TERREBONNE PARISH CONSOLIDATED GOVERNMENT

HURRICANE IDA DAMAGE REPAIRS
MAYFIELD BRIDGES #1 & #2
BANKLINE STABILIZATION
FEMA Project No. 675133
PW NO. 02473

****

ADDENDUM NO. 2

Date Issued: April 11, 2024

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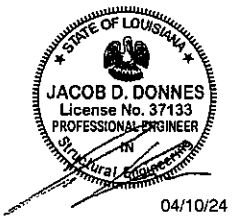
This Addendum No. 2 shall be part of the above referenced project.

Acknowledge receipt of this Addendum No. 2 by inserting its number in the space provided in the Louisiana Uniform Public Work Bid Form of the Request for Proposals. Failure to do so may subject the bidder to disqualification.



Jacob D. Donnes, P.E.

GIS Engineering, LLC.

TERREBONNE PARISH CONSOLIDATED GOVERNMENT

Hurricane Ida Damage Repairs

Mayfield Bridges #1 & #2

Bankline Stabilization

FEMA Project No. 675133

PW No. 02473

This Addendum is issued for the purpose of modifying, clarifying, or revising, as applicable, the specified items of the original Contract Documents. It is also issued for the purpose of adding, as applicable, the attached specified items to the original Contract Documents, or deleting, as applicable, the attached specified items from the original Contract Documents. The Addendum and attachments shall be construed as much a part of the original Contract Documents as contained therein. Changes made by Addenda shall take precedence over original Contract Documents.

GENERAL ANNOUNCEMENTS

1. The license requirement for this project has been revised to the following:
    - "Highway, Street and Bridge Construction" and/or "Heavy Construction"

2. In the case that additional questions have been received but are not answered in this addendum, these questions will be answered in a subsequent addendum to be issued on a later date.

PART I – WRITTEN CONTRACTORS QUESTIONS

PART II – MODIFICATIONS TO CONTRACT DOCUMENTS, TECHNICAL SPECIFICATIONS, PLANS, AND OTHER DOCUMENTS

Modifications to Contract Documents and Technical Specifications.

PART III– ATTACHMENTS

1. Section C – Uniform Public Work Bid Form
2. Technical Specification No, 202 – Removal of Structures and Obstructions
3. Plan Sheet No. 03 – General Notes (Mayfield Bridge 1)
4. Plan Sheet No. 16 – General Notes (Mayfield Bridge 2)
5. Mayfield Bridge #1 DOTD Bridge Inspection (2022)
6. Mayfield Bridge #2 DOTD Bridge Inspection (2021)

PART I – Written Contractor's Questions

NOTE – The responses presented in PART I may differ from those presented in the Pre-Bid Conference. The responses in PART I are current as of the date of this Addendum and if different supersede those provided at the Pre-Bid Conference or any previous addenda.

Contractors' General Questions Received

1. Is it the contractor's responsibility to coordinate waterline disconnect with the city? If so, how long is the line allowed to be out of service?

   Response: **Yes, that is correct. The waterline can be out of service for no longer than one working day. Contractor shall determine means and methods to temporarily support the waterline should construction at this specific section take longer. The waterline disconnect shall be at no direct pay, see Revised Plan Sheet No. 16-General Notes provided in this Addendum.**

2. Under which unit item is the removal and re-placement of bridge deck panels to be paid?

   Response: **A new bid item will be added for each bridge - Temporary Removal of Bridge Deck Spans. See revised Bid Form provided in this Addendum.**

3. One Bridge #1 will embankment stabilization down center line of roadway be required while maintaining one lane traffic?

   Response: **Contractor shall maintain embankment stabilization as part of means and methods to ensure stabilization during one lane traffic. Shop drawings shall be submitted and approved by engineer prior to construction.**

4. On Bridge #1, is the Contractor required to place temporary Jersey Barriers across Spans 1 and 3, when the panels are removed? This will leave the traveling public exposed to an open water drop off when traveling across the bridge.

   Response: **Yes, contractor shall follow DOTD temporary traffic control standard plans and submit to engineer for approval.**

5. Due to split phase construction, can GIS provide a lap splice detail for the approaches on Bridge #1?

   Response: **Mechanical butt splicing of rebar shall be required and in accordance with DOTD approved material list.**

6. On Bridge #1, once tension/tie rods are removed from Spans 1 and 3, are shorter rods or lateral restraints required in order to meet the panel manufacturers design requirements?

   Response: Existing panels include a tie rod splice on roadway. See reference drawings for details. Contractor's means and methods shall meet manufacturer's recommendations and be submitted and approved by engineer.

7. Bridge #1 is not currently posted. Will the Contractor be required to maintain the unlimited posting throughout construction?

   Response: Yes, the contractor shall maintain the unlimited posting.

8. Is the contractor required to load rate Bridge #1 with panels removed while maintaining one lane traffic?

   Response: No, load rating Bridge #1 will not be required.

9. Are weep holes required on sheet piles for drainage purposes?

   Response: No, weep holes are not required.

10. GIS plans state that Bridge #1 panels are manufactured by Waskey but the panels are stamped/manufactured by PAI. Can GIS provide a PAI panel installation guide?

    Response: Panel installation shall be in accordance with panel manufacture guidelines and is part on contractor means and methods.

11. With a posting of 5 tons of Bridge #2, can GIS send out the latest bridge inspection report? The concern is crossing the bridge with heavy equipment to mobilize on the West side of the bridge.

    Response: The latest bridge inspection reports for both bridges will be included in this addendum.

12. Item 1.16 of the Special Provisions states that "This project is exempt from State Sales Tax. The successful bidder will be provided with the appropriate documentation." Is the Contractor acting as an Agent of the owner Exempt from ONLY State Taxes or BOTH State and Local Taxes?

    Response: The Contractor will be Exempt from BOTH State and Local Taxes.

13. For the Waskey panel removal and reinstallation will there be any details on showing how to remove and reinstall?

    Response: Contractor shall follow manufacturer's recommendations for reinstallation of bridge deck panels. Submittal will be required and approved by engineer prior to construction.

14. Is there a designated spot to put the panels once removed?

Response: **No. Contractor shall ensure panels are not damaged at the temporary storage location.**

15. Is BUILDER'S RISK Insurance Required?

Response: **Yes. Builders Risk Insurance IS required for this project.**

PART II – MODIFICATIONS TO CONTRACT DOCUMENTS, TECHNICAL SPECIFICATION, PLANS, AND OTHER DOCUMENTS

Contract Documents:

1. Section C – Uniform Public Work Bid Form
   a. Please replace with revised Bid Form provided in Part III of this Addendum.

2. Section F – Standard Agreement Between Owner and Contractor
   a. Paragraph 9.7 – Please remove the strike through for this entire paragraph.

Technical Specifications:

1. Section 202 – Removing Structures and Obstructions
   a. Please replace with revised specification provided in Part III of this Addendum.

Plans:

1. Plan Sheet No. 03 – General Notes (Mayfield Bridge 1)
   a. Please replace with the revised Plan Sheet provided in Part III of this Addendum.

2. Plan Sheet No. 16 – General Notes (Mayfield Bridge 2)
   a. Please replace with the revised Plan Sheet provided in Part III of this Addendum.

PART III - ATTACHMENTS

Revised Section C – Uniform Public Work Bid Form

SECTION C
LOUISIANA UNIFORM PUBLIC WORK BID FORM

TO: Terrebonne Parish Consolidated Government
City of Houma Service Complex
301 Plant Road
Houma, LA 70363
(Owner to provide name and address of owner)

BID FOR: Hurricane Ida Damage Repairs
Mayfield Bridges #1 & #2 Bankline Stabilization
FEMA Project No.: 675133
PW No.: 02473
(Owner to provide name of project and other identifying information)

The undersigned bidder hereby declares and represents that she/he; a) has carefully examined and understands the Bidding Documents, b) has not received, relied on, or based his bid on any verbal instructions contrary to the Bidding Documents or any addenda, c) has personally inspected and is familiar with the project site, and hereby proposes to provide all labor, materials, tools, appliances and facilities as required to perform, in a workmanlike manner, all work and services for the construction and completion of the referenced project, all in strict accordance with the Bidding Documents prepared by: GIS Engineering, LLC and dated: August 2023.

Bidders must acknowledge all addenda. The Bidder acknowledges receipt of the following **ADDENDA:** (Enter the number the Designer has assigned to each of the addenda that the Bidder is acknowledging) _____.

TOTAL BASE BID: For all work required by the Bidding Documents (including any and all unit prices designated "Base Bid" * but not alternates) the sum of:

_____Dollars ($ _____)

ALTERNATES: For any and all work required by the Bidding Documents for Alternates including any and all unit prices designated as alternates in the unit price description.

Alternate No. 1 *(Owner to provide description of alternate and state whether add or deduct)* for the lump sum of:

NOT USED Dollars ($ NOT USED)

Alternate No. 2 *(Owner to provide description of alternate and state whether add or deduct)* for the lump sum of:

NOT USED Dollars ($ NOT USED)

Alternate No. 3 *(Owner to provide description of alternate and state whether add or deduct)* for the lump sum of:

NOT USED Dollars ($ NOT USED)

NAME OF BIDDER: _____

ADDRESS OF BIDDER: _____

_____

LOUISIANA CONTRACTOR'S LICENSE NUMBER: _____

NAME OF AUTHORIZED SIGNATORY OF BIDDER: _____

TITLE OF AUTHORIZED SIGNATORY OF BIDDER: _____

SIGNATURE OF AUTHORIZED SIGNATORY OF BIDDER **: _____

DATE: _____

THE FOLLOWING ITEMS ARE TO BE INCLUDED WITH THE SUBMISSION OF THIS LOUISIANA UNIFORM PUBLIC WORK BID FORM:

* The Unit Price Form shall be used if the contract includes unit prices. Otherwise it is not required and need not be included with the form. The number of unit prices that may be included is not limited and additional sheets may be included if needed.

** **A CORPORATE RESOLUTION OR WRITTEN EVIDENCE** of the authority of the person signing the bid for the public work as prescribed by LA R.S. 38:2212(B)(5).

BID SECURITY in the form of a bid bond, certified check or cashier's check as prescribed by LA RS 38:2218(A) attached to and made a part of this bid.

LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM

TO: Terrebonne Parish Consolidated Government
City of Houma Service Complex
Houma, La 70363

(Owner to provide name and address of owner)

BID FOR: Hurricane Ida Damage Repairs
Mayfield Bridges #1 & #2 Bankline Stabilization
FEMA Project No. 675133
PW No.: 02473

(Owner to provide name of project and other identifying information)

UNIT PRICES: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

Mayfield Bridge #1

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Mobilization (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-727-01-00100	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Clearing and Grubbing (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-201-01-00100	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Removal of Asphalt Pavement (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-202-02-02020	137	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Removal of Concrete Approach Slabs (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-202-02-06000	137	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Removal of Base – Recycled PCC or Stone (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-202-02-03010	137	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Temporary Removal of Bridge Deck Slabs (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-202-02-04025	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Excavation and Embankment (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-203-05-00100	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Temporary Silt Fencing (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-204-06-00100	300	LINEAR FOOT		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Grouted Riprap (Class 130 lb. – 2' thick) (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-711-03-00500	72	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Geotextile Fabric (Class D) (Aggregate Surface Course and Riprap) (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-711-04-00100	209	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Temporary Signs and Barricades (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-713-01-00100	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Bedding Material (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-726-01-00100	31	CUBIC YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		20' Cast-In-Place Approach Slab (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-813-01-00100	1227	SQUARE FOOT		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Steel Sheet Pile Wall (PZ 22) (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-S-001-01	3943	SQUARE FOOT		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Sawcutting Asphalt and PCC Pavement (Bridge #1)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
1-NS-500-003400	1200	INCH LINEAR FOOT		

Mayfield Bridge #2

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Mobilization (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-727-01-00100	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Clearing and Grubbing (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-201-01-00100	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Removal of Asphalt Pavement (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-202-02-02020	120	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Removal of Concrete Approach Slabs (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-202-02-06000	120	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Removal of Base – Recycled PCC or Stone (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-202-02-03010	120	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Excavation and Embankment (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-203-05-00100	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Temporary Removal of Bridge Deck Slabs (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
2-202-02-04025	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Temporary Silt Fencing (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-204-06-00100	300	LINEAR FOOT		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Grouted Riprap (Class 130 lb. – 2' thick) (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-711-03-00500	48	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Geotextile Fabric (Class D) (Aggregate Surface Course and Riprap) (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-711-04-00100	168	SQUARE YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Temporary Signs and Barricades (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-713-01-00100	1	LUMP SUM		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Bedding Material (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-726-01-00100	38	CUBIC YARD		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		20' Cast-In-Place Approach Slabs (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-813-01-00100	1080	SQUARE FOOT		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Steel Sheet Pile Wall (PZ-22) (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-S-001-01	5405	SQUARE FOOT		

DESCRIPTION:	☒ Base Bid or ☐ Alt.# ___		Sawcutting Asphalt and PCC Pavement (Bridge #2)	
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION *(Quantity times Unit Price)*
2-NS-500-003400	1200	INCH LINEAR FOOT		

Wording for "DESCRIPTION" is to be provided by the Owner.
All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner.

PART III - ATTACHMENTS

Revised Technical Specification No. 202

Removing Structures and Obstructions

202.01 DESCRIPTION. This work consists of the removal or the relocation of structures, facilities or obstructions, hereinafter referred to as "structures" from the project right-of-way unless specified otherwise. Work shall include removal of the existing concrete approach slabs and base material, and all saw cutting associated with the work as described herein for Mayfield Bridge #1 and #2.

The removal of a structure from the project right-of-way is the razing, demolishing, and disposal of the structure after salvageable parts, components, and materials, as designated on the plans, have been recovered by the contractor.

The relocation of a structure from the project right-of-way is its movement, reassembly, restoration, reconstruction, or equivalent replacement at a new location outside of, and adjacent to, the project right-of-way including all service connections, appurtenances, and accessories as directed.

For the purposes of this section, remove structures and obstructions visible at the time of bid, including all related structures or as designated in the plans. Structures may include existing bulkhead structures or obstructions not designated or permitted to remain within the project right-of-way. If structures or obstructions are encountered which differ materially from those ordinarily encountered, the provisions of 105.18 shall apply.

Quality assurance requirements shall be as specified in the latest edition of the Department's publication titled *Application of Quality Assurance Specifications for Embankment and Base Course*.

Erosion control shall be in accordance with Section 204.

202.02 GENERAL CONSTRUCTION REQUIREMENTS. Remove and dispose of all portions of structures or obstructions on the right-of-way, except items for which other provisions have been made for removal or relocation. When specified, remove structures and appurtenances that extend beyond the right-of-way or that are entirely on private property. Remove specified salvageable material in sections which may be readily transported without unnecessary damage. Stack salvageable material at specified storage areas. When no storage sites are specified, deliver salvaged materials to the nearest dotd maintenance unit. Dispose of materials not specified to be salvaged off the project right-of-way outside the view of the traveling public with written permission of the property owner on whose property the material is placed. Furnish copies of agreements (including rights of entry, etc.) With property owners to the engineer prior to beginning of work. The agreement must contain language holding the department harmless regarding any liabilities of the contractor or property owners. A certificate of release from the property owner will be required before final acceptance. Fill holes left by structure removal or the removal of materials associated with contaminated soils or sites by blading the area with surrounding soil or backfilling with soil complying with 203.06.1. Compact to a condition similar to the surrounding soils or as directed.

202.03 MEASUREMENT. Removing structures and obstructions will be measured on a lump sum basis or by the unit as stipulated in the contract. Items specified to be removed are the approach slabs, the approach slab base material, and all saw cutting associated with the work above.

Hauling salvaged materials to storage sites will not be measured for payment.

202.04 PAYMENT. Payment for removal of structures or specific obstruction items stipulated for removal and disposal under unit price or lump sum pay items will be made at the contract price per unit or lump sum as specified.

Payment will be made under:

MAYFIELD BRIDGE #1 BANKLINE STABILIZATION
TECHNICAL SPECIFICATIONS
REMOVAL OF STRUCTURES AND OBSTRUCTIONS
SECTION NO. 202

Item No.	Pay Item	Pay Unit
1-202-02-02020	Removal of Asphalt Pavement (Bridge #1)	Square Yard
1-202-02-06000	Removal of Concrete Approach Slabs (Bridge #1)	Square Yard
1-202-02-03010	Removal of Base – Recycled PCC or Stone (Bridge #1)	Square Yard
1-NS-500-003400	Sawcutting Asphalt & PCC Pavement (Bridge #1)	Inch Linear Foot
1-202-02-04025	Temporary Removal of Bridge Deck Slabs (Bridge #1)	Lump Sum
2-202-02-02020	Removal of Asphalt Pavement (Bridge #2)	Square Yard
2-202-02-06000	Removal of Concrete Approach Slabs (Bridge #2)	Square Yard
2-202-02-03010	Removal of Base – Recycled PCC or Stone (Bridge #2)	Square Yard
2-NS-500-003400	Sawcutting Asphalt & PCC Pavement (Bridge #2)	Inch Linear Foot
2-202-02-04025	Temporary Removal of Bridge Deck Slabs (Bridge #2)	Lump Sum

END OF SECTION 202

PART III - ATTACHMENTS

Revised Plan Sheets

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS:

CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT, STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, 2016 EDITION, EXCEPT AS SUPPLEMENTED OR AMENDED BY THE PLANS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISION.

ELEVATIONS:

ALL ELEVATIONS ARE BASED ON N.A.V.D. 88

DIMENSIONS:

ALL DIMENSIONS GIVEN ARE IN FEET AND INCHES ('-") AND ARE MEASURED HORIZONTALLY AND VERTICALLY UNLESS OTHERWISE NOTED. ALL DIMENSIONS AND JOINT OPENINGS ARE GIVEN AT AN ASSUMED AMBIENT TEMPERATURE OF 70°F.

GENERAL NOTES:

DOTD BRIDGE ID RECALL NO. 020548

EXISTING 28' (CLR.) WIDE x 65'-0" LONG, 2 LANE, 3 SPAN, PRECAST WASKEY SLAB BRIDGE, REINFORCED CONCRETE PILE CAPS AND PRECAST PRESTRESSED CONCRETE PILES, WITH 20' APPROACH SPANS.

PROPOSED PZ-22 SHEETPILE WINGWALL IN FRONT OF ABANDONED BRIDGE ABUTMENTS, INCLUDING BANK STABILIZATION AND EROSION CONTROL IN THE FORM OF GROUTED RIPRAP. TEMPORARY REMOVAL AND REINSTALLATION OF BRIDGE COMPONENTS (I.E. SLAB PANELS, BRIDGE RAILS).

TRAFFIC DATA:

2022 A.D.T. = 128
DESIGN CLASS = RURAL LOCAL
DESIGN SPEED = 25 MPH

CONSTRUCTION JOINT:

WHERE CONSTRUCTION JOINTS ARE USED, NOT LESS THAN (7) SEVEN DAYS SHALL HAVE ELAPSED BETWEEN ADJACENT POURS. THE VERTICAL SURFACES OF THE CONSTRUCTION JOINTS BETWEEN ADJACENT POURS SHALL BE COATED PRIOR TO SUCCEEDING POURS WITH A TYPE II EPOXY RESIN SYSTEM IN ACCORDANCE WITH SECTION 805 OF THE STANDARD SPECIFICATIONS. EPOXY IS TO BE APPLIED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS. NO DIRECT PAYMENT FOR THIS WORK.

PREFORMED JOINT MATERIAL:

PREFORMED JOINT MATERIAL SHALL BE IN ACCORDANCE WITH SECTIONS 810 AND 1005 OF THE STANDARD SPECIFICATIONS.

PILE DRIVING:

STEEL SHEET PILES SHALL BE INSTALLED IN ACCORDANCE WITH SECTIONS 802, 817, AND 804 OF THE DOTD STANDARD SPECIFICATIONS.

ALL PILE DRIVING EQUIPMENT SHALL BE APPROVED IN ACCORDANCE WITH ARTICLE 804.05 OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES.

STRUCTURAL METALWORK:

SHALL CONFORM TO ARTICLE 807 OF LOUISIANA SPECIFICATIONS FOR ROADS AND BRIDGES.

WELDING:

WELDING OF ALL STRUCTURAL STEEL AND STEEL PIPES SHALL CONFORM TO SECTION 809 WELDING OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES.

ERECTION:

DETAILED ERECTION DRAWINGS OUTLINING THE PROCEDURE AND EQUIPMENT TO BE USED SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

ENVIRONMENTAL COMPLIANCE:

PRIOR TO THE COMMENCEMENT OF ANY WORK, THE CONTRACTOR SHALL OBTAIN A COPY OF THE ENVIRONMENTAL CLEARANCE DOCUMENT AS WELL AS COPIES OF ALL PERMITS AND AGREEMENTS OBTAINED BY TERREBONNE PARISH. THE CONTRACTOR SHALL THOROUGHLY EXAMINE AND COMPLY WITH ALL REQUIREMENTS SET FORTH IN THOSE DOCUMENTS.

APPROACH SLABS:

ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS OTHERWISE NOTED. ALL OTHER MATERIALS AND WORK ASSOCIATED WITH APPROACH SLABS SHALL BE PAID FOR UNDER ITEM "CONCRETE APPROACH SLABS (CAST-IN-PLACE)".

UTILITIES:

THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY. CONTRACTOR SHALL BE CHARGED WITH THE RESPONSIBILITY OF PHYSICALLY VERIFYING THE EXACT LOCATION, DEPTH OR HEIGHT OF ALL UNDERGROUND AND OVERHEAD UTILITIES. THE CONTRACTOR SHALL CONTACT LOUISIANA ONE CALL AND/OR THE APPROPRIATE UTILITY COMPANIES FOR THE LOCATION OF UNDERGROUND AND/OR OVERHEAD SERVICES A MINIMUM OF 48 HOURS PRIOR TO THE BEGINNING OF ANY CONSTRUCTION ACTIVITIES. THE UTILITIES IDENTIFIED WITHIN THE CONSTRUCTION LIMITS ARE AS FOLLOWS:

1. WATER - TERREBONNE PARISH CONSOLIDATED WATERWORKS DISTRICT 1 (985-879-2495)
2. OVERHEAD POWER - SLECA (985-876-6880)

THE CONTRACTOR IS WARNED THAT EXISTING OVERHEAD AND UNDERGROUND UTILITIES, INCLUDING, BUT NOT LIMITED TO, ELECTRICAL LINES & POLES, DUCTS, CABLES, TELEPHONE CABLES, GAS LINES, WATER LINES, AND SANITARY SEWER LINES EXIST IN THE GENERAL AREA AND/OR RIGHTS-OF-WAY WHERE TO PROPOSED WORK IS TO BE CONSTRUCTED. THESE PLANS DO WARRANT THE EXISTENCE OR NON-EXISTENCE OF UTILITIES OR CONFLICTS. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO IDENTIFY, TO LOCATE, AND TO PROTECT ALL EXISTING UTILITIES IN THE FIELD AND TO TAKE NECESSARY PRECAUTIONS TO PREVENT ANY DAMAGE OR INTERRUPTION IN SERVICE TO ANY UTILITIES OR CONFLICTS LOCATED WITHIN THE PROJECT LIMITS. ANY DAMAGE TO EXISTING UTILITIES CAUSED BY THE EXECUTION OF THE WORK UNDER THIS CONTRACT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. THE OWNER DOES NOT ASSUME OR IMPLY FOR ANY LIABILITY FOR THE LOCATION, PROTECTION, AND/OR REPAIR OF EXISTING UTILITIES THAT MAY OCCUPY JOINT RIGHT-OF-WAY, THE WORK AREA, OR OTHERWISE CONFLICT WITH THE CONSTRUCTION OF THE WORK TO BE INSTALLED UNDER THIS CONTRACT. WHEN THE UTILITY COMPANIES ARE RESPONSIBLE FOR ADJUSTMENTS OF THEIR INDIVIDUAL ITEMS (UTILITY POLES, GUY WIRES, FIRE HYDRANTS, ETC.), THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING HIS WORK WITH THE VARIOUS UTILITY COMPANIES TO MEET THESE REQUIREMENTS.

CONSTRUCTION MEANS, METHODS, AND SEQUENCING:

CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS AND METHODS UTILIZED DURING THE DURATION OF THE PROJECT.

AT A MINIMUM, CONSTRUCTION SEQUENCING SHALL ALLOW FOR ONE LANE OF TRAFFIC TO PASS THROUGH AT ALL TIMES WITH REASONABLE DOWNTIME FOR THE WORK PERFORMED.

TRAFFIC PLAN:

CONTRACTOR SHALL SUBMIT A TRAFFIC PLAN FOR APPROVAL THAT INCLUDES ALL NECESSARY TRAFFIC SIGNAGE, CONES, AND BARRICADES AS REQUIRED, IN ACCORDANCE WITH LADOTD RULES AND REGULATIONS.

TEMPORARY REMOVAL OF OBSTRUCTIONS:

TO ALLOW FOR SHEET PILE DRIVING BELOW THE EXISTING BRIDGE, DECK PANELS AND BRIDGE BARRIERS SHALL BE TEMPORARILY REMOVED AS NEEDED.

EXISTING PRECAST DECK PANELS AND CURBS ARE MANUFACTURED BY WASKEY AND SHALL BE REPLACED IN-KIND IN THE EVENT A PANEL IS DAMAGED BEYOND REPAIR DURING THE REMOVAL PROCESS. TIE-RODS SHALL ALSO BE REPLACED IN-KIND AT ANY DAMAGED PANEL LOCATIONS. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THESE DAMAGES AND SHALL REPLACE SAID SLABS AT NO COST TO THE OWNER.

CONTRACTOR SHALL FOLLOW ALL MANUFACTURER'S RECOMMENDATIONS FOR REMOVAL OF EXISTING WASKEY PANELS, IF APPLICABLE.

DEMO OF EXISTING TIMBER BULKHEADS:

EXISTING BULKHEAD STRUCTURES, AT A MINIMUM, ARE TO BE CUT BELOW THE PROPOSED 2' THICK LAYER OF RIPRAP.

DEBRIS CONTAINMENT:

THE CONTRACTOR IS TO DEVELOP AND USE A DEBRIS CONTAINMENT SYSTEM THAT WILL PROTECT THE ENVIRONMENT BENEATH THE STRUCTURE. THE CONTRACTOR SHALL DESIGN THE CONTAINMENT SYSTEM AND ASSUME RESPONSIBILITY FOR ITS PERFORMANCE. TO BE PAID FOR UNDER ITEM 202-01-00100, REMOVAL OF STRUCTURES AND OBSTRUCTIONS.

BANK STABILIZATION:

EMBANKMENT FILL WILL BE REQUIRED TO GRADE ERODED AREAS SURROUNDING THE BRIDGE APPROACHES AS NEEDED AND BACKFILL THE AREA BEHIND THE PROPOSED SHEET PILE BULKHEADS. THE APPROACH BANKLINE AND AREAS BEHIND PROPOSED WINGWALLS SHALL MATCH EXISTING GRADE AND SLOPE. SIDE SLOPES SHALL BE NO STEEPER THAN 1V:3H.

GROUTED RIPRAP, AS SPECIFIED IN SECTION 711, SHALL BE PLACED BEHIND THE PROPOSED BULKHEADS AND TERMINATE AT THE END OF EACH RESPECTIVE WINGWALL.

PILE DRIVING EQUIPMENT APPROVAL:

ALL PILE DRIVING EQUIPMENT SHALL BE APPROVED IN ACCORDANCE WITH ARTICLE 804.05 OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES. A WEAP ANALYSIS MUST BE PERFORMED TO EVALUATE CONDITIONS OF PILE DRIVABILITY ONCE THE CONTRACTOR SELECTS THE ACTUAL PILE DRIVING EQUIPMENT (HAMMER-TYPE). IT IS NOT RECOMMENDED TO PURCHASE PRODUCTION PILES PRIOR TO DETERMINING THE PILE DRIVABILITY.

WATERLINE DISCONNECT:

DISCONNECTION AND TEMPORARY RELOCATION OR BRACING OF EXISTING WATERLINES SHALL BE AT NO DIRECT PAY. WATERLINE CANNOT BE OUT OF SERVICE FOR LONGER THAN ONE WORKING DAY. CONTRACTOR SHALL BE RESPONSIBLE FOR THE MEANS AND METHODS USED.

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Houma, Louisiana 70363
Phone: 985.219.1000
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REVISIONS

No.	Description	Date
0	ISSUED FOR BID	3-2024
1	ADDENDUM NO. 2	4/2024

STATE OF LOUISIANA
JACOB D. DONNES
License No. 37133
PROFESSIONAL ENGINEER
04/10/24

THIS DRAWING HAS BEEN REDUCED TO ONE HALF SIZE

TERREBONNE PARISH CONSOLIDATED GOVERNMENT

MAYFIELD BRIDGES #1 & #2
BANKLINE STABILIZATION

GENERAL NOTES
(MAYFIELD BRIDGE 1)

Project number	39130.1402
Date	November 2023
Designed by	NPE
Drawn by	DBT
Checked by	NPE
Checked by	JDG
Plot Date	September 20,2023

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS:

CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT, STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, 2016 EDITION, EXCEPT AS SUPPLEMENTED OR AMENDED BY THE PLANS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISION.

ELEVATIONS:

ALL ELEVATIONS ARE BASED ON N.A.V.D. 88

DIMENSIONS:

ALL DIMENSIONS GIVEN ARE IN FEET AND INCHES ('-") AND ARE MEASURED HORIZONTALLY AND VERTICALLY UNLESS OTHERWISE NOTED. ALL DIMENSIONS AND JOINT OPENINGS ARE GIVEN AT AN ASSUMED AMBIENT TEMPERATURE OF 70°F.

GENERAL NOTES:

DOTD BRIDGE ID RECALL NO. 200815

EXISTING 27' (CLR.) WIDE x 114'-0" LONG, 2 LANE, 6 SPAN, PRECAST WASKEY SLAB BRIDGE, TIMBER PILES AND PILE CAPS, WITH 20' APPROACH SPANS.

PROPOSED PZ-22 SHEETPILE WINGWALL BEHIND EXISTING BRIDGE ABUTMENTS, INCLUDING BANK STABILIZATION AND EROSION CONTROL IN THE FORM OF GROUTED RIPRAP. REMOVAL AND REPLACEMENT OF APPROACH SLABS.

TRAFFIC DATA:

2022 A.D.T. = 128
DESIGN CLASS = RURAL LOCAL
DESIGN SPEED = 25 MPH
POSTED WEIGHT LIMIT = 5 TONS

CONSTRUCTION JOINT:

WHERE CONSTRUCTION JOINTS ARE USED, NOT LESS THAN (7) SEVEN DAYS SHALL HAVE ELAPSED BETWEEN ADJACENT POURS. THE VERTICAL SURFACES OF THE CONSTRUCTION JOINTS BETWEEN ADJACENT POURS SHALL BE COATED PRIOR TO SUCCEEDING POURS WITH A TYPE II EPOXY RESIN SYSTEM IN ACCORDANCE WITH SECTION 805 OF THE STANDARD SPECIFICATIONS. EPOXY IS TO BE APPLIED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS. NO DIRECT PAYMENT FOR THIS WORK.

PREFORMED JOINT MATERIAL:

PREFORMED JOINT MATERIAL SHALL BE IN ACCORDANCE WITH SECTIONS 810 AND 1005 OF THE STANDARD SPECIFICATIONS.

PILE DRIVING:

STEEL SHEET PILES SHALL BE INSTALLED IN ACCORDANCE WITH SECTIONS 802, 817, AND 804 OF THE DOTD STANDARD SPECIFICATIONS.

ALL PILE DRIVING EQUIPMENT SHALL BE APPROVED IN ACCORDANCE WITH ARTICLE 804.05 OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES.

STRUCTURAL METALWORK:

SHALL CONFORM TO ARTICLE 807 OF LOUISIANA SPECIFICATIONS FOR ROADS AND BRIDGES.

WELDING:

WELDING OF ALL STRUCTURAL STEEL AND STEEL PIPES SHALL CONFORM TO SECTION 809 WELDING OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES.

ERECTION:

DETAILED ERECTION DRAWINGS OUTLINING THE PROCEDURE AND EQUIPMENT TO BE USED SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

ENVIRONMENTAL COMPLIANCE:

PRIOR TO THE COMMENCEMENT OF ANY WORK, THE CONTRACTOR SHALL OBTAIN A COPY OF THE ENVIRONMENTAL CLEARANCE DOCUMENT AS WELL AS COPIES OF ALL PERMITS AND AGREEMENTS OBTAINED BY TERREBONNE PARISH. THE CONTRACTOR SHALL THOROUGHLY EXAMINE AND COMPLY WITH ALL REQUIREMENTS SET FORTH IN THOSE DOCUMENTS.

APPROACH SLABS:

ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS OTHERWISE NOTED. ALL OTHER MATERIALS AND WORK ASSOCIATED WITH APPROACH SLABS SHALL BE PAID FOR UNDER ITEM "CONCRETE APPROACH SLABS (CAST-IN-PLACE)".

UTILITIES:

THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY. CONTRACTOR SHALL BE CHARGED WITH THE RESPONSIBILITY OF PHYSICALLY VERIFYING THE EXACT LOCATION, DEPTH OR HEIGHT OF ALL UNDERGROUND AND OVERHEAD UTILITIES. THE CONTRACTOR SHALL CONTACT LOUISIANA ONE CALL AND/OR THE APPROPRIATE UTILITY COMPANIES FOR THE LOCATION OF UNDERGROUND AND/OR OVERHEAD SERVICES A MINIMUM OF 48 HOURS PRIOR TO THE BEGINNING OF ANY CONSTRUCTION ACTIVITIES. THE UTILITIES IDENTIFIED WITHIN THE CONSTRUCTION LIMITS ARE AS FOLLOWS.

1. WATER - TERREBONNE PARISH CONSOLIDATED WATERWORKS DISTRICT 1 (985-879-2495)
2. OVERHEAD POWER & UTILITY POLE - SLECA (985-876-6880)

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CONSTRUCTION MEANS, METHODS, AND SEQUENCING:

CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS AND METHODS UTILIZED DURING THE DURATION OF THE PROJECT.

THE BRIDGE SHALL BE CLOSED DURING CONSTRUCTION UNTIL WORK IS COMPLETED. ACCESS TO ALL EXISTING DRIVEWAYS LEADING UP TO THE BRIDGE ON THE EAST SIDE SHALL BE MAINTAINED.

SITE ACCESS:

ACCESS TO PROJECT SITE FOR HEAVY MACHINERY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE OWNER AND/OR ENGINEER TAKE NO RESPONSIBILITY FOR EXISTING BRIDGE LOAD RATING. CONTRACTOR SHALL SUBMIT A MOBILIZATION PLAN TO THE ENGINEER FOR APPROVAL A MINIMUM OF 72 HOURS PRIOR TO ANY MOBILIZATION. ANY DAMAGES INCURRED DURING MOBILIZATION SHALL BE REPAIRED BY THE CONTRACTOR IN KIND AT NO COST TO THE OWNER AND TO THE SATISFACTION OF THE ENGINEER.

TRAFFIC PLAN:

CONTRACTOR SHALL SUBMIT A TRAFFIC PLAN FOR APPROVAL THAT INCLUDES ALL NECESSARY TRAFFIC SIGNAGE, CONES, AND BARRICADES AS REQUIRED, IN ACCORDANCE WITH LADOTD RULES AND REGULATIONS.

TEMPORARY REMOVAL OF OBSTRUCTIONS:

TO ALLOW FOR SHEETPILE DRIVING BELOW THE EXISTING BRIDGE, THE APPROACH SLABS ON BOTH SIDES OF THE BRIDGE SHALL BE REMOVED AND REPLACED. IN THE EVENT ANY DECK PANELS, TIE-RODS, AND/OR BRIDGE BARRIERS ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THESE ITEMS AT NO COST TO THE OWNER.

DEBRIS CONTAINMENT:

THE CONTRACTOR IS TO DEVELOP AND USE A DEBRIS CONTAINMENT SYSTEM THAT WILL PROTECT THE ENVIRONMENT BENEATH THE STRUCTURE. THE CONTRACTOR SHALL DESIGN THE CONTAINMENT SYSTEM AND ASSUME RESPONSIBILITY FOR ITS PERFORMANCE. TO BE PAID FOR UNDER ITEM 202-01-00100, REMOVAL OF STRUCTURES AND OBSTRUCTIONS.

BANK STABILIZATION:

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GROUTED RIPRAP, AS SPECIFIED IN SECTION 711, SHALL BE PLACED BEHIND THE PROPOSED BULKHEADS AND TERMINATE AT THE END OF EACH RESPECTIVE WINGWALL.

PILE DRIVING EQUIPMENT APPROVAL:

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WATERLINE DISCONNECT:

DISCONNECTION AND TEMPORARY RELOCATION OR BRACING OF EXISTING WATERLINES SHALL BE AT NO DIRECT PAY. WATERLINE CANNOT BE OUT OF SERVICE FOR LONGER THAN ONE WORKING DAY. CONTRACTOR SHALL BE RESPONSIBLE FOR THE MEANS AND METHODS USED.

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REVISIONS

No.	Description	Date
0	ISSUED FOR BID	3/2024
1	ADDENDUM NO. 2	4/2024

STATE OF LOUISIANA
JACOB D. DONNES
License No. 37133
PROFESSIONAL ENGINEER
04/10/24

THIS DRAWING HAS BEEN REDUCED TO ONE HALF SIZE

TERREBONNE PARISH CONSOLIDATED GOVERNMENT

MAYFIELD BRIDGES #1 & #2 BANKLINE STABILIZATION

GENERAL NOTES (MAYFIELD BRIDGE 2)

Project number	39130-1403
Date	October 2023
Designed by	NPE
Drawn by	DBT
Checked by	NPE
Checked by	JDG
Plot Date	April 11, 2024

PART III - ATTACHMENTS

Bridge Inspection Reports

TERREBONNE PARISH CONSOLIDATED GOVERNMENT
PUBLIC WORKS DEPARTMENT

BRIDGE INSPECTION REPORT

Mayfield Bridge #1

BRIDGE TYPE	YEAR BUILT	LENGTH	WIDTH	RECALL NUMBER
COPCSS	2018	65	31	020548
ADT	**REQUIRED POSTING**	**POSTED LOAD**	**YEAR LOAD RATED**	
128	—	—	2018	

CONDITION RATINGS	
DECK:	8 - Very Good Condition
SUPERSTRUCTURE:	8 - Very Good Condition
SUBSTRUCTURE:	8 - Very Good Condition
CHANNEL:	8 - Banks are protected or well vegetated
CULVERT:	N - Not Applicable

INSPECTION	
DATE:	4/28/2022
TYPE:	Special
METHOD:	Visual / NDE
INTERIM:	Not Required
NEXT:	4/28/2023

SPECIAL DETAILS (FCM)	
PIN & HANGAR:	N/A
2-GIRDER SYSTEM:	N/A
2-TRUSS SYSTEM:	N/A
SUSPENDED SPANS:	N/A
FLOOR BEAMS:	N/A
STEEL PIER CAPS:	N/A

ACCESS EQUIPMENT (HRS)	
BUCKET TRUCK:	0
MANLIFT:	0
UBI VEHICLE:	0
BOAT:	1.5
LADDER:	0
SCAFFOLDING:	0

ATTACHMENTS (Y/N)	
SKETCHES:	N
PHOTOGRAPHS:	Y
LOCATION MAP:	Y
STREAMBED PROFILE:	Y
TIMBER RATING:	N
LOAD RATING:	N

	PERSONNEL	DATE	HOURS
INSPECTED BY:	Chris Infante	4/25/2022	1.50
PREPARED BY:	Chris Infante	4/25/2022	1.50
REVIEWED BY:	Madeleine Bodin	4/29/2022	0.50

BRIDGE INSPECTION REPORT

INSPECTION NOTES RECALL: 020548

1. Bridge is in very good condition.
2. Direction of inventory is from the south (photo 1).
3. Several of the bridge hazard markers are missing.
4. Bridge was checked for debris and hazards to vehicles and pedestrians. No issues noted.
5. A water main is attached to the caps along the right side of the bridge.
6. The vegetation around the bridge is overgrown and needs maintenance.

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 020548

38 - Reinforced Concrete Slab					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
2015	Sq. Ft.	2015	0	0	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
None			

NOTES:

1. Precast concrete deck, 65' x 31'.
2. Deck is in good condition.
3. The center of the span has several patched areas from construction. Patches are all in good condition [CS1] (photo 2).
4. The underside of the deck has light honeycombing in a few areas.
5. Span 1, tie rod 4 is loose on the left side.

216 - Timber Abutment					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
62	Ft.	60	2	0	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
1140 - Decay/Section Loss	2	0	0

NOTES:

1. Timber retaining walls, 31' long each.
2. The abutments from the previous structure were retained and are serving as bulkheads for the current structure (photos 3 - 4). The retaining walls are in generally good condition, with some minor deterioration in a few areas [CS2].
3. The fill material on the inside of both walls is washing out along the entire length of the walls (photos 5 - 6).

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 020548

226 - Prestressed Concrete Pile					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
8	Each	8	0	0	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
None			

NOTES:

1. Concrete piles, 16" x 16".
2. Piles are in good condition.
3. A few piles have small pop-outs.

234 - Reinforced Concrete Pier Cap					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
132	Ft.	132	0	0	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
1130 - Cracking (RC and Other)	0	0	0

NOTES:

1. Concrete caps, 33' long each.
2. Caps are in good condition.
3. Caps have epoxy patches in the center from construction. Patches are all sound [CS1] (photo 7).
4. Cap 2 farface has a vertical crack, < 1/32" x 12 above pile 2 [CS1].
5. Cap 3 farface has a vertical crack, < 1/32" x 12 above pile 2 [CS1].
6. Caps have vertical hairline cracks in a few random places [CS1].

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 020548

301 - Pourable Joint Seal					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
112	Ft.	112	0	0	0
DEFECTS			QTY CS 2	QTY CS 3	QTY CS 4
None					

NOTES:

1. Sealed joints, 28' long each.
2. Joints are in good condition.

321 - Reinforced Concrete Approach Slab					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
1120	Sq. Ft.	1120	0	0	0
DEFECTS			QTY CS 2	QTY CS 3	QTY CS 4
None					

NOTES:

1. Concrete approach slabs, 20' x 28' each.
2. Slabs are in good condition.

331 - Reinforced Concrete Bridge Railing					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
130	Ft.	130	0	0	0
DEFECTS			QTY CS 2	QTY CS 3	QTY CS 4
None					

NOTES:

1. Concrete parapet rails, 65' long each with w-beam approach rails attached.
2. Rails are in good condition.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 020548

PHOTO 1

DESCRIPTION: Direction of inventory, south end of bridge.

PHOTO 2

DESCRIPTION: Span 1, panel 4, patched area. Typical of span.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 020548

PHOTO 3

DESCRIPTION: Timber retaining wall from previous structure.

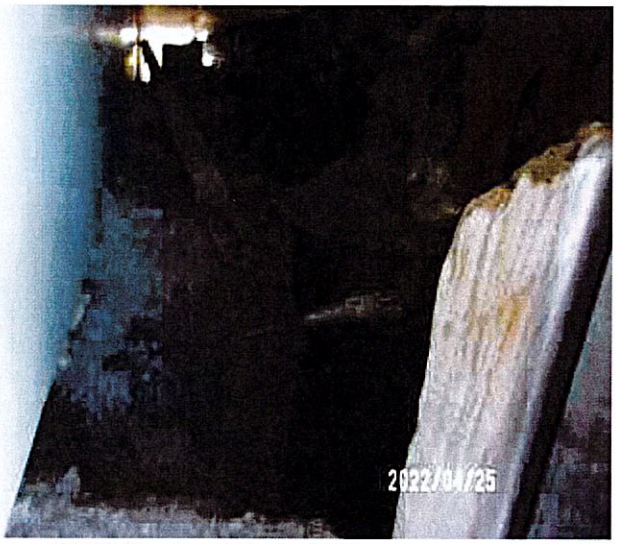
PHOTO 4

DESCRIPTION: Timber retaining wall from previous structure.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 020548

PHOTO 5



DESCRIPTION: Washout behind retaining wall.

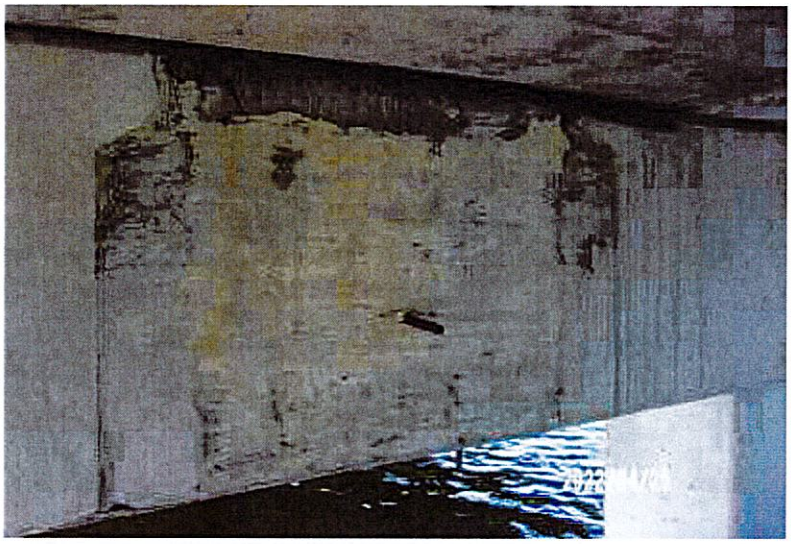
PHOTO 6

DESCRIPTION: Washout behind retaining wall.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 020548

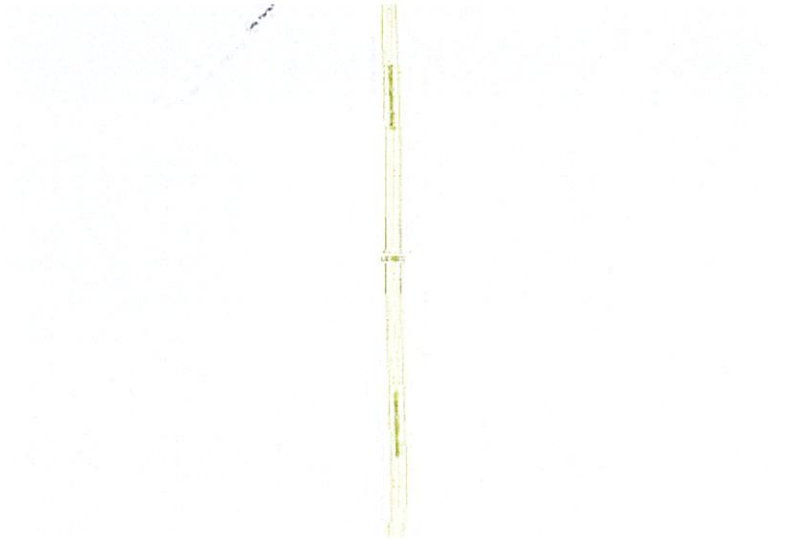
PHOTO 7



DESCRIPTION: Cap 2, patched area. Typical of caps.

BRIDGE INSPECTION REPORT

LOCATION MAP RECALL: 020548



LOCATION:	29°20'38.92"N, 90°43'41.88"W
ROADWAY:	Mayfield Rd.
WATERWAY:	Bayou Platt
CITY:	Dulac, La.

BRIDGE INSPECTION REPORT

STREAMBED PROFILE RECALL: 020548

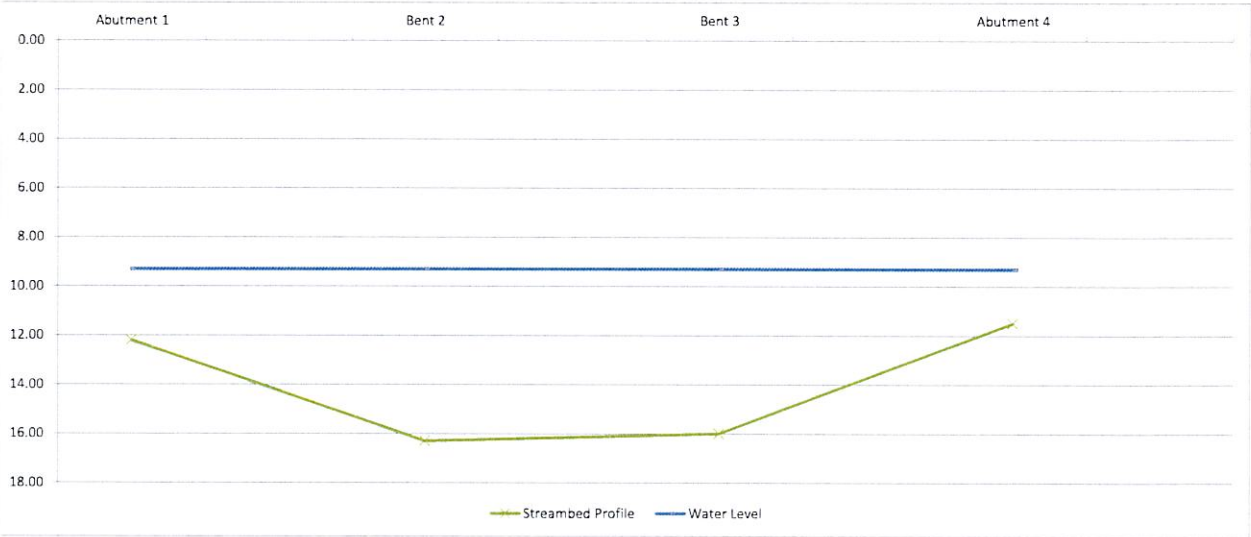
ORIENTATION TO ROADWAY: Left
(LEFT / RIGHT)

FEATURE MEASURED TO: Rail
(TOP OF)

ORIENTATION TO WATERWAY: Downstream
(UPSTREAM / DOWNSTREAM)

WATER LEVEL: 9.30
(FROM FEATURE MEASURED)

MEASUREMENT POINTS	DISTANCE FROM BEGINNING	STREAMBED MEASUREMENT	WATER LEVEL MEASUREMENT
Abutment 1	0	12.20	9.30
Bent 2	20	16.30	9.30
Bent 3	45	16.00	9.30
Abutment 4	65	11.50	9.30



TERREBONNE PARISH CONSOLIDATED GOVERNMENT
PUBLIC WORKS DEPARTMENT

BRIDGE INSPECTION REPORT

Mayfield Bridge #2

BRIDGE TYPE	YEAR BUILT	LENGTH	WIDTH	RECALL NUMBER
COPCSS	1978	114	27	200815
ADT	REQUIRED POSTING	POSTED LOAD	YEAR LOAD RATED	
128	15-25	15	2014	

CONDITION RATINGS	
DECK:	2 - Critical Condition
SUPERSTRUCTURE:	2 - Critical Condition
SUBSTRUCTURE:	5 - Fair Condition
CHANNEL:	7 - Bank protection is in need of minor repairs
CULVERT:	N - Not Applicable

INSPECTION	
DATE:	7/29/2021
TYPE:	Special
METHOD:	Visual / NDE
INTERIM:	Required (12)
NEXT:	7/29/2022

SPECIAL DETAILS (FCM)	
PIN & HANGAR:	N/A
2-GIRDER SYSTEM:	N/A
2-TRUSS SYSTEM:	N/A
SUSPENDED SPANS:	N/A
FLOOR BEAMS:	N/A
STEEL PIER CAPS:	N/A

ACCESS EQUIPMENT (HRS)	
BUCKET TRUCK:	0
MANLIFT:	0
UBI VEHICLE:	0
BOAT:	7
LADDER:	0
SCAFFOLDING:	0

ATTACHMENTS (Y/N)	
SKETCHES:	N
PHOTOGRAPHS:	Y
LOCATION MAP:	Y
STREAMBED PROFILE:	Y
TIMBER RATING:	N
LOAD RATING:	N

	PERSONNEL	DATE	HOURS
INSPECTED BY:	Chris Infante	7/29/2021	7.00
INSPECTED BY:	Madeleine Bodin	7/29/2021	7.00
INSPECTED BY:	Austin Beattie	7/29/2021	7.00
INSPECTED BY:	Blake Martin	7/29/2021	7.00
PREPARED BY:	Chris Infante	7/30/2021	6.00
REVIEWED BY:	Madeleine Bodin	10/22/2021	1.00

BRIDGE INSPECTION REPORT

INSPECTION NOTES RECALL: 200815

1. Bridge is overall in critical condition.
2. Direction of inventory is from the west (photo 1).
3. Bridge weight limit signs are present and in good condition. Bridge is posted at 15 tons (photos 2 - 3). The nearside left hazard marker is missing and the farside left hazard marker is faded (photo 4).
4. A water main is attached the rail posts along the right side of the span (photo 5), and a communications line conduit is attached to the posts along the left side (photo 6).
5. Bridge and surrounding areas were checked for debris and hazards to vehicles and pedestrians. No issues noted.
6. The lane striping is faded along the entire span.
7. The vegetation around the bridge is overgrown and needs maintenance.
8. The inspection was performed on 7/28/21 - 7/29/21.

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 200815

38 - Reinforced Concrete Slab

TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
3078	Sq. Ft.	1185	1123	462	308

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
1080 - Delamination/Spall/Patched Area	815	462	308
1190 - Abrasion/Wear (PSC/RC)	308	0	0

NOTES:

1. Precast lightweight concrete deck, 114' x 27'.
2. Deck is in critical condition.
3. Deck surface is worn in random areas, approximately 10% of the total area [CS2] (photo 7).
4. The interior deck panels are deflected at all spans.
5. The deck has several minor spalls in random places along the joints and panel edges [CS1].
6. Joint 1 has a spalled area, 5" x 162", at span 1, panels 2 - 5 [CS2] (photo 8).
7. Joint 1 has a spalled area, 2" x 16", at span 1, panels 6 - 7 [CS2].
8. Joint 2 has a spalled area, 3" x 29", at spans 1 - 2, panel 4 [CS2].
9. Joint 2 is spalled, 4" x 12", at span 2, panel 5 [CS2].
10. Joint 4 has a spalled area, 3" x 48", at span 3, panel 4 [CS2].
11. Span 5, panels 1 - 2 have a gouge in the deck surface, 12" x 12". (Defect is quantified together with the deck surface wear)
12. Joint 5 has a spalled area, 2" x 66", at spans 4 - 5, panels 2 - 3 [CS2].
13. Joint 5 has a spalled area, 3" x 37", at span 5, panel 4 [CS2] (photo 9).
14. Joint 5 has a spalled area, 2" x 40", at span 5, panels 5 - 6 [CS2].
15. Joint 6 has a spalled area, 2" x 36", at spans 5 - 6, panel 4 [CS2].
16. Joint 7 has a spalled area, 4" x 246", at span 6, panels 2 - 6, and is partially patched with concrete grout at panels 5 - 6 [CS2].
17. Total condition quantity of the spalled areas on the topside of the deck is 45 sq. ft. [CS2], and is added to the estimates for the delaminations on the underside.

38 - Reinforced Concrete Slab (Cont.)

18. The underside of the deck has multiple delaminated areas throughout, to approximately 25% of the total area of the span [CS2]. The underside of the deck is also severely spalled with extensive areas of exposed corroded rebar, indicating that the unexposed bottom reinforcement is also likely corroded/structurally deficient throughout the span. Measurements were taken at most of the spalled areas, however given the expansiveness of these areas the condition quantities are given as the following estimates: 15% [CS3] and 10% [CS4]. (The actual quantities measured were: 333 sq.ft. [CS3] and 292 sq.ft. [CS4], with the measurements and locations listed below.)
19. Span 1, panel 1 underside has a spalled/delaminated area, 16" x 10" with exposed rebar, ~ 3' away from cap 1 [CS3].
20. Span 1, panel 1 underside has a spalled/delaminated area, 7" x 7" with exposed rebar, ~ 4' away from cap 2 [CS2].
21. Span 1, panel 1 underside has a spalled/delaminated area, 7" x 8" with exposed rebar [CS3].
22. Span 1, panel 2 underside has a spalled/delaminated area, 14" x 48" with exposed rebar [CS4] (photos 10 -11).
23. Span 1, panel 3 underside has a spalled/delaminated area, 48" x 48" with exposed rebar [CS4] (photos 12 -14).
24. Span 1, panel 3 underside has delaminated area, 16" x 10", ~ 5' away from cap 2 [CS2].
25. Span 1, panel 3 underside has a spalled/delaminated area, 30" x 12" with exposed rebar, ~4' away from cap 2 [CS3].
26. Span 1, panel 4 underside has a spalled/delaminated area, 45" x 15" with exposed rebar, near cap 2 [CS3].
27. Span 1, panel 5 underside has a spalled/delaminated area, 100" x 18" with exposed rebar, along the left edge [CS3].
28. Span 1, panel 5 underside has a spalled/delaminated area, 108" x 18" with exposed rebar, along the right edge [CS3].
29. Span 1, panel 6 underside has a spalled/delaminated area, 228" x 25" with exposed rebar, along the left edge [CS3] (photos 15 - 16).
30. Span 1, panel 6 underside has a spalled/delaminated area, 60" x 26" with exposed rebar [CS3].
31. Span 1, panel 6 underside has a spalled/delaminated area, 20" x 16" with exposed rebar [CS3].
32. Span 1, panel 7 underside has a spalled/delaminated area, 86" x 30" with exposed rebar [CS3].
33. Span 2, panel 1 underside has a spalled/delaminated area, 32" x 12" with exposed rebar [CS4] (photo 17).

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 200815

38 - Reinforced Concrete Slab (Cont.)

34. Span 2, panel 1 underside is spalled, 12" x 10" with exposed rebar [CS3].
35. Span 2, panel 2 underside has a spalled/delaminated area, 120" x 22" with exposed rebar [CS4] (photo 18).
36. Span 2, panel 2 underside has a spalled/delaminated area, 84" x 15" with exposed rebar [CS4] (photo 19).
37. Span 2, panel 3 underside has a delaminated area, 35" x 15" [CS2].
38. Span 2, panel 3 underside has a spalled/delaminated area, 168" x 20" with exposed rebar [CS4].
39. Span 2, panel 3 underside has a delaminated area, 60" x 20" [CS2].
40. Span 2, panel 4 underside has a spalled/delaminated area, 120" x 15" with exposed rebar [CS4] (photo 20).
41. Span 2, panel 4 underside has a spalled/delaminated area, 74" x 16" with exposed rebar [CS3] (photo 21).
42. Span 2, panel 4 underside has a delaminated area, 60" x 12" [CS2].
43. Span 2, panel 5 underside has a spalled/delaminated area, 12" x 16" with exposed rebar [CS3].
44. Span 2, panel 5 underside has a spalled/delaminated area, 14" x 15" [CS3].
45. Span 2, panel 6 underside has a delaminated area, 48" x 16" [CS3].
46. Span 2, panel 6 underside has a delaminated area, 72" x 16" [CS2].
47. Span 2, panel 6 underside has a spalled/delaminated area, 98" x 16" with exposed rebar [CS3] (photo 22).
48. Span 2, panel 7 underside has a delaminated area, 86" x 30" with exposed rebar, near mid panel [CS3].
49. Span 3, panel 2 underside has a spalled/delaminated area, 64" x 16" with exposed rebar [CS4] (photo 23).
50. Span 3, panel 3 underside has a spalled/delaminated area, 24" x 24" with exposed rebar [CS3].
51. Span 3, panel 4 underside has a spalled/delaminated area, 80" x 12" with exposed rebar [CS3].
52. Span 3, panel 4 underside has a spalled/delaminated area, 30" x 16" with exposed rebar [CS3].
53. Span 3, panel 5 underside has a delaminated area, 60" x 12" [CS2].
54. Span 3, panel 5 underside has a delaminated area, 24" x 12" [CS2].
55. Span 3, panel 6 underside has a spalled/delaminated area, 55" x 12" with exposed rebar [CS3].
56. Span 3, panel 7 underside has a spalled/delaminated area, 30" x 8" with exposed rebar, ~ 3' away from cap 3 [CS3].

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 200815

38 - Reinforced Concrete Slab (Cont.)

57. Span 3, panel 7 underside has a spalled/delaminated area, 44" x 24" with exposed rebar, near cap 3 [CS3].
58. Span 3, panel 7 curb underside is spalled, 10" x 15" with exposed rebar, at the bearing area above cap 3 [CS3].
59. Span 4, panel 2 underside has a delaminated area, 60" x 16" [CS3].
60. Span 4, panel 2 underside has a spalled/delaminated area, 72" x 10" with exposed rebar, near mid panel [CS3].
61. Span 4, panel 3 underside has a delaminated area, 60" x 16", near mid panel [CS2].
62. Span 4, panel 4 underside has a delaminated area, 42" x 16" [CS2].
63. Span 4, panel 4 underside has a delaminated area, 44" x 8" [CS2].
64. Span 4, panel 5 underside is spalled, 19" x 6" with exposed rebar [CS3].
65. Span 4, panel 5 underside has a spalled/delaminated area, 80" x 18" with exposed rebar [CS3].
66. Span 4, panel 6 underside has a spalled/delaminated area, 96" x 14" with exposed rebar [CS4].
67. Span 4, panel 6 underside has a delaminated area, 48" x 16" near mid panel [CS2].
68. Span 4, panel 7 underside is spalled, 12" x 12" with exposed rebar [CS3].
69. Span 4, panel 7 underside has a delaminated area, 20" x 12" [CS3].
70. Span 4, panel 7 underside is spalled, 11" x 8" with exposed rebar [CS3].
71. Span 5, panel 1 underside has a spalled/delaminated area, 172" x 30" with exposed rebar [CS4] (photo 24).
72. Span 5, panel 2 underside has a spalled/delaminated area, 13" x 24" with exposed rebar [CS4] (photo 25).
73. Span 5, panel 2 underside has a delaminated area, 64" x 14" with exposed rebar [CS3].
74. Span 5, panel 2 underside has a spalled/delaminated area, 9" x 14" with exposed rebar [CS3].
75. Span 5, panel 3 underside has a spalled/delaminated area, 88" x 48" with exposed rebar [CS4] (photo 26).
76. Span 5, panel 3 underside has a spalled/delaminated area, 78" x 18" with exposed rebar [CS4].
77. Span 5, panel 3 underside has a spalled/delaminated area, 94" x 16" with exposed rebar [CS3].
78. Span 5, panel 4 underside has a spalled/delaminated area, 228" x 16" with exposed rebar, along the left edge [CS4].
79. Span 5, panel 4 underside has a spalled/delaminated area, 228" x 16" with exposed rebar, along the right edge [CS4].

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 200815

38 - Reinforced Concrete Slab (Cont.)
80. Span 5, panel 4 underside has a spalled/delaminated area, 72" x 16" with exposed rebar [CS4].
81. Span 5, panel 4 underside has a spalled/delaminated area, 96" x 12" with exposed rebar [CS3].
82. Span 5, panel 5 underside has a spalled/delaminated area, 57" x 12" with exposed rebar, near cap 5 [CS3].
83. Span 5, panel 5 underside has a spalled/delaminated area, 108" x 12" with exposed rebar [CS3].
84. Span 5, panel 5 underside has a spalled/delaminated area, 72" x 12" with exposed rebar [CS3].
85. Span 5, panel 6 underside has a spalled/delaminated area, 56" x 12" with exposed rebar [CS4].
86. Span 5, panel 6 underside has a spalled/delaminated area, 26" x 18" with exposed rebar [CS3].
87. Span 5, panel 7 underside has a delaminated area, 16" x 8" near mid panel [CS3].
88. Span 5, panel 7 underside has a delaminated area, 32" x 8" [CS3].
89. Span 5, panel 7 underside is spalled, 12" x 10", with exposed rebar [CS3].
90. Span 5, panel 7 curb underside has a spalled/delaminated area, 56" x 6" with exposed rebar, along the outside edge [CS4].
91. Span 6, panel 1 underside has a spalled/delaminated area, 36" x 12" with exposed rebar [CS3].
92. Span 6, panel 2 underside has a spalled/delaminated area, 108" x 20" with exposed rebar [CS4] (photo 27).
93. Span 6, panel 2 underside is spalled, 16" x 20" with exposed rebar [CS3].
94. Span 6, panel 3 underside has a spalled/delaminated area, 20" x 8" with exposed rebar [CS3].
95. Span 6, panel 3 underside has a spalled/delaminated area, 42" x 15" with exposed rebar [CS3].
96. Span 6, panel 4 underside has a spalled/delaminated area, 100" x 24" with exposed rebar [CS3].
97. Span 6, panel 4 underside has a spalled/delaminated area, 80" x 38" with exposed rebar [CS3].
98. Span 6, panel 6 underside has a spalled/delaminated area, 108" x 24" with exposed rebar [CS4].
99. Span 6, panel 6 underside has a spalled/delaminated area, 24" x 12" with exposed rebar, near cap 7 [CS3].
100. Span 6, panel 6 underside has a spalled/delaminated area, 45" x 16" with exposed rebar [CS3].
101. Span 6, panel 6 underside has a delaminated area, 48" x 12" with exposed rebar [CS3].
102. Span 6, panel 7 underside has a spalled/delaminated area, 36" x 20" with exposed rebar [CS3].
103. Span 6, panel 1 underside has a delaminated area, 40" x 24" with exposed rebar, near cap 6 [CS2].

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 200815

216 - Timber Abutment					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
54	Ft.	40	14	0	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
1140 - Decay/Section Loss	14	0	0
1150 - Check/Shake	0	0	0
1180 - Abrasion/Wear (Timber)	0	0	0

NOTES:

1. Timber abutments, 27' long each with peripheral wingwalls.
2. Abutments are in fair condition.
3. Both abutments have an inner and an outer wall; the inner wall has decay in random areas which are visible behind the outer wall, approximately 25% of the total length [CS2] (photo 28).
4. The outer wall has light checking throughout and some visible abrasion just below the waterline [CS1].
5. There is a large washout between the nearside right wingwall sections (photo 29).

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 200815

228 - Timber Pile

TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
35	Each	0	30	5	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
1150 - Check/Shake	0	0	0
1170 - Split/Delamination (Timber)	0	1	0
1180 - Abrasion/Wear (Timber)	30	4	0

NOTES:

1. Timber piles, 12" - 15" diameter.
2. Piles are in generally fair condition.
3. All of the piles for this structure have visible abrasion around the shells at/below the waterline [CS2], and four piles were observed with heavier abrasion and section loss around the shell [CS3], noted below. The piles likely have more significant abrasion below the waterline which were not visible during this inspection, and the piles should be reinspected during low tide conditions.
4. Bent 1, pile 4 has abrasion with section loss at the waterline [CS3] (photo 30).
5. Bent 1, pile 5 is checked around the shell [CS2] (photo 31).
6. Bent 2, pile 2 is checked/deteriorated around the shell [CS2].
7. Bent 2, pile 4 is checked around the shell [CS2].
8. Bent 2, pile 5 is checked around the shell [CS2].
9. Bent 3, pile 1 has abrasion with section loss at the waterline [CS3].
10. Bent 3, pile 2 has abrasion with section loss at the waterline [CS3] (photo 32).
11. Bent 3, pile 4 has several large checks around the shell [CS2] (photo 33).
12. Bent 3, pile 5 is checked around the shell, and has a large check on the far side [CS2].
13. Bent 4, pile 1 is checked around the shell [CS2].
14. Bent 4, pile 2 has abrasion with section loss at the waterline [CS3].
15. Bent 4, pile 4 is checked/deteriorated at the waterliine [CS2].
16. Bent 4, pile 5 is checked/deteriorated around the shell [CS2].
17. Bent 5, pile 3 is checked [CS2] (photo 34).
18. Bent 5, pile 4 is checked [CS2].
19. Bent 5, pile 5 is checked around the shell [CS2] (photo 35).
20. Bent 6, pile 3 is checked/deteriorated around the shell [CS2].
21. Bent 6, pile 4 shell has a damaged area, but no deterioration was noted [CS2] (photo 36).
22. Bent 6, pile 5 is checked around the shell, and the shell has a broken section on the far side [CS2].

228 - Timber Pile (Cont.)

23. Bent 7, pile 1 is shimmed with steel plates, which are heavily corroded (photo 37).
24. Bent 7, pile 2 is shimmed with steel plates, which are heavily corroded; and the pile is moved away from the abutment and is centered under the cap (photo 38).
25. Bent 7, pile 3 is split on the back side near the abutment [CS3]. The pile is also shimmed with steel plates, which are heavily corroded; and the pile is moved away from the abutment and is centered under the cap. Only approximately 25% of the pile appears to bear a load from the cap (photos 39 - 40).
26. Bent 7, pile 5 is checked around the shell [CS2].

235 - Timber Pier Cap

TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
189	Ft.	174	9	6	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
1150 - Check/Shake	2	0	0
1170 - Split/Delamination (Timber)	7	5	0
7000 - Damage	0	1	0

NOTES:

1. Timber caps, 12" x 12" x 27' long each.
2. Caps are in good condition.
3. Caps have light checks throughout [CS1].
4. Cap 2 right end is split, 1' [CS2] (photo 41).
5. Cap 3 right end is split, 1' [CS2].
6. Cap 3 has a drift pin protruding through the bottom causing split damage, 1' long, between piles 4 - 5 [CS3] (photo 42).
7. Cap 3 far face is checked near the left end, 2' long [CS2]
8. Cap 4 left end is split/deteriorated, 1' [CS2].
9. Cap 5 left end is split, 1' [CS2].
10. Cap 5 underside is split/hollow, 5' long between piles 1 - 2 [CS3] (photo 43).
11. Cap 6 left end is split, 1' [CS2].
12. Abutment 7 cap is slightly rotated toward the approach.

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 200815

301 - Pourable Joint Seal					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
168	Ft.	0	24	144	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
2350 - Debris Impaction	24	144	0
2360 - Adjacent Deck or Header	0	0	0

NOTES:

1. Sealed joints, 24' long each.
2. Joints are in poor condition.
3. Joints 3 - 5 seals are deteriorated in the left lane, with minor debris impaction, approximately 24' total [CS2]; The remainder of the joints are not sealed and are completely impacted and joint movement is restricted [CS3] (photo 44).
4. The joints have random spalling along the adjacent deck, noted in the deck element.

321 - Reinforced Concrete Approach Slab					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
1080	Sq. Ft.	1080	0	0	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
1190 - Abrasion/Wear (PSC/RC)	0	0	0

NOTES:

1. Concrete approach slabs, 20' x 27' each, with partial asphalt overlay.
2. Slabs are in good condition.
3. Both slabs have light surface wear [CS1].
4. The approach relief joints are not sealed and are impacted with debris.
5. The nearside slab has a large washout/void under the left lane, extending ~2 across the slab. The material is washing out between the abutment wall and the wingwall (photo 46).

BRIDGE INSPECTION REPORT

ELEMENT CONDITIONS RECALL: 200815

330 - Metal Bridge Railing					
TOTAL QUANTITY	UNITS	CONDITION STATE 1	CONDITION STATE 2	CONDITION STATE 3	CONDITION STATE 4
228	Ft.	205	23	0	0

DEFECTS	QTY CS 2	QTY CS 3	QTY CS 4
1000 - Corrosion	23	0	0

NOTES:

1. W-beam bridge rails, 114' long each with w-beam approach rails attached.
2. Rails are in good condition.
3. The rails have surface corrosion in random areas along the top and side, approaximately 10% of the total length [CS2].
4. Both farside and the nearside right approach rails have missing posts (photo 46).
5. The approach rail posts are deteriorated.
6. The nearside right approach rail has collision damage and the rail is wobbly.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 1

DESCRIPTION: Direction of inventory, west end of bridge.

PHOTO 2

DESCRIPTION: Nearside weight limit sign.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 3

DESCRIPTION: Farside weight limit sign.

PHOTO 4

DESCRIPTION: Nearside left hazard marker missing.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 5

DESCRIPTION: Water main along right side of span.

PHOTO 6

DESCRIPTION: Communications line along left side of span.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 7

DESCRIPTION: Deck surface wear.

PHOTO 8

DESCRIPTION: Span 1, panel 2 - 5, spalling along joint 1.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 9

DESCRIPTION: Span 6, panel 4, spall along joint 5.

PHOTO 10

DESCRIPTION: Span 1, panel 2 underside, spalling/delamination with exposed corroded rebar.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 11

DESCRIPTION: Span 1, panel 2 underside, spalling/delamination with exposed corroded rebar.

PHOTO 12

DESCRIPTION: Span 1, panel 3 underside, spalling/delamination with exposed corroded rebar.

PHOTO 13

DESCRIPTION: Span 1, panel 3 underside, spalling/delamination with exposed corroded rebar.

PHOTO 14

DESCRIPTION: Span 1, panels 2- 3 underside, spalling/delamination with exposed corroded rebar.

PHOTO 15

DESCRIPTION: Span 1, panel 6 underside, spalling/delamination with exposed corroded rebar.

PHOTO 16

DESCRIPTION: Span 1, panel 6 underside, spalling/delamination with exposed corroded rebar.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 17

DESCRIPTION: Span 2, panel 1 underside, spalling/delamination with exposed corroded rebar.

PHOTO 18

DESCRIPTION: Span 2, panel 2 underside, spalling/delamination with exposed corroded rebar.

PHOTO 19

DESCRIPTION: Span 2, panel 2 underside, spalling/delamination with exposed corroded rebar.

PHOTO 20

DESCRIPTION: Span 2, panel 4 underside, spalling/delamination with exposed corroded rebar.

PHOTO 21

DESCRIPTION: Span 2, panel 4 underside, spalling/delamination with exposed corroded rebar.

PHOTO 22

DESCRIPTION: Span 2, panel 6 underside, spall with exposed corroded rebar.

PHOTO 23

DESCRIPTION: Span 3, panel 2 underside, spalling/delamination with exposed corroded rebar.

PHOTO 24

DESCRIPTION: Span 5, panel 1 underside, spalling/delamination with exposed corroded rebar.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 25

DESCRIPTION: Span 5, panel 2 underside, spalling/delamination with exposed corroded rebar.

PHOTO 26

DESCRIPTION: Span 5, panel 3 underside, spalling/delamination with exposed corroded rebar.

PHOTO 27

DESCRIPTION: Span 6, panel 2 underside, spalling/delamination with exposed corroded rebar.

PHOTO 28

DESCRIPTION: Deterioration to inner nearside abutment wall timber. (Typical of both abutments)

PHOTO 29

DESCRIPTION: Washout between the nearside right wingwall sections.

PHOTO 30

DESCRIPTION: Bent 1, pile 4, abrasion/decay.

PHOTO 31

DESCRIPTION: Bent 1, pile 5, checking (Typical of most piles).

PHOTO 32

DESCRIPTION: Bent 3, pile 2, abrasion/decay.

PHOTO 33

DESCRIPTION: Bent 3, pile 4, check.

PHOTO 34

DESCRIPTION: Bent 3, pile 4, check.

PHOTO 35

DESCRIPTION: Bent 5, pile 5, checked around shell. (Typical of most piles)

PHOTO 36

DESCRIPTION: Bent 6, pile 4, shell damage.

PHOTO 37

DESCRIPTION: Bent 7, pile 1, corroded steel plate shim.

PHOTO 38

DESCRIPTION: Bent 7, piles 2 - 3, not centered under the cap.

PHOTO 39

DESCRIPTION: Bent 7, pile 3, split.

PHOTO 40

DESCRIPTION: Bent 3, pile 7, approximately 25% of pile is load bearing.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 41

DESCRIPTION: Cap 2, right end, split. (Typical of most caps)

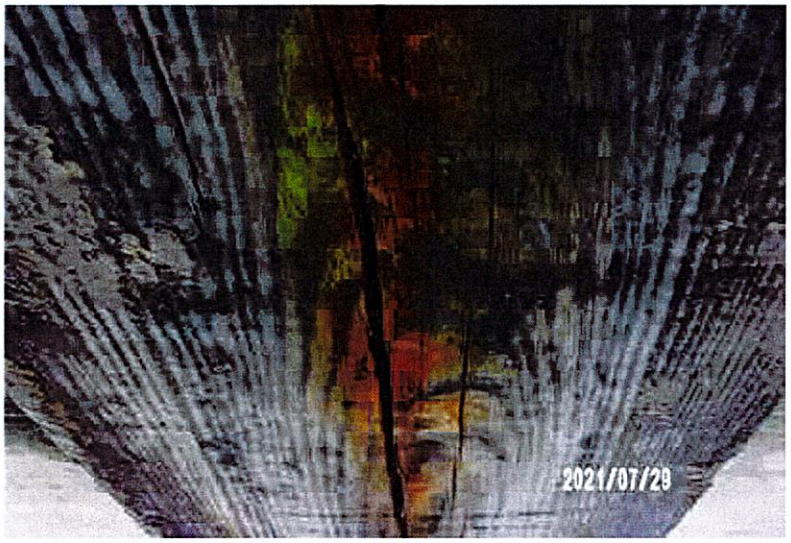
PHOTO 42

DESCRIPTION: Cap 3, split/damage from protruding drift pin.

BRIDGE INSPECTION REPORT

PHOTOGRAPHS RECALL: 200815

PHOTO 43



DESCRIPTION: Cap 5, split between piles 1 - 2.

PHOTO 44

DESCRIPTION: Deck joint 2, not sealed/impacted with debris. (Typical of all joints)

PHOTO 45

DESCRIPTION: Washout/void under nearside approach slab, left lane.

PHOTO 46

DESCRIPTION: Farside left approach rail, missing rail post. (Typical of other approach rails)

BRIDGE INSPECTION REPORT

LOCATION MAP RECALL: 200815

LOCATION:	29°20'33.73"N, 90°43'49.71"W
ROADWAY:	Grand Caillou Rd.
WATERWAY:	Bayou Platt
CITY:	Dulac, La.

BRIDGE INSPECTION REPORT

STREAMBED PROFILE RECALL: 200815

ORIENTATION TO ROADWAY: Right
(LEFT / RIGHT)

FEATURE MEASURED TO: Rail
(TOP OF)

ORIENTATION TO WATERWAY: Downstream
(UPSTREAM / DOWNSTREAM)

WATER LEVEL: 10.08
(FROM FEATURE MEASURED)

MEASUREMENT POINTS	DISTANCE FROM BEGINNING	STREAMBED MEASUREMENT	WATER LEVEL MEASUREMENT
Abutment 1	0	11.00	10.08
Bent 2	19	14.25	10.08
Bent 3	38	15.75	10.08
Bent 4	57	15.41	10.08
Bent 5	76	14.50	10.08
Bent 6	95	13.00	10.08
Abutment 7	114	10.50	10.08