STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL

SURPLUS '08
FUND PROJECT

LOUISIANA'S ON THE MOVE...
DOTD
BUILDS THE WAY

STATE PROJECT NO. 810-26-0019
LA 27 – LA 378
ROUTE LA 379
CALCASIEU PARISH

STATE OF LOUISIANA
EDWIN L. LANTZER
REG. No. 24733
REGISTERED PROFESSIONAL ENGINEER IN MECHANICAL ENGINEERING

Edwin Lantzer
8 OCTOBER 2008

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STATE PROJECT NO. 810-26-0019
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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, November 12, 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.

STATE PROJECT NO. 810-26-0019
DESCRIPTION: LA-27 – LA 378
ROUTE: LA 379
PARISH: CALCASIEU
LENGTH: 9.634 mile.
TYPE: GRADING, PAVEMENT PATCHING, COLD PLANING ASPHALTIC CONCRETE, SUPERPAVE ASPHALTIC CONCRETE PAVEMENT, AND RELATED WORK.
LIMITS: State Project No. 810-26-0019: LOCATED ON ROUTE LA 379 FROM ITS INTERSECTION WITH ROUTE LA 27 to ITS INTERSECTION WITH ROUTE LA 378.
ESTIMATED COST RANGE: $2,500,000 to $5,000,000
PROJECT ENGINEER: DUBERVILLE, DON; 5827 Hwy. 90 East, Lake Charles, LA 70616, (337) 437-9200.
PROJECT MANAGER: LANDRY, PAT; (337) 437-9105.
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.

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 (08/06): The specifications, contract and bonds governing the construction of the work are the 2006 Edition of the Louisiana Standard Specifications for Roads and Bridges, together with any supplementary specifications and special provisions attached to this proposal.

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

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

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

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

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

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

MAINTENANCE OF TRAFFIC (08/06): Subsection 104.03 of the 2006 Standard Specifications is amended to include the following requirements.

The contractor shall provide for and maintain through and local traffic at all times and shall conduct his operations in such manner as to cause the least possible interference with traffic at junctions with roads, streets and driveways.

The contractor shall conduct his paving operations on one side of the roadway at a time. The side of the roadway, including shoulder, that is open to traffic shall be clear at all times.

When the plans show asphaltic concrete pavement layers to be placed in thicknesses of 2 inches (50 mm) or less, the contractor will be permitted to pave in one lane for a full day; the adjacent lane may be paved the following workday. When pavement layers are greater than 2 inches (50 mm) thickness, the contractor shall place approximately 1/2 of each day's production in one lane and the remainder in the adjacent lane.

At the end of each day's paving operations, temporary pavement markings shall be in place and proper signs and barricades displayed. During the period that all lanes are open to traffic, the contractor shall neither store material nor park equipment on roadway shoulders.

When asphaltic concrete pavement is cold planed to a depth of 2 inches (50 mm) or less, the contractor will be permitted to cold plane in one lane for a full day; the adjacent lane may be cold planed the following workday. When the depth of cold planing is greater than 2 inches (50 mm), the contractor shall cold plane approximately 1/2 of each day's production in one lane and the remainder in the adjacent lane.

All asphaltic concrete pavement new construction, overlays, and shoulder surfacing operations open to traffic shall be conducted in accordance with the following requirements.

1. Shoulder Subgrade Preparation: Any required embankment widening shall be completed before placement of the asphaltic concrete overlay. All vegetation shall be removed from existing shoulders before beginning temporary or final shoulder construction.

2. Temporary Shoulder Construction: Temporary shoulder construction described herein shall be completed at the end of each day's operations for all asphaltic concrete courses except the final wearing course. There shall be no drop-off from the pavement edge to the shoulder. The contractor shall blade and shape existing shoulder material against, and approximately level with, the top of the pavement surfacing to form a temporary shoulder with a uniform slope from the pavement edge to the existing shoulder line, or to a point 10 feet (3 m) from the pavement edge. If existing shoulder materials are insufficient, the contractor shall furnish, place and shape additional shoulder surfacing materials to form the temporary shoulder. Existing and/or additional materials for temporary shoulders shall be to the satisfaction of the engineer. Compaction shall be by approved methods.

No direct payment will be made for constructing and subsequently reshaping temporary shoulders, except payment for additional materials under appropriate pay items.

RAILWAY-HIGHWAY PROVISIONS (08/06): Subsection 107.08 of the 2006 Standard Specifications is amended as follows.

Heading (n) is amended to include the following. The required Railroad Protective Liability Insurance shall be purchased on behalf of **Kansas City Southern Railway Company/Texas Mexican Railway Company.**

The ratio of the estimated cost of operations within the Railway's property to the total estimated project cost is 0.110 percent. No direct payment will be made for providing the required insurance coverages.

The **Kansas City Southern Railway Company/Texas Mexican Railway Company** Right-of Entry Permit, allowing work within the railroad's right of way, has been applied for, and the contractor should contact the project engineer's office to complete the process and sign the permit. The contractor shall contact, Ms. Sylvia Schmidt, Assistant Transportation Manager, Jones Lang LaSalle Americas, Inc., 3017 Lou Menk Drive, Suite 100, Fort Worth, TX 76131. Please contact her at phone no. 817-230-2688 or email Sylvia.Schmidt@AM.JLL.com with questions. Permits may take 30-45 days to process.

The contractor shall contact KCS Railway local track foreman to determine if asphalting over the tracks is permitted.

Heading (n) is amended to include the following. The required Railroad Protective Liability Insurance shall be purchased on behalf of **Timber Rock Railroad.**

The ratio of the estimated cost of operations within the Railway's property to the total estimated project cost is .099 percent. No direct payment will be made for providing the required insurance coverages.

Timber Rock Railroad Right of Entry Permit. Timber Rock Railroad does not have a formal right of entry process. The contractor shall contact Mr. Anthony Williamson, track foreman, @ office 409-385-6611 or cell 409-201-8331 to get verbal approval.

Additional requirements for both railroads:

Railroad insurance and permit documents are required on site when on railroad property. The contractor shall notify each railroad at least ten (10) days prior to beginning work on railroad right of way to coordinate construction work and train schedule to determine if a railroad flagman is needed, as specified in section 107.08 of the DOTD "Louisiana Standard Specifications for Roads and Bridges" book. RPLI (Railway Protective Liability Insurance) – The contractor will get RPLI for each railroad with respective railroad named additionally as a beneficiary. This insurance is detailed in section 107.08 (n) (3) of the DOTD "Louisiana Standard Specifications for Roads and Bridges" book, which **is in addition** to the normal contractor's insurance required by LA DOTD for construction projects.

ENVIRONMENTAL PROTECTION (08/06): Subsection 107.14 of the 2006 Standard Specifications is amended to include the following paragraphs at the end of this subsection.

The Notice of Intent (NOI) will be submitted by the Department to the Louisiana Department of Environmental Quality (LADEQ) prior to the project letting. The project engineer will complete and submit the Notice of Termination (NOT) to the LADEQ after final stabilization of the site, in accordance with the terms of the permit.

The use of erosion control features or methods other than those in the contract shall be as directed.

The Storm Water Pollution Prevention Plan shall be comprised of Section 204 of the standard specifications along with applicable supplemental specifications and special provisions, and Standard Plan EC-01, "Temporary Erosion Control Details."

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

Item 729-16-B, Object Marker Assembly (Type 2)
Item 729-16-C, Object Marker Assembly (Type 3)
Item 731-02, Reflectorized Raised Pavement Markers
Item 732-01-E, Plastic Pavement Striping (24" Width)
Item 732-02-A, Plastic Pavement Striping (Solid Line) (4" Width)
Item 732-03-A, Plastic Pavement Striping (Broken Line) (4" Width)
Item 732-04-A, Plastic Pavement Legends & Symbols (Arrow)
Item 732-04-B, Plastic Pavement Legends & Symbols (Double Arrow)
Item 732-04-D, Plastic Pavement Legends & Symbols (RR Crossing)
Item 732-04-F, Plastic Pavement Legends & Symbols (Yield Line)
Item 732-05, Removal Of Existing Markers

PAYMENT ADJUSTMENT (03/07): Section 109, Measurement and Payment of the 2006 Standard Specifications and the supplemental specifications thereto, is amended to add the following.

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

109.09 PAYMENT ADJUSTMENT (ASPHALT CEMENTS AND FUELS).

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

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

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

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

(b) Performance Graded (PG) Asphalt Cements: The base price index will be the monthly price index in effect at the time of bid opening as shown elsewhere herein. The monthly price indices will be the average, excluding the extreme outliers, of the unit prices for PG 64-22, the average, excluding the extreme outliers, of the unit prices for PG 70-22m, and the average, excluding the extreme outliers, of the unit prices for PG 76-22m. The monthly prices for each of these asphalt materials will be F.O.B. refinery or terminal as determined from the quoted prices effective on the first calendar day of each month from suppliers of these materials. Suppliers considered are those who have requested to participate in the liquid asphalt index determination and have supplied materials on DOTD projects within the past twelve months. These suppliers and materials shall be listed on the Department's Qualified Products List (QPL 41) and must be marketed in Louisiana.

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

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

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

Where:

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

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

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

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

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

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

If Monthly Price Index exceeds Base Price Index,
$P_a = (A - 1.05B) \times Q \times F$

If Base Price Index exceeds Monthly Price Index,
$P_a = (0.95B - A) \times Q \times F)$

Where:

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

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

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

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

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

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

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

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

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

SUPERPAVE ASPHALTIC CONCRETE MIXTURES (11/07): Section 502 of the 2006 Standard Specifications and the supplemental specifications thereto, is amended as follows.

Subsection 502.02, Materials.
Table 502-2, Superpave Asphalt Cement Usage, is deleted and the following substituted.

Table 502-2
Superpave Asphalt Cement Usage

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

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

Subsection 502.14, Lot Sizes.
The first sentence of the first paragraph is deleted and the following is substituted.
502.14 LOT SIZES. A lot is a segment of continuous production of asphaltic concrete mixture from the same job mix formula produced for the Department at a specific plant, delivered to a specific DOTD project.

ASPHALTIC TACK COAT (04/08): Section 504 of the Standard Specifications and the supplemental specifications thereto is amended as follows.

Subsection 504.02, Asphalt Materials is deleted and the following substituted.
Tack coat shall be an undiluted modified asphalt emulsion Grade CRS-2P, CSS-1, NTSS-1HM, SS-1, SS-1P, or SS-1L complying with Section 1002.

Subsection 504.04, Equipment is deleted and the following substituted.
The contractor shall provide equipment for applying asphalt material and preparation of the surface to be tacked. Equipment shall be thoroughly cleaned prior to applying asphalt material and shall conform to Subsections 503.14 and 503.18. A hand-held pressure nozzle may be used for tack coat application in lieu of the spray bar/tachometer combination for irregular sections or short sections of 1500 feet (450 m) or less.

Subsection 504.06, Application is amended as follows.
Add the following to the first paragraph.
Asphalt material shall be agitated and/or gently circulated prior to use.

The second paragraph is deleted and the following substituted.
The minimum application temperature of the modified asphalt emulsions and emulsified asphalt Grades CRS-2P and NTSS-1HM is 160°F (71°C) and Grades CSS-1, SS-1, SS-1L and SS-1P is 70°F (21°C).

TEMPORARY TRAFFIC CONTROL (08/06): Section 713 of the 2006 Standard Specifications and the Supplemental Specifications is amended as follows:

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

(d) Project Signs: The contractor shall furnish, install, maintain, and upon completion of the project remove "project signs" in accordance with the following requirements.

Project signs shall conform to the requirements of Section 713 and the project sign detail contained elsewhere herein. Shop drawings will be furnished to the successful bidder by contacting the Department's Traffic Services Sign Shop at (225) 935-0121 or (225) 935-0142.

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

Payment for project signs shall be included in the contract unit price for Item 713-01 Temporary Signs and Barricades.

TRAFFIC SIGNS AND DEVICES (04/08): Section 729 of the Standard Specifications and the supplemental specifications thereto is amended as follows.

Subsection 729.02, Materials is amended as follows.

The contents under Heading (a), Sign and Marker Sheeting is deleted and the following substituted.

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

Subsection 729.04, Fabrication of Sign Panels and Markers is amended as follows.

The third paragraph of Heading (c), Sheeting Application is deleted and the following substituted.

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

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

Subsection 732.03, Construction Requirements for Plastic Pavement Marking Material.

Heading (a) is amended as follows.

The first paragraph is deleted and the following substituted.

(a) Equipment for Standard (Flat) Thermoplastic Marking Material: The application equipment shall consist of an extrusion die or a ribbon gun that simultaneously deposits and shapes lines at a thickness of 90 mils (2.3 mm) or greater on the pavement surface. When restriping onto existing thermoplastic markings, only a ribbon gun shall be used. Finished markings shall be continuous and uniform in shape, and have clear and sharp dimensions. Applicators shall be capable of producing various widths of traffic markings. Applicators shall produce sharply defined lines and provide means for cleanly cutting off stripe ends and applying broken lines. The ribbon extrusion die or shaping die shall not be more than 2 inches (50 mm) above the roadway surface during application. A spray application will only be allowed when applying 40 mil (1.0 mm) thermoplastic.

Heading (e) is deleted and the following substituted.

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

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

Subsection 1002.02, Asphalt Material Additives is amended as follows.

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

Table 1002-1
Performance Graded Asphalt Cements

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

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

[2]Not all polymers are soluble in the specified solvents. If the polymer modified asphalt digested in the solvent will not pass the filter media, a sample of the base asphalt used in making the

polymer modified asphalt should be tested for solubility. If the solubility of the base asphalt is at least 99.0%, the material will be considered as passing.

[3]AASHTO T 300 except the second peak (f2) is defined as the stress at 30 cm elongation.

[4]AASHTO T 301 except elongation shall be 10 cm.

[5]Prepare samples per ASTM D 7173. Determine softening point of top and bottom per AASHTO T 53.

[6]The quality assurance plan for this product will require the contractors who use this material to submit written documentation of tank cleaning annually. Contractors must have tank mixers. Written certificates of analysis from the asphalt binder supplier confirming rubber source and size distribution of rubber used shall be furnished to the Materials Laboratory.

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

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

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

[1] At the option of Engineer.

[2] Sieve tests may be waived if no application problems are present in the field.

REFLECTIVE SHEETING (04/08): Section 1015 Signs and Pavement Markings of the Standard Specifications and the supplemental specifications thereto is amended as follows.

Subsection 1015.05, Reflective Sheeting is deleted and the following substituted.

1015.05 REFLECTIVE SHEETING.

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

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

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

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

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

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

Table 1015-1
Coefficients of Retroreflection for Fluorescent Pink Sheeting[1]

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

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

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

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

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

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

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

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

Table 1015-3
Accelerated Weathering Standards[1]

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

[1]At an angle of 45° from the horizontal and facing south in accordance with ASTM G 7 at an approved test facility in Louisiana or South Florida.
[2]Percent retained retroreflectivity of referenced table after the outdoor test exposure time specified.
[3]Colors shall conform to the color specification limits of ASTM D 4956 after the outdoor test exposure time specified.
[4]ASTM D 4956, Table 8.
[5]ASTM D 4956, Table 13.
[6]ASTM D 4956, Table 4.

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

Table 1015-4
Reflective Sheeting Performance Standards

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

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

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

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

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

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

Table 1015-5
Manufacturer's Guaranty-Reflective Sheeting

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

[1] From the date of sign installation.

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

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

ITEM S-101, VIDEO DETECTION CAMERA AND TRAFFIC SIGNAL INTERFACE APPURTENANCES (11/06): This item includes the installation of all necessary equipment, labor, and material to provide video traffic signal detection as described below.

I. General

The video detection cameras and appurtenances shall process video images for vehicle presence, count, speed and other typical traffic parameters. The detection of vehicles passing through the field of view of an image sensor shall be available as contact closure outputs, data for traffic control, and other traffic data. The video detection cameras and appurtenances shall reflect current real time detector and alarm states (on/off). Contact closure outputs shall be provided to a traffic signal controller and comply to the NEMA (National Electrical Manufacturers Association) type C or D detector rack or Type 170 input file rack standards. The video detection cameras and appurtenances shall easily interface to an Ethernet switch in the traffic control cabinet.

II. System Hardware

The machine vision system hardware shall consist of 3 components: 1) a color, 16x zoom lens, an image processing sensor; 2) a communication interface panel; 3) and a cabinet interface module.

The image processing sensor shall communicate with the cabinet interface module and communications interface panel. The image processing sensor shall support communications over a mix of media, including PSTN, CDPD dedicated twisted-pair, fiber and wireless.

The cabinet interface module shall communicate directly with up to 8 image processing sensors and shall comply with the form factor and electrical characteristics of a NEMA type C or

D detector rack or a 170 input file detector rack card. For a contact closure interface to a traffic controller or other device, this interface shall accept 8 contact closure inputs (usually red and green control signals) and provide 16 contact closure output to a traffic signal controller. For a SDLC interface to a NEMA TS2 traffic controller, this interface shall display 32 phase colors and emulate up to 4 bus interface units (BIU).

The communication interface panel in the cabinet shall provide electrical termination of external cables for video, data and power to the image processing sensor. The communication interface panel shall provide transient protection to electrically protect equipment in the panel. The communications interface panel shall be available in two models: a 4-sensor model or a single-sensor model.

III. Interface Software

The image processing sensor's embedded firmware shall automatically perform a variety of diagnostic, installation, fault tolerant and vehicle detection operations. Vehicle detection shall be reliable, consistent and perform under all weather, lighting and traffic congestion conditions.

IV. Image Processing Sensor

The image processing sensor shall integrate imaging color CCD array with wavelet DODEC technology hardware compression; optics, high-speed, image processing hardware and a general purpose CPU bundled into a sealed enclosure. The CCD array shall be directly controlled by the general purpose CPU, thus providing high video quality for detection that has virtually no noise to degrade detection performance. It shall be possible for the user to zoom the lens, as required for operation. It shall provide JPEG video compression software and a video compression co-processor so as not to interfere with detection performance while streaming video. The image processing sensor shall provide direct real-time iris and shutter speed control. The image processing sensor shall be equipped with an integrated 16x minimum zoom lens that can be changed using either configuration computer software or a hand-held controller. Each camera shall use an Ethernet addressing protocol so that each unit may be addressed via IP schema. Additionally, the camera shall have a failsafe mode in which detector calls are constantly placed to controller in the event of a malfunction.

The image processing sensor shall output full motion color video through the means of a differential video port in NTSC format. The differential video is transmitted over a single twisted pair.

Real-time detector performance shall be observed by viewing the video output from sensor with overlaid flashing detector to indicate the current detection state (on/off).

The image processing sensor shall also have the option of being attached to a pan/tilt driver that allows the user to pan, tilt and zoom the camera from within the same software package for video detection. The driver shall be able to come back to the original detection position within 0.2° after panning and tilting.

V. Power

The image processing sensor shall operate on 24 VAC, 50/60 Hz at a maximum of 20 watts. The camera and processor electronics shall consume a maximum of 10 watts and the remaining 15 watts shall support an enclosure heater.

VI. Video Outputs

The image processing sensor shall provide video output from the communications interface panel for real-time NTSC or PAL display on a monitor or PC over standard coax cable.

VII. Detection Types

The image processing sensor shall be programmable with a variety of detector types that perform specific functions. The general functions performed by the detectors shall:

1) Include presence/passage detection of moving and stopped vehicles.
2) Enable detection based on the direction of travel or based on when a moving vehicle stops.
3) Measuring vehicle speed and length and provide 5 classes of vehicles based on length.
4) Determine counts, either lane by lane or cumulative.
5) Speed alarm detectors:
   a. Output alarm on each fast vehicle, ignoring vehicles of length of less than the user defines.
   b. Output alarm based on the average number of vehicles the user enters and the upper and lower speed thresholds that the user defines.
   c. Output alarm based on the average speed over a user defined time frame.
   d. Output alarm based on a user defined percent increase or decrease over a speed limit.

VIII. Optimal Detection

The video detection cameras shall optimally detect vehicle passage and presence when the image processing sensor is mounted 30 feet (10M) or higher above the roadway, when the image sensor is adjacent to the desired coverage area and when the distance to the farthest detection zone locations are not greater than ten (10) times the mounting height of the image processing sensor. The recommended deployment geometry for optimal detector also requires that there be an unobstructed view of each traveled lane where detection is required. Although optimal detection may be obtained when the image processing sensor is mounted directly above the traveled lanes, the image processing sensor shall not be required to be directly over the roadway. The image processing sensor shall be able to view either approaching or receding traffic or both in the same field of view. The preferred image sensor orientation shall be to view approaching traffic since there are more high contrast features on vehicles as viewed from the front rather than the rear. The image processing sensor placed at a mounting height that minimizes vehicle image occlusion shall be able to monitor a maximum of 6 to 8 traffic lanes simultaneously.

IX. Data Collection

The image processing sensor shall optionally store cumulative traffic statistics, internally in non-volatile memory, for later retrieval and analysis. The following data types are available to be stored in time increments from a cycle to one-hour increments:

1) Average Flow Rate
2) Total Volume Count
3) Arithmetic Mean Speed
4) Vehicle Class Count
5) Average Time Headway
6) Average Time Occupancy
7) Level of Service
8) Space Mean Speed

9) Space Density
10) Density
The above data types shall also be available to view viewed real-time.

X. Modular Cabinet Interface Unit (Mini Hub II)

The modular cabinet interface unit shall provide the hardware and software means for up to 8 image processing sensors to communicate real-time detector states and alarms to a local traffic signal controller. It shall comply with the electrical and protocol specifications of NEMA TS-1. The card shall have 1500 V RMS isolation rack logic ground and street wiring.

The modular cabinet interface unit shall be a simple interface card that plugs directly into an enclosure matching a NEMA type C or D detector rack. The modular cabinet interface unit with enclosure shall be a shelf-mounted unit. The modular cabinet interface unit shall provide 8 phase inputs and 16 detector outputs. In a TS-2 environment, the mini-hub shall connect to the traffic controller via a SDLC cable provided by the video detection manufacturer. The SDLC cable shall transmit all the inputs and outputs from the image processing sensor.

XI. Installation

The supplier of the video detection camera and appurtenances shall supervise the installation and testing of the video detection components. A factory certified representative from the supplier shall be on-site during installation.

XII. Warranty, Service and Support

Its supplier, for a minimum of 2 years, shall warrant the video detection system. Ongoing software support by the supplier shall include software updates of the image processing sensor, mini Hub II and supervisor computer applications. These updates shall be provided free of charge during the warranty period. The supplier shall maintain a program for technical support and software updates following expertise of the warranty period. This program shall be available to the contracting agency in the form of a separate agreement for continuing support.

The camera shall be ideal for freeway, intersection, bridge, tunnel, railroad, traffic monitoring and incident prevention applications.

Detection zones shall include count, presence and incident detection. Real-time polling or stored traffic data to include: volume, occupancy, speed, density, headway and 5 vehicle classifications either by phase or in time intervals from 1 second to 60 minutes. Extensive Boolean logic capabilities shall provide flexibility in detector layouts and helping validate an event or incident alarm.

To help troubleshoot the system, a status indicator shall appear in the video picture and an operations log provides a history of events.

XIII. Measurement

Item S-101, Video Detection Camera and Traffic Signal Interface Appurtenances, per each shall include all required materials, tools, equipment, labor and incidentals required to install each video detection device as described above (a color, 16x zoom lens, Image Processing Sensor), including the cable connection to the controller cabinet, per each as indicated on the plans.

Payment will be made under:

Item S-101, Video Detection Camera and Traffic Signal Interface Appurtenances, per each.

CONTRACT TIME (03/05): The entire contract shall be completed in all details and ready for final acceptance in accordance with Subsection 105.17(b) within **seventy-five (75)** working days.

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

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

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

LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUPPLEMENTAL SPECIFICATIONS

STANDARD PROVISIONS
GENERAL LIABILITY POLICIES

GENERAL INSTRUCTIONS

1. STANDARD LANGUAGE: This form is expressed in standard language which may not be amended and no part of which may be omitted except (a) as indicated by these instructions, or (b) as indicated in reference notes shown below referring to specific portions of the form, or (c) by an endorsement which states an amendment or exclusion of some provision of the form in accordance with the provisions of a manual rule, the form of which endorsement has been approved, if required, by the supervising authority of the State in which the policy is issued.

2. OPTIONAL SEQUENCE AND ARRANGEMENT: The several parts of the form, viz. "Insuring Agreements," "Exclusions," "Conditions" and "Declarations" may appear in the policy in such sequence as the company may elect and the sequence and arrangement of the several provisions of those parts are also optional with the company.

3. DESCRIPTIVE HEADINGS--IDENTIFYING OR INDEXING DESIGNATIONS: The descriptive headings of the parts of the form (as quoted above) and of the major insuring agreements ("Bodily Injury Liability," "Property Damage Liability," etc.) are standard expressions which may not be amended or omitted, but all other identifying or indexing designations (such as "Coverage A," "Defense, Settlement, Supplementary Payments," "Cancellation," etc.), including literal or numerical designations or paragraphs or phrases, may be amended or omitted at the company's option. When such identifying or indexing designations, used for the purpose of reference in the text of the form or any endorsement form applicable thereto, are amended or omitted, descriptive designations shall be substituted.

4. ADDITIONAL COVERAGES OR COMPANIES, EXPLANATORY OR CONNECTIVE LANGUAGE: When policies are issued to provide insurance in this form together with insurance covering other risks, the addition of necessary explanatory or connective language which does not amend the expression of this form is permissible and the introductory language of the "Insuring Agreements" which provides for the issuance of a policy by 2 companies may be used and, if necessary, paraphrased to permit such policies to be issued by more than 2 companies.

5. DECLARATIONS--INCLUDING OTHER RISKS: A common set of declarations may be used in those cases where policies in this form are issued with policies covering other risks.

6. INSTALLMENT PREMIUM PAYMENT: Policies written to provide for payment of premium in installments may provide for lapse or suspension of the policy upon default of payment when due.

7. ADDITION OF COVERAGE BY ENDORSEMENT: When insuring agreements and other provisions relating to any particular class of insurance are added to this policy by endorsement, such additional insurance must be expressed in approved standard language relating to the particular class and must be subject to all standard provisions applicable to that class by the expressions of the endorsement or of the policy or of both taken together.

8. DEFINITION OF "STANDARD" AND "APPROVED": "Standard language" or "approved standard language" when used in these instructions means the form and endorsements either prescribed or approved by the insurance supervising authority of the State in which policy forms and endorsements are approved or prescribed. In those States where supervising authorities do not have the authority to approve or prescribe policies, forms and endorsements, the terms mean the forms and endorsements adopted by the companies for use in such States.

9. PREMIUM STATEMENT: The statement with respect to payment of premium may be amended by an endorsement to make necessary provision with respect to payment of premium, payment of additional premium and return of premium and dividends under the policy.

10. SPECIAL CONDITIONS FOR MUTUALS, RECIPROCALS, AND PARTICIPATING STOCK COMPANIES: When the policy is issued by a mutual company, a reciprocal association or a participating stock company having special provisions applicable to its membership or policyholders, such provisions, when approved by the supervising authority of the State in which the policy is issued if such approval is required, may be inserted in the policy.

BLANK INDEMNITY COMPANY
BLANK INSURANCE COMPANY

[1]

Railroad Protective Liability Policy No. (State or Federal Highway Projects)

[1]Matter in box may be included, omitted or amended at the option of the company.

DECLARATIONS

Item 1. Named Insured ———————————————————

Address———————————————————————
(Street No. Town or City Parish or County State)

Item 2. Policy Period: From———————————to———————————
12:01 A.M. Central Standard (or Daylight) Time at the designated job site as stated herein.

Item 3. The insurance afforded is only with respect to such of the following coverages as are indicated [in Item 6] by specific premium charge or charges. The limit of the company's liability against such coverages shall be as stated herein, subject to all the terms of this policy having reference thereto. (A statement may be added that a definite notation may be made in the premium column to show that a particular coverage is not afforded.)

Coverages		Limits of Liability
Blank Indemnity Company	A-Bodily Injury Liability	$ each person $ each occurrence
Blank Insurance Company	B-Property Damage Liability C-Physical Damage to Property	$ each occurrence $ aggregate

Item 4. Name and Address of Contractor ———————————————————

Item 5. Name and Address of Governmental Authority for whom the work by the Contractor is being performed ———————————————————

Item 6. Designation of Job Site & Description of Work

Premium Bases	Rates Coverage A Coverages B & C	Advance Premiums Coverage A Coverages B & C
Contract Cost Rental Cost	Per $100 of Cost Per $100 of Rental Cost	

If Policy Period more than 1 year:

Premium is payable: On effective date of Policy $ 1st Anniversary

$ 2nd Anniversary

Date and Place of Issue _____

{Countersigned { _____ 20 __, at _____}
By _____

A. Renewal of policy number.
B. The name insured is a corporation.
C. Endorsement serial numbers.
D. Rating plan or premium discount.

(For policy issued by one company)

(Name and Location of Indemnity Company)

A (type of company) insurance company, herein called the company

agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declarations made by the name insured and subject to all of the terms of this policy:

(For policy issued by two companies)

(Name and Location of Indemnity Company)
and
(Name and Location of Insurance Company)

Each a (type of company) insurance company, herein called the company,

severally agree with the insured named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declarations made by the named insured and subject to all of the terms of this policy, provided the Blank Indemnity

Company shall be made the insurer with respect to coverage ————————
and no other and the Blank Insurance Company shall be the insurer with respect to coverage————————————and no other.

INSURING AGREEMENTS

I. COVERAGE A - BODILY INJURY LIABILITY: To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness, or disease, including death at any time resulting therefrom, hereinafter called "bodily injury," either (l) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the Declarations, or (2) sustained at the designated job site by the contractor or any employee of the contractor, or by any employee of the governmental authority specified in Item 5 of the declarations, or by any designated employee of the insured, whether or not arising out of such acts omissions.

COVERAGE B - PROPERTY DAMAGE LIABILITY: To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of physical injury to or destruction of property, including loss of use of any property due to such injury or destruction, hereinafter called "property damage" arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations.

COVERAGE C - PHYSICAL DAMAGE TO PROPERTY: To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations; provided such property is owned by the named insured or is leased or entrusted to the named insured under a lease or trust agreement.

II. DEFINITIONS

(a) Insured - The unqualified word "insured" includes the name insured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) Contractor - The word "contractor" means the contractor designated in Item 4 of the declarations and includes all subcontractors of said contractor but shall not include the name insured.

(c) Designated employee of the insured - The words "designated employee of the insured" mean:

(1) Any supervisory employee of the insured at the job site.

(2) Any employee of the insured while operating, attached to or engaged on work trains or other railroad equipment at the job site which are assigned exclusively to the contractor, or

(3) Any employee of the insured not within (1) or (2) who is specifically loaned or assigned to the work of the contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the contractor or by governmental authority.

(d) Contract - The word "contract" means any contract or agreement to carry a person or property for a consideration or any lease, trust or interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. DEFENSE, SETTLEMENT, SUPPLEMENTARY PAYMENTS: With respect to such insurance as is afforded by this policy under coverages A and B, the company shall:

(a) Defend any suit against the insured alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent, but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) Pay, in addition to the applicable limits of liability:

(1) All expenses incurred by the company, all costs taxed against the insured in any such suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon;

(2) Premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, but without obligation to apply for or furnish any such bonds;

(3) Expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) All reasonable expenses other than loss of earnings, incurred by the insured at the company's request.

IV. POLICY PERIOD, TERRITORY: This policy applies only to occurrences and losses during the policy period and within the United States of America, its territories, or possessions, or Canada.

EXCLUSIONS

This policy does not apply:

(a) to liability assumed by the insured under any contract or agreement except a contract as defined herein;

(b) to bodily injury or property damage caused intentionally by or at the direction of the insured;

(c) to bodily injury, property damage or loss which occurs after notification to the named insured of the acceptance of the work by the governmental authority, other than bodily injury, property damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) under Coverages A (l), B and C, to bodily injury, property damage or loss, the sole proximate cause of which is an act or omission of any insured other than acts or omissions of any designated employee of any insured;

(e) under Coverage A, to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers' Liability Act, U. S. Code (1946) Title 45, Sections 51-60, as amended, shall for the purposes of this insurance be deemed not to be any similar law;

(f) under Coverage B, to injury to or destruction of property (i) owned by the named insured or (ii) leased or entrusted to the named insured under a lease or trust agreement.

(g) 1. Under any Liability Coverage, to injury, sickness, disease, death or destruction.

(a) with respect to which an insured under the policy is also an insured under a nuclear energy liability policy issued by Nuclear Energy Liability Insurance Association, Mutual Atomic Energy Liability Underwriters or Nuclear Insurance Association of Canada, or would be an insured under any such policy but for its termination upon exhaustion of its limit of liability; or

(b) resulting from the hazardous properties of nuclear material and with respect to which (l) any person or organization is required to maintain financial protection pursuant to the Atomic Energy Act of 1954, or any law amendatory thereof or (2) the

insured is, or had this policy not been issued would be, entitled to indemnity from the United States of America, or any agency thereof, under any agreement entered into by the United States of America, or any agency thereof, with any person or organization.

2. Under any Medical Payments Coverage, or under any Supplementary-Payments provision relating to immediate medical or surgical relief, to expenses incurred with respect to bodily injury, sickness, disease or death resulting from the hazardous properties of nuclear material and arising out of the operation of a nuclear facility by any person or organization.

3. Under any Liability Coverage, to injury, sickness, disease, death or destruction resulting from the hazardous properties of nuclear material, if

(a) The nuclear material (l) is at any nuclear facility owned by, or operated by or on behalf of, an insured or (2) has been discharged or dispersed therefrom;

(b) The nuclear material is contained in spent fuel or waste at any time possessed, handled, used, processed, stored, transported or disposed of by or on behalf of an insured; or

(c) The injury, sickness, disease, death or destruction arises out of the furnishing by an insured of services, materials, parts of equipment in connection with the planning, construction, maintenance, operation or use of any nuclear facility, but if such facility is located within the United States of America, its territories or possessions or Canada, this exclusion (c) applies only to injury to or destruction of property at such nuclear facility.

4. As used in this exclusion:

"hazardous properties" include radioactive, toxic or explosive properties;

"nuclear material" means source material, special nuclear material or byproduct material;

"source material," "special nuclear material," and "byproduct material" have the meanings given them in the Atomic Energy Act of 1954 or in any law amendatory thereof;

"spent fuel" means any fuel element or fuel component, solid or liquid, which has been used or exposed to radiation in a nuclear reactor;

"waste" means any waste material (1) containing byproduct material and (2) resulting from the operation by any person or organization of any nuclear facility included within the definition of nuclear facility under paragraph (a) or (b) below;

"nuclear facility" means

(a) any nuclear reactor,

(b) any equipment or device designed or used for (1) separating the isotopes of uranium or plutonium, (2) processing or utilizing spent fuel, or (3) handling, processing or packaging waste,

(c) any equipment or device used for the processing, fabricating or alloying of special nuclear material if at any time the total amount of such material in the custody of the insured at the premises where such equipment or device is located consists of or contains more than 25 grams of plutonium or uranium 233 or any combination thereof, or more than 250 grams of uranium 235,

(d) any structure, basin, excavation, premises or place prepared or used for the storage or disposal of waste,

and includes the site on which any of the foregoing is located, all operations conducted on such site and all premises used for such operations;

"nuclear reactor" means any apparatus designed or used to sustain nuclear fission in a self-supporting chain reaction or to contain a critical mass of fissionable material;

with respect to injury to or destruction of property, the word "injury" or "destruction" includes all forms of radioactive contamination of property.

(h) Under Coverage C, to loss due to nuclear reaction, nuclear radiation or radioactive contamination, or to any act or condition incident to any of the foregoing.

CONDITIONS

[The conditions, except conditions 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 apply to all coverages. Conditions 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 apply only to the coverage noted thereunder.]

1. Premium: The premium bases and rates for the hazards described in the declarations are stated therein. Premium bases and rates for hazards not so described are those applicable in accordance with the manuals in use by the company.

The term "contract cost" means the total cost of all work described in Item 6 of the declarations.

The term "rental cost" means the total cost to the contractor for rental of work trains or other railroad equipment, including the renumeration of all employees of the insured while operating, attached to or engaged thereon.

The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceeds the estimated advance premium paid, the company shall look to the contractor specified in the declarations for any such excess; if less, the company shall return to the said contractor the unearned portion paid.

In no event shall payment of premium be an obligation of the named insured.

2. Inspection: The named insured shall make available to the company records of information relating to the subject matter of this insurance.

The company shall be permitted to inspect all operations in connection with the work described in Item 6 of the declarations.

3. Limits of Liability - Coverage A: The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by 1 person as the result of any 1 occurrence; the limit of such liability stated in the declarations as applicable to "each occurrence" is, subject to the above provision respecting each person, the total limit of the company's liability for all such damage arising out of bodily injury sustained by 2 or more persons as the result of any 1 occurrence..

4. Limits of Liability - Coverages B and C: The limit of liability under coverages B and C stated in the declarations as applicable to "each occurrence" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of all property of one or more persons or organizations, including the loss of use of any property due to such injury or destruction under coverage B, as the result of any 1 occurrence.

Subject to the above provisions respecting "each occurrence," the limit of liability under coverages B and C stated in the declaration as "aggregate" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of property, including the loss of use of any property due to such injury or destruction under coverage B.

Under coverage C, the limit of the company's liability for loss shall not exceed the actual cash value of the property, or if the loss is of a part thereof the actual cash value of such part, at time of loss, not what it would then cost to repair or replace the property or such part thereof with other of like kind and quality.

5. Severability of Interests - Coverages A and B: The term "the insured" is used severally and not collectively, but the inclusion herein of more than one insured shall not operate to increase the limits of the company's liability.

6. Notice: In the event of an occurrence or loss, written notice containing particulars sufficient to identify the insured and also reasonably obtainable information with respect to the time, place and circumstances thereof, and the names and addresses of the injured and of available witnesses, shall be given by or for the insured to the company or any of its authorized agents as soon as practical. If claim is made or suit is brought against the insured, he shall immediately forward to the company every demand, notice, summons or other process received by him or his representative.

7. Assistance and Cooperation of the Insured - Coverages A and B: The insured shall cooperate with the company and, upon the company's request, attend hearings and trials and assist in making settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. The insured shall not, except at his own cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of accident.

8. Action Against Company - Coverages A and B: No action shall lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all the terms of this policy, nor until the amount of the insured's obligation to pay shall have been finally determined either by judgment against the insured after actual trial or by written agreement of the insured, the claimant and the company.

Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this policy to the extent of the insurance afforded by this policy. No person or organization shall have any right under this policy to join the company as a party to any action against the insured to determine the insured's liability. Bankruptcy or insolvency of the insured or of the insured's estate shall not relieve the company of any of its obligations hereunder.

9. Action Against Company - Coverage C: No action shall lie against the company unless, as a condition precedent thereto, there shall have been full compliance with all the terms on this policy nor until 30 days after proof of loss is filed and the amount of loss is determined as provided in this policy.

10. Insured's Duties in Event of Loss - Coverage C: In the event of loss the insured shall:

(a) protect the property, whether or not the loss is covered by this policy, and any further loss due to the insured's failure to protect shall not be recoverable under this policy; reasonable expenses incurred in affording such protection shall be deemed incurred at the company's request.

(b) file with the company, as soon as practicable after loss, his sworn proof of loss in such form and including such information as the company may reasonably require and shall upon the company's request, exhibit the damaged property.

11. Appraisal - Coverage C: If the insured and the company fail to agree as to the amount of loss, either may, within 60 days after the proof of loss is filed, demand an appraisal of the loss. In such event the insured and the company shall each select a competent appraiser, and the appraisers shall select a competent and disinterested umpire. The appraisers shall state separately the actual cash value and the amount of loss and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The insured and the company shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

The company shall not be held to have waived any of its rights by any act relating to appraisal.

12. Payment of Loss - Coverage C: The company may pay for the loss in money but there shall be no abandonment of the damaged property to the company.

13. No Benefit to Bailee - Coverage C: The insurance afforded by this policy shall not enure directly or indirectly to the benefit of any carrier or bailee, other than the named insured, liable for loss to the property.

14. Subrogation: In the event of any payment under this policy, the company shall be subrogated to all the insured's rights of recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

15. Application of Insurance: The insurance afforded by this policy is primary insurance.

16. Three Year Policy: A policy period of 3 years is comprised of 3 consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this policy shall apply separately to each annual period.

17. Changes: Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or stop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy [signed by ———— ———————————————— (here insert titles of authorized company officials or representatives); provided, however, changes may be made in the written portion of the declaration by ———————————— (here insert titles of authorized company representatives) when initialed by such ———————————————— (here insert titles of authorized company representatives) or by endorsement issued to form a part of this policy signed by such ————————————————

(here insert titles of authorized company representatives).

18. Assignment: Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon.

19. Cancellation: This policy may be cancelled by the named insured by mailing to the company written notice stating when thereafter the cancellation shall be effective. This policy may be cancelled by the company by mailing to the named insured, contractor and governmental authority at the respective addresses shown in this policy written notice stating when not less than 30 days thereafter such cancellation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancellation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancellation is effected or as soon as practical after cancellation becomes effective, but payment or tender of unearned premium is not a condition of cancellation.

20. Declarations: By acceptance of this policy the named insured agrees that such statement in the declarations as are made by him are his agreements and representations, that this policy is issued in reliance upon the truth of such representations and that this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

(For policy issued by one company)

In witness whereof, the Blank Indemnity Company has caused this policy to be signed by this president and a secretary at ———————————— and countersigned on the declarations page by a duly authorized agent of the company.

(FACSIMILE OF SIGNATURE) (FACSIMILE OF SIGNATURE)
Secretary President

(For policy issued by two companies)

In witness whereof, the Blank Indemnity Company has caused this policy with respect to coverages ———————————— and such other parts of the policy as are applicable thereto, to be signed by its president and a secretary at ————————————, and countersigned on the declarations page by a duly authorized agent of the company.

(FACSIMILE OF SIGNATURE) (FACSIMILE OF SIGNATURE)
Secretary President

In witness whereof, the Blank Insurance Company has caused this policy, with respect to coverages ———————————— and such other parts of the policy as are applicable thereto, to be signed by its president and a secretary at ————————————, and countersigned on the declarations page by a duly authorized agent of the company.

(FACSIMILE OF SIGNATURE) (FACSIMILE OF SIGNATURE)
Secretary President

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

TABLE OF CONTENTS

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 101 – GENERAL INFORMATION, DEFINITIONS, AND TERMS:
Subsection 101.03 – Definitions (07/07), Pages 3 – 13).

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

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

SECTION 102 – BIDDING REQUIREMENTS:
Subsection 102.09 – Proposal / Bid Guaranty (07/07), Page 19.

Delete the contents of this subsection and substitute the following.

PROPOSAL/BID GUARANTY. Each bid shall be accompanied by a proposal/bid guaranty in an amount not less than five percent of the total bid amount when the bidder's total bid amount as calculated by the Department in accordance with Subsection 103.01 is greater than $50,000. No proposal/bid guaranty is required for projects when the bidder's total bid amount as calculated by the Department is $50,000 or less. The official total bid amount for projects that include alternates is the total of the bidder's base bid and all alternates bid on and accepted by the Department. The proposal/bid guaranty submitted by the bidder shall be a bid bond made payable to the contracting agency as specified on the bid bond form provided in the construction proposal. No other form of security will be accepted.

The bid bond shall be on the "Bid Bond" form provided in the construction proposal, on a form that is materially the same in all respects to the "Bid Bond" form provided, or on an electronic form that has received Department approval prior to submission. The bid bond shall be filled in completely, shall be signed by an authorized officer, owner or partner of the bidding entity, or each entity representing a joint venture; shall be signed by the surety's agent or attorney-in-fact; and shall be accompanied by a notarized document granting general power of attorney to the surety's signer. The bid bond shall not contain any provisions that limit the face amount of the bond.

The bid bond will be written by a surety or insurance company that is in good standing and currently licensed to write surety bonds in the State of Louisiana by the Louisiana Department of Insurance and also conform to the requirements of LSA-R.S. 48:253.

All signatures required on the bid bond may be original, mechanical reproductions, facsimiles or electronic. Electronic bonds issued in conjunction with electronic bids must have written Departmental approval prior to use. The Department will make a listing of approved electronic sureties providers on the Bidx.com site.

SECTION 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 308 – IN-PLACE CEMENT TREATED BASE COURSE:

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

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

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 Heading (d), Guard Rail End Treatments.

All end treatments shall bear a label indicating the manufacturer and exact product name of the end treatment along with its assigned NCHRP 350 test level. This label shall resist weathering and shall be permanently affixed to the railing in such a way as to be readily visible.

SECTION 713 – TEMPORARY TRAFFIC CONTROL:

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

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

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

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

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

SECTION 729 – TRAFFIC SIGNS AND DEVICES:

Subsection 729.02 – Materials (04/07), Pages 456 and 457.

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

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

Reflective sheeting for the permanent signs of Table 729-1 shall meet the requirements of ASTM D 4956, Type IX or Type X as modified in Subsection 1015.05.

Table 729-1
Permanent Signs for Use With Type IX or X (modified) Reflective Sheeting

Sign	MUTCD Number
Stop	R1-1
Yield	R1-2
4-Way	R1-3
All Way	R1-4
Do Not Enter	R5-1
Wrong Way	R5-1a
Chevrons	W1-8
No Passing Zone Pennants	W14-3
Type 3 Object Marker	OM-3 (Right & Left)
Type 2 Object Marker	-------
Guardrail End Decals	-------

Subsection 729.04, Fabrication of Sign Panels and Markers (04/07), Pages 458 – 460.

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

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

SECTION 804 – DRIVEN PILES:

Subsection 804.08 – Construction Requirements (04/07), Pages548 – 554.

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

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

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

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

SECTION 901 – PORTLAND CEMENT CONCRETE:

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

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

The contractor shall be responsible for monitoring the components (cement, mineral and chemical admixtures, aggregates) in their mix to protect against any changes due to component variations. As component shipments arrive, the contractor shall verify slump, air content and set

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

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

Add the following to Heading (a).

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

SECTION 1003 – AGGREGATES:

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

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

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

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

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

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

SECTION 1005 – JOINT MATERIALS FOR PAVEMENTS AND STRUCTURES:

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

Delete Heading (a) and substitute the following.

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

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

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

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

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

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

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

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

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

SECTION 1006 – CONCRETE AND PLASTIC PIPE:

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

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

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

SECTION 1013 – METALS:

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

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

SECTION 1015 – SIGNS AND PAVEMENT MARKINGS:

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

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

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

Subsection 1015.05 - Reflective Sheeting (05/07), Pages 833 – 838.

Add the following to Heading (a), Permanent and Temporary Standard Sheeting.

Type X (Modified) (White, Yellow, Red) - A super high-intensity retroreflective sheeting having highest retroreflectivity characteristics at medium distances. This sheeting is typically an unmetalized microprismatic retroreflective element material. This material shall meet the requirements of ASTM D 4956 Type X except as modified below.

(1) Retroreflectivity: Minimum Coefficients of Retroreflection for Type X (Modified) White, Yellow, and Red sheeting shall be as specified in Table 1015-a.

Table 1015-a
Coefficients of Retroreflection for Type X (Modified) Sheeting[1]

Observation Angle, degrees	Entrance Angle, degrees	White	Yellow	Red
0.2	-4	600	450	90
0.2	+30	300	225	45
0.5	-4	240	180	36
0.5	+30	120	90	18

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

Heading (d), Accelerated Weathering.

Delete Table 1015-3, Accelerated Weathering Standards and substitute the following.

Table 1015-3
Accelerated Weathering Standards[1]

Type	Retroreflectivity[2]				Colorfastness[3]	
	Orange		All colors, except orange		Orange	All colors, except orange
III	1 year	80[4]	3 years	80[4]	1 year	3 years
III (for drums)	1 year	80[4]	1 year	80[4]	1 year	1 year
VI	1/2 year	50[5]	1/2 year	50[5]	1/2 year	1/2 year
IX	Not used		3 years	80[6]	Not used	3 years
X (Fluorescent Orange)	1 year	80[7]	Not used		1 year	Not used
X (Modified)	Not used		3 years	80[8]	Not used	3 years

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

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

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

[4]ASTM D 4956, Table 8.

[5]ASTM D 4956, Table 13.

[6]ASTM D 4956, Table 3.

[7]ASTM D 4956, Table 4.

[8] DOTD Standard Specifications, Table 1015-a.

Heading (e), Performance.

Delete Table 1015-4, Reflective Sheeting Performance Standards and substitute the following.

Table 1015-4
Reflective Sheeting Performance Standards

Type	Retroreflectivity[1] -- Durability[2]				Colorfastness[3]
	Orange		All colors, except orange		
III	3 years	80[4]	10 years	80[4]	3 years
IX	Not used		7 years	80[5]	3 years
X (Fluorescent. Orange)	3 years	80[6]	Not used		3 years
X (Modified)	Not used		7 years	80[7]	3 years

[1]Percent retained retroreflectivity of referenced table after installation and the field exposure time specified.
[2]All sheeting shall maintain its structural integrity, adhesion and functionality after installation and the field exposure time specified.
[3]All colors shall conform to the color specification limits of ASTM D4956 after installation and the field exposure time specified.
[4]ASTM D4956, Table 8.
[5]ASTM D 4956, Table 3.
[6]ASTM D 4956, Table 4.
[7] DOTD Standard Specifications, Table 1015-a.

Heading (g), Sheeting Guaranty.

Delete Table 1015-5, Manufacturer's Guaranty-Reflective Sheeting and substitute the following.

Table 1015-5
Manufacturer's Guaranty-Reflective Sheeting

Type	Manufacturer shall restore the sign face in its field location to its original effectiveness at no cost to the Department if failure occurs during the time period[1] as specified below		Manufacturer shall replace the sheeting required to restore the sign face to its original effectiveness at no cost to the Department if failure occurs during the time period[1] as specified below
	Orange	All colors, except orange	All colors, except orange
III	<3 years	<7 years	7-10 years
IX	Not used	<5 years	5-7 years
X (Fluorescent Orange)	<3 years	Not used	**Not used**
X (Modified)	Not used	< 5 years	**5-7 years**

[1]From the date of sign installation.

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

Delete the contents of this subsection and substitute the following.

1015.11 PREFORMED PLASTIC PAVEMENT MARKING TAPE.

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

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

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

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

Table 1015-7
Specific Luminance of Preformed Plastic Tape

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

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

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

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

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

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

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

SECTION 1020 – TRAFFIC SIGNALS:

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

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

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

Signals shall be constructed for either 8 or 12-inch (200 mm or 300 mm) lens in accordance with the plans. Signal sections shall have three to five sections per face and beacon

sections have only one section per face. Signal sections and associated brackets shall be finished inside and out with two coats of high grade dark olive green enamel, color number 14056 according to Federal Standard No. 595b with each coat independently baked. Visors shall be coated green on the outside and black on the inside. Edges shall be deburred and smooth with no sharp edges.

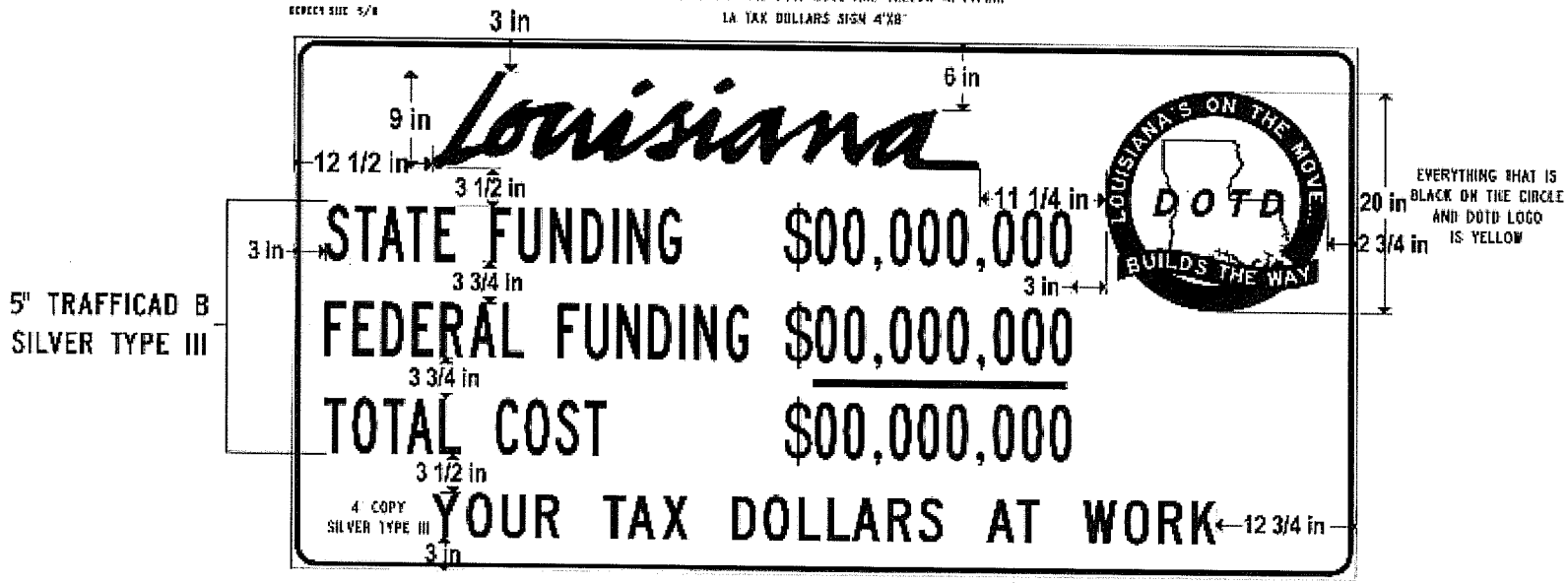
Subsection 1020.04 – Poles for Traffic Signal Systems (06/07), Pages 890 – 894.

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

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

TWO LANE ROADS

SHEETING: TYPEIII COLORS: BACKGROUND-BLUE, BORDER AND COPY-SILVER HI TYPEIII
LOUISIANA AND DOTD LOGO ARE YELLOW HI TYPEIII
LA TAX DOLLARS SIGN 4'X8'



COLOR ARTWORK CAN BE FURNISHED UPON REQUEST

STANDARD PLANS TO BE USED ON THIS PROJECT

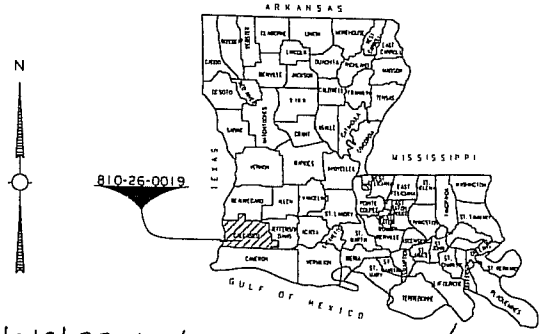
STD. PLAN	REV. DATE
DW-04	09-16-82
MB-01	01-14-92
PM-01	01-21-98
HS-03	01-03-05

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

PLANS OF PROPOSED

STATE HIGHWAY

STATE PROJECT NO 810-26-0019
LA 27 - LA 378
CALCASIEU PARISH
ROUTE LA 379

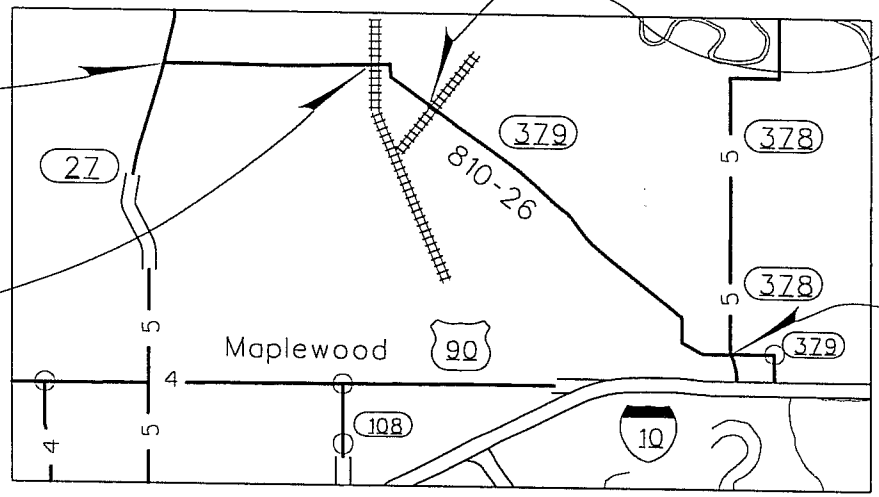


VICINITY MAP

EXCEPTION: 10' RR X-ING
RR # 329-372-F
STA. 225+88 - 225+98
SOUTHERN GULF RAILWAY COMPANY
TIBR HOUSTON RIVER ROAD
TELEPHONE: 1-866-386-9321

C.S.L.M. 0.00
STA. 20+00
BEG. SP. 810-26-0019

RR # 329-371-Y
STA. 141+65 - 141+75
KANSAS CITY SOUTHERN
TELEPHONE: 1-877-527-9464



C.S.L.M. 7.210
STA. 528+81
END SP. 810-26-0019

STATE OF LOUISIANA
PATRICK J. LANDRY
REG. No. 23442
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
8 Aug 2008

TRAFFIC DATA

2008 ADT = 5,200
2018 ADT = 5,800
D = 55%
K = 10%
T = 5%

TYPE OF CONSTRUCTION : COLD PLANE AND OVERLAY

RECOMMENDED FOR APPROVAL

DISTRICT DESIGN/WATER RESOURCES AND DEVELOPMENT ENGINEER
DATE 8/11/2008

DISTRICT ADMINISTRATOR
DATE 8-11-08

APPROVED

CHIEF ENGINEER
DATE 10-3-08

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

DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED

SCHEDULE OF REVISIONS

SHEET NUMBER 1
PARISH CALCASIEU
FEDERAL PROJECT
STATE PROJECT 810-26-0019
DESIGNED DD
CHECKED PL
DETAILED DC.TB
CHECKED PL
DATE 08-06-08
SHEET 1 OF 1
TITLE SHEET
LA 379

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NO	DATE	REVISION DESCRIPTION	BY

INDEX TO SHEETS

LA 379

DESIGNED	P.L.	SHEET	1 OF 1
CHECKED	D.C.	DATE	08-06-08
DETAILED	D.C.	CHECKED	P.L.
CHECKED	P.L.	DETAILED	D.C.
PARISH	CALCASIEU	FEDERAL PROJECT	
STATE PROJECT	810-26-0019	STATE PROJECT	

SHEET NUMBER 2

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEETS
2	INDEX TO SHEETS
3-4	CONSTRUCTION NOTES
5-16	TYPICAL SECTIONS AND DETAILS
17-19	CURVE AND SUPERELEVATION DATA
20-26	SUMMARY SHEETS
27-28	SUMMARY OF ESTIMATED QUANTITIES
29-34	TRAFFIC CONTROL DETAILS
35-36	SOIL BORING DATA

CONSTRUCTION NOTES

A. SCOPE OF WORK:

THIS PROJECT IS LOCATED ON LA 379 AND BEGINS AT STATION 20+00 (LA 27 TURNOUT) AND ENDS EAST AT STATION 528+81 (WEST EDGE LA 378 SAMPSON STREET). THE INTENT OF THIS PROJECT IS TO PATCH, COLD PLANE AND OVERLAY THE EXISTING ROADWAY, AND TO PLACE AGGREGATE SURFACE COURSE ON THE SHOULDERS.

THE PROJECT IS DIVIDED INTO THREE SEGMENTS:
SEGMENT 1 BEGINS AT STATION 20+00 (LA 27 TURNOUT) AND ENDS 2.333 MILES EAST AT STATION 143+18 (WEST EDGE OF ANTHONY FERRY ROAD).
SEGMENT 2 BEGINS AT STATION 199+43 (82' NORTH OF JUNCTION OF CENTERLINE OF LA 379 AND ANTHONY FERRY ROAD) AND ENDS 4.334 MILES SOUTH AND EAST AT STATION 428+50 (JUNCTION OLD SPANISH TRAIL).
SEGMENT 3 BEGINS AT STATION 500+00 (JUNCTION OLD SPANISH TRAIL) AND ENDS 0.546 MILES EAST AT STATION 528+81 (WEST EDGE LA 378 SAMPSON STREET).

B. GENERAL NOTES:

1. 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 IN THE VICINITY OF THIS PROJECT.
2. CONTRACTOR SHALL MAINTAIN ALL LANES OF TRAFFIC AT THE END OF EACH WORK DAY.
3. THE CONTRACTOR'S SEQUENCE OF CONSTRUCTION SHALL BE APPROVED BY THE PROJECT ENGINEER, PRIOR TO BEGINNING WORK ON PROJECT.
4. NO TRENCH OR HOLES SHALL BE LEFT OPEN WHEN/WHERE THE CONTRACTOR IS NOT WORKING.
5. CONTRACTOR SHALL MAINTAIN DRAINAGE.
6. ALL DAMAGED AREAS OUTSIDE OF WORK LIMITS SHALL BE RESTORED AS PER SECTION 107.12 OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES 2006 EDITION.

C. COLD PLANING:

1. THE CONTRACTOR SHALL RETAIN 50% OF THE RAP GENERATED FROM COLD PLANING. AS STATED IN AN ENDEAVOR AGREEMENT BETWEEN D.O.T.D. AND THE CALCASIEU PARISH POLICE JURY: A MAXIMUM OF 98 CU. YDS. TO BE DELIVERED TO CALCASIEU PARISH WEST MAINTENANCE FACILITY LOCATED AT 2915 POST OAK RD IN SULPHUR, LA. RAP MATERIAL NOT RETAINED BY THE CONTRACTOR SHALL BE HAULED AND STOCKPILED AT DISTRICT 07 HEADQUARTERS LOCATED AT 5827 HWY 90 E. IN LAKE CHARLES, LA. THE CONTRACTOR SHALL BE REQUIRED TO FURNISH THE NECESSARY EQUIPMENT AND PERSONNEL TO STOCKPILE & SHAPE THE RAP MATERIAL TO THE SATISFACTION OF THE PROJECT ENGINEER. PAYMENT FOR HAULING, STOCKPILING, AND SHAPING RAP IS INCLUDED IN ITEM 509-01.
2. PAYMENT FOR COLD PLANING OF EXISTING DRIVEWAYS AND TURNOUTS INCLUDED IN ITEM 509-01.
3. BUTT JOINTS SHALL BE MADE AT TIE-INS AND AT SIDE STREET LOCATIONS. REFER TO "TYPICAL PAVEMENT GRADE TRANSITION" SHEETS FOR ADDITIONAL INFORMATION.

SHEET NUMBER 3

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SHEET 1 OF 2

CONSTRUCTION NOTES
LA 379

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CONSTRUCTION NOTES

D. PLASTIC PAVEMENT STRIPING AND REFLECTORIZED RAISED PAVEMENT MARKERS:

STA. 370+24 - 428+50:
REMOVE EXISTING PAVEMENT STRIPING FROM THE ROADWAY AND REPLACE WITH REQUIRED PLASTIC PAVEMENT STRIPING. PLACE REFLECTORIZED RAISED PAVEMENT MARKERS AS REQUIRED.

STA. 500+00 - 528+81:
REMOVE EXISTING PAVEMENT STRIPING FROM THE ROADWAY AND REPLACE WITH REQUIRED PLASTIC PAVEMENT STRIPING. PLACE REFLECTORIZED RAISED PAVEMENT MARKERS AS REQUIRED.

E. PAY ITEM NOTES:

202-01 REMOVAL OF STRUCTURES AND OBSTRUCTIONS:
REMOVAL OF STRUCTURES AND OBSTRUCTIONS INCLUDES, BUT IS NOT LIMITED TO, BRICK MAILBOX LOCATED AT STATION 24+77 LEFT, PIPES FOR MAILBOXES AT STATIONS 91+61 RIGHT, 109+50 LEFT, 118+54 RIGHT, 257+57 LEFT, AND 326+20 LEFT; DRILL STEM FOR MAILBOX LOCATED AT STATION 311+91 LEFT.

202-02-E REMOVAL OF CONCRETE CURBS:
INCLUDES REMOVAL OF CURBING ON GRASS ISLAND LOCATED AT STATION 143+10 RIGHT OF CENTERLINE.

203-05 EXCAVATION AND EMBANKMENT:
INCLUDES EXCAVATION OF GRASS ISLAND LOCATED AT STATION 143+10 RIGHT OF CENTERLINE.

401-02 AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT):
EXISTING SHOULDER MATERIAL SHALL BE GRADED AT A 5% (MIN.) CROSS SLOPE FOR DRAINAGE PURPOSES PRIOR TO PLACEMENT OF AGGREGATE COURSE ON SHOULDERS (AS DIRECTED). COST OF GRADING EXISTING SHOULDERS SHALL BE INCLUDED IN ITEM 401-02. GRADING OF EXISTING SHOULDERS SHALL BE PERFORMED IN CONJUNCTION WITH COLD PLANING OPERATIONS.

502-01-A SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS:
INCLUDES WORK REQUIRED TO CONSTRUCT MAILBOX STOPS (6" THICKNESS), AND DRIVEWAYS AND TURNOUTS.

510-01-B PAVEMENT PATCHING (12" MINIMUM THICKNESS):
INCLUDES 781 SQ YDS TO PATCH ROADWAY AND SHOULDERS, AND 12 SQ YDS TO PATCH AREA AFTER GRASS ISLAND IS EXCAVATED AT STATION 143+10 RIGHT OF CENTERLINE.

732-04-F PLASTIC PAVEMENT LEGENDS AND SYMBOLS (YIELD LINE):
YIELD LINE PAID PER EACH TRIANGLE.

735-03 MAILBOX SUPPORTS (DOUBLE):
INCLUDES 13 SUPPORTS FOR JUMBO MAILBOXES TO BE INSTALLED ON DOUBLE SUPPORTS.

SHEET NUMBER 4

PARISH	FEDERAL PROJECT	STATE PROJECT
CALCASIEU		810-26-0019

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CONSTRUCTION NOTES

LA 379

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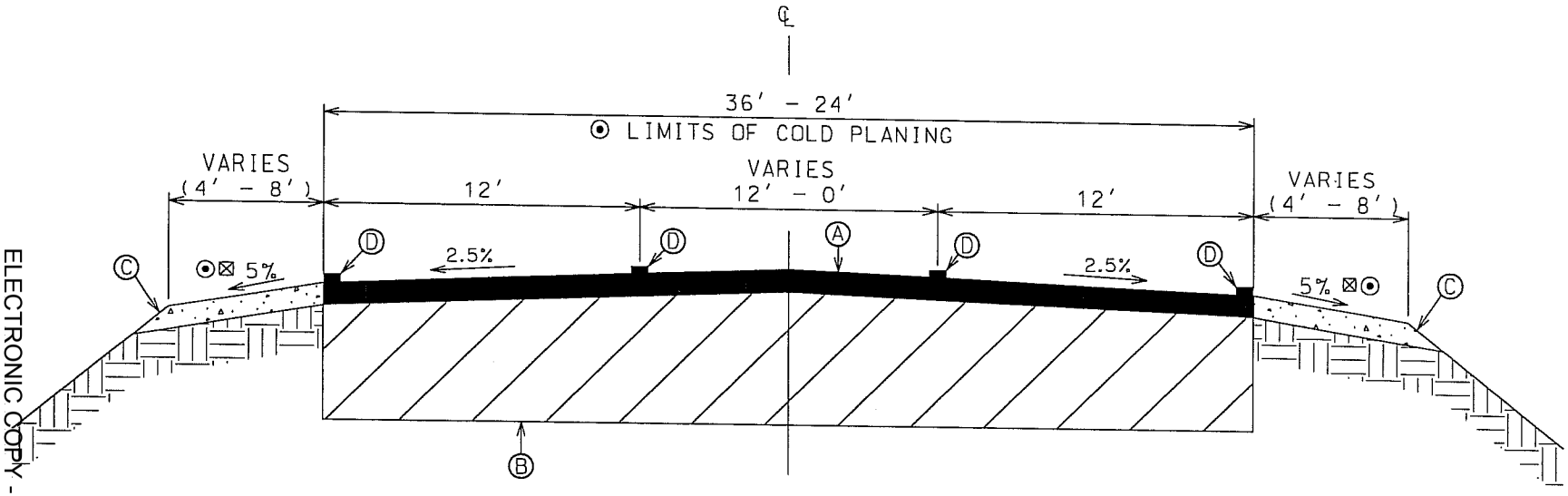

TYPICAL FINISHED SECTION

TO APPLY: STA. 20+00 - 22+62

Ⓐ REQ'D 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1)
Ⓑ EXISTING BASE AND SURFACING TO REMAIN AFTER COLD PLANING
Ⓒ REQ'D 2" AGGREGATE SURFACE COURSE
Ⓓ REQ'D PAVEMENT MARKINGS.

⊠ SLOPE MAY BE INCREASED TO 8% (MAX) WHERE APPROVED BY THE PROJECT ENGINEER.

⊙ SEE SUMMARY SHEETS FOR LIMITS AND THICKNESSES

20 YEAR ESAL = 648,499

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SHEET	1 OF 4

TYPICAL FINISHED SECTION

LA 379

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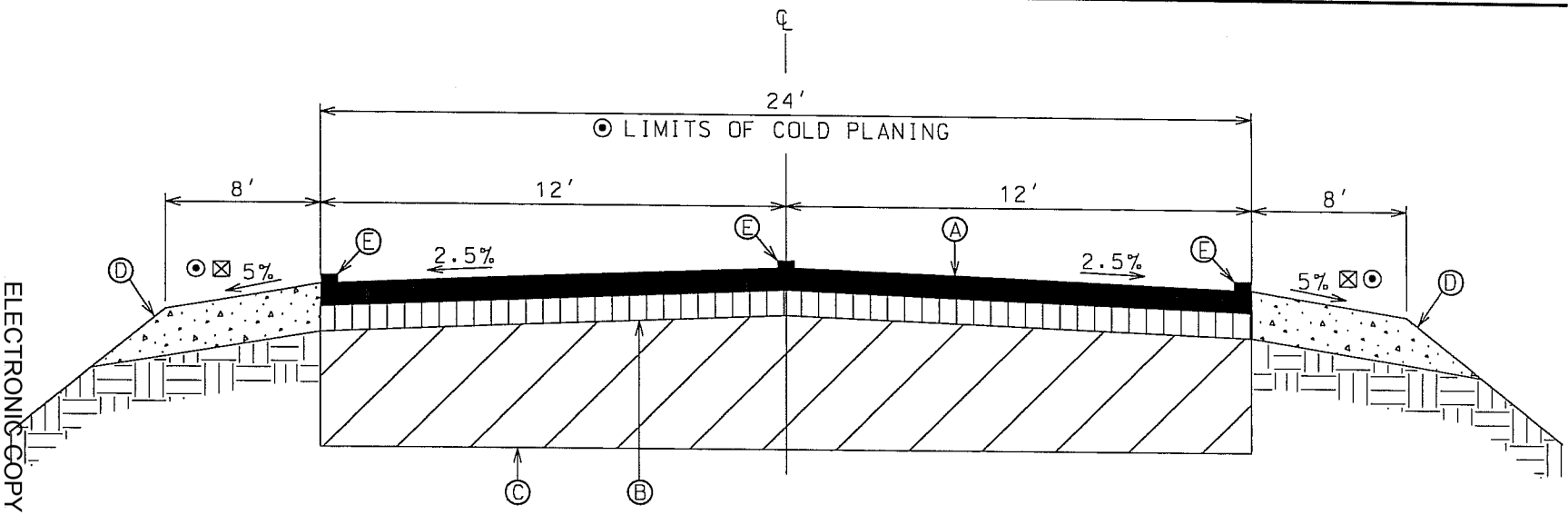

TYPICAL FINISHED SECTION

TO APPLY: STA. 22+62 - 140+65
201+40 - 224+88
226+98 - 274+06
357+10 - 369+24

Ⓐ REQ'D 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1)
Ⓑ REQ'D 2" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 1)
Ⓒ EXISTING BASE AND SURFACING TO REMAIN AFTER COLD PLANING
Ⓓ REQ'D 4" AGGREGATE SURFACE COURSE
Ⓔ REQ'D PAVEMENT MARKINGS.

⊠ SLOPE MAY BE INCREASED TO 8% (MAX) WHERE APPROVED BY THE PROJECT ENGINEER.

⊙ SEE SUMMARY SHEETS FOR LIMITS AND THICKNESSES

20 YEAR ESAL = 648,499

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STATE PROJECT 810-26-0019
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DETAILED D.C., T.B.
CHECKED P.L.
DATE 09-08-08
SHEET 2 OF 4
TYPICAL FINISHED SECTION
LA 379
NO. DATE REVISION DESCRIPTION
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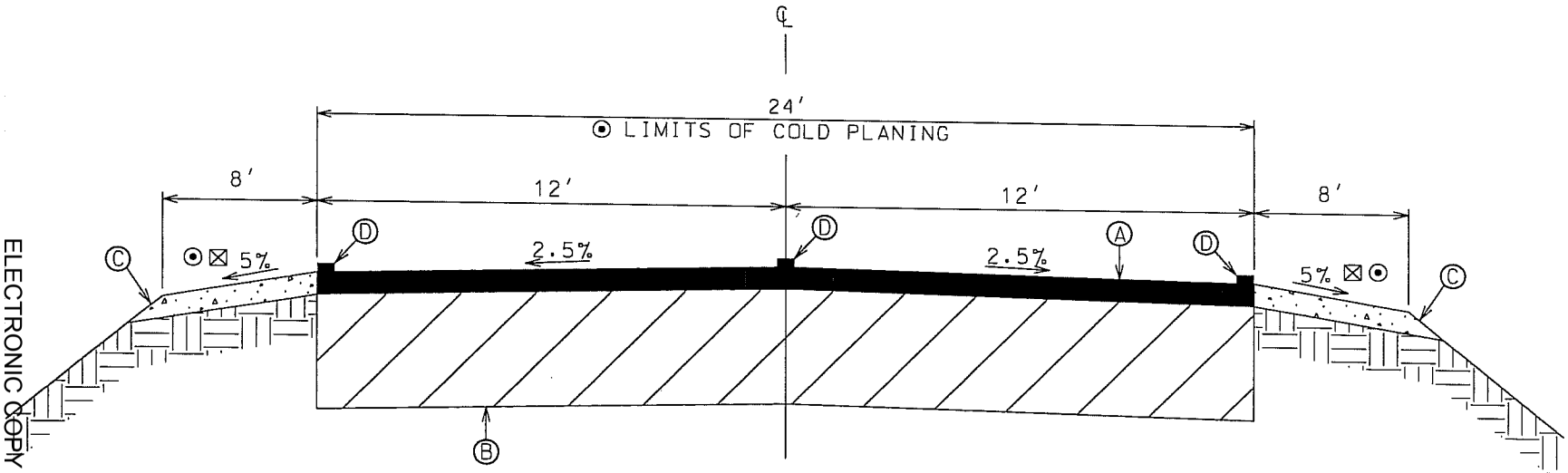

TYPICAL FINISHED SECTION

TO APPLY: STA. 140+65 - 142+10
199+43 - 201+40 (ROADWAY AND LEFT SHOULDER ONLY)
224+88 - 225+88
225+98 - 226+98
274+06 - 357+10
369+24 - 370+24

EXCEPTION: STA. 199+43 - 201+40 (RIGHT SHOULDER)
225+88 - 225+98 (RR CROSSING WITH PCC PAD)

Ⓐ REQ'D 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1)
Ⓑ EXISTING BASE AND SURFACING TO REMAIN AFTER COLD PLANING
Ⓒ REQ'D 2" AGGREGATE SURFACE COURSE
Ⓓ REQ'D PAVEMENT MARKINGS.

☒ SLOPE MAY BE INCREASED TO 8% (MAX) WHERE APPROVED BY THE PROJECT ENGINEER.

⊙ SEE SUMMARY SHEETS FOR LIMITS AND THICKNESSES

20 YEAR ESAL = 648,499

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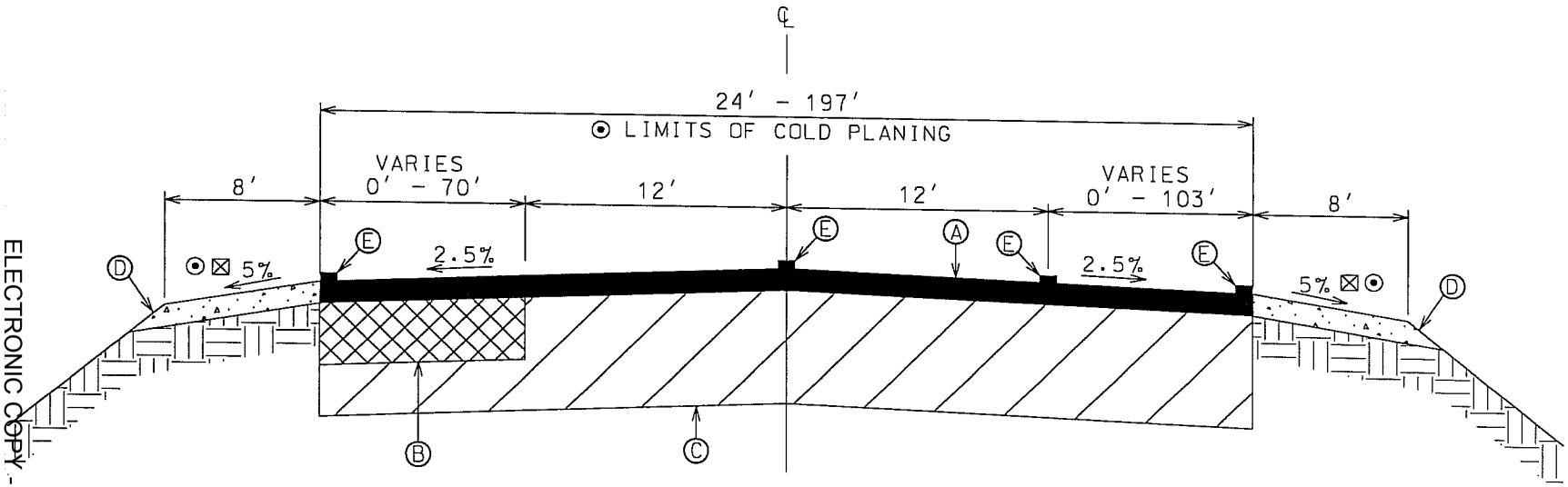
SHEET NUMBER	7
PARISH	CALCASIEU
FEDERAL PROJECT	
STATE PROJECT	810-26-0019
DESIGNED / CHECKED	D.D. / P.L.
DETAILED / CHECKED	D.C., T.B. / P.L.
DATE / SHEET	09-08-08 / 3 OF 4
TYPICAL FINISHED SECTION	LA 379

NO.	DATE	REVISION DESCRIPTION	BY



TYPICAL FINISHED SECTION

TO APPLY: STA. 142+10 - 143+18

Ⓐ REQ'D 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 1)
Ⓑ REQ'D PAVEMENT WIDENING (14" MINIMUM THICKNESS)
Ⓒ EXISTING BASE AND SURFACING TO REMAIN AFTER COLD PLANING
Ⓓ REQ'D 2" AGGREGATE SURFACE COURSE
Ⓔ REQ'D PAVEMENT MARKINGS.

⊠ SLOPE MAY BE INCREASED TO 8% (MAX) WHERE APPROVED BY THE PROJECT ENGINEER.

⊙ SEE SUMMARY SHEETS FOR LIMITS AND THICKNESSES

20 YEAR ESAL = 648,499

N.T.S.

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SHEET NUMBER	8
PARISH	CALCASIEU
FEDERAL PROJECT	
STATE PROJECT	810-26-0019
DESIGNED / CHECKED	D.D. / P.L.
DETAILED / CHECKED	D.C., T.B. / P.L.
DATE / SHEET	08-08-08 / 4 OF 4

TYPICAL FINISHED SECTION — LA 379

NO.	DATE	REVISION DESCRIPTION	BY

SUPERELEVATION VALUES FOR RURAL OVERLAY

D	RADIUS	30 m/hr				35 m/hr				40 m/hr				45 m/hr				50 m/hr				55 m/hr				60 m/hr			
		R		L		R		L		R		L		R		L		R		L		R		L		R		L	
	FEET	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.
0°15'	22,918	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.		
0°30'	11,459	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.		
0°45'	7,639	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	R.C.		150	N.C.	R.C.		160	N.C.	R.C.		175
1°00'	5,730	N.C.	N.C.			N.C.	N.C.			N.C.	R.C.		125	N.C.	R.C.		140	N.C.	R.C.		150	N.C.	R.C.		160	N.C.	R.C.		175
2°00'	2,865	N.C.	R.C.		100	N.C.	R.C.		110	N.C.	.028		125	N.C.	.035		140	N.C.	.040		150	N.C.	.028		160	N.C.	.030		175
3°00'	1,910	N.C.	R.C.		100	N.C.	.033		110	N.C.	.040		125	N.C.	.050		140	N.C.	.057		150	N.C.	.050		160	N.C.	.055		175
4°00'	1,432	N.C.	.033		100	N.C.	.042		110	N.C.	.051		125	N.C.	.062		155	R.C.	.072	150	180	R.C.	.069	165	180	R.C.	.077	175	210
5°00'	1,146	N.C.	.040		100	N.C.	.051		115	N.C.	.061		130	R.C.	.073	140	165	R.C.	.083	150	200	R.C.	.083	165	215	.040	.093	175	250
6°00'	955	N.C.	.046		100	N.C.	.058		125	N.C.	.070		150	R.C.	.081	140	185	.036	.092	150	220	.042	.092	165	235	.078	.098	210	270
7°00'	819	N.C.	.053		100	N.C.	.065		130	R.C.	.078	125	160	R.C.	.088	140	200	.062	.098	150	240	.077	.096	185	245	.080	.100	215	270
8°00'	716	N.C.	.058		110	R.C.	.072	115	145	R.C.	.084	125	180	.040	.092	140	210	.080	.100	190	240	.080	.100	205	255				
9°00'	637	N.C.	.063		120	R.C.	.077	115	155	R.C.	.089	125	190	.068	.095	155	215												
10°00'	573	N.C.	.068		120	R.C.	.081	115	160	.036	.094	125	200	.080	.100	180	220												
11°00'	521	N.C.	.072		130	R.C.	.085	115	165	.058	.097	125	200																
12°00'	477	R.C.	.078	100	140	R.C.	.088	115	175	.077	.099	170	210																
13°00'	441	R.C.	.080	100	140	.033	.090	115	175	.080	.100	170	210																
14°00'	409	R.C.	.083	100	150	.050	.092	115	180																				
16°00'	458	R.C.	.089	100	160	.075	.095	120	185																				
18°00'	318	.028	.093	100	170	.080	.100	160	190																				
20° & UP	286 & LESS	.050	.100	100	180																								

R = RATE OF SUPERELEVATION (ft/ft)
L = LENGTH OF SUPERELEVATION RUNOFF
D = DEGREE OF CURVE
(m/hr) = MILES PER HOUR (DESIGN SPEED)
MIN. = MINIMUM DESIGN
DES. = DESIRABLE DESIGN
N.C. = NORMAL CROWN SECTION
R.C. = REMOVE ADVERSE CROWN, SUPERELEVATE AT NORMAL CROWN

NOTES: LENGTHS OF SUPERELEVATION RUNOFFS ARE SHOWN FOR TWO-LANE ROADWAYS. FOR FOUR-LANE ROADWAYS, RUNOFF LENGTH SHOULD BE INCREASED AS DIRECTED BY THE PROJECT ENGINEER.

EXCEPTIONS TO THE MINIMUM SUPERELEVATION VALUES SHOWN MAY BE MADE WITH PROPER JUSTIFICATION BY THE PROJECT ENGINEER.

THE RADIUS LENGTHS REPORTED IN THE TABLE WERE DETERMINED USING THE ARC DEFINITION AND ROUNDED TO THE NEAREST FOOT.

NO	DATE	REVISION DESCRIPTION	BY

SUPERELEVATION VALUES FOR RURAL OVERLAY

LA 379

DESIGNED	P.L.	PARISH	CALCASIEU
CHECKED	P.L.		
DETAILED	D.C.	FEDERAL PROJECT	
CHECKED	P.L.		
DATE	06-24-08	STATE PROJECT	810-26-0019
SHEET	1 OF 1		

SHEET NUMBER 9

CURVE DATA (SUPERELEVATION)

CURVE NUMBER	1	2	3	4			TOTALS
DEGREE OF CURVE	9°5'	3°54'	6°9'	4°24'			
RATE OF SUPERELEVATION - ROADWAY (ft/ft)	0.100	0.040	0.100	0.042			
SHOULDER SLOPE - HIGH SIDE OF CURVE (ft/ft)	0.030	-0.030	0.030	-0.028			
DESIGN SPEED (mph)	45	60	55	55			
LENGTH OF SUPERELEVATION RUNOFF (ft)	220	176	255	165			
% OF RUNOFF LENGTH IN ADVANCE OF PC	80%	80%	50%	80%			
BEGIN RUNOUT STATION	202+39	319+31		345+48			
BEGIN RUNOFF STATION	202+94	320+41		346+46			
REVERSE CROWN	203+82	321+77	327+81	347+69			
PC STATION	204+70	321+82	328+06	347+78			
BEGIN FULL SUPERELEVATION STATION	205+14	322+17	329+34	348+11			
END FULL SUPERELEVATION STATION	209+21	324+29	332+05	352+87			
PT STATION	209+65	325+17	332+56	353+20			
REVERSE CROWN	210+53	324+70	333+58	353+29			
END RUNOFF STATION	211+41		334+60	354+52			
END RUNOUT STATION	211+96		335+24	355+50			
% OF RUNOFF LENGTH PAST THE PT	80%	50%	80%	80%			
ITEM 502-01 ADDITIONAL A.C. REQ'D FOR SLOPE CORRECTION IN CURVES (Tons)	423.0	96.7	389.2	359.1			**1,268.0**
ITEM 203-07 REQ'D BORROW FOR SHOULDER DRESSING IN CURVES (Cu. Yds.)	92		167	86			**345**

NOTES: QUANTITIES SHOWN ARE FOR ESTIMATING PURPOSES ONLY. ACTUAL QUANTITIES MAY VARY.

THE SUPERELEVATION TRANSITION FROM CURVE 2 TO CURVE 3 SHALL BEGIN AT REVERSE CROWN STATION 324+70 OF CURVE 2 AND END AT REVERSE CROWN STATION 327+81 OF CURVE 3.

SHEET NUMBER 10

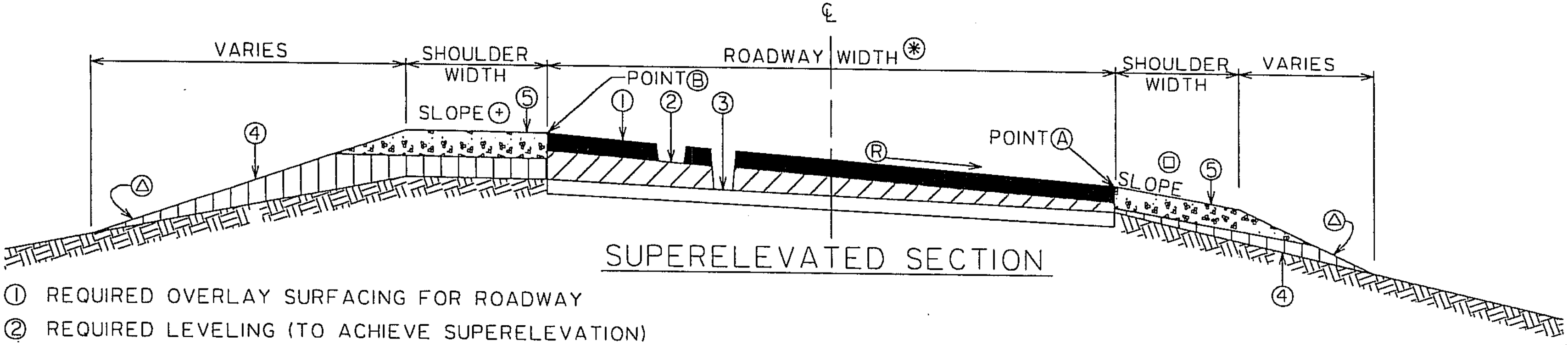
PARISH: CALCASIEU
FEDERAL PROJECT:
STATE PROJECT: 810-26-0019

DESIGNED D.C.
CHECKED P.L.
DETAILED D.C.
CHECKED P.L.
DATE 09-08-08
SHEET 1 OF 1

CURVE DATA (SUPERELEVATION)

LA 379

NO | DATE | REVISION DESCRIPTION | BY



SUPERELEVATED SECTION

① REQUIRED OVERLAY SURFACING FOR ROADWAY
② REQUIRED LEVELING (TO ACHIEVE SUPERELEVATION)
③ EXISTING SURFACING ON ROADWAY
④ REQUIRED BORROW FOR SIDE SLOPES AND SHOULDERS
⑤ REQUIRED AGGREGATE SHOULDERS

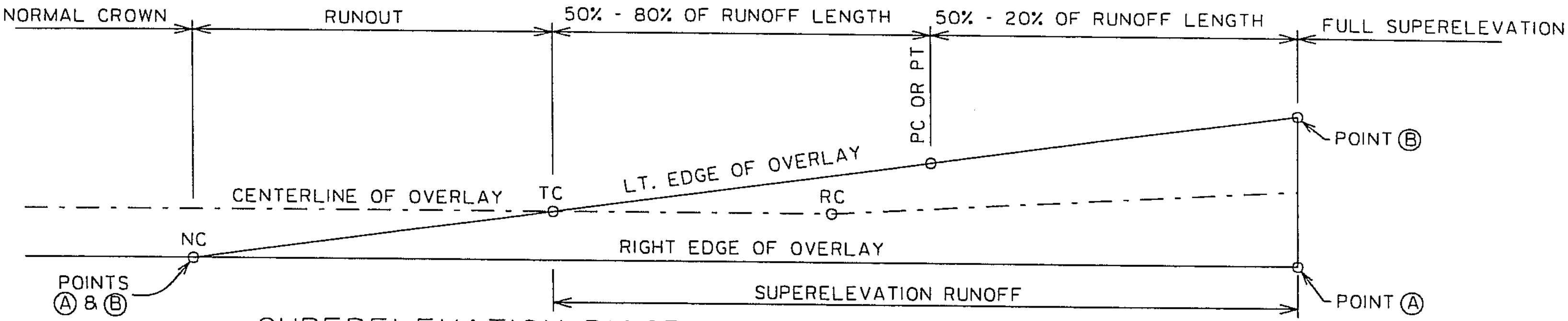
Ⓡ RATE OF SUPERELEVATION (FT. PER FT.)
◻ 0.05'/' MIN. (SHALL NOT BE LESS THAN THE ROADWAY CROSS SLOPE, R)
△ SLOPE TO BE AS DIRECTED BY THE PROJECT ENGINEER (NOT STEEPER THAN 3:1)
⊕ THE MAXIMUM ALGEBRAIC DIFFERENCE IN CROSS SLOPE BETWEEN ROADWAY AND SHOULDER SHALL BE 7 %

⊛ 12' LANES (MIN.) WHEN CURVATURE EXCEEDS 4°-00' FOR CURRENT ADT 3,000 AND OVER

12' LANES (MIN.) WHEN CURVATURE EXCEEDS 5°-00' FOR CURRENT ADT 3,000 TO 750

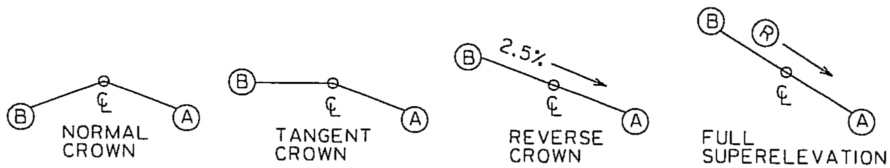
12' LANES (MIN.) WHEN CURVATURE EXCEEDS 8°-00' FOR CURRENT ADT 750 TO 400

WIDENED LANE WIDTH IS CONSTANT FROM P.C. TO P.T. OF THE CURVES WITH A 200' TRANSITION INTO AND OUT OF THE CURVES.



SUPERELEVATION DIAGRAMS (FOR RIGHT CURVATURE)

NOTE:
NC = NORMAL CROWN
TC = TANGENT CROWN
RC = REVERSE CROWN



SHEET 1 OF 1

SUPERELEVATION REQUIREMENTS FOR OVERLAYING RURAL HIGHWAYS	LA 379
DESIGNED D.C. / CHECKED P.L.	DETAILED T.B.D.C. / CHECKED P.L.
DATE 08-06-08	SHEET 1 OF 1
PARISH CALCASIEU	FEDERAL PROJECT
STATE PROJECT 810-26-0019	SHEET NUMBER 11
NO. / DATE / REVISION DESCRIPTION / BY	

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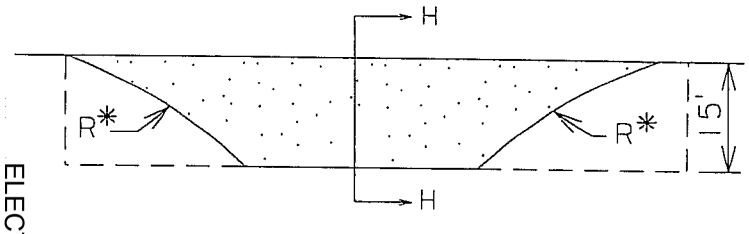
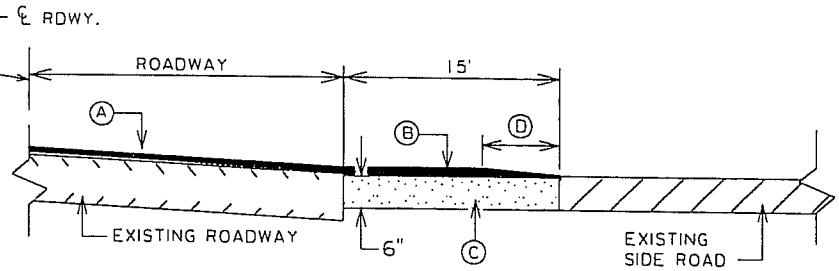
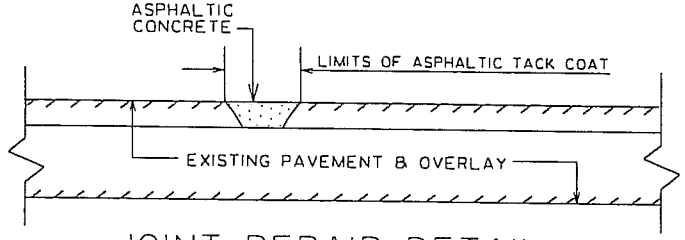


DETAIL OF APRON AT TURNOUT (TYPICAL)

* MATCH EXISTING RADIUS



SECTION H-H



JOINT REPAIR DETAIL

Ⓐ ASPHALTIC CONCRETE (COURSES AND TYPES AS SHOWN ON ROADWAY TYPICAL SECTION)

Ⓑ ASPHALTIC CONCRETE (WEARING COURSE) (DEPTH TO MATCH ROADWAY OVERLAY) (TO APPLY TO EXISTING AND NEW PAVED TURNOUTS) (QUANTITY INCLUDED IN ITEM NO. 502-01-A)

Ⓒ WHEN PAVED APRONS ARE PLACED IN TWO LIFTS; ASPHALTIC CONCRETE WEARING COURSE MAY BE USED IN BOTH LIFTS AND BINDER COURSE MAY BE USED IN THE FIRST LIFT. (TO APPLY TO NEW PAVED TURNOUTS) (QUANTITY INCLUDED IN ITEM NO. 502-01-A)

Ⓓ TAPER TO PROVIDE SMOOTH TIE-IN WHERE NEEDED.

NOTE: USE DETAILS APPLICABLE TO THIS PROJECT

SHEET NUMBER 12

PARISH: CALCASIEU

FEDERAL PROJECT:

STATE PROJECT: B10-26-0019

DESIGNED: D.C. CHECKED: P.L.

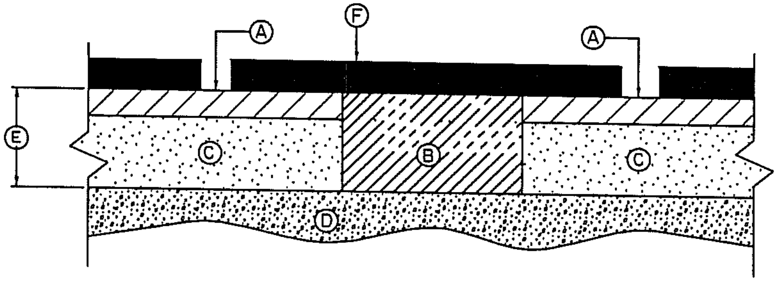
DETAILED: D.C. CHECKED: P.L.

DATE SHEET: 05-19-08

APRON TURNOUT W/SECTION, PATCHING & JOINT REPAIR DETAILS

LA 379

NO. DATE REVISION DESCRIPTION BY



PATCHING DETAIL

- (A) EXISTING ASPHALTIC CONCRETE THICKNESS REMAINING AT THE TIME OF PATCHING OPERATIONS.
- (B) PAVEMENT PATCH: ASPHALTIC CONCRETE INCLUDED IN ITEM 510-01-B
- (C) EXISTING BASE.
- (D) EXISTING SUBGRADE.
- (E) PATCHING SHALL EXTEND TO BOTTOM OF EXISTING BASE: ROADWAY AND SHOULDERS: 12" MINIMUM THICKNESS
- (F) ASPHALTIC CONCRETE (COURSES AND TYPES AS SHOWN ON TYPICAL FINISHED SECTIONS).

SHEET NUMBER	13
PARISH	CALCASIEU
FEDERAL PROJECT	
STATE PROJECT	810-26-0019
DESIGNED / CHECKED	D.C. / P.L.
DETAILED / CHECKED	D.C. / P.L.
DATE	09-17-08
SHEET	PATCHING DETAIL
	LA 379

NO.	DATE	REVISION DESCRIPTION	BY

NO.	DATE	REVISION DESCRIPTION	BY

WIDENING DETAIL

DESIGNED	D.C.	DATE	09-17-08	STATE PROJECT	810-26-0019
CHECKED	P.L.	SHEET	LA 379	PARISH	CALCASIEU
DETAILED	D.C.			FEDERAL PROJECT	
CHECKED	P.L.				

SHEET NUMBER 14

WIDENING DETAIL

Ⓐ EXISTING ASPHALTIC CONCRETE THICKNESS REMAINING AT THE TIME OF WIDENING OPERATIONS.

Ⓑ PAVEMENT WIDENING: ASPHALTIC CONCRETE. INCLUDED IN ITEM 510-02.

Ⓒ EXISTING BASE.

Ⓓ EXISTING SUBGRADE.

Ⓔ WIDENING SHALL EXTEND TO BOTTOM OF EXISTING BASE: ROADWAY AND SHOULDERS: 14" MINIMUM THICKNESS

Ⓕ ASPHALTIC CONCRETE (COURSES AND TYPES AS SHOWN ON TYPICAL FINISHED SECTIONS).

Ⓖ AGGREGATE SURFACE COURSE.

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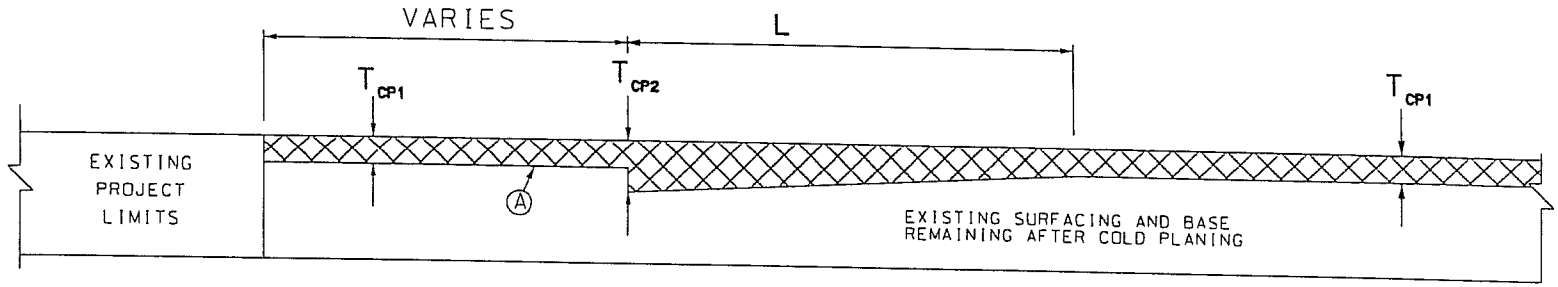

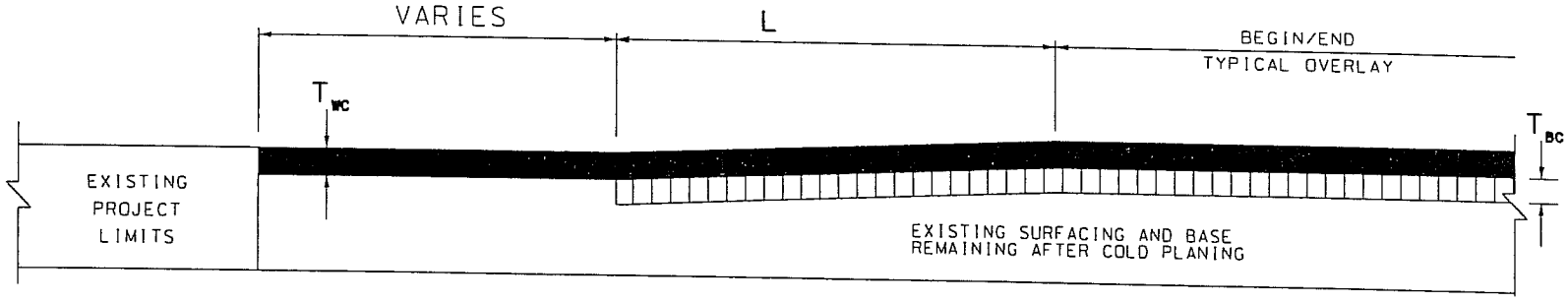

LONGITUDINAL PAVEMENT SECTION

LEGEND:

REQUIRED COLD PLANING T_{CP1} & T_{CP2}

REQUIRED ASPHALTIC CONCRETE WEARING COURSE T_{WC}

REQUIRED ASPHALTIC CONCRETE BINDER COURSE T_{BC}

WHERE: T = THICKNESS
CP = COLD PLANING
WC = WEARING COURSE
BC = BINDER COURSE

NOTE: REQUIRED COLD PLANING OF EXISTING ASPHALTIC CONCRETE PAVEMENT SHALL BE PERFORMED BY:

Ⓐ COLD PLANING ASPHALTIC PAVEMENT (ITEM 509-01)

THICKNESS				LENGTH		
T_{CP1}	T_{CP2}	T_{BC}	T_{WC}	L		
2"	4"	2"	2"	100'		

NOTE: EVERY 1" VERTICAL TRANSITION REQUIRES 50' OF LONGITUDINAL ROADWAY.

DRAWING NOT TO SCALE

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C-15

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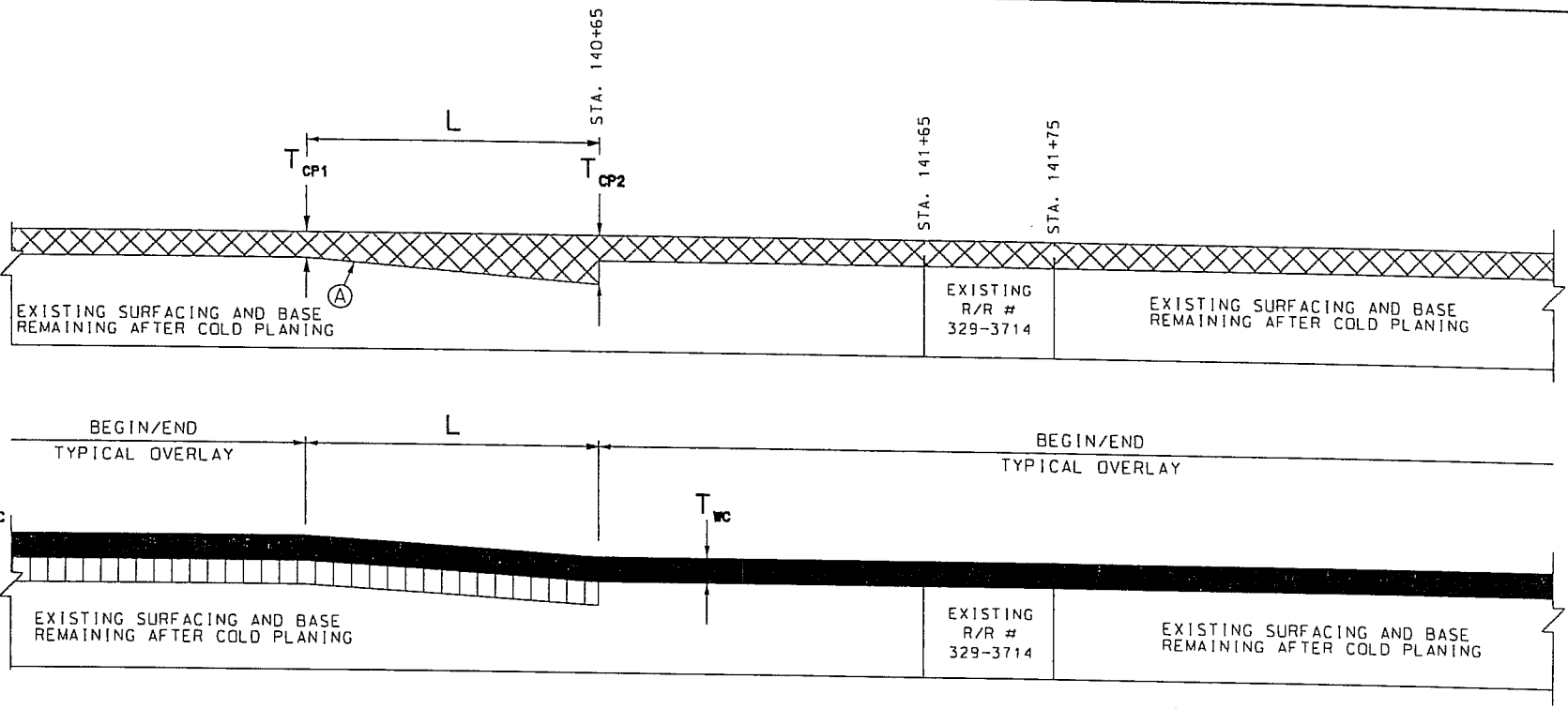
SHEET NUMBER	15
PARISH	CALCASIEU
FEDERAL PROJECT	
STATE PROJECT	810-26-0019
DESIGNED	D.C.
CHECKED	P.L.
DETAILED	T.B.
CHECKED	P.L.
DATE	06-25-08
SHEET	1 OF 3

TYPICAL PAVEMENT GRADE TRANSITION

LA 379

NO.	DATE	REVISION DESCRIPTION	BY



LONGITUDINAL PAVEMENT SECTION

LEGEND:

- REQUIRED COLD PLANING T_{CP1} & T_{CP2}
- REQUIRED ASPHALTIC CONCRETE WEARING COURSE T_{WC}
- REQUIRED ASPHALTIC CONCRETE BINDER COURSE T_{BC}

WHERE: T = THICKNESS
CP = COLD PLANING
WC = WEARING COURSE
BC = BINDER COURSE

NOTE: REQUIRED COLD PLANING OF EXISTING ASPHALTIC CONCRETE PAVEMENT SHALL BE PERFORMED BY:

Ⓐ COLD PLANING ASPHALTIC PAVEMENT (ITEM 509-01)

THICKNESS				LENGTH		
T_{CP1}	T_{CP2}	T_{BC}	T_{WC}	L		
2"	4"	2"	2"	100'		

NOTE: EVERY 1" VERTICAL TRANSITION REQUIRES 50' OF LONGITUDINAL ROADWAY.

DRAWING NOT TO SCALE

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C-16

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SHEET NUMBER 16

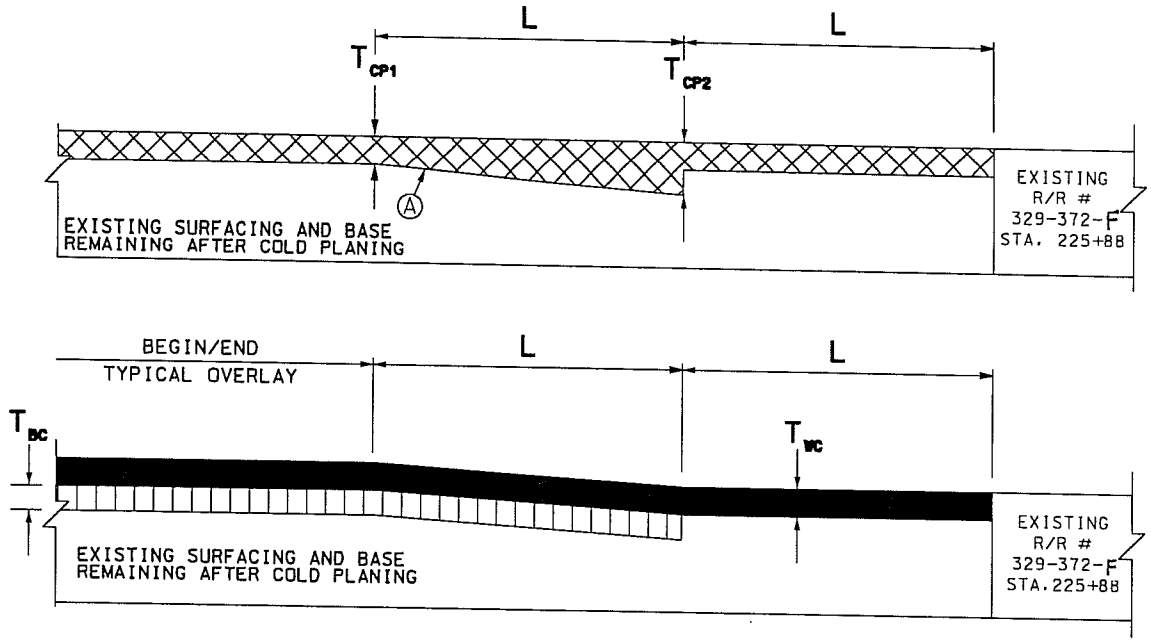
PARISH CALCASIEU
FEDERAL PROJECT
STATE PROJECT 810-26-0019

DESIGNED D.C.
CHECKED P.L.
DETAILED T.B.
CHECKED P.L.
DATE 06-25-08
SHEET 12 OF 3

TYPICAL PAVEMENT GRADE TRANSITION

LA 379

NO. REVISION DESCRIPTION DATE BY



LONGITUDINAL PAVEMENT SECTION

LEGEND:

REQUIRED COLD PLANING T_{CP1} & T_{CP2}

REQUIRED ASPHALTIC CONCRETE WEARING COURSE T_{WC}

REQUIRED ASPHALTIC CONCRETE BINDER COURSE T_{BC}

WHERE: T = THICKNESS
CP = COLD PLANING
WC = WEARING COURSE
BC = BINDER COURSE

NOTE: REQUIRED COLD PLANING OF EXISTING ASPHALTIC CONCRETE PAVEMENT SHALL BE PERFORMED BY:

Ⓐ COLD PLANING ASPHALTIC PAVEMENT (ITEM 509-01)

THICKNESS				LENGTH		
T_{CP1}	T_{CP2}	T_{BC}	T_{WC}	L		
2"	4"	2"	2"	100'		

NOTE: EVERY 1" VERTICAL TRANSITION REQUIRES 50' OF LONGITUDINAL ROADWAY.

DRAWING NOT TO SCALE

SHEET NUMBER 17
PARISH CALCASIEU
FEDERAL PROJECT
STATE PROJECT 810-26-0019
DESIGNED D.C. CHECKED P.L.
DETAILED T.B. CHECKED P.L.
DATE 09-08-08 SHEET 3 OF 3
TYPICAL PAVEMENT GRADE TRANSITION
LA 379
NO. DATE REVISION DESCRIPTION BY

ELECTRONIC COPY - NOT VALID FOR PAPER BID SUBMITTAL

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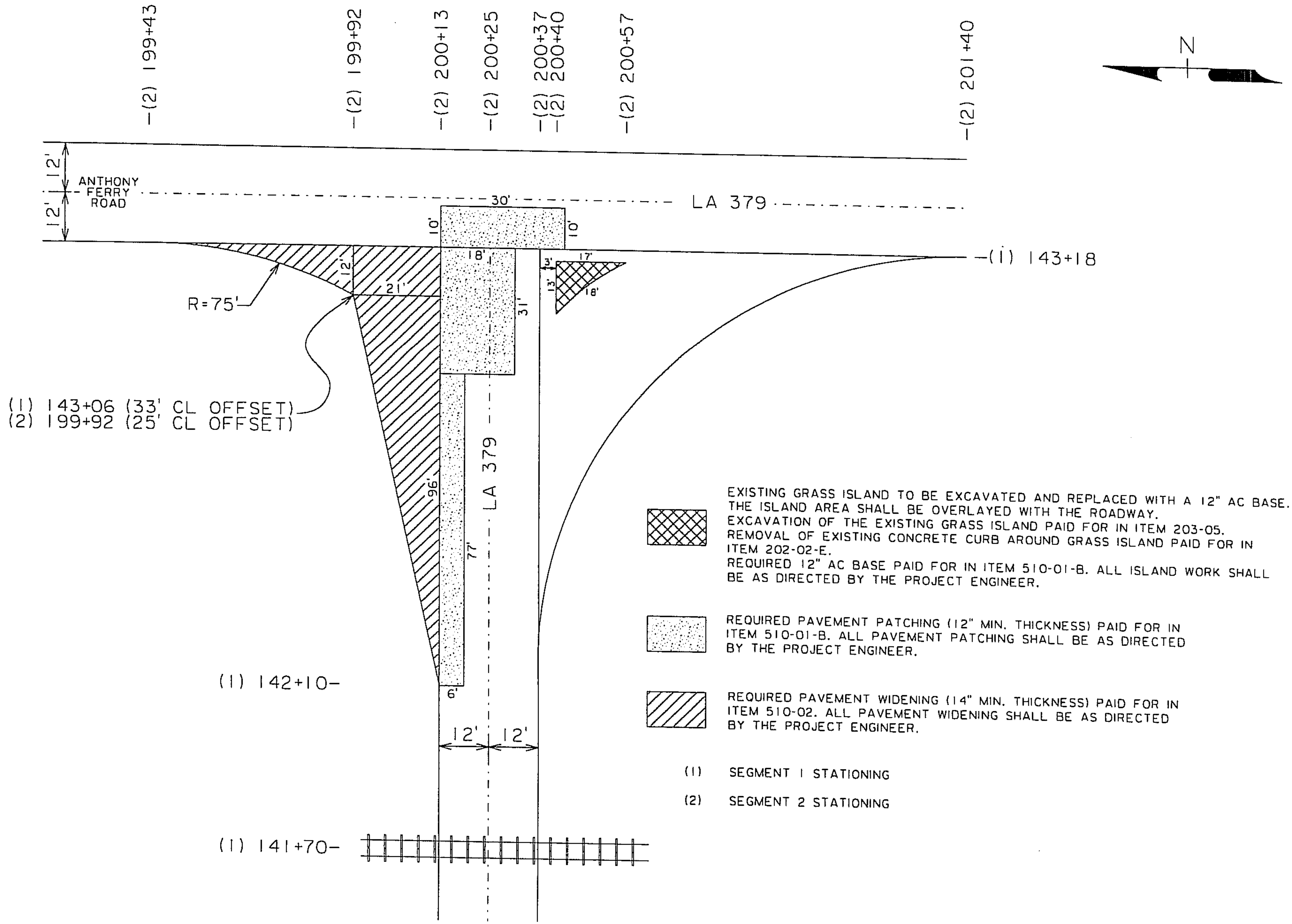

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PLAN VIEW
(LA 379 @ ANTHONY FERRY RD)
LA 379

DESIGNED	D.D.
CHECKED	P.L.
DETAILED	T.B..D.C.
CHECKED	D.C.
DATE	08-05-08
SHEET	
PARISH	CALCASIEU
FEDERAL PROJECT	
STATE PROJECT	810-26-0019
SHEET NUMBER	19

NO.	DATE	REVISION DESCRIPTION	BY

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NO	DATE	REVISION DESCRIPTION	BY

PAVEMENT WIDENING

LA 379

DESIGNED	P.L.	SHEET	1 OF 1	STATE	810-26-0019
CHECKED	D.D.	DATE	05-20-08	PROJECT	
DETAILED	D.C.	CHECKED	P.L.	FEDERAL	
CHECKED	P.L.	DETAILED	D.C.	PROJECT	
		DESIGNED	D.D.	PARISH	CALCASIEU

SHEET NUMBER 20

PAVEMENT WIDENING

STA.	STA.	DESCRIPTION	PAVEMENT WIDENING				
			LENGTH	WIDTH	DEPTH		SQ. YDS.
			FEET	FEET	INCHES		
142+10	143+18	ROADWAY (LT)(ANTHONY FERRY ROAD INTERSECTION)	108	VARIES	14		169.3
		PROJECT TOTAL S.P. 810-26-0019					169.3

COLD PLANING (ROADWAY)

STA.	STA.	DESCRIPTION	COLD PLANING (ROADWAY)			
			LENGTH	WIDTH	DEPTH	SQ. YDS.
			FEET	FEET	INCHES	
20+00	22+62	ROADWAY (WIDTH VARIES: 36' - 24' = 30' AVG)	262	30	2	873
22+62	23+62	ROADWAY (BINDER COURSE TIE-IN)(DEPTH VARIES: 4" - 2" = 3" AVG)	100	24	3	267
23+62	139+65	ROADWAY	11,603	24	2	30,941
139+65	140+65	ROADWAY (BINDER COURSE TIE-IN)(DEPTH VARIES: 2" - 4" = 3" AVG)	100	24	3	267
140+65	141+65	ROADWAY	100	24	2	267
141+65	141+75	RR CROSSING WITH AC PAD	10	24	2	27
141+75	142+10	ROADWAY	35	24	2	93
142+10	143+18	ROADWAY	108	VARIES	2	602
199+43	201+40	ROADWAY	197	24	2	525
201+40	202+40	ROADWAY (BINDER COURSE TIE-IN)(DEPTH VARIES: 4" - 2" = 3" AVG)	100	24	3	267
202+40	223+88	ROADWAY	2,148	24	2	5,728
223+88	224+88	ROADWAY (BINDER COURSE TIE-IN)(DEPTH VARIES: 2" - 4" = 3" AVG)	100	24	3	267
224+88	225+88	ROADWAY	100	24	2	267
225+88	225+98	EXCEPTION (RR CROSSING WITH PCC PAD)	10	------	------	------
		SHEET TOTAL : S.P. 810-26-0019				40,391

NOTE:

SEGMENT 1 : STA 20+00 - STA 143+18
SEGMENT 2 : STA 199+43 - STA 428+50
SEGMENT 3 : STA 500+00 - STA 528+81

SHEET NUMBER 21

CALCASIEU | | 810-26-0019
PARISH | FEDERAL PROJECT | STATE PROJECT

D.D. P.L. | D.C. P.L. | 09-08-08 | 1 OF 2
DESIGNED CHECKED | DETAILED CHECKED | DATE | SHEET

COLD PLANING (ROADWAY) | LA 379

NO | DATE | REVISION DESCRIPTION | BY

COLD PLANING (ROADWAY)

STA.	STA.	DESCRIPTION	COLD PLANING (ROADWAY)			
			LENGTH FEET	WIDTH FEET	DEPTH INCHES	SQ. YDS.
225+98	226+98	ROADWAY	100	24	2	267
226+98	227+98	ROADWAY (BINDER COURSE TIE-IN)(DEPTH VARIES: 4" - 2" = 3" AVG)	100	24	3	267
227+98	273+31	ROADWAY	4,533	24	2	12,088
273+31	274+06	ROADWAY (BINDER COURSE TIE-IN)(DEPTH VARIES: 2" - 0.5" = 1.25" AVG)	75	24	1.25	200
274+06	357+10	ROADWAY	8,304	24	1	22,144
357+10	357+85	ROADWAY (BINDER COURSE TIE-IN)(DEPTH VARIES: 0.5" - 2" = 1.25" AVG)	75	24	1.25	200
357+85	368+24	ROADWAY	1,039	24	2	2,771
368+24	369+24	ROADWAY (BINDER COURSE TIE-IN)(DEPTH VARIES: 2" - 4" = 3" AVG)	100	24	3	267
369+24	370+24	ROADWAY	100	24	2	267
370+24	428+50	EXCEPTION (ROADWAY)	5,826	------	------	------
500+00	528+81	EXCEPTION (ROADWAY)	2,881	------	------	------
		ADDITIONAL FOR DRIVEWAYS AND TURNOUTS				1,849
				SHEET TOTAL : S.P. 810-26-0019		40,320
				PROJECT TOTAL : S.P. 810-26-0019		80,711

NOTE:

SEGMENT 1 : STA 20+00 - STA 143+18
SEGMENT 2 : STA 199+43 - STA 428+50
SEGMENT 3 : STA 500+00 - STA 528+81

SHEET NUMBER 22

CALCASIEU | | 810-26-0019
PARISH | FEDERAL PROJECT | STATE PROJECT

D.D. P.L. | D.C. P.L. | 09-08-08 | 2 OF 2
DESIGNED CHECKED | DETAILED CHECKED | DATE | SHEET

COLD PLANING (ROADWAY) | LA 379

NO | DATE | REVISION DESCRIPTION | BY

SURFACING (ROADWAY)

STA.	STA.	DESCRIPTION	ASPHALTIC CONCRETE				
			LENGTH	WIDTH	SQ. YDS.	2" WEARING COURSE (SUPERPAVE)	2" BINDER COURSE (SUPERPAVE)
			FEET	FEET		TONS	TONS
20+00	22+62	ROADWAY (WEARING ONLY)(WIDTH VARIES: 36' - 24' = 30' AVG)	262	30	873.33	96.1	———
22+62	23+62	ROADWAY (BINDER COURSE TIE-IN)	100	24	266.67	29.3	29.3
23+62	139+65	ROADWAY	11,603	24	30,941.33	3,403.5	3,403.5
139+65	140+65	ROADWAY (BINDER COURSE TIE-IN)	100	24	266.67	29.3	29.3
140+65	141+65	ROADWAY (WEARING ONLY)	100	24	266.67	29.3	———
141+65	141+75	ROADWAY (WEARING ONLY)(RR CROSSING WITH AC PAD)	10	24	26.67	2.9	———
141+75	142+10	ROADWAY (WEARING ONLY)	35	24	93.33	10.3	———
142+10	143+18	ROADWAY (WEARING ONLY)	108	VARIES	601.70	66.2	———
199+43	201+40	ROADWAY (WEARING ONLY)	197	24	525.33	57.8	———
201+40	202+40	ROADWAY (BINDER COURSE TIE-IN)	100	24	266.67	29.3	29.3
202+40	223+88	ROADWAY	2,148	24	5,728.00	630.1	630.1
223+88	224+88	ROADWAY (BINDER COURSE TIE-IN)	100	24	266.67	29.3	29.3
224+88	225+88	ROADWAY (WEARING ONLY)	100	24	266.67	29.3	———
225+88	225+98	EXCEPTION (RR CROSSING WITH PCC PAD)	10	———	———	———	———
		SHEET TOTAL : S.P. 810-26-0019				4,442.7	4,150.8

NOTE:

SEGMENT 1 : STA 20+00 - STA 143+18
SEGMENT 2 : STA 199+43 - STA 428+50
SEGMENT 3 : STA 500+00 - STA 528+81

SHEET NUMBER 229

CALCASIEU | | 810-26-0019
PARISH | FEDERAL PROJECT | STATE PROJECT

DESIGNED D.D. P.L. | DETAILED D.C. P.L. | DATE 09-08-08 | SHEET 1 OF 2
CHECKED | CHECKED

SURFACING (ROADWAY) | LA 379

NO | DATE | REVISION DESCRIPTION | BY

SURFACING (ROADWAY)

STA.	STA.	DESCRIPTION	ASPHALTIC CONCRETE				
			LENGTH	WIDTH	SQ. YDS.	2" WEARING COURSE (SUPERPAVE)	2" BINDER COURSE (SUPERPAVE)
			FEET	FEET		TONS	TONS
225+98	226+98	ROADWAY (WEARING ONLY)	100	24	266.67	29.3	———
226+98	227+98	ROADWAY (BINDER COURSE TIE-IN)	100	24	266.67	29.3	29.3
227+98	273+31	ROADWAY	4,533	24	12,088.00	1,329.7	1,329.7
273+31	274+06	ROADWAY (BINDER COURSE TIE-IN)	75	24	200.00	22.0	22.0
274+06	357+10	ROADWAY (WEARING ONLY)	8,304	24	22,144.00	2,435.8	———
357+10	357+85	ROADWAY (BINDER COURSE TIE-IN)	75	24	200.00	22.0	22.0
357+85	368+24	ROADWAY	1,039	24	2,770.67	304.8	304.8
368+24	369+24	ROADWAY (BINDER COURSE TIE-IN)	100	24	266.67	29.3	29.3
369+24	370+24	ROADWAY (WEARING ONLY)	100	24	266.67	29.3	———
370+24	428+50	EXCEPTION (ROADWAY)	5,826	———	———	———	———
500+00	528+81	EXCEPTION (ROADWAY)	2,881	———	———	———	———
		ADDITIONAL FOR CROSS SLOPE CORRECTION IN SUPERELEVATED CURVES					1,268.0
		SHEET TOTAL : S.P. 810-26-0019				4,231.5	3,005.1
		PROJECT TOTAL : S.P. 810-26-0019				8,674.2	7,155.9

NOTE:

SEGMENT 1 : STA 20+00 - STA 143+18
SEGMENT 2 : STA 199+43 - STA 428+50
SEGMENT 3 : STA 500+00 - STA 528+81

SHEET NUMBER 23

PARISH CALCASIEU | FEDERAL PROJECT | STATE PROJECT 810-26-0019

DESIGNED D.D. | CHECKED P.L. | DETAILED D.C. | CHECKED P.L. | DATE 09-08-08 | SHEET 2 OF 2

SURFACING (ROADWAY) — LA 379

NO	DATE	REVISION DESCRIPTION	BY

AGGREGATE SURFACE COURSE (ADJ. VEH. MEAS.)

STA.	STA.	DESCRIPTION	LENGTH	WIDTH (AVG.)	DEPTH	CU. YDS.
			FEET	FEET	INCHES	
20+00	22+62	SHOULDER (LT)(WIDTH VARIES: 4' - 8' = 6' AVG)	262	6	2	10
20+00	22+62	SHOULDER (RT)(WIDTH VARIES: 4' - 8' = 6' AVG)	262	6	2	10
22+62	140+65	SHOULDER (LT)	11,803	8	4	1,166
22+62	140+65	SHOULDER (RT)	11,803	8	4	1,166
140+65	142+10	SHOULDER (LT)	145	8	2	7
140+65	142+10	SHOULDER (RT)	145	8	2	7
142+10	143+18	SHOULDER (LT)	108	8	2	5
142+10	143+18	SHOULDER (RT)	108	8	2	5
199+43	201+40	SHOULDER (LT)	197	8	2	10
199+43	201+40	EXCEPTION (SHOULDER (RT))	197	------	------	------
201+40	224+88	SHOULDER (LT)	2,348	8	4	232
201+40	224+88	SHOULDER (RT)	2,348	8	4	232
224+88	225+88	SHOULDER (LT)	100	8	2	5
224+88	225+88	SHOULDER (RT)	100	8	2	5
225+88	225+98	EXCEPTION (SHOULDER (LT & RT))(RR CROSSING WITH PCC PAD)	10	------	------	------
225+98	226+98	SHOULDER (LT)	100	8	2	5
225+98	226+98	SHOULDER (RT)	100	8	2	5
		SHEET TOTAL : S.P. 810-26-0019				2,870

NOTE:

SEGMENT 1 : STA 20+00 - STA 143+18

SEGMENT 2 : STA 199+43 - STA 428+50

SEGMENT 3 : STA 500+00 - STA 528+81

SHEET NUMBER 24

PARISH CALCASIEU | FEDERAL PROJECT | STATE PROJECT 810-26-0019

DESIGNED D.D. | CHECKED P.L. | DETAILED D.C. | CHECKED P.L. | DATE 09-08-08 | SHEET 1 OF 2

AGGREGATE SURFACE COURSE (ADJ. VEH. MEAS.) LA 379

NO | DATE | REVISION DESCRIPTION | BY

AGGREGATE SURFACE COURSE (ADJ. VEH. MEAS.)

STA.	STA.	DESCRIPTION	LENGTH	WIDTH (AVG.)	DEPTH	CU. YDS.
			FEET	FEET	INCHES	
226+98	274+06	SHOULDER (LT)	4,708	8	4	465
226+98	274+06	SHOULDER (RT)	4,708	8	4	465
274+06	357+10	SHOULDER (LT)	8,304	8	2	410
274+06	357+10	SHOULDER (RT)	8,304	8	2	410
357+10	369+24	SHOULDER (LT)	1,214	8	4	120
357+10	369+24	SHOULDER (RT)	1,214	8	4	120
369+24	370+24	SHOULDER (LT)	100	8	2	5
369+24	370+24	SHOULDER (RT)	100	8	2	5
370+24	428+50	EXCEPTION (SHOULDER (LT & RT))	5,826	------	------	------
500+00	528+81	EXCEPTION (SHOULDER (LT & RT))	2,881	------	------	------
		ADDITIONAL FOR WEDGES				250
		ADDITIONAL FOR DRIVES AND TURNOUTS				144
		DEDUCTION FOR PAVED MAILBOX STOPS				-684
				SHEET TOTAL : S.P. 810-26-0019		1,710
				PROJECT TOTAL : S.P. 810-26-0019		4,580

NOTE:

SEGMENT 1 : STA 20+00 - STA 143+18

SEGMENT 2 : STA 199+43 - STA 428+50

SEGMENT 3 : STA 500+00 - STA 528+81

SHEET NUMBER 25

CALCASIEU | PARISH | FEDERAL PROJECT | STATE PROJECT 810-26-0019

D.D. P.L. | D.C. P.L. | 09-08-08 | 2 OF 2

DESIGNED | CHECKED | DETAILED | CHECKED | DATE | SHEET

AGGREGATE SURFACE COURSE (ADJ. VEH. MEAS.) LA 379

NO | DATE | REVISION DESCRIPTION | BY

STATE PROJECT	PARISH	SHEET NO.
810-26-0019	CALCASIEU	26

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY S.P. NO. 810-26-0019	TOTAL QUANTITY
202-01	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP	LUMP	
202-02-E	REMOVAL OF CONCRETE CURBS	LNFT	48.0	
203-05	EXCAVATION AND EMBANKMENT			
203-07	BORROW (VEHICULAR MEASUREMENT)	LUMP	LUMP	
		CUYD	345	
401-02	AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT)	CUYD	4,580	
502-01	SUPERPAVE ASPHALTIC CONCRETE			
502-01-A	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS	TON	15,830.1	
		TON	3,330.8	
509-01	COLD PLANING ASPHALTIC PAVEMENT			
509-02	CONTRACTOR RETAINED RECLAIMED ASPHALTIC PAVEMENT	SQYD	80,711	
		CUYD	-1,953	
510-01-B	PAVEMENT PATCHING (12" MINIMUM THICKNESS)			
510-02	PAVEMENT WIDENING	SQYD	793	
		SQYD	169.3	
713-01	TEMPORARY SIGNS & BARRICADES			
713-02-E	TEMPORARY PAVEMENT MARKINGS (24" WIDTH)	LUMP	LUMP	
713-03-A	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(4' LENGTH)	LNFT	180	
713-03-B	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(10' LENGTH)	MILE	15.525	
713-04-A	TEMPORARY PAVEMENT MARKINGS (SOLID LINE)(4" WIDTH)	MILE	15.525	
713-05-A	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (ARROW)	MILE	49.173	
713-05-B	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (DOUBLE ARROW)	EACH	2	
713-05-D	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (RR CROSSING)	EACH	2	
713-05-F	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (YIELD LINE)	EACH	12	
		EACH	15	
727-01	MOBILIZATION			
		LUMP	LUMP	
729-16-B	OBJECT MARKER ASSEMBLY (Type 2)			
729-16-C	OBJECT MARKER ASSEMBLY (Type 3)	EACH	44	
		EACH	4	
731-02	REFLECTORIZED RAISED PAVEMENT MARKERS			
		EACH	1,045	
732-01-E	PLASTIC PAVEMENT STRIPING (24" WIDTH)			
732-02-A	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH)	LNFT	222	
732-03-A	PLASTIC PAVEMENT STRIPING (BROKEN LINE)(4" WIDTH)	MILE	18.280	
732-04-A	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ARROW)	MILE	6.085	
732-04-B	PLASTIC PAVEMENT LEGENDS & SYMBOLS (DOUBLE ARROW)	EACH	12	
732-04-D	PLASTIC PAVEMENT LEGENDS & SYMBOLS (RR CROSSING)	EACH	1	
732-04-F	PLASTIC PAVEMENT LEGENDS & SYMBOLS (YIELD LINE)	EACH	4	
732-05	REMOVAL OF EXISTING MARKINGS	EACH	10	
		MILE	1.645	
735-01	MAILBOXES			
735-02	MAILBOX SUPPORTS (SINGLE)	EACH	77	
735-03	MAILBOX SUPPORTS (DOUBLE)	EACH	61	
		EACH	17	

DATED 09/18/08 15:48:41

STATE PROJECT	PARISH	SHEET NO.
810-26-0019	CALCASIEU	27

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY S.P. NO. 810-26-0019	TOTAL QUANTITY
735-04	MAILBOX SUPPORTS (MULTIPLE)	EACH	1	
740-01	CONSTRUCTION LAYOUT	LUMP	LUMP	
741-11	ADJUSTING WATER VALVE AND METER BOX	EACH	1	
S-101	VIDEO DETECTION CAMERA AND TRAFFIC SIGNAL INTERFACE APPURTENANCES	EACH	4	

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 a technical advisor to the Project Engineer for all Traffic Control matters.
- "Road Work Next XX Miles" sign shall be required on all projects equal to or greater than 2 miles and located at the begining of the project unless otherwise noted. The distance on the sign shall be stated to the nearest whole mile. The sign shall be a minimum 36"X60" unless otherwise noted.
- Warning signs used for lane closures or lane shifts in which the roadway shall be returned to full public use within 12 hours or less may be placed on NCHRP350 approved portable sign frames.
- If the spacing on the plans need to be altered, the new spacings need to be approved by the Project Engineer.

SPEED LIMITS

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

PAVEMENT MARKINGS (see QPL)

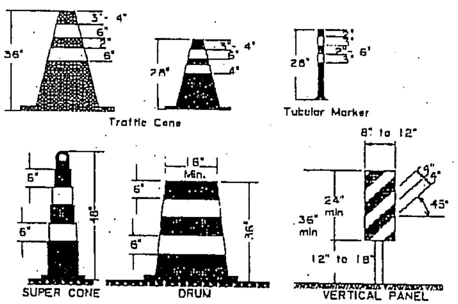
- All pavement markings within the limits of the project that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding (Existing striping shall not be painted over with black paint or covered with tape).
- If special pavement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

SIGNS

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

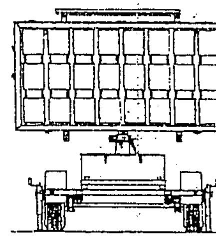
CHANNELIZING DEVICES

- The following devices may be used: Tubular Markers, Vertical Panels, Cones, Drums, and Super Cones. Drums (at standard spacing) and Super Cones (at ½ standard spacing) are the only devices allowed to be used in taper areas on the interstate system during daylight hours. Only drums can be used in tapers during night operations.
- The spacing of channelizing devices in a taper should not exceed a distance in feet equal to 1.0 times the posted speed limit in mph (with a maximum of 50 feet).
- The spacing of channelizing devices in a tangent should not exceed a distance in feet equal to 2.0 times the posted speed limit in mph (with a maximum of 100 feet) unless otherwise noted.
- Retroreflective material pattern used on super cones shall match that used on drums.
- 28" traffic cones are not allowed on: 1) Interstates, 2) Highways with speeds greater than 40 mph. During night time operations: 1) 28" and 36" cones are not allowed, 2) drums are the only device allowed in the taper.



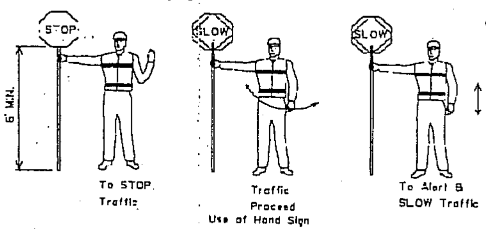
PORTABLE CHANGEABLE MESSAGE SIGNS

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



FLAGGERS

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



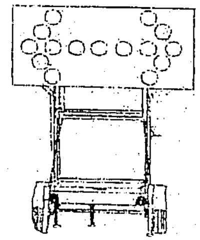
TYPE III BARRICADES

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

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

FLASHING ARROW PANELS

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

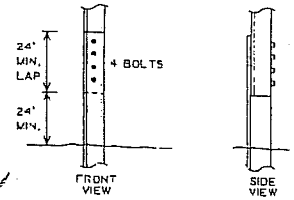


LIGHTING (see QPL)

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

ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

- U-Channel posts may be spliced where long lengths are required. The upper section shall overlap the lower section by at least 24 inches. The bottom edge of the upper section at the splice shall be a minimum of 24 inches above the ground. The spliced sections shall be secured with at least four 5/16 inch diameter hex bolts spaced equally along the splice.

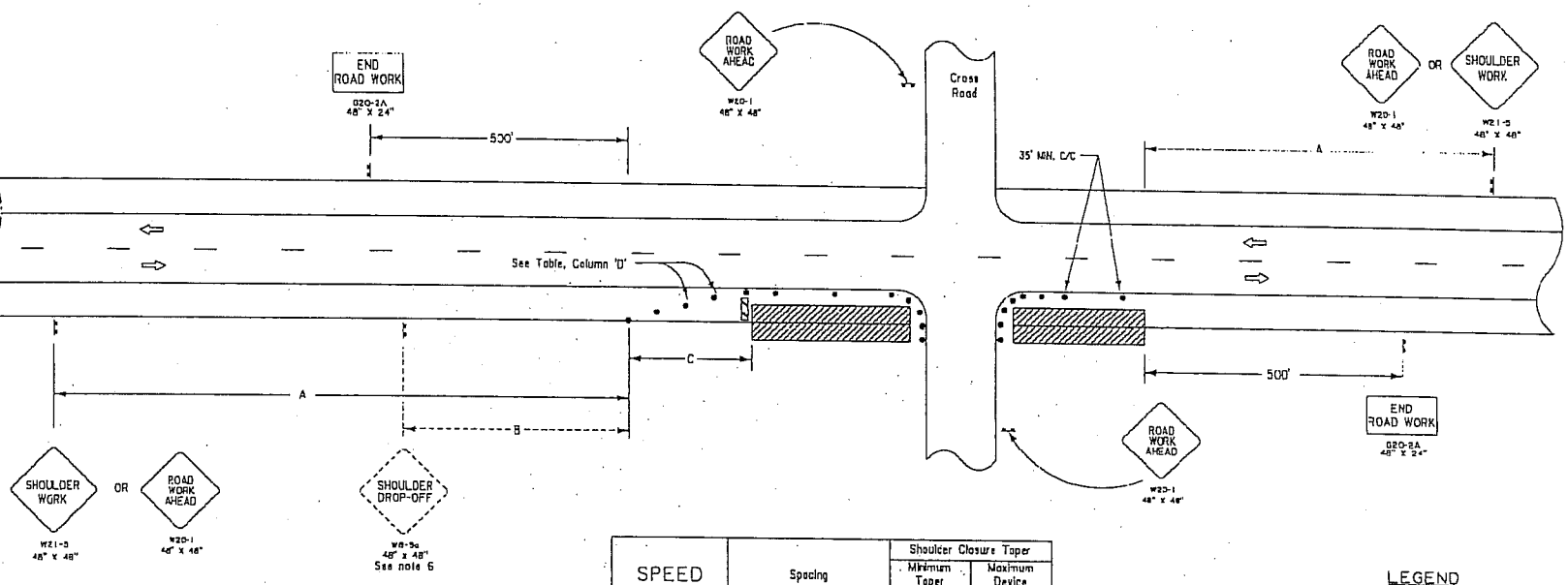


STATE OF LOUISIANA
CARL E. COURVILLE
REG. No. 29312
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
January 15 2008

DESIGNED	E. COURVILLE
CHECKED	J. COLVIN
DETAILED	D. SOWARDS
CHECKED	J. COLVIN
DATE	01/25/2008
PARISH	CALCASIEU
STATE PROJECT	810-26-0019
SHEET NUMBER	28

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET
TC-00

DOTD
TRAFFIC ENGINEERING



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

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

LEGEND

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

NOTES

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

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

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

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

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

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

6. SHOULDER DROP-OFFS

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

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

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

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

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

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

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

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

STATE OF LOUISIANA
EARL C. COURVILLE
REG. NO. 29318
REGISTERED PROFESSIONAL ENGINEER
CIVIL ENGINEER
30 March 15, 2001

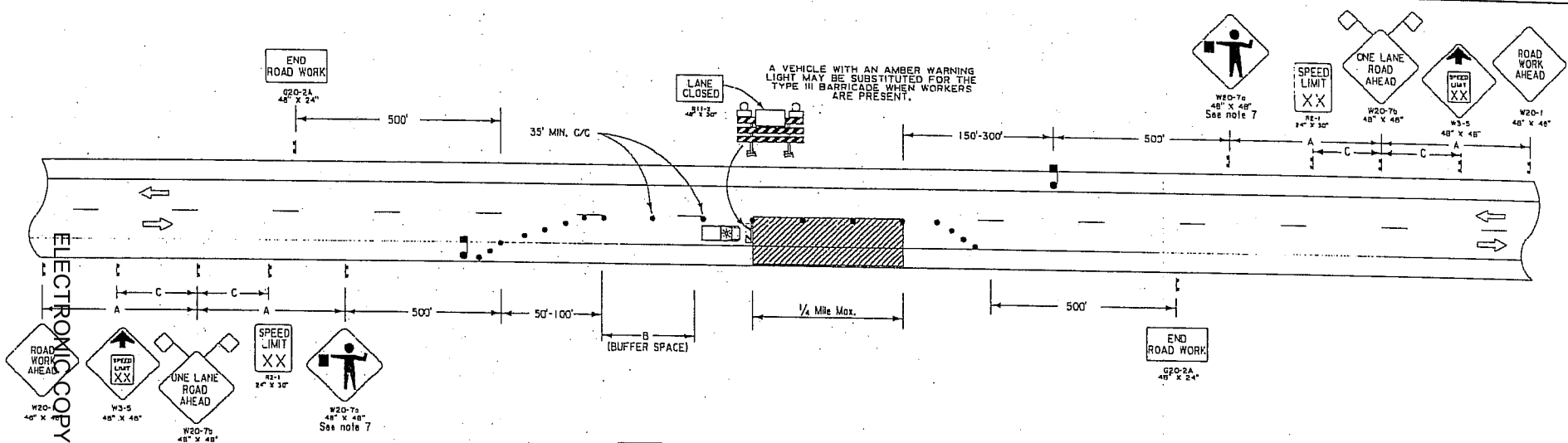
SHEET NUMBER 29

PARISH CALCASIEU
DESIGNED E. COURVILLE
CHECKED J. COULVIN
DRAWN E. COURVILLE
CHECKED J. COULVIN
DATE 01/25/2000
SHEET
FEDERAL PROJECT
PROJECT B10-26-0019

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

SCALE: NTS
TC-01

DOTD
TRAFFIC ENGINEERING



SPEED LIMIT (See note 5)	Spacing		
	"A"	"B"	"C"
35 mph	500'	250'	N/A
45 mph	1000'	360'	500'
55 mph	1500'	495'	800'

SIGN SPACING TO BE ADJUSTED FOR HORIZONTAL & VERTICAL CURVES.

LEGEND

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

NOTES

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

1. CONDITIONS REPRESENTED ARE FOR WORK WHICH REQUIRES CLOSING TRAFFIC LANES DURING DAYLIGHT HOURS ONLY. PORTABLE SIGNS MAY BE USED FOR WORK LASTING LESS THAN 3 DAYS.
2. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.
3. CHANNELIZING DEVICES MAY BE PLACED UP TO 2' BEYOND CENTER-LINE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. A 10' MINIMUM TRAVELED LANE SHOULD BE MAINTAINED WHERE PRACTICAL. CHANNELIZING DEVICES SHALL BE RETURNED TO THE CENTERLINE WHEN THE WORK ACTIVITY HAS PASSED.
4. SPACING OF CHANNELIZING DEVICES IN THE TAPER SHOULD BE NO MORE THAN 20'. A MINIMUM OF 5 CHANNELIZING DEVICES ARE TO BE USED IN THE TAPER.
5. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
6. TO PREVENT VEHICLES FROM ENTERING THE WORK AREA AGAINST THE FLOW OF TRAFFIC, AN ADDITIONAL FLAGGER SHALL BE STATIONED AT EACH INTERSECTION, MAJOR DRIVEWAY, RAIL ROAD CROSSING OR CROSSING WITHIN THE WORK AREA.
7. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN FLAGGERS AT ALL TIMES. THE FLAGGER SHALL BE VISIBLE FROM FLAGGER SIGN.
8. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED BY THE CONTRACTOR.
9. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
10. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.
11. NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIALS SHALL OCCUR WITHIN THE BUFFER SPACE.

STATE OF LOUISIANA
CARL E. COURVILLE
REG. NO. 28312
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
January 15, 2008

TRAFFIC CONTROL LAYOUT
FOR LANE CLOSURE LESS THAN 1/4 MILE IN LENGTH
TC-02

DESIGNED C. COURVILLE
DETAILED J. COLVIN
CHECKED J. COLVIN
DATE 01/25/2008
SHEET

PARISH CALCASIEU
FEDERAL PROJECT
STATE PROJECT: 810-26-0019

SHEET NUMBER 30

TRAFFIC ENGINEERING

ELECTRONIC COPY - NOT VALID FOR FIELD STAKING

G-31

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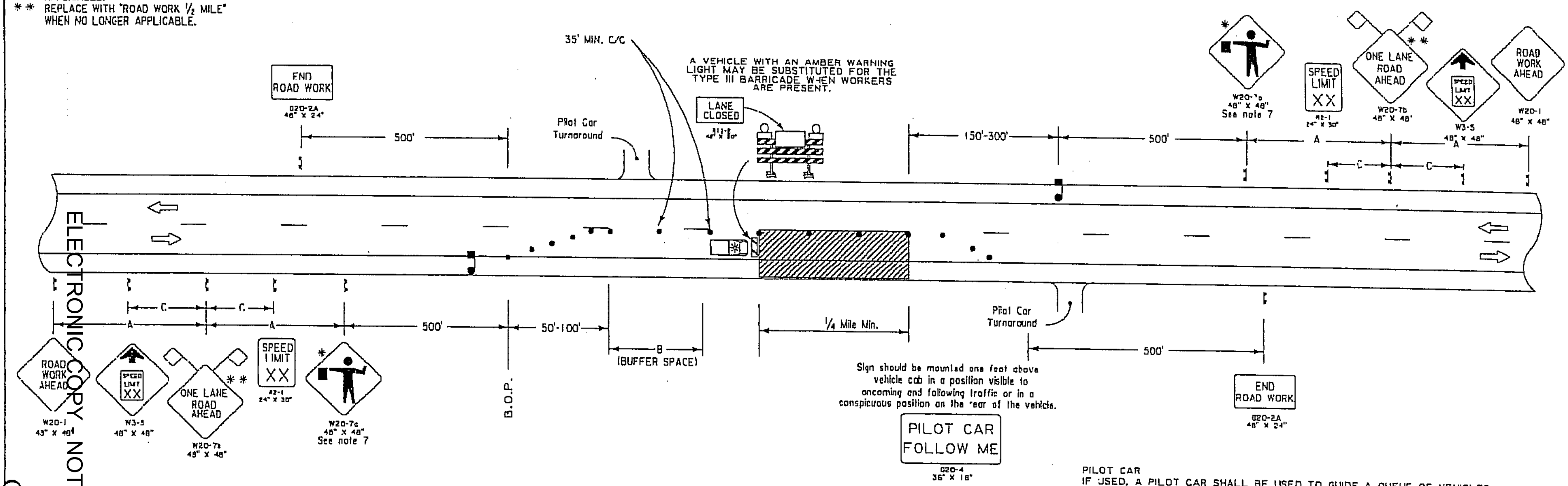
* REMOVE OR COVER WHEN NO LONGER APPLICABLE.
** REPLACE WITH "ROAD WORK 1/2 MILE" WHEN NO LONGER APPLICABLE.



NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

14. NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIALS SHALL OCCUR WITHIN THE BUFFER SPACE.

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

SPEED LIMIT (See note 4)	Spacing "A"	Spacing "B"	Spacing "C"
35 mph	500'	250'	N/A
45 mph	1000'	360'	500'
55 mph	1500'	495'	800'

STATE OF LOUISIANA
CARL E. COURVILLE
REG. No. 29312
REGISTERED PROFESSIONAL ENGINEER
IN ENGINEERING
January 25 2008

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

TRAFFIC CONTROL LAYOUT
FOR LANE CLOSURE GREATER THAN 1/4 MILE IN LENGTH
(SUITABLE FOR MOVING OPERATIONS)
TC-03

TRAFFIC ENGINEERING

DESIGNED: E. COURVILLE
CHECKED: J. COLVIN
DETAILED: D. SOWARDS
CHECKED: J. COLVIN
DATE: 01/25/2008
PARISH: CALCASIEU
STATE PROJECT: 810-26-0019
SHEET NUMBER: 31

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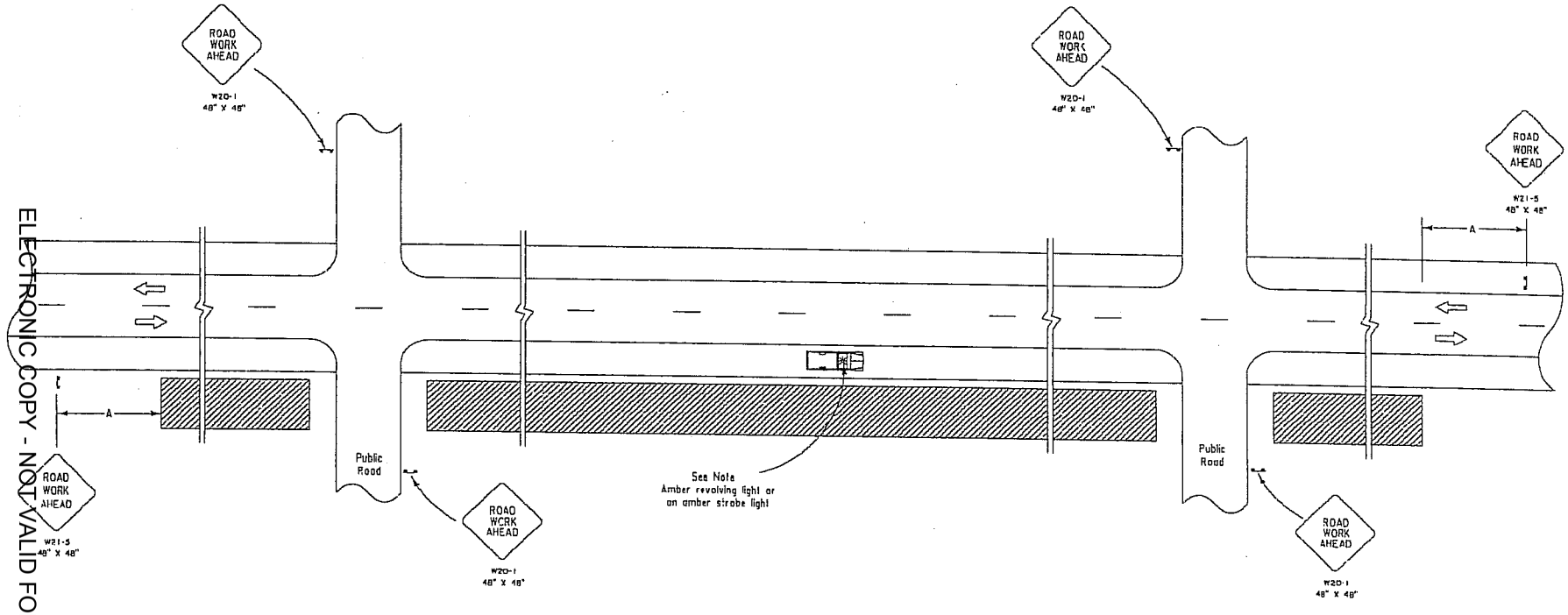


LEGEND

Traffic Sign

Work Area

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

NOTES

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

1. THIS LAYOLT 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.

STATE OF LOUISIANA
CARL E. COURVILLE
No. 19317
REGISTERED PROFESSIONAL ENGINEER
CIVIL ENGINEER
January 15, 2008

SHEET NUMBER 32

DESIGNED: COURVILLE | PARISH: CALCASIEU
CHECKED: COLVIN | FEDERAL PROJECT:
DETAILED: SONNIER | STATE PROJECT: 810-26-0019
CHECKED: COLVIN
DATE: 01/25/2008
SHEET

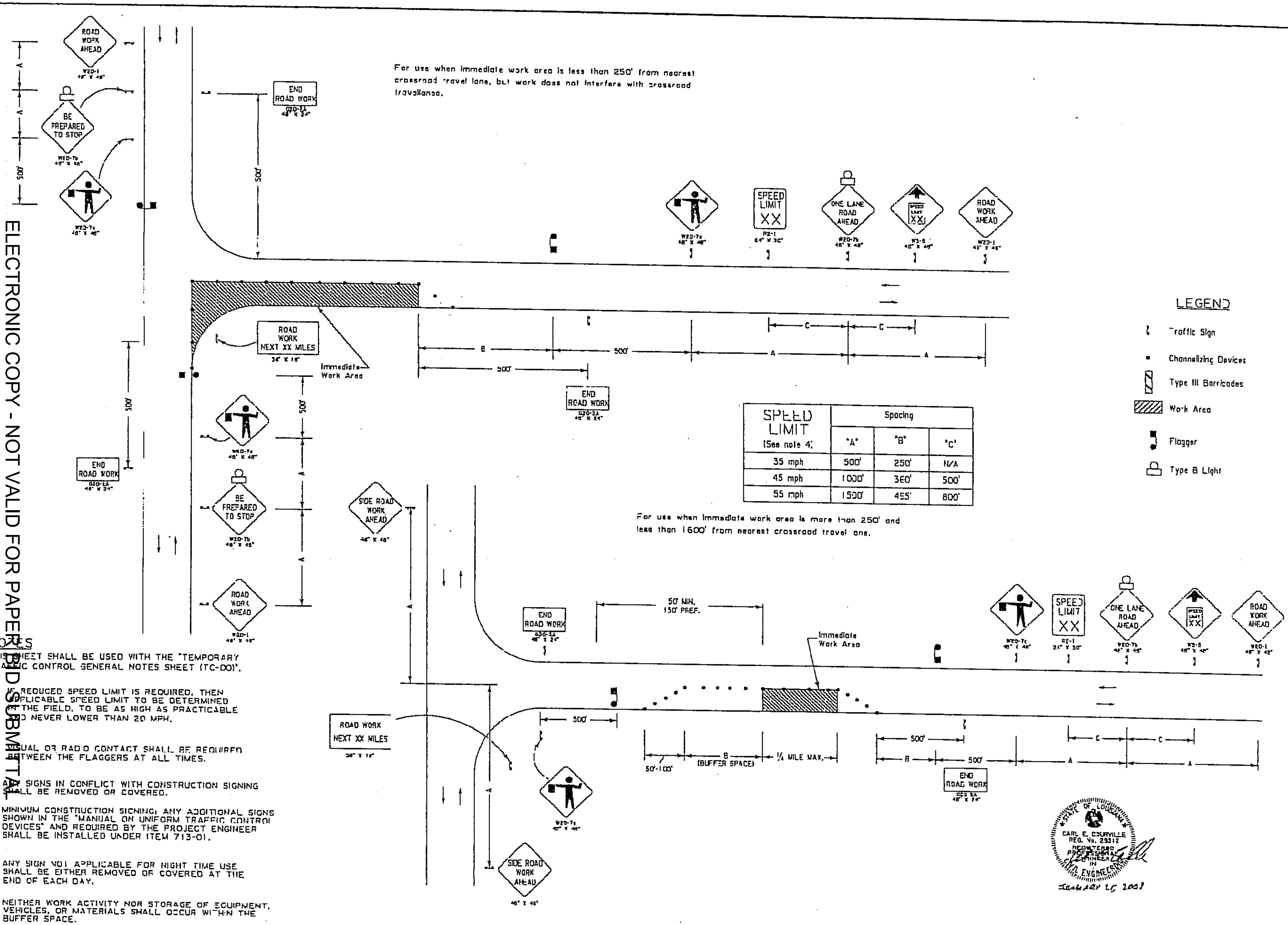
NO. | DATE | REVISION DESCRIPTION

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

DETAIL SHEET NO. | TC-05

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TRAFFIC ENGINEERING



SPEED LIMIT (See note 4)	Spacing "A"	"B"	"C"
35 mph	500'	250'	N/A
45 mph	1000'	360'	500'
55 mph	1500'	455'	800'

NOTES

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

1. IF REDUCED SPEED LIMIT IS REQUIRED, THEN APPLICABLE SPEED LIMIT TO BE DETERMINED IN THE FIELD. TO BE AS HIGH AS PRACTICABLE AND NEVER LOWER THAN 20 MPH.
2. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN THE FLAGGERS AT ALL TIMES.
3. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
4. MINIMUM CONSTRUCTION SIGNING; ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
5. ANY SIGN NOT APPLICABLE FOR NIGHT TIME USE SHALL BE EITHER REMOVED OR COVERED AT THE END OF EACH DAY.
6. NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIALS SHALL OCCUR WITHIN THE BUFFER SPACE.

CARL E. COURVILLE REG. No. 29312 REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
January 25 2001

TRAFFIC CONTROL LAYOUT FOR LANE CLOSURES ON TWO LANE UNDIVIDED HIGHWAYS DURING OVERLAYS AND MOVING OPERATIONS

TC-15

TRAFFIC ENGINEERING

DESIGNED	E. COURVILLE
DETAILED	D. SOWARDS
CHECKED	J. COLVIN
DATE	01/25/2008
PARISH	CALCASIEU
STATE PROJECT	810-26-0019
SHEET NUMBER	33

ABBREVIATIONS FOR SOIL BORINGS

HMAC - HOT MIX ASPHALTIC CONCRETE
ACP - ASPHALTIC CONCRETE PAVEMENT
PCC - PORTLAND CEMENT CONCRETE
SS - SAND SHELL
SCG - SAND CLAY GRAVEL
SSC - STABILIZED SOIL CEMENT
SC - SOIL CEMENT
LT - LIGHT

MED - MEDIUM
STY - SILTY
SDY - SANDY
SHLY - SHELLY
GRAV - GRAVELLY
LM - LOAM
CL - CLAY

SHEET NUMBER	34		
PARISH	CALCASIEU		
FEDERAL PROJECT			
STATE PROJECT	810-26-0019		
DESIGNED	D.C.	DETAILED	D.C.
CHECKED	P.L.	CHECKED	P.L.
DATE	06-24-08	SHEET	1 OF 1

ABBREVIATIONS FOR SOIL BORINGS

LA 379

NO	DATE	REVISION DESCRIPTION	BY

DESIGN INFORMATION

(EXISTING ROADWAY)

STATE PROJECT	PARISH	SHEET NO.
810-26-0019	Calcasieu	35

CONTROL SECTION LOG MILE	DIST./ SIDE C/L	PAVEMENT			OVERLAY			BASE			SUBBASE			SHOULDER SURFACE			SHOULDER BASE		
		TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	PI
0.48	7'9" RT	ACP	0"-6"	23'8"				SC	6"-14½"		STIFF YEL RD STY CL	BELOW 14½"							
0.48	15'3" RT													SHELLY GR STY LM	0"-12"	6'0"	STIFF YEL RD STY CL	BELOW 12"	
1.00	8'6" LT	ACP	0"-5½"	24'0"				SC	5½"-14"		STIFF RD GR STY CL	BELOW 14"							
1.00	14'11" LT													SHELLY GR BR STY LM	0"-12"	5'6"	STIFF YEL RD STY CL	BELOW 12"	
1.45	6'4" RT	ACP	0"-5½"	24'0"				SC	5½"-13½"		GR BR STY CL LM	BELOW 13½"							
1.45	15'7" RT													SHELLY GR STY LM	0"-12"	7'0"	STIFF YEL RD STY CL	BELOW 12"	

REMARKS:

DATE: 06/13/08

SHEET 1 OF 2

For: Devin Domingue

DISTRICT LABORATORY ENGINEER

DESIGN INFORMATION

(EXISTING ROADWAY)

STATE PROJECT	PARISH	SHEET NO.
810-26-0019	Calcasieu	36

CONTROL SECTION LOG MILE	DIST./ SIDE C/L	PAVEMENT			OVERLAY			BASE			SUBBASE			SHOULDER SURFACE			SHOULDER BASE		
		TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	PI
2.10	5'7" LT	ACP	0"-5"	24'0"				SC	5"-13½"		YEL GR STY CL	BELOW 13½"							
2.10	15'2" LT													SHELLY GR BR STY LM	0"-12"	4'0"	STIFF YEL RD STY CL	BELOW 12"	
3.00	6'3" RT	ACP	0"-5½"	24'3"				SC	5½"-13½"		RD GR STY CL	BELOW 13½"							
3.00	14'3" RT													SHELLY GR STY LM	0"-12"	5'0"	STIFF YEL RD STY CL	BELOW 12"	
3.75	6'5" LT	ACP	0"-5"	24'2"				SC	5"-13½"		RD GR STY CL	BELOW 13½"							
3.75	14'6" LT													SHELLY GR STY LM	0"-12"	5'6"	STIFF YEL RD STY CL	BELOW 12"	

REMARKS:

DATE: 06/13/08

FOR:

DISTRICT LABORATORY ENGINEER

SHEET 2 OF 2

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONSTRUCTION PROPOSAL RETURNABLES FOR

STATE PROJECT NO. 810-26-0019
LA 27- LA 378
ROUTE LA 379
CALCASIEU PARISH

BID BOND

A Bid Bond is required when the bidder's total bid amount as calculated by the Department in accordance with Subsection 103.01 is greater than $50,000. *(See Section 102 of the Project Specifications.)*

_____, as Principal
(Bidder)
and
_____, as Surety,
are bound unto the State of Louisiana, Department of Transportation and Development, (hereinafter called the Department) in the sum of five percent (5%) of the bidder's total bid amount as calculated by the Department for payment, of which the Principal and Surety bind themselves, their heirs, executors, administrators, successors and assigns, as solidary obligors.

Signed and sealed this _____ day of _____, 20_____.

The condition of this obligation is such that, whereas the Principal has submitted a bid to the Department on a contract for the construction of **STATE PROJECT NO. 810-26-0019, LA 27 – LA 378, located in CALCASIEU PARISH, ROUTE LA 379,** if the bid is accepted and the Principal, within the specified time, enters into the contract in writing and gives bond with Surety acceptable to the Department for payment and performance of said contract, this obligation shall be void; otherwise to remain in effect.

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

_____
Surety

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

_____
Typed or Printed Name

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

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

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SCHEDULE OF ITEMS

LEAD PROJECT: 810-26-0019
OTHER PROJECTS:

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
202-01	LUMP	LUMP SUM	REMOVAL OF STRUCTURES & OBSTRUCTIONS _____ DOLLARS _____ CENTS
202-02-E	48.0	LINEAR FOOT	REMOVAL OF CONCRETE CURBS _____ DOLLARS _____ CENTS
203-05	LUMP	LUMP SUM	EXCAVATION AND EMBANKMENT _____ DOLLARS _____ CENTS
203-07	345	CUBIC YARD	BORROW (VEHICULAR MEASUREMENT) _____ DOLLARS _____ CENTS
401-02	4,580	CUBIC YARD	AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT) _____ DOLLARS _____ CENTS
502-01	15,830.1	TON	SUPERPAVE ASPHALTIC CONCRETE _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
502-01-A	3,330.8	TON	SUPERPAVE ASPHALTIC CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS _____ DOLLARS _____ CENTS
509-01	80,711	SQUARE YARD	COLD PLANING ASPHALTIC PAVEMENT _____ DOLLARS _____ CENTS
509-02	-1,953	CUBIC YARD	CONTRACTOR RETAINED RECLAIMED ASPHALTIC PAVEMENT _____ DOLLARS _____ CENTS
510-01-B	793	SQUARE YARD	PAVEMENT PATCHING (12" MINIMUM THICKNESS) _____ DOLLARS _____ CENTS
510-02	169.3	SQUARE YARD	PAVEMENT WIDENING _____ DOLLARS _____ CENTS
713-01	LUMP	LUMP SUM	TEMPORARY SIGNS & BARRICADES _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
713-02-E	180	LINEAR FOOT	TEMPORARY PAVEMENT MARKINGS (24" WIDTH) _____ DOLLARS _____ CENTS
713-03-A	15.525	MILE	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(4' LENGTH) _____ DOLLARS _____ CENTS
713-03-B	15.525	MILE	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE)(4" WIDTH)(10' LENGTH) _____ DOLLARS _____ CENTS
713-04-A	49.173	MILE	TEMPORARY PAVEMENT MARKINGS (SOLID LINE)(4" WIDTH) _____ DOLLARS _____ CENTS
713-05-A	2	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (ARROW) _____ DOLLARS _____ CENTS
713-05-B	2	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (DOUBLE ARROW) _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
713-05-D	12	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (RR CROSSING) _____ DOLLARS _____ CENTS
713-05-F	15	EACH	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (YIELD LINE) _____ DOLLARS _____ CENTS
727-01	LUMP	LUMP SUM	MOBILIZATION _____ DOLLARS _____ CENTS
729-16-B	44	EACH	OBJECT MARKER ASSEMBLY (Type 2) _____ DOLLARS _____ CENTS
729-16-C	4	EACH	OBJECT MARKER ASSEMBLY (Type 3) _____ DOLLARS _____ CENTS
731-02	1,045	EACH	REFLECTORIZED RAISED PAVEMENT MARKERS _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
732-01-E	222	LINEAR FOOT	PLASTIC PAVEMENT STRIPING (24" WIDTH) _____ DOLLARS _____ CENTS
732-02-A	18.280	MILE	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH) _____ DOLLARS _____ CENTS
732-03-A	6.085	MILE	PLASTIC PAVEMENT STRIPING (BROKEN LINE)(4" WIDTH) _____ DOLLARS _____ CENTS
732-04-A	12	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (ARROW) _____ DOLLARS _____ CENTS
732-04-B	1	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (DOUBLE ARROW) _____ DOLLARS _____ CENTS
732-04-D	4	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (RR CROSSING) _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
732-04-F	10	EACH	PLASTIC PAVEMENT LEGENDS & SYMBOLS (YIELD LINE) _____ DOLLARS _____ CENTS
732-05	1.645	MILE	REMOVAL OF EXISTING MARKINGS _____ DOLLARS _____ CENTS
735-01	77	EACH	MAILBOXES _____ DOLLARS _____ CENTS
735-02	61	EACH	MAILBOX SUPPORTS (SINGLE) _____ DOLLARS _____ CENTS
735-03	17	EACH	MAILBOX SUPPORTS (DOUBLE) _____ DOLLARS _____ CENTS
735-04	1	EACH	MAILBOX SUPPORTS (MULTIPLE) _____ DOLLARS _____ CENTS

ITEM NUMBER	APPROXIMATE QUANTITY	UNIT OF MEASURE	PAY ITEM UNIT PRICE (IN WORDS, INK OR TYPED)
740-01	LUMP	LUMP SUM	CONSTRUCTION LAYOUT _____ DOLLARS _____ CENTS
741-11	1	EACH	ADJUSTING WATER VALVE AND METER BOX _____ DOLLARS _____ CENTS
S-101	4	EACH	VIDEO DETECTION CAMERA AND TRAFFIC SIGNAL INTERFACE APPURTENANCES _____ DOLLARS _____ CENTS

CONSTRUCTION PROPOSAL SIGNATURE AND EXECUTION FORM

THIS FORM, THE SCHEDULE OF ITEMS, AND THE PROPOSAL GUARANTY MUST BE COMPLETED AS INDICATED AND SUBMITTED TO THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (DOTD) TO CONSTITUTE A VALID BID

STATE PROJECT NO. **810-26-0019**

FEDERAL AID PROJECT NO. **N/A**

NAME OF PROJECT **LA 27 – LA 378**

I (WE) HEREBY CERTIFY THAT I (WE) HAVE CAREFULLY EXAMINED THE PROPOSAL, PLANS AND SPECIFICATIONS, INCLUDING ANY AND ALL ADDENDA, AND THE SITE OF THE ABOVE PROJECT AND AM (ARE) FULLY COGNIZANT OF ALL PROPOSAL DOCUMENTS, THE MASTER COPY OF WHICH IS ON FILE AT DOTD HEADQUARTERS IN BATON ROUGE, LA., AND ALL WORK, MATERIALS AND LABOR REQUIRED THEREIN, AND AGREE TO PERFORM ALL WORK, AND SUPPLY ALL NECESSARY MATERIALS AND LABOR REQUIRED FOR SUCCESSFUL AND TIMELY COMPLETION OF THE ABOVE PROJECT AND TO ACCEPT THE SUMMATION OF THE PRODUCTS OF THE UNIT PRICES BID ON THE SCHEDULE OF ITEMS ATTACHED HERETO AND MADE A PART HEREOF MULTIPLIED BY THE ACTUAL QUANTITY OF UNIT OF MEASURE PERFORMED FOR EACH ITEM, AS AUDITED BY DOTD, AS FULL AND FINAL PAYMENT FOR ALL WORK, LABOR AND MATERIALS NECESSARY TO COMPLETE THE ABOVE PROJECT, SUBJECT TO INCREASE ONLY FOR PLAN CHANGES (CHANGE ORDERS) APPROVED BY THE DOTD CHIEF ENGINEER OR HIS DESIGNEE. THIS BID IS SUBMITTED IN ACCORDANCE WITH THE GENERAL BIDDING REQUIREMENTS IN THE CONSTRUCTION PROPOSAL AND ALL SPECIAL PROVISIONS, PLANS, SUPPLEMENTAL SPECIFICATIONS, AND THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES (2006 EDITION). I (WE) UNDERSTAND THAT THE SUMMATION OF THE PRODUCTS OF THE UNIT PRICES BID ON THE SCHEDULE OF ITEMS MULTIPLIED BY THE ESTIMATED QUANTITY OF UNIT OF MEASURE FOR EACH ITEM, ALONG WITH ANY OTHER FACTORS SPECIFIED TO BE APPLICABLE SUCH AS CONSTRUCTION TIME AND/OR LANE RENTAL, SHALL BE THE BASIS FOR THE COMPARISON OF BIDS. I (WE) UNDERSTAND THAT THE SCHEDULE OF ITEMS MUST CONTAIN UNIT PRICES WRITTEN OUT IN WORDS AND THAT THE SCHEDULE OF ITEMS SUBMITTED AS PART OF THIS BID IS ON THE FORM SUPPLIED BY DOTD IN THE BID PROPOSAL. MY (OUR) PROPOSAL GUARANTY IN THE AMOUNT SPECIFIED FOR THE PROJECT IS ATTACHED HERETO AS EVIDENCE OF MY (OUR) GOOD FAITH TO BE FORFEITED IF THIS BID IS ACCEPTED BY DOTD AND I (WE) FAIL TO COMPLY WITH ANY REQUIREMENT NECESSARY FOR AWARD AND EXECUTION OF THE CONTRACT, AS WELL AS, SIGN AND DELIVER THE CONTRACT AND PAYMENT/PERFORMANCE/RETAINAGE BOND AS REQUIRED IN THE SPECIFICATIONS.

NONCOLLUSION DECLARATION (APPLICABLE TO FEDERAL-AID PROJECTS)

I (WE) DECLARE UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES AND THE STATE OF LOUISIANA THAT I (WE) HAVE NOT DIRECTLY OR INDIRECTLY, ENTERED INTO ANY AGREEMENT, PARTICIPATED IN ANY COLLUSION, OR OTHERWISE TAKEN ANY ACTION IN RESTRAINT OF FREE COMPETITIVE BIDDING IN CONNECTION WITH THE CONTRACT FOR THIS PROJECT NOR VIOLATED LA. R.S. 48:254.

BIDDER'S DBE GOAL STATEMENT (APPLICABLE TO DBE GOAL PROJECTS)

IF THIS PROJECT IS DESIGNATED BY SPECIAL PROVISION AS A DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL PROJECT IN ACCORDANCE WITH THE DBE PROVISIONS OF THIS CONTRACT, THE BIDDER ASSURES DOTD THAT HE/SHE WILL MEET OR EXCEED THE DBE CONTRACT GOAL, OR IF THE BIDDER CANNOT MEET THE REQUIRED DBE GOAL, THE BIDDER ASSURES DOTD THAT HE/SHE HAS MADE AND CAN DOCUMENT GOOD FAITH EFFORTS MADE TOWARDS MEETING THE GOAL REQUIREMENT IN ACCORDANCE WITH THE CONTRACT AND DBE PROGRAM MANUAL INCORPORATED HEREIN BY REFERENCE.

THE APPARENT LOW BIDDER SHALL COMPLETE AND SUBMIT TO THE DOTD COMPLIANCE PROGRAMS OFFICE, FORM CS-6AAA AND ATTACHMENT(S) AND, IF NECESSARY, DOCUMENTATION OF GOOD FAITH EFFORTS MADE BY THE BIDDER TOWARD MEETING THE GOAL, WITHIN TEN BUSINESS DAYS AFTER THE OPENING OF BIDS FOR THIS PROJECT. RESPONSIVENESS OF INFORMATION SUPPLIED IN THIS SECTION OF THIS CONSTRUCTION PROPOSAL SIGNATURE AND EXECUTION FORM IS GOVERNED BY THE DBE REQUIREMENTS INCLUDED WITHIN THE SPECIFICATIONS AND DBE PROGRAM MANUAL.

CERTIFICATION OF EMPLOYMENT OF LOUISIANA RESIDENTS TRANSPORTATION INFRASTRUCTURE MODEL FOR ECONOMIC DEVELOPMENT (TIME) PROJECTS (APPLICABLE TO TIME PROJECTS)

IF THIS PROJECT IS DESIGNATED BY SPECIAL PROVISION AS A TRANSPORTATION INFRASTRUCTURE MODEL FOR ECONOMIC DEVELOPMENT (TIME) PROJECT AS DEFINED IN ACT NO. 16 OF THE 1989 FIRST EXTRAORDINARY SESSION OF THE LEGISLATURE WHICH ENACTED PART V OF CHAPTER 7 OF SUBTITLE II OF TITLE 47 OF THE LOUISIANA REVISED STATUTES OF 1950, COMPRISED OF R.S. 47:820.1 THROUGH 820.6.

THE BIDDER CERTIFIES THAT AT LEAST 80 PERCENT OF THE EMPLOYEES EMPLOYED ON THIS TIME PROJECT WILL BE LOUISIANA RESIDENTS IN ACCORDANCE WITH LOUISIANA R.S. 47:820.3.

NON PARTICIPATION IN PAYMENT ADJUSTMENT (ASPHALT CEMENT AND FUELS) STATEMENT

IF THIS PROJECT IS DESIGNATED BY SPECIAL PROVISION AS BEING SUBJECT TO PAYMENT ADJUSTMENT FOR ASPHALT CEMENT AND/OR FUELS, THE BIDDER HAS THE OPTION OF REQUESTING EXCLUSION FROM SAID PAYMENT ADJUSTMENT PROVISIONS THAT ARE ESTABLISHED BY SPECIAL PROVISION ELSEWHERE HEREIN.

IF THE BIDDER DESIRES TO BE EXCLUDED FROM THESE PAYMENT ADJUSTMENT PROVISIONS,

THE BIDDER IS REQUIRED TO MARK HERE ☐

FAILURE TO MARK THIS BOX PRIOR TO BID OPENING WILL CONSTITUTE FORFEITURE OF THE BIDDER'S OPTION TO REQUEST EXCLUSION.

STATE PROJECT NO. **810-26-0019**

BIDDER SIGNATURE REQUIREMENTS (APPLICABLE TO ALL PROJECTS)

THIS BID FOR THE CAPTIONED PROJECT IS SUBMITTED BY:

Name of Principal (Individual, Firm, Corporation, or Joint Venture)

If Joint Venture, Name of First Partner

(Louisiana Contractor's License Number of Bidder or First Partner to Joint Venture)

(Business Street Address)

(Business Mailing Address, if different)

(Area Code and Telephone Number of Business)

(Telephone Number and Name of Contact Person)

(Telecopier Number, if any)

If Joint Venture, Name of Second Partner

(Louisiana Contractor's License Number of Second Partner to Joint Venture)

(Business Street Address)

(Business Mailing Address, if different)

(Area Code and Telephone Number of Business)

(Telephone Number and Name of Contact Person)

(Telecopier Number, if any)

ACTING ON BEHALF OF THE BIDDER, THIS IS TO ATTEST THAT THE UNDERSIGNED DULY AUTHORIZED REPRESENTATIVE OF THE ABOVE CAPTIONED FIRM, CORPORATION OR BUSINESS, BY SUBMISSION OF THIS BID, AGREES AND CERTIFIES THE TRUTH AND ACCURACY OF ALL PROVISIONS OF THIS PROPOSAL, INCLUSIVE OF THE REQUIREMENTS, STATEMENTS, DECLARATIONS AND CERTIFICATIONS ABOVE AND IN THE SCHEDULE OF ITEMS AND PROPOSAL GUARANTY. EXECUTION AND SIGNATURE OF THIS FORM AND SUBMISSION OF THE SCHEDULE OF ITEMS AND PROPOSAL GUARANTY SHALL CONSTITUTE AN IRREVOCABLE AND LEGALLY BINDING OFFER BY THE BIDDER.

(Signature)

(Printed Name)

(Title)

(Date of Signature)

(Signature)

(Printed Name)

(Title)

(Date of Signature)

CONTRACTOR'S TOTAL BASE BID $ _____

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

CS-14AA
08/06