ADVERTISEMENT FOR ENGINEERING AND RELATED SERVICES
OCTOBER 25, 2024

ENTITY CONTRACT NO. 4400031004
STATE PROJECT NO. H.015580.5
FEDERAL AID PROJECT NO. H015580
NATCHITOCHES SAFE STREETS REVITALIZATION
NATCHITOCHES PARISH

DBE GOAL = 10%

Under the authority granted by Title 48 of Louisiana Revised Statutes, the Louisiana Department of Transportation and Development (DOTD) hereby issues this advertisement for consulting firms to provide engineering and related services. **Consultants who are a Louisiana or foreign LLC or corporation should be appropriately registered with the Louisiana Secretary of State, as contemplated by Title 12 of the Louisiana Revised Statutes, and with the Louisiana Professional Engineering and Land Surveying (LAPELS) Board under its rules for firms. If a consultant is not in good standing in accordance with those provisions, it may be subject to consequences contemplated in Title 12 and/or the LAPELS rules. All requirements of LAPELS must be met at the time the proposal is submitted. Prime consultants must be registered with the Louisiana Secretary of State and the Federal Government, using SAM.gov, prior to contract execution.**

One (1) proposal will be selected for the contract solicited per this advertisement. Only one (1) DOTD Form 24-102 proposal is required for this advertisement, and it represents the prime consultant's qualifications and those of any and all sub-consultants proposed to be used for the referenced contract(s). All identifying contract number(s) should be listed in Section 2 of the DOTD Form 24-102. **USE THE DOTD FORM 24-102, DATED SEPTEMBER 17, 2024, PROVIDED WITH THE ADVERTISEMENT.**

The contract will be between the selected consultant and **City of Natchitoches**, referred to as the "**Entity**".

Any questions concerning this advertisement must be sent in writing to DOTDConsultantAds80@la.gov no less than 48 hours (excluding weekends and holidays) prior to the proposal deadline.

SCOPE OF SERVICES

The general tasks to be performed by the consultant for this contract are described more specifically in Attachment A, which is incorporated herein by reference.

The consultant shall perform the work in accordance with the requirements of this advertisement and the resulting contract. Deliverables shall be in such format as required in Attachment A. The work performed by the consultant shall be performed in a manner consistent with that degree of

care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances.

MINIMUM PERSONNEL REQUIREMENTS (MPRs)

The requirements set forth in Attachment B must be met at the time the proposal is submitted.

EVALUATION CRITERIA

The criteria to be used by DOTD in evaluating responses for the selection of a consultant to perform these services are listed below:

1. firm experience on similar projects, weighting factor of three (3);
2. staff experience on similar projects, weighting factor of four (4);
3. firm size as related to the project magnitude, weighting factor of three (3);
4. past performance on similar DOTD projects, weighting factor of six (6)*;
5. current work load with DOTD, weighting factor of five (5);
6. approach and methodology, weighting factor of nine (9).

*The consultant is to identify in the table below those evaluation disciplines consistent with the approach and methodology proposed in Section 18 of the DOTD Form 24-102.

THE FOLLOWING TABLE MUST BE COMPLETED AND INCLUDED IN SECTION 12 OF THE DOTD FORM 24-102 PROPOSAL.

Sub-consultants are allowed to be used for this proposal. Fill in the table by identifying only those evaluation disciplines consistent with the approach and methodology proposed in Section 18 of the DOTD Form 24-102*, the name of each firm that is part of the proposal, and the percentage of work in each past performance evaluation discipline to be performed by that firm. The percentage estimated for each evaluation discipline is for evaluation purposes only and will not control the actual performance or payment of the work. The percentages for the prime and sub-consultants must total 100% for each past performance evaluation discipline, as well as the overall total percent of the contract. (Add rows and columns as needed)							
Past Performance Evaluation Discipline(s)	% of Overall Contract	Prime	Firm B	Firm C	Firm D	Firm E	Each Discipline must total to 100%
							100%
							100%
							100%
Identify the percentage of work for the **overall contract** to be performed by the prime consultant and each sub-consultant.							
Percent of Contract	100%						------

*The past performance evaluation disciplines are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and/or Other (**please specify**).

If sub-consultants are used, the prime consultant must perform greater than 50% of the work for the overall contract.

Proposals will be evaluated as set forth in the "Evaluation Criteria" section of this advertisement. The evaluation will be by means of a point-based rating system. Each of the above criteria will receive a rating on a scale of one (1) through five (5). The rating will then be multiplied by the corresponding weighting factor. The rating in each category will then be added to arrive at the proposal's final rating.

DOTD's Project Evaluation Team (PET) will be responsible for performing the above described evaluation, and will present a shortlist of the three (3) (if three are qualified), highest rated consultants to the Secretary of DOTD. The Secretary will make the final selection.

COMPLIANCE WITH SUPPLEMENTAL ETHICS REQUIREMENTS

DOTD has established supplemental ethics requirements applicable to consultants and PET members. These requirements are found in the "Supplemental Ethics Requirements" article of the sample contract linked to this advertisement, which are incorporated herein by reference. Any firm that is found to have violated these requirements may not be considered for this selection.

By submission of a proposal to perform services pursuant to this advertisement, the consultant agrees to comply with DOTD's Supplemental Ethics Requirements.

RULES OF CONTACT UPON ADVERTISEMENT

DOTD is the single source of information regarding the contract selection. Any official correspondence will be in writing, and any official information regarding the contract will be disseminated by DOTD's designated representative via the DOTD website. The following rules of contact will apply during the contract selection process, commencing on the advertisement posting date and ceasing at the time of final contract selection. Contact includes face-to-face communication, the use of a telephone, facsimile, electronic mail (email), or formal or informal written communications with DOTD. Any contact determined to be improper, at the sole discretion of DOTD, may result in the rejection of the proposal (i.e., DOTD Form 24-102).

Consultants and consultant organizations **shall correspond with DOTD regarding this advertisement only through the email address designated herein; DOTDConsultantAds80@la.gov** and during DOTD sponsored one-on-one meetings.

No consultant, or any other party on behalf of a consultant, shall contact any DOTD employee, other than as specified herein. This prohibition includes, but is not limited to, the contacting of: department, office, or section heads, project managers, members of the evaluation teams, and any official who may participate in the decision to award the contract resulting from this advertisement.

DOTD will not be responsible for any information or exchange that occurs outside the official process specified above.

By submission of a proposal to perform services pursuant to this advertisement, the consultant agrees to the communication protocol herein.

PROJECT TIME

The overall time for the completion of the scope of services is estimated to be **840 days**.

COMPENSATION (September 2024)

The compensation payable to the consultant for all services rendered in connection with this contract is estimated at **$2,376,592**. This estimate will be used for grading purposes only. Actual compensation will be determined by DOTD based on work hours negotiated between DOTD and the selected consultant. Within fifteen (15) calendar days of notification of selection, a kick-off meeting will be held with the selected consultant and appropriate DOTD personnel. The selected consultant will be required to submit a work hour proposal within thirty (30) calendar days following the notification of selection. The negotiation period shall not exceed ninety (90) calendar days from the selection notification date. If an agreement cannot be reached with the selected consultant within that time, negotiations may be terminated and another consultant selection made from the shortlist.

Payment will be made based on negotiated lump sum.

DIRECT EXPENSES

To the extent that the consultant is allowed to claim reimbursement for direct expenses, all direct expense items that are not paid for in the firm's indirect cost rate, and are, needed and will be consumed during the life of the contract must be identified by the consultant during contract development. The acquisition or rental of standard equipment or resources to be used in the provision of services rendered for this contract will not be considered for payment under direct expenses (e.g., vehicles for construction engineering and inspection (CE&I) inspectors).

The consultant should own most of the equipment required to provide the work and services. The cost of this equipment should be included in the consultant's indirect cost rate. Equipment may be considered "specialized" if it cannot be considered standard equipment for that particular consultant's normal operating business needs. If a consultant believes special equipment is needed for the contract, the consultant must inquire through the Question and Answer process, as provided herein, whether the identified item will be considered specialized equipment for the individual contract.

All travel related expenses will be compensated under direct expenses, and will be in accordance with the most current Louisiana Office of State Travel regulations as promulgated in the Louisiana Administrative Code under the caption "PPM No. 49", with the exception that compensation for vehicle usage will be based on actual miles traveled directly and exclusively related to project needs. Vehicle rental rates will require prior approval from the PM.

CYBERSECURITY TRAINING

In accordance with La. R.S. 42:1267(B)(3) and the State of Louisiana's Information Security Policy, if the Consultant, any of its employees, agents, or sub-consultants will have access to State government information technology assets, the Consultant's employees, agents, or sub-consultants with such access must complete cybersecurity training annually, and the Consultant must present evidence of such compliance annually and upon request. The Consultant may use the cybersecurity training course offered by the Louisiana Department of State Civil Service without additional cost or may use any alternate course approved in writing by the Office of Technology Services.

For purposes of this Section, "access to State government information technology assets," means the possession of credentials, equipment, or authorization to access the internal workings of State information technology systems or networks. Examples would include but not be limited to State-issued laptops, VPN credentials to credentials to access the State network, badging to access the State's telecommunications closets or systems, or permissions to maintain or modify IT systems used by the State. Final determination of scope inclusions or exclusions relative to access to State government information technology assets will be made by the Office of Technology Services.

QUALITY ASSURANCE/QUALITY CONTROL

DOTD requires the selected consultant and all sub-consultants to develop a Quality Assurance/Quality Control (QA/QC) program in order to provide a mechanism by which all deliverables will be subject to a systematic and consistent review. The selected consultant shall address in its plan the review of all sub-consultant work and deliverables. **Only the selected consultant must submit their QA/QC plan to the DOTD PM within 10 business days of the award notification to the consultant (do not include QA/QC plan in the DOTD Form 24-102).** Consultants must ensure quality and adhere to established DOTD policies, procedures, standards and guidelines in the preparation and review of all deliverables. DOTD may provide limited input and technical assistance to the consultant. Any deliverables to be transmitted by the consultant shall be transmitted with a DOTD Quality Assurance/Quality Control Checklist, and a certification that the deliverables meet DOTD's quality standards.

If Attachment A includes specific QA/QC requirements that contradict those set forth above, the requirements in Attachment A control.

TRAFFIC ENGINEERING PROCESS AND REPORT TRAINING REQUIREMENTS

As part of DOTD's on-going commitment to high quality traffic engineering reports, a traffic engineering training course must be taken by traffic engineering PEs and EIs in order to be eligible to work on DOTD projects. When traffic is included as a discipline on which past performance is evaluated, for consultants performing traffic engineering services (i.e., traffic analysis throughout all DOTD project stages and/or QC of traffic analysis), appropriate personnel must successfully complete the three (3) modules of the Traffic Engineering Process and Report Course offered by Louisiana Transportation Research Center (LTRC). This Course must be completed no later than the time the proposal is submitted or show proof of registration for the Course from the LTRC's

Registration site. **Copies of training certificates or proof of registration are to be included in Section 20 of the proposal."** It will be the prime consultant's responsibility to ensure their staff and sub-consultants complete the training. Copies of training records may be obtained from the LTRC website https://registration.ltrc.lsu.edu/login.

WORK ZONE TRAINING REQUIREMENTS

As part of DOTD's on-going commitment to work zone safety, required work zone training courses must now be taken every four (4) years in order for personnel to remain eligible to work on DOTD projects. For consultants performing preconstruction services (*e.g.*, design, survey, subsurface utility, geotechnical, traffic, bridge inspection, environmental services), appropriate personnel must successfully complete these courses. In general, the person in responsible charge of traffic control plans shall be required to have Traffic Control Supervisor training. For preconstruction field services performed within the clear zone, at least one (1) member of the field crew shall have Traffic Control Supervisor or Traffic Control Technician training. The consultant should identify all personnel listed in the staffing plan (Section 14) for the contract who have completed the appropriate work zone training courses. All preconstruction work zone training requirements shall be met **prior to contract execution**. It will be the prime consultant's responsibility to ensure their staff and sub-consultants have the appropriate work zone training.

In addition to the above requirements, if the Scope of Services set forth in Attachment A includes Construction Engineering and Inspection (CE&I), the following training requirements shall be met **at the time the proposal is submitted and are to be included in Section 20 of the proposal**:

Field Engineers:	Traffic Control Technician Traffic Control Supervisor Flagger
Field Engineer Interns:	Traffic Control Technician Traffic Control Supervisor Flagger
Field Senior Technicians, Survey Party Chiefs, and SUE Worksite Traffic Supervisors*:	Traffic Control Technician Traffic Control Supervisor Flagger
Other Field Personnel*:	Traffic Control Technician Flagger

* excluding Asphalt Plant Inspector, Paint Managers, and Paint Inspectors

Approved courses are offered by ATSSA and AGC. Substitutes for these courses must be approved by the DOTD Work Zone Task Force. For more information, please contact DOTD HQ Construction at 225-379-1584. Specific training course requirements are:

Flagger:	Successful completion every four (4) years of a work zone flagger course approved by the Department. The

"DOTD Maintenance Basic Flagging Procedures Workshop" is not an acceptable substitute for the ATSSA and AGC flagging courses.

Traffic Control Technician (TCT): Successful completion every four (4) years of a work zone traffic control technician course approved by the Department. **After initial successful completion, it is not necessary to retake this course every four (4) years if Traffic Control Supervisor training is completed every four (4) years**.

Traffic Control Supervisor (TCS): Successful completion of a work zone traffic control supervisor course approved by the Department. Following an initial completion, traffic control supervisors must either complete a one (1)-day TCS refresher course or retake the original two (2)-day TCS course every four (4) years.

ATSSA contact information: (877) 642-4637

*****ALL WORK ZONE TRAINING CERTIFICATIONS MUST NOT BE EXPIRED*****

REFERENCES

All services and documents will meet the standard requirements as to format and content of DOTD and will be prepared in accordance with the latest applicable editions, supplements, and revisions of the following:

1. AASHTO Standards – The American Association of State Highway Transportation Officials https://www.transportation.org/
2. AASHTO – A Policy on Geometric Design of Highways and Streets – https://bookstore.transportation.org/collection_detail.aspx?ID=110
3. ASTM Standards – https://www.astm.org/BOOKSTORE/BOS/index.html
4. CyberSecurity Training – https://forms.gle/deZGAo5hUMWeSG4P6
5. DOTD – Bridge Design and Evaluation Manual (BDEM) – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Bridge_Design/Pages/BDEM.aspx
6. DOTD – Complete Streets – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CompleteStreets/Pages/default.aspx
7. DOTD – Construction Contract Administration Manual – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Pages/Engineering_Docs.aspx

8. DOTD – Consultant Contract Services Manual – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Manuals/CCS%20Manual%20rev%20Dec%202020.pdf
9. DOTD – Hydraulics Manual – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Public_Works/Hydraulics/Documents/Hydraulics%20Manual.pdf
10. DOTD – Location and Survey Manual – REVISED OCTOBER 2023 http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/LocationSurvey/Manuals%20and%20Forms/Location_and_Survey_Manual.pdf
11. DOTD – Addendum "A" to the Location & Survey Manual – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/LocationSurvey/Manuals%20and%20Forms/Location%20and%20Survey%20Manual%20-%20Addendum%20A.pdf
12. DOTD – Louisiana Standard Specifications for Roads and Bridges – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Standard_Specifications/Pages/Standard%20Specifications.aspx
13. DOTD – Materials Sampling Manual – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Materials_Lab/Pages/Menu_MSM.aspx
14. DOTD – Minimum Design Guidelines – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Road_Design/Memoranda/Minimum%20Design%20Guidelines.pdf
15. DOTD – Off-System Highway Bridge Program Guidelines – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Bridge_Design/Manuals/Other%20Manuals%20-%20Guidelines/2019%20Federal%20Aid%20Off-System%20Highway%20Bridge%20Program%20Guidelines.pdf
16. DOTD – Pavement PRR Min Design Guidelines – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Road_Design/Systems_Preservation/Guidelines/DOTD%20Pavement%20PRR%20Min%20Design%20Guidelines.pdf
17. DOTD – Roadway Design Procedures and Details Manual – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Road_Design/Pages/Road-Design-Manual.aspx
18. DOTD – Stage 1 Planning/Environmental Manual of Standard Practice – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/Stage_1.aspx
19. DOTD – Testing Procedures Manual – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Materials_Lab/Pages/Menu_TPM.aspx
20. DOTD – Traffic Engineering Manual – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Misc%20Documents/Traffic%20Engineering%20Manual.pdf

21. DOTD – Traffic Engineering Process and Report – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/ManualsPublications/Pages/TEPR.aspx
22. DOTD – Traffic Signal Manual – http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Traffic%20Control/Traffic%20Signal%20Manual%20V3%20-%207.1.20.pdf
23. e-CFR – Electronic Code of Federal Regulations (all applicable) – https://ecfr.io/
24. FHWA – Bridge Inspector's Reference Manual (BIRM) – website: https://www.fhwa.dot.gov/bridge/nbis.cfm manual: https://www.fhwa.dot.gov/bridge/nbis/pubs/nhi12049.pdf
25. FHWA – Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) – http://mutcd.fhwa.dot.gov/
26. National Electrical Safety Code (NESC) – https://standards.ieee.org/products-services/nesc/index.html
27. NFPA 70 – National Electrical Code (NEC) – https://www.nfpa.org/codes-and-standards/all-codes-and-standards/list-of-codes-and-standards/detail?code=70
28. NEPA – National Environmental Policy Act – https://www.epa.gov/nepa

CONTRACT EXECUTION REQUIREMENTS

The selected consultant will be required to execute the contract within ten (10) days after receipt of the contract.

A sample of the contract provisions can be found at the following link: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Pages/Advertisements.aspx.

DISADVANTAGED BUSINESS ENTERPRISE REQUIREMENT

This advertised contract has a Disadvantaged Business Enterprise (DBE) goal of **10%** of the contract fee. Credit for DBE participation will be limited to the firms certified pursuant to the Louisiana Unified Certification Program. For convenience, DOTD provides a list on its website (http://www8.dotd.la.gov/UCP/UCPSearch.aspx) of firms that have been certified as eligible to participate as DBEs on US DOT assisted contracts. This list is not an endorsement of the quality of performance of any firm but is simply an acknowledgment of the listed firms' eligibility as a DBE. DOTD makes no representations of the accuracy or completeness of this list on any particular date or time. Prime consultants considering the use of a particular DBE sub-consultant are advised to obtain documentation of certification status from that sub-consultant prior to submission of DOTD Form 24-102.

Prime consultants must specify by firm name in Section 11 on the DOTD Form 24-102 all DBE firms which the prime intends will participate in providing services under the contract to meet the DBE goal and indicate for each the percent of the contract fee for the services that will be performed by each specified DBE firm. If the prime did not succeed in obtaining enough DBE participation to meet the goal, it must attach to the DOTD Form 24-102, behind Section 23, documentation of its good faith efforts to meet the goal.

REVISIONS TO THE ADVERTISEMENT

DOTD reserves the right to revise any part of the advertisement by issuing addenda to the advertisement at any time. Issuance of this advertisement in no way constitutes a commitment by DOTD to award a contract. DOTD reserves the right to accept or reject, in whole or part, all DOTD Form 24-102s submitted, and/or cancel this consultant services procurement if it is determined to be in DOTD's best interest. All materials submitted in response to this advertisement become the property of DOTD, and selection or rejection of a proposal does not affect this right. DOTD also reserves the right, at its sole discretion, to waive administrative informalities contained in the advertisement.

CLARIFICATIONS

DOTD reserves the right to request clarification of ambiguities or apparent inconsistencies found within any proposal, if it is determined to be in DOTD's best interest.

PROPOSAL REQUIREMENTS

The consultant's proposal for this advertisement must be submitted by email to DOTDConsultantAds80@la.gov. **USE THE DOTD FORM 24-102, DATED SEPTEMBER 17, 2024, PROVIDED WITH THE ADVERTISEMENT.** Hard copies of the consultant's proposal are not required. All proposals must be in accordance with the requirements of this advertisement, and the Consultant Contract Services Manual. Unless otherwise stated in this advertisement, copies of licenses and certificates are not required to be submitted with the proposal.

If more than one (1) contract is to be selected based on this advertisement, no prime consultant is allowed to be a sub-consultant on any other consultant's 24-102. If a prime consultant is submitted as a sub-consultant on another consultant's 24-102, its proposal as a prime consultant may be deemed non-responsive.

ANY CONSULTANT FAILING TO SUBMIT ANY OF THE INFORMATION REQUIRED ON THE DOTD FORM 24-102, OR PROVIDING INACCURATE INFORMATION ON THE DOTD FORM 24-102, MAY BE CONSIDERED NON-RESPONSIVE.

DOTD employees may not submit a proposal, nor be included as part of a consultant's proposal.

Contract and/or part-time employees are allowed. Such employees should be shown in Section 14 of the DOTD Form 24-102 with an asterisk denoting their employment status.

The DOTD Form 24-102 **PDF file shall be labeled "ENTITY CONTRACT NO. 4400031004 Consultant's name",** and **must be received no later than 3:00 p.m. Central Time by DOTDConsultantAds80@la.gov via email** on **Tuesday, November 12, 2024**.

The PDF file must be attached in the email or as a hyperlink in the email or as an email through third-party file transfer websites such as Dropbox or WeTransfer.

Please note that delivery failure may occur on email files exceeding 25MB uncompressed. In addition, all emails are scanned for cybersecurity threats prior to delivery to DOTDConsultantAds80@la.gov; **therefore, allow sufficient time** for this process to take place when submitting your proposal.

ATTACHMENT A – SCOPE OF SERVICES

The project time is critical.

The home office indirect cost rate shall be applicable to all services except as otherwise designated hereafter.

Project Description

The purpose of this project is to improve pedestrian and bicycle accommodations on various routes in the city of Natchitoches, LA. The project includes sidewalks, bikes lanes, pedestrian crossings, lighting, drainage improvements and pavement rehabilitation. The Consultant will be required to perform engineering and related services for pre-construction activities. The Consultant will perform traffic engineering studies, provide site investigations, provide surveying services, prepare right-of-way maps, determine right of way limits, and prepare preliminary plans and final plans.

Due to timing constraints associated with funding, not all scope items noted in this advertisement will require the full range of professional services from the Consultant to complete pre-construction services. The project will require the Consultant to coordinate with the Entity to reduce project development time while maximizing the scope of work taking into account factors such as right-of-way needs, utility relocations, and other considerations that may affect the ability to receive Federal Authorization prior to September 2026.

Specific locations of work are listed in the following:

1. Pedestrian Improvements
    a. Sidewalks – Sidewalks are to be constructed along one side of each listed roadway except where noted otherwise.
        1. Breazele Spring St./Welch St. – Natchitoches Junior High-Frankie Ray Jackson School to Texas St.
        2. Gold St. - Breazele Spring St./Welch St. to Dixie St.
        3. Dixie St./Sanford St. – Gold St. to Amulet St.
        4. Texas St. (LA 1 Bus.) - Breazele Spring St./Welch St. to Washington St. (LA 6 Bus.)
        5. Koonce St. – Hill Ave. to Dean St.
        6. Martin Luther King Jr Dr. – Texas St. (LA 1 Bus.) to University Parkway (LA 6 Bus.) (Both side of roadway from University Pkwy (LA 6 Bus) to Amulet St.)
        7. 5th St – St. Denis St. to Bossier St.
        8. Amulet St. – Julia St. to 5th St. (Both sides of roadway from Howell St. to 5th St.)
        9. Lake St. – LA 1 to Martin Luther King Jr Dr.
        10. Julia St. – Amulet St. to Lake St.
        11. Powell St. – Amulet St. to Old Robeline Rd.
        12. Old Robeline Rd. – Amulet St. to Lake St.

13. University Parkway (LA 6 Bus.)/Mill St./Rapids St. (LA 1223) – Old Robeline Rd. to South Dr. (LA 1 Bus.)
14. Tarlton Dr. - University Parkway (LA 6 Bus.) to University Columns Apartments
15. Sam Sibley Dr. - University Parkway (LA 6 Bus.) to 0.144 miles S. of University Parkway (LA 6 Bus.)
16. Cypress Ave. - Parking Lot to University Parkway (LA 6 Bus)
17. Fairgrounds Rd. – Rapides Dr. (LA 1223) to Wallenburg Ln.
18. St. Clair Ave. – Williams Ave. (LA 1 Bus.) to E 5th St.
19. Williams Ave. (LA 1 Bus.) – St. Clair Ave. to Bienville St.
20. E 3rd St. – St. Clair St. to Keyser St. (LA 494)
21. E 5th St. - Keyser St. (LA 494) – Tahoe Ave.
22. Williams St. – Watson Dr. to Hancock Ave.
23. South Dr. (LA 1 Bus.) - Royal St. to Parkway Dr.
24. Hancock Dr. – Williams Dr. to Parkway Dr.
25. Parkway Dr. – Hancock Drive to Keyser St. (LA 494)
26. Woodyard Dr. – South Dr. (LA 1 Bus.) to Lakeview Dr.

b. Shared Use Path – Shared used path is to be constructed along one side of listed roadway.

1. Tarlton Dr. - University Parkway (LA 6 Bus.) to S. Jefferson St.

c. Pedestrian Crossing Improvements – A pedestrian study will be required at all crossing locations listed below. Traffic studies and traffic engineering design will be added by supplement at required locations.

i. Crosswalks
   1. 2nd St. at Church St. (LA 1 Bus)
   2. Front St. (LA 6 Bus) at Church St. (LA 1 Bus)
   3. Keyser Ave. (LA 494) at George St.
   4. Keyser Ave. (LA 494) at N. Melrose Ave.
   5. Williams Ave. (LA 1 Bus & LA 1224) at Church St. (LA 1 Bus)

ii. Crosswalks & Advance Warning Signs
   1. 2nd St. at Lafayette St.
   2. 3rd St. (LA 1 Bus) at Church St. (LA 1 Bus)
   3. Berry Ave. at Dorothy St.
   4. Hill Ave. at Dorothy St.
   5. Howell Street at Thomas Street
   6. Pavie Street at 6th Street

iii. Crosswalks & Pedestrian Signals
   1. Keyser Ave. (LA 494) at E 3rd St.
   2. Keyser Ave. (LA 494) at E. 5th St.
   3. University Parkway (LA 6 Bus) at Old Robeline Rd.

iv. Raised Crosswalk

1. University Parkway (LA 6 Bus) at Central Ave.

v. Hybrid Beacons

1. Keyser Ave. (LA 494) at E 6th St.
2. University Parkway (LA 6 Bus) at Caspari St.

vi. Rectangular Rapid Flash Beacons

1. Texas St. (LA 1 Bus) at Welch St.
2. Texas St. (LA 1 Bus) at Breda St./Martin Luther King Jr Dr.

2. Bike Improvements

a. Marked Shared Lanes

1. 2nd St. - Lafayette St to Texas St. (LA 1 Bus)
2. 2nd St. - University Parkway (LA 6 Bus) to Touline St.
3. Bienville St. - South Dr. (LA 1 Bus) to Isadore Dr.
4. Breazelle Springs St.- LA 6 to Natchitoches Junior HS
5. Caspari St. - Sam Sibley Dr. to .187 mi S. of University Parkway (LA 6 Bus)
6. Church St. - 5th St. to 3rd St.
7. Dean St. - LA 1/Hwy 1 Loop to Koonce St.
8. East 5th St. - Keyser Ave. (LA 494) to St. Maurice Ln. (Par. Rd LA 508)
9. Isadore Dr. - Bienville St. to Keyser Ave. (LA 494)
10. Jefferson St. Riverfront/Rue Beauport St./ Washington St. (LA 6 Bus) - Texas St. to University Parkway (LA 6 Bus)
11. Keyser Ave. (LA 494) - Jefferson St. (LA 6 Bus) to Williams Ave. (LA 1 Bus)
12. Parkway Dr. - South Dr. (LA 1 Bus) to Hancock Ave.
13. Parkway Dr. - Hancock Ave. to Keyser Avenue (LA 494)
14. Royal St. - S. Williams Ave. to Keyser Ave. (LA 494)
15. Salter St. - Williams Ave. (LA 1224) to E 5th St. (.216 mi SW)
16. 5th St. - Amulet St. to Church St.
17. Amulet St. – Martin Luther King Jr Dr. to 5th St.
18. East 5th St. - Royal St. to Keyser Ave. (LA 494)
19. Koonce St. - Dean St. to Grayson St.
20. Lake St. - Hedges St. to Martin Luther King Jr Dr.
21. Marin Luther King Jr Dr. - University Parkway (LA 6 Bus) to Texas St. (LA 1 Bus)
22. Old Robeline Rd./Hedges St. - College Ave. to Lake St.
23. St. Clair Ave. - Williams Ave. (LA 1224) to E 5th St.

b. Bike Lanes

1. 2nd St. - Touline St. to Lafayette St.
2. Amulet St. - 5th St. to 2nd St.

3. Breazeale Spring St./Welch St. - Natchitoches Junior High-Frankie Ray Jackson School to Grayson St.
4. Caspari St. - University Pkwy (LA 6 Bus) to .187 mi S. of University Pkwy (LA 6 Bus)
5. Church St. (LA 1 Bus) - 2nd St. to Front St. (LA 6 Bus)
6. Old Robeline Rd. - University Parkway (LA 6 Bus) to College Ave.
7. Sam Sibley Dr. - University Parkway (LA 6 Bus) to S. Jefferson St.
8. Texas Street (LA 1 Bus) - LA 1 1 Bypass to Martin Luther King Jr Dr.
9. University Columns - Tarlton Dr. to Sam Sibley Dr.
10. University Parkway (LA 6 Bus)/Mill Street/Rapides Dr. (LA 1223) - E of North St. to South Dr. (LA 1 Bus)
11. Washington Street (LA 6 Bus.) - Texas St. to N. of Flora St.
12. Williams Ave. (LA 1 Bus.) - Keyser Ave. - (LA 494) to St. Clair Ave.

c. Separated Bike Lanes

1. Keyser Ave. (LA 494) - Williams Ave. (LA 1 Bus) to Blanchard Rd. (Par. Rd 507)
2. Texas St. (LA 1 Bus) – Martin Luther King Jr Dr. to Washington St. (LA 6 Bus)
3. University Parkway (LA 6 Bus) – LA 1 Bypass to E of North St.
4. South Dr. (LA 1 Bus) - Rapides Dr. (LA 1223) to S. of Glass St.
5. S. Williams Ave. - Royal St. to Keyser Ave. (LA 494)
6. Woodyard Dr. - South Dr. (LA 1 Bus) to Lakeview Dr.

3. Highway Lighting

a. Texas St.
b. Martin Luther King Jr Dr.
c. Amulet St.

4. Drainage Improvements

a. The area near J.C. Deblieux Dr. to approximately the intersection of Theophile Alley and Holmes St. has experienced flooding conditions in the past. The Consultant shall provide a drainage design and construction plans referencing information provided in the Welch Street Drainage Study.

5. Pavement Rehabilitation

a. In-Place Base Rehabilitation & 2" Asphalt Overlay
1. 3rd St. - Winnona St. to Rowena St.
2. 5th St. - Bossier St. to Amulet St.
3. 5th St. - Trudeau St. to St. Denis St.
4. Amulet St. - Julia Street to Prather St.
5. Anita St. - Pavie St. to Grace St.
6. College Ave. - Old Robeline to University Parkway (LA 6 Bus)
7. Dorothy St. - Dean St. to Jeansonne St.
8. Ash St. - Holmes St. to Breda Ave.

9. Berry Ave. - Dorothy St. to Dixie St.
10. Dorothy St. - Hill St. to Grayson St.
11. Gibson St. - Levy St. to Lake St.
12. Grace St. - Anita St. to Dixie St.
13. Greenville St. - Texas St. (LA 1 Bus) to Sabine St.
14. Howell St. - Lake St. to Thomas St.
15. Lafayette St. - 3rd Street to 6th St.
16. North 5th St. - Rowena St. to Myrtle Dr.
17. Raphiel St. - Theophile Alley to Sawyer St.
18. Rowena St. - Railroad Crossing to West 5th St.
19. Sanford St. - Lake St. to Amulet St.
20. St. John St. - Holmes St. to Raphael St.
21. Thomas St. - Sanford St. to Payne St.
22. Trudeau St. - 5th St. to MLK Dr.
23. West 5th St. - Texas St. (LA 1 Bus) to Sabine St.
24. Winnona St. - 4th St. to 5th St.

b. In-Place Base Rehabilitation & 3.5" Asphalt Overlay

1. Koonce St. - Dean St. to Hill St.

c. Asphalt Patching & 2" Asphalt Overlay

1. Dorothy St. - Grace St. to Texas St. (LA 1 Bus)
2. Sabine St. - Dorothy St. to Greenville St.

d. Asphalt Patching & 3.5" Asphalt Overlay

1. 4th St. - Texas St. (LA 1 Bus) to Rowena St.
2. Levy St. - Howell St. to North St.

e. Asphalt Patching & Asphalt Surface Treatment

1. 6th St. - Amulet to Texas St. (LA 1 Bus)

f. Concrete Pavement Rehabilitation

1. 2nd St. - Concrete Sections
2. Bossier St. - Concrete Sections
3. J.C. Deblieux Dr. - Concrete Sections
4. Pavie St. - Concrete Sections

g. Concrete Pavement Replacement

1. St. Denis St. - 5th St. to 6th St.

h. Paved Shoulders Widening

i. Keyser Ave. (LA 494) - Blanchard Rd. (Par. Rd. 507) to Eastern City Limits

6. Amulet Street Traffic Study
    a. The purpose of the study is analyze mobility improvements on Amulet St. to address issues associated with the existing roadway width.

PROJECT MANAGEMENT

The Consultant will develop a schedule using MS Project or other approved scheduling software and submit for approval to the Project Manager. The Consultant will provide updated monthly schedules to the Project Manager in MS Project file format. When submitting schedules, the Consultant shall include comments regarding potential risks to schedule.

The Consultant will provide a conceptual project construction cost estimate within thirty (30) calendar days of issuance of the notice to proceed. The conceptual estimate will be based on assumed typical sections and pavement design and will include estimated quantities of significant construction pay items. The Consultant will also provide updated estimates as requested by the Project Manager. When submitting cost estimates, the Consultant shall include comments regarding potential risks to cost.

SURVEY

Survey for Pedestrian and Bicycle Improvements

A complete Topographic survey including all utilities with depths and all drainage is required, along with finish floor elevations of all buildings that fall within the survey limits. This project shall be completed in accordance with the Location and Survey Manual and all current accepted Location and Survey Automation procedures.

A drainage map shall be required for the drainage ditch between Welch Street and Holmes Street. Please refer to the Location and Survey Photogrammetry Unit for detailed instructions of what is required on the drainage map.

Permission of landowners shall be acquired by the Consultant before entering any property associated with this description.

All work is to be done in English units of measurement.

A detailed description of each project area is outlined below:

Breazeale Springs Street / Welch Street
This portion of the project shall begin at a point along Breazeale Springs Street, approximately 1,025 feet east of the intersection of Breazeale Springs Street and LA Hwy 6, and continue in an easterly direction along Breazeale Springs Street to its intersection with Welch Street for a linear distance of approximately 1,100 feet. The project shall then continue in a southerly direction along Welch Street to its intersection with Grayson Street for a linear distance of approximately 3,680 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Texas Street / Washington Street
This portion of the project shall begin at the intersection of LA Hwy 6 and Texas Street, and continue in an easterly direction along Texas Street to its intersection with Washington Street for a linear distance of approximately 7,700 feet. The project shall then continue in a northerly direction along Washington Street to its intersection with Flora Street for a linear distance of approximately 4,970 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Gold Street / Dixie Street
This portion of the project shall begin at the intersection of Gold Street and Welch Street, and continue in an easterly direction along Gold Street to its intersection with Dixie Street for a linear distance of approximately 1,540 feet. The project shall then continue in a southerly direction along Dixie Street to its intersection with Amulet Street for a linear distance of approximately 8,000 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

Koonce Street
This portion of the project shall begin at the intersection of Koonce Street and Grayson Street, and continue in a southerly direction along Koonce Street to its intersection with Dean Street for a linear distance of approximately 950 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

Drainage Ditch (Between Welch Street & Holmes Street)
This portion of the project shall begin at a point on a drainage ditch near the intersection of Welch Street and Mandell Street, and continue in an easterly direction along said drainage ditch to a point near the intersection of Theophile Alley and Holmes Street, for a linear distance of approximately 1,600 feet. The width of the DTM shall vary.

Intersection of Berry Avenue & Dorothy Street
This portion of the project shall begin at the center of the intersection of Berry Avenue and Dorothy Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Intersection of Hill Avenue & Dorothy Street
This portion of the project shall begin at the center of the intersection of Hill Avenue and Dorothy Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Intersection of Pavie Street & 6th Street
This portion of the project shall begin at the center of the intersection of Pavie Street and 6th Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Martin Luther King Jr Drive
This portion of the project shall begin at the intersection of Martin Luther King Jr Drive and Texas Street, and continue in a southerly direction along Martin Luther King Jr Drive to its intersection

with University Parkway for a linear distance of approximately 5,300 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

2nd Street
This portion of the project shall begin at the intersection of 2nd Street and Lafayette Street, and continue in a southerly direction along 2nd Street to its intersection with Touline Street for a linear distance of approximately 1,400 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Church Street
This portion of the project shall begin at the intersection of Church Street and 2nd Street, and continue in an easterly direction along Church Street to its intersection with Front Street for a linear distance of approximately 540 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

5th Street
This portion of the project shall begin at the intersection of 5th Street and St Denis Street, and continue in a southerly direction along 5th Street to its intersection with Bossier Street for a linear distance of approximately 2,850 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Julia Street
This portion of the project shall begin at the intersection of Julia Street and Lake Street, and continue in a northerly direction along Julia Street to its intersection with Amulet Street for a linear distance of approximately 430 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

Amulet Street
This portion of the project shall begin at the intersection of Julia Street and Amulet Street, and continue in an easterly direction along Amulet Street to its intersection with 2nd Street for a linear distance of approximately 4,880 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Lake Street
This portion of the project shall begin at the intersection of LA Hwy 1 and Lake Street, and continue in an easterly direction along Lake Street to its intersection with Martin Luther King Jr Drive for a linear distance of approximately 3,800 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

Powell Street
This portion of the project shall begin at the intersection of Amulet Street and Powell Street, and continue in a southerly direction along Powell Street to its intersection with Old Robeline Street for a linear distance of approximately 1,350 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

Old Robeline Street
This portion of the project shall begin at the intersection of Lake Street and Old Robeline Street, and continue in a southwesterly direction along Old Robeline Street to its intersection with University Parkway for a linear distance of approximately 2,720 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Intersection of 2nd Street & Lafayette Street
This portion of the project shall begin at the center of the intersection of 2nd Street and Lafayette Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Intersection of Church Street & Front Street
This portion of the project shall begin at the center of the intersection of Church Street and Front Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Intersection of Church Street & 2nd Street
This portion of the project shall begin at the center of the intersection of Church Street and 2nd Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Intersection of Howell Street & Thomas Street
This portion of the project shall begin at the center of the intersection of Howell Street and Thomas Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

University Parkway / Mill Street / Rapides Drive / South Drive
This portion of the project shall begin at the intersection of LA Hwy 1 and University Parkway, and continue in an easterly direction along University Parkway to its intersection with Jefferson Street for a linear distance of approximately 6,290 feet. The project shall then continue in a southerly direction along Mill Street to its intersection with Airport Road for a linear distance of approximately 2,630 feet. The project shall then continue in a southerly direction along Rapides Drive to its intersection with South Drive for a linear distance of approximately 3,350 feet. The project shall then continue in a southerly direction along South Drive to its intersection with Glass Street for a linear distance of approximately 2,050 feet. The width of the DTM shall vary.

Cypress Avenue
This portion of the project shall begin at the intersection of University Parkway and Cypress Avenue, and continue in a northerly direction along Cypress Avenue for a linear distance of approximately 320 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

Caspari Street
This portion of the project shall begin at the intersection of University Parkway and Caspari Street, and continue in a southerly direction along Caspari Street for a linear distance of approximately

950 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Sam Sibley Drive
This portion of the project shall begin at the intersection of University Parkway and Sam Sibley Drive, and continue in a southeasterly direction along Sam Sibley Drive to its intersection with South Jefferson Street for a linear distance of approximately 4,020 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

University Columns
This portion of the project shall begin at the intersection of University Columns and Tarlton Drive, and continue in an easterly direction along University Columns to its intersection with Sam Sibley Drive for a linear distance of approximately 2,090 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Tarlton Drive
This portion of the project shall begin at the intersection of University Parkway and Tarlton Drive, and continue in a southerly direction along Tarlton Drive to its intersection with South Jefferson Street for a linear distance of approximately 5,230 feet. The width of the DTM shall be 50 feet beyond the edge of pavement (EOP) on one side of the road.

Intersection of University Parkway & Caspari Street
This portion of the project shall begin at the center of the intersection of University Parkway and Caspari Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall vary.

Intersection of University Parkway & Central Avenue
This portion of the project shall begin at the center of the intersection of University Parkway and Central Avenue, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall vary.

St Clair Avenue
This portion of the project shall begin at the intersection of East 5th Street and St Clair Avenue, and continue in a westerly direction along St Clair Avenue to its intersection with Williams Avenue for a linear distance of approximately 1,800 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Williams Avenue / South Williams Avenue
This portion of the project shall begin at the intersection of St Clair Avenue and Williams Avenue, and continue in a southerly direction along Williams Avenue to its intersection with Keyser Avenue for a linear distance of approximately 2,400 feet. The project shall then continue in a southerly direction along South Williams Avenue to its intersection with Hancock Avenue for a linear distance of approximately 2,760 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Hancock Avenue / Parkway Drive
This portion of the project shall begin at the intersection of South Williams Avenue and Hancock Avenue, and continue in an easterly direction along Hancock Avenue to its intersection with Parkway Drive for a linear distance of approximately 4,000 feet. The project shall then continue in a northeasterly direction along Parkway Drive to its intersection with Keyser Avenue for a linear distance of approximately 4,470 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Keyser Avenue
This portion of the project shall begin at the intersection of Williams Avenue and Keyser Avenue, and continue in an easterly direction along Keyser Avenue for a linear distance of approximately 10,160 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

East 3rd Street
This portion of the project shall begin at the intersection of East 3rd Street and St Clair Avenue, and continue in a southerly direction along East 3rd Street to its intersection with Keyser Avenue for a linear distance of approximately 2,360 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

East 5th Street
This portion of the project shall begin at the intersection of East 5th Street and Keyser Avenue, and continue in a southerly direction along East 5th Street to its intersection with Tahoe Avenue for a linear distance of approximately 1,480 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

South Drive
This portion of the project shall begin at the intersection of Royal Street and South Drive, and continue in a southerly direction along South Drive to its intersection with Rapides Drive for a linear distance of approximately 3,660 feet. The bridge over Cane River is excluded. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

Intersection of St Clair Avenue & Williams Avenue
This portion of the project shall begin at the center of the intersection of St Clair Avenue and Williams Avenue, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall vary.

Intersection of Keyser Avenue & East 3rd Street
This portion of the project shall begin at the center of the intersection of Keyser Avenue and East 3rd Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall vary.

Intersection of Keyser Avenue & East 5th Street
This portion of the project shall begin at the center of the intersection of Keyser Avenue and East 5th Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall vary.

Intersection of Keyser Avenue & East 6th Street
This portion of the project shall begin at the center of the intersection of Keyser Avenue and East 6th Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall vary.

Intersection of Keyser Avenue & George Street
This portion of the project shall begin at the center of the intersection of Keyser Avenue and George Street, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall vary.

Intersection of Keyser Avenue & North Melrose Avenue
This portion of the project shall begin at the center of the intersection of Keyser Avenue and North Melrose Avenue, and continue away from this point along said streets for a linear distance of 150 feet. The width of the DTM shall vary.

Woodyard Drive
This portion of the project shall begin at the intersection of Lakeview Drive and Woodyard Drive, and continue in a southwesterly direction along Woodyard Drive to its intersection with South Drive for a linear distance of approximately 4,130 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on both sides of the road.

Fairgrounds Road
This portion of the project shall begin at the intersection of Wallenberg Drive and Fairgrounds Road, and continue in a northeasterly direction along Fairgrounds Road to its intersection with Rapides Drive for a linear distance of approximately 4,170 feet. The width of the DTM shall be 25 feet beyond the edge of pavement (EOP) on one side of the road.

Survey for Pavement Rehabilitation

The Consultant shall perform all services required to make a complete survey, in English units of measure, as required for the proper design and layout of locations listed for pavement rehabilitation.

The survey shall include, but is not limited to, one or more of the following:

1. Station the project centerline every 100'. Paint stations on paved shoulder, or where no paved shoulder exists, paint stations on travel lanes outside of apparent wheel paths.
2. Station reference points along the project in the event the painted centerline stations fade.
3. Station and inspect all drainage structures. Note condition, cover, size, type, thickness, length and other information required in EDSM I.1.1.11. Cross-section the roadway and ditches at cross drain locations.
4. Cross-section the roadway and ditches at a minimum of every 1000' but not less than 3 representative sections. Cross-section the roadway at the PC, PT, and apex of curves to determine superelevation rates, and at visible changes in cross slopes. Station and cross

section intersecting roads or driveways within curve and note radii, if applicable. Cross section 0', 25', 50' and 100' from bridge ends.

5. Station and measure travel lanes and shoulder widths at transition points or changes in material type. Station and measure turn lanes, acceleration and deceleration lanes, and parking lanes. Locate all roads and driveways within 200' of bridge end.
6. Determine the degree of curves, note directions, and locate the stations of the observed PCs and PTs.
7. Count existing mailboxes within project limits. Count number of single, double, and multiple mailbox supports. Record the length and width of any existing mailbox pads.
8. Measure the length, draw up the attachment, and cross-section the guard rails on all bridges. Record the bridge number and type of end treatments on the bridge and other information required in EDSM I.1.1.11.
9. Station and describe with approximate quantities, the type of striping, symbols, school crossings, railroad crossings, turn arrows, legends, and posted speed limit signs.
10. Count all driveways. Note type of material, whether residential, field, or commercial. Measure the width of concrete driveways at or near the edge of the shoulder. Measure the width of asphaltic driveways at a point approximately 8' from the near edge of the travel lane.
11. Station all railway grade crossings within project limits. Measure and record crossing length, including existing pads.
12. Measure the area to be overlaid on local and state turnouts.
13. Station any exceptions, such as a new bridge replacement that does not need overlaying and concrete bridge decks that need no work.
14. Station and offset all manholes, water valves, gas valves, and any other utilities that need to be adjusted during construction.
15. Locate utilities within limits of construction.
16. Station and measure the depth of any rutting if project requires cold planing and base is not reworked.
17. Note any existing loop detectors and locate by cross road names.
18. Station and provide offset and description of any fixed appurtenances within 15' of the edge of the travel lane.
19. Station and measure the size of existing roadway patches.
20. Where applicable stations are to be correlated with Control Section Log Miles (CSLM) at the begin and end of the project, drainage structures, railway crossings, and as directed by the Project Manager.

PRELIMINARY PLANS

Shall consist of all engineering services required for the completion of Preliminary Plans and cost estimates for the Project, all under a schedule for completion which shall be in conformity with the contract time specified elsewhere in this Contract or established by supplemental agreement. Specifically, the work under this section consists of the following major items:

1. The assembly and study of existing data, including improvement studies, boring information, if any, traffic data available through DOTD and the Entity, and such other data as can be located through efforts of the Consultant.
2. The preparation of Preliminary Plans for the Project shall be in accordance with the requirements outlined in the current editions of DOTD's Roadway Design and Procedures and Details Manual Plan Preparation Manual and Hydraulics Manual. Design for Preliminary Plans shall be done in English units of measurement. Statements in the Manuals which may be in conflict with requirements specified in the main body of this Contract shall be considered as superfluous information and not applicable to this Contract. Pans shall be submitted to the Project Manager for preliminary examination and comments after they have been developed to show all information required for a Plan-in-Hand inspection and, upon receipt of any such comments, the Consultant shall revise the plans accordingly. The Consultant shall then submit to the Project Manager all computer-generated original reproducibles of the Preliminary Plans. The Plans shall be dated and stamped "Preliminary" for further review, and for DOTD's use in developing the prints necessary for a complete Plan-in-Hand field inspection with members of DOTD and other interested parties, when so named herein, at a time and date mutually agreed to in advance by all parties.

   Subsequent to the Plan-in-Hand inspection, the Consultant shall make all changes in the plans, as necessary, to reflect agreements reached at this Stage. The plans shall show the existing right-of-way and any taking lines required for additional right-of-way, and shall be referenced to the centerline of the Project. The Consultant shall then submit revised computer-generated original reproducibles of the plans to the Project Manager.

   Specifications for the Project shall be in accordance with the latest edition of Louisiana Standard Specifications for Roads and Bridges, amended to comply with the current practices of DOTD.
3. The preparation of estimates of construction contract costs based on estimated quantities developed for the Preliminary Plans.
4. The preparation of a sequence of construction for the Project (if necessary).
5. The design format for this improvement shall comply with the criteria prescribed in 23 CFR 625, Design Standards for Highways. The format of the plans shall conform to the standards used by DOTD in the preparation of its contract plans for items of work of similar character, including plans for all drainage and utilities affected.
6. Submittal of the completed Constructability Review Form, the Design Report, the QA/QC Checklist, the Contract Time Worksheet and the Storm Water Pollution Prevention Plan (SWPPP).

7. The preparation of documents, plans and/or sketches, and any pertinent information necessary for requesting permits to include but not limited to Coastal Use Permits, Corps of Engineer Permits, and/or railroad permits.

The Consultant cannot proceed to final plans until environmental has been cleared.

FINAL PLANS

Shall consist of all services required for the preparation of Final Plans, specifications, and estimates, all meeting the standard requirements of DOTD as to general format and content. The schedule for all deliverables will be set by the Project Manager. All submittals are subject to review by the Entity and DOTD. Specifically, the work under this section consists of the following major items:

1. The design and preparation of completed detailed Final Plans drawn to acceptable scales for the Project. At a minimum, the plans shall include designs and/or details for all grading, pavement, drainage, intersections, traffic control and structures. Bar bending details and schedules are to be included in these plans as applicable. The Final Plans shall show construction limits and final R/W taking lines. The earthwork cross sections shall also show R/W taking lines and existing utilities.
2. The completion of all required forms, checklists, etc., as required by DOTD guidelines, standards, and project development practices.
3. Submittal of stamped, signed Final Plans are to be accompanied by PDF's of the plan sheets and shall be properly indexed, neatly arranged and contain a copy of all design computations used in developing the pay quantities and the drainage design data for culverts and storm sewers, as applicable. The submittal shall be accompanied by a written certification from the Consultant that a detailed check of such computations by qualified personnel has been made prior to submission. At any stage of the plan development process, plan delivery by other methods may be required.
4. Submittal of the completed Constructability Review Form, the Design Report, the QA/QC Checklist, the Contract Time Worksheet and the Storm Water Pollution Prevention Plan (SWPPP).
5. Distribution of the plans for review at each submittal stage, as directed by the Project Manager. Submittal of written disposition of all plan review comments to the Project Manager.
6. The Consultant shall review the PS&E documents for completeness and proper coordination of plans, specification, construction items and quantities once a draft of the proposal has been made available by DOTD.
7. The Consultant shall prepare a construction estimate using DOTD's standard bid items. A summary of the estimated quantities shall be furnished by the Consultant to DOTD for entry into DOTD's BIDS system.

8. The Project Segment quantities shall be broken down according to construction phases and logical sequences of construction. Should the plans not contain enough information to determine the sequences; assumptions shall be made and documented.
9. The submittal to the Project Manager of original unsigned reproducible drawings of the Final Plans for Advanced Check Print (ACP) review and special provisions for review.
10. The preparation of all special specifications required.
11. After ACP's have been reviewed and comments incorporated, Final Plans shall be submitted accompanied by a properly indexed, neatly arranged, bound copy of all design computations used in developing the pay quantities and the drainage design data for culverts and storm sewers. The submittal shall be accompanied by a written certification from the Consultant that a detailed check of such computations by qualified personnel has been made prior to submission.
12. Plan sheets shall be full size, 22" x 34". Provide a 0.50" margin on the top, bottom and right hand side of the sheet and a 2" margin on the left hand side of the sheet. The compensation value is predicated upon the development of preliminary and final plans for a full size (22" x 34") plan set.
13. The title sheet shall be provided on a matte film with a minimum thickness of 3.5 mils. All other sheets shall be provided on high quality, opaque, white bond paper with a minimum 20-pound weight and a minimum 92% brightness.
14. Lettering on plans shall be of adequate size to facilitate a 50% reduction of plans.
15. All plans submitted by the Consultant shall conform to the quality standards adopted by DOTD and DOTD may reject any plans not conforming to these standards.
16. During the bid advertisement period, provide responses to aid the Entity in answering Falcon questions pertaining to the details, quantities, and method of construction related to design plans. If comments from Falcon questions result in a plan revision, the Consultant must do so in a timely manner that does not result in a delay of the letting.
17. Written justification of estimated costs following the construction bid if estimate is not in conformance with actual bid costs.
18. Design for Final Plans shall be done in English units of measure.

The Consultant shall provide preliminary and final roadway plans and supporting document for the project including, but not limited to the following:

- Title Sheet, Layout Map and Index to Sheets
- Typical Sections and Details
- Quantity Summary Tables
- Summary of Estimated Quantities
- Plan and Profile Sheets
- Drainage Plan and Profile Sheets (as necessary)
- Survey Control
- Existing Drainage Maps
- Design Drainage Maps

- Summary of Drainage Structures
- Geometric Layout and Geometric Detail Sheets
- Permanent Signage and Pavement Marking Layout Sheet
- Misc. Details
- Temporary Construction Sign and Suggested Sequence of Construction (as necessary)
- Cross Sections
- Construction Cost Estimates
- Hydraulic Report
- Design Report
- Design Exceptions and Design Waivers
- Stormwater Pollution Prevention Plan
- Constructability/Biddability Review Form
- QA/QC Checklist
- Estimated Contract Time
- Transportation Management Plan (TMP) (Level 2 anticipated)

TRAFFIC ENGINEERING

Traffic Data

Shall consist of all services required to obtain traffic volumes and classification counts needed for pavement design.

Pedestrian Studies

Pedestrian Studies shall consist of all services required to determine the need for pedestrian signals and/or pedestrian crosswalk pavement markings at designated intersections within the project limits. This task may include but is not limited to the collection of pedestrian and traffic data including volumes, signal timings, crash histories and inventory of existing roadway features.

GEOTECHNICAL SERVICES

Subsurface Investigation for Pavement Structure Design

Shall consist of all services required to obtain shallow soil borings. Shallow soil borings shall identify the different layers of the soil strata every foot or strata break at the discretion of the lab engineer of record using AASHTO classification system and the following tests shall be performed: Atterberg Limits, sieve analysis, hydrometer tests, percent of organics, density, moisture content and water table depth. Shallow soil investigations that require in situ strength parameters shall be tested using the dynamic cone penetrometer (DCP) according to DOTD-TR 645-10.

The following guidelines should be followed to determine the geotechnical investigation requirements:

New Construction and Widened Areas

A subgrade soil survey is to be performed at proposed new construction and widening areas to determine existing soil properties. Shallow soil borings for new pavement construction, including the widening of existing pavements, are taken approximately every 1,000 feet along the new roadway alignment. The depth of each boring should be at least 8 feet below the finished roadway elevation or natural ground, whichever is greater, with additional testing requirements for areas of cut/fill greater than 10 feet. DCP testing should be performed every 2,000 feet (or at every other boring location) to a minimum depth of 36 inches into the subgrade.

Reconstruction and Overlay Sections

For reconstruction and overlay areas, shallow soil borings are taken approximately every 1,000 feet along the alignment (or next to the existing shoulders) to a depth of 4 feet below the existing roadway and no less than 2 feet below the bottom of the base course, whichever is greater. Pavement cores shall be taken at proposed overlay locations to determine existing pavement surface type, existing base material type and their corresponding thicknesses. Pictures of the pavement core samples shall be provided with the lab report. DCP testing should be performed every 2,000 feet (or at every other pavement core/boring location) to a minimum depth of 36 inches into the subgrade.

Pipe Crossings/Pipe Locations

PH & Resistivity information should be obtained at pipe crossings/locations to determine the material of the pipe that is to be used for the project.

ADDITIONAL DESIGN SERVICES

The scope of services and compensation for the following additional services, if required, will be authorized by Supplemental Agreement(s):

Traffic Study
Traffic Engineering Design
Lighting Design
Property Survey
R/W Maps
Title Take-Off
Construction Support

ELECTRONIC DELIVERABLES

Consultant hereby agrees to produce electronic deliverables in conformance with the DOTD Software and Deliverable Standards for Electronic Plans document in effect as of the effective date of the most recent contract action or modification, unless exempted in writing by the Project Manager. Consultant is also responsible for ensuring that sub-consultants submit their electronic deliverables in conformance with the same standards. The DOTD Software and Deliverable Standards for Electronic Plans document and DOTD CAD Standards Downloads are available via links on the DOTD web site.

Consultant shall apply patches to CAD Standard Resources and install incremental updates of software as needed or required. Consultant hereby agrees to install major updates to software versions and CAD Standard Resources in a timely manner. Major updates of CAD standards and software versions shall be applied per directive or approval of the DOTD Design Automation Manager. Such updates will not have a significant impact on the plan development time or project delivery date, nor will they require Consultant to purchase additional software. Prior to proceeding with plan development, Consultant shall contact the Project Manager for any special instructions regarding project-specific requirements.

In the event that any Digital Plan Delivery Standard conflicts with written documentation, including DOTD plan-development Manuals, the Digital Plan Delivery Standard governs. Consultant is responsible for contacting the Project Manager should questions arise.

Consultant shall upload (or check in) electronic deliverables directly into the DOTD ProjectWise repository at each plan delivery milestone. Consultants are responsible for performing certain operations at each milestone including, but not limited to, the following:

- Upload (or check in) CAD plan deliverables to the discipline “Plans” folder
- Apply and maintain indexing attributes to CAD plans (and other deliverables as needed)
- Publish PDF format plan submittals in ProjectWise using automated publishing tools
- Digitally sign PDF format plan submittals in ProjectWise according to DOTD standards and procedures (Final Plans, Revisions and Change Orders). Signatures shall be applied in signature blocks provided with electronic seals and Title Sheets.

Additionally, after reviewing deliverables for each submittal milestone, the Project Manager shall notify Consultant regarding the availability of two automatically-generated informational reports in ProjectWise. These reports document the completion status and other information regarding indexing attributes and CAD standards. Consultants shall take these reports into account and make any necessary adjustments to plans before the next submittal milestone; or sooner, if directed by the Project Manager.

ATTACHMENT B – MINIMUM PERSONNEL REQUIREMENTS (MPRs)

The following requirements must be met at the time the proposal is submitted:

1. At least one (1) principal of the prime consultant shall be a registered professional engineer in the state of Louisiana.
2. At least one (1) principal or other responsible member of the prime consultant shall be currently registered in the state of Louisiana as a professional engineer in civil engineering.
3. At least one (1) principal or responsible member of the prime consultant shall be a professional civil engineer, registered in the state of Louisiana, and shall have a minimum of ten (10) years of experience in responsible charge of roadway design projects.
4. At least one (1) professional land surveyor, registered in the state of Louisiana, shall have a minimum of five (5) years of experience in the preparation of right-of-way maps.
5. At least one (1) professional land surveyor, registered in the state of Louisiana, shall have a minimum of five (5) years of experience in responsible charge of performing topographic surveys.
6. At least one (1) professional engineer, registered in the state of Louisiana, shall have a professional traffic operations engineer (PTOE) certification and shall have a minimum of five (5) years of experience in traffic analysis and traffic design.
7. At least one (1) professional electrical engineer, registered in the state of Louisiana, shall have a minimum of five (5) years of experience in the design of exterior lighting for roadways, walkways, and bike paths.
8. At least one (1) professional civil engineer, registered in the state of Louisiana, shall have a minimum of five (5) years of experience in the design of structural components of light poles (steel and aluminum), and light pole foundations in accordance with AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

MPRS ARE TO BE MET BY SEPARATE INDIVIDUALS, UNLESS STATED OTHERWISE BELOW.

MPR Nos. 1 through 3 may be met by the same person.

MPR Nos. 4 and 5 may be met by the same person.

MPR Nos. 4 through 8 may be satisfied through the use of a sub-consultant(s).

NOTE: WHEN SATISFYING A MINIMUM PERSONNEL REQUIREMENT, PLEASE ENSURE THE RÉSUMÉ REFLECTS REQUIRED EXPERIENCE AS REQUESTED.

- Please note the number of MPRs are minimal; however, all relevant personnel necessary to perform the Scope of Services must be identified in Section 14 of the DOTD Form 24-102 and their resumes included in Section 16 of the DOTD Form 24-102.