

SHEET NO.	DESCRIPTION
1	TITLE SHEET AND VICINITY/LAYOUT MAP
2	GENERAL NOTES & SUMMARY OF QUANTITIES
3	TYPICAL SECTION
4-12	SIDEWALK PLANS
13	DETAILS

SHEET NO.	DESCRIPTION
201	702-99 FRAMES, GRATES, & COVERS FOR INLETS SHEET 2
202 - 204	905-01 TEMPORARY TRAFFIC CONTROL - 3 SHEETS
205	905-50 ROADWAY MARKINGS - SHEET 6
206	905-50 INTERSECTION MARKINGS - SHEET 7
207-212	907-01 SIDEWALK & HANDICAP RAMPS - 6 SHEETS
213	907-02 MONOLITHIC CURB & GUTTER
214 - 216	907-03 COMMERCIAL DRIVES - 3 SHEETS
217 - 218	907-04 RESIDENTIAL DRIVES - 2 SHEETS

STANDARD SPECIFICATIONS:
THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CITY OF BATON ROUGE AND PARISH OF EAST BATON ROUGE, LOUISIANA, LATEST EDITION, AS AMENDED BY THE PROJECT SPECIFICATIONS, SHALL GOVERN ON THIS PROJECT.

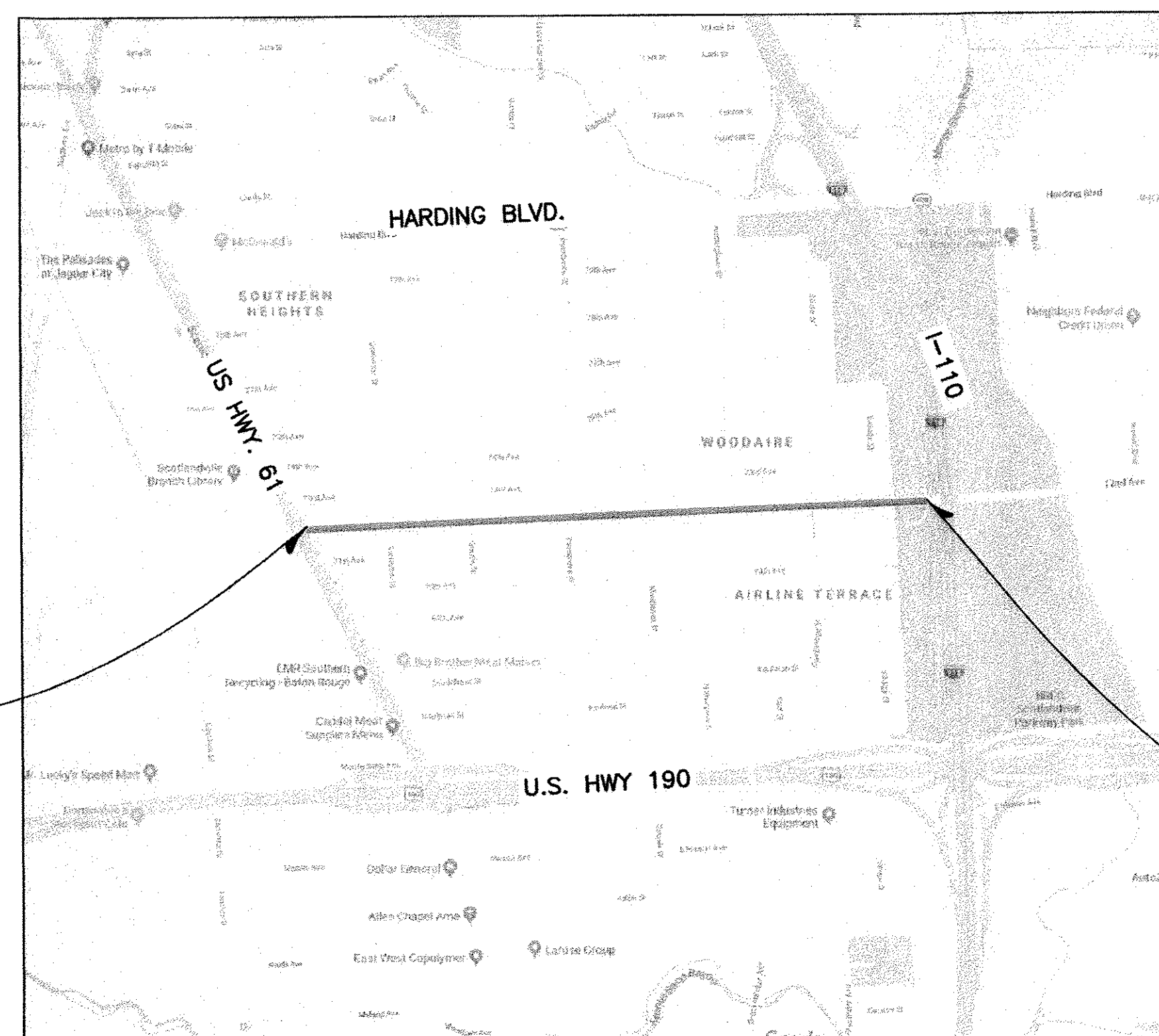
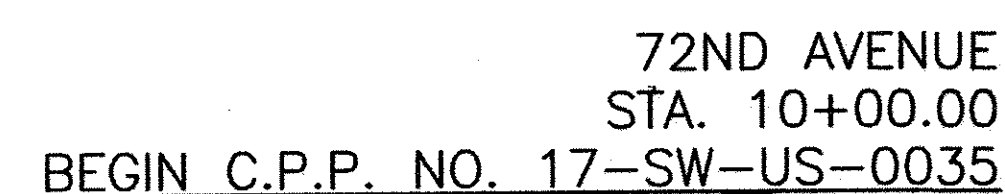
GRADING, EARTHWORK, ADA RAMPS, PORTLAND CEMENT CONCRETE SIDEWALKS, PORTLAND CEMENT CONCRETE DRIVEWAYS, AND RELATED WORKS.

DEPARTMENT OF TRANSPORTATION AND DRAINAGE
ENGINEERING DIVISION

PLANS OF PROPOSED 72ND AVENUE PEDESTRIAN IMPROVEMENTS PHASE 1

(SCENIC HWY. TO I-110 OVERPASS)

CITY-PARISH PROJECT NO. 17-SW-US-0035

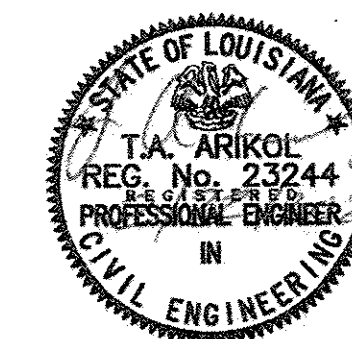


1000' 0 1000'

SCALE: 1" = 1000'

The map shows the West Baton Rouge Parish area, with the Mississippi River to the west. Major roads include US-90, LA-423, and LA-410. The location of the Baton Rouge Metro Airport is marked with a black box and labeled. The map also shows various other roads and landmarks, including the West Baton Rouge Parish boundary.

VICINITY MAP
SCALE: N.T.S.



RECOMMENDED FOR APPROVAL

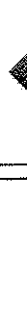
DESIGN ENGINEER
PROFESSIONAL ENGINEERING CONSULTANTS
CORPORATION
DATE: 1/23/2020

RECOMMENDED FOR APPROVAL

CHIEF DESIGN & CONSTRUCTION ENGINEER
DEPARTMENT OF TRANSPORTATION &
DRAINAGE, DIV. OF ENGINEERING
DATE: 2/7/2020

APPROVED

DIRECTOR OF DEPARTMENT OF
TRANSPORTATION & DRAINAGE
DIV. OF ENGINEERING
DATE: 2-12-80

	EAST BATON ROUGE PARISH 72ND AVENUE PEDESTRIAN IMPROVEMENTS PHASE 1			 PEC PROFESSIONAL ENGINEERING CONSULTANTS							DESIGNED CHECKED	TAA BGH	PARISH	EAST BATON ROUGE					
											TAA		CITY PROJECT	17-SW-US-0035					
											TAA								
											TAA								
											TAA		DATE	AUG 2019	STATE	N/A			
									3	01/2020	REVISIONS								
									2	11/2019	REVISIONS								
									1	10/2019	FINAL REVIEW								

SHEET NUMBER1

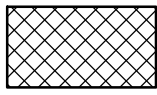
SUMMARY OF ESTIMATED QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT
1195112	12" THERMOPLASTIC REFLECTIVE STRIPING (90 MIL)	600	LF
1195124	24" WIDE THERMOPLASTIC REFLECTIVE STRIPING (90 MIL)	150	LF
2020700	REMOVAL OF CONCRETE CURBS	50	LF
2020600	REMOVAL OF CONCRETE WALKS AND DRIVES	6350	SY
2010100	CLEARING AND GRUBBING	1	LUMP
2020900	SAW CUTTING CONCRETE OR ASPHALT	4000	LF
7021000	ADJUSTING DRAIN MANHOLES, INLETS, AND JUNCTION BOXES	5	EACH
9030800	SEED	20	LBS
9030900	FERTILIZER	250	LBS
9050100	TEMPORARY SIGNS AND BARRICADES	1	LUMP
9070106	INTEGRAL CONCRETE CURB	50	LF
9070304	4" CONCRETE WALKS	3200	SY
9070406	6" CONCRETE DRIVES	3800	SY
9090100	MOBILIZATION	1	LUMP
9900001	TRUNCATED DOMES INSET	200	SF
9031000	WATER (FOR SEEDING AND FERTILIZING)	1.25	MGAL
4010100	TRAFFIC MAINTENANCE AGGREGATE	150	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 SCADINA	225-928-1000, EXT. 7617	225-231-0339
COX COMMUNICATIONS	JEFF GARLAND	225-806-4834	225-925-2496
DEMCO	PHILL ZITO	225-261-1221, EXT. 439	225-262-1383
ENTERGY ELECTRICAL DISTRIBUTION	GERRY KERNELL	225-354-3060	225-354-3039
ENTERGY ELECTRICAL TRANSMISSION	N/A	225-346-6584	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	DAVID BURGE	225-202-4296	225-295-4184
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
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 OLSEN	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
ARBORIST	1100 LAUREL STREET, BATON ROUGE, LA 70802	MR. GREG BIVIN	225-389-4694

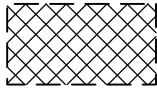
GENERAL NOTES:

1. 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).
2. CONTRACTOR TO PROVIDE LOUISIANA REGISTERED SURVEYOR TO LOCATE RIGHT-OF-WAY AND SURVEY CONTROLS.
3. 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.
4. 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.
5. ANY TRIMMING REQUIRED SHALL BE DONE IN ACCORDANCE WITH STANDARD HORTICULTURAL AND ARBORICULTURAL PRACTICES UNDER ITEM #2020700. IF IN ANY CASE WHERE A TREE IS NOT INDICATED ON THE PLANS TO BE REMOVED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR PRIOR APPROVAL.
6. 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.
7. CONTRACTOR SHALL FORM AND POUR SIDEWALKS CONSISTENT WITH AND AT THE SPECIFIED CROSS SLOPE ON STANDARD PLANS. SIDEWALKS SHALL BE PLACED, AND CONSTRUCTION AREAS RESTORED AND GRADED SO AS TO NOT IMPEDE EXISTING DRAINAGE PATTERNS.
8. 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.
9. ALL CUTS TO DRIVEWAY PAVEMENT AND CURBS SHALL BE BY THE SAW-CUTTING METHOD.
10. CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL PLANS PREPARED IN ACCORDANCE WITH SECTION 905 OF THE STANDARD SPECIFICATIONS FOR ENGINEERS APPROVAL PRIOR TO CLOSING ANY PORTION OF ANY ROADWAY.
11. UNLESS NOTED OTHERWISE, ALL SIDEWALKS SHALL MATCH ADJACENT DRIVEWAYS AT A 2% MAX CROSS SLOPE, OR GO THROUGH DRIVEWAYS WITH A 2% MAX CROSS SLOPE
12. 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.
13. SIDEWALK RAMPS SHALL BE LAID OUT AND BUILT PER EAST BATON ROUGE PARISH STANDARD PLAN 907-01 (PAGES 1-6).
14. CROSSWALK AND REPLACEMENT INTERSECTION PAVEMENT MARKINGS SHALL BE DIMENSIONED AND INSTALLED PER EAST BATON ROUGE STANDARD PLAN 905-50 (PAGES 1-7).
15. 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.
16. 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 AT NO DIRECT PAY.
17. 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.
18. WHERE DRAINAGE GRATES ARE WITHIN THE SIDEWALK THEY SHALL BE REPLACED WITH A "TYPE 2" DRAINAGE GRATE, AT NO DIRECT PAY. "TYPE 2" DRAINAGE GRATE SIZE SHALL BE MODIFIED TO FIT OPENING OF EXISTING DRAIN. TYPICAL LOCATIONS INCLUDE, BUT ARE NOT LIMITED TO, STA. 48+00 THROUGH STA. 51+00 AND AT SIDEWALK CONNECTION ADJACENT TO MIDDLESEX ST. (REFER TO EAST BATON ROUGE STANDARD PLAN 702-99).
19. CROSSWALK AND REPLACEMENT INTERSECTION STRIPING SHALL BE DIMENSIONED AND INSTALLED AT ALL INTERSECTIONS IN ACCORDANCE WITH EAST BATON ROUGE STANDARD PLAN 905-50.
20. ANY EXISTING SIDEWALKS OR DRIVEWAYS TO REMAIN SHALL BE PRESSURE WASHED AT NO DIRECT PAY.

LEGEND:



DRIVEWAY/PAVEMENT
REMOVAL



SIDEWALK REMOVAL



NEW SIDEWALK



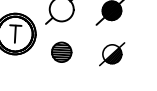
WATER METER



TRAFFIC SIGN



MAILBOX



UTILITY POLES
(VARIOUS)

+00.00 / 00.00' STATION & OFFSET



FIRE HYDRANT



SEWER MANHOLE



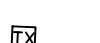
DRAINAGE MANHOLE



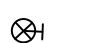
CATCH BASIN



WATER VALVE



TELE. TRANSFORMER



GAS VALVE



TRAFFIC SIGN



SHEET
NUMBER

2

EAST BATON ROUGE

PARISH

TAA
BGH

DESIGNED
CHECKED

TAA

REVISIONS

TAA

REVISIONS

TAA

FINAL REVIEW

REVISION DESCRIPTION

DATE

NO.

3 01/2020

2 11/2019

1 10/2019

DATE

NO.

EAST BATON ROUGE PARISH

72ND AVENUE

PEDESTRIAN IMPROVEMENTS PHASE 1

GENERAL NOTES & SUMMARY OF QUANTITIES

PE

PROFESSIONAL
ENGINEERING
CONSULTANTS
CORPORATION

PE

PROFESSIONAL
ENGINEERING
CONSULTANTS
CORPORATION

PE

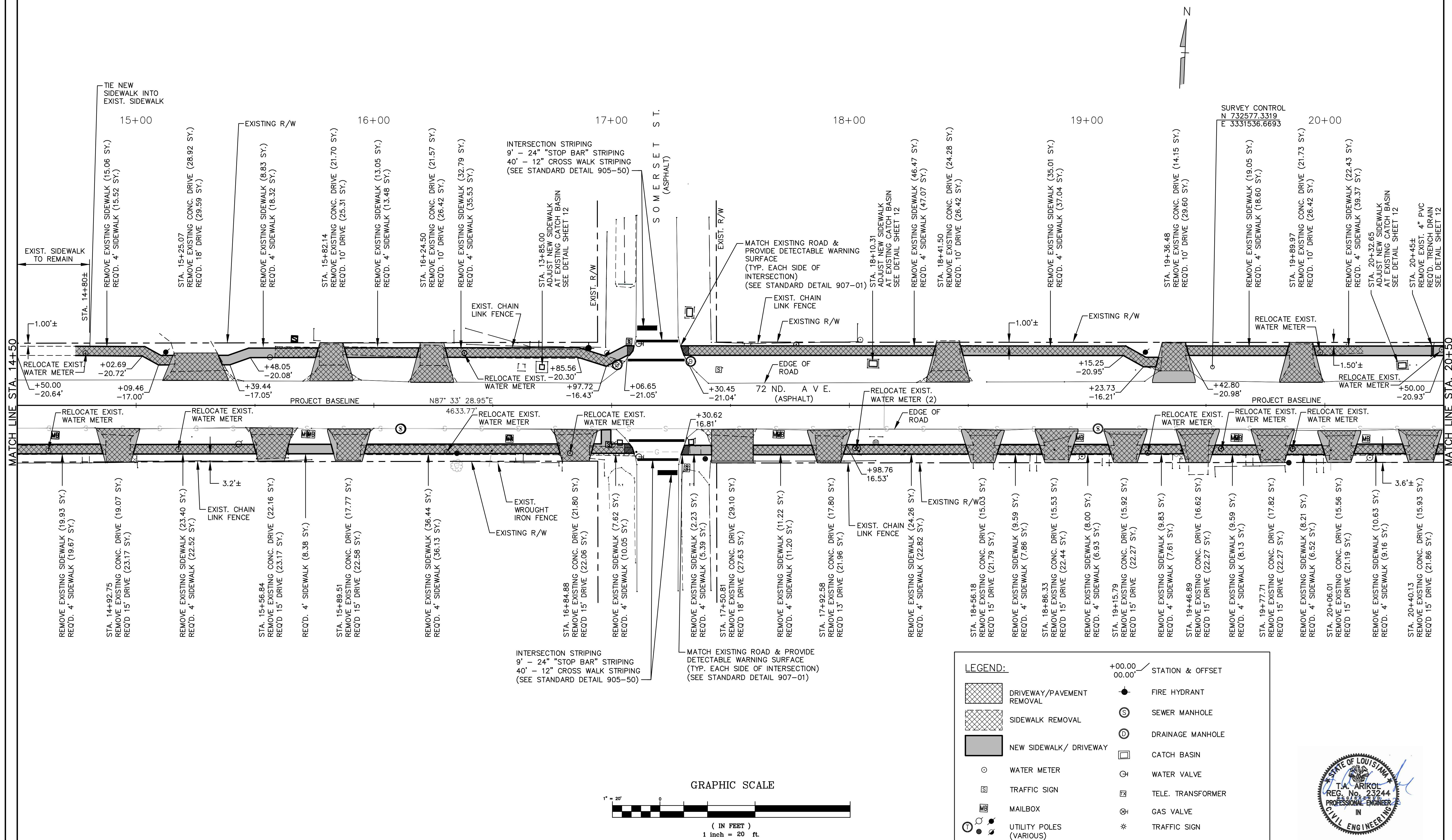
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ENGINEERING
CONSULTANTS
CORPORATION

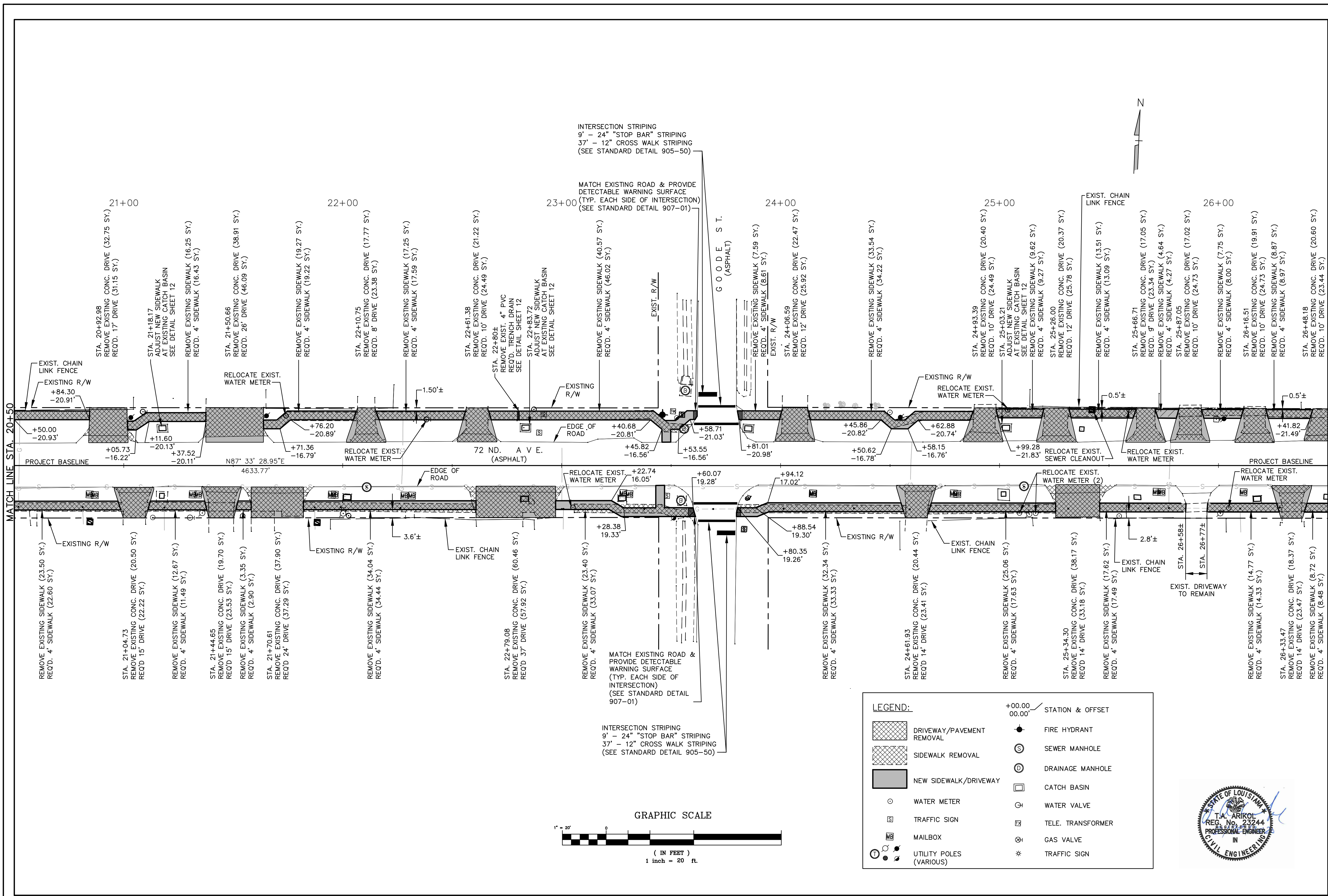
PE

PROFESSIONAL
ENGINEERING
CONSULTANTS
CORPORATION

PE

PROFESSIONAL
ENGINEERING
CONSULTANTS
CORPORATION





SHEET NUMBER

6

PARISH

EAST BATON ROUGE

QTY

17-SW-US-0035

STATE PROJECT

N/A

DESIGNED

TAA

CHECKED

BGH

DATE

AUG 2019

BY

TAA

3

01/2020

REVISIONS

TAA

2

11/2019

REVISIONS

TAA

1

10/2019

FINAL REVIEW

TAA

NO

DATE

REVISION DESCRIPTION

PEP

PROFESSIONAL ENGINEERING CONSULTANTS

EAST BATON ROUGE PARISH

72ND AVENUE

PEDESTRIAN IMPROVEMENTS PHASE 1

STATE OF LOUISIANA

T.A. ARIKOL

REG. NO. 23244

PROFESSIONAL ENGINEER

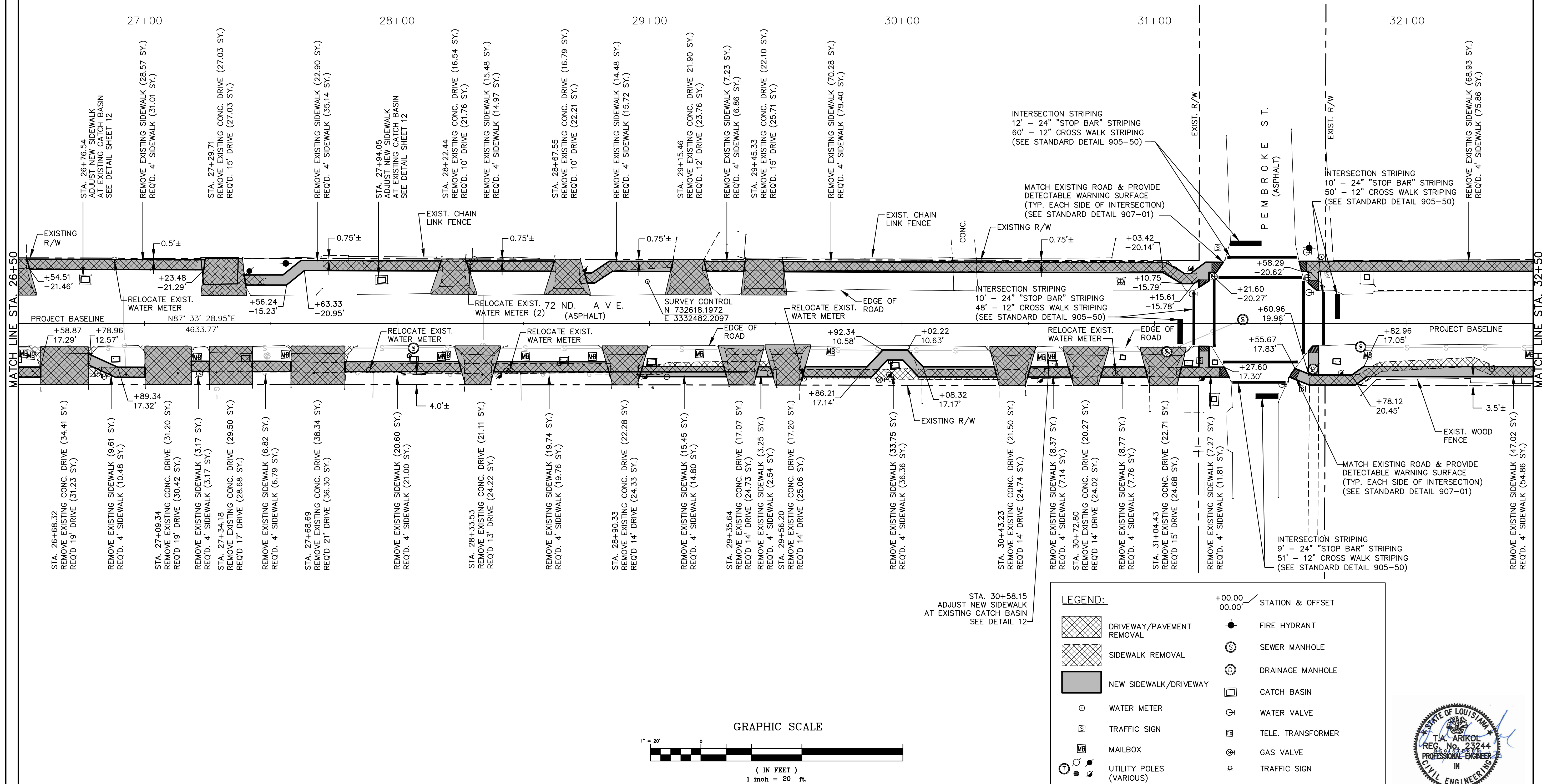
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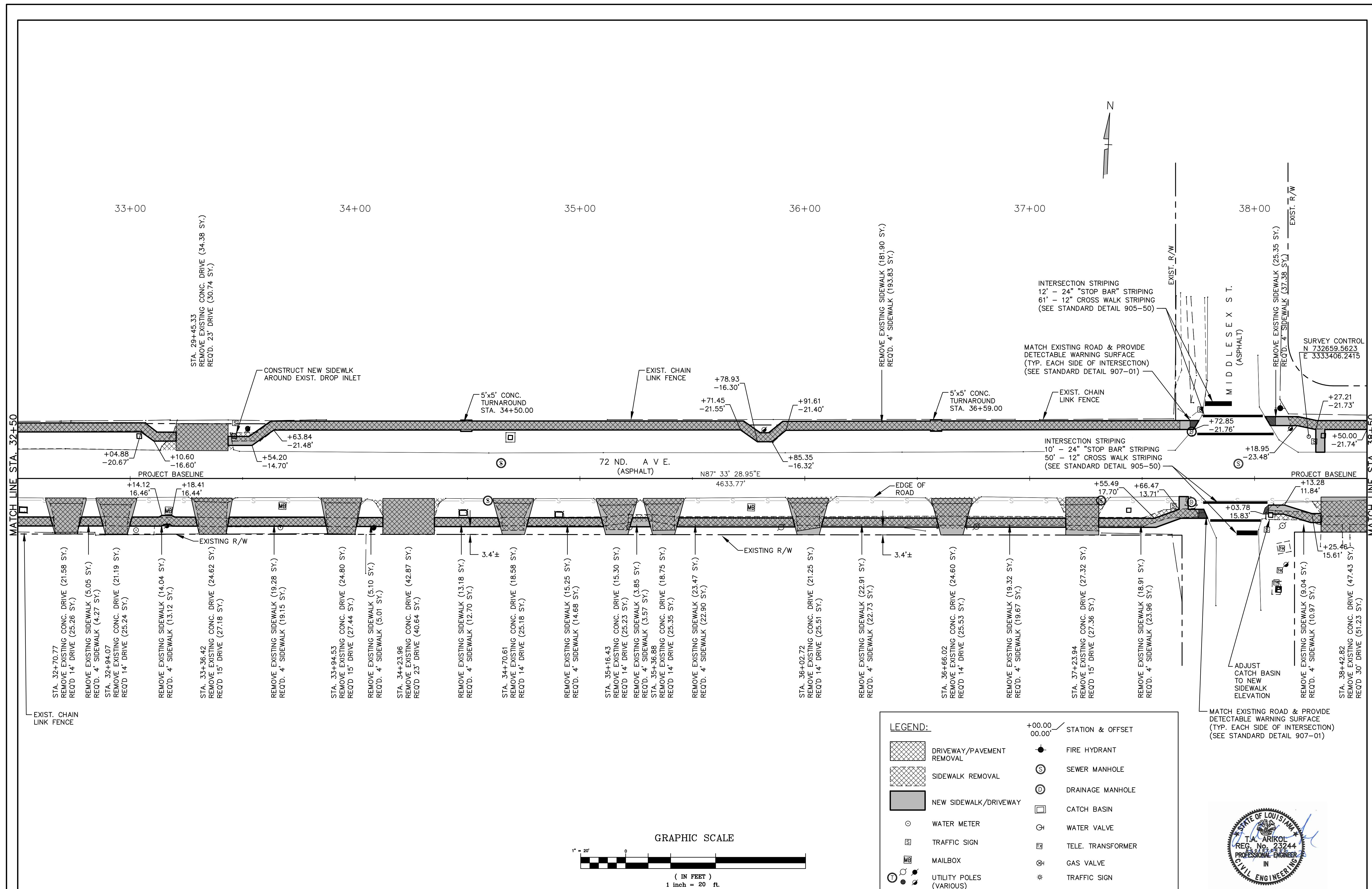
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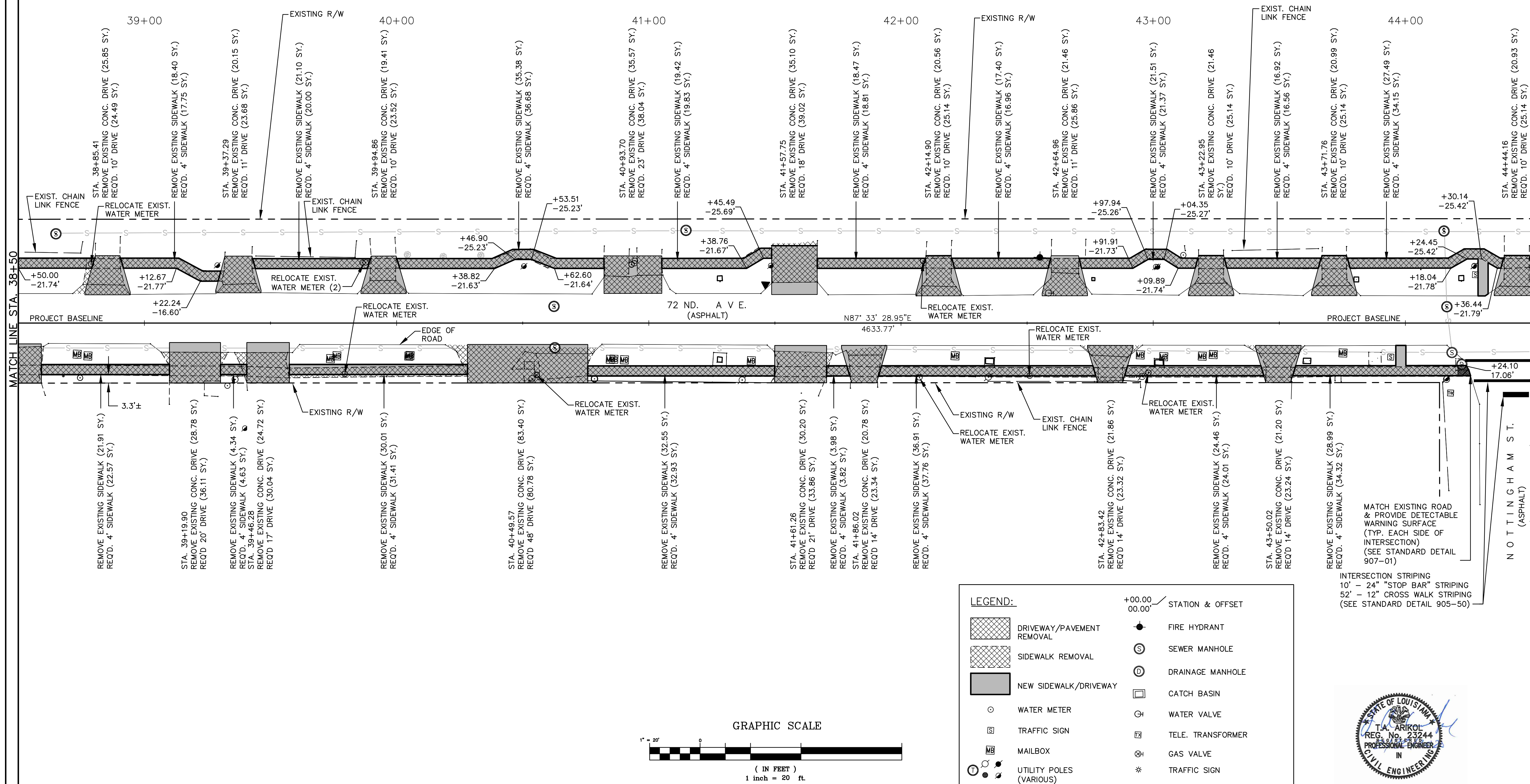
STATE OF LOUISIANA

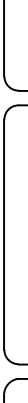
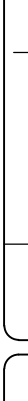
PEDESTRIAN IMPROVEMENTS PHASE 1

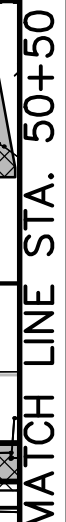
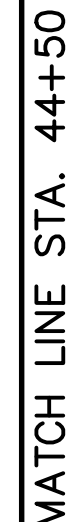
SIDWALK PLAN

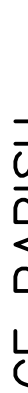
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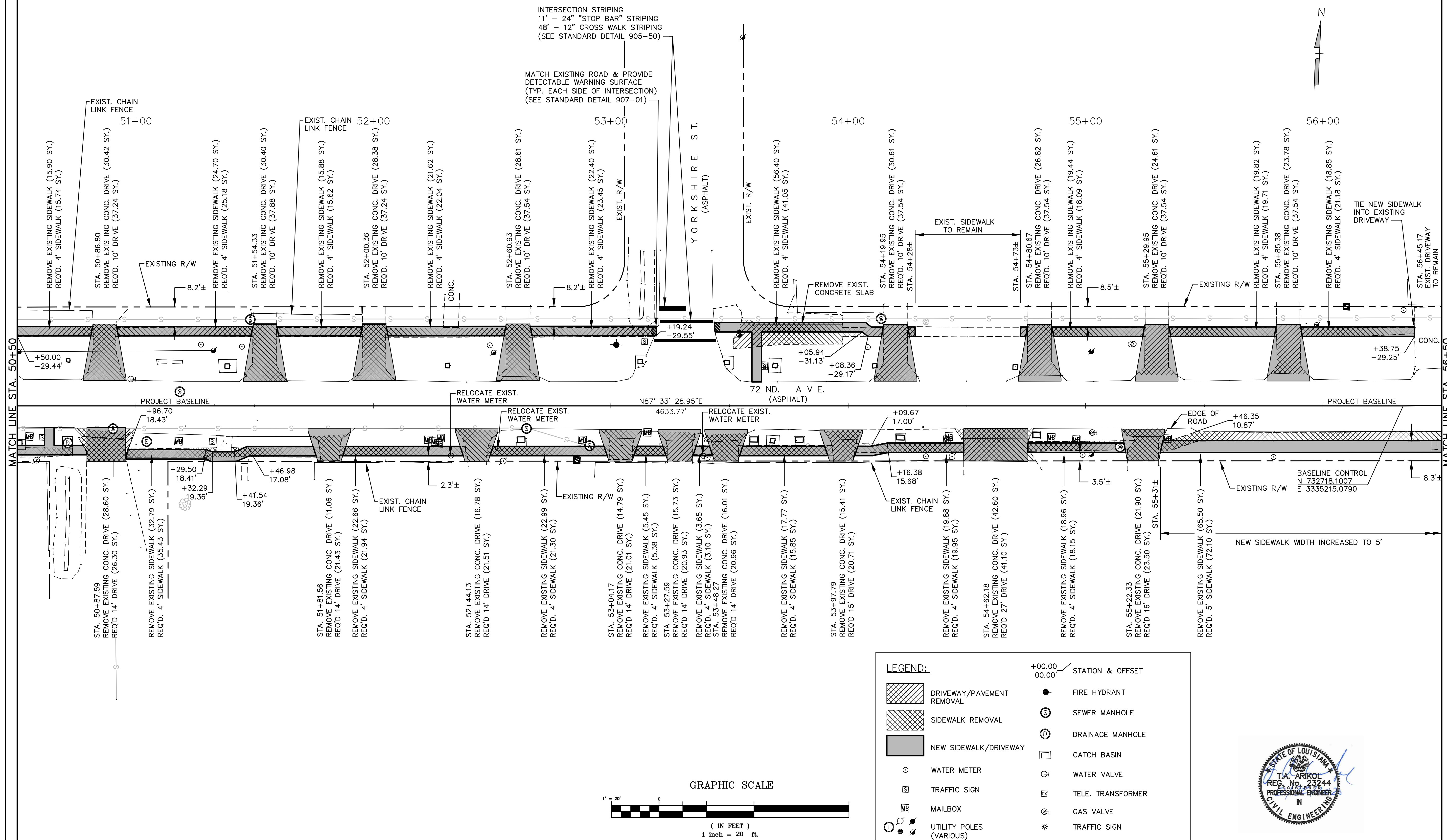


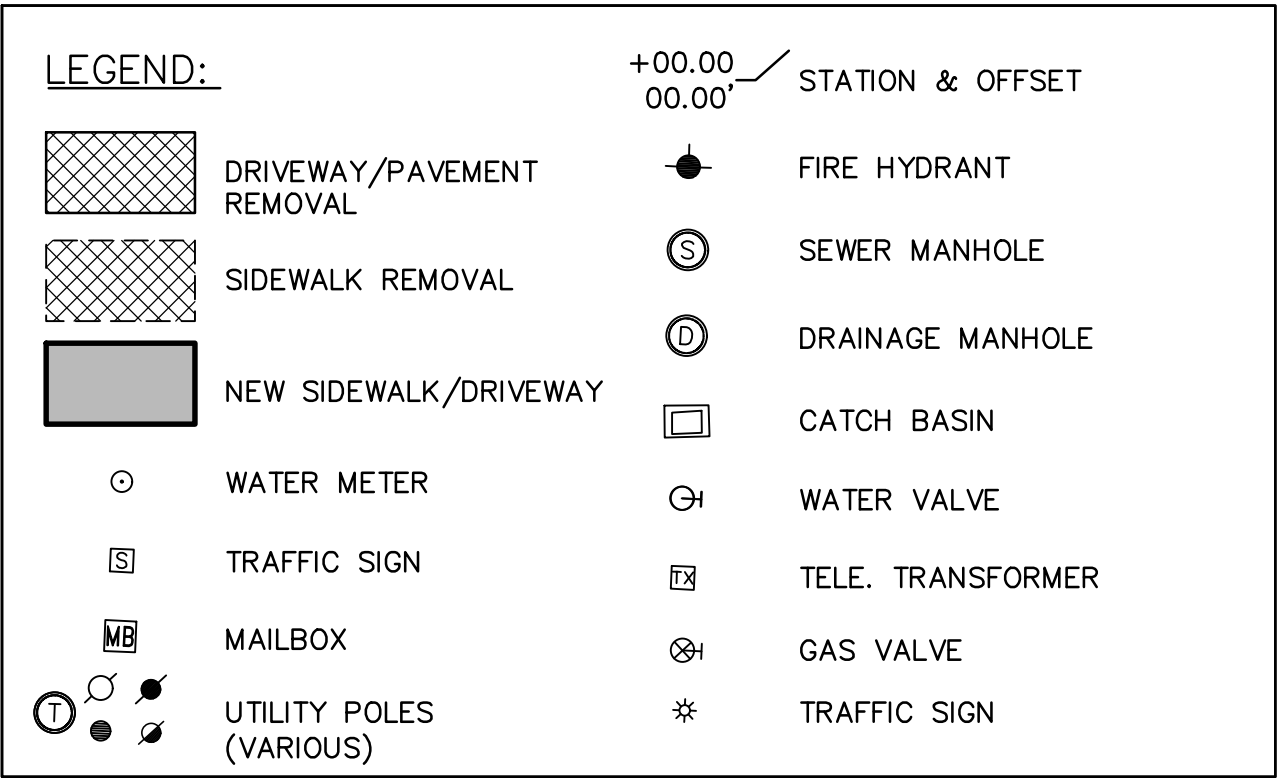


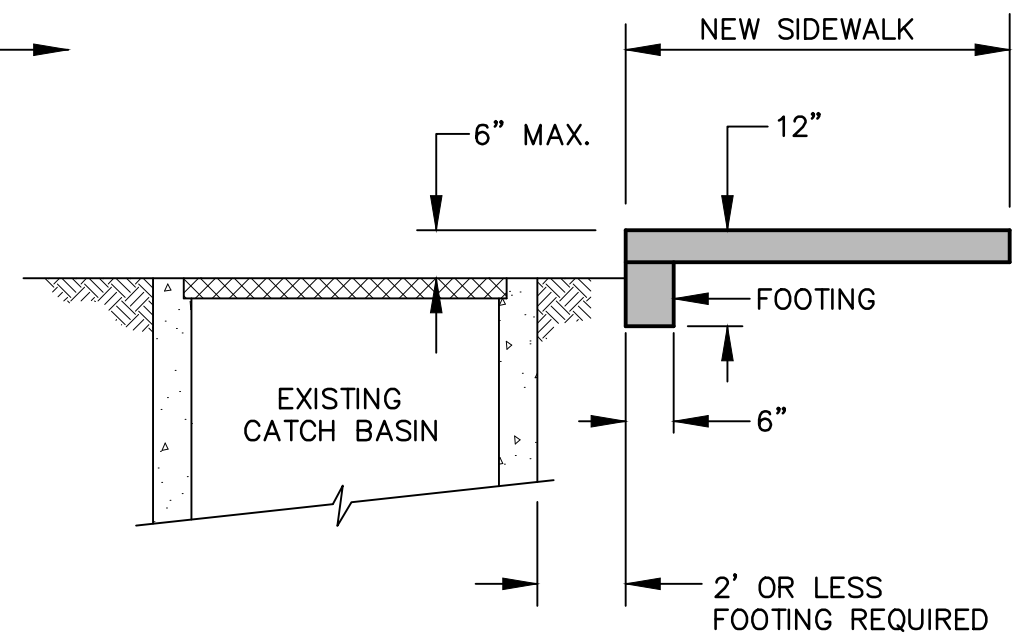
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						2		11/2019		REVISIONS		TAA		JAC		17-SW-US-0035	
						1		10/2019		FINAL REVIEW		TAA		TLB		STATE PROJECT	
		SIDEWALK PLAN				NO.		DATE		REVISION DESCRIPTION		BY		DATE		PROJECT	
														AUG 2019		N/A	
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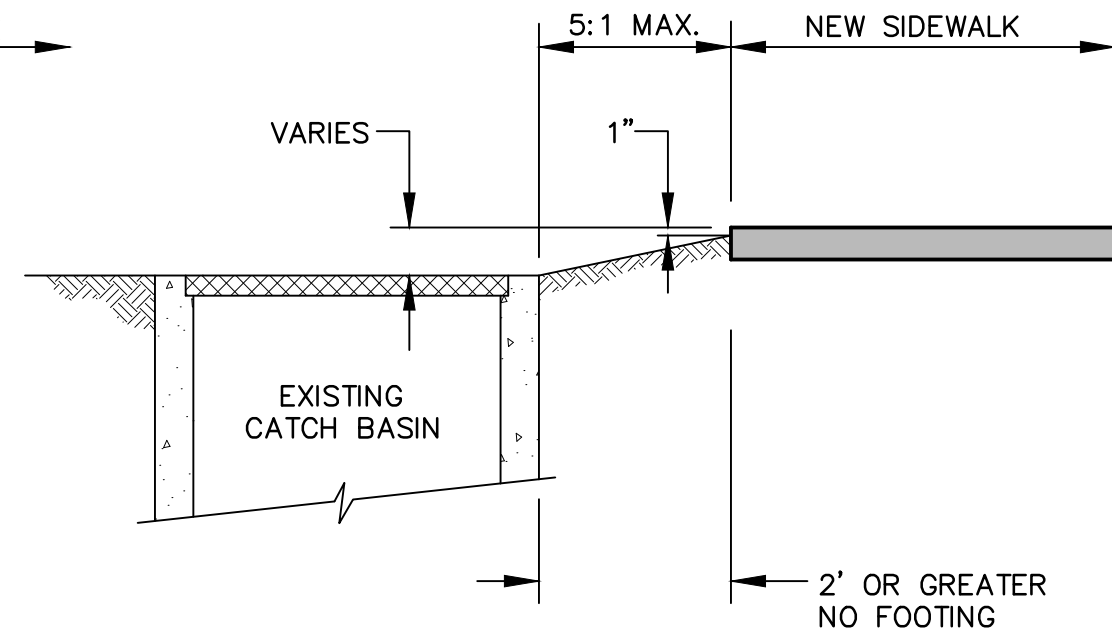


SECTION "A"—"A"
SCALE: 1/2" = 1'-0"

WHERE EXISTING CATCH BASIN ENCROACHES INTO EDGE OF NEW SIDEWALK CONSTRUCT NEW SIDEWALK AROUND CATCH BASIN AND MATCH EXIST. CATCH BASIN TOP ELEVATION

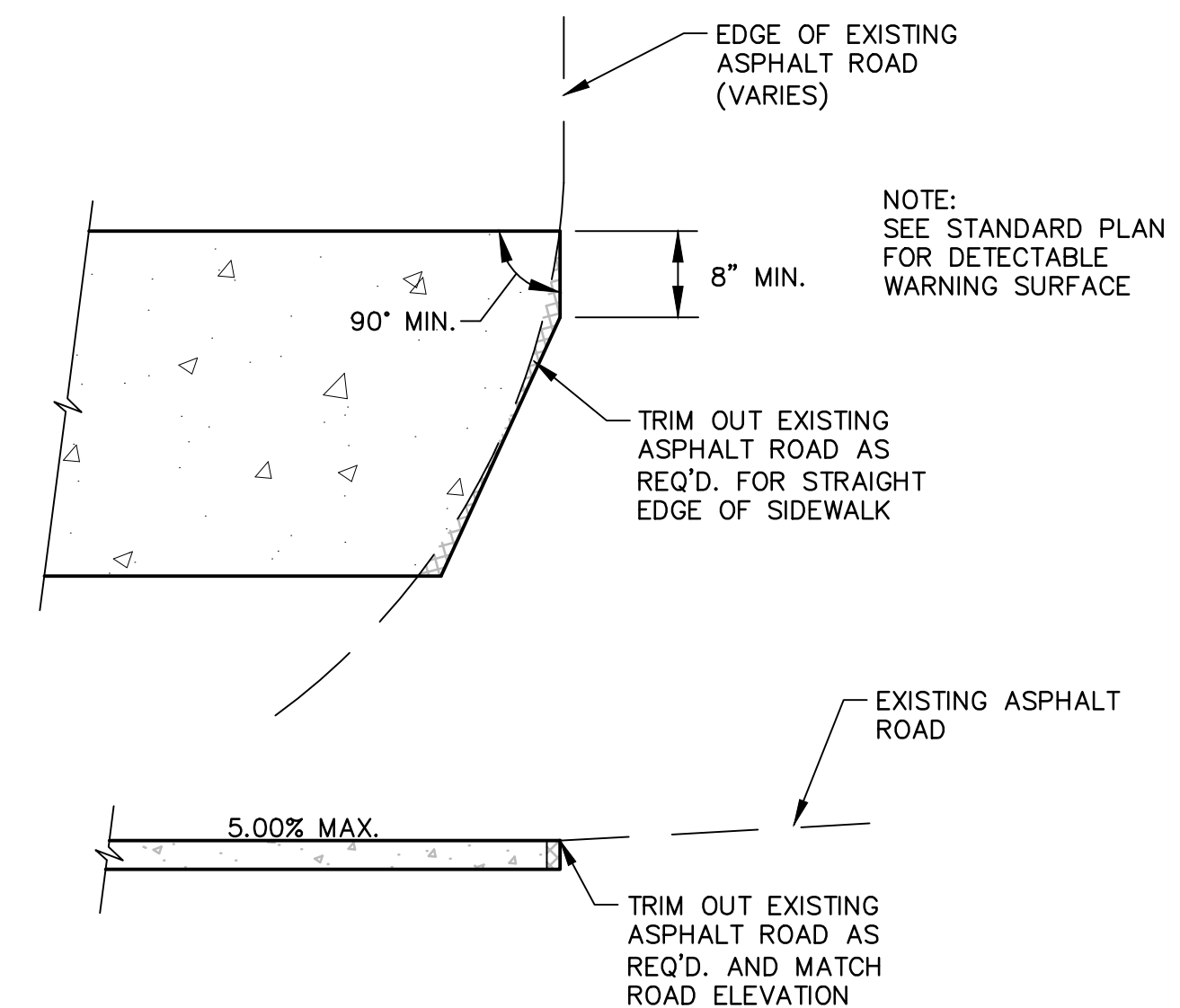
EXPANSION JOINT

NEW SIDEWALK



SECTION "A"—"A"
SCALE: 1/2" = 1'-0"

TRENCH DRAIN
N.T.S.



SIDEWALK CONNECTION AT SIDE ROAD CROSSING
SCALE: 1/2" = 1'-0"



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 lone closures, lone 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.

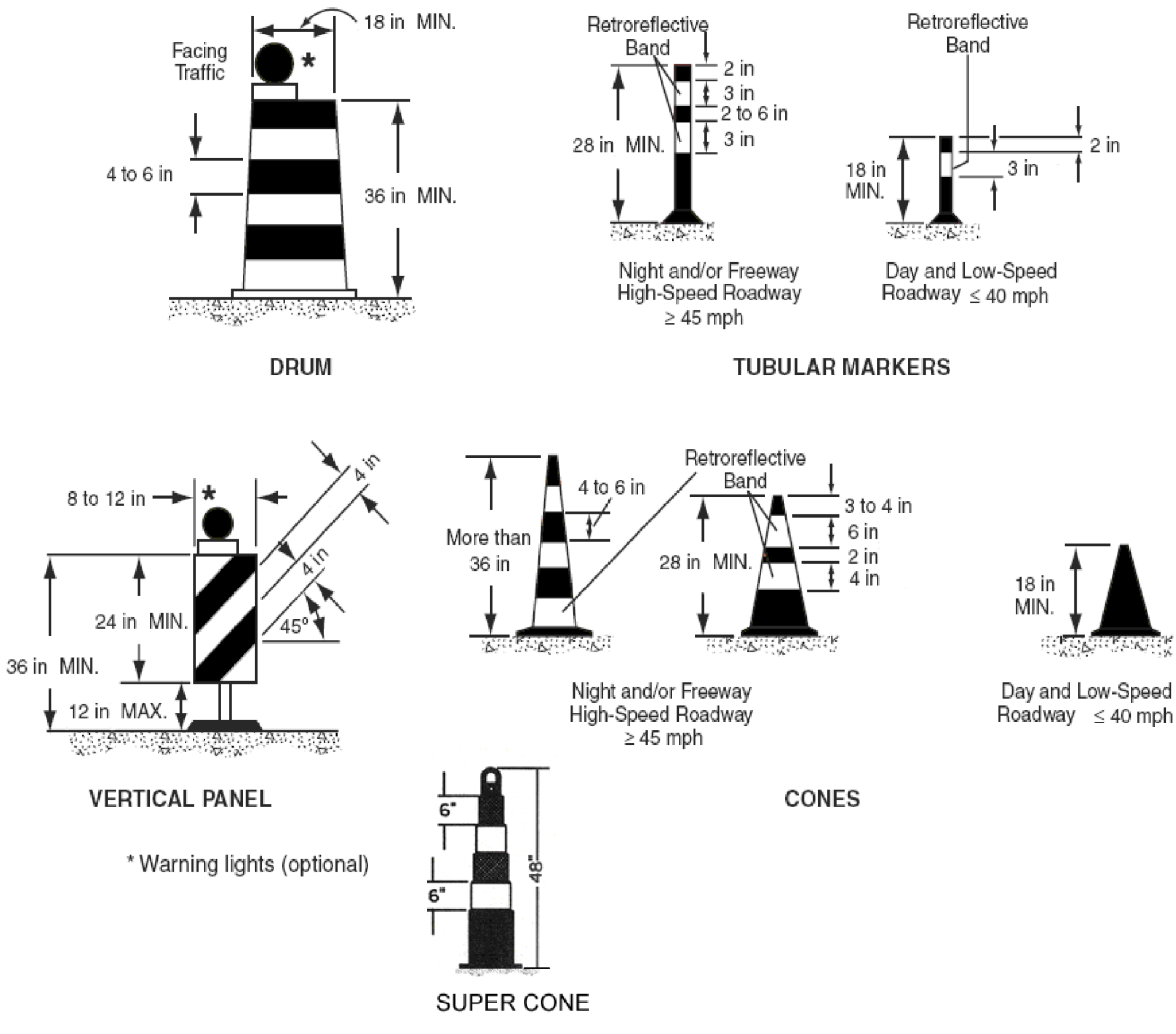
SIGNS

- 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.

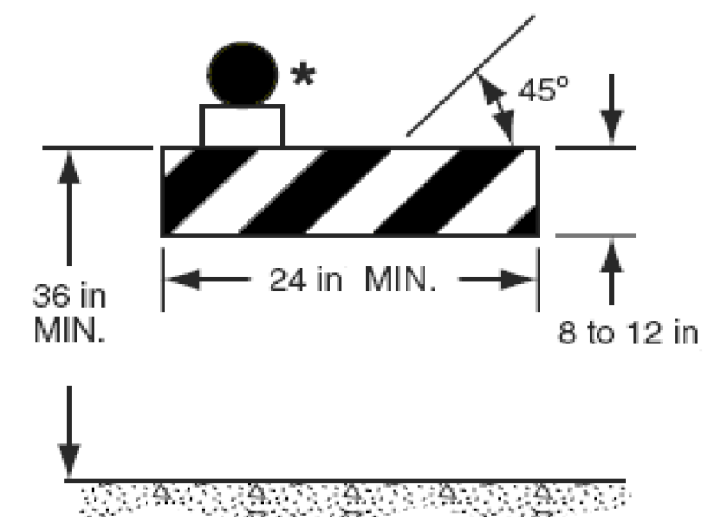
CHANNELIZING DEVICES

- 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.

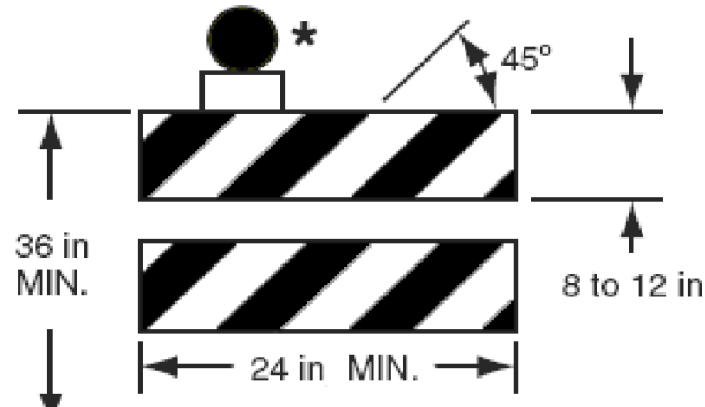


BARRICADES

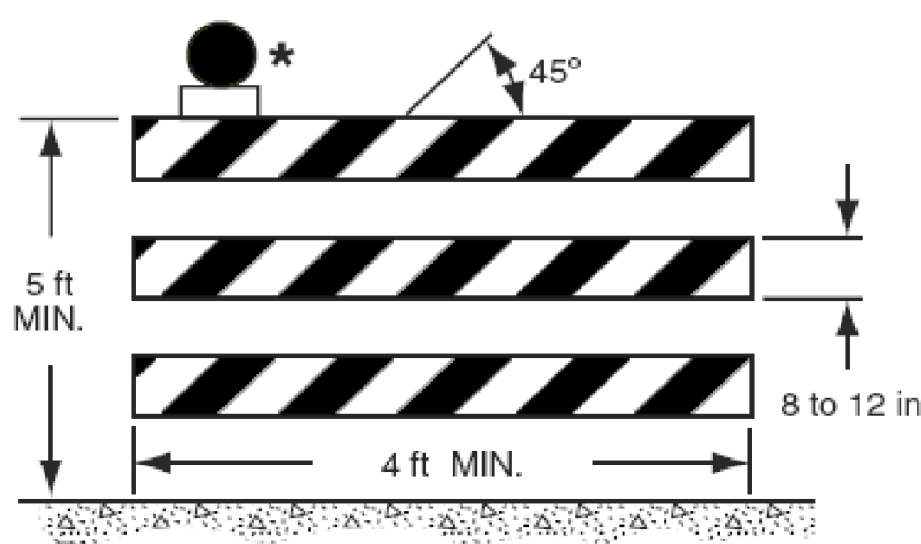
- Barricades shall be designed and applied in accordance with these standard plans and the current MUTCD guidance. Generally three types of barricades are used as below. Specific project applications shall be reviewed and approved by the City Parish Traffic Engineer and shall not be deployed without 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.



TYPE I BARRICADE **



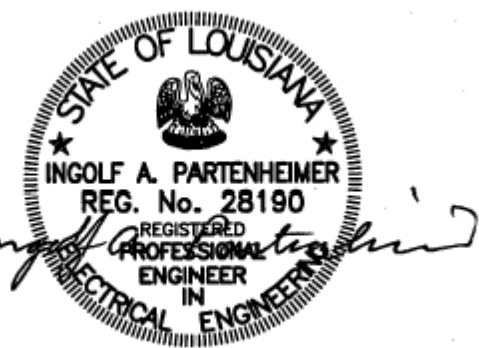
TYPE II BARRICADE **



TYPE III BARRICADE **

* 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 MUTCD	DRAWN G. CHENG	CHECKED B. HARMON
APPROVED I. PARTENHEIMER		

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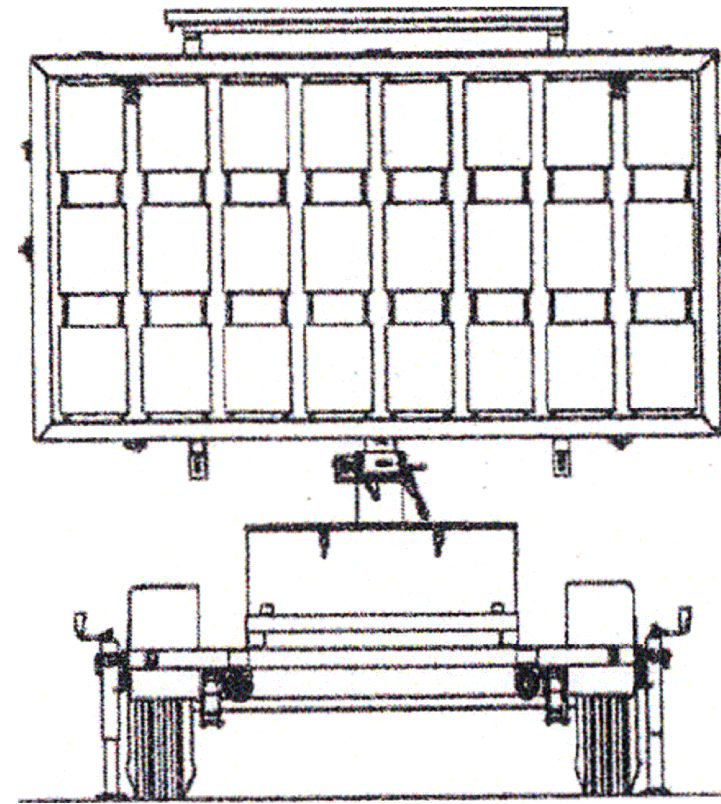
PROJECT NO.	SHEET

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.

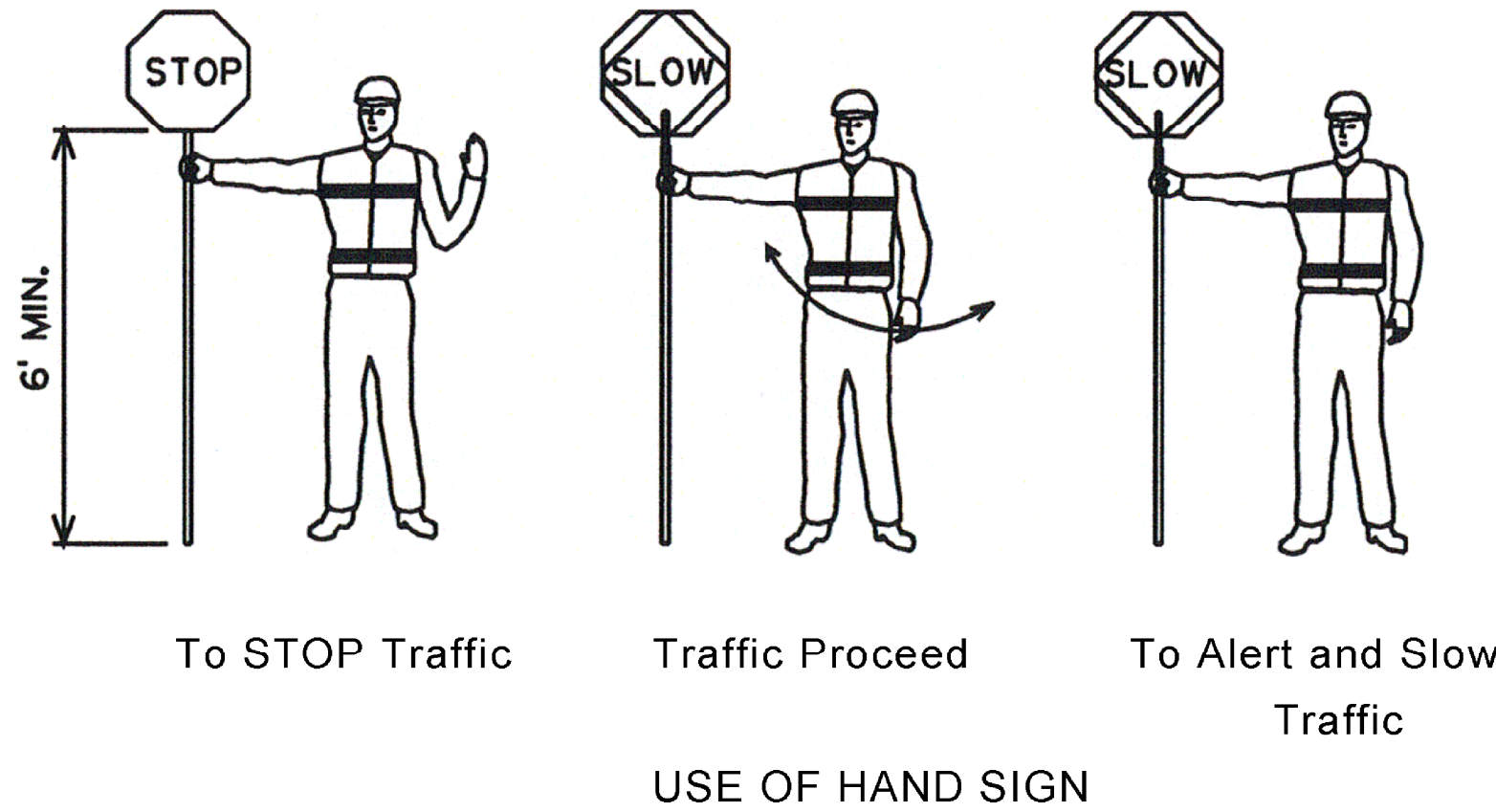
PORTABLE CHANGEABLE MESSAGE SIGNS

- 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.



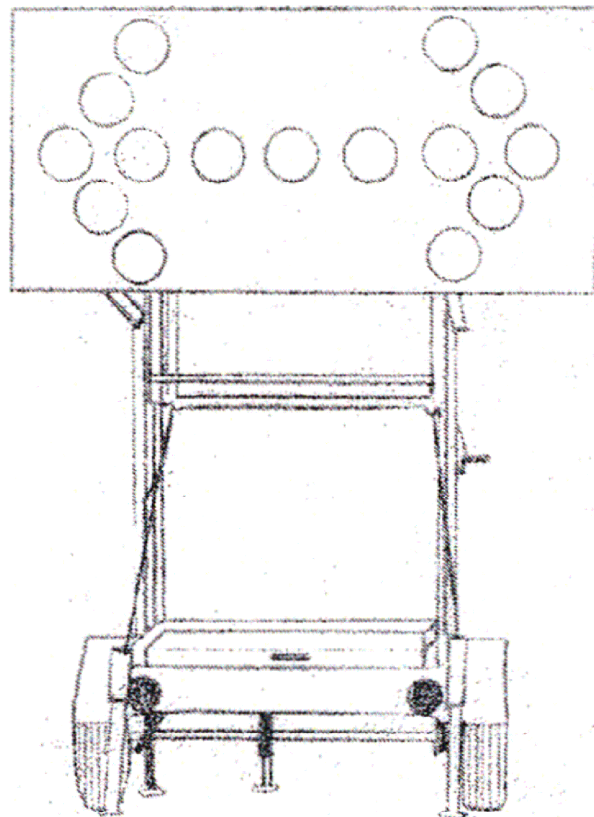
FLAGGERS

- 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.



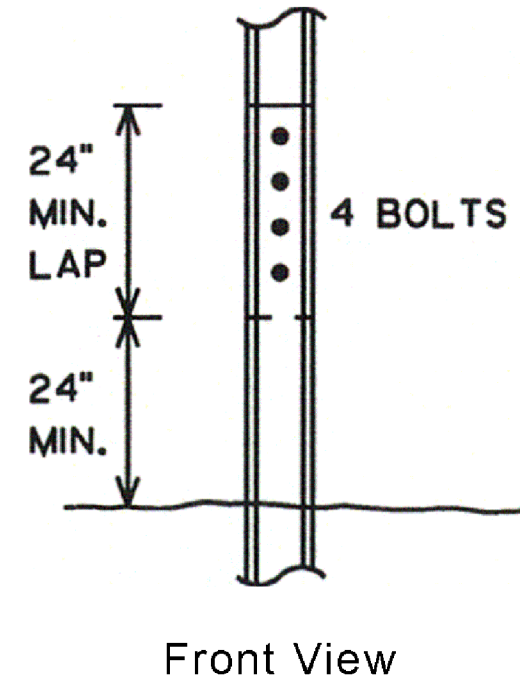
FLASHING ARROW PANELS

- 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.



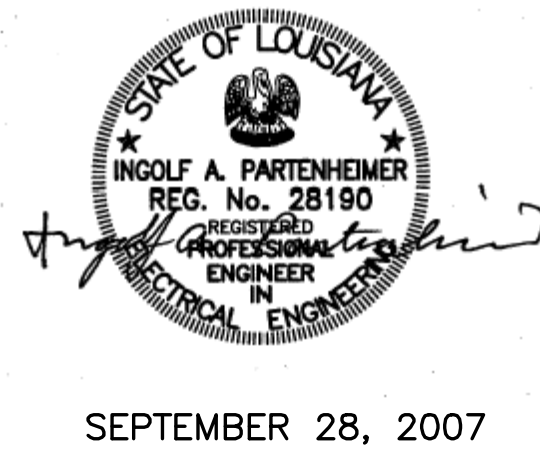
ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

- 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.



STANDARD PLAN NO. 905-01	DATED September 28, 2007	SHEET NO. 2 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

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

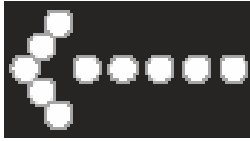
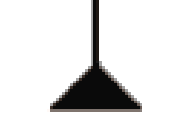
* Distances are shown in feet. The column headings A, B, and C are the dimensions shown in Typical Application Figures. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is 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.

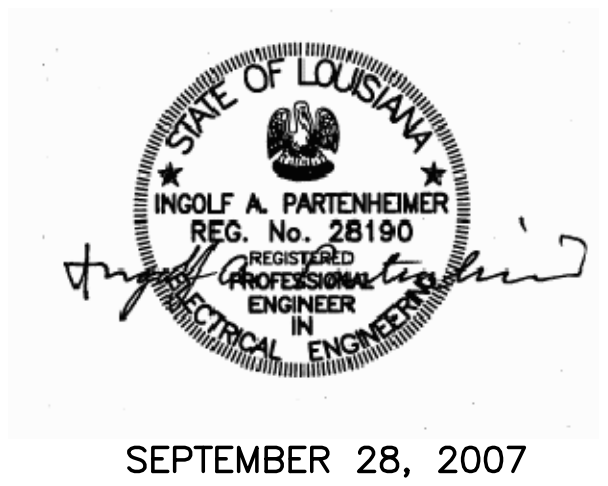
Meaning of Symbols on Typical Application Diagrams

	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

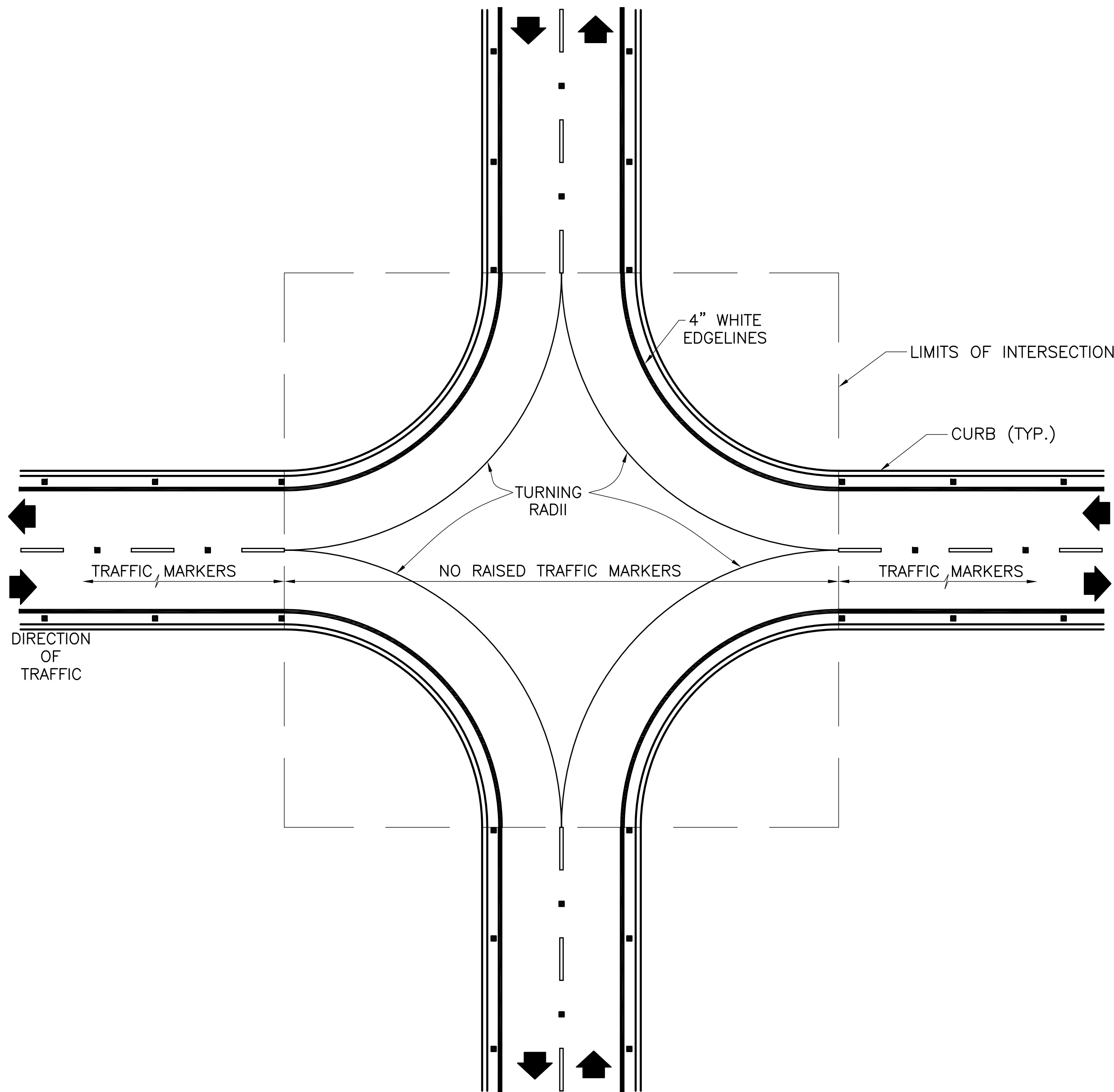
Information contained herewith was taken directly from the MUTCD 2003 version.



8/8/10	STANDARD PLAN NO. 905-01	REVISION	G. C.	DESIGNED	DRAWN	CHECKED	APPROVED
DATE	DESCRIPTION	REVISIONS	BY	MUTCD	G. CHENG	B. HARMON	J. PARTENHEIMER

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		

PROJECT NO.	SHEET



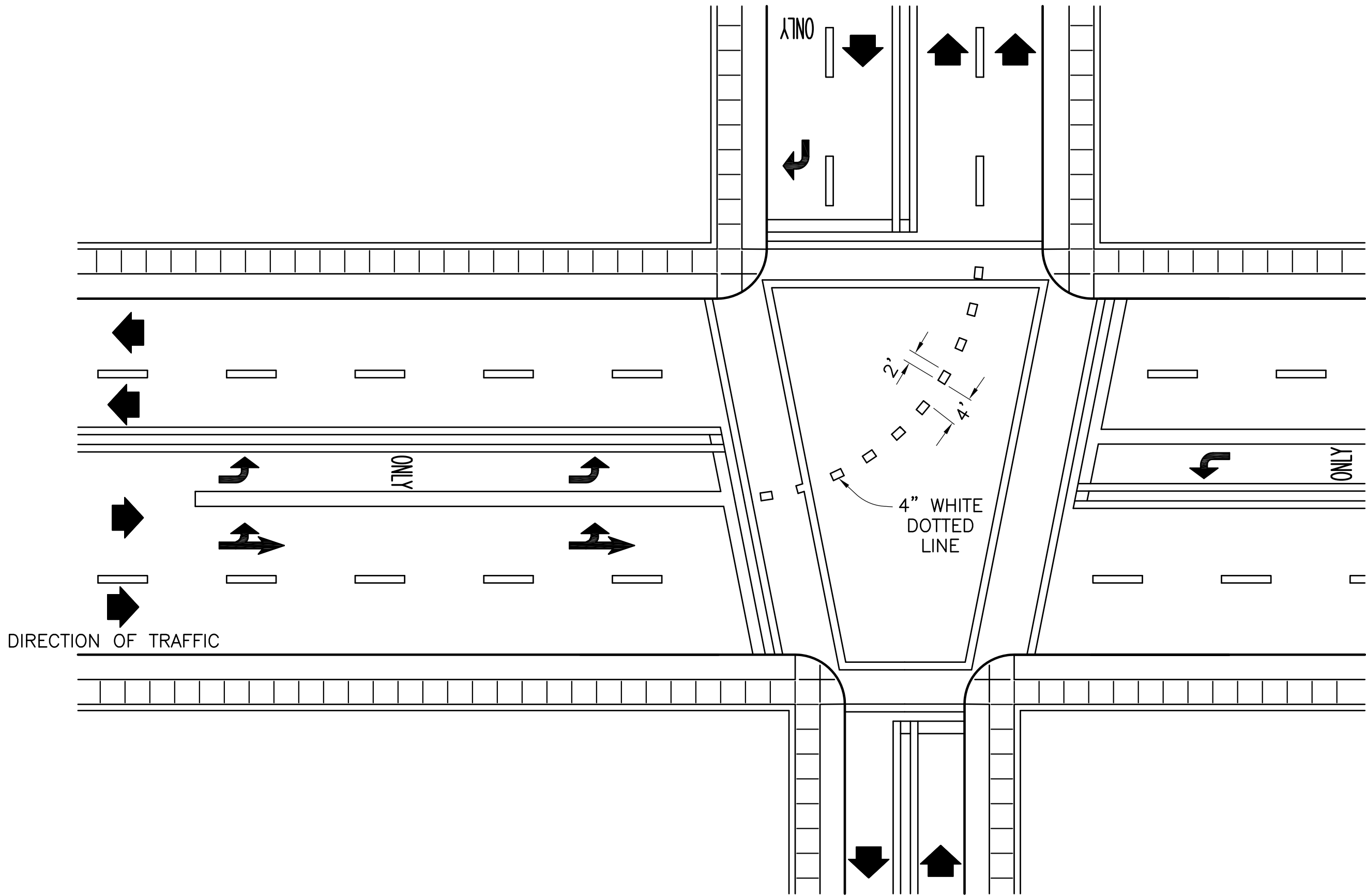
DETAIL OF TYPICAL INTERSECTION
SHOWING TRAFFIC MARKER PLACEMENT
FOR TWO-LANE ROADWAY

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.



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

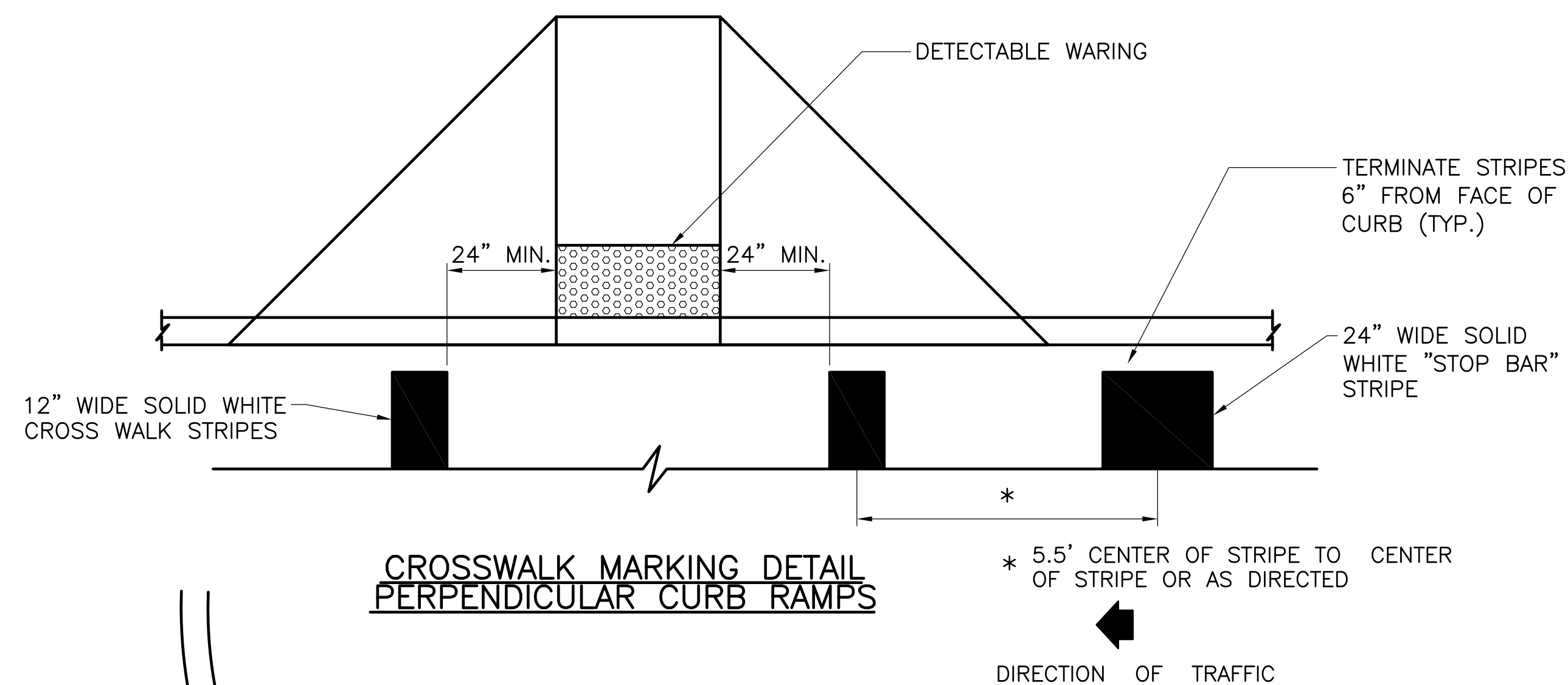


JUNE 13, 2008

STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 6 OF 7
ROADWAY MARKING AND TYPICAL DETAILS		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED I. PARTENHEIMER		

DATE	DESCRIPTION REVISIONS	BY

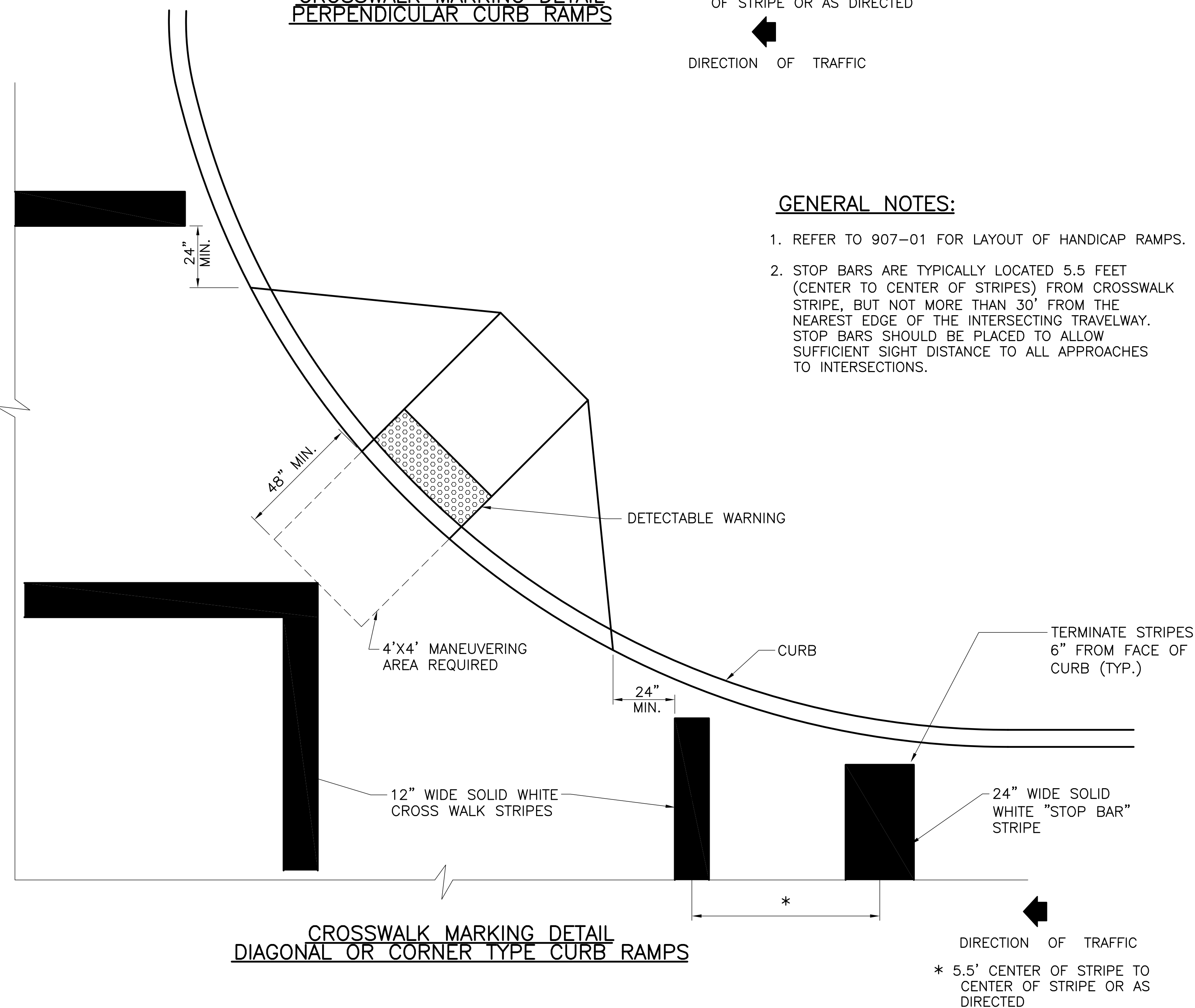
ENGINEERING AUTODESK LAND DESKTOP STYLAY FORM G.V.



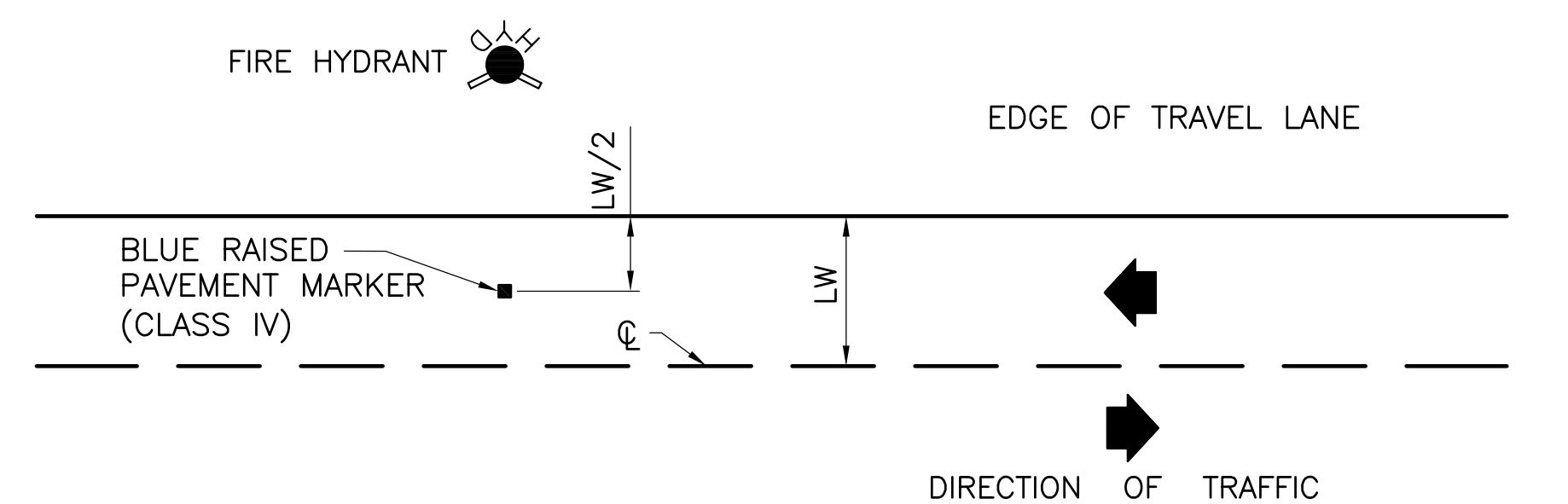
CROSSWALK MARKING DETAIL
PERPENDICULAR CURB RAMPS

GENERAL NOTES:

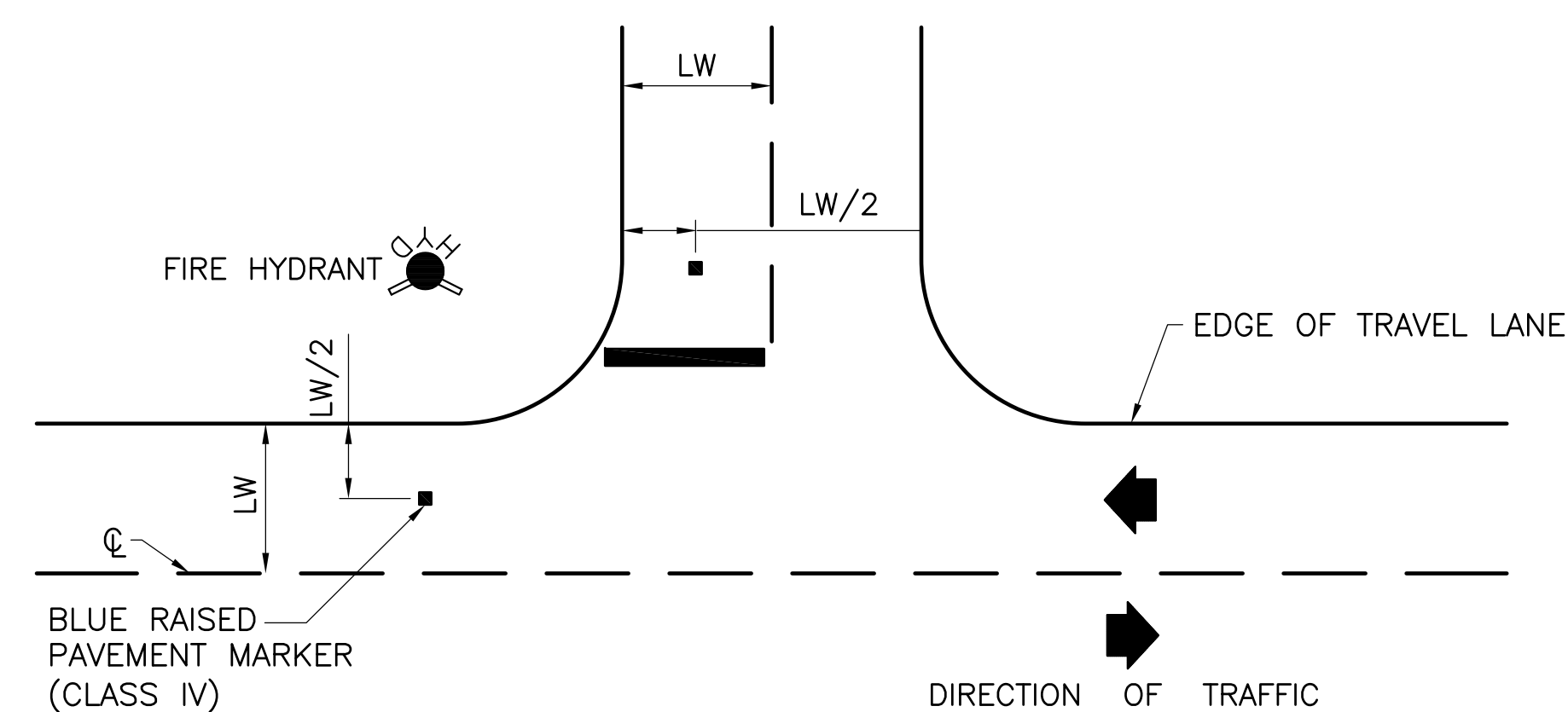
1. REFER TO 907-01 FOR LAYOUT OF HANDICAP RAMPS.
2. STOP BARS ARE TYPICALLY LOCATED 5.5 FEET (CENTER TO CENTER OF STRIPES) FROM CROSSWALK STRIPE, BUT NOT MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTING TRAVELWAY. STOP BARS SHOULD BE PLACED TO ALLOW SUFFICIENT SIGHT DISTANCE TO ALL APPROACHES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



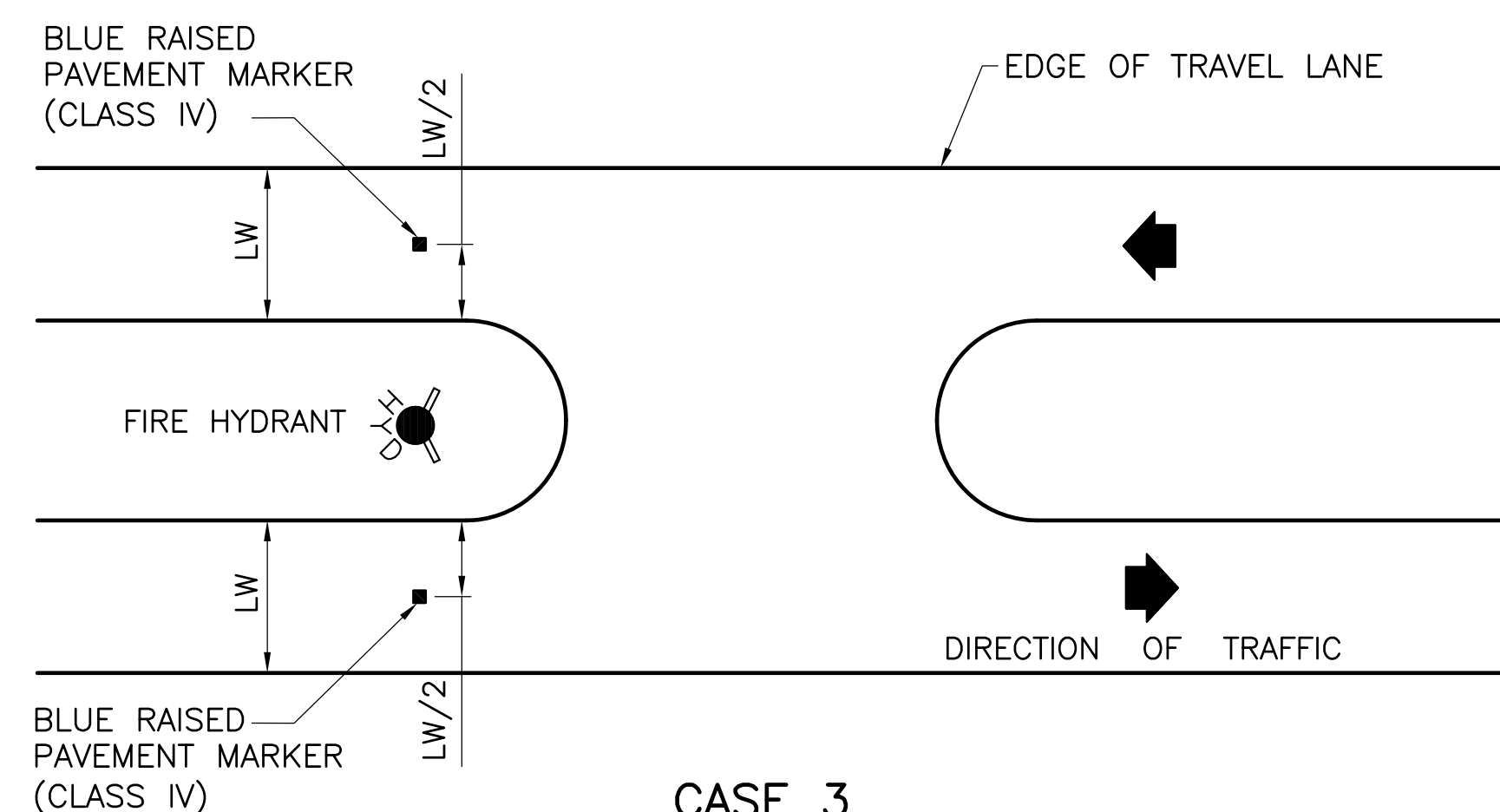
CROSSWALK MARKING DETAIL
DIAGONAL OR CORNER TYPE CURB RAMPS



CASE 1
(THRUWAY CONDITION)



CASE 2
(CORNER CONDITION)



CASE 3
(MEDIAN CONDITION)

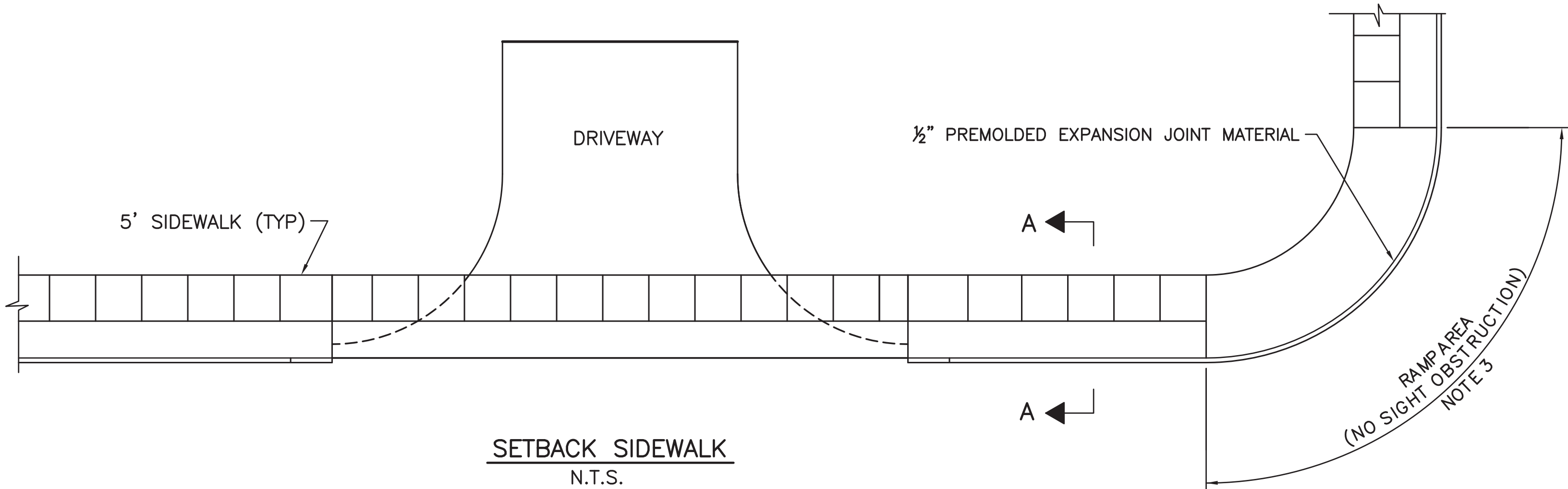
REFLECTIVE MARKER FOR FIRE DEPARTMENT

DATE	DESCRIPTION	BY
	REVISIONS	

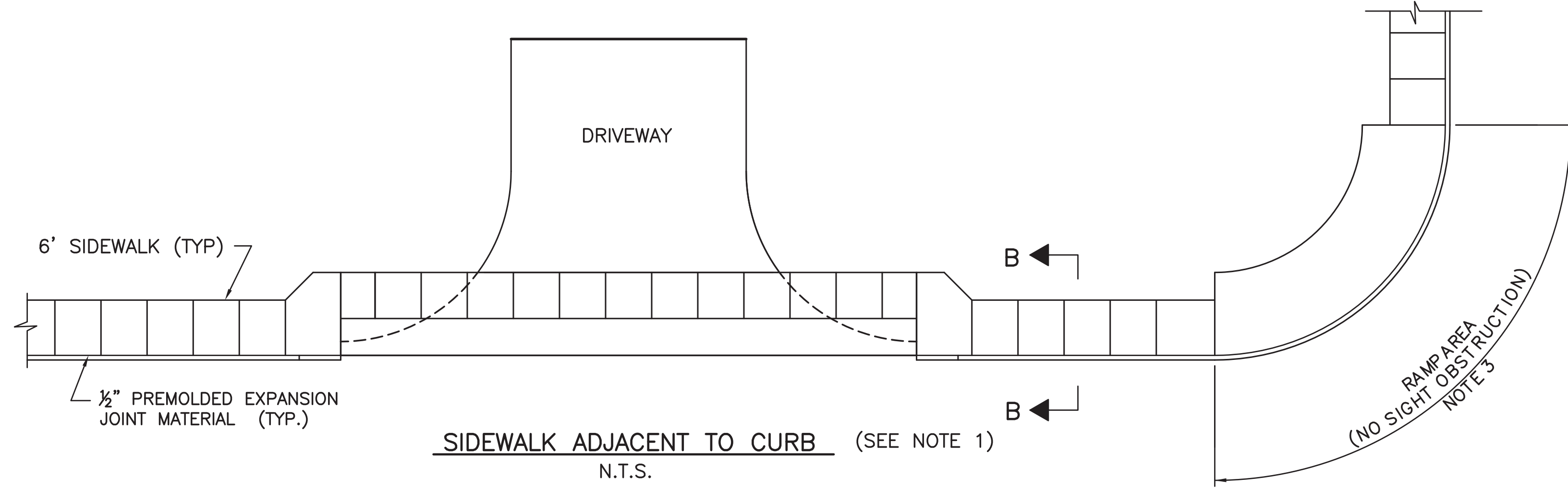


JUNE 13, 2008

STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 7 OF 7
INTERSECTION MARKINGS AND TYPICAL DETAILS		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED I. PARTENHEIMER		

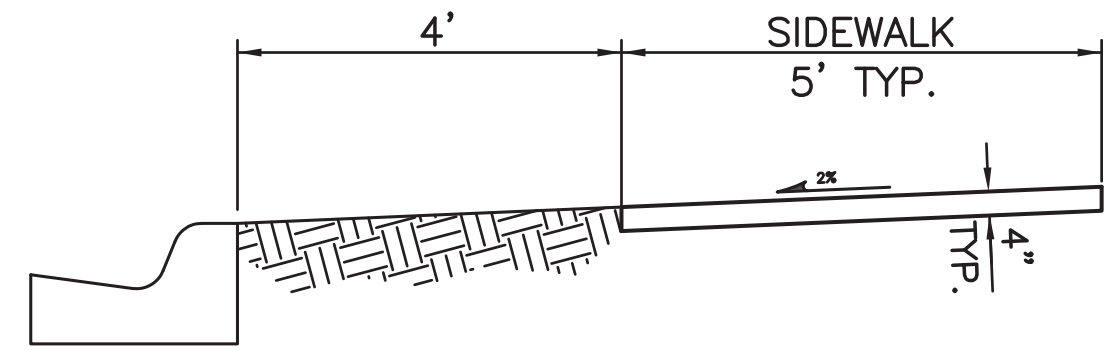


SETBACK SIDEWALK
N.T.S.

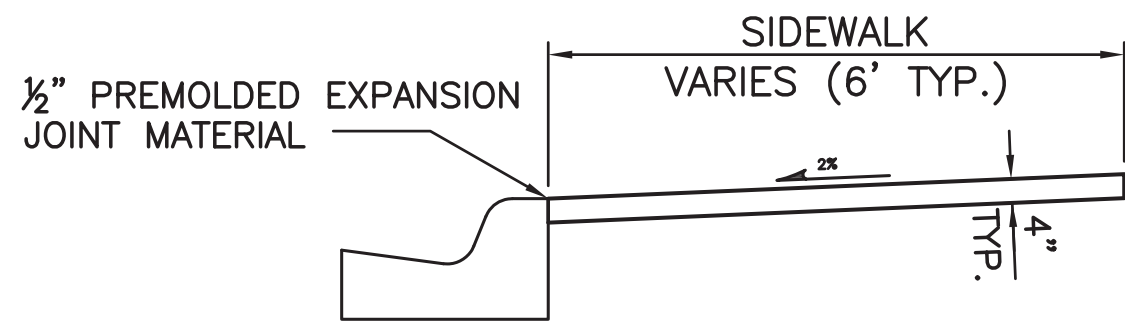


SIDEWALK ADJACENT TO CURB
N.T.S. (SEE NOTE 1)

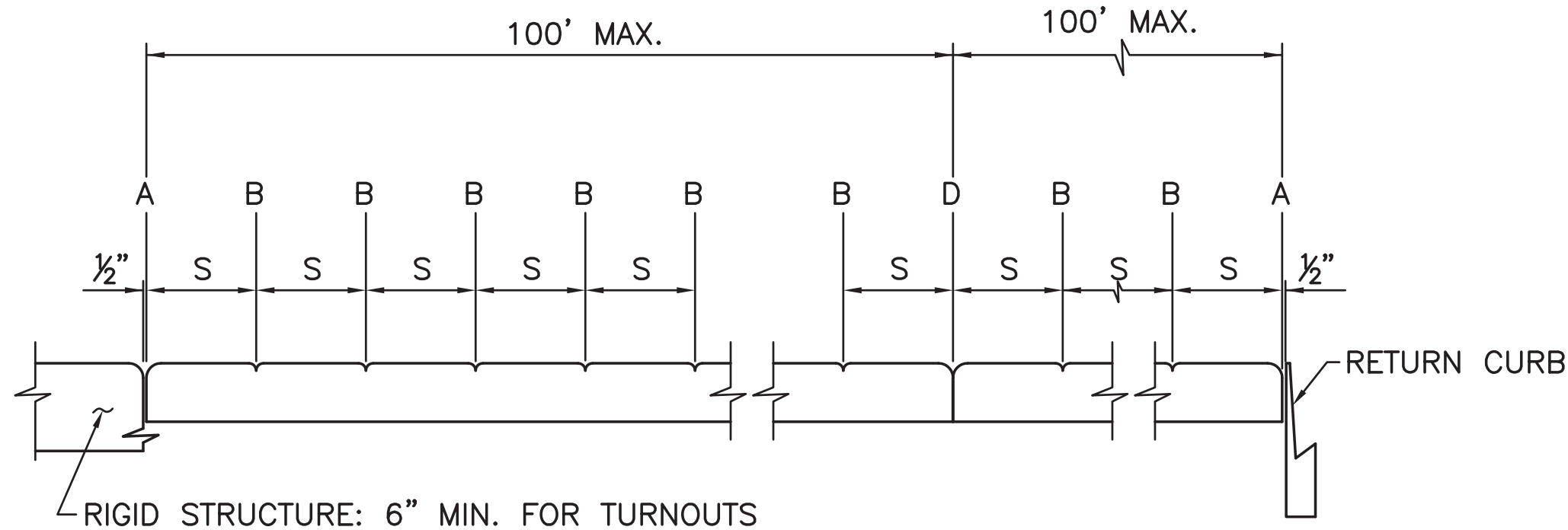
DRIVEWAYS



SIDEWALK TYPICAL SECTION A-A
N.T.S.



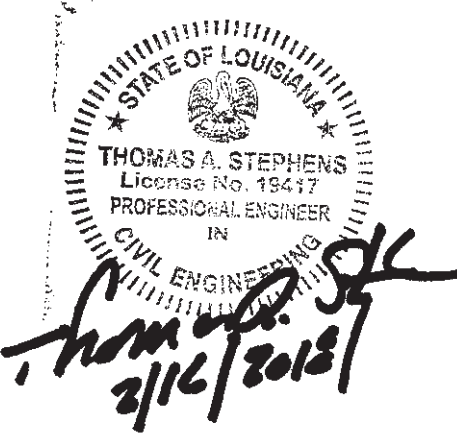
SIDEWALK TYPICAL SECTION B-B



OPEN JOINTS
LONGITUDINAL SECTION
SIDEWALK JOINTS

JOINT LEGEND

- A — 1/2" EXPANSION JOINTS (PREFORMED JOINT FILLER) AT JUNCTIONS WITH CURBS, DRIVES, OTHER WALKS, AND AS DIRECTED BY THE PROJECT ENGINEER.
- B — 1/2" DUMMY JOINTS, TOOLED
- D — 1/2" EXPANSION JOINT MATERIAL OR CONSTRUCTION JOINT (REDWOOD) NOT TO EXCEED 100-FOOT INTERVALS AND AS DIRECTED BY THE PROJECT ENGINEER.
- S — TYPICAL JOINT SPACING EQUALS WIDTH OF SIDEWALK.

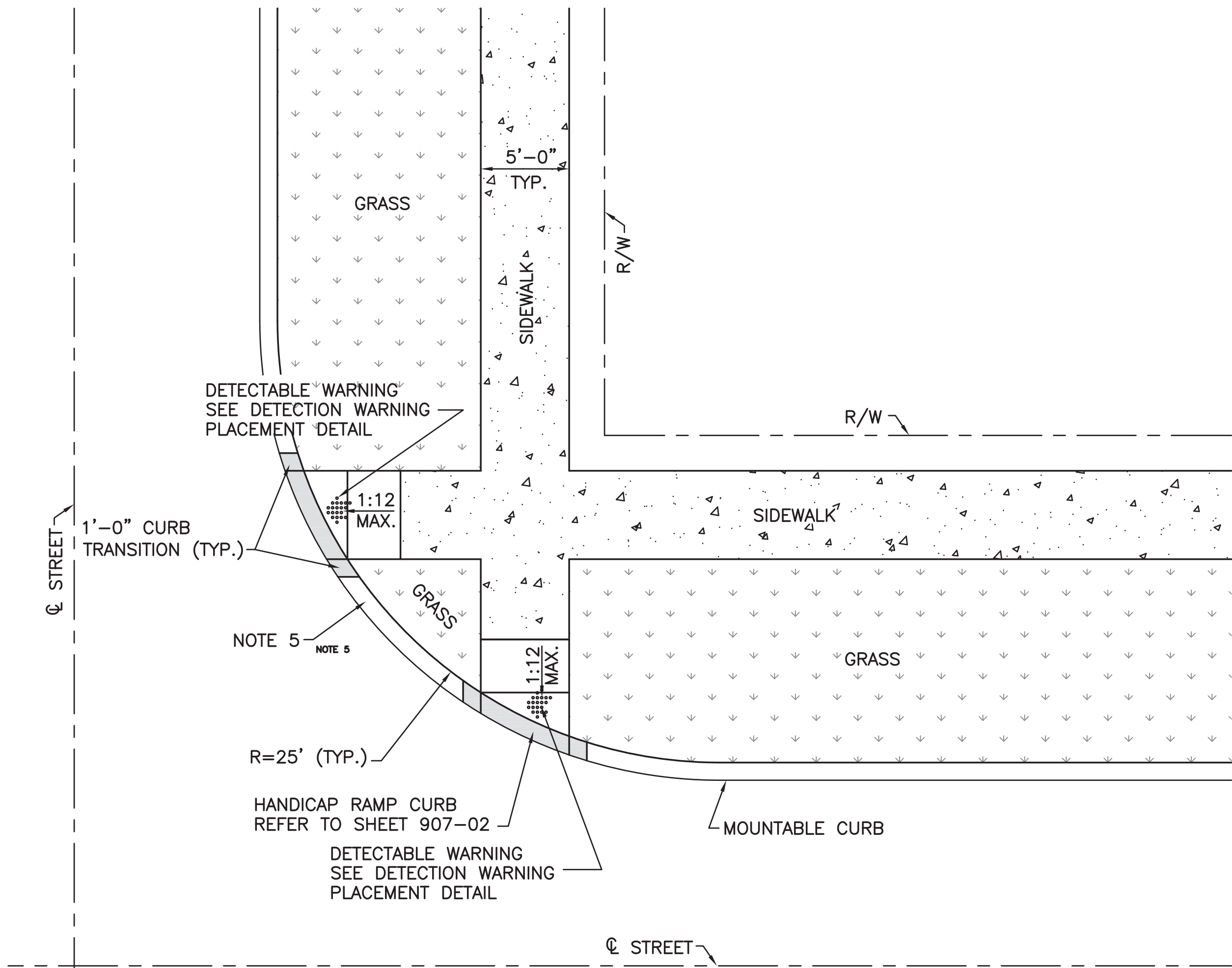


- NOTES:
- REFER TO 907-03-COMMERCIAL DRIVEWAYS.
 - REFER TO 907-04-RESIDENTIAL DRIVEWAYS.
 - THE TYPICAL HANDICAP RAMP INSTALLATION WILL BE DUAL FLARED RAMP (LAYOUT 1 - SHEET 2).
 - REFER TO SHT. 907-02, CURB AND GUTTER DETAILS.

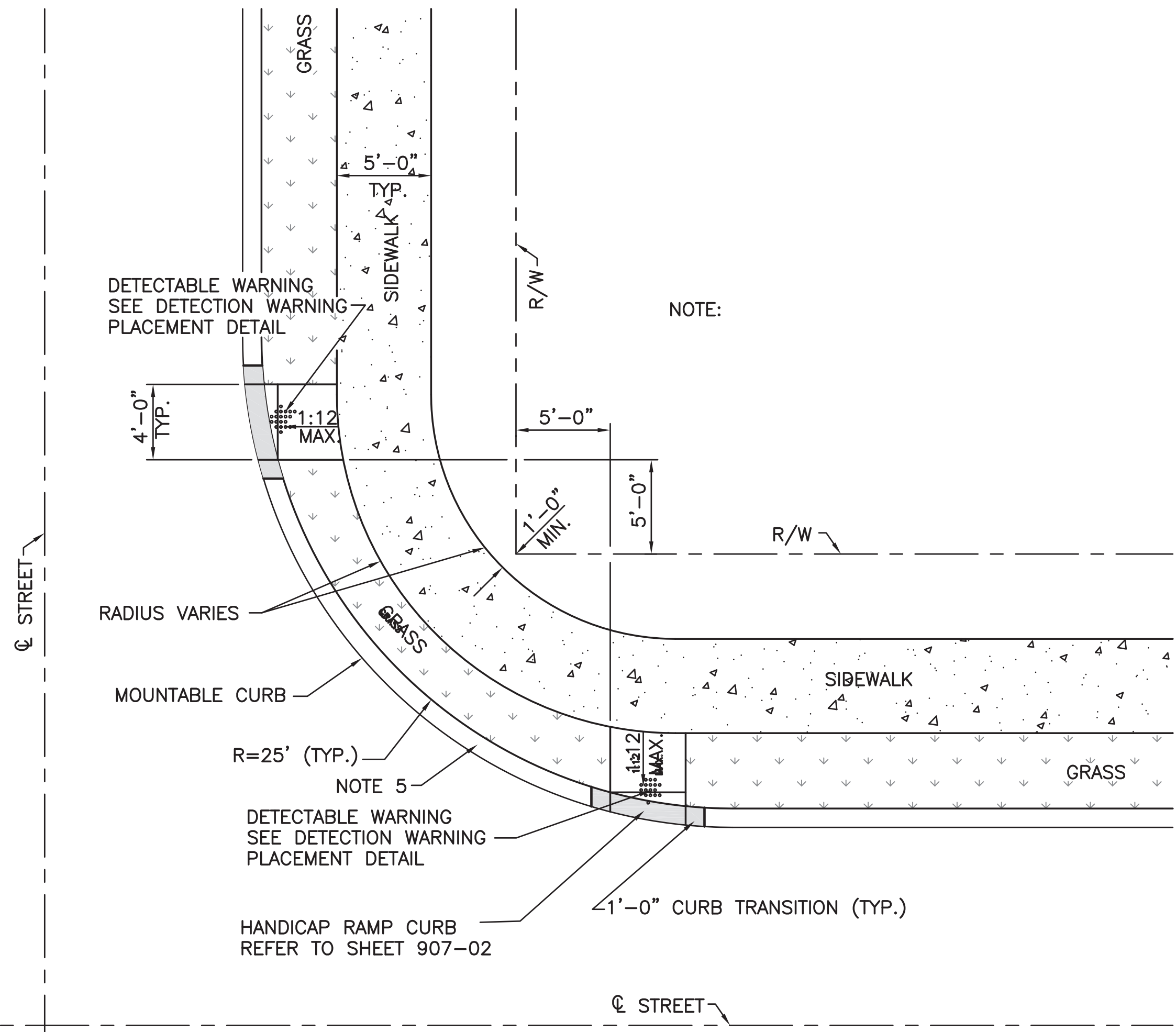
DATE	DESCRIPTION	BY
	REVISIONS	

STANDARD PLAN NO. 907-01		DATED AUGUST 8, 2008	SHEET NO. 1 OF 6
SIDEWALK AND HANDICAP RAMPS (TYPICAL INSTALLATIONS)			
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

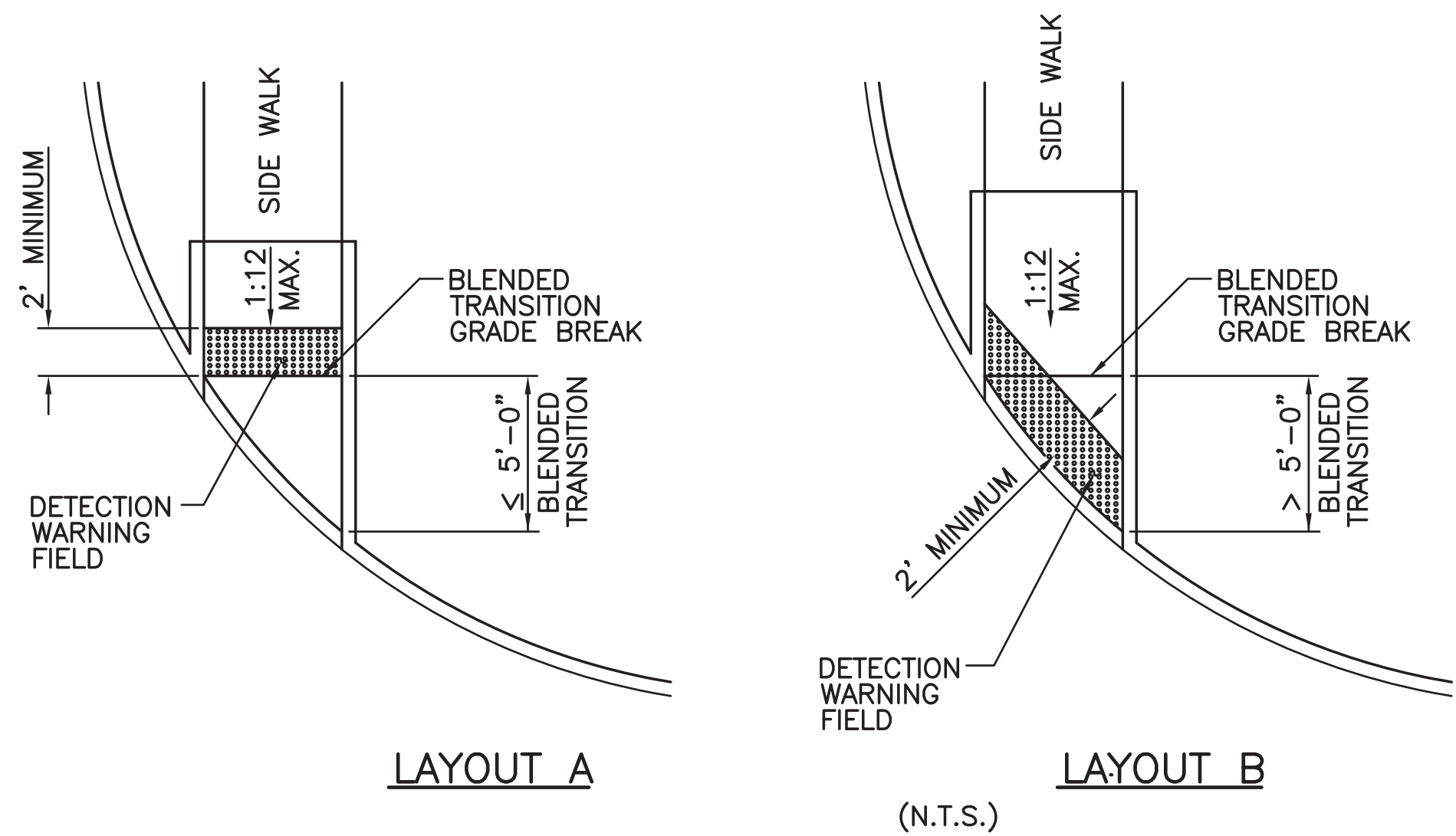
PROJECT NO.	SHEET



DUAL CORNER RAMP — LAYOUT 1
(DESIRABLE CORNER RAMP IN RESIDENTIAL SUBDIVISION)
(N.T.S.)



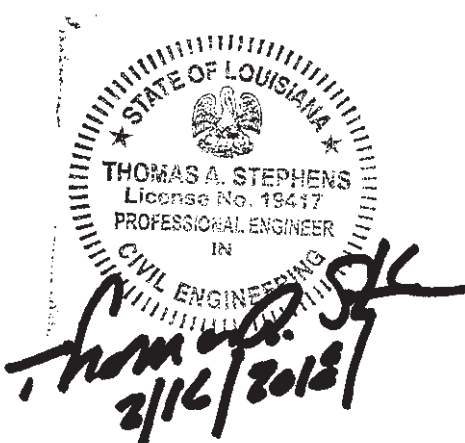
DUAL CORNER RAMP — LAYOUT 2
(FOR USE IN RESIDENTIAL SUBDIVISION WITH GEOMETRIC CONSTRAINTS)
(N.T.S.)



DETECTION WARNING PLACEMENT DETAIL

NOTES:

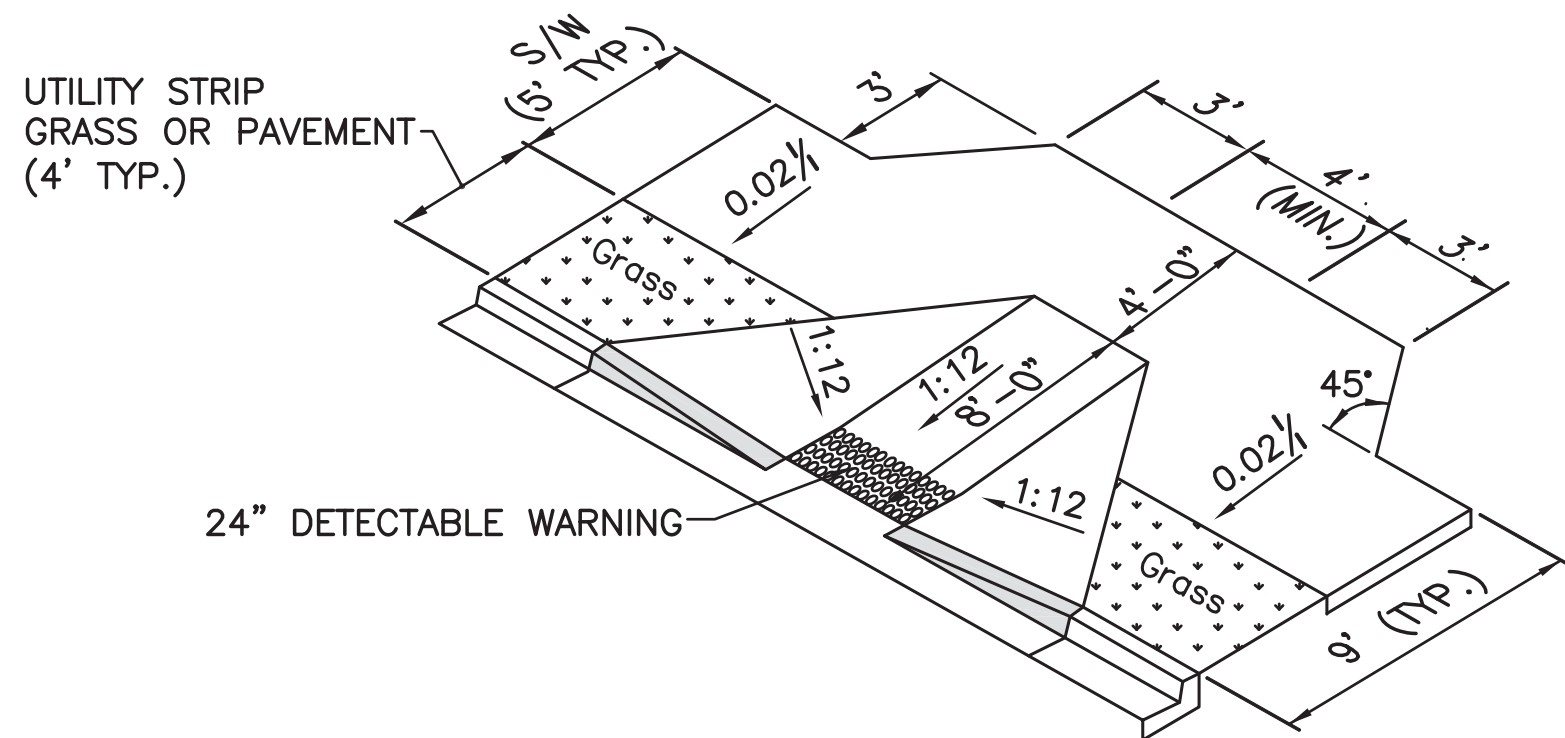
- THE STANDARD CORNER HANDICAP RAMP WILL BE TYPE 12 (SHEET 5) AS DEPICTED IN LAYOUTS 1 AND 2. OTHER SOLUTIONS MAY BE REQUIRED DEPENDING ON EXISTING CONDITIONS OR GEOMETRIC CONSTRAINTS — REFER TO SHTS. 4 AND 5. EACH LOCATION SHOULD BE EVALUATED BY QUALIFIED PERSONNEL TO DEVELOP AN APPROPRIATE SOLUTION 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.
- 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.
- THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 4" MOUNTABLE CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED SHOULD BARRIER CURB BE USED.
- AREA WITHIN THE SIGHT TRIANGLE SHOULD HAVE NO SIGHT OBSTRUCTIONS SUCH AS BENCHES, TREES, ETC..
- MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN RAMPS SHALL BE 2 FEET LONG.
- 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.
- REFER TO SHT. 907-02, CURB AND GUTTER DETAILS.
- DETECTION WARNING PLACEMENT IS NOT CONSTRAINED IN BLENDED TRANSITION AREA.
- SLOPES ON BLENDED TRANSITION SHALL NOT BE STEEPER THAN 2% (1 ON 50) IN ANY DIRECTION.



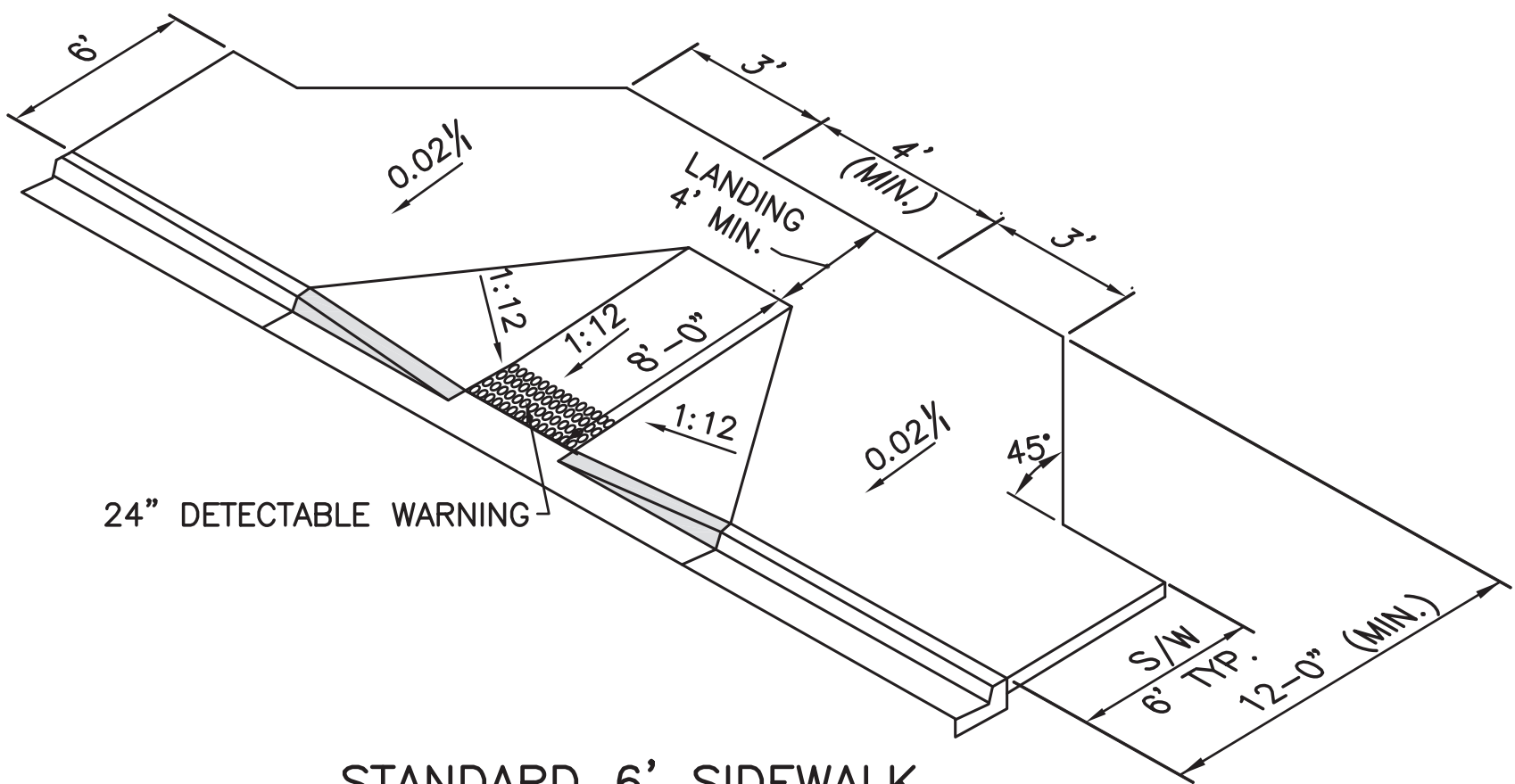
AREAS OF CURB MODIFICATION

STANDARD PLAN NO. 907-01		DATED AUGUST 8, 2008	SHEET NO. 3 OF 6
SIDEWALK AND HANDICAP RAMPS—SUBDIVISIONS (TYPICAL LAYOUTS)			
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

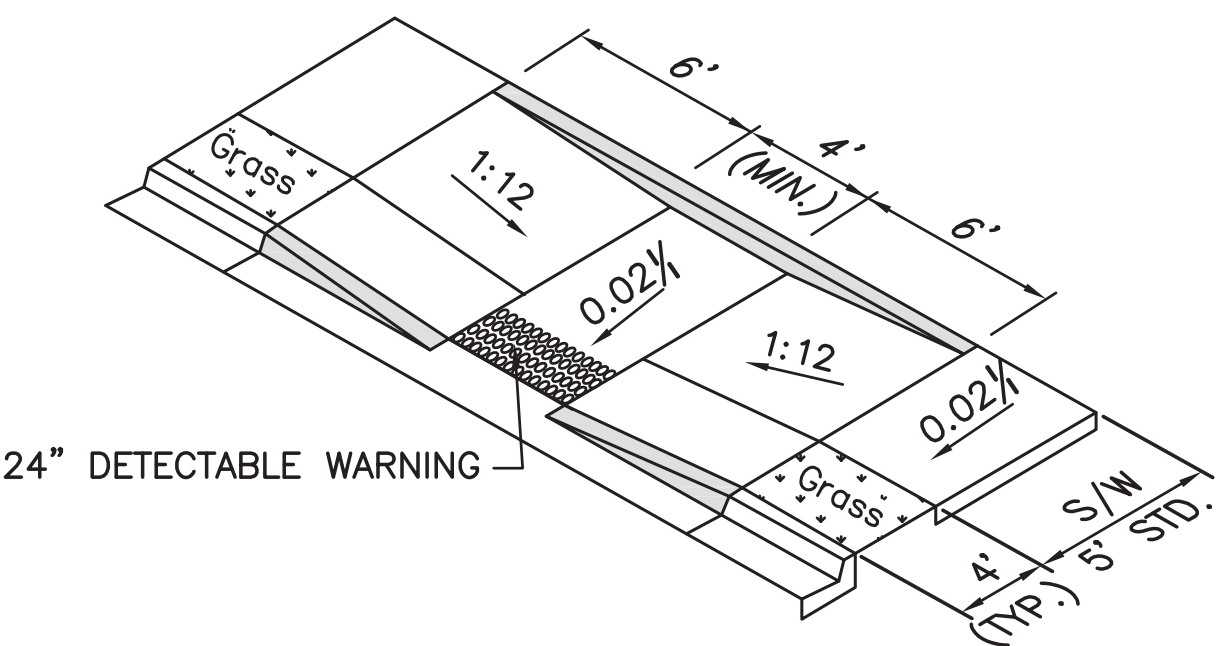
4/25/11	ADD DETECTION WARNING PLACEMENT DETAIL	G.CHENG
DATE	DESCRIPTION	BY
	REVISIONS	



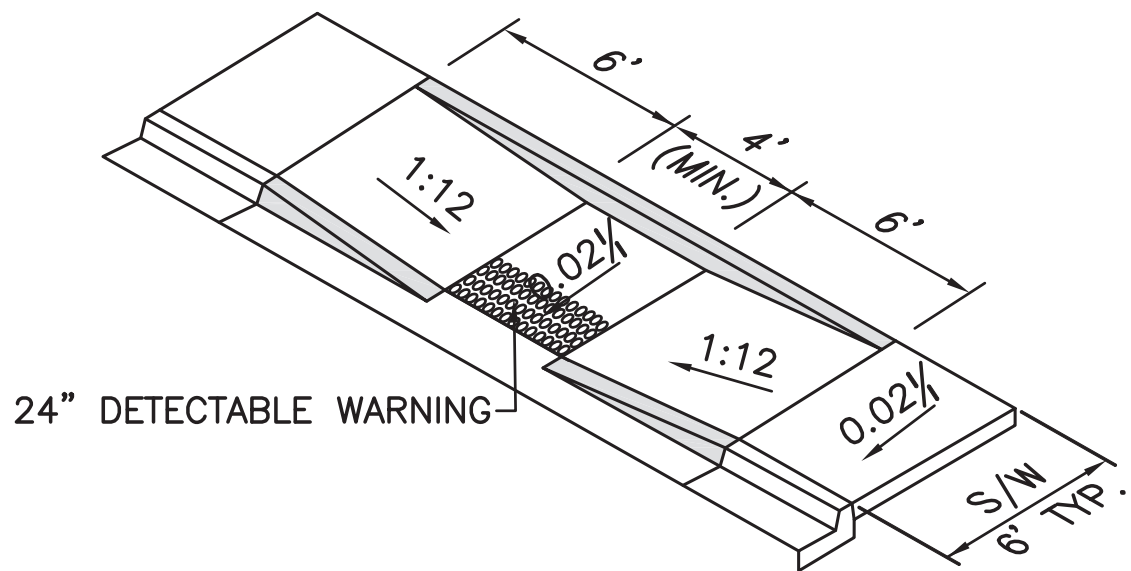
STANDARD 5' SIDEWALK
WITH FLARED SLOPES
TYPE ①
NTS



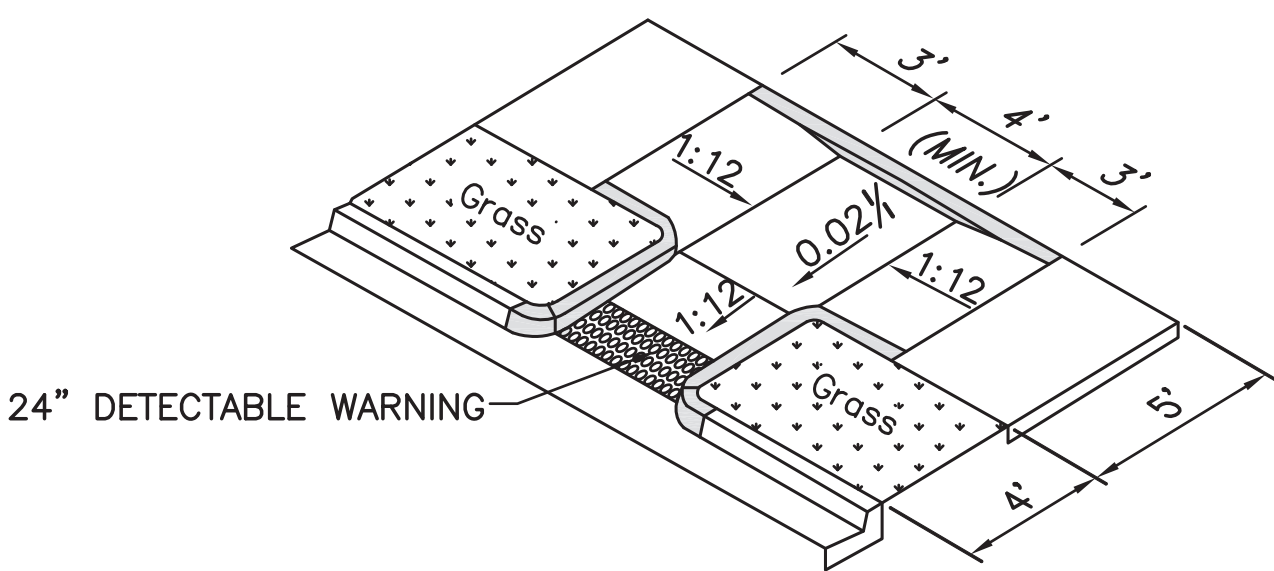
STANDARD 6' SIDEWALK
WITH FLARED RAMP
TYPE ②
NTS



STANDARD 5' SIDEWALK
WITH PAVED RAMP
TYPE ③
NTS



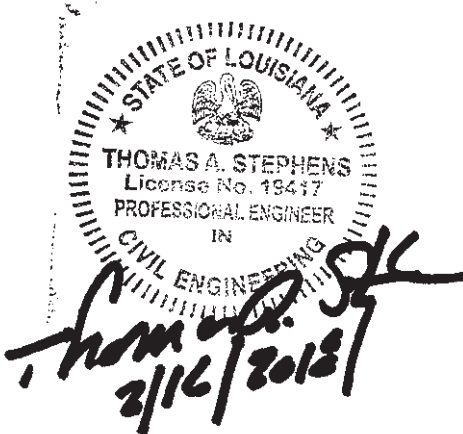
STANDARD 6' SIDEWALK
WITH PAVED RAMP
TYPE ④
NTS



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

AREAS OF CURB MODIFICATION

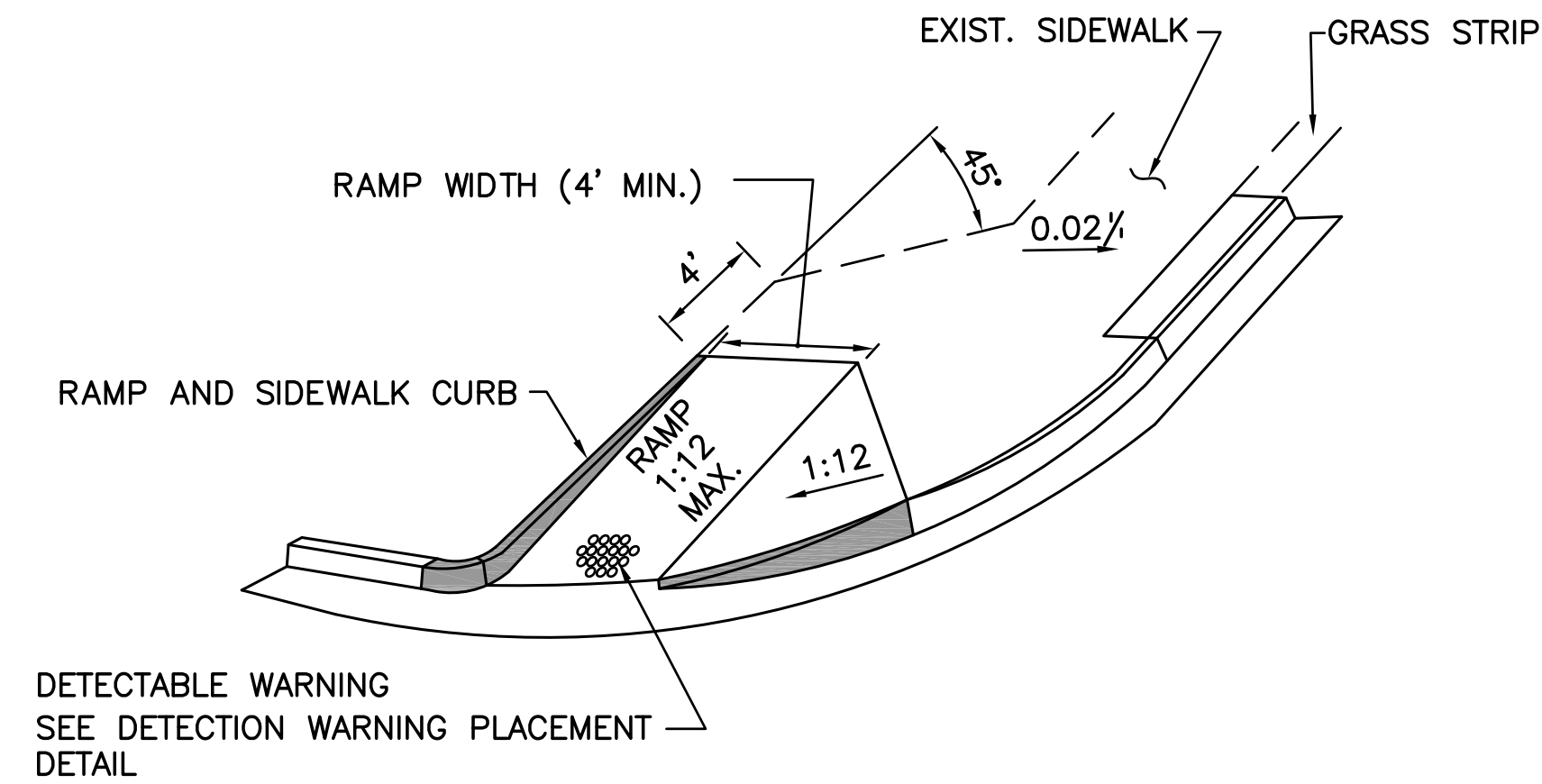
- NOTES:
1. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, STOP BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO 905-50 SHEET 7.
 2. THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 6 INCH BARRIER CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED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



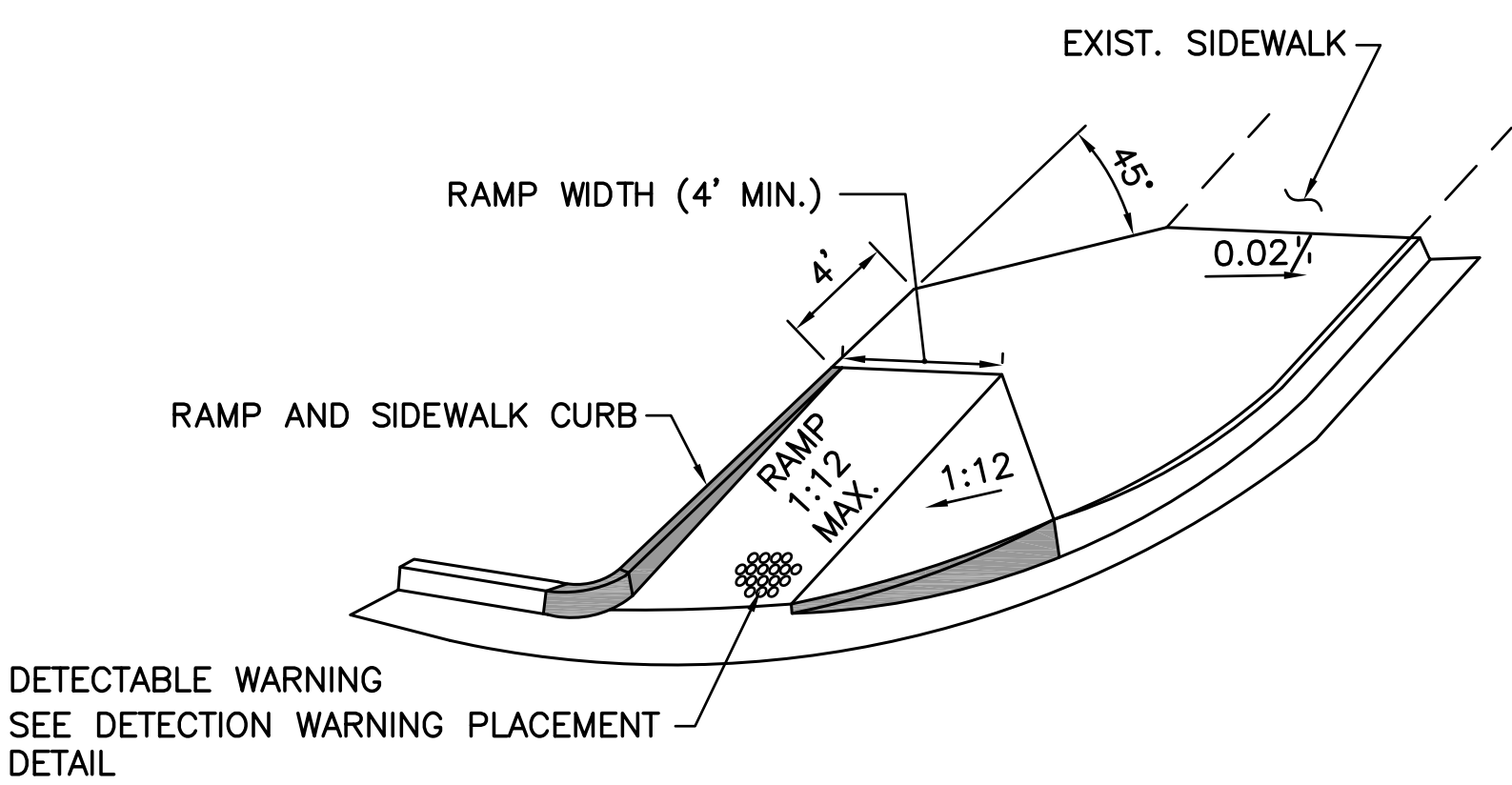
STANDARD PLAN NO. 907-01		DATED AUGUST 8, 2008	SHEET NO. 4 OF 6
SIDEWALK AND HANDICAP RAMPS (RAMP TYPES)			
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

DATE	DESCRIPTION REVISIONS	BY

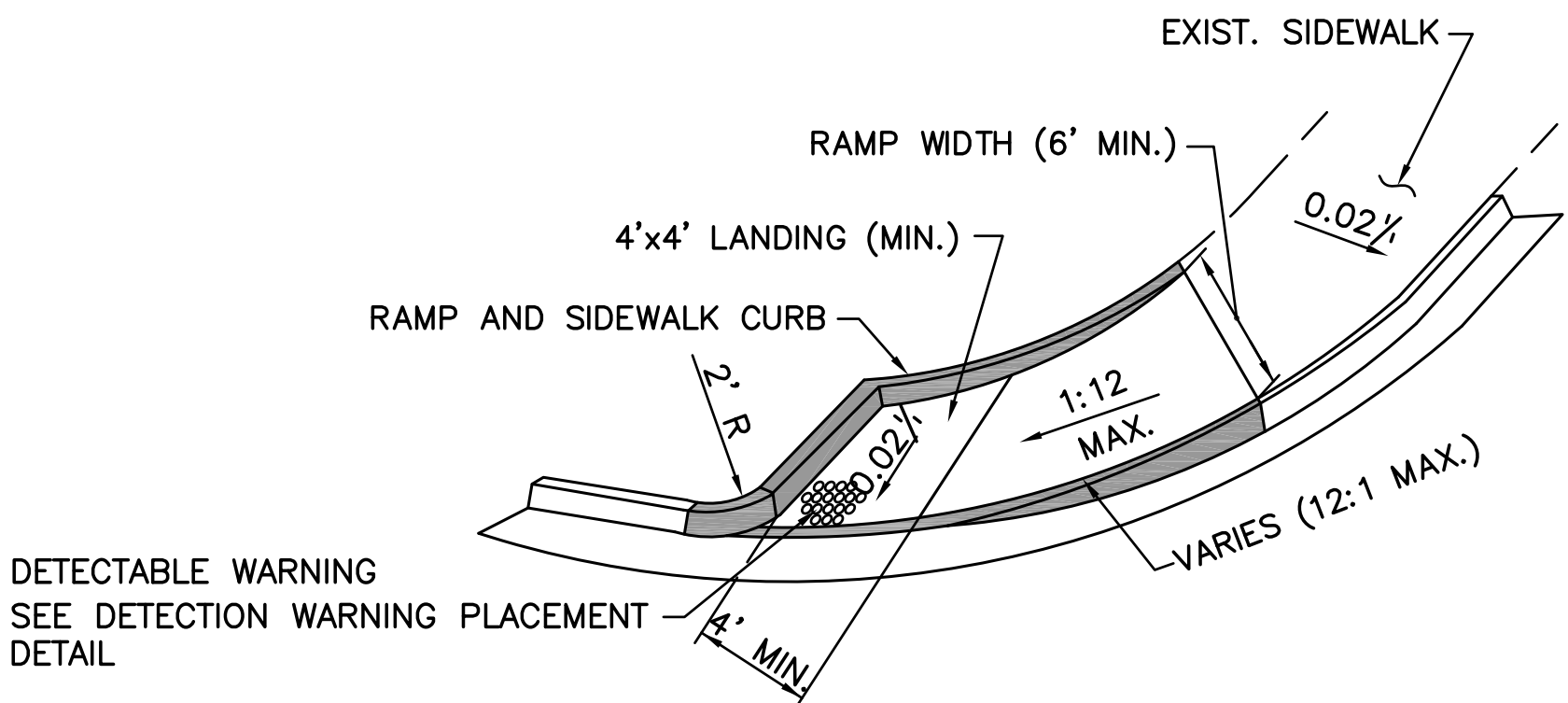
PROJECT NO.	SHEET



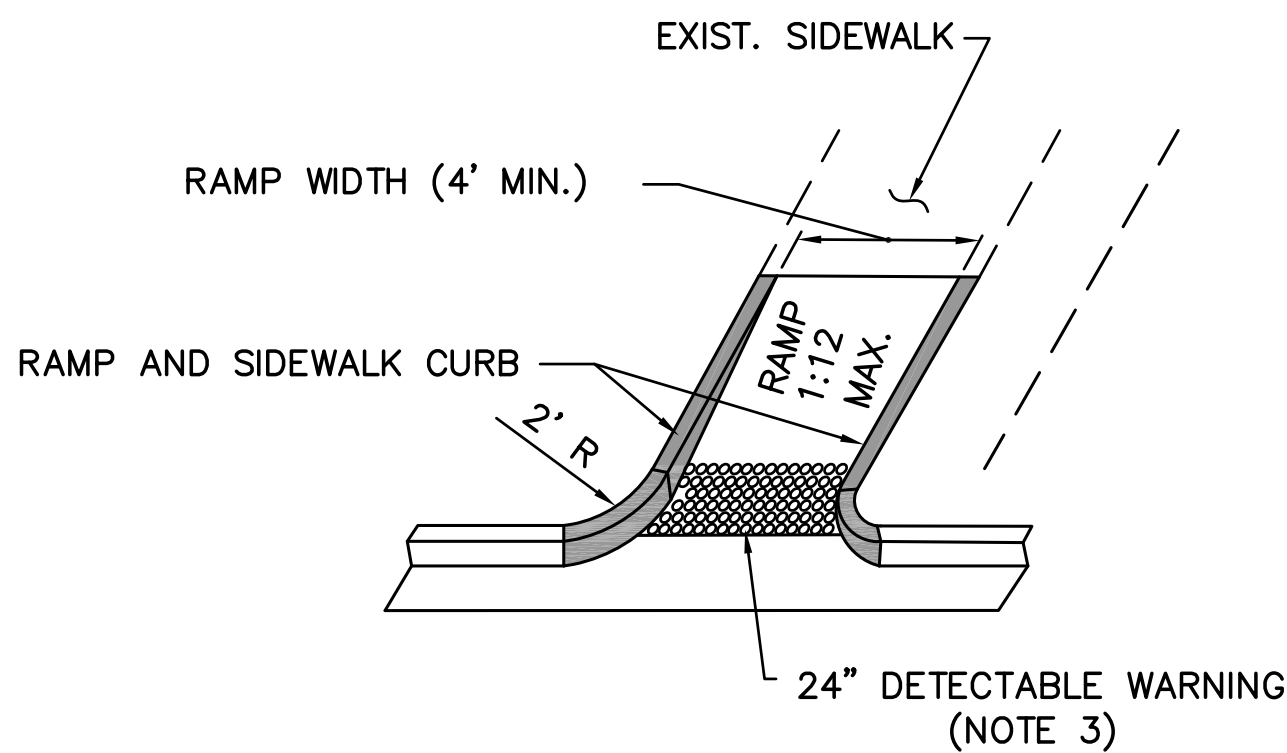
TYPE ⑥
NTS
REFER TO NOTES (TYP.)



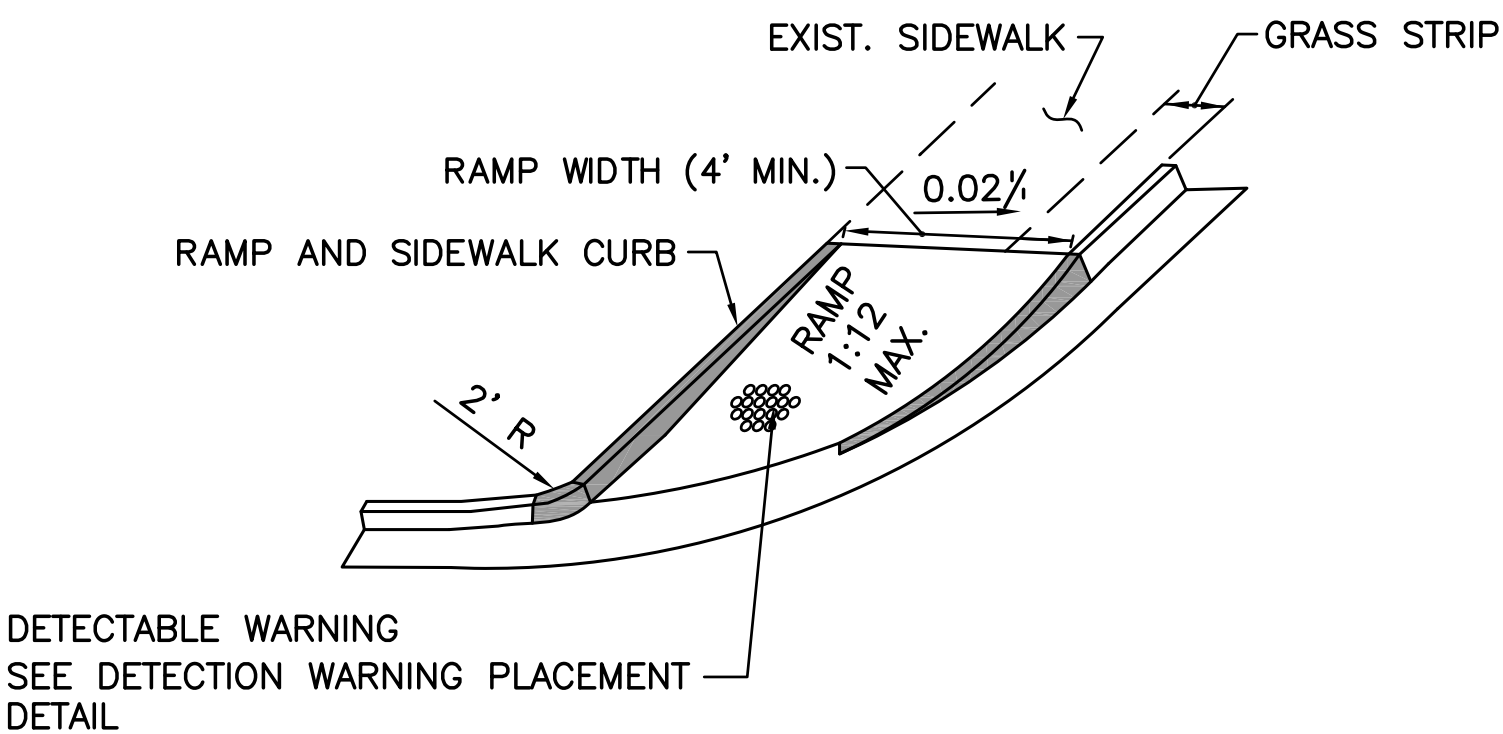
TYPE ⑦
NTS



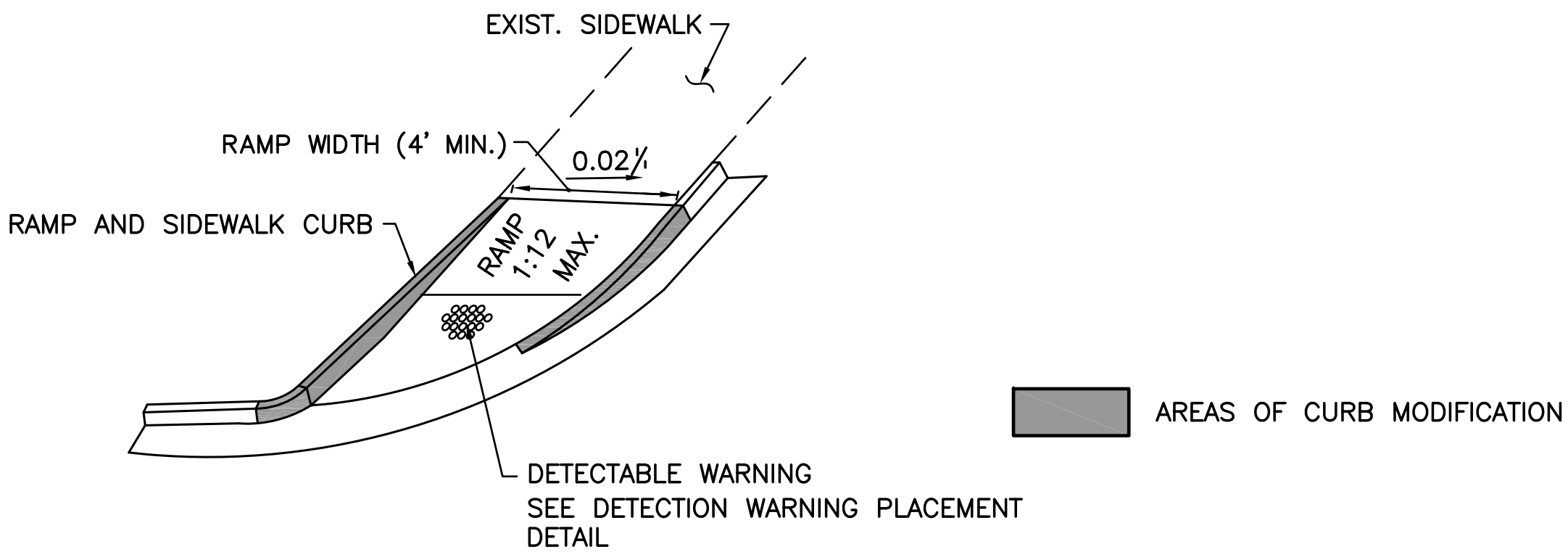
TYPE ⑧
NTS



TYPE ⑨
NTS

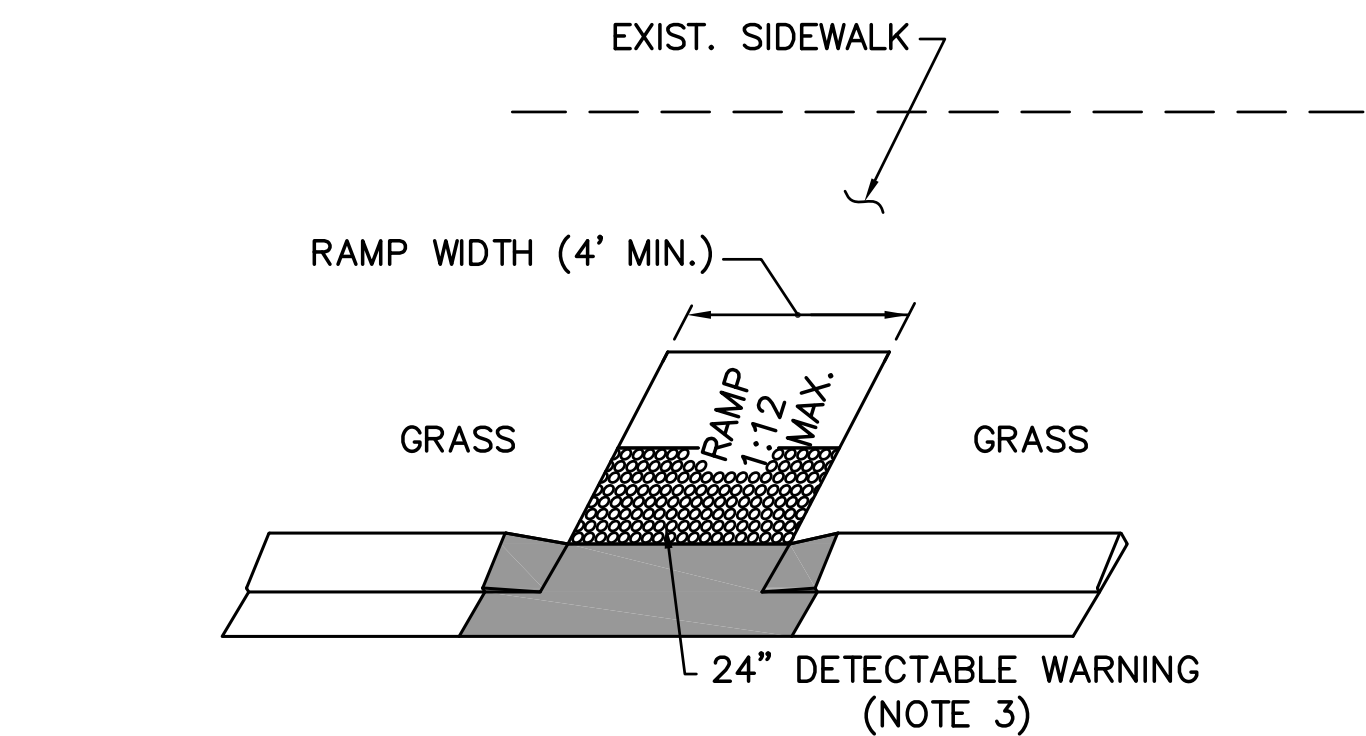


TYPE ⑩
NTS

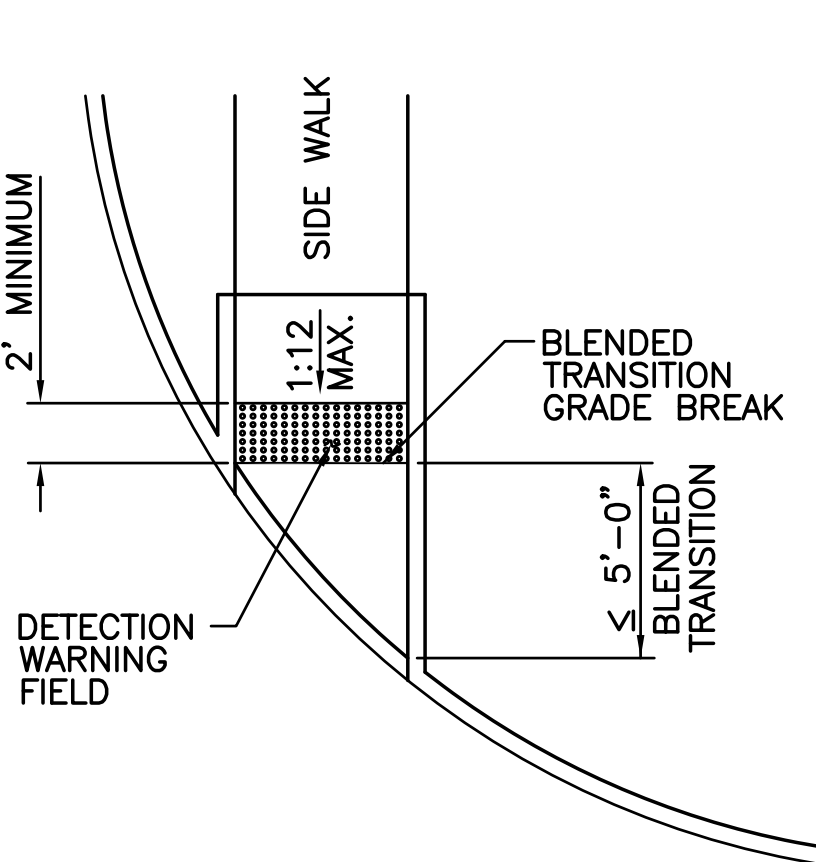


TYPE ⑪
NTS

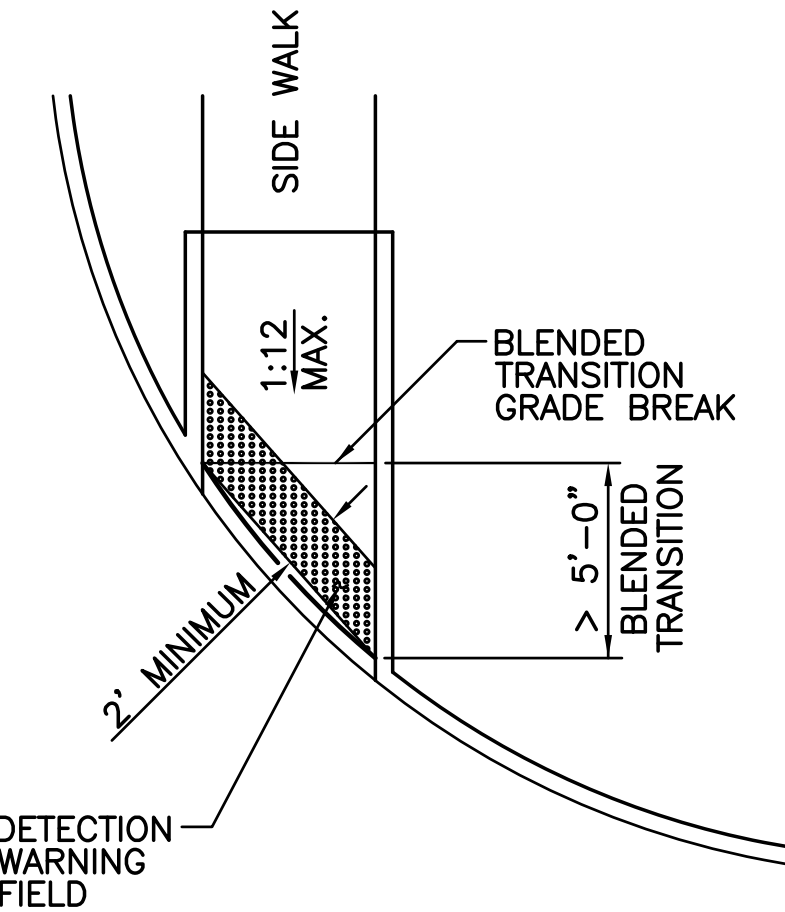
- NOTE:
1. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, STOP BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO 905-50 SHEET 7.
 2. THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 6 INCH BARRIER CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED SHOULD MOUNTABLE CURB IS USED.
 3. THE MINIMUM LENGTH OF ANY SIDE OF THE DETECTABLE WARNING MATERIAL SHALL BE TWO FEET.
 4. DETECTION WARNING PLACEMENT IS NOT CONSTRAINED IN BLENDED TRANSITION AREA.
 5. SLOPES ON BLENDED TRANSITION SHALL NOT BE STEEPER THAN 2% (1 ON 50) IN ANY DIRECTION.



NOTE: REFER TO 907-02 FOR HANDICAP RAMP CURB AND GUTTER
TYPE ⑫
NTS

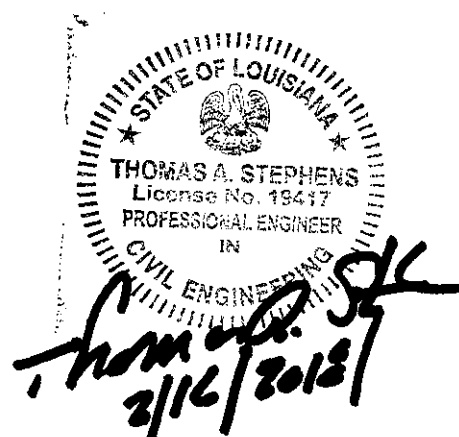


LAYOUT A



LAYOUT A

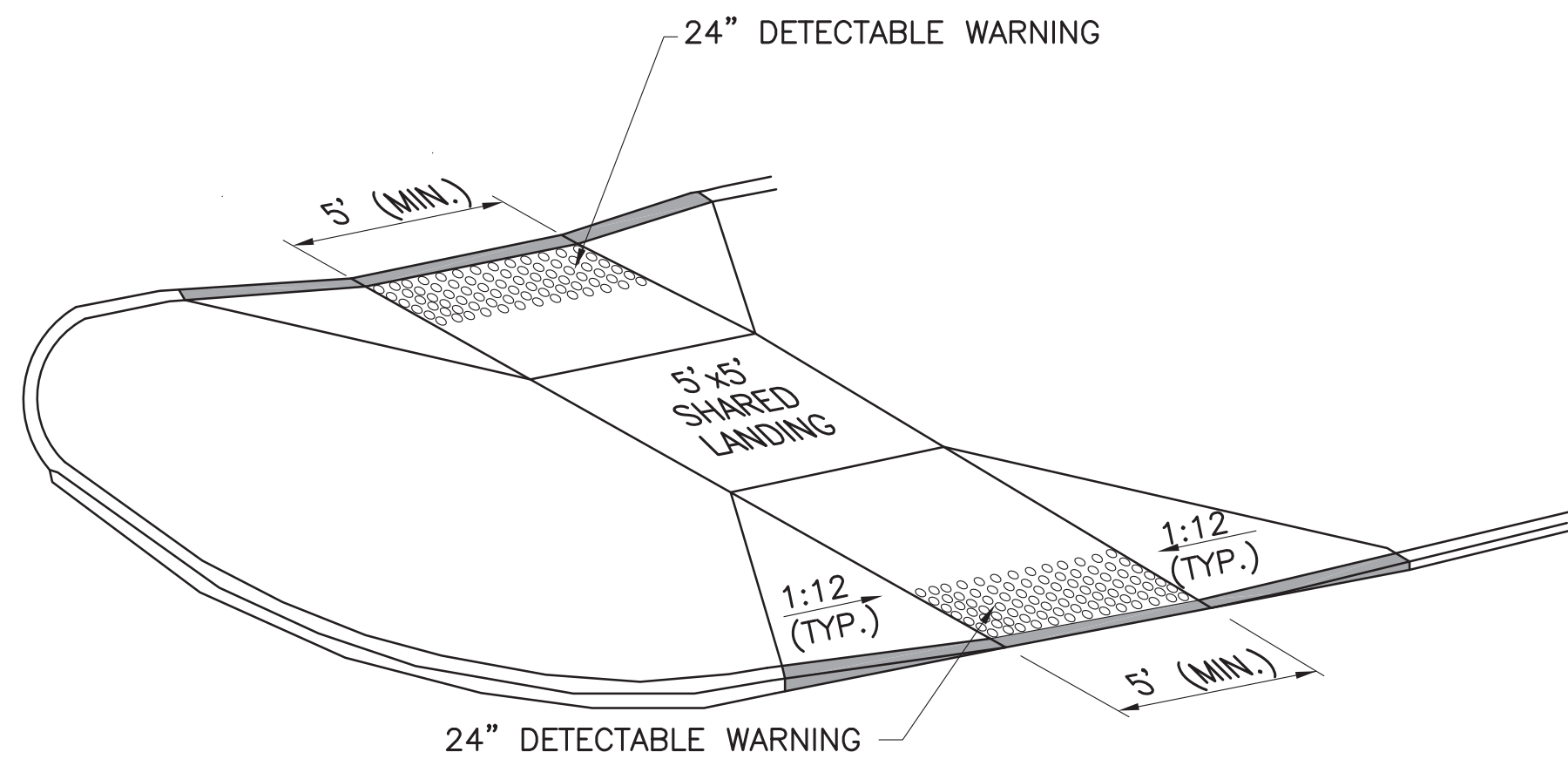
DETECTION WARNING PLACEMENT DETAIL
NTS



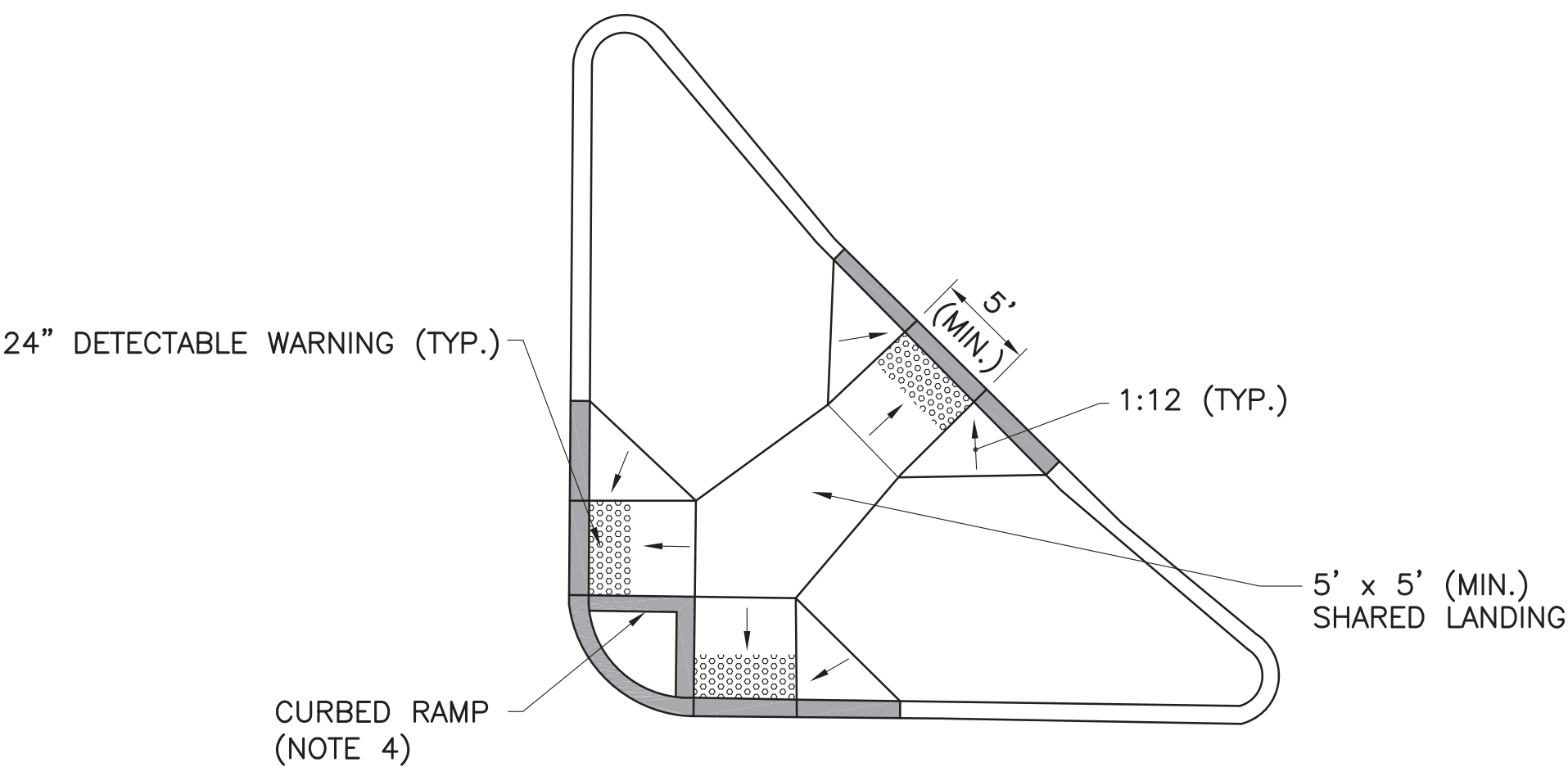
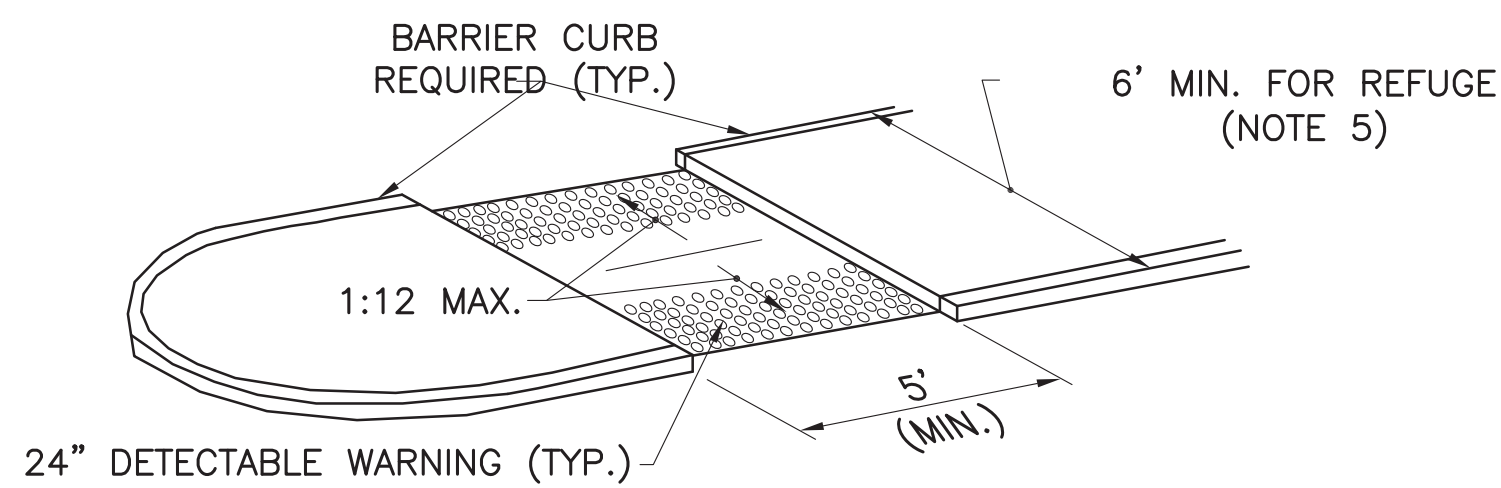
STANDARD PLAN NO. 907-01		DATED AUGUST 8, 2008	SHEET NO. 5 OF 6
SIDEWALK AND HANDICAP RAMPS (RAMP TYPES)			
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

4/25/11	ADD DETECTION WARNING PLACEMENT DETAIL	G.CHENG
DATE	DESCRIPTION	BY
	REVISIONS	

PROJECT NO.	SHEET



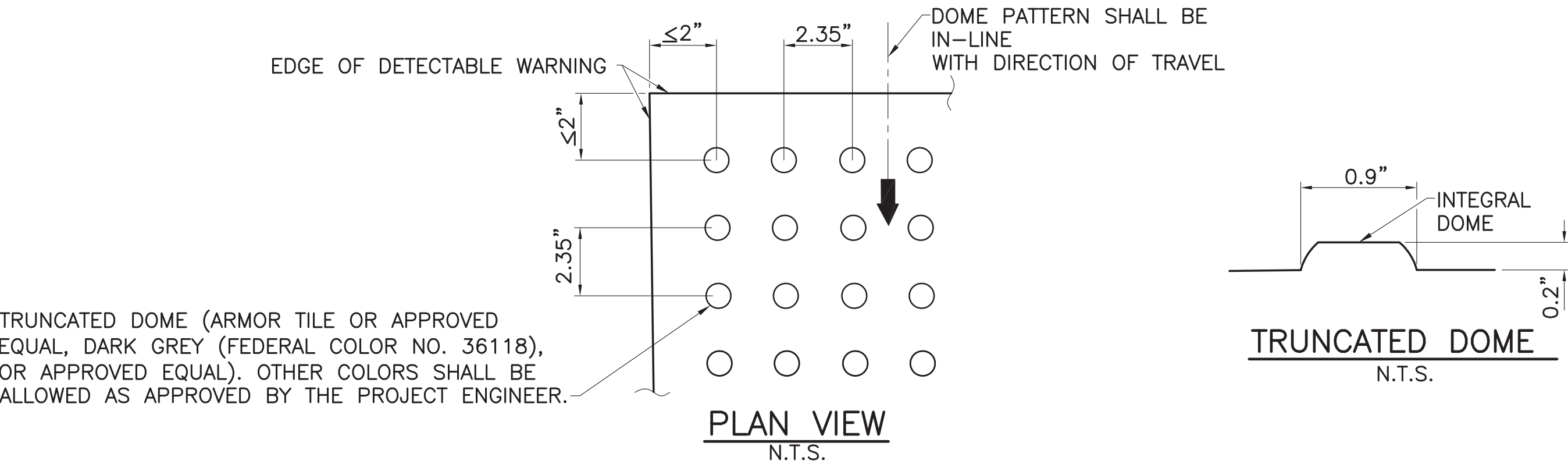
CURB RAMPS AT MEDIAN ISLANDS
(REFER TO NOTES, TYP.)
N.T.S.



COMBINATION ISLAND RAMPS
N.T.S.

AREAS OF CURB MODIFICATION

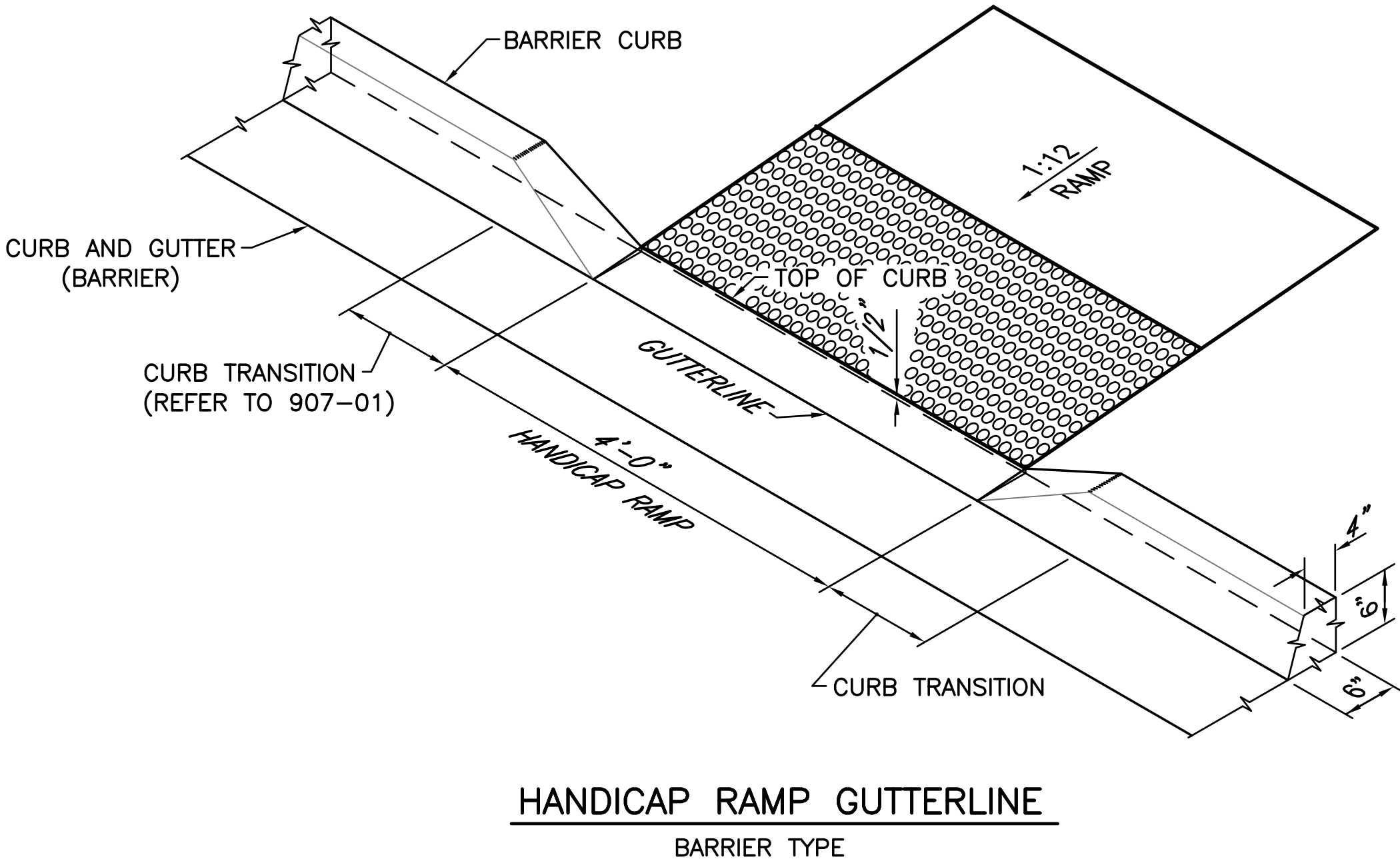
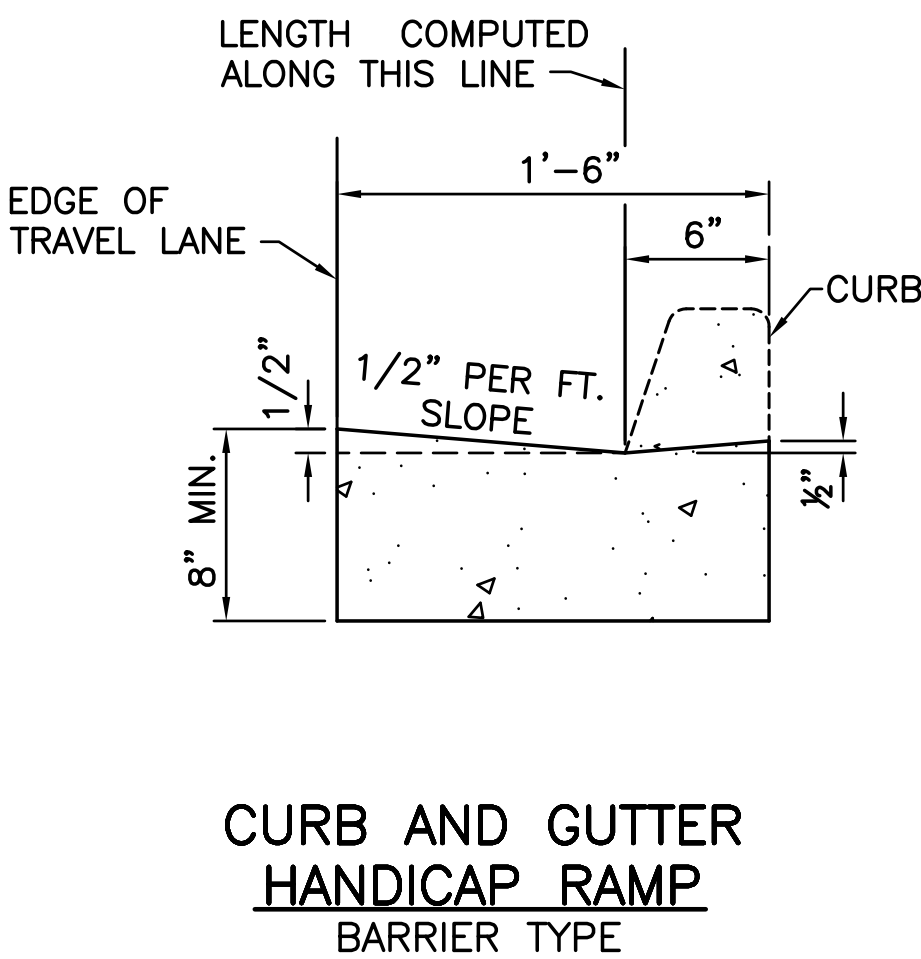
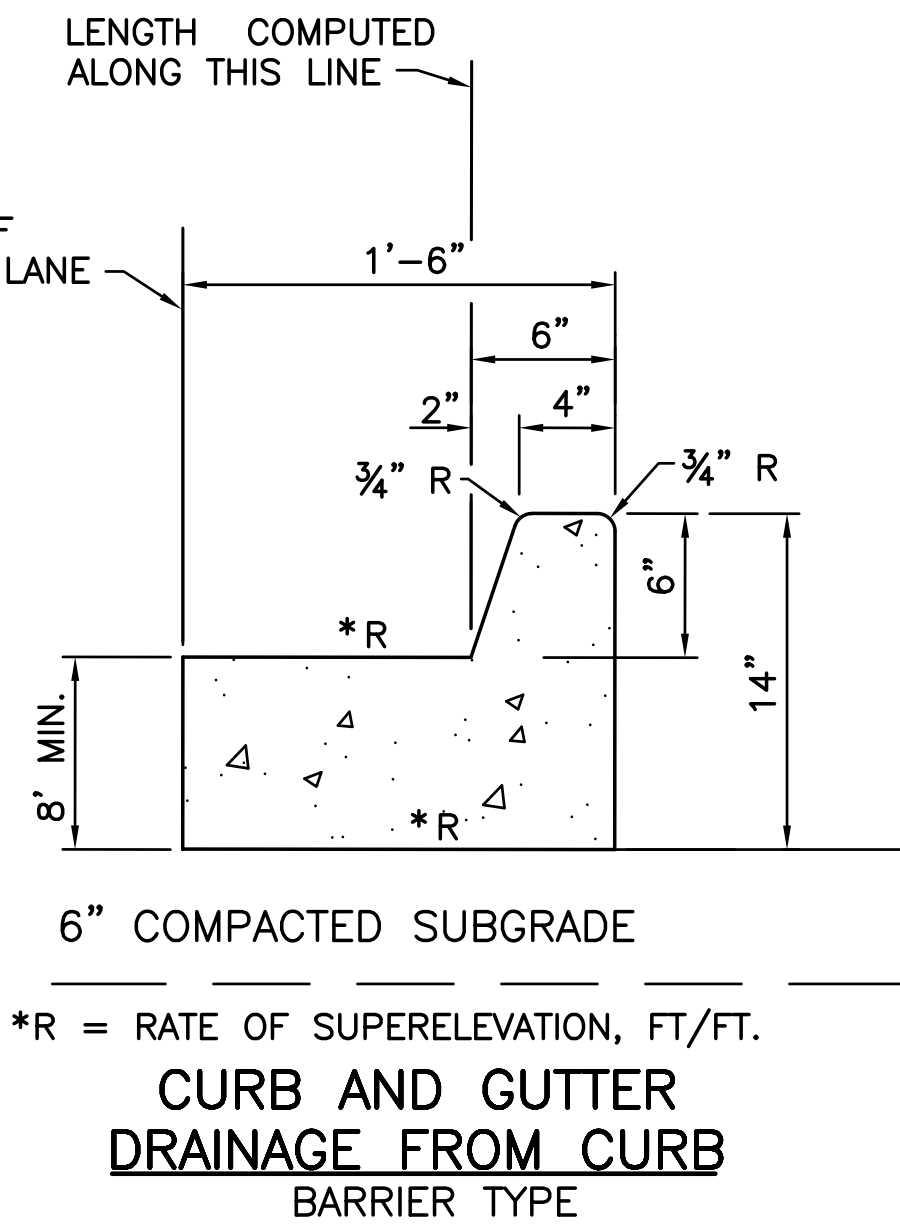
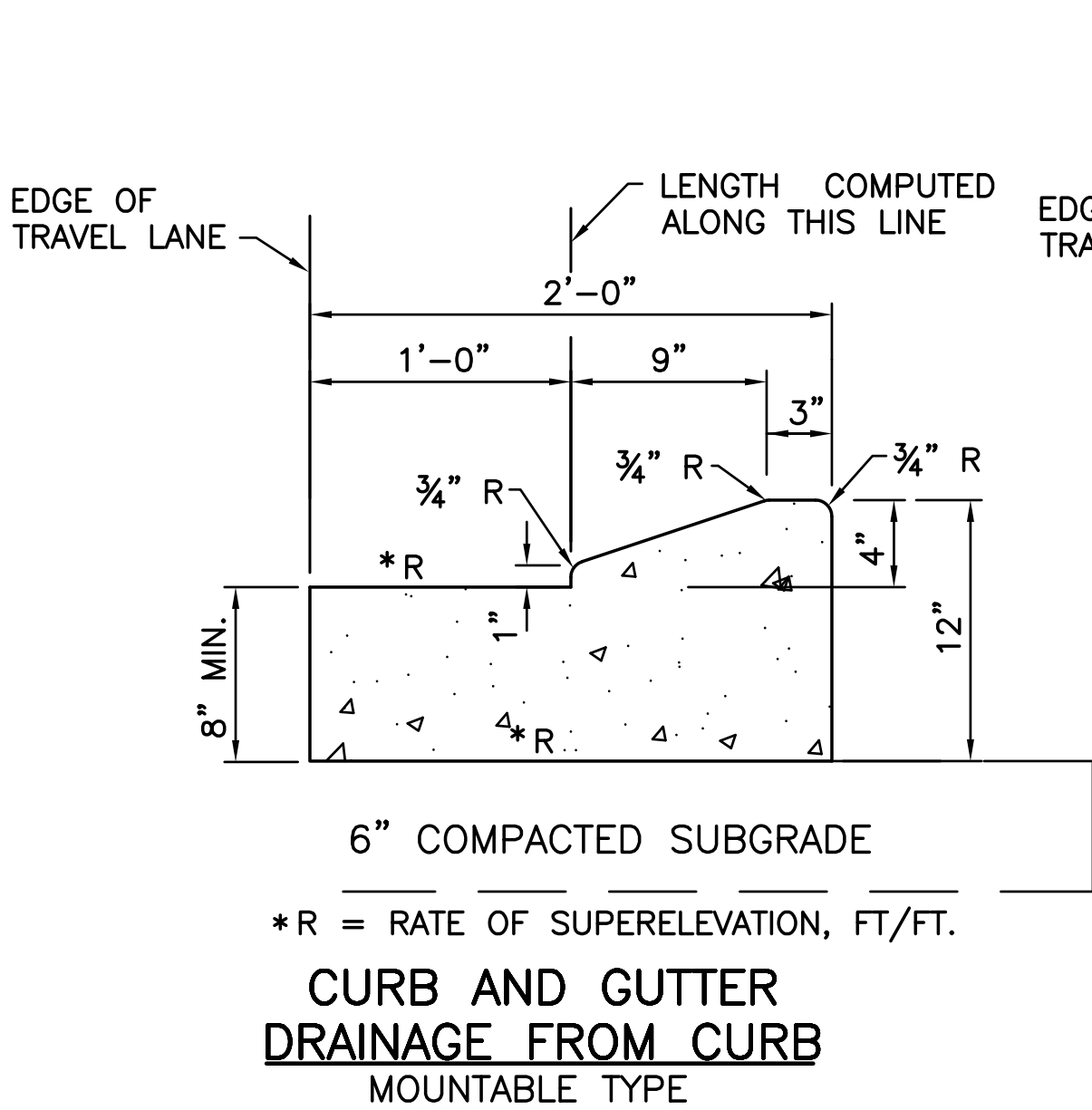
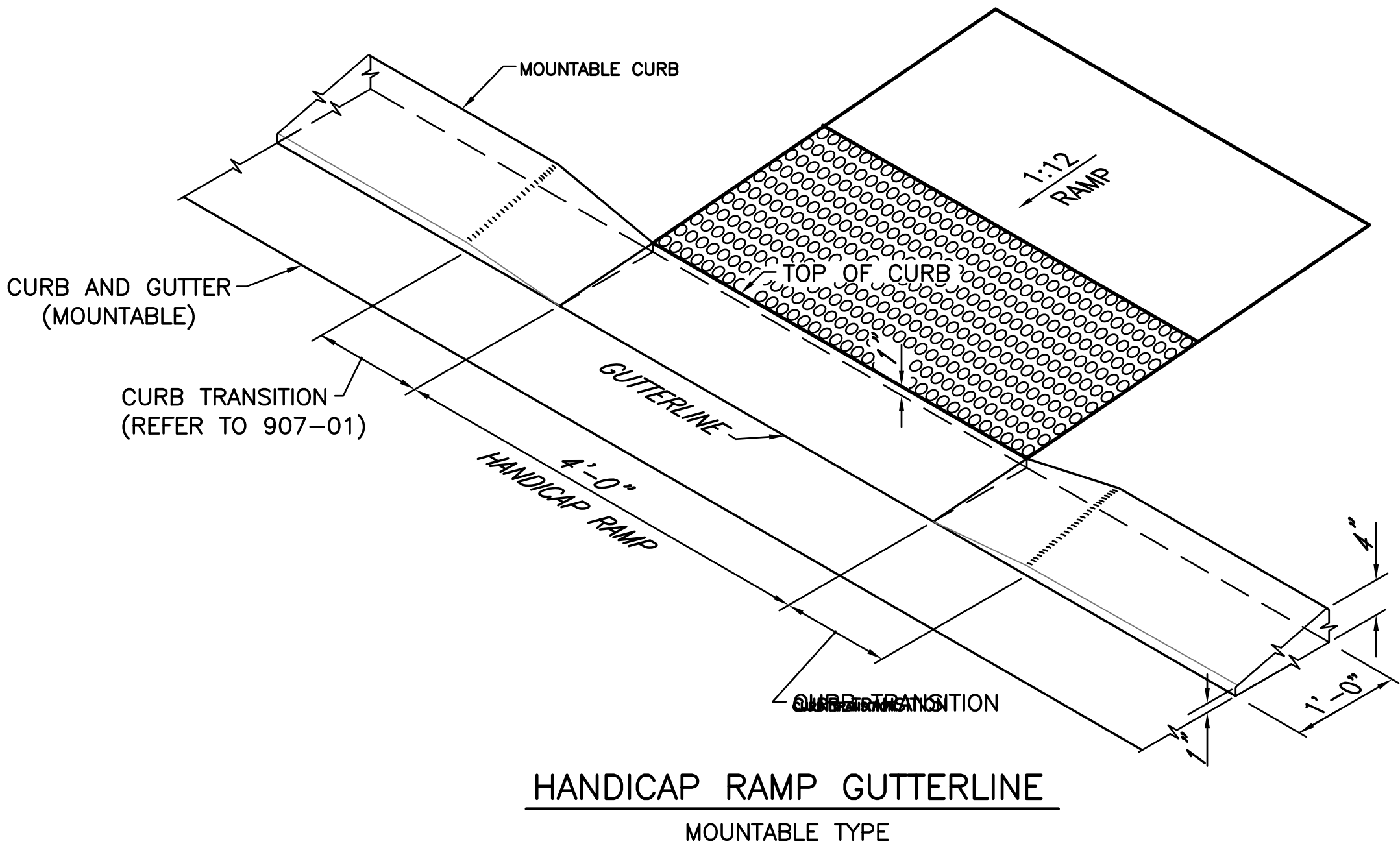
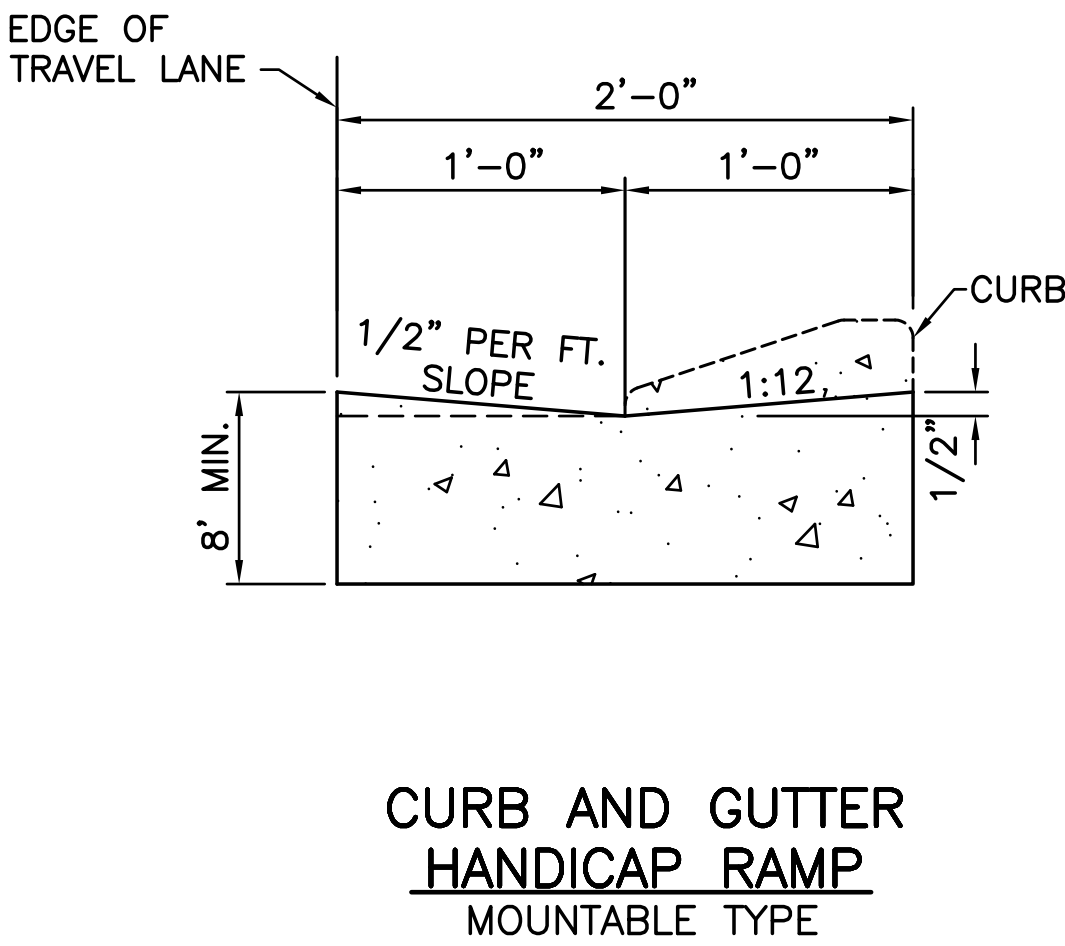
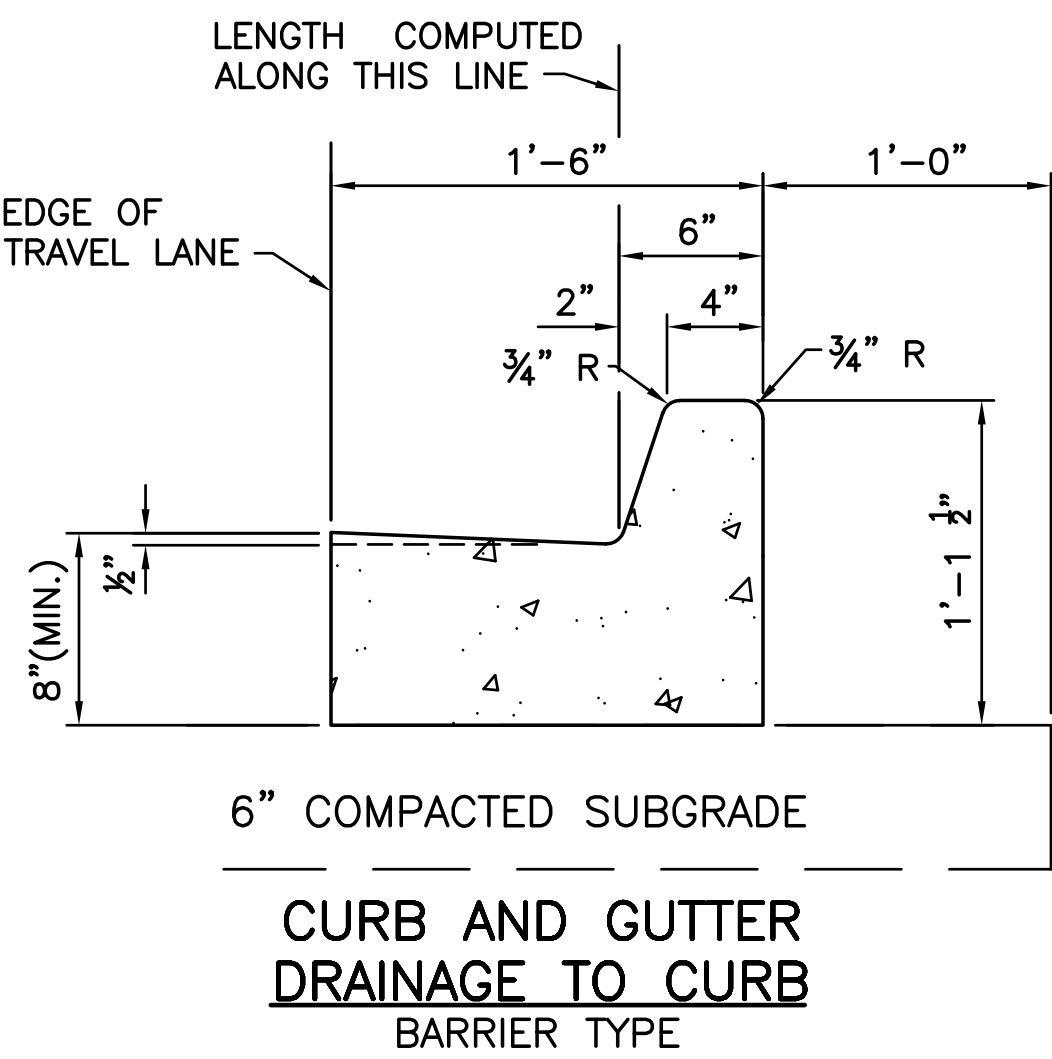
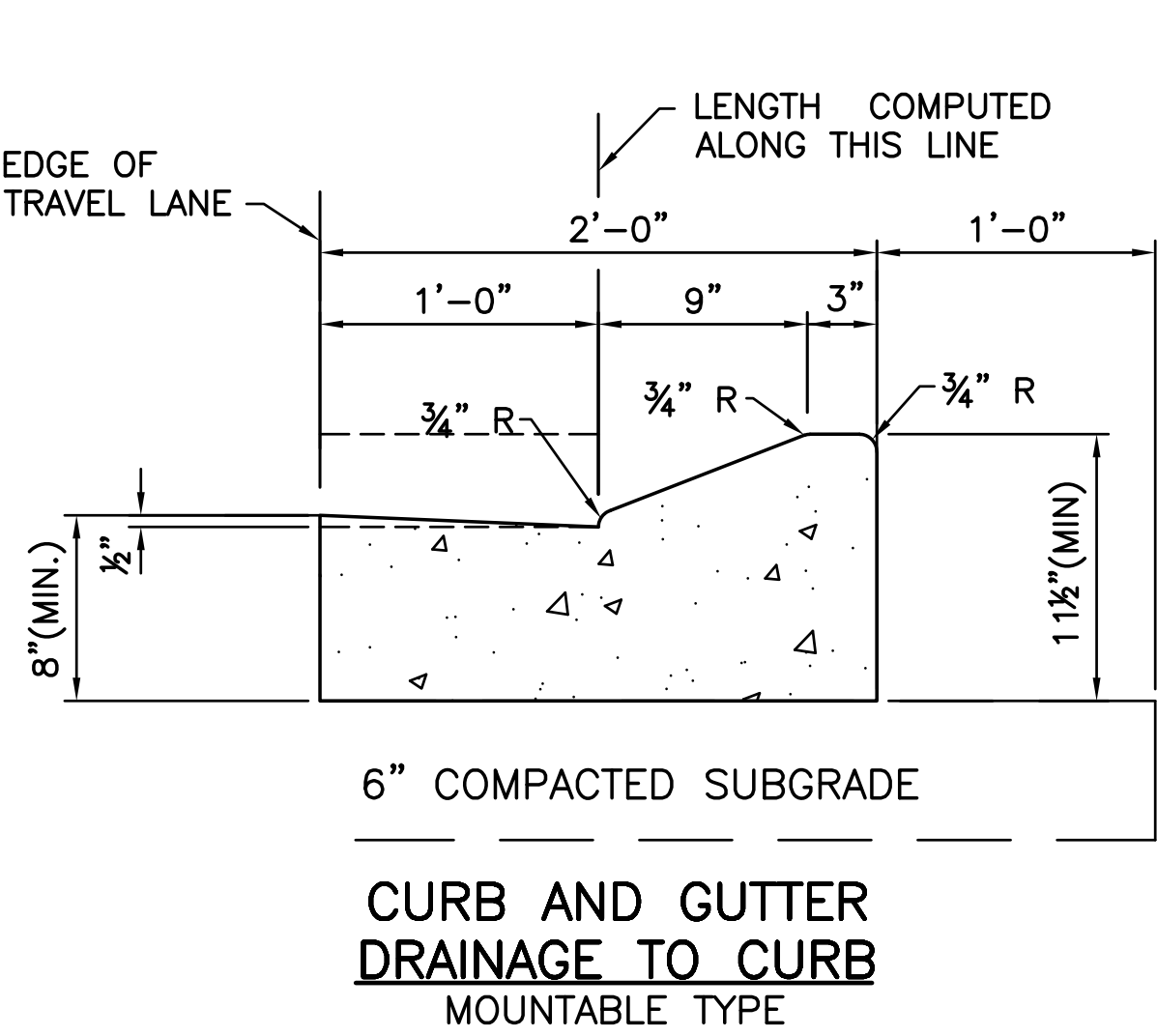
- NOTES:
1. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, STOP BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO 905-50 SHEET 7.
 2. THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 6 INCH BARRIER CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED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



STANDARD PLAN NO. 907-01	DATED AUGUST 8, 2008	SHEET NO. 6 OF 6
SIDEWALK AND HANDICAP RAMPS (TYPICAL MEDIAN RAMPS)		
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 REVISIONS	BY

PROJECT NO.	SHEET



SUPERELEVATED CURB SECTIONS

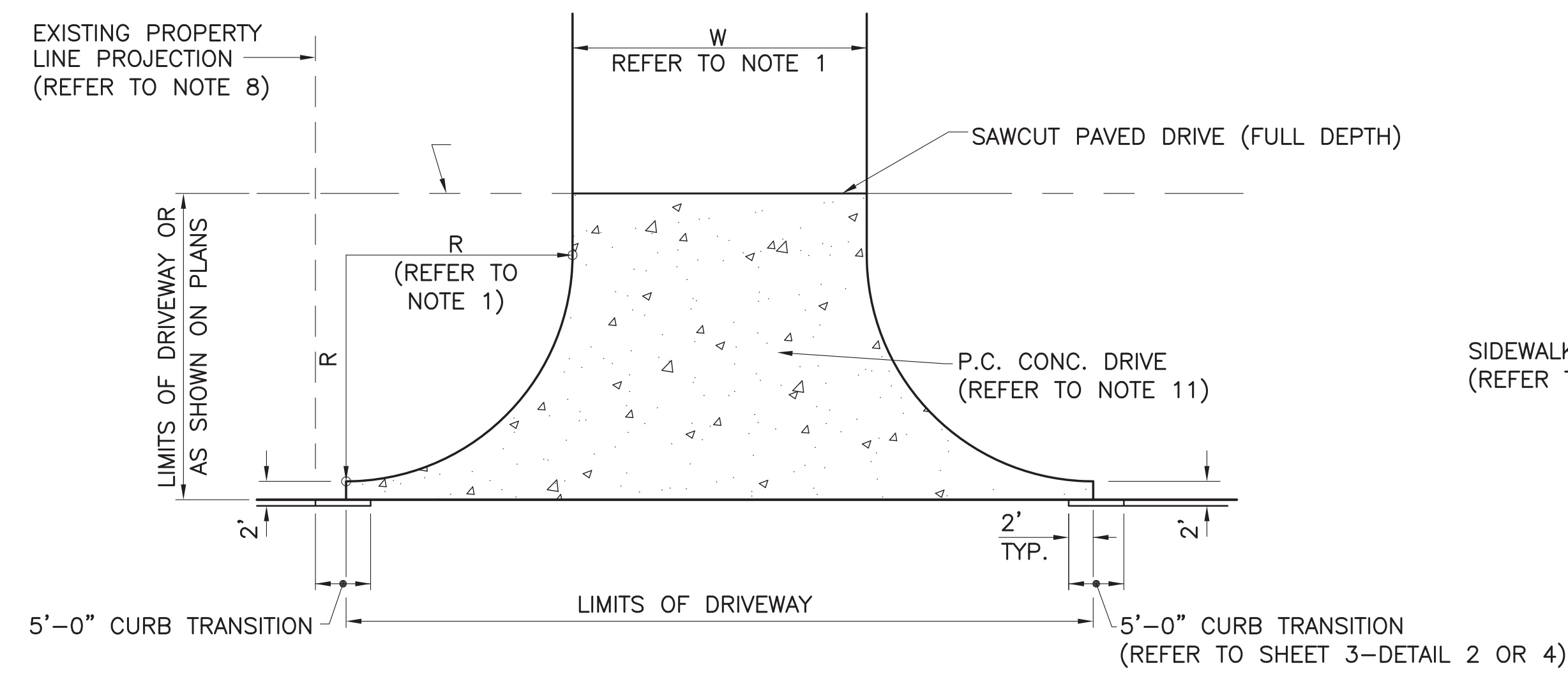
CURB AND GUTTER DETAILS
N.T.S.



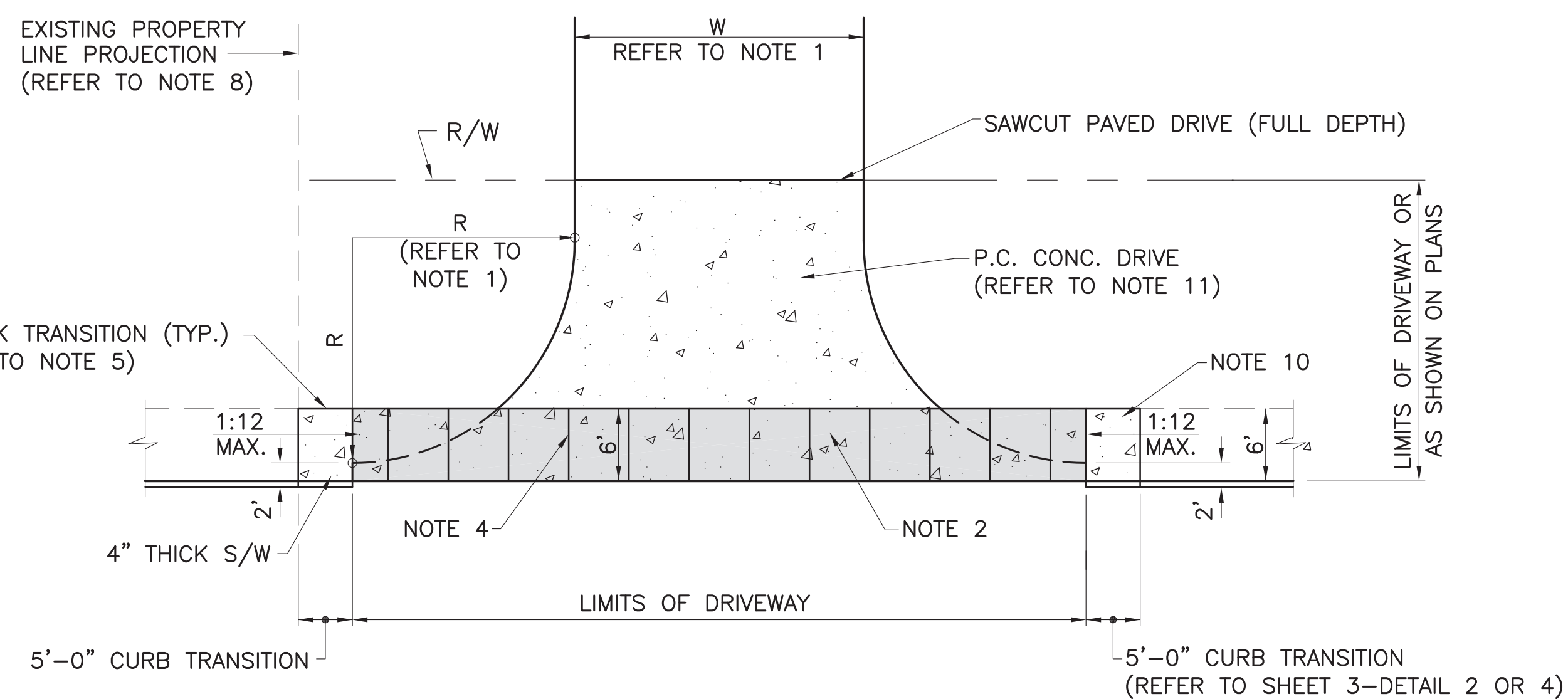
STANDARD PLAN NO. 907-02	DATED AUGUST 8, 2008	SHEET NO. 1 OF 1
MONOLITHIC CURB AND GUTTER DETAILS		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED T. STEPHENS		

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

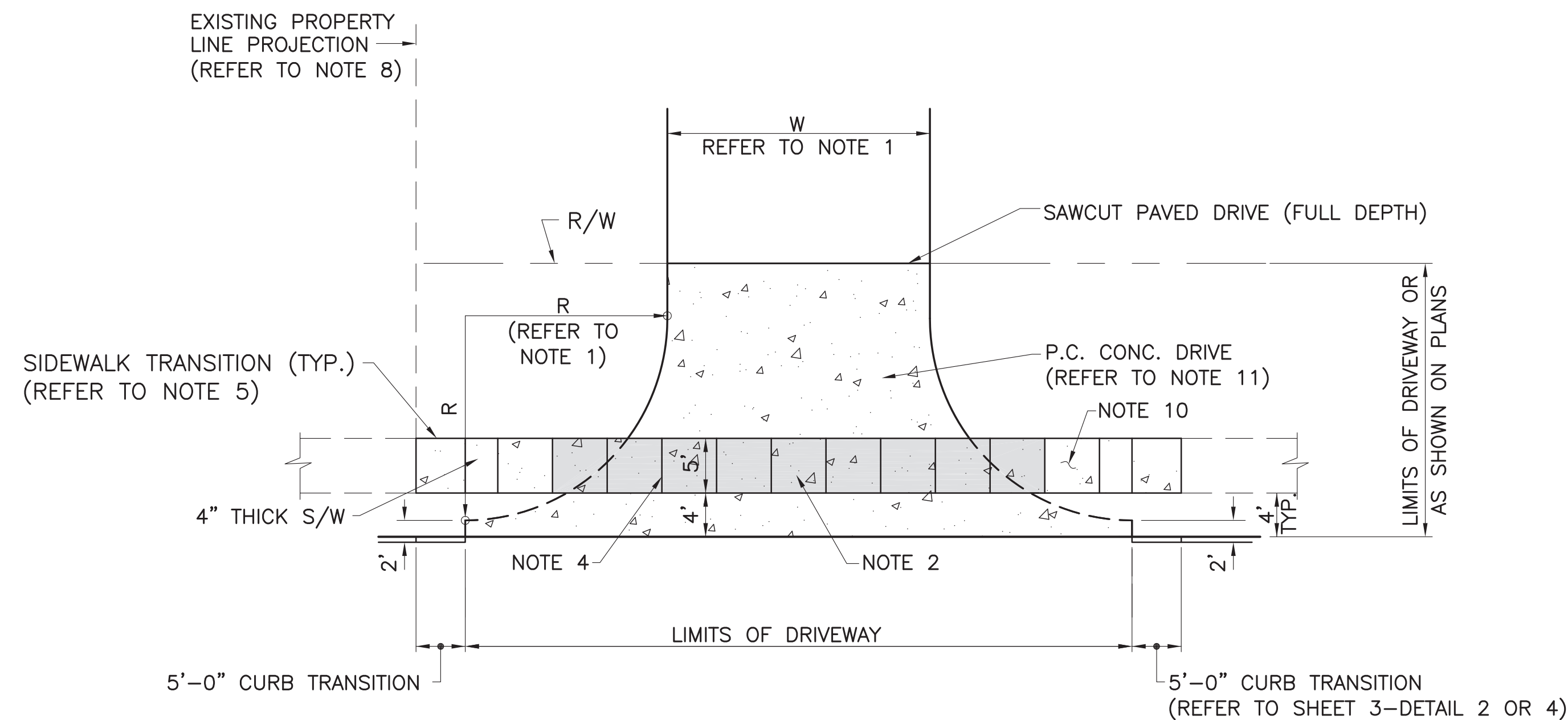
PROJECT NO.	SHEET



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.



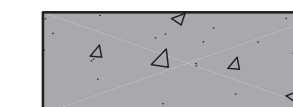
COMMERCIAL DRIVE – TYPE 3
SINGLE NON-CURBED
WITH OFFSET SIDEWALK
N.T.S.

- 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.



LEGEND

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

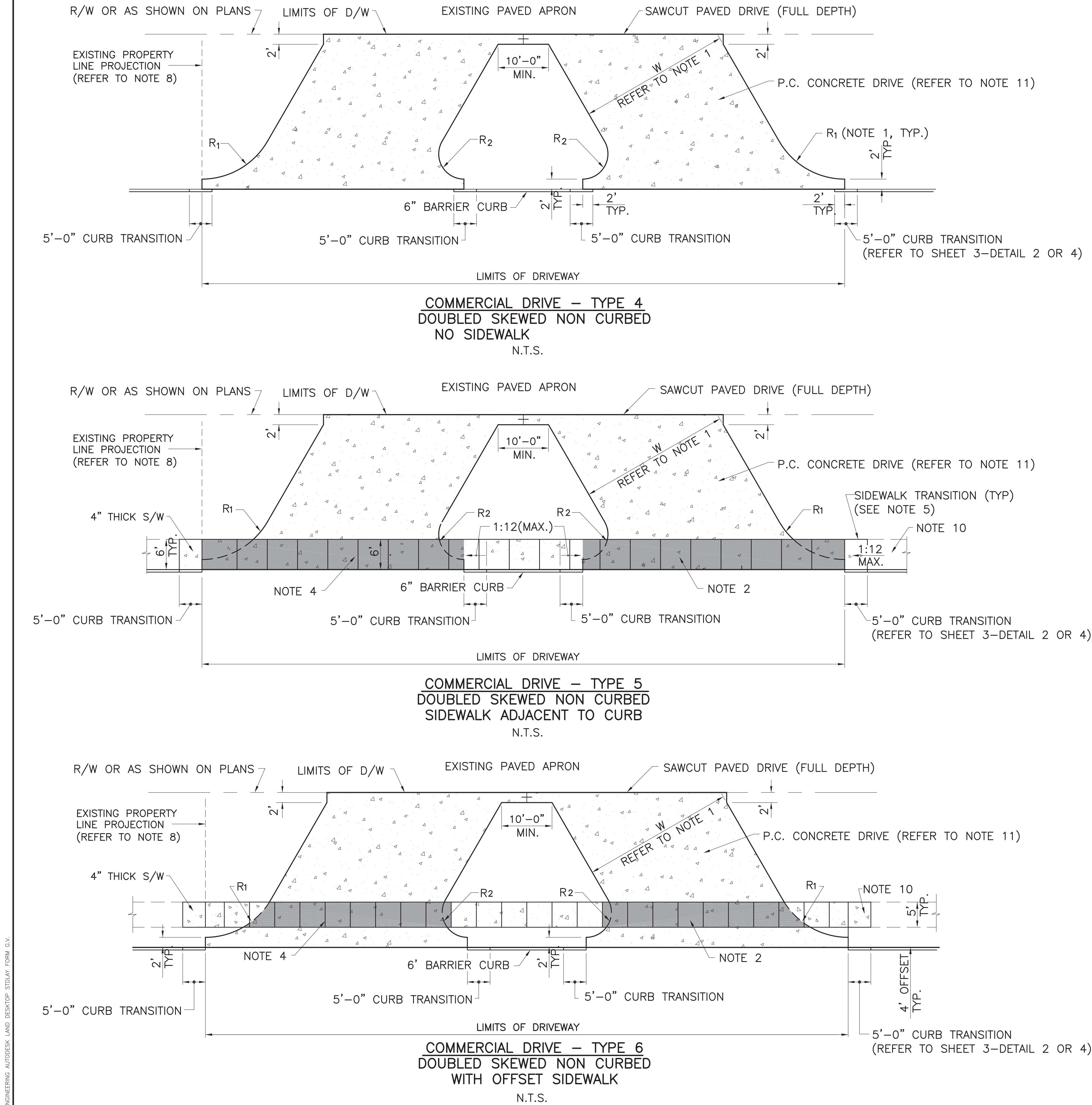


DATE	DESCRIPTION	BY
	REVISIONS	

STANDARD PLAN NO. 907-03	DATED APRIL 16, 2009	SHEET NO. 1 OF 3
COMMERCIAL 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		

907-03

ENGINEERING AUTODESK LAND DESKTOP STYLAY FORM G.V.



- NOTES:
1. DRIVEWAY GEOMETRY SHOWN SHALL APPLY FOR BOTH NEW STREET CONSTRUCTION AND MODIFICATIONS TO EXISTING STREETS. R_1 , R_2 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.



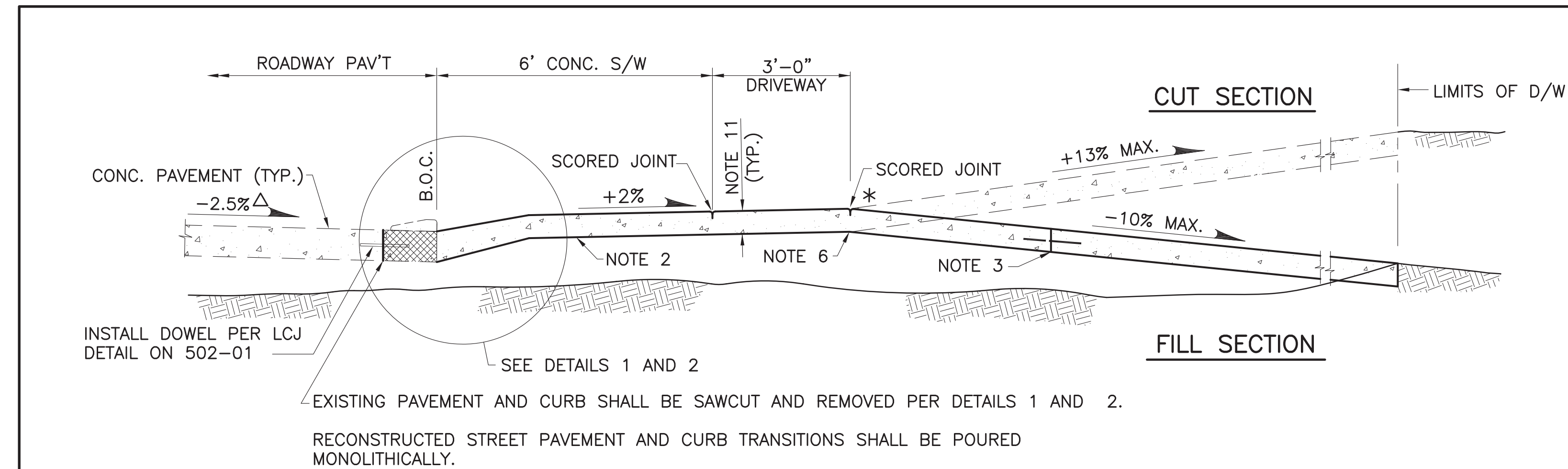
LEGEND

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

DATE	DESCRIPTION REVISIONS	BY

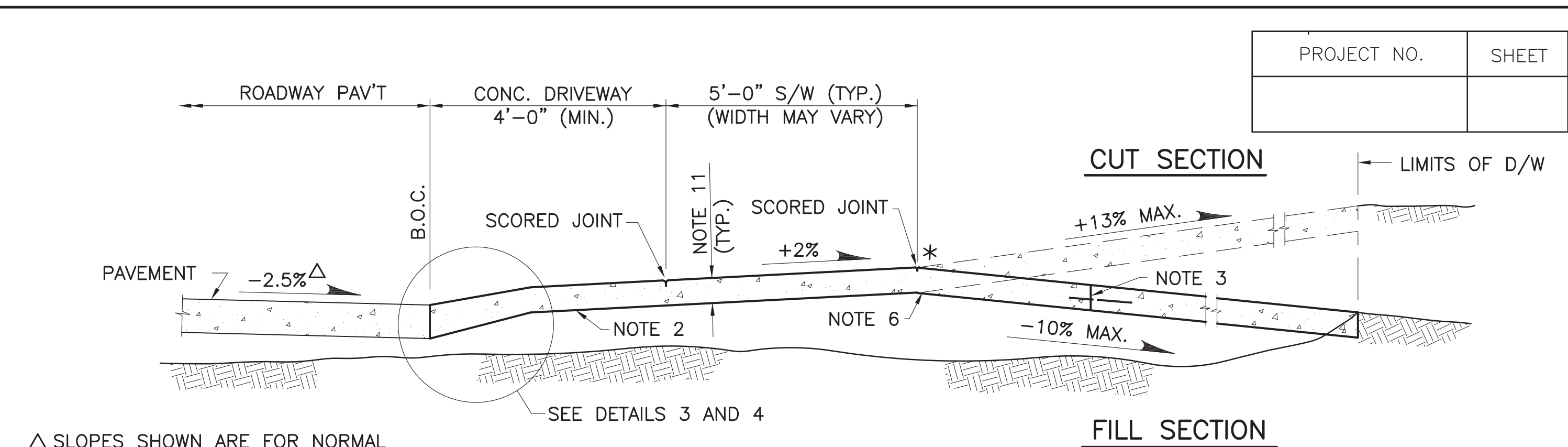
STANDARD PLAN NO. 907–03	DATED APRIL 16, 2009	SHEET NO. 2 OF 3
COMMERCIAL DRIVES GEOMETRIC DETAILS DOUBLED SKEWED LAYOUT		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED T. STEPHENS		

ENGINEERING AUTODESK LAND DESKTOP-STOLAY FORM G.V.



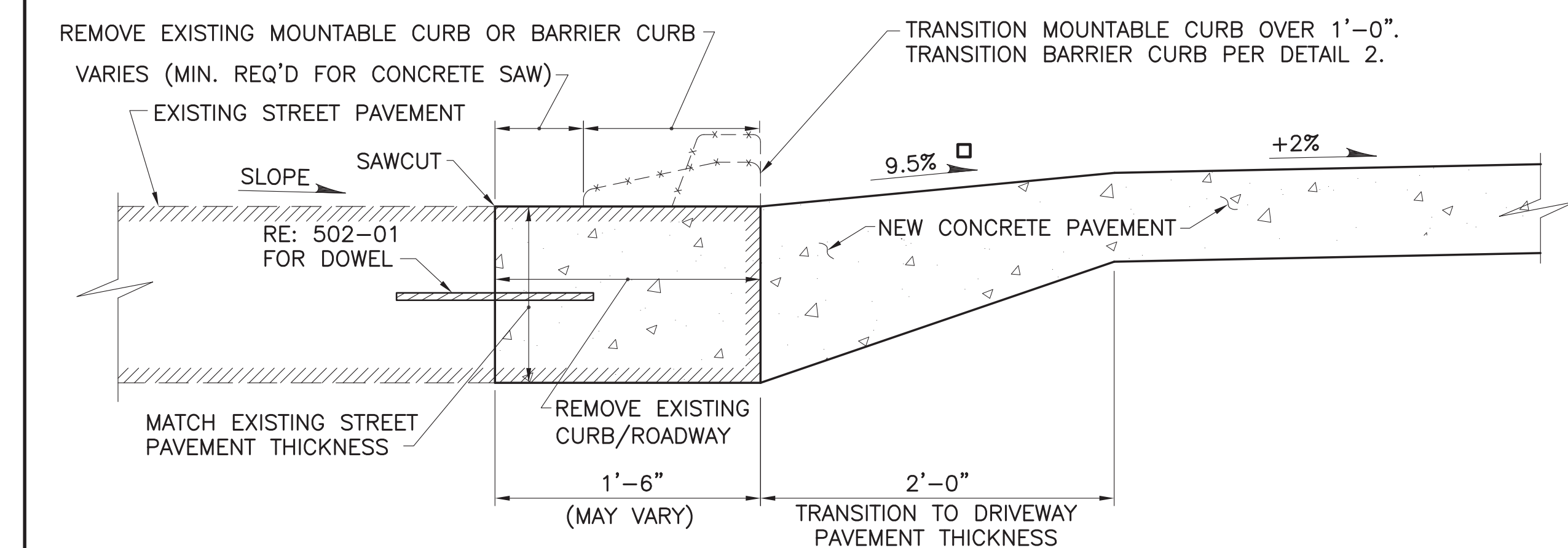
- △ SLOPES SHOWN ARE FOR NORMAL CROWN ROADWAY SECTION
- 2'-0" DRIVEWAY TRANSITION, NOT SUBJECT TO SAG CRITERIA
- * A +0.33' VERTICAL CLEARANCE IS REQUIRED FROM THE GUTTERLINE TO THE LOCATION SHOWN.
- ⊙ PROFILE SIMILAR FOR 5' SIDEWALK WITH 4' OFFSET.

TYPICAL DRIVEWAY PROFILE 1
CONSTRUCTION ON EXISTING STREET
(SHOWN WITH 6 FOOT SIDEWALK ADJACENT TO CURB)⊙
REFER TO SHEET 1 FOR NOTES
N.T.S.

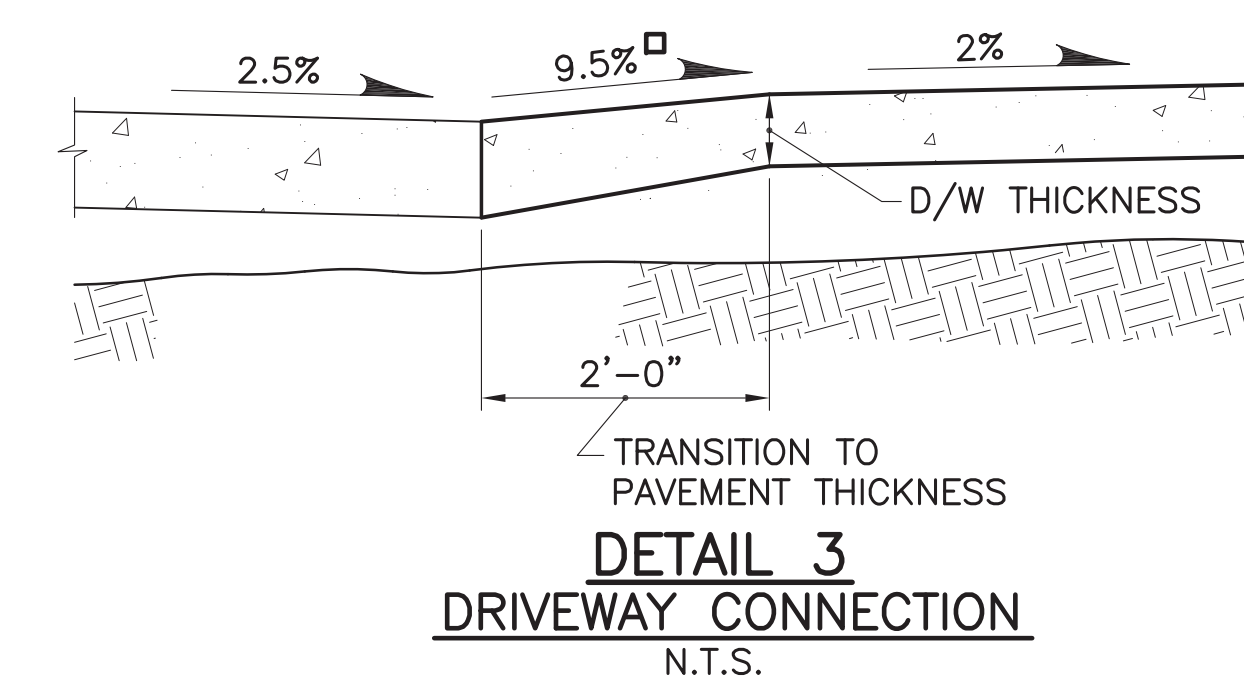


- △ SLOPES SHOWN ARE FOR NORMAL CROWN ROADWAY SECTION
- 2'-0" DRIVEWAY TRANSITION, NOT SUBJECT TO SAG CRITERIA
- * A +0.33' VERTICAL CLEARANCE IS REQUIRED FROM THE GUTTERLINE TO THE LOCATION SHOWN.
- ⊙ PROFILE SIMILAR FOR 6' SIDEWALK ADJACENT TO CURB.

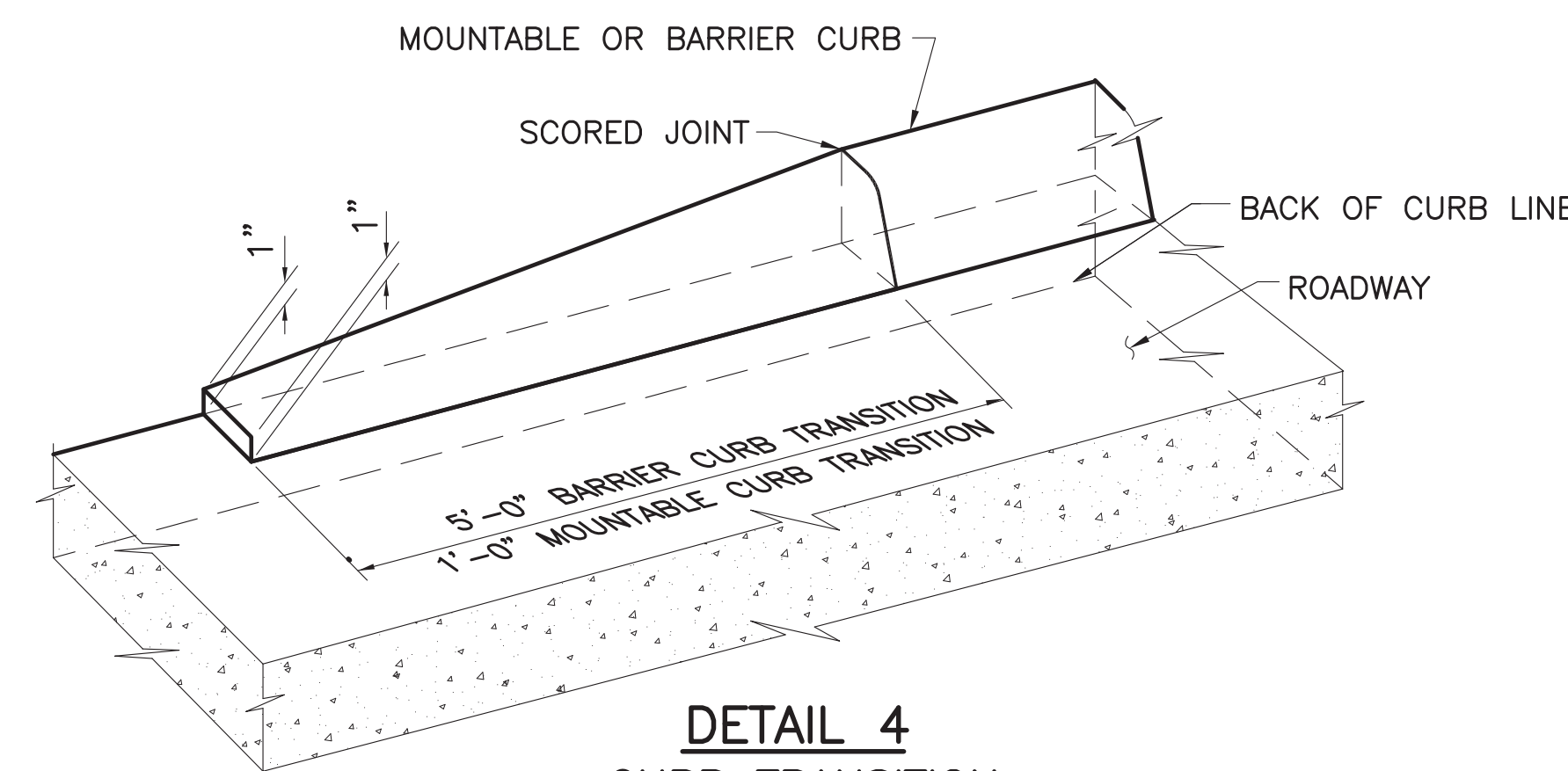
TYPICAL DRIVEWAY PROFILE 2
NEW STREET CONSTRUCTION
(SHOWN WITH 5 FOOT SIDEWALK OFFSET FROM CURB)⊙
REFER TO SHEET 1 FOR NOTES
N.T.S.



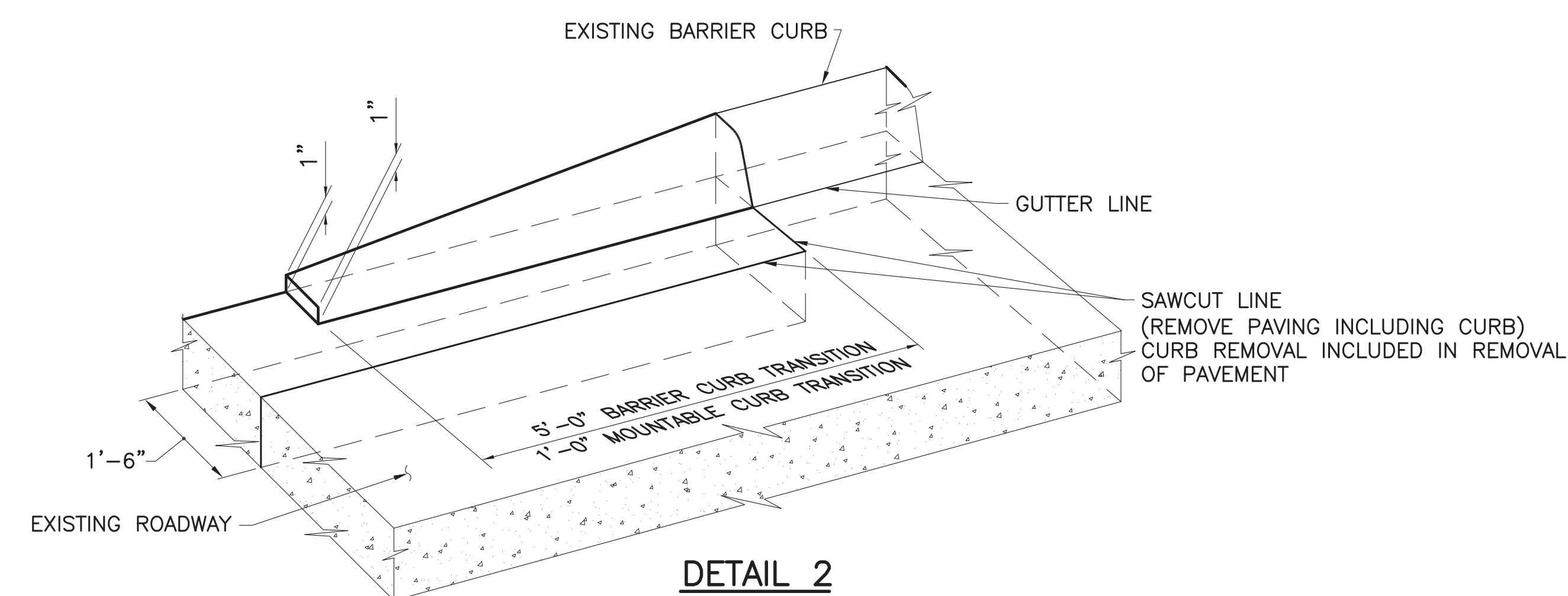
DETAIL 1
DRIVEWAY CONNECTION
N.T.S.



DETAIL 3
DRIVEWAY CONNECTION
N.T.S.

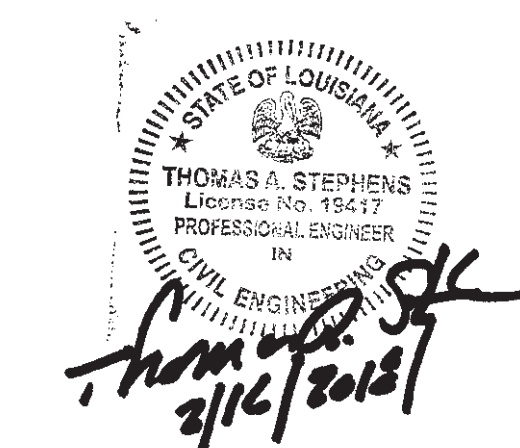


DETAIL 4
CURB TRANSITION
(TRANSITION OF BARRIER CURB SHOWN.
TRANSITION MOUNTABLE CURB OVER 1'-0".)
N. T. S.



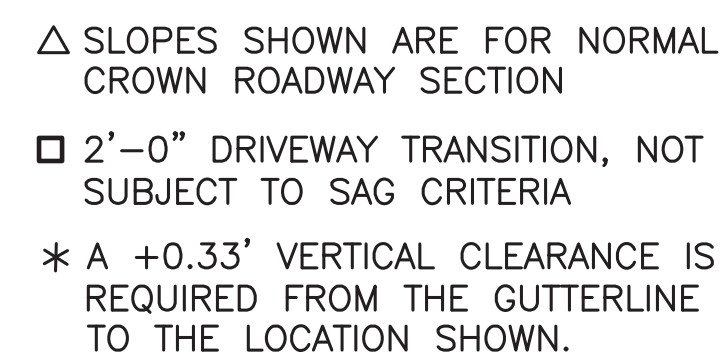
DETAIL 2
CURB TRANSITION
(TRANSITION OF BARRIER CURB SHOWN.
TRANSITION MOUNTABLE CURB OVER 1'-0".)
N. T. S.

NEW DRIVEWAY PROFILES ON NEW OR EXISTING STREETS
N.T.S.

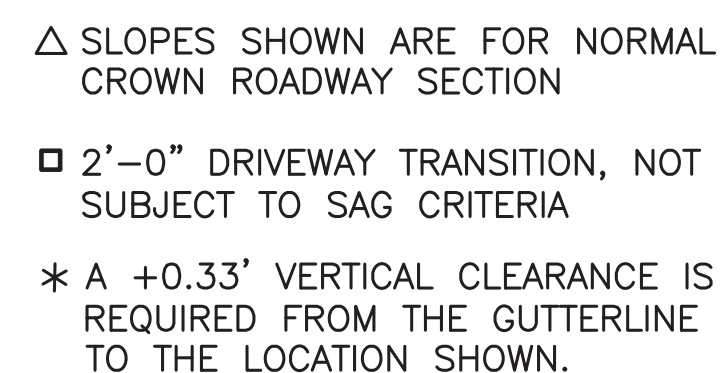
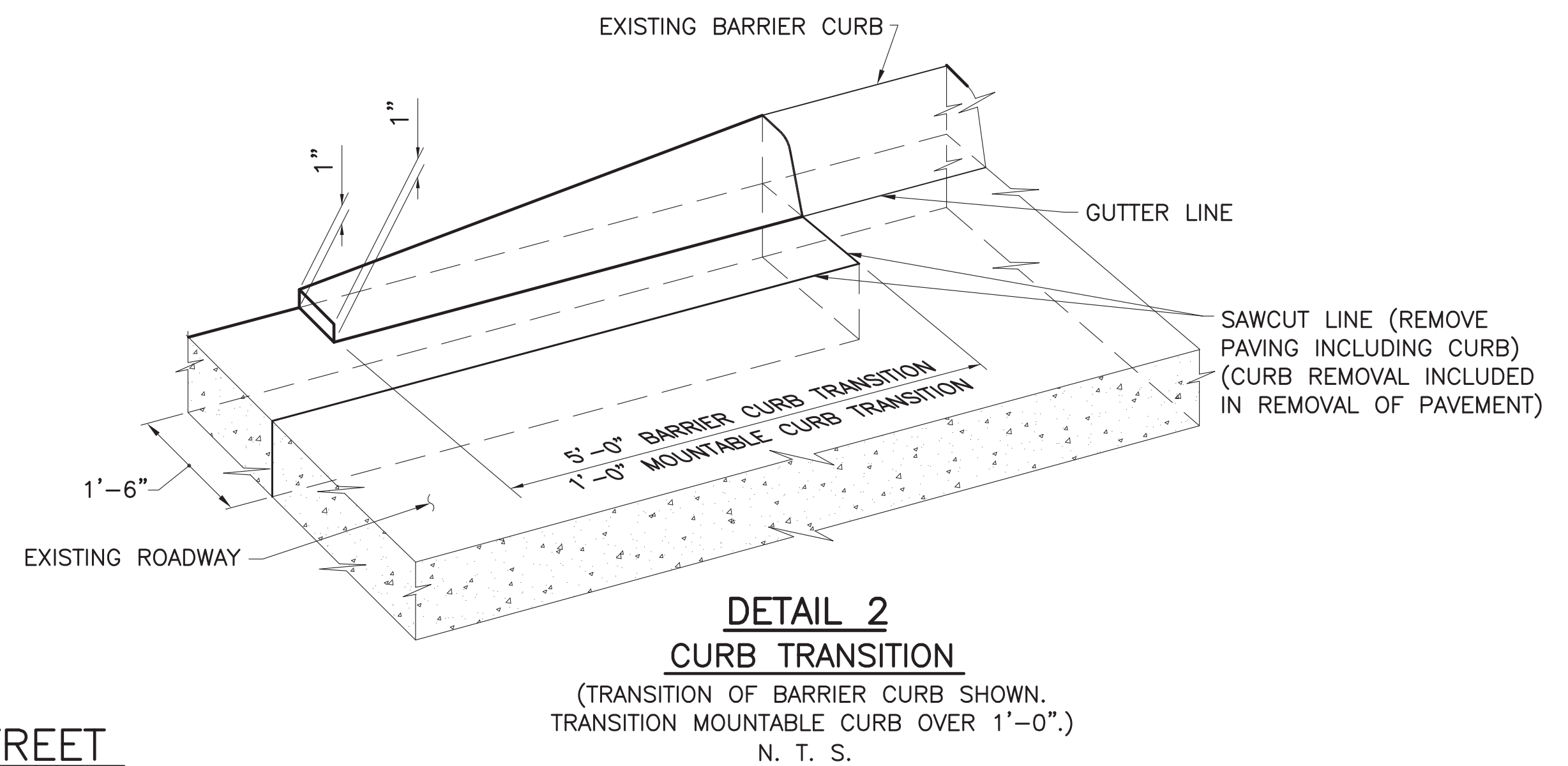


DATE	DESCRIPTION	BY
	REVISIONS	

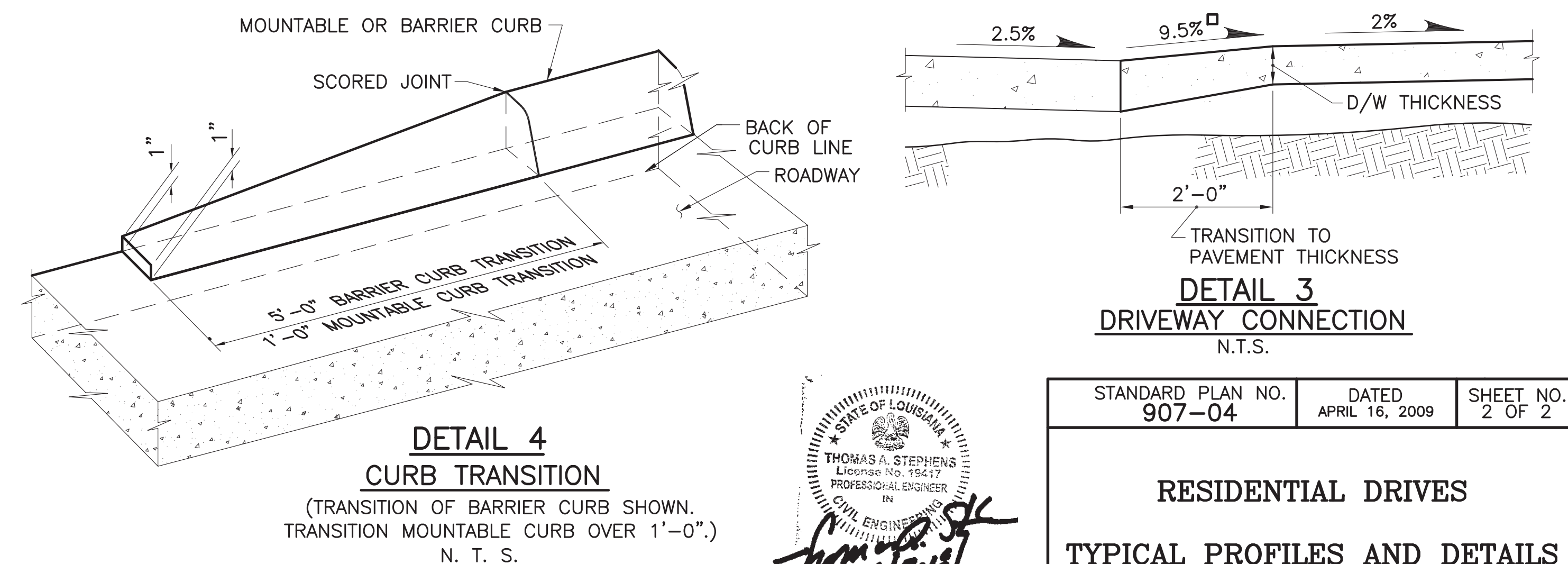
STANDARD PLAN NO. 907-03	DATED APRIL 16, 2009	SHEET NO. 3 OF 3
COMMERCIAL DRIVES TYPICAL PROFILES AND DETAILS		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED T. STEPHENS		



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



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



NEW DRIVEWAY ON NEW STREET
N.T.S.

DATE	DESCRIPTION REVISIONS	BY

STANDARD PLAN NO. 907-04		DATED APRIL 16, 2009		SHEET NO. 2 OF 2	
RESIDENTIAL DRIVES TYPICAL PROFILES AND DETAILS					
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE					
DESIGNED	DRAWN	CHECKED	APPROVED		
GLP	GLP	GLP	T. STEPHENS		