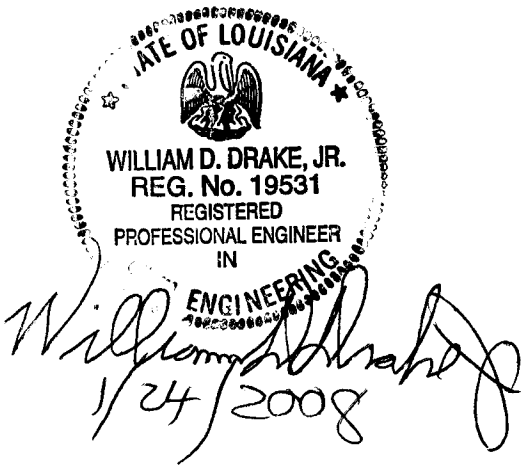
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL



STATE PROJECT NO. 737-92-0064

REPAIR OF HANDRAIL DAMAGES IN DISTRICT 02 (MO)

JEFFERSON, ORLEANS, ST. CHARLES, ST. BERNARD, PLAQUEMINES, TERREBONNE, AND LAFOURCHE PARISHES

FOR INFORMATION ONLY

STATE PROJECT NO. 737-92-0064
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NOTICE TO CONTRACTORS (08/07)

Either sealed paper bids or electronic bids for the following project will be received by the Department of Transportation and Development (DOTD). Paper bids can be delivered to the DOTD Headquarters Administration Building, 1201 Capitol Access Road, Room 405-L, Baton Rouge, Louisiana 70802 until 8:00 a.m on **Wednesday, February 27, 2008**. After 8:00 a.m., paper bids will be received in the Headquarters Auditorium until 10:00 a.m. Electronic bids must be submitted through www.bidx.com prior to the electronic bidding deadline. Beginning at 10:00 a.m.., all bids will be publicly opened and presented in the Headquarters Auditorium. No bids will be received after 10:00 a.m. Any person requiring special accommodations shall notify DOTD at (225) 379-1111 not less than 3 business days before bid opening.

READVERTISEMENT
STATE PROJECT NO. 737-92-0064
DESCRIPTION: RETAINER CONTRACT FOR REPAIR OF HANDRAIL DAMAGES IN DISTRICT 02 (CM)
ROUTE: DISTRICTWIDE
PARISH: JEFFERSON, ORLEANS, ST. CHARLES, ST. BERNARD, PLAQUEMINES, TERREBONNE & LAFOURCHE PARISHES
TYPE: REPAIR OF DAMAGES TO POSTS, PARAPETS, SIDEWALLS, BARRIERS, AND CURBS AS A RESULT OF VEHICULAR IMPACT OR OTHER CAUSES, AND RELATED WORK.
LIMITS: State Project No. 737-92-0064 : BEGINNING OF HANDRAIL DAMAGES to END OF HAND RAIL DAMAGES.
ESTIMATED COST RANGE: $250,000 to $500,000
PROJECT ENGINEER: WEGNER, ROBERT, DISTRICT MAINTENANCE ENGINEER, DOTD DISTRICT 02 HEADQUARTERS, 1440 HWY 90 BRIDGE CITY, LOUISIANA 70094.
TELEPHONE: (504) 437-3102.
PROJECT MANAGER: DRAKE, BILL; (225) 379-1507.
COST OF PROPOSAL FORMS: $25.00
COST OF PLANS: Included in proposal (no additional charge).

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.

FOR INFORMATION ONLY

Plans and/or proposals may be obtained in Room 101-A of the DOTD Headquarters Administration Building, 1201 Capitol Access Road in Baton Rouge, or by contacting the DOTD; Email: sharonknight@dotd.la.gov, Phone (225) 379-1111, FAX: (225) 379-1714, or by written requests sent to the Louisiana Department of Transportation and Development, Project Control Section, P. O. Box 94245, Baton Rouge, LA 70804-9245. Proposals will not be issued later than 24 hours prior to the time set for opening bids. The purchase price for plans and proposals is non-refundable. 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.

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.

GENERAL BIDDING REQUIREMENTS (01/06): The specifications, contract and bonds governing the construction of the work are the 2000 Edition of the Louisiana Standard Specifications for Roads and Bridges, together with any supplementary specifications and special provisions attached to this proposal.

Bids shall be prepared and submitted in accordance with Section 102 of the Standard Specifications.

The plans herein referred to are the plans approved and marked with the project number, route and Parish, together with all standard or special designs that may be included in such plans. The bidder declares that the only parties interested in this proposal as principals are those named herein; that this proposal is made without collusion or combination of any kind with any other person, firm, association, or corporation, or any member or officer thereof; that careful examination has been made of the site of the proposed work, the plans, Standard Specifications, supplementary specifications and special provisions above mentioned, and the form of contract and payment, performance, and retainage bond; that the bidder agrees, if this proposal is accepted, to provide all necessary machinery, tools, apparatus and other means of construction and will do all work and furnish all material specified in the contract, in the manner and time therein prescribed and in accordance with the requirements therein set forth; and agrees to accept as full compensation therefore, the amount of the summation of the products of the quantities of work and material incorporated in the completed project, as determined by the engineer, multiplied by the respective unit prices herein bid.

It is understood by the bidder that the quantities given in this proposal are a fair approximation of the amount of work to be done and that the sum of the products of the approximate quantities multiplied by the respective unit prices bid shall constitute gross sum bid, which sum shall be used in comparison of bids and awarding of the contract.

The bidder further agrees to perform all extra and force account work that may be required on the basis provided in the specifications.

The bidder further agrees that within 15 calendar days after the contract has been transmitted to him, he will execute the contract and furnish the Department satisfactory surety bonds.

If this proposal is accepted and the bidder fails to execute the contract and furnish bonds as above provided, the proposal guaranty shall become the property of the Department; otherwise, said proposal guaranty will be returned to the bidder; all in accordance with Subsection 103.04.

MAINTENANCE OF TRAFFIC (04/06): Subsection 104.03 of the 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.

Five (5) days prior to the commencement of work at each location, the contractor shall submit to the Project Engineer for approval the DOTD Traffic Control Detail sheet or a Traffic Control Plan that will apply to that specific location. The hours of work will be determined by the project engineer, based on the recommendation of the District Traffic Engineer. The hours of work at some locations may be restricted to weekends.

PAYMENT ADJUSTMENT (05/06): Section 109, Measurement and Payment of the Standard Specifications is amended to add the following.

This project is not designated for payment adjustments for asphalt cements or fuels.

ITEMS S-101 THROUGH S-115: Shall be constructed in accordance with plan details. Measurement shall be according to the appropriate unit of measure as given in the Schedule of Items. Payment will be made at the contract unit price of the appropriate item.

ITEM S-116, MAINTENANCE OF TRAFFIC (EACH SITE): This item shall consist of furnishing temporary signs, barricades and traffic control at each repair, in accordance with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD) and plan details. Payment will be made at the contract unit price under:

Item S-116, Maintenance of Traffic (Each Site), per each.

ITEM S-117, MOBILIZATION (EACH SITE): This item shall consist of mobilizing equipment, labor and incidentals to perform repairs to an individual site on a site by site basis to make necessary repairs, or as directed by the Engineer. A site will be defined as a bridge or structure, regardless of the number of installations, requiring maintenance or construction for the entire duration of the construction time. Subject to the following:

A. Bridge or structure within 0.25 miles of one another, on the same roadway, will be considered a single site.

B. On divided highways, each roadway will be considered independently.

Payment will be made at the contract unit price under:

Item S-117, Mobilization (Each Site), per each.

CONTRACT TIME: The contract shall commence upon the issuance of a Notice of Contract Execution and shall continue through **December 31, 2008** unless renewed. The DOTD shall have the option to renew this contract on an annual basis for a maximum of four (4) years. Renewal will require a fully executed Renewal Contract and Payment/Performance/Retainage Bond.

The DOTD will have the option of canceling the contract at any time or not renewing the contract should the Contractor fail to perform the work in an acceptable manner or if sufficient funds are not available. The Contractor will only be called; when in the opinion of the engineer it is not desirable for Department personnel to make the repairs. The District Maintenance Engineer will issue a work order for each repair. The Contractor shall begin each repair within the allotted response time and shall complete the repair within the time specified in the work order. Failure of the Contractor to begin work within the specified time after notification or failure to prosecute the work with sufficient personnel and equipment to complete the work within the allotted time shall be a breach of contract and the Contractor will be placed in default.

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

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FOR INFORMATION ONLY

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.

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.

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.

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 502 – SUPERPAVE ASPHALTIC CONCRETE MIXTURES:

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

Delete Table 502-3, Aggregate Friction Rating under Subheading (c)(1) and substitute the following.

Table 502-3
Aggregate Friction Rating

Friction Rating	Allowable Usage
I	All mixtures
II	All mixtures
III	All mixtures, except travel lane wearing courses with plan ADT greater than 7000[1]
IV	All mixtures, except travel lane wearing courses[2]

[1] When plan current average daily traffic (ADT) is greater than 7000, blending of Friction Rating III aggregates and Friction Rating I and/or II aggregates will be allowed for travel lane wearing courses at the following percentages. At least 30 percent by weight (mass) of the total aggregates shall have a Friction Rating of I, or at least 50 percent by weight (mass) of the total aggregate shall have a Friction Rating of II. The frictional aggregates used to obtain the required percentages shall not have more than 10 percent passing the No. 8 (2.36 mm) sieve.

[2] When the average daily traffic (ADT) is less than 2500, blending of Friction Rating IV aggregates with Friction Rating I and/or II aggregates will be allowed for travel lane wearing courses at the following percentages. At least 50 percent by weight (mass) of the total aggregate in the mixture shall have a Friction Rating of I or II. The frictional aggregates used to obtain the required percentages shall not have more than 10 percent passing the No. 8 (2.36 mm) sieve.

SECTION 704 – GUARD RAIL:

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

Add the following to subparagraph (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 713 – TEMPORARY TRAFFIC CONTROL:

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

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

Table 713-1
Temporary Pavement Markings[1,2]

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

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

SECTION 901 – PORTLAND CEMENT CONCRETE:

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 1005 – JOINT MATERIALS FOR PAVEMENTS AND STRUCTURES:

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

Delete Heading (a) and substitute the following.

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

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

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

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

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

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

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

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

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

SECTION 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".

1. Construction Specifications: Latest approved Department of Transportation and Development, Office of Highways, Standard Specifications, Special Provisions, and supplemental specifications.

2. Handrail to be poured monolithic with handrail post.

3. Damaged metal handrail elements shall be replaced and installed as directed by the engineer and in accordance with Std. Plan CH 184. Missing elements shall be replaced. The elements for replacing will be supplied by the Department of Transportation and Development District 02 Maintenance Unit at Bridge City.

4. New Deformed Reinforcing Steel shall be Grade 40, 50 or 60. Dimensions on Reinforcing Bar details are to bar centers.

5. The new concrete shall be Class AA concrete with a compressive strength of 3200 P.S.I. An epoxy primer shall be placed between the new and existing concrete surfaces. The Primer s hall be a Type II Grade C epoxy from Qualified Products List 32 (Q.P.L. 32)

6. The patching grout shall be from Q.P.L. 24. An epoxy primer shall be placed between the grout and the existing concrete surfaces.

7. Concrete broken away during repair work shall not be allowed to fall in the water of area beneath the bridge. It shall be retained and hauled sway from the repair site for disposal.

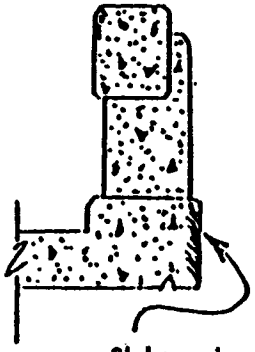
8. Care shall be taken to insure that the joint clearance and end dam remain as originally constructed.

9. Any damage to the existing structure caused by the new construction shall be repaired at the contractor's expense to the satisfaction of the engineer.

10. Damaged parapets & sidewalks are to be saw cut 1/4" around the damaged area before breaking the concrete.

11. Signs and Barricades and traffic control to be in accordance with the DOTD Traffic Control Detail sheets and the Manual on Uniform Traffic Control Devices.

12. The contractor must submit a work schedule for each location to approved by the Project Engineer five (5) working days prior to the commencement of work. The Project Engineer must approve any changes to the work schedule. Contractor must begin work @ each location within 14 calendar days from notification of the District Engineer. Work @ each location shall be prosecuted to completion without delay and in no instance shall the contractor transfer his equipment of forces from the location without prior notice to, and approval of the engineer.

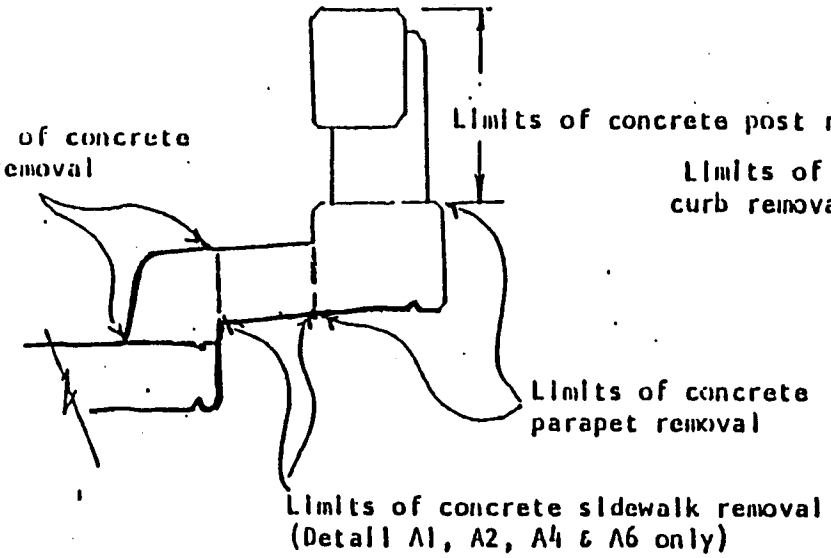


Chipped area behind railin parapet area must be clean ed and repaired. Cost to be included in bid price for removal and replacemen of concrete post. Item #2 (see note 6)

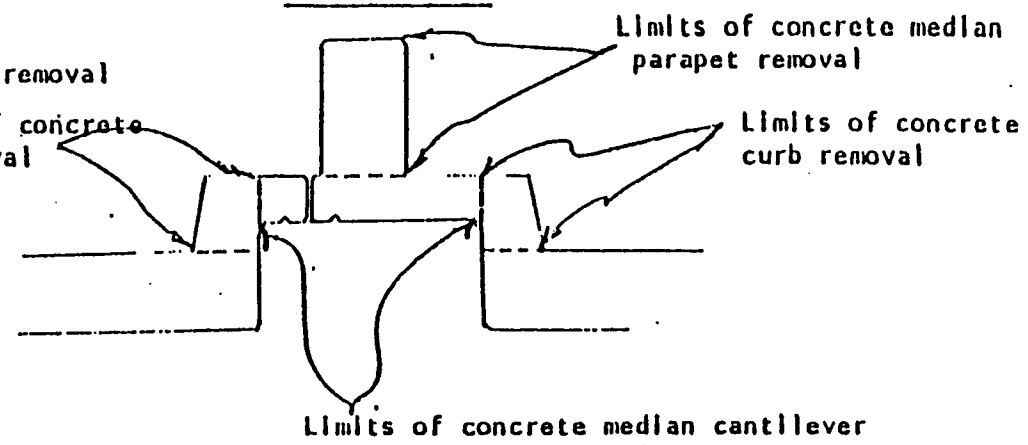
FOR INFORMATION ONLY

F-1

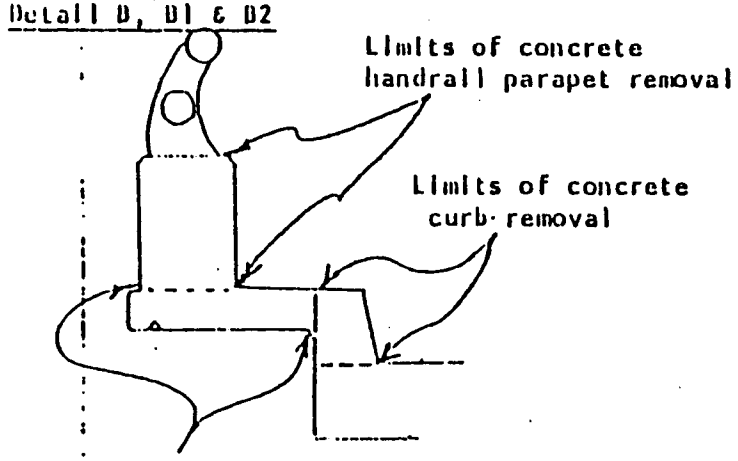
Detail A, A1, A2, A3, A4, A5, A6 & A7



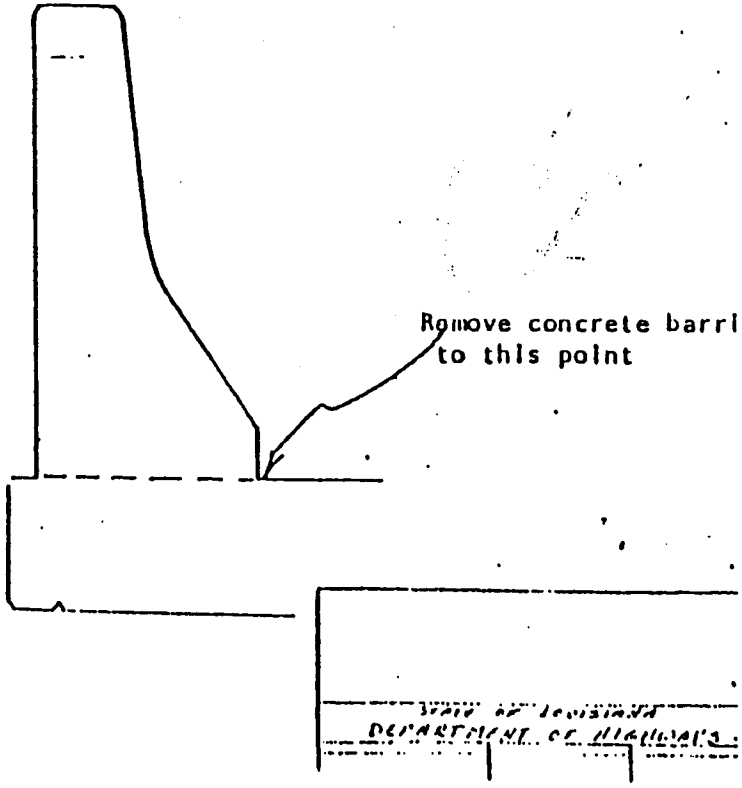
Detail C & C1



Detail B, B1 & B2

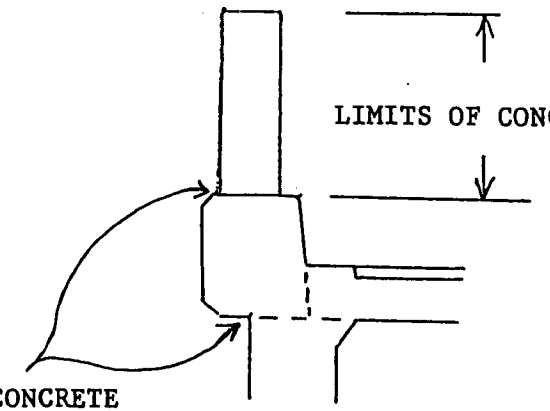


Detail D, D1, D2, D3, D4, D5, D6, D7, D8 & D9

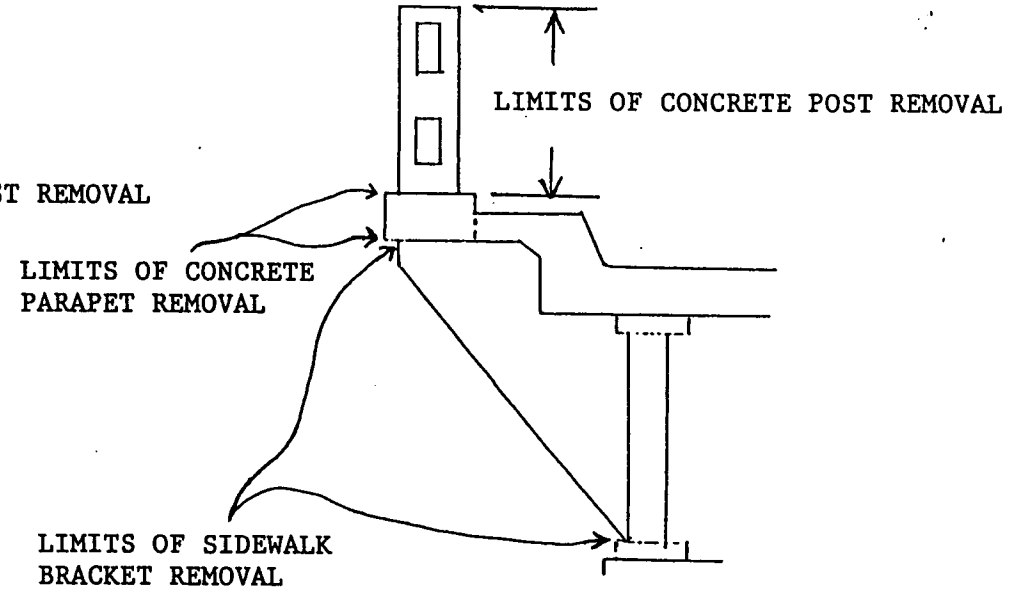


FOR INFORMATION ONLY

DETAIL E, E1, E2, E3



DETAIL E4, E5, E6, E7



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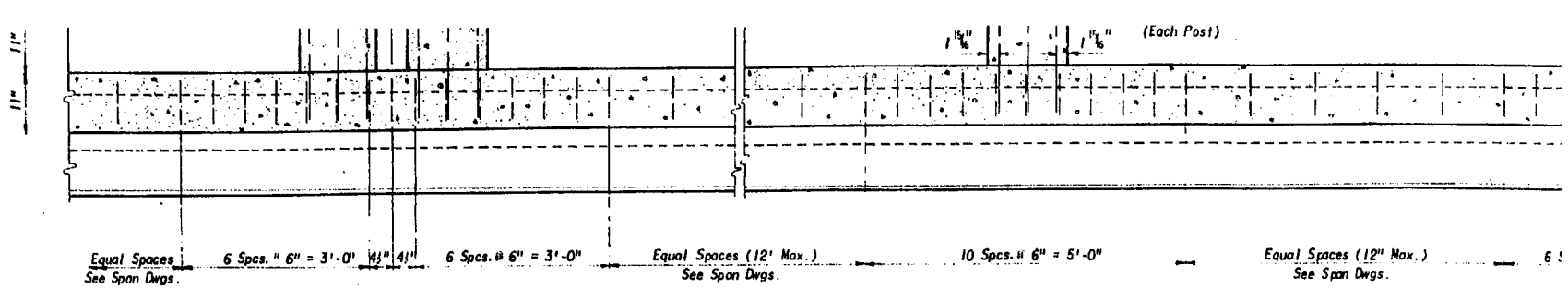
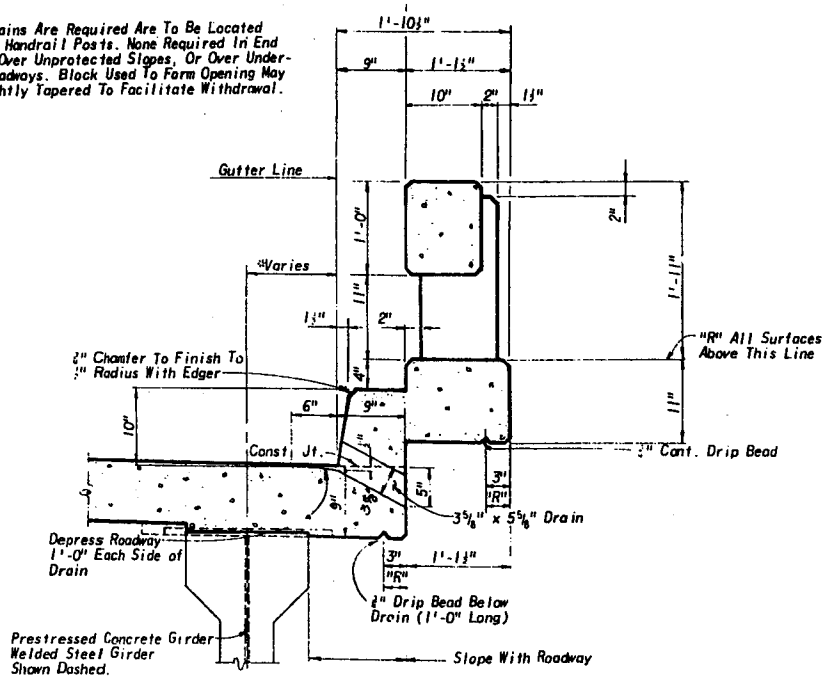


OUTSIDE ELEVATION SHOWING HANDRAIL

SCALE: 1" = 1'-0"

Concrete Handrail Quantity, Paid For Per Lin.Ft., Is Measured Along This Line.

NOTE:
What Drains Are Required Are To Be Located Between Handrail Posts. None Required In End Spans, Over Unprotected Slopes, Or Over Underpass Roadways. Block Used To Form Opening May Be Slightly Tapered To Facilitate Withdrawal.

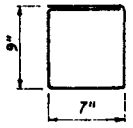


* See Span Dwgs. For Dimensions

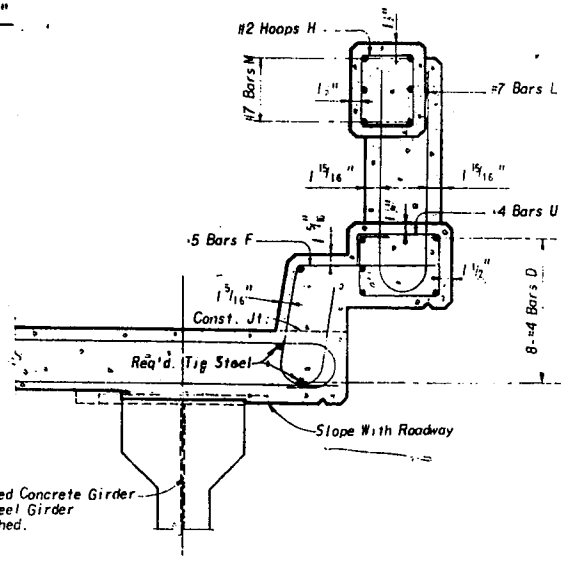
PART SECTION SHOWING DIMENSIONS

SCALE: 1" = 1'-0"

DETAIL A



NO. 2 HOOPS "H"
(1" Dia. Pin.)
(3'-3" Long)



PART SECTION SHOWING REINFORCING

SCALE: 1" = 1'-0"

FOR INFORMATION ONLY

F-4

AS BUILT

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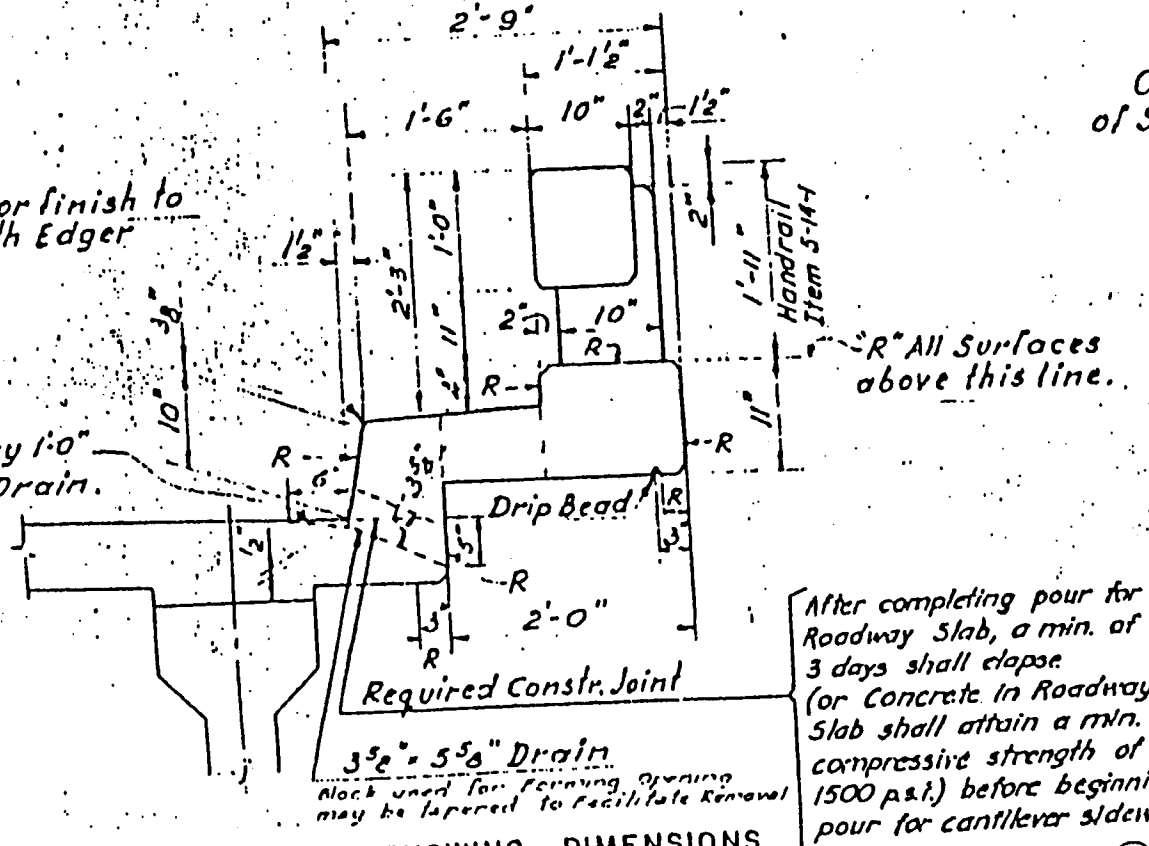
p. ed perpendicular to ℄ of stringers.

SLAB REINFORCEMENT DETAIL

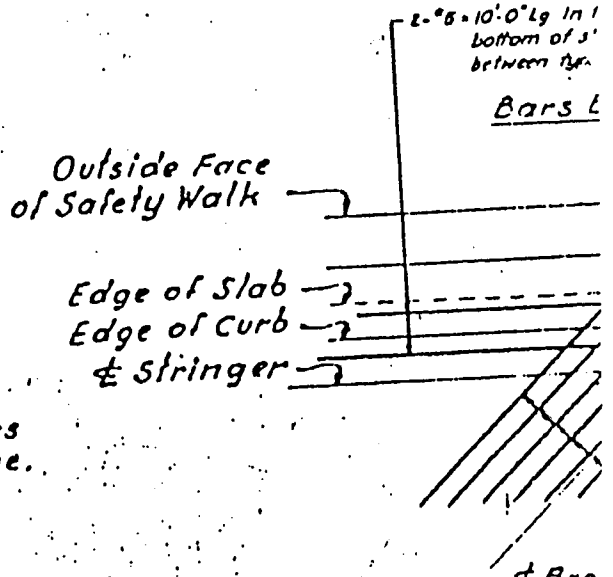
Scale: 1" = 1'-0"



PART SECTION SHOWING DIMENSIONS

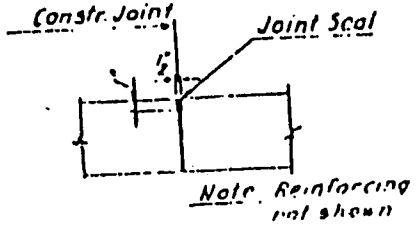
Scale: 1" = 1'-0"

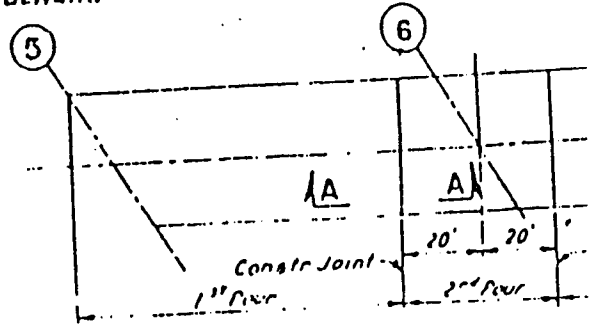
After completing pour for Roadway Slab, a min. of 3 days shall elapse (or Concrete in Roadway Slab shall attain a min. compressive strength of 1500 p.s.i.) before beginning pour for cantilever sidewalk.



ADDITIONAL REI
ACCUTE CORNERS

Scale: ¾





POURING DIAGR

DETAIL A1

FOR INFORMATION ONLY

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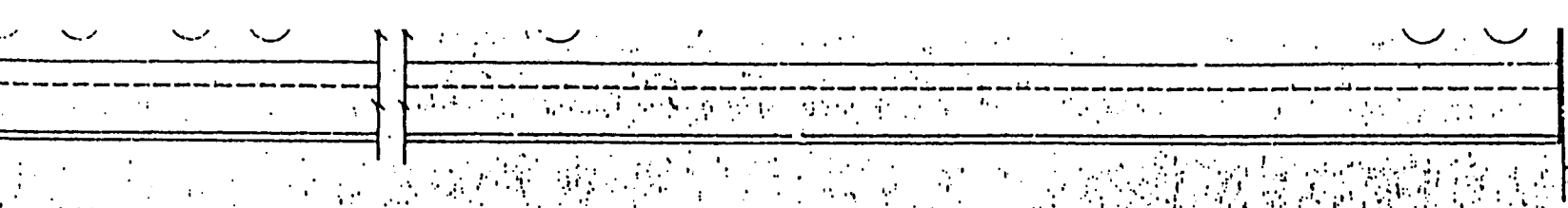
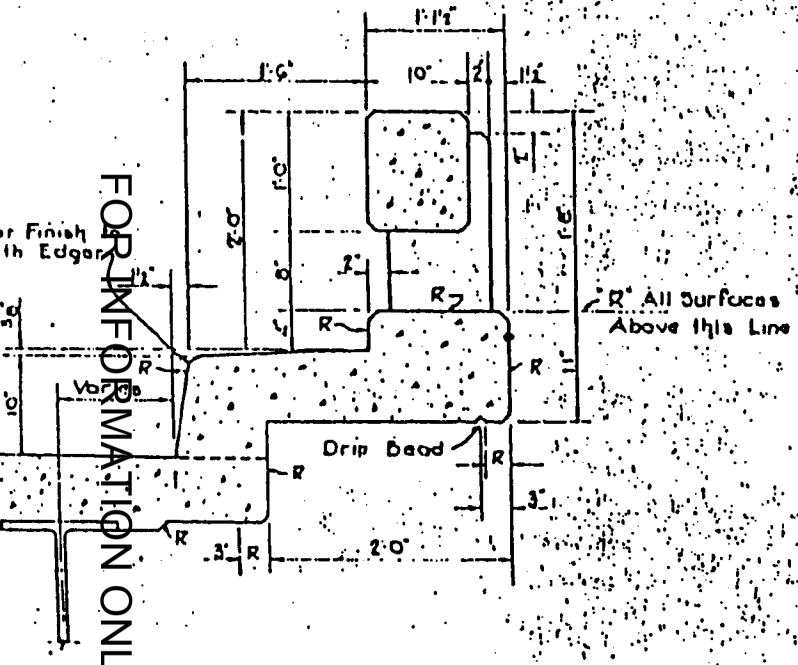
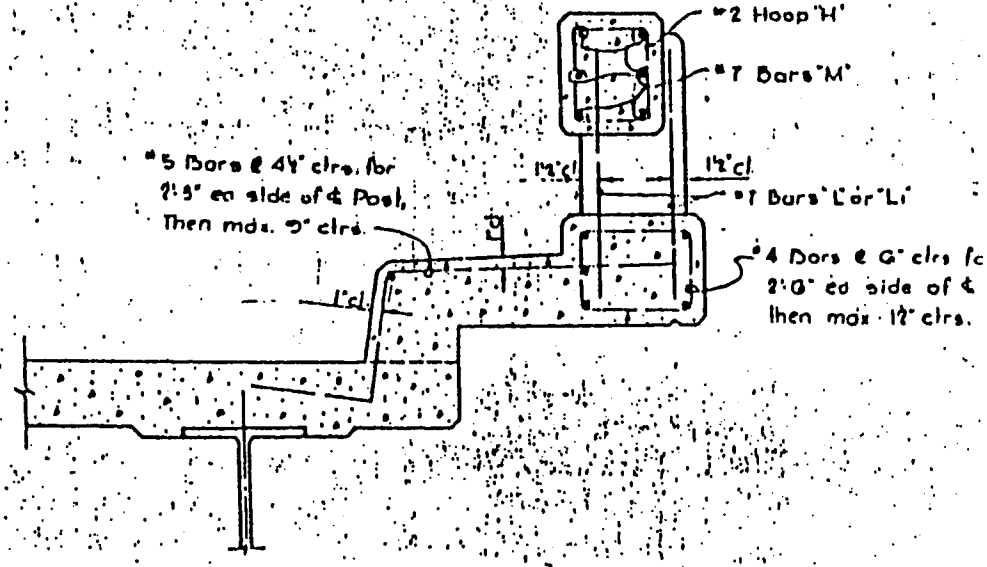


OUTSIDE ELEVATION SHOWING HANDRAIL



T. SECTION SHOWING DIMENSIONS



PART SECTION SHOWING REINFORCING

FOR INFORMATION ONLY

F-6

DETAIL A2

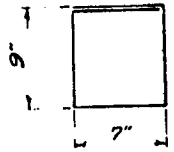
Equal Spaces See Span Dwgs.

Equal Spaces (9" Max.) See Span Dwgs.

Equal Spaces (9" See Span Dwgs.

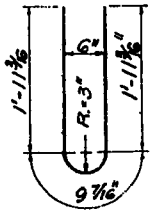
OUTSIDE ELEVATION SHOWING HANDRAIL

SCALE: 3/4"=1'-0"



NO. 2 BARS "H"

(1" Dia. Pin)
(3'-3" Long)

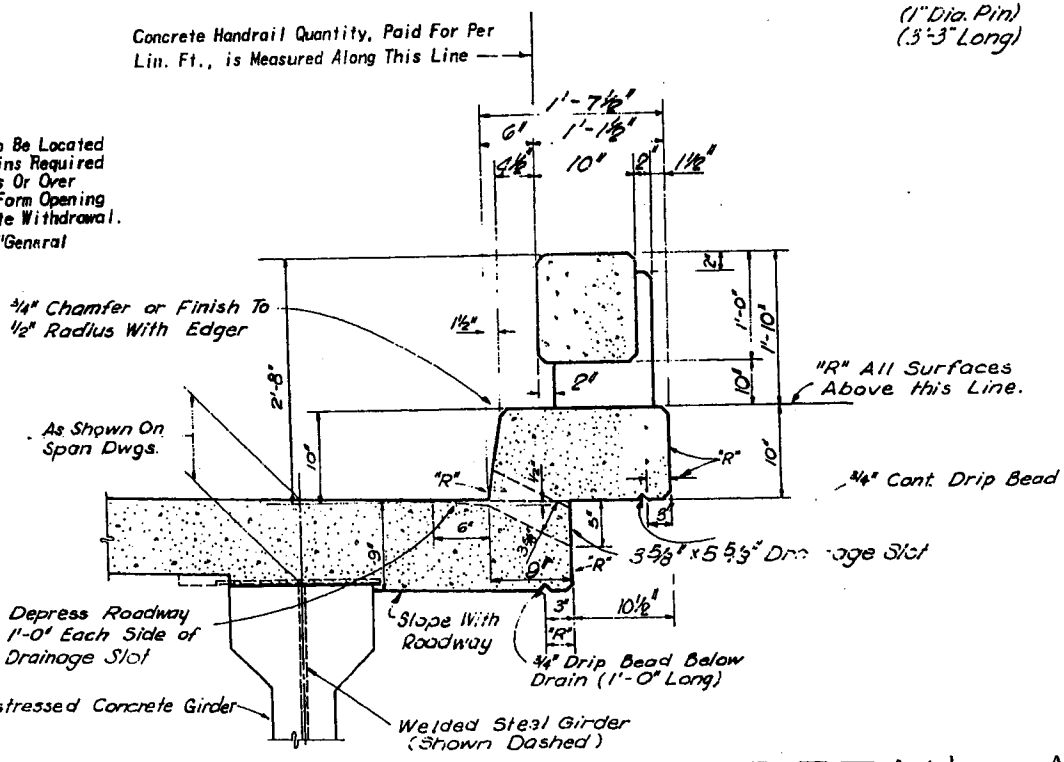


NO. 6 BARS "L"

(5 1/4" Dia. Pin)
(4'-8" Long)

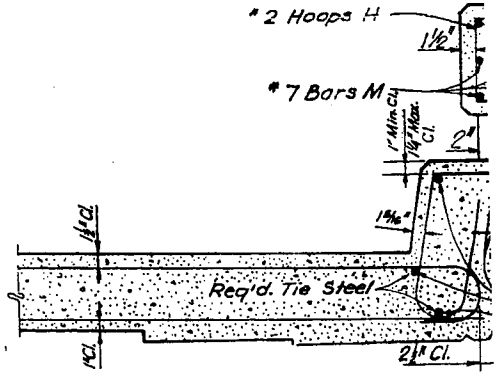
Concrete Handrail Quantity, Paid For Per Lin. Ft., is Measured Along This Line

quired They Are To Be Located
il Posts. No Drains Required
Unprotected Slopes Or Over
. Block Used To Form Opening
pered To Facilitate Withdrawal.
ainage Slots See "General
ation" Sheets.



PART SECTION SHOWING DIMENSIONS

SCALE: 1"=1'-0"



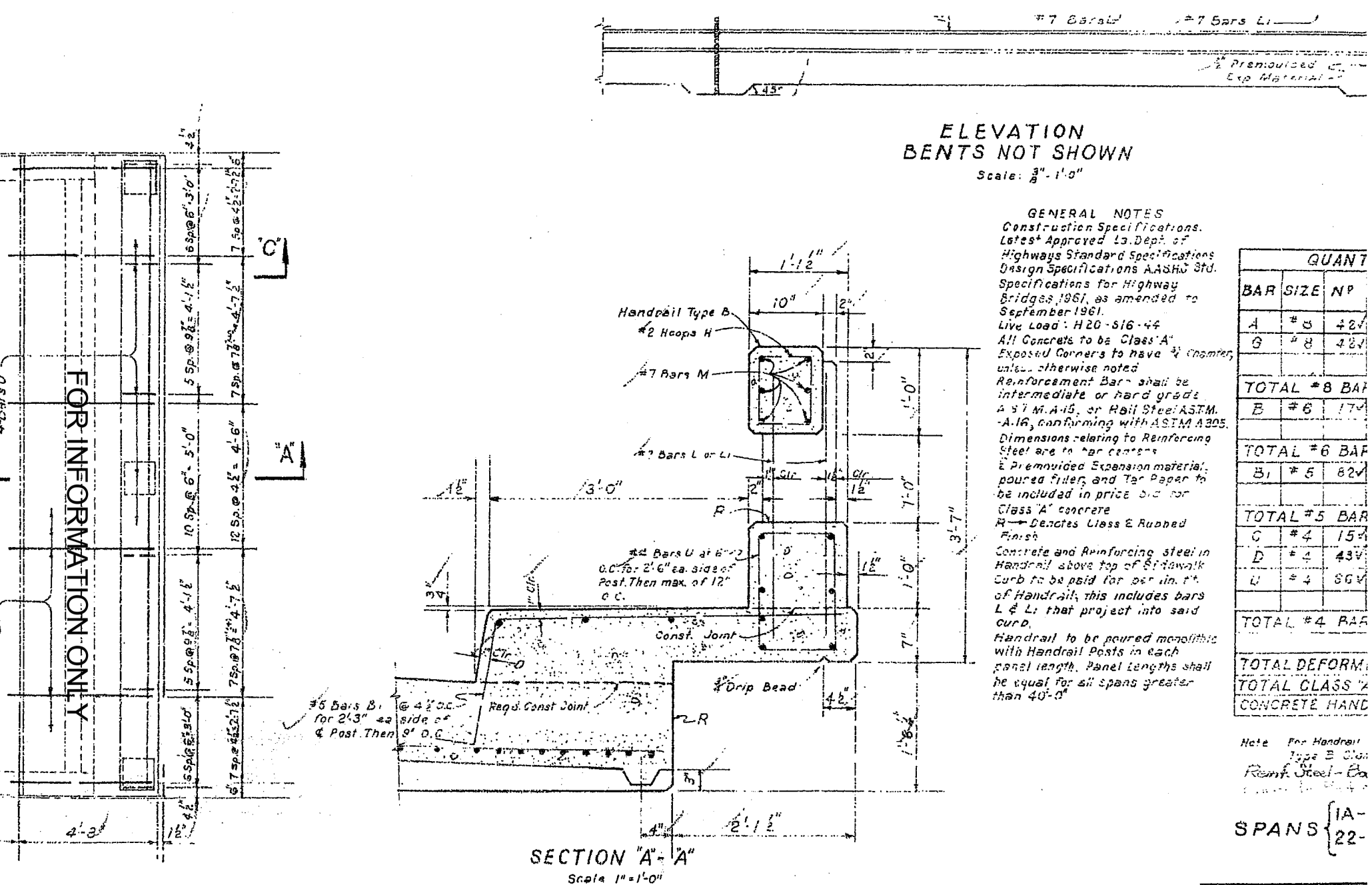
PART SECTION SHOWING REINFOI

SCALE: 1"=1'-0"

DETAIL A3

FOR INFORMATION ONLY

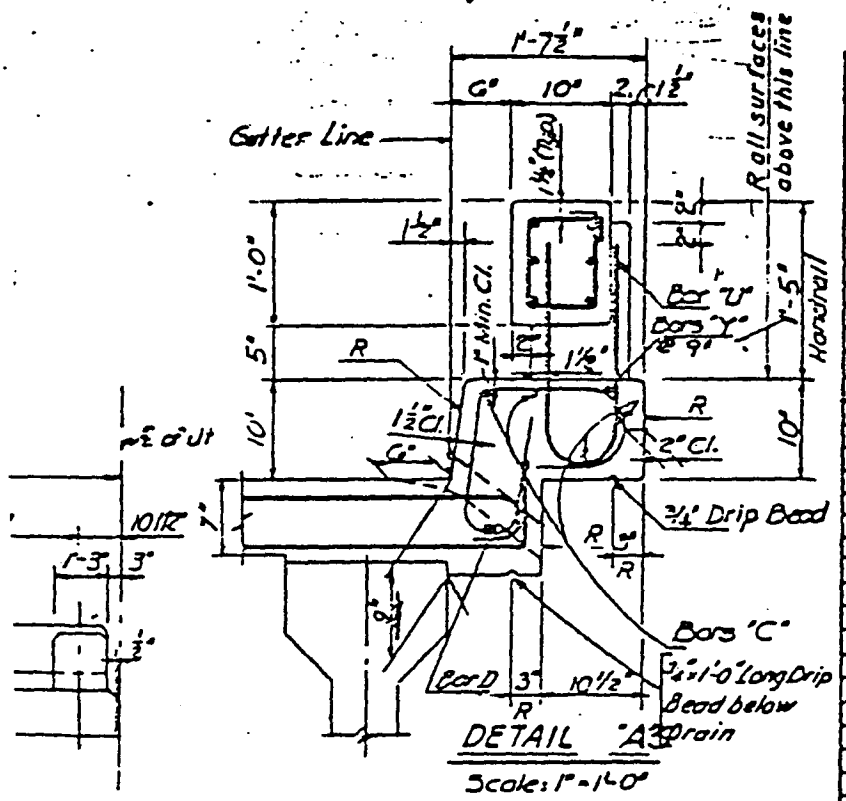
F_7


#7 Bars L
#7 Bars Li
2" Premoulded Exp Material
45°
ELEVATION
BENTS NOT SHOWN
Scale: 3/8" - 1'-0"
FOR INFORMATION ONLY
"C"
"A"
4'-3"
12"
1'-12"
10"
2"
Handrail Type B
#2 Hoops H
#7 Bars M
#7 Bars L or Li
12"
3'-0"
2"
Clr
12"
P
#4 Bars U at 6" c.c. for 2'-6" ea. side of Post. Then max. of 12" c.c.
1'-0"
7'-0"
3'-7"
3/4"
1" Clr
Const. Joint
7"
1'-0"
1" Clr
#5 Bars B1 @ 4½ c.c. for 2'-3" ea side of ℄ Post. Then 8" c.c.
Reqd. Const Joint
¾" Drip Bead
4½"
R
1'-6½"
4"
2'-1½"
SECTION "A"-"A"
Scale 1"=1'-0"
STEEL
10½"
4"
1'-4"
DETAIL A4
GENERAL NOTES
Construction Specifications.
Latest Approved La. Dept. of Highways Standard Specifications
Design Specifications A.A.S.H.O. Std. Specifications for Highway Bridges 1961, as amended to September 1961.
Live Load: H20-S16-44
All Concrete to be Class "A"
Exposed Corners to have ¾ Chamfer, unless otherwise noted
Reinforcement Bars shall be intermediate or hard grade A.S.T.M.-A-15, or Rail Steel A.S.T.M.-A-16, conforming with A.S.T.M. A 305.
Dimensions relating to Reinforcing Steel are to bar centers
℄ Premoulded Expansion material, poured fiber, and Tar Paper to be included in price bid for Class "A" concrete
R ⟶ Denotes Class 2 Rubbed Finish
Concrete and Reinforcing steel in Handrail above top of Sidewalk Curb to be paid for per lin. ft. of Handrail; this includes bars L ℄ Li that project into said curb.
Handrail to be poured monolithic with Handrail Posts in each panel length. Panel Lengths shall be equal for all spans greater than 40'-0"
QUANT
BAR | SIZE | NO
A | #8 | 42
G | #8 | 42
TOTAL #8 BAR
B | #6 | 17
TOTAL #6 BAR
B1 | #5 | 82
TOTAL #5 BAR
C | #4 | 15
D | #4 | 43
U | #4 | 86
TOTAL #4 BAR
TOTAL DEFORM
TOTAL CLASS "A"
CONCRETE HAND
Note For Handrail Type B Class
Reinf. Steel - Ba
SPANS { 1A-
22-
STA
DEPAR
KENNER-N
CLEARY AVE.
20'-
B. M. DOR
C

INTERSTATE	STATE	PROJECT	SHEET
I-10-5(40) 245	450-16-28	CALCASIEU	23

2G8

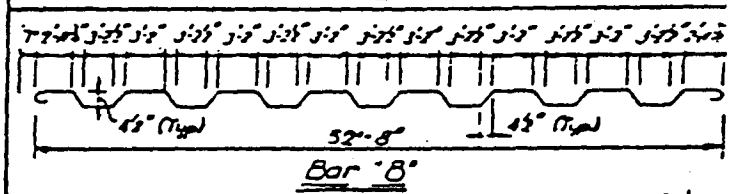
35 dia. added for Splice in bars longer than 60"



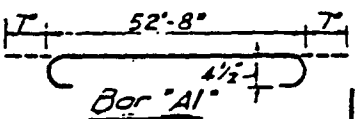
BILL OF REINFORCING STEEL
FOR SPAN No. 3-9 EAST

MARK	SIZE	No. REQ'D.	LENGTH	BENDING
A1	5	76	53'-10"	See Diagram
A2	3	76	54'-0"	"
B	3	77	55'-11"	"
* C	4	81	60'-3"	Straight
C1	4	140	41'-11"	See Diagram
C2	4	77	60'-11"	"
L1	3	39	31'-2"	Straight
L2	3	81	61'-3"	"
L3	5	24	5'-3"	"
L4	5	4	60'-10"	"
L5	6	4	32'-3"	"
T1	8	4	30'-1"	"
T2	9	12	61'-7"	Straight
V	9	14	6'-3"	"
W	4	104	25'-8"	See Diagram
* D	5	64	48'-6"	Straight

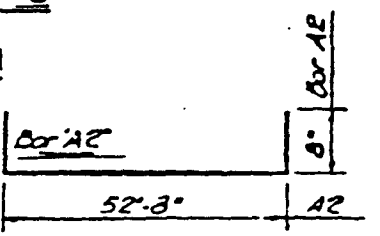
BENDING DIAGRAM

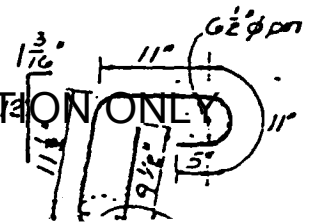


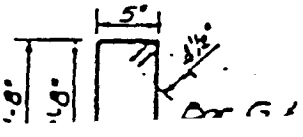
Bar "B"



Bar "A1"

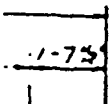






...s of light standards see General Plan, Sheet No. 213
... of bracket for light standards, see sheet No. 234
...s of drains see General Plan, sheet No. 213
... drain, see Detail "A".
... class rubbed finish.

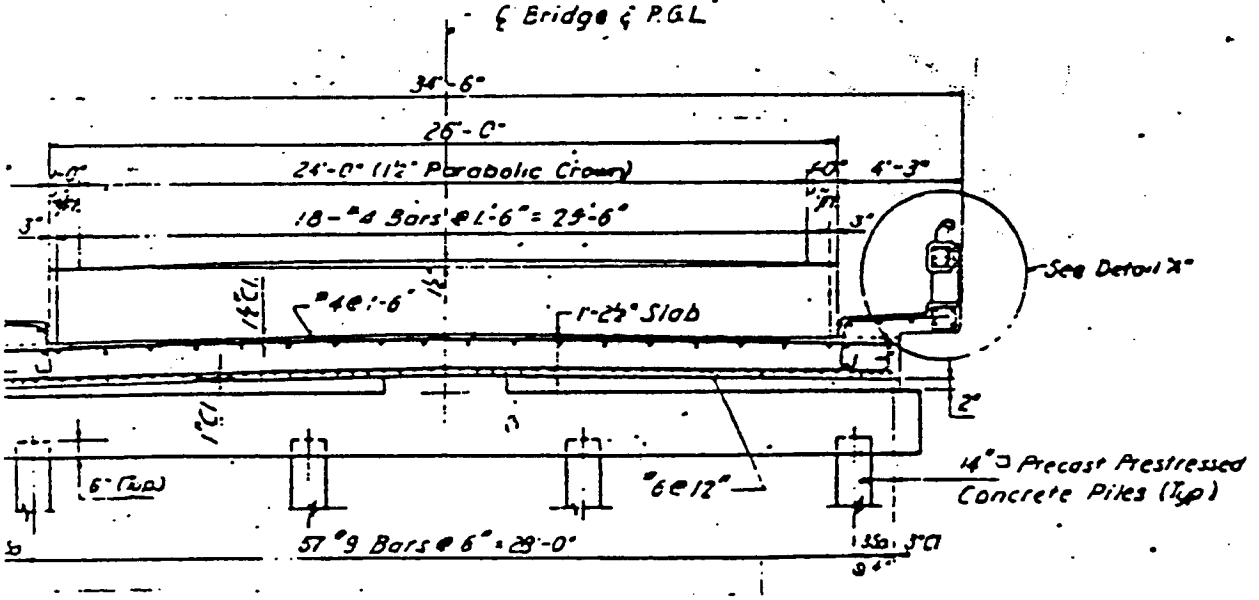
DETAIL A5

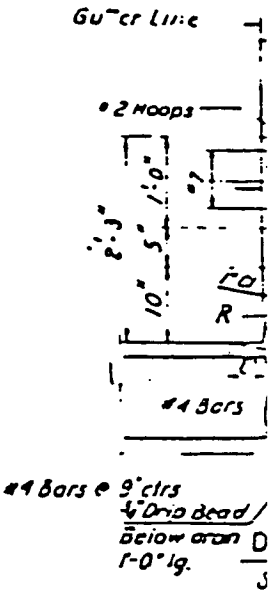


SECTION A-A

SECTION AT RIGHT ROADWAY SIMILAR

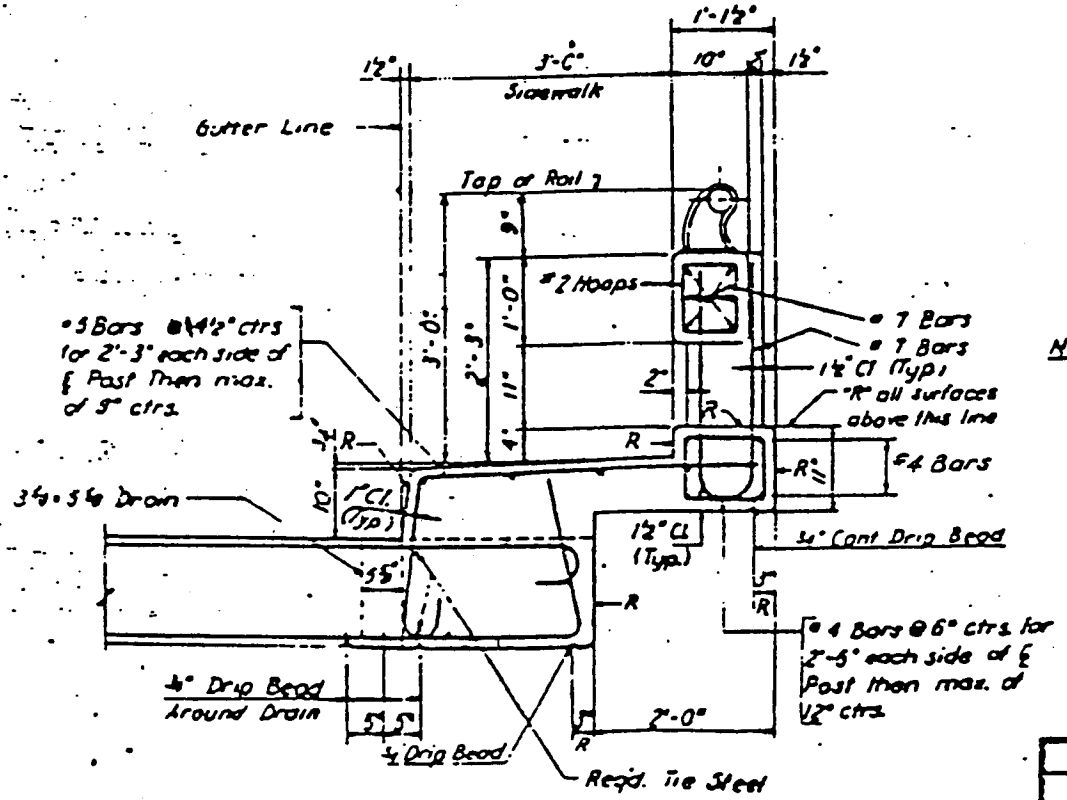
Scale: 1/4" = 1'-0"





SECTION B-B

Scale: 4" = 1'-0"



NOTE:
For Pipe and Bracket Details see Dwg No. 212

DETAIL "A"

Scale: 4" = 1'-0"

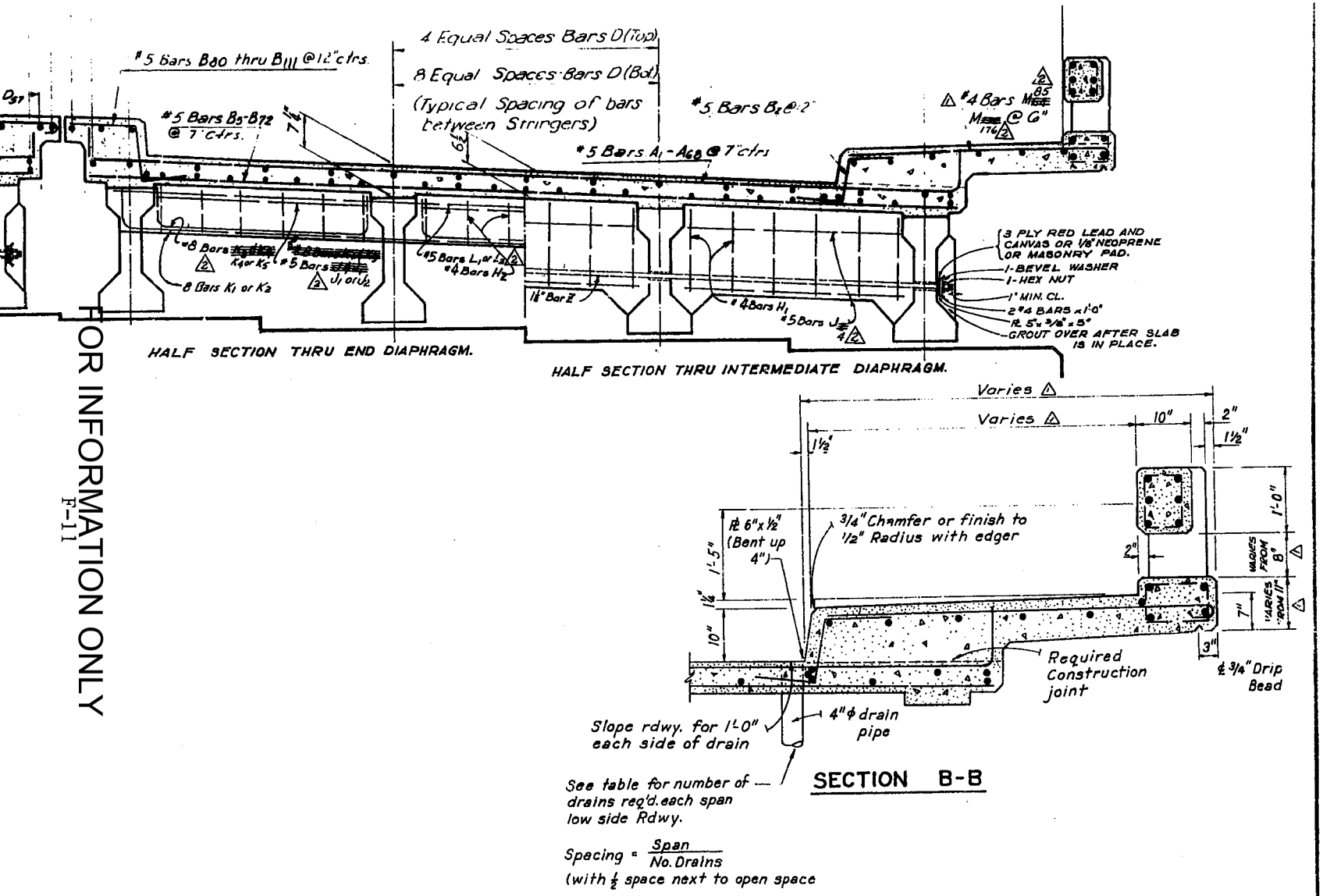
DATE	DESCRIPTION	BY
	REVISIONS	

FOR INFORMATION ONLY

AS BUILT

DETAIL A6

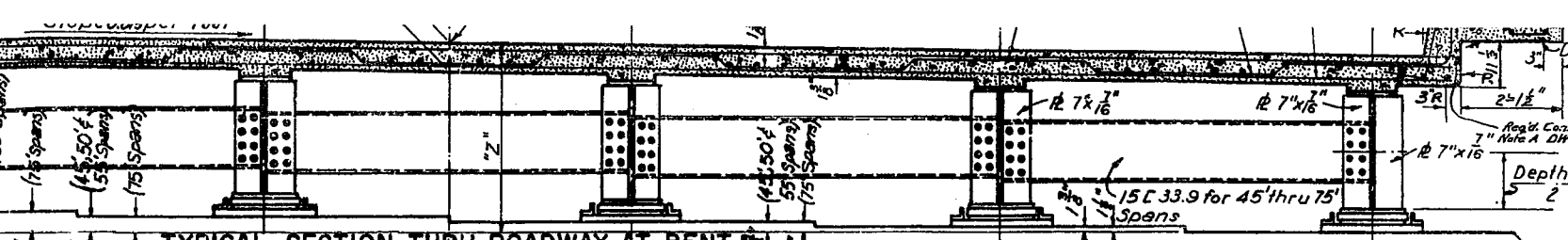
F-10



DETAIL A7

Notes:
For location of Section G-G & B-B see Sh. 161

FOR INFORMATION ONLY
F-11

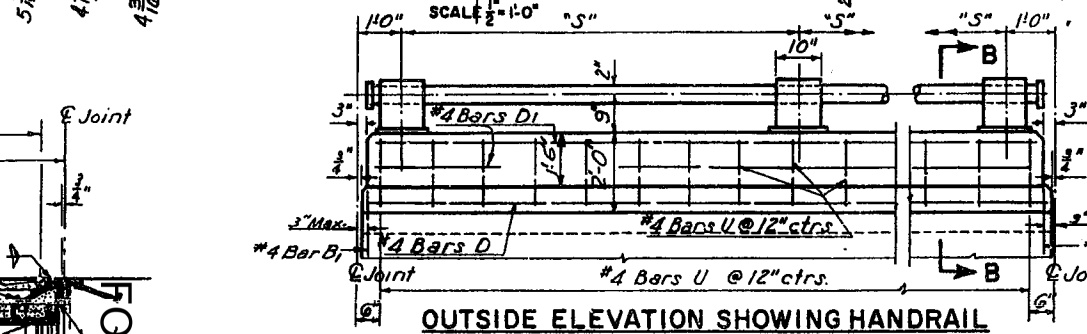


45	3/4"	7/8"	1"	1/2"
50	1 1/8"	1 1/16"	1"	11/16"
55	1 1/8"	1 1/16"	1 1/16"	13/16"
75	2 1/16"	2"	2 1/16"	1 1/16"

* Camber for Vertical curvature of Grade, if any, to be added to D.L. Camber shown above.

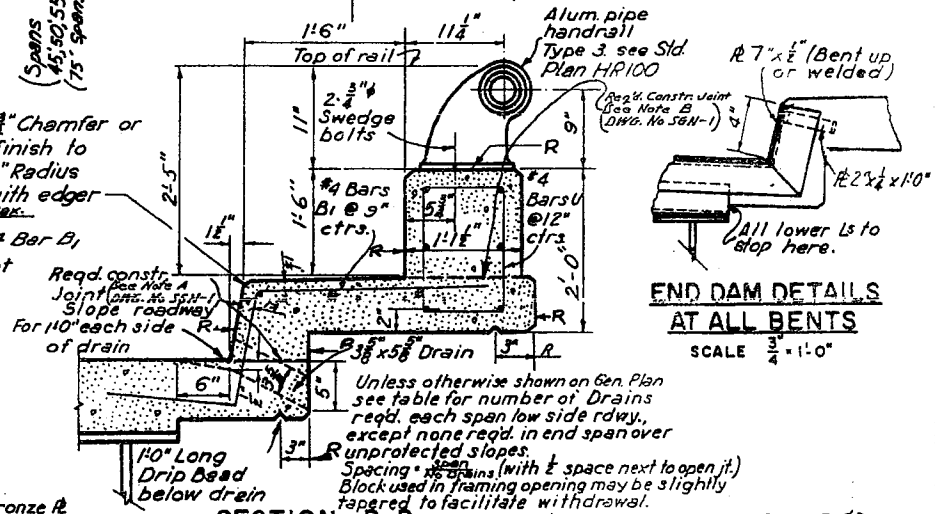
TYPICAL SECTION THRU ROADWAY AT BENT

SCALE 1/2"=1'-0"



OUTSIDE ELEVATION SHOWING HANDRAIL

SCALE 1/2"=1'-0"



SECTION B-B

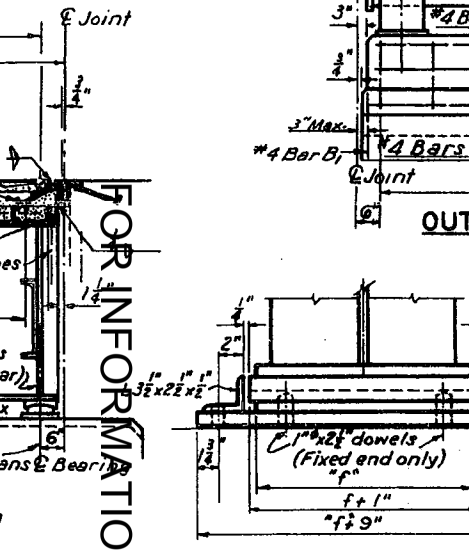
(Also Showing Drain Detail)

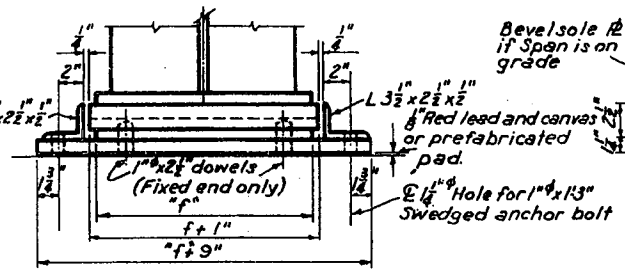
SCALE 1"=1'-0"

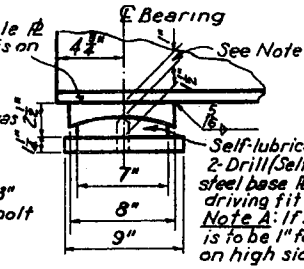
END DAM DETAILS AT ALL BENTS

SCALE 3/16"=1'-0"

* 2-Splices allowed in Bars D, D1. Splices to be 1'-6" long.







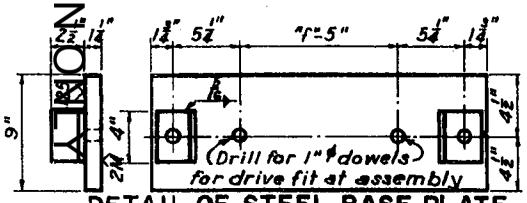
Note A: If spans are on grade, this dimension is to be 1" for sole ℄ on low side of joint and as reqd. on high side so that top of cap will be flat.

Max ℄	Min ℄	Max ℄
Pour #2	Pour #1	Pour #3
#4 Bars D* to extend thru construction joint		
Span length "L"		

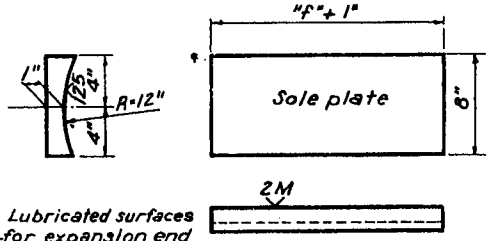
ORDER OF POURING DECK

75' SPAN

Not less than 7 days shall elapse between Pour #1 and Pour #2, and between Pour #1 and Pour #3, but contractor shall be permitted to make Pours #2 and #3 simultaneously, if he so desires.

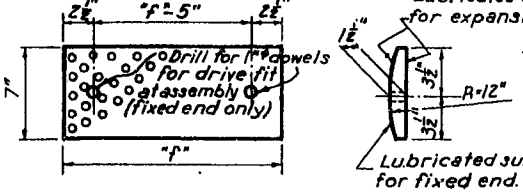


DETAIL OF STEEL BASE PLATE



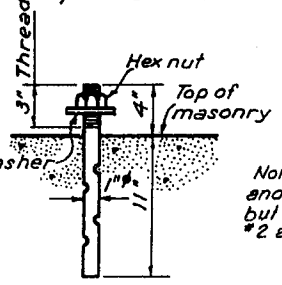
DETAIL OF STEEL SOLE PLATE

SCALE 1 1/2"=1'-0"



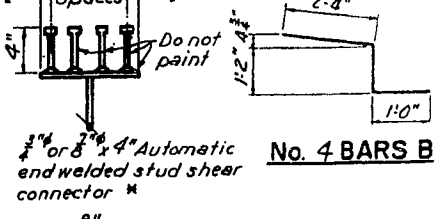
DETAIL OF SELF-LUBRICATED BRONZE PLATE

SCALE 1 1/2"=1'-0"



SWEDGE BOLT DETAIL

SCALE 1 1/2"=1'-0"



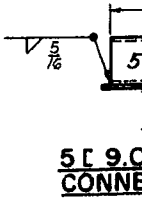
No. 4 BARS B1

BAR	SIZ
A	#6
B	#6
C	#6
Total N	
B1	#4
D	#4
D1	#4
U	#4
Total	#4

No. 4 B

DETAIL B

℄ Joint									℄ Joint	
4-7/8"ϕ Studs	9"	11@7" = 6'-5"	8@9" = 6'-0"	6@12" = 6'-0"	5@16" = 6'-8"	6@12" = 6'-0"	8@9" = 6'-0"	11@7" = 6'-5"	9"	45'-0" Span
4-7/8"ϕ Studs	7"	16@5" = 6'-8"	12@6 1/2" = 6'-6"	7@9" = 5'-3"	7@12" = 7'-0"	7@9" = 5'-3"	12@6 1/2" = 6'-6"	16@5" = 6'-8"	7"	
5C 9.0x0'-8"	8"	13@6" = 6'-6"	9@8" = 6'-0"	7@10" = 5'-10"	6@14" = 7'-0"	7@10" = 5'-10"	9@8" = 6'-0"	13@6" = 6'-6"	8"	
4-7/8"ϕ Studs	10"	8@7 1/2" = 5'-0"	10@9" = 7'-6"	7@12" = 7'-0"	7@16" = 9'-4"	7@12" = 7'-0"	10@9" = 7'-6"	8@7 1/2" = 5'-0"	10"	50'-0" Span
4-7/8"ϕ Studs	7"	11@5 1/2" = 5'-0"	14@6 1/2" = 7'-7"	9@9" = 6'-9"	10@12" = 10'-0"	9@9" = 6'-9"	14@6 1/2" = 7'-7"	11@5 1/2" = 5'-0"	7"	
5C 9.0x0'-8"	8"	10@6 1/2" = 5'-5"	11@8" = 7'-4"	9@10" = 7'-6"	7@14" = 8'-2"	9@10" = 7'-6"	11@8" = 7'-4"	10@6 1/2" = 5'-5"	8"	

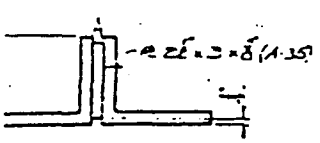


5 C 9.0 SHEAR CONNECTOR *

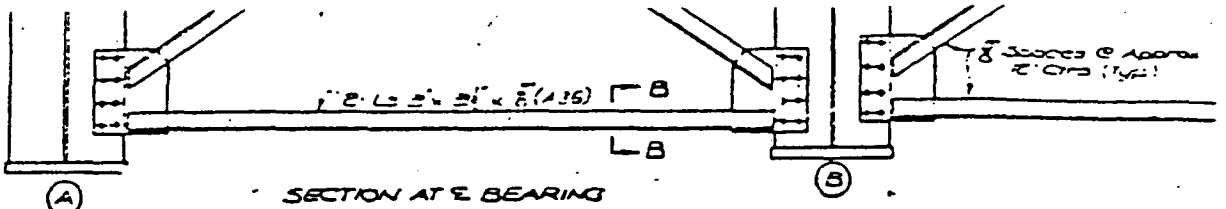
BONNABEL CANAL AND BLVD - BRIDGE NO. 17-SPAN
OAKLAWN DRIVE BRIDGE NO.

STATE OF LOUISIANA

F-12

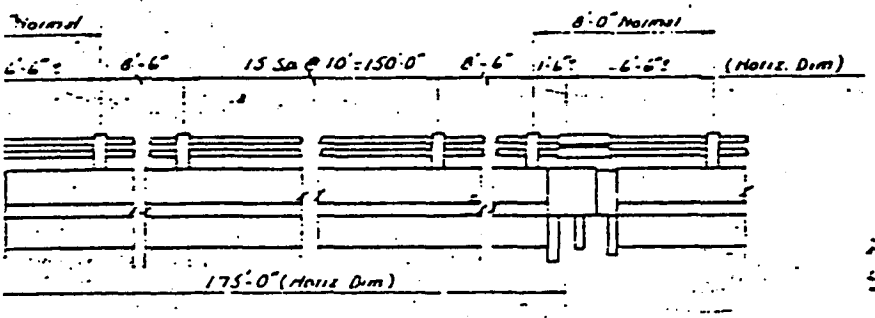


SECTION B-B

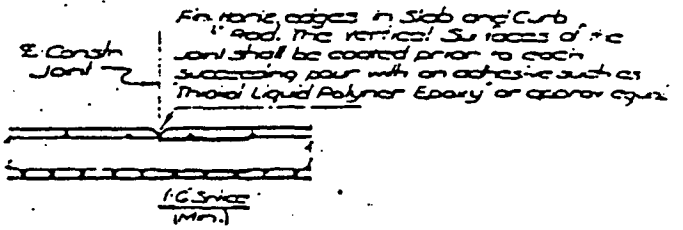


SECTION AT ℄ BEARING

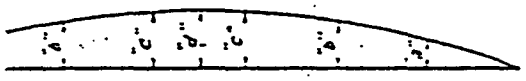
SECTION THRU



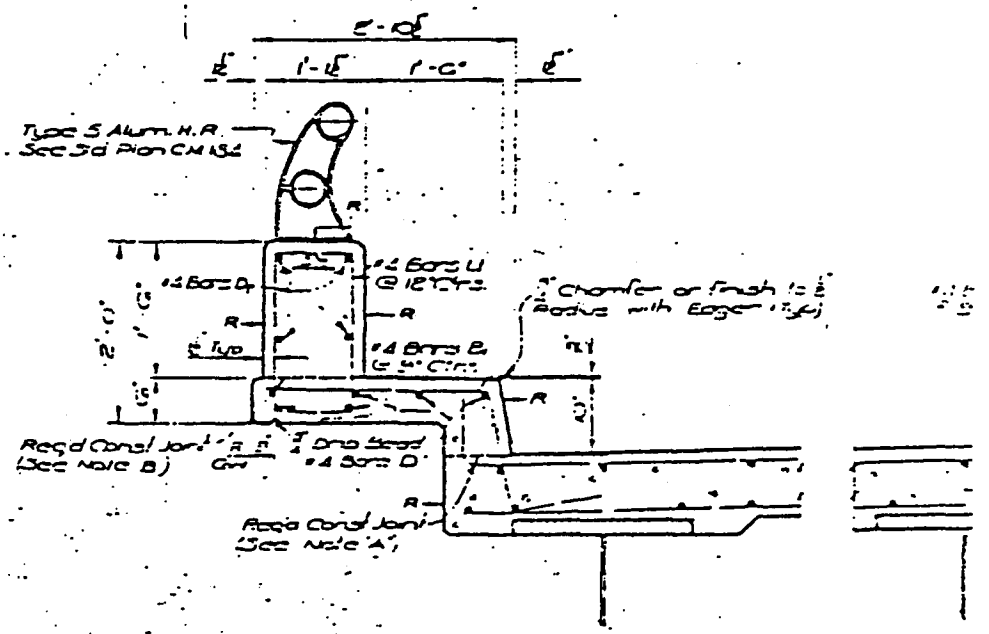
HANDRAIL POST SPACING



TYPICAL DETAIL AT CONSTRUCTION JOINT
SECTION AT ℄ RDWY.



DEAD LOAD CAMBER				
POINT	"a"	"b"	"c"	"d"
BEAM A	1 1/4"	3"	3 1/16"	3 1/4"
BEAM B	1 1/4"	3 1/16"	3 1/4"	3 1/4"
BEAM C	1 1/16"	2 15/16"	3"	3 1/4"
BEAM D	1 1/16"	2 15/16"	3 1/16"	3 1/16"



SIDEWALK DETAIL

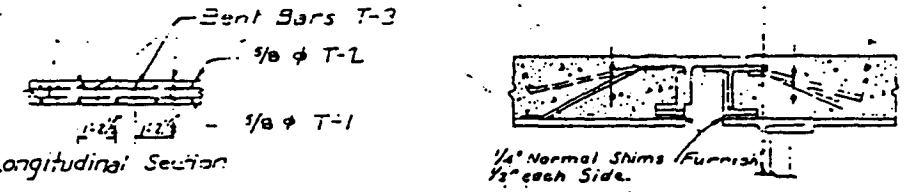
NOTE A:
After concreting pour for Roadway Slab a min. of 3 days shall elapse for concrete in Roadway Slab shall attain a min. compressive strength of 1500 psi before beginning pour for sidewalk cantilever.

DETAIL BI

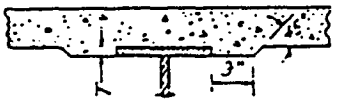
AS BUILT PLANS

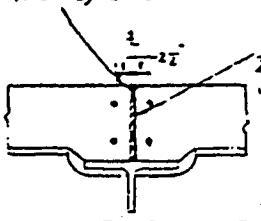
1 2 3

U.I.	STATE PROJ. NO.	PARISH	SHEET	TOTAL SHEETS
409(5)	[illegible]	ORLEANS	47	

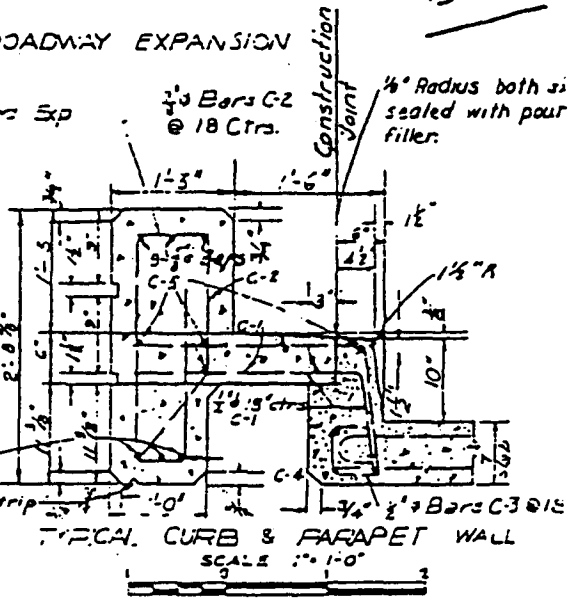


B2

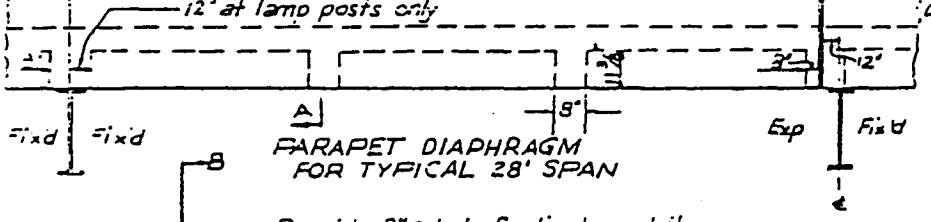


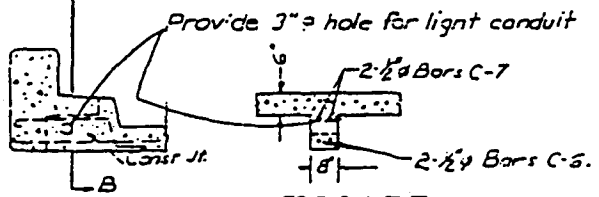


28' ROADWAY EXPANSION



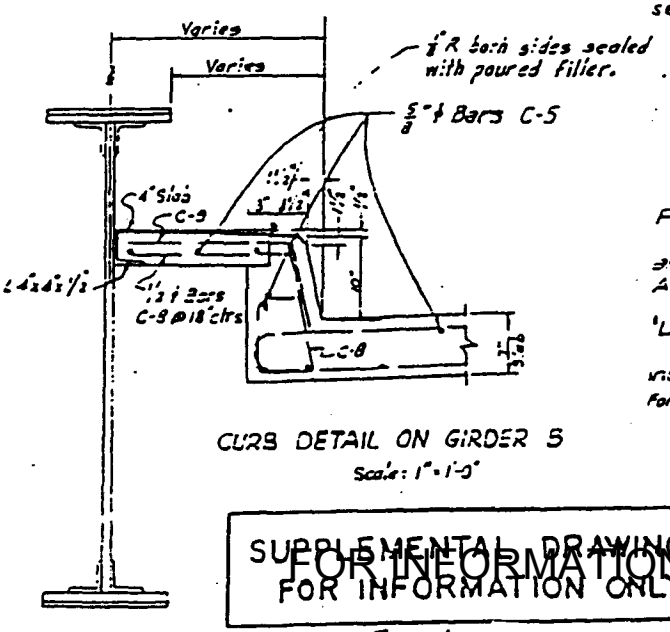
TAIL OF SCORE NOTCH
NOT TO SCALE
Cut top and bottom of each score 12" to permit easier removal strips. See Typical Curb & Parapet Wall Detail.





NOTES FOR SLAB REINFORCING
Specifications Louisiana Highway Commission (current edition)
All concrete in slabs, handrails and curbs to be Cla

Bars in slab shall have top cover of 1¾" and bottom cover of 1¼".
Bars in curb and handrail shall have 2" cover.
All corners on handrail and curb shall be chamfered as shown.
All surfaces of handrail shall have a "Rubbed Finish"
All bars over 40'-0" in length shall be lapped 40 bar diameters at splice.
These notes apply to sheets 48 thru 55
For spacing of all stringers under roadway slabs see stress sheets.



DETAIL B2

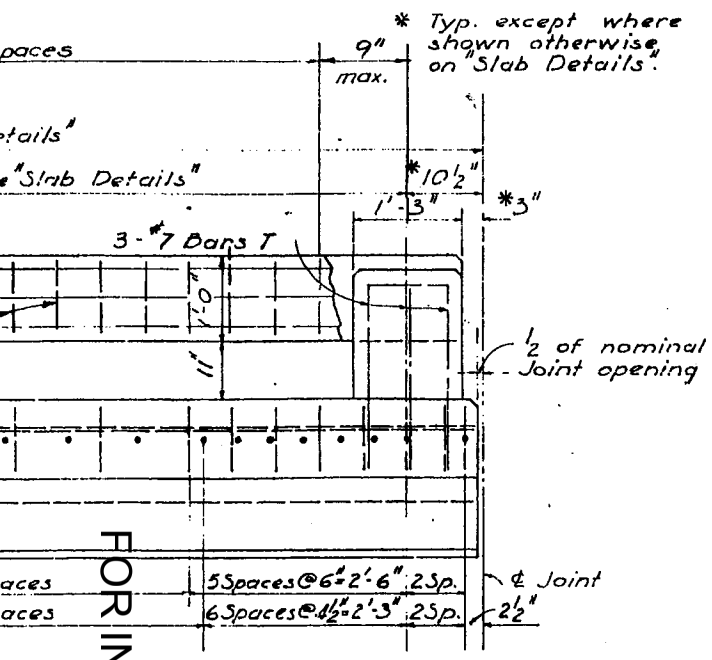
PAYMENT:
All concrete in roadway slabs, curbs, median slabs and handrail beams shall be paid for as Cubic Yards "Class A Concrete"
All reinforcing steel shall be paid for as pounds "Deformed Reinforcing Steel"
Price of cast drains set in roadway slabs shall be included in price per Cu.Yd. Class A Concrete.
For location of Drains see Roadway Contours Sheet Numbers 10, 11, 12 and 3.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
PONTCHARTRAIN EXPRESSWAY
NEW ORLEANS, LA.

CARROLLTON-AIRLINE INTERCHANGE
STAGE 1
ROADWAY SLAB REINFORCING DETAILS

SUPPLEMENTAL DRAWINGS
FOR INFORMATION ONLY

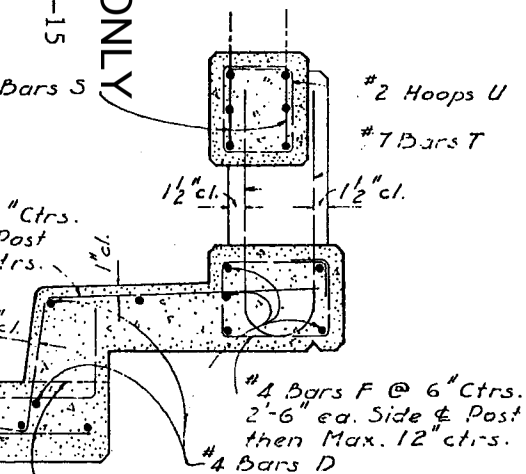
F-14



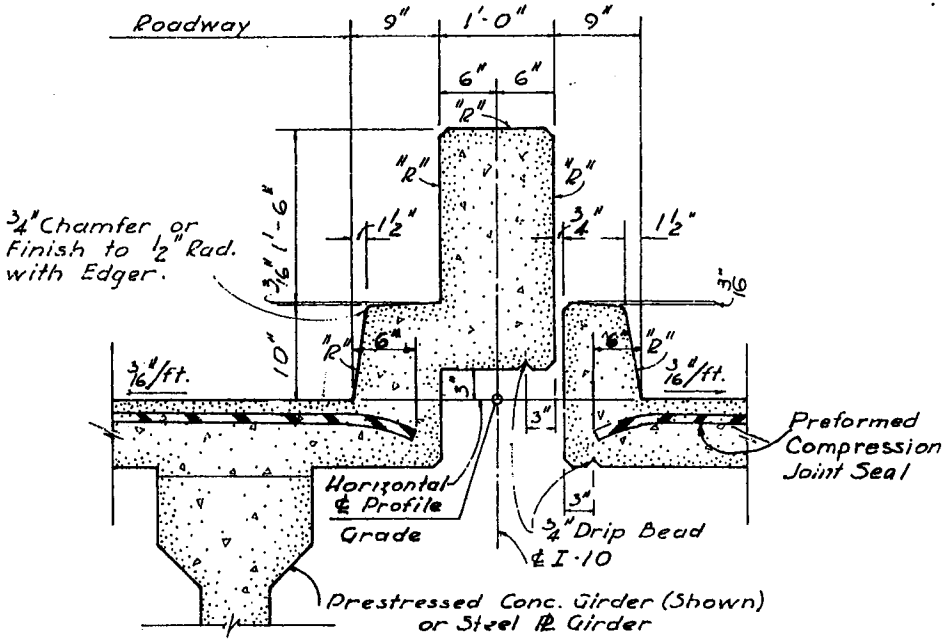
NOTES:

Concrete & Reinforcing Steel in Handrail above top of 4" Sidewalk Curb to be paid for per Lin. Ft. of Handrail; this includes Bars 1 which project into the Curb.
Handrail to be poured monolithic with Handrail Posts in each panel length.
Panel lengths shall be equal for all spans greater than 40'-0".
"R" denotes Class "2" Rubbed Finish.

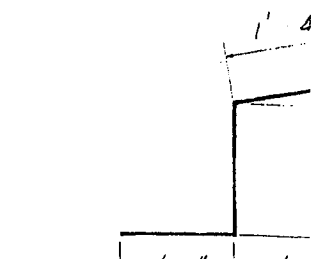
F-15

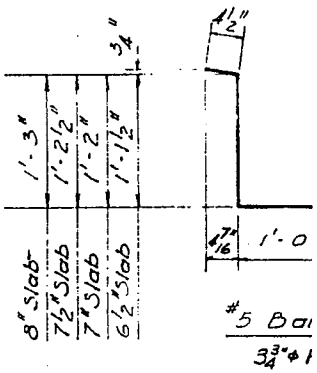


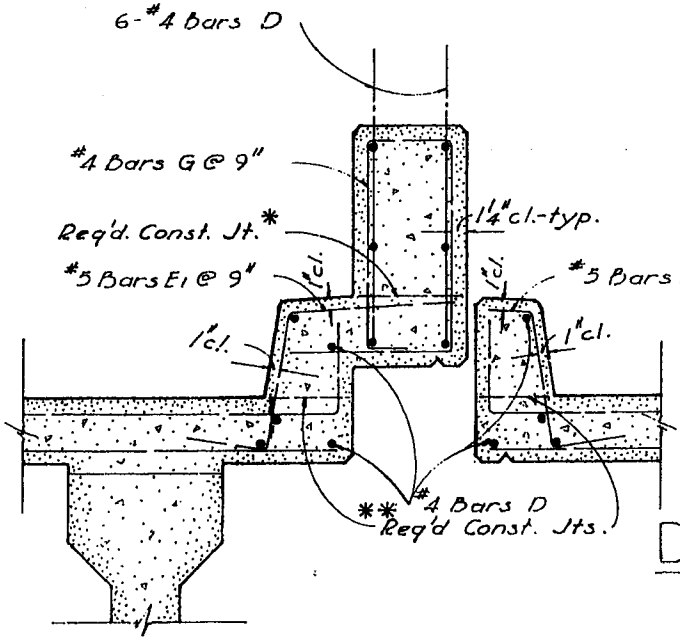
NOTE:
After completing pour for Roadway Slab a minimum of 3 days shall elapse, or Concrete in Roadway shall attain a minimum compressive strength of 1500 psi before



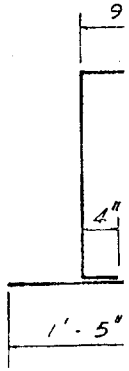
SECTION SHOWING DIMENSIONS

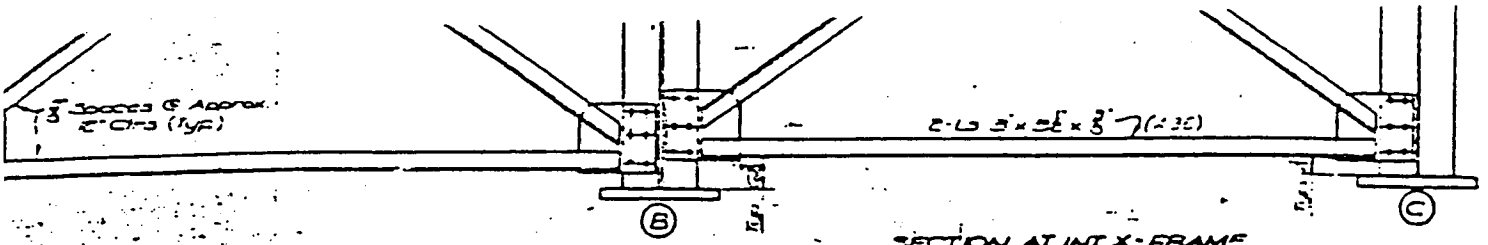


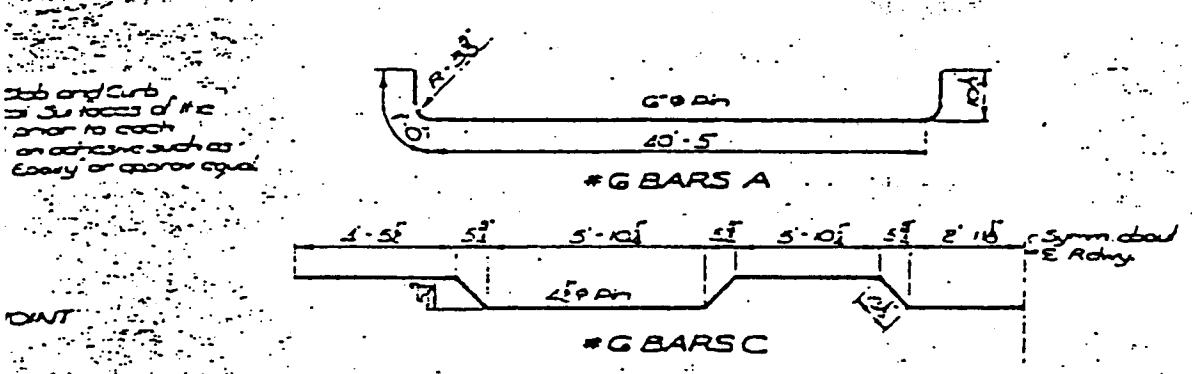


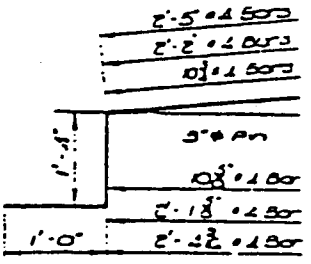


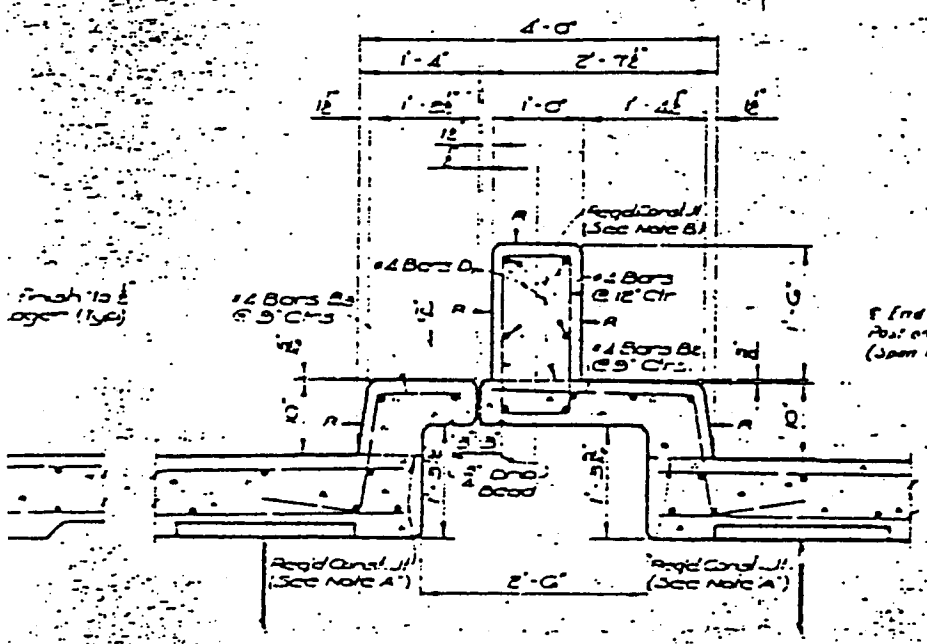
DETAIL C

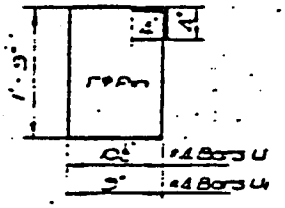


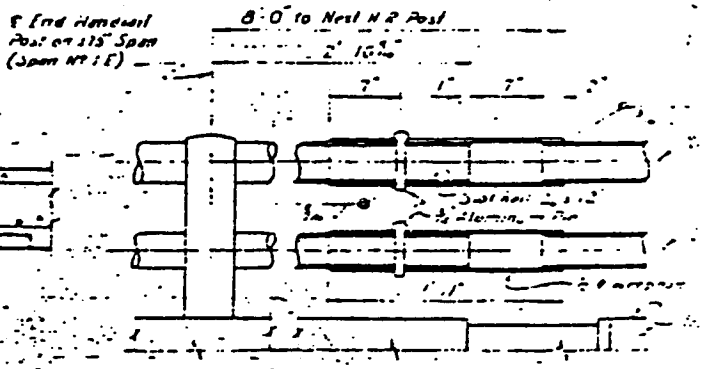




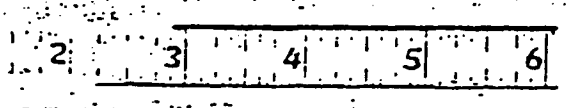




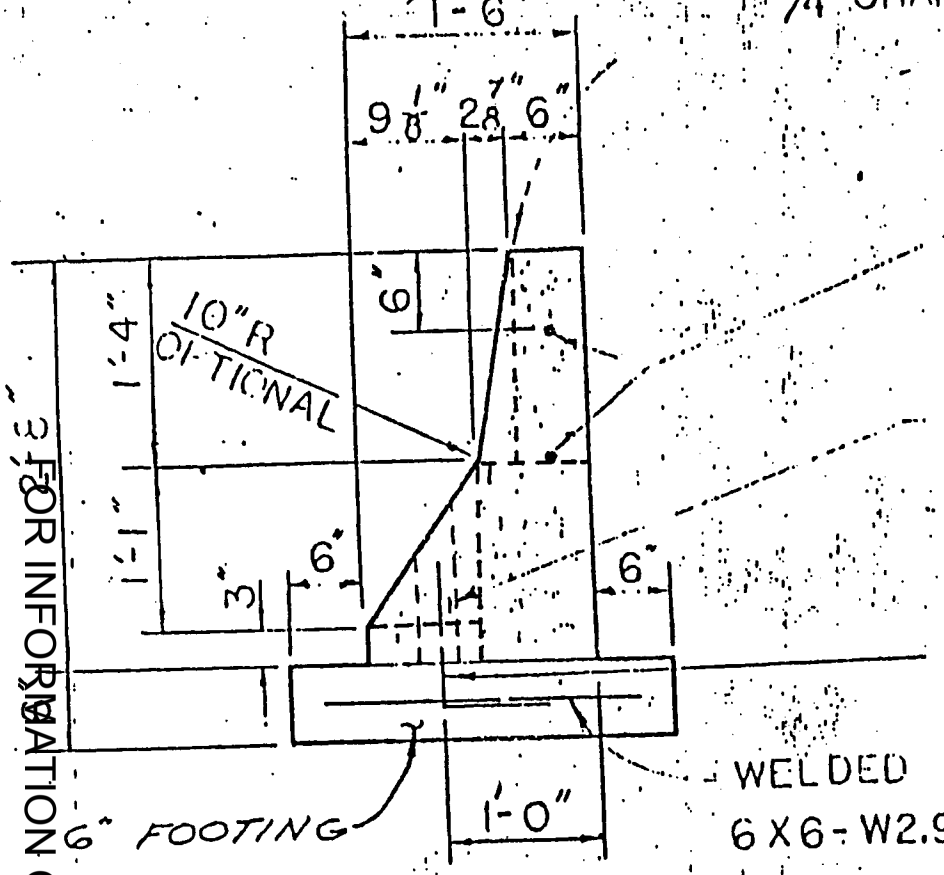




NOTE B:
After completing pour for sidewalk cantilever, a minimum 7 days shall elapse for concrete in sidewalk cantilever shall attain a min. compressive strength of 3000 psi) before beginning pour for handrail wingwall



DETAIL C1



¾" CHAMFER OR ¾" RADIUS

#4 BARS CONTINUOUS. LAP SPLICE NOT REQ'D. BUTT BARS AT ALTERNAT LOCATIONS.

3"ø HOLE FOR DOWELS PRECAST CONSTR. ONLY. GROUT HOLES & FINISH SURFACE AFTER FINAL ALIGNMENT OF BARRIER PANELS.

#6 DOWELS 4'-0" CENTERS
8" PROJECTION ABOVE PAVEMENT

WELDED WIRE FABRIC - 2'-0" WIDTH
6X6-W2.9XW2.9, CENTERED IN 6" FOOTING

DETAIL D
SCALE: ¾" = 1'-0"

TYPICAL BARRIER SECTION
I-10

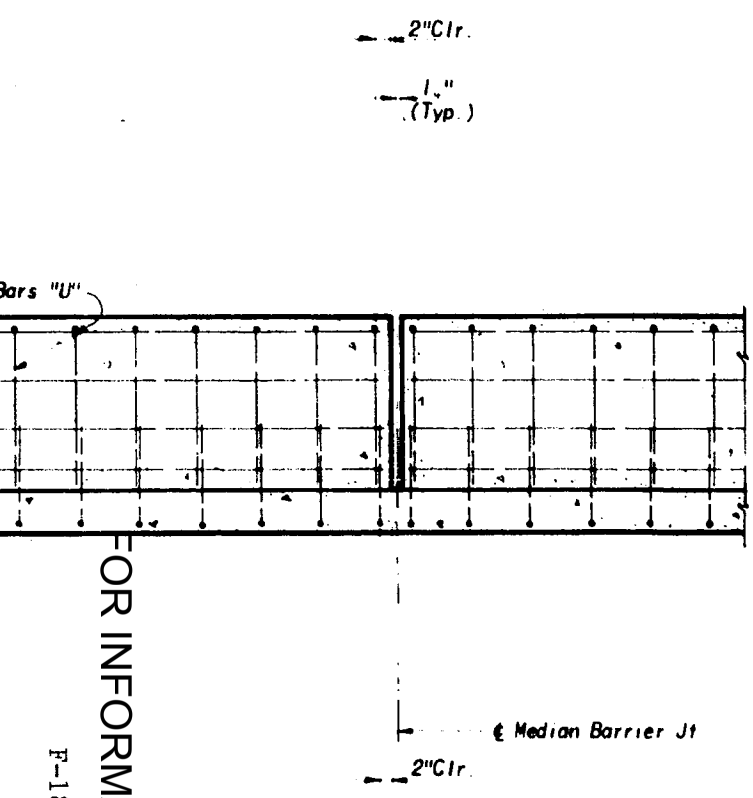
0.5 X 1.3333 = .6666
0.2396 X 1.3333 = .3195/2
0.7396 X 1.3333 = .9861
0.7604 X 1.0833 = .8237/2
0.250 X 0.7604 = .1901
2.9860 CF/FT / 27
.1106 CY/FT.

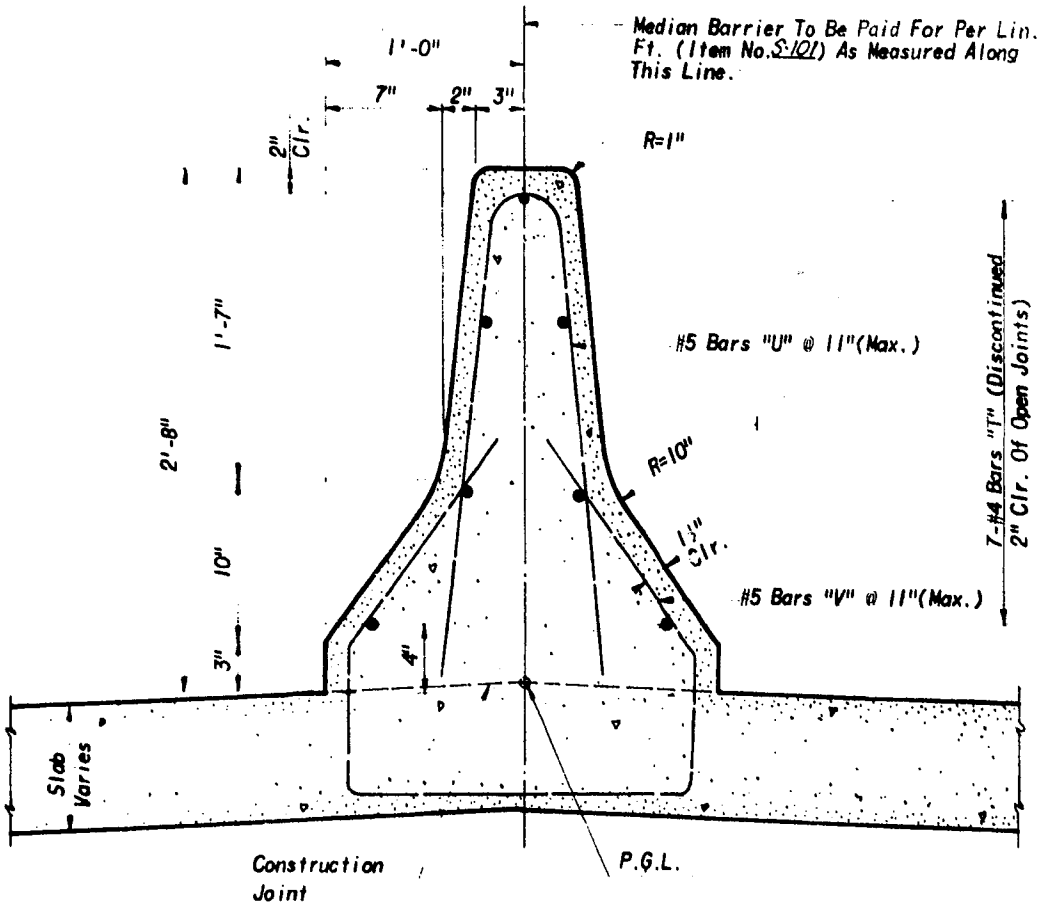
2.414

DETAIL D

8"

F17

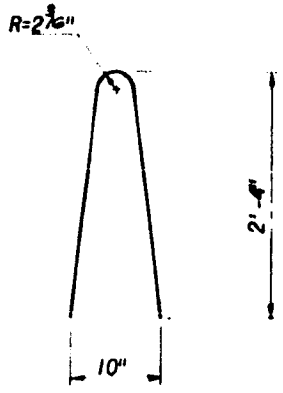




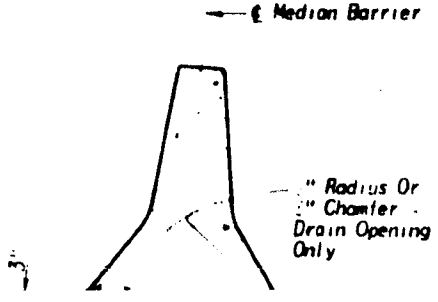
SECTION

SCALE: 1 1/2"=1'-0"

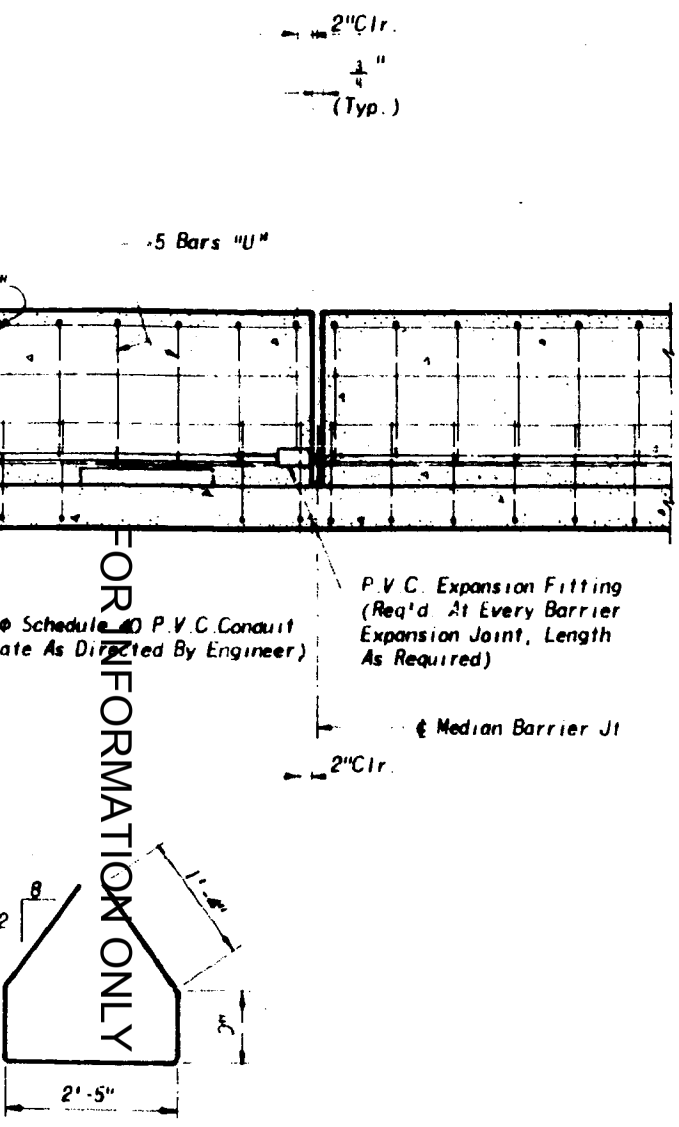
DETAIL DI



NO 5 BARS "U"

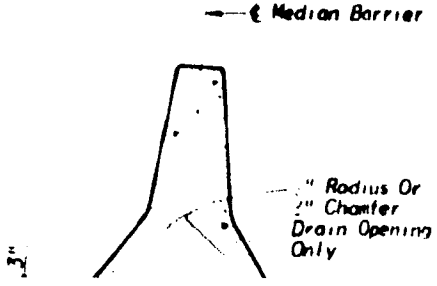


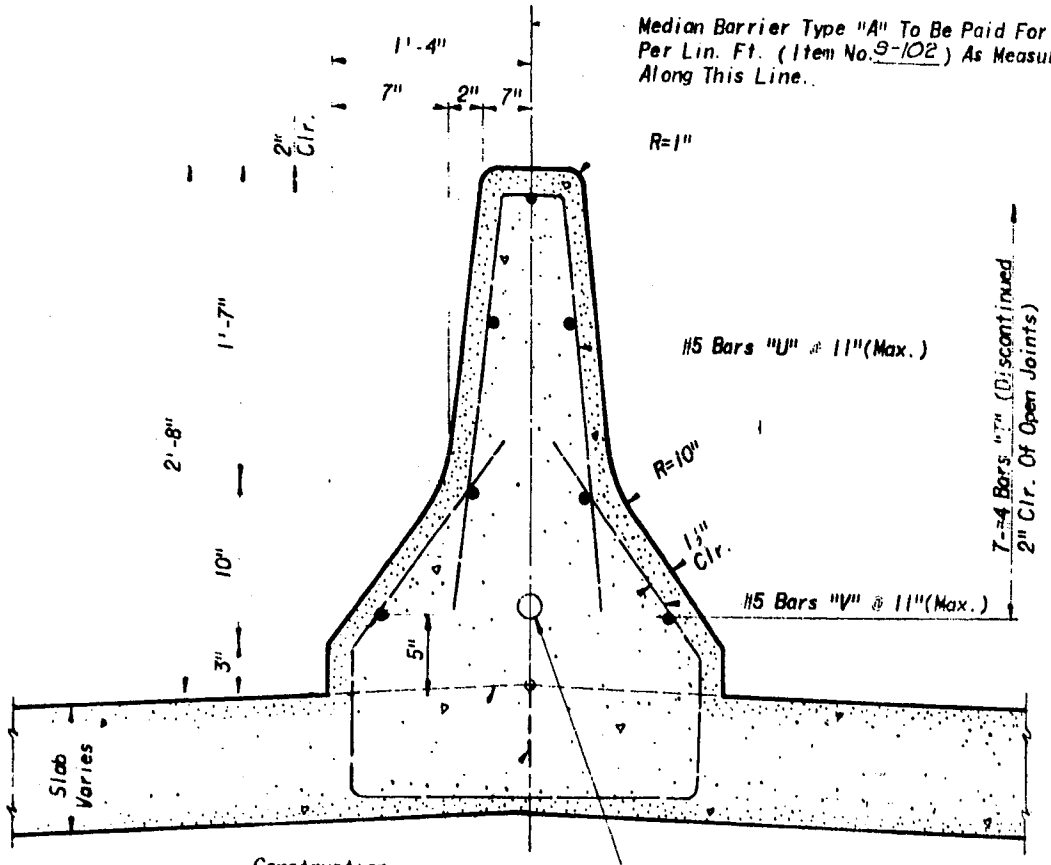
FOR INFORMATION ONLY



O. 5 BARS "V"

(3¼" DIA. PIN)





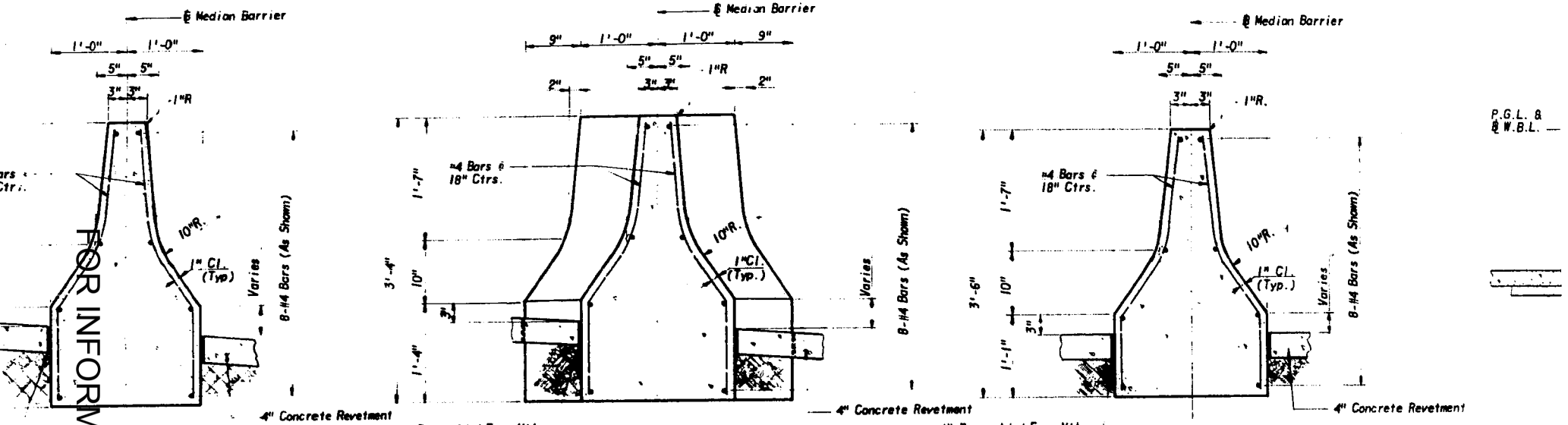
SECTION

SCALE: 1 1/2" = 1'-0"

BARRIER CONDUIT NOTES

1. A Continuous Conduit System Shall Be Installed Between All Light Stations Indicated On The Median Barrier
2. Conduit Will Terminate At Station 148 + 13.19 And Will Connect To The Existing Barrier Conduit Expansion Coupling
3. The Conduit Shall Have A Conduit Expansion Coupling At Every Expansion Joint In The Structure, Length As Req'd
4. The Conduit System When Complete, Shall Be Cleaned Of All Debris And Capped

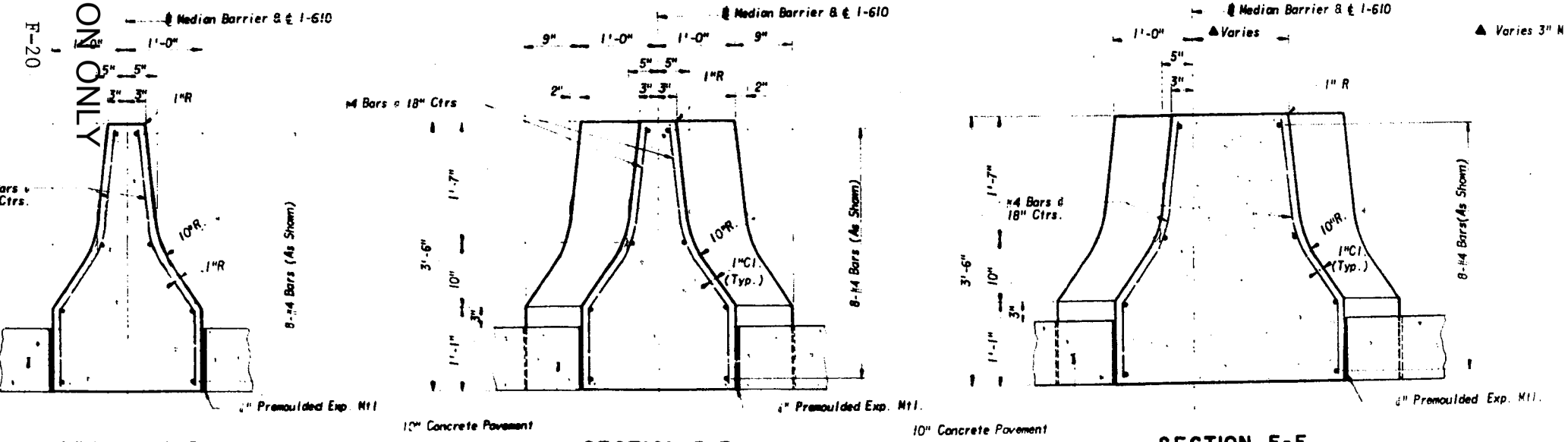
DETAIL D2



SECTION A-A
SCALE: 1" = 1'-0"

SECTION B-B
SCALE: 1" = 1'-0"

SECTION C-C
SCALE: 1" = 1'-0"



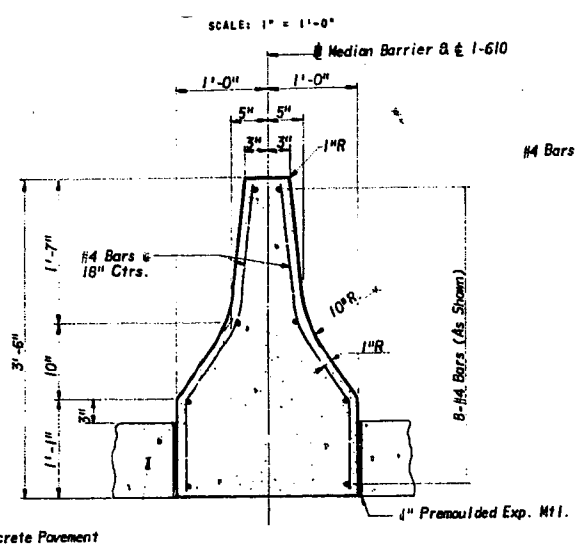
SECTION D-D
SCALE: 1" = 1'-0"

SECTION E-E
SCALE: 1" = 1'-0"

SECTION F-F
SCALE: 1" = 1'-0"

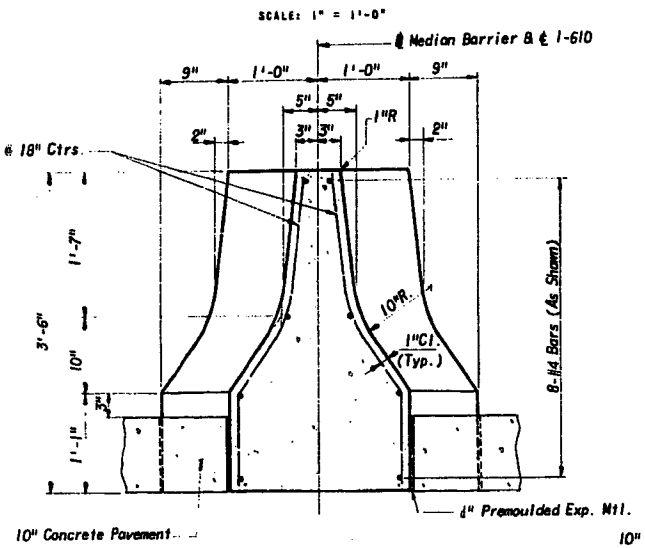
DETAIL D3

℄ Median Barrier & ℄ I-610



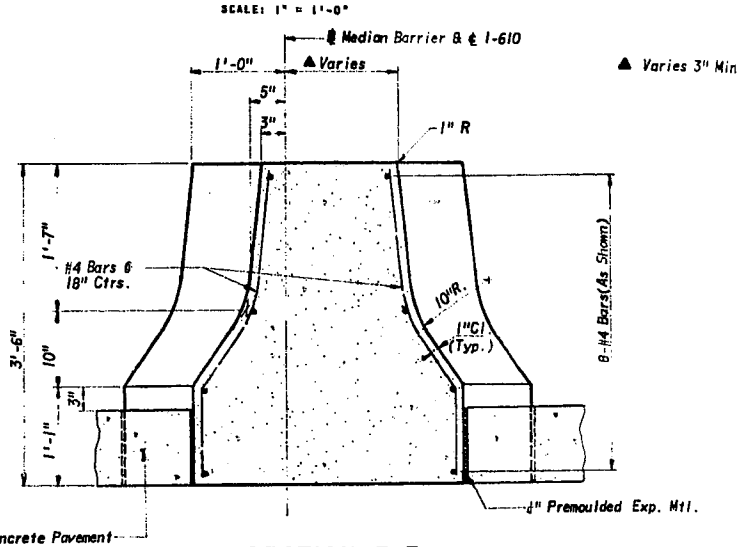
SECTION D-D

SCALE: 1" = 1'-0"



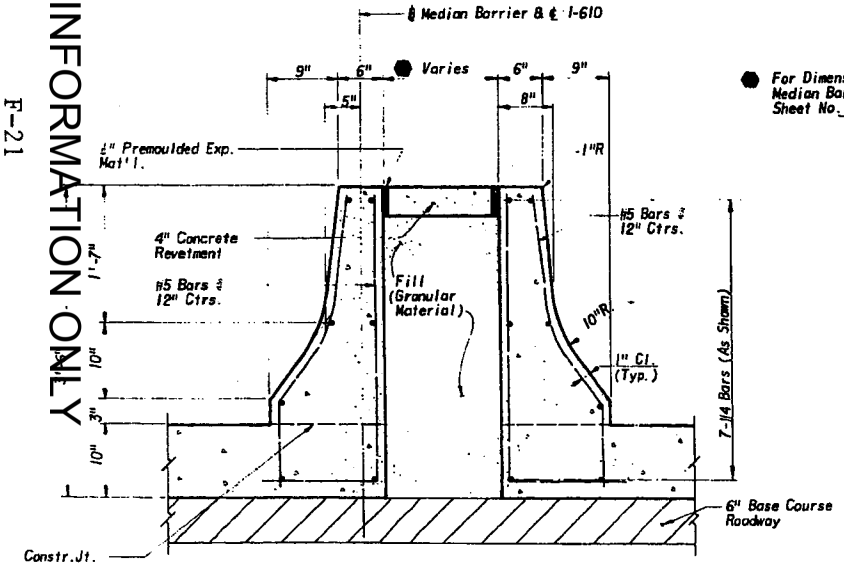
SECTION E-E

SCALE: 1" = 1'-0"



SECTION F-F

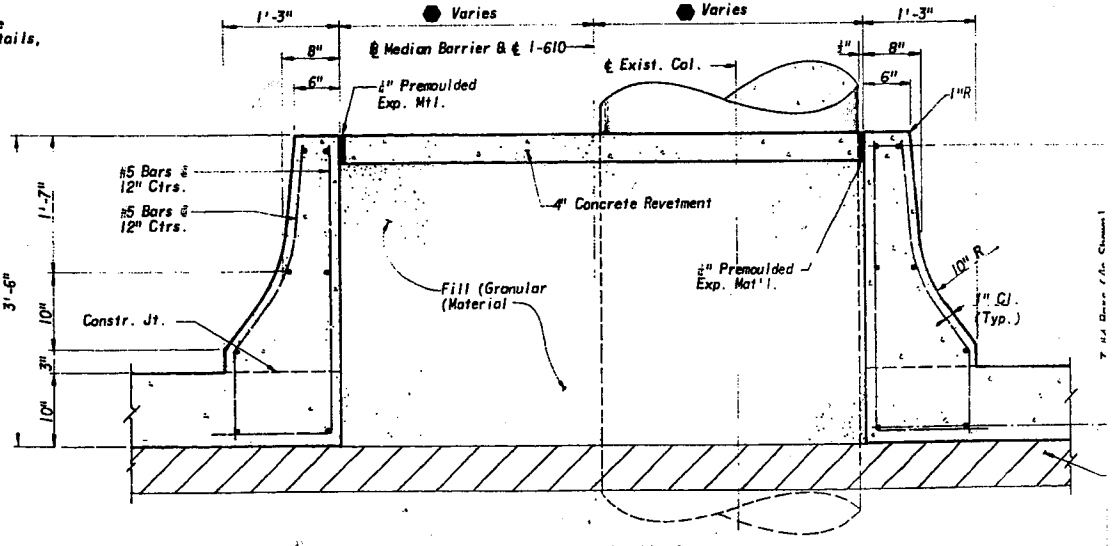
SCALE: 1" = 1'-0"



● For Dimensions See Median Barrier Details, Sheet No. 51 .

SECTION G-G

SCALE: 1" = 1'-0"



SECTION H-H

SCALE: 1" = 1'-0"

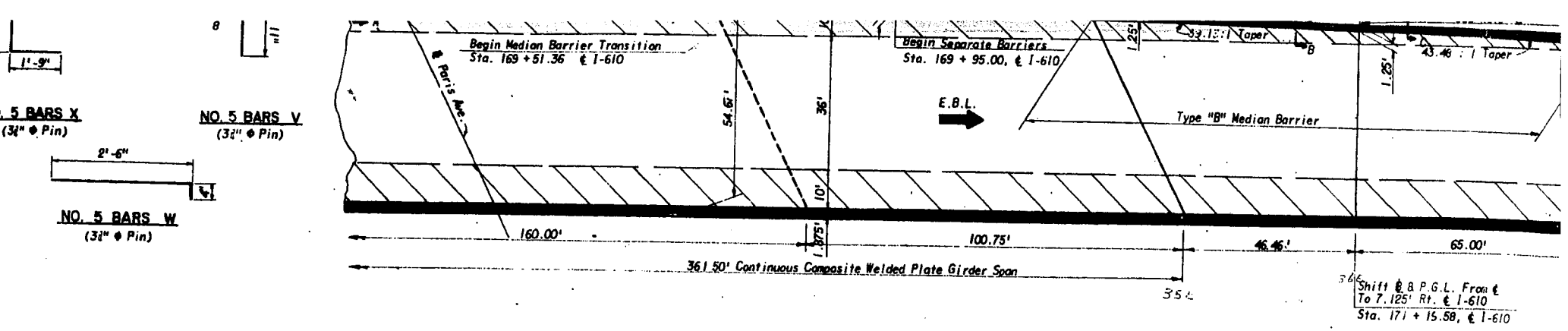
FOR INFORMATION ONLY

F-21

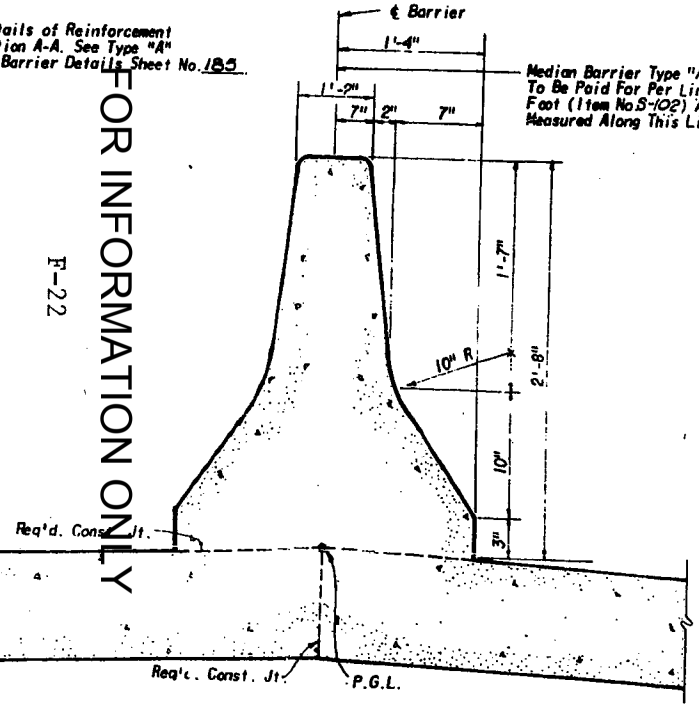
44-132

DETAIL D4

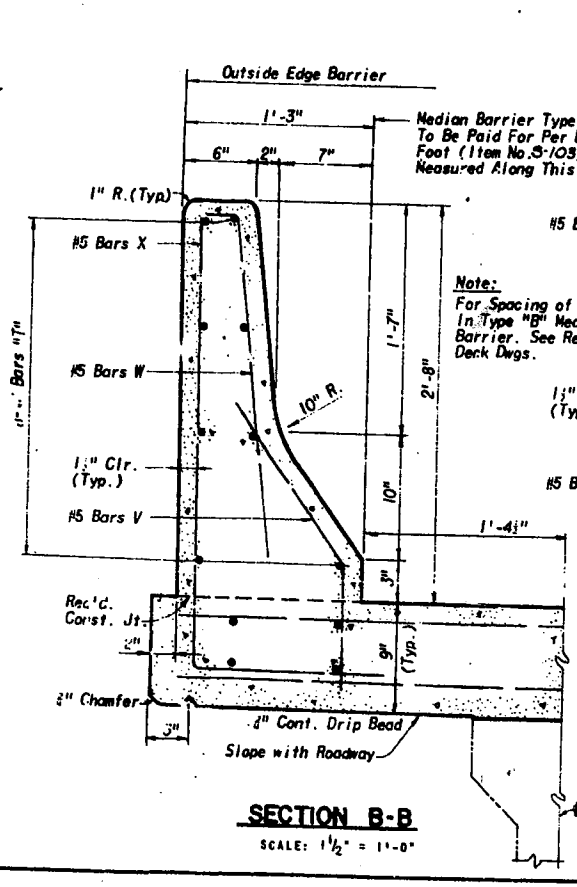
FINAL TRACINGS



ails of Reinforcement
ion A-A. See Type "A"
Barrier Details Sheet No. 185

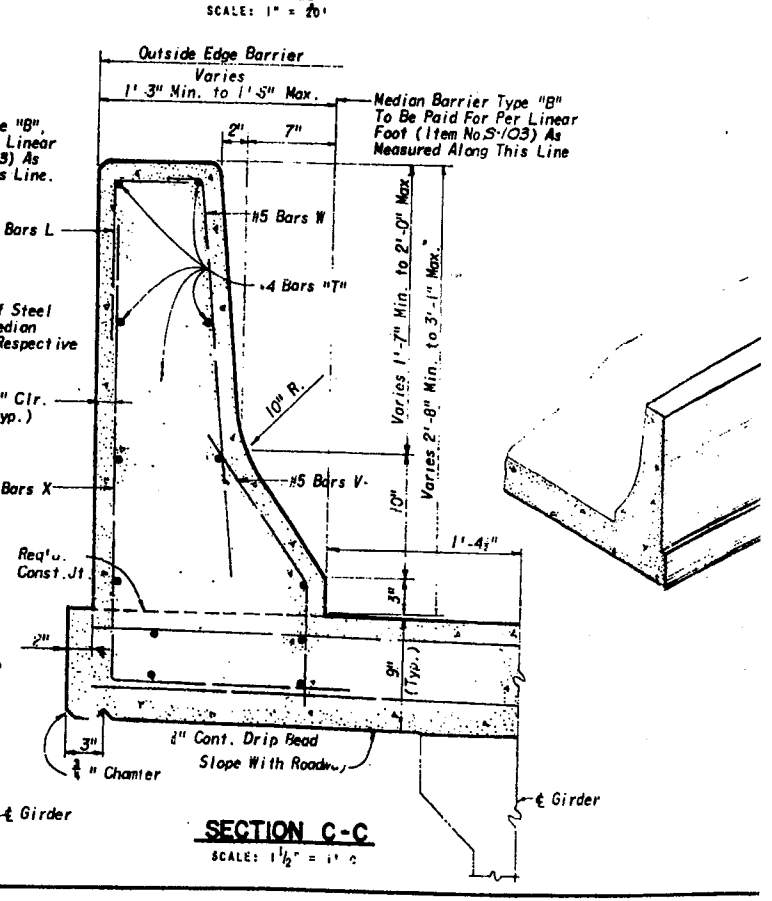


SECTION A-A
SCALE: 1½" = 1'-0"



SECTION B-B
SCALE: 1½" = 1'-0"

PLAN
SCALE: 1" = 20'



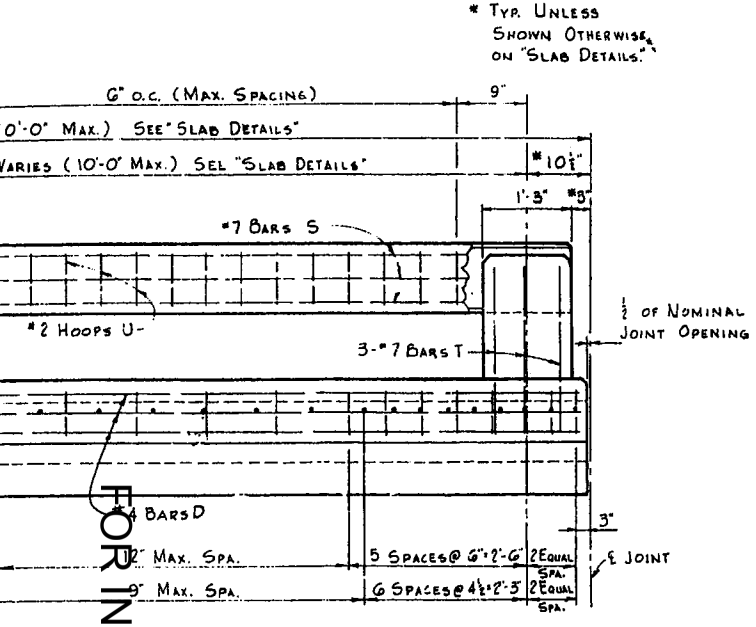
SECTION C-C
SCALE: 1½" = 1'-0"

F-22

FOR INFORMATION ONLY

DETAIL D5

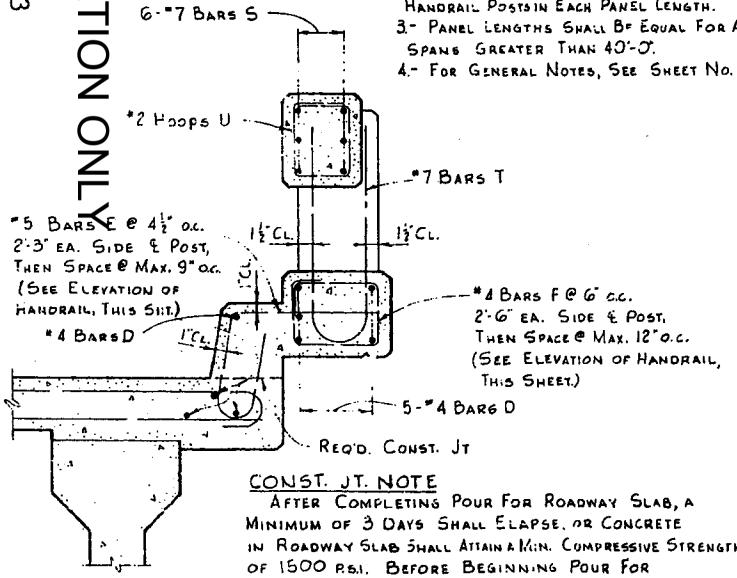
AS BUILT



NCRETE HANDRAIL

NOTES:

1.- CONCRETE & REINFORCING STEEL IN POSTS AND HANDRAIL TO BE PAID FOR PER LIN. FT. OF HANDRAIL; (THIS INCLUDES BARS 'T' WHICH PROJECT INTO THE CURB.)
2.- HANDRAIL TO BE POURED MONO[illegible]HIC WITH HANDRAIL POSTS IN EACH PANEL LENGTH.
3.- PANEL LENGTHS SHALL BE EQUAL FOR ALL SPANS GREATER THAN 40'-0".
4.- FOR GENERAL NOTES, SEE SHEET NO. 101.



CONST. JT. NOTE

AFTER COMPLETING POUR FOR ROADWAY SLAB, A MINIMUM OF 3 DAYS SHALL ELAPSE, OR CONCRETE IN ROADWAY SLAB SHALL ATTAIN A MIN. COMPRESSIVE STRENGTH OF 1500 P.S.I. BEFORE BEGINNING POUR FOR CURB, POSTS & HANDRAIL.

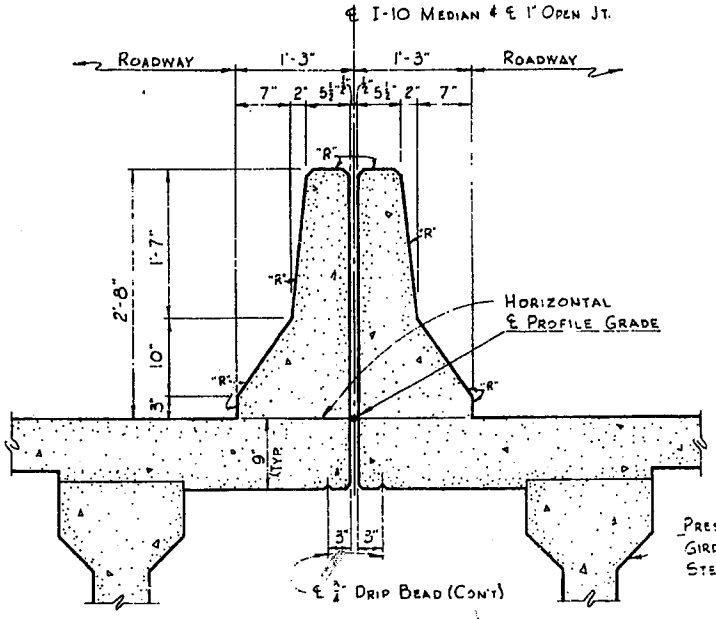
SECTION SHOWING REINFORCING

CONCRETE HANDRAIL

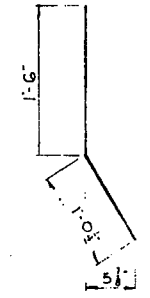
1'-6" 4"

FOR INFORMATION ONLY

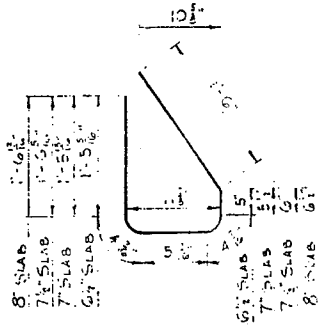
F-23



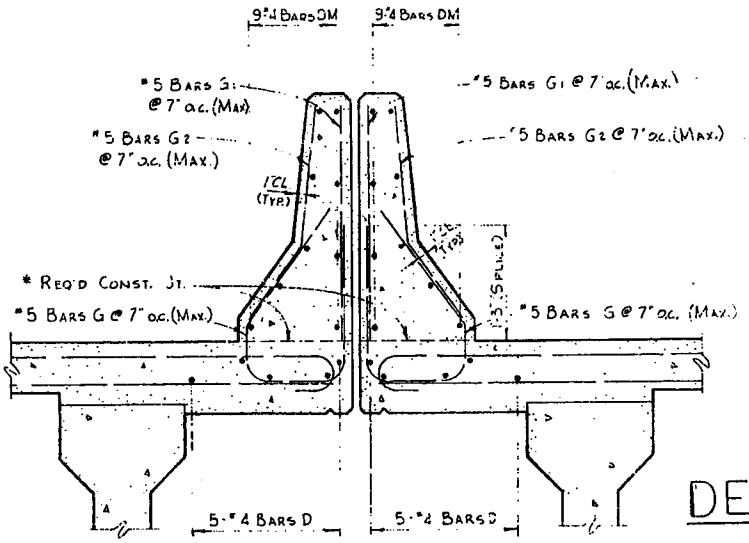
SECTION SHOWING DIMENSIONS



*5 BARS G2
2'-6¼" LONG
3¾" PIN



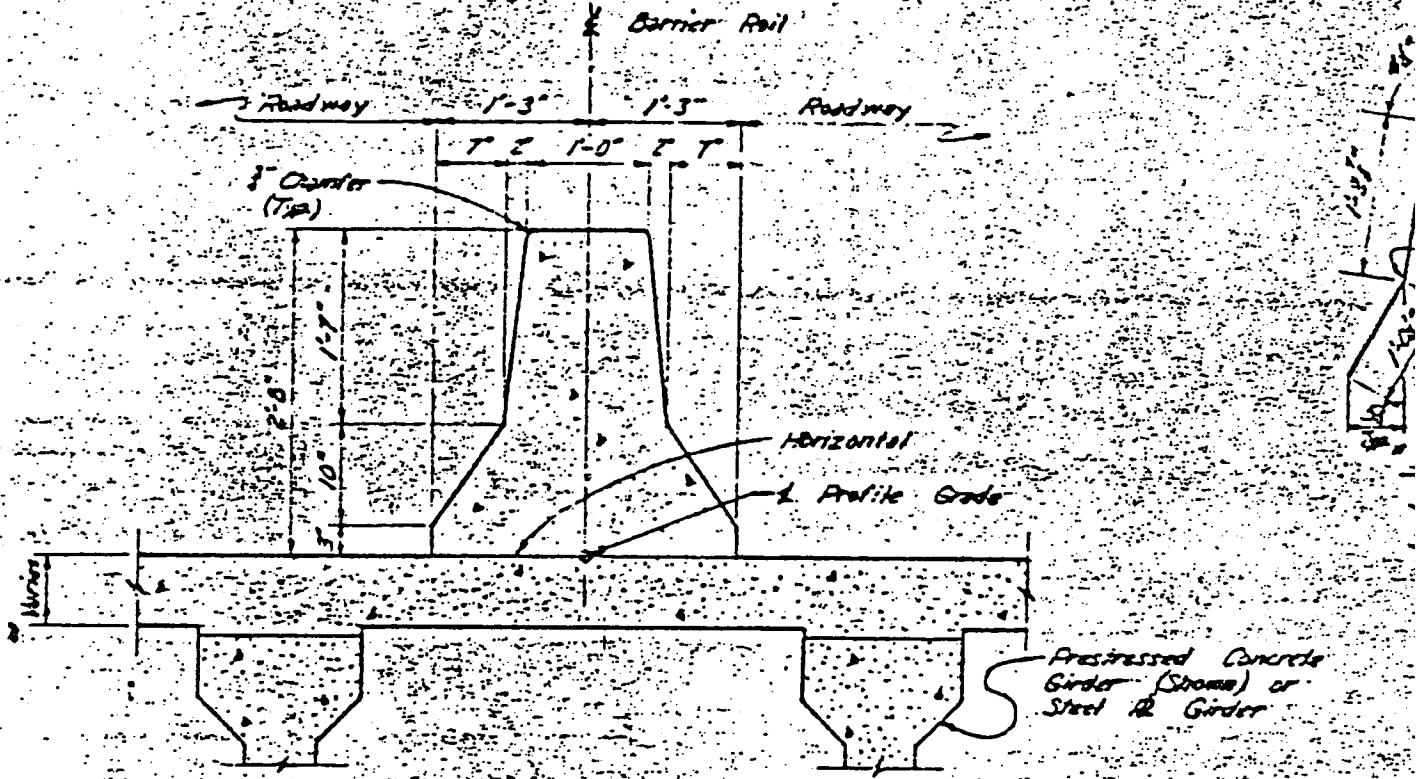
*5 BARS G
5" PIN



DETAIL D6

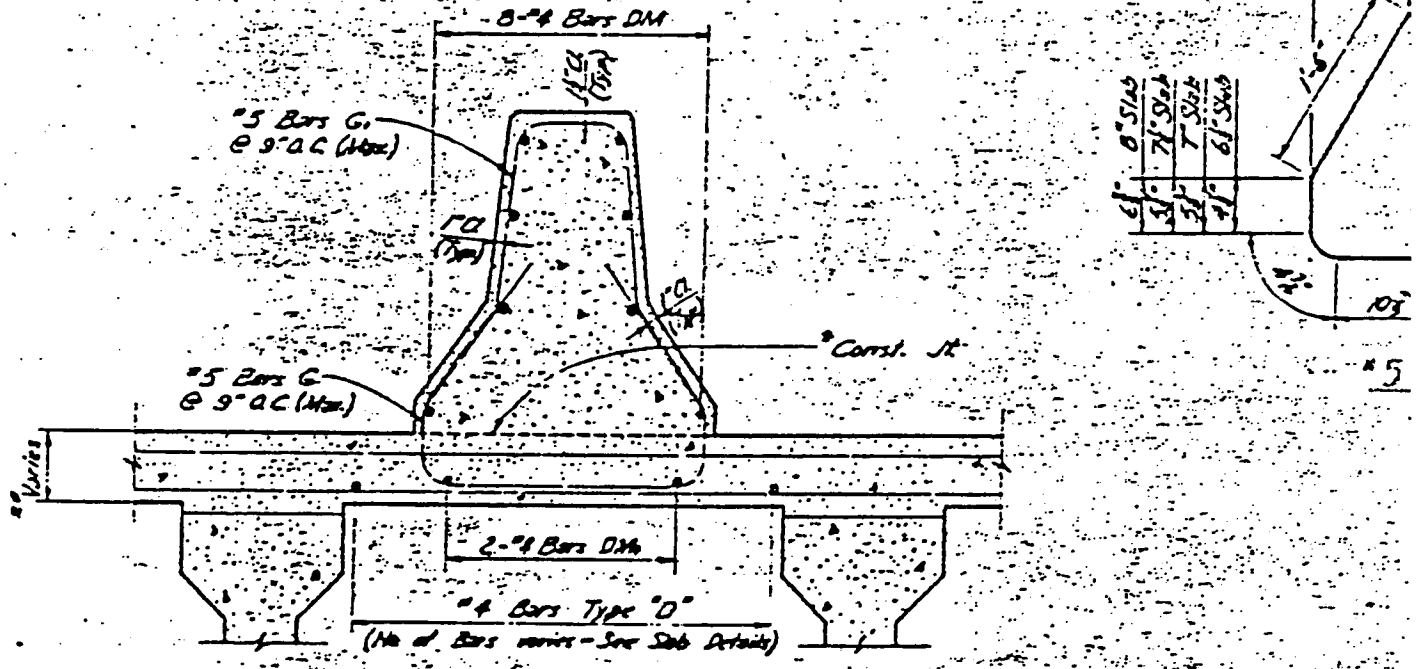
SECTION SHOWING REINFORCING

DETAILS OF MEDIAN BARRIER



SECTION SHOWING DIMENSIONS

"B" See Curbsils of Slab for each Unit



SECTION SHOWING REINFORCING

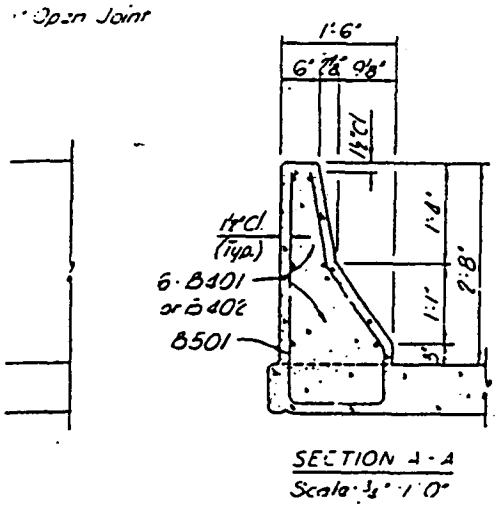
DETAILS OF MEDIAN BARRIER TYPE "2"

CONSTRUCTION JOINT FOR Roadway Slab

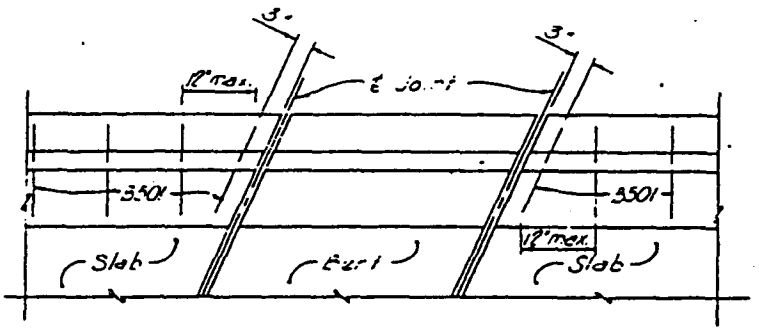
After completing pour for Roadway Slab, a min. of 3 days shall elapse, or concrete in Roadway Slab shall attain a min. comp. strength of 1500 P.S.I. before beginning pour for Median Barrier.

DETAIL D7

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
I-10-5(17)233	450-90-06	ORLEANS	226



SECTION A-A
Scale: ½" = 1'-0"



PLAN OF TYPICAL SKEWED BARRIER
No Scale

D8

NOTES:
For General Structure Notes, see Dwg. No. 101.
For Barrier Parts, lengths and locations, see Dwg. No's. 228 thru 236.
For bar schedule of reinforcing in barriers, see slab bar lists, Dwg. No's. 237 thru 246.
Concrete and reinforcing steel in barriers to be paid per linear foot under Item 810(1).

DETAIL D8

PHASE II I-10 VIADUCT

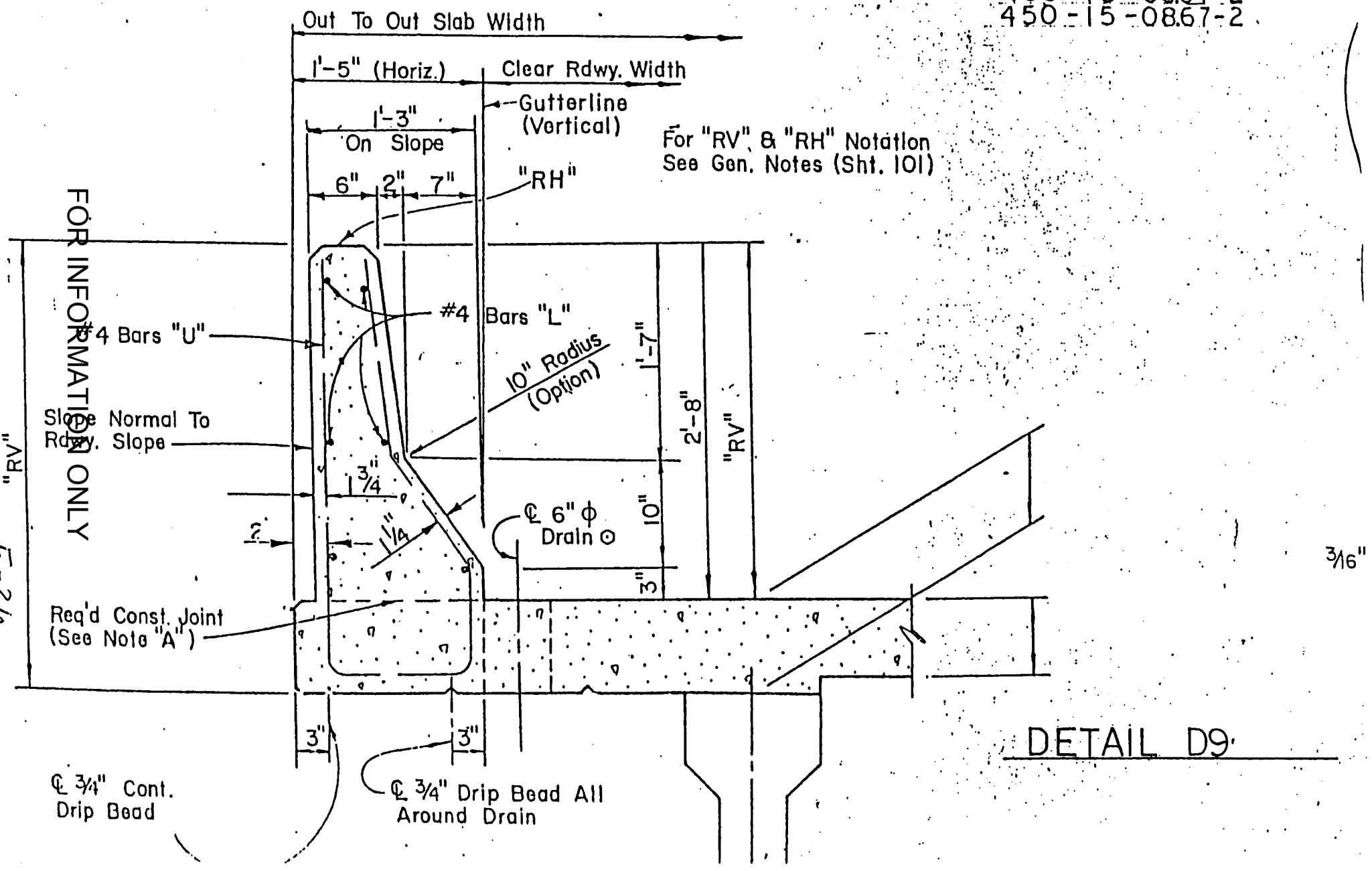
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

CONCRETE BARRIER DETAILS

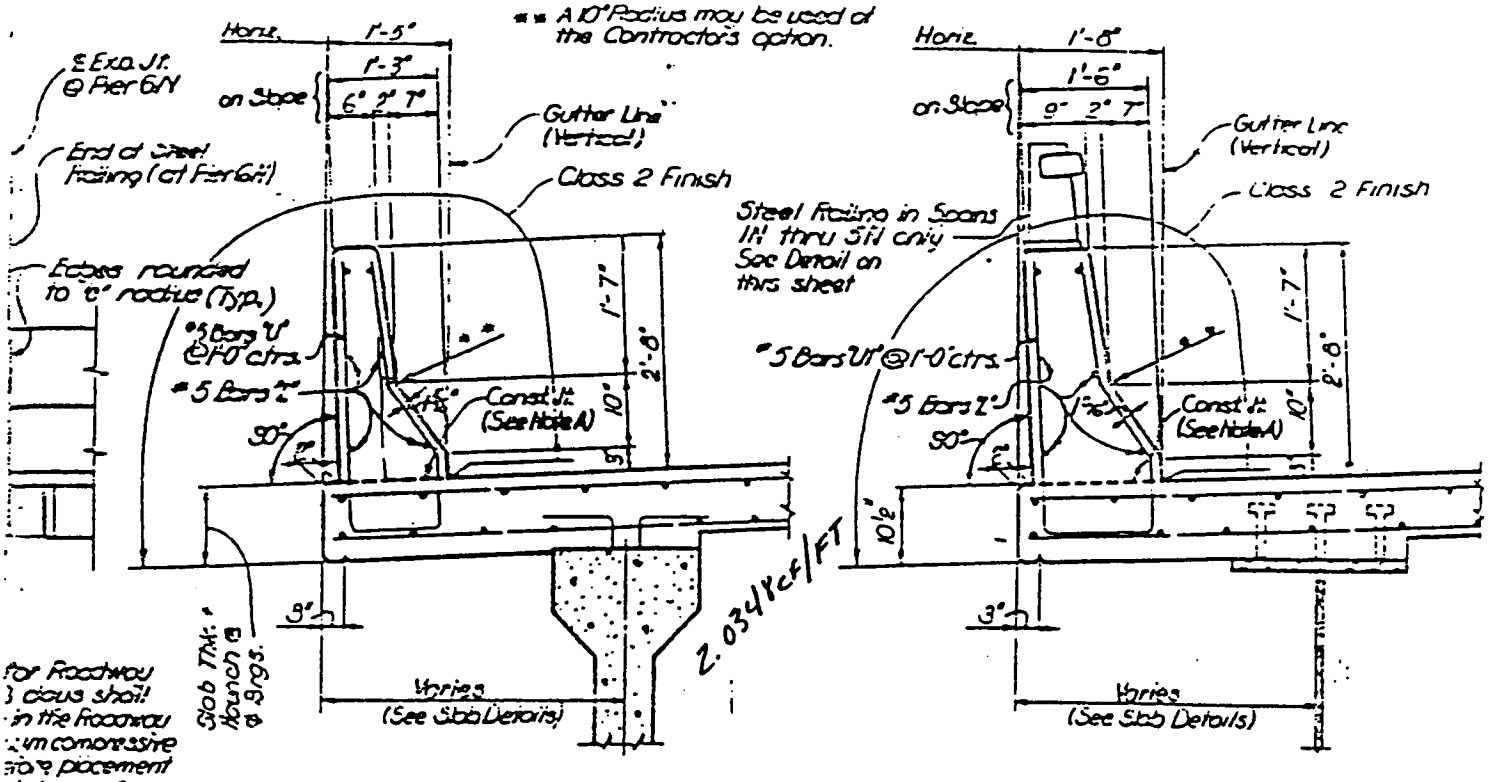
CARROLLTON - AIRLINE INTERCHANGE
NEW ORLEANS INTERSTATE

I-10

STR. NO'S
450-90-0000-2
450-15-0801-2
450-15-0867-2



DETAIL D9



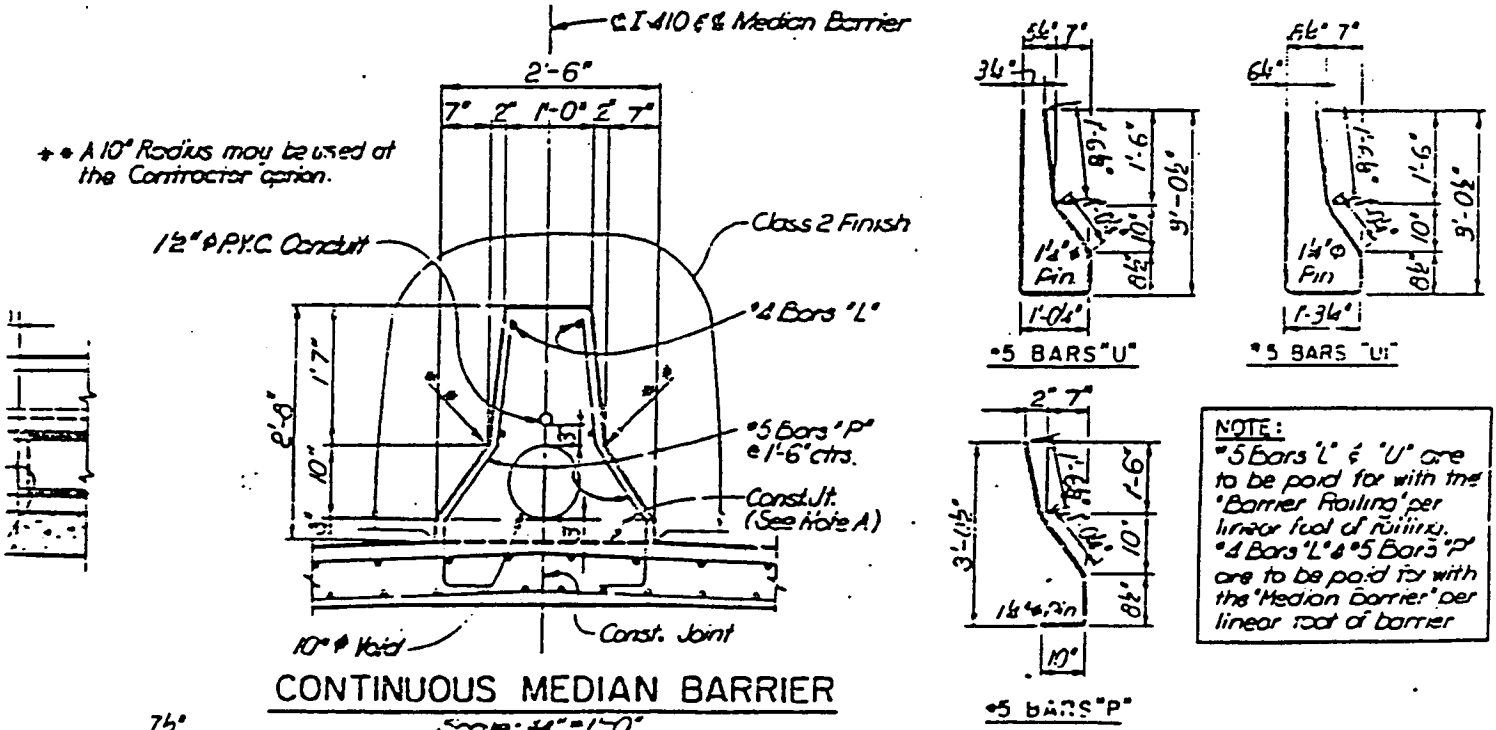
SPANS 6N THRU 30N AND RAMPS

SPANS 1N THRU 5N

CONTINUOUS BARRIER RAILING

Scale: 4" = 1'-0"

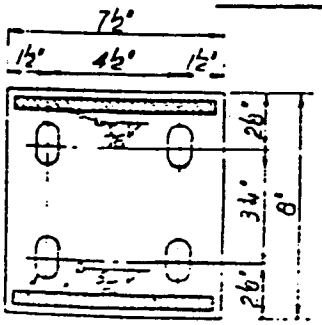
for Roadway
cious Soil
in the Roadway
m compressive
ete placement
d forms for
adway Slab
m compressive
s.i. before
arrier Railing

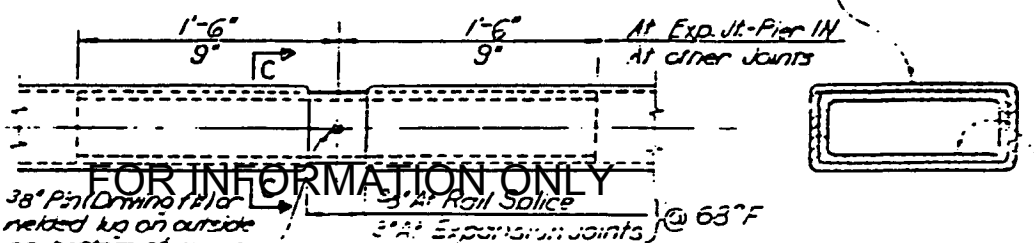


NOTE:
"5 Bars 'L' & 'U' are to be paid for with the 'Barrier Railing' per linear foot of railing.
"4 Bars 'L' & "5 Bars 'P' are to be paid for with the 'Median Barrier' per linear foot of barrier

CONTINUOUS MEDIAN BARRIER

Scale: 4" = 1'-0"



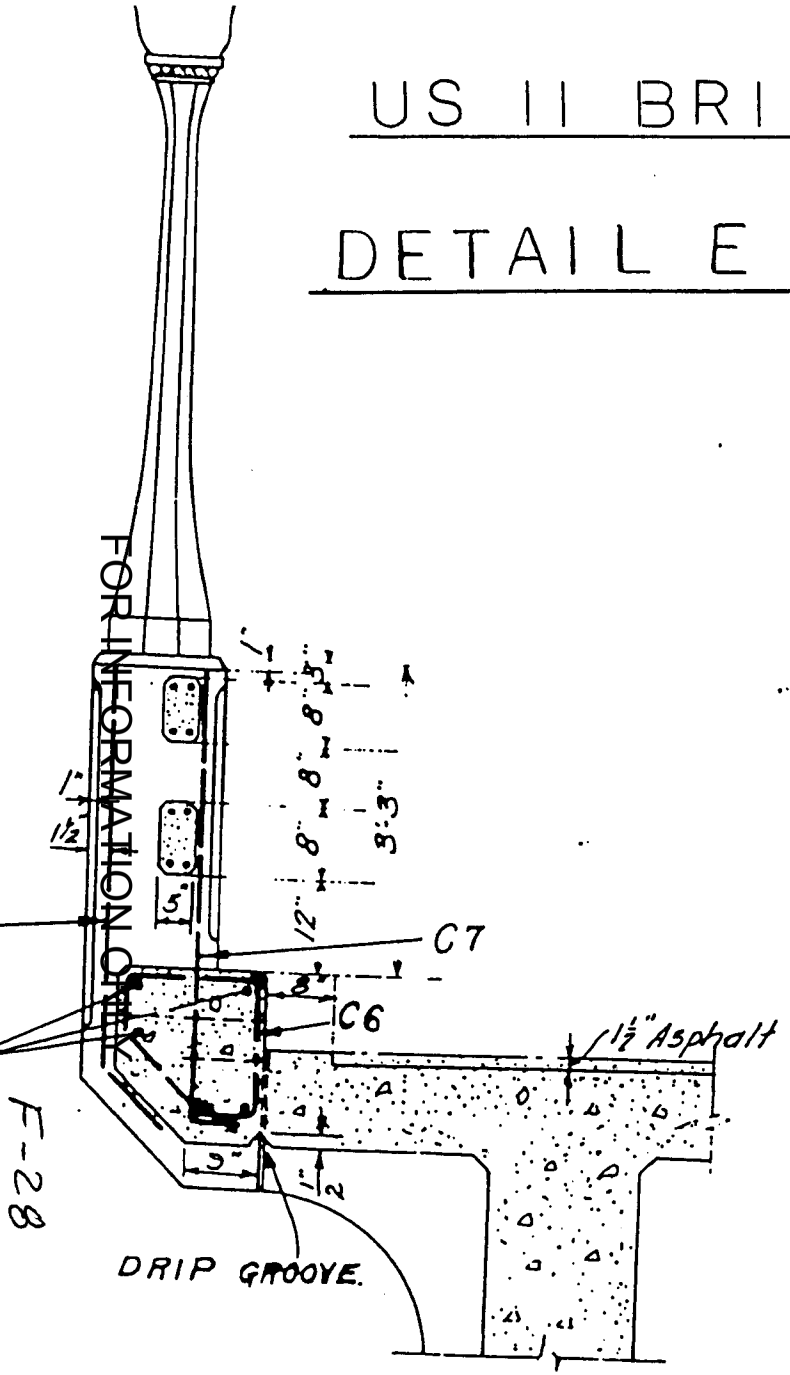


FOR INFORMATION ONLY

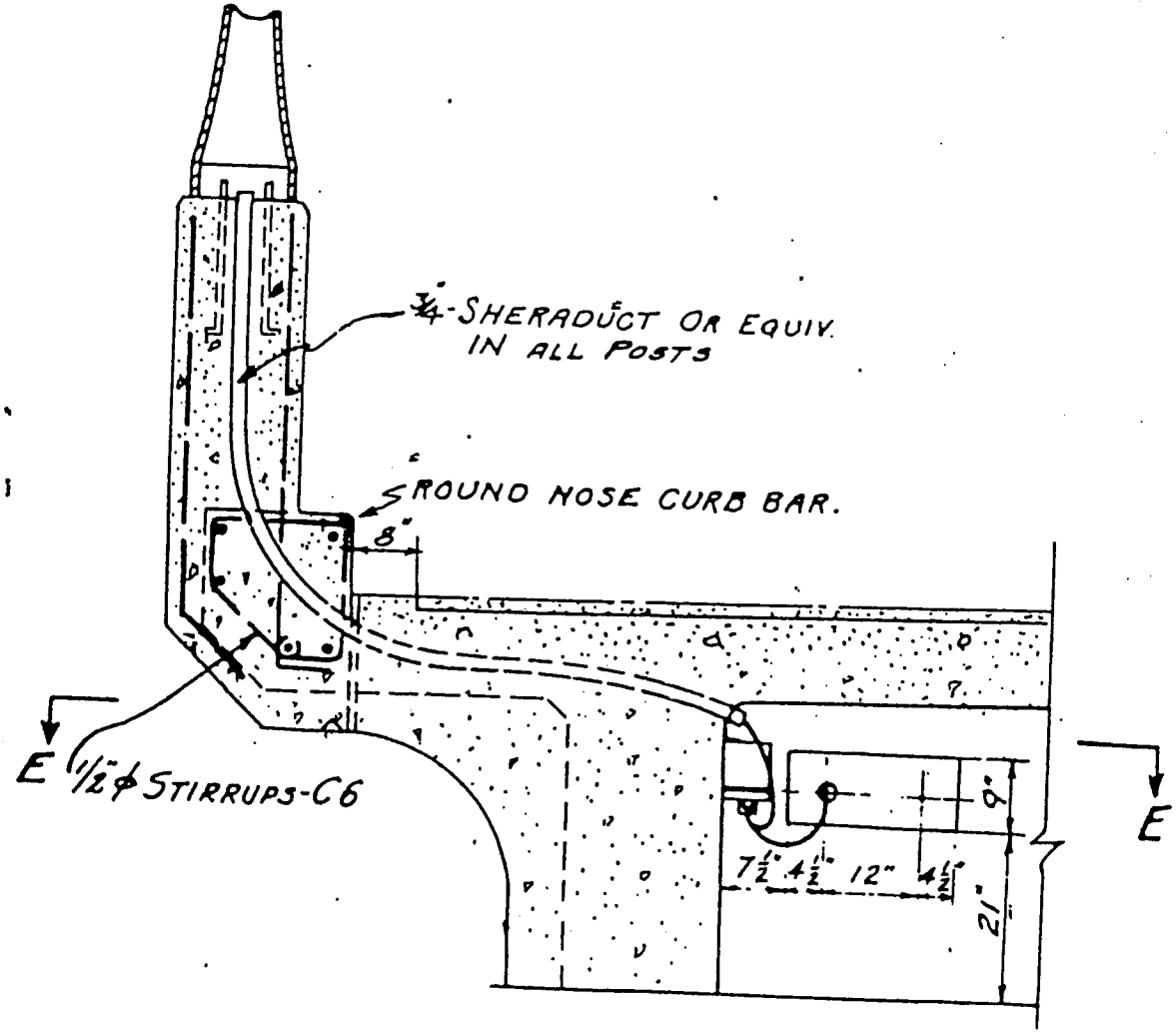
US 11 BRIDGE

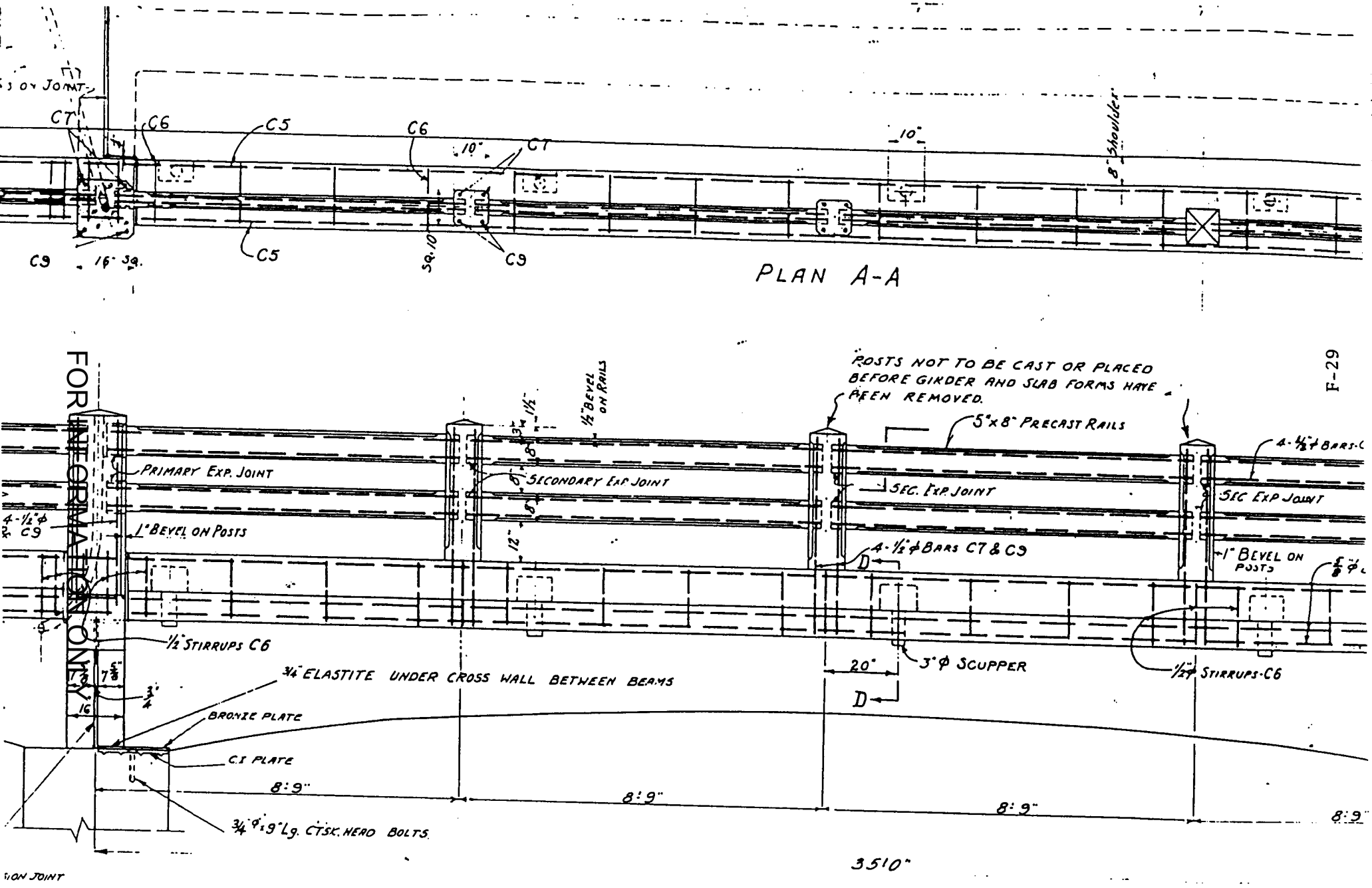
DETAIL E

AS BUILT PLAN



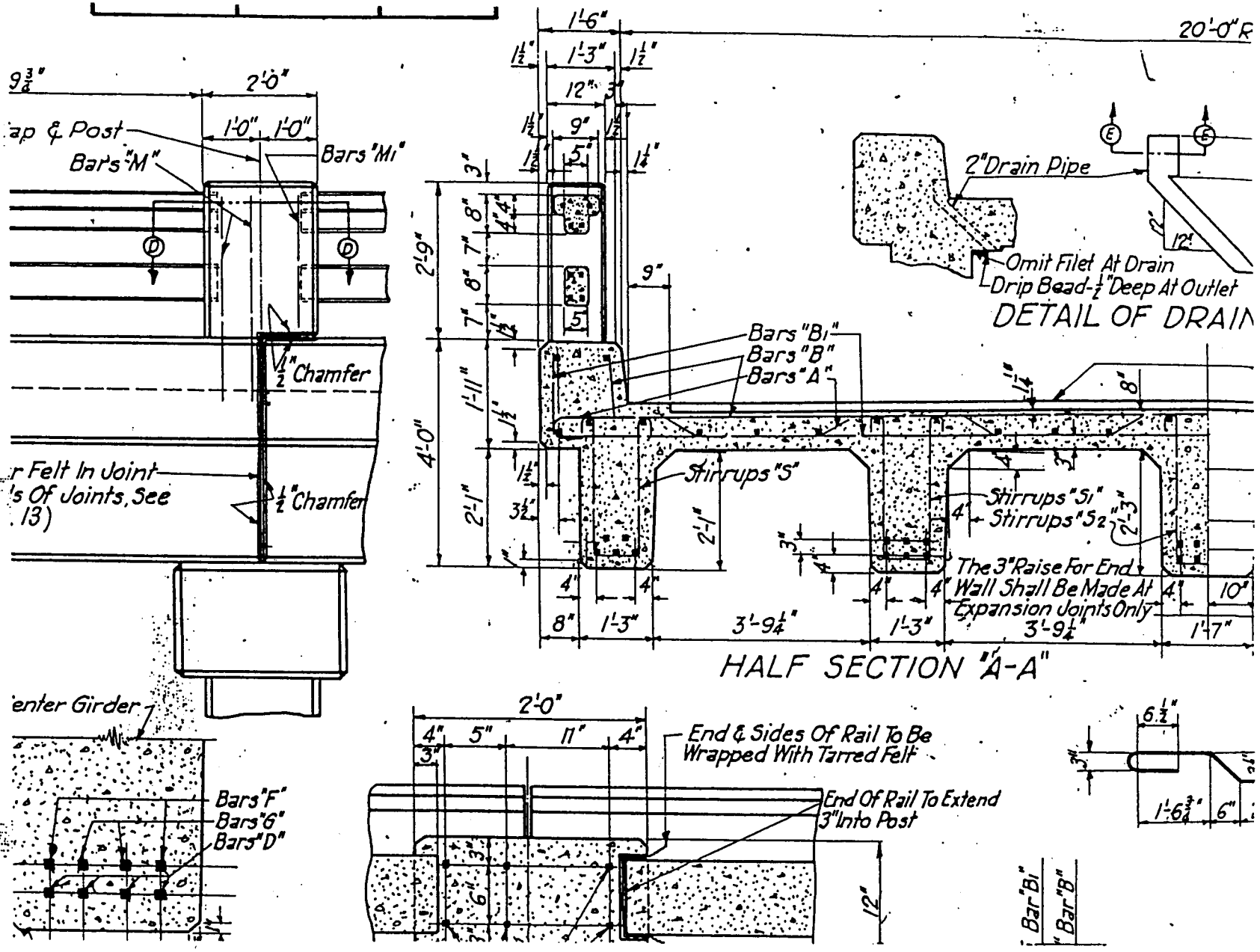
SECTION B-B





DETAIL E1

US 11



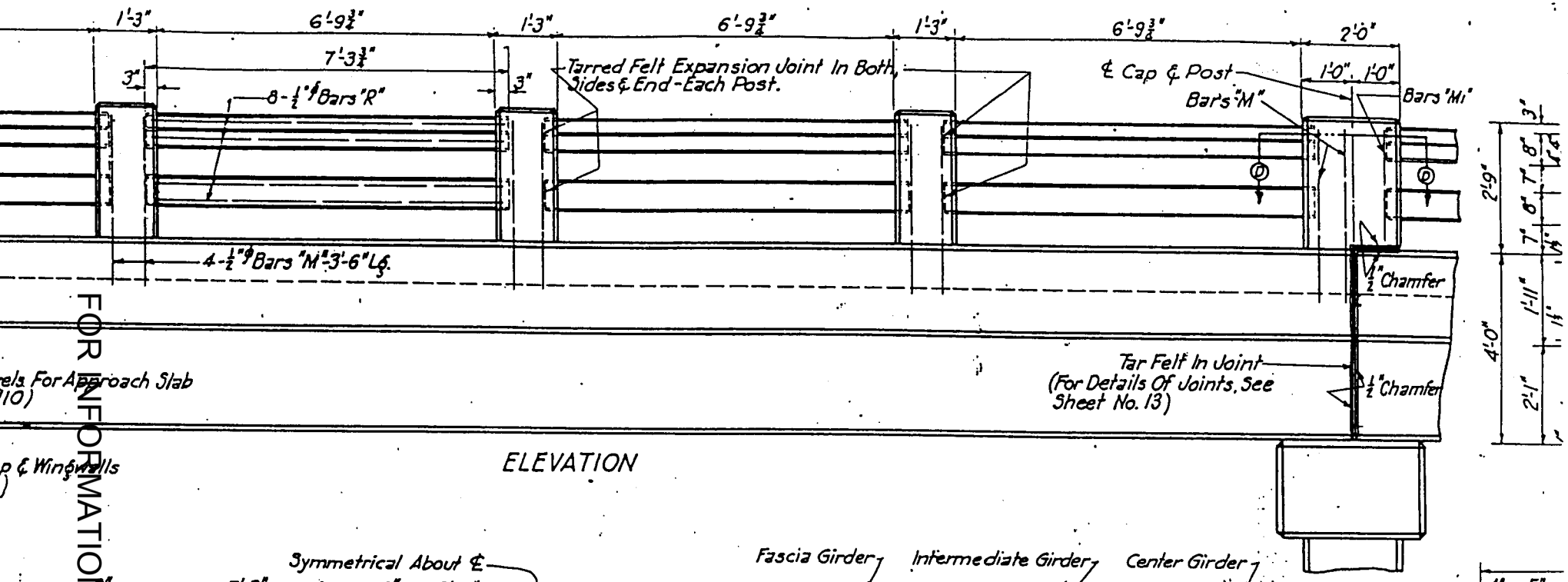
DETAIL E2

CHEF AND RIGOLETS

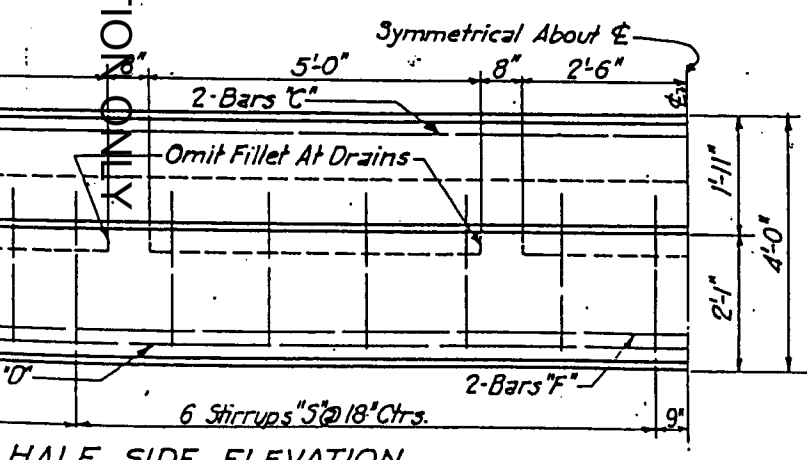
FOR INFORMATION ONLY

F-30

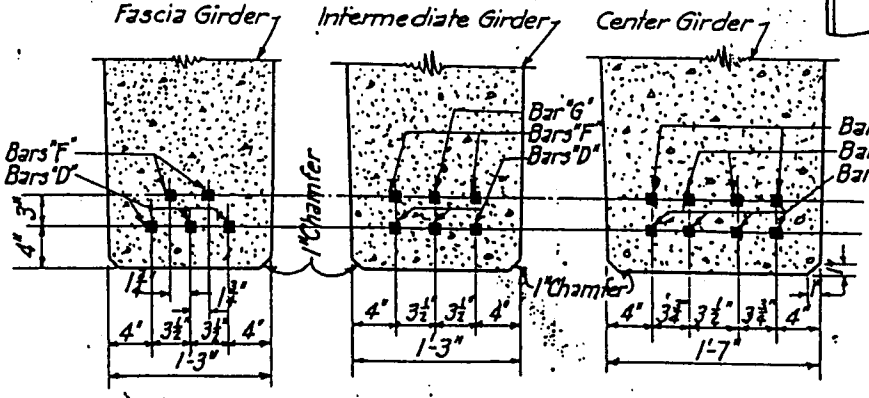
STATE PROJECT	PARISH	SHEET No.
6-05-48	ORLEANS	45



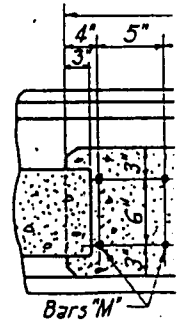
ELEVATION



HALF SIDE ELEVATION



DETAIL OF GIRDERS
Scale 1"=1'-0"



SEC

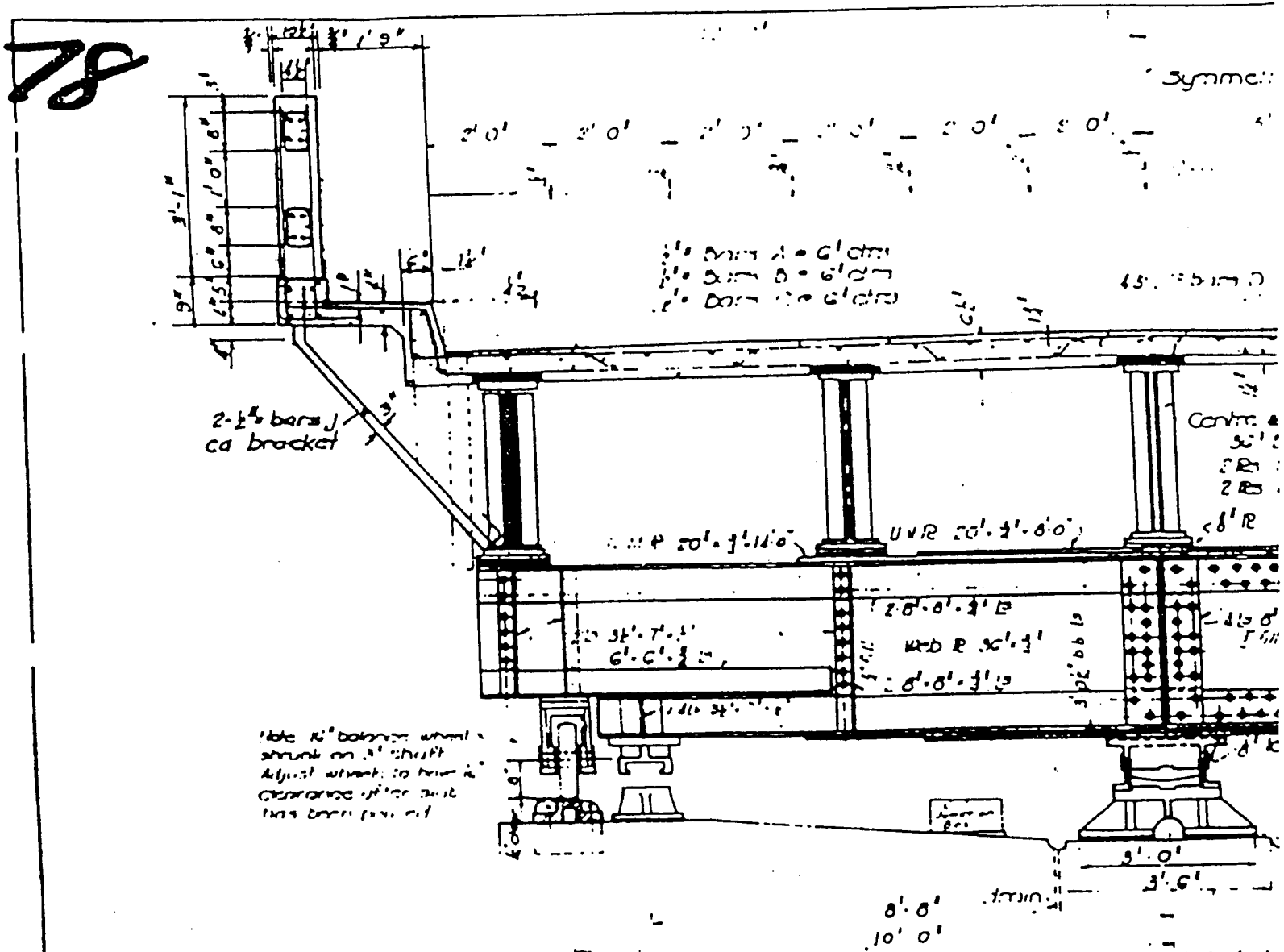
DETAIL E3

FOR INFORMATION ONLY

E-31

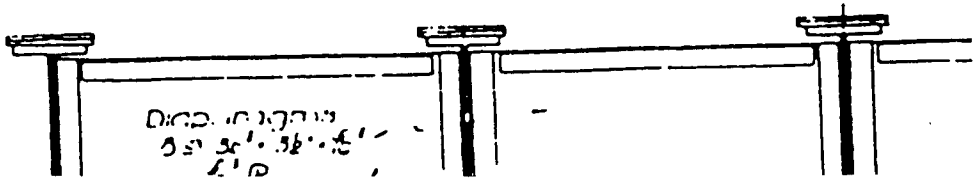
CHEF AND RIGOLETS

78



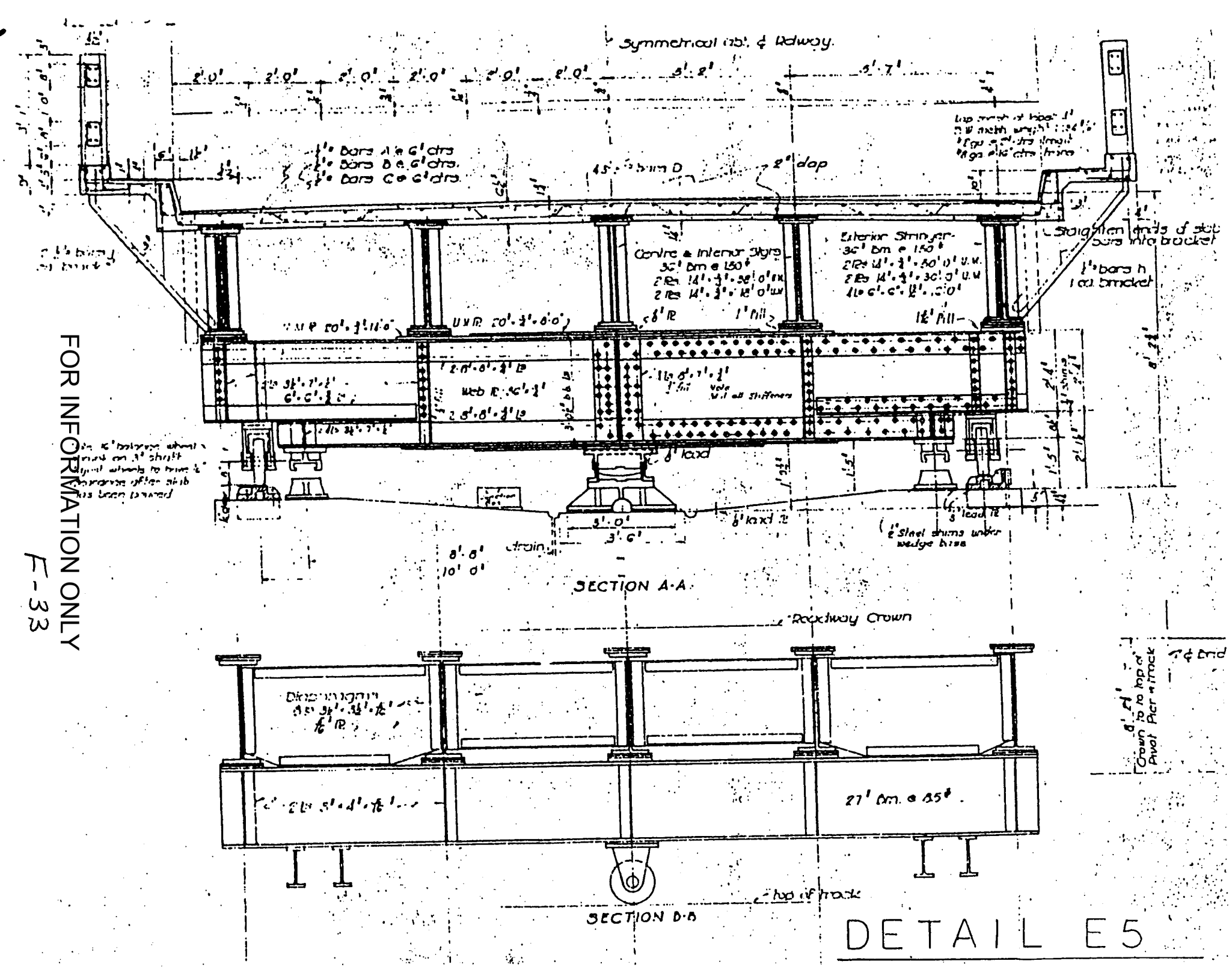
SECTION A-A

DETAIL E4



FOR INFORMATION ONLY

F-32

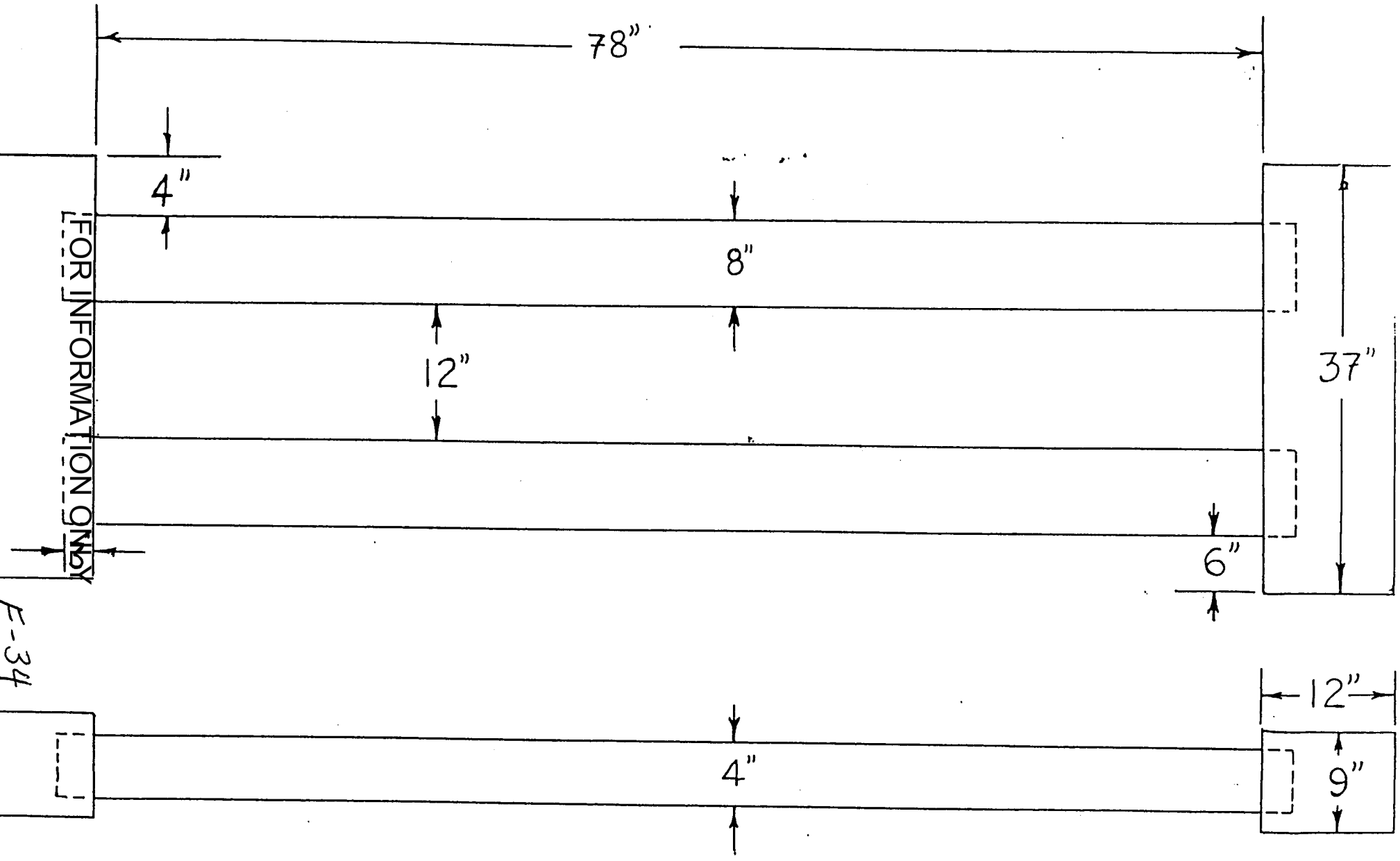


FOR INFORMATION ONLY

F-33

STR. NO. 845 06 00.00 1

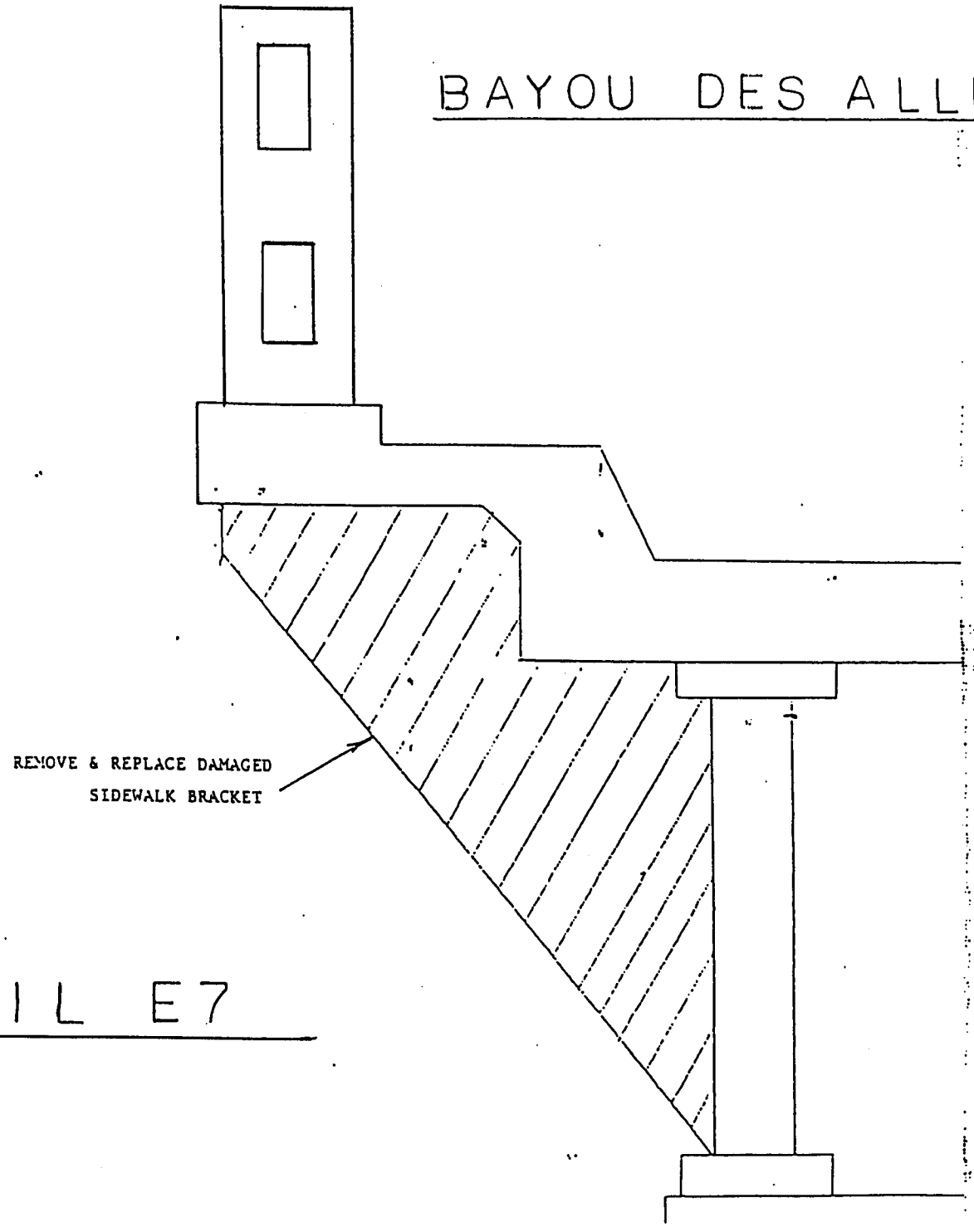
BAYOU DESALLEMANDS SWING SPAN BRIDGE RAIL



DETAIL E6

E-34

BAYOU DES ALLEMANDS



DETAIL E7

FOR INFORMATION ONLY
F-35

GENERAL PROVISIONS

- All Temporary Traffic Control Devices used shall be in accordance with the LaDOTD Standard Specifications for Roads and Bridges, the Manual on Uniform Traffic Control Devices (MUTCD), and shall meet the National Cooperative Highway Research Program (NCHRP) 350 for Test Level 3 requirements.
- Materials used for Temporary Traffic Controls shall be in accordance with the LaDOTD Standard Specifications for Roads and Bridges and when applicable the LaDOTD Qualified Products List (QPL).
- No temporary traffic controls shall be erected without the approval of the Project Engineer and until work is about to begin, unless they are covered.
- No lane closures, lane shifts, diversions, or detours shall occur without the authorization of the Project Engineer.
- Responsibility is hereby placed upon the contractor for the installation, maintenance, and operation of all temporary traffic control devices called for in these plans or required by the Project Engineer for the protection of the traveling public as well as all Department and construction personnel.
- The contractor shall also be responsible for the maintenance of all permanent signs and pavement markings left in place as essential to the safe movement and guidance of traffic within the project limits.
- The District Traffic Operations Engineer (DTOE) shall serve as the technical advisor to the Project Engineer for all Traffic Control matters.
- "Road Work XX Miles" sign shall be required on all projects and located at begining of the project unless otherwise noted. The sign shall be a minimum 36"X60" unless otherwise noted.
- Warning signs used for lane closures or lane shifts in which the roadway shall be returned to full public use within 14 hours or less may be placed on NCHRP350 approved portable sign frames.

SPEED LIMITS

- Speed limits shall be lowered by 10 mph for any construction, maintenance, or utility operation that requires one or more of the following: (A) the condition of the original highway is degraded due to milled surfaces or uneven pavements; (B) work is in progress in the immediate vicinity of the travel way requiring lane closures, lane width reductions, or low speed diversions; (C) workers present on the shoulder within 2' of the edge of traveled way without barrier protection.
- The reduced speed zone shall only apply to those portions of the project limits affected. The Project Engineer may allow SPEED LIMIT WHEN FLASHING signs to supplement reduced speed zones.
- At the end of the reduced speed zone, a speed limit sign displaying the original speed limit before construction shall be installed.
- If conditions warrant, the District Traffic Operations Engineer may authorize the reduction of the speed limit by more than 10 mph.

PAVEMENT MARKINGS (see QPL)

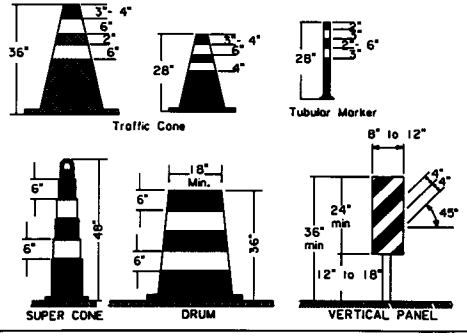
- All pavement markings within the limits of the project that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding (Existing striping shall not be painted over with black paint or covered with tape).
- If special pavement markings are needed, they shall be reflectorized, removable, and accompanied by the proper signage.
- Temporary Raised Pavement Markers (RPMs) may be added to supplement temporary striping in areas of transition, in tapers, in detours, and in other areas of need as directed by the Project Engineer.
- Materials and placement of temporary pavement markings shall conform to section 713 of the Standard Specifications. If no pay item exists, temporary markings will be considered incidental to traffic control.

SIGNS

- All signs used for temporary traffic controls shall follow the Department's Traffic Control (TC) details and the MUTCD. Signs shown in the TC illustrations are typical and may vary with each specific condition.
- More appropriate signing for a specific condition may be required or substituted with the approval of the Project Engineer and reviewed by the District Traffic Operations Engineer.
- When projects are separated by less than one mile, they shall be signed as one project.
- At no time shall signs warning against a particular operation be left in place once the operation has been completed or where the obstacle has been removed.
- Signs over 10 sq ft shall be mounted on two post and signs over 20 sq ft shall be mounted on at least three post.
- Signs shall have a minimum of two bolts per post.
- Permanent signs no longer applicable or in conflict shall be removed or covered with a strong, lightweight, opaque material.
- Warning signs used for temporary traffic controls shall meet the following guidelines unless otherwise noted in the plans: (A) size shall be 48" x 48", (B) see the Departments Standard Specifications and the QPL for sheeting information, (C) a minimum of a 2 lb U-Channel post may be used driven to a minimum depth of 3', (D) sign height shall be a minimum of 5' above the roadway surface unless there is a concern for pedestrians or bicycle traffic in which it shall be a minimum of 7', (E) lateral distance of signs shall be a minimum of 6' from the edge of shoulder or edge of pavement if no shoulder exist and 2' from the back of curb in urban areas.
- Vinyl Roll Up signs will be allowed for short term (less than 12 hours) daytime work provided that they meet all size, color, retroreflectivity requirements, and NCHRP 350.
- Mesh rollup signs shall not be allowed on any project.
- All signs shall be removed or covered when no longer applicable.
- Contractor shall use caution not to damage existing signs which remain in place. Any DOTD signs damaged by work operations shall be replaced.

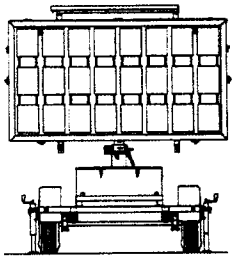
CHANNELIZING DEVICES

- The following devices may be used: Tubular Markers, Vertical Panels, Cones, Drums, and Super Cones. Drums (at standard spacing) and Super Cones (at 1/2 standard spacing) are the only devices allowed to be used in taper areas on the interstate system during daylight hours. Only drums can be used in tapers during night operations.
- The spacing of channelizing devices in a taper should not exceed a distance in feet equal to 1.0 times the posted speed limit in mph (with a maximum of 50 feet).
- The spacing of channelizing devices in a tangent should not exceed a distance in feet equal to 2.0 times the posted speed limit in mph (with a maximum of 100 feet) unless otherwise noted.
- Retroreflective material pattern used on super cones shall match that used on drums.
- 28" traffic cones are not allowed on: 1) Interstates, 2) Highways with speeds greater than 40 mph. During night time operations: 1) 28" and 36" cones are not allowed, 2) drums are the only device allowed in the taper.



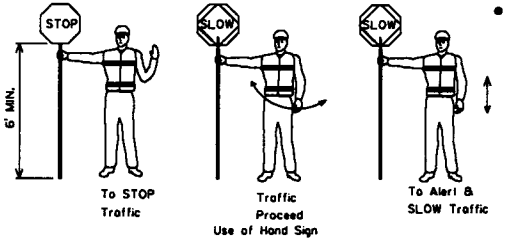
PORTABLE CHANGEABLE MESSAGE SIGNS

- When working within the traveled way, including shoulders and auxiliary lanes, Changeable Message Signs (CMS) shall be used on all Interstate Highways and on all other roadways (where space is available) with an ADT greater than 20,000 and should be delineated with retroreflective TTC devices. CMS will be paid for by each.
- When used in advance of a lane closure or a lane shift, the CMS should be placed on the right hand side of the road a minimum distance of 2 miles in advance of the taper for Interstates and to be determined by the Engineer on other highways.
- If vehicles are queing beyond the 2 mile CMS, an additional CMS should be placed on the right hand side of the road approximately 5 miles in advance of the taper for interstates.
- CMS messages shall be approved by the District Traffic Operations Engineer (DTOE).
- When Portable Changeable Message signs are not being used, they should be removed; if not removed, they should be shielded by guardrail or barriers; or if the previous two options are not feasible, they should be delineated with retroreflective TTC devices.



FLAGGERS

- All flaggers must be qualified. The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties. A certificate indicating completion of a flagger training course shall be available to the engineer if requested. A Qualified Flagger is one that has attended courses such as those offered by the American Traffic Safety Services Association (ATSSA) or other courses approved by the Louisiana DOTD's Work Zone Task Force.
- When utilized, a flagger shall use a minimum 18 inch sign on a minimum 6' stop/slow paddle and wear ANSI Class 2 vest during day time operations and ANSI Class 3 ensemble during night operations. In all flagging operations, the flagger must be visible from flagger advance warning sign. Flaggers shall be properly trained.



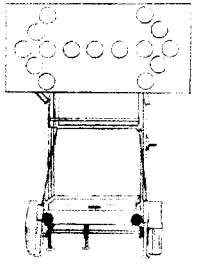
TYPE III BARRICADES

- All barricades shall use Type 3 High Intensity Sheeting on both sides of the barricade.
- All Type III Barricades shall be a minimum of 8 feet in length and must meet NCHRP 350 requirements.
- When signs and lights are to be mounted to a barricade, they must meet NCHRP 350 requirements.

MUTCD Website:
http://mutcd.fhwa.dot.gov/

FLASHING ARROW PANELS

- Flashing Arrow Panels shall be used for lane closures on all facilities with 2 or more lanes in a single direction and a speed limit greater than 35 mph.
- When used, flashing arrow panels should be located on the shoulder at the beginning of the taper.
- Where the shoulder width is limited, the flashing arrow panel should be placed within the closed lane as close to the beginning of the taper as practical.
- All Flashing Arrow Panels used on high speed roadways (45 mph and greater) shall be 4' x 8' Type C.
- When Flashing Arrow Panels signs are not being used, they should be removed; if not removed, they should be shielded by guardrail or barriers; or if the previous two options are not feasible, they should be delineated with retroreflective TTC devices.

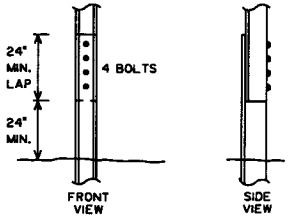


LIGHTING (see QPL)

- When used for overnight closures, lighting shall supplement all barricades that are placed in a closed lane or that extend across a highway. Two Type B High Intensity lights shall be used per lane closed in rural areas. In urban areas two Type A Low Intensity Lights may be used where adequate ambient lighting is available.
- One Type B High Intensity light shall be used to supplement the first sign (or pair of signs) that gives warning about a lane closure during night time operations.
- Type C steady burn lights shall be used on all channelizing devices in the taper as well as the first two devices in the tangent, for night use.

ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

- U-Channel posts may be spliced where long lengths are required. The upper section shall overlap the lower section by at least 24 inches. The bottom edge of the upper section of the splice shall be a minimum of 24 inches above the ground. The spliced sections shall be secured with at least four 3/8 inch diameter hex bolts spaced equally along the splice.



FOR INFORMATION ONLY

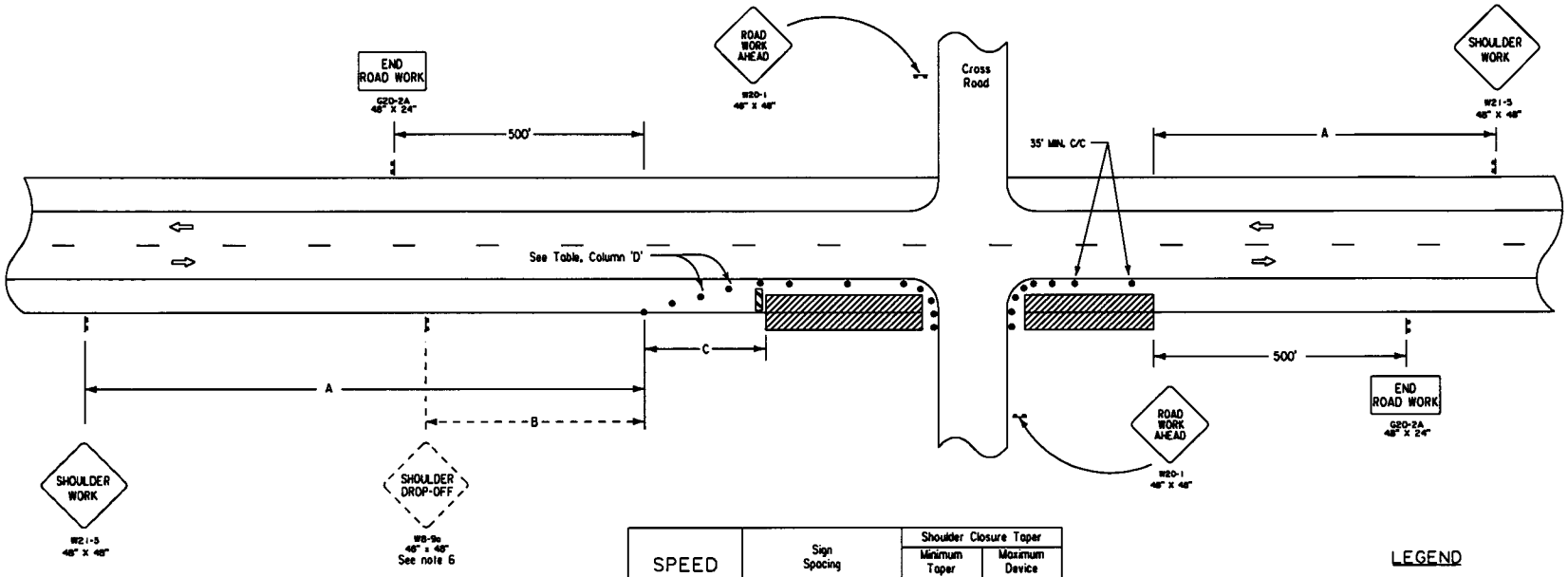
F-36

DESIGNED C. ADAMS
CHECKED P. ALLAIN
DETAILED D. SOWARDS
CHECKED J. COLVIN
DATE 10/16/06
SHEET 1 OF 1

TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET

TC-00

TRAFFIC ENGINEERING



SPEED LIMIT	Sign Spacing		Shoulder Closure Taper	
			Minimum Taper Length	Maximum Device Spacing
	'A'	'B'	'C'	'D'
35 mph	500'	250'	100'	25'
45 mph	1000'	350'	200'	45'
≥55 mph	1500'	500'	250'	50'

If horizontal curve radius is less than 300', devices spacing shall be 25'.

LEGEND

- Traffic Sign
- Channelizing Devices
- Work Area
- Type III Barricades

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

1. THIS LAYOUT REPRESENTS TRAFFIC CONTROLS REQUIRED FOR WORKERS AND EQUIPMENT OPERATING WITHIN THE CLEAR ZONE FOR MORE THAN 1 HOUR. LESS THAN 1 HOUR, SEE FIG. TA-4 OF THE MUTCD. PORTABLE SIGNS MAY BE USED FOR WORK LASTING LESS THAN 3 DAYS.

2. NO SIGNS OR BARRICADES ARE REQUIRED FOR EQUIPMENT OPERATING OR WORK IN PROGRESS OUTSIDE THE CLEAR ZONE.

3. SIGNS AND BARRICADES SHALL BE COVERED OR REMOVED DURING NONWORKING HOURS UNLESS A DROP-OFF OR PHYSICAL OBSTRUCTION REMAINS WITHIN THE CLEAR ZONE.

4. TRAFFIC CONES MAY BE USED AS CHANNELIZING DEVICES ALONG THE WORK AREA DURING DAYLIGHT HOURS ONLY.

5. WORK OR EQUIPMENT CONFINED TO A SPOT LOCATION (LESS THAN 200 FEET) SHALL BE MARKED BY CHANNELIZING DEVICES SPACED AT 25 FEET OR BY A VEHICLE WITH A YELLOW REVOLVING LIGHT OR YELLOW STROBE LIGHT VISIBLE TO ONCOMING TRAFFIC. WORK EXTENDING MORE THAN 200 FEET OF ROADWAY LENGTH SHALL BE MARKED WITH APPROPRIATE DEVICES SPACED AS NOTED IN THE TABLE.

6. SHOULDER DROP-OFFS

   A. WHEN A SHOULDER DROP-OFF GREATER THAN 2" BUT LESS THAN 6" EXISTS, A "SHOULDER DROP-OFF" SIGN WILL FOLLOW THE "SHOULDER WORK" SIGN. WHEN THE DROP-OFF EXCEEDS 6", THE "SHOULDER DROP-OFF" SIGN SHALL BE REPLACED BY A "NO SHOULDER" SIGN.

   B. IF THE SPEED LIMIT IS GREATER THAN 45 MPH AND THE DROPOFF IS 10" OR GREATER WITHIN 2' OF THE TRAVEL LANE DURING NONWORKING HOURS, A PORTABLE BARRIER SHALL BE USED.

7. SPEED LIMIT IN THE ABOVE TABLE REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION. IF WORKERS ARE PRESENT WITHIN 2' OF TRAVEL LANE, SPEED LIMIT MAY NEED TO BE REDUCED.

8. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO CONFLICTING OPERATIONS OR PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.

9. A TEMPORARY EDGELINE OR CHANNELIZING DEVICE SHALL BE PLACED AT THE PAVEMENT EDGE ADJACENT TO THE DROP-OFF DURING NONWORKING HOURS WHEN THE DROPOFF IS GREATER THAN 2".

10. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.

11. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

12. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.

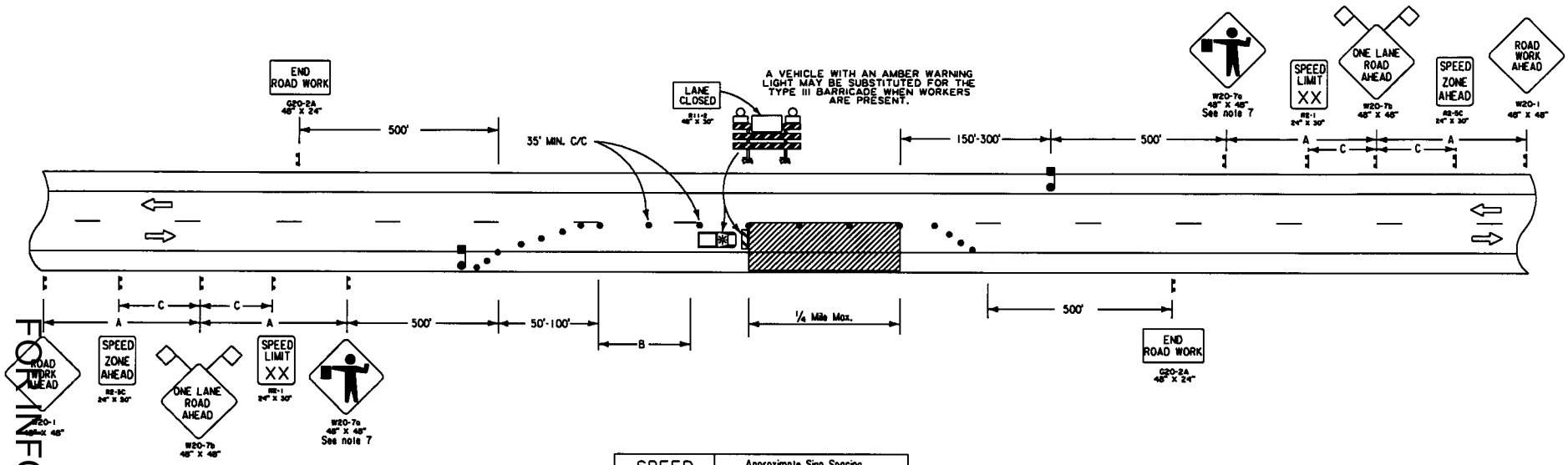
FOR INFORMATION ONLY

DESIGNED C. ADAMS
CHECKED P. ALLAIN
DETAILED D. EDWARDS
CHECKED J. COLVIN
DATE 10/16/06
SHEET

TRAFFIC CONTROL LAYOUT FOR WORK LESS THAN 15' FROM THE TRAVELLED LANE

STANDARD SHEET NO. TC-01

TRAFFIC ENGINEERING



SPEED LIMIT (See note 5)	Approximate Sign Spacing		
	"A"	"B"	"C"
35 mph	500'	100'-200'	N/A
45 mph	1000'	100'-200'	500'
55 mph	1500'	200'-300'	800'

SIGN SPACING TO BE ADJUSTED FOR HORIZONTAL & VERTICAL CURVES.

FLAGGERS

WHEN UTILIZED, A FLAGGER SHALL USE A MINIMUM 18 INCH SIGN ON A MINIMUM 6' STOP/ SLOW PADDLE AND WEAR ANSI CLASS 2 VEST DURING DAY OPERATIONS AND ANSI CLASS 3 ENSEMBLE DURING NIGHT OPERATIONS. IN ALL FLAGGING OPERATIONS, THE FLAGGER MUST BE VISIBLE FROM FLAGGER ADVANCE WARNING SIGN. FLAGGERS SHALL BE PROPERLY TRAINED.

Use of Hand Sign

NOTES

1. THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".
2. CONDITIONS REPRESENTED ARE FOR WORK WHICH REQUIRES CLOSING TRAFFIC LANES DURING DAYLIGHT HOURS ONLY. PORTABLE SIGNS MAY BE USED FOR WORK LASTING LESS THAN 3 DAYS.
3. 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.
4. CHANNELIZING DEVICES MAY BE PLACED UP TO 2' BEYOND CENTER-LINE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. A 10' MINIMUM TRAVELED LANE SHOULD BE MAINTAINED WHERE PRACTICAL. CHANNELIZING DEVICES SHALL BE RETURNED TO THE CENTERLINE WHEN THE WORK ACTIVITY HAS PASSED.
5. SPACING OF CHANNELIZING DEVICES IN THE TAPER SHOULD BE NO MORE THAN 20'. A MINIMUM OF 5 CHANNELIZING DEVICES ARE TO BE USED IN THE TAPER.
6. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
7. TO PREVENT VEHICLES FROM ENTERING THE WORK AREA AGAINST THE FLOW OF TRAFFIC, AN ADDITIONAL FLAGGER SHALL BE STATIONED AT EACH INTERSECTION, MAJOR DRIVEWAY, RAILROAD CROSSING OR CROSSING WITHIN THE WORK AREA.
8. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED BY THE CONTRACTOR.
9. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
10. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.

LEGEND

- Traffic Sign
- Flagger
- Channelizing Devices
- Type III Barricades
- Work Area
- Type B Light

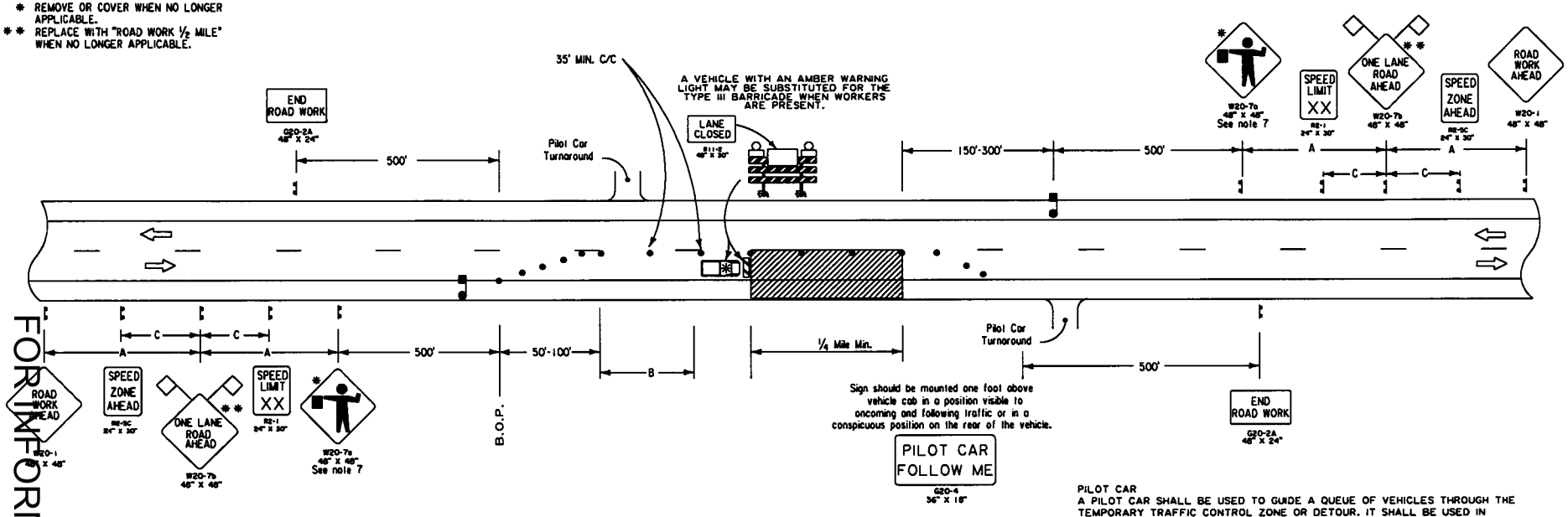
TRAFFIC CONTROL LAYOUT FOR LANE CLOSURE LESS THAN 1/4 MILE IN LENGTH

TC-02

TRAFFIC ENGINEERING

FOR INFORMATION ONLY

* REMOVE OR COVER WHEN NO LONGER APPLICABLE.
** REPLACE WITH "ROAD WORK ½ MILE" WHEN NO LONGER APPLICABLE.



FOR INFORMATION ONLY

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-001".

1. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.

2. CHANNELIZING DEVICES MAY BE PLACED UP TO 2' BEYOND CENTERLINE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. A 10' MINIMUM TRAVELED LANE SHOULD BE MAINTAINED WHERE PRACTICAL. CHANNELIZING DEVICES SHALL BE RETURNED TO THE CENTERLINE WHEN THE WORK ACTIVITY HAS PASSED.

3. SPACING OF CHANNELIZING DEVICES IN THE TAPER SHOULD BE NO MORE THAN 20'. A MINIMUM OF 5 CHANNELIZING DEVICES ARE TO BE USED IN THE TAPER.

4. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.

5. TO PREVENT VEHICLES FROM ENTERING THE WORK AREA AGAINST THE FLOW OF TRAFFIC, AN ADDITIONAL FLAGGER SHALL BE STATIONED AT EACH INTERSECTION, MAJOR DRIVEWAY, RAILROAD CROSSING OR CROSSING WITHIN THE WORK AREA.

6. WITH THE APPROVAL OF THE ENGINEER, THE LENGTH OF THE WORK AREA MAY, FOR A SHORT DURATION, BE CHANGED TO AS MUCH AS ONE-HALF MILE MAXIMUM TO IMPROVE THE SIGHT DISTANCE TO THE FLAGGER. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN THE FLAGGERS AT ALL TIMES.

7. FOR PROJECTS IN RURAL AREAS THE DISTANCE BETWEEN FLAGGERS SHALL NOT EXCEED 2.5 MILES FOR A.D.T. (AVERAGE DAILY TRAFFIC) OF LESS THAN 2,500 AND 2.0 MILES FOR A.D.T. FROM 2,500 TO 5,000. DISTANCE BETWEEN FLAGGERS SHALL NOT EXCEED 1.5 MILES FOR A.D.T. GREATER THAN 5,000 VEHICLES.

8. THE CONTRACTOR MAY EXTEND THE LANE CLOSURE AN ADDITIONAL 1.0 MILE UNDER THE FOLLOWING PROVISIONS:

   (A) THE LANE CLOSURE EXTENSION IS PERMITTED ONLY DURING NON-PEAK HOURS.

   (B) ONCE THE TRAFFIC CONTROL DEVICES HAVE BEEN PLACED TO EXTEND THE LANE CLOSURE, THE TRAFFIC CONTROL DEVICES AT THE BEGINNING OF THE TRAFFIC CONTROL SHALL BE MOVED DOWNSTREAM TO LIMIT THE WORK AREA TO THE DISTANCE DEFINED IN NOTE 7.

9. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.

10. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

11. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN FLAGGERS AT ALL TIMES. THE FLAGGER SHALL BE VISIBLE FROM FLAGGER SIGN.

12. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.

13. IF THE CONTRACTOR IS REQUIRED TO USE A PILOT CAR, HE IS NOT REQUIRED TO HAVE CHANNELIZING DEVICES IN THE TANGENT SECTION. IF NOT REQUIRED, THE CONTRACTOR CAN USE EITHER A PILOT CAR OR CHANNELIZING DEVICES.

SPEED LIMIT (See note 4)	Approximate Sign Spacing		
	"A"	"B"	"C"
35 mph	500'	100'-200'	N/A
45 mph	1000'	100'-200'	500'
55 mph	1500'	200'-300'	800'

LEGEND

- Traffic Sign
- Flagger
- Channelizing Devices
- Type III Barricades
- Work Area
- Type B Light

PILOT CAR

A PILOT CAR SHALL BE USED TO GUIDE A QUEUE OF VEHICLES THROUGH THE TEMPORARY TRAFFIC CONTROL ZONE OR DETOUR. IT SHALL BE USED IN RESTRICTED VISIBILITY OPERATIONS SUCH AS LIME OR CEMENT STABILIZATION, CHIP SEALS, OR OPERATIONS IN HILLY OR CURVY TERRAINS WHERE FLAGGERS CAN'T SEE EACH OTHER (REQUIRE A CLEAR LINE-OF-SIGHT). PILOT CARS ARE NOT REQUIRED IN CONFINED OPERATIONS SUCH AS STRIPING OR OTHER LIMITED LANE CLOSURE OPERATIONS LESS THAN 250' (i.e. CROSS DRAIN INSTALLATIONS UNLESS THERE ARE MULTIPLE CROSS DRAINS WITH A CONTINUOUS LANE CLOSURE). THE OPERATION OF THE PILOT VEHICLE SHALL BE COORDINATED WITH FLAGGING OPERATIONS OR OTHER CONTROLS AT EACH END OF THE ONE-LANE SECTION.

FLAGGERS

WHEN UTILIZED, A FLAGGER SHALL USE A MINIMUM 18 INCH SIGN ON A MINIMUM 6' STOP/SLOW PADDLE AND WEAR ANSI CLASS 2 VEST DURING DAY OPERATIONS AND ANSI CLASS 3 ENSEMBLE DURING NIGHT OPERATIONS. IN ALL FLAGGING OPERATIONS, THE FLAGGER MUST BE VISIBLE FROM FLAGGER ADVANCE WARNING SIGN. FLAGGERS SHALL BE PROPERLY TRAINED.

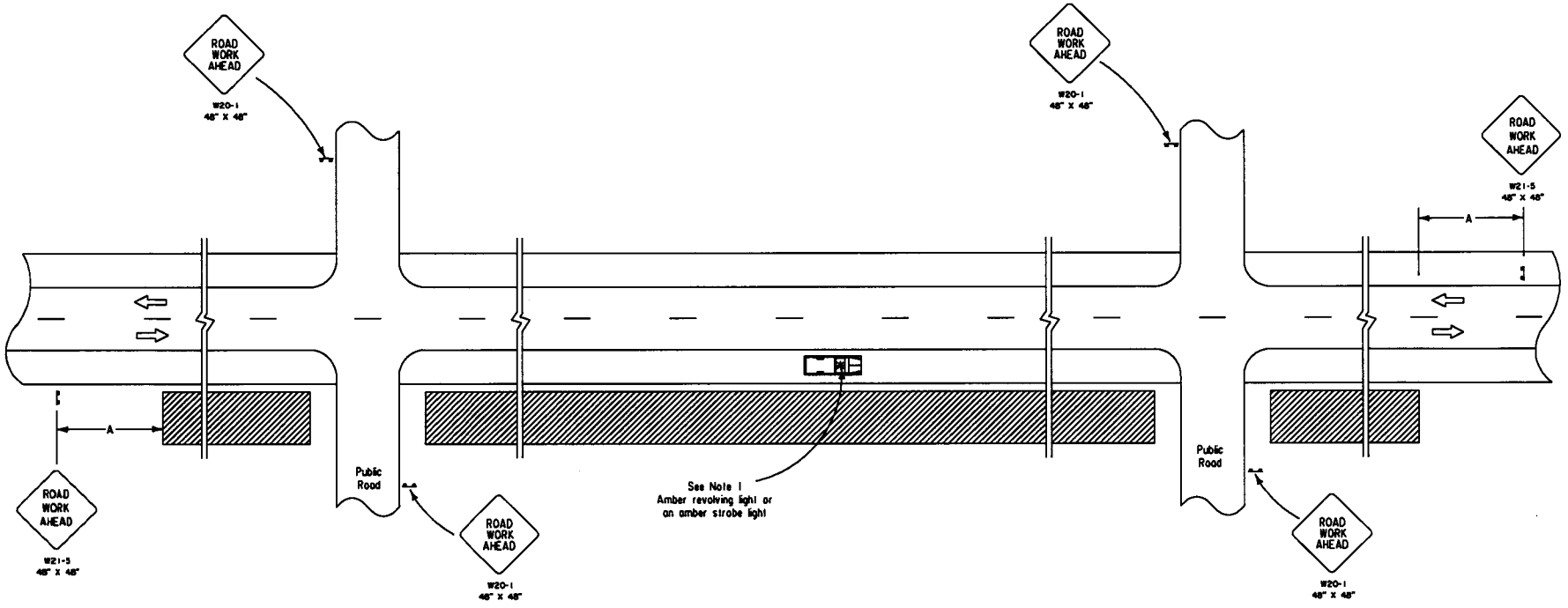
Use of Hand Sign

TRAFFIC CONTROL FOR LANE CLOSURE GREATER THAN ¼ MILE IN LENGTH (SUITABLE FOR MOVING OPERATIONS)

TC-03

TRAFFIC ENGINEERING

F-39



LEGEND

Traffic Sign

Work Area

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

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-001)".

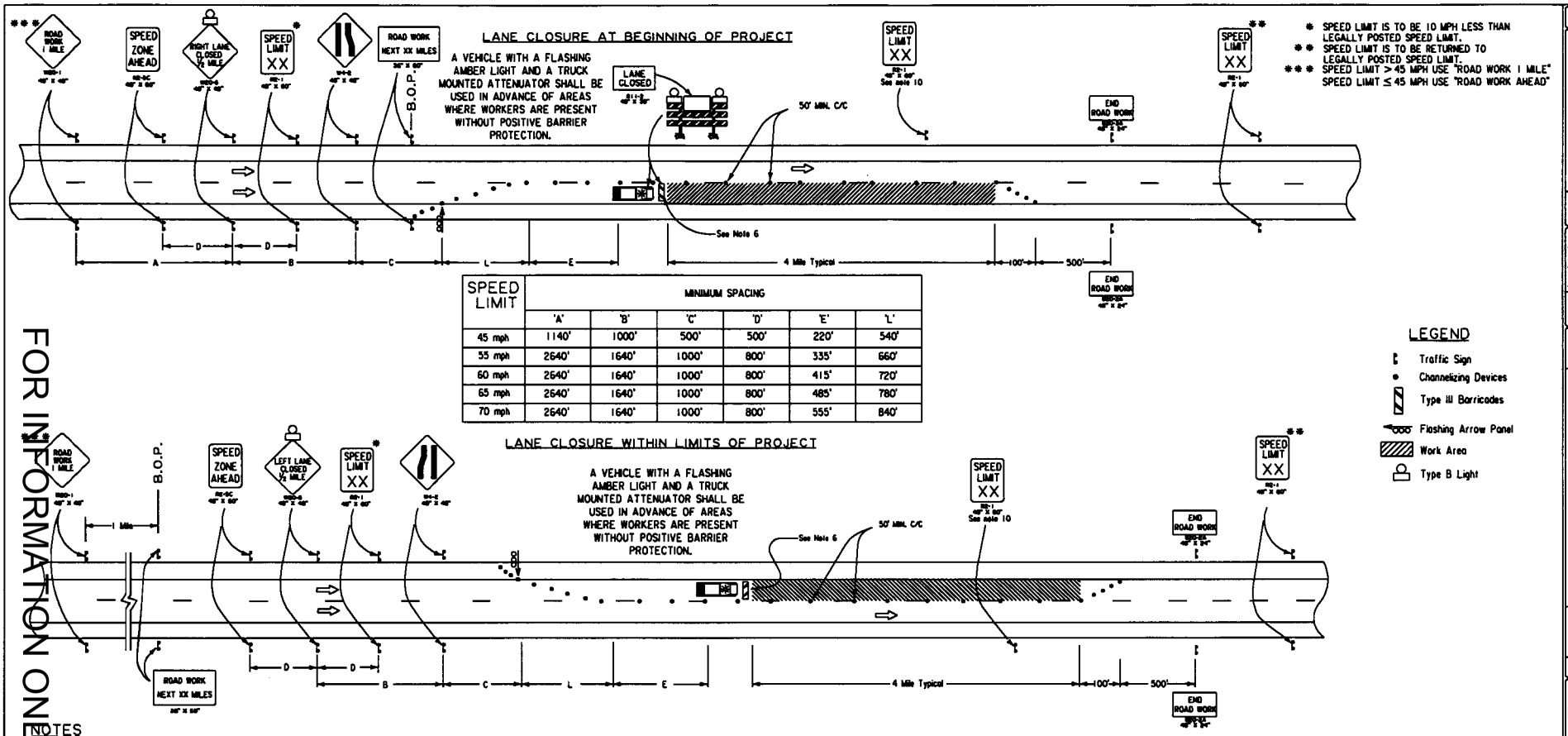
1. THIS LAYOUT REPRESENTS TRAFFIC CONTROLS REQUIRED FOR WORKERS AND EQUIPMENT OPERATING OUTSIDE OF CLEAR ZONE. IF THE OPERATION RESULTS IN EQUIPMENT OR OTHER VEHICLES BEING PARKED WITHIN THE CLEAR ZONE, BUT NOT WITHIN THE ROADWAY EACH VEHICLE SHALL HAVE AN AMBER LIGHT.
2. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.
3. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
4. AN ADDITIONAL "ROAD WORK AHEAD" SIGN SHALL BE PLACED AT EACH PUBLIC ROAD INTERSECTING THE PROJECT WITHIN THE WORK AREA.
5. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
6. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

TRAFFIC CONTROL FOR WORK GREATER THAN 15' FROM THE TRAVELED LANE

SPECIAL DETAIL TC-05

TRAFFIC ENGINEERING

FOR INFORMATION ONLY



SPEED LIMIT	MINIMUM SPACING					
	'A'	'B'	'C'	'D'	'E'	'L'
45 mph	1140'	1000'	500'	500'	220'	540'
55 mph	2640'	1640'	1000'	800'	335'	660'
60 mph	2640'	1640'	1000'	800'	415'	720'
65 mph	2640'	1640'	1000'	800'	485'	780'
70 mph	2640'	1640'	1000'	800'	555'	840'

FOR INFORMATION ONLY

NOTES

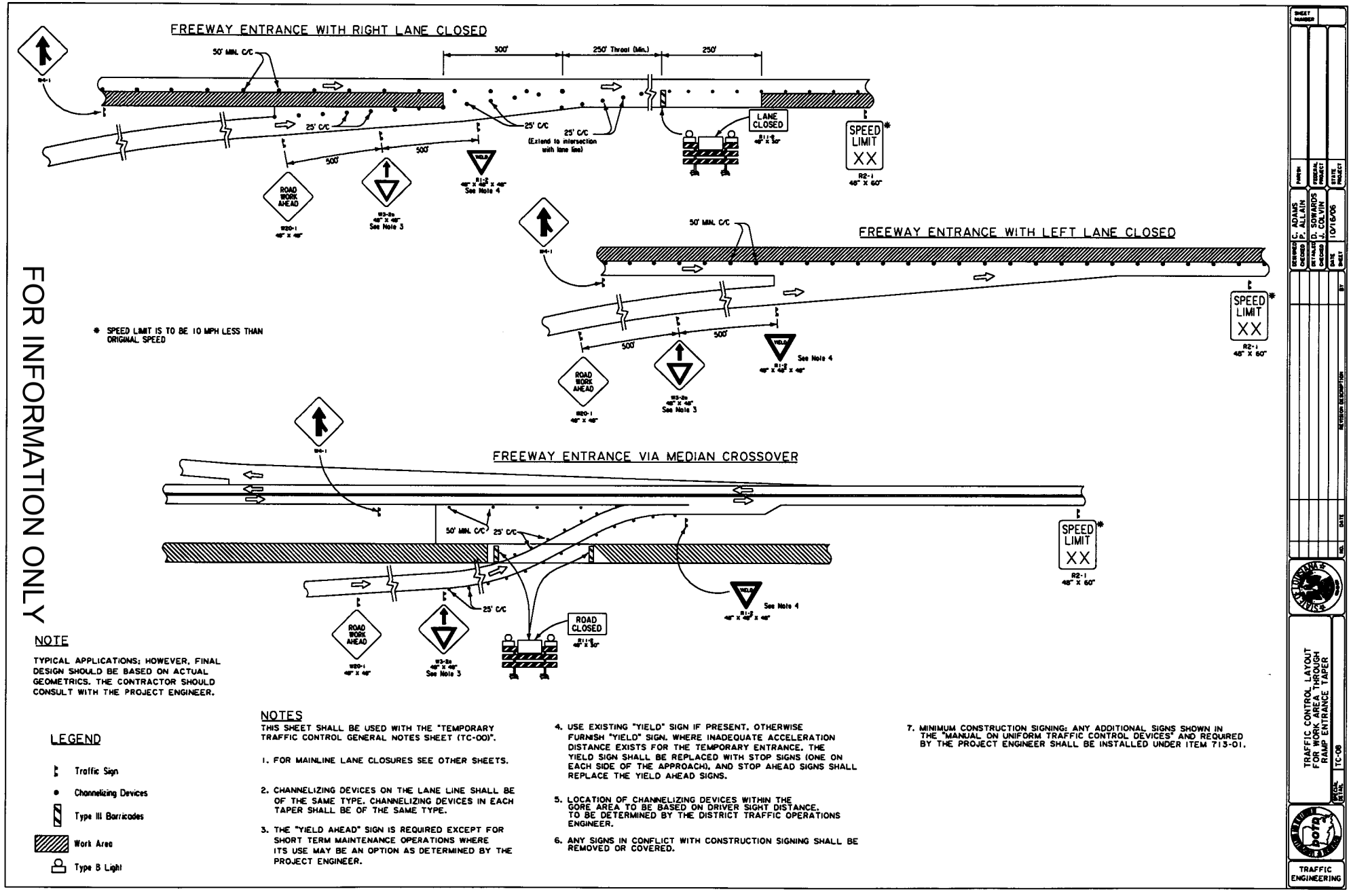
THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

1. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
2. WHEN DOING ANY INTERSTATE WORK, A MINIMUM OF TWO DYNAMIC MESSAGE SIGNS PER DIRECTION SHALL BE PLACED IN ADVANCE OF THE LANE CLOSURE. GUIDANCE AS TO PLACEMENT IS SHOWN ON TC-00; HOWEVER, SPECIFIC DISTANCES TO BE SET BY THE PROJECT ENGINEER.
3. DOWNSTREAM TAPERS SHALL BE 100' PER LANE WITH CHANNELIZING DEVICES SPACED AT A SPACING OF 20'.
4. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.
5. IF A RAMP ENTRANCE OR EXIT TAPER FALLS WITHIN THE WORK AREA, REFER TO STANDARD ROAD PLANS TC-08 AND TC-09 FOR TRAFFIC CONTROL DETAILS.
6. A VEHICLE WITH A FLASHING AMBER LIGHT AND A TRUCK MOUNTED ATTENUATOR SHALL BE USED IN ADVANCE OF AREAS WHERE WORKERS ARE PRESENT WITHOUT POSITIVE BARRIER PROTECTION.
7. CHANNELIZING DEVICES MAY ENCROACH UP TO 2 FEET FROM CENTERLINE INTO THE OPEN LANE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. CHANNELIZING DEVICES SHALL BE RETURNED TO TO THE CLOSED LANE WHEN THE WORK ACTIVITY HAS PASSED. IN NO CASE SHALL THE MAINLINE WIDTH OF THE TRAVEL LANE BE LESS THAN 10'.
8. A FLAGGER SHALL BE USED TO ALERT MOTORISTS WHEN EQUIPMENT OR WORKERS ENCROACH WITHIN 2 FEET OF AN OPEN LANE. THE FLAGGER SHALL BE POSTED ADJACENT TO THE OPEN TRAVEL LANE AND IMMEDIATELY UPSTREAM OF EACH OPERATION. ENCROACHMENT SHALL BE HELD TO A MINIMUM.
9. WHEN THE LENGTH OF CLOSURE IS GREATER THAN 1 MILE, INSTALL SPEED LIMIT SIGNS AT 1 MILE INTERVALS.
10. IF CONDITIONS RESULT IN A DROPOFF OR RISE, BETWEEN LANE CLOSURE AND TRAVEL LANE, WHICH EXCEEDS 2 INCHES OVERNIGHT, THE CONTRACTOR SHALL PLACE A TEMPORARY EDGE LINE IN THE OPEN LANE. A MINIMUM OF 1 FOOT FROM THE DROPOFF OR RISE. IF THE CONTRACTOR CHOOSES TO USE DRUMS FOR THE CHANNELIZING DEVICES, THE TEMPORARY EDGE LINE MAY BE OMITTED AS LONG AS THE DEVICE SPACING IS 50' OR LESS. IN EITHER CASE, THE CHANNELIZING DEVICES SHALL BE PLACED IN THE CLOSED LANE DURING NONWORKING HOURS.
11. HIGH INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK THE SECOND ADVANCE WARNING SIGN (_____LANE CLOSED ½ MILE). LOW INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK ALL OTHER HAZARDS OFF THE TRAVEL WAY. STEADY BURNING LIGHTS SHALL BE USED ON ALL TRAFFIC CONTROL DEVICES USED FOR MERGING TAPER, INCLUDING THE FIRST TWO DEVICES AFTER THE TAPER ENDS. FIRST LIGHT IN A MERGING TAPER SHALL BE FLASHING.
12. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A MERGING TAPER AND SHIFTING TAPER SHALL NOT BE GREATER THAN 50'.
13. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
14. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

DESIGNED C. ADAMS
CHECKED A. ALLAIN
DETAILED D. EDWARDS
CHECKED J. COLVIN
DATE 10/16/06
SHEET 8"
NO. DATE REVISION DESCRIPTION

TRAFFIC CONTROL LAYOUT FOR LANE CLOSURES ON DIVIDED HIGHWAY
SHEET NO. TC-06

TRAFFIC ENGINEERING



* SPEED LIMIT IS TO BE 10 MPH LESS THAN ORIGINAL SPEED

FOR INFORMATION ONLY

F-42

NOTE

TYPICAL APPLICATIONS; HOWEVER, FINAL DESIGN SHOULD BE BASED ON ACTUAL GEOMETRICS. THE CONTRACTOR SHOULD CONSULT WITH THE PROJECT ENGINEER.

LEGEND

- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Work Area
- Type B Light

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

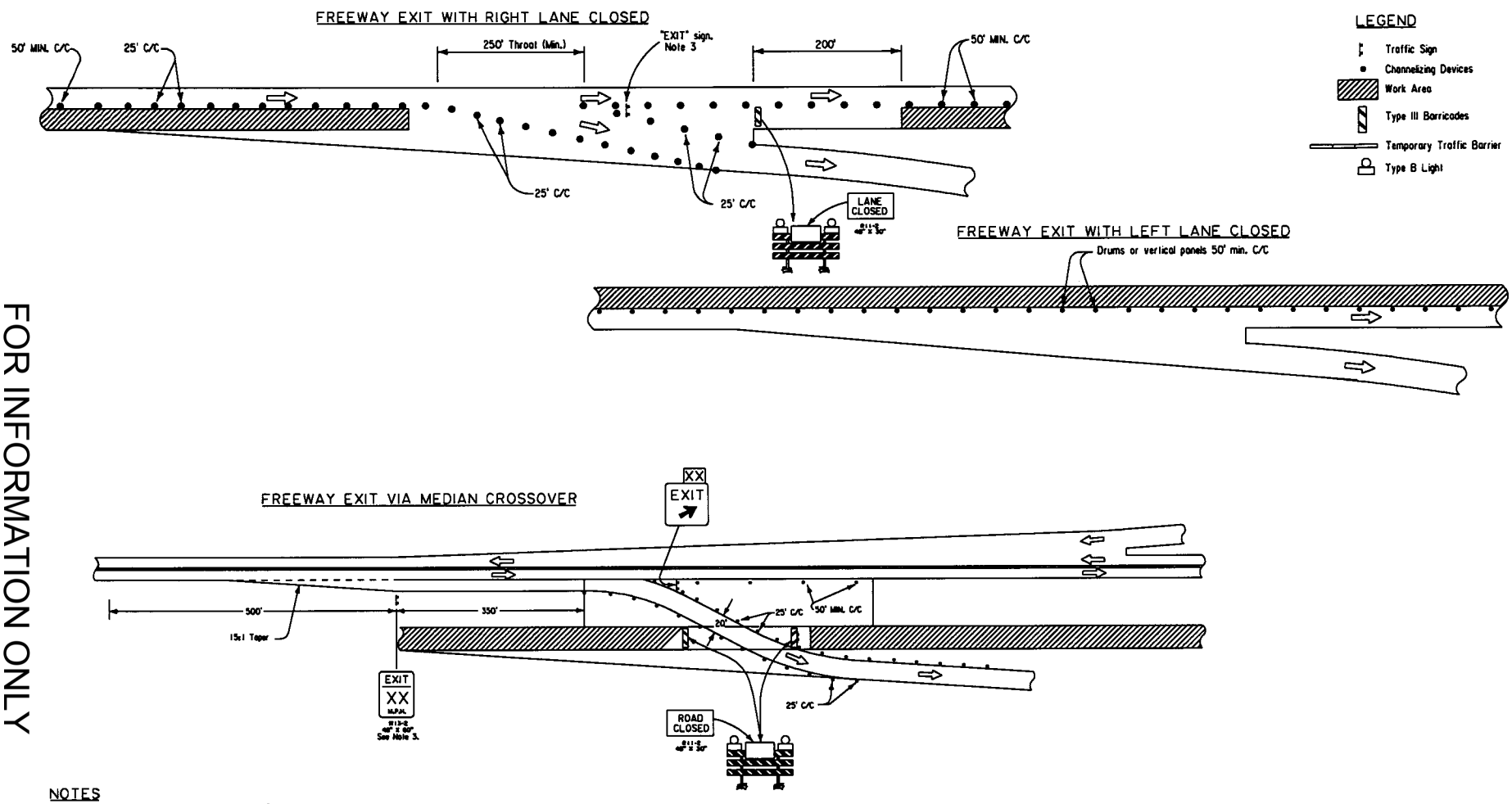
1. FOR MAINLINE LANE CLOSURES SEE OTHER SHEETS.
2. CHANNELIZING DEVICES ON THE LANE LINE SHALL BE OF THE SAME TYPE. CHANNELIZING DEVICES IN EACH TAPER SHALL BE OF THE SAME TYPE.
3. THE "YIELD AHEAD" SIGN IS REQUIRED EXCEPT FOR SHORT TERM MAINTENANCE OPERATIONS WHERE ITS USE MAY BE AN OPTION AS DETERMINED BY THE PROJECT ENGINEER.
4. USE EXISTING "YIELD" SIGN IF PRESENT. OTHERWISE FURNISH "YIELD" SIGN. WHERE INADEQUATE ACCELERATION DISTANCE EXISTS FOR THE TEMPORARY ENTRANCE. THE YIELD SIGN SHALL BE REPLACED WITH STOP SIGNS (ONE ON EACH SIDE OF THE APPROACH), AND STOP AHEAD SIGNS SHALL REPLACE THE YIELD AHEAD SIGNS.
5. LOCATION OF CHANNELIZING DEVICES WITHIN THE GORE AREA TO BE BASED ON DRIVER SIGHT DISTANCE. TO BE DETERMINED BY THE DISTRICT TRAFFIC OPERATIONS ENGINEER.
6. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
7. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

DESIGNED C. ADAMS
DETAILED P. ALLAIN
REVISED D. EDWARDS
CHECKED CO. WIN
DATE 10/16/06

TRAFFIC CONTROL LAYOUT
FOR WORK AREA THROUGH
RAMP ENTRANCE TAPER

STANDARD NO. TC-06

TRAFFIC ENGINEERING



FOR INFORMATION ONLY

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

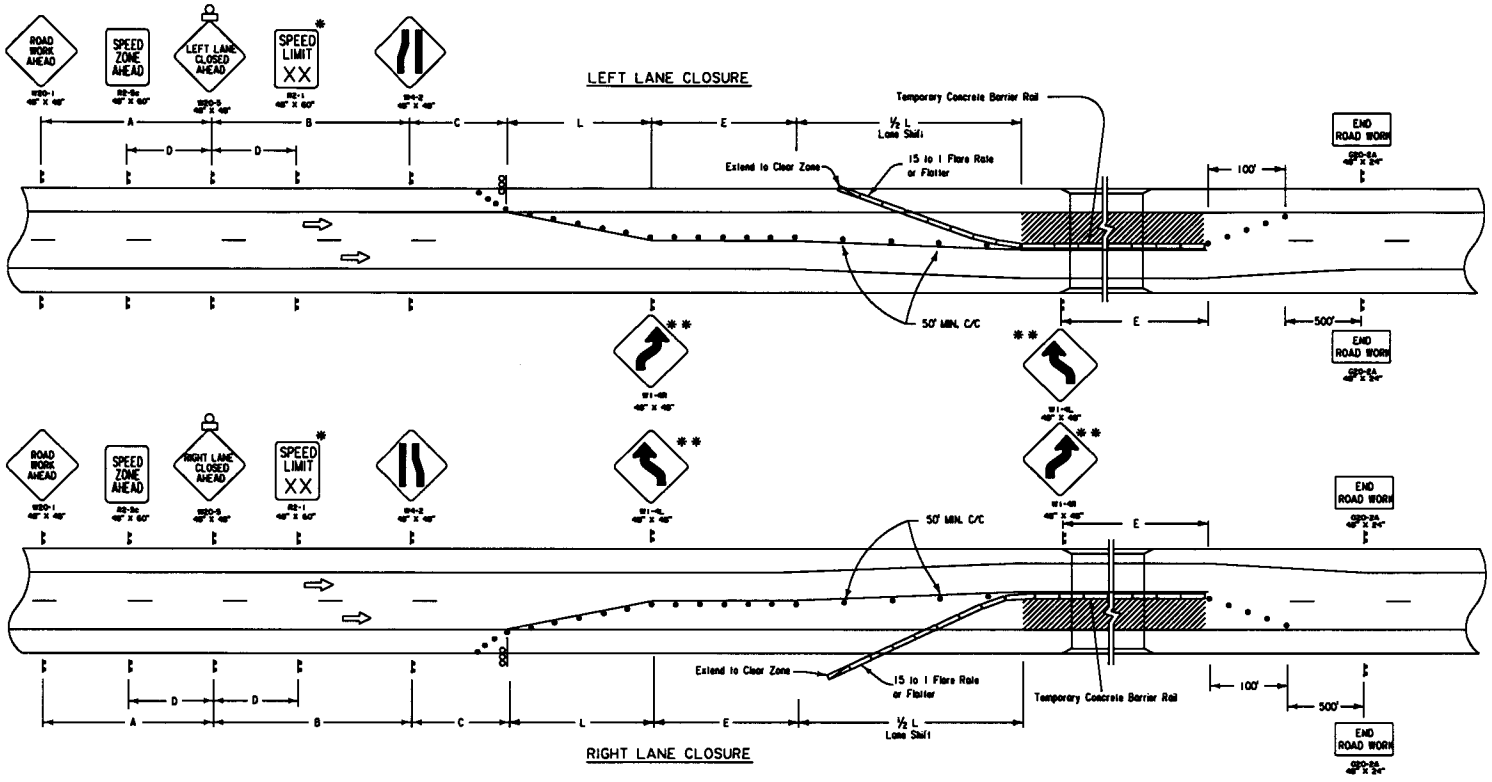
1. FOR MAINLINE LANE CLOSURES SEE OTHER SHEETS.
2. CHANNELIZING DEVICES ON THE LANE LINE SHALL BE OF THE SAME TYPE. CHANNELIZING DEVICES IN EACH TAPER SHALL BE OF THE SAME TYPE.
3. THE MOUNTING HEIGHT OF THE TEMPORARY "EXIT" SIGN SHALL BE A MINIMUM OF 7 FEET FROM THE PAVEMENT SURFACE TO THE BOTTOM OF THE SIGN. THE EXISTING GREEN AND WHITE "EXIT" SIGN SHALL BE COVERED. IF THE TEMPORARY "EXIT" SIGN WILL BE IN PLACE FOR MORE THAN ONE DAY, AN "EXIT NUMBER PANEL" DISPLAYING THE PROPER EXIT NUMBER SHALL BE PLACED ABOVE THE TEMPORARY "EXIT" SIGN.
4. EXIT SPEED TO BE SET ACCORDING TO DESIGN CRITERIA FOR THE CROSSOVER.
5. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
6. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

DESIGNED C. ADAMS
CHECKED P. ALLAIN
DETAILED D. EDWARDS
CHECKED J. COLVIN
DATE 10/16/06

TRAFFIC CONTROL LAYOUT FOR WORK AREA THROUGH RAMP EXIT TAPER

STANDARD DETAIL TC-09

TRAFFIC ENGINEERING



SPEED LIMIT	MINIMUM SPACING					
	'A'	'B'	'C'	'D'	'E'	'L'
45 mph	1140'	1000'	500'	500'	220'	540'
55 mph	2640'	1640'	1000'	800'	335'	660'
60 mph	2640'	1640'	1000'	800'	415'	720'
65 mph	2640'	1640'	1000'	800'	485'	780'
70 mph	2640'	1640'	1000'	800'	555'	840'

* SPEED LIMIT IS TO BE 10 MPH LESS THAN ORIGINAL SPEED

** TO BE USED ONLY WHEN A LANE SHIFT IS UTILIZED

LEGEND

- Traffic Sign
- Channelizing Devices
- Flashing Arrow Panel (Type 'C')
- Work Area
- Type B Light
- Concrete Barrier

NOTES

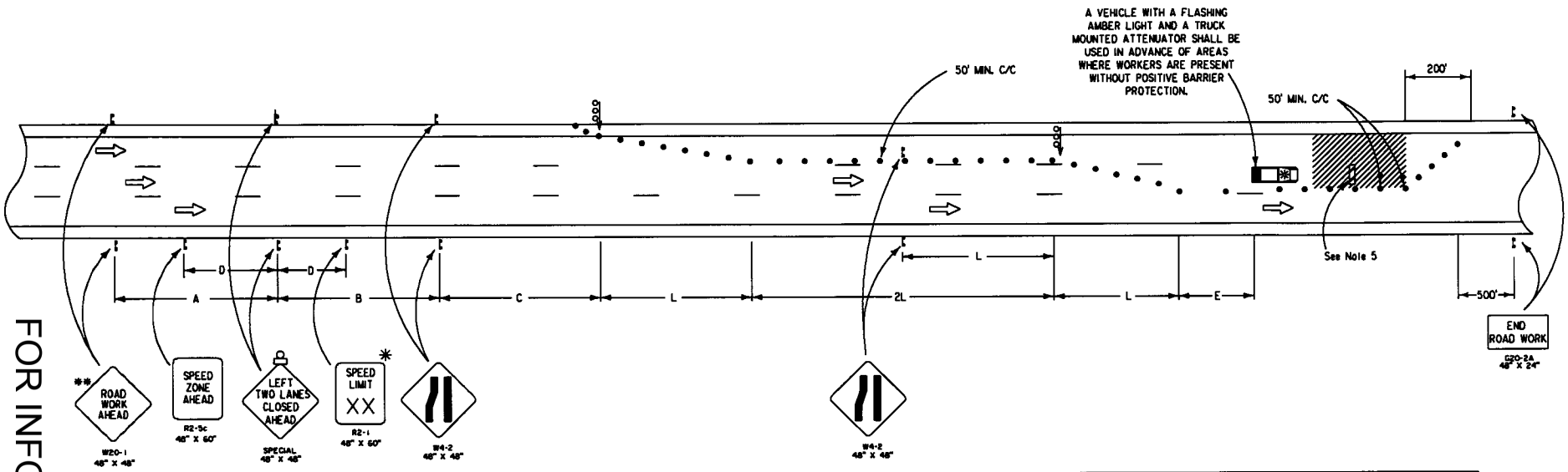
THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

1. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A MERGING TAPER SHALL BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT.
2. CHANNELIZING DEVICES ON THE LANE LINE SHALL BE OF THE SAME TYPE. CHANNELIZING DEVICES IN EACH TAPER SHALL BE OF THE SAME TYPE.
3. IF A RAMP ENTRANCE OR EXIT TAPER FALLS WITHIN THE WORK AREA, REFER TO STANDARD ROAD PLAN TC-08 AND TC-09 FOR TRAFFIC CONTROL DETAILS.
4. DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF 4 CHANNELIZING DEVICES.
5. BROKEN LANE LINE SHALL BE REMOVED IN AREA OF TAPER.
6. PARKING OF VEHICLES OR UNATTENDED EQUIPMENT, OR STORAGE OF MATERIALS, WITHIN THE CLEAR ZONE SHALL NOT BE PERMITTED UNLESS PROTECTED BY FUNCTIONING BARRIER RAIL.
7. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
8. MINIMUM CONSTRUCTION SIGNING; ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
9. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
10. HIGH INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK THE SECOND ADVANCE WARNING SIGN (_____ LANE CLOSED AHEAD). LOW INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK ALL OTHER HAZARDS OFF THE TRAVEL WAY. STEADY BURNING LIGHTS SHALL BE USED ON ALL TRAFFIC CONTROL DEVICES USED FOR MERGING TAPER, INCLUDING THE FIRST TWO DEVICES AFTER THE TAPER ENDS. FIRST LIGHT IN A MERGING TAPER SHALL BE FLASHING.

TRAFFIC CONTROL LAYOUT
FOR LANE CLOSURE USING TEMPORARY BARRIER RAIL DIVIDED HIGHWAYS

TC-11

TRAFFIC ENGINEERING



SPEED LIMIT	MINIMUM SPACING					
	'A'	'B'	'C'	'D'	'E'	'L'
25 mph	250'	250'	250'	n/a	55'	125'
35 mph	650'	500'	350'	n/a	120'	245'
45 mph	1140'	1000'	500'	500'	220'	540'
55 mph	2640'	1640'	1000'	800'	335'	660'
60 mph	2640'	1640'	1000'	800'	415'	720'

* SPEED LIMIT IS TO BE 10 MPH LESS THAN ORIGINAL SPEED FOR SPEEDS ≥ 45 MPH

** SPEED LIMIT > 45 MPH USE "ROAD WORK 1 MILE"
SPEED LIMIT ≤ 45 MPH USE "ROAD WORK AHEAD"

LEGEND

- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Flashing Arrow Panel (Type "C")
- Work Area
- Type B Light

NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

1. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
2. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHALL NOT EXCEED 50'.
3. A "ROAD WORK AHEAD" SIGN SHALL BE PLACED 300 TO 500 FEET AHEAD OF THE ENTRANCE RAMP NOSE FOR ANY RAMP WITHIN THE AREA OF TRAFFIC CONTROL SIGNING. IF A RAMP ENTRANCE OR EXIT TAPER FALLS WITHIN THE WORK AREA, REFER TO STANDARD ROAD PLAN TC-08 AND TC-09 FOR TRAFFIC CONTROL DETAILS.
4. CHANNELIZING DEVICES ON THE LANE LINE SHALL BE OF THE SAME TYPE. CHANNELIZING DEVICES IN EACH TAPER SHALL BE OF THE SAME TYPE.
5. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.
6. WHEN TRAFFIC CONTROL IS PLANNED TO BE IN PLACE FOR MORE THAN 3 DAYS, CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED AND TEMPORARY MARKINGS ADDED.
7. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
8. ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
9. HIGH INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK THE SECOND ADVANCE WARNING SIGN (LEFT TWO LANES CLOSED AHEAD). LOW INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK ALL OTHER HAZARDS OFF THE TRAVEL WAY. STEADY BURNING LIGHTS SHALL BE USED ON ALL TRAFFIC CONTROL DEVICES USED FOR MERGING TAPER, INCLUDING THE FIRST TWO DEVICES AFTER THE TAPER ENDS. FIRST LIGHT IN A MERGING TAPER SHALL BE FLASHING.

FOR INFORMATION ONLY

TRAFFIC CONTROL LAYOUT FOR CLOSURE OF TWO LANES ON A MULTILANE HIGHWAY

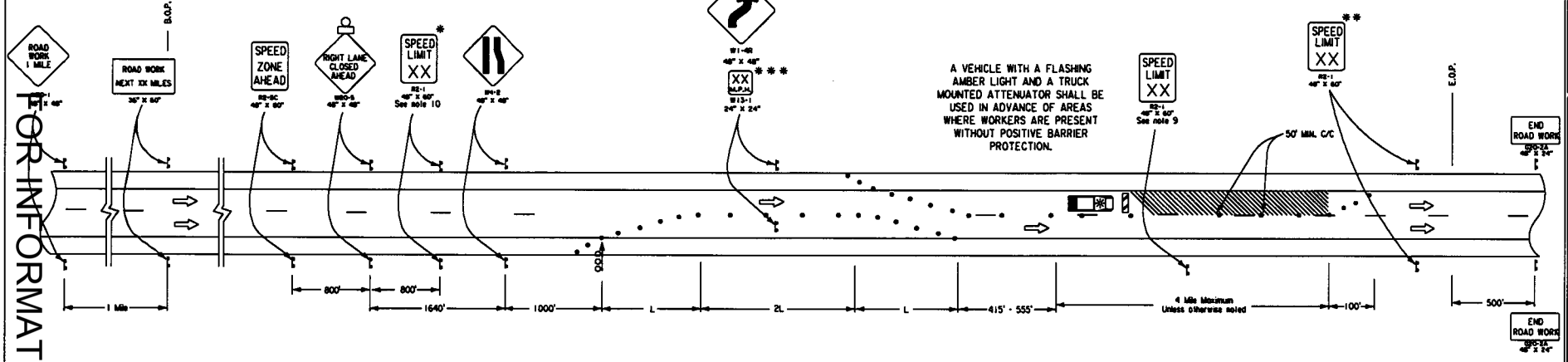
SPECIAL DETAIL TC-13

TRAFFIC ENGINEERING

* SPEED LIMIT IS TO BE 10 MPH LESS THAN ORIGINAL SPEED
** SPEED LIMIT IS TO BE RETURNED TO ORIGINAL SPEED.
*** MAY USE AN ADVISORY SPEED PLAQUE (W13-1) IF DEEMED NECESSARY. ADVISORY SPEED TO BE DETERMINED BY THE DISTRICT TRAFFIC OPERATIONS ENGINEER.

SPEED	60	65	70
L =	720'	780'	840'

LEGEND
- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Flashing Arrow Panel
- Work Area
- Type B Light



NOTES
THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

1. WHEN DOING ANY INTERSTATE WORK, OR THE AVERAGE DAILY TRAFFIC (ADT) EXCEEDS 20,000 VEHICLES PER DAY OR WHEN THE TRAFFIC QUEUES BEYOND THE ADVANCED SIGNING, A MINIMUM OF TWO CMS SIGNS PER DIRECTION SHALL BE PLACED IN ADVANCE OF THE LANE CLOSURE. GUIDANCE AS TO PLACEMENT IS SHOWN ON TC-00; HOWEVER, SPECIFIC DISTANCES TO BE SET BY THE PROJECT ENGINEER.
2. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A MERGING TAPER AND SHIFTING TAPER SHALL BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT BEFORE ROAD WORK.
3. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.
4. IF A RAMP ENTRANCE OR EXIT TAPER FALLS WITHIN THE WORK AREA, REFER TO STANDARD ROAD PLANS TC-08 AND TC-09 FOR TRAFFIC CONTROL DETAILS.
5. A FLAGGER SHALL BE USED TO ALERT MOTORISTS WHEN EQUIPMENT OR WORKERS ENCROACH WITHIN 2 FEET OF AN OPEN LANE. THE FLAGGER SHALL BE POSTED ADJACENT TO THE OPEN TRAFFIC LANE AND IMMEDIATELY UPSTREAM OF EACH OPERATION. ENCROACHMENT SHALL BE HELD TO A MINIMUM.
6. A VEHICLE WITH A FLASHING AMBER LIGHT AND A TRUCK MOUNTED ATTENUATOR SHALL BE USED IN ADVANCE OF AREAS WHERE WORKERS ARE PRESENT WITHOUT POSITIVE BARRIER PROTECTION.
7. UNDER NORMAL CLOSURE CONDITIONS, DEVICES SHOULD BE PLACED 2' FROM CENTERLINE INTO THE CLOSED LANE. CHANNELIZING DEVICES MAY ENCROACH UP TO 2' FROM CENTERLINE INTO THE OPEN LANE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. CHANNELIZING DEVICES SHALL BE RETURNED TO THE CLOSED LANE WHEN THE WORK ACTIVITY HAS PASSED. IN NO CASE SHALL THE MAINLINE WIDTH OF THE TRAVEL LANE BE LESS THAN 10'.
8. WHEN THE LENGTH OF CLOSURE IS GREATER THAN 1 MILE, INSTALL SPEED LIMIT SIGNS AT 1 MILE INTERVALS.
9. THE REDUCED SPEED LIMIT REPRESENTS A MAXIMUM SPEED DROP OF 10 MPH FROM THE LEGALLY ESTABLISHED SPEED LIMIT.

FOR LANE-LINE DROPOFF OR RISE:

10. IF CONDITIONS RESULT IN A DROPOFF OR RISE WHICH EXCEEDS 2" OVERNIGHT, THE CONTRACTOR SHALL PLACE A TEMPORARY EDGE LINE IN THE OPEN LANE. A MINIMUM OF 1' FROM THE DROPOFF OR RISE. IF THE CONTRACTOR CHOOSES TO USE DRUMS FOR THE CHANNELIZING DEVICES, THE TEMPORARY EDGE LINE MAY BE OMITTED AS LONG AS THE DRUM SPACING IS 50'. IN EITHER CASE, THE CHANNELIZING DEVICES SHALL BE PLACED IN THE CLOSED LANE DURING NONWORKING HOURS.
11. HIGH INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK THE SECOND ADVANCE WARNING SIGN (RIGHT LANE CLOSED AHEAD). LOW INTENSITY FLASHING LIGHTS SHALL BE USED TO MARK ALL OTHER HAZARDS OFF THE TRAVEL WAY. STEADY BURNING LIGHTS SHALL BE USED ON ALL TRAFFIC CONTROL DEVICES USED FOR MERGING TAPER, INCLUDING THE FIRST TWO DEVICES AFTER THE TAPER ENDS. FIRST LIGHT IN A MERGING TAPER SHALL BE FLASHING.
12. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
13. MINIMUM CONSTRUCTION SIGNING; ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.

DESIGNED C. ADAMS
CHECKED P. ALLAIN
DETAILED D. SOWARDS
CHECKED J. COLVIN
DATE 10/15/06
PARISH
FEDERAL PROJECT
STATE PROJECT
REVISION DESCRIPTION
NO. | DATE | BY

TRAFFIC CONTROL LAYOUT FOR LOUISIANA LEFT ON INTERSTATE HIGHWAYS
TC-14
TRAFFIC ENGINEERING

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL RETURNABLES FOR

STATE PROJECT NO. 737-92-0064

REPAIR OF HANDRAIL DAMAGES IN DISTRICT 02 (MO)

JEFFERSON, ORLEANS, ST. CHARLES, ST. BERNARD, PLAQUEMINES, TERREBONNE & LAFOURCHE PARISHES

FOR INFORMATION ONLY

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. 737-92-0064; REPAIR OF HANDRAIL DAMAGES IN DISTRICT 02 (MO); JEFFERSON, ORLEANS, ST. CHARLES, ST. BERNARD, PLAQUEMINES, TERREBONNE & LAFOURCHE PARISHES,** if the bid is accepted and the Principal, within the specified time, enters into the contract in writing and gives bond with Surety acceptable to the Department for payment and performance of said contract, this obligation shall be void; otherwise to remain in effect.

_____	_____
Principal (Bidder or First Partner to Joint Venture)	If a Joint Venture, Second Partner
By _____	By _____
Authorized Officer-Owner-Partner	Authorized Officer-Owner-Partner
_____	_____
Typed or Printed Name	Typed or Printed Name

_____
Surety

By _____ (Seal)
Agent or Attorney-in-Fact

_____
Typed or Printed Name

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

_____	_____
Bonding Agency or Company Name	Address
_____	_____
Agent or Representative	Phone Number / Fax Number

07/07
Form CS-2A

FOR INFORMATION ONLY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SCHEDULE OF ITEMS

LEAD PROJECT: 737-92-0064
OTHER PROJECTS:

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-101	175	LINEAR FOOT	REMOVE & REPLACE CONCRETE HANDRAIL (DETAIL A, A1, A2, A3, A4, A5, A6, A7) _____ DOLLARS _____ CENTS
S-102	30	EACH	REMOVE & REPLACE CONCRETE POSTS (DETAIL A, A1, A2, A3, A4, A5, A6, A7) _____ DOLLARS _____ CENTS
S-103	25	LINEAR FOOT	REMOVE & REPLACE CONCRETE PARAPET (DETAIL A, A1, A2, A3, A4, A5, A6, A7) _____ DOLLARS _____ CENTS
S-104	10	LINEAR FOOT	REMOVE & REPLACE CONCRETE SIDEWALKS (DETAIL A, A2, A4, A6) _____ DOLLARS _____ CENTS
S-105	13	LINEAR FOOT	REMOVE & REPLACE CONCRETE HANDRAIL PARAPET (DETAIL B, B1, B2) _____ DOLLARS _____ CENTS
S-106	13	LINEAR FOOT	REMOVE & REPLACE CONCRETE SIDEWALK (DETAIL B, B1, B2) _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-107	13	LINEAR FOOT	REMOVE & REPLACE CONCRETE MEDIAN PARAPET (DETAIL C, C1) _____ DOLLARS _____ CENTS
S-108	15	LINEAR FOOT	REMOVE & REPLACE CONCRETE MEDIAN CANTILEVER (DETAIL C, C1) _____ DOLLARS _____ CENTS
S-109	25	LINEAR FOOT	REMOVE & REPLACE CONCRETE MEDIAN OR OUTSIDE EDGE BARRIER (DETAIL D1, D2, D3, D4, D5, D6, D7, D8, D9) _____ DOLLARS _____ CENTS
S-110	15	LINEAR FOOT	REMOVE & REPLACE CONCRETE CURB (ALL DETAILS) _____ DOLLARS _____ CENTS
S-111	175	LINEAR FOOT	REMOVE & REPLACE CONCRETE HANDRAIL (DETAIL E, E1, E2, E3, E4, E5, E6) _____ DOLLARS _____ CENTS
S-112	20	EACH	REMOVE & REPLACE CONCRETE POST (DETAIL E, E1, E2, E3, E4, E5, E6) _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
S-113	25	LINEAR FOOT	REMOVE & REPLACE CONCRETE PARAPET (DETAIL E, E1, E2, E3) _____ DOLLARS _____ CENTS
S-114	25	LINEAR FOOT	REMOVE & REPLACE CONCRETE PARAPET (DETAIL E4, E5, E6, E7) _____ DOLLARS _____ CENTS
S-115	5	EACH	REMOVE & REPLACE SIDEWALK BTACKET (DETAIL E4, E5, E6, E7) _____ DOLLARS _____ CENTS
S-116	15	EACH	MAINTENANCE OF TRAFFIC (EACH SITE) _____ DOLLARS _____ CENTS
S-117	15	EACH	MOBILIZATION (EACH SITE) _____ DOLLARS _____ CENTS

FOR INFORMATION ONLY

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. **737-92-0064**

FEDERAL AID PROJECT NO. **NOT APPLICABLE**

NAME OF PROJECT **REPAIR OF HANDRAIL DAMAGES IN DISTRICT 02 (MO)**

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 (2000 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.

STATE PROJECT NO(S). **737-92-0064**

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	If Joint Venture, Name of Second Partner
(Louisiana Contractor's License Number of Bidder or First Partner to Joint Venture)	(Louisiana Contractor's License Number of Second Partner to Joint Venture)
(Business Street Address)	(Business Street Address)
(Business Mailing Address, if different)	(Business Mailing Address, if different)
(Area Code and Telephone Number of Business)	(Area Code and Telephone Number of Business)
(Telephone Number and Name of Contact Person)	(Telephone Number and Name of Contact Person)
(Telecopier Number, if any)	(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)	(Signature)
(Printed Name)	(Printed Name)
(Title)	(Title)
(Date of Signature)	(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
04/01