STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.la.gov
225-379-1485

BOBBY JINDAL
GOVERNOR

WILLIAM D. ANKNER, Ph.D.
SECRETARY

September 3, 2009

STATE PROJECT NO. 853-33-0016
0.596 MILE SOUTH OF LA 442 JCT. – 2 MILES SOUTH OF US 51 JCT.
ROUTE LA 1065
TANGIPAHOA PARISH

SUBJECT: ADDENDUM NO. 1 (CONSTRUCTION PROPOSAL REVISION)
ELECTRONIC BIDDING AMENDMENT NO. 1

Gentlemen:

The following proposal revisions dated 09/03/09 on the captioned project for which bids will be received on Wednesday, September 30, 2009 have been posted on http://www.dotd.la.gov/cgi-bin/construction.asp.

1. Deleted the Special Provision entitled NS CLEANING EXISTING DITCHES.
2. Plan Revision No. 1 is included. (27 pages)
3. The Schedule of Items has been revised as follows: (4 pages)
    a. Revised the quantity of Items 308-01-00100, 701-02-02000, 732-01-02080, and 732-02-02000.
    b. Revised the Item Description of Item 711-01-03040.
    c. Deleted Items 732-01-02000 and NS-200-00020.
    d. Added Items 722-01-00100 and 726-01-00100.

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

Sincerely,

Randal D. Sanders

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

Attachments
ec: Mr. Brian Buckel
Mr. Tom Landry
Mr. Steve Perilloux
Mr. Mark Chenevert
Mr. Phillip Graves
Mr. Eric Burges
Mr. Masood Rasoulian

S. P. # 853-33-0016 Addendum No. 1 / Amendment No. 1 (Rev. 09/03/09) Page 1 of 31

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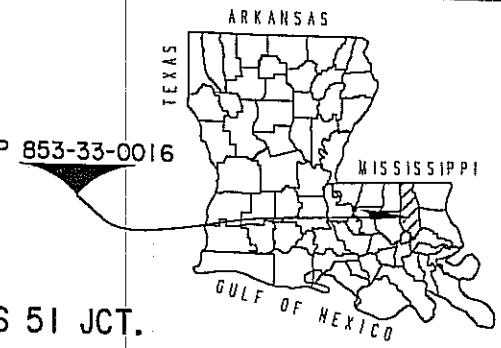
STANDARD PLANS

DESCRIPTION	REVISION DATE
BM-01	08-22-07
EC-01	10-01-08
HS-03	01-03-05
MB-01	1 02-18-09
PM-01	01-21-98
SAM-1	10-05-05

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

PLANS OF PROPOSED

STATE HIGHWAY



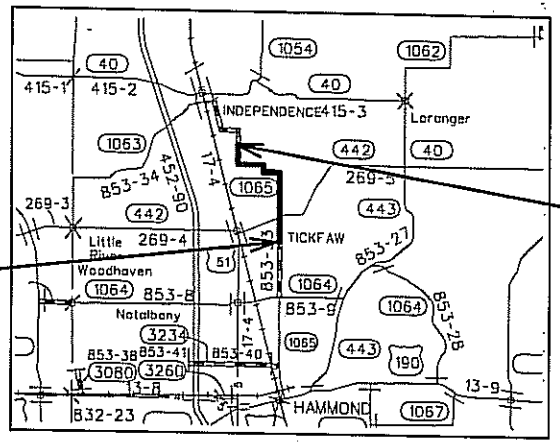
VICINITY MAP

STATE PROJECT NO. 853-33-0016

0.596 MILES SOUTH OF LA 442 JCT. - 2 MILES SOUTH OF US 51 JCT.

TANGIPAHOA PARISH

LA 1065



C.S.L.M. 4.88
STATION 10+00
BEGIN S.P. 853-33-0016

C.S.L.M. 8.97
STATION 225+33
END S.P. 853-33-0016

TRAFFIC DATA
2009 A.D.T. = 1,200
2019 A.D.T. = 1,350
D = 55%
K = 10%
T = 12%

TYPE OF CONSTRUCTION: OVERLAY

SCHEDULE OF REVISIONS

	DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED
1	8-17-09	Shts. 1-1a, 2-2b, 2d-2e, 3-3c, 4, & 8-16	9-3-09		9.3.09	

THE 2006 EDITION OF THE LOUISIANA D.O.T.D. STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES AS AMENDED BY THE PROJECT SPECIFICATIONS SHALL GOVERN ON THIS PROJECT.

STATE OF LOUISIANA
ALLISON A. SCHILLING
REG. No. 30265
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
7/6/09

RECOMMENDED FOR APPROVAL

ASSISTANT DISTRICT ADMINISTRATOR, ENGINEERING

APPROVED

DISTRICT ADMINISTRATOR

CHIEF ENGINEER

DATE 7-13-09

SHEET NUMBER 1
PARISH TANGIPAHOA
FEDERAL PROJECT
STATE
DESIGNED MJS
CHECKED AAS
DETAILED MJS
CHECKED AAS
DATE
TITLE SHEET
AH
1 8-17-09 Revised date

NO.	DATE	DESCRIPTION	BY
0	8/17/09	REPLACED SHEET	MJS

DESIGNED	MJS	DATE	
DETAILED	MJS	SHEET	
CHECKED	AAS	STATE PROJECT	853-33-0016
CHECKED	AAS	FEDERAL PROJECT	
PARISH			TANGIPAHOA

SHEET NUMBER 1a

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
1a	INDEX SHEET
2	TYPICAL SECTION
2a	CONSTRUCTION NOTES
2b	CURVE INFORMATION
2c	SUPERELEVATION TYPICAL
2d	SUPERELEVATION INFORMATION
2e	DASHED EXTENSIONS
2f	REFLECTORIZED RAISED PAVEMENT MARKERS DETAIL FOR CURVES
2g	TURNOUT DETAIL
3	SURFACING
3a - 3c	SUMMARY OF ESTIMATED QUANTITIES
4 - 6	DRAINAGE INFORMATION
7	CROSS DRAIN REPLACEMENT EROSION CONTROL DETAIL
8	SHOULDER WEDGE DETAIL
9	CONCRETE COLLAR DETAIL
10 - 15	TEMPORARY TRAFFIC CONTROL DETAILS
16	BORINGS

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TYPICAL SECTION
REPLACED SHEET
8/17/09
MJS
DESIGNED MJS
DETAILED AAS
CHECKED
FEDERAL PROJECT
STATE PROJECT
853-33-0016
DATE 01/14/2008
SHEET
PARISH
TANGIPAHOA
SHEET NUMBER 2
REQUIRED SHOULDER WEDGE
EXISTING SLOPE
6"
MAX. 3:1 SLOPE
LIMITS OF PAYMENT FOR BASE COURSE
12'
11' STRIPED LANES
.025'/FT
10'
EXISTING ℄ GRADE
EXISTING SHOULDER VARIES
EXISTING SLOPE
EXISTING SHOULDER
TYPICAL HALF SECTION
FOR EXISTING ROADWAY
TYPICAL HALF SECTION
FOR PROPOSED ROADWAY
STATION 10+00 TO STATION 225+33
C.S.L.M. 4.880 TO FIELD MEASURED LOG MILE 8.970
Ⓐ EXISTING SURFACING TO BE INCORPORATED INTO BASE.
Ⓑ 1½" SUPERPAVE ASPHALTIC CONCRETE (LEVEL I(W)EARING COURSE)
Ⓒ 2" SUPERPAVE ASPHALTIC CONCRETE (LEVEL I(B)INDER COURSE)
Ⓓ 12" IN-PLACE CEMENT TREATED BASE COURSE (5% BY VOLUME)
Ⓔ REQUIRED BORROW
20-YEAR ESAL = 342,379
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17-AUG-2009 11:10

NO	DATE	REVISION DESCRIPTION	BY
1	8/17/09	REVISED CONSTRUCTION NOTE	MJS

CONSTRUCTION NOTES

DESIGNED	MJS
DETAILED	MJS
CHECKED	AAS
DATE	
SHEET	

DESIGNED	AAS
DETAILED	MJS
CHECKED	AAS
DATE	
SHEET	

PARISH	TANGIPAHOA
FEDERAL PROJECT	
STATE PROJECT	853-33-0016

SHEET NUMBER 2a

CONSTRUCTION NOTES

1.) THE CONTRACTOR SHALL CONSTRUCT A FULL DEPTH, STRAIGHT CROSS CUT, PERPENDICULAR TO THE CENTER LINE AT THE BEGINNING AND END OF THE COLD PLANED AREAS AND SHALL BE PAID FOR UNDER ITEM 509-01-00100. THIS NOTE APPLIES TO ALL TURNOUTS. (1)

2.) EXISTING TURNOUTS SHALL BE LEFT IN PLACE OR COLD PLANED AND OVERLAYED, ALL AS DIRECTED BY THE PROJECT ENGINEER.

3.) DRIVEWAYS AND TURNOUTS SHALL BE CONSTRUCTED AS PER PROJECT ENGINEER.

4.) ITEM 711-01-03040, WILL BE NEEDED AS STATION 21+30 (0.80 SQ. YDS.), STATION 29+05 (2.70 SQ. YDS), STATION 165+75 (0.25 SQ. YDS.) AND STATION 172+65 (0.25 SQ. YDS.)

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CURVE INFORMATION

For Informational Purposes Only

Curve Number	Approx. Log Mile		Approx. Degree of Curve	Existing Superelevation Rate		Comments
	PC	PT		Lt.Lane	Rt.Lane	
1	109+55	112+69	62	0.059	0.013	Turnout in P.I.
2	135+74	138+22	80	0.024	0.101	Turnout in P.I.
3	142+92	147+66	28	0.034	0.027	Turnout in P.I.
4	187+64	188+92	+/- 90	0.012	0.011	Turnout in P.I. / Stop Situation

Notes: Contractor shall verify all curve data.

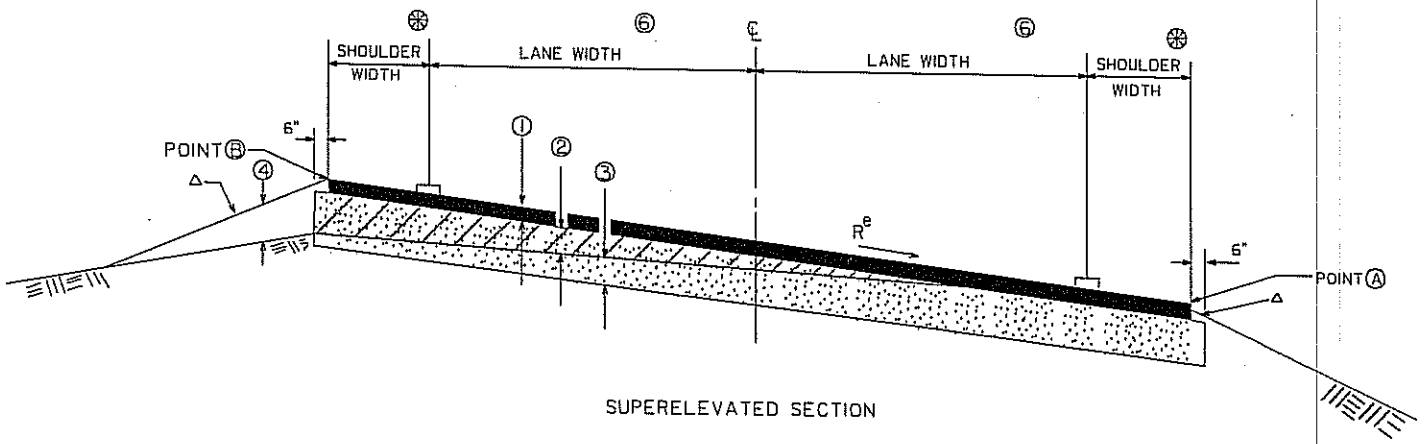
Desired Superelevation table rates shall be used unless directed otherwise by the Project Engineer. In no case shall the newly constructed Superelevation Rates be less than the existing rates without Project Engineer approval.

DISTRICT DESIGN

Curve Information

NO.	DATE	REVISION DESCRIPTION	BY
1	8/17/09	REPLACED SHEET	MJS

DESIGNED	MJS	PARISH	TANGIPAHOA
CHECKED	AAS		
DETAILED	MJS	FEDERAL PROJECT	
CHECKED	AAS		
DATE		STATE PROJECT	853-33-0016
SHEET		SHEET NO.	26

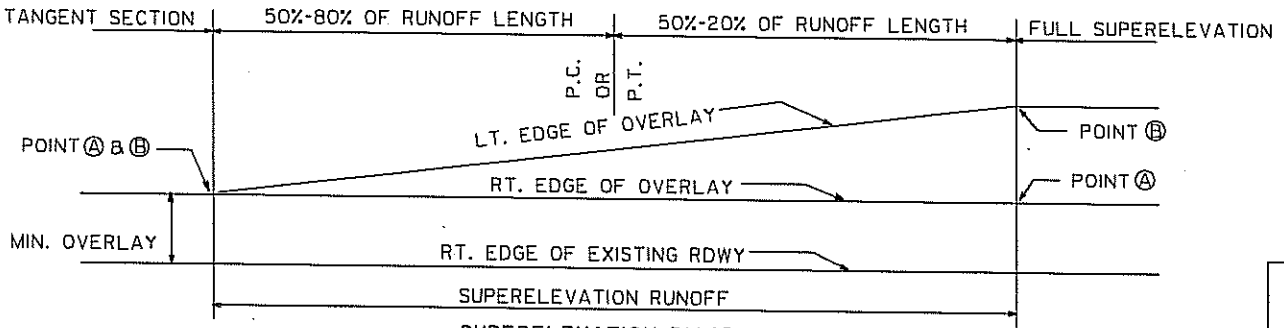


SUPERELEVATED SECTION

① REQUIRED OVERLAY SURFACING
② REQUIRED LEVELING COURSE (TO ACHIEVE SUPERELEVATION)
③ EXISTING BASE COURSE
④ REQUIRED BORROW FOR SIDE SLOPES

R^e RATE OF SUPERELEVATION (percent)
△ SLOPE TO BE AS DIRECTED BY THE PROJECT ENGINEER
⊛ WIDTH TO BE DETERMINED BY LANE STRIPING

⑥ 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
11' LANES (MIN) WHEN CURVATURE EXCEEDS 8°-00' FOR CURRENT ADT 750 TO 400
WIDENED LANE WIDTH SET BY STRIPING AND IS CONSTANT FROM P.C. TO P.T. OF CURVES WITH A 200' TRANSITION INTO AND OUT OF THE CURVES



SUPERELEVATION DIAGRAM
(FOR RIGHT CURVATURE)

SUPERELEVATION REQUIREMENTS
FOR OVERLAYING RURAL HIGHWAYS
SHEET 1 OF 2 SHEETS

SHEET NUMBER 2c
PARISH TANGIPAHOA
FEDERAL PROJECT
STATE PROJECT 853-33-0016
DESIGNED CHECKED
DETAILED CHECKED
DATE
SUPERELEVATION TYPICAL

G-6

R:\Overlay Projects\853-33-0016\super typical for overlaying roadway with paved shoulders.dgn

SUPERELEVATION VALUES FOR RURAL OVERLAY

D	30 MPH				35 MPH				40 MPH				45 MPH				50 MPH				55 MPH				60 MPH			
	R		L		R		L		R		L		R		L		R		L		R		L		R		L	
	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'	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'	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	R.C.		160	N.C.	R.C.		175
0°45'	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'	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.	.028		160	N.C.	.030		175
2°00'	N.C.	R.C.		100	N.C.	R.C.		110	N.C.	.028		125	N.C.	.035		140	N.C.	.040		150	N.C.	.050		160	N.C.	.055		175
3°00'	N.C.	R.C.		100	N.C.	.033		110	N.C.	.040		125	N.C.	.050		140	N.C.	.057		150	R.C.	.069	165	180	R.C.	.077	175	210
4°00'	N.C.	.033		100	N.C.	.042		110	N.C.	.051		125	N.C.	.062		155	R.C.	.072	150	180	R.C.	.083	165	215	.040	.093	175	250
5°00'	N.C.	.040		100	N.C.	.051		115	N.C.	.061		130	R.C.	.073	140	165	R.C.	.083	150	200	.042	.092	165	235	.078	.098	210	270
6°00'	N.C.	.046		100	N.C.	.058		125	N.C.	.070		150	R.C.	.081	140	185	.036	.092	150	220	.077	.096	185	245	.080	.100	215	270
7°00'	N.C.	.053		100	N.C.	.065		130	R.C.	.078	125	160	R.C.	.088	140	200	.062	.098	150	240	.080	.100	205	255				
8°00'	N.C.	.058		110	R.C.	.072	115	145	R.C.	.084	125	180	.040	.092	140	210	.080	.100	190	240								
9°00'	N.C.	.063		120	R.C.	.077	115	155	R.C.	.089	125	190	.068	.095	155	215												
10°00'	N.C.	.068		120	R.C.	.081	115	160	.036	.094	125	200	.080	.100	180	220												
11°00'	N.C.	.072		130	R.C.	.085	115	165	.058	.097	125	200																
12°00'	R.C.	.078	100	140	R.C.	.088	115	175	.077	.099	170	210																
13°00'	R.C.	.080	100	140	.033	.090	115	175	.080	.100	170	210																
14°00'	R.C.	.083	100	150	.050	.092	115	180																				
16°00'	R.C.	.089	100	160	.075	.095	120	185																				
18°00'	.028	.093	100	170	.080	.100	160	190																				
20°&UP	.050	.100	100	180																								

R = RATE OF SUPERELEVATION (FT. PER FT.)
L = LENGTH OF SUPERELEVATION RUNOFF
D = DEGREE OF CURVE
MPH = 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 SLOPE

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.

AS DIRECTED BY THE PROJECT ENGINEER, THE CONTRACTOR WILL BE RESPONSIBLE FOR VERIFYING DEGREE OF CURVE, AND SHALL BE PAID FOR UNDER CONSTRUCTION LAYOUT, ITEM 740-01-00100. (1)

NO.	DATE	REVISION DESCRIPTION	BY
1	8/17/09	UPDATED ITEM NUMBER	MJS

Superelevation Requirements
For Overlaying Rural Highways
Sheet 2 of 2

DESIGNED / CHECKED / DETAILED / CHECKED
DATE: March 1990 SHEET
PARISH: TANGIPAHOA
FEDERAL PROJECT
STATE PROJECT: 853-33-0016
SHEET NUMBER: 2d

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LOCATIONS OF DASHED EDGELINES

STATION	NAME OF ROAD	LENGTH (MILE)
111+12	River Wood Drive	0.022
136+98	Lamarca Lane	0.022
149+80	Red Hill Road	0.029
	TOTAL	0.073

TO BE PAID FOR UNDER BID ITEM 732-02-02000

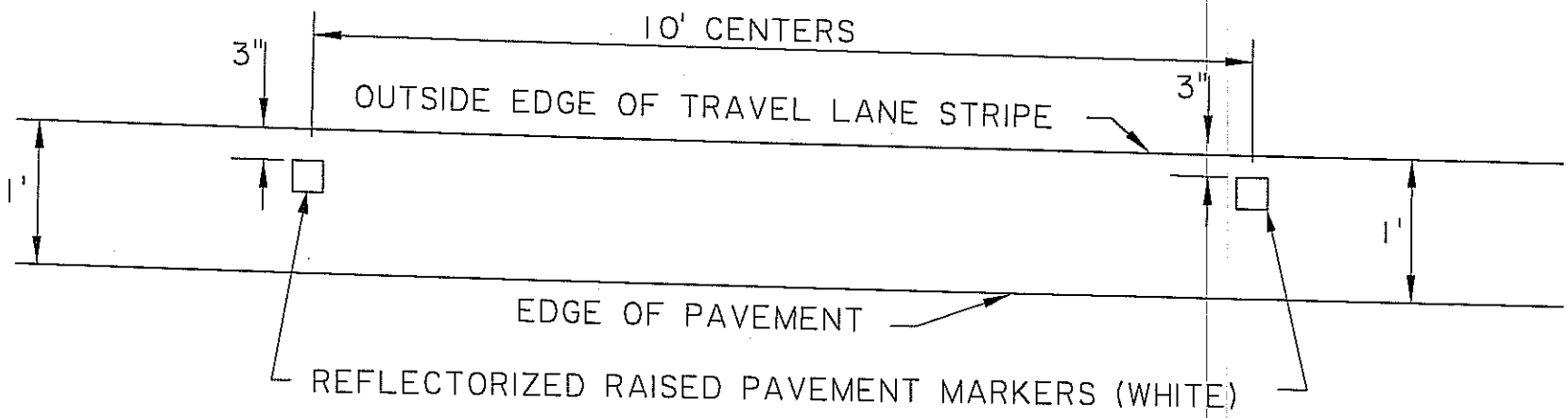
DISTRICT DESIGN

Dashed Extensions

NO.	DATE	REVISION DESCRIPTION	BY
1	8/17/09	REPLACED SHEET	MJS

DESIGNED	MJS	PARISH	TANGIPAHOA
CHECKED	AAS		
DETAILED	MJS	FEDERAL PROJECT	
CHECKED	AAS		
DATE		STATE PROJECT	853-33-0016
SHEET			

SHEET NO. 28 1



REFLECTORIZED RAISED PAVEMENT MARKERS (WHITE) TO BE PLACED ON INSIDE AND OUTSIDE SHOULDERS FOR CURVE'S 1, 2, AND 3 ON 10 FOOT CENTERS ALONG WITH ANY OTHER CURVES AS DIRECTED BY THE PROJECT ENGINEER.

NOTE: FOR ADDITIONAL DETAILS SEE STANDARD PLAN PM-01.

N.T.S.

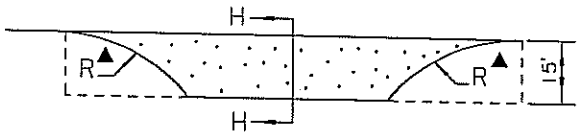
DISTRICT DESIGN

Reflectorized Raised Pavement Markers Detail for Curves

NO.	DATE	REVISION DESCRIPTION	BY

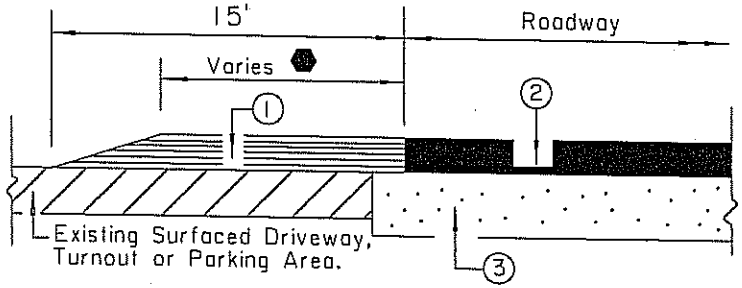
DESIGNED	MJS	PARISH	TANGIPAHOA
CHECKED	AAS		
DETAILED	MJS	FEDERAL PROJECT	
CHECKED	AAS		
DATE SHEET		STATE PROJECT	853-33-0016

SHEET NO. 2f



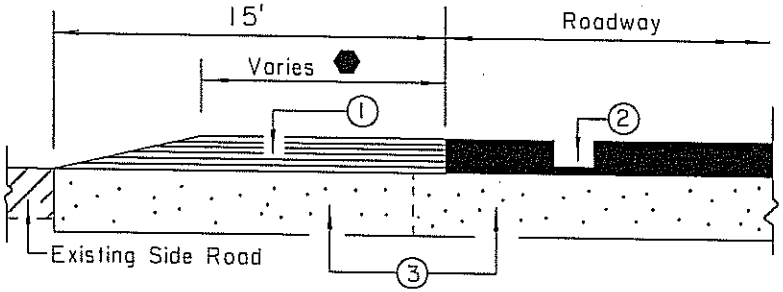
DETAIL OF APRON AT TURNOUT (TYPICAL)

▲ Match Existing Radius



SURFACING DETAIL (SECTION H-H)

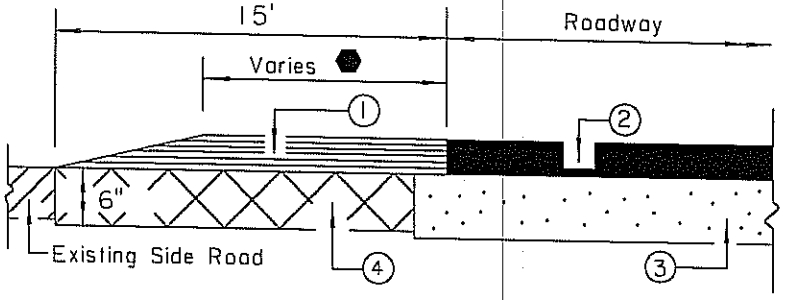
To Apply: For Existing Surfaced Turnouts.



BASE AND SURFACING DETAIL (SECTION H-H)

To Apply: Where Existing Turnout Requires Stabilized Base.

July,2000



BASE AND SURFACING DETAIL (SECTION H-H)

To Apply: Where Existing Turnout Requires Asphaltic Concrete Base.

⬢ As Determined By The Project Engineer.

① Asphaltic Concrete Wearing Course Level and Depth to Match Roadway Overlay (To Apply to Existing and New Paved Turnouts) Quantity Included in Item No. 502-01-00200

② Asphaltic Concrete (Course and Type as Shown on Roadway Typical Section)

③ Base Course (as shown on Roadway Typical Section)

④ Asphaltic Concrete Wearing Course or at the Option of the Contractor, Shoulder Mix May be Used. Also, When Paved Aprons are Placed in Two Lifts, Binder Course May be Used in the First Lift. (To Apply to New Turnouts) Quantity Included in Item 502-01-00200.

Note: Use Details Applicable To This Project.

SHEET NUMBER 2g
PARISH TANGIPAHOA
FEDERAL PROJECT
STATE PROJECT 853-33-0016
DESIGNED MJS
CHECKED AAS
DETAILED MJS
CHECKED AAS
DATE 01/14/2008
SHEET
TURNOUT DETAIL
NO. DATE REVISION DESCRIPTION BY

BASE AND SURFACING

STATION	STATION	DESCRIPTION	LENGTH	12" IN-PLACE CEMENT TREATED BASE COURSE		ASPHALTIC CONCRETE (LEVEL 1)			
				WIDTH (FEET)	sq.yards	WIDTH (FEET)	sq.yards	1 1/2" WEARING COURSE (tons)	2" BINDER COURSE (tons)
10+00	225+33	ROADWAY	21,533	25	59,814	24	57,421.3	4,737.3	6,316.3
ADDITIONAL FOR WIDENING IN CURVE #1, #2, #3 AND #4			1,164	2	259	2	258.7	21.3	28.5
ADDITIONAL FOR PAVED TURNOUTS IN CURVES			----------	----------	160	----------	----------	----------	----------
		SUB TOTAL:						4,758.6	6,344.8
		TOTAL:			60,233			11,103.4	

SHEET NUMBER 3 ①
PARISH TANGIPAHOA
FEDERAL PROJECT
STATE PROJECT 853-33-0016
DESIGNED MJS CHECKED AAS
DETAILED MJS CHECKED AAS
DATE SHEET

SURFACING

NO.	DATE	REVISION DESCRIPTION	BY
①	8/17/09	REPLACED SHEET	MJS

17-AUG-2009 11:10
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Summary Of Estimated Quantities

Proposal ID: 853-33-0016 **State Project Number:** 853-33-0016
Federal Project Number:

Proposal Description: .596 MILE SOUTH OF LA 442 JCT. - 2 MILES SOUTH OF US 51 JCT.

Item No.	Description	Supplemental Description	Alternate Set	Alternate Member	Quantity	Units
	General Items					
202-01-00100	Removal of Structures and Obstructions				1.000	LUMP
202-02-02000	Removal of Asphalt Drives				91.000	SQYD
202-02-38300	Removal of Sign and U-Channel Post				44.000	EACH
203-07-00100	Borrow (Vehicular Measurement)				1,396.000	CUYD
203-07-00200	Borrow (Vehicular Measurement) (Selected Soils)				3,323.000	CUYD
204-02-00100	Temporary Hay or Straw Bales				36.000	EACH
204-06-00100	Temporary Silt Fencing				2,000.000	LNFT
303-02-00100	Removal of Existing Patches				1,223.400	SQYD
308-01-00100	In-Place Cement Treated Base Course (12" Thick)				60,233.000	SQYD
402-01-00100	Traffic Maintenance Aggregate (Vehicular Measurement)				200.000	CUYD
502-01-00100	Superpave Asphaltic Concrete				11,103.400	TON
502-01-00200	Superpave Asphaltic Concrete, Drives, Turnouts and Miscellaneous				2,659.000	TON
509-01-00100	Cold Planing Asphaltic Pavement				360.000	SQYD
509-02-00100	Contractor Retained Reclaimed Asphaltic Pavement				-15.000	CUYD

Notes:

Rev. 1 - 8/17/2009 - General Revision

Summary Of Estimated Quantities

Proposal ID: 853-33-0016 **State Project Number:** 853-33-0016
Federal Project Number:

Proposal Description: .596 MILE SOUTH OF LA 442 JCT. - 2 MILES SOUTH OF US 51 JCT.

Item No.	Description	Supplemental Description	Alternate Set	Alternate Member	Quantity	Units
701-02-02000	Cross Drain Pipe Arch (24" Equiv. RCPA or 30" Equiv. CMPA)				90.000	LNFT
701-15-00100	Concrete Collar				2.000	EACH
711-01-03040	Riprap (30 lb, 24" Thick)				4.000	SQYD
713-01-00100	Temporary Signs and Barricades				1.000	LUMP
713-02-00500	Temporary Pavement Markings (24" Width)				48.000	LNFT
713-03-01000	Temporary Pavement Markings (Broken Line) (4" Width) (4' Length)				8.156	MILE
713-03-02000	Temporary Pavement Markings (Broken Line) (4" Width) (10' Length)				7.440	MILE
713-04-01000	Temporary Pavement Markings (Solid Line) (4" Width)				21.000	MILE
716-01-00100	Mulch (Vegetative)				14.000	TON
717-01-00100	Seeding				200.000	LB
718-01-00100	Fertilizer				6,900.000	LB
727-01-00100	Mobilization				1.000	LUMP
729-16-00300	Object Marker Assembly (Type 3)				44.000	EACH
731-02-00100	Reflectorized Raised Pavement Markers				539.000	EACH
732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)				48.000	LNFT

Notes:

Rev. 1 - 8/17/2009 - General Revision

Summary Of Estimated Quantities

Proposal ID: 853-33-0016 **State Project Number:** 853-33-0016
Federal Project Number:

Proposal Description: .596 MILE SOUTH OF LA 442 JCT. - 2 MILES SOUTH OF US 51 JCT.

Item No.	Description	Supplemental Description	Alternate Set	Alternate Member	Quantity	Units
732-02-02000	Plastic Pavement Striping (Solid Line) (4" Width) (Thermoplastic 90 mil)				10.573	MILE
732-03-02000	Plastic Pavement Striping (Broken Line) (4" Width) (Thermoplastic 90 mil)				3.720	MILE
735-01-00100	Mailboxes				110.000	EACH
735-02-00100	Mailbox Supports (Single)				94.000	EACH
735-04-00100	Mailbox Supports (Multiple)				4.000	EACH
740-01-00100	Construction Layout				1.000	LUMP
722-01-00100	Project Site Laboratory				1.000	EACH
726-01-00100	Bedding Material				11.000	CUYD

Notes:

Rev. 1 - 8/17/2009 - General Revision

SUMMARY OF DRAINAGE STRUCTURES

STATION	DESCRIPTION	TYPE	CROSS DRAIN PIPE ARCH (Type 2 Joints) 24"/30" Lin. Feet	Concrete Collar
163+10	Existing 64"x 43" CMPA x60' to Remain; Required Concrete Collar on Left and Right side†	CMPA		2
188+55	Remove Existing 35" x 24" CMPA x40'; Required 24" Equiv. RCPA or 30" Equiv. CMPA x 46'	CMPA	46	
214+35	Remove Existing35" x24" CMPA x 41'; Required 24" Equiv. RCPA or 30" Equiv. CMPA x 44'	CMPA	44	
	TOTAL :		90	2

ALL PIPE DIAMETERS ARE IN INCHES.
ALL PIPE LENGTHS ARE IN FEET.
†AS DIRECTED BY THE PROJECT ENGINEER

DISTRICT DESIGN

Summary of Drainage Structures

NO.	DATE	REVISION DESCRIPTION	BY
1	8/17/09	REPLACED SHEET	MJS

DESIGNED	MJS	PARISH	TANGIPAHOA
CHECKED	AAS		
DETAILED	MJS	FEDERAL PROJECT	
CHECKED	AAS		
DATE		STATE PROJECT	853-33-0016
SHEET		SHEET NO.	4

Note: Allowable materials include: RCP(A), BCCSP(A), CAP(A) AND RPVCP and CPEPDW*.
Minimum metal pipe gage required to provide 50-year service life is shown in the Cross Drain Pipe Table.
*CPEPDW is only allowed when ADT ≤ 3000.

CROSS DRAIN PIPE TABLE

ROUND PIPE	ARCH PIPE		
DIAMETER	ROUND EQUIVALENT DIAMETER	BCCSP BCCSPA	CAP CAPA
	30	X/10	X/8

N/A = Not Allowed
+ Gage Specifications (00/00):

The upper number is the minimum gage for 3" x 1", 5" x 1", or 6" x 1" corrugations and the lower number is the minimum gage for 2 2/3" x 1/2" corrugations. An "X" in either the upper or lower space indicates that no thickness is applicable in that corrugation style.

Thickness is adequate for fill heights up to 10 feet above top of pipe. If fill height exceeds 10 feet or road surfacing is Portland Cement Concrete, Design Service Life will be 70 Years and NO METAL PIPE IS ALLOWED.

Refer to Sam-1 for Maximum fill height for RPVCCP AND RPECP.
Refer to EDSM II.2.1.13 for Maximum fill height for Plastic Pipe.

DISTRICT DESIGN

Cross Drain Table

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED	MJS	PARISH	TANGIPAHOA	SHEET NO. 5
CHECKED	AAS			
DETAILED	MJS	FEDERAL PROJECT		
CHECKED	AAS			
DATE SHEET		STATE PROJECT	853-33-0016	

PH AND RESISTIVITY

SAMPLE NO.	pH	RESISTIVITY
1	5.4	20,000
2	5.5	12,000
3	6.4	9,000
4	6.0	14,000
5	5.2	14,000
6	5.4	2,100
7	5.1	14,000
8	5.3	19,000
9	5.4	20,000
10	5.2	18,000
11	5.0	19,000

MATERIAL TYPE ABBREVIATIONS

RCP	Reinforced Concrete Pipe
RCPA	Reinforced Concrete Pipe Arch
CAP	Corrugated Aluminum Pipe
CAPA	Corrugated Aluminum Pipe Arch
BCCSP	Bituminious Coated Corrugated Steel Pipe
BCCSPA	Bituminious Coated Corrugated Steel Pipe Arch
CPECP	Corrugated Polyethylene Culvert Pipe
RPVCCP	Ribbed polyethylene Chloride Culvert Pipe
SD	Side Drain
SDA	Side Drain Arch
SDP	Storm Drain Pipe
SDPA	Storm Drain Pipe Arch
CDP	Cross Drain Pipe
CDPA	Cross Drain Pipe Arch
CB	Catch Basin
MH	Manhole
RCB	Reinforced Concrete Box

DISTRICT DESIGN

PH and Resistivity Table

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED	MJS	PARISH	TANGIPAHOA
CHECKED	AAS		
DETAILED	MJS	FEDERAL PROJECT	
CHECKED	AAS		
DATE		STATE PROJECT	853-33-0016
SHEET			

SHEET NO. 6

NO.	DATE	REVISION DESCRIPTION	BY

CROSS DRAIN REPLACEMENT
EROSION CONTROL DETAIL

DESIGNED	MJS	DATE	
CHECKED	AAS	SHEET	
DETAILED	MJS	STATE PROJECT	853-33-0016
CHECKED	AAS	FEDERAL PROJECT	
PARISH	TANGIPAHOA		
SHEET NUMBER	7		

SUGGESTED EROSION CONTROL LAYOUT
FOR A TYPICAL CROSS DRAIN REPLACEMENT
WITHOUT ROADSIDE DITCHES

SUGGESTED EROSION CONTROL LAYOUT
FOR A TYPICAL CROSS DRAIN REPLACEMENT
WITH ROADSIDE DITCHES

NOTES:
1. THIS DETAIL TO BE USED IN CONJUNCTION WITH STANDARD PLAN EC-01.
2. FIELD CONDITIONS MAY REQUIRE ADDITIONAL EROSION CONTROL MEASURES AND SHOULD BE INSTALLED AS DIRECTED BY THE PROJECT ENGINEER.
3. HAY OR STRAW BALES CAN BE USED FOR TEMPORARY CHECK DAMS IN FLAT TERRAIN. STONE SHOULD BE USED IN STEEP TERRAIN.

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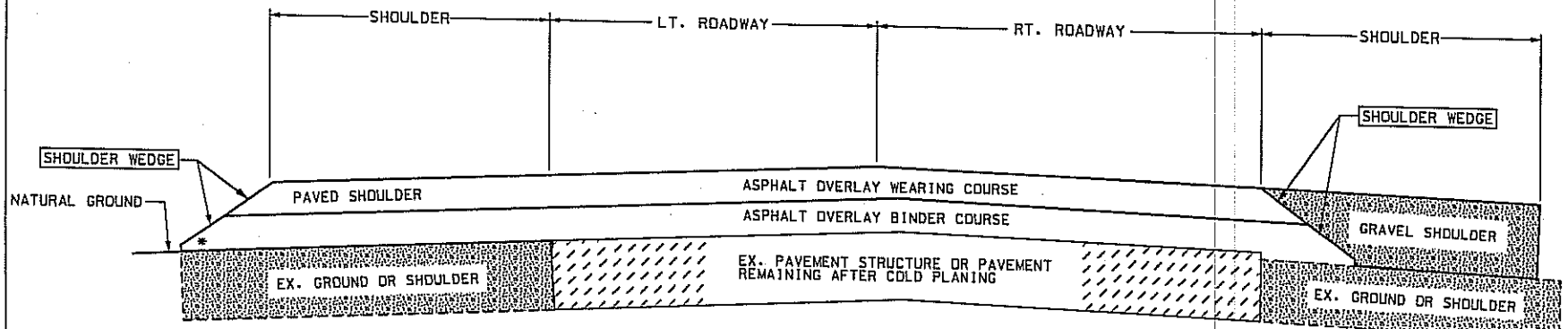
25-JUN-2009 14:18

R:\Overlay Projects\853-33-0016\Shoulder Wedge.dgn

17-AUG-2009 11:24



HALF SECTION
PAVED SHOULDER

TYPICAL SECTION

HALF SECTION
GRAVEL SHOULDER

NOTES:
1) SHOULDER WEDGES SHALL BE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY(EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
2) THE MAXIMUM SHOULDER WEDGE HEIGHT SHALL EQUAL 6".
3) EQUIP THE PAVER WITH A MECHANICAL DEVICE THAT WILL: PRODUCE A WEDGE WITH A UNIFORM TEXTURE, SHAPE, AND DENSITY WHILE AUTOMATICALLY ADJUSTING TO VARYING HEIGHTS ENCOUNTERED ALONG THE SHOULDER.
4) THE CONTRACTOR SHALL BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE WEDGE PRIOR TO PLACEMENT OF THE ASPHALTIC CONCRETE OVERLAY.

* 35° or less desired

ROAD DESIGN	SHOULDER WEDGE DETAIL				DESIGNED BT CHECKED SA	PARISH	TANGIPAHOA	SHEET NO.	B
	SHOULDER WEDGE				DETAILED BT CHECKED SA	FEDERAL PROJECT			
		D	8/17/09	ADDED SHEET	DATE SHEET 05/01/09 1 OF 1	STATE PROJECT	853-33-0016		D
		NO.	DATE	REVISION DESCRIPTION	BY MJS				

17-AUG-2009 12:24

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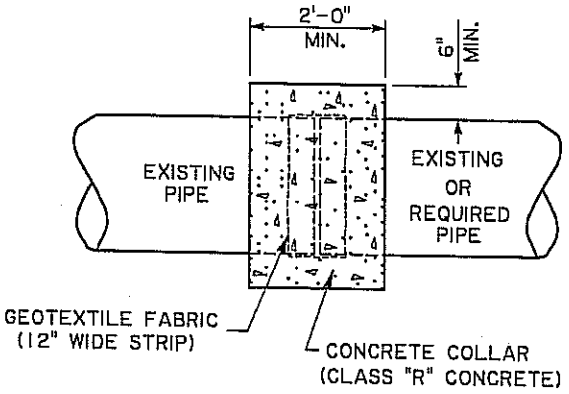
CONCRETE COLLAR DETAIL

TO REPAIR EXISTING PIPE JOINT SEPARATION
AND/OR
TO CONNECT DISSIMILAR PIPE TYPES AND/OR JOINTS



NOTES:

1) WRAP PIPE JOINTS WITH GEOTEXTILE FABRIC BEFORE POURING CONCRETE. SEE SECTION 1019.01 OF THE CURRENT LA DOTD STD. SPECS.

2) COST OF COLLARS TO BE AS PER SECTION 701.13 OF THE CURRENT LADOTD STD. SPECS.

STATE OF LOUISIANA
JULIE E. TAYLOR
REG. No. 29366
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
10/15/03

NO.	DATE	REVISION DESCRIPTION	BY:
1	8/17/09	ADDED SHEET	MJS

3	10-15-03	Combined details and revised Note 2: Cost Of Collars	JET	
2	7-10-01	Revised Notes and Added New Sheet	JTMT	
1	8-25-99	Added Special Detail Name COLLAR-01	JCM	
NO.	DATE	REVISION DESCRIPTION	BY	

DESIGNED JET
DETAILED KAJ
CHECKED JCM
DATE 1-15-03
SHEET 1 OF 1

PARISH TANGIPAHOA
ROUTE
PROJECT
STATE PROJECT NO. 853-33-0016

SHEET NUMBER 9 (1)

CONCRETE COLLAR DETAIL

SPECIAL DETAIL NO. COLLAR-01

HYDRAULICS SECTION

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)

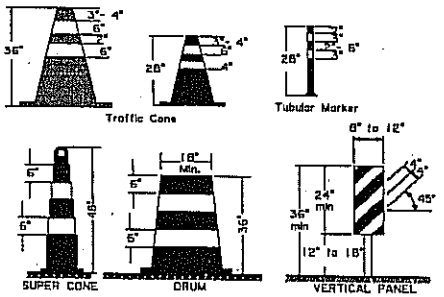
- All pavement markings within the limits of the project that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding (Existing striping shall not be painted over with black paint or covered with tape).
- If special pavement 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.

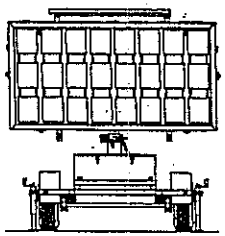
CHANNELIZING DEVICES

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



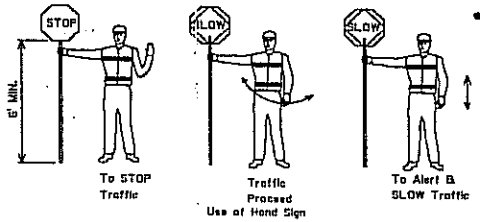
PORTABLE CHANGEABLE MESSAGE SIGNS

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



FLAGGERS

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



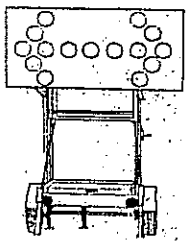
TYPE III BARRICADES

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

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

FLASHING ARROW PANELS

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

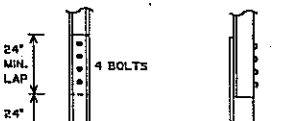


LIGHTING (see QPL)

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

ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

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



CARL E. CORVILLE
REG. No. 24317
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
January 15, 2008

SHEET NUMBER 10

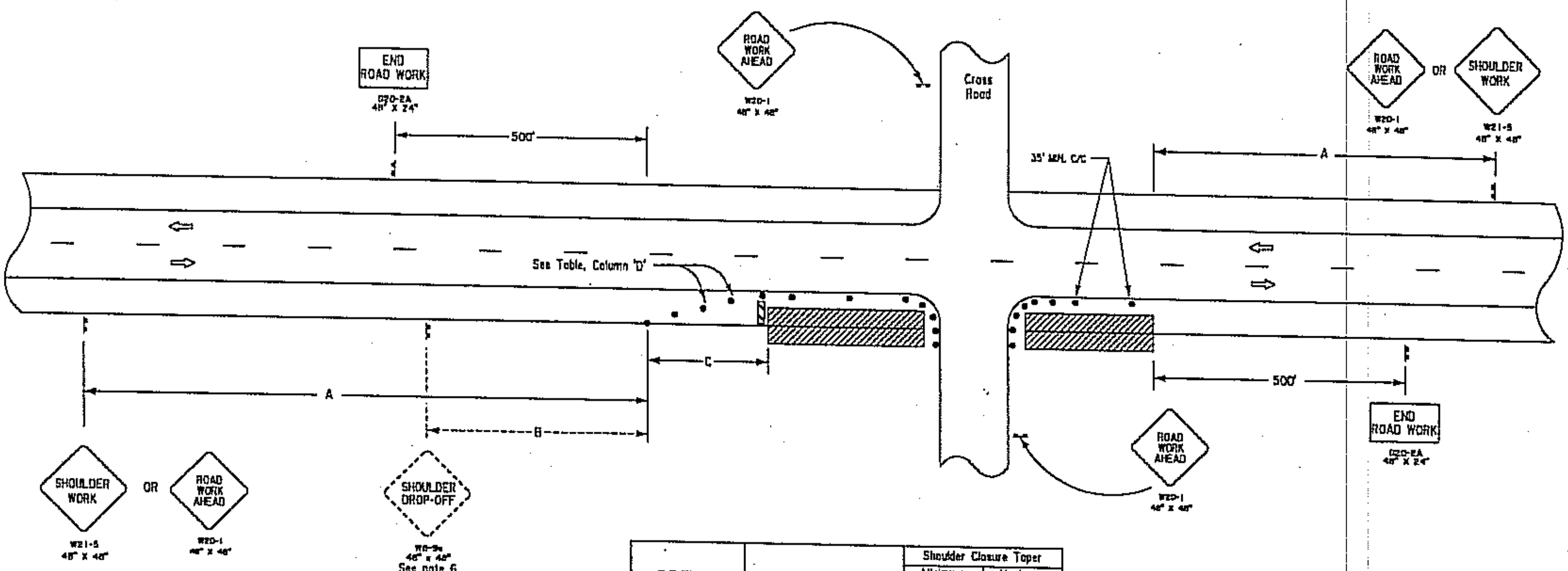
DESIGNED	E. CORVILLE	PARISH	TANGIPAHOA
DRAWN	J. COLVIN		
CHECKED	D. SOWARDS	PROJECT	
QUANTITIES	J. COLVIN		
DATE	01/25/2008	DATE	
SHEET		PROJECT	853-33-0016

Revised sheet # AH

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET

TC-00

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-00)".

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

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

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

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

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

6. SHOULDER DROP-OFFS

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

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

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

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

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

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

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

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

STATE OF LOUISIANA
CARL E. COURVILLE
REG. NO. 28812
REGISTERED PROFESSIONAL ENGINEER
IN CIVIL ENGINEERING
January 25, 2008

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

SHEET NO. TC-01

TRAFFIC ENGINEERING

DESIGNED E. COURVILLE | CHECKED T. COLVIN | DETAILED D. SOWARDS | CHECKED T. COLVIN | DATE 01/25/2008

10-1-09 Revised sheet # AH

PARISH TANGIPAHOA | STATE PROJECT 853-33-0016

SHEET 11

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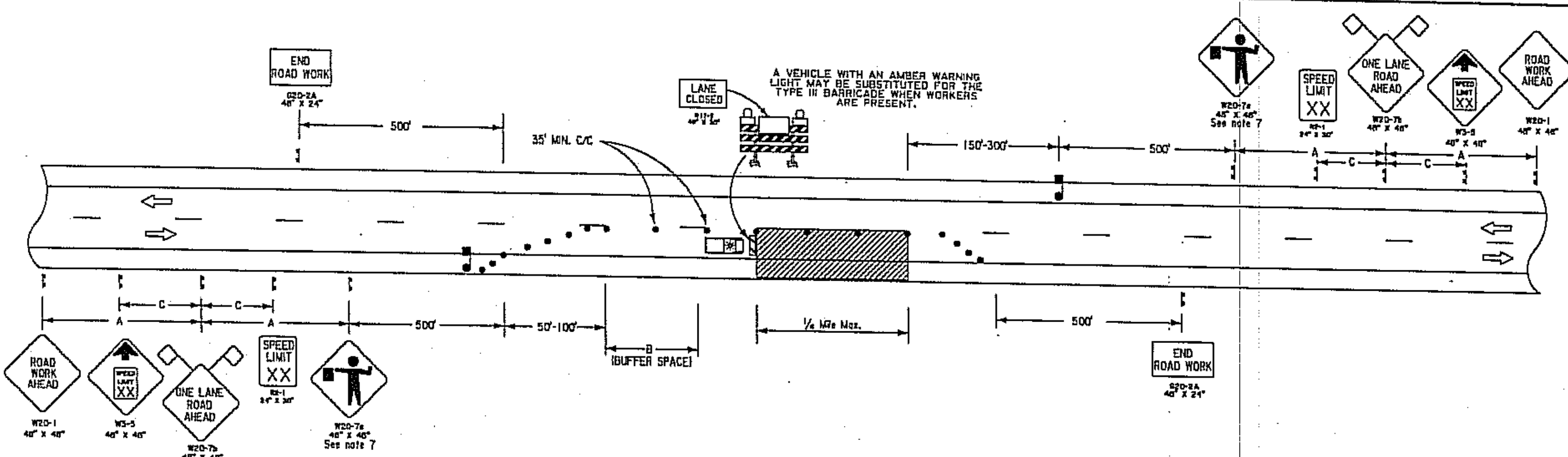

SPEED LIMIT (See note 5)	Spacing		
	"A"	"B"	"C"
35 mph	500'	250'	N/A
45 mph	1000'	360'	500'
55 mph	1500'	495'	800'

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-00)".

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 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.
4. SPACING OF CHANNELIZING DEVICES IN THE TAPER SHOULD BE NO MORE THAN 20'. A MINIMUM OF 5 CHANNELIZING DEVICES ARE TO BE USED IN THE TAPER.
5. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
6. TO PREVENT VEHICLES FROM ENTERING THE WORK AREA AGAINST THE FLOW OF TRAFFIC, AN ADDITIONAL FLAGGER SHALL BE STATIONED AT EACH INTERSECTION, MAJOR DRIVEWAY, RAILROAD CROSSING OR CROSSING WITHIN THE WORK AREA.
7. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN FLAGGERS AT ALL TIMES. THE FLAGGER SHALL BE VISIBLE FROM FLAGGER SIGN.
8. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED BY THE CONTRACTOR.
9. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
10. TYPE III BARRICADES SHALL BE PLACED IN THE CLOSED LANE AT A 1000' INTERVAL WHERE NO ACTIVE WORK IS ON GOING AND THE LANE MUST REMAIN CLOSED. TYPE III BARRICADES ARE ALSO REQUIRED BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL, OR WHERE UNCURED CONCRETE EXISTS.
11. NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIALS SHALL OCCUR WITHIN THE BUFFER SPACE.

CARL E. COURVILLE REG. No. 23312 REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING

January 25, 2008

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

TC-02

TRAFFIC ENGINEERING

DESIGNED E. COURVILLE | CHECKED T. COLVIN | DETAILED D. SOWARDS | CHECKED T. COLVIN | DATE 01/25/2008

1-27-09 Revised sheet # AH

PARISH TANGIPAHOA | STATE PROJECT 853-33-0016 | SHEET NUMBER 12

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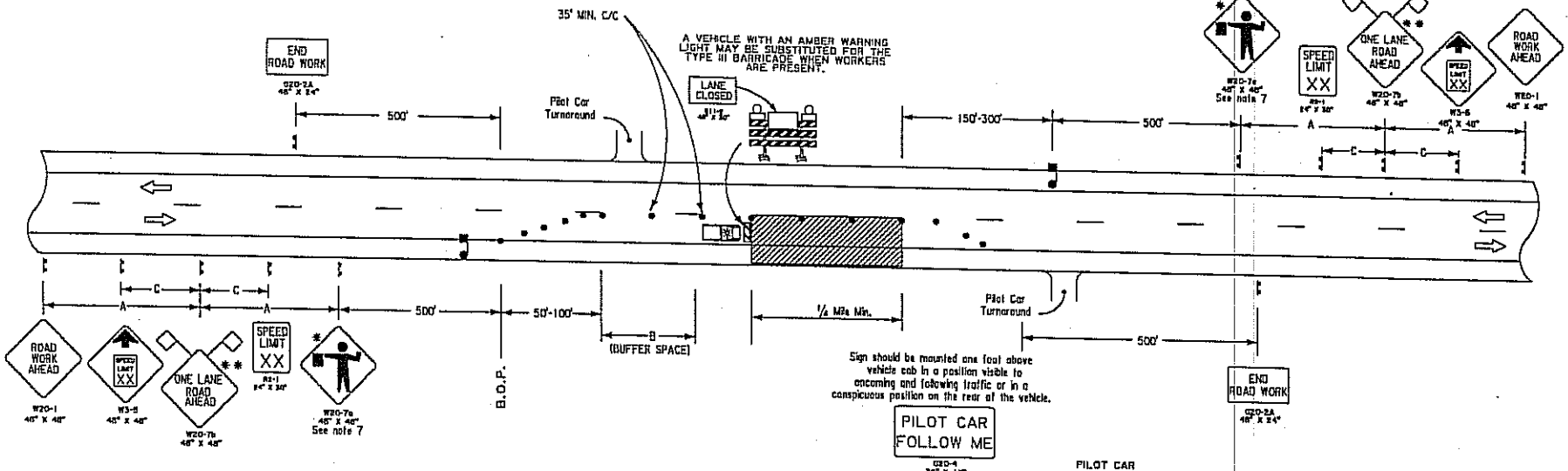
* REMOVE OR COVER WHEN NO LONGER APPLICABLE.

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



NOTES

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-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"	"B"	"C"
35 mph	500'	250'	N/A
45 mph	1000'	360'	500'
55 mph	1500'	495'	800'

STATE OF LOUISIANA CARL E. COLVILLE REG. No. 29818 REGISTERED PROFESSIONAL ENGINEER CIVIL ENGINEER January 15 2009

LEGEND

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

TRAFFIC CONTROL LAYOUT FOR LANE CLOSURE GREATER THAN ½ MILE IN LENGTH (SUITABLE FOR MOVING OPERATIONS)

TC-03

TRAFFIC ENGINEERING

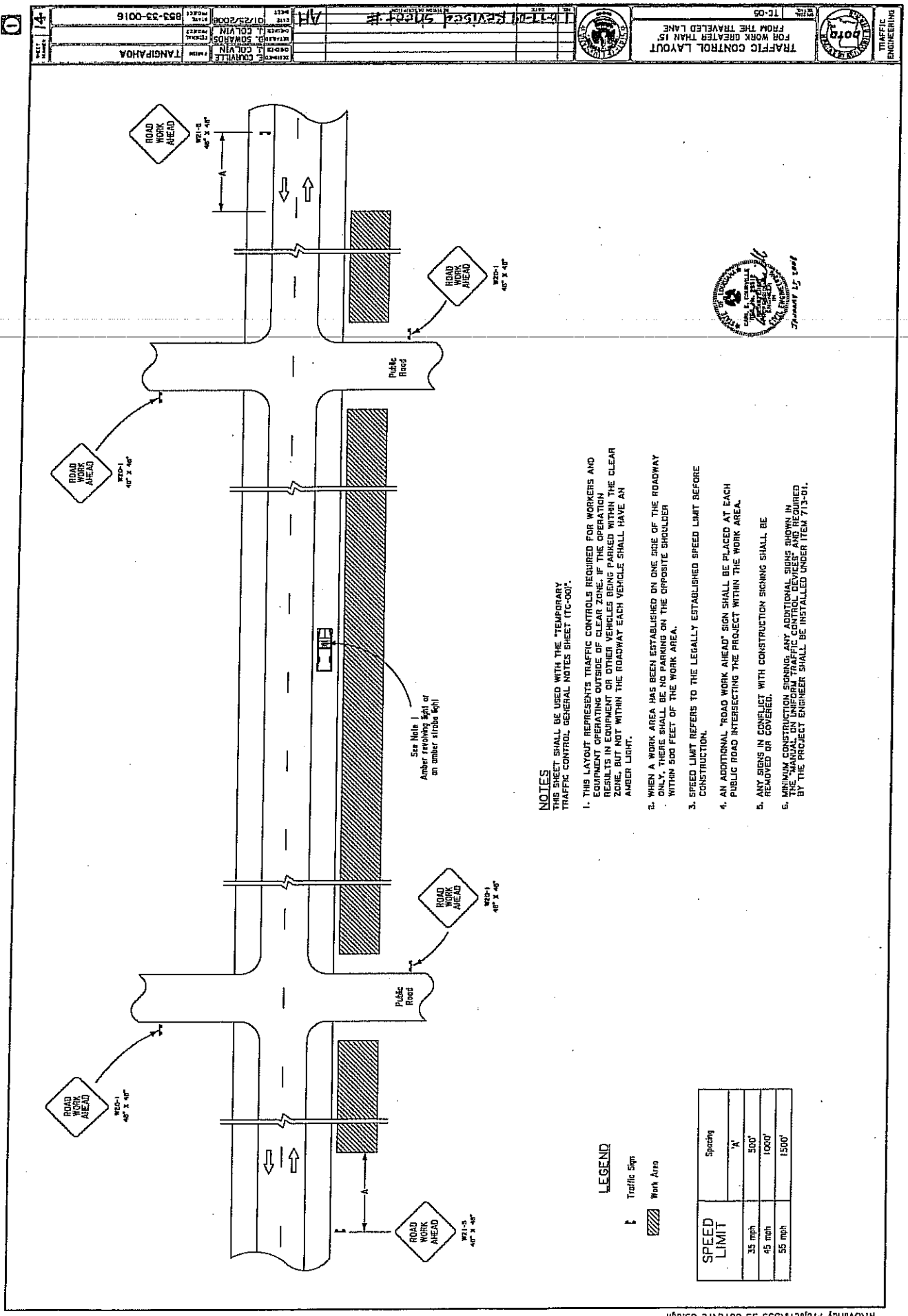
DESIGNED E. COLVILLE | CHECKED J. COLVIN | DETAILED D. SEWARDS | CHECKED J. COLVIN | DATE 01/15/2009 | SHEET 13

PARISH TANGIPAHOA | FEDERAL PROJECT | STATE PROJECT 853-33-0016

DATE REVISED Sheet #

DATE | REVISION | BY

0


TRAFFIC CONTROL LAYOUT
FOR WORK GREATER THAN 15' FROM THE TRAVELED LANE
TC-05
TRAFFIC ENGINEERING
TANGIPAHOA
853-33-0016
01/25/2008
ROAD WORK AHEAD
W20-1
48" X 48"
W21-5
48" X 48"
A
Public Road
See Note 1
Amber revolving light or an amber strobe light
NOTES
THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".
1. THIS LAYOUT REPRESENTS TRAFFIC CONTROLS REQUIRED FOR WORKERS AND EQUIPMENT OPERATING OUTSIDE OF CLEAR ZONE. IF THE OPERATION RESULTS IN EQUIPMENT OR OTHER VEHICLES BEING PARKED WITHIN THE CLEAR ZONE, BUT NOT WITHIN THE ROADWAY EACH VEHICLE SHALL HAVE AN AMBER LIGHT.
2. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.
3. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
4. AN ADDITIONAL "ROAD WORK AHEAD" SIGN SHALL BE PLACED AT EACH PUBLIC ROAD INTERSECTING THE PROJECT WITHIN THE WORK AREA.
5. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
6. MINIMUM CONSTRUCTION SIGNING. ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01.
LEGEND
Traffic Sign
Work Area
SPEED LIMIT
Spacing 'A'
35 mph 500'
45 mph 1000'
55 mph 1500'
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TRAFFIC CONTROL LAYOUT
FOR LANE CLOSURES ON TWO LANE UNDIVIDED HIGHWAYS DURING OVERLAYS AND MOVING OPERATIONS
TC-15
TRAFFIC ENGINEERING
TANGIPAHOA
853-33-0016
LEGEND
Traffic Sign
Channelizing Devices
Type III Barricades
Work Area
Flagger
Type B Light
SPEED LIMIT (See note 4)
35 mph
45 mph
55 mph
Spacing
"A"
"B"
"C"
500'
1000'
1500'
250'
360'
495'
N/A
500'
600'
For use when immediate work area is less than 250' from nearest crossroad travel lane, but work does not interfere with crossroad travelways.
For use when immediate work area is more than 250' and less than 1500' from nearest crossroad travel lane.
Immediate Work Area
BUFFER SPACE
50' MIN. 150' PREF.
1/4 MILE MAX.
NOTES
THIS SHEET SHALL BE USED WITH THE TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET TTC-001.
1. IF REDUCED SPEED LIMIT IS REQUIRED, THEN APPROPRIATE SPEED LIMIT TO BE DETERMINED IN THE FIELD BY THE ENGINEER 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.
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STATE PROJECT NO.: 853-33-0016
DESCR.: LA 1065
PARISH: TANGIPAHOA
ROUTE NO.: LA 1065
TOTAL LENGTH: 4.09

DESIGN INFORMATION
(EXISTING ROADWAY)

STATE PROJECT	PARISH	SHEET NO.
853-33-0016	Tangipahoa	

PAGE 1 OF 1

CSLM	DIST./SIDE		PAVEMENT		BASE (1)		BASE (2)		BASE (3)		SHOULDER (1)			SHOULDER (2)		SHOULDER (3)		SHOULDER (4)	
	CL	TYPE	DEPTH	WIDTH	TYPE	DEPTH	TYPE	DEPTH	TYPE	DEPTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	TYPE	DEPTH	TYPE	DEPTH
4.91	5'RTCL	AST	0.0" -	20'6"	S-1	2.0" -	S-2	12.0"			S-3	0.0" -	6'	S-1	3.0" -	S-2	12.0" -		
	3'SH		2.0"			12.0 "		24.0"				3.0"			12.0"		24.0"		
5.16	5'LTCL	AST	0.0" -	20'6"	S-1	1.5" -	S-2	7.0" -			S-3	0.0" -	5'	S-1	5.0" -	S-4	11.0" -		
	2'SH		1.5"			7.0 "		24.0"				5.0"			11.0"		24.0"		
5.58	5'RTCL	AST	0.0" -	19'8"	S-1	1.5" -	S-2	10.0" -			S-3	0.0" -	5'	S-1	3.0" -	S-5	10.0" -		
	2'SH		1.5"			10.0 "		24.0"				3.0"			10.0"		24.0"		
6.00	5'LTCL	AST	0.0" -	20'	S-1	1.0"	S-2	8.0" -			S-3	0.0"-	6'	S-1	3.0"-	S-6	11.0" -		
	2'SH		1.0"			8.0 "		24.0"				3.0"			11.0"		24.0"		
6.42	5'RT	AST	0.0" -	20'	S-1	1.5" -	S-2	7.0" -			S-3	0.0" -	5'	S-1	4.0" -	S-6	11.0" -		
	2'SH		1.5"			7.0"		24.0"				4.0"			11.0"		24.0"		
6.84	5'LTCL	AST	0.0" -	20'	S-1	1.0" -	S-2	8.0" -			S-3	0.0"-	5'	S-1	4.0"-	S-6	11.0" -		
	2'SH		1.0"			8.0 "		24.0"				4.0"			11.0"		24.0"		
7.26	5'RT	AST	0.0" -	20'	S-1	1.5" -	S-2	7.0" -			S-3	0.0" -	5'	S-1	3.0" -	S-6	12.0" -		
	2'SH		1.5"			7.0"		24.0"				3.0"			12.0"		24.0"		
7.68	5'LT	AST	0.0" -	20'	S-1	1.5" -	S-6	12.0" -			S-3	0.0" -	4'	S-1	3.0" -	S-6	10.0" -		
	2'SH		1.5"			12.0"		24.0"				3.0"			10.0"		24.0"		
8.10	5'RTCL	AST	0.0" -	20'	S-1	1.5" -	S-6	8.0" -			S-3	0.0"-	4'	S-1	3.0"-	S-6	10.0" -		
	2'SH		1.5"			8.0 "		24.0"				3.0"			10.0"		24.0"		
8.52	56'LT	AST	0.0" -	20'	S-1	1.5" -	S-6	9.0" -			S-3	0.0" -	4'	S-1	4.0" -	S-6	10.0" -		
	2'SH		1.5"			9.0"		24.0"				4.0"			10.0"		24.0"		
8.94	5'RTCL	AST	0.0" -	20'	S-1	1.5" -	S-2	7.0" -			S-3	0.0"-	5'	S-1	4.0"-	S-2	11.0" -		
	2'SH		1.5"			7.0 "		24.0"				4.0"			11.0"		24.0"		

FIELD CLASSIFIED

S-1 PK BR GRAV SDY CL
S-2 PK GRAY SDY LM
S-3 PK BR GRAV LM
S-4 PK LT BR SDY CL
S-5 PK BR & GR SDY CL
S-6 PK BR SDY CL

STATE OF LOUISIANA
CLAY GOTTSCHALCK
License No. 32481
PROFESSIONAL ENGINEER IN CIVIL ENGINEERING

DISTRICT LABORATORY ENGINEER — DATE: 13 August 2009

SHEET NUMBER 16
PARISH: TANGIPAHOA
FEDERAL PROJECT
STATE PROJECT: 853-33-0016
DESIGNED MJS
CHECKED AAS
DETAILED MJS
CHECKED AAS
DATE
SHEET
BORINGS
D 08/17/09 ADDED LAB ENGINEER SIGNATURE, revised MJS
NO. DATE BY (VISION IN DESCRIPTION)

17-AUG-2009 11:10
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Contract ID: 853-33-0016 **Project(s):** 853-33-0016

SECTION: 1 GENERAL ITEMS

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0009	308-01-00100	In-Place Cement Treated Base Course (12" Thick)	60,233.000	SQYD
		_____		Dollars
		_____		Cents
0010	402-01-00100	Traffic Maintenance Aggregate (Vehicular Measurement)	200.000	CUYD
		_____		Dollars
		_____		Cents
0011	502-01-00100	Superpave Asphaltic Concrete	11,103.400	TON
		_____		Dollars
		_____		Cents
0012	502-01-00200	Superpave Asphaltic Concrete, Drives, Turnouts and Miscellaneous	2,659.000	TON
		_____		Dollars
		_____		Cents
0013	509-01-00100	Cold Planing Asphaltic Pavement	360.000	SQYD
		_____		Dollars
		_____		Cents
0014	509-02-00100	Contractor Retained Reclaimed Asphaltic Pavement	-15.000	CUYD
		_____		Dollars
		_____		Cents
0015	701-02-02000	Cross Drain Pipe Arch (24" Equiv. RCPA or 30" Equiv. CMPA)	90.000	LNFT
		_____		Dollars
		_____		Cents
0016	701-15-00100	Concrete Collar	2.000	EACH
		_____		Dollars
		_____		Cents

Contract ID: 853-33-0016 **Project(s):** 853-33-0016

SECTION: 1 GENERAL ITEMS

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0017	711-01-03040	Riprap (30 lb, 24" Thick)	4.000	SQYD
		_____		Dollars
		_____		Cents
0018	713-01-00100	Temporary Signs and Barricades		LUMP SUM
		_____		Dollars
		_____		Cents
0019	713-02-00500	Temporary Pavement Markings (24" Width)	48.000	LNFT
		_____		Dollars
		_____		Cents
0020	713-03-01000	Temporary Pavement Markings (Broken Line) (4" Width) (4' Length)	8.156	MILE
		_____		Dollars
		_____		Cents
0021	713-03-02000	Temporary Pavement Markings (Broken Line) (4" Width) (10' Length)	7.440	MILE
		_____		Dollars
		_____		Cents
0022	713-04-01000	Temporary Pavement Markings (Solid Line) (4" Width)	21.000	MILE
		_____		Dollars
		_____		Cents
0023	716-01-00100	Mulch (Vegetative)	14.000	TON
		_____		Dollars
		_____		Cents
0024	717-01-00100	Seeding	200.000	LB
		_____		Dollars
		_____		Cents

Contract ID: 853-33-0016 **Project(s):** 853-33-0016

SECTION: 1 GENERAL ITEMS

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0025	718-01-00100	Fertilizer	6,900.000	LB
				Dollars
				Cents
0026	727-01-00100	Mobilization		LUMP SUM
				Dollars
				Cents
0027	729-16-00300	Object Marker Assembly (Type 3)	44.000	EACH
				Dollars
				Cents
0028	731-02-00100	Reflectorized Raised Pavement Markers	539.000	EACH
				Dollars
				Cents
0030	732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)	48.000	LNFT
				Dollars
				Cents
0031	732-02-02000	Plastic Pavement Striping (Solid Line) (4" Width) (Thermoplastic 90 mil)	10.573	MILE
				Dollars
				Cents
0032	732-03-02000	Plastic Pavement Striping (Broken Line) (4" Width) (Thermoplastic 90 mil)	3.720	MILE
				Dollars
				Cents
0033	735-01-00100	Mailboxes	110.000	EACH
				Dollars
				Cents

Contract ID: 853-33-0016 **Project(s):** 853-33-0016

SECTION: 1 GENERAL ITEMS

Proposal Line Number	Item ID	Description Unit Price (In Words, Ink or Typed)	Approximate Quantity	Unit of Measure
0034	735-02-00100	Mailbox Supports (Single)	94.000	EACH
		_____ Dollars		
		_____ Cents		
0035	735-04-00100	Mailbox Supports (Multiple)	4.000	EACH
		_____ Dollars		
		_____ Cents		
0036	740-01-00100	Construction Layout		LUMP SUM
		_____ Dollars		
		_____ Cents		
0038	722-01-00100	Project Site Laboratory	1.000	EACH
		_____ Dollars		
		_____ Cents		
0039	726-01-00100	Bedding Material	11.000	CUYD
		_____ Dollars		
		_____ Cents		

Section: 1 **Total:** _____.___

Total Bid: _____.___