFORMATION

J-32

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

2/16/09

Rahman & Associates, Inc.

DOTD

ST. CHARLES AVENUE
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 2-16-2009 / 1 OF 1 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(073) |
| STATE PROJECT | 704-36-0057 |
| SHEET NUMBER | 31 |

\\Server1\EVOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0039\GROUP 10 Orleans CD01\Design Drawings\cold-planning & asphl conc est quantities, CPAC QUAN-8, 2/16/2009 2:15:40 PM

## COLD PLANING AND ASPHALTIC CONCRETE

| S.P. NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | | 509-01-00100 COLD PLANE 2" AVG. DEPTH | SPECIALTY COLD MILLING (RAIL AREAS) | SPECIALTY COLD MILLING BETWEEN BRICK/COBBLE STONE PAVERS | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORMAL SURFACE | SPECIALTY MILLING | AREA | AREA | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (feet) | (sq. yd.) | (sq. yd.) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0058 CARONDELET STREET (US 90 TO CANAL STREET) | 902+20 | 906+10 | CARONDELET STREET | 390 | 30.3 | 9.7 | 1313 | 420 | | 1313 | 144.4 | 420 | 46.2 |
| | 906+10 | 906+35 | HOWARD AVENUE DESIGN EXCEPTION | – | – | – | – | | | – | – | – | – |
| | 906+35 | 922+98 | CARONDELET STREET | 1663 | 30.3 | 9.7 | 5599 | 1792 | | 5599 | 615.9 | 1792 | 197.1 |
| | 906+40 | – | HOWARD AVENUE TURNOUT (LEFT) | – | – | – | 97 | | | – | – | 97 | 10.7 |
| | 906+40 | – | HOWARD AVENUE TURNOUT (RIGHT) | – | – | – | 98 | | | – | – | 98 | 10.8 |
| | 908+50 | – | ST. JOSEPH STREET TURNOUT (LEFT) | – | – | – | 55 | | | – | – | 55 | 6.1 |
| | 908+50 | – | ST. JOSEPH STREET TURNOUT (RIGHT) | – | – | – | 36 | | | – | – | 36 | 4.0 |
| | 914+40 | – | JULIA STREET TURNOUT (LEFT) | – | – | – | 32 | | | – | – | 32 | 3.5 |
| | 914+40 | – | JULIA STREET TURNOUT (RIGHT) | – | – | – | 38 | | | – | – | 38 | 4.2 |
| | 919+70 | – | GIROD STREET TURNOUT (LEFT) | – | – | – | 77 | | | – | – | 77 | 8.5 |
| | 919+70 | – | GIROD STREET TURNOUT (RIGHT) | – | – | – | 23 | | | – | – | 23 | 2.5 |
| | 922+98 | 923+72 | LAFAYETTE STREET INTERSECTION | 74 | 15.0 | 9.7 | 123 | 80 | 26 | 123 | 13.5 | 106 | 11.7 |
| | 923+40 | – | LAFAYETTE STREET TURNOUT (LEFT) | – | – | – | 45 | | | – | – | 45 | 5.0 |
| | 923+40 | – | LAFAYETTE STREET TURNOUT (RIGHT) | – | – | – | 44 | | | – | – | 44 | 4.8 |
| | 923+72 | 927+35 | CARONDELET STREET | 363 | 30.3 | 9.7 | 1222 | 391 | | 1222 | 134.4 | 391 | 43.0 |
| | 927+35 | 928+75 | POYDRAS STREET PAVING EXCEPTION | – | – | – | – | | | – | – | – | – |
| | 928+75 | 943+00 | CARONDELET STREET | 1425 | 30.3 | 9.7 | 4798 | 1536 | | 4798 | 527.6 | 1536 | 169.0 |
| | 931+50 | – | PERDIDO STREET TURNOUT (LEFT) | – | – | – | 23 | | | – | – | 23 | 2.5 |
| | 931+50 | – | PERDIDO STREET TURNOUT (RIGHT) | – | – | – | 15 | | | – | – | 15 | 1.7 |
| | 933+80 | – | UNION STREET TURNOUT (LEFT) | – | – | – | 13 | | | – | – | 13 | 1.4 |
| | 933+80 | – | UNION STREET TURNOUT (RIGHT) | – | – | – | 14 | | | – | – | 14 | 1.5 |
| | 936+00 | – | GRAVIER STREET TURNOUT (LEFT) | – | – | – | 42 | | | – | – | 42 | 4.6 |
| | 936+00 | – | GRAVIER STREET TURNOUT (RIGHT) | – | – | – | 22 | | | – | – | 22 | 2.4 |
| | 939+00 | – | COMMON STREET TURNOUT (LEFT) | – | – | – | 33 | | | – | – | 33 | 3.6 |
| | 939+00 | – | COMMON STREET TURNOUT (RIGHT) | – | – | – | 58 | | | – | – | 58 | 6.4 |
| | SUBTOTALS | | | | | | 13820 | 4219 | 26 | | 1436.0 | | 551.2 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | | 1382 | 422 | 3 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | | – | – | – | | 574.4 | | 220.5 |
| | TOTALS | | | | | | 15202 | 4641 | 29 | | 2010.4 | | 771.7 |

* AVERAGE WIDTH OF EXISTING PAVEMENT TO BE MILLED USING NORMAL TECHNIQUES & SPECIALTY MILLING WERE DEVELOPED FROM SURVEY INFORMATION

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

2/16/09

J-33

Rahman & Associates, Inc.

DOTD

CARONDELET STREET
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| | | | |

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|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 2-16-2009 / 1 OF 1 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(074) |
| STATE PROJECT | 704-36-0058 |
| SHEET NUMBER | 3i |

\\Server1\EVDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0038\GROUP 10 Orleans CBD\Design Drawings\old-planning & asbi corr est quan.dwg, CHAC QUAN-5, 2/16/2009 2:37:25 PM

# COLD PLANING AND ASPHALTIC CONCRETE

| SP NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | 509-01-00100 COLD PLANE 2" AVG. DEPTH | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0059 LOYOLA AVENUE (US 90 TO CANAL STREET) | 1001+50 | 1017+00 | LOYOLA AVENUE (SOUTHBOUND) | 1550 | VARIES | 8731 | 8731 | 960.4 | – | – |
| | 1001+50 | 1017+00 | LOYOLA AVENUE (NORTHBOUND) | 1550 | VARIES | 8004 | 8004 | 880.4 | – | – |
| | 1002+30 | – | LOYOLA AVE. (SB) TURNOUT (LEFT) | – | – | 161 | – | – | 161 | 17.7 |
| | 1003+50 | – | LOYOLA AVE. (SB) TURNOUT (LEFT) | – | – | 178 | – | – | 178 | 19.6 |
| | 1003+50 | – | LOYOLA AVENUE MEDIAN | – | – | 198 | – | – | 198 | 21.8 |
| | 1004+60 | – | LOYOLA AVE. (SB) TURNOUT (LEFT) | – | – | 71 | – | – | 71 | 7.8 |
| | 1005+40 | – | LOYOLA AVE. (SB) TURNOUT (LEFT) | – | – | 76 | – | – | 76 | 8.4 |
| | 1005+40 | – | LOYOLA AVE. (NB) TURNOUT (RIGHT) | – | – | 365 | – | – | 365 | 40.2 |
| | 1005+40 | – | LOYOLA AVENUE MEDIAN | – | – | 1132 | – | – | 1132 | 124.5 |
| | 1008+60 | – | JULIA STREET TURNOUT (LEFT) | – | – | 88 | – | – | 88 | 9.7 |
| | 1008+60 | – | JULIA STREET TURNOUT (RIGHT) | – | – | 94 | – | – | 94 | 10.3 |
| | 1008+60 | – | LOYOLA AVENUE MEDIAN AT JULIA ST. | – | – | 464 | – | – | 464 | 51.0 |
| | 1012+50 | – | LOYOLA AVE. (SB) TURNOUT (LEFT) | – | – | 43 | – | – | 43 | 4.7 |
| | 1012+50 | – | LOYOLA AVENUE MEDIAN | – | – | 131 | – | – | 131 | 14.4 |
| | 1014+00 | – | GIROD STREET TURNOUT (LEFT) | – | – | 134 | – | – | 134 | 14.7 |
| | 1014+00 | – | GIROD STREET TURNOUT (RIGHT) | – | – | 121 | – | – | 121 | 13.3 |
| | 1014+00 | – | LOYOLA AVENUE MEDIAN AT GIROD STREET | – | – | 305 | – | – | 305 | 33.6 |
| | 1016+50 | – | LOYOLA AVENUE MEDIAN | – | – | 148 | – | – | 148 | 16.3 |
| | 1017+00 | 1037+60 | LOYOLA AVENUE (SOUTHBOUND) | 2060 | 44 | 10071 | 10071 | 1107.8 | – | – |
| | 1017+00 | 1037+60 | LOYOLA AVENUE (NORTHBOUND) | 2060 | 44 | 10071 | 10071 | 1107.8 | – | – |
| | 1037+60 | 1043+40 | LOYOLA AVENUE (SOUTHBOUND) | 580 | 40 | 2578 | 2578 | 283.6 | – | – |
| | 1037+60 | 1043+40 | LOYOLA AVENUE (NORTHBOUND) | 580 | 40 | 2578 | 2578 | 283.6 | – | – |
| | 1020+30 | – | LOYOLA AVENUE MEDIAN | – | – | 197 | – | – | 197 | 21.7 |
| | 1022+50 | – | POYDRAS STREET TURNOUT (LEFT) | – | – | 219 | – | – | 219 | 24.1 |
| | 1022+50 | – | POYDRAS STREET TURNOUT (RIGHT) | – | – | 157 | – | – | 157 | 17.3 |
| | 1022+50 | – | LOYOLA AVENUE MEDIAN AT POYDRAS STREET | – | – | 467 | – | – | 467 | 51.4 |
| | 1024+90 | – | LOYOLA AVENUE MEDIAN | – | – | 209 | – | – | 209 | 23.0 |
| | 1027+30 | – | LOYOLA AVE. (SB) TURNOUT (LEFT) | – | – | 40 | – | – | 40 | 4.4 |
| | 1027+30 | – | LOYOLA AVENUE MEDIAN AT PERDIDO ST. | – | – | 144 | – | – | 144 | 15.8 |
| | 1027+50 | – | PERDIDO STREET TURNOUT (LEFT) | – | – | 87 | – | – | 87 | 9.6 |
| | 1027+50 | – | PERDIDO STREET TURNOUT (RIGHT) | – | – | 71 | – | – | 71 | 7.8 |
| | 1028+00 | – | LOYOLA AVENUE MEDIAN AT PERDIDO STREET | – | – | 320 | – | – | 320 | 35.2 |
| | 1030+50 | – | LOYOLA AVENUE MEDIAN | – | – | 383 | – | – | 383 | 42.1 |
| | 1032+50 | – | GRAVIER STREET TURNOUT (LEFT) | – | – | 144 | – | – | 144 | 15.8 |
| | 1032+50 | – | GRAVIER STREET TURNOUT (RIGHT) | – | – | 42 | – | – | 42 | 4.6 |
| | 1032+50 | – | LOYOLA AVENUE MEDIAN AT GRAVIER STREET | – | – | 409 | – | – | 409 | 45.0 |
| | 1034+35 | – | LOYOLA AVENUE MEDIAN | – | – | 248 | – | – | 248 | 27.3 |
| | 1037+00 | – | TULANE AVENUE TURNOUT (LEFT) | – | – | 550 | – | – | 550 | 60.5 |
| | 1037+00 | – | COMMON STREET TURNOUT (RIGHT) | – | – | 173 | – | – | 173 | 19.0 |
| | 1037+00 | – | LOYOLA AVENUE MEDIAN AT TULANE AVENUE | – | – | 515 | – | – | 515 | 56.7 |
| | 1038+75 | – | LOYOLA AVENUE MEDIAN | – | – | 246 | – | – | 245 | 27.0 |
| | 1039+75 | – | CLEVELAND AVENUE TURNOUT (LEFT) | – | – | 63 | – | – | 63 | 6.9 |
| | 1039+75 | – | LOYOLA AVENUE MEDIAN AT CLEVELAND AVE. | – | – | 241 | – | – | 241 | 26.5 |
| | 1040+30 | – | LOYOLA AVENUE MEDIAN | – | – | 243 | – | – | 243 | 26.7 |
| | | | | | | | | | | |
| | SUBTOTALS | | | | | 50909 | | 4623.6 | | 976.4 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | 5091 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | – | | 1849.4 | | 390.6 |
| | TOTALS | | | | | 56000 | | 6473.0 | | 1367.0 |

* AVERAGE WIDTH OF EXISTING PAVEMENT DEVELOPED FROM SURVEY INFORMATION

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

2/16/09

Rahman & Associates, Inc.

LOYOLA AVENUE
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 2-16-2009 / 1 OF 1 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(075) |
| STATE PROJECT | 704-36-0059 |
| SHEET NUMBER | 34 |

J-34

\\Server1\EUDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0038\GROUP 10 Orleans CBD\Design Dnu\rptsfold-planning & asph conc est quantities, CIVIC QUAN-10, 2/16/2009 10:44:01 AM

## COLD PLANING AND ASPHALTIC CONCRETE

| SP NO. | STA. | STA. | DESCRIPTION | LENGTH | * AVERAGE WIDTH | 509-01-00100 COLD PLANE 2" AVG. DEPTH | 502-01-00100 2" AVG. DEPTH SUPERPAVE ASPHALTIC CONCRETE ROADWAY | | 502-01-00200 SUPERPAVE ASPHALTIC CONCRETE DRIVES, TURNOUTS & MISC. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | AREA | AREA | TONS | AREA | TONS |
| | | | | (feet) | (feet) | (sq. yd.) | (sq. yd.) | | (sq. yd.) | |
| 704-36-0060 POYDRAS STREET (LASALLE ST. TO LOYOLA AVE.) | 1103+85.66 | 1109+30.00 | POYDRAS STREET (WESTBOUND) | 544.34 | 30 | 1814 | 1814 | 199.5 | – | – |
| | 1103+85.66 | 1109+30.00 | POYDRAS STREET (EASTBOUND) | 544.34 | 45 | 2722 | 2722 | 299.4 | – | – |
| | 1105+90.00 | – | POYDRAS STREET MEDIAN | – | – | 50 | – | – | 50 | 5.5 |
| | 1106+80.00 | – | POYDRAS STREET MEDIAN | – | – | 58 | – | – | 58 | 6.4 |
| | SUBTOTALS | | | | | 4644 | | 498.9 | | 11.9 |
| | ADDITIONAL 10% ESTIMATED FOR COLD PLANING | | | | | 464 | | – | | – |
| | ADDITIONAL 40% ESTIMATED FOR LEVELING | | | | | – | | 199.6 | | 4.8 |
| | TOTALS | | | | | 5108 | | 698.5 | | 16.7 |

* AVERAGE WIDTH OF EXISTING PAVEMENT DEVELOPED FROM SURVEY INFORMATION

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

2/16/09

J-35

\\Server1\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\roads-planning & asph conc cst quan.dwg, CPAC QUAN-11, 2/16/2009 2:35:48 PM

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | POYDRAS STREET LASALLE ST. TO LOYOLA AVE. | | DESIGNED ARB / CHECKED DJR | PARISH | ORLEANS | SHEET NUMBER 3L |
| | | SUMMARY SHEET | NO. DATE REVISION DESCRIPTION BY | DETAILED DJR / CHECKED ARB | FEDERAL PROJECT | ER-ERP1(076) | |
| | | | | DATE 2-16-2009 / SHEET 1 OF 1 | STATE PROJECT | 704-36-0060 | |

POYDRAS ST.
S.P. NO. 700-36-0050
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 105+90 | 30 | LT. | 27.8 | | | | | | | |
| 107+90 | 11 | LT. | | | | | | 5 | | |
| 108+00 | 35 | LT. | 35.6 | | | | | | | |
| 108+25 | 11 | LT. | | | | 4 | | | | |
| 108+25 | 0 | — | | | | 4 | | | | |
| TOTALS | | | 63.4 | | | 8 | | 5 | | |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

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

2/16/09

Rahman & Associates, Inc.

DOTD

POYDRAS STREET
CARONDELET ST. TO CAMP STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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

SHEET NUMBER 3m



\\Server1\EUOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0035\GROUP 10 Orleans CBD\Design Drawings\pccp repairs group 10 quan.dwg, FCP-1, 2/16/2009 2:41:12 PM

# LASALLE ST.
## S.P. NO. 700-36-0051
## AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 202+10 | 20 | LT. | – | | | | | 15 | | |
| 202+20 | 20 | RT. | – | | | 9 | | | | |
| 202+50 | 0 | LT.+RT. | 50.0 | | | | | | | |
| 202+50 | 15 | RT. | – | | | 15 | | | | |
| 202+80 | 0 | LT.+RT. | 16.0 | | | | | | | |
| 203+00 | 5 | RT. | 11.1 | | | | | | | |
| 203+80 | 4 | LT. | 13.3 | | | | | | | |
| 205+30 | 8 | RT. | 33.3 | | | | | | | |
| 205+40 | 20 | LT. | – | | | | | 5 | | |
| 205+80 | 20 | RT. | – | | | 10 | | | | |
| 206+00 | 0 | LT.+RT. | 13.3 | | | | | | | |
| 206+25 | 17 | RT. | 11.1 | | | | | | | |
| 206+70 | 0 | LT.+RT. | 22.2 | | | | | | | |
| 206+70 | 20 | RT. | – | | | 10 | | | | |
| 207+00 | 20 | RT. | – | | | 10 | | | | |
| 207+10 | 20 | LT. | – | | | 5 | | | | |
| 207+40 | 0 | LT.+RT. | 88.9 | | | | | | | |
| 207+45 | 20 | LT. | – | | | 8 | | | | |
| 208+25 | 20 | RT. | – | | | 8 | | | | |
| 208+30 | 20 | LT. | – | | | 8 | | | | |
| 208+60 | 20 | RT. | – | | | 40 | | | | |
| 209+00 | 6 | RT. | 88.9 | | | | | | | |
| 209+10 | 20 | RT. | – | | | 18 | | | | |
| 209+20 | 20 | LT. | – | | | 15 | | | | |
| 209+85 | 0 | LT.+RT. | 50.0 | | | | | | | |
| 210+00 | 20 | LT. | – | | | 5 | | | | |
| 210+20 | 20 | RT. | – | | | 32 | | | | |
| 210+35 | 20 | LT. | – | | | 5 | | | | |
| 210+50 | 11 | LT. | 33.3 | | | | | | | |
| 210+60 | 0 | LT.+RT. | 102.2 | | | | | | | |
| 210+65 | 20 | LT. | – | | | 31 | | | | |
| 210+80 | 20 | RT. | – | | | 15 | | | | |
| 211+25 | 18 | LT. | 25.0 | | | | | | | |
| 211+40 | 20 | RT. | – | | | 30 | | | | |
| 211+50 | 20 | LT. | – | | | 8 | | | | |
| 212+00 | 20 | RT. | – | | | 10 | | | | |
| 212+10 | 20 | LT. | – | | | 4 | | | | |
| 212+20 | 20 | RT. | – | | | 30 | | | | |
| 212+40 | 0 | LT.+RT. | 69.4 | | | | | | | |
| 212+90 | 15 | RT. | 11.1 | | | | | | | |
| 213+10 | 0 | LT.+RT. | 25.0 | | | | | | | |
| 214+15 | 20 | RT. | – | | | 15 | | | | |
| 215+40 | 60 | RT. | – | | | 4 | | | | |
| TOTALS | | | 664.1 | | | 345 | | 20 | | |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

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

2/16/09

Rahman & Associates, Inc.

DOTD

LASALLE STREET
POYDRAS ST. TO TULANE AVE. (US 61)

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(067) |
| DATE / SHEET | 2-16-2009 / 1 OF 1 | STATE PROJECT | 704-36-0051 |

SHEET NUMBER 3n

\\Server1\EDOD FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0036\GROUP 10 Orleans CBD\Design Drawings\pccp repairs group 10 quan.dwg, PCCP-2, 2/16/2009 2:41:49 PM

GRAVIER ST.
S.P. NO. 700-36-0052
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 301+00 | 12.5 | LT. | – | | | 15 | | | | |
| 302+00 | 12.5 | LT. | – | | | 40 | | | | |
| 302+00 | 6 | LT. | 83.3 | | | | | | | |
| 303+40 | 12.5 | RT. | – | | | 15 | | | | |
| 303+45 | 4 | RT. | 8.9 | | | | | | | |
| 303+50 | 12.5 | LT. | – | | | 4 | | | | |
| 303+80 | 2 | RT. | 25 | | | | | | | |
| 304+00 | 12.5 | LT. | – | | | 4 | | | | |
| 304+40 | 12.5 | RT. | | | | 4 | | | | |
| 305+75 | 12.5 | LT. | – | | | 4 | | | | |
| 306+00 | 13 | RT. | 44.4 | | | | | | | |
| 307+70 | 7 | RT. | 11.1 | | | | | | | |
| 308+70 | 0 | LT.+RT. | 40.0 | | | | | | | |
| 309+40 | 0 | LT.+RT. | 20.0 | | | | | | | |
| 310+00 | 0 | LT.+RT. | 25.0 | | | | | | | |
| 312+40 | 6 | RT. | 88.9 | | | | | | | |
| 312+55 | 6 | LT. | 26.7 | | | | | | | |
| 313+00 | 12.5 | LT. | – | | | | | | | |
| 313+50 | 12.5 | LT. | – | | | | | | | 5 |
| 315+00 | 5 | LT. | 33.3 | | | | | | | 4 |
| 317+00 | 0 | LT.+RT. | 33.3 | | | | | | | |
| 319+60 | 7 | LT. | 11.1 | | | | | | | |
| 320+20 | 12.5 | LT. | – | | | 20 | | | | |
| 320+40 | 5 | LT. | 41.7 | | | | | | | |
| 321+30 | 0 | LT.+RT. | 100.0 | | | | | | | |
| 323+15 | 12.5 | RT. | – | | | | | | | 4 |
| 323+50 | 4 | LT. | 33.3 | | | | | | | |
| 325+10 | 12.5 | RT. | – | | | | | | | 4 |
| 325+30 | 0 | LT.+RT. | 25.0 | | | | | | | |
| 325+40 | 12.5 | RT. | – | | | | | | | 5 |
| 325+45 | 12.5 | LT. | – | | | 4 | | | | |
| 326+05 | 12.5 | LT. | – | | | 4 | | | | |
| 326+05 | 12.5 | RT. | – | | | 4 | | | | |
| 328+10 | 12.5 | RT. | – | | | | | | | 5 |
| 328+50 | 12.5 | RT. | – | | | | | | | 6 |
| 330+60 | 7 | RT. | 11.1 | | | | | | | |
| 330+80 | 12.5 | LT. | – | | | 8 | | | | |
| 331+00 | 6 | LT. | 13.3 | | | | | | | |
| 331+40 | 12.5 | RT. | – | | | 4 | | | | |
| 331+60 | 6 | LT. | 16.7 | | | | | | | |
| 332+40 | 12.5 | LT. | – | | | 4 | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| TOTALS | | | 692.1 | | | 134 | | | | 33 |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

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P = "RESET EXISTING STONE CURB"

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

Ruhman & Associates, Inc.

DOTD

GRAVIER STREET
LOYOLA AVE. TO S. PETERS ST.

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 1 OF 1 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(068) |
| STATE PROJECT | 704-36-0052 |
| SHEET NUMBER | 3b |



\\Server1\EVOS FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0031\GROUP 10 Orleans CBD\Design Drawings\pccp repairs group 10 quantsheet, PCCP-3, 2/16/2009 2:42:10 PM

COMMON ST.
S.P. NO. 700-36-0053
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 404+00 | 44 | LT. | – | | | 15 | | | | |
| 404+40 | 44 | RT. | – | | | 15 | | | | |
| 404+45 | 44 | LT. | – | | | 12 | | | | |
| 404+80 | 44 | LT. | – | | | | | 4 | | |
| 405+25 | 44 | RT. | – | | | 5 | | | | |
| 405+55 | 12 | LT. | 44.4 | | | | | | | |
| 406+00 | 22.5 | LT. | – | | | 8 | | | | |
| 406+30 | 0 | LT.+RT. | 102.0 | | | | | | | |
| 407+70 | 22.5 | LT. | – | | | 6 | | | | |
| 408+50 | 0 | LT.+RT. | 83.3 | | | | | | | |
| 409+50 | 0 | LT.+RT. | 88.9 | | | | | | | |
| 410+20 | 22.5 | RT. | – | | | | | | | 6 |
| 411+90 | 22.5 | LT. | – | | | | | | | 30 |
| 413+30 | 0 | LT.+RT. | 222.2 | | | | | | | |
| 414+00 | 12.5 | RT. | – | | | | | | | 10 |
| 414+50 | 0 | LT.+RT. | 25.0 | | | | | | | |
| 414+80 | 12.5 | RT. | – | | | | | | | 4 |
| 415+50 | 12.5 | LT. | – | | | | | | | 8 |
| 415+65 | 6 | RT. | 66.7 | | | | | | | |
| 417+60 | 5 | RT. | 88.9 | | | | | | | |
| 417+65 | 12.5 | RT. | – | | | | | | | 15 |
| 418+30 | 12.5 | RT. | – | | | | | 4 | | |
| 419+40 | 0 | LT.+RT. | 66.7 | | | | | | | |
| 419+85 | 0 | LT.+RT. | 33.3 | | | | | | | |
| 421+85 | 0 | LT.+RT. | 7.1 | | | | | | | |
| 422+40 | 4 | RT. | 13.3 | | | | | | | |
| 422+50 | 12.5 | LT. | – | | | | | 4 | | |
| 422+60 | 12.5 | RT. | – | | | | | 8 | | |
| 427+00 | 6 | RT. | 133.3 | | | | | | | |
| 428+25 | 8 | LT. | 111.1 | | | | | | | |
| 429+35 | 0 | LT.+RT. | 16.7 | | | | | | | |
| 429+85 | 6 | LT.+RT. | 11.1 | | | | | | | |
| 430+65 | 12.5 | LT. | – | | | | | | | 6 |
| 431+25 | 0 | LT.+RT. | 11.1 | | | | | | | |
| 431+50 | 12.5 | LT. | – | | | | | | | 4 |
| 431+85 | 12.5 | LT. | – | | | | | | | 10 |
| TOTALS | | | 1125.1 | | | 61 | | 20 | | 93 |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

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

2/16/09

Rahman & Associates, Inc.

DOTD

COMMON STREET
LOYOLA AVE. TO S. PETERS ST.

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 1 OF 1 |

| | |
|---|---|
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(069) |
| STATE PROJECT | 704-36-0053 |

SHEET NUMBER 3P



\\Server1\E\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\pccp repairs group 10 quan.dwg, PCCP-4, 2/16/2009 2:42:45 PM

GIROD ST.
S.P. NO. 700-36-0054
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 501+75 | 14 | LT. | – | | | | | 8 | | |
| 501+80 | 47 | RT. | – | | | | | 4 | | |
| 502+90 | 1 | LT. | – | | | | | 10 | | |
| 503+00 | 14 | RT. | – | | | 4 | | | | |
| 503+60 | 12 | LT. | – | | | 4 | | | | |
| 503+70 | 47 | RT. | – | | | 8 | | | | |
| 505+00 | 14 | LT. | – | | | 6 | | | | |
| 505+20 | 14 | LT. | – | | | 6 | | | | |
| 505+85 | 0 | LT.+RT. | – | | | 30 | | | | |
| 505+95 | 47 | RT. | – | | | 4 | | | | |
| 506+40 | 12 | RT. | 10.7 | | | | | | | |
| 506+95 | 18 | RT. | – | | | 5 | | | | |
| 507+70 | 14 | LT. | – | | | | | | | 70 |
| 508+00 | 0 | LT.+RT. | 24.9 | | | | | | | |
| 508+45 | 8 | LT. | 11.1 | | | | | | | 10 |
| 508+75 | 14 | RT. | – | | | | | | | 46 |
| 509+15 | 5 | RT. | 27.8 | | | | | | | |
| 510+05 | 0 | LT.+RT. | 44.4 | | | | | | | |
| 510+20 | 14 | RT. | – | | | | | | | 55 |
| 511+00 | 0 | LT.+RT. | 88.9 | | | | | | | |
| 511+75 | 0 | LT.+RT. | 88.9 | | | | | | | |
| 512+05 | 14 | RT. | – | | | | | | | 15 |
| 512+80 | 0 | LT.+RT. | 33.3 | | | | | | | |
| 513+90 | 14 | RT. | – | | | | | | | 15 |
| 514+30 | 0 | LT.+RT. | 155.6 | | | | | | | |
| 514+35 | 14 | LT. | – | | | | | 50 | | |
| 514+75 | 14 | RT. | – | | | | | | | |
| 516+00 | 14 | LT.+RT. | – | | | | | 100 | | |
| 516+00 | 0 | LT.+RT. | 155.6 | | | | | | | |
| 516+65 | 14 | RT. | – | | | 20 | | | | |
| 517+00 | 7 | LT. | 50.0 | | | | | | | |
| 518+20 | 0 | LT.+RT. | 166.7 | | | | | | | |
| 519+60 | 10 | RT. | 88.9 | | | | | | | |
| 520+35 | 14 | RT. | – | | | 4 | | | | |
| 521+00 | 0 | LT.+RT. | 155.6 | | | | | | | |
| 522+20 | 5 | RT. | 40.0 | | | | | | | |
| 522+35 | 14 | LT. | – | | | | | | | 10 |
| 524+60 | 14 | LT. | – | | | 6 | | | | |
| 523+00 | 0 | LT.+RT. | 108.9 | | | | | | | |
| 524+85 | 14 | RT. | – | | | | | | | 4 |
| 525+15 | 14 | LT. | – | | | | | | | 5 |
| 525+20 | 14 | RT. | – | | | | | | | 8 |
| 526+70 | 0 | LT.+RT. | 33.3 | | | | | | | |
| 527+00 | 14 | LT. | – | | | | | | | 15 |

CONT'D.

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

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P = "RESET EXISTING STONE CURB"

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

2/16/09

Rahman & Associates, Inc.

GIROD STREET
LOYOLA AVE. TO S. PETERS ST.

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 1 OF 2 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(070) |
| STATE PROJECT | 704-36-0054 |
| SHEET NUMBER | 3a |

J-40

\\Server1\E\108 FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\pccp repairs group 10 orleans.dwg, PCCP-5, 2/16/2009 2:43:20 PM

GIROD ST. (CONT'D)
S.P. NO. 700-36-0054
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 527+40 | 0 | LT.+RT. | 20.0 | | | | | | | |
| 527+70 | 14 | LT. | – | | | | | | | |
| 528+15 | 14 | LT. | – | | | | | | | 8 |
| 529+30 | 14 | RT. | – | | | | | 6 | | |
| 529+30 | 0 | LT.+RT. | 66.7 | | | | | | | 40 |
| 529+80 | 14 | LT. | – | | | | | | | |
| 530+00 | 0 | LT.+RT. | 17.8 | | | | | | | 15 |
| 530+10 | 14 | RT. | – | | | | | | | |
| 530+60 | 0 | LT.+RT. | 56.0 | | | 8 | | | | |
| 531+40 | 14 | LT. | – | | | | | | | |
| 532+20 | 14 | LT. | – | | | | | | | 20 |
| 532+50 | 14 | LT. | – | | | | | | | 4 |
| 533+60 | 14 | LT. | – | | | | | | | 6 |
| 533+65 | 0 | LT.+RT. | 55.6 | | | 6 | | | | |
| 533+85 | 14 | RT. | – | | | | | | | |
| 534+30 | 0 | LT.+RT. | 25.0 | | | | | | | 6 |
| 534+60 | 0 | LT.+RT. | 27.8 | | | | | | | |
| TOTALS | | | 1553.5 | | | 111 | | 178 | | 354 |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

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

Rahman & Associates, Inc.

DOTD

GIROD STREET
LOYOLA AVE. TO S. PETERS ST.

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 2 OF 2 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(070) |
| STATE PROJECT | 704-36-0054 |
| SHEET NUMBER | J1 |



\\Server1\E\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0031\GROUP 10 Orleans CBD\Design Drawings\pcco repairs group 10 quan.dwg, PCCP-6, 2/16/2009 2:43:15 PM

MAGAZINE ST
S.P. NO. 700-36-0055
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 610+50 | 10 | RT. | 133.3 | | | | | | | |
| 610+90 | 20 | RT. | – | | | | | 4 | | |
| 610+95 | 20 | LT. | – | | | | | | | 4 |
| 611+20 | 20 | LT. | – | | | | | | | 5 |
| 611+50 | 0 | LT.+RT. | 111.1 | | | | | | | |
| 611+55 | 20 | LT. | – | | | | | 8 | | |
| 613+00 | 12 | RT. | 33.3 | | | | | | | |
| 613+40 | 20 | RT. | – | | | | | | | 8 |
| 614+30 | 10 | LT. | 66.7 | | | | | | | 20 |
| 615+00 | 20 | RT. | – | | | | | | | |
| 616+00 | 0 | LT.+RT. | 44.4 | | | | | | | 4 |
| 616+65 | 0 | LT.+RT. | 88.9 | | | | | | | |
| 617+00 | 10 | RT. | 100.0 | | | | | | | |
| 617+45 | 20 | RT. | – | | | | | | | |
| 618+35 | 8 | RT. | 83.3 | | | | | | | 4 |
| 618+80 | 20 | RT. | – | | | 8 | | | | |
| 618+85 | 0 | LT.+RT. | 66.7 | | | | | | | |
| 620+40 | 0 | LT.+RT. | 100.0 | | | | | | | |
| 620+60 | 20 | LT. | – | | | | | | | 4 |
| 621+10 | 20 | LT. | – | | | | | | | 4 |
| 621+60 | 0 | LT.+RT. | 66.7 | | | | | | | |
| 621+80 | 25 | RT. | – | | | | | 4 | | |
| 621+90 | 20 | RT. | – | | | 6 | | | | |
| 625+20 | 20 | RT. | – | | | | | 4 | | |
| 626+35 | 20 | LT. | – | | | | | 4 | | |
| 626+40 | 0 | LT.+RT. | 44.4 | | | | | | | |
| 627+30 | 0 | LT.+RT. | 66.7 | | | | | | | |
| 628+35 | 0 | LT.+RT. | 66.7 | | | | | | | |
| 628+75 | 20 | LT. | – | | | | | 32 | | |
| 629+25 | 0 | LT.+RT. | 44.4 | | | | | | | |
| 630+80 | 20 | LT. | – | | | | | | | 4 |
| 631+25 | 10 | RT. | 44.4 | | | | | | | |
| 632+40 | 10 | LT. | 33.3 | | | | | | | |
| 633+70 | 0 | LT.+RT. | 177.8 | | | | | | | |
| 634+20 | 10 | LT. | 33.3 | | | | | | | |
| 634+25 | 20 | LT. | – | | | | | | | 15 |
| 635+35 | 20 | LT. | – | | | | | | | 20 |
| 635+40 | 20 | LT. | – | | | 4 | | | | |
| 635+75 | 12 | RT. | 33.3 | | | | | | | |
| 636+00 | 20 | LT. | – | | | 4 | | | | |
| 636+20 | 20 | LT. | – | | | 10 | | | | |
| 636+60 | 20 | RT. | – | | | | | | | 4 |
| 636+85 | 8 | RT. | 50.0 | | | | | | | |
| 637+80 | 20 | RT. | – | | | | | | | 4 |
| CONT'D. | | | | | | | | | | |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

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

2/16/09

Rahman & Associates, Inc.

DOTD

MAGAZINE STREET
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| | | | |

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(071) |
| DATE / SHEET | 2-16-2009 / 1 OF 2 | STATE PROJECT | 704-36-0055 |

SHEET NUMBER 38

J-42

\\Server1\E\JOB FOLDERS\LADOTD Rubrier Repair of Roads Damaged by Katrina 704-92-0031\GROUP 10 Orleans CBD\Design Drawings\cap repairs group 10 quan.dwg, PCP-7, 2/16/2009 2:44:19 PM

# MAGAZINE ST (CONT'D)
## S.P. NO. 700-36-0055
## AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 639+00 | 0 | LT.+RT. | 33.3 | | | | | | | |
| 639+25 | 20 | RT. | – | | | | | | | |
| 639+85 | 8 | RT. | 25.0 | | | | | | | 8 |
| TOTALS | | | 1547.0 | | | 32 | | 60 | | 104 |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

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

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

Rahman & Associates, Inc.

DOTD

MAGAZINE STREET
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(071) |
| DATE / SHEET | 2-16-2009 / 2 OF 2 | STATE PROJECT | 704-36-0055 |

SHEET NUMBER 31



\\Server1\EJ08 FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\pccp repairs group 10 quan.dwg, PCCP-8, 2/16/2009 2:44:44 PM

CAMP ST.
S.P. NO. 700-36-0056
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P | Q | |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | SQ. YDS. | |
| 705+70 | 24 | LT. | – | | | | | 17 | | | | |
| 706+50 | 10 | RT. | 73.3 | | | | | | | | | |
| 706+60 | 20 | LT. | – | | | | | 6 | | | | |
| 706+70 | 22 | RT. | – | | | | | 8 | | | | |
| 707+10 | 20 | LT. | – | | | | | 4 | | | | |
| 707+20 | 10 | RT. | 33.3 | | | | | | | | | |
| 707+50 | 20 | LT. | – | | | 7 | | | | | | |
| 707+60 | 0 | LT.+RT. | 33.3 | | | | | | | | | |
| 708+30 | 0 | LT.+RT. | 44.4 | | | | | | | | | |
| 709+30 | 0 | LT.+RT. | 66.7 | | | | | | | | | |
| 709+70 | 0 | LT.+RT. | 27.8 | | | | | | | | | |
| 709+90 | 0 | LT.+RT. | 69.4 | | | | | | | | | |
| 710+60 | 20 | LT. | – | | | | | | | | | |
| 711+20 | 0 | LT.+RT. | 88.9 | | | | | | | 5 | | |
| 711+50 | 20 | LT. | – | | | | | | | | | |
| 711+70 | 20 | LT. | – | | | | | | | 9 | | |
| 711+75 | 20 | RT. | – | | | | | | | 5 | | |
| 712+10 | 0 | LT.+RT. | 33.3 | | | | | | | 4 | | |
| 712+15 | 20 | LT. | – | | | | | | | | | |
| 712+30 | 20 | RT. | – | | | | | | | 5 | | |
| 712+80 | 0 | LT.+RT. | 33.3 | | | | | | | 60 | | |
| 712+90 | 20 | LT. | – | | | | | | | | | |
| 713+30 | 10 | RT. | 44.4 | | | | | | | 8 | | |
| 713+65 | 20 | LT. | – | | | 18 | | | | | | |
| 713+80 | 20 | RT. | – | | | | | | | 4 | | |
| 714+00 | 10 | RT. | 50.0 | | | | | | | | | |
| 714+10 | 20 | LT. | – | | | 4 | | | | | | |
| 714+20 | 20 | RT. | – | | | 4 | | | | | | |
| 714+90 | 20 | LT. | – | | | | | | | 5 | | |
| 715+25 | 10 | RT. | 50.0 | | | | | | | | | |
| 715+50 | 10 | LT. | 100.0 | | | | | | | | | |
| 715+70 | 15 | RT. | 13.3 | | | | | | | | | |
| 716+10 | 20 | LT. | – | | | | | | | 8 | | |
| 716+70 | 20 | RT. | – | | | 12 | | | | | | |
| 716+80 | 20 | LT. | – | | | | | | | 5 | | |
| 716+90 | 10 | LT. | 66.7 | | | | | | | | | |
| 717+10 | 20 | LT. | – | | | 10 | | | | | | |
| 718+10 | 0 | LT.+RT. | 38.9 | | | | | | | | | |
| 718+40 | 0 | LT.+RT. | 83.3 | | | | | | | | | |
| 718+70 | 20 | RT. | – | | | 4 | | | | | | |
| 719+10 | 0 | LT.+RT. | 44.4 | | | | | | | | | |
| 719+60 | 20 | RT. | – | | | 5 | | | | | | |
| 719+80 | 0 | LT.+RT. | 53.3 | | | | | | | | | |
| 720+15 | 0 | LT.+RT. | 44.4 | | | | | | | | | |

CONT'D.

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

Q = "BUS PAD REPAIR"

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

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

3/24/09

Rahman & Associates, Inc.

DOTD

CAMP STREET
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| | | | |

| | | | |
|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS |
| CHECKED | DJR | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(072) |
| CHECKED | ARB | | |
| DATE | 3-24-2009 | STATE PROJECT | 704-36-0056 |
| SHEET | 1 OF 2 | | |

SHEET NUMBER 74

J-44

E:\DOTD FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0031\GROUP 10 Orleans CD\Design Drawings\pcon repairs group 10 rpair.dwg, 3/24/2009 11:49:07 AM

CAMP ST. - (CONT'D.)
S.P. NO. 700-36-0056
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P | Q |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | SQ. YDS. |
| 720+50 | 0 | LT.+RT. | 177.8 | | | | | | | | |
| 720+80 | 20 | RT. | – | | | | | | | | |
| 721+00 | 0 | LT.+RT. | 100.0 | | | | | | | 15 | |
| 721+75 | 20 | RT. | – | | | | | | | | |
| 722+50 | 10 | RT. | 111.1 | | | | | | | 5 | |
| 723+35 | 0 | LT.+RT. | 41.7 | | | | | | | | |
| 724+45 | 0 | LT.+RT. | 133.3 | | | | | | | | |
| 724+80 | 20 | LT. | – | | | 4 | | | | | |
| 725+05 | 20 | RT. | – | | | 4 | | | | | |
| 725+07 | 20 | LT. | – | | | 4 | | | | | |
| 725+15 | 20 | LT. | – | | | 4 | | | | | |
| 726+00 | 10 | LT. | 44.4 | | | | | | | | |
| 726+45 | 5 | LT. | 50.0 | | | | | | | | |
| 726+85 | 15 | LT. | 40.0 | | | | | | | | |
| 727+70 | 10 | RT. | 83.3 | | | | | | | | |
| 728+40 | 20 | LT. | – | | | 20 | | | | | |
| 730+20 | 20 | LT. | – | | | 30 | | | | | |
| 732+15 | 0 | LT.+RT. | 100.0 | | | | | | | | |
| 733+20 | 15 | RT. | 13.3 | | | | | | | | |
| 733+70 | 15 | LT. | 80.0 | | | | | | | | |
| 734+40 | 0 | LT.+RT. | 100.0 | | | | | | | | |
| 735+75 | 24 | RT. | – | | | 10 | | | | | |
| 735+85 | 0 | LT.+RT. | 69.4 | | | | | | | | |
| 735+95 | 18 | LT. | 33.3 | | | | | | | | |
| 736+15 | 20 | LT. | – | | | 10 | | | | | |
| 736+50 | 4 | RT. | 26.7 | | | | | | | | |
| 736+90 | 20 | LT. | – | | | | | 8 | | | |
| 737+00 | 20 | RT. | – | | | 4 | | | | | |
| 737+55 | 15 | LT. | 11.1 | | | | | | | | |
| 737+75 | 20 | LT. | – | | | | | 8 | | | |
| 738+45 | 20 | RT. | – | | | 4 | | | | | |
| 739+80 | 10 | LT. | 41.7 | | | | | | | | |
| 740+00 | 20 | LT. | – | | | | | 15 | | | |
| 740+20 | 15 | RT. | 40.0 | | | | | | | | |
| 740+40 | 20 | LT. | – | | | | | | | | 140.0 |
| TOTALS | | | 2389.5 | | | 158 | | 66 | | 138 | 140.0 |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

Q = "BUS PAD REPAIR"

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

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

3/24/09

Rahman & Associates, Inc.

DOTD

CAMP STREET
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(072) |
| DATE / SHEET | 3-24-2009 / 2 OF 2 | STATE PROJECT | 704-36-0056 |

SHEET NUMBER 3v

E:\JOB FOLDERS\ADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\pcp repairs group 10 quan.dwg, 3/24/2009 11:48:07 AM

ST. CHARLES ST.
S.P. NO. 700-36-0057
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 801+40 | 35 | LT. | 27.8 | | | | | | | |
| 802+25 | 20 | RT. | – | | | | | | | |
| 802+45 | 38 | RT. | 88.9 | | | | | 4 | | |
| 802+60 | 50 | RT. | – | | | | | | | |
| 802+70 | 35 | RT. | 33.3 | | | | | 15 | | |
| 802+95 | 25 | LT. | 22.2 | | | | | | | |
| 803+00 | 50 | RT. | – | | | | | | | |
| 803+20 | 50 | RT. | – | | | | | 5 | | |
| 803+35 | 35 | RT. | 66.7 | | | 30 | | | | |
| 803+35 | 50 | RT. | – | | | | | | | |
| 804+00 | 75 | RT. | 100.0 | | | 10 | | | | |
| 804+00 | 130 | LT. | 16.0 | | | | | | | |
| 804+00 | 165 | LT. | – | | | | | | | |
| 804+45 | 40 | RT. | – | | | 4 | | | | |
| 804+50 | 120 | RT. | 16.7 | | | | | 4 | | |
| 804+70 | 160 | LT. | 16.7 | | | | | | | |
| 804+75 | 140 | RT. | 11.1 | | | | | | | |
| 804+80 | 176 | RT. | – | | | | | | | |
| 805+10 | 175 | RT. | – | | | 4 | | | | |
| 805+40 | 175 | RT. | 100.0 | | | 22 | | | | |
| 805+70 | 175 | RT. | – | | | | | | | |
| 806+00 | 130 | RT. | 111.1 | | | 18 | | | | |
| 806+50 | 160 | LT. | 66.7 | | | | | | | |
| 806+75 | 8 | RT. | 33.3 | | | | | | | |
| 806+90 | 0 | LT.+RT. | 27.8 | | | | | | | |
| 807+25 | 5 | LT. | 16.7 | | | | | | | |
| 807+50 | 0 | LT.+RT. | 11.1 | | | | | | | |
| 809+00 | 10 | RT. | 20.3 | | | | | | | |
| 809+30 | 10 | LT. | 8.9 | | | | | | | |
| 810+50 | 5 | RT. | 22.2 | | | | | | | |
| 811+25 | 4 | RT. | 66.7 | | | | | | | |
| 811+40 | 26 | LT. | – | | | | | | | 4 |
| 812+20 | 8 | RT. | 33.3 | | | | | | | |
| 812+90 | 0 | LT.+RT. | 16.7 | | | | | | | |
| 813+65 | 7 | RT. | 25.0 | | | | | | | |
| 814+20 | 18 | RT. | – | | | | | | | 4 |
| 815+00 | 6 | RT. | 16.7 | | | | | | | |
| 815+40 | 8 | RT. | 44.4 | | | | | | | |
| 816+00 | 4 | RT. | 11.1 | | | | | | | |
| 817+00 | 0 | LT.+RT. | 25.0 | | | | | | | |
| 817+70 | 0 | LT.+RT. | 22.2 | | | | | | | |
| 818+35 | 0 | LT.+RT. | 11.1 | | | | | | | |
| 818+50 | 0 | LT.+RT. | 50.0 | | | | | | | |
| 821+25 | 6 | LT.+RT. | 16.7 | | | | | | | |
| CONT'D. | | | | | | | | | | |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

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

2/16/09

Rahman & Associates, Inc.

ST. CHARLES AVENUE
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 1 OF 2 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(073) |
| STATE PROJECT | 704-36-0057 |
| SHEET NUMBER | J-46 |

J-46

\\Server1\E\1108 FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\bcep repairs group 10 quarantine, RCD-11, 2/16/2009 2:46:12 PM

## ST. CHARLES ST. - (CONT'D.)
## S.P. NO. 700-36-0057
## AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 821+80 | 24 | LT. | – | | | | | | | |
| 824+40 | 7 | RT. | 66.7 | | | | | | | 4 |
| 824+80 | 15 | RT. | – | | | | | | | |
| 826+30 | 7 | RT. | 22.2 | | | | | | | 4 |
| 827+30 | 6 | RT. | 25.0 | | | | | | | |
| 827+70 | 0 | LT+RT. | 11.1 | | | | | | | |
| 828+00 | 0 | LT+RT. | 16.7 | | | | | | | |
| 825+25 | 26 | LT. | – | | | | | | | |
| 829+20 | 7 | RT. | 26.7 | | | | | | | 10 |
| 829+90 | 20 | LT. | – | | | 4 | | | | |
| 830+00 | 6 | RT. | 16.7 | | | | | | | |
| 830+60 | 6 | RT. | 13.3 | | | | | | | |
| 832+00 | 0 | LT+RT. | 27.8 | | | | | | | |
| 832+30 | 25 | LT. | 44.4 | | | | | | | |
| 833+40 | 20 | LT. | – | | | 4 | | | | |
| 833+80 | 14 | RT. | 50.0 | | | | | | | |
| 834+40 | 14 | RT. | 33.3 | | | | | | | |
| 834+60 | 20 | LT. | – | | | 4 | | | | |
| 834+65 | 20 | RT. | – | | | 5 | | | | |
| 835+20 | 20 | RT. | – | | | 4 | | | | |
| 835+35 | 10 | RT. | 22.2 | | | | | | | |
| 835+60 | 10 | RT. | 33.3 | | | | | | | |
| 836+60 | 10 | RT. | 66.7 | | | | | | | |
| 838+60 | 0 | LT+RT. | 11.1 | | | | | | | |
| 839+00 | 17 | RT. | 20.0 | | | | | | | |
| 839+70 | 10 | RT. | 11.1 | | | | | | | |
| 840+15 | 20 | LT. | – | | | | | 25 | | |
| 840+60 | 20 | LT. | – | | | | | | | 15 |
| 840+85 | 10 | RT. | 83.3 | | | | | | | |
| 841+00 | 20 | RT. | – | | | | | | | 4 |
| 841+40 | 10 | RT. | 13.3 | | | | | | | |
| 841+60 | 20 | RT. | – | | | 4 | | | | |
| 842+00 | 8 | RT. | 41.7 | | | | | | | |
| TOTALS | | | 1813.0 | | | 113 | | 53 | | 45 |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

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

Rahman & Associates, Inc.

DOTD

ST. CHARLES AVENUE
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(073) |
| DATE / SHEET | 2-16-2009 / 2 OF 2 | STATE PROJECT | 704-36-0057 |

SHEET NUMBER 3x



\\Server1\EUOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\pccp repairs group 10 quan.dwg, PCCP-12, 2/16/2009 2:46:38 PM

# CARONDELET ST.
## S.P. NO. 700-36-0058
## AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 902+50 | 20 | RT. | – | | | 25 | | | | |
| 903+00 | 10 | LT. | 222.2 | | | | | | | |
| 903+30 | 15 | RT. | 44.4 | | | | | | | |
| 903+40 | 20 | RT. | – | | | 4 | | | | |
| 903+65 | 20 | LT. | – | | | 7 | | | | |
| 904+30 | 20 | LT. | – | | | 6 | | | | |
| 904+60 | 10 | RT. | 40.0 | | | | | | | |
| 905+60 | 20 | LT. | – | | | 4 | | | | |
| 906+65 | 30 | RT. | 16.7 | | | | | | | |
| 907+30 | 20 | LT. | – | | | 60 | | | | |
| 908+00 | 15 | RT. | 17.8 | | | | | | | |
| 909+00 | 12 | RT. | 11.1 | | | | | | | |
| 909+20 | 10 | LT. | 16.6 | | | | | | | |
| 911+20 | 20 | LT. | – | | | 15 | | | | |
| 912+70 | 8 | LT. | 111.1 | | | | | | | |
| 913+30 | 20 | RT. | – | | | | | | | 30 |
| 914+00 | 12 | LT. | 13.3 | | | | | | | |
| 914+00 | 26 | LT. | – | | | | | | | 6 |
| 914+50 | 15 | LT. | 11.1 | | | | | | | |
| 914+70 | 10 | RT. | 33.3 | | | | | | | |
| 915+75 | 12 | LT. | 44.4 | | | | | | | |
| 916+25 | 20 | RT. | – | | | | | | | 4 |
| 916+80 | 10 | LT. | 13.3 | | | | | | | |
| 917+65 | 15 | RT. | 11.1 | | | | | | | |
| 918+00 | 20 | LT. | – | | | | | | | 4 |
| 918+30 | 10 | LT. | 11.1 | | | | | | | |
| 918+25 | 20 | RT. | – | | | | | | | 20 |
| 919+40 | 20 | RT. | – | | | | | | | 6 |
| 919+65 | 15 | LT. | 16.7 | | | | | | | |
| 919+70 | 20 | RT. | 66.7 | | | | | | | |
| 920+00 | 20 | LT. | – | | | 23 | | | | |
| 920+30 | 10 | LT. | 66.7 | | | | | | | |
| 920+50 | 20 | RT. | – | | | | | | | 25 |
| 922+50 | 20 | LT. | – | | | | | | | 4 |
| 925+60 | 10 | LT. | 33.3 | | | | | | | |
| 926+50 | 20 | LT. | – | | | | | | | 26 |
| 926+55 | 10 | LT. | 11.1 | | | | | | | |
| 926+85 | 20 | LT. | – | | | 15 | | | | |
| 930+00 | 12 | LT. | 44.4 | | | – | | | | |
| 931+00 | 20 | LT. | – | | | 15 | | | | |
| 931+20 | 20 | LT. | – | | | 6 | | | | |
| 931+60 | 20 | RT. | 8.9 | | | | | | | |
| 931+85 | 15 | LT. | 33.3 | | | | | | | |
| 932+40 | 15 | LT. | 11.1 | | | | | | | |

CONT'D.

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

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

Rahman & Associates, Inc.

DOTD

CARONDELET STREET
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS |
| CHECKED | DJR | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(074) |
| CHECKED | ARB | | |
| DATE | 2-16-2009 | STATE PROJECT | 704-36-0058 |
| SHEET | 1 OF 2 | | |

SHEET NUMBER 3y



\\Server1\EUDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\pcco repairs group 10 quan.dwg, PCCP-L3, 2/16/2009 2:47:06 PM

CARONDELET ST. - (CONT'D.)
S.P. NO. 700-36-0058
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 933+00 | 15 | LT. | 44.4 | | | | | | | |
| 933+80 | 20 | RT. | 11.1 | | | | | | | |
| 935+90 | 20 | RT. | 16.7 | | | | | | | |
| 936+00 | 15 | LT. | 50.0 | | | | | | | |
| 937+40 | 15 | LT. | 33.3 | | | | | | | |
| 938+00 | 10 | LT. | 9.8 | | | | | | | |
| 938+65 | 20 | LT. | – | | | 8 | | | | |
| 938+75 | 10 | LT. | 88.9 | | | | | | | |
| 939+00 | 20 | LT. | – | | | | | | | |
| 939+50 | 20 | RT. | – | | | | | | | 4 |
| 940+90 | 10 | LT. | 111.1 | | | | | | | 80 |
| 941+20 | 20 | RT. | – | | | | | | | |
| 941+50 | 10 | RT. | 33.3 | | | | | | | 28 |
| 942+65 | 12 | LT. | 33.3 | | | | | | | |
| TOTALS | | | 1341.6 | | | 188 | | | | 237 |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

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

4/16/09

Rahman & Associates, Inc.

DOTD

CARONDELET STREET
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 2 OF 2 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(074) |
| STATE PROJECT | 704-36-0058 |
| SHEET NUMBER | 32 |



\\Server1\E\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\corp repairs group 10 current.dwg, FCCP-14, 2/16/2009 2:47:49 PM

LOYOLA AVE..
S.P. NO. 700-36-0059
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 1001+60 | 62 | RT. | – | | | 4 | | | | |
| 1001+80 | 20 | LT. | – | | | | | 4 | | |
| 1002+15 | 4 | RT. | 73.3 | | | | | | | |
| 1002+25 | 60 | RT. | – | | | 5 | | | | |
| 1002+80 | 50 | RT. | 111.1 | | | | | | | |
| 1002+90 | 18 | RT. | – | | | 8 | | | | |
| 1003+00 | 65 | RT. | – | | | 6 | | | | |
| 1003+20 | 60 | LT. | – | | | 4 | | | | |
| 1003+25 | 18 | RT. | – | | | 4 | | | | |
| 1003+85 | 40 | RT. | 33.3 | | | | | | | |
| 1004+05 | 75 | RT. | – | | | 6 | | | | |
| 1004+15 | 50 | LT. | 26.7 | | | 10 | | | | |
| 1004+35 | 80 | RT. | – | | | 8 | | | | |
| 1004+45 | 80 | RT. | – | | | 21 | | | | |
| 1004+65 | 60 | LT. | 27.8 | | | | | | | |
| 1005+00 | 45 | LT. | 26.7 | | | | | | | |
| 1005+40 | 20 | RT. | – | | | 5 | | | | |
| 1005+50 | 80 | RT. | 25.0 | | | | | | | |
| 1005+75 | 20 | RT. | 26.7 | | | 10 | | | | |
| 1005+95 | 50 | LT. | 26.7 | | | | | | | |
| 1006+95 | 70 | RT. | 38.9 | | | | | | | |
| 1007+05 | 45 | RT. | – | | | 4 | | | | |
| 1007+10 | 30 | LT. | 48.9 | | | | 4 | | | |
| 1007+50 | 85 | RT. | – | | | | 4 | | | |
| 1008+05 | 8 | LT. | – | | | 4 | | | | |
| 1008+25 | 12 | LT. | 16.7 | | | | | | | |
| 1008+25 | 60 | RT. | 16.7 | | | | | | | |
| 1008+40 | 70 | RT. | – | | | 4 | | | | |
| 1008+45 | 12 | RT. | 35.6 | | | | | | | |
| 1008+50 | 90 | RT. | 25.0 | | | | | | | |
| 1008+50 | 70 | LT. | – | | | 7 | | | | |
| 1008+95 | 70 | RT. | – | | | 6 | | | | |
| 1009+16 | 40 | RT. | 33.3 | | | | | | | |
| 1009+15 | 40 | LT. | 39.1 | | | | | | | |
| 1010+00 | 25 | RT. | – | | | 10 | | | | |
| 1010+15 | 50 | RT. | 48.9 | | | | | | | |
| 1010+35 | 50 | LT. | 66.7 | | | | | | | |
| 1010+40 | 70 | RT. | – | | | | 8 | | | |
| 1010+80 | 45 | LT. | 26.7 | | | | | | | |
| 1010+90 | 70 | RT. | – | | | | 4 | | | |
| 1011+20 | 40 | LT. | 66.7 | | | | | | | |
| 1011+60 | 45 | LT. | 18.3 | | | | | | | |
| 1011+95 | 45 | RT. | 30.6 | | | | | | | |
| 1012+30 | 11 | RT. | – | | | 13 | | | | |

CONT'D.

PAY ITEMS DESCRIPTION:

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

2/16/09

Rahman & Associates, Inc.

DOTD

LOYOLA AVENUE
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(075) |
| DATE / SHEET | 2-16-2009 / 1 OF 4 | STATE PROJECT | 704-36-0059 |

SHEET NUMBER 300

J-50

\\Server1\EJOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\pccp repairs group 10 rev1.dwg, PCCP-15, 2/16/2009 2:48:25 PM

LOYOLA AVE. - (CONT'D.)
S.P. NO. 700-36-0059
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 1012+55 | 70 | RT. | – | | | | 7 | | | |
| 1012+60 | 45 | RT. | 48.9 | | | | | | | |
| 1012+80 | 45 | LT. | 19.6 | | | | | | | |
| 1013+00 | 40 | RT. | 33.3 | | | | | | | |
| 1013+40 | 12 | RT. | – | | | | 4 | | | |
| 1013+80 | 40 | LT. | 48.9 | | | | | | | |
| 1014+00 | 60 | RT. | – | | | 8 | | | | |
| 1014+05 | 65 | RT. | 16.7 | | | | | | | |
| 1014+10 | 80 | LT. | 11.1 | | | | | | | |
| 1014+25 | 45 | LT. | 88.9 | | | | | | | |
| 1014+30 | 65 | LT. | – | | | 5 | | | | |
| 1014+50 | 35 | RT. | – | | | 4 | | | | |
| 1014+70 | 10 | LT. | – | | | 4 | | | | |
| 1014+85 | 65 | LT. | – | | | | 6 | | | |
| 1015+40 | 65 | LT. | – | | | | 4 | | | |
| 1015+45 | 45 | RT. | 58.7 | | | | | | | |
| 1015+55 | 40 | LT. | 16.7 | | | | | | | |
| 1015+80 | 23 | RT. | – | | | 30 | | | | |
| 1016+00 | 8 | LT. | – | | | 4 | | | | |
| 1016+20 | 68 | RT. | – | | | | 15 | | | |
| 1016+85 | 45 | RT. | 39.1 | | | | | | | |
| 1016+95 | 65 | RT. | – | | | | 25 | | | |
| 1017+35 | 40 | LT. | 39.1 | | | | 16 | | | |
| 1017+90 | 40 | RT. | 97.8 | | | | | | | |
| 1018+10 | 20 | RT. | – | | | 30 | | | | |
| 1018+60 | 20 | RT. | – | | | 6 | | | | |
| 1019+10 | 65 | LT. | – | | | | 4 | | | |
| 1019+50 | 20 | RT. | – | | | 8 | | | | |
| 1019+90 | 40 | LT. | 48.9 | | | | 8 | | | |
| 1020+30 | 65 | LT. | – | | | | 4 | | | |
| 1020+80 | 20 | RT. | – | | | 4 | | | | |
| 1021+20 | 40 | LT. | 24.4 | | | | | | | |
| 1021+55 | 65 | RT. | – | | | 4 | | | | |
| 1021+45 | 20 | LT. | – | | | 6 | | | | |
| 1022+20 | 70 | LT. | – | | | 4 | | | | |
| 1022+35 | 75 | RT. | – | | | 5 | | | | |
| 1022+00 | 20 | LT. | – | | | 4 | | | | |
| 1022+50 | 50 | RT. | | | | 6 | | | | |
| 1022+50 | 20 | RT. | | | | 6 | | | | |
| 1022+90 | 70 | RT. | – | | | 4 | | | | |
| 1023+15 | 20 | RT. | – | | | 5 | | | | |
| 1023+20 | 75 | LT. | 5.6 | | | | | | | |
| 1023+25 | 40 | RT. | 33.3 | | | | | | | |
| 1023+30 | 20 | RT. | – | | | 8 | | | | |

CONT'D.

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

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

4/2/09

Rahman & Associates, Inc.

LOYOLA AVENUE
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 2 OF 4 |

| | |
|---|---|
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(075) |
| STATE PROJECT | 704-36-0059 |

SHEET NUMBER 35b

J-51

\\Server1\EVDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0038\GROUP 10 Orleans CSD\Design Drawings\pccp repairs group 10 quandrant, PCCP-16, 2/16/2009 2:40:44 PM

LOYOLA AVE. - (CONT'D.)
S.P. NO. 700-36-0059
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 1023+35 | 23 | LT. | – | | | 4 | | | | |
| 1023+85 | 35 | RT. | 31.1 | | | 5 | | | | |
| 1024+50 | 30 | RT. | 16.7 | | | | | | | |
| 1025+45 | 40 | RT. | 16.7 | | | | | | | |
| 1026+00 | 45 | LT. | 24.4 | | | 6 | | | | |
| 1026+20 | 40 | RT. | 39.1 | | | | | | | |
| 1026+35 | 55 | LT. | 16.7 | | | | | | | |
| 1026+70 | 45 | RT. | 39.1 | | | | | | | |
| 1026+80 | 23 | LT. | – | | | 4 | | | | |
| 1027+20 | 30 | RT. | – | | | 4 | | | | |
| 1027+20 | 60 | RT. | – | | | 6 | | | | |
| 1027+35 | 45 | RT. | 44.4 | | | | | | | |
| 1027+40 | 6 | LT. | – | | | 4 | | | | |
| 1027+45 | 40 | LT. | 39.1 | | | | | | | |
| 1027+50 | 60 | LT. | – | | | 6 | | | | |
| 1027+55 | 23 | RT. | – | | | 10 | | | | |
| 1027+75 | 45 | RT. | 39.1 | | | | | | | |
| 1027+80 | 75 | LT. | 33.3 | | | | | | | |
| 1027+95 | 50 | LT. | 11.1 | | | | | | | |
| 1028+00 | 70 | RT. | – | | | 6 | | | | |
| 1028+30 | 50 | RT. | 33.3 | | | | | | | |
| 1028+40 | 23 | RT. | – | | | 4 | | | | |
| 1029+10 | 23 | RT. | – | | | 7 | | | | |
| 1029+30 | 45 | RT. | 48.9 | | | | | | | |
| 1029+40 | 23 | LT. | – | | | 4 | | | | |
| 1029+50 | 50 | LT. | 39.1 | | | | | | | |
| 1029+80 | 23 | LT. | – | | | 4 | | | | |
| 1029+95 | 45 | RT. | 39.1 | | | | 4 | | | |
| 1030+55 | 45 | LT. | 29.3 | | | | | | | |
| 1030+80 | 45 | RT. | 39.1 | | | | | | | |
| 1031+00 | 23 | LT. | – | | | 4 | | | | |
| 1031+05 | 23 | RT. | – | | | 4 | | | | |
| 1031+35 | 55 | RT. | 11.1 | | | | | | | |
| 1031+70 | 45 | LT. | 19.6 | | | | | | | |
| 1031+85 | 23 | RT. | – | | | 4 | | | | |
| 1032+30 | 25 | LT. | – | | | 4 | | | | |
| 1032+45 | 70 | RT. | – | | | 4 | | | | |
| 1032+50 | 35 | RT. | 33.3 | | | | | | | |
| 1032+50 | 20 | RT. | – | | | 8 | | | | |
| 1032+70 | 30 | LT. | – | | | 4 | | | | |
| 1032+80 | 70 | RT. | – | | | 4 | | | | |
| 1032+90 | 70 | RT. | – | | | 4 | | | | |
| 1033+00 | 20 | RT. | – | | | 10 | | | | |
| 1033+05 | 45 | RT. | 39.1 | | | | | | | |

CONT'D.

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

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

Rahman & Associates, Inc.

LOYOLA AVENUE
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 3 OF 4 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(075) |
| STATE PROJECT | 704-36-0059 |
| SHEET NUMBER | 3cc |



\\Server1\EJOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\cccc repairs group 10 queen.dwg, PCCP-17, 2/16/2009 2:49:20 PM

LOYOLA AVE. - (CONT'D.)
S.P. NO. 700-36-0059
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 1033+15 | 23 | RT. | – | | | 16 | | | | |
| 1033+20 | 20 | LT. | – | | | 6 | | | | |
| 1033+25 | 45 | LT. | 39.1 | | | 4 | | | | |
| 1033+55 | 45 | RT. | 7.1 | | | | | | | |
| 1034+00 | 45 | RT. | 39.1 | | | | | | | |
| 1034+05 | 45 | LT. | 39.1 | | | 8 | | | | |
| 1034+65 | 45 | RT. | 39.1 | | | | | | | |
| 1035+15 | 40 | LT. | 38.9 | | | 14 | | | | |
| 1035+55 | 45 | RT. | 15.6 | | | | | | | |
| 1035+90 | 45 | RT. | 39.1 | | | | 40 | | | |
| 1036+10 | 55 | LT. | 30.6 | | | | | | | |
| 1036+40 | 60 | LT. | – | | | 4 | | | | |
| 1036+40 | 60 | LT. | – | | | 4 | | | | |
| 1036+40 | 60 | RT. | | | | 4 | | | | |
| 1036+60 | 80 | RT. | | | | 6 | | | | |
| 1036+60 | 30 | RT. | – | | | 6 | | | | |
| 1036+75 | 65 | LT. | – | | | 4 | | | | |
| 1037+00 | 30 | LT. | – | | | 5 | | | | |
| 1037+05 | 25 | RT. | – | | | 4 | | | | |
| 1037+10 | 85 | RT. | – | | | 4 | | | | |
| 1037+20 | 80 | RT. | – | | | 4 | | | | |
| 1037+40 | 65 | LT. | 16.7 | | | | | | | |
| 1037+65 | 30 | RT. | – | | | 20 | | | | |
| 1037+80 | 50 | RT. | 50.0 | | | | | | | |
| 1038+50 | 60 | RT. | 16.7 | | | | | | | |
| 1038+75 | 80 | RT. | 17.8 | | | | | | | |
| 1039+30 | 30 | RT. | – | | | 6 | | | | |
| 1039+50 | 60 | RT. | 44.4 | | | | | | | |
| 1039+60 | 30 | RT. | – | | | 4 | | | | |
| 1039+70 | 65 | LT. | 25.0 | | | | | | | |
| 1039+90 | 35 | LT. | – | | | 4 | | | | |
| 1040+00 | 65 | RT. | 16.7 | | | | | | | |
| 1040+65 | 35 | LT. | – | | | 6 | | | | |
| 1040+85 | 65 | RT. | – | | | 4 | | | | |
| 1041+50 | 65 | RT. | – | | | 4 | | | | |
| 1041+85 | 65 | RT. | – | | | | | | | 25 |
| 1042+00 | 55 | LT. | 66.7 | | | | | | | |
| 1042+20 | 55 | RT. | 16.7 | | | | | | | |
| 1042+50 | 50 | RT. | 27.8 | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| TOTALS | | | 2789.3 | | | 559 | 153 | 4 | | 25 |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

M = "DRILLED DOWELLED MOUNTABLE CONCRETE CURB"

N = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (BARRIER CURB)"

O = "RECONSTRUCTION OF CONCRETE CURB AND GUTTER BOTTOM (MOUNTABLE CURB)"

P = "RESET EXISTING STONE CURB"

NOTE:
THESE AREAS ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. THE PROJECT ENGINEER SHALL VERIFY THE ACTUAL LOCATIONS AND DIMENSIONS FOR REPAIR.

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

2/16/09

Rahman & Associates, Inc.

LOYOLA AVENUE
US 90 TO CANAL STREET

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 2-16-2009 / 4 OF 4 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(075) |
| STATE PROJECT | 704-36-0059 |
| SHEET NUMBER | 3dd |

J-53

\\Server1\EUDB FOLDERS\ADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CSD\Design Drawings\pccp repairs group 10 quan.dwg, PCCP-18, 2/16/2009 2:49:52 PM

POYDRAS ST.
S.P. NO. 700-36-0060
AC ROADWAY REPAIR SUMMARY

| STATION | OFFSET FROM CENTER LINE | | ITEM NO./UNITS QUANTITY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DISTANCE | SIDE OF | 510-01-00200 | J | K | L | M | N | O | P |
| | FT. | ℄ | SQ. YDS. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. |
| 1104+05 | 0 | LT.+RT. | – | | | 4 | | | | |
| 1104+20 | 60 | RT. | – | | | 7 | | | | |
| 1104+70 | 15 | LT. | 8.3 | | | | | | | |
| 1104+90 | 23 | LT. | 40.0 | | | | | | | |
| 1105+00 | 37.5 | LT. | – | | | 15 | | | | |
| 1105+20 | 55 | LT. | 16.7 | | | | | | | |
| 1105+30 | 7.5 | LT. | – | | | 6 | | | | |
| 1106+00 | 37.5 | LT. | – | | | 60 | | | | |
| 1106+20 | 30 | LT. | 11.1 | | | | | | | |
| 1106+30 | 7.5 | RT. | – | | | 4 | | | | |
| 1106+40 | 7.5 | LT. | – | | | 10 | | | | |
| 1107+30 | 40 | LT. | – | | | 12 | | | | |
| 1107+70 | 40 | LT. | – | | | 25 | | | | |
| 1107+80 | 7.5 | RT. | – | | | 25 | | | | |
| 1108+00 | 20 | LT. | 44.4 | | | | | | | |
| 1109+00 | 7.5 | RT. | – | | | 85 | | | | |
| 1109+20 | 7.5 | LT. | – | | | 8 | | | | |
| 1109+20 | 45 | LT. | – | | | 20 | | | | |
| TOTALS | | | 120.5 | | | 281 | | | | |

PAY ITEMS DESCRIPTION:

J = "DOWELLED BARRIER CONCRETE CURB"

K = "DOWELEED MOUNTABLE CONCRETE CURB"

L = "DRILLED DOWELLED BARRIER CONCRETE CURB"

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

Rahman & Associates, Inc.

DOTD

POYDRAS STREET
LASALLE ST. TO LOYOLA AVE.

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 2-16-2009 / 1 OF 1 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(076) |
| STATE PROJECT | 704-36-0060 |
| SHEET NUMBER | Jee |



\\Server1\EJOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\coop repairs group 10 quan.dwg, PCCP-19, 2/16/2009 2:52:19 PM

E:\LOG FOLDERS\ADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0003\Group 10 Orleans CED\Design Drawings\set up\dwg 3/24/2009 2:11:30 PM

# UTILITY STRUCTURE REPAIR SUMMARY

| SP. NO. | STATION | SIDE ℄ | REMARKS | TYPE | LOCATION | REC | RFC1 | RFC2 | ADJ1 | ADJ2 | LIN | COV | GFC | UBA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 704-36-0050 | | | | | | | | | | | | | | |
| POYDRAS ST. to CARONDELET ST. TO CAMP ST. | 101+18 | LT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 102+74 | RT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 102+82 | LT. | ADJUST TO GRADE AND REPLACE COVER | DCB | GUTTER | | | | 1 | | | 1 | | |
| | 104+41 | LT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 104+77 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| | 104+78 | LT. | REPLACE COVER | DMH | ROADWAY | | | | | | | 1 | | |
| | 105+25 | LT. | REPLACE COVER | DMH | ROADWAY | | | | | | | 1 | | |
| | 107+04 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| 704-36-0050 | | | | | | | | | | | | | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 3 | 10 | | | | |
| TOTAL S.P. NO. 704-36-0050 | | | | | | | 1 | | 6 | 10 | | 5 | | |
| 704-36-0051 | | | | | | | | | | | | | | |
| LOYOLA AVE. TO S. PETERS ST. / CRAVIER ST. / LASALLE ST. / POYDRAS ST. TO TULANE AVE. (US 61) | 202+19 | LT. | REPLACE FRAME AND COVER | DCB | ROADWAY | | 1 | | | | | | | |
| | 205+95 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| | 205+96 | LT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| | 206+13 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| | 207+37 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| | 207+38 | LT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 207+45 | RT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 208+93 | RT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 208+98 | LT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 209+82 | RT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 210+63 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 210+70 | LT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 214+89 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| | 214+92 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| 704-36-0051 | 215+67 | LT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 9 | 26 | | | | |
| TOTAL S.P. NO. 704-36-0051 | | | | | | | 6 | | 18 | 26 | | | | |
| 704-36-0052 | 301+00 | RT. | REPLACE FRAME AND COVER | SMH | ROADWAY | | 1 | | | | | | | |
| | 306+55 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 313+90 | LT. | REPLACE FRAME AND COVER | SMH | ROADWAY | | 1 | | | | | | | |
| 704-36-0052 | 319+60 | LT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 32 | 71 | | | | |
| TOTAL S.P. NO. 704-36-0052 | | | | | | | 4 | | 32 | 71 | | | | 5 |
| 704-36-0053 | 408+30 | RT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 418+50 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| 704-36-0053 | 427+15 | RT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 23 | 67 | | | | |
| TOTAL S.P. NO. 704-36-0053 | | | | | | | 2 | | 24 | 67 | | | | |

COMMON ST. LOYOLA AVE. TO S. PETERS ST.

PAY ITEMS DESCRIPTION

DCB - DRAIN CATCH BASIN
DMH - DRAIN MANHOLE
SMH - SEWER MANHOLE
WV - WATER VALVE
ADJ1 - MANHOLE ADJUSTMENT
ADJ2 - MANHOLE ADJUSTMENT WITH RINGS
REC - CATCH BASIN ADJUSTMENT TYPE C
RFC1 - REPLACEMENT DRAIN MANHOLE FRAME AND COVER
RFC2 - REPLACEMENT SANITARY SEWER MANHOLE FRAME AND COVER
COV - REPLACEMENT CATCH BASIN FRAME AND COVER
GFC - REPLACEMENT GRATE INLET FRAME AND COVER
LIN - REHABILITATE EXISTING CATCH BASINS (NON PARTICIPATING)
UBA - UTILITY BOX ADJUSTMENT

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3/24/09

Ashtiani & Rahman, Inc.

DOTD

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

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED / CHECKED | ASJ / ARB |
| DETAILED / CHECKED | RWA / ARB |
| DATE / SHEET | 3-24-2009 / 1 OF 4 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1 (066) LEAD |
| STATE PROJECT | 704-36-0050 LEAD |
| SHEET NUMBER | 311 |

E:\TDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0028\GROUP 10 Orleans CBD\Design Drawings\set quan.dwg, 3/24/2009 2:11:53 PM

## UTILITY STRUCTURE REPAIR SUMMARY

| SP. NO. | STATION | SIDE ℄ | REMARKS | TYPE | LOCATION | REC | RFC1 | RFC2 | ADJ1 | ADJ2 | LIN | COV | GFC | UBA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 704-36-0054 | 503+86 | LT. | ADJUST TO GRADE | DMH | GUTTER | | | | 1 | | | | | |
| GIROD ST. TO LOYOLA AVE. TO S. PETERS ST. | 506+15 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 506+96 | LT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 514+15 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 515+50 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 517+70 | @ ℄ | REPLACE COVER | DMH | ROADWAY | | | | | | | 1 | | |
| | 518+15 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 521+96 | LT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| 704-36-0054 | 533+32 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 16 | 39 | | | | |
| TOTAL S.P. NO. 704-36-0054 | | | | | | | 3 | | 19 | 39 | | 3 | | |
| 704-36-0055 | 611+07 | RT. | REATTACH FRONT GRATE TO FRAME | DCB | GUTTER | | 1 | | | | | | | |
| MAGAZINE ST. TO US 90 TO CANAL ST. | 614+39 | RT. | REATTACH FRONT GRATE TO FRAME | DCB | GUTTER | | 1 | | | | | | | |
| | 618+67 | @ ℄ | REPLACE COVER | DMH | ROADWAY | | | | | | | 1 | | |
| | 621+71 | LT. | REPLACE FRAME AND COVER | SMH | ROADWAY | | 1 | | | | | | | |
| | 626+13 | RT. | REPLACE FRAME AND COVER | DMH | GUTTER | | 1 | | | | | | | |
| | 629+16 | RT. | REATTACH FRONT GRATE TO FRAME | DCB | GUTTER | | 1 | | | | | | | |
| | 635+14 | RT. | REPAIR AND REATTACH CRACKED FRONT GRATE | DCB | GUTTER | | 1 | | | | | | | |
| | 635+57 | RT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| 704-36-0055 | 636+76 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 24 | 59 | | | | |
| TOTAL S.P. NO. 704-36-0055 | | | | | | | 7 | | 24 | 59 | | 2 | | 1 |
| 704-36-0056 | 707+86 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| CAMP ST. TO US 90 TO CANAL ST | 712+79 | LT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 716+35 | LT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 716+35 | RT. | REATTACH COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 724+57 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 728+11 | LT. | ADJUST TO GRADE | WV | ROADWAY | | | | 1 | | | | | |
| | 734+33 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 737+87 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 737+98 | LT. | REATTACH FRONT GATE | DCB | GUTTER | | 1 | | | | | | | |
| | 738+99 | LT. | REPAIR FRONT GATE | DCB | GUTTER | | 1 | | | | | | | |
| 704-36-0056 | 740+48 | LT. | REPLACE GRATE | DCB | GUTTER | | | | | | | 1 | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 15 | 32 | | | | |
| TOTAL S.P. NO. 704-36-0056 | | | | | | | 5 | | 17 | 32 | | 4 | | 2 |

PAY ITEMS DESCRIPTION

DCB - DRAIN CATCH BASIN
DMH - DRAIN MANHOLE
SMH - SEWER MANHOLE
WV - WATER VALVE
ADJ1 - MANHOLE ADJUSTMENT
ADJ2 - MANHOLE ADJUSTMENT WITH RINGS
REC - CATCH BASIN ADJUSTMENT TYPE C
RFC1 - REPLACEMENT DRAIN MANHOLE FRAME AND COVER
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COV - REPLACEMENT CATCH BASIN FRAME AND COVER
GFC - REPLACEMENT GRATE INLET FRAME AND COVER
LIN - REHABILITATE EXISTING CATCH BASINS (NON PARTICIPATING)
UBA - UTILITY BOX ADJUSTMENT

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3/24/09

Ashtech & Associates, Inc.

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

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ASJ / ARB | PARISH | ORLEANS |
| DETAILED / CHECKED | RWA / ARB | FEDERAL PROJECT | ER-ERP1 (066) LEAD |
| DATE / SHEET | 3-24-2009 / 2 OF 4 | STATE PROJECT | 704-36-0050 LEAD |

SHEET NUMBER 359

E:\JOBFOLDERS\ADOTD Retaining Repair of Roads Damaged by Katrina 704-99-0038\GROUP 10 Orleans CD\Design Drawings\Set quantDwg, 3/24/2009 2:12:14 PM

## UTILITY STRUCTURE REPAIR SUMMARY

| SP. NO. | STATION | SIDE ℄ | REMARKS | TYPE | LOCATION | REC | RFC1 | RFC2 | ADJ1 | ADJ2 | LIN | COV | GFC | UBA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 704-36-0057 | 804+50 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| ST. CHARLES AVE. US 90 TO CANAL ST. | 805+40 | LT. | REPLACE FRAME AND COVER | SMH | ROADWAY | | | 1 | | | | | | |
| | 806+60 | LT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 807+20 | LT. | REPLACE COVER | DMH | ROADWAY | | | | | | | 1 | | |
| | 808+25 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 809+00 | LT. | REPLACE COVER | DMH | GUTTER | | | | | | | 1 | | |
| | 814+70 | LT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 816+85 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 817+10 | LT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 818+40 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 820+50 | RT. | REPLACE COVER | DMH | ROADWAY | | | | | | | 1 | | |
| | 823+80 | RT. | REPLACE COVER | DCB | GUTTER | | | | | | | 1 | | |
| | 828+30 | RT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 829+35 | RT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| 704-36-0057 | 837+55 | RT. | REPLACE FRAME AND COVER | DMH | GUTTER | | 1 | | | | | | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 32 | 68 | | | | |
| TOTAL S.P. NO. 704-36-0057 | | | | | | | 4 | 1 | 32 | 68 | | 10 | | 4 |
| 704-36-0058 | 905+75 | RT. | REPLACE FRAME AND COVER | SMH | ROADWAY | | 1 | | | | | | | |
| CARONDELET ST. US 90 TO CANAL ST. | 906+80 | RT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 908+10 | LT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 914+50 | RT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 914+90 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 923+50 | RT. | REPLACE FRAME AND COVER | SMH | ROADWAY | | 1 | | | | | | | |
| | 928+60 | RT. | REPLACE FRAME AND COVER | SMH | ROADWAY | | 1 | | | | | | | |
| | 931+35 | RT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 933+60 | LT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 935+80 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| 704-36-0058 | 941+90 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 32 | 57 | | | | |
| TOTAL S.P. NO. 704-36-0058 | | | | | | | 10 | | 33 | 57 | | | | 7 |
| 704-36-0059 | 1004+54 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| LOYOLA AVE. US 90 TO CANAL ST. | 1005+32 | LT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | 1006+92 | LT. | REPLACE FRAME AND COVER | DMH | GUTTER | | 1 | | | | | | | |
| | 1007+56 | LT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 1007+61 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | 1 | | | |
| | 1009+36 | RT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 1013+31 | RT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 1014+65 | LT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 1017+81 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| | 1022+01 | RT. | ADJUST TO GRADE | DMH | ROADWAY | | | | 1 | | | | | |
| | 1024+16 | RT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 1025+44 | RT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 1027+35 | LT. | REPLACE FRAME AND COVER | DCB | GUTTER | | 1 | | | | | | | |
| | 1029+50 | LT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| | 1030+04 | RT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | 1 | | | |
| | 1034+40 | RT. | ADJUST TO GRADE | DCB | GUTTER | | | | 1 | | | | | |
| 704-36-0059 | 1043+47 | LT. | REPLACE FRAME AND COVER | DMH | ROADWAY | | 1 | | | | | | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 23 | 65 | | | | |
| TOTAL S.P. NO. 704-36-0059 | | | | | | | 6 | | 34 | 65 | 2 | | | |

PAY ITEMS DESCRIPTION

DCB - DRAIN CATCH BASIN
DMH - DRAIN MANHOLE
SMH - SEWER MANHOLE
WV - WATER VALVE
ADJ1 - MANHOLE ADJUSTMENT
ADJ2 - MANHOLE ADJUSTMENT WITH RINGS
REC - CATCH BASIN ADJUSTMENT TYPE C
RFC1 - REPLACEMENT DRAIN MANHOLE FRAME AND COVER
RFC2 - REPLACEMENT SANITARY SEWER MANHOLE FRAME AND COVER
COV - REPLACEMENT CATCH BASIN FRAME AND COVER
GFC - REPLACEMENT GRATE INLET FRAME AND COVER
LIN - REHABILITATE EXISTING CATCH BASINS (NON PARTICIPATING)
UBA - UTILITY BOX ADJUSTMENT

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

3/24/09

Reinhorn & Associates, Inc.

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

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ASJ / ARB | PARISH | ORLEANS |
| DETAILED / CHECKED | RWA / ARB | FEDERAL PROJECT | ER-ERP1 (066) LEAD |
| DATE / SHEET | 3-24-2009 / 3 OF 4 | STATE PROJECT | 704-36-0050 LEAD |

SHEET NUMBER 3hh

E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0030\GROUP 10 Orleans CBD\Design Drawings\st quan.dwg, 3/24/2009 2:12:58 PM

## UTILITY STRUCTURE REPAIR SUMMARY

POYDRAS ST.
LASALLE ST.
TO LOYOLA AVE.

| SP. NO. | STATION | SIDE ℄ | REMARKS | TYPE | LOCATION | REC | RFC1 | RFC2 | ADJ1 | ADJ2 | LIN | COV | GFC | UBA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 704-36-0060 | 1101+30 | LT. | ADJUST TO GRADE | | ROADWAY | | | | 1 | | | | | |
| | 1101+80 | RT. | REPLACE FRAME AND COVER | | GUTTER | | 1 | | | | | | | |
| 704-36-0060 | 1103+85 | LT. | ADJUST TO GRADE | | ROADWAY | | | | 1 | | | | | |
| | | | ADJUSTMENT OF REMAINING MANHOLES | ALL | ALL | | | | 4 | 12 | | | | |
| TOTAL S.P. NO. 704-36-0060 | | | | | | | 1 | | 6 | 12 | | | | |



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

3/24/09

### PAY ITEMS DESCRIPTION

DCB - DRAIN CATCH BASIN
DMH - DRAIN MANHOLE
SMH - SEWER MANHOLE
WV - WATER VALVE

ADJ1 - MANHOLE ADJUSTMENT
ADJ2 - MANHOLE ADJUSTMENT WITH RINGS
REC - CATCH BASIN ADJUSTMENT TYPE C
RFC1 - REPLACEMENT DRAIN MANHOLE FRAME AND COVER

RFC2 - REPLACEMENT SANITARY SEWER MANHOLE FRAME AND COVER
COV - REPLACEMENT CATCH BASIN FRAME AND COVER
GFC - REPLACEMENT GRATE INLET FRAME AND COVER
LIN - REHABILITATE EXISTING CATCH BASINS (NON PARTICIPATING)
UBA - UTILITY BOX ADJUSTMENT

Rahman & Associates, Inc.

DOTD

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

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ASJ / ARB | PARISH | ORLEANS |
| DETAILED / CHECKED | RWA / ARB | FEDERAL PROJECT | ER-ERP1 (066) LEAD |
| DATE SHEET | 3-24-2009 / 4 OF 4 | STATE PROJECT | 704-36-0050 LEAD |

SHEET NUMBER 311

S.P. 704-36-0050
POYDRAS STREET
(CARONDELET ST. TO CAMP STREET)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

S.P. 704-36-0051
LASALLE ST.
(POYDRAS ST. TO TULANE AVE. (US 61)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 8 | 0 | 0 | 8 | 5 | 0 | 0 | 5 |

S.P. 704-36-0052
GRAVIER STREET
(LOYOLA AVE. TO S. PETERS ST.)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 9 | 8 | 2 | 19 | 3 | 0 | 0 | 3 |

S.P. 704-36-0053
COMMON STREET
(LOYOLA AVE. TO S. PETERS ST.)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 12 | 1 | 0 | 13 | 17 | 0 | 0 | 17 |

S.P. 704-36-0054
GIROD STREET
(LOYOLA AVENUE TO S. PETERS ST.)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 13 | 2 | 0 | 15 | 18 | 1 | 0 | 19 |

S.P. 704-36-0055
MAGAZINE STREET
(US 90 TO CANAL STREET)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 24 | 4 | 1 | 29 | 8 | 0 | 0 | 8 |

S.P. 704-36-0056
CAMP STREET
(US 90 TO CANAL STREET)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 21 | 4 | 2 | 27 | 10 | 0 | 0 | 10 |

S.P. 704-36-0057
ST. CHARLES AVENUE
(US 90 TO CANAL SREET)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 23 | 8 | 3 | 34 | 5 | 1 | 1 | 7 |

S.P. 704-36-0058
CARONDELET STREET
(US 90 TO CANAL STREET)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 20 | 12 | 6 | 38 | 7 | 1 | 1 | 9 |

S.P. 704-36-0059
LOYOLA AVENUE
(US 90 TO CANAL STREET)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 43 | 0 | 0 | 43 | 65 | 1 | 0 | 66 |

S.P. 704-36-0060
POYDRAS STREET
(LASALLE ST. TO LOYOLA AVE.)

CONCRETE WALK (6" THICK) HANDICAP RAMPS

| TYPE A | | | TOTAL | TYPE B | | | TOTAL |
|---|---|---|---|---|---|---|---|
| A1 | A2 | A3 | TYPE A | B1 | B2 | B3 | TYPE B |
| 4 | 0 | 0 | 4 | 10 | 0 | 0 | 10 |

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

3/29/09

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

Rahman & Associates, Inc.

DOTD

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

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1 (066) LEAD |
| DATE / SHEET | 3-24-2009 / 1 OF 1 | STATE PROJECT | 704-36-0050 LEAD |

SHEET NUMBER 33

J-59

E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-32-0033\GROUP 10 Orleans CBD\Design Drawings\CONC WALK 6IN HANDICAP RAMPS QUAN.dwg, 3/24/2009 10:55:07 AM

## NON-PARTICIPATING DRAINAGE REPAIR SUMMARY

| | STATION | STATION | UPSTREAM STRUCTURE NO. | DOWNSTREAM STRUCTURE NO. | SIDE OF ℄ | PIPE LENGTH FEET | PIPE DIAMETER INCHES | DESCRIPTION OF REPAIR | FULL PIPE LINING lin. ft. | | | | PIPE REPLACEMENT lin.ft | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | 10" | 18" | 21" | 24" | 15" | 18" | 21" | 24" |
| | LASALLE ST. (POYDRAS ST. TO TULANE AVE. (US 61)) S.P. NO. 704-36-0051 | | | | | | | | | | | | | | | |
| | 202+23 | 203+00 | 396-468-0234 | 396-468-0235 | RT | 77 | 10 | FULL LINING | 77 | | | | | | | |
| | TOTAL S.P. NO. 704-36-0051 | | | | | | | | 77 | | | | | | | |
| | GRAVIER ST. (LOYOLA AVE. TO S. PETERS ST.) S.P. NO. 704-36-0052 | | | | | | | | | | | | | | | |
| | 301+30 | 302+36 | 396-468-0038 | 396-470-0039 | LT | 106 | 24 | FULL LINING | | | | 106 | | | | |
| | 306+35 | 307+34 | 396-468-0042 | 396-468-0043 | RT | 99 | 21 | REPLACE PIPE | | | | | | | 99 | |
| | 307+34 | 308+37 | 396-468-0041 | 396-468-0042 | RT | 103 | 21 | FULL LINING | | | 103 | | | | | |
| | 330+60 | 332+52 | 399-468-0167 | 399-468-0162 | LT | 192 | 21 | REPLACE PIPE | | | | | | | 192 | |
| | TOTAL S.P. NO. 704-36-0052 | | | | | | | | | | 103 | 106 | | | 291 | |
| | COMMON ST. (LOYOLA AVE. TO S. PETERS ST.) S.P. NO. 704-36-0053 | | | | | | | | | | | | | | | |
| | 406+12 | 406+57 | 386-470-0011 | 396-470-0012 | RT | 45 | 18 | REPLACE PIPE | | | | | | 45 | | |
| ⊙ | 412+15 | 413+81 | 399-468-0324 | 399-470-0228 | RT | 166 | 18 | REPAIR AND FULL LINING | | 166 | | | | 32 | | |
| | 427+10 | 428+50 | 399-468-0219 | 399-468-0220 | LT | 140 | 21 | REPLACE PIPE | | | | | | | 140 | |
| | 428+68 | 430+87 | 399-468-0217 | 399-468-0218 | LT | 199 | 21 | REPLACE PIPE | | | | | | | 199 | |
| | 430+87 | 432+75 | 399-468-0157 | 399-468-0217 | LT | 188 | 21 | REPLACE PIPE | | | | | | | 188 | |
| | TOTAL S.P. NO. 704-36-0053 | | | | | | | | | 166 | | | | 77 | 527 | |
| | MAGAZINE ST. (US 90 TO CANAL ST.) S.P. NO. 704-36-0055 | | | | | | | | | | | | | | | |
| ☒ | 630+50 | 631+25 | 399-468-0443 | 399-468-0022 | RT | 75 | 10 | REPLACE PIPE | | | | | 75 | | | |
| | TOTAL S.P. NO. 704-36-0055 | | | | | | | | | | | | 75 | | | |
| | CAMP ST. (US 90 TO CANAL ST.) S.P. NO. 704-36-0056 | | | | | | | | | | | | | | | |
| ⊙ | 707+85 | 709+72 | 399-466-317 | 399-466-318 | RT | 187 | 18 | REPAIR AND FULL LINING | | 187 | | | | 32 | | |
| | TOTAL S.P. NO. 704-36-0056 | | | | | | | | | 187 | | | | 32 | | |

⊙ THE LOCATION OF PIPE TO BE REPLACED SHALL BE DETERMINED BY PROJECT ENGINEER IN FIELD.

☒ EXISTING 10" PIPE IS REPLACED BY 15" PIPE AS PER CITY OF NEW ORLEANS REQUEST (MIN. SIZE FOR TRUNK LINE)

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

4/16/09

Robinson & Associates, Inc.

DOTD

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

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED / CHECKED | ASJ / ARB |
| DETAILED / CHECKED | RWA / ARB |
| DATE / SHEET | 2-16-2009 / 1 OF 1 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1 (066) LEAD |
| STATE PROJECT | 704-36-0050 LEAD |
| SHEET NUMBER | 3kk |



\\Server1\EU06 FOLDERS\ADDTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\set quan.dwg, DRAIN PIPE 01, 2/16/2009 3:02:26 PM

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## PHASE "A" ENHANCEMENT STIMULUS FUNDING
## REPLACEMENT OF EXISTING SIDEWALKS & UTILITY ADJUSTMENTS

| STATION | STATION | SIDE OF ℄ | LENGTH | WIDTH | REMOVAL OF CONCRETE WALKS & CONCRETE WALKS 6" THICK | UTILITY ADJUSTMENTS | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | MANHOLE | UTILITY BOX | UTILITY VALVE BOX |
| | | | FEET | FEET | SQ.YDS | EACH | EACH | EACH |
| LASALLE ST. (POYDRAS ST. TO TULANE AVE. (US 61)) S.P. NO. 704-36-0051 | | | | | | | | |
| 201+97.64 | 205+60 | RT | 362.36 | 8 | 322.1 | 4 | 2 | |
| 206+30 | 210+75 | RT | 445 | 18 | 890.0 | 2 | 3 | 2 |
| 206+35 | 210+85 | LT | 450 | 5 | 250.0 | 5 | | 9 |
| 211+30 | 215+30 | RT | 400 | 6 | 266.7 | 1 | 3 | 3 |
| 211+40 | 212+50 | LT | 110 | 5 | 61.1 | 1 | | 1 |
| 214+35 | 215+50 | LT | 115 | 5 | 63.9 | | 1 | |
| TOTAL S.P. NO. 704-36-0051 | | | | | 1853.8 | 13 | 9 | 15 |
| COMMON ST. (LOYOLA AVE. TO S. PETERS ST.) S.P. NO. 704-36-0053 | | | | | | | | |
| 403+30 | 405+40 | RT | 210 | 10 | 233.3 | | 2 | 10 |
| 403+45 | 404+85 | LT | 140 | 10 | 155.6 | | | 3 |
| 406+05 | 408+15 | LT | 210 | 8 | 186.7 | 3 | 2 | 9 |
| 410+65 | 412+00 | RT | 135 | 10 | 150.0 | 2 | | 3 |
| 412+55 | 416+25 | RT | 370 | 8 | 328.9 | 4 | 2 | 10 |
| 415+25 | 416+35 | LT | 110 | 8 | 97.8 | 1 | 1 | 3 |
| 416+95 | 419+10 | LT | 215 | 8 | 191.1 | 3 | 3 | 10 |
| 420+90 | 423+90 | RT | 300 | 8 | 266.7 | 4 | | 17 |
| 423+55 | 424+40 | LT | 85 | 8 | 75.6 | 1 | | |
| 427+60 | 428+65 | RT | 105 | 7 | 81.7 | | | |
| 429+85 | 432+71 | LT | 286 | 8 | 254.2 | 4 | 2 | 13 |
| 430+50 | 432+80 | RT | 230 | 9 | 230.0 | 1 | 3 | 3 |
| TOTAL S.P. NO. 704-36-0053 | | | | | 2251.6 | 23 | 15 | 81 |
| LOYOLA AVE. (US 90 TO CANAL ST.) S.P. NO. 704-36-0059 | | | | | | | | |
| 1004+55 | 1005+25 | LT | 70 | 11 | 85.6 | | | |
| 1005+55 | 1008+45 | LT | 290 | 12 | 386.7 | | 2 | |
| 1005+60 | 1008+40 | RT | 280 | 12 | 373.3 | | 1 | |
| 1009+00 | 1013+55 | RT | 455 | 12 | 606.7 | 1 | 2 | |
| 1012+60 | 1013+60 | LT | 100 | 11 | 122.2 | 1 | | |
| 1014+35 | 1016+70 | LT | 235 | 20 | 522.2 | 5 | 6 | 2 |
| 1016+70 | 1017+55 | LT | 85 | 13 | 122.8 | | | |
| 1017+85 | 1019+25 | LT | 140 | 10 | 155.6 | | 2 | |
| 1019+25 | 1022+15 | LT | 290 | 22 | 708.9 | 1 | 1 | |
| 1021+94 | 1022+02 | MEDIAN LT-RT | 8 | 48 | 42.7 | | | |
| 1023+00 | 1027+10 | RT | 410 | 14 | 637.8 | 2 | 1 | 4 |
| 1023+07 | 1023+17 | MEDIAN LT-RT | 10 | 48 | 53.3 | | | |
| 1023+45 | 1026+85 | LT | 340 | 12 | 453.3 | | 2 | |
| 1027+10 | 1027+70 | LT | 60 | 10 | 66.7 | 1 | | |
| 1027+60 | 1030+00 | RT | 240 | 15 | 400.0 | 3 | | 1 |
| 1028+00 | 1032+60 | LT | 460 | 5 | 255.6 | 2 | | |
| 1030+80 | 1032+40 | RT | 160 | 11 | 195.6 | | | |
| 1032+75 | 1036+48 | RT | 373 | 11 | 455.9 | 13 | | 9 |
| 1033+10 | 1035+70 | LT | 260 | 5 | 144.4 | | | |
| 1035+70 | 1036+25 | LT | 55 | 15 | 91.7 | | | |
| TOTAL S.P. NO. 704-36-59 | | | | | 5881.0 | 29 | 17 | 16 |

NOTE:
THE LOCATION OF SIDEWALK TO BE REPLACED SHALL BE DETERMINED BY THE PROJECT ENGINEER IN FIELD.

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

5/5/09

Rahman & Associates, Inc.

DOTD

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

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 2 | 5/05/09 | ADDED NEW SHEET | ARB |

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ASJ / ARB | PARISH | ORLEANS |
| DETAILED / CHECKED | RWA / ARB | FEDERAL PROJECT | ER-ERP1 (068) LEAD |
| DATE / SHEET | 4-23-2009 / 1 OF 1 | STATE PROJECT | 704-36-0050 LEAD |

SHEET NUMBER 3LL

E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0031\GROUP 16 Orleans CBD\Design Drawings\est_quan.dwg, 5/18/2009 2:03:07 PM

## PHASE "A" ENHANCEMENT STIMULUS FUNDING
## MARKINGS AND SIGNAGE SUMMARY

| STATION | STATION | SIDE OF $\mathcal{C}_L$ | LENGTH (FEET) | SHARED USE BIKE LANE | | | DEDICATED USE BIKE LANE | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYMBOLS BICYCLE | 4" STRIPING CHEVRONS | N.O. ROUTE SIGNS(D11-1MOD) | 6" SOLID WHITE STRIPPING | SYMBOLS BICYCLE | SYMBOLS ARROW | SIGNS (R3-17) |
| LASALLE ST. (POYDRAS ST. TO TULANE AVE. (US 61)) S.P. NO. 704-36-0051 | | | | | | | | | | |
| 201+97.64 | 215+50 | LT + RT | 1352.36 | 12 | 12 | 4 | | | | |
| TOTAL S.P. NO. 704-36-0051 | | | | 12 | 12(120 LF) | 4(16 SQ FT) | | | | |
| GRAVIER ST. (LOYOLA AVE. TO S. PETERS ST.) S.P. NO. 704-36-0052 | | | | | | | | | | |
| 300+95 | 332+45 | LT | 3150 | | | | 2614 | 16 | 16 | 5 |
| TOTAL S.P. NO. 704-36-0052 | | | | | | | 2614 | 16 | 16 | 5(25 SQ FT) |
| COMMON ST. (LOYOLA AVE. TO S. PETERS ST.)S.P. NO. 704-36-0053 | | | | | | | | | | |
| 403+37 | 432+70 | LT + RT | 2933 | 2 | 2 | 2 | 2244 | 13 | 13 | 4 |
| TOTAL S.P. NO. 704-36-0053 | | | | 2 | 2(20 LF) | 2(8 SQ FT) | 2244 | 13 | 13 | 4(20 SQ FT) |
| MAGAZINE ST. (US 90 TO CANAL ST.) S.P. NO. 704-36-0055 | | | | | | | | | | |
| 610+85 | 640+04.30 | LT | 2919.3 | 10 | 10 | 4 | | | | |
| TOTAL S.P. NO. 704-36-0055 | | | | 10 | 10(100 LF) | 4(16 SQ FT) | | | | |
| CAMP ST. (US 90 TO CANAL ST.) S.P. NO. 704-36-0056 | | | | | | | | | | |
| 706+20 | 741+00 | RT | 3480 | 12 | 12 | 5 | | | | |
| TOTAL S.P. NO. 704-36-0056 | | | | 12 | 12(120 LF) | 5(20 SQ FT) | | | | |
| LOYOLA AVE. (US 90 TO CANAL ST.) S.P. NO. 704-36-0059 | | | | | | | | | | |
| 1001+50 | 1043+40 | LT + RT | 4190 | 27 | 27 | 10 | | | | |
| TOTAL S.P. NO. 704-36-0059 | | | | 27 | 27(270 LF) | 10(40 SQ FT) | | | | |
| POYDRAS ST. (LASALLE ST. TO LOYOLA AVE.) S.P. NO. 704-36-0060 | | | | | | | | | | |
| 1100+90 | 1109+30 | LT + RT | 840 | 4 | 4 | 2 | | | | |
| TOTAL S.P. NO. 704-36-0060 | | | | 4 | 4(40 LF) | 2(8 SQ FT) | | | | |

NOTES:
STRIPING LAYOUT SHEETS IN THE PLANS DO NOT SHOW THE LOCATION OF 6" STRIP FOR DEDICATED BIKE LANE (SEE TYPICAL SECTION)

BIKE LANE PAVEMENT MARKINGS (SYMBOL) PER LANE TO BE PLACED AT THE BEGINNING OF THE STREET BLOCK AND THEN AT THE ½ BLOCK (FOR EACH CITY BLOCK).

THE CENTERLINE OF THE PAVEMENT MARKING (SYMBOL) SHALL BE PLACED 11 FEET FROM THE CURB FOR SHARED USE BIKE LANES OR IN THE CENTER OF THE DEDICATED BIKE LANES.

CHEVRONS TO BE INCLUDED WITH THE BIKE SYMBOLS FOR SHARED USE BIKE LANES ARE DETAILED WITH DIMENSIONS ON THE BIKE GUIDE DETAILS SHEET AND WILL BE PAID AS PLASTIC PAVEMENT STRIPING (4" WIDE) @ 10 LIN. FEET FOR EACH CHEVRON SET, ITEM 732-01-01000.

BIKE LANE SIGNS ARE TO BE PLACED PER EACH BIKE LANE (SHARED OR DEDICATED) EVERY OTHER CITY BLOCK.

THE NEW ORLEANS BICYCLE ROUTE SIGN (N.O. ROUTE SIGN)(D11-1MOD) AND THE STANDARD BIKE LANE SIGN (R3-17) ARE DETAILED WITH DIMENSIONS ON THE BIKE GUIDE DETAILS SHEET. EACH N.O. ROUTE SIGN = 4 SQ FT AND EACH R3-17 = 5 SQ FT.

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

5/5/09



Rahman & Associates, Inc.

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

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 2 | 5/05/09 | ADDED NEW SHEET | ARB |

| | | | |
|---|---|---|---|
| DESIGNED | ASJ | PARISH | ORLEANS |
| CHECKED | ARB | | |
| DETAILED | RWA | FEDERAL PROJECT | ER-ERP1 (066) LEAD |
| CHECKED | ARB | | |
| DATE | 4-23-2009 | STATE PROJECT | 704-36-0050 LEAD |
| SHEET | 1 OF 1 | | |

SHEET NUMBER 3mm

E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0038\GROUP 10 Orleans CBD\Design Drawings\st ruan.dwg, 5/18/2009 2:00:55 PM



## PHASE "A" ENHANCEMENT STIMULUS FUNDING
## LANDSCAPING SUMMARY

| STATION | STATION | SIDE OF ℄ | LENGTH (FEET) | TREE SPECS | QUANTITY EACH | | |
|---|---|---|---|---|---|---|---|
| | | | | | TREE CATEGORY | | PLANTING WELL |
| | | | | | MAGNOLIA GRANDIFLORA "LITTLE GEM" | ILEX X ATTENUATA "SAVANNAH" | |
| LASALLE ST. (POYDRAS ST. TO TULANE AVE. (US 61)) S.P. NO. 704-36-0051 | | | | | | | |
| 201+97.64 | 215+50 | LT + RT | 1352.36 | 2" MIN. CALIPER; 2 " MIN. D.B.H.;10 FT. TALL MIN.; STRAIGHT TRUNK; 5' MIN. CROTCH HEIGHT | 25 | 25 | 50 |
| TOTAL S.P. NO. 704-36-0051 | | | | | 25 | 25 | 50 |
| COMMON ST. (LOYOLA AVE. TO S. PETERS ST.)S.P. NO. 704-36-0053 | | | | | | | |
| 403+37 | 432+80 | LT + RT | 2943 | 2" MIN. CALIPER; 2 " MIN. D.B.H.;10 FT. TALL MIN.; STRAIGHT TRUNK; 5' MIN. CROTCH HEIGHT | 70 | 70 | 140 |
| TOTAL S.P. NO. 704-36-0053 | | | | | 70 | 70 | 140 |
| LOYOLA AVE. (US 90 TO CANAL ST.) S.P. NO. 704-36-0059 | | | | | | | |
| 1001+50 | 1043+40 | LT + RT | 4190 | 2" MIN. CALIPER; 2 " MIN. D.B.H.;10 FT. TALL MIN.; STRAIGHT TRUNK; 5' MIN. CROTCH HEIGHT | 125 | 125 | 250 |
| TOTAL S.P. NO. 704-36-0059 | | | | | 125 | 125 | 250 |

NOTES:
THE LOCATION OF TREES SHALL BE PROVIDED BY THE CITY'S (DEPARTMENT OF PARKS AND PARKWAYS) LANDSCAPE ARCHITECT.

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

5/5/09

Rahman & Associates, Inc.

DOTD

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

SUMMARY SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 0 | 5/05/09 | ADDED NEW SHEET | ARB |

| | |
|---|---|
| DESIGNED / CHECKED | ASJ / ARB |
| DETAILED / CHECKED | RWA / ARB |
| DATE / SHEET | 4-23-2009 / 1 OF 1 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1 (066) LEAD |
| STATE PROJECT | 704-36-0050 LEAD |
| SHEET NUMBER | Jnn |

# Summary Of Estimated Quantities



**Proposal ID:** 704-36-0050 **State Project Number:** 704-36-0050
**Federal Project Number:** ER-ERP1(066)

**Proposal Description:** Permanent Repair to Federal Aid Eligible Roads

| Item No. | Description | Supplemental Description | Alternate Set | Alternate Member | Quantity | Units |
|---|---|---|---|---|---|---|
| | General Items | | | | | |
| 202-02-06100 | Removal of Concrete Walks and Drives | | | | 10,054.000 | SQYD |
| 204-06-00100 | Temporary Silt Fencing | | | | 688.000 | LNFT |
| 302-01-00100 | Class II Base Course | | | | 2,451.000 | CUYD |
| 502-01-00100 | Superpave Asphaltic Concrete | | | | 21,227.000 | TON |
| 502-01-00200 | Superpave Asphaltic Concrete, Drives, Turnouts and Miscellaneous | | | | 3,871.400 | TON |
| 509-01-00100 | Cold Planing Asphaltic Pavement | | | | 167,833.000 | SQYD |
| 510-01-00200 | Pavement Patching (12" Minimum Thickness) | | | | 14,101.000 | SQYD |
| 602-02-00200 | Cleaning and Resealing Existing Longitudinal Pavement Joints | | | | 44,964.000 | LNFT |
| 602-02-00300 | Cleaning and Resealing Existing Transverse Pavements Joints | | | | 51,001.000 | LNFT |
| 602-03-00100 | Cleaning and Sealing Random cracks | | | | 6,865.000 | LNFT |
| 706-01-00300 | Concrete Walk (6" Thick) | | | | 10,026.400 | SQYD |
| 706-02-00200 | Concrete Drive (6" Thick) | | | | 26.700 | SQYD |
| 713-01-00100 | Temporary Signs and Barricades | | | | 1.000 | LUMP |
| 713-02-00200 | Temporary Pavement Markings (6" Width) | | | | 6,482.000 | LNFT |

**Notes:**

Rev. 1 - 04/21/2009 - Added Sheets
Rev. 2 - 05/18/2009 - Added Items, Revised Quantites & Revised Sheets

# Summary Of Estimated Quantities



**Proposal ID:** 704-36-0050 **State Project Number:** 704-36-0050
**Federal Project Number:** ER-ERP1(066)

**Proposal Description:** Permanent Repair to Federal Aid Eligible Roads

| Item No. | Description | Supplemental Description | Alternate Set | Alternate Member | Quantity | Units |
|---|---|---|---|---|---|---|
| 713-02-00300 | Temporary Pavement Markings (8" Width) | | | | 148.000 | LNFT |
| 713-03-02000 | Temporary Pavement Markings (Broken Line) (4" Width) (10' Length) | | | | 1.473 | MILE |
| 713-04-01000 | Temporary Pavement Markings (Solid Line) (4" Width) | | | | 1.473 | MILE |
| 713-05-00100 | Temporary Pavement Legends & Symbols (Arrow) | | | | 4.000 | EACH |
| 713-05-00300 | Temporary Pavement Legends & Symbols (ONLY) | | | | 3.000 | EACH |
| 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 |
| 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 |
| 727-01-00100 | Mobilization | | | | 1.000 | LUMP |
| 729-01-00100 | Sign (Type A) | | | | 153.000 | SQFT |
| 729-21-00100 | U-Channel Post | | | | 36.000 | EACH |
| 731-02-00100 | Reflectorized Raised Pavement Markers | | | | 1,100.000 | EACH |
| 732-01-01000 | Plastic Pavement Striping (4" Width) (Thermoplastic 90 mil) | | | | 670.000 | LNFT |
| 732-01-01020 | Plastic Pavement Striping (6" Width) (Thermoplastic 90 mil) | | | | 37,264.000 | LNFT |

**Notes:**

Rev. 1 - 04/21/2009 - Added Sheets
Rev. 2 - 05/18/2009 - Added Items, Revised Quantites & Revised Sheets

# Summary Of Estimated Quantities



**Proposal ID:** 704-36-0050 **State Project Number:** 704-36-0050
**Federal Project Number:** ER-ERP1(066)

**Proposal Description:** Permanent Repair to Federal Aid Eligible Roads

| Item No. | Description | Supplemental Description | Alternate Set | Alternate Member | Quantity | Units |
|---|---|---|---|---|---|---|
| 732-01-01040 | Plastic Pavement Striping (8" Width) (Thermoplastic 90 mil) | | | | 736.000 | LNFT |
| 732-01-01060 | Plastic Pavement Striping (12" Width) (Thermoplastic 90 mil) | | | | 5,273.000 | LNFT |
| 732-01-01080 | Plastic Pavement Striping (24" Width) (Thermoplastic 90 mil) | | | | 43.000 | LNFT |
| 732-02-01000 | Plastic Pavement Striping (Solid Line) (4" Width) (Thermoplastic 40 mil) | | | | 7.369 | MILE |
| 732-03-01000 | Plastic Pavement Striping (Broken Line) (4" Width) (Thermoplastic 40 mil) | | | | 7.375 | MILE |
| 732-04-01020 | Plastic Pavement Legends and Symbols (Arrow - Straight) | | | | 45.000 | EACH |
| 732-04-02000 | Plastic Pavement Legends and Symbols (Bicycle) | | | | 96.000 | EACH |
| 732-04-15020 | Plastic Pavement Legends and Symbols (ONLY) | | | | 11.000 | EACH |
| 732-04-19000 | Plastic Pavement Legends and Symbols (SCHOOL CROSSING) | | | | 1.000 | EACH |
| 736-09-00100 | Loop Detector | | | | 5,710.000 | LNFT |
| 736-10-00300 | Underground Junction Box (Type F) | | | | 1.000 | EACH |
| 740-01-00100 | Construction Layout | | | | 1.000 | LUMP |
| 741-11-00100 | Adjusting Water Valve | | | | 143.000 | EACH |

J-66

**Notes:**

Rev. 1 - 04/21/2009 - Added Sheets
Rev. 2 - 05/18/2009 - Added Items, Revised Quantites & Revised Sheets

# Summary Of Estimated Quantities



**Proposal ID:** 704-36-0050 **State Project Number:** 704-36-0050
**Federal Project Number:** ER-ERP1(066)

**Proposal Description:** Permanent Repair to Federal Aid Eligible Roads

| Item No. | Description | Supplemental Description | Alternate Set | Alternate Member | Quantity | Units |
|---|---|---|---|---|---|---|
| NS-SRP-00001 | ADA Ramps (Type A) | | | | 230.000 | EACH |
| NS-SRP-00002 | ADA Ramps (Type B) | | | | 154.000 | EACH |
| NS-SRP-00003 | Adjust (Manhole with Rings) | | | | 506.000 | EACH |
| NS-SRP-00004 | Adjust (Manhole) | | | | 310.000 | EACH |
| NS-SRP-00009 | Adjusting Frame and Cover (Rectangular) | | | | 3.000 | EACH |
| NS-SRP-00010 | Adjusting Junction Box (Utility) | | | | 172.000 | EACH |
| NS-SRP-00015 | Detectable Warning Surface | | | | 16.000 | EACH |
| NS-SRP-00018 | Drilled and Doweled Barrier | | | | 1,990.000 | LNFT |
| NS-SRP-00019 | Drilled and Doweled Mountable Curb | | | | 153.000 | LNFT |
| NS-SRP-00021 | Pipe (Storm Drain) (15 inch) | | | | 75.000 | LNFT |
| NS-SRP-00022 | Pipe (Storm Drain) (18 inch) | | | | 109.000 | LNFT |
| NS-SRP-00023 | Pipe (Storm Drain) (21 inch) | | | | 818.000 | LNFT |
| NS-SRP-00025 | Pipe Lining (Cured In-Place) (10 inch) | | | | 77.000 | LNFT |
| NS-SRP-00026 | Pipe Lining (Cured In-Place) (18 inch) | | | | 353.000 | LNFT |
| NS-SRP-00027 | Pipe Lining (Cured In-Place) (21 inch) | | | | 103.000 | LNFT |
| NS-SRP-00028 | Pipe Lining (Cured In-Place) (24 inch) | | | | 106.000 | LNFT |

J-67

**Notes:**

Rev. 1 - 04/21/2009 - Added Sheets
Rev. 2 - 05/18/2009 - Added Items, Revised Quantites & Revised Sheets

# Summary Of Estimated Quantities



**Proposal ID:** 704-36-0050 **State Project Number:** 704-36-0050
**Federal Project Number:** ER-ERP1(066)

**Proposal Description:** Permanent Repair to Federal Aid Eligible Roads

| Item No. | Description | Supplemental Description | Alternate Set | Alternate Member | Quantity | Units |
|---|---|---|---|---|---|---|
| NS-SRP-00029 | Project Signs (SRP) | | | | 22.000 | EACH |
| NS-SRP-00030 | Reconstruct Barrier Curb and Gutter | | | | 406.000 | LNFT |
| NS-SRP-00032 | Rehabilitate Catch Basins | | | | 2.000 | EACH |
| NS-SRP-00035 | Repair Bus Pads | | | | 140.000 | SQYD |
| NS-SRP-00037 | Replace Frame and Cover (Manhole Drain) | | | | 49.000 | EACH |
| NS-SRP-00038 | Replace Frame and Cover (Catch Basin) | | | | 24.000 | EACH |
| NS-SRP-00040 | Replace Frame and Cover (Sanitary Sewer) | | | | 1.000 | EACH |
| NS-SRP-00041 | Reset Curb (Stone) | | | | 1,029.000 | LNFT |
| NS-SRP-00042 | Reset Street Names (Tile) | | | | 11.000 | EACH |
| NS-SRP-00043 | Specialty Cold Milling | | | | 11,439.000 | SQYD |
| NS-SRP-00049 | Tree Planter Well | | | | 440.000 | EACH |

89-f

**Notes:**

Rev. 1 - 04/21/2009 - Added Sheets
Rev. 2 - 05/18/2009 - Added Items, Revised Quantites & Revised Sheets

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

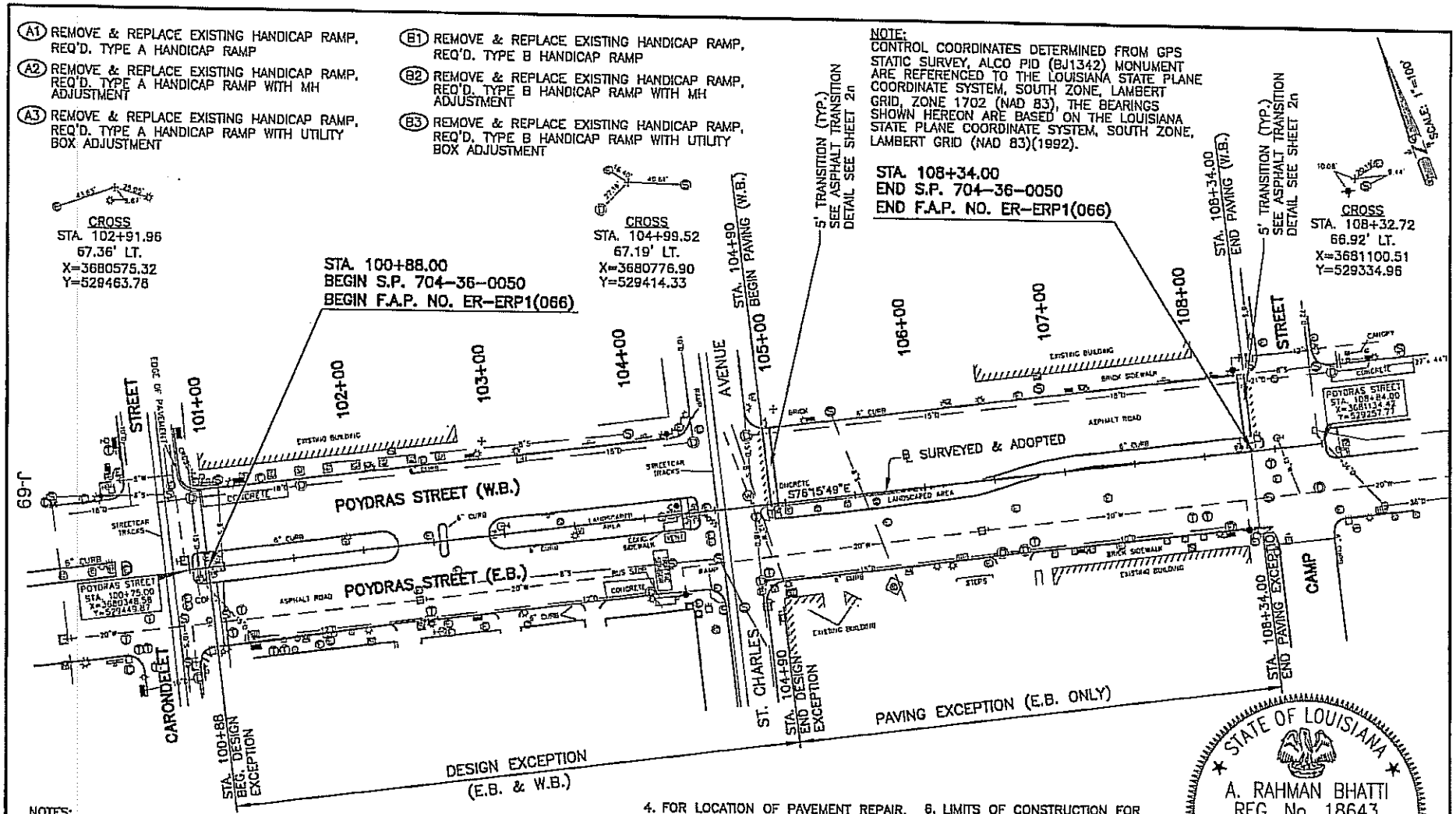
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

NOTE:
CONTROL COORDINATES DETERMINED FROM GPS STATIC SURVEY, ALCO PID (BJ1342) MONUMENT ARE REFERENCED TO THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID, ZONE 1702 (NAD 83), THE BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID (NAD 83)(1992).




NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE. ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
5. CROSSWALK STRIPING SHALL BE INSTALLED AT MEDIAN CROSSINGS AS PER STD 10 & DIRECTION OF PROJECT ENGINEER TO MEET ADA REQUIREMENTS.
6. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHEWISE SHOWN ON PLANS OR DIRECTED BY PROJECT ENGINEER.
7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
2/16/09

Rahman & Associates, Inc.

DOTD

POYDRAS STREET
CARONDELET ST. TO CAMP STREET
STA. 100+88.00 TO 108+34.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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

SHEET NUMBER 4

H:\2008 PROJECTS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0038\GROUP 10 Orleans CBD\PH Survey\PH POYDRAS-1 SURVEY\PH-2008-POYDRAS-1.dwg, 2/12/2009 10:57:35 AM, LaserJet 2100 Series on SERVER2.pc3

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

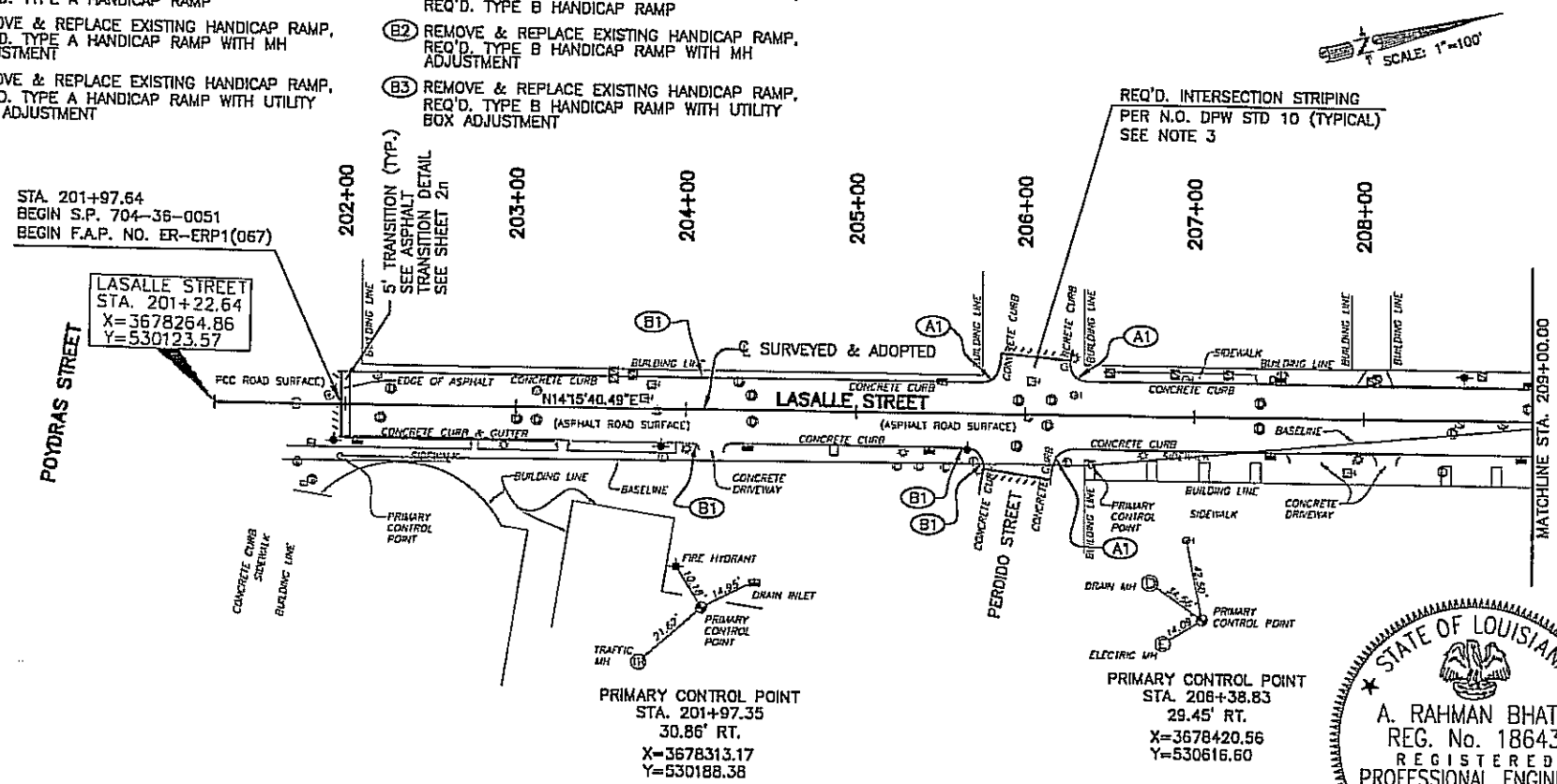
(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT




STATE OF LOUISIANA
A. RAHMAN BHATTI
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REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

2/16/09

NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
5. CROSSWALK STRIPING SHALL BE INSTALLED AT MEDIAN CROSSINGS AS PER STD 10 & DIRECTION OF PROJECT ENGINEER TO MEET ADA REQUIREMENTS.
6. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHEWISE SHOWN ON PLANS OR DIRECTED BY PROJECT ENGINEER.
7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

NOTE:
CONTROL COORDINATES DETERMINED FROM GPS STATIC SURVEY, ALCO PID (BJ1342) MONUMENT ARE REFERENCED TO THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID, ZONE 1702 (NAD 83). THE BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID (NAD 83)(1992).

Rahman & Associates, Inc.

DOTD

LASALLE STREET
POYDRAS ST. TO TULANE AVE. (US 61)
STA. 201+97.64 TO 209+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(067) |
| DATE / SHEET | 2-16-2009 / 1 OF 2 | STATE PROJECT | 704-36-0051 |

SHEET NUMBER 5

J-70

\\Server1\E\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM LaSalle Survey\RA-LASALLE.dwg, TOPO1, 2/16/2009 12:15:09 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

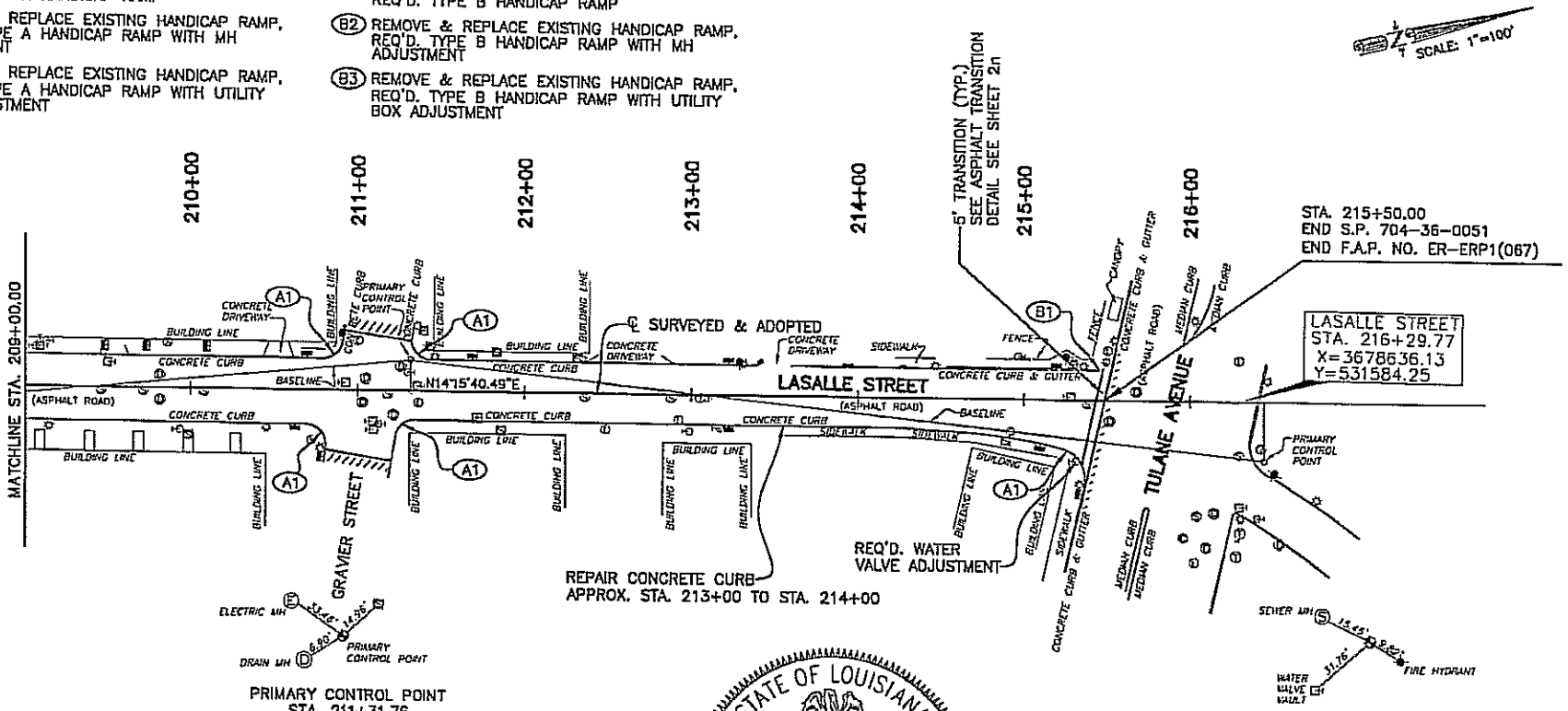
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'




PRIMARY CONTROL POINT
STA. 211+31.76
18.63' LT.
X=3678495.39
Y=531106.18

PRIMARY CONTROL POINT
STA. 216+44.18
35.86' RT.
X=3678674.44
Y=531589.38

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

2/16/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | LASALLE STREET<br>POYDRAS ST. TO TULANE AVE. (US 61)<br>STA. 209+00.00 TO 215+50.00<br>PLAN SHEET | | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 2 OF 2 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(067)<br>STATE PROJECT 704-36-0051 | SHEET NUMBER 8 |

J-71

\\Server1\E\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CED\SPN Lasalle Survey\SPN-LASALLE.dwg, TOPO2, 2/16/2009 12:19:20 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

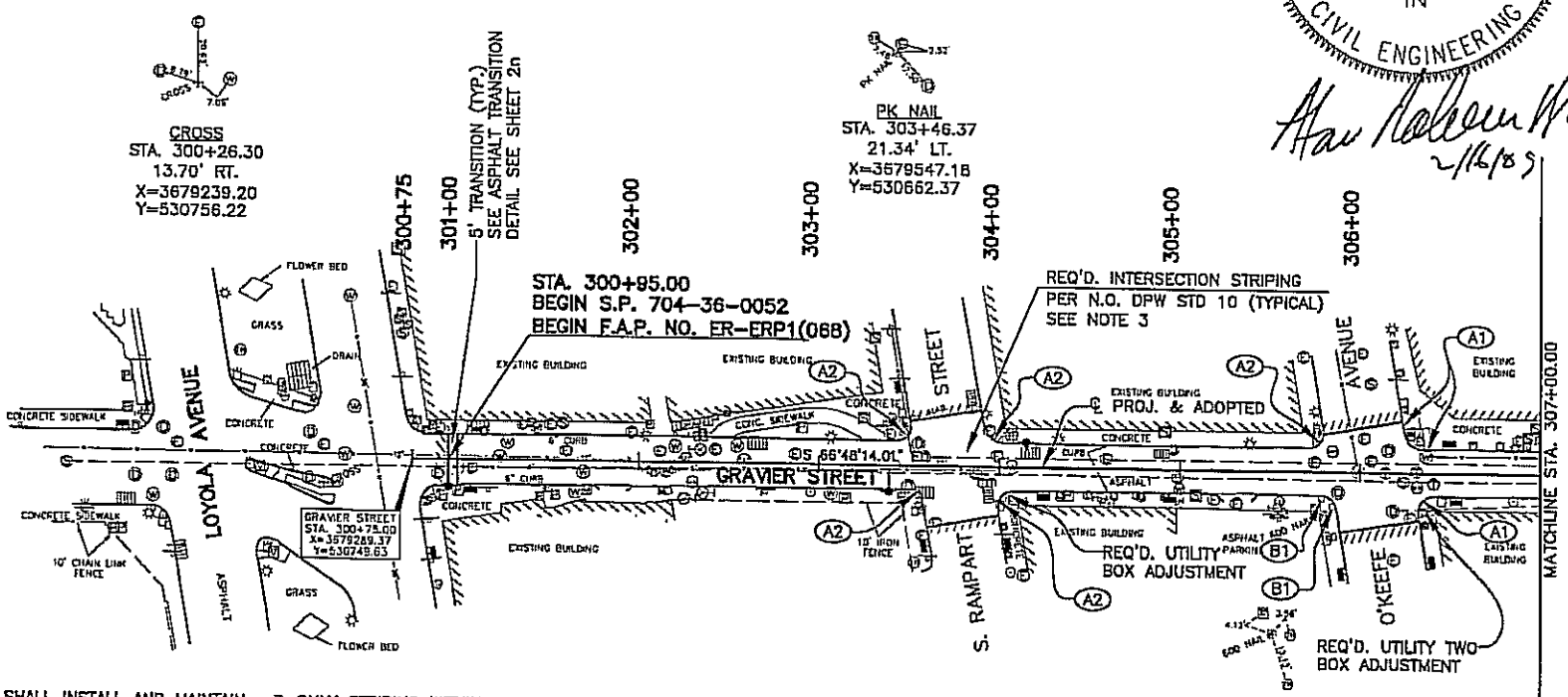
(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

NOTE:
CONTROL COORDINATES DETERMINED FROM GPS STATIC SURVEY, ALCO PID (BJ1342) MONUMENT ARE REFERENCED TO THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID, ZONE 1702 (NAD 83), THE BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID (NAD 83)(1992).

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

SCALE: 1"=100'

2/16/09




600 NAIL
STA. 305+76.81
24.22' RT.
X=3679741.07
Y=530529.72

NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
5. CROSSWALK STRIPING SHALL BE INSTALLED AT MEDIAN CROSSINGS AS PER STD 10 & DIRECTION OF PROJECT ENGINEER TO MEET ADA REQUIREMENTS.
6. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHEWISE SHOWN ON PLANS OR DIRECTED BY PROJECT ENGINEER.
7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

Rahman & Associates, Inc.

DOTD

GRAVIER STREET
LOYOLA AVE. TO S. PETERS ST.
STA. 300+95.00 TO 307+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(068) |
| DATE / SHEET | 2-16-2009 / 1 OF 4 | STATE PROJECT | 704-36-0052 |

SHEET NUMBER 7

J-72

\\Server1\E\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM GRAVIER SURVEY\RA-2000-GRAVIER.dwg, Layout1, 2/12/2009 1:54:34 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

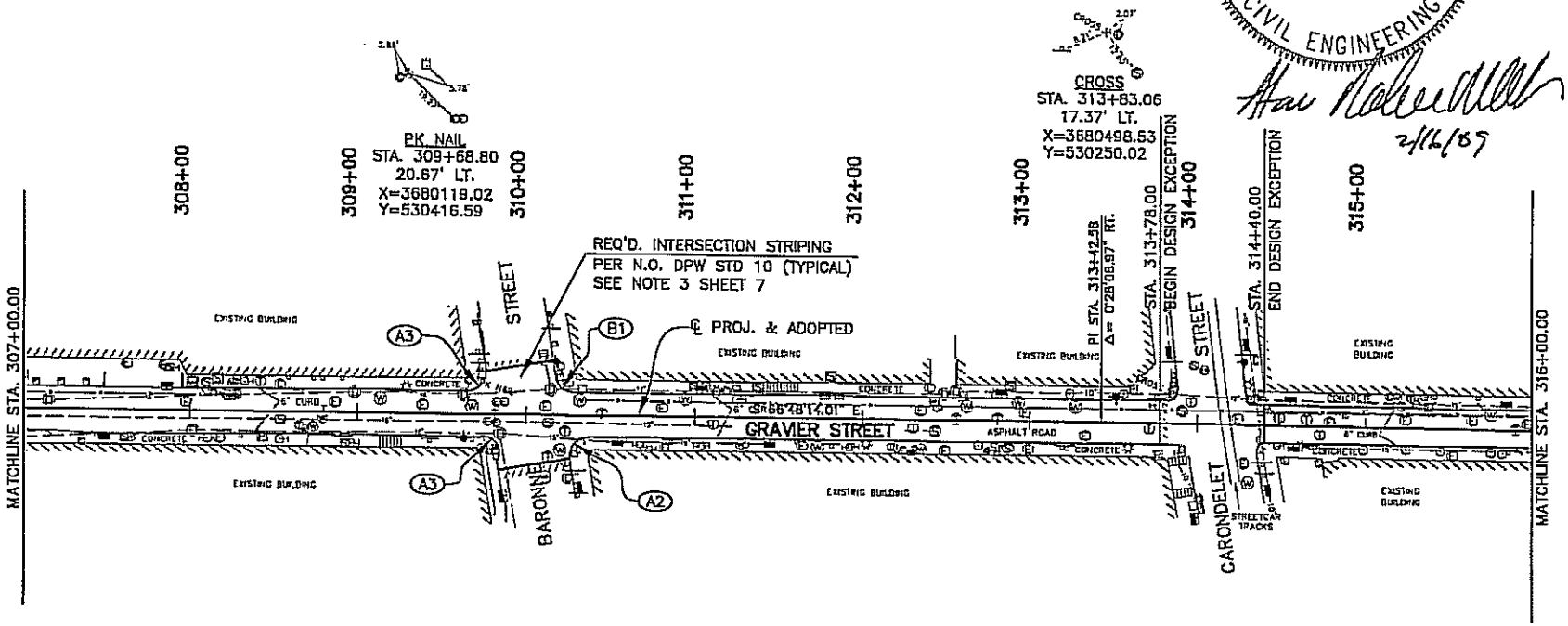
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'




J-73

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | GRAVIER STREET<br>LOYOLA AVE. TO S. PETERS ST.<br>STA. 307+00.00 TO 316+00.00<br>PLAN SHEET | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 2 OF 4 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(068)<br>STATE PROJECT 704-36-0052 | SHEET NUMBER B | |

\\Server1\EUDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM GRAVIER SURVEY\RA-2000-GRAVIER.dwg, Layout2, 2/12/2009 1:56:33 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

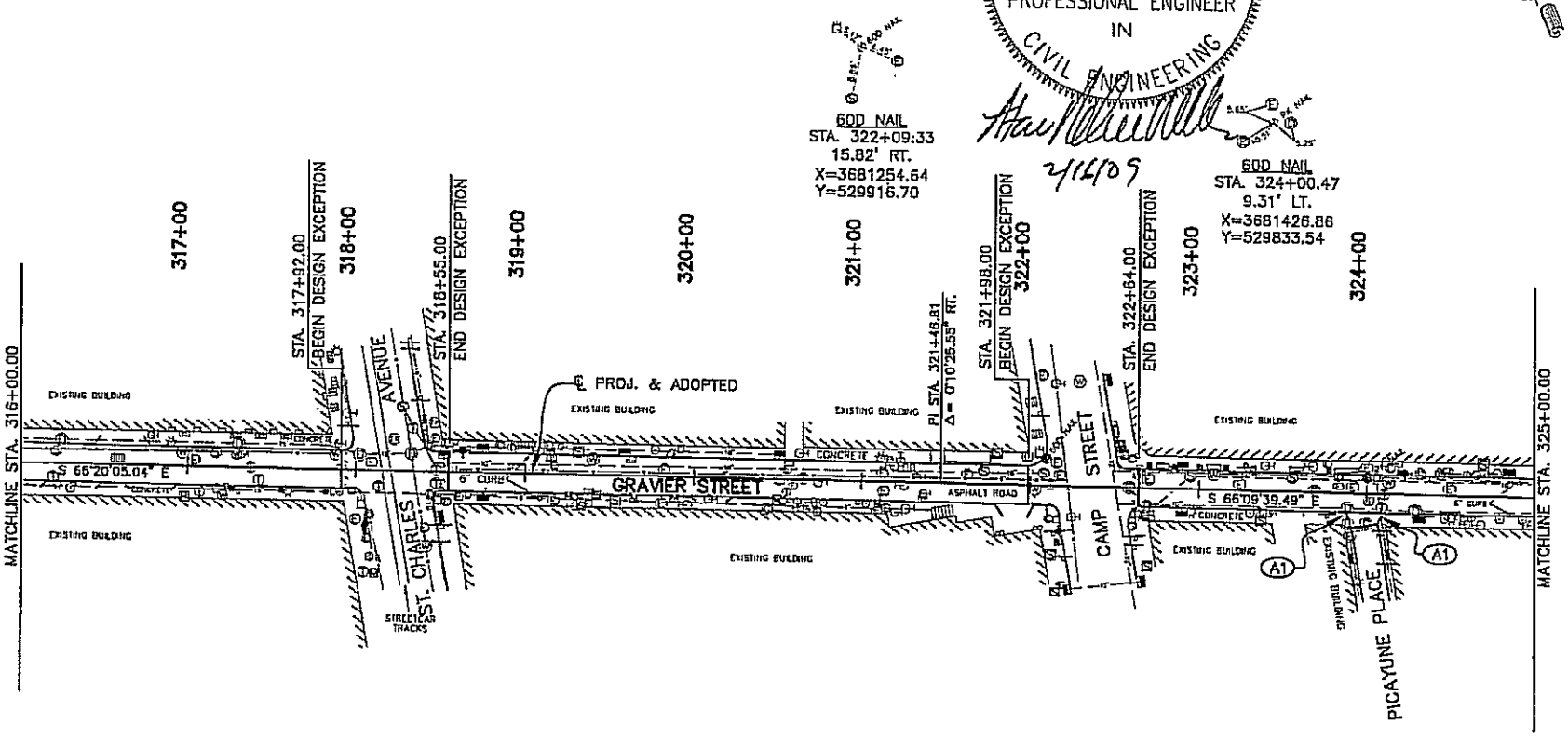
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'




J-74

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | GRAVIER STREET<br>LOYOLA AVE. TO S. PETERS ST.<br>STA. 316+00.00 TO 325+00.00<br>PLAN SHEET | NO. | DATE | REVISION DESCRIPTION | BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-15-2009<br>SHEET 3 OF 4 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(068)<br>STATE PROJECT 704-36-0052 |

SHEET NUMBER 9

\\Server1\E\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM GRAVIER SURVEY\A-2000-GRAVIER.dwg, Layout3, 2/12/2009 2:01:53 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

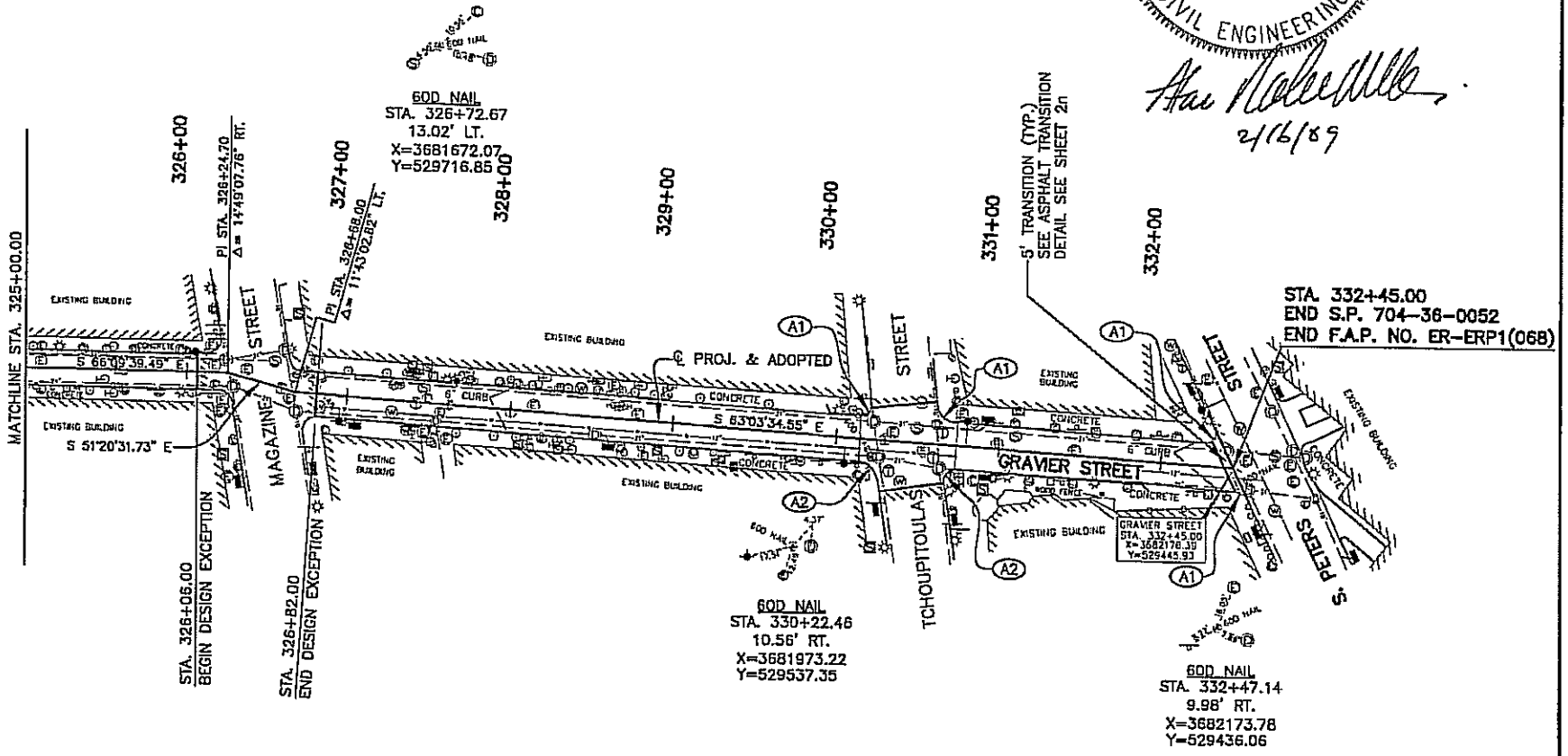
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'

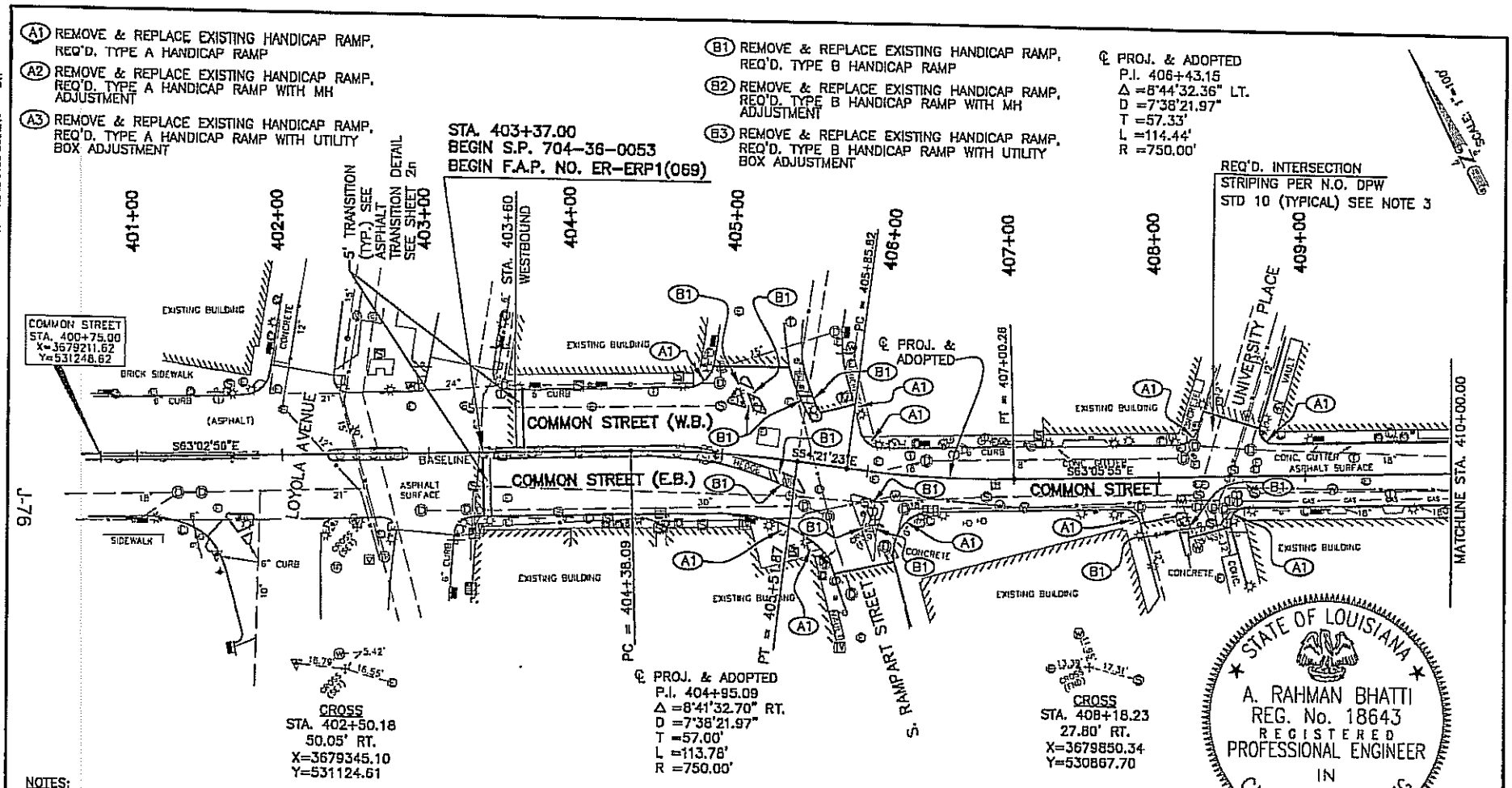



J-75

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | GRAVIER STREET<br>LOYOLA AVE. TO S. PETERS ST.<br>STA. 325+00.00 TO 332+45.00<br>PLAN SHEET | NO. | DATE | REVISION DESCRIPTION | BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 4 OF 4 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(068)<br>STATE PROJECT 704-36-0052 |

SHEET NUMBER 10

\\Server1\EUOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0036\GROUP 10 Orleans CBD\BFM Surveys\BFM GRAVIER SURVEY\BA-2000-GRAVIER.dwg, Layout4, 2/12/2009 2:05:13 PM




NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
5. CROSSWALK STRIPING SHALL BE INSTALLED AT MEDIAN CROSSINGS AS PER STD 10 & DIRECTION OF PROJECT ENGINEER TO MEET ADA REQUIREMENTS.
6. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHEWISE SHOWN ON PLANS OR DIRECTED BY PROJECT ENGINEER.
7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
2/12/09

NOTE:
CONTROL COORDINATES DETERMINED FROM GPS STATIC SURVEY, ALCO PID (BJ1342) MONUMENT ARE REFERENCED TO THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID, ZONE 1702 (NAD 83). THE BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID (NAD 83)(1992).

Rahman & Associates, Inc.

COMMON STREET
LOYOLA AVE. TO S. PETERS ST.
STA. 403+37.00 TO 410+00.00
PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 1 OF 4 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(069) |
| STATE PROJECT | 704-36-0053 |
| SHEET NUMBER | 11 |

\\Server1\EJOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0039\GROUP 10 Orleans CBD\BPH Surveys\BPH COMMON SURVEY\A-2009-COMMON.dwg, plot-1, 2/12/2009 2:41:12 PM

E:\JOB FOLDERS\ADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0038\GROUP 10 Orleans CBD\BPN Surveys\BPN COMMON SURVEY\RA-2600-COMMON.dwg, 5/18/2009 1:57:12 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

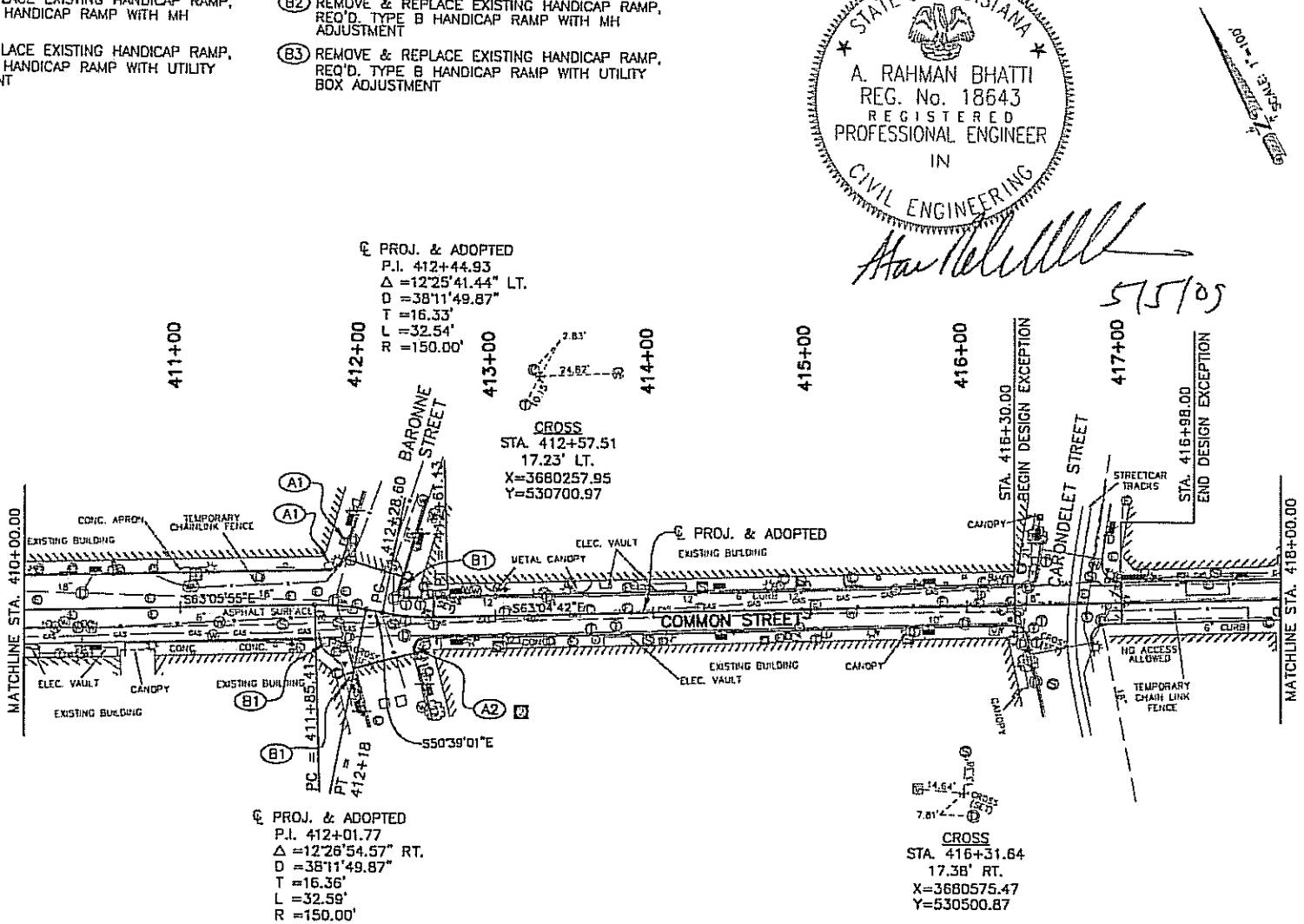
(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

5/5/09




| | | | |
|---|---|---|---|
| Rahman & Associates, Inc. | COMMON STREET<br>LOYOLA AVE. TO S. PETERS ST.<br>STA. 410+00.00 TO 418+00.00<br>PLAN SHEET | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 4-23-2009<br>SHEET 2 OF 4 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(069)<br>STATE PROJECT 704-36-0053<br>SHEET NUMBER 12 |

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| 0 | 5/05/09 | CALL OUT FOR SIDEWALK DETECTED | ARB |

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

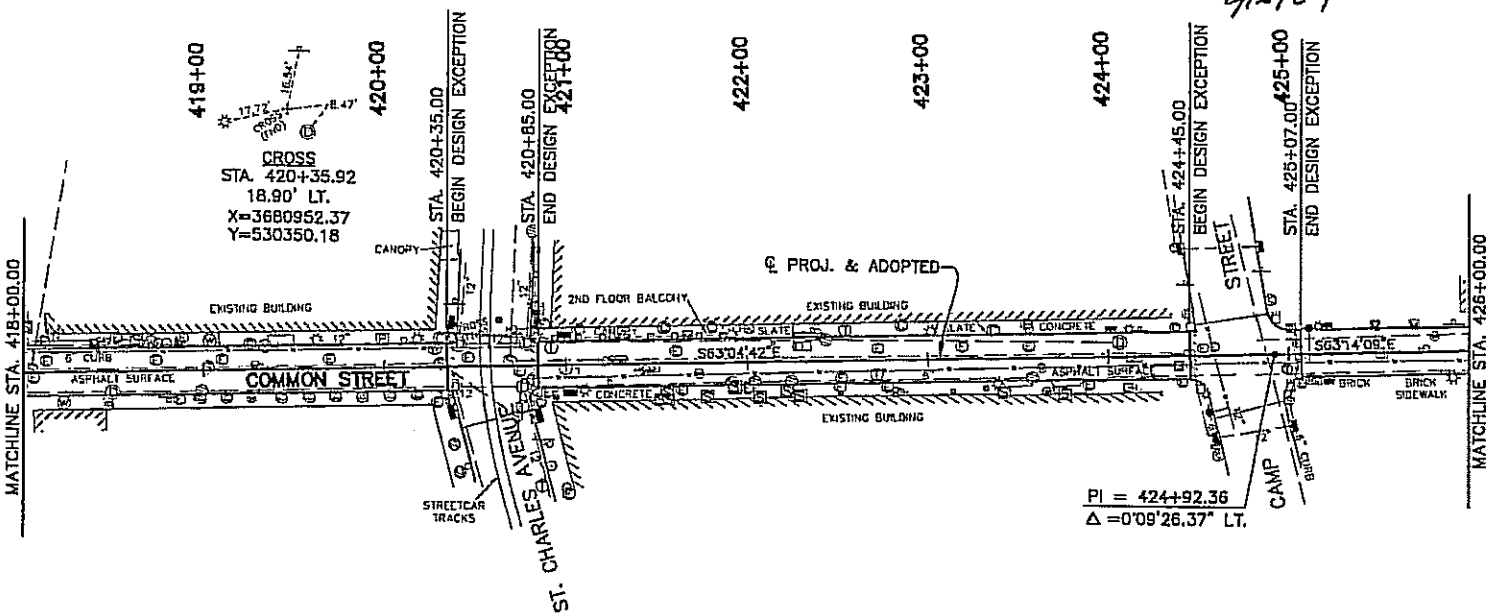
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'




J-78

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | COMMON STREET<br>LOYOLA AVE. TO S. PETERS ST.<br>STA. 418+00.00 TO 426+00.00<br>PLAN SHEET | NO. | DATE | REVISION DESCRIPTION | BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 3 OF 4 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(069)<br>STATE PROJECT 704-36-0053 |

SHEET NUMBER 13

\\Server1\EDOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BPM Surveys\BPM COMMON SURVEY\RA-2000-COMMON.dwg, plan-3, 2/12/2009 3:19:48 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

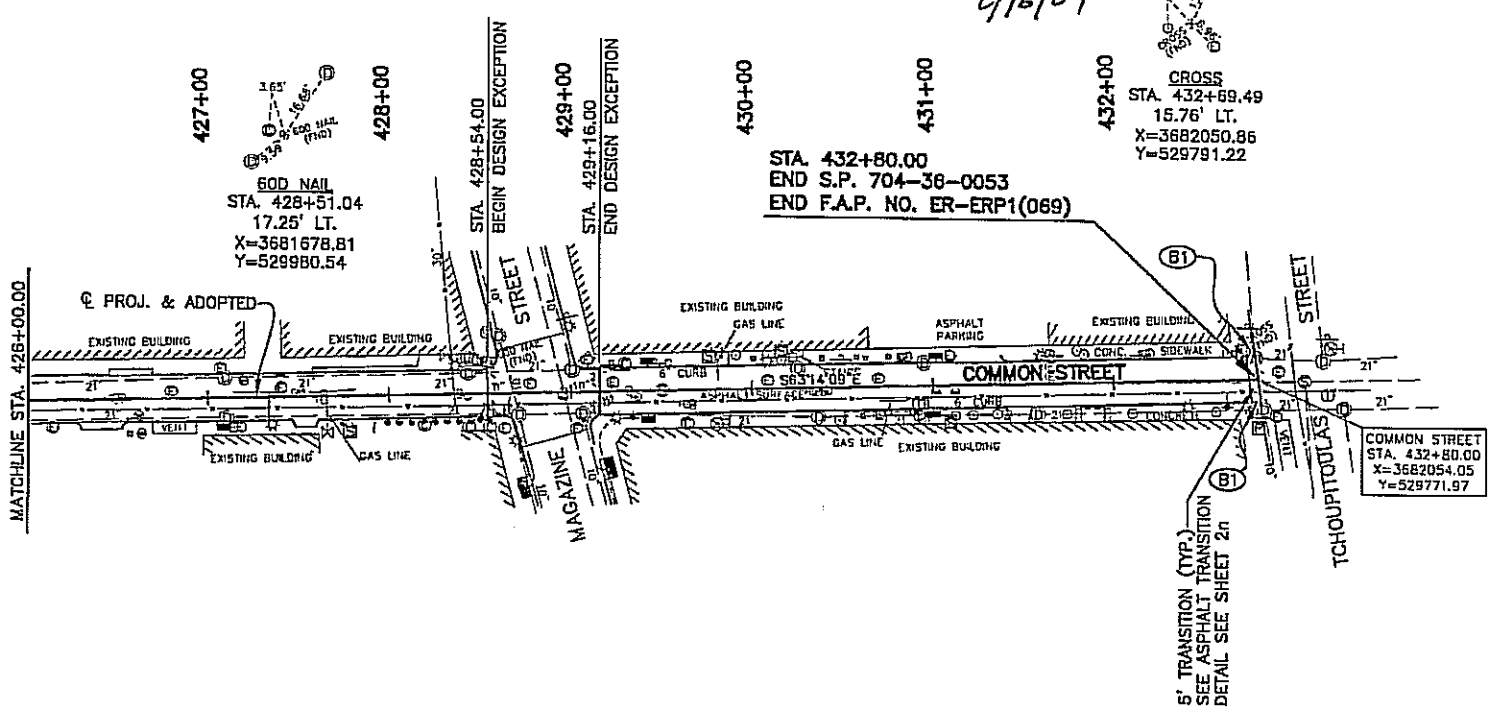
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | COMMON STREET<br>LOYOLA AVE. TO S. PETERS ST.<br>STA. 426+00.00 TO 432+80.00<br>PLAN SHEET | NO. | DATE | REVISION DESCRIPTION | BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 4 OF 4 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(069)<br>STATE PROJECT 704-36-0053 | SHEET NUMBER 14 |

J-79

\\Server1\E\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BPM Surveys\BPM COMMON SURVEY\RA-2000-COMMON.dwg, plan-4, 2/12/2009 3:35:28 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
2/16/09

CROSS
STA. 501+61.34
24.28' LT.
X=3678983.20
Y=528957.17

CROSS
STA. 503+68.44
18.05' LT.
X=3679182.74
Y=528901.40

CROSS
STA. 505+83.66
6.01' RT.
X=3679385.89
Y=528826.36

STA. 501+70.00
BEGIN S.P. 704-36-0054
BEGIN F.A.P. NO. ER-ERP1(070)

5' TRANSITION (TYP.)
SEE ASPHALT TRANSITION
DETAIL SEE SHEET 2n

REQ'D. INTERSECTION STRIPING
PER N.O. DPW STD 10 (TYPICAL)
SEE NOTE 3

REPLACE TRAFFIC BOX

501+00 502+00 503+00 504+00 505+00 506+00 507+00

LOYOLA AVENUE
15' CLOSED CANAL
ASPHALT SURFACE
GIROD STREET
STA. 500+75.00
X=3678893.58
Y=528954.33
GIROD STREET
CONCRETE
GRASS
LOOP DETECTOR
S. RAMPART STREET
℄ PROJ. & ADOPTED
ASPHALT SURFACE 6" CURB
REQ'D. CURB REPAIR
O'KEEFE AVENUE
LANDSCAPING
S 76°06'24.69" E
MATCHLINE STA. 508+00.00

NOTES:
1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
5. CROSSWALK STRIPING SHALL BE INSTALLED AT MEDIAN CROSSINGS AS PER STD 10 & DIRECTION OF PROJECT ENGINEER TO MEET ADA REQUIREMENTS.
6. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHEWISE SHOWN ON PLANS OR DIRECTED BY PROJECT ENGINEER.
7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

NOTE:
CONTROL COORDINATES DETERMINED FROM GPS STATIC SURVEY, ALCO PID (BJ1342) MONUMENT ARE REFERENCED TO THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID, ZONE 1702 (NAD 83), THE BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID (NAD 83)(1992).

J-80

Rahman & Associates, Inc.

DOTD

GIROD STREET
LOYOLA AVE. TO S. PETERS ST.
STA. 501+70.00 TO 508+00.00
PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(070) |
| DATE / SHEET | 2-16-2009 / 1 OF 4 | STATE PROJECT | 704-36-0054 |

SHEET NUMBER 15

\\Server1\EVJOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0018\GROUP 10 Orleans CBD\B&N Surveys\B&N GIROD SURVEY\RA-2009-GIROD.dwg, PLAN-1, 2/16/2009 12:15:12 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

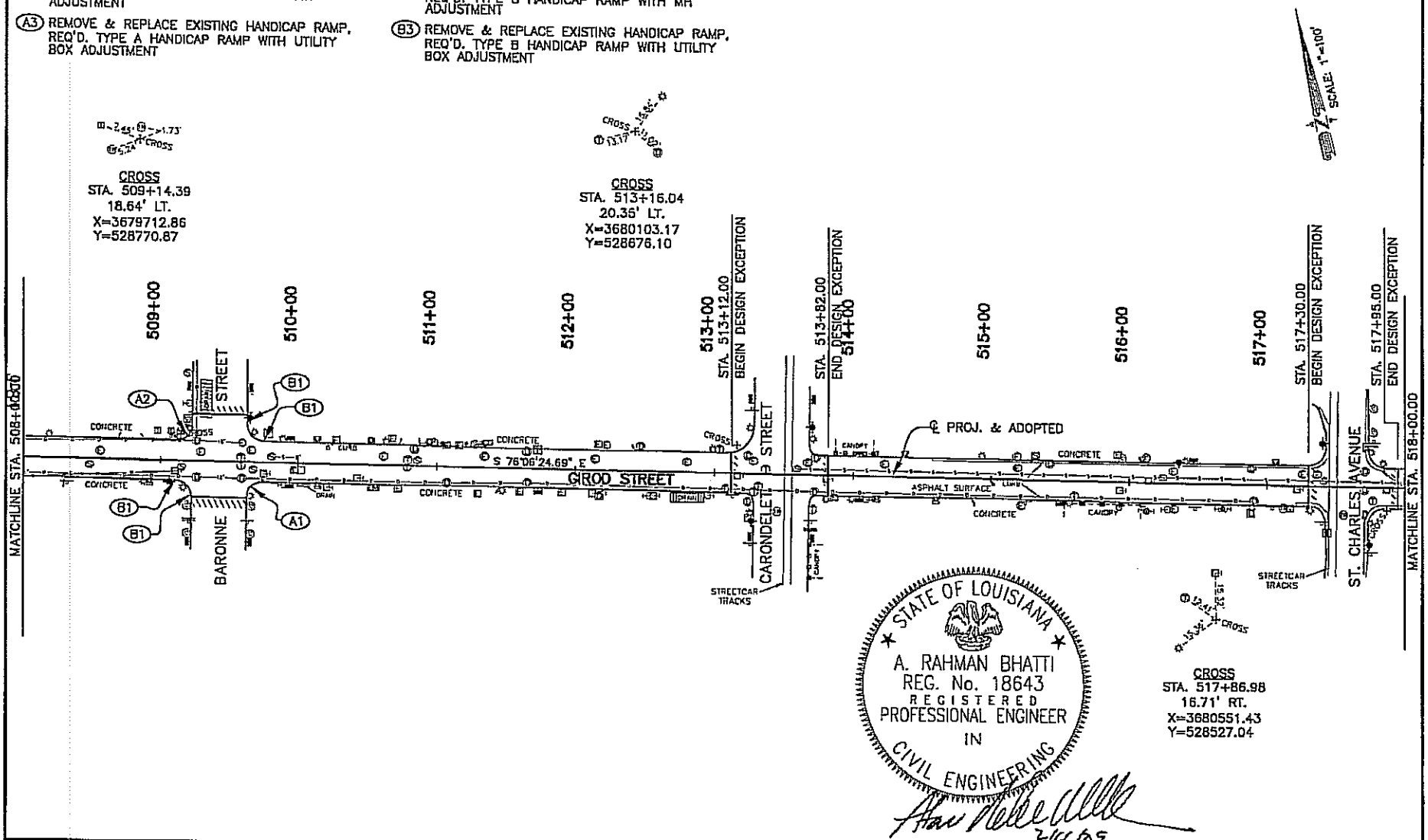
(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | GIROD STREET<br>LOYOLA AVE. TO S. PETERS ST.<br>STA. 508+00.00 TO 518+00.00<br>PLAN SHEET | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR | PARISH | ORLEANS | SHEET NUMBER 16 |
| | | | | DETAILED DJR<br>CHECKED ARB | FEDERAL PROJECT | ER-ERP1(070) | |
| | | | | DATE 2-16-2009<br>SHEET 2 OF 4 | STATE PROJECT | 704-36-0054 | |

\\Server1\EUDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0036\GROUP 10 Orleans CBD\BFM Surveys\BFM GIROD SURVEY\RA-2000-GIROD.dwg, PLAN-2, 2/16/2009 12:15:36 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

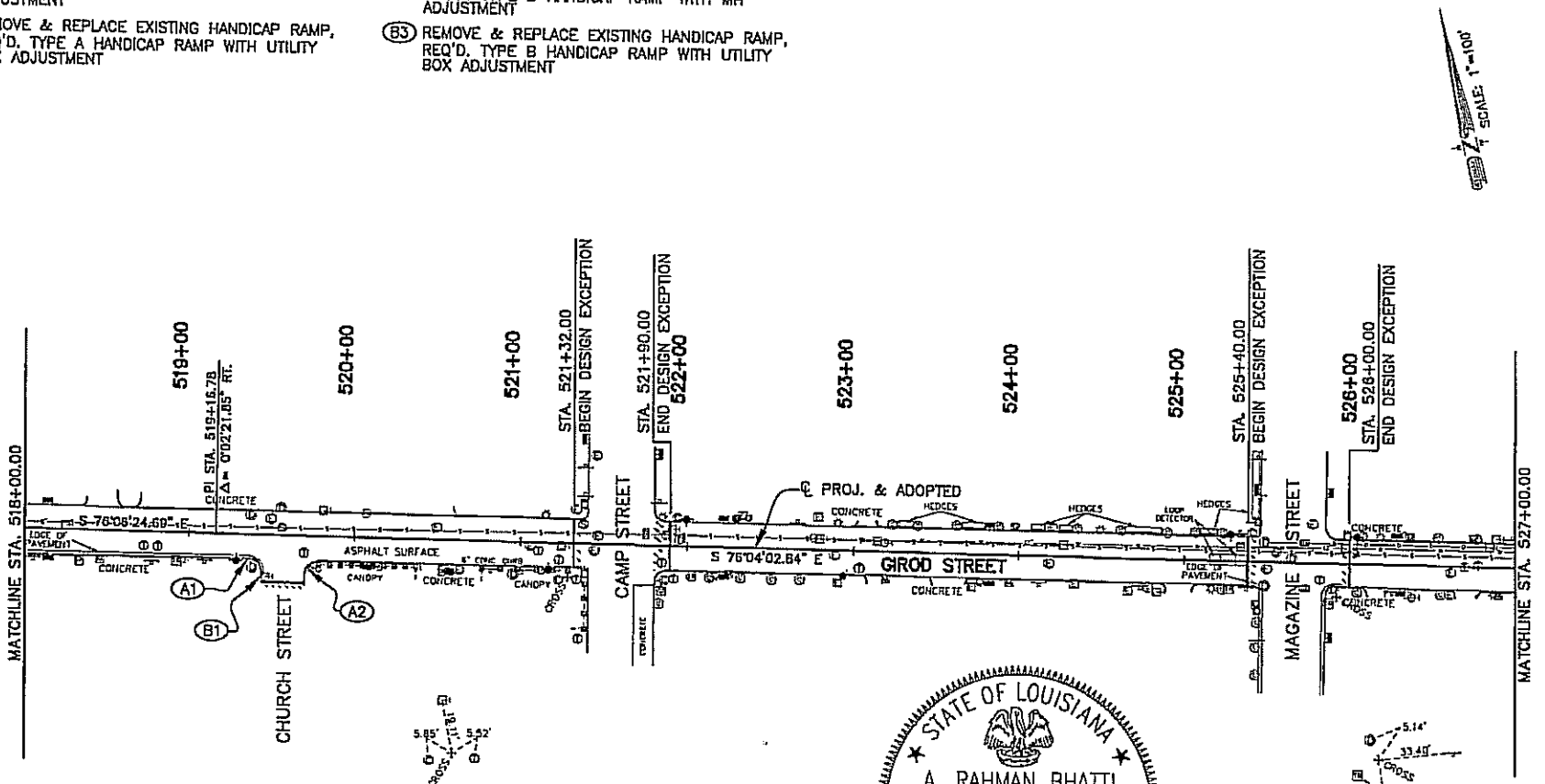
(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

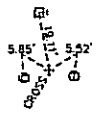
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

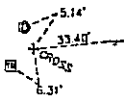
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT



CROSS
STA. 521+28.31
20.44' RT.
X=3680881.83
Y=528441.31



CROSS
STA. 525+92.39
20.24' RT.
X=3681332.30
Y=528329.78

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

2/16/09

SCALE: 1"=100'

GIROD STREET
LOYOLA AVE. TO S. PETERS ST.
STA. 518+00.00 TO 527+00.00

PLAN SHEET

Rahman & Associates, Inc.

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(070) |
| DATE / SHEET | 2-16-2009 / 3 OF 4 | STATE PROJECT | 704-36-0054 |

SHEET NUMBER 17



\\Server1\EVDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-52-0038\GROUP 10 Orleans CDD\DPH Surveys\DPH GIROD SURVEY\DA-2009-GIROD.dwg, PLAN-3, 2/16/2009 12:17:11 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

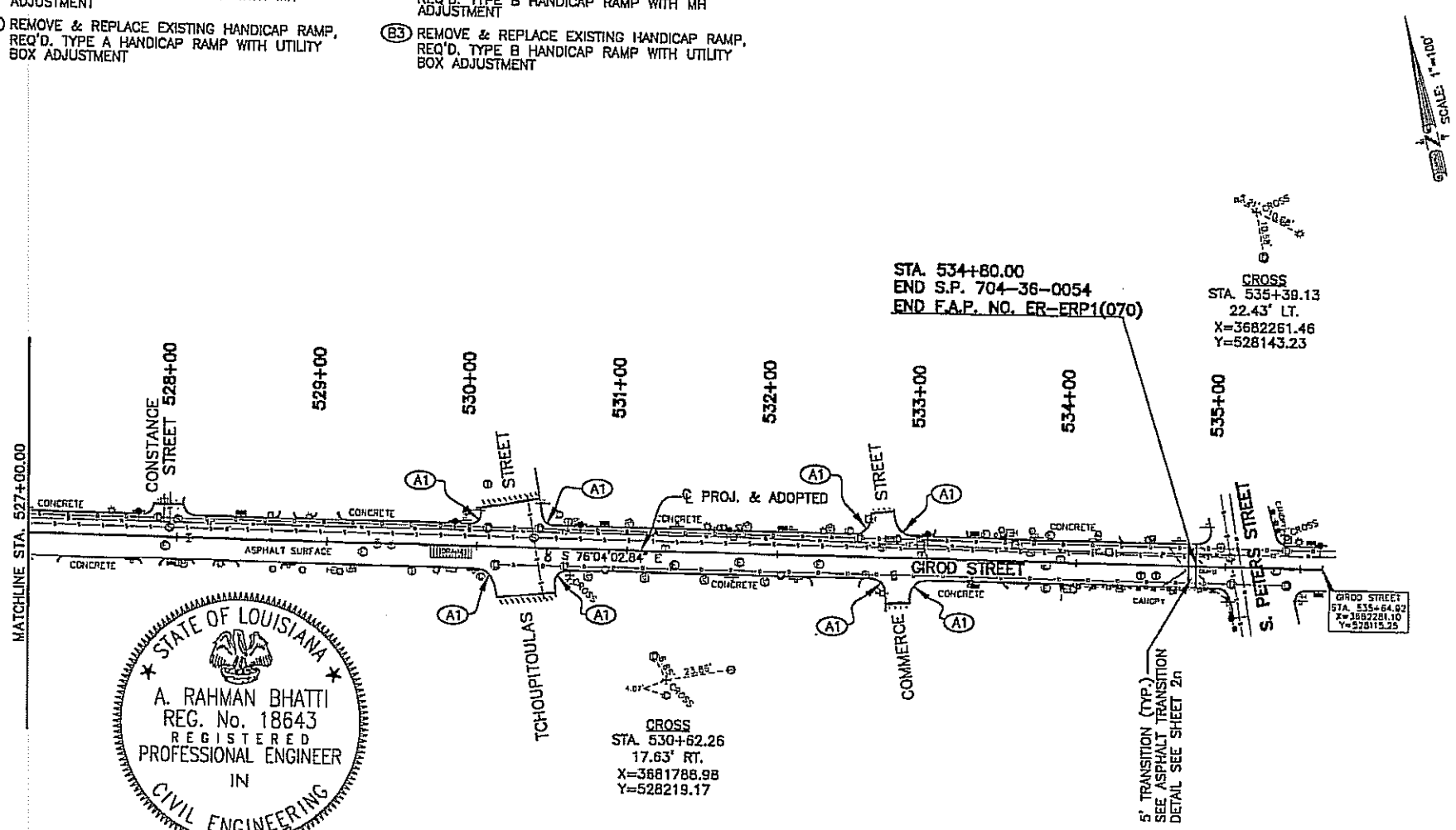
(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT



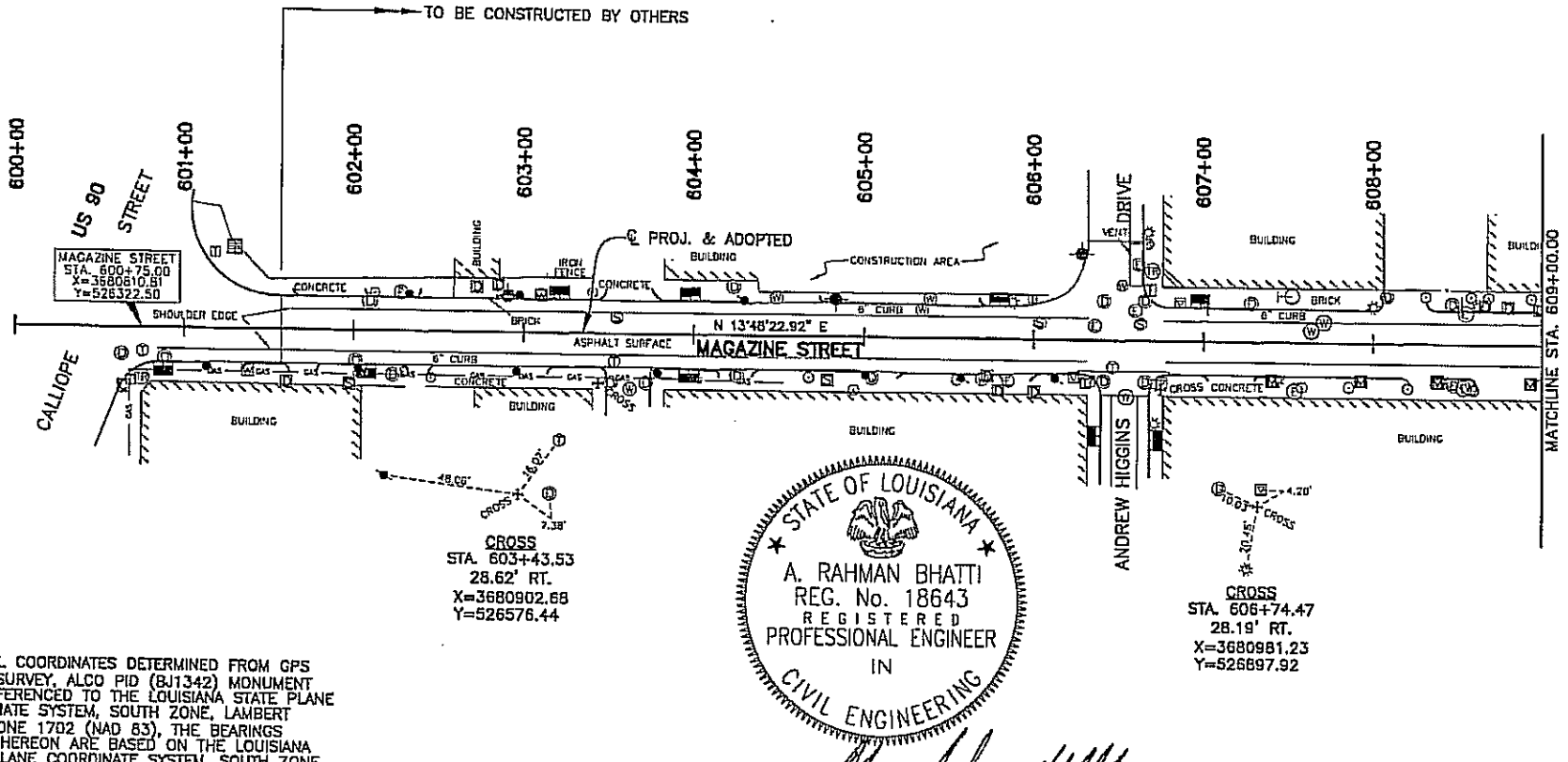

STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

2/16/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | GIROD STREET<br>LOYOLA AVE. TO S. PETERS ST.<br>STA. 527+00.00 TO 534+80.00<br>PLAN SHEET | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 4 OF 4 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(070)<br>STATE PROJECT 704-36-0054 | SHEET NUMBER 18 | |



\\Server1\E\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM GIROD SURVEY\RA-2000-GIROD.dwg, PLAN-4, 2/16/2009 12:17:30 PM




NOTE:
CONTROL COORDINATES DETERMINED FROM GPS STATIC SURVEY. ALCO PID (BJ1342) MONUMENT ARE REFERENCED TO THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID, ZONE 1702 (NAD 83), THE BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID (NAD 83)(1992).

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

7/24/09

Rahman & Associates, Inc.

DOTD

MAGAZINE STREET
U.S. 90 TO CANAL STREET
STA. 601+57.00 TO 609+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(071) |
| DATE / SHEET | 2-16-2009 / 1 OF 5 | STATE PROJECT | 704-36-0055 |

SHEET NUMBER 19

I-84

\\Server1\EVDOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0033\GROUP 10 Orleans CBD\RFN Surveys\RFN MAGAZINE SURVEY\04-2009-MAGAZINE.dwg, 1, 7/17/2009 5:04:00 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

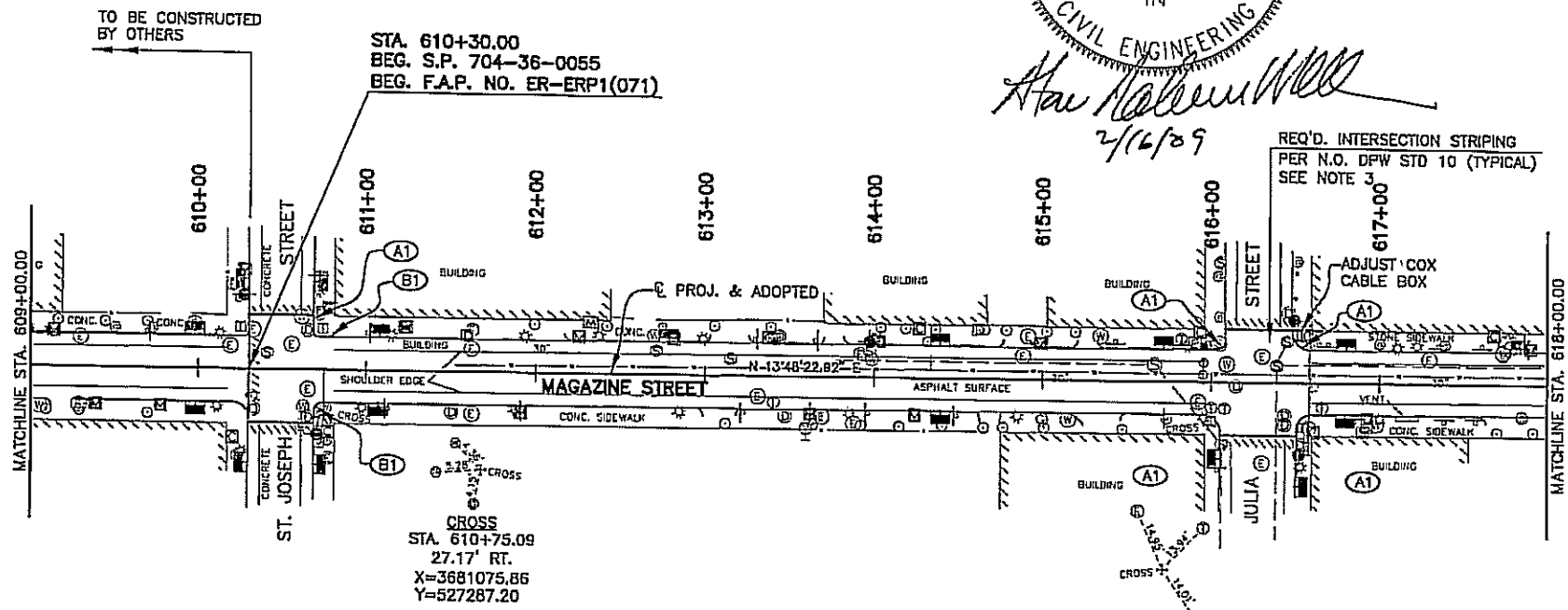
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'

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

2/16/09




NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
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7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

Rahman & Associates, Inc.

DOTD

MAGAZINE STREET
U.S. 90 TO CANAL STREET
STA. 609+00.00 TO 618+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(071) |
| DATE / SHEET | 2-16-2009 / 2 OF 5 | STATE PROJECT | 704-36-0055 |

SHEET NUMBER 20

J-85

\\Server1\EVDOB FOLDERS\LADOTD Retainer Roads of Roads Damaged by Katrina 704-82-0033\GROUP 10 Orleans CBD\BPH Surveys\BPH MAGAZINE SURVEY\MA-2000-MAGAZINE.dwg, 2/12/2009 5:06:40 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

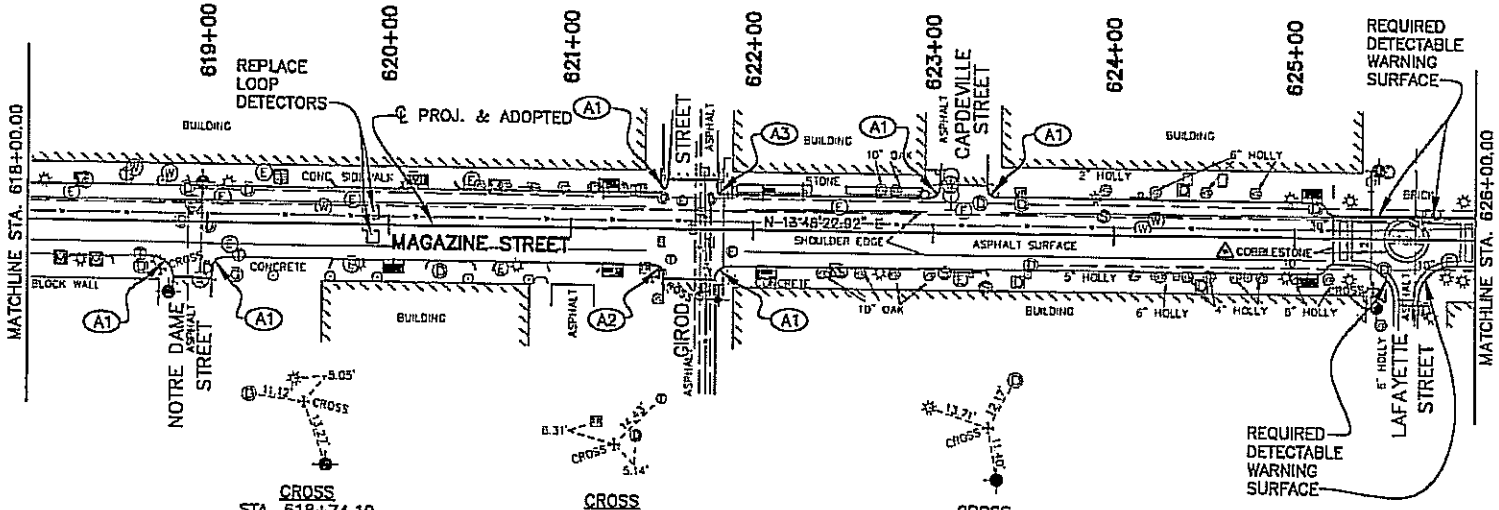
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

1" SCALE: 1"=100'

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

3/24/09




CROSS
STA. 618+74.19
26.26' RT.
X=3681265.67
Y=528063.43

CROSS
STA. 621+44.60
26.65' RT.
X=3681330.58
Y=528325.94

CROSS
STA. 625+43.46
27.22' RT.
X=3681426.32
Y=528713.14

⚠ NOTE:
COBBLESTONE IN THE INTERSECTION OF LAFAYETTE STREET NOT TO BE OVERLAID BY ASPHALT.
SPECIALITY COLD MILLING BETWEEN COBBLESTONE WILL BE REQUIRED. THERE WILL BE AN EXCEPTION TO RIDE SPECS. IN SPECIALITY COLD MILL AREAS.

Rahman & Associates, Inc.

MAGAZINE STREET
U.S. 90 TO CANAL STREET
STA. 618+00.00 TO 626+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(071) |
| DATE / SHEET | 3-24-2009 / 3 OF 5 | STATE PROJECT | 704-36-0055 |

SHEET NUMBER 21

E:\DOB-FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-02-0038\GROUP 10 Orleans CBD\EPH Surveys\EPH MAGAZINE SURVEY\RA-2000-MAGAZINE.dwg, 3/24/2009 10:22:57 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

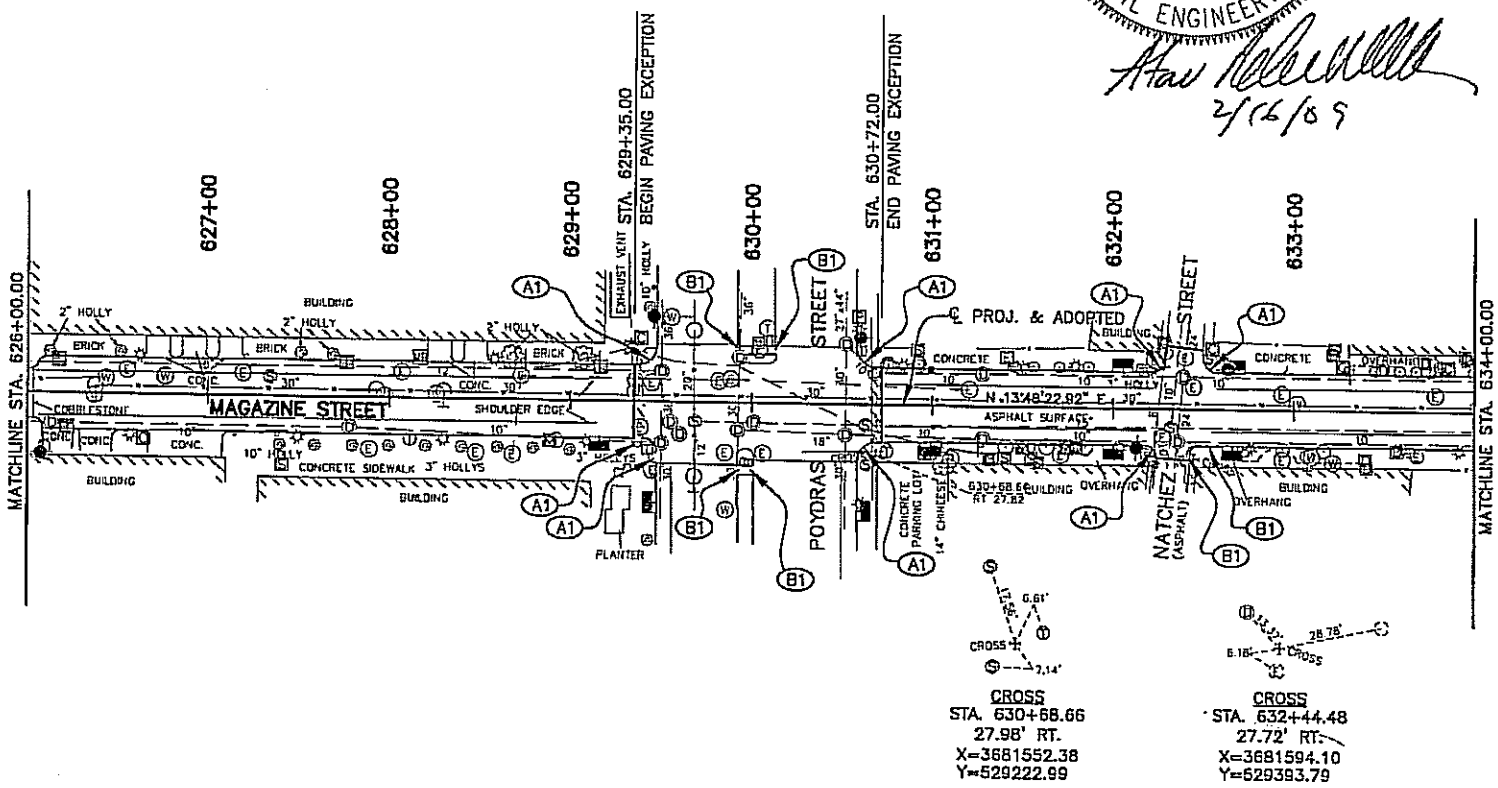
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'




| | | | |
|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS |
| CHECKED | DJR | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(071) |
| CHECKED | ARB | | |
| DATE | 2-16-2009 | STATE PROJECT | 704-36-0055 |
| SHEET | 4 OF 5 | | |

Rahman & Associates, Inc.

MAGAZINE STREET
U.S. 90 TO CANAL STREET
STA. 626+00.00 TO 634+00.00

PLAN SHEET

| NO | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

SHT NO 22

J-87

\\Server1\EVDB FOLDERS\LADOTD Repairer Repair of Roads Damaged by Katrina 704-92-0031\GROUP 10 Orleans CSD\BFN Surveys\BFN MAGAZINE SURVEY\B-2000-MAGAZINE.dwg, 4, 2/12/2009 5:10:51 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

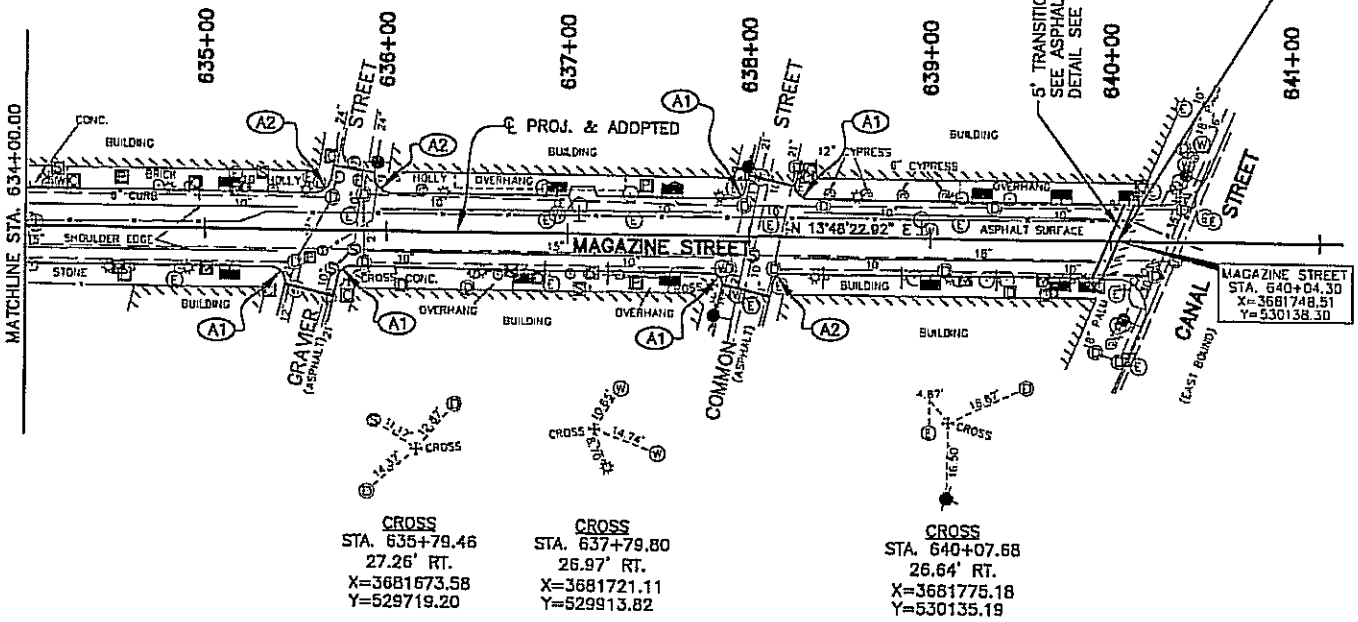
(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/12/09

SCALE: 1"=100'

STA. 640+04.30
END S.P. 704-36-0055
END F.A.P. NO. ER-ERP1(071)




**CROSS**
STA. 635+79.46
27.26' RT.
X=3681673.58
Y=529719.20

**CROSS**
STA. 637+79.80
26.97' RT.
X=3681721.11
Y=529913.82

**CROSS**
STA. 640+07.68
26.64' RT.
X=3681775.18
Y=530135.19

| | | | |
|---|---|---|---|
| MAGAZINE STREET<br>U.S. 90 TO CANAL STREET<br>STA. 634+00.00 TO 640+04.30 | DESIGNED ARB<br>CHECKED DJR | PARISH | ORLEANS |
| | DETAILED DJR<br>CHECKED ARB | FEDERAL PROJECT | ER-ERP1(071) |
| PLAN SHEET | DATE 2-16-2009<br>SHEET 5 OF 5 | STATE PROJECT | 704-36-0055 |

NO. | DATE | REVISION DESCRIPTION | BY

Rahman & Associates, Inc.

SHEET NUMBER 23



\\Server1\EUOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CSD\BFH Surveys\BFH MAGAZINE SURVEY\VIA-2000-MAGAZINE.dwg, 5, 2/12/2009 5:12:58 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

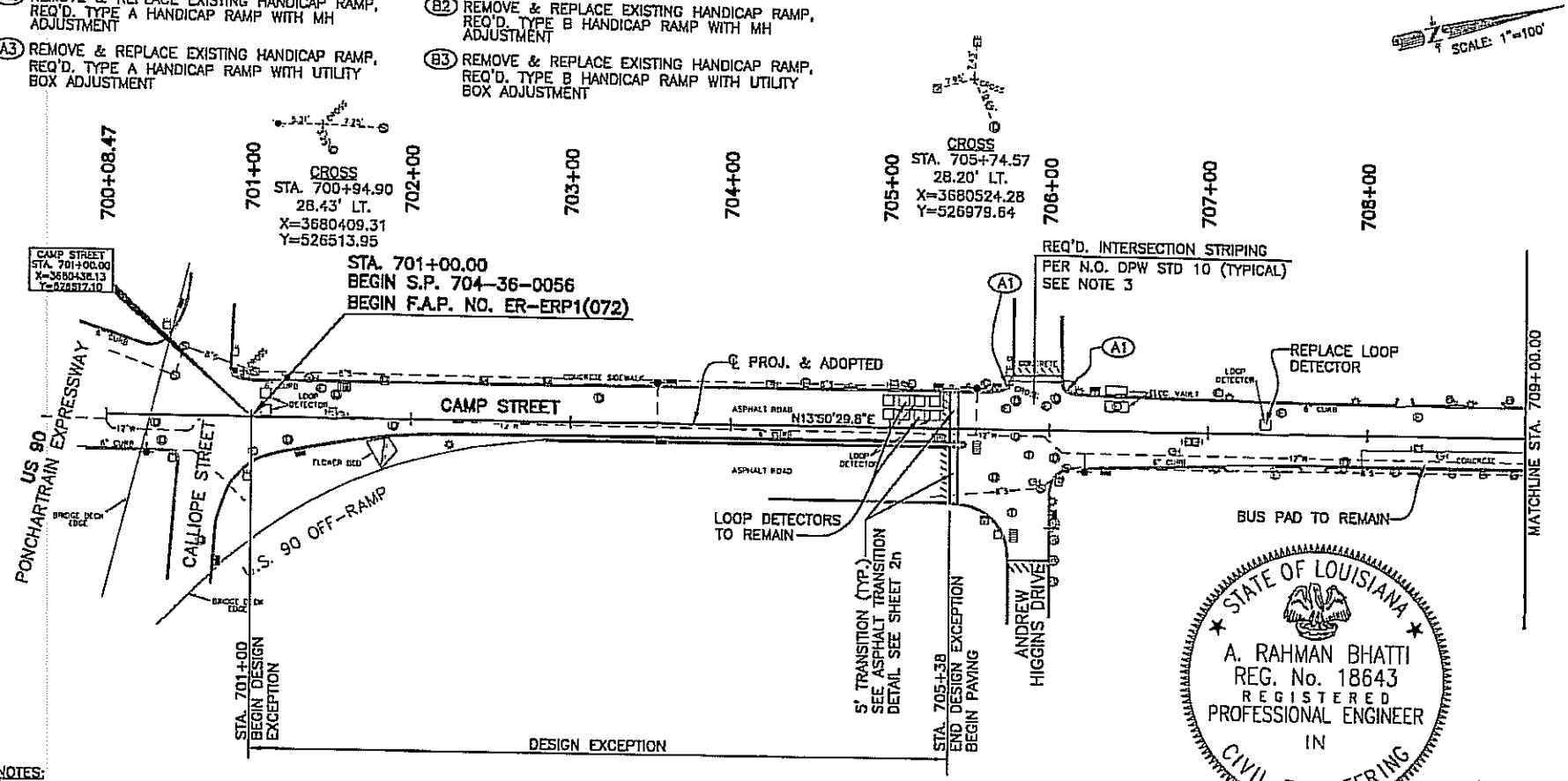
(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT




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

2/16/09

NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
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4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
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NOTE:
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Rahman & Associates, Inc.

DOTD

CAMP STREET
U.S. 90 TO CANAL STREET
STA. 701+00.00 TO 709+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(072) |
| DATE / SHEET | 2-16-2009 / 1 OF 5 | STATE PROJECT | 704-36-0056 |

SHEET NUMBER 24



\\Server1\EJ08 FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM CAMP SURVEY\RA-2000-CAMP.dwg, PLAN-1, 2/12/2009 5:49:03 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

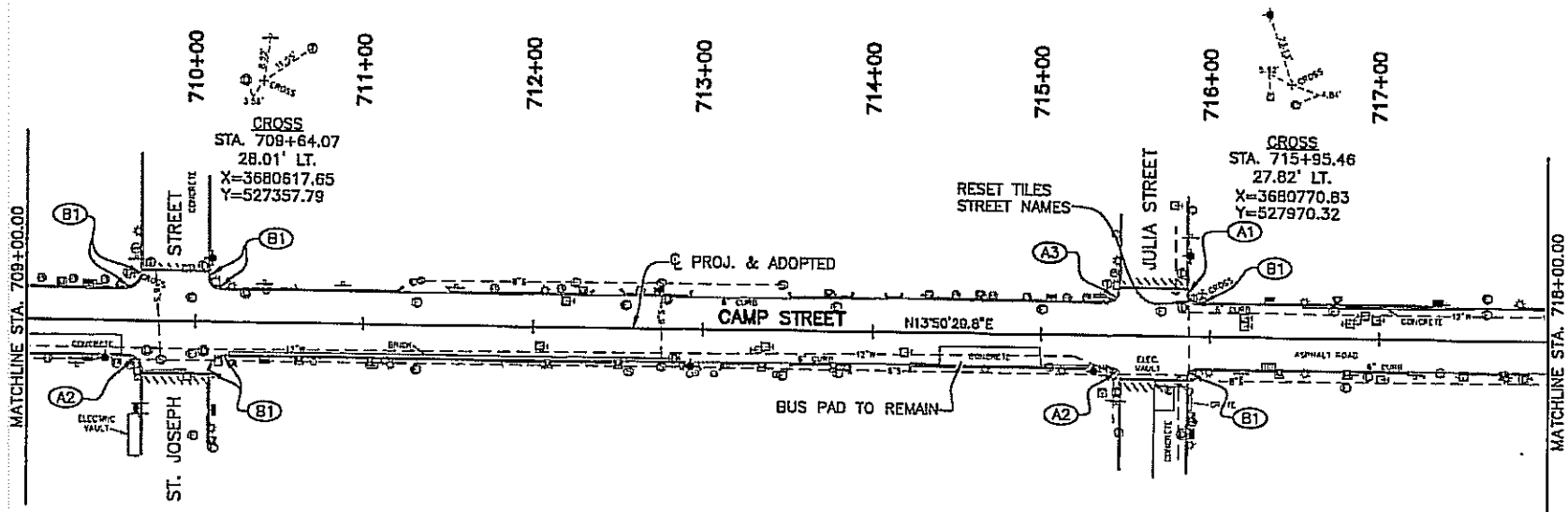
(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT




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

Atan Rahman Bhatti
3/24/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | CAMP STREET<br>U.S. 90 TO CANAL STREET<br>STA. 709+00.00 TO 718+00.00<br>PLAN SHEET | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 3-24-2009<br>SHEET 2 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(072)<br>STATE PROJECT 704-36-0056 | SHEET NUMBER 25 | |

E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CSD\BFM Surveys\BFM CAMP SURVEY\RA-2000-CAMP.dwg, 3/24/2009 1:35:40 PM

I-90

E:\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CDD\GRM Surveys\GRM CAMP SURVEY\04-2000-CAMP.dwg, 3/24/2009 10:30:55 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

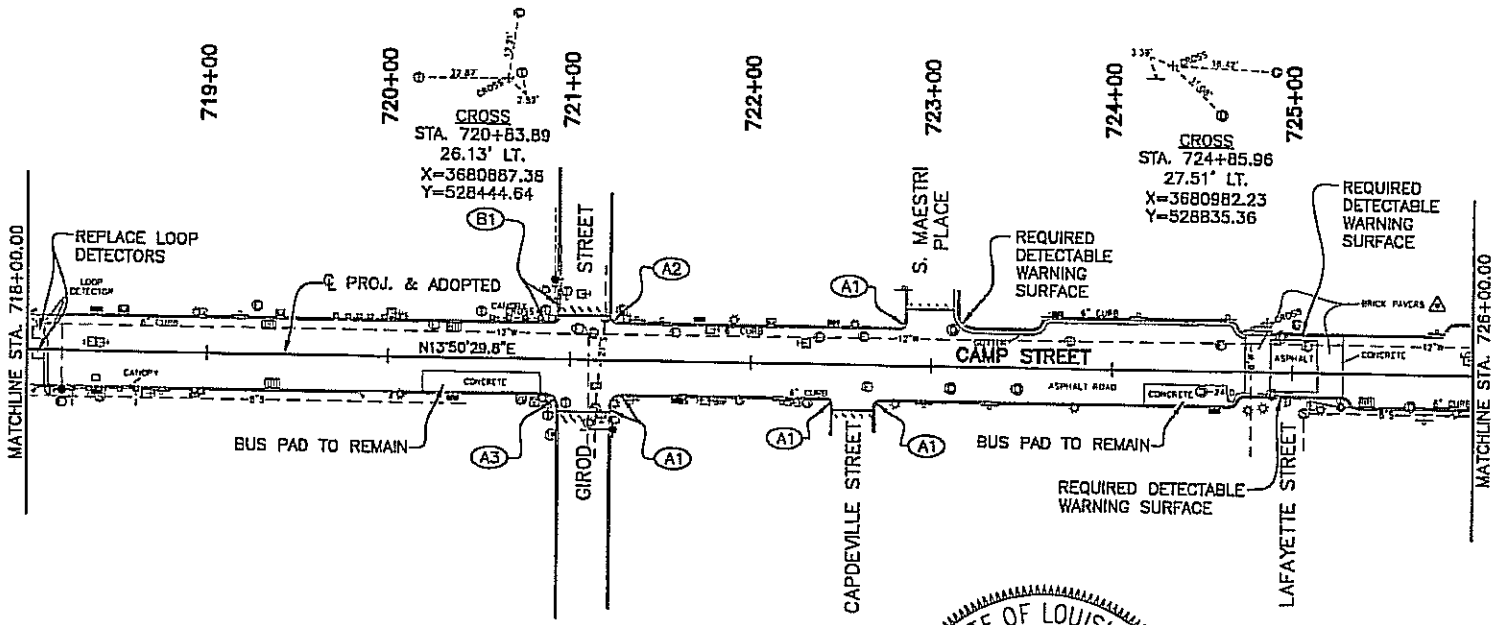
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'




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

3/24/09

⚠ NOTE:
BRICK IN THE INTERSECTION OF LAFAYETTE STREET NOT TO BE OVERLAID BY ASPHALT. SPECIALITY COLD MILLING BETWEEN BRICK PAVERS WILL BE REQUIRED. THERE WILL BE AN EXCEPTION TO RIDE SPECS. IN SPECIALITY COLD MILL AREAS.

Rahman & Associates, Inc.

CAMP STREET
U.S. 90 TO CANAL STREET
STA. 718+00.00 TO 726+00.00
PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 3-24-2009 |
| SHEET | 3 OF 5 |

| | |
|---|---|
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(072) |
| STATE PROJECT | 704-36-0056 |

SHEET NUMBER 25

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

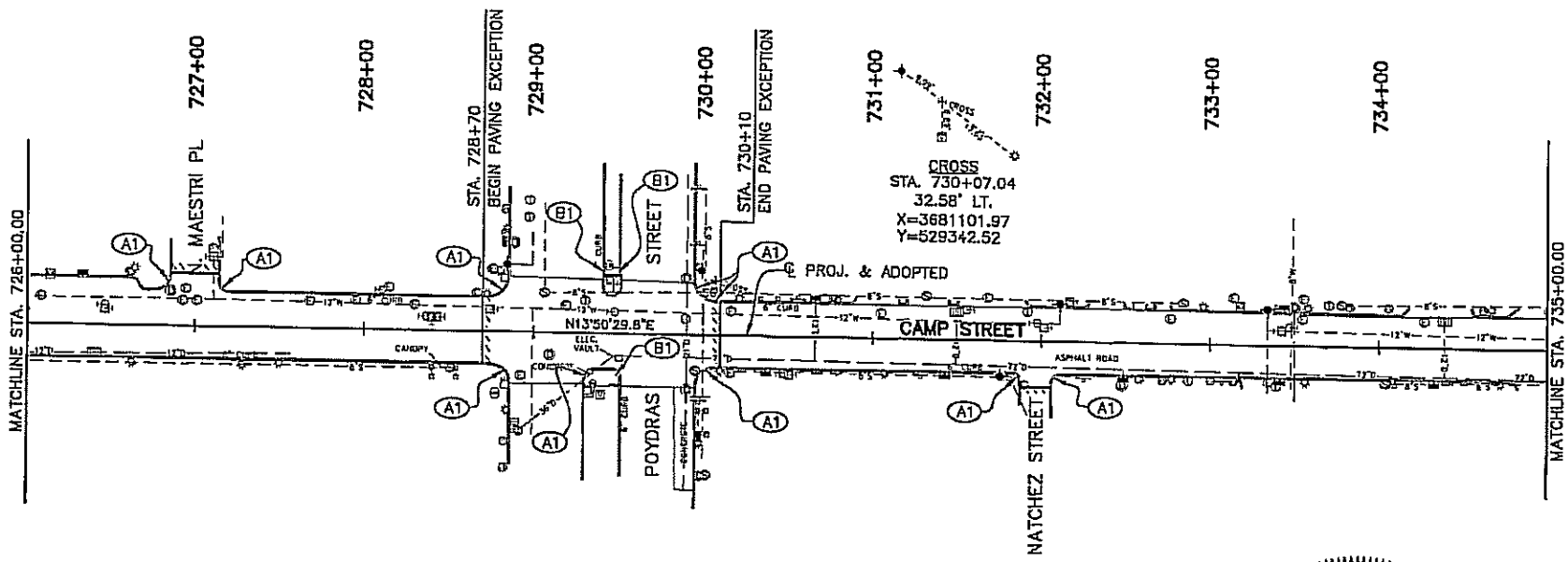
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'




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

2/16/09

Rahman & Associates, Inc.

CAMP STREET
U.S. 90 TO CANAL STREET
STA. 726+00.00 TO 735+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS |
| CHECKED | DJR | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(072) |
| CHECKED | ARB | | |
| DATE | 2-16-2009 | STATE PROJECT | 704-36-0056 |
| SHEET | 4 OF 5 | SHEET NUMBER | 27 |

I-92

\\Server1\EVDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM CAMP SURVEY\RA-2000-CAMP.dwg, PLAN-4, 2/12/2009 5:54:16 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

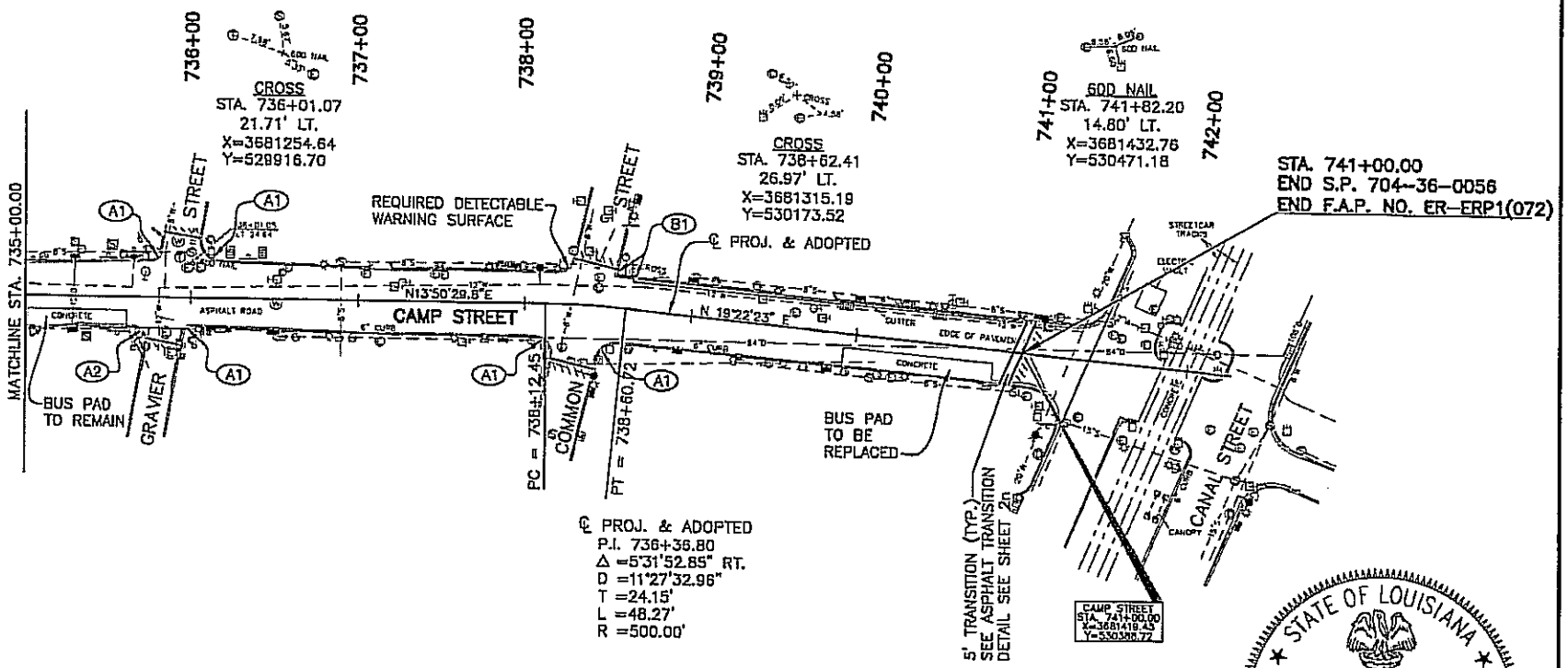
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'




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

3/24/09

Rahman & Associates, Inc.

DOTD

CAMP STREET
U.S. 90 TO CANAL STREET
STA. 735+00.00 TO 741+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 3-24-2009 |
| SHEET | 5 OF 5 |

| | |
|---|---|
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(072) |
| STATE PROJECT | 704-36-0056 |

SHEET NUMBER 28

E:\JOBFOLDERS\ADDTD Retainer Repair of Roads Damaged by Katrina 704-52-0035\GROUP 10 Orleans\ERP\RM Surveys\ERP RM CAMP SURVEY\04-2800-CAMP.dwg, 3/24/2009 10:32:01 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

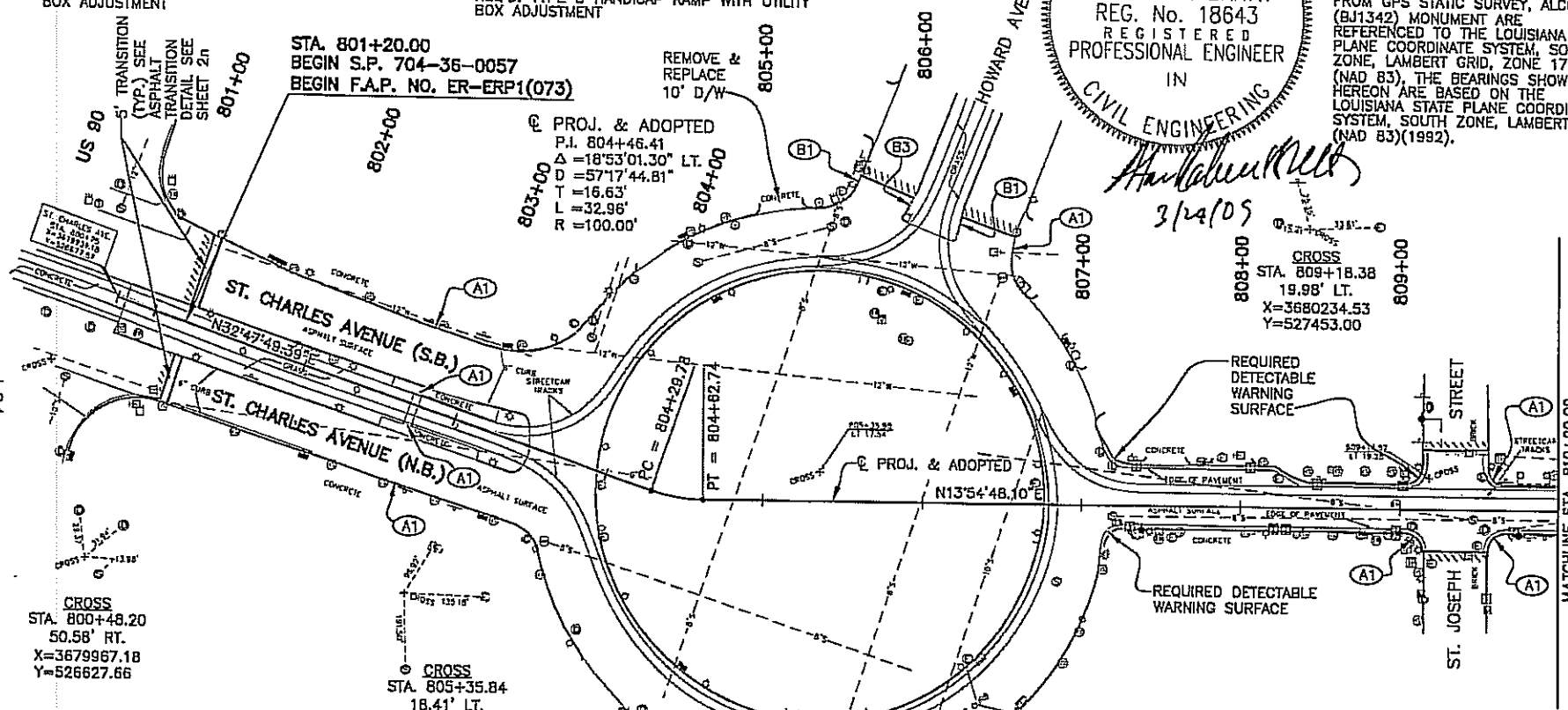
(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

3/24/09

SCALE: 1"=100'

NOTE:
CONTROL COORDINATES DETERMINED FROM GPS STATIC SURVEY, ALCO PID (BJ1342) MONUMENT ARE REFERENCED TO THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID, ZONE 1702 (NAD 83), THE BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID (NAD 83)(1992).




NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BEIN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET CANOPIES3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
5. CROSSWALK STRIPING SHALL BE INSTALLED AT MEDIAN CROSSINGS AS PER STD 10 & DIRECTION OF PROJECT ENGINEER TO MEET ADA REQUIREMENTS.
6. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHEWISE SHOWN ON PLANS OR DIRECTED BY PROJECT ENGINEER.
7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

Rahman & Associates, Inc.

DOTD

ST. CHARLES AVENUE
US 90 TO CANAL STREET
STA. 800+75.00 TO 810+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(073) |
| DATE / SHEET | 3-24-2009 / 1 OF 5 | STATE PROJECT | 704-36-0057 |

SHEET NUMBER 29

E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM ST CHARLES SURVEY\RA-2000-STCHARLES.dwg, 3/24/2009 10:37:36 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

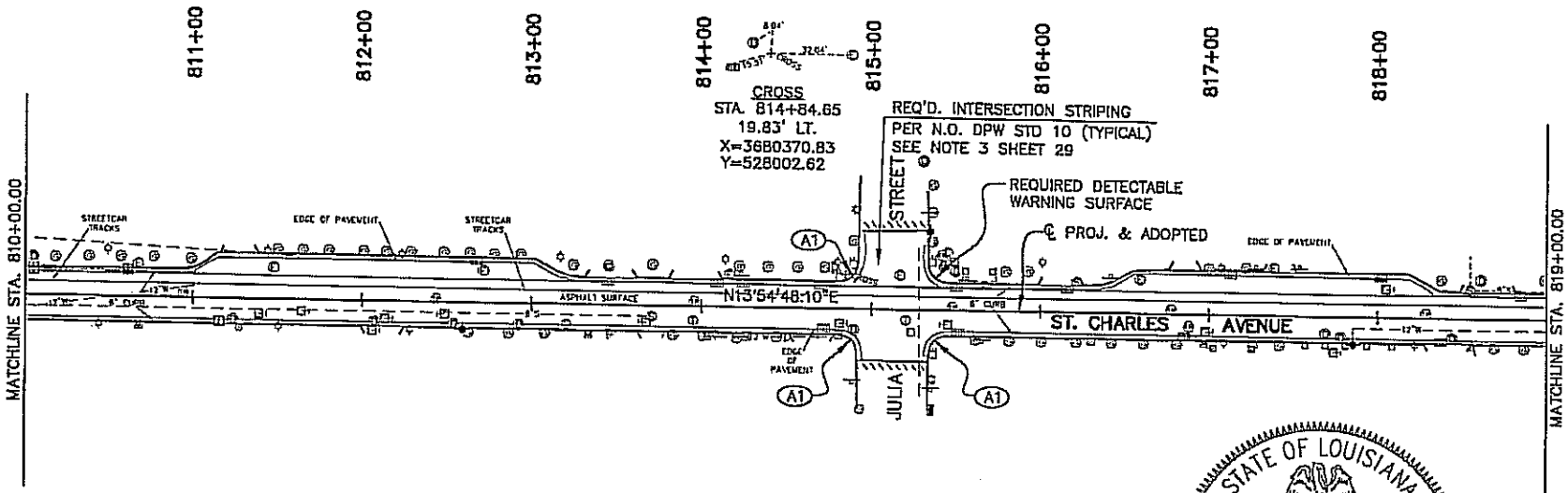
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'




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

3/24/09

| | | | |
|---|---|---|---|
| Rahman & Associates, Inc. | ST. CHARLES AVENUE<br>US 90 TO CANAL STREET<br>STA. 810+00.00 TO 819+00.00<br>PLAN SHEET | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 3-24-2009<br>SHEET 2 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(073)<br>STATE PROJECT 704-36-0057 |

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

SHEET NUMBER 30

E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM ST CHARLES SURVEY\RA-2000-STCHARLES.dwg, 3/24/2009 10:38:22 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

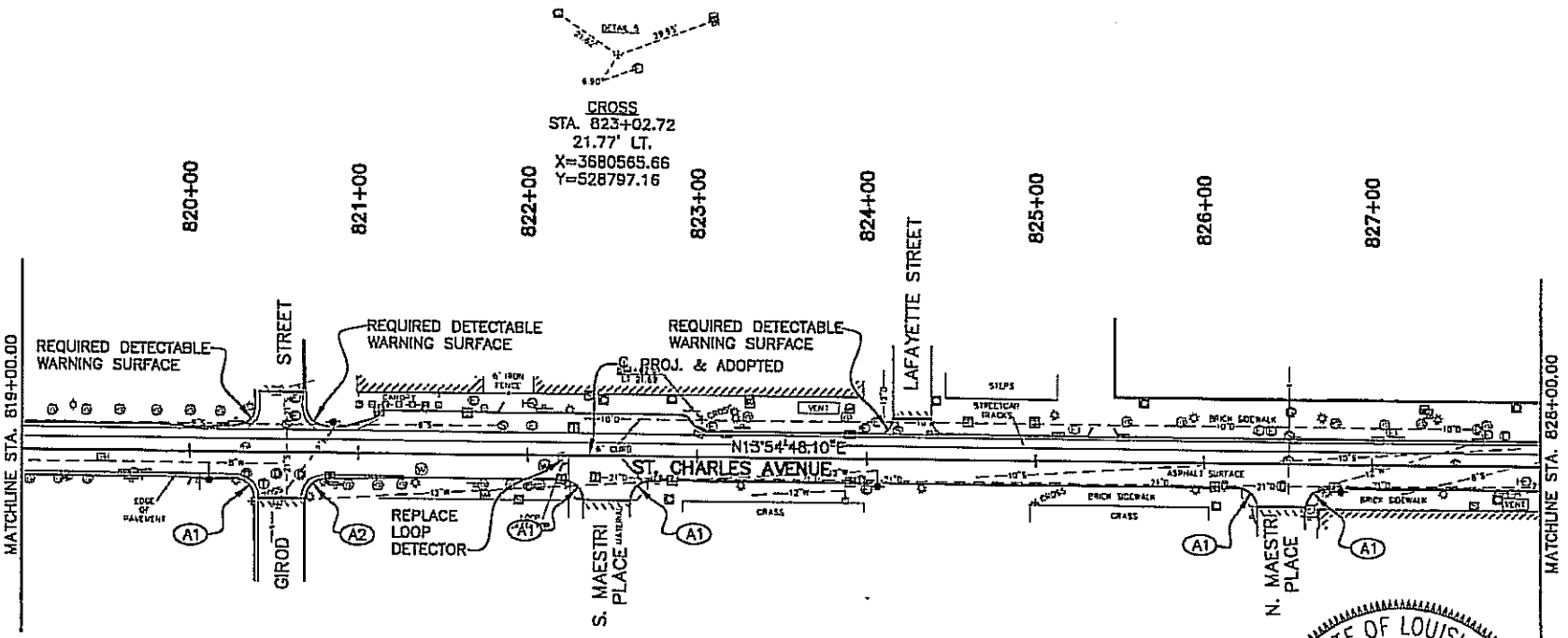
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'




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

3/24/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | ST. CHARLES AVENUE<br>US 90 TO CANAL STREET<br>STA. 819+00.00 TO 828+00.00<br>PLAN SHEET | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 3-24-2009<br>SHEET 3 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(073)<br>STATE PROJECT 704-36-0057 | SHEET NUMBER 31 | |



E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM ST CHARLES SURVEY\RA-2000-STCHARLES.dwg, 3/24/2009 10:38:51 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

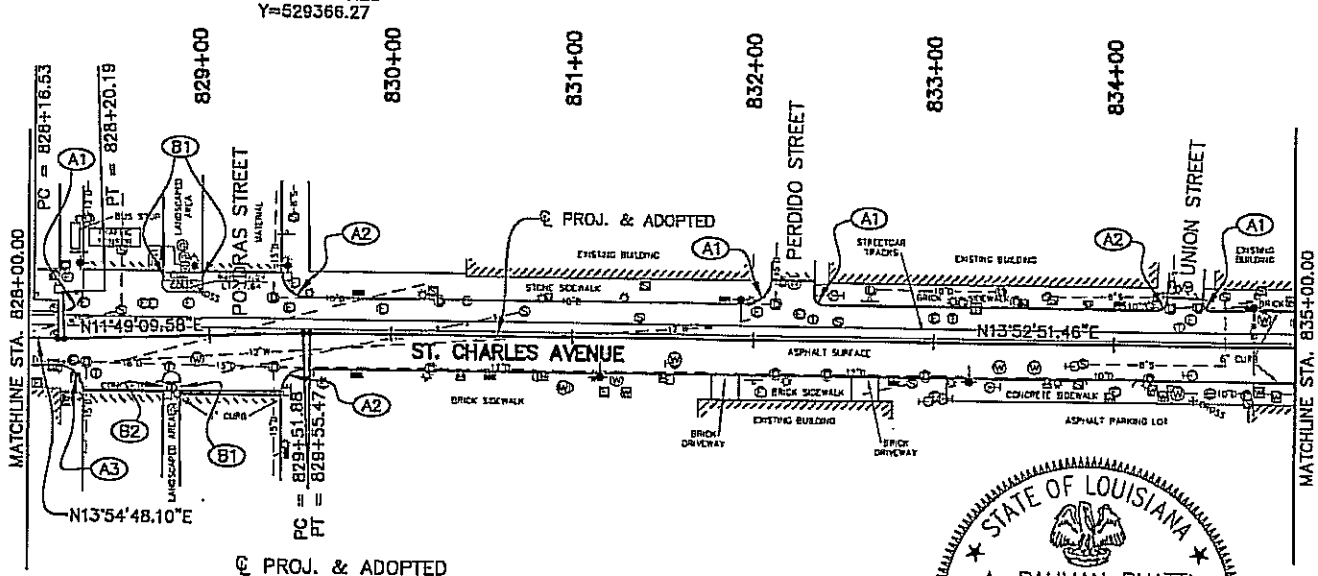
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'

℄ PROJ. & ADOPTED
P.I. 828+18.36
Δ =2°05'38.51" LT.
D =57°17'44.81"
T =1.83'
L =3.66'
R =100.00'

CROSS
STA. 828+88.28
26.38' LT.
X=3680699.28
Y=529366.27




℄ PROJ. & ADOPTED
P.I. 829+53.68
Δ =2°03'41.87" RT.
D =57°17'44.81"
T =1.80'
L =3.60'
R =100.00'

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

2/16/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | ST. CHARLES AVENUE<br>US 90 TO CANAL STREET<br>STA. 828+00.00 TO 835+00.00<br>PLAN SHEET | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 4 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(073)<br>STATE PROJECT 704-36-0057 | SHEET NUMBER 32 | |

J-97

\\Server1\EUOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM ST CHARLES SURVEY\RA-2000-STCHARLES.dwg, plan-4, 2/13/2009 8:56:41 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

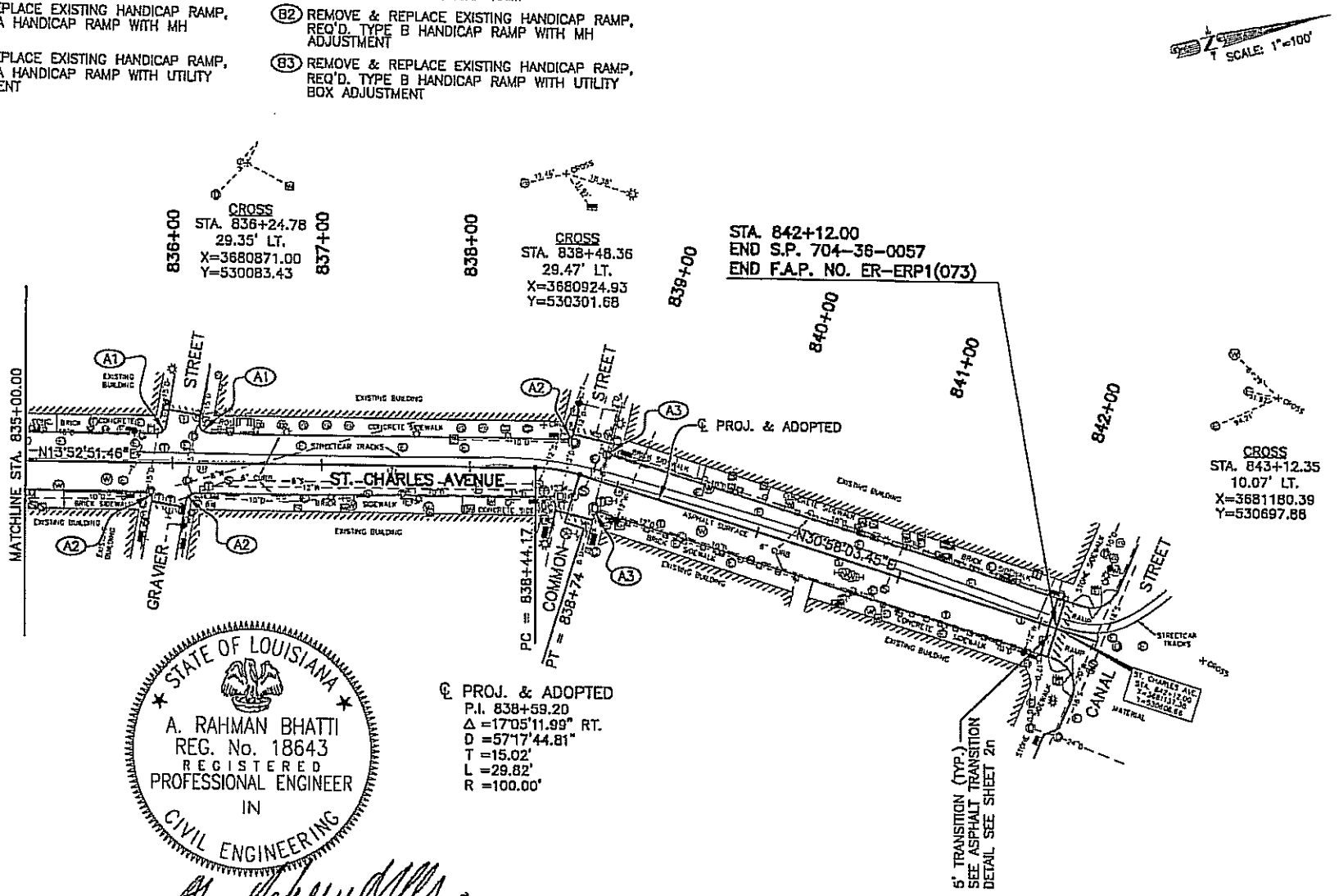
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'




℄ PROJ. & ADOPTED
P.I. 838+59.20
Δ =17°05'11.99" RT.
D =57°17'44.81"
T =15.02'
L =29.82'
R =100.00'

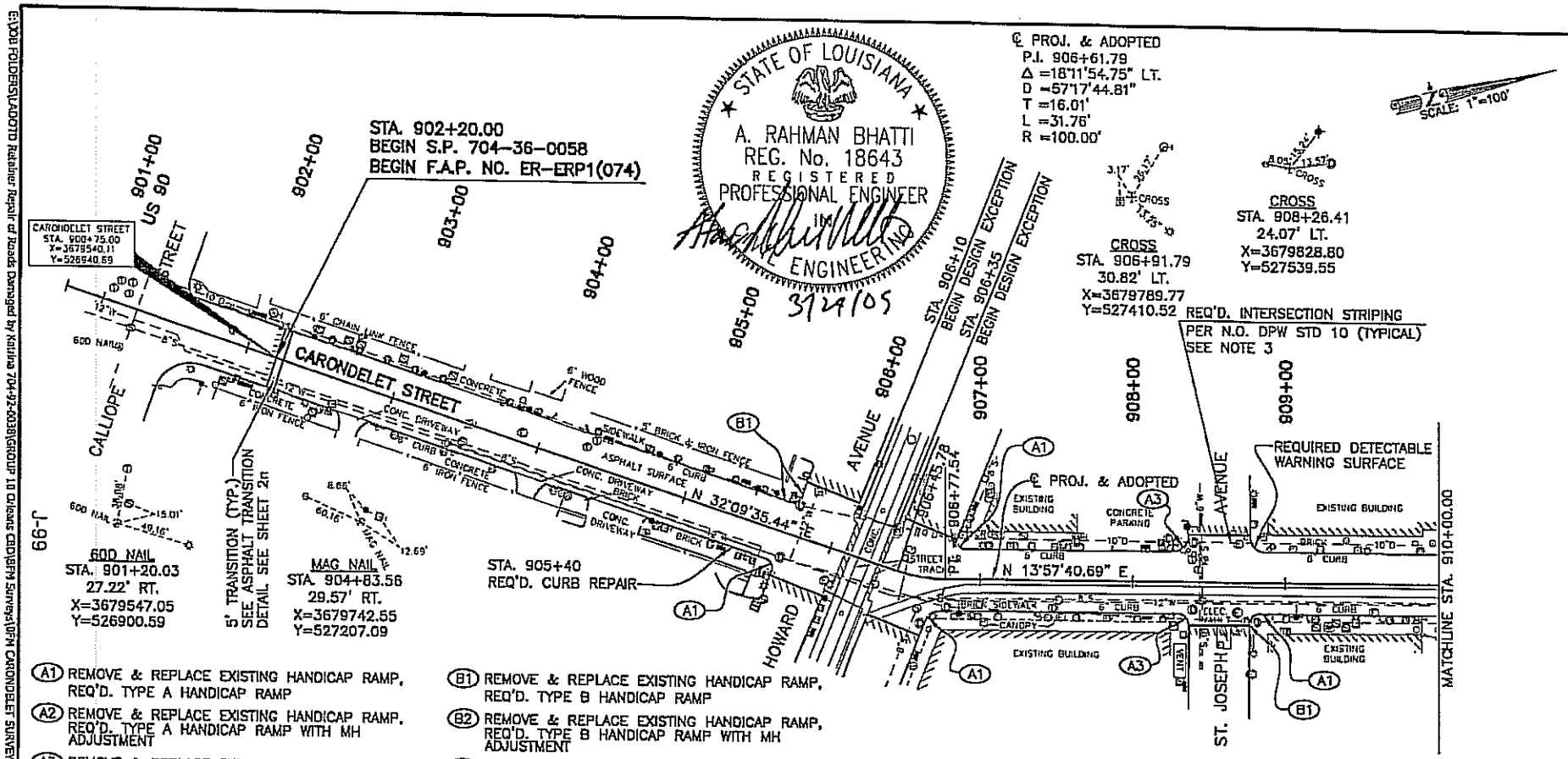
STATE OF LOUISIANA
A. RAHMAN BHATTI
REG. No. 18643
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

2/16/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | ST. CHARLES AVENUE<br>US 90 TO CANAL STREET<br>STA. 835+00.00 TO 842+12.00<br>PLAN SHEET | NO. | DATE | REVISION DESCRIPTION | BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 5 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(073)<br>STATE PROJECT 704-36-0057 | SHEET NUMBER 33 |

J-98

\\Server1\E\DOB FOLDERS\DOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\EPH Surveys\EPH ST CHARLES SURVEY\04-2009-ST CHARLES.dwg, plan5, 2/13/2009 9:21:15 AM




(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BEIN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
5. CROSSWALK STRIPING SHALL BE INSTALLED AT MEDIAN CROSSINGS AS PER STD 10 & DIRECTION OF PROJECT ENGINEER TO MEET ADA REQUIREMENTS.
6. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHEWISE SHOWN ON PLANS OR DIRECTED BY PROJECT ENGINEER.
7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

NOTE:
CONTROL COORDINATES DETERMINED FROM GPS STATIC SURVEY, ALCO PID (BJ1342) MONUMENT ARE REFERENCED TO THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID, ZONE 1702 (NAD 83), THE BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID (NAD 83)(1992).

Rahman & Associates, Inc.

DOTD

CARONDELET STREET
US 90 TO CANAL STREET
STA. 902+20.00 TO 910+00.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

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|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 3-24-2009 |
| SHEET | 1 OF 5 |

| | |
|---|---|
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(074) |
| STATE PROJECT | 704-36-0058 |

SHEET NUMBER 34

E:\JOB FOLDERS\LADOTD Retainer Repair at Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CAD\ERN Surveys\DRN CARONDELET SURVEY\PA-2000-CARONDELET.dwg, 3/24/2009 10:44:49 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

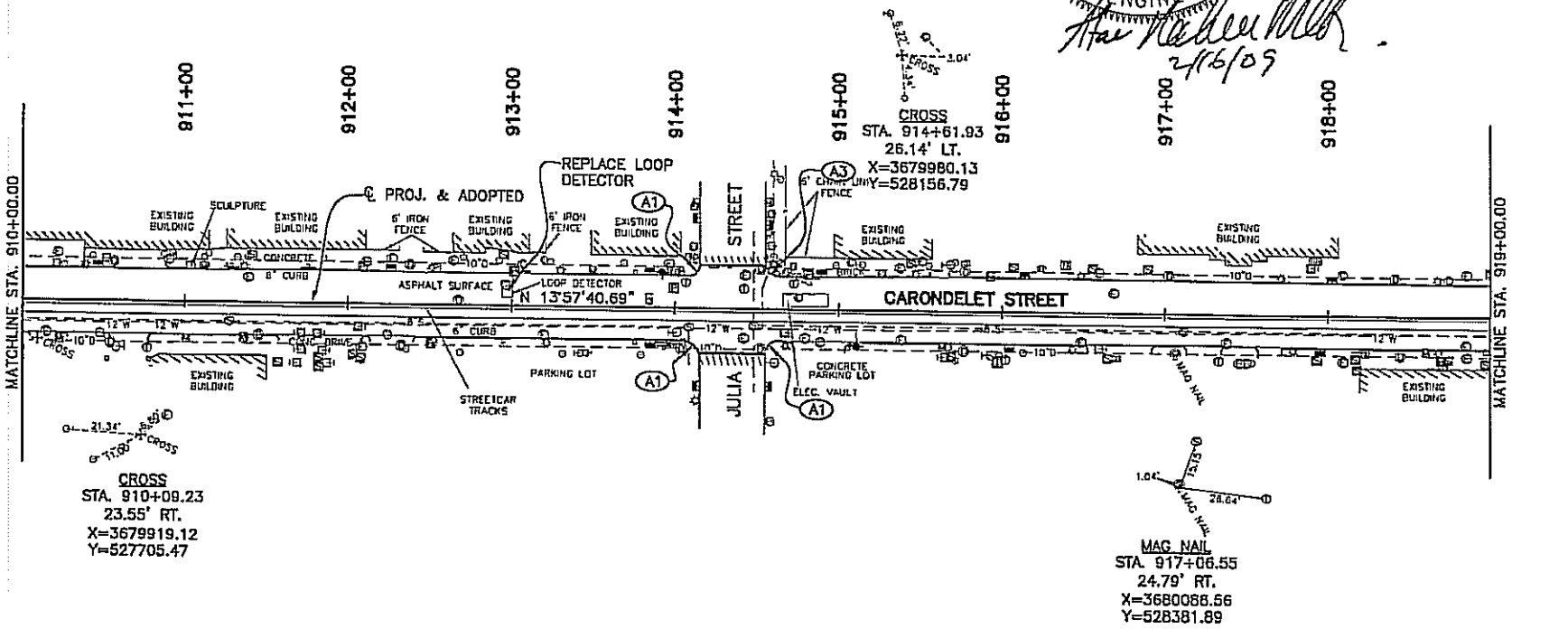
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'




J-100

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | CARONDELET STREET<br>US 90 TO CANAL STREET<br>STA. 910+00.00 TO 919+00.00 | | DESIGNED ARB<br>CHECKED DJR | PARISH | ORLEANS | SHEET NUMBER 35 |
| | | PLAN SHEET | NO. / DATE / REVISION DESCRIPTION / BY | DETAILED DJR<br>CHECKED ARB | FEDERAL PROJECT | ER-ERP1(074) | |
| | | | | DATE 2-16-2009<br>SHEET 2 OF 5 | STATE PROJECT | 704-36-0058 | |

\\Server1\E\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFH Surveys\BFH CARONDELET SURVEY\RA-2000-CARONDELET.dwg, plan-2, 2/13/2009 10:33:29 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

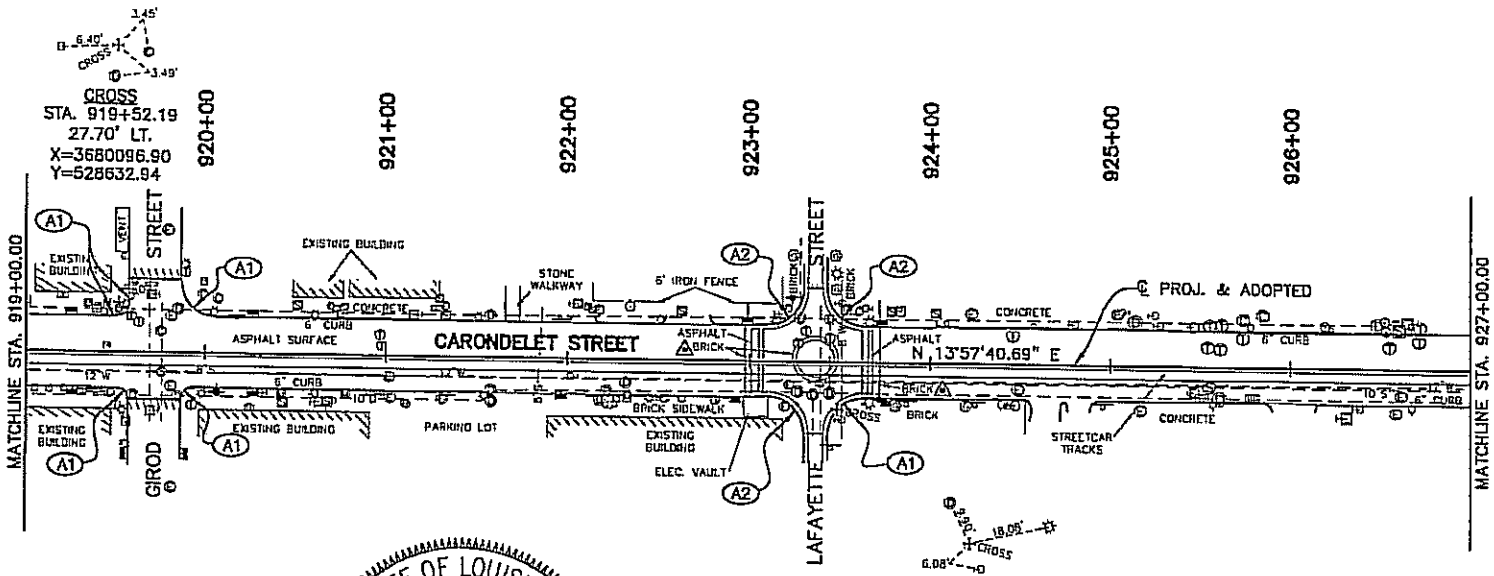
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'




CROSS
STA. 923+48.35
26.11' RT.
X=3680244.69
Y=529004.41

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

2/16/09

⚠ NOTE:
BRICK PAVERS IN THE INTERSECTION OF LAFAYETTE STREET NOT TO BE OVERLAID WITH ASPHALT.
SPECIALITY COLD MILLING BETWEEN BRICK WILL BE REQUIRED. THERE WILL BE AN EXCEPTION TO RIDE SPECS. IN SPECIALITY COLD MILL AREAS.

J-101

CARONDELET STREET
US 90 TO CANAL STREET
STA. 919+00.00 TO 927+00.00
PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED / CHECKED | ARB / DJR |
| DETAILED / CHECKED | DJR / ARB |
| DATE / SHEET | 2-16-2009 / 3 OF 5 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(074) |
| STATE PROJECT | 704-36-0058 |
| SHEET NUMBER | 36 |

Ruhman & Associates, Inc.

\\Server1\EDOB FOLDERS\LA-DOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\UPN Surveys\UPN CARONDELET SURVEY\R4-2009-CARONDELET.dwg, plan-3, 2/13/2009 10:38:00 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

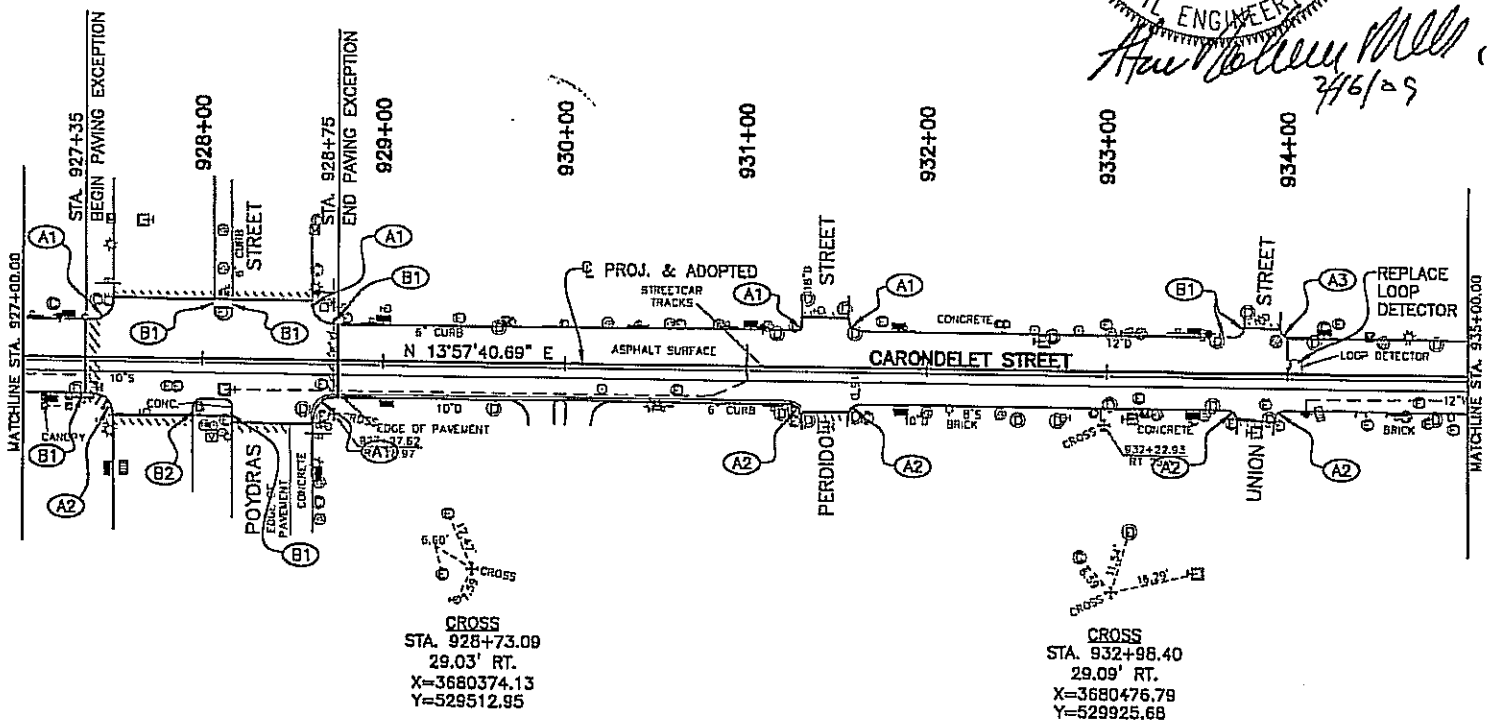
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'




CROSS
STA. 928+73.09
29.03' RT.
X=3680374.13
Y=529512.95

CROSS
STA. 932+98.40
29.09' RT.
X=3680476.79
Y=529925.68

J-102

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | CARONDELET STREET<br>US 90 TO CANAL STREET<br>STA. 927+00.00 TO 935+00.00<br>PLAN SHEET | STATE OF LOUISIANA | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 4 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(074)<br>STATE PROJECT 704-36-0058 | SHEET NUMBER 37 |

\\Server1\EVDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0039\GROUP 10 Orleans CBD\ERN Surveys\ERH CARONDELET SURVEY\R4-2000-CARONDELET.dwg, plan-4, 2/13/2009 10:52:00 AM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'

CROSS
STA. 936+16.86
28.71' LT.
X=3680498.53
Y=530250.02

CROSS
STA. 938+70.87
27.78' LT.
X=3680577.88
Y=530496.88

STA. 943+00.00
END S.P. 704-36-0058
END F.A.P. NO. ER-ERP1(074)

MATCHLINE 935+00.00

J-103

936+00 937+00 938+00 939+00 940+00 941+00 942+00 943+00

P STREET

GRAVIER STREET

COMMON STREET

CARONDELET STREET

CANAL STREET

N 13°57'40.69" E

N 17°04'41.64" E

N 37°13'34.62" E

ASPHALT SURFACE

CANOPY

EXISTING BUILDING

VAULT

TEMP. CHAIN LINK FENCE

CONSTRUCTION LANES

LOOP DETECTOR

STREETCAR TRACKS

ELEC. VAULT

PC = 935+03.23

PT = 936+08.67

PC = 938+51.36

PT = 936+86.53

℄ PROJ. & ADOPTED
P.I. 936+05.95
Δ =3°07'00.95" RT.
D =57°17'44.81"
T =2.72'
L =5.44'
R =100.00'

℄ PROJ. & ADOPTED
P.I. 936+69.13
Δ =20°08'52.98" RT.
D =57°17'44.81"
T =17.77'
L =35.17'
R =100.00'

5' TRANSITION (TYP.)
SEE ASPHALT TRANSITION DETAIL SEE SHEET 2n

CARONDELET STREET
STA. 943+20.72
X=3680873.48
Y=530842.62

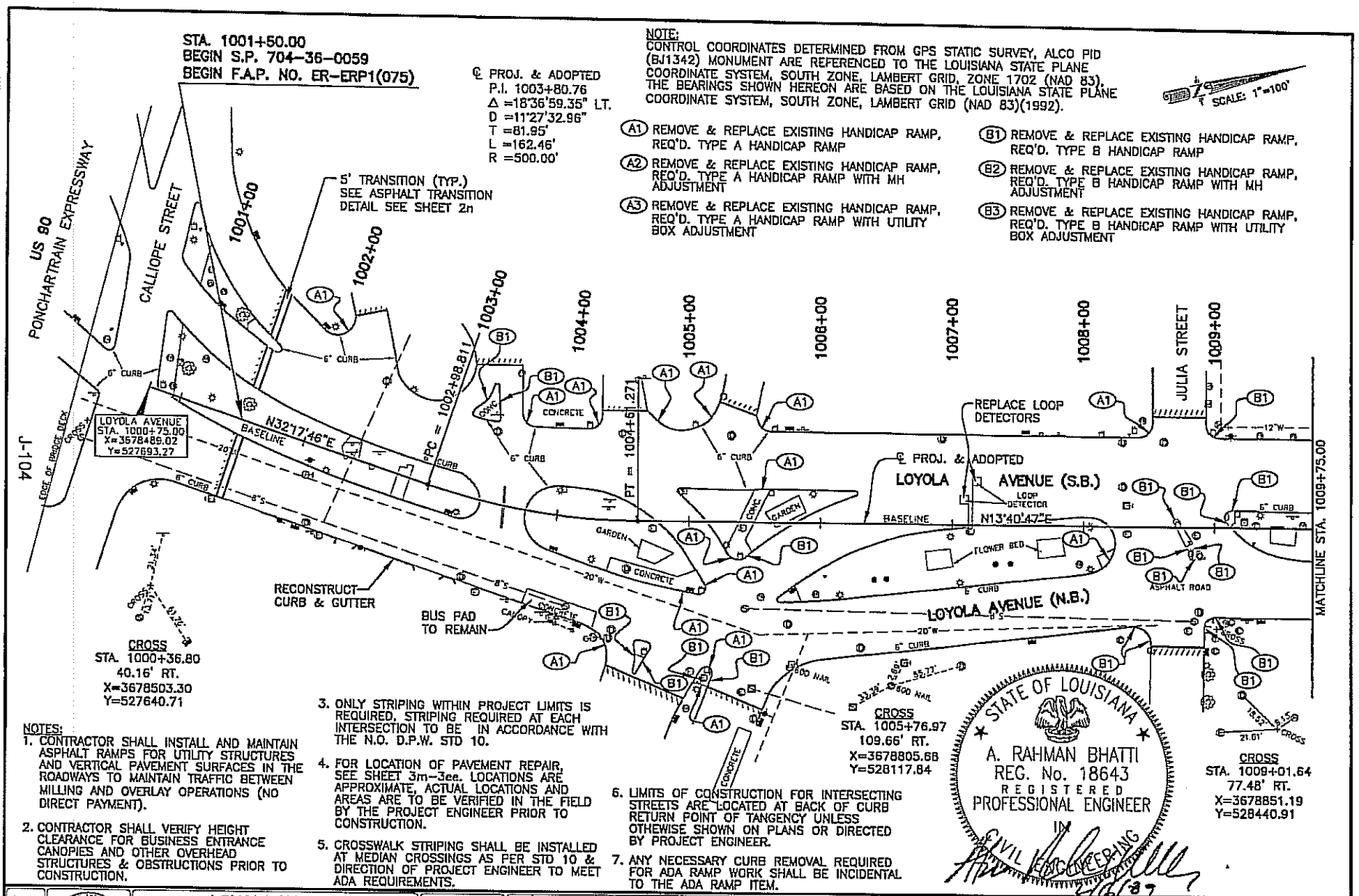
MAG NAIL

CROSS
STA. 943+61.92
21.40' RT.
X=3680915.44
Y=530862.48

| | | | | | |
|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | CARONDELET STREET<br>US 90 TO CANAL STREET<br>STA. 935+00.00 TO 943+00.00 | | DESIGNED ARB<br>CHECKED DJR | PARISH ORLEANS |
| | | | | DETAILED DJR<br>CHECKED ARB | FEDERAL PROJECT ER-ERP1(074) |
| | | PLAN SHEET | NO. DATE REVISION DESCRIPTION BY | DATE 2-16-2009<br>SHEET 5 OF 5 | STATE PROJECT 704-36-0058 |

SHEET NUMBER 3B

\\Server1\EJOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\07N Surveys\07N CARONDELET SURVEY\4-2000-CARONDELET.dwg, plan-5, 2/13/2009 10:51:43 AM




NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES & OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
5. CROSSWALK STRIPING SHALL BE INSTALLED AT MEDIAN CROSSINGS AS PER STD 10 & DIRECTION OF PROJECT ENGINEER TO MEET ADA REQUIREMENTS.
6. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHEWISE SHOWN ON PLANS OR DIRECTED BY PROJECT ENGINEER.
7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

Rubenstein & Associates, Inc.

DOTD

LOYOLA AVENUE
US 90 TO CANAL STREET
STA. 1000+75.00 TO 1009+75.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 1 OF 5 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(075) |
| STATE PROJECT | 704-36-0059 |
| SHEET NUMBER | 3a |

\\Server1\EJOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-99-0018\GROUP 10 Orleans CBD\SRH Surveys\SRH LOYOLA SURVEY\9A-2008-LOYOLA.dwg, PLAN-1, 2/13/2009 2:05:38 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

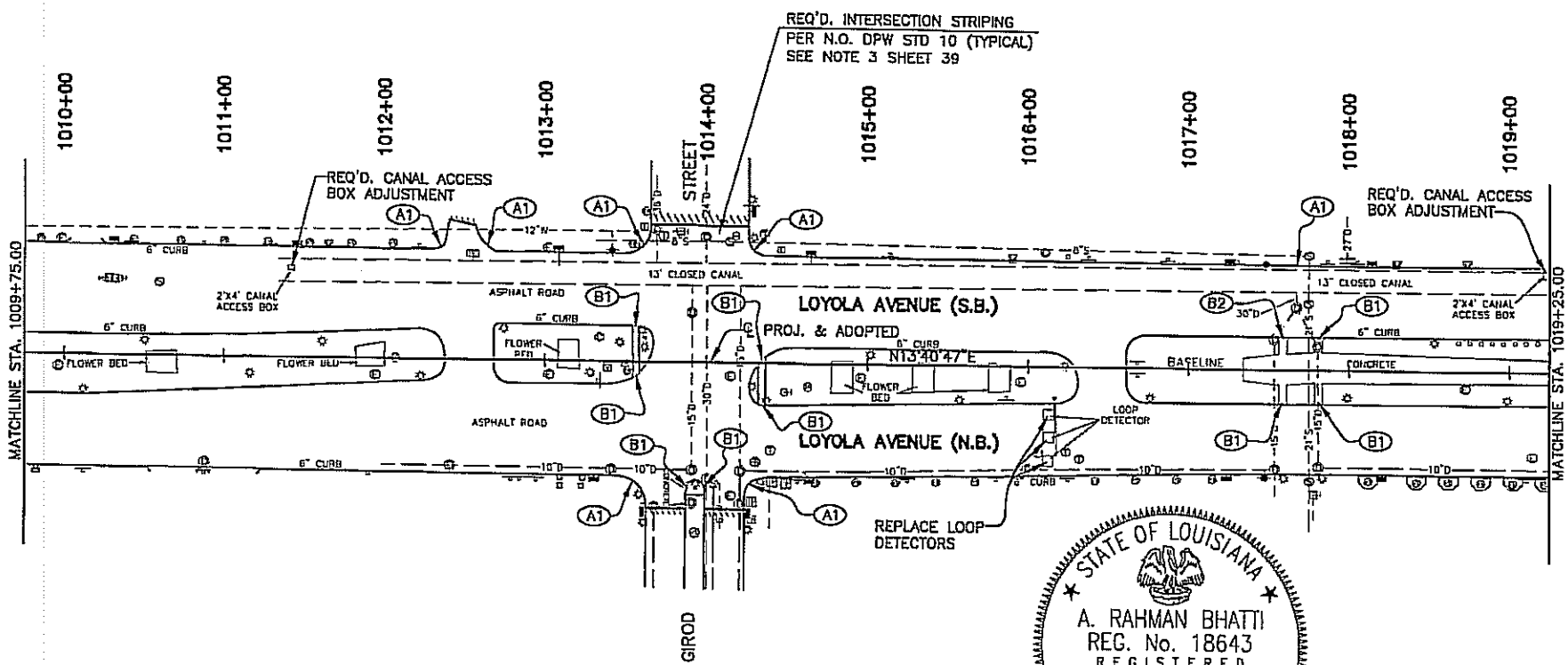
(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'




CROSS
STA. 1014+34.47
83.65' RT.
X=3678979.01
Y=528955.06

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

2/16/09

J-105

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | LOYOLA AVENUE<br>US 90 TO CANAL STREET<br>STA. 1009+75.00 TO 1019+25.00<br>PLAN SHEET | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 2 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(075)<br>STATE PROJECT 704-36-0059 | SHEET NUMBER 40 | |

\\Server1\E\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM LOYOLA SURVEY\RA-2000-LOYOLA.dwg, PLAN-2, 2/13/2009 2:13:09 PM

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

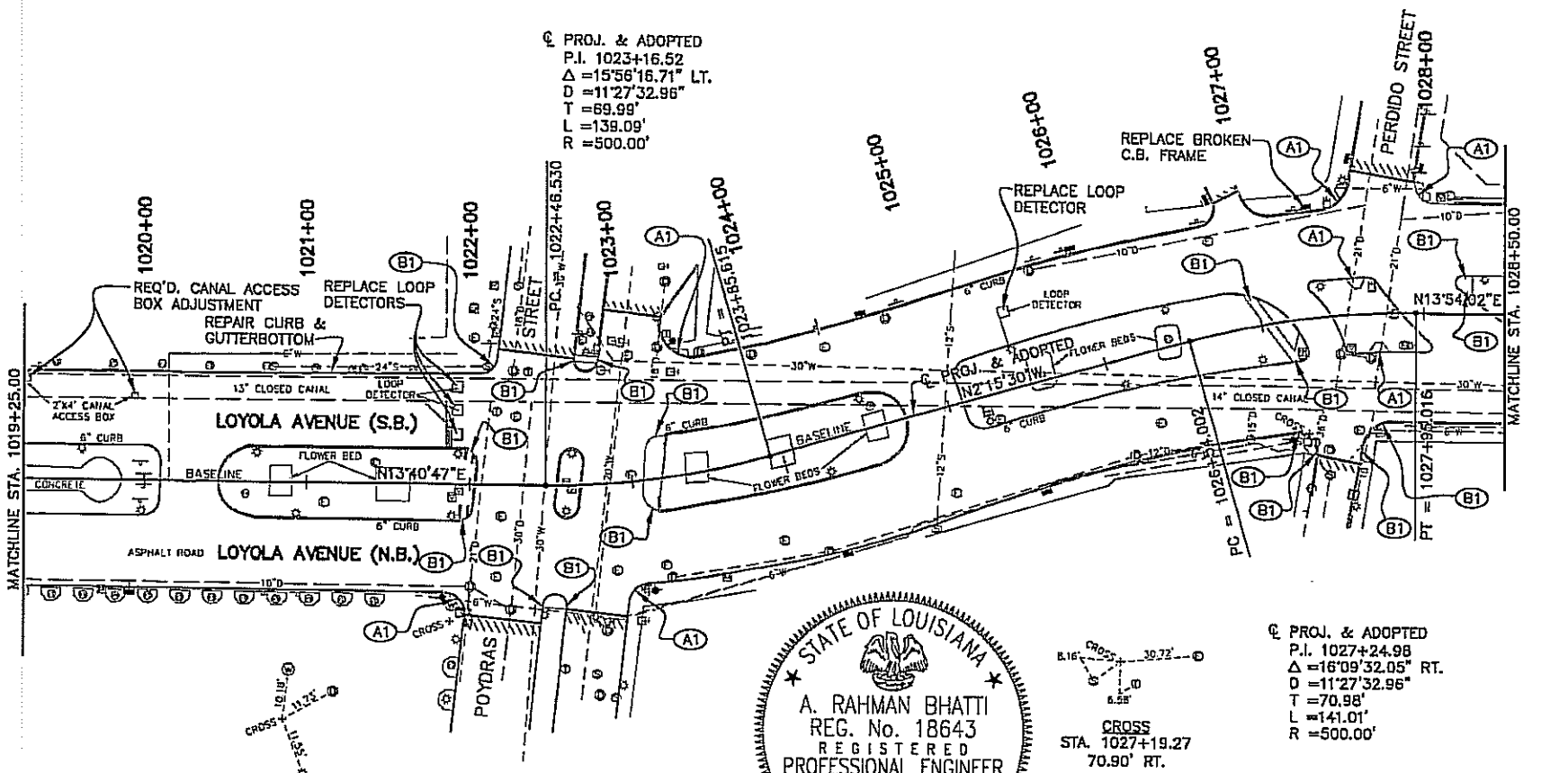
(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

SCALE: 1"=100'

℄ PROJ. & ADOPTED
P.I. 1023+16.52
Δ =15°56'16.71" LT.
D =11°27'32.96"
T =69.99'
L =139.09'
R =500.00'




CROSS
STA. 1021+88.00
83.63' RT.
X=3679161.38
Y=529689.33

CROSS
STA. 1027+19.27
70.90' RT.
X=3679169.48
Y=530230.85

℄ PROJ. & ADOPTED
P.I. 1027+24.98
Δ =16°09'32.05" RT.
D =11°27'32.96"
T =70.98'
L =141.01'
R =500.00'

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

2/16/09

J-106

\\Server1\EUOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0030\GROUP 10 Orleans CBD\BRN Surveys\BRN LOYOLA SURVEY\RA-2000-LOYOLA.dwg, PLAN-3, 2/13/2009 2:14:42 PM

Rahman & Associates, Inc.

LOYOLA AVENUE
US 90 TO CANAL STREET
STA. 1019+25.00 TO 1028+50.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 3 OF 5 |

| | |
|---|---|
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(075) |
| STATE PROJECT | 704-36-0059 |

SHEET NUMBER 41

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

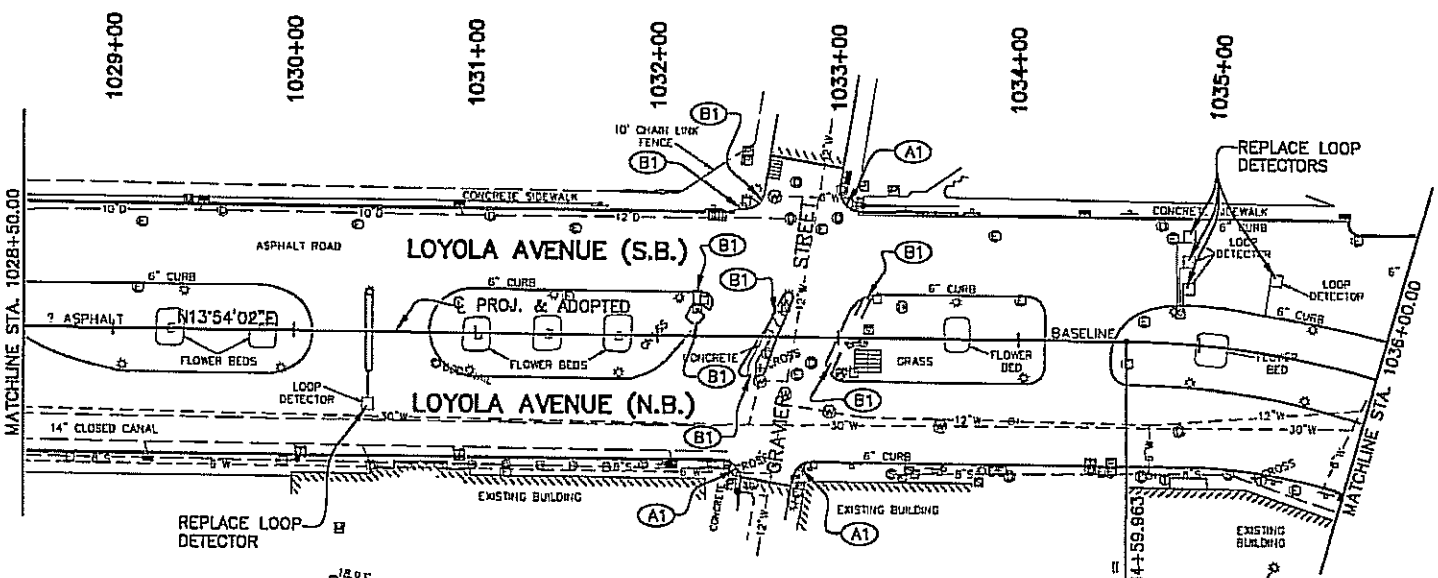
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

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

2/16/09

SCALE: 1"=100'




CROSS
STA. 1030+78.42
16.87' RT.
X=3679195.91
Y=530582.98

CROSS
STA. 1032+39.80
74.74' RT.
X=3679290.84
Y=530725.73

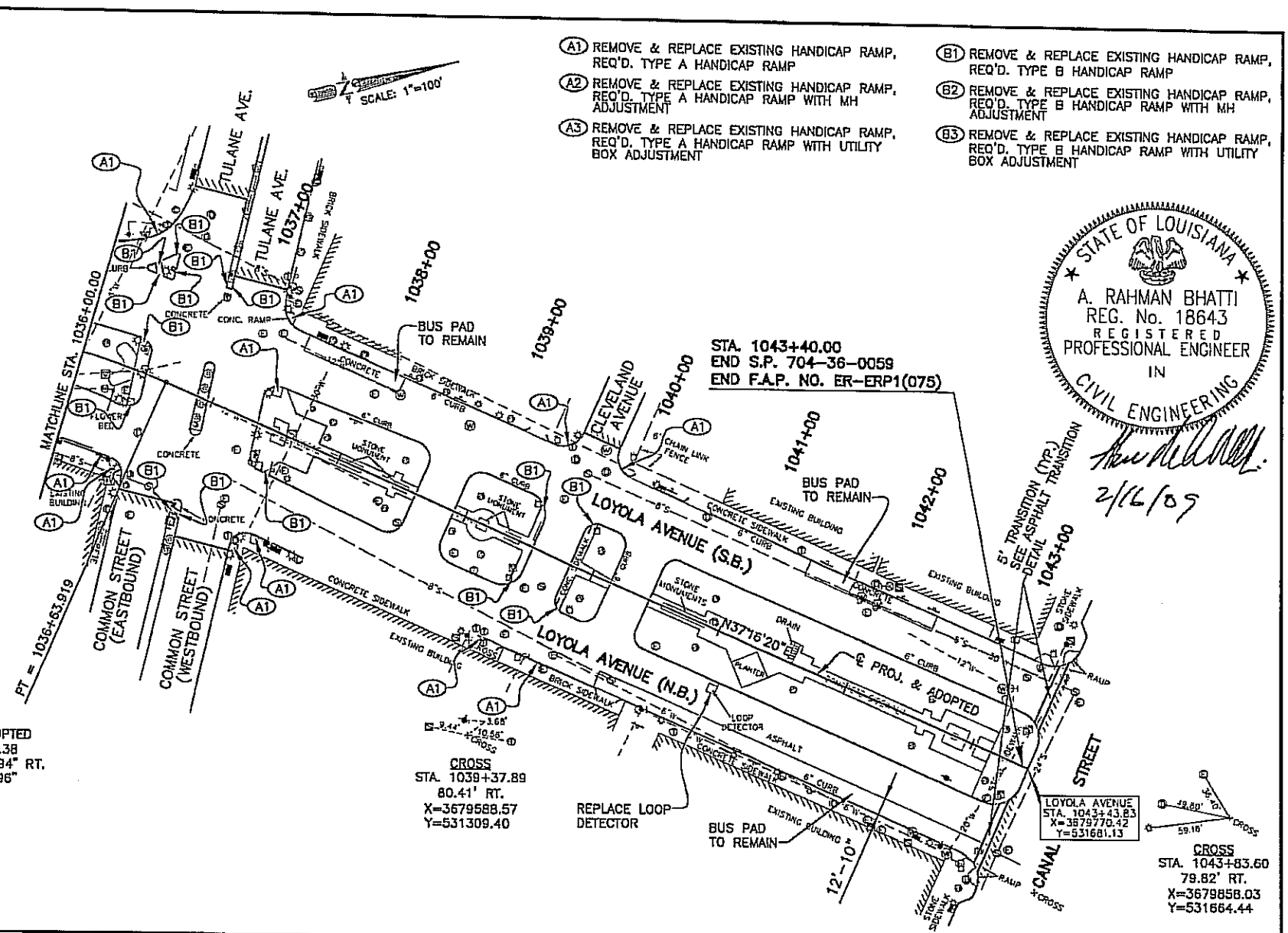
℄ PROJ. & ADOPTED
P.I. 1035+63.38
Δ =23°22'17.94" RT.
D =11°27'32.96"
T =103.42'
L =203.96'
R =500.00'

CROSS
STA. 1035+42.51
68.25' RT.
X=3679360.19
Y=531008.47

J-107

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | LOYOLA AVENUE<br>US 90 TO CANAL STREET<br>STA. 1028+50.00 TO 1036+00.00<br>PLAN SHEET | NO. | DATE | REVISION DESCRIPTION | BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 4 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(075)<br>STATE PROJECT 704-36-0059 | SHEET NUMBER 42 |

\\Server1\E\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0036\GROUP 10 Orleans CBD\BFM Surveys\BFM LOYOLA SURVEY\RA-2000-LOYOLA.dwg, PLAN-4, 2/13/2009 2:17:54 PM




LOYOLA AVENUE
US 90 TO CANAL STREET
STA. 1036+00.00 TO 1043+40.00

PLAN SHEET

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | |
|---|---|
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 5 OF 5 |

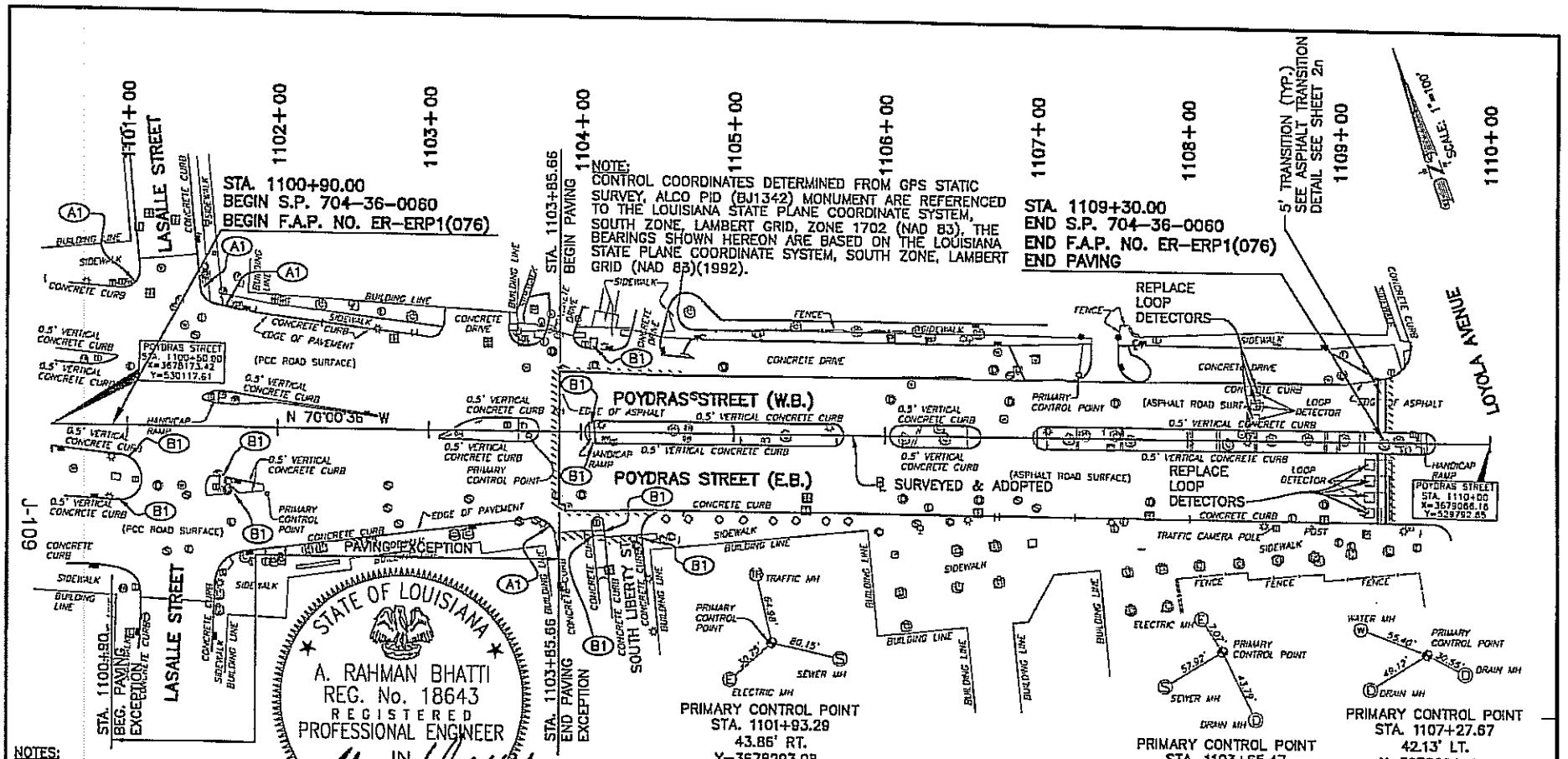
| | |
|---|---|
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(075) |
| STATE PROJECT | 704-36-0059 |

SHEET NUMBER 43

Rahman & Associates, Inc.

J-108

\\Server1\EUDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-93-0038\GROUP 10 Orleans CBD\BFN Surveys\BFN LOYOLA SURVEY\04-2009-LOYOLA.dwg, PLAN-5, 2/13/2009 12:20:33 PM




NOTE:
CONTROL COORDINATES DETERMINED FROM GPS STATIC SURVEY, ALCO PID (BJ1342) MONUMENT ARE REFERENCED TO THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID, ZONE 1702 (NAD 83), THE BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, LAMBERT GRID (NAD 83)(1992).

NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN ASPHALT RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT SURFACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR BUSINESS ENTRANCE CANOPIES AND OTHER OVERHEAD STRUCTURES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH THE N.O. D.P.W. STD 10.
4. FOR LOCATION OF PAVEMENT REPAIR, SEE SHEET 3m-3ee. LOCATIONS ARE APPROXIMATE, ACTUAL LOCATIONS AND AREAS ARE TO BE VERIFIED IN THE FIELD BY THE PROJECT ENGINEER PRIOR TO CONSTRUCTION.
5. CROSSWALK STRIPING SHALL BE INSTALLED AT MEDIAN CROSSINGS AS PER STD 10 & DIRECTION OF PROJECT ENGINEER TO MEET ADA REQUIREMENTS.
6. LIMITS OF CONSTRUCTION FOR INTERSECTING STREETS ARE LOCATED AT BACK OF CURB RETURN POINT OF TANGENCY UNLESS OTHEWISE SHOWN ON PLANS OR DIRECTED BY PROJECT ENGINEER.
7. ANY NECESSARY CURB REMOVAL REQUIRED FOR ADA RAMP WORK SHALL BE INCIDENTAL TO THE ADA RAMP ITEM.

(A1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP

(A2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH MH ADJUSTMENT

(A3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE A HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

(B1) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP

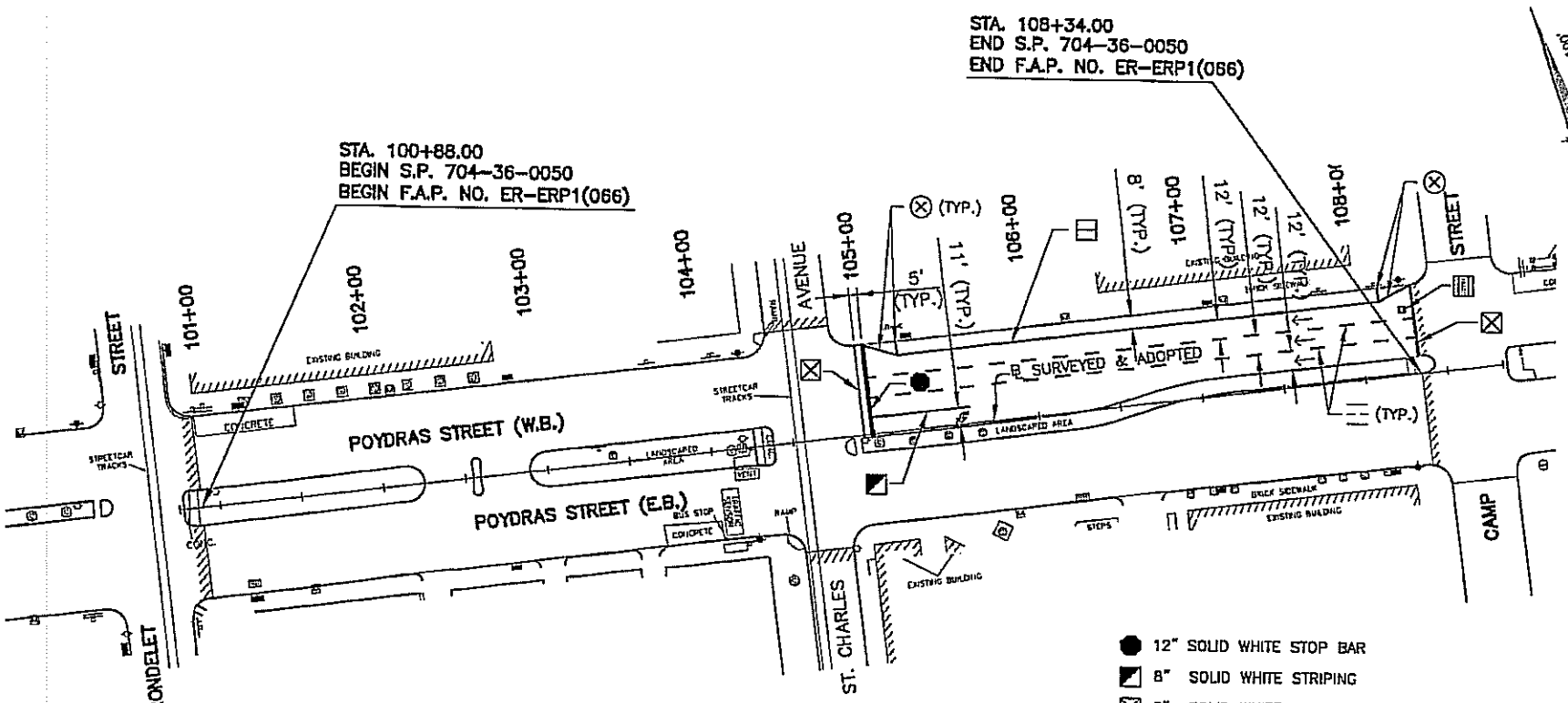
(B2) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH MH ADJUSTMENT

(B3) REMOVE & REPLACE EXISTING HANDICAP RAMP, REQ'D. TYPE B HANDICAP RAMP WITH UTILITY BOX ADJUSTMENT

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | POYDRAS STREET (LASALLE ST. TO LOYOLA AVE.) STA. 1100+90.00 TO 1109+30.00 | NO. | DATE | REVISION DESCRIPTION | BY | DESIGNED ARB / CHECKED DJR | PARISH ORLEANS |
| | | PLAN SHEET | | | | | DETAILED DJR / CHECKED ARB | FEDERAL PROJECT ER-ERP1(076) |
| | | | | | | | DATE 2-16-2009 / SHEET 1 OF 1 | STATE PROJECT 704-36-0060 |

SHEET NUMBER 44

\\Server1\EUDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\BFM Surveys\BFM Poydras-2 Survey\RA-2000-6295.dwg, TOPO1, 2/13/2009 2:35:15 PM




- 12" SOLID WHITE STOP BAR
- 8" SOLID WHITE STRIPING
- 6" SOLID WHITE CROSSWALK STRIPING
- 4" SOLID WHITE STRIPING
- 4" BROKEN WHITE STRIPING WITH REFLECTORIZED RAISED PAVEMENT MARKERS
- 6" SOLID YELLOW STRIPING
- 4" SOLD YELLOW STRIPING
- 4" BROKEN YELLOW STRIPING WITH REFLECTORIZED RAISED PAVEMENT MARKERS
- PAVEMENT SYMBOL (ARROW)
- PAVEMENT SYMBOL (ONLY)
- INDICATES TRAVEL DIRECTION (NO PAVEMENT SYMBOL)
- REFLECTORIZED RAISED PAVEMENT MARKERS (BLUE) IN THE MIDDLE OF THE OUTSIDE LANE ADJACENT TO FIRE HYDRANT

NOTES: TO APPLY TO ALL SUGGESTED PAVEMENT MARKINGS:

1. ALL STRIPING SIZES, LOCATION AND DIMENSIONS SHALL BE GOVERNED BY THE CITY OF NEW ORLEANS STANDARD DRAWING STD10 & AS DIRECTED BY THE PROJECT ENGINEER TO MEET ALL REQUIREMENTS.

2. THE SUGGESTED PAVEMENT MARKINGS HAVE BEEN DEVELOPED TO MATCH THE EXISTING MARKING ARRANGEMENT. HOWEVER THE CONTRACTOR SHALL COMPARE THE SUGGESTED MARKINGS TO THE ACTUAL MARKINGS AND REPORT ANY DISCREPANCIES TO THE PROJECT ENGINEER PRIOR TO REMOVAL OF EXISTING MARKINGS.

STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

2/16/09

Rohman & Associates, Inc.

POYDRAS STREET
CARONDELET ST. TO CAMP STREET
STA. 100+88.00 TO 108+34.00

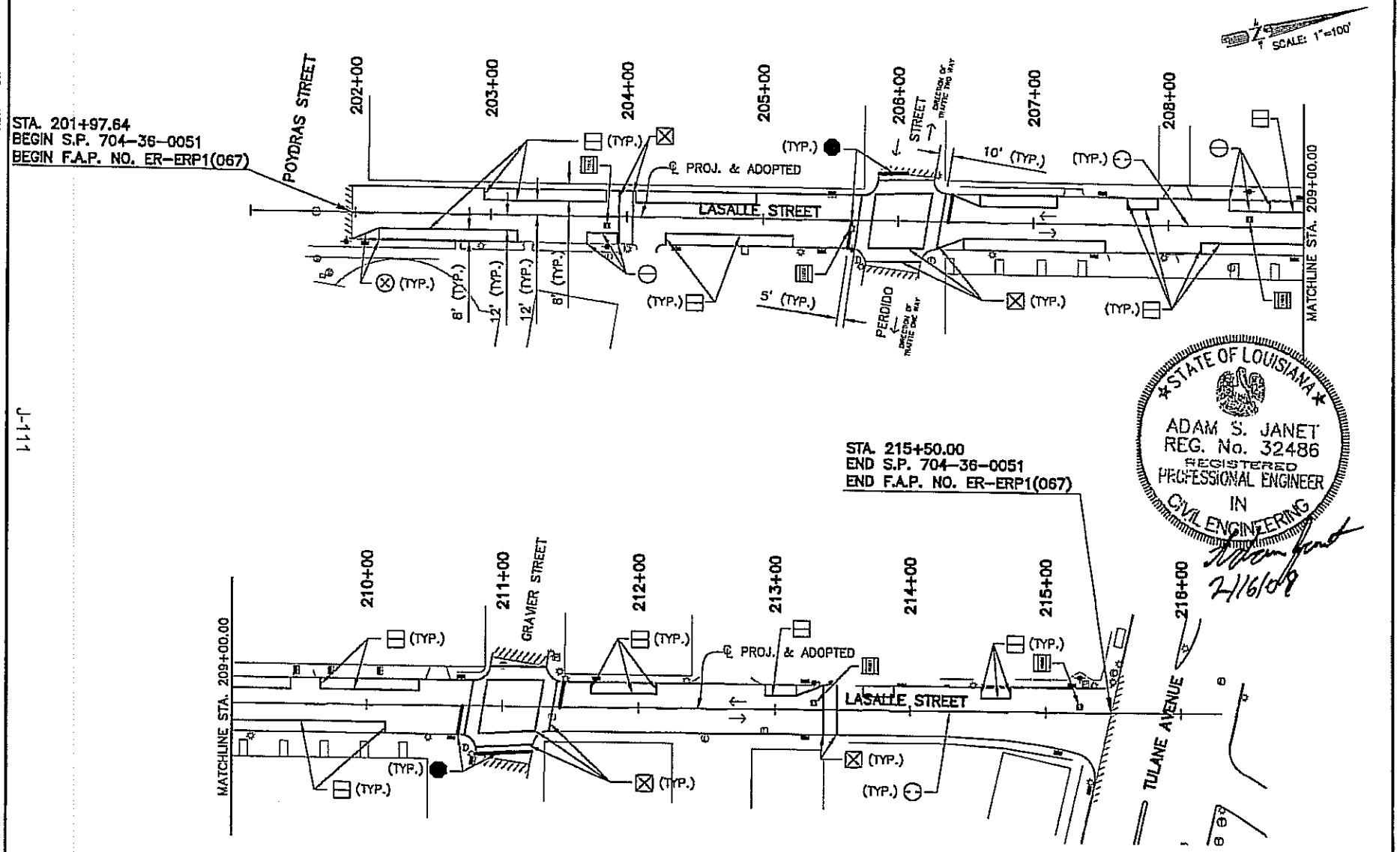
SUGGESTED PAVEMENT MARKINGS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|
| | | | |

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

SHEET NUMBER 45

\\Server1\EUDD FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0031\GROUP 10 Orleans CBD\Design Drawings\PA-Pave Markings-POYDRAS01.dwg, Layout1, 2/16/2009 12:10:34 PM




LASALLE STREET
POYDRAS ST. TO TULANE AVE. (US 61)
STA. 201+97.64 TO 215+50

SUGGESTED PAVEMENT MARKINGS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS |
| CHECKED | DJR | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(067) |
| CHECKED | ARB | | |
| DATE | 2-16-2009 | STATE PROJECT | 704-36-0051 |
| SHEET | 1 OF 1 | SHEET NUMBER | 45 |

Rahman & Associates, Inc.

J-111

\\Server1\E\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0039\GROUP 10 Orleans CBD\Design Drawings\10A-Pave Markings-LASALLE.dwg, TDP01, 2/16/2009 11:07:58 AM

SEE THE SUGGESTED PAVEMENT MARKINGS OF THE CARONDELET ST. PROJECT FOR THE SUGGESTED MARKINGS AT THIS INTERSECTION.

STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
2/11/09

| | |
|---|---|
| SHEET NUMBER | 47 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(068) |
| STATE PROJECT | 704-36-0052 |
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 1 OF 2 |

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

GRAVIER STREET
LOYOLA AVE. TO S. PETERS ST.
STA. 300+95.00 TO 316+00.00

SUGGESTED PAVEMENT MARKINGS

DOTD

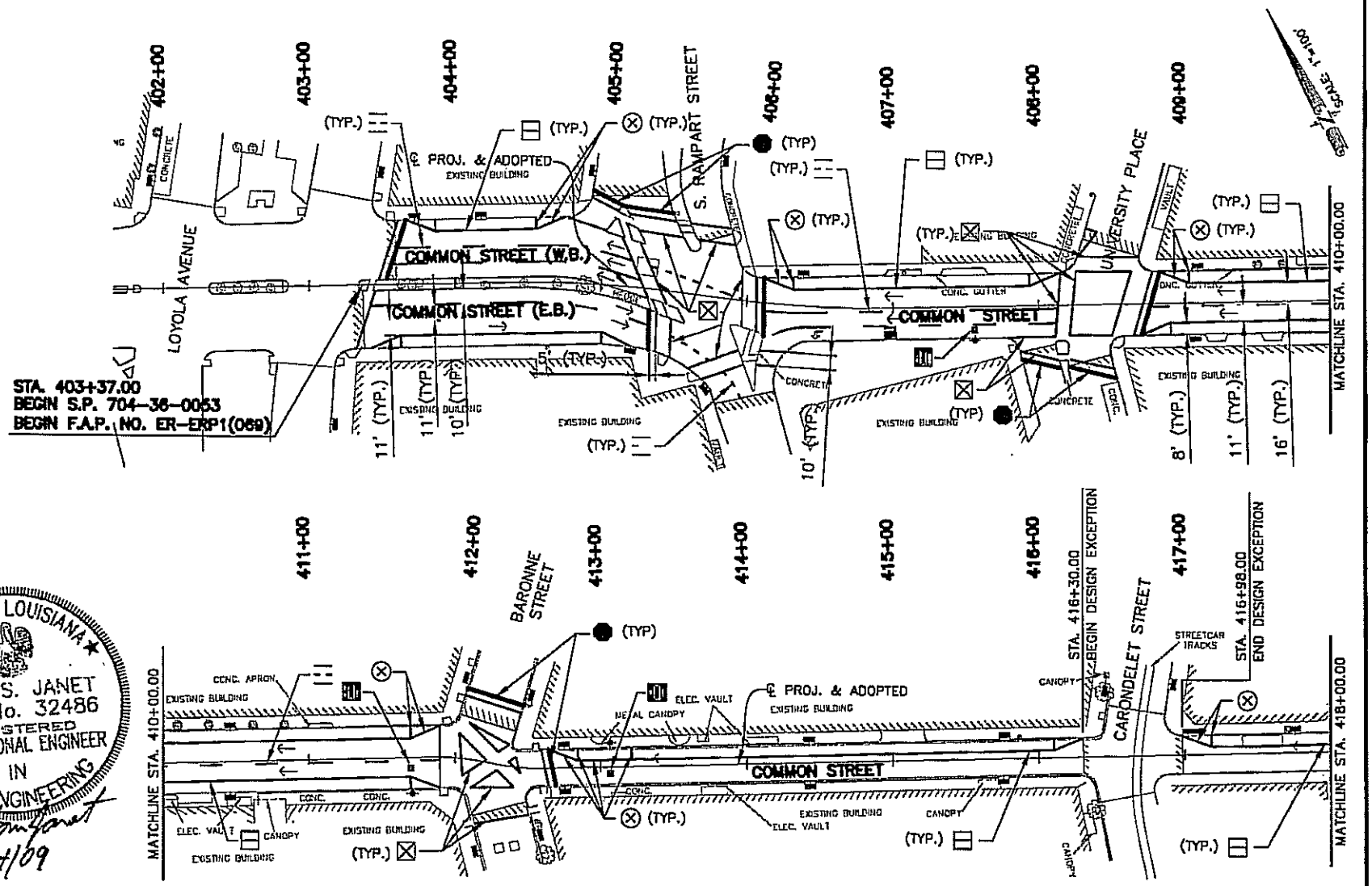
Rahman & Associates, Inc.

| SHEET NUMBER | 4B |
|---|---|
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1(068) |
| STATE PROJECT | 704-36-0052 |
| DESIGNED | ARB |
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 2 OF 2 |

GRAVIER STREET
LOYOLA AVE. TO S. PETERS ST.
STA. 316+00.00 TO 332+45.00

SUGGESTED PAVEMENT MARKINGS

Robinson & Associates, Inc.




STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

Adam Janet
3/24/09

SEE THE SUGGESTED PAVEMENT MARKINGS OF THE CARONDELET ST. PROJECT FOR THE SUGGESTED MARKINGS AT THIS INTERSECTION.

Rahman & Associates, Inc.

DOTD

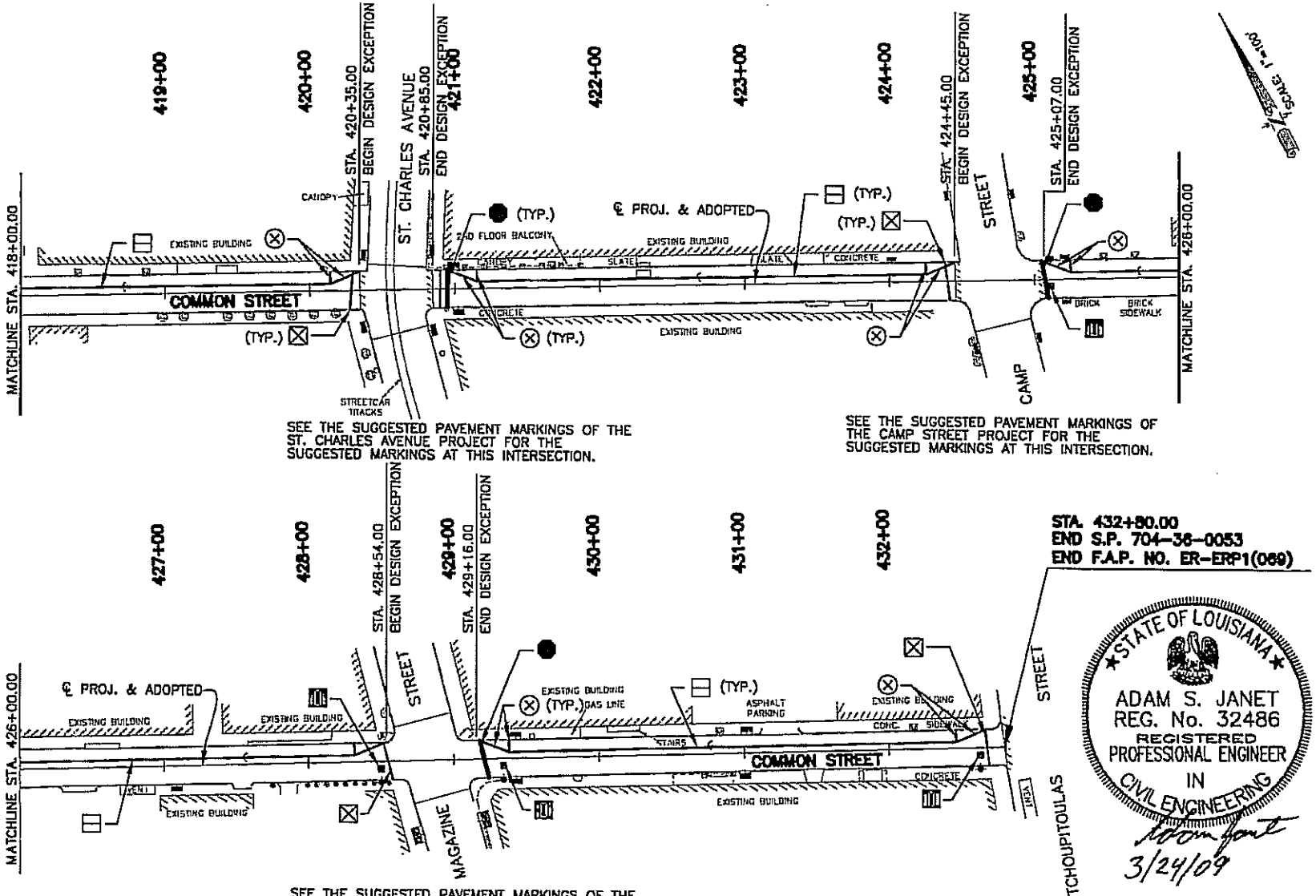
COMMON STREET
LOYOLA AVE. TO S. PETERS ST.
STA. 403+37.00 TO 418+00.00

SUGGESTED PAVEMENT MARKINGS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(069) |
| DATE / SHEET | 3-24-2009 / 1 OF 2 | STATE PROJECT | 704-36-0053 |

SHEET NUMBER 49




Rahman & Associates, Inc.

DOTD

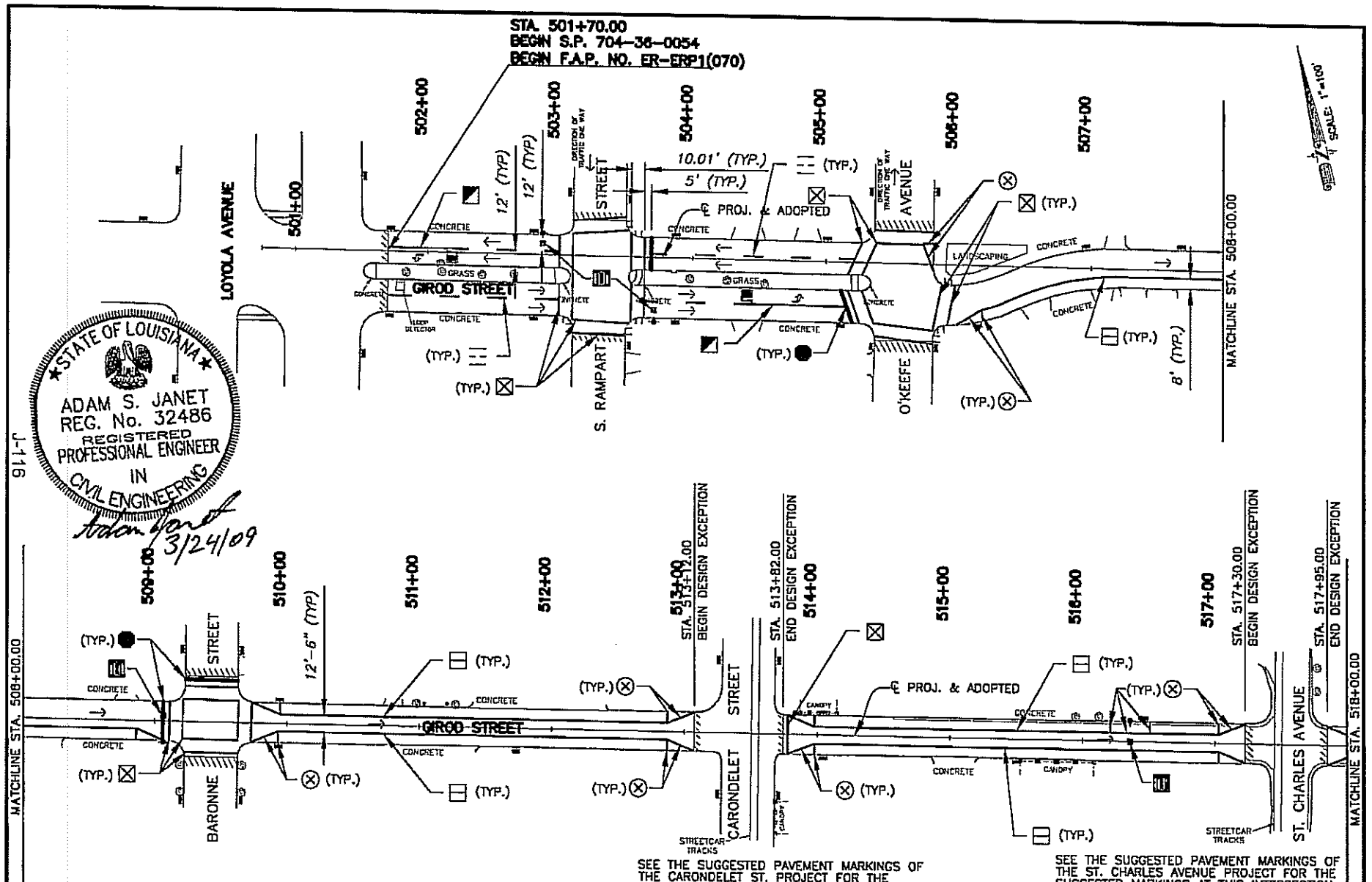
COMMON STREET
LOYOLA AVE. TO S. PETERS ST.
STA. 418+00.00 TO 432+80.00

SUGGESTED PAVEMENT MARKINGS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(069) |
| DATE / SHEET | 3-24-2009 / 2 OF 2 | STATE PROJECT | 704-36-0053 |

SHEET NUMBER 50




Rahman & Associates, Inc.

DOTD

GIROD STREET
LOYOLA AVE. TO S. PETERS ST.
STA. 501+70.00 TO 518+00.00

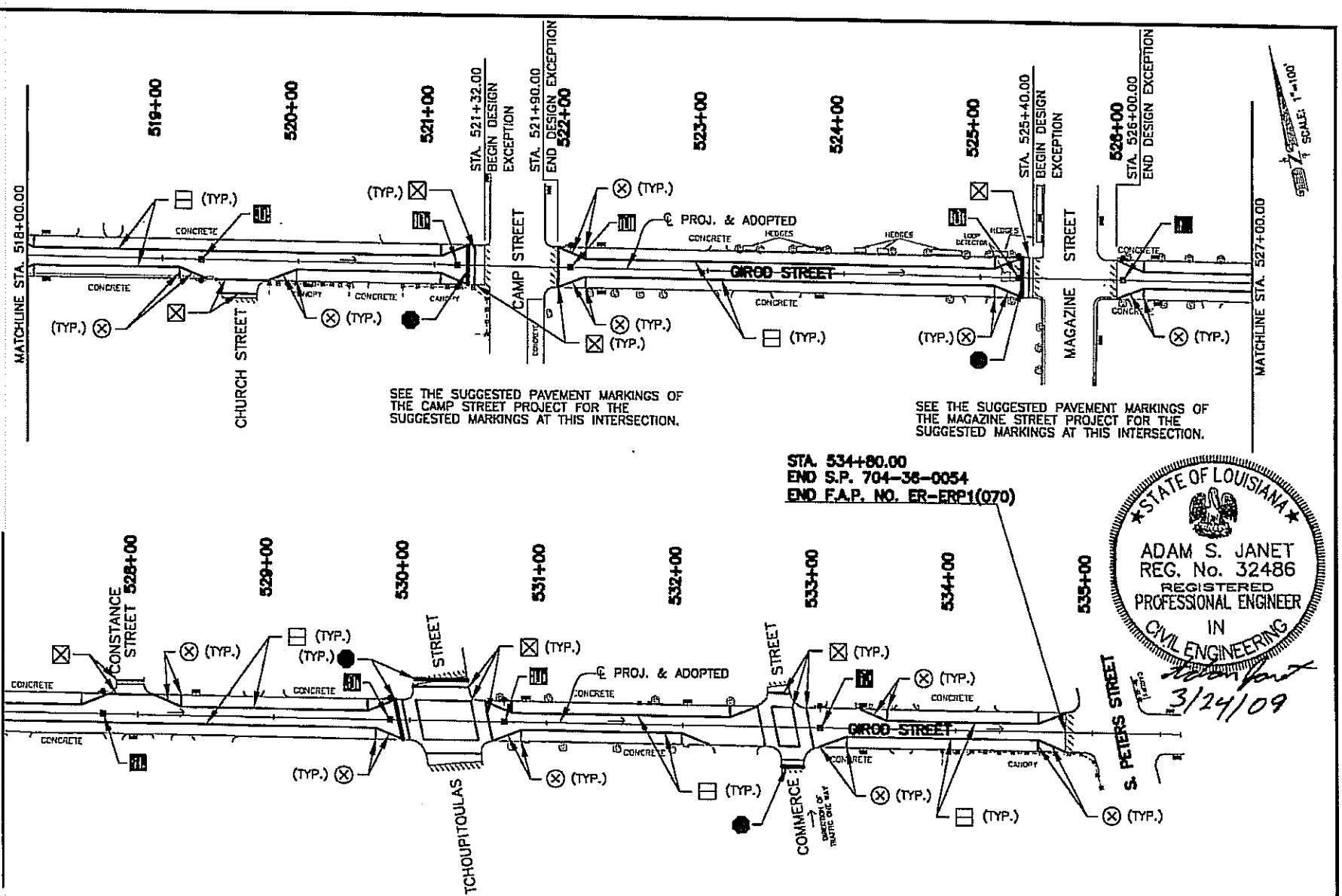
SUGGESTED PAVEMENT MARKINGS

STATE OF LOUISIANA

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(070) |
| DATE / SHEET | 3-24-2009 / 1 OF 2 | STATE PROJECT | 704-36-0054 |

SHEET NUMBER 51



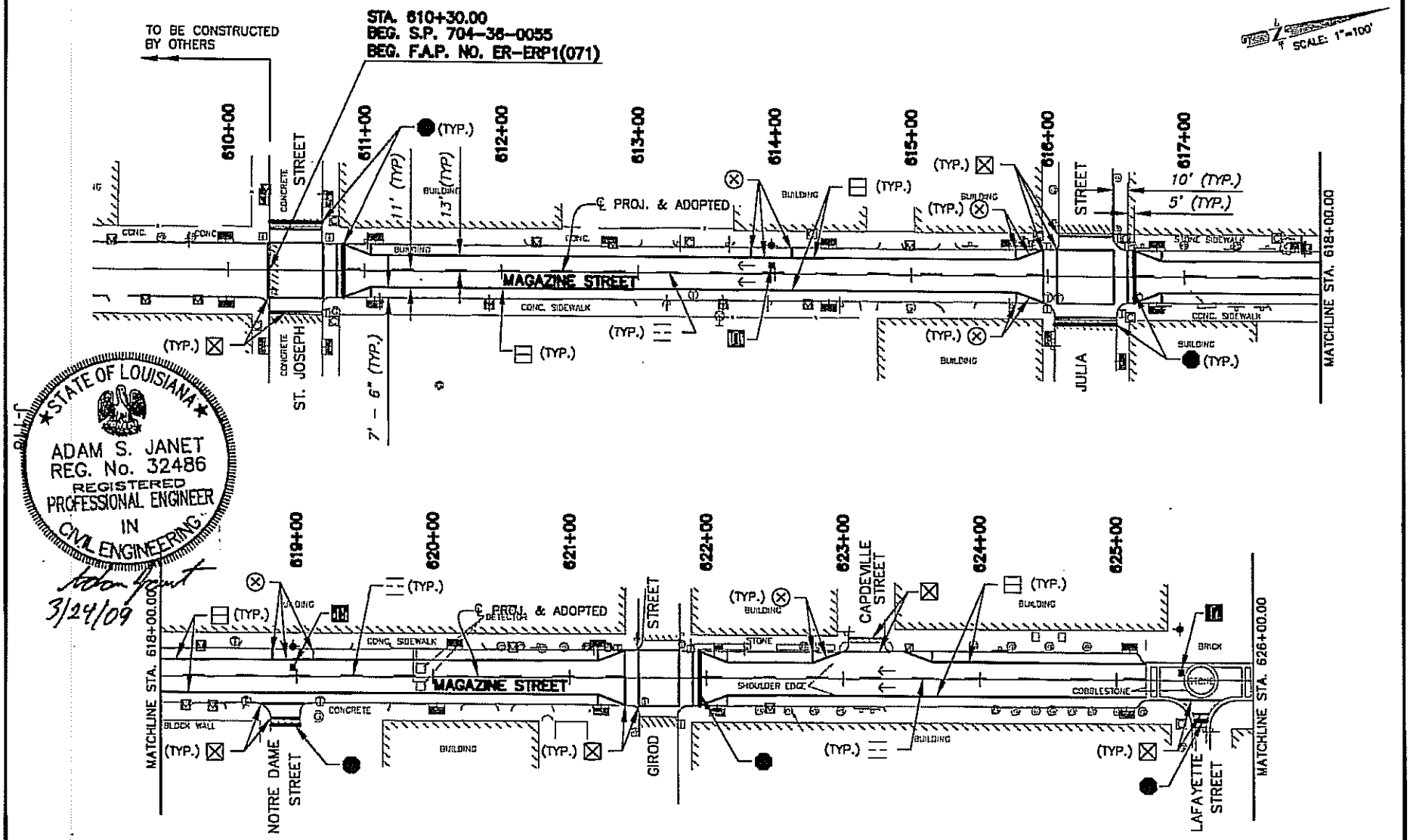

J-117

STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
3/24/09

| | | | |
|---|---|---|---|
| Modjeski & Masters, Inc. | GIROD STREET<br>LOYOLA AVE. TO S. PETERS ST.<br>STA. 518+00.00 TO 534+80.00<br>SUGGESTED PAVEMENT MARKINGS | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 3-24-2009<br>SHEET 2 OF 2 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(070)<br>STATE PROJECT 704-36-0054 |

NO. | DATE | REVISION DESCRIPTION | BY

SHEET NUMBER 52




STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3/24/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ramon & Associates, Inc. | DOTD | MAGAZINE STREET<br>U.S. 90 TO CANAL STREET<br>STA. 610+30.00 TO 626+00.00<br>SUGGESTED PAVEMENT MARKINGS | | NO. | DATE | REVISION DESCRIPTION | BY |
| | | | | | | | |
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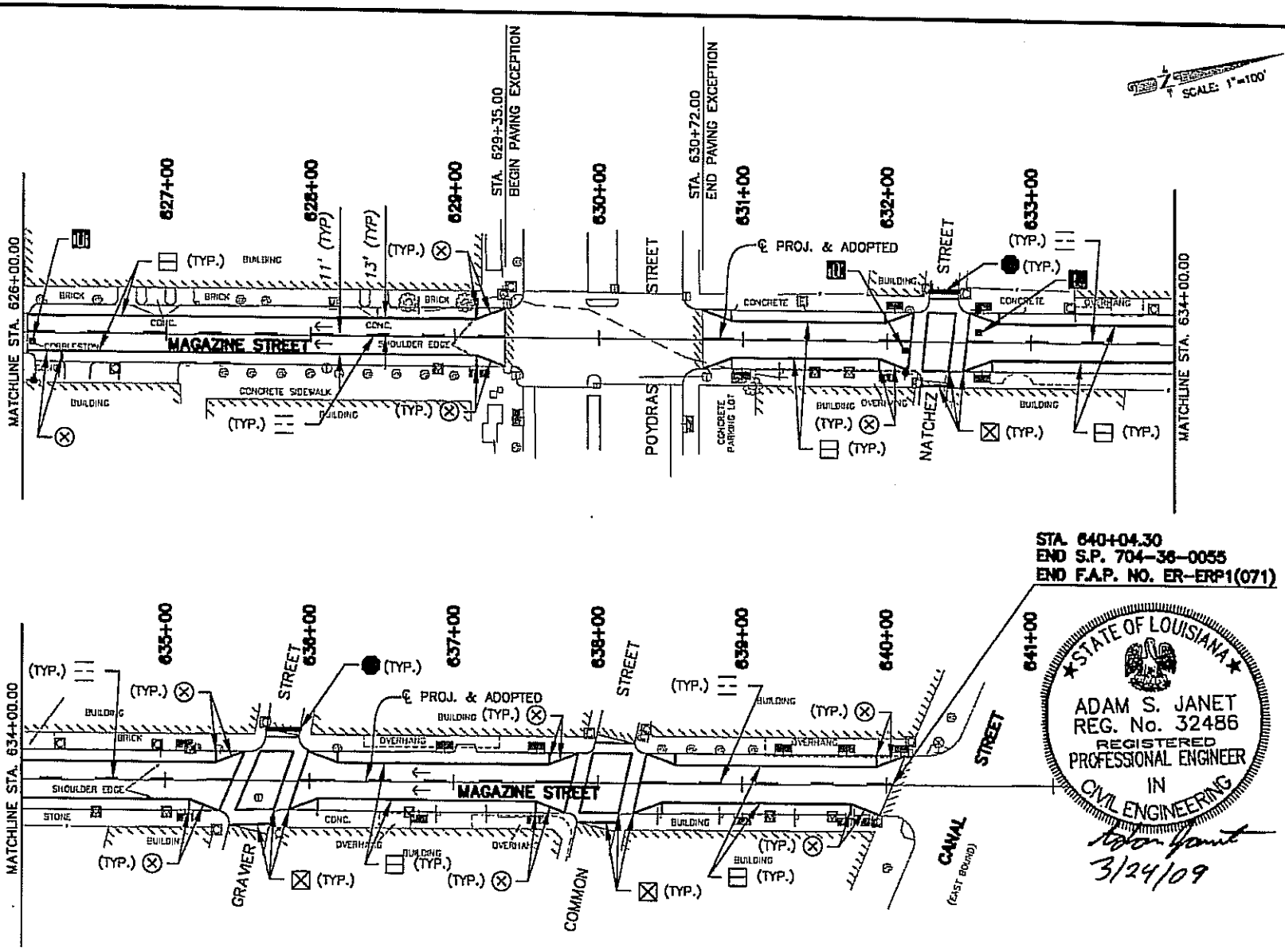
|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS |
| CHECKED | DJR | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(071) |
| CHECKED | ARB | | |
| DATE | 3-24-2009 | STATE PROJECT | 704-36-0055 |
| SHEET | 1 OF 2 | | |

SHEET NUMBER 53




J-119

Rahman & Associates, Inc.

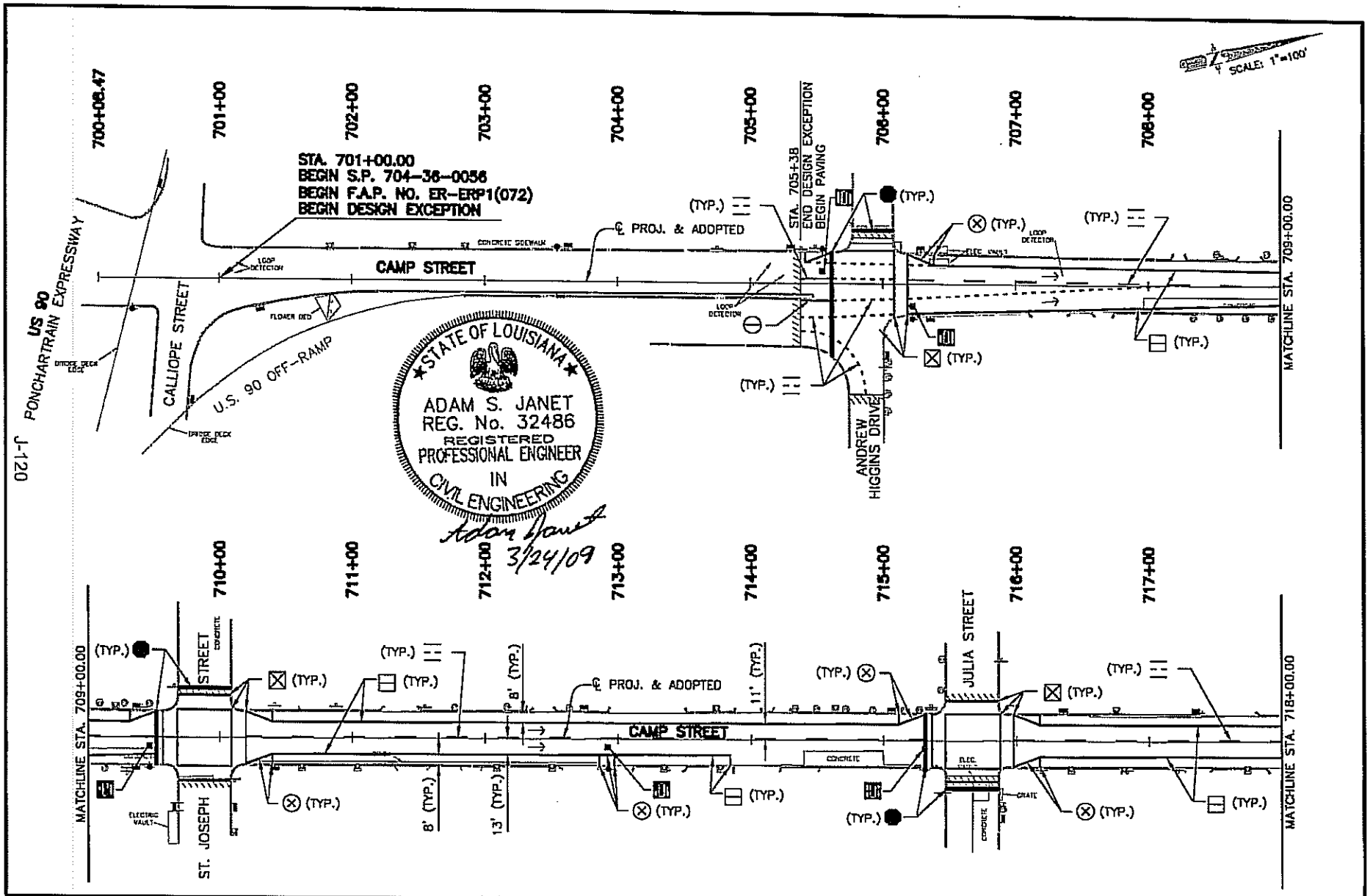
MAGAZINE STREET
U.S. 90 TO CANAL STREET
STA. 626+00.00 TO 640+04.30

SUGGESTED PAVEMENT MARKINGS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS |
| CHECKED | DJR | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(071) |
| CHECKED | ARB | | |
| DATE | 3-24-2009 | STATE PROJECT | 704-36-0055 |
| SHEET | 2 OF 2 | | |

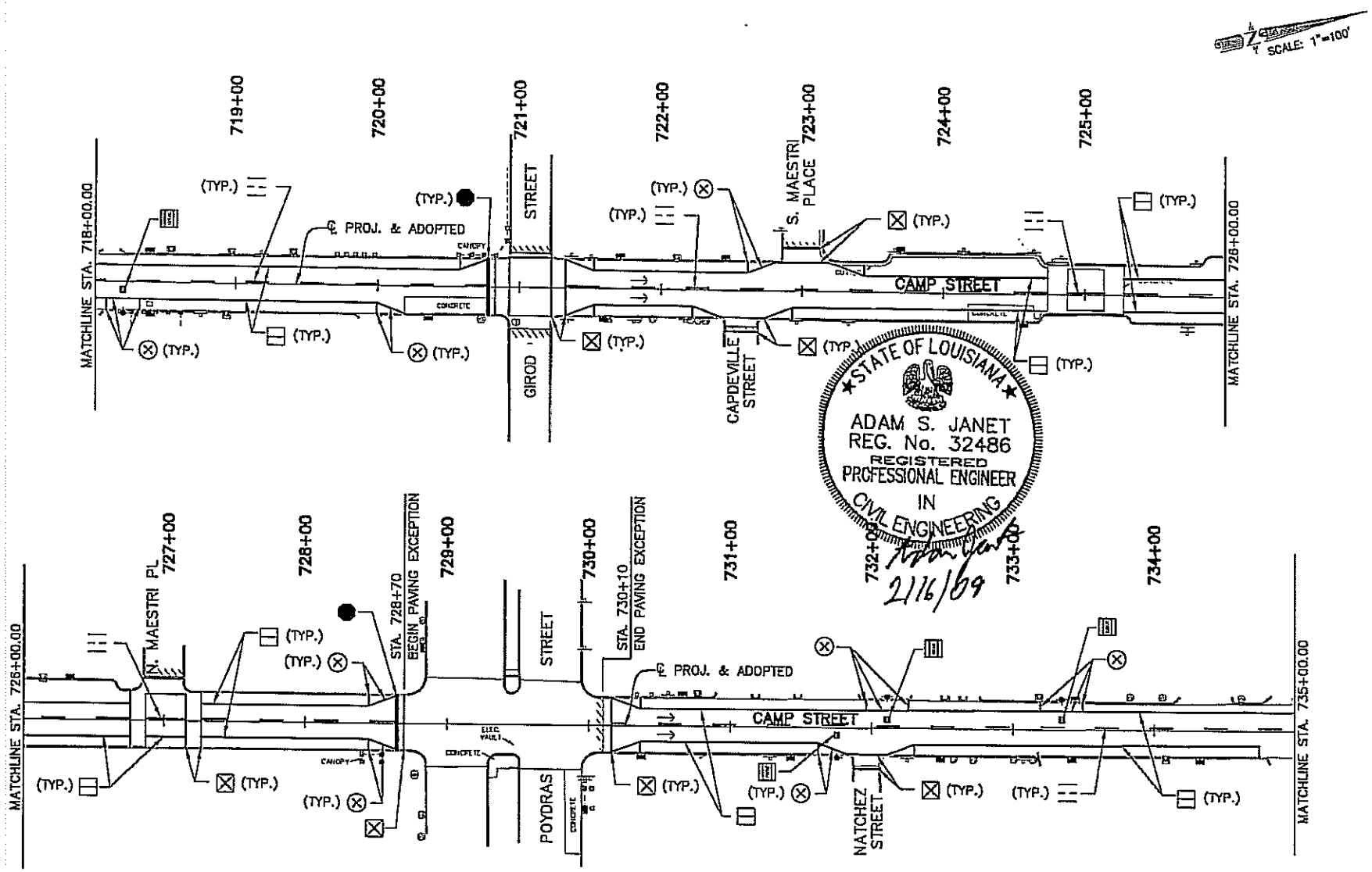
SHEET NUMBER 54




J-120

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | CAMP STREET<br>U.S. 90 TO CANAL STREET<br>STA. 701+00.00 TO 718+00.00<br>SUGGESTED PAVEMENT MARKINGS | NO. | DATE | REVISION DESCRIPTION | BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 3-24-2009<br>SHEET 1 OF 3 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(072)<br>STATE PROJECT 704-36-0056 |

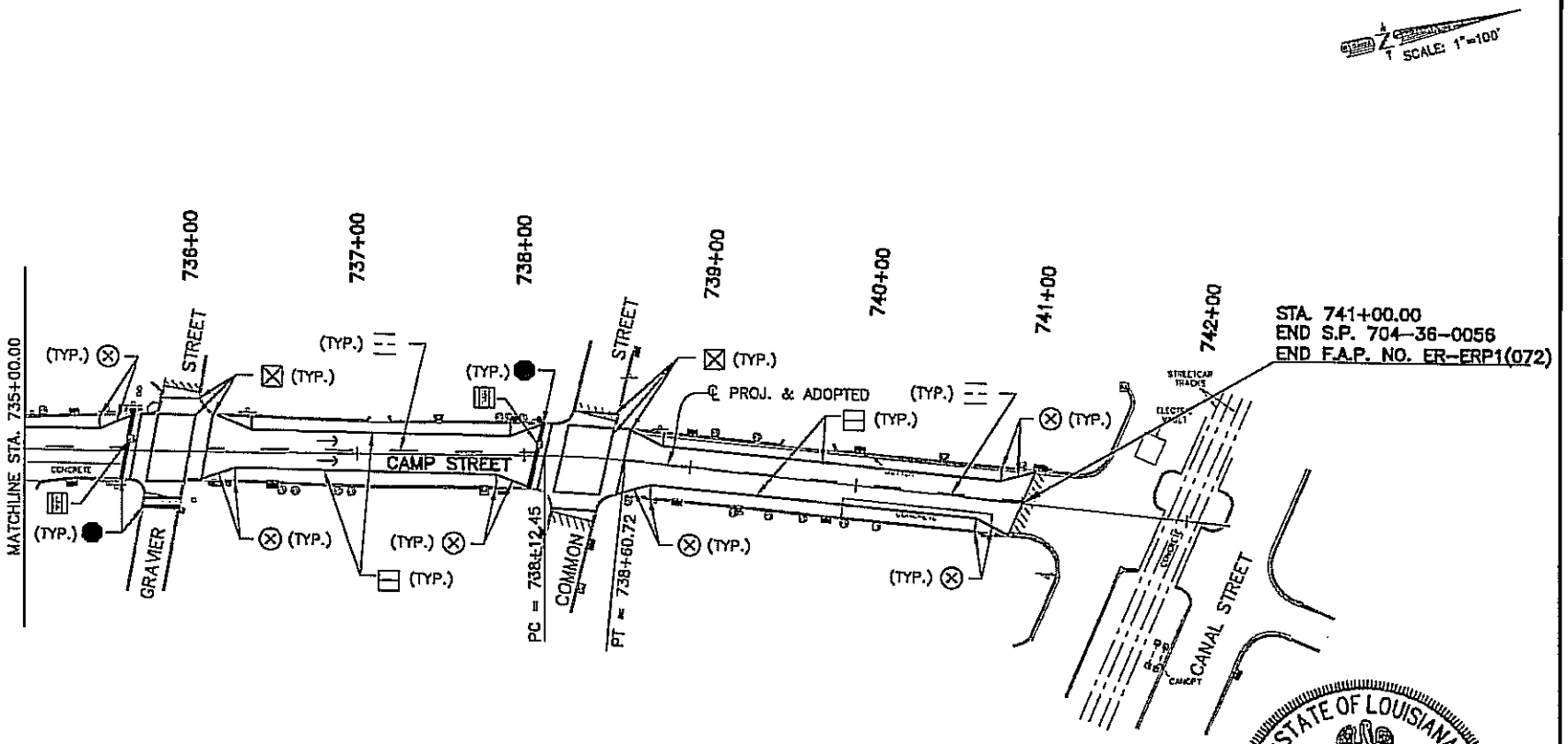
SHEET NUMBER 55




| | | | | | |
|---|---|---|---|---|---|
| Rahman & Associates, Inc. | CAMP STREET<br>U.S. 90 TO CANAL STREET<br>STA. 718+00.00 TO 735+00.00<br>SUGGESTED PAVEMENT MARKINGS | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 2 OF 3 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(072)<br>STATE PROJECT 704-36-0056 | SHEET NUMBER 56 |

J-121

\\Server1\EDOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\RA-Pave Markings-CAMP.dwg, PLAN-3, 2/13/2009 4:02:43 PM

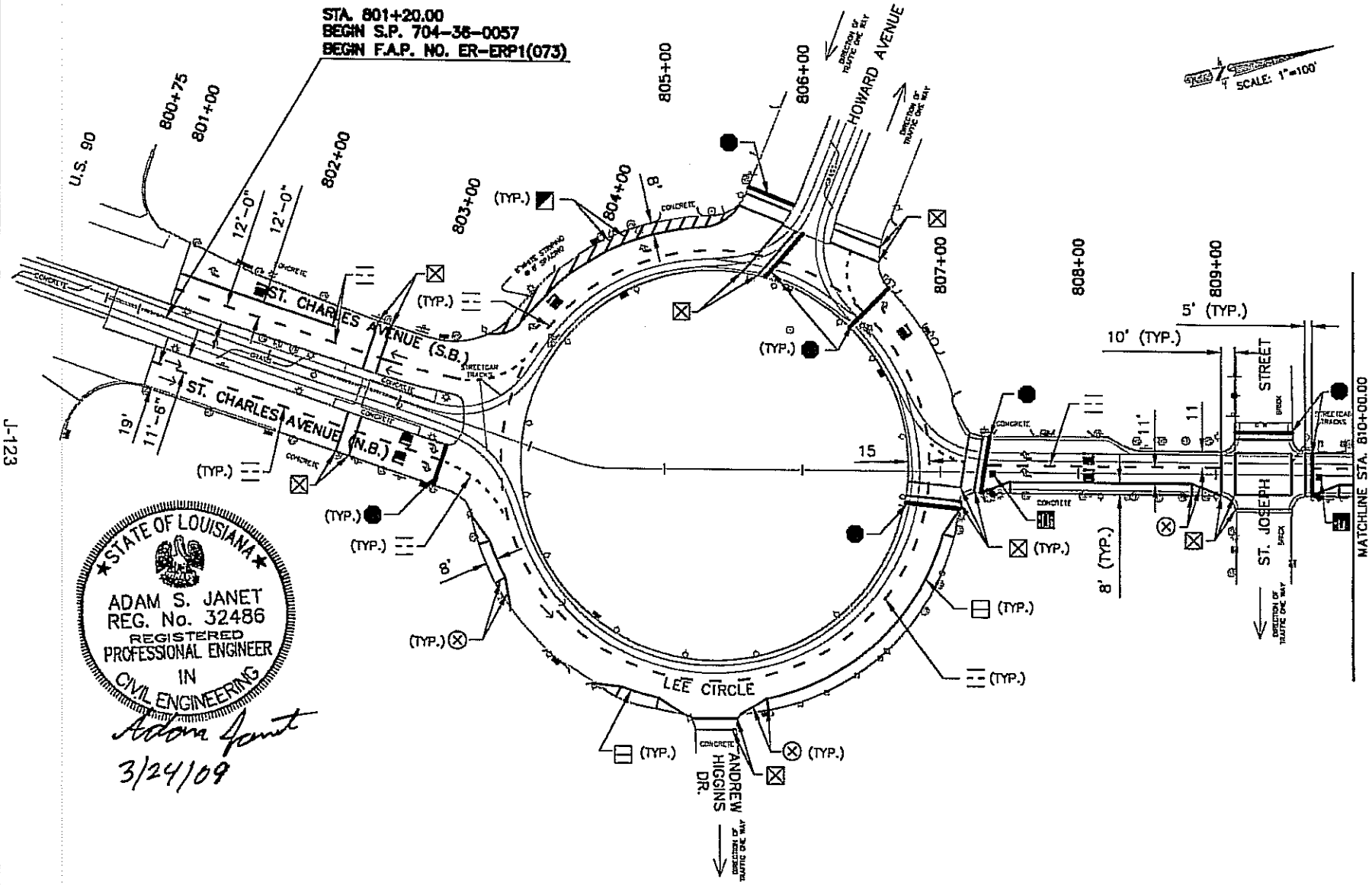



STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

Adam Janet
2/16/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | CAMP STREET<br>U.S. 90 TO CANAL STREET<br>STA. 735+00.00 TO 741+00.00<br>SUGGESTED PAVEMENT MARKINGS | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 3 OF 3 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(072)<br>STATE PROJECT 704-36-0056 | SHEET NUMBER 57 | |

\\Server1\EDOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\RA-Pave Markings-CAMP.dwg, PLAN-5, 2/13/2009 4:03:46 PM




J-123

STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

Adam Janet
3/24/09

Rahman & Associates, Inc.

DOTD

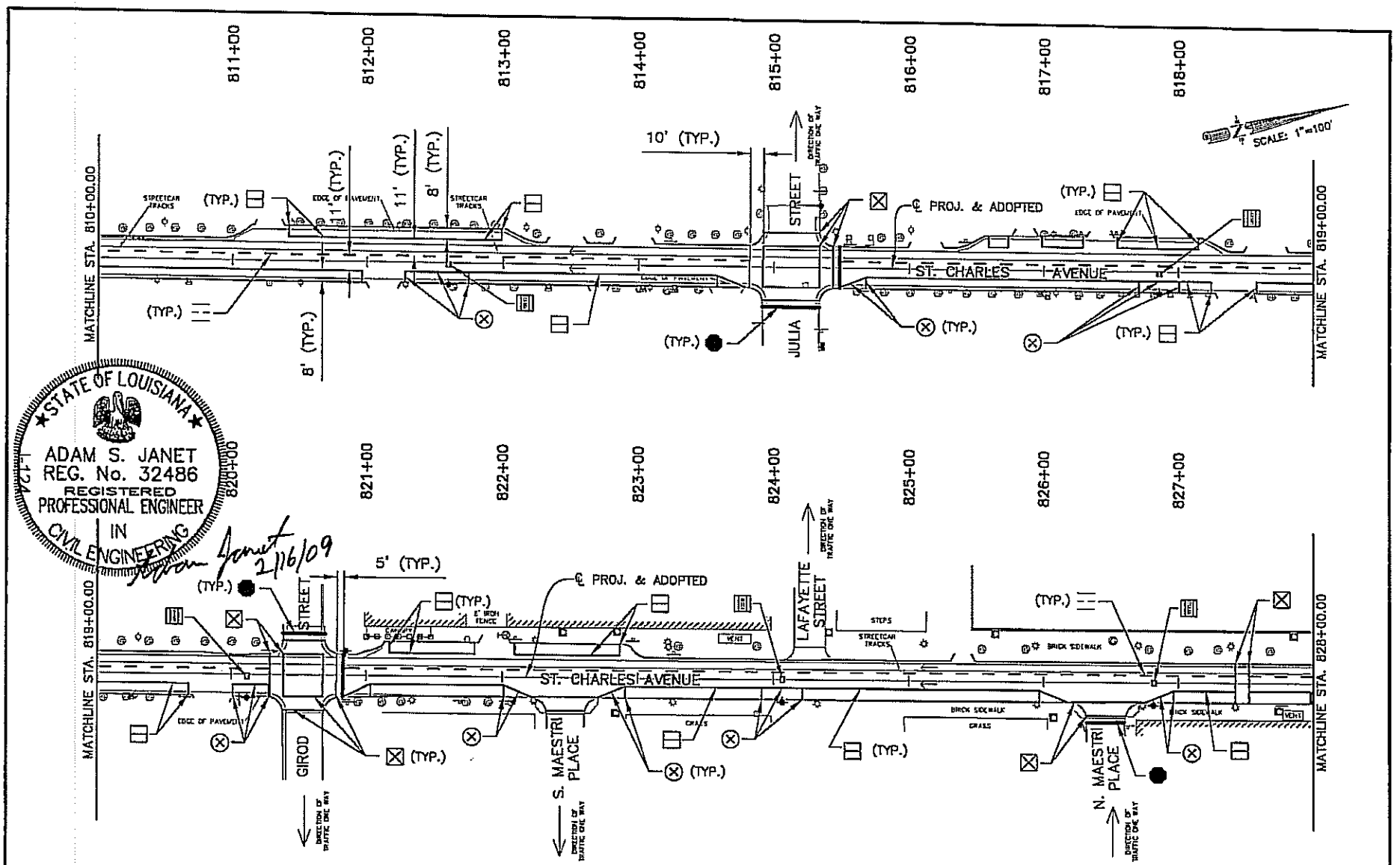
# ST. CHARLES AVENUE
## US 90 TO CANAL STREET
## STA. 801+20.00 TO 810+00.00

SUGESTED PAVEMENT MARKINGS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS |
| CHECKED | DJR | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(073) |
| CHECKED | ARB | | |
| DATE | 3-24-2009 | STATE PROJECT | 704-36-0057 |
| SHEET | 1 OF 3 | | |

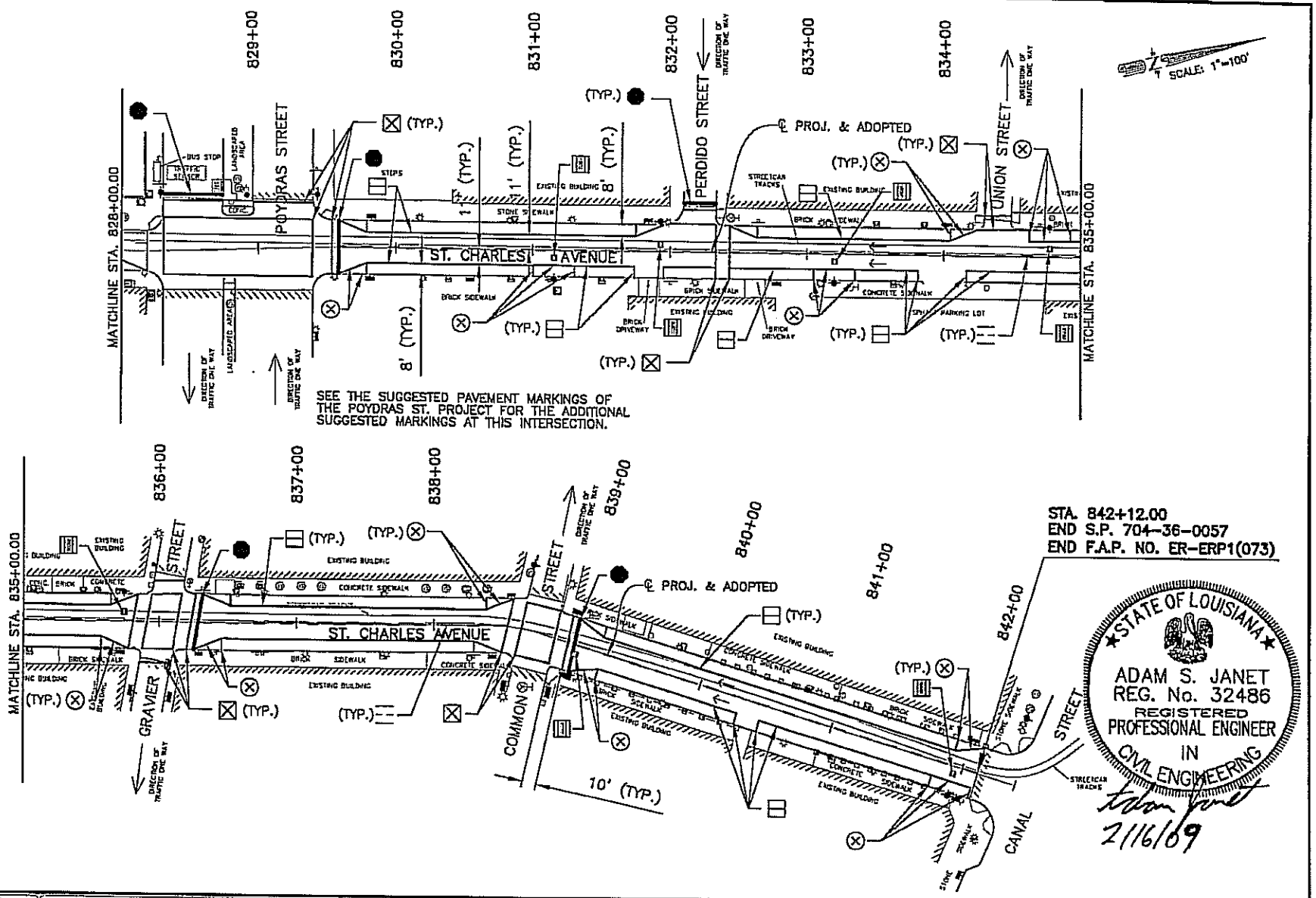
SHEET NUMBER 58




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | ST. CHARLES AVENUE<br>U.S. 90 TO CANAL STREET<br>STA. 810+00.00 TO 828+00.00<br>SUGESTED PAVEMENT MARKINGS | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 2 OF 3 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(073)<br>STATE PROJECT 704-36-0057 | SHEET NUMBER 59 | |



\\Server1\E\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\RA-Pave Markings-STCHARLES.dwg, plan-2, 2/13/2009 4:23:57 PM




J-125

ST. CHARLES AVENUE
U.S. 90 TO CANAL STREET
STA. 828+00.00 TO 842+12.00

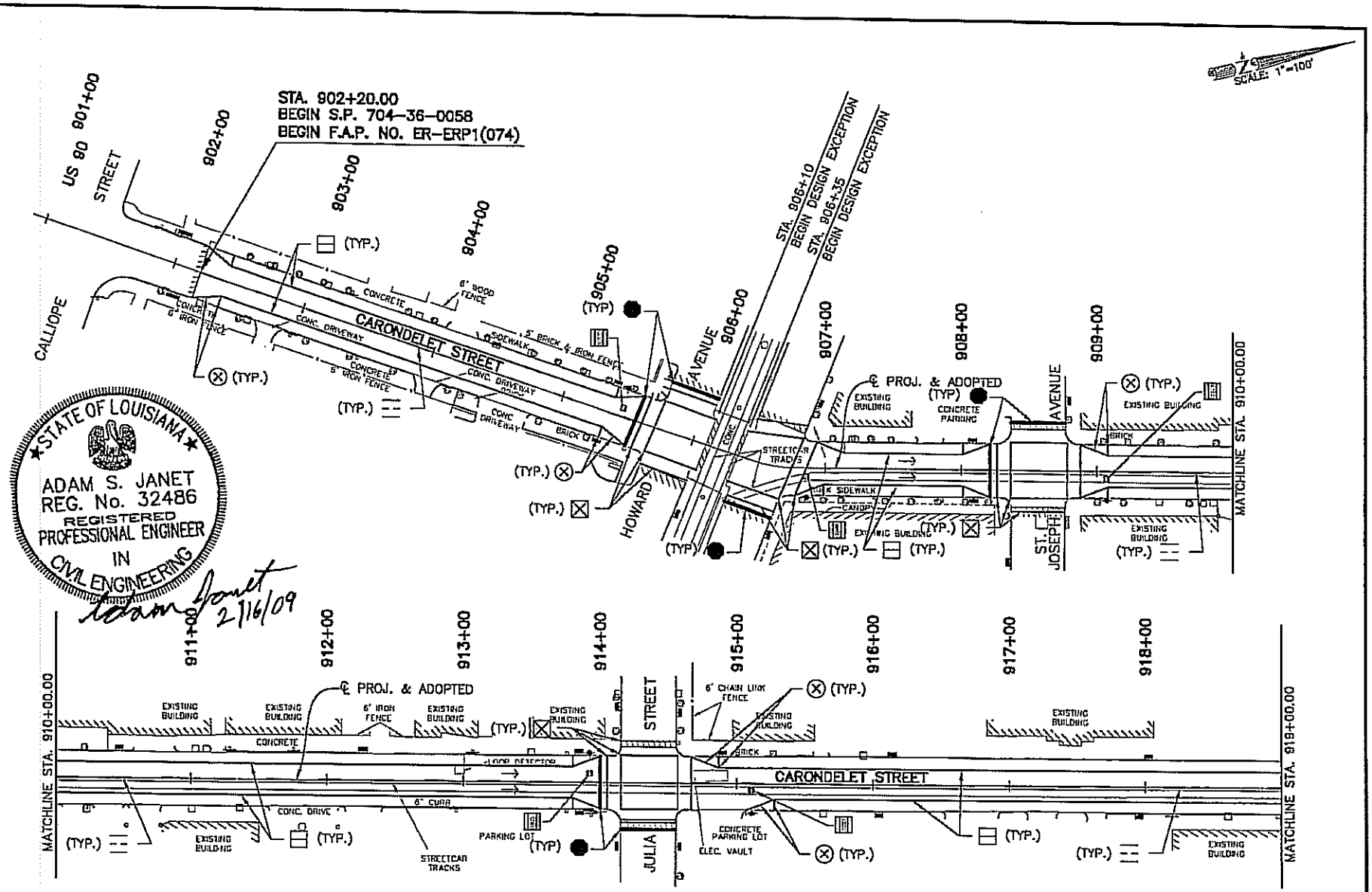
SUGESTED PAVEMENT MARKINGS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED | ARB | PARISH | ORLEANS |
| CHECKED | DJR | | |
| DETAILED | DJR | FEDERAL PROJECT | ER-ERP1(073) |
| CHECKED | ARB | | |
| DATE | 2-16-2009 | STATE PROJECT | 704-36-0057 |
| SHEET | 3 OF 3 | SHEET NUMBER | 69 |

Rahman & Associates, Inc.

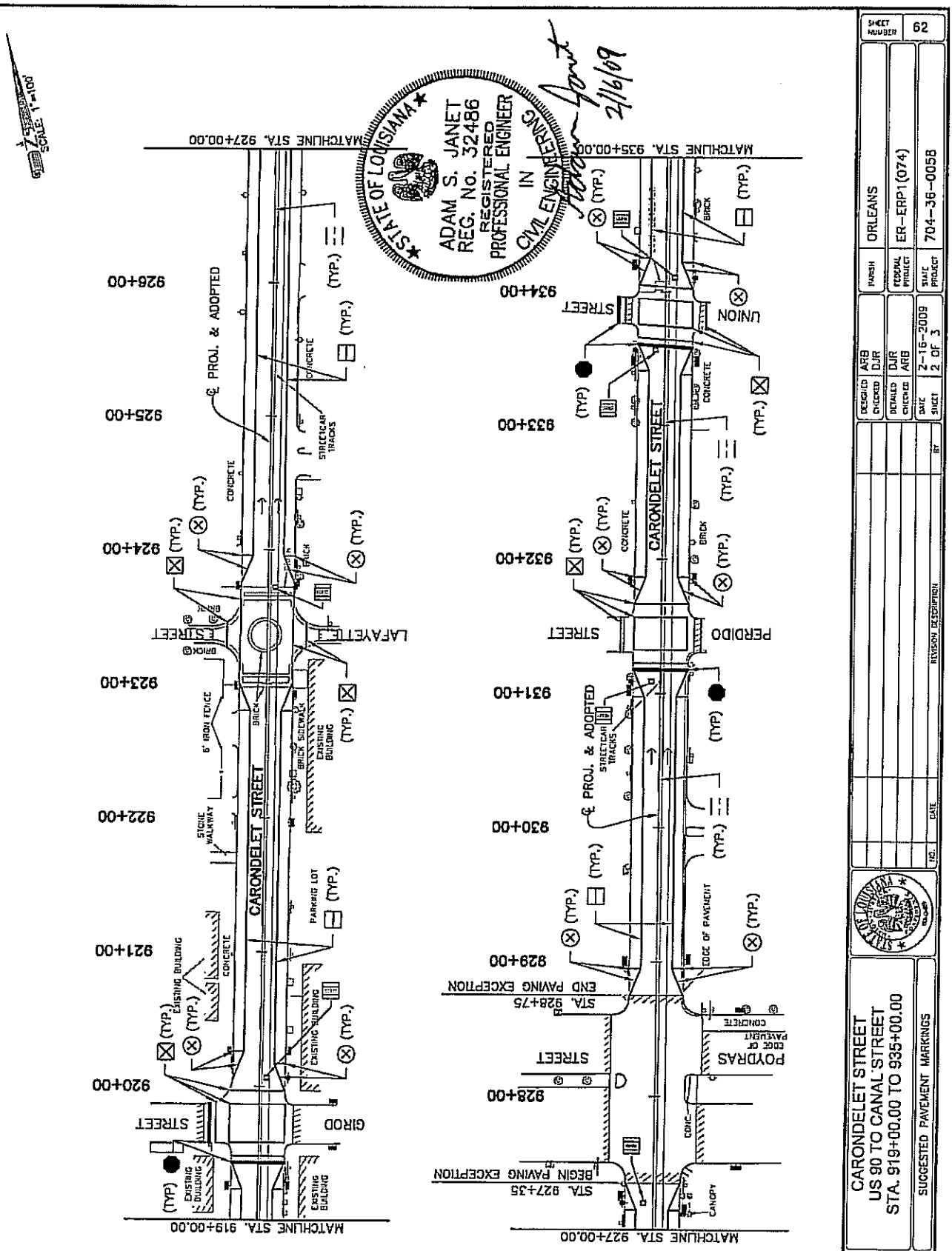
\\Server1\EJOB FOLDERS\ADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\PA-Pave Markings-STCHARLES.dwg, plan-3, 2/16/2009 11:37:02 AM




J-126

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | CARONDELET STREET<br>US 90 TO CANAL STREET<br>STA. 902+20.00 TO 919+00.00<br>SUGGESTED PAVEMENT MARKINGS | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 1 OF 3 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(074)<br>STATE PROJECT 704-36-0058 | SHEET NUMBER 61 | |

\\Server1\EJOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\RA-Pave Markings-CARONDELET.dwg, plan-1, 2/16/2009 8:16:15 AM




SHEET NUMBER 62

| PARISH | FEDERAL PROJECT | STATE PROJECT |
|---|---|---|
| ORLEANS | ER-ERP1(074) | 704-36-0058 |

| DESIGNED | CHECKED | DETAILED | CHECKED | DATE | SHEET |
|---|---|---|---|---|---|
| ARB | DJR | DJR | ARB | 2-16-2009 | 2 OF 3 |

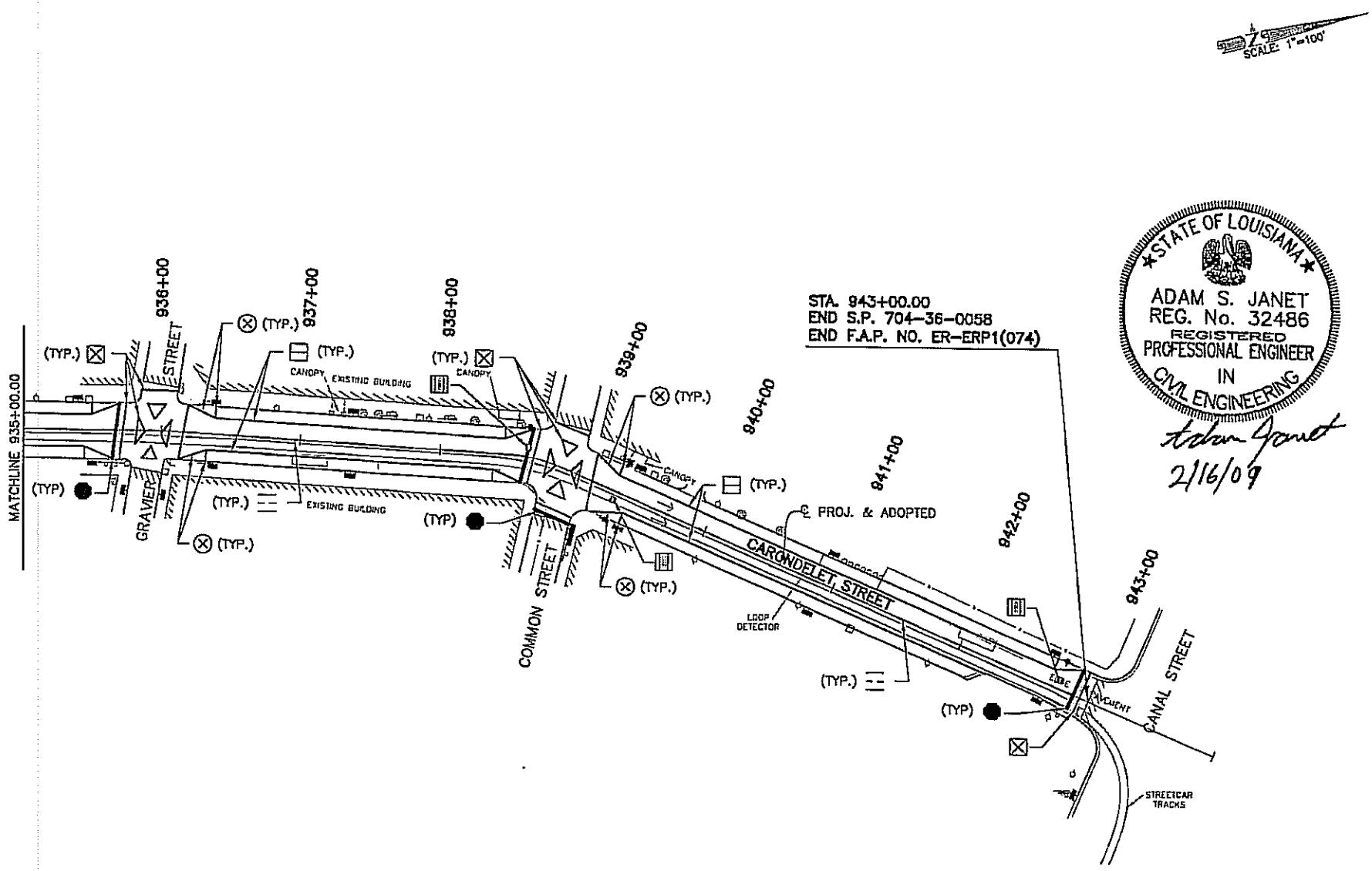
| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

CARONDELET STREET
US 90 TO CANAL STREET
STA. 919+00.00 TO 935+00.00

SUGGESTED PAVEMENT MARKINGS

DOTD

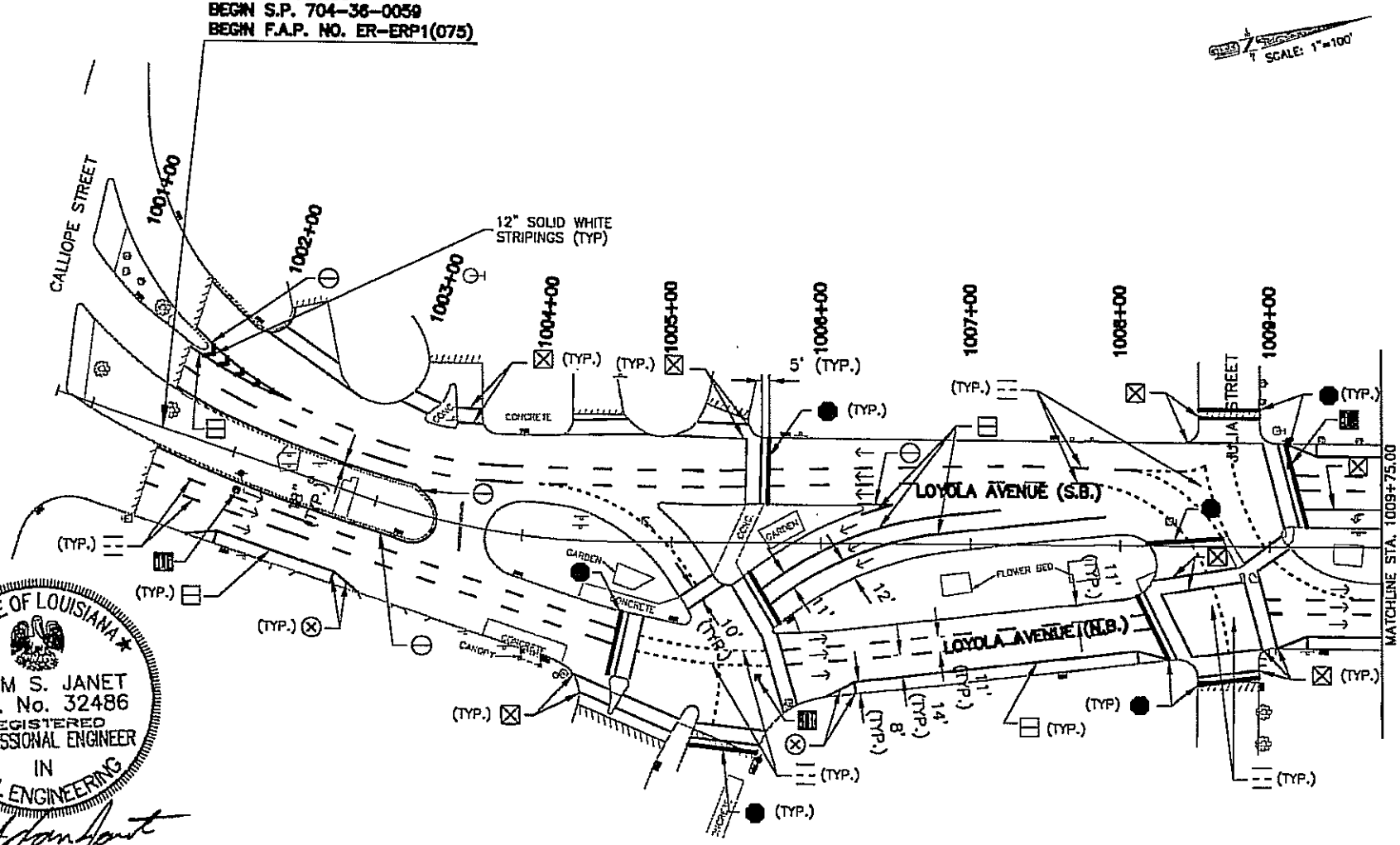
Rahman & Associates, Inc.




J-128

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | CARONDELET STREET<br>US 90 TO CANAL STREET<br>STA. 935+00.00 TO 943+00.00<br>SUGGESTED PAVEMENT MARKINGS | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 3 OF 3 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(074)<br>STATE PROJECT 704-36-0058 | SHEET NUMBER 63 | |

\\Server1\EDDB FOLDERS\LADOTD Rutainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\RA-Pave Markings-CARONDELET.dwg, plan-5, 2/16/2009 8:20:07 AM




STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

3/24/09

J-129

\\Server1e\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\RA-Pave Markings-LOYOLA.dwg, PLAN-1, group 10

Rehman & Associates, Inc.

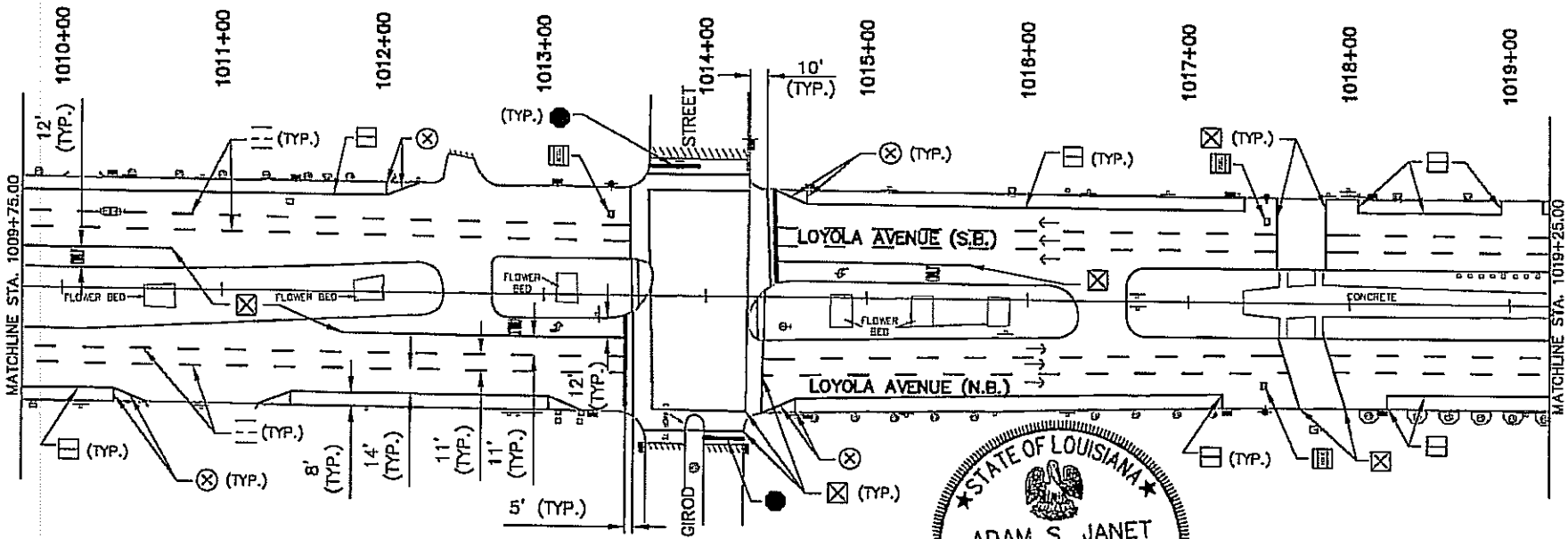
LOYOLA AVENUE
US 90 TO CANAL STREET
STA. 1001+50.00 TO 1009+75.00

SUGESTED PAVEMENT MARKINGS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(075) |
| DATE / SHEET | 3-24-2009 / 1 OF 5 | STATE PROJECT | 704-36-0059 |

SHEET NUMBER 64




J-130

STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

2/16/09

Rahman & Associates, Inc.

LOYOLA AVENUE
US 90 TO CANAL STREET
STA. 1009+75.00 TO 1019+25.00

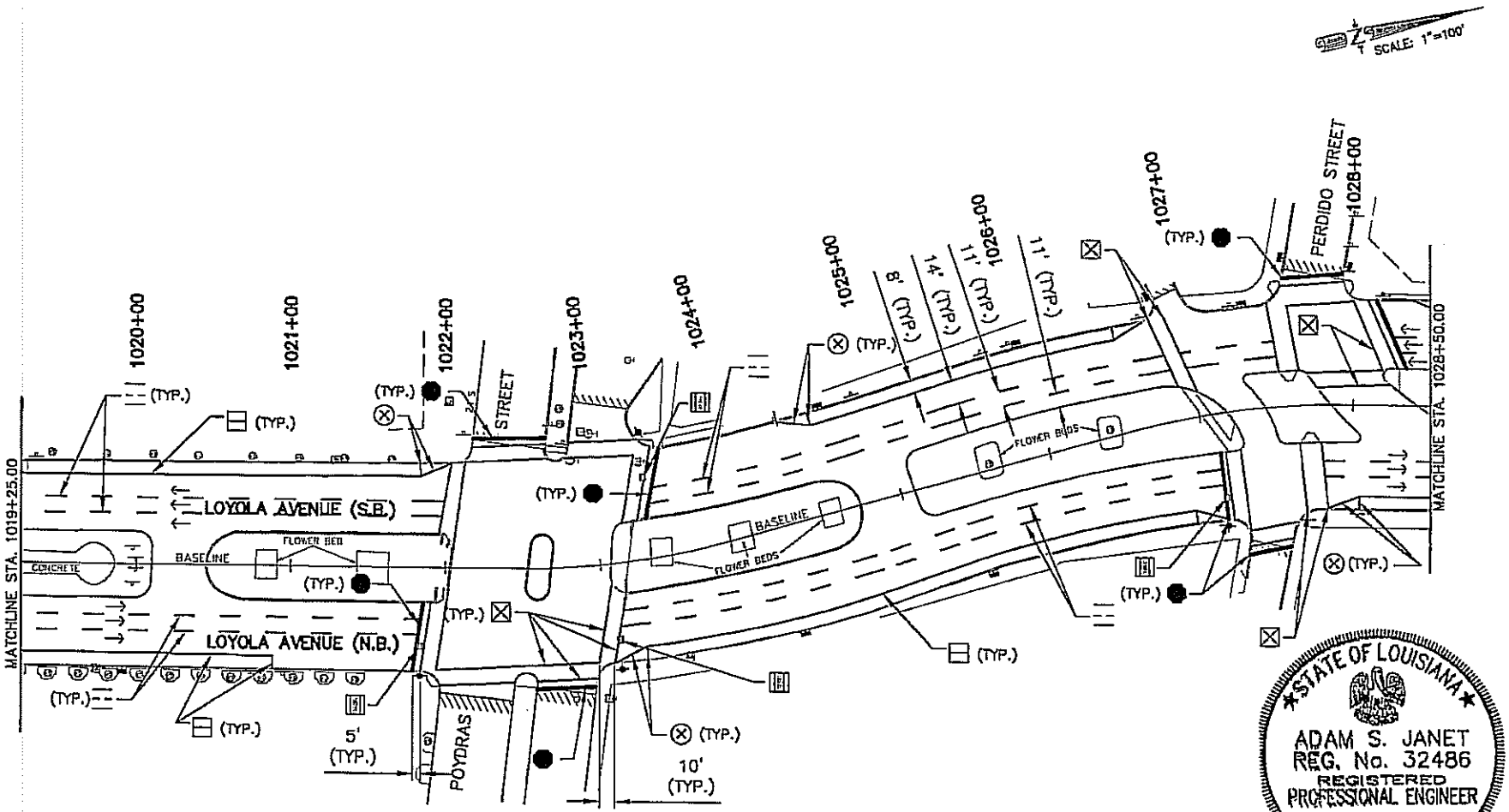
SUGGESTED PAVEMENT MARKINGS

| NO. | DATE | REVISION DESCRIPTION | BY |
|---|---|---|---|

| | | | |
|---|---|---|---|
| DESIGNED / CHECKED | ARB / DJR | PARISH | ORLEANS |
| DETAILED / CHECKED | DJR / ARB | FEDERAL PROJECT | ER-ERP1(075) |
| DATE / SHEET | 2-16-2009 / 2 OF 5 | STATE PROJECT | 704-36-0059 |

SHEET NUMBER 55

\\Server1\EU08 FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\PA-Pave Markings-LOYOLA.dwg, PLAN-2, 2/16/2009 8:41:55 AM



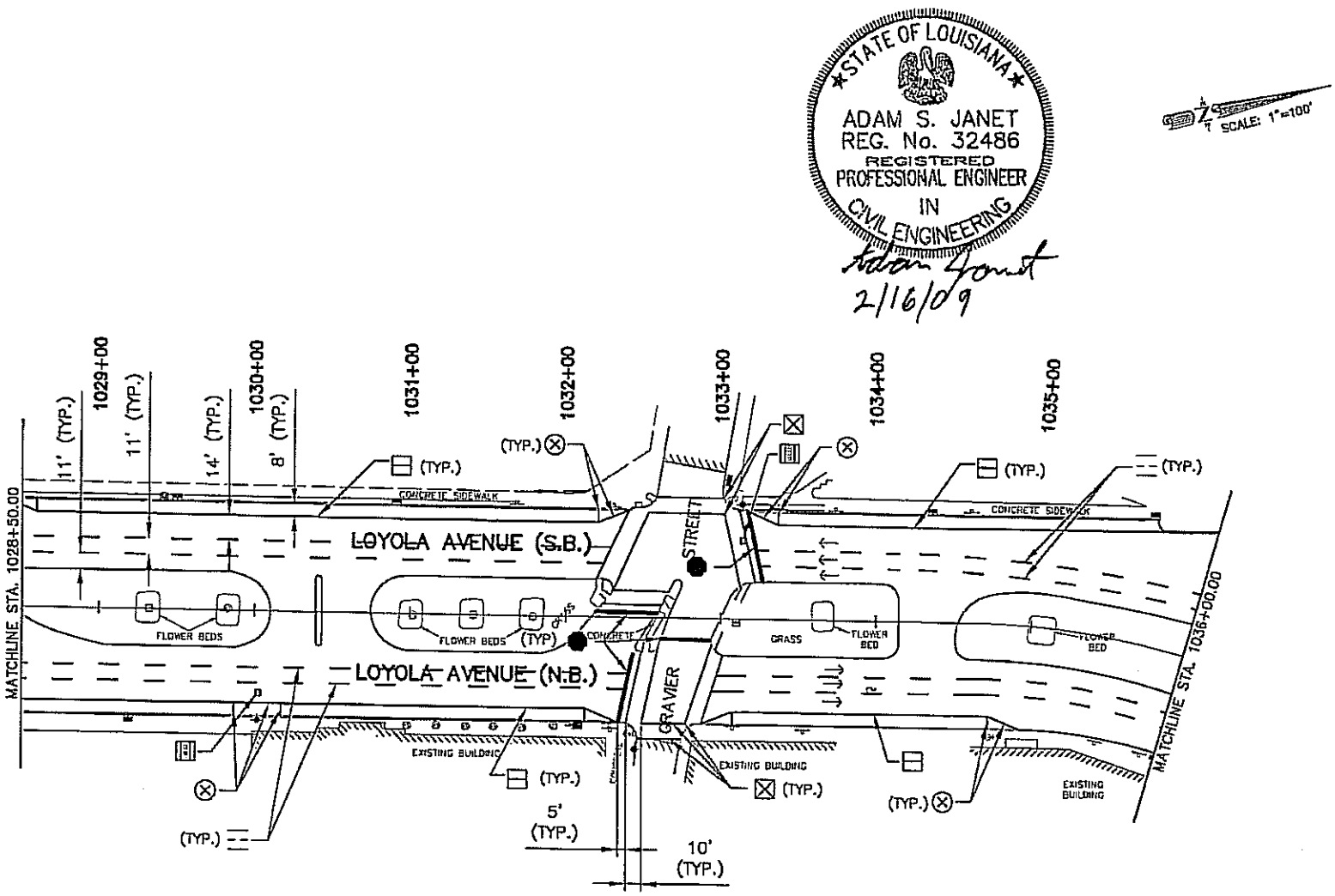

STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

2/16/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ruthman & Associates, Inc. | DOTD | LOYOLA AVENUE<br>US 90 TO CANAL STREET<br>STA. 1019+25.00 TO 1028+50.00<br>SUGGESTED PAVEMENT MARKINGS | | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 3 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(075)<br>STATE PROJECT 704-36-0059 | SHEET NUMBER 55 |

J-131

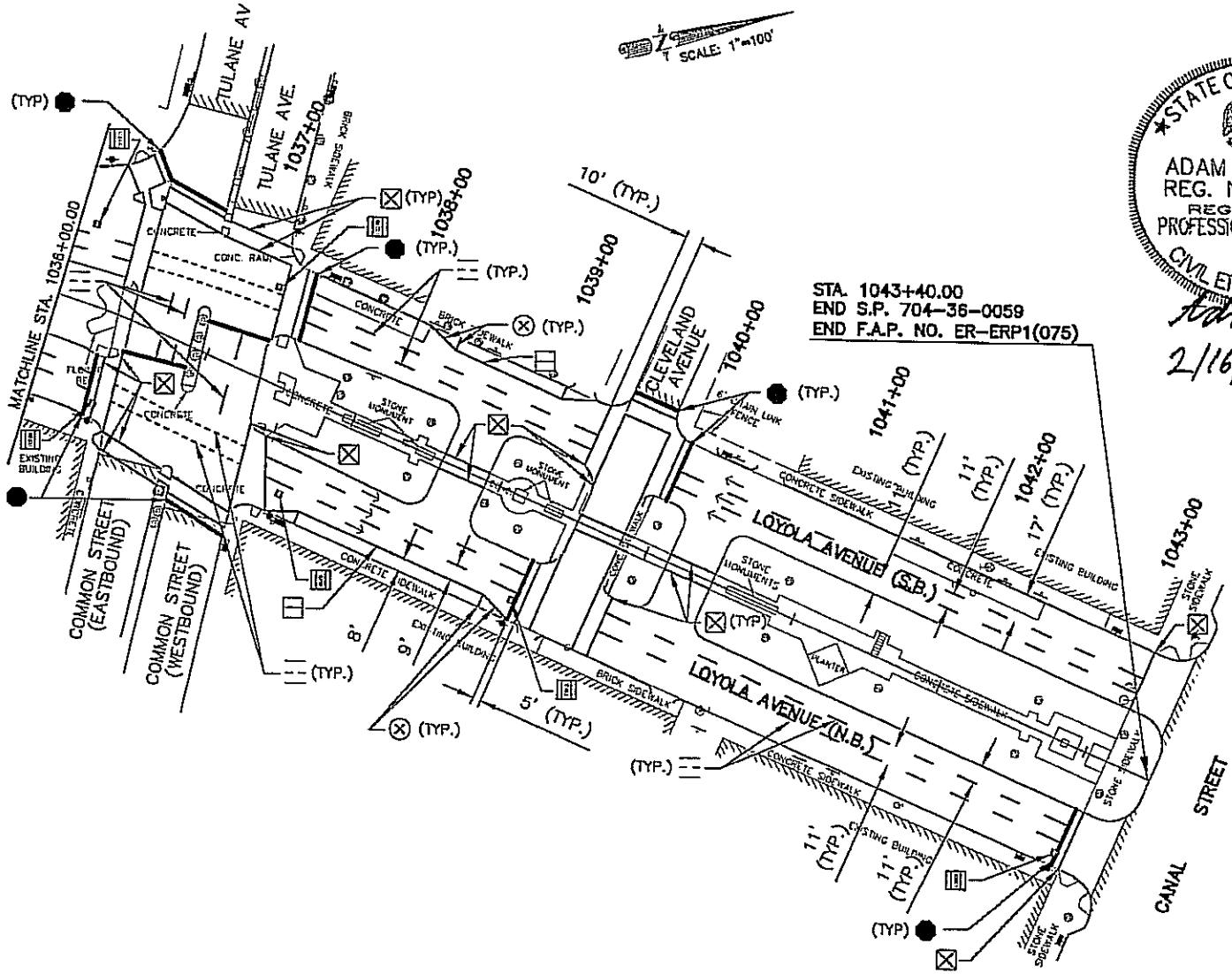
\\Server1\EVDB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\PA-Pave Markings-LOYOLA.dwg, PLAN-3, 2/10/2009 8:49:21 AM




J-132

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | LOYOLA AVENUE<br>US 90 TO CANAL STREET<br>STA. 1028+50.00 TO 1036+00.00<br>SUGGESTED PAVEMENT MARKINGS | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 4 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(075)<br>STATE PROJECT 704-36-0059 | SHEET NUMBER 67 | |

\\Server1\EDOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\RA-Pave Markings-LOYOLA.dwg, PLAN-4, 2/16/2009 8:49:43 AM




STATE OF LOUISIANA
ADAM S. JANET
REG. No. 32486
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

Adam Janet
2/16/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | LOYOLA AVENUE<br>US 90 TO CANAL STREET<br>STA. 1036+00.00 TO 1043+40.00<br>SUGGESTED PAVEMENT MARKINGS | STATE OF LOUISIANA | NO. / DATE / REVISION DESCRIPTION / BY | DESIGNED ARB<br>CHECKED DJR<br>DETAILED DJR<br>CHECKED ARB<br>DATE 2-16-2009<br>SHEET 5 OF 5 | PARISH ORLEANS<br>FEDERAL PROJECT ER-ERP1(075)<br>STATE PROJECT 704-36-0059 | SHEET NUMBER 68 |



\\Server1\EDOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0036\GROUP 10 Orleans CBD\Design Drawings\RA-Pave Markings-LOYOLA.dwg, PLAN-5, 2/16/2009 8:51:29 AM

SHEET NUMBER 69

| DESIGNED | ARB |
|---|---|
| CHECKED | DJR |
| DETAILED | DJR |
| CHECKED | ARB |
| DATE | 2-16-2009 |
| SHEET | 1 OF 1 |

| PARISH | ORLEANS |
|---|---|
| FEDERAL PROJECT | ER-ERP1(076) |
| STATE PROJECT | 704-36-0060 |

REVISION DESCRIPTION | BY | DATE

POYDRAS STREET
(LASALLE ST. TO LOYOLA AVE.)
STA. 1100+90.00 TO 1109+30.00

SUGGESTED PAVEMENT MARKINGS

DOTD

Rahman & Associates, Inc.

E:\DOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\GROUP 10 Orleans CBD\Design Drawings\prep of consts.dwg, 3/24/2009 11:55:55 AM



## SUGGESTED SEQUENCE OF CONSTRUCTION (ALL PROJECTS)

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

   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 SINGLE BLOCK SECTIONS TO MINIMIZE DISRUPTION OF TRAFFIC AND SHALL BE LIMITED TO NIGHT TIME CONSTRUCTION HOURS BETWEEN THE HOURS OF 9:00 PM AND 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. THE ENTIRE PROJECT SHALL THEN BE OVERLAID WITH TWO INCHES (AVG. DEPTH) OF SUPERPAVE ASPHLATIC CONCRETE. THROUGHOUT ALL PAVEMENT PATCHING ACTIVATES, LANE RESTRICTIONS SHALL BE LIMITED TO SINGLE BLOCK SECTIONS AND ALL CONSTRUCTION ACTIVITIES SHALL BE LIMITED TO NIGHT TIME CONSTRUCTION HOURS BETWEEN THE HOURS OF 9:00 PM AND 5:00 AM.

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

3/24/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rahman & Associates, Inc. | DOTD | POYDRAS ST. (CARONDELET ST. TO CAMP ST.) ET AL | | DESIGNED ASJ / CHECKED ARB | PARISH | ORLEANS | SHEET NUMBER 70 |
| | | SUGGESTED SEQUENCE OF CONSTRUCTION | | DETAILED RWA / CHECKED ARB | FEDERAL PROJECT | ER–ERP1 (066) ET AL | |
| | | | NO. DATE REVISION DESCRIPTION BY | DATE 3–24–2009 / SHEET 1 OF 1 | STATE PROJECT | 704–36–0050 ET AL | |

GENERAL PROVISIONS

- All Temporary Traffic Control Devices used shall be in accordance with the LaDOTD Standard Specifications for Roads and Bridges, the Manual on Uniform Traffic Control Devices (MUTCD), and shall meet the National Cooperative Highway Research Program (NCHRP) 350 for Test Level 3 requirements.
- Materials used for Temporary Traffic Controls shall be in accordance with the LaDOTD Standard Specifications for Roads and Bridges and when applicable the LaDOTD Qualified Products List (QPL).
- No temporary traffic controls shall be erected without the approval of the Project Engineer and until work is about to begin, unless they are covered.
- No lane closures, lane shifts, diversions, or detours shall occur without the authorization of the Project Engineer.
- Responsibility is hereby placed upon the contractor for the installation, maintenance, and operation of all temporary traffic control devices called for in these plans or required by the Project Engineer for the protection of the traveling public as well as of Department and construction personnel.
- The contractor shall also be responsible for the maintenance of all permanent signs and pavement markings left in place as essential to the safe movement and guidance of traffic within the project limits.
- The District Traffic Operations Engineer (DTOE) shall serve as a technical advisor to the Project Engineer for all Traffic Control matters.
- "Road Work Next XX Miles" sign shall be required on all projects equal to or greater than 2 miles and located at the beginning of the project unless otherwise noted. The distance on the sign shall be stated to the nearest whole mile. The sign shall be a minimum 36"X60" unless otherwise noted.
- Warning signs used for lane closures or lane shifts in which the roadway shall be returned to full public use within 12 hours or less may be placed on NCHRP350 approved portable sign frames.
- If the spacing on the plans need to be altered, the new spacings need to be approved by the Project Engineer.

SPEED LIMITS

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

PAVEMENT MARKINGS (see QPL)

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

SIGNS

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

CHANNELIZING DEVICES

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

FLAGGERS

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

TYPE III BARRICADES

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

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

FLASHING ARROW PANELS

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

LIGHTING (see QPL)

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

ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

- U-Channel posts may be spliced where long lengths are required. The upper section shall overlap the lower section by at least 24 inches. The bottom edge of the upper section of the splice shall be a minimum of 24 inches above the ground. The spliced sections shall be secured with at least four 5/16 inch diameter hex bolts spaced equally along the splice.

| | |
|---|---|
| SHEET NUMBER | 71 |
| PARISH | ORLEANS |
| FEDERAL PROJECT | ER-ERP1 (056) LEAD |
| STATE PROJECT | 704-36-0050 LEAD |
| DESIGNED | E. GRANVILLE |
| CHECKED | J. COLVIN |
| DETAILED | D. SOWARDS |
| CHECKED | J. COLVIN |
| DATE | 01/25/2008 |

TRAFFIC ENGINEERING

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET
TTC-00

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

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

LEGEND

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

NOTES

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

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

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

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

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

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

6. SHOULDER DROP-OFFS

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

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

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

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

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

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

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

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

January 15, 2001

# TRAFFIC CONTROL LAYOUT

FOR WORK LESS THAN 15' FROM THE TRAVELED LANE

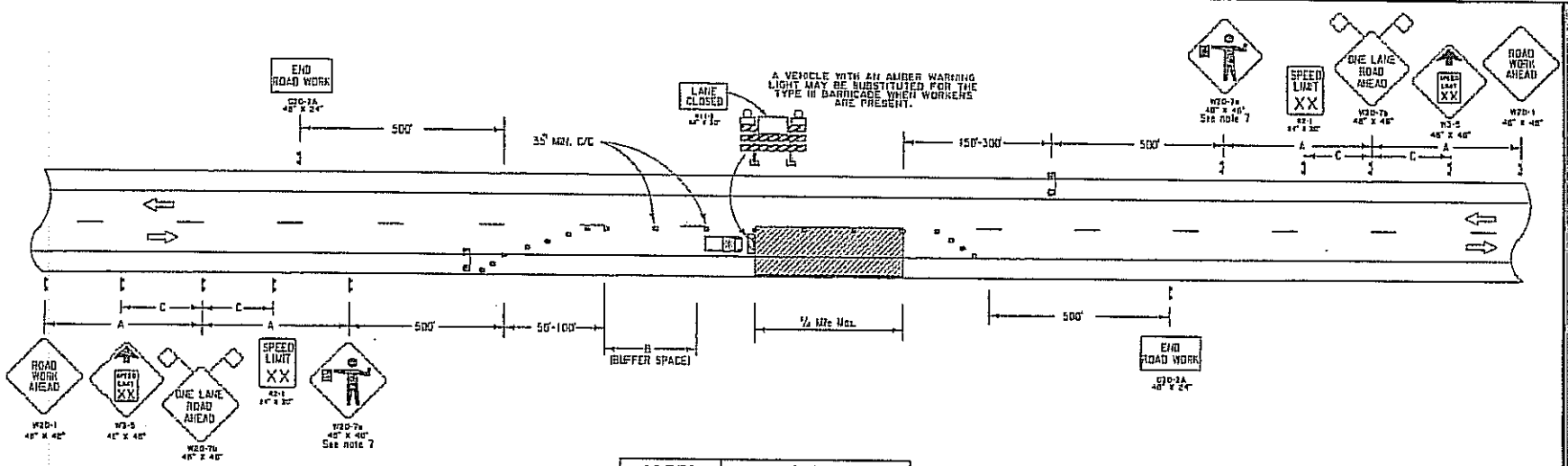
TC-01

TRAFFIC ENGINEERING

ORLEANS | ER-ERPI (068) LEAD | 704-36-0030 LEAD

E. COSVILLE | J. COLVIN | D. SOWARDS | J. COLVIN | 01/25/2001

SHEET 72




| SPEED LIMIT (See note 5) | Spacing | | |
|---|---|---|---|
| | "A" | "B" | "C" |
| 35 mph | 500' | 250' | N/A |
| 45 mph | 1000' | 360' | 500' |
| 55 mph | 1500' | 495' | 800' |

SIGN SPACING TO BE ADJUSTED FOR HORIZONTAL & VERTICAL CURVES.

## LEGEND

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

## NOTES

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

1. CONDITIONS REPRESENTED ARE FOR WORK WHICH REQUIRES CLOSING TRAFFIC LANES DURING DAYLIGHT HOURS ONLY. PORTABLE SIGNS MAY BE USED FOR WORK LASTING LESS THAN 3 DAYS.
2. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.
3. CHANNELIZING DEVICES MAY BE PLACED UP TO 2' BEYOND CENTER-LINE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. A 10' MINIMUM TRAVELED LANE SHOULD BE MAINTAINED WHERE PRACTICAL. CHANNELIZING DEVICES SHALL BE RETURNED TO THE CENTERLINE WHEN THE WORK ACTIVITY HAS PASSED.
4. SPACING OF CHANNELIZING DEVICES IN THE TAPER SHOULD BE NO MORE THAN 20'. A MINIMUM OF 5 CHANNELIZING DEVICES ARE TO BE USED IN THE TAPER.
5. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
6. TO PREVENT VEHICLES FROM ENTERING THE WORK AREA AGAINST THE FLOW OF TRAFFIC, AN ADDITIONAL FLAGGER SHALL BE STATIONED AT EACH INTERSECTION, MAJOR DRIVEWAY, RAILROAD CROSSING OR CROSSING WITHIN THE WORK AREA.
7. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN FLAGGERS AT ALL TIMES. THE FLAGGER SHALL BE VISIBLE FROM FLAGGER SIGN.
8. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED BY THE CONTRACTOR.
9. MINIMUM CONSTRUCTION SIGNING; ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
10. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.
11. NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIALS SHALL OCCUR WITHIN THE BUFFER SPACE.

STATE OF LOUISIANA
PAUL L. COURVILLE
REG. No. 29317
REGISTERED PROFESSIONAL ENGINEER
CIVIL ENGINEERING
JANUARY 25 2008

73

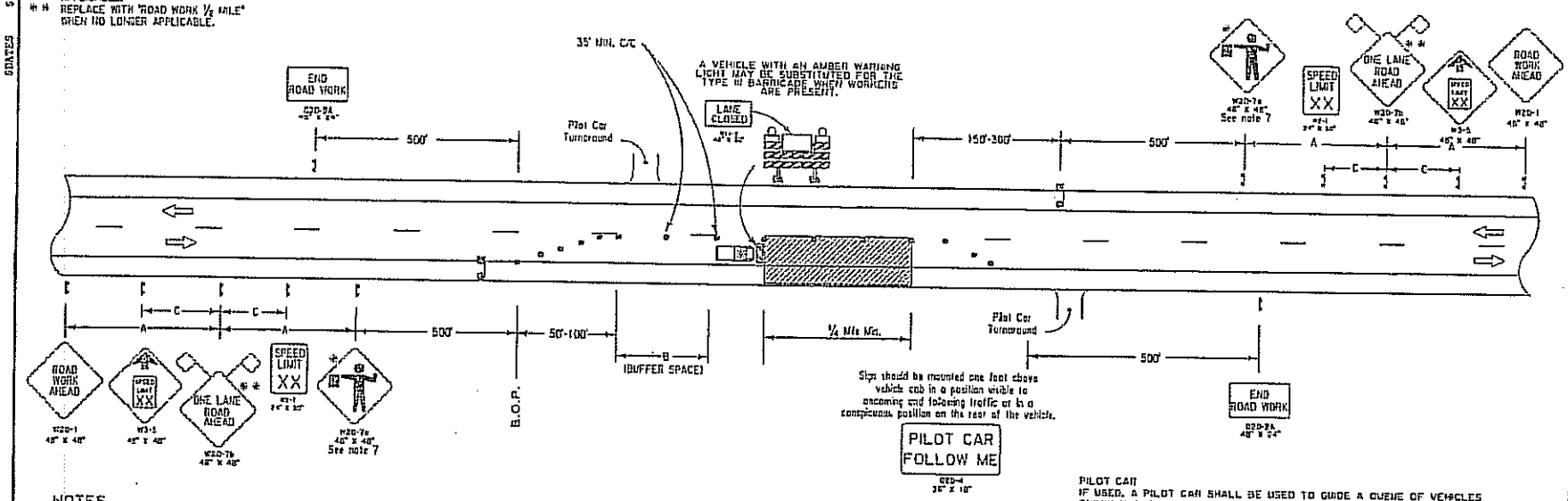
ORLEANS
ER-ERP1 (066) LEAD
704-36-0050 LEAD
E. COURVILLE
J. COLVIN
D. SOWARDS
J. COLVIN
01/25/2008

TRAFFIC CONTROL LAYOUT
FOR LANE CLOSURE LESS THAN 1/4 MILE IN LENGTH
TC-02

TRAFFIC ENGINEERING

D:\03410\d2430\Special Details Road\TC\01-25-2008\TC-02.dgn

* REMOVE OR COVER WHEN NO LONGER APPLICABLE.
** REPLACE WITH "ROAD WORK ½ MILE" WHEN NO LONGER APPLICABLE.




## NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| SPEED LIMIT (See note 4) | Spacing | | |
|---|---|---|---|
| | "A" | "B" | "C" |
| 35 mph | 500' | 250' | N/A |
| 45 mph | 1000' | 360' | 500' |
| 55 mph | 1500' | 495' | 600' |

CARL E. CORDVILLE REG. NO. 25332 REGISTERED PROFESSIONAL ENGINEER STATE OF LOUISIANA
January 15, 2008

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

TRAFFIC CONTROL LAYOUT
FOR LANE CLOSURE GREATER THAN ½ MILE W/ LENGTH SUITABLE FOR MOVING OPERATIONS

TC-03

DOTD TRAFFIC ENGINEERING

STATE: LOUISIANA | DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | TEMPORARY TRAFFIC CONTROL | STANDARDS | 01-25-08 | 74 | 704-36-0050 LEAD

DATES

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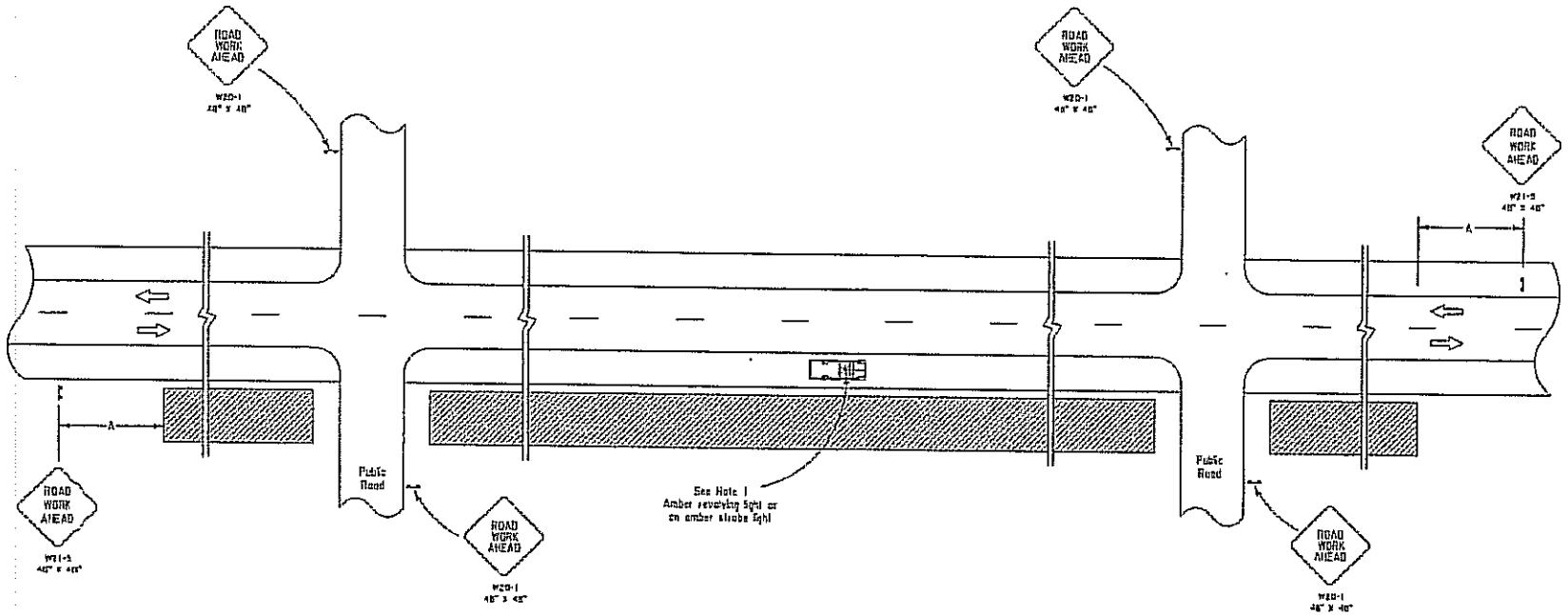


## LEGEND

Traffic Sign

Work Area

| SPEED LIMIT | Spacing |
|---|---|
| | 'A' |
| 35 mph | 500' |
| 45 mph | 1000' |
| 55 mph | 1500' |

## NOTES

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

1. THIS LAYOUT REPRESENTS TRAFFIC CONTROLS REQUIRED FOR WORKERS AND EQUIPMENT OPERATING OUTSIDE OF CLEAR ZONE. IF THE OPERATION RESULTS IN EQUIPMENT OR OTHER VEHICLES BEING PARKED WITHIN THE CLEAR ZONE, BUT NOT WITHIN THE ROADWAY EACH VEHICLE SHALL HAVE AN AMBER LIGHT.
2. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.
3. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
4. AN ADDITIONAL 'ROAD WORK AHEAD' SIGN SHALL BE PLACED AT EACH PUBLIC ROAD INTERSECTING THE PROJECT WITHIN THE WORK AREA.
5. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
6. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

SHEET 75

ORLEANS

ER-ERPI (066) LEAD

704-36-0050 LEAD

E. CORVILLE
J. COLVIN
D. SOWARDS
J. COLVIN
01/25/2008

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

TC-05

TRAFFIC ENGINEERING

J-140

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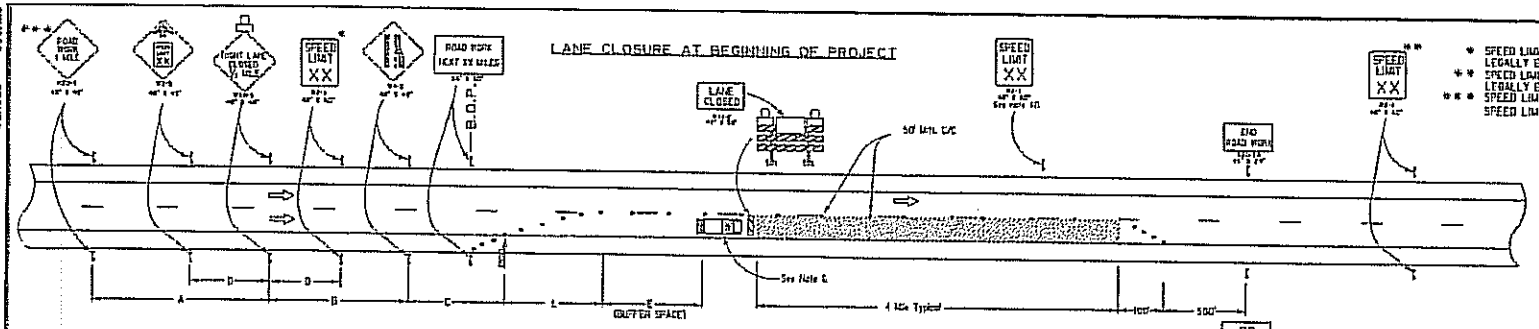
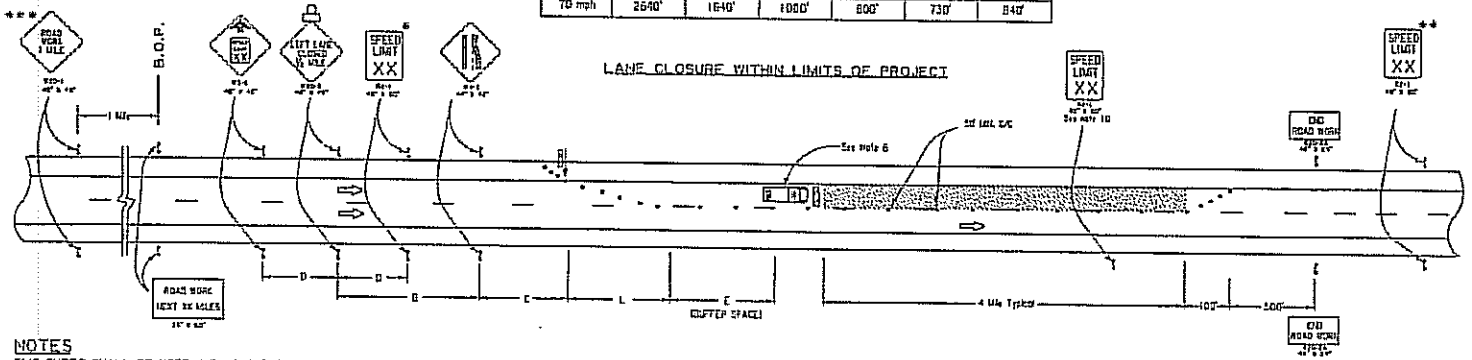



* SPEED LIMIT IS TO BE 10 MPH LESS THAN LEGALLY ESTABLISHED SPEED LIMIT
** SPEED LIMIT IS TO BE RETURNED TO LEGALLY ESTABLISHED SPEED LIMIT
*** SPEED LIMIT > 45 MPH USE "ROAD WORK 1 MILE"
SPEED LIMIT ≤ 45 MPH USE "ROAD WORK AHEAD"

| SPEED LIMIT | Spacing | | | | | |
|---|---|---|---|---|---|---|
| | 'A' | 'B' | 'C' | 'D' | 'E' | 'L' |
| 45 mph | 1140' | 1000' | 500' | 500' | 360' | 540' |
| 55 mph | 2640' | 1640' | 1000' | 800' | 495' | 660' |
| 60 mph | 2640' | 1640' | 1000' | 800' | 570' | 720' |
| 65 mph | 2640' | 1640' | 1000' | 800' | 645' | 780' |
| 70 mph | 2640' | 1640' | 1000' | 800' | 730' | 840' |




LEGEND
- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Flashing Arrow Panel
- Work Area
- Type B Light

STATE OF LOUISIANA — CARL E. CORMIER — No. 29312 — REGISTERED PROFESSIONAL ENGINEER — Surrender Date Void

## NOTES

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

1. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
2. WHEN DOING ANY INTERSTATE WORK, A MINIMUM OF TWO DYNAMIC MESSAGE SIGNS PER DIRECTION SHALL BE PLACED IN ADVANCE OF THE LANE CLOSURE. GUIDANCE AS TO PLACEMENT IS SHOWN ON TC-00; HOWEVER, SPECIFIC DISTANCES TO BE SET BY THE PROJECT ENGINEER.
3. DOWNSTREAM TAPERS SHALL BE 100' PER LANE WITH CHANNELIZING DEVICES SPACED AT A SPACING OF 20'.
4. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.
5. IF A RAMP ENTRANCE OR EXIT TAPER FALLS WITHIN THE WORK AREA, REFER TO STANDARD ROAD PLANS TC-08 AND TC-09 FOR TRAFFIC CONTROL DETAILS.
6. A VEHICLE WITH A FLASHING AMBER LIGHT AND A TRUCK MOUNTED ATTENUATOR SHALL BE USED IN ADVANCE OF AREAS WHERE WORKERS ARE PRESENT WITHOUT POSITIVE BARRIER PROTECTION.
7. CHANNELIZING DEVICES MAY ENCROACH UP TO 2 FEET FROM CENTERLINE INTO THE OPEN LANE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. CHANNELIZING DEVICES SHALL BE RETURNED TO TO THE CLOSED LANE WHEN THE WORK ACTIVITY HAS PASSED. IN NO CASE SHALL THE MAINLINE WIDTH OF THE TRAVEL LANE BE LESS THAN 10'.
8. A FLAGGER SHALL BE USED TO ALERT MOTORISTS WHEN EQUIPMENT OR WORKERS ENCROACH WITHIN 2 FEET OF AN OPEN LANE. THE FLAGGER SHALL BE POSTED ADJACENT TO THE OPEN TRAVEL LANE AND IMMEDIATELY UPSTREAM OF EACH OPERATION. ENCROACHMENT SHALL BE HELD TO A MINIMUM.
9. WHEN THE LENGTH OF CLOSURE IS GREATER THAN 1 MILE, INSTALL SPEED LIMIT SIGNS AT 1 MILE INTERVALS.
10. IF CONDITIONS RESULT IN A DROPOFF OR RISE, BETWEEN LANE CLOSURE AND TRAVEL LANE, WHICH EXCEEDS 2 INCHES OVERNIGHT, THE CONTRACTOR SHALL PLACE A TEMPORARY EDGE LINE IN THE OPEN LANE, A MINIMUM OF 1 FOOT FROM THE DROPOFF OR RISE. IF THE CONTRACTOR CHOOSES TO USE DRUMS FOR THE CHANNELIZING DEVICES, THE TEMPORARY EDGE LINE MAY BE OMITTED AS LONG AS THE DEVICE SPACING IS 20' OR LESS. IN EITHER CASE, THE CHANNELIZING DEVICES SHALL BE PLACED IN THE CLOSED LANE DURING NONWORKING HOURS.
11. HIGH INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK THE SECOND ADVANCE WARNING SIGN (LANE CLOSED ½ MILE). LOW INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK ALL OTHER HAZARDS OFF THE TRAVEL WAY. STEADY BURNING LIGHTS SHALL BE USED ON ALL TRAFFIC CONTROL DEVICES USED FOR MERGING TAPER, INCLUDING THE FIRST TWO DEVICES AFTER THE TAPER ENDS. FIRST LIGHT IN A MERGING TAPER SHALL BE FLASHING.
12. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A MERGING TAPER AND SHIFTING TAPER SHALL NOT BE GREATER THAN 50'.
13. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
14. MINIMUM CONSTRUCTION SIGNING, ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
15. NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIALS SHALL OCCUR WITHIN THE BUFFER SPACE.

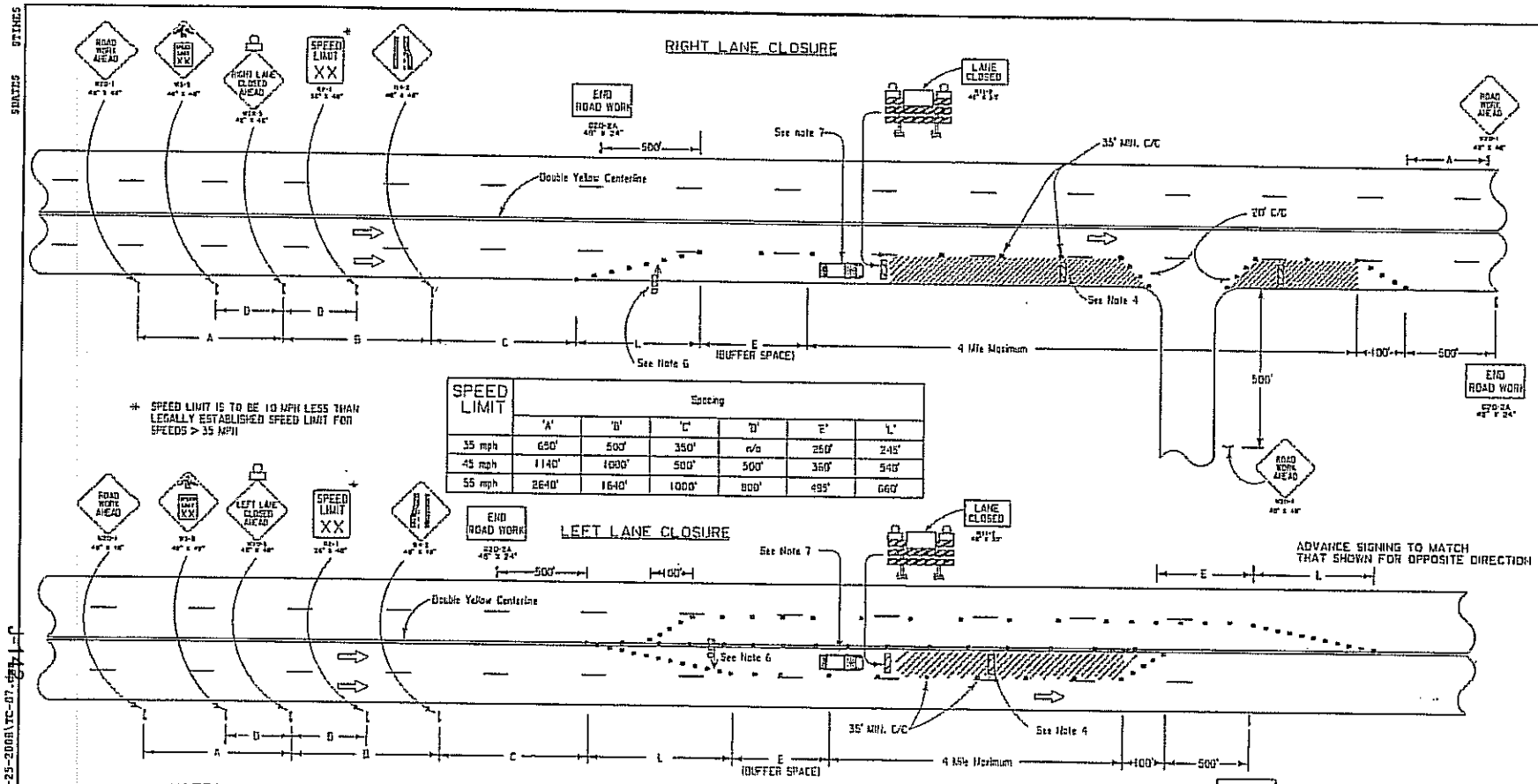
TRAFFIC CONTROL LAYOUT FOR LANE CLOSURES ON DIVIDED HIGHWAYS — TC-05

TRAFFIC ENGINEERING

DISTRICT 07 — CONTROLLER: CARVILLE — DESIGNED: L.SOWERS — DETAILED: C.GILLIAM — CHECKED: C.GILLIAM — PROJECT ENGINEER: CARL E. CORMIER — SHEET 76 — DISTRICT 07 — PARISH: ORLEANS — ROUTE: I-10 — FED.-AID PROJ. NO. IM-EMF1 (106) LEAD — STATE PROJECT NO. 704-36-0050 LEAD

DATES

D:\703410\d2430\Special Details Road\TC\01-25-2006\TC-06.dgn




* SPEED LIMIT IS TO BE 10 MPH LESS THAN LEGALLY ESTABLISHED SPEED LIMIT FOR SPEEDS > 35 MPH

| SPEED LIMIT | Spacing | | | | | |
|---|---|---|---|---|---|---|
| | 'A' | 'B' | 'C' | 'D' | 'E' | 'L' |
| 35 mph | 650' | 500' | 350' | n/a | 250' | 245' |
| 45 mph | 1140' | 1000' | 500' | 500' | 360' | 540' |
| 55 mph | 2640' | 1640' | 1000' | 800' | 495' | 660' |

## LEGEND

- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Flashing Arrow Panel
- Work Area
- Type B Light

## NOTES

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

1. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
2. DOWNSTREAM TAPERS SHALL BE 100' PER LANE WITH DEVICES SPACED AT A SPACING OF 20'.
3. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A MERGING TAPER SHALL BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT.
4. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.
5. A FLAGGER SHALL BE USED TO ALERT MOTORISTS WHEN EQUIPMENT OR WORKERS ENCROACH WITHIN 2 FEET OF AN OPEN LANE. THE FLAGGER SHALL BE POSTED ADJACENT TO THE OPEN TRAFFIC LANE AND IMMEDIATELY UPSTREAM OF EACH OPERATION. ENCROACHMENT SHALL BE HELD TO A MINIMUM.
6. WHEN THERE IS NO SHOULDER OR MEDIAN AREA, THE ARROW PANEL SHALL BE PLACED WITHIN THE CLOSED LANE BEHIND THE CHANNELIZING DEVICES AND AS CLOSE TO THE BEGINNING OF THE TAPER AS PRACTICAL. IN NO CASE SHALL ARROW PANEL ENCROACH ON OPPOSING LANE.
7. A VEHICLE WITH A FLASHING AMBER LIGHT AND A TRUCK MOUNTED ATTENUATOR SHALL BE USED IN ADVANCE OF AREAS WHERE WORKERS ARE PRESENT WITHOUT POSITIVE BARRIER PROTECTION.
8. CHANNELIZING DEVICES MAY BE PLACED UP TO 2' BEYOND THE LANE LINE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. CHANNELIZING DEVICES SHALL BE RETURNED TO ITS ORIGINAL POSITION WHEN THE WORK ACTIVITY HAS PASSED.
9. IF CONDITIONS RESULT IN A DROPOFF OR RISE, BETWEEN LANE CLOSURE AND TRAVEL LANE, WHICH EXCEEDS 2 INCHES OVERNIGHT, THE CONTRACTOR SHALL PLACE A TEMPORARY EDGE LINE IN THE OPEN LANE, A MINIMUM OF ONE FOOT FROM THE DROPOFF OR RISE. IF THE CONTRACTOR CHOOSES TO USE DRUMS FOR THE CHANNELIZING DEVICES, THE TEMPORARY EDGE LINE MAY BE OMITTED AS LONG AS THE DEVICE SPACING IS 50'. IN EITHER CASE, THE CHANNELIZING DEVICES SHALL BE PLACED IN THE CLOSED LANE DURING NONWORKING HOURS.
10. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
11. MINIMUM CONSTRUCTION SIGNING, ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
12. HIGH INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK THE SECOND ADVANCE WARNING SIGN L_____LANE CLOSED AHEAD. LOW INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK ALL OTHER HAZARDS OFF THE TRAVEL WAY. STEADY BURNING LIGHTS SHALL BE USED ON ALL TRAFFIC CONTROL DEVICES USED FOR MERGING TAPER, INCLUDING THE FIRST TWO DEVICES AFTER THE TAPER ENDS. FIRST LIGHT IN A MERGING TAPER SHALL BE FLASHING.
13. NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIALS SHALL OCCUR WITHIN THE BUFFER SPACE.

STATE OF LOUISIANA — EARL L. CORVILLE — REG. NO. 25312 — REGISTERED PROFESSIONAL ENGINEER — January 31, 2008

TRAFFIC CONTROL LAYOUT
FOR LANE CLOSURE ON
FOUR-LANE UNDIVIDED HIGHWAYS
TTC-07

DOTD — TRAFFIC ENGINEERING

77

ORLEANS | ER-ERFI (003) LEAD | 704-36-0050 LEAD

C. CORVILLE | 01/25/2008

D. SONNIER | CONVERTED TO CAD VIA

01/25/2008

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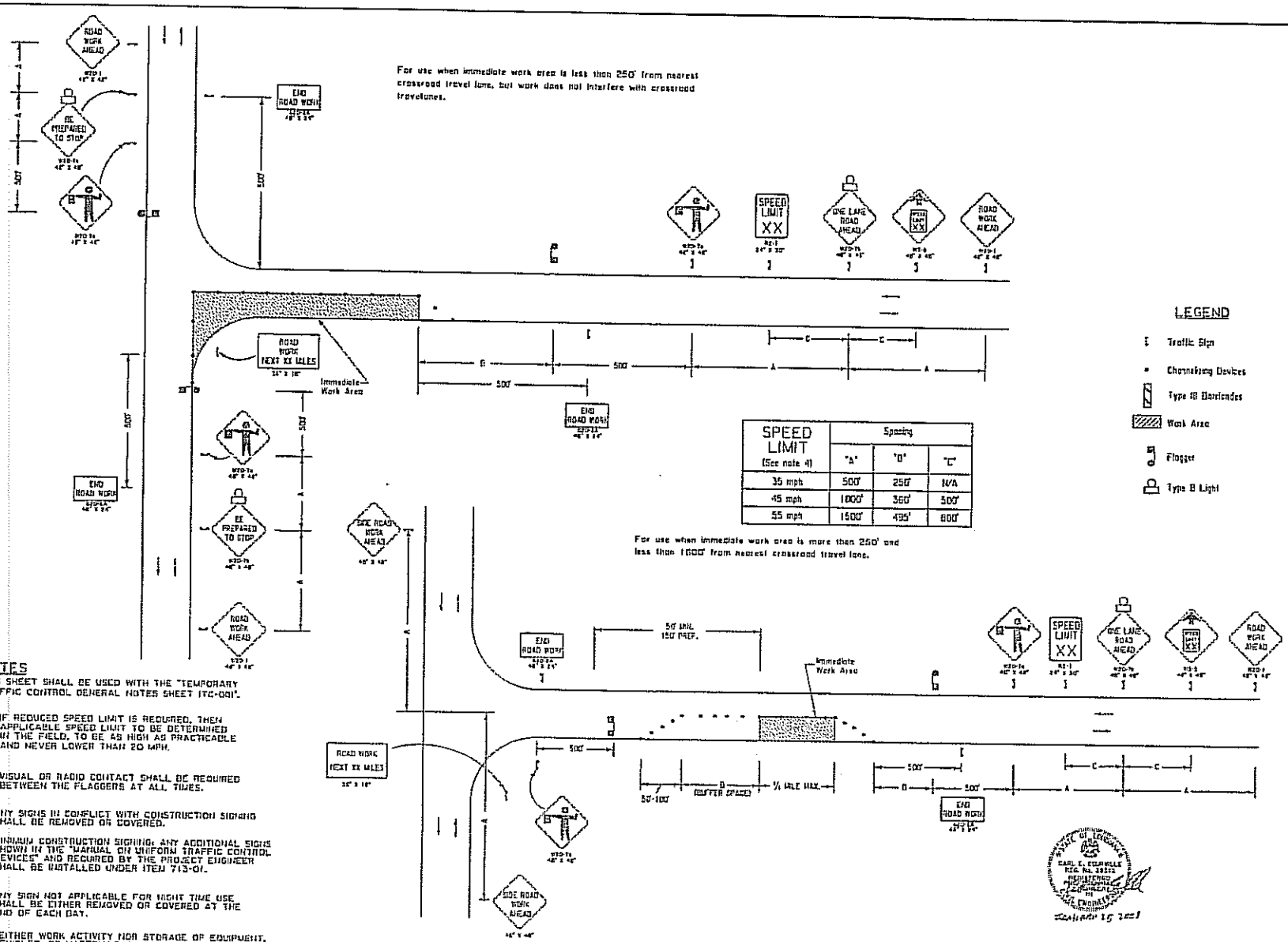



| SPEED LIMIT (See note 4) | Spacing | | |
|---|---|---|---|
| | "A" | "B" | "C" |
| 35 mph | 500' | 250' | N/A |
| 45 mph | 1000' | 360' | 500' |
| 55 mph | 1500' | 495' | 600' |

## NOTES

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

1. IF REDUCED SPEED LIMIT IS REQUIRED, THEN APPLICABLE SPEED LIMIT TO BE DETERMINED IN THE FIELD, TO BE AS HIGH AS PRACTICABLE AND NEVER LOWER THAN 20 MPH.
2. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN THE FLAGGERS AT ALL TIMES.
3. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
4. MINIMUM CONSTRUCTION SIGNING; ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
5. ANY SIGN NOT APPLICABLE FOR NIGHT TIME USE SHALL BE EITHER REMOVED OR COVERED AT THE END OF EACH DAY.
6. NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIALS SHALL OCCUR WITHIN THE BUFFER SPACE.

SHEET NUMBER 76

ORLEANS

ER-ERP1 (066) LEAD

704-36-0050 LEAD

DESIGNED E. COLVILLE
CHECKED J. COLVILLE
DESIGNED D. SOWARDS
CHECKED J. COLVILLE
DATE 01/25/2008

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

TC-15

TRAFFIC ENGINEERING

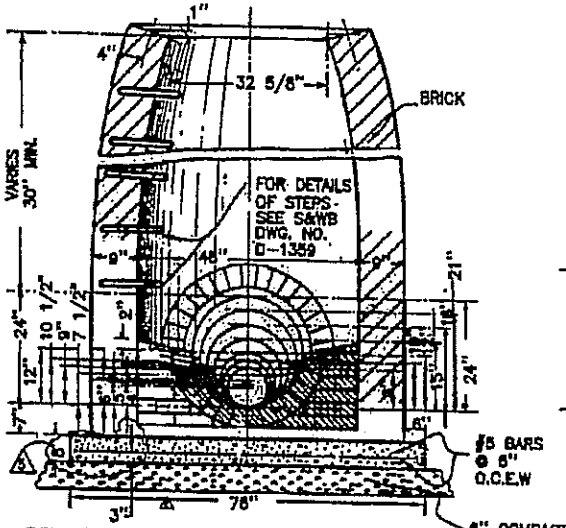
SHEETS $TIMES

U:\D3410\d2438\Special Details Road\TC\01-25-2008\TC-15.dgn

J-146

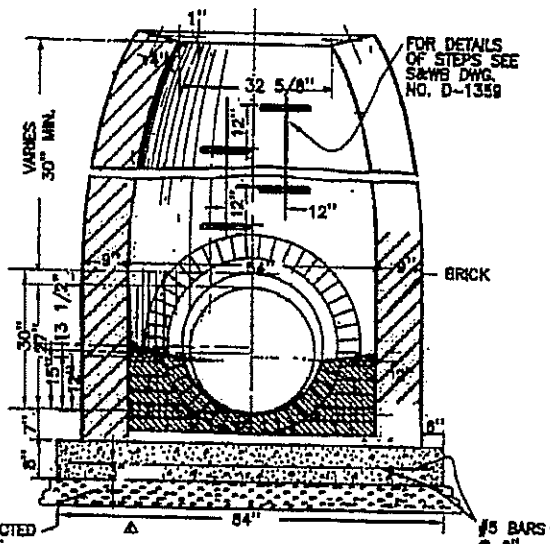
SHEET NO 101

NO.1 M.H.



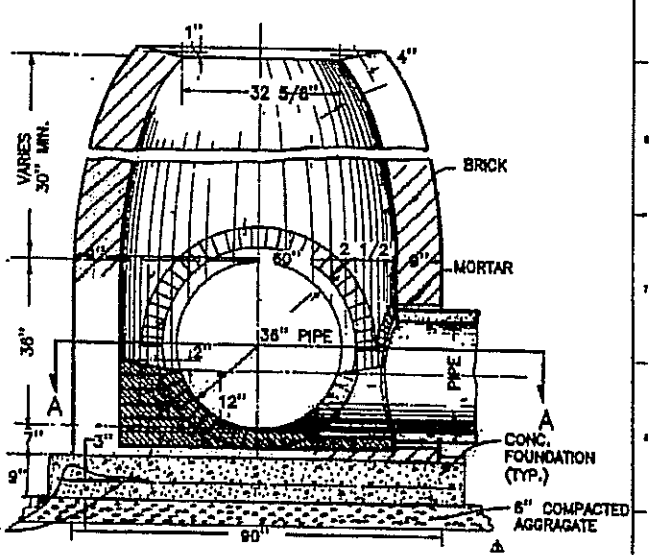

SECTION FOR 8", 10", 12", 15", 18", 21" & 24" PIPE

NO.2 M.H.

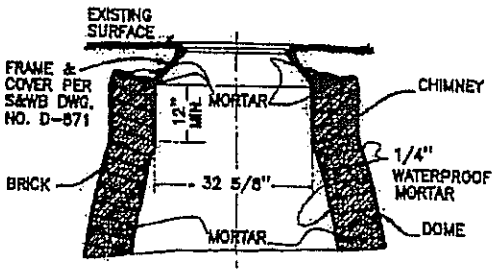



SECTION FOR 27" & 30" PIPE

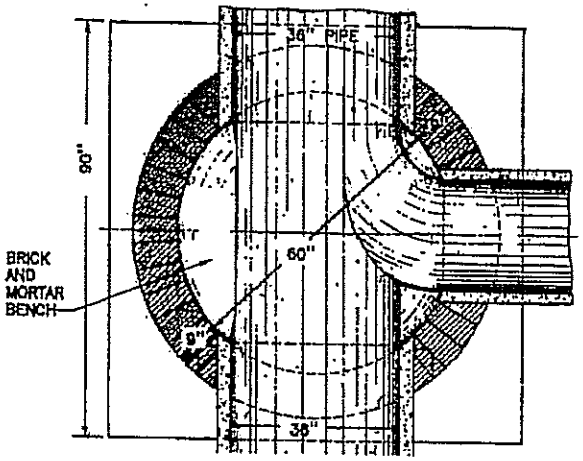
NO.3 M.H.




SECTION FOR 36" PIPE




TYPICAL UPPER MANHOLE SECTION




SECTION A–A

NO.3 M.H. – AS SHOWN
NO.1 & 2 M.H. – SIMILAR

## 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.

SCALE: N.T.S.

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 1-5-65 | NOTE FOR PLASTERING | R.F.D. |
| 2 | 2-28-76 | REPLACED CONCRETE FOUNDATION WITH CONCRETE | R.C.B. |
| 3 | 7-7-76 | GENERAL REVISION | R.L.L. |
| 4 | 11-12-87 | DELETED, REVISED AND ADDED NOTES | R.M.C. |
| 5 | 10-29-87 | CHANGED COLUMBIA AND CONCRETE FOUNDATION THICKNESS | R.M.C. |

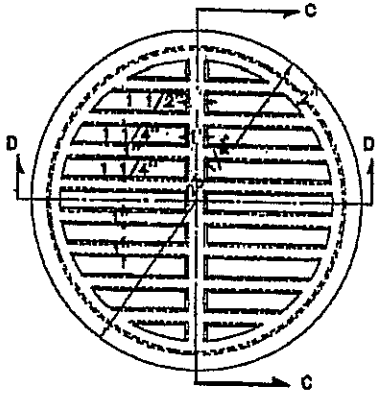
SEWERAGE AND WATER BOARD OF NEW ORLEANS

GENERAL SECTION OF STANDARD DRAIN BRICK MANHOLE

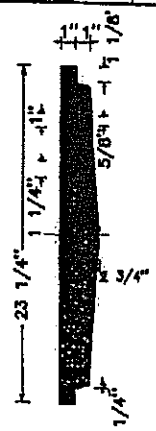
DWG. NO. D-870

J-144

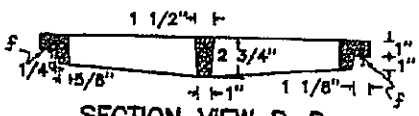
SHEET NO 102



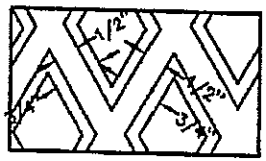

TOP VIEW OF OPEN GRATE MANHOLE COVER



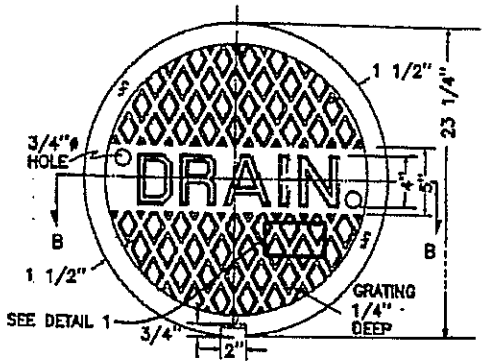

SECTION VIEW C–C



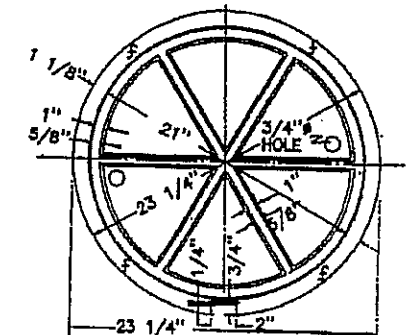

SECTION VIEW D–D



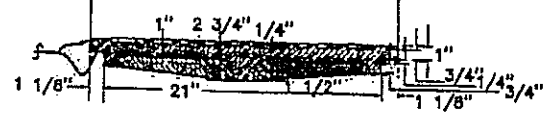

DETAIL 1



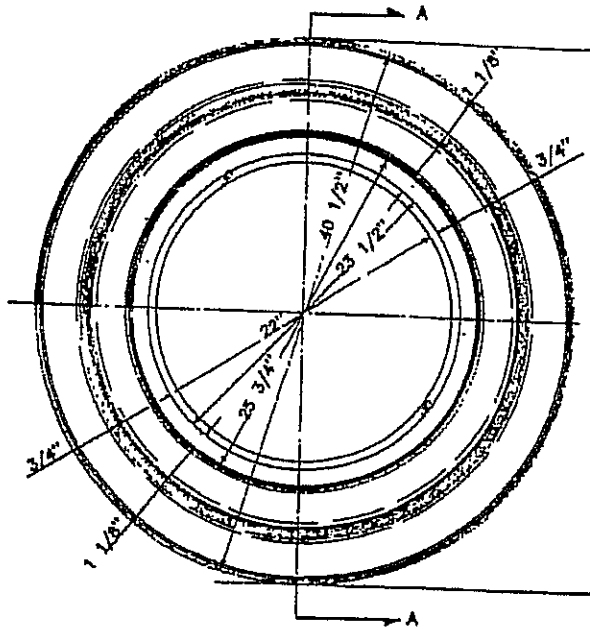

TOP VIEW OF MANHOLE COVER



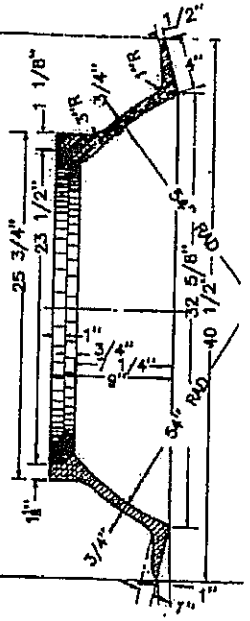

BOTTOM VIEW OF MANHOLE COVER




SECTION VIEW B–B




TOP VIEW OF MANHOLE FRAME




SECTION VIEW A–A

## NOTES:

1. f = MACHINED SURFACE.
2. FRAME & COVER SHALL CONFORM TO EAST JORDAN IRON WORK, INC. V–1501 FRAME & COVER OR APPROVED EQUAL.

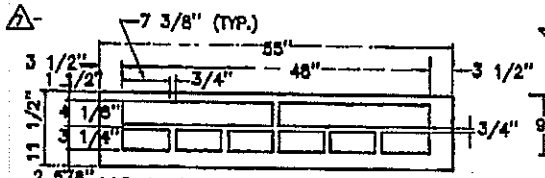
SCALE: N.T.S.

SEWERAGE AND WATER BOARD OF NEW ORLEANS

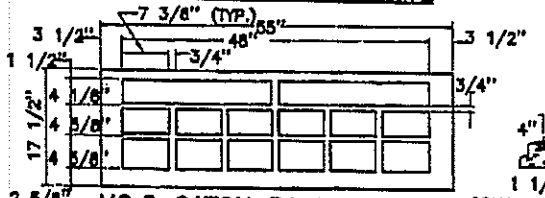
GENERAL PLAN OF DRAIN MANHOLE FRAME & COVER

DWG. NO. D–871

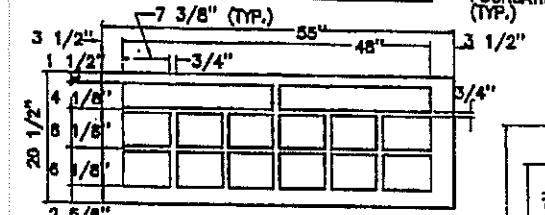
J-145



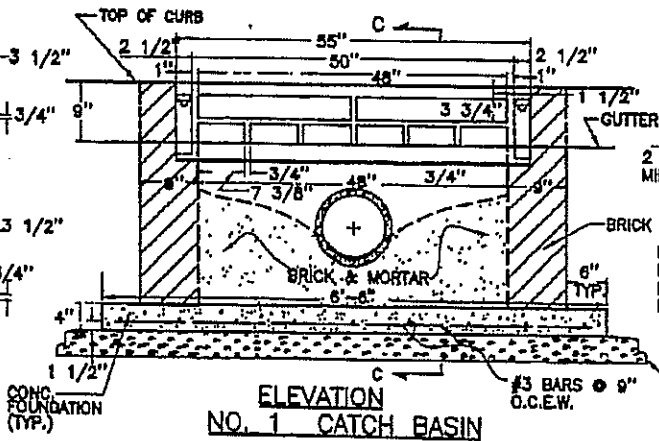

NO.1 CATCH BASIN GRATE



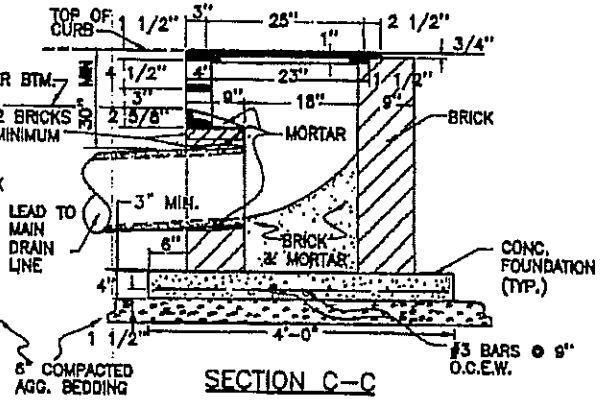

NO.2 CATCH BASIN GRATE



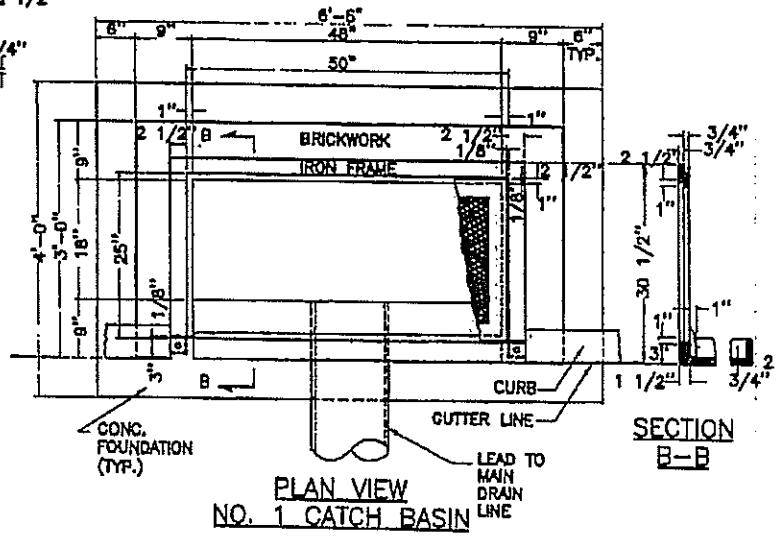

NO.3 CATCH BASIN GRATE




ELEVATION
NO. 1 CATCH BASIN



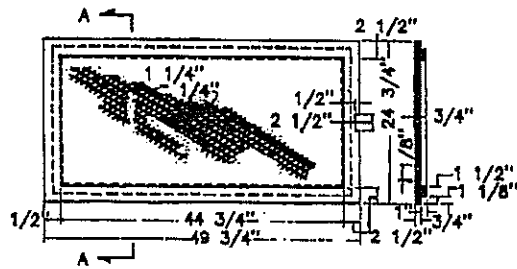

SECTION C–C




PLAN VIEW
NO. 1 CATCH BASIN




SECTION
B–B




PLAN OF
IRON COVER

SECTION
A–A

## ⚠6 NOTES:

1. INSIDE & OUTSIDE OF BRICK WALLS, BENCHES & INVERTS, TO BE MORTARED WITH A WATERPROOFING COMPOUND FOR THICKNESS OF 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.

SCALE: N.T.S.

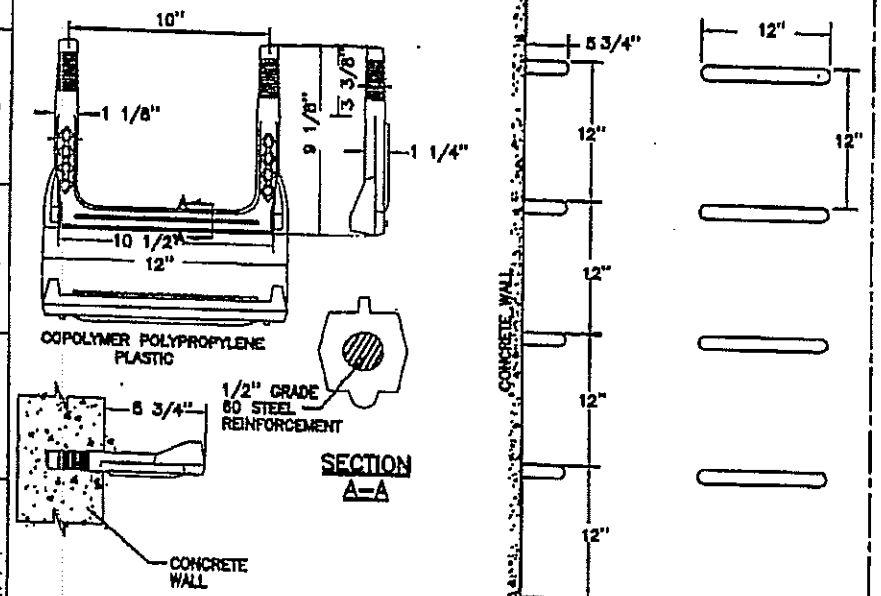
| | | | |
|---|---|---|---|
| ⚠5 | 03-09-07 | REVISED FRAME AND GRATES | BJMC |
| ⚠4 | 02-08-07 | GENERAL REVISIONS | BJMC |
| ⚠3 | 1-4-94 | REDRAWN | |
| NO. | DATE | DESCRIPTION | BY |

SEWERAGE AND WATER BOARD OF NEW ORLEANS

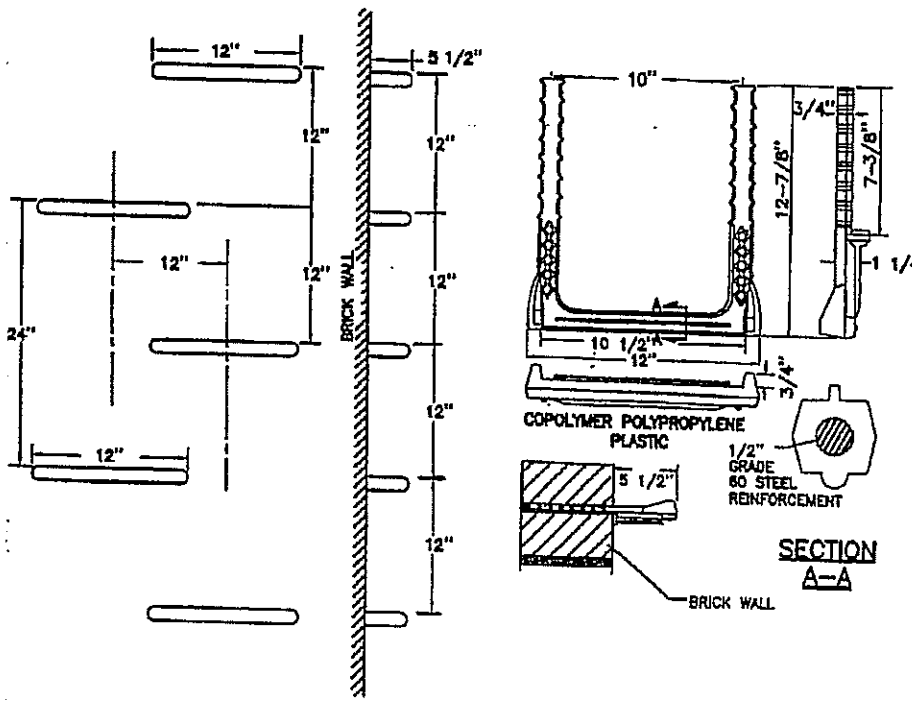
DETAIL OF STANDARD SINGLE VERTICAL CATCH BASIN NUMBERS 1, 2 & 3

DWG. NO. D-873 ⚠5

J-146




STEPS FOR PRE-CAST CONCRETE MANHOLE
N. T. S.




STEPS FOR BRICK WALL MANHOLE
N. T. S.

## ⚠ NOTES:

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.

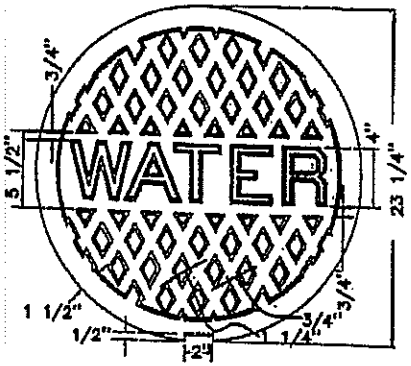
SEWERAGE AND WATER BOARD OF NEW ORLEANS

DETAIL OF STEPS FOR CONCRETE & BRICK MANHOLES

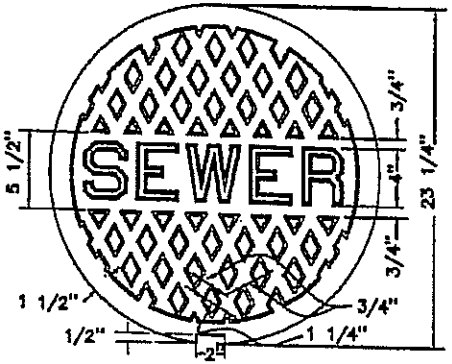
DWG. NO. D-1359

5

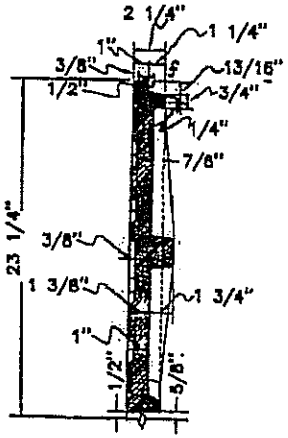
J-147



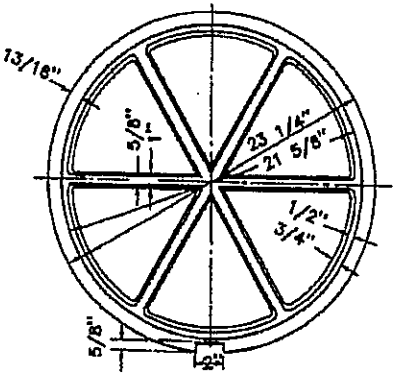

TOP VIEW OF WATER MANHOLE COVER



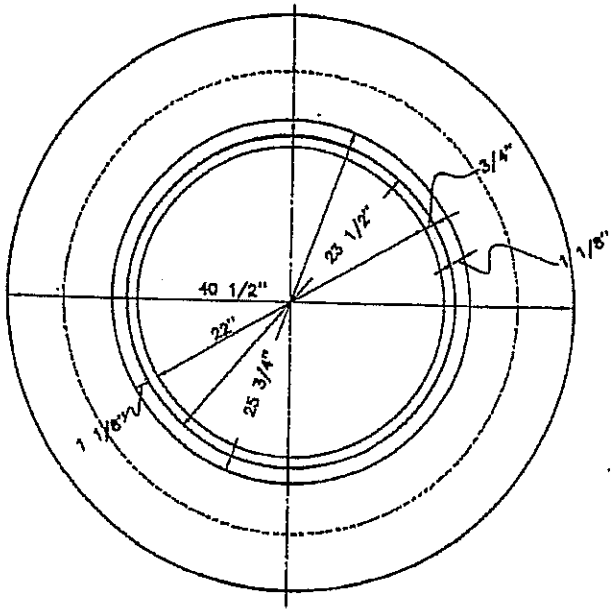

TOP VIEW OF SEWER MANHOLE COVER



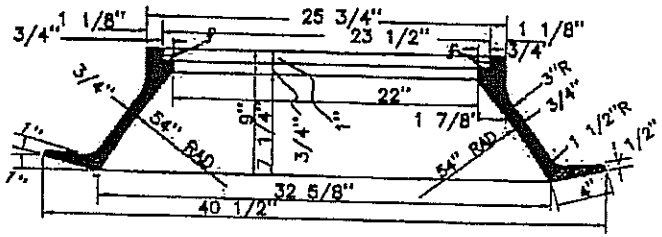

CROSS SECTION OF MANHOLE COVER
(SEWER & WATER)




BOTTOM VIEW OF MANHOLE COVER
(SEWER & WATER)




PLAN OF FLARING FRAME MANHOLE




CROSS SECTION OF FLARING MANHOLE FRAME
(SEWER & WATER)

NOTE:

1. ℄ = MACHINED SURFACE
2. FRAME & COVER SHALL CONFORM TO EAST JORDAN IRON WORKS, V-1501 FRAME AND COVER.

SCALE: N.T.S.

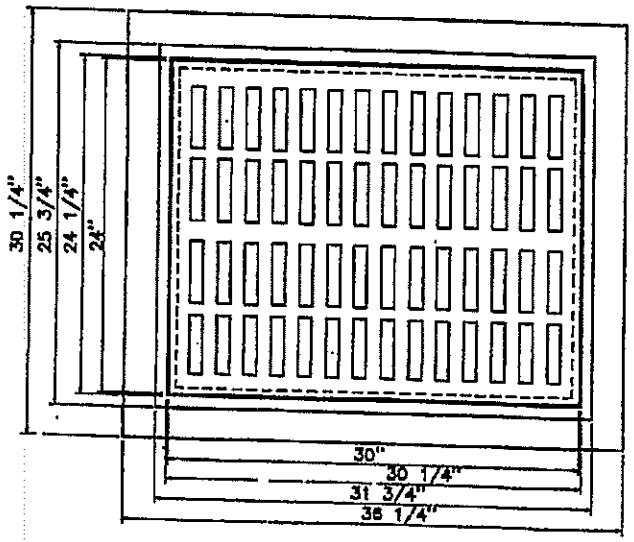
SEWERAGE AND WATER BOARD OF NEW ORLEANS

DETAILS OF SEWER AND WATER MANHOLE CASTINGS

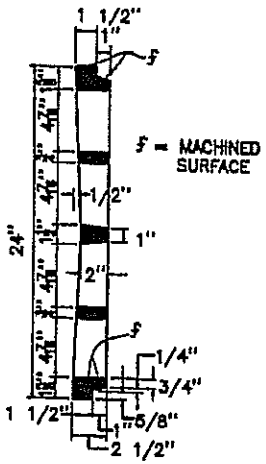
DWG NO. 3143-E-1

J-148

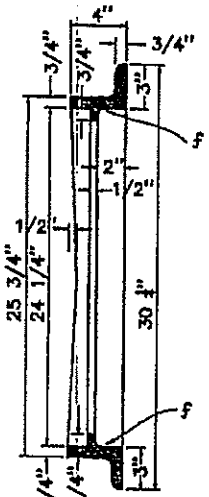
SHEET NO 106



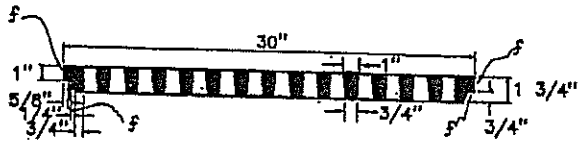

PLAN OF FRAME AND GRATE



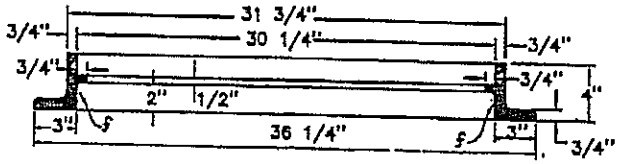

TRANSVERSE SECTION OF GRATE



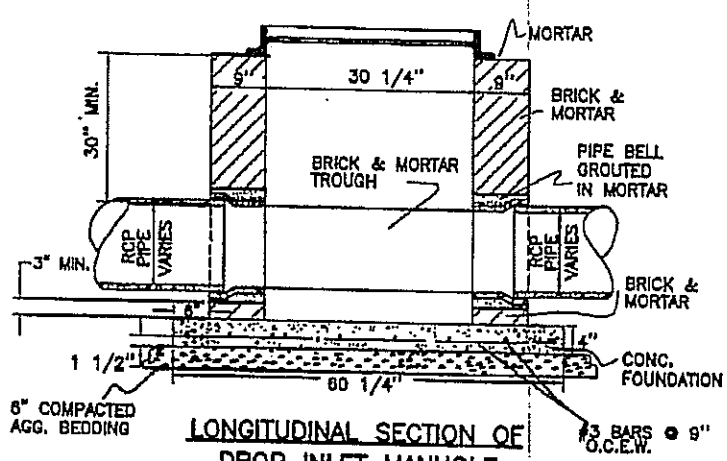

TRANSVERSE SECTION OF FRAME




LONGITUDINAL SECTION OF GRATE




LONGITUDINAL 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 1/4" 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.

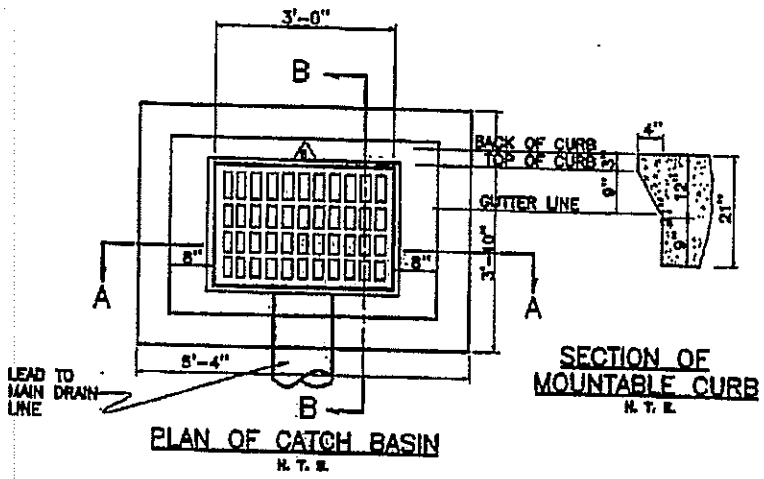
SEWERAGE AND WATER BOARD OF NEW ORLEANS

DETAIL OF STD. 24"X30" CLEAR OPENING DROP INLET CATCH BASIN

DWG. NO. D-3264

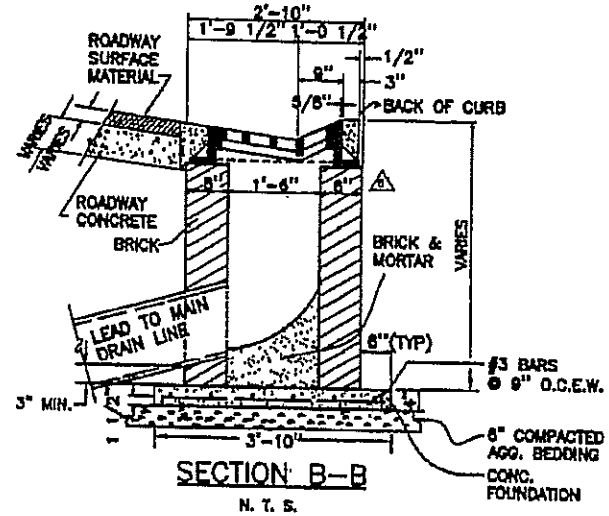
J-149

SHEET NO 107

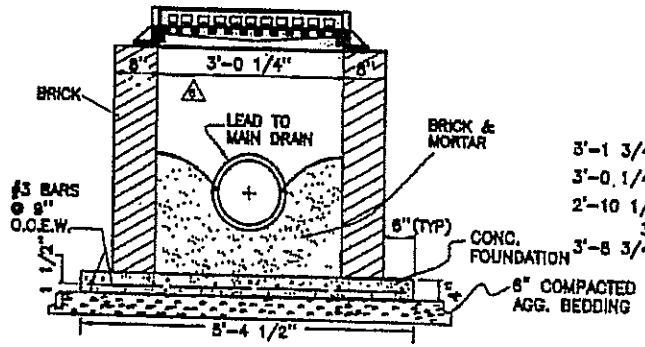



PLAN OF CATCH BASIN
N. T. S.

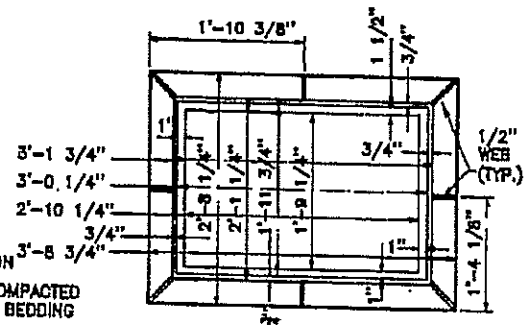
SECTION OF MOUNTABLE CURB
N. T. S.



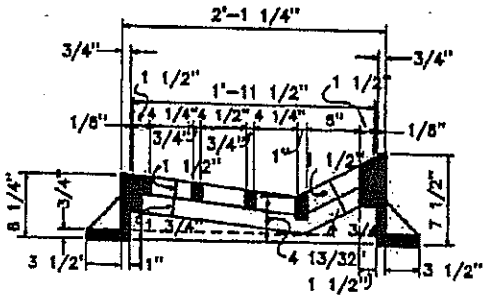

SECTION B-B
N. T. S.



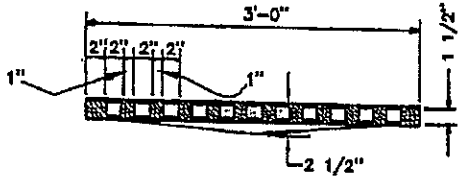

SECTION A-A
N. T. S.




PLAN OF FRAME
N. T. S.




CROSS SECTION OF GRATE FRAME
N. T. S.




LONGITUDINAL SECTION OF GRATE
N. T. S.

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.

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | DELETED, REVISED AND ADDED NOTES | |
| | | DELETED REQ. OF 10" STUB | |
| | | REDRAWN, ADDED HORIZONTAL BAR | |

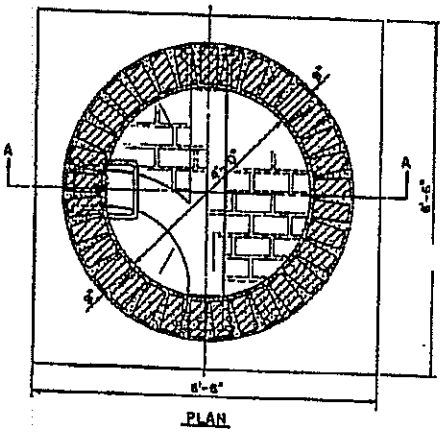
SEWERAGE AND WATER BOARD OF NEW ORLEANS

DETAIL OF STANDARD SINGLE MOUNTABLE CATCH BASIN

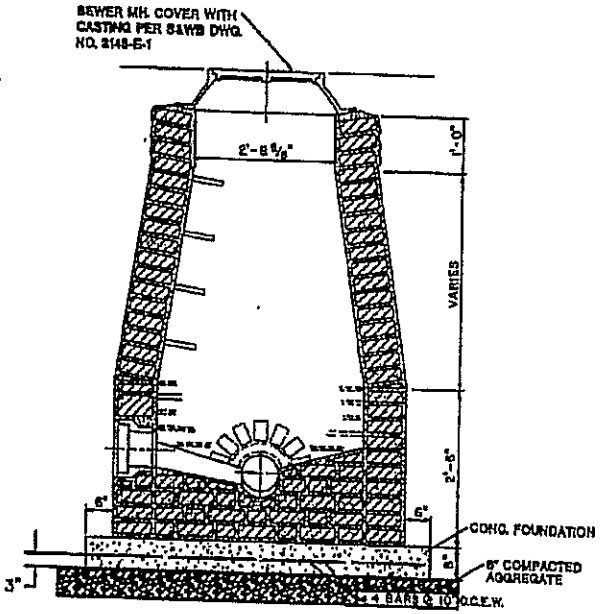
DWG. NO. D-3431-A

J-150

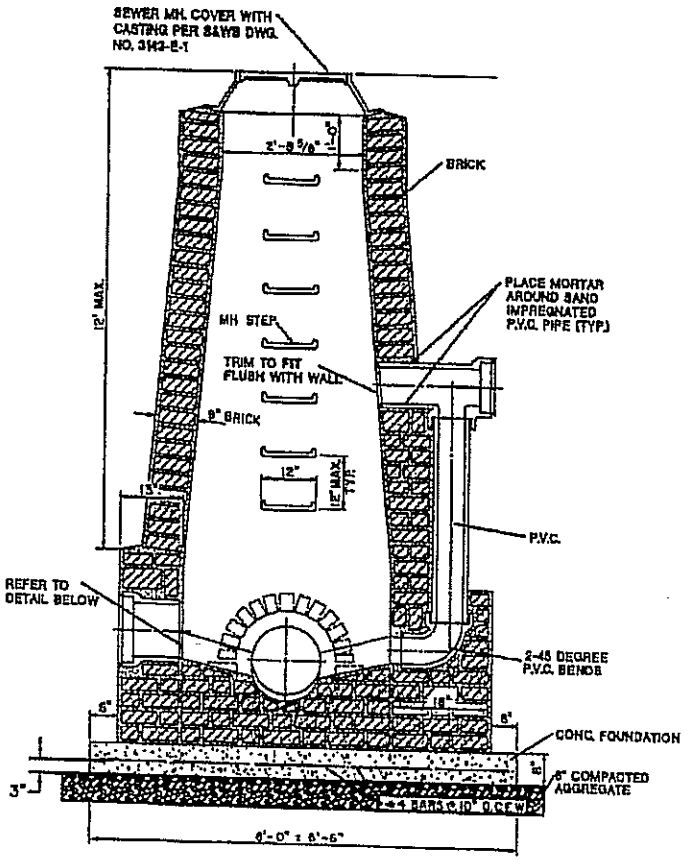
10



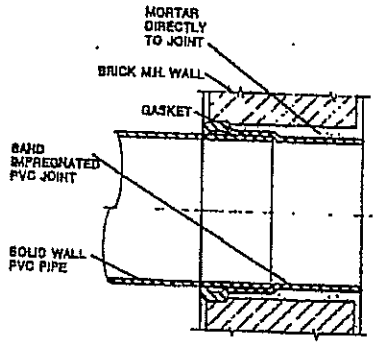

PLAN




SECTION A-A
TYPICAL




SECTION OF SEWER DROP MANHOLE
N. T. S.




BRICK WALL DETAIL
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.

SCALE: N.T.S.

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|

SEWERAGE AND WATER BOARD OF NEW ORLEANS

TYPICAL SEWER BRICK MANHOLE AND DROP MANHOLE

DWG. NO. 6178-B-6

J151

SHEET NO 109

## SEWER NOTES

1. The Contractor shall furnish all labor, supervision, materials, and equipment required for installation of new sewer mains, manholes, house connections, etc., required by these drawings and specifications. All workmanship and materials shall conform with the General Specifications of the SEWERAGE AND WATER BOARD except as noted hereinafter.

2. The Contractor shall notify the Chief of Networks of the S&WB in writing not less than three nor more than ten days in advance of starting the job so as to schedule the inspection of the work. Failure to do so prior to starting work will require the Contractor to expose the bedding on all pipe previously installed. Copies of the notice to start work shall be sent to the Gravity Systems Supt at 2900 Peoples Avenue.

3. Sewer mains and interconnecting manholes shall be installed at elevations indicated unless changed by the S&WB Engineer. "Blind manholes" will not be allowed; all mains must be laid continuously and from the low end of the system. Depths of sewer mains for payment purposes shall be determined by measurement from the invert to the top of castings at finish grade of connecting manholes.

4. Material for sewer mains shall be vitrified clay, plastic truss or solid wall polyvinyl chloride (PVC) pipe. Clay pipe shall be as indicated in Section 9 of the General Specifications and ASTM C-700 for all sizes. The plastic truss pipe PVC material shall conform to ASTM D-1784, the portion filler shall conform with ASTM D-[illegible]. Pipe sections and fittings shall have a bell housing gasketed joint solvent welded to the pipe at the factory.

The elastomeric gaskets shall be as recommended by the manufacturer, and ASTM D-3212 and shall be glued or held in place by retainer rings. The solid wall PVC pipe 8" through 15" shall be manufactured in accordance with ASTM D3034 Specifications and be a pipe dimension ratio (SDR) of 35 (see par. 16). The fittings and wall stubs for truss and solid wall PVC pipe shall have a solid wall PVC pipe of the same inside diameter.

PVC sewer mains sizes 18" through 27" shall be solid wall PVC pipe conforming with ASTM F-679, class T-1 with dimensions as shown in Paragraph 16 herein unless stated otherwise on the approved drawing. PVC pipe shall be type PSM (Vinyl Chloride) (PVC) standard lengths with integral cast bells and elastomeric gaskets as recommended by the manufacturer and ASTM D-3212.

5. Bedding and foundations for mains shall conform with S&WB Dwg 4497-C3A Rev 3 and No 4157-C-3 Rev 2 except as noted below. Standard sheeting & bracing shall comply with Dwg 4497-C3A Rev 3. Although the contractor shall have the option of installing any of the above type pipe materials, the same type and size must be installed between manholes.

6. Installation of the truss and solid wall PVC pipe shall conform with Section 8 "The Construction of Sewers" and Plastic Pipe Association Specification UNI-B-76, "Recommended Practice for the Installation of Polyvinyl Chloride (PVC) Sewer Pipe." The trench bottom shall be relatively smooth and free from rocks, roots, etc. After the sheeting and/or foundation lumber is placed the pipe shall be laid on a smooth bed of shells.

The shells shall be extended UNDER, AROUND AND 6" OVER THE TOP OF THE PIPE, COMPACTED IN LAYERS NOT GREATER THAN 6" BY A MECHANICAL VIBRATING COMPACTOR (APPROVED BY THE BOARD'S ENGINEER) UNTIL A MINIMUM OF 95% STD PROCTOR DENSITY IS ATTAINED FOR THE FULL WIDTH OF THE TRENCH, ALL AS SHOWN ON S&WB DWGS. 4497-C3A Rev. 3 or 4157-C3 Rev. 2. The shells shall be placed and consolidated under the pipe haunches to provide maximum side support to the pipe while avoiding displacement and misalignment of the pipe. In lieu of shell embedment material shall be Class I Angular material (1/4" to 1 1/2") ASTM 2321 (Latest Edition), i.e. coral, slag, cinders, crushed concrete or crushed stone. The Board reserves the right to approve the type of material. The maximum allowed deflection for installed PVC sewer pipe is 7 1/2 percent reduction in its actual vertical inside diameter not the minimum allowed by the ASTM Specification. Pipe exceeding this allowed deflection at any time prior to acceptance shall be removed and replaced with new pipe and reinstalled to meet the above specifications at the contractor's expense.

A minimum of 10% of the P.V.C. solid wall pipe will be mandrelled. The contractor will install the pull lines and pass the mandrel through the mains selected by the Engineer. Test will be witnessed by the Contractor and the Engineer. The Sewerage and Water Board will provide the mandrels for all tests and have the option of passing the mandrels at any time after installation and final backfill of the trenches and before final acceptance. The contractor shall bear the cost of any retesting if required and will be credited $100 for each occurrence in each section between manholes.

7. Manholes shall conform with Section 9 of the General Specification and Drawing No. 4175-C6 Rev. 4. Precast manholes shall also conform with ASTM C-478 except where shown on the drawings. Short sections of pipe with bell fitting and wider slope as recommended by the manufacturer and as shown on Drawing No. 4316-C3 shall be used as connectors for brick manholes.

Precast manhole connections shall utilize KOR-N-SEAL boots. Manhole steps must conform with Dwg. No. 4175-C4.

8. House Connections shall be six-inch pipe extended to the property line as shown on Dwgs. 4147-C3 and 4316-C3. The use of saddles in all types of pipe systems will not be permitted; all such connections shall be made with the use of fittings. All pipe and fittings shall be of the same material as the main sewer unless approved by the S&WB. House connections shall have a minimum of 2 1/2 feet and maximum of 4 1/2 feet of cover measured from top of curb. The 6" diameter sewer house connection pipe shall be solid wall PVC plastic pipe having a minimum wall thickness of SDR 35 (0.241") or vitrified clay pipe. House connection for vitrified clay pipe shall be as shown on Dwg. 4147-C3 Rev. 4. Plastic pipe shall end 2' to 4' inside the property line with a rubber gasketed plastic cap. Clay pipe shall terminate with a clay bell with a solid removable plug. House connections shall not require bracing, foundation lumber or shells. The location of all sewer house connections shall be indicated on the curb with an "S" not less than 3" high and 1/8" deep.

9. At points of tie-ins to the existing system, the new pipe material should match the existing. If not, the connection shall be made with use of a coupling and bushing adapter (Mission Rubber Co. Fernco or equal) conforming to ASTM C-425.

10. Contractor shall verify elevation of existing inverts.

11. The sewer installation shall be checked against the drainage plan approved on ______________ for conflicts. Any modification to drainage plan after this date shall void the sewer plan having prior approval.

12. The location of existing utilities shown are approximate. The Contractor shall verify same and shall take necessary precautions to protect them. The Board is not responsible for other underground utility services that are not shown on the drawings and the contractor shall not receive added compensation for the extra work required due to their omission.

13. Infiltration rate shall be 0 (zero) gallons per inch per mile per 24 hours; any detectable leaks shall be repaired by the contractor. The infiltration test is the responsibility of the contractor and shall be witnessed by the Board's representative.

14. Before final acceptance the contractor shall locate and verify the correct location and depth of all house connections.

15. Final acceptance of the system is contingent upon a 90 day maintenance period following a satisfactory inspection by the S&WB Engineer. Prior to final acceptance the Board will verify the deflection in the solid wall PVC mains as stated heretofore and inspect a minimum of 10% of the system with a remote T.V. unit. The pull line shall be placed in the lines by the contractor.

The Contractor will be required to repair in an approved manner all defects disclosed by this inspection before final acceptance. The Board shall reserve the right to T.V. the entire sewer system. The cost of all tests, inspection and pulling of mandrels shall be included in the cost of the sewer main.

BEFORE FINAL INSPECTION OF THE SYSTEM, THE CONTRACTOR SHALL SUBMIT AN AS-BUILT DRAWING TO THE BOARD SHOWING CHANGES IN LINE OR GRADE FROM THE ORIGINAL DRAWINGS, AND THE LOCATION OF ALL HOUSE CONNECTIONS AS PER SEWERAGE AND WATER BOARD REQUIREMENTS. THIS AS-BUILT DRAWING SHALL BE CERTIFIED CORRECT BY THE OWNER-DEVELOPER, LICENSED LOUISIANA SURVEYOR, AND CONTRACTOR. THAT IN THE FUTURE, ANY DEVIATION FROM THIS AS-BUILT DRAWING SHALL BE CORRECTED AT THE COST OF THE OWNER-DEVELOPER, AS REQUIRED BY SEWERAGE AND WATER BOARD.

CERTIFIED CORRECT

(OWNER-DEVELOPER) ______________ DATE ______________

(SURVEYOR) ______________ DATE ______________

(CONTRACTOR) ______________ DATE ______________

16. The following dimensions and units are required for PVC sewer pipe (SDR-35) for sizes 8" through 15". ASTM F-679 class T-1 for sizes 18"-27".

| Nom Size (in.) | O.D. Avg (in.) | Min Tol (in.) | Wall Thk (in.)(Min.) |
|---|---|---|---|
| 6 | 6.275 | ±0.011 | 0.241 |
| 8 | 8.400 | ±0.012 | 0.323 |
| 10 | 10.500 | ±0.015 | 0.404 |
| 12 | 12.500 | ±0.018 | 0.481 |
| 15 | 15.300 | ±0.023 | 0.580 |
| 18 | 18.701 | ±0.028 | 0.536 |
| 21 | 22.047 | ±0.033 | 0.632 |
| 24 | 24.803 | ±0.037 | 0.711 |
| 27 | 27.953 | ±0.042 | 0.801 |

17. Abandoned sewer mains must be plugged in the manhole. Castings removed and returned to the S&WB central yard. Manholes must be filled with sand.

## SUBSURFACE DRAINAGE GENERAL NOTES

1. All work to be performed in accordance with current specifications of the Sewerage and Water Board of New Orleans, Louisiana.

2. The Contractor shall notify the Chief of Networks of the S&WB in writing not less than three nor more than ten days in advance of starting the job so as to schedule the inspection of the work. Failure to do so prior to starting work will require the Contractor to expose the bedding on all pipe previously installed. Copies of the notice to start work shall be sent to the Gravity Systems Supt at 2900 Peoples Avenue.

3. BEFORE FINAL INSPECTION OF THE SYSTEM, THE CONTRACTOR SHALL SUBMIT AN "AS-BUILT" DRAWING TO THE BOARD SHOWING CHANGES IN LINE OR GRADE FROM THE ORIGINAL DRAWINGS, AND THE LOCATION OF ALL HOUSE CONNECTIONS AS PER SEWERAGE AND WATER BOARD REQUIREMENTS. THIS "AS-BUILT" DRAWING SHALL BE CERTIFIED CORRECT BY THE OWNER-DEVELOPER, LICENSED LOUISIANA SURVEYOR, AND CONTRACTOR. THAT IN THE FUTURE, ANY DEVIATION FROM THIS "AS-BUILT" DRAWING SHALL BE CORRECTED AT THE COST OF THE OWNER-DEVELOPER, AS REQUIRED BY SEWERAGE AND WATER BOARD.

4. Final acceptance is contingent upon a 90-day maintenance period following satisfactory inspection by the Sewerage and Water Board Engineer.

5. The contractor must verify elevations of all existing inverts that are a part of this job. Depths of drain lines for payment purposes will be determined by measurement from the invert to the top of castings at finished grade of connecting manholes.

6. All changes from these drawings must be approved by the Sewerage and Water Board engineer prior to beginning the construction with which they are concerned.

7. Catch basins shall be of the type required by the City paving plans. All catch basin laterals shall be 12" diameter.

All double-vertical catch basins shall have one (1) 12" diameter lateral terminating in a manhole over the main. The two sections of the double catch basin shall be connected with an 12" pipe through the center wall. All laterals from single catch basins shall be connected to the main line with a special fitting or manhole.

8. A ten-inch (10") stub shall be provided in the back of all catch basins for future use.

9. All main line drainage shall be fifteen-inch (15") diameter minimum.

10. All concrete drain pipe including catch basin laterals, shall have a minimum of three (3) feet cover from top of the pipe (measured from roadway surface). Concrete pipe that is reinforced to conform to the latest ASTM specifications may have a minimum of two and one-half (2.5) feet of cover.

11. All pipes thirty six (36") and smaller shall be connected to the main line or manhole with a stub that has been cast or grouted into the wall.

12. Tapping of pipe smaller than 42" shall not be allowed when laying new lines. Taps will be allowed in existing mains only with approval of the engineer, however a bell must be set into the main, trimmed on the inside, and grouted properly inside and outside. The new main shall be laid out of the wall. Tapping will be permitted only if the diameter of the main that must be cut does not exceed 1/2 the diameter of the pipe that is being tapped. The inside of the existing main shall remain smooth after the tap is complete. Only one tap will be allowed in each length of pipe. The tap must be made in the central one-half of the main. The hole that is cut must have a minimum edge distance of one foot to the end of a joint.

13. All manhole slabs shall be placed on 4" layer of shells.

14. An infiltration test that does not exceed a rate of two hundred fifty (250) gallons per inch of diameter per mile per 24 hours shall be conducted by the contractor and observed by the Sewerage and Water Board. This test shall be performed only after the backfilled trench has remained flooded for at least twelve (12) hours prior to the test and the trench shall remain flooded during the test. The contractor shall furnish all material, labor and equipment that is necessary for this test. If an infiltration test is not performed prior to paving, an exfiltration test must be made as directed by the Sewerage and Water Board.

15. Filter cloth shall be used around the joints of drain lines for all new construction or repair work of an existing line. Fabric shall be non-woven pervious sheet of plastic yarn constructed so that yarns will retain their relative position with respect to each other. Edges of fabric shall be finished to prevent the outer yarn from pulling away from fabric. The fabric shall be wrapped around the entire joint with 12 inch minimum overlap and 12 inch minimum on each side of joint and shall be secured to the pipe in a manner acceptable to the S&WB.

Also the fabric shall conform with the following requirements:

| | | | |
|---|---|---|---|
| a | Weight oz/sq. yd. (min) | 3.0 ASTM D 1910 | |
| b | EOS (U.S. Sieve) | 50+ MWTO TR 439 | |
| c | Average Grab Tensile lbs./in. (min) | 90 ASTM D 1682 | |
| d | Grab Tensile (any dir.) lbs./in. (min) | 75 ASTM D 1682 | |
| e | Permeability Factor cm./sec. (min) | 0.0 MWTO TR 431 | |

Fabric shall be Amoco – Propex 4545, Celanese Fibers – Mirafi 140N, Monsanto Fibers – Trevira Spunbond 011/[illegible] or an equal approved by the Sewerage and Water Board.

16. All abandoned catch basin laterals must be plugged at the main line. All abandoned main lines must be plugged in the manhole, MH casting removed and MH filled with riversand.

17. Ram-N-Nek as manufactured by K. T. Snyder Co. or equal shall be used as the jointing material for all drain pipes and all other pipe that does not have rubber gasket joints. Two strips of Ram-N-Nek per joint shall be used to provide a double seal.

## WATER NOTES

1. The Contractor shall furnish all labor, supervision, materials and equipment required for installation of new mains, valves, manholes, hydrants, and house connections required by these drawings and specifications.

All workmanship and materials shall conform with the General Specifications of the Sewerage and Water Board except as noted herein.

2. The Contractor shall notify the Chief of Networks of the S&WB in writing a minimum of three days and not more than ten days in advance of starting the job. Copies of the notice shall be sent to the Pressure Systems Superintendent at 2900 Peoples Ave.

3. Prior to installation of the water mains, the entire area in subdivisions shall be filled to the minimum elevation of the curb grade. Water mains at intersections shall be laid prior to street paving.

4. All tie-ins to the existing water mains shall be made by the Contractor. The S&WB forces shall assist in closing valves, witnessing the tests and chlorination of the mains. Prior to making tie-ins the Contractor shall notify the S&WB (565-6[illegible]) and N.O. Fire Alarm Dept. (488-[illegible]) and residents 24 hours in advance of interruption of service.

5. All water mains 6" through 12" shall be Class 150 Polyvinyl chloride (PVC) pipe manufactured in accordance with AWWA C-900 (Latest Edition) and shall be U.L. listed. Pipe shall be furnished in standard lengths (min. 16 feet) with integral bell bells or couplings using elastomeric gaskets conforming with AWWA C-900. Fittings shall be of cast iron and fittings shall have push-on joints. Bolted fittings and valves where used shall have bolts and nuts of stainless steel.

No direct tapping of the pipe will be permitted for making house connections. Service saddles suitable to use with PVC pipe, i.e. Clow No. 3407 (All bronze) or J. Jones J-996 (All bronze) or Mueller Series H-13400 (All bronze). The Contractor shall use only shell type (hole) cutter that will retain the coupon or chips and is designed to accommodate walls equal to pressure Class 150.

The curvature of the main in half cul-de-sacs shall be made up of short lengths and added fittings cast iron (no tees or bell to bell couplings) as required. The curvature of water service in cul-de-sacs shall be Polythene PE 3406 or PE 3408 tubing material copper and brass fittings as shown on the detail and S&WB Dwg. 7134 and as shown on the Contract Drawings.

The installation of the PVC pipe shall conform with the manufacturer's recommendations and the applicable requirements of Section F of the S&WB General Specifications. The trench bottom shall be relatively smooth & free from roots, rocks, etc. The pipe shall be laid on a smooth bed of river sand six inches in depth for the full width of the trench and extending to the top of the pipe. The sand should be placed and consolidated under the pipe haunches to provide adequate side support to the pipe while avoiding displacement and misalignment. The remainder of the trench shall be filled with the select material well compacted to the grade as required by the General Specifications. (The cost of the sand bedding and backfilling shall be included in the cost of the pipe.)

At points of tie-in and other locations where the use of other types of pipe materials are justified the Contractor shall, with approval of the Engineer, furnish one of the following types and classes of pipe materials as applicable:

(A) Class 52 ductile iron pipe with mechanical lead or gasketed joints

OR

(B) Class 200 asbestos cement pipe with rubber gasketed joints (as recommended by the pipe manufacturer)

6. All valves and hydrants must be procured by the Contractor directly from the manufacturer or his representative.

A. Valves in sizes up to and including 12" shall conform to:

(1) American-Darling Co.'s Dwg. No. 57-1447W (S&WB Dwg. No. 7001-F-2)

(2) Mueller Co.'s Dwg. No. 4143 (S&WB Dwg. 4777-F-2)

(3) U.S. Pipe & Foundry Dwg. No. A40036 (S&WB Dwg. 4990-F-2) for Valves 2" thru 6" only)

Valves shall have raised pattern letters "SEWERAGE AND WATER BOARD" on the body of the valve. Valves must turn clockwise to open.

B. Hydrant shall conform to:

(1) American-Darling Co. B-62-B Dwg. F4-1[illegible] (S&WB Dwg. 3644-F-2) Rev 3/77

(2) K. B. Reed (Matthews Modernized) M-[illegible] Dwg. F-[illegible] (S&WB Dwg. 4773-F-2)

(3) U.S. Pipe & Foundry Dwg. No. [illegible] (S&WB Dwg. 4845-F-2)

For details of setting hydrants, valve box, manhole castings, etc. see Dwg. No. 4173-F-2. Hydrants shall have lugs and other requirements conforming with the General Specifications.

Hydrant leads shall be solid wall PVC pipe Class 150 (AWWA C-900). Provide a lugged tee with tie-rods, nuts and washers at all hydrants in addition to wood blocking. Hydrants shall not be located more than 3'6" apart (3" off property line of corner lots and within 3" off the center of lot within the square).

7. The existing utilities shown are approximate. The Contractor shall verify the location of same and shall exercise caution and protect them.

8. When lots are 50' wide and larger and the water main is installed in the sidewalk area and service connections are required on the opposite side of the street, the contractor shall furnish and install PVC conduit pipe (min. 2" wall min. 3" diameter) with ends temporarily sealed under the roadway from within 4' of center of each building site on one side of the street within 4' of center of building sites on the opposite side of the street unless otherwise noted. In narrower lots connections will be closer to center of each site. The location of all water house connections shall be indicated on the curb with a "W" not less than 3" high and 1/8" deep.

Size of connection shall be 3/4" polyethylene pipe for 5/8" meter installation unless noted otherwise (See Dwg. No. 7134).

9. Preliminary acceptance of the water system is contingent upon the system passing inspection.

10. Final acceptance of the water system is contingent upon 90-day maintenance period following satisfactory testing of the system. The system shall be tested and flushed by the Contractor in the presence of the S&WB Engineer in accordance with Paragraph F-13 of the General Specifications. All air shall be bled from the house connections prior to testing. All costs incurred including repairs to defects, shall be borne by the Contractor.

11. Chlorination of the water mains shall be performed by the S&WB in accordance with Par. F-14 of the General Specifications after the test described in Par. F-13 has been successfully completed. Prior to commencement of the chlorination, the Contractor shall provide and install the materials in accordance with S&WB Dwg. 7105-F and 7003-F Rev. 1 dated 8/15/83.

The Contractor shall flush the mains (12" and smaller) with maximum flow through a 2 1/2" hose prior to the chlorination by the Board. The Contractor will be responsible for the cleanliness of the main at all times, for acceptance of the pipe until completion of the work and final acceptance of the Contract. During construction, the Contractor shall keep the main free from dirt, trench water, animals, rodents, etc. At the end of each day's work or stoppage of work the Contractor must provide an approved temporary water-tight plug not just plug (Rubber bung). Cloth or equal is not allowed. When work is resumed the trench must be free of water and dirt before the plug is removed.

The Contractor shall notify the S&WB one week in advance of the desired chlorination date. The Board forces will require approximately four working days weather permitting, to conduct and give approval and acceptance of the system; 24 hours for retention of the chlorine, 24 hours for flushing, taking samples, checking and approval of samples. If the initial disinfection does not produce satisfactory samples, the process shall be repeated and the Contractor shall be assessed as indicated below.

The Board will perform the normal chlorination of the mains at no charge to the Contractor provided the system is in good clean condition. If during the chlorination it is observed that the Contractor has not taken proper precautionary measures to prevent contamination, the Board will cease operations until the system is flushed and made clean by the Contractor. The cost of reflushing at a higher pressure by the Contractor and the cost of rechlorination and repeat of the chlorination by the Board will be borne by the Contractor. He will be assessed to total cost to the Board for the service whether it is more or less than $100 for each occurrence (because of the negligence of some Contractors, this measure becomes necessary).

12. The Contractor shall make all tie-ins and shall provide all piping for tie-ins as specified on the contract drawings.

13. Installation of meters 1 1/2 inches to 10 inches shall conform with S&WB Drawing No. 7373-F. Meters will be furnished by the Board at no cost. Installation and construction of the manhole will be by the Contractor.

14. PRIOR TO FINAL INSPECTION AND TESTING OF THE SYSTEM, THE CONTRACTOR SHALL SUBMIT TO THE BOARD "AS-BUILT" DRAWINGS, SHOWING ANY CHANGE IN LINE OR GRADE FROM THE ORIGINAL DRAWINGS AND THE LOCATION OF HOUSE CONNECTIONS AS PER S&WB'S REQUIREMENTS.

15. In areas where the grade of the curbs or sidewalks are changed the water boxes shall also be adjusted. Bricks, slates or similar material shall be used under the bottom of the meter box. There shall be no separation between the barrel and lower meter pan.

## GENERAL NOTES

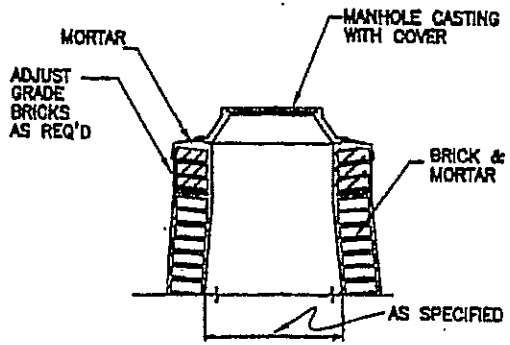
1. All Elevations shown on the drawings refer to National Geodetic Vertical Datum (NGVD) in which 0 NGVD = 20.43 Cairo Datum.

| | | | |
|---|---|---|---|
| 1 | 9-17-86 | NOTED UPDATES | SWO |
| REV | DATE | DESCRIPTION | BY |

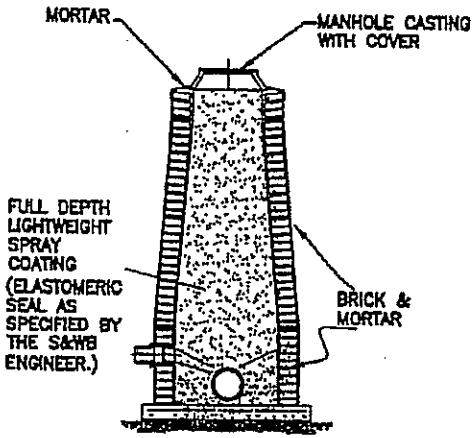
SEWERAGE AND WATER BOARD OF NEW ORLEANS

SPECIFICATIONS FOR INSTALLATION OF SEWER, DRAIN, AND WATER MAINS

DWG No 7260-SWD



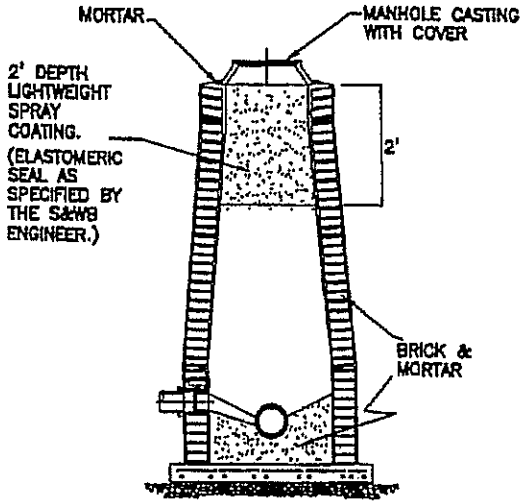

ADJUST OR REPLACE EXISTING MANHOLE FRAME AND COVER



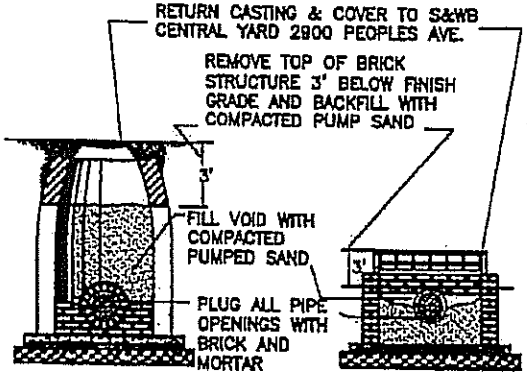

MANHOLE REHABILITATION FULL DEPTH WITH SPRAY APPLIED STRUCTURAL CEMENTITIOUS LINER

NOTES:

1. LOCATION OF LINER MAY VARY AS SPECIFIED BY THE S&WB ENGINEER.




MANHOLE REHABILITATION 2' DEPTH WITH SPRAY APPLED STRUCTURAL CEMENTITIOUS LINER




TYPICAL ABANDON MANHOLE AND CATCH BASIN DETAIL

SCALE: N.T.S.

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|

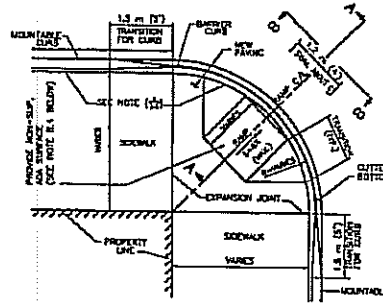
SEWERAGE AND WATER BOARD OF NEW ORLEANS

MANHOLE ADJUSTMENT AND REHABILITATION

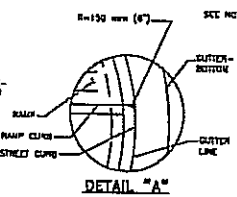
DWG. NO. 8160-SD

E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-02-0033\STANDARD DRAWINGS\STD1NEW.DWG, 3/13/2009 11:25:32 AM, Auto HP LaserJet 2100 Series on SERVER2

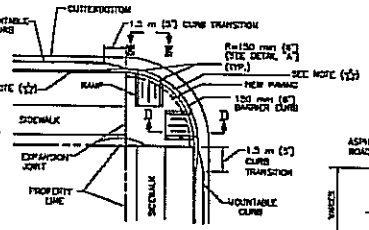





CONCRETE HANDICAPPED RAMP
TYPE "A"
N.T.S.




DETAIL "A"
N.T.S.

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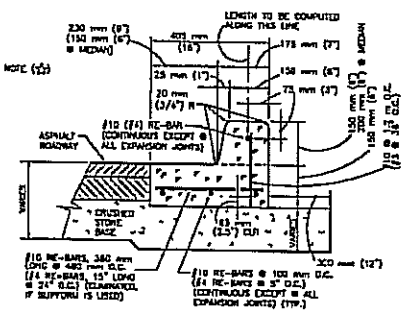


BARRIER CURB & GUTTERBOTTOM
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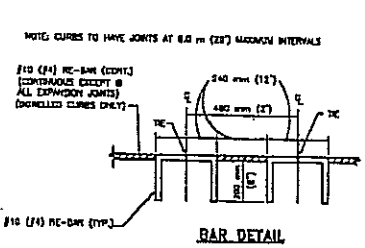
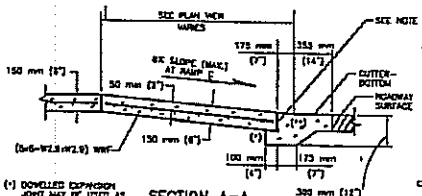


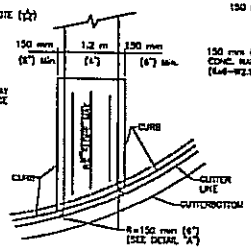

BAR DETAIL
SHOWING DIMENSIONS AND SPACING OF #10 (#4) DEF. REINF. STEEL BARS FOR CONC. CURB
N.T.S.




(*) DOWELLED EXPANSION JOINT MAY BE USED AS ALTERNATE OF KEYWAY (SEE SECTION C-C, STD6)

SECTION A-A
(TYPE "A" RAMP)
N.T.S.

(**) SEE CURB DETAILS FOR REINFORCEMENT




PLAN VIEW
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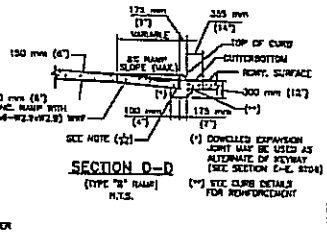


SECTION D-D
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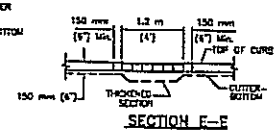


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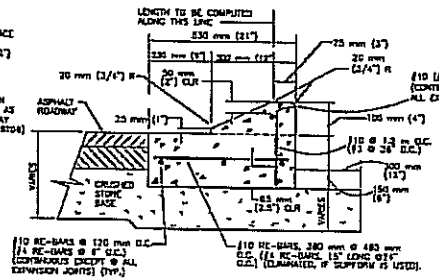
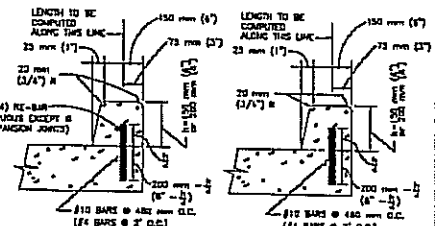
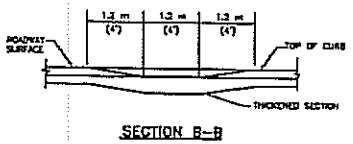



MOUNTABLE CURB & GUTTERBOTTOM
N.T.S.




DOWELED BARRIER CURB
N.T.S.

INTEGRAL BARRIER CURB
N.T.S.



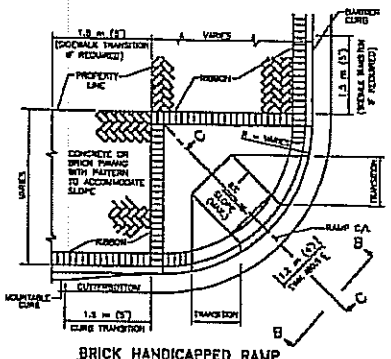

SECTION B-B
N.T.S.

NOTES:

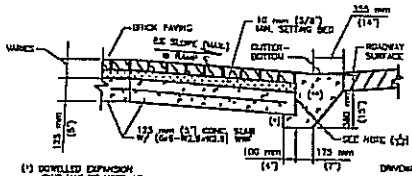
A. LOCATION
1. STREET INTERSECTIONS AS SHOWN ON DRAWINGS.
2. ACTUAL LOCATION OF RAMPS MAY VARY AS DIRECTED BY THE ENGINEER TO ACCOMMODATE EXISTING SITE CONDITIONS.
3. THE CONTRACTOR SHALL COORDINATE RAMP LOCATIONS WITH L.G.P.S.U. POWER POLE RELOCATIONS. RAMP LOCATIONS MAY SHIFT AS DIRECTED BY THE ENGINEER TO AVOID CONFLICT.

B. CONSTRUCTION
1. THE SLOPE OF THE RAMP SHALL NOT EXCEED 6%.
2. THE SLOPE OF THE SIDEWALK AND SIDEWALK TRANSITION SHALL NOT EXCEED 6%.
3. THE WIDTH OF THE RAMP SHALL NOT BE LESS THAN 1.2 m (4') BUT MAY EXCEED THIS WHERE NECESSARY.
4. SURFACE TEXTURE OF THE CONCRETE RAMP SHALL BE COMPLIED WITH ADA, THE LATEST EDITION.
5. ALL CONCRETE TO BE 21 MPa (3000 psi) EXCEPT AS OTHERWISE INDICATED.

(1) EXPANSION JOINT IS REQUIRED WHEN THE ENTIRE AREA IS PAVED.



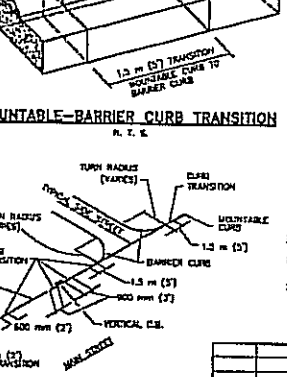

BRICK HANDICAPPED RAMP
TYPE "A"
N.T.S.



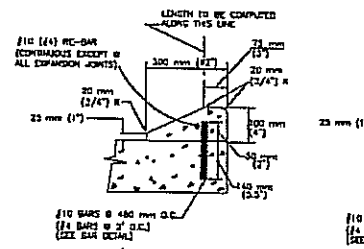

(*) DOWELLED EXPANSION JOINT MAY BE USED AS ALTERNATE OF KEYWAY (SEE SECTION C-C, STD6)

(**) SEE CURB DETAILS FOR REINFORCEMENT

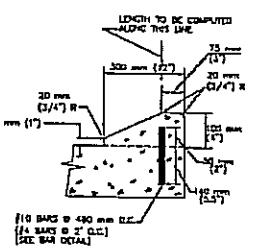
SECTION C-C
(BRICK RAMP)
N.T.S.




MOUNTABLE-BARRIER CURB TRANSITION
N. T. S.




DOWELED MOUNTABLE CURB
N.T.S.




INTEGRAL MOUNTABLE CURB
N.T.S.




LOCATIONS OF CURB TRANSITION
N.T.S.

GENERAL NOTES

1. MEASUREMENTS AND UNITS IN ENGLISH SYSTEM ARE SHOWN IN PARENTHESES.
2. STRUCTURAL DESIGN HAS BEEN TAKEN INTO ACCOUNT IN CONVERTING REINFORCEMENT FROM METRIC TO ENGLISH SYSTEMS.

| | | | | |
|---|---|---|---|---|
| | | | | |
| | | | | |
| 4/24/97 | CHANGED MOUNT. CURB HEIGHT FROM 152 mm (5") TO 100 mm (4"), ADDED VARIOUS NOTES. | H.D.S. | D.T.N. | M.J.P. |
| DATE | REVISIONS | | | |

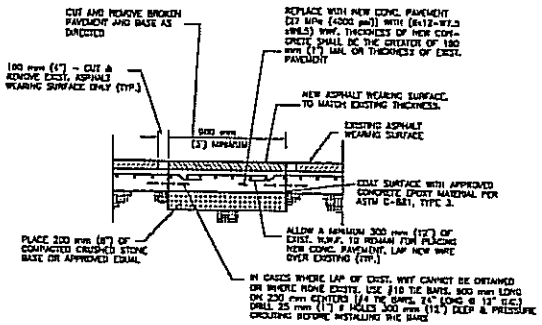
| STANDARD PLAN | STD1 |
|---|---|

MISCELLANEOUS DETAILS FOR STREET CONSTRUCTION

APRIL 04, 1997

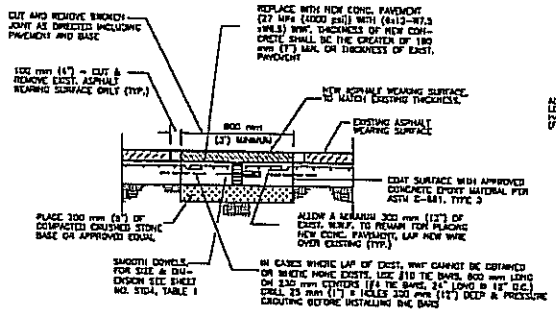
CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS

DAVE F. PERKINS



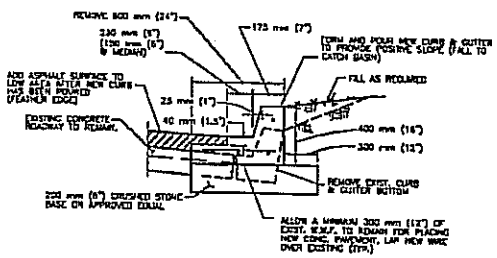

CONCRETE PAVEMENT REPAIR

N.T.S.




JOINT REPAIR

N.T.S.

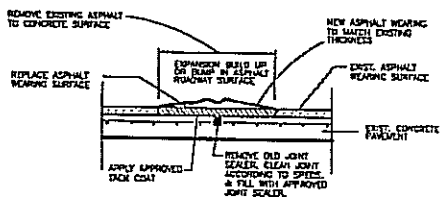



RECONSTRUCTION OF CURB AND GUTTERBOTTOM
BARRIER CURB

N.T.S.

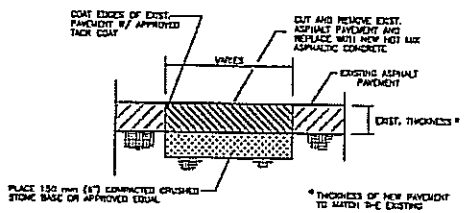
NOTES: (APPLIED TO MOUNTABLE AND BARRIER CURBS)

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 27 MPa (4000 psi).
2. ALL RE-BARS SHOWN ARE # 10 SPACED @ 175 mm O. C. FOR LONGITUDINAL AND 113 mm O. C. FOR TRANSVERSE (# 6 @ 5" O. C. FOR LONG. & 6" O.C. FOR TRANSVERSE).



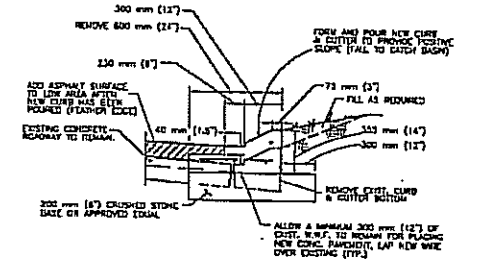

JOINT RESEALING

N.T.S.




ASPHALT PAVEMENT REPAIR

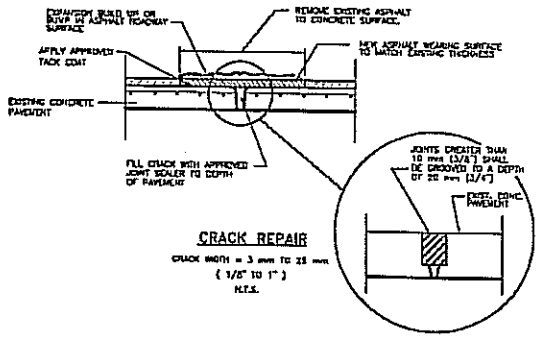
N.T.S.




RECONSTRUCTION OF CURB AND GUTTERBOTTOM
MOUNTABLE CURB

(SEE STD1 FOR MORE DETAILS ON MOUNTABLE CURB)

N.T.S.




CRACK REPAIR

CRACK WIDTH = 3 mm TO 25 mm
( 1/8" TO 1" )

N.T.S.

GENERAL NOTES:

1. MEASUREMENTS AND UNITS IN ENGLISH SYSTEM ARE SHOWN IN PARENTHESIS.

| | | | | |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |
| 4/04/97 | CHANGED WEIGHT CURB HEIGHT FROM 125 mm (5") TO 100 mm (4"). | T.T.M. | T.D.K. | T.P.F. |
| DATE | REVISIONS | | | |

STANDARD PLAN STD2

MISCELLANEOUS DETAILS FOR STREET REHABILITATION

DATE APRIL 04, 1997

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS

T.P.F.

DAVID F. FORGNONE

DIRECTOR

DATE

SCALE

E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0039\STANDARD DRAWINGS\STD2NEW.DWG, 3/19/2009 11:33:07 AM, Auto HP LaserJet 2100 Series on SERVER2

I-155

**TABLE 1 "METRIC SYSTEM"**
(ALL DIMENSIONS IN MILLIMETERS)

| PAVEMENT THICKNESS T | SMOOTH DOWEL BARS SIZE (DIA.) | LENGTH | SPACING | DEF. TIE BARS SIZE (DIA.) | LENGTH | SPACING | MINIMUM DEPTH OF JOINT TCJ & CJ | LJ | KEYWAY A | B |
|---|---|---|---|---|---|---|---|---|---|---|
| 180 OR LESS | 25 | 460 | 300 | 15 | 800 | 600 | 60 | 65 | | |
| 200 | 25 | 460 | 300 | 15 | 800 | 600 | 75 | 75 | 65 | 30 |
| 225 | 25 | 460 | 300 | 15 | 800 | 600 | 75 | 90 | 65 | 30 |
| 250 | 35 | 460 | 250 | 15 | 800 | 600 | 90 | 100 | 65 | 30 |
| 275 | 35 | 460 | 250 | 15 | 760 | 540 | 90 | 100 | 65 | 30 |
| 300 | 35 | 460 | 250 | 15 | 760 | 540 | 100 | 115 | 75 | 40 |
| 325 | 35 | 460 | 250 | 15 | 760 | 540 | 100 | 115 | 75 | 40 |
| 350 | 35 | 460 | 250 | 15 | 760 | 540 | 115 | 130 | 75 | 40 |

FOR CONC. SHOULDERS, " T " IS THE THICKNESS AT PAVEMENT EDGE.

**TABLE 1 (ENGLISH UNITS)**
(ALL DIMENSIONS IN INCHES)

| PAVEMENT THICKNESS T | SMOOTH DOWEL BARS SIZE | LENGTH | SPACING | DEF. TIE BARS SIZE | LENGTH | SPACING | MINIMUM DEPTH OF JOINT TCJ & CJ | LJ | KEYWAY A | B |
|---|---|---|---|---|---|---|---|---|---|---|
| 7 OR LESS | 1 | 18 | 12 | 1/2 | 24 | 24 | 2-1/2 | 2-1/2 | | |
| 8 | 1-1/4 | 18 | 12 | 1/2 | 24 | 24 | 3 | 3 | 2-1/2 | 1-1/4 |
| 9 | 1-1/4 | 18 | 12 | 1/2 | 24 | 24 | 3 | 3-1/2 | 2-1/2 | 1-1/4 |
| 10 | 1-1/2 | 18 | 12 | 1/2 | 24 | 24 | 3-1/2 | 4 | 2-1/2 | 1-1/4 |
| 11 | 1-1/2 | 18 | 12 | 5/8 | 30 | 24 | 3-1/2 | 4 | 2-1/2 | 1-1/4 |
| 12 | 1-1/2 | 18 | 12 | 5/8 | 30 | 24 | 4 | 4-1/2 | 3 | 1-1/2 |
| 13 | 1-1/2 | 18 | 12 | 5/8 | 30 | 24 | 4 | 4-1/2 | 3 | 1-1/2 |
| 14 | 1-1/2 | 18 | 12 | 5/8 | 30 | 24 | 4-1/2 | 5 | 3 | 1-1/2 |

FOR CONC. SHOULDERS, " T " IS THE THICKNESS AT PAVEMENT EDGE.

## NOTES:

(1) PAVEMENT EDGES SHALL BE SLIGHTLY ROUNDED TO APPROXIMATELY 3 mm (1/8").

(2) ASPHALTIC CONCRETE JOINING P.C.C.P. OR ASPHALTIC CONCRETE SHOULDER: THE ASPHALT JOINT SHALL BE SAW CUT AND CONSTRUCTED IN ACCORDANCE WITH SECTION I-I, DWG. STD5.

(3) FOR SECTIONS C-C, E-E, F-F, G-G, H-H, I-I, J-J, AND K-K SEE DRAWING STD 5.

(4) ALL JOINTS ARE TO BE USED WHERE SHOWN ON THIS SHEET OR AS SHOWN ELSEWHERE IN THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER.

(5) ON TYPE EJ JOINTS, SPOT WELD ALTERNATE ENDS OF DOWEL BARS TO DOWEL BASKETS AND PLACE EXPANSION TUBES ON FREE ENDS OF DOWEL BARS.

(6) TYPE EJ JOINTS SHALL BE SEALED WITH PREFORMED ELASTOMERIC COMPRESSION JOINT SEALS CONFORMING TO SUBSECTION 1005.03 OF DOTD "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES", LATEST EDITION. THE SEALS SHALL HAVE A NOMINAL WIDTH OF 32 mm (1-1/4") BEFORE COMPRESSION. JOINTS SHALL BE CLEANED PRIOR TO SEALING.

(7) FOR DESIGN SPEEDS OF 72 Km/h (45 MPH) OR GREATER:

A. TYPE LJ JOINTS SHALL BE SAW CUT AND CONSTRUCTED AS IN DETAIL "F". THE JOINT SHALL BE SAW CUT AND CLEANED PRIOR TO SEALING WITH A JOINT SEALANT CONFORMING TO SUBSECTION 1005.02(b) OR (c) OF THE AFOREMENTIONED DOTD SPECIFICATIONS.

B. TYPE TCJ OR CJ SHALL BE SAW CUT AS SHOWN IN DETAIL "C" OR "D" AND TO THE DEPTH SHOWN IN TABLE 1. THE JOINT SHALL BE SAND BLASTED AND CLEANED IMMEDIATELY PRIOR TO SEALING. THE INITIAL CUT SHALL BE MADE WITH 3 mm (1/8") MINIMUM BLADE. THE SEALANT SHALL BE A PREFORMED ELASTOMERIC SEAL IN ACCORDANCE WITH SUBSECTION 1005.03 OR A SILICONE SEALANT IN ACCORDANCE WITH SUBSECTION 1005.02(c) OF THE SAID DOTD SPECIFICATIONS.

(8) FOR DESIGN SPEEDS OF LESS THAN 72 Km/h (45 MPH):

A. TYPE LJ JOINTS SHALL BE SAW CUT AS DESCRIBED IN 7(A).

B. TYPE TCJ OR CJ SHALL BE CONSTRUCTED AS FOLLOWS:

(1) CONSTRUCTED AS DESCRIBED IN 7(B).

(2) WITH A REMOVABLE FORMING DEVICE AS SHOWN IN DETAILS "A" AND "B". THE JOINT SHALL BE SAND BLASTED AND CLEANED IMMEDIATELY PRIOR TO SEALING AND MAY REQUIRED SAWING TO ACHIEVE PROPER RESERVOIR DIMENSIONS.

(3) WITH A COMBINATION JOINT FORMER/SEALER AS SHOWN IN DETAIL "E". THE SEALANT SHALL CONFORM TO SUBSECTION 1005.04 AND BE INSTALLED IN ACCORDANCE WITH SUBSECTION 601.08(a)(3) OF THE SAID DOTD SPECIFICATIONS AND NO ADDITIONAL SEALANT IS REQUIRED.

(9) EXCEPT AS NOTED BELOW, DOWEL BARS & TIE BARS SHALL BE HELD IN PLACE BY SUPPORTS SIMILAR TO THE ONES SHOWN, OR APPROVED EQUALS. APPROVED MECHANICAL PLACEMENT OF DOWEL BARS AND TIE BARS WILL BE ALLOWED WITH ALL PAVING METHODS. WHEN DOWEL BAR BASKETS ARE USED, APPROXIMATELY THE CENTER 175 mm (7") OF SPACER WIRES, THAT SPANS ACROSS THE JOINT, SHALL BE CLIPPED AND REMOVED AFTER STAKING BASKETS IN PLACE.

(10) INSTALL GEOTEXTILE FABRIC UNDER ALL TCJ, CJ, AND EJ JOINTS WHEN CONCRETE PAVEMENT IS PLACED ON UNSTABILIZED OR UNTREATED BASE COURSES OR SUBBASES. WHEN DOWEL BARS ARE MECHANICALLY IMPLANTED, THE GEOTEXTILE FABRIC SHALL BE ANCHORED TO THE BASE COURSE WITH PINS.

(11) WHEN CONSTRUCTING CONCRETE CURB AND GUTTER ADJACENT TO NEW P.C.C. PAVEMENT, USE TYPE LCJ JOINT. WHEN ADJACENT TO EXISTING P.C.C. PAVEMENT, USE TYPE LBJ JOINT. THE FIRST LOAD TRANSFER DEVICE SHALL BE INSTALLED 450 mm (18") FROM THE PAVEMENT EDGE.

(12) TRANSVERSE EXPANSION JOINTS SHALL NOT BE USED FOR CONSTRUCTION JOINTS.

(13) CONCRETE SHOULDERS:

a. CONSTRUCT TCJ JOINTS IN ACCORDANCE WITH SECTION B-B.
b. CONSTRUCT LCJ JOINTS IN ACCORDANCE WITH TYPE LCJ DETAIL ON THIS SHEET AND LJ JOINTS IN ACCORDANCE WITH SECTION D-D.
c. USE THE MAXIMUM SHOULDER THICKNESS WHEN DETERMINING DOWEL BAR AND TIE BAR SIZES IN TABLE 1.
d. WHEN SKEWED JOINTS ARE USED ON MAINLINE PAVING THE SHOULDER TCJ JOINTS MAY BE SKEWED OR CONSTRUCTED AT 90°.
e. SHOULDER JOINTS AND JOINT MATERIALS WILL MATCH THE MAINLINE.
f. HEIGHT OF DOWEL BASKETS WILL BE BASED ON THE THINNESS SHOULDER THICKNESS. ALSO VARYING HEIGHT DOWEL BASKETS WILL BE ALLOWED.

(14) TIE BARS SHALL NOT BE PLACED WITHIN 450 mm (18") OF CONTRACTION OR EXPANSION JOINTS.

## GENERAL NOTES:

1. MEASUREMENTS & UNITS IN ENGLISH SYSTEM ARE SHOWN IN PARENTHESES.
2. STRUCTURAL DESIGN HAS BEEN TAKEN INTO ACCOUNT IN CONVERTING TIE BARS AND DOWELS FROM METRIC TO ENGLISH SYSTEMS.

| | | | | | |
|---|---|---|---|---|---|
| 4/04/97 | MODIFIED TABLE 1 & NOTES, ELIMINATED KEYWAY FOR T < 200 mm (8"), MADE VARIOUS CHANGES | T.T.K. | T.T.K. | | |
| | REVISIONS | | | | |

STANDARD PLAN | STD4

PORTLAND CEMENT CONCRETE PAVEMENT
TYPICAL PLAN AND SECTIONS

APRIL 04, 1997

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS



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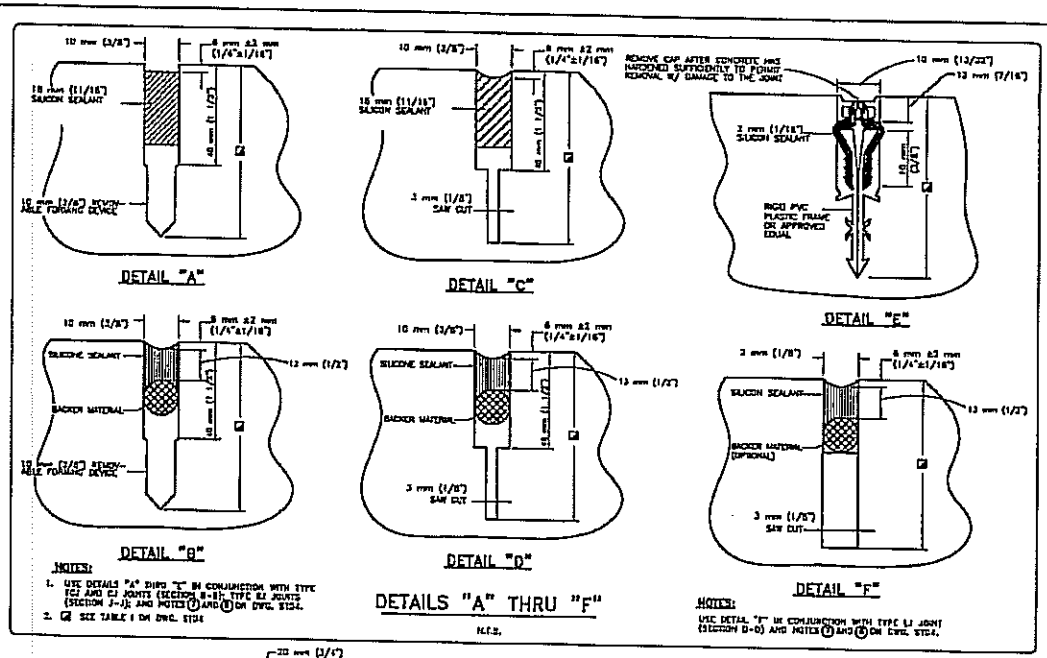
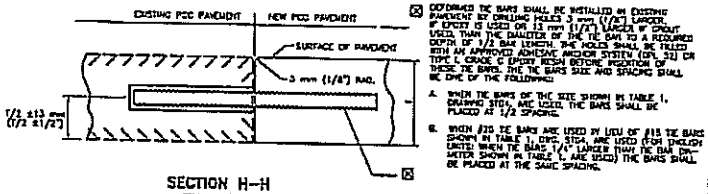
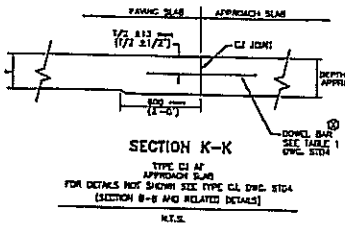
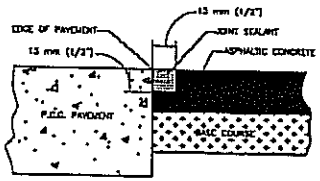
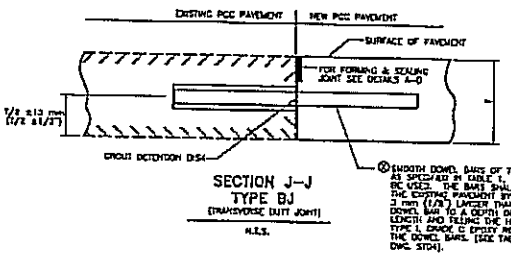
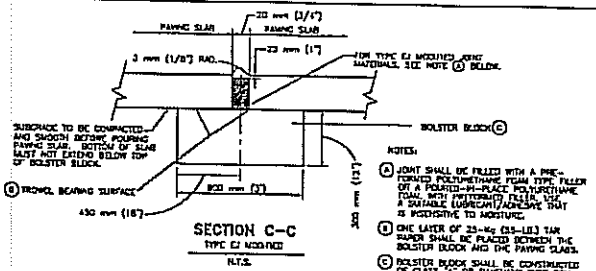


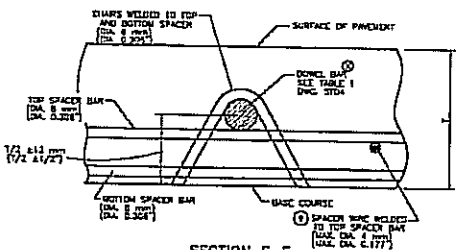



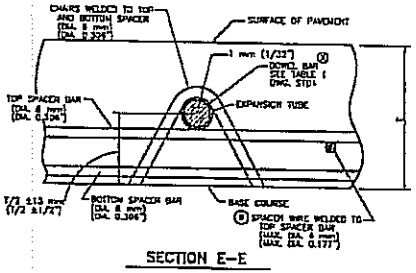



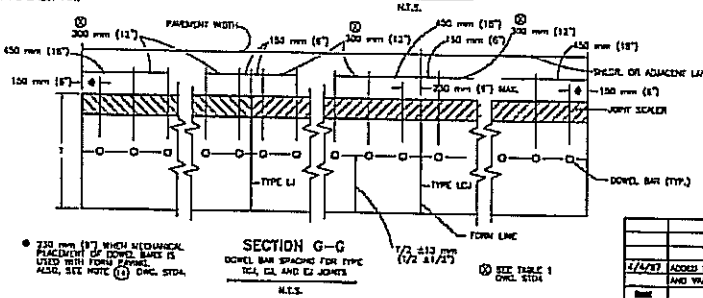




NOTES:

1. USE DETAILS "A" THRU "C" IN CONJUNCTION WITH TYPE TCJ AND CJ JOINTS (SECTION B-B), TYPE EJ JOINTS (SECTION J-J); AND NOTES (A) AND (B) ON DWG. STD4.
2. ☒ SEE TABLE 1 ON DWG. STD4

NOTES:

USE DETAIL "F" IN CONJUNCTION WITH TYPE EJ JOINT (SECTION D-D) AND NOTES (B) AND (C) ON DWG. STD4.

GENERAL NOTES:

1. MEASUREMENTS & UNITS IN ENGLISH SYSTEM ARE SHOWN IN PARENTHESES.
2. STRUCTURAL DESIGN HAS BEEN TAKEN INTO ACCOUNT IN CONVERTING TIE BARS AND DOWELS FROM METRIC TO ENGLISH SYSTEMS

| REVISIONS | | | | |
|---|---|---|---|---|
| 4/6/07 | ADDED DETAIL "F" & SECTION J-J, MODIFIED NOTES AND VARIOUS JOINT THICKNESS & TYPE | T.T.H. | T.T.H. | R.R.P. |

STANDARD PLAN STD5

PORTLAND CEMENT CONCRETE PAVEMENT

TYPICAL SECTIONS & DETAILS

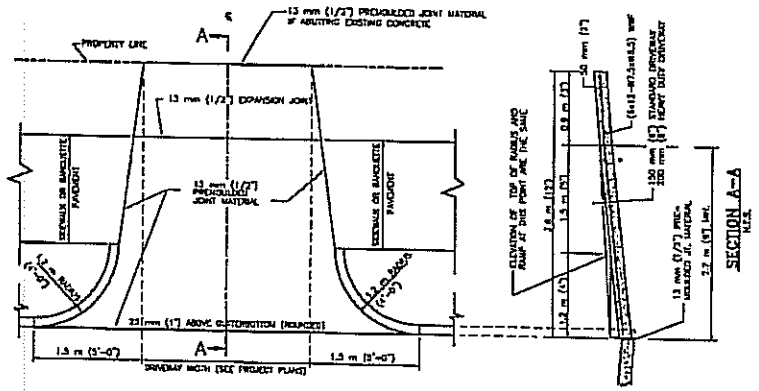
DATE APRIL 04, 1997

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS

DIRECTOR OF PUBLIC WORKS — DAVID F. HOSKINS

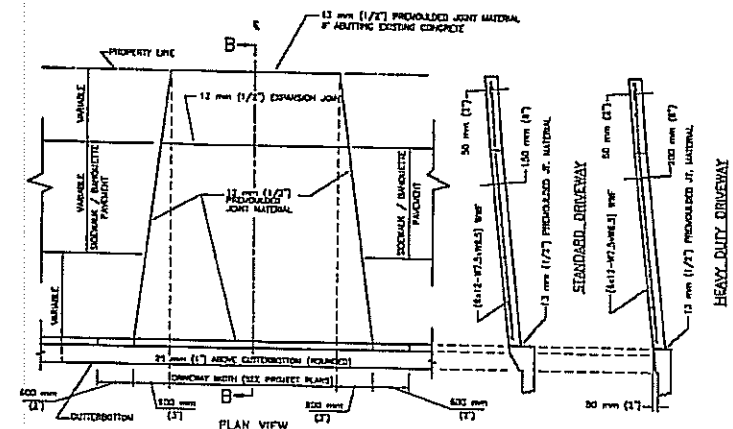


E:\09 FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0028\STANDARD DRAWINGS\STDSNEW.DWG, 3/19/2009 11:35:16 AM, Auto HP LaserJet 2100 Series on SERVER2




DETAIL OF STANDARD DRIVEWAY FOR CONCRETE VERTICAL CURB

N.T.S.



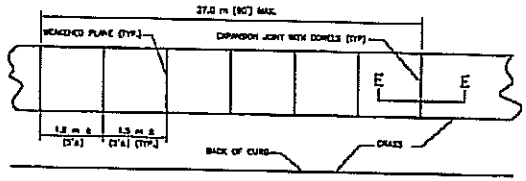

DETAIL OF STANDARD & HEAVY DUTY DRIVEWAYS FOR MOUNTABLE CONCRETE CURB

N.T.S.

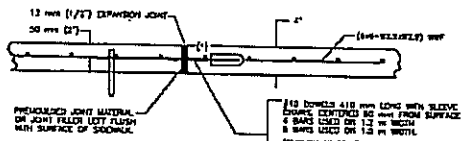
SECTION B-B
STANDARD & HEAVY DUTY DRIVEWAYS
N.T.S.

NOTE (*):

1. FOR STANDARD DRIVEWAYS: DEPRESS ONLY WHEN DIRECTED BY THE FIELD ENGINEER.
2. FOR HEAVY DUTY DRIVEWAYS: DEPRESS 75 mm (3") AS SHOWN.
3. LONGITUDINAL DRIVEWAY SLOPE IS 10%, ANYTHING EXCEEDING 10% SHOULD BE APPROVED BY THE DEPARTMENT.



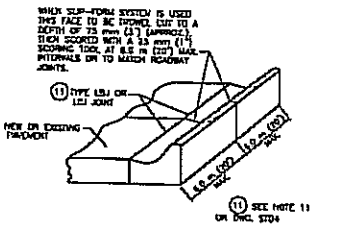

PLAN




(*) THIS HALF OF DOWEL SHALL BE GREASED

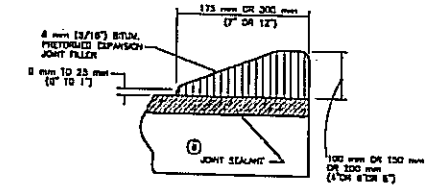
PORTLAND CEMENT CONCRETE SIDEWALK PAVEMENT

N.T.S.




DETAIL SHOWING JOINTS IN CONCRETE CURB AND GUTTER

N.T.S.




SEE (6)-DETAIL 6 ON DWG. STD4

NOTE:
WHEN CURB IS POURED MONOLITHICALLY WITH PAVEMENT, THE BITUMINOUS PRE-FORMED EXPANSION JOINT FILLER SHALL EXTEND TO BOTTOM OF JOINT POCKET.

JOINT FILLER DETAIL FOR INTEGRAL CONCRETE CURB (MOUNTABLE OR BARRIER TYPE)

(MOUNTABLE CURB IS SHOWN)

N.T.S.

GENERAL NOTES:

1. MEASUREMENTS & UNITS IN ENGLISH SYSTEM ARE SHOWN IN PARENTHESES.
2. STRUCTURAL DESIGN HAS BEEN TAKEN INTO ACCOUNT IN CONVERTING DOWELS FROM METRIC TO ENGLISH SYSTEMS.

| REVISIONS | | | |
|---|---|---|---|
| 4/4/97 | DELETED DETAIL "C", "D" & "E", MODIFIED HOUNT, CURB HEIGHT AND VARIOUS NOTES. | T.T.H. | T.T.H. |

STANDARD PLAN STD6

PORTLAND CEMENT CONCRETE PAVEMENT MISCELLANEOUS DETAILS

APPROVED APRIL 04, 1997

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS

DAVID F. FOWLKES



E:\JOB FOLDERS\LADOTD Retainer Repair of Roads Damaged by Katrina 704-92-0038\STANDARD DRAWINGS\STDGNEW.DWG, 3/19/2009 11:46:21 AM, Auto HP LaserJet 2100 Series on SERVER2

## I. TRAFFIC CONTROL DEVICES

THE FOLLOWING ARE FOUR TYPES OF TRAFFIC CONTROL DEVICES USED IN WORK ZONE TRAFFIC CONTROL:

- SIGNS
- CHANNELIZING DEVICES
- LIGHTING DEVICES
- PAVEMENT MARKINGS

### A. SIGNS

SIGNS USED IN WORK ZONE TRAFFIC CONTROL ARE CLASSIFIED AS REGULATORY, GUIDE OR WARNING. REGULATORY SIGNS IMPOSE LEGAL RESTRICTIONS AND MAY NOT BE USED WITHOUT PERMISSION. GUIDE SIGNS COMMONLY SHOW DESTINATIONS, DIRECTIONS, AND DISTANCES. WARNING SIGNS GIVE NOTICE OF CONDITIONS THAT ARE POTENTIALLY HAZARDOUS TO TRAFFIC.

WARNING SIGNS – CONSTRUCTION AND MAINTENANCE WARNING SIGNS ARE USED EXTENSIVELY IN STREET AND HIGHWAY WORK ZONES. THESE SIGNS ARE NORMALLY DIAMOND SHAPED, HAVING A BLACK SYMBOL OR MESSAGE ON AN ORANGE BACKGROUND. AS A GENERAL RULE THESE SIGNS ARE LOCATED ON THE RIGHT-HAND SIDE OF THE STREET OR HIGHWAY.

SIZE – THE STANDARD SIZE FOR ADVANCE WARNING SIGNS IN WORK ZONE IS GENERALLY 1.2 METERS BY 1.2 METERS (48" x 48"). WHERE SPEEDS AND VOLUMES ARE RELATIVELY LOW, A MINIMUM SIZE OF 0.9 METERS BY 0.9 METERS (36" x 36") MAY BE USED. (SEE PART VI OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) FOR SPECIFIC SIGN SIZES).

MOUNTING – STANDARDS FOR HEIGHT AND LATERAL CLEARANCE OF ROADSIDE SIGNS ARE INCLUDED IN PART VI OF THE MUTCD. SIGNS MOUNTED ON BARRICADES, OR TEMPORARY SUPPORTS, MAY BE AT LOWER HEIGHTS BUT THE BOTTOM OF THE SIGN SHALL BE NOT LESS THAN 0.3 METER (12") ABOVE THE PAVEMENT ELEVATION. HIGHER MOUNTING HEIGHTS ARE, HOWEVER, DESIRABLE.

ILLUMINATION AND RETROREFLECTORIZATION – ALL SIGNS USED DURING THE HOURS OF DARKNESS SHALL BE MADE OF RETROREFLECTIVE MATERIAL OR ILLUMINATED. (STREET OR HIGHWAY LIGHTING IS NOT REGARDED AS MEETING THE REQUIREMENTS FOR SIGN ILLUMINATION.)

SIGN SPACING – SEE TABLE 1

**TABLE 1**

| SIGN SPACING in meters (feet) | AREA/ROAD TYPE | | |
|---|---|---|---|
| | TWO LANE URBAN | STANDARD | EXPWY./ FREEWAY |
| A | 60 (200) | 150 (500) | 300 (1,000) |
| B | 60 (200) | 150 (500) | 500 (1,600) |
| C | 60 (200) | 150 (500) | 800 (2,600) |

### B. CHANNELIZING DEVICES

CHANNELIZING DEVICES ARE USED TO WARN AND ALERT DRIVERS OF HAZARDS IN WORK ZONES, PROTECT WORKERS, AND GUIDE AND DIRECT DRIVERS PAST THE HAZARDS. CHANNELIZING DEVICES INCLUDE CONES, TUBULAR MARKERS, VERTICAL PANELS, DRUMS, BARRICADES, AND BARRIERS. THE MOST COMMON CHANNELIZING DEVICE USED IN TEMPORARY WORK ZONES IS THE TRAFFIC CONE.

SPACING – CHANNELIZING DEVICES SHALL BE SPACED SO THAT THEY MAKE IT APPARENT THAT THE ROADWAY OR WORK AREA IS CLOSED TO TRAFFIC. THERE ARE SEVERAL RULES OF THUMB THAT CAN BE USED TO GUIDE YOU IN THE PROPER SPACING OF CHANNELIZING DEVICES.

1. THE MAXIMUM SPACING BETWEEN DEVICES IN A TAPER SHALL BE A DISTANCE IN METERS (FEET), WHICH IS APPROXIMATELY EQUAL TO 2/5 (ENGLISH UNITS: 1/0) OF THE SPEED LIMIT IN Km/h (MPH). FOR EXAMPLE, IF THE TAPER IS ON A STREET WITH A 80 Km/h (50 MPH) SPEED LIMIT, THE DEVICE SHALL BE SPACED AT ABOUT 16 METERS (50').

2. ALL TAPERS SHALL BE MADE UP OF AT LEAST 3 CHANNELIZING DEVICES.

3. THE SPACING BETWEEN DEVICES IN A BUFFER OR WORK AREA MAY BE UP TO A DISTANCE, IN METERS (FEET), OF 4/5 (ENGLISH UNITS: 2/0) OF THE SPEED LIMIT IN Km/h (MPH). FOR EXAMPLE, IF THE STREET HAS A SPEED LIMIT OF 50 Km/h (30 MPH), THE DEVICES IN THE BUFFER AND WORK AREA MAY BE SPACED UP TO 23 METERS (60').

4. IN URBAN AREAS, SHORTER SPACINGS BETWEEN DEVICES IN THE BUFFER AND WORK AREAS SHALL BE USED. FOR EXAMPLE, THE SPACING USED IN TAPERS SHALL ALSO BE USED IN BUFFERS AND WORK AREAS.

### C. LIGHTING DEVICES

LIGHTING DEVICES FOR SHORT TERM CONSTRUCTION AND MAINTENANCE WORK ZONES ARE DESIGNED TO SUPPLEMENT THE SIGNS AND CHANNELIZING DEVICES USED IN THESE ZONES. TYPICAL LIGHTING DEVICES INCLUDE WARNING LIGHTS, FLASHING VEHICLE LIGHTS, AND FLASHING ARROW PANELS.

WARNING LIGHTS – THE PRINCIPAL TYPES AND USE OF WARNING LIGHTS ARE:

1. LOW INTENSITY FLASHING LIGHTS (TYPE A) – USED TO WARN OF AN ISOLATED HAZARD AT NIGHT.

2. HIGH INTENSITY FLASHING LIGHTS (TYPE B) – NORMALLY MOUNTED ON ADVANCED WARNING SIGNS TO DRAW ATTENTION TO A HAZARD BOTH DAY AND NIGHT.

3. LOW INTENSITY STEADY-BURN LIGHTS (TYPE C) – USED IN A SERIES TO DELINEATE THE EDGE OF THE TRAVELWAY AND CHANNELIZE TRAFFIC AT NIGHT.

**TABLE 2**

| FLASHING ARROW PANELS | | | |
|---|---|---|---|
| AREA/ROAD TYPE | MINIMUM SIZE | MIN. NUMBER OF LAMPS | MIN. LEGIBILITY DISTANCE |
| URBAN | 0.6 m x 1.2 m (24" x 48") | 12 | 0.8 Km (1/2 MILE) |
| STANDARD | 0.75 m x 1.5 m (30" x 60") | 13 | 1.2 Km (3/4 MILE) |
| EXPWY. FREEWAY | 1.2 m x 2.4 m (48" x 96") | 15 | 1.6 Km (1 MILE) |

NOTES:

1. STRIPES ON BARRICADE RAILS SLOPE DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS.
2. FLASHING OR STEADY BURN WARNING LIGHTS SHALL BE USED ON BARRICADES, PANELS, AND DRUMS AS REQUIRED.

### D. PAVEMENT MARKINGS

PAVEMENT MARKINGS INCLUDE STRIPINGS AND RAISED MARKERS. PAVEMENT MARKINGS SHALL BE REFLECTORIZED IN ORDER TO BE VISIBLE IN DARKNESS. THEY ARE TO BE USED ALONE OR TO SUPPLEMENT THE REGULATIONS OR THE WARNINGS OF OTHER DEVICES.

TYPES OF PAVEMENT STRIPES – SEE TABLE 3

## II. FIVE PARTS OF A TRAFFIC CONTROL ZONE

THE TRAFFIC CONTROL ZONE IS THE DISTANCE BETWEEN THE FIRST ADVANCE WARNING SIGN AND THE POINT BEYOND THE WORK AREA WHERE TRAFFIC IS NO LONGER AFFECTED. FIVE PARTS OF A TRAFFIC CONTROL ZONE INCLUDE:

1. ADVANCED WARNING AREA – TELLS TRAFFIC WHAT TO EXPECT AHEAD.
2. TRANSITION AREA – MOVES TRAFFIC OUT OF ITS NORMAL PATH.
3. BUFFER AREA – PROVIDES PROTECTION FOR TRAFFIC AND WORKERS.
4. WORK AREA.
5. TERMINATION AREA – LETS TRAFFIC RESUME NORMAL DRIVING.

**TABLE 4**

TAPER LENGTH CRITERIA FOR WORK ZONE

| TYPE OF TAPER | TAPER LENGTH |
|---|---|
| MERGING TAPER | L MIN. |
| SHIFTING TAPER | 1/2 L MIN. |
| SHOULDER TAPER | 1/3 L MIN. |
| TWO-WAY TRAFFIC TAPER | 30 m (100') MAX. |
| DOWNSTREAM TAPERS (USE IS OPTIONAL) | 30 m (100') PER LANE |

FORMULAS FOR "L"

| SPEED LIMIT | FORMULA |
|---|---|
| 60 Km/h OR LESS (40 MPH OR LESS) | L = 0.0063WS² (L = WS²/60) |
| 70 Km/h OR GREATER (45 MPH OR GREATER) | L = 0.63WxS (L = WxS) |

L = TAPER LENGTH IN METERS (FEET)
W = WIDTH OF OFFSET IN METERS (FEET)
S = POSTED SPEED OR OFF-PEAK 85 PERCENTILE SPEED IN Km/h (MPH).

## III. TYPICAL APPLICATION DIAGRAMS

THE DIAGRAMS SHOWN ON THESE PLANS ARE EXAMPLES OF THE APPLICATION OF PRINCIPLES AND PROCEDURES FOR SAFE AND EFFICIENT TRAFFIC CONTROL IN WORK ZONES BUT ARE NOT INTENDED TO BE STANDARDS. IT IS NOT POSSIBLE TO INCLUDE ILLUSTRATIONS TO COVER EVERY SITUATION WHICH WILL REQUIRE WORK AREA PROTECTION. THESE TYPICAL LAYOUTS ARE NOT INTENDED AS A SUBSTITUTE FOR ENGINEERING JUDGEMENT AND SHALL BE ALTERED TO FIT THE CONDITIONS OF A PARTICULAR SITE.

IN ADDITION TO TYPICAL DIAGRAMS, TABLES ARE PRESENTED WHICH PROVIDE INFORMATION ON TAPER LENGTHS AND BUFFER SPACES. THE INFORMATION PRESENTED ARE MINIMUM FOR STANDARD HIGHWAY CONDITIONS. FOR URBAN CONDITIONS, SHORTER SPACINGS (WHICH ARE UNDERLINED) SHALL BE USED. EXPRESSWAY AND FREEWAY CONDITIONS WILL REQUIRE LONGER DISTANCES. FOR FURTHER INFORMATION, REFER TO PART VI OF THE "MANUAL ON THE UNIFORM TRAFFIC CONTROL DEVICES".

**DETAIL 1**
CROSSWALK CLOSURES AND PEDESTRIAN DETOURS

**DETAIL 2**
SIDEWALK CLOSURE AND BYPASS WALKWAY

**TABLE 3**

| DESCRIPTION | COLOR | WIDTH | APPLICATION |
|---|---|---|---|
| SINGLE BROKEN | WHITE | 100 mm (4") | SEPARATION OF LANES ON WHICH TRAVEL IS IN THE SAME DIRECTION, WHICH CROSSING FROM ONE TO THE OTHER PERMITTED; I. e., LANE LINES ON MULTILANE ROADWAYS. |
| | YELLOW | 100 mm (4") | SEPARATION OF LANES ON WHICH TRAVEL IS IN OPPOSITE DIRECTION, AND WHERE OVERTAKING WITH CARE IS PERMITTED; I. e., CENTERLINE ON 2-LANE, 2-WAY ROADWAYS. |
| SINGLE SOLID | WHITE | 100 mm (4") | SEPARATION OF LANES, OR OF LANE AND SHOULDER, WHERE LANE CHANGING IS DISCOURAGED; I. e., LANE LINES AT INTERSECTION APPROACHES, RIGHT EDGE STRIPES. |
| | | 150 mm (6") | LANE LINES SEPARATING A MOTOR VEHICLE LANE FROM A BIKE LANE. |
| | | 200 mm (8") | DELINEATION OF LOCATIONS WHERE CROSSING IS STRONGLY DISCOURAGED; I. e., SEPARATION OF SPECIAL TURN LANES FROM THROUGH LANES, GORE AREAS AT RAMP TERMINALS. |
| | YELLOW | 100 mm (4") | DELINEATION OF LEFT EDGE LINES ON DIVIDED HIGHWAYS, ONE-WAY ROADS AND RAMPS. |
| DOUBLE YELLOW | WHITE | 100-75-100 (4-3-4) (*) | SEPARATION OF LANES ON WHICH TRAVEL IS IN THE SAME DIRECTION, WITH CROSSING FROM ONE SIDE TO THE OTHER PROHIBITED; e. g., CHANNELIZATION IN ADVANCE OF OBSTRUCTIONS WHICH MAY BE PASSED ON EITHER SIDE. |
| | YELLOW | 100-75-100 (4-3-4) (*) | SEPARATION OF LANES ON WHICH TRAVEL IS IN OPPOSITE DIRECTIONS, WHERE OVERTAKING IS PROHIBITED IN BOTH DIRECTIONS. LEFT TURN MANEUVERS ACROSS THIS MARKING ARE PERMITTED. ALSO USED IN ADVANCE OF OBSTRUCTIONS WHICH MAY BE PASSED ONLY ON THE RIGHT SIDE. |
| SOLID PLUS BROKEN | YELLOW | 100-75-100 (4-3-4) (*) | SEPARATION OF LANES ON WHICH TRAVEL IS IN OPPOSITE DIRECTIONS, WHERE OVERTAKING IS PERMITTED WITH CARE FOR TRAFFIC ADJACENT TO THE BROKEN LINE, BUT PROHIBITED FOR TRAFFIC ADJACENT TO SOLID LINE. USED ON 2-WAY ROADWAYS WITH 2 OR 3 LANES. ALSO USED TO DELINEATE EDGES OF A 2-WAY LEFT TURN LANE – SOLID LINES ON THE OUTSIDE, BROKEN LINES ON THE INSIDE. |
| DOUBLE BROKEN | YELLOW | 100-75-100 (4-3-4) (*) | DELINEATES THE EDGES OF REVERSIBLE LANES |
| SINGLE DOTTED | EITHER | 100 mm (4") | EXTENSION OF LANE LINES THROUGH INTERSECTIONS, COLOR SAME AS THAT OF LINE BEING EXTENDED. ALSO USED TO EXTEND RIGHT EDGE LINE OF FREEWAY SHOULDER LANES THROUGH OFF-RAMP DIVERGING AREAS IN PROBLEM LOCATIONS. |
| | WHITE | 200 mm (8") | SEPARATION OF THROUGH LANE AND AUXILIARY LANE OR DROPPED LANE. |
| TRANSVERSE | WHITE | 300 mm (12") | LIMIT LINES OR STOP BARS; ALSO CROSSWALK EDGE LINES (MIN. 1.8 METERS (6') APART) WHEN NOT IN THE VICINITY OF SCHOOL GROUNDS. |
| DIAGONAL | WHITE | 300 mm (12") | CROSSHATCH MARKINGS, PLACED AT AN ANGLE OF 45°, AT VARYING DISTANCE APART, ON SHOULDERS OR CHANNELIZATION ISLANDS TO ADD EMPHASIS TO THESE ROADWAY FEATURES. |

(*) 100-75-100 (4-3-4) INDICATES TYPICAL WIDTH IN MILLIMETERS (INCHES) OF STRIPES AND GAP BETWEEN THEM. THIS SPACING MAY VARY.

GENERAL NOTES:

1. MEASUREMENTS & UNITS IN ENGLISH SYSTEM ARE SHOWN IN PARENTHESES.
2. FOR LEGEND AND GENERAL NOTES, SEE DRAWING STD9.

| STANDARD PLAN | STD8 |
|---|---|

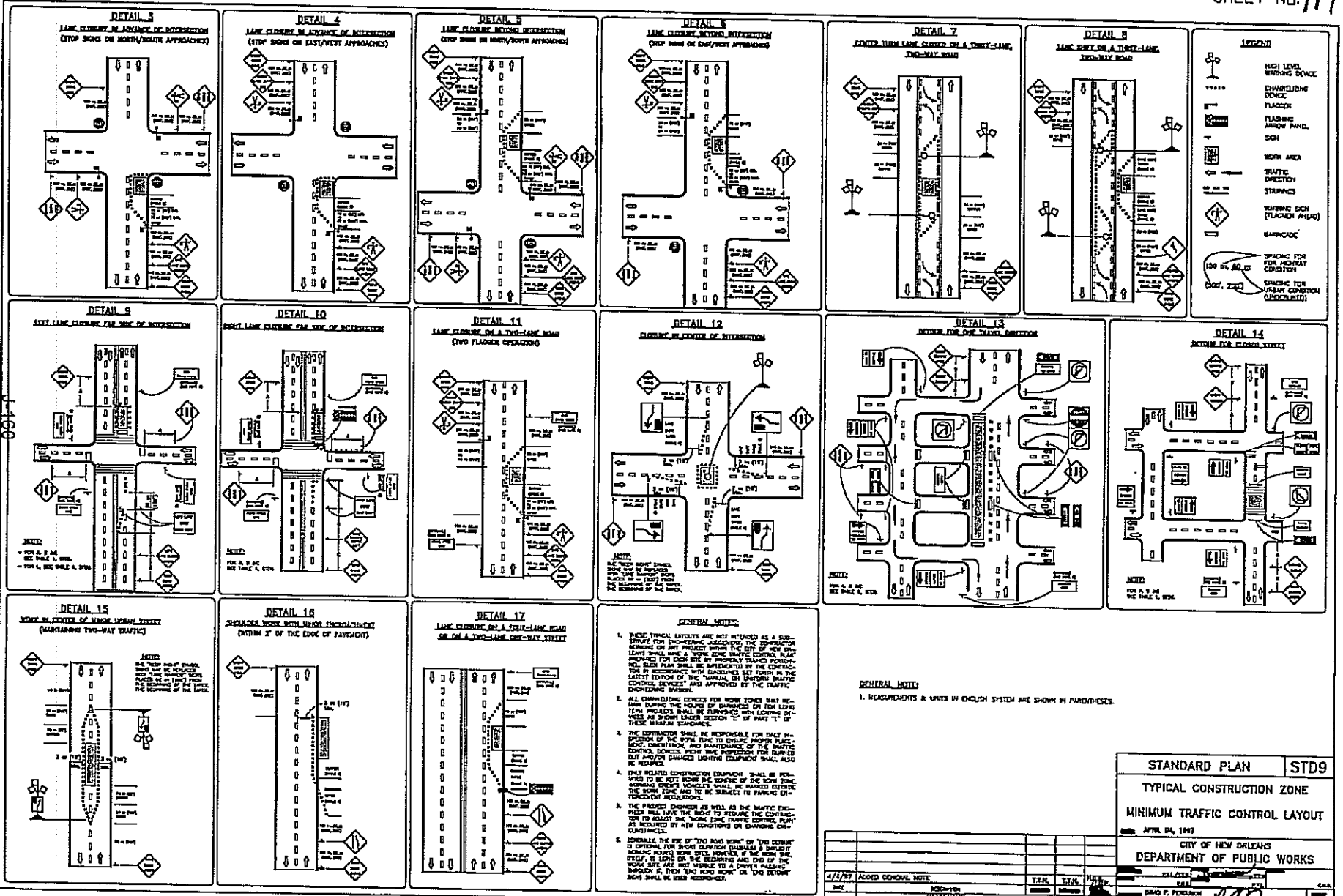
TYPICAL CONSTRUCTION ZONE
MINIMUM TRAFFIC CONTROL LAYOUT

APRIL 04, 1997

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS

| 4/4/97 | ADDED GENERAL NOTES | T.T.H. | T.T.H. |
|---|---|---|---|
| DATE | DESCRIPTION | | |

REVISIONS

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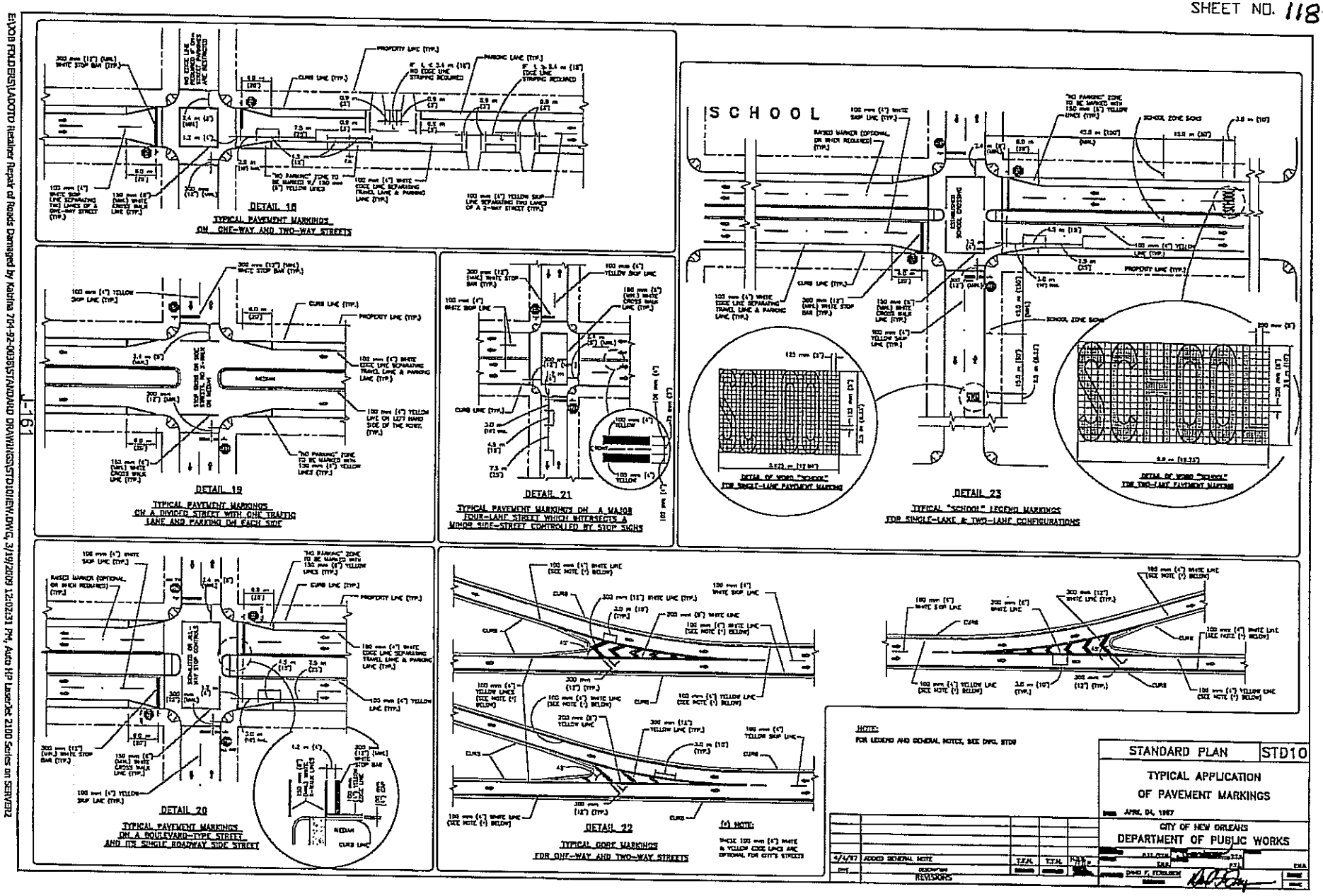




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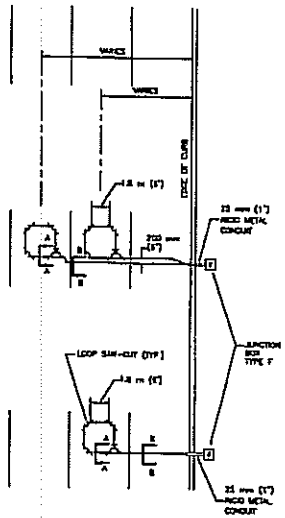
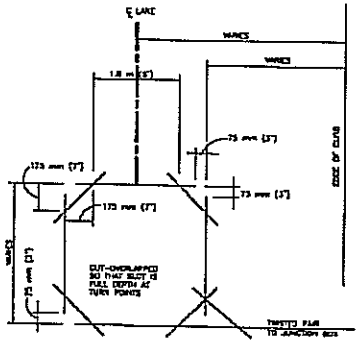
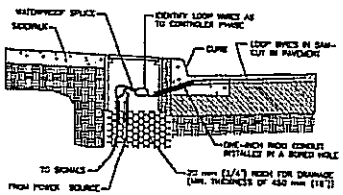


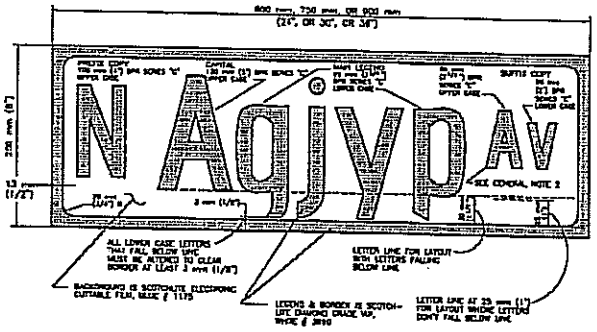

DETAIL 24
TYPICAL LOOP SAW-CUT LAYOUT



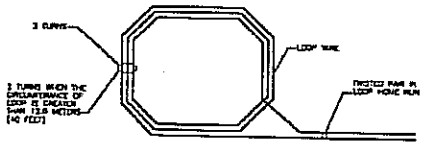

DETAIL 26
LOOP SAW-CUT CONFIGURATION
(CENTERED IN LANE)



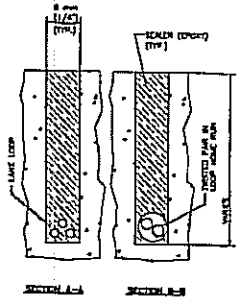

DETAIL 29
TYPICAL LOOP LEAD-IN INSTALLATION



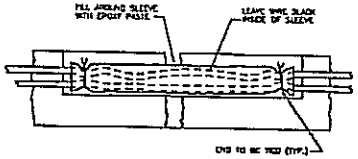

STREET NAME SIGN – LEGEND & BORDER
N.T.S.




DETAIL 27
LOOP WIRE INSTALLATION




DETAIL 25
VEHICLE LOOP INSTALLATION




DETAIL 28
SECTION OF PLASTIC SLEEVING AT PAVEMENT JOINTS AND CRACKS

GENERAL NOTES:
1. MEASUREMENTS & UNITS IN ENGLISH SYSTEM ARE SHOWN IN PARENTHESES.
2. IF STREET NAME SUFFIX IS " STREET ", SUFFIX IS OMITTED FROM SIGN

| | | | | |
|---|---|---|---|---|
| 4/4/97 | ADDED "STREET" NAME SIGN" DETAIL & GEN. NOTE | T.T.H. | T.T.H. | R.J.S. |
| DATE | | | | |

STANDARD PLAN STD11

TYPICAL TRAFFIC SIGNAL-LOOP INSTALLATION
STREET NAME SIGN-LEGEND & BORDER

APRIL 04, 1997

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS

DAVID F. PERKINS

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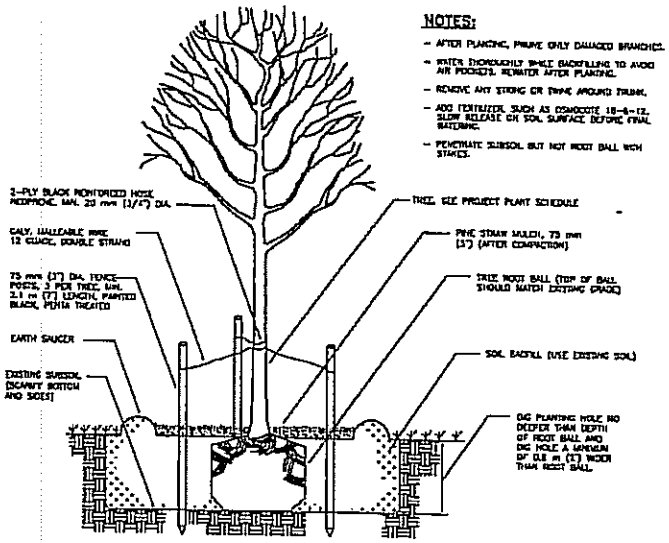
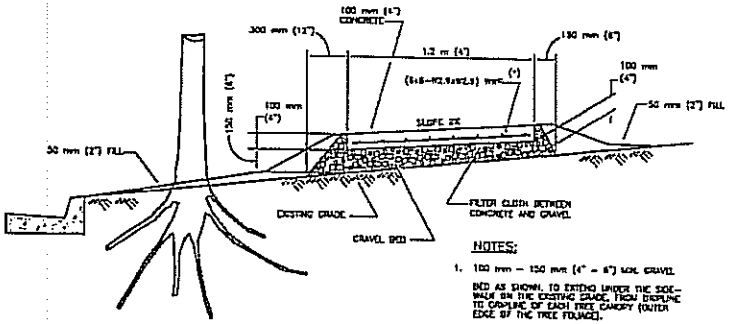



NOTES:

- AFTER PLANTING, PRUNE ONLY DAMAGED BRANCHES.
- WATER THOROUGHLY WHILE BACKFILLING TO AVOID AIR POCKETS. REWATER AFTER PLANTING.
- REMOVE ANY STRING OR TWINE AROUND TRUNK.
- ADD FERTILIZER SUCH AS OSMOCOTE 18-6-12, SLOW RELEASE OR SOIL SURFACE BEFORE FINAL WATERING.
- PENETRATE SUBSOIL BUT NOT ROOT BALL WITH STAKES.

## TREE PLANTING DETAIL

N. T. S.




NOTES:

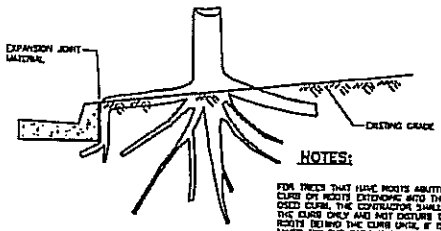
1. 100 mm – 150 mm (4" – 6") SOIL GRAVEL BED AS SHOWN, TO EXTEND UNDER THE SIDEWALK ON THE EXISTING GRADE, FROM DRIPLINE TO DRIPLINE OF EACH TREE CANOPY (OUTER EDGE OF THE TREE FOLIAGE).
2. NO MORE THAN 40 mm – 50 mm (1.5" – 2.0") OF FILL TO BE PLACED UNDER ANY TREE CANOPY.
3. NO EXPANSION JOINTS TO BE PLACED OVER ROOTS. ONLY "WEAKENED PLANES" SHALL BE ALLOWED.

(*) WITH 40 mm – 50 mm (1.5" – 2.0") COVER

## SIDEWALK GRAVEL BED

REQ'D. AT EACH TREE LOCATION

N. T. S.



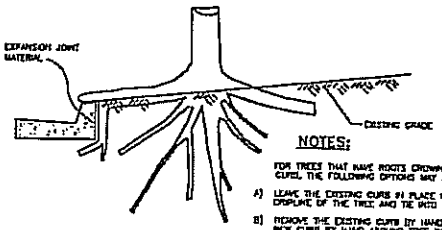

NOTES:

FOR TREES THAT HAVE ROOTS ABUTTING THE CURB OR ROOTS EXTENDING INTO THE PROPOSED CURB, THE CONTRACTOR SHALL REMOVE THE CURB ONLY AND NOT DISTURB TREE ROOTS BEHIND THE CURB UNTIL IT IS DETERMINED (BY THE PARK AND PKWY. COMMISSION) HOW MUCH OF THE ROOTS CAN BE PRUNED. ONCE MARKED, THE ROOTS CAN BE PRUNED BY A LICENSED ARBORIST. ELIMINATE 300 mm (12") OF ROADWAY BASE BEHIND NEW CURB WHERE ROOTS ARE ENCOUNTERING THE CURB. (SEE DETAIL "A")

## TYPICAL DIAGRAM NO. 1

TREE ROOTS GROWING BEHIND EXISTING OR PROPOSED CURBS

N. T. S.




NOTES:

FOR TREES THAT HAVE ROOTS GROWING OVER THE CURB, THE FOLLOWING OPTIONS MAY BE POSSIBLE:

A) LEAVE THE EXISTING CURB IN PLACE UNDER THE DRIPLINE OF THE TREE AND TIE INTO THE NEW CURB.

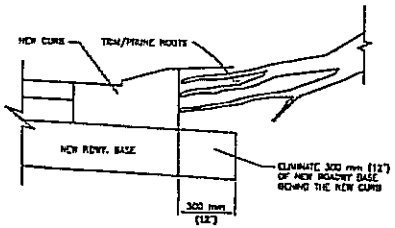
B) REMOVE THE EXISTING CURB BY HAND AND FORM NEW CURB BY HAND AROUND TREE ROOTS WITHOUT ROOT PRUNING.

C) REMOVE THE EXISTING CURB BY HAND, PRUNE ROOTS AS MARKED BY THE PARKWAY COMMISSION, FORM AND POUR NEW CURB.

## TYPICAL DIAGRAM NO. 2

TREE ROOTS GROWING OVER CURB

N. T. S.

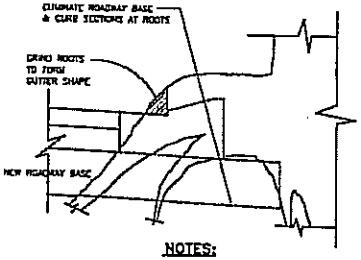



## DETAIL "A"

DETAIL FOR ROOT PRUNING AT CURBS

REFER TO "TYPICAL DIAGRAM NO. 1"

N.T.S.




NOTES:

WHERE BIG ROOTS EXTEND INTO ROADWAY SECTION, ELIMINATE ROADWAY BASE AND CURB SECTIONS AT ROOTS, AND GRIND ROOTS TO FORM GUTTER SHAPE MATCHING ADJOINING CONCRETE GUTTERS AS PER DIRECTION OF THE PKWY. AND PARK COMMISSION.

## TYPICAL DIAGRAM NO. 3

TREE ROOTS EXTENDING INTO PROPOSED ROADWAY SECTION

N. T. S.

GENERAL NOTE:

1. THE CONTRACTOR IS RESPONSIBLE FOR HIRING A LICENSED ARBORIST TO PRUNE TREE ROOTS ON CITY TREES.
2. ALL PROJECTS REQUIRE ON-SITE INSPECTION BY THE PARK AND PARKWAY COMMISSION AND THE ARBORIST TO DETERMINE THE EXTENT OF ROOT PRUNING THAT WILL BE REQUIRED OR ALLOWED.

| STANDARD PLAN | STD12 |
|---|---|

MISCELLANEOUS DETAILS FOR TREE PLANTING & ROOT PRUNING

APRIL 04, 1997

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS

DAVID F. FERGUSON

REVISIONS

# STATE OF LOUISIANA
# DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

# CONSTRUCTION PROPOSAL INFORMATION FOR

**FEDERAL AID PROJECT**

**STATE PROJECT 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**
**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**

# CONTRACT TIME FORM
# COST-PLUS-TIME BIDDING PROCEDURE
# (A + B) METHOD

| | |
|---|---|
| STATE PROJECT 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** |
| FEDERAL AID PROJECT 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)** |
| NAME OF PROJECT | **Permanent Repair to Federal Aid Eligible Roads** |
| ROUTE | **Poydras St., LaSalle St., Gravier St., Common St., Girod St., Magazine St., Camp St., St. Charles Ave., Carondelet St., Loyola Ave. & Poydras St.** |
| 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)** |
|---|
| _____ Calendar Days |

# 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(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; FEDERAL AID PROJECT 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); 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,** 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) | If a Joint Venture, Second Partner |
| By _____ | By _____ |
| Authorized Officer-Owner-Partner | Authorized Officer-Owner-Partner |
| _____ | _____ |
| Typed or Printed Name | 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 |

**Louisiana Department of Transportation and Development**

**Proposal Schedule of Items** **Page: 1**

**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<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>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:** _____.___

**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). | **704-36-0050, 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 AID PROJECT 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)** |
| NAME OF PROJECT | **Poydras St., LaSalle St., Gravier St., Common St., Girod St., Magazine St., Camp St., St. Charles Ave., Carondelet St., Loyola Ave. & Poydras St.** |

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). **704-36-0050, 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**

# 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) _____