

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

**CONSTRUCTION PROPOSAL**



**FEDERAL AID PROJECT**

**STATE PROJECT NO.  
704-36-0068, 704-36-0069 & 704-36-0077  
PERMANENT REPAIR TO FEDERAL AID ELIGIBLE ROADS  
POYDRAS, MARTIN LUTHER KING BLVD. &  
WASHINGTON  
ORLEANS PARISH**

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**TABLE OF CONTENTS**

	Page No.
Title Sheet .....	A-1
Table of Contents .....	B-1
Notice to Contractors .....	C-1 thru C-2
Special Provisions .....	D-1 thru D-41
Supplemental Specifications:	
Supplemental Specifications for 2006 Standard Specifications (08/08) .....	E-1 thru E-33
Sanitary Sewer Systems (08/06) .....	E-34 thru E-37
Female and Minority Participation in Construction (01/83) .....	E-38 thru E-45
New Orleans Plan (01/83) .....	E-46 thru E-47
Required Contract Provisions, Federal-Aid Construction Contracts (04/93) (Rev. 05/94) .....	F-1 thru F-10
DBE Participation in Federal Aid Construction Contracts (06/08) .....	G-1 thru G-13
Minimum Wage Determination .....	H-1 thru H-4
Plans (86 sheets) .....	I-1 thru I-86
Construction Proposal Information:	
Title Sheet .....	J-1
Bid Bond .....	K-1
Schedule of Items .....	L-1 thru L-12
Construction Proposal Signature and Execution Form .....	M-1 thru M-2

## **NOTICE TO CONTRACTORS (10/08)**

Electronic bids and electronic bid bonds for the following project will be downloaded by the Department of Transportation and Development (DOTD) on **Wednesday, March 18, 2009**. **Paper bids and paper bid bonds will not be accepted.** Electronic bids and electronic bid bonds must be submitted through [www.bidx.com](http://www.bidx.com) prior to the electronic bidding deadline. Beginning at 10:00 a.m., all bids will be downloaded and posted online at <http://www.dotd.la.gov/cgi-bin/construction.asp>. No bids are accepted after 10:00 a.m.

### **DBE PROJECT**

**STATE PROJECT NO. 704-36-0068, 704-36-0069 & 704-36-0077**

FEDERAL AID PROJECT NO. ER-ERP1(088), ER-ERP1(089) & ER-ERP1(097)

DESCRIPTION: Permanent Repair to Federal Aid Eligible Roads

ROUTE: Poydras, Martin Luther King Blvd. & Washington

PARISH: Orleans

LENGTH: 2.522 miles

TYPE: ASPHALTIC CONCRETE COLD PLANING, ASPHALTIC CONCRETE PATCHING, PORTLAND CEMENT CONCRETE PATCHING, ASPHALTIC CONCRETE OVERLAY, STRIPING & CONCRETE ADA RAMPS

LIMITS: State Project No. 704-36-0068: Claiborne – Broad

LIMITS: State Project No. 704-36-0069: Claiborne – Broad

LIMITS: State Project No. 704-36-0077: Broad - Carrollton

ESTIMATED COST RANGE: \$500,000.00 – \$1,000,000.00

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

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

PROJECT MANAGER: Jeff Burst

Bids must be prepared and submitted in accordance with Section 102 of the 2006 Louisiana Standard Specifications for Roads and Bridges as amended by the project specifications, and must include all information required by the proposal.

## NOTICE TO CONTRACTORS (CONTINUED)

Paper plans and/or proposals may be obtained in Room 101-A of the DOTD Headquarters Administration Building, 1201 Capitol Access Road in Baton Rouge, or by contacting the DOTD; Email: [sharonknight@dotd.la.gov](mailto: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](http://www.dotd.la.gov). From the home page, select **Doing Business with DOTD** from the left-hand menu, then select the appropriate letting date found under the **Construction Letting Information** pop-up menu. All project specific notices are posted under **Construction Proposal Documents** for this project. **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](http://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.



**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**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.

**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.

**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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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](http://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 13 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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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.

**MAINTENANCE OF TRAFFIC (08/06):** 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 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.

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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.

**PUBLIC CONVENIENCE AND SAFETY (09/05):** Subsection 107.07 of the Standard Specifications is amended to include the following.

The procurement of police officers for public safety during construction shall be in accordance with the Department's Policy for Use of Police Officers in Construction/Maintenance Work Zones. The DOTD project engineer shall determine the need for police officers to assist in controlling traffic in a particular work zone. The number of officers needed, the tasks they will perform, and their location within the work zone will vary as a function of the zone type. Police officers shall be placed at strategic locations at times during construction as determined by the DOTD project engineer.

The three types of law enforcement services are Police Presence, Police Enforcement and Police Traffic Control. Police Presence is defined as the use of police officers at the beginning of the active work zone area utilizing their blue lights to gain the attention of drivers. Police Enforcement is utilized when enforcement is required to enhance the safe operation of the work zone. Police Traffic Control is to be used in detour / diversion situations.

The DOTD project engineer will extend an invitation to the appropriate Louisiana State Police (LSP) Troop Commander to attend the pre-construction conference.

Prior to commencing the work on the project, the contractor shall contact the LSP Troop Commander to obtain law enforcement services of police officers during construction. If the LSP Troop is unable to provide law enforcement services for the project work zone, the LSP Troop Commander or the contractor will extend the invitation to the appropriate local law enforcement authorities.

Police officers will report directly to the contractor. However, the contractor will not have the authority to direct the placement of the police officer or the patrol vehicle in situations that are contrary to established procedures and/or could endanger the police officer. The DOTD project engineer will make the final determination on all issues regarding police officer responsibility in work zones.

Prior to the beginning of the shift, the contractor shall provide a daily work zone briefing to the police officer. For major changes in traffic patterns, advanced notification shall be provided to the police agency working the detail. This information should also be provided to the motoring public through the DOTD district and / or the LSP Troop.

The contractor shall pay for law enforcement services provided by the police officers based on the hourly wage and vehicle rate fee schedule below. The Department will reimburse the contractor monthly for the incurred cost. The contractor shall furnish time record

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

documentation with the request for reimbursement. The provisions of Subsection 109.04 shall not apply to this reimbursement.

The agreed upon fee schedule for police officers in the work zone is as follows:

\$25 per vehicle per day - vehicle use fee

\$40 per hour per officer (one officer per vehicle) (minimum 2 hours).

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

ITEM 202-02-D, Removal of Concrete Walks and Drives  
ITEM 731-02, Reflectorized Raised Pavement Markers  
ITEM 732-01-B, Plastic Pavement Striping (6" Width)  
ITEM 732-01-D, Plastic Pavement Striping (12" Width)  
ITEM 732-02-A, Plastic Pavement Striping (Solid Line) (4" Width)  
ITEM 732-03-A, Plastic Pavement Striping (Broken Line) (4" Width)  
ITEM 736-09, Loop Detector  
ITEM S-001, Concrete Walks (Handicap Ramp –Type A)  
ITEM S-002, Concrete Walks (Handicap Ramp – Type B)  
ITEM S-004, Reconstruction of Concrete Curb and Gutter Bottom (Barrier Curb)  
ITEM S-005, Reconstruction of Concrete Curb and Gutter Bottom (Mountable Curb)  
ITEM S-006, Drilled Doweled Barrier Concrete Curb  
ITEM S-006C, Drilled Doweled Mountable Concrete Curb  
ITEM S-007, Doweled Barrier Concrete Curb  
ITEM S-007B, Doweled Mountable Concrete Curb

**PROSECUTING OF WORK:** Subsection 108.04 of the 2006 Standard Specifications is amended to include the following:

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.

**PAYMENT ADJUSTMENT (03/07):** 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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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.

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,

$$P_a = (0.95B - A) \times C \times D \times (1.00 + T)$$

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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.

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 10<sup>th</sup> calendar day of each month at the following URL: [www.dotd.louisiana.gov/lettings/lac\\_price\\_index/priceindices.asp](http://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 designations are also eligible for fuel price adjustments; for example:

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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



**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

**ELIGIBLE CONTRACT PAY ITEMS & FUEL USAGE FACTORS FOR FUEL  
PAYMENT ADJUSTMENT**

ITEM NO.	PAY ITEM	UNITS	MIN. ORIGINAL CONTRACT QUANTITY FOR PAY ADJUSTMENT	FUEL USAGE FACTORS	
				Diesel <sup>2</sup>	Gasoline
203-01 <sup>1</sup>	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 <sup>1</sup>	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 <sup>3</sup>	0.2
502-02	Superpave Asphaltic Concrete	gal/cu yd	500 cu yd	4.80 <sup>4</sup>	0.4
502-03	Superpave Asphaltic Concrete ( " Thick)	gal/sq yd	10,000 sq yd	0.13 <sup>5,6</sup>	0.01 <sup>6</sup>
508-01	Asphaltic Concrete (SMA)	gal/ton	1000 ton	2.40 <sup>3</sup>	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.

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

**ELIGIBLE CONTRACT PAY ITEMS & FUEL USAGE FACTORS FOR FUEL  
PAYMENT ADJUSTMENT (METRIC)**

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

**SUPERPAVE ASPHALTIC MIXTURES:** Section 502 of the 2006 Standard Specifications and the supplemental specifications is amended as follows:

The first paragraph of subsection 502.08(b) is deleted and the following substituted:

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

Transfer of mixture from haul truck to paver may be made by direct unloading into the paver hopper or 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(b) is deleted and the following substituted:

- 1) **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.
  - a. 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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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.

- b. 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.
- c. 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:
  - i. 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.
  - ii. 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.
  - iii. 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.
  - iv. 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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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.

- v. 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.

- d. 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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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.

- e. 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.
- f. 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.
- g. 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.

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

This paragraph does not apply to multi-lift new construction and overlays more than two lifts.

- 2) **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.
  
- 3) **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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

(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(b)(3) is deleted and the following substituted:

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.

- i. 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
- ii. 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



**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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.

- iii. 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(c), Surface Tolerance Incentive Measurements, is deleted.

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

Footnote 2 of Table 502-4 is deleted and the following substituted:

For longitudinal surface tolerance, see Subsection 502.10(b)

Section B of Table 502-7, Payment Adjustment for Superpave, is deleted and the following 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 <sup>1</sup>

<sup>1</sup> At the option of the Department after Investigation

Section C of Table 502-7, Payment Adjustment for Superpave, is deleted and the following substituted:

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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077  
SPECIAL PROVISIONS**

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 <sup>1</sup>			
	100	95	80	50 or Remove <sup>2</sup>
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

<sup>1</sup>Portion of lot placed on the project.

<sup>2</sup>At the option of the engineer.

Table 502-8B, is deleted.

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

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

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

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

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

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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

**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.

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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

Property	AASHTO Test Method	PG82-22rm <sup>6</sup>	PG76-22m	PG70-22m	PG64-22	PG58-28
		Spec.	Spec.	Spec.	Spec.	Spec.
<b>Tests on Original Binder:</b>						
Rotational Viscosity @ 135°C, Pa·s <sup>1</sup>	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, % <sup>2</sup>	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 <sup>5</sup>	ASTM D 7173 AASHTO T 53	---	2-	2-	---	---
Force Ductility Ratio (f <sub>2</sub> /f <sub>1</sub> , 4°C, 5 cm/min., f <sub>2</sub> @ 30 cm elongation) <sup>3</sup>	T 300	---	0.30+	---	---	---
Force Ductility, (4°C, 5 cm/min, 30 cm elongation, kg) <sup>3</sup>	T 300	---	---	0.23+	---	---
<b>Tests on Rolling Thin Film Oven Residue:</b>						
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, % <sup>4</sup>	T 301	60+	60+	40+	---	---
Ductility, 25°C, 5 cm/min, cm	T 51	---	---	---	100+	---
<b>Tests on Pressure Aging Vessel Residue:</b>						
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

<sup>1</sup>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.

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

<sup>2</sup>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.

<sup>3</sup>AASHTO T 300 except the second peak (f<sub>2</sub>) is defined as the stress at 30 cm elongation.

<sup>4</sup>AASHTO T 301 except elongation shall be 10 cm.

<sup>5</sup>Prepare samples per ASTM D 7173. Determine softening point of top and bottom per AASHTO T 53.

<sup>6</sup>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 <sup>1</sup>
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 <sup>2</sup> , (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+	---

<sup>1</sup> At the option of Engineer.

<sup>2</sup> Sieve tests may be waived if no application problems are present in the field.

**ITEM S-001 AND S-002, CONCRETE WALKS (HANDICAPPED RAMP-TYPE A) AND CONCRETE WALKS (HANDICAPPED RAMP-TYPE B):** This work consists of furnishing and constructing Portland Cement Concrete handicapped ramps with 2' x 4' 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;

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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 1011.01

**CONSTRUCTION REQUIREMENTS:**

- a) 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.
- b) 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.
- c) Subgrade shall be thoroughly moistened immediately prior to placing concrete.
- d) Concrete shall be placed and finished per Section 901.
- e) Joints shall be per Section 706.03(e).
- f) Curing shall be in accordance with Subsection 601.10.
- g) Detectable Warning Surface 2' x 4' shall be in accordance with Subsection 706.03(g).
- h) Curb and/or gutter within the limits of handicap ramps shall be removed and replaced at no direct pay.
- i) 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.
- j) The new concrete curb and gutterbottom shall consist of four thousand (4,000) psi, High Early Strength Concrete reinforced with 6 X 6 –W 2.9 X W 2.9 welded wire fabric. The new mesh shall be tied to the existing mesh or tie bars where possible. The contractor may substitute deformed straight bars with the equivalent area of steel for transverse steel re-bar and place longitudinal steel re-bar as shown in the City of New Orleans Standard Plan STD2. Longitudinal steel re-bar 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, as determined by the DOTD District Laboratory Engineer.
- k) 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 and/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:**

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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' x 4' Detectable Warning Surface, new welded wire fabric, forming, pouring and finishing new concrete walks. Curb and/or gutter, and sidewalk removal will be at no direct pay. Full depth saw cutting will be at no direct pay.

Payment shall be made at the contract unit price under:

Item S-001, CONCRETE WALKS (HANDICAPPED RAMP -TYPE A), per each

Item S-002, CONCRETE WALKS (HANDICAPPED RAMP -TYPE B), per each

**ITEM S-003, RESETTING EXISTING STONE CURBS:** 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.

**GENERAL CONSTRUCTION REQUIREMENTS:**

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

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

The contractor shall place under each curb joint, or as close thereto as may be practical, a concrete pier. These piers and concrete base shall be constructed to support the stone curbs in accordance with the plans. The piers and concrete bases shall extend six (6) inches from the curb joint. Care being taken that the excavation therefore made prior to the pouring of the concrete is evenly cut and as nearly true to the plans as the character of the excavation materials will permit. Care should be taken also, that all loose material is removed from the finished subgrade of the roadway prior to pouring concrete.

One pier shall be provided under each curb joint except in cases where it is impractical to construct one at said point, as where a drain sewer or gas service is directly under the joint and is sufficiently high to prevent the pier being built to the dimensions shown on the plans. In this case, two (2) piers shall be constructed, one (1) on each side of the curb joint and as close thereto as practical.

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

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

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

Old stone curb of proper quality and dimensions will be relined and reset at its present location when required by the proposal or special specifications, or it shall be removed to other points within the limits of the project, as may be designated by the Project Engineer, and there reset.

The ends of all curb, whether new or old, shall be neatly squared so as to form close-fitting joints. Joint filler one-half (1/2") inch in thickness 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 a joint filler, one-eighth (1/8") inch thick. This joint filler material shall be finished flush with the top and roadway face of the curb.

When stipulated in the proposal form and special specifications, that curb shall be set in a recess in the concrete foundation of the pavement, then this shall be done only after the concrete has become thoroughly hardened. The recess shall be cleared of all foreign matter and on its bottom surface there shall be placed a bed of stiff mortar, varying from one-quarter (1/4") inch to three quarter (3/4") inch in thickness and averaging one-half (1/2") inch in thickness depending on the irregularities in the bottom of the stone curb, or the concrete roadway foundation. When the curb stones have been so set, the recess on both sides of the curb shall be filled from top to bottom with liquid mortar. Compensation for providing the recess and for filling same with mortar after the curb has been set, shall be included in the price per linear foot bid in the proposal for curb.

Cuts of proper dimensions, executed in a neat and workmanlike manner shall be made where directed and where required in both new and old curb for drain pipe or gas pipe where required under the curb for connections. No additional compensation shall be made for such cuts.

No extra compensation will be allowed for removing obstructions, gallery or shed posts, etc. 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.

All saw cuts shall be full depth.

**MEASUREMENT:**

The length of curb will be established by measurements of the actual curb, in place and no allowance will be made for waste due to closures or other causes.

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

Excavation for resetting stone curbs shall not be measured for payment.

**PAYMENT:**

Resetting Existing Stone Curb will be paid for at the contract unit per linear foot, complete in place, and shall 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, reinforcing steel, mortar, top soil, fertilizer, seeding, backfilling and shoring of excavation shall be considered incidental to the work. All pavement, curb and gutter shall be replaced in-kind at the proper



**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

grade and elevation. Portland Cement Concrete shall be 4,000 psi concrete or as directed by the Project Engineer.

Payment shall be made at the contract unit price under:

ITEM S-003, RESET EXISTING STONE CURB, per linear foot

**ITEM S-004, RECONSTRUCTION OF CONCRETE CURB AND GUTTERBOTTOM (BARRIER CURB):** This work consists of removing existing curb and gutterbottom and construction of new curb and gutterbottom 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.

**GENERAL CONSTRUCTION REQUIREMENTS:**

- a) 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 twelve (12”) inches of the adjacent existing welded wire fabric to provide lap distance with new welded wire fabric on each side. In the event that the welded wire fabric cannot be saved, or where none exist, # 4 deformed tie bars shall be drilled and epoxy grouted 24” (inches) on center into the existing pavement to allow for a proper tie-in.
- b) Existing curbing, gutter and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.
- c) Excavation and compaction of the subgrade shall be in accordance with the plans or as directed. The subgrade shall be compacted uniformly.
- d) All concrete curbing and gutter within the designated area is to be removed and the subgrade area prepared to receive an eight (8”) inch compacted base course. Compacted granular material as required shall be used to bring subgrade to the required elevation. It shall also be used to replace unsuitable subgrade or to fill voids as directed.
- e) Just prior to placing the new concrete, the vertical faces of the old concrete pavement are to be coated with an approved concrete epoxy.

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

- f) The type of concrete curb and gutterbottom to be provided shall be as indicated on the plans.
- g) Where it is required to construct concrete curb and gutterbottom, the curb and gutterbottom shall be poured monolithically.
- h) Concrete joints shall conform to Section 707.05, except at that longitudinal steel re-bar will discontinue at all contraction and expansion joints. Undowelled contraction joints shall be replaced the entire width of the concrete curb and gutterbottom, at no greater than twenty foot (20') intervals. Dowelled expansion joints shall be place at intersections, not to exceed three hundred (300') foot intervals, and/or as indicated on the plans.
- i) Finishing shall comply with Section 707.07. After finishing, concrete curb or gutter shall be cured in accordance with Section 601.10.
- j) The new concrete curb and gutterbottom shall consist of four thousand (4,000) psi, High Early Strength Concrete reinforced with 6 X 6 – W 2.9 X W 2.9 welded wire fabric. The new mesh shall be tied to the existing mesh or tie bars where possible. The contractor may substitute deformed straight bars with the equivalent area of steel for transverse steel re-bar and place longitudinal steel re-bar as shown in the City of New Orleans Standard Plan STD2. Longitudinal steel re-bar 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, as determined by the DOTD District Laboratory Engineer.
- k) 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.
- l) Form and pour new concrete curb and gutterbottom to provide positive slope (fall to catch basin).
- m) 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 Gutterbottom will be measured by the linear foot of installed curbing and gutterbottom.

**PAYMENT:**

Payment for Reconstructed Curb and Gutterbottom will be made at the contract unit price per linear foot, including full depth saw cutting, removal of existing curb and gutterbottom, 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 gutterbottom.

Payment will be made under:

Item S-004, Reconstruction of Concrete Curb and Gutterbottom (Barrier Curb),  
per linear foot

**ITEM S-006 AND S-006C, DRILLED DOWELED BARRIER CONCRETE CURB AND  
DRILLED DOWELED MOUNTABLE CONCRETE CURB:** This work will consist of

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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.

**GENERAL 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 smooth and coated with an approved concrete. Tie bars shall be deformed #4 bars and 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 at that longitudinal steel rebar will discontinue at all contraction and expansion joints. Undoweled contraction joints shall be placed the entire width of the concrete curb, at no greater than twenty foot (20') intervals. Doweled expansion joints shall be place at intersections, not to exceed three hundred (300') foot intervals, and/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 by the linear foot of installed curb.

**PAYMENT:**

Payment for Drilled Doweled Barrier Curb and Drilled Doweled Mountable Concrete Curb will be made at the contract unit price per linear foot, including full depth and horizontal saw cutting, removal of existing curb, Portland Cement Concrete, dowel bars, tie bars, forming,

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

epoxy, pouring, finishing new concrete and shall include all materials, equipment, tools and labor incidental thereto.

Payment will be made under:

Item S-006, Drilled Doweled Barrier Concrete Curb, per linear foot

Item S-006C, Drilled Doweled Mountable Concrete Curb, per linear foot

**ITEM S-007 AND S-007B, DOWELED BARRIER CONCRETE CURB AND DOWELED MOUNTABLE CONCRETE CURB:** This work consist of constructing new curb of similar type adjacent to new concrete patches in accordance with plan details and these specifications. This work is to be performed in accordance with the City of New Orleans Department of Public Works Standard Details STD1 - STD7 and these specifications.

**MATERIALS:**

Materials shall comply with the following Sections or Subsections:

Portland cement concrete shall conform to Sections 707 and 901

Epoxy shall comply with 1017;

Forms shall comply with 707.04;

Joint fillers shall comply with 1005.01;

Joint sealant shall comply with 1005.02;

Joint seals shall comply with 1005.03;

Curing materials shall comply with 1011.01;

Form release agents shall comply with 1018.24.

**GENERAL CONSTRUCTION REQUIREMENTS:**

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

**MEASUREMENT:**

New curb will be measured by the linear foot of installed curb.

**PAYMENT:**

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

Payment for Doweled Barrier Curb and Doweled Mountable Concrete Curb will be made at the contract unit price per linear foot, including full depth saw cutting, Portland Cement Concrete, dowel bars, tie bars, forming, epoxy, pouring, finishing new concrete and shall include all materials, equipment, tools and labor incidental thereto.

Payment will be made under:

Item S-007, DOWELED BARRIER CURB, per linear foot

Item S-007B, DOWELED MOUNTABLE CONCRETE CURB, per linear foot

**ITEM S-008, S-009 AND S-010, CONCRETE PAVEMENT REPAIR (18.0 SQ. YD. AND UNDER), CONCRETE PAVEMENT REPAIR (18.1 SQ. YD. TO 48.0 SQ. YD) AND CONCRETE PAVEMENT REPAIR (48.1 SQ. YD. AND OVER):** This work consist of pavement repair of existing concrete pavements or composite, overlaid concrete pavements, in accordance with plan details and these specifications.

**MATERIALS:**

Materials shall comply with the following Sections or Subsections :

Asphaltic Concrete shall be any type mixture listed in Section 502;

Granular Materials shall comply with 1003.07;

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

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

Welded wire fabric shall comply with 1009

Joints shall comply with 706.03(e).

**GENERAL CONSTRUCTION REQUIREMENTS:**

- a) Asphalt surfacing, if any, shall be removed to permit full depth saw cutting the concrete base pavement. The contractor shall saw cut full depth into the concrete pavement to ensure a square break of the pavement to be removed.
- b) The contractor shall remove existing surfacing and base materials and perform all required excavation for pavement repair. The breaking out shall be done with hydraulic or pneumatic equipment only. No free fall equipment shall be allowed. When breaking the concrete pavement, every attempt shall be made to save a minimum twelve (12) inches of the existing 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 into the existing pavement to allow for a proper tie-in.
- c) Existing surfacing and excess excavation shall be disposed of beyond the right-of-way in accordance with Section 202.
- d) Excavation and compaction of the subgrade shall be in accordance with the plan or as directed. The subgrade shall be compacted uniformly.
- e) All concrete pavement within the designated area is to be removed and the subgrade area prepared to receive an eight (8") inch compacted base course. Compacted granular material as required shall be used to bring subgrade to the required elevation. It shall also be used to replace unsuitable subgrade or to fill voids as directed.

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

- f) Just prior to placing the new concrete, the vertical faces of the old concrete pavement are to be coated with an approved concrete epoxy.
- g) When through traffic is maintained, the contractor shall complete the replacing of pavement, place the widening material, or fill and compact open areas or trenches, at the end of each day's operation.
- h) The new roadway pavement shall consist of four thousand (4,000) psi, High Early Strength Concrete reinforced with 6 X 12 –W 7.5 X W 6.5 welded wire fabric, seventy-seven (77) pounds per one hundred (100) square feet. The new mesh or tie bars shall be tied to the existing mesh where possible. 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, as determined by the DOTD District Laboratory Engineer.
- i) Wherever a joint (any type) or a part thereof falls within the affected area, the same shall be reestablished in accordance to City of New Orleans Department of Public Works joint repair detail on Standard Plan STD1 - STD7. When the pavement is removed to a joint, the butt joint shall comply with Standard Plan STD5. Reestablishing joints shall be considered incidental to Concrete Pavement Repair.
- j) After all roadway pavement repairs have been completed at a location, LADOTD approved Bituminous Wearing Course material, if required, shall be placed to the top of the existing pavement adjacent to the patch in a continuous operation prior to opening to traffic.
- k) Every attempt shall be made to align new joints with existing joints in curb and pavement.

**MEASUREMENT:**

Concrete Pavement repair will be measured by the square yard of existing pavement designated to be removed and replaced.

**PAYMENT:**

Payment for concrete pavement repair will be made at the contract unit price per square yard, including full depth saw cutting, removal of existing pavement, excavation, base preparation, base course, Portland Cement Concrete, welded wire fabric, dowel bars, tie bars, epoxy, granular material and Asphaltic Concrete. Unsuitable material shall be removed and replaced with approved material at no direct pay.

Payment will be made under:

- Item S-008, Concrete Pavement Repair (18.0 sq. yd. and Under), per square yard
- Item S-009, Concrete Pavement Repair (18.1 sq. yd. to 48.0 sq. yd), per square yard
- Item S-010, Concrete Pavement Repair (48.1 sq. yd. and Over), per square yard

**ITEM S-011, S-012, S-013, S-014 & S-015, TREE PROTECTION, TREE TRIMMING, ROOT PRUNING, HAND FORMED AND POURED IN-PLACE CONCRETE CURB WITHIN THE LIMITS OF THE TREE DRIPLINE & GRAVEL BED AND FILTER CLOTH OVER TREE ROOTS:** These items consist of protection of trees as necessary for construction in accordance with the plans and these specification.

**MATERIALS.** Material shall comply with the following Sections:

Gravel, Section 1003.03(b)

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

Filter Cloth (Geotextile Fabric), Section 1019.01, Class B, C, or D  
Fill, Section 715-02(a)

**GENERAL REQUIREMENTS.**

- a) The contractor shall inspect the project and determine trees that must be trimmed for his construction operations.
- b) The Contractor shall be responsible for damage to any City tree within the construction area and liable to the City for compensation of damage.
- c) The Contractor must notify the Parkway & Park Commission, Tree Department at least three (3) working days prior to the beginning of construction.
- d) The Contractor shall provide a Louisiana Licensed Arborist to perform the necessary tree trimming, root pruning, or removal of any tree or stump on City property. A current list of licensed arborist may be obtained from:

Parkway & Park Commission  
Tree Department  
2829 Gentilly Blvd.  
New Orleans, LA 70122  
Ph. (504) 286-2123 or 286-2100  
Fax. (504) 286-2158

- e) The Licensed Arborist must obtain a permit from the Parkway & Park Commission, Tree Department prior to working on any City trees.
- f) Prior to beginning construction, the Contractor must complete trimming trees requiring clearance for all new construction.
- g) The attachment of signs, barricades, equipment or materials in any manner to any tree is prohibited.
- h) Excavation within the dripline of any City tree is permitted only under existing roadbeds. All other excavation (i.e. street widening, neutral grounds, or sidewalks) within the dripline of any City trees will be inspected by the Parkway & Park Commission, Tree Department prior to beginning construction.
- i) Trenching within the dripline of any City tree is not permitted. Boring or hydraulic jacking is acceptable within the dripline if performed according to the following specifications. The boring or jacking must be at minimum depth of thirty inches (30") and begin ten (10') feet from the dripline of the tree and bore directly under the center of the tree's main stem. Placement of boring pits and direction of the boring must be approved by the Director prior to beginning construction. Under unusual conditions, the Director may approve alternative methods. Boring or jacking shall be in compliance with Section C728 "Jacked and Bored Pipe."
- j) Where tree roots interfere with placement of new curbs, delete the typical one (1') foot excavation for placement of new curbs within the driplines of any City-owned tree. Hand formed and poured-in-place concrete curbs within the dripline of City trees may be required and will be paid for separately. Curbs shall comply with Section 707.
- k) Where tree roots interfere with placement of new sidewalk, wherever possible ramp over roots using a minimum four (4") inch gravel bed and filter cloth between the gravel bed and the new concrete. Filter cloth shall be completely wrapped around the gravel bed. If

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

ramping is not an option, an on site inspection by the Department of Streets, Parkway & Park Commission, the Contractor, and the Contractor's licensed arborist will be required prior to excavating for the new sidewalk to determine the extent of root pruning necessary for construction clearance. Do not place expansion joints over roots, only use control joints.

- l) No more than two (2") inches of cut or fill is permitted within the dripline of any City-owned tree except under existing roadbeds.
- m) Storage is never permitted within the driplines of any tree. The use of neutral grounds and other City property for the storage of materials, supplies, equipment, or vehicles is permitted only with specific written authorization from the Parkway & Park Commission superintendent and the Director.
- n) The erection of barricades around the perimeter of tree driplines may be required. The contractor is responsible for maintaining the temporary barricades until completion of the project. The tree protection fencing and posts shall be removed upon Substantial Completion and become the property of the contractor. The minimum barricade requirements shall be the following: Green painted steel post, with at least four (4') feet above ground, three (3') feet in ground, set no more than six (6') feet on center with orange plastic safety fencing attached from top to bottom, running post to post completely encircling the tree.
- o) Tree trimming is defined as the cutting of tree branches. The Parkway and Park Commission Urban Forester will consult the contractor and the licensed arborist to determine the extent of trimming allowable. Tree trimming will only be performed on tree branches conflicting with construction. No trimming will be allowed that will alter the natural form of a tree.
- p) Root pruning is defined as the cutting or grinding of roots. The Parkway and Park Commission Urban Forester will consult with the contractor and the licensed arborist to determine the extent of root pruning allowable.
- q) Root trenching is defined as cutting of roots using a trenching machine. The Parkway and Park Commission Urban Forester will consult with the contractor and the licensed arborist to determine the extent of root trenching allowable.
- r) Root pruning and root trenching will be at No Direct Payment of trees with less than four (4") inch caliper measured six (6") inches off the existing ground.

**MEASUREMENT.**

- a) Tree Protection shall be measured per the lump sum.
- b) Tree Trimming shall be measured per the lump sum.
- c) Root Pruning shall be measured per lump sum.
- d) Hand Formed and Poured In-place Concrete Curb within the Limits of the Tree Dripline shall be measured per linear foot.
- e) Gravel Bed and Filter Cloth Over Tree Roots shall be measured per square yard.

**PAYMENT.**

Payment for gravel bed will be made at the contract unit price per square yard and includes gravel, filter cloth and fill.

Payment will be made under:

Item S-011, Tree Protection, per Lump Sum



**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

Item S-012, Tree Trimming, per Lump Sum  
Item S-013, Root Pruning, per Lump Sum  
Item S-014, Hand Formed and Poured In-Place Concrete Curb Within the Limits  
of the Tree Dripline, per Linear Foot  
Item S-015, Gravel Bed and Filter Cloth Over Tree Roots, per Square Yard

**ITEM S-016, CATCH BASIN FRAME AND COVER:** This work shall consist of removing, furnishing and the setting of replacement tops, frames and covers in accordance with these plan details and these specifications as needed to match the final pavement surface elevations.

**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 be placed to meet the final pavement surface elevation

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:**

Replacement Catch Basin Frame and Cover will be measured per each, complete in place.

**PAYMENT:**

Replacement catch basin frame and covers will be paid for at the contract unit per each, complete in place, and shall 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 shall be considered incidental to the work. All pavement, curb and gutter shall be replaced in-kind at the proper grade and elevation. Portland Cement Concrete shall be 4,000 psi concrete or as directed by the Project Engineer.

Payment shall be made at the contract unit price under:

Item S-016, CATCH BASIN FRAME AND COVER, per each

**ITEM S-017, INLET GRATE COVER:** This work shall consist of, furnishing and the setting of replacement grate cover in accordance with these plan details and these specifications as needed to match the final pavement surface elevations.

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

**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 removing the existing grate inlet cover.

Existing covers shall be disposed of beyond the right-of-way in accordance with Section 202.

The newly furnished covers will be placed properly upon the existing frame casting.

**MEASUREMENT:**

Replacement Inlet Grate Cover will be measured per each, complete in place.

**PAYMENT:**

Replacement Inlet grates covers will be paid for at the contract unit per each, complete in place, and shall include all materials, equipment, tools and labor incidental thereto.

Payment shall be made at the contract unit price under:

Item S-017, INLET GRATE COVER, per each

**ITEM S-018A, CATCH BASIN ADJUSTMENT TYPE A:** This work consists of the vertical adjustment and slight adjustments in alignment, in a manner that no additional walls are required, of catch basins in accordance with these plan details and these specifications as needed to match the final pavement surface elevation.

**CONSTRUCTION REQUIREMENTS:**

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

The work shall consist of full depth saw cutting and removing of adjacent pavement, adjusting the catch basin to meet final pavement elevation with brick and mortar and replacing the adjacent roadway pavement in kind as directed.

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

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

**MEASUREMENT:**

Catch Basin Adjustment Type A shall be measured per catch basin adjusted. Removal and placement of frames and covers shall not be measured for payment.

**PAYMENT:**

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

Catch Basin Adjustment Type A will be paid for at the contract unit per each, complete in place, and shall 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 shall be considered incidental to the work. All pavement, curb and gutter shall be replaced in-kind at the proper grade and elevation. Portland Cement Concrete shall be 4,000 psi concrete or as directed by the Project Engineer.

Payment shall be made at the contract unit price under:

Item S-018A, CATCH BASIN ADJUSTMENT TYPE A, per each

**ITEM S-018B, CATCH BASIN ADJUSTMENT TYPE B:** This work shall be done in accordance with the General Specifications and Standard Plans of the New Orleans Sewerage and Water Board or the General Specifications for Street Paving and Standard Details of the City of New Orleans Department of Public Works, latest editions.

**CONSTRUCTION REQUIREMENTS:**

TYPE B: This work consists of building a wall inside the wall and outside of the front wall of the basin or racking over or drawing in the rear wall and building a brick wall outside of the front of the wall or vice versa, and preserving and reusing the footing courses and subgrade lumber and the side walls.

**MEASUREMENT:**

Catch Basin Adjustment Type B shall be measured per each.

**PAYMENT:**

Catch Basin Adjustment Type B shall include all materials, equipment, tools and labor incidental thereto.

Payment shall be made at the contract unit price under:

Item S-018B, CATCH BASIN ADJUSTMENT TYPE B, per each

**ITEM S-018C, S-018D & S-018E, CATCH BASIN GUTTER GRATE FRAME ADJUSTMENT, ROLLOVER GRATE FRAME ADJUSTMENT & DROP INLET GRATE FRAME ADJUSTMENT:** This work consists of the adjustment of catch basin gutter grates in accordance with the plan details and these specifications.

**GENERAL:**

This work shall be done in accordance with the General Specifications and Standard Plans of the Sewerage & Water Board of New Orleans (the latest revision).

**CONSTRUCTION REQUIREMENTS:**

The work consists of full depth sawcutting and removing of adjacent pavement, adjusting catch basin gutter grates to grade with brick or mortar as directed.

**MEASUREMENT:**

Catch Basin Gutter Grate Frame Adjustment, Rollover Grate Frame Adjustment and Drop Inlet Gutter Frame Adjustment shall be measured per adjusted structure and shall include any

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

pavement and base material to be replaced around the manhole. Pavement and base materials shall match existing. Excavation, removal, and backfill shall not be measured for payment.

**PAYMENT:**

Catch Basin Gutter Grate Frame Adjustment, Rollover Grate Frame Adjustment, and Drop Inlet Grate Frame Adjustment shall include all materials, equipment, tools and labor incidental thereto.

Payment shall be made at the contract unit price under:

Item S-018C, CATCH BASIN GUTTER GRATE FRAME ADJUSTMENT, per each

Item S-018D, ROLLOVER GRATE FRAME ADJUSTMENT, per each

Item S-018E, DROP INLET GRATE FRAME ADJUSTMENT, per each

**ITEM S-019, MANHOLE NO. 1:** This work shall be done in accordance with the General Specifications and Standard Plans of the New Orleans Sewerage and Water Board or the General Specifications for Street Paving and Standard Details of the City of New Orleans Department of Public Works, latest editions. Structures shall be set at the same line and grade unless otherwise noted on the plans.

**CONSTRUCTION REQUIREMENTS:**

Construction of drain manholes will be measured as units including excavation, full depth saw cutting of pavement, removal and replacement of pavement, base and granular material, fabric and backfill. There will be no measurement or direct payment for furnishing and setting new tops, frames and covers. There will be no measurement or direct payment for the application of the protective materials, but the cost of this work shall be considered as included in the general cost of the work. There will be no measurement or direct payment for work and materials involved with installing pipes to connect into a run of existing pipe.

The installation and adjustment of manhole isolation pads, Plan 8264-S, shall be considered incidental to this work. Removal of existing manhole isolation pads will be included under the excavation for this item. Material and work shall comply with New Orleans Sewerage & Water Board standard practices and procedures.

**MEASUREMENT:**

The depth of a unit shall be the total depth, measured from the highest point of the structure without the frame to bottom of floor slab.

**PAYMENT:**

Manhole No. 1 will be paid for at the contract unit per each, complete in place, and shall include 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. All pavement, curb and gutter shall be replaced in-kind at the proper grade and elevation. Portland Cement Concrete shall be 4,000 psi concrete or as directed by the Project Engineer.

Payment shall be made at the contract unit price under:

Item S-019, MANHOLE NO. 1, per each

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

**ITEM S-020, MANHOLE COVER:** This work shall be done in accordance with the General Specifications and Standard Plans of the New Orleans Sewerage and Water Board or the General Specifications for Street Paving and Standard Details of the City of New Orleans Department of Public Works, latest editions. Structures shall be set at the same line and grade unless otherwise noted on the plans.

**GENERAL:**

This work shall consist of furnishing and the setting of new covers. Contractor shall confirm type and size of frame and cover in field prior to ordering.

**MEASUREMENT:**

Manhole Cover will be measured per each by the specified, complete in place. Any saw cuts, removals and disposals of materials and their related work will be considered incidental to the work.

**PAYMENT:**

Manhole Cover shall include all materials, equipment, tools and labor incidental thereto. When the drain manhole has concrete, stone or granite curb in its design, the removal and replacement of the curb shall be included in this item at no direct pay.

Payment shall be made at the contract unit price under:

Item S-020, MANHOLE COVER, per each

**ITEM S-021, MANHOLE FRAME AND COVER:** This work shall consists of removing, furnishing and the setting of replacement tops, frames and covers in accordance with these plan details and these specifications as needed to match the final pavement surface elevations.

**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/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 be placed to meet the final pavement surface elevation

**MEASUREMENT:**

Drain manhole Frame and Cover will be measured per each, complete in place.

**PAYMENT:**

Drain manhole frame and covers will be paid for at the contract unit per each, complete in place, and shall include all materials, equipment, tools and labor incidental thereto. All excavation, saw

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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

Payment shall be made at the contract unit price under:

Item S-021, DRAIN MANHOLE FRAME AND COVER, per each

**ITEM S-022, MANHOLE ADJUSTMENT WITH RINGS:** 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.

**GENERAL:**

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.

**CONSTRUCTION REQUIREMENTS:**

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

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

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

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

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

**MEASUREMENT:**

Manhole Adjustment with Rings shall be measured per adjusted structure.

**PAYMENT:**

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

Payment for Manhole Adjustment with Rings will be paid for at the contract unit per each, adjusted structure, and shall include all materials, equipment, tools and labor incidental thereto. The price shall include the risk of breakage and replacement of any casting.

Payment shall be made at the contract unit price under:

Item S-022, MANHOLE ADJUSTMENT WITH RINGS, per each

**ITEM S-024, MANHOLE ADJUSTMENT:** This work consists of the vertical adjustment and slight adjustments in alignment, in a manner that no additional walls are required, of manholes in accordance with these plan details and these specifications as needed to match the final pavement surface elevation.

**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.

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 manhole adjusted. Removal and placement of frames and covers shall not be measured for payment.

**PAYMENT:**

Manhole adjustments will be paid for at the contract unit per each, complete in place, and shall 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 shall be considered incidental to the work. All pavement, curb and gutter shall be replaced in-kind at the proper grade and elevation. Portland Cement Concrete shall be 4,000 psi concrete or as directed by the Project Engineer.

Payment shall be made at the contract unit price under:

Item S-024, MANHOLE ADJUSTMENT, per each

**ITEM S-025, BUS PAD REPAIR:** 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;

**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

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

**GENERAL 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 eight (8") inches 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 four thousand (4,000) psi, High Early Strength Concrete at a minimum depth of ten (10") inches. If the remaining adjacent bus pad is less than ten (10") inches, match the existing adjacent bus pad depth. Top portion reinforcement shall use #4 bars at twelve (12") inches on center each way and shall have two (2") inches of cover. Bottom portion reinforcement shall use #6 bars at twelve (12") inches on center each way and shall be two (2") inches 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



**STATE PROJECT NO(S). 704-36-0068, 704-36-0069 & 704-36-0077**  
**SPECIAL PROVISIONS**

minimum strengths in 48 hours of 3200 psi, as determined by the DOTD District Laboratory Engineer.

When removing the existing pavement, an attempt shall be made to salvage sufficient length of reinforcing steel to splice to new rebars. In the event that it is determined that it is not practical to salvage the rebars, #4 bars shall be drilled and epoxy grouted 12" (inches) 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.

**PAYMENT:**

Payment for Bus Pad Repair will be made at the contract unit price per square yard, including 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 will be made under:

Item S-025, BUS PAD REPAIR, per square yard

**CONTRACT TIME (03/05):** The entire contract shall be completed in all details and ready for final acceptance in accordance with Subsection 105.17(b) within two hundred sixty (260) working days.

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

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

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

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

**TABLE OF CONTENTS**

**PART I – GENERAL PROVISIONS**

<b>SECTION 101 – GENERAL INFORMATION, DEFINITIONS, AND TERMS</b>	
Subsection 101.03 – Definitions.....	1
<b>SECTION 102 – BIDDING REQUIREMENTS</b>	
Subsection 102.09 – Proposal / Bid Guaranty .....	1
<b>SECTION 107 – LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC</b>	
Subsection 107.05 – Federal Aid Participation.....	2
<b>SECTION 108 – PROSECUTION AND PROGRESS</b>	
Subsection 108.04 – Prosecution of Work.....	2

**PART II – EARTHWORK**

<b>SECTION 202 – REMOVING OR RELOCATING</b>	
<b>STRUCTURES AND OBSTRUCTIONS</b>	
Subsection 202.06 – Plugging or Relocating Existing Water Wells .....	2

**PART III – BASE COURSES**

<b>SECTION 302 – CLASS II BASE COURSE</b>	
Subsection 302.05 – Mixing .....	2
<b>SECTION 305 – SUBGRADE LAYER</b>	
Subsection 305.06 – Payment.....	2
<b>SECTION 307 – PERMEABLE BASES</b>	
Subsection 307.02 – Materials.....	3
<b>SECTION 308 – IN-PLACE CEMENT TREATED BASE COURSE</b>	
All Subsections .....	3

**PART V – ASPHALTIC PAVEMENTS**

<b>SECTION 502 – SUPERPAVE ASPHALTIC CONCRETE MIXTURES</b>	
Subsection 502.02 – Materials.....	3
Subsection 502.14 – Lot Sizes.....	4
<b>SECTION 508 – STONE MATRIX ASPHALT</b>	
Subsection 508.01 – Description .....	5
Subsection 508.02 – Materials.....	5

Supplemental Specifications – Table of Contents (08/08)

**PART VI – RIGID PAVEMENT**

**SECTION 602 – PORTLAND CEMENT CONCRETE PAVEMENT  
REHABILITATION**

Subsection 602.17 – Payment.....	5
----------------------------------	---

**PART VII – INCIDENTAL CONSTRUCTION**

**SECTION 701 – CULVERTS AND STORM DRAINS**

All Subsections .....	5
-----------------------	---

**SECTION 704 – GUARD RAIL**

Subsection 704.03 – General Construction Requirements .....	16
-------------------------------------------------------------	----

**SECTION 706 – CONCRETE WALKS, DRIVES AND INCIDENTAL PAVING**

All Subsections .....	16
-----------------------	----

**SECTION 713 – TEMPORARY TRAFFIC CONTROL**

Subsection 713.06 – Pavement Markings.....	18
--------------------------------------------	----

**SECTION 729 – TRAFFIC SIGNS AND DEVICES**

Subsection 729.02 – Materials.....	19
------------------------------------	----

Subsection 729.04 – Fabrication of Sign Panels and Markers.....	20
-----------------------------------------------------------------	----

**PART VIII – STRUCTURES**

**SECTION 804 – DRIVEN PILES**

Subsection 804.08 – Construction Requirements .....	20
-----------------------------------------------------	----

**PART IX – PORTLAND CEMENT CONCRETE**

**SECTION 901 – PORTLAND CEMENT CONCRETE**

Subsection 901.06 – Quality Control of Concrete .....	20
-------------------------------------------------------	----

Subsection 901.08 – Composition of Concrete.....	20
--------------------------------------------------	----

**PART X – MATERIALS**

**SECTION 1001 – HYDRAULIC CEMENT**

Subsection 1001.01 – Portland Cement.....	21
-------------------------------------------	----

**SECTION 1003 – AGGREGATES**

Subsection 1003.02 – Aggregates for Portland Cement Concrete and Mortar.....	21
------------------------------------------------------------------------------	----

**SECTION 1005 – JOINT MATERIALS FOR PAVEMENTS AND STRUCTURES**

Subsection 1005.04 – Combination Joint Former/Sealer .....	22
------------------------------------------------------------	----

**SECTION 1006 – CONCRETE AND PLASTIC PIPE**

Subsection 1006.09 – Plastic Yard Drain Pipe .....	23
----------------------------------------------------	----

Supplemental Specifications - Table of Contents (08/08)

**SECTION 1013 – METALS**

Subsection 1013.09 – Steel Piles .....	23
----------------------------------------	----

**SECTION 1015 – SIGNS AND PAVEMENT MARKINGS**

Subsection 1015.04 – Sign Panels .....	23
----------------------------------------	----

Subsection 1015.05 – Reflective Sheeting.....	24
-----------------------------------------------	----

Subsection 1015.11 – Preformed Plastic Pavement Marking Tape.....	28
-------------------------------------------------------------------	----

**SECTION 1020 – TRAFFIC SIGNALS**

Subsection 1020.01 – Traffic Signal Heads.....	29
------------------------------------------------	----

Subsection 1020.04 – Poles for Traffic Signal Systems .....	30
-------------------------------------------------------------	----

**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.

**Supplemental Specifications (August 2008)**  
**Page 2 of 30**

**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.

**Supplemental Specifications (August 2008)****Page 4 of 30**

**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 <sup>1</sup>
IV	All mixtures, except travel lane wearing courses <sup>2</sup>

<sup>1</sup> 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.

<sup>2</sup> 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

**Supplemental Specifications (August 2008)**  
**Page 8 of 30**

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).

## **Supplemental Specifications (August 2008)**

### **Page 10 of 30**

(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

## **Supplemental Specifications (August 2008)**

### **Page 12 of 30**

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.

## **Supplemental Specifications (August 2008)**

### **Page 14 of 30**

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)

## **Supplemental Specifications (August 2008)**

### **Page 16 of 30**

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.

## Supplemental Specifications (August 2008)

### Page 18 of 30

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<sup>1,2</sup>**

		Two-lane Highways	Undivided Multilane Highways	Divided Multilane Highways
S H O R T T E R M	ADT<1500; or ADT>1500 and time<3 days	Lane lines 4-foot (1.2 m) tape on 40-foot (12 m) centers; with "Do Not Pass" and "Pass With Care" signs as required		
	ADT>1500; Time>3 days and<2 weeks	Lane lines 4-foot (1.2-m) tape on 40-foot (12-m) centers with no passing zone markings		
	All ADT's with time <2 weeks		Lane lines 4-foot (1.2m) tape on 40-foot (12 m) centers; double yellow centerline	Lane lines 4-foot (1.2 m) tape on 40-foot (12 m) centers
L O N G  T E R M	All ADT's with time >2 weeks	Standard lane lines, no-passing zone markings, legends and symbols and when pavement width is 22 feet (6.7 m) or greater, edge lines	Standard lane lines, centerlines, edge lines, and legends and symbols	Standard lane lines, centerlines, edge lines, and legends and symbols.

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

<sup>2</sup>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.

## **Supplemental Specifications (August 2008)**

**Page 20 of 30**

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

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

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

## **SECTION 804 – DRIVEN PILES:**

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

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

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

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

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

## **SECTION 901 – PORTLAND CEMENT CONCRETE:**

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

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

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

### Subsection 901.08 – Composition of Concrete (12/05), Pages 732 – 734.

Add the following to Heading (a).

The blended cement containing up to 50 percent of grade 100 or grade 120 ground granulated blast-furnace slag must be in compliance with Subsection 1001.04 for portland blast-furnace slag cement.



**SECTION 1001 – HYDRAULIC CEMENT:**

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

Delete the contents of this subsection and substitute the following.

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

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

**SECTION 1003 – AGGREGATES:**

Subsection 1003.02 – Aggregates for Portland Cement Concrete and Mortar (07/07).

Pages 763 – 766.

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

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

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

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

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

## SECTION 1005 – JOINT MATERIALS FOR PAVEMENTS AND STRUCTURES:

### Subsection 1005.04 – Combination Joint Former/Sealer (11/05), Pages 782 and 783.

Delete Heading (a) and substitute the following.

(a) Description: This joint former/sealer is intended for use in simultaneously forming and sealing a weakened plane in portland cement concrete pavements.

The material shall consist of an elastomeric strip permanently bonded either mechanically or chemically at the top of each of two rigid plastic side frames and covered with a removable plastic top cap. Side frames shall be of such configuration that when the sealer is inserted into plastic concrete and vibrated, a permanent bond forms between side frames and concrete.

Delete Heading (b)(1) and substitute the following.

(1) Elastomer: The elastomer strip portion of the material shall be manufactured from vulcanized elastomeric compound using polymerized chloroprene or thermoplastic vulcanizate as the base polymer, and shall comply with the following requirements:

## Supplemental Specifications (August 2008)

Page 23 of 30

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

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

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

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

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

### **SECTION 1006 – CONCRETE AND PLASTIC PIPE:**

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

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

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

### **SECTION 1013 – METALS:**

#### **Subsection 1013.09 – Steel Piles (08/06) Page 822.**

Delete the title and references to “Steel Piles” in this subsection and substitute “Steel H Piles”.

### **SECTION 1015 – SIGNS AND PAVEMENT MARKINGS:**

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

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

## **Supplemental Specifications (August 2008)**

### **Page 24 of 30**

(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<sup>1</sup>

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

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

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

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

Chromaticity Coordinates (corner points) <sup>1</sup>								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	

<sup>1</sup>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<sup>1</sup>

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

<sup>1</sup>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.

<sup>2</sup>Percent retained retroreflectivity of referenced table after the outdoor test exposure time specified.

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

<sup>4</sup>ASTM D 4956, Table 8.

<sup>5</sup>ASTM D 4956, Table 13.

<sup>6</sup>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 <sup>1</sup> -- Durability <sup>2</sup>				Colorfastness <sup>3</sup>
	Orange/ Fluorescent Orange		All colors, except orange/Fluorescent Orange		
III	3 years	80 <sup>4</sup>	10 years	80 <sup>4</sup>	3 years
X	3 years	80 <sup>5</sup>	7years	80 <sup>5</sup>	3 years

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

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

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

<sup>4</sup>ASTM D4956, Table 8.

<sup>5</sup>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:

**Supplemental Specifications (August 2008)**

**Page 28 of 30**

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 <sup>1</sup> 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 <sup>1</sup> 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

<sup>1</sup> 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.

## **Supplemental Specifications (August 2008)**

### **Page 30 of 30**

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

08/06

Sanitary Sewer Systems

Page 4 of 4

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

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

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

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

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

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

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

**742.07 PAYMENT:**

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

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

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

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

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

(e) Payment will be made under:

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

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

**FEMALE AND MINORITY PARTICIPATION IN CONSTRUCTION**

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

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

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

AREA	PARISH OR COUNTY	GOAL (%)
<b>FEMALE PARTICIPATION</b>		
-	All Covered Areas	6.9
<b>MINORITY PARTICIPATION (UNDER NEW ORLEANS PLAN)</b>		
-	* See Note Below	20 to 23
<b>MINORITY PARTICIPATION (NOT UNDER NEW ORLEANS PLAN)</b>		
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, Murion 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 is underutilized).

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

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

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

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

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

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

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

01/83 OFCCP 41 CFR 60-4  
(Required FHWA Provisions)  
Page 8 of 8

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.

01/83

New Orleans Plan

Page 2 of 2

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

	Page
I. General .....	1
II. Nondiscrimination .....	1
III. Nonsegregated Facilities.....	3
IV. Payment of Predetermined Minimum Wage.....	3
V. Statements and Payrolls.....	6
VI. Record of Materials, Supplies, and Labor.....	7
VII. Subletting or Assigning the Contract.....	7
VIII. Safety: Accident Prevention .....	7
IX. False Statements Concerning Highway Projects.....	7
X. Implementation of Clean Air Act and Federal Water Pollution Control Act.....	8
XI. Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion.....	8
XII. Certification Regarding Use of Contract Funds for Lobbying .....	10

### 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 SHHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.

b. The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:

(1) the work to be performed by the additional classification requested is not performed by a classification in the wage determination;

(2) the additional classification is utilized in the area by the construction industry;

(3) the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(4) with respect to helpers, when such a classification prevails in the area in which the work is performed.

c. If the contractor or subcontractors, as appropriate, the laborers and mechanics (if known) to be employed in the additional

classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the DOL, Administrator of the Wage and Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

d. In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

e. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

## **3. Payment of Fringe Benefits:**

a. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.

b. If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as a part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

## **4. Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:**

### **a. Apprentices:**

(1) Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State

apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.

(2) The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate listed in the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

(3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator for the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

(4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

*b. Trainees:*

(1) Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.

(2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee

program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which case such trainees shall receive the same fringe benefits as apprentices.

(4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

*c. Helpers:*

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV.2. Any worker listed on a payroll at a helper wage rate, who is not a helper under an approved definition, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed.

**5. Apprentices and Trainees (Programs of the U.S. DOT):**

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

**6. Withholding:**

The 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 than the applicable wage rate and fringe benefits or cash equivalent for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

e. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.

f. The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

g. The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all

may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

## **VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR**

1. On all Federal-aid contracts on the National Highway System, except those which provide solely for the installation of protective devices at railroad grade crossings, those which are constructed on a force account or direct labor basis, highway beautification contracts, and contracts for which the total final construction cost for roadway and bridge is less than \$1,000,000 (23 CFR 635) the contractor shall:

a. Become familiar with the list of specific materials and supplies contained in Form FHWA-47, "Statement of Materials and Labor Used by Contractor of Highway Construction Involving Federal Funds," prior to the commencement of work under this contract.

b. Maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form FHWA-47, and in the units shown on Form FHWA-47.

c. Furnish, upon the completion of the contract, to the SHA resident engineer on Form FHWA-47 together with the data required in paragraph 1b relative to materials and supplies, a final labor summary of all contract work indicating the total hours worked and the total amount earned.

2. At the prime contractor's option, either a single report covering all contract work or separate reports for the contractor and for each subcontract shall be submitted.

## **VII. SUBLETTING OR ASSIGNING THE CONTRACT**

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635).

a. "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

## **VIII. SAFETY: ACCIDENT PREVENTION**

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

## **IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS**

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and

similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

**Notice to all Personnel engaged on Federal-Aid Highway Projects**

18 U.S.C. 1020 reads as follows:

*"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or*

*Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or*

*Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;*

*Shall be fined not more than \$10,000 or imprisoned not more than 5 years or both."*

**X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT**

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$100,000 or more.)

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 *et seq.*, as amended by Pub.L. 92-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 *et seq.*, as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.

2. That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such requirements.

**XI. CERTIFICATION REGARDING DEBARMENT, INELIGIBILITY AND SUSPENSION, 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 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 <sup>1</sup>

<sup>1</sup>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 <sup>1</sup>	TOTAL PAID TO DATE <sup>1</sup>

<sup>1</sup>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**

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

Parish or County \_\_\_\_\_ State of \_\_\_\_\_  
 Subscribed and sworn to, before me, this \_\_\_\_\_ day of \_\_\_\_\_, A.D. 20 \_\_\_\_\_  
 Notary Public \_\_\_\_\_  
 My commission expires: \_\_\_\_\_

G-13

General Decision Number: LA080014 01/16/2009 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

\* 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 12/01/2006

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JAMES, AND ST. JOHN THE BAPTIST PARISHES

	Rates	Fringes
ELECTRICIAN (including traffic signal wiring and installation).....	\$ 22.09	7.90
-----		

ELEC1077-007 09/01/2008



## ST. TAMMANY PARISH

	Rates	Fringes
ELECTRICIAN (including traffic signal wiring and installation).....	\$ 21.25	6.00
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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.

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END OF GENERAL DECISION

SHEET NO.

DESCRIPTION

1 TITLE SHEET  
 1a TITLE SHEET (LOCATION AND SCOPE)  
 1b - 1c GENERAL CONSTRUCTION NOTES  
 2 - 2e TYPICAL SECTIONS  
 2f DETAILS  
 3 - 3d SUMMARY OF ESTIMATED QUANTITIES  
 3e - 3u QUANTITY TABLES  
 4 - 6 PLAN SHEETS (POYDRAS ST.)  
 7 GEOMETRIC LAYOUT  
 8 (POYDRAS ST.)

9 - 13 SUGGESTED SEQUENCE  
 OF CONSTRUCTION (POYDRAS ST.)  
 14 - 15 PLAN SHEETS (M.L.K. BLVD.)  
 16 GEOMETRIC LAYOUT (M.L.K. BLVD.)

17 - 21 PLAN SHEETS (WASHINGTON AVE.)  
 22 - 23 GEOMETRIC LAYOUT (WASHINGTON AVE.)  
 24 SUGGESTED SEQUENCE OF CONSTRUCTION (WASHINGTON AVE.)

**SPECIAL DETAILS**  
 TC-00 THRU TC-03 10-16-2006  
 TC-05 THRU TC-07 10-16-2006  
 TC-14 10-16-2006  
 TC-15 10-16-2006  
 EC-01 (DOTD) 01-14-1999

**STANDARD PLAN**

D-870(N.O. S&WB) 03-09-2007  
 D-871(N.O. S&WB) 03-09-2007  
 D-873(N.O. S&WB) 03-09-2007  
 D-873A(N.O. S&WB) 03-09-2007  
 D-1359(N.O. S&WB) 03-09-2007  
 3143-E-1(N.O. S&WB) 03-09-2007  
 D-3264(N.O. S&WB) 03-09-2007  
 D-3431-A(N.O. S&WB) 03-09-2007  
 6178-B-6(N.O. S&WB) 03-09-2007  
 7260-S(N.O. S&WB) 05-05-2005  
 7260-W(N.O. S&WB) 05-05-2005  
 8180-SD(N.O. S&WB) 03-09-2007  
 8264-S(N.O. S&WB) 04-04-1997  
 STD 1 (N.O. DPW) 04-04-1997  
 STD 2 (N.O. DPW) 04-04-1997  
 STD 4 (N.O. DPW) 04-04-1997  
 STD 5 (N.O. DPW) 04-04-1997  
 STD 6 (N.O. DPW) 04-04-1997  
 STD 8 (N.O. DPW) 04-04-1997  
 STD 10 (N.O. DPW) 04-04-1997  
 STD 12 (N.O. DPW) 04-04-1997  
 BUS PAD DETAIL

TOTAL SHEETS THIS SUBMITTAL = 88

## STATE OF LOUISIANA

## DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

## SUBMERGED ROADS PROGRAM

STATE PROJECT NUMBERS 704-36-0068, 704-36-0069 &amp; 704-36-0077

FEDERAL PROJECT NUMBERS ER-ERP1(088), ER-ERP1(089)

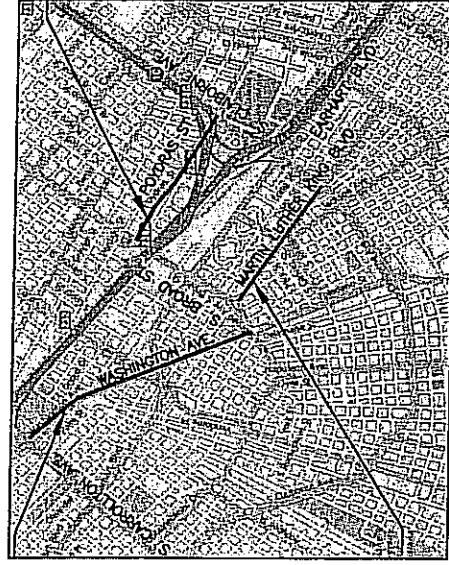
&amp; ER-ERP1(097)

## PERMANENT REPAIR TO FEDERAL AID ELIGIBLE ROADS

POYDRAS ST., MARTIN LUTHER KING BLVD.

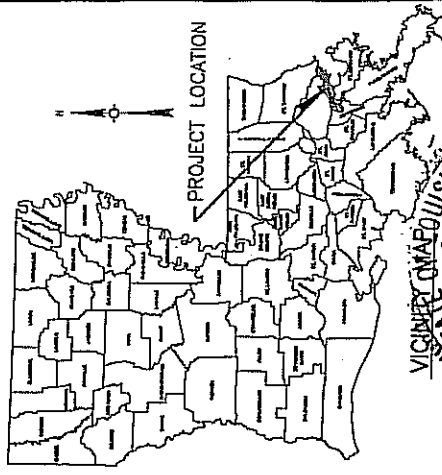
& WASHINGTON AVE.  
ORLEANS PARISH

WASHINGTON AVENUE  
 STA. 10+60.00  
 BEG. S.P. STA. 704-36-0077  
 END S.P. STA. 704-36-0077

LAYOUT MAP  
SCALE: 1"=100'

MARTIN LUTHER KING BLVD.  
 STA. 10+21.00  
 BEG. S.P. STA. 704-36-0068  
 END S.P. STA. 704-36-0069

POYDRAS STREET  
 STA. 10+21.00  
 BEG. S.P. STA. 704-36-0068  
 END S.P. STA. 704-36-0069



VICINITY MAP OF LOUISIANA  
 DAVID H. DUPRE  
 RECOMMENDED FOR APPROVAL  
 PROFESSIONAL ENGINEER  
 IN  
 CIVIL ENGINEERING  
 APPROVED: *[Signature]* 1/18/09  
 CHRYSLER ENGINEERS, LTD.

DIRECTOR  
 NEW ORLEANS SEWERAGE AND WATER BOARD  
 APPROVED: *[Signature]* 1/18/09

DIRECTOR  
 DEPARTMENT OF PUBLIC WORKS  
 APPROVED: *[Signature]* 1/18/09

CHIEF ENGINEER  
 LOUISIANA DEPARTMENT OF  
 TRANSPORTATION AND DEVELOPMENT  
*[Signature]* 1/19/09

## SUBMERGED ROADS PROGRAM

TYPE OF CONSTRUCTION:  
 COLD PLANE ASPHALTIC CONCRETE, ASPHALTIC  
 CONCRETE PATCHING, CONCRETE PATCHING, ASPHALTIC  
 CONCRETE OVERLAY, STRIPING, CONCRETE ADA RAMPS

1. THE 2006 EDITION OF THE LOUISIANA DOTD  
 STANDARD SPECIFICATIONS FOR ROADS AND  
 BRIDGES, AS AMENDED BY THE PROJECT  
 SPECIFICATIONS, SHALL GOVERN ON THIS PROJECT.  
 2. CONTRACTOR SHALL OBTAIN AND VERIFY THE  
 LATEST EDITION OF N.O. DPW AND N.O. S&WB  
 STANDARD PLANS AND SPECIFICATIONS ARE  
 USED DURING CONSTRUCTION.



POYDRAS STREET  
 MARTIN LUTHER KING BLVD.  
 WASHINGTON AVENUE

TITLE SHEET



DESIGNED	EMC	PARISH	ORLEANS
CHECKED	DHD		
Detailed	ATO		
CHECKED	DHD		
DATE	11-13-08		
SHEET	1 OF 2		
REV			
DESCRIPTION			

NUMBER	SHEET
704-36-0068	1
704-36-0069	
704-36-0077	

# LOCATION DESCRIPTION

## POYDRAS STREET:

STATE PROJECT NUMBER 704-36-0068 IN ORLEANS PARISH BEGINNING AT  
S. BROAD ST. STA 10+21.00 THEN PROCEEDS TO S. CLAIBORNE AVE. STA 47+21.00.

## MARTIN LUTHER KING BOULEVARD:

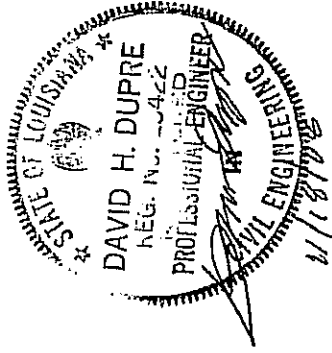
STATE PROJECT NUMBER 704-36-0069 IN ORLEANS PARISH BEGINNING AT  
S. BROAD ST. STA 10+21.00 THEN PROCEEDS TO S. CLAIBORNE AVE. STA 45+53.00.

## WASHINGTON AVENUE:

STATE PROJECT NUMBER 704-36-0077 IN ORLEANS PARISH BEGINNING AT  
S. BROAD ST. STA 10+60.00 THEN PROCEEDS TO S. CARROLLTON AVE. STA 71+47.00.

# SCOPE OF PROJECT

THE SCOPE OF THE PROJECT SHALL BE TO COLD PLANE EXISTING ROADWAY,  
CONCRETE PATCHING, PATCH AND OVERLAY THE EXISTING ASPHALTIC CONCRETE  
ROADWAY, APPLY NEW STRIPING AND MARKERS AND ADD ADA RAMPS.



LENGTH OF PROJECT									
DESCRIPTION		ALGEBRAIC SUM OF EQUATIONS		GROSS LENGTH		EXCEPTION		BRIDGE LENGTH	
PROPOSED STREET	STA.	STA.	FEET	FEET	FEET	FEET	FEET	FEET	MILES
POYDRAS STREET	10+21.00	47+21.00	0	3700.00	0	0	0	3700.00	0.701
MARTIN LUTHER KING BLVD	10+21.00	45+53.00	0	3532.00	0	0	0	3532.00	0.658
WASHINGTON AVENUE	10+60.00	71+47.00	0	6087.00	0	0	0	6087.00	1.152
TOTAL LENGTH OF BRIDGES - 0.00 FEET									
TOTAL LENGTH OF ROADWAYS - 13.519.00 FEET									
TOTAL MILES - 2.522 MILES									

	<p>POYDRAS STREET MARTIN LUTHER KING BLVD. WASHINGTON AVENUE</p>		DESIGNED	EMC	ORLEANS	<p>1 SHEET</p>
			CHECKED	DHD	PARISH	
			DETAILS	ATO	FEDERAL PROJECT	
			CHECKED	DHD	STATE PROJECT	
			DATE	11-18-08	704-36-0068	
			BY	2 OF 2	704-36-0077	



4.1 THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT OF PARKWAYS & PARKS PRIOR TO REPLACE ANY UTILITY LINES LOCATED NEAR TREES. IF NECESSARY THE CONTRACTOR SHALL SHORE THE AREA NEAR TREES, USE ROOT GUARDS, AND OTHER PRECAUTIONS NECESSARY TO PROTECT THE TREES.

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

4.3 ALL TREE REMOVAL, BRANCH PRUNING OR ROOT CUTTING SHALL BE PERFORMED BY A LOUISIANA LICENSED ARBORIST, APPROVED BY THE PARK AND PARKWAYS COMMISSION. AN URBAN FORESTER PERMIT SHALL BE OBTAINED THROUGH N.O. PARKS AND PARKWAYS.

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

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

1.5.1. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A SEQUENCE OF CONSTRUCTION AND TRAFFIC CONTROL PLANS 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 AND THE DOTD TRAFFIC CONTROL PLANS, 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 SHEETS THROUGHOUT ALL OF THESE PLANS.

5.2 THESE PLANS SHALL INCLUDE THE NAME AND THE TELEPHONE OF THE RESPONSIBLE PERSON IN CHARGE OF THE PROJECT.

5.5.3 THE CONTRACTOR SHALL SEEK APPROVAL OF THE PROJECT ENGINEER AND THE 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.~~

5.4 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 2832 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.

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

5.6 ALL TRAFFIC CONTROL DEVICES AND ASSOCIATED HARDWARE (SIGNS, SIGNALS, CONDUITS, CABLES, MARKINGS, ETC.) REMOVED OR DAMAGED DURING THE EXECUTION OF THIS CONTRACT, OTHER THAN PROVIDED FOR IN THIS CONTRACT SHALL BE REPLACED AT CONTRACTOR'S EXPENSE.

5.7 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.

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

11.9 THE CONTRACTOR MAY USE AT HIS DISCRETION POLICE OFFICERS TO ASSIST WITH TRAFFIC CONTROL. (NO DIRECT PAY)

OLD NEW ORLEANS SEWERAGE AND WATER BOARD AND DEPARTMENT OF PUBLIC WORKS

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

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

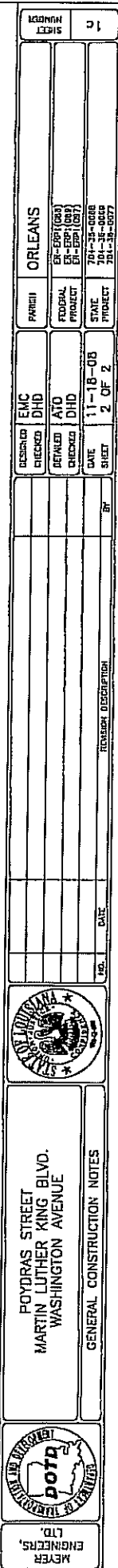
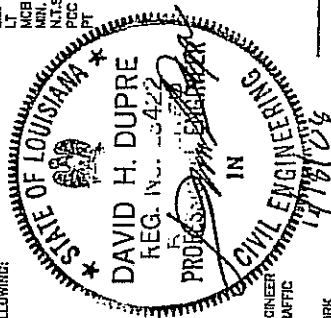
3. CONTRACTOR SHALL NOTIFY THE NEW ORLEANS SEWERAGE AND WATER BOARD AND PROJECT ENGINEER 10 (TEN) DAYS IN ADVANCE OF BEGINNING WORK ON ASSETS FOR INSPECTION.

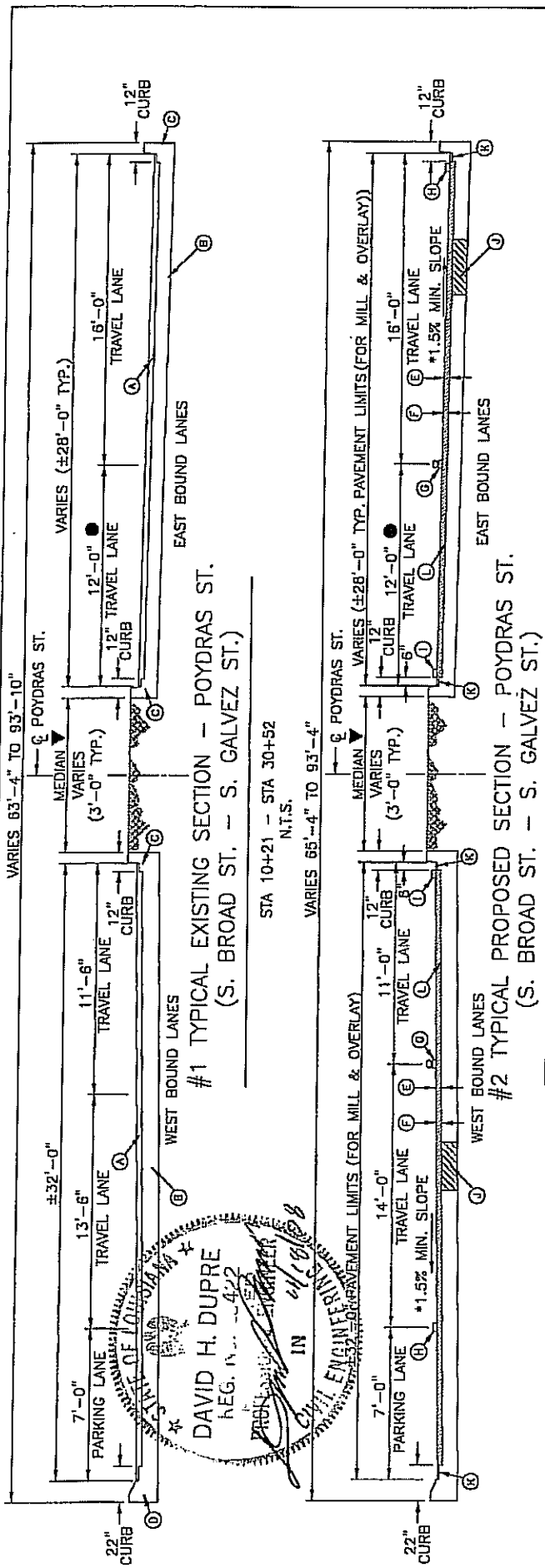
SURVEY BASELINE  
SURVEY CENTERLINE  
AVERAGE  
CATCH BASIN  
CONCRETE  
DOUBLE MOUNTED CATCH BASIN  
DOUBLE VERTICAL CATCH BASIN  
DRAINAGE  
DRAINAGE WHOLE  
DRAIN INLET  
DITCH  
EDGE OF PAVEMENT  
EXISTING  
FLOW LINE  
HANDICAPPED  
HORIZONTAL  
LENGTH OF CURVE  
LEFT  
LONGITUDINAL JOINT  
MOUNTABLE CATCH BASIN  
MINIMUM  
NOT TO SCALE  
PORTLAND CEMENT CONCRETE  
POINT OF TANGENCY

PROPERTY LINE	POINT OF INTERSECTION	POINT OF VERTICAL INTERSECTION	POINT OF CURVATURE	POINT OF BEGINNING OF BAR	RESIDENTIAL	REINFORCED CONCRETE PIPE	ROADWAY	ROUND	RIGHT-OF-WAY	REQUIRED	STORM DRAIN PIPE	SEWER MANHOLE	SQUARE	STATION	STANDARD	STRAIGHT	TEMPERARY BENCH MARK	TANGENT	SEWERAGE AND WATER BOARD (NEW)	VERTICAL CURVE	VERTICAL	VERTICAL CATCH BASIN	WITH	WELDED WIRE FABRIC	WATER MAIN	YARD	DEFLECTION ANGLE
---------------	-----------------------	--------------------------------	--------------------	---------------------------	-------------	--------------------------	---------	-------	--------------	----------	------------------	---------------	--------	---------	----------	----------	----------------------	---------	--------------------------------	----------------	----------	----------------------	------	--------------------	------------	------	------------------

②	SEWER MANHOLE
②	SEWER CLEANOUT
②	SEWER LINE
②	DRAIN MANHOLE
②	DRAIN INLET ROUND
②	DRAIN INLET SQUARE
②	DRAIN CLEANOUT
②	CATCH BASIN
②	DRAIN LINE
②	WATER MANHOLE
②	WATER METER
②	WATER VALVE
②	FIRE HYDRANT
②	WATER LINE

GAS MANHOLE  
 GAS METER  
 GAS VALVE  
 GAS LINE  
 TELEPHONE MANHOLE  
 TELEPHONE PEDESTAL  
 UNDERGROUND TELEPHONE  
 OVERHEAD TELEPHONE  
 ELECTRIC MANHOLE  
 WOOD POLE  
 OVERHEAD ELECTRIC  
 UNDERGROUND ELECTRIC  
 LIGHT STANDARD  
 SIGN  
 TREE  
 MAIL BOX  
 LIMITS OF ASPHALT OVERLAY





10

LEGEND - TYPICAL SECTION

- (A) EXISTING ASPHALTIC CONCRETE
- (B) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
- (C) EXISTING CONCRETE 8" BARRIER CURB
- (D) EXISTING CONCRETE 4" MOUNTABLE CURB
- (E) COLD PLANING ASPHALTIC CONCRETE (1.0" - 1.5" AVG. DEPTH)
- (F) 2.0" (AVG. DEPTH) SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1)
- (G) 4" BROKEN WHITE LINE PER N.O. DPW STD 10 W/ REFLECTORIZED RAISED PAVEMENT MARKERS
- (H) 4" SOLID WHITE LINE PER N.O. DPW STD 10 EXCEPT AS NOTED ON N.O. DPW STD. 10
- (I) 4" SOLID YELLOW LINE PER N.O. DPW STD. 10
- (J) CONCRETE PAVEMENT REPAIR PER N.O. DPW STD. 2, 4, 5 & 6 AT LOCATIONS AS DIRECTED IN FIELD BY THE PROJECT ENGINEER.
- (K) GUTTER BOTTOM MAY REQUIRE ASPHALT OVERLAY SEE NOTE 2.6 ON SHEET 1b (PAID UNDER SUPERPAVE ASPHALTIC CONCRETE ITEM).
- (L) JOINT AND CRACK CLEANING AND SEALING

NOTES:

1. CONTRACTOR SHALL PATCH ROADWAY PRIOR TO OVERLAY WITH CONCRETE PATCH AT LOCATIONS DETERMINED PER THE TYPICAL SECTIONS SHOWN ON SHEET 2, 2a, and 2b, AND AS DIRECTED IN THE FIELD BY THE PROJECT ENGINEER. CONCRETE PAVEMENT REPAIR SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT CITY OF NEW ORLEANS-DPW STD. DETAIL "STD2" ENTITLED "MISCELLANEOUS DETAIL FOR STREET REHABILITATION", STD. DETAILS "STD4" AND "STD5" ENTITLED "PORTLAND CEMENT CONCRETE PAVEMENT TYPICAL PLAN AND SECTIONS", AND STD. DETAIL "STD6" ENTITLED "PORTLAND CEMENT CONCRETE PAVEMENT MISCELLANEOUS DETAILS." THE PROJECT ENGINEER WILL IDENTIFY LOCATIONS ON THE SECTION OF ROAD REQUIRING JOINT RESEALING.
2. 100% OF RAP MATERIAL TO BE RETAINED BY THE CONTRACTOR. THE DEPARTMENT DOES NOT GUARANTEE IN ANY WAY, THE QUALITY OF THE RAP MATERIAL.
3. FOLLOWING COLD-PLANING, THE PROJECT ENGINEER MAY REQUIRE THE REMOVAL OF ADDITIONAL ASPHALT SHOULD THE REMAINING THICKNESS BE 1" OR LESS (AT NO ADDITIONAL PAY).

SEE PLAN SHEETS FOR NOTES BELOW:

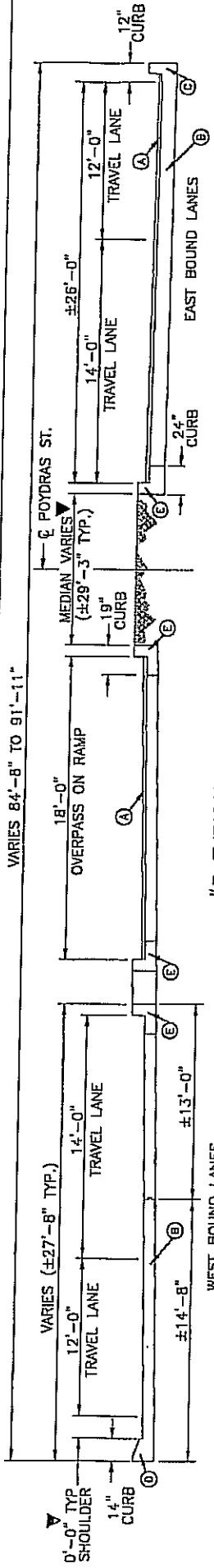
- ▶ ±31'-6" FROM STA. 10+13 TO STA. 14+83  
±3'-0" FROM STA. 14+83 TO STA. 28+01  
VARIES FROM ±3'-0" TO ±13'-0" FROM STA. 28+01 TO STA. 30+52
- VARIES FROM ±37'-0" TO ±11'-0" FROM STA. 14+83 TO STA. 21+12 AND WITH CURB FROM STA. 14+83 TO STA. 17+63.

\* USE MIN. SLOPE OF 1.5% IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. ALSO, MAINTAIN, OR PROVIDE IF NEEDED, A LONGITUDINAL SLOPE FOR POSITIVE DRAINAGE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (PAID UNDER SUPERPAVE ASPHALTIC CONCRETE ITEM).

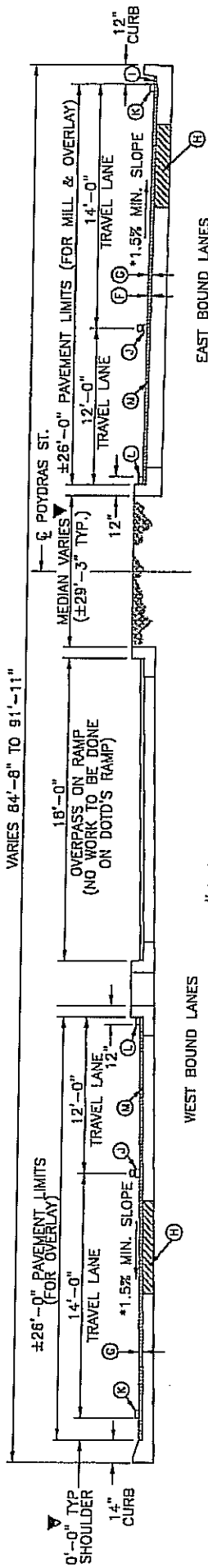
B REQUIRED STRIPING AND MARKERS PER N.O. DPW STD. 10

MEYER ENGINEERS, LTD.		POYDRAS STREET		ORLEANS	
TYPICAL SECTIONS		DESIGNED   EMC   DHD		PARISH	
		CHECKED   DHD		FEDERAL PROJECT	
		DATE   11-18-08		STATE PROJECT	
		SHEET   1 of 3		PROJECT   704-36-0068	
				SHEET   2	





#3 TYPICAL EXISTING SECTION - POYDRAS ST.  
(S. GALVEZ ST. TO BEGINNING OF OVERPASS ON RAMP)  
STA 30+52 - STA 41+89  
N.T.S.



#4 TYPICAL PROPOSED SECTION - POYDRAS ST.  
(S. GALVEZ ST. TO BEGINNING OF OVERPASS ON RAMP)  
STA 30+52 - STA 41+89  
N.T.S.

LEGEND - TYPICAL SECTION

- (A) EXISTING ASPHALTIC CONCRETE
- (B) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
- (C) EXISTING 8" CONCRETE BARRIER CURB
- (D) EXISTING CONCRETE 4" MOUNTABLE CURB (INTEGRAL)
- (E) EXISTING 7" BARRIER CURB AND GUTTER
- (F) COLD PLANING ASPHALTIC CONCRETE (1.0" - 1.5" AVG. DEPTH)
- (G) 2.0" (AVG. DEPTH) SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1)
- (H) CONCRETE PAVEMENT REPAIR PER N.O. DPW STD. 2, 4, 5 & 6 AT LOCATIONS AS DIRECTED IN FIELD BY THE PROJECT ENGINEER.
- (I) GUTTER BOTTOM MAY REQUIRE ASPHALT OVERLAY SEE NOTE 2.6 ON SHEET 15 (PAID UNDER SUPERPAVE ASPHALTIC CONCRETE ITEM).
- (J) 4" BROKEN WHITE LINE PER N.O. DPW STD 10 W/ REFLECTORIZED RAISED PAVEMENT MARKERS
- (K) 4" SOLID WHITE LINE PER N.O. DPW STD 10 EXCEPT AS NOTED ON N.O. DPW STD. 10
- (L) 4" SOLID YELLOW LINE PER N.O. DPW STD. 10
- (M) JOINT AND CRACK CLEANING AND SEALING

SEE PLAN SHEETS FOR NOTES BELOW:

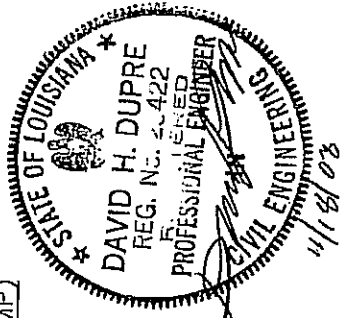
- VARIES FROM 21'-6" TO 29'-3" FROM STA. 30+52 TO STA. 31+70.
- VARIES FROM 7'-0" TO 0'-0" FROM STA. 30+52 TO STA. 31+70.

\* USE MIN. SLOPE OF 1.5% IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. ALSO, MAINTAIN OR PROVIDE IF NEEDED, A LONGITUDINAL SLOPE FOR POSITIVE DRAINAGE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (PAID UNDER SUPERPAVE ASPHALTIC CONCRETE ITEM).

B REQUIRED STRIPING AND MARKERS PER N.O. DPW STD. 10 REFER TO SHEET 2 FOR NOTES

CORING LOG SUMMARY

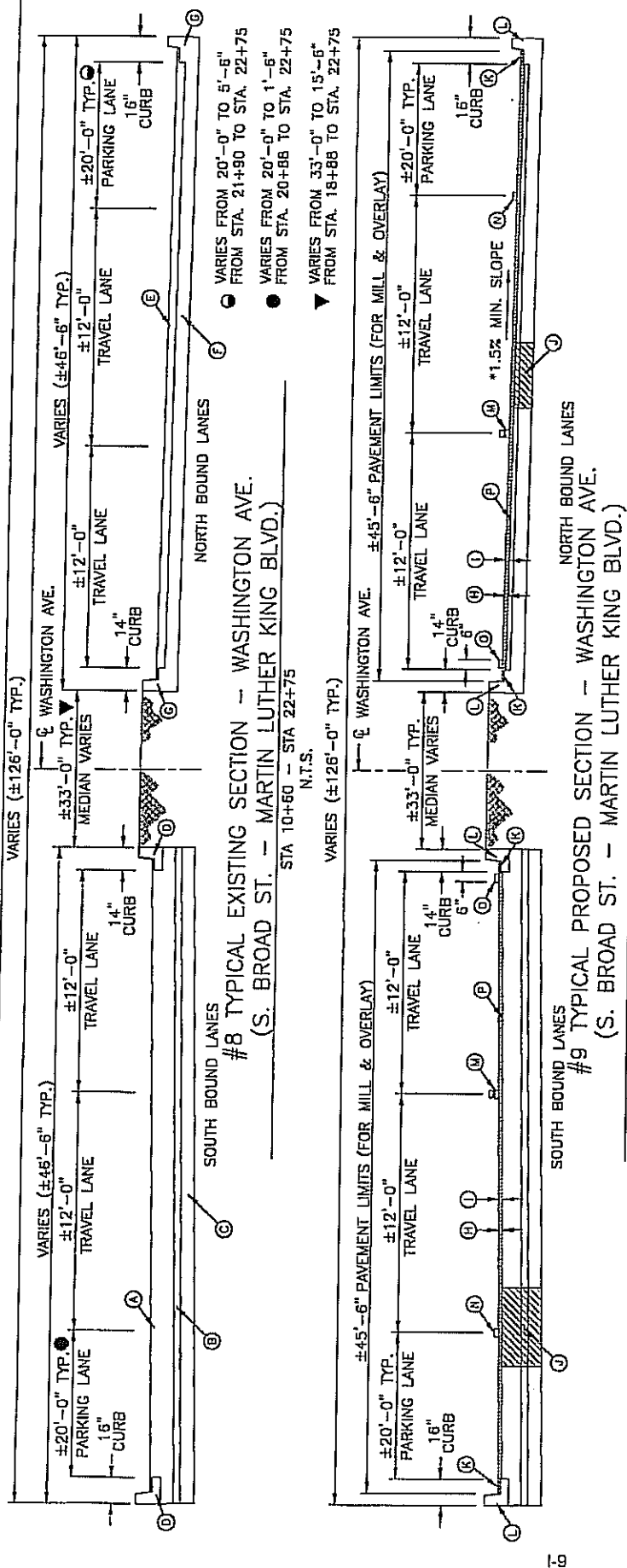
CORING #	LOCATION	STA.	DEPTH	TYPE	REMARKS
B16-3 (E.B.)	B16-4 (E.B.)	B16-2 (W.B.)	B16-1 (W.B.)		
ASPHALT	CONCRETE	1.50"	1.00"	5.25"	
		7.50"	9.25"		



<b>POYDRAS STREET</b>		<b>ORLEANS</b>	
<b>PARISH</b>		<b>STATE PROJECT</b>	
<b>REASON DESCRIPTION</b>		<b>DATE</b>	
<b>NO.</b>		<b>BY</b>	
<b>DATE</b>		<b>2 OF 3</b>	
<b>REVISIONS</b>		<b>704-35-0088</b>	
<b>ENGINEERS</b>		<b>ER-ERP1(086)</b>	
<b>MEMBER</b>		<b>704-35-0088</b>	

[illegible]

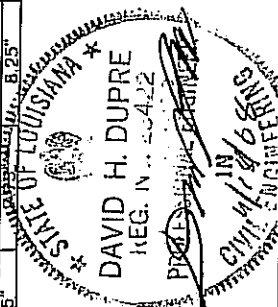




- LEGEND - TYPICAL SECTION
- (A) EXISTING ASPHALTIC CONCRETE (SOUTHBOUND)
  - (B) EXISTING BRICK AND MORTAR
  - (C) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT (SOUTHBOUND)
  - (D) EXISTING 6.0" CONCRETE BARRIER CURB & GUTTER OR GRANITE CURB
  - (E) EXISTING ASPHALTIC CONCRETE (NORTHBOUND)
  - (F) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT (NORTHBOUND)
  - (G) EXISTING 6" CONCRETE BARRIER CURB OR GRANITE CURB
  - (H) COLD PLANING ASPHALTIC CONCRETE (2.0" AVG. DEPTH)
  - (I) 2.0" (AVG. DEPTH) SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1)
  - (J) 4" BROKEN WHITE LINE PER N.O. DPW STD. 10
  - (K) 4" SOLID WHITE LINE PER N.O. DPW STD. 10
  - (L) 4" SOLID YELLOW LINE PER N.O. DPW STD. 10
  - (M) JOINT AND CRACK CLEANING AND SEALING
- ASPHALT PAVEMENT PATCHING (AS DIRECTED IN THE FIELD BY THE PROJECT ENGINEER). SEE PATCH DETAIL SHEET 2f.
- GUTTER BOTTOM MAY REQUIRE ASPHALT OVERLAY SEE NOTE 2.6 ON SHEET 1b (PAID UNDER SUPERPAVE ASPHALTIC CONCRETE ITEM).
- IF CURB REPLACEMENT IS REQUIRED AND EXISTING CURB IS GRANITE, RESET GRANITE CURB. SEE DETAIL SHEET 2f.
- 4" BROKEN WHITE LINE PER N.O. DPW STD. 10 W/ REFLECTORIZED RAISED PAVEMENT MARKERS
- 4" SOLID WHITE LINE PER N.O. DPW STD. 10 EXCEPT AS NOTED ON N.O. DPW STD. 10
- 4" SOLID YELLOW LINE PER N.O. DPW STD. 10
- JOINT AND CRACK CLEANING AND SEALING

CORING LOG SUMMARY

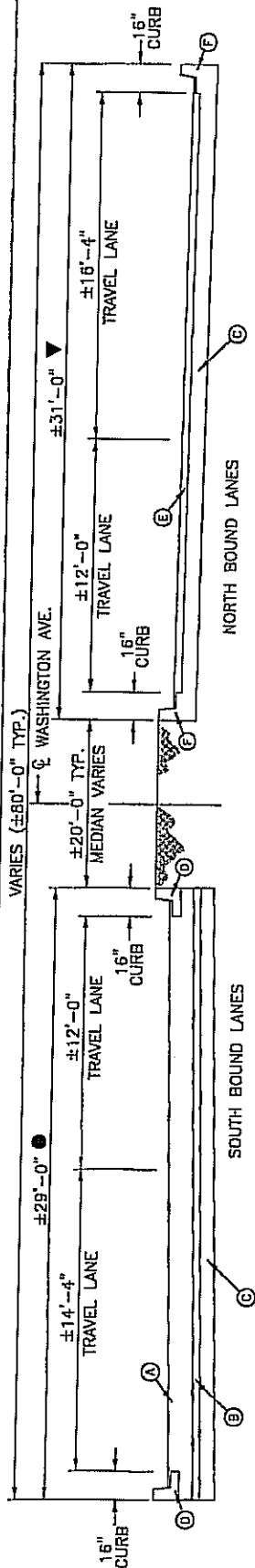
CORING #	[B19-1 (N.B.)]	[B19-2 (S.B.)]	[B19-3 (N.B.)]	[B19-4 (N.B.)]
CORING LOCATION	STA. ±16+45	STA. ±29+00	STA. ±30+75	STA. ±53+90
ASPHALT	4.00"	12.00"	4.00"	11.00"
BRICK	—	3.50"	—	3.50"
MORTAR	—	0.75"	—	1.00"
CONCRETE	11.50"	8.25"	7.75"	8.25"



\* USE MIN. SLOPE OF 1.5% IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. ALSO, MAINTAIN, OR PROVIDE IF NEEDED, A LONGITUDINAL SLOPE FOR POSITIVE DRAINAGE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE (PAID UNDER SUPERPAVE ASPHALTIC CONCRETE ITEM).

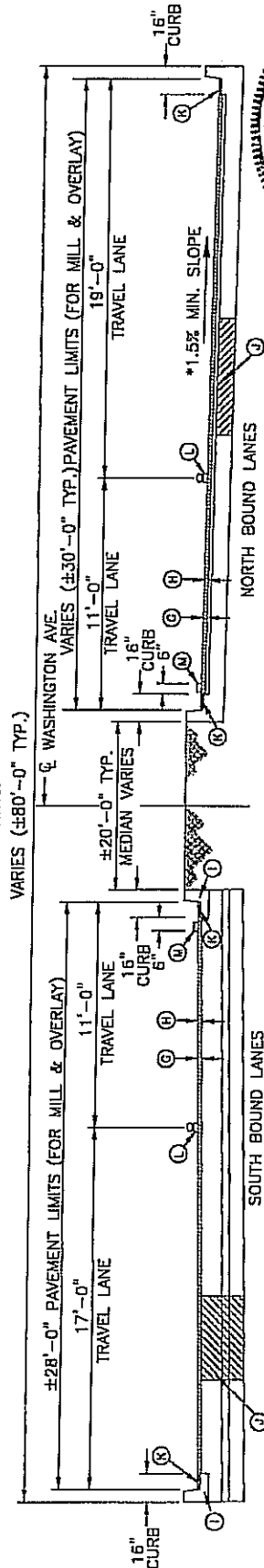
8 REQUIRED STRIPING AND MARKERS PER N.O. DPW STD. 10  
REFER TO SHEET 2a FOR NOTES

WASHINGTON AVENUE		TYPICAL SECTIONS	
DESIGNED	EMC	PAID	ORLEANS
CHECKED	DHD	DESIGNED	ER-ERP1(097)
DATE	11-18-08	STATE PROJECT	704-35-0077
SHEET 1 OF 2		SHEET 1 OF 2	



#10 TYPICAL EXISTING SECTION - WASHINGTON AVE.  
(MARTIN LUTHER KING BLVD. - S. CARROLLTON AVE.)

STA 22+75 - STA 71+47  
N.T.S.



#11 TYPICAL PROPOSED SECTION - WASHINGTON AVE.  
(MARTIN LUTHER KING BLVD. - S. CARROLLTON AVE.)

STA 22+75 - STA 71+47  
N.T.S.

# LEGEND - TYPICAL SECTION

- Ⓐ EXISTING ASPHALTIC CONCRETE (SOUTHBOUND)
- Ⓑ EXISTING BRICK AND MORTAR
- Ⓒ EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
- Ⓓ EXISTING 6.0" CONCRETE BARRIER CURB & GUTTER OR GRANITE CURB
- Ⓔ EXISTING ASPHALTIC CONCRETE (NORTHBOUND)
- Ⓕ EXISTING 6.0" BARRIER CURB
- Ⓖ COLD PLACING ASPHALTIC CONCRETE (2.0" AVG. DEPTH)
- Ⓗ 2.0" (AVG. DEPTH) SUPERPAVE ASPHALTIC CONCRETE
- Ⓘ IF CURB REPLACEMENT IS REQUIRED AND EXISTING CURB IS GRANITE, RESET GRANITE CURB. SEE SHEET 21.
- Ⓚ ASPHALT PAVEMENT PATCHING (AS DIRECTED IN THE FIELD BY THE PROJECT ENGINEER)
- Ⓛ GUTTER BOTTOM MAY REQUIRE ASPHALT OVERLAY. SEE NOTE 2.6 ON SHEET 1b (PAID UNDER SUPERPAVE ASPHALTIC CONCRETE ITEM).
- Ⓜ 4" BROKEN WHITE LINE PER N.O. DPW STD 10 W/ REFLECTORIZED RAISED PAVEMENT MARKERS.
- Ⓨ 4" SOLID YELLOW LINE PER N.O. DPW STD. 10

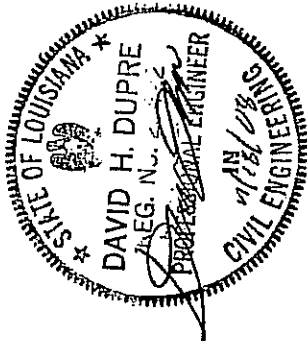
PAVEMENT LIMIT EXCEPTION: EARHART BLVD. INTERSECTION - NORTHBOUND LANES STA. 32+43 TO 37+14  
- SOUTHBOUND LANES STA. 32+52 TO 36+63  
N.T.S.

## NOTES:

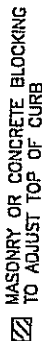
1. CONTRACTOR SHALL PATCH ROADWAY PRIOR TO OVERLAY WITH CONCRETE OR ASPHALT PATCH AT LOCATIONS DETERMINED PER THE TYPICAL SECTIONS SHOWN ON SHEETS 2d & 2e, AND AS DIRECTED IN THE FIELD BY THE PROJECT ENGINEER. ASPHALT PATCH SHALL BE CONSTRUCTED PER DETAIL SHOWN ON SHT. 2f. CONCRETE BUS PADS SHALL BE REPAIRED PER BUS PAD DETAIL SHOWN ON SHEET 123.
2. 100% OF RAP MATERIAL TO BE RETAINED BY THE CONTRACTOR. THE DEPARTMENT DOES NOT GUARANTEE IN ANY WAY, THE QUALITY OF THE RAP MATERIAL.
3. FOLLOWING COLD-PLANNING, THE PROJECT ENGINEER MAY REQUIRE THE REMOVAL OF ADDITIONAL ASPHALT SHOULD THE REMAINING THICKNESS BE 1" OR LESS (AT NO ADDITIONAL PAY).

• USE MIN. SLOPE OF 1.5% IN AREAS OF PAVEMENT FAILURES. MAINTAIN EXISTING GRADE OF OUTER EDGE OF PAVEMENT TO ESTABLISH SLOPE. ALSO, MAINTAIN OR PROVIDE IF NEEDED, A LONGITUDINAL SLOPE FOR POSITIVE DRAINAGE. LEVELING MAY BE REQUIRED TO ACHIEVE SLOPE. (PAID UNDER SUPERPAVE ASPHALTIC CONCRETE ITEM).

• REQUIRED STRIPING AND MARKERS PER N.O. DPW STD. 10



MEYER ENGINEERS, L.P.		WASHINGTON AVENUE		TYPICAL SECTIONS	
<p>WASHINGTON AVENUE</p>		<p>ORLEANS</p>		<p>PARISH</p>	
<p>DATE: 11-18-08</p>		<p>PROJECT: 704-36-0077</p>		<p>STATE: LA</p>	
<p>SHEET: 2 OF 2</p>		<p>FEDERAL PROJECT: ER-ERP1(087)</p>		<p>DATE: 11-18-08</p>	
<p>NO. 1</p>		<p>DATE</p>		<p>REVISION DESCRIPTION</p>	



## N.T.S.



# STN

DATED 01/07/09 15:46:04

ITEM NO.	ITEM	UNIT	F. A. P. NO.		STATE PROJECT		PARISH		SHEET NO.
			S.P. NO.	QUANTITY	S.P. NO.	QUANTITY	S.P. NO.	QUANTITY	
202-02-D	REMOVAL OF CONCRETE WALKS & DRIVES	SQYD	704-36-0068 20	704-36-0069	704-36-0077	10	704-36-0077	30	
204-05-A	TEMPORARY SEDIMENT CHECK DAMS (HAY)	EACH	10	10	10	10	10	30	
204-06	TEMPORARY SILT FENCING	LNFT	100	100	100	100	100	300	
502-01	SUPERPAVE ASPHALTIC CONCRETE	TON	3,845.0	3,859.0	6,197.0	13,901.0			
502-01-A	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS	TON	117.8	547.0	559.1	1,223.9			
509-01	COLD PLANING ASPHALTIC PAVEMENT	SQYD	21,411	28,612	43,868	93,891			
510-01-B	PAVEMENT PATCHING (12" MINIMUM THICKNESS)	SQYD			5,565	5,565			
602-02-A	CLEANING AND RESEALING EXISTING LONGITUDINAL PAVEMENT JOINTS	LNFT	14,800	21,200		36,000			
602-02-B	CLEANING AND RESEALING EXISTING TRANSVERSE PAVEMENT JOINTS	LNFT	10,630	11,300		21,930			
602-03	CLEANING AND SEALING CRACKS	LNFT	5,000	5,000		10,000			
701-03-F	STORM DRAIN PIPE (15" RCP)	LNFT	61	56	152	269			
701-03-G	STORM DRAIN PIPE (18" RCP)	LNFT		84		84			
701-03-I	STORM DRAIN PIPE (24" RCP)	LNFT		114		114			
706-01-A	CONCRETE WALK (6" THICK)	SQYD	20.0		10.0	30.0			
706-02-C	CONCRETE DRIVE (6" THICK)	SQYD	100.0	100.0	100.0	300.0			
713-01	TEMPORARY SIGNS & BARRICADES	LUMP	25%	25%	50%	LUMP			
713-02-B	TEMPORARY PAVEMENT MARKINGS (6" WIDTH)	LNFT	1,000	3,600	2,200	6,800			
713-02-C	TEMPORARY PAVEMENT MARKINGS (8" WIDTH)	LNFT	200	75	300	575			
713-02-D	TEMPORARY PAVEMENT MARKINGS (12" WIDTH)	LNFT	250	900	550	1,700			
713-03-B	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(10' LENGTH)	MTLE	1,500	1,340	2,300	5,140			
713-04-A	TEMPORARY PAVEMENT MARKINGS (SOLID LINE)(4" WIDTH)	MTLE	1,450	2,680	5,300	9,430			
713-05-A	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (CARROW)	EACH		4	6	10			
713-05-C	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (ONLY)	EACH		2		2			
713-05-E	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (SCHOOL CROSSING)	EACH		2		2			
714-01	SLAB SODDING	SQYD	100	100	100	300			

SEE LAST PAGE FOR FOOTNOTES

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DATED 01/07/09 15:46:04

		F. A. P. NO.		STATE PROJECT		PARISH		SHEET NO.	
		ER-ERP1(088)		704-36-0068		ORLEANS			
		ER-ERP1(089)		704-36-0069		ORLEANS			
		ER-ERP1(097)		704-36-0077		ORLEANS			
SUMMARY OF ESTIMATED QUANTITIES									
ITEM NO.	ITEM	UNIT	S.P. NO. 704-36-0068	QUANTITY S.P. NO. 704-36-0069	S.P. NO. 704-36-0077	TOTAL QUANTITY			
717-01	SEEDING	LB	50	50	50	150			
718-01	FERTILIZER	LB	1,000	1,000	1,000	3,000			
723-02	GRANULAR MATERIAL (VEHICULAR MEASUREMENT)	CYD	200	300	400	900			
727-01	MOBILIZATION	LUMP	25%	25%	50%	LUMP			
731-02	REFLECTORIZED RAISED PAVEMENT MARKERS	EACH	210	200	350	760			
732-01-B	PLASTIC PAVEMENT STRIPING (6" WIDTH)	LNFT	1,000	3,600	2,200	6,800			
732-01-C	PLASTIC PAVEMENT STRIPING (8" WIDTH)	LNFT	200	75	300	575			
732-01-D	PLASTIC PAVEMENT STRIPING (12" WIDTH)	LNFT	250	900	550	1,700			
732-02-A	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH)	MILE	2,900	2,680	5,300	10,880			
732-03-A	PLASTIC PAVEMENT STRIPING (BROKEN LINE)(4" WIDTH)	MILE	1,500	1,340	2,300	5,140			
732-04-A	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ARROW)	EACH		2	3	5			
732-04-B	PLASTIC PAVEMENT LEGENDS & SYMBOLS (DOUBLE ARROW)	EACH		2	3	5			
732-04-C	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ONLY)	EACH		2		2			
732-04-E	PLASTIC PAVEMENT LEGENDS & SYMBOLS (SCHOOL CROSSING)	EACH		2		2			
732-04-F	PLASTIC PAVEMENT LEGENDS & SYMBOLS (HANDICAP PARKING)	EACH			1	1			
736-09	LOOP DETECTOR	LNFT	200	200	200	600			
740-01	CONSTRUCTION LAYOUT	LUMP	25%	25%	50%	LUMP			
741-11	ADJUSTING WATER VALVE AND METER BOX	EACH		1		1			
S-001	CONCRETE WALKS (HANDICAPPED RAMP - TYPE A)	EACH	10	34	40	84			
S-002	CONCRETE WALKS (HANDICAPPED RAMPS -TYPE B)	EACH	8	50	18	76			
S-003	RESETTING EXISTING STONE CURBS	LNFT			2,200	2,200			
S-004	RECONSTRUCTION OF CONCRETE CURB AND GUTTERBOTTOM (BARRIER CURB)	LNFT			1,900	1,900			

SEE LAST PAGE FOR FOOTNOTES



DATED 01/07/09 15:46:04

F. A. P. NO.	STATE PROJECT	PARISH	SHEET NO.
ER-ERP1(088)	704-36-0068	ORLEANS	
ER-ERP1(089)	704-36-0069	ORLEANS	
ER-ERP1(097)	704-36-0077	ORLEANS	

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	S.P. NO.		QUANTITY		TOTAL QUANTITY
			704-36-0068	704-36-0069	704-36-0077	704-36-0077	
S-006	DRILLED DOWELED BARRIER CONCRETE CURB	LNFT	801	249	372		1,422
S-006C	DRILLED DOWELED MOUNTABLE CONCRETE CURB	LNFT		156			156
S-007	DOWELED BARRIER CONCRETE CURB	LNFT	1,430	1,037			2,467
S-007B	DOWELED MOUNTABLE CONCRETE CURB	LNFT	942	831			1,773
S-008	CONCRETE PAVEMENT REPAIR (18.0 SQ. YD. AND UNDER)	SQYD	435.0	366.8			801.8
S-009	CONCRETE PAVEMENT REPAIR (18.1 SQ. YD. TO 48.0 SQ. YD.)	SQYD	1,443.3	1,098.3			2,541.6
S-010	CONCRETE PAVEMENT REPAIR (48.1 SQ. YD. AND OVER)	SQYD	2,791.6	2,249.8			5,041.4
S-011	TREE PROTECTION	LUMP	25%	25%		50%	LUMP
S-012	TREE TRIMMING	LUMP	25%	25%		50%	LUMP
S-013	ROOT PRUNING	LUMP	20%	20%		60%	LUMP
S-014	HAND FORMED AND POURED IN-PLACE CONCRETE CURB WITHIN THE LIMITS OF THE TREE	LNFT	100	100		200	400
S-015	GRAVEL BED AND FILTER CLOTH OVER TREE ROOTS	SQYD	100	100		200	400
S-016	CATCH BASIN FRAME AND COVER	EACH	1	3		2	6
S-017	INLET GRATE COVER	EACH	1				1
S-018A	CATCH BASIN ADJUSTMENT TYPE A	EACH	3	3		6	12
S-018B	CATCH BASIN ADJUSTMENT TYPE B	EACH	2	11		2	15
S-018C	CATCH BASIN GUTTER GRATE ADJUSTMENT	EACH	5				5
S-018D	ROLLOVER GRATE FRAME ADJUSTMENT	EACH	1				1
S-018E	DROP INLET GRATE FRAME ADJUSTMENT	EACH				1	1
S-019	MANHOLE NO.1	EACH					1
S-020	MANHOLE COVER	EACH				2	2
S-021	MANHOLE FRAME AND COVER	EACH				2	2
S-022	MANHOLE ADJUSTMENT WITH RINGS	EACH	14			1	15
S-024	MANHOLE ADJUSTMENT	EACH	2	6		11	19
S-025	BUS PAD REPAIR	SQYD				176	176

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SEE LAST PAGE FOR FOOTNOTES

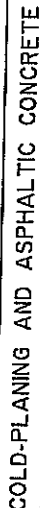
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F. A. P. NO.		STATE PROJECT		PARISH		SHEET NO.	
ER-ERP1(088)		704-36-0068		ORLEANS			
ER-ERP1(089)		704-36-0069		ORLEANS			
ER-ERP1(097)		704-36-0077		ORLEANS			
SUMMARY OF ESTIMATED QUANTITIES							
FOOTNOTES							
SYMBOL		DESCRIPTION					
*		NON ER PROGRAM PARTICIPATING ITEM					

## COLD-PLANING AND ASPHALTIC CONCRETE

[illegible][illegible]

 ENGINEERS, LTD.	POYDRAS STREET MARTIN LUTHER KING BLVD. WASHINGTON AVENUE		NO.		DATE		RATION DESCRIPTION DT	DESIGNED		EMC		PARISH ORLEANS	SHEET NUMBER
								CHECKED		DHD			
								DETAILED		ATO			
								CHECKED		DHD			
						DATE		11-18-08		STATE		704-36-0088	
						SHEET		1 of 17		PROJECT		704-36-0088	



NOTE: AC BASED ON 110 LBS./SQ.YD./INCH THICKNESS

POYDRAS STREET  
MARTIN LUTHER KING BLVD.  
WASHINGTON AVENUE

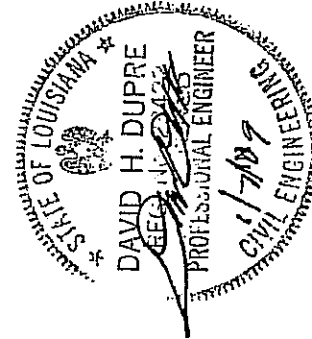
## QUANTITY TABLES



NO.	DATE	REVISION DESCRIPTION	BY	DESIGNED CHECKED	EMC DHD	WAVEFORM DHD	ORLEANS	REVISION NUMBER
				DESIGNED	ATO	TESTING PROJECT	EP-EP1 (06A) EP-EP1 (06B) EP-EP1 (06C) EP-EP1 (06D) EP-EP1 (06E) EP-EP1 (06F) EP-EP1 (06G) EP-EP1 (06H) EP-EP1 (06I) EP-EP1 (06J) EP-EP1 (06K) EP-EP1 (06L) EP-EP1 (06M) EP-EP1 (06N) EP-EP1 (06O) EP-EP1 (06P) EP-EP1 (06Q) EP-EP1 (06R) EP-EP1 (06S) EP-EP1 (06T) EP-EP1 (06U) EP-EP1 (06V) EP-EP1 (06W) EP-EP1 (06X) EP-EP1 (06Y) EP-EP1 (06Z)	36

# REMOVAL AND/OR REPLACEMENT OF CONCRETE WALKS AND HANDICAP RAMPS

STATION	STATION	RT. or LT. of CL.	DESCRIPTION	LENGTH FEET (±)	REMOVAL OF CONCRETE WALKS AND DRIVES SQ. YDS.	CONCRETE WALK (4" THICK) SQ. YDS.	6" THICK HANDICAP RAMP TYPE "A" EA	6" THICK HANDICAP RAMP TYPE "B" EA
POYDRAS STREET								
29+40		LT.	6" THICK HANDICAP RAMP					
29+72		LT.	6" THICK HANDICAP RAMP					
30+17		LT.	6" THICK HANDICAP RAMP					
30+52		LT.	6" THICK HANDICAP RAMP					
33+33		LT.	6" THICK HANDICAP RAMP					
33+73		LT.	6" THICK HANDICAP RAMP					
36+07		LT.	6" THICK HANDICAP RAMP					
37+28		LT.	6" THICK HANDICAP RAMP					
40+24		LT.	6" THICK HANDICAP RAMP					
40+59		LT.	6" THICK HANDICAP RAMP					
43+22		LT.	6" THICK HANDICAP RAMP					
43+58		LT.	6" THICK HANDICAP RAMP					
46+23		LT.	6" THICK HANDICAP RAMP					
46+59		LT.	6" THICK HANDICAP RAMP					
46+94		RT.	6" THICK HANDICAP RAMP					
46+94		RT.	6" THICK HANDICAP RAMP					
47+03		RT.	6" THICK HANDICAP RAMP					
47+14		LT.	6" THICK HANDICAP RAMP					
47+17		LT.	REMOVE CONCRETE WALK	11.0	13.4			
47+17		LT.	CONCRETE WALK	11.0				
POYDRAS STREET TOTALS					13.4	13.4	10	8





		POYDRAS STREET MARTIN LUTHER KING BLVD. WASHINGTON AVENUE				ORLEANS		39	
QUANTITY TABLES		NO. DATE		BY		EVC CHECKED DHD		PAVER	
DATE		11-18-08		3 of 17		EVC CHECKED ATO		ORLEANS	
PROJECT		701-24-008		701-24-009		PROJECT		701-24-009	

# HANDICAP RAMPS

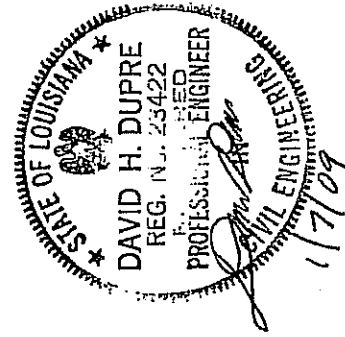
STATION	STATION	RT. or LT. of CL.	DESCRIPTION	6" THICK HANDICAP RAMP TYPE "A"	6" THICK HANDICAP RAMP TYPE "B"
MARTIN LUTHER KING BLVD.				EA	EA
12+36		RT.	6" THICK HANDICAP RAMP		
13+20		RT.	6" THICK HANDICAP RAMP		
14+12		RT.	6" THICK HANDICAP RAMP		
14+26		RT.	6" THICK HANDICAP RAMP		
14+30		LT.	6" THICK HANDICAP RAMP		
14+33		LT.	6" THICK HANDICAP RAMP		
14+70		RT.	6" THICK HANDICAP RAMP		
14+76		RT.	6" THICK HANDICAP RAMP		
14+83		RT.	6" THICK HANDICAP RAMP		2
14+83		RT.	6" THICK HANDICAP RAMP		
18+00		RT.	6" THICK HANDICAP RAMP		
18+13		RT.	6" THICK HANDICAP RAMP		
18+13		LT.	6" THICK HANDICAP RAMP		
18+41		RT.	6" THICK HANDICAP RAMP		
18+56		RT.	6" THICK HANDICAP RAMP		
18+56		LT.	6" THICK HANDICAP RAMP		
19+47		RT.	6" THICK HANDICAP RAMP		
20+82		RT.	6" THICK HANDICAP RAMP		
21+48		RT.	6" THICK HANDICAP RAMP		
21+63		RT.	6" THICK HANDICAP RAMP		
21+63		LT.	6" THICK HANDICAP RAMP		
21+90		RT.	6" THICK HANDICAP RAMP		
21+98		LT.	6" THICK HANDICAP RAMP		
22+03		RT.	6" THICK HANDICAP RAMP		
22+03		LT.	6" THICK HANDICAP RAMP		
24+97		RT.	6" THICK HANDICAP RAMP		
25+13		RT.	6" THICK HANDICAP RAMP		
25+15		LT.	6" THICK HANDICAP RAMP		
25+15		RT.	6" THICK HANDICAP RAMP		
25+45		RT.	6" THICK HANDICAP RAMP		
25+54		LT.	6" THICK HANDICAP RAMP		
25+54		RT.	6" THICK HANDICAP RAMP		
26+11		RT.	6" THICK HANDICAP RAMP		
26+17		RT.	6" THICK HANDICAP RAMP		
28+21		LT.	6" THICK HANDICAP RAMP		
28+24		LT.	6" THICK HANDICAP RAMP		
28+46		RT.	6" THICK HANDICAP RAMP		
28+75		RT.	6" THICK HANDICAP RAMP		
28+84		RT.	6" THICK HANDICAP RAMP		
29+16		RT.	6" THICK HANDICAP RAMP		
29+29		RT.	6" THICK HANDICAP RAMP		
29+30		RT.	6" THICK HANDICAP RAMP		
29+30		LT.	6" THICK HANDICAP RAMP		
29+31		RT.	6" THICK HANDICAP RAMP		
29+36		LT.	6" THICK HANDICAP RAMP		
29+37		LT.	6" THICK HANDICAP RAMP		
32+00		RT.	6" THICK HANDICAP RAMP		
32+17		LT.	6" THICK HANDICAP RAMP		
32+17		RT.	6" THICK HANDICAP RAMP		
32+42		RT.	6" THICK HANDICAP RAMP		
32+57		RT.	6" THICK HANDICAP RAMP		


STATE OF LOUISIANA  
 DAVID H. DUPRE  
 REG. NO. 25422  
 PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 1/7/09

		POYDRAS STREET MARTIN LUTHER KING BLVD. WASHINGTON AVENUE		QUANTITY TABLES				ORLEANS DISTRICT PROJECT STATE PROJECT 704-34-0088 704-34-0077		SHEET NUMBER 43	
REVISION CHECKED DATE		REVISION CHECKED DATE		REVISION CHECKED DATE		REVISION CHECKED DATE		REVISION CHECKED DATE		REVISION CHECKED DATE	
NO.		NO.		NO.		NO.		NO.		NO.	
DATE		DATE		DATE		DATE		DATE		DATE	
BY		BY		BY		BY		BY		BY	
11-18-08		11-18-08		11-18-08		11-18-08		11-18-08		11-18-08	
4 of 17		4 of 17		4 of 17		4 of 17		4 of 17		4 of 17	

# HANDICAP RAMPS

STATION	STATION	RT. or LT.	DESCRIPTION	6" THICK HANDICAP RAMP TYPE "A" EA	6" THICK HANDICAP RAMP TYPE "B" EA
MARTIN LUTHER KING BLVD.					
32+57		LT.	6" THICK HANDICAP RAMP		
32+57		LT.	6" THICK HANDICAP RAMP		
35+54		RT.	6" THICK HANDICAP RAMP		
35+58		RT.	6" THICK HANDICAP RAMP		
35+58		LT.	6" THICK HANDICAP RAMP		
35+58		LT.	6" THICK HANDICAP RAMP		
35+91		RT.	6" THICK HANDICAP RAMP		
35+97		LT.	6" THICK HANDICAP RAMP		
36+00		RT.	6" THICK HANDICAP RAMP		
36+00		LT.	6" THICK HANDICAP RAMP		
38+97		RT.	6" THICK HANDICAP RAMP		
39+07		RT.	6" THICK HANDICAP RAMP		
39+07		LT.	6" THICK HANDICAP RAMP		
39+07		RT.	6" THICK HANDICAP RAMP		
39+30		RT.	6" THICK HANDICAP RAMP		
39+45		RT.	6" THICK HANDICAP RAMP		
39+45		LT.	6" THICK HANDICAP RAMP		
39+45		LT.	6" THICK HANDICAP RAMP		
40+07		RT.	6" THICK HANDICAP RAMP		
42+46		RT.	6" THICK HANDICAP RAMP		
42+53		RT.	6" THICK HANDICAP RAMP		
42+53		LT.	6" THICK HANDICAP RAMP		
42+53		LT.	6" THICK HANDICAP RAMP		
42+86		RT.	6" THICK HANDICAP RAMP		
42+93		RT.	6" THICK HANDICAP RAMP		
42+93		LT.	6" THICK HANDICAP RAMP		
42+93		LT.	6" THICK HANDICAP RAMP		
MARTIN LUTHER KING BLVD. TOTALS				34	50





MEYER ENGINEERS, LTD.	POYDRAS STREET MARTIN LUTHER KING BLVD. WASHINGTON AVENUE	QUANTITY TABLES		DESIGNED CHECKED DHD	EMC DHD	PARISH ORLEANS	SHEET NUMBER 31
				DATE 11-18-08	DATE 5 of 17	FEDERAL PROJECT DHD	STATE PROJECT 201-30-0008 201-30-0077



# REMOVAL AND/OR REPLACEMENT OF CONCRETE WALKS AND HANDICAP RAMPS

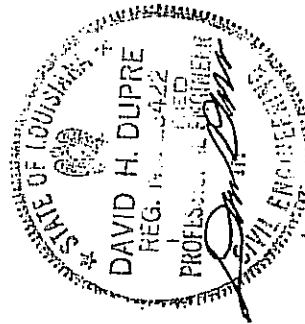
STATION	STATION	RT. or LT. of CL.	DESCRIPTION	LENGTH FEET (±)	AVG. WIDTH FEET (±)	REMOVAL OF CONCRETE WALKS AND DRIVES SQ. YDS.	CONCRETE WALK 14" THICK SQ. YDS.	6" THICK HANDICAP RAMP TYPE "A" EA	6" THICK HANDICAP RAMP TYPE "B" EA
WASHINGTON AVENUE									
10+48		RT.	6" THICK HANDICAP RAMP						
10+53		RT.	REMOVE CONCRETE WALK	6	6	4			
10+54		LT.	6" THICK HANDICAP RAMP	6	6				
10+57		LT.	6" THICK HANDICAP RAMP				4		
10+63		LT.	6" THICK HANDICAP RAMP						
10+66		LT.	6" THICK HANDICAP RAMP						
10+66		RT.	6" THICK HANDICAP RAMP						
12+15		LT.	6" THICK HANDICAP RAMP						
12+73		LT.	6" THICK HANDICAP RAMP						
13+13		LT.	6" THICK HANDICAP RAMP						
13+37		LT.	6" THICK HANDICAP RAMP						
13+60		RT.	6" THICK HANDICAP RAMP						
16+06		RT.	6" THICK HANDICAP RAMP						
16+26		LT.	6" THICK HANDICAP RAMP						
16+66		RT.	6" THICK HANDICAP RAMP						
16+74		LT.	6" THICK HANDICAP RAMP						
17+22		RT.	6" THICK HANDICAP RAMP						
17+63		RT.	6" THICK HANDICAP RAMP						
18+11		LT.	6" THICK HANDICAP RAMP						
18+74		LT.	6" THICK HANDICAP RAMP						
20+29		LT.	6" THICK HANDICAP RAMP						
20+81		LT.	6" THICK HANDICAP RAMP						
22+95		LT.	6" THICK HANDICAP RAMP						
23+67		LT.	6" THICK HANDICAP RAMP						
24+30		LT.	6" THICK HANDICAP RAMP						
24+64		LT.	6" THICK HANDICAP RAMP						
25+06		LT.	6" THICK HANDICAP RAMP						
27+50		LT.	6" THICK HANDICAP RAMP						
27+88		LT.	6" THICK HANDICAP RAMP						
31+79		LT.	6" THICK HANDICAP RAMP						
32+24		LT.	6" THICK HANDICAP RAMP						
33+95		RT.	6" THICK HANDICAP RAMP						
36+59		LT.	6" THICK HANDICAP RAMP						
37+21		LT.	6" THICK HANDICAP RAMP						
37+48		RT.	6" THICK HANDICAP RAMP						
38+16		LT.	6" THICK HANDICAP RAMP						
38+58		LT.	6" THICK HANDICAP RAMP						
38+91		LT.	6" THICK HANDICAP RAMP						
38+98		RT.	6" THICK HANDICAP RAMP						
39+23		RT.	6" THICK HANDICAP RAMP						
40+83		LT.	6" THICK HANDICAP RAMP						
41+48		LT.	6" THICK HANDICAP RAMP						
42+79		LT.	6" THICK HANDICAP RAMP						
43+20		LT.	6" THICK HANDICAP RAMP						
46+65		LT.	6" THICK HANDICAP RAMP						
47+09		LT.	6" THICK HANDICAP RAMP						
56+55		LT.	6" THICK HANDICAP RAMP						
56+91		LT.	6" THICK HANDICAP RAMP						
59+47		LT.	6" THICK HANDICAP RAMP						
59+47		LT.	6" THICK HANDICAP RAMP						
59+47		RT.	6" THICK HANDICAP RAMP						
59+87		LT.	6" THICK HANDICAP RAMP						
63+08		LT.	6" THICK HANDICAP RAMP						

STATE OF LOUISIANA  
DAVID H. DUPRE  
REG. NO. 3422  
PROFESSIONAL ENGINEER  
17/09

 MEYER ENGINEERS, LTD.	POYORAS STREET MARTIN LUTHER KING BLVD. WASHINGTON AVENUE		 NO. _____ DATE _____	QUANTITY TABLES		REVISION DESCRIPTION _____ OF _____	DESIGNED CHECKED DHD	EMC DHD	PARISH ORLEANS	SHEET NUMBER 31
				FEDERAL PROJECT 201-34-0000	STATE PROJECT 201-34-0000		DATE 11-16-05	SHEET 6 of 17		
				201-34-0000	201-34-0000		201-34-0000	201-34-0000		
				201-34-0000	201-34-0000		201-34-0000	201-34-0000		

# REMOVAL AND/OR REPLACEMENT OF CONCRETE WALKS AND HANDICAP RAMPS

STATION	RT. or LT. of CL.	DESCRIPTION	LENGTH FEET (L)	AVG. WIDTH FEET (L)	REMOVAL OF CONCRETE WALKS AND DRIVES SQ. YDS.	CONCRETE WALK 14" THICK SQ. YDS.	6" THICK HANDICAP RAMP TYPE "A" EA	6" THICK HANDICAP RAMP TYPE "B" EA
WASHINGTON AVENUE								
63+47	LT.	6" THICK HANDICAP RAMP						
65+07	LT.	6" THICK HANDICAP RAMP						
65+36	LT.	6" THICK HANDICAP RAMP						
65+50	RT.	6" THICK HANDICAP RAMP						
68+28	LT.	6" THICK HANDICAP RAMP						
68+61	LT.	6" THICK HANDICAP RAMP						
WASHINGTON AVENUE TOTALS					4.0		40	18
PROJECT TOTALS					17.4		84	76



11/7/09

MEYER ENGINEERS, LTD.	POYDRAS STREET MARTIN LUTHER KING BLVD. WASHINGTON AVENUE	QUANTITY TABLES		REVISED DESCRIPTION	DATE	BY	DESIGNED	EMC	PARISH	ORLEANS	SHEET NUMBER	24
							CHECKED	DHD	FEDERAL PROJECT	STATE PROJECT		
							DATE	11-18-08				
							SHEET	7 of 17				

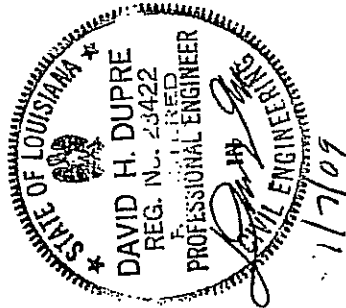
# ROADWAY REPAIR SUMMARY - POYDRAS STREET

[illegible]

**NOTE:**

THESE AREAS SHOWN ARE ANTICIPATED  
BASED UPON RECONNAISSANCE AND SITE  
SURVEY, AFTER COLD PLANNING  
OPERATIONS AND PROOF ROLLING, IF  
REQUIRED, ARE COMPLETED, PROJECT  
ENGINEER SHALL VERIFY ACTUAL  
LOCATIONS AND DIMENSIONS.

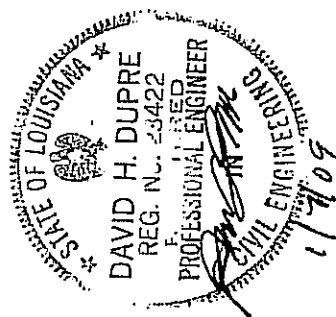
- THESE QUANTITIES ARE ASSOCIATED WITH PATCHES WHICH WILL BE COMPLETED UNDER SEPARATE POURS DUE TO LIMITED LANE CLOSURES FOR TRAFFIC MAINTENANCE. THEREFORE IT IS PAID UNDER THESE ITEMS.



[illegible]

[illegible]

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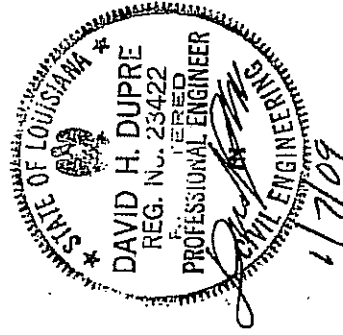
	POYDRAS STREET			DESIGNED	EMC	PARISH	ORLEANS	SHEET NUMBER
				CHECKED	DHO			
				DRAWN	ATO	FEDERAL PROJECT	ER-EMPT (COS)	
				CHECKED	DHO			
				DATE	11-18-08	STATE PROJECT	704-38-0040	33
				BY	9 of 17			

# ROADWAY REPAIR SUMMARY - POYDRAS STREET (CONT.)

STATION	LT/RT	DRILLED DOWELED 8" BARRIER CURB	7" DOWELED 8" BARRIER CURB	7" DOWELED 8" BARRIER CURB	CONCRETE PAVEMENT REPAIR
		LN. FT.	LN. FT.	LN. FT.	SY
43+08	RT	30.0			181.57 TO 480.57 248.1 SY
43+19	RT		8.0		50. YDS.
43+27	RT	14.0			
43+64	RT		13.0		
43+68	RT				
43+96	RT	17.0			
44+09	RT		18.0		
44+70	LT			7.1	55.0*
44+70	LT			9.8	
45+09	LT		8.0	9.7	
45+14	LT			8.1	
45+46	RT		3.0	8.2	
45+48	LT		40.0		48.9
45+53	LT		30.0		49.0
45+91	LT		15.0	8.1	
45+92	LT			8.1	24.5
46+40	LT				
46+50	RT		80.0		83.3
46+98	RT	8.0			248.9
TOTALS		596.0	205.0	718.0	712.0
				942.0	434.7
					1,443.3
					2,791.6

NOTE: THESE AREAS SHOWN ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. AFTER COLD PLANING OPERATIONS AND PROOF ROLLING, IF REQUIRED, ARE COMPLETED, PROJECT ENGINEER SHALL VERIFY ACTUAL LOCATIONS AND DIMENSIONS.

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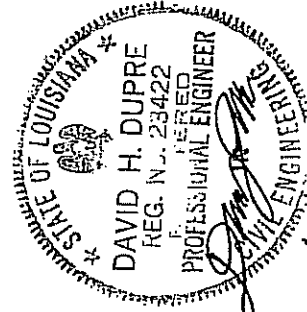
MEYER ENGINEERS, LTD.		POYDRAS STREET		QUANTITY TABLES		STATE OF LOUISIANA		ORLEANS		PARISH		PROJECT		701-31-0018	
DATE		DATE		DATE		DATE		DATE		DATE		DATE		DATE	
11-18-08		11-18-08		11-18-08		11-18-08		11-18-08		11-18-08		11-18-08		11-18-08	
SHEET		SHEET		SHEET		SHEET		SHEET		SHEET		SHEET		SHEET	
17		17		17		17		17		17		17		17	

# ROADWAY REPAIR SUMMARY - MARTIN LUTHER KING BLVD.

STATION	LT/RT	DRILLED DOWELED B <sup>1</sup> BARRIER CURB MOUNTABLE CURB	DOWELED B <sup>1</sup> BARRIER CURB MOUNTABLE CURB	CONCRETE PAVEMENT REPAIR	CONCRETE PAVEMENT REPAIR
		LN. FT.	LN. FT.	50. YDS.	50. YDS.
10+28	RT	5.0			24.81 SY
10+34	RT	10.0			50. YDS.
10+49	RT				
10+55	LT		7.0	20.2*	
10+57	RT			12.0	
10+81	LT	4.0			
11+01	RT		43.0		52.6
11+75	RT	18.0	87.0		95.7
11+84	RT				
12+83	LT	60.0			
13+33	LT	15.0		15.0	
13+53	LT		45.0		56.2
13+53	LT				66.4
13+70	LT		26.0		
13+83	RT		60.0	49.1*	
14+05	RT				60.0
14+30	LT	25.0			
14+38	LT			12.0	
14+43	LT		22.0	16.0	
14+62	LT		22.0		46.7
14+63	LT				46.7
14+76	LT			9.3	
14+79	LT			33.3	
14+93	LT	6.0		24.0*	
15+03	RT		38.0	4.0	
15+05	LT		22.0		147.8
16+64	LT		24.0		63.6
16+90	LT		28.0	93.3*	
17+17	RT		10.0		49.8
18+08	LT	4.0		15.7	
18+24	LT		20.0		
18+26	LT				77.8
18+56	RT			24.0	
18+64	RT	5.0			
19+38	RT		14.0	21.8	
19+51	LT		6.0		
19+62	RT		12.0	22.7	
20+41	RT		45.0	45.3	
20+70	LT			30.7	
20+70	LT	6.0		39.1	
21+12	LT		6.0		
21+16	LT			4.0	
21+23	RT	16.0	57.0	38.0	
21+26	LT	4.0			
21+57	LT				
21+90	RT		58.0		83.8
22+06	RT		6.0	16.7	
22+70	RT		77.0	4.0	
23+35	RT				154.0
24+52	RT	60.0		21.3	
25+26	RT		16.0	15.0	
25+26	LT			6.7	
25+27	LT			4.0	

NOTE:  
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DUE TO LIMITED LANE CLOSURES FOR  
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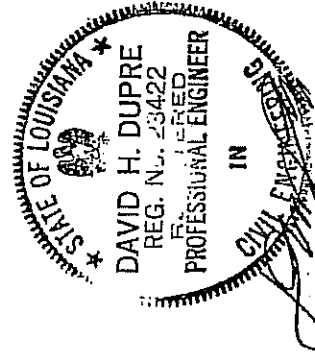
11/7/09

	MARTIN LUTHER KING BLVD.		QUANTITY TABLES			DESIGNED DHD	ENCL DHD	PARTIAL PROJECT	ORLEANS	SHEET NUMBER
						DATE 11-18-08	PROJECT 11 of 17	STATE PROJECT	704-35-0009	10

STATION	DRILLED DOWELED 8" BARRIER CURB MOUNTABLE CURB		DOWELED 8" BARRIER CURB MOUNTABLE CURB		DOWELED 8" BARRIER CURB MOUNTABLE CURB		CONCRETE PAVEMENT REPAIR	
	LT/RT	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	\$ 18 SY 181 SY TO 480 SY	\$ 481 SY TO 500 SY
26+13	LT	5.0						
26+25	RT			6.0			4.0	
26+54	RT						13.3	
26+91	RT					20.0		
27+48	RT					22.0		29.3
28+04	RT					13.0		
28+15	LT	4.0		6.0			17.3	18.7
28+15	RT							
28+20	LT						10.7	
28+26	LT			25.0		8.0		36.7
28+27	LT							
28+28	LT						5.3	
28+33	LT							24.0
28+64	RT	8.0					6.0	
28+65	LT			25.0				
28+68	RT	6.0						
28+13	RT						24.0*	163.6
28+33	RT						7.1	
29+41	LT							
29+43	LT			5.0				
29+63	RT		4.0					
29+66	RT	16.0					11.7	
30+18	RT							
30+43	LT					15.0		
30+51	RT					38.0		
30+56	RT			10.0		30.0		50.0
30+74	LT						21.1	
30+92	LT					23.0		66.4
32+12	LT					12.0		
32+20	LT					23.0		20.0
33+00	LT							56.2*
33+28	LT					33.0		28.7
33+91	LT					45.0		51.3
34+73	RT					60.0		110.0
34+97	LT	11.0		40.0				106.7
35+38	RT						31.1	
35+61	LT			15.0				
36+06	LT	4.0					15.0	
36+07	LT						13.3	
36+10	RT							
36+10	RT			25.0				25.0
36+14	LT					29.0		47.2
36+14	LT							58.0
36+61	LT			33.0			12.2	

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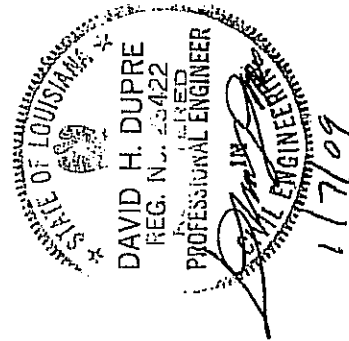




6/7/89

STATION	DRILLED DOWELED 8" BARRIER CURB MOUNTABLE CURB		DOWELED 8" BARRIER CURB MOUNTABLE CURB		DOWELED 8" BARRIER CURB MOUNTABLE CURB		CONCRETE PAVEMENT REPAIR	
	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	SY	YDS.
37+08								
37+59	RT			71.0				
38+25	LT			20.0				
38+25	LT				35.0			
38+03	RT	25.0						
39+25	LT							
39+25	LT							
39+40	LT	12.0						
38+52	LT					13.3		
40+25	RT							
40+42	LT			105.0				
41+44	LT			103.0				
41+50	LT			72.0				
41+79	LT	10.0						
42+10	LT		4.0					
42+60	RT						85.6*	
42+60	RT					5.3		
42+58	RT	25.0						
42+72	RT						31.6	
42+84	RT							
43+04	LT						18.7	
43+04	LT		20.0					
43+73	RT		7.0					
TOTALS		249.0	159.0	1037.0	831.0	366.8	1096.3	2249.8

NOTE: THESE AREAS SHOWN ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. AFTER COLD PLANNING OPERATIONS AND PROOF ROLLING, (IF REQUIRED), ARE COMPLETED, PROJECT ENGINEER SHALL VERIFY ACTUAL LOCATIONS AND DIMENSIONS.

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	MARTIN LUTHER KING BLVD.  QUANTITY TABLES		REVISION CHECKED DHD	EMC DHD	PARISH ORLEANS	SHEET 34
			DETAILED ATO DHD	FEDERAL PROJECT ET-CIP-1004	STATE PROJECT 701-21-0009	
NO.	DATE	DATE 11-18-03	DATE 13 of 17	REVISION DESCRIPTION		



# ROADWAY REPAIR SUMMARY - WASHINGTON AVE.

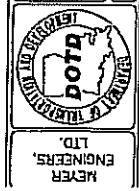
STATION	LT/RT	RESET STONE CURB LIN. FT.	6" BARRIER CURB & GUTTER LIN. FT.	DRILLED DOWELED ASPH. CONC. PATCHING SQ. YD.
10+50	RT			
11+50	LT	134.0		6.0
12+14	RT	158.0		178.7
12+58	RT			20.7
12+63	RT		10.0	4.0
12+67	LT			
13+90	RT	105.0		22.2
14+02	LT	94.0		43.3
14+86	RT	25.0		163.3
16+05	LT	101.0		125.3
16+07	RT	102.0		15.9
16+71	LT		15.0	158.7
16+74	RT			4.0
16+75	LT		15.0	
17+50	LT	60.0		
17+77	LT			46.7
18+05	RT		112.0	16.7
18+95	LT	135.0		161.8
20+06	RT		149.0	180.0
22+82	RT		10.0	248.3
23+72	RT		50.0	17.2
24+23	RT		50.0	27.8
24+42	RT			27.8
26+83	RT		104.0	4.0
27+73	RT		60.0	57.8
27+87	LT			113.3
28+34	LT	48.0		16.0
28+49	RT		18.0	74.7
29+56	LT	33.0		31.0
30+00	RT			18.3
30+75	RT		91.0	88.7
30+79	RT			101.1
31+59	RT	56.0		24.4
31+74	RT		72.0	31.1
31+79	LT			132.0
32+13	LT		17.0	
32+36	LT		12.0	
32+36	RT		20.0	153.3
32+37	RT			16.7
37+62	RT		23.0	
37+94	LT			4.0
38+73	LT			280.0
39+04	LT			10.7
40+39	LT			124.4
40+70	LT			480.0

STATION	LT/RT	RESET STONE CURB LIN. FT.	6" BARRIER CURB & GUTTER LIN. FT.	DRILLED DOWELED ASPH. CONC. PATCHING SQ. YD.	BUS PAD SQ. YD.
41+72	LT	27.0		15.0	
42+60	LT	30.0		31.4	
44+82	RT		20.0	53.3	
44+82	RT		6.0		
45+14	RT		30.0		
45+19	LT	40.0		136.0	
45+61	RT		81.0	67.6	
46+76	RT		60.0		88.1
47+41	LT	70.0			
47+69	LT	70.0			
48+26	RT		75.0	38.9	
48+79	RT		46.0	116.7	
49+36	RT			71.6	
50+84	RT		26.0		
52+08	RT		10.0		
52+24	LT	58.0		6.7	
52+59	RT		51.0	96.8	
53+35	LT	20.0		32.2	
53+84	RT		90.0	90.7	
54+00	RT		25.0	11.1	
54+19	LT	46.0	57.0	160.0	
54+37	RT				
55+38	RT			25.6	
56+13	LT	107.0		6.7	
56+33	RT		72.0	112.0	
58+76	RT		58.0	59.4	
58+92	LT	100.0		105.8	
60+02	RT			107.7	
60+87	RT		26.0	55.6	
60+90	LT	120.0			
61+37	LT	36.0		175.8	
62+49	LT	20.0		66.7	
63+39	RT			20.0	
64+42	LT	186.0	36.0	11.1	
64+82	RT		6.0	72.0	
65+01	LT			103.3	
65+12	RT		8.0	2.8	
65+82	RT		70.0		
66+15	LT	24.0	90.0	144.4	
66+93	LT	38.0		24.0	
67+42	RT			21.7	
68+15	LT	30.0	30.0		
68+55	LT	33.0		16.7	
69+44	LT	15.0		18.3	
69+29	RT			8.3	
70+79	LT	30.0		16.7	
WASHINGTON TOTALS		2162.0	1749.0	376.0	5565.2
					176.2

NOTE: THESE AREAS SHOWN ARE ANTICIPATED BASED UPON RECONNAISSANCE AND SITE SURVEY. AFTER COLD PLANNING NO. 23422 OPERATIONS AND PROOF ROLLING, IF REQUIRED, ARE COMPLETED, PROJECT ENGINEER SHALL VERIFY ACTUAL LOCATIONS AND DIMENSIONS.



WASHINGTON AVENUE



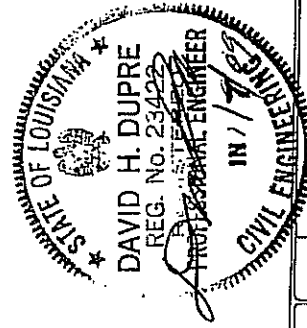
DESIGNED CHENED DHD	EMC A/D	ORLEANS	PARISH
DESIGNED CHENED DHD	EMC A/D	FEDERAL PROJECT	781-35-0077
DATE 11-18-08	DATE 14 of 17		



QUANTITY TABLES	REVISION DESCRIPTION	BY



[illegible]

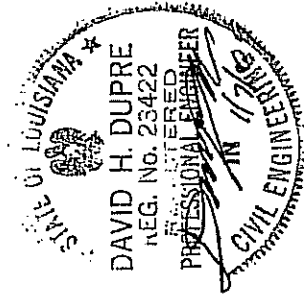
NOTE: DRAIN MANHOLES, CATCH BASINS AND SANITARY SEWER MANHOLE CONSTRUCTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH NEW ORLEANS SBWB / DPW SPECIFICATIONS AND STANDARDS (LATEST EDITION)

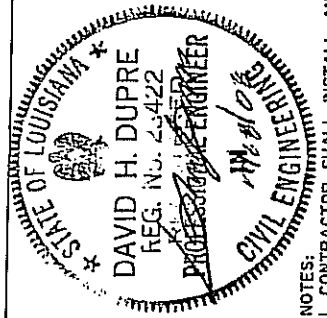


	POYDRAS STREET MARTIN LUTHER KING BLVD. WASHINGTON AVENUE		NO.      DATE		REVISION DESCRIPTION BY	DESIGNED	EMC	PARISH ORLEANS	SHEET NUMBER
			CHECKED DHD	DHD		REMOVED CHECKED DHD	ATO DHD		

STA.	REMARKS	STORM DRAIN PIPE				CATCH BASINS										MANHOLES			
		TYPE	15' L.F.	10' L.F.	0' L.F.	CB GRATE FRAME ADJUSTMENT EACH	CB GUTTER FRAME ADJUSTMENT EACH	CB GRATE INLET COVER EACH	CB FRAME GRATE INLET COVER EACH	MANHOLE ADJUSTMENT EACH	MANHOLE NO. EACH	MANHOLE FRAME COVER EACH	MANHOLE FRAME COVER WITH RINGS EACH	SMH ADJ. WITH RINGS EACH	SMH ADJ. WITH RINGS EACH	DMH ADJ. WITH RINGS EACH			
																	TYPE A CB TYPE B CB TYPE C CB TYPE D CB	TYPE E CB TYPE F CB TYPE G CB TYPE H CB	TYPE I CB TYPE J CB TYPE K CB TYPE L CB
	WASHINGTON AVE.																		
	10-23 DROP INLET, RT.	DI																	
	10-91 CATCH BASIN, RT.	CB																	
	10-56 SEWER MANHOLE, RT.	SMH																	
	16-66 DRAIN MANHOLE, LT.	DMH																	
	17-66 SEWER MANHOLE, LT.	SMH																	
	18-03 CATCH BASIN, RT.	CB																	
	20-31 DRAIN MANHOLE, RT.	DMH																	
	21-17 DRAIN MANHOLE, LT.	DMH																	
	28-27 DRAIN MANHOLE, LT.	DMH																	
	28-49 DRAIN MANHOLE, LT.	DMH																	
	30-16 STORM DRAIN PIPE 15" RCP X 133', RT.	SDP	133																
	30-82 CATCH BASIN, RT.	CB																	
	30-82 STORM DRAIN PIPE 15" RCP X 10', RT.	SDP	10																
	30-83 DRAIN MANHOLE, RT.	DMH																	
	31-17 DRAIN MANHOLE, LT.	DMH																	
	41-82 CATCH BASIN, LT.	CB																	
	41-82 STORM DRAIN PIPE 12" RCP X 5', RT.	SDP	5																
	48-55 CATCH BASIN, RT.	CB																	
	54-34 DRAIN MANHOLE, RT.	DMH																	
	58-32 DRAIN MANHOLE, LT.	DMH																	
	58-23 CATCH BASIN, RT.	CB																	
	60-15 CATCH BASIN, LT.	CB																	
	64-77 DRAIN MANHOLE, RT.	DMH																	
	67-82 CATCH BASIN, LT.	CB																	
	WASHINGTON AVE., TOTALS		152	0	0	6	2	0	0	0	2	0	2	2	0	0			
	PROJECT TOTALS		459	184	114	12	15	5	1	1	6	1	19	2	5	9			

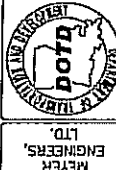
NOTE: DRAIN MANHOLES, CATCH BASINS AND SANITARY SEWER MANHOLE CONSTRUCTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH NEW ORLEANS SBWB / DPW SPECIFICATIONS AND STANDARDS (LATEST EDITION)

[illegible]



- NOTES:
1. CONTRACTOR SHALL INSTALL AND MAINTAIN RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT FACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
  2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR TREE CANOPY AND OTHER OVERHEAD STRUCTURES PRIOR TO CONSTRUCTION.  
NOTE: TREES AND OVERHEAD UTILITIES NOT SHOWN ON PLANS.
  3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH N.O. DPW STD 10.
  4. IF CROSSWALK STRIPING EXISTS AT MEDIAN CROSSINGS, REPLACE AS PER STD. 10 AND DIRECTION OF PROJECT ENGINEER.
  5. LOCATION OF WATER AND SEWER LINES ARE APPROXIMATE. VERIFY LOCATION IN THE FIELD.
  6. LIMITS OF CONSTRUCTION OF INTERSECTING STREETS ARE LOCATED AT THE BACK OF THE CURB RETURN POINTS OF TANGENCY UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.
  7. ALL LOCATIONS AND DIMENSIONS OF PATCHING ARE APPROXIMATE AND SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

- KEYNOTES:
- ▲ INTERSECTION STRIPING PER N.O. DPW STD. 10 (TYPICAL) SEE NOTE 3
  - ⊗ REMOVE/REPLACE HANDICAP RAMP TYPE A
  - ⊙ TYPE B
  - ▲ MANHOLE ADJUSTMENT



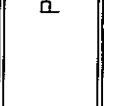
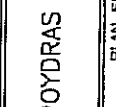
POYDRAS STREET

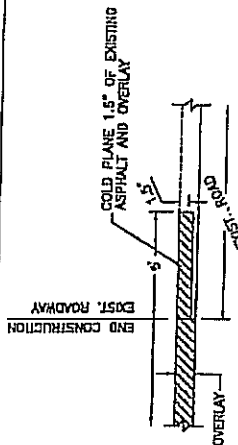
PLAN SHEET



DESIGNED	ENGINEER	DATE	SHEET	PROJECT
ORLEANS	ER-ERP1(088)	11-18-08	1 OF 3	704-36-0068
CHECKED	DATE	BY	DESCRIPTION	
DHD				
ATO				
DHD				

DESIGNED	ENGINEER	DATE	SHEET	PROJECT
ORLEANS	ER-ERP1(088)	11-18-08	1 OF 3	704-36-0068
CHECKED	DATE	BY	DESCRIPTION	
DHD				
ATO				
DHD				





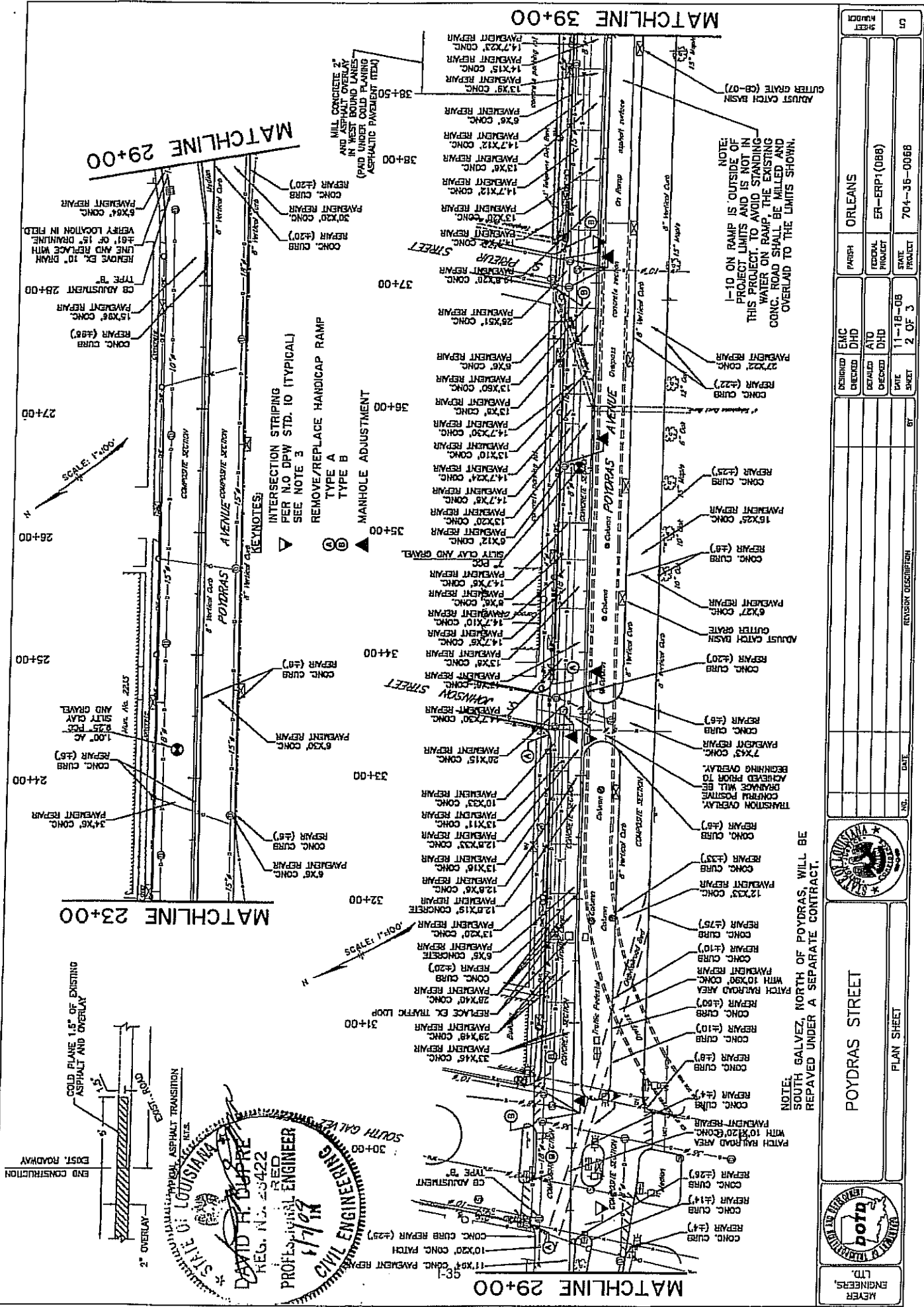
STATE OF LOUISIANA  
 DAVID H. DUPRE  
 REG. NO. 23422  
 PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 1/1/03

MATCHLINE 23+00

MATCHLINE 29+00

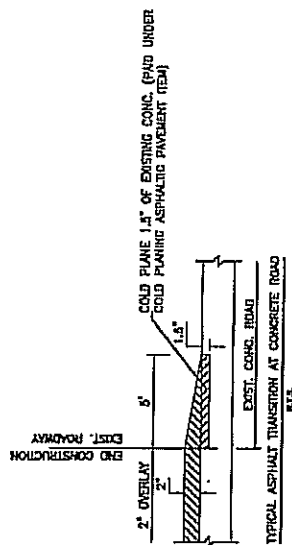
MATCHLINE 29+00

MATCHLINE 39+00



NOTE:  
 SOUTH GALVEZ, NORTH OF POYDRAS, WILL BE  
 REPAVED UNDER A SEPARATE CONTRACT.

5	SHEET	ORLEANS	PARISH	FEDERAL PROJECT	STATE PROJECT	DATE	SHEET	2 OF 3	704-35-0068
DESIGNED	CHECKED	DHD	DHD	DHD	DHD	DATE	11-18-05	2 OF 3	704-35-0068
PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT
PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT	PROJECT



REQ'D INTERSECTION STRIPING  
PER N.O DPW STD. 10 (TYPICAL)  
SEE NOTE 3

④ REMOVE/REPLACE HANDICAP RAMP  
TYPE A

**▲ MANHOLE ADJUSTMENT**



NOTE: -10 ON RAMP IS OUTSIDE OF PROJECT LIMITS AND IS NOT IN THIS PROJECT. TO AVOID STANDING WATER ON RAMP, THE EXISTING ROAD (ASPHALT AND CONCRETE) SHALL BE MILED AND OVERLAD TO THE LIMITS SHOWN.

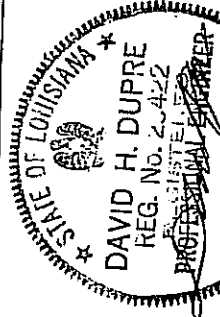
DAVID H. DUPRE  
REG. NO. 20422  
PROFESSIONAL ENGINEER

WILL EX. ASPHALT 2" AND  
2" (AVG. DEPTH) ASPHALT OVERLAY  
IN WEST BOUND LANES  
(PAID UNDER COLD PLANTING  
ASPHALTIC PAVEMENT ITEM)

MILL CONCRETE 2"  
AND ASPHALT OVERLAY  
IN WEST BOUND LANES  
UNDER COLD FLAMING  
PVALTIC PAYEMENT (ITEM)

MATCHLINE 39+00

 LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT bora ENGINEERS, LLC	POYDRAS STREET		PLAN SHEET	NO.	DATE	REMARKS DESCRIPTION	BY	DESIGNED	EMC	PARISH	ORLEANS	SHEET NUMBER
								DRAWN	DHO			
									11-18-08	STATE PROJECT	704-36-0068	10



STA. 10+21.00  
BEGIN CONSTRUCTION  
BEGIN S.P. NO. 704-36-0068  
BEGIN F.A.P. NO. ER-ERP1(088)

SOUTH BROAD STREET

P.I. STA. 20+22

R=749.57  
L=114.48  
Tan=57.35  
Δ=8°44'58"

Beginning of Project  
Cross Cut

STA. 10+00  
N 532640.322  
E 3673572.500

POYDRAS AVENUE

1071.92'

PC = 19+64.57  
PT = 20+79.05

STA. 19+65  
N 532202.557  
E 3674432.013

S 59°38'25" E  
114.37'

Cross Cut

STA. 20+79  
N 532143.029  
E 3674529.669

POYDRAS AVENUE

770.46'

MATCHLINE  
STA. 28+00

STA. 47+21.00  
END CONSTRUCTION  
END S.P. NO. 704-36-0068  
BEGIN F.A.P. NO. ER-ERP1(088)

13-17

MATCHLINE  
STA. 28+00

P.I. STA. 28+50  
N 531693.000  
E 3675155.028

STA. 31+69  
N 531551.303  
E 3675441.940

Cross Cut

S 63°43'00" E 319.99'

POYDRAS AVENUE

STA. 42+00  
N 531083.135  
E 3676360.096

STA. 47+50  
N 530833.294  
E 3676850.077

Cross Cut

SOUTH CLAIBORNE AVE

ALL COORDINATES WERE DERIVED FROM GPS OBSERVATIONS  
COMPUTED USING AN OPUS SOLUTION.  
RETERMINED BASE STATION USED.  
(1) DATA OBTAINED FROM THE UNIVERSITY  
COORDINATES (2) DATA OBTAINED FROM THE UNIVERSITY  
COORDINATES (3) DATA OBTAINED FROM THE UNIVERSITY

THE COORDINATES AND BEARINGS SHOWN ARE GRID AND ON THE  
LOUISIANA COORDINATES SYSTEM SOUTH ZONE (NAD 83)  
USE AN ANGLE = 0°37'22"  
STATIONING IS BASED ON GRID DISTANCES USE

Graphic Scale



1 inch = 200 ft

LANDMARK SURVEYING, INC.  
1813 Canal Street  
Harrisburg, PA 17104-7023

Phone 717-633-3333  
Fax 717-633-3337  
E-Mail info@landmark-surveying.com

POYDRAS AVENUE  
FROM S. BROAD AVE. TO S. CLAIBORNE AVE.  
NEW ORLEANS, LOUISIANA

DATE: 08/03/08 DRAWN BY: JFR JOB NO. 080136  
SCALE: 1" = 200' CHECKED BY: SAR 08-0136



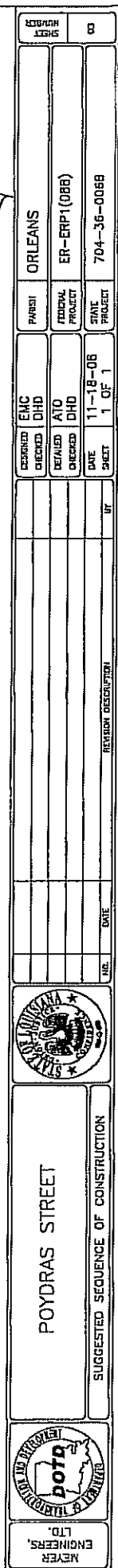
POYDRAS STREET

GEOMETRIC LAYOUT

NO.	DATE	BY	REVISION DESCRIPTION
1			
2			
3			
4			
5			
6			
7			

DESIGNED	ENGINEER	DATE	11-18-08
CHECKED	DHD	DATE	11-18-08
DETAILED	ATO	DATE	11-18-08
REVIEWED	DHD	DATE	11-18-08
PROJECT	ER-ERP1(088)	PROJECT	704-36-0068
PAPER	ORLEANS	PAPER	704-36-0068
SHEET	7	SHEET	7

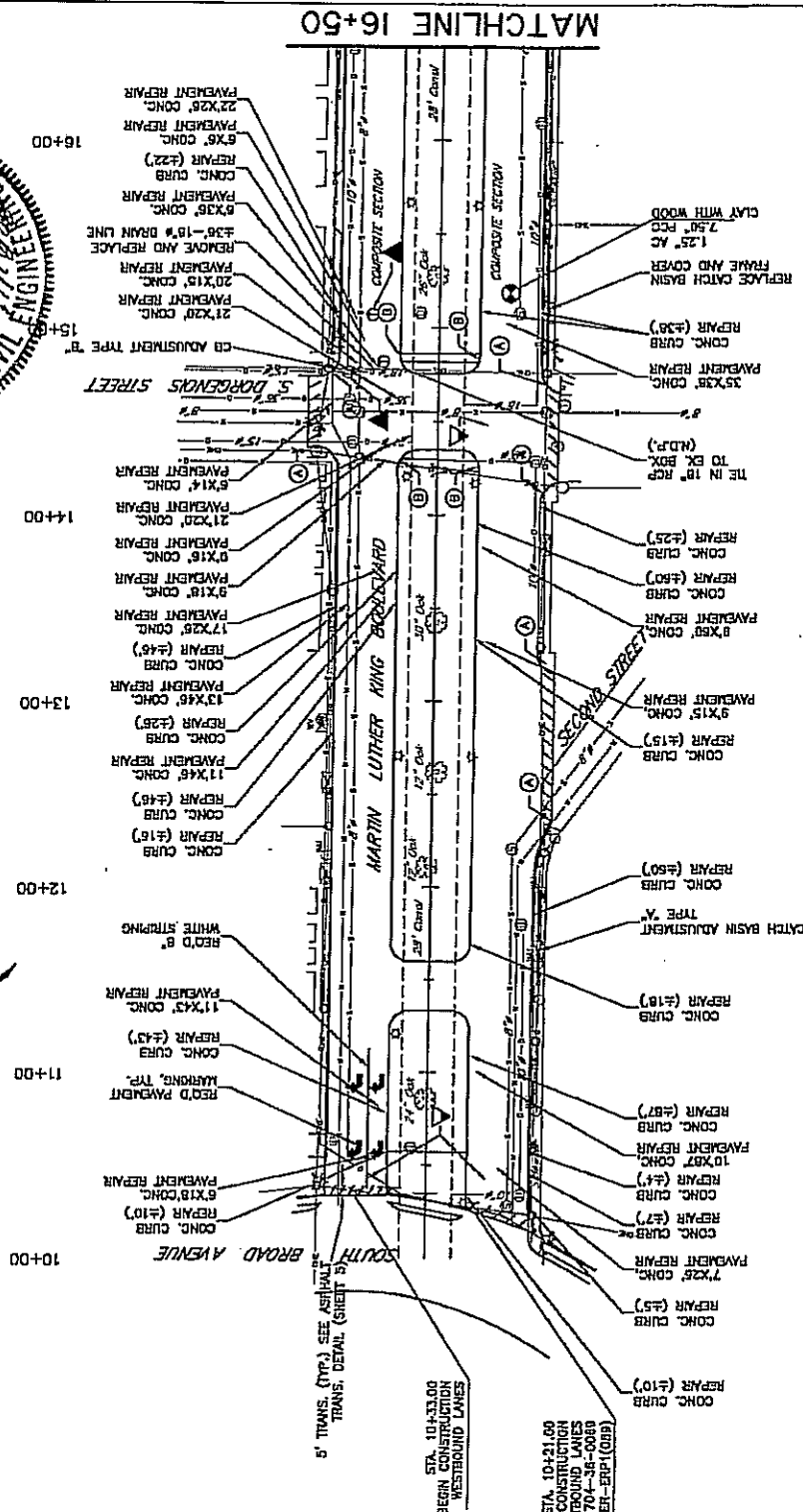
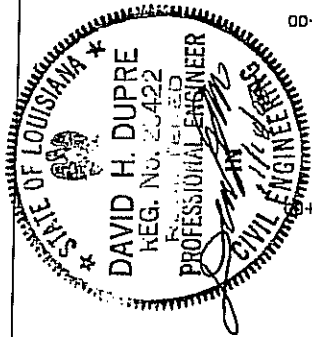




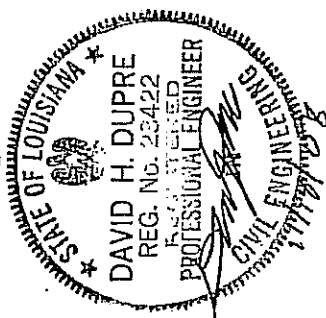
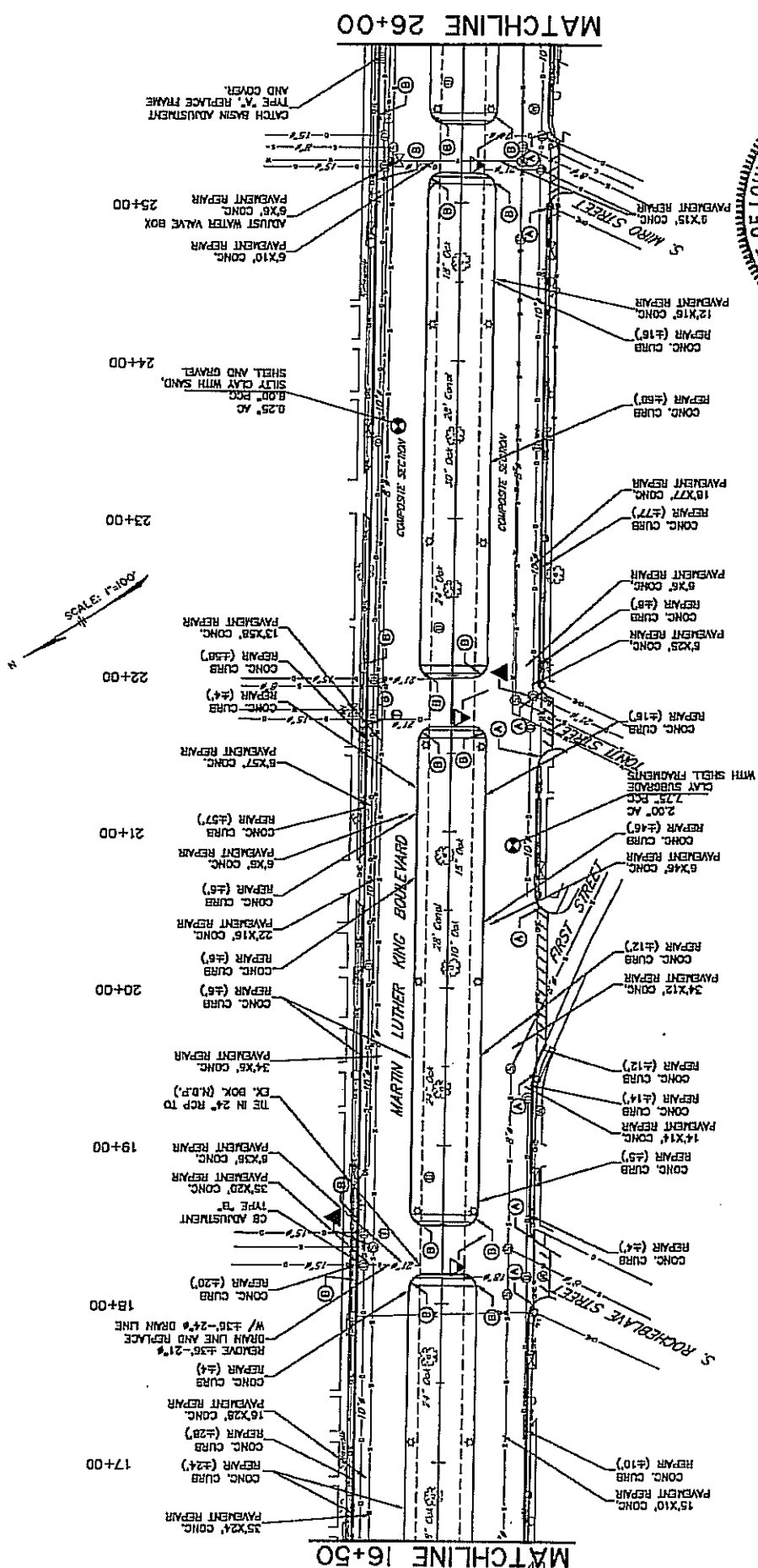
- NOTES:
1. CONTRACTOR SHALL INSTALL AND MAINTAIN RAMPS FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT FACES IN THE ROADWAYS TO MAINTAIN TRAFFIC OPERATIONS (NO DIRECT PAYMENT).
  2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR TREE CANOPY AND OTHER OVERHEAD STRUCTURES PRIOR TO CONSTRUCTION.  
NOTE: TREES AND OVERHEAD UTILITIES NOT SHOWN ON PLANS.
  3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH N.O. DPW STD 10.
  4. SCHOOL ZONE MARKINGS SHALL BE IN ACCORDANCE WITH N.O. STD. 10.
  5. IF CROSSWALK STRIPING EXISTS AT MEDIAN CROSSINGS, REPLACE AS PER STD. 10 AND DIRECTION OF PROJECT ENGINEER.
  6. LOCATION OF WATER AND SEWER LINES ARE APPROXIMATE. VERIFY LOCATION IN THE FIELD.
  7. LIMITS OF CONSTRUCTION OF INTERSECTING STREETS ARE LOCATED AT THE BACK OF THE CURB RETURN POINTS OF TANGENCY UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.
  8. ALL LOCATIONS AND DIMENSIONS OF PATCHING ARE APPROXIMATE AND SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

KEYNOTES:

- ▽ INTERSECTION STRIPING PER N.O. DPW STD. 10 (TYPICAL) SEE NOTE 3
- REMOVE/REPLACE HANDICAP RAMP TYPE A
- TYPE B
- ▲ MANHOLE ADJUSTMENT

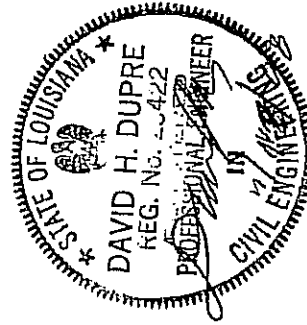
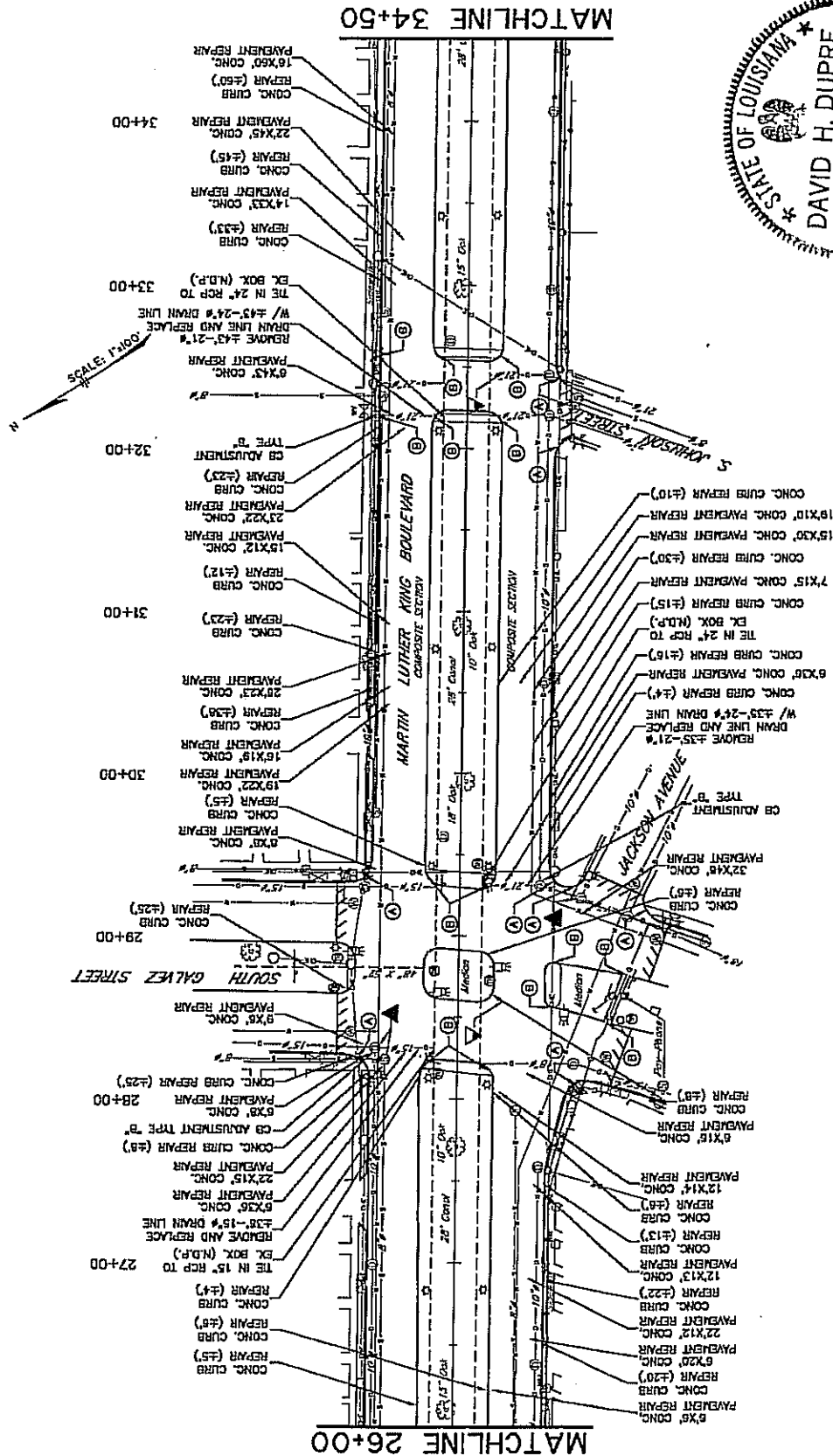


MARTIN LUTHER KING BLVD.		ORLEANS	
PLAN SHEET		ER-ERP1(089)	
DATE: 11-18-08		STATE PROJECT: 704-36-0069	
SHEET: 1 OF 5		DATE: 11-18-08	
REVISION DESCRIPTION		BY	
REV.		DATE	





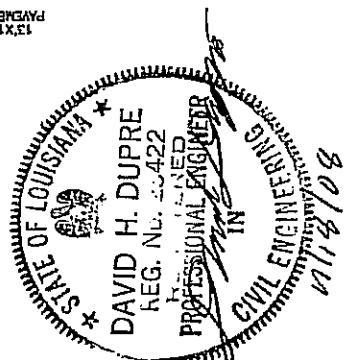
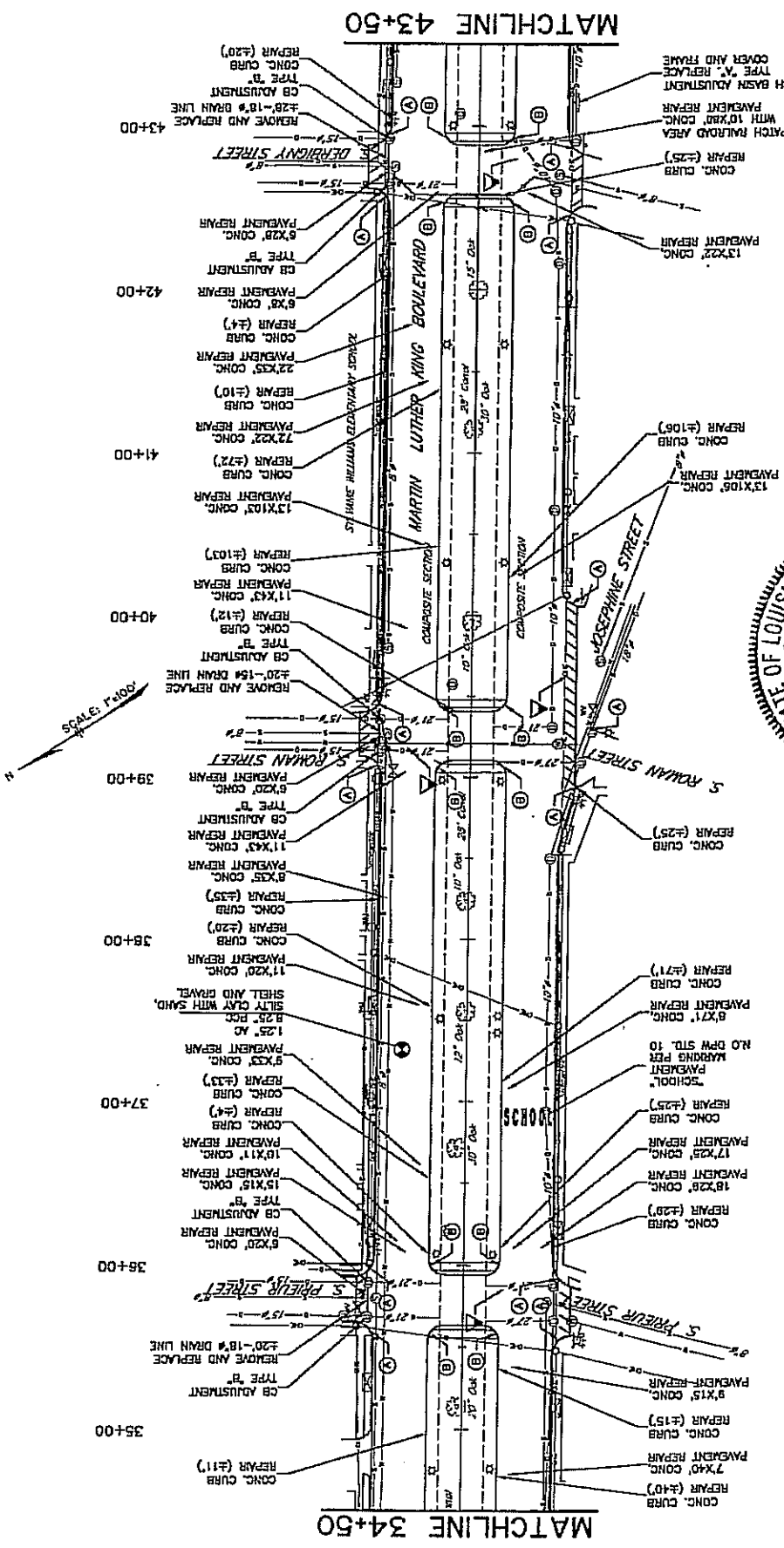
- KEYNOTES:**
- ▲ INTERSECTION STRIPING PER I.O. DPW STD. 10 (TYPICAL) SEE NOTE 3
  - REMOVE/REPLACE HANDICAP RAMP
  - TYPE A
  - TYPE B
  - ▲ MANHOLE ADJUSTMENT

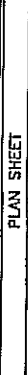
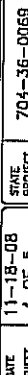
		<b>MARTIN LUTHER KING BLVD.</b>		<b>PLAN SHEET</b>	
SHEET NO. 10		ORLEANS		PROJECT NO. 704-36-0069	
FEDERAL PROJECT NO. ER-ERP1(089)		DATE 11-18-08		BY 2 OF 5	
DESIGNER		CHECKED		DATE	
DRAWN		CHECKED		DATE	
REVISION DESCRIPTION		DATE		BY	

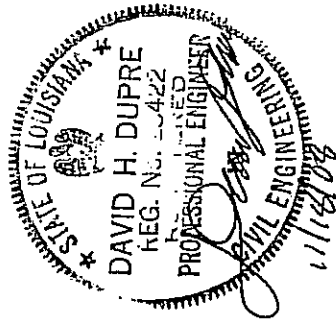
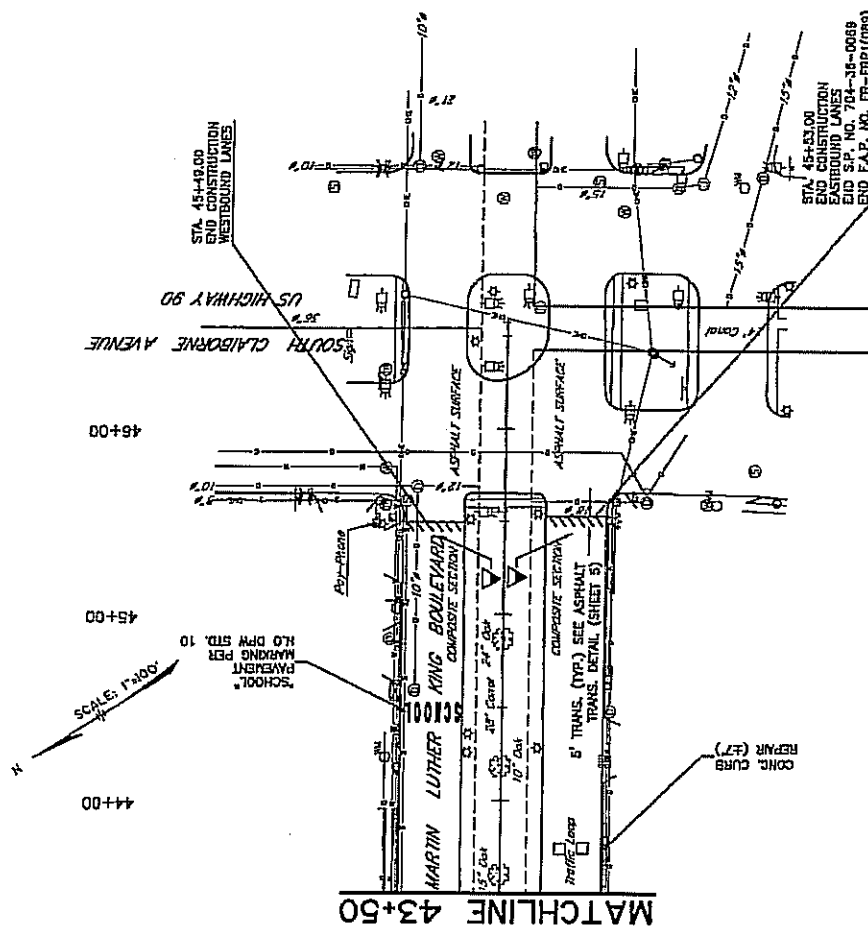


- KEYNOTES:**
- ▲ INTERSECTION STRIPING  
PER N.O. DPW STD. 10 (TYPICAL)  
SEE NOTE 3
  - REMOVE/REPLACE HANDICAP RAMP  
TYPE A  
TYPE B
  - ▲ MANHOLE ADJUSTMENT



 MEYER ENGINEERS, LTD.		MARTIN LUTHER KING BLVD.				PLAN SHEET	
SHEET NUMBER 11		PARISH ORLEANS		FEDERAL PROJECT ER-ERP1(089)		STATE PROJECT 704-35-0069	
DESIGNED EMC		CHECKED DHD		DATE 11-18-08		SHEET 3 OF 5	
DRAWN ATO		CHECKED DHD		DATE 11-18-08		SHEET 3 OF 5	
BY		REVISION DESCRIPTION		DATE		NO.	



MARTIN LUTHER KING BLVD.					
MEYER ENGINEERS, LTD.		PLAN SHEET		ORLEANS	
NO.		DATE		PARISH	
12		11-18-08		ORLEANS	
SHEET		OF 5		FEDERAL PROJECT	
NUMBER		704-36-0069		ER-EPPI(089)	



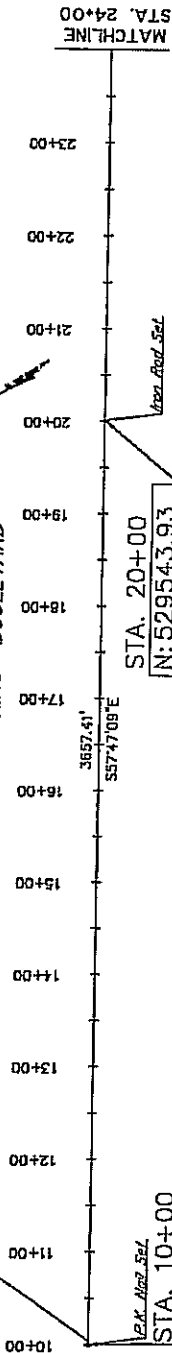
- KEYNOTES:
- ▽ INTERSECTION STRIPING  
PER N.O. DPW STD. 10 (TYPICAL)  
SEE NOTE 3
  - REMOVE/REPLACE HANDICAP RAMP  
TYPE A  
TYPE B
  - ▲ MANHOLE ADJUSTMENT

				<p>MARTIN LUTHER KING BLVD.</p>		<p>PLAN SHEET</p>	
DESIGNED	EMC	PAISON	ORLEANS	SHEET	13		
CHECKED	DHD	FEDERAL	PROJECT	PROJECT	704-36-0089		
REVIEWED	AND	STATE	PROJECT	DATE	11-18-08		
CHECKED	DHD	PROJECT	PROJECT	SHEET	5 OF 5		
				NO.	DATE	REVISION DESCRIPTION	

STA. 10+21.00  
BEGIN CONSTRUCTION  
BEGIN S.P. NO. 704-36-0069  
BEGIN F.A.P. NO. ER-ERP1(089)

SOUTH BROAD AVENUE

MARTIN LUTHER KING BOULEVARD

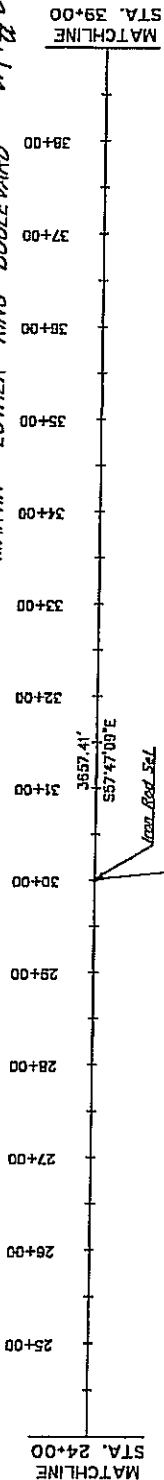


STA. 20+00  
N: 529543.93  
E: 3672835.88

STA. 10+00  
N: 530077.02  
E: 3671989.82

STATE OF LOUISIANA  
DAVID H. DUPRE  
REG. NO. 422  
PROFESSIONAL ENGINEER  
CIVIL ENGINEERING

MARTIN LUTHER KING BOULEVARD



STA. 30+00  
N: 529010.85  
E: 3673681.94

ALL COORDINATES WERE DERIVED FROM GPS OBSERVATIONS  
COMPUTED USING AN OPUS SOLUTION.  
REFERENCE: BASE STATIONS USED  
(1) DSTM CRESTVIEW ILL. CORS (2) TULSA UNIVERSITY  
CORS (3) EXACT ENGLISH TURN 1 CORS

THE COORDINATES AND BEARINGS SHOWN ARE GRID AND ON THE  
LOUISIANA COORDINATES SYSTEM SOUTH ZONE (NAD 83)  
TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS,  
USE - ANGLE = 037°11"  
S.P. NO. 704-36-0069

Graphic Scale  
1 inch = 200 ft.

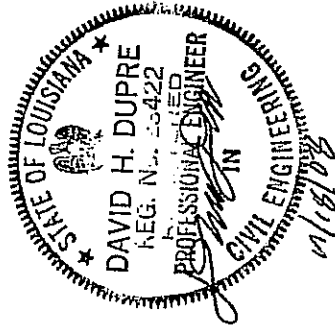


LANDMARK SURVEYING, INC.  
1913 Capital Street  
Harahan, Louisiana 70123  
Phone 504-734-4237  
Fax 504-734-4237  
Phone 504-734-3303

MARTIN LUTHER KING BOULEVARD  
FROM S. BROAD AVE. TO S. CLAIBORNE AVE.  
NEW ORLEANS, LOUISIANA

SHEET MADE AT THE REQUEST OF  
LA DOTD

MARTIN LUTHER KING BLVD.		ORLEANS		ER-ERP1(089)	
GEOMETRIC LAYOUT		DATE		11-18-08	
NO.		DATE		SHEET	
14		704-36-0069		1 OF 2	



THE COORDINATES AND BEARINGS SHOWN ARE GRID AND ON THE LOUISIANA COORDINATES SYSTEM SOUTH ZONE (NAD 83) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS,  
USE -- ANGLE = 03711 --  
TO CONVERT GRID TO GRID DISTANCES USE  
SF = 0.999026



MEYER  
ENGINEERS,  
LTD.

DESIGNED	ENGINEER	PROJECT	DATE
CHECKED	DHD	PARSONS ORLEANS	10-20-1971
DRAWN	ATO	FEDERAL PROJECT	
CHECKED	DHD	ER-ERP1 (089)	
SHEET	11-1B-08	704-35-0069	
2 OF 2			

LANDMARK SURVEYING, INC.  
1513 Rigdon Street  
Hareham, Nebraska 68123

FILE 204-731-1557

204-731-1557

Form 204-731-1557

DESIGNED	EMC
CHECKED	DHD
DETAILED	ATO
CHECKED	DHD
DATE	11-18
SHEET	2 OF

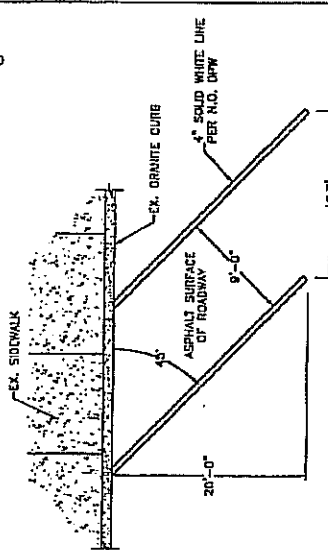
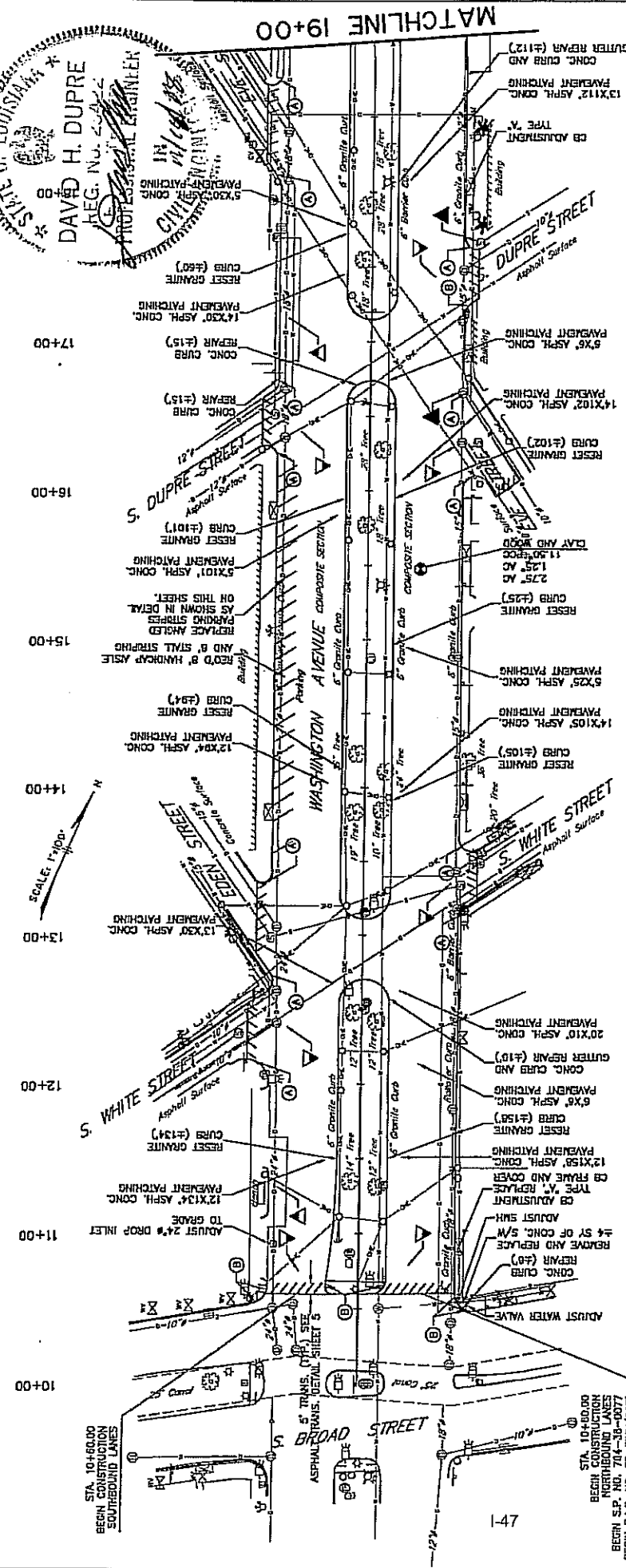
MARTIN LUTHER KING BOULEVARD  
FROM S. BROAD AVE. TO S. CLAIBORNE AVE.  
NEW ORLEANS, LOUISIANA

DATE: 06/05/08	DRAWN BY: SJB	JOB NO.
SCALE: 1" = 200'	CHECKED BY: SJB	05-0137

DWG. NO. 050137







TYPICAL ANGLED PARKING DETAIL  
N.T.S.

- NOTES:**
1. CONTRACTOR SHALL INSTALL AND MAINTAIN RAMP FOR UTILITY STRUCTURES AND VERTICAL PAVEMENT FACES IN THE ROADWAYS TO MAINTAIN TRAFFIC BETWEEN MILLING AND OVERLAY OPERATIONS (NO DIRECT PAYMENT).
  2. CONTRACTOR SHALL VERIFY HEIGHT CLEARANCE FOR TREE CANOPY AND OTHER OVERHEAD STRUCTURES PRIOR TO CONSTRUCTION.  
NOTE: TREES AND OVERHEAD UTILITIES NOT SHOWN ON PLANS.
  3. ONLY STRIPING WITHIN PROJECT LIMITS IS REQUIRED. STRIPING REQUIRED AT EACH INTERSECTION TO BE IN ACCORDANCE WITH N.O. DPW STD 10.
  4. IF CROSSWALK STRIPING EXISTS AT MEDIAN CROSSINGS, REPLACE AS PER STD. 10 AND DIRECTION OF PROJECT ENGINEER.
  5. LOCATION OF WATER AND SEWER LINES ARE APPROXIMATE. VERIFY LOCATION IN THE FIELD.
  6. LIMITS OF CONSTRUCTION OF INTERSECTING STREETS ARE LOCATED AT THE BACK OF THE CURB RETURN POINTS OF TANGENCY UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.
  7. ALL LOCATIONS AND DIMENSIONS OF PATCHING ARE APPROXIMATE AND SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

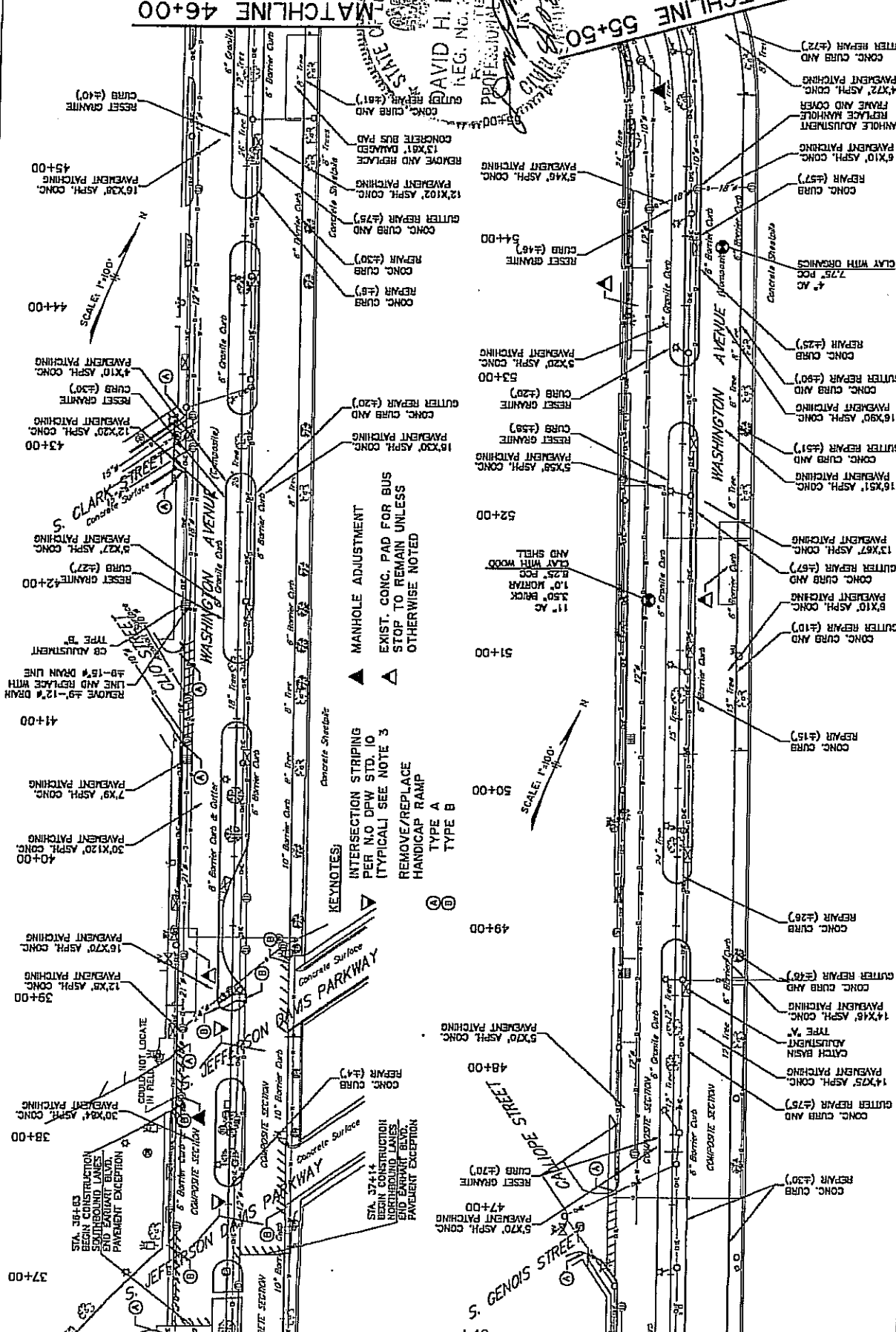
- KEYNOTES:**
- ▽ INTERSECTION STRIPING PER N.O. DPW STD. 10 (TYPICAL) SEE NOTE 3
  - REMOVE/REPLACE HANDICAP RAMP TYPE A
  - MANHOLE ADJUSTMENT TYPE B
  - ▲ EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS OTHERWISE NOTED

<b>WASHINGTON AVENUE</b>		<b>PLAN SHEET</b>	
SHEET NO. 17	PROJECT NO. 704-36-0077	DATE 11-18-08	SHEET 1 OF 5
DESIGNED BY EHC	CHECKED BY DHD	DRAWN BY ATO	PROJECT NO. ER-EP1(097)
ORLEANS		PARISH	



MATCHLINE 36+50

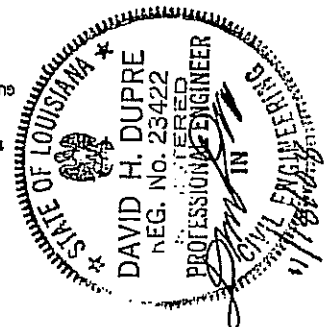
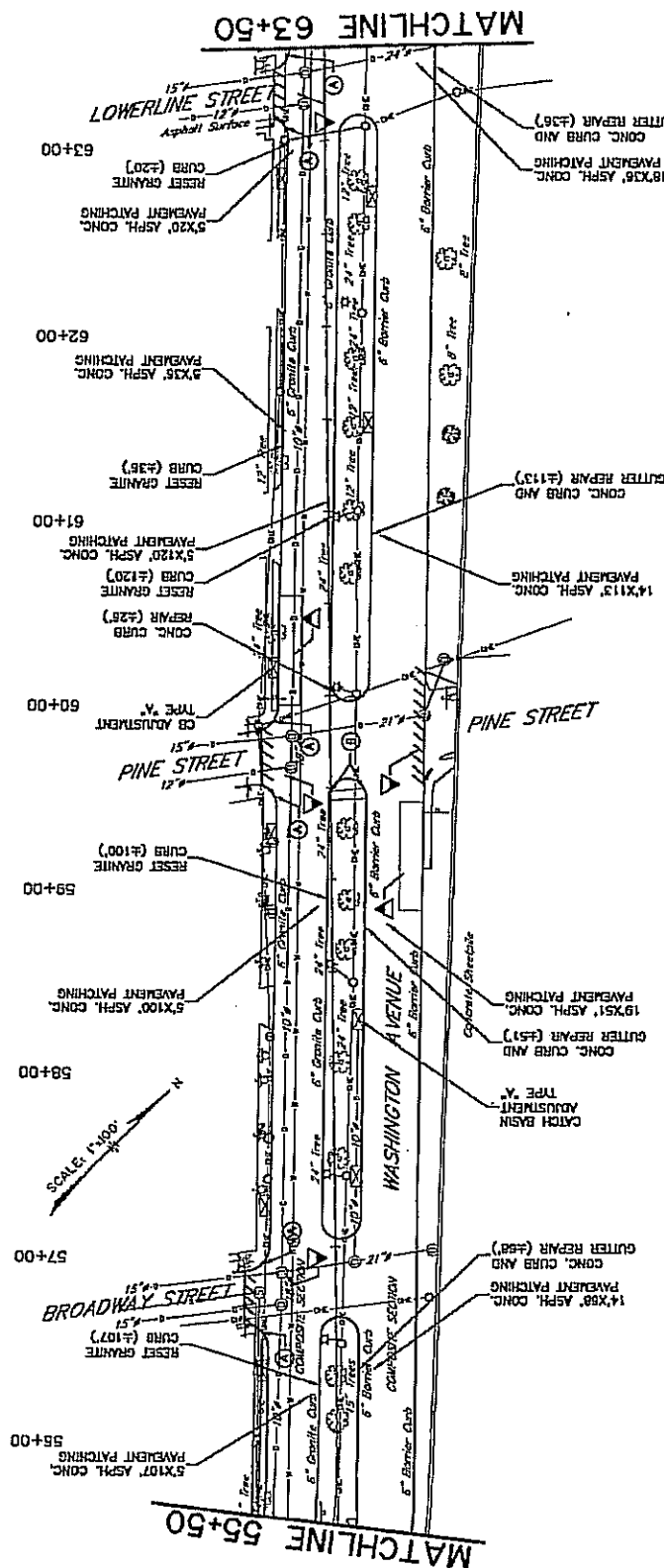
MATCHLINE 46+00



MANHOLE ADJUSTMENT  
EXIST. CONC. PAD FOR BUS  
STOP TO REMAIN UNLESS  
OTHERWISE NOTED

KEYNOTES:  
INTERSECTION STRIPING  
PER M.O. DFW STD. 10  
(TYPICAL) SEE NOTE 3  
REMOVE/REPLACE  
HANDICAP RAMP  
TYPE A  
TYPE B

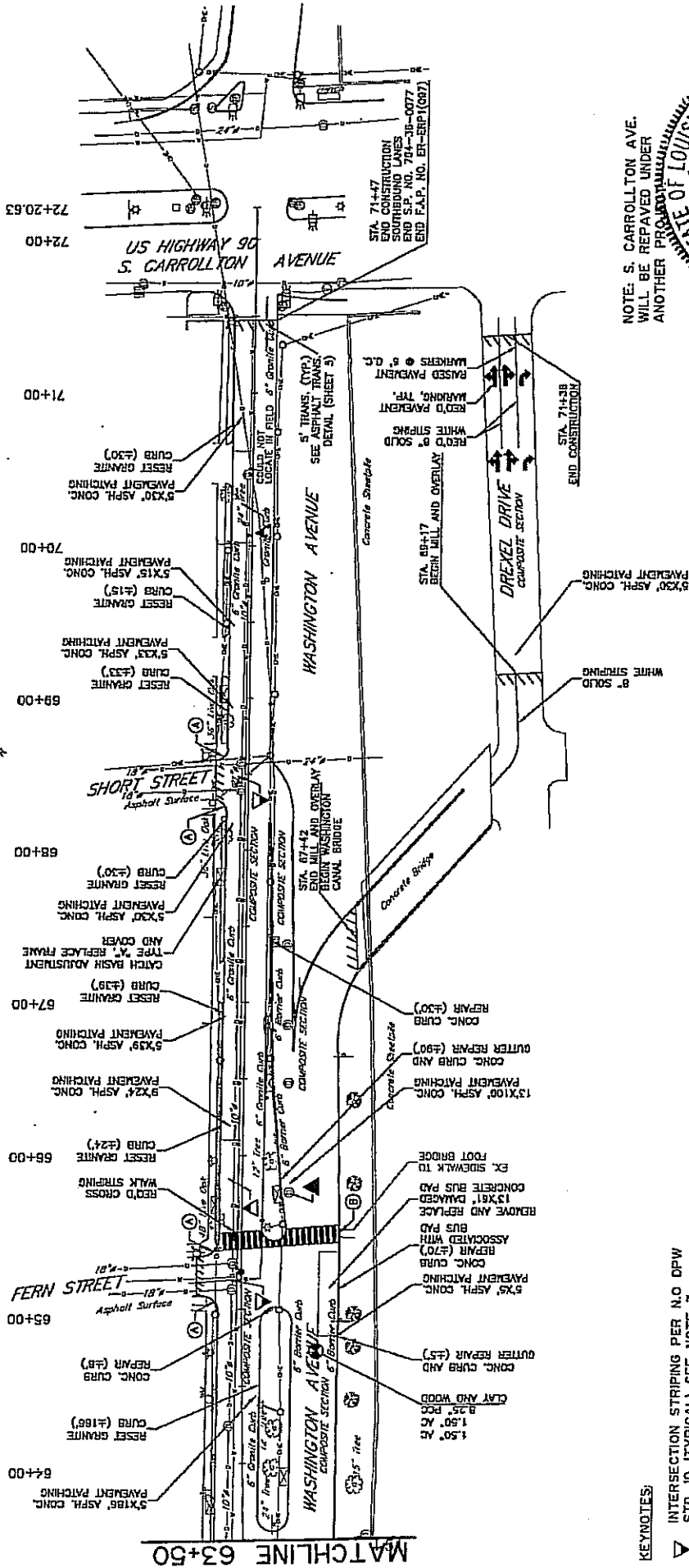
19		ORLEANS		PARISH		FEDERAL PROJECT		STATE PROJECT	
SHEET NUMBER		ER-ERP1(087)		DATE		11-18-08		3 OF 5	
PROJECT		WASHINGTON AVENUE		PLAN SHEET		REVISION DESCRIPTION		BY	
DESIGNED		CHECKED		DESIGNED		CHECKED		DATE	
EMC		DHD		AIO		DHD		11-18-08	
MEYER ENGINEERS, LTD.		STATE OF LOUISIANA		STATE OF LOUISIANA		STATE OF LOUISIANA		704-36-0077	



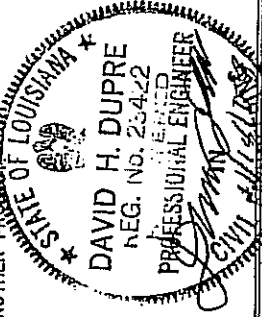
- KEYNOTES:**
- ▽ INTERSECTION STRIPING PER N.O. DPW STD. 10 (TYPICAL) SEE NOTE 3
  - REMOVE/REPLACE HANDICAP RAMP
  - ① TYPE A
  - ② TYPE B
  - ▲ MANHOLE ADJUSTMENT
  - ▽ EXIST. CONC. PAD FOR BUS STOP TO REMAIN UNLESS OTHERWISE NOTED

MEYER ENGINEERS, L.P.		WASHINGTON AVENUE		PLAN SHEET	
DESIGNED	EMC	PROJECT	ORLEANS	STATE PROJECT	704-36-0077
CHECKED	DHD	FEDERAL PROJECT	ER-ERP1(097)	DATE	11-18-08
REVIEWED	ATO	DATE	4 OF 5	SHEET	20
REVISION DESCRIPTION					
NO.	DATE	BY			

SCALE 1"=400'



NOTE: S. CARROLLTON AVE.  
WILL BE REPAVED UNDER  
ANOTHER PROJECT

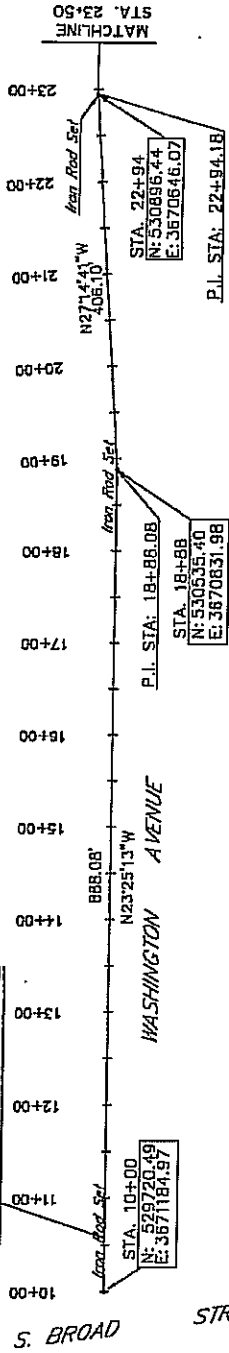


KEYNOTES:

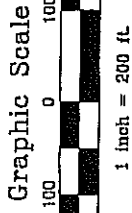
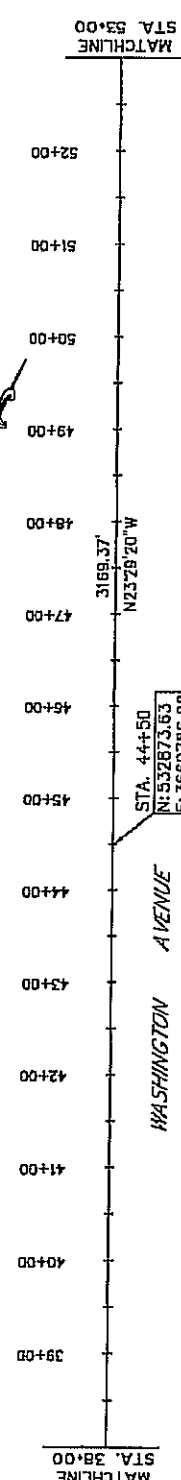
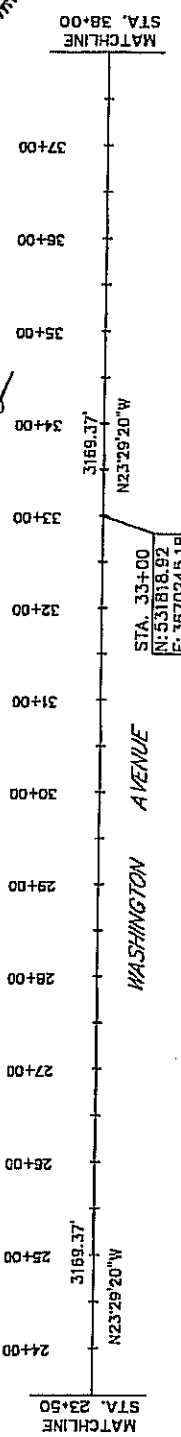
- ▲ INTERSECTION STRIPING PER N.O. DPW  
STD. 10 (TYPICAL) SEE NOTE 3
- ④ REMOVE/REPLACE HANDICAP RAMP  
TYPE A  
TYPE B
- ▲ MANHOLE ADJUSTMENT
- ▼ EXIST. CONC. PAD FOR BUS STOP TO  
REMAIN UNLESS OTHERWISE NOTED

<div>MEYER ENGINEERS, LTD.</div> <div></div>		WASHINGTON AVENUE		<div></div>		NO.		DATE		REVISION DESCRIPTION		BY		EMC		PARISH		ORIGINATOR		SHEET NUMBER	
														DESIGNED		FEDERAL PROJECT		ER-ERP1(057)			
														CHECKED		STATE PROJECT		704-36-0077			
														DND		11-18-08					
														AIO		5 OF 5					
														DND							

STA. 10+60.00  
BEGIN CONSTRUCTION  
BEGIN S.F. NO. 704-36-0077  
BEGIN F.A.P. NO. ER-ERP1(097)



STATE OF LOUISIANA  
DAVID H. DUPRE  
REG. NO. 20422  
PROFESSIONAL ENGINEER  
1/18/08



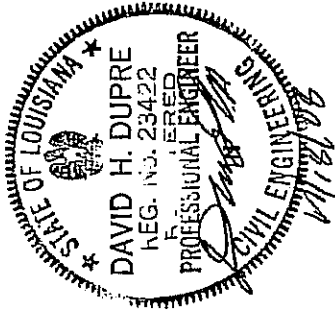
LANDMARK SURVEYING, INC.  
1613 West 1st Street  
Harrison, Louisiana 70123  
Phone 504-734-3303  
Fax 504-734-4327  
E: ds@lmsi.com

WASHINGTON AVENUE  
FROM S. BROAD AVE. TO S. CARROLLTON AVE.  
NEW ORLEANS, LOUISIANA

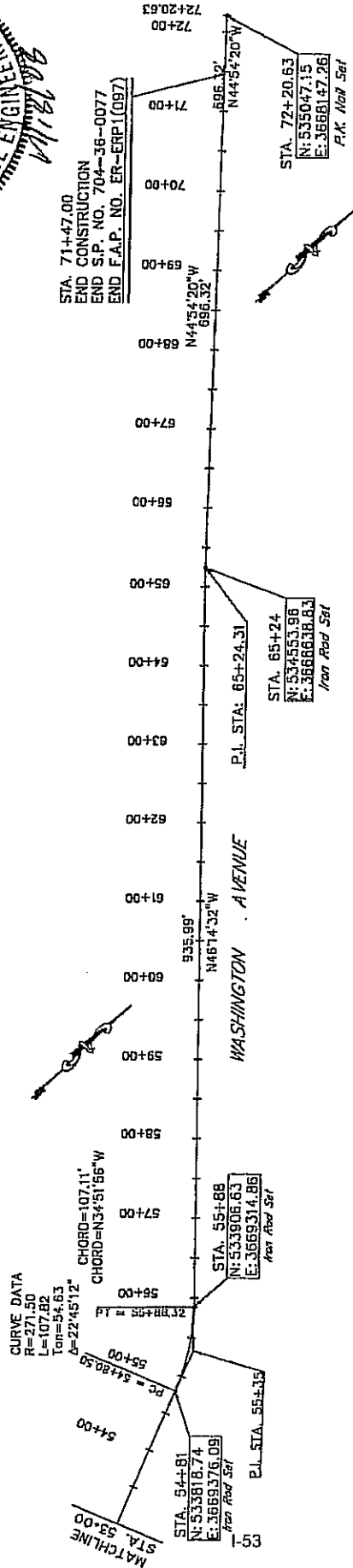
ALL COORDINATES WERE DERIVED FROM GPS OBSERVATIONS  
COMPUTED USING AN OPEN SOLUTION.  
REFERENCES: BASE STATIONS USED:  
(1) DSTR WESTBACH ILS CORP. (2) NOLA LOYOLA UNIVERSITY  
CORP. (3) EMU1 ENGLISH TURN 1 CORP.  
THE COORDINATES AND BEARINGS SHOWN ARE GRID AND ON THE  
LOUISIANA COORDINATE SYSTEM SOUTH ZONE (NAD 83)  
UNLESS OTHERWISE NOTED. ALL DISTANCES ARE IN FEET.  
TO CONVERT GRID BEARINGS TO TRUE BEARINGS:  
S.F. = 0.000026

SURVEY MADE AT THE REQUEST OF  
LA DOTD

WASHINGTON AVENUE		GEOMETRIC LAYOUT	
DATE: 08/09/08	DRAWN BY: S.B.	JOB NO.: 08-0138	DWG. NO. 080139
SHEET NO. 22		SHEET NO. 22	
FEDERAL PROJECT: ER-ERP1(097)		FEDERAL PROJECT: ER-ERP1(097)	
STATE PROJECT: 704-36-0077		STATE PROJECT: 704-36-0077	
SHEET: 1 OF 2		SHEET: 1 OF 2	



S. CARROLLTON AVENUE



Graphic Scale



1 inch = 200 ft.

LANDMARK SURVEYING, INC.  
1513 Canal Street  
Harahan, Louisiana 70123

WASHINGTON AVENUE  
FROM S. BROAD AVE. TO S. CARROLLTON AVE.  
NEW ORLEANS, LOUISIANA

DATE: 05/09/98 DRAWN BY: SJB JOB NO.: 080138  
SCALE: 1" = 100' CHECKED BY: JTE US-9138  
DWG. NO. 080138

DESIGNED	EMC	PARISH	ORLEANS
CHECKED	DHD	FEDERAL PROJECT	ER-ERP1(097)
DATE	11-18-08	STATE PROJECT	704-36-0077
SHEET	2 OF 2		

ALL COORDINATES WERE DERIVED FROM GPS OBSERVATIONS  
COMPUTED USING AN ORUS SOLUTION.  
(1) DISTR. COASTAL & S. COAST (2) DISTR. COAST & UNIVERSITY  
COAST (3) ENCL. ENCL. TURN 1 COAST

THE COORDINATES AND BEARINGS SHOWN ARE GRID AND ON THE  
LOUISIANA COORDINATES SYSTEM SOUTH ZONE (NAD 83)  
USE - ANGLE = 0°00'00"  
STATIONING TO GRID DISTANCES USE  
STATIONING TO GRID DISTANCES USE

SURVEY MADE AT THE REQUEST OF:  
LA ROAD

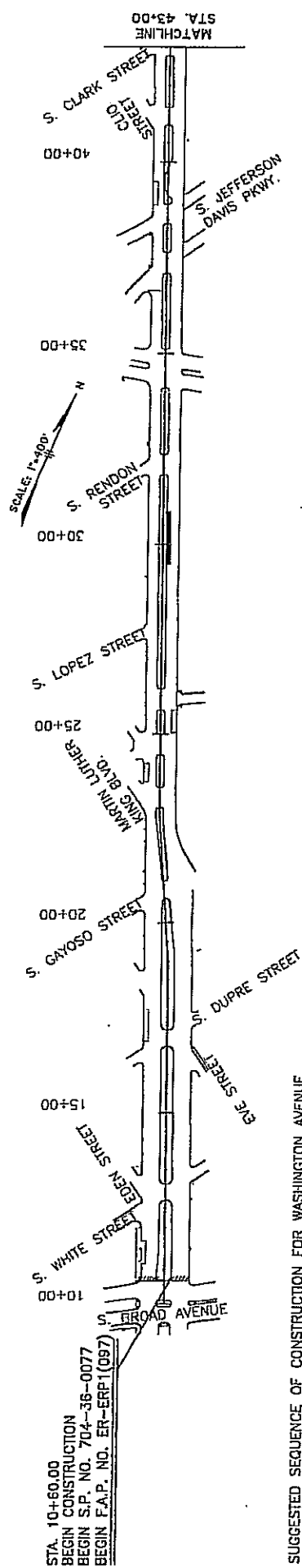


WASHINGTON AVENUE

GEOMETRIC LAYOUT







1. THE SUGGESTED SEQUENCE OF CONSTRUCTION CONSISTS OF

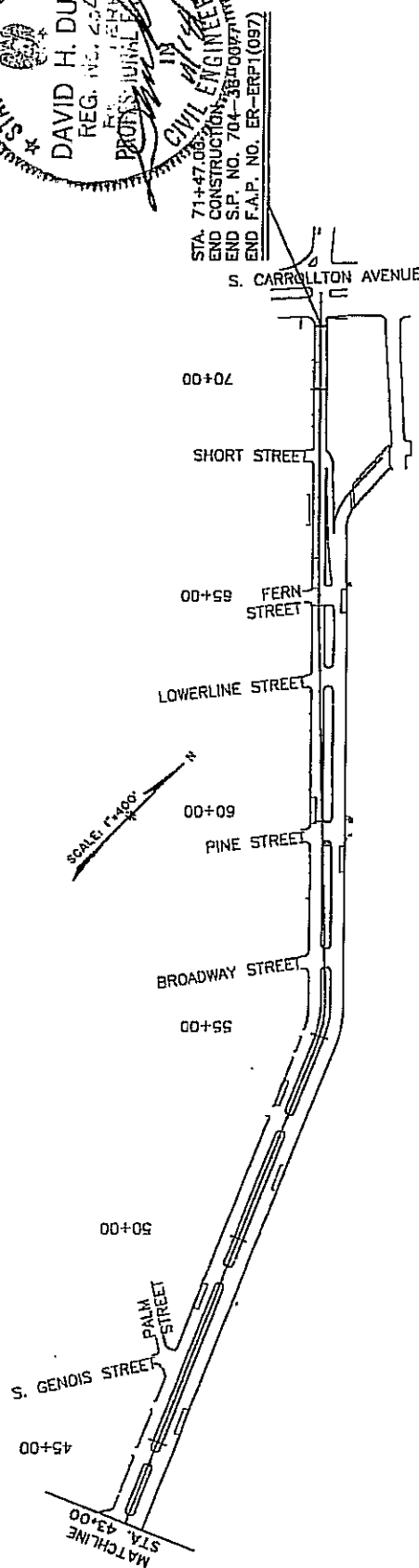
- a. THE EXISTING LANE CONFIGURATION ON WASHINGTON CONSISTS OF A FOUR-LANE BOULEVARD SECTION WITH A GRASS MEDIAN WITH 12 TO 16.5-FOOT TRAVEL LANES AND 20' WIDE PARKING LANES ON THE SOUTH END OF THE PROJECT. THE PROPOSED SEQUENCE OF CONSTRUCTION ASSUMES ADVANCED WARNING TO THE HOMEOWNERS PER GENERAL NOTE 1.9, THAT STREET PARKING WILL BE UNAVAILABLE DURING THE CONSTRUCTION ACTIVITIES ON EACH OF THE SOUTHBOUND AND NORTHBOUND TRAVEL LANES, RESPECTIVELY. THE PROPOSED SEQUENCE GENERALLY CONSISTS OF ASPHALTIC CONCRETE PATCHING THEN COLD-PLANING 2-INCHES (AVG. DEPTH) OF EXISTING ASPHALT FOR THE ENTIRE ROADWAY BETWEEN THE PROJECT LIMITS FOR THE NORTHBOUND AND SOUTHBOUND ROADWAYS. THE PROJECT ENGINEER SHALL INSPECT THE REMAINING ASPHALTIC CONCRETE THICKNESS. SHOULD AREAS EXIST WITH ONE-INCH OR LESS OF ASPHALTIC CONCRETE, THE CONTRACTOR SHALL BE INSTRUCTED WHICH AREAS SHALL BE COLD-PLANED TO REMOVE ADDITIONAL ASPHALTIC CONCRETE IN THESE AREAS.
- b. <sup>1</sup> THE PROJECT ENGINEER SHALL IDENTIFY AND ADEQUATELY MARK PAVEMENT AREAS TO BE PREPARED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE PAVEMENT REPAIRS ON WASHINGTON SHALL CONSIST OF ASPHALTIC CONCRETE PATCHING PER THE DETAILS, AS PRESENTED IN THE PLANS AND SPECIFICATIONS. SOME AREAS, AS DETERMINED BY FIELD INSPECTION, WILL REQUIRE LEVELING TO ADJUST THE CROSS SLOPE. THE ENTIRE PROJECT WILL THEN BE OVERLAYED WITH TWO INCHES (AVG. DEPTH) OF SUPERPAVE ASPHALTIC CONCRETE.

2. THE CONTRACTOR SHALL SUBMIT A SEQUENCE OF CONSTRUCTION AND TRAFFIC CONTROL PLAN TO THE PROJECT ENGINEER FOR REVIEW, COORDINATION, AND APPROVAL BY THE DEPARTMENT OF PUBLIC WORKS. ADVANCED WARNING SIGNAGE FOR ALL SIDEROADS SHALL BE INCLUDED.

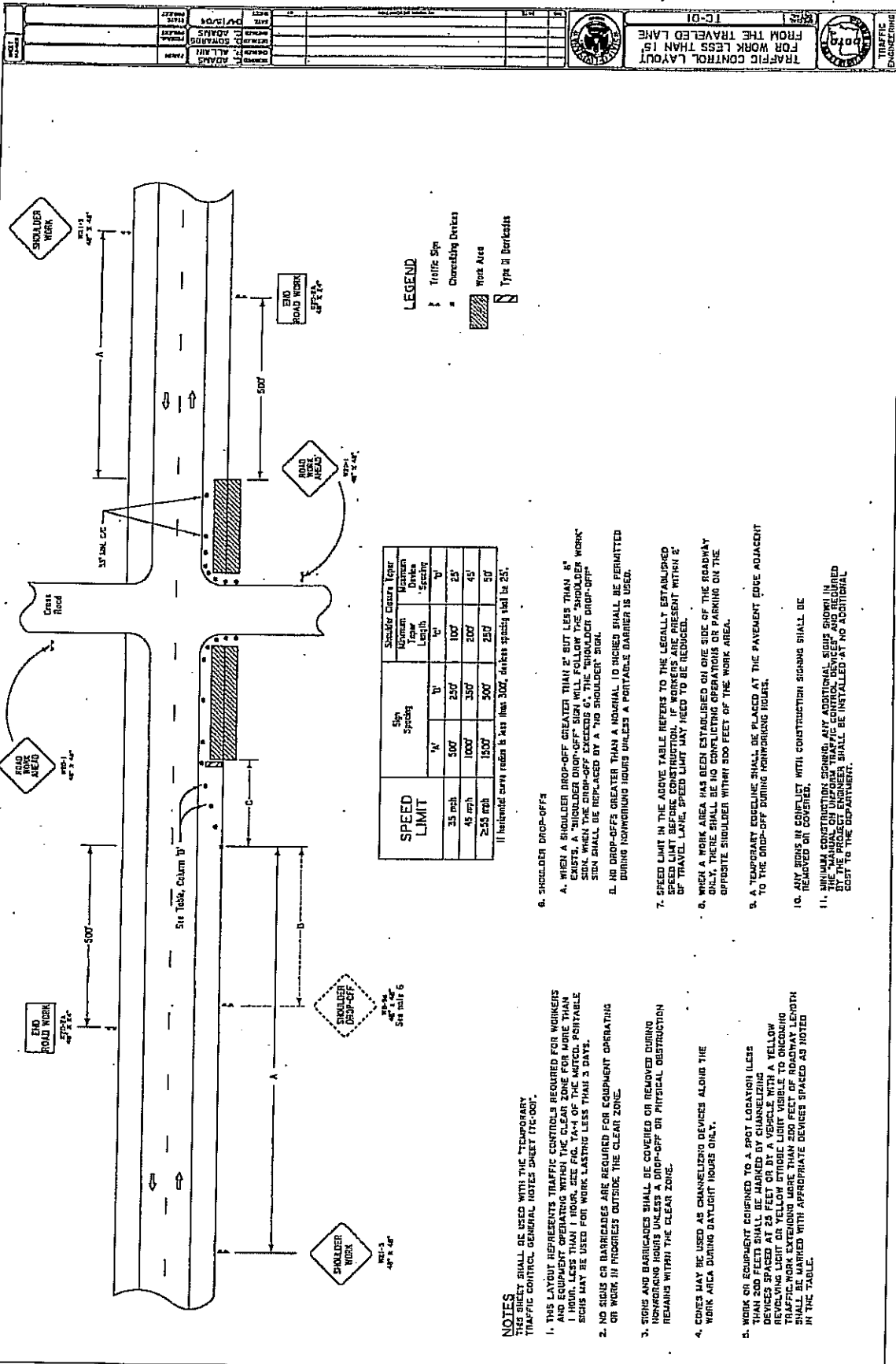
3. CONTRACTOR MAY CLOSE A PORTION OF ONE OF THE SOUTHBOUND LANES, IN ACCORDANCE WITH HIS WORK PLAN, CONSTRUCTING THE REQUIRED REPAIRS, AND PROGRESSING ALONG THE PROJECT. THIS TEMPORARY CONSTRUCTION SIGNING FOR THIS SEQUENCE OF CONSTRUCTION WOULD CORRESPOND TO LA 0001 SPECIAL DETAILS TC-06 ENTITLED "TRAFFIC CONTROL LAYOUT FOR LANE CLOSURES ON DIVIDED HIGHWAY". TC-00 ENTITLED "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET", AND GUIDANCE FROM THE MUTCD CURRENTLY IN USE BY DOTD. THE SEQUENCE WOULD THEN BE REPEATED ON THE NORTHBOUND LANES OF WASHINGTON AVENUE.

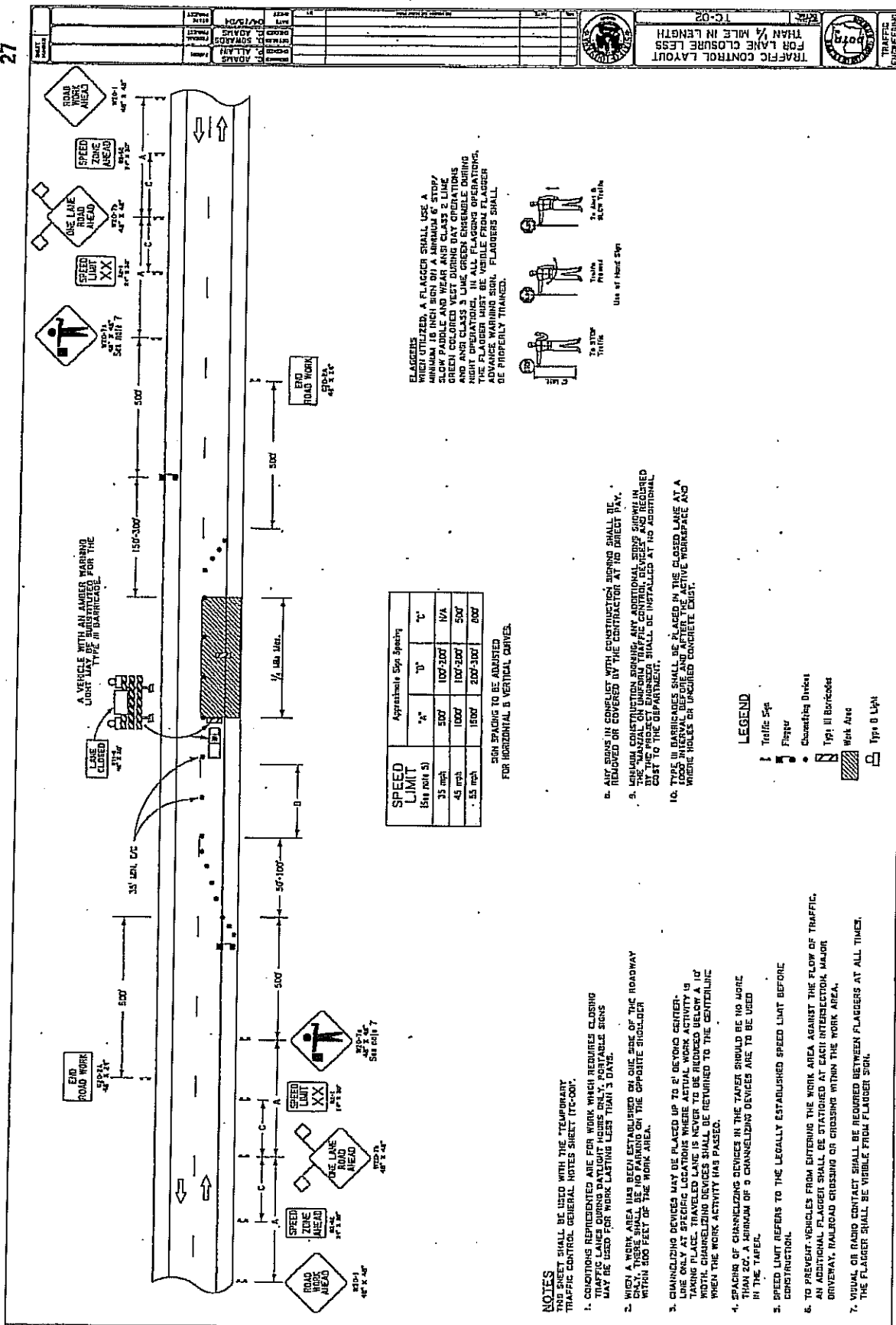
4. THE LENGTH AND DURATION OF LANE CLOSURE SHALL BE INDICATED ON THE CONTRACTOR'S TRAFFIC CONTROL PLAN.

5. ALL INTERSECTIONS ARE TO REMAIN OPEN UNLESS OTHERWISE APPROVED BY THE PROJECT ENGINEER AND THE CITY OF NEW ORLEANS.

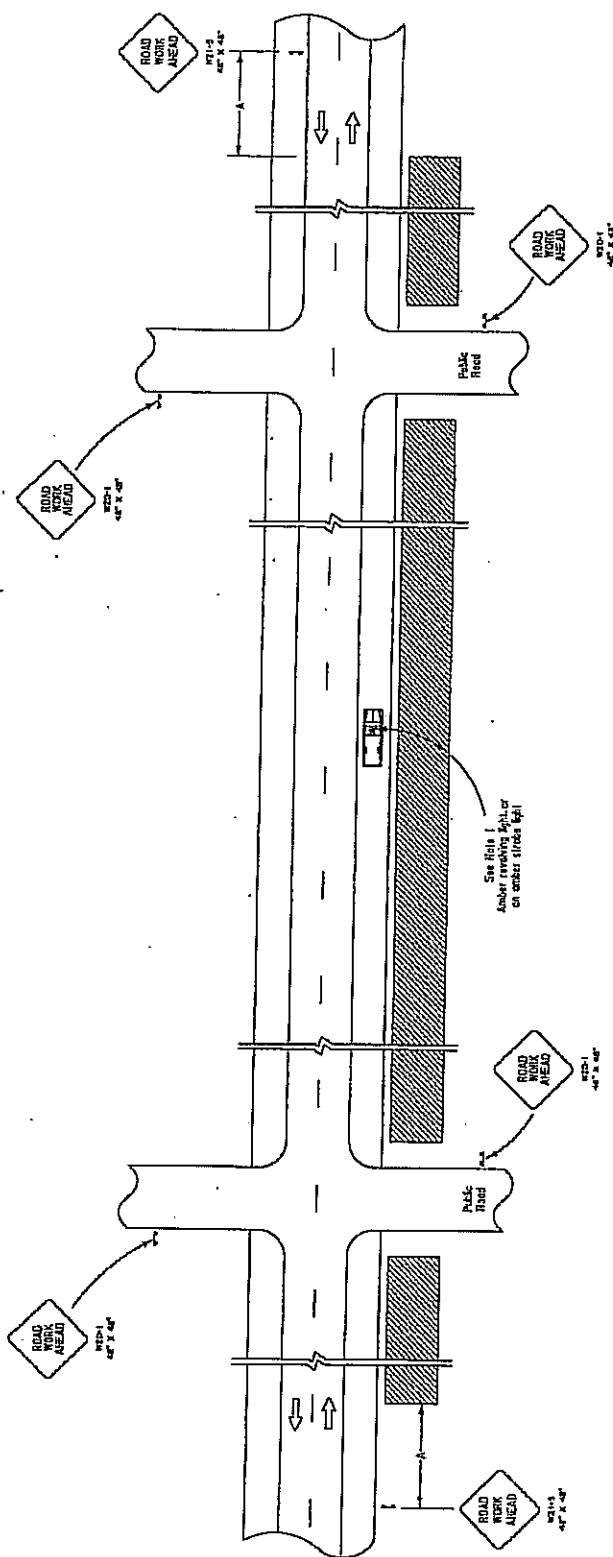












## NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL NOTES SHEET ITS-001".

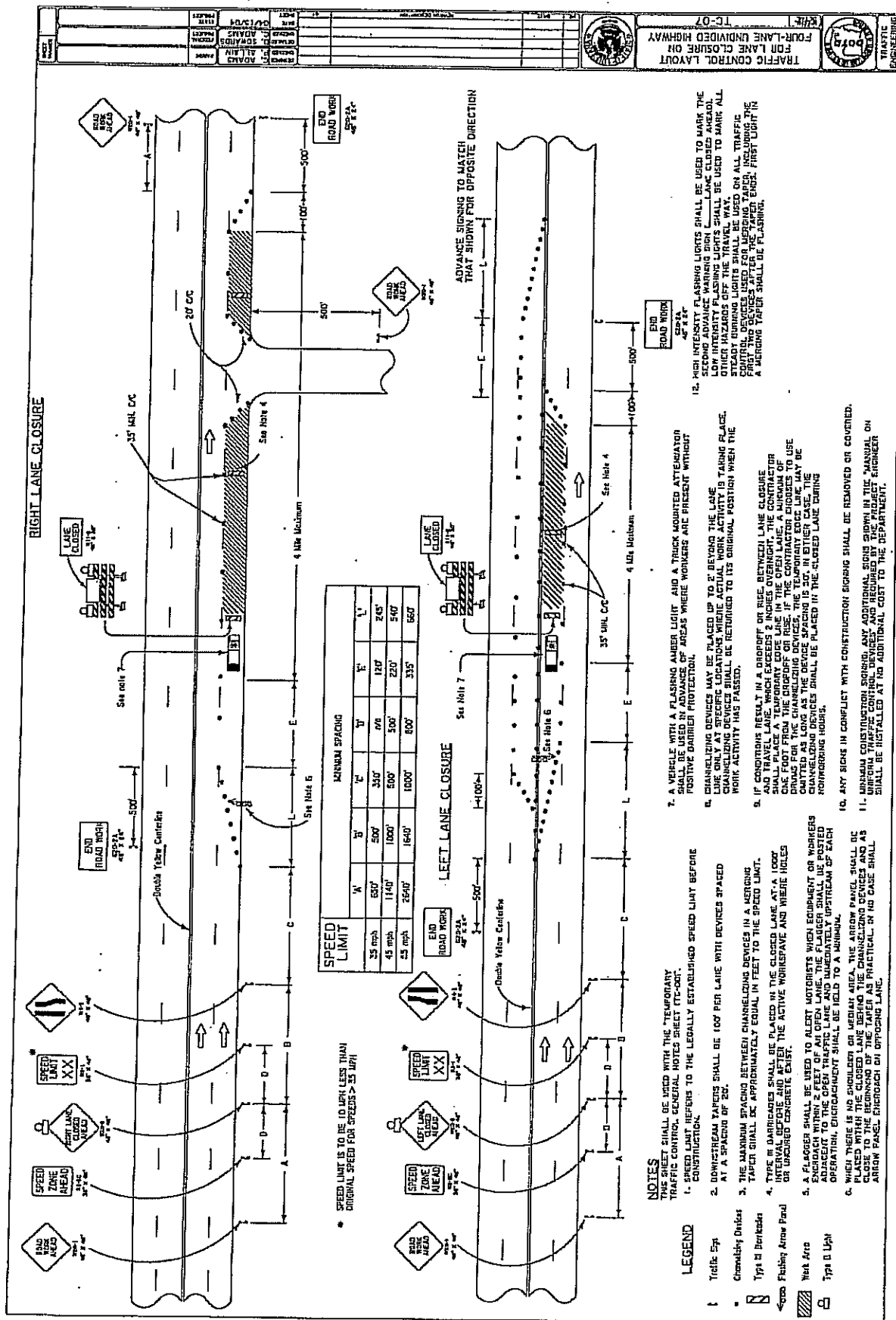
1. THIS LAWYER INCORPORATES THESE CONTROLS REQUIRED FOR WORKERS AND OPERATION OF EQUIPMENT OUTSIDE OF THE WORK AREA. THE RESULTS IN EQUIPMENT OR OTHER VEHICLES BEING PARKED OUT OF THE CLEAR ZONE, BUT NOT WITHIN THE ROADWAY EACH VEHICLE SHALL HAVE AN AMBER LIGHT.
2. WHEN A WORK AREA HAS BEEN ESTABLISHED 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 SIGNS SHALL BE REMOVED OR COVERED.
6. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE PROJECT OR DIFFERS TRAFFIC CONTROL DEVICES AND REQUIRED BY THE PROJECT CONTRACTOR SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE DEPARTMENT.

### LEGEND

Work Area  
Traffic Sign

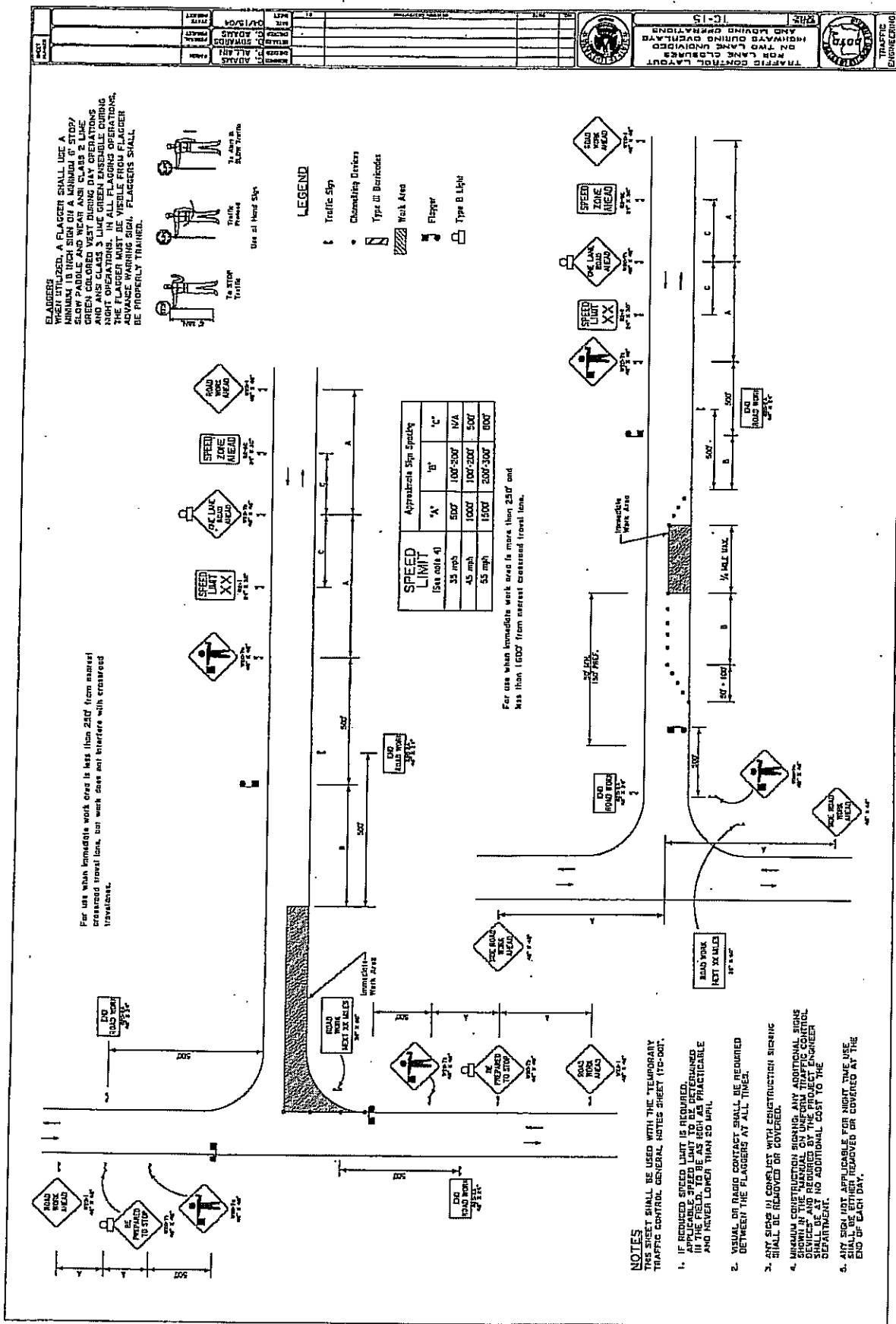
SPEED LIMIT	Appropriate Sign Spacing
35 mph	500'
45 mph	1000'
55 mph	1500'



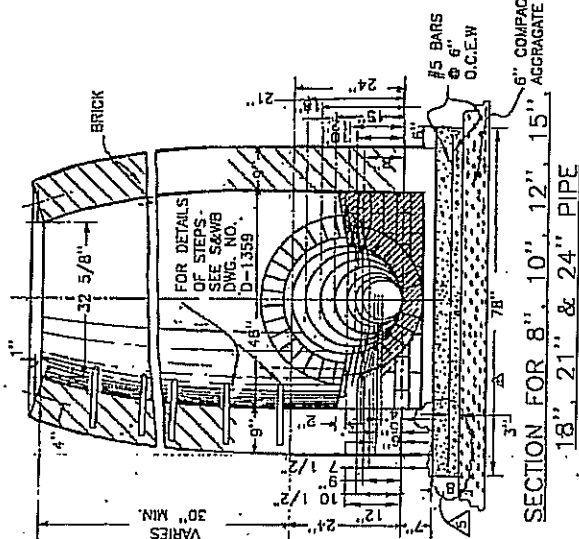




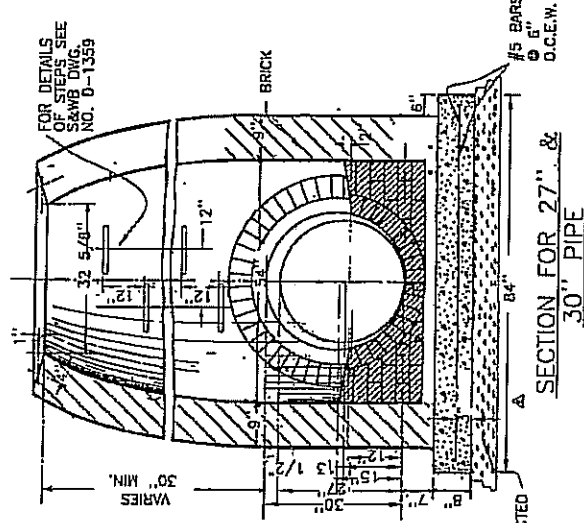




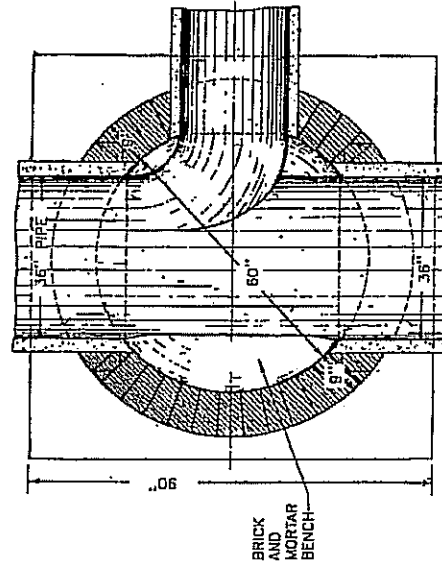
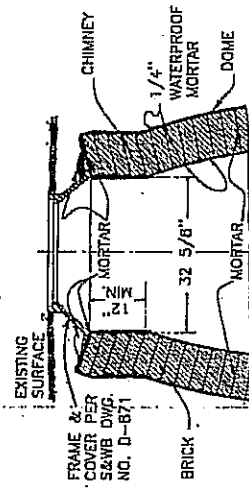
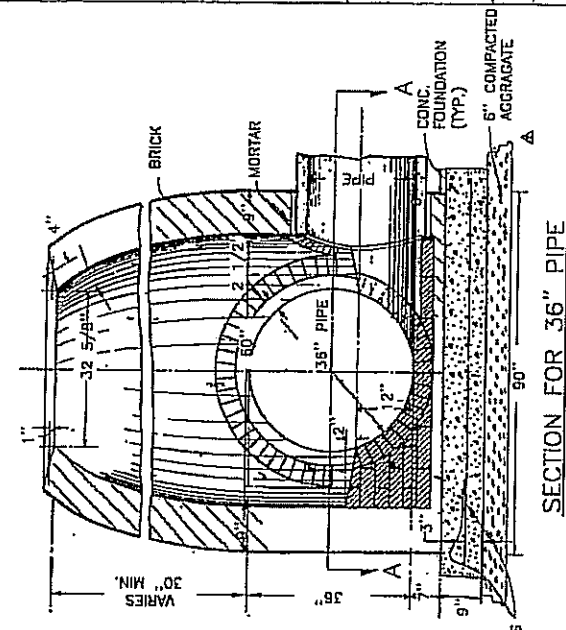
NO.1 M.H.



NO.2 M.H.



NO.3 M.H.

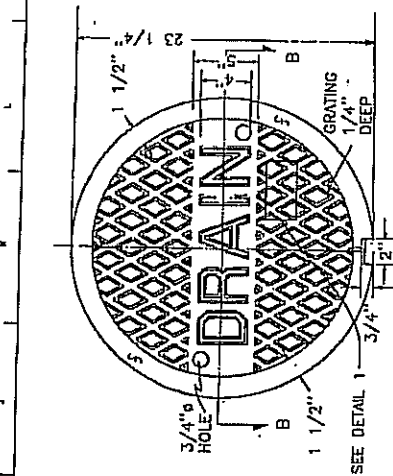


# NOTES:

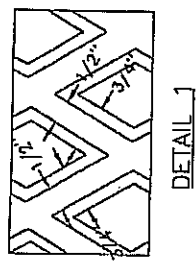
1. ALL MANHOLES, FRAMES AND COVERS SHALL BE AS SHOWN ON S&WB DWG. NO. D-871, GENERAL PLAN OF MANHOLE FRAME AND COVER.
2. INSIDE & OUTSIDE BRICK WALLS, BENCHES, & INVERTS TO BE MORTARED WITH WATERPROOFING COMPOUND FOR THICKNESS OF 1/4" IN ACCORDANCE WITH SPECIFICATIONS.
3. CONCRETE TO HAVE A MIN. COMPRESSIVE STRENGTH OF 3,000 P.S.I. IN 28 DAYS.
4. SEE S&WB DWG. NO. 617B-B-6 FOR PRE-CAST MANHOLES.

SCALE: M.T.S.

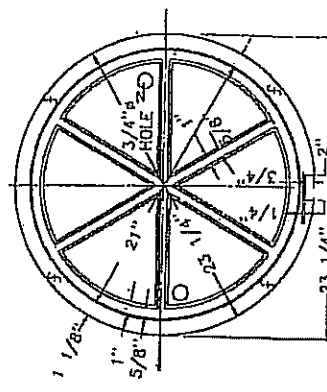
NO.	DATE	DESCRIPTION	BY
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2	11-1-58	FOR PLASTERING	R.W.N.
3	11-1-58	FOR PLASTERING	R.W.N.
4	11-1-58	FOR PLASTERING	R.W.N.
5	11-1-58	FOR PLASTERING	R.W.N.
6	11-1-58	FOR PLASTERING	R.W.N.
7	11-1-58	FOR PLASTERING	R.W.N.
8	11-1-58	FOR PLASTERING	R.W.N.
9	11-1-58	FOR PLASTERING	R.W.N.
10	11-1-58	FOR PLASTERING	R.W.N.
11	11-1-58	FOR PLASTERING	R.W.N.
12	11-1-58	FOR PLASTERING	R.W.N.
13	11-1-58	FOR PLASTERING	R.W.N.
14	11-1-58	FOR PLASTERING	R.W.N.
15	11-1-58	FOR PLASTERING	R.W.N.
16	11-1-58	FOR PLASTERING	R.W.N.
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18	11-1-58	FOR PLASTERING	R.W.N.
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20	11-1-58	FOR PLASTERING	R.W.N.
21	11-1-58	FOR PLASTERING	R.W.N.
22	11-1-58	FOR PLASTERING	R.W.N.
23	11-1-58	FOR PLASTERING	R.W.N.
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89	11-1-58	FOR PLASTERING	R.W.N.
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91	11-1-58	FOR PLASTERING	R.W.N.
92	11-1-58	FOR PLASTERING	R.W.N.
93	11-1-58	FOR PLASTERING	R.W.N.
94	11-1-58	FOR PLASTERING	R.W.N.
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TOP VIEW OF MANHOLE COVER



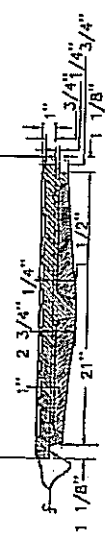
DETAIL 1



BOTTOM VIEW OF MANHOLE COVER

NOTES:

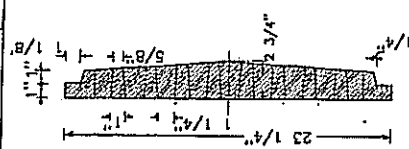
1. f = MACHINED SURFACE.
2. FRAME & COVER SHALL CONFORM TO EAST JORDAN IRON WORK, INC. V-1501 FRAME & COVER OR APPROVED EQUAL.



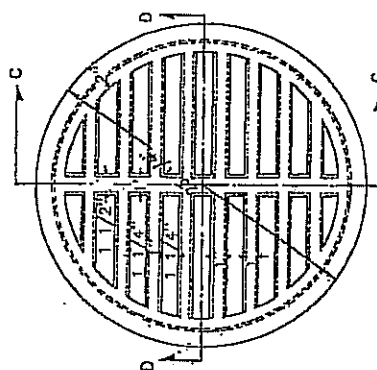
SECTION VIEW B-B

SCALE: N.T.S.

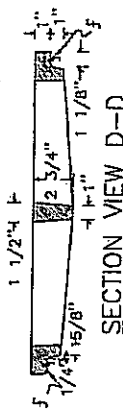
DESIGNED BY	CHIEF ENGINEER AND PLANNING ENGINEER
CHECKED BY	SENIOR ENGINEER
DATE	10/1/73
PROJECT	SEWERAGE AND WATER BOARD
LOCATION	GENERAL PLAN OF DRAIN
DESCRIPTION	MANHOLE FRAME & COVER
DRW. NO.	D-871
REV. NO.	1



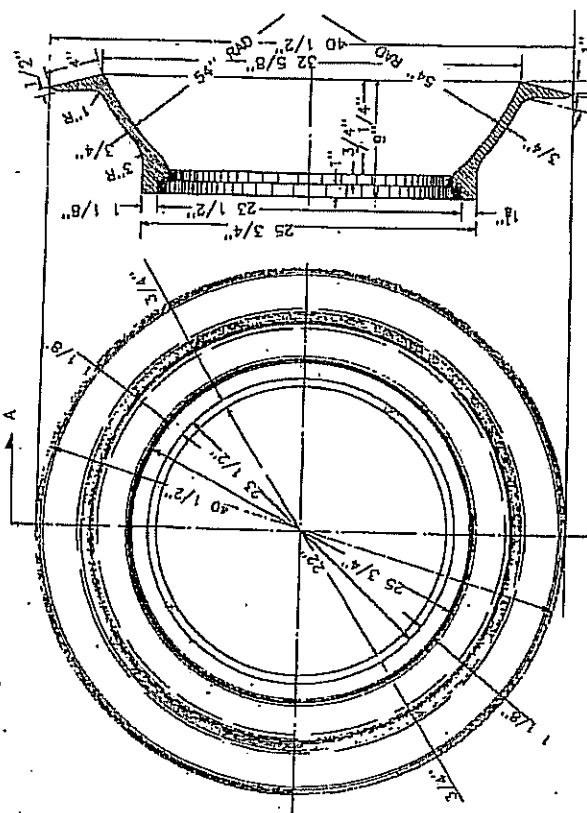
SECTION VIEW C-C



TOP VIEW OF OPEN GRATE MANHOLE COVER

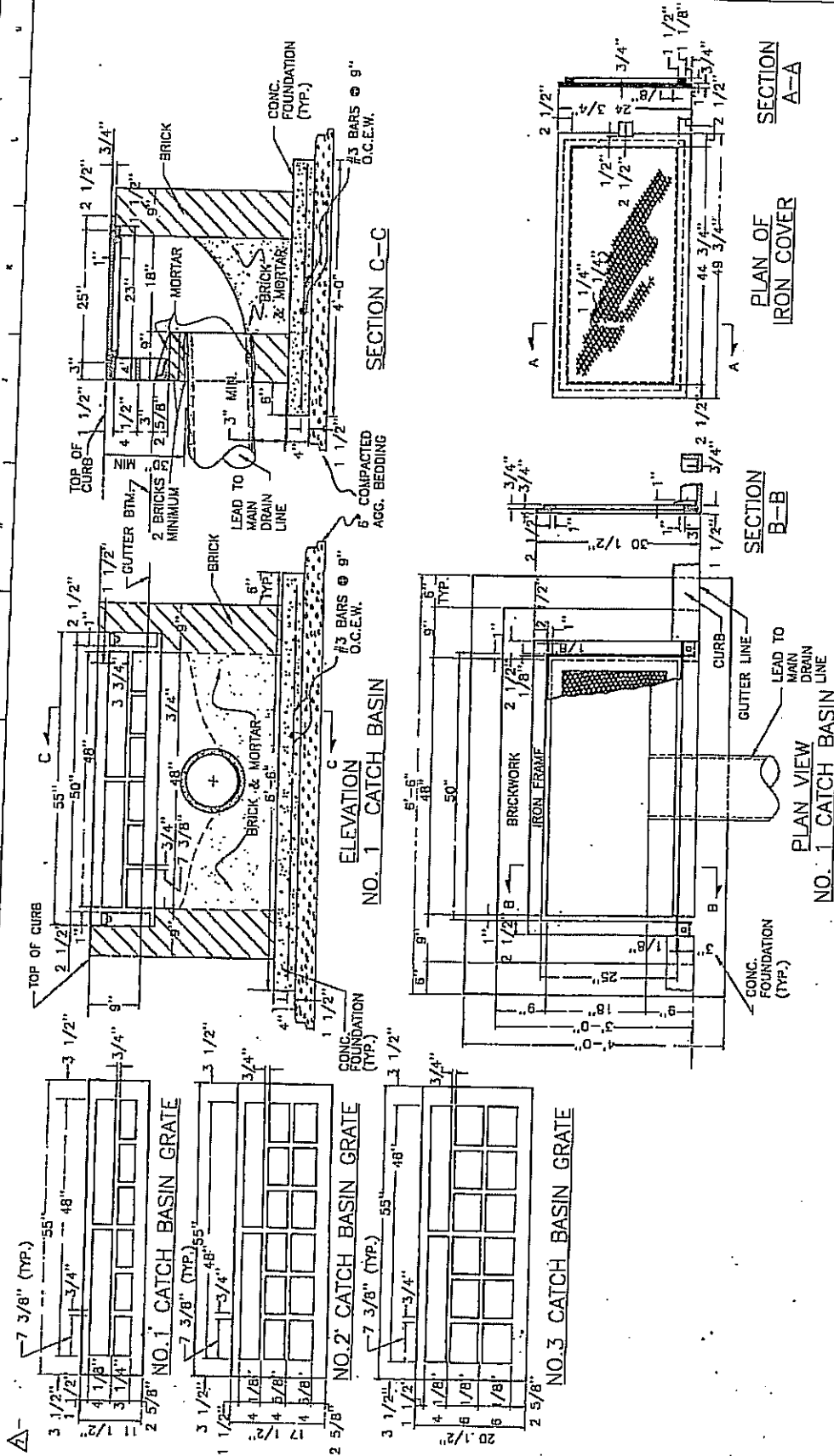


SECTION VIEW D-D



TOP VIEW OF MANHOLE FRAME

SECTION VIEW A-A



**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.

NO.	REVISION	DATE	BY
1	ISSUED	10-1-54	W.E.
2	REVISION	10-1-54	W.E.
3	REVISION	10-1-54	W.E.

SEWERAGE AND WATER BOARD  
OF NEW ORLEANS

DETAIL OF STANDARD  
SIMPLE VERTICAL CATCH BASIN  
NUMBERS 1, 2 & 3

APPROVED: *[Signature]*  
DWG. NO. D-873A



( SEE NOTE NO. 1 )

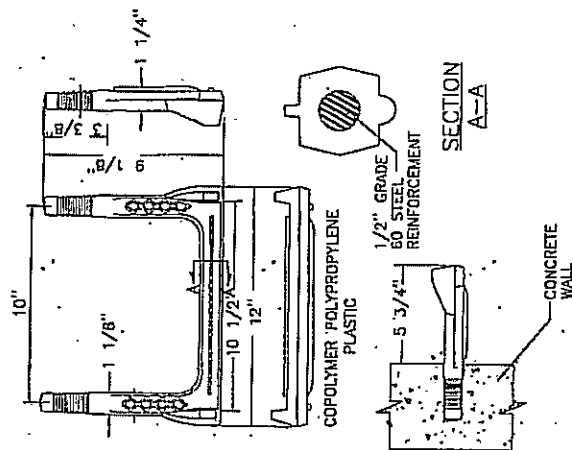
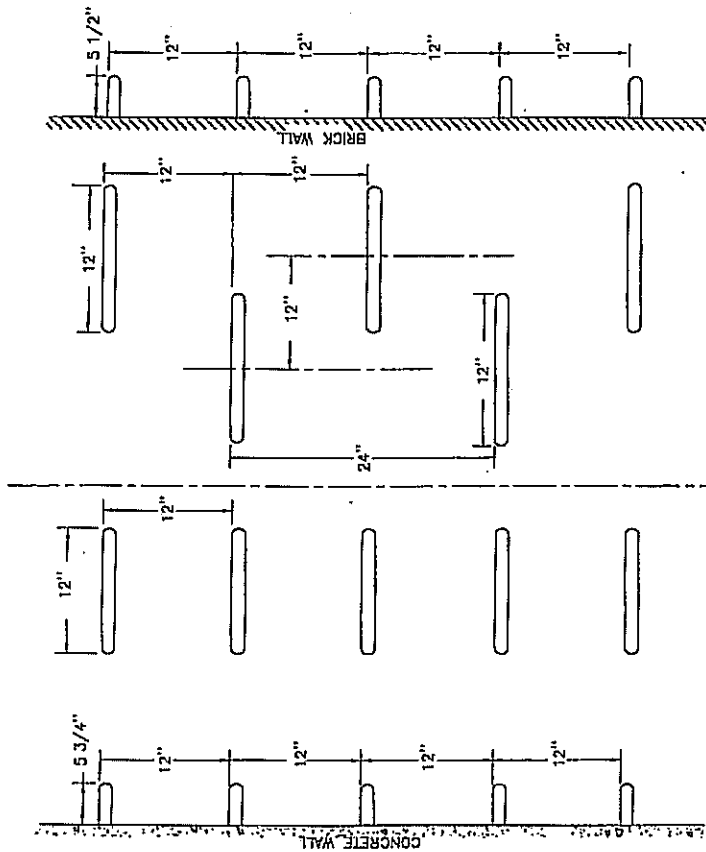


THIS LEAD SHALL BE CONNECTED TO MAIN DRAIN. THE LEAD CAN BE INSTALLED ON EITHER SIDE OF THE CATCH BASIN. THE BOTTOM OF CATCH BASIN MUST BE SLOPED TO DRAIN TOWARDS LEAD. CATCH BASIN LEAD MAY BE POSITIONED AT AN ANGLE AS REQUIRED TO ATTACH TO MAIN DRAIN LINE.

1. DOUBLE CATCH BASIN SHOWN. SEE S&WB DWG. NO. D-873 FOR SINGLE TYPE CATCH BASIN CASTINGS.
2. SEE S&WB DWG. NO. D-873 FOR SECTIONS & DETAILS OF CATCH BASINS 1, 2 & 3 AND METAL CASTING.
3. INSIDE & OUTSIDE OF BRICK WALLS, BENCHES, & INVERTS TO BE MORTARED WITH A WATERPROOFING COMPOUND, THICKNESS OF 1/4" IN ACCORDANCE WITH STANDARD SPECIFICATIONS.
4. CONCRETE TO HAVE A MIN. COMPRESSIVE STRENGTH OF 3000 P.S.I. IN 28 DAYS.
5. SEE S&WB DWG. NO. D-3264 FOR DROP INLETS.
6. SEE S&WB DWG. NO. D-3431-A & D-3431-B FOR MOUNTABLE CATCH BASINS.
7. SEE S&WB DWG. NO. D-8292 FOR TWO PIECE GRATE, FRAME AND COVER.
8. MAX. DEPTH OF CATCH BASIN CANNOT EXCEED 5' UNLESS APPROVED BY S&WB ENGINEER.
9. FRAME & GRATE SHALL CONFORM TO EAST JORDAN IRON WORKS, V-4310 CURB INLETS SERIES.

SCALE: N.T.S.

[illegible]

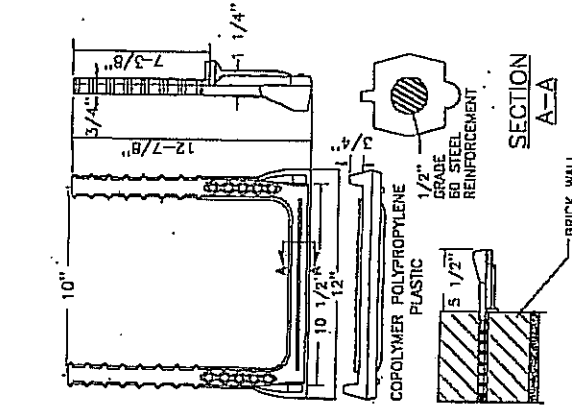


### STEPS FOR PRE-CAST CONCRETE MANHOLE

N. T. S.

### STEPS FOR BRICK WALL MANHOLE

N. T. S.

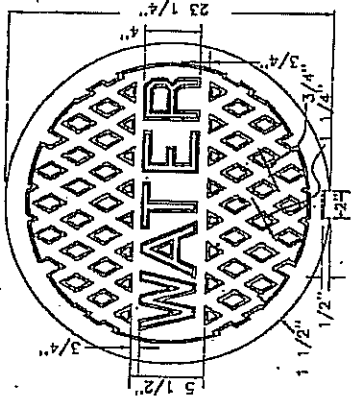


### NOTES:

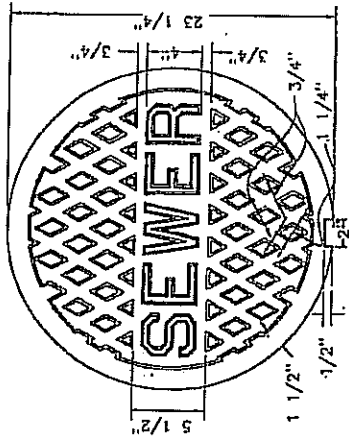
1. STEP IS A 1/2" GRADE 60 STEEL REINFORCING ROD ENCAPSULATED WITH A COPOLYMER POLYPROPYLENE COVER. FIBERGLASS OR ALUMINUM STEPS MAY BE CONSIDERED BUT MUST BE APPROVED BY THE S&WB ENGINEER.
2. RELATED A.S.T.M. C-478, D-4101, AND A-615.
3. STEPS ARE NOT PERMITTED IN CATCH BASINS.
4. STEPS ARE STAGGERED FOR CONCRETE BOX CANALS.
5. FOR PRE-CAST STEPS, DRILL STEPS INTO BRICK AND SEAL WITH EPOXY.

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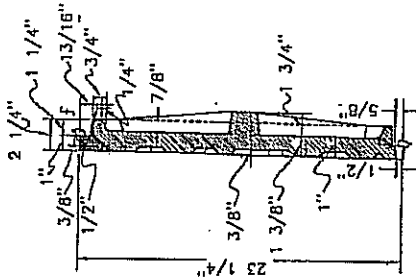
DWG. NO. D-1359



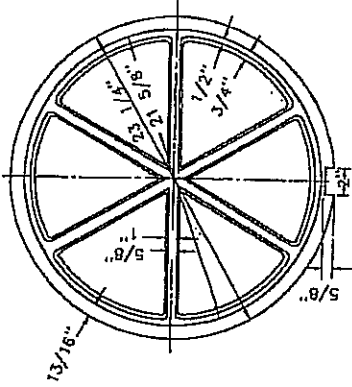
TOP VIEW OF WATER  
MANHOLE COVER



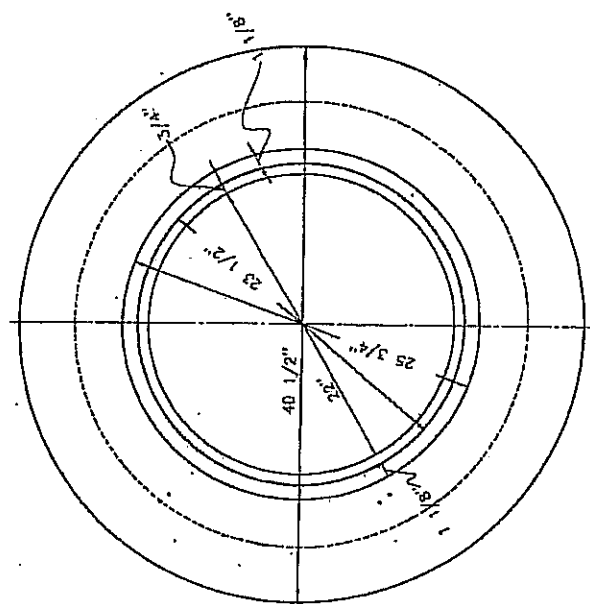
TOP VIEW OF SEWER  
MANHOLE COVER



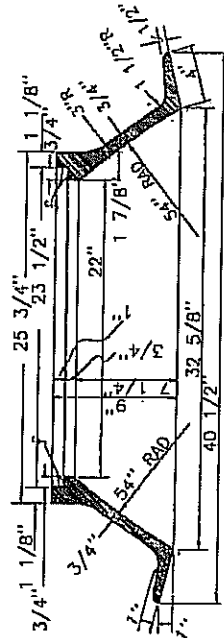
CROSS SECTION OF  
MANHOLE COVER  
(SEWER & WATER)



BOTTOM VIEW OF  
MANHOLE COVER  
(SEWER & WATER)



PLAN OF FLARING FRAME MANHOLE



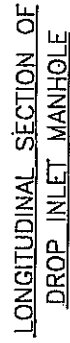
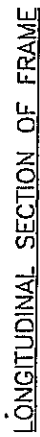
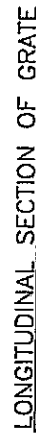
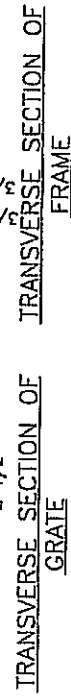
CROSS SECTION OF FLARING  
MANHOLE FRAME  
(SEWER & WATER)

- NOTE:
1. f = MACHINED SURFACE
  2. FRAME & COVER SHALL CONFORM TO EAST JORDAN IRON WORKS, V-1501 FRAME AND COVER.

DESIGNED BY	ENGINEER
CHECKED BY	ENGINEER
APPROVED BY	ENGINEER
DATE	10/1/50
SCALE	N.T.S.
DWG. NO.	5143-E-1

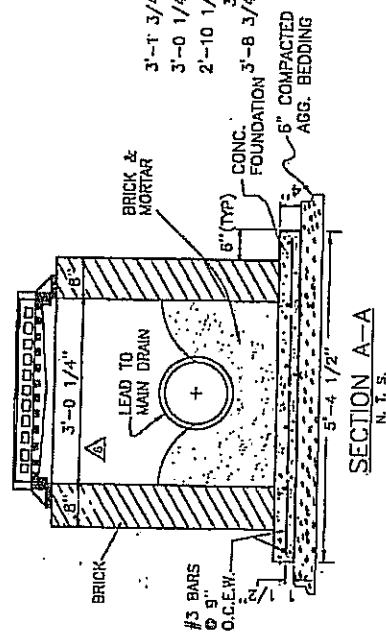
SCALE: N.T.S.



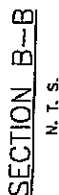
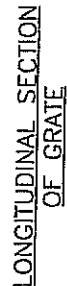


- SCALE: N.T.S.

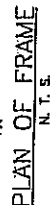
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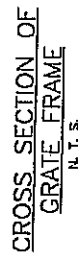
SECTION A-A  
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NOT  
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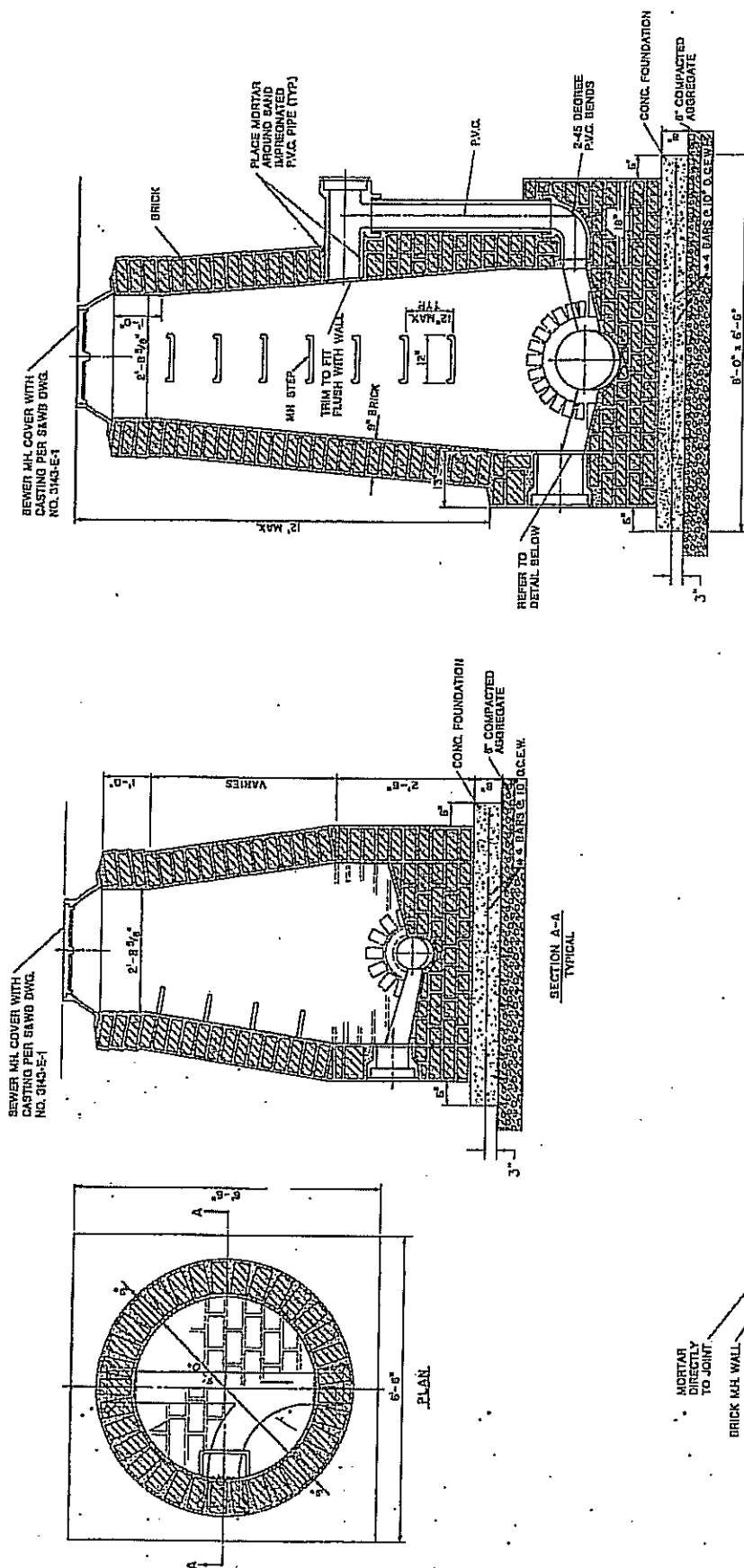
PLAN OF FRAME  
N. T. S.



CROSS SECTION OF  
GRATE FRAME  
N. I. S.

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.

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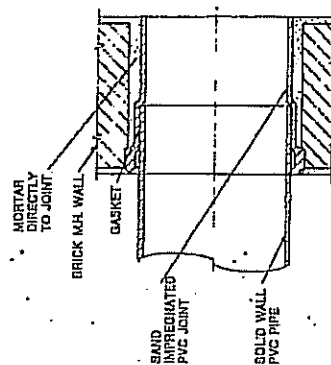


# SECTION OF SEWER DROP MANHOLE

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.



## BRICK WALL DETAIL

N. T. S.

SCALE: N.T.S.

REV	DATE	DESCRIPTION	BY
1		SEWERAGE AND WATER BOARD OF NEW ORLEANS	
2		TYPICAL SEWER BRICK MANHOLE AND DROP MANHOLE	
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DWG. NO. 6178-8-5

1. It is to be understood that all references in "The Sewerage and Water Board (SAWB) Engineer" throughout this document shall refer to the General Superintendent of the SAWB or his appointed representative, and all references to "the SAWB Engineer" throughout this document shall refer to the Inspector assigned to the project by the SAWB Engineer. The SAWB Inspector shall represent the SAWB Engineer in all his absence. It is also to be understood that all references to SAWB Engineer and Superintendent refer to the latest address or residence.

2. The Contractor shall furnish all the machinery, materials, and equipment required for installation of new utility facilities, including earth boring, construction, etc., required by the project drawings and specifications.
3. All new workmanship and materials shall conform to the Owner's Specifications of the S&WV Engineering, Inc. The Contractor shall develop specifications to S&WV facilities must be approved by S&WV Engineer prior to construction.
4. Prior to the installation of any S&WV facilities, the entire area within the public right-of-way, including the roads within of any particular adjacent to the front property line, plus an additional 12 ft. must be filled to the finished grade.
5. All curbsides abutting on the driveway refer to Chain Diagram is within 0.00 ft. NVD is equal to 20.00 ft. Chain Diagram.

7. The Contractor shall notify the Chief Implementation (CIN) for the Joint JC in HQ, LA 70165, with copies to the Chief of Engineering (CMO) in HQ, LA 70165, the Chief of Construction Administration and Inspection (CDAI) in HQ, LA 70165, and the Chief of Construction Administration and Inspection (CDAI) in the CBA, Cambodia Area HQ, LA 70119 of the SBA/WF for winning bid and less than winning bid plans ten (10) days in advance of activating the project so as to adequately disperse them to all SBA/WF work. If the Contractor fails to give notice to activate the work the SBA/WF will be required to accept the bidding on all SBA/WF work. The entire contractual work previously finalized in order to obtain the approval of the SBA/WF Inspector. Any work performed without a SBA/WF Inspector's approval, will not be accepted by the SBA/WF, nor shall it be paid for by any SBA/WF. The Contractor must comply with the requirements of ASIMTO A-51 or ASTM A-57 depending on meeting the requirements of ASIMTO A-51 or ASTM A-57.

1. The location of existing utilities shown on the drawings should be verified approximately. The Contractor shall verify the elevation of all existing manholes, inlets, and storm sewers. The Contractor shall be responsible for any and all work (excavation and backfill) required to correct any and all work (damaged by the Contractor).
2. All S&W's indicated on drawings were performed by the Contractor will be subject to the approval of the S&W Inspector. The Contractor shall provide the S&W Inspector with a list of all work throughout excavation and submit by the following S&W Inspector's request to remove any and all work (damaged by the Contractor).

dry density, near optimum water content, and shall meet the compaction characteristics of ASTM D-1557.

- PIPE MATERIAL**
- All new drain pipe shall be acidfast concrete pipe meeting or ASTM C-76, Class III, IV or V. All concrete drain pipe shall have a minimum average of 2.2 ft. below the gutter line and 2 ft. of concrete within the gutter line. All pipe used in the roadway, IV or V pipe must be used when average slope is less than 1.0 percent. All pipe used in the roadway must have a minimum of 2.5 ft. of concrete pipe for drains 12 in. through 48 in. diameter shall be of the bell and spigot type. Drains above 48 in. in diameter shall be of the impinge and groove type.
- All existing drains shall be a minimum of 1.5 ft. in diameter.

transaction shall be made with the use of a coupling and banking adapter (Millison Rubber Co., Form or equal) conforming to ASTM C-1173.

The main thesis shall be laid in a separate branch from all other utilities. The branch between shall be smooth and free from rocky, roots, etc. The minimum allowable horizontal distance between the main drain and other utilities shall be 3 ft. and a minimum vertical separation from all other utilities of 12 in., unless otherwise noted on the plans. All discrepancies between utilities shall be reconciled from outside diameter to outside diameter.

2. Main, machinet, and catch beams shall be installed at elevations indicated on the plans when claimed by the SWM Engineer. All mains must be laid

11. As has been stated, primary connections to the main shall be installed using 6 in. solid wall, SCH 40, 15 PWC pipe and shall consist of two concentric pipe using a FIBERGLASS or equal material. The use of casters will not be permitted. Primary connections shall have a minimum of 2.5 ft. of cover, measured at the gutter line. Collector lines shall be allowed on a cast-in-place basis to provide for the collection and delivery of storm drainage flow from private property to the point in the storm drain system, such as a manhole. These lines shall be a minimum of 8 in. in diameter to provide for maintenance access and shall comply in all other areas with these specifications.

1. All installation of drain work will be performed under the inspection of, and to the satisfaction of the S&WV Inspector throughout the course of the work.
2. The S&WV is responsible for the inspections and measurements only on drainage lines 36 in. diameter and larger.

- All SW-700 mechanical disk units were not accepted by the SW-700 Inspector at the completion of installation and prior to acceptance. As the direction of the physically edge-witnessed by the SW-700 Inspector, the Contractor shall repair the mechanical damage utilizing a remote repair using these client's camera. Acceptance of the repair will be determined by the SW-700 Inspector. It is also subject to the results of any required video inspection.
- An indication test that does not exceed a rate of 250 pulses per in. of diameter SW-700 Inspector shall be conducted by the Contractor and observed by the SW-700 Inspector. The Contractor shall be responsible for the repair of the track and has remediated flooded for at least 12 hours prior to the test. The track shall remain flooded during the test. The Contractor shall furnish all materials, labor and equipment necessary for this test. If an indication test is not performed within the specified time frame, the Contractor may be required to do so. The SW-700 Inspector shall be notified of the test results.

Before final inspection of the system, the Contractor shall submit an "AS-BUILT" drawing to the Engineer showing any changes in lines or grade from the original drawings as well as showing the location of all close connections, in accordance with AS-BUILT requirements. It will be the Contractor's responsibility to verify that the "AS-BUILT" drawings are correct. Any discrepancy as determined by the S&WB Engineer in the "AS-BUILT" drawings shall be corrected at the cost of the Contractor.

- The Contractor must require the S&WV to set a date for final inspection. In the event the Commander calls for an inspection and the work is not adequately complete, a new inspection date will then be set at the discretion of the S&WV manager.

continuously from manhole to manhole, laid from the low end of the system with the bells facing upstream, and must be of the same size pipe diameter.

- [illegible]

- [illegible]

Unbolts shall conform to Section II of the General Specifications and the latest editions of SAEW Drwg. No. D-470. Short sections of pipe (maximum of 18 in.) with both full fittings and water stops, as recommended by the manufacturer and as shown on SAEW Drwg. No. 1174-20, shall be used as connectors for bolted assemblies. KOP-B-JEAL flanges, or equivalent equal as shown on SAEW Drwg. No. 1174-20, shall be used for increased flexible connections.

- Unusable maps shall continue to SA WFO Dwg. No. D-1119.

catch basins shall be of the type required by the S.E.W.R.D. Div. Nos. D-471 and D-472A. All single catch basin heads shall be a minimum of 12 in. diameter. All heads from single catch basins shall be connected to the main line with a wye fitting or manhole unless otherwise approved by the S.E.W.R.D. Engineer.

- If double catch buoys shall have a 15 lb. dispenser load terminating in a parabola in a way. The two sections of the detach catch buoy shall be connected with a 15 ft. pipe through the center well as shown in S&PVT Dwg. No. D-877A.

REV.	DATE	BY	DESCRIPTION

SEWERAGE AND WATER BOARD  
OF NEW ORLEANS

SPECIFICATIONS FOR INSTALLATION  
OF DRAIN MAINS

BY	E. J. MC
DATE	
BY	J. W. MC
DATE	
BY	
DATE	

DWG. NO. 7260-D

# SEWER NOTES

## 1. GENERAL

1. It is to be understood that all references to "The Sewerage and Water Board of New Orleans" throughout this document shall refer to the General Engineering Department of the Sewerage and Water Board of New Orleans, hereinafter referred to as "The Board". The Board is the owner of the project and shall be responsible for the design, construction, and maintenance of the project. The Board shall also be responsible for the payment of the contract price for the project.
2. The Contractor shall have an individual with a Wastewater Collection Class IV license, obtained from the Louisiana Department of Health and Hospitals, on site at all times during the construction of the sewer lines and appurtenances.
3. The Contractor shall furnish all labor, equipment, materials, and equipment required for the construction of sewer mains, manholes, house connections, etc., as required by the project drawings and specifications.
4. All workmanship and materials shall conform to the General Specifications of the Board. Any modification from the design drawings must be approved by the Board Engineer prior to construction.
5. Prior to the installation of any 24" VDI manhole, the entire area within the public right-of-way including the entire width of any easement adjacent to the front property line, shall be maintained at 12" above the finished grade.
6. All elevations shown on the drawings refer to Caten Datum to which 1000 ft. MVD is equal to 21.43 ft. Caten Datum.
7. It is to be understood that whenever and is stipulated in the specifications or drawings, it shall refer to the requirements of the Louisiana Department of Health and Hospitals, and shall also refer to the requirements of the American Society of Civil Engineers (ASCE) and the American Water Works Association (AWWA).
8. The Contractor shall notify the General Superintendent (217 St. Joseph St., N.O. LA 70113) with copies to the Chief of Engineering (217 St. Catherine Ave., N.O. LA 70113) and the Chief of Construction (217 St. Pious Ave., N.O. LA 70113) at least ten days in advance of the start of the project or at such other time as may be required by the Board. Failure to do so prior to starting this work shall require the Contractor to expose the existing sewer line at all points, or any other connected sewer line, for inspection by the Board Engineer. The Board Engineer's approval will not be accepted by the Board until the Board Engineer has inspected the work.
9. The location of existing utilities shown on the drawings should be considered approximate. The Contractor shall verify the location of all existing utilities by utility locators prior to the start of work, and shall be responsible for the location of all existing utilities. The location of sewer and water lines shall be indicated on the drawings.
10. All 24" VDI manhole sewer work performed by the Contractor shall be subject to the approval of the Board Engineer. The Contractor shall provide the Board Engineer with a copy of the Board Engineer's request to expose any and all work located by the Contractor.
11. In all cases, the Contractor shall be held responsible for the workmanship and materials used in the construction of the project. The Contractor shall be held responsible for the workmanship and materials used in the construction of the project.
12. Specifications for sewer force main pipe shall be job specific.

## II. PIPE MATERIAL

1. Material for sewer mains shall be solid wall PVC pipe, manufactured in accordance with ASTM D-1521 specifications and as a SDR (strength dimension ratio) of 26, with standard gaskets. The standard gaskets and rubber rings shall be installed by the Contractor in accordance with ASTM D-1521 and F-417.
2. The fittings for solid wall PVC pipe shall be the same inside diameter as the solid wall PVC pipe with an SDR of 26.
3. PVC sewer mains, 18" to 24" in. diameter, shall be solid wall PVC pipe conforming to ASTM D-1521.
4. The maximum allowable deflection for installed PVC sewer pipe is 7.5 percent (7.5%) of its original vertical inside diameter. PVC exceeding this allowable deflection shall be removed and replaced with new pipe, installed at the Contractor's expense.
5. All joints of the pipe to the existing system, the new pipe material should match the existing pipe material. If the new material does not match the existing material, the connection shall be made with the use of a coupling and locking endpiece intended for this purpose.

purpose, APC (Puritan Rubber Co.), FERNCO, or equal, conforming to ASTM C-425.

6. Ductile iron pipe shall be used when specified on the construction drawings and shall conform to Section 11-2, "Ductile Iron" of the S.W. 7150 Water Notes Manual, as well as the requirements of the American Water Works Association (AWWA) and the American Society of Civil Engineers (ASCE).

## III. SEWER MAIN INSTALLATION

1. The sewer main must be laid in a separate trench from all other utilities. The trench shall be a minimum of 4 feet wide and 4 feet deep. The trench shall be backfilled with compacted material to a minimum of 18 inches above the sewer main. The trench shall be lined with a minimum of 18 inches of compacted material. The trench shall be lined with a minimum of 18 inches of compacted material. The trench shall be lined with a minimum of 18 inches of compacted material.

2. Sewer mains and appurtenances shall be installed at elevations indicated on the drawings. The sewer main shall be installed at a minimum of 18 inches above the finished grade. The sewer main shall be installed at a minimum of 18 inches above the finished grade. The sewer main shall be installed at a minimum of 18 inches above the finished grade.

3. Installation of the solid wall PVC pipe shall conform to Section D, "The Installation of Sewer" of the General Specifications of the Board. The trench bottom shall be smooth and free from rocks, roots, etc. After the trench bottom has been prepared, the pipe shall be laid on a smooth bed of approved bedding material. The pipe shall be laid on a smooth bed of approved bedding material. The pipe shall be laid on a smooth bed of approved bedding material.

4. After the trench is excavated, the foundation beneath the pipe shall be prepared. The trench bottom shall be smooth and free from rocks, roots, etc. After the trench bottom has been prepared, the pipe shall be laid on a smooth bed of approved bedding material. The pipe shall be laid on a smooth bed of approved bedding material. The pipe shall be laid on a smooth bed of approved bedding material.

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7. After the trench is excavated, the foundation beneath the pipe shall be prepared. The trench bottom shall be smooth and free from rocks, roots, etc. After the trench bottom has been prepared, the pipe shall be laid on a smooth bed of approved bedding material. The pipe shall be laid on a smooth bed of approved bedding material. The pipe shall be laid on a smooth bed of approved bedding material.

## IV. MANHOLES

1. Manholes shall conform to Section D of the General Specifications and S.W. 7150 Water Notes. The manholes shall be installed at elevations indicated on the drawings. The manholes shall be installed at elevations indicated on the drawings. The manholes shall be installed at elevations indicated on the drawings.
2. Manhole rings shall conform to S.W. 7150 Water Notes, Section D-1132.
3. Manhole frames shall be installed at elevations indicated on the drawings. The manhole frames shall be installed at elevations indicated on the drawings. The manhole frames shall be installed at elevations indicated on the drawings.

are to be removed and returned to the S.W. 7150 Water Notes, Section A-1132.

4. All existing foundation shall be placed on a 6 in. layer of crushed stone or gravel, as specified on the drawings. The foundation shall be placed on a 6 in. layer of crushed stone or gravel, as specified on the drawings. The foundation shall be placed on a 6 in. layer of crushed stone or gravel, as specified on the drawings.

## V. HOUSE CONNECTIONS

1. House connections shall be installed under the sewer main. The house connections shall be installed under the sewer main. The house connections shall be installed under the sewer main. The house connections shall be installed under the sewer main. The house connections shall be installed under the sewer main.

## VI. TESTING AND INSPECTION

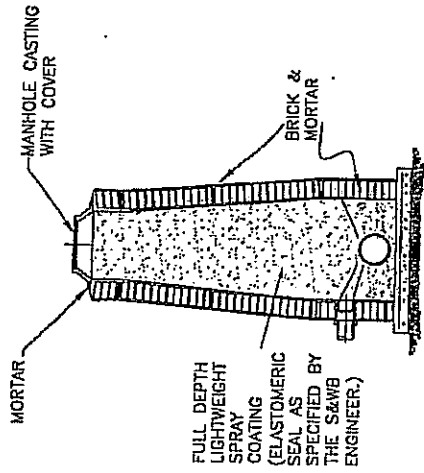
1. All installation of sewer mains and appurtenances shall be performed under the supervision of the Board Engineer. The Board Engineer shall be responsible for the supervision of the work. The Board Engineer shall be responsible for the supervision of the work. The Board Engineer shall be responsible for the supervision of the work.
2. Inspections shall be made at intervals of 24 hours. The Board Engineer shall be responsible for the inspections. The Board Engineer shall be responsible for the inspections. The Board Engineer shall be responsible for the inspections.
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## VII. FINAL ACCEPTANCE

1. Before final inspection of the system, the Contractor shall submit to the Board Engineer a copy of the "AS-BUILT" drawings. The Contractor shall submit to the Board Engineer a copy of the "AS-BUILT" drawings. The Contractor shall submit to the Board Engineer a copy of the "AS-BUILT" drawings.
2. The Contractor shall be responsible for the final inspection. The Contractor shall be responsible for the final inspection. The Contractor shall be responsible for the final inspection. The Contractor shall be responsible for the final inspection. The Contractor shall be responsible for the final inspection.
3. Final acceptance of the system will be subject to a 1-year maintenance period. The Contractor shall be responsible for the maintenance of the system. The Contractor shall be responsible for the maintenance of the system. The Contractor shall be responsible for the maintenance of the system.

NO.	DATE	REVISION
1	10/1/78	SEWERAGE AND WATER BOARD OF NEW ORLEANS
2	10/1/78	SPECIFICATIONS FOR INSTALLATION OF SEWER MAINS
3	10/1/78	
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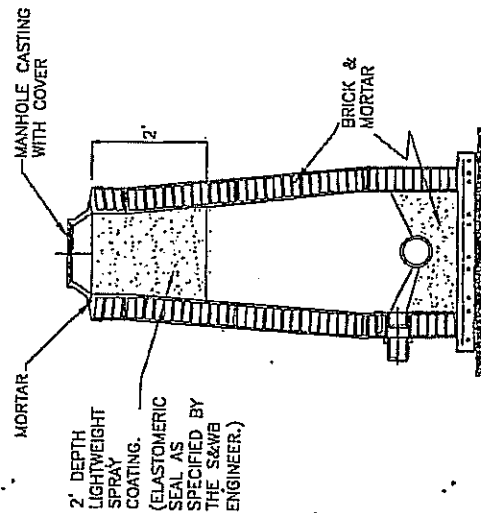
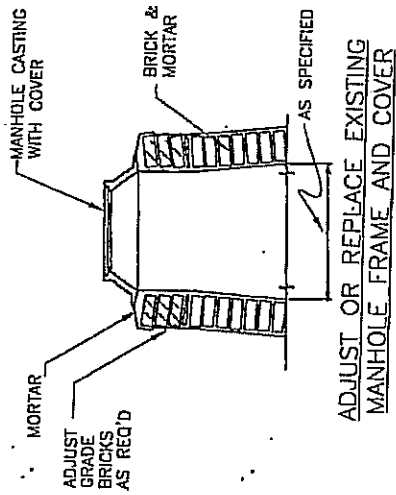




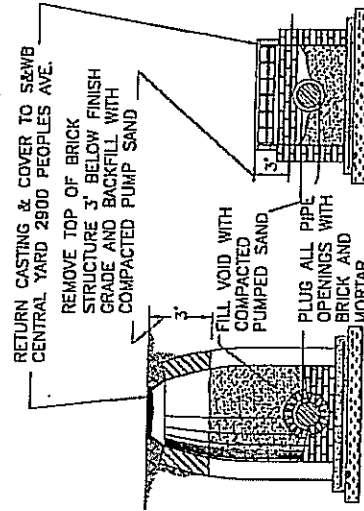
**MANHOLE REHABILITATION FULL DEPTH WITH SPRAY APPLIED STRUCTURAL CEMENTITIOUS LINER**

**NOTES:**

1. LOCATION OF LINER MAY VARY AS SPECIFIED BY THE S&WB ENGINEER.



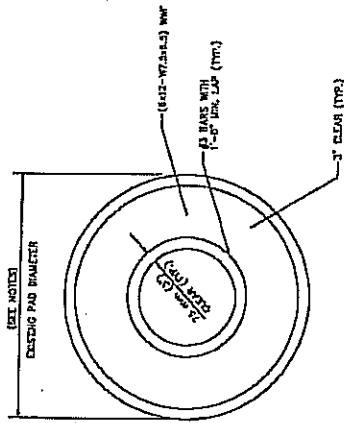
**MANHOLE REHABILITATION 2' DEPTH WITH SPRAY APPLIED STRUCTURAL CEMENTITIOUS LINER**



**TYPICAL ABANDON MANHOLE AND CATCH BASIN DETAIL**

SCALE: N.T.S.

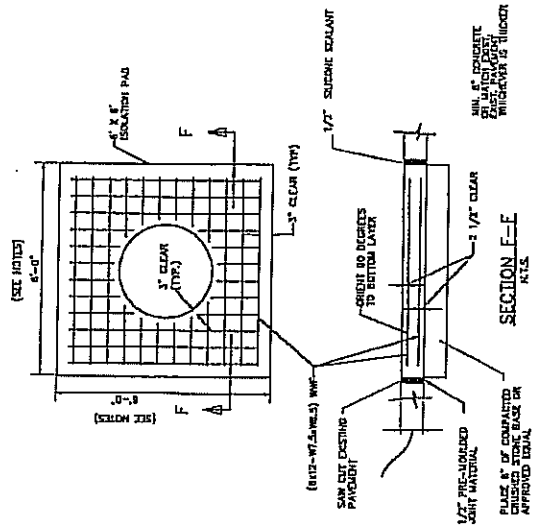
REV	DATE	DESCRIPTION	BY
1		SEWERAGE AND WATER BOARD OF NEW ORLEANS	
2		MANHOLE ADJUSTMENT AND REHABILITATION	
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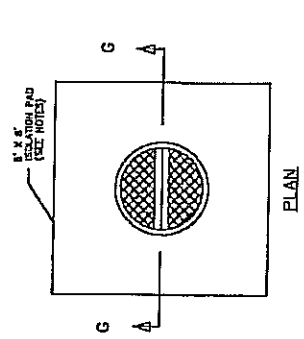
(FOR REPLACEMENT OF EXISTING CIRCULAR PAD ONLY)

NOTE:

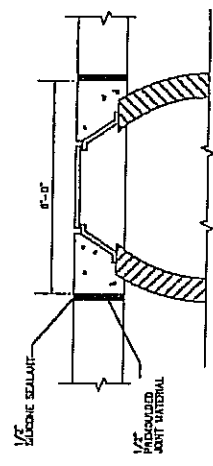
SECTION F-F AND SECTION G-G DETAILS AND REQUIREMENTS APPLY TO ALL ISOLATION PADS, REGARDLESS OF SHAPE.



SECTION F-F  
N.T.S.



PLAN



SECTION G-G  
N.T.S.

- NOTES:
1. ISOLATION PAD PLAN DIMENSIONS ARE FOR LOCATIONS WHERE THE EXISTING PAD IS TO BE REPLACED.
  2. LOCATIONS WITH AN EXISTING ISOLATION PAD: THE PLAN DIMENSIONS AND SHAPE OF THE EXISTING PAD SHALL BE THE SAME SIZE AND SHAPE AS THE EXISTING PAD OR AS DIRECTED BY THE ENGINEER.

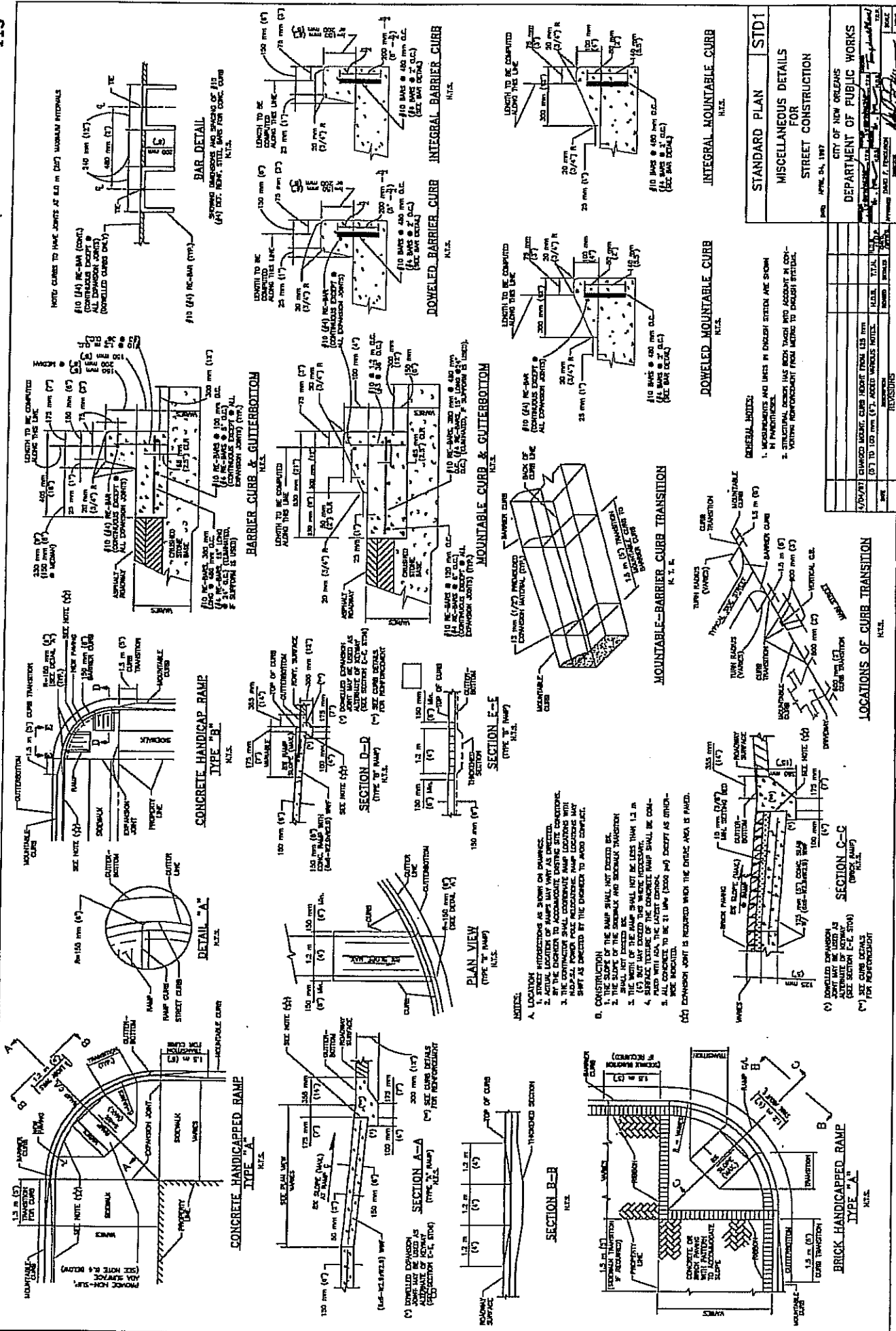
# MANHOLE ISOLATION PAD N.T.S.

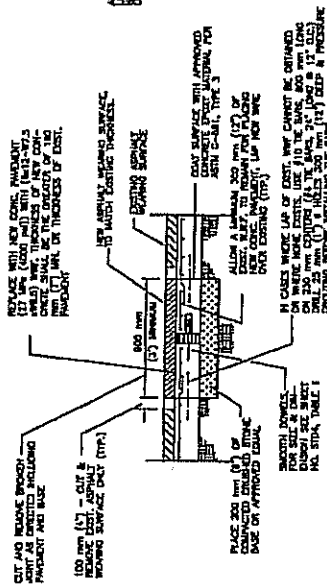
14

SEWERAGE AND WATER BOARD OF NEW ORLEANS
SEWER SYSTEM EVALUATION AND REHABILITATION PROGRAM
PROGRAM DETAILS
GENERAL SUPERINTENDENT
DWG. NO.: 8264-S
SCALE: NTS
SHEET NO. 43 of 46

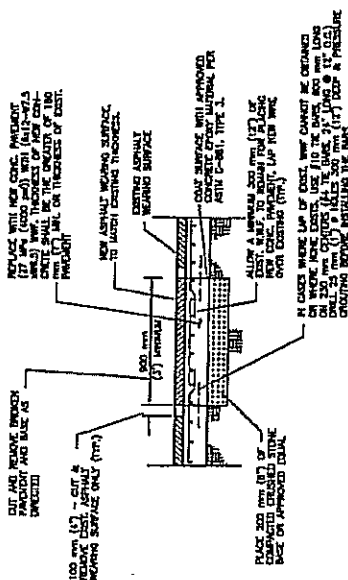
DET005.DGN



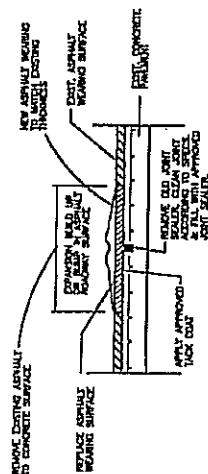




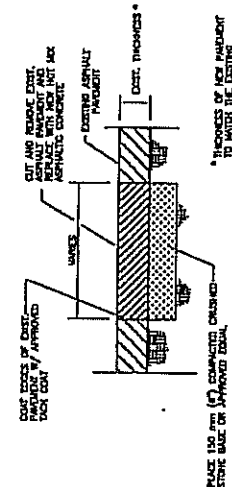
### JOINT REPAIR



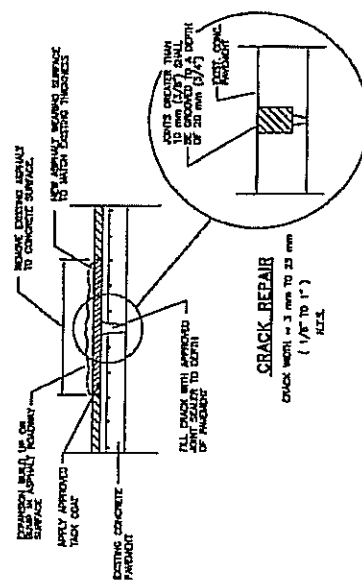
## CONCRETE PAVEMENT REPAIR



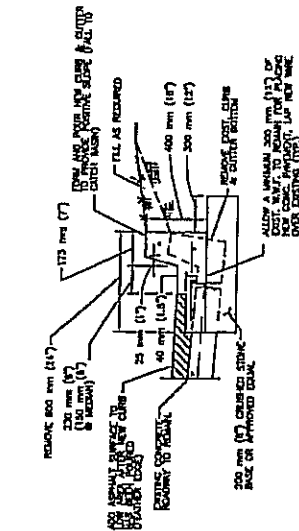
**JOINT RESEALING**



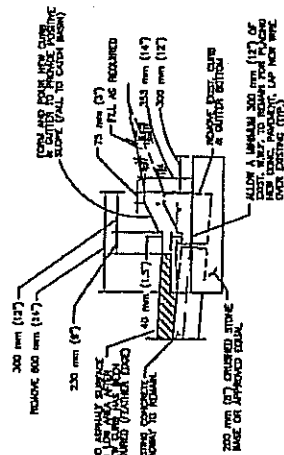
**ASPHALT PAYEMENT REPAIR**



## CRACK REPAIR



# RECONSTRUCTION OF CURB AND GUTTERBOTTOM BARRIER CURB



# RECONSTRUCTION OF CURB AND GUTTERBOTTOM MOUNTABLE CURB

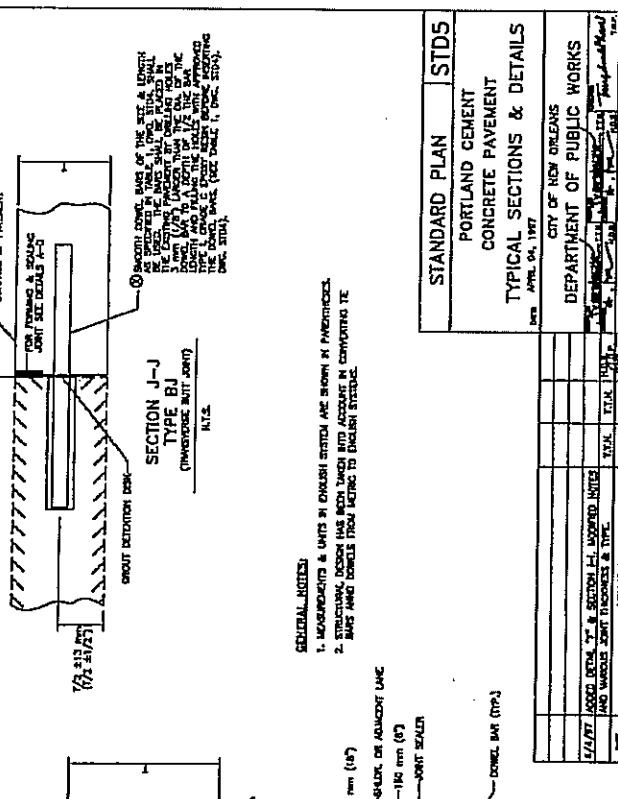
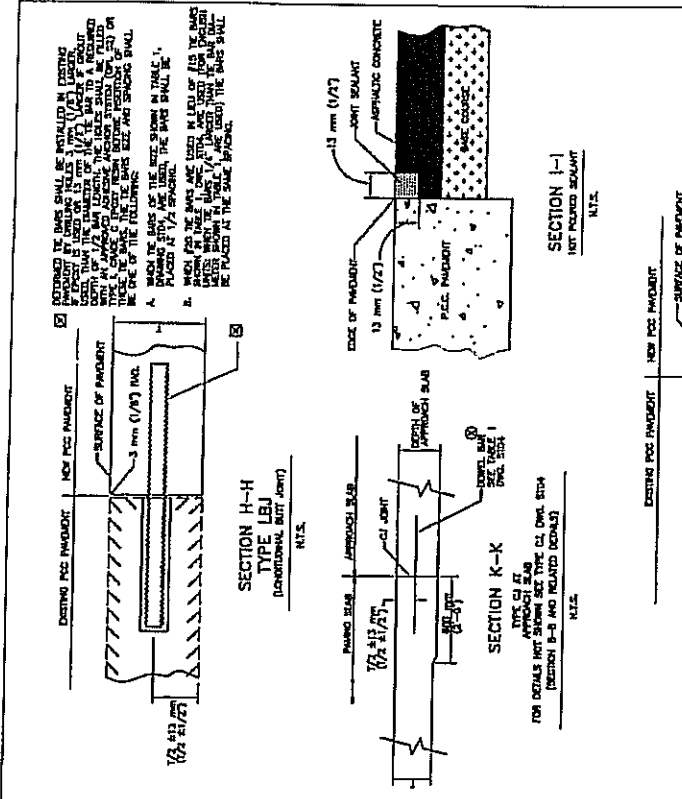
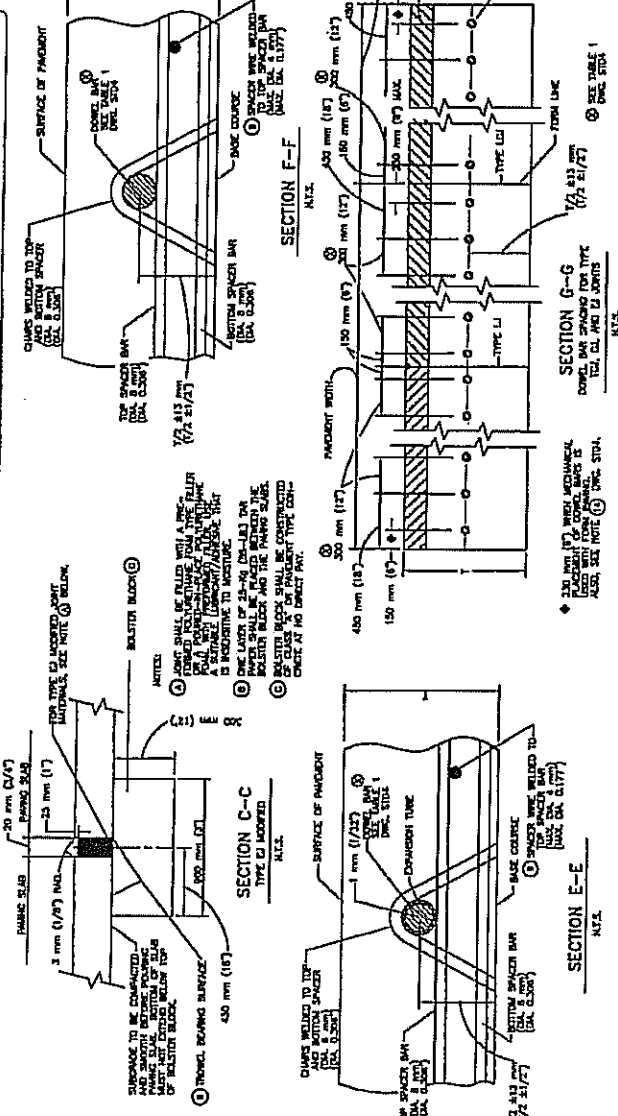
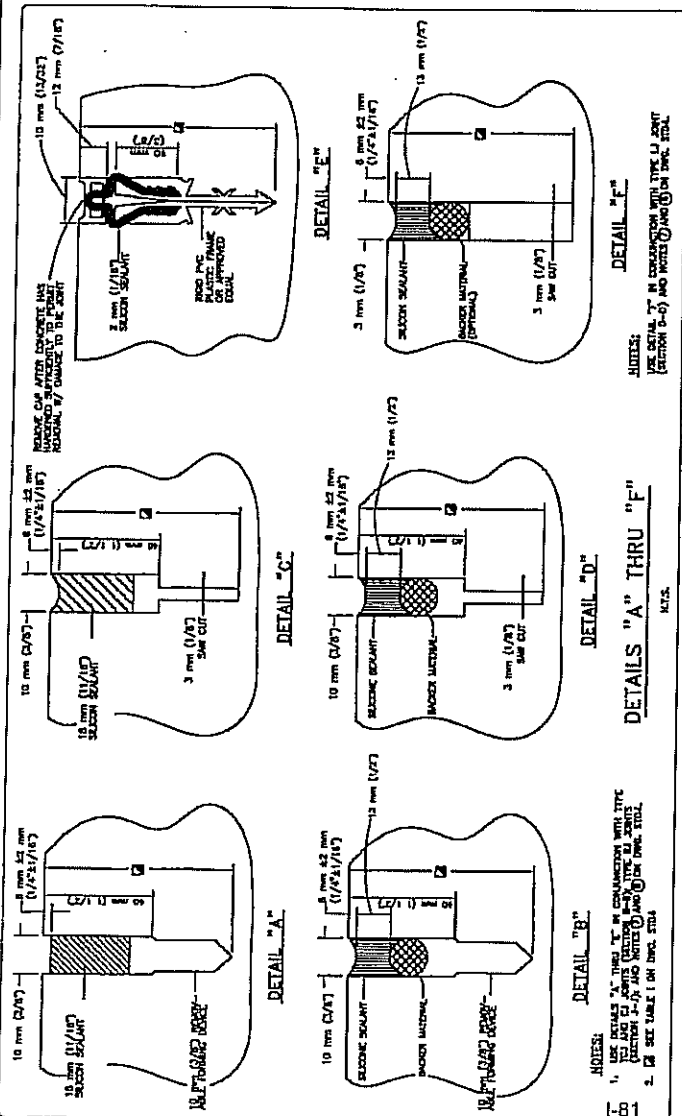
NOTES: (APPLIED TO MOUNTABLE AND  
BARRIER CLIP)

- CONCRETE BEING A MATERIAL FOR...  
STRENGTH OF 27 MPa (4000 psi).  
ALL RE-BARS SHOWN ARE # 10 SPACED  
@ 175 mm O. C. FOR LONGITUDINAL AND  
113 mm O. C. FOR TRANSVERSE (44 @ 8"  
O. C. FOR LONG. & 6" O.C. FOR TRANSVERSE).

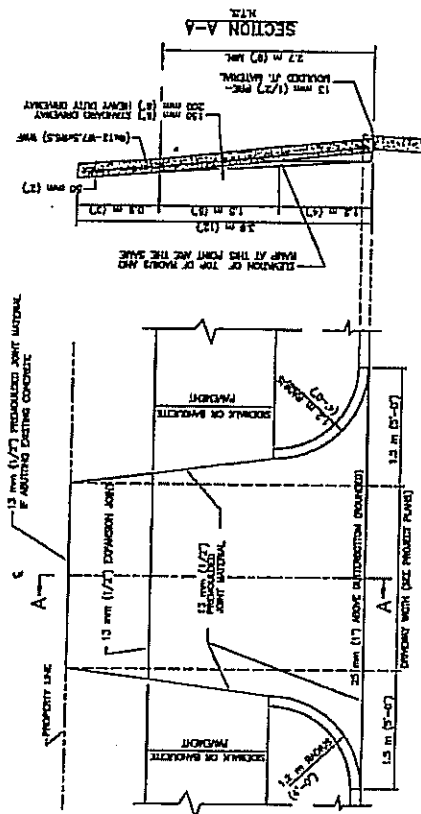
התאגדות מניין ארבעה עשר חתנים

[illegible]



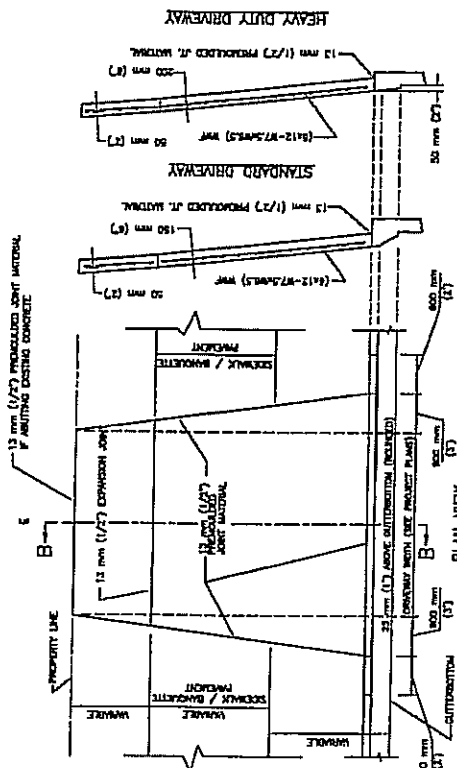
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100% (100%)

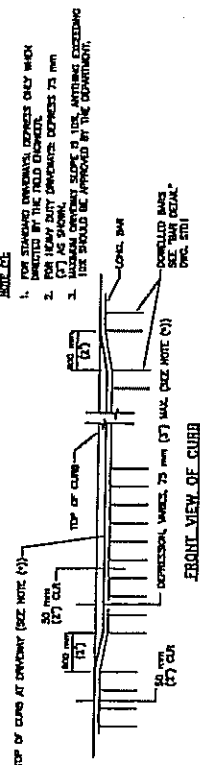


**DETAIL OF STANDARD DRIVEWAY  
FOR CONCRETE VERTICAL CURB**

4172

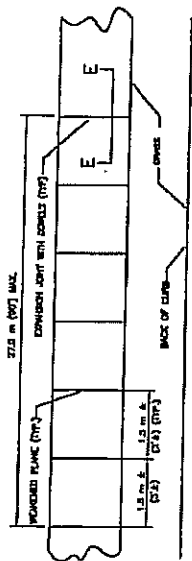


## KEJAK HARTA



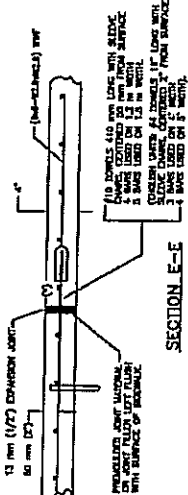
**FRONT VIEW OF CURB**

## INTRODUCTION



PLAH

—

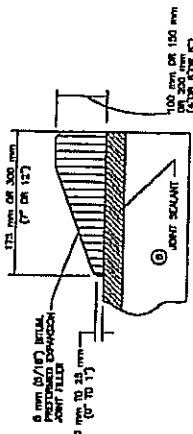


**SECTION E-E**

(b) THE LIST OF POWER SUPPLY AND CONSUMPTION

4517

PORTLAND CEMENT CONCRETE SIDEWALK PAVEMENT



DETAIL SHOWING JOINTS IN CONCRETE  
CURB AND GUTTER

475

WHICH SLIP-FORM SYSTEM IS USED  
THIS FACT TO BE THOUGHT CLIT TO A  
DEPTH OF 75 mm (3") (APPROX.)  
THEN RECOVER WITH A 25 mm (1")  
SCREEDING TOOL AT 25 mm (1") MAX.  
INTERVALS OR TO MATCH HOUSING  
FORMS

**PCP**

⑪ SEE NOTE 17  
ON PAGE 9704.

**SECRET** **EX-100-3211**

## Index

WHICH CURED IS POLYMER MONOMERALLY WITH PANDOLITE, THE INFLAMMATORY PRO-  
FORMED EXPANSION JOINT-FILLER SHALL  
BEING TO BOTTOM OF JOINT EXACTLY.

**JOINT FILLER DETAIL FOR INTEGRAL CONCRETE CURB (MOUNTABLE OR BARRIER TYPE)**

UNAVAILABLE CLINICAL DATA

5174

**GENERAL NOTES:**

1. MEASUREMENTS & UNITS IN ENGLISH SYSTEM ARE SHOWN IN PARENTHESES.
2. STRUCTURAL DESIGN HAS BEEN TAKEN INTO ACCOUNT IN CONVERTING DOMOLS FROM METRIC TO ENGLISH SYSTEM.

[illegible]

## L. TRAFFIC CONTROL DEVICES

THE FOLLOWING ARE FOUR TYPES OF TRAFFIC CONTROL DEVICES USED IN  
ONLY ONE TRAFFIC CONTROL:

- STOP
- CHANGING DEVICES
- LIGHTING DEVICES
- PAVEMENT MARKINGS

**5215**

[illegible]

1 JUNE 1951 - ENERGY LOSS

SOIL DEPTH (cm)	THE LINE LENGTH	STANDARD	EXACT FREQUENCY
A	10 (200)	150 (300)	200 (1,200)
B	50 (200)	150 (300)	500 (1,800)
C	10 (200)	150 (300)	100 (2,400)

## CHALLENGES AND

[illegible]

ALL TAPERS SHALL BE MADE UP OF AT LEAST 5 CHARLINGTONS DOWEL.

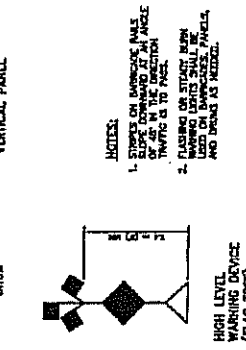
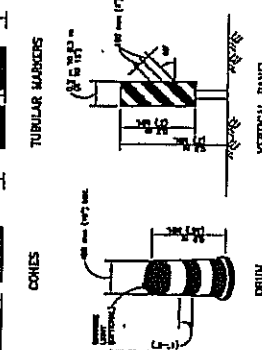
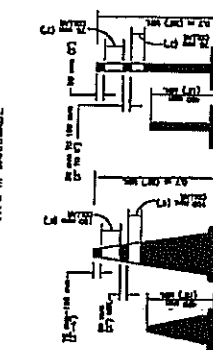
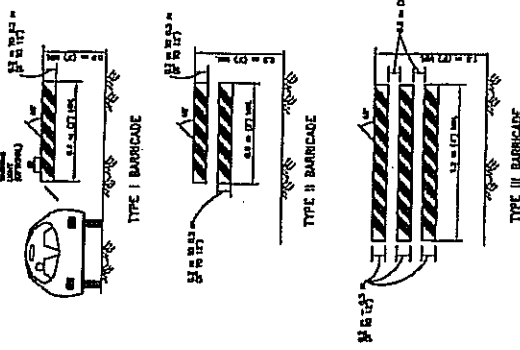
**11/11/2014 09:00:00**

**Lighting Devices**

1. HIGH INTENSITY FLASHING LIGHTS (TYPE B) - NORMALLY MOUNTED ON  
MACHINE SEKS TO DRAW ATTENTION TO A HAZARD BOTH DAY AND  
NIGHT.

## APPENDIX A

FLASHER ARROW PANELS				
AREA/NO TYPE	MINIMUM SIZE	NO. ARROWS OF PANEL	MT. LIGHTING DISTANCE	
URBAN	0.8 m x 1.2 m (2'6" x 4')	12	0.8 km (1/2 MI.)	
SUBURBAN	0.75 m x 1.5 m (2'3" x 5')	13	1.3 km (3/4 MI.)	
DEVELOPING FREIGHT	1.2 m x 2.4 m (4' x 8')	15	1.8 km	



**NOTES:**

- STOPS ON DARRIDGE PAULS  
SLOPE DOWNWARD AT AN ANGLE  
OF 40° IN THE DIRECTION  
TRAVEL IS TO PAGE.
- FLASHING OR STEADY BURN  
WARNING LIGHTS SHALL BE  
USED ON DARRIGES, PAULS,  
AND NEARBY AIR TOWER.

#### 4. PAVEMENT MARKINGS

[illegible]

## TITLES OF PAYMENT SYSTEMS - SEE TABLE 3

## II. FIVE PARTS OF A TRAFFIC CONTROL ZONE

THE TRAFFIC CONTROL ZONE IS THE DISTANCE BETWEEN THE FIRST TRAFFIC WARNING SIGN AND THE POINT WHERE THE TRUCK AREA BEGINS. THE TRUCK AREA BEGINS WHERE THE TRUCKS ARE FIRST STOPPED BY THE TRAFFIC CONTROL. SOME INCLUDE NO LONGER ATTENDED THE PARTS OF A TRAFFIC CONTROL. SOME INCLUDE:

1. ADVANCED WARNING AREA - TELLS TRAFFIC WHAT TO EXPECT AHEAD.
2. TRANSITION AREA - MOVES TRAFFIC OUT OF ITS NORMAL PATH.
3. BUTTER AREA - PROVIDES PROTECTION FOR TRUCKS AND BUSES.
4. WORK AREA.

TABLE 1

TAPER LENGTH CRITERIA FOR WORK ZONE	
TYPE OF ROAD	ROAD WIDTH
<ul style="list-style-type: none"> <li>1 - 2 LANE</li> <li>2 - 3 LANE</li> <li>3 - 4 LANE</li> <li>4 - 5 LANE</li> <li>5 - 6 LANE</li> <li>6 - 7 LANE</li> <li>7 - 8 LANE</li> <li>8 - 9 LANE</li> <li>9 - 10 LANE</li> <li>10 - 11 LANE</li> <li>11 - 12 LANE</li> <li>12 - 13 LANE</li> <li>13 - 14 LANE</li> <li>14 - 15 LANE</li> <li>15 - 16 LANE</li> <li>16 - 17 LANE</li> <li>17 - 18 LANE</li> <li>18 - 19 LANE</li> <li>19 - 20 LANE</li> <li>20 - 21 LANE</li> <li>21 - 22 LANE</li> <li>22 - 23 LANE</li> <li>23 - 24 LANE</li> <li>24 - 25 LANE</li> <li>25 - 26 LANE</li> <li>26 - 27 LANE</li> <li>27 - 28 LANE</li> <li>28 - 29 LANE</li> <li>29 - 30 LANE</li> <li>30 - 31 LANE</li> <li>31 - 32 LANE</li> <li>32 - 33 LANE</li> <li>33 - 34 LANE</li> <li>34 - 35 LANE</li> <li>35 - 36 LANE</li> <li>36 - 37 LANE</li> <li>37 - 38 LANE</li> <li>38 - 39 LANE</li> <li>39 - 40 LANE</li> <li>40 - 41 LANE</li> <li>41 - 42 LANE</li> <li>42 - 43 LANE</li> <li>43 - 44 LANE</li> <li>44 - 45 LANE</li> <li>45 - 46 LANE</li> <li>46 - 47 LANE</li> <li>47 - 48 LANE</li> <li>48 - 49 LANE</li> <li>49 - 50 LANE</li> <li>50 - 51 LANE</li> <li>51 - 52 LANE</li> <li>52 - 53 LANE</li> <li>53 - 54 LANE</li> <li>54 - 55 LANE</li> <li>55 - 56 LANE</li> <li>56 - 57 LANE</li> <li>57 - 58 LANE</li> <li>58 - 59 LANE</li> <li>59 - 60 LANE</li> <li>60 - 61 LANE</li> <li>61 - 62 LANE</li> <li>62 - 63 LANE</li> <li>63 - 64 LANE</li> <li>64 - 65 LANE</li> <li>65 - 66 LANE</li> <li>66 - 67 LANE</li> <li>67 - 68 LANE</li> <li>68 - 69 LANE</li> <li>69 - 70 LANE</li> <li>70 - 71 LANE</li> <li>71 - 72 LANE</li> <li>72 - 73 LANE</li> <li>73 - 74 LANE</li> <li>74 - 75 LANE</li> <li>75 - 76 LANE</li> <li>76 - 77 LANE</li> <li>77 - 78 LANE</li> <li>78 - 79 LANE</li> <li>79 - 80 LANE</li> <li>80 - 81 LANE</li> <li>81 - 82 LANE</li> <li>82 - 83 LANE</li> <li>83 - 84 LANE</li> <li>84 - 85 LANE</li> <li>85 - 86 LANE</li> <li>86 - 87 LANE</li> <li>87 - 88 LANE</li> <li>88 - 89 LANE</li> <li>89 - 90 LANE</li> <li>90 - 91 LANE</li> <li>91 - 92 LANE</li> <li>92 - 93 LANE</li> <li>93 - 94 LANE</li> <li>94 - 95 LANE</li> <li>95 - 96 LANE</li> <li>96 - 97 LANE</li> <li>97 - 98 LANE</li> <li>98 - 99 LANE</li> <li>99 - 100 LANE</li> </ul>	<ul style="list-style-type: none"> <li>1 - 2 LANE</li> <li>2 - 3 LANE</li> <li>3 - 4 LANE</li> <li>4 - 5 LANE</li> <li>5 - 6 LANE</li> <li>6 - 7 LANE</li> <li>7 - 8 LANE</li> <li>8 - 9 LANE</li> <li>9 - 10 LANE</li> <li>10 - 11 LANE</li> <li>11 - 12 LANE</li> <li>12 - 13 LANE</li> <li>13 - 14 LANE</li> <li>14 - 15 LANE</li> <li>15 - 16 LANE</li> <li>16 - 17 LANE</li> <li>17 - 18 LANE</li> <li>18 - 19 LANE</li> <li>19 - 20 LANE</li> <li>20 - 21 LANE</li> <li>21 - 22 LANE</li> <li>22 - 23 LANE</li> <li>23 - 24 LANE</li> <li>24 - 25 LANE</li> <li>25 - 26 LANE</li> <li>26 - 27 LANE</li> <li>27 - 28 LANE</li> <li>28 - 29 LANE</li> <li>29 - 30 LANE</li> <li>30 - 31 LANE</li> <li>31 - 32 LANE</li> <li>32 - 33 LANE</li> <li>33 - 34 LANE</li> <li>34 - 35 LANE</li> <li>35 - 36 LANE</li> <li>36 - 37 LANE</li> <li>37 - 38 LANE</li> <li>38 - 39 LANE</li> <li>39 - 40 LANE</li> <li>40 - 41 LANE</li> <li>41 - 42 LANE</li> <li>42 - 43 LANE</li> <li>43 - 44 LANE</li> <li>44 - 45 LANE</li> <li>45 - 46 LANE</li> <li>46 - 47 LANE</li> <li>47 - 48 LANE</li> <li>48 - 49 LANE</li> <li>49 - 50 LANE</li> <li>50 - 51 LANE</li> <li>51 - 52 LANE</li> <li>52 - 53 LANE</li> <li>53 - 54 LANE</li> <li>54 - 55 LANE</li> <li>55 - 56 LANE</li> <li>56 - 57 LANE</li> <li>57 - 58 LANE</li> <li>58 - 59 LANE</li> <li>59 - 60 LANE</li> <li>60 - 61 LANE</li> <li>61 - 62 LANE</li> <li>62 - 63 LANE</li> <li>63 - 64 LANE</li> <li>64 - 65 LANE</li> <li>65 - 66 LANE</li> <li>66 - 67 LANE</li> <li>67 - 68 LANE</li> <li>68 - 69 LANE</li> <li>69 - 70 LANE</li> <li>70 - 71 LANE</li> <li>71 - 72 LANE</li> <li>72 - 73 LANE</li> <li>73 - 74 LANE</li> <li>74 - 75 LANE</li> <li>75 - 76 LANE</li> <li>76 - 77 LANE</li> <li>77 - 78 LANE</li> <li>78 - 79 LANE</li> <li>79 - 80 LANE</li> <li>80 - 81 LANE</li> <li>81 - 82 LANE</li> <li>82 - 83 LANE</li> <li>83 - 84 LANE</li> <li>84 - 85 LANE</li> <li>85 - 86 LANE</li> <li>86 - 87 LANE</li> <li>87 - 88 LANE</li> <li>88 - 89 LANE</li> <li>89 - 90 LANE</li> <li>90 - 91 LANE</li> <li>91 - 92 LANE</li> <li>92 - 93 LANE</li> <li>93 - 94 LANE</li> <li>94 - 95 LANE</li> <li>95 - 96 LANE</li> <li>96 - 97 LANE</li> <li>97 - 98 LANE</li> <li>98 - 99 LANE</li> <li>99 - 100 LANE</li> </ul>

100-443887-100

### III. - TYPICAL APPLICATION DIAGRAMS

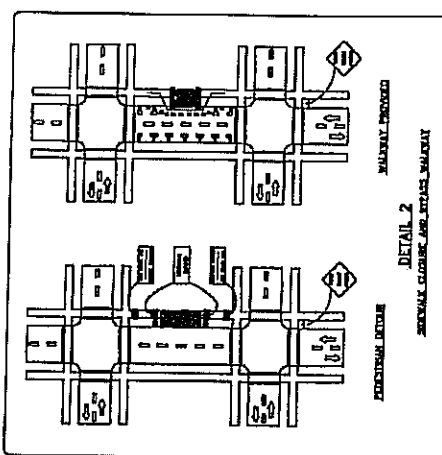
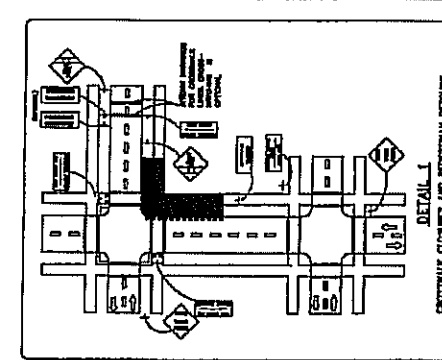


TABLE 3

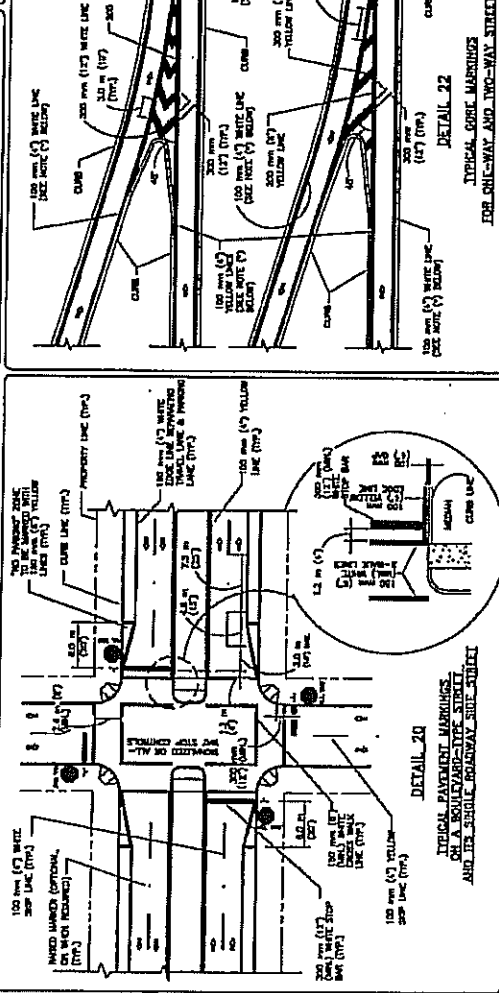
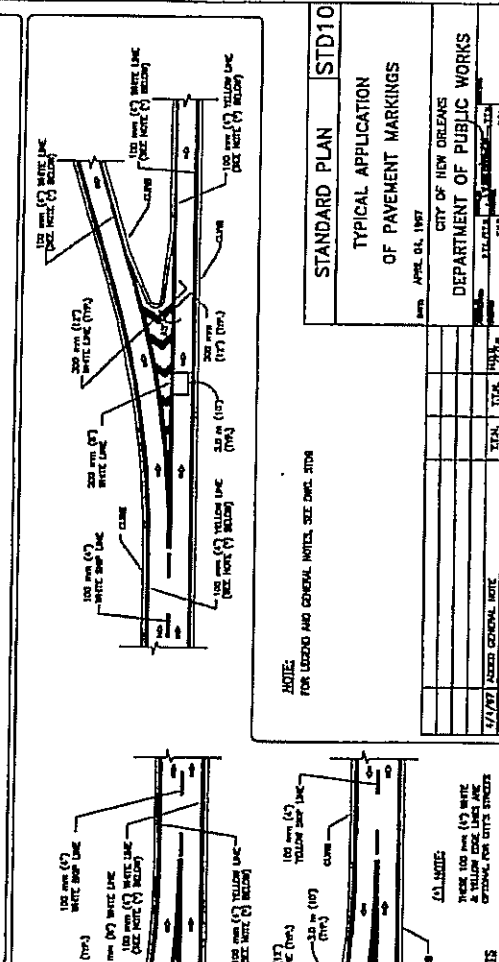
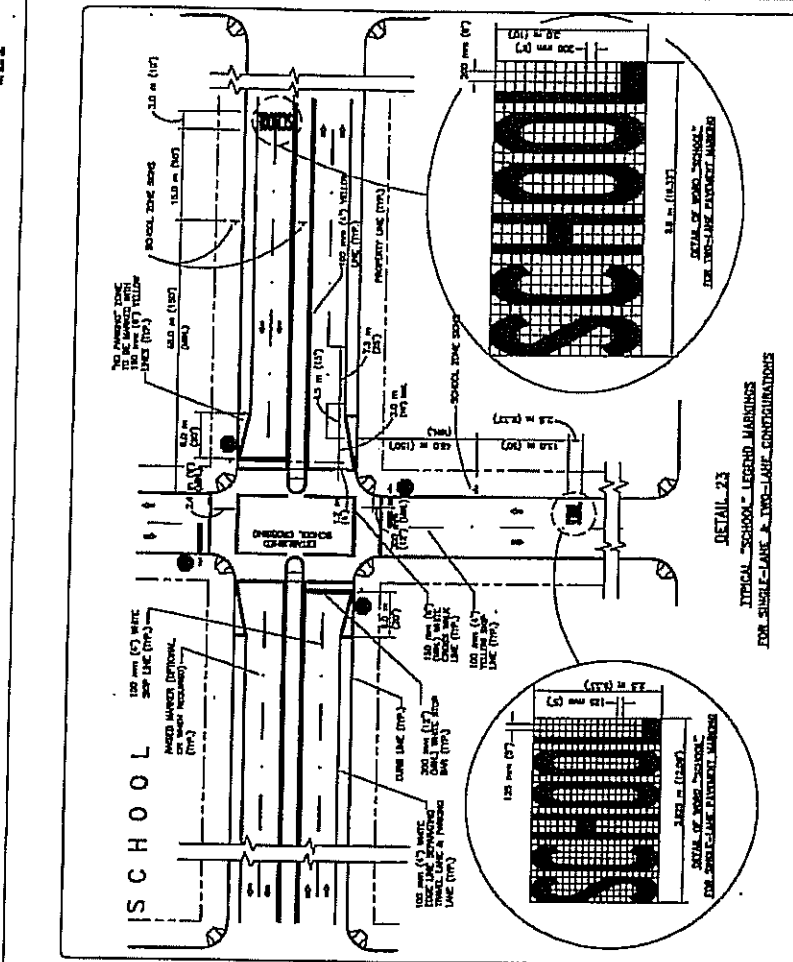
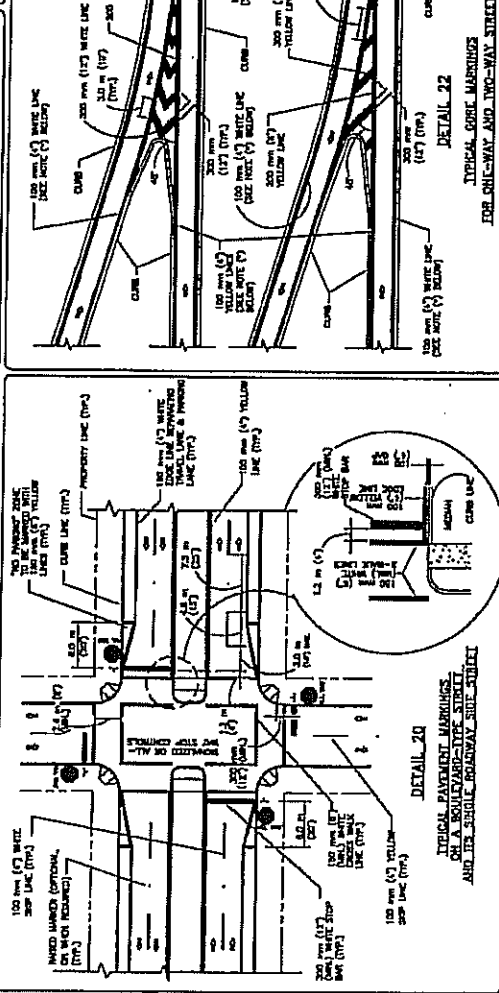
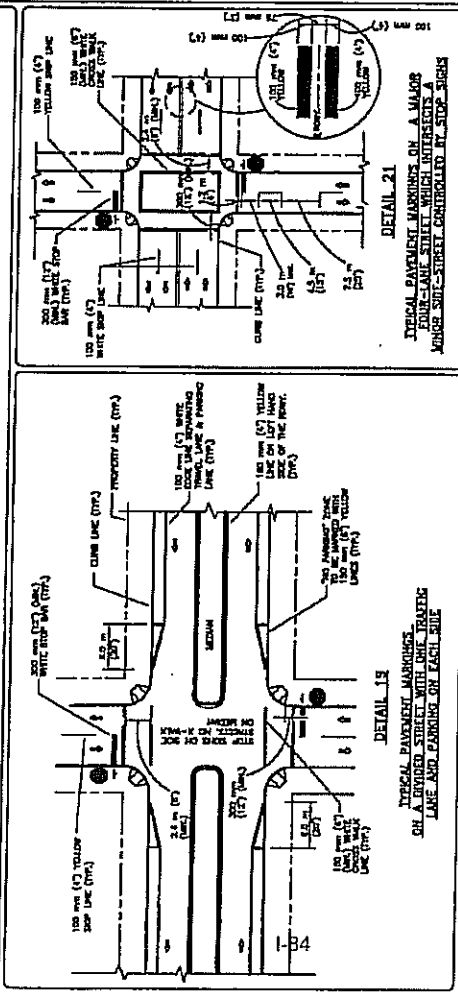
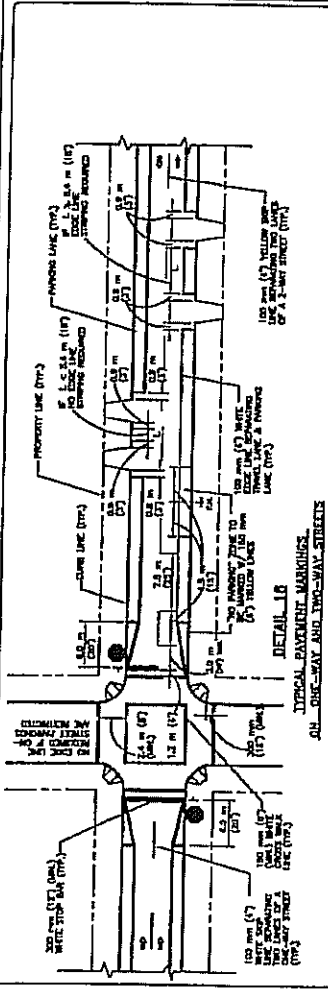
[illegible]

FOR INFORMATION AND OR FURTHER INFORMATION IN WIDE TOWNSHIP (p-7-1) 601-61-61 (2)

**ESTADO DE FLÓRIDA**

1. MEASUREMENTS & LISTS IN ENGLISH SYSTEM ARE SHOWN IN PARENTHESES.
2. FOR LUNG AND CERVICAL NOTES, SEE DYNAMIC STUD.

[illegible]



STANDARD PLAN		STD10
TYPICAL APPLICATION OF PAVEMENT MARKINGS		
DATE	APRIL 01, 1947	
CITY OF NEW ORLEANS		
DEPARTMENT OF PUBLIC WORKS		
STATION	101	
REVISIONS		
DATE	11/1/57	
BY	STATION	
REVISIONS		
DATE	11/1/57	
BY	STATION	
REVISIONS		

NOTES	
FOR LOADING AND GENERAL NOTES SEE DETAIL 20	
(A) NOTE:	
PAVING 100 mm (4 inch) WHITE AND YELLOW STOP LINES ARE OPTIONAL FOR CITY'S ENGINEERS	



三



REQ'D. AT EACH TREE LOCATION

三



FOR TREES THAT HAVE ROOTS ENDING IN CLUMPS OF ROOTS ENDING INTO THE PROPOSED CURB, THE CLUMPS SHOULD BE REMOVED. CLUMPS ONLY TWO FEET OR SMALLER REMOVE THE CLUMPS. CLUMPS OVER TWO FEET REMOVE THE CLUMPS AND THE ENTIRE TREE. CLUMPS NOTED BY THE CLIMBING PARTY MUST BE REMOVED BY THE PARTY AND PLANT CENSUS TAKERS. HOW MUCH OF THE ROOTS CAN BE PRUNED? ONCE MARKED, THE ROOTS CAN BE PRUNED BY A LICENSED ARBORIST.

CLIMBING 300 YDS (1/3) OF ROADWAY BASE REQUIRED NEW CLIMBING AND ROOTS ARE ENCOUNTERED THE CLIMB. (SEE DATA "A")

TYPICAL DIAGRAM NO. 1

**TREE ROOTS GROWING BEHIND  
EXISTING OR PROPOSED CURBS**

**W. T. S.**



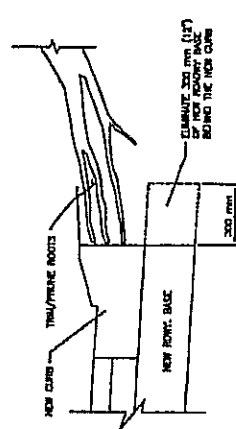
FOR TREES THAT HAVE ROOTS EXPOSED OVER THE CURB, THE FOLLOWING OFFERS MAY BE POSSIBLE:

- A) LEAVE THE EXISTING CURB IN PLACE UNDER THE CROWN 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, PLANE ROOTS AS MARKED BY THE PAYMENT COMMISSION FORM AND POUR NEW CURB.

TYPICAL DIAGRAM NO. 2

**TREE ROOTS GROWING OVER CURB**

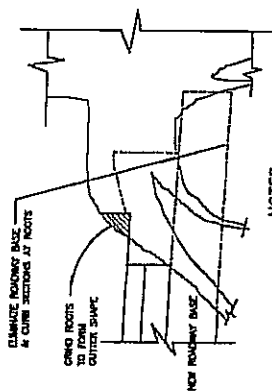
五



DETAIL "A"

**DETAIL FOR ROOT PRUNING AT CURBS**

**THE UNIVERSITY OF**



**NOTES:**

WHERE BIG ROOTS CUTTED INTO ROADWAY SECTION, CLAMNET ROADWAY BASE AND CURB SECTIONS AT ROOTS, AND CURED ROOTS TO FORM CUTTER SHAPES MATCHING ADJOINING CONCRETE CUTTERS AS PER ORIENTATION OF THE PAV. AND PEEK COMMISSION.

TYPICAL DIAGRAM NO. 3

**TREE ROOTS EXTENDING INTO  
PROPOSED ROADWAY SECTION**



**N. T. E.**

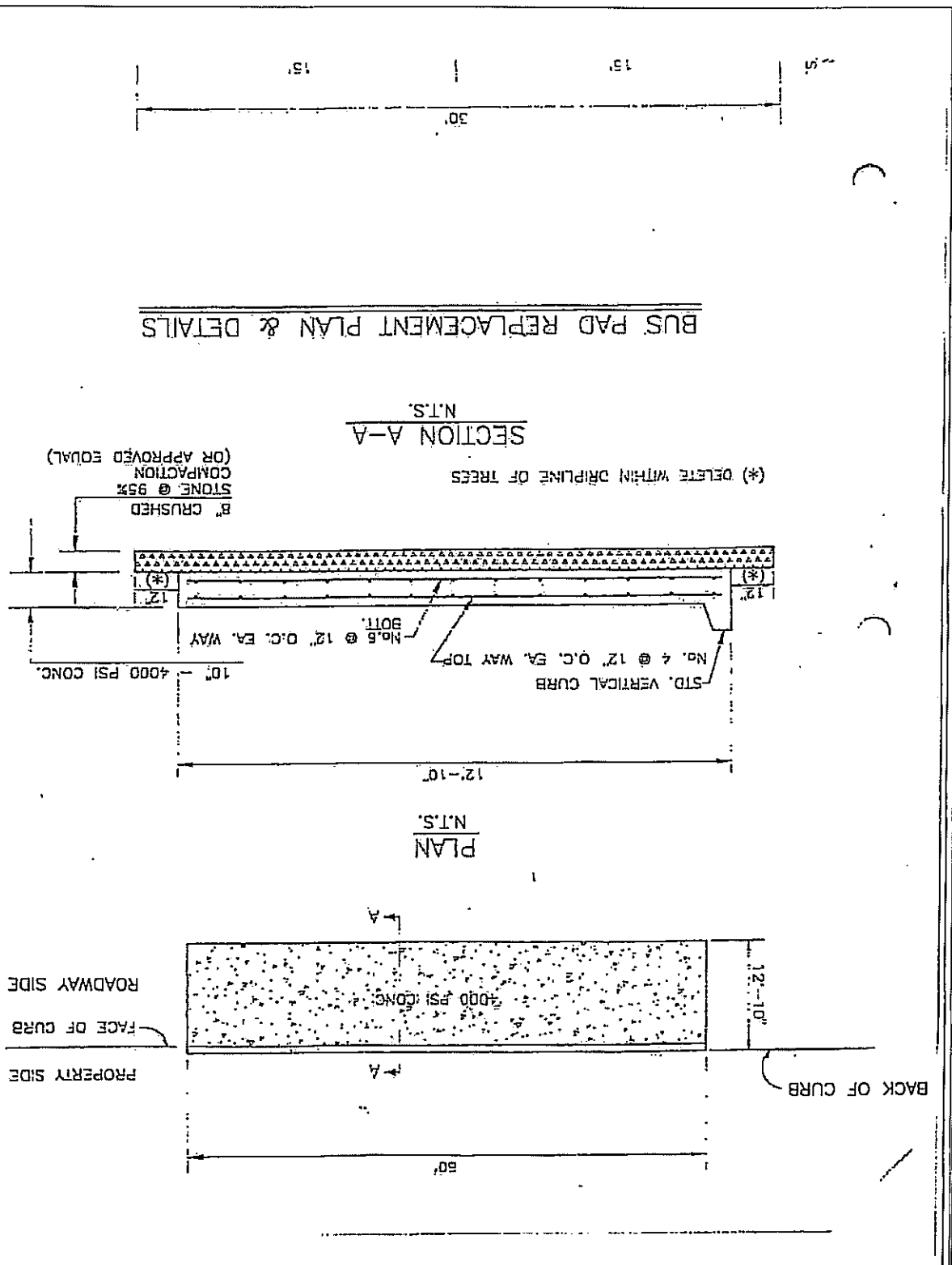
### **GENERAL NOTES:**

1. THE CONTRACTOR IS RESPONSIBLE FOR ISSUING A LICENSED AGREEMENT TO PLUMB THESE ROOFS ON CITY TREES.
2. ALL PROJECTS REQUIRING ON-SITE INSPECTION BY THE PARK AND PLANNING COMMISSION AND THE AGREEMENT TO DETERMINE THE EXTENT OF ROOT PRUNING THAT WILL BE REQUIRED OR ALLOWED.

[illegible]



SHEET NUMBER		123	
PARISH		ORLEANS	
DESIGNED		EMC	
CHECKED		DHD	
DATE		11-4-08	
SHEET		21 OF 21	
BY			
REVISION DESCRIPTION			
NO.		DATE	
		BUS PAD DETAIL POYDRAS STREET MARTIN LUTHER KING BLVD. WASHINGTON AVENUE	
		MEYER ENGINEERS, L.P. 704-38-3048 704-38-3049 704-38-3077	



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



**CONSTRUCTION PROPOSAL  
INFORMATION  
FOR**

**FEDERAL AID PROJECT**

**STATE PROJECT NO.**

**704-36-0068, 704-36-0069 & 704-36-0077**

**PERMANENT REPAIR TO FEDERAL AID ELIGIBLE ROADS  
POYDRAS, MARTIN LUTHER KING BLVD. & WASHINGTON  
ORLEANS PARISH**

## 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). 704-36-0068, 704-36-0069 & 704-36-0077; FEDERAL AID PROJECT NO(S). ER-ERP1(088), ER-ERP1(089) & ER-ERP1(097); POYDRAS ST., MARTIN LUTHER KING BLVD., & WASHINGTON; ORLEANS PARISH**, if the bid is accepted and the Principal, within the specified time, enters into the contract in writing and gives bond with Surety acceptable to the Department for payment and performance of said contract, this obligation shall be void; otherwise to remain in effect.

Principal (Bidder or First Partner to Joint Venture)  
By \_\_\_\_\_

Authorized Officer-Owner-Partner

\_\_\_\_\_  
Typed or Printed Name

If a Joint Venture, Second Partner  
By \_\_\_\_\_

Authorized Officer-Owner-Partner

\_\_\_\_\_  
Typed or Printed Name

\_\_\_\_\_  
Surety  
By \_\_\_\_\_ (Seal)  
Agent or Attorney-in-Fact

\_\_\_\_\_  
Typed or Printed Name

To receive a copy of the contract and subsequent correspondence / communication from LA DOTD, with respect to the bid bonds, the following information must be provided:

\_\_\_\_\_  
Bonding Agency or Company Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
Agent or Representative

\_\_\_\_\_  
Phone Number / Fax Number

07/07  
Form CS-2A

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 1

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
202-02-D	30	SQUARE YARD	REMOVAL OF CONCRETE WALKS & DRIVES DOLLARS CENTS
204-05-A	30	EACH	TEMPORARY SEDIMENT CHECK DAMS (HAY) DOLLARS CENTS
204-06	300	LINEAR FOOT	TEMPORARY SILT FENCING DOLLARS CENTS
502-01	13,901.0	TON	SUPERPAVE ASPHALTIC CONCRETE DOLLARS CENTS
502-01-A	1,223.9	TON	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS DOLLARS CENTS
509-01	93,891	SQUARE YARD	COLD PLANING ASPHALTIC PAVEMENT DOLLARS CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 2

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
1510-01-B	5,565	SQUARE YARD	PAVEMENT PATCHING (12" MINIMUM THICKNESS)
			DOLLARS
			CENTS
1602-02-A	36,000	LINEAR FOOT	CLEANING AND RESEALING EXISTING LONGITUDINAL PAVEMENT JOINTS
			DOLLARS
			CENTS
1602-02-B	21,930	LINEAR FOOT	CLEANING AND RESEALING EXISTING TRANSVERSE PAVEMENT JOINTS
			DOLLARS
			CENTS
1602-03	10,000	LINEAR FOOT	CLEANING AND SEALING CRACKS
			DOLLARS
			CENTS
1701-03-F	269	LINEAR FOOT	STORM DRAIN PIPE (15" RCP)
			DOLLARS
			CENTS
1701-03-G	84	LINEAR FOOT	STORM DRAIN PIPE (18" RCP)
			DOLLARS
			CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 3

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
701-03-I	114	LINEAR FOOT	STORM DRAIN PIPE (24" RCP) DOLLARS CENTS
706-01-A	30.0	SQUARE YARD	CONCRETE WALK (4" THICK) DOLLARS CENTS
706-02-C	300.0	SQUARE YARD	CONCRETE DRIVE (6" THICK) DOLLARS CENTS
713-01	LUMP	LUMP SUM	TEMPORARY SIGNS & BARRICADES DOLLARS CENTS
713-02-B	6,800	LINEAR FOOT	TEMPORARY PAVEMENT MARKINGS (6" WIDTH) DOLLARS CENTS
713-02-C	575	LINEAR FOOT	TEMPORARY PAVEMENT MARKINGS (8" WIDTH) DOLLARS CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 4

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
713-02-D	1,700	LINEAR FOOT	TEMPORARY PAVEMENT MARKINGS (12" WIDTH) DOLLARS CENTS
713-03-B	5.140	MILE	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(10' LENGTH) DOLLARS CENTS
713-04-A	9.430	MILE	TEMPORARY PAVEMENT MARKINGS (SOLID LINE)(4" WIDTH) DOLLARS CENTS
713-05-A	10	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (ARROW) DOLLARS CENTS
713-05-C	2	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (ONLY) DOLLARS CENTS
713-05-E	2	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (SCHOOL CROSSING) DOLLARS CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 5

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
714-01	300	SQUARE YARD	SLAB SODDING DOLLARS CENTS
717-01	150	POUND	SEEDING DOLLARS CENTS
718-01	3,000	POUND	FERTILIZER DOLLARS CENTS
723-02	900	CUBIC YARD	GRANULAR MATERIAL (VEHICULAR MEASUREMENT) DOLLARS CENTS
727-01	LUMP	LUMP SUM	MOBILIZATION DOLLARS CENTS
731-02	760	EACH	REFLECTORIZED RAISED PAVEMENT MARKERS DOLLARS CENTS



LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 6

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
732-01-B	6,800	LINEAR FOOT	PLASTIC PAVEMENT STRIPING (6" WIDTH) DOLLARS CENTS
732-01-C	575	LINEAR FOOT	PLASTIC PAVEMENT STRIPING (8" WIDTH) DOLLARS CENTS
732-01-D	1,700	LINEAR FOOT	PLASTIC PAVEMENT STRIPING (12" WIDTH) DOLLARS CENTS
732-02-A	10.880	MILE	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH) DOLLARS CENTS
732-03-A	5.140	MILE	PLASTIC PAVEMENT STRIPING (BROKEN LINE) (4" WIDTH) DOLLARS CENTS
732-04-A	5	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ARROW) DOLLARS CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 7

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
732-04-B	5	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (DOUBLE ARROW) _____ DOLLARS _____ CENTS
732-04-C	2	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ONLY) _____ DOLLARS _____ CENTS
732-04-E	2	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (SCHOOL CROSSING) _____ DOLLARS _____ CENTS
732-04-F	1	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (HANDICAP PARKING) _____ DOLLARS _____ CENTS
736-09	600	LINEAR FOOT	LOOP DETECTOR _____ DOLLARS _____ CENTS
740-01	LUMP	LUMP SUM	CONSTRUCTION LAYOUT _____ DOLLARS _____ CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 8

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
741-11	1	EACH	ADJUSTING WATER VALVE AND METER BOX DOLLARS CENTS
S-001	84	EACH	CONCRETE WALKS HANDICAPPED RAMP - TYPE A) DOLLARS CENTS
S-002	76	EACH	CONCRETE WALKS HANDICAPPED RAMPS - TYPE B) DOLLARS CENTS
S-003	2,200	LINEAR FOOT	RESETTING EXISTING STONE CURBS DOLLARS CENTS
S-004	1,900	LINEAR FOOT	RECONSTRUCTION OF CONCRETE CURB AND GUTTERBOTTOM (BARRIER CURB) DOLLARS CENTS
S-006	1,422	LINEAR FOOT	DRILLED DOMELED BARRIER CONCRETE CURB DOLLARS CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077  
DATE: 01/07/09 15:46 PAGE: 9

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-006C	156	LINEAR FOOT	DRILLED DOWELED MOUNTABLE CONCRETE CURB DOLLARS CENTS
S-007	2,467	LINEAR FOOT	DOWELED BARRIER CONCRETE CURB DOLLARS CENTS
S-007B	1,773	LINEAR FOOT	DOWELED MOUNTABLE CONCRETE CURB DOLLARS CENTS
S-008	801.8	SQUARE YARD	CONCRETE PAVEMENT REPAIR (18.0 SQ. YD. AND UNDER) DOLLARS CENTS
S-009	2,541.6	SQUARE YARD	CONCRETE PAVEMENT REPAIR (18.1 SQ. YD. TO 48.0 SQ. YD.) DOLLARS CENTS
S-010	5,041.4	SQUARE YARD	CONCRETE PAVEMENT REPAIR (48.1 SQ. YD. AND OVER) DOLLARS CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 10

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-011	LUMP	LUMP SUM	TREE PROTECTION _____ _____ _____ DOLLARS _____ CENTS
S-012	LUMP	LUMP SUM	TREE TRIMMING _____ _____ _____ DOLLARS _____ CENTS
S-013	LUMP	LUMP SUM	ROOT PRUNING _____ _____ _____ DOLLARS _____ CENTS
S-014	400	LINEAR FOOT	HAND FORMED AND POURED IN-PLACE CONCRETE CURB WITHIN THE LIMITS OF THE TREE DRIPLINE _____ _____ _____ DOLLARS _____ CENTS
S-015	400	SQUARE YARD	GRAVEL BED AND FILTER CLOTH OVER TREE ROOTS _____ _____ _____ DOLLARS _____ CENTS
S-016	6	EACH	CATCH BASIN FRAME AND COVER _____ _____ _____ DOLLARS _____ CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 11

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-017	1	EACH	INLET GRATE COVER  DOLLARS CENTS
S-018A	12	EACH	CATCH BASIN ADJUSTMENT TYPE A  DOLLARS CENTS
S-018B	15	EACH	CATCH BASIN ADJUSTMENT TYPE B  DOLLARS CENTS
S-018C	5	EACH	CATCH BASIN GUTTER GRATE ADJUSTMENT  DOLLARS CENTS
S-018D	1	EACH	ROLLOVER GRATE FRAME ADJUSTMENT  DOLLARS CENTS
S-018E	1	EACH	DROP INLET GRATE FRAME ADJUSTMENT  DOLLARS CENTS

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
SCHEDULE OF ITEMS

LEAD PROJECT: 704-36-0068  
OTHER PROJECTS: 704-36-0069, 704-36-0077

DATE: 01/07/09 15:46 PAGE: 12

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-019	2	EACH	MANHOLE NO.1 _____ _____ DOLLARS _____ CENTS
S-020	2	EACH	MANHOLE COVER _____ _____ DOLLARS _____ CENTS
S-021	1	EACH	MANHOLE FRAME AND COVER _____ _____ DOLLARS _____ CENTS
S-022	14	EACH	MANHOLE ADJUSTMENT WITH RINGS _____ _____ DOLLARS _____ CENTS
S-024	19	EACH	MANHOLE ADJUSTMENT _____ _____ DOLLARS _____ CENTS
S-025	176	SQUARE YARD	BUS PAD REPAIR _____ _____ DOLLARS _____ CENTS

# 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). 704-36-0068, 704-36-0069 & 704-36-0077

FEDERAL AID PROJECT NO(S). ER-ERP1(088), ER-ERP1(089) & ER-ERP1(097)

NAME OF PROJECT POYDRAS, MARTIN LUTHER KING BLVD. & WASHINGTON

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). 704-36-0068, 704-36-0069 & 704-36-0077

## **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 TOTAL BASE BID \$ \_\_\_\_\_

IT IS AGREED THAT THIS TOTAL, DETERMINED BY THE BIDDER, IS FOR PURPOSES OF OPENING AND READING BIDS ONLY, AND THAT THE LOW BID FOR THIS PROJECT WILL BE DETERMINED FROM THE EXTENSION AND TOTAL OF THE BID ITEMS BY DOTD.

CS-14AA  
08/06