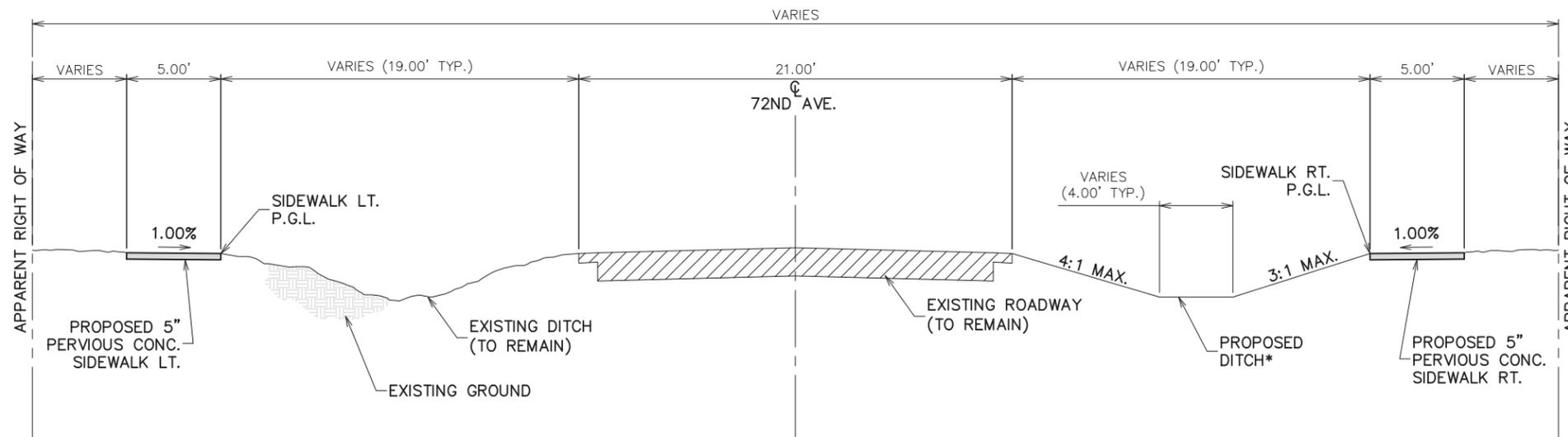


TYPICAL FINISHED SECTION
 STA. 16+84.82 TO 21+07.89
 SCALE: 1/4" = 1'-0"



TYPICAL FINISHED SECTION
 STA. 21+07.89 TO 47+86.68
 SCALE: 1/4" = 1'-0"

* SEE PLAN SHEETS FOR PROPOSED DITCH LOCATIONS
 (DITCHES BEGIN AT STA: 21+50.00 APPROX.)

NOTES:

1. THE PREFERRED VALUE FOR SIDEWALK CROSS SLOPES IS 1.00%. SIDEWALK CROSS SLOPES SHALL NOT EXCEED 2.00%.
2. SIDEWALKS SHALL BE CONSTRUCTED WITH PERVIOUS CONCRETE FROM STA. 21+07.91 TO PROJECT END. PERVIOUS CONCRETE SHALL NOT BE UTILIZED IN/THROUGH ANY DRIVEWAYS, DRIVEWAY SECTIONS, OR ANYTHING OTHER THAN SIDEWALKS (SEE CP STANDARD PLAN 907-01 FOR ADDITIONAL DETAILS ON PERVIOUS CONCRETE).



SHEET NUMBER	2
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	17-SW-US-0035
STATE PROJECT	N/A
DESIGNED	JAC
CHECKED	TAA
DATE	JUNE 2021
NO.	1 OF 1
NO.	
DATE	
BY	
REVISION DESCRIPTION	

MOVEBR

TYPICAL SECTIONS

72ND AVENUE PED IMPROVEMENTS PHASE 2

BR
 CITY OF BATON ROUGE
 OFFICE OF PUBLIC WORKS

PEC

SUMMARY OF ESTIMATED QUANTITIES				
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	
9900001	1195312	TWELVE (12) INCH WIDE THERMOPLASTIC REFLECTIVE STRIPING (125 MIL)	229	LF
	1195324	TWENTY-FOUR (24) INCH WIDE THERMOPLASTIC REFLECTIVE STRIPING (125 MIL)	280	LF
		TRUNCATED DOME INSET	240	SF
	2010100	CLEARING AND GRUBBING	1	LS
	2020202	REMOVAL OF GUARD RAIL	420	LF
	2020600	REMOVAL OF CONCRETE WALKS & DRIVES	1387	SY
	2020700	REMOVAL OF CONCRETE CURBS	132	LF
	2020900	SAW CUTTING CONCRETE OR ASPHALT (FULL DEPTH)	1200	LF
	2030700	DITCH GRADING	5.00	STA
	2030800	EXCAVATION AND EMBANKMENT	1	LS
9900003	4010100	TRAFFIC MAINTENANCE AGGREGATE (TRUCK MEASURE)	75	CY
	7010215	15" RCP (SIDE DRAIN PIPE)	8	LF
	7010215	18" RCP (SIDE DRAIN PIPE)	128	LF
	7010224	24" RCP (SIDE DRAIN PIPE)	56	LF
	7010230	30" RCP (SIDE DRAIN PIPE)	66	LF
	7010336	36" EQUIV. RCPA (SIDE DRAIN PIPE)	44	LF
	7020310	RETICULINE GRATE INLET (702-12)	7	EACH
	7021000	ADJUSTING DRAIN MANHOLE AND INLETS (CPS 3-1-2)	2	EACH
	9010200	BLOCKED OUT GUARDRAIL	150.0	LF
		GUARDRAIL END TREATMENT (TANGENT)	4.0	EACH
9900002	9010501	GUARDRAIL TRANSITION (THRUE BEAM)	100.0	LF
	9030200	TEMPORARY HAY BALES	42	EACH
	9030500	TEMPORARY SILT FENCING	7000	LF
	9030800	SEEDING	40	LBS
	9030900	FERTILIZING	823	LBS
	9031000	WATER (FOR SEEDING AND FERTILIZING)	20	MGAL
		TEMPORARY SIGNS AND BARRICADES	1	LS
		TRAFFIC SIGNS	77.5	SF
		TRAFFIC SIGNAL SYSTEM (RRFB)	1	LS
	9070106	INTEGRAL CONCRETE CURB (6" BARRIER)	100	LF
9070108	INTEGRAL CONCRETE CURB (8" BARRIER)	80	LF	
9070304	4" CONCRETE WALKS	1090.0	SY	
5100105	5" PERVIOUS CONCRETE PAVEMENT	2830.1	SY	
9070406	6" CONCRETE DRIVES	763.5	SY	
9090100	MOBILIZATION	1	LS	
9110000	FLOWABLE FILL	25	CY	

UTILITY CONTACTS			
UTILITY COMPANY	CONTACT PERSON	PHONE NUMBER	FAX NUMBER
ADELPHIA BUSINESS SOLUTIONS	CHARLES BROUSSAD	225-612-1201	225-612-1760
BATON ROUGE WATER COMPANY	RYAN SCARDINA	225-928-1000, EXT. 7617	225-231-0339
COX COMMUNICATIONS	THOMAS FLOYD	225-806-4745	225-925-2496
DEMCO	PHILL ZITO	225-261-1221, EXT. 439	225-262-1383
ENTERGY ELECTRICAL DISTRIBUTION	JERRY KENNEDY	225-354-3060	225-354-3039
ENTERGY ELECTRICAL TRANSMISSION	ALLISON GASPARD	225-754-6117	225-346-6529
ENTERGY GAS	RICKY WATTS	225-354-3204	225-354-3039
KMC TELECOM	TERRY ROSS	225-214-1150	225-757-8900
ATMOS ENERGY	DON MASON	504-559-0963	225-757-8900
LA ONE CALL (DOTTIE)	DAVID FREY	1-800-272-3020	225-275-3700
MCI WORLDCOM	N/A	504-908-0641	N/A
AT&T	DOUG DORHAUER	225-347-4257	N/A
U.S. SPRINT COMMUNICATIONS	MCCOY INGALLS	404-649-2340	N/A
WILLIAMS COMMUNICATIONS	RICHARD EVANS	918-573-5777	N/A
DOTD DISTRICT 61	RENO JOHNSON	225-231-4129	225-231-4129
DOTD HEADQUARTERS	MELVIN BUECHE	225-379-1853	225-379-1853
SOUTHERN LIGHT FIBER	AARON A. KJAR	251-753-9821	N/A
UNITI FIBER	BRYAN KUSTENMACHER	504-470-5190	

CITY PARISH CONTACTS			
DEPARTMENT	ADDRESS	CONTACT PERSON	PHONE NUMBER
ARCHITECTURAL SERVICES	1100 LAUREL STREET, BATON ROUGE, LA 70802	MR. JIM FREY	225-389-4694
DESIGN DRAINAGE	1100 LAUREL STREET, BATON ROUGE, LA 70802	MR. TOM STEPHENS	225-389-3186
ENGINEERING	1100 LAUREL STREET, BATON ROUGE, LA 70802	MR. TOM STEPHENS	225-389-3186
FIELD ENGINEERING DIVISION	329 CHIPPEWA STREET, BATON ROUGE, LA 70805	MR. MIKE OLSON	225-389-3202
SEWER	1100 LAUREL STREET, BATON ROUGE, LA 70802	MS. RACHAEL LAMBERT	225-389-3158
SOUTH MAINTENANCE	2931 VALLEY STREET, BATON ROUGE, LA 70805	MR. KEITH ROBERSON	225-389-3250
TRAFFIC	329 CHIPPEWA STREET, BATON ROUGE, LA 70805	MR. INGOLF PARTENHEIMER	225-389-3248
WASTEWATER TREATMENT & DISPOSAL	2443 RIVER ROAD SOUTH, BATON ROUGE, LA 70802	MS. CHERYL BERRY	225-389-3240

GENERAL NOTES:

- ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION BY THE EAST BATON ROUGE DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION (STANDARD SPECIFICATIONS).
- CONTRACTOR TO PROVIDE LOUISIANA REGISTERED SURVEYOR TO LOCATE RIGHT-OF-WAY AND SURVEY CONTROLS.
- CONTRACTOR SHALL CONTACT LA ONE CALL, 1-800-272-3020, PRIOR TO ANY WORK FOR CONFIRMATION OF EXISTING UTILITIES. LOCATION OF EXISTING UTILITIES HAS BEEN PREPARED FROM THE MOST RELIABLE INFORMATION AVAILABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, SIZE, AND DEPTH OF ALL UTILITIES, PIPELINES AND STRUCTURES. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE CAUSED BY FAILURE TO COMPLY WITH THESE INSTRUCTIONS.
- THE CONTRACTOR SHALL NOTIFY ADJACENT PROPERTY OWNERS 14-DAYS IN ADVANCE OF CONSTRUCTION SO AS TO ALLOW TIME FOR PRESERVATION OF SHRUBS AND LANDSCAPING WITHIN THE FOOTPRINT OF THE SIDEWALK. AT THAT POINT ALL TREES, SHRUBS, ETC. LOCATED WITHIN THE SIDEWALK FOOTPRINT SHALL BE REMOVED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ANY REMOVAL OR ADJUSTMENT REQUIRED SHALL BE PAID UNDER ITEM NO. 2010100.
- ANY TRIMMING REQUIRED SHALL BE DONE IN ACCORDANCE WITH STANDARD HORTICULTURAL AND ARBORICULTURAL PRACTICES UNDER ITEM NO. 2010100 IN ANY CASE WHERE A TREE IS NOT INDICATED ON THE PLANS TO BE REMOVED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR PRIOR APPROVAL BEFORE REMOVAL.
- CONTRACTOR SHALL REPLACE, IN KIND, ALL DISTURBED TREES, SHRUBBERY, FLOWERS AND LANDSCAPING OUTSIDE OF THE FOOTPRINT OF THE SIDEWALK WITH PLANT MATERIAL OF SIMILAR SIZE AND TYPE AT NO DIRECT PAY.
- CONTRACTOR SHALL FORM AND POUR SIDEWALKS CONSISTENT WITH AND AT THE SPECIFIED CROSS SLOPE SO AS TO ALLOW TIME FOR PRESERVATION OF SHRUBS AND LANDSCAPING WITHIN THE FOOTPRINT OF THE SIDEWALK. SIDEWALKS SHALL BE PLACED, AND CONSTRUCTION AREAS RESTORED AND GRADED SO AS TO NOT IMPEDE EXISTING DRAINAGE PATTERNS.
- UNLESS SPECIFIED OTHERWISE ALL SEWER CLEANOUTS, WATER METER BOXES, VALVE BOXES, JUNCTION BOXES, ETC. SHALL BE ADJUSTED FLUSH WITH THE SIDEWALK. THIS WORK SHALL BE PERFORMED AND COORDINATED WITH THE APPROPRIATE UTILITIES.
- ALL CUTS TO DRIVEWAY PAVEMENT AND CURBS SHALL BE BY THE SAW-CUTTING METHOD.
- CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL PLANS PREPARED IN ACCORDANCE WITH SECTION 905 OF THE STANDARD SPECIFICATIONS FOR ENGINEER'S APPROVAL PRIOR TO CLOSING ANY PORTION OF ANY ROADWAY.
- CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN ALL NECESSARY BARRICADES, SUITABLE LIGHTS, AND DANGER SIGNALS AND SHALL TAKE ALL THE NECESSARY PRECAUTIONS FOR THE PROTECTION OF WORK AND SAFETY OF THE GENERAL PUBLIC. ALL SAFETY LIGHTING AND MARKING SHALL MEET OR EXCEED THE REQUIREMENTS AS DESCRIBED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- SIDEWALK RAMPS SHALL BE LAID OUT AND BUILT PER EAST BATON ROUGE PARISH STANDARD PLAN 907-01 (PAGES 1-6).
- CROSSWALK AND REPLACEMENT INTERSECTION PAVEMENT MARKINGS SHALL BE DIMENSIONED AND INSTALLED PER EAST BATON ROUGE STANDARD PLAN 905-50 (PAGES 1-7).
- UNLESS SPECIFIED OTHERWISE, CONTRACTOR SHALL PERMANENTLY ADJUST OR RELOCATE EXISTING SIGNAGE, AS INDICATED ON THE PLANS, OUTSIDE THE LIMITS OF THE PROPOSED SIDEWALK AND WITHIN THE EXISTING RIGHT-OF-WAY, AT NO DIRECT PAY.
- DURING CONSTRUCTION THE ENTIRE RIGHT-OF-WAY WIDTH SHALL BE CLEARED OF ANY TRASH, DEBRIS, VEGETATION, ETC. IN THE CASE OF VEGETATION AN EIGHT FOOT MINIMUM "HEAD SPACE" SHALL BE PROVIDED. AT THE COMPLETION OF THE PROJECT THE ENTIRE PROJECT LENGTH SHALL BE RE-CLEARED WITHIN THE RIGHT-OF-WAY. THIS SHALL BE INCLUDED IN PAY ITEM 2010100.
- ALL CULVERT ENTRANCES/EXITS SHALL BE CLEARED OF DEBRIS/DIRT AND IF BLOCKED THE OPEN DITCHES SHALL BE GRADED TO DRAIN, AT NO DIRECT PAY.
- ANY EXISTING SIDEWALKS OR DRIVEWAYS TO REMAIN SHALL BE PRESSURE WASHED AT NO DIRECT PAY.
- NEW DRAINAGE PIPES, CHANNELS, OR DITCHES SHALL MATCH EXISTING INVERTS, GRADES, OR SLOPES. ANY SURFACES ADJACENT TO NEW CATCH BASINS SHALL BE GRADED TO DRAIN TOWARD THE CATCH BASIN INLET.
- CONTRACTOR SHALL CONSULT A LICENSED ARBORIST PRIOR TO ANY PRUNING OR TRIMMING OF EXISTING OR PROPOSED LANDSCAPING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING ALL ELEVATIONS (EXISTING AND PROPOSED) TO ENSURE THAT EXISTING DRAINAGE PATTERNS ARE MAINTAINED DURING AND AFTER CONSTRUCTION. CONTRACTOR SHALL FIELD VERIFY THAT PLACEMENT OF ALL PROPOSED DRAINAGE STRUCTURES AND PIPES (AS SHOWN ON THE PLANS) WILL PROVIDE POSITIVE DRAINAGE TO THE SITE. ADDITIONAL WORK, SUCH AS DITCH GRADING, MAY BE REQUIRED TO MAINTAIN POSITIVE DRAINAGE TO THE SITE. ANY CHANGES TO THE PROPOSED DRAINAGE DESIGN/LAYOUT SHALL BE APPROVED BY THE PROJECT ENGINEER.
- CONTRACTOR TO COORDINATE WITH AT&T FOR UTILITY ADJUSTMENTS THAT ARE TO BE FLUSH WITH THE PROPOSED SIDEWALK.

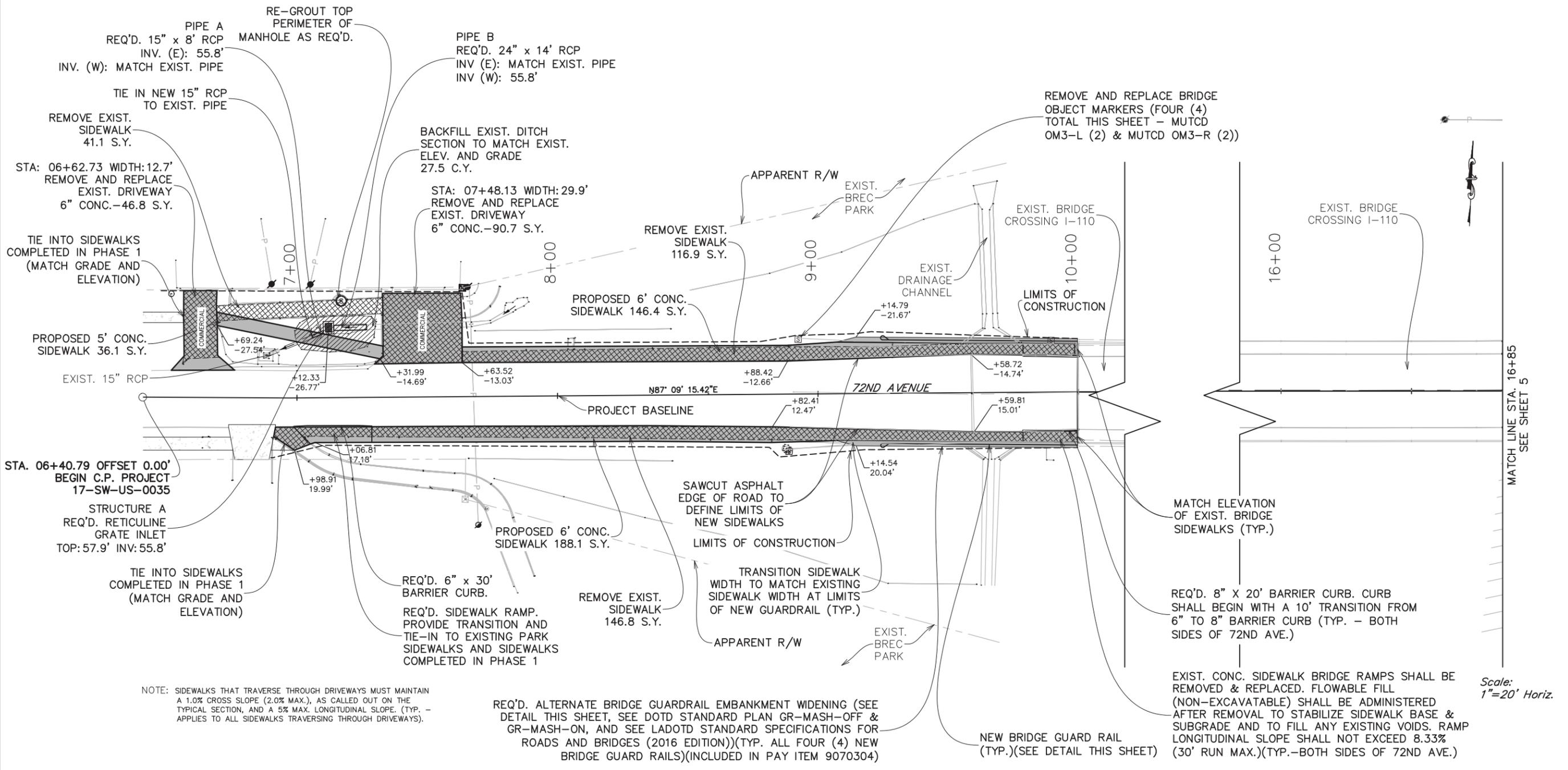
LEGEND:

	TELEPHONE LINE		SEWER LINE
	POWER LINE		GAS LINE
	EMBANKMENT MATERIAL		WATER LINE
	REMOVAL		FIBER LINE
	NEW CONCRETE		FIRE HYDRANT
	PERVIOUS CONCRETE		SEWER MANHOLE
	WATER METER		DRAINAGE MANHOLE
	TRAFFIC SIGN		CATCH BASIN
	MAILBOX		WATER VALVE
	UTILITY POLES (VARIOUS)		TELE. TRANSFORMER
			GAS VALVE
			LIGHT POLE

*ALL UTILITIES, WITH THE EXCEPTION OF POWER (DISPLAYED AS SHOWN IN THE LEGEND), ARE SUB-SURFACE UNLESS OTHERWISE NOTED IN THE PLAN & PROFILE SHEETS. POWER LINES ALONG 72ND AVE. ARE OVERHEAD.



SHEET NUMBER	3
DESIGNED	JAC
CHECKED	TAA
DATE	JUNE 2021
BY	
REVISION DESCRIPTION	
NO.	
DATE	
GENERAL NOTES AND SUMMARY SHEET 72ND AVENUE PED IMPROVEMENTS PHASE 2	



NOTE: SIDEWALKS THAT TRAVERSE THROUGH DRIVEWAYS MUST MAINTAIN A 1.0% CROSS SLOPE (2.0% MAX.), AS CALLED OUT ON THE TYPICAL SECTION, AND A 5% MAX. LONGITUDINAL SLOPE. (TYP. - APPLIES TO ALL SIDEWALKS TRAVERSING THROUGH DRIVEWAYS).

REQ'D. ALTERNATE BRIDGE GUARDRAIL EMBANKMENT WIDENING (SEE DETAIL THIS SHEET, SEE DOTD STANDARD PLAN GR-MASH-OFF & GR-MASH-ON, AND SEE LADOTD STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES (2016 EDITION))(TYP. ALL FOUR (4) NEW BRIDGE GUARD RAILS)(INCLUDED IN PAY ITEM 9070304)

LEGEND:

	TELEPHONE LINE		SEWER LINE
	POWER LINE		GAS LINE
	EMBANKMENT MATERIAL		WATER LINE
	REMOVAL		FIBER LINE
	NEW CONCRETE		FIRE HYDRANT
	PERVIOUS CONCRETE		SEWER MANHOLE
	WATER METER		DRAINAGE MANHOLE
	TRAFFIC SIGN		CATCH BASIN
	MAILBOX		WATER VALVE
	UTILITY POLES (VARIOUS)		TELE. TRANSFORMER
			GAS VALVE
			LIGHT POLE

UTILITY WARNING

The Contractor is advised that existing overhead and underground utilities such as (but not limited to) electrical lines and poles, telephone cable, gas lines, water lines, and sanitary sewers exist in the rights-of-way where the proposed improvements are to be installed, all in accordance with the provisions of R.S. 38:2223. It shall be the Contractor's responsibility to protect these existing utilities during the construction of the work to be installed under this Contract and any damage to the existing utilities caused by the negligent acts of the Contractor shall be repaired by the Contractor at his expense. The Contractor shall contact Louisiana One (1) Call (1-800-272-3020) a minimum of 48 hours prior to beginning construction in the work area.

GUARD RAIL ITEM LENGTHS

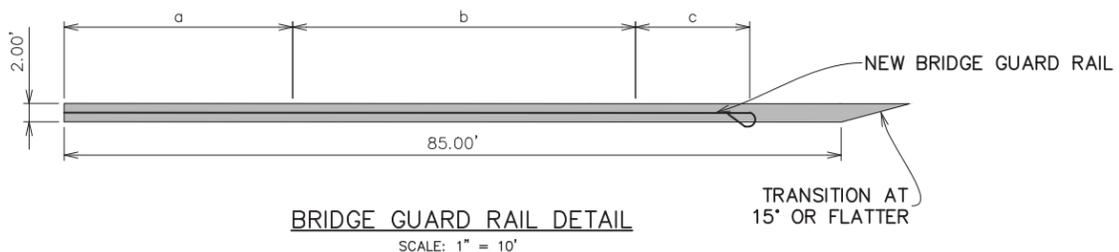
SECTION	PAY ITEM	LENGTH
a	CP 9010501	25'-0"
b	CP 9010200	37'-6"
c	CP 9900015	12'-6"

GUARD RAIL DESIGN DATA

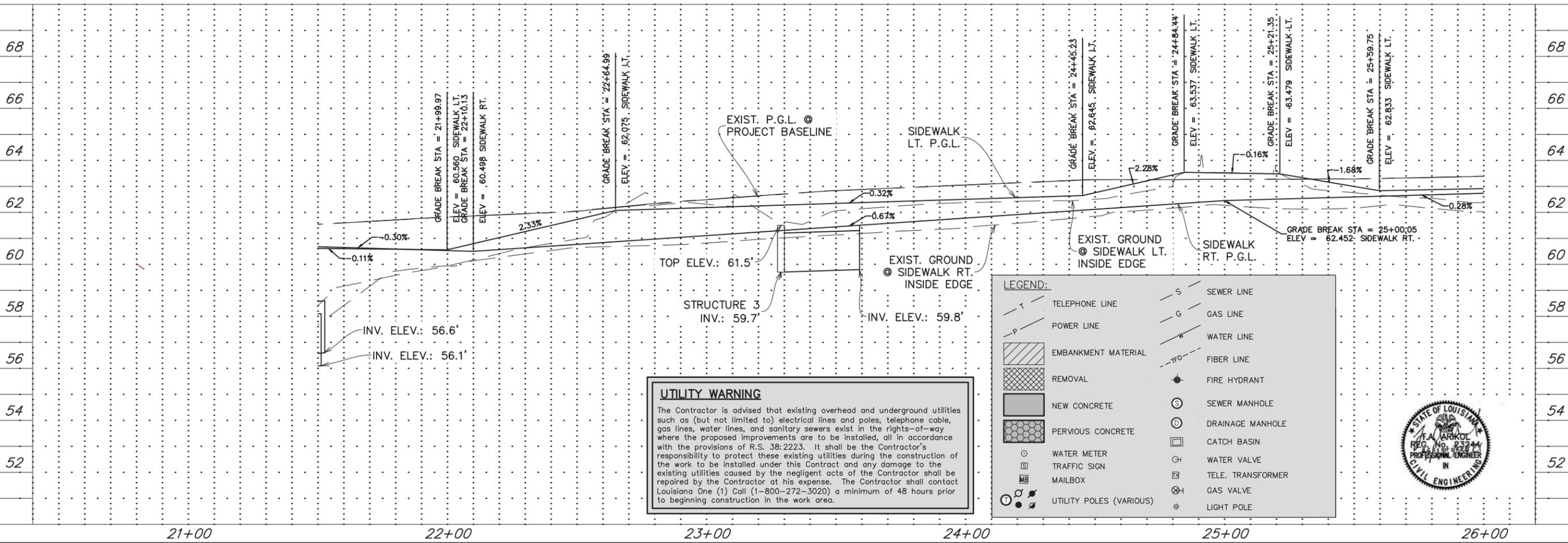
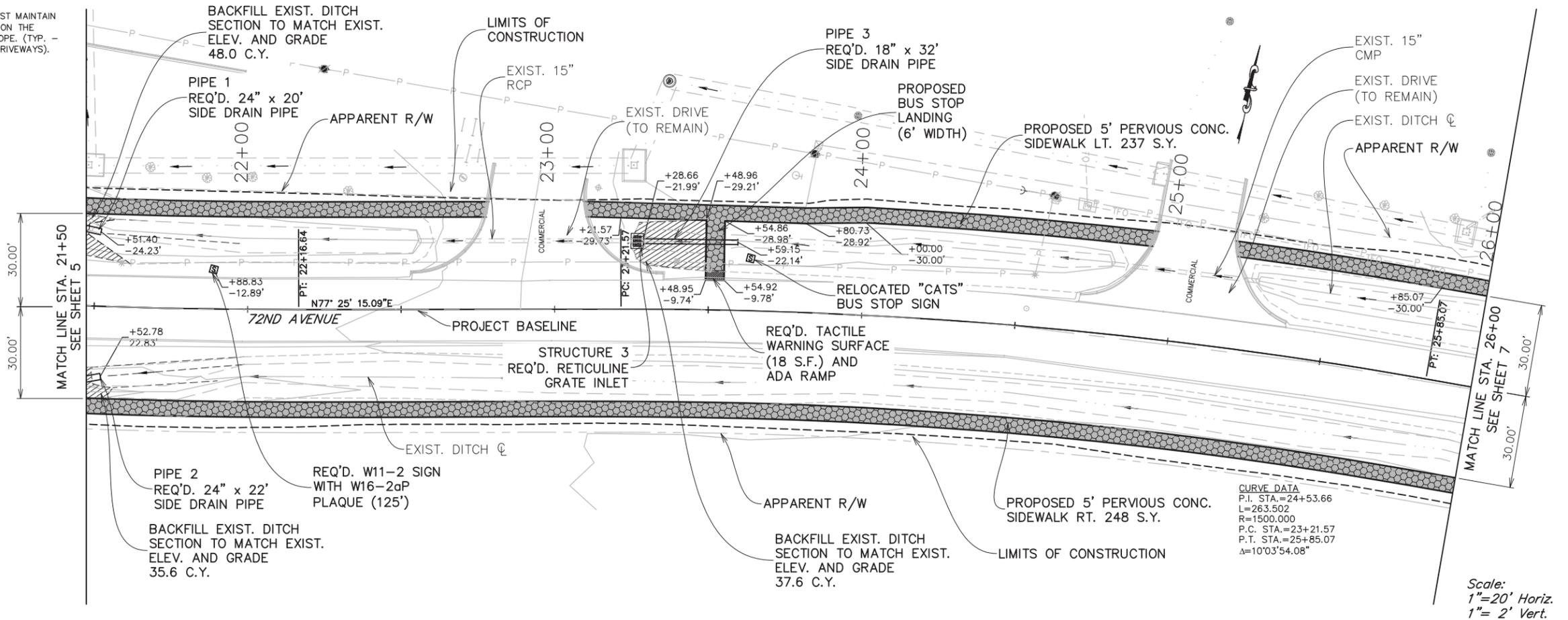
HIGHWAY CLASS	GUARD RAIL DESIGN SPEED (MPH)	2020 ADT	LC (FT)
MINOR ARTERIAL	40	1748	14

GUARD RAIL LAYOUT REQUIREMENTS (FT)

LOCATION	LR	LA	L2	CZc	A:B	X	Y	Z
ALL (4) GUARD RAILS	110	14	6	N/A	0:1	62.8	6	7



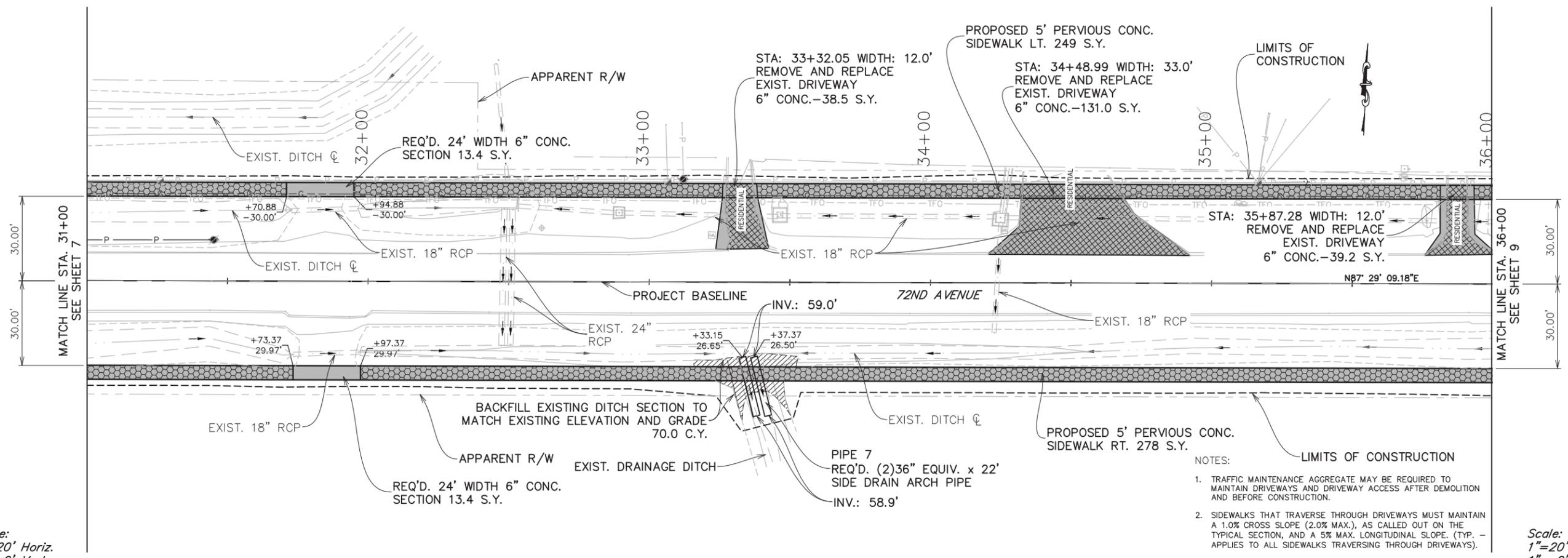
NOTE: SIDEWALKS THAT TRAVERSE THROUGH DRIVEWAYS MUST MAINTAIN A 1.0% CROSS SLOPE (2.0% MAX.), AS CALLED OUT ON THE TYPICAL SECTION, AND A 5% MAX. LONGITUDINAL SLOPE. (TYP. - APPLIES TO ALL SIDEWALKS TRAVERSING THROUGH DRIVEWAYS).



SHEET NUMBER	6
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	17-SW-US-0035
STATE PROJECT	N/A
DESIGNED	JAC
CHECKED	TAA
DATE	JUNE 2021
REVISION DESCRIPTION	3 OF 8
NO.	
DATE	
BY	



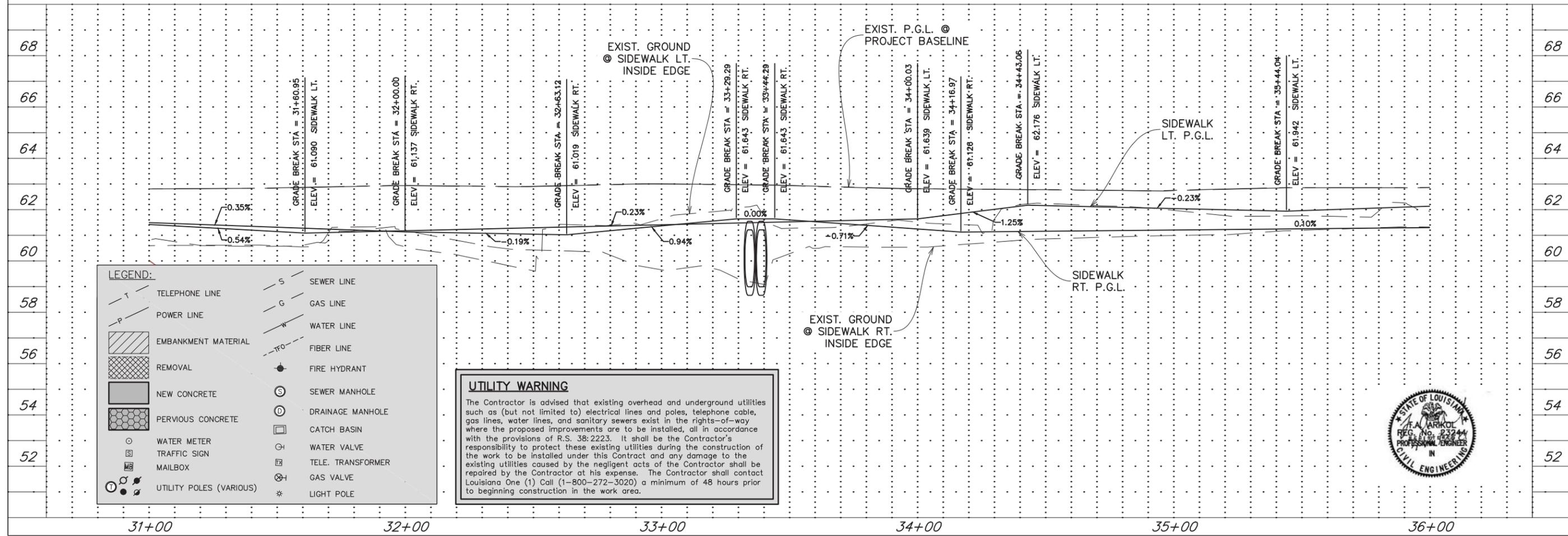
SHEET NUMBER	8
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	17-SW-US-0035
STATE PROJECT	N/A
DESIGNED	JAC
CHECKED	TAA
DATE	JUNE 2021
SHEET	5 OF 8
BY	
NO.	
REVISION DESCRIPTION	



Scale:
1"=20' Horiz.
1"= 2' Vert.

Scale:
1"=20' Horiz.
1"= 2' Vert.

- NOTES:
1. TRAFFIC MAINTENANCE AGGREGATE MAY BE REQUIRED TO MAINTAIN DRIVEWAYS AND DRIVEWAY ACCESS AFTER DEMOLITION AND BEFORE CONSTRUCTION.
 2. SIDEWALKS THAT TRAVERSE THROUGH DRIVEWAYS MUST MAINTAIN A 1.0% CROSS SLOPE (2.0% MAX.), AS CALLED OUT ON THE TYPICAL SECTION, AND A 5% MAX. LONGITUDINAL SLOPE. (TYP. - APPLIES TO ALL SIDEWALKS TRAVERSING THROUGH DRIVEWAYS).



LEGEND:

	TELEPHONE LINE		SEWER LINE
	POWER LINE		GAS LINE
	EMBANKMENT MATERIAL		WATER LINE
	REMOVAL		FIBER LINE
	NEW CONCRETE		FIRE HYDRANT
	PERVIOUS CONCRETE		SEWER MANHOLE
	WATER METER		DRAINAGE MANHOLE
	TRAFFIC SIGN		CATCH BASIN
	MAILBOX		WATER VALVE
	UTILITY POLES (VARIOUS)		TELE. TRANSFORMER
			GAS VALVE
			LIGHT POLE

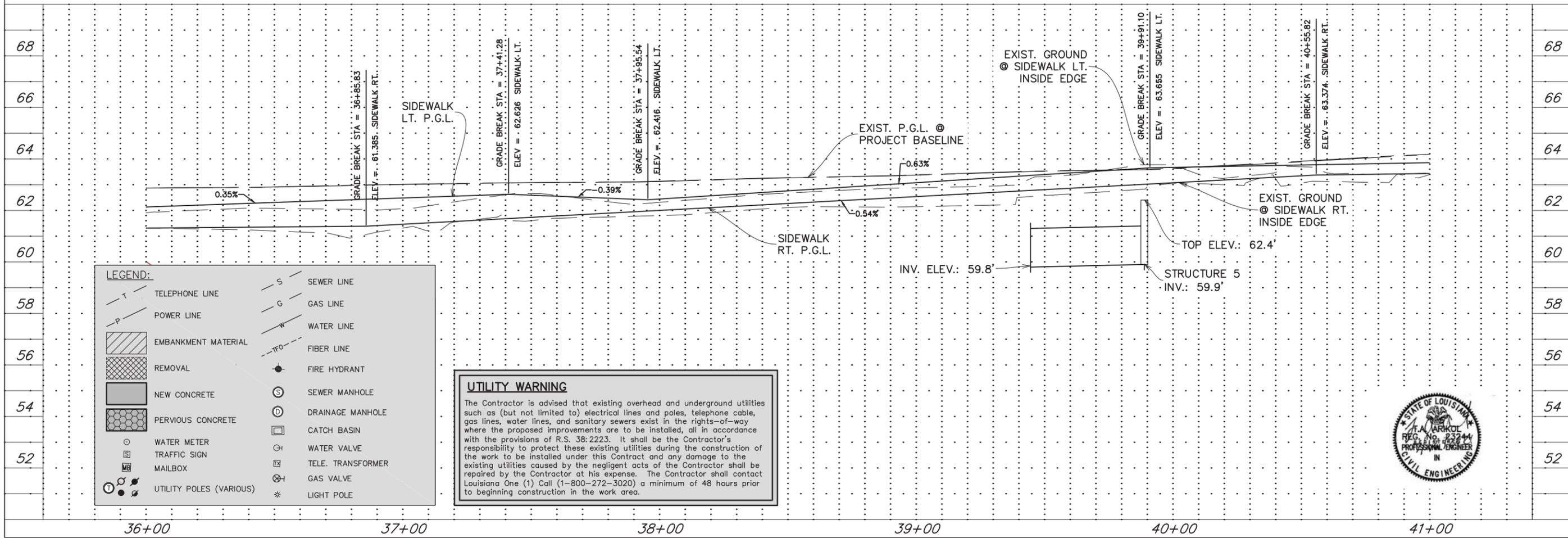
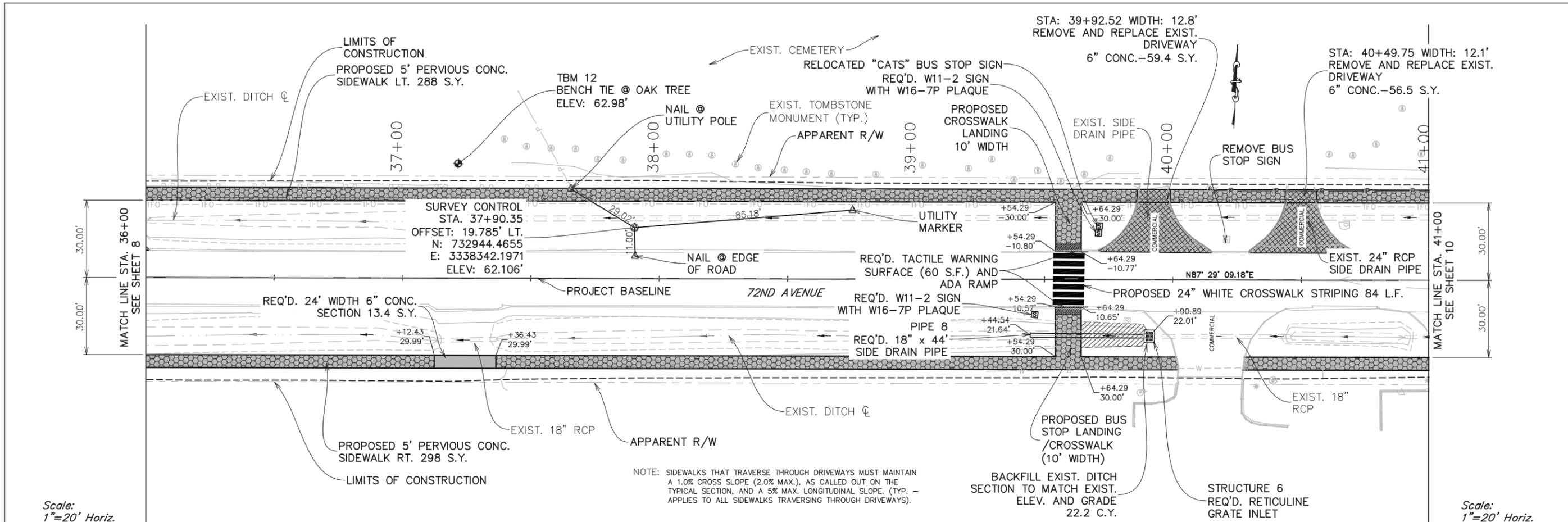
UTILITY WARNING

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PLAN & PROFILE

72ND AVENUE PED IMPROVEMENTS PHASE 2



SHEET NUMBER	9
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	17-SW-US-0035
STATE PROJECT	N/A
DESIGNED	JAC TAA
CHECKED	JAC TAA
DATE	JUNE 2021
REVISION DESCRIPTION	BY
NO.	DATE

NOTE: SIDEWALKS THAT TRAVERSE THROUGH DRIVEWAYS MUST MAINTAIN A 1.0% CROSS SLOPE (2.0% MAX.), AS CALLED OUT ON THE TYPICAL SECTION, AND A 5% MAX. LONGITUDINAL SLOPE. (TYP. - APPLIES TO ALL SIDEWALKS TRAVERSING THROUGH DRIVEWAYS).

PROVIDE ADEQUATE BACKFILL AND COVER FOR EXPOSED EXIST. SUBSURFACE DRAINAGE PRIOR TO SIDEWALK CONSTRUCTION (INCLUDED UNDER ITEM #2030800)

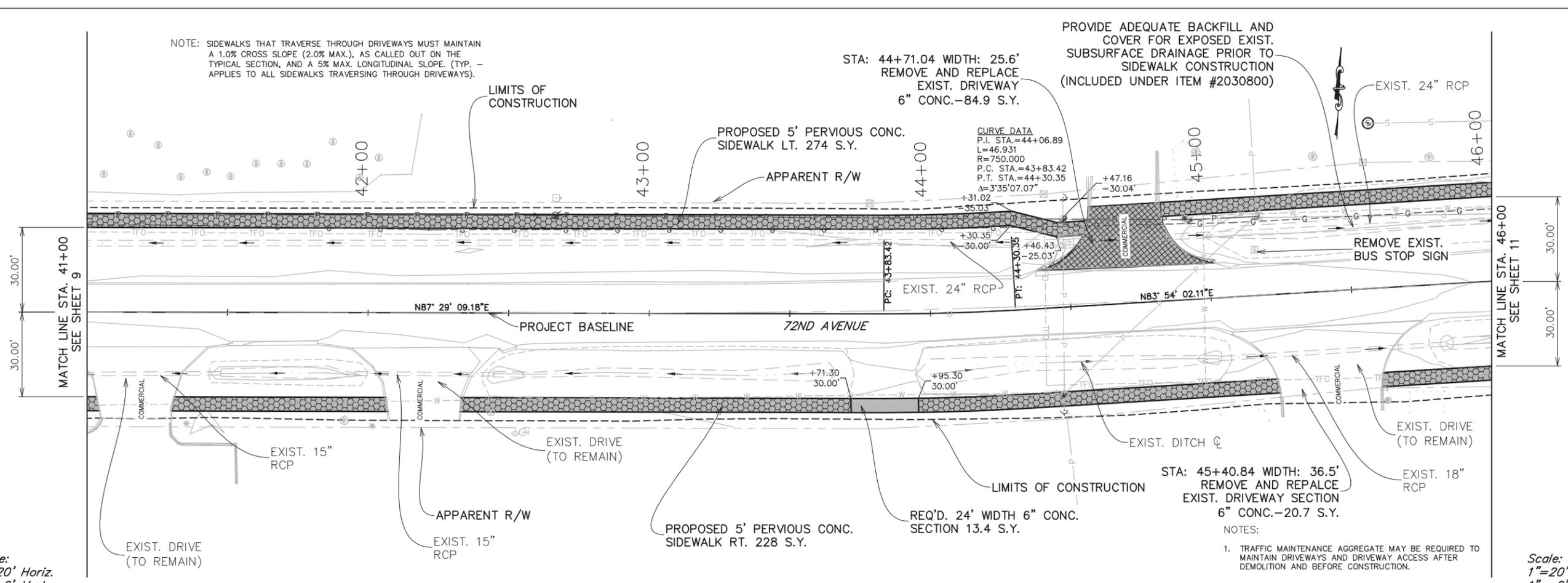
STA: 44+71.04 WIDTH: 25.6'
REMOVE AND REPLACE EXIST. DRIVEWAY 6" CONC.-84.9 S.Y.

CURVE DATA
P.I. STA.=44+06.89
L=46.931
R=750.000
P.C. STA.=43+83.42
P.T. STA.=44+30.35
 $\Delta=3'35''07.07''$

STA: 45+40.84 WIDTH: 36.5'
REMOVE AND REPALECE EXIST. DRIVEWAY SECTION 6" CONC.-20.7 S.Y.

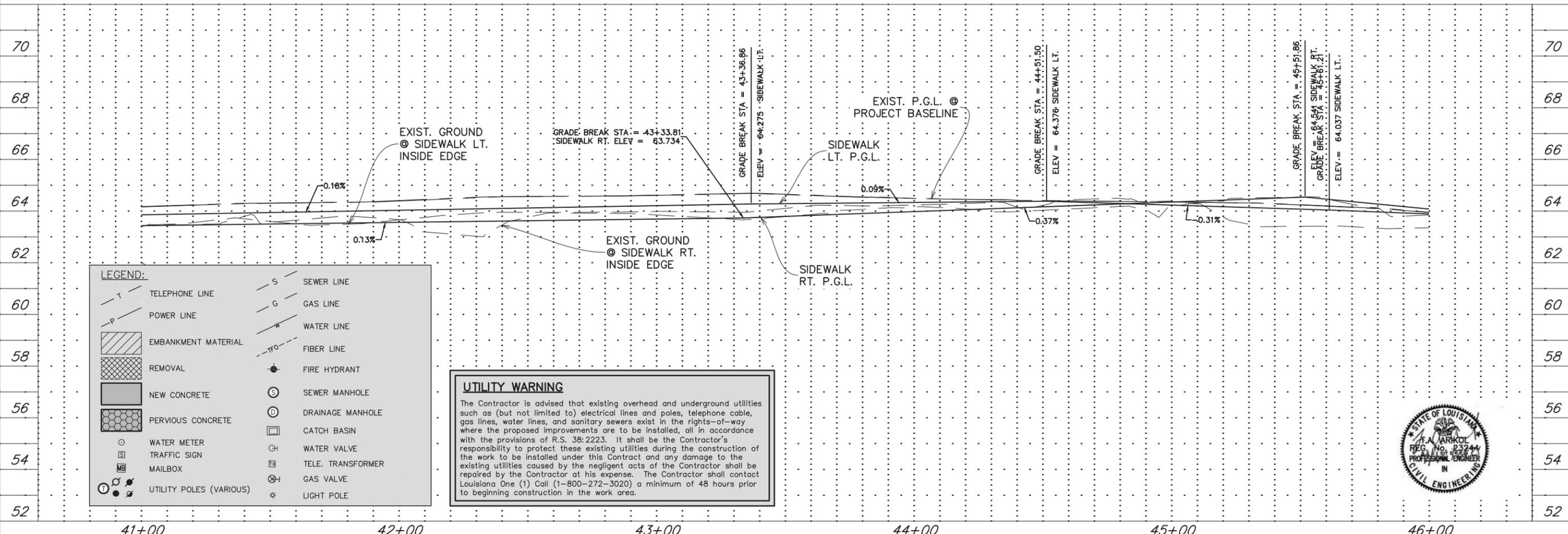
NOTES:

1. TRAFFIC MAINTENANCE AGGREGATE MAY BE REQUIRED TO MAINTAIN DRIVEWAYS AND DRIVEWAY ACCESS AFTER DEMOLITION AND BEFORE CONSTRUCTION.



Scale:
1"=20' Horiz.
1"= 2' Vert.

Scale:
1"=20' Horiz.
1"= 2' Vert.



LEGEND:	
	TELEPHONE LINE
	POWER LINE
	EMBANKMENT MATERIAL
	REMOVAL
	NEW CONCRETE
	PERVIOUS CONCRETE
	WATER METER
	TRAFFIC SIGN
	MAILBOX
	UTILITY POLES (VARIOUS)
	SEWER LINE
	GAS LINE
	WATER LINE
	FIBER LINE
	FIRE HYDRANT
	SEWER MANHOLE
	DRAINAGE MANHOLE
	CATCH BASIN
	WATER VALVE
	TELE. TRANSFORMER
	GAS VALVE
	LIGHT POLE

UTILITY WARNING
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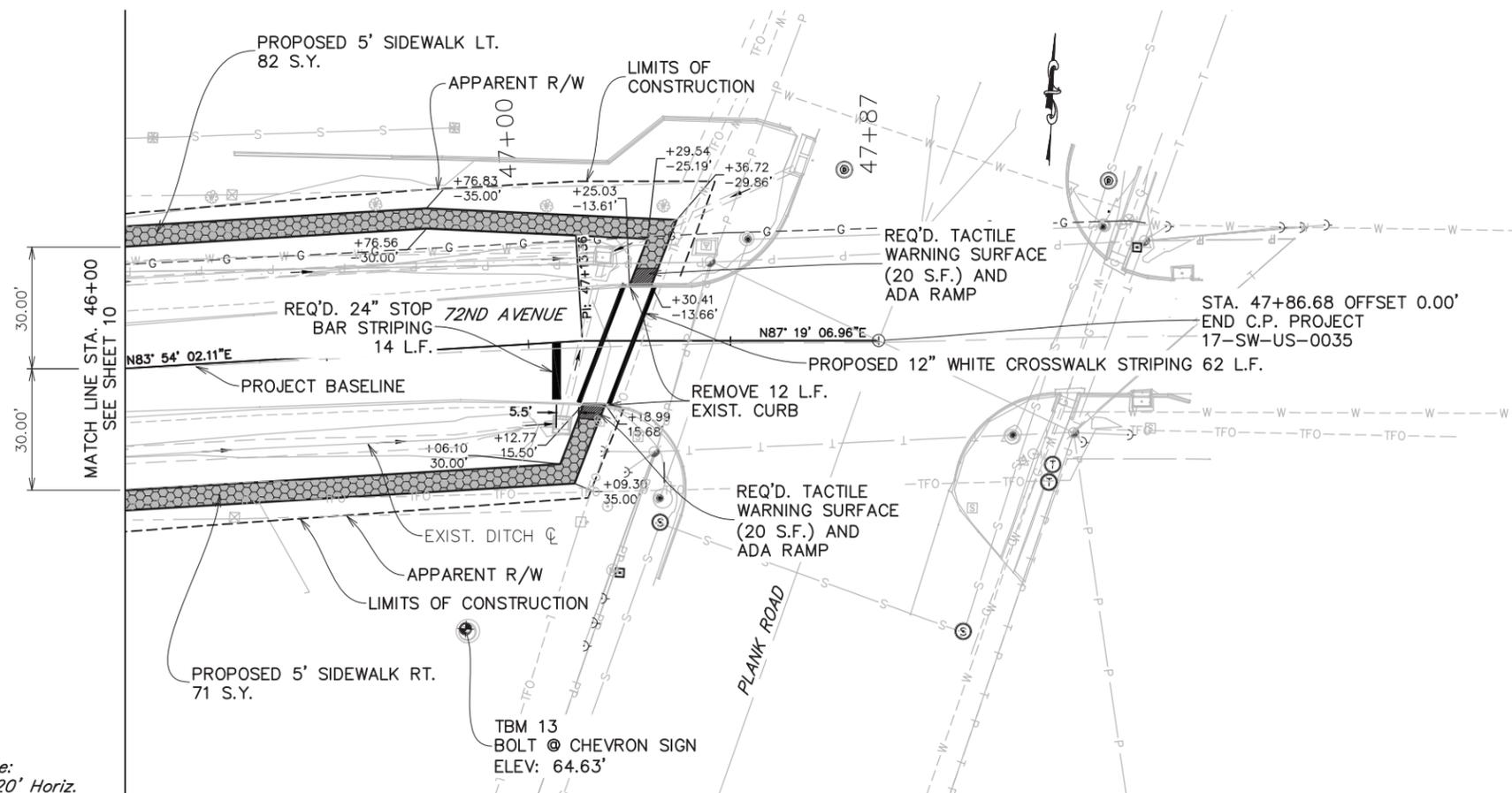


SHEET NUMBER	10
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	17-SW-US-0035
STATE PROJECT	N/A
DESIGNED	JAC TAA
CHECKED	JAC TAA
DATE	JUNE 2021
REVISION DESCRIPTION	
NO.	
DATE	
BY	

PLAN & PROFILE

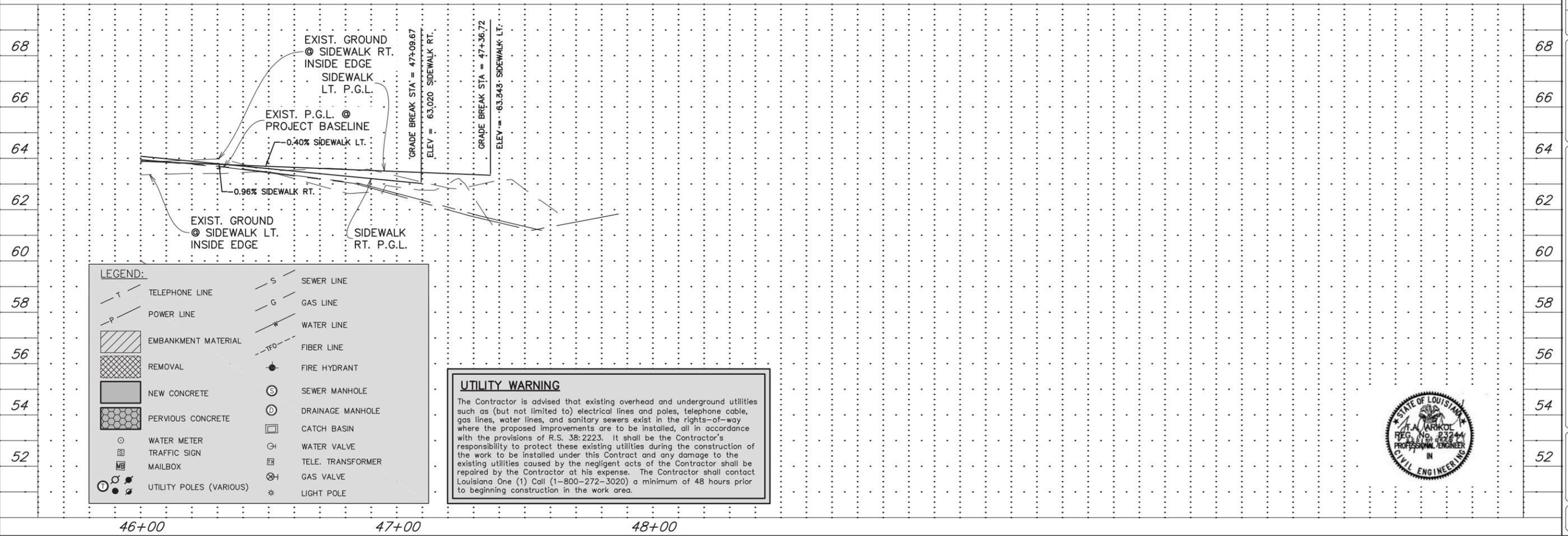
72ND AVENUE PED IMPROVEMENTS PHASE 2

NOTE: SIDEWALKS THAT TRAVERSE THROUGH DRIVEWAYS MUST MAINTAIN A 1.0% CROSS SLOPE (2.0% MAX.), AS CALLED OUT ON THE TYPICAL SECTION, AND A 5% MAX. LONGITUDINAL SLOPE. (TYP. - APPLIES TO ALL SIDEWALKS TRAVERSING THROUGH DRIVEWAYS).



Scale:
1"=20' Horiz.
1"= 2' Vert.

Scale:
1"=20' Horiz.
1"= 2' Vert.



LEGEND:

	TELEPHONE LINE		SEWER LINE
	POWER LINE		GAS LINE
	EMBANKMENT MATERIAL		WATER LINE
	REMOVAL		FIBER LINE
	NEW CONCRETE		FIRE HYDRANT
	PERVIOUS CONCRETE		SEWER MANHOLE
	WATER METER		DRAINAGE MANHOLE
	TRAFFIC SIGN		CATCH BASIN
	MAILBOX		WATER VALVE
	UTILITY POLES (VARIOUS)		TELE. TRANSFORMER
			GAS VALVE
			LIGHT POLE

UTILITY WARNING

The Contractor is advised that existing overhead and underground utilities such as (but not limited to) electrical lines and poles, telephone cable, gas lines, water lines, and sanitary sewers exist in the rights-of-way where the proposed improvements are to be installed, all in accordance with the provisions of R.S. 38:2223. It shall be the Contractor's responsibility to protect these existing utilities during the construction of the work to be installed under this Contract and any damage to the existing utilities caused by the negligent acts of the Contractor shall be repaired by the Contractor at his expense. The Contractor shall contact Louisiana One (1) Call (1-800-272-3020) a minimum of 48 hours prior to beginning construction in the work area.



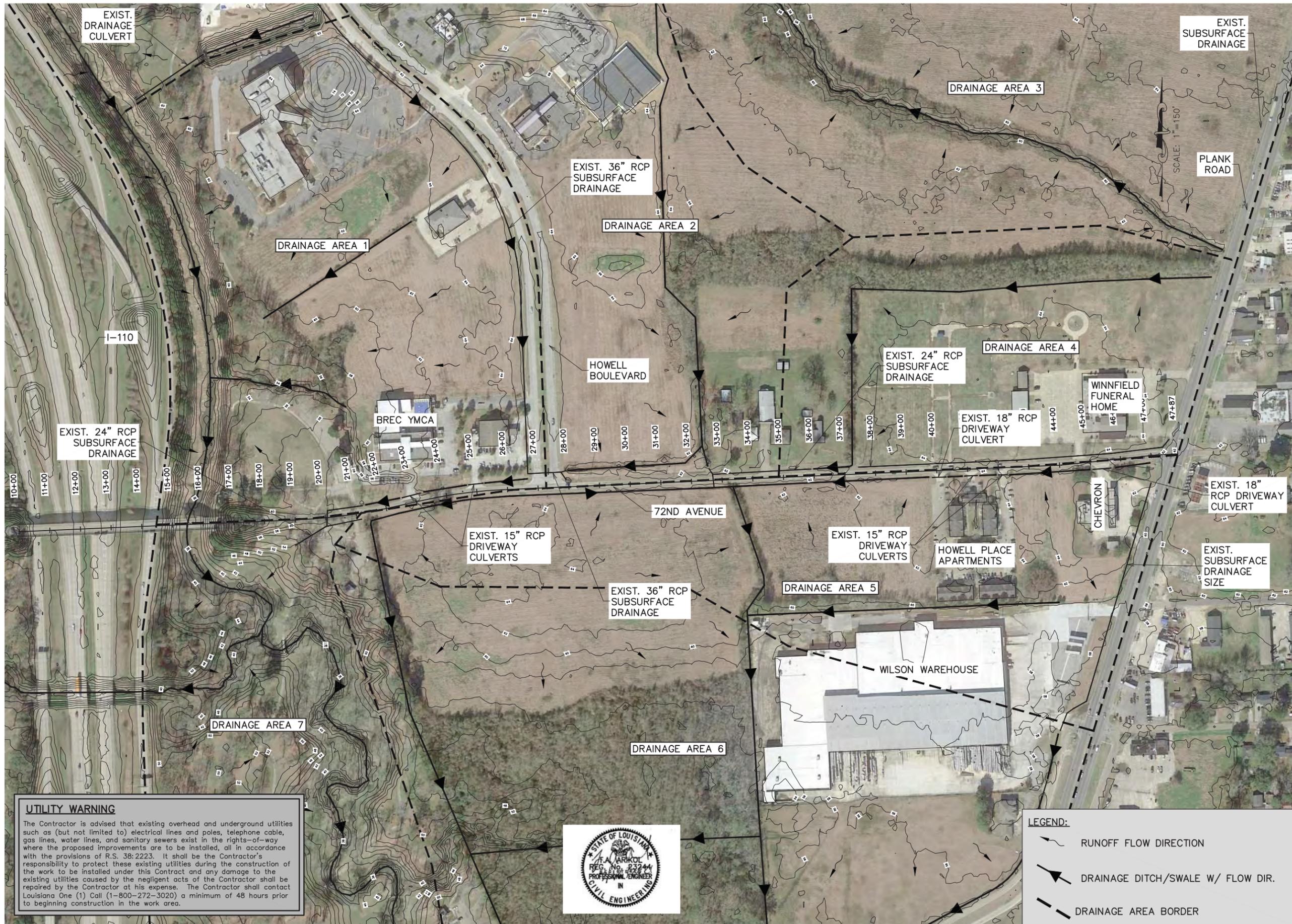
SHEET NUMBER	11
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	17-SW-US-0035
STATE PROJECT	N/A
DESIGNED	JAC TAA
CHECKED	TAA
DATE	JUNE 2021
DESIGNED	JAC TAA
CHECKED	TAA
DATE	JUNE 2021
NO.	
BY	
REVISION DESCRIPTION	
DATE	

PLAN & PROFILE

72ND AVENUE PED IMPROVEMENTS PHASE 2

BR
CITY OF BATON ROUGE
OFFICE OF PUBLIC WORKS

PEC



UTILITY WARNING

The Contractor is advised that existing overhead and underground utilities such as (but not limited to) electrical lines and poles, telephone cable, gas lines, water lines, and sanitary sewers exist in the rights-of-way where the proposed improvements are to be installed, all in accordance with the provisions of R.S. 38:2223. It shall be the Contractor's responsibility to protect these existing utilities during the construction of the work to be installed under this Contract and any damage to the existing utilities caused by the negligent acts of the Contractor shall be repaired by the Contractor at his expense. The Contractor shall contact Louisiana One (1) Call (1-800-272-3020) a minimum of 48 hours prior to beginning construction in the work area.



LEGEND:

- RUNOFF FLOW DIRECTION
- DRAINAGE DITCH/SWALE W/ FLOW DIR.
- DRAINAGE AREA BORDER

SHEET NUMBER	12
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	17-SW-US-0035
STATE PROJECT	N/A
DESIGNED	JAC
CHECKED	TAA
DATE	JUNE 2021
SHEET	1 OF 1

NO.	DATE	REVISION DESCRIPTION

EXISTING DRAINAGE MAP

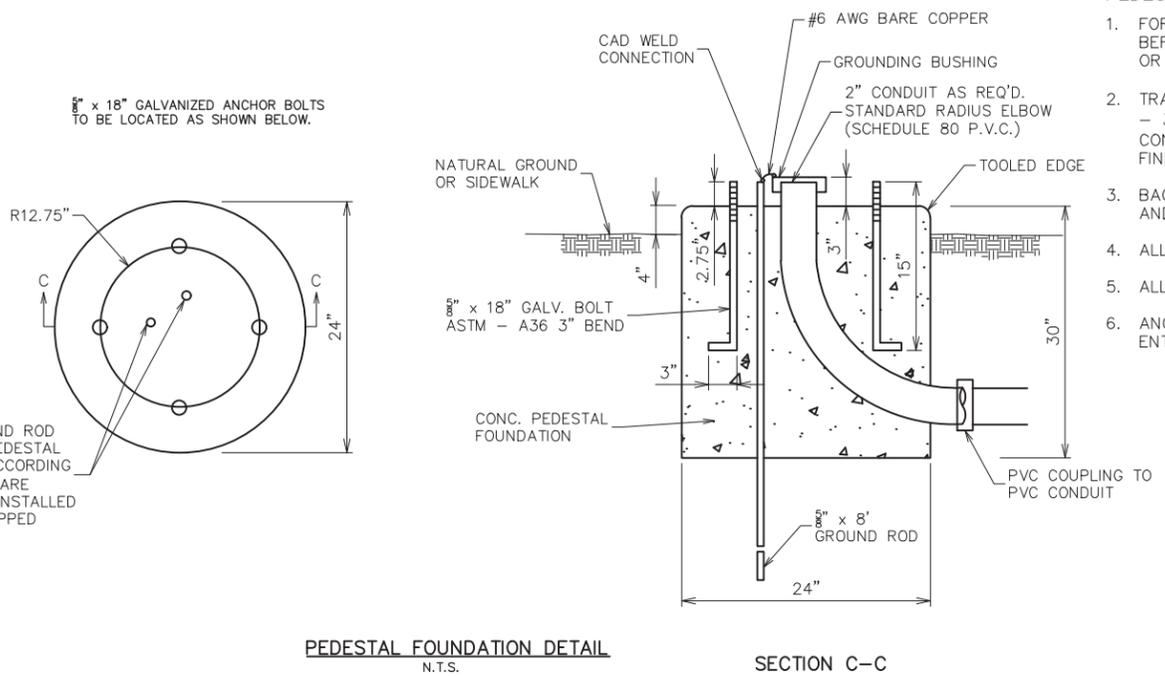
72ND AVENUE PED IMPROVEMENTS PHASE 2

NO.	DATE	REVISION DESCRIPTION	BY



PEDESTAL FOUNDATION NOTES:

1. FORMS MUST BE APPROVED BY THE PROJECT ENGINEER BEFORE POURING CONCRETE INTO ANY FOUNDATION FORM OR BEFORE COVERING ANY CONDUIT.
2. TRAFFIC SIGNAL ANCHOR BOLTS SHALL PROTRUDE 2" MIN. - 3" MAX. ABOVE FINISHED PEDESTAL FOUNDATION. CONDUIT AND GROUND RODS SHALL PROVIDE 2" ABOVE FINISHED FOUNDATION.
3. BACKFILL OVER CONDUIT RUNS SHALL BE OF SOIL OR SAND AND SHALL NOT CONTAIN ROCKS OR CONCRETE.
4. ALL CONDUIT TO BE SCHEDULE 80 P.V.C.
5. ALL 90° ELS TO BE STANDARD RADIUS.
6. ANCHOR BOLTS SHALL BE FULLY GALVANIZED ALONG THEIR ENTIRE LENGTH.

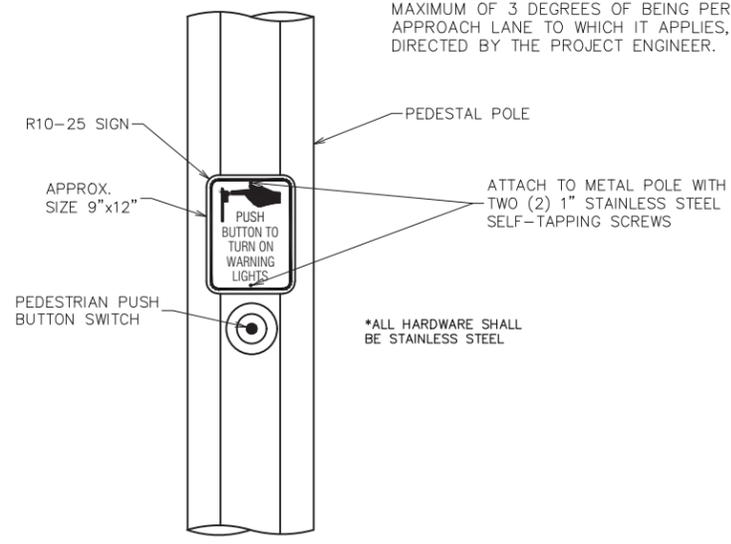


PEDESTAL FOUNDATION DETAIL
 N.T.S.

SECTION C-C

PUSH BUTTON NOTES:

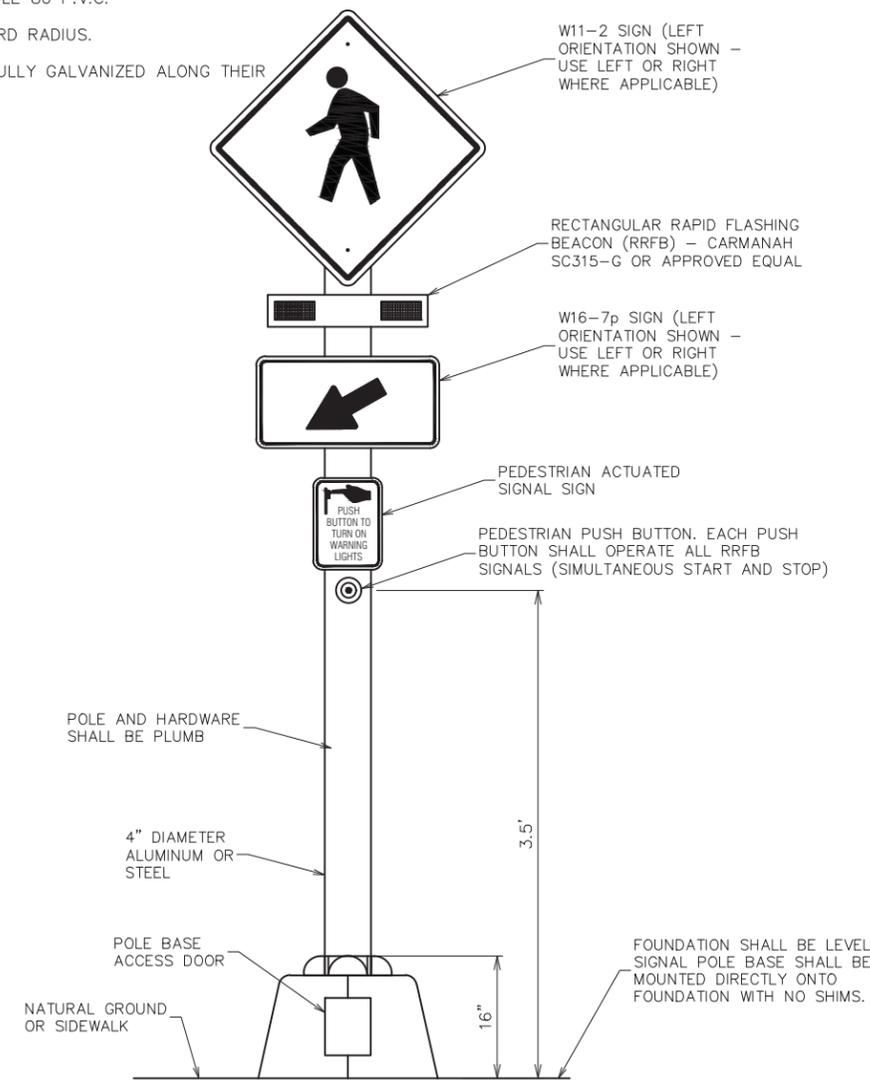
1. THE CONTRACTOR SHALL FURNISH AND INSTALL A R10-25 SIGN ABOVE EACH PEDESTRIAN PUSH BUTTON.
2. PEDESTRIAN SIGNALS/SIGNS SHALL BE AIMED WITHIN A MAXIMUM OF 3 DEGREES OF BEING PERPENDICULAR TO THE APPROACH LANE TO WHICH IT APPLIES, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.



PUSH BUTTON W/ SIGN DETAIL
 N.T.S.

PEDESTAL-MOUNTED SIGN NOTES:

1. THE W11-2 SIGN, RRFB, AND THE W16-7p SIGN SHALL BE DOUBLE-SIDED FOR THIS APPLICATION (TWO PER PEDESTAL MOUNTED ASSEMBLY (4 TOTAL)). THE APPROPRIATE SIGN ORIENTATION (LEFT/RIGHT) SHALL HAVE SIGNS DIRECTED TOWARD THE CROSSWALK AND NOT AWAY.
2. PAY ITEM NO. 9900004 (TRAFFIC SIGNAL SYSTEM (RRFB)) SHALL INCLUDE ALL MATERIAL, APPURTENANCES, AND LABOR TO FURNISH A COMPLETE AND FUNCTIONAL RRFB TRAFFIC SIGNAL. SEE SHEET E1 FOR ADDITIONAL REQUIREMENTS REGARDING THE TRAFFIC SIGNAL SYSTEM.



PEDESTAL-MOUNTED SIGN INSTALLATION
 N.T.S.



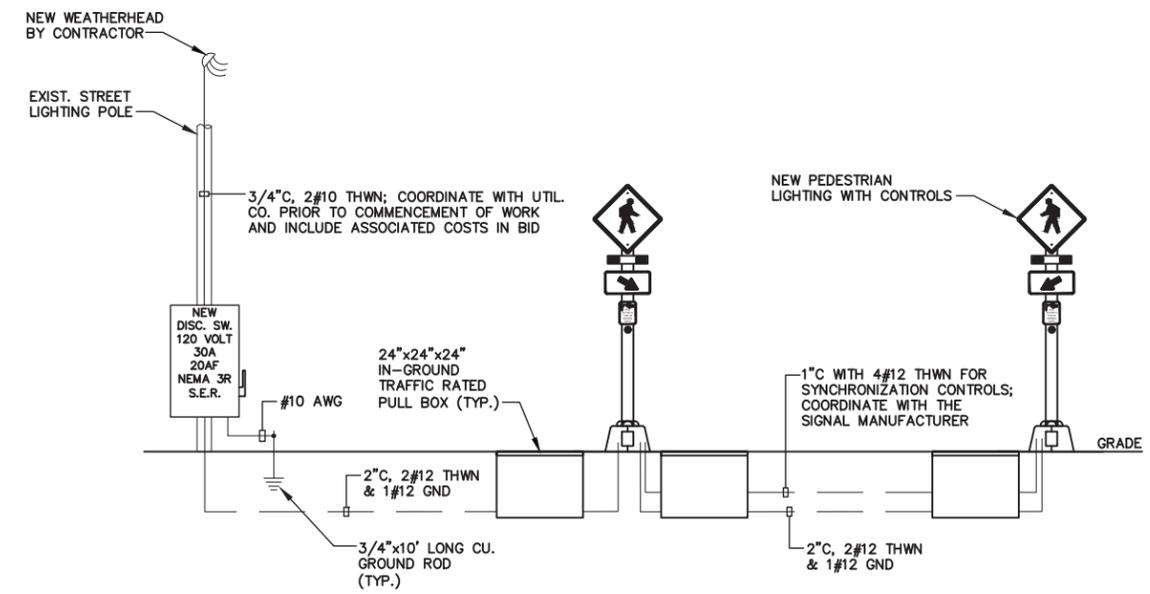
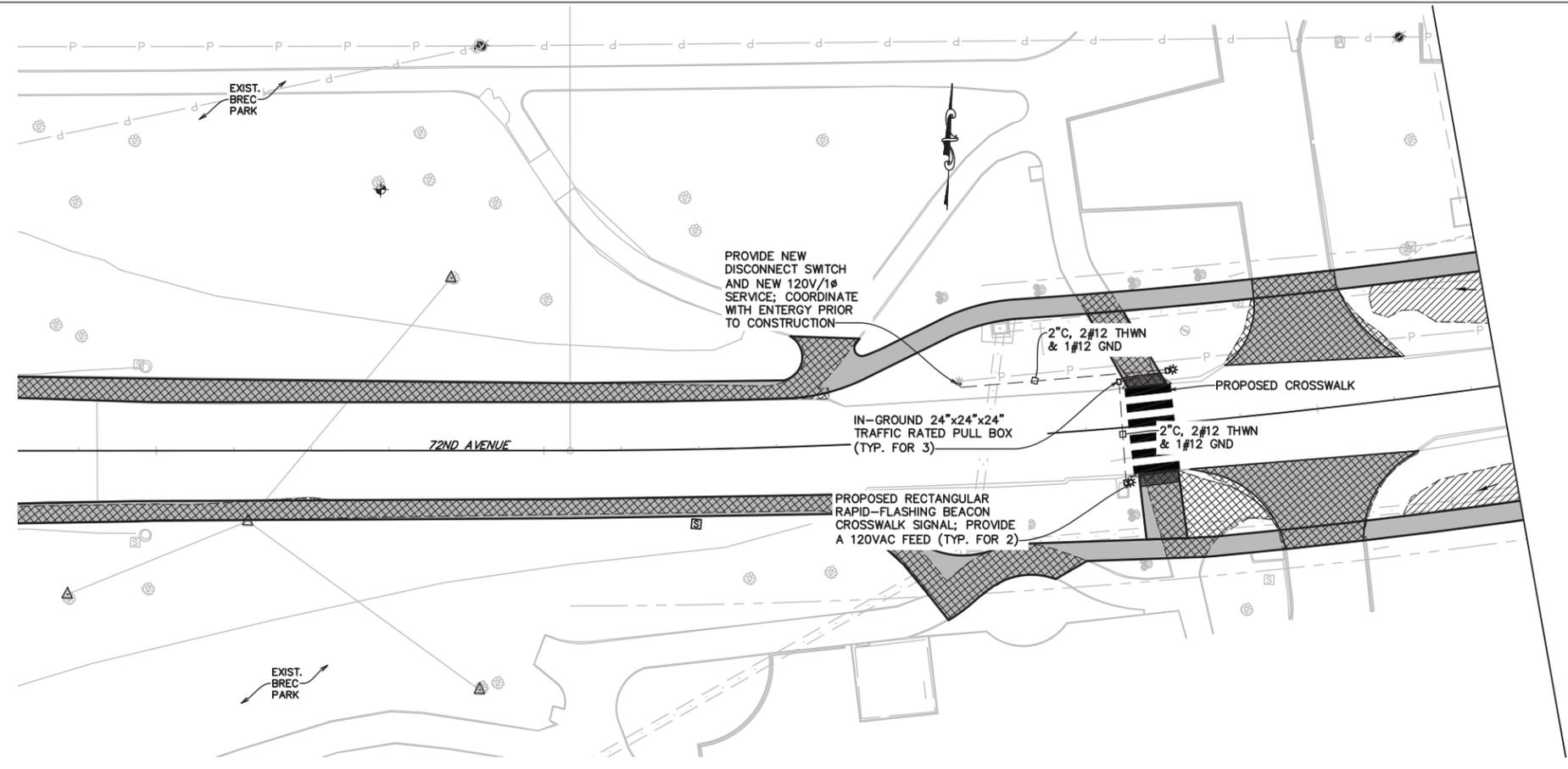
SHEET NUMBER	E1
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	17-SW-US-0035
STATE PROJECT	N/A
DESIGNED	SPG
CHECKED	MLT
DATE	JULY 2021
SHEET	1 OF 1

SYMBOL SCHEDULE	
	DISCONNECT SWITCH
	CONDUIT ROUTED UNDERGROUND

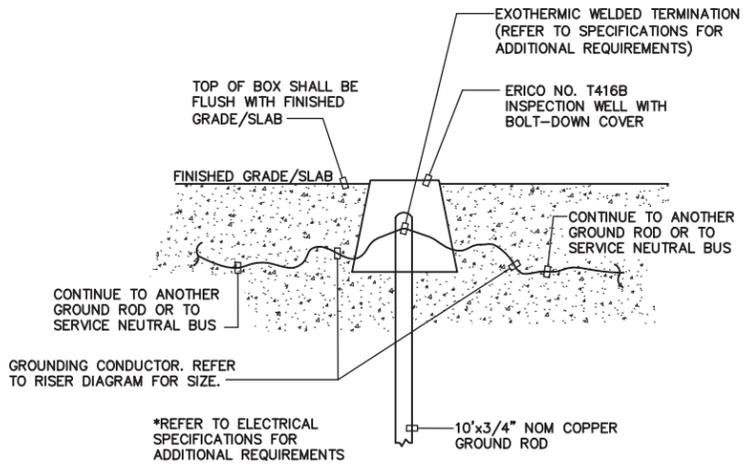
GENERAL NOTES

- ALL ELECTRICAL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE. ALL WORK SHOWN IS NEW UNLESS NOTED OTHERWISE.
- FIELD VERIFY EXISTING CONDITIONS PRIOR TO BIDDING.
- PRIOR TO CONSTRUCTION, VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES. AVOID DISTURBANCE OF EXISTING UTILITIES NOT INCLUDED IN THIS PROJECT.
- ALL DEMOLISHED EQUIPMENT SHALL BE TURNED OVER TO THE OWNER'S DESIGNATED REPRESENTATIVE FOR RIGHT OF FIRST REFUSAL. CONTRACTOR SHALL DISPOSE OF ANY EQUIPMENT REFUSED BY THE OWNER'S REPRESENTATIVE.
- THE CONDUIT SYSTEM, ALL ELECTRICAL EQUIPMENT, ALL STEEL STRUCTURES, MOTOR FRAMES, ETC. SHALL BE CONNECTED TO THE GROUNDING SYSTEM PER ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE.
- ALL EQUIPMENT LOCATIONS SHALL BE VERIFIED IN THE FIELD WITH MECHANICAL TRADES, CONDUIT ROUTING AND EQUIPMENT LOCATIONS SHOWN ARE DIAGRAMMATIC ONLY. THE EXACT LOCATION OF ALL EQUIPMENT AND ROUTING OF CABLES SHALL BE COORDINATED WITH & APPROVED BY THE OWNER'S REPRESENTATIVE DURING CONSTRUCTION.
- LOCATIONS OF CONDUITS, BOXES, FITTINGS, ETC., ARE DIAGRAMMATIC. IT SHALL BE THE ELECTRICAL CONTRACTORS RESPONSIBILITY TO VERIFY ALL SIZES AND LOCATIONS. REVIEW ALL MECHANICAL SHOP DRAWINGS AND COORDINATE WITH THE MECHANICAL CONTRACTOR, OWNER, AND ENGINEER TO INSURE THE TIMELY DELIVERY AND PROPER INSTALLATION OF ALL ELECTRICAL EQUIPMENT. (I.E. CONTROL PANELS, AREA LIGHTING, ETC.)
- BEFORE INSTALLATION, THE ELECTRICAL CONTRACTOR SHALL SUBMIT DETAILED SHOP AND LAYOUT DRAWINGS TO THE ENGINEER FOR REVIEW COVERING PROPOSED LOCATIONS, MOUNTING, AND ROUTING FOR ALL CONDUITS, SERVICES, FITTINGS, GROUND RODS, AREA LIGHTING, CONTROL PANELS, SUPPORTS, ETC.
- MINIMUM CONDUIT SIZE IS 3/4". ALL EXPOSED CONDUIT SHALL BE RIGID STEEL AND ALL DUCT BANK CONDUIT SHALL BE SCHEDULE 40PVC UNLESS NOTED OTHERWISE.
- THERE SHALL BE WARNING LABELS LOCATED ON THE FRONT OF EACH ELECTRICAL ENCLOSURE. SEE SIGNAGE DETAIL ON THIS SHEET.
- ITEM NO. 9900004 TRAFFIC SIGNAL SYSTEM (RRFB) SHALL INCLUDE ALL MATERIAL, ITEMS, PERMITS, ACCOUNT SERVICE FEES, AND LABOR NECESSARY TO FURNISH A COMPLETE AND FUNCTIONING SIGNAL AS SHOWN IN THE PLANS.

Scale:
1"=20' Horiz.



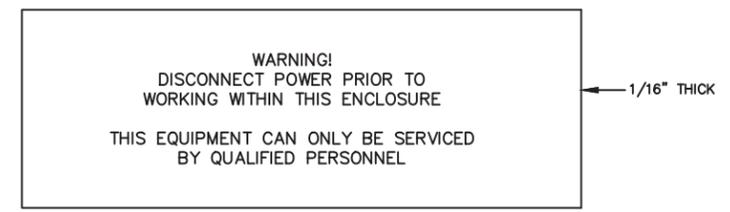
ELECTRICAL RISER DIAGRAM
NOT TO SCALE



GROUND ROD INSTALLATION DETAIL
NOT TO SCALE

SIGNAGE:

- THE BELOW SIGN SHALL BE MOUNTED ON THE FRONT OF ALL ELECTRICAL ENCLOSURES.



NOTES:

- NAMEPLATES TO BE FABRICATED FROM LAMACOID PLASTIC WITH BLACK OUTER LAMINATION AND A WHITE INNER LAMINATION.
- LETTERING SHALL BE 1/4" HIGH CAPS, EXCEPT AS NOTED ON SCHEDULE. ENGRAVE LETTERS TO EXPOSE WHITE LAMINATION.
- ATTACH NAMEPLATES ON EQUIPMENT IN A PROMINENT PLACE. USE TWO (2) SMALL STAINLESS STEEL SCREWS FOR SHEET METAL ENCLOSURES. USE CONTACT BOND CEMENT ON ALL OTHER TYPE ENCLOSURES. ASSURE THAT SURFACE IS CLEAN AND FREE OF PAINT PRIOR TO ATTACHING NAMEPLATES.

SIGNAGE DETAIL
NOT TO SCALE



ADG BATON ROUGE, LLC
CONSULTING ENGINEERS

3071 TEDDY DRIVE | BATON ROUGE, LA 70809
(225)293-9474 | ADG8R@ADGINC.ORG
Frank Saville Thompson - License No. 28854
Michael Lee Terry III - License No. 42812

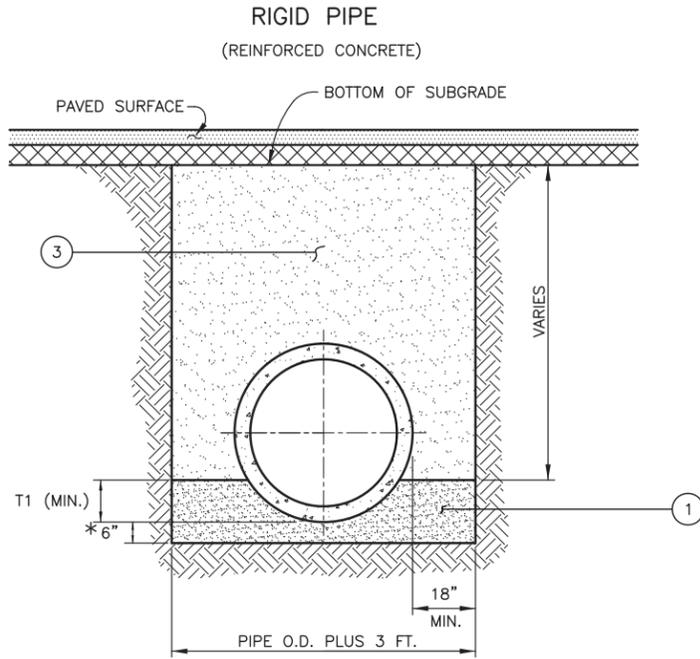
PROJECT NO. 20-240



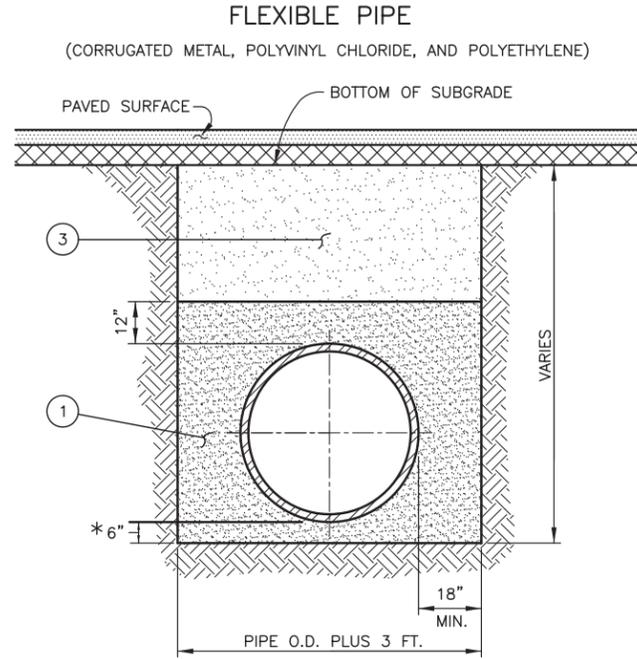
ELECTRICAL SITE PLAN & DETAILS
72ND AVENUE PED IMPROVEMENTS PHASE 2



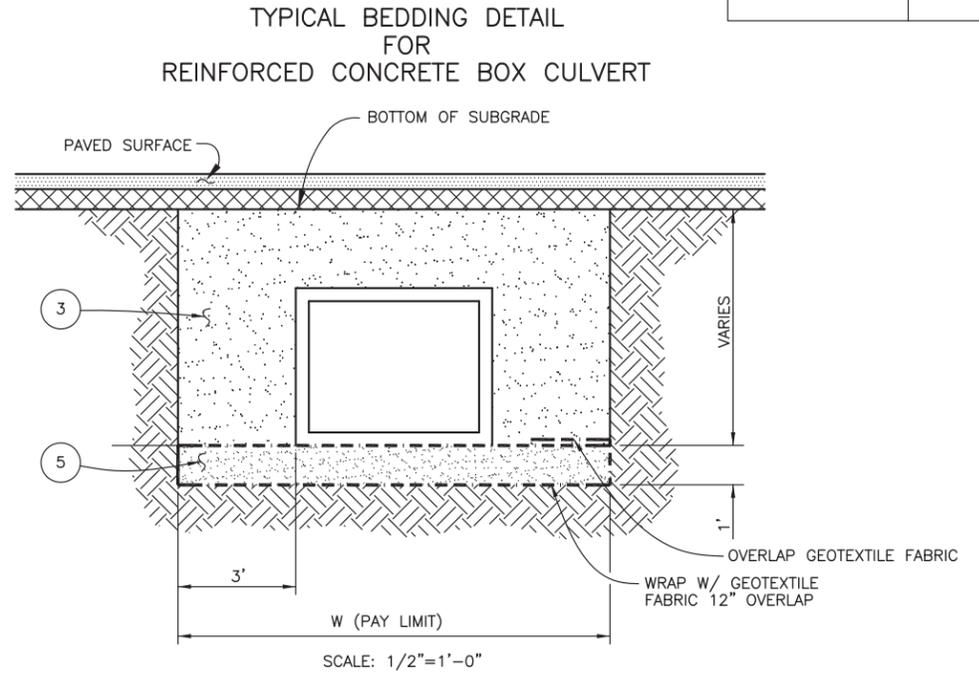
PROJECT NO.	SHEET



PIPE UNDER OR WITHIN 5 FEET OF STREETS AND PAVED SURFACES.
SCALE: 1/2"=1'-0"



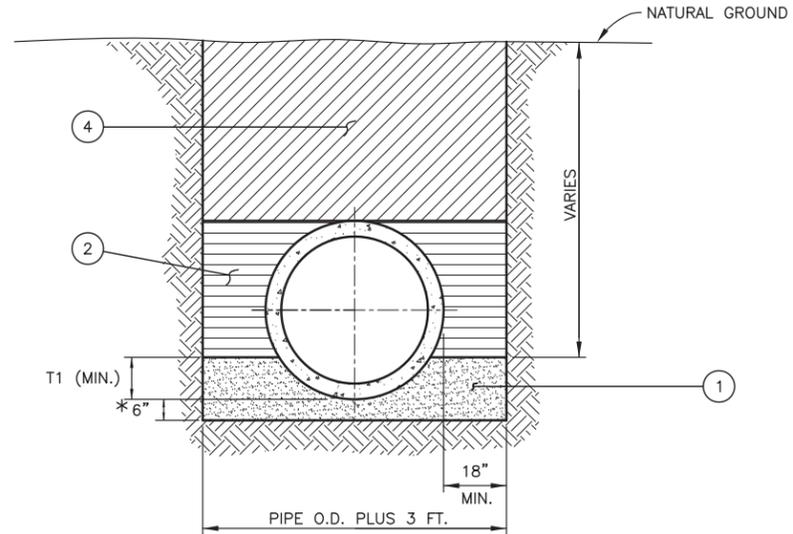
PIPE UNDER OR WITHIN 5 FEET OF STREETS AND PAVED SURFACES.
SCALE: 1/2"=1'-0"



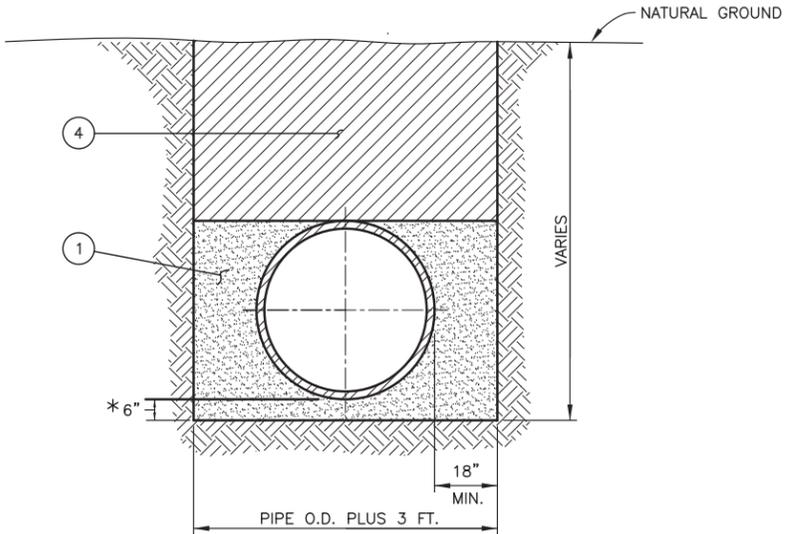
GENERAL NOTES

ALL MATERIALS AND WORK SHALL CONFORM TO THE LATEST EDITION OF THE CITY OF BATON ROUGE AND PARISH OF EAST BATON ROUGE-"STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION".

* BEDDING UNDER PIPE SHALL BE 6" UNLESS OTHERWISE SPECIFIED IN THE PLANS OR SPECIAL PROVISIONS.



OPEN GROUND OUTSIDE LIMITS OF STREETS AND PAVED SURFACES
SCALE: 1/2"=1'-0"



OPEN GROUND OUTSIDE LIMITS OF STREETS AND PAVED SURFACES
SCALE: 1/2"=1'-0"

LEGEND

- ① BEDDING MATERIAL COMPACTED TO 95% STANDARD PROCTOR DENSITY. (NO DIRECT PAY).
- ② BACKFILL MATERIAL (QUALITY EXCAVATED OR SELECT MATERIAL OR SAND), COMPACTED TO A DENSITY AT LEAST EQUAL TO SURROUNDING UNDISTURBED SOIL. (NO DIRECT PAY).
- ③ BACKFILL MATERIAL (BACKFILL SAND), COMPACTED TO 95% STANDARD PROCTOR DENSITY. (NO DIRECT PAY).
- ④ BACKFILL MATERIAL (QUALITY EXCAVATED OR SELECT MATERIAL), COMPACTED TO A DENSITY AT LEAST EQUAL TO THE SURROUNDING UNDISTURBED SOIL. (NO DIRECT PAY).
- ⑤ 67 LIMESTONE W/ GEOTEXTILE FABRIC.

PIPE BEDDING SCHEDULE

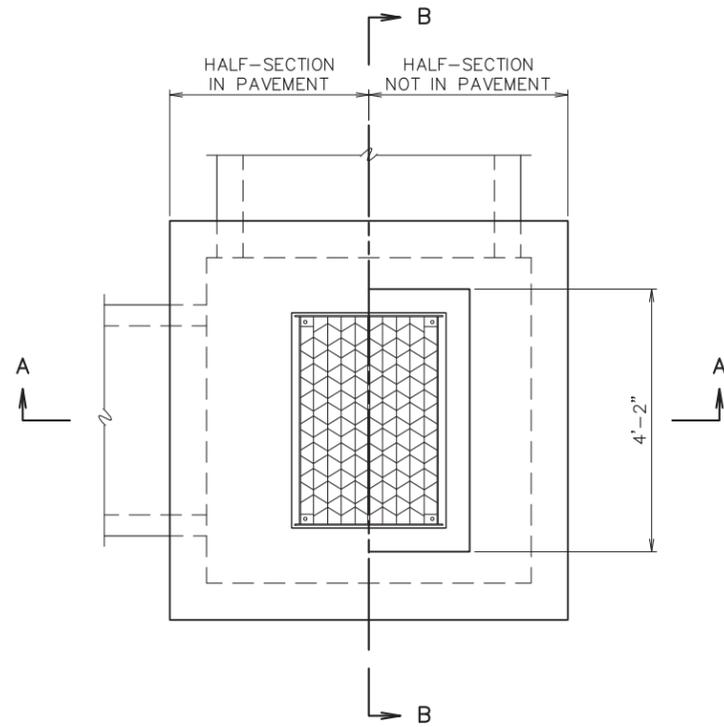
PIPE SIZE	T1 (MIN.)
12"-30"	6"
36"-60"	12"
66"-96"	18"



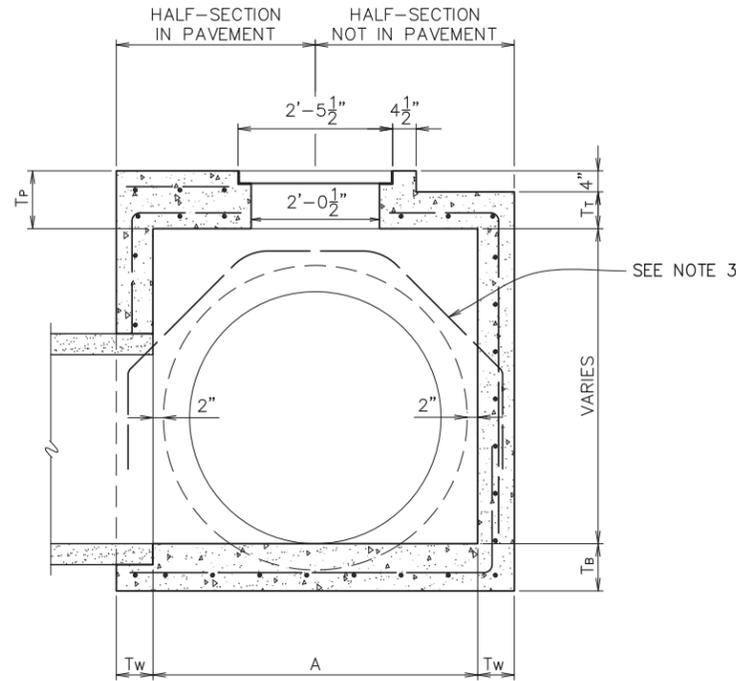
DATE	DESCRIPTION	BY
	REVISIONS	

STANDARD PLAN NO. 701-01	DATED February 8, 2008	SHEET NO. 1 OF 1
STANDARD BEDDING AND BACKFILL DETAILS FOR STORM DRAINAGE CONDUIT		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED R. ELLIS	DRAWN G. VANNICE	CHECKED R. ELLIS
		APPROVED T. STEPHENS

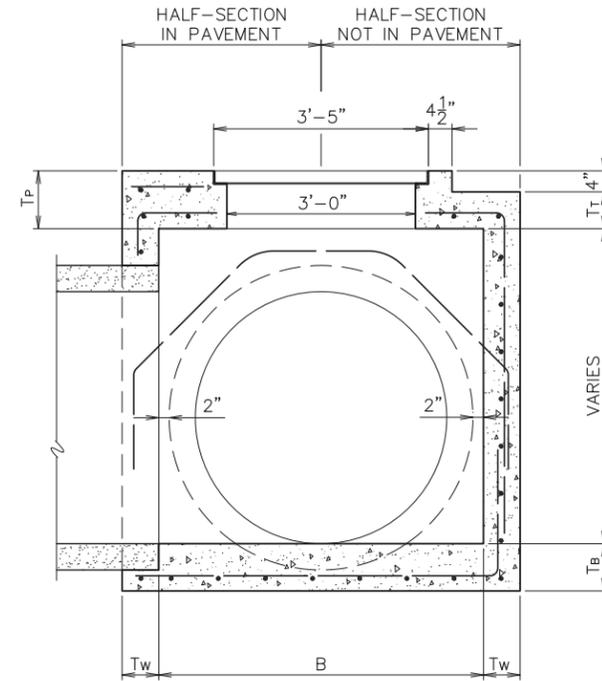
PROJECT NO.	SHEET



TOP VIEW
TYPE 2 FRAME WITH RETICULINE GRATE SHOWN
SCALE: 3/4"=1'-0"



SECTION A-A
SCALE: 3/4"=1'-0"



SECTION B-B
SCALE: 3/4"=1'-0"

PIPE SIZE		DIMENSION	
ROUND PIPE	ARCH PIPE (ROUND EQUIV.)	A	B
15"	-	2'-0"	3'-0"
18"	15"	2'-3"	3'-0"
24"	18"	2'-10"	3'-0"
30"	24"	3'-5"	3'-5"
36"	30"	4'-0"	4'-0"
42"	36"	4'-8"	4'-8"
48"	-	5'-2"	5'-2"
54"	42"	5'-9"	5'-9"
60"	48"	6'-4"	6'-4"
-	54"	6'-8"	6'-8"
72"	60"	7'-6"	7'-6"
84"	72"	8'-10"	8'-10"

NOTE:

- SEE STANDARD PLAN 702-99 FOR FRAME AND COVER DETAILS. TYPE 2 FRAME AND COVER REQUIRED.
- PRECAST CONCRETE STRUCTURES CONFORMING TO STANDARD PLAN 702-97 MAY BE FURNISHED.
- DIAGONAL REINFORCEMENT REQUIRED FOR PIPE LARGER THAN 36". BARS SHALL LAP TO A FULL LENGTH VERTICAL BAR W/18d LAP LENGTH.
- DIMENSION A & B MAY BE VARIED FOR SKEWED PIPE.
- SEE STANDARD PLAN 702-96 FOR THICKNESS, REINFORCING STEEL, AND OTHER STRUCTURAL DETAILS.
- SEE STANDARD PLAN 702-98 FOR CURB TRANSITION DETAILS.

SEE NOTE 3



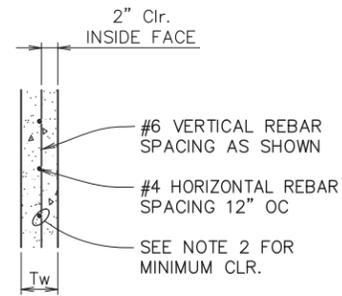
STANDARD PLAN No. 702-12	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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**RIVETED RETICULINE
OR FABRICATED BAR
SINGLE GRATE INLET**

ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE

DESIGNED	DRAWN	CHECKED	APPROVED
GLP	GLP	GLP	T. STEPHENS

PROJECT NO.	SHEET



STANDARD WALL DETAIL

SCALE: N.T.S.

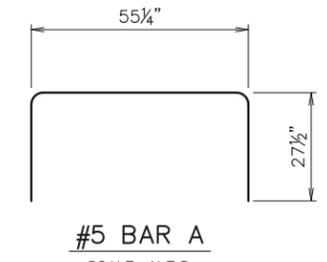
WALL DIMENSIONS

WALL HEIGHT (FT)	"T _w " WALL THICKNESS (IN)	VERT. REBAR SPACING (IN)
0'-4'	6.0"	12"
4'-8'	6.0"	9"
8'-10'	7.0"	9"
10'-12'	7.0"	6"
12'-16'	8.0"	6"
16'-20'	9.0"	6"

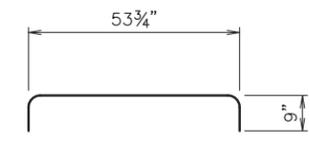
PAVEMENT SLAB DIMENSIONS

"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T _p " SLAB THICKNESS (IN)	REBAR REQ'D *	INTERMEDIATE SUPPORT BEAM REQ'D (Y OR N)
≤10'	≤4'	7.0"	#5	N
≤10'	4'-6'	8.0"	#5	N
≤10'	6'-8'	10.0"	#6	N
6'-8'	6'-8'	7.0"	#5	Y
8'-10'	8'-10'	8.0"	#5	Y

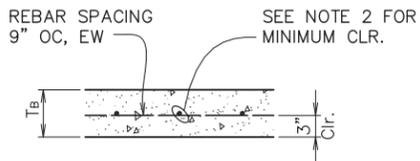
* 9" OC, EW, TB



#5 BAR A
SCALE: N.T.S.
2 REQ'D PER FRAME



#5 BAR B
SCALE: N.T.S.
1 REQ'D PER FRAME



BOTTOM SLAB DETAIL

SCALE: N.T.S.

BOTTOM SLAB DIMENSIONS

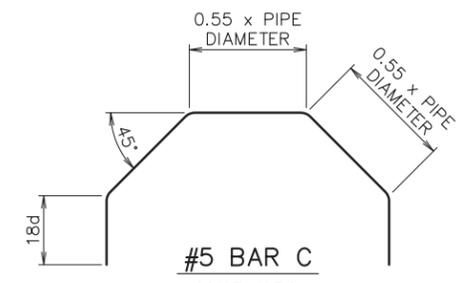
"T _b " SLAB THICKNESS (IN)	"A" OR "B" MAXIMUM WIDTH OF OPENING INSIDE STRUCTURE (FT)	MAXIMUM DEPTH OF STRUCTURE (FT)	REBAR REQ'D
6.0"	4'	8'	#4
7.0"	6'	12'	#5
8.0"	8'	16'	#5
9.0"	10'	20'	#6

BOTTOM SLAB THICKNESS TO MEET MINIMUM CRITERIA SHOWN FOR OPENING WIDTH AND STRUCTURE DEPTH.

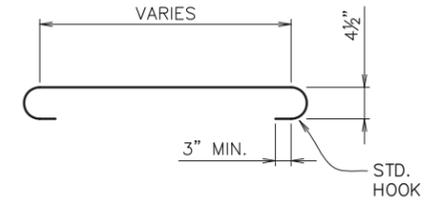
REBAR MINIMUM LAP AND DEVELOPMENT LENGTHS

REBAR SIZE	LAP LENGTH (IN)	DEVELOPMENT LENGTH (IN)
#4	16"	12"
#5	20"	16"
#6	24"	19"

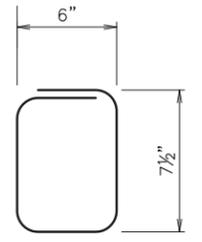
SHOP DRAWING DETAILING REQ'D TO PROVIDE MINIMUM LENGTHS OR ELSE USE STANDARD HOOKS



#5 BAR C
SCALE: N.T.S.
1 REQ'D PER PIPE ENTRANCE ≥ 36"φ



#5 BAR D
SCALE: N.T.S.
2 REQ'D PER EACH INTERMEDIATE BEAM



#3 BAR J
SCALE: N.T.S.
REQ'D STIRRUPS @ 4" OC

NOTE:

- ALL REINFORCING STEEL TO BE DEFORMED GRADE 60 MINIMUM REBAR. STEEL BAR SIZE & SPACING MAY BE ADJUSTED AS LONG AS AREA OF STEEL IS MAINTAINED PER FOOT.
- MINIMUM CONCRETE COVER FOR REBAR STEEL IS TO BE 3" FOR CONCRETE FACES CAST AGAINST EARTH, 2.5" FOR FACES PERMANENTLY EXPOSED TO EARTH AND 2" FOR ALL OTHERS.
- CONCRETE COMPRESSIVE STRENGTH FOR CAST-IN-PLACE STRUCTURES TO BE 4000 PSI AT 28 DAYS MINIMUM.
- SEE SHEET 702-99 FOR FRAME AND COVER DETAILS.
- SLABS MAY BE PRECAST AND DOWELED INTO WALL SECTIONS. (SEE STD. PLAN 702-97)

A=LENGTH INSIDE OPENING MEASURED PARALLEL TO CURB
B=WIDTH INSIDE OPENING MEASURED PERPENDICULAR TO CURB
TOP SLAB DIMENSIONS

"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T _p " SLAB THICKNESS (IN)	* REBAR REQ'D
≤4'	≤4'	6.0"	#4
4'-6'	4'-6'	6.0"	#5
6'-8'	6'-8'	6.0"	#6
8'-20'	8'-10'	7.0"	#6

* 9" OC, EW, SET 2" CLR. FROM SLAB BOTTOM

MIDDLE SLAB UNDER PAVEMENT DIMENSIONS

"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T _p " SLAB THICKNESS (IN)	* REBAR REQ'D
≤20'	≤4'	7.0"	#4
≤20'	4'-6'	7.0"	#5
≤20'	6'-8'	8.5"	#6
≤20'	8'-10'	10.0"	#6

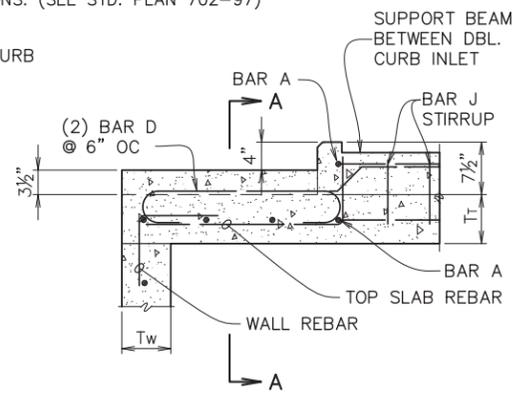
* 9" OC, EW, SET 2" CLR. FROM SLAB BOTTOM

MIDDLE SLAB OUTSIDE PAVEMENT DIMENSIONS

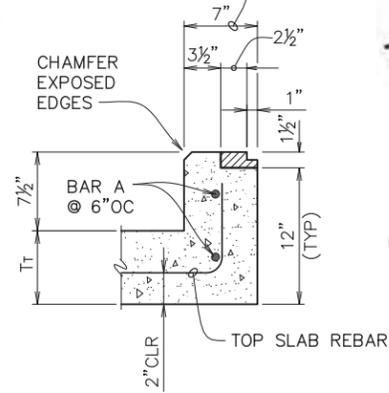
"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T _w " SLAB THICKNESS (IN)	* REBAR REQ'D
≤20'	≤4'	7.0"	#4
≤20'	4'-6'	7.0"	#5
≤20'	6'-8'	7.0"	#6
≤20'	8'-10'	8.0"	#6

* 9" OC, EW, SET 2" CLR. FROM SLAB BOTTOM

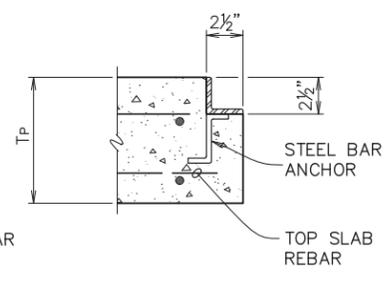
LEDGE WIDTH MAY BE EXTENDED TO MAXIMUM WIDTH OF 1'-2" FOR SMALLER PIPE STRUCTURES TO SIMPLIFY CONSTRUCTION FRAMING OF TOP SLAB.



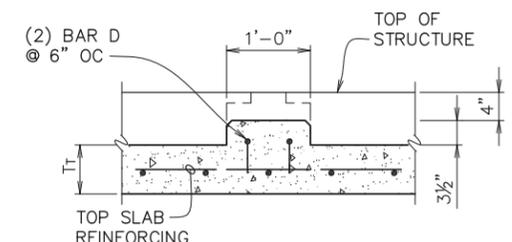
TOP SLAB INTERMEDIATE SUPPORT BEAM FOR DOUBLE CURB INLET
SCALE: N.T.S.



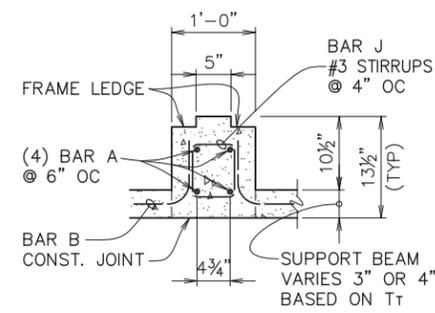
TYPE 1 FRAME SUPPORT DETAIL
SCALE: N.T.S.



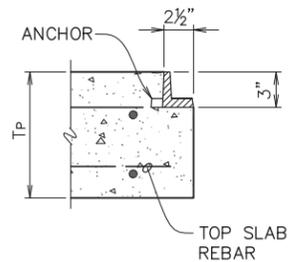
TYPE 2 FRAME IN PAVEMENT SUPPORT DETAIL
SCALE: N.T.S.



SECTION A-A
TOP SLAB INTERMEDIATE SUPPORT BEAM FOR DOUBLE CURB INLET
SCALE: N.T.S.

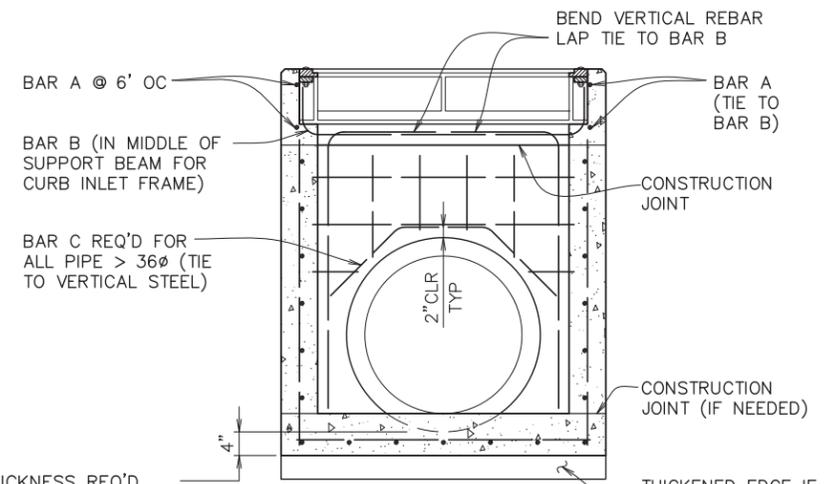


TYPICAL SUPPORT BEAM BETWEEN DOUBLE CURB INLETS
SCALE: N.T.S.

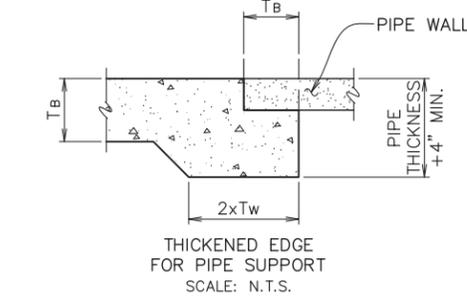


TYPE 3 FRAME IN PAVEMENT SUPPORT DETAIL
SCALE: N.T.S.

4" MIN. THICKNESS REQ'D IN BOTTOM SLAB BELOW PIPE OUTSIDE WALL. IF "T_b" DOES NOT MEET MIN. THICKNESS REQ'D FOR PIPE O.D., PROVIDE THICKENED EDGE WITH MIN. WIDTH OF 2xT_w. REINFORCE AS REQ'D. FOR BASE SLAB.



TYPICAL PIPE AND FRAME REINFORCEMENT
SCALE: N.T.S.

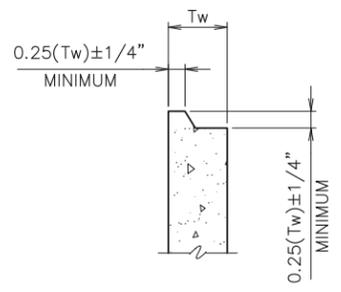


THICKENED EDGE FOR PIPE SUPPORT
SCALE: N.T.S.

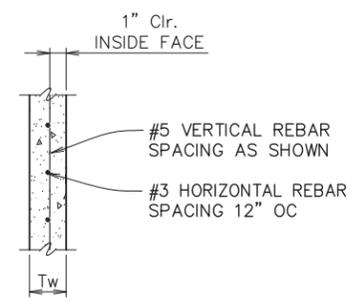
STANDARD PLAN No. 702-96	DATED DEC. 6, 2010	SHT. No. 1 OF 1
CAST-IN-PLACE DRAINAGE STRUCTURES (STRUCTURAL DETAILS)		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED T. STEPHENS		

DATE	DESCRIPTION / REVISION	BY

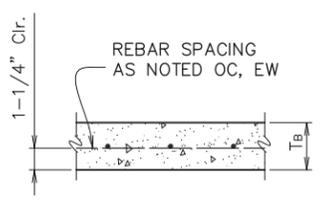
PROJECT NO.	SHEET



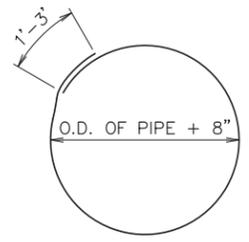
JOINT DETAIL
SCALE: N.T.S.



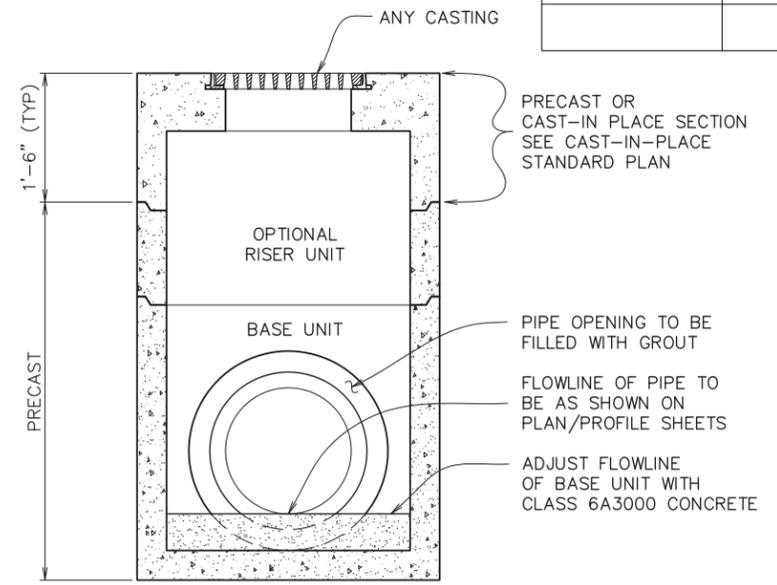
STANDARD PRECAST WALL DETAIL
SCALE: N.T.S.



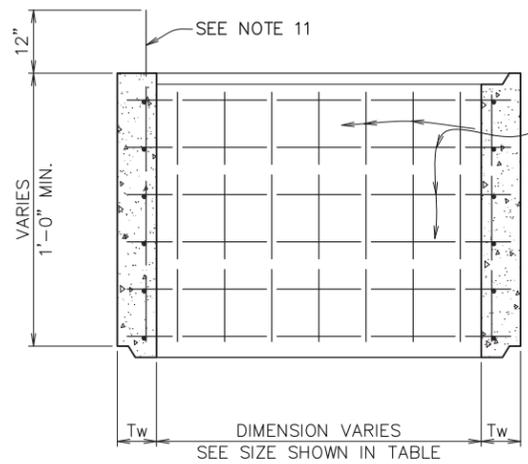
BOTTOM SLAB DETAIL
SCALE: N.T.S.



#4 HOOP
SCALE: N.T.S.



TYPICAL COMPOSITE STRUCTURE
SCALE: N.T.S.



OPTIONAL RISER UNIT
SCALE: N.T.S.

A=LENGTH INSIDE OPENING MEASURED PARALLEL TO CURB
B=WIDTH INSIDE OPENING MEASURED PERPENDICULAR TO CURB

PRECAST TOP SLAB DIMENSIONS

"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T _p " SLAB THICKNESS (IN)	* REBAR REQ'D	* REBAR SPACING
≤ 4'	≤ 4'	4.0"	#4	12"
4'-6'	4'-6'	4.0"	#5	12"
6'-8'	6'-8'	5.0"	#5	8"
8'-20'	8'-10'	5.5"	#5	6"

* AS SHOWN OC, EW, SET 1-1/4" CLR. FROM SLAB BOTTOM

PRECAST MIDDLE SLAB UNDER PAVEMENT DIMENSIONS

"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T _{mp} " SLAB THICKNESS (IN)	* REBAR REQ'D	* REBAR SPACING
≤ 20'	≤ 4'	5.0"	#4	12"
≤ 20'	4'-6'	6.0"	#5	12"
≤ 20'	6'-8'	7.0"	#5	8"
≤ 20'	8'-10'	8.5"	#5	6"

* AS SHOWN OC, EW, SET 1-1/4" CLR. FROM SLAB BOTTOM

PRECAST MIDDLE SLAB OUTSIDE PAVEMENT DIMENSIONS

"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T _m " SLAB THICKNESS (IN)	* REBAR REQ'D	* REBAR SPACING
≤ 20'	≤ 4'	5.0"	#4	12"
≤ 20'	4'-6'	5.0"	#5	12"
≤ 20'	6'-8'	6.0"	#5	8"
≤ 20'	8'-10'	6.5"	#5	6"

* AS SHOWN OC, EW, SET 1-1/4" CLR. FROM SLAB BOTTOM

PRECAST BOTTOM SLAB DIMENSIONS

"T _b " SLAB THICKNESS (IN)	"A" OR "B" MAXIMUM WIDTH OF OPENING INSIDE STRUCTURE (FT)	MAXIMUM DEPTH OF STRUCTURE (FT)	REBAR REQ'D	REBAR SPACING
4.0"	4'	4'	#4	12"
5.0"	6'	8'	#5	12"
6.0"	8'	12'	#5	12"
7.0"	8'	16'	#5	12"
7.5"	10'	20'	#5	6"

BOTTOM SLAB THICKNESS TO MEET MINIMUM CRITERIA SHOWN FOR OPENING WIDTH AND STRUCTURE DEPTH.

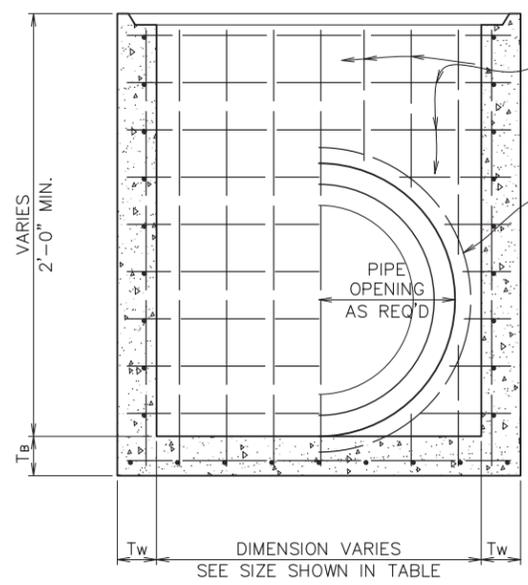
PRECAST PAVEMENT SLAB DIMENSIONS

INTERMEDIATE SUPPORT BEAM REQ'D (Y OR N)	"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T _p " SLAB THICKNESS (IN)	REBAR REQ'D *	REBAR SPACING
N	≤ 10'	≤ 4'	6.0"	#5	12"
N	≤ 10'	4'-6'	7.0"	#5	12"
N	≤ 10'	6'-8'	9.0"	#5	8"
Y	6'-10'	6'-10'	6.0"	#5	12"

* AS SHOWN OC, EW, TB

PRECAST WALL DIMENSIONS

WALL HEIGHT (FT)	"T _w " WALL THICKNESS (IN)	VERT. REBAR SPACING (IN)
0'-4'	4.0"	12"
4'-8'	5.0"	12"
8'-10'	6.0"	9"
10'-12'	6.0"	6"
12'-16'	7.0"	4.5"
16'-20'	7.5"	4.5"



BASE UNIT
SCALE: N.T.S.

NOTE:

1. THESE PRECAST UNITS ARE INTENDED TO BE USED AS THE LOWER PORTION OF A COMPOSITE STRUCTURE. STRUCTURAL AND FINISHING DETAILS ARE SHOWN ON OTHER STANDARD PLANS FOR STRUCTURE TYPES.
2. ALL REINFORCING STEEL TO BE DEFORMED GRADE 60 MINIMUM REBAR. STEEL BAR SIZE & SPACING MAY BE ADJUSTED AS LONG AS AREA OF STEEL IS MAINTAINED PER FOOT IN ACCORDANCE WITH ASTM C913-08.
3. MINIMUM CONCRETE COVER FOR REBAR STEEL IS TO BE 1" FOR PRECAST CONCRETE WALLS AND 1-1/4" FOR OTHER PRECAST MEMBERS.
4. CONCRETE COMPRESSIVE STRENGTH FOR PRECAST STRUCTURES TO BE 5000 PSI AT 28 DAYS MINIMUM. CONCRETE SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI BEFORE SHIPPING UNITS.
5. SEE SHEET 702-99 FOR FRAME AND COVER DETAILS.
6. SEE SHEET 702-96 FOR CAST-IN-PLACE STRUCTURAL DETAILS.
7. PIPE OPENING TO BE FORMED ONLY WHEN REQUIRED.
8. PIPE OPENING TO BE O.D. OF PIPE + 4" ± 1/2".
9. ALL PIPE ENDS TO BE SET FLUSH WITH INTERIOR WALLS FACE. PIPE ANNULAR SPACE IS TO BE GROUTED WITH NON-SHRINK GROUT AFTER INSTALLATION. GROUT AS REQUIRED TO CREATE INVERTS.
10. JOINTS BETWEEN PRECAST UNITS TO BE SEALED WITH FLEXIBLE PLASTIC GASKET MATERIAL AND WRAPPED WITH A 12" WIDTH OF GEOTEXTILE FABRIC.
11. JOINTS BETWEEN CAST-IN-PLACE SECTIONS AND OR PRECAST UNITS TO BE TONGUE AND GROOVE AND SEALED WITH TYPE II GRADE A EPOXY OR FLAT JOINT WITH A MINIMUM OF 12" OF No. 4 BARS AT 18" CTRS. (MAX.)
12. PRECAST CONCRETE INLETS CONFORMING TO STANDARD PLANS MAY BE FURNISHED. LEDGE WIDTH MAY BE REDUCED BY 1" AROUND INLET FRAMES TO 2-1/2". SUPPORT BEAM BETWEEN DOUBLE RETICULINE GRATE INLETS MAY BE REDUCED BY 2" DEPTH TO FORM 10"x10" BEAM.

13. PRECAST UNITS SHALL CONFORM TO SECTION 1017 OF THE STANDARD SPECIFICATIONS.
14. ALL PRECAST UNITS TO BE EQUIPPED WITH AT LEAST 2 COMMERCIALY MANUFACTURED EMBEDDED INSERTS RATED FOR THE STRUCTURE'S LIFT LOAD IN COMPLIANCE WITH APPLICABLE ANSI AND OSHA STANDARDS (MINIMUM SAFETY FACTOR OF 4). EMBEDDED INSERTS TO CONSTRUCTED OF GALVANIZED STEEL OR CORROSION RESISTANT MATERIALS AND INSTALLED BY PRECAST MANUFACTURER IN ACCORDANCE WITH SUPPLIERS INSTRUCTIONS. NO LIFT INSERTS SHALL REMAIN EXPOSED ON VISIBLE SURFACES AFTER THE STRUCTURE IS INSTALLED. NO LIFTING WITH CHAINS WRAPPED AROUND STRUCTURE IS PERMITTED.
15. PRECASTERS ARE REQUIRED TO BE NPCA CERTIFIED.
16. INSTALLATION OF PRECAST STRUCTURES ARE TO BE PER MANUFACTURER'S INSTRUCTIONS. ANY MODIFICATIONS TO STRUCTURES IN FIELD SHALL REQUIRE PRECASTER'S WRITTEN APPROVAL.
17. MINIMUM THICKNESS OF STRUCTURAL ELEMENTS INSTALLED IN OR UNDER PAVEMENT SHALL BE 6".



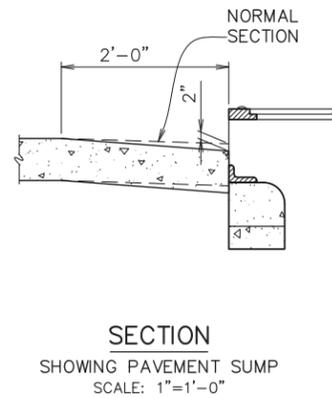
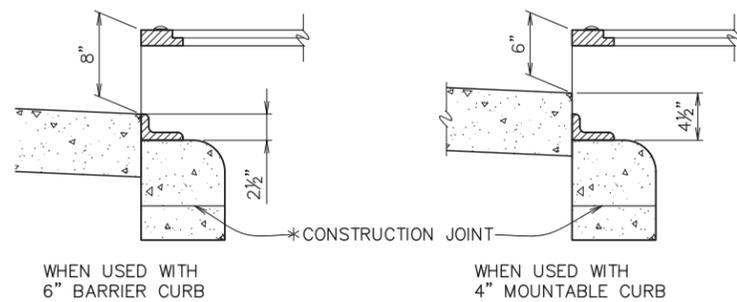
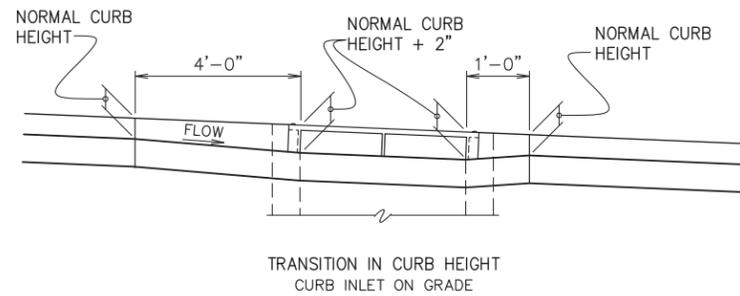
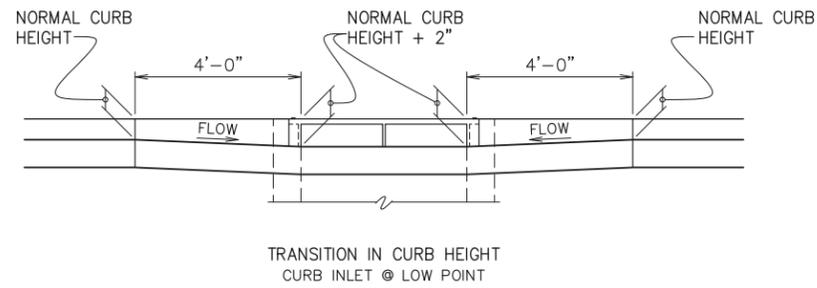
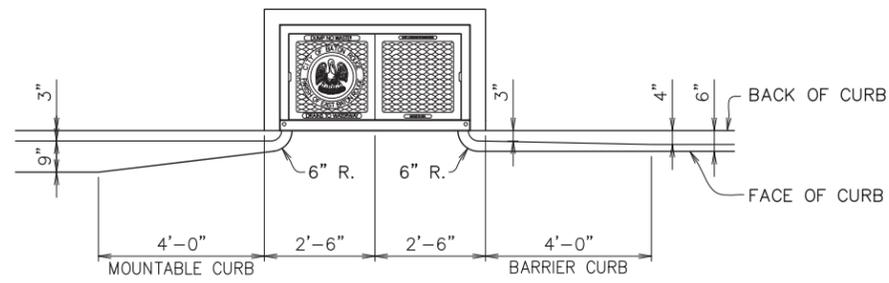
STANDARD PLAN No. 702-97	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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PRECAST DRAINAGE STRUCTURE (STRUCTURAL DETAILS)

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

02/10/2012	NOTE #15 REVISION.		G.C.
DATE	DESCRIPTION REVISION		BY

PROJECT NO.	SHEET



* NOTE:
THE BASIN SHALL NOT BE CONSTRUCTED ABOVE BOTTOM OF PAVEMENT ELEVATION UNTIL THE PAVING ADJACENT TO THE BASIN IS IN PLACE.



STANDARD PLAN No. 702-98	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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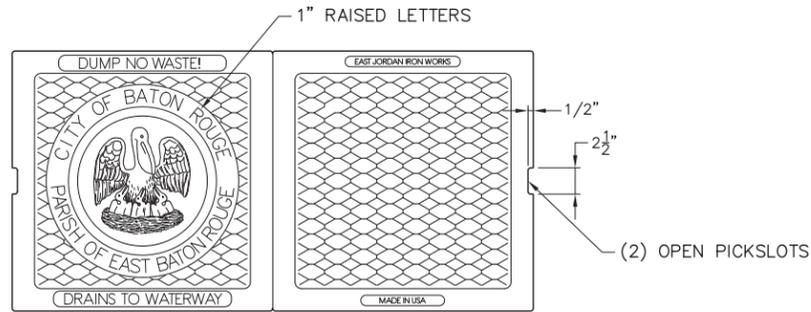
DRAINAGE STRUCTURES
CURB TRANSITION DETAILS

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

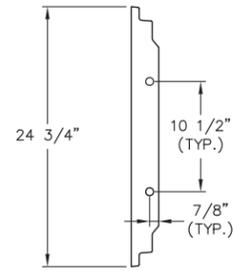
DATE	DESCRIPTION REVISION	BY

PROJECT NO.	SHEET

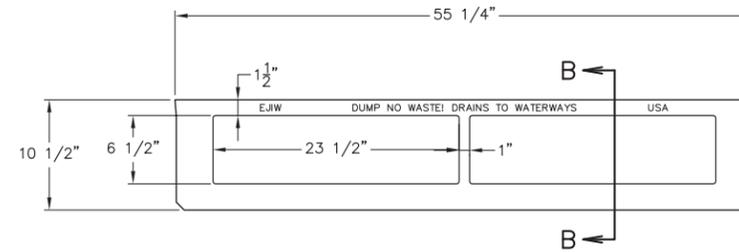
EJIW PRODUCT #44302030
USF 5188 (ITEM 8070063)
OR APPROVED EQUAL



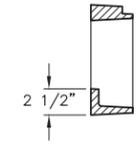
PLAN OF DUCTILE IRON COVER
SCALE: 1 1/2"=1'-0"



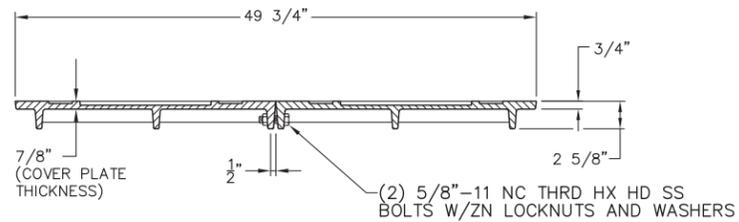
SIDE VIEW



FRONT VIEW



SECTION B-B

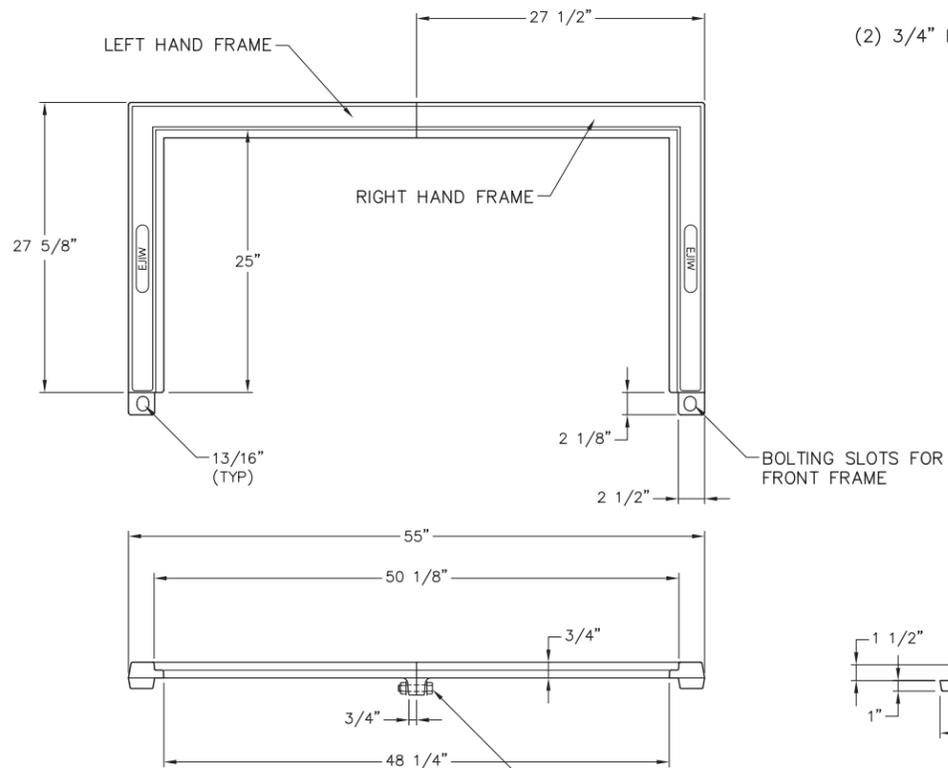


FRONT VIEW

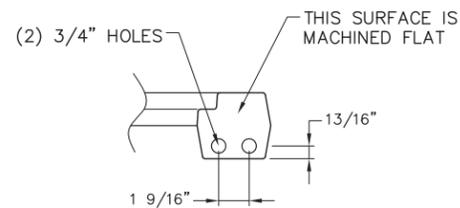
EJIW PRODUCT #44300209
USF 5188 (ITEM 8015665 & 8015666)
OR APPROVED EQUAL



TOP VIEW



FRAME ASSEMBLY
SCALE: 1 1/2"=1'-0"

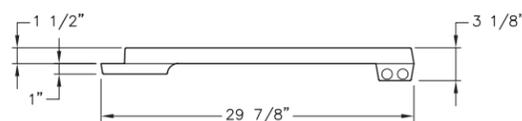


BOLT FLANGE DETAIL
(TYP, BOTH HALVES)

EJIW PRODUCT #44300016
USF 5188 (ITEM 8060020)
OR APPROVED EQUAL



BACK VIEW
SCALE: 1 1/2"=1'-0"



- * NOTES: WEIGHT OF DUCTILE IRON COVER = 314 LBS.
WEIGHT OF DUCTILE IRON FRAME = 128 LBS.
WEIGHT OF GREY IRON GRATE = 140 LBS.
* (WEIGHTS SHOWN ARE FOR EJIW PRODUCTS.
WEIGHTS OF APPROVED EQUAL PRODUCTS MAY VARY.)

GENERAL NOTE:

ALL CAST IRON FRAME, GRATES, AND COVERS SHALL BE TRAFFIC BEARING AND BE OF DOMESTIC ORIGIN OR COMPLY WITH SECTION 6-11. FRAME, GRATES, AND COVERS SHALL MEET OR EXCEED ALL REQUIREMENTS OF THE AASHTO DESIGNATION: M306 STANDARD SPECIFICATION FOR DRAINAGE, SEWER, UTILITY, AND RELATED CASTINGS.



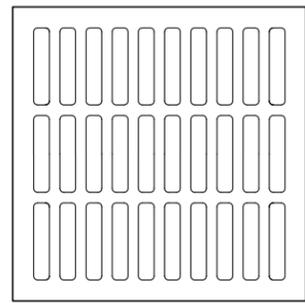
3/28/12	UPDATE USF PRODUCT NUMBER.	G. L. P.
12/06/10	ADD NOTES FOR PRODUCT WEIGHTS.	G. L. P.
3/17/10	ADD USF PRODUCT NUMBER.	G. L. P.
DATE	DESCRIPTION	BY
	REVISION	

STANDARD PLAN No. 702-99	DATED AUGUST 11, 2008	SHT. No. 1 OF 3
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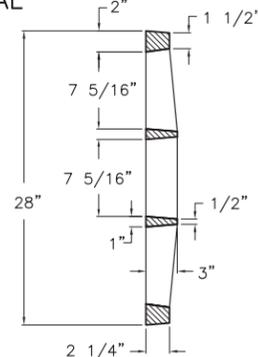
FRAMES, GRATES AND COVERS
FOR INLETS AND MANHOLES
(TYPE 1)

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED G. CHENG	DRAWN G. VANNICE	CHECKED G. CHENG	APPROVED T. STEPHENS

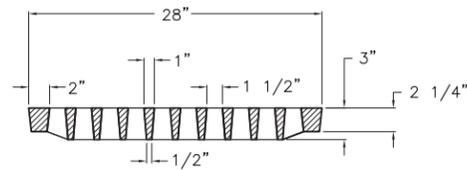
EJIW PRODUCT #45775030, USF 6278
OR APPROVED EQUAL



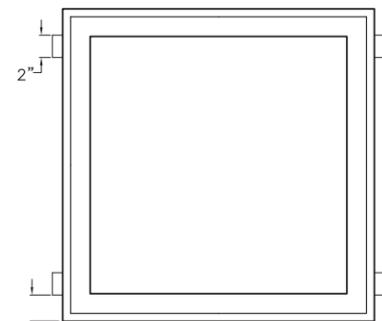
GRATE TOP VIEW



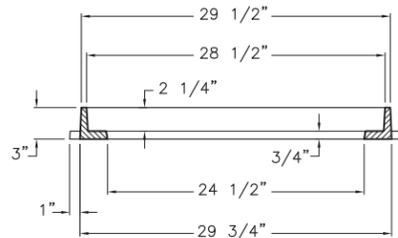
GRATE SECTION



GRATE SECTION



FRAME TOP VIEW

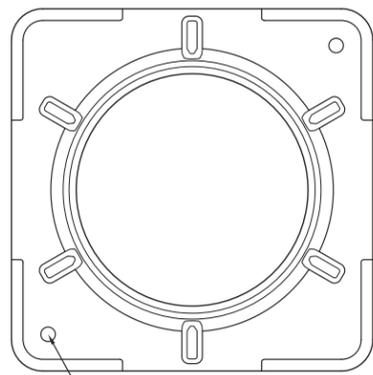


FRAME SECTION

"TYPE 3"
SCALE: 1-1/2"=1'-0"

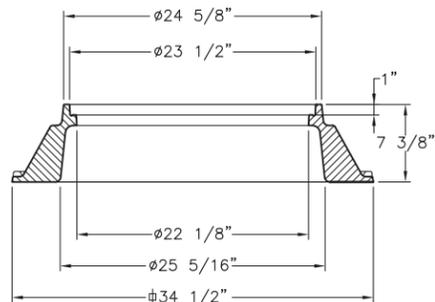
EJIW PRODUCT #45775010
USF 4650
OR APPROVED EQUAL

EJIW PRODUCT #41301211, USF 678 BZ
OR APPROVED EQUAL



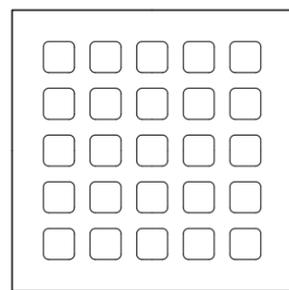
(2) 1" DIA.
HANDLING HOLES

"TYPE 9"
SCALE: 1-1/2"=1'-0"

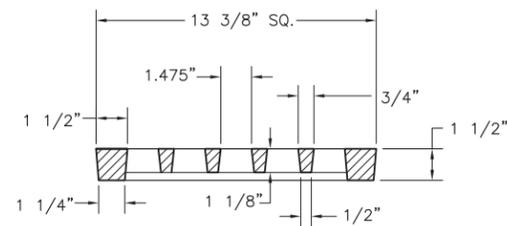


NOTE:
FRAME TO BE USED WITH TYPE 7 COVER.

EJIW PRODUCT #45913130, USF 6279
OR APPROVED EQUAL



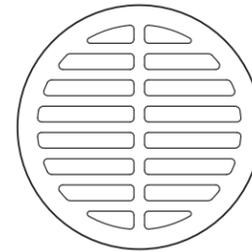
GRATE TOP VIEW



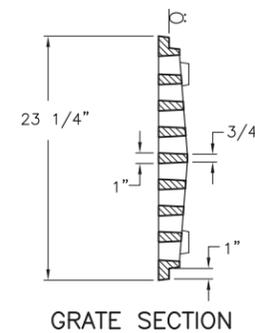
GRATE SECTION

"TYPE 4"
SCALE: 3"=1'-0"
DETAILS OF CAST IRON GRATE
WEIGHT OF CASTING = 38 LBS.

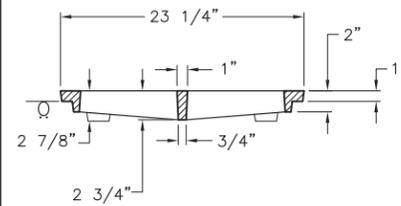
EJIW PRODUCT #43501030, USF 5685
OR APPROVED EQUAL



GRATE TOP VIEW

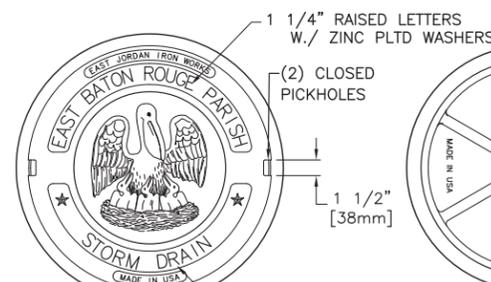


GRATE SECTION

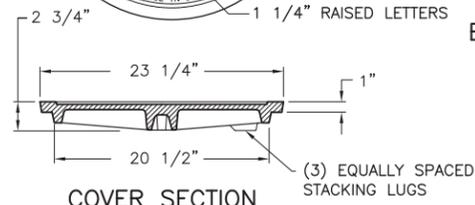


GRATE SECTION

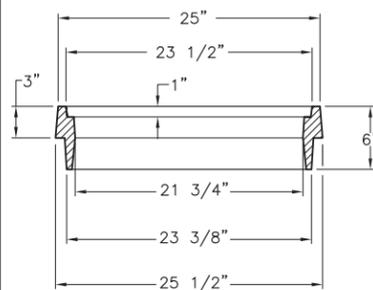
"TYPE 5"
SCALE: 1-1/2"=1'-0"



BOTTOM VIEW
OF COVER



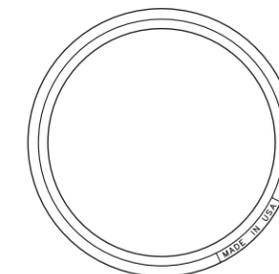
COVER SECTION



RING SECTION

"TYPE 7"
SCALE: 1-1/2"=1'-0"

EJIW PRODUCT #41886010
USF 1346 BZ
OR APPROVED EQUAL



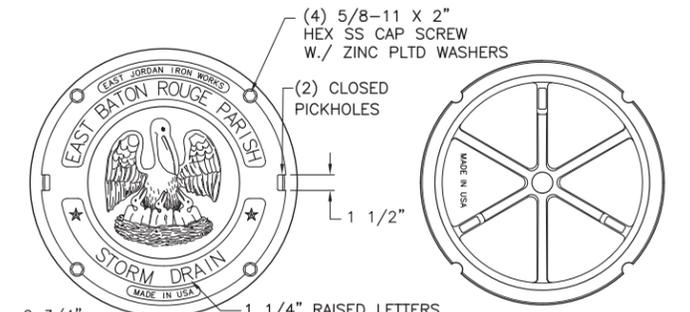
RING SECTION

"TYPE 8"
DETAILS OF MANHOLE
ADJUSTMENT RING
SCALE: 1 1/2"=1'-0"

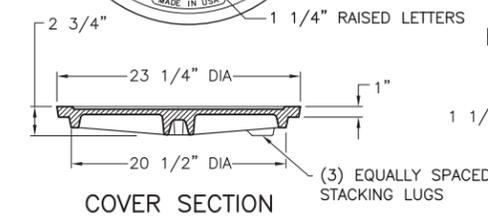
DATE	ADD USF PRODUCT NUMBER	DESCRIPTION	REVISION	G. L. P.	BY
3/28/12					

EJIW PRODUCT #41886007
USF 1346 BZ BLT
OR APPROVED EQUAL

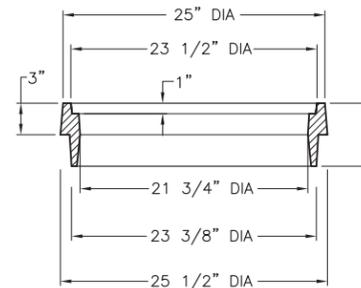
PROJECT NO.	SHEET



BOTTOM VIEW
OF COVER

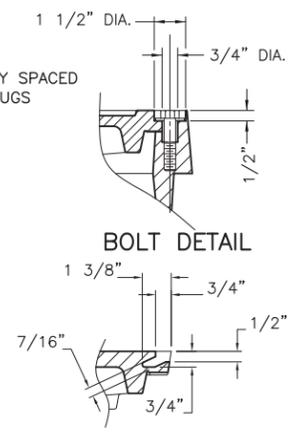


COVER SECTION



RING SECTION

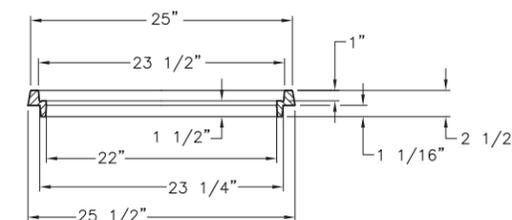
"TYPE 6"
SCALE: 1-1/2"=1'-0"



BOLT DETAIL

PICKHOLE DETAIL

EJIW PRODUCT #41901110
USF 2337
OR APPROVED EQUAL



RING SECTION

"TYPE 8"
DETAILS OF MANHOLE
ADJUSTMENT RING
SCALE: 1 1/2"=1'-0"

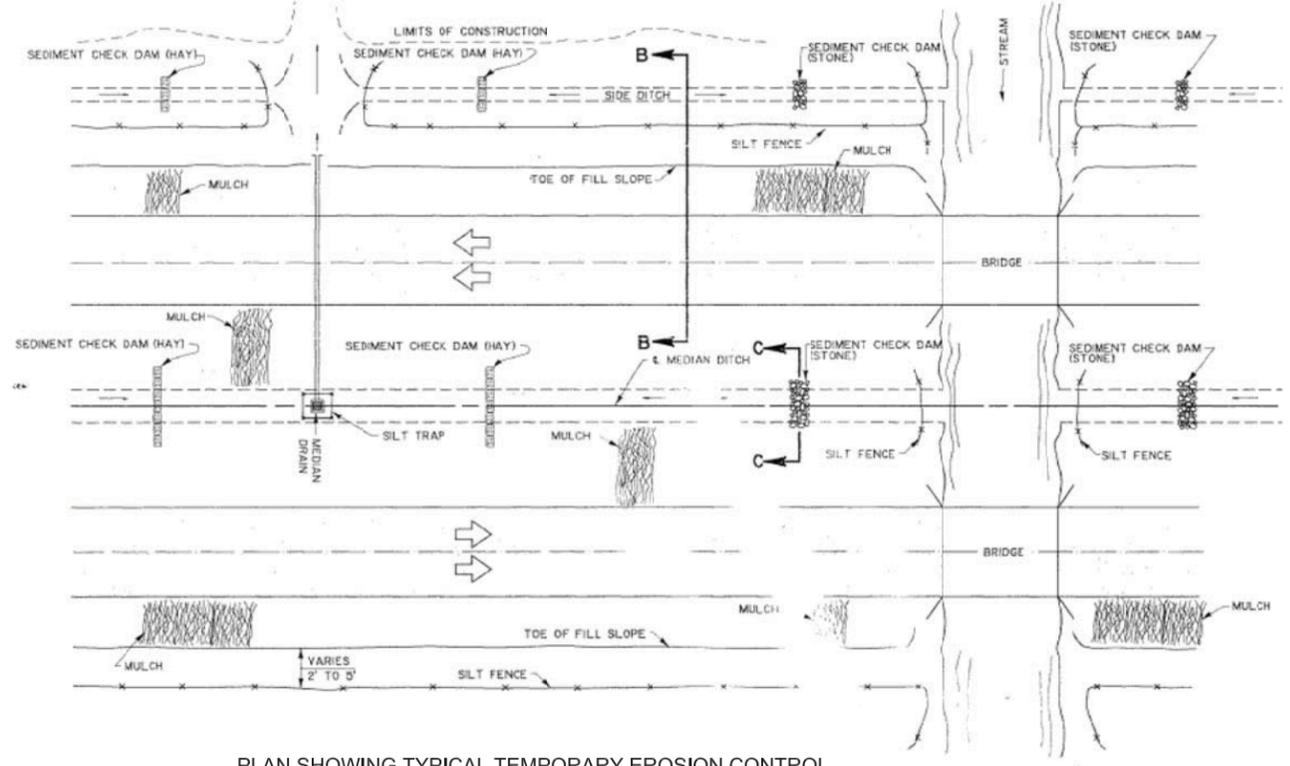


STANDARD PLAN No.	DATED	SHT. No.
702-99	AUGUST 11, 2008	3 OF 3

FRAMES, GRATES AND COVERS
FOR INLETS AND MANHOLES

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED	DRAWN	CHECKED	APPROVED
G. CHENG	G. VANNICE	G. CHENG	T. STEPHENS

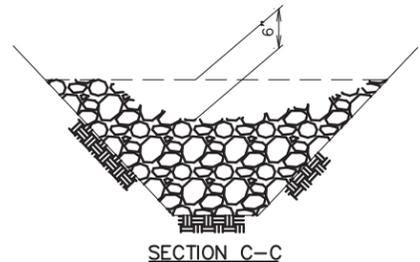
PROJECT NO.	SHEET



PLAN SHOWING TYPICAL TEMPORARY EROSION CONTROL

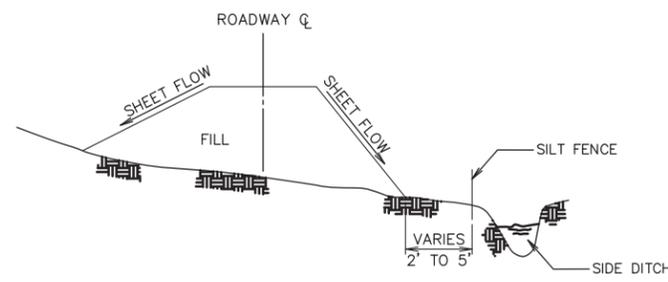
MULCHES:
Mulches are the application of mats of material placed on the soil surface to prevent erosion by protecting the soil surface from raindrop impact and to reduce the velocity of overland flow. Mulches can be organic or synthetic. Mulches shall be in accordance with the Standard Specifications for mulches. A few guidelines for the use of Mulches are:

1. Use on cut and embankment slopes which have not been completed to plan grade or where the weather or soil conditions will not permit completing them within a reasonable time;
2. Use on cleared, grubbed, and scalped areas where soil erosion is likely to occur;
3. Use with temporary seeding.

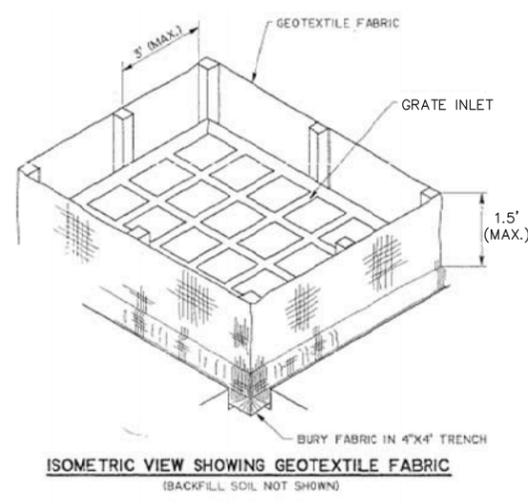


SECTION C-C
TEMPORARY SEDIMENT CHECK DAM (STONE)

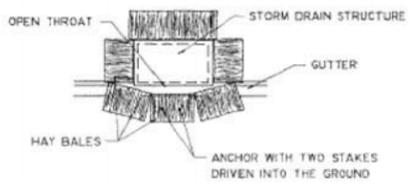
- NOTES:**
A stone check dam is a small temporary dam constructed across a swale or drainage ditch. The purpose of this measure is to reduce the velocity of concentrated stormwater flows, thereby reducing erosion of the of the swale or ditch. The stone check dam will trap small amounts of sediments generated in the ditch itself, however it should not be used as a sediment trapping device. A few basic design guidelines for the use of Stone Check Dams are:
1. Use in small open channels which drain 10 acres or less;
 2. Do not use in a live stream;
 3. Use in a temporary ditch or swale which, because of their short length of service, cannot receive a non-erodible lining;
 4. Use in permanent ditches or swales which will not receive a permanent lining for an extended period of time;
 5. use in temporary or permanent ditches or swales which need protection during the establishment of grass linings.
 6. For stone specifications, see Section 705, 2lb class.



SECTION B-B
TEMPORARY SILT FENCE APPLICATION
(FOR CONSTRUCTION DETAILS AND SPECIFICATIONS SEE SHEET 2 OF 2)

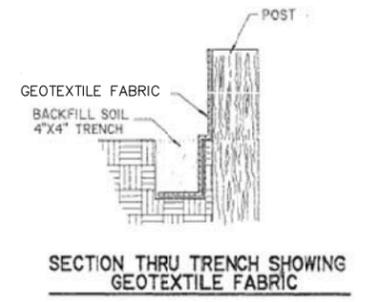


ISOMETRIC VIEW SHOWING GEOTEXTILE FABRIC
(BACKFILL SOIL NOT SHOWN)



PLAN SHOWING HAY BALES

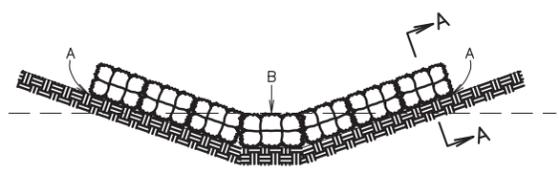
TEMPORARY INLET SILT TRAP



SECTION THRU TRENCH SHOWING GEOTEXTILE FABRIC

NOTES:
The temporary drop inlet silt trap is to be used for small drainage areas (less than 1 acre) where the storm drain is functional before the area is stabilized. The trap can be either geotextile fabric or hay bales.

1. Wooden stakes supporting the fabric shall be 2" X 2" or 2" X 4" with a minimum length of 3 feet. The stakes shall be spaced around the inlet at a maximum spacing of 3 feet;
2. The height of the fabric above the inlet shall be limited to 1.5' and the bottom of the fabric shall be buried in a trench approximately 4" wide by 4" deep. The fabric shall be stapled to the post with 1/2" staples;
3. The trap should be inspected regularly after each storm. The sediment should be removed and make sure each stake is firmly in the ground.
4. The geotextile fabric shall conform to Type F or G as per Standard Specifications.



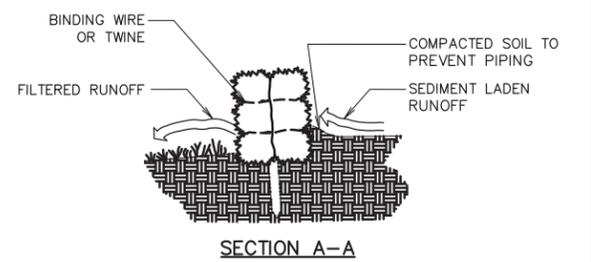
POINTS A SHOULD BE HIGHER THAN POINT B.

ELEVATION

TEMPORARY SEDIMENT CHECK DAM (HAY)

NOTES:
A hay bale barrier is a temporary sediment barrier consisting of a row of entrenched and anchored bales of straw or hay. The hay bale barrier is also used as a check dam to reduce the velocity in small ditches or swales. A few basic design guidelines for the use of a Hay Bale Barrier are:

1. Use where erosion would occur in the form of sheet and rill erosion;
2. Use in minor swales or ditches where the maximum drainage area is 2 acres;
3. Only use where the effectiveness is required for less than 3 months;
4. Do not use in live streams or in swales or ditches where there is a possibility of a washout.



SECTION A-A

LADOTD Standard Plan EC-01 has been adopted with modifications for use by the City/Parish as Standard Plan 903-02.



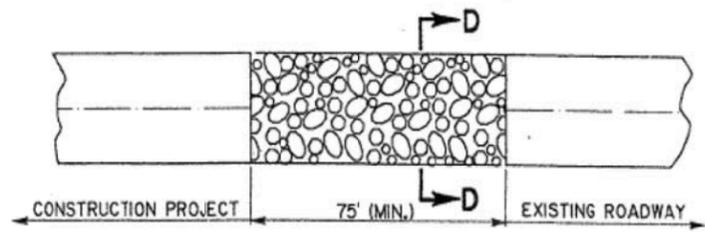
STANDARD PLAN NO. 903-02	DATED November 28, 2009	SHEET NO. 1 OF 2
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TEMPORARY EROSION CONTROL
INSTALLATION DETAILS

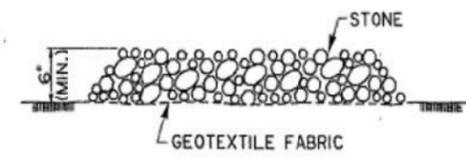
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED G. L. P.	DRAWN G. VANNICE	CHECKED G. L. P.	APPROVED T. STEPHENS

DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET



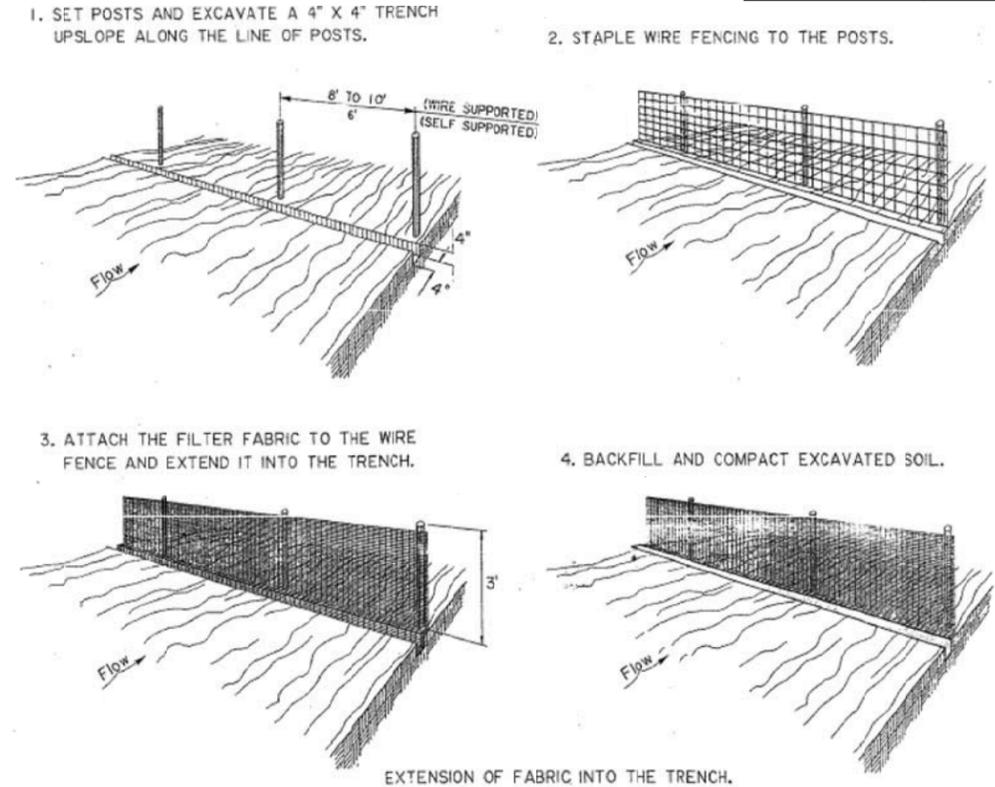
PLAN



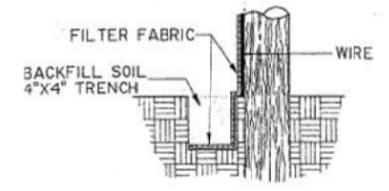
SECTION D-D

TEMPORARY STONE CONSTRUCTION ENTRANCE
 PAY AS SPECIAL ITEM, TEMPORARY STONE CONSTRUCTION ENTRANCE

- NOTES:
 TEMPORARY STONE CONSTRUCTION ENTRANCE AND/OR WASH RACK
- A stone stabilized pad located at points of vehicular ingress and egress on the construction site to reduce the amount of mud transported onto public roads. If the action of the vehicle traveling over the gravel pad is not sufficient to remove the majority of the mud, then the tires must be washed before the vehicle enters a public road. A few basic design guidelines for the use of a Stone Construction Entrance and/or Wash Racks are:
1. The stone layer must be a least 6 inches thick;
 2. The length of the pad must be at least 75 feet and it must extend the width of the vehicular ingress and egress;
 3. A geotextile fabric underliner is required. The geotextile fabric shall be Type D or per the Standard Specifications;
 4. If a wash rack is necessary, provisions must be made to intercept the wash water and trap the sediment before it is carried off-site.
 6. For stone specifications, see Section 705, 2lb class.



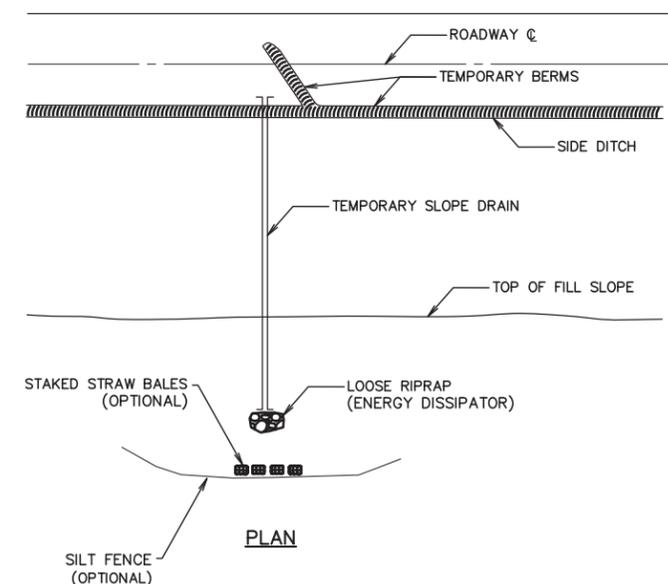
EXTENSION OF FABRIC INTO THE TRENCH.



CONSTRUCTION OF TEMPORARY SILT FENCING
 (WIRE SUPPORTED SILT FENCE IS SHOWN. SELF SUPPORTED SILT FENCE WILL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.)

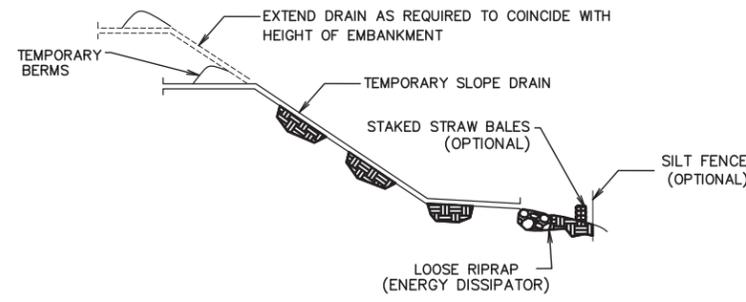
NOTES:
 Silt fencing is a temporary sediment barrier consisting of a filter fabric support by post and stretched across an area to intercept and detain small amounts of sediment. Silt fencing shall be in accordance with Section 903 of the Standard Specifications. A few basic guidelines for the use of Silt Fencing are:

1. Use where erosion would occur in the form of sheet and rill erosion;
2. Use where the maximum drainage area behind the silt fence is 1/4 acre per 100 feet of silt fence length;
3. Use where the maximum slope length behind the barrier is 100 feet;
4. Use where the maximum gradient behind the barrier is 2:1;
5. Do not use silt fences in live streams or in ditches or swales where flows exceed one cubic foot per second.



PLAN

TEMPORARY SLOPE DRAIN



ELEVATION

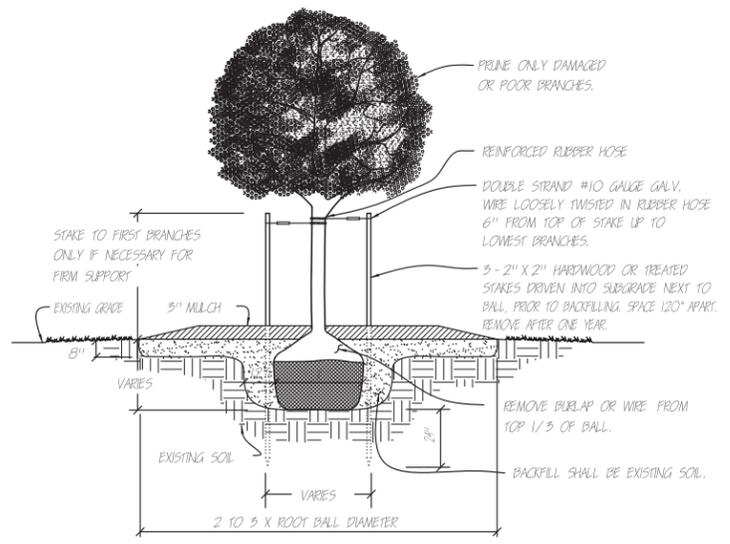
- NOTES:
 A temporary slope drain is a device used to carry water from the construction work area to a lower elevation. Slope drains may be plastic sheets, metal or plastic pipe, stone gutters, fiber mats, or concrete or asphalt ditches. A few basic design guidelines for the use of a Temporary Slope Drain are:
1. The spacing of the slope drains varies with the road grade.
 For Grades: 0.0% - 2.0% use 500' spacing
 2.1% - 5.0% use 200' spacing
 Greater than 5.0% use 100' spacing
 2. Slope drain material:
 Smooth pipe - 8" minimum
 Corrugated pipe - 12" minimum
 Plastic sheeting - 4' wide minimum
 Plastic sheeting - 3 mils thick minimum
 3. Plastic sheeting can be staked down or weighted with rocks or Logs. The area under the sheeting should be shaped to provide an adequate channel.
 4. The outlet end should be protected or have some means of dissipating energy. The flow should be directed through a sediment trap such as silt fence or hay bales.
 5. To insure proper operation, temporary slope drains should be inspected regularly and after each storm, for clogging or displacement. Erosion at the outlet should be checked and the silt traps cleaned if necessary.



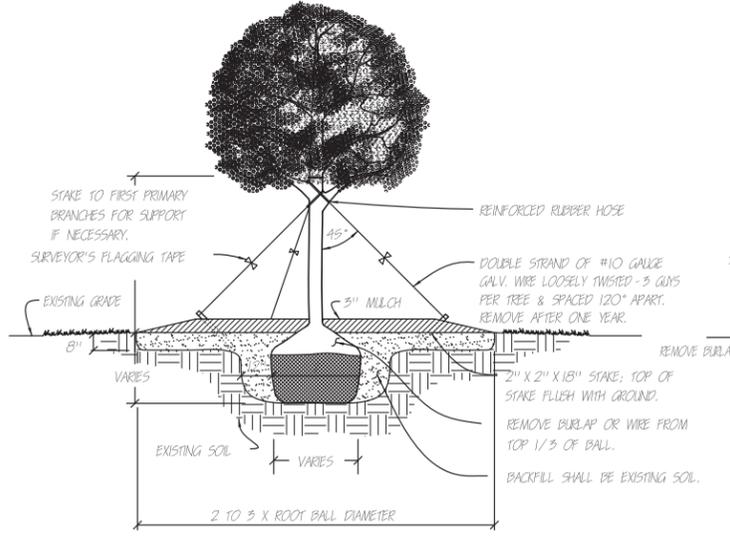
STANDARD PLAN NO. 903-02	DATED November 28, 2009	SHEET NO. 2 OF 2
TEMPORARY EROSION CONTROL INSTALLATION DETAILS		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED G. L. P.	DRAWN G. VANNICE	CHECKED G. L. P.
		APPROVED T. STEPHENS

DATE	DESCRIPTION REVISIONS	BY

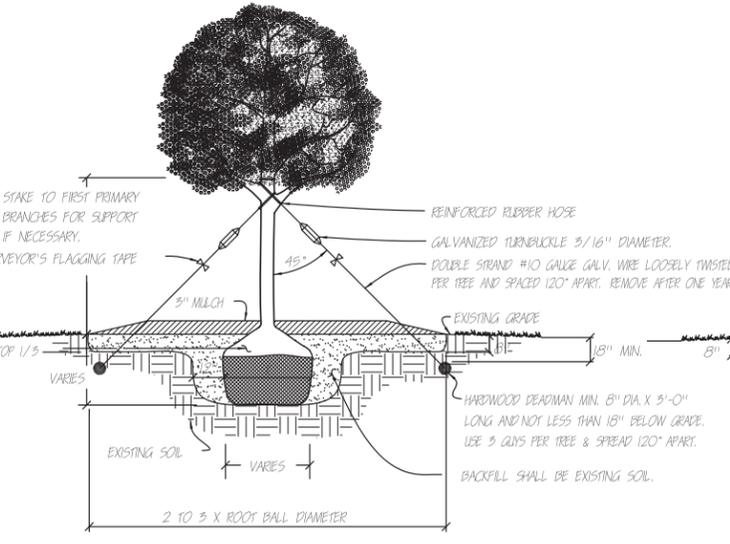
PROJECT NO.	SHEET



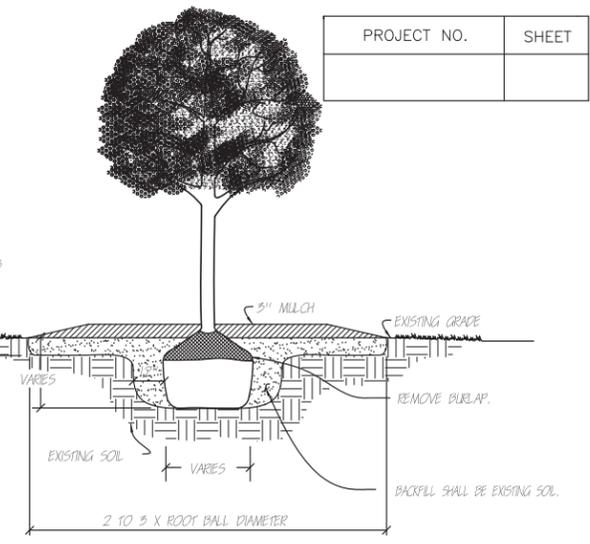
Tree Planting Detail A
(FOR TREES 3' TO 12' TALL)



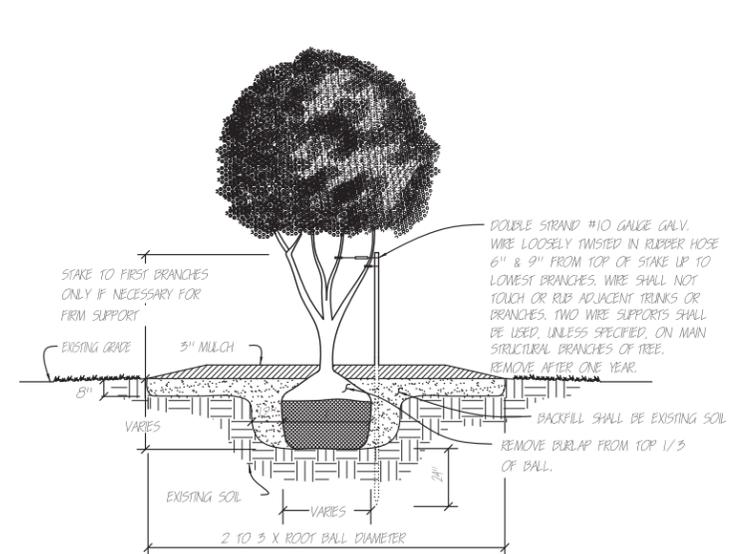
Tree Planting Detail B
(FOR TREES 12' TO 18' TALL)



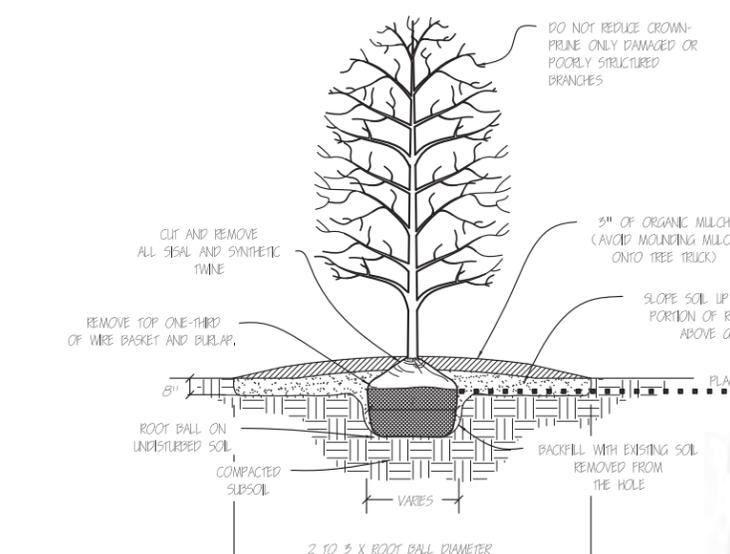
Tree Planting Detail C
(FOR TREES OVER 18' TALL)



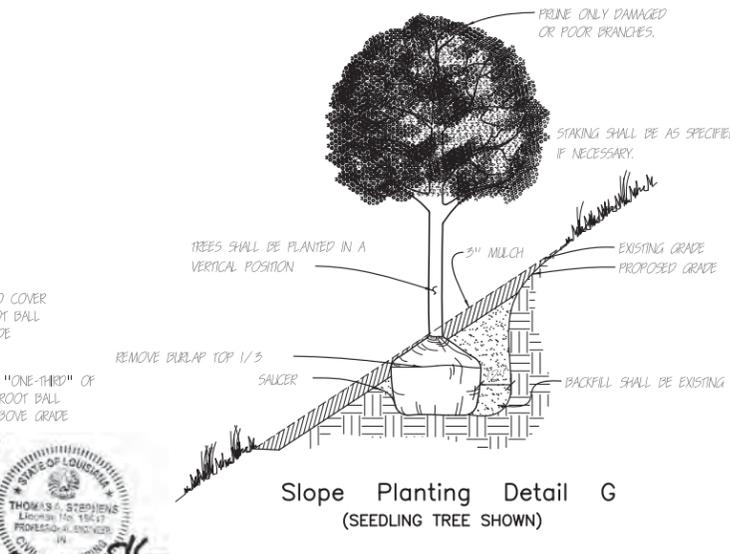
Tree Planting Detail D
(FOR SEEDLING TREES)



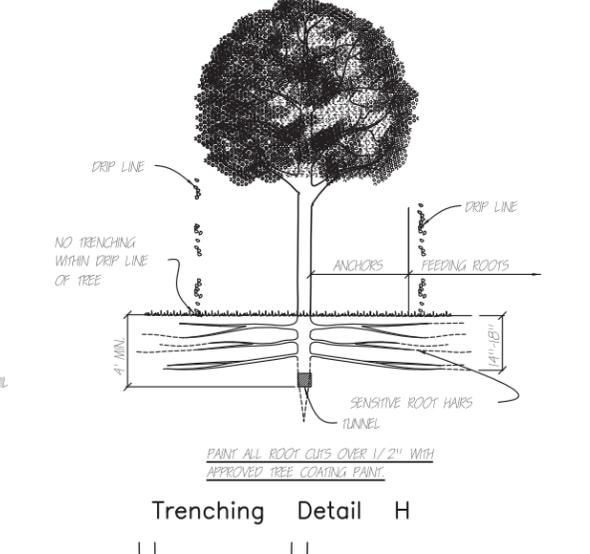
Tree Planting Detail E
MULTI TRUNK
(FOR TREES 3' TO 12' TALL)



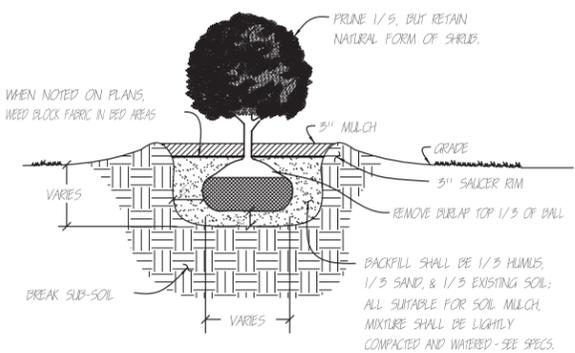
Tree Planting Detail F
(FOR POORLY DRAINED SOILS)



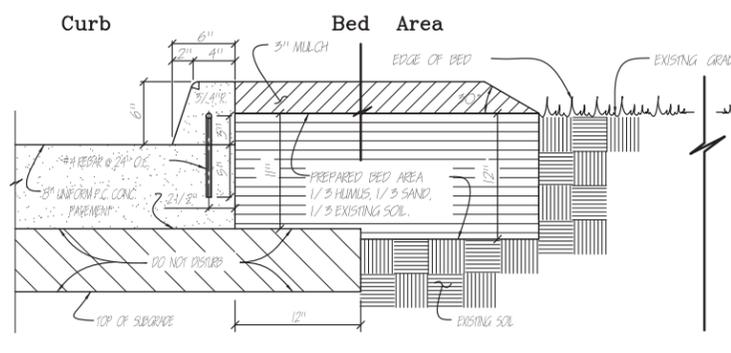
Slope Planting Detail G
(SEEDLING TREE SHOWN)



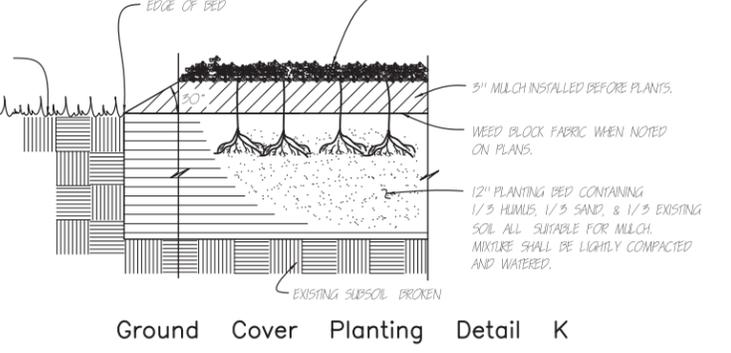
Trenching Detail H



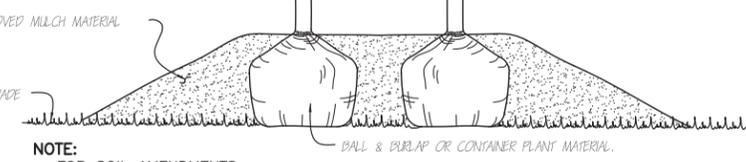
Shrub Planting Detail I



Typical Section of Curb and Bed Area Detail J



Ground Cover Planting Detail K



Temporary Storage Detail L

NOTE:
FOR SOIL AMENDMENTS INCLUDING FERTILIZER, SEE SPECIFICATIONS. COST OF SOIL AMENDMENTS SHALL BE INCLUDED IN PLANT MATERIAL COST.

CONTAINER PLANT MATERIAL SHALL ADHERE TO THE PLANTING REQUIREMENTS SHOWN ABOVE LESS BURLAP NOTES.

STAKES SHALL BE REMOVED AT ONE YEAR FROM PLANTING OR AT END OF WARRANTY PERIOD.

NOTE: The latest American Standard for Nursery Stock shall apply throughout as approved by the National Standards Institute, Inc.

DESIGNED	DRAWN	CHECKED	APPROVED
G. JONES	G. VANNICE	G. JONES	T. STEPHENS

STANDARD PLAN NO.	DATED	SHEET NO.
904-01	February 8, 2008	1 OF 1

PLANTING DETAILS

ENGINEERING DIVISION			
DEPARTMENT OF PUBLIC WORKS			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			

PROJECT NO.	SHEET

GENERAL PROVISIONS

- All Temporary Traffic Control (TTC) Devices used shall be in accordance with the City Parish Standard Specifications for Public Works Construction, the current edition of the Manual on Uniform Traffic Control Devices (MUTCD), and the requirements of the National Cooperative Highway Research Program (NCHRP) 350 for Test Level 3. The MUTCD is available at <http://mutcd.fhwa.dot.gov/>
- The Contractor shall provide one or more authorized Traffic Control Supervisor (TCS) in accordance with the Standard Specifications.
- Materials used for Temporary Traffic Controls shall be in accordance with the City-Parish Standard Specifications for Public Works Construction and when applicable the City-Parish Qualified Products List (C-P QPL).
- No temporary traffic controls shall be erected without the approval of the City-Parish Traffic Engineer and until work is about to begin, unless they are covered.
- No lane closures, lane shifts, diversions, or detours shall occur without the authorization of the City-Parish Traffic Engineer.
- Responsibility is hereby placed upon the contractor for the installation, maintenance, and operation of all temporary traffic control devices called for in these plans or required by the Project Engineer for the protection of the traveling public as well as all Department and construction personnel. All reflective devices such as signs, drums, barricades, vertical panels, delineators of any type, etc. shall be cleaned or washed periodically to maintain their effectiveness, as required by conditions or Project Engineer.
- The contractor shall also be responsible for the maintenance of all permanent signs and pavement markings left in place as essential to the safe movement and guidance of traffic within the project limits.
- The City-Parish Traffic Engineer shall serve as a technical advisor to the Project Engineer for all Traffic Control matters.
- "Road Work XX Miles" sign shall be required on all projects and located at beginning of the project unless otherwise noted. The sign shall be a minimum 36"x60" unless otherwise noted.
- Warning signs used for lane closures or lane shifts in which the roadway shall be returned to full public use within 14 hours or less may be placed on NCHRP350 approved portable sign frames.
- The City-Parish will approve any detour route marking required to guide travelers around the construction area, but the contractor will be responsible for the required signage.

SPEED LIMITS

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

- At the end of the reduced speed zone, a speed limit sign displaying the original speed limit before construction shall be installed.
- If conditions warrant, the City-Parish Traffic Engineer may authorize the reduction of the speed limit by more than 10 mph.

PAVEMENT MARKINGS (see C-P QPL)

- All pavement markings within the limits of the project that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding (Existing striping shall not be painted over with black paint or covered with tape).
- If special pavement markings are needed, they shall be reflectorized, removable, and accompanied by the proper signage.
- Temporary Raised Pavement Markers (RPMs) may be added to supplement temporary striping in areas of transition, in tapers, in detours, and in other areas of need as directed by the Project Engineer.
- Materials and placement of temporary pavement markings shall conform to Section 905 of the Standard Specifications. If no pay item exists, temporary markings will be considered incidental to traffic control.

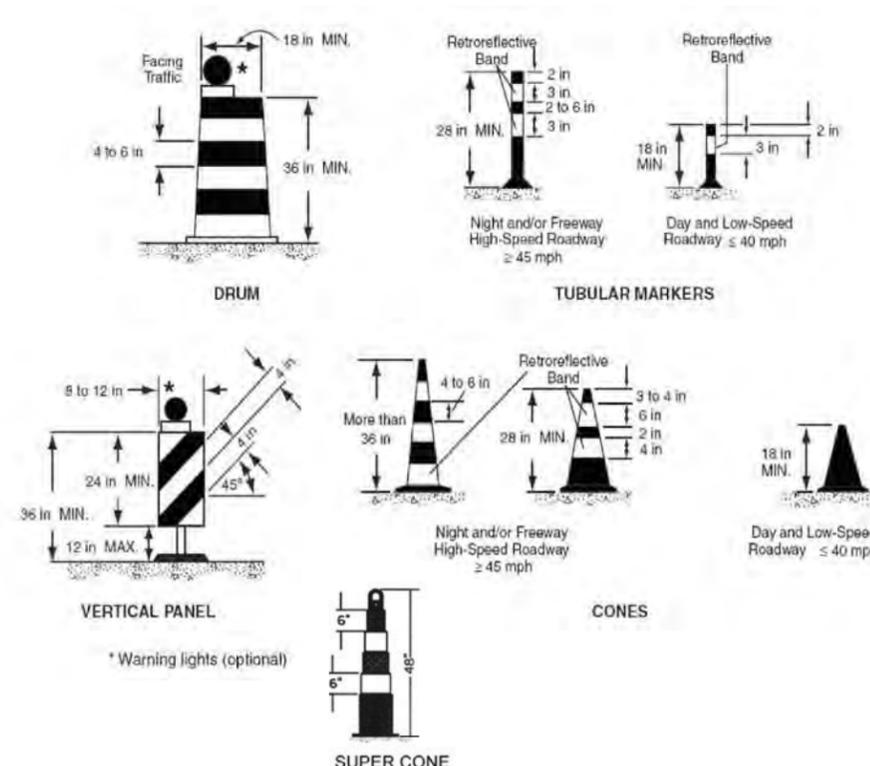
SIGNS

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

- All signs shall be removed or covered when no longer applicable.
- Contractor shall use caution not to damage existing signs which remain in place. Any signs damaged by work operations shall be replaced at the Contractor's expense.

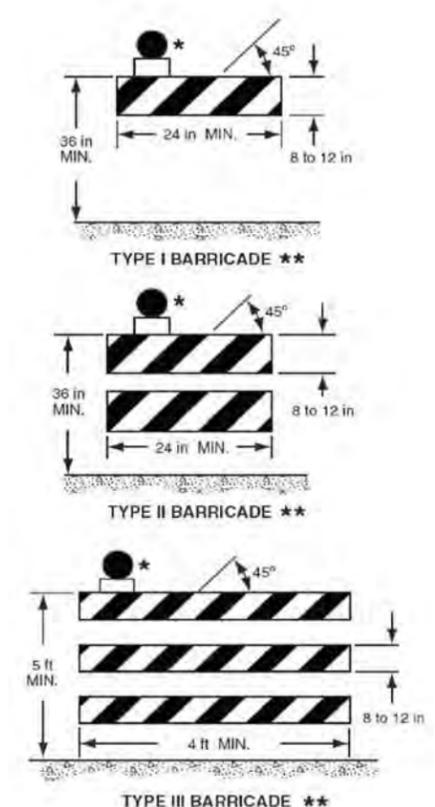
CHANNELIZING DEVICES

- The following devices may be used: Tubular Markers, Vertical Panels, Cones, Drums, and Super Cones. Drums (at standard spacing) and Super Cones (at 1/2 standard spacing) are the only devices allowed to be used in taper areas on the interstate system during daylight hours. Only drums can be used in tapers during night operations.
- Retroreflective material pattern used on super cones shall match that used on drums and conform to Section 1020-1.2(C) of the Standard Specifications.
- Spacing of channelizing devices such as cones, panels, drums, and Type I or II barricades shall not exceed a distance in feet equal to the speed limit when used for taper channelization and a distance in feet of twice the speed limit when used for tangent channelization.
- 28" traffic cones are not allowed on: 1) Interstates, and 2) Highways with speeds greater than 40 mph.
- During night time operations: 1) 28" and 36" cones are not allowed, 2) drums are the only device allowed in the taper.



BARRICADES

- Barricades shall be designed and applied in accordance with these standard plans and the current MUTCD guidance. Generally three types of barricades are used as below. Specific project applications shall be reviewed and approved by the City Parish Traffic Engineer and shall not be deployed without such approval.
- Steady burn lights shall be used when barricades are used in a series for channelization.
- Type I barricades shall be used on low speed roads or urban streets.
- Type II barricades shall be used on high speed roads.
- Type III barricades shall be used to close a road section to traffic and shall extend completely across a roadway and its shoulders or from curb to curb
- When signs and lights are to be mounted to a barricade, they must meet NCHRP 350 requirements.



- * Warning lights (optional)
- ** Rail stripe widths shall be 6 in, except that 4 in wide stripes may be used if rail lengths are less than 36 in. The sides of barricades facing traffic shall have retroreflective rail faces.



SEPTEMBER 28, 2007

STANDARD PLAN NO. 905-01	DATED September 28, 2007	SHEET NO. 1 OF 3
TEMPORARY TRAFFIC CONTROL		

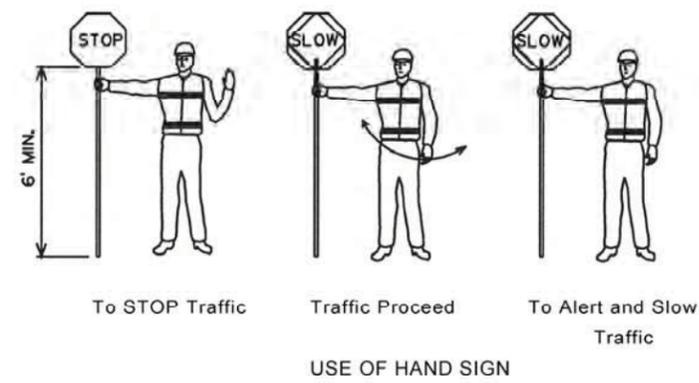
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED	DRAWN	CHECKED	APPROVED
MUTCD	G. CHENG	B. HARMON	I. PARTENHIMER

8/6/10	STANDARD PLAN NO. REVISION	G. C.
DATE	DESCRIPTION	BY
	REVISIONS	

PROJECT NO.	SHEET

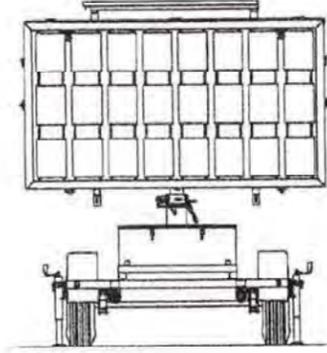
LIGHTING

- All temporary lighting shall be LED.
- Lighting shall supplement barricades that close one or more lanes or that extends across the roadway. A minimum of two lights will be used, but where a travel way ends immediately after a barricade, a minimum of four (4) lights shall be used. Lighting shall be by approved electrical installations. Battery operated equipment shall conform to NCHRP 350.
- High intensity flashing lights shall be used to mark the first advance warning sign.
- Low intensity flashing lights shall be used to mark all other hazards off the travel way.
- Steady burning lights shall be used on all traffic control devices used for channelizations.
- Flashing units will be mounted as high as possible and battery compartments shall be mounted 6" from the ground.



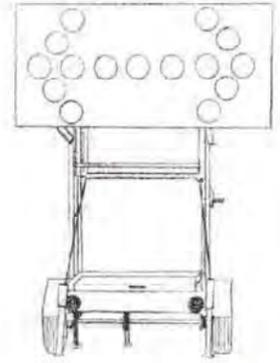
PORTABLE CHANGEABLE MESSAGE SIGNS

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



FLASHING ARROW PANELS

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

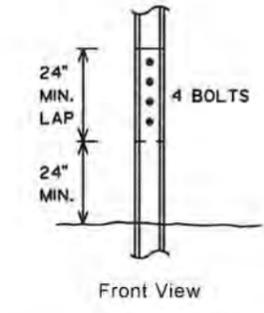


FLAGGERS

- All flaggers must be qualified. The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties. A certificate indicating completion of a flagger training course shall be available to the engineer if requested. A Qualified Flagger is one that has attended courses such as those offered by the American Traffic Safety Services Association (ATSSA) or other courses approved by the City-Parish.
- When utilized, a flagger shall use a minimum 18 inch sign on a minimum 6' stop/slow paddle and wear ANSI Class 2 vest during day time operations and ANSI Class 3 ensemble during night operations. In all flagging operations, the flagger must be visible from flagger advance warning sign.
- Flagger stations shall be in a highly visible location far enough in advance of the work site so that approaching traffic will have sufficient distance to reduce speed before entering the project. 200-300 feet is desirable. In urban areas, the advances distance may be decreased.

ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

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



HIGHWAY-RAIL GRADE CROSSING

1. When a highway-rail grade crossing exists within or upstream of the merging taper and it is anticipated that backups resulting from the lane closure might extend through the highway-rail grade crossing, the TTC zone should be extended so that the merging taper precedes the highway-rail grade crossing.
2. When a highway-rail grade crossing exists within the activity area, provisions should be made to provide road users operating on the left side of the normal centerline with comparable warning devices as supplied for road users operating on the right side of the normal centerline.
3. When a highway-rail grade crossing exists within the activity area, early coordination with the railroad company should occur before work starts.
4. When a highway-rail grade crossing exists within the activity area, a flagger may be used at the highway-rail grade crossing to minimize the probability that vehicles are stopped within 15 ft of the highway-rail grade crossing, measured from both sides of the outside rails.
5. A truck-mounted attenuator may be used on the work vehicle and/or the shadow vehicle.



SEPTEMBER 28, 2007

STANDARD PLAN NO. 905-01	DATED September 28, 2007	SHEET NO. 2 OF 3
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TEMPORARY TRAFFIC CONTROL

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED MUTCD	DRAWN G. CHENG	CHECKED B. HARMON	APPROVED I. PARTENHIMER

8/6/10	STANDARD PLAN NO. REVISION.	G. C.
DATE	DESCRIPTION	BY
	REVISIONS	

Suggested Advance Warning Sign Spacing

Road Type	Distance Between Signs*		
	A	B	C
Urban (30 mph or less)	100	100	100
Urban (35 mph or more)	350	350	350
Rural	500	500	500

* Distances are shown in feet. The column headings A, B, and C are the dimensions shown in Typical Application Figures. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The third sign is the first one in a three-sign series encountered by a driver approaching a TTC zone.)

Formulas for Determining Taper Lengths

Speed Limit (S)	Taper Length (L) Feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where:
 L = taper length in feet
 W = width of offset in feet
 S = posted speed limit in mph.

Meaning of Symbols on Typical Application Diagrams

-  Arrow panel
-  Arrow panel support or trailer (shown facing down)
-  Changeable message sign or support trailer
-  Channelizing device
-  Crash Cushion
-  Direction of temporary traffic detour
-  Direction of traffic
-  Flagger
-  High level warning device (Flag tree)
-  Luminaire
-  Pavement markings that should be removed for a long term project
-  Sign (shown facing left)
-  Surveyor
-  Temporary barrier
-  Temporary barrier with warning lights
-  Traffic or Pedestrian signal
-  Truck mounted attenuator
-  Type III Barricade
-  Warning lights
-  Work space
-  Work vehicle

Index to Typical Applications

Typical Application Description	Typical Application Number	Standard Plan Number
Work Outside of Shoulder		
Work Beyond the Shoulder	TA-1	905-02
Work on the Shoulder		
Work on Shoulders	TA-3	905-02
Shoulder Work with Minor Encroachment	TA-6	905-03
Work Within the Traveled Way of Two-Lane Highways		
Road Closed with Diversion	TA-7	905-03
Roads Closed with Off-Site Detour	TA-8	905-04
Lane Closure on Two-Lane Road Using Flaggers	TA-10	905-04
Lane Closure on Two-Lane Road with Low Traffic Volumes	TA-11	905-05
Temporary Road Closure	TA-13	905-05
Mobile Operations on Two-Lane Road	TA-17	905-06
Work Within the Traveled Way of Urban Streets		
Lane Closure on Minor Street	TA-18	905-06
Detour for One Travel Direction	TA-19	905-07
Detour for Closed Street	TA-20	905-07
Work Within the Traveled Way at an Intersection and Sidewalks		
Multiple Lane Closures at Intersection	TA-25	905-08
Crosswalk Closures and Pedestrian Detours	TA-29	905-08
Work Within the Traveled Way of Multi-lane, Non-access Controlled Highways		
Interior Lane Closure on Multi-lane Street	TA-30	905-09
Half Road Closure on Multi-lane, High-Speed Highway	TA-32	905-09
Lane Closure on Divided Highway	TA-33	905-10
Work in the Vicinity of Highway-Rail Grade Crossings		
Work in Vicinity of Highway-Rail Grade Crossing	TA-46	905-10

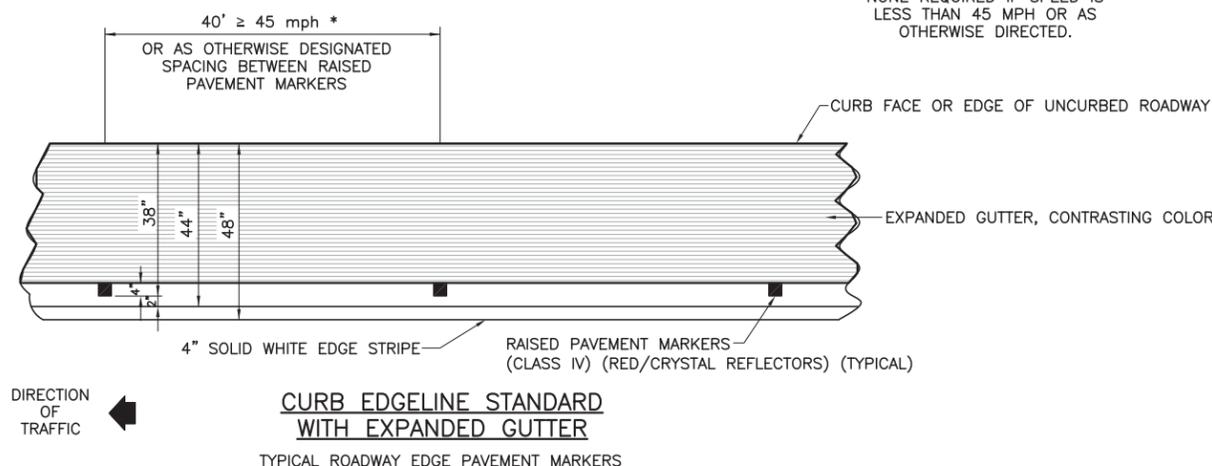
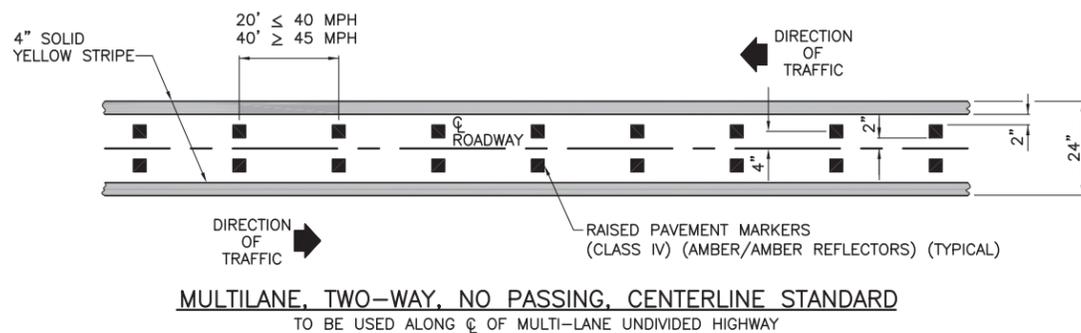
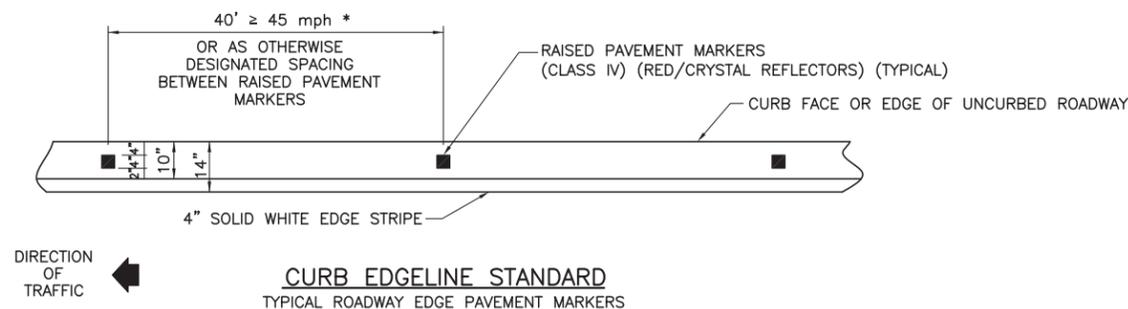
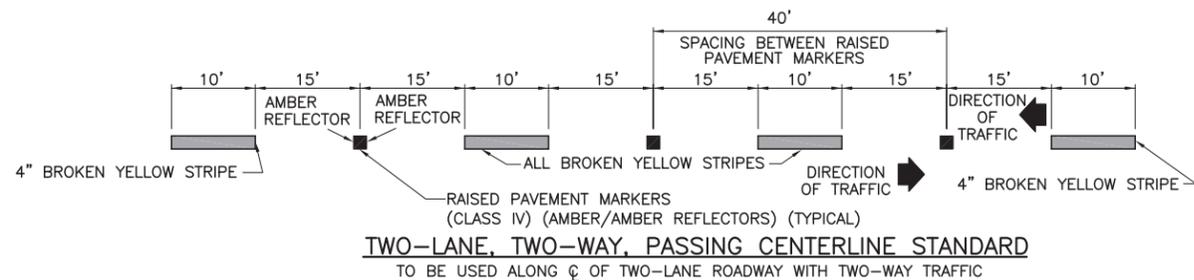
Information contained herewith was taken directly from the MUTCD 2003 version.


 SEPTEMBER 28, 2007

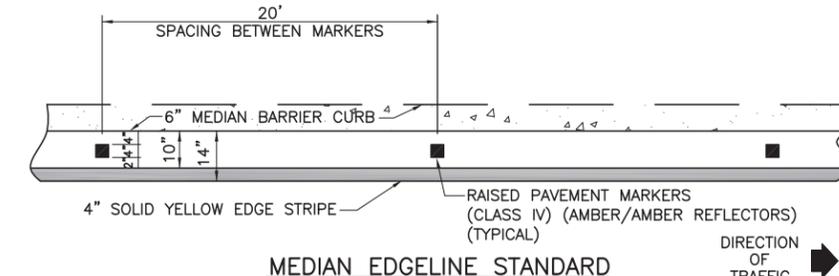
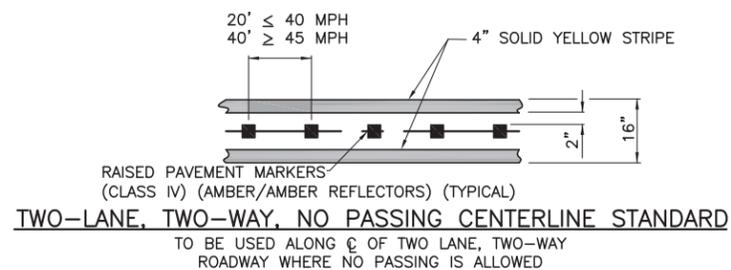
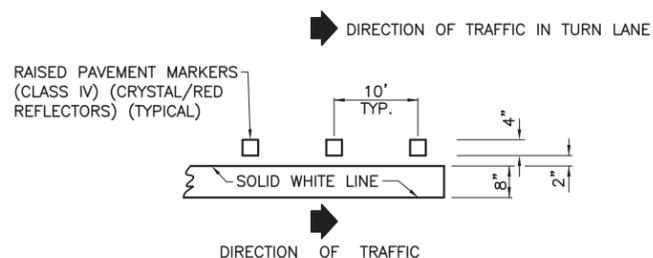
STANDARD PLAN NO. 905-01	DATED September 28, 2007	SHEET NO. 3 OF 3
TEMPORARY TRAFFIC CONTROL		

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED MUTCD	DRAWN G. CHENG	CHECKED B. HARMON	APPROVED I. PARTENHEIMER

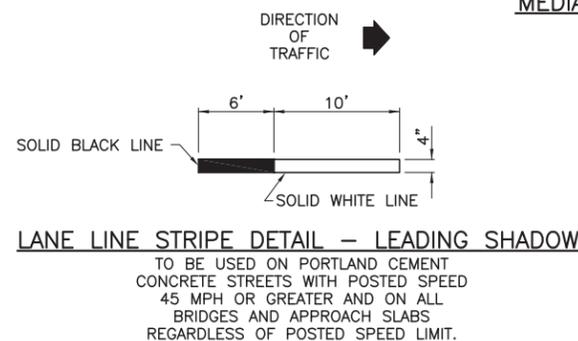
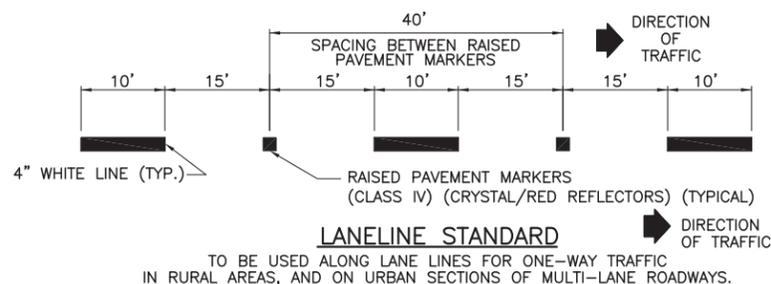
PROJECT NO.	SHEET



*NONE REQUIRED IF SPEED IS LESS THAN 45 MPH OR AS OTHERWISE DIRECTED.



JUNE 13, 2008

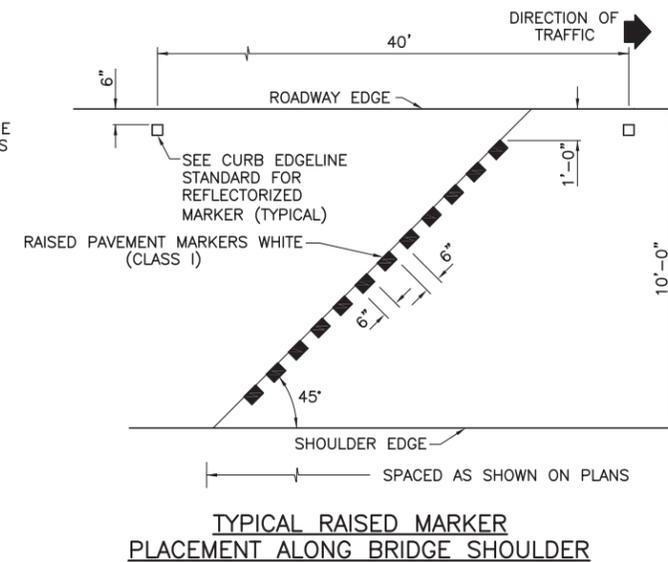
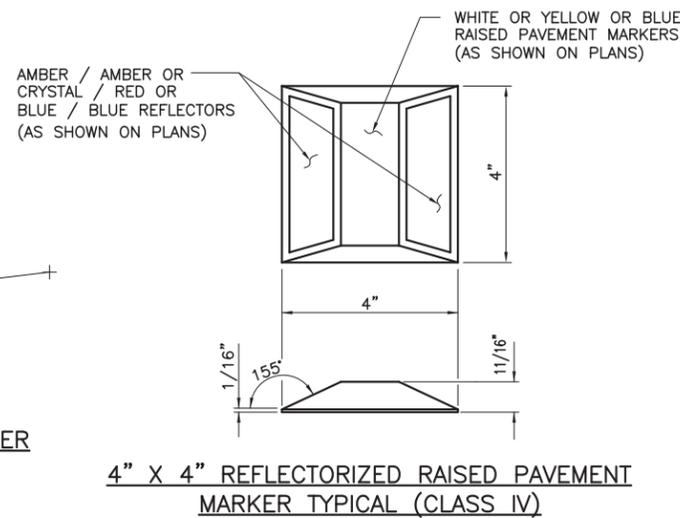
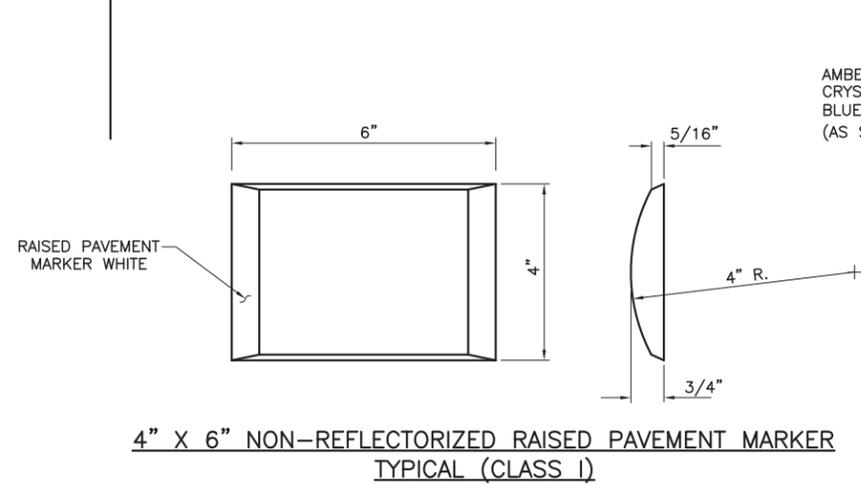
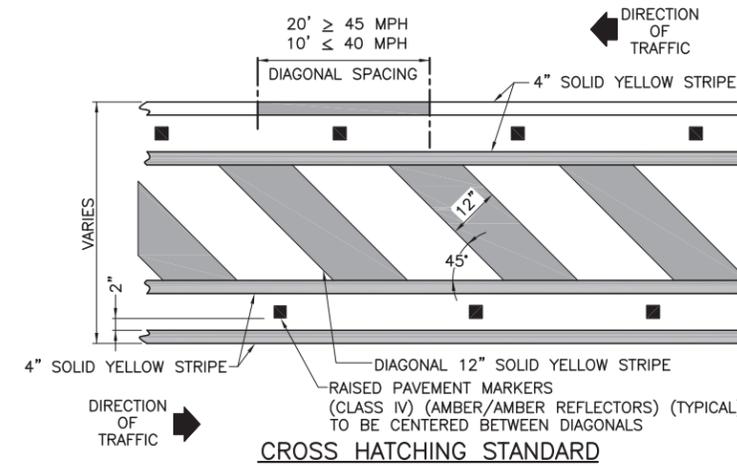
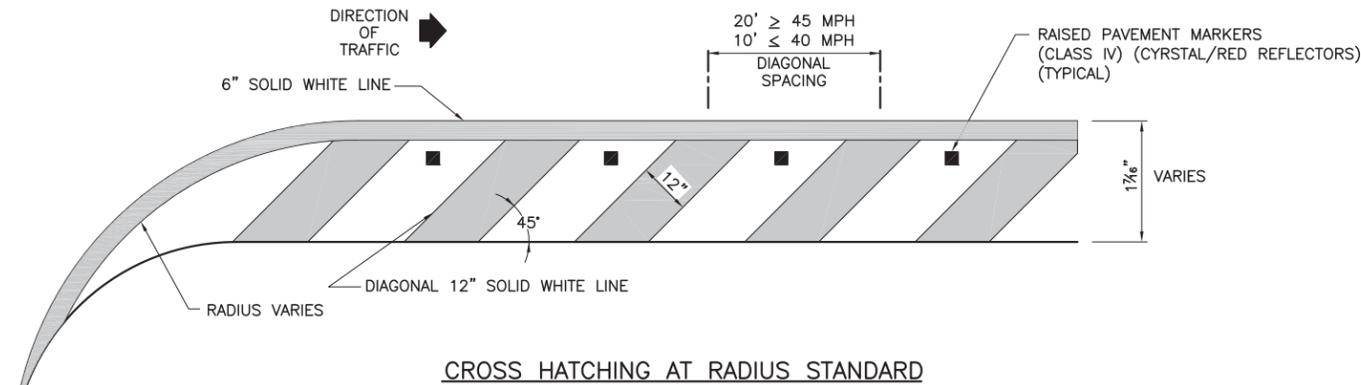
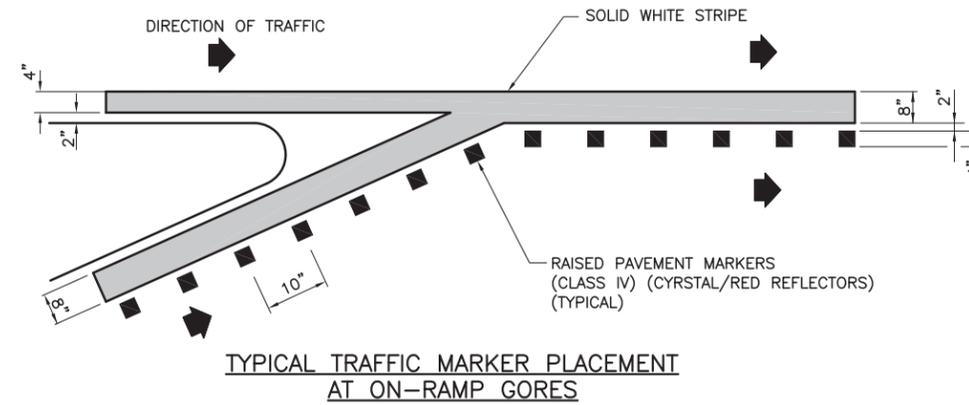
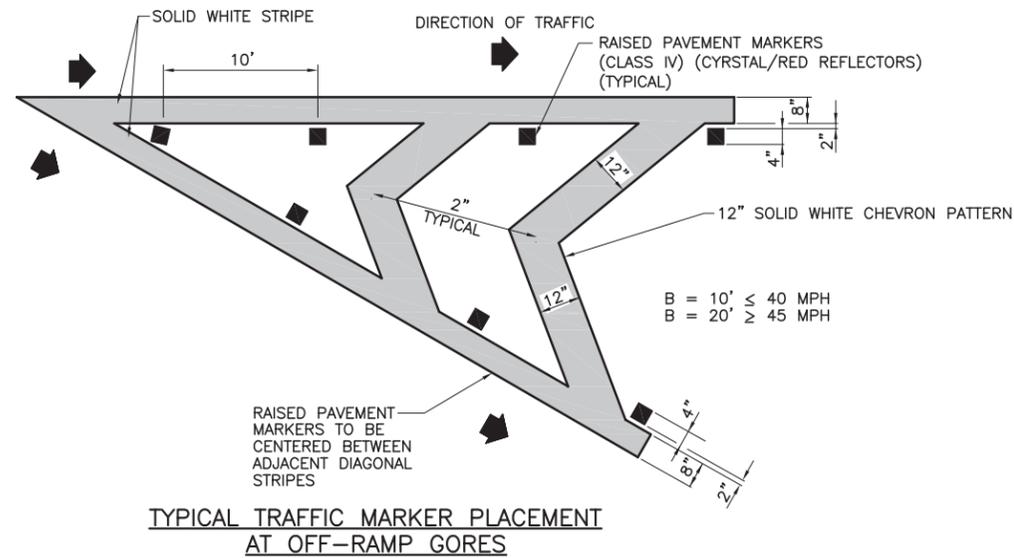


STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 1 OF 7
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ROADWAY MARKING AND TYPICAL DETAILS

ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED I. PARTENHEIMER

PROJECT NO.	SHEET



JUNE 13, 2008

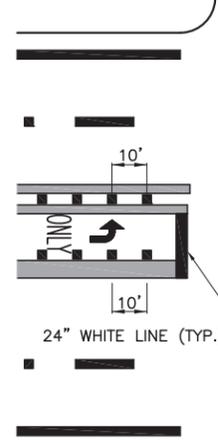
STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 2 OF 7
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ROADWAY MARKING AND TYPICAL DETAILS

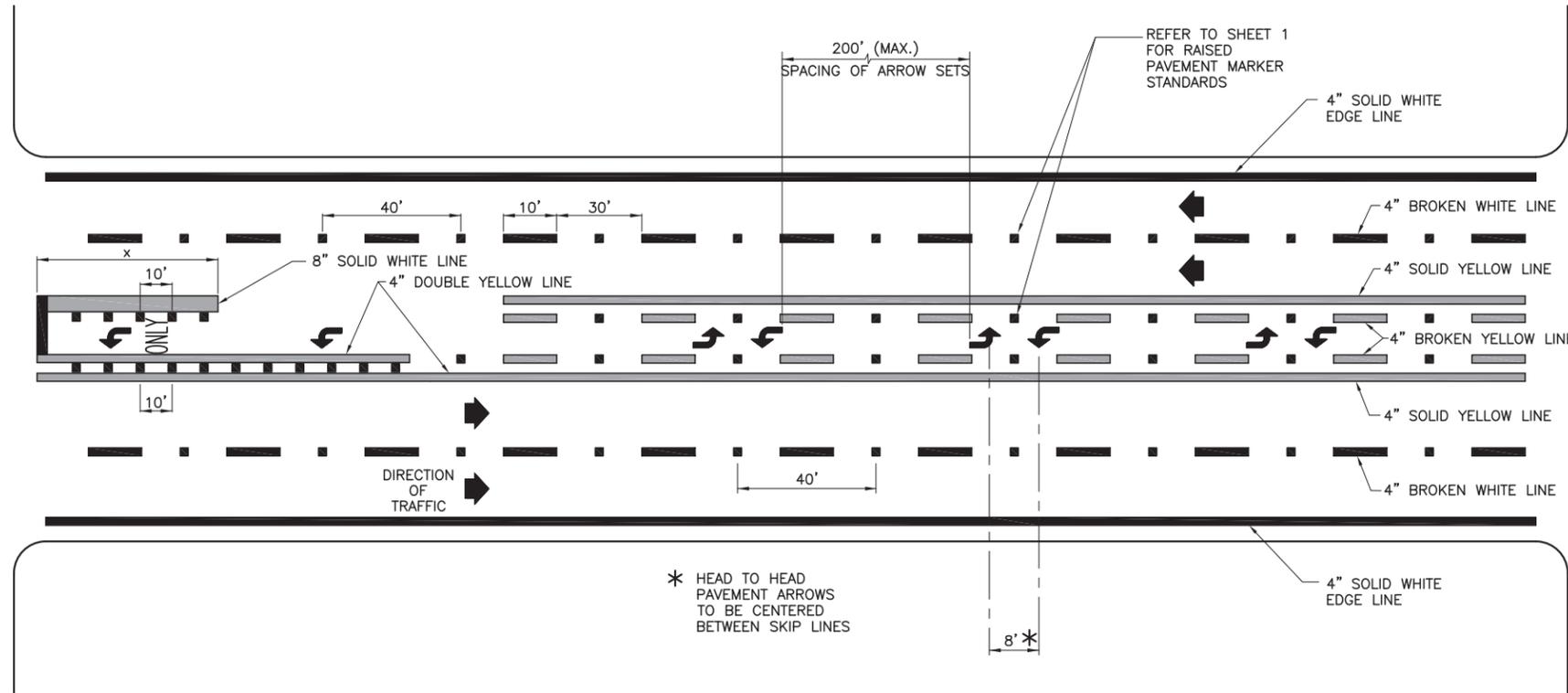
ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED I. PARTENHEIMER

DATE	DESCRIPTION REVISIONS	BY

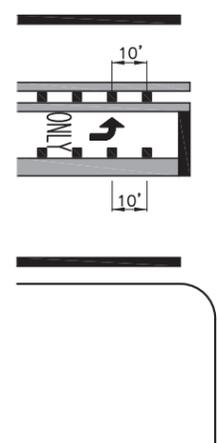
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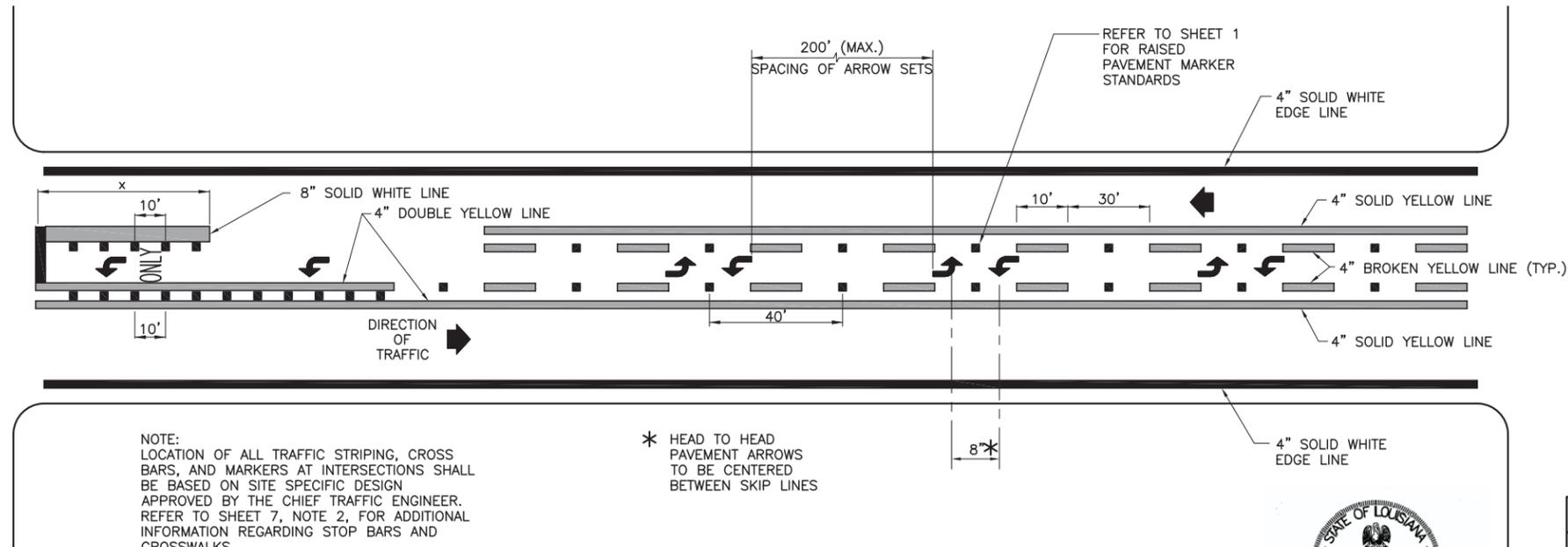
MAJOR CROSS STREET



TWO WAY LEFT TURN LANE MARKINGS
5-LANE ROADWAY



MAJOR CROSS STREET



TWO WAY LEFT TURN LANE MARKINGS
3-LANE ROADWAY

NOTE:
LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, AND MARKERS AT INTERSECTIONS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO SHEET 7, NOTE 2, FOR ADDITIONAL INFORMATION REGARDING STOP BARS AND CROSSWALKS.

MINOR CROSS STREET

MINOR CROSS STREET



DATE	DESCRIPTION	BY
	REVISIONS	



JUNE 13, 2008

STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 3 OF 7
ROADWAY MARKING AND TYPICAL DETAILS		
ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED I. PARTENHEIMER		

PROJECT NO.	SHEET

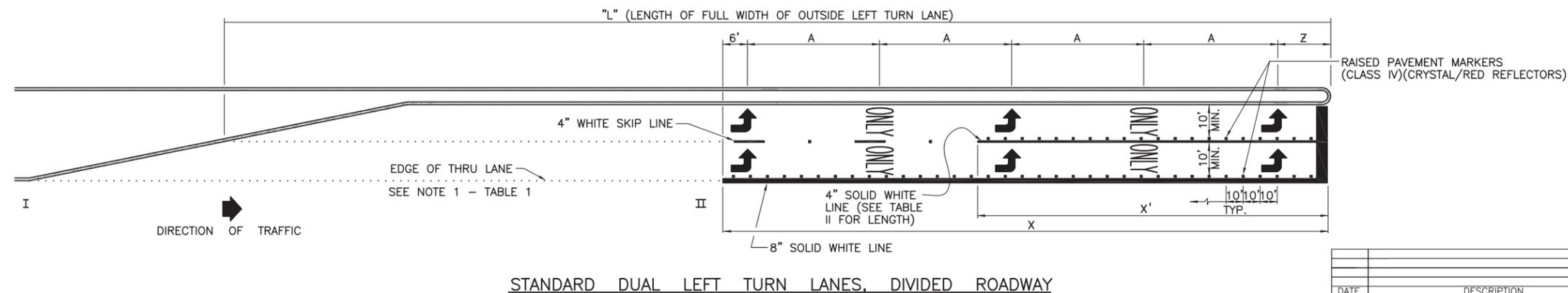
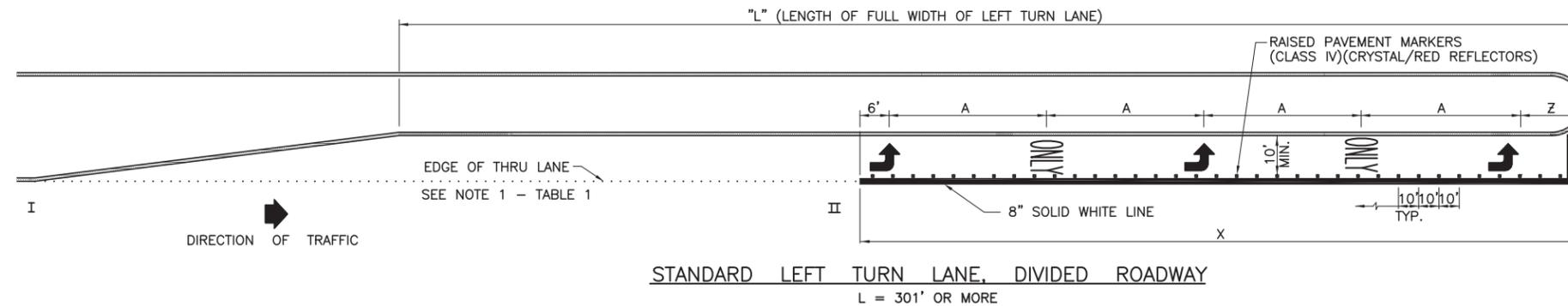
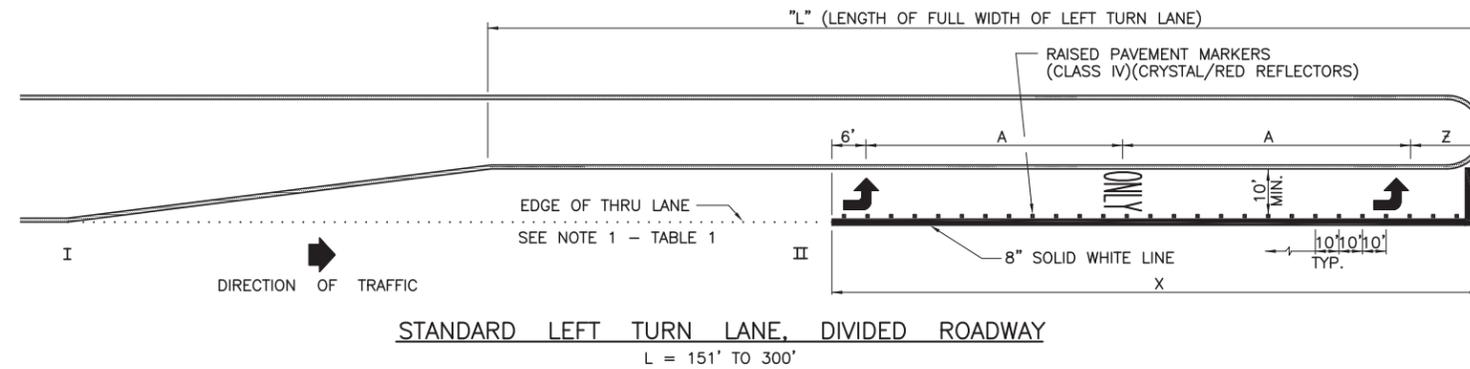
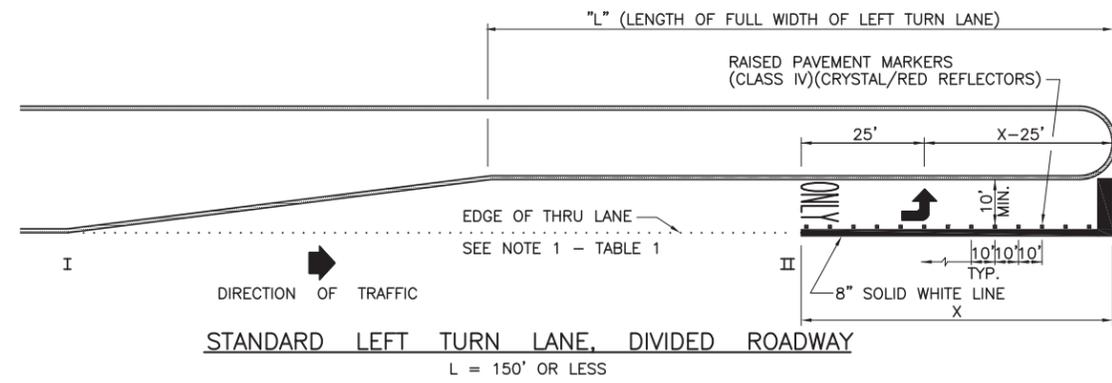


TABLE I
DIMENSIONS OF LEFT TURN LANES

L FEET	X FEET	Z FEET	A FEET	NUMBER OF LEGENDS	
				ARROWS	"ONLY"
≤ 150	1/2 L	-	-	1	1
151-300	$125/150(L-150)+75$	10-25	$(X-Z-6)/2$	2	1
301 & UP	2/3 L	10-25	$(X-Z-6)/4$	3	2

- NOTE:**
1. WHEN ROADWAY IS IN A CURVE OR LANE SHIFT TO THE RIGHT A 4" WHITE DOTTED LINE IS TO BE PLACED ALONG THE EDGE OF THE THRU LANE FROM I TO II.
 2. 150 FEET IS DESIRED MINIMUM STANDARD FOR DIMENSION L

TABLE II
ADDITIONAL DIMENSIONS FOR DUAL LEFT TURN LANES

X FEET	X' FEET
≤ 150	1/2 X
151-300	$125/150(X-150)+75$
301 & UP	2/3 X

- NOTES:** ALL OTHER DIMENSIONS ARE TO BE DETERMINED FROM TABLE I.

PAVEMENT LEGENDS AND SYMBOLS ARE TO BE PLACED AT THE SAME LOCATION IN EACH LANE (SEE TABLE I FOR NUMBER & LOCATION). REFER TO MUTCD FOR SIZE AND DIMENSIONS OF SYMBOLS AND LEGENDS.

GENERAL NOTES:

1. REFER TO SHEET 1 FOR TYPICAL STRIPING CONFIGURATION FOR ROADWAYS.
2. REFER TO SHEET 6 FOR TYPICAL STRIPING OF INTERSECTIONS.
3. REFER TO SHEET 7 FOR LAYOUT AND STRIPING OF HANDICAP RAMPS AND CROSSING.
4. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY CHIEF TRAFFIC ENGINEER. REFER TO SHEET 7, NOTE 2, FOR ADDITIONAL INFORMATION REGARDING STOP BARS AND CROSSWALKS.

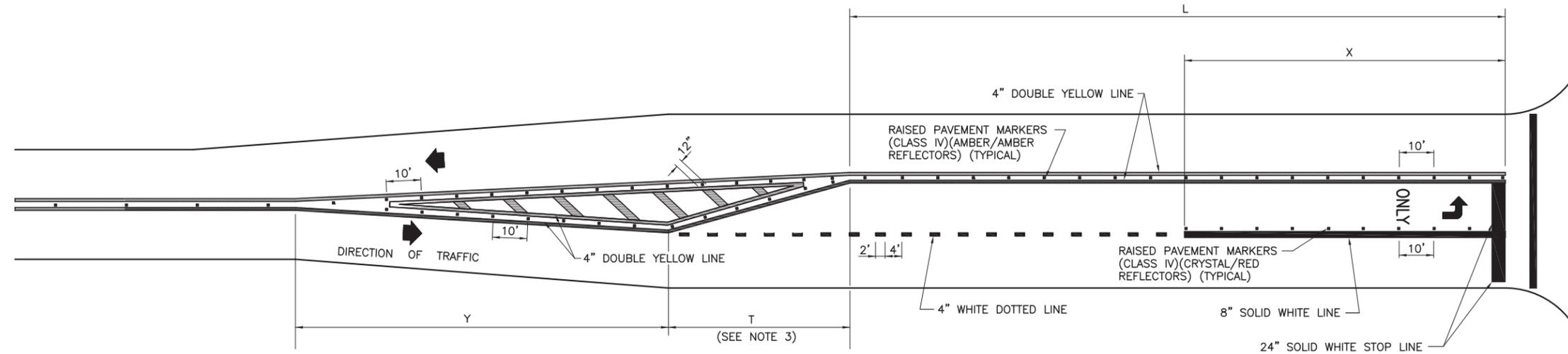


JUNE 13, 2008

STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 4 OF 7
ROADWAY MARKING AND TYPICAL DETAILS (DIVIDED ROADWAY)		
ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED I. PARTENHEIMER		

DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET

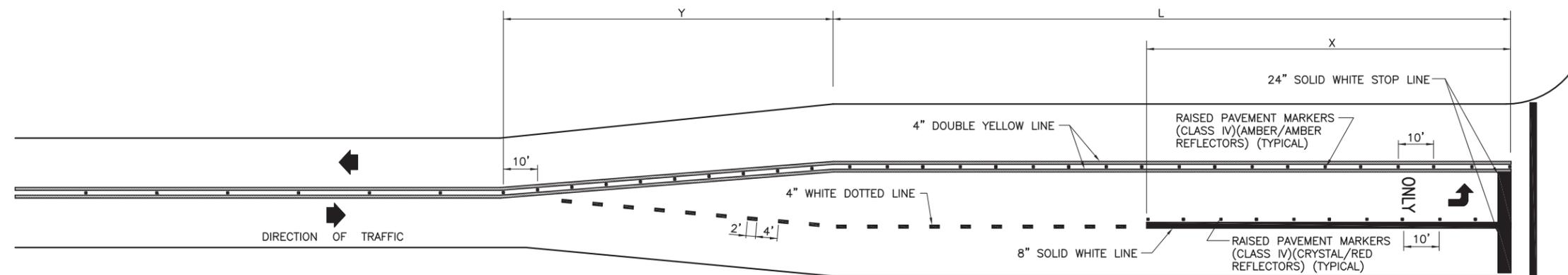


TWO LANE UNDIVIDED LEFT TURN LANES AT CONTROLLED INTERSECTION – CASE 1

1. $Y = WS$ FOR SPEEDS ≥ 45 MPH
WHERE W IS WIDTH OF OFFSET
AND S IS SPEED IN MPH.
2. $Y = \frac{WS^2}{60}$ ≤ 40 MPH

1. LEFT TURN LANE TREATMENT FOR SPEEDS ≥ 40 MPH.
2. FOR TURN LANE SYMBOL, NUMBERS & SPACING SEE TABLE I, SHEET 4

NOTE:
PAVEMENT LEGENDS AND SYMBOLS ARE TO BE PLACED AT THE SAME LOCATION IN EACH LANE (SEE SHEET 4—TABLE I FOR NUMBER & LOCATION). REFER TO MUTCD FOR SIZE AND DIMENSIONS OF SYMBOLS AND LEGENDS.



TWO LANE UNDIVIDED LEFT TURN LANES AT CONTROLLED INTERSECTION – CASE 2

1. LEFT TURN LANE TREATMENT FOR SPEEDS ≤ 35 MPH.
2. FOR TURN LANE SYMBOL, NUMBERS & SPACING SEE TABLE I, SHEET 4

1. REFER TO SHEET 1 FOR TYPICAL STRIPING CONFIGURATION ON ROADWAYS AND INTERSECTIONS.
2. REFER TO SHEET 6 FOR TYPICAL STRIPING OF INTERSECTIONS.
3. REFER TO SHEET 7 FOR LAYOUT AND STRIPING OF HANDICAP RAMPS AND CROSSING.
4. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY CHIEF TRAFFIC ENGINEER. REFER TO SHEET 7, NOTE 2, FOR ADDITIONAL INFORMATION REGARDING STOP BARS AND CROSSWALKS.

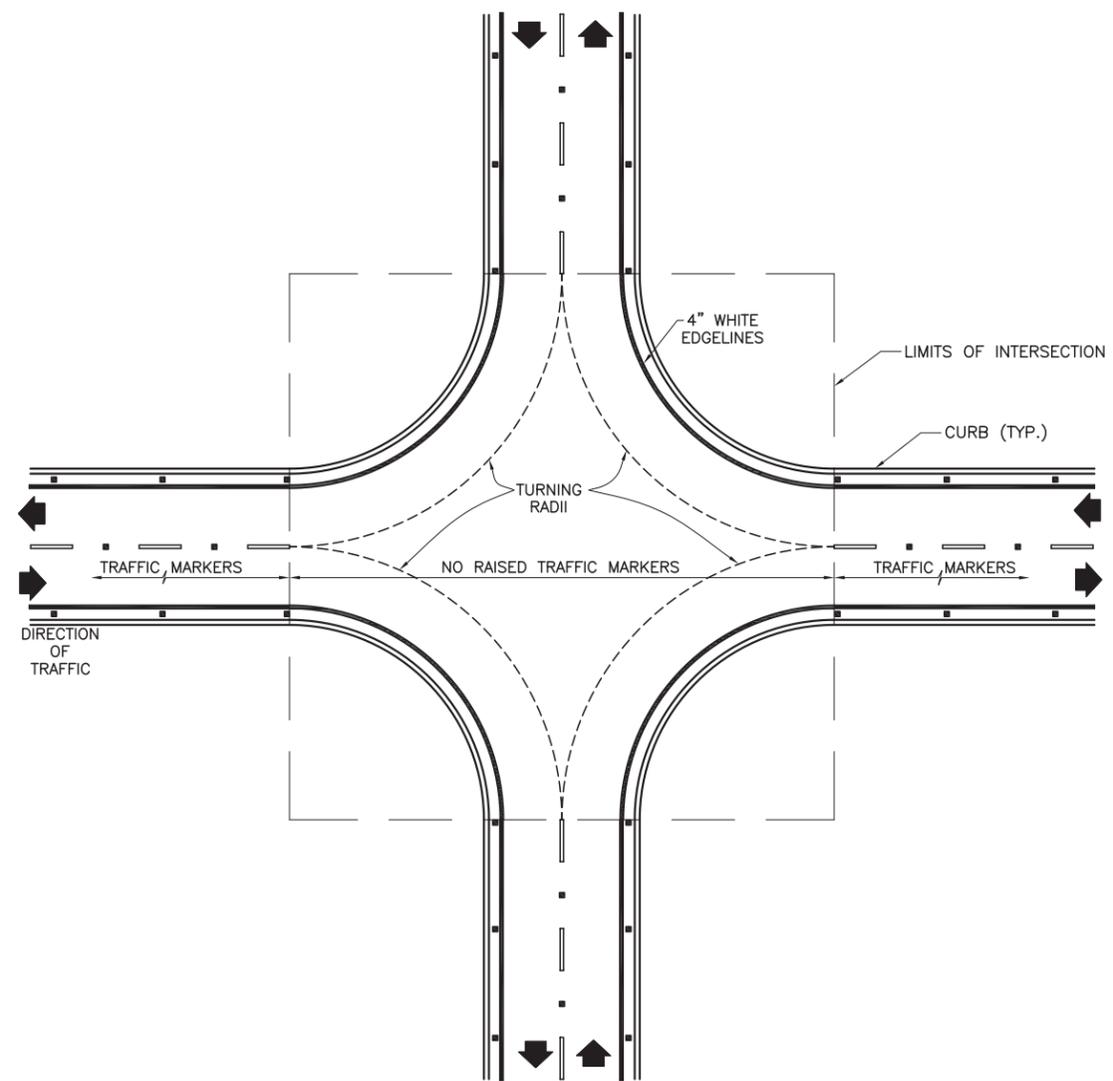


JUNE 13, 2008

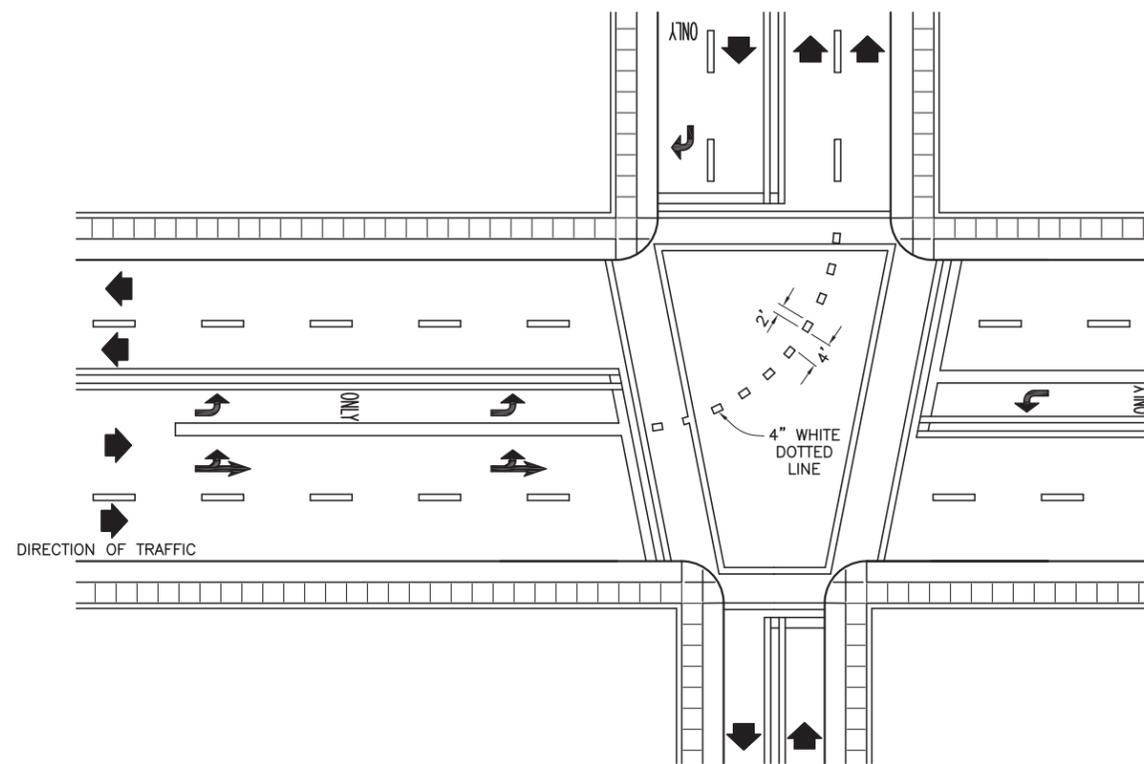
STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 5 OF 7
ROADWAY MARKING AND TYPICAL DETAILS (UNDIVIDED ROADWAY)		
ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED I. PARTENHEIMER		

DATE	DESCRIPTION	BY
11/18/09	CASE 1 TAPER AND NOTES REVISION	GLP
	REVISIONS	

PROJECT NO.	SHEET



DETAIL OF TYPICAL INTERSECTION
SHOWING TRAFFIC MARKER PLACEMENT
FOR TWO-LANE ROADWAY



DETAIL OF TYPICAL INTERSECTION
SHOWING LANE STRIPING FOR
DOUBLE LEFT-TURN CONDITION.

NOTE:

AT CHANNELIZED INTERSECTION TRAFFIC MARKERS TO BE PLACED AS DIRECTED BY THE PROJECT ENGINEER.

ALL STRIPING TO BE THERMOPLASTIC MATERIAL, UNLESS OTHERWISE DIRECTED.

RAISED MARKERS SHALL BE CLASS IV, UNLESS OTHERWISE DIRECTED.

ALL PATTERNS SHOWN ARE TYPICAL AND SUBJECT TO CHANGE DEPENDING ON ROADWAY WIDTH.

ENGINEERING AUTODESK LAND DESKTOP STRIPING FORM C.V.



JUNE 13, 2008

STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 6 OF 7
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**ROADWAY MARKING
AND
TYPICAL DETAILS**

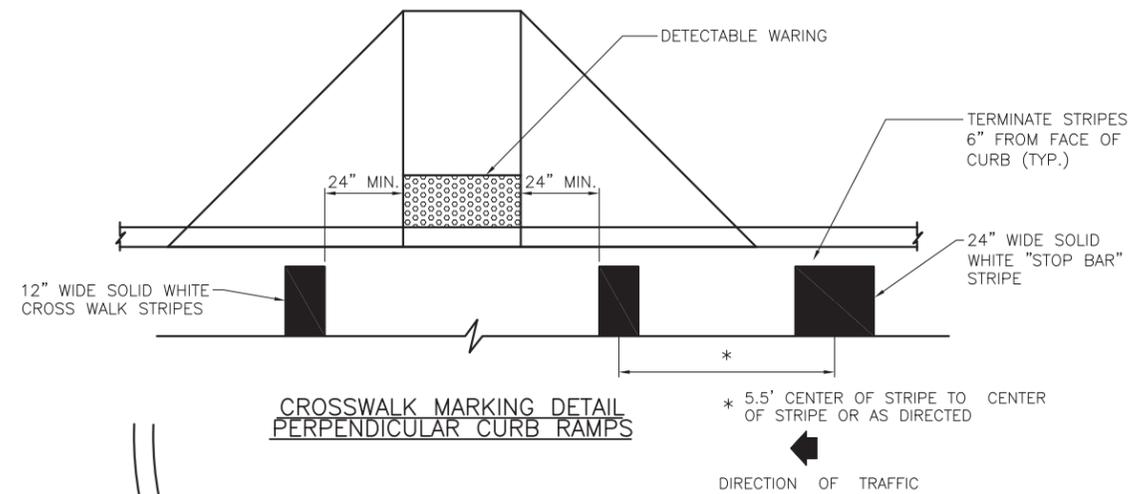
ENGINEERING DIVISION
**DEPARTMENT OF TRANSPORTATION
AND DRAINAGE**

CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE

DESIGNED	DRAWN	CHECKED	APPROVED
GLP	GLP	GLP	I. PARTENHEIMER

DATE	DESCRIPTION	BY
	REVISIONS	

PROJECT NO.	SHEET

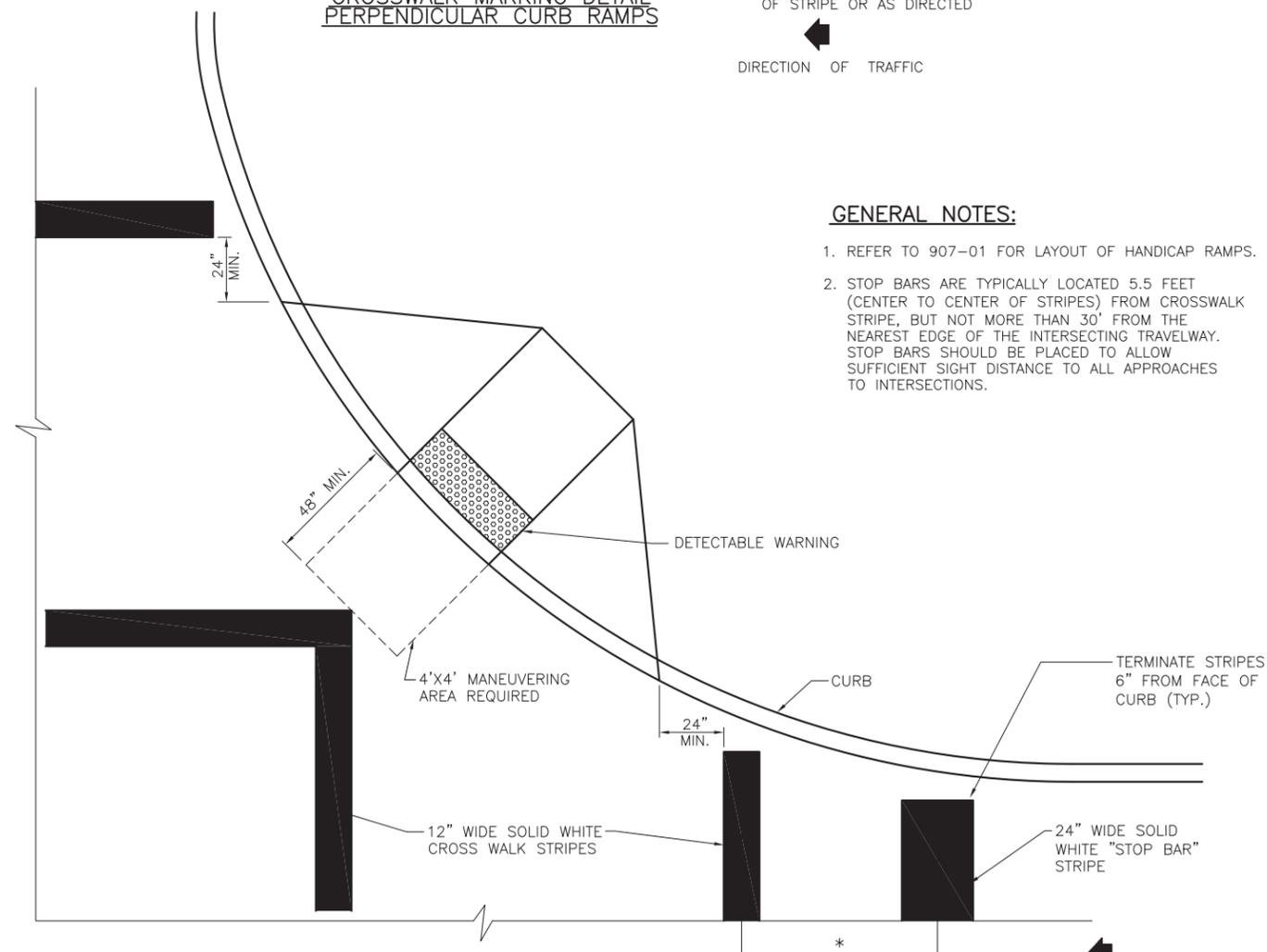


CROSSWALK MARKING DETAIL
PERPENDICULAR CURB RAMPS

* 5.5' CENTER OF STRIPE TO CENTER OF STRIPE OR AS DIRECTED

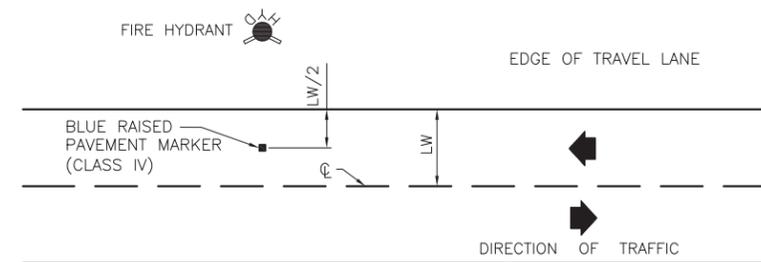
GENERAL NOTES:

1. REFER TO 907-01 FOR LAYOUT OF HANDICAP RAMPS.
2. STOP BARS ARE TYPICALLY LOCATED 5.5 FEET (CENTER TO CENTER OF STRIPES) FROM CROSSWALK STRIPE, BUT NOT MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTING TRAVELWAY. STOP BARS SHOULD BE PLACED TO ALLOW SUFFICIENT SIGHT DISTANCE TO ALL APPROACHES TO INTERSECTIONS.

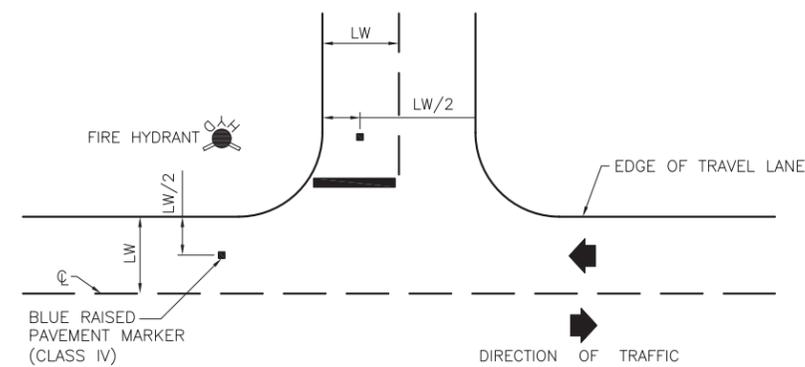


CROSSWALK MARKING DETAIL
DIAGONAL OR CORNER TYPE CURB RAMPS

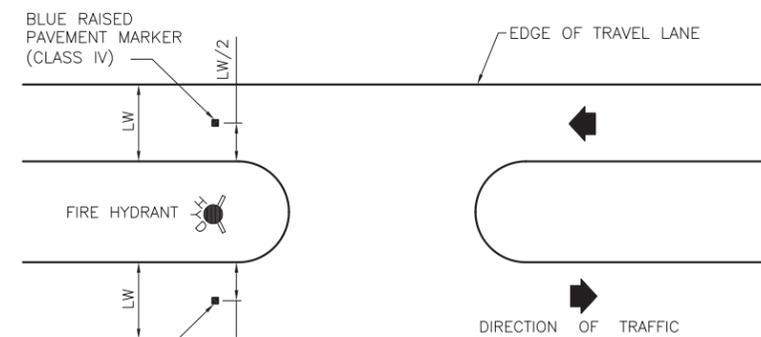
* 5.5' CENTER OF STRIPE TO CENTER OF STRIPE OR AS DIRECTED



CASE 1
(THRUWAY CONDITION)



CASE 2
(CORNER CONDITION)



CASE 3
(MEDIAN CONDITION)

REFLECTIVE MARKER FOR FIRE DEPARTMENT



JUNE 13, 2008

STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 7 OF 7
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INTERSECTION MARKINGS
AND
TYPICAL DETAILS

ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED I. PARTENHEIMER

DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET

TRAFFIC SIGNAL WORK

GENERAL

THE TRAFFIC SIGNAL WORK, EQUIPMENT, AND MATERIALS INDICATED WITHIN THESE NOTES UNLESS SPECIFIED OTHERWISE SHALL BE PERFORMED BY THE CONTRACTOR IN ADDITION AND ACCORDING TO THE WORK REQUIREMENTS WITHIN THE CONTRACT DOCUMENTS.

THE FOLLOWING NOTES ARE TYPICAL FOR THE REMOVAL AND INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT WORK FOR THE CITY/PARISH OF EAST BATON ROUGE DEPARTMENT OF PUBLIC WORKS.

Emergency Contacts. THE CONTRACTOR SHALL FURNISH THE CITY-PARISH WITH TWO LOCAL TELEPHONE NUMBERS FOR EMERGENCY USE IN CONTACTING THE JMSA LEVEL TWO (2) EMPLOYEES (SEE NOTE 1) OF THE CONTRACTOR REGARDING INCIDENTS INVOLVING THE CONTRACTOR'S CONSTRUCTION. THE CONTRACTOR SHALL RESPOND TO ANY EMERGENCY CALL IN ACCORDANCE WITH THE SCHEDULE DETAILED BELOW. SHOULD THE CITY-PARISH OR LADOTD BE REQUIRED TO TAKE OVER THIS DUTY DUE TO DELAYED RESPONSE, THE CONTRACTOR SHALL BE BILLED FOR ALL CITY-PARISH OR LADOTD EXPENSES INCURRED IN DOING SO. THE CONTRACTOR SHALL MAINTAIN AN ADEQUATE SUPPLY OF COMPONENT PARTS FOR THE SPECIFIC TYPE OF TRAFFIC SIGNALS BEING MAINTAINED DURING CONSTRUCTION. THE CITY-PARISH TRAFFIC ENGINEERING DIVISION WILL NOT FURNISH MATERIALS (EXCEPT AT THE DISCRETION OF THE CHIEF TRAFFIC ENGINEER) FOR USE ON THE CONTRACTOR MAINTAINED TRAFFIC SIGNALS.

PRIORITY ITEM	TIME OF OCCURRENCE	REQUIRED RESPONSE
NO SIGNAL INDICATION	6AM-6PM MON. THRU FRI.	TWO (2) HOURS
NO SIGNAL INDICATION	6PM-6AM AND WEEKENDS	FOUR (4) HOURS
SIGNAL HUNG UP, CONFLICT	6AM-6PM MON. THRU FRI.	ONE (1) HOUR
SIGNAL HUNG UP, CONFLICT	6PM-6AM AND WEEKENDS	TWO (2) HOURS
SIGNAL KNOCKDOWN	6AM-6PM MON. THRU FRI.	ONE (1) HOUR
SIGNAL KNOCKDOWN	6PM-6AM AND WEEKENDS	TWO (2) HOURS

Traffic Flow and Safety. THE CONTRACTOR SHALL MAINTAIN TRAFFIC FLOW DURING CONSTRUCTION AND SHALL COMPLY WITH ALL GOVERNING LAWS, ORDINANCES AND REGULATIONS REGARDING SAFETY, SO AS TO INSURE SAFETY OF THE WORKMEN AND THE TRAVELING PUBLIC DURING CONSTRUCTION.

Police Supervision. THE CONTRACTOR SHALL PROVIDE POLICE SUPERVISION (225-389-3874) OF TRAFFIC AT ANY TIME THE TRAFFIC SIGNAL SYSTEM IS NOT IN OPERATION AT NO DIRECT PAY. POLICE SUPERVISION SHALL CONTINUE UNTIL ALL EQUIPMENT HAS BEEN INSTALLED AND MADE OPERATIONAL IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

Infrastructure Protection. THE CONTRACTOR SHALL PROTECT ALL EXISTING SIDEWALKS, CURB, AND DRIVEWAYS FROM DAMAGE DURING INSTALLATION OF SIGNAL EQUIPMENT AT NO DIRECT PAY. THE CONTRACTOR SHALL REPLACE AT NO DIRECT PAY WITH AN APPROVED QUALITY EQUAL TO OR BETTER THAN THE ORIGINAL, ANY SIDEWALK, CURB, OR OTHER ITEMS DAMAGED DURING THE CONSTRUCTION. REPLACEMENT OF DAMAGED CURBS, SIDEWALKS AND DRIVEWAYS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE AGENCY OR OWNER HAVING JURISDICTION AND TO THE AGENCY'S OR OWNERS SATISFACTION.

UTILITIES

Underground and Overhead Utilities. THE LOCATION AND TYPE OF EXISTING UTILITIES SHOWN ON THE PLANS ARE NOT GUARANTEED TO BE ACCURATE NOR ALL INCLUSIVE. BEFORE PERFORMING ANY EXCAVATIONS, THE CONTRACTOR SHALL CONTACT (AT A MINIMUM) THE ENTITIES LISTED BELOW TO VERIFY THE EXACT LOCATION, DEPTH OR HEIGHT OF ALL UNDERGROUND OR OVERHEAD UTILITIES IN THE CONSTRUCTION ZONE:

- "LOUISIANA ONE CALL" (DOTTE).....TELEPHONE NO. 811 OR 1-800-272-3020
- CITY-PARISH DPW TRAFFIC ENGINEERING DIVISION.....TELEPHONE NO. (225) 389-3246
- CITY-PARISH DPW SANITARY SEWER DIVISION.....TELEPHONE NO. (225) 389-4858
- CITY-PARISH DPW DRAINAGE.....TELEPHONE NO. (225) 389-3196
- NORTH MAINTENANCE LOT.....TELEPHONE NO. (225) 389-5187
- SOUTH MAINTENANCE LOT.....TELEPHONE NO. (225) 389-3250
- EAST MAINTENANCE LOT.....TELEPHONE NO. (225) 389-4880
- LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
- TRAFFIC SERVICES DIVISION.....TELEPHONE NO. (225) 935-0100

THE CITY-PARISH AND LADOTD ARE NOT "LOUISIANA ONE CALL" MEMBERS AND MUST BE CONTACTED INDEPENDENTLY FOR UTILITY LOCATIONS. OTHER APPROPRIATE INDIVIDUAL UTILITY COMPANIES MAY ALSO NEED TO BE CONTACTED AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DO SO. NOTICE SHALL BE GIVEN AND SHALL INCLUDE A SPECIFIC LOCATION REQUEST FOR EXCAVATION OR DEMOLITION WORK TO BE PERFORMED AT LEAST FORTY-EIGHT (48) HOURS, BUT NOT MORE THAN ONE HUNDRED (100) HOURS, EXCLUDING WEEKENDS AND HOLIDAYS, IN ADVANCE OF ACTUAL WORK COMMENCEMENT. THE CONTRACTOR SHALL BE SOLELY LIABLE FOR ANY DAMAGES CAUSED BY FAILURE TO COMPLY WITH THESE INSTRUCTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING INDEPENDENT INVESTIGATIONS, INCLUDING SUBSURFACE INVESTIGATIONS, AS NECESSARY (AT NO DIRECT PAY).

TRAFFIC SIGNAL EQUIPMENT REMOVAL

GENERAL

Salvageable Equipment. CITY-PARISH TRAFFIC SIGNAL EQUIPMENT AND CONTROL DEVICES AS DESIGNATED BY THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER SHALL BE DELIVERED BY THE CONTRACTOR TO THE CITY-PARISH TRAFFIC ENGINEERING DIVISION, 329 CHIPPEWA ST., BATON ROUGE LA. STATE TRAFFIC SIGNAL EQUIPMENT AND CONTROL DEVICES SHALL BE DELIVERED TO LADOTD TRAFFIC SERVICES SECTION, 7686 TOM DRIVE, BATON ROUGE, LA. DISPOSAL OF NON-SALVAGEABLE ITEMS SHALL BE AS DIRECTED BY THE PROJECT ENGINEER.

Foundations. THE CONTRACTOR SHALL DISPOSE OF EXISTING TRAFFIC SIGNAL CONTROLLER AND POLE BASE FOUNDATION AS DIRECTED BY THE PROJECT ENGINEER. POLE BASE FOUNDATION SHALL BE REMOVED TO A MINIMUM DEPTH OF 24" BELOW FINAL GROUND ELEVATION AND BACKFILLED WITH SUITABLE MATERIAL.

Detector loops. THE CONTRACTOR SHALL CONTACT CITY-PARISH TRAFFIC ENGINEER AT 389-3246, A MINIMUM FORTY-EIGHT (48) HOURS, EXCLUDING WEEKENDS AND HOLIDAYS, PRIOR TO THE DESTRUCTION OF EXISTING TRAFFIC SIGNAL DETECTORS.

TRAFFIC SIGNAL SYSTEM CONSTRUCTION

GENERAL

Match Existing. NEW EQUIPMENT FURNISHED INCLUDING BUT NOT LIMITED TO POLES, MAST ARMS, SIGNAL HEADS, PEDESTRIAN HEADS, RAISED FOUNDATIONS, ETC. SHALL MATCH, INCLUDING COLOR, OR BE AESTHETICALLY EQUAL TO, THAT WHICH EXISTS IN THE AREA AND IS SCHEDULED TO REMAIN, UNLESS STATED OTHERWISE IN THE PLANS AND/OR SPECIFICATIONS.

Incidental Items. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL INCIDENTAL ITEMS INCLUDING, BUT NOT LIMITED TO NUTS, BOLTS, INSULATORS, FASTENINGS, TEMPORARY TRAFFIC CONTROL DEVICES, ETC. THAT IS NECESSARY FOR THE PROPER CONSTRUCTION OF THE TRAFFIC SIGNAL PROJECT BUT NOT SPECIFICALLY CALLED FOR, AS DIRECTED BY THE PROJECT ENGINEER, AT NO DIRECT PAY. ALL INCIDENTAL METALLIC HARDWARE SHALL BE HOT-DIPPED GALVANIZED STEEL OR STAINLESS STEEL.

Excavation Caution. ANY EXCAVATION PERFORMED BY THE CONTRACTOR IN PROXIMITY TO EXISTING TRAFFIC SIGNAL POLES OR DOWN GUYS MUST BE DONE WITHOUT UNDERMINING THEIR STABILITY. ALL RESTORATION WORK TO PRE-EXISTING CONDITIONS SHALL BE PERFORMED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE AGENCY HAVING JURISDICTION.

Field Locations. THE LOCATIONS OF POLES, SIGNALS, LOOP DETECTORS, SYSTEM SENSORS, CONTROLLERS AND JUNCTION BOXES AS SHOWN ON PLANS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD. THE CONTRACTOR SHALL MAKE ADJUSTMENTS IN LOCATIONS TO CONFORM TO EXISTING FIELD CONDITIONS.

SIGNAL POLE & FOUNDATION

Location. THE PROPOSED LOCATION OF EACH SIGNAL POLE FOUNDATION SHALL BE APPROVED BY THE TRAFFIC ENGINEER PRIOR TO INSTALLATION. THE CONTRACTOR SHALL INSTALL THE FOUNDATION AS SOON AS POSSIBLE AFTER APPROVAL AND SHALL NOT ORDER POLES UNTIL FOUNDATION INSTALLATION IS COMPLETED. CONTRACTOR SHALL NOTIFY TRAFFIC ENGINEERING IMMEDIATELY IF CONFLICTS ARE FOUND AT THE APPROVED LOCATION.

Inspection. POLE INSTALLATIONS SHALL BE INSPECTED AT SEVERAL STAGES, INCLUDING BUT NOT LIMITED TO FOUNDATION EXCAVATION, BOLT, REBAR AND CONDUIT INSTALLATIONS, POLE SET FOR PROPER RAKE, LUMINAIRE INSTALLATIONS, WIRING, GROUNDING AND BONDING. CONTRACTOR SHALL COORDINATE WORK WITH PROJECT ENGINEER FOR APPROVAL OF INSTALLATION. INSPECTION OF ANY WORK ITEM SHALL NOT RELIEVE THE CONTRACTOR OF ANY OBLIGATION TO PROPERLY FULFILL THE CONTRACT REQUIREMENTS.

CONDUCTORS/CABLES

Installation Methods. CONDUCTORS AND CABLES FROM SIGNAL HEADS AND DETECTORS SHALL BE RUN IN UNDERGROUND CONDUIT, ON POLES OR ON MESSENGER CABLE, AND SHALL FOLLOW THE MOST DIRECT ROUTE TO THE CONTROLLER CABINET.

Traffic Control Cable. TRAFFIC CONTROL CABLE SHALL BE CONTINUOUS (NO SPLICES) FROM CONTROLLER CABINET TO LOOP JUNCTION BOXES AND FROM CONTROLLER CABINET TO SERVICE DISCONNECT BOX ON STRAIN POLE INSTALLATIONS. SIGNAL CABLE SHALL BE CONTINUOUS FROM CONTROLLER CABINET TO DISPLAY. ON MAST ARM INSTALLATIONS, SIGNAL CABLE SHALL BE CONTINUOUS FROM CONTROLLER CABINET TO SIGNAL HEAD ON MAST ARM. WHEN TERMINAL BLOCK IS USED, SIGNAL CABLE SHALL BE CONTINUOUS FROM CONTROLLER CABINET THROUGH TERMINAL BLOCK/HANDHOLE AT POLE BASE TO DISPLAY.

Fiber Optic Cable. FIBER OPTIC CABLE SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS STANDARDS ASSOCIATION (IEEE-SA) REQUIREMENTS.

CONDUIT

Underground Conduit Installation. UNDERGROUND CONDUITS SHALL BE POLYETHYLENE CHLORIDE (PE), SCHEDULE EIGHTY (80), AND SHALL BE INSTALLED AT A MINIMUM DEPTH OF THIRTY SIX (36) INCHES BELOW NEW OR EXISTING GRADE.

Boring Method. CONDUIT INSTALLED WITHIN DRIP LINE OF TREES OR UNDER EXISTING PAVED DRIVEWAYS, THAT ARE NOT SCHEDULED TO BE RECONSTRUCTED AS PART OF THE PROJECT, SHALL BE INSTALLED BY BORING METHODS THAT HAVE BEEN REVIEWED AND APPROVED BY THE PROJECT ENGINEER. MINIMUM DEPTH IS THIRTY-SIX (36) INCHES BELOW GRADE, WHETHER NEW OR EXISTING GRADE.

Cleaning. CONDUITS SHALL BE CLEANED BY COMPRESSED AIR AND A PROPERLY SIZED CONDUIT PISTON OR MANDREL PRIOR TO CABLE INSTALLATION.

Conduit Capacity. PRIOR TO CONDUIT INSTALLATION, THE CONTRACTOR SHALL VERIFY THAT NO MORE THAN FORTY PERCENT (40%) OF THE CAPACITY AREA IS REQUIRED FOR THE PROPOSED CONDUCTORS. ANY CONDUITS FOUND INADEQUATE SHALL BE BROUGHT TO THE ATTENTION OF THE PROJECT ENGINEER PRIOR TO INSTALLATION. THE CONTRACTOR WILL BE REQUIRED TO REMOVE AND REPLACE INSTALLED CONDUIT WITH APPROPRIATE SIZED CONDUIT IF CONTRACTOR FAILS TO NOTIFY PROJECT ENGINEER.

PAVEMENT MARKINGS

Marking Layout. THE LAYOUT OF NEW PAVEMENT MARKINGS FOR ALL INTERSECTIONS SHALL BE APPROVED PRIOR TO COMMENCEMENT OF THE WORK.

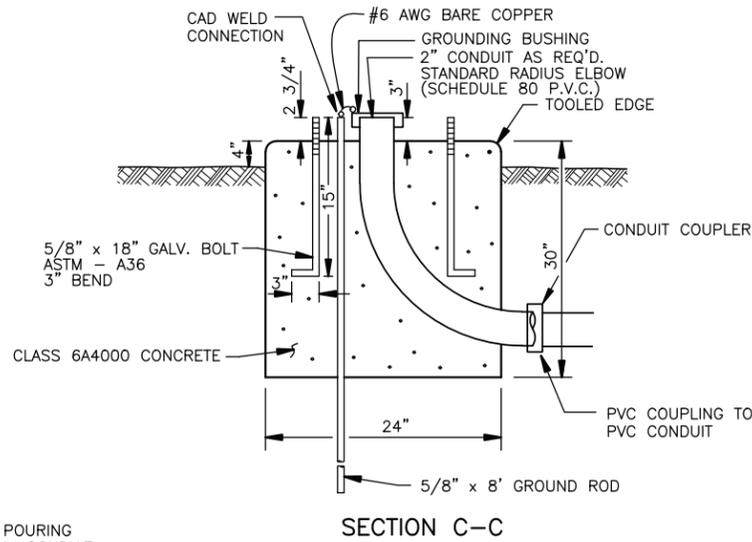
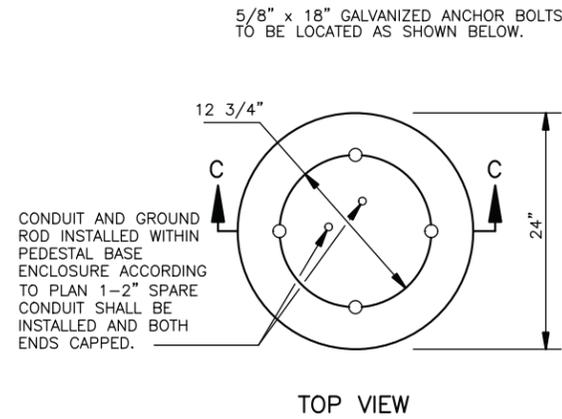


DECEMBER 4, 2008

DATE	DESCRIPTION	BY
	REVISIONS	

STANDARD PLAN NO. 906-01	DATED DECEMBER 4, 2008	SHEET NO. 1 OF 6
GENERAL NOTES		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED T.E.D.	DRAWN G. VANNICE	CHECKED D. ROSENQUIST
		APPROVED I. PARTENEIMER

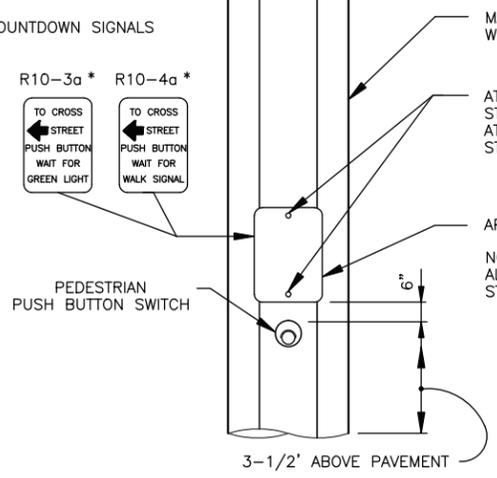
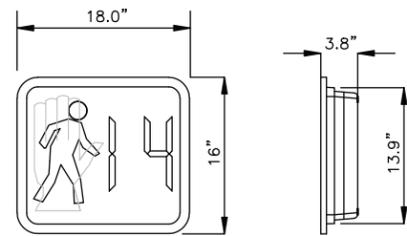
PROJECT NO.	SHEET



SIGNAL PEDESTAL FOUNDATION

NOTES:

1. FORMS MUST BE APPROVED BY THE PROJECT ENGINEER BEFORE POURING CONCRETE INTO ANY FOUNDATION FORM OR BEFORE COVERING ANY CONDUIT.
2. TRAFFIC SIGNAL ANCHOR BOLTS SHALL PROTRUDE 2" MIN. - 3" MAX. ABOVE FINISHED PEDESTAL FOUNDATION. CONDUIT AND GROUND RODS SHALL PROTRUDE 2" ABOVE FINISHED FOUNDATION.
3. BACKFILL OVER CONDUIT RUNS SHALL BE OF SOIL OR SAND AND SHALL NOT CONTAIN ROCKS OR CONCRETE.
4. ALL CONDUIT TO BE SCHEDULE 80 P.V.C.
5. ALL 90° ELS TO BE STANDARD RADIUS.

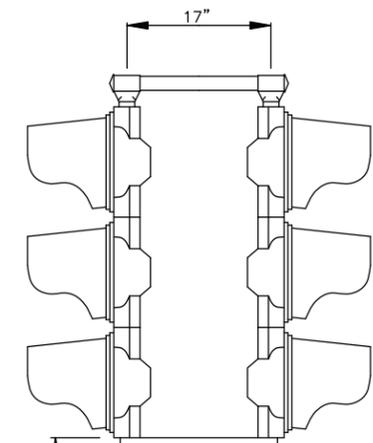


PEDESTRIAN SIGNAL (CITY)

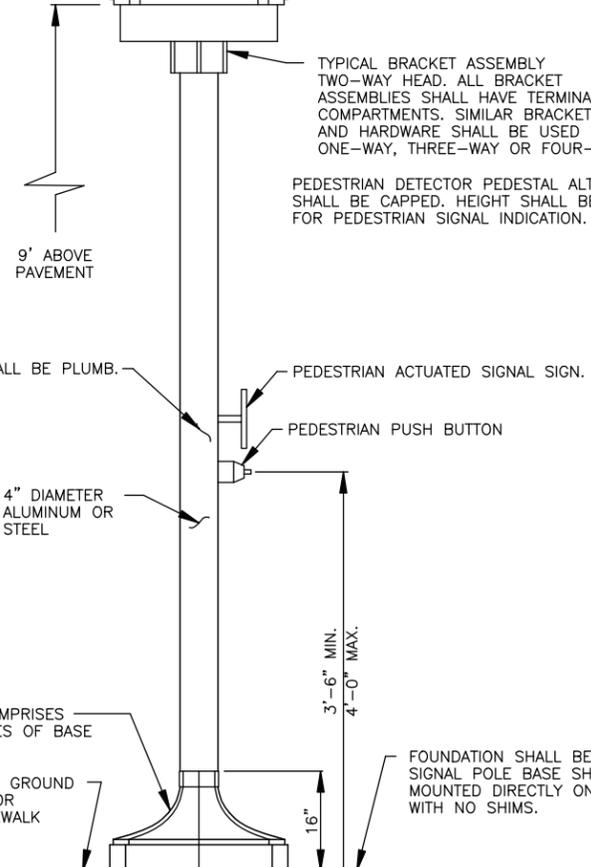
* LEFT DIRECTIONAL SHOWN RIGHT DIRECTIONAL SIMILAR

NOTES:

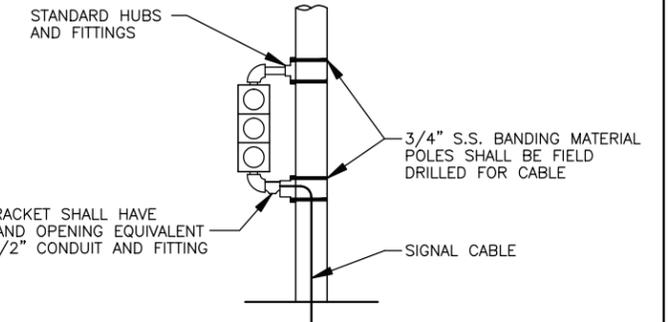
1. PEDESTRIAN PUSH BUTTONS SHALL BE FURNISHED AND INSTALLED WITH PEDESTRIAN SIGNALS AT INTERSECTIONS WITH VEHICLE ACTUATED CONTROLLERS. PUSH BUTTONS MAY ALSO BE REQUIRED AT OTHER INTERSECTIONS, AND THOSE SO REQUIRED ARE DESIGNATED ON INTERSECTION LAYOUT SHEETS.
2. THE CONTRACTOR SHALL FURNISH AND INSTALL A R10-3A OR R10-4A, LEFT OR RIGHT (AS APPROPRIATE) SIGN ABOVE EACH PEDESTRIAN PUSH BUTTON WITH NO DIRECT PAY.
3. PEDESTRIAN SIGNALS MAY BE PLACED EITHER ON TOP OR ON THE SIDE OF PEDESTAL.
4. CITY INTERSECTIONS WILL USE "ONE SECTION" PEDESTRIAN SIGNAL INDICATION.



PEDESTRIAN DETECTOR PEDESTAL ALTERNATIVE SHALL BE CAPPED. HEIGHT SHALL BE ADJUSTED FOR PEDESTRIAN SIGNAL INDICATION.



PEDESTAL MOUNTED SIGNAL INSTALLATION AND/OR PEDESTRIAN DETECTOR PEDESTAL



POLE MOUNTED SIGNAL HEADS

*NOTE: FOR WOOD POLES USE STANDARD HUBS AND FITTINGS FASTENED WITH 3/8" HDG LAG SCREWS AND Banded WITH 3/4" STAINLESS STEEL BANDING MATERIAL.

HORIZONTAL ALIGNMENT EACH SIGNAL HEAD SHALL BE AIMED WITHIN A MAXIMUM OF 3 DEGREES OF BEING PARALLEL TO THE APPROACH LANE TO WHICH IT APPLIES, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.

TWO-WAY, THREE-WAY SIGNAL HEADS AND PEDESTRIAN HEADS SHALL BE SIMILARLY MOUNTED WITH APPROPRIATE HARDWARE. CLEARANCE FROM BOTTOM OF SIGNAL HEAD TO PAVEMENT OR NATURAL GROUND SHALL BE 9' OR SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC DEVICES, CURRENT EDITION.



FEBRUARY 27, 2008

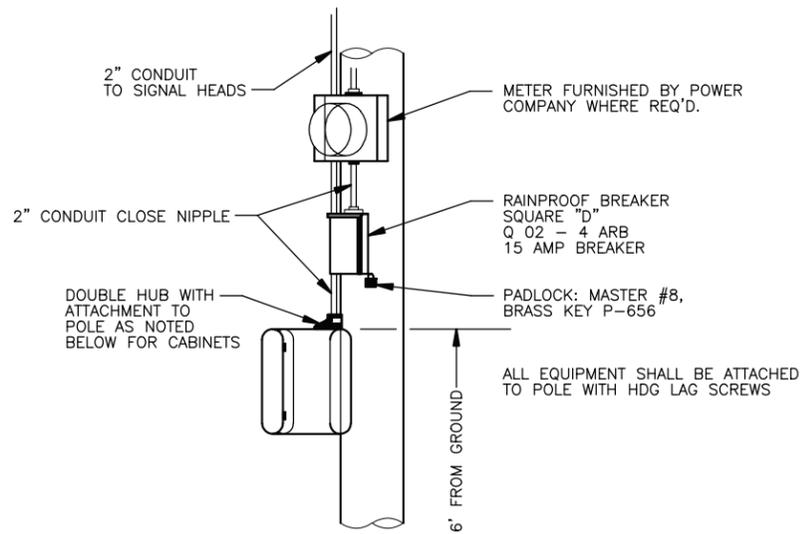
STANDARD PLAN NO. 906-01	DATED FEBRUARY 26, 2008	SHEET NO. 2 OF 6
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PEDESTAL POLE DETAILS

ENGINEERING DIVISION			
DEPARTMENT OF PUBLIC WORKS			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED	DRAWN	CHECKED	APPROVED
T.E.D.	G. VANNICE	D. ROSEQUIST	I. PARTENHEIMER

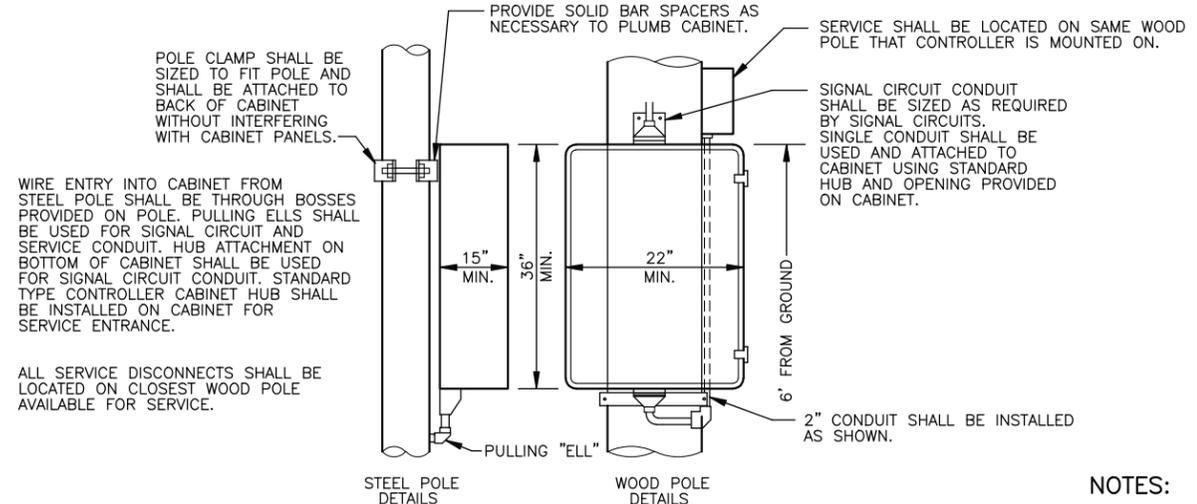
DATE	DESCRIPTION	BY
	REVISIONS	

PROJECT NO.	SHEET



POLE MOUNTED FLASHER CONTROLLER
(6 1/2" x 12" x 16")

NOTES: USED FOR FLASHING HAZARD BEACONS AND CONTINUOUS FLASHING SIGNS. THIS ITEM SHALL BE INCLUSIVE WITH ELECTRICAL SERVICE
FLASHER CONTROL CABINET TO BE PAINTED YELLOW



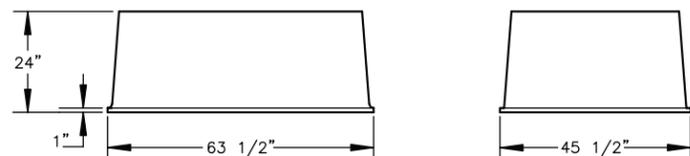
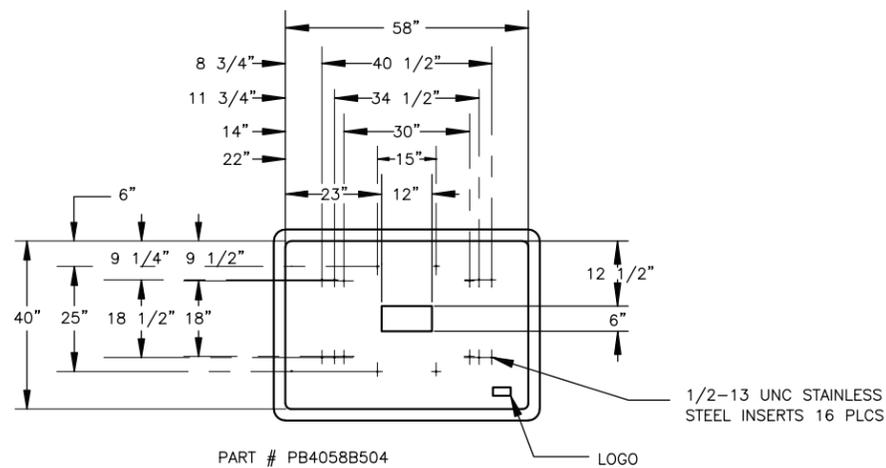
POLE MOUNTED CONTROLLER CABINET

NOTES: TOP AND BOTTOM OF CABINET SHALL BE ATTACHED TO WOOD POLES USING BRACKETS MOUNTED WITH CONDUIT HUBS, STANDARD BRACKET, AND ATTACHED TO POLE WITH 1/2" x 4" HDG LAG SCREWS.

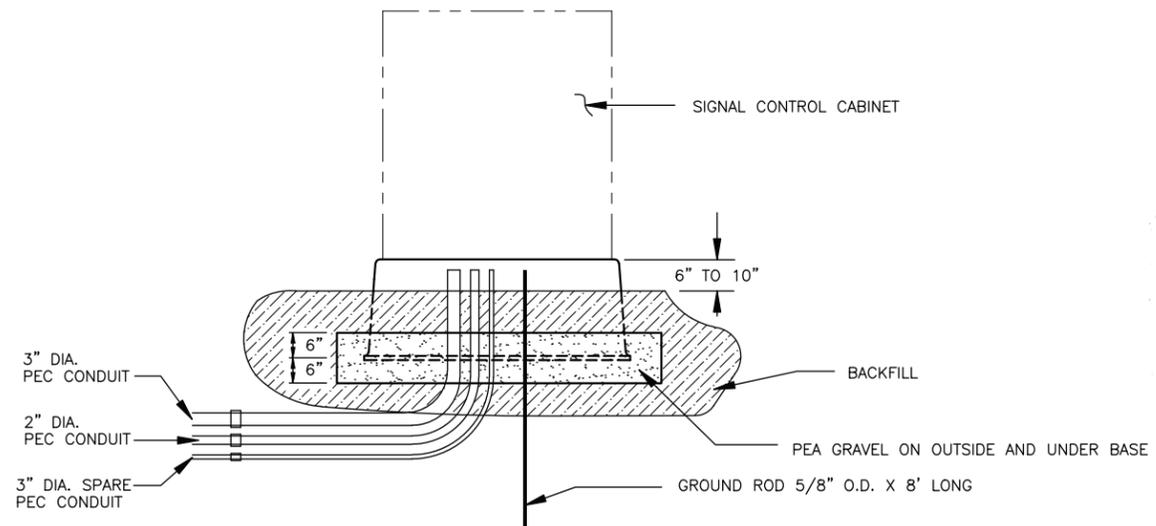
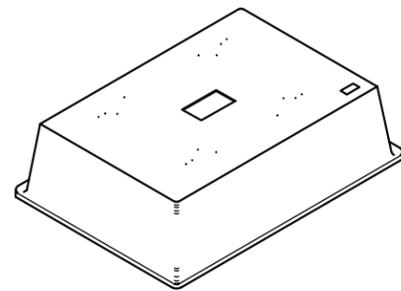
CONDUIT FOR SIGNAL CIRCUIT SHALL BE SIZED FOR SIGNAL CIRCUITS, MIN. 2", MAX. 3"

NOTES:

- ACCESS. ACCESS TO CONTROLLER CABINET AND ASSOCIATED SIGNAL EQUIPMENT MUST BE AVAILABLE AT ALL TIMES. SPACE MUST BE PROVIDED FOR DOOR SWING. A CONCRETE 3' X 5' X 4" DRY PAD SHALL BE PROVIDED FOR SIGNAL TECHNICIAN. ANY FENCES, EQUIPMENT AND MATERIAL STORAGE IN THE AREA SHALL NOT BLOCK ACCESS TO SIGNAL EQUIPMENT.
- LOCATION. THE PROJECT ENGINEER PRIOR TO INSTALLATION SHALL APPROVE THE LOCATION OF EACH CONTROLLER CABINET. THE BACK OF THE CONTROLLER CABINET SHALL FACE TOWARD THE CENTER OF INTERSECTION AS DIRECTED BY THE PROJECT ENGINEER.



CONTROLLER CABINET BASE



TYPICAL INSTALLATION UNDER BASE



FEBRUARY 27, 2008

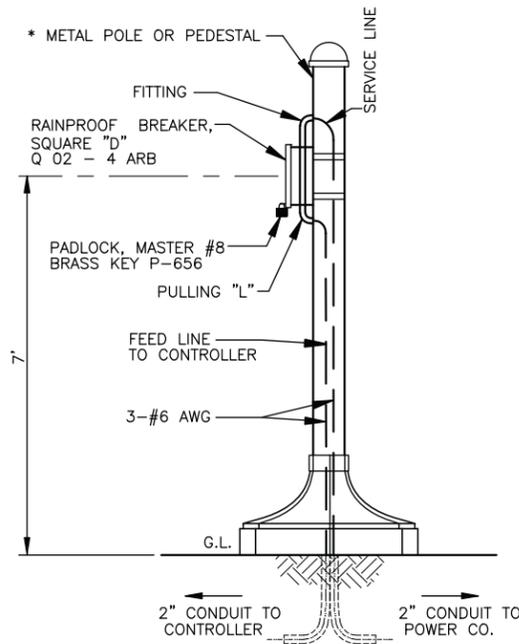
STANDARD PLAN NO. 906-01	DATED FEBRUARY 26, 2008	SHEET NO. 3 OF 6
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CONTROLLER DETAILS

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED T.E.D.	DRAWN G. VANNICE	CHECKED D. ROSENQUIST	APPROVED I. PARTENHEIMER

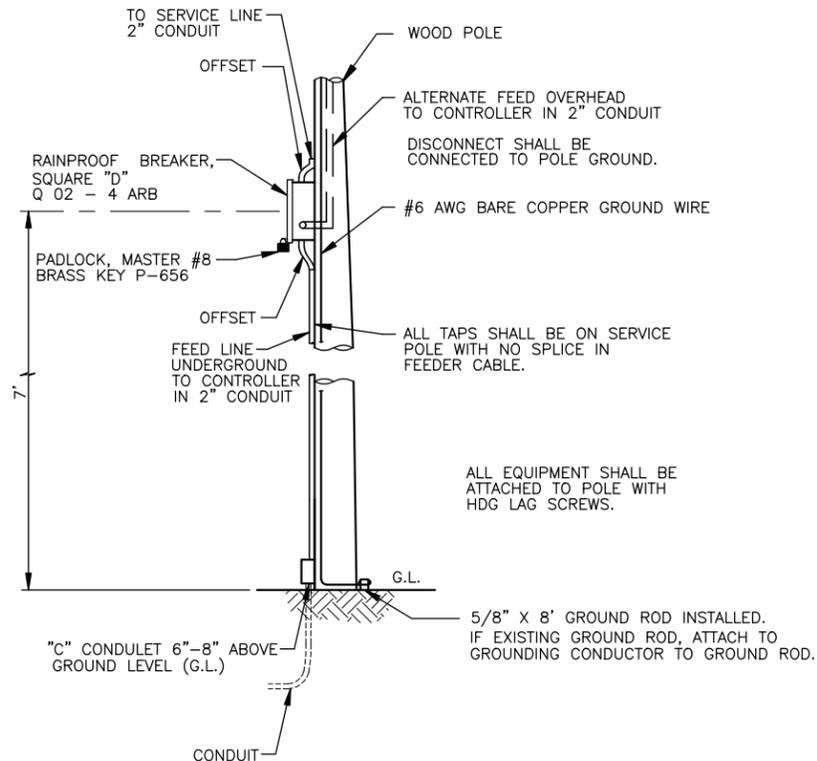
DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET



* DISCONNECT PEDESTAL REQUIRED WHEN POWER SOURCE IS LOCATED GREATER THAN 20 FEET FROM CONTROLLER CABINET OR WHEN INDICATED ON PLANS.

(REFER TO SHEET 2 FOR FOUNDATION DETAILS)



ALL EQUIPMENT SHALL BE ATTACHED TO POLE WITH HDG LAG SCREWS.

5/8" X 8' GROUND ROD INSTALLED. IF EXISTING GROUND ROD, ATTACH TO GROUNDING CONDUCTOR TO GROUND ROD.

"C" CONDULET 6"-8" ABOVE GROUND LEVEL (G.L.)

CONDUIT

NOTE: WHERE SHOWN ON THE PLANS, DIRECTIONAL LOUVERS SHALL BE FURNISHED AND INSTALLED IN SIGNAL VISOR. LOUVERS SHALL BE CONSTRUCTED TO HAVE A SNUG FIT IN A TYPE "B" OR "C" VISOR.

	TYPE	TYPE	TYPE	APPROXIMATE LENGTH OF VISOR	APPROXIMATE LENGTH OF VISOR
				8" HEADS	12" HEADS
A				8"	10" (STANDARD)
B				8"	11"
C				10"	11"

NOTES:

- UNDERGROUND CONDUIT SHALL BE INSTALLED IN A STRAIGHT LINE FROM START TO FINISH. ANY DEVIATION FROM STRAIGHT LINE WILL REQUIRE PRIOR APPROVAL BY THE TRAFFIC ENGINEER.
- THE CONTRACTOR SHALL NOT RECEIVE DIRECT PAY FOR VERTICAL RUN AT THE START AND FINISH POINTS AS WELL AS ADDITIONAL CONDUIT DUE TO A DEVIATION FROM A STRAIGHT LINE INSTALLATION.
- ALL CONCRETE SHALL BE CLASS 6A4000 IN ACCORDANCE WITH SECT. 601 OF THE STD. SPEC'S.
- ALL SERVICE POLES SHALL BE GROUNDED WITH #6 AWG BARE COPPER GROUNDING WIRE.
- USE EXISTING POLE GROUND OR INSTALLED GROUND WIRE AND ROD.
- SERVICE SHALL BE 120/240 V. AC AND WIRED WITH THHN-THWN OR XHHW #6 AWG, TWO BLACKS, AND ONE WHITE NEUTRAL, 3 CONDUCTOR, CONCENTRIC CABLE SHALL BE INSTALLED WHERE SERVICE WILL ATTACH TO OR ENTER STEEL SIGNAL POLE.
- SERVICE CONDUCTORS SHALL BE RUN IN A SEPARATE CONDUIT TO CONTROLLER BASE.
- CONDUIT STRAPS SHALL BE 2 HOLE, HEAVY DUTY AND SHALL BE INSTALLED BEGINNING AT FITTING OFFSET OR COUPLING, SPACED AT 5' INTERVALS MAXIMUM ON EACH SIDE OF CONDULETS AND ADJACENT TO CABINET. 1/4" X 3" HDG LAG SCREWS SHALL BE USED ON STRAPS.
- MATERIAL AND METHODS. FROM THE POWER DISCONNECT, A TWO (2) INCH CONDUIT WITH THREE (3) NUMBER SIX (#6) AWG-IC STRANDED COPPER WIRES, TYPE THHN OR THWN INSULATION, SHALL BE TURNED UP THE POWER COMPANY SERVICE POLE TO A HEIGHT DESIGNATED BY THE POWER COMPANY. THE CONTRACTOR SHALL TERMINATE THE CONDUIT WITH A CLAMP ON ALUMINUM SERVICE ENTRANCE FITTING (WEATHERHEAD). WIRES SHALL BE A MINIMUM OF TWO (2) FEET BEYOND THE WEATHERHEAD TO ALLOW CONNECTION TO POWER COMPANY WIRING WITH A DRIP LOOP. COLOR CODING SHALL BE AS FOLLOWS; BLACK=HOT; WHITE=NEUTRAL.
- POWER SOURCE. POWER SOURCE SHOWN ON THE PLANS IS APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THE POWER SOURCE.
- ELECTRICAL SUPPLY. THE CONTRACTOR SHALL MAKE ARRANGEMENTS WITH AND PAY THE POWER COMPANY FOR TEMPORARY AND PERMANENT ELECTRICAL SERVICE AND SHALL VERIFY THE EXACT LOCATION AND POINTS OF ATTACHMENT BEFORE INSTALLATION IN ACCORDANCE WITH CITY-PARISH OR LADOTD STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE EVIDENCE OF WRITTEN REQUEST FOR SERVICES TO POWER COMPANY DATED NOT LESS THAN ONE WEEK PRIOR TO START DATE OF CONSTRUCTION.

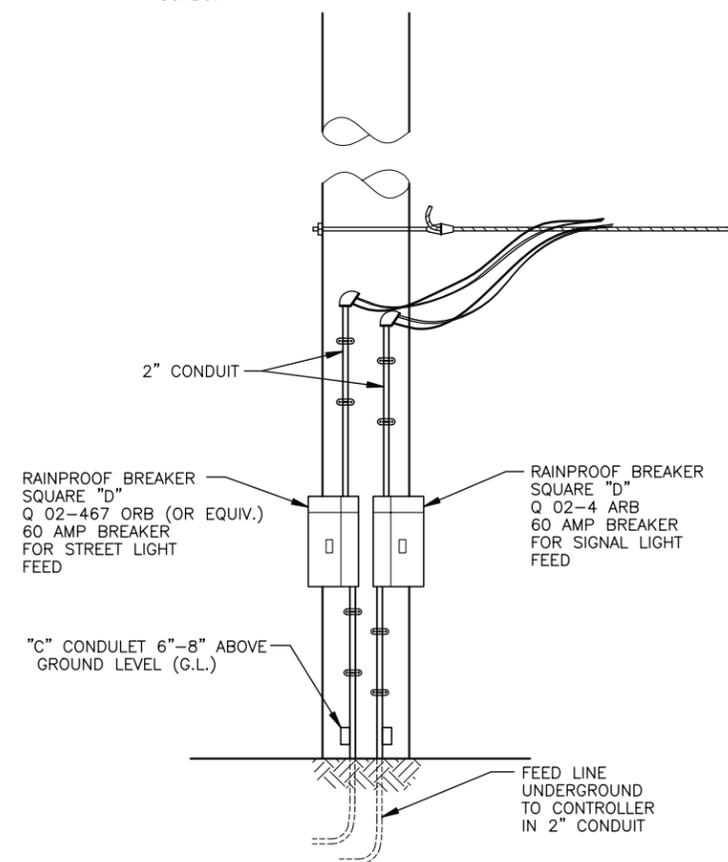
SERVICE CLAMPS FOR CONCENTRIC CABLE. NO MESSENGER CABLE REQUIRED.

REA APPROVED INSULATED SPOOL SCREW BASE FOR WOOD POLE OR STEEL BAND ON STEEL POLE.

OVERHEAD SERVICE TO CONTROLLER AS CALLED FOR ON PLANS OR APPROVED BY PROJECT ENGINEER.

TYPICAL ELECTRICAL SERVICE

BREAKER SIZED ACCORDING TO THE LOAD WITH MINIMUM BREAKER SIZE OF 60 AMP.



DUAL SERVICE FOR TRAFFIC SIGNAL AND STREET LIGHT



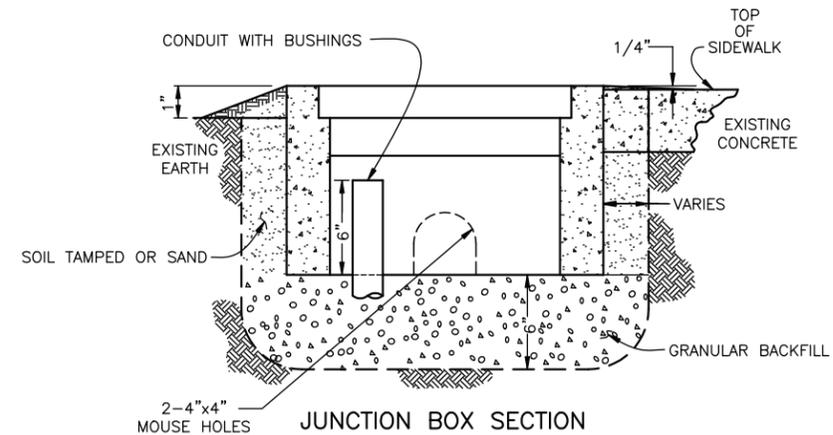
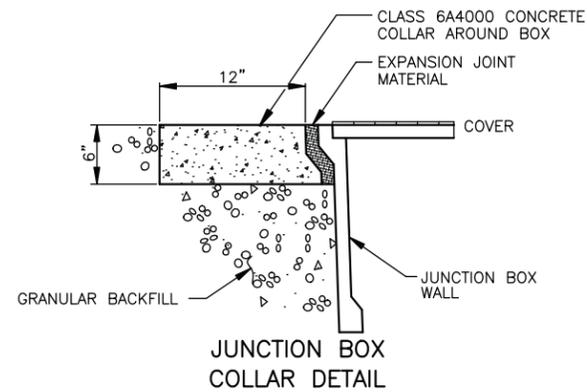
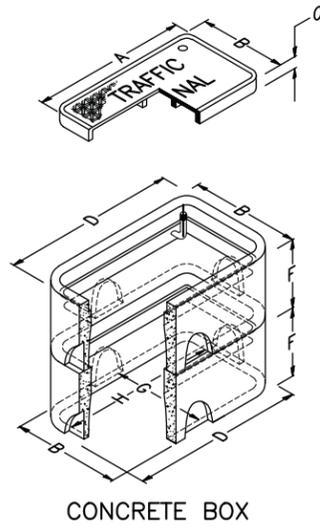
FEBRUARY 27, 2008

STANDARD PLAN NO. 906-01	DATED FEBRUARY 26, 2008	SHEET NO. 4 OF 6
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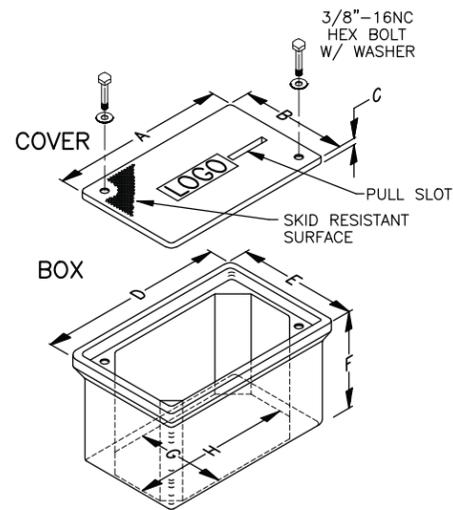
ELECTRICAL DETAILS

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED T.E.D.	DRAWN G. VANNICE	CHECKED D. ROSENQUIST	APPROVED I. PARTENHEIMER

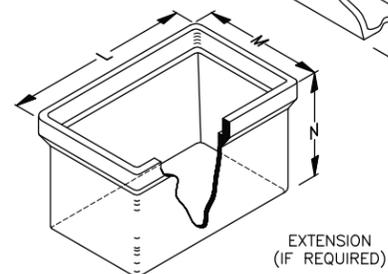
DATE	DESCRIPTION	BY
	REVISIONS	



NOTE:
TOP OF BOX TO EXTEND 1/4" ABOVE EXISTING SIDEWALK WITH NEW SIDEWALK SLOPED UP TO TOP OF BOX.



SAND & EPOXY COMPOSITION BOX



ELECTRICAL JUNCTION BOX
H-10 RATED

NOTES:

- DESIGN DETAILS. JUNCTION BOXES AND LIDS SHALL BE HEAVY DUTY DESIGN AND SHALL CONFORM TO SPECIFICATIONS. BOXES AND LIDS DESIGN/TEST LOAD SHALL BE 15000/22500 LBS. JUNCTION BOXES AND LIDS SHALL BE CONSTRUCTED OF PRECAST POLYMER CONCRETE; BOX ASSEMBLIES SHALL BE NESTABLE. A TWELVE (12) INCH WIDE BY SIX (6) INCH THICK CONCRETE PAD SHALL BE CONSTRUCTED AROUND THE PERIMETER OF ALL JUNCTION BOXES PER CITY-PARISH STANDARD PLANS AND SPECIFICATIONS. THE MAXIMUM DISTANCE BETWEEN JUNCTION BOXES FOR TRAFFIC CONTROL CABLE SHALL BE FIVE HUNDRED (500) FEET.
- LOCATION. THE PROJECT ENGINEER PRIOR TO INSTALLATION SHALL APPROVE THE LOCATION OF EACH JUNCTION BOX. JUNCTION BOXES SHALL BE LOCATED A MINIMUM OF THREE (3) FEET BEHIND THE CURB OR A MINIMUM CLEARANCE OF TEN (10) FEET FROM THE EDGE OF THE TRAVEL LANE, WHICHEVER IS GREATER.
- ALL CONDUIT SHALL BE SEALED AT POLES, JUNCTION BOXES AND CONTROL CABINET USING "DUC-SEAL".



FEBRUARY 27, 2008

TYPE BOX	DIMENSION (IN.) (APPROX.)										TYPICAL APPLICATION
	A	B	C	D	E	F	G	H	I	J	
E	23-3/4"	13-3/4"	2"	25"	15-1/2"	12"	11-3/4"	21-1/4"	10"	3/4"	LOOP DETECTORS RUNS & STREET LIGHTING
F	30-1/2"	17-1/2"	2"	32-1/4"	19-1/4"	12"	15-1/2"	28-1/2"	10"	3/4"	MINIMUM BOX SIZE AT ENDS OF JACK & BORED CONDUIT
G	35-5/8"	24"	2"	37-5/8"	26"	18"	22-1/4"	33-7/8"	15"	1/2"	USED TO CONSOLIDATE MULTIPLE CONDUIT/CONDUCTORS RUNS
H	35-5/8"	24"	3"	37-5/8"	26"	36"	22-1/4"	33-7/8"	15"	1/2"	CONSOLIDATE MULTIPLE CONDUITS AT CONTROLLER

NOTE: JUNCTION BOX CAN BE MADE OF CONCRETE, COMPOSITION OF SAND AND EPOXY. HARDWARE SHALL BE STAINLESS STEEL OR BRASS. LOGO SHALL BE TRAFFIC SIGNAL OR STREET LIGHT DEPENDING ON USAGE.

STANDARD PLAN NO. 906-01	DATED FEBRUARY 26, 2008	SHEET NO. 5 OF 6
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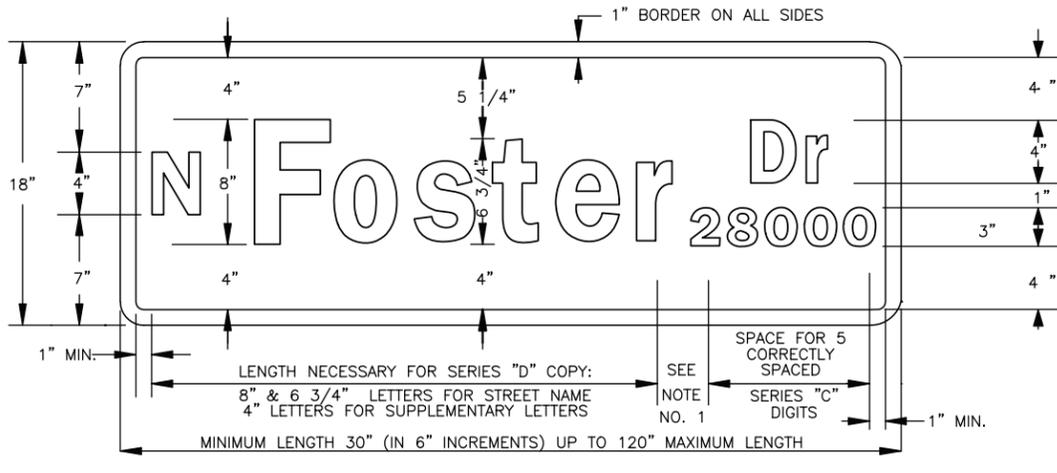
JUNCTION BOX DETAILS

ENGINEERING DIVISION			
DEPARTMENT OF PUBLIC WORKS			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED	DRAWN	CHECKED	APPROVED
T.E.D.	G. VANNICE	D. ROSENQUIST	I. PARTENHEIMER

906-01

PROJECT NO.	SHEET

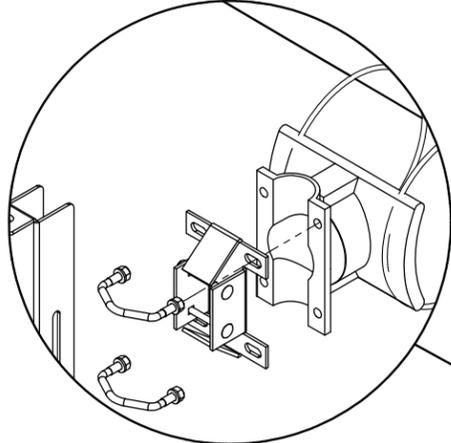
- NOTES:**
1. SPACING BETWEEN THE PRIMARY LEGEND AND THE BLOCK NUMBER AREA SHALL BE 1/2 THE WIDTH OF THE TYPICAL UPPER CASE LETTER(S) USED IN THE PRIMARY LEGEND
 2. FOR STREET NAME SIGN: COLOR - WHITE LETTERS ON BLUE BACKGROUND WITH WHITE BORDER.
 3. REFLECTIVITY - TYPE VII SHEETING CITY SPECIFICATIONS
 4. SINGLE NAME SIGNS SHALL HAVE A MINIMUM VISIBLE HEIGHT OF 18". DOUBLE NAME SIGNS SHALL HAVE A MINIMUM VISIBLE HEIGHT OF 26.5". THE SIGN ASSEMBLY SHALL BE MANUFACTURED TO ACCOMMODATE THESE VISIBLE AREAS.



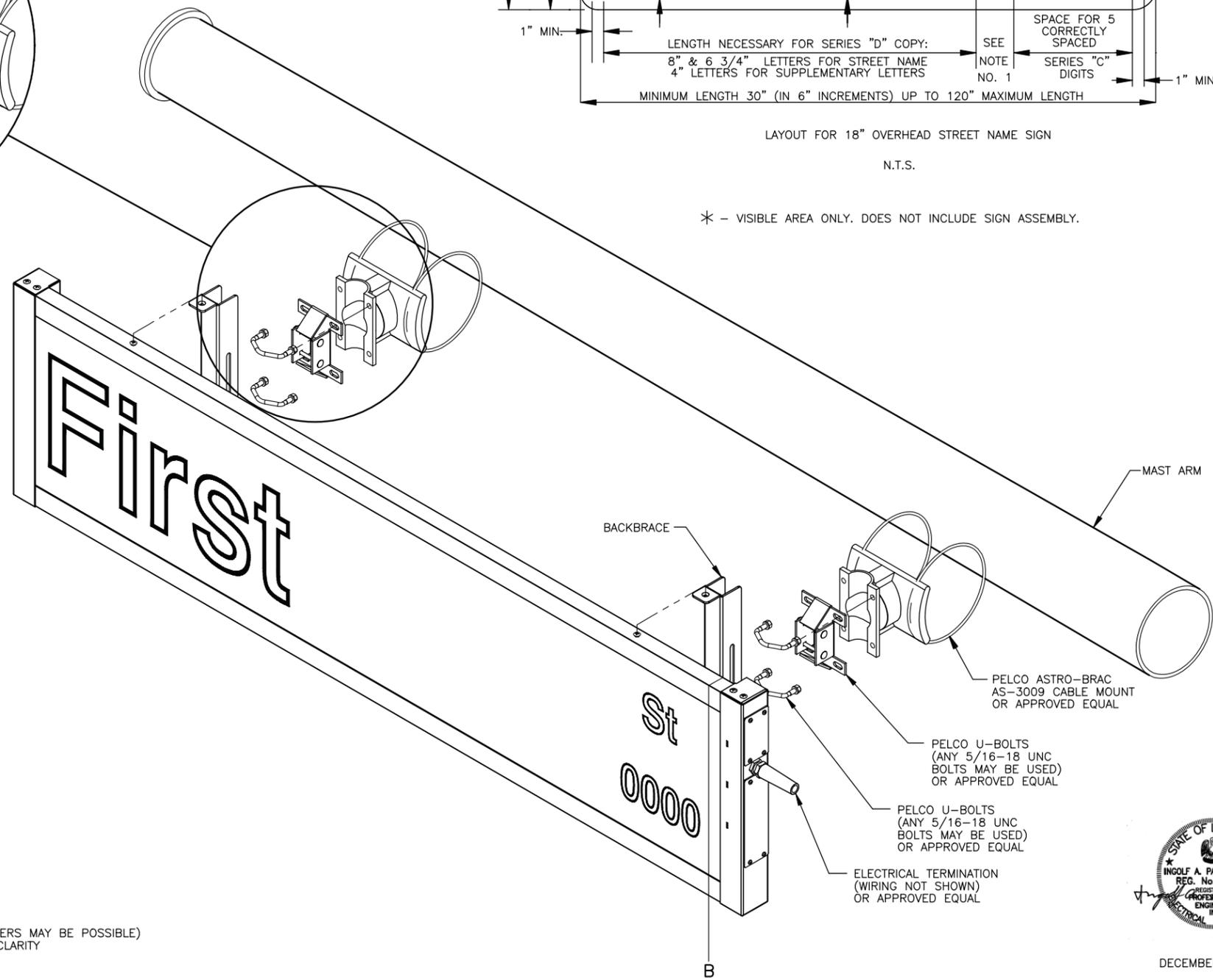
LAYOUT FOR 18" OVERHEAD STREET NAME SIGN

N.T.S.

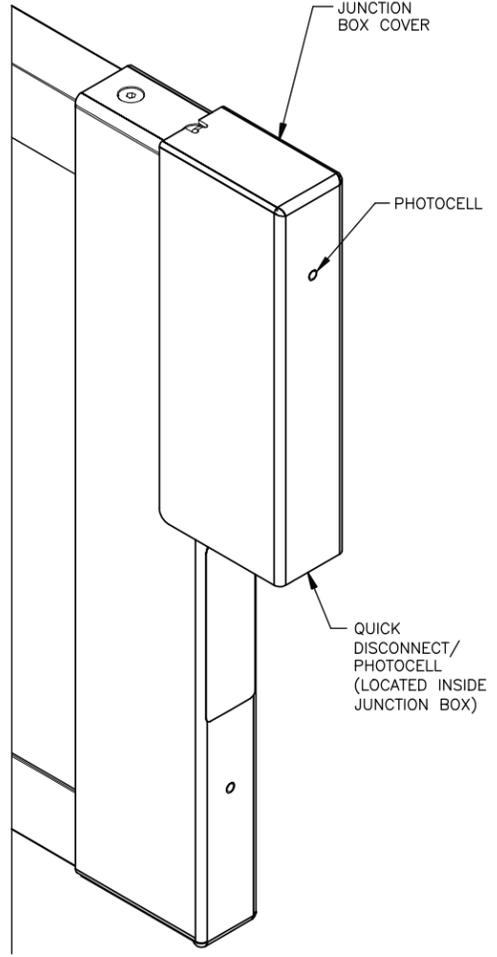
* - VISIBLE AREA ONLY. DOES NOT INCLUDE SIGN ASSEMBLY.



DETAIL A



DETAIL B



NOTE: TYPICAL MOUNTING CONFIGURATION (OTHERS MAY BE POSSIBLE) ELECTRICAL CONNECTIONS HIDDEN FOR CLARITY



DECEMBER 2, 2008

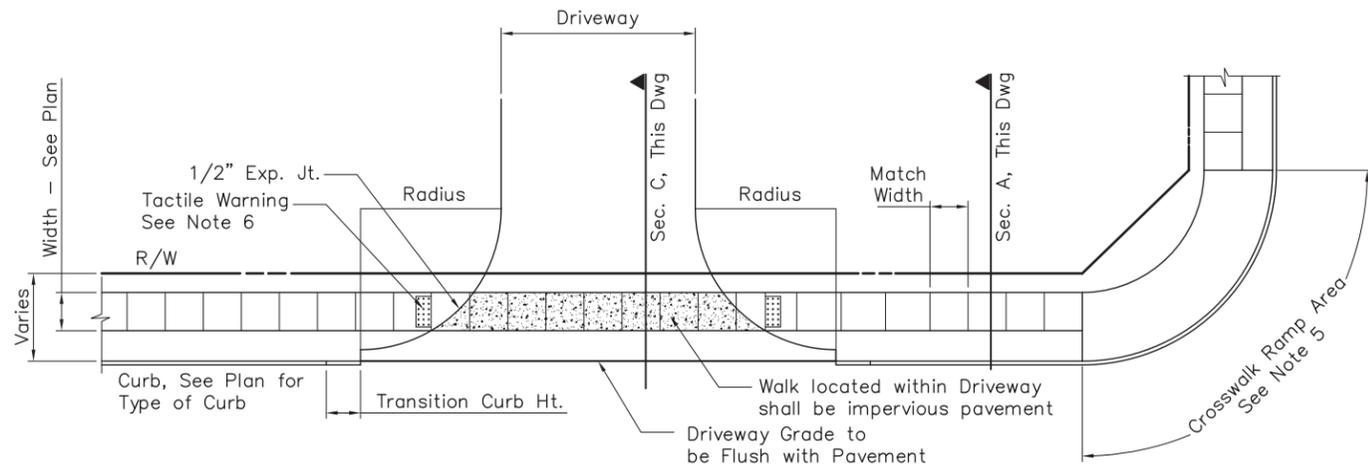
DATE	DESCRIPTION	BY
	REVISIONS	

STANDARD PLAN NO. 906-01	DATED FEBRUARY 26, 2008	SHEET NO. 6 OF 6
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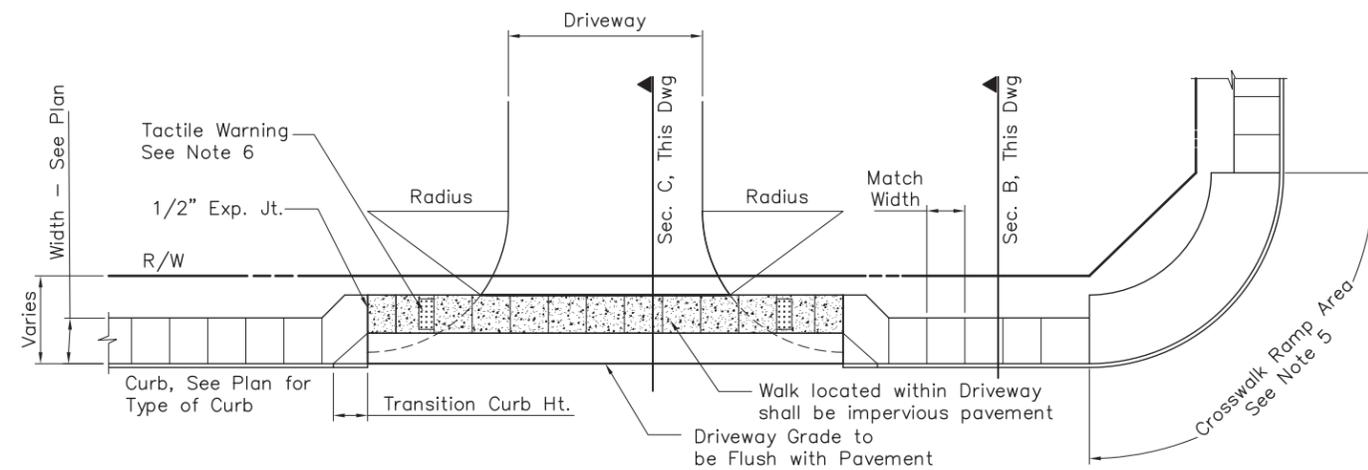
ILLUMINATED STREET NAME SIGN DETAILS

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED T.E.D.	DRAWN G. VANNICE	CHECKED D. ROSENQUIST	APPROVED I. PARTENHEIMER

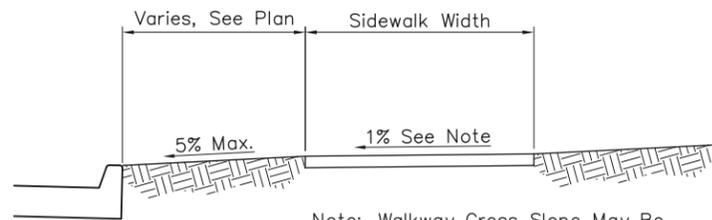
ENGINEERING ACQR14 STD14 FORM 03



Driveway Crossing w/ Walk Set Off Curb

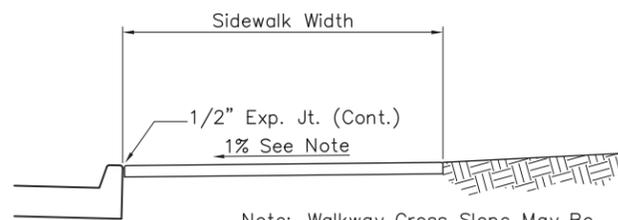


Driveway Crossing w/ Walk Set Adjacent to Curb



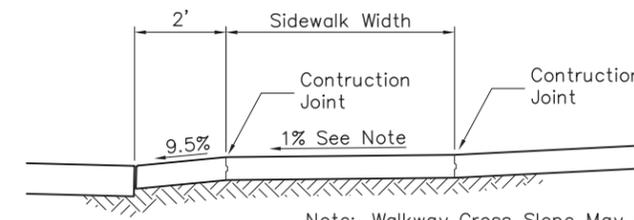
Note: Walkway Cross Slope May Be Increased to 2% max. to Resolve Grade Requirements.

Section A



Note: Walkway Cross Slope May Be Increased to 2% max. to Resolve Grade Requirements.

Section B



Note: Walkway Cross Slope May Be Increased to 2% max. to Resolve Grade Requirements.

Section C

General Notes

1. 1/2" expansion joints shall be placed using preformed joint filler at all junctions with existing concrete, adjacent to all curbs, manholes, and junction boxes, and around poles and similar obstructions.
2. 1/2" expansion joints shall be placed at no more than 100 foot spaces when long pours are not interrupted by driveways or junctions with other walks.
3. Dummy (crack control) joints shall be placed at intervals equaling the walkway width.
 - a. Impervious concrete walk joints may be tooled or sawn to a depth of 1/3 the concrete thickness. Sawn joints shall be cut between 24 and 48 hours after concrete placement.
 - b. Previous concrete walk joints shall be placed by rollers, pressed to form a joint depth of 1/3 the concrete thickness.
4. Where concrete walks pass through driveways the walks shall consist of impervious concrete of the same thickness as the driveway, but not less than 6 inches. The walk shall be formed on each side to provide a controlled cross slope. Dummy joints shall be tooled.
5. Curb ramps shall be installed as noted on the plans. Curb ramps and flares shall be built using impervious concrete unless noted otherwise.
6. Detectable warnings shall be provided at street intersections and bus stop loading areas and as otherwise noted on the plans. Detectable warnings shall also be provided at approaches to driveways that are STOP controlled by either signs or signals.

Referenced Standards

- Refer to Std 907-03 for Commercial Driveways
- Refer to Std 907-04 for Residential Driveways
- Refer to Std 907-02 for Curb and Gutter Details



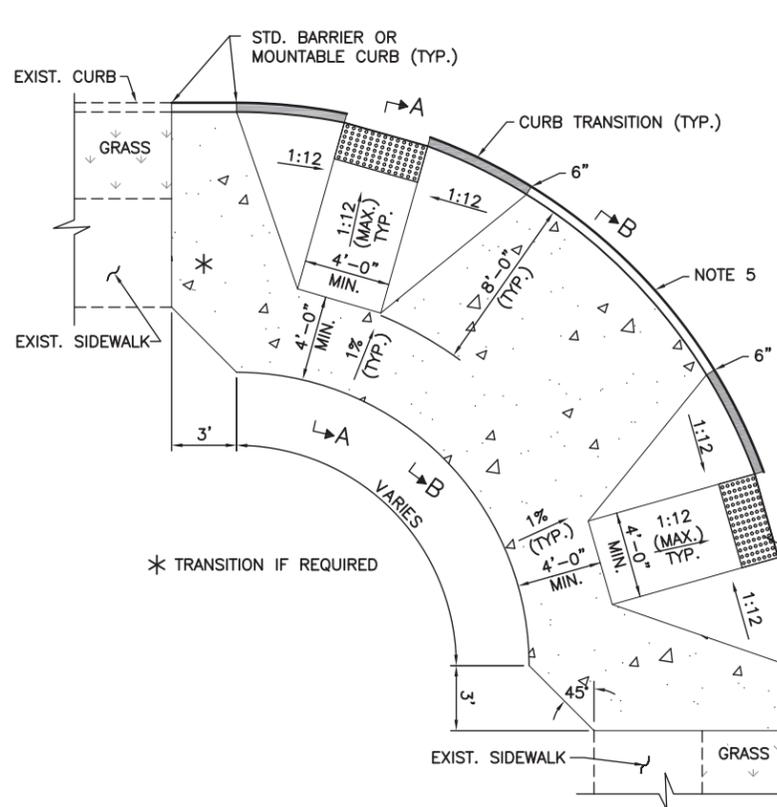
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DESIGNED	TAS
CHECKED	TFA
DATE	4/12/21
PROJECT	907-01-01
PARISH	EAST BATON ROUGE PARISH
CITY	
STATE	LA
REVISION DESCRIPTION	
NO.	
DATE	
BY	

Standard Plan 907-01
Sidewalk and Handicap Ramps
(Typical Installations)
Sheet 1 of 6

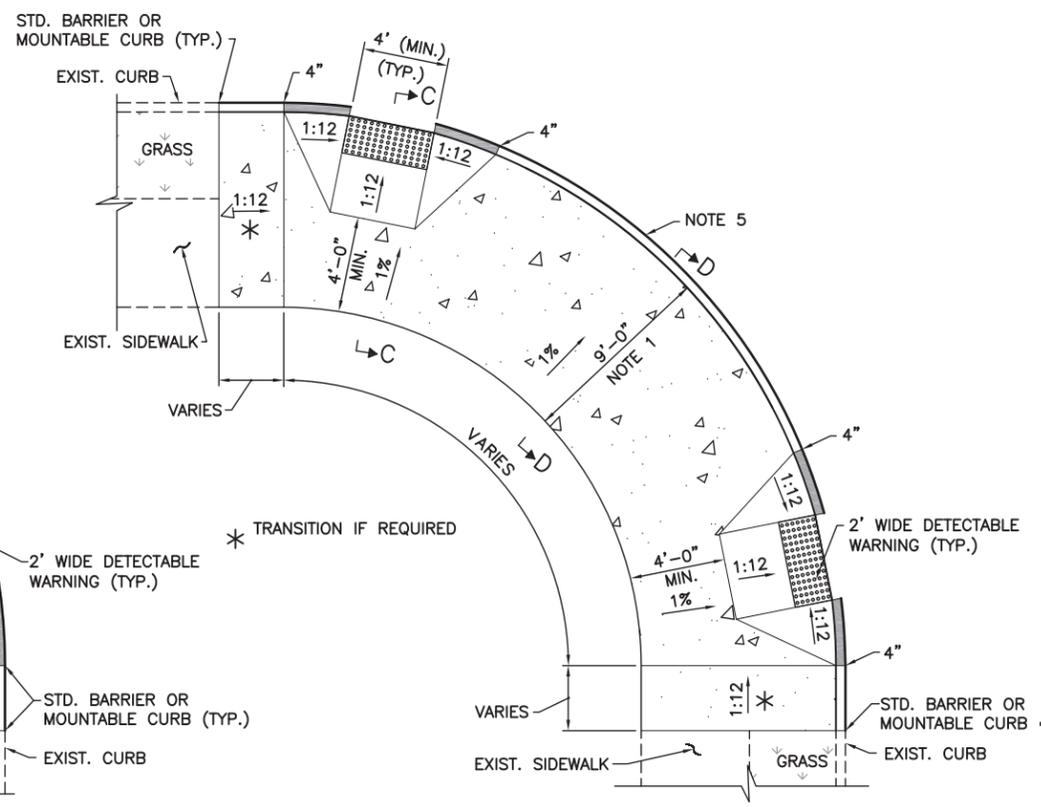


Department of
Transportation & Drainage
Engineering Division

NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.

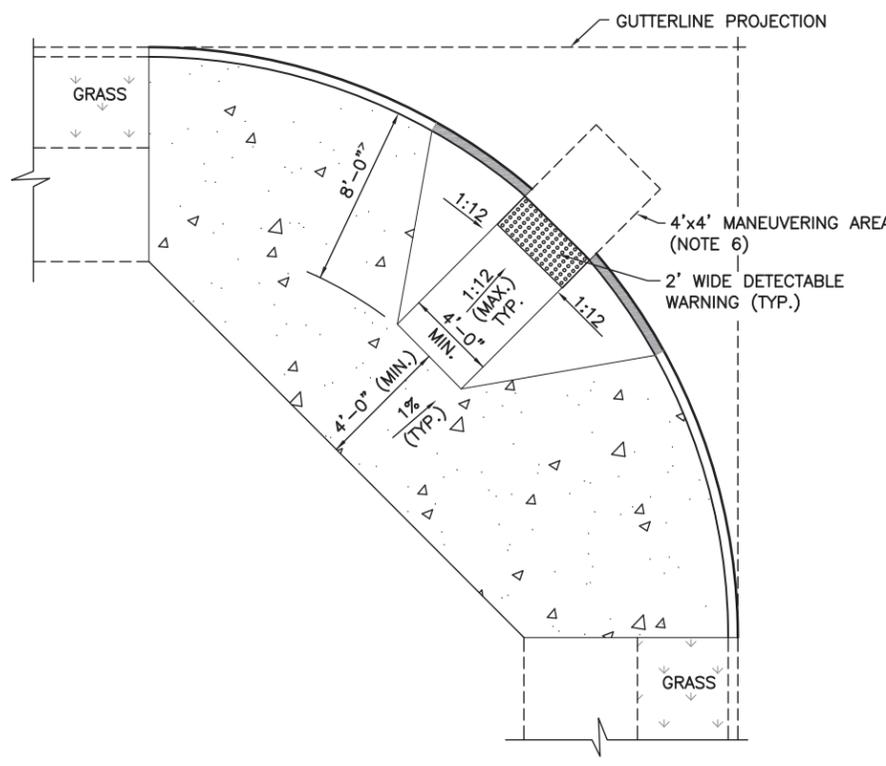


LAYOUT 1
DUAL CORNER RAMP (FLARED)
STANDARD CONDITION
(REFER TO NOTES)

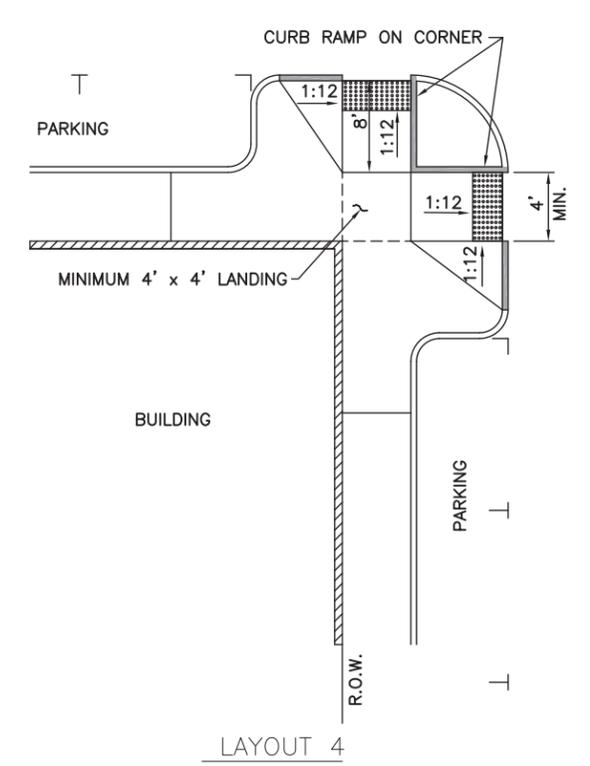


LAYOUT 2
DUAL CORNER RAMP (FLARED)
CONSTRAINED CONDITION
(REFER TO NOTES)

- AREAS OF CURB MODIFICATION
- NOTES:
1. THE STANDARD CORNER HANDICAP RAMP WILL BE TYPE ① (SHEET 4) AS DEPICTED IN LAYOUTS 1 AND 2. OTHER SOLUTIONS MAY BE REQUIRED DEPENDING ON EXISTING CONDITIONS OR GEOMETRIC CONSTRAINTS – REFER TO SHTS. 4 AND 5. EACH LOCATION SHOULD BE EVALUATED BY QUALIFIED PERSONNEL TO DEVELOP AN APPROPRIATE SOLUTION IN ACCORDANCE WITH CURRENT STANDARDS. RAMP SELECTION AND DESIGN REQUIRES COORDINATION WITH TRAFFIC AND CROSSWALK STRIPING. ALTERNATE RAMP CONFIGURATIONS MUST BE APPROVED BY THE CHIEF TRAFFIC ENGINEER.
 2. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, STOP BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO 905-50 SHEET 7.
 3. THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 6 INCH BARRIER CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED SHOULD MOUNTABLE CURB IS USED.
 4. AREA WITHIN THE SIGHT TRIANGLE SHOULD HAVE NO SITE OBSTRUCTIONS SUCH AS BENCHES TREES, ETC..
 5. MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN RAMPS SHALL BE 2 FEET LONG.
 6. THE SINGLE CORNER RAMP CAN ONLY BE USED WHEN LAYOUT 1 OR LAYOUT 2 CAN NOT BE ACCOMMODATED AND IF ADEQUATE SPACE IS AVAILABLE TO DEVELOP THE REQUIRED MANEUVERING AREA BOUND BY THE CURB FACE AND THE GUTTERLINE PROJECTIONS.
 7. REFER TO SHT. 907-02, CURB AND GUTTER DETAILS.

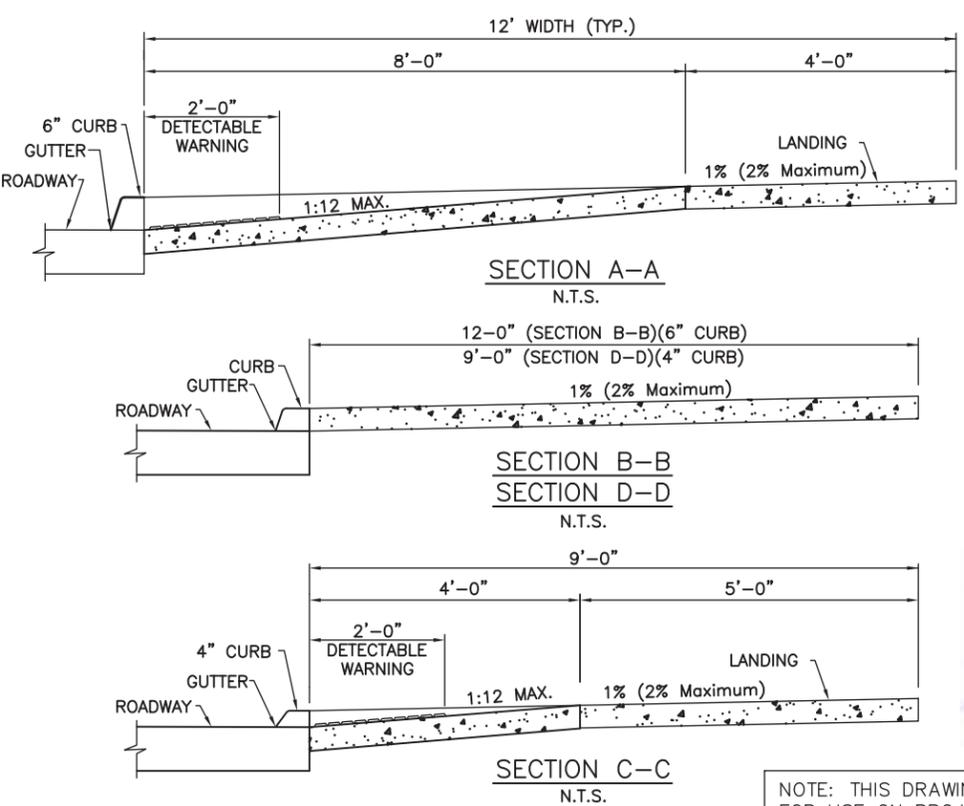


LAYOUT 3
SINGLE CORNER RAMP (FLARED)
(REFER TO NOTES)



LAYOUT 4
CORNER CURB EXTENSIONS (BULB-OUTS)

HANDICAP RAMPS – PLAN VIEWS
N.T.S.



NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.



SHEET NUMBER	
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	
STATE PROJECT	
DESIGNED	TAS
CHECKED	IFA
DETAILED	TAS
CHECKED	IFA
DATE	4/12/21
SHEET	907-01-2
NO.	
DATE	
REVISION DESCRIPTION	
BY	

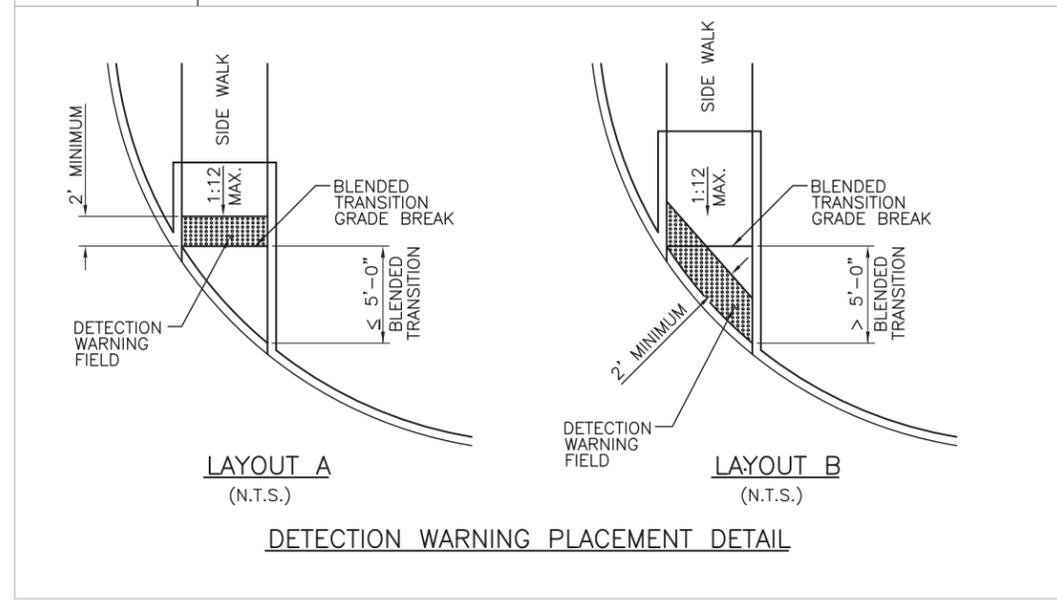
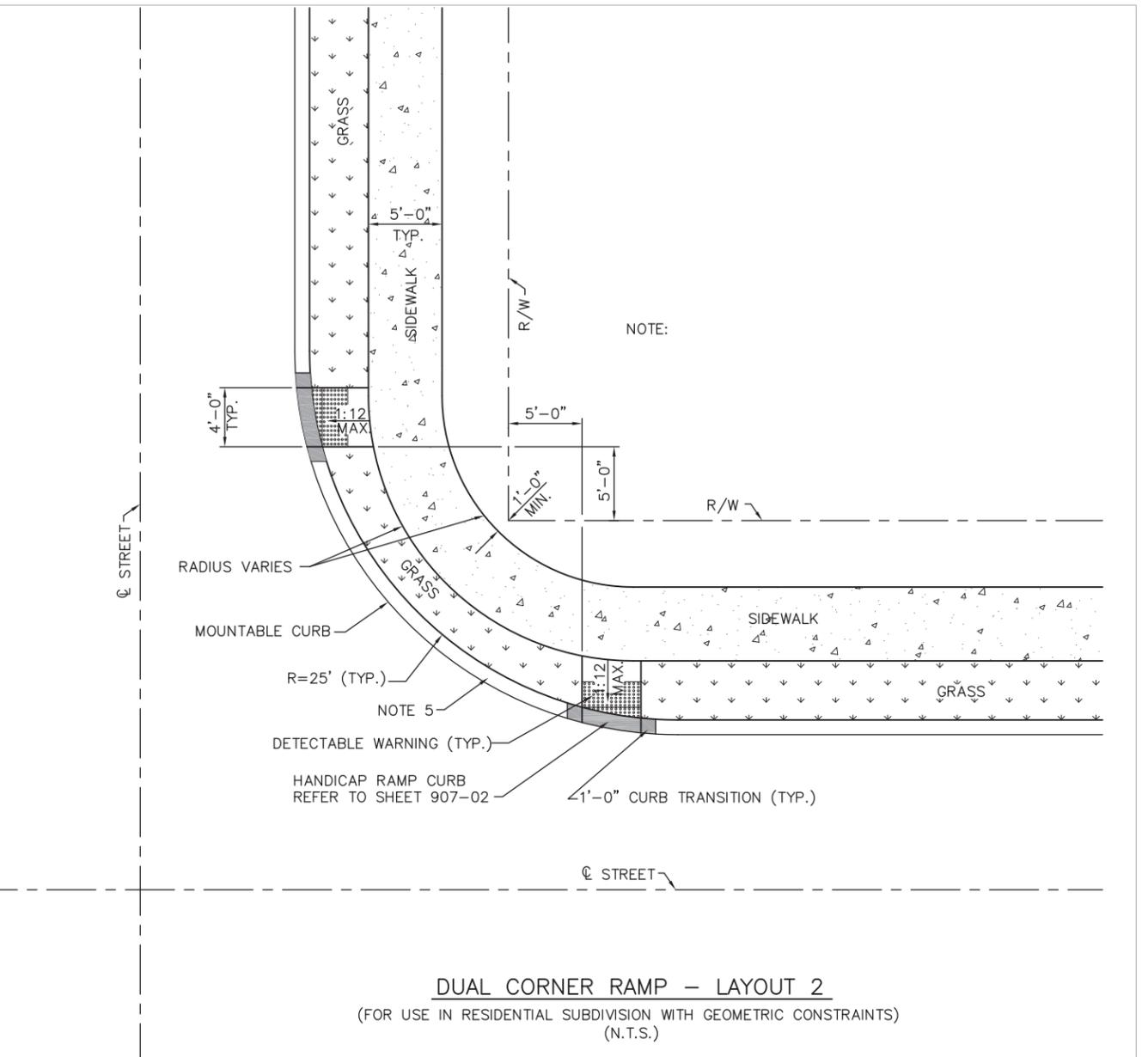
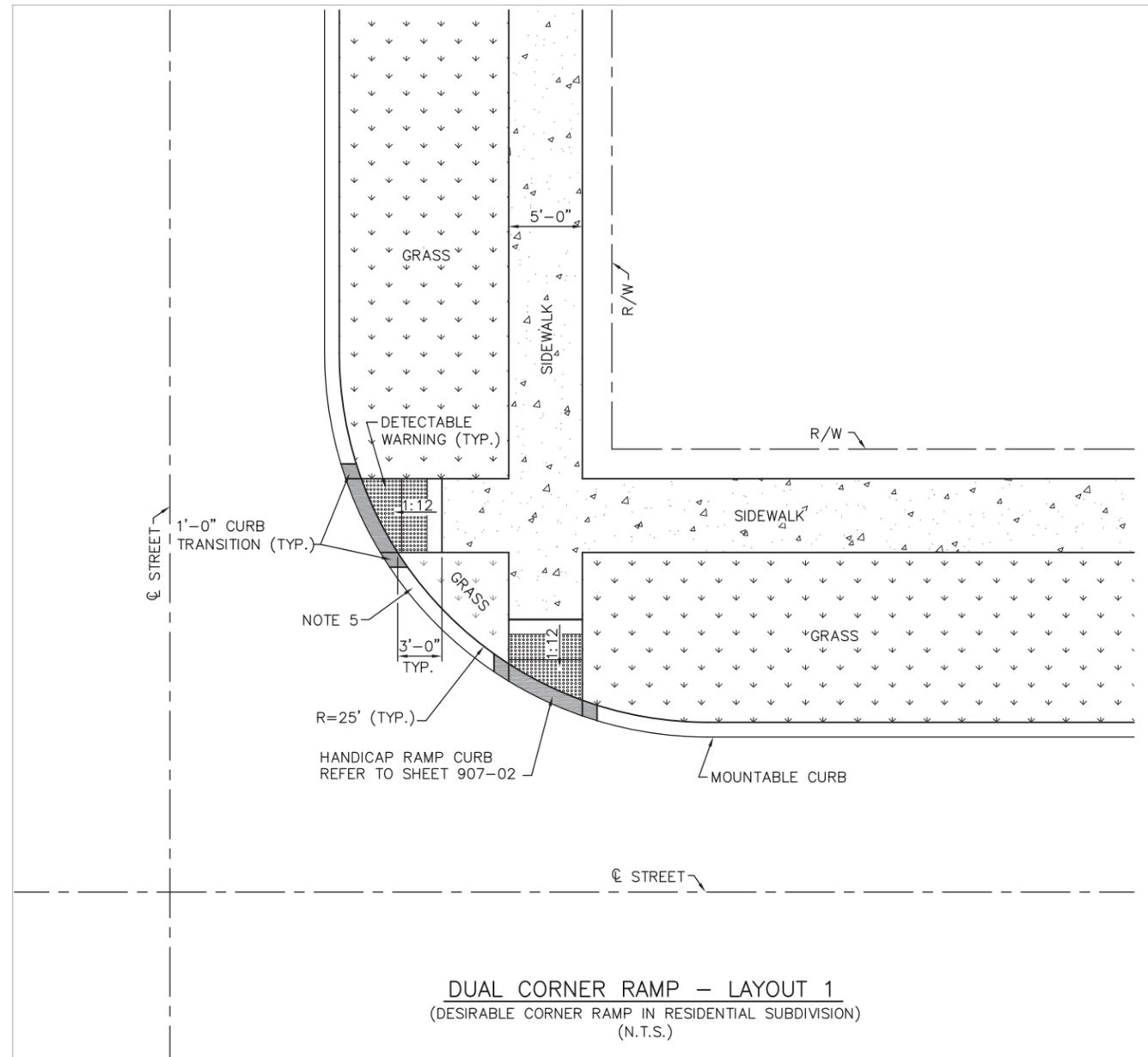
Standard Plan 907-03
Sidewalk and Handicap Ramps
(Typical Installations)
Sheet 2 of 6

Department of
Transportation & Drainage
Engineering Division

SHEET NUMBER	
DESIGNED	TAS
CHECKED	TFA
DATE	4/12/21
PROJECT	907-01-3
CITY	
STATE	
PARISH	EAST BATON ROUGE PARISH

Standard Plan 907-03
 Sidewalk and Handicap Ramps
 (Typical Installations)
 Sheet 3 of 6

Department of
 Transportation & Drainage
 Engineering Division

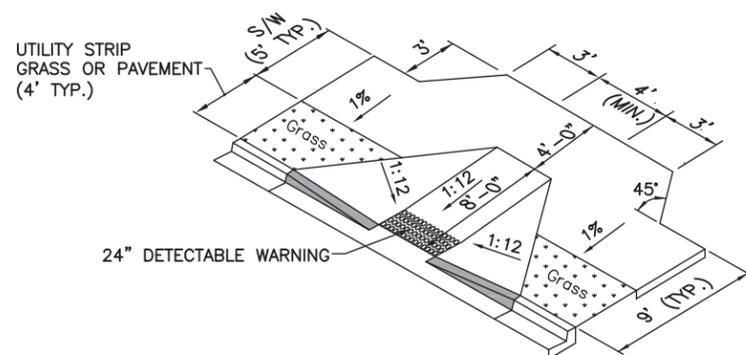


- NOTES:
1. THE STANDARD CORNER HANDICAP RAMP WILL BE TYPE 12 (SHEET 5) AS DEPICTED IN LAYOUTS 1 AND 2. OTHER SOLUTIONS MAY BE REQUIRED DEPENDING ON EXISTING CONDITIONS OR GEOMETRIC CONSTRAINTS - REFER TO SHTS. 4 AND 5. EACH LOCATION SHOULD BE EVALUATED BY QUALIFIED PERSONNEL TO DEVELOP AN APPROPRIATE SOLUTION IN ACCORDANCE WITH CURRENT STANDARDS. RAMP SELECTION AND DESIGN REQUIRES COORDINATION WITH TRAFFIC AND CROSSWALK STRIPING. ALTERNATE RAMP CONFIGURATIONS MUST BE APPROVED BY THE CHIEF TRAFFIC ENGINEER.
 2. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, STOP BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO 905-50 SHEET 7.
 3. THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 4" MOUNTABLE CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED SHOULD BARRIER CURB BE USED.
 4. AREA WITHIN THE SIGHT TRIANGLE SHOULD HAVE NO SIGHT OBSTRUCTIONS SUCH AS BENCHES, TREES, ETC..
 5. MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN RAMPS SHALL BE 2 FEET LONG.
 6. THE SINGLE CORNER RAMP CAN ONLY BE USED WHEN LAYOUT 1 OR LAYOUT 2 CAN NOT BE ACCOMMODATED AND IF ADEQUATE SPACE IS AVAILABLE TO DEVELOP THE REQUIRED MANEUVERING AREA BOUND BY THE CURB FACE AND THE GUTTERLINE PROJECTIONS.
 7. REFER TO SHT. 907-02, CURB AND GUTTER DETAILS.
 8. DETECTION WARNING PLACEMENT IS NOT CONSTRAINED IN BLENDED TRANSITION AREA.
 9. SLOPES ON BLENDED TRANSITION SHALL BE 1%, OR NO STEEPER THAN 2% WHEN NECESSARY, IN ANY DIRECTION.

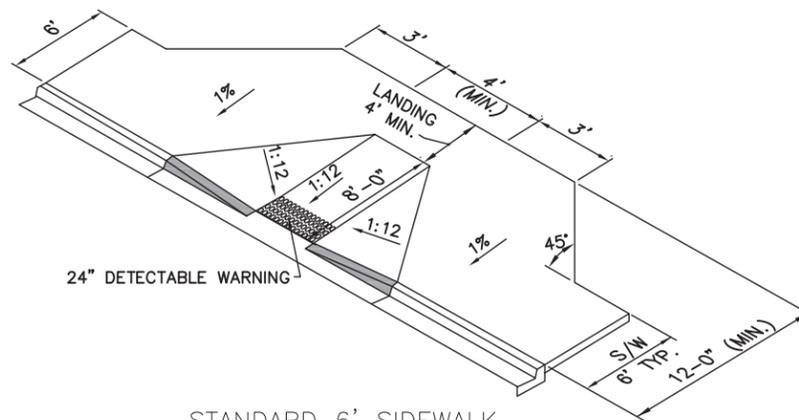
■ AREAS OF CURB MODIFICATION



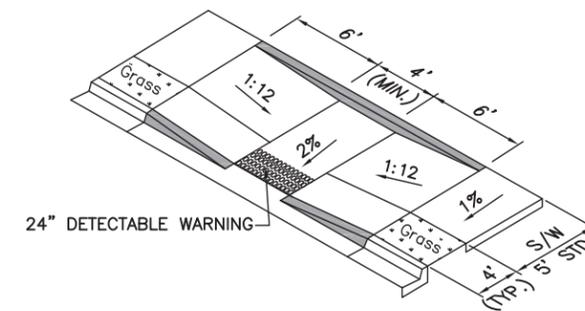
NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.



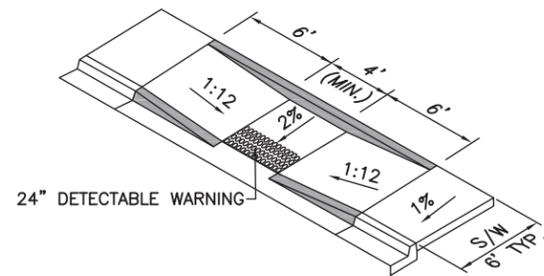
STANDARD 5' SIDEWALK
WITH FLARED SLOPES
TYPE ①
NTS



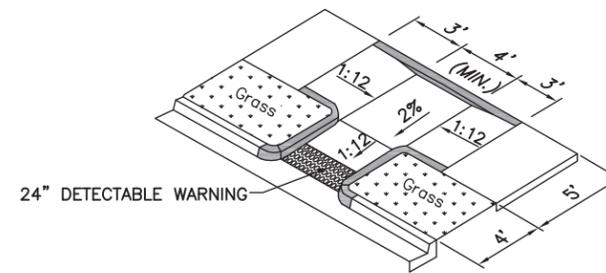
STANDARD 6' SIDEWALK
WITH FLARED RAMP
TYPE ②
NTS



STANDARD 5' SIDEWALK
WITH PAVED RAMP
TYPE ③
NTS



STANDARD 6' SIDEWALK
WITH PAVED RAMP
TYPE ④
NTS



STANDARD 5' SIDEWALK
WITH CURBED RAMP
TYPE ⑤
(REFER TO NOTES, TYP.)
NTS

AREA OF CURB MODIFICATION

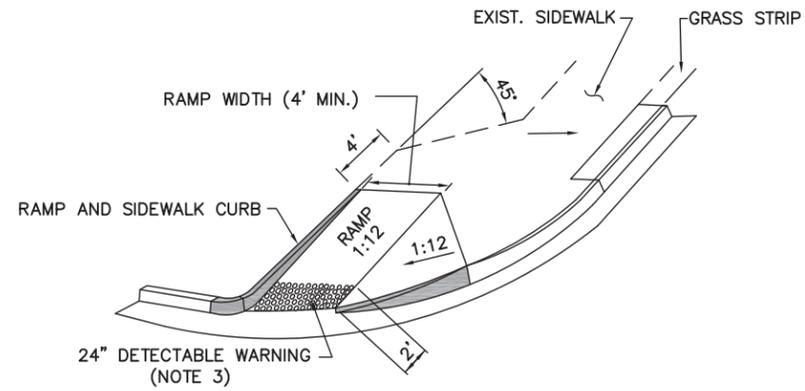
NOTES:

1. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, STOP BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO 905-50 SHEET 7.
2. THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 6 INCH BARRIER CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED SHOULD MOUNTABLE CURB IS USED.
3. RAMP CONFIGURATIONS MUST BE APPROVED BY THE CHIEF TRAFFIC ENGINEER.

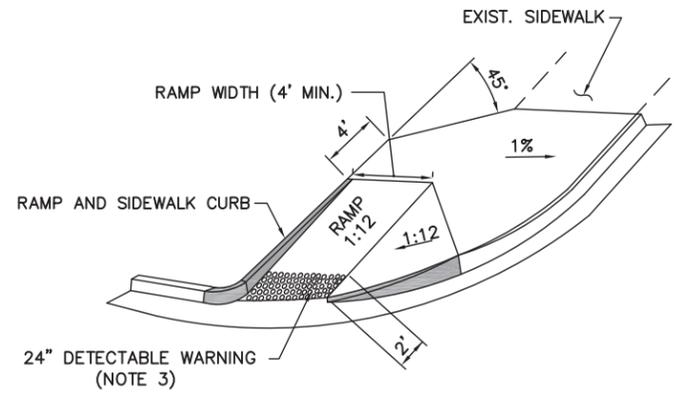
THOMAS A. STEPHENS
LICENSE No. 18417
PROFESSIONAL ENGINEER
04
4/15/2021

NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.

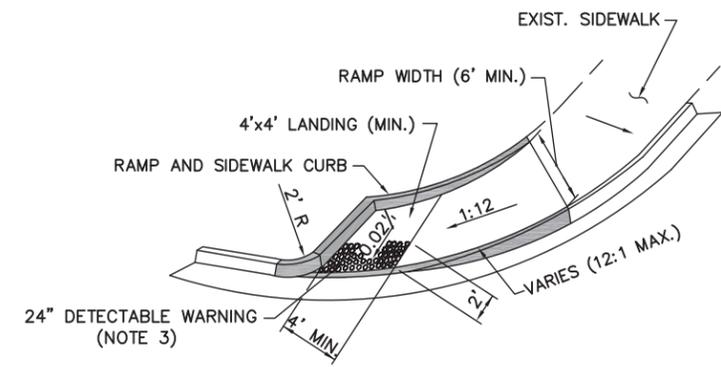
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PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	
STATE PROJECT	
DESIGNED	TAS
CHECKED	IFA
DATE	4/12/21
SHEET	907-01-4
NO.	
DATE	
REVISION DESCRIPTION	
BY	
Standard Plan 907-03 Sidewalk and Handicap Ramps (Typical Installations) Sheet 4 of 6	
Department of Transportation & Drainage Engineering Division	



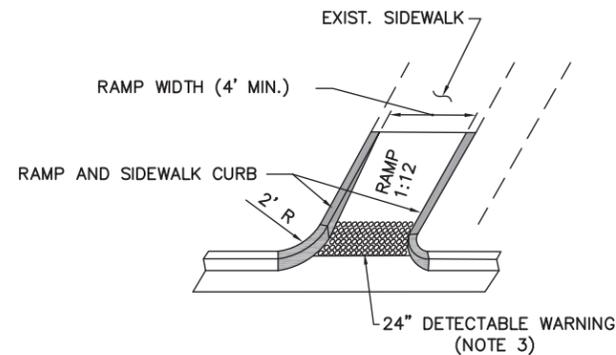
TYPE ⑥
NTS
REFER TO NOTES (TYP.)



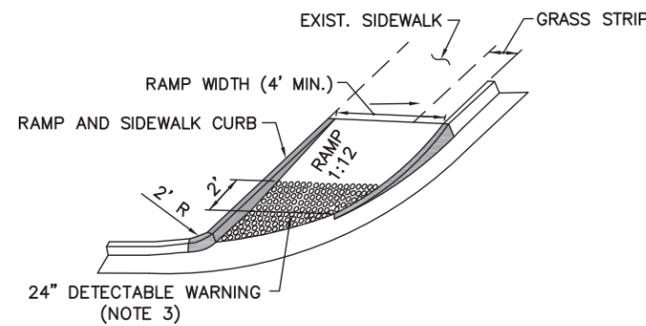
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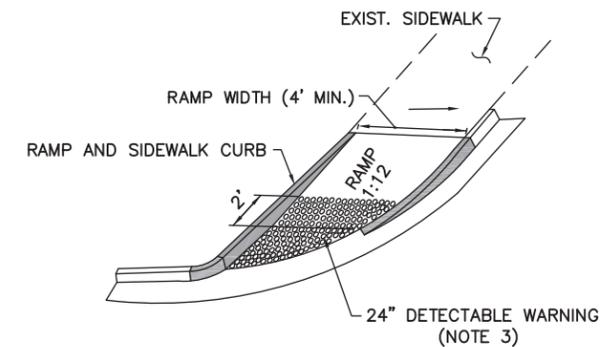
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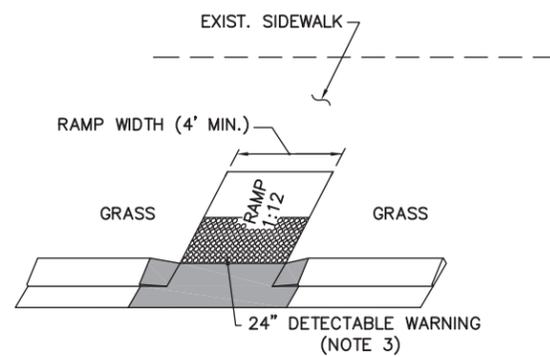
TYPE ⑨
NTS



TYPE ⑩
NTS



TYPE ⑪
NTS



NOTE: REFER TO 907-02 FOR HANDICAP RAMP CURB AND GUTTER

TYPE ⑫
NTS

■ AREAS OF CURB MODIFICATION

NOTE:

1. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, STOP BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO 905-50 SHEET 7.
2. THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 6 INCH BARRIER CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED SHOULD MOUNTABLE CURB IS USED.
3. THE MINIMUM LENGTH OF ANY SIDE OF THE DETECTABLE WARNING MATERIAL SHALL BE TWO FEET.



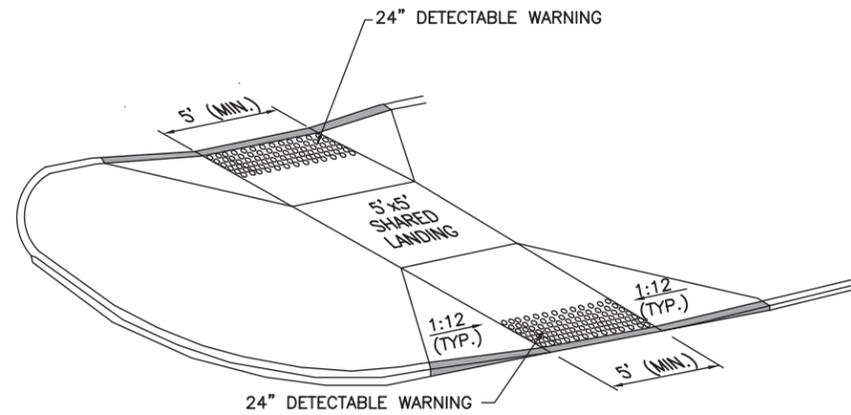
NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.

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DESIGNED	TAS
CHECKED	ITA
DATE	4/12/21
PROJECT	907-01-5
PARISH	EAST BATON ROUGE PARISH
CITY	
STATE	LA
REVISION	
DESCRIPTION	
BY	
DATE	
NO.	

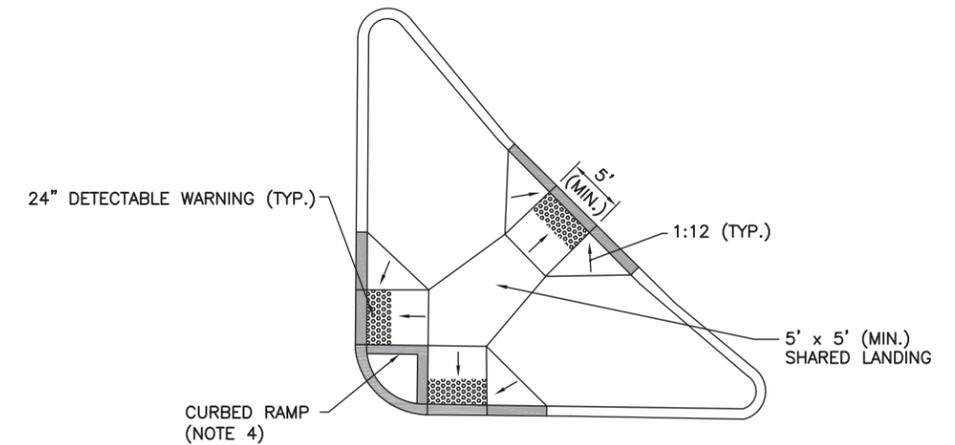
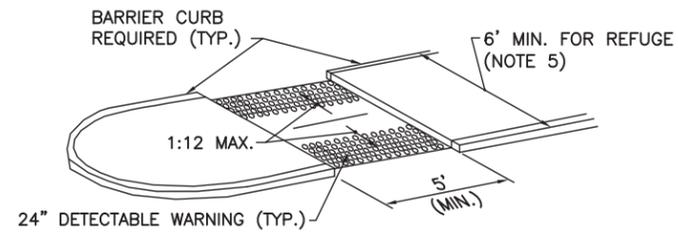
Standard Plan 907-03
Sidewalk and Handicap Ramps
(Typical Installations)
Sheet 5 of 6



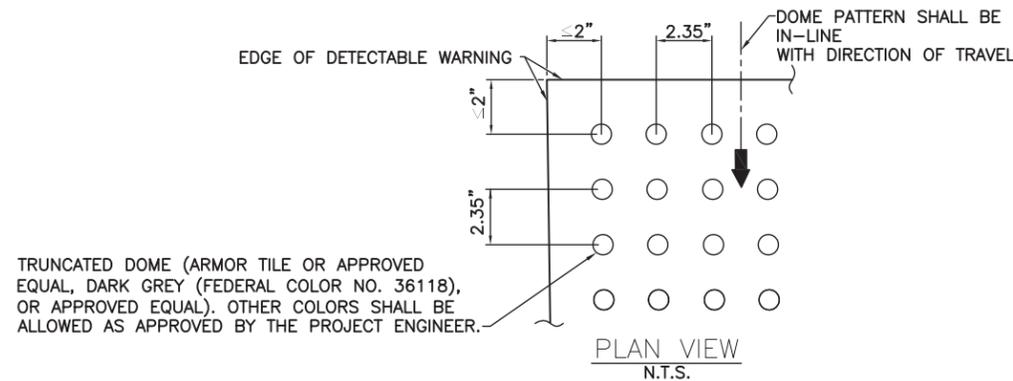
Department of
Transportation & Drainage
Engineering Division



CURB RAMP AT MEDIAN ISLANDS
(REFER TO NOTES, TYP.)
N.T.S.



COMBINATION ISLAND RAMPS
N.T.S.



TRUNCATED DOME (ARMOR TILE OR APPROVED EQUAL, DARK GREY (FEDERAL COLOR NO. 36118), OR APPROVED EQUAL). OTHER COLORS SHALL BE ALLOWED AS APPROVED BY THE PROJECT ENGINEER.

NOTE: ALL SIDEWALK CURB RAMPS ON PUBLIC STREETS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24" FROM THE BACK OF THE CURB.

CURB RAMP DETECTABLE WARNING
N.T.S.

AREAS OF CURB MODIFICATION

NOTES:

1. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, STOP BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO 905-50 SHEET 7.
2. THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 6 INCH BARRIER CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED SHOULD MOUNTABLE CURB IS USED.
3. NO SIGHT OBSTRUCTIONS SUCH AS BENCHES TREES, ETC. SHALL BE PLACED TO LIMIT THE REQUIRED SIGHT DISTANCE.
4. WHEN GEOMETRIC LIMITATIONS PREVENT CONSTRUCTION OF THE FLARED RAMP WITH AT LEAST 2 FEET OF FULL DEPTH CURB BETWEEN FLARES, USE CURBED RAMPS.
5. IF A PEDESTRIAN REFUGE IS REQUIRED OR DESIRABLE, A MINIMUM 6' LENGTH IS REQUIRED, AS WELL AS STANDARD BARRIER CURB.



NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.

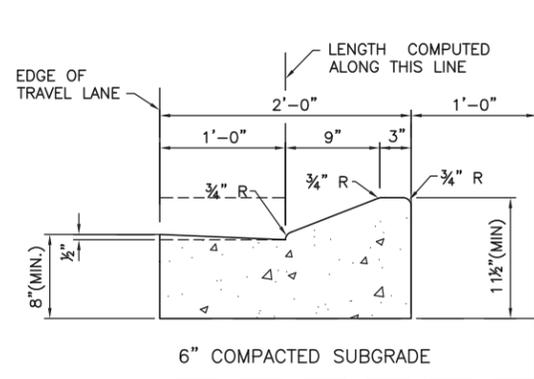
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CHECKED	TFA
DATE	4/12/21
PROJECT	907-01-6
PARISH	EAST BATON ROUGE PARISH
CITY	
STATE	LA
NO.	
DATE	
BY	
REVISION DESCRIPTION	

Standard Plan 907-03
Sidewalk and Handicap Ramps
(Typical Installations)
Sheet 6 of 6

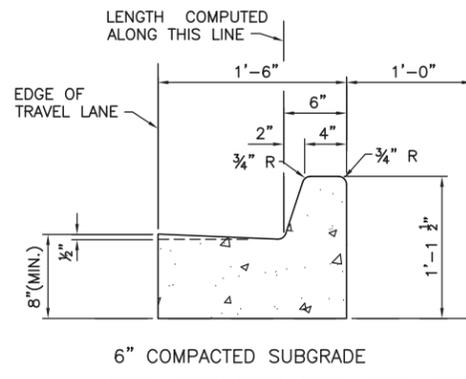


Department of
Transportation & Drainage
Engineering Division

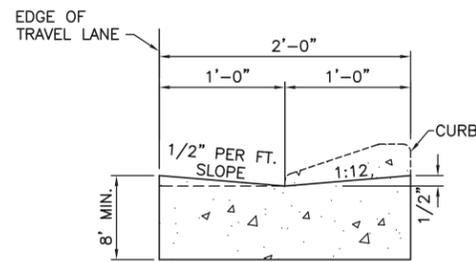
PROJECT NO.	SHEET



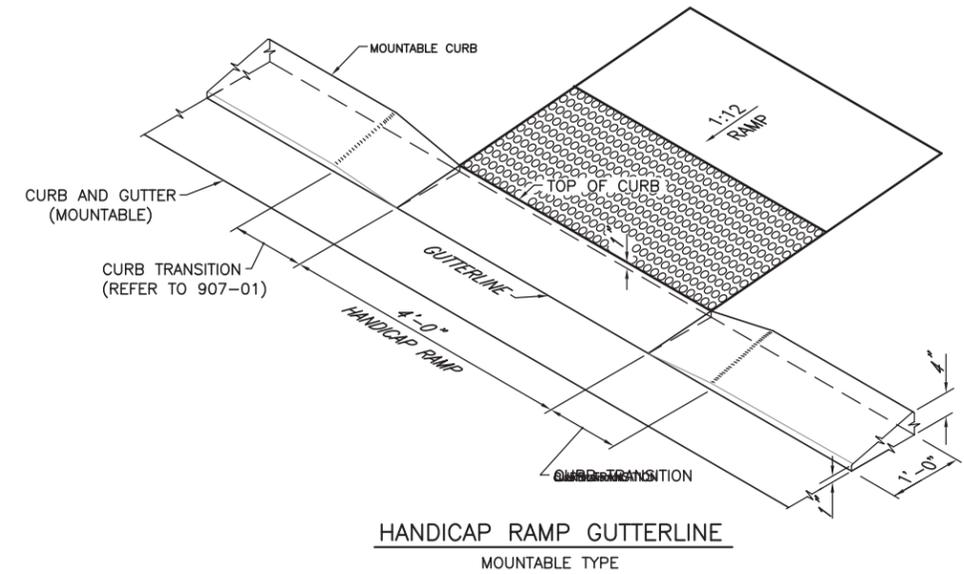
6" COMPACTED SUBGRADE
CURB AND GUTTER DRAINAGE TO CURB
MOUNTABLE TYPE



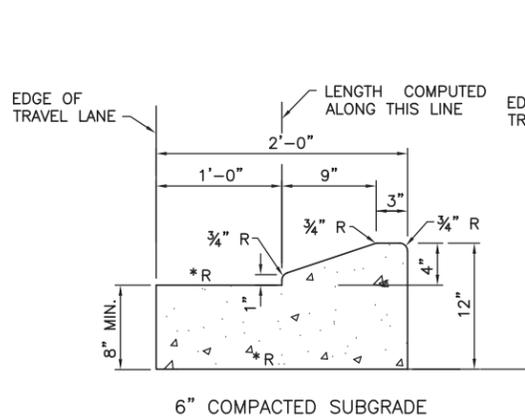
6" COMPACTED SUBGRADE
CURB AND GUTTER DRAINAGE TO CURB
BARRIER TYPE



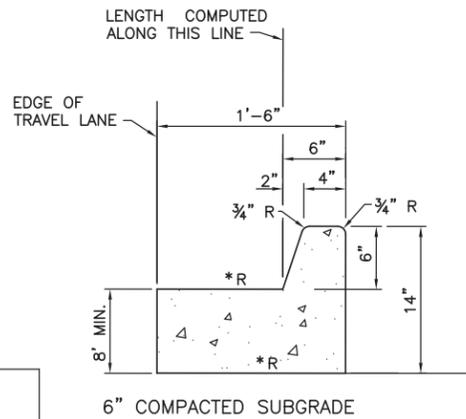
CURB AND GUTTER HANDICAP RAMP
MOUNTABLE TYPE



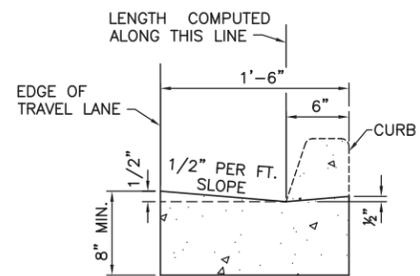
HANDICAP RAMP GUTTERLINE
MOUNTABLE TYPE



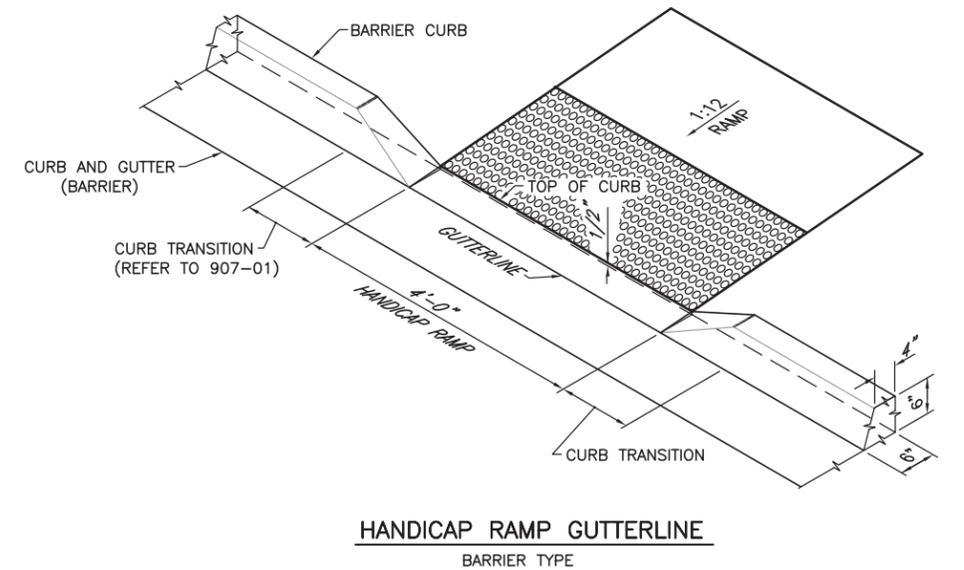
6" COMPACTED SUBGRADE
*R = RATE OF SUPERELEVATION, FT/FT.
CURB AND GUTTER DRAINAGE FROM CURB
MOUNTABLE TYPE



6" COMPACTED SUBGRADE
*R = RATE OF SUPERELEVATION, FT/FT.
CURB AND GUTTER DRAINAGE FROM CURB
BARRIER TYPE



CURB AND GUTTER HANDICAP RAMP
BARRIER TYPE



HANDICAP RAMP GUTTERLINE
BARRIER TYPE

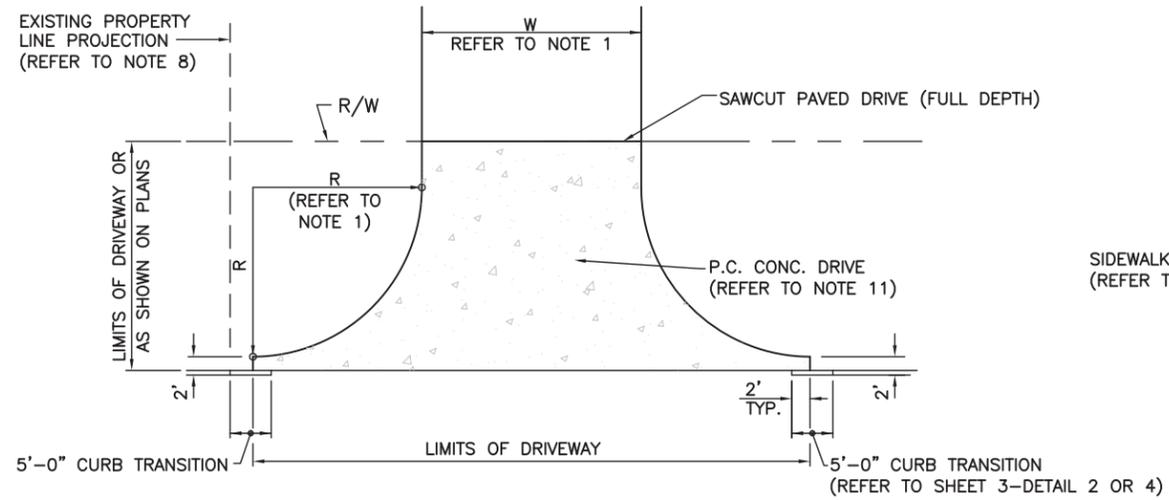
SUPERELEVATED CURB SECTIONS

CURB AND GUTTER DETAILS
N.T.S.

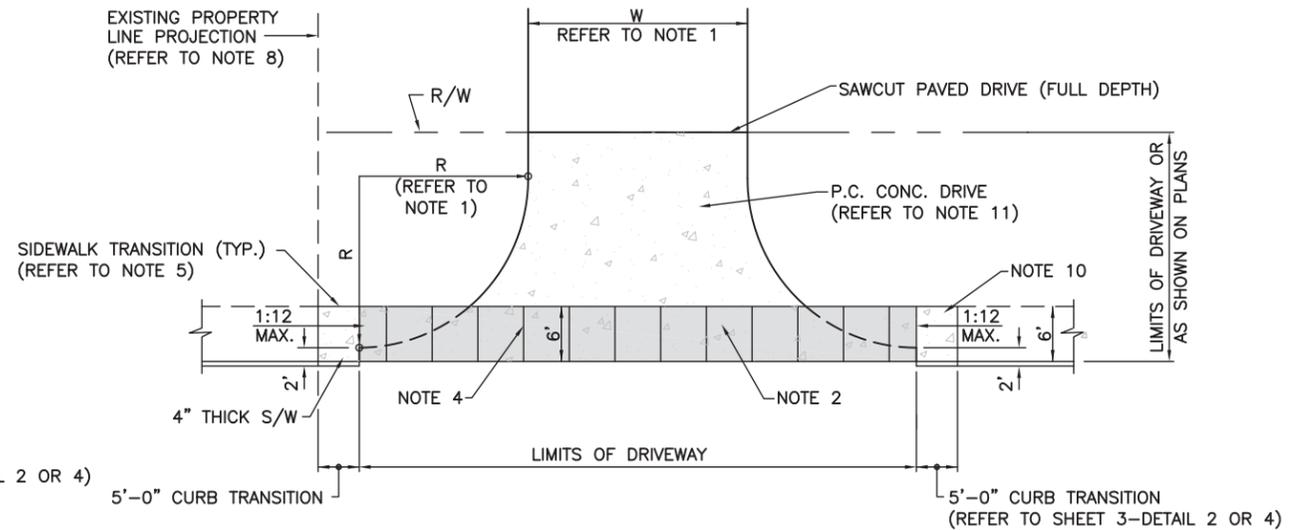


STANDARD PLAN NO. 907-02	DATED AUGUST 8, 2008	SHEET NO. 1 OF 1
MONOLITHIC CURB AND GUTTER DETAILS		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
		APPROVED T. STEPHENS

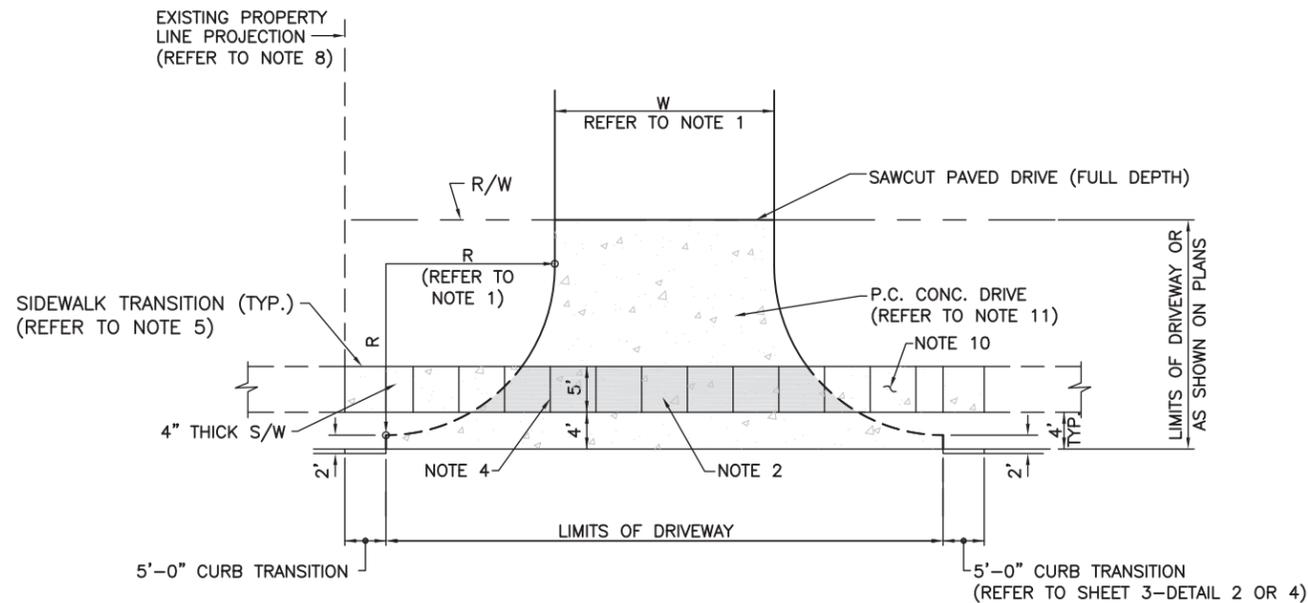
DATE	DESCRIPTION	BY
2/10/16	Revised Section Thickness, added Sub-grade	TAS
	REVISIONS	



COMMERCIAL DRIVE - TYPE 1
SINGLE NON-CURBED
NO SIDEWALK
N.T.S.



COMMERCIAL DRIVE - TYPE 2
SINGLE NON-CURBED
WITH SIDEWALK ADJACENT TO CURB
N.T.S.



COMMERCIAL DRIVE - TYPE 3
SINGLE NON-CURBED
WITH OFFSET SIDEWALK
N.T.S.

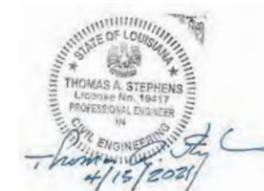
LEGEND

SIDEWALK AREA WITHIN DRIVEWAY
(PAID AS DRIVEWAY)
REFER TO NOTES 2 AND 4



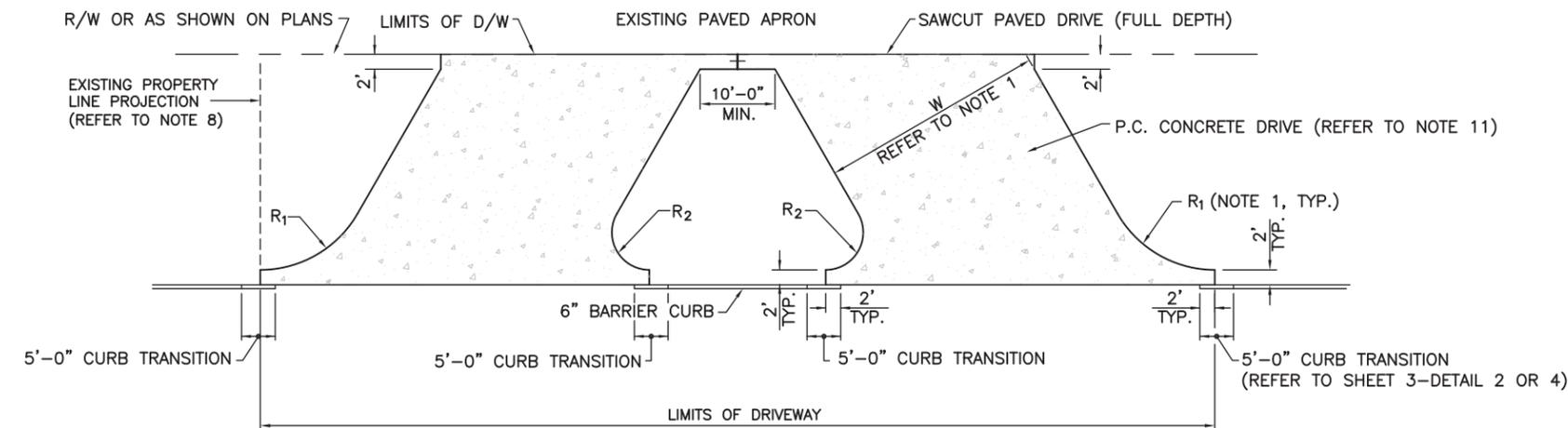
NOTES

1. DRIVEWAY GEOMETRY SHOWN SHALL APPLY FOR BOTH NEW STREET CONSTRUCTION AND MODIFICATIONS TO EXISTING STREETS. R AND W - REFER TO CONSTRUCTION PLAN FOR SPECIFIC DIMENSIONS WHEN PROVIDED, OTHERWISE REFER TO 907-DG.
2. SIDEWALK THICKNESS SHALL MATCH DRIVEWAY THICKNESS AS SHOWN OR AS DIRECTED THE PROJECT ENGINEER.
3. CONSTRUCTION OR KEYWAY JOINT REQ'D WHEN DRIVE DIMENSIONS EXCEED 16' IN EITHER DIRECTION. LOCATION OF JOINTS SHALL BE COORDINATED WITH THE PROJECT ENGINEER.
4. WITHIN THE DRIVEWAY LIMITS, SIDEWALK AREA SHALL HAVE SCORED JOINTS PER STANDARD PLANS AND SPECIFICATIONS. SIDEWALK EXPANSION AND CONSTRUCTION JOINT LOCATIONS SHALL BE PER 907-01.
5. REFER TO STD. PLAN 907-01 FOR SIDEWALK RAMPS. SIDEWALK TRANSITION SHALL NOT EXCEED 1:12 SLOPE.
6. MAXIMUM CHANGE IN GRADES IS 12% FOR A CREST AND 11% AT SAGS WITHOUT VERTICAL CURVES. MAXIMUM GRADE CHANGES SHOULD BE AT LEAST 10' APART. MAXIMUM GRADE TYPICALLY SHALL NOT EXCEED 20%.
7. REFER TO STD. PLAN 502-01 FOR CURB DETAILS AND STD. PLAN 907-02 FOR COMBINATION CURB AND GUTTER DETAILS.
8. DRIVEWAY SHALL NOT EXTEND BEYOND THE ADJACENT PROPERTY LINE PROJECTION.
9. STREET TYPES ARE AS DEFINED BY THE TRAFFIC ENGINEER.
10. NEW SIDEWALKS SHALL BE TRANSITIONED TO MATCH THE EXISTING SIDEWALK AS DIRECTED BY THE PROJECT ENGINEER.
11. DRIVEWAY THICKNESS SHALL BE AS SHOWN ON THE CONSTRUCTION PLANS OR AS DIRECTED BY THE PROJECT ENGINEER. MINIMUM COMMERCIAL DRIVEWAY THICKNESS IS 6 INCHES.
12. REFER TO SHEET 3 FOR TYPICAL PROFILES AND DETAILS.

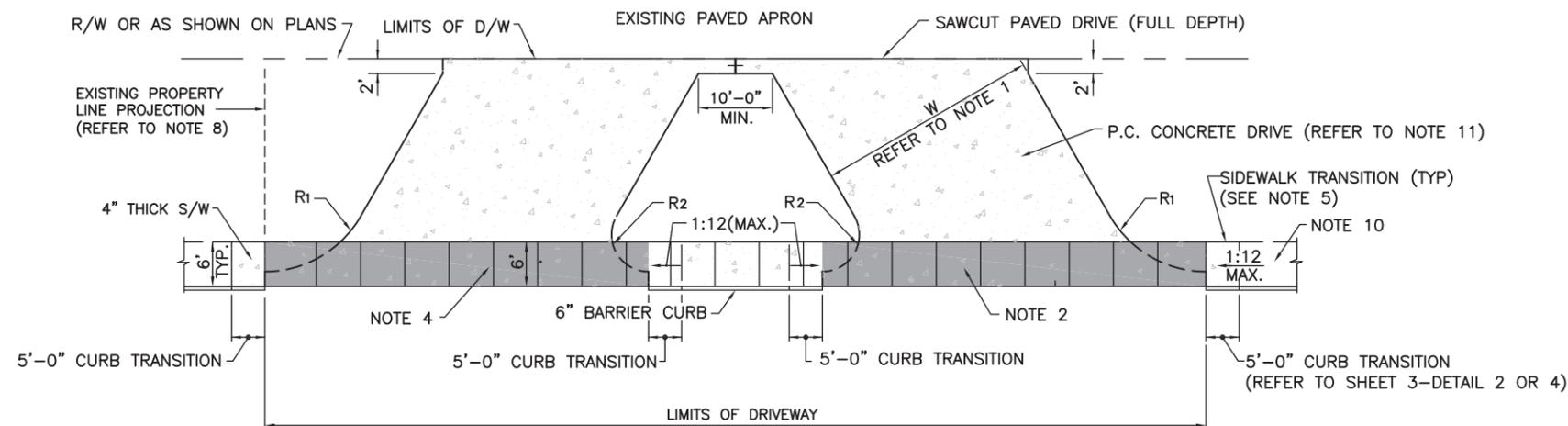


NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.

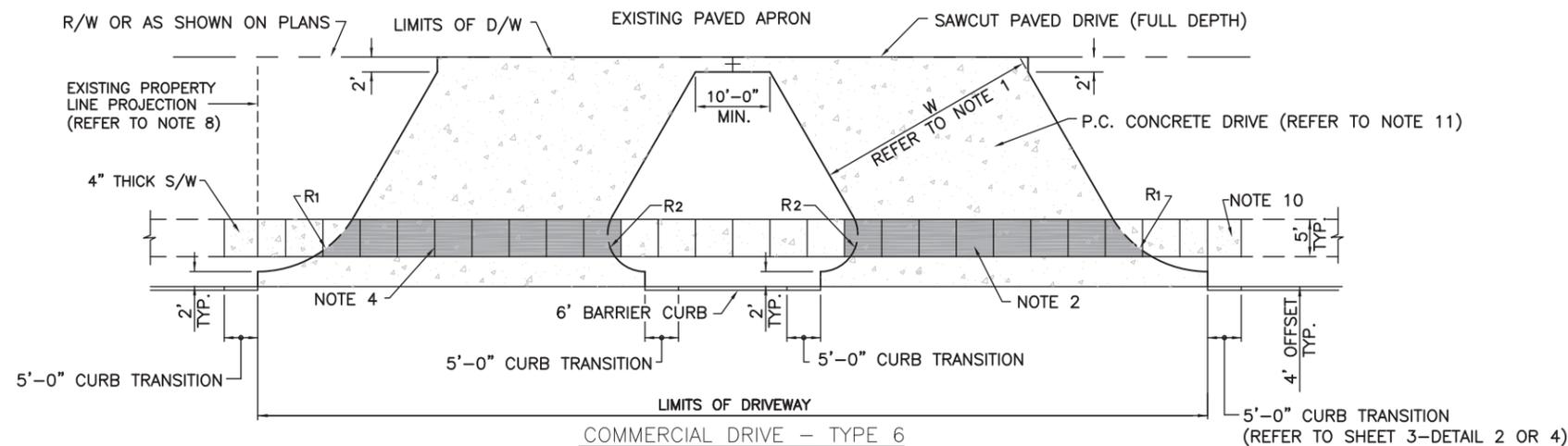
SHEET NUMBER	
EAST BATON ROUGE PARISH	
PARISH	
CITY PROJECT	
STATE PROJECT	
TAS CHECKED IFA	
TAS CHECKED IFA	
DATE	4/16/21
SHEET	907-03-1
DESIGNED	
CHECKED	
DATE	
NO.	
DATE	
REVISION DESCRIPTION	
BY	
Standard Plan 907-03 Commercial Driveways Geometric Details Sheet 1 of 3	
907-03-1	
Department of Transportation & Drainage Engineering Division	



COMMERCIAL DRIVE - TYPE 4
DOUBLED SKEWED NON CURBED
NO SIDEWALK
N.T.S.



COMMERCIAL DRIVE - TYPE 5
DOUBLED SKEWED NON CURBED
SIDEWALK ADJACENT TO CURB
N.T.S.



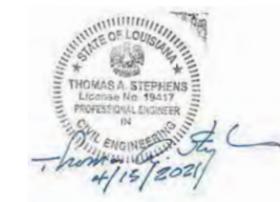
COMMERCIAL DRIVE - TYPE 6
DOUBLED SKEWED NON CURBED
WITH OFFSET SIDEWALK
N.T.S.

NOTES

1. DRIVEWAY GEOMETRY SHOWN SHALL APPLY FOR BOTH NEW STREET CONSTRUCTION AND MODIFICATIONS TO EXISTING STREETS. R, R AND W - REFER TO CONSTRUCTION PLAN FOR SPECIFIC DIMENSIONS WHEN PROVIDED, OTHERWISE REFER TO 907-DG.
2. SIDEWALK THICKNESS SHALL MATCH DRIVEWAY THICKNESS AS SHOWN OR AS DIRECTED THE PROJECT ENGINEER.
3. CONSTRUCTION OR KEYWAY JOINT REQ'D WHEN DRIVE DIMENSIONS EXCEED 16' IN EITHER DIRECTION. LOCATION OF JOINTS SHALL BE COORDINATED WITH THE PROJECT ENGINEER.
4. WITHIN THE DRIVEWAY LIMITS, SIDEWALK AREA SHALL HAVE SCORED JOINTS PER STANDARD PLANS AND SPECIFICATIONS. SIDEWALK EXPANSION AND CONSTRUCTION JOINT LOCATIONS SHALL BE PER 907-01.
5. REFER TO STD. PLAN 907-01 FOR SIDEWALK RAMPS. SIDEWALK TRANSITION SHALL NOT EXCEED 1:12 SLOPE.
6. MAXIMUM CHANGE IN GRADES IS 12% FOR A CREST AND 11% AT SAGS WITHOUT VERTICAL CURVES. MAXIMUM GRADE CHANGES SHOULD BE AT LEAST 10' APART. MAXIMUM GRADE TYPICALLY SHALL NOT EXCEED 20%.
7. REFER TO STD. PLAN 502-01 FOR CURB DETAILS AND STD. PLAN 907-02 FOR COMBINATION CURB AND GUTTER DETAILS.
8. DRIVEWAY SHALL NOT EXTEND BEYOND THE ADJACENT PROPERTY LINE PROJECTION.
9. STREET TYPES ARE AS DEFINED BY THE TRAFFIC ENGINEER.
10. NEW SIDEWALKS SHALL BE TRANSITIONED TO MATCH THE EXISTING SIDEWALK AS DIRECTED BY THE PROJECT ENGINEER.
11. DRIVEWAY THICKNESS SHALL BE AS SHOWN ON THE CONSTRUCTION PLANS OR AS DIRECTED BY THE PROJECT ENGINEER. MINIMUM COMMERCIAL DRIVEWAY THICKNESS IS 6 INCHES.
12. REFER TO SHEET 3 FOR CONSTRUCTION DETAILS.

LEGEND

SIDEWALK AREA WITHIN DRIVEWAY
(PAID AS DRIVEWAY)
(REFER TO NOTES 2 AND 4)



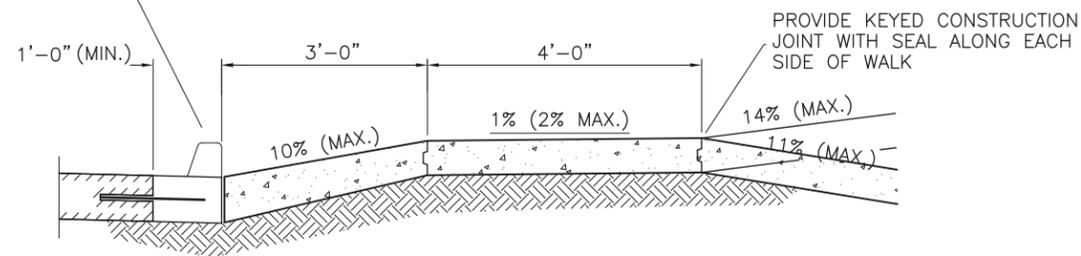
NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.

SHEET NUMBER	
EAST BATON ROUGE PARISH	
PARISH	
CITY PROJECT	
STATE PROJECT	
TAS DESIGNED	
IF A CHECKED	
TAS DETAILED	
IF A CHECKED	
DATE	4/16/21
SHEET	907-03-2
BY	
REVISION DESCRIPTION	
NO.	
DATE	

Standard Plan 907-03
Sidewalk and Handicap Ramps
(Typical Installations)
Sheet 2 of 3

Department of
Transportation & Drainage
Engineering Division

SAW FULL DEPTH AND REMOVE EXISTING PAVEMENT AND CURB

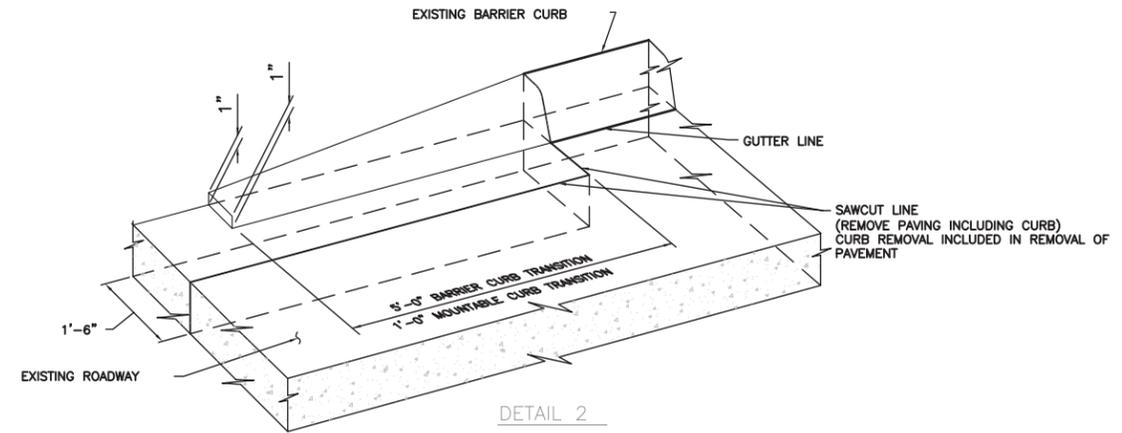


PROVIDE KEYED CONSTRUCTION JOINT WITH SEAL ALONG EACH SIDE OF WALK

PROVIDE DOWEL BARS IN ACCORDANCE WITH STD. PLAN 502-01, TYPE BJ.

PROVIDE 1/2" EXP. JOINT IN ACCORDANCE WITH STD. PLAN 502-01, TYPE CONSTR. JT. AT DRIVES

SECTION THROUGH CONCRETE DRIVE @ 7-FT CONCRETE WALK ADJACENT TO INTEGRAL CONCRETE CURB (OPTION 1)

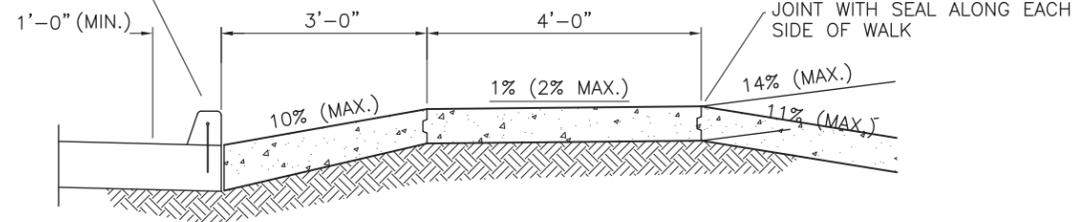


DETAIL 2 CURB TRANSITION

(TRANSITION OF BARRIER CURB SHOWN. TRANSITION MOUNTABLE CURB OVER 1'-0".)

N. T. S.

REMOVE CURB AND CUT DOWELS FLUSH WITH OR BELOW SURFACE



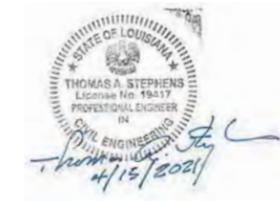
PROVIDE KEYED CONSTRUCTION JOINT WITH SEAL ALONG EACH SIDE OF WALK

PROVIDE 1/2" EXP. JOINT IN ACCORDANCE WITH STD. PLAN 502-01, TYPE CONSTR. JT. AT DRIVES

SECTION THROUGH CONCRETE DRIVE @ 7-FT CONCRETE WALK ADJACENT TO INTEGRAL CONCRETE CURB (OPTION 2)

SHEET NUMBER	
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	
STATE PROJECT	
DESIGNED	TAS
CHECKED	GC
DATE	4/20/21
NO.	907-03-3
BY	
REVISION DESCRIPTION	
DATE	

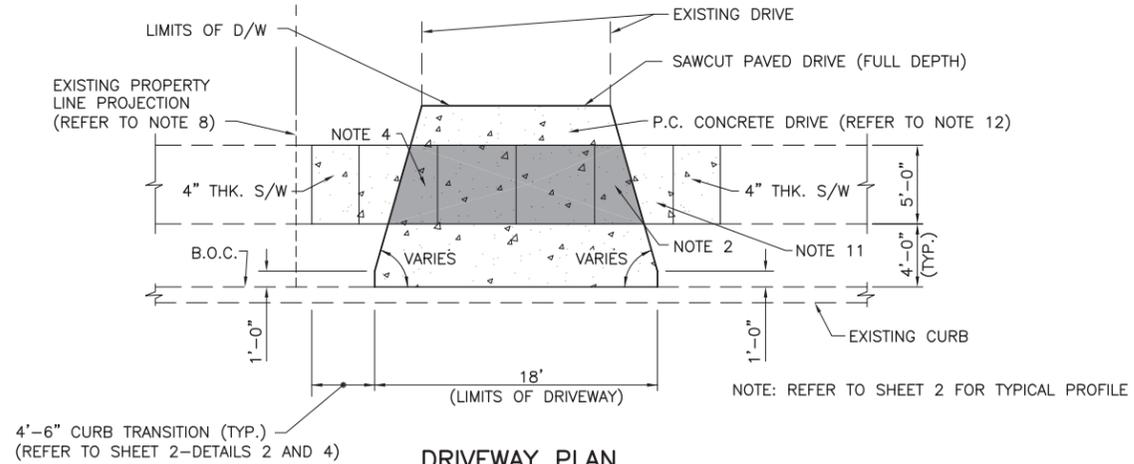
Standard Plan 907-03
Commercial Driveways
Typical Profiles and Details
Sheet 3 of 3



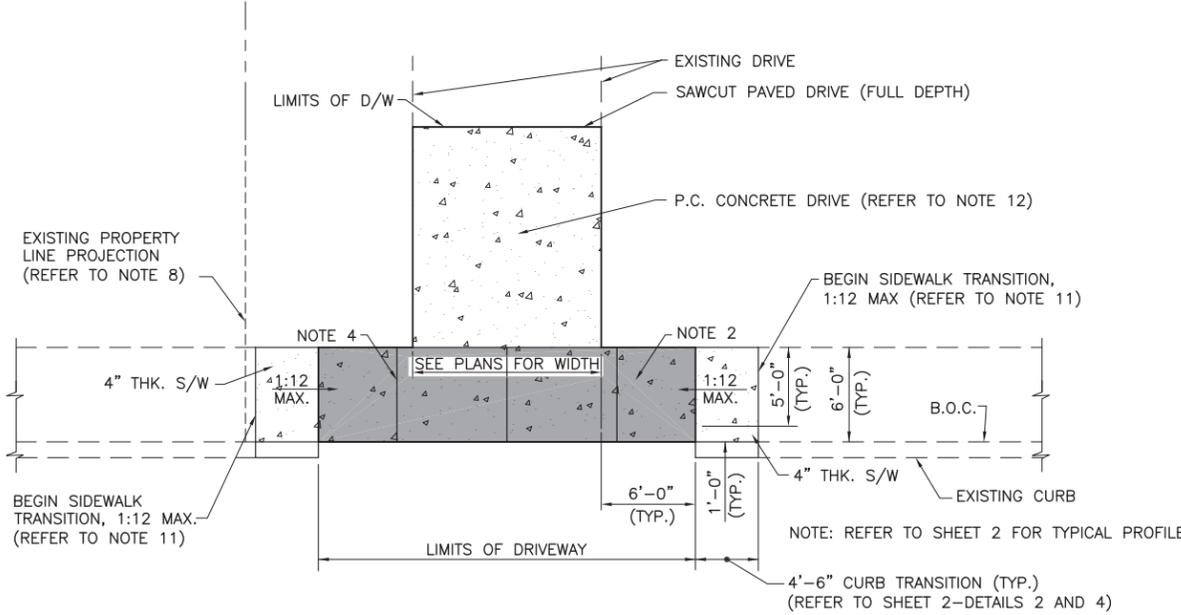
NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.

Department of
Transportation & Drainage
Engineering Division

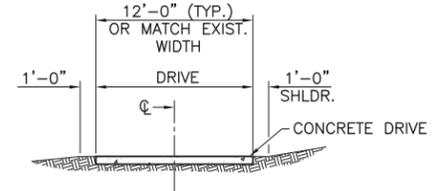
PROJECT NO.	SHEET



DRIVEWAY PLAN
LOCAL STREETS (REFER TO NOTE 10)
N.T.S.



DRIVEWAY PLAN
COLLECTOR AND ARTERIAL STREETS (REFER TO NOTE 10)
N.T.S.



SECTION VIEW
N.T.S.

NOTES:

1. DRIVEWAY GEOMETRY SHOWN SHALL APPLY FOR BOTH NEW STREET CONSTRUCTION AND MODIFICATIONS TO EXISTING STREETS.
2. SIDEWALK THICKNESS SHALL MATCH DRIVEWAY THICKNESS WITHIN LIMITS OF DRIVEWAY OR AS DIRECTED BY THE PROJECT ENGINEER.
3. CONSTRUCTION OR KEYWAY JOINT REQ'D WHEN DRIVE DIMENSIONS EXCEED 16' IN EITHER DIRECTION. LOCATION OF JOINTS SHALL BE COORDINATED WITH THE PROJECT ENGINEER.
4. WITHIN THE DRIVEWAY LIMITS, SIDEWALK AREA SHALL HAVE SCORED JOINTS PER STANDARD PLANS AND SPECIFICATIONS. EXPANSION AND CONSTRUCTION JOINT LOCATIONS SHALL BE PER 907-01.
5. REFER TO STD. PLAN 907-01 FOR SIDEWALK RAMPS. SIDEWALK TRANSITION SHALL NOT EXCEED 1:12 SLOPE.
6. MAXIMUM CHANGE IN GRADES IS 12% FOR A CREST AND 11% AT SAGS WITHOUT VERTICAL CURVES. MAXIMUM GRADE CHANGES SHOULD BE AT LEAST 10' APART. MAXIMUM GRADE TYPICALLY SHALL NOT EXCEED 20%.
7. REFER TO STD. PLAN 502-01 FOR CURB DETAILS AND REFER TO STD. PLAN 907-02 FOR COMBINATION CURB AND GUTTER DETAILS.
8. DRIVEWAY SHALL NOT EXTEND BEYOND THE ADJACENT PROPERTY LINE PROJECTION.
9. THE WIDTH OF THE DRIVEWAY AT THE THROAT SHALL BE A MINIMUM OF 12'.
10. STREET TYPES ARE AS DEFINED BY THE TRAFFIC ENGINEER.
11. NEW SIDEWALKS SHALL BE TRANSITIONED TO MATCH EXISTING SIDEWALKS AS DIRECTED BY THE PROJECT ENGINEER.
12. DRIVEWAY THICKNESS SHALL BE AS SHOWN ON THE CONSTRUCTION PLANS OR AS DIRECTED BY THE PROJECT ENGINEER. MINIMUM RESIDENTIAL DRIVE THICKNESS IS 6".



LEGEND

SIDEWALK AREA WITHIN DRIVEWAY (PAID FOR AS DRIVEWAY) REFER TO NOTES 2 AND 4.



DATE	DESCRIPTION REVISIONS	BY

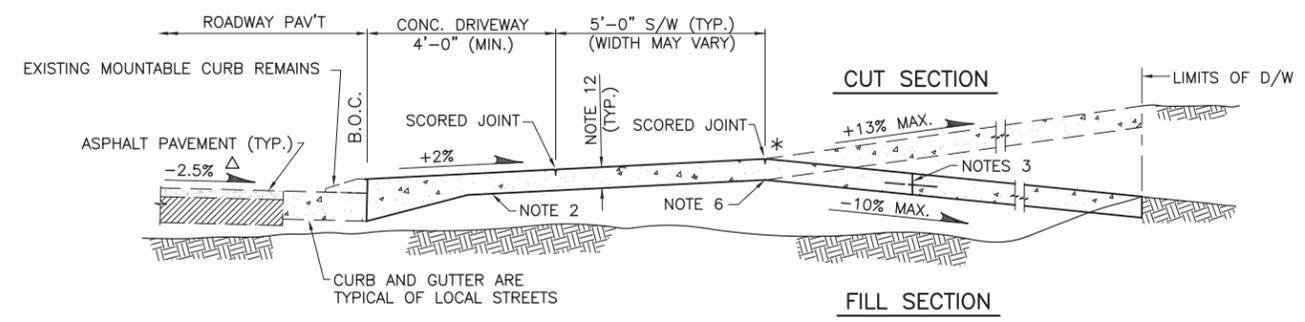
STANDARD PLAN NO. 907-04	DATED APRIL 16, 2009	SHEET NO. 1 OF 2
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RESIDENTIAL DRIVES
GEOMETRIC DETAILS

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

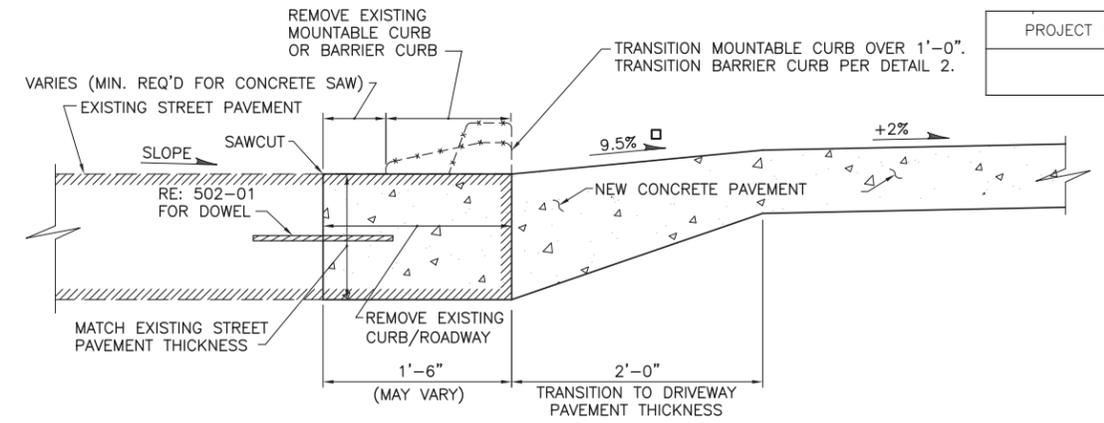
ENGINEERING AUTODESK LAND DESKTOP STDLAY FORM D.V.

PROJECT NO.	SHEET

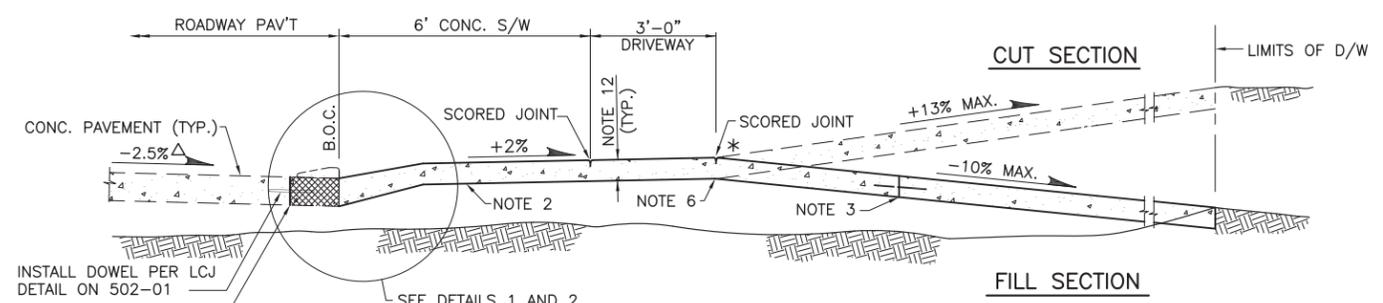


TYPICAL DRIVEWAY PROFILE 1
LOCAL RESIDENTIAL STREET W/MOUNTABLE CURB
 REFER TO SHEET 1 FOR NOTES
 N.T.S.

△ SLOPES SHOWN ARE FOR NORMAL CROWN ROADWAY SECTION
 □ 2'-0" DRIVEWAY TRANSITION, NOT SUBJECT TO SAG CRITERIA
 * A +0.33' VERTICAL CLEARANCE IS REQUIRED FROM THE GUTTERLINE TO THE LOCATION SHOWN.

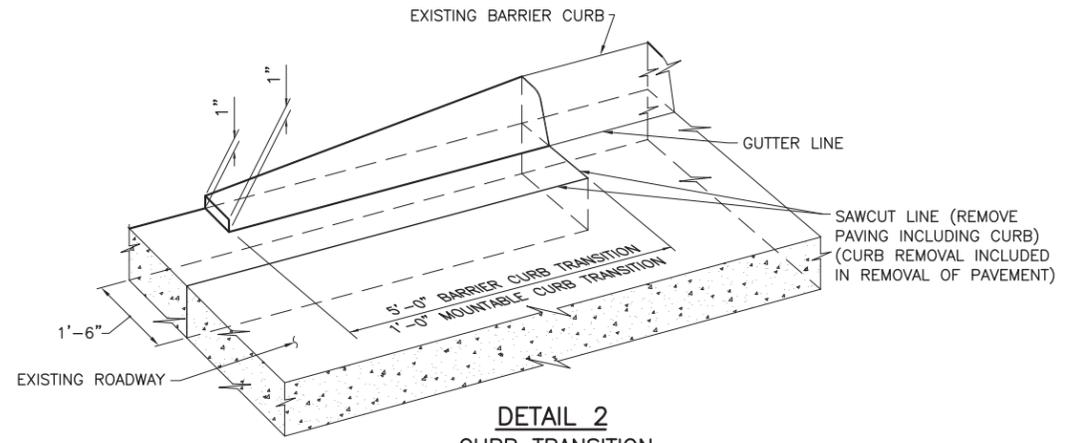


DETAIL 1
DRIVEWAY CONNECTION
 N.T.S.

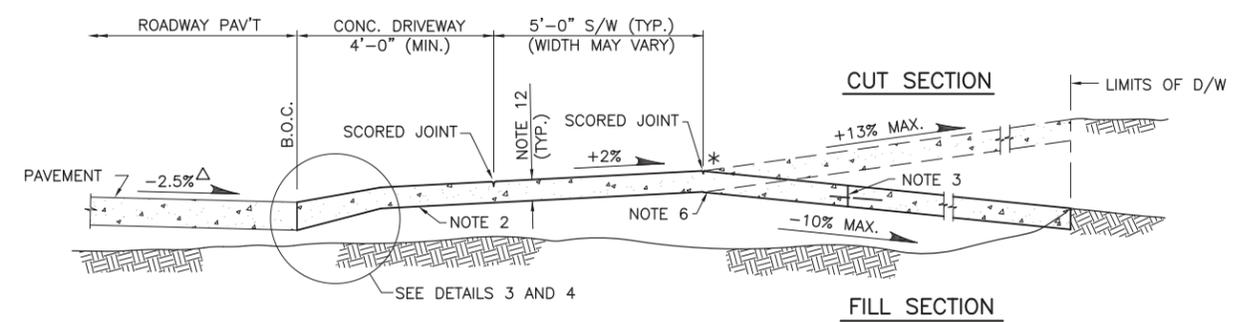


TYPICAL DRIVEWAY PROFILE 2
COLLECTOR AND ARTERIAL STREETS
 REFER TO SHEET 1 FOR NOTES
 N.T.S.

RECONSTRUCTED STREET PAVEMENT AND CURB TRANSITIONS SHALL BE POURED MONOLITHICALLY.

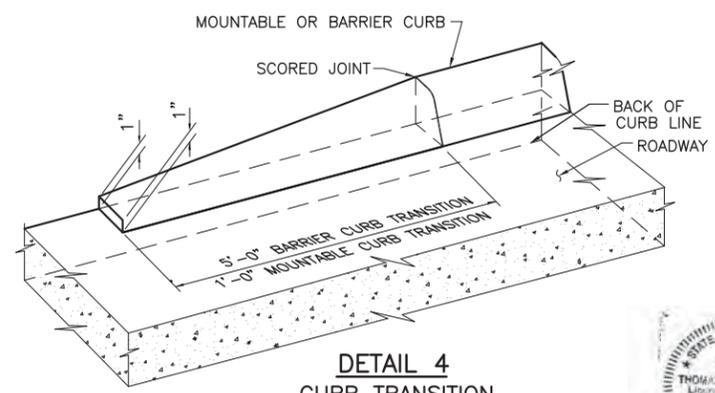


DETAIL 2
CURB TRANSITION
 (TRANSITION OF BARRIER CURB SHOWN. TRANSITION MOUNTABLE CURB OVER 1'-0".)
 N. T. S.

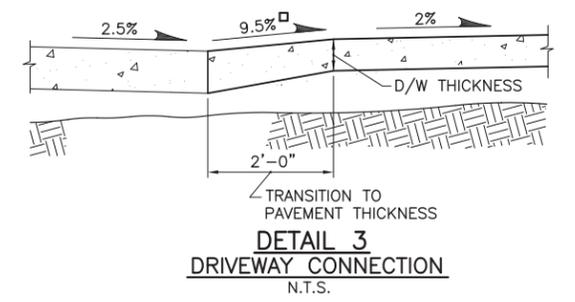


TYPICAL DRIVEWAY PROFILE 3
COLLECTOR AND ARTERIAL STREETS
 REFER TO SHEET 1 FOR NOTES
 N.T.S.

△ SLOPES SHOWN ARE FOR NORMAL CROWN ROADWAY SECTION
 □ 2'-0" DRIVEWAY TRANSITION, NOT SUBJECT TO SAG CRITERIA
 * A +0.33' VERTICAL CLEARANCE IS REQUIRED FROM THE GUTTERLINE TO THE LOCATION SHOWN.
 ⊙ FOR NEW LOCAL STREET WITH MOUNTABLE CURB, CONSTRUCT IN ACCORDANCE WITH TYPICAL DRIVEWAY PROFILE 1.



DETAIL 4
CURB TRANSITION
 (TRANSITION OF BARRIER CURB SHOWN. TRANSITION MOUNTABLE CURB OVER 1'-0".)
 N. T. S.



DETAIL 3
DRIVEWAY CONNECTION
 N.T.S.

NEW DRIVEWAY ON NEW STREET
 N.T.S.



STANDARD PLAN NO. 907-04	DATED APRIL 16, 2009	SHEET NO. 2 OF 2
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RESIDENTIAL DRIVES
TYPICAL PROFILES AND DETAILS

ENGINEERING DIVISION			
DEPARTMENT OF PUBLIC WORKS			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

GUARD RAIL GENERAL NOTES:

1. DESIGN REFERENCE: THE LATEST EDITIONS OF THE AASHTO ROADSIDE DESIGN GUIDE (RDG) AND THE LADOTD BRIDGE DESIGN AND EVALUATION MANUAL (BDEM), PART II, VOLUME 4 - HIGHWAY SAFETY.
2. GUARD RAIL LENGTH: TOTAL GUARD RAIL LENGTH AND LENGTH OF NEED SHALL BE BASED ON THE LATEST AASHTO ROADSIDE DESIGN GUIDE LENGTH OF NEED REQUIREMENTS. TOTAL LENGTH OF GUARD RAIL SHALL NOT BE LESS THAN 75'-0" BASED ON A LENGTH OF LENGTH OF NEED OF X=62'-6". A DESIGN WAIVER IS REQUIRED FOR GUARD RAIL LENGTHS NOT MEETING THESE REQUIREMENTS.
3. FOR BRIDGES WITH GUARD RAILS IN URBAN AREAS WITH A DESIGN SPEED OF 45 MPH OR LESS, SEE DOTD EDSM NO. II.3.1.4 FOR DESIGN INFORMATION.
4. FOR GUARD RAIL ON EXISTING HIGHWAYS, SEE DOTD EDSM NO. II.3.1.3 FOR DESIGN INFORMATION.
5. EMBANKMENT WIDENING IS TO PROVIDE SLOPES NOT STEEPER THAN 10H: IV IN FRONT OF THE GUARD RAIL.
6. ALL GUARD RAIL COMPONENTS SHALL BE IN ACCORDANCE WITH THE PROJECT SPECIFIC PLAN LAYOUT DETAILS, GUARD RAIL DESIGN DATA, PAY ITEMS, AND QUANTITY TABLES PROVIDED IN THE PROJECT PLANS.
7. LONGITUDINAL DIMENSIONS FOR GUARD RAIL ARE MEASURED ALONG THE PROJECTED FACE OF RAILING.
8. THE QUANTITY FOR THE EMBANKMENT WIDENING IS TO BE INCLUDED IN THE EMBANKMENT PAY ITEM QUANTITY FOR THE ROADWAY.
9. A TANGENT END TREATMENT MAY BE USED AS AN ALTERNATE TO THE FLARED END TREATMENT. A ZERO FLARE RATE (b/o=0) IS REQUIRED WHEN THE TANGENT END TREATMENT IS USED AND THE LENGTH OF NEED "X" SHALL BE CALCULATED BASED ON A "ZERO" FLARE RATE.
10. THE POINT WITHIN THE GUARD RAIL END TREATMENT WHERE THE LENGTH OF NEED TERMINATES MAY VARY WITH EACH TYPE OF GUARD RAIL END TREATMENT. THE 12'-6" LENGTH APPLIES TO MOST END TREATMENTS.
11. RETROREFLECTIVE ADHESIVE SHEETING (12" X 2'-8") (TYPE III HIGH INTENSITY OBJECT MARKER PATTERN) SHALL BE APPLIED TO THE END TREATMENT NOSE. SEE THE LATEST LA STANDARD SPECS. FOR ROADS AND BRIDGES FOR SPECIFICATIONS AND THE SHEETING MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION. FOR PATTERN DETAIL, SEE OBJECT MARKER STANDARD PLANS.
12. GUARD RAIL INSTALLATIONS MAY BE PAVED BY USING CONCRETE PAVING OR ASPHALT CONCRETE. THE INCIDENTAL CONCRETE OR ASPHALT WILL BE USED IF A LAYOUT DETAIL, PAY ITEM, AND QUANTITY IS INDICATED IN THE PLANS. SEE SHEET 11 FOR REQUIRED POST DETAILS WHEN PAVING IS USED AROUND POSTS.
13. GUARD RAIL END TREATMENTS SHALL BE SELECTED FROM THE DOTD APPROVED MATERIALS LIST (AML), AND SHALL BE AASHTO MASH, TEST LEVEL 3 (TL-3) UNLESS OTHERWISE NOTED IN THE PLANS. IF MASH FLARED END TREATMENTS ARE NOT AVAILABLE, USE GUARD RAIL END TREATMENT, NCHRP 350 - 31" (TL-3 FLARED), WITH APPROVAL OF PROJECT ENGINEER.
14. FLARED GUARD RAIL END TREATMENTS (12'-6" OR 18'-9"), (PAY ITEMS 704-10-00105 AND 704-10-00110) ARE GENERIC TEST LEVEL 2 (TL-2) NCHRP 350 SYSTEMS THAT CAN ONLY BE USED WITH PERMISSION FROM THE BRIDGE DESIGN ENGINEER ADMINISTRATOR AND AN APPROVED DESIGN WAIVER. SEE BRIDGE DESIGN SPECIAL DETAILS FOR THESE END TREATMENT DETAILS.

15. GUARD RAIL DESIGN VARIABLES FOR STANDARD PLAN SHEETS:

- L₁ = LENGTH OF TANGENT SECTION OF RAIL IN ADVANCE OF OBJECT. (FT)
- L₂ = DISTANCE FROM EDGE OF TRAVEL LANE TO TANGENT SECTION OF RAIL. (FT)
- L₃ = DISTANCE FROM EDGE OF TRAVEL LANE TO OBJECT OF CONCERN.
- L_R = RUNOUT LENGTH (FT)
- L_C = REQUIRED CLEAR ZONE (FT)
- L_A = DISTANCE FROM THE EDGE OF THE TRAVEL LANE TO THE LATERAL EXTENT OF THE OBJECT. (FT)
- L_A = L FOR BRIDGE APPLICATIONS, UNLESS OTHERWISE APPROVED BY THE BRIDGE DESIGN ADMINISTRATOR.
- X = CALCULATED LENGTH OF NEED (FT)
- Y = DISTANCE FROM EDGE OF THE TRAVEL LANE TO THE BEGINNING OF THE LENGTH OF NEED.
- Z = DISTANCE FROM EDGE OF THE TRAVEL LANE TO THE EDGE OF EMBANKMENT.
- b/o = FLARE RATE (VERTICAL/HORIZONTAL)

FOR CLEAR ZONE, RUNOUT, FLARE RATE, SHYLINE, AND HORIZONTAL CURVE ADJUSTMENTS, SEE LATEST AASHTO ROADSIDE DESIGN GUIDE AND THE DOTD BRIDGE DESIGN AND EVALUATION MANUAL.

16. IF SHOWN IN DETAILS, STEEL POSTS MAY BE USED AS AN ALTERNATE TO WOOD POSTS.
17. INTERMIXING OF STEEL AND WOOD POSTS IN ANY ONE SECTION OF THE GUARD RAIL SHALL NOT BE PERMITTED.
18. ALL MATERIAL DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
19. GUARD RAIL HEIGHT TOLERANCE ALLOWED FOR INSTALLATION IS 1 INCH ABOVE AND 0.5 INCH BELOW THE SPECIFIED HEIGHT.
20. GUARD RAIL TRAILING END ANCHORAGE SHALL BE USED TO ANCHOR DOWNSTREAM END OF GUARD RAIL ONLY WHEN TYPICAL GUARD RAIL END TREATMENTS ARE NOT REQUIRED.
21. STANDARD COMPONENTS: STANDARD GUARD RAIL COMPONENTS, INCLUDING POSTS, PANELS, AND BOLT SYSTEM ARE BASED UPON ENGLISH UNIT CONVERSIONS OF THE AASHTO-AGC-ARTBA JOINT COMMITTEE TASK FORCE 13 REPORT: A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE.
- *22. IF OFF-SYSTEM BRIDGE OR BOX CULVERT DETAILS ARE USED, THE PLANS MUST ALSO INCLUDE THE COMMON DETAILS (SHTS. 1-11).

GUARD RAIL AND RELATED PAY ITEMS :

- 202-02-14500 REMOVAL OF GUARD RAIL, (LN FT)
- 704-01-01000 GUARD RAIL (SINGLE THRIE BEAM) (3'-1/2" POST SPACING), (LN FT)
- 704-01-01020 GUARD RAIL (SINGLE THRIE BEAM) (6'-3" POST SPACING), (LN FT)
- 704-01-02000 GUARD RAIL (DOUBLE THRIE BEAM) (3'-1/2" POST SPACING), (LN FT)
- 704-01-02020 GUARD RAIL (DOUBLE THRIE BEAM) (6'-3" POST SPACING), (LN FT)
- 704-03-00200 BLOCKED OUT GUARD RAIL - 31", (6'-3" POST SPACING), (LN FT)
- 704-03-00300 BLOCKED OUT GUARD RAIL - 31", (3'-1/2" POST SPACING), (LN FT)
- 704-04-00200 BLOCKED OUT GUARD RAIL - 31", (DOUBLE FACED, 6'-3" POST SPACING), (LN FT)
- 704-04-00300 BLOCKED OUT GUARD RAIL - 31", (DOUBLE FACED, 3'-1/2" POST SPACING), (LN FT)
- 704-05-00300 GUARD RAIL ANCHOR SECTIONS - 31", (TRAILING END), (LN FT)
- 704-06-00100 GUARD RAIL BRIDGE ATTACHMENTS, (LN FT)
- 704-06-00200 GUARD RAIL BRIDGE ATTACHMENTS (SINGLE THRIE BEAM), (LN FT)
- 704-07-00200 GUARD RAIL TRANSITION, (DOUBLE THRIE BEAM), (LN FT)
- 704-09-00100 GUARD RAIL ANCHOR BLOCK, (EA.)
- 704-10-00105 GUARD RAIL END TREATMENT (FLARED, 12'-6" LENGTH), (EA.)
- 704-10-00110 GUARD RAIL END TREATMENT (FLARED, 18'-9" LENGTH), (EA.)
- 704-10-00120 GUARD RAIL END TREATMENT, MASH, (TL-3 FLARED), (EA.)
- 704-10-00205 GUARD RAIL END TREATMENT, MASH, (TL-3 TANGENT), (EA.)
- 704-10-00305 GUARD RAIL END TREATMENT, MASH, (TL-3 BI-DIRECTIONAL), (EA.)
- 704-10-00310 GUARD RAIL END TREATMENT, NCHRP 350 - 31" (TL-3 FLARED), (EA.)
- 810-06-00100 CONCRETE PIER PROTECTION SYSTEM (VEHICLE), (LN FT)
- SEE NOTE NO.13
- SEE NOTE NO.14

GUARD RAIL STANDARD PLAN INDEX

	BRIDGE STANDARD INDEX NO.	SERIES	DESCRIPTION
COMMON DETAILS BRIDGE END AND NON-BRIDGE APPLICATIONS	BD.1.1.0.01	1 OF 11	GENERAL NOTES, PAY ITEMS, STANDARD PLAN INDEX
	BD.1.1.0.02	2 OF 11	BRIDGE APPLICATION, TYPICAL LAYOUT
	BD.1.1.0.03	3 OF 11	THRIE BEAM GUARD RAIL TRANSITION TO BRIDGE RAIL
	BD.1.1.0.04	4 OF 11	NON BRIDGE APPLICATION, TYPICAL LAYOUT
	BD.1.1.0.05	5 OF 11	NON BRIDGE APPLICATION, TYPICAL LAYOUT
	BD.1.1.0.06	6 OF 11	TYPICAL DETAILS AND SECTIONS
	BD.1.1.0.07	7 OF 11	TRAILING END DETAILS
	BD.1.1.0.08	8 OF 11	TRAILING END DETAILS
	BD.1.1.0.09	9 OF 11	RAIL STRUCTURAL DETAILS
	BD.1.1.0.10	10 OF 11	GUARD RAIL POST AND BLOCK DETAILS
	BD.1.1.0.11	11 OF 11	MISCELLANEOUS DETAILS, MOW STRIPS AND CONCRETE ANCHORS
* OFF - SYSTEM BRIDGE	BD.1.2.0.01	1 OF 1	OFF-SYSTEM BRIDGE GUARD RAIL DETAILS
* BOX CULVERT DETAILS	BD.1.3.0.01	1 OF 1	BOX CULVERT GUARD RAIL DETAILS

SHEET NUMBER	
PARISH	
CONTROL SECTION	
STATE PROJECT	

DESIGN	P. FOSSIER	CHECK	K. BRAUNER	REVIEW	C. GUIDRY	SERIES	1 OF 11
DETAIL	J. DOUCET	CHECK	K. BRAUNER				

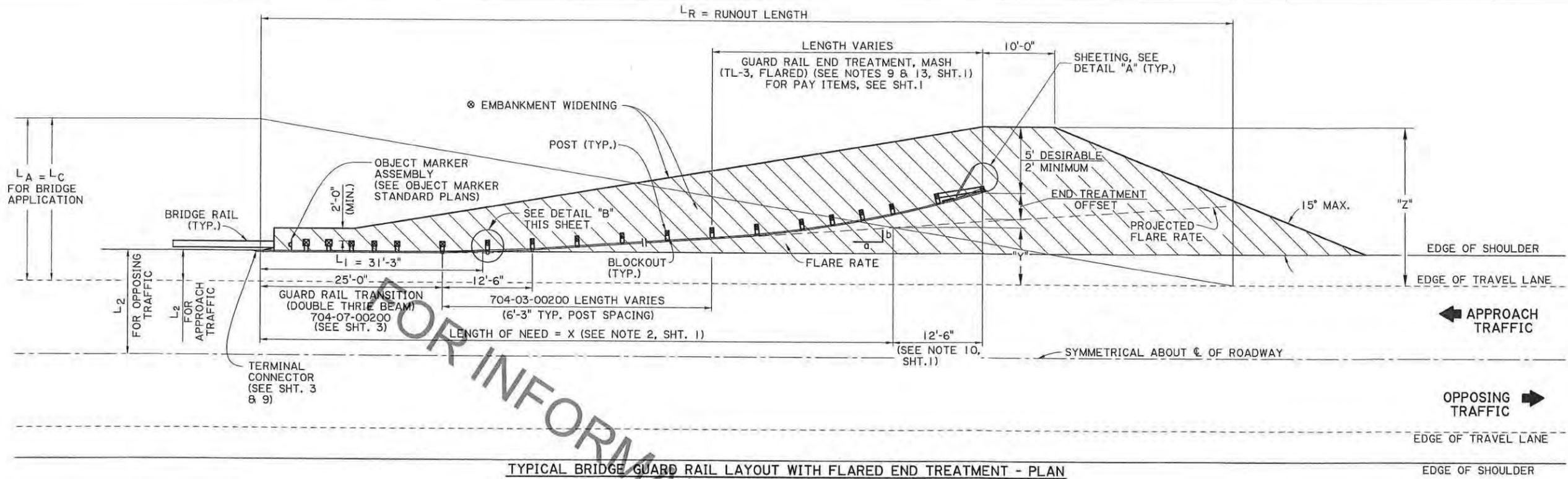


APPROVED BY CHIEF ENGINEER: *[Signature]* DATE: 1/3/19



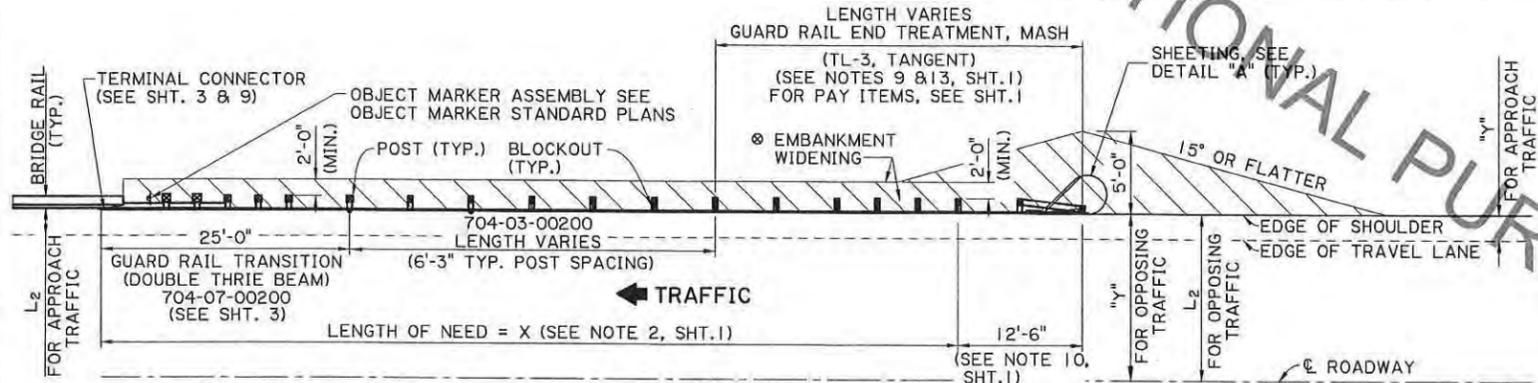
HIGHWAY GUARD RAIL (MASH) GENERAL NOTES, PAY ITEMS AND STANDARD PLAN INDEX
BRIDGE AND STRUCTURAL DESIGN
BD.1.1.0.01
GR-MASH-ON





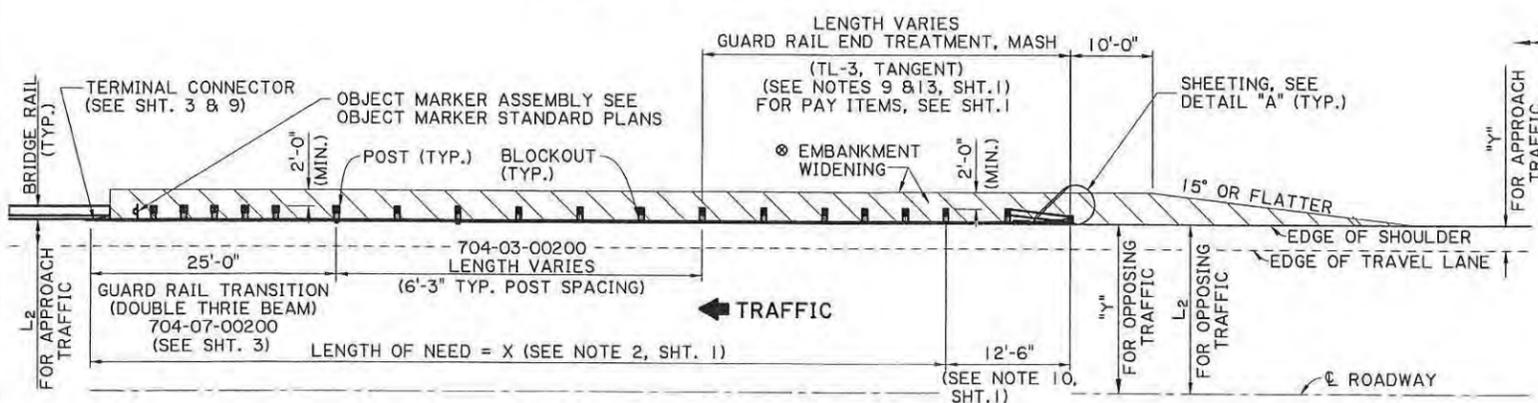
TYPICAL BRIDGE GUARD RAIL LAYOUT WITH FLARED END TREATMENT - PLAN

NOTE: LAYOUT SIMILAR FOR OTHER QUADRANTS OF BRIDGE END
SEE NOTES 5, 8, AND 12, SHT. 1.



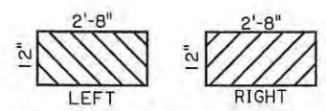
TYPICAL BRIDGE GUARD RAIL LAYOUT WITH TANGENT END TREATMENT - PREFERRED GRADING - PLAN

SEE NOTES 5, 8, AND 12, SHT. 1.

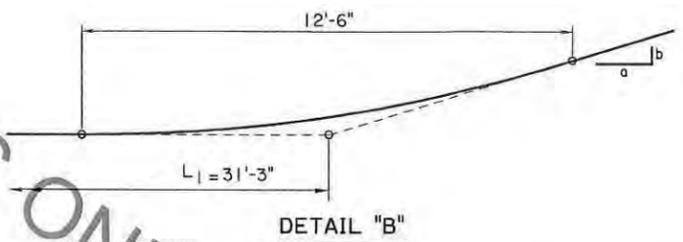


TYPICAL BRIDGE GUARD RAIL LAYOUT WITH TANGENT END TREATMENT - ALTERNATIVE GRADING - PLAN

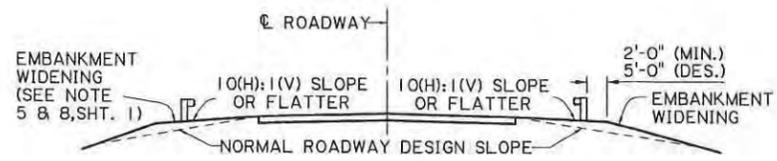
SEE NOTES 5, 8, AND 12, SHT. 1.



DETAIL "A" RETROREFLECTIVE SHEETING (SEE SHT. 1 NOTE 11)



BEAM TRANSITION FOR FLEXIBLE BRIDGE RAILING - PLAN

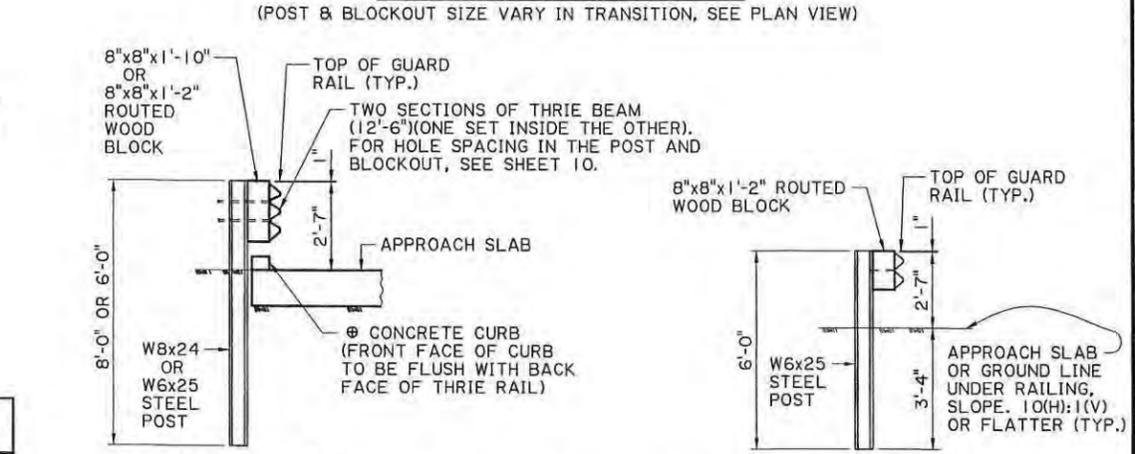
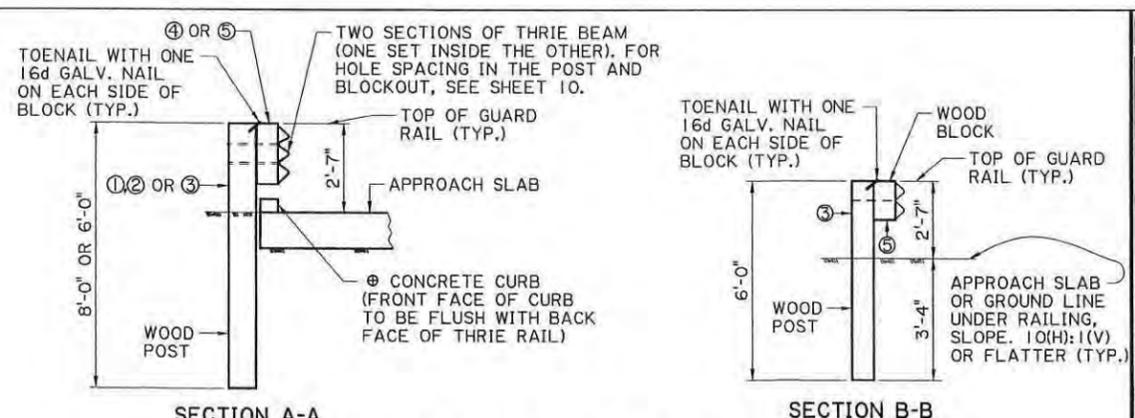
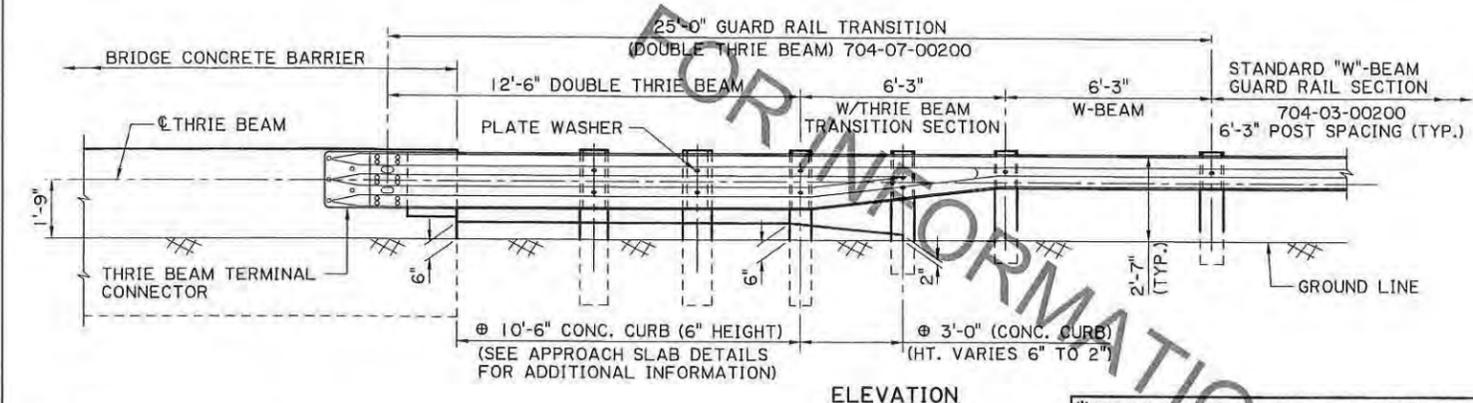
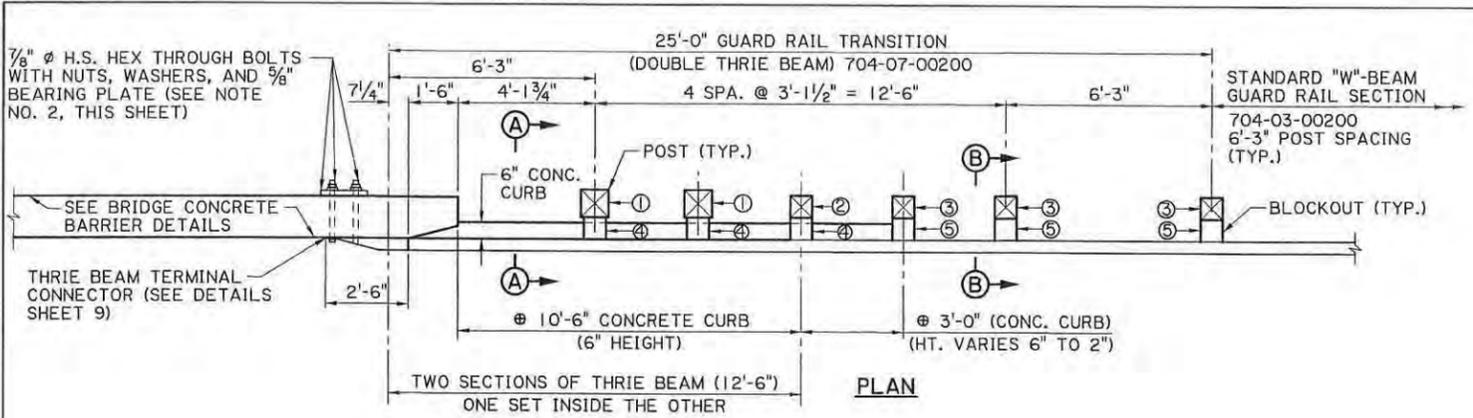


TYPICAL EMBANKMENT WIDENING SECTION

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	P. FOSSIER	CHECK	K. BRAUNER	DETAIL	J. DOUCET	CHECK	K. BRAUNER
REVIEW	C. GUIDRY	SERIES	2 OF 11	APPROVED BY CHIEF ENGINEER: <i>[Signature]</i> DATE: 1/3/19			
HIGHWAY GUARD RAIL (MASH) BRIDGE APPLICATION (TYPICAL LAYOUT)							
STANDARD PLAN							
BRIDGE AND STRUCTURAL DESIGN							

15:16
1/8/2019

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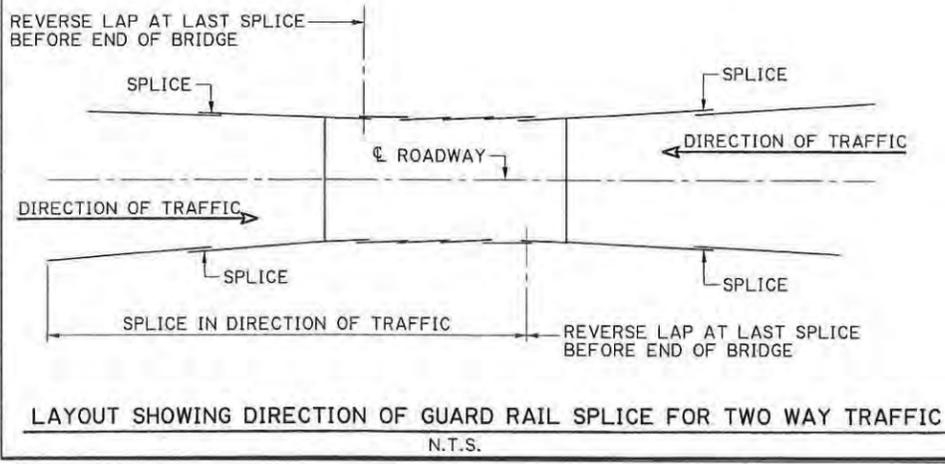
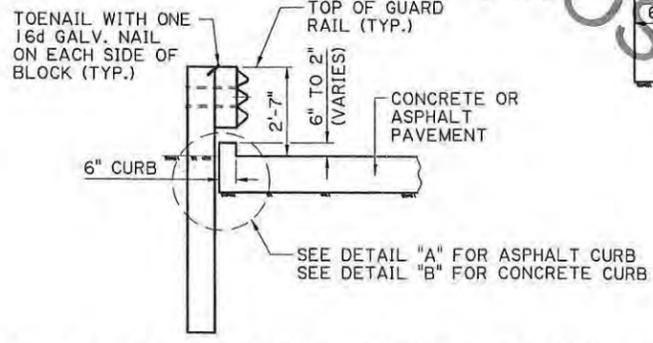
NOTES

- THIS GUARD RAIL TRANSITION IS APPROPRIATE FOR CONNECTION TO THE CONCRETE BARRIER SHAPE AS SHOWN. SEE BRIDGE BARRIER RAILING DETAILS FOR INFORMATION.
- 7/8" Ø H.S. BOLTS FOR CONCRETE BARRIER AND THRIE BEAM TERMINAL CONNECTOR SHALL BE ASTM A449. FOR 5/8" STEEL BEARING PLATE, SEE SHEET 9. GALVANIZING SHALL BE IN ACCORDANCE WITH ASTM A153.
- STEEL POST ALTERNATES: STEEL POSTS ARE ALLOWED AS AN ALTERNATE TO WOOD POSTS. USE W8 x 24 STEEL POST ALTERNATE FOR 10" x 10" WOOD POST. USE W6 x 25 STEEL POST ALTERNATE FOR 8" x 8" WOOD POST. USE SAME LENGTHS AS WOOD POSTS.
- BLOCKOUTS: USE WOOD BLOCKOUTS ONLY. STEEL AND RECYCLED BLOCKOUTS ARE NOT PERMITTED FOR THE GUARD RAIL TRANSITION. ALL WOOD BLOCKOUTS ARE REQUIRED TO BE ROUTED WHEN USED WITH STEEL POSTS. SEE SHEET 10.
- INTERMIXING OF STEEL AND WOOD POSTS IN THE GUARD RAIL TO BRIDGE RAIL TRANSITION SECTION IS NOT ALLOWED.
- FOR GUARD RAIL TRANSITIONS CONSTRUCTED WITH NEW APPROACH SLABS, CONCRETE CURBS SHALL BE USED AND PAID FOR WITH THE APPROACH SLAB PAY ITEM. FOR GUARD RAIL TRANSITIONS CONSTRUCTED WHEN THE APPROACH SLAB OR PAVEMENT IS EXISTING AND A NEW CURB IS NEEDED, THE ASPHALT CURB ALTERNATE DETAIL SHALL BE USED ON ASPHALT PAVEMENTS, AND PAID FOR UNDER 707-04-00100, "ASPHALT CURB" OR AS INDICATED IN THE PLANS. ON EXISTING CONCRETE PAVEMENTS, THE CONCRETE CURB ALTERNATE DETAIL SHALL BE USED AND PAID FOR UNDER 707-01-00100, "CONCRETE CURB" OR AS INDICATED IN THE PLANS.

***WOOD POST & WOOD BLOCKOUT FOR GUARD RAIL TRANSITION**

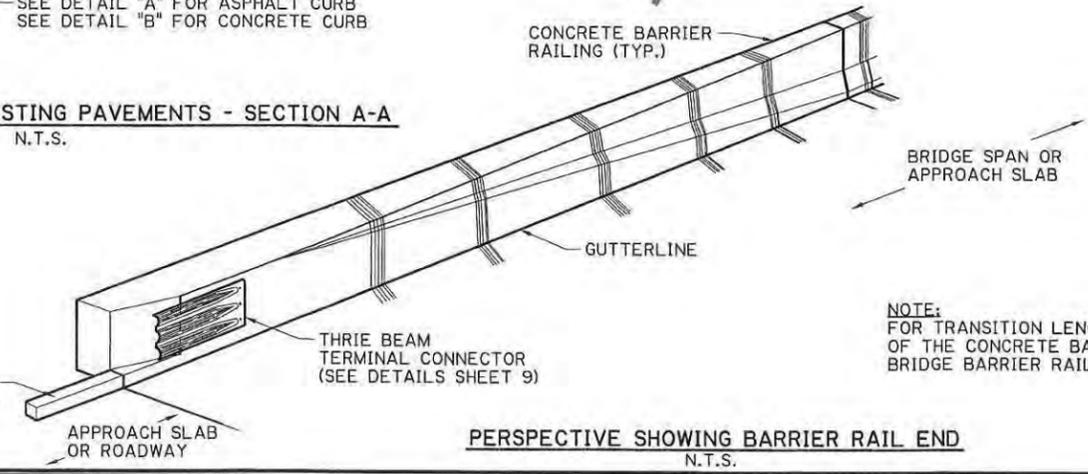
NO.	SIZE (WIDTHxDEPTHxLENGTH)
1	10" x 10" x 8'-0" POST
2	8" x 8" x 8'-0" POST
3	8" x 8" x 6'-0" POST
4	8" x 8" x 1'-10" BLOCKOUT
5	8" x 8" x 1'-2" BLOCKOUT

*SEE NOTE FOR STEEL POST ALTERNATE



***CURB ALTERNATE FOR EXISTING PAVEMENTS - SECTION A-A**
N.T.S.

* 13'-6" LENGTH OF CONCRETE OR ASPHALT CURB (TYP.) HEIGHT VARIES

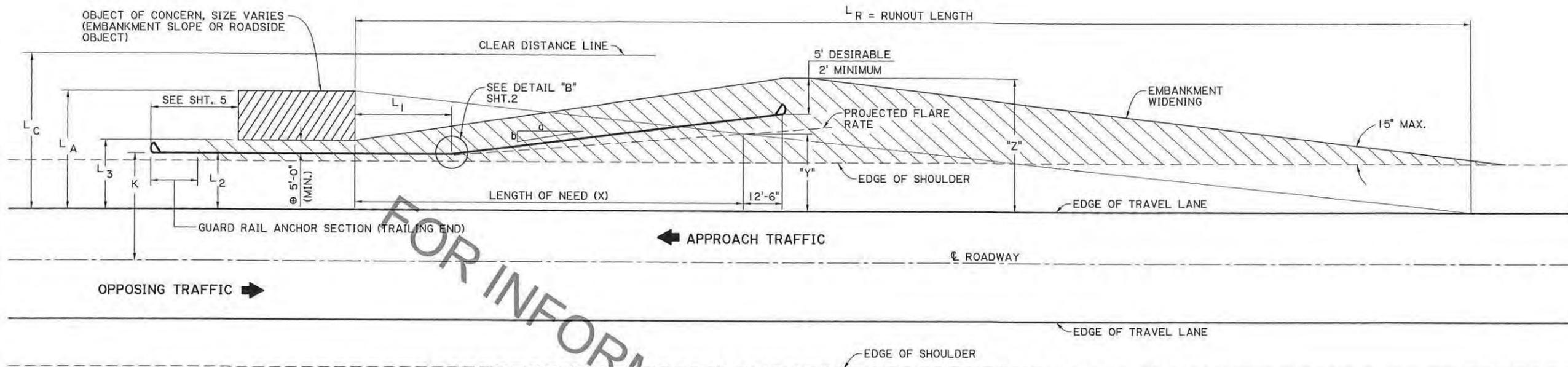


NOTE: FOR TRANSITION LENGTH & DETAILS OF THE CONCRETE BARRIER, SEE BRIDGE BARRIER RAILING DETAILS.

SHEET NUMBER	
DESIGN	PARISH
CHECK	CONTROL SECTION
DETAIL	STATE PROJECT
DESIGNER	REVIEWER
FOSSIER	C. GUIDRY
K. BRAUNER	
J. DOUCET	
K. BRAUNER	
SERIES 3 OF 11	
APPROVED BY CHIEF ENGINEER	
DATE: 1/3/19	
HIGHWAY GUARD RAIL (MASH) THRIE BEAM GUARD RAIL TRANSITION TO BRIDGE RAIL	
BD. I. I. 0.03	
GR-MASH-ON	
STANDARD PLAN	
BRIDGE AND STRUCTURAL DESIGN	

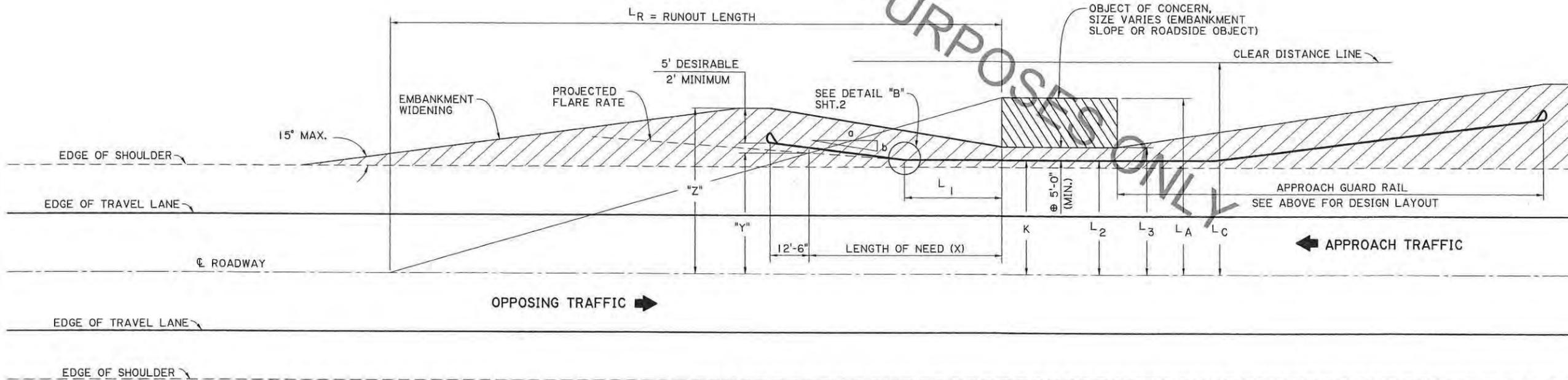
1/9/2019 07:23

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GUARD RAIL LAYOUT FOR SHOULDER APPLICATIONS - APPROACH VARIABLES
(GUARD RAIL OUTSIDE OF OPPOSING TRAFFIC'S CLEAR ZONE ; $K > L_c$)
N.T.S.

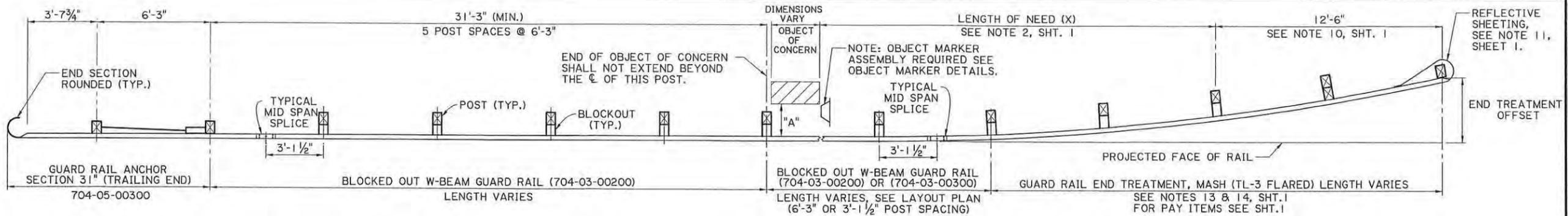
☉ MINIMUM DISTANCE MEASURED FROM BACK FACE OF GUARD RAIL TO FRONT FACE OF OBJECT OF CONCERN.
LAYOUT FOR TANGENT GUARD RAIL SECTIONS AND END TREATMENTS SIMILAR. FOR EMBANKMENT WIDENING DETAILS, SEE SHT. NO. 2.



GUARD RAIL LAYOUT FOR SHOULDER APPLICATIONS - OPPOSING VARIABLES
(GUARD RAIL INSIDE OF OPPOSING TRAFFIC'S CLEAR ZONE ; $K < L_c$)
N.T.S.

SHEET NUMBER	
DESIGN	P. FOSSIER
CHECK	K. BRAUNER
DETAIL	J. DOUCET
CHECK	K. BRAUNER
REVIEW	C. GUIDRY
SERIES # 4 OF 11	
PARISH	
CONTROL SECTION	
STATE PROJECT	
APPROVED BY CHIEF ENGINEER: <i>[Signature]</i> DATE: 1/9/19	
HIGHWAY GUARD RAIL (MASH) NON-BRIDGE APPLICATION (TYPICAL LAYOUT)	
BD.1.1.0.04	GR-MASH-ON
BRIDGE AND STRUCTURAL DESIGN	

1/9/2019 07:30

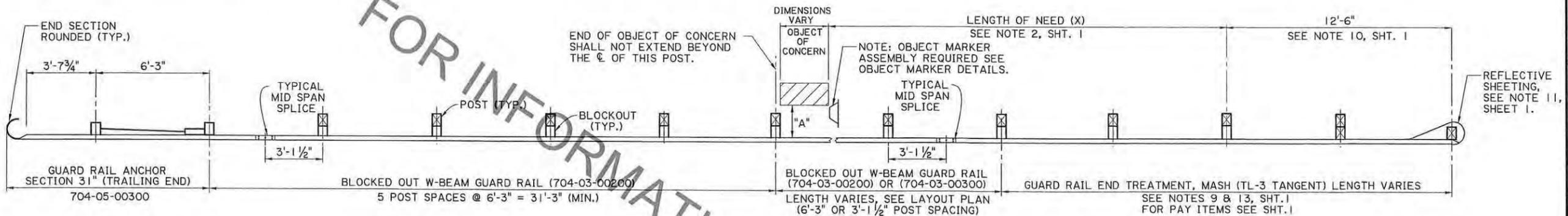


FOR TRAILING END TERMINAL DETAILS AND NOTES, SEE SHTS. 7 & 8.

BACK FACE OF GUARD RAIL TO FRONT FACE OF OBJECT = "A" = 5'-0" MIN.

PLAN - NON-BRIDGE END APPLICATION - FLARED

N.T.S.

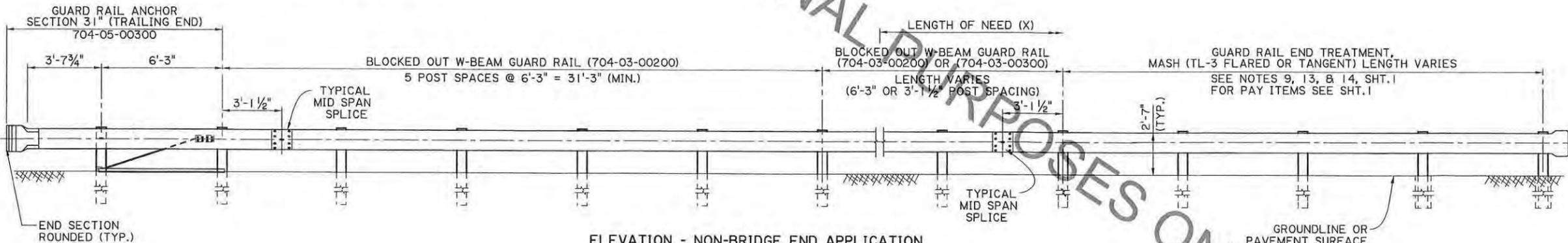


FOR TRAILING END TERMINAL DETAILS AND NOTES, SEE SHTS. 7 & 8.

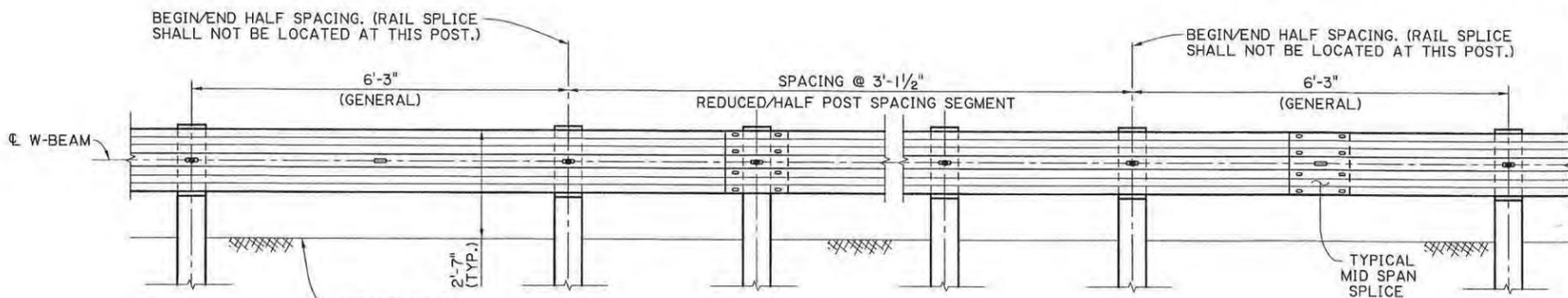
BACK FACE OF GUARD RAIL TO FRONT FACE OF OBJECT = "A" = 5'-0" MIN.

PLAN - NON-BRIDGE END APPLICATION - TANGENT

N.T.S.



ELEVATION - NON-BRIDGE END APPLICATION
FOR POST, BLOCKOUTS AND GUARD RAIL DETAILS, SEE SHTS. 6, 9, 10, & 11
N.T.S.



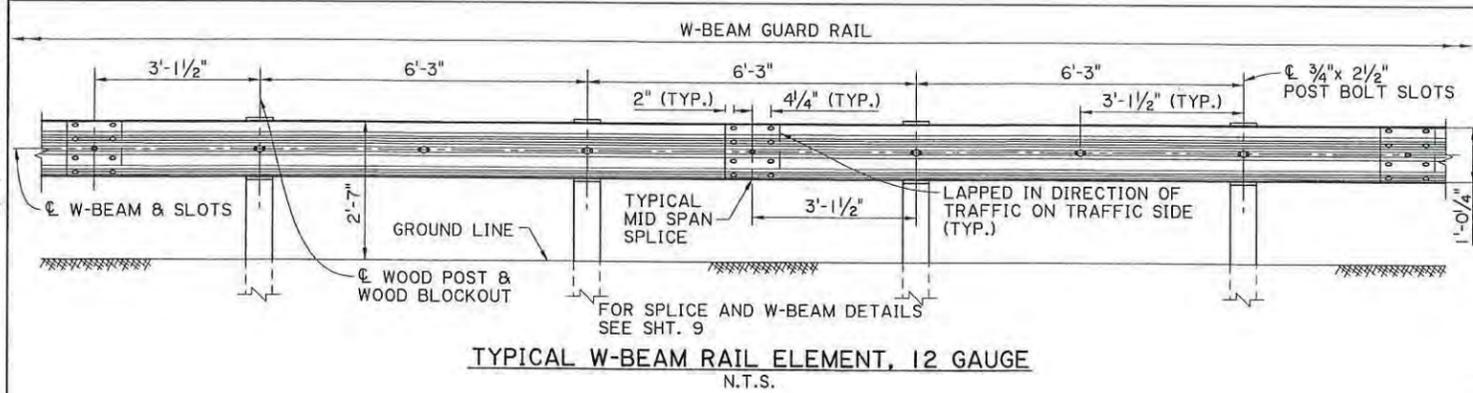
ELEVATION - HALF SPACING TRANSITION
(POST SPACING 6'-3" TO 3'-1 1/2")
N.T.S.

PANEL SPLICES, FOR HALF POST SPACING TRANSITIONS

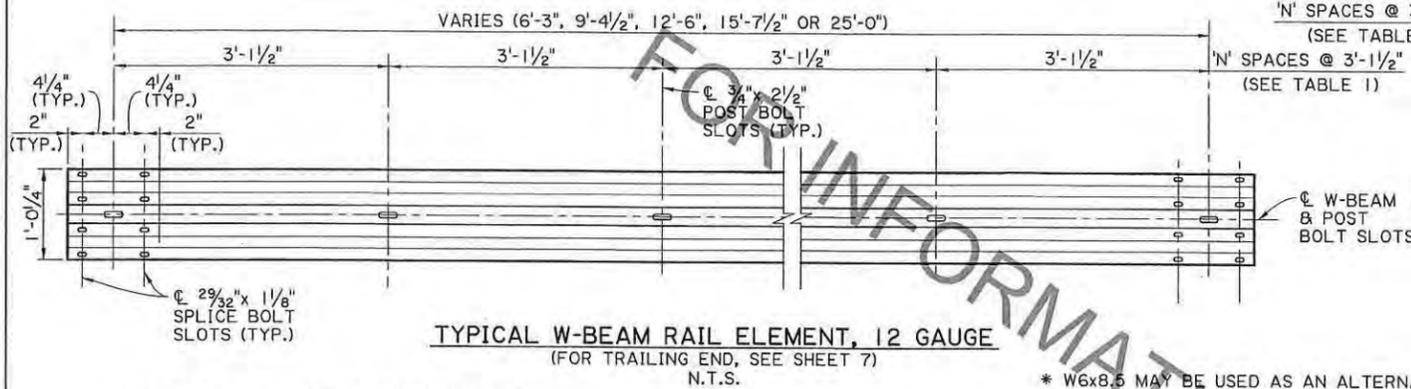
MIDSPAN PANEL SPLICES ARE NOT REQUIRED IN TRANSITION AND REDUCED POST SPACING SEGMENTS, HOWEVER THEY ARE REQUIRED FOR GENERAL SEGMENTS. TO PLACE MIDSPAN SPLICES IN GENERAL SEGMENTS NEAR A TRANSITION, USE ONE NON-GENERAL PANEL LENGTH (9'-4 1/2" OR 15'-7 1/2") OR ADD AN ADDITIONAL TRANSITION SPACED POST WHERE REQUIRED.

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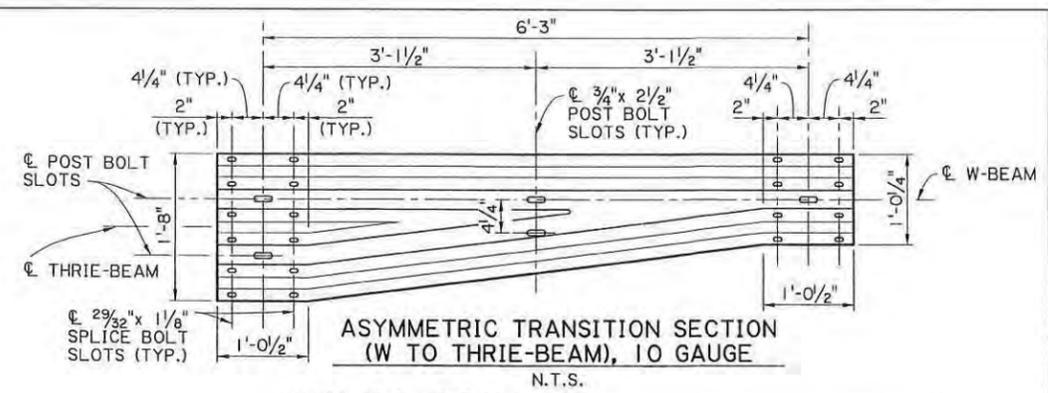
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	P. FOSSIER	CHECK	K. BRAINER	CHECK	J. DOUCET	REVIEW	C. GUIDRY
SERIES # 5 OF 11							
APPROVED BY CHIEF ENGINEER:		<i>Miguel P. Kiehl</i>		DATE:		1/3/19	
STANDARD PLAN		HIGHWAY GUARD RAIL (MASH) NON-BRIDGE APPLICATION (TYPICAL LAYOUT)		BD.1.1.0.05		GR-MASH-ON	
BRIDGE AND STRUCTURAL DESIGN							



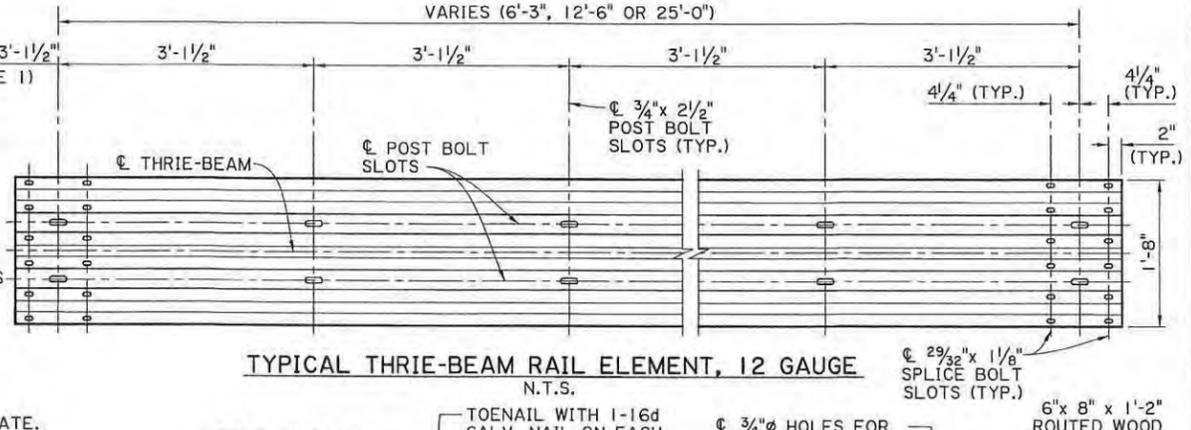
TYPICAL W-BEAM RAIL ELEMENT, 12 GAUGE
N.T.S.



TYPICAL W-BEAM RAIL ELEMENT, 12 GAUGE
(FOR TRAILING END, SEE SHEET 7)
N.T.S.



ASYMMETRIC TRANSITION SECTION
(W TO THRIE-BEAM), 10 GAUGE
N.T.S.

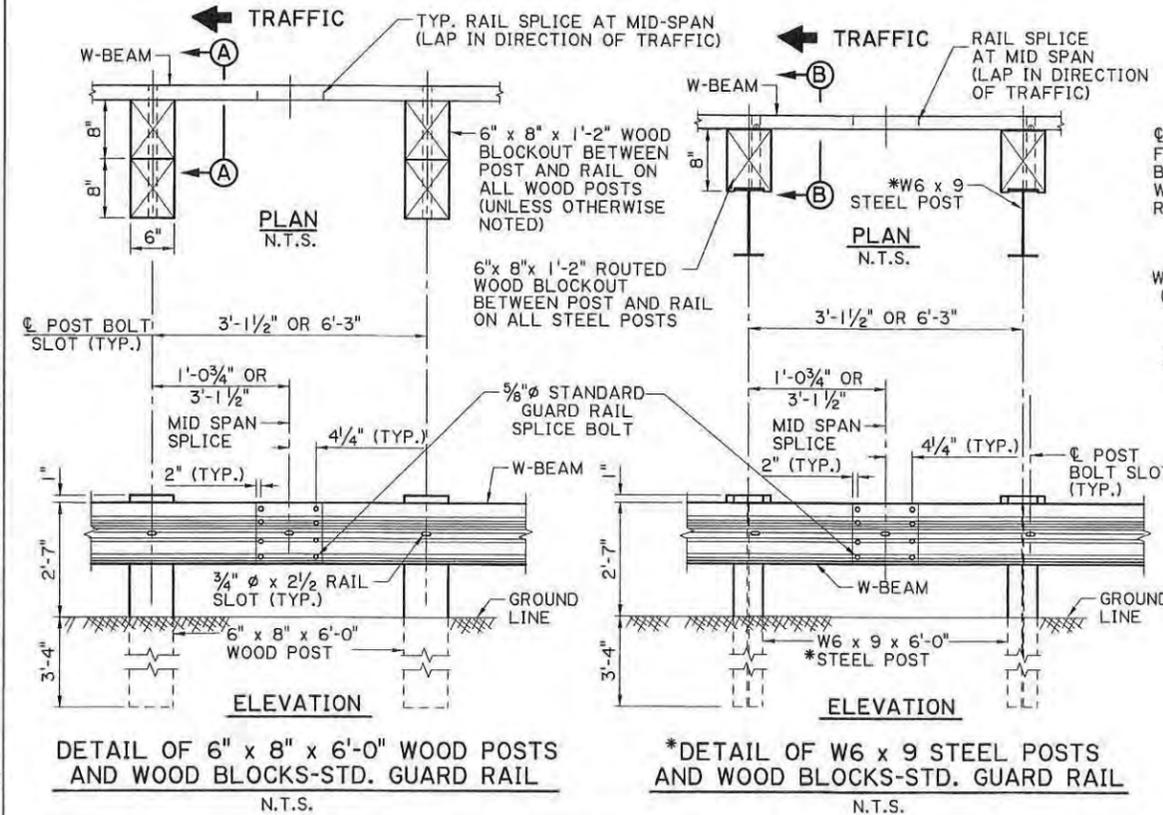


TYPICAL THRIE-BEAM RAIL ELEMENT, 12 GAUGE
N.T.S.

TABLE 1: ELEMENT SUMMARY TABLE:

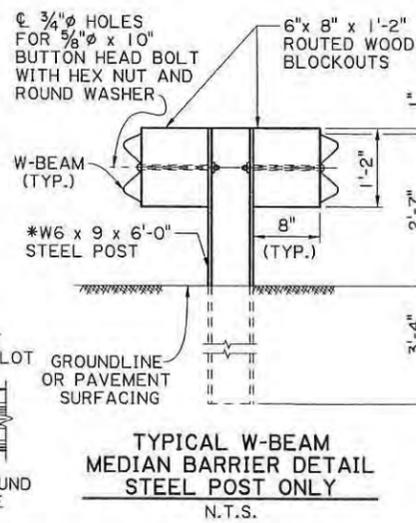
PANEL TYPE	NUMBER OF SPACES 'N'	GAUGE	PANEL TYPE	NUMBER OF SPACES 'N'	GAUGE
6'-3" W-BEAM	2	12	6'-3" THRIE-BEAM	2	12
9'-4 1/2" W-BEAM	3	12	12'-6" THRIE-BEAM	4	12
12'-6" W-BEAM	4	12	25'-0" THRIE-BEAM	8	12
15'-7 1/2" W-BEAM	5	12	THRIE-BEAM TRANSITION	2	10
25'-0" W-BEAM	8	12			

* W6x8.5 MAY BE USED AS AN ALTERNATE.

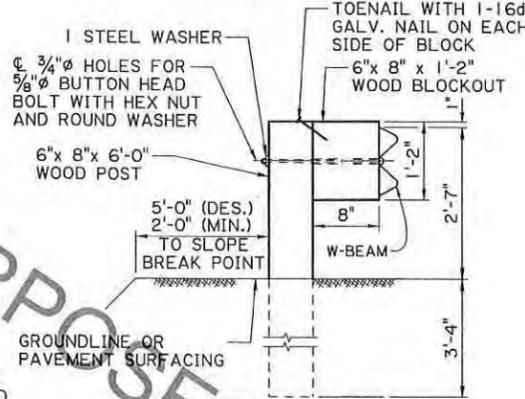


DETAIL OF 6" x 8" x 6'-0" WOOD POSTS AND WOOD BLOCKS-STD. GUARD RAIL
N.T.S.

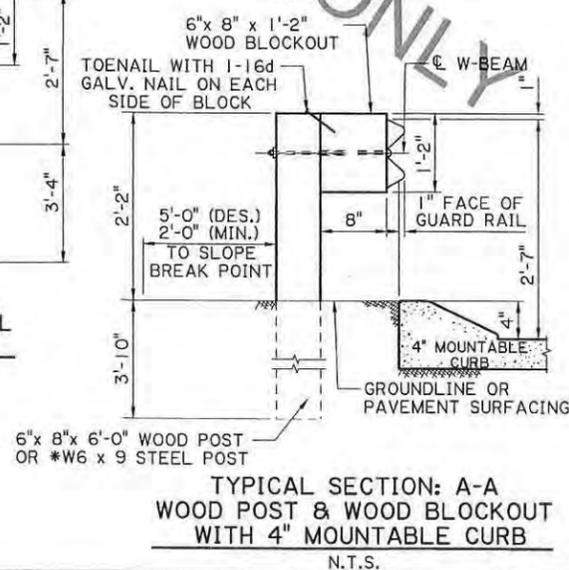
*DETAIL OF W6 x 9 STEEL POSTS AND WOOD BLOCKS-STD. GUARD RAIL
N.T.S.



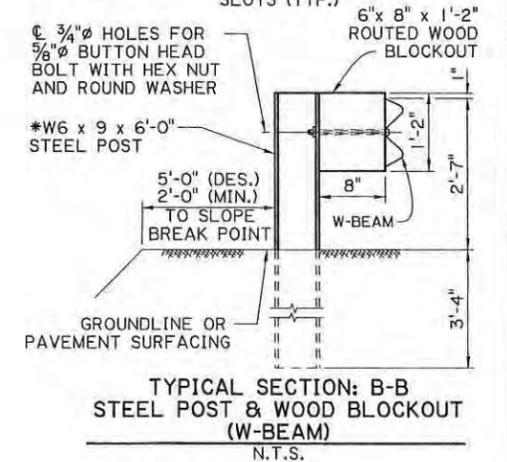
TYPICAL W-BEAM MEDIAN BARRIER DETAIL
STEEL POST ONLY
N.T.S.



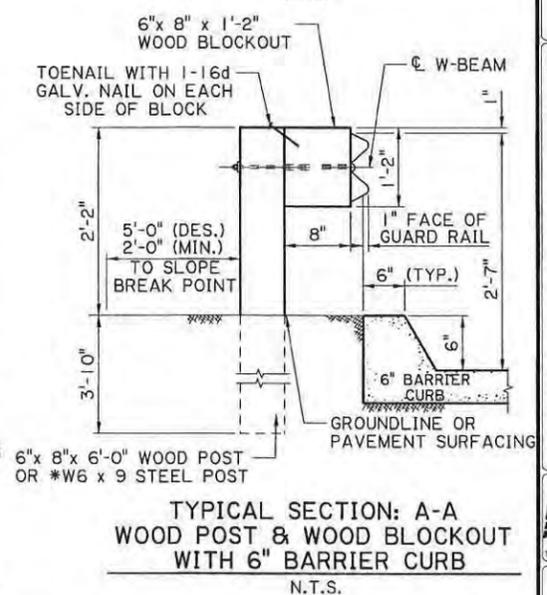
TYPICAL SECTION: A-A
WOOD POST & WOOD BLOCKOUT
(W-BEAM)
N.T.S.



TYPICAL SECTION: A-A
WOOD POST & WOOD BLOCKOUT
WITH 4" MOUNTABLE CURB
N.T.S.



TYPICAL SECTION: B-B
STEEL POST & WOOD BLOCKOUT
(W-BEAM)
N.T.S.



TYPICAL SECTION: A-A
WOOD POST & WOOD BLOCKOUT
WITH 6" BARRIER CURB
N.T.S.

SHEET NUMBER

PARISH PROJECT

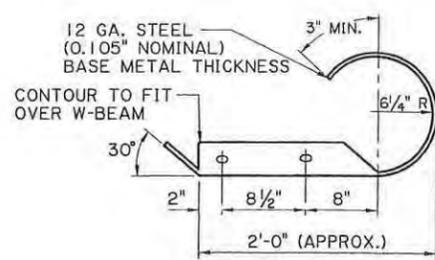
DESIGN: P. FOSSIER, K. BRAUNER
CHECK: K. BRAUNER, J. DOUCET
DETAIL: J. DOUCET, K. BRAUNER
REVIEW: C. GUIDRY

STATE OF LOUISIANA
KURT M. BRAUNER
License No. 30557
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

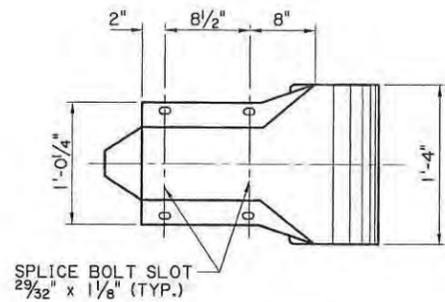
APPROVED BY CHIEF ENGINEER: *Kurt M. Brauner*
DATE: 1/9/19

STANDARD PLAN: GR-MASH-ON
BD. I.1.0.06

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
BRIDGE AND STRUCTURAL DESIGN

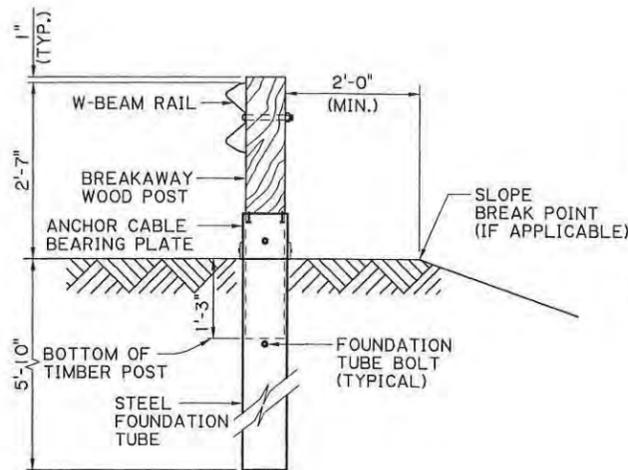


PLAN VIEW

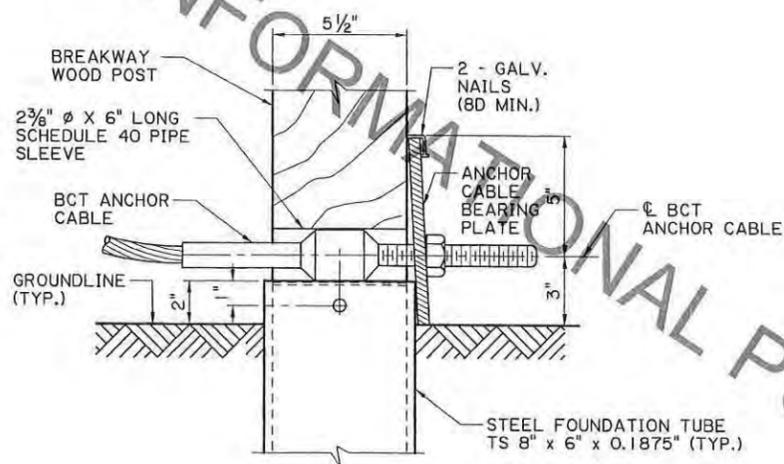


FRONT VIEW

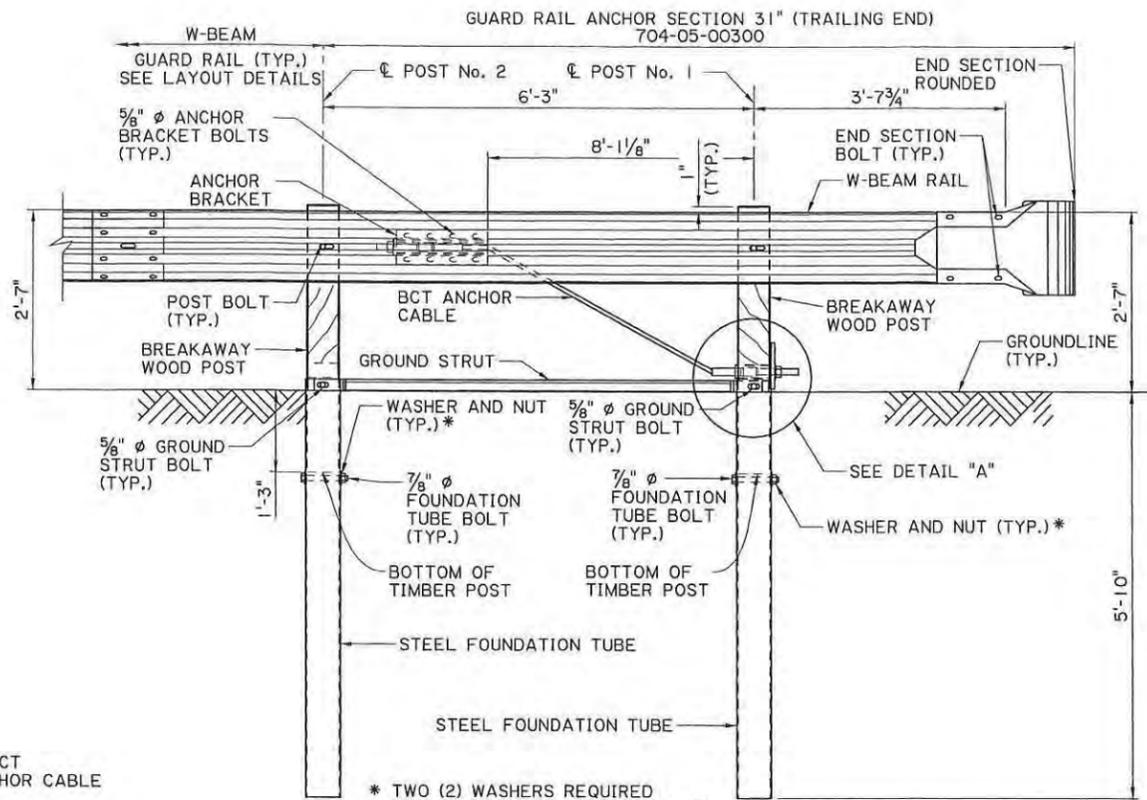
W BEAM END SECTION ROUNDED N.T.S.



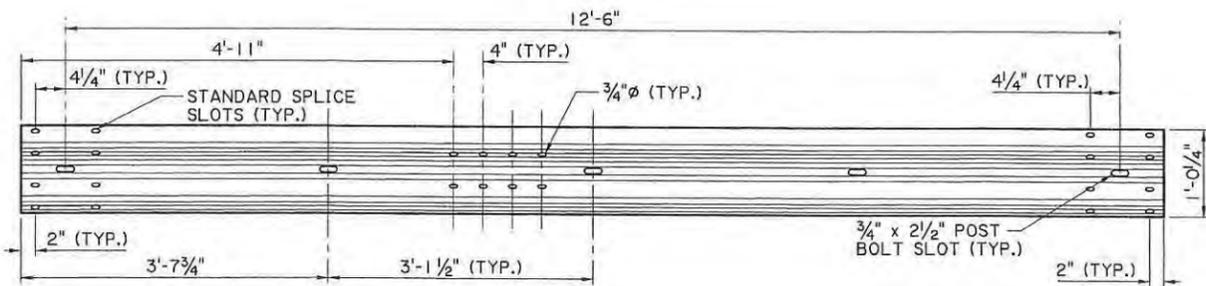
SECTION A-A - POST No. 1 N.T.S.



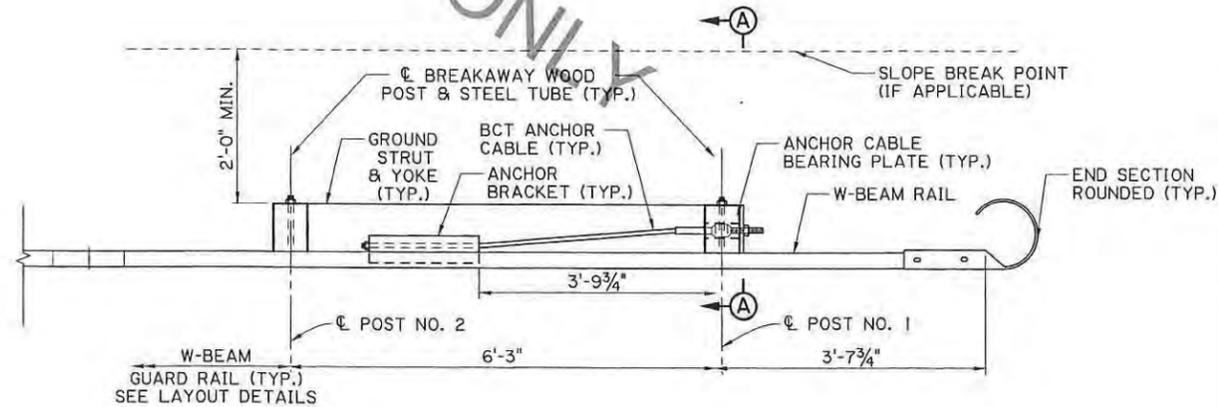
DETAIL "A" - POST No. 1 POST #1 GROUND STRUT NOT SHOWN FOR CLARITY. POST #2 SIMILAR W/O BCT ANCHOR CABLE AND BEARING PLATE. N.T.S.



TRAILING END RAIL DETAIL - ELEVATION NOTE: FOR OTHER TRAILING END TERMINAL DETAILS, SEE SHT. 8 OF 11. N.T.S.



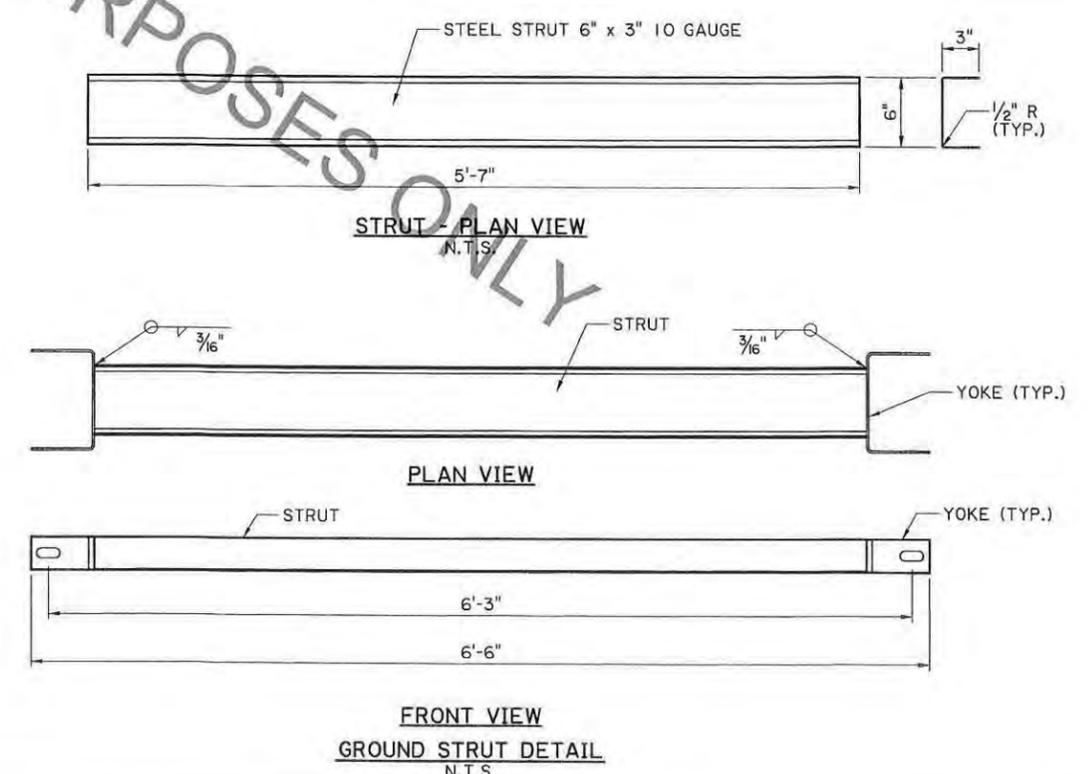
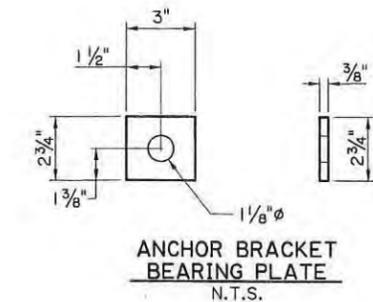
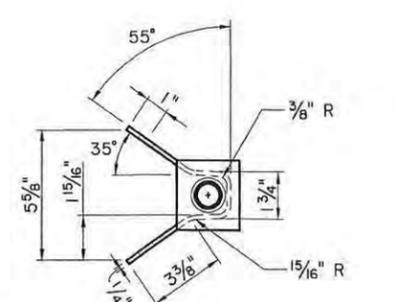
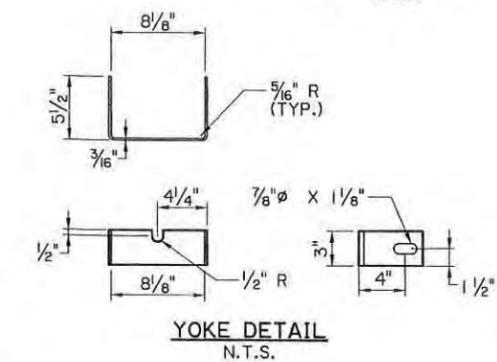
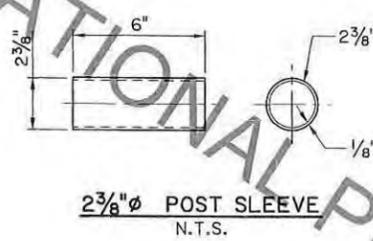
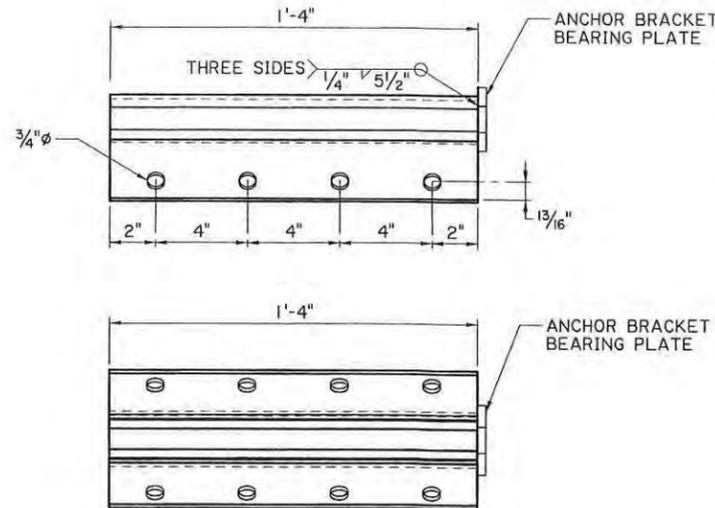
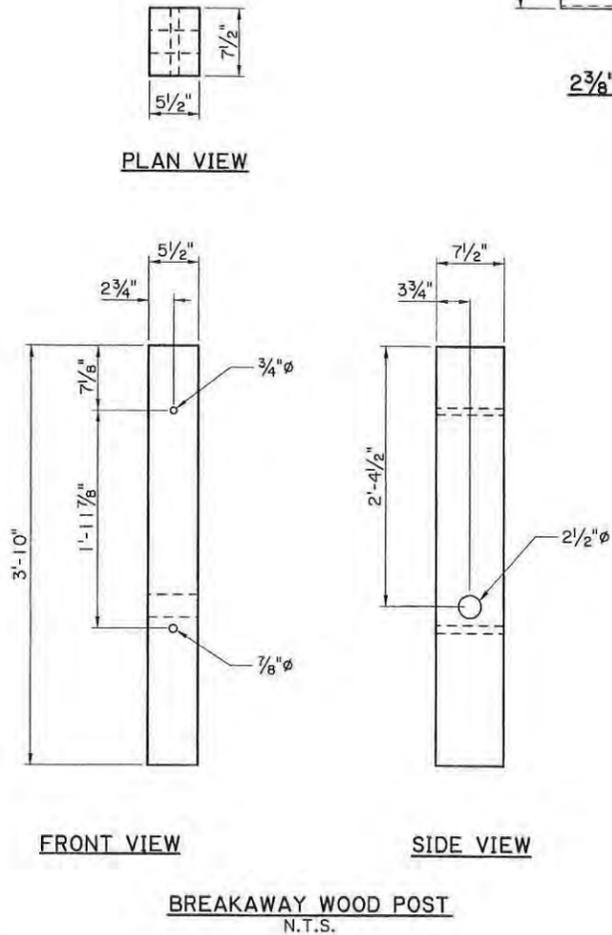
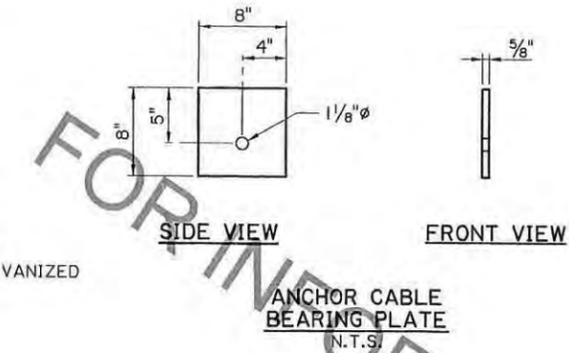
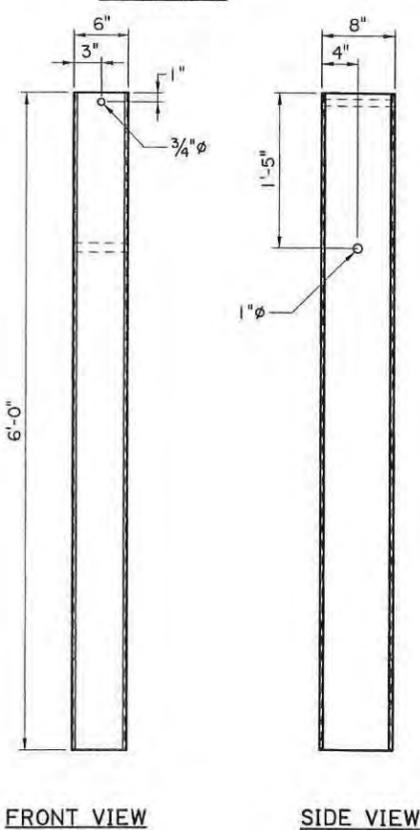
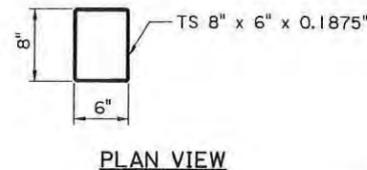
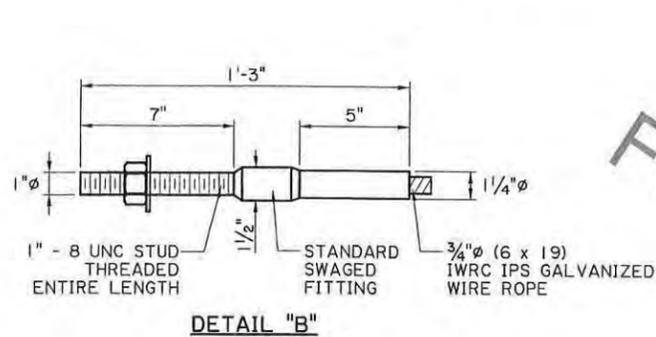
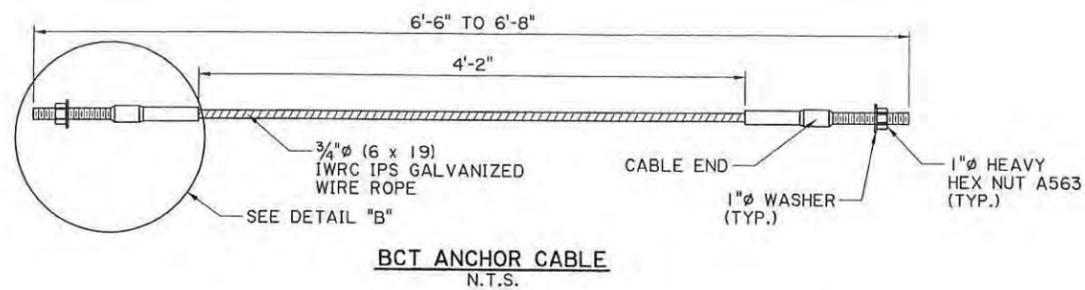
TYPICAL 12'-6" W-BEAM SECTION, 12 GAUGE, TRAILING END SECTION N.T.S.



TRAILING END RAIL DETAIL - PLAN N.T.S.

FOR INFORMATIONAL PURPOSES ONLY

SHEET NUMBER		PARISH		STATE PROJECT	
DESIGN		CONTROL SECTION		REVIEW	
P. FOSSIER	K. BRAUNER	J. DOUCET	K. BRAUNER	C. GUIDRY	7 OF 11
APPROVED BY CHIEF ENGINEER: <i>[Signature]</i> DATE: 1/3/19					
HIGHWAY GUARD RAIL (MASH) TRAILING END DETAILS					
STANDARD PLAN					
BRIDGE AND STRUCTURAL DESIGN					



NOTES:

FOUNDATION TUBE BOLTS ARE 7/8" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 7/8" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE 5/8" DIAMETER ASTM A307 HEX HEAD BOLTS AND REQUIRE ASTM A563 A NUTS AND TWO ASTM F844 5/8" DIAMETER FLAT WASHERS EACH. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

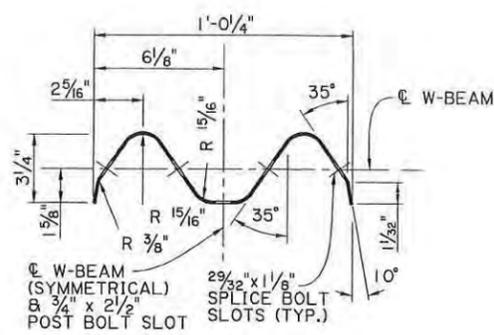
SHEET NUMBER		PARISH		STATE PROJECT	
DESIGN	P. FOSSIER	CHECK	K. BRAUNER	CONTROL SECTION	
DETAIL	J. DOUCET	CHECK	K. BRAUNER	REVIEW	C. GUIDRY
SERIES	B OF 11				

APPROVED BY CHIEF ENGINEER: *Kurt M. Brauner* DATE: 1/3/19

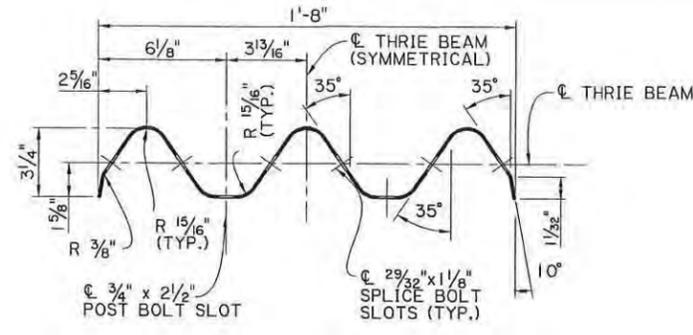
STATE OF LOUISIANA PROFESSIONAL ENGINEER
KURT M. BRAUNER License No. 30567
IN CIVIL ENGINEERING
7447123 12/18/18

STANDARD PLAN
HIGHWAY GUARD RAIL (MASH) TRAILING END DETAILS
BD.1.1.0.08
GR-MASH-ON

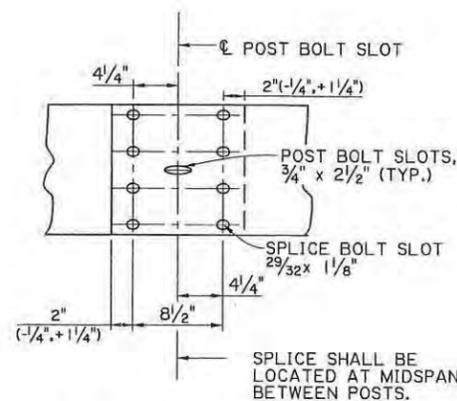
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
BRIDGE AND STRUCTURAL DESIGN



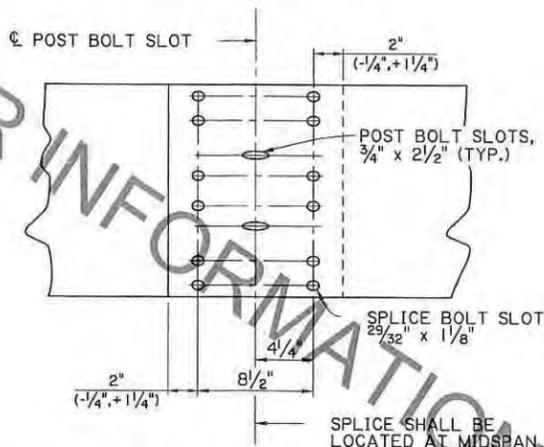
TYPICAL W BEAM
N.T.S.



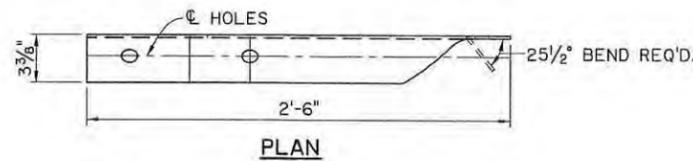
TYPICAL THRIE BEAM
N.T.S.



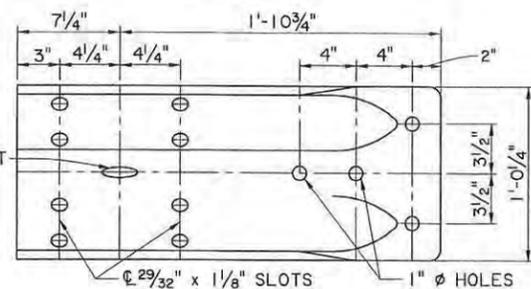
TYPICAL W-BEAM SPLICE DETAIL - ELEVATION
5/8" ϕ x 1 1/4" BUTTON HEAD OVAL SHOULDER BOLTS WITH 5/8" ϕ RECESSED HEX NUTS-TOTAL 8 PER SPLICE. LAP IN DIRECTION OF TRAFFIC.
N.T.S.



TYPICAL THRIE BEAM SPLICE DETAIL - ELEVATION
5/8" ϕ x 1 1/4" BUTTON HEAD OVAL SHOULDER BOLTS WITH 5/8" ϕ RECESSED HEX NUTS-TOTAL 12 PER SPLICE. LAP IN DIRECTION OF TRAFFIC.
N.T.S.

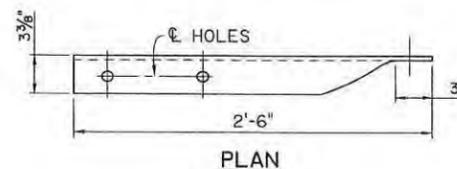


PLAN

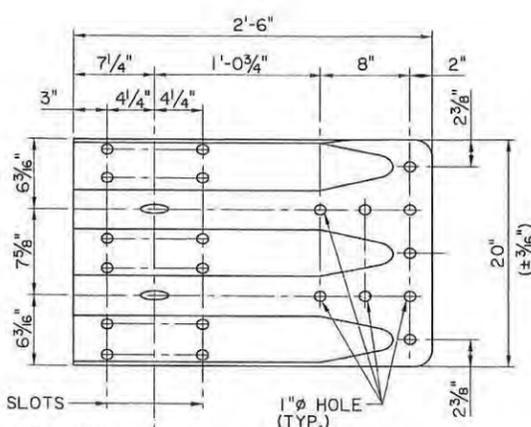


ELEVATION

TYPICAL W BEAM TERMINAL CONNECTOR, 10 GAUGE
N.T.S.

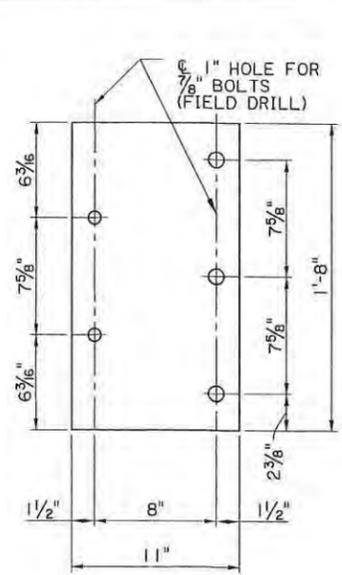


PLAN

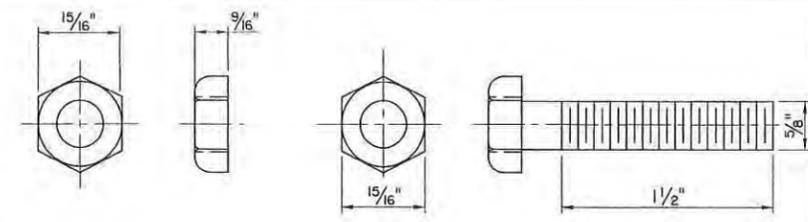


ELEVATION

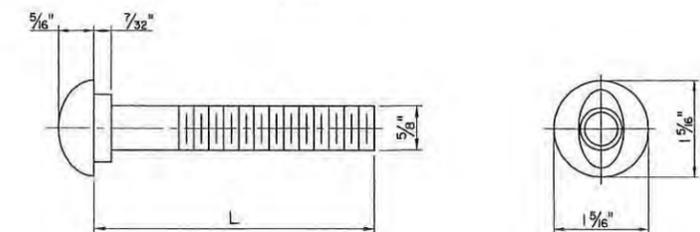
TYPICAL THRIE BEAM TERMINAL CONNECTOR, 10 GAUGE
N.T.S.



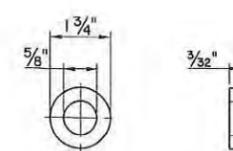
5/8" ϕ BEARING PLATE
(FOR ANCHORING THRIE BEAM TO CONCRETE BARRIER RAIL)
N.T.S.



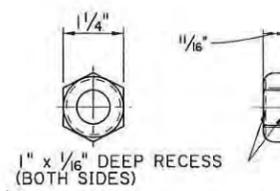
5/8" ϕ HEX BOLT & HEX NUT
(FOR FASTENING THE ANCHOR BRACKET TO RAIL IN TRAILING END)
N.T.S.



5/8" ϕ BUTTON HEAD BOLT
N.T.S.



5/8" ϕ POST BOLT WASHERS
N.T.S.



5/8" ϕ RECESS NUT
N.T.S.

5/8" ϕ BUTTON HEAD NUT	
L	THREAD LENGTH
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
1'-6"	4"
1'-8"	4"

NOTES:

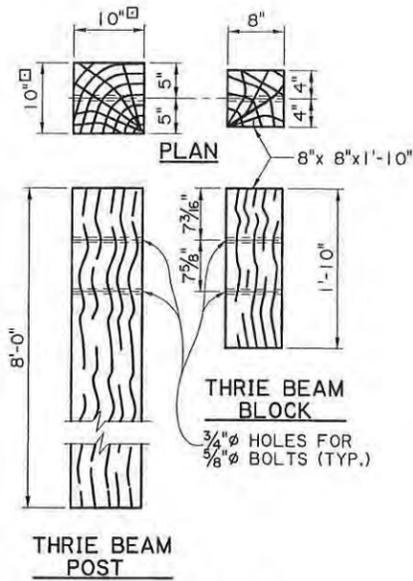
- 5/8" ϕ BUTTON HEAD BOLTS:
 - (1 1/4" LENGTH): THIS BOLT IS USED TO SPLICE RAIL ELEMENTS USED IN THE STANDARD CORRUGATED SHEET STEEL BEAM GUARD RAIL.
 - (2" LENGTH): THIS BOLT IS FOR FASTENING RAILS TO STEEL POSTS WHEN USED IN THE STANDARD CORRUGATED SHEET STEEL BEAM GUARD RAIL.
 - (10" LENGTH): THIS BOLT IS USED FOR FASTENING RAILS TO WOOD BLOCK AND STEEL POST IN THE STANDARD CORRUGATED SHEET STEEL BEAM GUARD RAIL.
 - (1'-6" LENGTH): THIS BOLT IS FOR FASTENING WOOD BLOCKS & WOOD POSTS IN THE STANDARD CORRUGATED SHEET STEEL BEAM GUARD RAIL.
 - (1'-8" LENGTH): THIS BOLT IS FOR FASTENING NESTED THRIE BEAM TO WOOD BLOCKS AND POST AT THE FIRST TWO POST LOCATIONS IN THE GUARD RAIL TRANSITION AT THE ENDS OF RIGID (CONCRETE) STRUCTURES, UNLESS OTHERWISE SHOWN IN THE PLANS.
- 5/8" ϕ BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 307 GRADE "A" AND NUTS SHALL BE IN ACCORDANCE WITH ASTM A 563 GRADE "A" OR BETTER. BOLTS AND NUTS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

STEEL POST & PLATES:

ALL STEEL POSTS AND PLATES SHALL CONFORM TO ASTM A 36 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM 123, NO PUNCHING, DRILLING OR CUTTING WILL BE PERFORMED AFTER GALVANIZING.

FOR INFORMATIONAL PURPOSES ONLY

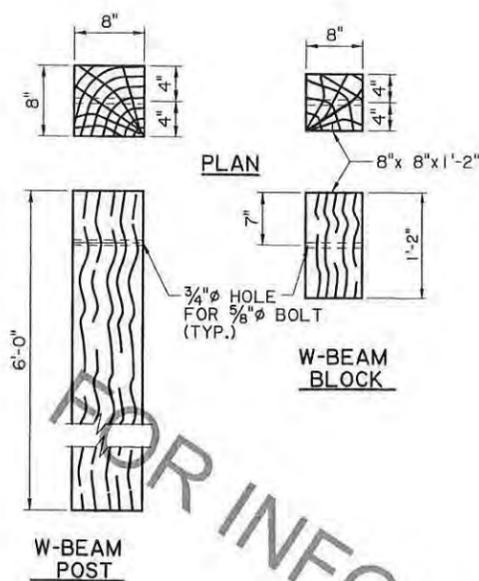
SHEET NUMBER		PARISH	CONTROL SECTION	STATE PRODUCT	
DESIGN	P. FOSSIER	CHECK	K. BRAUNER	REVIEW	C. GUIDRY
DETAIL	J. DOUCET	CHECK	K. BRAUNER	REVIEW	C. GUIDRY
SERIES	9 OF 11				
APPROVED BY CHIEF ENGINEER: <i>Christopher P. Kelly</i> DATE: 1/3/19					
HIGHWAY GUARD RAIL (MASH) RAIL STRUCTURAL DETAILS					
STANDARD PLAN					
BRIDGE AND STRUCTURAL DESIGN					



THRIE BEAM POST

THRIE BEAM BLOCK

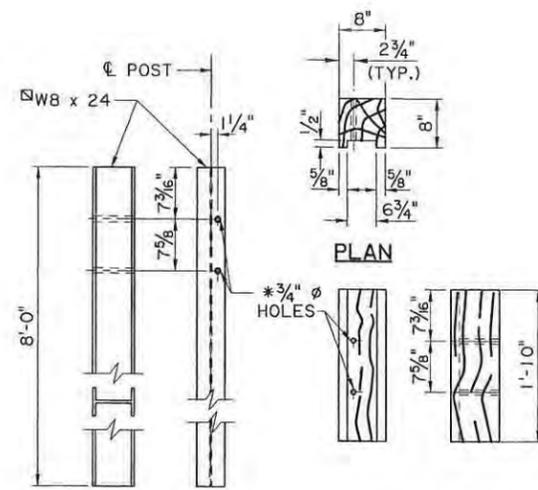
☐ THRIE BEAM POST IS 8" x 8" x 8'-0" FOR TRANSITION POST No. 3.



W-BEAM POST

W-BEAM BLOCK

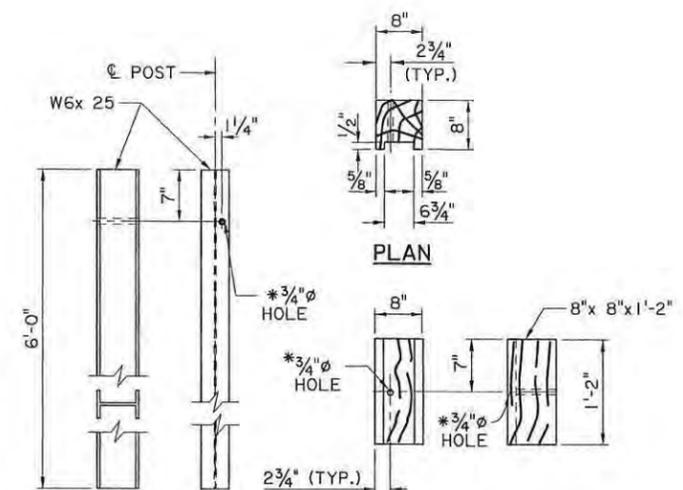
WOOD POST AND WOOD BLOCK FOR THRIE BEAM TRANSITION TO BRIDGE RAIL
(POST SIZE, BLOCK SIZE AND HOLE LOCATIONS VARY WITH LOCATION IN TRANSITION, SEE SHT.3)
N.T.S.



THRIE BEAM STEEL POST

THRIE BEAM WOOD BLOCK

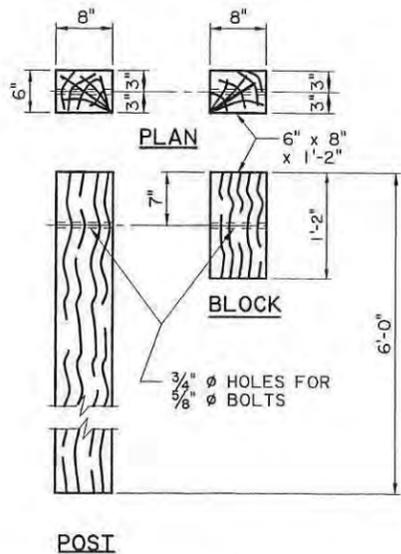
☐ THRIE BEAM POST IS W6 x 25 (8'-0") FOR TRANSITION POST No. 3.



W-BEAM STEEL POST

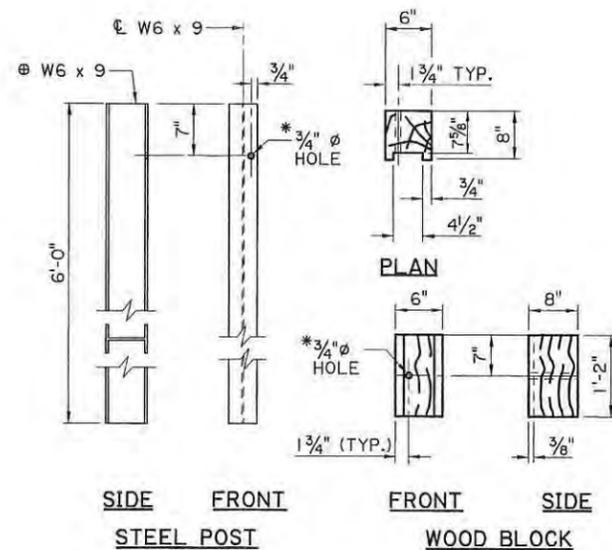
W-BEAM WOOD BLOCK

STEEL POST AND ROUTED WOOD BLOCK FOR THRIE BEAM TRANSITION TO BRIDGE RAIL
(POST SIZE, BLOCK SIZE AND HOLE LOCATIONS VARY WITH LOCATION IN TRANSITION, SEE SHT.3)
N.T.S.



POST

WOOD POST AND WOOD BLOCK FOR STANDARD W-BEAM GUARD RAIL
N.T.S.



STEEL POST

WOOD BLOCK

STEEL POST AND ROUTED WOOD BLOCK FOR STANDARD W-BEAM GUARD RAIL
N.T.S.

NOTES:

1. A RECYCLED BLOCK ALTERNATE IS ALLOWED AS A SUBSTITUTE FOR THE WOOD BLOCK ON A 1 FOR 1 BASIS IN A STANDARD BLOCKED-OUT SECTION AT NO ADDITIONAL PAYMENT. RECYCLED BLOCKS SHALL NOT BE USED IN TRANSITIONS, END TREATMENTS, OR IN TRAILING END SECTIONS. THE RECYCLED BLOCK SHALL HAVE FHWA HARDWARE ELIGIBILITY AND SHALL MEET AASHTO MASH REQUIREMENTS.
2. A W6 x 8.5 STEEL POST MAY BE USED AS AN ALTERNATE FOR A W6 x 9 POST.
3. POST AND BLOCK HOLES SHALL BE DRILLED ADJACENT TO THE DIRECTION OF THE ON-COMING TRAFFIC.
4. ALL WOOD BLOCKS SHALL BE TOE-NAILED TO WOOD POSTS AND BLOCKS (INCLUDING BLOCK COMBINATIONS) WITH A 16d GALVANIZED NAIL TO PREVENT BLOCK ROTATION. (ONE ON EACH SIDE)

FOR INFORMATIONAL PURPOSES ONLY

SHEET NUMBER		PARISH		STATE PROJECT	
DESIGN	P. FOSSIER	CHECK	K. BRAUNER	DETAIL	J. DOUCET
CHECK	P. K. BRAUNER	CHECK	K. BRAUNER	REVIEW	C. GUIDRY
SERIES #	10 OF 11				

KURT M. BRAUNER
License No. 30567
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

Kurt M. Brauner
12/19/19

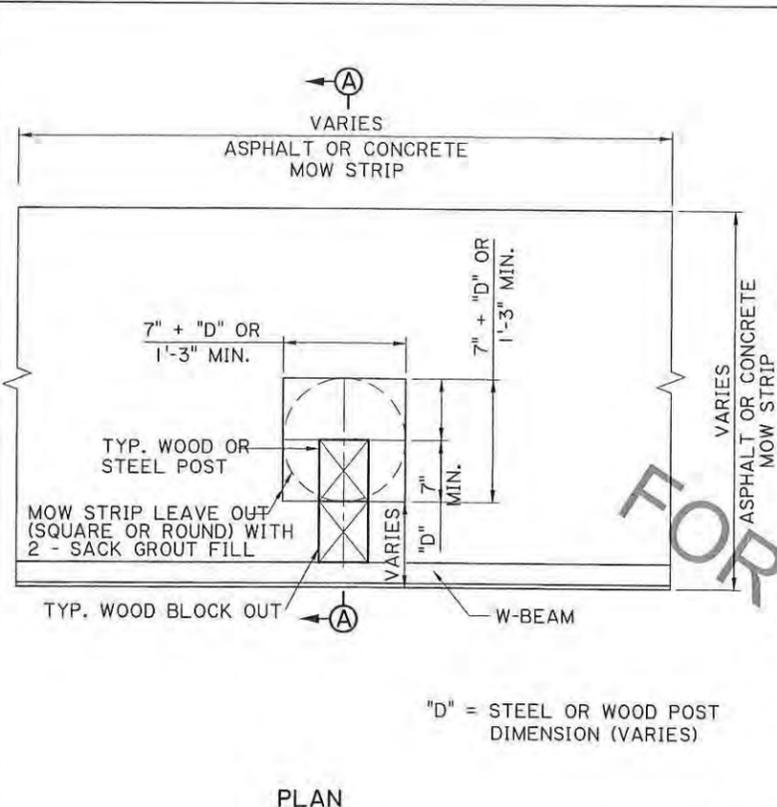
APPROVED BY CHIEF ENGINEER: *Christopher P. Hoff*

DATE: 1/3/19

BD.1.1.0.10
GR-MASH-ON

HIGHWAY GUARD RAIL (MASH) POST AND BLOCK DETAILS

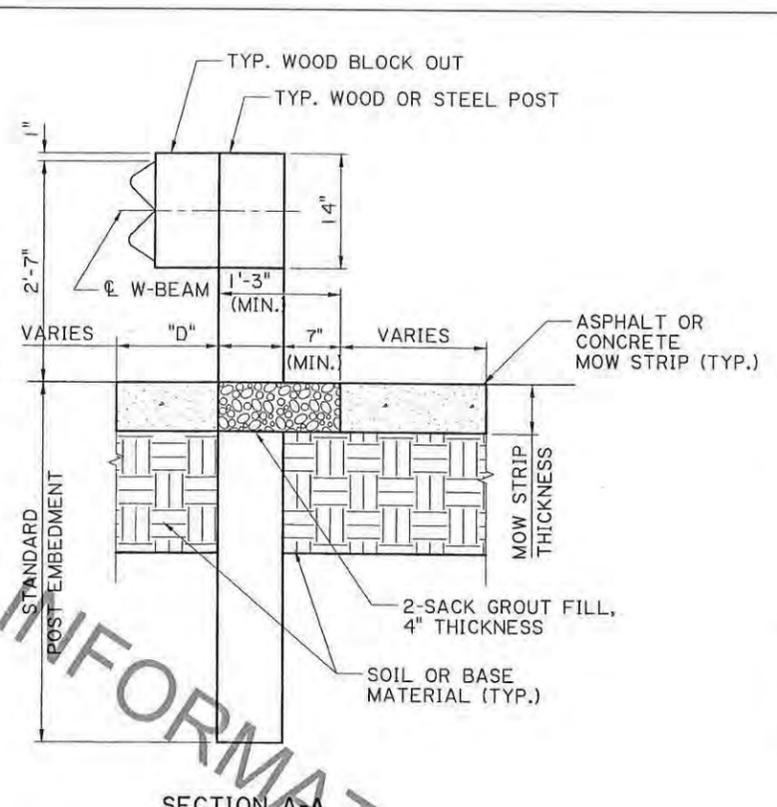
BRIDGE AND STRUCTURAL DESIGN



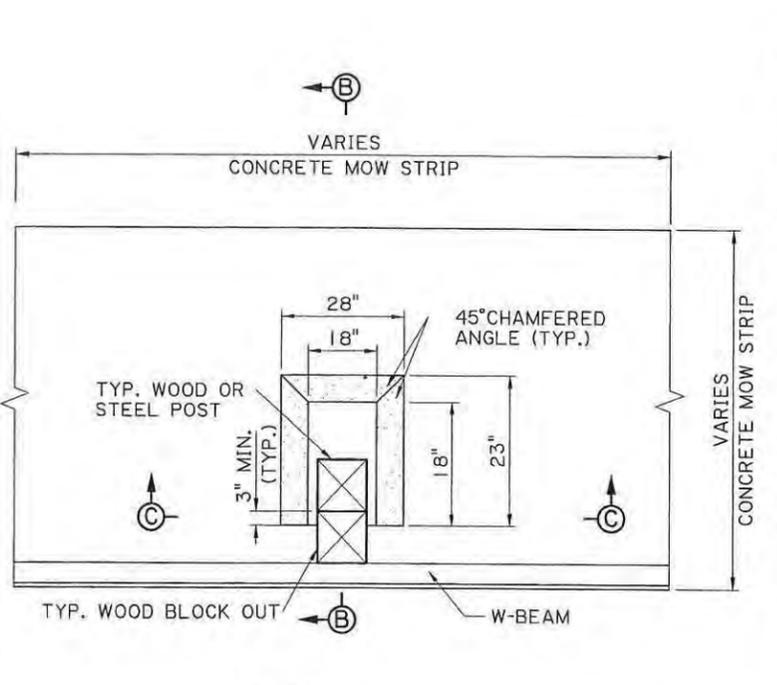
PLAN

"D" = STEEL OR WOOD POST DIMENSION (VARIES)

GROUT ALTERNATE FOR ASPHALT OR CONCRETE MOW STRIPS
N.T.S.

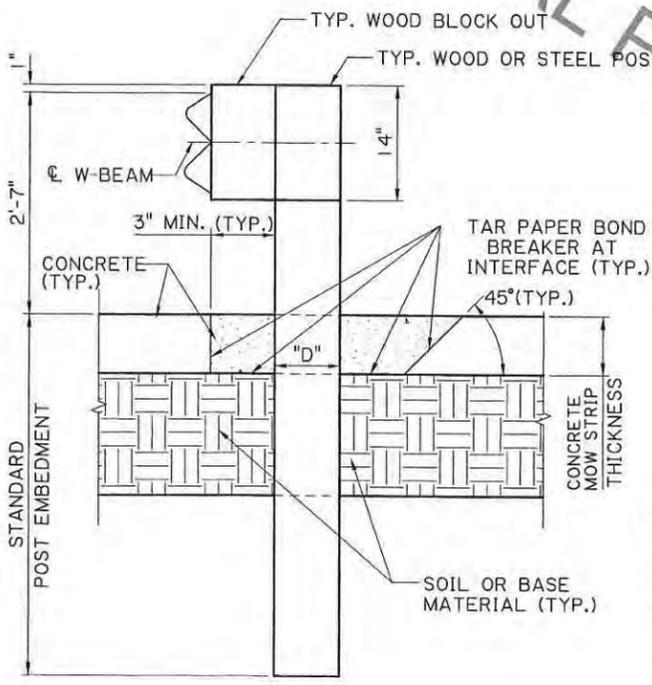


SECTION A-A

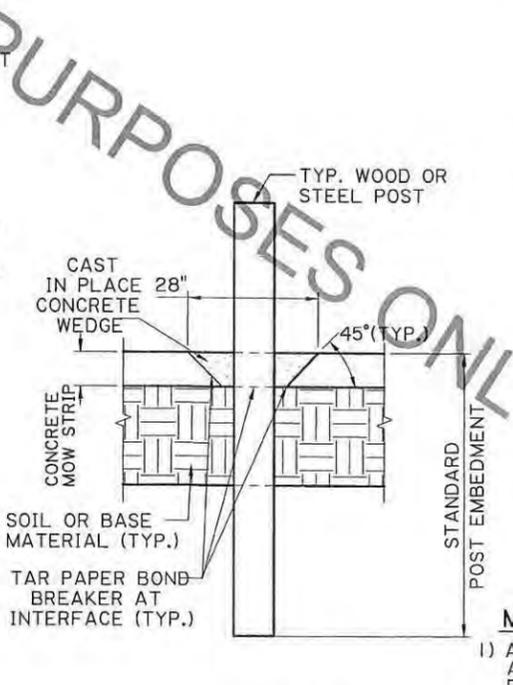


PLAN

CONCRETE WEDGE ALTERNATE FOR CONCRETE MOW STRIPS ONLY
N.T.S.



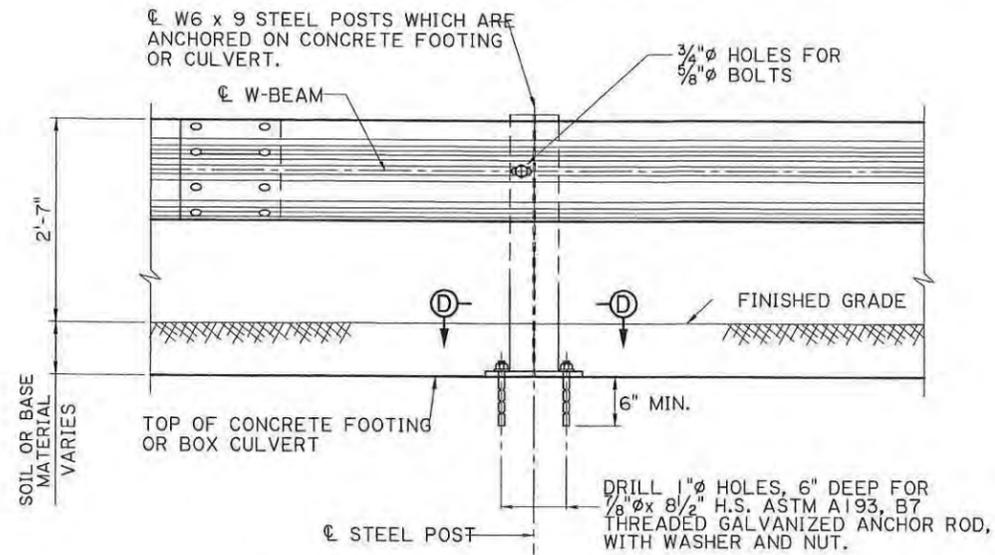
SECTION B-B



SECTION C-C

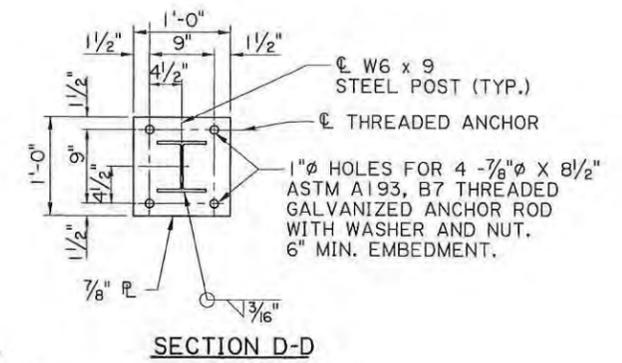
ANCHOR ROD INSTALLATION

ALL HOLES DRILLED INTO AN EXISTING CONCRETE STRUCTURE SHALL BE CLEANED WITH COMPRESSED AIR AND MAKE THEM FREE OF ANY OIL OR RESIDUE. THREADED RODS TO BE ANCHORED USING THE HILTI RE500 EPOXY ANCHORING SYSTEM. PLACE ANCHOR BOLT IN HOLE IMMEDIATELY AND WAIT FOR THE MANUFACTURER'S CURE TIME. COST FOR LABOR, MATERIAL AND INSTALLMENT OF BASE PLATE & ANCHOR ROD TO BE PAID FOR AS PART OF GUARD RAIL PAY ITEM.



GALVANIZED STEEL BASE PLATE & STEEL POST

SPECIAL POST WITH BASE PLATE TO BE USED WHEN REQUIRED EMBEDMENT OF CONVENTIONAL POST IN SOIL CANNOT BE OBTAINED, FOR BOX CULVERTS OR OTHER CONCRETE FOOTINGS.



SECTION D-D

MOW STRIP NOTES:

- 1) ALL GUARD RAIL POSTS LOCATED WITHIN CONCRETE OR ASPHALT MOW STRIPS SHALL MEET INSTALLATION REQUIREMENTS SHOWN ON THIS SHEET.
- 2) USE A 2-SACK NON-SHRINK GROUT FILL WITH A MAXIMUM COMPRESSIVE STRENGTH OF 120 PSI FOR GROUT ALTERNATE.
- 3) ALL LABOR AND MATERIALS TO PLACE 2-SACK GROUT FILL (4" THICKNESS) OR CONCRETE WEDGE SHALL BE INCLUDED IN PAYMENT FOR CONCRETE OR ASPHALT PAVING PAY ITEMS.
- 4) CONCRETE PAY ITEM FOR WEDGE ALTERNATE TO BE SAME AS FOR CONCRETE MOW STRIP.

FOR INFORMATIONAL PURPOSES ONLY

SHEET NUMBER	PARISH	CONTROL SECTION	STATE PROJECT
DESIGN CHECK	PARISH	CONTROL SECTION	STATE PROJECT
FOSSIER	K. BRAUNER	J. DOUCET	K. BRAUNER
CHECK	K. BRAUNER	J. DOUCET	K. BRAUNER
REVIEW	C. GUIDRY	C. GUIDRY	C. GUIDRY
SERIES	1	1	1

KURT M. BRAUNER
License No. 30567
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

12/18/18

APPROVED BY CHIEF ENGINEER: *[Signature]*

DATE: 1/3/19

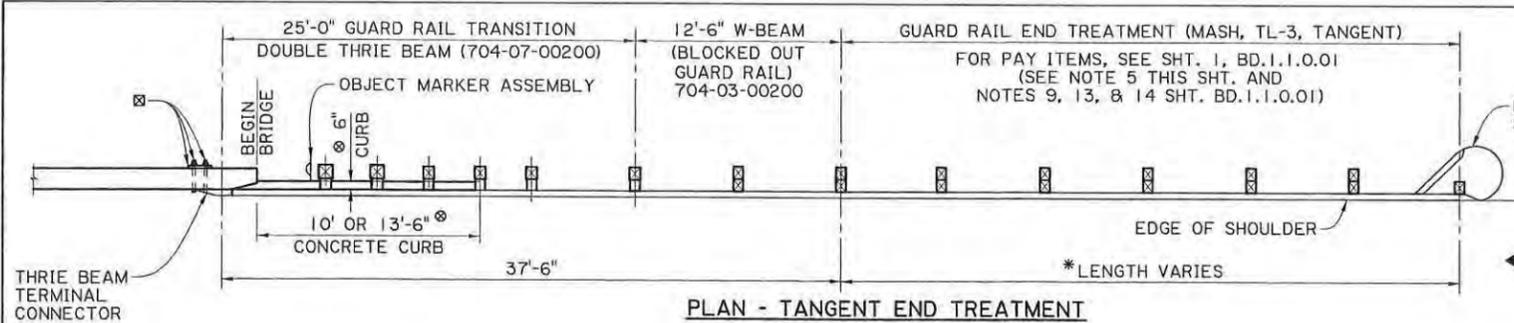
STATE OF LOUISIANA
REGISTERED PROFESSIONAL ENGINEER

HIGHWAY GUARD RAIL (MASH)
MOW STRIP AND
CONCRETE ANCHOR DETAILS

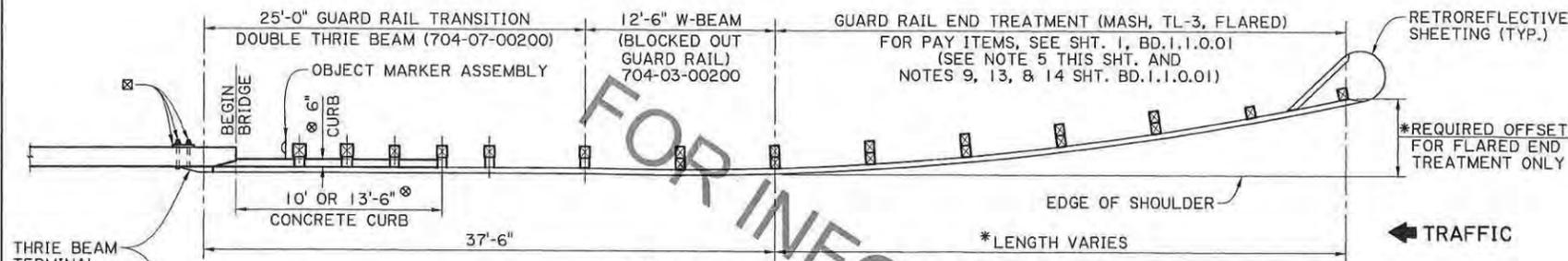
BD.1.1.0.11
GR-MASH-ON
STANDARD PLAN

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

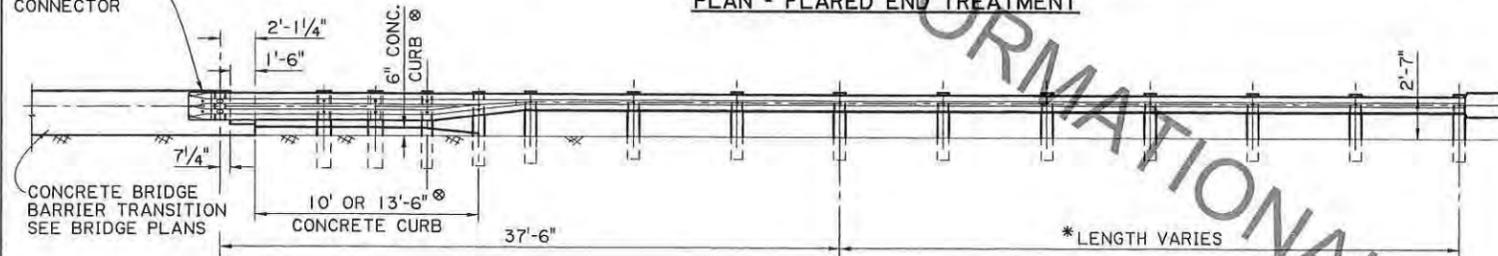
BRIDGE AND STRUCTURAL DESIGN



PLAN - TANGENT END TREATMENT

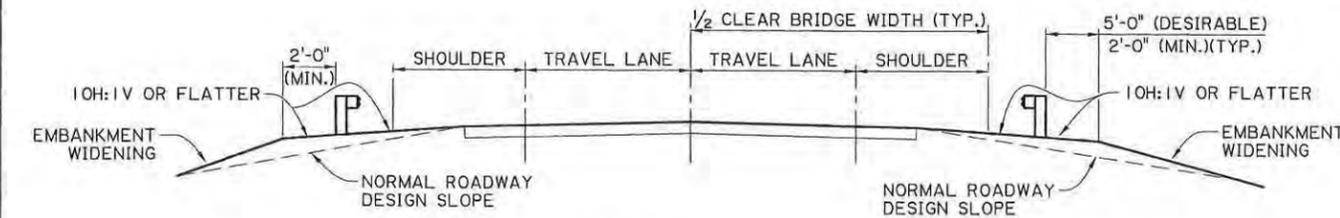


PLAN - FLARED END TREATMENT

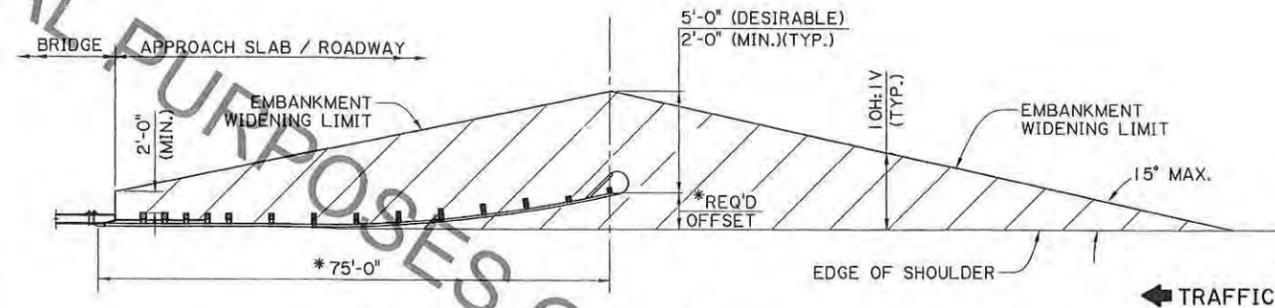


ELEVATION (NOT TO SCALE)

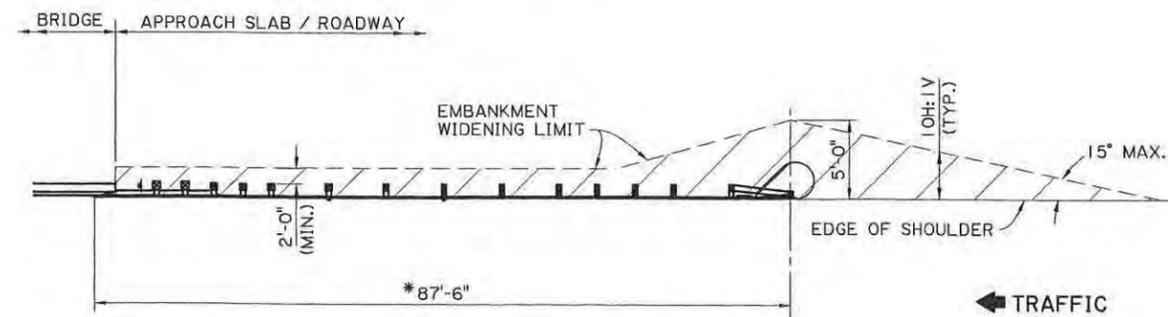
7/8" Ø H.S. HEX. BOLTS WITH 5/8" BEARING PLATE (SEE STANDARD PLAN BD.1.1.0.09).



TYPICAL CROSS SECTION EMBANKMENT WIDENING (NOT TO SCALE)



TYPICAL PLAN FOR EMBANKMENT WIDENING - FLARED END TREATMENT (TYPICAL FOR EACH END OF BRIDGE) (NOT TO SCALE)

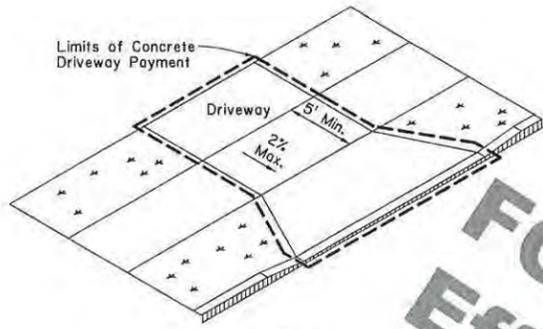


TYPICAL PLAN FOR EMBANKMENT WIDENING - TANGENT END TREATMENT (TYPICAL FOR EACH END OF BRIDGE) (NOT TO SCALE)

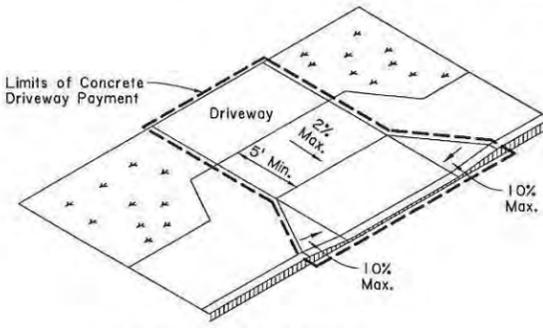
NOTES

- 1) FOR ADDITIONAL GUARD RAIL DETAILS AND INFORMATION, SEE STANDARD PLAN BD.1.1.0.01 THRU BD.1.1.0.11.
- 2) FOR CONCRETE BRIDGE BARRIER TRANSITION DETAILS, SEE BRIDGE PLANS.
- 3) OBJECT MARKERS (TYPE 3) SHALL BE PAID UNDER ITEM 729-16-00300.
- 4) THE QUANTITY FOR THE EMBANKMENT WIDENING AT BRIDGE ENDS SHALL BE INCLUDED IN THE EMBANKMENT QUANTITY FOR THE ROADWAY.
- * 5) USE REQUIRED OFFSET AS PER GUARD RAIL FLARED END TREATMENT REQUIREMENTS. SEE DOTD APPROVED MATERIALS LIST (AML) FOR GUARD RAIL END TREATMENTS (MASH). LENGTH VARIES BASED ON END TREATMENT TYPE USED.
- ⊗ 6) USE 10'-0" LONG CONCRETE CURB AND 6" CURB HEIGHT FOR 10' APPROACH SLAB, SEE APPROACH SLAB DETAILS FOR FURTHER INFORMATION.
 USE 13'-6" LONG CONCRETE CURB FOR ≥ 20' APPROACH SLAB, CURB HEIGHT VARIES FROM 6" TO 2", SEE APPROACH SLAB DETAILS FOR FURTHER INFORMATION.

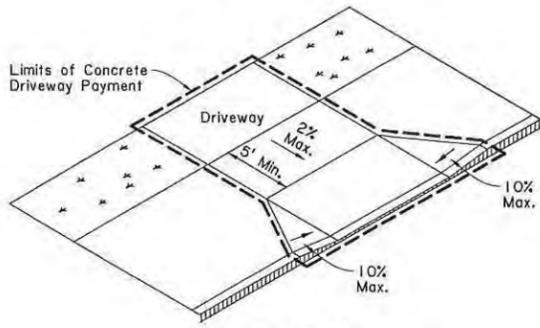
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	P. FOSSIER	CHECK	K. BRAUNER	DETAIL	J. DOUCET	CHECK	K. BRAUNER
REVIEW	C. GUIDRY	SERIES #	1 OF 1	APPROVED BY CHIEF ENGINEER			
				DATE: 1/13/19			
HIGHWAY GUARD RAIL (MASH) OFF-SYSTEM BRIDGE APPLICATION STANDARD PLAN GR-MASH-OFF BD.1.2.0.01							
BRIDGE AND STRUCTURAL DESIGN							



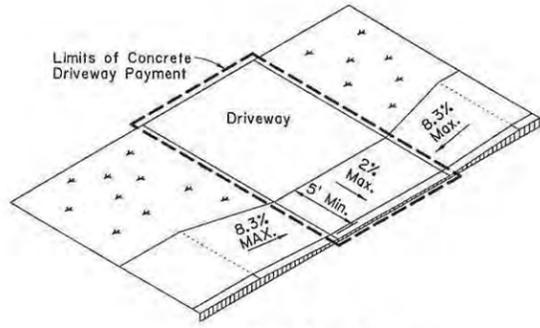
SETBACK SIDEWALK



APRON OFFSET SIDEWALK

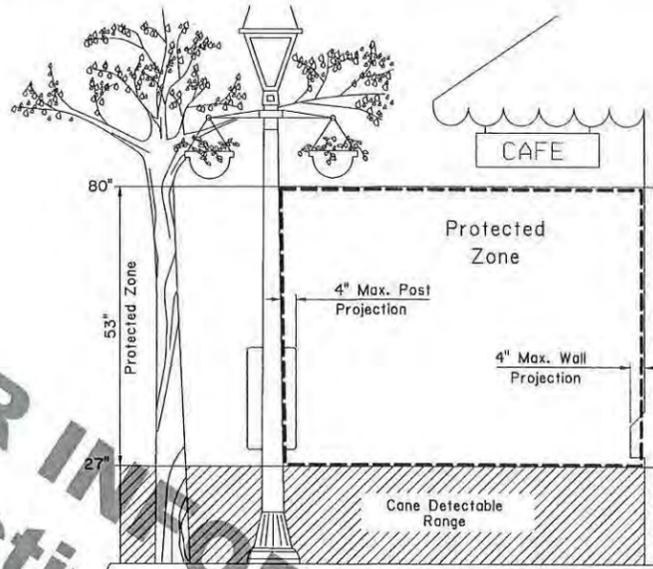


WIDE SIDEWALK



RAMP SIDEWALK

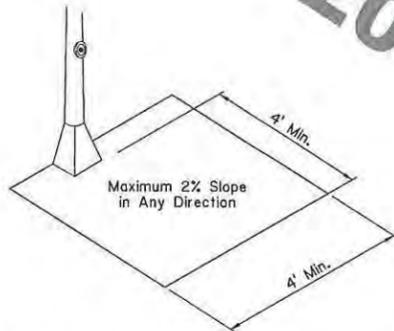
SIDEWALK TREATMENT AT DRIVEWAYS
REFER TO DRIVEWAY STANDARD PLANS FOR FURTHER DETAILS.



PROTECTED ZONE

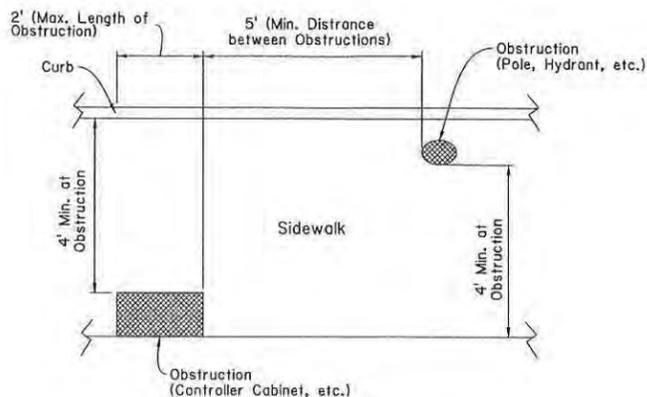
Notes:

1. In pedestrian circulation area, maximum 4" projection for post or wall mounted objects between 27" and 80" above the surface.
2. When an obstruction of a height greater than 27" from the surface would create a protrusion of more than 4" into the pedestrian circulation area, construct additional curb or foundation at the bottom to provide a maximum 4" overhang.
3. Protruding objects of a height less than 27" are detectable by cane and do not require additional treatment.



CLEAR GROUND SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON

Minimum 4' x 4' clear space required at public use fixtures.



PLAN VIEW

PLACEMENT OF OBSTRUCTIONS
Items not intended for public use.

PEDESTRIAN FACILITIES GENERAL NOTES

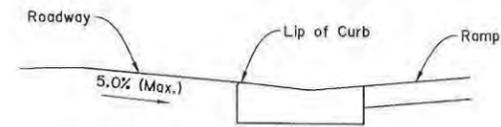
Handicap Curb Ramps

1. Maximum allowable cross slope of curb ramp surfaces is 2%; desired cross slope is 1.5%.
2. The maximum longitudinal slope of a curb ramp shall be 8.33% (1:12). Where existing restricted conditions preclude the installation of a 1:12 ramp slope, a ramp slope between 1:12 and 1:10 is permitted for a maximum rise of 6" or a ramp slope between 1:10 and 1:8 is permitted for a maximum rise of 3".
3. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run.
4. Where curb ramps are located adjacent to a walking surface, a flare must be provided; otherwise a curb may be provided. For an example, refer to curb ramp Type 2 on sheet 2.
5. The landing dimensions are 5'x5' with a maximum 2% slope in any direction. The landing clear width shall be at least as wide as the widest ramp run leading to the landing.
6. Small raised channelization islands, which cannot provide a minimum 5'x5' landing at the top of ramps, shall be cut through level with the surface of the street.
7. Raised medians should be a minimum of 6' wide in the direction of pedestrian travel to serve as a pedestrian refuge area. Medians with pedestrian access routes through them shall be designed in accordance with Draft PROWAG.
8. Maneuvering space at the bottom of curb ramps shall be a minimum of 4'x4' completely contained within the crosswalk and completely outside the parallel vehicle travel lane.
9. It is desirable to provide a no-parking zone 50' from crosswalks on each intersection approach or provide a curb extension.
10. Drainage structures should be located on the upstream side of the ramp and located to prevent ponding near the curb ramp. Drainage structures should be placed outside the crosswalk.
11. Slopes of adjoining gutters and roadway surfaces immediately adjacent to the curb ramp shall not exceed 5%. Refer to the Transition from the Curb Ramp to Roadway Detail on sheet 1.
12. Curb ramps should be aligned with the direction of pedestrian travel on the crosswalk or theoretical crosswalk. Refer to sheet 4 for typical crossing layouts and refer to the pavement marking standard plans for crosswalk markings.
13. Crosswalk markings shall be placed a distance of 24" from the flare on each side of a diagonal curb ramp. Refer to sheet 4 for an example.
14. Handicap curb ramps shall include detectable warning surfaces. Refer to sheet 5 for details of detectable warning surfaces.
15. Where a handicap curb ramp is constructed within existing curb, curb and gutter and/or sidewalk, the existing curb or curb and gutter shall be removed to the nearest joint beyond the curb transition or the extent that no remaining section of curb or curb and gutter is less than 5' long or as directed by the Project Engineer. Existing sidewalks shall be removed to the nearest joint beyond the flare slope or to the extent that no remaining section of sidewalk is less than 5' long or as directed by the Project Engineer.

Sidewalks

1. Where a 5' sidewalk cannot be provided due to site constraints, 5'x5' passing areas at intervals not to exceed 200' are required.
2. Where sidewalks and crosswalks are contained within street or highway right-of-way, the grade of the sidewalk or crosswalk shall not exceed the grade of the adjacent street or highway. Where sidewalks are not contained within a street or highway right-of-way, the grade of the sidewalk shall be 5% maximum.
3. Maximum allowable cross slope of sidewalk surfaces is 2%; desired cross slope is 1.5%.
4. Vertical surface discontinuities along a sidewalk shall be 1/2" maximum. Discontinuities between 1/4" and 1/2" shall be beveled at a 1:2 maximum slope.
5. Where sidewalks intersect with streets, detectable warning surfaces are required. Refer to sheet 5 for details of detectable warning surfaces.
6. Traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items shall be placed so as not to obstruct the accessible route.
7. Where an existing driveway is in good condition and meets slope requirements, construct only as much as required for satisfactory connection with new work. When a sidewalk crosses a driveway and exceeds the 2% maximum cross slope, the driveway or driveway portion shall be reconstructed to meet the 2% maximum cross slope requirement. Refer to driveway standard plans for driveway details.
8. Handrails are not required on sidewalks unless site specific conditions dictate. Where handrails are provided, they must comply with ADAAG 505.
9. To prevent tracking of gravel onto the sidewalk, gravel driveways should be paved from the roadway edge to a point 10' behind the sidewalk or to the right-of-way, whichever is less.

ADA - Americans with Disabilities Act
ADAAG - Americans with Disabilities Act Accessibility Guidelines
Draft PROWAG - Draft Public Rights-of-Way Accessibility Guidelines



TRANSITION FROM CURB RAMP TO ROADWAY

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	MAL	BPW	DESIGN	MAL	BPW	REVIEW	BPW
CHECK			DETAIL			SERIES	1 of 6

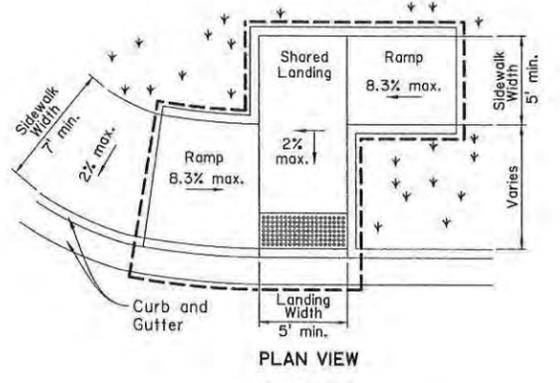
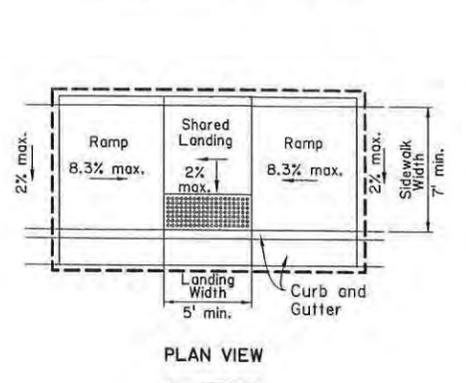
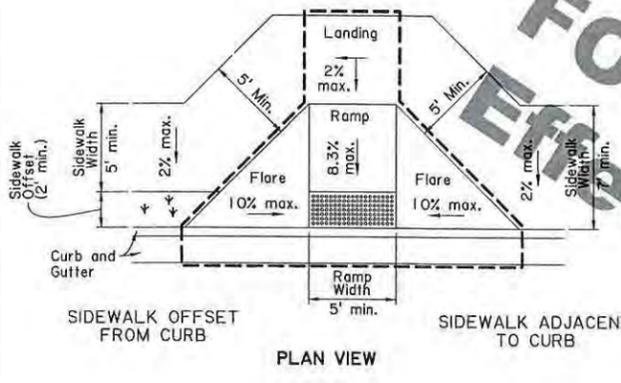
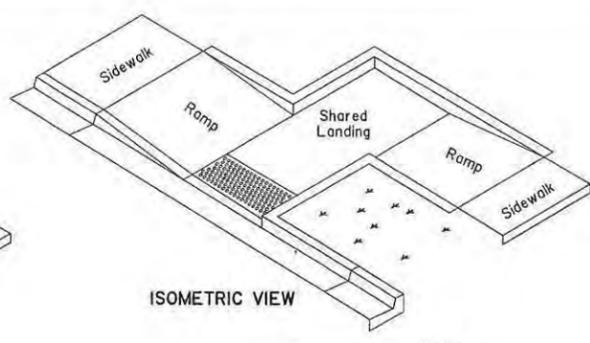
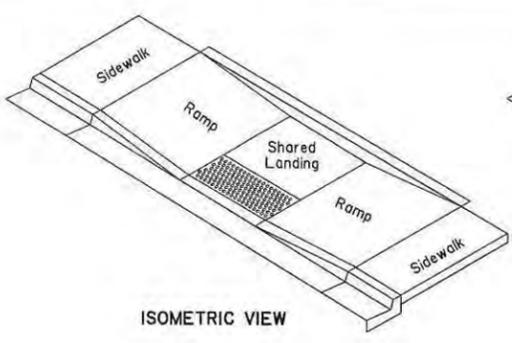
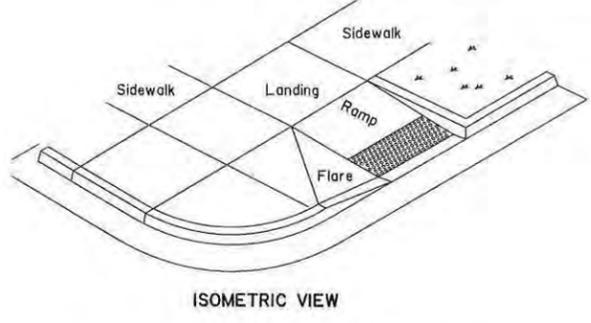
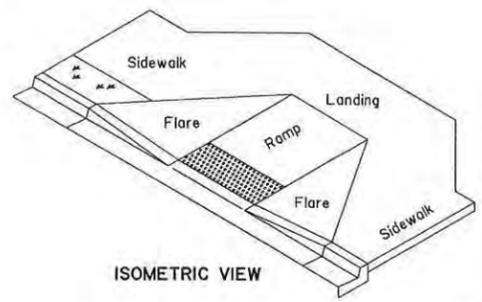
APPROVED BY CHIEF ENGINEER: *Melissa Lebas* DATE: 6/13/19

MELISSA LEBAS
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IN
CIVIL ENGINEERING

PEDESTRIAN FACILITIES
GENERAL NOTES AND MISC. DETAILS

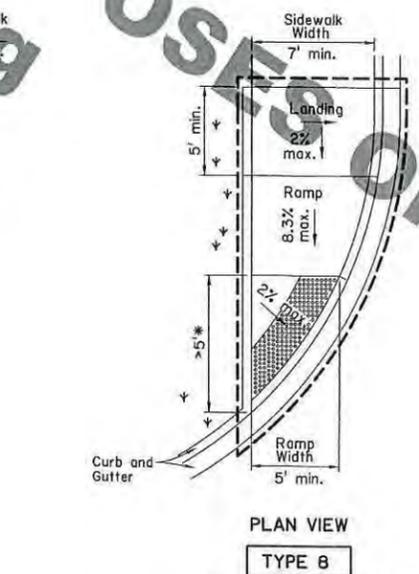
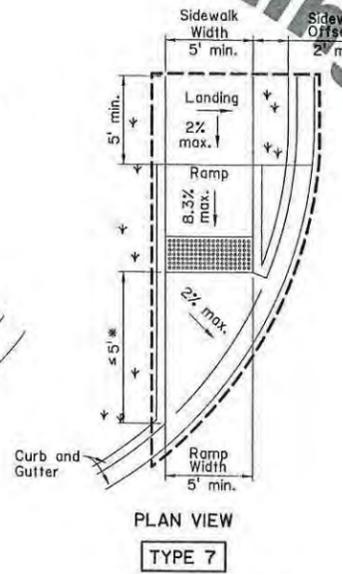
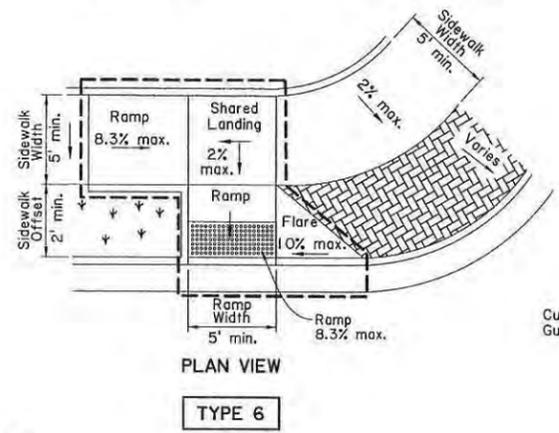
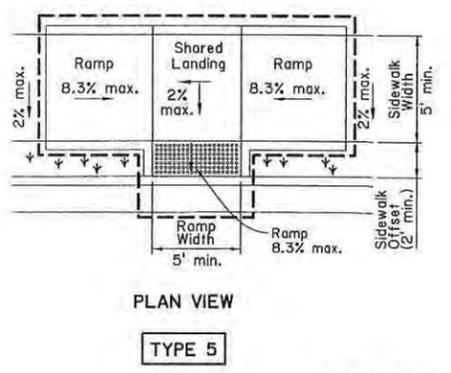
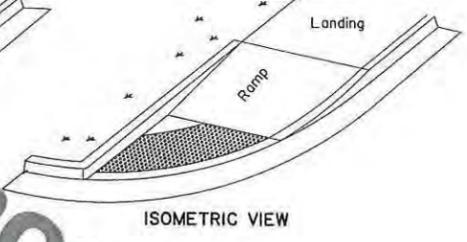
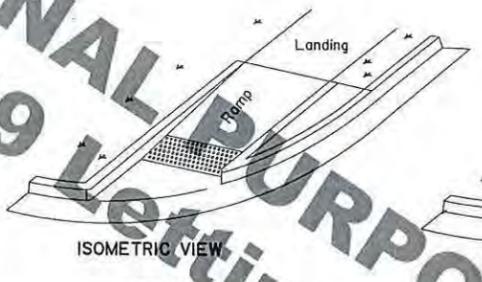
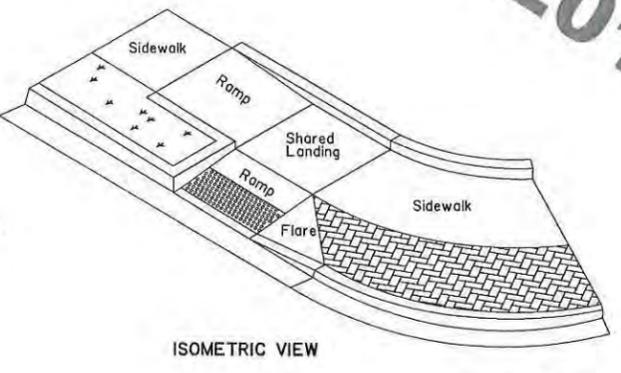
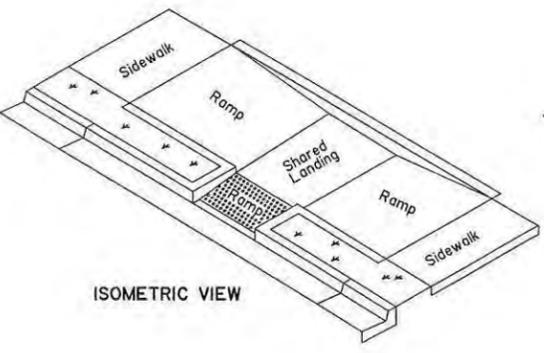
DOTD
LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

ROAD DESIGN



PERPENDICULAR CURB RAMPS
If a level landing of at least 3' cannot be provided, a perpendicular curb ramp should not be used.

PARALLEL CURB RAMPS



COMBINATION CURB RAMPS

DIRECTIONAL CURB RAMPS

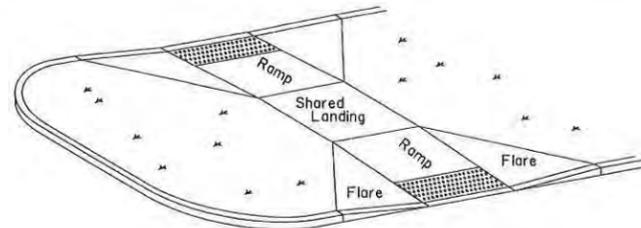
LEGEND OF PATTERNS

- Denotes Non-Walking Surface Not Part of Pedestrian Path
- Detectable Warning Surface
- Limits of Payment
- Non-ADA Compliant Walking Surface
- Slope

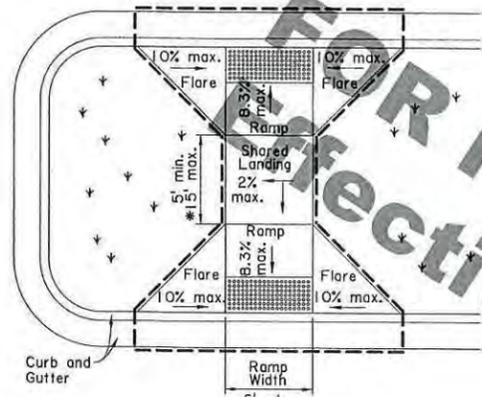
All slopes shown are maximum allowable. The least possible slope that will drain properly should be used.
Curb ramps shall be placed and designed where ponding does not occur at the bottom or on the curb ramp.

* Where the grade break is less than or equal to 5' from the back of curb, place detectable warning surface as shown in Type 7. Where grade break is greater than 5' from the back of the curb, place detectable warning surface as shown in Type 8.

SHEET NUMBER	
DESIGN	MAL
CHECK	BPW
DETAIL	MAL
CHECK	BPW
REVIEW	
SERIES # 2 OF 6	
<p>Melissa Lebas 6/12/19</p>	
<p>APPROVED BY CHIEF ENGINEER: <i>Christina P. Hayes</i> DATE: 6/13/19</p>	
<p>PEDESTRIAN FACILITIES CURB RAMPS AND DETECTABLE WARNING LOCATION</p>	
<p>DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT</p>	
<p>ROAD DESIGN</p>	



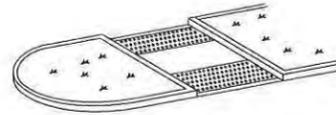
ISOMETRIC VIEW



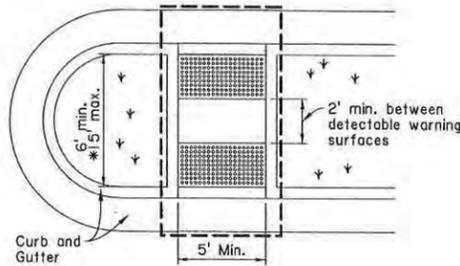
PLAN VIEW

**TYPE 9
RAISED MEDIAN RAMP**

* For raised medians with landings greater than 15', place 2 handicap curb ramps on each side of the median with a concrete walk inbetween.



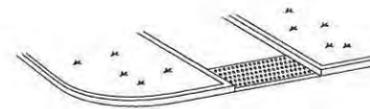
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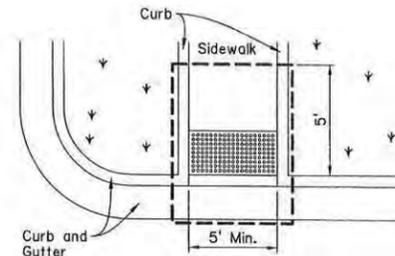
PLAN VIEW

**TYPE 10
CUT THROUGH MEDIAN RAMP**

* For cut through medians greater than 15', place 2 handicap curb ramps on each side of the median with concrete walk and curb inbetween.



ISOMETRIC VIEW



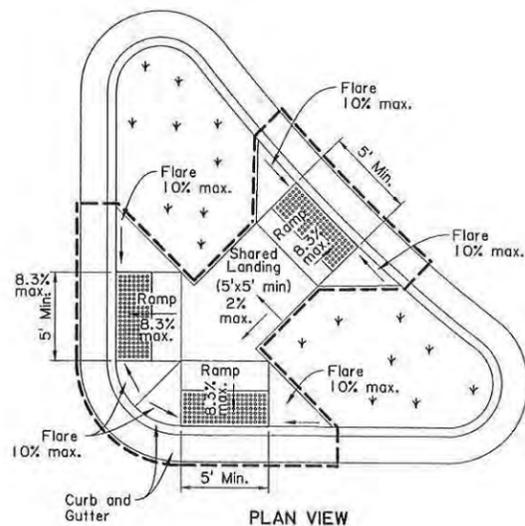
PLAN VIEW

**TYPE 11
CUT THROUGH MEDIAN RAMP**

LEGEND OF PATTERNS

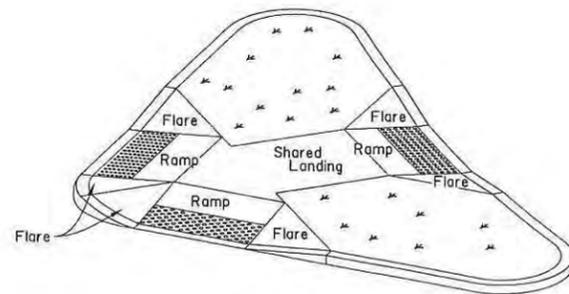
- ↓ ↓ ↓ ↓ Denotes Non-Walking Surface Not Part of Pedestrian Path
- [Grid Pattern] Detectable Warning Surface
- - - - Limits of Payment
- [Wavy Pattern] Non-ADA Compliant Walking Surface
- Slope

All slopes shown are maximum allowable. The least possible slope that will drain properly should be used.
Curb ramps shall be placed and designed where ponding does not occur at the bottom or on the curb ramp.

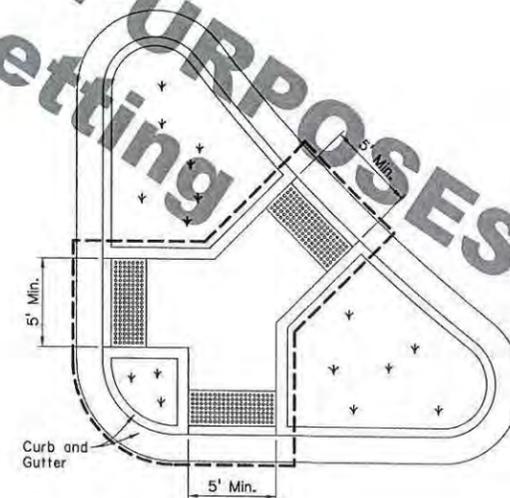


PLAN VIEW

**TYPE 12
RAISED ISLAND RAMP**

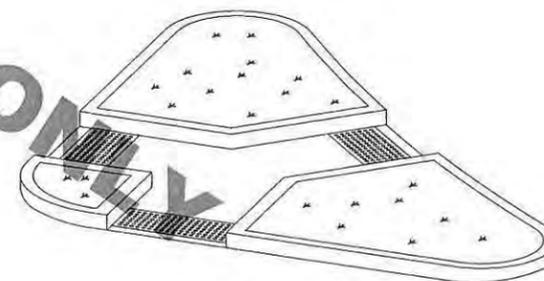


ISOMETRIC VIEW



PLAN VIEW

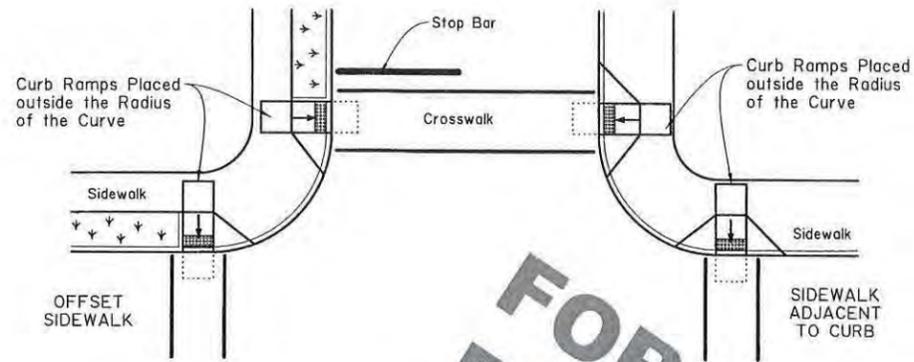
**TYPE 13
CUT THROUGH ISLAND RAMP**



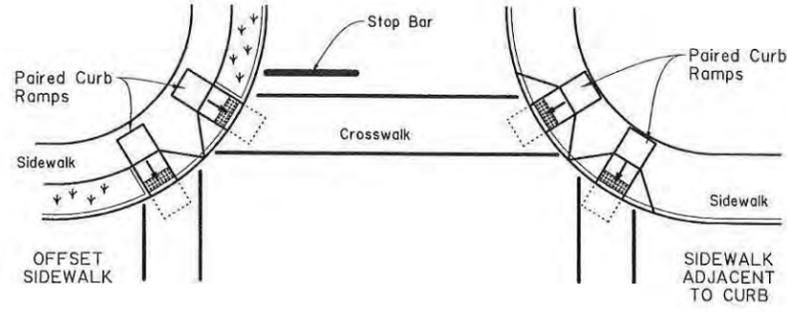
ISOMETRIC VIEW

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Effective Sep. 2019 Letting

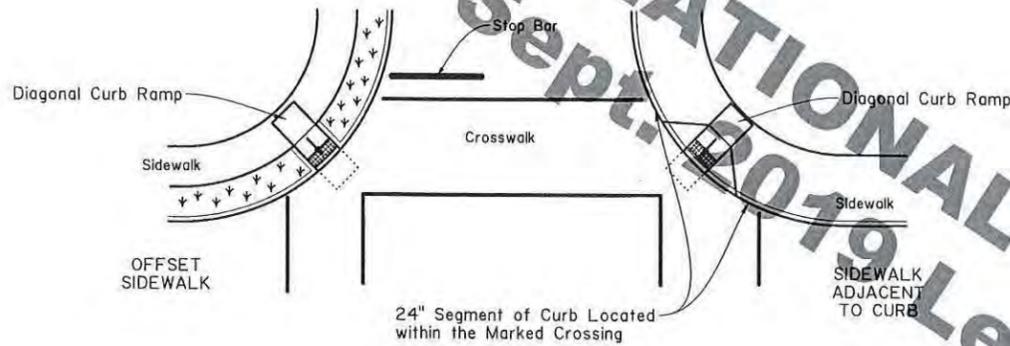
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DESIGN	MAL	CHECK	BPW	DETAIL	MAL
REVIEW		CHECK	BPW	REVIEW	
SERIES #3 of 6					
<p>Melissa Lebas 6/12/19</p>					
APPROVED BY CHIEF ENGINEER: DATE: 6/13/19					
PEDESTRIAN FACILITIES CURB RAMPS AND DETECTABLE WARNING LOCATION PED-01					
ROAD DESIGN					



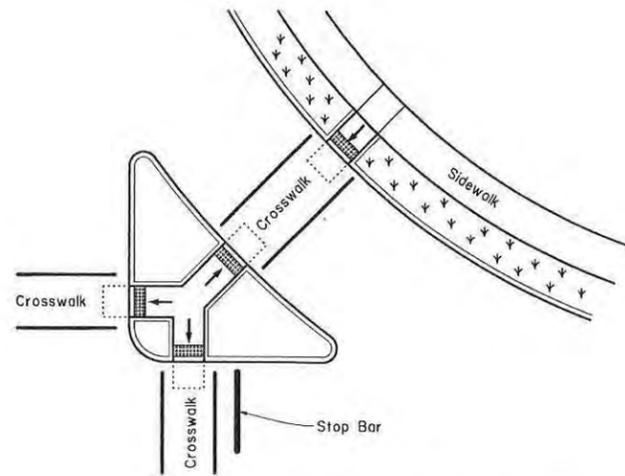
DETAIL 1: CURB RAMP PLACED OUTSIDE THE RADIUS OF A CURVE



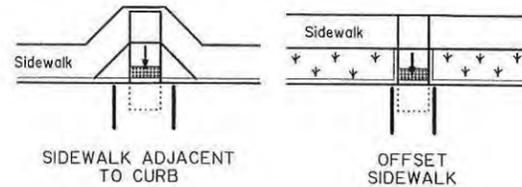
DETAIL 2: PAIRED CURB RAMP PLACED WITHIN THE RADIUS OF A CURVE



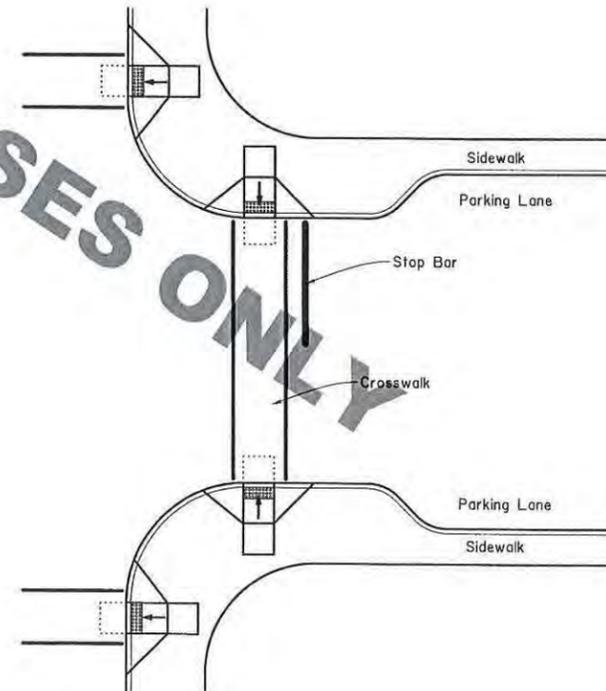
DETAIL 3: SINGLE CURB RAMP PLACED ON APEX OF A CURVE (DIAGONAL CURB RAMP)



DETAIL 4: AT INTERSECTION WITH FREE RIGHT TURN & ISLAND



DETAIL 5: MID-BLOCK PLACEMENT



DETAIL 6: CURB RAMP PLACED ON CURB EXTENSION (BULB-OUTS)

GENERAL NOTES:

1. Curb ramps placed outside the radius of the curve are preferred. Paired curb ramps placed within the radius of a curve are acceptable. Single curb ramps placed on the apex of a curve should not be used unless site constraints, such as the location of drainage structures, require it.
2. Details and dimensions of curb ramps, sidewalks, and detectable warning surfaces are shown elsewhere.
3. Striping (crosswalks and stop bars) is shown for reference only. Refer to the pavement marking standard plans for striping details.

LEGEND

- ▼ ▼ ▼ Denotes non-walking surface not part of pedestrian path
- ▨ Detectable Warning Surface
- 4' x 4' Maneuvering Space (4'x4' Min.)

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Effective Sept. 2019 Letting

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	MAL	CHECK	BPW	DETAIL	MAL	CHECK	BPW
REVIEW				SERIES # 4 of 6			
MELISSA LEBAS License No. 35111 PROFESSIONAL ENGINEER IN CIVIL ENGINEERING Melissa LeBas 6/12/19							

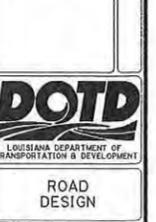
APPROVED BY CHIEF ENGINEER:

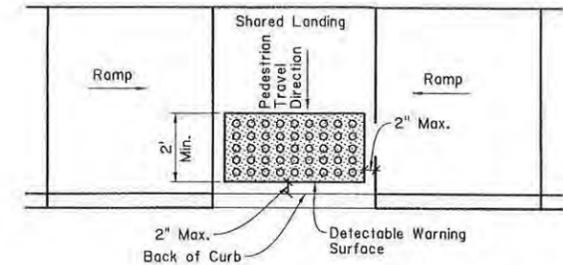
Melissa LeBas

DATE: 6/13/19

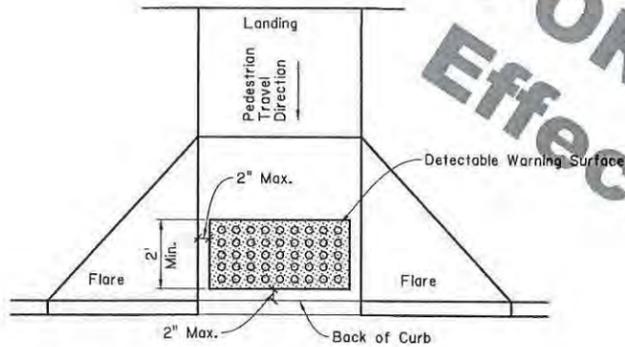


PEDESTRIAN FACILITIES
TYPICAL CROSSING LAYOUTS
PED-01

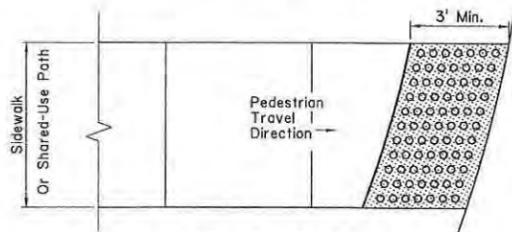




PARALLEL CURB RAMP

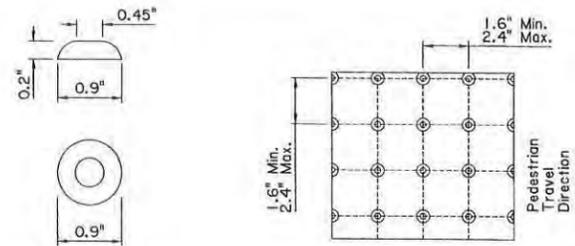


PERPENDICULAR CURB RAMP



AT-GRADE SIDEWALK OR SHARED-USE PATH

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE



TRUNCATED DOME

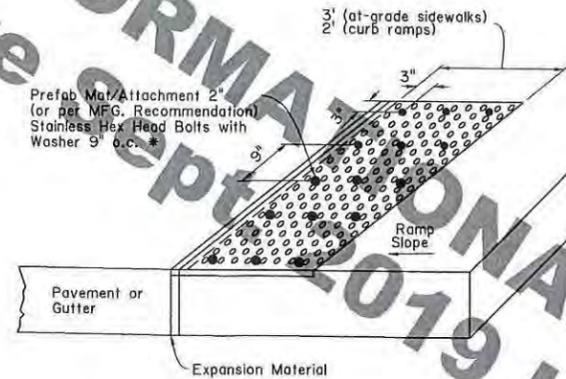
TRUNCATED DOME SPACING

Notes:

Place truncated domes detectable warning texture in the lower 2' of throat of ramp only and a 3' wide pattern at "at-grade" sidewalk intersections with roadways. Domes shall be arranged in a square in-line pattern or radial pattern.

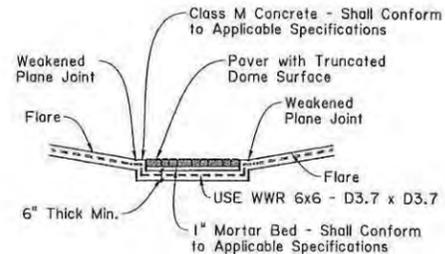
Color Fastness: Paver's composite coloring and ultra-violet stabilization must be homogeneous and throughout the product. No painted surfaces will be allowed.

TRUNCATED DOME DETAILS

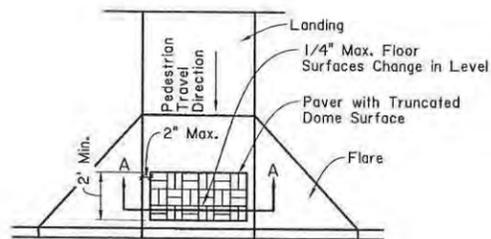


*Note: Retrofit application placed on top of existing ramp with drilled and epoxied bolts. Epoxy full surface area per manufacturer's recommendations.

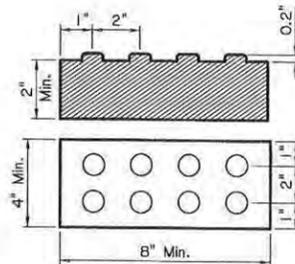
PREFABRICATED MAT OPTION (INLAID)



SECTION A-A



TRUNCATED DOME PATTERN CURB RAMP



PAVER WITH TRUNCATED DOME SURFACE

Notes: Paver units shall meet all requirements of the applicable ASTM Standards. Layout pattern shall be appropriate for size of paver used. 4"x8" pavers shall be laid out in a 2x2 basket weave pattern. 12"x12" pavers shall be laid out in a block pattern.

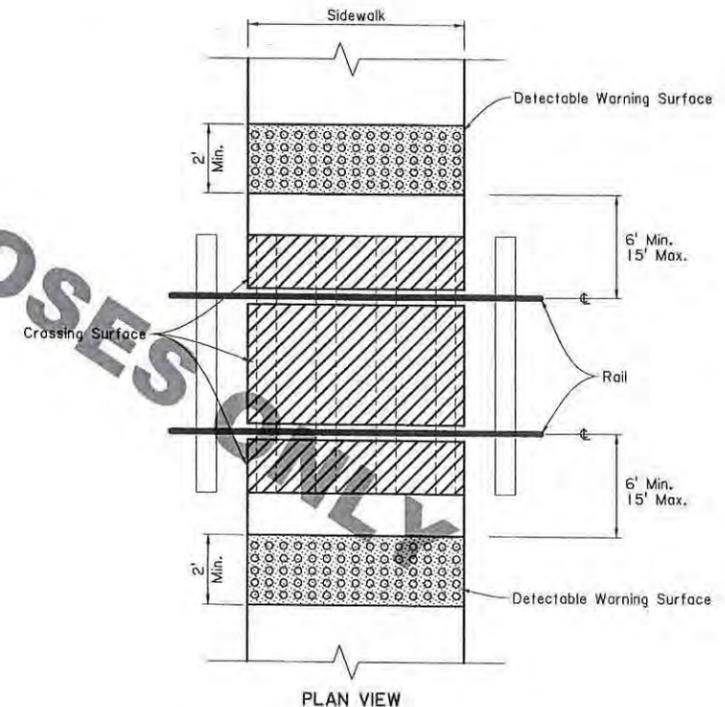
Paver units shall be saw cut only and any cut unit shall not be less than 25 percent of a full unit.

Installation should meet compliance with Draft PROWAG R302.7.2 (Vertical Surface Discontinuities). Vertical surface discontinuities shall be 1/2" maximum. Discontinuities between 1/4" and 1/2" shall be beveled at a 1:2 maximum slope.

DETECTABLE WARNINGS PAVER OPTION

DETECTABLE WARNINGS GENERAL NOTES:

- For ADA compliance, detectable warning surfaces must be provided on all pedestrian curb ramps, medians and pedestrian refuge islands (width 6' or greater), railroad crossings and at-grade sidewalk and shared-use paths intersecting with roadways.
- Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with ADA guidelines. The surface must contrast visually with adjoining surfaces, including side flares, in accordance with Section 706 of the Standard Specifications. Color for detectable warning surface shall contrast visually with adjoining surfaces, either light-on-dark, or dark-on-light.
- Detectable warning surfaces must be slip resistant and not allow water to accumulate.
- Truncated domes should be aligned perpendicular or radial to the grade break between the curb ramp or at-grade sidewalk and the street.
- Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel and extend the full width of the ramp run or landing where the pedestrian access route enters the street. Some detectable warning products may require a concrete border. The concrete border should not exceed 2".
- Detectable warning surfaces shall be placed at the back of curb or no greater than 5' from the back of curb. Detectable warning surfaces may be curved along the corner radius. Refer to sheets 2 and 3 for typical placement of detectable warning surfaces.
- Detectable warning surfaces (truncated domes) may be stamped, constructed of brick pavers or inlaid prefabricated mats attached by epoxy adhesive and mechanical attachment.
- Any retrofit application of detectable warning surfaces must have beveled edges. The beveled edge shall not exceed a slope greater than 1:2.



LOCATION OF DETECTABLE WARNING SURFACE AT RAILROAD CROSSINGS

Note: Rows of truncated domes should be aligned parallel with the direction of wheelchair travel.

SHEET NUMBER		PARISH		STATE PROJECT	
DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES # 15 of 6
MAL	BPW	MAL	BPW		

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 Milson & Bos
 6/12/19

APPROVED BY CHIEF ENGINEER:

 DATE: 6/13/19

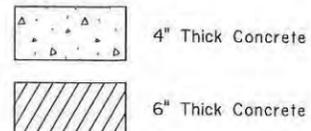
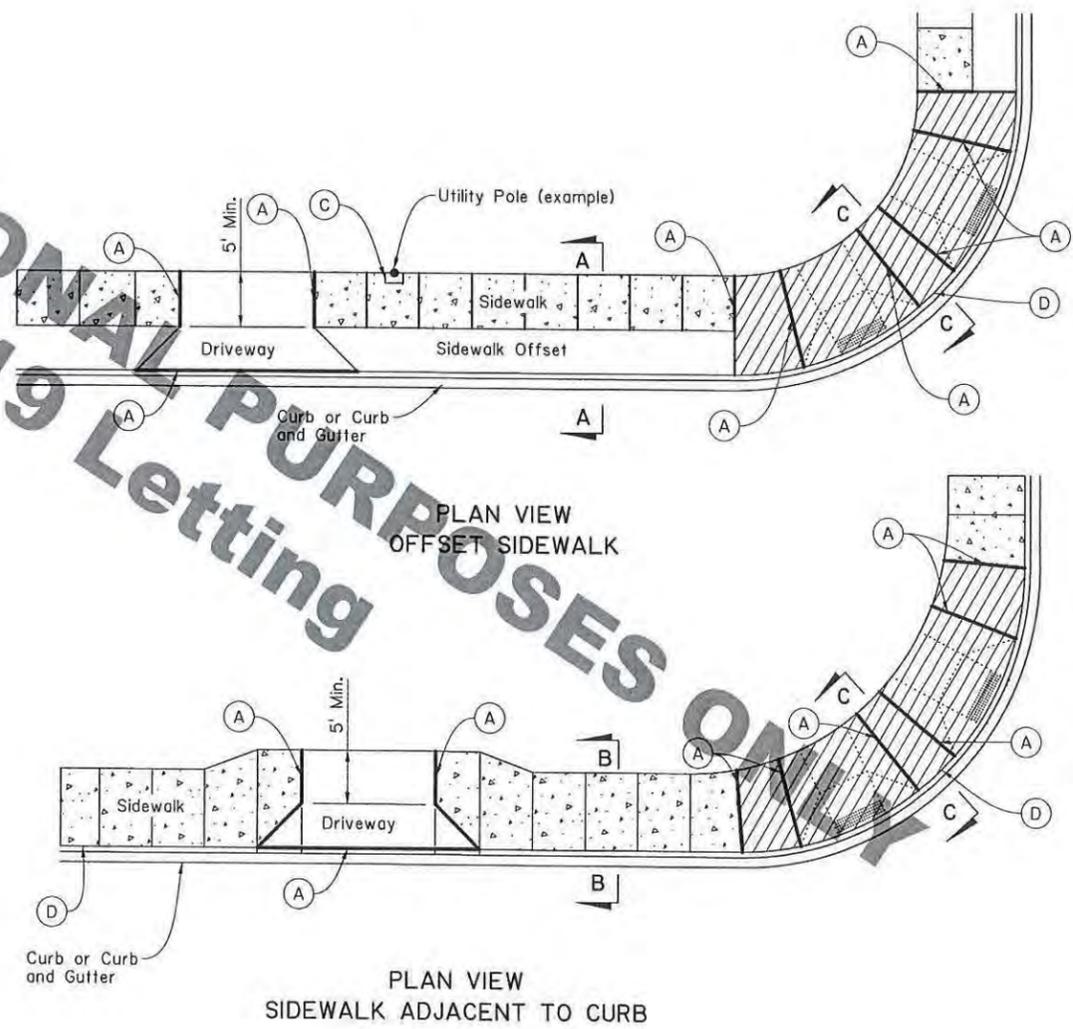
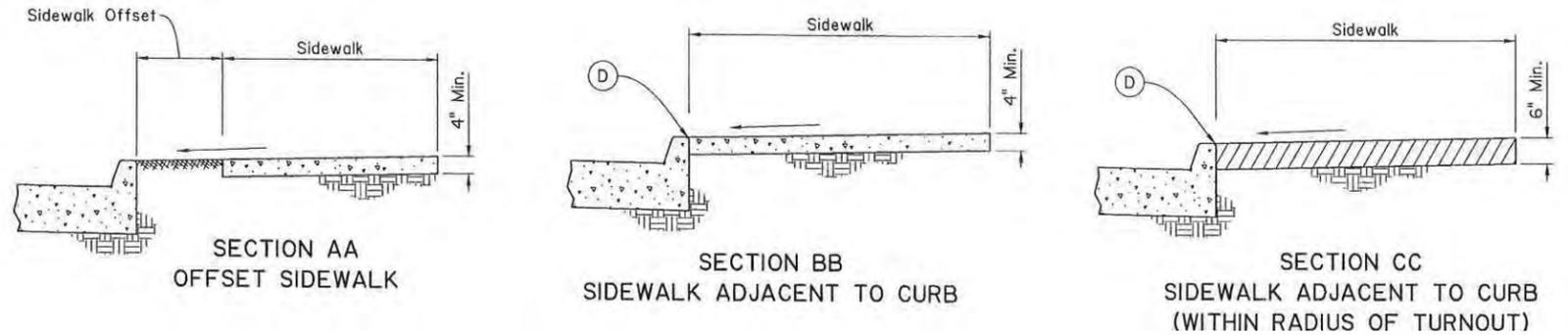
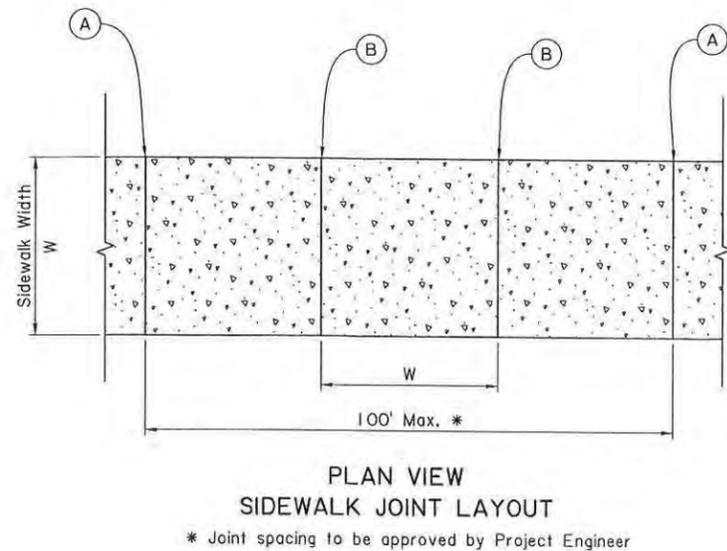
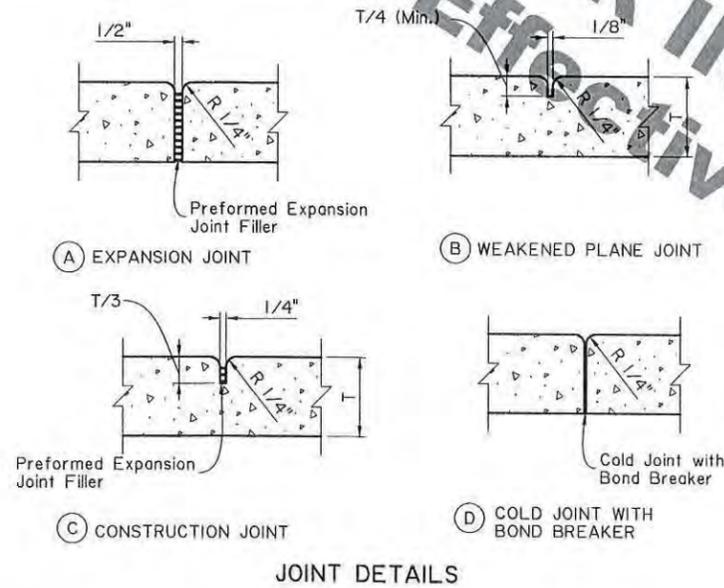
STATE OF LOUISIANA
 PROFESSIONAL ENGINEER
 PEDESTRIAN FACILITIES
 DETECTABLE WARNING SURFACES
 PED-01
 ROAD DESIGN

GENERAL NOTES:

1. Weakened plane joints are required at all sidewalk ramps or driveways slope break lines.
2. Separate curb ramps and landings from adjacent sidewalk with preformed joint filler of 1/2".

JOINT LEGEND

- (A) 1/2" Expansion Joints (Preformed Joint Filler)
- (B) 1/8" Weakened Plane Joint
- (C) Construction Joint
- (D) Cold Joint with Bond Breaker



NOTE:
Driveways and curb ramps are shown for reference only. Refer to the driveway standard plans and curb ramps sheets for details.

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Effective Sept. 2019 Letting

SHEET NUMBER	PARISH	CONTROL SECTION	STATE PROJECT
DESIGN: MAL	CHECK: BPW	DETAIL: MAL	CHECK: BPW
REVIEW: SERIES #16 of 6			
<p>Melissa Lebas 6/12/19</p>			
APPROVED BY CHIEF ENGINEER: DATE: 6/13/19			
PEDESTRIAN FACILITIES JOINT DETAILS PED-01			
ROAD DESIGN			