

Report Highlights

Department of Transportation and Development - Construction Division

November 2005

Louisiana Legislative Auditor

The Department of Transportation and Development (DOTD) is responsible for designing, constructing, operating, and maintaining over 16,000 miles of state highways throughout Louisiana. The department fulfills this responsibility through the 5,231 authorized positions located at its centralized headquarters unit, the Crescent City Connection Division in New Orleans, and its nine geographic district offices located across the state. DOTD's Construction Division is the division at headquarters responsible for setting overall construction policy and working with the districts on problems that arise on construction projects. In addition, the division processes monthly construction project estimates and ensures that all project requirements have been met before final payment to the contractor.



Audit Results

DOTD is not managing the construction process in the most efficient and effective manner because it manages individual construction projects and not the overall construction process.

- Reliable data on construction projects are needed to determine efficiency and effectiveness of construction process.
- Correct implementation of SiteManager should allow DOTD to better manage the construction process.
- Evaluation of DOTD's cost estimate process would help it ensure construction costs are appropriate.
- DOTD may be able to lower project costs by not publishing cost estimates in the bid package.
- Evaluation of DOTD's time estimate process would help it ensure projects are being completed within reasonable time budgets.
- DOTD needs a contractor performance rating system to help ensure the most appropriate contractor is awarded the contract.
- DOTD's processes ensure contractors are only paid contracted construction costs.
- DOTD should track the number of times a contractor is disqualified to ensure contractors are debarred when necessary.
- Following any efforts made by FHWA, AASHTO, and other states to track construction projects and collect data uniformly will allow DOTD to participate in comparisons among states.
- DOTD needs relevant performance indicators to evaluate the construction management function.
- Implementation of current initiatives would help DOTD improve availability and reliability of data and develop stronger management processes.

Steve J.
Theriot, CPA

Legislative
Auditor

Is DOTD Efficiently and Effectively Managing the Construction of Roadways and Bridges?

Reliable Data on Construction Projects Are Needed to Determine Efficiency and Effectiveness of the Construction Process

- The data to determine completed construction projects were not readily accessible. We had a difficult time trying to create a list because DOTD identifies some non-construction projects as construction projects in its database. In addition, DOTD did not populate some fields necessary to evaluate cost overruns and time delays.
- DOTD began tracking and entering the reasons for change orders in the ESTI database in July 2003. Since then, DOTD staff had not entered the reasons for 3.2% of change orders. Also, the Road Design Performance Audit issued on February 23, 2005, found that DOTD staff was incorrectly coding the reasons for some change orders.

RECOMMENDATIONS

- ✓ DOTD should develop and implement policies and procedures and provide training to its staff to ensure that only construction projects are identified as construction projects.
- ✓ DOTD should create a standard report to generate a list of completed construction projects.
- ✓ DOTD should develop and implement policies and procedures and provide training to instruct staff on how to enter and review data related to cost and time of projects.
- ✓ DOTD should develop and implement policies and procedures and provide training to instruct staff on how to consistently enter and review change order reason codes in ESTI and SiteManager to ensure these data are complete and accurate.

Correct Implementation of SiteManager Should Allow DOTD to Better Manage the Construction Process

- DOTD is replacing ESTI with a new project management tool called SiteManager. If implemented correctly, SiteManager will provide management with more opportunities to manage the construction process rather than only individual projects. However, we found that SiteManager has a weaker system to prevent overpayments to contractors. For example, SiteManager allows payments

to contractors to go through, even though a change order has not been completed.

- Employees in some districts are reluctant to use the new system. In its March 2005 report, DOTD's consultant found that SiteManager has been operational in varying degrees across the state. As a result, districts in the northern part of the state are more experienced in the use of SiteManager.
- The designated SiteManager expert, responsible for implementation, will be retiring at any time, leaving a limited number of headquarters staff to complete its implementation.

RECOMMENDATIONS

- ✓ DOTD should ensure that SiteManager has sufficient processes in place to prevent overpayments to contractors.
- ✓ DOTD should continue to consistently train all districts on SiteManager. In addition, DOTD should monitor the districts to ensure that they are using SiteManager correctly.
- ✓ DOTD should dedicate and train additional, experienced staff on SiteManager to ensure that it will be implemented correctly once the designated SiteManager expert retires.

Evaluation of DOTD's Cost Estimate Process Would Help It Ensure Construction Costs Are Appropriate

- Currently, DOTD does not evaluate its cost estimate process. Road design staff use the average cost of individual items from recent successful bids to calculate the cost estimate for a new project. At their discretion, road design engineers use these numbers in developing the line-item cost estimate or they can choose to independently validate a price. However, DOTD does not have a formal process to evaluate the reliability of its cost estimates. When we applied the FHWA's credibility of estimate guideline, we found that DOTD did not meet the guideline for three of the last five years.



RECOMMENDATION

- ✓ DOTD should develop and implement an ongoing process to evaluate and measure the reliability of its cost estimates.

DOTD May Be Able to Lower Project Costs by Not Publishing Cost Estimates in the Bid Package

- Louisiana publishes the cost estimate in the bid package. Both the FHWA and AASHTO discourage the publication of the cost estimate. Publishing the cost estimate can cause bids to be inflated, thereby increasing construction costs. As a result, the public may be paying more for the construction of roads and bridges in Louisiana than is warranted. The FHWA suggests that if a state wants to publish the cost estimate, it should publish a value range rather than an actual dollar amount.

RECOMMENDATION

- ✓ DOTD should follow the guidance of FHWA and AASHTO regarding the publication of cost estimates in bid packages. It should consider publishing a value range if it decides the estimate should be published.

Evaluation of DOTD’s Time Estimate Process Would Help It Ensure Projects Are Being Completed Within Reasonable Time Budgets

- DOTD does not evaluate its time estimate process. DOTD personnel examine and evaluate individual time estimates for particular contracts; however, they do not evaluate the overall process for developing these estimates. If DOTD does not have accurate and reliable time estimates, it cannot provide the public with assurances that construction projects are being completed efficiently.



RECOMMENDATION

- ✓ DOTD should develop and implement an ongoing process to evaluate and measure how time estimates are created.

DOTD Needs a Contractor Performance Rating System to Help Ensure the Most Appropriate Contractor Is Awarded the Contract

- A contractor’s performance is not considered in awarding bids because DOTD does not have a performance system for contractors. Many states use a rating system to rate contractors and include past performance as a factor in qualifying contractors to bid on projects.

RECOMMENDATION

- ✓ DOTD should consider developing and implementing a contractor performance rating system.

DOTD’s Processes Ensure Contractors Are Only Paid Contracted Construction Costs

- DOTD has controls in place to ensure only contracted construction costs are paid to contractors. Because DOTD manages individual projects as opposed to overall processes, the controls to ensure contractors only receive payments for work that is included in the contract or in subsequent change orders are strong.
- One weakness we found in the management of individual construction projects is the repetitive nature of information included in DOTD’s governing documents. As a result of numerous directives governing the construction process, DOTD staff may be unsure of where to find information on policies and which policies to follow.

RECOMMENDATION

- ✓ DOTD should consolidate as much information regarding the construction process as possible to ensure that staff are following the correct policies and procedures.

DOTD Should Track the Number of Times a Contractor Is Disqualified to Ensure Contractors Are Debarred When Necessary

- While we found that DOTD has an effective process for monitoring and noting when time delays occur on individual projects, the deterrents of disqualifying and debaring contractors who do not complete work timely have some weaknesses. Debarment, one consequence of untimely work, is based upon how often a contractor is disqualified. Since DOTD does not keep a historical record of disqualifications, some contractors who should be debarred may not be.



RECOMMENDATION

- ✓ DOTD should keep a historical record of which contractors have been disqualified to determine whether some contractors are habitually disqualified. Once DOTD tracks the number of times a contractor has been disqualified, it should ensure that contractors are debarred when necessary.

Following Any Efforts Made by FHWA, AASHTO, and Other States to Track Construction Projects and Collect Data Uniformly Will Allow DOTD to Participate in Comparisons Among States

➡ We could not compare cost overruns with cost overruns in other states because of inconsistent data collection among states. An AASHTO/FHWA report states that cost overrun data are unreliable for comparison across states because of the variance in the way each state tracks costs.

➡ In addition, we could not compare project timeliness in Louisiana to timeliness in other states because of inconsistent data collection among states. FHWA, AASHTO, and GAO have reported problems with lack of data regarding time delays in construction projects. They found that the differences in how states track projects and collect information make it difficult to identify the true time of project delivery.



RECOMMENDATION

✓ DOTD should follow any best practices developed or recommended by FHWA and AASHTO related to consistently tracking construction data such as project cost and time.

DOTD Needs Relevant Performance Indicators to Evaluate the Construction Management Function

- ➡ None of DOTD’s fiscal year 2003-04 performance indicators are relevant to the construction process. As a result, the Construction Division cannot ensure that it is fulfilling its mission, goals, and objectives.
- ➡ In addition, DOTD does not report the performance of its Construction Division in LaPAS. As a result, legislators cannot make effective funding decisions based on the division’s performance. DOTD’s consultant’s March 2005 report provided recommendations for developing effective indicators.

RECOMMENDATIONS

✓ DOTD should work with the Office of Planning and Budget to determine whether performance indicators relating to the construction management function should be entered into LaPAS.

✓ DOTD should follow the recommendations in its consultant’s report on how to develop effective performance indicators. DOTD should use those recommendations to develop performance measures specifically related to key construction management functions.

Implementation of Current Initiatives Would Help DOTD Improve Availability and Reliability of Data and Develop Stronger Management Processes

➡ DOTD has identified the types of information it needs to conduct its business and has hired a private consultant to implement a data warehouse to centralize this information and use it for decision-making. Once fully implemented, the data warehouse should help DOTD’s management identify incomplete information and make data more readily accessible.



➡ DOTD also hired a management consultant to implement a new project delivery process. In a March 2005 report, the consultant identified several areas in construction management needing improvements and made recommendations including ensuring the successful implementation of SiteManager, promptly entering and tracking the reasons for change orders, enhancing project cost estimating tools, and developing effective performance indicators.

RECOMMENDATIONS

- ✓ DOTD should use the results of the data warehouse project to improve the reliability and availability of its data. As a result, many of the data deficiencies we identified in this report could be corrected.
- ✓ DOTD should use the results of its process improvements and communications study to develop and implement formal processes to use its construction data as a tool to make management decisions.

Louisiana Legislative Auditor

1600 N. 3rd Street
P.O. Box 94397
Baton Rouge, LA
70804-9397

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Call
Steve Theriot
at
225-339-3800.**

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
CONSTRUCTION DIVISION



PERFORMANCE AUDIT

ISSUED NOVEMBER 30, 2005

**LEGISLATIVE AUDITOR
1600 NORTH THIRD STREET
POST OFFICE BOX 94397
BATON ROUGE, LOUISIANA 70804-9397**

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STEVE J. THERIOT, CPA

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DAVID K. GREER, CPA

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STEVE J. THERIOT, CPA
LEGISLATIVE AUDITOR

OFFICE OF
LEGISLATIVE AUDITOR
STATE OF LOUISIANA
BATON ROUGE, LOUISIANA 70804-9397

1600 NORTH THIRD STREET
POST OFFICE BOX 94397
TELEPHONE: (225) 339-3800
FACSIMILE: (225) 339-3870

November 30, 2005

The Honorable Donald E. Hines,
President of the Senate
The Honorable Joe R. Salter,
Speaker of the House of Representatives

Dear Senator Hines and Representative Salter:

This report provides the results of our performance audit of the Department of Transportation and Development's management of its construction function. The audit was conducted under the provisions of Title 24 of the Louisiana Revised Statutes of 1950, as amended.

Our audit work was completed in May 2005; we subsequently drafted a report and received DOTD's response on August 8, 2005. We delayed the issuance of this audit report to obtain and review additional information from DOTD. The issuance was also delayed because of hurricanes Katrina and Rita.

The report contains our findings, conclusions, and recommendations. Appendix D contains the agency's response. I hope this report will benefit you in your legislative decision-making process.

Sincerely,

Steve J. Theriot, CPA
Legislative Auditor

SJT/ss

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EXECUTIVE SUMMARY

The Department of Transportation and Development (DOTD) is not managing the construction of roadways and bridges in the most effective and efficient manner because it manages individual construction projects and not the overall construction process. The following findings describe the problems we identified relating to data reliability and the adequacy of management processes in the Construction Division, as well as DOTD's initiatives to help correct these problems.

Performance Audit Findings

- **Reliable Data on Construction Projects Are Needed to Determine Efficiency and Effectiveness of the Construction Process.** DOTD did not have a readily accessible, accurate list of completed construction projects. Also, DOTD staff did not always enter the reasons for some change orders. *(See pages 11-15.)*
- **Correct Implementation of SiteManager Should Allow DOTD to Better Manage the Construction Process.** DOTD is implementing a new project management system called SiteManager, which should allow DOTD to manage the construction process as a whole. We found SiteManager has insufficient processes to prevent overpayments to contractors, employees in some districts are resistant to using a new tool, and the designated SiteManager expert is retiring. *(See pages 15-17.)*
- **Evaluation of DOTD's Cost Estimate Process Would Help It Ensure Construction Contract Costs Are Appropriate.** DOTD does not evaluate its cost estimate process. We applied the Federal Highway Administration's (FHWA) credibility of estimates guideline and found that DOTD's estimates were not credible for three of the last five years. *(See pages 17-18.)*
- **DOTD May Be Able to Lower Project Costs by Not Publishing Cost Estimates in the Bid Package.** DOTD publishes cost estimates in bid packages. Publishing the cost estimate can increase construction costs. The FHWA suggests publishing a value range, rather than an actual dollar amount. *(See page 19.)*
- **Evaluation of DOTD's Time Estimate Process Would Help It Ensure Projects Are Being Completed Within Reasonable Time Budgets.** DOTD does not evaluate its time estimates process. An FHWA study found that DOTD's time estimates were considerably longer than the actual time taken to complete the projects on calendar day contracts. *(See pages 19-20.)*
- **DOTD Needs a Contractor Performance Rating System to Help Ensure the Most Appropriate Contractor Is Awarded the Contract.** DOTD does not consider a contractor's past performance in awarding bids because it does not have a performance measurement system for contractors. *(See pages 20-21.)*
- **DOTD's Processes Ensure Contractors Are Only Paid Contracted Construction Costs.** DOTD has management controls in place to ensure only contracted construction costs are paid to contractors. However, we found that the repetitive nature of information in DOTD's governing documents may weaken DOTD's ability to manage construction projects. *(See pages 21-22.)*

- **DOTD Should Track the Number of Times a Contractor Is Disqualified to Ensure Contractors Are Debarred When Necessary.** DOTD has processes in place to monitor when contractors fall behind schedule or do not complete a project timely. However, the process to consistently track contractor disqualifications has some weaknesses. *(See pages 22-23.)*
- **Following Any Efforts Made by FHWA, AASHTO, and Other States to Track Construction Projects and Collect Data Uniformly Will Allow DOTD to Participate in Comparisons Among States.** Comparisons cannot be made among states because construction project data are not tracked consistently. Once states track project data uniformly, DOTD can measure its effectiveness through comparisons with other states. *(See pages 23-24.)*
- **DOTD Needs Relevant Performance Indicators to Evaluate the Construction Management Function.** DOTD does not currently have performance measures in place to measure the efficiency and effectiveness of the Construction Division. Therefore, the division cannot ensure that it is fulfilling its mission, goals, and objectives. *(See pages 24-25.)*
- **Implementation of Current Initiatives Would Help DOTD Improve Availability and Reliability of Data and Develop Stronger Management Processes.** DOTD has contracted with private consultants to implement a data warehouse, bringing together disparate sources of its data for use in decision-making, and to implement a new project delivery process. *(See pages 25-26.)*

INTRODUCTION

Audit Initiation and Objectives

This performance audit was conducted under the provisions of Title 24 of the Louisiana Revised Statutes of 1950, as amended. Louisiana Revised Statute 24:522 requires that the legislative auditor establish a schedule of performance audits to ensure that at least one performance audit is completed and published for each executive department agency within a seven-year period beginning with the 1997-98 fiscal year. In accordance with this requirement, the Office of Legislative Auditor developed a plan scheduling a performance audit of the Department of Transportation and Development (DOTD) for the 2004-05 fiscal year. The scheduling of this audit was approved by the Legislative Audit Advisory Council in July 2003.

We limited our work to the Construction Division administered by the department's Office of Highways. Our audit objective was to answer the following question:

Is DOTD efficiently and effectively managing the construction of roadways and bridges?

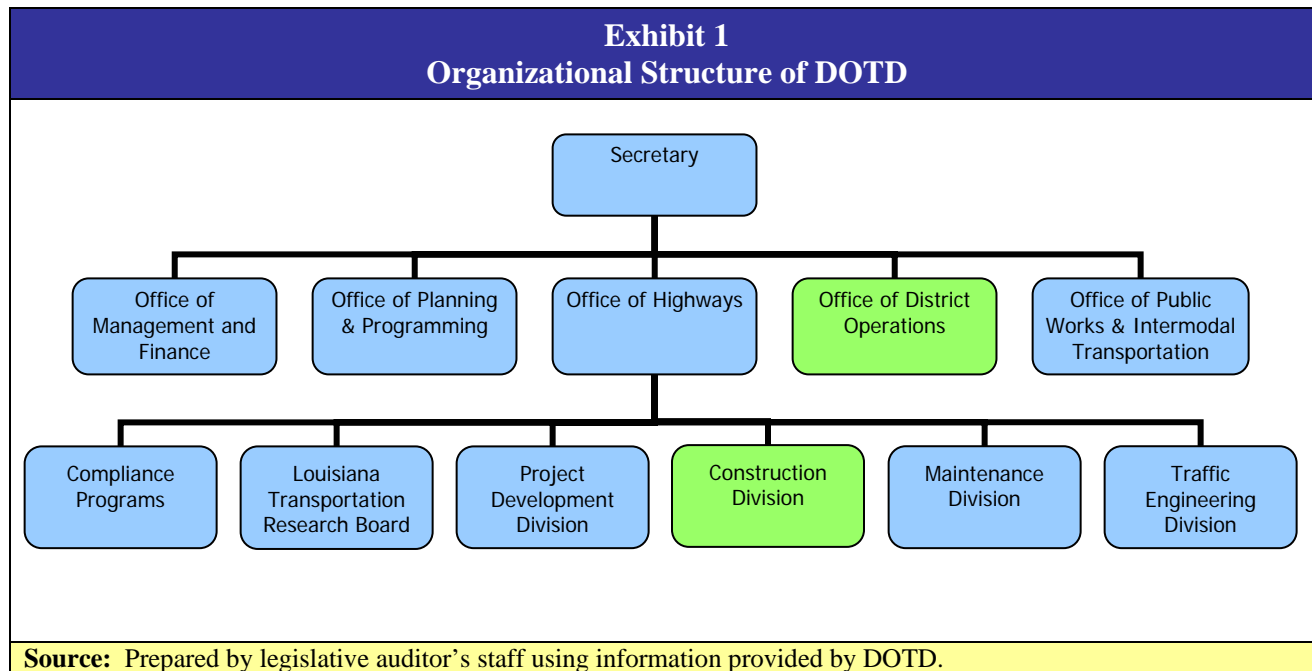
Department Overview

DOTD is responsible for designing, constructing, operating, and maintaining over 16,000 miles of state highways throughout Louisiana. The department fulfills this responsibility through the 5,231 authorized positions located at its centralized headquarters unit, the Crescent City Connection Division in New Orleans, and its nine geographic district offices located across the state, as shown in Appendix B.

Funding Resources. The Transportation Trust Fund, which was created in 1990 by Article VII, Section 27 of the 1974 Louisiana Constitution, as amended, is the department's primary source of revenue for funding highway-related design, construction, and maintenance costs. The fund receives revenues from taxes on motor fuels and vehicle licenses, as well as receipts from the Federal Highway Administration.

For fiscal year 2004-05, the Louisiana Legislature appropriated over \$400 million to DOTD to administer its programs. The majority of these appropriations (\$371,532,368) were for highway-related services, including construction activities. The legislature also appropriated over \$1 billion in capital outlay funds to DOTD for fiscal year 2004-05; however, most of these funds are contingent upon revenues, reimbursements, and bond sales. During fiscal year 2003-04, DOTD received \$176,421,781 in capital outlay funds.

Construction Activities. Construction activities fall under the Construction Division within the Office of Highways and the Office of District Operations (see Exhibit 1).



Construction Division. The construction division within the Office of Highways is the division at DOTD headquarters responsible for construction activities. The construction division sets overall policy and works with the districts on any problems that arise on construction projects. The division processes monthly construction project estimates and ensures that all project requirements have been met before final payment to the contractor.

Office of District Operations. The nine DOTD district offices around the state manage the day-to-day administration of construction contracts. Construction contract administration for DOTD includes both contract and construction management. Contract management is identified by the creation and implementation of all contract documents. Construction management consists of managing the project to achieve quality, budget, and schedule. Though the contractor is charged with the management of his activities to comply with the terms of the contract, the contract itself requires DOTD to be involved in the construction management process.

Information Management

We primarily used three DOTD information systems for this audit. The Tracking of Projects System (TOPS) provides access to general information on a project from the time a project number is requested for a portion of work. The project number is the unit by which work is referred to, advertised for bid, and paid for. The Construction Estimates System (ESTI) was designed to expedite partial payments to contractors for monthly work done on construction projects. The system expedites the payments by making the partial estimate available to headquarters as soon as the project engineer enters it into the system. Bids are entered into the Bid Letting System (BIDS) to calculate the low bid for award of the contract.

In July 2004, DOTD implemented a client/server based construction management tool called SiteManager, which provides for data entry, tracking, reporting, and analysis of contract data from contract award through finalization. The new system will eventually replace ESTI. DOTD has also implemented a new tracking system, Program and Project Management (PPMS), for project scheduling, monitoring, and control. DOTD will not replace any of its systems with PPMS; rather, it will continue to track project and letting information through its other systems.

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**IS DOTD EFFICIENTLY AND EFFECTIVELY MANAGING THE
CONSTRUCTION OF ROADWAYS AND BRIDGES?**

Report Conclusions

DOTD is not managing the construction process in the most efficient and effective manner because it manages individual construction projects and not the overall construction process. The processes that are in place are designed to see each project to completion, but they are not designed to ensure that as a whole, construction projects are done in the most efficient and effective manner possible. Well-designed, overall construction management processes that assist management may provide some assurance to the public that DOTD is spending tax dollars and time wisely. DOTD does effectively manage individual construction projects for cost overruns and time delays.

DOTD has taken the initiative to undertake two projects that could improve its capabilities to manage the overall construction process. For example, DOTD is implementing a data warehouse to consolidate data from its various information systems into a single location. DOTD also initiated a process improvements and communications study, which was released in March 2005. DOTD could use the results of these two initiatives to make better management decisions and improve its construction management processes.

The following sections of this report describe the problems we identified with DOTD's management of construction processes. The sections also include recommendations and a description of DOTD's current initiatives that could improve management processes.

**Reliable Data on Construction Projects Are Needed to
Determine Efficiency and Effectiveness of the
Construction Process**

DOTD lacks the data required to effectively manage the construction process. We attempted to analyze the efficiency and effectiveness of the construction process by analyzing actual project cost and time compared to DOTD estimates. Specifically, we wanted to test the validity of the estimates by comparing the actual cost and time of projects to DOTD's estimated cost and time. However, we had difficulty obtaining a list of completed construction projects to conduct our analysis. This information is not readily accessible to DOTD, and we were not able to create an accurate list of completed projects. In addition, DOTD does not always enter reason codes for change orders into its tracking database. DOTD needs this data to effectively manage its construction process.

No Readily Accessible Accurate List of Projects. The data to determine which construction projects DOTD completed were not readily accessible. DOTD does not have a standard report to generate a list of completed construction projects. Even with the assistance of DOTD staff, it took a long time to isolate only construction projects. We had a difficult time

trying to create a list of completed projects because DOTD identifies some non-construction projects as construction projects in its data. According to DOTD staff, the project tracking database (TOPS) was originally implemented to track only construction projects. However, DOTD is now using TOPS to track all the types of activities it manages. As a result, we had to follow an extensive process to identify and remove non-construction contract records from the list of completed projects we created. Therefore, we cannot determine if the list of 1,183 finished construction projects we were able to create is entirely accurate. However, according to DOTD personnel, our list is as accurate as is possible. Once DOTD has this data readily available, it can perform many types of analysis to determine the effectiveness of the construction process. We were able to conduct some limited analysis using this data. See Appendix A for the types of analysis we were able to conduct using available data.

In addition, DOTD staff did not populate some key data fields necessary to evaluate cost overruns and time delays for completed projects. For example, we had to remove over 100 records that were missing the contract amount, cost-to-date of the project, or the actual days required to complete the project. According to a DOTD official, these projects are not construction projects, even though they have construction project numbers.

Recommendation 1: DOTD should develop and implement policies and procedures and provide training to its staff to ensure that only construction projects are identified as construction projects. As a result, DOTD will be able to use its databases to determine which projects are construction projects. In addition, DOTD can use its database to determine which construction projects have been completed.

DOTD's Response: We respectfully disagree. DOTD can retrieve a list of construction projects with minimal effort. It takes less than 15 minutes to produce a list of completed construction projects using the DOTD intranet. Although our Construction Management Section requires the support of the IT Section for special reports, this is not a problem for periodic information retrieval. Additionally, the Department implemented SiteManager on July 1, 2004 for all DOTD administered projects. This program will also allow us to track construction projects more quickly. Included in our response is Attachment "A" that gives an example of completed construction projects.

Once we fully implement the Data Warehouse, we will enhance the ability of the Construction Management Section to retrieve even more detailed reports without the aid of the IT section. We anticipate these reports will be developed before June of 2006.

Legislative Auditor's Additional Comments: DOTD Construction Management was not aware of how to create a list of completed construction projects. We worked extensively with DOTD staff at the beginning of the audit process to obtain a list of completed construction projects because the Chief of Construction informed us that these data were not readily accessible. In addition, we were told by DOTD IT staff that we could not easily obtain an accurate list of completed construction projects. IT staff commented that valuable information such as how to generate a list of completed construction projects is not shared because people in DOTD's various divisions do not communicate with each other. If DOTD Construction

Management is not aware of how to generate the list, then management cannot be using the data to manage the construction process.

The list of completed construction projects that DOTD generated may not be accurate. Although our list and DOTD's list were produced from the same database, our list contains 1,183 projects while DOTD's contains 1,472. One of the differences is DOTD's IT staff included sidewalk projects in the list of construction projects and we did not. In addition, because of inconsistent and incorrect entry of data some projects must be manually removed from the list of projects (see page 12 of this report). The accuracy of the list depends upon the definition of a construction project the person generating the list uses, as well as the accuracy of the data in the system.

SiteManager and the Data Warehouse will only be useful if accurate and complete data are input into them. If implemented correctly, they will be valuable tools to help DOTD better manage the Construction Section.

Recommendation 2: DOTD should create a standard report to generate a list of completed construction projects. DOTD should use these data as a tool to more effectively and efficiently manage the Construction Section.

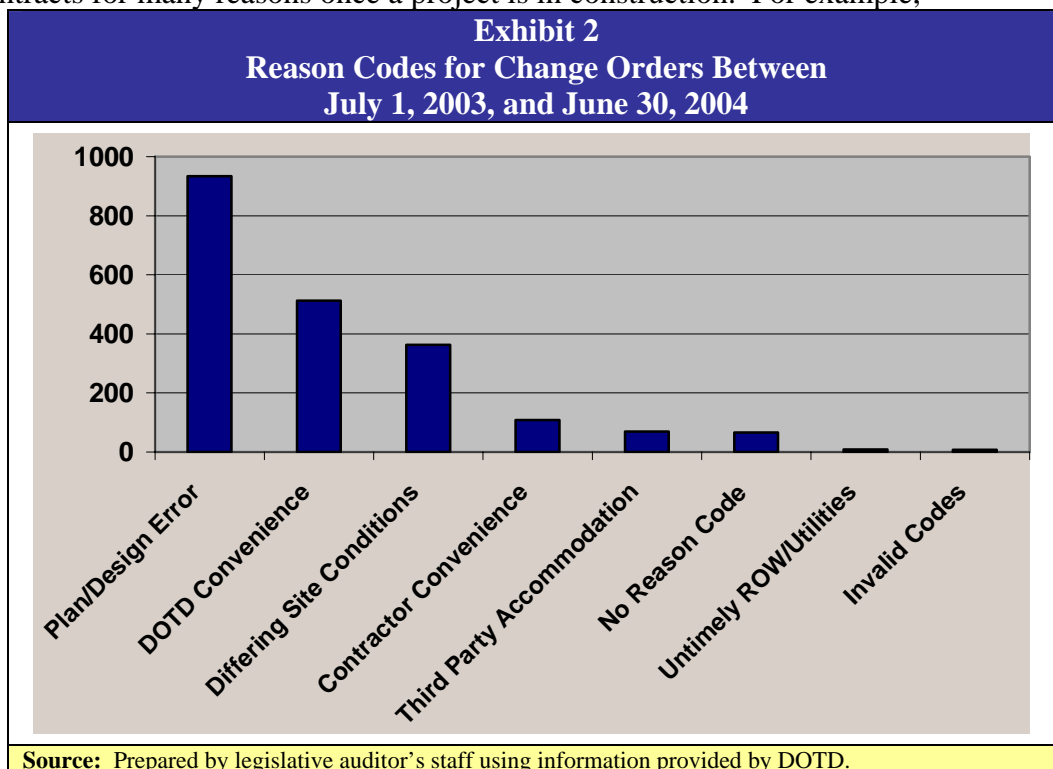
DOTD's Response: We partially agree. DOTD is currently in a position to produce a list of completed projects as described above through the use of the existing systems, with the aid of the IT Section. New reports will be developed in the Data Warehouse that will provide data to the managers of the Construction Section by the end of June, 2006.

Recommendation 3: DOTD should develop and implement policies and procedures and provide training to instruct staff on how to enter and review data related to cost and time of projects.

DOTD's Response: We partially agree. Although we agree that DOTD should continue to enhance its policies and procedures and continue to provide training to the staff on how to enter and review data related to cost and time of projects, the existing systems have built-in safeguards to prevent payment to a contractor without the contract amount, cost-to-date of the project and the actual days to complete the project being known and documented. The Department is currently developing a training course on contract administration for Project Engineers. All DOTD Project Engineers and any consultant engineer administering DOTD projects will be required to complete the training. Implementation is scheduled for May, 2006.

DOTD Staff Did Not Enter Reasons for Some Change Orders. DOTD may need to modify construction contracts for many reasons once a project is in construction. For example,

errors may be in the plans. DOTD tracks and approves these modifications through the change order process using the ESTI database. DOTD began tracking and entering the reasons for change orders in the ESTI database in July 2003. However, from July 1,



2003, to June 30, 2004, DOTD staff did not enter the reasons for 3.20% (66 of the 2,069) of the change orders. Exhibit 2 reflects the values entered for change orders from July 2003 to June 2004.

Also, our DOTD Road Design Performance Audit issued on February 23, 2005, reported that DOTD staff incorrectly coded the reasons for some change orders. For example, DOTD staff miscoded some plan errors as design errors and some design errors as plan errors. Therefore, we cannot ensure that all change order reason codes entered into the database are accurate.

Change orders can result in a significant amount of additional expenditures. For example, we found that the change orders coded as plan/design error resulted in \$15,102,614.33 in cost overruns over the last five years. Therefore, tracking the reasons for change orders can be a valuable management tool that will allow management to determine what is causing cost overruns and time delays. If management understands why projects take longer or cost more than the original estimates, it can implement solutions and strategies to reduce cost overruns and time delays.

In October 2004, DOTD hired a management consultant to improve its business processes. The recommendations in the consultant's report support our findings that DOTD should accurately enter and track the reasons for change orders. The consultant's March 2005 report recommended that prompt entry of the reasons for change orders into its database and tracking these reasons would allow DOTD to identify problems and expedite its resolution.

Recommendation 4: DOTD should develop and implement policies and procedures and provide training to instruct staff on how to consistently enter and review change order reason codes in ESTI and SiteManager to ensure that these data are complete and accurate. This information would allow DOTD to identify cost overruns and time delays resulting from preventable causes such as design error.

DOTD's Response: We partially agree. The audit report indicates an error rate of 3.2% in entering reason codes. We believe this percentage does not represent a significant problem within this system. Project Engineers began entering reason codes on July, 2003. DOTD approves approximately 1,500 change orders per year and needed the first year (2003) of data to establish a baseline. The first review of data was October, 2004 and is attached (See Appendix D, Attachment "B"). The Department will soon retrieve another year of data where the information will be reviewed and modifications made as necessary. Further, we believe the small margin of error is not detrimental to managing the construction program. DOTD will continue to stress training our staff to improve the process.

Correct Implementation of SiteManager Should Allow DOTD to Better Manage the Construction Process

DOTD is replacing the ESTI database with a new project management tool called SiteManager. According to DOTD staff, SiteManager will allow more standardization than ESTI. In addition, SiteManager provides for daily project updates rather than the monthly updates in ESTI. More frequent project updates will provide management with real-time data for decision-making. Also, management can generate custom reports of project progress.

SiteManager will provide management with more opportunities to manage the construction process rather than only individual projects if implemented correctly. However, we found SiteManager has a weaker system in place than ESTI to prevent overpayments to contractors. In addition, we found other problems, such as employees in some districts are resistant to the use of SiteManager and the designated SiteManager expert is retiring.

Prevention of Overpayments. We found that SiteManager has fewer controls to prevent overpayments than ESTI. For example, ESTI prevented overpayments by ensuring that change orders were approved before payments were authorized to the contractor. Currently, SiteManager allows payments to go through, even though a change order has not been approved. According to a DOTD official, once SiteManager is fully implemented, payments will not be allowed to be paid until necessary change orders are completed.

Employees in Some Districts Are Resistant to SiteManager. According to DOTD staff, there has been resistance from some of the districts to SiteManager's implementation. Employees in some districts do not want to change the way things have always been done and are reluctant to use the new system. DOTD's management consultant also reported concerns about the implementation of SiteManager. In its March 2005 report, DOTD's consultant found that SiteManager has been operational in varying degrees across the state. For example, DOTD

first introduced it in north Louisiana. As a result, districts in the northern part of the state are more experienced in the use of SiteManager.

SiteManager Expert Is Retiring. The designated SiteManager expert, responsible for the implementation of this tool, will be retiring at any time, leaving a limited number of headquarters staff to complete its implementation. DOTD is training a less experienced engineer technician to replace the retiring employee in implementing SiteManager. DOTD's consultant found that DOTD does not have a staffing plan to support SiteManager. The consultant's report recommended that DOTD dedicate staff to support SiteManager and develop a plan to complete its implementation. According to a DOTD staff member, management has recognized the need to have an experienced person who is knowledgeable about DOTD's construction processes in charge of implementing SiteManager. Management is considering filling the SiteManager expert's role with an engineer once he retires.

The successful implementation of SiteManager is important because it would encourage efficiency. For example, DOTD was routing paper copies of change orders to DOTD officials for approval. With SiteManager, change orders are approved electronically by DOTD officials. As a result, DOTD can process change orders quicker. In addition, DOTD can use SiteManager to generate a list of completed construction projects, if the necessary data are entered into the system. However, incorrect and unsuccessful implementation of SiteManager will further perpetuate the problem of unreliable and incomplete data.

Recommendation 5: DOTD should ensure that SiteManager has sufficient processes in place to prevent overpayments to contractors. Specifically, SiteManager should have processes in place to ensure that payments are not made until change orders are approved.

DOTD's Response: We partially agree. SiteManager, as a stand-alone program, cannot automatically prevent overpayment to contractors as does the ESTI system. However, DOTD has internal policies that require change orders for quantity increases and monetary increases above certain amounts to be reviewed and approved prior to contractor payment. In addition, ESTI is used to monitor this policy and prevent payment even though the contractor has already performed the work and is due payment. SiteManager does have the capability to flag these increases and notify the Project Engineer that a change order is necessary. Overall, SiteManager is superior to ESTI regarding its handling of applications for payments. As an example, with ESTI, records are documented in a field book and department personnel must manually total each daily quantity of work and transfer to a worksheet. With SiteManager, field personnel enter the data directly into the program which then automatically totals daily quantities into the partial payment estimate.

Recommendation 6: DOTD should continue to consistently train all districts on SiteManager. In addition, DOTD should monitor the districts to ensure that they are using SiteManager correctly.

DOTD's Response: We agree. DOTD will continue to provide training and will aggressively monitor the proper use of SiteManager. Seven out of our nine districts have been using SiteManager and have experienced only a short learning curve because they bought into the

change early into the program. The other two districts are now catching up. Our staff is aggressively training the districts as more features are bought on line.

Recommendation 7: DOTD should dedicate and train additional, experienced staff on SiteManager to ensure that it will be implemented correctly once the designated SiteManager expert retires. This recommendation parallels the recommendations in DOTD’s management consultant’s March 2005 report.

DOTD’s Response: We agree. We agree that trained and dedicated staff is necessary to ensure that SiteManager is correctly and expeditiously implemented throughout all the Districts. As previously stated, SiteManager was implemented on July 1, 2004. DOTD’s SiteManager expert is eligible for retirement; however, we are currently reviewing staffing and training as part of our change management effort.

Evaluation of DOTD’s Cost Estimate Process Would Help It Ensure Construction Contract Costs Are Appropriate

Currently, DOTD does not evaluate its cost estimate process. Road design staff develop the cost estimates during the design phase and construction staff use the estimates to inform potential construction contractors approximately how much DOTD thinks the project should cost. Road design staff use the average cost of individual items from recent successful bids to calculate the cost estimate for a new project. At their discretion, road design engineers use these numbers in developing the line-item cost estimate or they can choose to independently validate a price. However, DOTD does not have a formal process to evaluate the reliability of its cost estimates. DOTD’s management consultant’s report also noted problems with cost estimates. The report contained the recommendation to implement a new project cost estimating process.

To evaluate the reliability of DOTD’s cost estimates, we applied the FHWA (Federal Highway Administration) credibility of estimates guideline. The FHWA is an authority on state transportation issues. The federal agency is responsible for ensuring that America’s roads are as safe and technologically up-to-date as possible. The FHWA’s credibility of estimates guideline states that for the cost estimate to be credible, it should be within plus or minus 10% of the contract amount

for at least 50% of all projects. DOTD did not meet FHWA’s credibility of estimates guideline for three of the last five years. Exhibit 3 shows that for the last five years only

Exhibit 3 FHWA Credibility of Cost Estimates Guideline Applied to DOTD Construction Projects by Fiscal Year						
	FY 1999-00	FY 2000-01	FY 2001-02	FY 2002-03	FY 2003-04	All Five Years
Total Number of Completed Construction Projects	247	243	186	205	217	1098
Percent of Projects With Cost Estimate Within +/- 10% of Contract Amount	54.30%	42.00%	46.20%	50.20%	46.10%	47.80%
Failed or Passed	Passed	Failed	Failed	Passed	Failed	Failed
Source: Prepared by legislative auditor’s staff using information provided by DOTD.						

47.80% of the estimates were within plus or minus 10% of the contract amount. Based on these results, DOTD’s cost estimates may not be credible. Exhibit 4 shows the percentage of estimates within plus or minus 10% of the contract amount by dollar intervals.

Exhibit 4 FHWA Credibility of Cost Estimates Guideline by Contract Amount for Fiscal Years 1999-2004				
Contract Amount	Number of Projects Completed	Number of Projects Within +/- 10%	Percent of Projects Within +/- 10%	Result
\$0-125,000	209	89	42.60%	Failed
\$125,000-250,000	94	38	40.40%	Failed
\$250,000-500,000	142	66	46.50%	Failed
\$500,000-750,000	108	55	50.90%	Passed
\$750,000-1 Mil	92	46	50.00%	Passed
\$1 Mil-1.5 Mil	143	74	51.70%	Passed
\$1.5 Mil-2 Mil	95	49	51.60%	Passed
\$2 Mil-5 Mil	141	70	49.60%	Failed
>\$5 Mil	74	38	51.40%	Passed
Total	1,098	525	47.80%	Failed
Source: Prepared by the legislative auditor’s staff using information provided by DOTD.				

Evaluating the process to develop the cost estimate could ensure more reliability of the estimate, and in turn, construction costs. As a result, DOTD could ensure the public that construction tax dollars are spent appropriately.

Recommendation 8: DOTD should develop and implement an ongoing process to evaluate and measure the reliability of its cost estimates.

DOTD’s Response: We partially agree. We agree that periodic evaluation and measurement of overruns and underruns to cost estimates is necessary. However, a distinction needs to be made regarding the responsibility of the Construction Management Section. A cost estimate for a project is first developed by the design engineers in the Road and Bridge Design Sections. When a project is bid, a contract price is given to the Construction Section. This contract price is the baseline upon which the Section is measured. Change orders to the project are approved during the course of construction and, at the end, the measure of performance is the difference between the Contract price and final price. Between fiscal years 1999 and 2004, an evaluation of 1,472 projects indicates that the difference between contract price and final cost averaged 4.90%.

In regards to the overall quality of the cost estimating process within DOTD, we agree that there needs to be significant improvements. Recommendation 6.4 of the Process Improvement Initiative completed by Dye Management states, “Implement enhanced project estimating tools and processes.” We are in the implementation phase of the initiative and are scheduled to complete this recommendation by the end of June, 2006.

DOTD May Be Able to Lower Project Costs by Not Publishing Cost Estimates in the Bid Package

Louisiana publishes the cost estimate in the bid package. The bid package is the advertisement notifying contractors that the project is available to be bid upon. Both the FHWA and AASHTO (American Association of State Highway and Transportation Officials) discourage the publication of the cost estimate. Like FHWA, AASHTO is an authority on state transportation issues. It is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. Reports issued by these entities state that publishing the cost estimate results in the following:

- Firms may be able to use the information to manipulate their bids.
- Bidders will know the approximate cost the contracting agency is willing to pay.
- Releasing estimate information encourages bid rigging.

The FHWA suggests that if a state wants to publish the cost estimate, it should publish a value range rather than an actual dollar amount. The Louisiana DOTD publishes an actual dollar amount.

Publishing the cost estimate can cause bids to be inflated, thereby increasing construction costs. As a result, the public may be paying more for the construction of roads and bridges in Louisiana than is warranted. This problem is compounded by the other concerns we found with DOTD's cost estimates. As mentioned in the previous section, DOTD's cost estimates may not be reliable based on FHWA's credibility of estimates rule. In addition, DOTD does not evaluate its cost estimates to ensure they are appropriate.

Recommendation 9: DOTD should follow the guidance of FHWA and AASHTO regarding the publication of cost estimates in bid packages. It should consider publishing a range if it decides the estimate must be published.

DOTD's Response: We agree. DOTD will begin publishing a value range beginning with the September 2005 lettings which will be consistent with FHWA and AASHTO guidelines.

Evaluation of DOTD's Time Estimate Process Would Help It Ensure Projects Are Being Completed Within Reasonable Time Budgets

DOTD does not evaluate its time estimate process. DOTD personnel examine and evaluate individual time estimates for particular contracts; however, they do not evaluate the overall process for developing these estimates. The process is based on production rates, which are industry averages of how long it takes to complete a particular construction activity. DOTD

has been using the same production rates for years. In a 1995 report, the Louisiana Transportation Research Center recommended that DOTD monitor its production rates on a continuous basis. In 2001, FHWA evaluated DOTD's process for developing estimates and found that the production rates were out of date and did not include some new construction techniques. DOTD could not tell us how it resolved these issues. The FHWA also recommended in the 2001 report that DOTD replace an unused software system for developing time estimates. This recommendation has not been implemented.

DOTD can count contract time in calendar days or working days. Calendar day contracts count every day on the calendar as a contract day, including Saturdays, Sundays, holidays, and non-work days. Working day contracts only count the actual days a contractor works on the project. The 2001 FHWA study found that DOTD's time estimates were considerably longer than the actual time taken to complete the projects on calendar day contracts. This finding could account for why 69.40% of the 49 calendar day contracts finished an average of 95.70 days early, with an average contract time of 397.50 days. If DOTD does not have accurate and reliable time estimates, it cannot provide the public with any assurances that construction projects are completed efficiently.

Recommendation 10: DOTD should develop and implement an ongoing process to evaluate and measure how time estimates are created.

DOTD's Response: We partially agree. As a result of FHWA's 2001 report regarding contract time, the Department increased production rates by 25%. This has led to more accurate estimating of the time needed to complete the project. In addition, DOTD uses A+B bidding where the contractor specifies his construction time (B) and the contractor with the lowest total A+B bid is awarded the contract. This ensures optimum contract time and costs for the benefit of the taxpayer and the traveling public. DOTD penalizes contractors for completing projects behind schedule by charging stipulated damages. The Department does monitor the number of projects completed within the original contract time and the number of projects completed within the amended contract time. As an example, there were 31 completed projects in the last quarter of 2004/2005, and 58.1% were complete within the original contract time and 77.4% within the amended contract time. This indicates to us that we do have room for improvement. Team 6 of the Process Improvement Initiative is charged with the implementation of the Project Delivery Model. Proper construction management is an integral part of this model. Full implementation of the Model is scheduled for the end of June 2006.

DOTD Needs a Contractor Performance Rating System to Help Ensure the Most Appropriate Contractor Is Awarded the Contract

A contractor's past performance is not considered in awarding of bids because DOTD does not have a performance measurement system for contractors. Many states use a rating system to rate contractors and include past performance as a factor in qualifying contractors to bid on projects. For example, New Jersey considers contractor performance ratings while determining pre-qualification. New Jersey rates contractors on factors including progress

schedule, contract compliance, and project management. Florida also uses a rating system to pre-qualify contractors before bidding. Florida rates applicants on organization and management, work experience, and ongoing contracts. DOTD staff commented that Louisiana uses the contractor licensing board as its pre-qualification system. However, the state licensing board does not rate contractors on performance.

We found that DOTD has poor controls for tracking contractors who have failed to complete work and can therefore not bid on jobs for a specific period of time. We discuss DOTD's processes for penalizing contractors in more detail later in this report.

Recommendation 11: DOTD should consider developing and implementing a contractor performance rating system.

DOTD's Response: We disagree. Two years ago, the legislature considered enacting a law to require pre-qualifying of contractors. The Department reviewed the pros and cons of the proposed rating system and compared them to existing disqualification/debarment provisions in our contracts. It is the opinion of our legal section that the chance of due process violations for the contractor and the possibility of project suspension prior to bid could far outweigh any benefit derived from a prequalification process. We do have existing safeguards which include disqualification under the contract and debarment, which became effective in July, 2004. In addition, the Department is protected during the contract work by a performance bond issued by an approved surety company.

DOTD's Processes Ensure Contractors Are Only Paid Contracted Construction Costs

DOTD has management controls in place to ensure only contracted construction costs are paid to contractors. As stated above, DOTD manages individual projects as opposed to overall processes. As a result, the controls to ensure contractors only receive payments for work that is included in the contract or in subsequent change orders are strong. DOTD staff monitor and document all field activity during construction. Changes to the contract are monitored through the change order process with its detailed approval system. The current information system used to calculate payments for contractors, ESTI, has strong controls to ensure that only appropriate payments are made. Its replacement, SiteManager, has some weaknesses in ensuring only appropriate payments are made, as discussed earlier in this report. For example, ESTI lets the project engineer know when a change order is required to process a payment and will not allow the payment until the change has been approved. SiteManager flags the record but does not prevent the payment.

One weakness we found in the management of individual construction projects is the repetitive nature of information included in DOTD's governing documents (various manuals and memorandums). According to one DOTD official, there are too many directives governing the construction process. As a result, DOTD staff may be unsure of where to find information on policies and which policies to follow, because information is provided in numerous places.

Recommendation 12: DOTD should consolidate as much information regarding the construction process as possible to ensure that staff are following the correct policies and procedures.

DOTD's Response: We agree. Information is contained in many governing documents and our policies/procedures are constantly being reviewed and revised. This is burdensome to some employees. This has been identified as an improvement need in the Process Improvement Initiative. The Department will continue to aggressively consolidate as much information as possible regarding the construction process.

DOTD Should Track the Number of Times a Contractor Is Disqualified to Ensure Contractors Are Debarred When Necessary

DOTD has processes in place to ensure that construction contractors follow established time budgets and to deter contractors from finishing behind schedule. Contractors can be disqualified, debarred, placed in default, or charged stipulated damages for falling behind schedule or not finishing a project on time (see Exhibit 5 for a description of each). While we found that DOTD has an effective process for monitoring and noting when time delays occur on individual projects, the deterrents of disqualifying and debarring contractors who do not complete work timely have some weaknesses.

Disqualification and Debarment. We found that DOTD does not historically track how often contractors are placed in disqualification. DOTD looks only at the current month's disqualifications. Debarment, another consequence of untimely work, is based on how often a contractor is disqualified. Since DOTD does not keep a historical disqualification record, some contractors who should be debarred may not be.

Default. Contractors can be placed in default, resulting in the surety company completing the job. The project may be delayed even longer if the surety company has to take over. According to one DOTD official, DOTD does not place contractors in default very often because the department explores all other options before allowing the surety company to take over the job.

Stipulated Damages. DOTD can also charge the contractor stipulated damages if the contract is not finished in the allotted time. We found that DOTD waived the stipulated damages for 15.60% of the contractors that were charged damages between fiscal years 1999 and 2002. However, DOTD did not waive any damages after September 25, 2002. According to DOTD officials, they no longer waive damages charged to contractors.

Exhibit 5			
Consequences for Untimely Work			
Deterrent	Description	Duration	Reason
Disqualification <i>(Spec. 108.04)</i>	During period of disqualification, the contractors cannot bid on contracts nor be approved as a subcontractor on contracts.	Until completed work is within acceptable range, or work on contract is successfully finished, or one year from project completion if in default.	Contractor falls outside acceptable percentage of project progress or falls into default.
Debarment <i>(R.S. 48:295.1, R.S. 48:295.2, LAC 70:1.Chapter 9)</i>	Contractor cannot receive bid invitations, requests for proposals, or award of contracts by DOTD. Also, contractor cannot be selected as a consultant, subcontractor or subconsultant.	Commensurate with the seriousness of the cause or causes for debarment. Generally, should not exceed three years.	Committing certain offenses, such as criminal conviction. Also, if a contractor is disqualified a certain number of times in a year.
Default <i>(Spec. 108.09 and Spec. 108.04)</i>	The department has the authority to take over and allow the surety company to complete the job.	Contractor is disqualified from bidding for one year unless debarment proceedings are instituted.	Certain performance issues such as contractor walks off the job (usually) or various other reasons including poor performance.
Stipulated Damages <i>(Spec. 108.08)</i>	Contractor requires more days than the contract allows to finish the job.	n/a...Damages are paid.	Contractor does not finish the job in the specified time.
Source: Prepared by the legislative auditor's staff using information provided by DOTD.			

Recommendation 13: DOTD should keep a historical record of which contractors have been disqualified to determine whether some contractors are habitually disqualified. Once DOTD tracks the number of times a contractor has been disqualified, it should ensure that contractors are debarred when necessary.

DOTD's Response: We agree. The DOTD maintains historical records of contractors that have been disqualified. The DOTD did not need to track the number of times a contractor has been disqualified until 2004 when the debarment rules became effective. The Department is now tracking this information to assure contractors are debarred when necessary (see Appendix D, Attachment "C").

Following Any Efforts Made by FHWA, AASHTO and Other States to Track Construction Projects and Collect Data Uniformly Will Allow DOTD to Participate in Comparisons Among States

We could not compare cost overruns in Louisiana with cost overruns in other states because of inconsistent cost data collection among states. An AASHTO/FHWA report states that cost overrun data are unreliable for comparison across states because of the variance in the way each state tracks costs. For example, states differ in the way they define cost overruns. Some states do not consider quantity increases as cost overruns, while others do. Also, some states consider any amount over the contingency amount a cost overrun, while other states consider any

amount over the bid price as a cost overrun. Louisiana DOTD defines cost overruns as final costs that exceed the original contract amount.

For similar reasons, we could not compare project timeliness in Louisiana to timeliness in other states. FHWA, AASHTO, and GAO studies have reported problems with lack of data regarding time delays in construction projects. They found that the differences in how states track projects and collect information make it difficult to identify the true time of project delivery. A GAO report stated that there is no accepted measurement to determine whether contractor performance is timely. For example, some states do not consider a project delayed if the project completion date was adjusted during construction. Other states consider a project delayed based on the original completion date in the contract.

Louisiana DOTD defines a project as late when the final contract time exceeds the adjusted contract completion time. According to this definition, 10.8% of projects we analyzed finished late, 79.8% finished early, and 9.4% finished on time. We found that 35% of the projects we analyzed had days added to the original contract time.

FHWA, AASHTO, and the states must make efforts to track and collect data for construction projects, such as the cost and time to complete projects. In addition, states need a standardized method of defining construction cost and timeliness and tracking these data. Once states collect construction data uniformly, comparisons can be made among states, and efficiency and effectiveness can be measured through these comparisons.

Recommendation 14: DOTD should follow any best practices or procedures developed or recommended by FHWA and AASHTO related to consistently tracking construction data such as project cost and time.

DOTD's Response: We agree. DOTD periodically reviews best practices and procedures developed and recommended by FHWA and AASHTO and implements when appropriate. This does include tracking construction data such as project cost and time. Our staff regularly attends national conferences to keep up with best practices and will continue to be aggressive in implementing improved procedures.

DOTD Needs Relevant Performance Indicators to Evaluate the Construction Management Function

We attempted to analyze the validity and reliability of DOTD's fiscal year 2003-04 performance indicators in the Louisiana Accountability System (LaPAS) as they relate to the construction process. However, none of these indicators are relevant to the construction process. Therefore, the Construction Division cannot ensure that it is fulfilling its mission, goals, and objectives. In addition, because DOTD does not report the performance of its Construction Division in LaPAS, legislators cannot make effective funding decisions based on the division's performance. DOTD's consultant's report supports our finding that DOTD does not have useful performance measures in place to measure its efficiency and effectiveness. The March 2005 report provided recommendations for developing effective indicators.

Recommendation 15: DOTD should work with the Office of Planning and Budget (OPB) to determine whether performance indicators relating to the construction management function should be entered into LaPAS.

DOTD's Response: We agree. The DOTD's 2006-2010 Strategic Plan does not contain performance indicators for the Construction Management Section. However, recommendations 1.1 through 1.6 of the Process Improvement Initiative completed by Dye Management specifically focuses on revising the department's performance indicators to be more meaningful and in line with the Department's mission. Once these new performance indicators are initiated and the department has refined the collection of data, the Department will meet with the Office of Planning and Budget to determine whether performance indicators relating to the Construction Management function should be entered into LaPAS. We anticipate meeting with OPB in the fall of 2006 so that new performance indicators can be incorporated into the 2007-2008 operational plan that accompanies the budget submittal.

Recommendation 16: DOTD should follow the recommendations in its consultant's report on how to develop effective performance indicators. DOTD should use those recommendations to develop performance measures specifically related to key construction management functions.

DOTD's Response: We agree. DOTD is in the process of implementing the recommendations in our consultant's report regarding the development of effective performance indicators related to the construction management function.

Implementation of Current Initiatives Would Help DOTD Improve Availability and Reliability of Data and Develop Stronger Management Processes

The manner in which DOTD's various information systems store data creates several problems, including inaccessible and unreliable data. DOTD has recognized the need to consolidate the information from its various systems into a single location to provide access to a more comprehensive view of the data than is currently available. To address this need, DOTD has taken the initiative to identify the types of information it needs to conduct its business and implement a data warehouse to bring together the disparate sources of information and use this information for decision-making. DOTD contracted with private consultants in July 2004 to develop the data warehouse. Through interviews with DOTD's staff, the consultants found that the construction staff are interested in obtaining information relevant to conducting their work, such as:

- Time taken to complete construction projects
- Cost of completed projects
- Accuracy of cost and time estimates

- Percentage of projects completed late or on time
- Reasons for change orders
- Time spent on preparing and approving change orders

The information that DOTD's staff have indicated they are interested in obtaining is much of the same information that we have identified in this report as being either unavailable or unreliable. The data warehouse, once fully implemented, should help DOTD's management identify incomplete information and make data more readily accessible.

DOTD also hired a management consulting firm to conduct a process improvements and communications study that will lead to the implementation of a new project delivery process. In its March 2005 report, the firm identified several areas in construction management needing improvement and made recommendations including ensuring the successful implementation of SiteManager by providing adequate staffing and planning. The firm also recommended that DOTD enter reasons for plan changes as soon as they are identified and consistently track them using its database, enhance project cost estimating tools and process, and develop effective performance indicators.

Recommendation 17: DOTD should use the results of the data warehouse project to improve the reliability and availability of its data. As a result, many of the data deficiencies we identified in this report could be corrected.

DOTD's Response: We agree. DOTD is in the process of implementing the recommendations in our consultant's report with our new Data Warehouse. This tool will allow our managers easy access to critical data. The pilot program will be released to our managers by the end of September. We will continue to expand the Data Warehouse to include additional reports over the course of this year.

Recommendation 18: DOTD should use the results of its process improvements and communications study to develop and implement formal processes to use its construction data as a tool to make management decisions.

DOTD's Response: We agree. DOTD is in the process of implementing the recommendations in our consultant's report regarding improvements to construction management. We are currently in the process of developing effective performance indicators to improve construction management.

COST AND TIMELINESS ANALYSIS

Although the data that we received from DOTD must be qualified according to information discussed in this report, we were able to conduct some limited analysis. This analysis is an example of what DOTD management could do if it had reliable data and had stronger overall management processes. For example, knowing which work types tend to have more cost overruns could be invaluable knowledge for management when deciding how to spend a pool of limited funds.

Cost Overrun Analysis

The results of our analysis comparing the final cost to the contract amount were:

- 50.41% of all contracts had cost overruns once completed.
- We did not find a significant variance in the average cost overruns among districts. However, when comparing the percentage of projects with cost overruns, District 2 (Bridge City) had the highest percentage of projects with overruns and District 3 (Lafayette) had the lowest percentage.
- The average cost overrun of all projects was 4.21%.
- When looking at overruns by work type, we found that concrete projects tended to have overruns more often than the other types of projects.

Exhibit 6 on the following page shows the final cost compared to the contract amount by district, by dollar interval, and by work type.

Exhibit 6 Comparison of Final Cost to Contract Amount by District							
District Number	District Name	Number of Contracts	Number of Contracts With Overruns	Percent of Contracts With Overruns	Percent of Overruns to Total Number of Contracts	Percent of Total Contracts	Average Overrun
2	Bridge City (New Orleans)	153	94	61.44%	8.46%	13.77%	6.54%
3	Lafayette	99	35	35.35%	3.15%	8.91%	3.25%
4	Shreveport	140	72	51.43%	6.48%	12.60%	1.92%
5	Monroe	131	70	53.44%	6.30%	11.79%	1.91%
7	Lake Charles	76	34	44.74%	3.06%	6.84%	6.81%
8	Alexandria	128	58	45.31%	5.22%	11.52%	1.69%
58	Chase	85	39	45.88%	3.51%	7.65%	3.75%
61	Baton Rouge	163	83	50.92%	7.47%	14.67%	7.59%
62	Hammond	136	75	55.15%	6.75%	12.24%	3.21%
Total		1,111	560	50.41%	50.41%	100.00%	4.21%

Comparison of Final Cost to Contract Amount by Dollar Interval					
Dollar Interval	Count	Contract Amount	Final Cost	Amount Difference	Percent Difference
0-125,000	216	\$14,905,191.00	\$15,385,222.00	\$480,031.00	3.22%
125-250,000	94	\$17,290,215.00	\$16,889,631.00	-\$400,584.00	-2.32%
250-500,000	142	\$52,053,333.00	\$53,048,581.00	\$995,248.00	1.91%
500-750,000	108	\$66,445,222.00	\$67,586,146.00	\$1,140,924.00	1.72%
750-1 Mil	92	\$78,994,789.00	\$80,401,951.00	\$1,407,162.00	1.78%
1 Mil-1.5 Mil	144	\$177,140,571.00	\$179,532,657.00	\$2,392,086.00	1.35%
1.5 Mil-2 Mil	95	\$162,169,379.00	\$162,300,919.00	\$131,540.00	0.08%
2 Mil-5 Mil	145	\$422,308,647.00	\$434,323,263.00	\$12,014,616.00	2.84%
>5 Mil	75	\$838,023,787.00	\$896,937,061.00	\$58,913,274.00	7.03%
Total	1,111	\$1,829,331,134.00	\$1,906,405,431.00	\$77,074,297.00	4.21%

Comparison of Final Cost to Contract Amount by Work Type						
Work Type	Work Type Description	Number of Contracts	Percent of Total	Overrun Percent	Contracts With Overruns	Percent of Total for Work Type
A	Asphalt	707	63.64%	3.24%	315	44.55%
B	Bridge	98	8.82%	2.65%	56	57.14%
C	Concrete	75	6.75%	7.53%	55	73.33%
M	Maintenance	34	3.06%	1.57%	17	50.00%
P	Public Works	1	0.09%	-23.57%	0	0.00%
S	Safety related	20	1.80%	5.81%	15	75.00%
Y	Grounds/ Bldg.	85	7.65%	7.28%	47	55.29%
Z	Seldom Used	91	8.19%	5.31%	55	60.44%
Total		1,111	-	4.21%	560	50.41%

Source: Prepared by legislative auditor's staff using information provided by DOTD.

DOTD can use this type of analysis to make better management decisions. For example, DOTD could determine if particular districts or work types have higher overruns than others. This analysis could allow management to make more informed decisions regarding resources. Ensuring that this type of data is readily accessible and accurate would enable management to collect and analyze data on a regular basis.

Estimate, Contract Amount and Final Cost Analysis

The results of our analysis comparing the contract amount to the cost estimate were:

- On average, the contract amounts were 3.21% less than the cost estimates. Two districts, 7 and 61, had average contract amounts that were higher than the cost estimates.
 - While the overall average was 3.21%, we found large variances between individual projects. For example, 27 of the projects had estimates 40% over the contract amount and 22 projects had estimates 40% under the contract amount.
- When stratified by work type, the contract amounts for concrete and bridge projects tended to be greater than the DOTD cost estimates.

Exhibit 7 shows the contract amount compared to the cost estimate for each district, dollar interval, and work type.

Exhibit 7					
Comparison of Contract Amount to Cost Estimate by District					
District	Number of Contracts	Contract Amount	Estimate Amount	Amount Difference	Percent Difference
2	152	\$230,865,568.00	\$249,446,229.00	-\$18,580,661.00	-7.45%
3	99	\$249,639,649.00	\$254,669,187.00	-\$5,029,538.00	-1.97%
4	135	\$225,672,957.00	\$233,883,326.00	-\$8,210,369.00	-3.51%
5	130	\$170,067,200.00	\$182,746,356.00	-\$12,679,156.00	-6.94%
7	74	\$161,684,881.00	\$158,743,533.00	\$2,941,348.00	1.85%
8	126	\$190,083,806.00	\$197,924,795.00	-\$7,840,989.00	-3.96%
58	85	\$121,737,643.00	\$124,909,006.00	-\$3,171,363.00	-2.54%
61	162	\$276,112,027.00	\$269,430,295.00	\$6,681,732.00	2.48%
62	135	\$183,581,642.00	\$197,651,850.00	-\$14,070,208.00	-7.12%
Total	1,098	\$1,809,445,373.00	\$1,869,404,577.00	-\$59,959,204.00	-3.21%
Comparison of Contract Amount to Cost Estimate by Dollar Interval					
Dollar Interval	Number of Contracts	Contract Amount	Estimate Amount	Amount Difference	Percent Difference
0-125,000	209	\$14,412,017.00	\$16,378,334.00	-\$1,966,317.00	-12.01%
125-250,000	94	\$17,290,215.00	\$18,767,961.00	-\$1,477,746.00	-7.87%
250-500,000	142	\$52,053,333.00	\$55,888,284.00	-\$3,834,951.00	-6.86%
500-750,000	108	\$66,445,222.00	\$70,060,486.00	-\$3,615,264.00	-5.16%
750-1 Mil	92	\$78,994,789.00	\$83,682,666.00	-\$4,687,877.00	-5.60%
1 Mil-1.5 Mil	143	\$176,061,975.00	\$184,976,144.00	-\$8,914,169.00	-4.82%
1.5 Mil-2 Mil	95	\$162,169,379.00	\$174,314,943.00	-\$12,145,564.00	-6.97%
2 Mil-5 Mil	141	\$409,153,170.00	\$419,752,670.00	-\$10,599,500.00	-2.53%
>5 Mil	74	\$832,865,273.00	\$845,583,089.00	-\$12,717,816.00	-1.50%
Total	1,098	\$1,809,445,373.00	\$1,869,404,577.00	-\$59,959,204.00	-3.21%

Comparison of Contract Amount to Cost Estimate by Work Type					
Work Type	Work Type Description	Number of Contracts	Contract Amount	Estimate Amount	Percent Difference
A Total	Roadway-asphalt	703	\$939,888,367.00	\$1,003,726,332.00	-6.36%
B Total	Bridges	95	\$334,170,653.00	\$326,726,161.00	2.28%
C Total	Roadway-concrete	72	\$401,280,363.00	\$395,151,306.00	1.55%
M Total	Maintenance-roadway	33	\$7,120,816.00	\$8,007,284.00	-11.07%
P Total	Public works	1	\$3,163,062.00	\$3,640,872.00	-13.12%
S Total	Safety related	19	\$11,869,004.00	\$13,541,299.00	-12.35%
Y Total	Grounds/building related	84	\$24,266,059.00	\$27,883,625.00	-12.97%
Z Total	Seldom used	91	\$87,687,049.00	\$90,727,698.00	-3.35%
Total		1,098	\$1,809,445,373.00	\$1,869,404,577.00	-3.21%

Source: Prepared by the legislative auditor's staff using data provided by DOTD.

The results of our analysis comparing the final contract cost to the cost estimate were:

- On average, the final costs were 0.89% more than the cost estimates developed by DOTD.
 - While the overall average was 0.89%, we found large variances between individual projects. For example, 54 of the projects had estimates 40% over the final cost and 30 projects had estimates 40% under the final cost.
 - Based on the analysis in Exhibit 8, it appears that the dollar amount of a project impacts how close the final cost will be to the estimate. Smaller projects on average have final costs below the estimate amount while very large projects (over 5 million) have final costs above the estimates.
- When stratified by work type, the final cost amounts for the majority of the work types tended to be less than the estimate. However, the final cost amounts for concrete and bridges tended to be more than the estimate to the extent that it brought up the overall average.

Exhibit 8 shows the final contract cost compared to the cost estimate for each district, dollar interval, and work type.

Exhibit 8					
Comparison of Final Cost to Cost Estimate by District					
District	Count	Final Cost	Estimate Amount	Amount Difference	Percent Difference
2	152	\$246,085,409.00	\$249,446,229.00	-\$3,360,820.00	-1.35%
3	99	\$257,760,919.00	\$254,669,187.00	\$3,091,732.00	1.21%
4	135	\$229,912,089.00	\$233,883,326.00	-\$3,971,237.00	-1.70%
5	130	\$173,422,707.00	\$182,746,356.00	-\$9,323,649.00	-5.10%
7	74	\$172,708,821.00	\$158,743,533.00	\$13,965,288.00	8.80%
8	126	\$193,320,928.00	\$197,924,795.00	-\$4,603,867.00	-2.33%
58	85	\$126,301,135.00	\$124,909,006.00	\$1,392,129.00	1.11%
61	162	\$297,091,477.00	\$269,430,295.00	\$27,661,182.00	10.27%
62	135	\$189,485,092.00	\$197,651,850.00	-\$8,166,758.00	-4.13%
Total	1,098	\$1,886,088,577.00	\$1,869,404,577.00	\$16,684,000.00	0.89%
Comparison of Final Cost to Cost Estimate by Dollar Interval					
Dollar Interval	Count	Cost to Date	Estimate Amount	Amount Difference	Percent Difference
0-125,000	202	\$13,374,853.00	\$15,590,699.00	-\$2,215,846.00	-14.21%
125-250,000	107	\$19,560,338.00	\$21,606,481.00	-\$2,046,143.00	-9.47%
250-500,000	135	\$50,300,245.00	\$54,642,935.00	-\$4,342,690.00	-7.95%
500-750,000	115	\$72,207,227.00	\$75,448,122.00	-\$3,240,895.00	-4.30%
750-1 Mil	80	\$69,369,395.00	\$72,405,031.00	-\$3,035,636.00	-4.19%
1 Mil-1.5 Mil	146	\$179,864,538.00	\$189,570,574.00	-\$9,706,036.00	-5.12%
1.5 Mil-2 Mil	96	\$163,560,453.00	\$172,019,250.00	-\$8,458,797.00	-4.92%
2 Mil-5 Mil	141	\$413,853,275.00	\$412,300,213.00	\$1,553,062.00	0.38%
>5 Mil	76	\$903,998,253.00	\$855,821,272.00	\$48,176,981.00	5.63%
Total	1,098	\$1,886,088,577.00	\$1,869,404,577.00	\$16,684,000.00	0.89%
Comparison of Final Cost to Cost Estimate by Work Type					
Work Type	Work Type Description	Count	Final Cost	Estimate Amount	Percent Difference
A Total	Roadway-asphalt	703	\$970,361,652.00	\$1,003,726,332.00	-3.32%
B Total	Bridges	95	\$343,095,672.00	\$326,726,161.00	5.01%
C Total	Roadway-concrete	72	\$432,033,626.00	\$395,151,306.00	9.33%
M Total	Maintenance-roadway	33	\$7,225,257.00	\$8,007,284.00	-9.77%
P Total	Public works	1	\$2,417,669.00	\$3,640,872.00	-33.60%
S Total	Safety related	19	\$12,569,636.00	\$13,541,299.00	-7.18%
Y Total	Grounds/building related	84	\$26,042,056.00	\$27,883,625.00	-6.60%
Z Total	Seldom used	91	\$92,343,009.00	\$90,727,698.00	1.78%
Total		1,098	\$1,886,088,577.00	\$1,869,404,577.00	0.89%
Source: Prepared by the legislative auditor's staff using data provided by DOTD.					

Comparing the cost estimate to the contract and final contract cost would allow DOTD management to determine how much the estimates vary from the contract amount and final costs. As discussed earlier in this report, DOTD's cost estimates may not be reliable. By performing the type of analysis that we performed, DOTD management could make more informed decisions about the construction cost estimates and could use this analysis to help lower construction costs.

Construction Time Analysis

The results of our construction time analysis were:

- 80% of contracts finished early, 11% finished later, and 9% finished on time.
- 35% of all projects had days added to the original contract amount.
- We did not see a correlation between timeliness and individual districts.
- When stratified by work type Safety, Concrete and Bridge construction projects tended to run late more often than other types of construction projects.

Exhibit 9 shows the percentage of total projects with time overruns for each work type.

Exhibit 9 Late Projects by Work Type				
Work Type	Work Type Description	Late Contracts	Total	Overrun Percentage of Total
S Total	Safety Related	4	17	23.53%
B Total	Bridges	15	85	17.65%
C Total	Concrete	8	52	15.38%
Z Total	Seldom Used	9	76	11.84%
A Total	Asphalt	48	512	9.38%
Y Total	Buildings/Grounds	5	66	7.58%
M Total	Maintenance	1	22	4.55%
P Total	Public Works	-	1	0.00%
Total		90	831	10.83%
Source: Prepared by the legislative auditor's staff using data provided by DOTD.				

Analyzing the timeliness of projects would allow DOTD to make better management decisions. For example, DOTD could use this data to determine which contractors are late and how often they have been late.

Cost Per Mile of Road Construction

The results of our cost per mile analysis were:

- There were only a small number of new construction projects, so we could not adequately compare north and south Louisiana. For example, the average cost per mile of new construction was \$38,554,899.84 in District 03. The cost per mile was skewed in that district because there was a project that cost \$177,297,310.00 per mile. According to a DOTD official, this project was so costly because it involved building a brand new interchange. Also, the small

number of projects for comparison (5) also contributed to the high average cost per mile in District 03.

- We could not compare the cost per mile of new construction in North and South, or with other states, because we could not identify comparable projects. For example, there was no way to determine if a project consisted of two lanes or four. As discussed earlier in this report, once data are collected uniformly across states, comparisons such as cost per mile of new construction can be made.
- According to a DOTD official, using cost per mile to compare projects is difficult because different types of projects can vary significantly in cost.

Exhibit 10 shows the cost per mile and the cost per capita for completed and new construction projects.

Exhibit 10							
Cost Per Mile and Per Capita for Construction Projects							
From July 1, 1999, Through June 30, 2005							
District	Part of State	Number of Completed Projects	Average Cost Per Mile of Completed Projects	Cost Per Capita for Completed Projects	Number of New Construction Projects	Average Cost Per Mile of New Construction Projects	Cost Per Capita of New Construction
04	North	110	\$848,830.02	\$202.97	15	\$4,302,680.41	\$140.30
05	North	113	\$678,128.75	\$242.94	7	\$5,121,262.81	\$113.65
08	North	105	\$587,277.58	\$193.62	22	\$1,015,100.42	\$70.12
58	North	81	\$437,594.28	\$422.52	5	\$1,424,821.88	\$84.92
02	South	121	\$1,913,309.17	\$181.34	7	\$4,277,292.26	\$23.45
03	South	81	\$2,971,653.35	\$400.07	5	\$38,554,899.84	\$320.41
07	South	62	\$784,610.90	\$171.63	4	\$5,047,023.10	\$71.23
61	South	127	\$1,032,096.25	\$202.20	12	\$4,925,000.82	\$91.17
62	South	114	\$580,490.99	\$137.53	14	\$1,694,176.14	\$49.29
Statewide		914	\$1,077,922.91	\$2,154.82	91	\$5,006,236.02	\$964.54

Source: Prepared by the legislative auditor's staff using information provided by DOTD.

Analyzing the cost per mile of construction projects would allow DOTD to determine if costs in certain districts or work types are inflated. Management could use this type of comparison to identify areas in which construction costs could be lowered.

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AUDIT SCOPE AND METHODOLOGY

We conducted this performance audit under the provisions of Title 24 of the Louisiana Revised Statutes of 1950, as amended. We followed the applicable generally accepted government auditing standards as promulgated by the Comptroller General of the United States. Preliminary work on this audit began in January 2004.

Audit Scope

This audit focused on the construction function administered by DOTD's Office of Highways. The audit covered road design activities taking place from July 1, 1999, through June 30, 2004. Our audit objective was to answer the following question:

Is DOTD efficiently and effectively managing the construction of roadways and bridges?

Methodology

To gain an understanding of DOTD's construction function, we performed the following procedures:

- Researched state laws, rules, and regulations
- Analyzed DOTD's current funding
- Reviewed DOTD's Internet site
- Interviewed staff at DOTD headquarters
- Interviewed construction staff at two of DOTD's nine geographic districts
- Surveyed contractors who routinely do business with DOTD

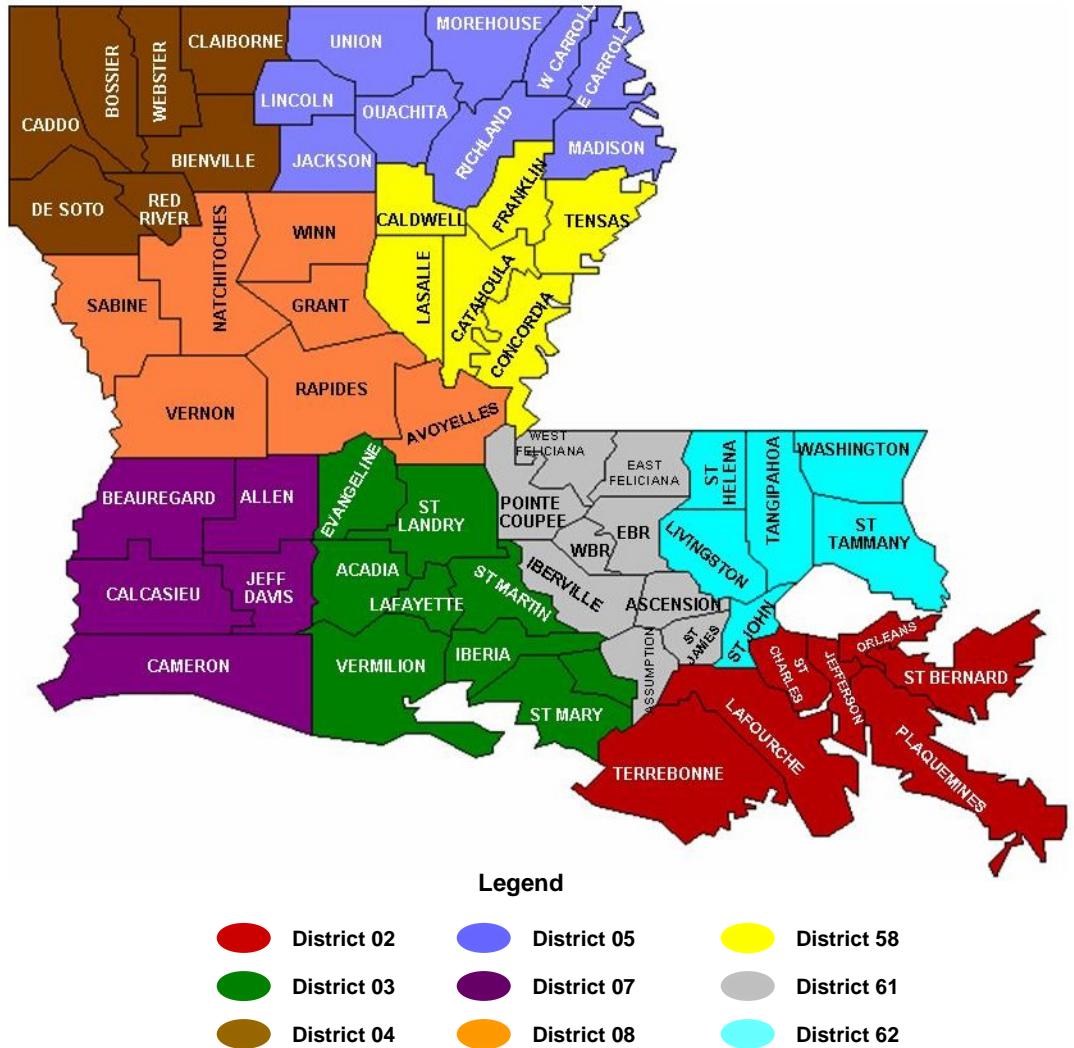
To obtain information on whether DOTD is efficiently and effectively managing the construction process, we performed the following procedures:

- Obtained copies of certain information systems maintained by DOTD and analyzed information relevant to the construction function, including basic project information, cost data, and time data
- Assessed the management controls for controlling cost overruns and time delays
- Researched AASHTO and FHWA's findings on construction cost and time issues

DOTD CONSTRUCTION

- Assessed DOTD's performance measures relating to the Construction Division to determine their relevance
- Reviewed the DOTD Road Design audit team's interviews with the consultants DOTD hired to obtain more information regarding DOTD's current efforts and reviewed DOTD's consultant's March 2005 process improvements and communication study

MAP OF DOTD'S NINE GEOGRAPHIC DISTRICTS



Source: Prepared by the legislative auditor's staff using information provided by DOTD.

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MANAGEMENT'S RESPONSE

The following pages contain the Department of Transportation and Development's response to our findings, conclusions, and recommendations.

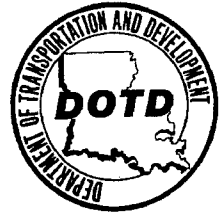


KATHLEEN BABINEAUX BLANCO
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.louisiana.gov
Phone (225) 379-1503



JOHNNY B. BRADBERRY
SECRETARY

August 8, 2005

Mr. David K. Greer
First Assistant Legislative Auditor and
Director of Performance Audit
P.O. Box 94397
Baton Rouge, Louisiana 70804-9397

Dear Mr. Greer:

This is in response to the performance audit report dated July 11, 2005 on the Department of Transportation and Development's management of our construction function. We appreciate the opportunity to respond to the recommendations in the report.

Many of the recommendations identified in the report have already been recognized as improvement needs by our Process Improvement Initiative that began in October of 2004. DOTD is currently in the implementation phase of the 123 recommendations that resulted from that initiative.

Before I begin with the responses to the specific recommendations in the Audit report, I would like to comment on the DOTD information systems, of which some of the recommendations in the Audit addressed. Many of our programs were developed over twenty years ago. Extraction of information is difficult, but our people have found ways to obtain the information needed to carry out their assignments. We recognize that reliable, easily retrievable information is an important tool that a good manager needs to evaluate his/her effectiveness and efficiency in carrying out their assigned duties. To that end, we have just completed the pilot phase of the new Data Warehouse. This tool will allow our managers easy access to critical data. The pilot program is still in the testing phase and will be released to the DOTD managers by the end of September. We will continue to expand the Data Warehouse to include additional reports over the course of this year.

One of the goals of the Legislative Audit Team (LAT) was to extract data from the DOTD systems and generate a database populated with only construction projects. We understand that the LAT spent considerable time on this effort and in the end were not totally successful in this task. As previously stated, extraction of the proper data from our existing systems is very difficult, however, our people have found ways to do this.

Construction related information is accessed at DOTD through a number of legacy computer systems. These include, but are not limited to: a project tracking system (TOPS) which provides general project information; a bids system (BIDS); a project letting system (LETS); and a system which documents completed construction activities for payment (ESTI). These systems were developed separately to assist specific DOTD groups in performing their work. Some of the programs can and do gather data from each other; however, information retrieval requires knowledge of how the programs work together and generally requires development of specific reports.

Please find below the Department's response to the recommendations contained in the report:

Recommendation 1: We Respectfully Disagree. The reason why we disagree is because DOTD can retrieve a list of construction projects with minimal effort. It takes less than 15 minutes to produce a list of completed construction projects using the DOTD Intranet. Although our Construction Management Section requires the support of the IT Section for special reports, this is not a problem for periodic information retrieval. Additionally, the Department implemented SiteManager on July 1, 2004 for all DOTD administered projects. This program will also allow us to track construction projects more quickly. Included is Attachment "A" that gives an example of completed construction projects.

Once we fully implement the Data Warehouse, we will enhance the ability of the Construction Management Section to retrieve even more detailed reports without the aid of the IT Section. We anticipate these reports will be developed before June of 2006.

Recommendation 2: We Partially Agree. DOTD is currently in a position to produce a list of completed projects as described above through the use of the existing systems, with the aid of the IT Section. New reports will be developed in the Data Warehouse that will provide data to the managers of the Construction Section by the end of June, 2006.

Recommendation 3: We Partially Agree. Although we agree that DOTD should continue to enhance its policies and procedures and continue to provide training to the staff on how to enter and review data related to cost and time of project, the existing systems have built-in safeguards to prevent payment to a contractor without the contract amount, cost-to-date of the project and the actual days to complete the project being known and documented. The Department is currently developing a training course on contract administration for Project Engineers. All DOTD Project Engineers and any consultant engineer administering DOTD projects will be required to complete the training. Implementation is scheduled for May, 2006.

Recommendation 4: We Partially Agree. The audit report indicates an error rate of 3.2% in entering reason codes. We believe this percentage does not represent a significant problem within this system. Project Engineers began entering reason codes on July, 2003. DOTD approves approximately 1,500 change orders per year and needed the first year (2003) of data to establish a baseline. The first review of data was October, 2004 and is attached (Attachment

“B”). The Department will soon retrieve another year of data where the information will be reviewed and modifications made as necessary. Further, we believe the small margin of error is not detrimental to managing the construction program. DOTD will continue to stress training our staff to improve the process.

One of the recommendations from the Process Improvement Initiatives is to implement a procedure to evaluate causes of delays to the project delivery process. Delays due to design errors, although not a significant problem, is an area that is important and does require analysis so as to minimize the occurrence.

Recommendation 5. We Partially Agree. SiteManager, as a stand-alone program, cannot automatically prevent overpayment to contractors as does the ESTI system. However, DOTD has internal policies that require change orders for quantity increases and monetary increases above certain amounts to be reviewed and approved prior to contractor payment. In addition, ESTI is used to monitor this policy and prevent payment even though the contractor has already performed the work and is due payment. SiteManager does have the capability to flag these increases and notify the Project Engineer that a change order is necessary. Overall, SiteManager is superior to ESTI regarding its handling of applications for payments. As an example, with ESTI, records are documented in a field book and department personnel must manually total each daily quantity of work and transfer to a worksheet. With SiteManager, field personnel enter the data directly into the program which then automatically totals daily quantities into the partial payment estimate.

Recommendation 6: We Agree. DOTD will continue to provide training and will aggressively monitor the proper use of SiteManager. Seven out of our nine districts have been using SiteManager and have experienced only a short learning curve because they bought into the change early into the program. The other two districts are now catching up. Our staff is aggressively training the districts as more features are brought on line.

Recommendation 7: We Agree. We agree that trained and dedicated staff is necessary to ensure that SiteManager is correctly and expeditiously implemented throughout all Districts. As previously stated, SiteManager was implemented on July 1, 2004. DOTD's SiteManager expert is eligible for retirement, however, we are currently reviewing staffing and training as part of our change management effort.

Recommendation 8: We Partially Agree. We agree that periodic evaluation and measurement of overruns and underruns to cost estimates is necessary. However, a distinction needs to be made regarding the responsibility of the Construction Management Section. A cost estimate for a project is first developed by the design engineers in the Road and Bridge Design Sections. When a project is bid, a contract price is given to the Construction Section. This contract price is the baseline upon which the Section is measured. Change orders to the project are approved during the course of construction and, at the end, the measure of performance is the difference between the Contract price and the final price. Between fiscal years 1999 and 2004, an

evaluation of 1,472 projects indicates that the difference between contract price and final cost averaged 4.90%.

In regards to the overall quality of the cost estimating process within DOTD, we agree that there needs to be significant improvements. Recommendation 6.4 of the Process Improvement Initiative completed by Dye Management states "Implement enhanced project estimating tools and processes". We are in the implementation phase of the initiative and are scheduled to complete this recommendation by the end of June, 2006.

Recommendation 9: We Agree. DOTD will begin publishing a value range beginning with the September, 2005 lettings which will be consistent with FHWA and AASHTO guidelines.

Recommendation 10: We Partially Agree. As a result of FHWA's 2001 report regarding contract time, the Department increased production rates by 25%. This has led to more accurate estimating of the time needed to complete the project. In addition, DOTD uses A+B bidding where the contractor specifies his construction time (B) and the contractor with the lowest total A+B bid is awarded the contract. This ensures optimum contract time and costs for the benefit of the taxpayer and the traveling public. DOTD penalizes contractors for completing projects behind schedule by charging stipulated damages. The Department does monitor the number of projects completed within the original contract time and the number of projects completed within the amended contract time. As an example, there were 31 completed projects in the last quarter of 2004/2005, and 58.1% were complete within the original contract time and 77.4% within the amended contract time. This indicates to us that we do have room for improvement. Team 6 of the Process Improvement Initiative is charged with the implementation of the Project Delivery Model. Proper construction management is an integral part of this model. Full implementation of the Model is scheduled for the end of June 2006.

Recommendation 11: We Respectfully Disagree. Two years ago, the legislature considered enacting a law to require pre-qualifying of contractors. The Department reviewed the pros and cons of the proposed rating system and compared them to existing disqualification/debarment provisions in our contracts. It is the opinion of our legal section that the chance of due process violations for the contractor and the possibility of project suspension prior to bid could far outweigh any benefit derived from a prequalification process. We do have existing safeguards which include disqualification under the contract and debarment, which became effective in July, 2004. In addition, the Department is protected during the contract work by a performance bond issued by an approved surety company.

Recommendation 12: We Agree. Information is contained in many governing documents and our policies/procedures are constantly being reviewed and revised. This is burdensome to some employees. This has been identified as an improvement need in the Process Improvement Initiative. The Department will continue to aggressively consolidate as much information as possible regarding the construction process.

Recommendation 13: We Agree. The DOTD maintains historical records of contractors that have been disqualified. The DOTD did not need to track the number of times a contractor has been disqualified until 2004 when the debarment rules became effective. The Department is now tracking this information to assure contractors are debarred when necessary (see Attachment "C").

Recommendation 14: We Agree. DOTD periodically reviews best practices and procedures developed and recommended by FHWA and AASHTO and implements when appropriate. This does include tracking construction data such as project cost and time. Our staff regularly attends national conferences to keep up with the best practices and will continue to be aggressive in implementing improved procedures.

Recommendation 15: We Agree. The DOTD's 2006 – 2010 Strategic Plan does not contain performance indicators for the Construction Management Section. However, recommendations 1.1 through 1.6 of the Process Improvement Initiative completed by Dye Management specifically focuses on revising the department's performance indicators to be more meaningful and in line with the Department's mission. Once these new performance indicators are initiated and the department has refined the collection of data, the Department will meet with the Office of Planning and Budget to determine whether performance indicators relating to the Construction Management function should be entered into LaPAS. We anticipate meeting with OPB in the fall of 2006 so that new performance indicators can be incorporated into the 2007-2008 operational plan that accompanies the budget submittal.

Recommendation 16: We Agree. DOTD is in the process of implementing the recommendations in our consultant's report regarding the development of effective performance indicators related to the construction management function.

Recommendation 17: We Agree. DOTD is in the process of implementing the recommendations in our consultant's report with our new Data Warehouse. This tool will allow our managers easy access to critical data. The pilot program will be released to our managers by the end of September. We will continue to expand the Data Warehouse to include additional reports over the course of this year.

Recommendation 18: We Agree. DOTD is in the process of implementing the recommendations in our consultant's report regarding improvements to construction management. We are currently in the process of developing effective performance indicators to improve construction management.

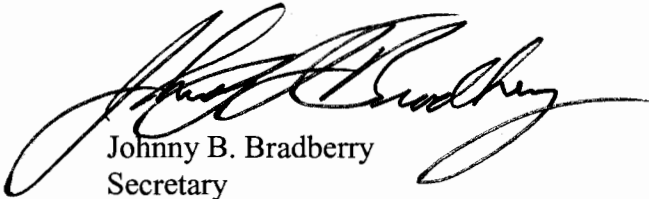
David K. Greer, CPA

August 8, 2005

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Please feel free to contact me, Michael Bridges, Undersecretary or Bill Temple, Chief Engineer should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Johnny B. Bradberry". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Johnny B. Bradberry
Secretary

Attachments

C: William H. Temple
Michael Bridges
Rick Holm

Project	Status	Contract Amount	Cost to Date	District	Project Name	Accept Date	Contract Days	Used Days
001-02-0026	C	692,287	829,839	4	Intersection Improvement (Greenwood at Pines)	7/11/2001	125	101
001-02-0028	C	1,119,255	1,174,667	4	LA 526 to East 4.401 Miles	11/10/2003	100	96
001-03-0062	C	1,350,829	1,342,486	4	Flat River & Red Chute Bayou Bridges	3/23/2004	620	428
001-03-0063	C	1,489,953	1,431,796	4	Flat River & Red Chute Bayou Bridges	3/23/2004	620	428
001-03-0067	C	3,193,717	3,111,081	4	Junction LA 72 - Eastwood Arcadia to Lincoln Parish Line	11/28/2001	90	184
001-06-0049	C	484,277	408,323	4	Line	4/17/2003	45	16
001-08-0034	C	249,554	239,517	5	Jct LA 146 - Reynolds Dr	4/1/2003	65	145
001-08-0035	C	1,323,169	1,352,179	5	US 167 - Ruston City Limits	4/14/2004	107	107
002-03-0037	C	1,115,592	1,380,993	5	Dunn - Madison P/L	3/11/2003	145	141
002-04-0034	C	304,275	297,048	5	West Tallulah City Limits - Bayou Drive	4/12/2000	45	34
002-05-0027	C	56,908	53,007	5	West Tallulah City Limits - Bayou Drive	4/12/2000	45	34
003-05-0023	C	3,529,826	3,403,398	7	Jct. LA 397 - Jefferson Davis Parish Line	8/27/1999	77	80
003-06-0019	C	1,724,613	1,620,588	7	Cal. Par. Ln. - La. 99 South	7/17/2003	140	126
003-07-0019	C	5,090,844	5,397,190	7	Bnss Railroad Overpass (Near Jennings)	11/7/2002	325	315
003-07-0025	C	75,226	77,071	7	La. 99 North - La. 99 South	7/17/2003	140	126
003-08-0021	C	491,143	592,318	7	Jct. La. 26 - Jct. La. 102 South	6/7/2004	103	116
003-09-0028	C	1,570,629	1,442,354	3	E. Jct LA 91 - Junction East Hutchinson	6/14/2001	115	115
003-10-0011	C	5,145,146	5,347,664	3	Southern Pacific Railroad Overpass	3/13/2000	325	342
003-10-0016	C	259,469	194,488	3	E. Jct LA 91 - Junction East Hutchinson	6/14/2001	115	115
003-11-0033	C	125,538	114,123	3	Turn Lanes at US 90 & LA 724 Intersections (cm)	11/6/2000	45	27
004-01-0044	C	79,222	78,672	3	Jct. LA 89 - E. Verot School Road	11/21/2002	45	23
004-02-0018	C	38,196	37,996	3	Jct. LA 89 - E. Verot School Road	11/21/2002	45	23
004-05-0031	C	3,074,626	2,801,867	3	Jct LA 14 - St Mary P/L	4/25/2002	185	173
004-06-0026	C	4,029,937	4,061,869	3	State Route in Franklin	1/24/2002	300	299
004-08-0031	C	149,356	93,100	3	Berwick Pathway South and East Extension	2/11/2004	45	43
005-04-0025	C	4,379,892	4,618,010	2	North End of Black Lake - Waterproof	2/27/2002	275	259

ATTACHMENT "A"

005-05-0065	C	897,406	919,284	2	St. Louis Canal Bridge	5/18/2004	90	85
005-05-0069	C	1,246,007	1,507,844	2	Waterproof - Jct LA 315	2/27/2002	275	259
005-06-0036	C	1,552,630	1,381,403	2	US 90 - LA 1	8/27/1999	80	79
005-07-0054	C	4,884,770	5,959,872	2	Raising of US 90 Between Raceland and Des Allemands	5/3/2001	200	217
005-09-0033	C	2,216,005	2,374,147	2	Divided Section - Jefferson Line	5/17/2001	81	81
006-05-0077	C	3,212,803	3,230,457	2	Chef Menteur Pass - Rigolets	8/14/2001	140	122
006-07-0035	C	691,638	712,118	62	US 190 - Mississippi Line	8/27/1999	45	46
007-01-0021	C	68,350	73,710	2	Airline/Interstate Signal Improvements	12/19/2003	200	183
007-02-0084	C	3,505,896	3,627,221	2	Near Labarre Road - St. Charles Parish Line	6/6/2000	215	169
007-02-0088	C	955,678	1,138,261	2	Airline/Interstate Signal Improvements	12/19/2003	200	183
007-03-0046	C	5,495,769	5,778,490	2	Jefferson Parish Line - St. John Parish Line	10/10/2000	404	376
007-03-0047	C	21,524	20,833	2	Airline/Interstate Signal Improvements	12/19/2003	200	183
007-03-0049	C	25,936	27,789	2	Closing of Crossovers (I-310 to Norco)	4/16/2004	45	37
007-04-0037	C	2,965,138	3,411,401	62	State Route in Laplace	8/2/2001	200	195
007-07-0042	C	112,662	103,605	61	Lft Turn Ln at Babin Rd, Lft Turn at Germ./Duplessis Rd.	7/19/1999	45	37
007-07-0045	C	152,100	149,191	61	Turnlanes at LA 42 on LA 73 & US 61	10/24/2003	87	85
008-01-0042	C	15,267,161	17,215,589	61	LA 415 to LA 983 Project Runs East to West	5/14/2003	481	485
008-02-0029	C	3,526,470	3,759,421	61	LA 1 - W.End M.P.R.R Overpass	1/6/2004	215	209
008-03-0050	C	1,527,141	1,435,783	61	Bayou Grosse Tete Bridge - Atchafalaya River Bridge	10/27/2000	80	53
008-03-0051	C	138,560	101,961	61	LA 1-W. End M.P.R.R.- Overpass	1/6/2004	215	209
008-04-0056	C	2,290,000	2,282,850	3	Atchafalaya River Bridge at Krotz Springs (Painting)	6/9/2003	400	290
008-05-0034	C	2,329,594	2,232,638	3	Jct US 190 - 1.2 Miles North of Floodway Levee	4/12/2004	130	125
008-07-0028	C	295,589	283,361	8	RR Overpass - Rapides Parish Line	1/21/2003	65	45
008-08-0025	C	1,307,753	1,250,079	8	Jefferson St. (Cheneyville) to Beginning of 4 - Lane	6/26/2000	80	77
008-08-0027	C	116,084	104,825	8	Begin 4-Lane - End Control Section	7/24/2002	145	90
008-08-0028	C	1,248,877	1,193,416	8	Avoyelles Parish Line - Cheneyville	1/21/2003	65	45

008-09-0052	C	581,907	597,373	8	Jct. US 71 - Jct. Mason St.	9/9/2002	75	72
008-09-0053	C	2,443,507	2,381,236	8	Begin Control Section - 1.07 M. S. Jct. LA 3170	7/24/2002	145	90
009-01-0074	C	316,638	333,517	8	Jct LA 3225 - Jct LA 492	5/16/2000	100	100
009-02-0017	C	1,628,020	1,662,254	8	Jct La. 3225 - Jct La. 492	5/16/2000	100	100
009-05-0016	C	2,311,050	2,261,814	8	Winn Parish Line - Jct. US 84	5/12/2003	130	128
009-31-0007	C	1,495,645	1,485,473	8	Bayou Rigolette and Bayou Darrow Bridges	5/14/2000	255	253
010-05-0027	C	5,222,412	5,221,171	4	Kcs Railroad Overpass (Ninock)	6/26/2002	300	281
010-06-0061	C	981,289	880,596	4	Junction LA 3032 - Junction I 20	10/10/2000	50	49
010-30-0024	C	6,441,008	6,636,810	4	Old Minden Road (I-20 - US 80)	1/29/2003	365	362
011-01-0048	C	724,419	780,293	4	North Market Street	9/16/1999	45	48
011-01-0049	C	73,970	0	4	US 71/LA 1 (North Market S.B. & N.B.) Intersection Improve	10/25/1999	45	41
011-01-0050	C	537,720	559,782	4	Junction LA 3194 - Junction Winter Garden Drive.	6/17/2002	67	83
011-01-0051	C	261,645	237,469	4	Cross Bayou Bridge at Spring Street	8/30/2001	45	11
011-01-0053	C	580,058	440,551	4	Scour Repairs Twelve Mile Bayou Bridge	9/5/2001	45	38
011-02-0016	C	282,272	339,813	4	Southbound Lane Widening	6/17/2002	67	83
011-04-0020	C	1,065,854	1,138,412	4	Kelly Bayou Bridge and Approaches	7/2/2001	142	157
012-06-0045	C	1,048,583	1,040,905	7	Beauregard Par. Ln.- La. 113	4/9/2003	60	46
012-08-0017	C	3,087,545	3,271,964	7	Bayou Nezpique Amd One Other Bridge	3/17/2004	381	378
012-09-0010	C	2,390,537	2,375,982	3	Bayou Nezpique and One Other Bridge	3/17/2004	381	378
012-11-0028	C	792,131	790,604	3	Bayou Doza Bridge	7/2/2001	135	116
012-11-0034	C	7,118,997	6,233,737	3	1 Mile East of Evangeline Par. Line- East Jct.LA 95	8/29/2002	282	207
013-04-0036	C	2,646,857	2,768,675	61	LA 30 to LA 37	3/16/2000	169	138
013-05-0042	C	2,606,862	3,015,178	61	Service Roads (US 61 - Livingston Parish Line)	6/14/2001	143	134
013-05-0047	C	2,572,982	2,152,153	61	Florida Boulevard North and South Service Roads	3/1/2004	80	46
013-06-0034	C	456,422	1,112,806	62	I-12 - Dumplin Creek	2/19/2001	262	302
013-08-0038	C	117,052	183,814	62	US 190 (5 Lanes) West of US 51 (Joint Reseal)	6/24/2002	75	64
013-09-0040	C	53,608	82,652	62	US 190 (4 Lanes) East of US 51 (Joint Reseal)	6/24/2002	75	64

013-11-0023	C	344,451	324,910	62	Intersection Improvements in Covington	5/10/2000	45	42
013-11-0024	C	90,444	78,068	62	Northeast Frontage Road	9/30/1999	45	48
013-11-0025	C	250,814	233,130	62	Fairway Drive - River Oaks Subdivision (US 190 Frontage Rd.)	5/10/2000	48	48
013-11-0030	C	985,912	1,124,616	62	Jct. I-12 -.60 Miles South of LA 22 East&West S.R.	6/17/2002	64	80
013-11-0034	C	137,331	131,471	62	U.S. 190 Service Road Turning Radius Modification	7/17/2003	50	44
013-12-0043	C	1,394,949	1,480,103	62	Jct LA 433 - Jct US 11	7/19/1999	86	65
013-13-0023	C	3,387,507	3,387,970	62	Fremaux Road	10/2/2002	214	190
013-13-0024	C	118,819	125,869	62	Turnlanes at Jct. 190 (Miliary Rd.) & 190 Bus/US 190 (cm)	7/25/2000	65	65
013-13-0025	C	1,689,373	2,173,420	62	O'Pass I-10 - Jct. U.S. 90	6/24/2004	134	132
014-03-0031	C	72,115	123,557	7	State Route in Kinder	10/17/2000	57	47
014-04-0034	C	1,688,541	1,844,899	7	State Route in Oberlin	5/30/2003	369	299
014-04-0035	C	11,723	11,140	7	State Route in Oberlin	8/25/2000	45	45
014-05-0023	C	98,415	278,198	8	State Route in Glenmora (Clearing and Grubbing)	8/14/2001	60	55
015-01-0035	C	5,136,813	5,433,260	8	Kcs RR Underpass Improvement (Pineville)	12/17/2003	292	278
015-01-0046	C	285,081	252,185	8	Red River Bridge - Jct. LA 3100	11/29/2000	75	74
015-02-0017	C	2,240,898	2,170,533	8	Jct. LA 116 - Grant Parish Line	6/18/2001	155	90
015-03-0022	C	43,993	52,470	8	Pollock-LA 524(S)(Clearing and Grubbing)	11/20/2002	102	91
015-04-0044	C	71,706	79,391	8	Pollock - La. 524(S)	11/20/2002	102	91
015-04-0045	C	2,456,073	2,452,079	8	Jct. LA 123 - Jct. LA 502	7/2/2001	110	72
015-04-0047	C	196,912	182,133	8	US 165 Minor Overlay (cm)	9/22/2003	45	28
015-04-0048	C	236,787	221,575	8	Indian Inn Usts Removal in Pollock	7/28/2003	45	19
015-05-0033	C	2,256,062	2,170,217	58	Olla - LA 843 (Time Project)	11/6/2001	260	241
015-05-0038	C	6,696,823	6,695,683	58	State Route in Olla	6/6/2002	405	399
015-05-0039	C	316,621	267,071	58	Local Road - Jct. LA 3259	7/10/2000	45	39
015-05-0041	C	391,048	386,010	58	Olla - Caldwell Parish Line	5/20/2003	65	27
015-06-0034	C	5,205,923	5,236,179	58	Olla - LA 843 (Time Project)	11/6/2001	260	241
015-06-0035	C	11,662,205	12,753,834	58	LA 843 - Grayson (Time Project)	5/19/2004	552	530
015-06-0041	C	794,606	803,748	58	Caldwell Parish Line - LA 843	5/20/2003	65	27

015-07-0045	C	326,133	312,431	58	Ouachita River - Jct. Rodeo Arena Road	10/27/2000	45	37
015-31-0041	C	1,634,578	1,649,220	5	Rilla to LA 15	6/27/2001	150	103
016-01-0035	C	135,128	133,398	5	Left Turn Lane at O.C.S.	8/17/2001	45	23
016-01-0038	C	417,878	518,140	5	U.S. 80 - Bayou Desiard	6/21/2004	45	40
016-05-0026	C	2,992,419	3,309,241	5	Mer Rouge - LA 599	10/6/1999	100	100
017-04-0043	C	518,711	539,187	62	US 190 - Bridge	8/24/2000	49	46
018-02-0048	C	4,837,928	6,301,492	2	US 11 Bridge Rehabilitation	7/24/2002	274	277
018-30-0018	C	1,631,471	1,492,635	62	Jct. U.S. 90 - I-10	1/3/2000	100	81
019-01-0031	C	1,204,670	1,428,136	61	US 61 By/US 190 - I-110	11/4/2002	120	102
019-02-0047	C	570,953	450,294	61	US 61 By/US 190 - I-110	11/4/2002	120	102
019-05-0025	C	6,499,177	7,839,250	61	Bains-Wakefield (Time Project)	9/18/2003	336	331
019-05-0031	C	231,534	242,246	61	Bains - Wakefield (Time Project)	4/17/2001	106	96
019-05-0032	C	367,000	404,764	61	Wakefield - Mississippi State Line (Time Project)	9/18/2003	140	137
019-05-0033	C	194,628	197,487	61	Left Turn Lane at Bains Road	9/26/2001	45	26
019-30-0017	C	292,954	300,153	61	US 61-LA 64	6/17/2002	59	63
019-30-0018	C	383,274	353,152	61	LA 64-E. Feliciana P/L (Clearing & Grubbing)	5/14/2003	100	85
020-04-0037	C	737,555	698,283	58	Somerset - Madison Parish Line	1/16/2002	45	41
020-06-0034	C	3,061,356	3,450,479	5	Tensas P/L - I-20	7/3/2002	240	219
020-08-0024	C	2,318,190	2,207,635	5	Madison P/L - LA 580	11/25/2003	165	158
020-08-0025	C	1,949,979	1,896,583	5	LA 580 - LA 581	6/2/2004	125	113
020-09-0027	C	1,358,270	1,310,280	5	Baxter Bayou Bridge	5/30/2003	155	208
021-02-0044	C	80,339	84,080	4	West Junction LA 3103 to Schley Street	1/21/2000	45	35
021-02-0045	C	1,494,622	1,230,688	4	Junction LA 5 to Junction LA 763	2/17/2003	120	88
021-30-0013	C	419,755	394,839	4	Junction US 84 - Junction US 71	4/1/2003	45	28
021-31-0007	C	54,838	50,849	4	West Junction US 84 to Jenkins Street	1/21/2000	45	35
022-02-0033	C	2,660,376	2,647,954	8	Natchitoches Parish Line - Couley Creek	8/24/2000	145	97
022-03-0039	C	4,947,627	4,963,102	8	Joyce - Lasalle Parish Line Bridges	7/15/2003	510	81
022-03-0043	C	1,378,666	1,400,043	8	Jct. LA 124 - Piney Woods Creek	9/27/2001	75	71
022-05-0042	C	2,956,082	2,966,813	58	Old River Bridge	7/10/2000	325	322
022-07-0057	C	14,424,208	14,974,632	58	Black River Bridge at Jonesville, La.	10/17/2003	564	583
023-02-0017	C	1,292,910	1,197,027	8	Jct. Rapides Parish - Jct. LA 8	8/15/2003	60	44
023-04-0024	C	334,921	354,203	8	State Route in Winnfield (Clearing & Grubbing)	4/2/2004	80	58

<u>023-05-0033</u>	C	2,292,032	2,203,671	8	Railroad Overpass - Jackson Parish Line	3/7/2002	105	101
<u>023-05-0034</u>	C	1,065,060	1,029,572	8	Jct. LA 156 - RR Overpass	8/8/2002	70	76
<u>023-06-0035</u>	C	12,820,581	13,271,689	5	Relocation of US 167 (Jonesboro) Reconstruction of LA 4	3/18/2003	557	602
<u>023-06-0052</u>	C	77,365	77,397	5	State Route in North Hodge	3/22/2001	45	24
<u>023-10-0046</u>	C	297,996	311,865	5	Ruston - Vienna	4/14/2004	83	71
<u>023-10-0047</u>	C	386,254	320,469	5	State Route in Dubach	1/13/2004	65	60
<u>023-10-0048</u>	C	433,372	403,511	5	Georgia- Reynolds Dr	4/1/2003	65	145
<u>023-10-0049</u>	C	384,487	388,120	5	Reynolds Drive - Jefferson Ave.	5/30/2003	45	45
<u>023-11-0035</u>	C	217,000	203,334	5	State Route in Bernice (Clearing & Grubbing)	4/14/2003	50	35
<u>024-01-0045</u>	C	919,523	1,126,184	7	Conoco St. -0.41 Miles South of Cs 024-02	11/26/2003	50	49
<u>024-03-0010</u>	C	7,428,140	7,911,824	7	Mpr - US 190 Overpass (Ragley) (Time Project)	4/10/2003	550	554
<u>024-05-0043</u>	C	1,433,186	1,359,959	7	La. 112 - Vernon Par. Ln.	1/21/2004	52	90
<u>024-05-0044</u>	C	96,691	91,742	7	Enhancement of Historical Deridder	7/25/2003	45	44
<u>025-01-0028</u>	C	62,769	55,674	8	Hornbeck - Florien Highway	5/9/2000	110	99
<u>025-01-0036</u>	C	3,575,855	2,951,137	8	N. Jct. LA 8 - 2.2 M. S. Jct. LA 111	4/8/2004	100	116
<u>025-02-0027</u>	C	715,130	577,108	8	Hornbeck - Florien (Highway)	5/9/2000	110	99
<u>025-03-0025</u>	C	9,574,010	9,792,479	8	Zwolle - Noble (DOTD Time Project)	9/12/2003	600	456
<u>025-03-0031</u>	C	131,231	158,523	8	Zwolle - Noble	5/8/2000	60	58
<u>025-04-0018</u>	C	5,510,785	5,577,310	8	Zwolle - Noble (Time Project)	9/12/2003	600	456
<u>025-04-0022</u>	C	47,058	63,647	8	Zwolle - Noble	5/8/2000	60	58
<u>025-06-0027</u>	C	23,107,716	23,333,532	4	Grand Cane - Kickapoo (Time Project)	8/12/2002	400	621
<u>025-06-0031</u>	C	16,382,808	16,760,555	4	Mansfield Airport - Grand Cane (Time Project)	1/31/2003	540	519
<u>025-06-0036</u>	C	293,596	317,723	4	Mansfield Airport - Grand Cane	7/13/2001	175	164
<u>025-07-0016</u>	C	119,229	143,434	4	North Desoto Schools Turn Lane Improvement	5/10/2001	45	25
<u>025-08-0053</u>	C	1,243,028	1,242,812	4	Junction LA 511 - Junction LA 173	2/6/2002	95	94
<u>025-08-0054</u>	C	2,377,475	2,282,562	4	Baird Road to LA 3132	10/8/2003	135	133
<u>025-09-0004</u>	C	654,539	663,644	4	12 Mile Bayou to Jct. LA 1/US 71	2/6/2002	45	45
<u>026-02-0055</u>	C	668,312	608,621	58	5-Lane Highway in Vidalia	10/11/2000	45	42
<u>026-03-0032</u>	C	1,354,547	1,500,797	58	Red Gum - Clayton	4/19/2000	80	73
<u>026-03-0033</u>	C	586,893	588,158	58	5-Lane in Ferriday	5/21/2001	50	50

026-03-0036	C	1,641,293	1,981,283	58	Ferriday-Red Gum	10/24/2003	60	57
026-05-0013	C	4,039,148	4,169,063	58	Junction LA 913 - Wisner	4/17/2001	435	473
026-05-0017	C	5,515,416	6,815,706	58	Sicity Island - Jct LA 913 (Time Project)	8/8/2002	278	318
026-06-0043	C	8,889,308	9,923,674	58	Junction LA 913-Wisner (Time Project)	4/17/2001	435	473
026-06-0047	C	379,427	359,783	58	5-Lane Highway in Winnsboro	9/15/2000	45	45
026-06-0049	C	692,271	699,091	58	Wisner - Gilbert	1/15/2002	45	26
026-07-0025	C	385,036	347,821	58	5-Lane Highway in Winnsboro	9/15/2000	45	45
026-07-0026	C	448,145	450,017	58	Jct LA 857 - Richland Parish Line	4/28/2003	45	19
027-01-0009	C	1,759,948	1,739,672	4	Junction US 71 to Bienville Parish Line (South Section)	6/12/2002	235	176
027-01-0010	C	1,837,353	1,734,104	4	Junction US 71 to Bienville Parish Line (North Section)	3/4/2004	60	65
027-03-0035	C	1,606,253	1,644,259	4	Brushy Creek - Junction I 20	9/12/2002	160	93
027-03-0037	C	1,032,919	1,049,396	4	Brushy Creek - Junction I 20	9/12/2002	160	93
027-04-0018	C	95,669	98,967	4	Joint Reseal	4/23/2001	45	10
027-05-0027	C	2,710,527	2,701,160	4	Webster Parish Line to Junction LA 9	3/25/2003	120	49
028-03-0020	C	4,021,391	4,052,820	7	LA 111 to US 171	11/2/1999	230	80
028-05-0038	C	1,252,309	1,305,433	7	Calcasieu River - U.S. 165	4/29/2004	65	60
029-03-0032	C	1,222,447	1,206,674	8	Jct LA 28 - Jct LA 121	9/7/2000	70	69
029-06-0014	C	2,428,869	2,275,274	8	Jct. LA 112 - Jct. LA 28	11/25/1999	165	126
029-07-0053	C	614,370	608,772	8	Bayou Rapides Bridge (Title Rev. 13Jan00)	6/17/2002	115	111
029-07-0055	C	1,854,410	1,873,660	8	Jct LA 121 - Jct LA 3054	9/25/2000	120	118
030-02-0027	C	13,461	13,519	62	Route I-12 - Bush (LA 40 to LA 21) (Clearing and Grubbing)	2/7/2003	45	33
030-32-0014	C	724,806	731,880	62	4 Lane Section - Jct. La. 10	8/20/1999	53	43
031-02-0014	C	3,787,807	3,735,011	7	LA 27 Bridges	6/18/2001	500	487
031-04-0035	C	415,000	415,000	7	Intracoastal Waterway Bridge (Ellender)	8/24/2000	75	68
031-09-0029	C	1,435,873	1,373,256	7	Cowpen Creek Bridge	9/25/2003	235	235
031-09-0031	C	625,370	729,811	7	Ben Elston Road Near Carson Lake S.End R.R.Overpass(OI)	9/22/2000	95	26
032-01-0032	C	11,474	11,424	3	Ira Street to Clara Street (Clearing and Grubbing)	4/24/2003	45	20
032-01-0034	C	91,999	86,861	3	Pedestrian/Bicycle Path Project	4/26/2004	55	38
033-01-0027	C	805,979	762,509	8	Jct US 71 - Jct LA 115	11/29/1999	90	88

033-01-0028	C	355,162	339,097	8	Jct LA 1188 - Jct LA 114 East	10/10/2000	45	40
033-02-0017	C	1,048,658	1,062,697	8	Jct. LA 1190 - Red River Br. (Moncla)	6/19/2002	94	87
033-03-0032	C	9,515,982	9,639,665	8	Red River Bridge Approaches (Moncla)	2/2/2001	416	431
033-03-0033	C	12,520,778	12,850,214	8	Red River Bridge at Moncla (Main Spans)	8/19/1999	517	498
033-04-0014	C	574,702	623,063	8	Waters Bayou Bridge	10/30/2001	89	80
034-03-0023	C	1,509,052	1,570,537	8	Jct. US 171 South - West Jct. LA 3118	4/1/2003	125	135
034-03-0024	C	1,488,245	1,541,930	8	W. Jct. LA 3118 Jct. Natchitoches Parish	10/31/2003	60	56
034-04-0010	C	763,604	749,108	8	Jct. Sabine Parish - E. Jct. LA 120	7/28/2003	80	49
034-05-0029	C	1,612,375	1,541,999	8	E. Jct. LA 120 - Jct. LA 117	7/28/2003	80	49
035-02-0021	C	1,687,180	1,751,827	8	Ray Canton Road to Desoto Parish Line	10/2/2000	140	88
035-03-0019	C	1,739,000	1,746,305	4	Junction LA 346 to 7.28 Miles North	3/28/2000	85	72
035-04-0010	C	1,518,350	1,499,117	4	Kingston - Mansfield Bridges	9/1/2000	275	278
035-04-0012	C	38,748	38,760	4	West Junction US 84 to Junction LA 509	2/7/2000	60	25
035-06-0012	C	1,094,946	1,058,688	4	Desoto Parish Line - Junction LA1	7/15/2003	75	68
036-01-0022	C	1,567,861	1,544,266	58	Jct. LA 133 - Jct. Local Road	8/22/2000	95	75
036-06-0012	C	1,420,684	1,462,129	58	Saranac - Jct. US 65	12/10/1999	75	53
037-02-0036	C	875,756	1,171,239	5	Mt. Zion Rd. - LA 878	9/12/2003	49	49
038-01-0029	C	526,932	559,322	5	LA 134 - US 165	10/6/1999	165	149
038-01-0030	C	768,154	835,389	5	LA 594 to LA 134 (North)	5/25/2000	45	42
038-01-0031	C	821,624	848,711	5	Bayou Boeuf Bridge and Sandy Lick Bayou Bridge	3/20/2002	250	252
038-01-0035	C	337,836	337,512	5	Jct. U.S. 80 - Patrick Bayou Bridge	10/25/1999	45	32
038-02-0020	C	2,208,376	2,146,579	5	Bayou Boeuf Bridge and Sandy Lick Bayou Bridge	3/20/2002	250	252
038-02-0023	C	2,207,066	2,108,030	5	LA 134 - US 165	10/6/1999	165	149
038-03-0025	C	1,002,252	964,432	5	Jct US 165 - LA 830-2	6/30/2003	60	55
038-04-0009	C	1,652,764	1,824,198	5	US 425 - Arkansas State Line	7/21/2000	125	111
040-04-0027	C	1,198,938	1,143,649	58	White Sulphur Springs - Jct. LA 772	6/1/2000	75	71
041-05-0019	C	1,411,431	1,272,838	58	South Jct. LA 849 - Jct. US 165	8/28/2002	90	147
042-02-0020	C	633,829	623,313	8	End Maint. - Jct. LA 191	11/6/2001	45	45
043-01-0017	C	5,947,480	5,942,218	5	Dugdemona River and Relief Bridges	8/26/2003	335	335

043-02-0016	C	1,537,971	1,699,819	4	Jackson Parish Line to Union Church	4/29/2004	75	33
043-06-0021	C	1,540,812	1,316,710	4	Athens - Junction US 79	7/2/2001	60	50
044-01-0035	C	144,110	144,727	4	LA 3 at I-220 Turn Lane Extension	8/19/1999	60	48
044-01-0041	C	135,255	124,431	4	LA 3 Acceleration Lane	6/30/2004	20	19
044-03-0009	C	2,020,039	1,941,825	4	Plain Dealing - Arkansas State Line Highway	9/22/2003	65	58
045-01-0028	C	1,755,621	1,530,026	4	Jct. LA 173 - Jct. LA 169 (Clearing, Grubbing and Overlay)	5/22/2003	140	138
045-03-0024	C	2,698,808	3,151,860	4	City of Vivian - Texas State Line	9/14/1999	220	85
045-30-0008	C	1,292,605	1,267,857	4	Texas State Line - Junction LA 1	12/3/2003	55	54
045-31-0023	C	138,045	125,804	4	Jct. LA 173 - Jct. LA 169	5/22/2003	140	138
046-03-0063	C	97,267	117,251	2	Turn Lanes at Hannan Blvd.	10/26/1999	45	11
046-03-0064	C	3,452,378	3,603,772	2	Orleans Parish Line - Paris Rd.	10/16/2002	200	200
046-03-0068	C	199,228	171,735	2	Turn Lanes at Webster St. (Trist School)	9/24/2001	45	24
046-04-0039	C	3,163,062	3,109,603	2	Belle Chasse/Scarsdale Ferry Landing Ramp/Bridge Replacement	9/3/2003	125	183
046-05-0024	C	1,909,845	1,690,979	2	Wills Point - Poverty Point	12/21/1999	90	48
046-06-0036	C	3,484,520	3,500,566	2	Poverty Point - Bohemia	7/2/2001	125	111
046-06-0037	C	86,400	84,600	2	LA 39, Poverty Point - Bohemia	12/2/2002	45	12
046-31-0044	C	540,677	529,276	2	Judge Seeber Pier Protection System Repair	12/15/1999	70	70
046-31-0045	C	1,316,853	1,519,467	2	Seeber Bridge - St. Bernard Parish Line	9/1/2000	75	74
046-31-0047	C	414,639	377,173	2	St. Bernard Ave. - Elysian Fields Ave.	4/13/2000	45	39
046-31-0048	C	1,415,726	1,538,557	2	Elysian Fields - Poland Ave.	4/16/2004	85	87
046-32-0024	C	3,178,319	3,455,166	2	La. 39 Bridges (Judge Perez Drive)	1/9/2001	163	173
046-32-0028	C	534,737	561,343	2	Orleans Parish Line - Norton	11/29/1999	45	45
046-32-0031	C	1,332,949	1,653,893	2	Paris Rd. - Colonial Blvd.	5/2/2003	60	57
046-32-0032	C	178,302	188,329	2	LA 39 at Jackson Boulevard	4/12/2004	45	52
047-04-0026	C	392,036	382,999	62	Jct. La. 21 - Mississippi State Line	12/28/2000	60	34
048-01-0010	C	1,578,115	1,508,863	4	Bethany - Greenwood Highway	9/1/2000	65	51

048-02-0014	C	1,586,932	1,653,102	4	Paw Paw Bayou Bridge and Approaches	3/2/2000	250	233
048-02-0018	C	813,147	797,445	4	Junction US 80 to 4.72 Miles North	11/30/1999	45	37
050-06-0064	C	150,462	137,240	61	White Castle - La993 (South Bound Lane Only)	10/2/2000	65	65
050-07-0064	C	113,421	134,432	61	Intracoastal Bridge Southbound Joint Repairs (cm)	8/1/2000	45	33
050-07-0065	C	253,354	246,235	61	LA 76 - LA 986	4/27/2000	45	18
051-03-0029	C	1,724,556	1,721,717	58	Jct LA 860 - Richland Parish Line	6/17/2003	70	32
051-05-0008	C	171,462	166,582	5	Cross Drain Modification	6/14/2001	45	24
052-01-0019	C	112,843	108,099	61	New Roads Sidewalks	5/14/2003	45	39
052-05-0045	C	1,170,000	1,749,774	8	Atchafalaya River Bridge at Simmesport (Painting)	6/18/2001	335	233
052-06-0028	C	416,791	485,980	8	North Jct. LA 114 - South Jct. LA 1	3/28/2001	65	47
052-08-0041	C	6,477,907	5,713,512	8	Avoyelles Parish Line- Latanier (Shoulders)	6/6/2002	304	302
052-08-0046	C	88,194	79,435	8	Jct. LA 1208-3 - Jct. US 167	11/29/2000	75	74
053-02-0031	C	641,886	663,441	8	End of Four Lane (Boyce) - LA 8 West	5/9/2000	45	38
053-04-0030	C	1,895,381	1,831,219	8	Keyser Avenue (LA 1 Bus.- Corporate Limits)	8/11/2000	400	378
053-04-0033	C	676,069	635,927	8	LA 119 (Natchez) - Begin 4-Lane	9/13/2000	100	81
053-05-0043	C	595,478	590,784	8	Jct. LA 1 Bypass - Jct. LA 504	5/30/2002	60	60
053-07-0031	C	1,086,147	1,087,860	4	Grand Bayou to Caddo Parish Line (South Section)	8/12/1999	65	57
053-07-0032	C	1,015,959	984,051	4	Grand Bayou to Caddo Parish Line (North Section)	9/25/2002	65	25
054-01-0013	C	2,396,979	2,498,341	7	US 165 - LA 104	7/12/2001	130	104
054-05-0017	C	2,368,339	2,417,869	7	US 90 - Mermentau River Bridge	7/24/2000	176	178
055-04-0017	C	570,417	545,542	3	Jct LA 91 - E Gueydan C/L	11/6/2003	60	60
055-06-0048	C	9,558,355	9,318,096	3	Abbeville - Delcambre	5/8/2001	577	492
055-06-0049	C	9,434,138	9,719,005	3	Abbeville - Delcambre	5/8/2001	577	492
056-04-0028	C	161,144	147,410	3	Cecilia Sidewalk Program	5/10/2004	65	61
056-07-0014	C	164,632		3	I-49 Frontage Rd. West - Jct. LA 182	2/17/2003		
057-02-0024	C	718,994	705,812	3	Bayou Blanc Bridge	9/25/2002	150	162
057-03-0031	C	2,730,987	3,736,590	3	State Route in Crowley (LA 1111-Jct I-10)	4/7/2004	195	323
057-03-0045	C	2,652,663	2,945,620	3	Jct. LA 100 - South Jct. LA 365	5/10/2004	158	172

057-04-0028	C	29,450		3	LA 13 Sidewalks in Eunice	3/13/2000		
057-05-0026	C	2,657,698	2,570,420	3	St. Landry Parish Line - LA 10	12/6/2001	120	113
058-02-0011	C	50,538	52,424	62	I-12 - Bush (LA 40 to LA 21) (Clearing and Grubbing)	2/7/2003	45	33
058-04-0013	C	1,919,330	1,881,208	62	St. Tamm. Ph. Line - La.60	3/26/2002	150	138
058-05-0015	C	2,794,440	2,750,985	62	Jct. La. 60 - Jct. La. 10	9/15/2000	175	162
059-01-0018	C	1,431,713	1,339,915	62	Jct. La. 22 - Jct. I-12	8/22/2000	88	88
059-02-0025	C	129,491	205,596	62	Jct. La. 437 Spur - North (2 Lane Section)	5/10/2000	48	48
059-30-0007	C	704,977	854,544	62	Jct. La. 437 Spur - North End Overpass (Collins Blvd.)	5/10/2000	48	48
060-01-0033	C	253,216	244,781	61	LA 73 - US 190 Bus./US 61	8/12/1999	45	22
061-04-0055	C	153,216		61	US 61 to East Feliciana Parish Line	8/19/1999		
061-04-0056	C	668,227	656,676	61	US 61 - East Feliciana Parish Line	3/8/2000	45	41
061-04-0057	C	516,118	499,548	61	Ferry Ramp - LA 3057 North	3/11/2003	45	38
061-05-0054	C	299,757	327,032	61	Jct LA 68 - Clinton (East Section)	6/25/2003	65	196
062-02-0097	C	2,849,883	3,219,389	2	Log Mile 5.50 - Judge Perez Park	12/4/2003	91	97
062-02-0099	C	240,164	230,757	2	Sidewalks in Belle Chasse (Urban System)	12/30/2002	53	60
062-03-0021	C	1,520,913	1,562,759	2	Citrus Lands - W. Pointe a LA Hache Ferry Appr. (Embankment)	4/9/2001	70	66
062-04-0018	C	3,527,706	3,147,839	2	City Price - Happy Jack Hwy	5/6/2002	152	87
062-05-0041	C	413,900	413,900	2	Doullut Canal Bridge (Empire)(Painting)	12/6/2000	90	74
062-06-0032	C	3,673,155	3,521,702	2	C.S.Log Mile 6.90- End of Control	3/18/2003	130	130
063-03-0039	C	5,071,114	5,678,806	2	Gretna - Westwego (Louisiana Avenue - Baratavia Boulevard)	9/13/1999	226	194
063-03-0046	C	189,570	174,517	2	LA 18/LA 18S - LA 18/River Rd.	8/24/2000	45	32
063-03-0048	C	50,219	65,097	2	Bridge City Ave. Cross Drains	10/6/2003	20	2
063-06-0025	C	2,212,926	2,267,072	2	C.S.L.M. 0.55 to St. John Parish Line	5/24/2000	127	91
063-10-0021	C	1,129,253	1,091,354	61	St. James P.L. - LA 3120	1/28/2000	60	32
063-30-0006	C	207,580	150,374	2	LA 18S/Us90b - LA 18S/LA 18(4TH St.)	8/24/2000	45	32

<u>064-01-0041</u>	C	1,991,703	1,504,086	2	Bayou Rigaud - Caminada Bay	8/24/2000	105	97
<u>064-01-0042</u>	C	608,188	598,123	2	Caminada Bay -LA3090	9/26/2001	92	92
<u>064-02-0025</u>	C	2,624,120	2,890,808	2	Jefferson Parish Line - LA 3090	9/26/2001	92	92
<u>064-02-0026</u>	C	3,353,098	3,482,971	2	LA 1 Embankment Stabilization (LA 3090 to Leeville)	6/10/2004	110	67
<u>064-05-0068</u>	C	1,610,549	1,497,146	2	Valentine Bridge - Company Canal	9/24/2001	89	86
<u>064-06-0038</u>	C	43,220	41,054	2	Bayou Lafourche Bridge & App.(Clotilda)(Clearing & Grubbing)	11/29/1999	45	40
<u>064-06-0040</u>	C	387,687	350,333	2	LA 655 - Company Canal	9/24/2001	89	86
<u>064-07-0024</u>	C	434,684	400,000	2	Bayou Lafourche Linear Park, Phase I	6/10/2004	45	37
<u>064-90-0076</u>	C	1,788,583	1,847,768	2	Bayou Lafourche Bridge at Leeville (Painting)	3/7/2002	200	133
<u>065-07-0025</u>	C	807,662	1,080,045	61	Lafourche Line - LA 643	7/11/2002	77	76
<u>065-30-0028</u>	C	418,327	420,262	2	Martin Luther King Blvd. (Novachip) (cm)	5/6/2002	45	13
<u>065-30-0029</u>	C	77,609	65,457	2	Houma Tunnel (LA 661 - LA 3040 Spur)	5/6/2002	45	13
<u>065-30-0031</u>	C	276,925	311,510	2	Turn Lanes Along LA 3040	12/30/2002	45	36
<u>065-91-0011</u>	C	911,972	1,229,136	2	Howard Avenue Bridge and Approaches (Houma)	11/29/1999	300	291
<u>066-02-0019</u>	C	82,238	79,438	8	Jct. LA 399 - 0.25 Mi. East	3/18/2002	135	98
<u>066-03-0023</u>	C	1,729,812	1,715,599	8	.25 Mi E. of W. Jct. LA 399 - W. Jct. LA 113	3/18/2002	135	98
<u>066-04-0025</u>	C	3,222,780	3,250,640	7	Vernon Parish Line - Jct. US 165	8/1/2001	170	157
<u>067-01-0023</u>	C	157,317	134,954	4	LA Highway 4 in Ringgold	7/19/1999	45	45
<u>067-02-0016</u>	C	318,544	289,520	4	LA Highway 4 in Ringgold	7/19/1999	45	45
<u>067-05-0020</u>	C	1,074,883	1,109,300	5	Bienville Parish Line - Firewood Rd.	12/10/2003	65	37
<u>067-06-0031</u>	C	1,755,771	1,896,913	5	Relocation of US 167 (Jonesboro)Reconstruction of LA 4	3/18/2003	557	602
<u>067-07-0009</u>	C	5,922,601	5,804,171	5	Chatham - Eros (Bridges and Approaches)	10/11/2002	350	340
<u>067-07-0011</u>	C	1,098,407	1,106,450	5	LA 4 - Ouachita Parish Line	12/21/1999	65	53
<u>067-09-0038</u>	C	1,424,388	1,518,498	5	LA 557 - Tim St.	4/20/2001	101	72
<u>067-09-0039</u>	C	612,997	881,724	5	Stokes St.- Tim St.(West Monroe)	6/10/2003	45	45
<u>068-02-0013</u>	C	2,496,855	2,567,508	5	Lincoln P/L - LA 155	4/25/2002	170	132
<u>070-01-0028</u>	C	63,905	51,334	4	Jct US 79 to 0.5 Miles East	2/7/2000	60	25

070-03-0016	C	1,585,000	1,684,318	5	Claborine Parish Line to US 167	5/10/2000	75	38
070-05-0018	C	1,696,711	1,285,838	5	Farmerville - LA 143	9/14/1999	115	87
070-06-0023	C	491,204	496,834	5	LA 143 North - Ouachita Parish Line	7/10/2000	45	36
071-01-0025	C	362,303	352,598	5	LA 137 @ Grimshaw Street (Intersection Improvement)	1/13/2000	48	59
071-04-0010	C	1,710,089	1,717,701	5	6 Mi. S. of LA 2 to LA 2	9/25/2000	90	57
072-02-0011	C	1,364,824	1,342,461	4	Junction LA 2 Alt to 5.65 Miles North	11/29/1999	65	52
073-04-0012	C	185,956	187,812	8	LA 457 Three Course Surface Treatment (cm)	7/28/2003	55	22
075-01-0022	C	4,217,383	4,633,160	58	Ferriday - Junction LA 569 Hwy.	2/9/2000	215	212
075-03-0003	C	1,384,964	1,252,339	58	Jct. LA 3024 - Jct. LA 128	3/14/2000	70	87
075-03-0004	C	627,618	666,276	58	State Routes in Tensas Parish	5/21/2001	190	80
076-01-0008	C	1,321,849	1,296,059	8	Jct. LA 8 - Jct. US 167	8/15/2003	45	39
077-01-0009	C	1,238,086	1,116,804	61	LA 75 - LA 429	10/16/2000	80	59
077-03-0013	C	366,379	459,456	61	Turnlanes at LA 42 on LA 73 & US 61	10/24/2003	87	85
078-03-0021	C	839,580	818,559	4	South Junction LA 530 to North Junction LA 1	5/24/2000	60	60
082-02-0009	C	1,332,366	1,252,652	4	Junction LA 154 to Junction LA 527	7/19/1999	60	59
082-30-0020	C	1,564,516	1,533,739	4	Midway - Benton Highway (East Section)	6/16/2000	90	64
083-01-0010	C	1,932,757	1,668,348	4	Junction LA 170 - Junction US 71	11/25/2003	75	65
083-04-0018	C	876,372	900,441	4	Plain Dealing - Sarepta Highway (West Section)	3/7/2002	50	47
083-08-0014	C	978,055	996,359	4	US 79 - Gordon Bridges	6/18/2001	175	174
083-09-0011	C	1,191,066	1,181,898	4	Gordon Summerfield Highway (East Section)	10/9/2003	45	31
083-11-0005	C	1,210,164	1,362,389	5	Claiborne P/L - US 167	10/30/2001	110	83
083-31-0009	C	117,596	116,711	4	Junction LA 3008 - Junction LA 159	5/19/2004	40	31
084-01-0039	C	1,648,842	1,628,398	4	Junction LA 2 - 8.69 Miles North	8/28/2002	60	60
084-03-0035	C	2,067,487	2,121,979	4	Junction U.S. 371 to Junction LA 159	10/20/1999	115	91
085-01-0017	C	994,978	1,069,846	4	Horseshoe Bayou Bridge	10/11/2002	176	168
085-03-0014	C	525,692	534,309	4	Junction Old Plain Dealing Road to Junction LA 3	1/18/2000	45	22
085-05-0023	C	620,396	601,647	4	Webster Parish Line to Junction US 371	3/8/2000	45	40
085-05-0024	C	809,553	810,557	4	Junction LA 3008 - Junction LA 159	5/19/2004	40	31

085-07-0015	C	56,948	48,258	4	LA 2 and Homer By-Pass	10/17/2003	110	104
085-09-0012	C	2,060,655	2,088,797	5	Claiborne P/L - LA 151	12/6/2000	105	43
086-02-0031	C	75,626	68,314	4	Log Mile 4.720 to Log Mile 4.883	11/29/1999	45	18
087-01-0027	C	2,077,496	2,113,795	4	Junction US 79 - 9.501 Miles North	4/25/2001	90	77
088-02-0021	C	1,964,208	1,962,815	4	Junction LA 155 - Junction LA 4	4/8/2002	85	48
088-04-0031	C	2,031,800	2,253,176	4	Junction LA 507 to Junction LA 793	3/6/2000	85	61
090-01-0015	C	10,692,133	10,610,866	4	Lake Bistineau Spillway Bridge & Approaches	7/15/2003	400	394
090-03-0014	C	3,241,604	3,314,124	4	Lake Bistineau Spillway Bridge & Approaches	7/15/2003	400	394
090-05-0027	C	1,215,322	1,163,302	4	Bienville - Liberty Hill Highway	8/1/2000	60	26
090-06-0011	C	887,350	871,244	5	Bienville Parish Line - US 167	7/15/2003	60	32
091-01-0018	C	2,305,579	2,314,052	4	Junction US 71 to Natchiothces Parish Line	3/16/2000	110	65
094-02-0016	C	767,807	845,749	4	LA 538 - LA 3049 Bridge	12/12/2000	110	110
094-02-0018	C	49,057	49,665	4	Jct. US 71 to Jct LA 3049	2/7/2000	60	25
097-01-0020	C	113,146	137,406	4	Colquitt Road Improvements	10/30/2001	55	53
097-01-0021	C	857,580	841,341	4	Boggy Bayou and Drain Canal Bridges and Approaches	8/12/1999	120	109
097-01-0022	C	6,743,047	6,782,250	4	Colquitt Road Improvements	5/25/2004	425	374
099-03-0011	C	1,362,470	1,408,261	4	Junction LA 763 to Junction US 84	9/7/2000	85	67
100-03-0014	C	705,938	663,408	4	Black Lake Bayou Relief Bridge and Approaches	1/31/2000	125	183
102-01-0037	C	118,002	122,658	4	Turn Lanes on LA 511 at Buncombe Rd.	11/10/2003	45	30
111-02-0016	C	698,543	695,963	4	Junction Us80 to Junction Us79	7/15/2003	45	17
112-07-0014	C	585,332	602,375	4	Natchitoches Parish Line to Junction LA 1	5/10/2000	45	21
115-01-0016	C	1,097,846	1,038,367	8	Jct. LA 6 - Jct. Local Road	3/28/2001	55	55
117-01-0018	C	1,074,508	1,038,374	8	Junction US 171 - East	11/28/2001	140	138
117-01-0020	C	665,595	672,013	8	Jct US 171 - Mount Carmel	8/12/1999	47	45
117-04-0010	C	2,465,684	2,662,605	8	Jct. La. 117-Rocky Branch (Bridges)	9/8/1999	297	258
122-01-0012	C	765,245	763,347	4	Junction US 80 - Webster Parish Line	12/19/2003	45	40
122-30-0018	C	99,597	91,630	4	Re-Alignment of LA 614 at LA 164	12/19/2003	45	40
123-04-0019	C	636,736	665,743	8	Jct LA 471 - Jct LA 3136	10/27/2000	65	60

125-03-0028	C	2,229,482	2,307,376	58	Jct. US 165 - Jct. LA 126 (West Section)	8/30/2001	100	101
126-01-0020	C	135,246	135,324	8	LA 499 Two Course Surface Treatment (cm)	7/28/2003	55	22
127-02-0021	C	1,128,857	1,197,112	58	Jct. LA 770 - Jct. US 165	9/24/2002	90	78
127-05-0013	C	2,051,732	2,159,692	8	Caldwell Parish Line - Junction LA 126 Bridges	6/6/2002	400	288
128-02-0007	C	571,647	537,166	8	Bear Creek and Kenny Branch Bridges	5/11/2000	125	124
128-03-0022	C	639,059	594,043	8	Jct US 165 - Lasalle Parish Line	8/20/1999	45	30
129-01-0022	C	566,886	566,081	8	Jct. US 71 - 3.00 Miles East	12/20/2001	45	43
129-02-0021	C	4,397,062	4,757,041	8	Jct LA 471 to Jct LA 123 Highway (Bridges)	8/11/2000	350	279
132-01-0013	C	778,732	760,021	7	Jct.U.S.190-Jct.Vernon Par.Ln.	8/17/2001	80	57
132-03-0012	C	1,372,111	1,367,234	8	4.42 Mi. N. of Jct. LA 8 - Jct. LA 392 West	3/11/2003	75	73
133-02-0030	C	2,495,986	2,697,932	8	West Junction LA 392 - Anacoco (Section 2)	8/27/1999	230	229
133-03-0011	C	81,611	81,512	8	LA 111 Two Course Surface Treatment (cm)	7/28/2003	55	22
136-01-0003	C	1,050,229	1,103,624	8	Jct LA 111 - 7 Miles North	8/20/1999	55	44
136-01-0004	C	377,155	387,229	8	7 Mi. N. of Jct. LA 111 - Jct. Local Road	6/19/2002	65	56
136-02-0009	C	754,898	725,179	8	Jct. Local Road - 4.5 M. North	6/19/2002	65	56
137-01-0018	C	3,428,487	3,572,246	8	Black Jack Branch Bridges (14)	9/7/2000	300	295
138-02-0007	C	3,062,353	2,951,954	8	Beauregard Parish Line - Junction LA 10	12/27/2002	375	365
138-04-0006	C	3,582,928	3,574,445	8	Lecamp - Junction LA 465 Bridges	2/9/2000	365	275
138-04-0008	C	250,513	241,459	8	LA 489 (Emergency Repair)	9/8/1999	20	20
139-04-0016	C	1,098,881	1,020,510	7	Jct. LA 26 - Vernon Parish Line	1/31/2000	45	40
139-05-0010	C	3,339,154	3,327,152	8	Beauregard Parish Line - Pitkin Bridges	2/6/2001	370	368
143-04-0031	C	1,012,019	990,723	58	Argo - Mayna (Two Sections)	9/5/2000	70	74
144-01-0012	C	2,796,894	2,761,491	3	Jct. US 190 - Jct. LA 10	8/12/1999	110	96
144-03-0014	C	967,049	974,163	3	LA 360 - Avoyelles Parish Line	1/24/2002	45	39
145-02-0005	C	762,809	694,055	8	E. Jct. LA 115 - W. Jct. LA 107	1/21/2003	45	34
147-02-0006	C	895,988	883,604	3	N Jct LA 361 to Avoyelles Parish Line	5/24/2000	45	38

147-03-0015	C	1,193,264	1,305,019	8	St. Landry Parish Line - Dupont	8/18/1999	60	60
148-01-0024	C	437,232	480,707	2	LA 46 - Near Virtue St.	3/24/2000	45	29
149-04-0015	C	546,330	557,187	58	Rogers - Nebo Highway	11/30/1999	65	57
153-01-0019	C	1,549,219	1,717,978	8	Jct. US 165 - 4.64 Mi. East	12/12/2003	70	62
154-02-0013	C	734,306	703,814	5	1.4 Mi. N. of LA 549 to 3.8 Mi. S. of LA 550	5/30/2000	75	64
154-30-0006	C	1,783,526	1,787,652	5	LA 15 - Arkansas State Line	6/27/2001	80	56
155-01-0013	C	1,799,491	1,883,535	5	2.4 mi N of LA 2 - Haile	10/31/2003	160	127
155-02-0013	C	1,177,006	1,134,107	5	Haile Creek Bridge	5/7/2001	175	161
156-01-0016	C	29,769	29,638	5	Jct US 80 North to Jct LA 616	8/1/2000	45	34
156-03-0013	C	2,283,025	2,329,923	5	LA 145 - LA 33	4/14/2004	120	120
157-03-0018	C	220,226	232,554	5	Jct US 80 - Jct LA 820	6/8/2000	45	30
157-04-0008	C	134,472	131,214	5	Intersection La. 145 and La. 15 (cm)	3/23/2000	45	25
158-01-0016	C	5,859,554	5,951,739	5	Junction LA 838 - Junction I-20 (Bridges)	5/18/2001	292	289
159-03-0020	C	1,296,952	1,293,327	5	LA 577 at Mount Vernon Road	2/27/2002	175	173
159-03-0022	C	62,066	61,087	5	Pinecrest School to Jct LA 34	8/1/2000	45	34
161-04-0011	C	59,702	59,408	5	Morehouse Parish Line - Jct. LA 183	8/1/2000	45	35
161-05-0007	C	411,842	429,732	5	Jct I-20 - Jct LA 585 - West Carrol P/L	12/21/2000	135	82
162-01-0026	C	1,771,650	1,818,213	5	LA 134 - LA 593	7/10/2000	95	90
163-02-0012	C	837,431	817,689	5	Richland P/L - Junction 137	6/10/2004	65	24
164-01-0006	C	286,858	281,430	58	Begin Maintenance - Jct. LA 577	1/14/2000	45	35
164-02-0029	C	31,572	26,202	5	Begin Maintenance - Jct. LA 577	1/14/2000	45	35
166-05-0006	C	196,177	161,624	5	East Jct LA 576 to Jct LA 15	3/28/2000	45	35
167-02-0014	C	3,321,219	3,475,339	5	Franklin Parish Line - LA 132	8/25/2000	230	214
171-03-0016	C	113,322	111,744	5	Jct LA 15 to Jct I-20	8/1/2000	45	34
172-01-0011	C	1,319,991	1,178,990	5	Bayou De Glaise Bridge	9/13/2001	145	134
172-01-0013	C	927,857	921,003	5	US 425 - Yeldell Rd.	8/2/2001	62	63
172-01-0014	C	1,054,320	1,098,748	5	Yeldell Rd - LA 599	3/26/2003	72	69
172-30-0008	C	504,341	501,845	5	LA 599 - LA 833	12/3/2003	45	44
176-01-0011	C	1,062,857	1,177,251	58	Jct. LA 568 - Jct. LA 3196	6/27/2002	71	71
176-03-0007	C	370,695	347,883	58	Concordia Parish Line - Jct. LA 568 Also	10/25/1999	55	55
177-03-0026	C	1,095,880	1,195,400	58	Hydro Elec. Plant - Blackhawk	8/19/1999	55	48
177-03-0027	C	1,065,354	1,067,966	58	Highway 15 Bicycle Trail	8/2/2001	135	140

177-04-0031	C	1,594,093	1,603,510	58	Highway 15 Bicycle Trail	8/2/2001	135	140
177-05-0030	C	568,374	599,494	58	Highway 15 Bicycle Trail	8/2/2001	135	140
177-30-0019	C	552,083	482,782	58	Highway 15 Bicycle Trail	8/2/2001	135	140
178-02-0020	C	1,434,316	1,364,306	58	Jct. LA 565 - Cross Bayou	10/16/2002	120	103
182-01-0015	C	1,610,205	1,644,794	5	US 80 to Parish Road	9/7/2000	90	85
190-01-0020	C	598,648	571,745	7	Jct US 190 - Jct Local Rd @ Merryville High	8/17/2001	80	57
190-02-0017	C	606,942	592,398	7	Wild Cow Creek Bridge	9/25/2003	235	235
191-03-0012	C	1,004,943	934,346	7	Beauregard Parish Line - Jct. LA 12 (OI)	1/3/2001	80	80
193-02-0035	C	709,808	869,604	7	LA 27 Bridges	6/18/2001	500	487
194-01-0019	C	1,175,756	1,181,361	7	Jct. Par. Rd. @ Oak Grove - Grand Chenier Bridge	10/18/2002	60	85
194-02-0041	C	3,891,288	3,704,011	7	LA 82 Bridges	10/7/2002	540	505
194-02-0053	C	1,272,448	1,205,766	7	Grand Chenier Bridge - Grand Chenier (Sect.2)	10/18/2002	60	86
194-03-0012	C	2,180,665	1,993,751	3	7.62 Miles East of Cameron Pl-Jct LA 3147	4/12/2004	95	113
195-01-0009	C	1,504,222	1,459,544	7	LA 27 to LA 385	8/11/2000	80	75
195-03-0032	C	260,654	253,911	7	Airport Road - McNeese Street (Tank Farm Road - Petro Point)	6/4/2004	55	45
195-04-0023	C	866,311	955,926	7	Ryan Street Computerized Signals	5/28/2004	240	272
196-03-0031	C	817,697	773,228	7	Lacassine Bayou Bridge - Jct. La. 99	11/19/2003	70	42
197-02-0021	C	466,986	396,536	7	U.S. 90 - Jeff Davis Parish Line	5/7/2004	45	55
197-03-0015	C	396,704	398,959	7	Calcasieu Parish Line - La. 101	5/7/2004	45	55
198-03-0021	C	1,186,763	1,166,575	7	Jct. I-10 - Jct. LA 102 (OI)	7/24/2000	64	64
202-01-0015	C	129,952	129,207	3	Jct LA 1161 - Jct LA 29 (cm)	11/21/2002	45	18
203-03-0015	C	32,835	34,747	3	Jct LA 1171 - Homer Road(cm)	11/21/2002	45	18
205-01-0012	C	2,564,837	2,849,085	3	Jct LA 10 -Avoyelles Parish Line	11/7/2002	180	84
205-02-0013	C	843,430	947,515	3	Jct.LA10-Avoyelles Parish Line	11/7/2002	180	84
206-01-0011	C	4,446,740	4,645,871	3	Jct LA 10 to Jct LA 13	3/7/2001	145	135
211-01-0012	C	1,671,389	1,647,800	3	Jct LA 13 to Jct Local Road	6/26/2000	95	94
211-03-0006	C	1,249,190	1,358,298	3	N Jct. LA 98 - W. Jct LA 368	2/26/2004	72	71
211-04-0009	C	297,012	287,281	3	1 Mile South St. Landry Parish Line - P/L-Jct. LA 91	8/19/1999	45	44
211-04-0011	C	490,110	474,879	3	W. Jct. LA 368 - E. Jct. LA 368	5/23/2003	70	68

211-05-0010	C	158,431	160,815	3	Acadia Parish Line - Jct LA 91	8/19/1999	45	44
212-02-0004	C	793,000	745,649	3	Gueydan Junction LA 14 - Acadia Parish Line	10/6/1999	75	73
213-02-0006	C	489,247	399,469	3	Jct LA 705 to Jct LA 700 at Indian Bayou	5/24/2000	45	37
213-04-0006	C	822,837	738,706	3	South Junction of US 167 - Lafayette Parish Line	7/29/2002	47	44
213-06-0006	C	834,441	782,739	3	S Jct LA 89 - Jct US 90	5/8/2001	45	43
213-07-0012	C	91,706	81,192	3	Jct US 90 - Jct LA 182 (cm)	2/17/2003	45	42
216-03-0028	C	1,189,271	1,069,494	3	S. Jct. LA 92 - Jct. LA 182	8/19/1999	65	60
216-03-0031	C	39,823	39,773	3	Jct. LA 89 - E. Verot School Road	11/21/2002	45	23
218-01-0017	C	249,850		3	Intersection Improvements on LA 342 at Jct. LA 93 (cm)	9/19/2003		
219-01-0026	C	1,968,799	1,804,419	61	LA 1 - Local Road	7/31/2002	85	85
219-02-0019	C	68,958	67,577	61	LA 386 - I-10 (cm)	1/19/2001	45	42
219-03-0014	C	1,112,375	1,133,446	61	Rosedale - Maringouin	7/17/2003	65	65
219-04-0015	C	382,219	371,365	61	LA 77 Curve Improvement	5/29/2003	45	44
221-01-0015	C	1,141,409	1,086,957	3	I-49 - LA Highway 760-2	10/26/1999	125	117
222-03-0009	C	1,549,750	1,567,690	61	LA 973 - LA 418	7/25/2000	75	64
222-04-0016	C	105,999		61	LA 1 to LA 15	8/19/1999		
222-04-0017	C	53,596	56,681	61	Maintenance Overlay at the Intersection of LA 15	12/15/1999	45	8
223-03-0027	C	97,207	92,566	61	LA 1 0.2 Miles West of LA 15 (cm)	1/19/2001	45	42
223-03-0028	C	51,029	47,841	61	Maintenance Overlay at the Intersection of LA 15	12/15/1999	45	8
224-02-0026	C	469,120	499,144	61	LA 415 - LA 1	10/4/2000	45	44
224-02-0029	C	1,983,689	1,991,900	61	LA 981-LA 413	9/18/2003	110	110
225-01-0014	C	242,704	227,501	61	LA 987-3 (N) - LA 986	3/23/2000	55	54
225-01-0015	C	53,527	50,933	61	LA 986 - LA 620 (cm)	1/19/2001	45	42
226-01-0015	C	61,556	59,904	61	LA 620 - LA 985 (cm)	1/19/2001	45	42
227-04-0016	C	61,515	60,319	61	LA 416 - S. Jct. LA 414	5/1/2001	45	18
228-07-0014	C	659,989	633,088	61	LA 415 - LA 1	3/23/2000	55	54
229-01-0009	C	45,468		61	Local Road to LA 1	8/19/1999		
229-03-0009	C	1,691,361	1,760,347	61	LA 76 -Point Coupee Line	6/18/2001	80	54
230-01-0015	C	1,627,762	1,555,757	61	LA 1 Southbound - LA 3066 Spur	11/15/1999	105	103
230-03-0019	C	424,629	434,057	61	Const. Br. Tenders House @ Bayou Pigeon Bridge	10/25/1999	120	120
230-03-0022	C	1,324,053	1,349,254	61	LA 75 Rehabilitation (Pavement and Shoulders)	10/17/2003	75	74
230-03-0024	C	671,994	827,357	61	LA 75 Spur - LA 404	4/17/2001	50	50
231-02-0005	C	1,380,194	1,354,438	61	Ascension Parish Line - Jct LA 1	10/2/2000	65	65

<u>232-30-0004</u>	C	2,016,072	1,927,553	61	LA 1 - Laa3089	11/19/2003	85	85
<u>232-31-0008</u>	C	359,046	374,025	61	Assumption Line - LA 3089	11/19/2003	85	85
<u>233-01-0005</u>	C	107,395	103,694	61	LA 1 - End of Control (cm)	7/14/2000	45	22
<u>241-02-0040</u>	C	2,607,145	2,660,349	3	Charenton Canal Bridge	1/30/2001	384	396
<u>241-02-0042</u>	C	248,981	228,772	3	Curve Relocation in St. Mary Parish	8/29/2002	45	44
<u>244-01-0033</u>	C	211,070	178,460	2	LA 3052 - LA 24	6/12/2003	85	72
<u>244-02-0002</u>	C	41,431	36,001	2	Terrebonne Line - Terrebonne Line	6/12/2003	85	72
<u>244-03-0004</u>	C	1,016,672	965,453	2	LA 3052 - LA 24	6/12/2003	85	72
<u>245-90-0051</u>	C	3,381,827	3,412,290	2	Bayou Dularge Pier Protection System	8/30/2001	135	229
<u>246-01-0052</u>	C	3,127,784	2,905,467	2	Grand Caillou School to LA 3011	1/11/2000	145	137
<u>247-01-0010</u>	C	1,830,566	2,072,328	2	Cocodrie - Boudreaux Canal	5/18/2004	131	116
<u>247-02-0026</u>	C	1,141,665	1,761,597	2	Cocodrie - Boudreaux Canal	5/18/2004	131	116
<u>248-02-0036</u>	C	586,189	610,781	2	1.0 Mile South of Point Barre - LA 24	7/27/2000	110	85
<u>248-02-0037</u>	C	618,278	723,911	2	Beginning of Control - North	8/1/2001	60	53
<u>248-03-0010</u>	C	1,369,933	1,442,448	2	1.0 Mile South of Point Barre - LA 24	7/27/2000	110	85
<u>249-01-0046</u>	C	66,403	83,519	2	Left Turn Lane to LA 3134	10/6/1999	45	9
<u>250-01-0038</u>	C	10,786	9,044	61	Groom Road Improvements (LA 964 to LA 19)	2/3/2004	45	45
<u>250-03-0012</u>	C	262,407		61	LA 412 - LA 956	8/19/1999		
<u>253-02-0020</u>	C	17,446	16,467	61	Fred to Indian Mound	8/3/2001	160	105
<u>253-03-0008</u>	C	1,013,297	1,027,033	61	Fred to Indian Mound	8/3/2001	160	105
<u>253-04-0011</u>	C	1,950,634	2,034,264	61	Fred to Indian Mound	8/3/2001	160	105
<u>254-02-0035</u>	C	2,374,969	2,285,417	61	Greenwell Springs Road at Magnolia Bridge Road	5/10/2000	130	114
<u>254-03-0020</u>	C	1,321,616	1,450,774	61	LA 64 - North 7.75 Miles	5/17/2001	105	85
<u>254-05-0026</u>	C	398,807	449,647	62	East Feliciana Line - Jct. La. 448	3/11/2003	60	56
<u>255-01-0012</u>	C	1,722,545	3,086,031	61	Harding Blvd. at Southern University	1/6/2004	215	191
<u>255-02-0035</u>	C	662,762	730,073	61	Hooper Road at Blackwater Road	6/8/2004	50	50
<u>255-30-0009</u>	C	710,645	724,640	61	Greenwell Springs Road at Magnolia Bridge Road	5/10/2000	130	114
<u>256-01-0043</u>	C	831,854	707,398	62	Jct. I-55 - Jct. L.A.628	5/14/2003	60	36
<u>256-02-0024</u>	C	2,084,287	2,159,248	62	Jct. La. 53 - St. James Parish Line	7/13/2000	106	104
<u>256-07-0012</u>	C	1,339,734	1,299,634	61	LA 44 to LA 22	9/13/1999	55	49

256-12-0001	C	1,310,831	1,489,169	62	Grade Raising US 51 & Ramps Within I-55 & I-10 Interchanges	6/8/2004	95	89
256-30-0014	C	393,860	448,869	62	Jct. La.44 - Jct. U.S.61	8/17/2001	63	54
257-02-0013	C	586,429	645,676	61	LA 75 - LA 327S	12/21/1999	65	58
257-03-0020	C	531,150	526,081	61	LA 75 -LA 327S	12/21/1999	65	58
258-01-0026	C	3,611,288	3,683,427	61	Intersection Improvements (LA 42, LA 948, US 61)	2/6/2002	209	224
259-01-0009	C	202,065		61	LA 37 West to LA 67	8/19/1999		
260-01-0016	C	1,140,758	1,187,315	61	Junction LA 42/LA 44 Intersection	1/18/2000	75	88
260-01-0019	C	2,271,509	2,266,439	61	LA 73 - Livigston Parish Line (End of Control)	7/13/2001	110	106
260-01-0021	C	320,875	538,964	61	Turnlanes at LA 42 on LA 73 & US 61	10/24/2003	87	85
260-03-0010	C	3,731,153	3,637,873	62	LA 16-LA 1039, River-Br.-LA 16	3/23/2000	175	175
260-05-0020	C	8,886,028	8,741,921	62	Tickfaw River Bridge and Apprs	6/16/2000	425	494
260-06-0008	C	123,041	131,102	62	Right Turn Lane at US 190	8/25/2000	45	36
260-06-0011	C	548,781	437,877	62	Jct.I-12-Jct.Us190	6/8/2004	45	39
262-02-0026	C	931,323	1,069,240	62	LA 3282 - End of 4-Lane Section	12/13/2002	60	60
262-04-0005	C	10,598,601	11,448,859	62	Weiss - Pine Grove Hwy.	11/19/1999	318	329
262-30-0006	C	788,527	730,156	62	LA 16 - LA 37	9/5/2001	45	40
263-01-0012	C	2,499,996	2,539,257	62	Jct. LA 10 - Jct. LA 43	4/19/2004	153	149
263-03-0011	C	48,973	52,244	62	I-55 - US 51 (Joint Reseal)	6/24/2002	75	64
263-03-0012	C	693,720	697,766	62	St. Helena Line - Upass - I-55	2/22/2002	55	53
263-04-0020	C	3,408	5,345	62	US 51 - Icgrr (Joint Reseal)	6/24/2002	75	64
263-07-0007	C	1,693,941	1,622,306	62	Jct. LA 25 - Jct. LA 430	5/12/2004	95	91
264-01-0009	C	858,972	836,394	61	LA 75- Ascension Parish Line	1/16/2002	45	42
264-04-0014	C	1,412,772	1,398,219	61	LA 44 - LA 22	5/10/2000	75	75
265-02-0013	C	1,766,804	1,730,859	61	US 61 - LA 42	3/2/2000	105	102
266-01-0029	C	65,851		61	LA 75 to LA 44	8/19/1999		
266-03-0008	C	363,616	366,795	62	LA 16-LA 1039, River-Br.-LA 16	3/23/2000	175	175
267-02-0021	C	103,112	99,332	61	Intersection Improvement - LA 935 South Jct. (cm)	2/25/2004	45	24
268-01-0012	C	3,992,412	4,505,718	62	I-12 - Dumplin Creek	2/19/2001	262	302
268-01-0014	C	2,714,435	2,675,369	62	Jct. La. 16 - Jct. I-12	7/27/2000	90	81
268-02-0014	C	1,530,405	1,519,731	62	I-12 - Dumplin Creek	2/19/2001	262	302
270-01-0009	C	988,067	985,089	62	Jct. I-12 - Jct. U.S. 190	1/28/2000	60	55
271-02-0009	C	1,216,951	1,291,716	62	Livingston Parish Line - Jct. La. 16	4/25/2001	80	89
271-03-0006	C	1,368,914	1,430,405	62	E. Jct. La.16 - Jct. La.37	11/21/2002	70	70

272-04-0009	C	571,999	571,025	62	Jct. La. 1023 - Jct. La. 16	9/13/2001	45	28
276-05-0015	C	313,111	287,276	62	LA 440 at LA 450 (West) Intersection	8/22/2000	45	36
277-03-0013	C	1,563,350	1,576,193	62	Tangipahoa Parish Line- Jct.La.440	3/26/2002	80	79
277-03-0014	C	71,733		62	Tangi. Ph. Line - Jct. La.440	8/24/2000	45	16
278-06-0010	C	812,512	768,144	62	La. 440 - La. 1054	11/7/2001	75	74
279-04-0021	C	1,562,845	1,571,157	62	Jct. La. 1072 - Jct. La. 439	4/3/2000	75	75
280-01-0009	C	761,458	700,599	62	Jct LA 21 - Jct LA 59 & NE Front Rd at US 190 & I-12	9/30/1999	45	48
281-03-0015	C	122,581	105,750	62	Controlled Lt. Turn Lane on La. 59 @ Harrison Ave. (cm)	7/25/2000	45	29
282-01-0018	C	50,404	51,271	2	Left Turn Lane at Williams Blvd.	3/2/2001	45	27
282-02-0044	C	1,766,353	1,695,231	2	Jeff. Parish Line - Ormond Blvd.	9/17/2003	105	99
283-08-0104	C	5,033,284	5,491,309	2	Greater New Orleans Mississippi River Bridge and Approaches	7/11/2001	250	229
283-08-0106	C	3,093,607	3,535,650	2	Brooklyn Street - Jefferson Parish Line (Area 1A)	2/22/2001	180	171
283-08-0125	C	794,511		2	Reversible Configuration Transit Lanes, Hov-2	2/8/2000	111	
283-09-0101	C	3,565,319	4,456,661	2	Greater No Miss River Bridge & Approaches Beautification &	2/1/2001	229	218
283-09-0102	C	2,357,615	2,695,302	2	Greater No Miss River Bridge & Approaches Beautification &	2/1/2001	220	214
283-09-0110	C	549,333	646,209	2	Landscaping of W.B.Expressway Between Westwood Dr. & U.S.90	1/4/2001	45	34
283-09-0113	C	634,754	672,591	2	Bayou Signette State Park - Ames Avenue (Lighting)	2/22/2001	140	126
284-02-0031	C	280,557	203,613	2	Yscloskey-South	4/13/2000	100	57
284-02-0033	C	1,337,032	1,303,903	2	Reggio-Shell Beach	4/16/2004	45	40
284-30-0022	C	1,985,390	2,091,355	2	Reggio - Delacroix	10/27/2000	70	58
289-03-0003	C	467,698	578,526	4	Junction LA 2 - Junction LA 2 Alt. (South Section)	9/14/2000	55	44
290-01-0017	C	881,392	961,831	4	Junction LA 2 - Junction LA 2 Alt (North Section)	6/16/2000	45	45
290-01-0018	C	460,148	478,432	4	Junction LA 2 - 6.7 Miles North	9/14/2000	55	44

293-01-0010	C	2,761,002	2,804,143	4	Black Lake Bayou & Relief Bridges	6/8/2000	400	221
293-03-0008	C	895,463	915,374	4	Bienville Parish Line - Junction LA 531	5/24/2004	45	28
294-04-0012	C	827,527	724,367	4	Junction LA 792 to Junction LA 154	11/29/1999	45	18
294-05-0009	C	1,211,473	1,237,516	4	Junction LA 154 - Junction LA 517	7/23/2002	90	36
298-02-0027	C	1,678,572	1,553,923	4	Junction LA 5 - Junction US 171	10/10/2001	100	100
300-04-0014	C	2,837,861	2,914,216	4	Oxford-Northwest	9/25/2003	190	189
305-02-0017	C	858,533	819,843	8	La. 3163 - Red River Parish Line	8/11/2000	90	70
308-02-0019	C	619,768	524,799	4	Junction LA 508 to Lincoln Parish Line (South Section)	10/27/2000	45	38
308-02-0020	C	879,731	929,047	4	Junction LA 508 - Lincoln Parish Line (North Section)	7/2/2001	45	43
315-02-0039	C	653,788	661,471	5	Bayou D'Arbonne to Union Parish Line (Mo)	10/30/2001	60	55
316-06-0008	C	2,203,260	2,284,242	5	LA 544 - LA 151	3/22/2001	110	58
320-01-0013	C	1,191,230	1,175,843	5	US 167 Bypass - LA 505	7/16/2002	75	74
325-01-0023	C	74,581	75,153	5	5.62 mi South of Jct LA 2 - Jct LA 2	8/1/2000	45	35
326-02-0012	C	68,651	67,985	5	Jct US 80 to Jct LA 139	8/1/2000	45	34
329-02-0010	C	40,954	43,078	5	Jct US 425 to Jct LA 591	8/1/2000	45	35
329-03-0012	C	88,012	87,342	5	B m Hunt Road to Jct US 165	8/1/2000	45	35
330-01-0015	C	95,437	94,662	5	Jct. LA 593 - Upac Spur Track	8/1/2000	45	35
332-01-0012	C	959,158	1,060,564	5	LA 2 - LA 587	9/9/2002	60	35
332-03-0009	C	1,498,770	1,603,623	5	5 Mi. West of Kilbourne- LA17	5/13/2003	70	69
332-04-0005	C	272,609	266,991	5	Bayou Macon Bridge	8/14/2001	170	185
332-05-0008	C	1,617,835	1,669,818	5	Bayou Macon Bridge	8/14/2001	170	185
333-02-0011	C	374,796	524,629	5	Mill Bayou Bridge -LA 134	5/29/2003	160	140
333-03-0012	C	1,179,183	1,108,734	5	Mill Bayou Bridge - P/L - LA 134	5/29/2003	160	140
338-01-0011	C	929,796	938,303	5	Tensas Bayou Bridge	9/14/2000	150	130
338-01-0013	C	655,552	679,728	5	LA 881 - US 65	5/6/2002	45	34
340-01-0004	C	49,768	48,789	5	Jct. La. 137 - Jct. Parish Rd.	8/1/2000	45	34
344-01-0018	C	1,496,544	1,619,280	58	Jct. LA 15 - Jct. LA 17	6/27/2002	117	124
345-03-0022	C	194,985	215,560	58	LA 843 - Grayson	5/19/2004	552	530
345-04-0012	C	524,980	568,646	58	LA 843 - Grayson	5/19/2004	552	530
346-02-0017	C	1,093,762	1,028,827	58	Catahoula Parish Line (Middle Section)-Jct LA 4	10/25/1999	90	45
346-02-0018	C	827,705	857,901	58	Catahoula Parish Line - Jct. LA 4 (North Section)	11/7/2001	50	50

348-03-0007	C	503,767	485,277	58	Begin Maintenance - Jct. LA 577	1/14/2000	45	35
349-01-0006	C	721,379	715,420	58	Jct. Local Road - Jct LA 128	10/26/1999	45	42
353-01-0004	C	1,114,603	1,059,302	58	Jct. LA 503 - Catahoula Parish Line	5/20/2003	85	52
353-02-0018	C	349,979	334,254	58	Lasalle Parish Line - Jct. LA 459	5/20/2003	85	52
353-03-0020	C	1,181,927	1,313,457	58	Jct. LA 8 - Jct. LA 124 (East Section)	7/2/2001	77	76
354-01-0006	C	97,109	155,512	58	Jct. LA 8 - End Maint. (East Section)	9/24/1999	45	18
354-02-0014	C	1,386,526	1,373,730	58	Jct. LA 567 - Jct. LA 15	6/6/2002	95	56
361-03-0011	C	113,000	117,990	8	LA 34 Pipe Replacement (cm)	10/9/2003	45	19
367-01-0015	C	2,210,795	2,884,228	8	Deville - Holloway	7/16/2003	150	148
368-02-0005	C	569,180	568,867	8	Valentine Lake Road (Fs-279) - 6.00 Miles East	8/20/1999	60	39
368-03-0029	C	624,992	599,008	8	Valentine Lake Road (Fs-279) - 6.00 Miles East	8/20/1999	60	39
371-01-0012	C	536,661	536,329	7	LA 1153 Bridges	3/17/2004	85	84
374-03-0019	C	145,977	139,348	8	LA 451 Three Course Surface Treatment (cm)	7/28/2003	55	22
375-01-0004	C	1,995,240	1,985,740	3	Jct US 71 to S Jct LA 107	2/21/2000	95	95
377-02-0008	C	2,889,359	2,806,846	7	Jct LA 389 - Jct LA 27	3/26/2002	170	148
378-03-0006	C	2,308,987	2,285,512	7	Whisky Chitto Creek Bridge	8/27/1999	290	305
380-02-0008	C	942,315	936,853	3	Evangeline Parish Line - Jct LA 103	6/27/2001	55	55
380-03-0011	C	777,657	759,034	3	Bayou Carron Bridge	5/28/2004	150	130
382-04-0044	C	777,777	775,284	7	Black Bayou Pontoon Fender System Replacement	6/7/2004	60	59
382-05-0024	C	785,680	747,740	7	Lisle Peters Rd.- Jefferson Dr.	5/30/2003	47	51
382-05-0025	C	89,900	91,900	7	Country Club Road @ Nelson Road	2/9/2004	45	6
383-01-0010	C	2,038,294	2,065,839	7	Jct US 171 to Jct Red Marceaux Rd.	5/24/2000	105	105
384-02-0040	C	2,154,346	2,093,863	7	Begin Section 2 - End Section 3	6/1/2004	60	32
391-02-0006	C	524,142	477,554	3	Vermillion River Bridge to Jct LA 354	3/3/2000	45	40
392-01-0021	C	336,030	306,150	3	Curve Relocation in Acadia Parish	2/3/2003	50	54
395-01-0008	C	962,113	814,069	3	LA 699 to LA 705	3/28/2001	55	51
396-03-0007	C	886,998	894,686	3	Coulee Baton Bridge and Bill Canal Bridge	5/6/2002	135	122
397-04-0004	C	1,106,185	1,049,785	3	Jct. LA 14 to Iberia Parish Line	7/19/1999	50	49

398-01-0007	C	2,124,603	2,122,358	3	Jct. LA 14 Bypass - Jct. LA 339	7/19/1999	85	85
400-04-0011	C	2,039,141	1,910,799	3	Jct. LA 96 to Jct. LA 350	7/19/1999	65	64
404-02-0012	C	5,944,263	6,008,438	3	State Route in Breaux Bridge	5/28/2004	383	398
405-01-0029	C	85,995	83,742	61	LA 404 - LA 1	7/25/2000	45	30
407-03-0019	C	1,653,316	1,469,606	2	Rita - Jct. 3199	6/6/2000	100	101
407-03-0021	C	21,562	15,001	2	Bayou Lafourche Bridge & App.(Clotilda)(Clearing & Grubbing)	11/29/1999	45	40
407-05-0014	C	1,039,664	1,280,133	2	Jackson Street- Approximately 3.9 Miles North	2/1/2000	85	79
407-05-0015	C	341,225	367,292	2	LA 308 Curve Realignment	10/31/2003	60	56
407-08-0013	C	73,180		61	LA 70 to Ascension Parish Line	8/19/1999		
407-08-0014	C	65,815	66,431	61	LA 70-Ascension Parish Line (cm)	7/14/2000	45	22
407-90-0007	C	320,083	310,005	2	LA 657 - South End Intracoastal Waterway Bridge	6/6/2000	45	49
407-90-0010	C	3,467,698	3,568,929	2	Cutoff-Rita	4/28/2003	198	125
408-31-0008	C	31,678	29,056	3	Sterling Bridge (0.00) - LA 87 (0.72)	12/3/2003	30	8
410-01-0028	C	313,431	356,281	2	Greater New Orleans Mississippi River Bridge and Approaches	1/19/2001	120	110
410-01-0030	C	894,728	791,554	2	General Degaulle Boulevard-LA 23	11/12/2003	75	75
410-02-0016	C	1,132,763	987,675	2	Orleans Line - LA 23	11/12/2003	75	75
412-03-0010	C	1,198,034	1,203,113	2	US 90 - LA 3052	7/19/2000	100	94
414-01-0035	C	144,319	160,916	61	Intersection Improvement at LA 327 Spur (cm)	4/17/2001	50	47
414-02-0006	C	140,033	127,783	61	Intersection Improvements @ Bayou Paul Road	4/17/2001	50	47
414-03-0023	C	3,117,637	3,494,727	61	Basf Wyndott - LA 44	12/14/2001	127	130
415-02-0013	C	322,580	302,136	62	East End I-55 Overpass- Jct.U.S.51	3/11/2003	60	58
415-03-0018	C	364,166	365,843	62	LA 40 Realignment at Hayden Curve	10/6/1999	45	45
415-03-0021	C	47,419	44,564	62	Jct. U.S. 51 - Beginning LA 40 Chipseal	3/11/2003	60	58
417-02-0031	C	790,580	809,161	8	1.53 M. E. Vernon Parish Line - Jct. LA 121	2/19/2001	55	50
420-01-0035	C	2,998,438	3,138,622	4	Red River Br. Shreveport-Barksdale Hwy. (East Bound Bridge)	2/10/2003	209	203
424-02-0069	C	10,401,671	11,142,579	3	Evangeline Thruway (Upr - I-10)	8/28/2003	403	414

<u>424-02-0072</u>	C	9,878,000	10,481,103	3	Vermillion River Bridge - Billeaud Overpass	12/12/2000	307	184
<u>424-02-0083</u>	C	1,149,517	1,015,662	3	Railroad Crossing - Vermillion River Bridge (cm)	2/25/2004	75	56
<u>424-04-0017</u>	C	14,089,119	15,075,480	3	South Lewis Street Interchange	1/16/2001	450	450
<u>424-04-0026</u>	C	10,471,163	10,191,975	3	US 90 Interchange @ LA 668	7/21/2003	420	374
<u>424-04-0027</u>	C	10,645,429	10,250,422	3	US 90 Interchange @ John Darnell Road	1/13/2003	565	467
<u>424-05-0093</u>	C	1,414,683	1,419,463	3	Bayou Boeuf Bridge Extension (Time Project)	9/30/1999	712	718
<u>424-05-0097</u>	C	11,098,431	11,082,586	3	US 90 Intechange @ LA 3211	9/13/2001	400	374
<u>424-06-0006</u>	C	34,898,011	35,517,602	61	Bayou Boeuf Bridge Extension (Time Project)	9/30/1999	712	718
<u>424-07-0023</u>	C	803,675	869,984	2	LA 20 - (Gibson) - LA 182	8/11/2000	180	175
<u>424-08-0022</u>	C	475,959	537,359	2	LA 20 (Gibson) - LA 182	8/11/2000	180	175
<u>424-08-0026</u>	C	539,265	548,717	2	US 90 (Lm 7.36 - Lm 11.83 Novachip) (cm)	3/7/2002	45	32
<u>424-08-0027</u>	C	165,042	213,761	2	Turn Lane / Crossover to LA 308	3/20/2002	60	17
<u>426-01-0018</u>	C	1,559,834	1,603,616	61	LA 3089 @ Bayou Lafourche Crossing	8/2/2001	70	70
<u>426-01-0022</u>	C	1,373,092	1,418,072	61	LA 3089 -W.End Sunshine Bridge	7/11/2002	78	76
<u>426-02-0054</u>	C	76,338	152,000	61	Asc. Line - W. End Sunshine Bridge	7/11/2002	78	76
<u>427-01-0024</u>	C	477,772	473,272	4	LA 3132 Street Lighting (Phase II)	10/16/2002	120	114
<u>432-01-0016</u>	C	1,629,833	1,708,271	8	Jct LA 473 - 6.00 Miles North	2/8/2000	75	73
<u>432-01-0018</u>	C	1,921,807	1,977,553	8	Cypress Bend Parkway - Jct LA 1215	7/24/2000	135	132
<u>432-01-0019</u>	C	2,047,409	1,962,329	8	Jct. LA 1215 - Jct. LA 482 East	5/6/2002	120	119
<u>432-01-0020</u>	C	1,529,430	1,441,955	8	6 Mi. N. Jct. LA 473 - Jct. LA 476	8/8/2003	65	72
<u>450-03-0037</u>	C	18,315,113	19,906,446	7	Calcsieu Parish Line- Jct.LA 99	6/6/2002	288	175
<u>450-03-0054</u>	C	362,145	365,409	7	I-10 South Service Road (LA 26 - LA 102) (OI)	1/3/2002	50	45
<u>450-03-0055</u>	C	825,248	807,042	7	I-10 South Service Road (LA 3258 - LA 101)	6/6/2002	288	175
<u>450-03-0056</u>	C	989,597	668,924	7	I-10 North Service Road (LA 3258 - LA 101)	6/6/2002	288	175
<u>450-03-0057</u>	C	336,333	340,431	7	Overlay I-10 North Service Road(Calcasieu Par. Ln.- US 165)	6/6/2002	288	175

450-03-0060	C	1,396,145	1,050,254	7	I-10 South Service Road (LA 101 - Parish Road) (OI)	6/6/2002	288	175
450-03-0061	C	731,425	717,033	7	I-10 North Service Road (LA 26 - LA 97) (OI)	1/3/2002	50	45
450-03-0062	C	831,221	816,392	7	I-10 North Service Road (LA 99 -Hoke Rd.)	4/14/2004	45	52
450-03-0064	C	20,444,143	21,003,438	7	Jct. LA 99 - Acadia Parish Line	6/7/2004	179	157
450-04-0065	C	17,779,908	17,731,000	3	Interstate 10 Rehabilitation	10/9/2001	326	329
450-05-0034	C	18,900,905	18,093,952	3	Louisiana Avenue Interchange (Lafayette)	9/22/2003	480	522
450-05-0046	C	14,976,633	23,895,090	3	Acadia Parish Line to I-49	9/1/2000	633	479
450-06-0034	C	157,702	158,843	3	I-10/LA 347 Interchange Lighting (Henderson)	3/3/2000	90	80
450-08-0024	C	1,000,530	1,213,014	61	I-10/LA 1 Interchange (Roadway Lighting)	5/30/2001	147	138
450-08-0045	C	594,268	596,881	61	I-10 Service Roads	5/1/2001	45	45
450-10-0099	C	27,863,337	34,503,338	61	Acadian Thruway-Junction I-12	4/8/2002	1,287	889
450-10-0102	C	1,542,064	1,679,947	61	I-10 at Seigen Lane Embankment	5/21/2001	142	142
450-10-0113	C	6,900,474	6,924,020	61	I-10(Baton Rouge)Acadian Thruway - I-12	1/27/2004	400	326
450-10-0118	C	588,475	617,992	61	Highland Road Exit Ramp Improvements	8/30/2000	52	52
450-10-0120	C	220,318	169,607	61	I-10 at Highland Road Ramp Modifiacton	8/2/2002	49	67
450-10-0122	C	335,769	347,237	61	Jct. I-110 - Acadian Thurway	10/30/2002	60	33
450-10-0123	C	1,575,872	1,801,074	61	I-10 Off-Ramp @ College Drive Exit	1/6/2004	90	74
450-10-0131	C	716,272	758,309	61	I-10 On-Ramp @ College Drive Entrance	1/6/2004	90	74
450-11-0041	C	5,717,147	6,007,059	61	Jct. LA 22 - Blind River	10/11/1999	167	75
450-12-0022	C	2,146,953	2,174,679	61	LA 22 - Blind River	10/11/1999	167	75
450-13-0023	C	7,063,455	7,785,606	62	Reserve Relief Canal - US 51	12/20/2001	95	60
450-13-0040	C	385,208	338,084	62	Grade Raising US 51 & Ramps Within I-55 & I-10 Interchanges	6/8/2004	95	89
450-15-0085	C	22,859,219	24,439,060	2	I-10 Williams Boulevard Interchange (Ramp Modifications)	8/25/2003	1,025	732
450-15-0092	C	7,310,510	8,712,429	2	I-10 - I-610 West (Interchange)	8/1/2001	1,133	912
450-15-0096	C	408,733	350,289	2	South i-10 Service Road- North I-10 Service Road	10/6/1999	50	50

450-15-0097	C	478,049	366,013	2	South I-10 Service Road- North I-10 Service Road	10/6/1999	50	50
450-15-0104	C	1,099,942	1,027,527	2	Duncan Canal- Orleans Line	9/11/2000	60	59
450-15-0109	C	947,803	920,816	2	South Service Rd. (Green Acres Ave - Orleans Line)	8/28/2002	50	45
450-15-0112	C	94,642	158,964	2	Leveling of Approach Slab Near Jefferson/St. Charles Line	7/11/2001	45	44
450-15-0121	C	92,326	87,710	2	Loyola Interchange- Williams Blvd. Interchange (Enhancement)	12/19/2003	45	32
450-17-0018	C	3,499,194	3,668,513	2	Lake Pontchartrain Bridge Rehabilitation	10/8/2002	120	118
450-18-0070	C	2,356,008	2,720,857	62	West Pearl River Bridge Repairs	2/4/2003	151	151
450-18-0091	C	628,473	537,893	62	Various Service Roads Along I-10	3/1/2004	115	38
450-34-0060	C	6,380,539	8,089,309	2	I-10 and I-610 West (Interchange)	8/1/2001	1,133	912
450-34-0067	C	40,111	33,586	2	Security Wall Landscaping	11/28/2001	60	57
450-34-0073	C	308,562	511,037	2	Leveling Approach Slabs	10/7/2003	45	44
450-36-0026	C	97,904	154,863	2	Leveling Approach Slabs	7/11/2001	45	44
450-36-0030	C	262,546	289,127	2	Raising of Entrance/Exit Ramps at US 61	4/16/2004	45	37
450-37-0018	C	1,292,681	1,302,994	2	Mississippi River Bridge Deck Repair (Luling)	1/25/2000	120	63
450-38-0017	C	83,872	92,512	2	Leveling Approach Slabs Along I-310	7/11/2001	45	44
450-43-0076	C	128,482	112,054	2	Leveling Approach Slabs	10/7/2003	45	44
450-90-0083	C	13,282,654	15,282,780	2	I-10 - I-610 West (Interchange)	8/1/2001	1,133	912
450-90-0112	C	1,897,756	2,021,164	2	Howard Avenue Improvements	6/18/2002	160	150
450-90-0128	C	1,274,670	1,148,860	2	N. Service Road (Morrison Paris)	10/11/1999	70	65
450-90-0129	C	1,204,829	1,081,193	2	S. Service Road (Morrison Paris)	10/11/1999	70	61
450-90-0133	C	1,784,158	2,341,482	2	I-10 Interchange Improvements	5/25/2004	75	106
450-90-0140	C	1,274,187	1,292,290	2	Bullard Interchange Improvements	2/22/2001	75	71
450-90-0144	C	1,121,565	1,068,930	2	Claiborne Ave. (Tulane Ave. - St. Bernard Ave.)	7/19/2002	50	46
450-90-0150	C	249,858	263,188	2	I-10 Service Road Improvement at Morrison Road	3/22/2004	45	45
450-90-0152	C	316,775	381,395	2	Emergency Crossover in N.O. East	8/1/2001	43	38

450-90-0160	C	1,394,055	1,282,081	2	Carrollton - Superdome	12/16/2002	15	23
450-90-0164	C	380,511	331,369	2	Leveling Approach Slabs	10/7/2003	45	44
450-90-0165	C	73,426	73,950	2	I-10 Service Rd. (Morrison - Dwyer) Minor Overlay (cm)	11/19/2002	45	12
450-90-0166	C	79,750	94,416	2	Median Tree Removal (Read Blvd. - I-510)	2/11/2003	45	25
450-91-0076	C	14,452,180	17,139,395	7	Toomey Pit Scales- Coone Gully	6/17/2003	283	282
450-91-0077	C	27,832,112	33,223,560	7	Calcasieu River Bridge - Kayouchee Coulee	12/11/2000	1,162	850
450-91-0110	C	172,755	162,589	7	Service Road (Toomey Scales - Junction LA 3112)	11/29/2000	90	77
450-91-0111	C	263,151	241,575	7	Service Road (West End of Control - Junction US 90)	11/29/2000	90	77
450-91-0118	C	2,310,049	2,371,539	7	Texas State Line - Toomey Scales	10/26/1999	100	78
451-01-0083	C	17,316,034	18,654,024	4	Texas State Line - Pines Road	11/29/1999	440	426
451-01-0100	C	10,914,258	12,877,110	4	Christian Street - Westerfield Overpass	2/7/2001	435	327
451-02-0065	C	10,294,975	10,228,283	4	Christian Street - Westerfield Overpass	2/7/2001	435	327
451-02-0070	C	75,285	72,022	4	I-20 Frontage Road	2/7/2000	60	25
451-02-0071	C	118,347	120,818	4	I-20 Frontage Road	2/7/2000	60	25
451-02-0076	C	95,600	93,090	4	Removal of Rest Areas @ Fillmore	6/18/2001	45	40
451-03-0053	C	711,141	713,786	4	McIntire - Dixie Inn Pavement Patching	8/24/2000	60	49
451-03-0055	C	3,916,310	4,072,823	4	I-20/US 371/LA159 Interchange	8/8/2002	191	187
451-03-0057	C	275,137	309,735	4	I-20 Overlay	12/18/2003	10	5
451-04-0043	C	120,000	116,477	4	Ada Rest Area Water Supply	12/20/2001	30	30
451-04-0046	C	34,868		4	West End of LA 532 Interchange to Crow's Creek Relief Bridge	12/18/2003	10	5
451-05-0076	C	918,767	915,393	5	Roadway Lighting(Ruston W. City Limits to E. City Limits)	8/19/1999	90	89
451-05-0094	C	277,580	294,580	5	I-20 N. Ser. Rd. (US 167 - LA 33)	4/1/2003	65	145
451-05-0096	C	815,869	860,511	5	Ruston - Choudrant	1/22/2004	180	137
451-06-0092	C	4,547,403	4,936,197	5	I-20 Rehabilitation (Garrett Road-La594)	9/23/1999	250	198
451-06-0107	C	264,112		5	Britton Rd - Well Rd(cm)	9/7/2000	20	
451-06-0118	C	1,857,715	1,936,307	5	Lincoln P/L - Britton Rd.	1/22/2004	180	137
451-06-0123	C	2,682,325	2,672,909	5	Calypso Street	4/29/2004	200	127
451-07-0050	C	503,484	543,854	5	LA 594 - LA 133	9/23/1999	250	198

451-07-0051	C	497,603	533,876	5	Delhi - Waverly (Overlay)	11/10/2003	136	130
451-07-0057	C	382,636	381,911	5	Bee Bayou Bridge - Cypress Creek Bridge (cm)	4/1/2003	45	28
451-08-0060	C	3,555,254	3,688,555	5	Delhi - Waverly (Overlay)	11/10/2003	136	130
451-08-0061	C	4,509,983	4,562,127	5	Delta Scales -Ms River Bridge	10/21/2003	203	240
451-09-0015	C	11,100,000	11,122,430	5	I-20 Mississippi River Bridge at Vicksburg (Painting)	12/1/2003	1,095	900
451-30-0024	C	359,937	402,215	4	Embankment Slide Repairs	10/11/2000	60	60
451-30-0028	C	94,646	95,991	4	Jct. La.173 - Bossier Parish Line	6/19/2002	90	81
451-30-0032	C	999,168	1,026,756	4	Cross Lake Bridge Drainage Conduit Repair	9/5/2003	60	37
451-31-0023	C	112,751	136,310	4	Embankment Slide Repairs	10/11/2000	60	60
451-31-0026	C	163,974	171,508	4	Caddo Parish Line - Jct. Swan Lake Rd.	6/19/2002	90	81
452-01-0050	C	65,791	100,708	62	Grade Raising US 51 & Ramps Within I-55 & I-10 Interchanges	6/8/2004	95	89
452-90-0122	C	174,810	178,557	62	Interstate Rehabilitation (Cleaning and Sealing Joints)	5/30/2000	135	23
452-90-0124	C	1,668,008	1,610,065	62	Ponchatoula - Hammond (East & West S.R.)	9/26/2001	75	78
452-90-0127	C	181,006	182,415	62	I-55 at US 190 Interchange Lighting	8/11/2003	129	163
452-90-0134	C	924,373	932,438	62	Jct.LA 3234-Mississippi State Line	4/19/2004	170	169
453-01-0046	C	169,469	104,720	62	Ramps on I-59 @ La. 1090, Pearl River Inter. & Old U.S.11	1/3/2000	100	81
453-01-0048	C	1,028,258	1,121,537	62	Interstate Rehabilitation (Patching and Joint Sealing)	6/16/2000	105	48
453-01-0049	C	187,228	0	62	Emergency Crossovers(I- 59&I-12)	8/20/2001	30	30
453-01-0050	C	173,165		62	I-59 Emergency Crossover South of Pearl River	8/2/2001	22	22
454-01-0054	C	41,233,209	48,198,476	61	Jct I-10 - US 61	4/8/2002	1,287	889
454-01-0059	C	1,398,725	1,510,325	61	Embankment Repairs at O'Neal Lane	12/10/1999	95	92
454-01-0063	C	882,812	1,566,264	61	O'Neal Lane - Walker	4/12/2000	231	141
454-01-0064	C	11,902,039	11,390,097	61	I-12(Baton Rouge)I-12 - O'Neai Lane	1/27/2004	400	326
454-01-0066	C	1,712,419	1,587,297	61	North Branch Ward Creek (Channel Improvements)	8/22/2000	100	75

454-01-0067	C	1,951,352	2,594,817	61	US 61 - LA 3245	9/25/2002	117	110
454-02-0026	C	20,755,033	20,164,568	62	Livingston - Tangipahoa Parish Line (Rehabilitation)	6/18/2001	197	188
454-02-0028	C	10,330,022	10,983,340	62	Interstate Rehabilitation (Junction LA 447 - Junction LA 63)	11/7/2001	150	80
454-02-0043	C	9,991,944	10,956,138	62	Oneal Lane - Walker	4/12/2000	231	141
454-02-0045	C	513,346	600,071	62	Range Ave. Interchange Improvements	3/26/2002	106	98
454-02-0051	C	385,465	376,674	62	Interchange Lighting	5/12/2004	55	71
454-03-0028	C	21,026,237	21,571,725	62	Interstate Rehabilitation (Natalbany Br-Jct US 51 Bus)	12/21/1999	757	634
454-03-0058	C	210,833	212,739	62	I-12 at US 51 Interchange Lighting	8/11/2003	129	163
454-04-0052	C	262,772	269,560	62	Jct. U.S. 11 - End of Control (Brown Switch Rd.)	4/25/2001	80	74
454-04-0058	C	354,742	0	62	Emergency Crossover (I-59& I-12)	8/20/2001	30	30
454-04-0059	C	611,886	679,826	62	Airport Road Overpass and Ramp Improvements	11/28/2001	45	45
454-04-0063	C	68,750	56,000	62	Techefuncte Rest Areas Roadway Lighting Upgrade	3/1/2004	45	39
454-04-0066	C	120,274	109,062	62	Fish Hatchery Rd. Overpass at I-12	3/1/2004	115	38
454-04-0067	C	1,863,317	1,785,307	62	Bayou Liberty - Jct. I-10	1/6/2004	48	48
455-02-0061	C	5,746,490	5,763,904	3	0.75 Miles S. Jct LA 10 - Jct La. 106	6/14/2001	145	145
455-03-0016	C	1,783,545	1,541,076	3	0.75 Miles S. Jct LA 10 - Jct LA 106	6/14/2001	145	145
455-04-0016	C	631,032	616,038	8	0.75 Miles S. Jct LA 10 - Jct LA 106	6/14/2001	145	145
455-05-0086	C	2,744,299	2,965,755	8	Alexandria Urban (U.S. 71/167 - LA 498)	8/1/2001	275	263
455-05-0087	C	756,005	807,836	8	Jct. La. 1 Overpass - Bayou Jean Dejean	3/28/2000	63	90
455-05-0098	C	2,268,380	2,255,039	8	RR Overpass - LA 1200	2/6/2002	135	90
455-05-0105	C	817,080	831,476	8	Pavement Marking Replacement	6/2/2004	50	41
455-06-0029	C	1,179,271	1,701,613	8	LA 120 Interchange - LA 478 Interchange (Erosion Control)	7/17/2003	147	145
455-06-0039	C	232,096	231,167	8	Overpass at La. 493 - La. 478	3/28/2000	63	90
455-06-0040	C	162,365	211,058	8	Gum Root Branch	3/28/2000	63	90
455-06-0041	C	244,740	256,087	8	I-49/LA 6 Interchange Lighting	5/30/2000	90	55
455-06-0044	C	1,717,814	1,737,398	8	LA 485 - West	8/12/2002	70	43

455-08-0016	C	5,158,514	5,200,172	4	Shreveport Urban Segment (Indiana Ave-Ockley Drive)	3/2/2000	480	453
455-08-0034	C	3,652,055	3,642,656	4	Shreveport Urban Segment (Ockley Drive - St. Vincent Ave.)	3/2/2000	480	453
455-08-0035	C	1,078,596	1,090,528	4	Shreveport Urban Segment (I-49 Ovev Ockley Drive)	3/2/2000	480	453
455-08-0052	C	2,981,280	3,283,582	4	Shreveport Urban Segment (St. Vincent Ave.-Dalzell St.)	3/2/2000	480	453
455-90-0006	C	251,750	175,423	3	O.75 Miles S. Jct LA 10 - Jct La. 106	6/14/2001	145	145
455-91-0007	C	1,532,419	1,507,463	3	O.75 Miles S. Jct LA 10 - Jct La. 106	6/14/2001	145	145
508-35-0055	C	133,000	166,499	8	Larry Hampton Floodgate Rehabilitation	5/30/2000	45	45
576-04-0001	C	260,000	62,661	61	Marais Drainage	4/27/2000	180	175
576-09-0014	C	1,192,154	1,861,914	4	Ockley Ditch Improvements (Upstream of Highland Avenue to	5/22/2000	180	174
576-09-0015	C	200,000	237,352	4	Ockley Drive Bridge	5/22/2000	180	174
576-26-0009	C	1,719,327	1,209,160	2	W/B Hurricane Prot Levee, Ph VI (LA 3134 Raising & Drain Mod	8/27/1999	180	173
576-28-0013	C	1,461,486	1,043,955	3	Coulee Ile Des Cannes	12/19/2000	200	198
576-29-0006	C	861,321	509,381	2	Proposed Flood Control Improv., Chackbay Drain Project 101	6/6/2002	180	148
576-37-0016	C	912,084	900,783	5	East Parkview Flood Protection Levee and Control Structure	8/20/2001	120	120
576-40-0011	C	318,595	223,016	8	Flood Control Improvements - City of Alexandria	1/5/2000	240	202
578-44-0001	C	6,863,065	7,745,414	2	St. Bernard Port Arabi Terminal, Chalmette Slip	3/27/2000	414	545
578-44-0002	C	11,578,102	12,512,256	2	St. Bernard Port Arabi Term Chalmette Slip Rehab D 2,(Ph 2)	9/3/2003	669	741
600-21-0017	C	185,940	179,214		Pavement Research Facility - Stone/Rap Interlayer Project	10/26/1999	45	27
600-21-0018	C	2,312,036	2,295,581		Northline Road	1/19/2001	150	117
600-90-0065	C	124,294	99,564		West Highway Drive(cm) River Road - LA 30(cm)	9/17/1999	45	44
690-24-0008	C	109,540	113,483	62	Pit Scale/Platform Rehabs at Laplace Weighstations	5/12/2004	60	51

690-25-0008	C	109,540	113,483	62	Pit Scale/Platform Rehabs at Laplace Weighstations	5/12/2004	60	51
690-27-0006	C	106,740	110,230	62	Pit Scale /Platform Rehabs at Baptist Weigh Stations	5/12/2004	60	49
690-28-0007	C	106,740	110,230	62	Pit Scale/Platform Rehabs at Baptist Weigh Stations	5/12/2004	60	49
693-16-0003	C	108,525	125,948	3	Grand Prairie Rest Room Renovations	5/28/2004	72	72
694-01-0006	C	80,500	72,479	4	Greenwood Rest Area Sewage Treatment Renovation (cm)	8/24/2000	45	95
695-01-0005	C	94,193	94,392	5	Tremont Rest Area E. B. Side Water Line Installation	9/13/1999	55	55
695-02-0005	C	10,440	11,120	5	Tremont Rest Area Qw B. Side Water Line Installation	9/13/1999	55	55
697-01-0003	C	104,730	133,429	7	Toomey Tourist Information Center and Rest Area (Upgrading)	6/1/2000	50	112
712-26-0003	C	332,763	300,694	2	Overlay of Roads and Parking Areas in Grand Isle State Park	7/24/2000	45	43
712-43-0001	C	50,864	34,096	8	Fort Jesup State Park Parking Area/ Road Overlay	10/11/1999	20	8
713-01-0100	C	163,348	163,278	3	Bridge Over Coulee	11/5/2001	200	198
713-01-0101	C	198,469	200,506	3	Cole Gully Bridge	11/5/2001	200	198
713-01-0102	C	193,215	229,647	3	Coulee Bridge	11/5/2001	200	198
713-01-0104	C	206,484	229,697	3	Ed Thibodeaux Bridge	5/6/2002	165	160
713-01-0105	C	100,207	99,869	3	N. Riceland Bridge	5/6/2002	165	160
713-01-0106	C	210,215	215,069	3	Faulk Bridge	4/8/2002	190	190
713-01-0107	C	297,340	300,696	3	Mark Twain Bridge	4/8/2002	190	190
713-01-0108	C	88,313	91,331	3	Fournerat Bridge	5/6/2002	165	160
713-01-0109	C	176,479	183,553	3	Schultz Bridge	5/6/2002	165	160
713-01-0110	C	116,159	114,743	3	Lourdes Bridge	5/6/2002	165	160
713-01-0111	C	169,658	171,687	3	Clement Bridge	4/8/2002	190	190
713-01-0112	C	114,120	118,024	3	Saint Matthew Bridge	6/18/2002	45	43
713-02-0102	C	779,109	821,370	7	Six Mile Creek Bridge	6/6/2003	310	207
713-02-0104	C	116,611	117,929	7	Perry Creek Bridge	8/25/2000	65	42
713-02-0108	C	233,693	234,280	7	Bridge on Parish Road 106	3/2/2001	100	93
713-03-0100	C	339,322	349,167	61	Bridge Over Black Bayou	8/30/2001	220	191
713-03-0101	C	104,110	102,562	61	Bridge Over Drainage Bayou	8/30/2001	220	191
713-03-0102	C	266,485	268,894	61	Bayou Narcisse Bridge # 1	8/30/2001	220	191

713-03-0103	C	269,342	273,799	61	Bayou Narcisse Bridge # 2	8/30/2001	220	191
713-03-0104	C	504,400	748,268	61	East Side Irma Blvd.& West Side Irma Blvd. Bridge	3/1/2004	144	107
713-05-0100	C	305,569	299,686	8	Dupont Bridge Over Yellow Bayou	1/31/2003	167	177
713-05-0101	C	232,556	222,596	8	Darden's Bridge Over Bayou Des Glaisses	1/31/2003	167	177
713-05-0102	C	99,302	100,398	8	Drainage Ditch Bridge at Creosote Plant	1/31/2003	167	177
713-06-0100	C	263,792	271,811	7	Cole Creek Bridge	4/25/2002	210	140
713-06-0101	C	173,510	171,939	7	Bearhead Creek Bridge	4/25/2002	210	140
713-06-0102	C	160,145	158,281	7	Carter Creek Bridge	4/25/2002	210	140
713-07-0100	C	236,988	233,866	4	Muddy Creek Bridge- Shady Grove	5/24/2001	75	63
713-09-0007	C	204,092	207,221	4	Page Bayou Bridge	12/18/2002	155	167
713-09-0009	C	35,094	35,256	4	Stumpy Bayou Bridge	4/26/2000	45	15
713-09-0011	C	87,294	80,760	4	Kelly Bayou Bridge	4/26/2000	45	15
713-09-0013	C	211,583	212,482	4	Anna Street Bridgedge	12/18/2002	155	167
713-10-0101	C	301,461	298,293	7	North Lightner Street (Iowa) Bridge	8/16/2001	160	145
713-10-0102	C	196,438	196,035	7	Friesne Road (Government Ditch) Bridge	8/16/2001	160	145
713-11-0100	C	72,664	72,650	58	Bill's Creek Bridge	12/10/2001	135	132
713-11-0101	C	73,349	73,233	58	White Oak Creek Bridge	12/10/2001	135	132
713-11-0102	C	113,228	113,264	58	Sandy Creek Bridge	12/10/2001	135	132
713-11-0103	C	70,537	70,322	58	Creek Bridge	12/10/2001	135	132
713-13-0100	C	241,661	223,426	58	Sugar Creek Bridge	4/3/2000	95	92
713-13-0101	C	253,375	256,868	58	Vick Road Bridge Over Powell Cutoff	8/22/2000	75	72
713-15-0100	C	376,523	375,673	58	Vidalia Canal Bridge	6/25/2003	130	103
713-16-0100	C	209,646	213,109	4	Mundy Road, Buffalo Bayou Tributary Bridge	1/3/2001	105	105
713-16-0101	C	179,814	179,673	4	Linwood Avenue, Wallace Bayou Bridge	1/3/2001	105	105
713-16-0105	C	209,977	216,542	4	George Hunt Road Bridge	8/20/2003	90	64
713-16-0106	C	182,809	179,959	4	Antioch Road Bridge	8/20/2003	90	64
713-18-0102	C	140,465	128,535	5	Maiden Doe Bridge	12/4/2001	65	74
713-18-0103	C	137,241	138,718	5	Baxter Bayou Bridge	12/4/2001	65	74
713-19-0105	C	249,414	228,120	61	River Road Bridge Over Collins Creek	2/7/2003	70	169
713-20-0107	C	81,332	77,629	3	Brangus Road Bridge No. 1	4/8/2002	45	41
713-20-0110	C	62,430	59,710	3	Brangus Road Bridge No. 2	4/8/2002	45	41
713-21-0106	C	473,898	511,871	58	Turkey Creek Bridge	4/19/2004	120	70
713-21-0113	C	280,046	266,093	58	McCaleb Road Bridge	9/10/2003	75	55
713-22-0101	C	294,931	287,685	8	Gray's Creek #1 Bridge	10/28/2003	155	112
713-22-0102	C	218,494	216,588	8	Gray's Creek #2 Bridge	10/28/2003	155	112

713-22-0103	C	90,955	92,426	8	Fairfield Road Creek Bridge	1/18/2001	45	73
713-22-0104	C	102,035	119,720	8	Mill Creek Bridge	1/18/2001	45	73
713-25-0100	C	272,967	257,581	5	Cypress Bayou Bridge	8/20/1999	160	118
713-25-0101	C	141,283	135,104	5	Castor Creek Bridge	8/20/1999	160	118
713-25-0102	C	213,725	209,914	5	N. Edwards Branch Bridge	8/12/2002	95	54
713-25-0103	C	100,811	114,017	5	Drain to Castor Bridge	8/12/2002	95	54
713-25-0104	C	122,954	124,803	5	Edminston Road Bridge Over Ross Creek *** See Page 2***	6/6/2002	45	26
713-26-0100	C	618,849	603,380	2	Fairfield Avauue at Weyerauch Canal (Gretna)	10/30/2002	90	89
713-26-0101	C	2,125,129	2,583,871	2	Lynette Drive at Soniat Canal (Metairie)	6/18/2004	100	100
713-27-0105	C	534,660	548,063	7	Topsy Bel Road Bridge	12/4/2003	131	125
713-27-0107	C	186,222	198,100	7	Manuel Road Bridge	10/7/2003	75	67
713-27-0108	C	161,760	161,132	7	Kyle Road Bridge	10/7/2003	75	67
713-28-0100	C	298,815	298,997	3	Fortune Road Over Anselm Coulee Bridge	2/6/2002	155	135
713-28-0101	C	253,622	251,188	3	Vatican Road (Formerly LA 98) Bridge	2/6/2002	155	135
713-29-0100	C	578,266	575,840	2	Saw Mill Bridge	10/30/2002	100	95
713-30-0100	C	66,471	57,320	58	Hemphill Creek Bridge	8/11/2000	120	122
713-30-0101	C	92,278	94,061	58	Franklin Branch Bridge	8/11/2000	120	122
713-30-0102	C	143,006	143,810	58	Routh Creek Bridge	8/11/2000	120	122
713-30-0103	C	77,938	75,719	58	Clear Creek Bridge	8/11/2000	120	122
713-30-0104	C	109,776	110,894	58	Buck Holly Branch Bridge	7/2/2001	165	143
713-30-0105	C	130,758	124,476	58	Salty Creek Bridge	7/2/2001	165	143
713-30-0106	C	95,303	89,206	58	Kitchen Creek Bridge	7/2/2001	165	143
713-30-0107	C	81,817	81,116	58	Castor Creek Bridge	7/2/2001	165	143
713-30-0108	C	175,435	180,173	58	Devils Creekbridge	7/2/2001	165	143
713-30-0110	C	210,110	210,857	58	Rhinehart Creek Bridge I	7/19/2002	100	99
713-30-0111	C	140,826	143,722	58	Rhinehart Creek Bridge II	7/19/2002	100	99
713-30-0113	C	38,270	39,421	58	Castor Creek Bridge I	10/27/2000	45	41
713-30-0115	C	57,687	41,487	58	Funny Louis Bridge	10/27/2000	45	41
713-30-0117	C	246,380	265,972	58	Brasher Road Bridge Over Bayou Funny Louis	6/11/2003	85	71
713-31-0100	C	420,635	381,784	5	Bridge Over Cypress Creek	1/31/2003	120	119
713-31-0101	C	214,794	215,579	5	Virgil Road Bridge Over Smith Creek	6/10/2003	70	56
713-31-0102	C	956,276	1,037,259	5	Bonner Street Bridge Over Kcs Railroad	6/25/2004	70	89
713-33-0100	C	224,539	222,921	5	Willow Bayou Bridge	8/5/2003	260	169
713-33-0101	C	176,267	175,971	5	Bull Bayou Bridge	8/5/2003	260	169
713-33-0102	C	37,417	39,208	5	Alligator Bayou Bridge	8/5/2003	260	169
713-33-0103	C	222,090	237,517	5	Brushy Bayou Bridge	8/5/2003	260	169
713-33-0104	C	356,904	418,969	5	Lick Bayou Bridge	8/5/2003	260	169

713-33-0105	C	299,657	306,219	5	Port Road Bridge Over Talla Bena Bayou	8/8/2003	60	44
713-35-0100	C	85,890	85,558	8	Cox Lane 1	6/2/2004	95	89
713-35-0101	C	236,732	250,471	8	Cox Lane 2	6/2/2004	95	89
713-35-0107	C	166,523	168,079	8	Central Loop Bridge	6/2/2004	95	89
713-35-0109	C	254,264	244,900	8	St. Mary's Bridge	8/8/2003	120	116
713-35-0110	C	244,489	248,632	8	Longlois Hill Bridge	8/8/2003	120	116
713-36-0104	C	1,091,741	1,088,854	2	Mirabeau Avenue Bridge Over Bayou St. John	3/22/2004	121	121
713-40-0100	C	539,068	527,464	8	Bridge Over Chatkin Lake Canal	9/25/2003	60	53
713-40-0103	C	243,523	238,058	8	Bridge Over Big Bayou	9/9/2002	135	120
713-40-0106	C	228,998	227,131	8	Rigolette Tributary Bridge	9/9/2002	135	120
713-42-0101	C	189,619	201,111	5	Cow Bayou Bridge	11/19/2003	270	170
713-42-0103	C	218,778	219,139	5	Burns Bayou Bridge	11/19/2003	270	170
713-42-0104	C	200,656	201,570	5	Little Colewa Bayou Bridge	11/19/2003	270	170
713-42-0106	C	239,102	239,729	5	Bridge Over Creek	11/19/2003	270	170
713-42-0107	C	150,812	151,182	5	Goldmine Road Bridge	2/28/2002	150	74
713-42-0108	C	131,036	117,355	5	Moore Road Bridge	2/28/2002	150	74
713-42-0109	C	163,783	162,691	5	Bee Bayou Bridge	2/28/2002	150	74
713-43-0100	C	94,187	92,011	8	Caney Creek Bridge	6/18/2001	90	89
713-43-0101	C	224,337	238,785	8	Bayou Scie Tributary Bridge	6/18/2001	90	89
713-43-0102	C	188,598	190,893	8	Midkiff Creek Tributary Bridge (Parish Rt. 179)	6/18/2001	90	89
713-49-0100	C	369,531	367,619	3	Bridge Over Bayou Teche	11/7/2002	195	148
713-49-0101	C	188,288	186,657	3	Bridge Over Drainage Ditch Pr 6-80-1	11/7/2002	195	148
713-49-0102	C	226,197	222,667	3	Bridge Over Drainage Bayou A2-95	11/7/2002	195	148
713-49-0103	C	166,524	171,889	3	Bridge Over Drainage Bayou Pr 4-55	11/7/2002	195	148
713-52-0088	C	78,980	93,026	7	Gum Branch Bridge	9/15/1999	45	32
713-53-0097	C	273,556	266,098	8	Parish Road No. 1112 Over Beason Creek	12/10/1999	165	140
713-53-0100	C	202,281	201,057	62	Lower Byers Lane Bridge	5/30/2000	196	200
713-53-0103	C	253,991	279,271	62	Bankston Road Bridge	5/30/2000	196	200
713-53-0105	C	270,542	268,313	62	Reid Road Bridge	1/31/2003	120	117
713-53-0106	C	196,682	193,101	62	State Line Road Bridge	1/31/2003	120	117
713-54-0002	C	179,557	184,307	8	Parish Road No. 250 Over West Anacoco Creek	12/10/1999	165	140
713-54-0054	C	163,338	159,097	58	Bayou Funny Louis Bridge	12/10/1999	265	123
713-54-0060	C	183,730	176,816	58	Bayou Funny Louis Bridge	12/10/1999	265	123
713-54-0062	C	183,094	172,345	58	Chickasaw Creek Bridge No. 2	12/10/1999	265	123
713-54-0100	C	158,941	157,933	58	Levee Road Bridge	5/9/2000	145	101

713-54-0101	C	223,561	222,348	58	Sanderson Road North Bridge	5/9/2000	145	101
713-54-0102	C	165,083	159,345	58	Sanderson Road South Bridge	5/9/2000	145	101
713-54-0103	C	199,581	199,692	58	Clydesdale Road Bridge Over Cow Slough	1/13/2003	50	20
713-55-0057	C	189,077	190,135	61	Parish Road No. 63 - Stewart Creek Bridges	10/6/1999	160	157
713-55-0059	C	166,231	161,695	61	Beechgrove Creek Bridge	10/6/1999	160	157
713-55-0060	C	205,934	180,492	61	Beechgrovetributary Bridge	10/6/1999	160	157
713-55-0098	C	498,995	483,998	5	Camp Bayou Canal Bridge	6/26/2000	115	114
713-56-0008	C	145,277	159,915	7	Kinder Ditch Bridge No. 2	11/30/1999	120	118
713-56-0009	C	145,039	157,217	7	Bayou Blue Bridge No. 2	7/19/1999	230	146
713-56-0010	C	170,584	171,928	7	Kinder Ditch Bridge No. 1	11/30/1999	120	118
713-56-0011	C	177,289	173,094	7	Castor Creek Bridge	7/19/1999	230	146
713-56-0014	C	266,009	246,378	7	Musselwhite Road Bridge	7/19/1999	230	146
713-56-0100	C	499,880	492,952	5	Little Bayou Deloutre Bridge	11/9/2001	120	119
713-56-0107	C	420,924	423,057	5	Bridge Over Bayou D'Arbonne	1/26/2004	110	117
713-57-0067	C	244,603	237,613	8	Pleasant Hill Church Bridge	10/27/2000	105	86
713-57-0068	C	163,787	169,400	8	Ralph Street Bridge	10/27/2000	105	86
713-57-0078	C	187,980	182,368	8	Parish Road, Structure No. P58-30565-93187-1 (Flat Creek)	9/30/1999	100	35
713-58-0033	C	391,129	396,423	5	Little Lake Lafourche Bridge	11/8/1999	200	158
713-58-0048	C	247,105	246,853	8	Port Deluce Creek Bridge	8/30/2000	90	86
713-58-0053	C	162,225	175,838	7	Bayou Serpent Bridge	5/10/2000	160	139
713-58-0055	C	212,802	221,228	7	Little Marsh Bayou Bridge	5/10/2000	160	139
713-58-0109	C	665,513	654,071	8	Anacoco Bayou Bridge	8/8/2003	240	166
713-58-0110	C	285,781	292,090	8	Castor Bayou Bridge	8/8/2003	240	166
713-58-0111	C	256,697	260,417	8	Six Mile Creek Bridge	8/8/2003	240	166
713-59-0011	C	2,823,532	3,037,174	3	Bayou Teche Bridge and Approaches (Levert)	2/22/2002	165	157
713-59-0013	C	669,055	983,500	4	Stonewall Road Bridge Over Keatchie Bayou	10/6/1999	85	134
713-59-0026	C	299,509	300,851	62	Amber Street Bridge	5/24/2001	152	214
713-59-0030	C	255,179	260,118	8	Parish Rd. 235, Bourbeaux Bridge	9/18/2000	275	171
713-59-0031	C	115,454	116,010	8	Chee Chee Creek Bridge No. II	9/18/2000	275	171
713-59-0032	C	450,319	454,471	8	Little River Bridge No. I	5/8/2001	415	283
713-59-0033	C	212,643	212,264	8	Watson Bayou Bridge	9/30/1999	275	134
713-59-0039	C	418,810	375,777	61	Tunica Bayou/Old Tunica Road Bridge	5/12/2000	130	119
713-59-0040	C	110,944	109,698	8	Bayou Demuse Bridge	5/8/2001	415	283

713-59-0042	C	235,709	236,028	8	Old River Bridge	5/8/2001	415	283
713-59-0043	C	119,847	124,257	8	Carolyn Street Bridge	8/30/2001	45	74
713-59-0044	C	225,408	232,531	8	Little River Bridge No. II	5/8/2001	415	283
713-59-0045	C	224,442	226,140	8	Cadney Bayou Tributary Bridge No. 1	9/18/2000	275	171
713-59-0046	C	209,536	212,621	8	McKims Creek Bridge I, Parish Road 720	9/30/1999	275	134
713-59-0047	C	236,785	241,378	8	McKims Creek Bridge II, Parish Road 720	9/30/1999	275	134
713-59-0048	C	189,797	189,009	8	Provencal Bridge, Parish Road 720	9/30/1999	275	134
713-59-0049	C	239,930	240,497	8	Bridge Over Harpoon Bayou	8/12/1999	75	73
713-59-0050	C	127,390	128,147	8	Bridge Over San Miguel Creek	1/3/2001	120	77
713-59-0051	C	168,907	179,817	8	Bridge Over Goodson Creek	6/6/2002	50	49
713-59-0052	C	184,812	185,990	8	Bridge Over Bayou Dupont	1/3/2001	120	77
713-59-0053	C	222,607	271,652	61	Roberts Canal Bridge	7/25/2000	175	288
713-59-0054	C	771,363	798,649	61	Jones Creek Bridge	7/25/2000	175	288
713-59-0059	C	264,753	257,750	3	Gueydan Canal Bridge	2/18/2000	165	144
713-59-0060	C	243,534	232,335	3	Des Iles Coulee Bridge	2/18/2000	165	144
713-59-0061	C	104,404	97,502	3	Coulee Bridge	2/18/2000	165	144
713-59-0063	C	170,852	166,969	4	Foster Arbor Rd Bridge Over Topy Creek	5/9/2000	115	93
713-59-0064	C	127,004	126,261	4	Carr Rd Bridge Over Miley Creek	5/9/2000	115	93
713-59-0065	C	120,468	117,935	4	Oil Center Road Bridge	9/14/2000	105	105
713-59-0067	C	146,596	145,762	4	Will Beck-Davis Rd Bridge	9/14/2000	105	105
713-59-0068	C	160,484	159,339	4	Doe Branch Bridge	9/14/2000	105	105
713-59-0077	C	95,162	97,488	7	Creek Bridge	9/25/2001	100	89
713-59-0078	C	273,020	256,192	7	Bayou Blue Bridge 1	9/25/2001	100	89
713-59-0079	C	169,581	181,896	7	Bayou Blue Bridge 2	9/25/2001	100	89
713-59-0081	C	217,029	216,526	7	Sonnier Bayou Bridge	9/25/2001	100	89
713-59-0082	C	253,639	257,586	7	East Lacassine Bayou Bridge	1/6/2000	115	95
713-59-0083	C	455,622	456,471	8	Anacoco Creek Bridge	9/14/2001	240	217
713-59-0084	C	167,569	170,403	8	Dowden Creek Bridge	9/14/2001	240	217
713-59-0087	C	410,281	464,772	62	Voters Road Bridge	5/24/2001	152	214
713-59-0088	C	377,981	386,094	62	Coburn Creek at Austin St.	2/23/2000	145	124
713-59-0089	C	96,640	94,705	62	East Fork Burch Creek Bridge	2/23/2000	145	124
713-59-0090	C	265,424	263,997	62	Deer Lick Creekbridge	8/24/2000	250	248
713-59-0092	C	215,655	216,622	62	Crain's Creek Bridge	8/24/2000	250	248
713-59-0093	C	365,213	363,312	62	Hay's Creek Bridge	8/24/2000	250	248
713-59-0094	C	146,023	146,323	3	Parish Rd 1-70-4 Over Grande Louis Lateral Bridge	5/24/2000	115	81

713-59-0095	C	190,359	184,599	3	Parish Rd 5-36 Bridge Over Bayou Carron	8/11/2000	110	106
713-59-0096	C	122,720	121,217	3	Parish Rd 2-115 Over Carencro Bayou Lateral 1 Br	6/6/2000	130	144
713-59-0097	C	91,181	89,980	3	Parish Rd 2-115 Over Carencro Bayou Lateral 2 Br	6/6/2000	130	144
713-59-0098	C	122,832	123,803	3	Parish Rd 4-140 - Bridge Over Bayou Petite Prairie	6/6/2000	45	20
713-59-0099	C	103,143	109,711	3	Parish Rd 5-150 Over Bayou Cocodrie Lateral Br	8/11/2000	110	106
713-59-0100	C	116,761	115,771	3	Parish Rd 6-20-5 Over W Fork Bayou Bridge	5/24/2000	115	81
713-59-0101	C	147,194	148,093	3	Parish Rd 6-75-8 Over Bayou Mallet Bridge	5/24/2000	115	81
713-59-0102	C	79,199	78,930	3	Parish Rd 6-130 Over Plaquemine Brule Lateral Bridge	5/24/2000	115	81
713-59-0103	C	237,876	239,931	3	Parish Rd 6-195 Over Plaquemine Brule	6/6/2000	130	144
713-59-0104	C	50,802	54,764	3	Parish Road Primary 25 No. II	10/20/1999	200	153
713-59-0105	C	76,490	74,949	3	Parish Road Primary 25 No. 1	10/20/1999	200	153
713-59-0106	C	142,041	142,085	3	De Saule Coulee Bridge	1/5/2000	275	218
713-59-0107	C	296,159	286,333	3	Bayou Blanc Bridge	10/20/1999	200	153
713-59-0108	C	150,339	150,372	3	Pointe Aux Loups Bayou Bridge	1/5/2000	275	218
713-59-0109	C	220,253	209,188	3	Barwick Bayou Bridge	1/5/2000	275	218
713-59-0110	C	186,152	184,407	3	Bayou Mallet Bridge	1/5/2000	275	218
713-59-0119	C	92,756	91,695	58	Garden Creek Bridge and Hart Creek Bridge	10/6/1999	75	73
713-59-0120	C	125,116	124,034	58	Hart Creek Bridge	10/6/1999	75	73
713-59-0122	C	196,289	188,621	58	Tarver Creek Bridge	3/2/2000	185	173
713-59-0123	C	122,758	123,227	58	Jumping Gully Creek Bridge	8/19/1999	130	150
713-59-0124	C	88,087	83,529	58	Clear Creek Bridge	8/19/1999	130	150
713-59-0125	C	98,615	87,782	58	Creek Lonnie Evans Bridge	5/30/2000	185	170
713-59-0126	C	208,340	206,275	58	Kitterlin Creek Bridge	5/30/2000	185	170
713-59-0127	C	152,739	141,790	58	Bridge Over Parish Road No. 285	3/2/2000	185	173
713-59-0128	C	185,300	185,506	58	Trout Creek Bridge	5/30/2000	185	170
713-59-0129	C	236,897	225,402	58	Sandy Creek Bridge	3/2/2000	185	173
713-59-0130	C	216,001	214,590	58	Creek Eli Cooper Bridge	8/19/1999	130	150
713-59-0137	C	369,175	347,795	7	Route 66 Over Buxton Creek	6/6/2002	235	206

713-59-0138	C	347,486	349,984	7	(City of Vinton) Vinton-Big Woods Rd Over Canal Br	10/10/2000	150	132
713-59-0139	C	240,840	208,387	7	Claude Hebert Rd Over Drainage Ditch Bridge	2/6/2001	140	108
713-59-0140	C	231,777	272,743	7	Edgerly-Dq Rd Over Coward's Gully Bridge	6/6/2002	235	206
713-59-0141	C	218,874	215,454	7	Edgerly-Dq Rd Over Little Indian Bayou Bridge	10/10/2000	150	132
713-59-0142	C	278,897	248,669	7	Route 66 Over Buxton Creek Relief Bridge	6/6/2002	235	206
713-59-0143	C	179,069	194,406	7	Bayou Serpent Bridge	2/6/2001	140	108
713-59-0146	C	232,377	241,991	8	Cooper Road Bridge	2/1/2001	230	152
713-59-0147	C	220,674	216,838	8	Hickory Hill Rd Bridge	2/1/2001	230	152
713-59-0150	C	223,116	219,112	8	Ten Mile Road Bridge	2/6/2002	180	177
713-59-0151	C	323,891	324,870	8	Ten Mile Road Bridge 2	2/6/2002	180	177
713-59-0152	C	288,750	289,741	8	Blue Lake Rd Bridge	2/6/2002	140	137
713-59-0153	C	177,772	171,731	8	Gene Gunter Rd Bridge	2/1/2001	230	152
713-59-0154	C	160,768	157,665	8	Forestry Rd Bridge	2/6/2002	140	137
713-59-0156	C	197,933	197,299	8	Bennett Bay Rd Bridge	2/6/2002	180	177
713-59-0163	C	113,499	117,449	8	River Road Bridge	8/26/2003	75	66
713-59-0164	C	74,418	74,296	8	I. Harvey Rd. Bridge	8/26/2003	75	66
713-59-0165	C	293,941	295,974	8	Patassa Bayou Bridge	6/17/2002	115	107
713-59-0167	C	50,110	52,642	8	Lake Loop Rd. Bridge	8/26/2003	75	66
713-59-0169	C	138,699	140,358	8	Dowden Creek Bridge 2	9/14/2001	240	217
713-59-0173	C	181,430	205,348	2	Laurel Valley Bridge No. 2	3/28/2000	70	69
713-59-0178	C	75,639	76,973	5	Drain to Bayou Bridge	11/8/1999	180	166
713-59-0179	C	184,471	206,145	5	Coulee Bayou Bridge	11/8/1999	180	166
713-59-0180	C	246,625	235,734	5	Bayou Bonne Idee Bridge	11/8/1999	180	166
713-59-0183	C	183,043	183,173	3	Parish Road No. 2-18 Bridge	10/20/1999	200	153
713-59-0189	C	112,217	130,778	4	Germantown Road Bridge	8/11/1999	125	123
713-59-0192	C	214,412	211,333	4	Airport I.E. Merrit Road Bridge	8/11/1999	125	123
713-59-0193	C	192,224	188,439	4	Back Cotton Valley Road Bridge	8/11/1999	125	123
713-59-0199	C	214,199	214,337	62	Bridge Over Joe's Branch	12/13/2002	250	250
713-59-0200	C	247,698	246,975	62	Bridge Over Foster Creek	12/13/2002	250	250
713-59-0201	C	114,023	112,436	62	Bridge Over Bonner Creek	5/24/2001	130	127
713-59-0202	C	136,124	130,336	62	Bridge Over Tilly's Branch	5/24/2001	45	45
713-59-0203	C	226,650	237,727	62	Bridge Over Crystal Creek	12/13/2002	250	250
713-59-0204	C	241,463	234,768	62	Bridge Over Deer Lick Creek	5/24/2001	130	127
713-59-0205	C	205,329	212,752	62	16Th Avenue Bridge Over Mile Branch	8/24/2000	60	60
713-59-0206	C	80,958	80,941	62	Bridge Over Dummy Branch	5/24/2001	45	45

713-59-0207	C	156,379	153,926	62	Bridge Over Bogue Lusa Creek Bridge	12/13/2002	250	250
713-59-0208	C	152,278	152,514	62	Bridge Over Stubbs Creek	12/13/2002	250	250
713-60-0001	C	118,134	120,609	4	Sugar Creek Road Bridge	11/7/2001	160	129
713-60-0002	C	183,583	178,201	4	Newsom Road Bridge	11/7/2001	160	129
713-60-0003	C	52,189	52,473	4	Pruitt Road Bridge	11/7/2001	160	129
713-60-0004	C	101,180	101,154	4	Evergreen Road Bridge	11/7/2001	160	129
713-62-0001	C	236,879	238,265	5	Tiger Bayou Bridge	8/22/2000	95	72
713-62-0003	C	441,067	417,192	5	Bible Road Bridge	12/1/2003	120	98
713-64-0104	C	133,366	136,807	8	Beulah Road Bridge	12/17/2003	95	93
713-64-0105	C	254,323	252,758	8	Iatt Creek Bridge	12/17/2003	95	93
714-43-0101	C	244,429	262,424	8	Extension of South Main Street in Zwolle	12/24/2003	51	50
737-01-0101	C	88,292		3	Pedestrian Facility in Estherwood	1/18/2000		
737-03-0101	C	226,413	108,221	61	New River Walking/Bicycle Path (Enhancement)**Do Not Re-Bid*	12/18/2003	45	21
737-10-0104	C	51,699		7	Sidewalks in Iowa	6/7/2002		
737-52-0001	C	133,317		62	15Th Avenue Pedestrian/Bike Path (Enhancement Project)	2/22/2002		
737-90-0008	C	917,086	1,529,397	62	Interstate Guardrail Rehabilitation	1/22/2001	160	201
737-90-0010	C	1,067,187	1,167,423	62	Interstate Guardrail Rehabilitation	11/6/2002	190	176
737-90-0020	C	54,540	154,824	62	Traffic Loop Detector Repair/Replacement (cm)	9/27/2001	683	224
737-90-0022	C	822,001	830,396	62	Bridge Rail and Guard Rail Rehabilitation	12/28/2000	145	99
737-90-0027	C	50,800	50,054	62	District Wide Rumble Strip Installation	11/6/2001	45	26
737-91-0009	C	297,292	258,249	58	District 58 Bridge & Guard Rail Upgrading Program & Rel Wrk.	7/19/1999	45	34
737-91-0015	C	178,247	168,664	58	District Wide Rumble Strip Project	11/6/2001	115	59
737-92-0024	C	125,732	125,732	2	District Wide Rumble Strip Installation	1/16/2002	60	58
737-93-0015	C	463,716	497,294	3	Bridge Rail and Guard Rail Rehabilitation	6/26/2000	112	79
737-93-0019	C	495,941	485,689	3	Bridge Rail and Guard Rail Rehabilitation	10/12/2001	90	82
737-93-0024	C	177,056	150,843	3	District Wide Rumble Strip Project	1/24/2002	70	43
737-94-0005	C	745,235	1,424,284	4	District 04 Guardrail Rehabilitation on Interstate Systems	11/28/2001	228	226

<u>737-94-0021</u>	C	334,984	324,477	4	District Wide Rumble Strip Installation	10/10/2001	125	74
<u>737-94-0023</u>	C	644,000	774,131	4	Shreveport/Bossier City Motorist Assistance Patrol (Map)	2/9/2004	625	605
<u>737-95-0006</u>	C	2,233,611	2,447,294	5	District 05 Guardrail Rehabilitation on Interstate Systems	9/29/2000	152	152
<u>737-95-0012</u>	C	968,201	1,058,184	5	Bridge Rail and Guard Rail Rehabilitation	5/17/2000	165	155
<u>737-95-0016</u>	C	779,755	767,024	5	Bridge Rail and Guard Rail Rehabilitation	12/6/2000	65	62
<u>737-95-0018</u>	C	177,356	172,146	5	District Wide Rumble Strip Project	9/13/2001	110	36
<u>737-96-0008</u>	C	1,156,170	1,091,015	61	District 61 Guardrail Rehabilitation on Interstate Systems	8/15/2002	210	171
<u>737-96-0012</u>	C	796,897	2,861,402	61	Motorist Assistance Patrol Contract (Map)	2/2/2001	1,279	1,249
<u>737-96-0013</u>	C	893,560	827,568	61	Bridge Rail and Guard Rail Upgrading	11/15/1999	100	84
<u>737-96-0017</u>	C	393,900	423,327	61	Bridge Rail and Guard Rail Rehabilitation	1/31/2000	70	64
<u>737-96-0025</u>	C	103,242	103,196	61	District Wide Rumble Strip Project	2/6/2002	85	67
<u>737-97-0006</u>	C	2,018,466	2,081,769	7	Guard Rail Rehabilitation on Interstate Systems	6/26/2000	203	209
<u>737-97-0020</u>	C	182,610	222,957	7	District Wide Rumble Strip Project	2/7/2002	145	45
<u>737-98-0014</u>	C	992,868	967,249	8	Bridge Rail and Guard Rail Rehabilitation	12/21/1999	140	142
<u>737-98-0017</u>	C	1,459,570	1,533,564	8	Bridge Rail and Guard Rail Rehabilitation	7/11/2001	255	237
<u>737-98-0020</u>	C	169,740	149,835	8	District Wide Rumble Strip Project	3/7/2002	100	49
<u>737-99-0478</u>	C	961,622	958,966		Interstate Maintenance Striping	7/13/2000	120	73
<u>737-99-0497</u>	C	1,498,137	1,492,348		Interstate Maintenance Striping (cm)	12/5/2001	110	71
<u>742-04-0032</u>	C	1,016,487	1,021,861	61	Bayou Duplantier Bridge (Lee Drive)	2/2/2001	123	120
<u>742-04-0089</u>	C	556,785	442,372	2	Morrison Road Bridge at Gannon Canal	5/9/2000	150	95
<u>742-06-0016</u>	C	3,469,649	2,678,821	5	Kansas Lane Improvements Phase II	7/13/2000	177	236
<u>742-06-0073</u>	C	1,980,673	1,971,386	5	North 18Th Street Extension (Segments I & II)	7/14/2000	150	150
<u>742-06-0089</u>	C	235,429	199,721	61	Choctaw Drive and Sorrell Avenue Intersection Imps (B R)	9/26/2001	45	42

742-07-0012	C	2,666,980	2,151,617	4	Shed Road Phase VI	4/10/2001	250	184
742-07-0019	C	2,701,043	2,414,312	2	Bayou Gardens Boulevard Widening	7/17/2000	150	166
742-07-0032	C	3,137,951	3,459,183	4	City Wide Signalization City of Bossier City	5/10/2000	340	334
742-07-0044	C	2,659,732	2,365,426	2	West End Boulevard (Section 1)	1/28/2000	203	193
742-07-0057	C	199,862	126,156	2	Vintage Blvd Improvements (Phase I Surchage Installation)	1/5/2000	45	28
742-07-0086	C	2,865,290	3,309,289	2	St. Bernard Parish Intersections (13) Improvements	7/29/2002	200	213
742-07-0107	C	493,889	453,936	5	Street Overlays: Group Op-1	12/6/2000	75	70
742-07-0108	C	446,586	282,604	5	Street Overlays: Group Op-1	3/27/2000	45	25
742-07-0109	C	158,662	177,964	5	Street Overlays: Group Op-1	7/10/2000	46	28
742-07-0110	C	495,651	334,213	5	Street Overlays: Group Op-1	7/10/2000	50	32
742-07-0111	C	113,736	133,243	5	Street Overlays: Group Op-1	7/10/2000	46	28
742-07-0126	C	190,559	203,414	2	Airline/Interstate Signal Improvements	12/19/2003	200	183
742-07-0134	C	121,054	71,716	61	Groom Road Improvements (Clearing & Grubbing)	2/3/2004	45	45
742-10-0109	C	758,178	570,122	7	Elliott Road	6/18/2001	70	40
742-10-0111	C	479,944	346,113	7	Ham Reid Road	11/1/2000	45	44
742-17-0117	C	2,512,934	2,281,640	61	N. Sherwood Forest Drive @ S. Choctaw Dr. Intersection Impr.	7/25/2000	156	153
742-17-0120	C	10,182,899	9,414,728	61	Advanced Traffic Management Center and Emergency Oper Center	12/19/2002	684	646
742-17-0124	C	119,993	89,051	61	Tiger Bend Road (Jefferson Hwy to Jones Creek Road)	8/28/2000	45	45
742-26-0006	C	4,335,315	3,643,817	2	Ames Blvd Improvements (Ehret Road-Barataria Blvd)	8/30/2001	246	245
742-26-0007	C	3,062,820	2,283,912	2	West Esplanade Ave at Houma Blvd, Intersection Improvements	3/17/2000	235	227
742-26-0014	C	2,771,927	2,343,430	2	Loyola Drive Improvements	5/17/2001	297	380
742-26-0026	C	716,069	771,477	2	Vintage Boulevard Improvements - (Phase II Roadway Construct	10/11/2001	100	99

742-26-0027	C	274,647	268,738	2	Signalized Intersections (Terry Pkwy)	6/6/2002	90	86
742-26-0029	C	9,687,945	9,151,615	2	Lapalco Boulevard Improvements (Westwood Dr. Barataria Blvd)	7/19/2002	236	165
742-26-0041	C	8,374,832	5,000,000	2	Airport Access Road (Airline Hwy - Veterans Hwy)	2/6/2002	194	205
742-32-0001	C	25,441	25,410	61	Street Name Signs (Denham Springs)	8/2/2001	45	28
742-36-0004	C	5,140,053	3,968,167	2	Louisiana Ave Parkway Improvements(Phase II)	6/27/2000	250	247
742-36-0017	C	562,365	435,999	2	General Degaulle Drive (Beautification & Joint Land Use)	1/19/2001	120	110
742-36-0018	C	168,753	140,590	2	Greater New Orleans Mississippi River Bridge and Appr., Bea	3/2/2001	45	45
742-36-0106	C	1,352,800	1,469,951	2	Howard Avenue Extension (Magnolia Street to Lasalle Street)	11/2/1999	122	96
742-52-0006	C	673,043	505,629	62	Tammany Trace (Lacombe to Slidell)	8/2/2001	85	71
742-61-0001	C	13,992	13,843	61	Street Name Signs (Port Allen) (Urban System)	8/2/2001	45	28
744-01-0002	C	189,537	247,525	3	Gateway to Morse (Morse, La)	10/21/2002	65	56
744-03-0001	C	29,167		61	US Hwy 61 - Bayou Narcise Rd - Bayou Francois	2/7/2003		
744-05-0001	C	355,376		8	Bunkie's New Vision (Enhancement)	8/22/2001		
744-05-0003	C	58,157		8	Plaucheville Sidewalks For the Village of Plaucheville, Loui	6/7/2002		
744-14-0001	C	248,809	251,550	4	Mayfield Park Pedestrian & Bicycle Trail (Enhancement Proj.)	3/6/2001	150	24
744-17-0008	C	208,822		61	Pedestrian Access Improvements	6/7/2002		
744-17-0011	C	66,105	61,896	61	Greenwell Springs & Monticello Sidewalks	5/21/2001	45	40
744-19-0001	C	84,584		61	Rebuilding Sidewalks Town of Clinton	10/4/2000		
744-24-0001	C	132,981		61	Plaquemine Revitalization Plan	9/13/1999		
744-24-0003	C	78,475		61	City of Plaquemines Ornamental Lighting	1/3/2000		
744-24-0006	C	235,990		61	Saint Gabriel Sidewalks (LA 75)	6/7/2002		

744-26-0005	C	751,015		2	Jefferson Linear Park - Bicycle Path Improvements	10/10/2001		
744-26-0010	C	856,426	1,051,235	2	Jefferson Linear Park, Phase II	2/20/2003	65	65
744-26-0016	C	1,048,415	1,010,271	2	West Bank Mississippi River Levee Bike Path ,Segment 1	9/24/2002	100	63
744-28-0001	C	7,458		3	Laplace Des Creoles (Enhancement)	7/1/2003	45	
744-32-0001	C	127,901		62	Livingston Sidewalks - Phase I	6/7/2002		
744-32-0002	C	97,932		62	Walker - Landscaping & Scenic Enhancement	1/12/2000		
744-32-0003	C	141,186		62	Livingston Sidewalk Project - Phase II	6/12/2002		
744-32-0004	C	158,980	109,191	62	South Range Ave. Sidewalks (LA 3002)	5/16/2003	45	28
744-32-0006	C	61,142		62	Albany Sidewalk Program, Phase I	6/7/2002	45	
744-36-0003	C	532,458		2	Mississippi River Levee Pedestrian Facility - Algiers	8/22/2001		
744-40-0003	C	134,264	73,122	8	Pineville Sidewalks (Enhancement)	6/7/2002	48	85
744-40-0007	C	131,670		8	Village Sidewalk Improvements	6/7/2002		
744-43-0001	C	88,055		8	Sabine River Authority (Enhancement)	6/17/2002		
744-43-0007	C	775,590	759,256	8	Bicycle Path Striping and Signage LA 191, Phase II	7/24/2000	135	132
744-43-0008	C	741,503	652,313	8	Sabine River Authority Enhancements - Phase 9	5/6/2002	120	119
744-49-0003	C	61,999	40,236	3	Interstate 49 at La. Hwy. 103 (Washington)	5/17/2001	45	23
744-50-0001	C	49,406		3	Breaux Bridge Gateway Project (Enhancement)	10/1/2001		
744-52-0001	C	216,669		62	Tyler Street Pedestrian Path (Covington) (Enhancement)	6/14/2001		
744-52-0011	C	180,582	66,440	62	Bogue Falaya River Railroad Bridge - St. Tammany Parish	12/5/2003	90	55
744-52-0012	C	141,793	111,307	8	Renovation of Sarto Iron Bridge - Big Bend	11/26/2002	120	355
744-52-0019	C	432,045		62	Bicycle & Pedestrian Pathways--Mandeville	6/17/2002		
744-53-0006	C	37,295		62	Amite, La. I-55/LA 16 Landscaping (Enhancement)	2/22/2002		

744-55-0001	C	706,636		2	Bayou Terrebonne Boardwalk & Greenspace Project	8/22/2001		
744-57-0001	C	75,888		3	Pedestrian and Bicycle Trail to Landy Park Delcambre Side	12/12/2000	45	16
744-57-0002	C	69,279		3	Maurice Sidewlks (Enhancement)	9/12/2000		
744-59-0001	C	85,415		62	Pedestrian Pathways & Access Improvements Ave. B Ballpark	8/22/2001		
744-60-0003	C	68,771	68,771	4	Scenic Gateway Entrance - Cullen	4/10/2001	60	124
744-60-0007	C	407,775	324,362	4	Springhill Historic District Sidewalks	10/25/2002	45	44
744-61-0001	C	180,000		61	Port Allen Railroad Depot	3/2/2000		
744-61-0002	C	30,852		61	Port Allen I-10/LA 415 Landscaping	12/10/1999		
744-62-0002	C	119,700		5	Oak Grove Sidewalks & Lighting (Town of Oak Grove)	3/14/2000		
744-63-0002	C	30,558		61	St. Francisville Welcome Center Landscaping	1/3/2000		
744-96-0001	C	2,888,500	3,138,290	61	Mississippi River Trail (Part 1 of 4)	5/1/2001	200	78
744-96-0002	C	1,343,994	1,291,939	61	Mississippi River Trail (Part 2 of 4)	10/27/2000	80	72
744-96-0003	C	2,224,291	2,209,120	61	Mississippi River Trail (Part 3 of 4)	11/8/2001	125	71
744-96-0004	C	2,016,530	1,980,176	61	Mississippi River Trail (Part 4 of 4)	5/22/2001	205	92
800-04-0004	C	102,687	108,387	62	Fontainebleau State Park Parking Area	1/28/2000	45	24
800-06-0002	C	187,924	195,018	58	Lake Bruin State Park	8/20/2001	45	20
800-07-0001	C	116,352	150,294	3	Longfellow Evang. St. Park Road & Parking Area Improvements	6/26/2000	45	24
800-30-0002	C	160,494	151,433	61	Overlay of Port Hudson Sca	3/23/2000	45	27
800-42-0001	C	314,620	298,401	3	Lake Fausse Point Park Road and Parking Improvements	10/11/2001	45	26
801-11-0004	C	889,606	941,439	3	Jct LA 368 - W. Jct. St. Landry Parish Line	5/23/2003	70	68
801-26-0002	C	346,864	354,421	3	Jct. LA 100 - Jct LA 13	5/10/2004	158	172
801-35-0004	C	46,662		3	Asphaltic Surface Treatment (Chip Seal)	10/26/1999		
802-15-0002	C	564,649	725,090	7	Relocation of LA 1150	4/21/2003	466	326
802-15-0003	C	11,751	13,336	7	Relocation of LA 1150	10/17/2000	57	47
803-20-0004	C	452,796	466,150	61	S. Jct. LA 431-End Control	8/31/2000	95	93

803-21-0008	C	860,797	869,383	61	LA 44 - LA 431	8/31/2000	95	93
803-24-0003	C	461,088	477,753	61	LA 936- LA 22	11/6/2001	45	34
803-27-0004	C	1,050,669	991,439	61	LA 30 - LA 44	7/19/1999	45	42
804-03-0011	C	107,857	123,663	61	0.800 Miles East of LA 308 - 3.380 Miles East of LA 308	7/14/2000	45	21
804-05-0008	C	407,970	406,126	61	Regrade of Roadway (cm)	8/12/1999	45	41
804-07-0007	C	99,786	85,649	61	LA 1 - End of Control (T & P Railroad)	7/13/2001	45	26
804-15-0018	C	2,719,918	2,825,254	61	LA 1 - LA 662	12/6/2000	140	120
804-16-0016	C	389,369	367,369	61	LA 401 - LA 1008	10/26/1999	52	51
804-16-0017	C	430,611	433,312	61	LA 1008 - LA 402	7/13/2001	45	43
804-17-0010	C	890,157	934,023	61	LA 398 - LA 1011	4/6/2000	45	44
804-23-0020	C	2,155,777	2,257,659	61	Us90 - Us90	11/6/2001	90	88
804-25-0010	C	22,033	21,763	61	LA 662 - LA 398	7/14/2000	45	22
804-41-0001	C	237,810	221,359	61	LA 1006 - LA 1	7/13/2001	45	43
804-42-0001	C	140,520	192,383	61	LA 1006 - LA 1	10/26/1999	52	51
805-18-0015	C	1,379,624	1,372,940	8	Jct. I-49 - Jct. S. Lexington St.	4/12/2004	50	45
805-19-0008	C	276,632	258,444	8	Jct US 71 - Rapides Parish Line	12/6/2000	45	45
805-25-0008	C	1,528,018	1,454,669	8	Jct. LA 105 - Jct LA 1	10/3/2001	86	80
805-32-0006	C	477,446	458,217	8	Jct LA107/115 - End State Maintenance	9/13/1999	48	51
806-01-0007	C	562,356	526,489	7	Jct. La. 112 -Vernon Par.Ln.	12/6/2000	60	30
807-11-0004	C	38,206	41,514	4	Arcadia (Jct. Locust St. to LA 9)	2/7/2000	60	25
807-14-0002	C	25,706	26,968	4	Junction US 80 to Junction LA 151	2/7/2000	60	25
808-01-0017	C	1,738,275	1,812,652	4	Junction LA160 - Junction LA2	6/4/2004	70	66
808-07-0035	C	3,445,579	3,563,844	4	McDade Street Improvement	12/21/1999	240	238
808-07-0041	C	159,486	162,142	4	LA 3105 at I-220 Turn Lane Extension	8/19/1999	60	48
809-08-0022	C	444,074	490,257	4	Texas State Line - Pines Road	11/29/1999	440	426
809-08-0027	C	118,830	119,487	4	Log Mile 4.794 to Jct. West Aragon Drive	6/26/2000	45	34
809-10-0008	C	1,440,992	1,527,375	4	Drainage Structure at McCain Creek	6/17/2003	85	78
810-06-0018	C	244,280	187,255	7	Nelson Road (Lake Charles) (Clearing and Grubbing)	9/8/1999	90	84
810-09-0014	C	469,973	490,632	7	Gayle Road - LA 27	8/8/2002	50	45
810-11-0016	C	759,643	730,928	7	Helms Road - LA 14	8/8/2002	50	45
810-14-0019	C	217,554	222,142	7	La. 378 - I-10 Service Rd.	12/3/2002	45	45
810-25-0007	C	329,556	287,220	7	Short Street - I-10 North Service Road	11/29/2000	90	77

810-28-0009	C	113,747	105,511	7	Gauthier Road -Junction LA 14 (cm)	9/8/1999	45	25
810-28-0010	C	699,967	698,934	7	LA 3092	4/10/2002	45	37
810-28-0015	C	89,345	88,158	7	Airport Road - McNeese Street (Tank Farm Road - Petro Point)	6/4/2004	55	45
810-29-0011	C	450,280	391,011	7	I-10 Service Rd. - LA 109	11/29/2000	90	77
810-31-0001	C	10,867		7	Sidewalks in Iowa	6/7/2002		
813-10-0008	C	802,649	826,672	58	Jct. LA 15 - End Maintenance	9/24/1999	70	52
813-15-0008	C	1,024,008	1,017,605	58	Jct. LA 126 - Jct. LA 124	10/11/1999	60	60
814-02-0005	C	930,970	924,860	4	Junction LA 519 to Junction LA 146 (North Section)	9/23/1999	60	50
814-07-0002	C	428,546	394,031	4	LA 2 and Homer By-Pass	10/17/2003	110	104
815-08-0008	C	592,294	583,727	58	Jct. LA 129 - End Control	10/16/2002	120	103
816-11-0003	C	235,143	245,164	4	Jct US 171 to 3.90 Miles East	2/7/2000	60	25
817-05-0010	C	96,274	96,766	61	Hooper Road at Blackwater Road	6/8/2004	50	50
817-09-0037	C	143,962	195,236	61	Old Hammond Highway (US 61 - Boulevard De Province)	2/7/2003	55	45
817-16-0028	C	160,759	149,102	61	River Road - LA 30 (cm)	9/17/1999	45	44
817-32-0004	C	850,838	850,965	61	LA 73 - LA 426	8/11/2003	75	75
817-33-0007	C	397,443	343,968	61	LA Highway 19 @ Lavey Lane (LA 3006)	2/25/2002	52	51
817-36-0004	C	843,947	828,048	61	Jct. US 61 - End Control	10/25/1999	50	44
817-42-0002	C	651,040	686,269	61	Greenwell Springs Road at Magnolia Bridge Road	5/10/2000	130	114
819-02-0012	C	2,685,980	2,753,057	61	LA 19 - LA 67	5/6/2002	155	110
819-05-0012	C	260,091	216,200	61	Jct LA 10 - Jct LA 68, LA 952 Surface Treatment Rehab	8/19/1999	45	14
819-09-0006	C	99,926	86,403	61	US 61 - LA 964 (cm)	1/13/2000	45	12
819-11-0011	C	78,515	74,557	61	Asphaltic Surface Treatment Cold; (cm) (Chip Seal)	8/22/2000	45	17
819-17-0004	C	809,345	824,866	61	Ebr Parish Line - LA 959	2/6/2001	45	39
819-18-0012	C	116,643		61	LA 67 to LA 63	8/19/1999		
820-11-0005	C	1,737,567	1,646,752	3	Jct US 167 - St. Landry Parish Line	6/25/2002	80	74
820-19-0005	C	46,709	49,166	3	Jct LA 29 - Jct LA 1169 (cm)	11/21/2002	45	18
820-43-0010	C	568,374	582,285	3	S. Jct LA 13 - N. Jct LA 13	6/6/2002	51	49
821-06-0009	C	2,090,951	2,118,681	58	Bayou Macon Bridge (LA 555)	7/8/2003	215	189
821-07-0009	C	2,374,507	2,263,560	58	Jct. LA 4 - Jct. LA 17	11/14/2002	75	58
821-23-0015	C	2,972,081	2,967,202	58	Bayou Macon Bridge (LA 572)	5/30/2003	252	202

822-02-0012	C	1,121,901	1,124,510	8	LA 1240 Bridges	11/25/2003	205	185
822-16-0001	C	746,582	731,199	8	Jct. LA 158 - Jct. US 71	8/1/2001	45	45
823-26-0021	C	22,362	19,360	3	Lewis Street Improvements	3/25/2003	45	22
823-29-0032	C	214,803	197,073	3	Jct LA 3212 - Jct LA 182	4/22/2003	45	41
823-29-0033	C	1,594,791	1,679,415	3	LA 85 - Beginning of 4 Lane	7/30/2002	70	76
823-41-0004	C	209,615	211,419	3	LA 88 - Lafayette Parish Line	7/16/2002	45	15
823-46-0007	C	158,406	154,077	3	Lewis Street Improvement (LA 87 Spur)	3/25/2003	45	22
824-01-0005	C	1,278,455	1,295,471	61	LA 77 - End of Control	9/24/2001	230	50
824-02-0010	C	5,263,800	5,543,189	61	Junction La. 992-3 - Junction LA 1	5/25/2000	260	282
824-02-0012	C	1,999,927	2,060,672	61	Junction LA 992-3 - Junction LA 1	5/25/2000	260	282
824-07-0011	C	26,316	19,946	61	LA 1 - W.B.R. Parish Line (cm)	1/19/2001	45	42
824-09-0004	C	93,100	90,808	61	LA 993 - End of Control	7/13/2001	45	26
824-14-0013	C	825,048	849,494	61	LA 327 - LA 991	5/17/2001	45	44
826-04-0011	C	3,666,558	3,738,418	2	17Th Street Canal Bridge (Metairie Rd.)	5/30/2000	425	409
826-05-0015	C	268,138	290,060	2	River Rd.& B.C. Ave Jct - Jct LA 18	7/31/2000	45	31
826-08-0004	C	142,956	121,722	2	7TH/45 - Ave B/18	7/31/2000	45	14
826-11-0015	C	1,520,692	1,765,037	2	LA 18 - Plaquemines Parish Line	10/13/2000	70	68
826-16-0013	C	102,460	95,035	2	Turn Lane at Shrewsberry	12/13/2002	45	38
826-44-0024	C	3,114,428	3,104,260	2	Hickory Avenue (Relocated LA 3154, Dickory Extension)	11/19/2003	165	155
826-45-0010	C	82,201	91,449	2	R.R. Crossing - US 61	6/6/2000	215	169
826-46-0004	C	429,534	398,881	2	Franklin St. (US 90B - Orleans Parish Line)	7/7/2003	75	38
826-47-0001	C	171,880	180,671	2	General Degaulle Drive (Beautification & Joint Land Use)	1/19/2001	120	110
826-47-0002	C	204,943	243,444	2	Franklin St. (US 90B - Orleans Parish Line)	7/7/2003	75	38
826-51-0002	C	11,883	10,417	2	Jct. US 90 to Jct LA 611.5	7/17/2002	45	45
826-52-0001	C	36,687	46,806	2	LA 3046-S (Labarre Rd. - Causeway Blvd Overpass)	11/19/2002	45	18
827-07-0005	C	501,848	615,964	7	Jct. Ardoin Cove Road - Jct. U.S. 90 (OI)	6/19/2002	45	50
827-21-0003	C	2,198,521	2,052,346	7	LA 102 to US 190	3/27/2000	90	90
827-30-0007	C	192,825	142,497	7	Jct.La.26- Jct.U.S. 90	6/19/2002	45	52
828-05-0012	C	1,187,315	1,205,035	3	Moss Street at Alex Street	7/29/2002	200	193

828-10-0007	C	66,118	77,508	3	US 90 - Acadia Parish Line (cm)	2/17/2003	45	26
828-25-0008	C	1,752,265	1,684,220	3	Iberia Ph. Line - LA 734	5/21/2004	90	70
828-28-0007	C	819,370	791,893	3	Jct US 167 to Jct LA 342	6/26/2000	50	47
828-30-0005	C	67,541	66,213	3	Acadia P/L - Jct LA 719 (cm)	2/17/2003	45	42
828-37-0005	C	126,400	119,645	3	Jct LA 729 - LA DOTD Hdqtrs	2/17/2003	45	27
828-38-0005	C	192,225	213,628	3	US 167-Jct. N. College LA 3025	5/23/2003	45	19
828-44-0014	C	85,165	83,546	3	LA 182 - I-49 (Carenco)(Clearing and Grubbing)	4/24/2003	45	20
828-45-0004	C	220,357	232,653	3	Ambassador Caffery - US 90 (cm)	6/23/2003	60	43
829-10-0015	C	22,920	21,554	2	Bayou Lafourche Bridge & App.(Clotilda)(Clearing & Grubbing)	11/29/1999	45	40
829-11-0008	C	792,800	890,356	2	Extension of LA 657	2/25/2003	239	235
829-12-0016	C	719,035	843,377	2	LA 653 Bridges	5/18/2001	110	88
829-15-0024	C	994,398	1,060,656	2	Rom-Pom-Pom Bridge - Kraemer	8/2/2002	55	54
829-22-0011	C	772,554	678,541	2	LA 309 - Oakley Ave.	5/6/2002	50	43
829-25-0006	C	1,331,516	1,396,336	2	Jct. LA 1 - Terrebonne Parish Line	11/6/2000	80	58
829-26-0007	C	5,804,380	6,536,698	2	Golden Meadow - Larose (Section 3)	2/25/2003	239	235
830-03-0006	C	473,190	433,196	58	Jct. LA 127 - End Maintenance	9/24/2002	90	78
830-08-0012	C	1,026,865	1,046,999	58	Jct. LA 772 - Jct. US 84	2/6/2002	50	50
830-15-0003	C	301,809	277,284	58	Rogers - Nebo Highway	11/30/1999	65	57
831-07-0029	C	876,110	915,309	5	Cypress Creek and Relief Bridges	12/11/2000	180	180
831-07-0030	C	1,218,780	1,146,842	5	LA 149- Ruston	1/27/2000	75	56
831-07-0033	C	335,784	312,554	5	Maple Ave to Jct US 167	4/19/2000	45	24
831-16-0006	C	782,242	796,356	5	US 80 to I-20	8/22/2000	45	45
832-11-0006	C	259,032	252,852	62	Left Turn Lane on La. 1031 at Denham Springs Jr. Hi. School	8/20/1999	45	29
832-12-0013	C	1,150,420	1,184,682	62	Jct. La.16 - Jct.U.S.190 Exemption C.S.Lm.3.580 - 8.690	5/30/2002	46	46
832-32-0009	C	313,514	383,892	62	Range Ave. at Rushing Rd.	3/26/2002	106	98
832-32-0011	C	395,740	449,009	62	Jct. La. 3003 - Jct. U.S. 190	7/30/2003	100	95
832-33-0005	C	655,114	716,535	62	Range Ave. at Rushing Rd.	3/26/2002	106	98
834-01-0003	C	59,941	59,605	5	Jct LA 142 to Control Section End	8/1/2000	45	35
834-03-0006	C	49,937	52,933	5	Jct US 425 to Jct LA 591	8/1/2000	45	35

834-18-0009	C	31,848	31,250	5	Jct LA 593 to Jct US 165	8/1/2000	45	35
835-06-0011	C	5,573,218	6,861,135	8	Keyser Avenue (LA 1 Bus.- Corporate Limits)	8/11/2000	400	378
835-06-0016	C	72,463	66,527	8	LA 494 Two Course Surface Treatment (cm)	7/28/2003	55	22
835-17-0004	C	764,185	714,206	8	Jct LA 1 - Grand Ecore Rd.	10/25/1999	70	70
835-20-0001	C	3,944,242	3,975,806	8	Cane River Bridge and Approaches (Natchitoches)	7/28/2003	300	299
836-05-0005	C	2,171,484	2,285,534	2	17Th Street Canal Bridge (Metairie Road)	5/30/2000	425	409
836-08-0067	C	215,709	158,729	2	General Degaulle Drive (Beautification & Joint Land Use)	1/19/2001	120	110
836-08-0070	C	213,065	286,532	2	Jct. La. 428 - General Degaulle Dr.	1/29/2003	45	44
837-06-0013	C	861,687	823,441	5	US 165 - Parish Road	9/11/2000	105	99
837-14-0007	C	112,908	111,885	5	Jct LA 546 to Jct Well Rd.	8/1/2000	45	34
837-15-0005	C	607,265	622,734	5	US 165 - Parish Road	9/11/2000	105	99
837-15-0006	C	794,863	783,743	5	Parish Rd. - LA 139	4/18/2002	45	40
837-18-0003	C	5,328,319	5,324,343	5	State Route in West Monroe (Us80 - LA 616)(Warren Drive)	11/29/2000	379	379
837-22-0010	C	9,978,033	10,204,886	5	Ouachita River Bridge (Desiard Street-Monroe)	1/27/2004	254	289
838-05-0011	C	625,351	652,525	2	Braithwaite - Scarsdale Ferry Rd.	1/21/2000	45	36
839-02-0016	C	1,437,436	1,427,707	61	LA 417 - End of Control	7/19/1999	47	50
839-10-0006	C	38,539	37,110	61	US 190 - LA 77 (cm)	1/19/2001	45	42
839-11-0007	C	96,980		61	LA 1 to LA 10	8/19/1999		
839-12-0007	C	1,024,448	1,047,478	61	US 190 - LA 1	5/6/2002	65	43
839-13-0006	C	51,959	37,603	61	LA 415 - LA 413 (cm)	1/19/2001	45	42
839-17-0005	C	488,694	490,345	61	W.B.R. Parish Line - LA 414	9/13/1999	45	35
839-26-0001	C	118,306	118,182	61	Wbr Parish Line - LA 414	9/13/1999	45	35
840-44-0002	C	2,886,996	2,988,483	8	Pine Grove Drive Improvements	4/27/2000	265	250
842-04-0014	C	683,551	689,710	5	Little Creek and Turkey Creek Bridges	10/7/2002	118	127
842-05-0006	C	23,287	22,269	5	Jct. LA 17 - Jct. Local Road	8/1/2000	45	34
842-12-0011	C	106,627	104,387	5	South Jct LA 622 to North Jct LA 622	8/1/2000	45	34
842-13-0007	C	555,651	488,747	5	LA 133 to LA 561	12/13/2000	45	40
844-02-0019	C	2,236,921	2,337,155	2	Yscloskey - South	4/13/2000	100	57
845-06-0039	C	90,789	66,694	2	Lafourche Line - Jct LA 631 Spur	7/27/2000	45	24
845-07-0030	C	1,627,413	1,666,076	2	LA 631 - Lower Bayou Gauche	8/14/2001	86	85

845-25-0001	C	190,088	154,655	2	Jct LA 631 - Jct US 90	7/27/2000	45	24
846-05-0008	C	1,414,615	1,470,387	62	Jct. La. 43 - Tangipahoa Parish Line	6/8/2000	120	116
846-06-0005	C	557,540	549,316	62	Jct. La. 441 - Jct. La. 1047	12/28/2000	45	64
846-08-0010	C	185,400	191,256	62	Tangipahoa Parish Line - Jct. La. 1046	12/28/2000	45	64
847-01-0010	C	844,190	864,274	61	LA 44 - End Control	1/28/2000	70	37
847-02-0019	C	2,918,890	2,972,914	61	State Rt in Lutcher & Gramercy (Jct LA 3193- Golden Grove Ave	10/12/2000	185	136
847-02-0024	C	44,745	36,066	61	LA 44 - Jct. of Front St.	7/13/2001	45	26
847-04-0010	C	353,570	361,689	61	LA 20 - LA 644	2/25/2002	47	42
847-05-0007	C	322,780	328,361	61	LA 20 - LA 643	2/25/2002	47	42
848-12-0014	C	194,622	171,403	62	Jct. La. 44 - Jct. U.S. 61	11/6/2000	48	47
848-15-0006	C	510,362	527,039	62	Jct. U.S.61 - S. End of I-10 Interchange	5/30/2001	45	41
848-17-0003	C	262,893	234,022	62	Jct. La. 628 - Jct. U.S. 61	11/6/2000	48	47
849-26-0012	C	2,082,585	2,093,903	3	Evangeline Parish Line- Eunice Highway (Bridges)	9/30/1999	227	217
850-01-0012	C	2,229,932	2,179,555	3	Jct LA 94 to Jct LA 341	12/12/2000	110	108
850-09-0007	C	791,918	741,483	3	LA 353 to Jct LA 31	12/12/2000	45	44
850-29-0006	C	1,069,454	1,050,302	3	Jct LA 679 - East End of Bayou Alexandre Bridge	7/9/2001	60	46
852-02-0012	C	1,278,831	1,249,579	62	Jct. La. 22 - Jct. La. 1077	1/6/2004	75	69
852-03-0009	C	1,745,004	1,719,509	62	Jct. La. 21 -Jct U.S. 190	1/31/2003	95	97
852-12-0015	C	1,044,917	1,121,428	62	Jct. U.S.190 - North End of I-12 Control of Access	11/7/2001	62	62
852-16-0003	C	36,187	36,453	62	Jct. LA 21 - Jct. Local Road	8/2/2000	45	34
852-24-0012	C	1,460,974	1,510,736	62	US 190 Business/Gause Blvd Signal Upgrade	4/25/2001	88	87
852-24-0014	C	473,552	574,206	62	Junction U.S. 11 - Junction LA 1090	11/6/2001	57	62
852-25-0013	C	698,656	716,746	62	S. End O'Pass (I-12) - Jct. U.S. 11	4/25/2001	80	74
852-25-0014	C	362,412	405,131	62	Junction U.S. 190- Junction I-12	12/10/2001	63	61
852-26-0012	C	1,205,425	1,225,110	62	E. Jct. U.S. 190 Bus. - Jct. LA 1090 (Gause Blvd)	7/25/2000	65	65
852-30-0005	C	71,078	71,654	62	Jct. LA 21 - Jct. LA 40	8/2/2000	45	34
853-07-0006	C	426,043	428,903	62	St. Helena Parish Line - Jct. La. 16	6/8/2000	120	116
853-08-0012	C	109,374	120,102	62	Curve Reconstruction	3/17/2000	60	73
853-09-0012	C	935,706	987,850	62	US 51 to LA 443	3/17/2000	60	73
853-11-0007	C	356,582	331,935	62	Jct. La. 1045 - St. Helena Parish Line	12/28/2000	45	64
853-12-0013	C	1,155,765	1,138,652	62	Jct. La. 440 - Jct. La. 1061	11/30/1999	60	60

853-14-0003	C	548,473	544,845	62	Junction LA 38 - Washington Parish Line	5/3/2001	60	59
853-34-0009	C	1,730,000	1,756,248	62	Jct. La. 442 - Jct. U.S. 51	6/17/2002	95	95
853-36-0030	C	1,252,350	1,323,501	62	Jct. La. 22 - I-12	10/28/1999	75	75
853-37-0006	C	392,268	404,712	62	St. Helena Line - Underpass I-55	8/17/2001	45	46
854-01-0011	C	640,099	593,057	58	State Routes in Tensas Parish	5/21/2001	190	80
854-13-0014	C	356,409	355,550	58	Concordia Parish Line - Jct. LA 568 Also	10/25/1999	55	55
854-20-0006	C	203,661	190,680	58	State Routes in Tensas Parish	5/21/2001	190	80
854-24-0004	C	913,599	876,644	58	State Routes in Tensas Parish	5/21/2001	190	80
855-04-0052	C	1,090,164	1,055,381	2	Howard Avenue Bridge and Approaches (Houma)	11/29/1999	300	291
855-04-0055	C	413,228	380,611	2	E.End Intracoastal Waterway Bridge	3/26/2003	100	91
855-08-0034	C	4,313,766	4,483,289	2	Howard Avenue Bridge and Approaches (Houma)	11/29/1999	300	291
855-08-0042	C	214,303	238,720	2	Jct. LA 3040 - Near Howard Ave. Bridge	3/26/2003	100	91
855-12-0006	C	3,868,143	4,206,288	2	St. Charles Street Improvement	1/13/2003	200	134
855-20-0001	C	133,948	111,588	2	Jct. LA 3040 - Jct. LA 24	3/26/2003	100	91
856-02-0014	C	1,380,752	1,433,818	5	LA 15 (Terrills) - Rocky Branch Rd.	9/9/2002	100	100
857-35-0004	C	23,851	23,510	3	Jct LA 330 (0.00) - Jct LA 688 (0.50)	12/3/2003	30	8
857-66-0007	C	572,653	578,968	3	Test Section Stone Base With Surface Treatment.	7/7/2000	45	42
859-04-0008	C	1,819,836	1,904,049	62	Jct. La. 16 - Jct. La. 440	10/7/2002	70	63
859-07-0004	C	285,058	284,835	62	Tangipahoa Parish Line - Jct. La. 450	5/3/2001	60	59
859-18-0010	C	436,742	434,653	62	Jct. La. 21 - Jct. La. 1074	6/24/2003	45	43
859-28-0001	C	332,273	304,177	62	Jct. La. 436 -Jct. La. 21	12/28/2000	60	34
860-07-0007	C	1,232,343	1,271,761	4	Junction LA 531 to Junction US 80	6/1/2000	50	32
861-02-0007	C	104,547	102,579	61	LA 983 - LA 415	5/1/2001	45	18
861-04-0006	C	63,617	4,243	61	E Jct LA 983 - Jct LA 415, LA 984 Surface Treatment Rehab	8/19/1999	45	14
861-12-0023	C	95,644	92,702	61	Jefferson St. - LA 415 (cm)	1/19/2001	45	42
861-14-0013	C	1,996,627	1,911,226	61	Iberville Line to LA 1	8/12/1999	110	89
863-01-0008	C	131,025		61	LA 66 - Miss. State Line	7/14/2000	45	19
863-02-0025	C	2,034,995	2,000,534	61	LA 967 - LA 10	11/15/2000	115	110
864-03-0009	C	230,288	232,650	8	State Highway 1231-2 Bridge	12/23/2002	60	104

864-03-0010	C	628,305	556,883	8	Jct Thomas Mill Rd. - Jct US 167 (Note: Full No. LA1231-2)	4/7/2000	45	45
864-08-0009	C	157,776	158,796	8	Pole Mill Creek Bridge	12/23/2002	60	104
Totals		2,057,528,854	2,126,365,336					

Number of Projects = 1472

CHANGE ORDER REASON CODE RECAP

July 03 to October 04

Reason Code	Dist. 02	Dist. 03	Dist. 04	Dist. 05	Dist. 07	Dist. 08	Dist. 58	Dist. 61	Dist. 62	Dist. 99	Totals	Percent
1A	33	31	36	11	22	7	12	34	27		213	10.1%
1B	23	12	8	1	5	1	5	21	2		78	3.7%
1C	43	26	9	19	31	16	17	37	4		202	9.6%
1D	63	40	50	44	30	69	11	31	31		369	17.5%
1S									1		1	0.0%
Subtotal	162	109	103	75	88	93	45	123	65		863	41.0%
2A	4	8	1	2	1	1		14			31	1.5%
2B					1			3	3		7	0.3%
2C	8	8	5	13	10	6	9	13	5		77	3.7%
2D	1	3	1			4	2	3	1		15	0.7%
2E	33	20	24	24	24	28	10	16	14	1	194	9.2%
2F	8	8	1		1		1	3			22	1.0%
2G	5	3		3		2		2	3		18	0.9%
2I	7	2	1	2	1	1	3	1			18	0.9%
2J	9	12	1	1	2	4		5			34	1.6%
Subtotal	75	64	34	45	40	46	25	60	26	1	416	19.8%
3A	1	4	2	1	1			6	2		17	0.8%
3B	16	11	4	1	2	2		15	8		59	2.8%
3C		1			1	1		1			4	0.2%
3D	6	3	1		1				1		12	0.6%
3E	7	9	8	4	1	6		9	1		45	2.1%
3F	46	28	13	9	26	11	11	22	5	2	173	8.2%
3G	3		4		2	3	4	5	7		28	1.3%
3H	5	2	12	3	2	3	1	2	2		32	1.5%
3I	8	5		2	1	3	2	5	6		32	1.5%
3J	11	15	8	5	2	10	5	12	1		69	3.3%
3K		1	1								2	0.1%
3L		4	5	5	7	1	1	2	4		29	1.4%
3M	17	27	7	3	8	2	2	7	6	2	81	3.8%
Subtotal	120	110	65	33	54	42	26	86	43	4	583	27.7%
4A		1						1	1		3	0.1%
4B	30	5	1		2	6		5	4		53	2.5%
4C	5				3		2				10	0.5%
4D	4	4			1	1		1	5		16	0.8%
4E									1		1	0.0%
Subtotal	39	10	1		6	7	2	7	11		83	3.9%
5A				1					2		3	0.1%
5B	4	4	3	1	3	2	2	7	1		27	1.3%
5C					2			1			3	0.1%
5D	1	1	1	1					2		6	0.3%
5E	7	20	3	6	4	14	3	5			62	2.9%
Subtotal	12	25	7	9	9	16	5	13	5		101	4.8%
6A				1				1			2	0.1%
6B			1			2					3	0.1%
6C	2			1		3		2			8	0.4%
6D				1							1	0.0%
Subtotal	2		1	3		5		3			14	0.7%
7A	1		1		1	1		2	1		7	0.3%
7B	4	2					1	3	1		11	0.5%
7C	5	3	2	5	2		1	8			26	1.2%
Subtotal	10	5	3	5	3	1	2	13	2		44	2.1%
Totals	420	323	214	170	200	210	105	305	152	5	2104	100%

ATTACHMENT "B"

DISQUALIFIED_COMPANY	PROJECT_NO	BEGINS
A.M.E. Services, Inc.	693-03-0004	06/16/2004
Act Systems Inc	258-01-0036	10/28/2002
Albarado Professional Grounds Maint.	451-08-0064	05/01/2003
Bentley Turf & Landscape	047-01-0039, 262-01-0030, 262-02-0027, 262-03-0014, 262-04-0016, 262-05-0016, 262-06-0020, 262-07-0020	07/25/2001
C. A. Grounds Management	452-90-0131	09/10/2001
C. R. Kirby Contractors, Inc.	255-01-0012	02/20/2003
C. R. Kirby Contractors, Inc.	057-03-0031	03/05/2003
Chante, Inc.	047-01-0038, 262-01-0029, 013-06-0038, 013-07-0019, 047-02-0029, 059-02-0026	06/28/2000
Clear Lake Const Mowing, Hauling & Maint.	451-06-0125	03/14/2003
D & C Enterprises	451-07-0058	03/14/2003
D'Arbonne Construction Co., Inc.	036-01-0018	9/19/2003
Delta Contracting Co., Inc.	061-05-0054 , 713-19-0105	07/24/2002
Dunn Construction, LLC	604-30-0001	03/07/2003
F. D. Shay Contractor, Inc.	450-30-0046, 810-06-0014	04/25/2003
Gatestone Services, LLC	454-02-0048	04/20/2001
Georgia Electric Co., Inc.	737-96-0035	07/27/2004
Industrial Enterprises, Inc.	262-02-0029	11/17/2003
J. B. Talley & Co., Inc	713-01-0104, 713-01-0105, 213-04-0006, 713-28-0100	03/22/2001
Jensen Construction Co.	015-07-0047	04/26/2005
Louis Green Park Services, Inc.	015-08-0038, 015-31-0047, 016-02-0011	03/14/2003
M – Industries	693-05-0005	01/09/2004
Mid South Construction, Inc.	165-02-0023	09/15/2004
O. S. Johnson, Inc.	001-08-0034, 034-03-0023, 009-05-0016, 367-01-0015, 300-04-0014	12/20/2002
PRC Group, LLC	450-30-0065	02/26/2004
Reginald Miles, Sr.	455-05-0104	03/31/2003
Shiloh Contractors, Inc.	713-64-0100	10/08/2004
United Turf and Landscape, Inc.	600-90-0115, 744-17-0030	01/14/2005
Walter A. Smith	690-01-0003, 690-02-0007, 690-03-0007, 690-07-0007, 690-08-0007	04/22/2003

ATTACHMENT "C"