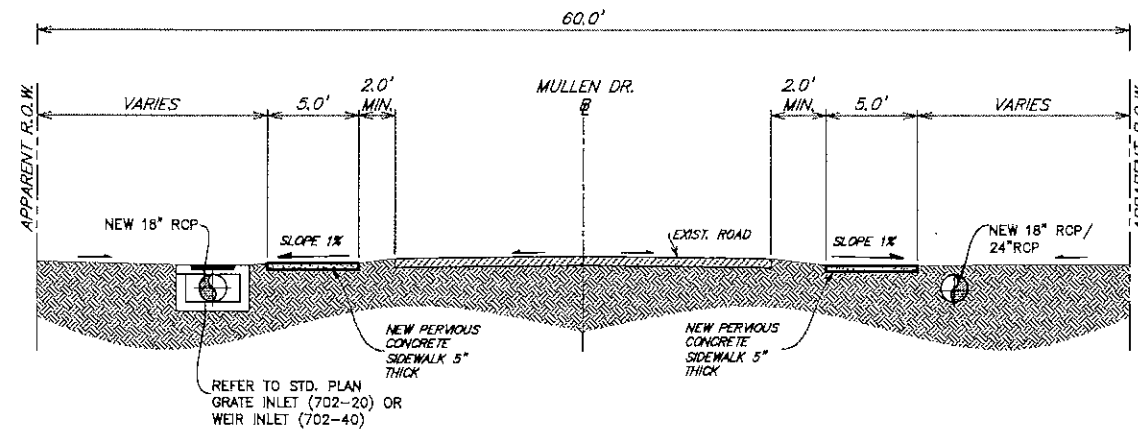


TYPICAL SECTION OF 6'-0" SIDEWALK  
CENTURION AVE

SCALE: 1" = 5'  
APPLIES: STA. 10+00 TO 15+45



TYPICAL SECTION OF 5'-0" SIDEWALK  
MULLEN DRIVE

SCALE: 1" = 5'  
APPLIES: STA. 100+50 TO 103+50

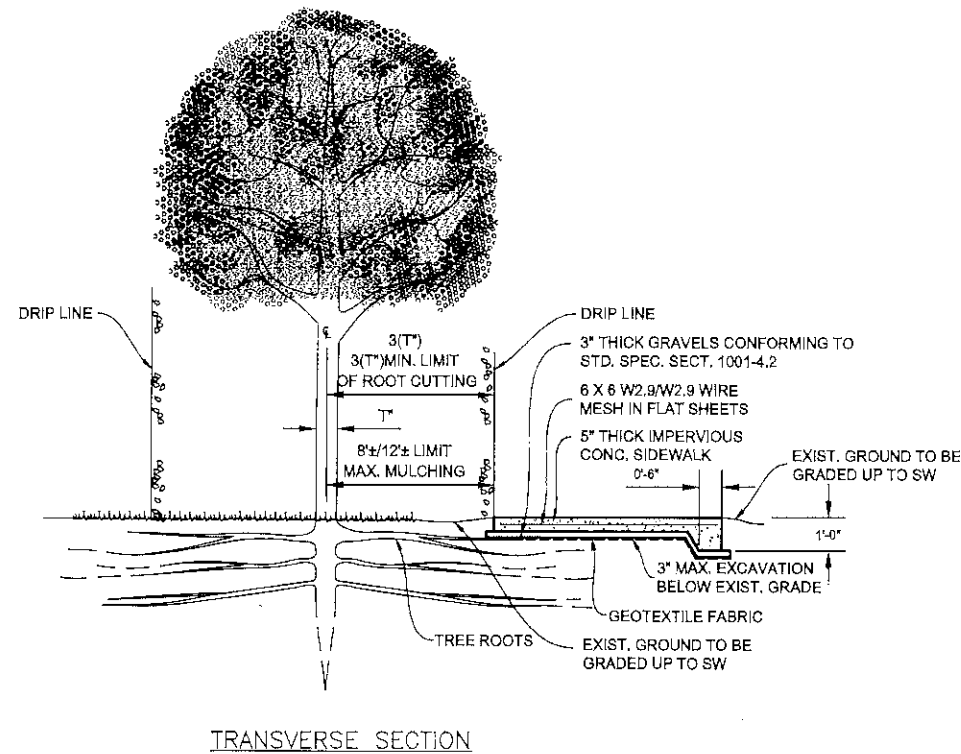
NOTE: SIDEWALK CROSS SLOPE MAY BE INCREASED UP TO 2% MAX TO RESOLVE GRADE REQUIREMENTS.

REFER TO STD. PLAN  
GRATE INLET (702-20) OR  
WEIR INLET (702-40)

SHEET NUMBER	2
DESIGNED	H.A.
CHECKED	S.J.
DATE	06/09/21
REVISION DESCRIPTION	BY
NO.	DATE
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-EN-HC-0024&25
STATE PROJECT	
DESIGNED	H.A.
CHECKED	S.J.
DATE	06/09/21
REVISION DESCRIPTION	BY
NO.	DATE
CENTURION AVE AND MULLEN DR GROUP SIDEWALK IMPROVEMENTS CITY OF BATON ROUGE PARISH OF EAST BATON ROUGE TYPICAL SECTIONS	

SUSHIL K. JAIN  
REG. No. 15712  
REGISTERED  
PROFESSIONAL ENGINEER  
IN  
ENGINEERING

JUNE 15, 2021



TRANSVERSE SECTION  
TREE ROOT PROTECTION DETAILS  
SCALE: 1/2" = 1'-0"

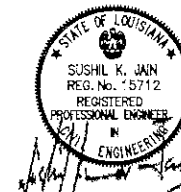
NOTES:

- DO NOT CUT ROOTS GREATER THAN 2" IN DIA.
- IF ROOTS ARE 2" IN DIA. OR MORE TOP SHAVE TO A MAXIMUM OF 1/4 OF ITS DIAMETER.
- IF ROOT TOP SHAVING IS DONE MORE THAN 1/4 ITS DIAMETER, THE PROJECT ENGINEER HAS TO BE NOTIFIED FOR ANNUAL TREE INSPECTION FOR HEALTH AND STABILITY.
- IF ROOTS HAVE TO BE REMOVED AT THE CLOSER END OF SIDEWALK BEFORE CONCRETE REPLACEMENT, IT CAN ONLY BE DONE AT A MINIMUM DISTANCE OF 3 TIMES TREE TRUNK DIAMETER FROM ITS CENTER.
- MAXIMUM CHANGE IN GRADE FOR CREST OR SAG APPROACHES IS LIMITED TO 5% AROUND TREE PROTECTION SIDEWALKS.
- 3" MAXIMUM EXCAVATION BELOW EXISTING GRADE.
- ALL WORK AND ITEMS ASSOCIATED WITH TREE ROOT PROTECTION DETAIL SHALL BE PAID FOR UNDER ITEM 9900004 TREE ROOT PROTECTION BY THE SQUARE YARD.

CENTURION AVE/MULLEN DR SIDEWALKS

CITY-PARISH PROJECT NOS. 20-EN-HC-0024 & 20-EN-HC-0025  
SUMMARY OF ESTIMATED QUANTITIES

ITEM NO. -	PAY ITEM	QUANTITY	UNITS
1195312	TWELVE (12) INCH WIDE THERMOPLASTIC REFLECTIVE STRIPING (125 MIL)	204	LF
1195324	TWENTY-FOUR (24) INCH WIDE THERMOPLASTIC REFLECTIVE STRIPING (125 MIL)	40	LF
2010100	CLEARING AND GRUBBING	1	LUMP
2020100	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LUMP
2020600	REMOVAL ON CONCRETE WALKS AND DRIVES	113	SY
2020700	REMOVAL OF CONCRETE CURBS	12	LF
2020900	SAW CUTTING CONCRETE OR ASPHALT	82	LF
2030800	EXCAVATION AND EMBANKMENT	1	LUMP
4010100	TRAFFIC MAINTENANCE AGGREGATE	9	CY
5101005	5" PERVIOUS CONCRETE PAVEMENT	1011	SY
7010218	18" REINFORCED CONCRETE PIPE	359	LF
7010224	24" REINFORCED CONCRETE PIPE	193	LF
7020308	GRATE INLET (CPS 702-08)	1	EA
7020502	WEIR INLET (CPS 702-23)	5	EA
9020105	5' CHAIN LINK FENCE	100	LF
9030800	SEED	330	LBS
9030900	FERTILIZER	305	LBS
9031000	WATER (FOR SEEDING AND FERTILIZER)	0.4	MGAL
9050100	TEMPORARY SIGNS AND BARRICADES	1	LUMP
9070101	INTEGRAL CONCRETE CURB (MOUNTABLE)	12	LF
9070106	INTEGRAL CONCRETE CURB (6' BARRIER)	32	LF
9070304	4" CONCRETE WALKS	59	SY
9070406	6" CONCRETE DRIVES	108	SY
9090100	MOBILIZATION	1	LUMP
9900001	TRUNCATED DOME INSET	84	SF
9900002	RELOCATION OF EXISTING ROAD SIGN	3	EA
9900003	CONCRETE COLLAR	2	EA
9900004	TREE ROOT PROTECTION	9	SY



JUNE 15, 2021

SHEET NUMBER 3

PARISH EAST BATON ROUGE PARISH  
CITY PROJECT 20-EN-HC-0024&25  
STATE PROJECT

DESIGNED H.A. CHECKED S.J.  
DATE 06/09/21  
SHEET XXX

REVISION DESCRIPTION BY DATE

**MOTEBR**  
INCORPORATED  
1988

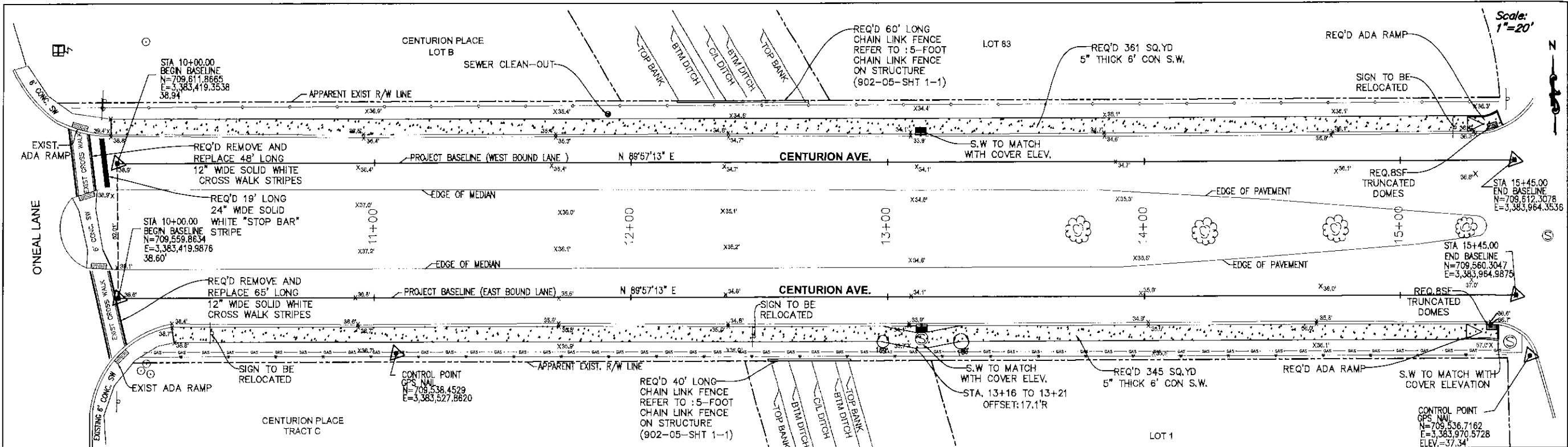
CENTURION AVE AND MULLEN DR  
GROUP SIDEWALK IMPROVEMENTS  
CITY OF BATON ROUGE  
PARISH OF EAST BATON ROUGE

TYPICAL SECTIONS

**BR**  
CITY OF BATON ROUGE  
PARISH OF EAST BATON ROUGE

VIA ENGINEERS

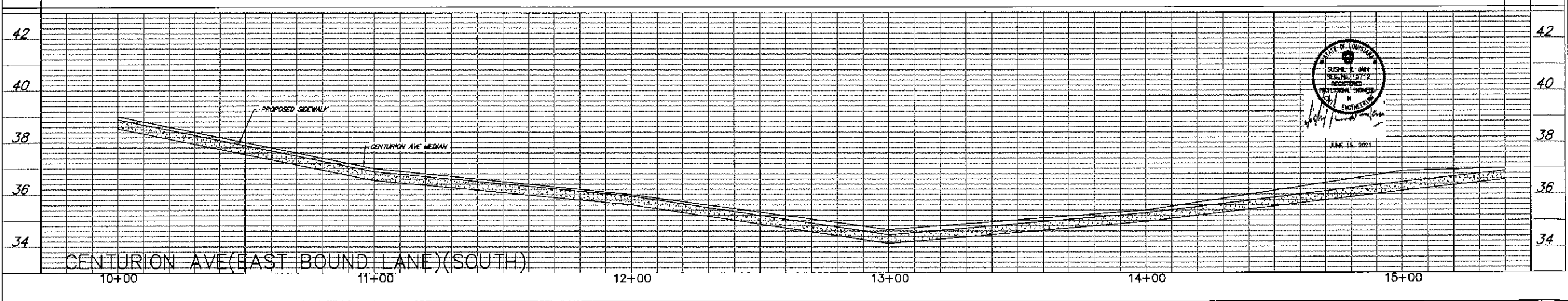
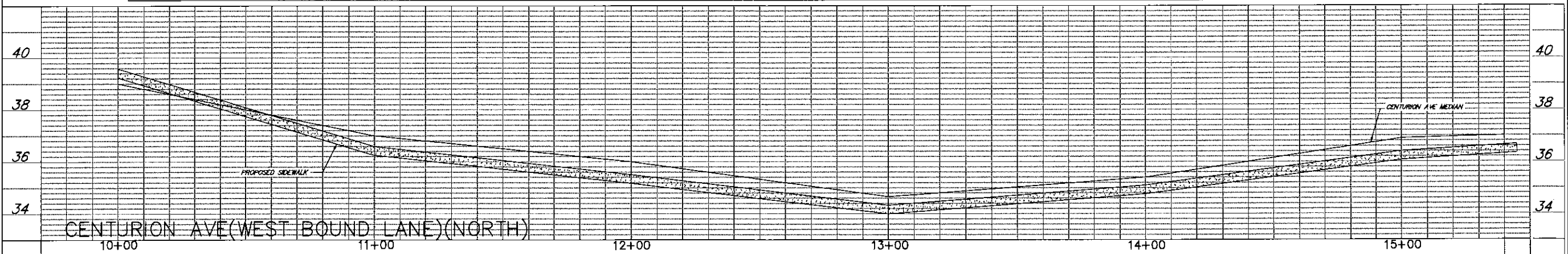




**LEGEND**

	GAS LINE		EDGE OF PAVEMENT		PERVIOUS CONCRETE-SIDE WALK		TRUNCATED DOMES
	APPARENT R/W-PROPERTY LINE		LIGHT POLE		CONCRETE TO BE REMOVED		TELEPHONE PEDESTAL
	CENTER OF PAVED ROAD		CATCH BASIN		TREE / TREE CLUSTER		SEWER MANHOLE
	WATER LINE		SEWER CLEAN-OUT		PROPERTY CORNER FOUND		

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



STATE OF LOUISIANA  
 ENGINEER  
 REG. NO. 115712  
 DATE: JUNE 14, 2021

**SHEET NUMBER 5**

**EAST BATON ROUGE PARISH**

**20-EN-HC-0024&25**

**DESIGNED: H.A. CHECKED: S.J. RETAINED: XXX CHECKED: XXX DATE: 06/09/21 SHEET: XXX**

**NO. DATE REVISION DESCRIPTION**

**BY**

**BR**

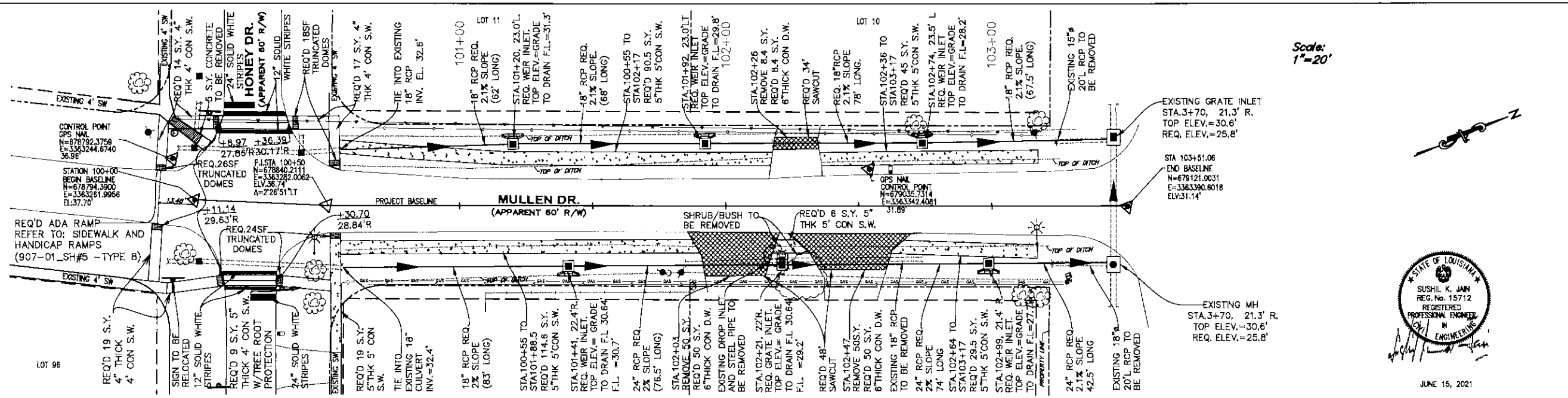
**CENTURION AVE SIDEWALK IMPROVEMENTS**

**CITY OF BATON ROUGE**

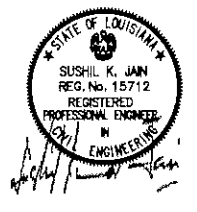
**PARISH OF EAST BATON ROUGE**

**PLAN & PROFILE**



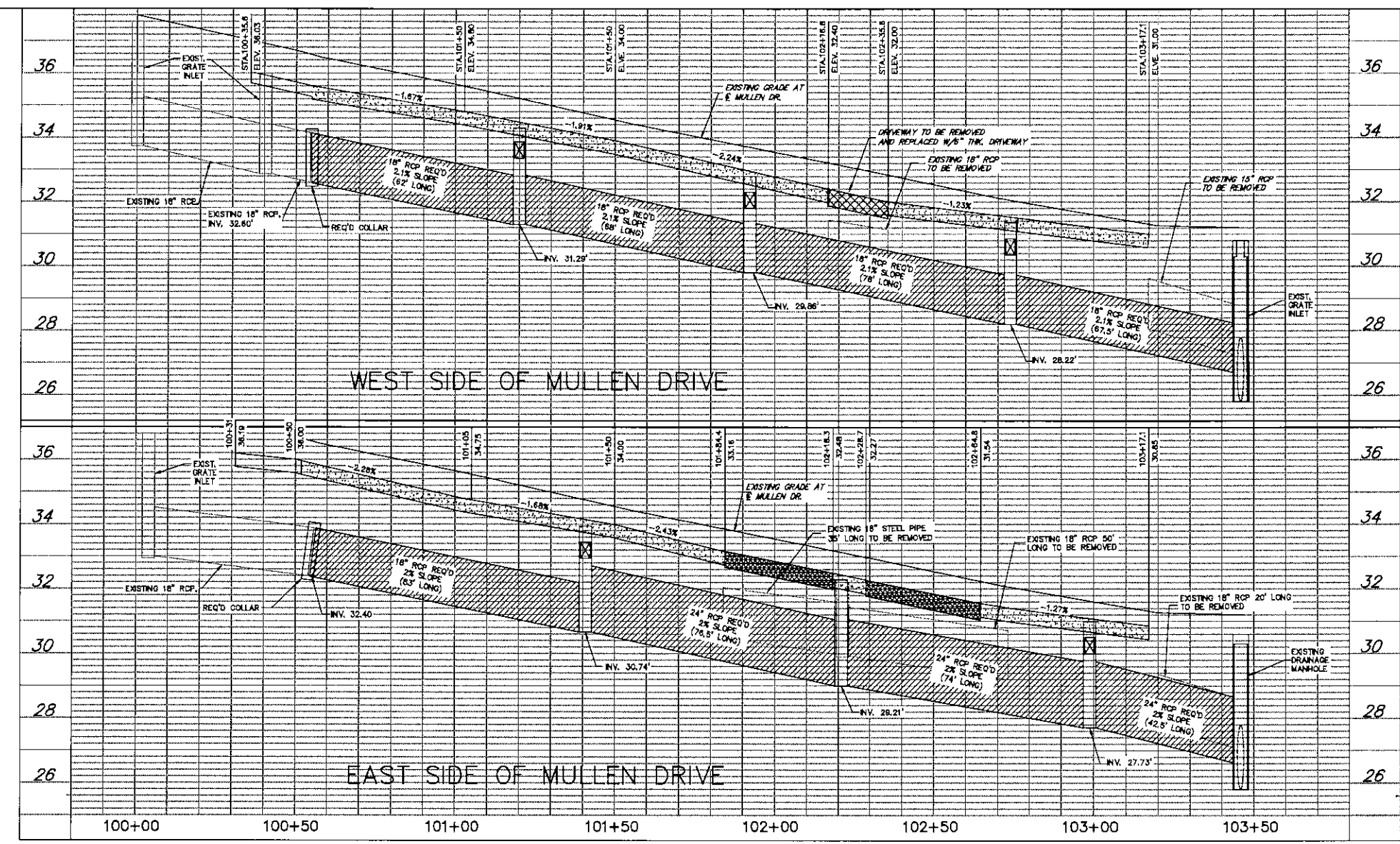


Scale: 1"=20'



JUNE 15, 2021

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



**LEGEND**

- TREE / TREE CLUSTER
- APPROXIMATE R/W LOCATION
- PROPERTY LINE
- CENTER OF PAVED ROAD
- FIBER OPTIC (AT&T CABLE)
- WATER LINE
- FIRE HYDRANT
- GAS LINE
- EDGE OF PAVEMENT
- LIGHT POLE
- CATCH BASIN
- EXISTING ROAD SIGN
- PERMEABLE CONCRETE-SIDE WALK
- CONCRETE- FOR SIDEWALK HANDICAP RAMPS
- CONCRETE DRIVEWAY TO BE REMOVED AND REPLACED
- CONCRETE TO BE REMOVED
- PROPERTY CORNER FOUND
- TRUNCATED DOMES
- TELEPHONE PEDESTAL
- SEWER MANHOLE
- FIBER OPTIC SIGN POST
- MAIL BOX

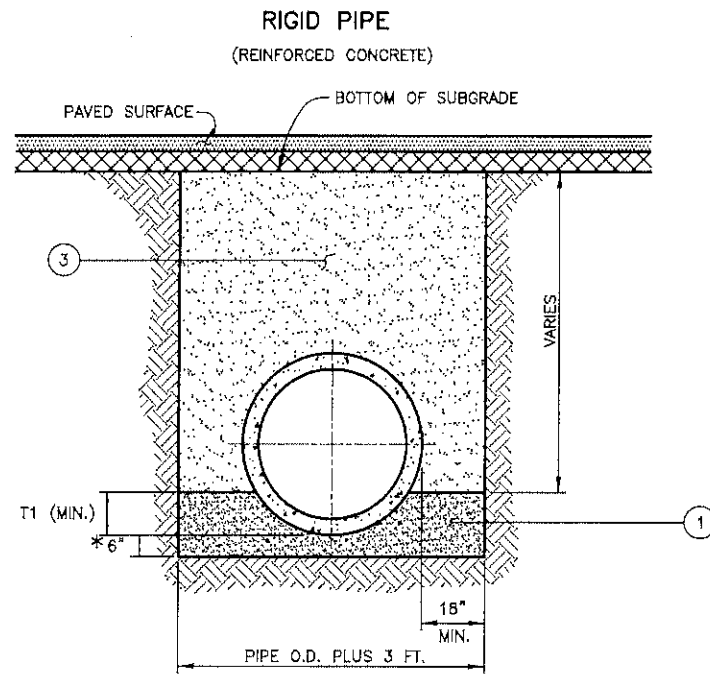
DESIGNED	H.A.	PARISH	EAST BATON ROUGE PARISH
CHECKED	S.J.	CITY	20-EN-HC-0024&25
DATE	06/09/21	STATE	LA
NO.	XXX	SHEET	XXX
REVISION DESCRIPTION	DATE	BY	

**PLAN & PROFILE**

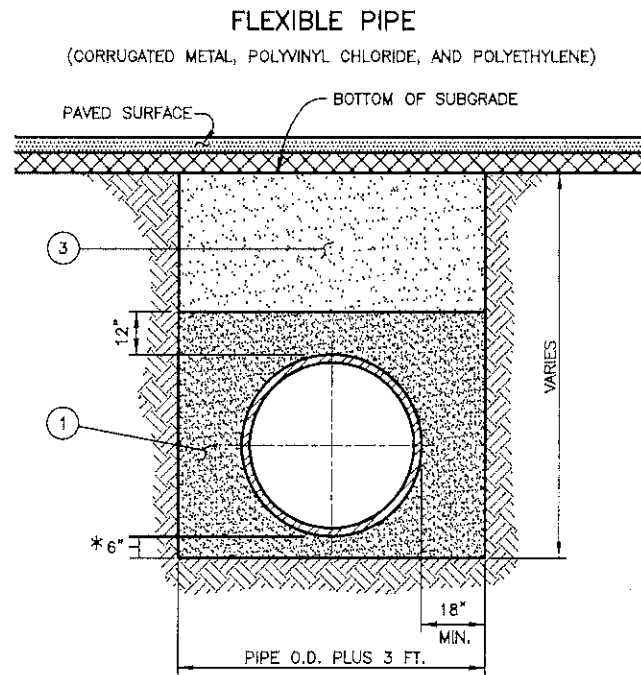
**MULLEN DRIVE SIDEWALK IMPROVEMENTS**  
CITY OF BATON ROUGE  
PARISH OF EAST BATON ROUGE

**BR**  
CITY OF BATON ROUGE  
REGISTERED PROFESSIONAL ENGINEER

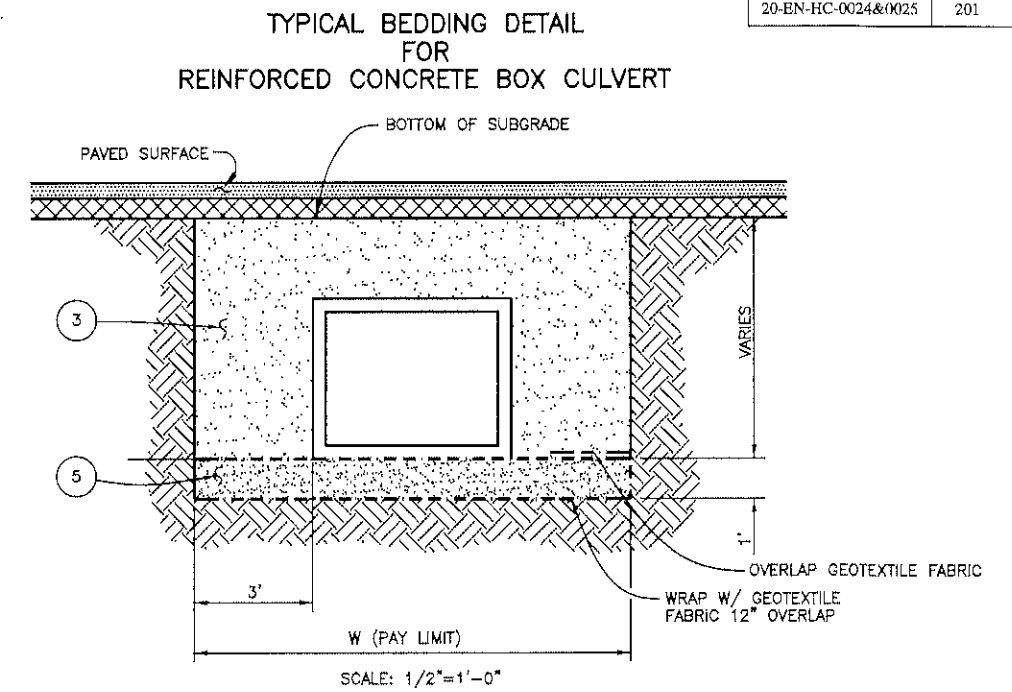
PROJECT NO.	SHEET
20-BN-HC-0024&0025	201



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"



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

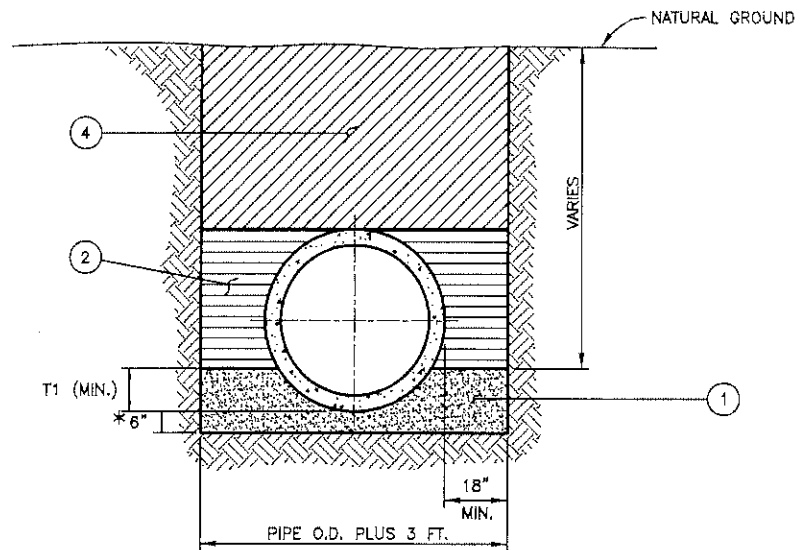
**GENERAL NOTES**

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".

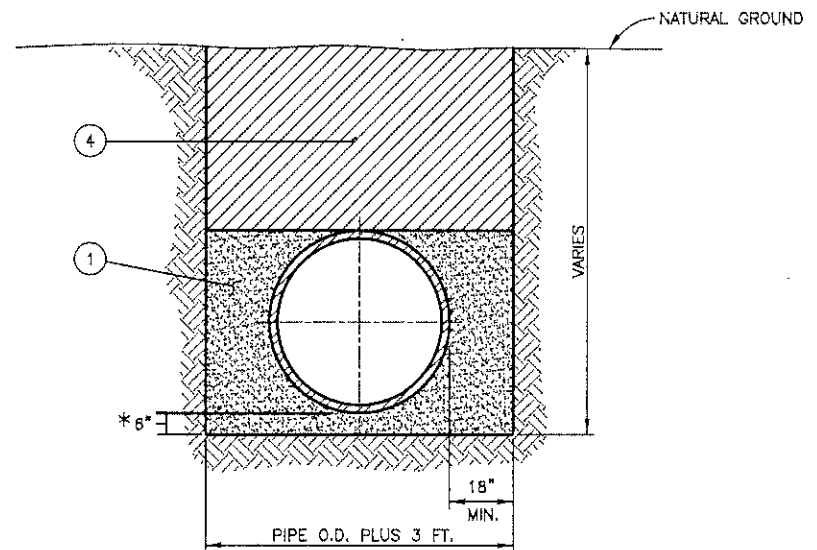
\* BEDDING UNDER PIPE SHALL BE 6" UNLESS OTHERWISE SPECIFIED IN THE PLANS OR SPECIAL PROVISIONS.

**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.



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"

**PIPE BEDDING SCHEDULE**  
(RIGID PIPE)

PIPE SIZE	T1 (MIN.)
12"-30"	6"
36"-60"	12"
86"-96"	18"

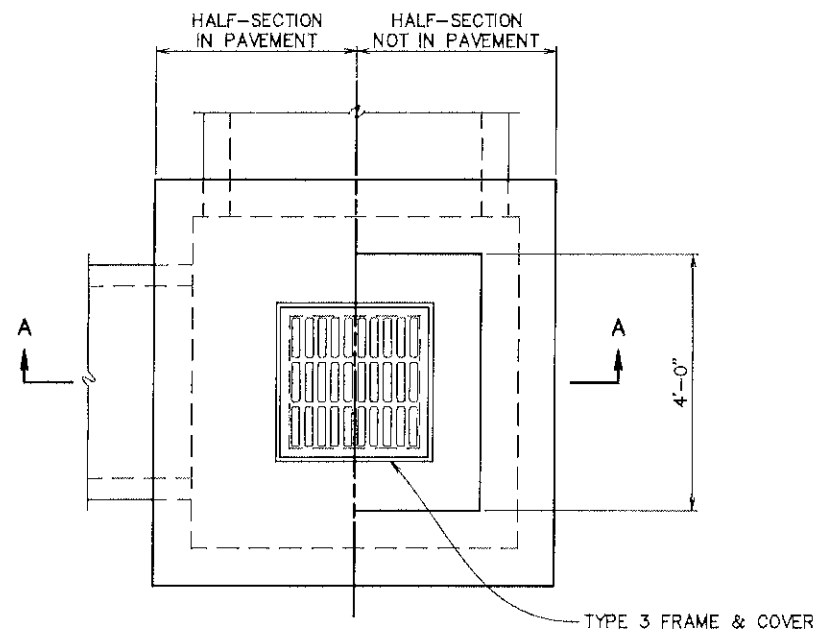
STANDARD PLAN NO. 701-01	DATED February 8, 2008	SHEET NO. 1 OF 1
-----------------------------	---------------------------	---------------------

**STANDARD BEDDING AND BACKFILL  
DETAILS FOR  
STORM DRAINAGE CONDUIT**

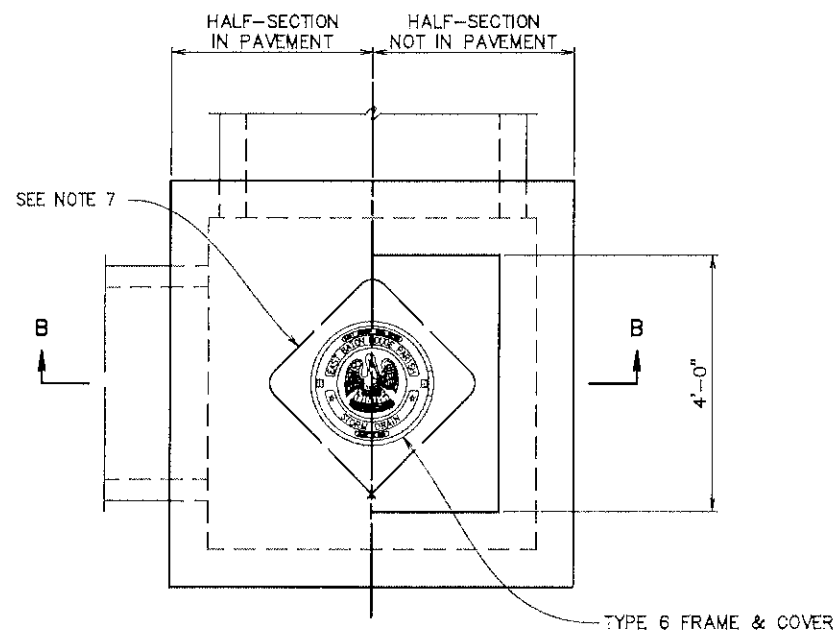
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED	DRAWN	CHECKED	APPROVED
R. ELLIS	G. VANNICE	R. ELLIS	T. STEPHENS

DATE	DESCRIPTION	BY

PROJECT NO.	SHEET
20-BN-IC-0024&0025	202



TOP VIEW  
TYPE 3  
SCALE: 3/4"=1'-0"



TOP VIEW  
TYPE 6  
SCALE: 3/4"=1'-0"

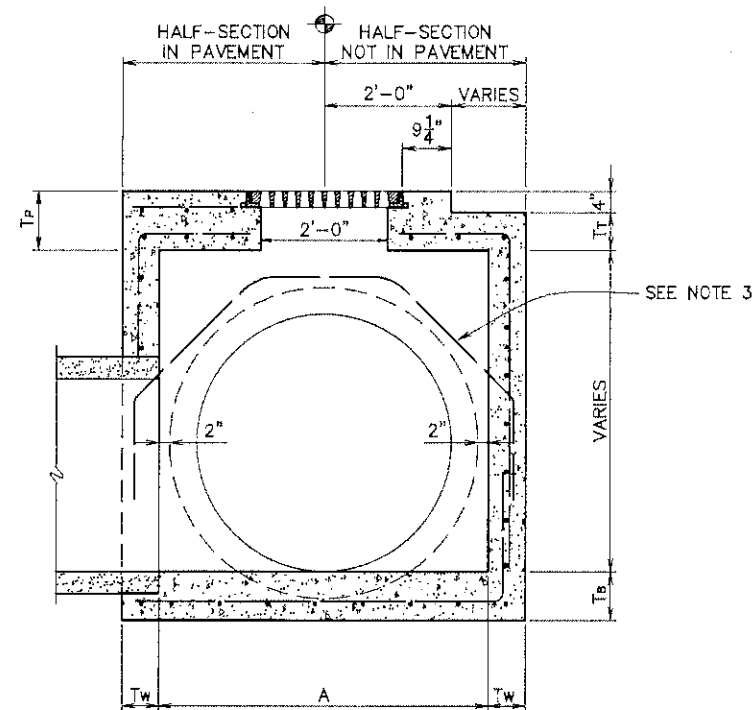
PIPE SIZE		DIMENSION
ROUND PIPE	ARCH PIPE (ROUND EQUIV.)	A *
15"	-	2'-10"
18"	15"	2'-10"
24"	18"	2'-10"
30"	24"	3'-5"
36"	30"	4'-0"
42"	36"	4'-8"
48"	-	5'-2"
54"	42"	5'-9"
60"	48"	6'-4"
-	54"	6'-8"
72"	60"	7'-6"
84"	72"	8'-10"

\* INCREASE AS REQUIRED TO PROVIDE MINIMUM TOP WIDTH OF 4' SQUARE.

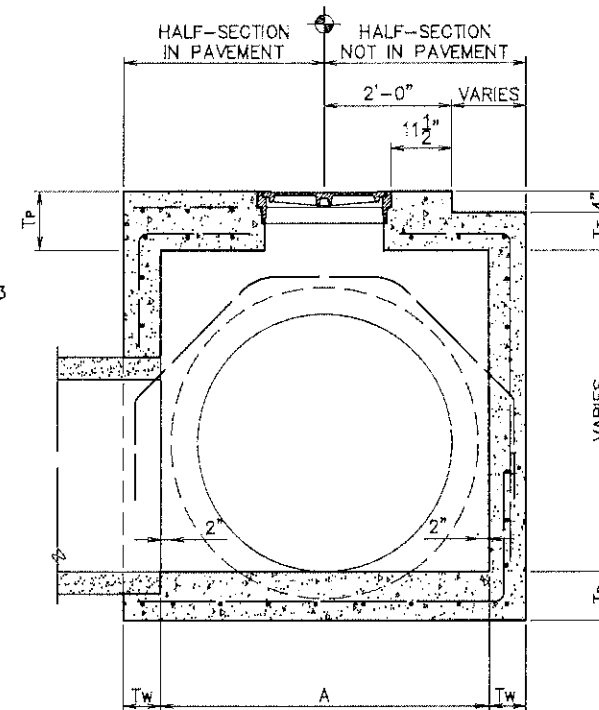
NOTE:

- SEE STANDARD PLAN 702-99 FOR FRAME AND COVER DETAILS. TYPE 3 OR TYPE 6 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 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.
- DIAGONAL REINFORCEMENT REQUIRED. USE SAME REBAR SIZE AS TOP REINFORCING. PLACE AS BOTTOM STEEL IF LOCATED IN PAVEMENT.

⊕ PLAN STATION CALL-OUT



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



SECTION B-B  
TYPE 6  
SCALE: 3/4"=1'-0"



STANDARD PLAN No. 702-20	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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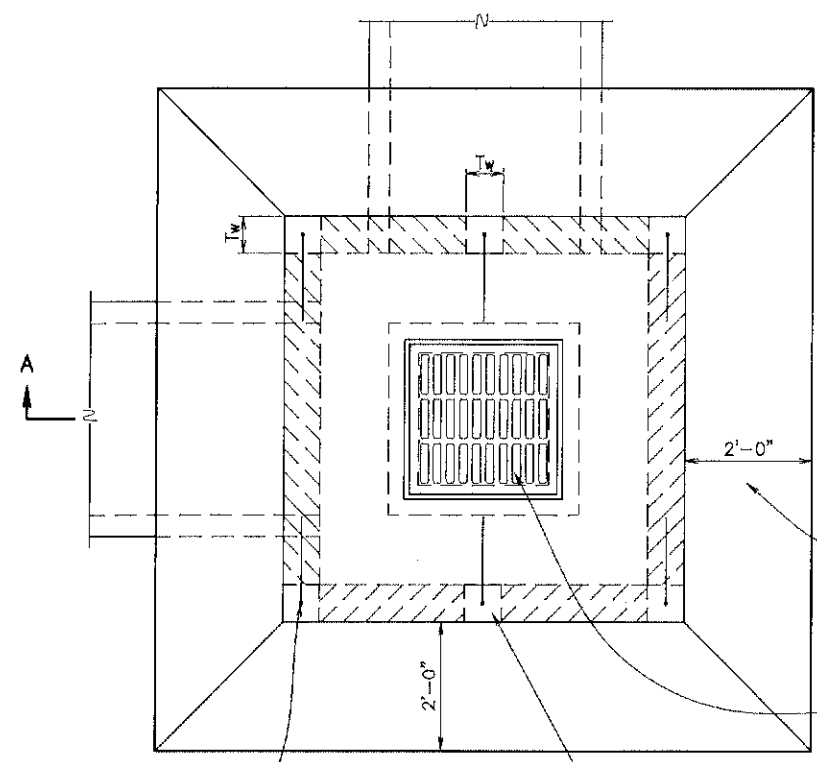
CAST IRON GRATE INLET AND JUNCTION BOX

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

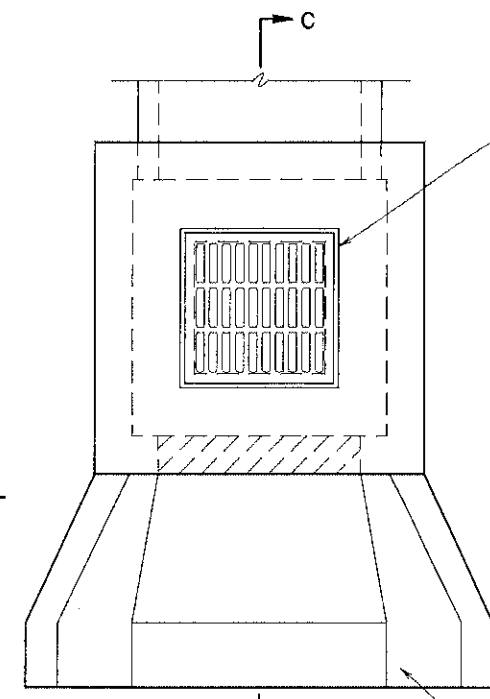
DATE	DESCRIPTION / REVISION	BY



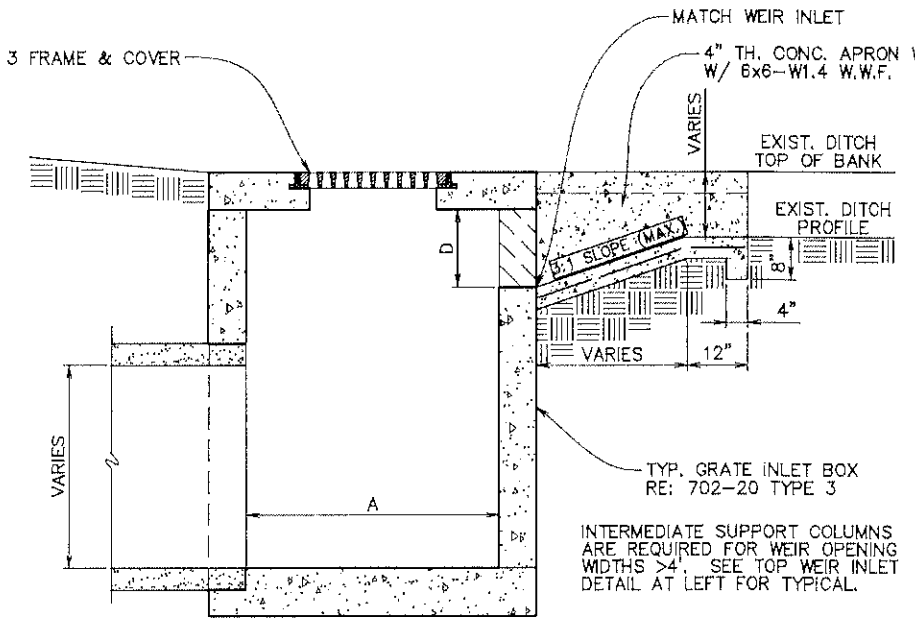
PROJECT NO.	SHEET
20-BN-HC-0024&0025	203



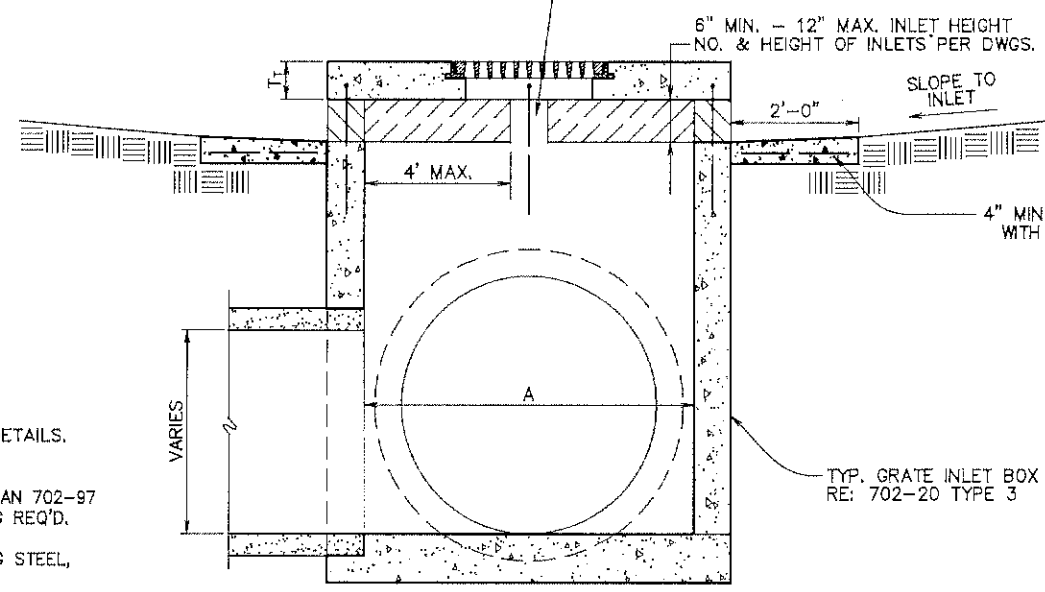
**TOP VIEW**  
TOP WEIR INLET  
SCALE: 1"=1'-0"



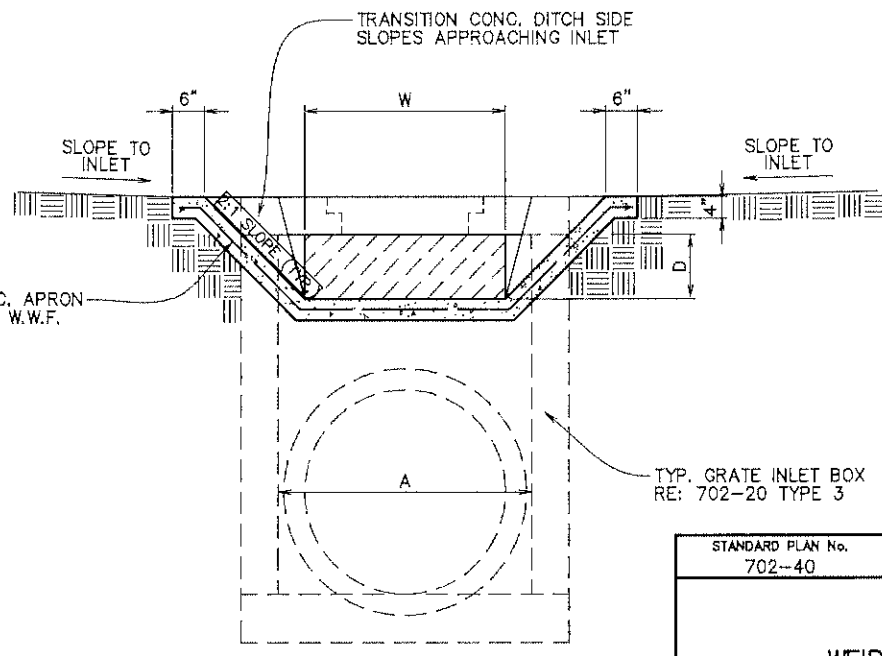
**TOP VIEW**  
SIDE WEIR INLET  
SCALE: 1"=1'-0"



**SECTION C-C**  
SIDE WEIR INLET  
SCALE: 1"=1'-0"



**SECTION A-A**  
TOP WEIR INLET  
SCALE: 1"=1'-0"



**SECTION B-B**  
SIDE WEIR INLET  
SCALE: 1"=1'-0"

DIMENSIONS	
D	8" OPENING FOR YARD DITCH 12" OPENING FOR SWALE DITCH
A	SEE STD PLAN 702-20
W	NOMINAL PIPE SIZE (I.D.)

- NOTE:**
- SEE STANDARD PLAN 702-99 FOR FRAME AND COVER DETAILS. FRAME AND COVER REQUIRED.
  - PRECAST CONCRETE STRUCTURES CONFORMING TO STANDARD PLAN 702-97 MAY BE FURNISHED. CAST-IN-PLACE CONC. DITCH PAVING REQ'D.
  - SEE STANDARD PLAN 702-96 FOR THICKNESS, REINFORCING STEEL, AND OTHER STRUCTURAL DETAILS.

INTERMEDIATE SUPPORT COLUMNS ARE REQUIRED FOR TOP SUPPORT WHEN WEIR OPENING WIDTHS >4'

MATCH WEIR INLET  
4" TH. CONC. APRON W/  
W/ 6x6-W1.4 W.W.F.  
VARIES  
EXIST. DITCH TOP OF BANK  
EXIST. DITCH PROFILE  
B:1 SLOPE (MAX)  
VARIES 12"  
4"  
TYP. GRATE INLET BOX  
RE: 702-20 TYPE 3  
INTERMEDIATE SUPPORT COLUMNS ARE REQUIRED FOR WEIR OPENING WIDTHS >4'. SEE TOP WEIR INLET DETAIL AT LEFT FOR TYPICAL.

THOMAS A. STEPHENS  
LICENSE NO. 16417  
PROFESSIONAL ENGINEER  
CIVIL ENGINEERING  
2/16/2011

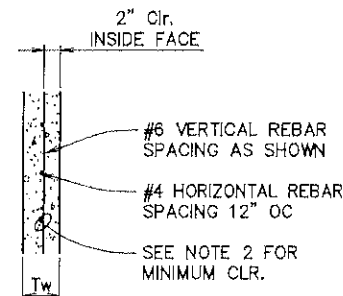
STANDARD PLAN No. 702-40	DATED DEC. 6, 2010	SHT. No. 1 OF 1
-----------------------------	-----------------------	--------------------

**WEIR INLET**

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
20-BN-HC-0024&0025	204

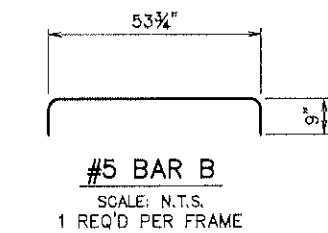
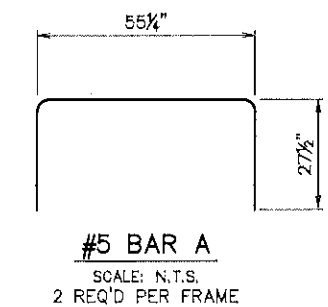


**WALL DIMENSIONS**

WALL HEIGHT (FT)	"Tw" 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)	"Tp" 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



**ABBREVIATIONS:**  
 OC - ON CENTER  
 EW - EACH WAY  
 TB - TOP & BOTTOM

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

**BOTTOM SLAB DIMENSIONS**

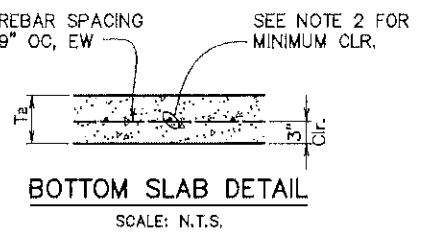
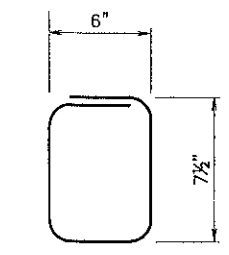
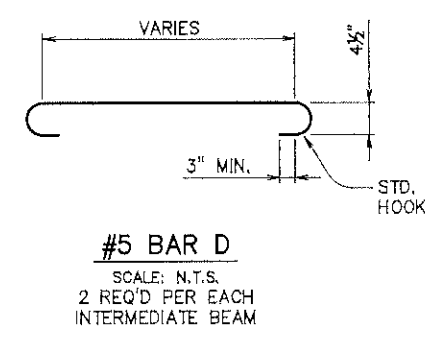
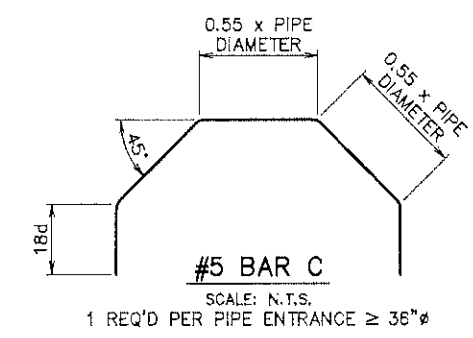
"Tb" SLAB THICKNESS (IN)	"A" OR "B" MAXIMUM WIDTH OF OPENING INSIDE STRUCTURE (FT)	MAXIMUM DEPTH OF STRUCTURE (FT)	REBAR REQ'D
6.0"	4'	8'	#4
7.0"	6'	12'	#5
8.0"	8'	16'	#5
9.0"	10'	20'	#6

\* 9" OC, EW, TB

**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



**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)	"Tp" SLAB THICKNESS (IN)	* REBAR REQ'D
≤4'	≤4'	6.0"	#4
4'-6'	4'-6'	8.0"	#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)	"Tp" 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

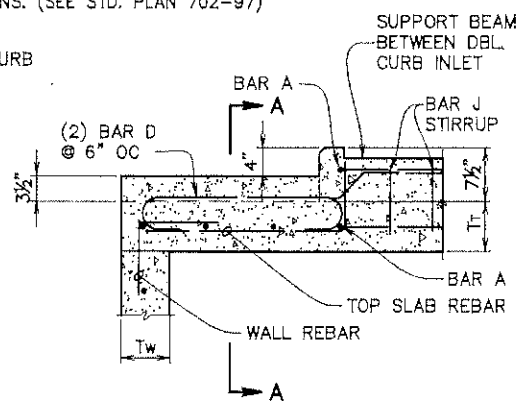
\* 9" OC, EW, SET 2" CLR. FROM SLAB BOTTOM

**MIDDLE SLAB OUTSIDE PAVEMENT DIMENSIONS**

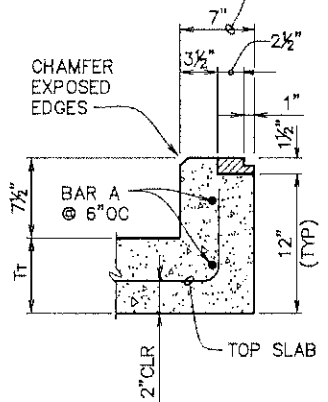
"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"Tw" SLAB THICKNESS (IN)	* REBAR REQ'D
≤20'	≤4'	7.0"	#4
≤20'	4'-6'	7.0"	#5
≤20'	6'-8'	7.0"	#6
≤20'	8'-10'	8.0"	#6

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

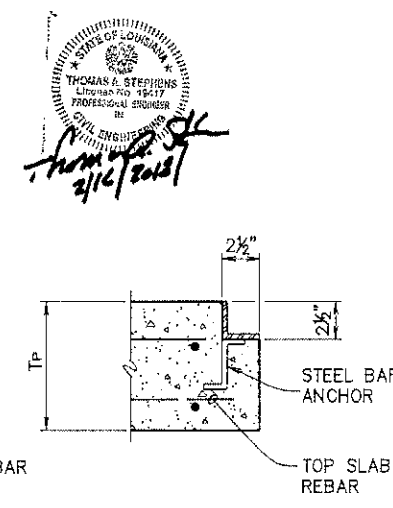
LEDGE WIDTH MAY BE EXTENDED TO MAXIMUM WIDTH OF 1'-2" FOR SMALLER PIPE STRUCTURES TO SIMPLIFY CONSTRUCTION FRAMING OF TOP SLAB.



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

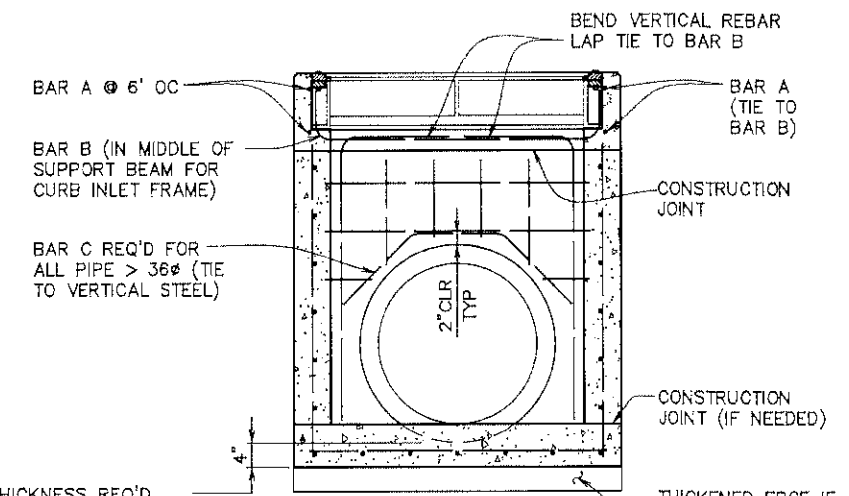


**TYPE 1 FRAME SUPPORT DETAIL**  
SCALE: N.T.S.

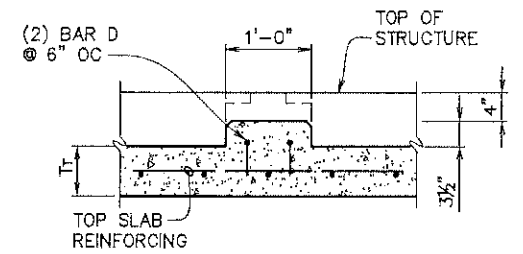


**TYPE 2 FRAME IN PAVEMENT SUPPORT DETAIL**  
SCALE: N.T.S.

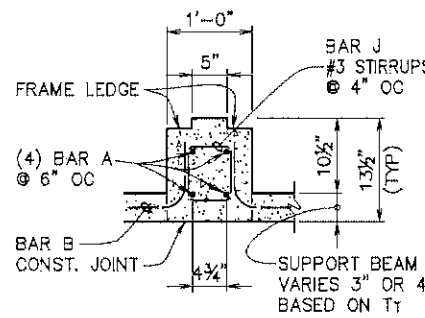
4" MIN. THICKNESS REQ'D IN BOTTOM SLAB BELOW PIPE OUTSIDE WALL. IF "Tb" DOES NOT MEET MIN. THICKNESS REQ'D FOR PIPE O.D., PROVIDE THICKENED EDGE WITH MIN. WIDTH OF 2xTw. REINFORCE AS REQ'D. FOR BASE SLAB.



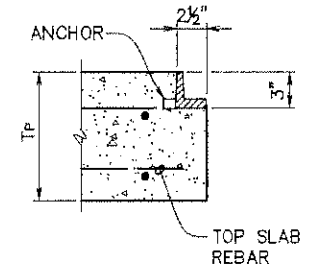
**TYPICAL PIPE AND FRAME REINFORCEMENT**  
SCALE: N.T.S.



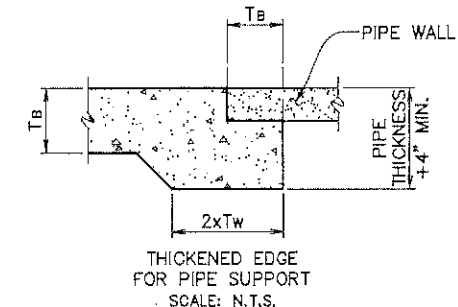
**SECTION A-A**  
TOP SLAB INTERMEDIATE SUPPORT BEAM FOR DOUBLE CURB INLET  
SCALE: N.T.S.



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



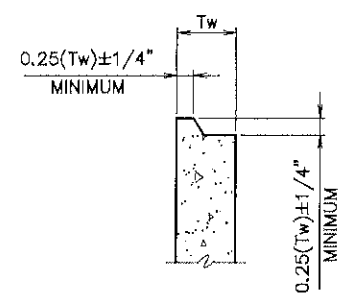
**TYPE 3 FRAME IN PAVEMENT SUPPORT DETAIL**  
SCALE: N.T.S.



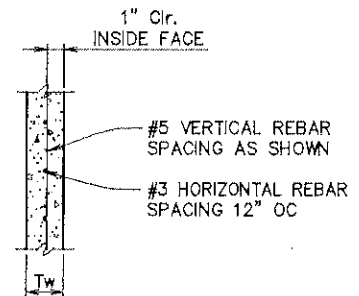
**THICKENED EDGE FOR PIPE SUPPORT**  
SCALE: N.T.S.

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

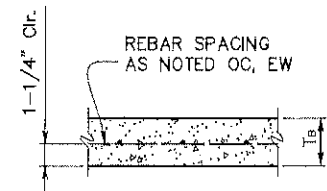
PROJECT NO.	SHEET
20-EN-HC-0024&0025	205



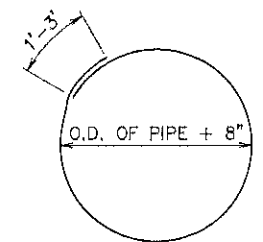
**JOINT DETAIL**  
SCALE: N.T.S.



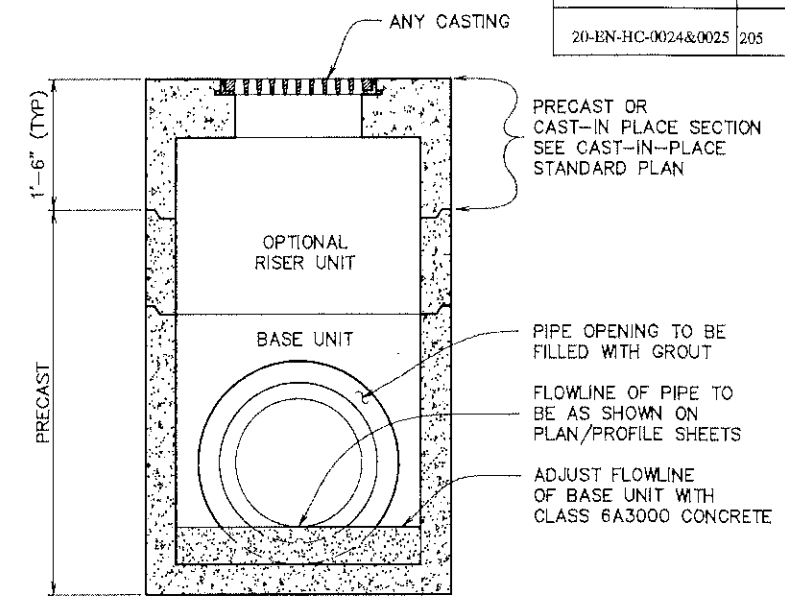
**STANDARD PRECAST WALL DETAIL**  
SCALE: N.T.S.



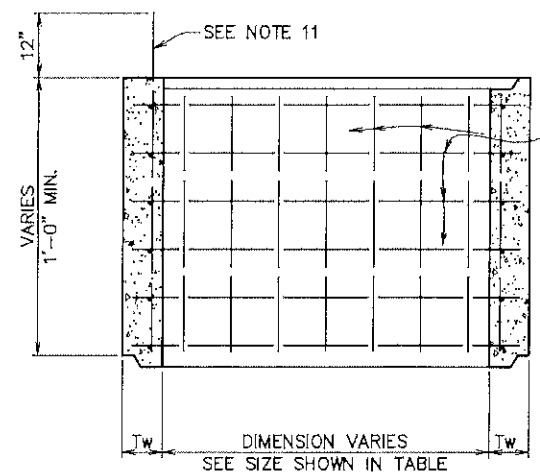
**BOTTOM SLAB DETAIL**  
SCALE: N.T.S.



**#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" 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 <sub>MP</sub> " 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 <sub>M</sub> " 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 <sub>B</sub> " SLAB THICKNESS (IN)	"A" OR "B" MAXIMUM WIDTH OF OPENING INSIDE STRUCTURE (FT)	MAXIMUM DEPTH 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.

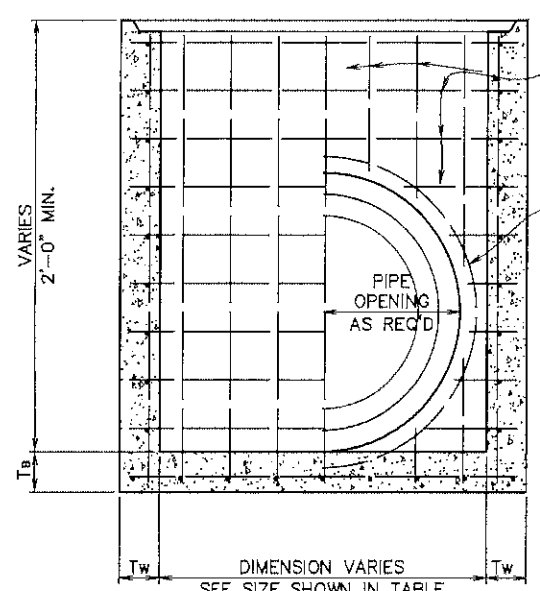
**PRECAST PAVEMENT SLAB DIMENSIONS**

INTERMEDIATE SUPPORT BEAM REQ'D (Y OR N)	"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T <sub>P</sub> " 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 <sub>W</sub> " 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 702-98 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 COMMERCIAL 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 SUPPLIER'S 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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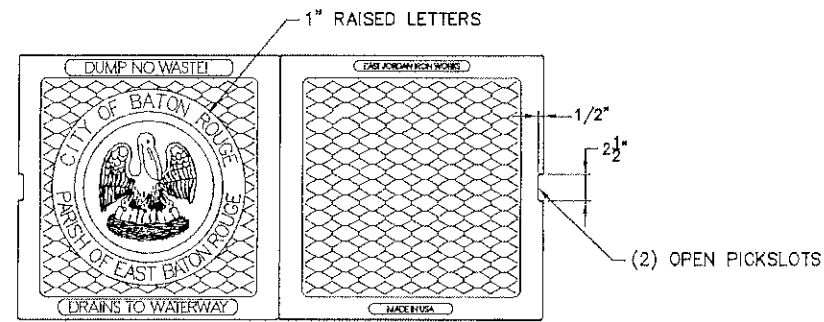
**PRECAST DRAINAGE STRUCTURE (STRUCTURAL DETAILS)**

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

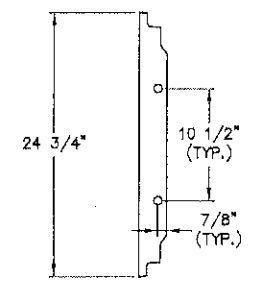
NO.	DATE	NOTE / REVISION	BY
1			

PROJECT NO.	SHEET
20-BN-11C-0024&0025	206

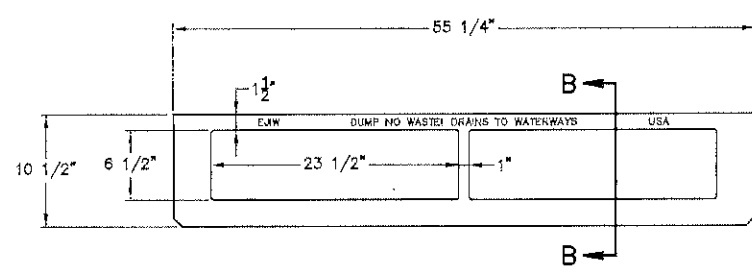
EJIW PRODUCT #44302030  
USF 5188 (ITEM 8070063)  
OR APPROVED EQUAL



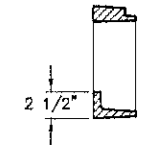
PLAN OF DUCTILE IRON COVER  
SCALE: 1 1/2"=1'-0"



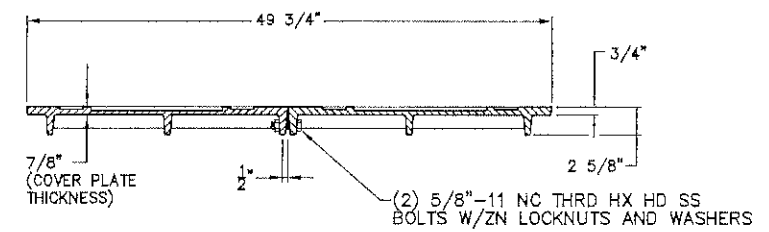
SIDE VIEW



FRONT VIEW

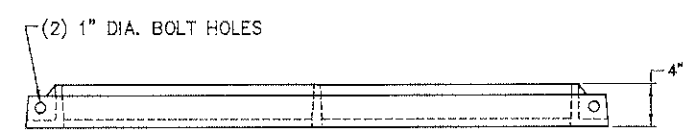


SECTION B-B

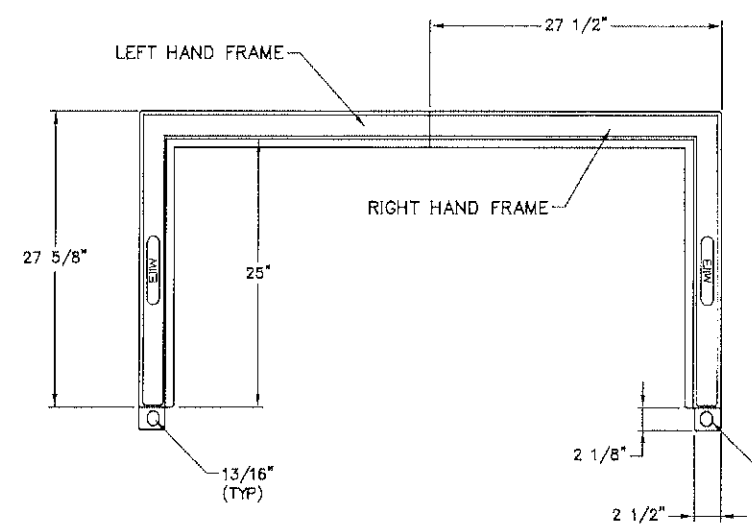


FRONT VIEW

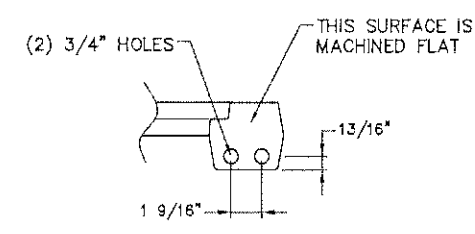
EJIW PRODUCT #44300209  
USF 5188 (ITEM 8015665 & 8015666)  
OR APPROVED EQUAL



TOP VIEW

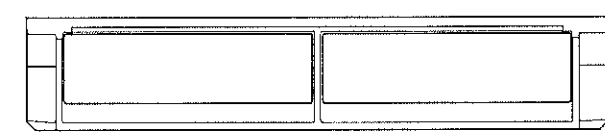


FRAME ASSEMBLY  
SCALE: 1 1/2"=1'-0"



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.



STANDARD PLAN No.	DATED	SHT. No.
702-99	AUGUST 11, 2008	1 OF 3

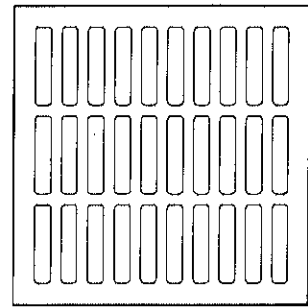
FRAMES, GRATES AND COVERS FOR INLETS AND MANHOLES (TYPE 1)

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

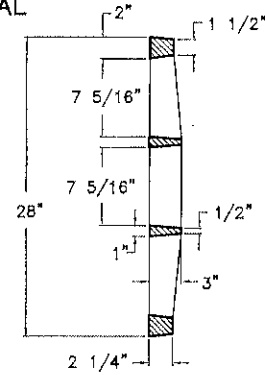
3/28/11	UPDATE USF PRODUCT NUMBER	G.L.P.
12/06/10	ADD NOTES FOR PRODUCT WEIGHTS	G.L.P.
3/17/10	ADD USF PRODUCT NUMBER	G.L.P.
DATE	DESCRIPTION	BY
	REVISION	



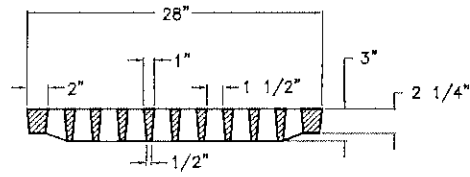
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OR APPROVED EQUAL



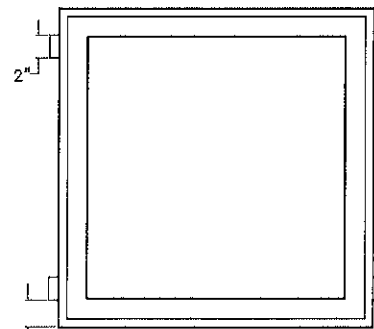
GRATE TOP VIEW



GRATE SECTION

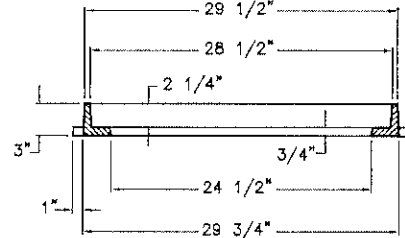


GRATE SECTION



FRAME TOP VIEW

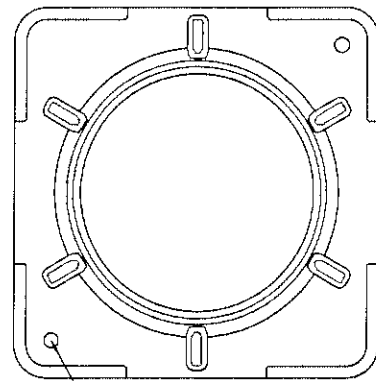
"TYPE 3"  
SCALE: 1-1/2"=1'-0"



FRAME SECTION

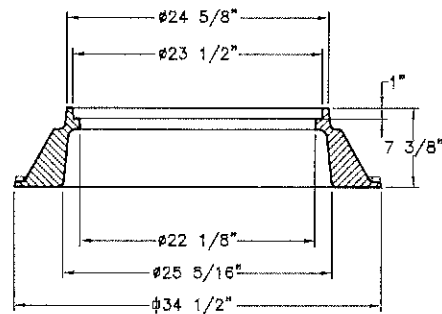
EJIW PRODUCT #45775010  
USF 4650  
OR APPROVED EQUAL

EJIW PRODUCT #41301211, USF 678 BZ  
OR APPROVED EQUAL



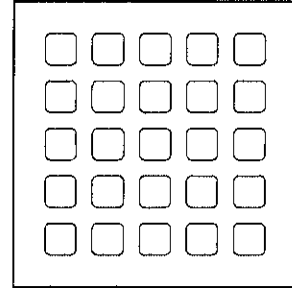
(2) 1" DIA.  
HANDLING HOLES

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

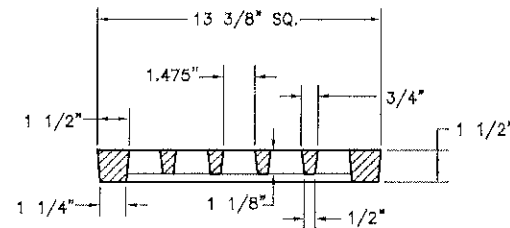


NOTE:  
FRAME TO BE USED WITH TYPE 7 COVER.

EJIW PRODUCT #45913130, USF 6279  
OR APPROVED EQUAL



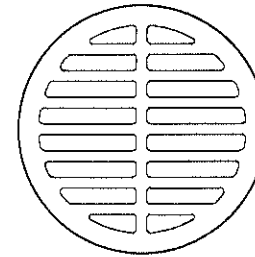
GRATE TOP VIEW



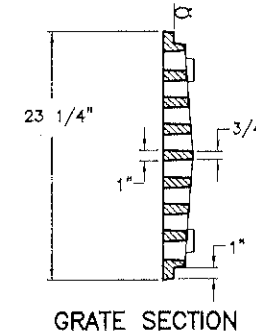
GRATE SECTION

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

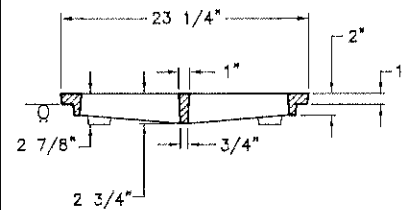
EJIW PRODUCT #43501030, USF 5685  
OR APPROVED EQUAL



GRATE TOP VIEW

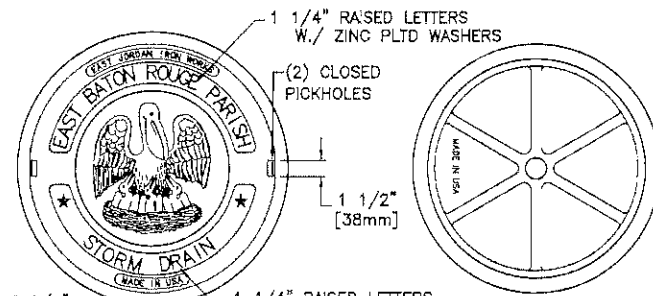


GRATE SECTION

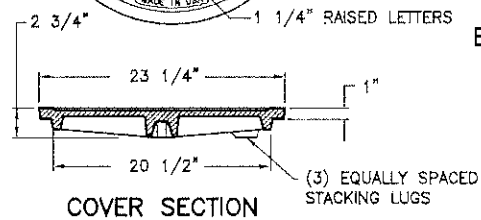


GRATE SECTION

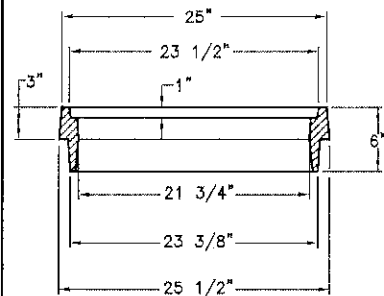
"TYPE 5"  
SCALE: 1-1/2"=1'-0"



BOTTOM VIEW  
OF COVER



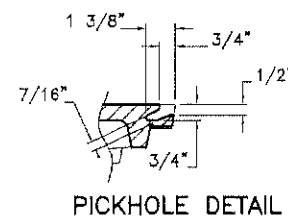
COVER SECTION



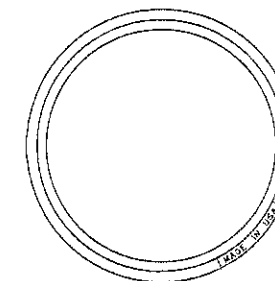
RING SECTION

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

EJIW PRODUCT #41886010  
USF 1346 BZ  
OR APPROVED EQUAL



PICKHOLE DETAIL



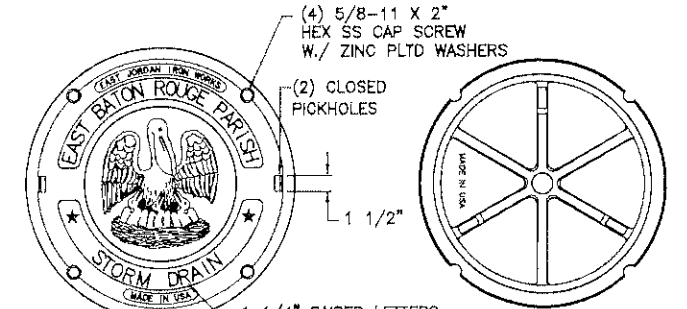
RING SECTION

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

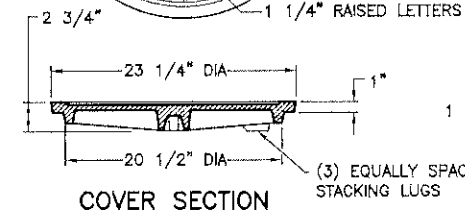
DATE	DESCRIPTION	BY
3/28/12	ADD USE PRODUCT NUMBER	G. L. F.

EJIW PRODUCT #41886007  
USF 1346 BZ BLT  
OR APPROVED EQUAL

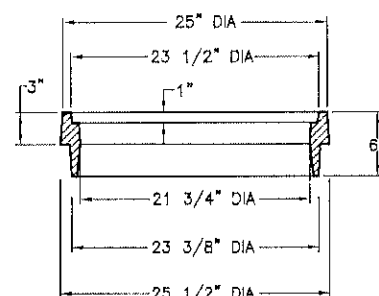
PROJECT NO.	SHEET
20-EN-HC-0024&0025	208



BOTTOM VIEW  
OF COVER

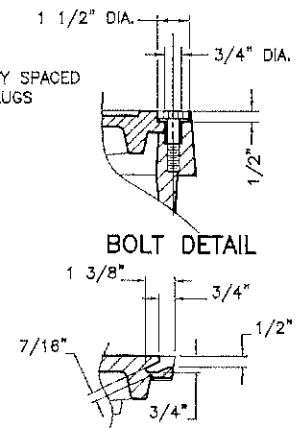


COVER SECTION



RING SECTION

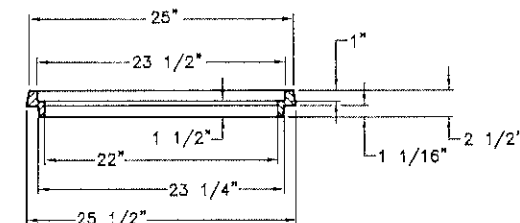
"TYPE 6"  
SCALE: 1-1/2"=1'-0"



BOLT DETAIL

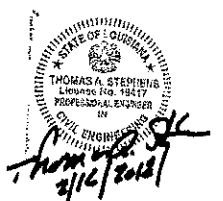
PICKHOLE DETAIL

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

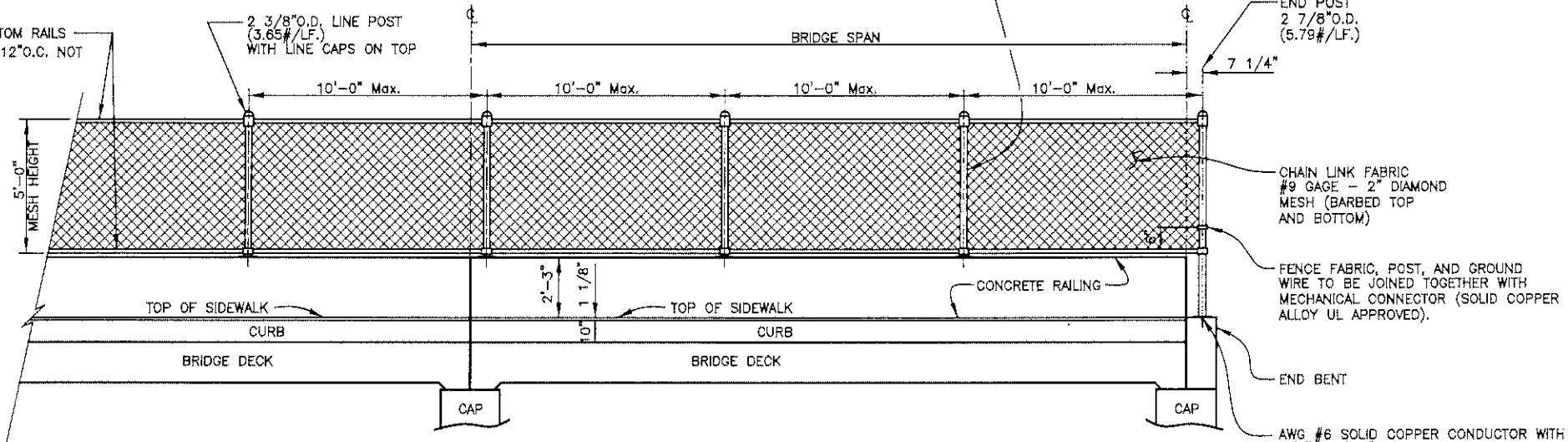
FRAMES, GRATES AND COVERS  
FOR INLETS AND MANHOLES

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
20-BN-HC-0024&0025	209

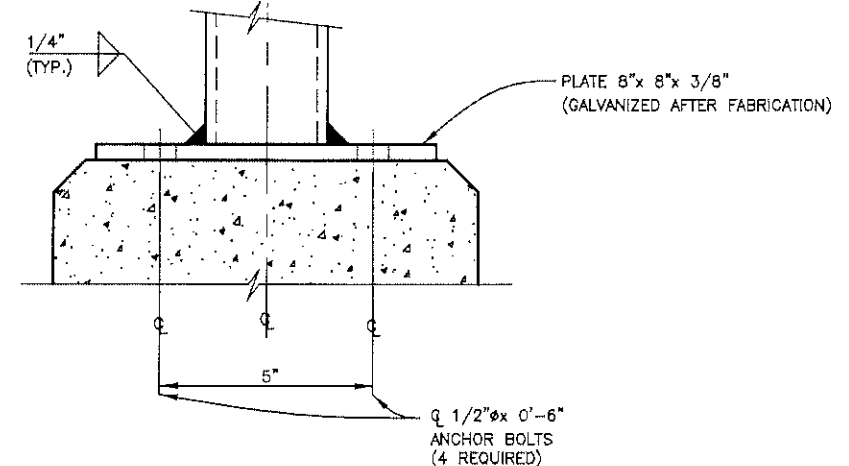
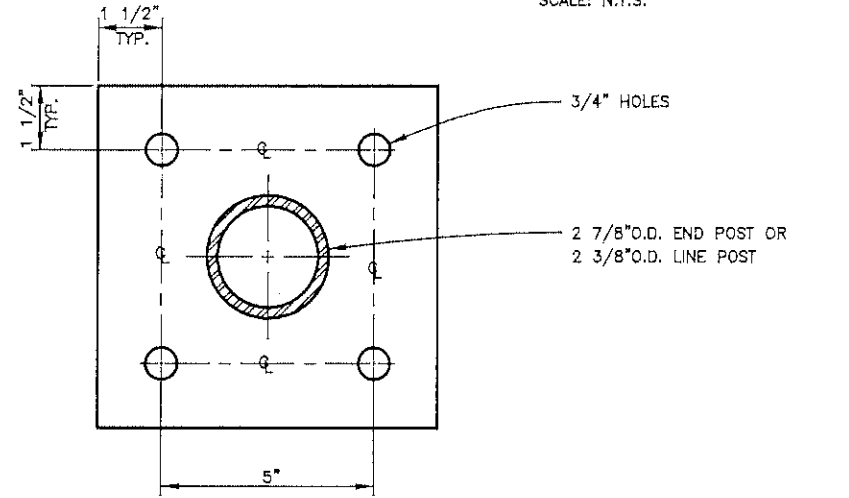
1 5/8" O.D. TOP AND BOTTOM RAILS  
(2.27#/LF.) WITH TIES @ 12" O.C. NOT  
LESS THAN #12 GAGE



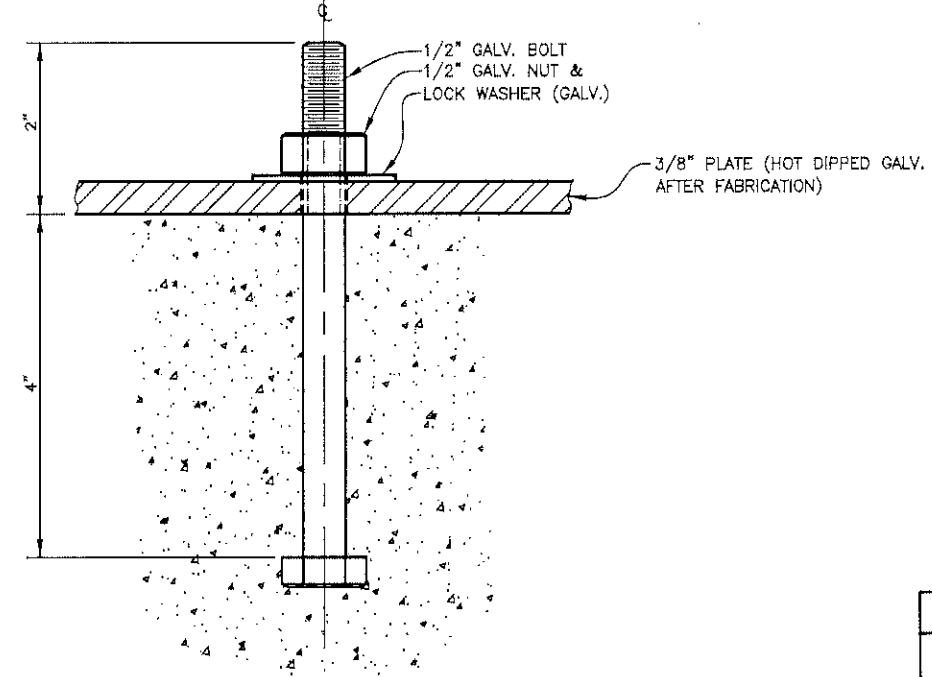
ELEVATION OF RAILING  
SCALE: N.T.S.

GENERAL NOTES:

- BRIDGE FENCING SHALL BE PAID FOR UNDER ITEM 9020115 PER LIN. FT. AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND NEW MATERIALS NECESSARY TO COMPLETE FENCING AND TIE INTO EXIST. FENCING ALONG CHANNEL.
- ANY DAMAGE TO THE STRUCTURE DUE TO INSTALLATION OF FENCING WILL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER. (NO DIRECT PAYMENT)
- ANY GALVANIZED FENCE ITEM WHICH HAS ITS SURFACE ABRADED SHALL BE PAINTED WITH RUST-OLEUM "GALVINGOLEUM," OR AN APPROVED EQUAL.
- ALL METAL TO BE HOT - DIPPED GALVANIZED.



DETAIL SHOWING RAILING BASE PLATE  
SCALE: HALF



ANCHOR BOLT DETAIL  
ANCHOR BOLT AND FITTINGS TO BE INCLUDED IN PRICE BID FOR 5-FT. CHAIN LINK FENCE (ON-STRUCTURE) - ITEM NO. 9020115  
SCALE: FULL



STANDARD PLAN NO. 902-05	DATED February 8, 2008	SHEET NO. 1 OF 1
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5-FOOT CHAIN LINK FENCE  
ON STRUCTURE

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

DATE	DESCRIPTION	BY

PROJECT NO.	SHEET
20-EN-HC-0024&0025	210

**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.

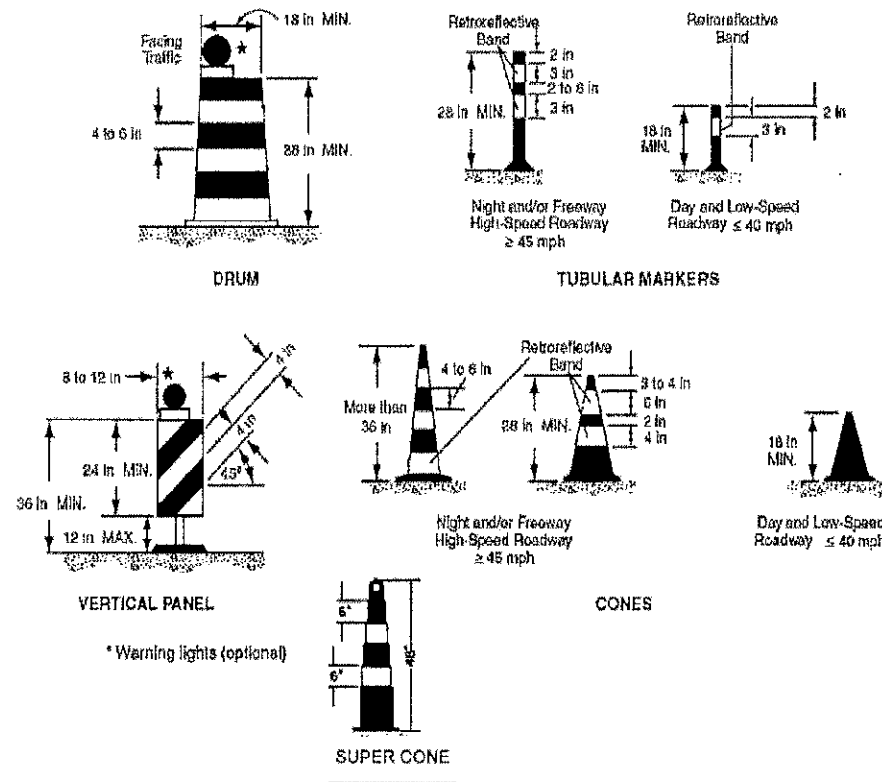
**SIGNS**

- 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.

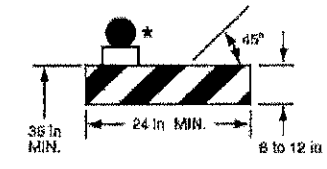
**CHANNELIZING DEVICES**

- 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.

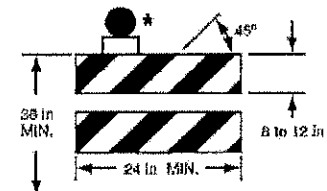


**BARRICADES**

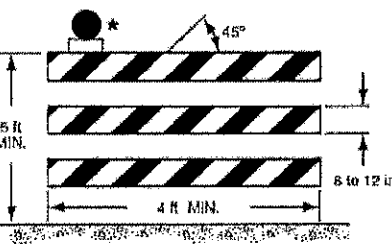
- Barricades shall be designed and applied in accordance with these standard plans and the current MUTCD guidance. Generally three types of barricades are used as below. Specific project applications shall be reviewed and approved by the City Parish Traffic Engineer and shall not be deployed without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



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
<b>TEMPORARY TRAFFIC CONTROL</b>		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED MUTCD	DRAWN G. CHENG	CHECKED B. HARMON
DATE	BY	APPROVED I. PARTENHIMER

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

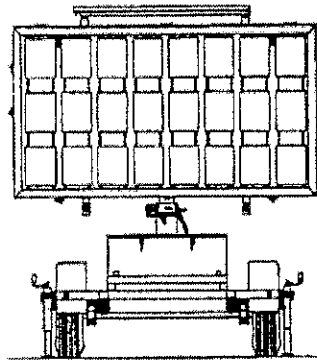
PROJECT NO.	SHEET
20-EN-HC-0024&0025	211

**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.

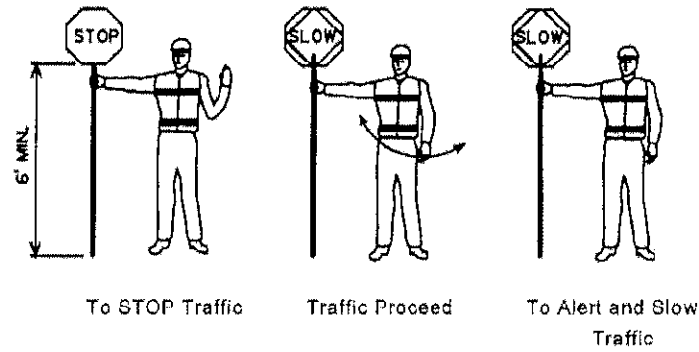
**PORTABLE CHANGEABLE MESSAGE SIGNS**

- 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**

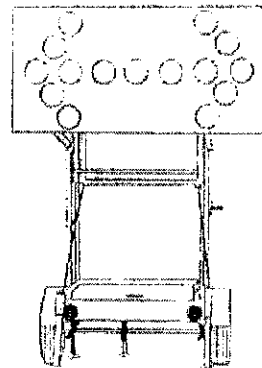
- All flaggers must be qualified. The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties. A certificate indicating completion of a flagger training course shall be available to the engineer if requested. A Qualified Flagger is one that 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.



USE OF HAND SIGN

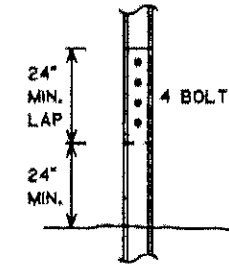
**FLASHING ARROW PANELS**

- 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.



Front View

**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 MUTCO	DRAWN G. CHENG	CHECKED B. HARMON	APPROVED I. PARTENHEIMER
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**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
<b>Work Outside of Shoulder</b>		
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
<b>Work Within the Traveled Way of Two-Lane Highways</b>		
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
<b>Work Within the Traveled Way of Urban Streets</b>		
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
<b>Work Within the Traveled Way at an Intersection and Sidewalks</b>		
Multiple Lane Closures at Intersection	TA-25	905-08
Crosswalk Closures and Pedestrian Detours	TA-29	905-08
<b>Work Within the Traveled Way of Multi-lane, Non-access Controlled Highways</b>		
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
<b>Work in the Vicinity of Highway-Rail Grade Crossings</b>		
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
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**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	J. PARTENHEIMER

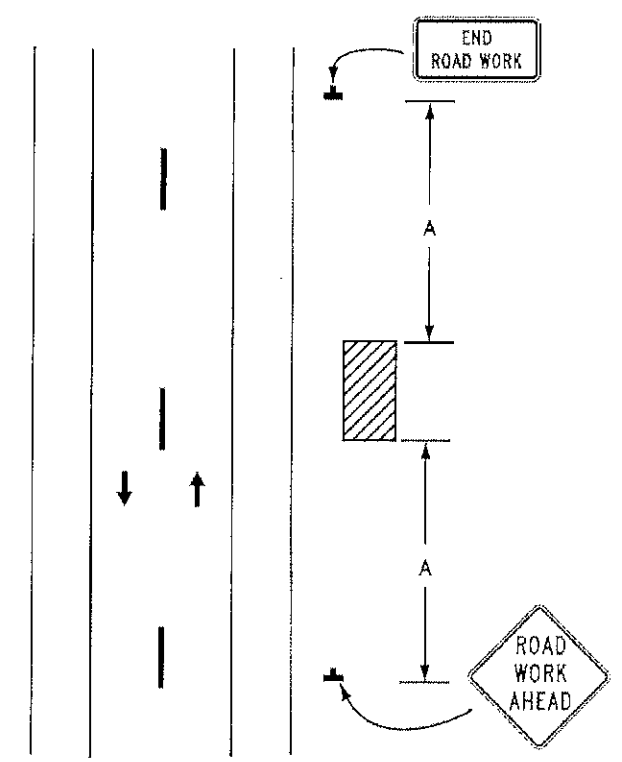


Figure TA-1  
Work Beyond the Shoulder

Notes:

1. If the work space is in the median of a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.
2. The ROAD WORK AHEAD sign may be replaced with other appropriate signs such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.
3. For short-term, short-duration or mobile operation, all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
4. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.
5. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

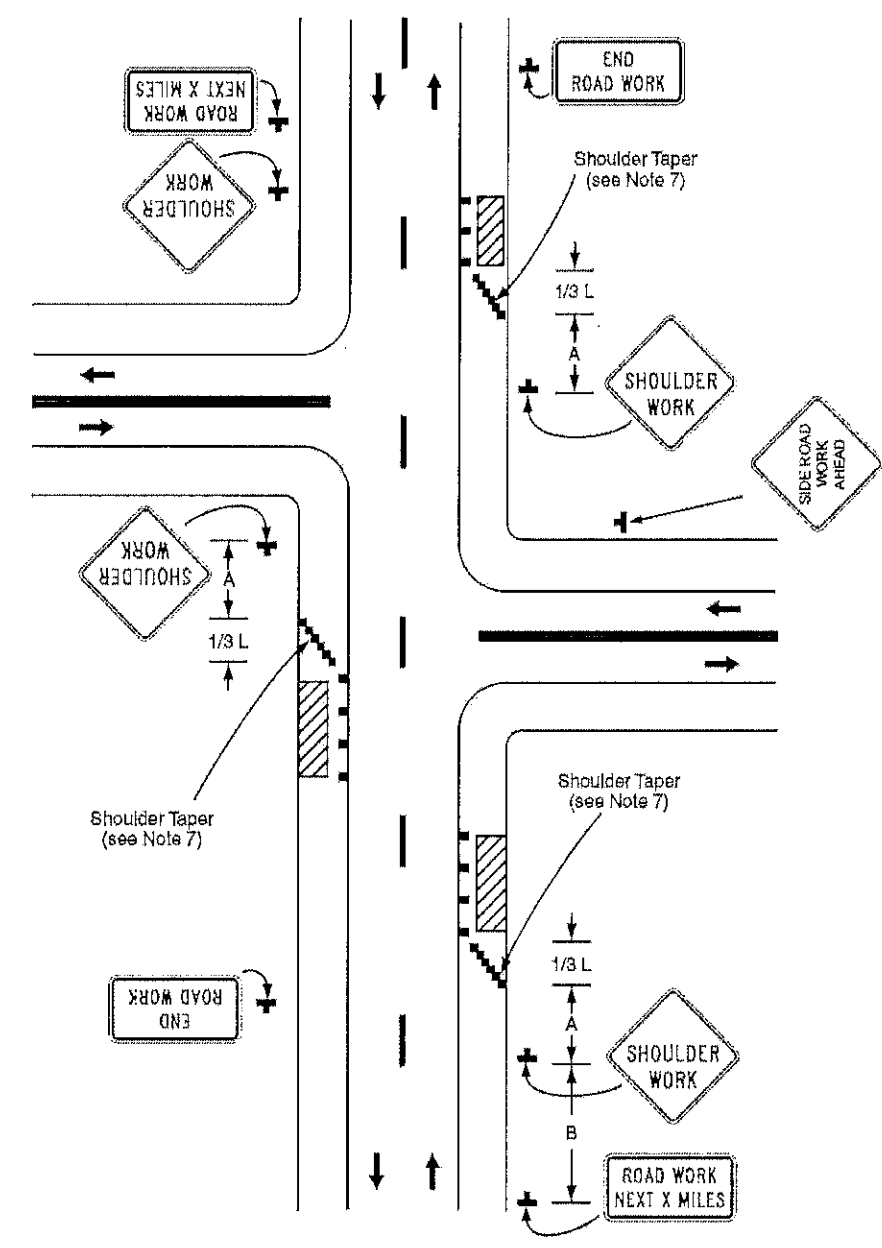
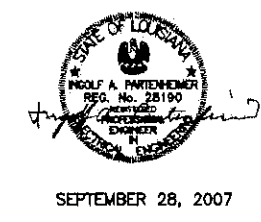


Figure TA-3  
Work on Shoulders

Notes:

1. A SHOULDER WORK sign should be placed on the left side of the roadway for a divided or one-way street only if the left shoulder is affected.
2. The Workers symbol signs may be used instead of SHOULDER WORK signs.
3. The SHOULDER WORK AHEAD sign on an intersecting roadway may be omitted where drivers emerging from that roadway will encounter another advance warning sign prior to this activity area.
4. For short-duration operations of 60 minutes or less, all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
5. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.
6. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.
7. When paved shoulders having a width of 8 ft or more are closed, at least one advance warning sign shall be used. In addition, channelizing devices shall be used to close the shoulder in advance to delineate the beginning of the work space and direct vehicular traffic to remain within the traveled way.

This sheet shall be used with Standard Plan No. 905-01.



STANDARD PLAN NO. 905-02	DATED September 28, 2007	SHEET NO. 1 OF 1
TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATIONS		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED MUTCD	DRAWN G. CHENG	CHECKED B. HARMON
DATE 9/8/10	BY G. C.	APPROVED J. PARTENHEIMER

DATE	STANDARD PLAN NO. & NOTES REVISION	BY

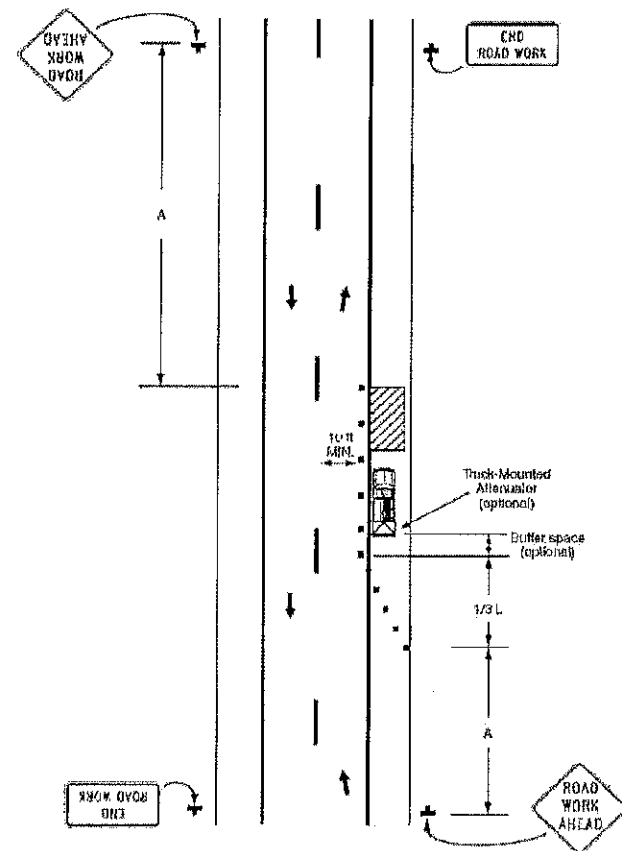


Figure TA-6  
Shoulder Work with Minor Encroachment

Notes:

1. All lanes should be a minimum of 10 ft in width as measured to the near face of the channelizing devices.
2. The treatment shown should be used on a minor road having low speeds. For higher-speed traffic conditions, a lane closure should be used.
3. For short-term use on low-volume, low-speed roadways with vehicular traffic that does not include longer and wider heavy commercial vehicles, a minimum lane width of 9 ft may be used.
4. Where the opposite shoulder is suitable for carrying vehicular traffic and of adequate width, lanes may be shifted by use of closely spaced channelizing devices, provided that the minimum lane width of 10 ft is maintained.
5. Additional advance warning may be appropriate, such as a ROAD NARROWS sign.
6. Temporary traffic barriers may be used along the work space.
7. The shadow vehicle may be omitted if a taper and channelizing devices are used.
8. A truck-mounted attenuator may be used on the shadow vehicle.
9. For short-duration work, the taper and channelizing devices may be omitted if a shadow vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
10. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.
11. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

This sheet shall be used with Standard Plan No. 905-01.

PROJECT NO.	SHEET
20-BN-HC-0024&0025	214

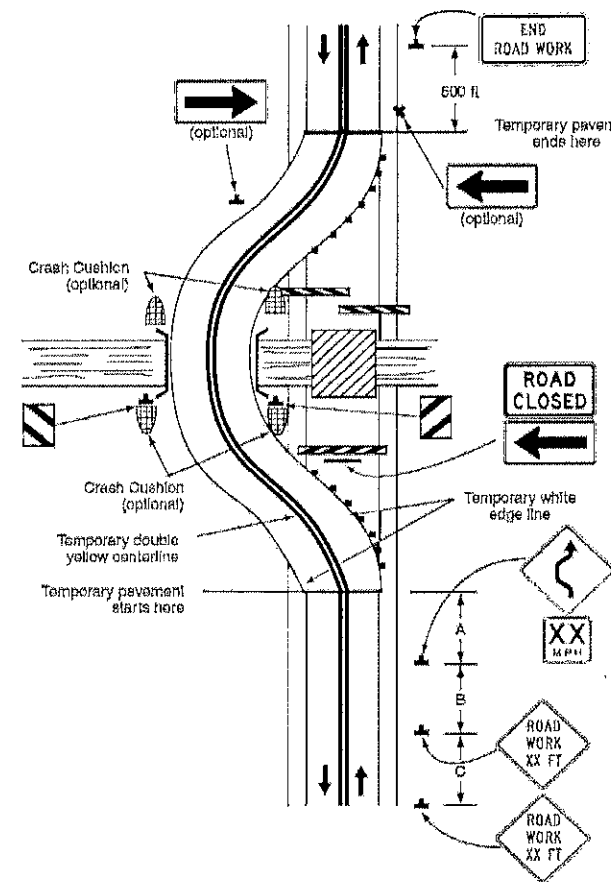
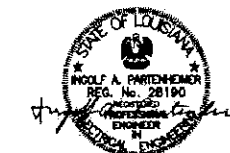


Figure TA-7  
Road Closed with Diversion

Notes:

1. Signs and object markers are shown for one direction of travel only.
2. Devices similar to those depicted shall be placed for the opposite direction of travel.
3. Pavement markings no longer applicable shall be removed or obliterated as soon as practicable.
4. Temporary barriers and end treatments shall be crashworthy.
5. If the tangent distance along the temporary diversion is more than 600 ft, a Reverse Curve sign, left first, should be used instead of the Double Reverse Curve sign, and a second Reverse Curve sign, right first, should be placed in advance of the second reverse curve back to the original alignment.
6. When the tangent section of the diversion is more than 600 ft, and the diversion has sharp curves with recommended speeds of 30 mph or less, Reverse Turn signs should be used.
7. Where the temporary pavement and old pavement are different colors, the temporary pavement should start on the tangent of the existing pavement and end on the tangent of the existing pavement.
8. Flashing warning lights and/or flags may be used to call attention to the warning signs.
9. On sharp curves, large arrow signs may be used in addition to other advance warning signs.
10. Delineators or channelizing devices may be used along the diversion.



SEPTEMBER 28, 2007

STANDARD PLAN NO. 905-03	DATED September 28, 2007	SHEET NO. 1 OF 1
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TEMPORARY TRAFFIC CONTROL  
TYPICAL APPLICATIONS

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

DATE	STANDARD PLAN NO. & NOTES REVISION DESCRIPTION	G. C. BY
8/8/10		

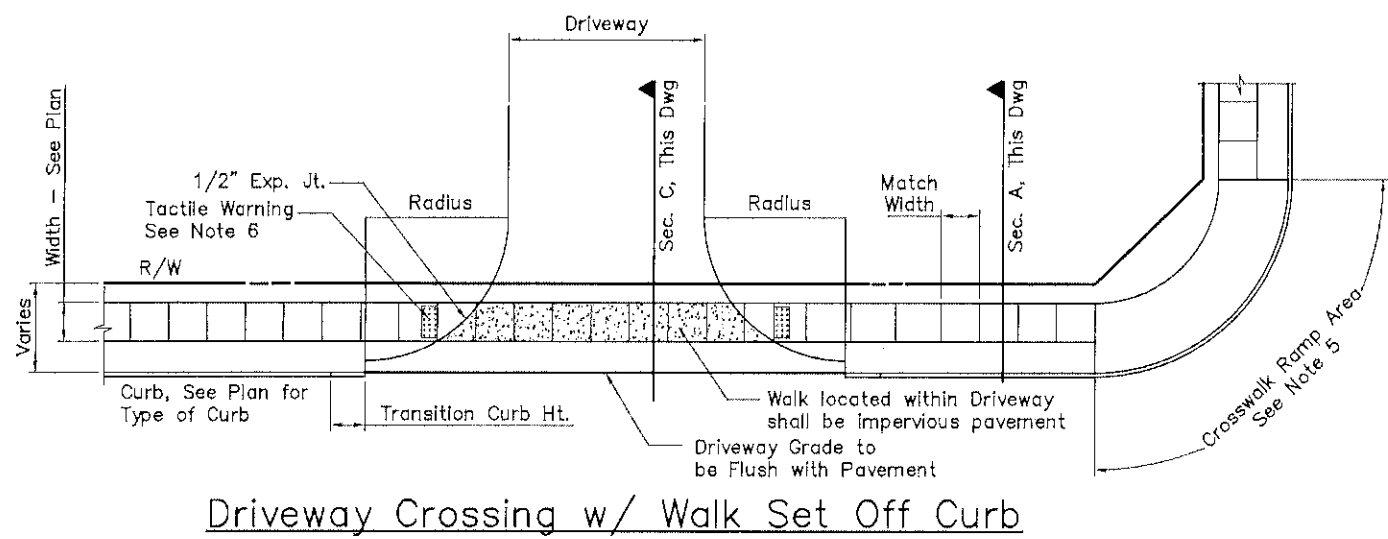


NO.	DATE	REVISION DESCRIPTION	BY

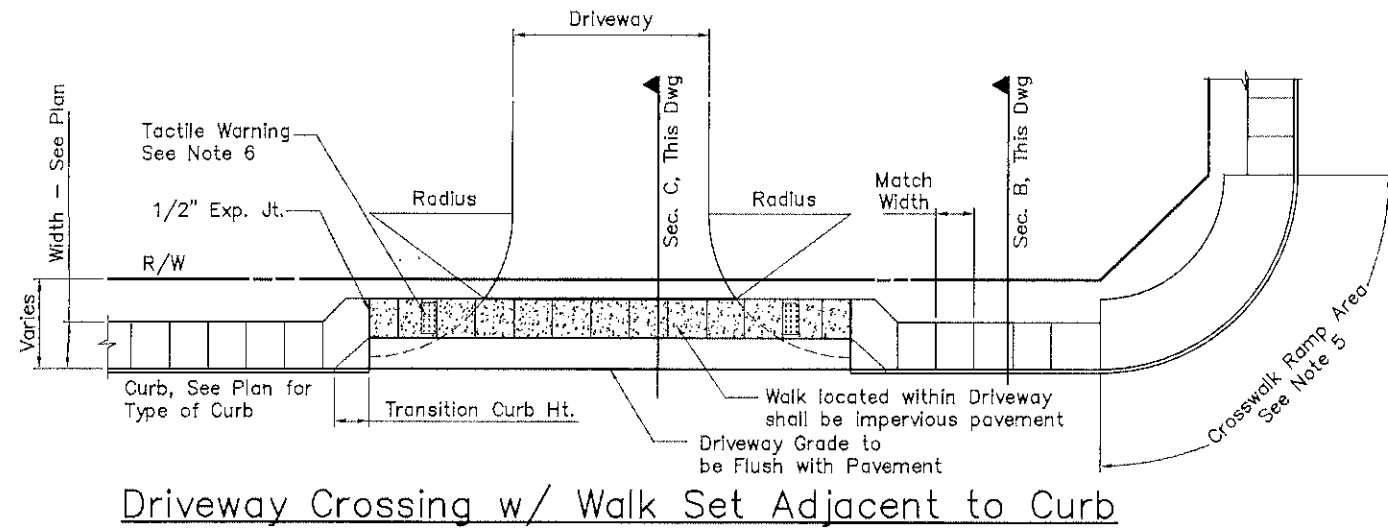
Standard Plan 907-01  
 Sidewalk and Handicap Ramps  
 (Typical Installations)  
 Sheet 1 of 6



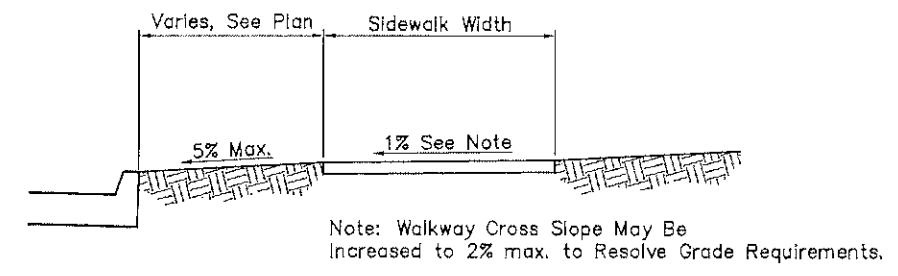
Department of  
 Transportation & Drainage  
 Engineering Division



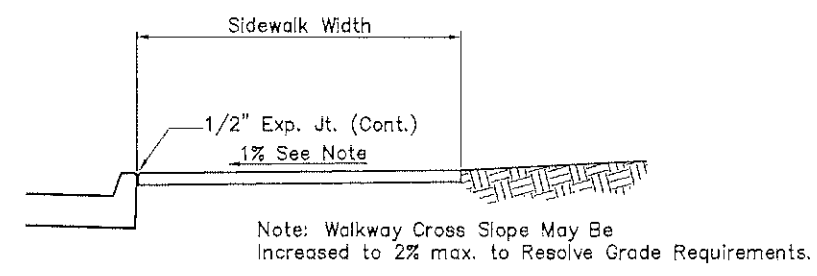
Driveway Crossing w/ Walk Set Off Curb



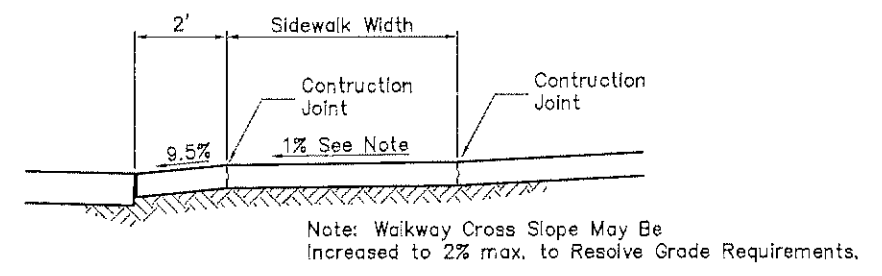
Driveway Crossing w/ Walk Set Adjacent to Curb



Section A



Section B



Section C

General Notes

- 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.
- 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.
- Dummy (crack control) joints shall be placed at intervals equaling the walkway width.
  - 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.
  - Previous concrete walk joints shall be placed by rollers, pressed to form a joint depth of 1/3 the concrete thickness.
- 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.
- Curb ramps shall be installed as noted on the plans. Curb ramps and flares shall be built using impervious concrete unless noted otherwise.
- 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

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.

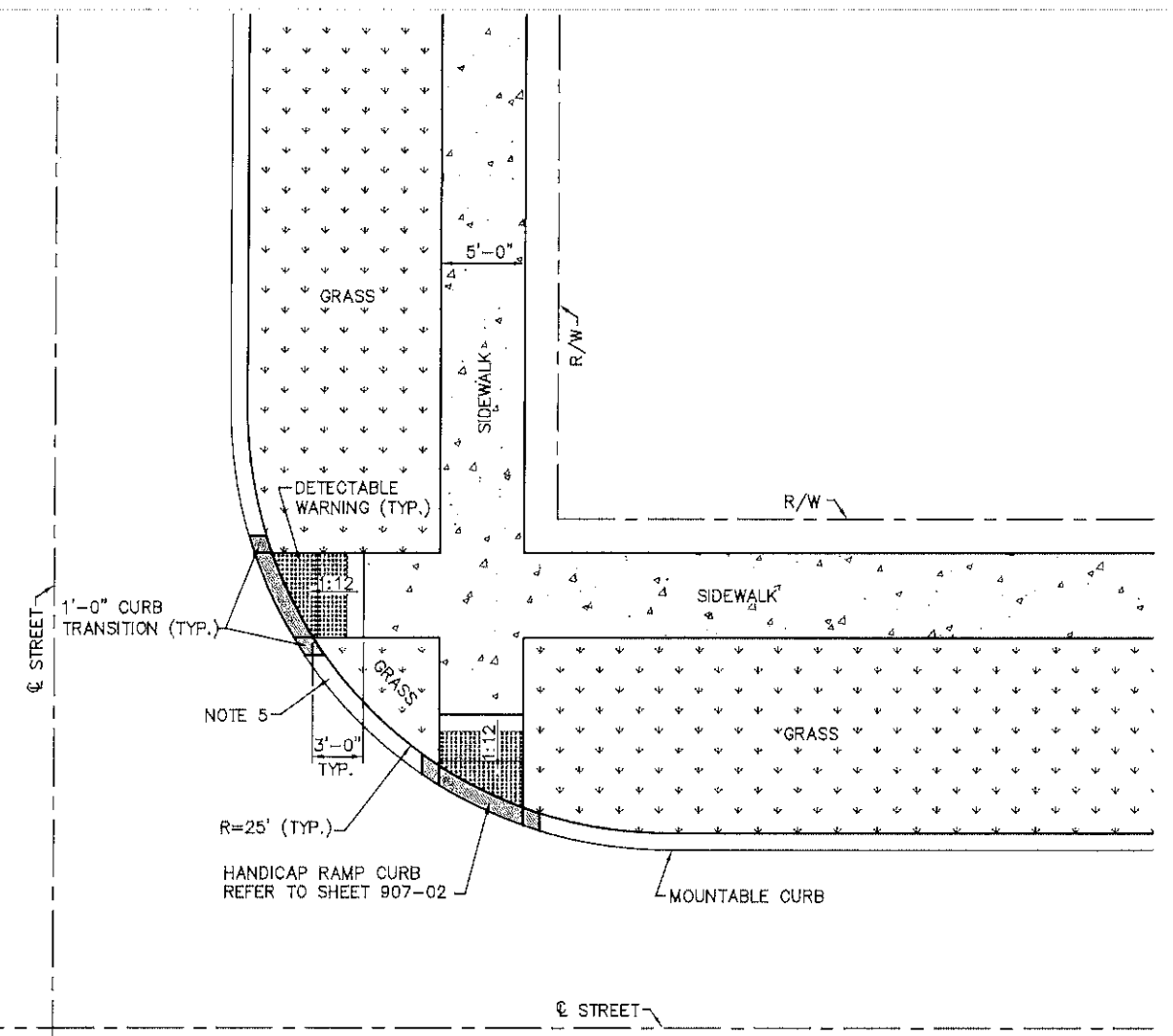


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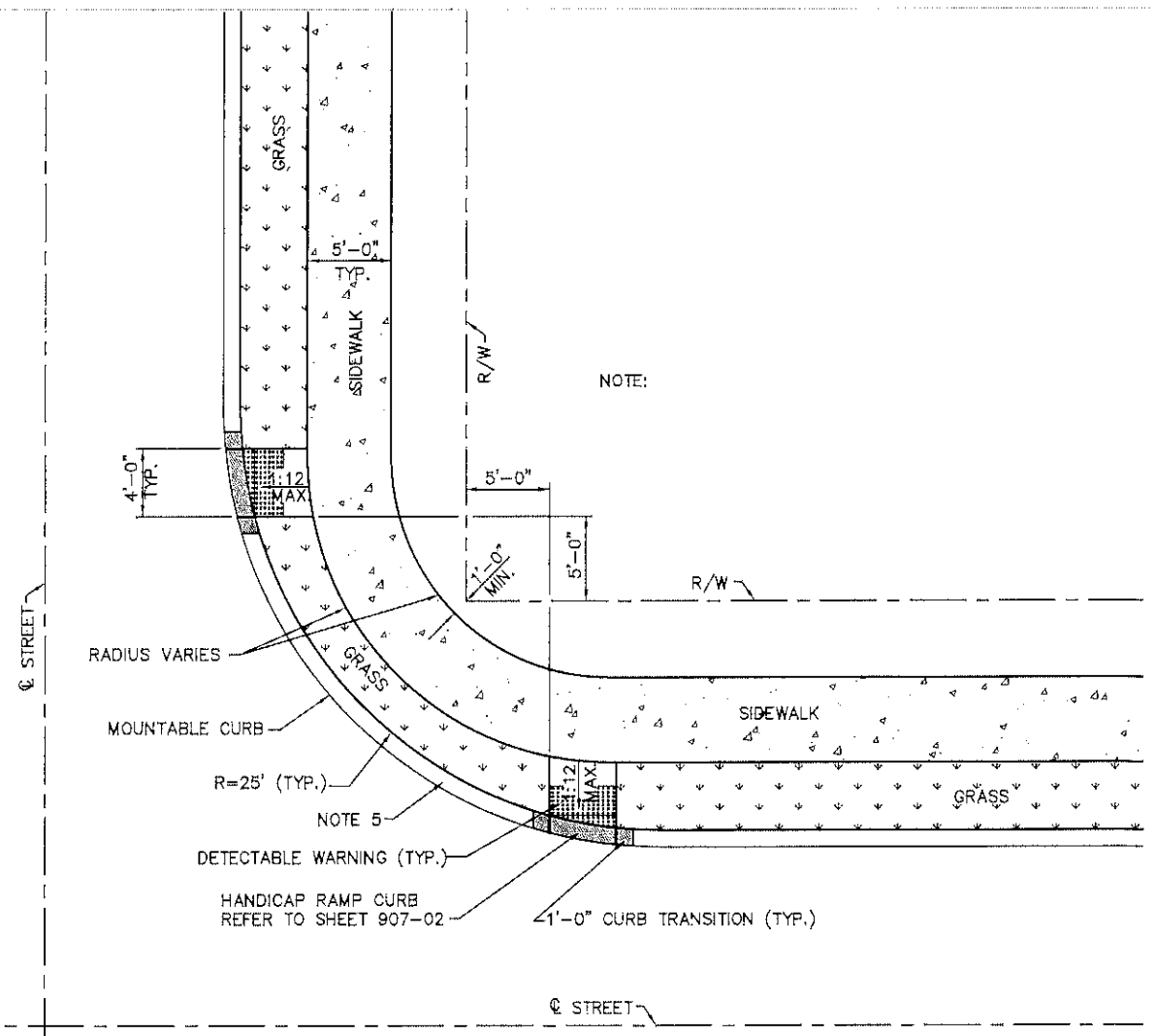
Standard Plan 907-03  
 Sidewalk and Handicap Ramps  
 (Typical Installations)  
 Sheet 3 of 6



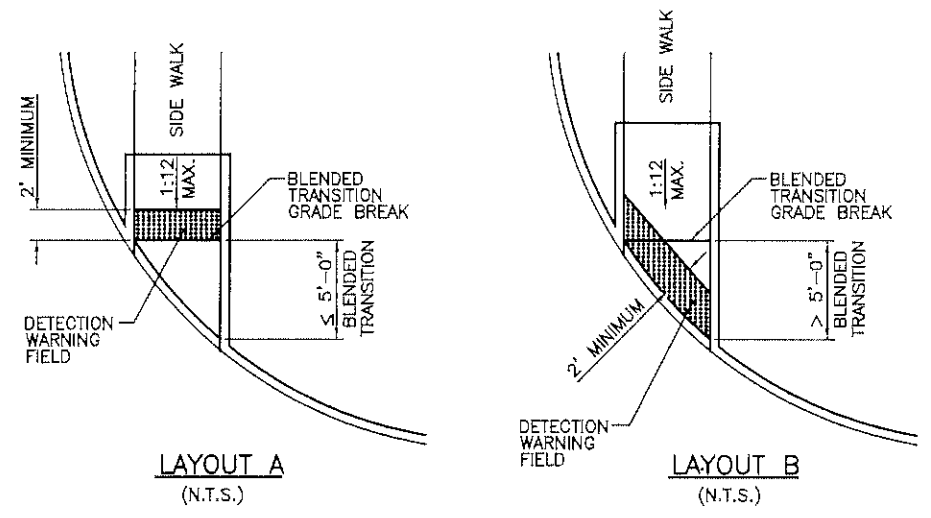
Department of  
 Transportation & Drainage  
 Engineering Division



**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:**

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

THOMAS A. STEPHENS  
 LICENSE NO. 12442  
 PROFESSIONAL ENGINEER  
 STATE OF LOUISIANA  
 4/12/2021

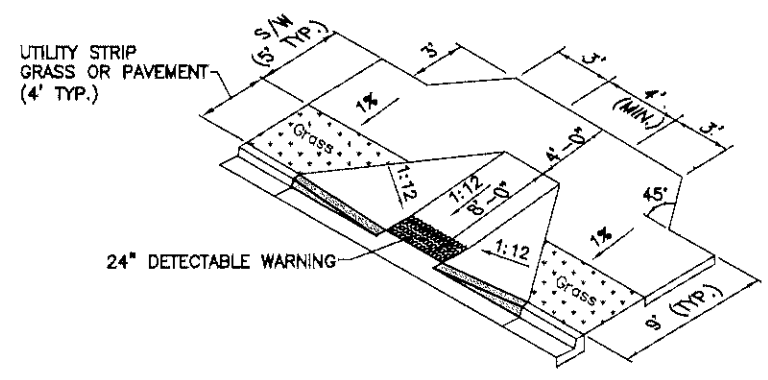
NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.

NO.	DATE	REVISION DESCRIPTION	BY

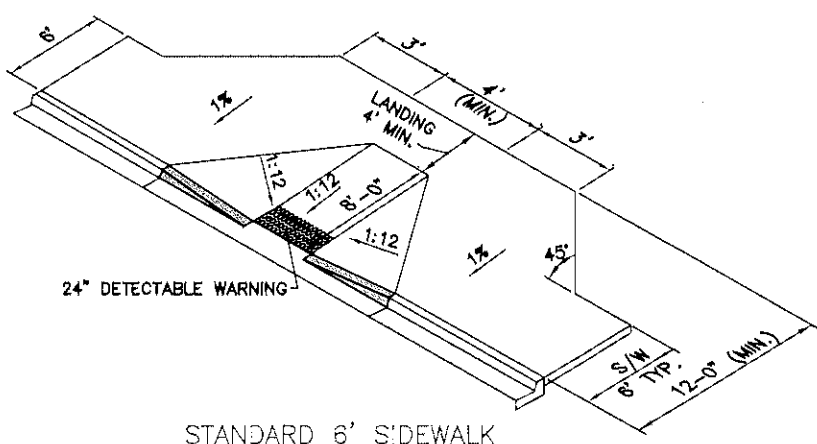
Standard Plan 907-03  
Sidewalk and Handicap Ramps  
(Typical Installations)  
Sheet 4 of 6



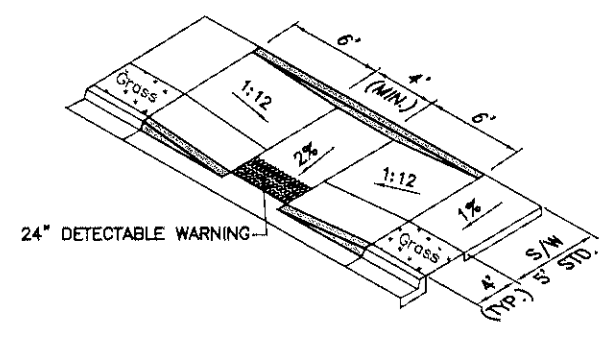
Department of  
Transportation & Drainage  
Engineering Division



STANDARD 5' SIDEWALK  
WITH FLARED SLOPES  
TYPE ①  
NTS



STANDARD 6' SIDEWALK  
WITH FLARED RAMP  
TYPE ②  
NTS

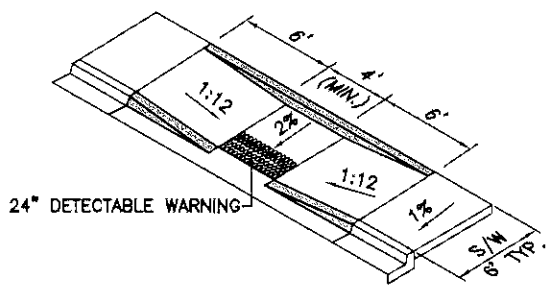


STANDARD 5' SIDEWALK  
WITH PAVED RAMP  
TYPE ③  
NTS

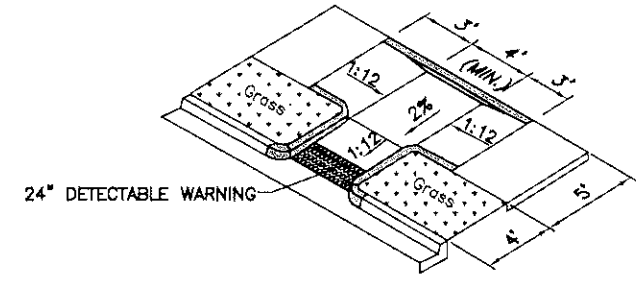
AREA OF CURB MODIFICATION

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.



STANDARD 6' SIDEWALK  
WITH PAVED RAMP  
TYPE ④  
NTS



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

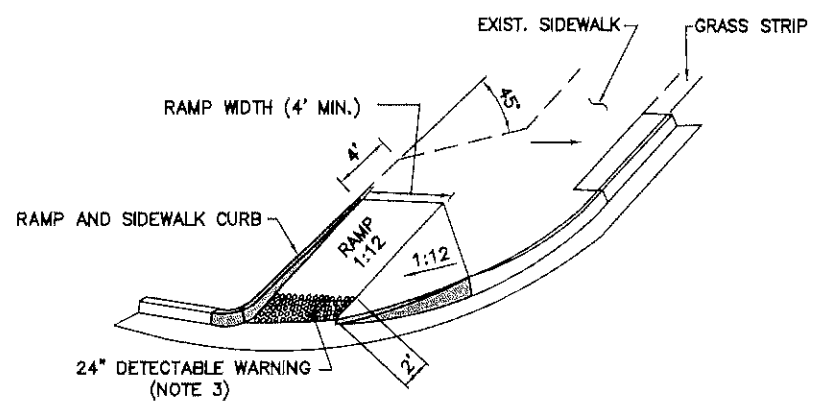
NOTE: THIS DRAWING HAS BEEN PREPARED FOR USE ON PROJECTS INTENDED FOR CONSTRUCTION ON PUBLIC ROADS IN EAST BATON ROUGE PARISH, LA. OTHER USES ARE NOT AUTHORIZED.

NO.	DATE	BY	REVISION DESCRIPTION

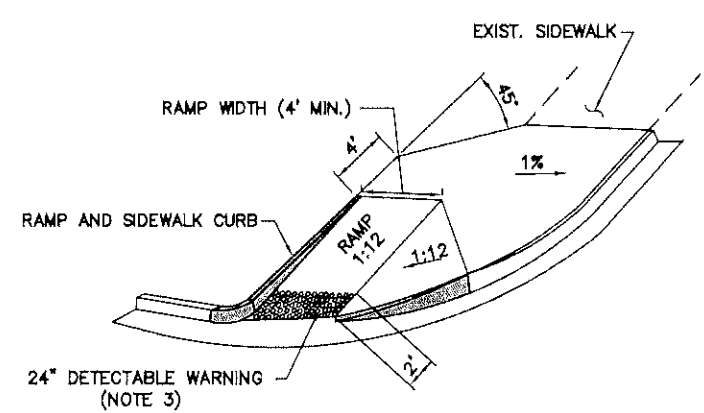
Standard Plan 907-03  
 Sidewalk and Handicap Ramps  
 (Typical Installations)  
 Sheet 5 of 6



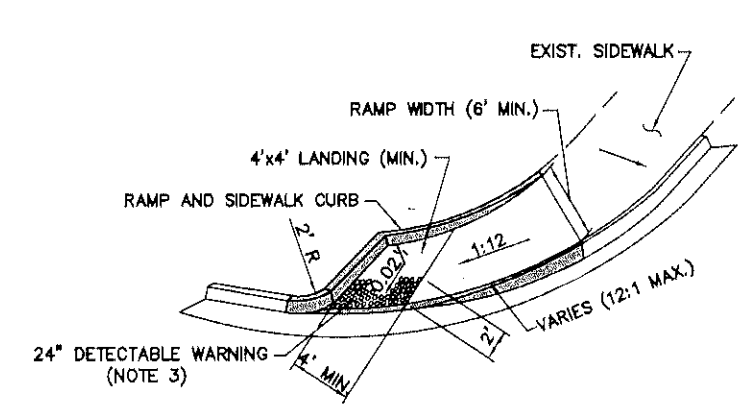
Department of  
 Transportation & Drainage  
 Engineering Division



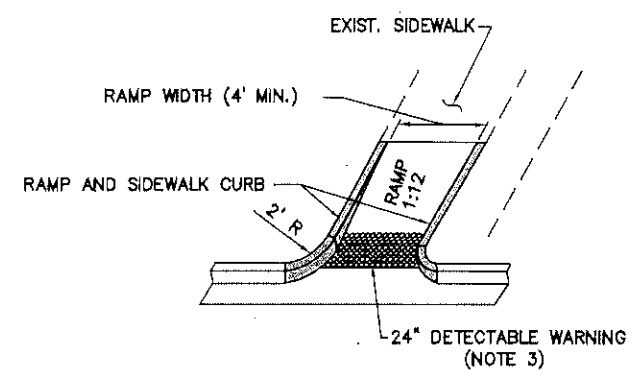
TYPE ⑥  
 NTS  
 REFER TO NOTES (TYP.)



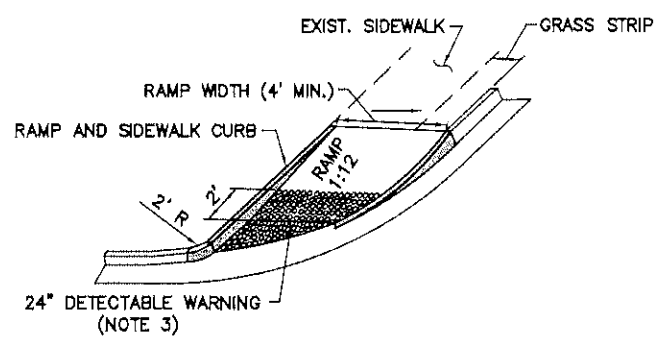
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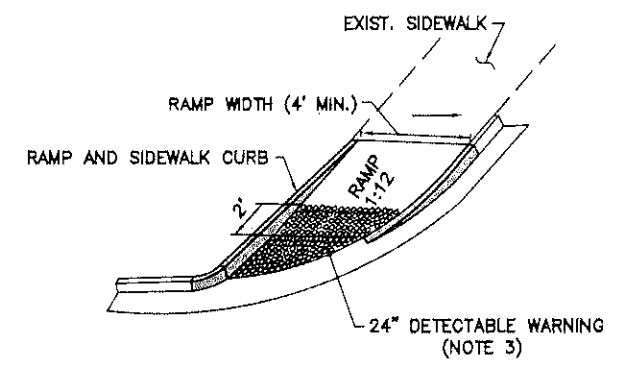
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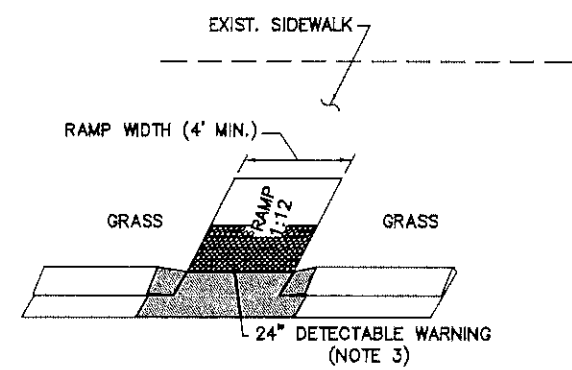
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TYPE ⑩  
 NTS



TYPE ⑪  
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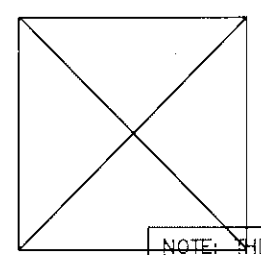


NOTE: REFER TO 907-02 FOR HANDICAP RAMP CURB AND GUTTER  
 TYPE ⑫  
 NTS

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.



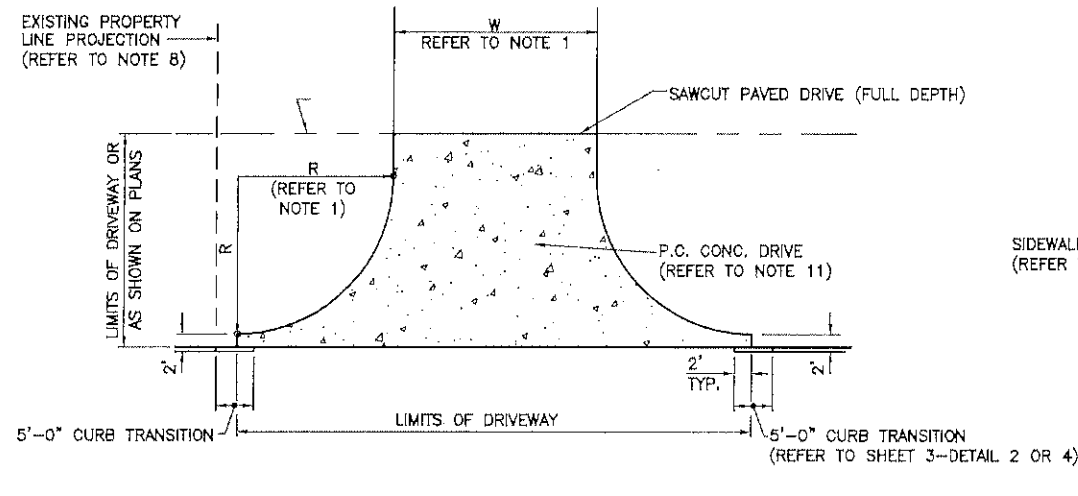
THOMAS A. STEPHENS  
 LICENSE NO. 10847  
 PROFESSIONAL ENGINEER  
 STATE OF LOUISIANA  
 4/15/2021

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.

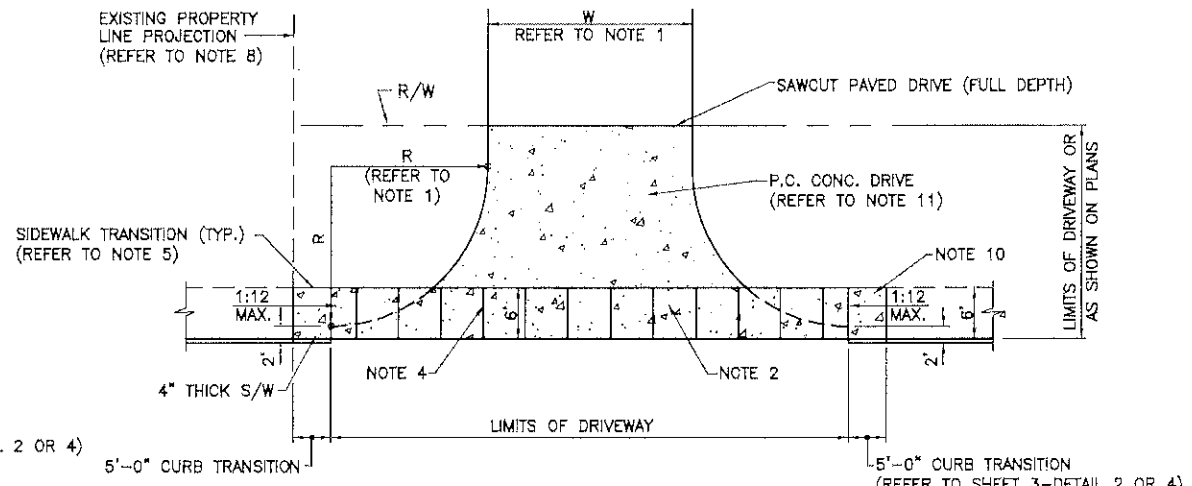




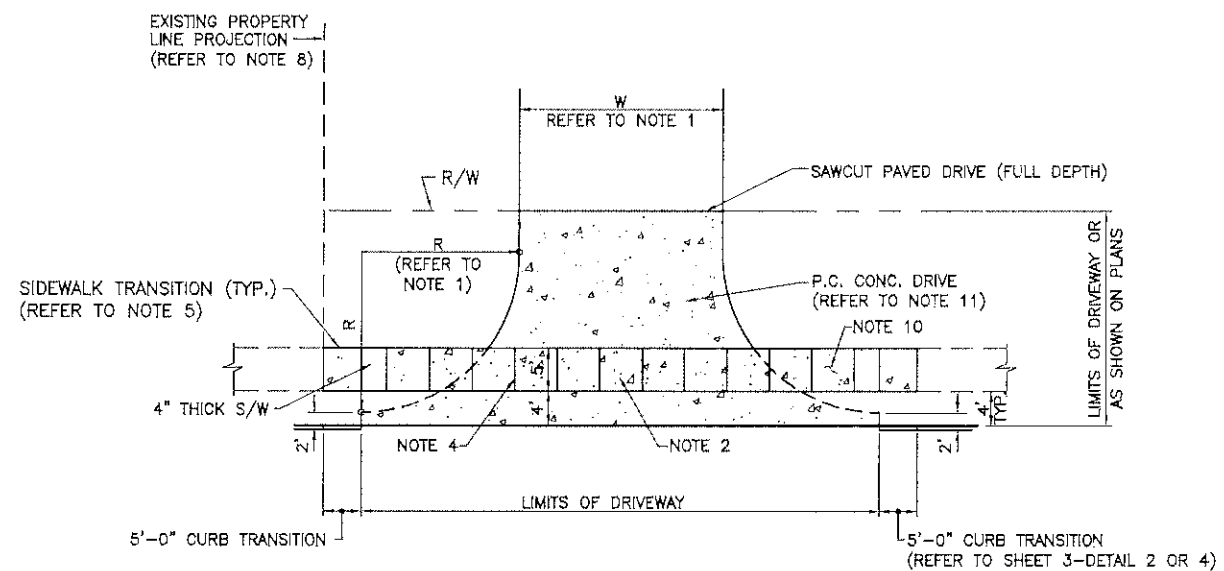
PROJECT NO.	SHEET
20-EN-HC-0024&0025	221



**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.

THOMAS A. STEPHENS  
 License No. 15472  
 PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 State of Louisiana  
 2/16/2015

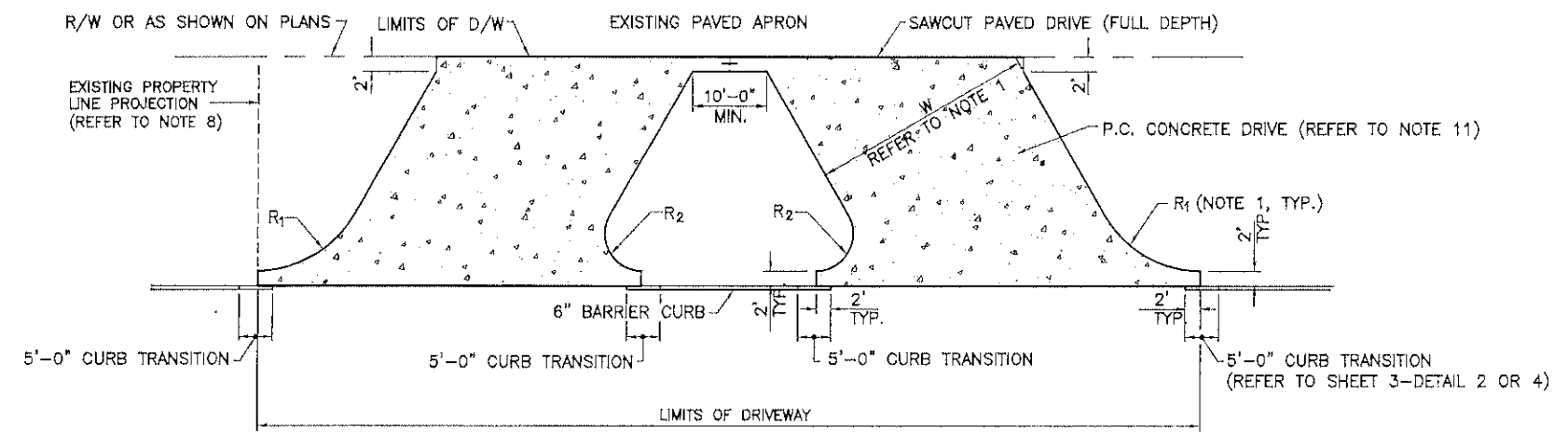
**LEGEND**  
 SIDEWALK AREA WITHIN DRIVEWAY (PAID AS DRIVEWAY)  
 REFER TO NOTES 2 AND 4

STANDARD PLAN NO. 907-03	DATED APRIL 16, 2009	SHEET NO. 1 OF 3
<b>COMMERCIAL DRIVES</b> <b>GEOMETRIC DETAILS</b>		
ENGINEERING DIVISION <b>DEPARTMENT OF PUBLIC WORKS</b> CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
		APPROVED T. STEPHENS

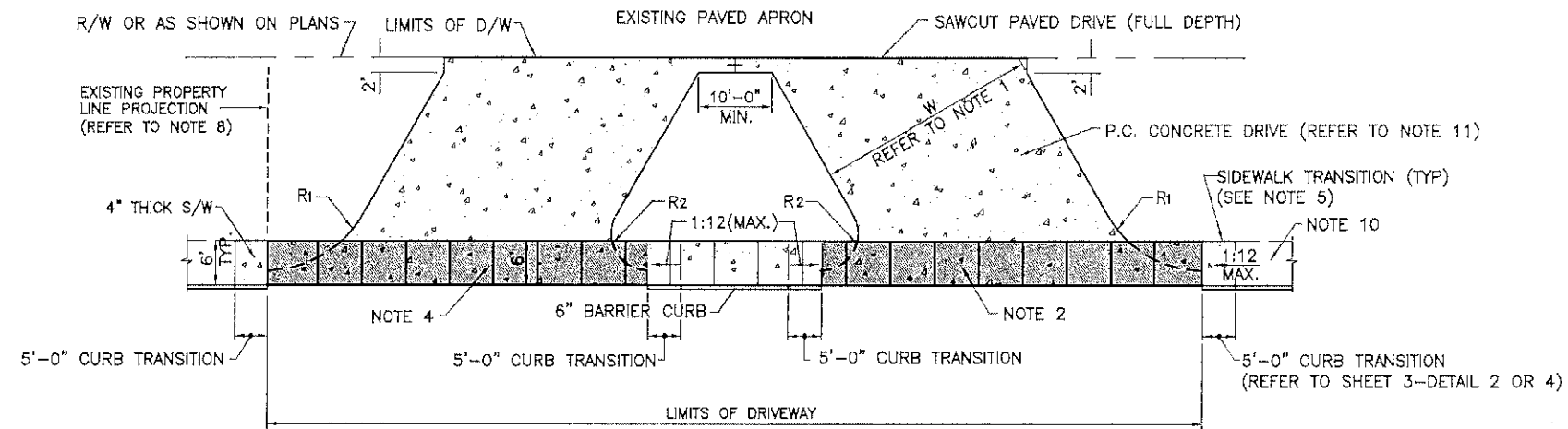
DATE	DESCRIPTION / REVISIONS	BY

ENGINEERING AUTODESK LAND DESKTOP STYLUS FROM C&C

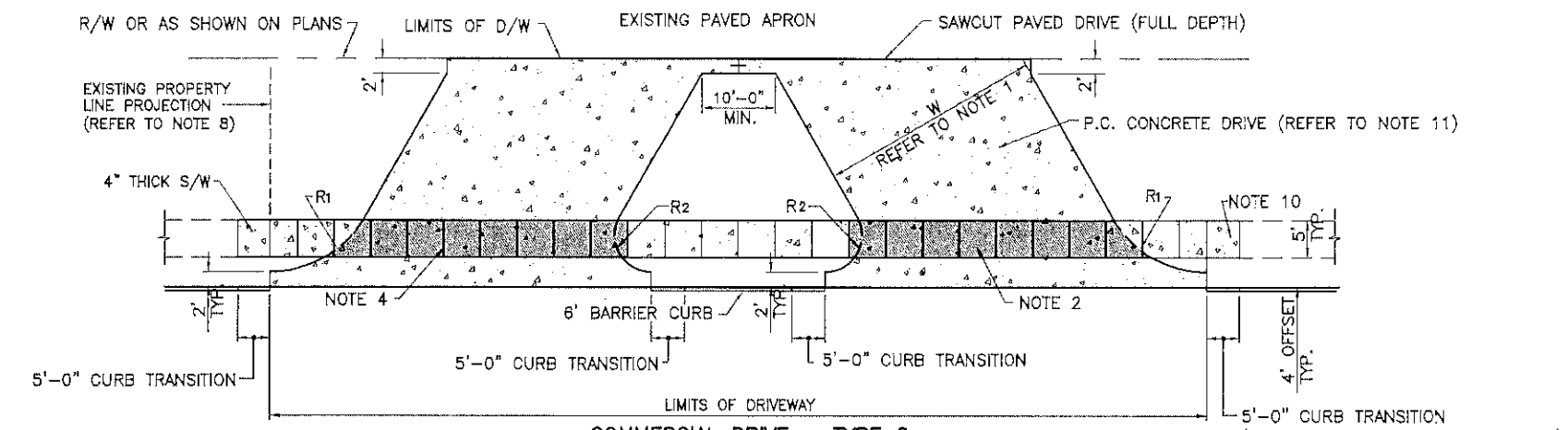
PROJECT NO.	SHEET
20-BN-HC-0024&0025	222



**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:**

- DRIVEWAY GEOMETRY SHOWN SHALL APPLY FOR BOTH NEW STREET CONSTRUCTION AND MODIFICATIONS TO EXISTING STREETS. R<sub>1</sub>, R<sub>2</sub> AND W - REFER TO CONSTRUCTION PLAN FOR SPECIFIC DIMENSIONS WHEN PROVIDED, OTHERWISE REFER TO 907-DG.
- SIDEWALK THICKNESS SHALL MATCH DRIVEWAY THICKNESS AS SHOWN OR AS DIRECTED THE PROJECT ENGINEER.
- CONSTRUCTION OR KEYWAY JOINT REQ'D WHEN DRIVE DIMENSIONS EXCEED 16' IN EITHER DIRECTION. LOCATION OF JOINTS SHALL BE COORDINATED WITH THE PROJECT ENGINEER.
- 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.
- REFER TO STD. PLAN 907-01 FOR SIDEWALK RAMPS. SIDEWALK TRANSITION SHALL NOT EXCEED 1:12 SLOPE.
- 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%.
- REFER TO STD. PLAN 502-01 FOR CURB DETAILS AND STD. PLAN 907-02 FOR COMBINATION CURB AND GUTTER DETAILS.
- DRIVEWAY SHALL NOT EXTEND BEYOND THE ADJACENT PROPERTY LINE PROJECTION.
- STREET TYPES ARE AS DEFINED BY THE TRAFFIC ENGINEER.
- NEW SIDEWALKS SHALL BE TRANSITIONED TO MATCH THE EXISTING SIDEWALK AS DIRECTED BY THE PROJECT ENGINEER.
- DRIVEWAY THICKNESS SHALL BE AS SHOWN ON THE CONSTRUCTION PLANS OR AS DIRECTED BY THE PROJECT ENGINEER. MINIMUM COMMERCIAL DRIVEWAY THICKNESS IS 6 INCHES.
- REFER TO SHEET 3 FOR CONSTRUCTION DETAILS.

STATE OF LOUISIANA  
 THOMAS A. STEPHENS  
 LICENSE NO. 18229  
 PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
*Thomas A. Stephens*  
 2/16/2011

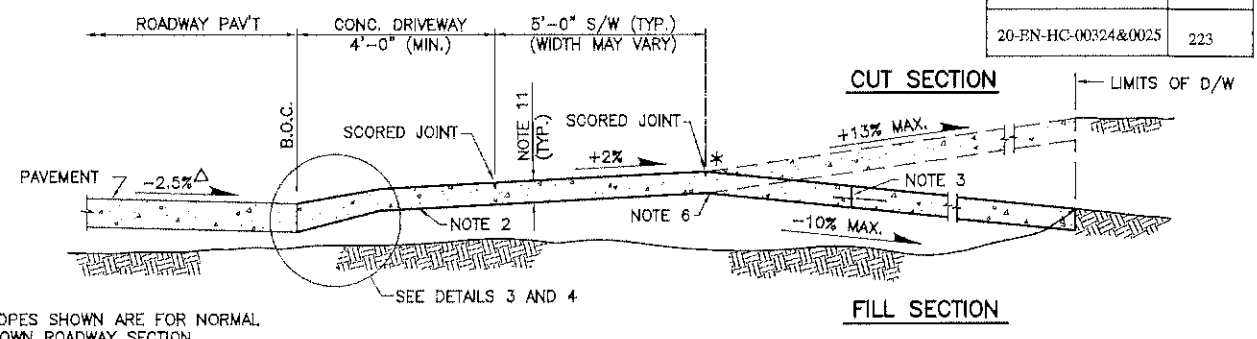
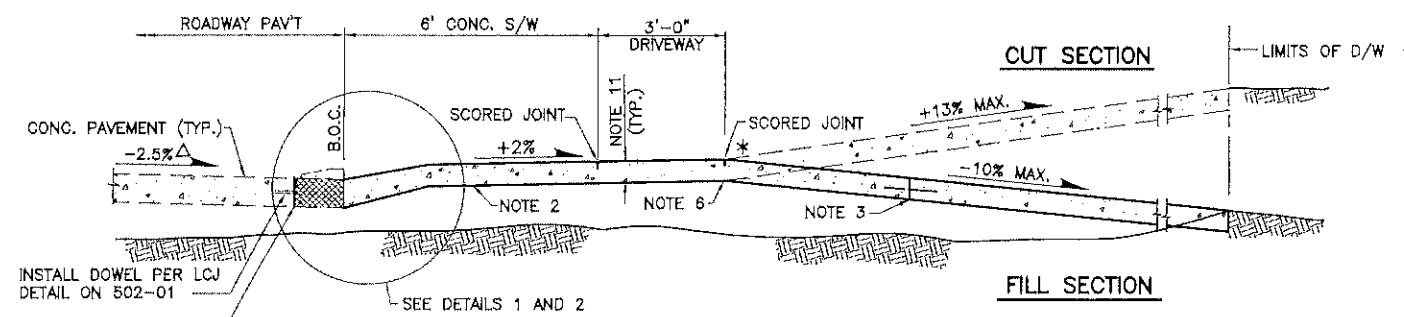
**LEGEND**

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. 2 OF 3
<b>COMMERCIAL DRIVES</b>		
<b>GEOMETRIC DETAILS</b>		
<b>DOUBLED SKEWED LAYOUT</b>		
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
20-BN-HC-00324&0025	223

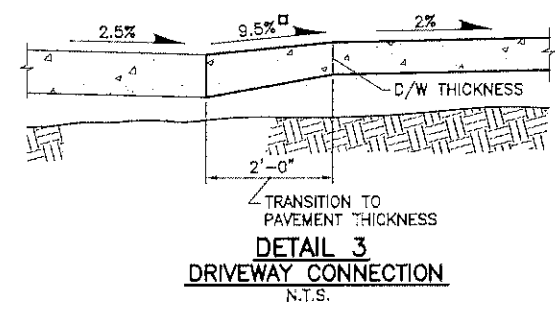
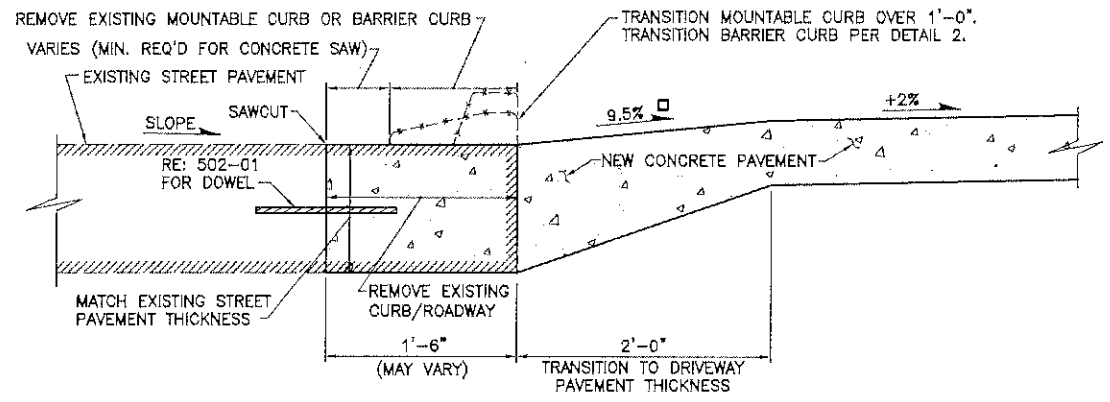


- △ SLOPES SHOWN ARE FOR NORMAL CROWN ROADWAY SECTION
- 2'-0" DRIVEWAY TRANSITION, NOT SUBJECT TO SAG CRITERIA
- \* A +0.33' VERTICAL CLEARANCE IS REQUIRED FROM THE GUTTERLINE TO THE LOCATION SHOWN.
- ⊙ PROFILE SIMILAR FOR 5' SIDEWALK WITH 4' OFFSET.

**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.

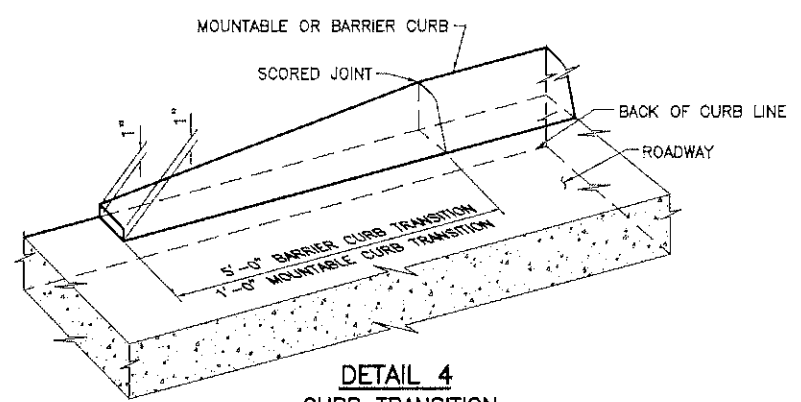
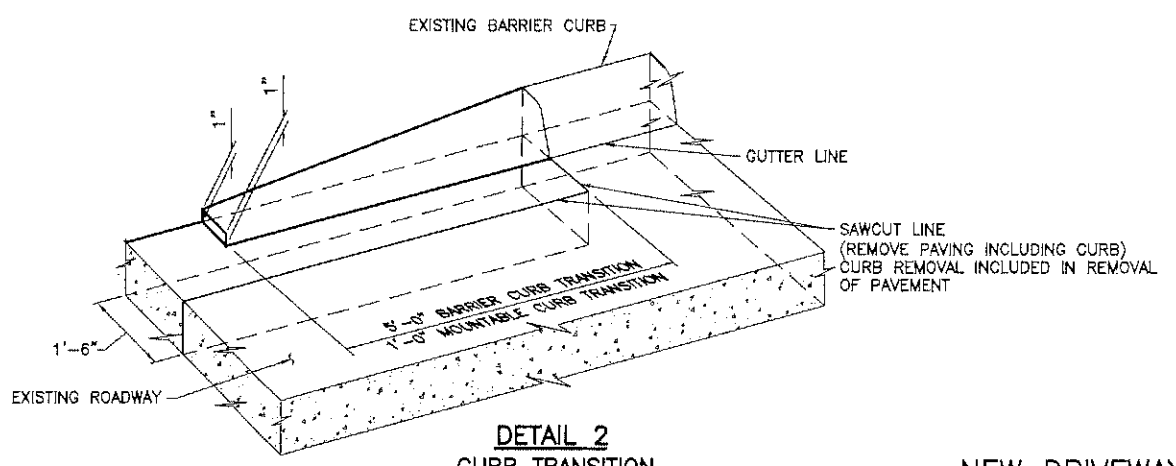
- △ SLOPES SHOWN ARE FOR NORMAL CROWN ROADWAY SECTION
- 2'-0" DRIVEWAY TRANSITION, NOT SUBJECT TO SAG CRITERIA
- \* A +0.33' VERTICAL CLEARANCE IS REQUIRED FROM THE GUTTERLINE TO THE LOCATION SHOWN.
- ⊙ PROFILE SIMILAR FOR 6' SIDEWALK ADJACENT TO CURB.

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

**DETAIL 4**  
**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.

STATE OF LOUISIANA  
 THOMAS A. STEPHENS  
 LICENSE NO. 15423  
 PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 2/16/2011

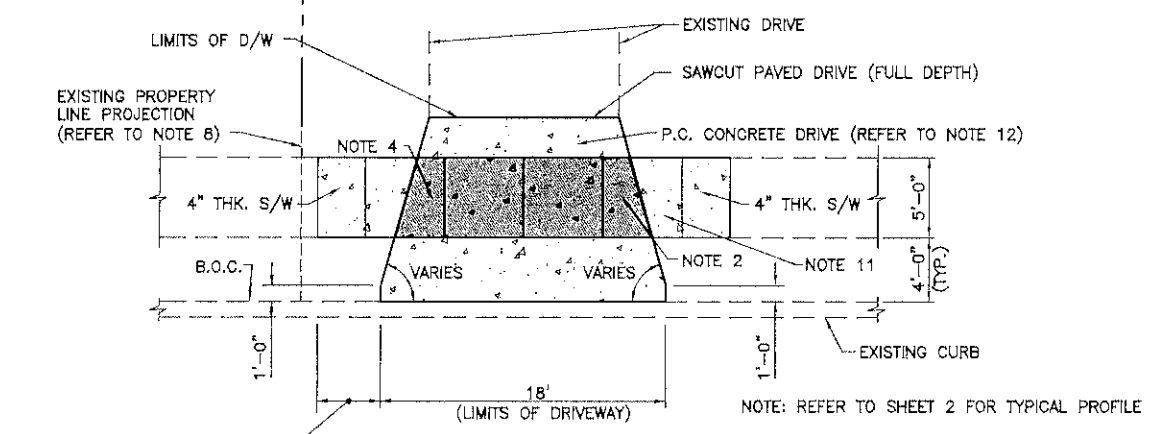
STANDARD PLAN NO. 907-03	DATED APRIL 16, 2009	SHEET NO. 3 OF 3
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**COMMERCIAL DRIVES**  
**TYPICAL PROFILES AND DETAILS**

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

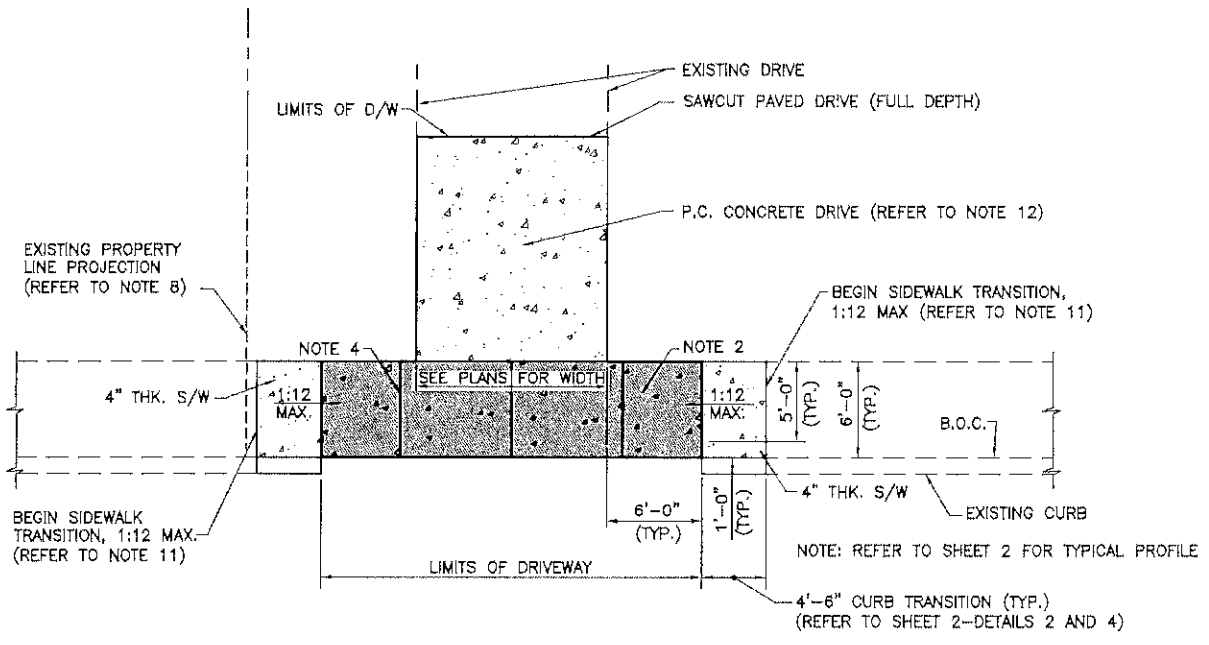
DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET
20-EN-HC-0024&0025	224

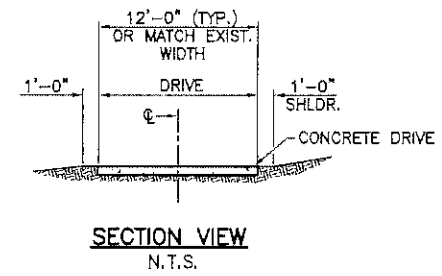


4'-6" CURB TRANSITION (TYP.)  
(REFER TO SHEET 2--DETAILS 2 AND 4)

**DRIVEWAY PLAN**  
LOCAL STREETS (REFER TO NOTE 10)



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



**SECTION VIEW**  
N.T.S.

NOTES:

- DRIVEWAY GEOMETRY SHOWN SHALL APPLY FOR BOTH NEW STREET CONSTRUCTION AND MODIFICATIONS TO EXISTING STREETS.
- SIDEWALK THICKNESS SHALL MATCH DRIVEWAY THICKNESS WITHIN LIMITS OF DRIVEWAY OR AS DIRECTED BY THE PROJECT ENGINEER.
- CONSTRUCTION OR KEYWAY JOINT REQ'D WHEN DRIVE DIMENSIONS EXCEED 16' IN EITHER DIRECTION. LOCATION OF JOINTS SHALL BE COORDINATED WITH THE PROJECT ENGINEER.
- 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.
- REFER TO STD. PLAN 907-01 FOR SIDEWALK RAMPS. SIDEWALK TRANSITION SHALL NOT EXCEED 1:12 SLOPE.
- 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%.
- REFER TO STD. PLAN 502-01 FOR CURB DETAILS AND REFER TO STD. PLAN 907-02 FOR COMBINATION CURB AND GUTTER DETAILS.
- DRIVEWAY SHALL NOT EXTEND BEYOND THE ADJACENT PROPERTY LINE PROJECTION.
- THE WIDTH OF THE DRIVEWAY AT THE THROAT SHALL BE A MINIMUM OF 12'.
- STREET TYPES ARE AS DEFINED BY THE TRAFFIC ENGINEER.
- NEW SIDEWALKS SHALL BE TRANSITIONED TO MATCH EXISTING SIDEWALKS AS DIRECTED BY THE PROJECT ENGINEER.
- 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.



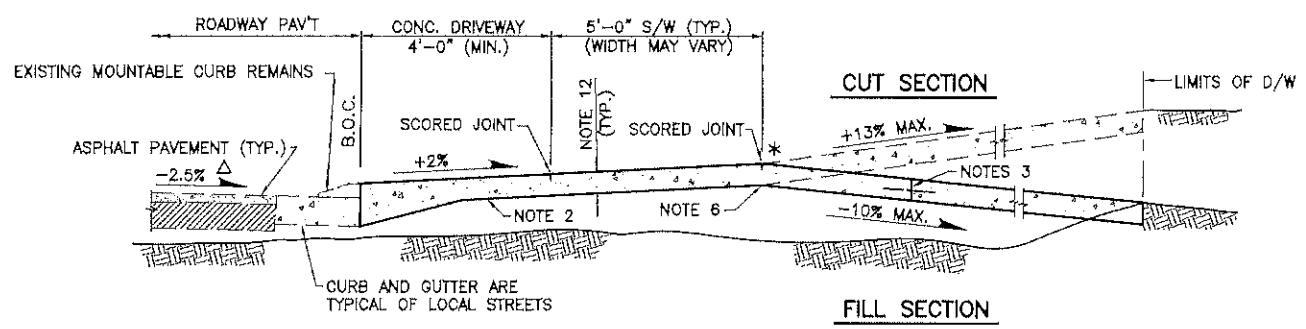
STANDARD PLAN NO. 907-04	DATED APRIL 16, 2009	SHEET NO. 1 OF 2
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**RESIDENTIAL DRIVES**  
**GEOMETRIC DETAILS**

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

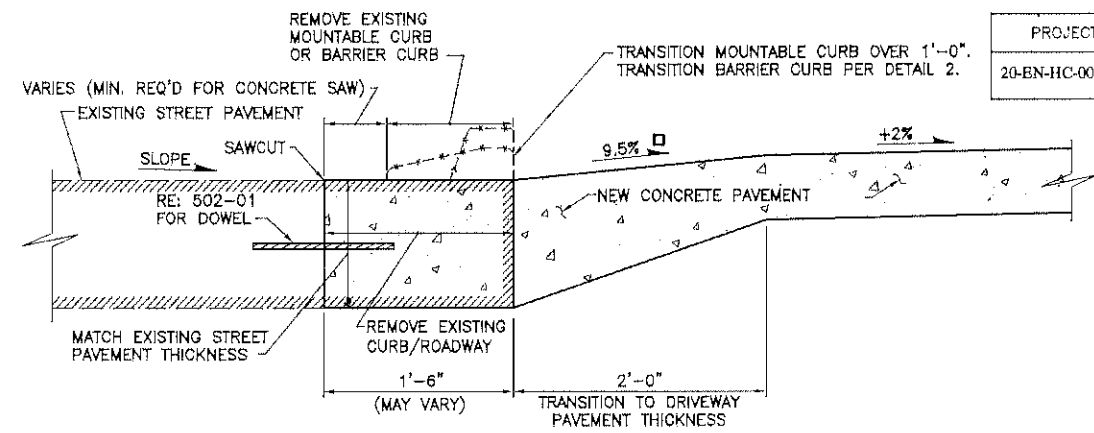
DATE	DESCRIPTION	BY
	REVISIONS	

PROJECT NO.	SHEET
20-BN-HC-0024&0025	225

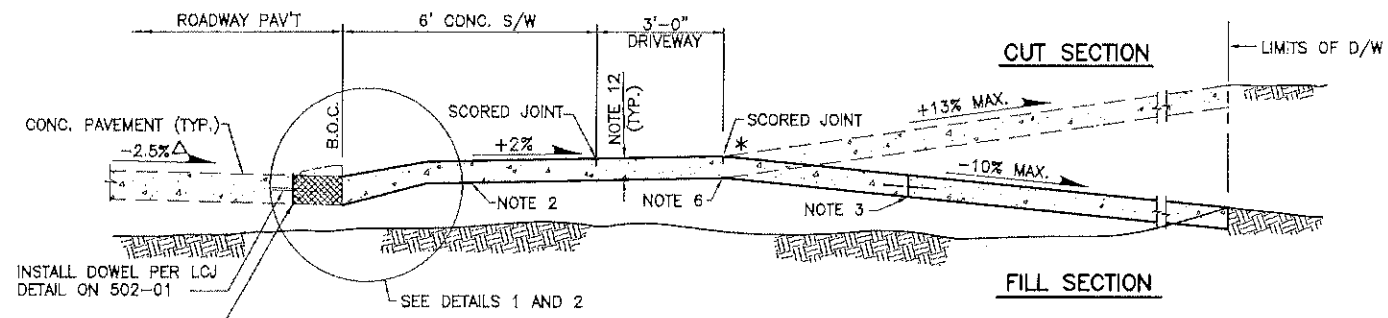


**TYPICAL DRIVEWAY PROFILE 1**  
**LOCAL RESIDENTIAL STREET W/MOUNTABLE CURB**  
 REFER TO SHEET 1 FOR NOTES  
 N.T.S.

- △ 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.

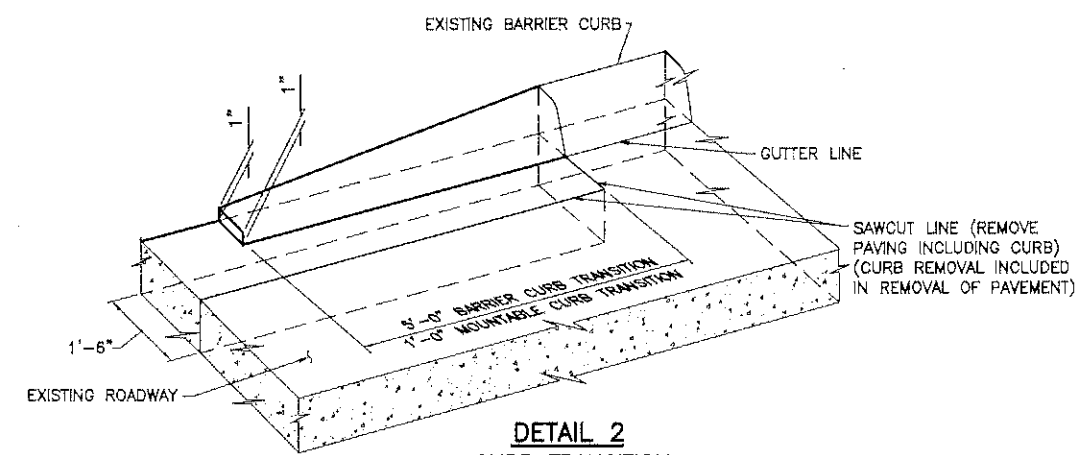


**DETAIL 1**  
**DRIVEWAY CONNECTION**  
 N.T.S.



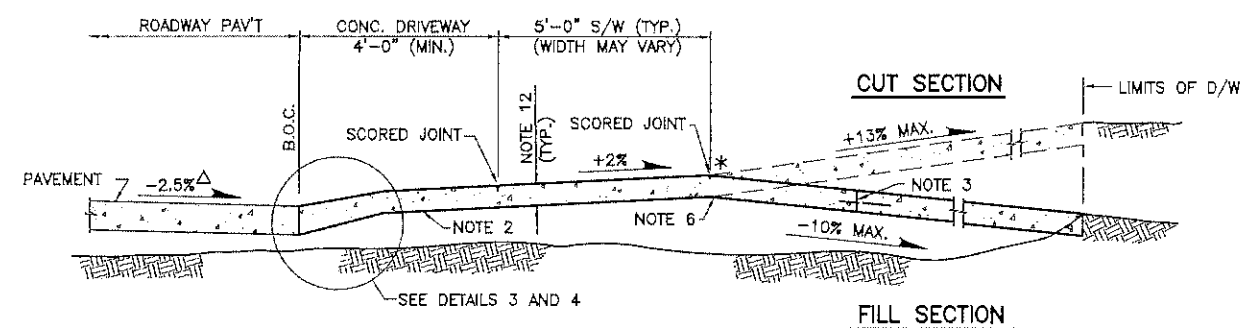
**TYPICAL DRIVEWAY PROFILE 2**  
**COLLECTOR AND ARTERIAL STREETS**  
 REFER TO SHEET 1 FOR NOTES  
 N.T.S.

RECONSTRUCTED STREET PAVEMENT AND CURB TRANSITIONS SHALL BE POURED MONOLITHICALLY.



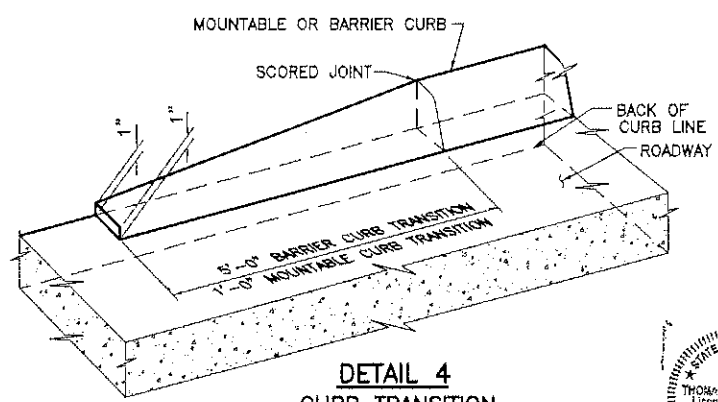
**DETAIL 2**  
**CURB TRANSITION**  
 (TRANSITION OF BARRIER CURB SHOWN, TRANSITION MOUNTABLE CURB OVER 1'-0")  
 N. T. S.

**NEW DRIVEWAY ON EXISTING STREET**

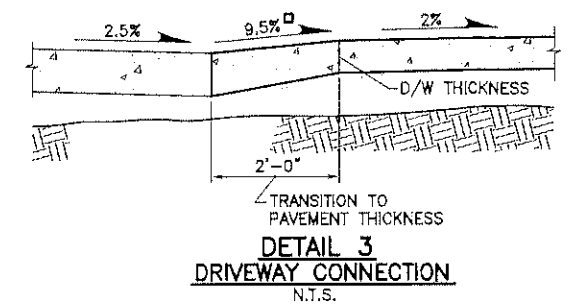


**TYPICAL DRIVEWAY PROFILE 3**  
**COLLECTOR AND ARTERIAL STREETS**  
 REFER TO SHEET 1 FOR NOTES  
 N.T.S.

- △ 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.

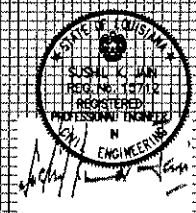
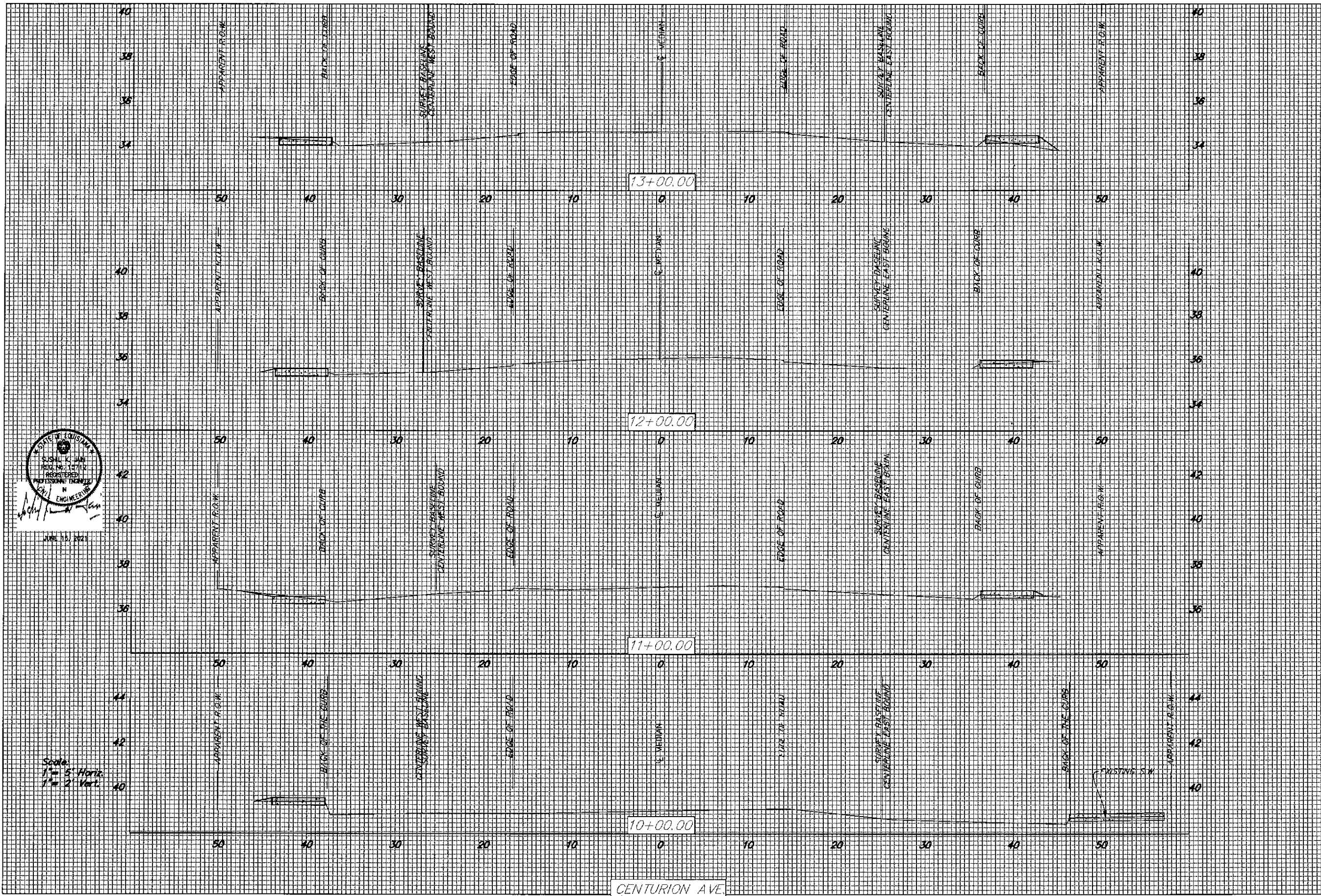
**NEW DRIVEWAY ON NEW STREET**  
 N.T.S.



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



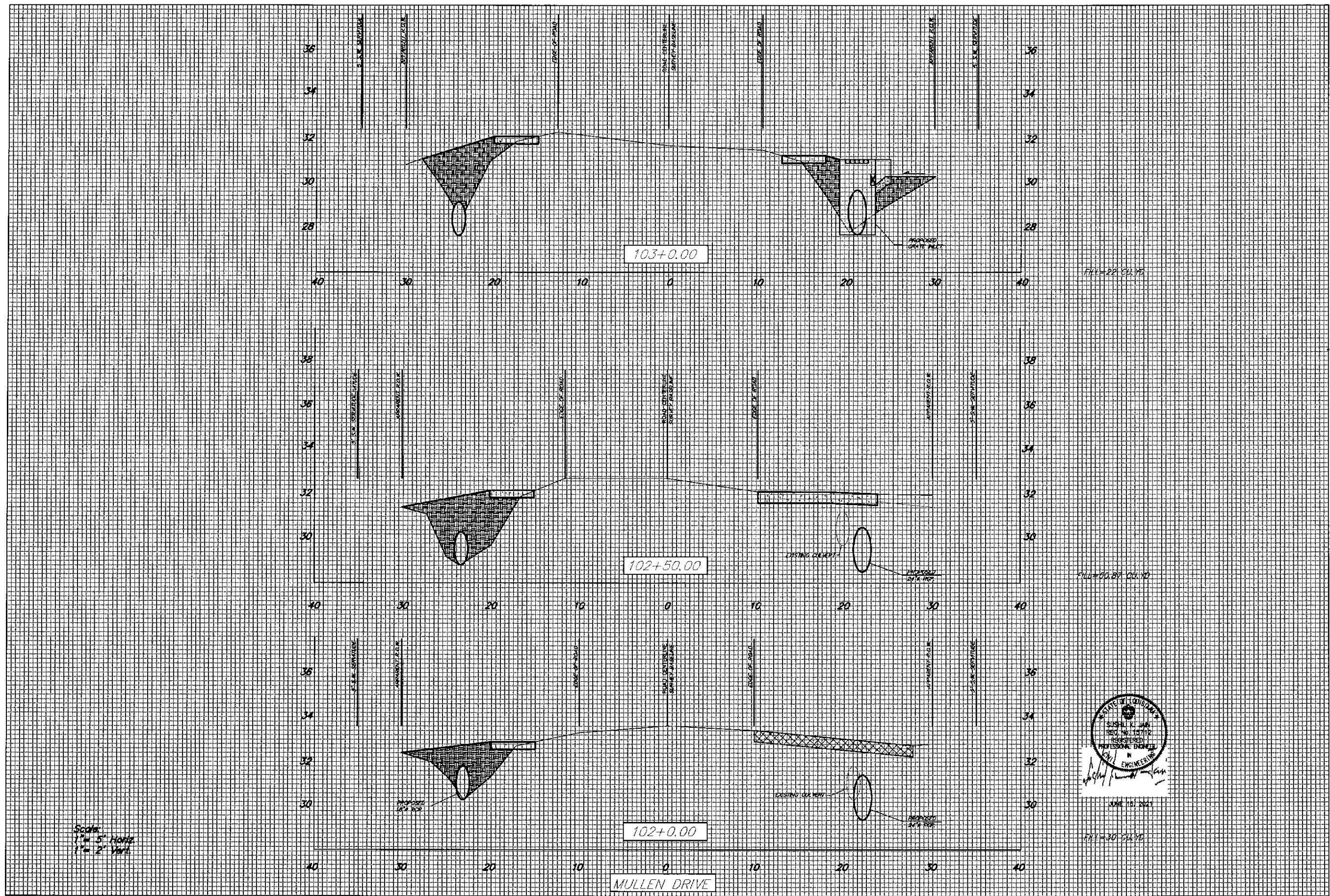


Scale:  
 1" = 5' Horiz.  
 1" = 2' Vert.

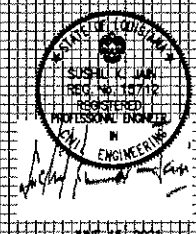
SHEET NUMBER 400	
EAST BATON ROUGE PARISH	
CITY PROJECT	20-EN-HC-0024&25
DATE PROJECT	06/09/21
DESIGNED H.A.	XXX
CHECKED S.J.	XXX
DATE SHEET	06/09/21
NO.	DATE
REVISION DESCRIPTION	
BY	
<b>MAYBR</b>	
CENTURION AVE SIDEWALK IMPROVEMENTS CITY OF BATON ROUGE PARISH OF EAST BATON ROUGE	
CROSS SECTIONS	
<b>BR</b> BAY AREA REGIONAL ENGINEERING	
WTAAL ENGINEERS	







Scale:  
 1" = 5' Horiz  
 1" = 2' Vert



JUNE 15, 2021  
 FILE-30 5/1/21

FILE-01 8/1/20

FILE-22 5/1/21

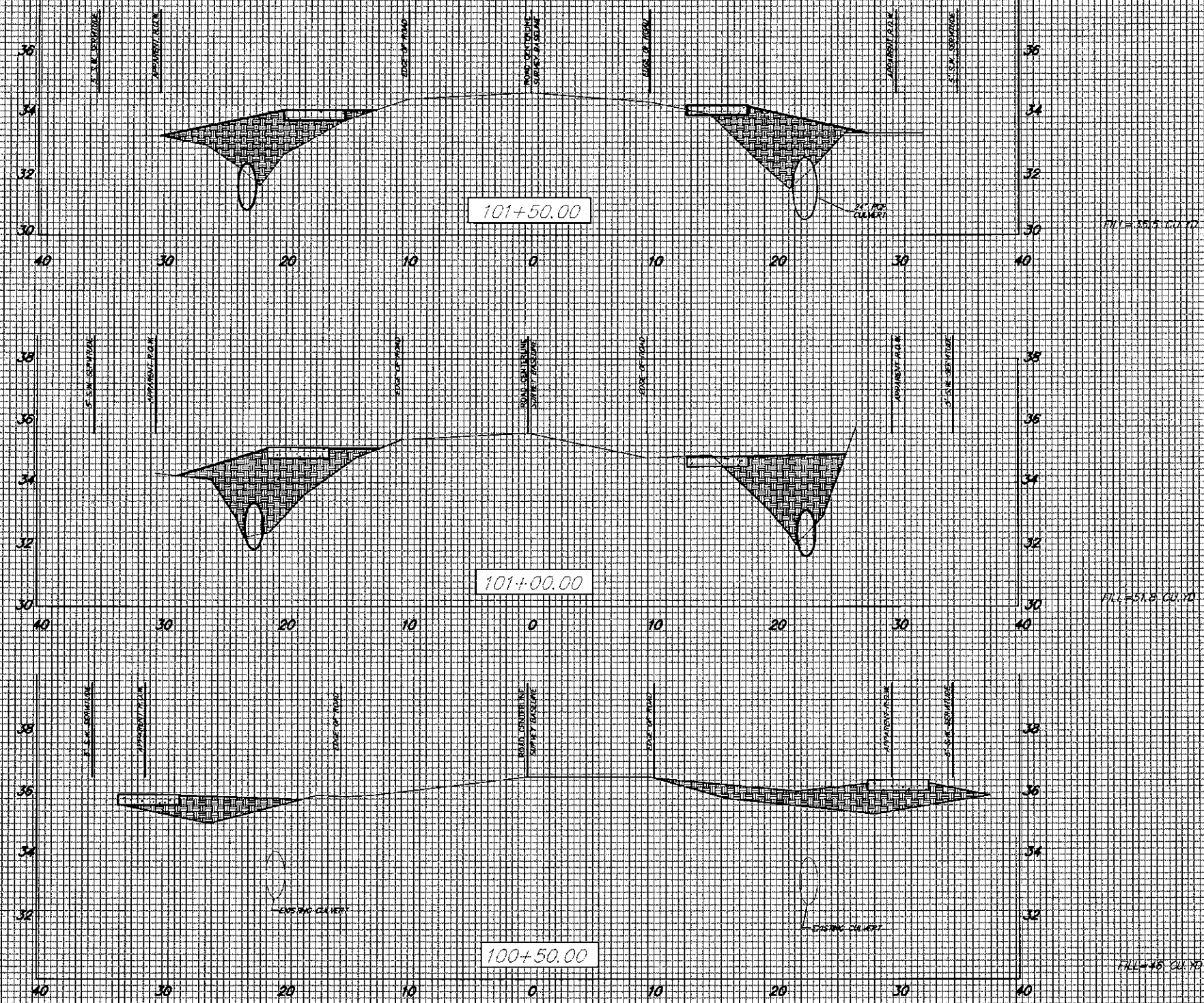
SHEET NUMBER 403	
DESIGNED: H.A.	PARISH: EAST BATON ROUGE PARISH
CHECKED: S.J.	CITY PROJECT: 20-EN-HC-0024&25
DATE: 06/09/21	STATE PROJECT:
DATE: 06/09/21	DATE: 06/09/21
SHEET: XXX	SHEET: XXX
NO.:	NO.:
REVISION DESCRIPTION:	BY:
<b>MAYBR</b>	
MULLEN DR SIDEWALK IMPROVEMENTS CITY OF BATON ROUGE PARISH OF EAST BATON ROUGE CROSS SECTIONS	
BR BAY AREA REGIONAL ENGINEERS	
WTA ENGINEERS	



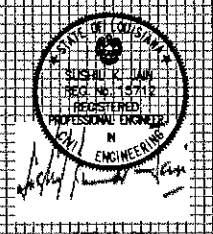
NO.	DATE	REVISION DESCRIPTION	BY



MULLEN DR SIDEWALK IMPROVEMENTS  
 CITY OF BATON ROUGE  
 PARISH OF EAST BATON ROUGE  
 CROSS SECTIONS



Scale:  
 1" = 5' Horiz.  
 1" = 2' Vert.



MULLEN DRIVE