

1.0 GENERAL NOTES:

- 1.1 ALL WORK SHALL CONFORM TO THE PROJECT SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION BY EAST BATON ROUGE PARISH DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION (PROJECT SPECIFICATIONS).
1.2 THE CONTRACTOR SHALL PROVIDE FOR AND MAINTAIN THROUGH AND LOCAL TRAFFIC AT ALL TIMES AND SHALL CONDUCT OPERATIONS IN SUCH A MANNER AS TO CAUSE THE LEAST POSSIBLE INTERFERENCE WITH TRAFFIC AND BUSINESS. ALL COSTS OF MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE PRICE FOR ITEM 9050100.
1.3 CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL SOIL AND DEBRIS AND THE CLEANING OF THE PROJECT ROADWAY SEGMENTS AND SIDEWALKS AS A RESULT OF THEIR CONSTRUCTION DURING THE CONTRACT PERIOD AT NO DIRECT PAY.
1.4 CONTRACTOR IS RESPONSIBLE FOR REPAIRING AND/OR REPLACING ADJOINING PAVEMENT AND SUBSURFACE UTILITIES TO REMAIN DAMAGED BY THEIR CONSTRUCTION ACTIVITIES AT NO DIRECT PAY.
1.5 THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT THE WORK AND VERIFYING ALL MEASUREMENTS AND GRADES PRIOR TO THE BEGINNING OF CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH THE PROJECT CENTERLINE AND ANY NECESSARY TEMPORARY BENCHMARKS FOR CONSTRUCTION PURPOSES PRIOR TO THE START, AND OF CONSTRUCTION, OR DESTROYING EXISTING MONUMENTS/NAILS/CROSS CUTS, ETC.
1.6 PRIOR TO BEGINNING OF ANY CONSTRUCTION, THE CONTRACTOR SHALL PERFORM AN AUDIO-VIDEO SURVEY OF THE PROJECT SITE. THE ELECTRONIC FILE OF THE AUDIO-VIDEO SURVEY SHALL BE PROVIDED TO THE PROJECT ENGINEER. TO BE PAID FOR UNDER 9140100.
1.7 UNLESS SPECIFIED OTHERWISE, ALL SEWER CLEANOUTS, WATER METER BOXES, VALVE BOXES, JUNCTION BOXES, ETC. SHALL BE ADJUSTED FLUSH WITH THE SIDEWALK. THIS WORK SHALL BE PERFORMED AND COORDINATED WITH THE THE APPROPRIATE UTILITY OWNER.
1.8 ALL CULVERT ENTRANCES/EXITS SHALL BE CLEARED OF DEBRIS/SOIL, AND, IF BLOCKED, THE OPEN DITCHES SHALL BE GRADED TO DRAIN AT NO DIRECT PAY.
1.9 DURING CONSTRUCTION, THE ENTIRE RIGHT-OF-WAY WIDTH SHALL BE CLEARED OF ANY TRASH, DEBRIS, VEGETATION, ETC. IN THE CASE OF VEGETATION, AN EIGHT FOOT MINIMUM "HEAD SPACE" SHALL BE PROVIDED. AT THE COMPLETION OF THE PROJECT, THE ENTIRE PROJECT LENGTH SHALL BE RE-CLEARED WITHIN THE RIGHT-OF-WAY. ALL COSTS SHALL BE INCLUDED IN THE BID ITEM FOR CLEARING AND GRUBBING (ITEM 2010100). THE CONTRACTOR SHALL NOTIFY THE ADJACENT PROPERTY OWNER 14 DAYS PRIOR TO THE REMOVAL OF TREES, SHRUBS, ETC. THE CONTRACTOR SHALL REPLACE, IN KIND, ALL DISTURBED TREES, SHRUBBERY, FLOWERS AND LANDSCAPING OUTSIDE OF THE FOOTPRINT OF THE SIDEWALK WITH PLANT MATERIAL OF SIMILAR SIZE AND TYPE.
1.10 EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED AS DIRECTED BY THE PROJECT ENGINEER. SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 9051100. CONTRACTOR SHALL INSTALL BLUE RAISED PAVEMENT MARKERS ADJACENT TO EACH FIRE HYDRANT LOCATION. MARKERS ARE TO BE PLACED IN CENTER OF OUTSIDE LANE. PAY ITEM 9051100.
1.11 CONTRACTOR TO NOTIFY ADJACENT RESIDENTS OF CONSTRUCTION A MINIMUM OF 7 DAYS PRIOR TO START OF CONSTRUCTION.
1.12 NOISE CONTROL - CONTRACTOR SHALL TAKE REASONABLE MEASURES TO AVOID UNNECESSARY NOISE APPROPRIATE FOR THE AMBIENT SOUND LEVELS ON THE AREA DURING WORKING HOURS. ALL CONSTRUCTION MACHINERY AND VEHICLES SHALL BE EQUIPPED WITH PRACTICAL SOUND MUFFLING DEVICES, AND OPERATED IN A MANNER TO CAUSE THE LEAST NOISE, CONSISTENT WITH EFFICIENT PERFORMANCE OF THE WORK (NO DIRECT PAYMENT) PER LOCAL NOISE ORDINANCE.
1.13 REFER TO THE DIJON/MARGARET ANN ROAD PROJECT PHASE II GEOTECH REPORT DATED JUNE 6, 2018 AND THE MEMORANDUM TO THIS REPORT DATED JUNE 18, 2018 FOR GEOTECH INFORMATION. ADDITIONAL GEOTECH WAS ANALYZED FOR THE GRAVITY SEWER IN THE CONSTANTIN/DIJON AVE PHASE II AND PUMP STATION REPORT DATED MAY 12, 2021. THE LOCATIONS OF THE SOIL BORINGS CAN BE FOUND IN THESE REPORTS.
1.14 CONTRACTOR IS RESPONSIBLE FOR COORDINATING CONSTRUCTION ACTIVITIES WITH PROPERTY OWNERS, DEPARTMENT OF PUBLIC WORKS, LADOTD, AND UTILITY COMPANIES.
1.15 EXISTING TOPO SURFACE WAS SURVEYED PRIOR TO THE CONSTR. OF THE DEVELOPMENTS ON THE WEST SIDE OF MIDWAY. CURRENT GROUND ELEVATIONS MAY DIFFER FROM WHAT IS SHOWN. THE CONTRACTOR MUST FIELD VERIFY THE EXCAVATION AND EMBANKMENT QUANTITIES FOR ANY QUANTITY ADJUSTMENTS.

2.0 ROADWAY

- 2.1 CONTRACTOR MAY USE RCP (REINFORCED CONCRETE PIPE) OR RPVC (RIBBED POLYVINYL CHLORIDE PIPE) FOR THE 15", 18", 24", & 30" STORM DRAIN PIPES.
2.2 REMOVAL OF CONCRETE PAVEMENT INCLUDES REMOVAL OF CONCRETE CURB WHERE APPLICABLE.
2.3 REMOVAL OF EXISTING DRAINAGE STRUCTURES TO BE PAID FOR UNDER ITEM 2020100 REMOVAL OF STRUCTURES AND OBSTRUCTIONS.
2.4 EXISTING DRAINAGE STRUCTURES TO REMAIN UNLESS OTHERWISE NOTED.
2.5 CONTRACTOR SHALL FIELD VERIFY ELEVATION OF ALL CATCH BASIN INLETS AND MANHOLE TOPS.
2.6 ADJUSTING DRAINAGE STRUCTURES TO BE PAID FOR UNDER PAY ITEM 7021000. CONNECTION OF PROPOSED PIPES TO EXIST. INLETS TO BE PAID FOR UNDER THE PIPE ITEM.

3.0 DRIVEWAYS, SIDEWALKS AND CURB RAMPS

- 3.1 FULL-DEPTH SAWCUTTING IS REQUIRED AT ALL AREAS OF PAVEMENT, PARKING, DRIVEWAY AND CURB REMOVAL.
3.2 SIDEWALKS REPLACED THROUGH DRIVEWAY LIMITS SHALL BE 6" IN DEPTH UNLESS OTHERWISE SPECIFIED.
3.3 UNLESS NOTED OTHERWISE, ALL SIDEWALKS SHALL MATCH ADJACENT DRIVEWAY ELEVATIONS AT A 2% MAX CROSS SLOPE, OR GO THROUGH DRIVEWAYS WITH A 2% MAX CROSS SLOPE.
3.4 SIDEWALK RAMPS SHALL BE LAID OUT AND BUILT PER EAST BATON ROUGE PARISH STANDARD PLAN 907-01 (PAGES 1-6)

4.0 HORTICULTURE REQUIREMENTS

- 4.1 THE CONTRACTOR SHALL ONLY REMOVE TREES, SHRUBS, ETC. LOCATED WITHIN THE STREET ROW THAT ARE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS UNLESS OTHERWISE NOTED. ALL COST SHALL BE INCLUDED IN THE BID ITEM FOR CLEARING AND GRUBBING INCLUDING BACKFILLING & COMPACTION AS NEEDED (ITEM 2010100). COMPACTION SHALL BE AT LEAST TO THE DENSITY OF THE SURROUNDING GROUND. THE CONTRACTOR SHALL NOTIFY THE ADJACENT PROPERTY OWNER 14 DAYS PRIOR TO REMOVAL OF TREES, SHRUBS, ETC.
4.2 ANY TRIMMING REQUIRED SHALL BE DONE IN ACCORDANCE WITH STANDARD HORTICULTURE AND ARBORICULTURAL PRACTICES UNDER ITEM NO. 2010100.
4.3 THE CONTRACTOR SHALL REPLACE, IN KIND, ALL DISTURBED TREES, SHRUBBERY, FLOWERS AND LANDSCAPING TO REMAIN OUTSIDE OF THE FOOTPRINT OF THE SIDEWALK WITH PLANT MATERIAL OF SIMILAR SIZE AND TYPE.
4.4 THE US POSTAL SERVICE, GARBAGE SERVICES, RECYCLING SERVICES AND OTHER MAIL AND OTHER DELIVERY SERVICES SHALL HAVE ACCESS TO THE PROPERTIES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THIS WITH THE APPROPRIATE AGENCY OR GROUP. THIS WORK IS CONSIDERED INCIDENTAL TO CONSTRUCTION AND SHALL BE AT NO DIRECT PAY.
4.5 REQUIRED SODDING SHOULD NOT BE PLACED WITHIN THE MULCH LIMITS OF THE PROPOSED AND EXISTING TREES. SEE GENERAL LANDSCAPING NOTES FOR MULCH LIMITS ON SHEET 3d.
4.6 SEE SHEET 3d FOR ADDITIONAL LANDSCAPING INFORMATION.

5.0 UTILITY

- 5.1 CONTRACTOR SHALL CONTACT THE FOLLOWING, NOT ALL-INCLUSIVE LIST, AT LEAST THREE (3) WORKING DAYS PRIOR TO THE START OF CONSTRUCTION AROUND THEIR RESPECTIVE UTILITIES AND THE CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS REGARDING ANY NECESSARY UTILITY ADJUSTMENTS:

Table with 2 columns: DEPARTMENT NAME, PHONE NUMBER. Rows include AT&T DISTRIBUTION, BATON ROUGE WATER CO., CENTURYLINK, CITY OF BATON ROUGE SEWER.

Table with 2 columns: DEPARTMENT NAME, PHONE NUMBER. Rows include COX COMMUNICATION, EATEL, ENTERGY CORPORATION, ENTERGY LOUISIANA.

Table with 2 columns: DEPARTMENT NAME, PHONE NUMBER. Rows include LEVEL (3) COMMUNICATIONS, VERIZON, NETWORK USA, SOUTHERN LIGHT LLC.

- 5.2 CONTRACTOR SHALL CONTACT LA ONE CALL, THE APPROPRIATE UTILITY COMPANY, THE CITY PARISH DEPARTMENT OF TRANSPORTATION AND DRAINAGE - TRAFFIC DIV. (398-2346) AND SANITARY SEWER DIV. (389-4845), PRIOR TO THE START OF CONSTRUCTION FOR CONFIRMATION OF EXISTING UTILITIES. LOCATION OF EXISTING UTILITIES HAS BEEN PREPARED FROM THE MOST RELIABLE INFORMATION AVAILABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, SIZE, AND DEPTH OF ALL UTILITIES, PIPELINES AND STRUCTURES. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGES CAUSED BY FAILURE TO COMPLY.
5.3 THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER IF EXISTING UNMARKED DRAINAGE STRUCTURES OR FACILITIES ARE UNCOVERED. THE PROJECT ENGINEER WILL DETERMINE WHETHER TO REMOVE, REPLACE AND/OR CONNECT THE FACILITY TO THE PROPOSED DRAINAGE SYSTEM. CONNECTION TO A PROPOSED ADJACENT MANHOLE SHALL BE MADE AT NO DIRECT PAY.

6.0 TRAFFIC CONTROL

- 6.1 CONTRACTOR SHALL PROVIDE A TEMPORARY TRAFFIC CONTROL PLAN PREPARED IN ACCORDANCE WITH SECTION 905 OF THE STANDARD SPECIFICATIONS FOR PROJECT ENGINEER'S APPROVAL PRIOR TO CLOSING ANY PORTION OF THE ROADWAY.
6.2 UNLESS SPECIFIED OTHERWISE, CONTRACTOR SHALL PERMANENTLY ADJUST OR RELOCATE EXISTING SIGNAGE, AS INDICATED ON THE PLANS, OUTSIDE THE LIMITS OF THE PROPOSED SIDEWALK AND WITHIN THE EXISTING RIGHT-OF-WAY, AT NO DIRECT PAY.
6.3 CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN ALL NECESSARY BARRICADES, SUITABLE LIGHTS AND DANGER SIGNALS AND SHALL TAKE ALL THE NECESSARY PRECAUTIONS FOR THE PROTECTION OF WORK AND SAFETY OF THE GENERAL PUBLIC. ALL SAFETY LIGHTING AND MARKING SHALL MEET OR EXCEED THE REQUIREMENTS AS DESCRIBED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
6.4 ALL EXISTING TRAFFIC CONTROL DEVICES THAT ARE IN CONFLICT WITH THE CONSTRUCTION OR WORK TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED BY THE CONTRACTOR, AND THE DEVICES RETURNED TO THE CITY. ALL EXISTING DEVICES LEFT IN THE CONSTRUCTION OR WORK SHALL BE MAINTAINED IN GOOD CONDITION BY THE CONTRACTOR DURING THE COURSE OF CONSTRUCTION.
6.5 ANY DAMAGE CAUSED BY THE CONTRACTOR'S WORK SHALL BE IMMEDIATELY REPORTED BY THE CONTRACTOR TO THE PROJECT ENGINEER. REPAIRS SHALL BE PERFORMED BY THE CONTRACTOR OR BY THE CITY-PARISH, AT THE DISCRETION OF THE CITY-PARISH TRAFFIC ENGINEER, WITH ALL ASSOCIATED COSTS BEING PAID BY THE CONTRACTOR.



Vertical sidebar containing sheet information (SHEET NUMBER 10), project details (EAST BATON ROUGE PARISH, CITY PROJECT 20-CP-HC-0008), revision table, logos (MVEBR, BR, Stantec), and title (GENERAL NOTES, MIDWAY DR (PICARDY AVE TO CONSTANTIN BLVD)).

SUMMARY OF ESTIMATED QUANTITIES				
ITEM	DESCRIPTION	UNIT	QUANTITY (MOVEBR)	QUANTITY (DES-SEWER)
9030500	TEMPORARY SILT FENCING	LF	4744	
9030800	SEED	LB	29	
9030900	FERTILIZER	LB	972	
9031000	WATER	MGAL	452	
9031500	SLAB SOD	SY	5348	
9031600	STORM WATER POLLUTION PREVENTION PLAN	LUMP SUM	LUMP SUM	
9040400	TOP DRESSING MULCH	SY	137	
9040118	PLANT (NUTALL OAK, 3 INCH CAL, 10' MIN. HEIGHT)	EACH	47	
9040119	PLANT (LIVE OAK, 3 INCH CAL, 10' MIN HEIGHT)	EACH	47	
9040120	PLANT (SWEET BAY MAGNOLIA, 3 INCH CAL, 10' MIN HEIGHT)	EACH	6	
9050100	TEMPORARY SIGNS AND BARRICADES	LUMP SUM	LUMP SUM	
9050200	TRAFFIC SIGNS	SF	166.3	
9050804	PLASTIC TRAFFIC STRIPING (4" WIDTH)	LF	6276	
9050808	PLASTIC TRAFFIC STRIPING (8" WIDTH)	LF	200	
9050812	PLASTIC TRAFFIC STRIPING (12" WIDTH)	LF	144	
9050824	PLASTIC TRAFFIC STRIPING (24" WIDTH)	LF	813	
9051001	PLASTIC LEGENDS AND SYMBOLS (SINGLE HEAD ARROW)	EACH	2	
9051003	PLASTIC LEGENDS AND SYMBOLS ("ONLY")	EACH	2	
9051009	PLASTIC LEGENDS AND SYMBOLS (BICYCLE & ARROW SYMBOL)	EACH	12	
9051100	RAISED PAVEMENT MARKERS	EACH	109	
9070106	INTEGRAL CONCRETE CURB (6" BARRIER)	LF	23	
9070200	CONCRETE CURB AND GUTTER (2 FT. WIDE)	LF	832	
9070201	CONCRETE CURB AND GUTTER (1.5' WIDE)	LF	26	
9070202	CONCRETE CURB AND GUTTER (2' MODIFIED)	LF	4387	
9070304	4" CONCRETE WALK	SY	185.3	
9070306	6" CONCRETE WALK	SY	147.2	
9070408	CONCRETE DRIVE (8" THICK)	SY	62.4	
9070604	4" INCIDENTAL CONCRETE PAVING	SY	4.2	
9090100	MOBILIZATION	LUMP SUM	LUMP SUM	
9140100	PRE-CONSTRUCTION VIDEO	LUMP SUM	LUMP SUM	
9900001	TEMPORARY STONE CONSTRUCTION ENTRANCE	EACH	3	
9900004	PAYMENT ADJUSTMENT (ASPHALT CEMENT & FUELS)	DOL	12798.48	
9900006	TRUNCATED DOME INSET	EACH	17	
9900014	SETTLEMENT PLATE INSTALLATION AND MONITORING	EACH	3	
9900028	ROADWAY LIGHTING SYSTEM	LUMP SUM	LUMP SUM	
9900029	COLORLED SURFACE TREATMENT (BIKE LANES)	SY	104	
9900030	ASPHALT CONCRETE PAVEMENT (WEARING COURSE 2F)	TON	1013.5	
9900031	ASPHALT CONCRETE PAVEMENT (BINDER COURSE 2)	TON	1422.9	
9900032	STORMWATER STORAGE/ INFILTRATION BED (AGGREGATE BASE COURSE)	CY	336.7	

STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. No. 41444
 REGISTERED
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING

Mary Bratton
 9/30/2021



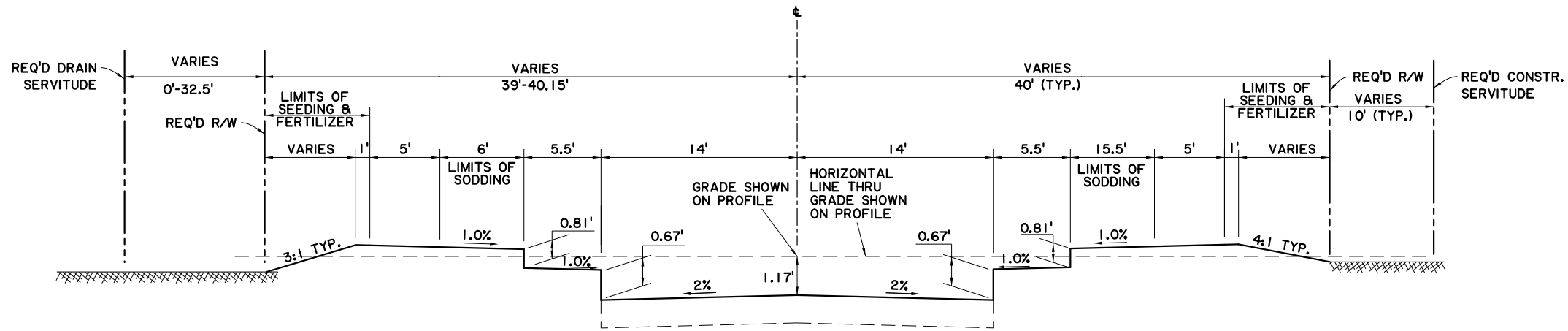
MASTER SUMMARY SHEET
 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



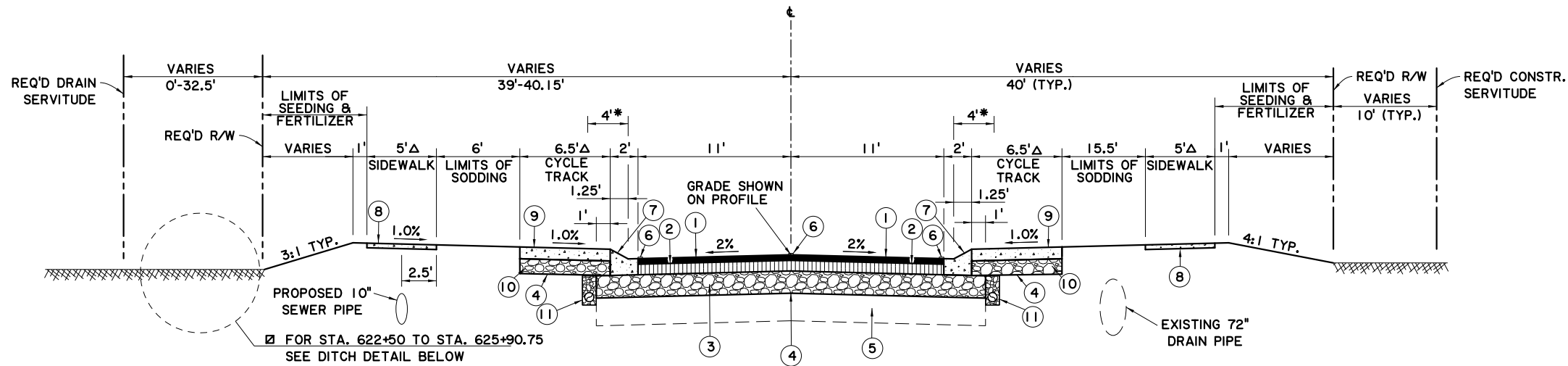
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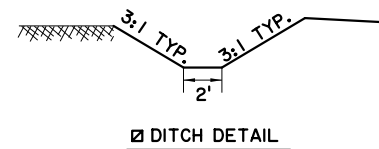
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	-



TYPICAL GRADING SECTION
 APPLIES STA. 616+22.00 TO STA. 626+44.95 (MIDWAY DR.)
 (N.T.S.)



TYPICAL FINISHED SECTION
 APPLIES STA. 616+22.00 TO STA. 626+44.95 (MIDWAY DR.)
 (N.T.S.)



- * REQ'D LATERAL OFFSET
- Δ PERVIOUS PAVEMENT ENDS AT STA. 625+92.
CYCLE TRACK TO BE 6" CONCRETE WALK FROM 625+92 TO 626+44.95
SIDEWALK TO BE 4" CONCRETE WALK FROM 625+92 TO 626+44.95
SEE PLAN SHEET FOR ADDITIONAL INFORMATION.

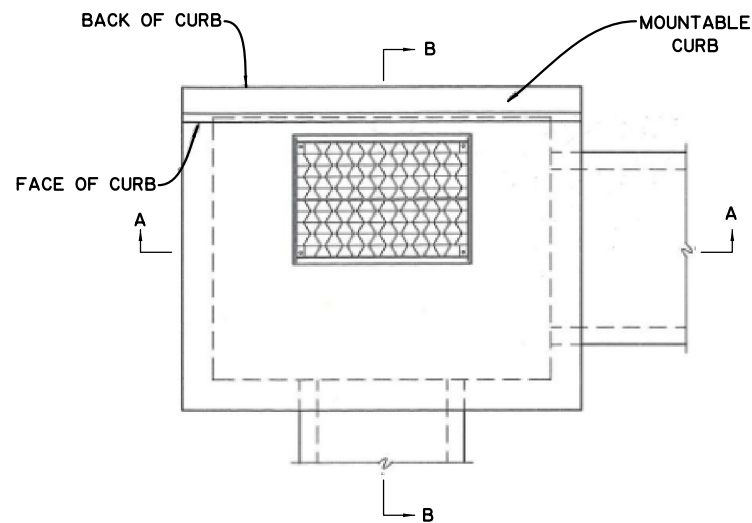
- NOTES:
1. FOR GEOMETRIC DETAILS OF ROADWAY, SIDEWALK, & CYCLE TRACK, SEE GEOMETRIC DETAILS SHEETS AND PLAN & PROFILE SHEETS.
 2. FOR GRAPHICAL GRADES OF ROADWAY, SEE GRAPHICAL LAYOUT SHEETS.
 3. FOR STRIPING LAYOUT AND DETAILS, SEE PAVEMENT MARKINGS AND SIGNING SHEETS
 4. THE SECTION TO BE USED AT ANY PARTICULAR LOCATION SHALL BE AS SHOWN ON CROSS SECTIONS UNLESS DIRECTED OTHERWISE BY THE PROJECT ENGINEER AND APPROVED BY THE CITY.
 5. THIS PROJECT FALLS WITHIN A DUST SENSITIVE AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST ABATEMENT MEASURES.

Mary Frances Bratton
 9/30/2021

- LEGEND**
- ① 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
 - ② 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
 - ③ STONE BASE COURSE (8" THICK)
 - ④ GEOTEXTILE FABRIC
 - ⑤ TYPE D SUBGRADE TREATMENT (12" THICK) (9% BY VOLUME) (IN LOCATIONS OF CUT)
 - ⑥ PAVEMENT MARKERS AND STRIPING
 - ⑦ MODIFIED MOUNTABLE CURB & GUTTER (SEE DETAIL ON SHEET 3b)
 - ⑧ 5" PERVIOUS CONCRETE
 - Δ ⑨ 6" PERVIOUS CONCRETE
 - ⑩ 3.75" STORMWATER STORAGE/INFILTRATION BED (AGGREGATE BASE COURSE)
 - ⑪ SHOULDER UNDERDRAIN SYSTEM (OUTFALLS TO BE STUBBED INTO SUBSURFACE DRAINAGE SYSTEM) (SEE DETAIL ON SHEET 3b)

SHEET NUMBER	3a	PARISH	EAST BATON ROUGE PARISH	PROJECT	20-CP-HC-0008
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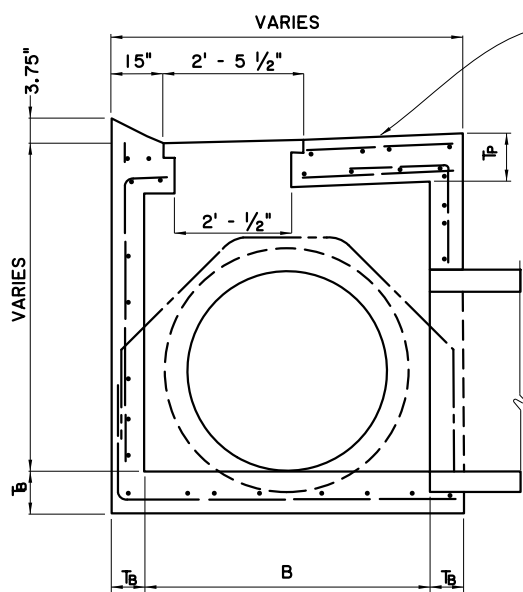
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 FINAL PLANS
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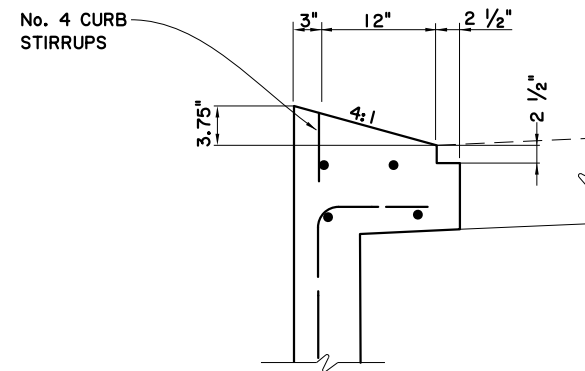
TOP VIEW (SINGLE INLET)
 SCALE: 3/4" = 1'-0"
 SEE 702-11 FOR DOUBLE INLET TOP VIEW

NOTES:

- FOR THE SINGLE INLET, SEE STANDARD PLAN 702-10 SINGLE RETICULINE STREET GRATE INLET (MOUNTABLE AND BARRIER CURB) FOR SECTION A-A, DIMENSION OF "B", AND APPLICABLE NOTES.
- FOR THE DOUBLE INLET, SEE STANDARD PLAN 702-11 DOUBLE RETICULINE STREET GRATE INLET (MOUNTABLE AND BARRIER CURB) FOR SECTION A-A, DIMENSION OF "B", AND APPLICABLE NOTES.

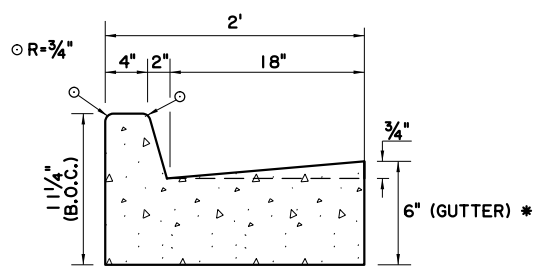


SECTION B-B (SINGLE & DOUBLE INLET)
 MOD. MOUNTABLE CURB SHOWN
 (N.T.S.)

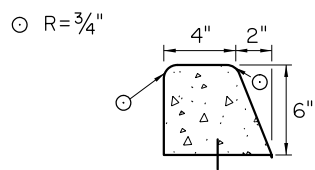


MOD. MOUNTABLE CURB (SINGLE & DOUBLE INLET)
 CURB DETAIL
 (N.T.S.)

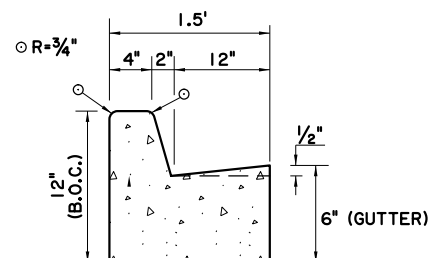
MODIFIED RETICULINE STREET GRATE INLET (MOUNTABLE CURB) DETAILS



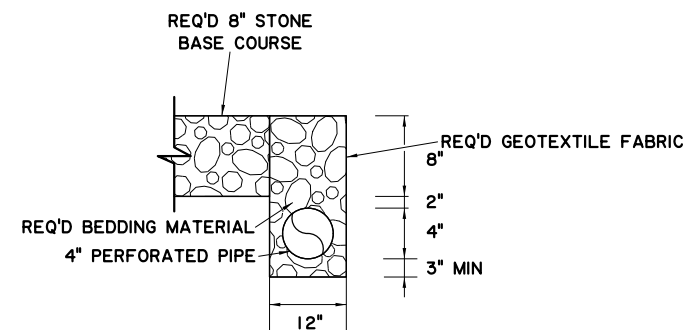
DETAIL OF 2' CURB & GUTTER (BARRIER)
 (N.T.S.)
 * DEPTH TO BE 8" FOR CURB ALONG DRIVEWAY REMOVAL AT SUMMA AVE. (L=80')



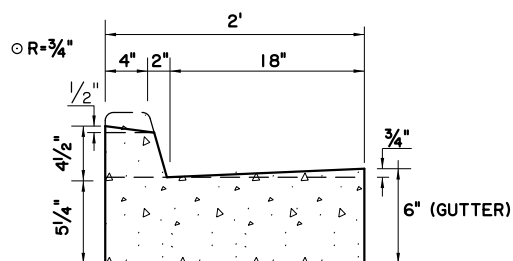
DETAIL OF INTEGRAL BARRIER CURB (6" HEIGHT)
 (N.T.S.)



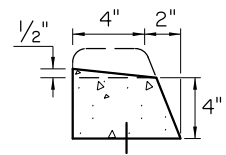
DETAIL OF 1.5' CURB & GUTTER (BARRIER)
 (N.T.S.)



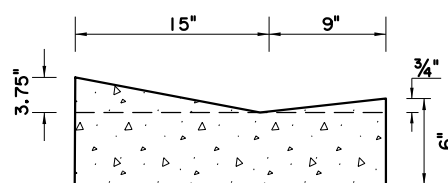
DETAIL OF SHOULDER UNDERDRAIN
 (N.T.S.)
 TO BE PAID FOR UNDER 7030104 4" PERFORATED PIPE UNDERDRAIN



DETAIL OF 2' CURB & GUTTER (BARRIER) AT HANDICAP RAMP (SPEED TABLE)
 (N.T.S.)



DETAIL OF INTEGRAL BARRIER CURB AT HANDICAP RAMP (SPEED TABLE)
 (N.T.S.)



MODIFIED MOUNTABLE CURB DETAIL
 (N.T.S.)

STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. No. 41444
 REGISTERED PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Frances Bratton
 9/30/2021

SHEET NUMBER		3b
EAST BATON ROUGE PARISH		
PARISH	CITY PROJECT	20-CP-HC-0008
DESIGNED MFB	CHECKED GDH	
DETAILED DTA	CHECKED MFB	
DATE	SHEET	3 OF 6
NO.	DATE	BY
REVISION DESCRIPTION		

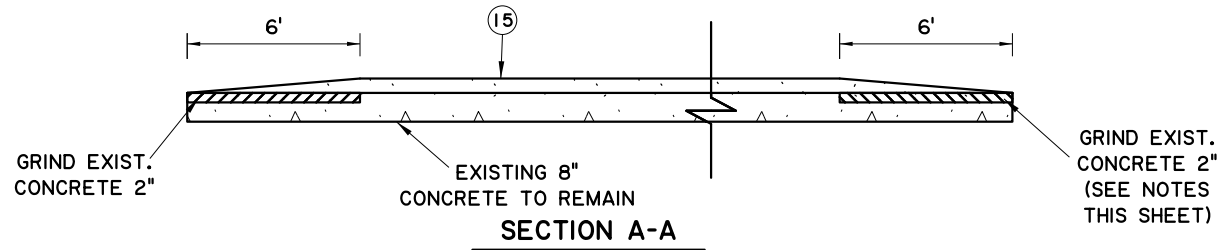
MOVEBR

TYPICAL SECTIONS & DETAILS

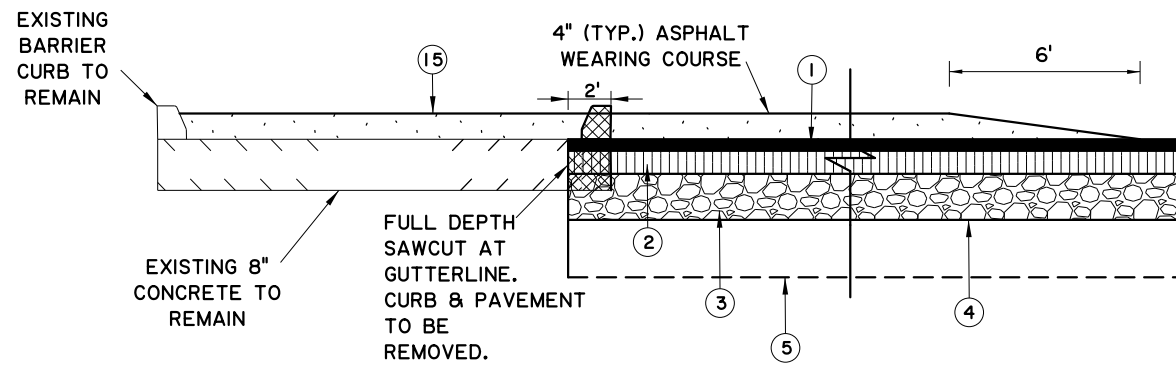
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR
 CITY OF BATON ROUGE
 PART OF EACH SECTION

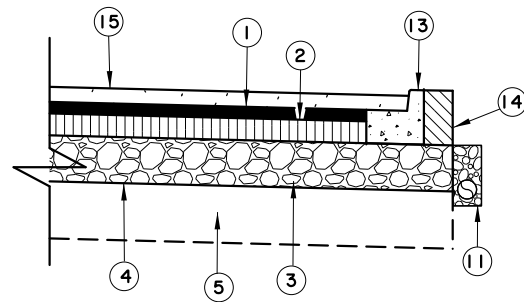
Stantec



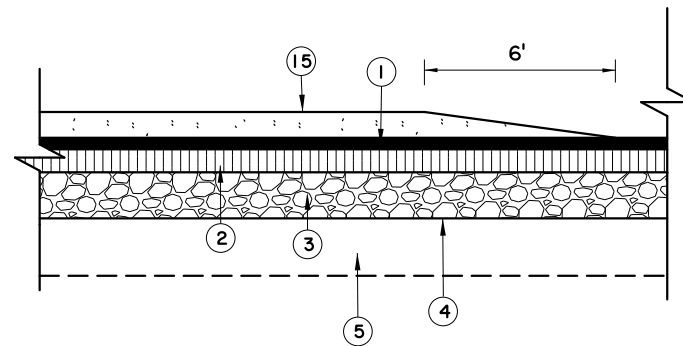
SECTION A-A
 LOCATED AT:
 PICARDY AVE./MIDWAY DR. INTERSECTION
 SUMMA AVE./MIDWAY DR. INTERSECTION



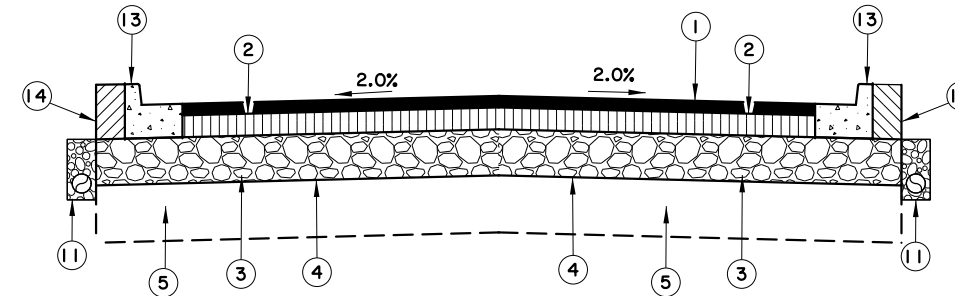
SECTION B-B
 LOCATED AT:
 SUMMA AVE./MIDWAY DR. INTERSECTION



SECTION C-C
 LOCATED AT:
 PICARDY AVE./MIDWAY DR. INTERSECTION
 SUMMA AVE./MIDWAY DR. INTERSECTION



SECTION D-D
 LOCATED AT:
 SUMMA AVE./MIDWAY DR. INTERSECTION



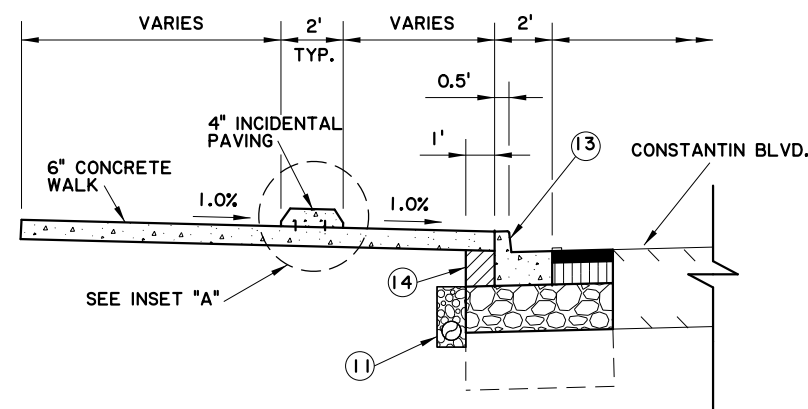
SECTION E-E
 LOCATED AT:
 TURNOUT NEAR STA 608+41.27

NOTES:

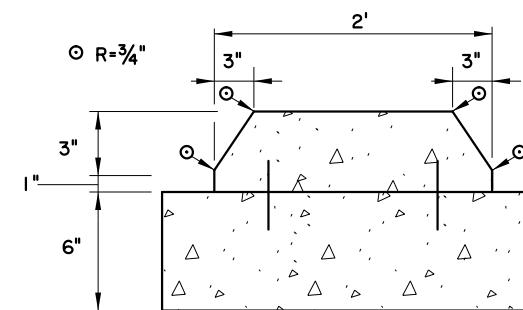
- CONTRACTOR SHALL NOT GRIND EXIST. CONCRETE PAVEMENT AT EXIST. JOINT LOCATIONS. CONTRACTOR SHALL FIELD VERIFY LIMITS OF GRINDING DO NOT CONFLICT WITH JOINT LOCATIONS.
- AFTER GRINDING, CONTRACTOR SHALL SEAL ANY CRACKS PRIOR TO OVERLAYING. TO BE PAID FOR UNDER PAY ITEM 1149100.

LEGEND

- ① 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
- ② 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
- ③ STONE BASE COURSE (8" THICK)
- ④ GEOTEXTILE FABRIC
- ⑤ TYPE D SUBGRADE TREATMENT (12" THICK) (9% BY VOLUME) (IN LOCATIONS OF CUT)
- ⑪ SHOULDER UNDERDRAIN SYSTEM (OUTFALLS TO BE STUBBED INTO SUBSURFACE DRAINAGE SYSTEM)
- ⑬ 2' CONCRETE CURB AND GUTTER (6" BARRIER)
- ⑭ EMBANKMENT MATERIAL
- ⑮ 4" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)



SECTION F-F
 LOCATED AT:
 EAST SIDE OF MIDWAY TURNOUT
 AT CONSTANTIN



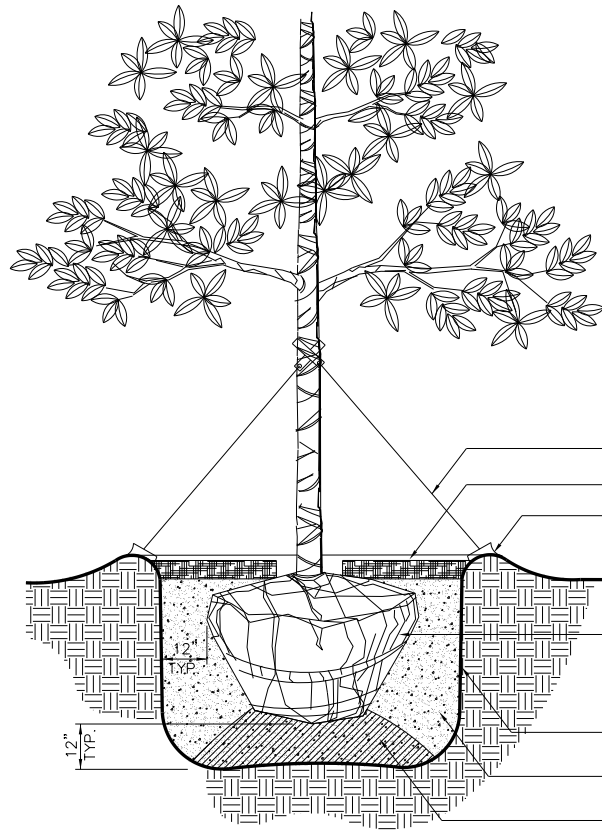
INSET "A"
 SEE GEOMETRIC DETAIL SHEETS FOR
 GEOMETRY OF MONOLITHIC ISLAND



Mary Frances Bratton
 9/30/2021

SHEET NUMBER		3c
PARISH		EAST BATON ROUGE PARISH
CITY PROJECT		20-CP-HC-0008
STATE PROJECT		-
DESIGNED	DATE	4 OF 6
CHECKED	SHEET	4 OF 6
DATE	NO.	BY
REVISION	DESCRIPTION	
TYPICAL SECTIONS & DETAILS		
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)		

TREE LOCATIONS					
LT			RT		
Station	Offset	Type	Station	Offset	Type
602+73	22.5	Live Oak	616+66	22.5	Nutall Oak
603+04	22.5	Live Oak	617+01	22.5	Nutall Oak
603+35	22.5	Live Oak	617+36	22.5	Nutall Oak
603+66	22.5	Live Oak	617+71	22.5	Nutall Oak
603+97	22.5	Live Oak	618+06	22.5	Nutall Oak
604+28	22.5	Live Oak	618+41	22.5	Nutall Oak
604+59	22.5	Live Oak	618+76	22.5	Nutall Oak
604+90	22.5	Live Oak	619+11	22.5	Nutall Oak
605+21	22.5	Live Oak	619+46	22.5	Nutall Oak
605+52	22.5	Live Oak	619+81	22.5	Nutall Oak
605+83	22.5	Live Oak	620+16	22.5	Nutall Oak
606+14	22.5	Live Oak	620+86	22.5	Nutall Oak
606+45	22.5	Live Oak	621+21	22.5	Nutall Oak
606+76	22.5	Live Oak	621+56	22.5	Nutall Oak
607+07	22.5	Live Oak	621+91	22.5	Nutall Oak
607+38	22.5	Live Oak	622+26	22.5	Nutall Oak
607+69	22.5	Live Oak	622+61	22.5	Nutall Oak
608+00	22.5	Live Oak	622+96	22.5	Nutall Oak
608+31	22.5	Live Oak	623+31	22.5	Nutall Oak
608+68	22.5	Live Oak	623+66	22.5	Nutall Oak
609+03	22.5	Live Oak	624+01	22.5	Nutall Oak
609+38	22.5	Live Oak	624+36	22.5	Nutall Oak
609+73	22.5	Live Oak	624+71	22.5	Nutall Oak
610+08	22.5	Live Oak	625+06	22.5	Nutall Oak
610+43	22.5	Live Oak	625+41	22.5	Sweetbay Magnolia
610+78	22.5	Live Oak	625+58	22.5	Sweetbay Magnolia
611+13	22.5	Live Oak	625+76	22.5	Sweetbay Magnolia
611+48	22.5	Live Oak	623+49	59	Live Oak
611+83	22.5	Live Oak	623+83	59	Live Oak
612+18	22.5	Live Oak	624+18	59	Live Oak
612+53	22.5	Live Oak	624+53	59	Live Oak
612+88	22.5	Live Oak	624+88	59	Live Oak
613+23	22.5	Live Oak	625+23	59	Live Oak
613+58	22.5	Live Oak	625+58	59	Live Oak
613+93	22.5	Live Oak	625+93	59	Live Oak
614+28	22.5	Live Oak			
614+63	22.5	Live Oak			
614+98	22.5	Live Oak			
616+31	22.5	Live Oak			
616+66	22.5	Nutall Oak			
617+01	22.5	Nutall Oak			
617+36	22.5	Nutall Oak			
617+71	22.5	Nutall Oak			
618+06	22.5	Nutall Oak			
618+41	22.5	Nutall Oak			
618+76	22.5	Nutall Oak			
619+11	22.5	Nutall Oak			
619+46	22.5	Nutall Oak			
619+81	22.5	Nutall Oak			
620+16	22.5	Nutall Oak			
620+51	22.5	Nutall Oak			
620+86	22.5	Nutall Oak			
621+21	22.5	Nutall Oak			
621+56	22.5	Nutall Oak			
622+26	22.5	Nutall Oak			
622+61	22.5	Nutall Oak			
622+96	22.5	Nutall Oak			
623+31	22.5	Nutall Oak			
623+66	22.5	Nutall Oak			
624+01	22.5	Nutall Oak			
624+36	22.5	Nutall Oak			
624+71	22.5	Nutall Oak			
625+40	22.5	Sweetbay Magnolia			
625+58	22.5	Sweetbay Magnolia			
625+76	22.5	Sweetbay Magnolia			



TREE PLANTING DETAIL
N.T.S.

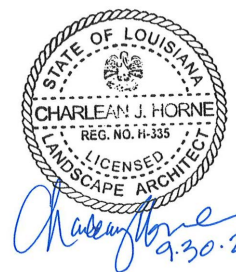
NOTE:

- CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
- IN SEMI-IMPERVIOUS SOIL CONDITIONS, ROOTBALL SHALL BE 4" ABOVE FINISH GRADE. COORDINATE WITH LANDSCAPE ARCHITECT PRIOR TO SETTING ROOTBALL ELEVATIONS.

- ADD STAKING AND WOVEN (NON-WIRE) STRAP STAKING TO BE PAID FOR UNDER COST OF TREE
- 3" MIN. OF HARDWOOD MULCH, KEEP 3" MIN. AWAY FROM TRUNK
- SOIL BERM TO HOLD WATER
- FINISHED GRADE
- B&B OR CONTAINERIZED - (CUT AND REMOVE BURLAP FROM TOP 1/3 OF ROOTBALL)
- SCARIFY SIDES OF HOLE TO 4" DEPTH MINIMUM
- PREPARED PLANTING SOIL AS SPECIFIED
- COMPACT PLANTING SOIL BENEATH ROOTBALL

GENERAL LANDSCAPE NOTES:

- ANY DEVIATION FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE.
- NOTIFY LANDSCAPE ARCHITECT OF ANY SITE CONDITIONS WHICH MAY NECESSITATE MODIFICATION TO THE PLAN. LANDSCAPE ARCHITECT SHALL, IF NECESSARY, MAKE "IN-FIELD MODIFICATIONS".
- FINE GRADING SHALL CONSIST OF HAND RAKED SMOOTH, FREE OF DEBRIS, ALL AREAS TO RECEIVE LANDSCAPE PLANTING AND/OR PINE STRAW MULCH.
- CONTRACTOR IS RESPONSIBLE FOR INSPECTION OF EXISTING CONDITIONS AND PROMPTLY REPORTING ANY DISCREPANCIES. CONTRACTOR TO PERFORM SOIL TESTS AS NECESSARY TO CONFORM TO SPECIFICATIONS.
- CONTRACTOR IS RESPONSIBLE FOR LOCATING EXISTING UTILITIES AND ANY DAMAGE HE IS RESPONSIBLE FOR THAT MAY OCCUR TO EXISTING UTILITIES.
- MULCH ALL PLANTING BEDS WITH HARDWOOD MULCH TO A 3" DEPTH. KEEP 3" MIN. AWAY FROM TRUNKS/STEMS. MULCH RING TO BE TWICE THE DIAMETER OF THE ROOT BALL AROUND THE TRUNK OF THE TREE. TO BE PAID FOR UNDER 9040400 TOP DRESSING MULCH.
- CONTRACTOR VERIFIES THAT ALL PLANT MATERIAL IS DETERMINED AVAILABLE AS SPECIFIED WHEN BID/PROPOSAL IS SUBMITTED.
- ROOT TYPE MAY BE FREELY SUBSTITUTED IN CASE OF BALLED AND BURLAPPED OR CONTAINER GROWN. OTHER SPECIFICATIONS REMAINING UNCHANGED. HEIGHT, SPREAD, AND CALIPER SIZE TO TAKE PRECEDENCE OVER CONTAINER SIZE ON ALL PROPOSED PLANT MATERIAL.
- ALL PLANTING BEDS SHALL BE HAND WEEDED OR SPRAYED PRIOR TO INSTALLATION OF MULCH.
- CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETELY MAINTAINING THE WORK (INCLUDING BUT NOT LIMITED TO: WATERING, MULCHING, SPRAYING, FERTILIZING, ETC) OF ALL PLANTING AREAS AND LAWNS PER PROJECT SPECS UNTIL TOTAL ACCEPTANCE OF WORK BY OWNER. TO BE PAID FOR WITH THE COST OF THE TREE
- THE STANDARDS SET FORTH IN THE 'AMERICAN STANDARD FOR NURSERY STOCK' REPRESENT GENERAL GUIDELINE SPECIFICATIONS ONLY AND WILL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL. TREES SHALL BE NO. 1 GRADE SPECIMEN.
- TREES PLANTED SHALL ALL BE AT LEAST 3" CALIPER, 10' HEIGHT, FULL CANOPY, AND STRAIGHT TRUNK.
- CONTRACTOR SHALL COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF ONE(1) YEAR BEGINNING AT THE DATE OF ACCEPTANCE. THE CONTRACTOR SHALL MAKE REPLACEMENTS PROMPTLY AS PER DIRECTION OF OWNER.
- ALL DECIDUOUS TREES, EXISTING AND PROPOSED SHALL BE PRUNED TO PROVIDE 4' MINIMUM CLEAR TRUNK UNLESS OTHERWISE NOTED.
- CONTRACTOR TO SUPPLY GATOR BAGS OR EQUAL PRODUCT FOR WATERING TREES TO ESTABLISHMENT & CONTINUED MAINTENANCE. TO BE PAID FOR UNDER THE COST OF THE TREE.



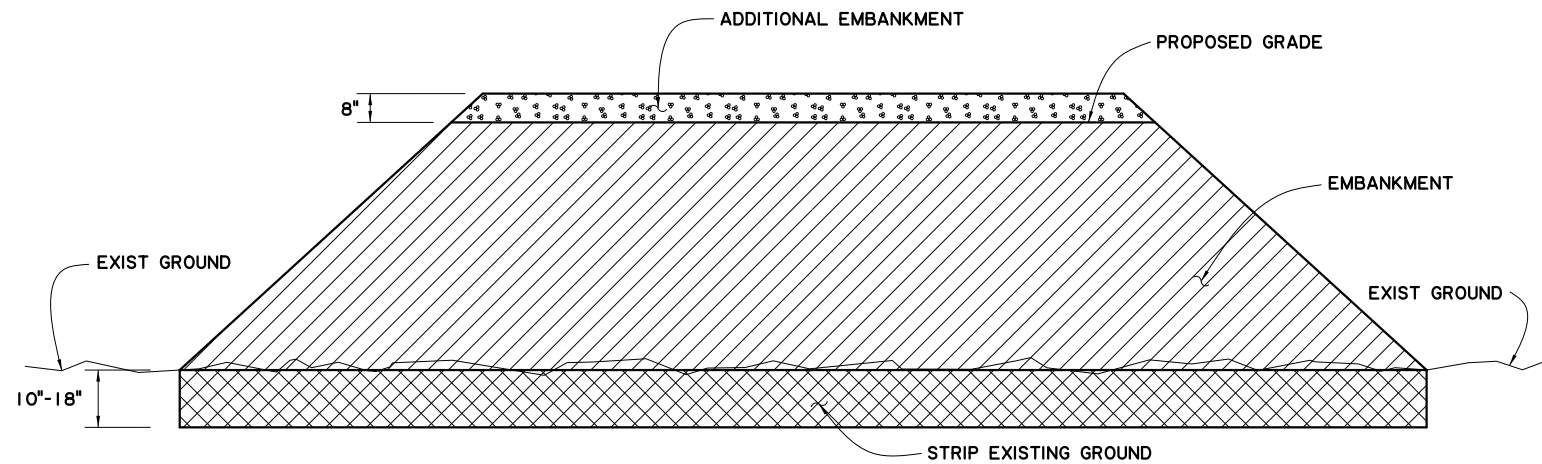
SHEET NUMBER	3d
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED MFB	
CHECKED GDH	
DTA	
CHECKED MFB	
DATE	5 OF 6
SHEET	
BY	
NO.	
DATE	
REVISION DESCRIPTION	
TYPICAL SECTIONS & DETAILS	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	

STAGE 1
 STRIP EXISTING GROUND 10"-18" (STATION 620+50 TO 626+45)

STAGE 2
 PROOF-ROLL THE EXPOSED SUBGRADE WITH HEAVY RUBBER Tired VEHICLE WEIGHING BETWEEN 30,000-40,000 LBS (TOTAL VEHICLE WEIGHT). ANY UNSTABLE SUBGRADE IDENTIFIED SHALL BE LIME TREATED TO CREATE A WORKING TABLE FOR SUBSEQUENT FILL PLACEMENT. TREATMENT SHOULD CONSIST OF 9% HYDRATED LIME BY VOLUME MIXED TO 12" OR AS DIRECTED BY THE PROJECT ENGINEER.

STAGE 3
 PLACE EMBANKMENT IN 9" MAX LOOSE LIFTS. EACH LIFT TO BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-698 (STANDARD PROCTOR) W/ MOISTURE WITHIN +/-2% OF OPTIMUM. SETTLEMENT SHOULD BE TAKEN INTO ACCOUNT WHEN THE FILL MATERIAL IS PLACED SO THAT EXTRA MATERIAL DOES NOT HAVE TO BE PLACED AFTER THE HOLD TIME.

STAGE 4
 SETTLEMENT OF EMBANKMENT IS EXPECTED TO BE BETWEEN 6"-8". THIS IS EXPECTED TO OCCUR OVER A PERIOD OF APPROXIMATELY 30-60 DAYS. GRAVITY SEWER, AND DRAINAGE STRUCTURES WILL BE CONSTRUCTED AFTER THE EMBANKMENT HAS SETTLED.

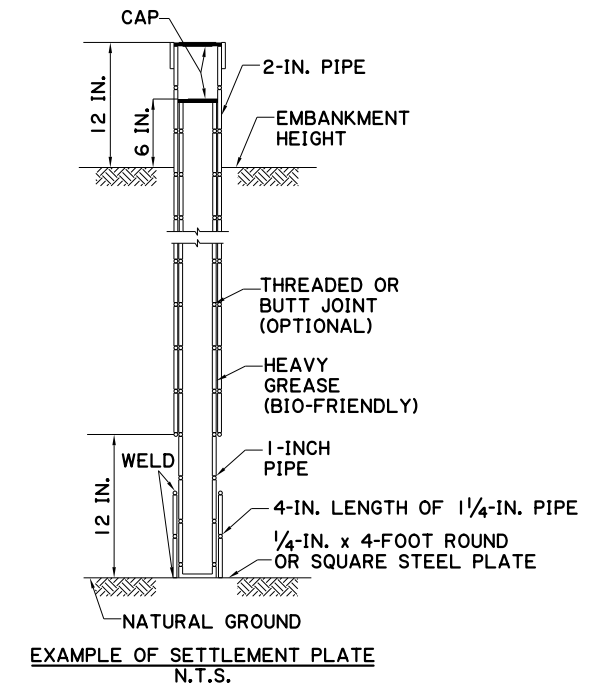


SETTLEMENT PLATE NOTES:

- CONTRACTOR SHALL INSTALL SETTLEMENT PLATES EVERY 250 FT. IN AREAS WITH MORE THAN 3 FT. OF EMBANKMENT FILL. (SEE SCHEDULE BELOW)
- SETTLEMENT PLATES SHOULD BE INSTALLED AFTER COMPLETION OF INITIAL STRIPPING OF NATURAL SUBGRADE BUT BEFORE PLACING EMBANKMENT. THE HORIZONTAL COORDINATES AND ELEVATION OF THE PLATES AND THE TOP OF EXTENSIONS ARE TO BE SURVEYED BY THE CONTRACTOR. THE ELEVATION SURVEY SHOULD BE PERFORMED WITH EQUIPMENT THAT IS ACCURATE TO THE NEAREST 0.01 FEET.
- CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SETTLEMENT PLATES DURING THE EMBANKMENT INSTALLATION AND PERFORMING SURVEYING AS REQUIRED TO MONITOR SETTLEMENT. CONTRACTOR SURVEY MUST ACCURATELY ACCOUNT FOR ADDITIONS OF PIPE EXTENSIONS DURING EMBANKMENT PLACEMENT. DAMAGED PLATES SHALL BE REPAIRED AS REQUIRED DURING THE INSTALLATION PROCESS.
- CONTRACTOR IS RESPONSIBLE FOR MONITORING THE PLATES WEEKLY DURING EMBANKMENT INSTALLATION. THEN WEEKLY AFTER COMPLETION OF EMBANKMENT FILL FOR 2 MONTHS OR UNTIL SETTLEMENT HAS OCCURRED, AS DIRECTED BY THE PROJECT ENGINEER. SETTLEMENT DATA SHALL BE FORWARDED TO THE ENGINEER FOR REVIEW ON A WEEKLY BASIS.
- EMBANKMENT SETTLEMENT PERIODS ARE APPROXIMATE. SETTLEMENT PERIOD MAY BE ADJUSTED AT THE DISCRETION OF THE GEOTECHNICAL ENGINEER WITH CONCURRENCE FROM THE PROJECT ENGINEER.

SETTLEMENT PLATES	
STATION	NUMBER OF PLATES
MIDWAY DR.	
622+67	1
625+17	1
626+18	1
TOTAL	3

PLATES TO BE PLACED NEAR ROADWAY BASELINE OR AS DIRECTED BY THE PROJECT ENGINEER.



9/29/2021

DESIGNED: MFEB	CHECKED: LGDH	DATE	BY
DETAILED: DTA	CHECKED: MFEB	DATE	BY
SHEET NUMBER		3e	
PARISH		EAST BATON ROUGE PARISH	
CITY PROJECT		20-CP-HC-0008	
STATE PROJECT		-	
NO.		DATE	
REVISION DESCRIPTION		DATE	
TYPICAL SECTIONS & DETAILS MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)			

LEGEND - EXISTING TOPOGRAPHY

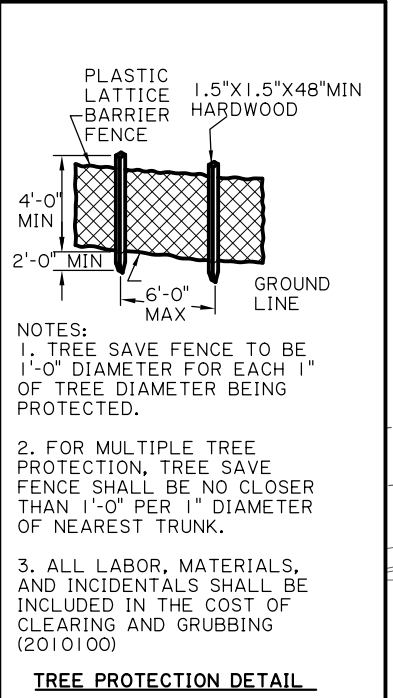
CONTROL POINT	△	GAS LINE	—G—G—
TEMPORARY BENCH MARK	⊗	GAS METER	⊗
PHOTO TARGET	⊗	GAS SERVICE (NO METER)	⊗
PAVEMENT EDGE	—	GAS REGULATOR	⊗
SHOULDER EDGE	—	GAS RISER	⊗
SLOPE TOE	—	GAS TEST BOX	⊗
GUARDRAIL TOP	—	GAS VALVE	⊗
HIGH BANK	—	GAS LINE/CASING	—G—G—
WATER'S EDGE	—	GAS VENT	⊗
HIGH WATER MARK	+	RAILROAD MILEPOST	—
BOX CULVERT	—	RAILROAD SIGNAL	—
PIPE CULVERT	—	RAILROAD SWITCH	—
CATCH BASIN TOP (ROUND)	⊗	RAILROAD TRACK	—
DROP INLET TOP (ROUND)	⊗	RR TRAFFIC SIGNAL BOX	⊗
DRAINAGE MANHOLE TOP	⊗	SEWER LINE	—S—S—
LEVEE TOP	—	SEWER MANHOLE TOP	⊗
DITCH CENTERLINE	—	SEWER BLOWOUT VALVE	⊗
TREE	—	SEWER CLEANOUT	⊗
WOODS EDGE	—	SEPTIC TANK	⊗
MARSH LINE	—	SEWER PUMP (PRIVATE)	⊗
SWAMP LINE	—	SEWER TREATMENT (INDIVIDUAL)	⊗
TREE CLUSTER	—	FEDERAL AID MARKER	⊗
HEDGE	—	TRAFFIC CONTROLLER BOX	⊗
BUSH	—	TRAFFIC COUNTER	⊗
TREE LINE	—	TRAFFIC SIGNAL	⊗
FENCE LINE	—	TRAFFIC SIGNAL SUPPORT POLE	⊗
GATE	—	LIGHT POLE	⊗
CATTLE GUARD	—	LIGHT PEDESTAL	⊗
PROPERTY CORNER	⊗	LIGHT POWER VAULT	⊗
RIGHT OF WAY MONUMENT	⊗	TRAFFIC SIGN	⊗
SECTION CORNER	⊗	PARKING METER	⊗
FENCE CORNER	⊗	TELEPHONE POLE	⊗
TELEVISION CABLE	—TV—	TELEPHONE LINE	—T—T—
TELEVISION PEDESTAL	⊗	TELEPHONE BOOTH	⊗
POWER POLE	⊗	TELE CROSS CONNECT BOX	⊗
DEADMAN	⊗	TELEPHONE PEDESTAL	⊗
POWER LINE	—P—	TELEPHONE PRESSURE BOX	⊗
POWER JUNCTION BOX	⊗	WATER LINE	—W—
POWER VAULT	⊗	WATER LINE/CASING	—W—
TRANSFORMER	⊗	WATER CLEANOUT	⊗
COMBINATION POLE	⊗	WATER METER	⊗
POWER DROP	⊗	WATER VALVE	⊗
PIPELINE	—	WATER VALVE VAULT	⊗
PIPELINE VENT	⊗	WATER WELL	⊗
PIPELINE REGULATOR	⊗	FIRE HYDRANT	⊗
GAS WELL	⊗	BILLBOARD	⊗
HAY BALES	—SF—	FUEL PUMP	⊗
SILT FENCE	—SF—	POST	⊗
INLET SILT TRAP	⊗	SIGN POST	⊗
		STORAGE TANK (ROUND)	⊗
		GRAVE	⊗
		MAILBOX	⊗
		ORNAMENTAL LIGHT	⊗
		FLAG POLE	⊗
		GRAVE	⊗

PROPOSED LEGEND

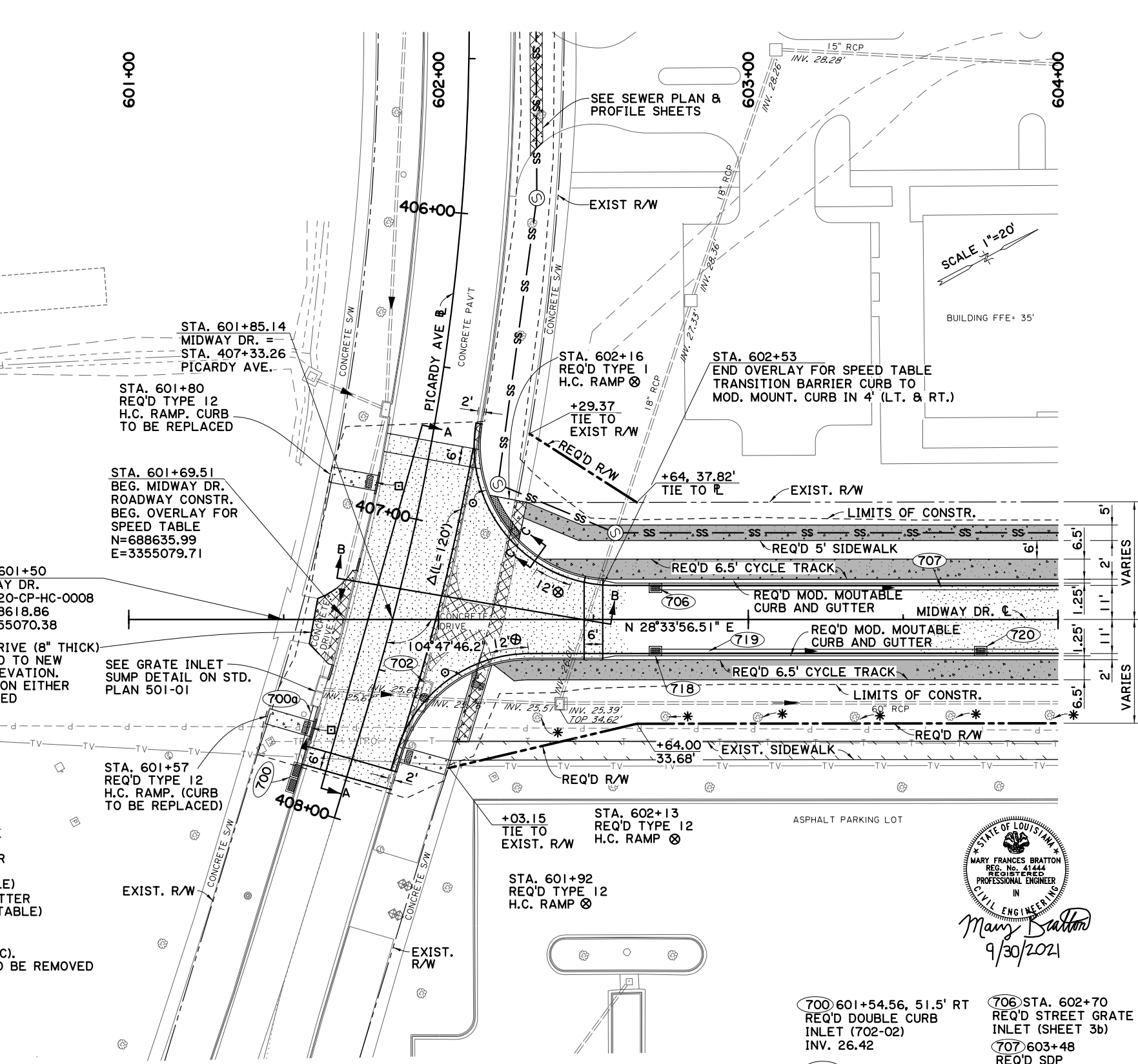
	REMOVAL
	ASPHALT PAVEMENT
	CONCRETE PAVEMENT
	PERVIOUS CONCRETE
	INCIDENTAL PAVING
	EXIST. SIDEWALK TO REMAIN
—SS—	SANITARY SEWER GRAVITY LINE

Removal of Drainage	
Drainage Structure Type	Length
Midway Dr	
Single Drop Inlet	1
72" RCP	66
24" RCP	38

DRAINAGE REMOVAL TABLE FOR INFO. ONLY. TO BE PAID FOR UNDER PAY ITEM 2020100 REMOVAL OF STRUCTURES AND OBSTRUCTIONS.



- ⊗ REQ'D BARRIER CURB & GUTTER
 - ⊠ EXIST. CURB AT H.C. RAMP TO BE REPLACED, INCLUDING 1' TAPER ON EACH SIDE. SEE SHEET 3b FOR DETAIL OF INTEGRAL BARRIER CURB AT H.C. RAMP. (SPEED TABLE)
 - ⊗ SEE SHEET 3b FOR 2' CURB & GUTTER (BARRIER) AT H.C. RAMP (SPEED TABLE) DETAIL.
 - △ REQ'D FULL DEPTH SAWCUT ALONG GUTTER LINE (2' FROM BOC). CONCR. PAV'T INCLUDING CURB TO BE REMOVED
 - * EXIST TREE TO REMAIN SEE TREE PROTECTION DETAIL THIS SHEET
- NOTES:
- SEE GRAVITY SEWER PLAN AND PROFILE SHEETS FOR SEWER INFORMATION.
 - SEE TYPICAL SECTION FOR SECTION A-A, B-B, & C-C
 - SEE DESIGN DRAINAGE MAPS FOR EXIST. DRAINAGE STRUCTURES INFO.
 - SIDEWALK HANDICAP RAMPS TO BE CONSTRUCTED WITH 4" CONCRETE WALK.



STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. NO. 4144
 REGISTERED PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
 Mary Bratton
 9/30/2021

- 700 601+54.56, 51.5' RT REQ'D DOUBLE CURB INLET (702-02) INV. 26.42
- 700a 601+58 REQ'D SDP 18" X 21' @ 0.15%
- 702 601+99 ADJUST EXIST. CB TO DRAIN MANHOLE INLET (702-51) TOP EL. 35.16
- 706 STA. 602+70 REQ'D STREET GRATE INLET (SHEET 3b)
- 707 603+48 REQ'D SDP 15" X 153' @ 0.62%
- 718 602+70 REQ'D STREET GRATE INLET (SHEET 3b)
- 719 603+23 REQ'D SDP 15" X 103' @ 0.62%
- 720 603+75 REQ'D STREET GRATE INLET (SHEET 3b)

SHEET NUMBER	4
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED	
CHECKED	
DATE	1 OF 12
REVISION DESCRIPTION	
NO.	
DATE	
BY	

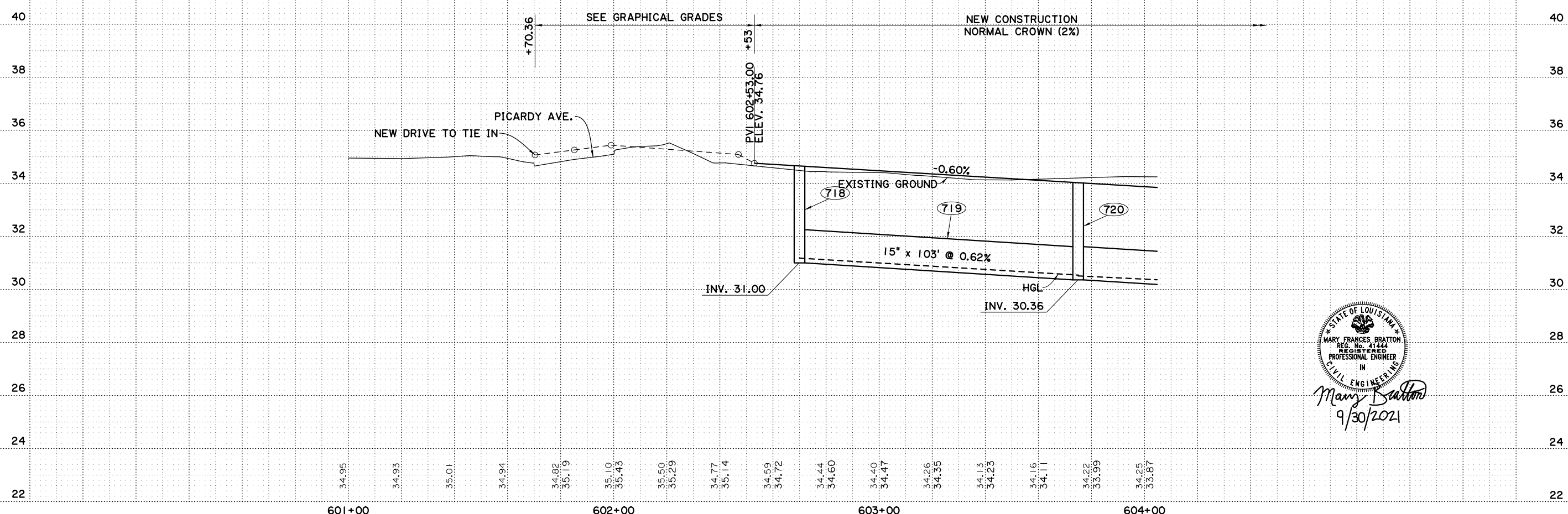
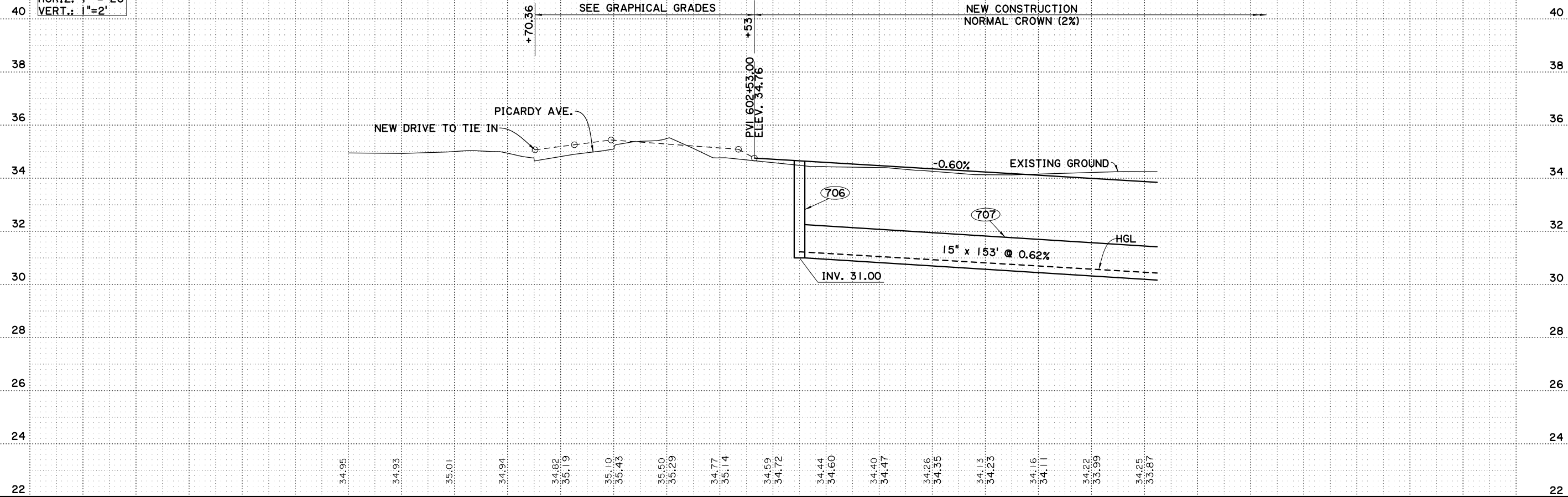
PLAN AND PROFILE SHEET WITH DRAINAGE

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR
 CITY OF BATON ROUGE
 PARTNER OF EXCELLENCE

Stantec

HORIZ: 1" = 20'
VERT.: 1" = 2'



STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. No. 41444
 DISTRICT 5
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Frances Bratton
 9/30/2021

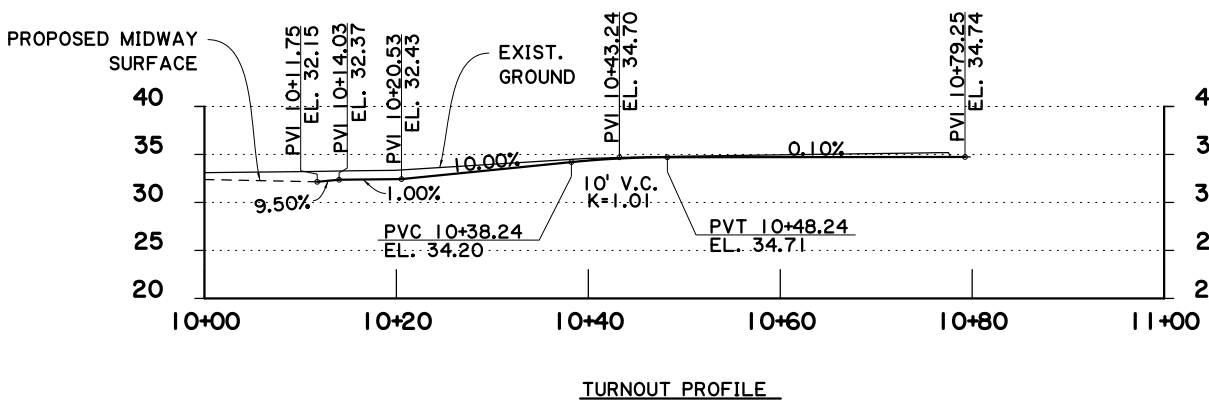
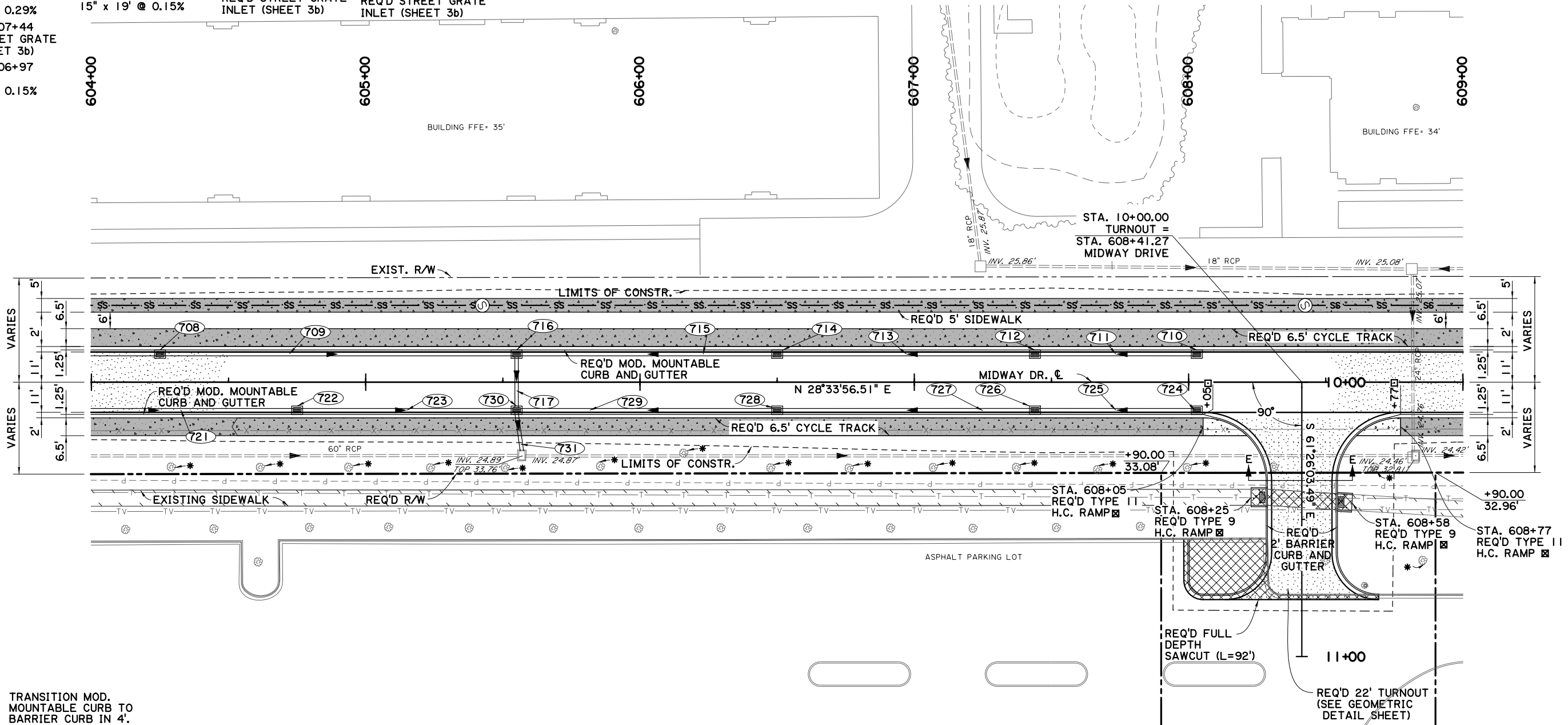
SHEET NUMBER		5	
PARISH		EAST BATON ROUGE PARISH	
CITY PROJECT		20-CP-HC-0008	
STATE PROJECT		-	
DESIGNED MFB	CHECKED GDH	DATE	BY
DETAILED DTA	CHECKED MFB	2 OF 12	
NO.		DATE	REVISION DESCRIPTION
PLAN AND PROFILE SHEET WITH DRAINAGE MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)			
 CITY OF BATON ROUGE PART OF EACH ACTIVE PROJECT			

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FINAL PLANS

- 708 STA. 604+25
REQ'D STREET GRATE
INLET (SHEET 3b)
- 709 STA. 604+90
REQ'D SDP
15" x 128' @ 1.56%
- 710 STA. 608+03
REQ'D STREET GRATE
INLET (SHEET 3b)
- 711 STA. 607+73
REQ'D SDP
15" x 57' @ 0.29%
- 712 STA. 607+44
REQ'D STREET GRATE
INLET (SHEET 3b)
- 713 STA. 606+97
REQ'D SDP
15" x 92' @ 0.15%
- 714 STA. 606+50
REQ'D STREET GRATE
INLET (SHEET 3b)
- 715 STA. 606+03
REQ'D SDP
15" x 93' @ 0.15%
- 716 STA. 605+55
REQ'D STREET GRATE
INLET (SHEET 3b)
- 717 STA. 605+55
REQ'D SDP
15" x 19' @ 0.15%
- 721 STA. 604+25
REQ'D SDP
15" x 98' @ 0.61%
- 722 STA. 604+75
REQ'D STREET GRATE
INLET (SHEET 3b)
- 723 STA. 605+15
REQ'D SDP
15" x 78' @ 2.19%
- 724 STA. 608+03
REQ'D STREET GRATE
INLET (SHEET 3b)
- 725 STA. 607+74
REQ'D SDP
15" x 57' @ 0.29%
- 726 STA. 607+44
REQ'D STREET GRATE
INLET (SHEET 3b)
- 727 STA. 606+97
REQ'D SDP
15" x 92' @ 0.15%
- 728 STA. 606+50
REQ'D STREET GRATE
INLET (SHEET 3b)
- 729 STA. 606+03
REQ'D SDP
15" x 93' @ 0.18%
- 730 STA. 605+55
REQ'D STREET GRATE
INLET (SHEET 3b)
- 731 STA. 605+56
REQ'D SDP
15" x 15' @ 0.15%

SCALE 1"=20'



- ☐ TRANSITION MOD. MOUNTABLE CURB TO BARRIER CURB IN 4'.
 - * EXIST TREE TO REMAIN. SEE TREE PROTECTION DETAIL ON SHEET 4.
 - ☑ SEE STD. PLAN 907-02 FOR CURB & GUTTER H.C. RAMP (BARRIER TYPE) DETAILS.
- NOTES:
1. SEE GRAVITY SEWER PLAN AND PROFILE SHEETS FOR SEWER INFORMATION.
 2. SEE SHEET 3c FOR SECTION E-E.
 3. SIDEWALK HANDICAP RAMPS TO BE BUILT WITH 4" CONCRETE WALK.
 4. CYCLE TRACK H.C. RAMPS TO BE CONSTRUCTED WITH 6" CONCRETE WALK.

STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. NO. 41444
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Frances Bratton
 9/30/2021

SHEET NUMBER	6	PARISH	EAST BATON ROUGE PARISH
DESIGNED	MFB	CITY PROJECT	20-CP-HC-0008
CHECKED	GDH	STATE PROJECT	-
DATE		DATE	
CHECKED	DTA	DATE	
CHECKED	MFB	DATE	
DATE		DATE	
SHEET	3 OF 12	BY	
NO.		REVISION DESCRIPTION	

PLAN AND PROFILE SHEET WITH DRAINAGE

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

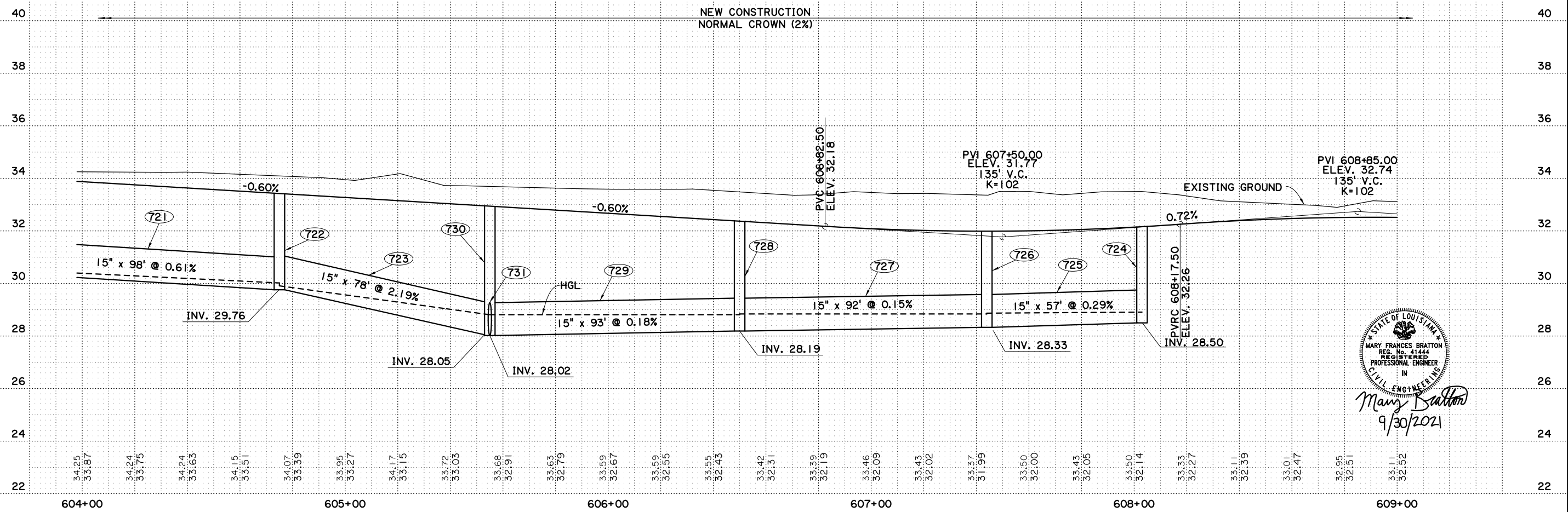
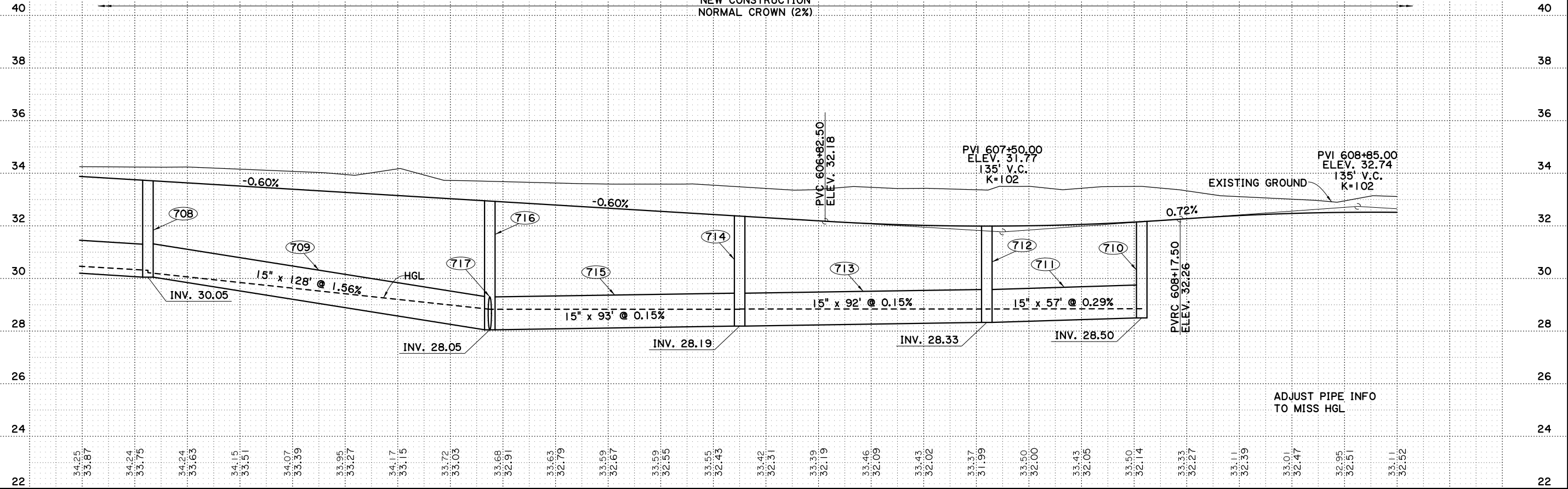
CITY OF BATON ROUGE
 PART OF THE SEWER DISTRICT

14:1:1

FINAL PLANS

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HORIZ: 1" = 20'
VERT.: 1" = 2'



STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. NO. 41444
 REGISTERED
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
 Mary Frances Bratton
 9/30/2021

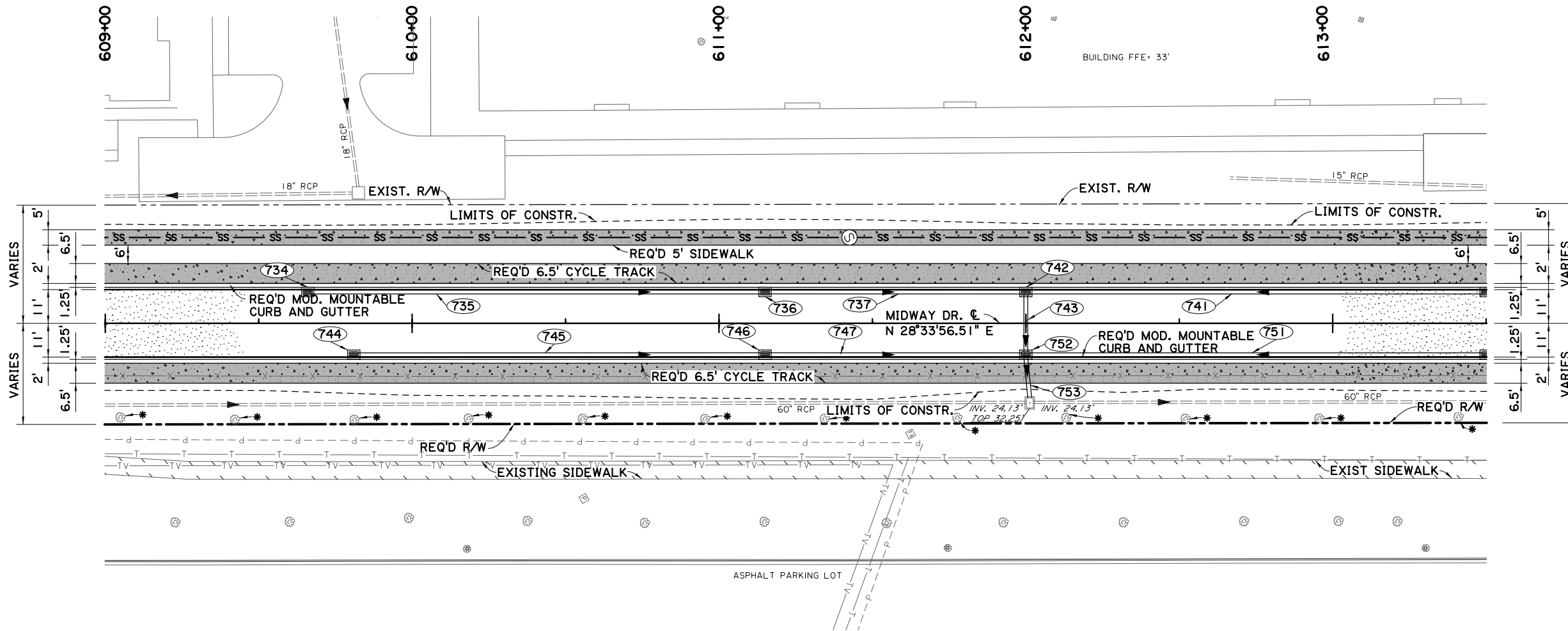
SHEET NUMBER		7
DESIGNED	MFB	
CHECKED	GDH	
DETAILED	DTA	
CHECKED	MFB	
DATE		4 OF 12
		SHEET
		BY
		NO.
		REVISION DESCRIPTION
		DATE
		BY

EAST BATON ROUGE PARISH
 CITY PROJECT 20-CP-HC-0008
 STATE PROJECT -

PLAN AND PROFILE SHEET
 WITH DRAINAGE
 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR
 CITY OF BATON ROUGE
 OFFICE OF PUBLIC WORKS

Stantec



SCALE 1"=20'

- | | | |
|---|---|---|
| (734) STA. 609+66
REQ'D STREET GRATE
INLET (SHEET 3b) | (742) STA. 612+00
REQ'D STREET GRATE
INLET (SHEET 3b) | (747) STA. 611+58
REQ'D SDP
15" x 83' @ 0.98% |
| (735) STA. 610+40
REQ'D SDP
15" x 147' @ 0.47% | (743) STA. 612+00
REQ'D SDP
15" x 20' @ 0.15% | (751) STA. 612+75
REQ'D SDP
15" x 148' @ 0.55% |
| (736) STA. 611+15
REQ'D STREET GRATE
INLET (SHEET 3b) | (744) STA. 609+81
REQ'D STREET GRATE
INLET (SHEET 3b) | (752) STA. 612+00
REQ'D STREET GRATE
INLET (SHEET 3b) |
| (737) STA. 611+58
REQ'D SDP
15" x 83' @ 0.15% | (745) STA. 610+48
REQ'D SDP
15" x 132' @ 0.46% | (753) STA. 612+01
REQ'D SDP
15" x 14' @ 0.15% |
| (741) STA. 612+75
REQ'D SDP
15" x 148' @ 0.15% | (746) STA. 611+15
REQ'D STREET GRATE
INLET (SHEET 3b) | |

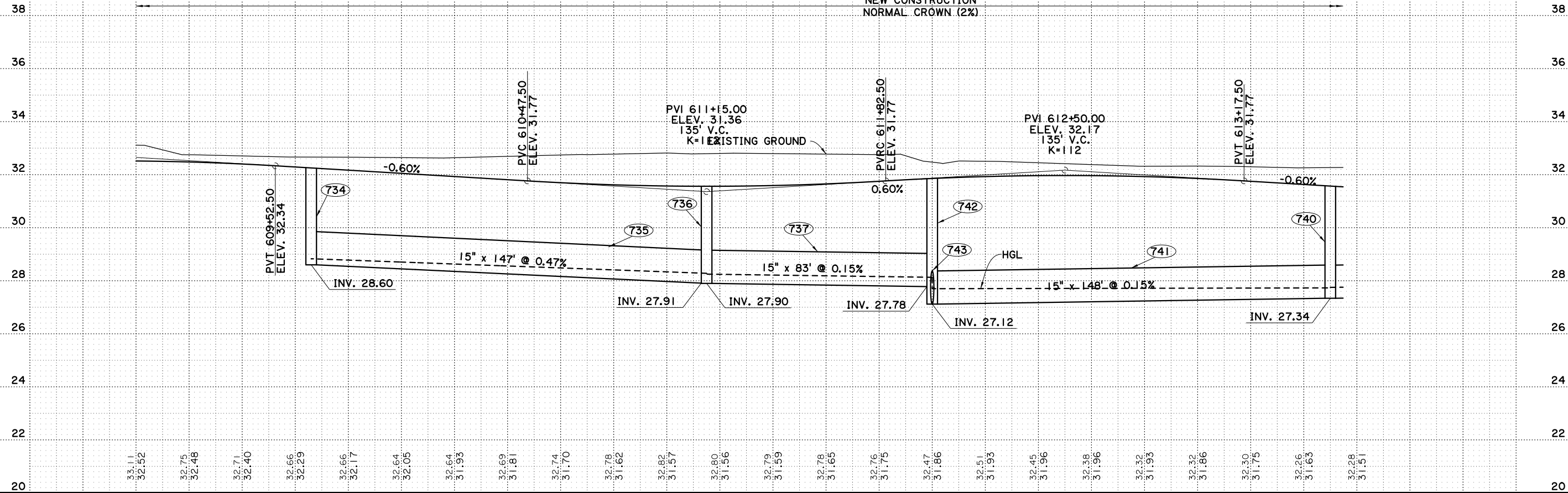
* EXIST TREE TO REMAIN. SEE TREE PROTECTION DETAIL ON SHEET 4.

NOTES:
1. SEE GRAVITY SEWER PLAN AND PROFILE SHEETS FOR SEWER INFORMATION.

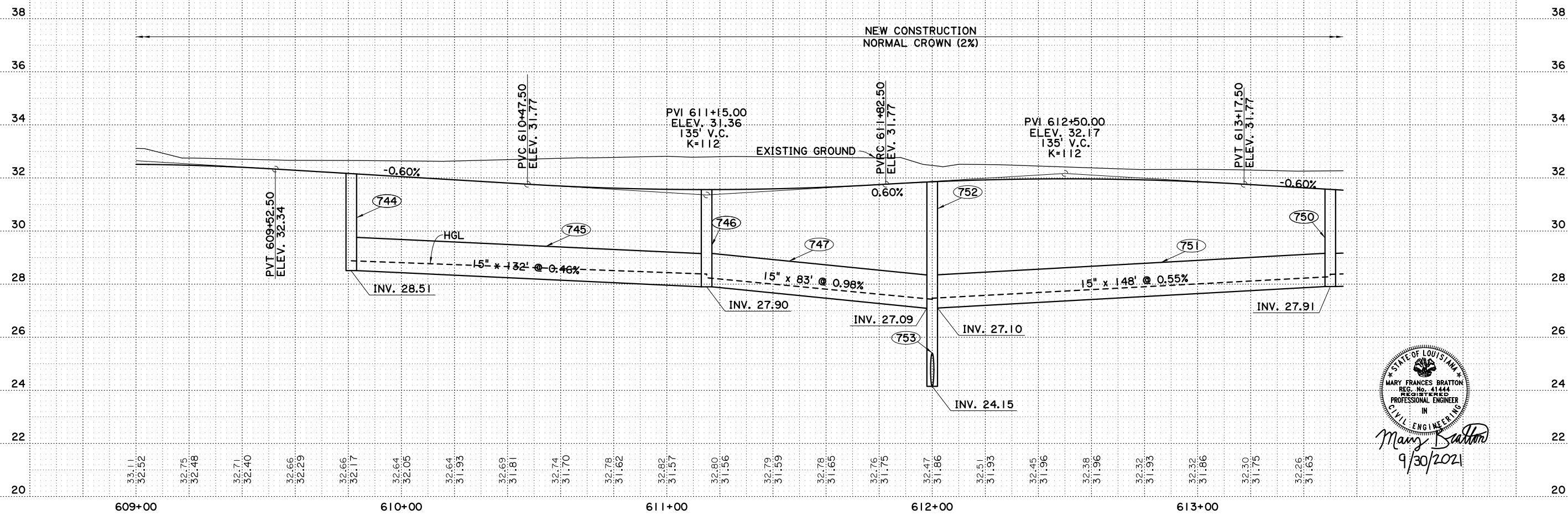
STATE OF LOUISIANA
MARY FRANCES BRATTON
REG. NO. 41444
REGISTERED PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
Mary Bratton
9/30/2021

SHEET NUMBER 00	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CHECKED GDH
DETAILED DTA	CHECKED MFB
DATE	SHEET
5 OF 12	
PARISH EAST BATON ROUGE PARISH	
CITY PROJECT 20-CP-HC-0008	
STATE PROJECT	
BY	
REVISION DESCRIPTION	
NO.	DATE
BR	
CITY OF BATON ROUGE	
PLANNING AND DEVELOPMENT DEPARTMENT	
PLAN AND PROFILE SHEET WITH DRAINAGE	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	
Stantec	

HORIZ.: 1" = 20'
VERT.: 1" = 2'



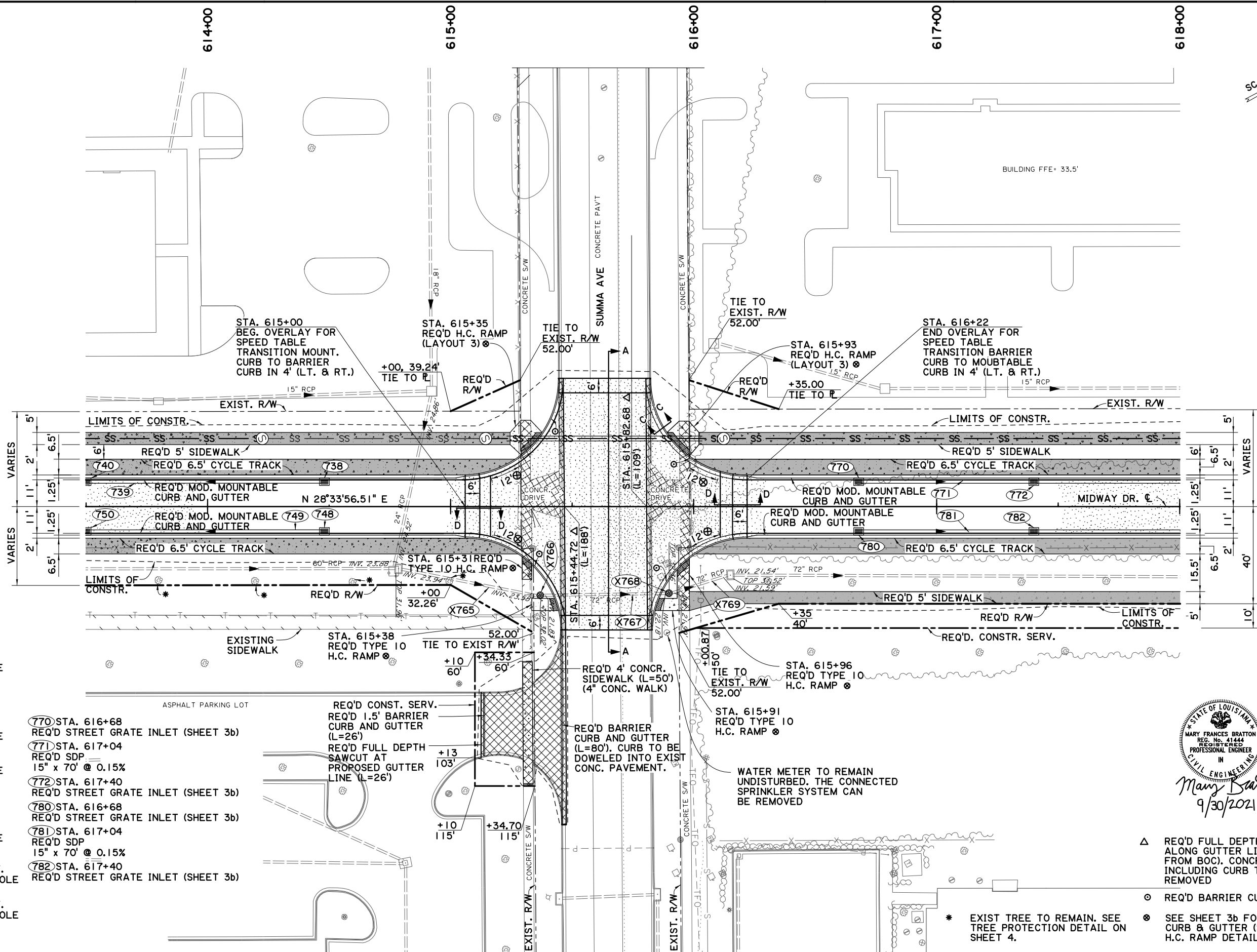
33.11	32.75	32.71	32.66	32.66	32.64	32.64	32.69	32.74	32.78	32.82	32.80	32.79	32.78	32.76	32.47	32.51	32.45	32.38	32.32	32.32	32.30	32.26	32.28
32.52	32.48	32.40	32.29	32.17	32.05	31.93	31.81	31.70	31.62	31.57	31.56	31.59	31.65	31.75	31.86	31.93	31.96	31.96	31.93	31.86	31.75	31.63	31.51



33.11	32.75	32.71	32.66	32.66	32.64	32.64	32.69	32.74	32.78	32.82	32.80	32.79	32.78	32.76	32.47	32.51	32.45	32.38	32.32	32.32	32.30	32.26	32.28
32.52	32.48	32.40	32.29	32.17	32.05	31.93	31.81	31.70	31.62	31.57	31.56	31.59	31.65	31.75	31.86	31.93	31.96	31.96	31.93	31.86	31.75	31.63	31.51

STATE OF LOUISIANA
MARY FRANCES BRATTON
REC. No. 41444
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
9/30/2021

SHEET NUMBER		0	
DESIGNED MFB		EAST BATON ROUGE PARISH	
CHECKED GDH		CITY PROJECT	
DETAILED DTA		20-CP-HC-0008	
CHECKED MFB		STATE PROJECT	
DATE		6 OF 12	
NO.		BY	
DATE		REVISION DESCRIPTION	
PLAN AND PROFILE SHEET WITH DRAINAGE			
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)			



SCALE 1"=20'

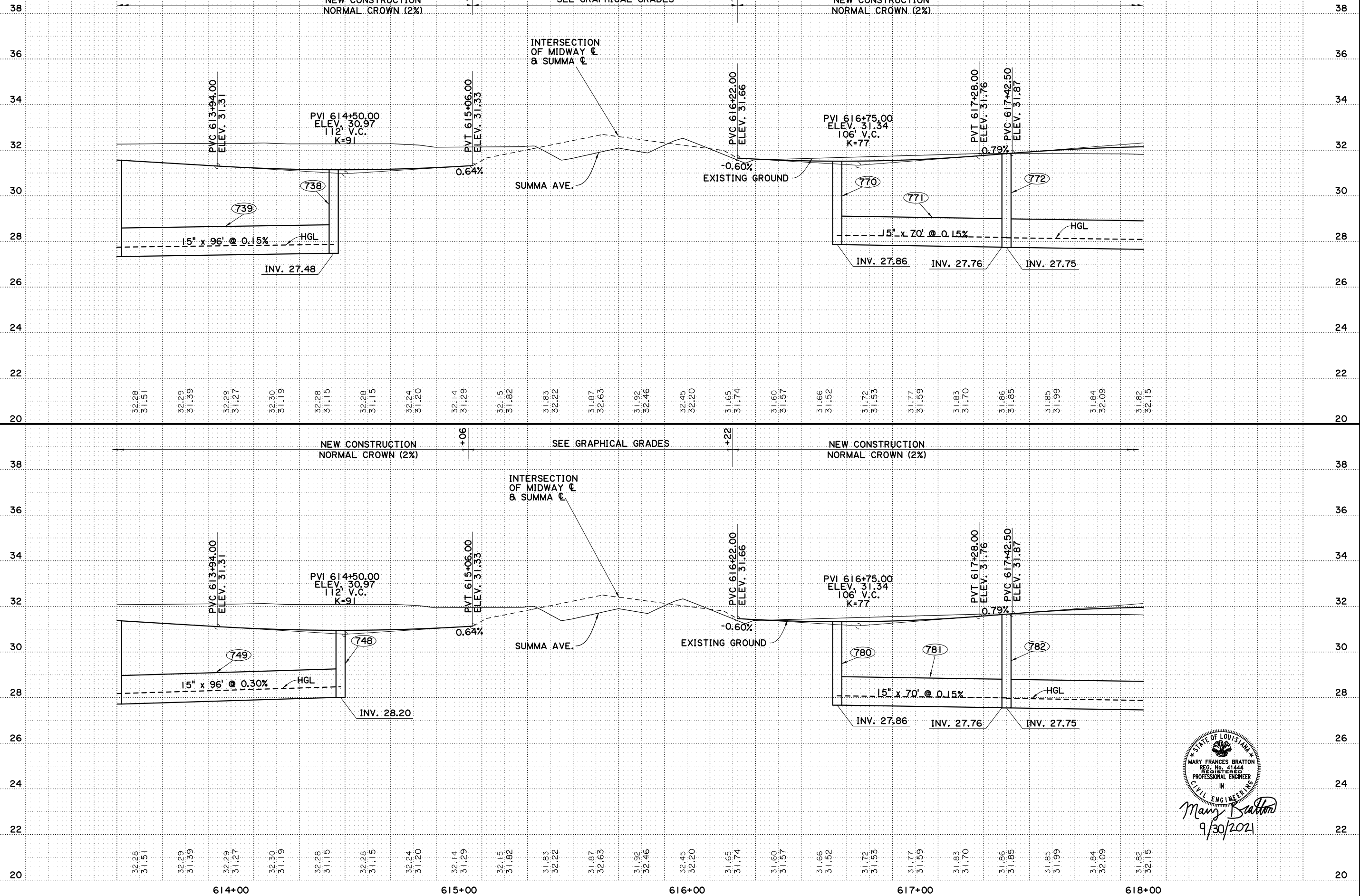
- (738) STA. 614+48
REQ'D STREET GRATE
INLET (SHEET 3b)
- (739) STA. 613+99
REQ'D SDP
15" x 96' @ 0.15%
- (740) STA. 613+50
REQ'D STREET GRATE
INLET (SHEET 3b)
- (748) STA. 614+48
REQ'D STREET GRATE
INLET (3b)
- (749) STA. 613+99
REQ'D SDP
15" x 96' @ 0.30%
- (750) STA. 613+50
REQ'D STREET GRATE
INLET (SHEET 3b)
- (X766) 615+44, 49' RT.
ADJUST EXIST. MANHOLE
TOP EL. 33.31
- (X768) 615+97, 41' RT.
ADJUST EXIST. MANHOLE
TOP EL. 32.34
- (770) STA. 616+68
REQ'D STREET GRATE INLET (SHEET 3b)
- (771) STA. 617+04
REQ'D SDP
15" x 70' @ 0.15%
- (772) STA. 617+40
REQ'D STREET GRATE INLET (SHEET 3b)
- (780) STA. 616+68
REQ'D STREET GRATE INLET (SHEET 3b)
- (781) STA. 617+04
REQ'D SDP
15" x 70' @ 0.15%
- (782) STA. 617+40
REQ'D STREET GRATE INLET (SHEET 3b)



- NOTES:
- SEE GRAVITY SEWER PLAN AND PROFILE SHEETS FOR SEWER INFORMATION.
 - SEE TYPICAL SECTION SHEETS FOR SECTIONS A-A, C-C, AND D-D.
 - SIDEWALK HANDICAP RAMPS TO BE BUILT WITH 4" CONCRETE WALK.
- △ REQ'D FULL DEPTH SAWCUT ALONG GUTTER LINE (2' FROM BOC). CONCR. PAV'T INCLUDING CURB TO BE REMOVED
 - ⊙ REQ'D BARRIER CURB & GUTTER
 - * EXIST TREE TO REMAIN. SEE TREE PROTECTION DETAIL ON SHEET 4.
 - ⊗ SEE SHEET 3b FOR BARRIER CURB & GUTTER (SPEED TABLE) H.C. RAMP DETAILS.

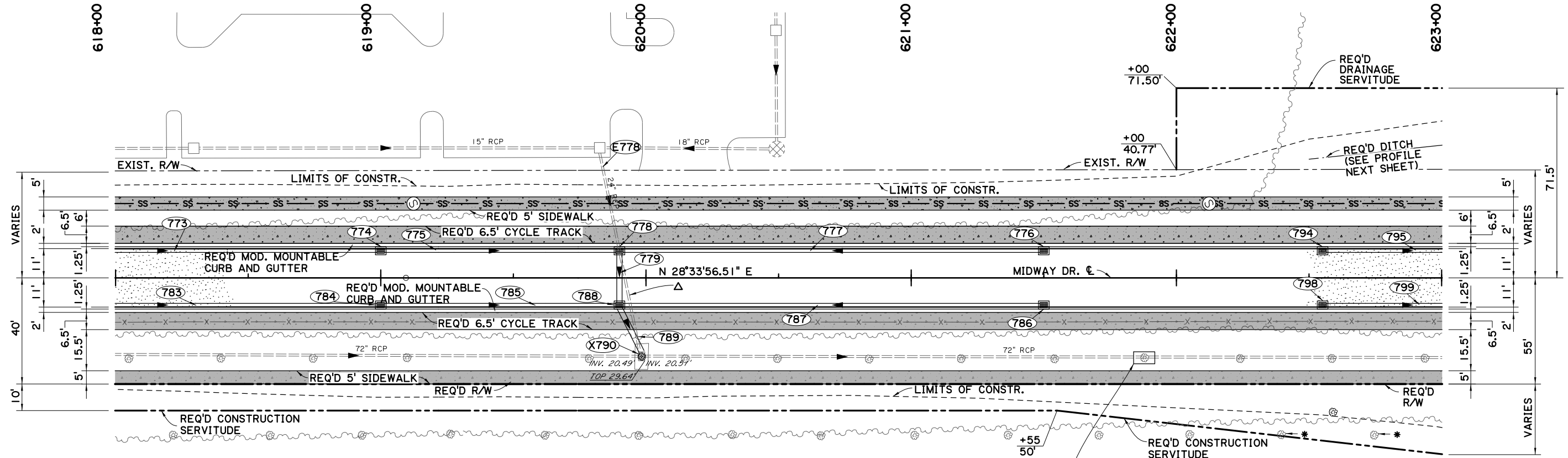
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DESIGNED	MFB	CHECKED	GDH	DATE	7 OF 12
DETAILED	DTA	CHECKED	MFB	REVISION	DESCRIPTION
PLAN AND PROFILE SHEET WITH DRAINAGE					
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)					

HORIZ.: 1" = 20'
VERT.: 1" = 2'



STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. NO. 41444
 REGISTERED PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Bratton
 9/30/2021

SHEET NUMBER 11	
EAST BATON ROUGE PARISH	
DESIGNED: MFB	CHECKED: GDH
DATE: 8 OF 12	BY:
PARISH: EAST BATON ROUGE PARISH	
CITY PROJECT: 20-CP-HC-0008	
STATE PROJECT: -	
REVISION DESCRIPTION	
NO.	DATE
PLAN AND PROFILE SHEET WITH DRAINAGE	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	



SCALE 1"=20'

Δ REMOVE 24" RCP PIPE FROM STR. X790 TO STR. 778 (APPROX 43' OF PIPE)

* EXIST TREE TO REMAIN. SEE TREE PROTECTION DETAIL ON SHEET 4.

NOTES:

1. SEE GRAVITY SEWER PLAN AND PROFILE SHEETS FOR SEWER INFORMATION.

773 STA. 618+20
REQ'D SDP
15" x 158' @ 0.15%

774 STA. 619+00
REQ'D STREET GRATE INLET (SHEET 3b)

775 STA. 619+45
REQ'D SDP
15" x 88' @ 0.15%

776 STA. 621+50
REQ'D STREET GRATE INLET (SHEET 3b)

777 STA. 620+70
REQ'D SDP
15" x 158' @ 0.15%

778 STA. 619+90
REQ'D STREET GRATE INLET (SHEET 3b)
TO BE BUILT AROUND EXIST. PIPE

779 STA. 619+90
REQ'D SDP
24" x 20' @ 0.15%

783 STA. 618+20
REQ'D SDP
15" x 158' @ 0.15%

784 STA. 619+00
REQ'D STREET GRATE INLET (SHEET 3b)

785 STA. 619+45
REQ'D SDP
15" x 88' @ 1.25%

786 STA. 621+50
REQ'D STREET GRATE INLET (SHEET 3b)

787 STA. 620+70
REQ'D SDP
15" x 158' @ 0.17%

788 STA. 619+90
REQ'D STREET GRATE INLET (SHEET 3b)

789 STA. 619+94
REQ'D SDP
24" x 20' @ 2.50%

X790 STA. 619+98, 30' RT.
ADJUST CATCH BASIN TO MANHOLE
TOP EL. 31.48

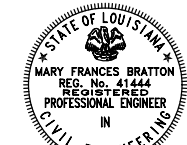
794 STA. 622+55
REQ'D STREET GRATE INLET (SHEET 3b)

795 STA. 622+89
REQ'D SDP
15" x 67' @ 0.15%

798 STA. 622+55
REQ'D STREET GRATE INLET (SHEET 3b)

799 STA. 622+89
REQ'D SDP
15" x 67' @ 0.20%

REMOVE & REPLACE 8' SEGMENT OF EXIST. 72" ARCH PIPE WHERE GROUND HAS SUNKEN.



Mary Bratton
9/30/2021

DESIGNED MFB	CHECKED GDH	DATE	SHEET	9	OF	12
DETAILED DTA	CHECKED MFB	DATE	SHEET			
PARISH	CITY	STATE	PROJECT			
EAST BATON ROUGE PARISH	20-CP-HC-0008					
REVISION DESCRIPTION						
NO.	DATE	BY				



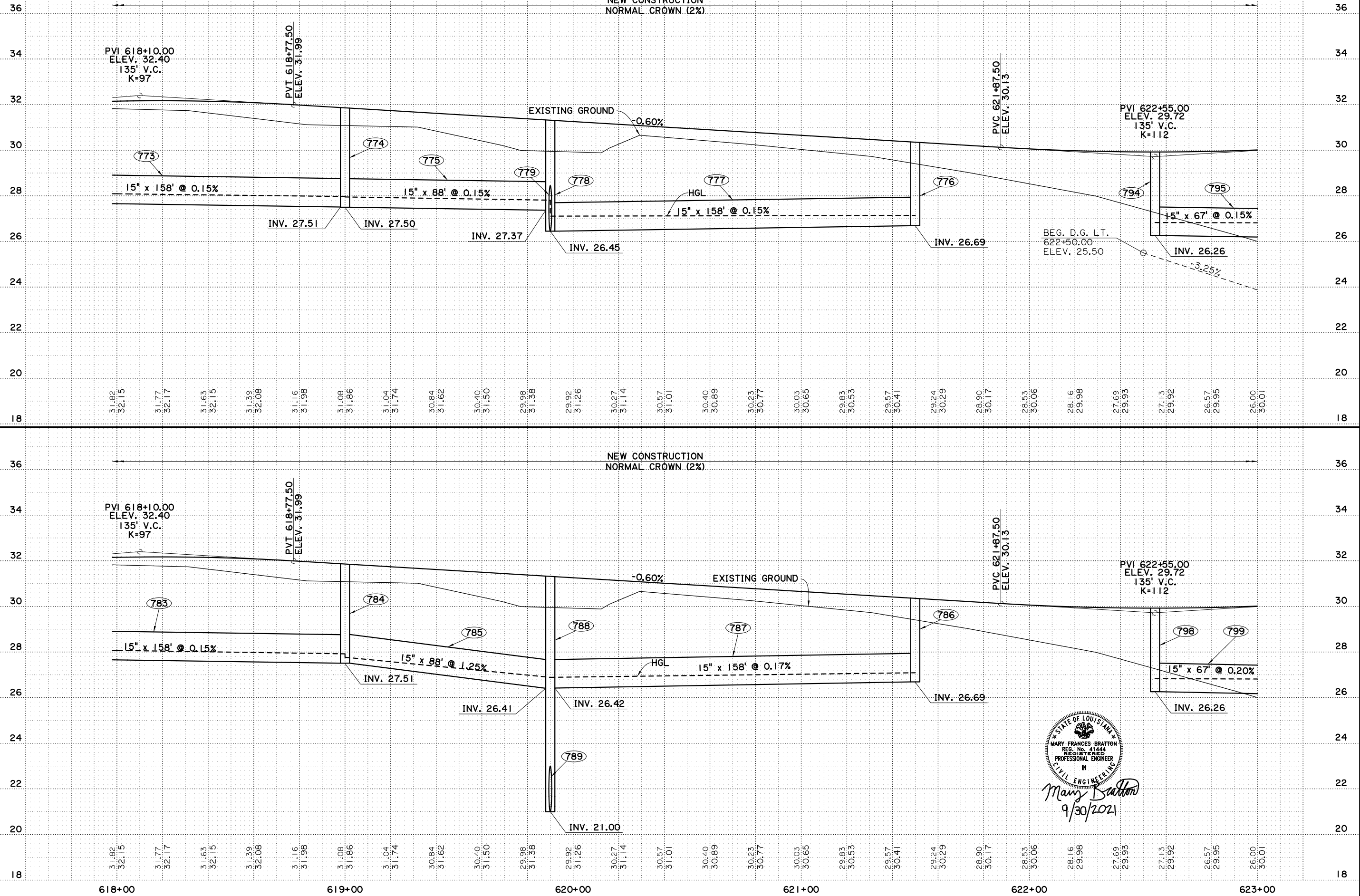
PLAN AND PROFILE SHEET WITH DRAINAGE
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



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FINAL PLANS

HORIZ.: 1" = 20'
VERT.: 1" = 2'



STATE OF LOUISIANA
MARY FRANCES BRATTON
REG. NO. 41444
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
Mary Bratton
9/30/2021

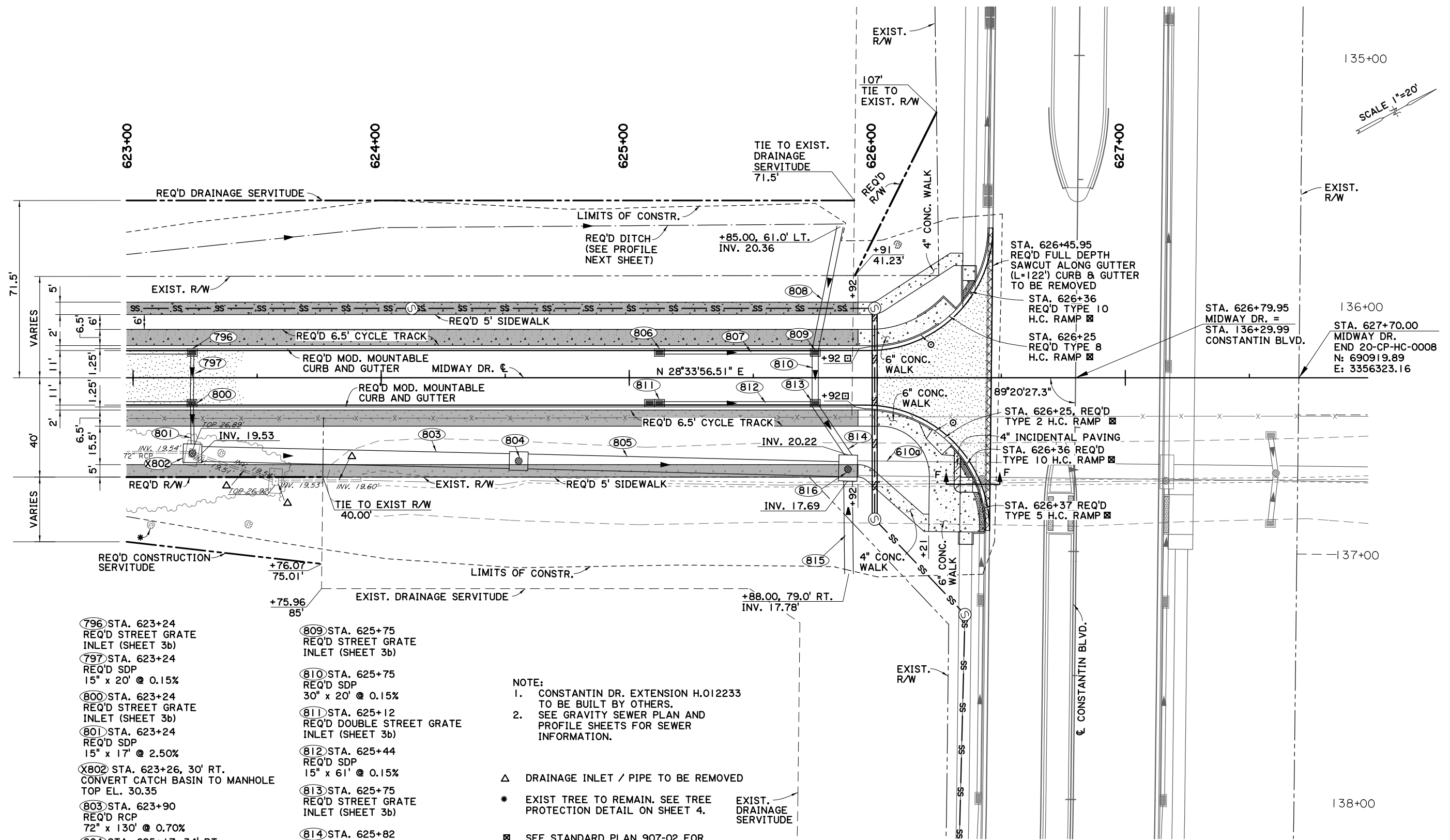
SHEET NUMBER		13
DESIGNED	MFB	
CHECKED	GDH	
DATE		10 OF 12
NO.		BY
REVISION DESCRIPTION		
PARISH EAST BATON ROUGE PARISH		
CITY PROJECT 20-CP-HC-0008		
STATE PROJECT		

PLAN AND PROFILE SHEET
MIDWAY DR.

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR
CITY OF BATON ROUGE
OFFICE OF PUBLIC WORKS

Stantec



SCALE 1"=20'

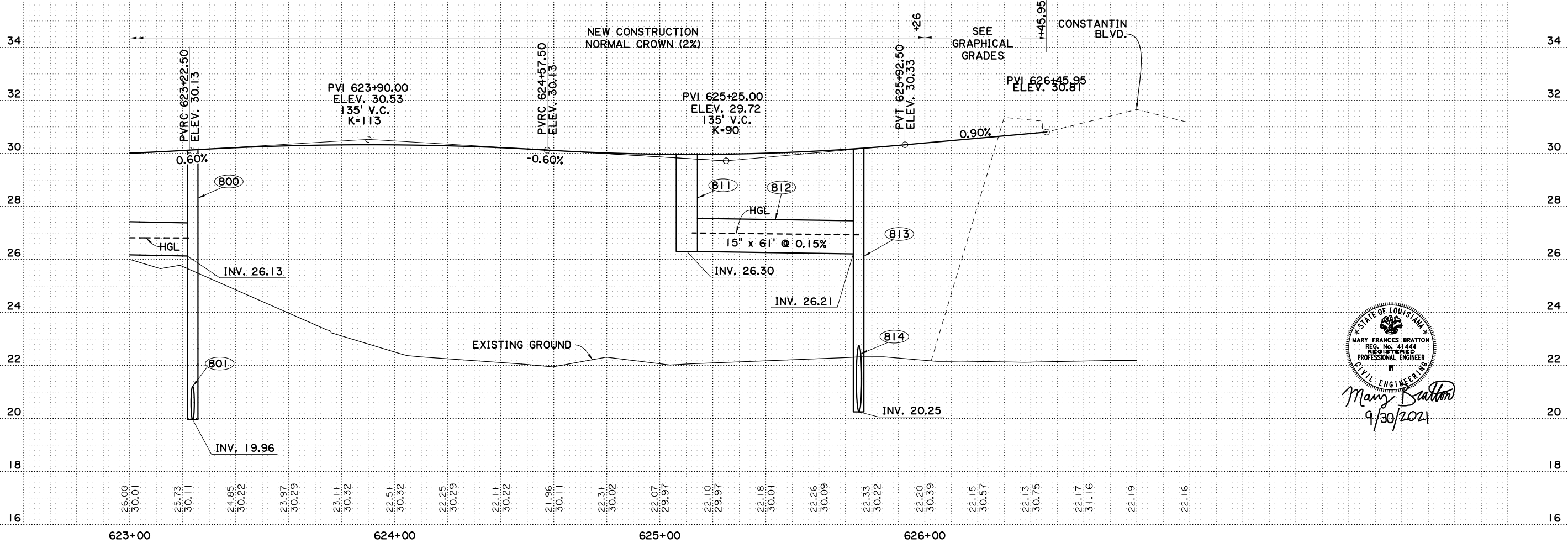
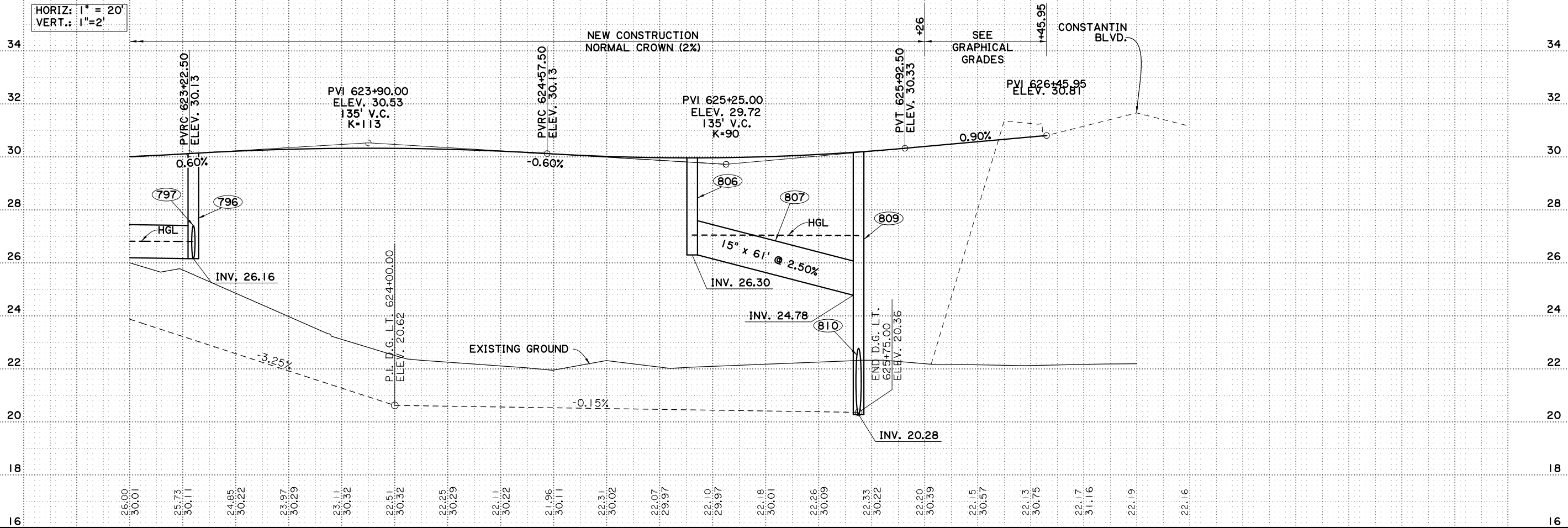
- (796) STA. 623+24
REQ'D STREET GRATE
INLET (SHEET 3b)
- (797) STA. 623+24
REQ'D SDP
15' x 20' @ 0.15%
- (800) STA. 623+24
REQ'D STREET GRATE
INLET (SHEET 3b)
- (801) STA. 623+24
REQ'D SDP
15' x 17' @ 2.50%
- (X802) STA. 623+26, 30' RT.
CONVERT CATCH BASIN TO MANHOLE
TOP EL. 30.35
- (803) STA. 623+90
REQ'D RCP
72" x 130' @ 0.70%
- (804) STA. 625+17, 34' RT.
REQ'D DRAIN MANHOLE
INLET (702-31)
TOP EL. 30.25, INV. EL. 18.62
- (805) STA. 625+22
REQ'D RCP
72" x 131' @ 0.75%
- (806) STA. 625+12
REQ'D STREET GRATE
INLET (SHEET 3b)
- (807) STA. 625+44
REQ'D SDP
15' x 61' @ 2.50%
- (808) STA. 625+80
REQ'D SDP
30' x 52' @ 0.15%
- (809) STA. 625+75
REQ'D STREET GRATE
INLET (SHEET 3b)
- (810) STA. 625+75
REQ'D SDP
30' x 20' @ 0.15%
- (811) STA. 625+12
REQ'D DOUBLE STREET GRATE
INLET (SHEET 3b)
- (812) STA. 625+44
REQ'D SDP
15' x 61' @ 0.15%
- (813) STA. 625+75
REQ'D STREET GRATE
INLET (SHEET 3b)
- (814) STA. 625+82
REQ'D SDP
30" x 25' @ 0.12%
- (815) STA. 625+88
REQ'D RCP
42" x 38' @ 0.25%
- (816) STA. 625+88, 36' RT.
REQ'D DRAIN MANHOLE
INLET (702-31) TO BE BUILT
ON TOP OF EXISTING 72" PIPE
TOP EL. 30.55, INV. EL. 17.64
- (6100) STA. 626+25
72" x 70' @ 0.19%
TO BE BUILT BY PROJECT
H.012233 CONSTANTIN DR. EXT.

NOTE:
1. CONSTANTIN DR. EXTENSION H.012233
TO BE BUILT BY OTHERS.
2. SEE GRAVITY SEWER PLAN AND
PROFILE SHEETS FOR SEWER
INFORMATION.

- △ DRAINAGE INLET / PIPE TO BE REMOVED
- * EXIST TREE TO REMAIN. SEE TREE
PROTECTION DETAIL ON SHEET 4.
- ☒ SEE STANDARD PLAN 907-02 FOR
CURB & GUTTER HANDICAP
RAMP (BARRIER TYPE) DETAILS.
- ☐ TRANSITION MOD. MOUNTABLE
CURB TO BARRIER CURB IN 4'.
- REQ'D BARRIER CURB AND GUTTER

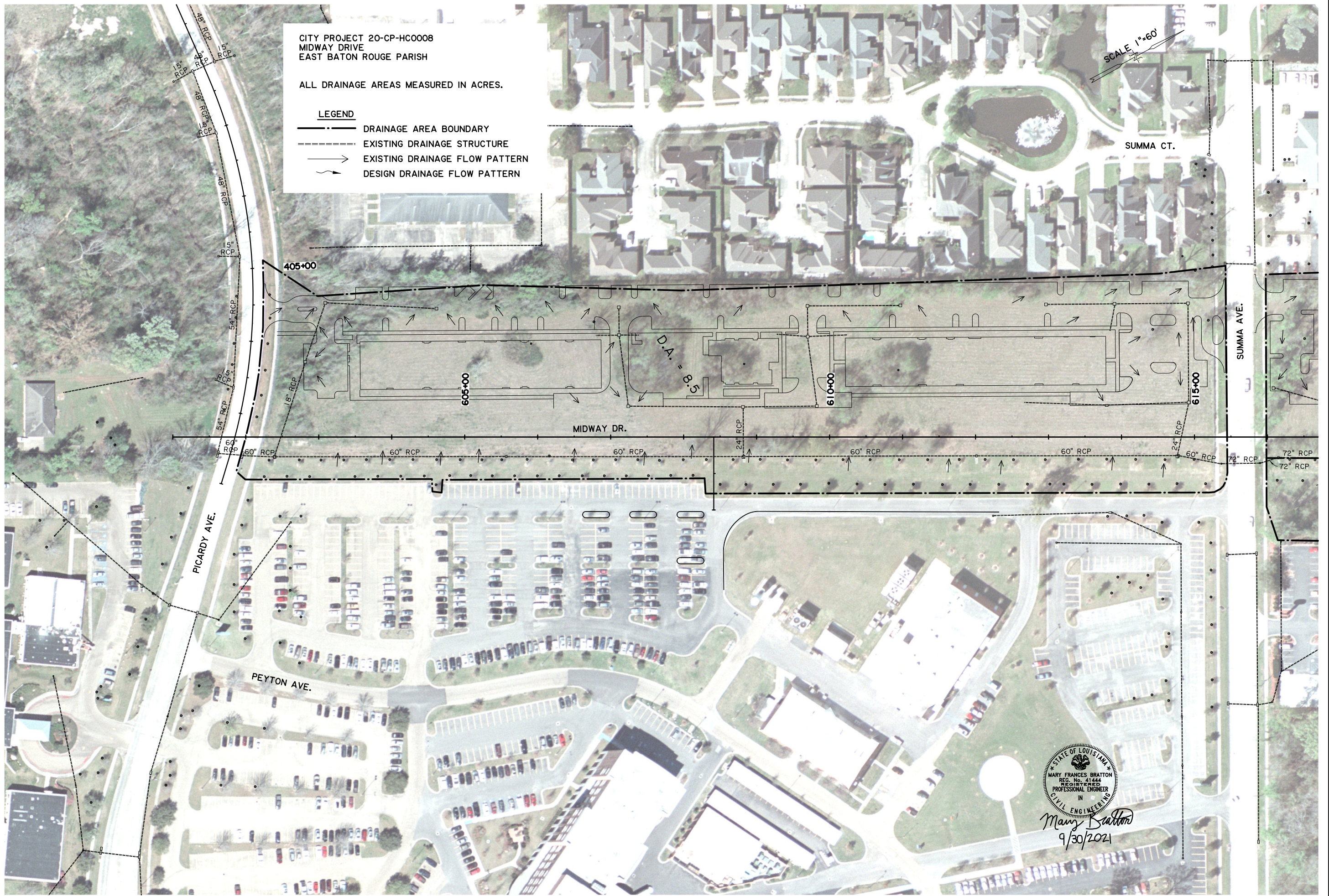


SHEET NUMBER	14	PARISH	EAST BATON ROUGE PARISH	PROJECT	20-CP-HC-0008
DESIGNED / MFB	CHECKED / GDH	DETAILED / DTA	CHECKED / MFB	DATE	11 OF 12
REVISION DESCRIPTION					
NO. DATE BY					
PLAN AND PROFILE SHEET WITH DRAINAGE MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)					
CITY OF BATON ROUGE PART OF THE SEWER DISTRICT					



STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. NO. 4144
 REGISTERED
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Bratton
 9/30/2021

SHEET NUMBER 15	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CITY PROJECT 20-CP-HC-0008
CHECKED GDH	STATE PROJECT -
DATE 12 OF 12	BY
REVISION DESCRIPTION	NO.
PLAN AND PROFILE SHEET WITH DRAINAGE	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	
BR CITY OF BATON ROUGE	Stantec



CITY PROJECT 20-CP-HC0008
 MIDWAY DRIVE
 EAST BATON ROUGE PARISH

ALL DRAINAGE AREAS MEASURED IN ACRES.

LEGEND

- DRAINAGE AREA BOUNDARY
- EXISTING DRAINAGE STRUCTURE
- EXISTING DRAINAGE FLOW PATTERN
- DESIGN DRAINAGE FLOW PATTERN

SCALE 1"=60'

STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. No. 41444
 REGISTERED PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Frances Bratton
 9/30/2021

DESIGNED MFB	CHECKED IGDH	DATE	BY
DETAILED DTA	CHECKED MFB	DATE	BY
EAST BATON ROUGE PARISH		20-CP-HC-0008	
CITY PROJECT		STATE PROJECT	
PARISH		PROJECT	
DATE		SHEET	
NO.		REVISION DESCRIPTION	
DATE		BY	
<p>EXISTING DRAINAGE MAP</p> <p>MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)</p>			
SHEET NUMBER	16		



CITY PROJECT 20-CP-HC0008
 MIDWAY DRIVE
 EAST BATON ROUGE PARISH

ALL DRAINAGE AREAS MEASURED IN ACRES.

LEGEND

- DRAINAGE AREA BOUNDARY
- - - EXISTING DRAINAGE STRUCTURE
- EXISTING DRAINAGE FLOW PATTERN
- ~> DESIGN DRAINAGE FLOW PATTERN

SCALE 1"=60'

STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. No. 41444
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 IN
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Mary Bratton
 9/30/2021

SHEET NUMBER 17	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CITY PROJECT
CHECKED GDH	20-CP-HC-0008
DETAILED DTA	STATE PROJECT
CHECKED MFB	2 OF 2
DATE	BY
SHEET	REVISION DESCRIPTION
NO.	DATE

EXISTING DRAINAGE MAP

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR
 CITY OF BATON ROUGE
 PARTNER OF EXCELLENCE

Stantec

V:\2018\active\201802913\03_disciplines\highway\plan_development\drawing\midway design drain_18.dgn 16:0

FINAL PLANS

- STORM SEWER DESIGN CRITERIA**
1. Q = CIA cfs
 2. A = DRAINAGE AREA (ACRES)
 3. RAINFALL REGION I
 4. C = 0.95 (PAVEMENT) & C = 0.35 (OPEN LAND)
 5. DESIGN YEAR = 10 YR. STORM

LEGEND

- DRAINAGE AREA BOUNDARY
- === EXISTING DRAINAGE STRUCTURE
- DRAINAGE FLOW PATTERN

NOTE:

1. STRUCTURE NO. X700 COLLECTS RUNOFF FROM PICARDY AVE. FLOW IN EXISTING PIPE IS KNOWN TO BE Q= 11.05 CFS FROM PICARDY AVE. AS-BUILT PLANS.
2. STRUCTURE NO. C1-C TO BE CONSTRUCTED BY OTHERS. SITE DRAINAGE TO TIE AT STRUCTURE NO. X704. Q = 4.14 CFS PER DAWSON PARK DEVELOPMENT PERMIT DRAWINGS.
3. STRUCTURE NO. B1-B TO BE CONSTRUCTED BY OTHERS. SITE DRAINAGE TO TIE AT STRUCTURE NO. X731. Q = 8.74 CFS PER DAWSON PARK DEVELOPMENT PERMIT DRAWINGS.

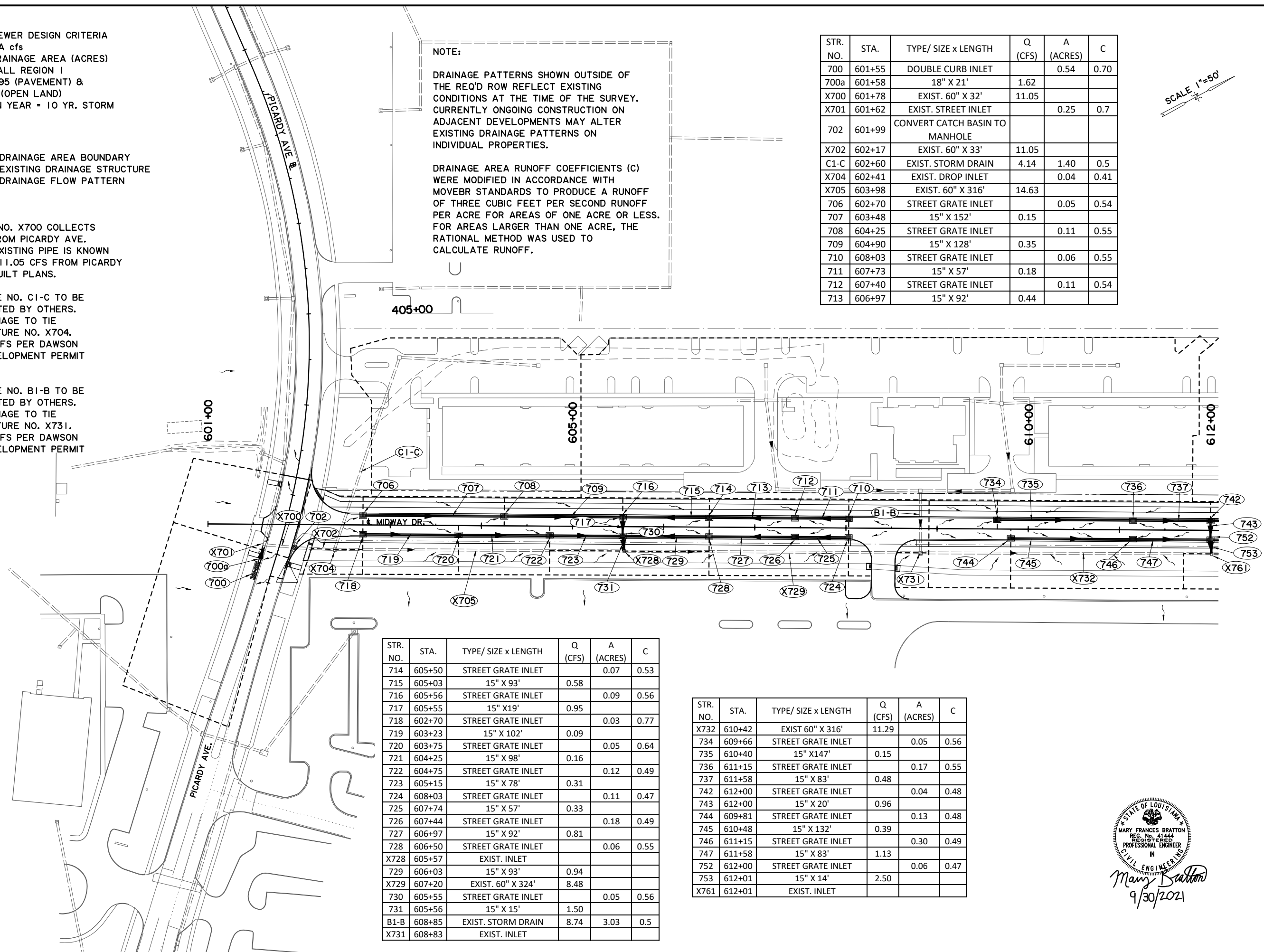
NOTE:

DRAINAGE PATTERNS SHOWN OUTSIDE OF THE REQ'D ROW REFLECT EXISTING CONDITIONS AT THE TIME OF THE SURVEY. CURRENTLY ONGOING CONSTRUCTION ON ADJACENT DEVELOPMENTS MAY ALTER EXISTING DRAINAGE PATTERNS ON INDIVIDUAL PROPERTIES.

DRAINAGE AREA RUNOFF COEFFICIENTS (C) WERE MODIFIED IN ACCORDANCE WITH MOVEBR STANDARDS TO PRODUCE A RUNOFF OF THREE CUBIC FEET PER SECOND RUNOFF PER ACRE FOR AREAS OF ONE ACRE OR LESS. FOR AREAS LARGER THAN ONE ACRE, THE RATIONAL METHOD WAS USED TO CALCULATE RUNOFF.

STR. NO.	STA.	TYPE/ SIZE x LENGTH	Q (CFS)	A (ACRES)	C
700	601+55	DOUBLE CURB INLET		0.54	0.70
700a	601+58	18" X 21'	1.62		
X700	601+78	EXIST. 60" X 32'	11.05		
X701	601+62	EXIST. STREET INLET		0.25	0.7
702	601+99	CONVERT CATCH BASIN TO MANHOLE			
X702	602+17	EXIST. 60" X 33'	11.05		
C1-C	602+60	EXIST. STORM DRAIN	4.14	1.40	0.5
X704	602+41	EXIST. DROP INLET		0.04	0.41
X705	603+98	EXIST. 60" X 316'	14.63		
706	602+70	STREET GRATE INLET		0.05	0.54
707	603+48	15" X 152'	0.15		
708	604+25	STREET GRATE INLET		0.11	0.55
709	604+90	15" X 128'	0.35		
710	608+03	STREET GRATE INLET		0.06	0.55
711	607+73	15" X 57'	0.18		
712	607+40	STREET GRATE INLET		0.11	0.54
713	606+97	15" X 92'	0.44		

SCALE 1"=50'



STR. NO.	STA.	TYPE/ SIZE x LENGTH	Q (CFS)	A (ACRES)	C
714	605+50	STREET GRATE INLET		0.07	0.53
715	605+03	15" X 93'	0.58		
716	605+56	STREET GRATE INLET		0.09	0.56
717	605+55	15" X 19'	0.95		
718	602+70	STREET GRATE INLET		0.03	0.77
719	603+23	15" X 102'	0.09		
720	603+75	STREET GRATE INLET		0.05	0.64
721	604+25	15" X 98'	0.16		
722	604+75	STREET GRATE INLET		0.12	0.49
723	605+15	15" X 78'	0.31		
724	608+03	STREET GRATE INLET		0.11	0.47
725	607+74	15" X 57'	0.33		
726	607+44	STREET GRATE INLET		0.18	0.49
727	606+97	15" X 92'	0.81		
728	606+50	STREET GRATE INLET		0.06	0.55
X728	605+57	EXIST. INLET			
729	606+03	15" X 93'	0.94		
X729	607+20	EXIST. 60" X 324'	8.48		
730	605+55	STREET GRATE INLET		0.05	0.56
731	605+56	15" X 15'	1.50		
B1-B	608+85	EXIST. STORM DRAIN	8.74	3.03	0.5
X731	608+83	EXIST. INLET			

STR. NO.	STA.	TYPE/ SIZE x LENGTH	Q (CFS)	A (ACRES)	C
X732	610+42	EXIST 60" X 316'	11.29		
734	609+66	STREET GRATE INLET		0.05	0.56
735	610+40	15" X 147'	0.15		
736	611+15	STREET GRATE INLET		0.17	0.55
737	611+58	15" X 83'	0.48		
742	612+00	STREET GRATE INLET		0.04	0.48
743	612+00	15" X 20'	0.96		
744	609+81	STREET GRATE INLET		0.13	0.48
745	610+48	15" X 132'	0.39		
746	611+15	STREET GRATE INLET		0.30	0.49
747	611+58	15" X 83'	1.13		
752	612+00	STREET GRATE INLET		0.06	0.47
753	612+01	15" X 14'	2.50		
X761	612+01	EXIST. INLET			

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 9/30/2021

SHEET NUMBER	18	EAST BATON ROUGE PARISH	20-CP-HC-0008	PROJECT	STATE PROJECT
DESIGNED: MEN	CHECKED: MFB	Detailed: DTA	CHECKED: MFB	DATE	SHEET
				1	OF 3
DESIGN DRAINAGE MAP			MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)		

STR. NO.	STA.	TYPE/ SIZE x LENGTH	Q (CFS)	A (ACRES)	C
A1-1	614+84	EXIST. STORM DRAIN	11.40	3.93	0.50
738	614+48	STREET GRATE INLET		0.13	0.59
739	613+99	15" X 96'	0.41		
740	613+50	STREET GRATE INLET		0.07	0.54
741	612+75	15" X 148	0.56		
748	614+48	STREET GRATE INLET		0.21	0.51
749	613+99	15" X 96'	0.65		
750	613+50	STREET GRATE INLET		0.15	0.47
751	612+75	15" X 148'	1.00		
X762	613+40	EXIST. 60" X 275'	12.11		
X764	614+78	EXIST. INLET		0.07	0.44
X765	615+25	EXIST. 60" X 57'	15.72		
X766	615+44	ADJUST EXIST. MANHOLE			
X767	615+65	EXIST. 72" X 51'	15.72		
X768	615+97	ADJUST EXIST. MANHOLE			
X769	616+00	EXIST. 72" X 24'	15.72		
X770	616+21	EXIST. INLET		0.01	0.40
770	616+68	STREET GRATE INLET		0.16	0.49
X771	618+50	EXIST. 72" X 381'	15.72		
771	617+04	15" X 70'	0.46		

STORM SEWER DESIGN CRITERIA
 1. Q = CIA cfs
 2. A = DRAINAGE AREA (ACRES)
 3. RAINFALL REGION I
 4. C = 0.95 (PAVEMENT) &
 C = 0.35 (OPEN LAND)
 5. DESIGN YEAR = 10 YR. STORM

LEGEND

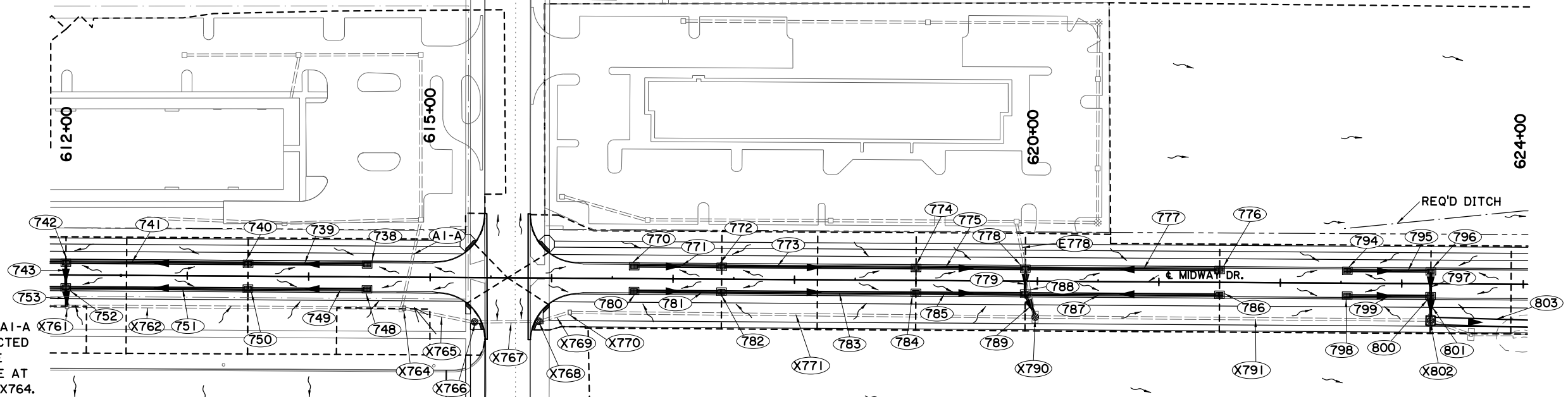
- DRAINAGE AREA BOUNDARY
- EXISTING DRAINAGE STRUCTURE
- DRAINAGE FLOW PATTERN

SCALE 1"=50'



Mary Frances Bratton
 9/30/2021

STR. NO.	STA.	TYPE/ SIZE x LENGTH	Q (CFS)	A (ACRES)	C
X791	62200	EXIST. 72" X 323'	18.30		
794	622+55	STREET GRATE INLET		0.13	0.53
795	622+89	15" X 67'	0.39		
796	623+24	STREET GRATE INLET		0.05	0.50
797	623+24	15" X 20'	0.50		
798	622+55	STREET GRATE INLET		0.16	0.51
799	622+89	15" X 67'	0.48		
800	623+24	STREET GRATE INLET		0.06	0.50
801	623+24	15" X 17'	1.07		
X802	623+26	CONVERT CATCH BASIN TO MANHOLE			
803	623+90	72" X 130'	17.86		



NOTE:

1. STRUCTURE NO. A1-A TO BE CONSTRUCTED BY OTHERS. SITE DRAINAGE TO TIE AT STRUCTURE NO. X764. Q = 11.40 CFS PER DAWSON PARK DEVELOPMENT PERMIT DRAWINGS.
2. STRUCTURE NO. E778 TO BE CONSTRUCTED BY OTHERS. SITE DRAINAGE TO TIE AT STRUCTURE NO. 778. Q = 10.01 PER THE RATIONAL METHOD.

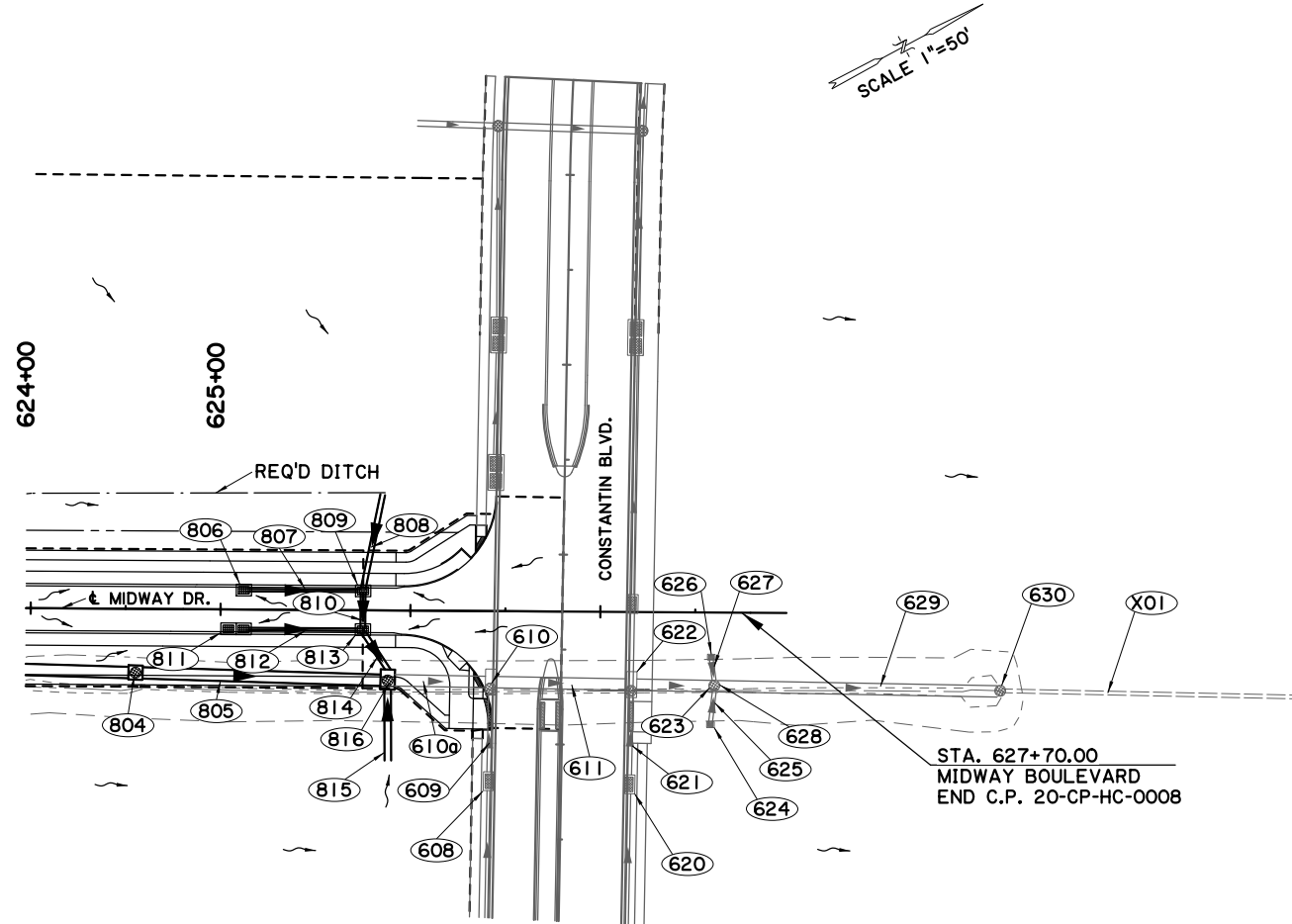
NOTE:

DRAINAGE PATTERNS SHOWN OUTSIDE OF THE REQ'D ROW REFLECT EXISTING CONDITIONS AT THE TIME OF THE SURVEY. CURRENTLY ONGOING CONSTRUCTION ON ADJACENT DEVELOPMENTS MAY ALTER EXISTING DRAINAGE PATTERNS ON INDIVIDUAL PROPERTIES.

DRAINAGE AREA RUNOFF COEFFICIENTS (C) WERE MODIFIED IN ACCORDANCE WITH MOVEBR STANDARDS TO PRODUCE A RUNOFF OF THREE CUBIC FEET PER SECOND RUNOFF PER ACRE FOR AREAS OF ONE ACRE OR LESS. FOR AREAS LARGER THAN ONE ACRE, THE RATIONAL METHOD WAS USED TO CALCULATE RUNOFF.

STR. NO.	STA.	TYPE/ SIZE x LENGTH	Q (CFS)	A (ACRES)	C
772	617+40	STREET GRATE INLET		0.07	0.50
773	618+20	15" X 158'	0.62		
774	619+00	STREET GRATE INLET		0.07	0.51
775	619+45	15" X 88'	0.75		
776	621+50	STREET GRATE INLET		0.13	0.53
777	620+70	15" X 155'	0.39		
E778	619+87	24" X 33'	10.01		
778	619+90	STREET GRATE INLET		0.08	0.51
779	619+90	15" X 20'	8.42		
780	616+68	STREET GRATE INLET		0.13	0.53
781	617+04	15" X 70'	0.39		
782	617+40	STREET GRATE INLET		0.07	0.51
783	618+20	15" X 158'	0.55		
784	619+00	STREET GRATE INLET		0.08	0.49
785	619+45	15" X 88'	0.68		
786	620+70	STREET GRATE INLET		0.15	0.53
787	620+70	15" X 158'	0.45		
788	619+90	STREET GRATE INLET		0.09	0.49
789	619+94	15" X 20'	9.17		
X790	619+98	CONVERT CATCH BASIN TO MANHOLE			





STR. NO.	STA.	TYPE/ SIZE x LENGTH	Q (CFS)	A (ACRES)	C
804	625+17	MANHOLE			
805	625+22	72" X 131'	17.86		
806	625+12	STREET GRATE INLET		0.13	0.55
807	625+45	15" X 61'	0.39		
808	625+80	30" X 52'	13.34	2.60	0.85
809	625+75	STREET GRATE INLET		0.11	0.47
810	625+75	30" X 20'	11.91		
811	625+12	DOUBLE STREET GRATE INLET		0.36	0.49
812	625+44	15" X 61'	1.08		
813	625+75	STREET GRATE INLET		0.13	0.46
814	625+82	30" X 23'	13.08		
815	625+88	42" X 38'	40.85	8.20	0.85
816	625+88	MANHOLE			
609	-	24" X 43'	4.16	0.76	0.83
610	-	MANHOLE			
610a	626+81	2-54" X 176'	34.09		
611	-	72" X 70	35.08		
621	-	24" X 39'	3.08	0.54	0.93
622	-	MANHOLE			
623	-	72" X 19'	35.79		
624	-	GRATE INLET		0.73	0.35
625	-	24" X 19'	1.46		
626	-	GRATE INLET		0.75	0.35
627	-	24" X 14'	1.50		
628	-	MANHOLE			
629	-	72" X 148'	36.6		
630	-	MANHOLE			
X01	-	EXIST. 72" X 162'	36.6		

NOTES:

- DRAINAGE PATTERNS SHOWN OUTSIDE OF THE REQ'D ROW REFLECT EXISTING CONDITIONS AT THE TIME OF THE SURVEY. CURRENTLY ONGOING CONSTRUCTION ON ADJACENT DEVELOPMENTS MAY ALTER EXISTING DRAINAGE PATTERNS ON INDIVIDUAL PROPERTIES.
- STRUCTURES 608, 609, 610, 610a, 611, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, & 630 TO BE BUILT WITH DIJON DRIVE EXTENSION H.012232.
- DRAINAGE AREA RUNOFF COEFFICIENTS (C) WERE MODIFIED IN ACCORDANCE WITH MOVEBR STANDARDS TO PRODUCE A RUNOFF OF THREE CUBIC FEET PER SECOND RUNOFF PER ACRE FOR AREAS OF ONE ACRE OR LESS. FOR AREAS LARGER THAN ONE ACRE, THE RATIONAL METHOD WAS USED TO CALCULATE RUNOFF.

NOTE:

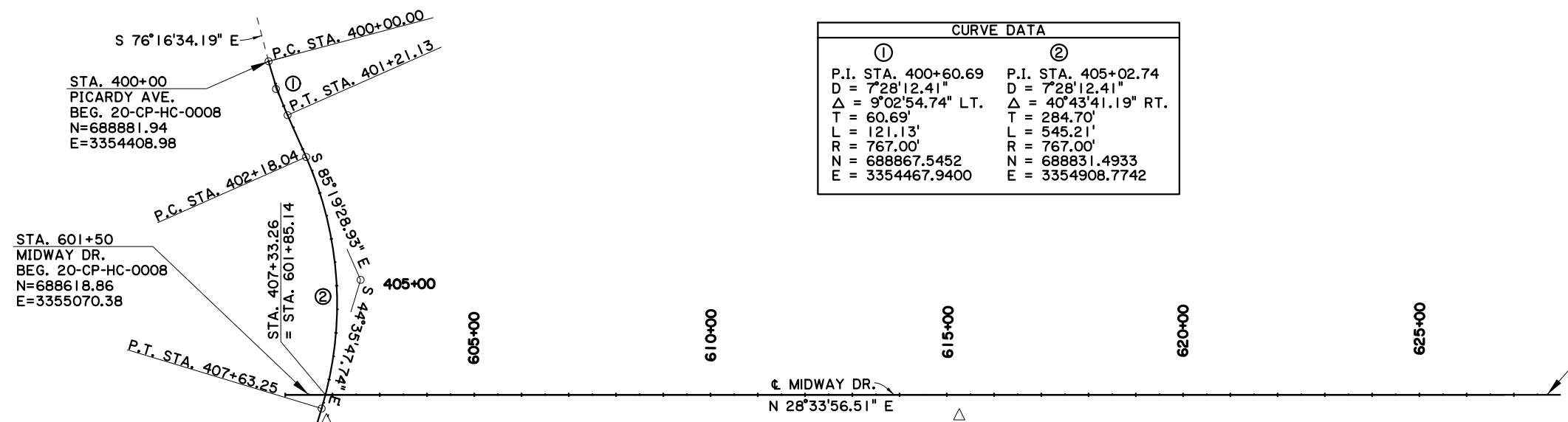
- STORM SEWER DESIGN CRITERIA
- Q = CIA cfs
 - A = DRAINAGE AREA (ACRES)
 - RAINFALL REGION I
 - C = 0.95 (PAVEMENT) & C = 0.35 (OPEN LAND)
 - DESIGN YEAR = 10 YR. STORM

LEGEND

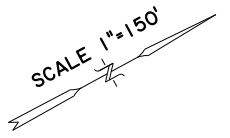
- DRAINAGE AREA BOUNDARY
- EXISTING DRAINAGE STRUCTURE
- ~> DRAINAGE FLOW PATTERN



Mary Frances Bratton
9/30/2021



CURVE DATA	
①	②
P.I. STA. 400+60.69	P.I. STA. 405+02.74
D = 7°28'12.41"	D = 7°28'12.41"
Δ = 9°02'54.74" LT.	Δ = 40°43'41.19" RT.
T = 60.69'	T = 284.70'
L = 121.13'	L = 545.21'
R = 767.00'	R = 767.00'
N = 688867.5452	N = 688831.4933
E = 3354467.9400	E = 3354908.7742



STA. 627+70.00
MIDWAY DR.
END 20-CP-HC-0008
N=690919.89
E=3356323.16

STA. 601+50
MIDWAY DR.
BEG. 20-CP-HC-0008
N=688618.86
E=3355070.38

STA. 400+00
PICARDY AVE.
BEG. 20-CP-HC-0008
N=688881.94
E=3354408.98

STA. 408+00
PICARDY AVE.
END 20-CP-HC-0008
N=688602.61
E=3355134.46

CP 19
STA. 601+87.17
51.47' RT.
1/2" IRON ROD
N: 688626.8905
E: 3355133.3624

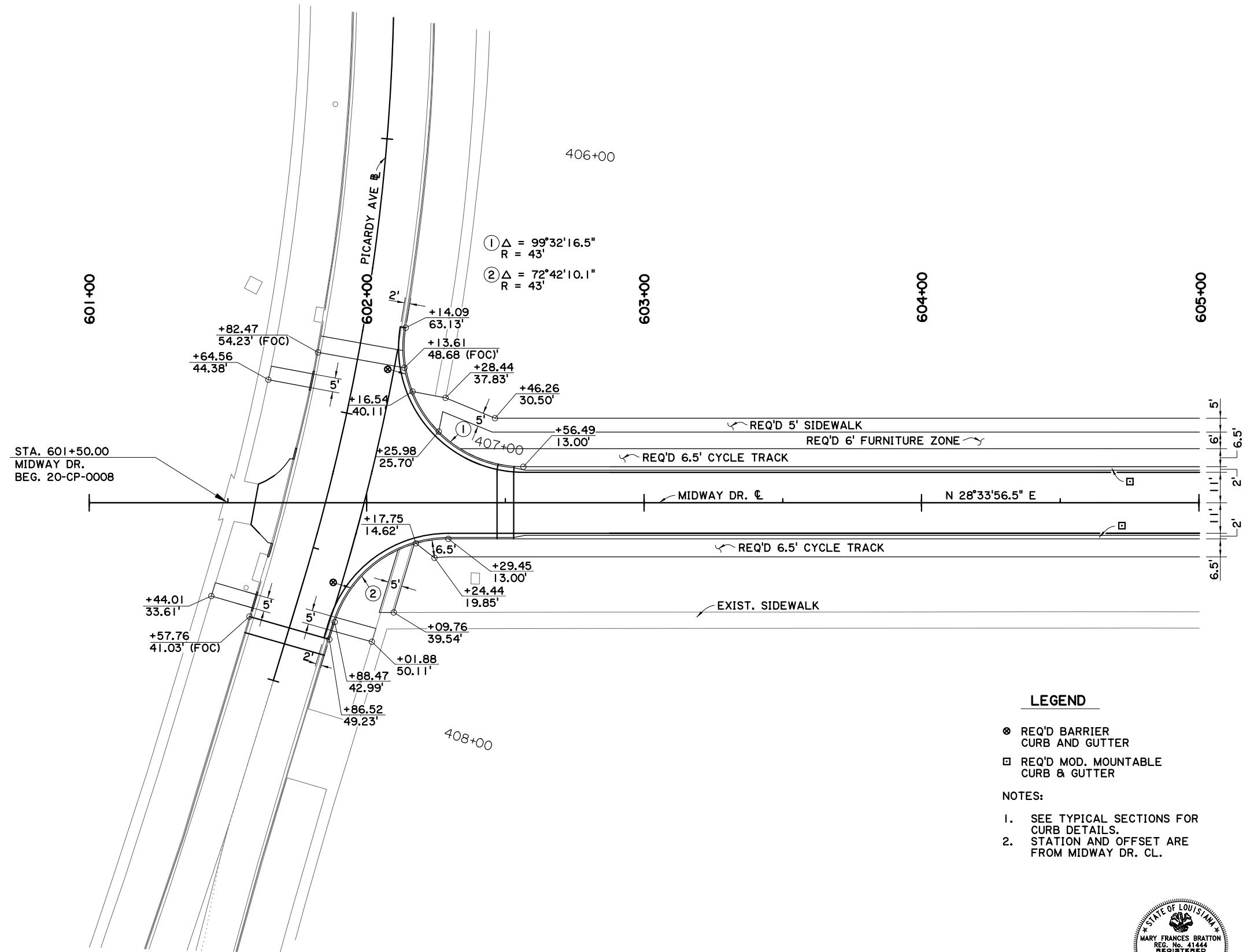
CP 10
STA. 615+26.31
41.00' RT.
1/2" IRON ROD W/ PLASTIC CAP
STAMPED STANTEC
N: 689808.0287
E: 3355764.4980
EL. 32.35

CP 11
STA. 614+08.83
1351.81' RT.
1/2" IRON ROD W/
ALUMINUM CAP
N: 689078.0597
E: 3356859.5658

TBM C
CONCRETE FILLED PVC PIPE
LOCATED ON WESTERN SIDE OF
BLUEBONNET BLVD. DISK IS
APPROX. 78' NE FROM THE
CENTERLINE OF THE CONCRETE
DRIVEWAY, 16' SE OF A POWER
POLE, & 6.6' FROM WESTERN
CURB OF BLUEBONNET
N = 688321.7760
E = 3357378.8430
LAT. = 30°23'33.06" N
LONG. = 91°05'25.99" W
EL. 31.96'

SHEET NUMBER 21	
DESIGNED MFB	CHECKED GDH
DTA	MFB
DATE	DATE
SHEET	SHEET
OF	OF
NO.	NO.
REVISION DESCRIPTION	BY
OVERALL GEOMETRIC LAYOUT	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	

STATE OF LOUISIANA
MARY FRANCES BRATTON
REG. No. 41444
REGISTERED PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
M. Bratton
9/30/2021



SCALE 1"=20'

LEGEND

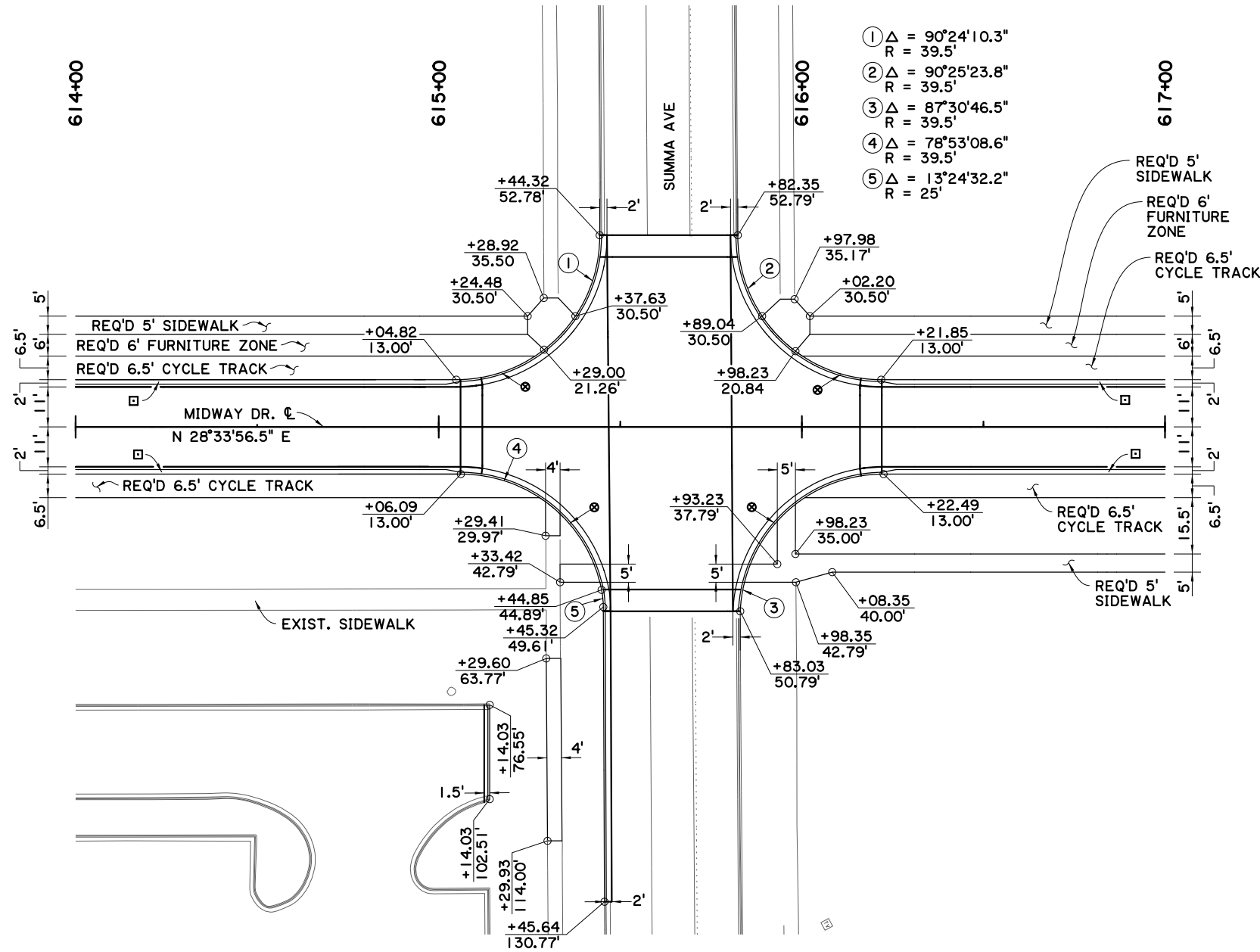
- ⊙ REQ'D BARRIER CURB AND GUTTER
- ⊠ REQ'D MOD. MOUNTABLE CURB & GUTTER

NOTES:

1. SEE TYPICAL SECTIONS FOR CURB DETAILS.
2. STATION AND OFFSET ARE FROM MIDWAY DR. CL.

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 9/30/2021

SHEET NUMBER 22	
EAST BATON ROUGE PARISH	
PARISH	PROJECT 20-CP-HC-0008
CITY	STATE PROJECT
DESIGNED MFB	DATE SHEET 1 OF 3
CHECKED GDH	REVISION DESCRIPTION
DATE	BY
NO.	DATE
<p>GEOMETRIC DETAILS</p> <p>MIDWAY DR (PICARDY AVE TO CONSTANTIN BLVD)</p>	



SCALE 1"=20'

LEGEND

- ⊙ REQ'D BARRIER CURB & GUTTER
- ⊠ REQ'D MOD. MOUNTABLE CURB & GUTTER

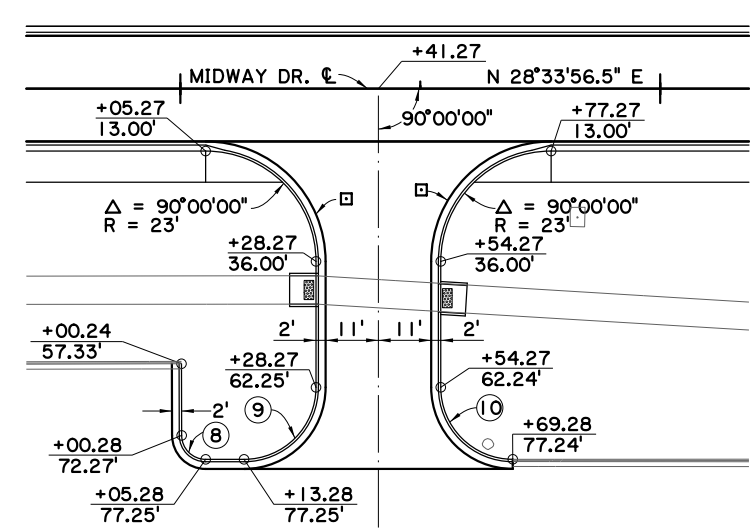
NOTES:

1. SEE TYPICAL SECTIONS FOR CURB DETAILS.
2. STATION AND OFFSET ARE FROM MIDWAY DR. CL.

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 9/30/2021

SHEET NUMBER 23	
EAST BATON ROUGE PARISH	PROJECT 20-CP-HC-0008
PARISH	CITY PROJECT
DESIGNED MFB	CHECKED GDH
DATE	SHEET 2 OF 3
NO.	DATE
REVISION DESCRIPTION	BY
GEOMETRIC DETAILS MIDWAY DR (PICARDY AVE TO CONSTANTIN BLVD)	

608+00 609+00



- ⑧ $\Delta = 89^\circ 51' 35.3''$
R = 5'
- ⑨ $\Delta = 89^\circ 59' 17.5''$
R = 15'
- ⑩ $\Delta = 90^\circ 00' 42.5''$
R = 15'

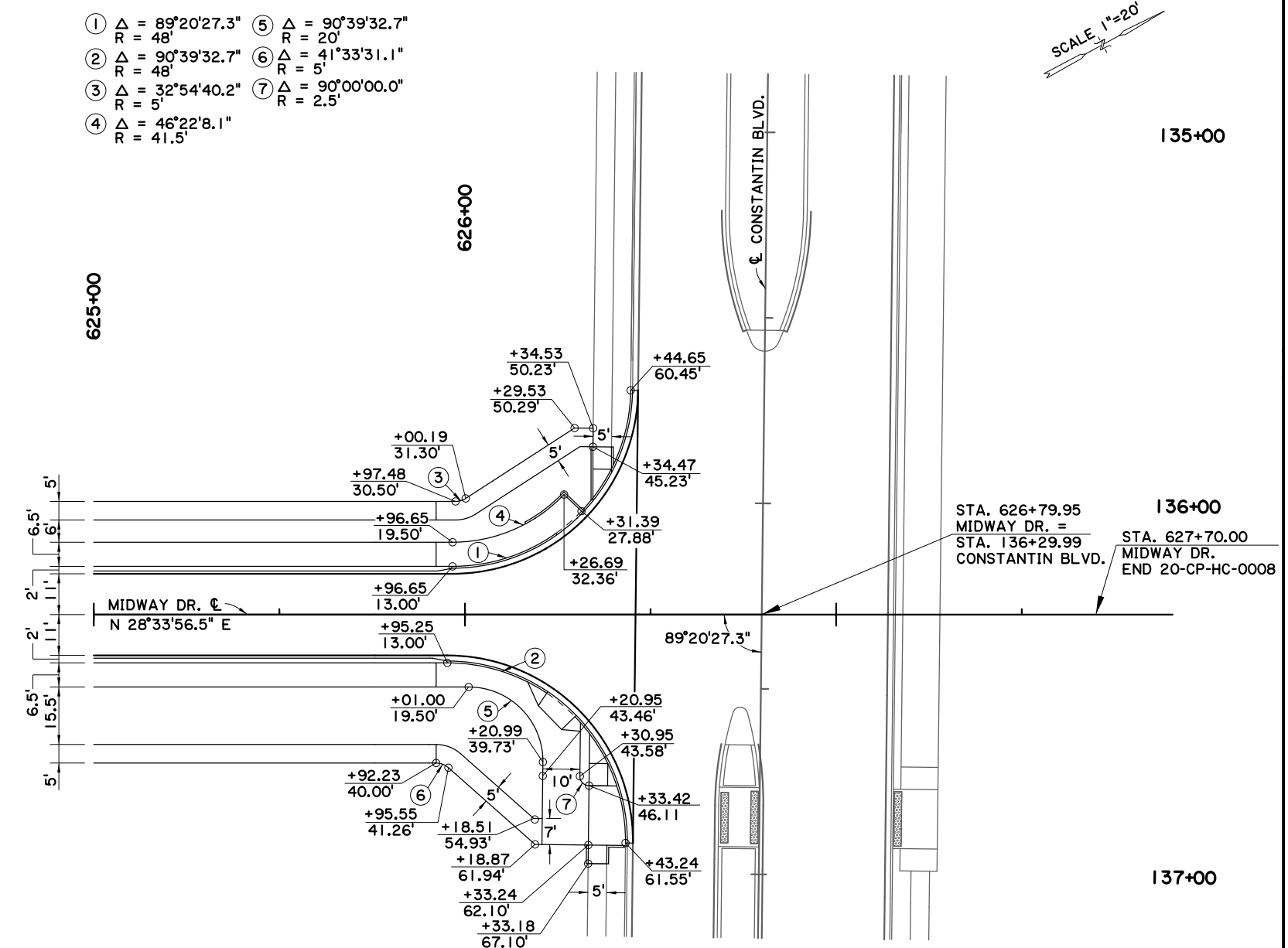
LEGEND

- REQ'D BARRIER CURB & GUTTER

NOTES:

1. SEE TYPICAL SECTIONS FOR CURB DETAILS.
2. STATION AND OFFSET ARE FROM MIDWAY DR. CL.

SCALE 1"=20'



- ① $\Delta = 89^\circ 20' 27.3''$
R = 48'
- ② $\Delta = 90^\circ 39' 32.7''$
R = 48'
- ③ $\Delta = 32^\circ 54' 40.2''$
R = 5'
- ④ $\Delta = 46^\circ 22' 8.1''$
R = 41.5'
- ⑤ $\Delta = 90^\circ 39' 32.7''$
R = 20'
- ⑥ $\Delta = 41^\circ 33' 31.1''$
R = 5'
- ⑦ $\Delta = 90^\circ 00' 00.0''$
R = 2.5'

SCALE 1"=20'

STA. 626+79.95
MIDWAY DR. =
STA. 136+29.99
CONSTANTIN BLVD.

135+00 136+00 137+00

STA. 627+70.00
MIDWAY DR.
END 20-CP-HC-0008



SHEET NUMBER 24	
EAST BATON ROUGE PARISH	
PARISH	PROJECT 20-CP-HC-0008
CITY	STATE PROJECT
DESIGNED MFB	3 OF 3
CHECKED GDH	SHEET
DATE	
REVISION DESCRIPTION	BY
NO.	DATE

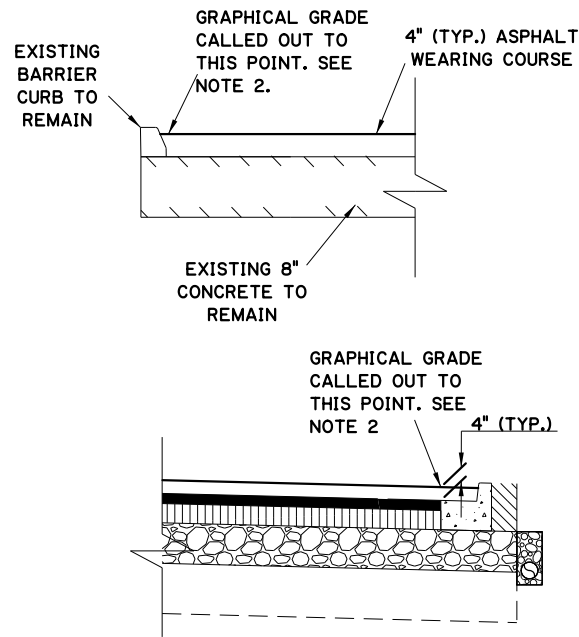
MOVEBR

GEOMETRIC DETAILS

MIDWAY DR (PICARDY AVE TO CONSTANTIN BLVD)

BR
CITY OF BATON ROUGE
PARISH OF EAST BATON ROUGE

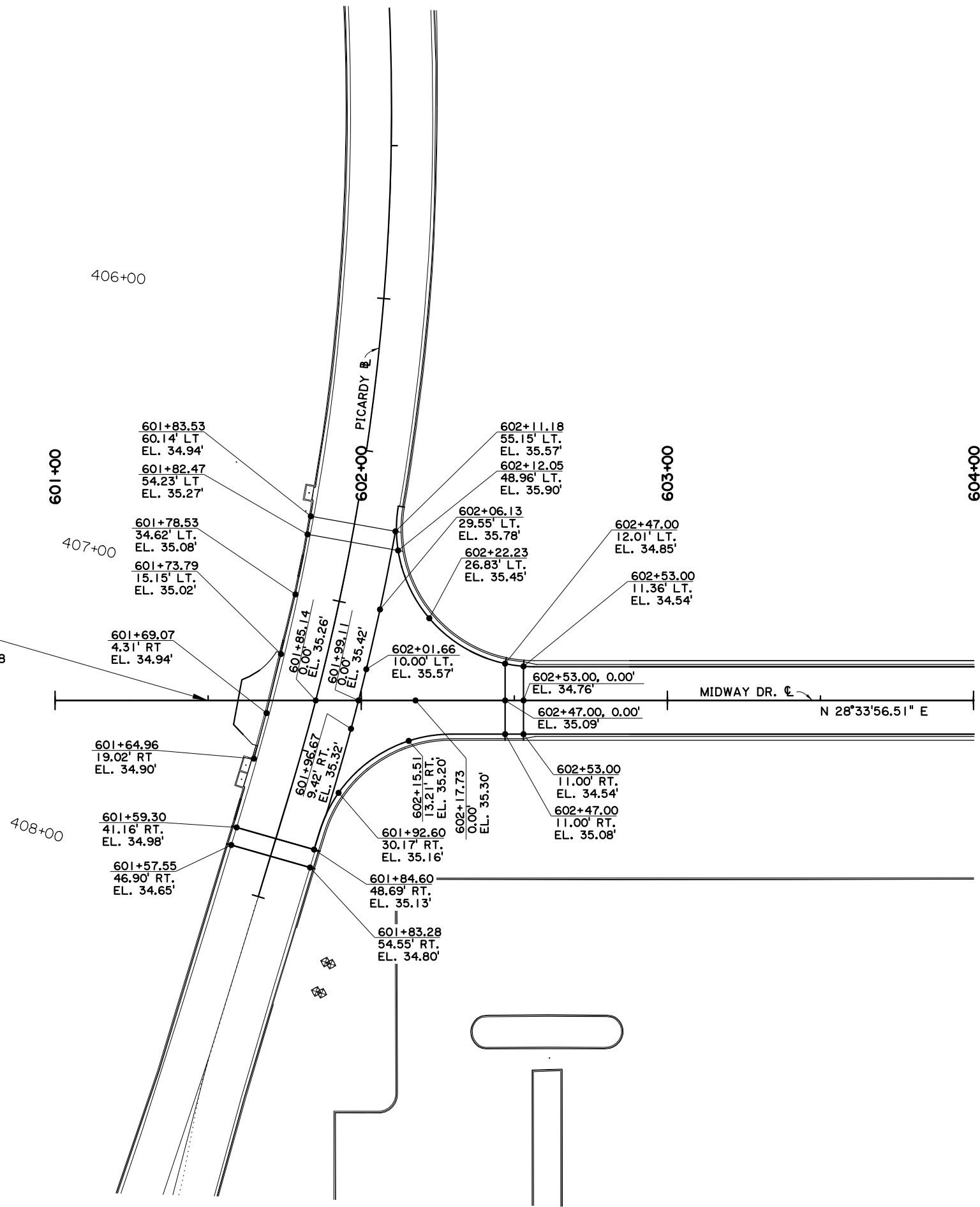
Stantec



NOTES:

1. STATION AND OFFSET ARE FROM MIDWAY DR. C.
2. ELEVATIONS ARE SHOWN AT THE GUTTERLINE ALONG NEW PAVEMENT SECTIONS AND AT THE FACE OF CURB WHERE EXISTING PAVEMENT IS OVER LAID.
3. PICARDY AVE. IS IN SUPERELEVATION WITHIN THE LIMITS OF THE GRAPHICAL GRADES. THEREFORE IT HAS A SINGLE CROSS SLOPE AS SHOWN.

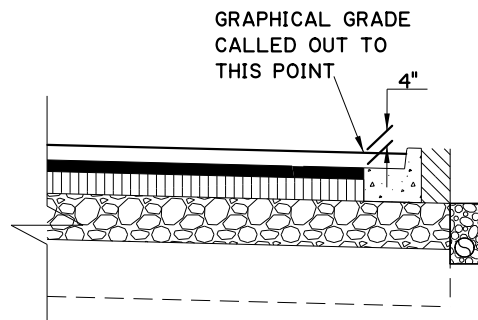
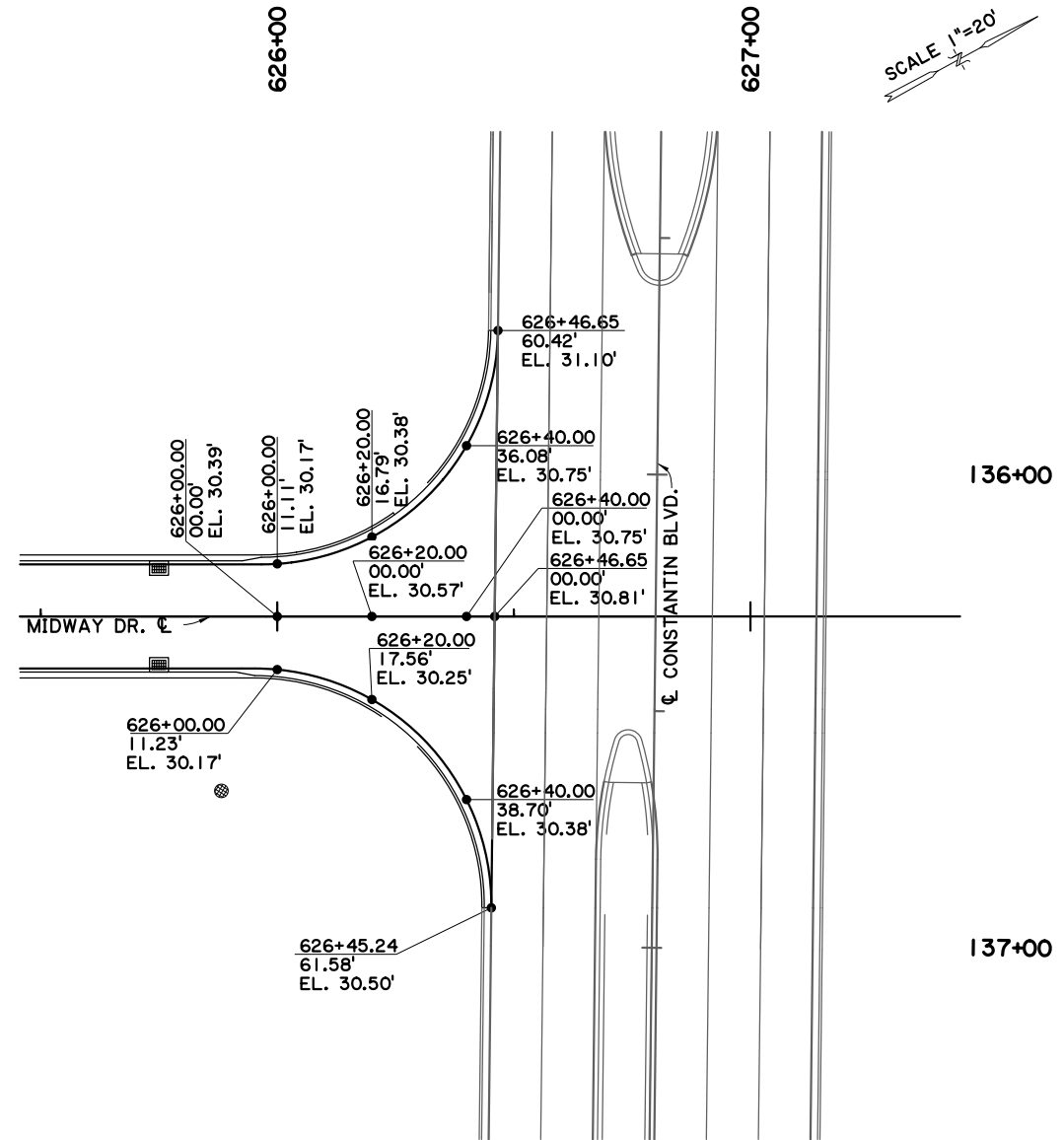
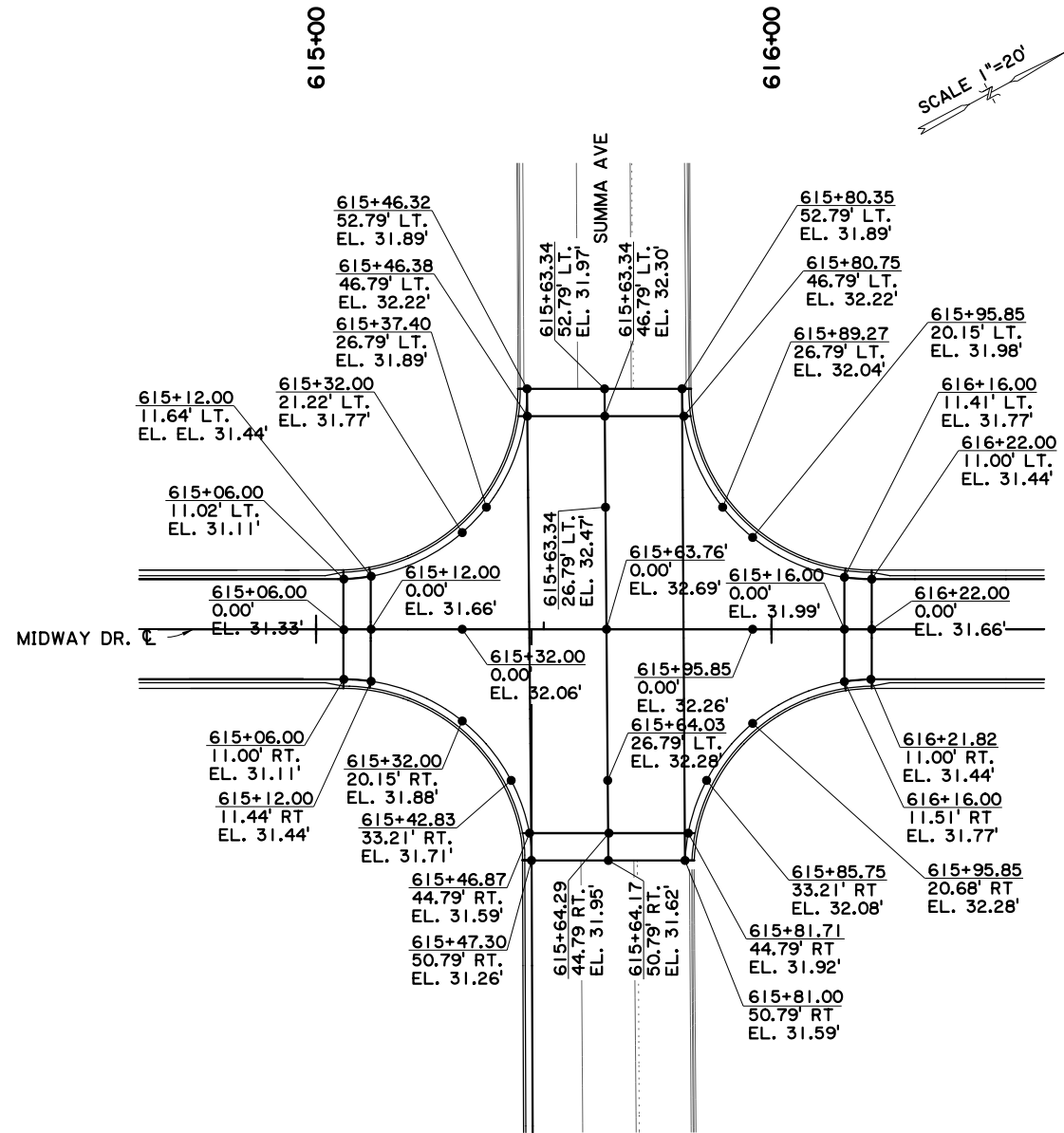
STA. 601+50
MIDWAY DR.
BEG. 20-CP-HC-0008
N: 688618.86
E: 3355070.38



SCALE 1"=20'

STATE OF LOUISIANA
MARY FRANCES BRATTON
REG. No. 41444
REGISTERED PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
Mary Bratton
9/30/2021

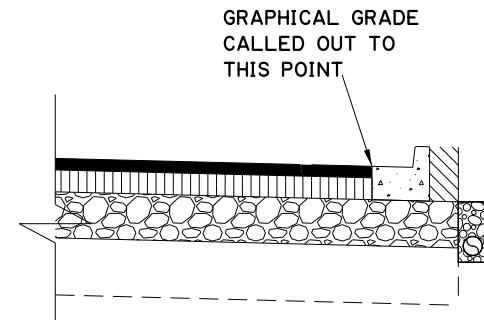
DESIGNED MFB	CHECKED GDH	DATE	SHEET	1	OF	2
DETAILED TW	CHECKED MFB	DATE	SHEET	1	OF	2
PARISH	CITY	PROJECT	STATE	PROJECT		
EAST BATON ROUGE PARISH		20-CP-HC-0008				
GRAPHICAL GRADES LAYOUT						
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)						
SHEET NUMBER	25					



NOTES:

1. STATION AND OFFSET ARE FROM MIDWAY DR. C.
2. ELEVATIONS ARE SHOWN AT THE GUTTERLINE. SEE APPLICABLE DETAIL.

STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. NO. 41444
 REGISTERED PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Bratton
 9/30/2021



DESIGNED: MFB	CHECKED: GDH	DATE: 2 OF 2	BY:
PARISH: EAST BATON ROUGE PARISH	CITY: PROJECT	STATE: PROJECT	
CITY: PROJECT	PROJECT: 20-CP-HC-0008	DATE: SHEET	
GRAPHICAL GRADES LAYOUT		MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	

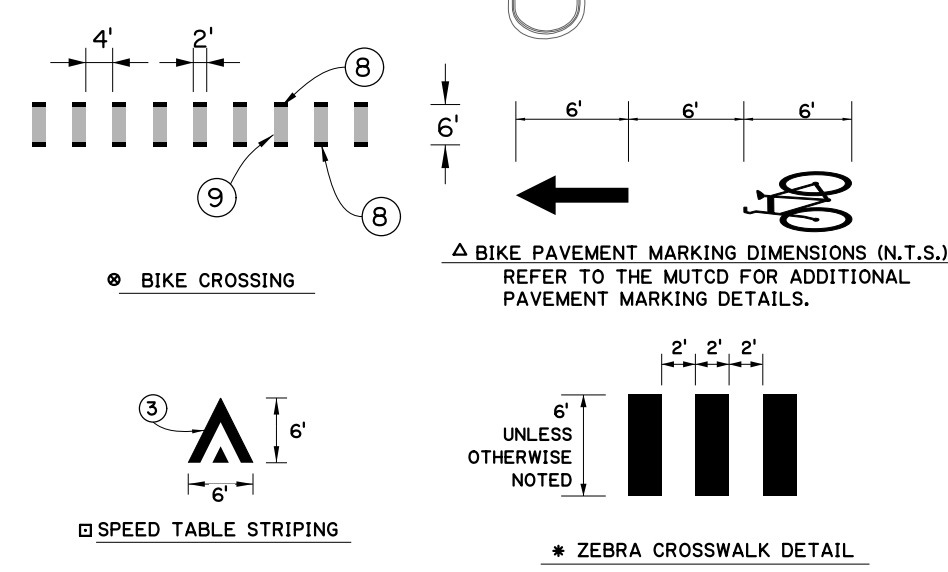
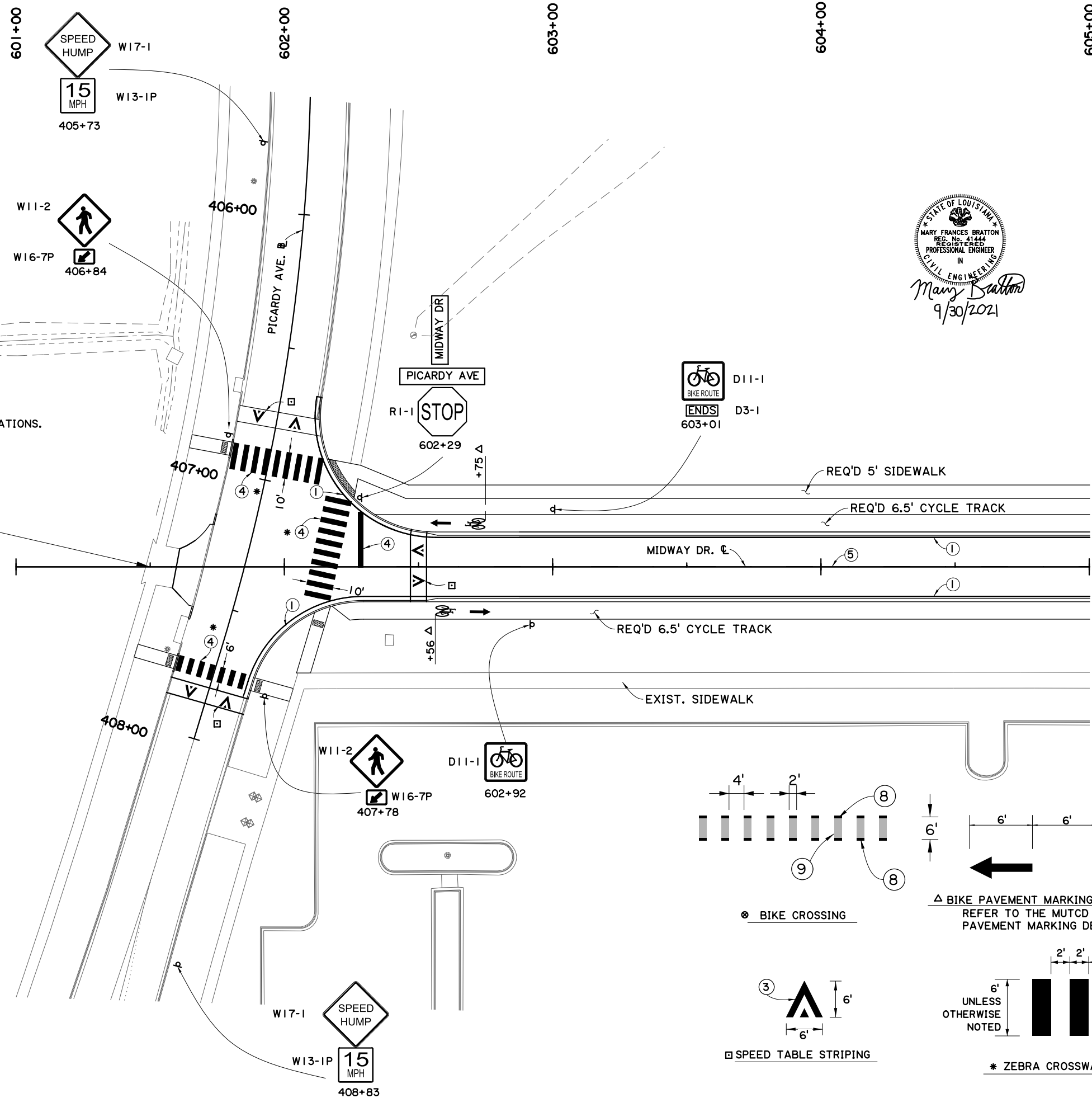
PROPOSED PAV'T MARKING LEGEND

- ① 4" SOLID WHITE STRIPE
 - ② 4" SOLID YELLOW STRIPE
 - ③ 12" SOLID WHITE STRIPE
 - ④ 24" SOLID WHITE STRIPE
 - ⑤ 4" BROKEN YELLOW STRIPE
W/ AMBER/AMBER REFLECTORS @ 40' O/C
 - ⑥ 8" SOLID WHITE STRIPE
W/ CRYSTAL/RED REFLECTORS @ 10' O/C
 - ⑦ 4" DOUBLE YELLOW STRIPE
W/ AMBER/AMBER REFLECTORS @ 10' O/C
 - ⑧ 4" DOTTED WHITE STRIPE
 - ⑨ COLORED SURFACE TREATMENT (BIKE LANES)
- ↖ PAVEMENT SYMBOL MARKINGS
- ↑ INDICATED DIRECTION OF TRAVEL & DOES NOT REPRESENT PAVEMENT SYMBOL MARKINGS

NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE EAST BATON ROUGE 905-50 STANDARD PLANS AND SPECIFICATIONS.
2. STREET NAMES SIGNS TO BE FURNISHED BY OTHERS BUT INSTALLED BY CONTRACTOR.

STA. 601+50
MIDWAY DR.
BEG. 20-CP-HC-0008
N: 688618.86
E: 3355070.38



SCALE 1"=20'

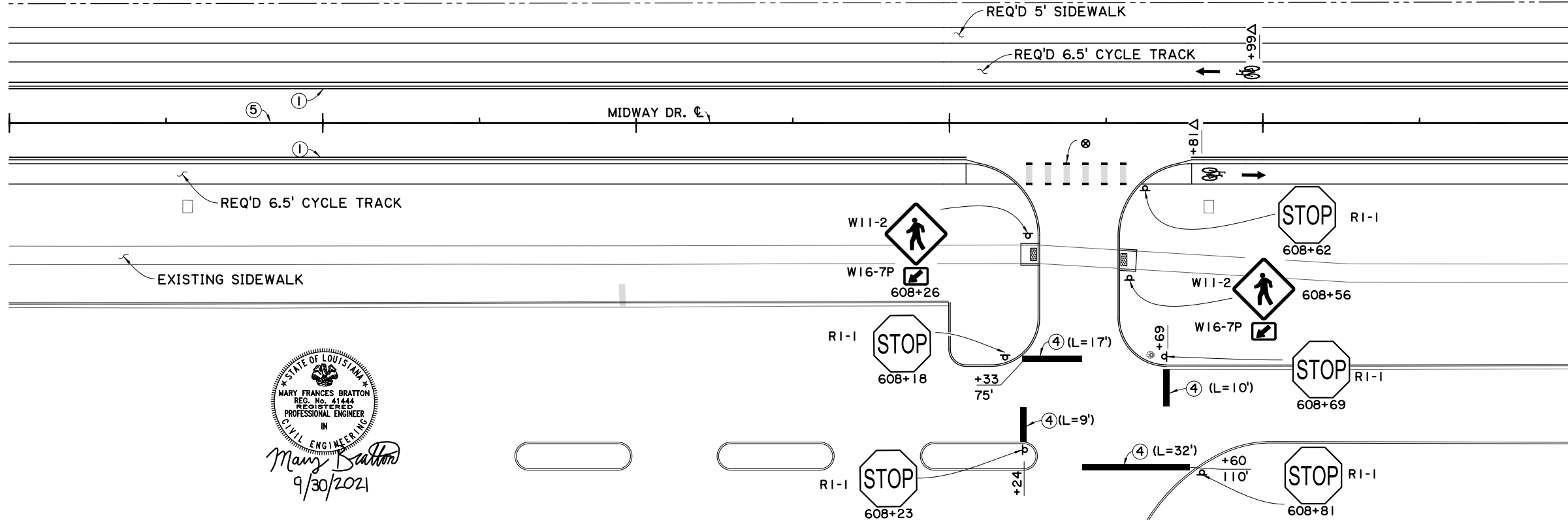
STATE OF LOUISIANA
MARY FRANCES BRATTON
REG. NO. 41444
REGISTERED PROFESSIONAL ENGINEER
IN CIVIL ENGINEERING
Mary Frances Bratton
9/30/2021

DESIGNED / MFB	CHECKED / GDH	DATE	SHEET	NO.	REVISION DESCRIPTION	BY
DETAILED / DTA	CHECKED / MFB	DATE	SHEET	NO.	REVISION DESCRIPTION	BY
EAST BATON ROUGE PARISH			26			
CITY PROJECT 20-CP-HC-0008						
PARISH PROJECT						
STATE PROJECT						
CITY OF BATON ROUGE						
PARISH OF EAST BATON ROUGE						
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)						
STRIPING & SIGNING LAYOUT						
BR CITY OF BATON ROUGE						
Stantec						

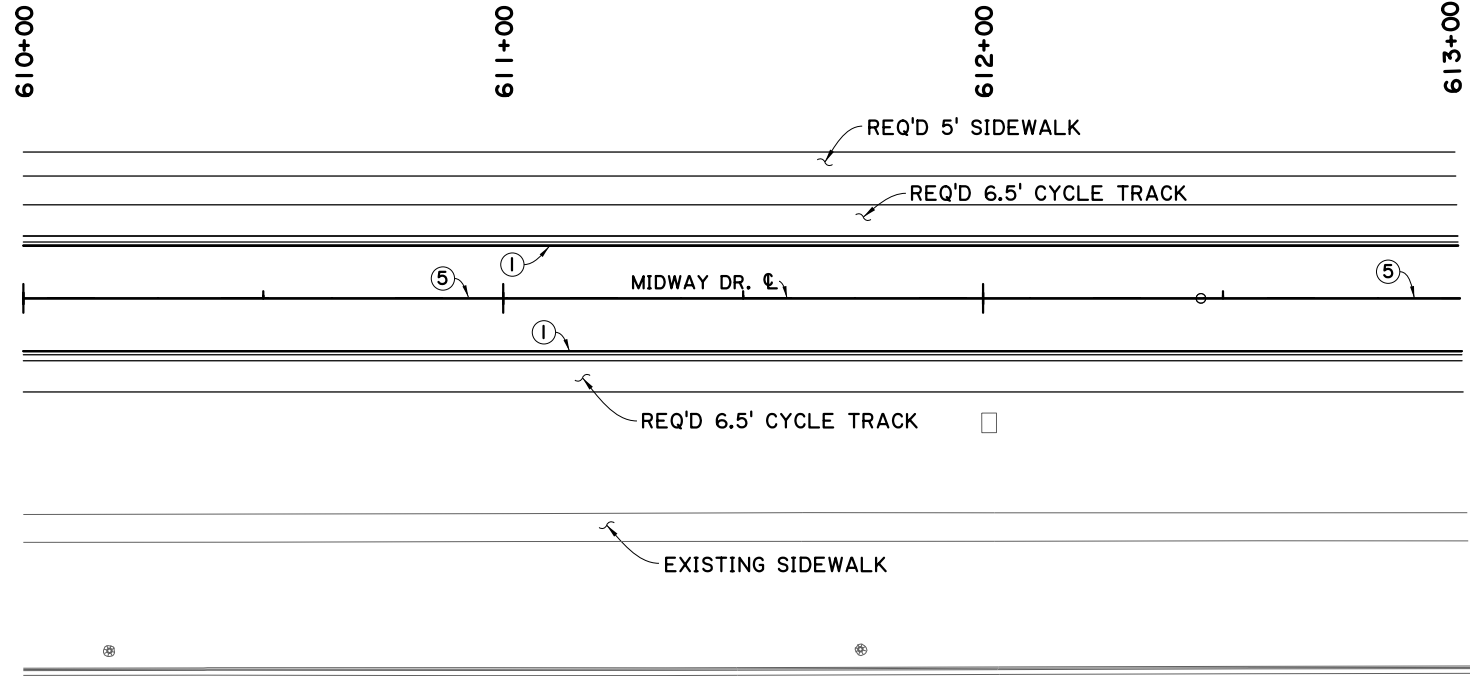
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FINAL PLANS

605+00 606+00 607+00 608+00 609+00 610+00



SCALE 1"=20'



SCALE 1"=20'

PROPOSED PAV'T MARKING LEGEND

- ① 4" SOLID WHITE STRIPE
- ② 4" SOLID YELLOW STRIPE
- ③ 12" SOLID WHITE STRIPE
- ④ 24" SOLID WHITE STRIPE
- ⑤ 4" BROKEN YELLOW STRIPE W/ AMBER/AMBER REFLECTORS @ 40' O/C
- ⑥ 8" SOLID WHITE STRIPE W/ CRYSTAL/RED REFLECTORS @ 10' O/C
- ⑦ 4" DOUBLE YELLOW STRIPE W/ AMBER/AMBER REFLECTORS @ 10' O/C
- ⑧ 4" DOTTED WHITE STRIPE
- ⑨ COLORED SURFACE TREATMENT (BIKE LANES)

NOTES:

- I. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE EAST BATON ROUGE 905-50 STANDARD PLANS AND SPECIFICATIONS.
- △ SEE FIRST STRIPING SHEET FOR DETAILS OF BIKE PAVEMENT MARKING DIMENSIONS.
- ⊗ SEE FIRST STRIPING SHEET FOR DETAILS OF ONE WAY BIKE CROSSWALK.

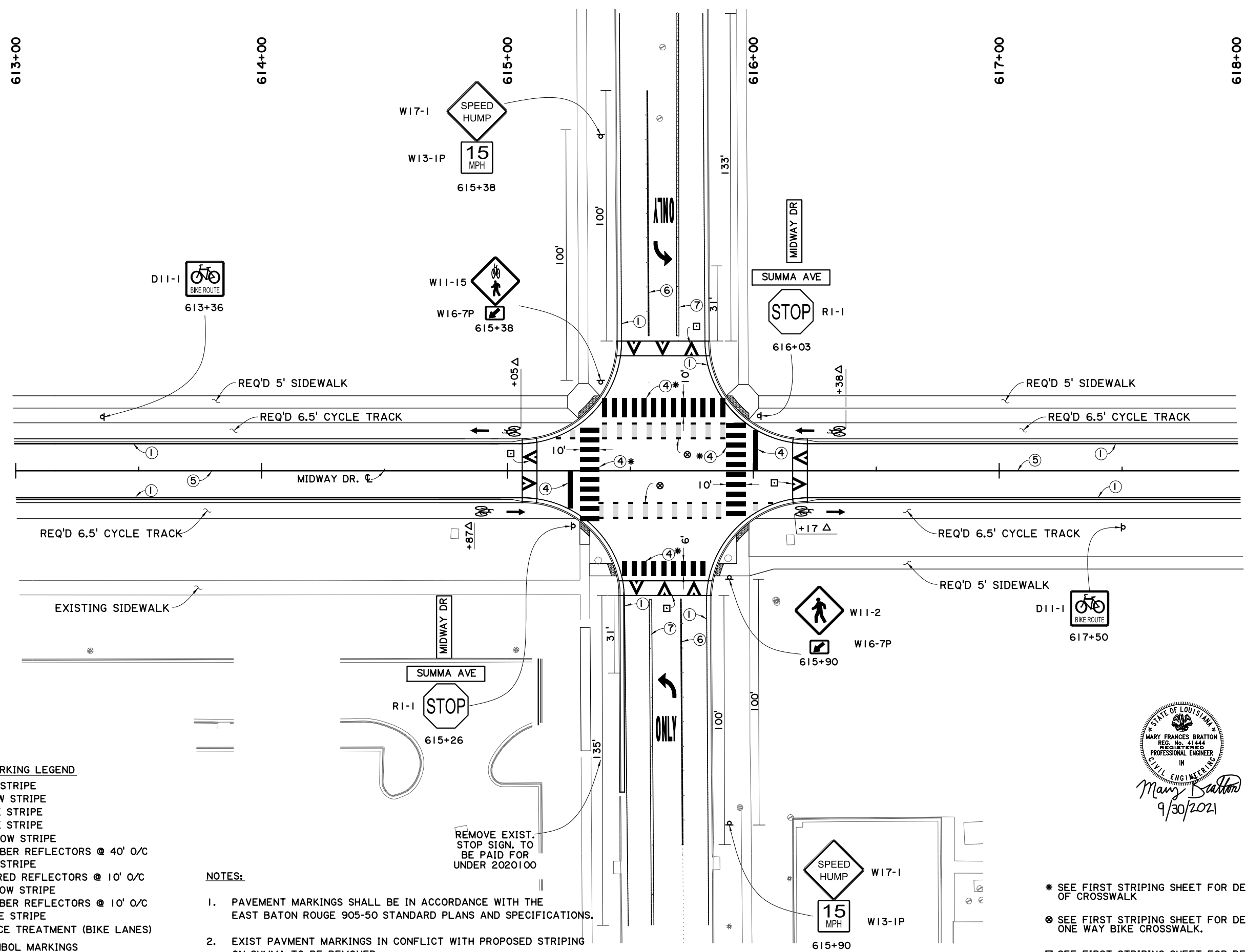
STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. NO. 41444
 REGISTERED PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
 Mary Bratton
 9/30/2021

SHEET NUMBER	27
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	-
DESIGNED MFB	
CHECKED GDH	
DETAILED DTA	
CHECKED MFB	
DATE	
SHEET	2 OF 4

STRIPING & SIGNING LAYOUT

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

CITY OF BATON ROUGE
PARISH OF EAST BATON ROUGE



PROPOSED PAV'T MARKING LEGEND

- ① 4" SOLID WHITE STRIPE
- ② 4" SOLID YELLOW STRIPE
- ③ 12" SOLID WHITE STRIPE
- ④ 24" SOLID WHITE STRIPE
- ⑤ 4" BROKEN YELLOW STRIPE
- ⑥ 8" SOLID WHITE STRIPE
W/ AMBER/AMBER REFLECTORS @ 40' O/C
- ⑦ 4" DOUBLE YELLOW STRIPE
W/ CRYSTAL/RED REFLECTORS @ 10' O/C
- ⑧ 4" DOTTED WHITE STRIPE
- ⑨ COLORED SURFACE TREATMENT (BIKE LANES)
- ↖ ↗ PAVEMENT SYMBOL MARKINGS
- ↑ INDICATED DIRECTION OF TRAVEL & DOES NOT REPRESENT PAVEMENT SYMBOL MARKINGS

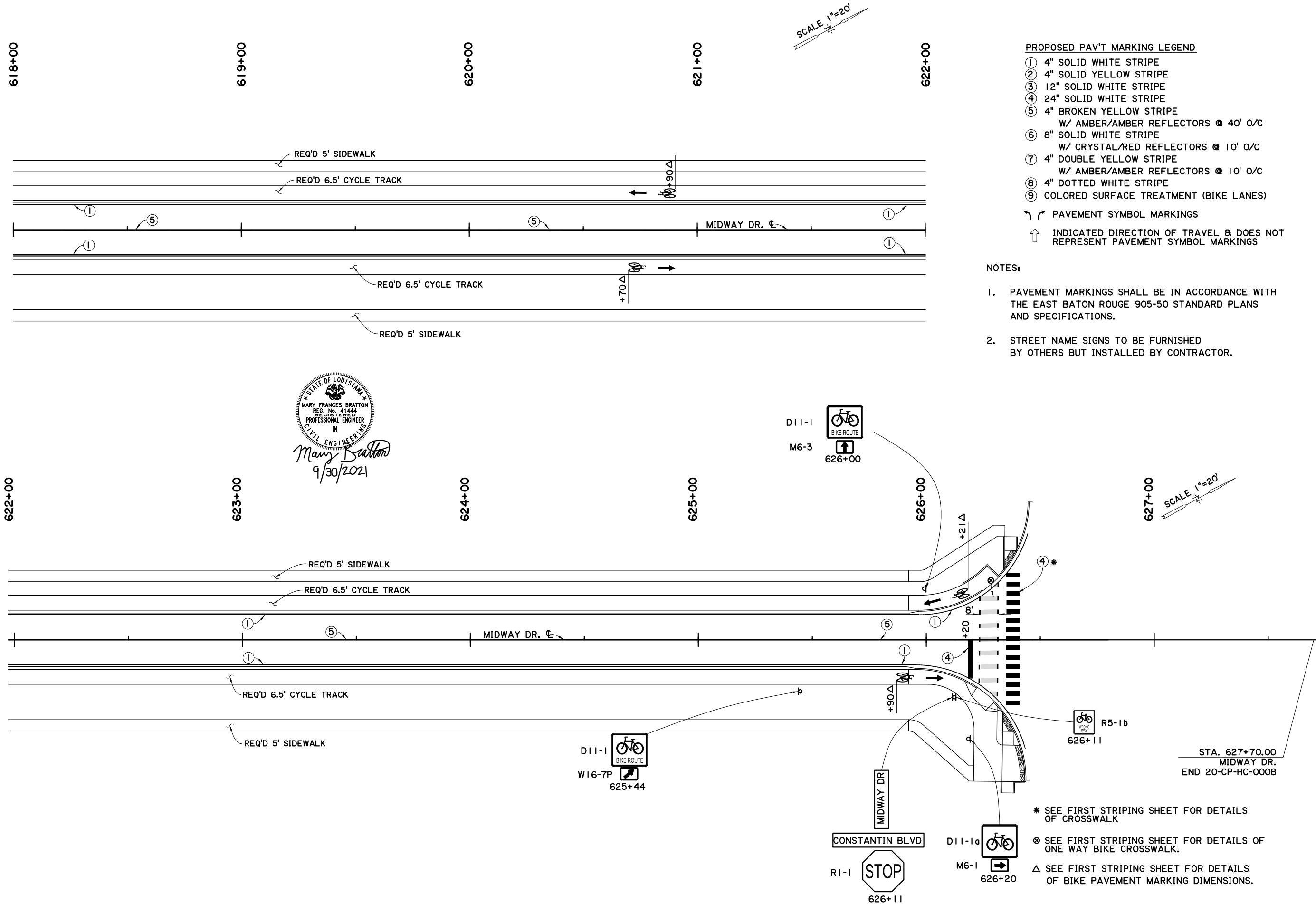
NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE EAST BATON ROUGE 905-50 STANDARD PLANS AND SPECIFICATIONS.
2. EXIST PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED STRIPING ON SUMMA TO BE REMOVED.
3. STREET NAME SIGNS TO BE FURNISHED BY OTHERS BUT INSTALLED BY CONTRACTOR.

- * SEE FIRST STRIPING SHEET FOR DETAILS OF CROSSWALK
- ⊗ SEE FIRST STRIPING SHEET FOR DETAILS OF ONE WAY BIKE CROSSWALK.
- ⊠ SEE FIRST STRIPING SHEET FOR DETAILS OF SPEED TABLE STRIPING.
- △ SEE FIRST STRIPING SHEET FOR DETAILS OF BIKE PAVEMENT MARKING DIMENSIONS.



<p>STRIPING & SIGNING LAYOUT</p> <p>MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)</p>	
<p>DESIGNED: MFB CHECKED: GDH</p>	<p>PARISH: EAST BATON ROUGE PARISH</p>
<p>DATE: 9/30/21</p>	<p>CITY PROJECT: 20-CP-HC-0008</p>
<p>DATE: 9/30/21</p>	<p>STATE PROJECT: -</p>
<p>DATE: 9/30/21</p>	<p>SHEET: 3 OF 4</p>



STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. No. 41444
 REGISTERED
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Bratton
 9/30/2021

- PROPOSED PAV'T MARKING LEGEND**
- ① 4" SOLID WHITE STRIPE
 - ② 4" SOLID YELLOW STRIPE
 - ③ 12" SOLID WHITE STRIPE
 - ④ 24" SOLID WHITE STRIPE
 - ⑤ 4" BROKEN YELLOW STRIPE
W/ AMBER/AMBER REFLECTORS @ 40' O/C
 - ⑥ 8" SOLID WHITE STRIPE
W/ CRYSTAL/RED REFLECTORS @ 10' O/C
 - ⑦ 4" DOUBLE YELLOW STRIPE
W/ AMBER/AMBER REFLECTORS @ 10' O/C
 - ⑧ 4" DOTTED WHITE STRIPE
 - ⑨ COLORED SURFACE TREATMENT (BIKE LANES)
- ↗ PAVEMENT SYMBOL MARKINGS
 ↑ INDICATED DIRECTION OF TRAVEL & DOES NOT REPRESENT PAVEMENT SYMBOL MARKINGS

- NOTES:**
- PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE EAST BATON ROUGE 905-50 STANDARD PLANS AND SPECIFICATIONS.
 - STREET NAME SIGNS TO BE FURNISHED BY OTHERS BUT INSTALLED BY CONTRACTOR.

- * SEE FIRST STRIPING SHEET FOR DETAILS OF CROSSWALK
- ⊗ SEE FIRST STRIPING SHEET FOR DETAILS OF ONE WAY BIKE CROSSWALK.
- Δ SEE FIRST STRIPING SHEET FOR DETAILS OF BIKE PAVEMENT MARKING DIMENSIONS.

SHEET NUMBER	29	EAST BATON ROUGE PARISH	
DESIGNED: MFB	CHECKED: LGH	PARISH	PROJECT
DETAILED: DTA	CHECKED: MFB	CITY	20-CP-HC-0008
DATE	SHEET	STATE	PROJECT
	4 OF 4		

STRIPING & SIGNING LAYOUT

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

CITY OF BATON ROUGE
 PARTNER OF EXCELLENCE

LEGEND - EXISTING TOPOGRAPHY

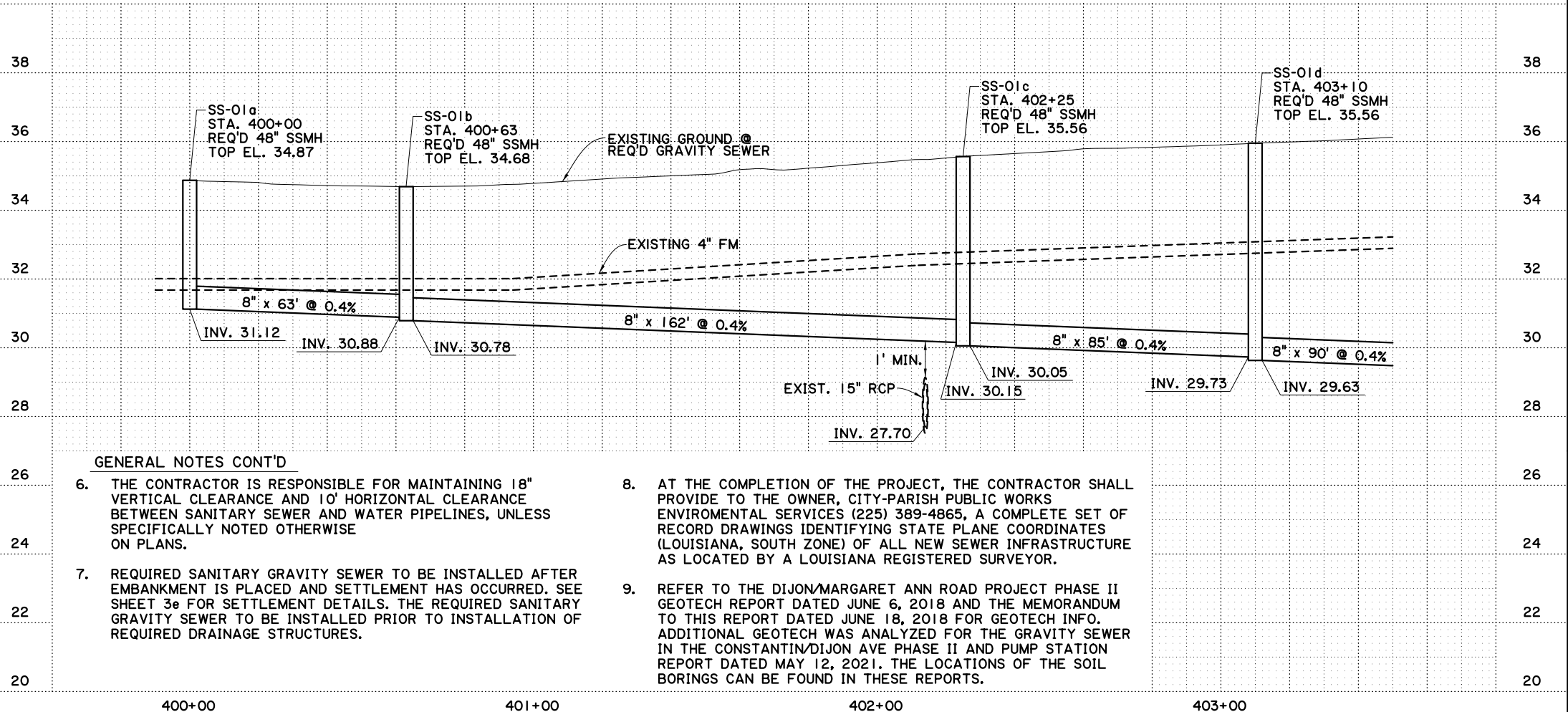
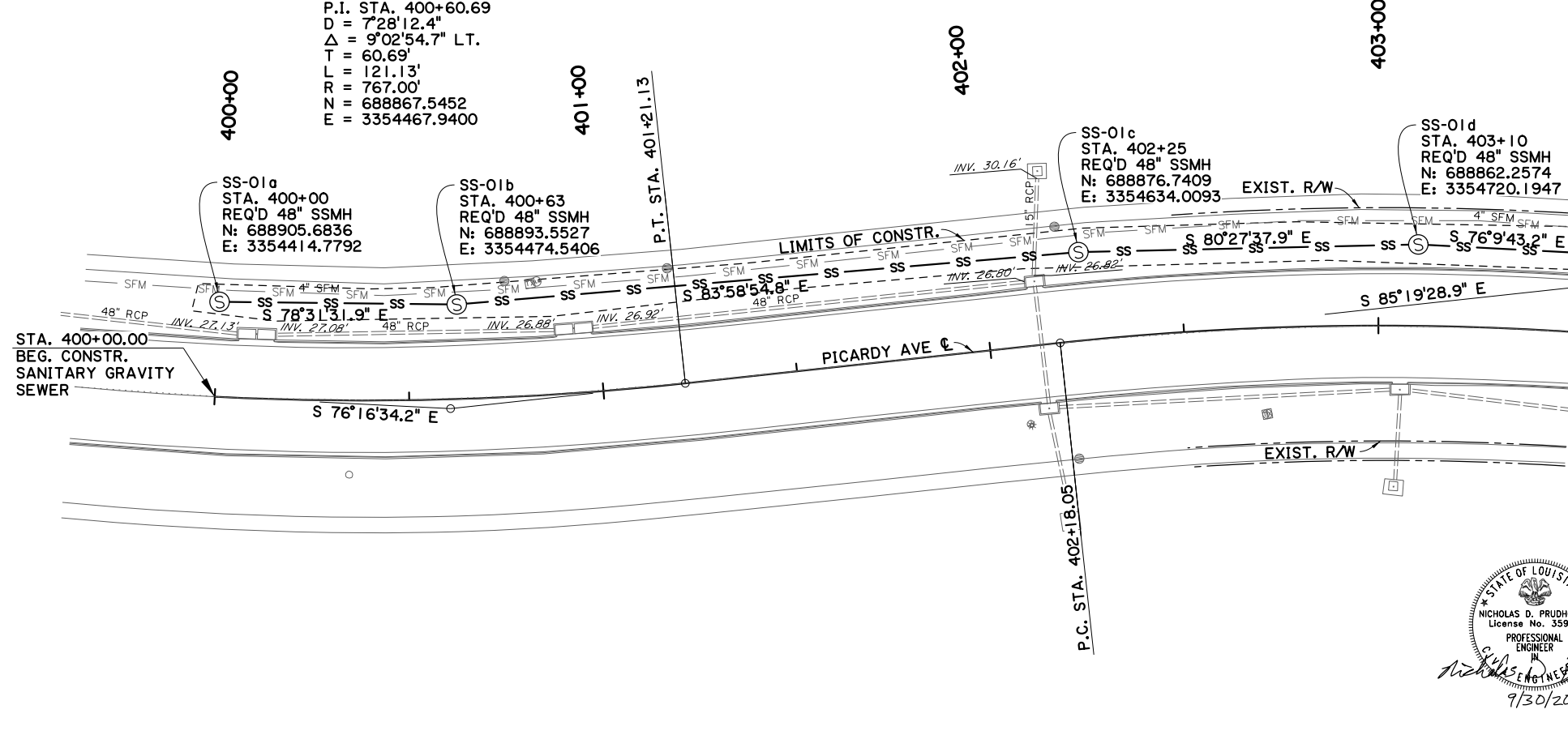
CONTROL POINT		GAS LINE	
TEMPORARY BENCH MARK		GAS METER	
PHOTO TARGET		GAS SERVICE (NO METER)	
PAVEMENT EDGE		GAS REGULATOR	
SHOULDER EDGE		GAS RISER	
SLOPE TOE		GAS TEST BOX	
GUARDRAIL TOP		GAS VALVE	
HIGH BANK		GAS LINE/CASING	
WATER'S EDGE		GAS VENT	
HIGH WATER MARK		RAILROAD MILEPOST	
BOX CULVERT		RAILROAD SIGNAL	
PIPE CULVERT		RAILROAD SWITCH	
CATCH BASIN TOP (ROUND)		RAILROAD TRACK	
DROP INLET TOP (ROUND)		RR TRAFFIC SIGNAL BOX	
DRAINAGE MANHOLE TOP		SEWER LINE	
LEVEE TOP		SEWER MANHOLE TOP	
DITCH CENTERLINE		SEWER BLOWOUT VALVE	
TREE		SEWER CLEANOUT	
WOODS EDGE		SEPTIC TANK	
MARSH LINE		SEWER PUMP (PRIVATE)	
SWAMP LINE		SEWER TREATMENT (INDIVIDUAL)	
TREE CLUSTER		FEDERAL AID MARKER	
HEDGE		TRAFFIC CONTROLLER BOX	
BUSH		TRAFFIC COUNTER	
TREE LINE		TRAFFIC SIGNAL	
FENCE LINE		TRAFFIC SIGNAL SUPPORT POLE	
GATE		LIGHT POLE	
CATTLE GUARD		LIGHT PEDESTAL	
PROPERTY CORNER		LIGHT POWER VAULT	
RIGHT OF WAY MONUMENT		TRAFFIC SIGN	
SECTION CORNER		PARKING METER	
FENCE CORNER		TELEPHONE POLE	
TELEVISION CABLE		TELEPHONE LINE	
TELEVISION PEDESTAL		TELEPHONE BOOTH	
POWER POLE		TELE CROSS CONNECT BOX	
DEADMAN		TELEPHONE PEDESTAL	
POWER LINE		TELEPHONE PRESSURE BOX	
POWER JUNCTION BOX		WATER LINE	
POWER VAULT		WATER LINE/CASING	
TRANSFORMER		WATER CLEANOUT	
COMBINATION POLE		WATER METER	
POWER DROP		WATER VALVE	
PIPELINE		WATER VALVE VAULT	
PIPELINE VENT		WATER WELL	
PIPELINE REGULATOR		FIRE HYDRANT	
GAS WELL		BILLBOARD	
HAY BALES		FUEL PUMP	
SILT FENCE		POST	
INLET SILT TRAP		SIGN POST	
		STORAGE TANK (ROUND)	
		GRAVE	
		MAILBOX	
		ORNAMENTAL LIGHT	
		FLAG POLE	
		GRAVE	

PROPOSED LEGEND

	REMOVAL
	ASPHALT CONSTRUCTION
	CONCRETE CONSTRUCTION
	PERVIOUS CONCRETE

GENERAL NOTES

- THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES, THOSE THAT ARE DEPICTED ON THE PLANS AND ANY ADDITIONAL UTILITY LINES DISCOVERED DURING CONSTRUCTION. PRIOR TO THE COMMENCEMENT OF WORK, THE CONTRACTOR SHALL CONTACT LA ONE CALL BY DIALING 811 OR OTHER APPROPRIATE UTILITY COMPANIES FOR LOCATION OF THEIR UNDERGROUND SERVICES A MINIMUM OF 48 HOURS PRIOR TO BEGINNING CONSTRUCTION OF EACH AREA.
- ANY DAMAGE TO EXISTING UTILITIES DURING THE COURSE OF CONSTRUCTION SHALL BE REPAIRED AND/OR REPLACED IMMEDIATELY ACCORDING TO INDIVIDUAL UTILITY OWNER'S WISHES AT NO ADDITIONAL COST TO THE PROJECT.
- ACTUAL ELEVATIONS OF PIPE INVERTS, EXISTING STRUCTURES, AND OTHER SPECIFIED ITEMS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD AT NO ADDITIONAL COST TO THE OWNER. REQUIRED CARV MANHOLE TOP ELEVATIONS SHALL ALSO BE FIELD VERIFIED AND BE A MINIMUM OF 6' DEEP.
- EXISTING UTILITIES, INCLUDING SEWER FORCE MAINS, ARE SHOWN IN APPROXIMATE LOCATIONS AND THE CONTRACTOR SHALL LOCATE THEM IN THE FIELD AT NO ADDITIONAL COST TO THE OWNER.
- ALL WORK SHALL CONFORM TO THE MOST CURRENT STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR EAST BATON ROUGE PARISH AND THE SPECIAL PROVISIONS FOR THIS PROJECT.



GENERAL NOTES CONT'D

- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING 18" VERTICAL CLEARANCE AND 10' HORIZONTAL CLEARANCE BETWEEN SANITARY SEWER AND WATER PIPELINES, UNLESS SPECIFICALLY NOTED OTHERWISE ON PLANS.
- AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL PROVIDE TO THE OWNER, CITY-PARISH PUBLIC WORKS ENVIRONMENTAL SERVICES (225) 389-4865, A COMPLETE SET OF RECORD DRAWINGS IDENTIFYING STATE PLANE COORDINATES (LOUISIANA, SOUTH ZONE) OF ALL NEW SEWER INFRASTRUCTURE AS LOCATED BY A LOUISIANA REGISTERED SURVEYOR.
- REQUIRED SANITARY GRAVITY SEWER TO BE INSTALLED AFTER EMBANKMENT IS PLACED AND SETTLEMENT HAS OCCURRED. SEE SHEET 3e FOR SETTLEMENT DETAILS. THE REQUIRED SANITARY GRAVITY SEWER TO BE INSTALLED PRIOR TO INSTALLATION OF REQUIRED DRAINAGE STRUCTURES.
- REFER TO THE DIJON/MARGARET ANN ROAD PROJECT PHASE II GEOTECH REPORT DATED JUNE 6, 2018 AND THE MEMORANDUM TO THIS REPORT DATED JUNE 18, 2018 FOR GEOTECH INFO. ADDITIONAL GEOTECH WAS ANALYZED FOR THE GRAVITY SEWER IN THE CONSTANTIN/DIJON AVE PHASE II AND PUMP STATION REPORT DATED MAY 12, 2021. THE LOCATIONS OF THE SOIL BORINGS CAN BE FOUND IN THESE REPORTS.

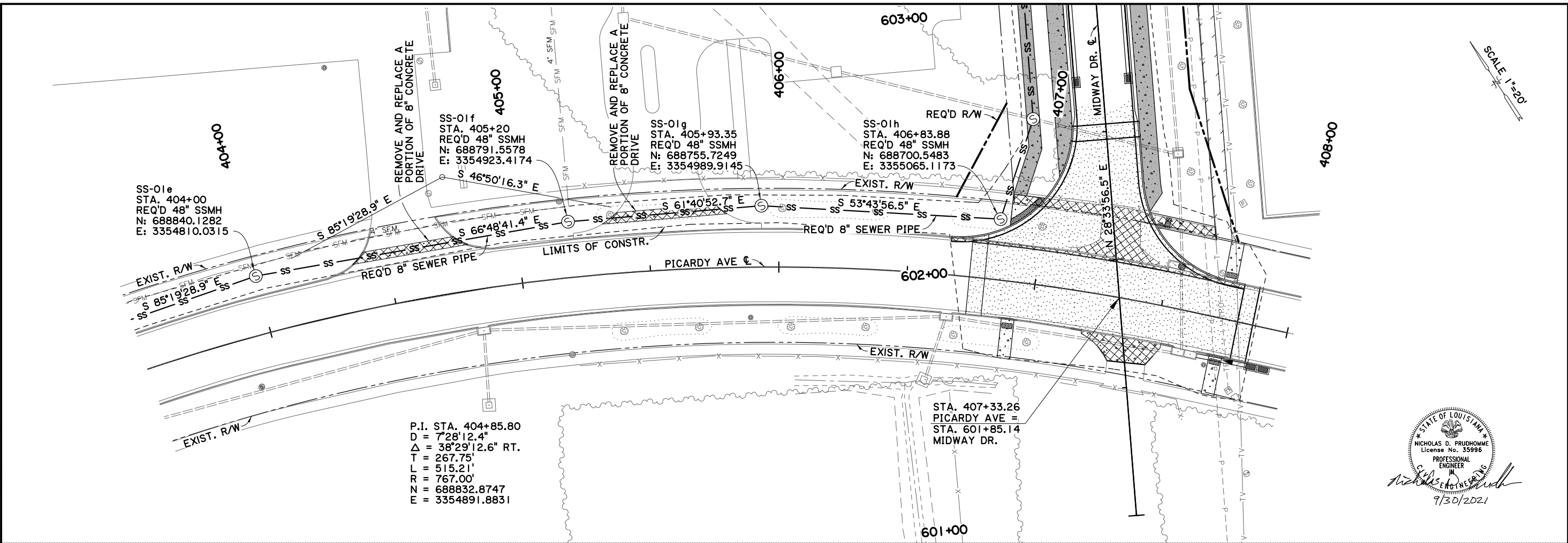
SHEET NUMBER	30
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED	NDP
CHECKED	AMR
DETAILED	TW
CHECKED	NDP
DATE	
SHEET	1 OF 8
NO.	
DATE	
REVISION DESCRIPTION	
BY	

PLAN AND PROFILE SHEET
 GRAVITY SEWER
 (PICARDY AVE.)

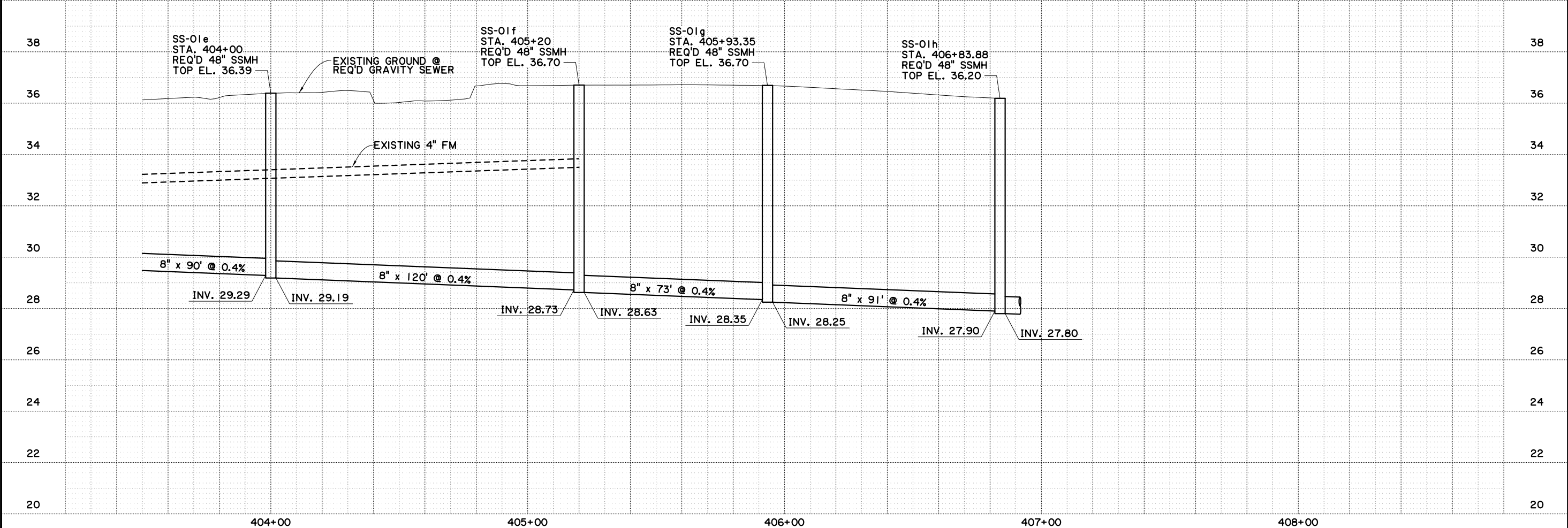
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR
 CITY OF BATON ROUGE
 PARISH OF EAST BATON ROUGE

Stantec



STATE OF LOUISIANA
 NICHOLAS D. PRUDHOMME
 License No. 35996
 PROFESSIONAL ENGINEER
 9/30/2021



DESIGNED	NDP	DATE	2 OF 8
CHECKED	AMR	DATE	
DETAILED	TW	DATE	
CHECKED	NDP	DATE	

NO. _____ BY _____

REVISION DESCRIPTION _____

DATE _____

PARISH EAST BATON ROUGE PARISH

CITY PROJECT 20-CP-HC-0008

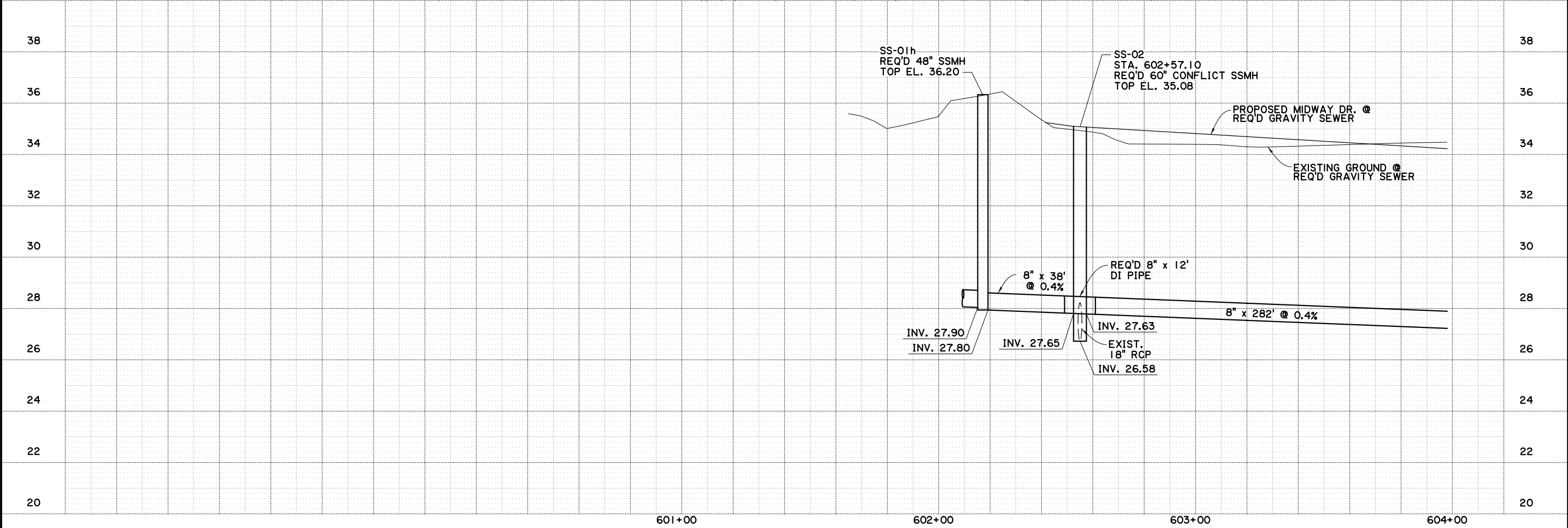
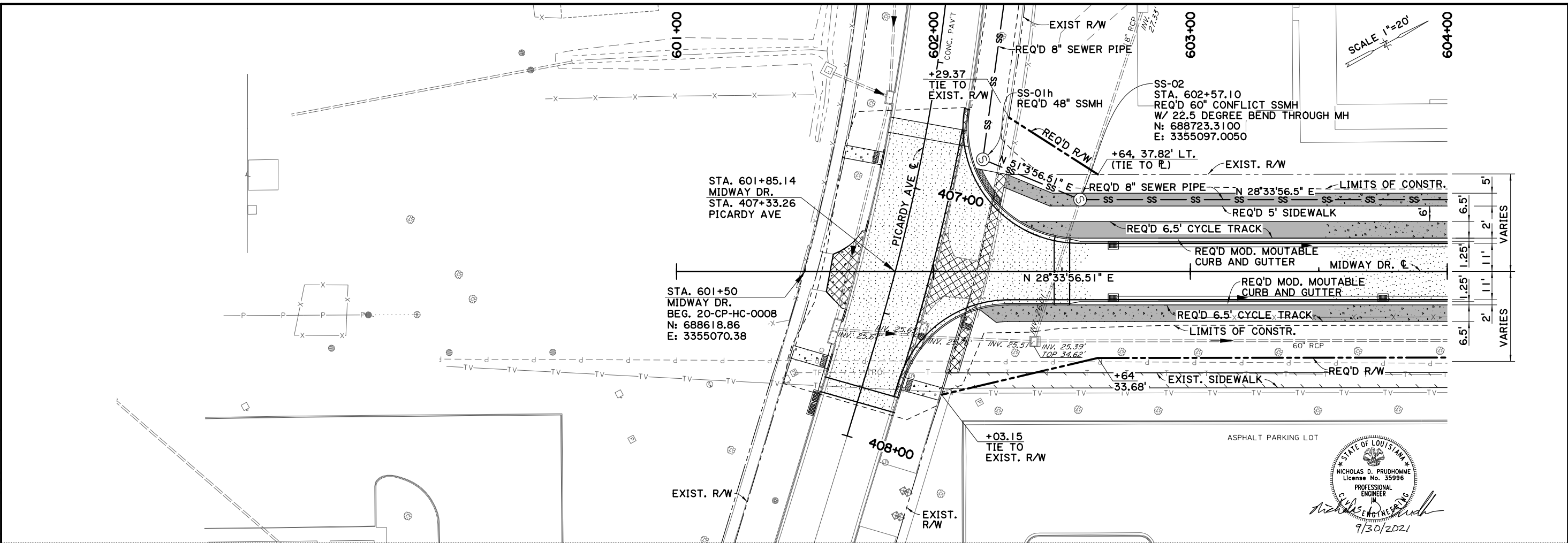
STATE PROJECT _____

SHEET NUMBER 30a

PLAN AND PROFILE SHEET
 GRAVITY SEWER
 (PICARDY AVE.)
 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR
 CITY OF BATON ROUGE
 PART OF EACH SECTION PROJECT

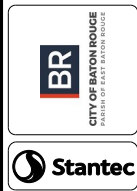
Stantec



SHEET NUMBER	30b
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	-
DESIGNED / CHECKED / AMR	NDP / TW
DETAILED / CHECKED / NDP	NDP
DATE	9/30/2021
SHEET	3 OF 8
BY	
REVISION DESCRIPTION	
NO.	
DATE	

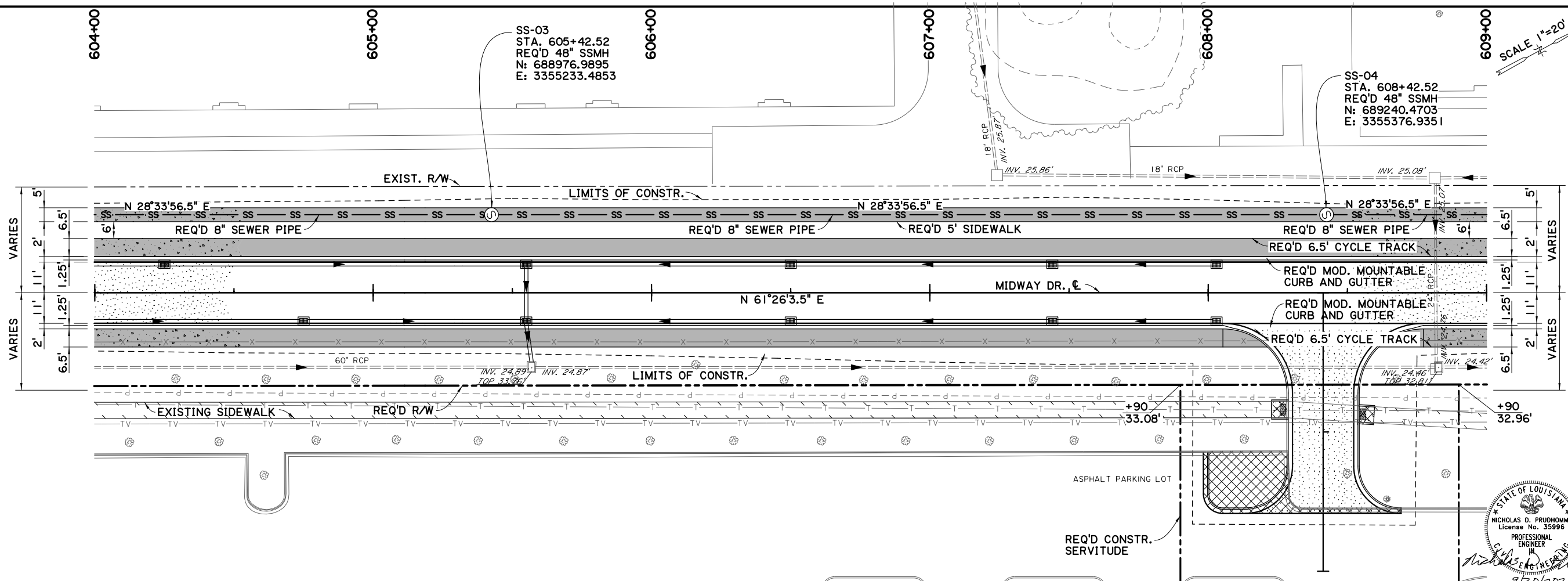


PLAN AND PROFILE SHEET
 GRAVITY SEWER
 (MIDWAY DR.)
 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



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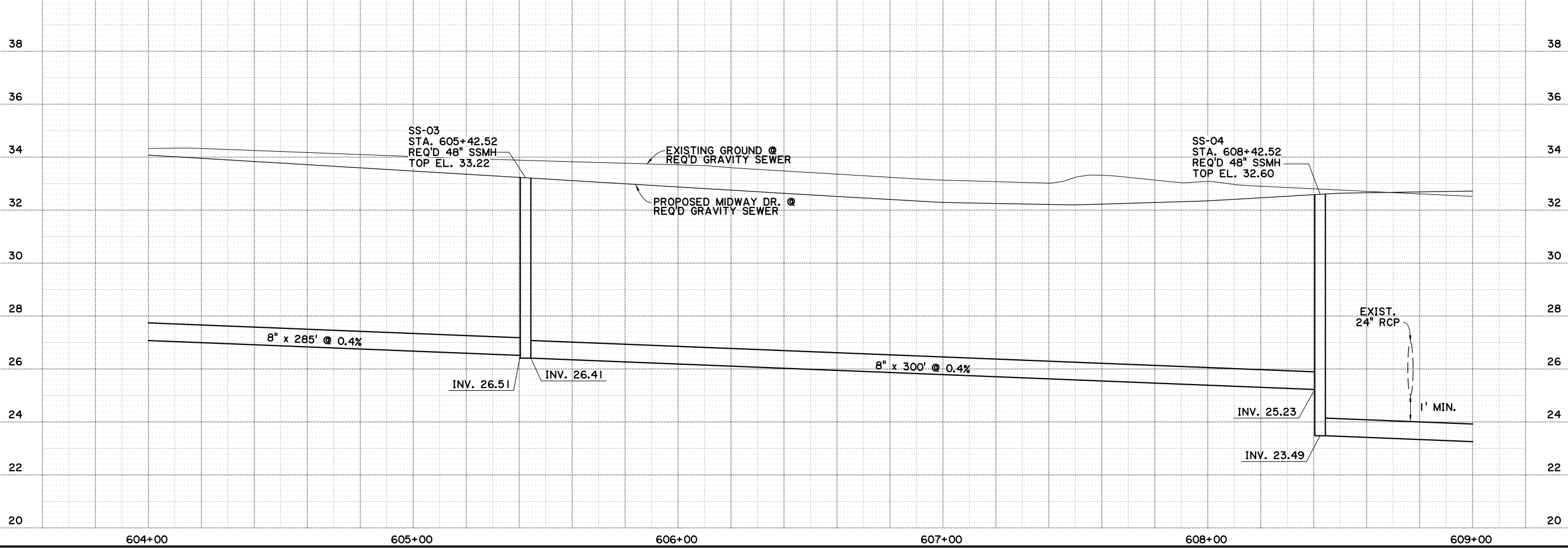
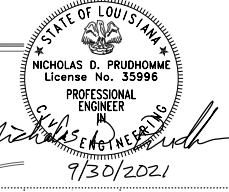
FINAL PLANS



SCALE 1"=20'

SS-03
STA. 605+42.52
REQ'D 48" SSMH
N: 688976.9895
E: 3355233.4853

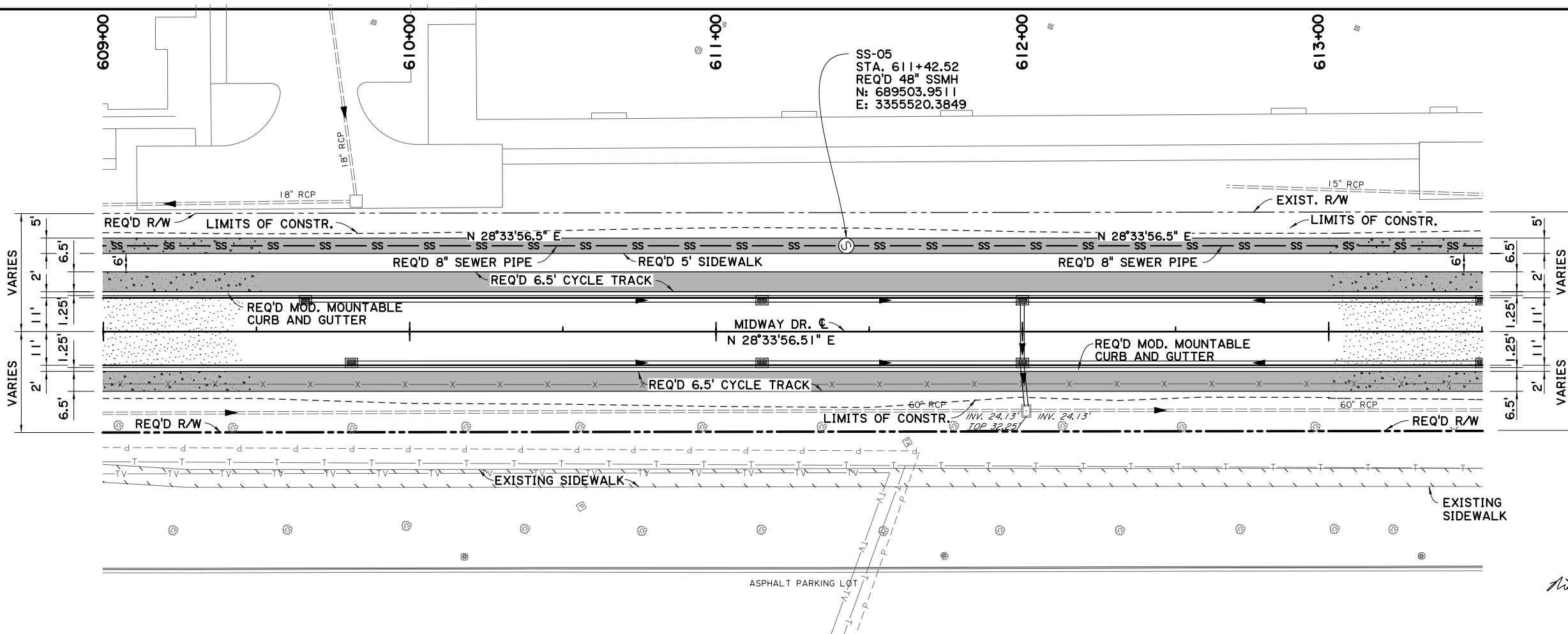
SS-04
STA. 608+42.52
REQ'D 48" SSMH
N: 689240.4703
E: 3355376.9351



SHEET NUMBER	31
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	-
DESIGNED	NDP
CHECKED	AMR
DETAILED	TW
CHECKED	NDP
DATE	4 OF 8
SHEET	4 OF 8
NO.	BY
NO.	REVISION DESCRIPTION
NO.	DATE

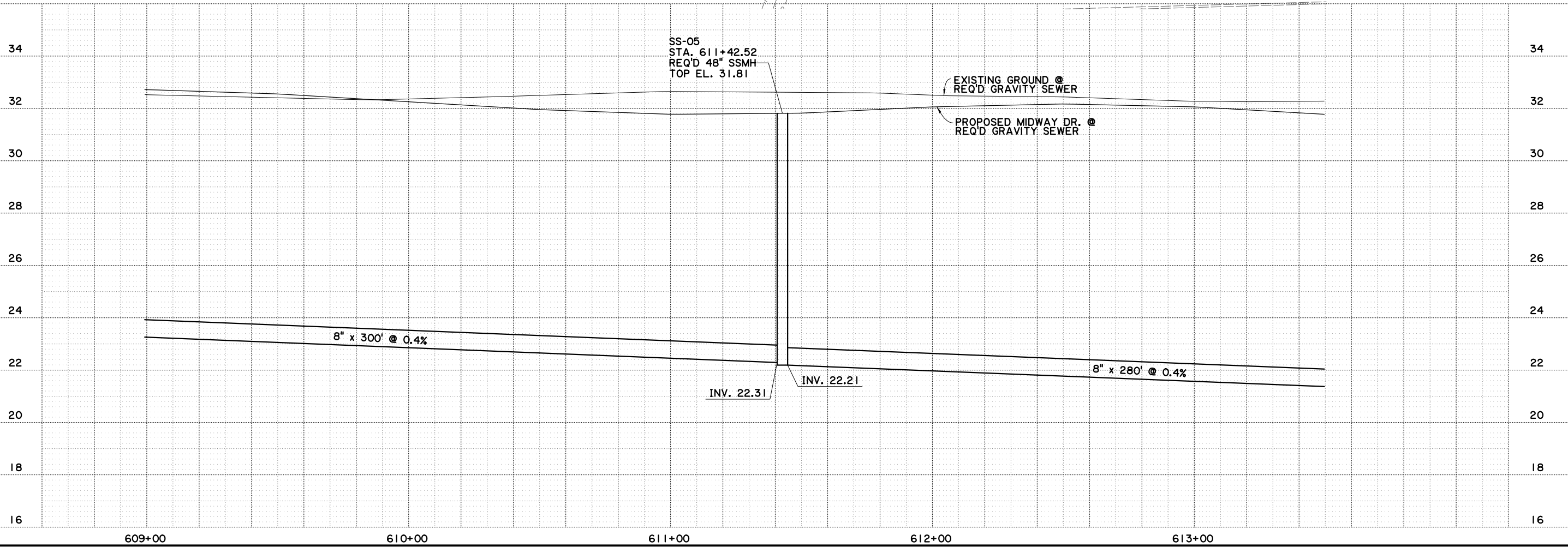
PLAN AND PROFILE SHEET
GRAVITY SEWER
(MIDWAY DR.)

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



SCALE 1"=20'

STATE OF LOUISIANA
 NICHOLAS D. PRUDHOMM
 License No. 35996
 PROFESSIONAL ENGINEER
 9/30/2021

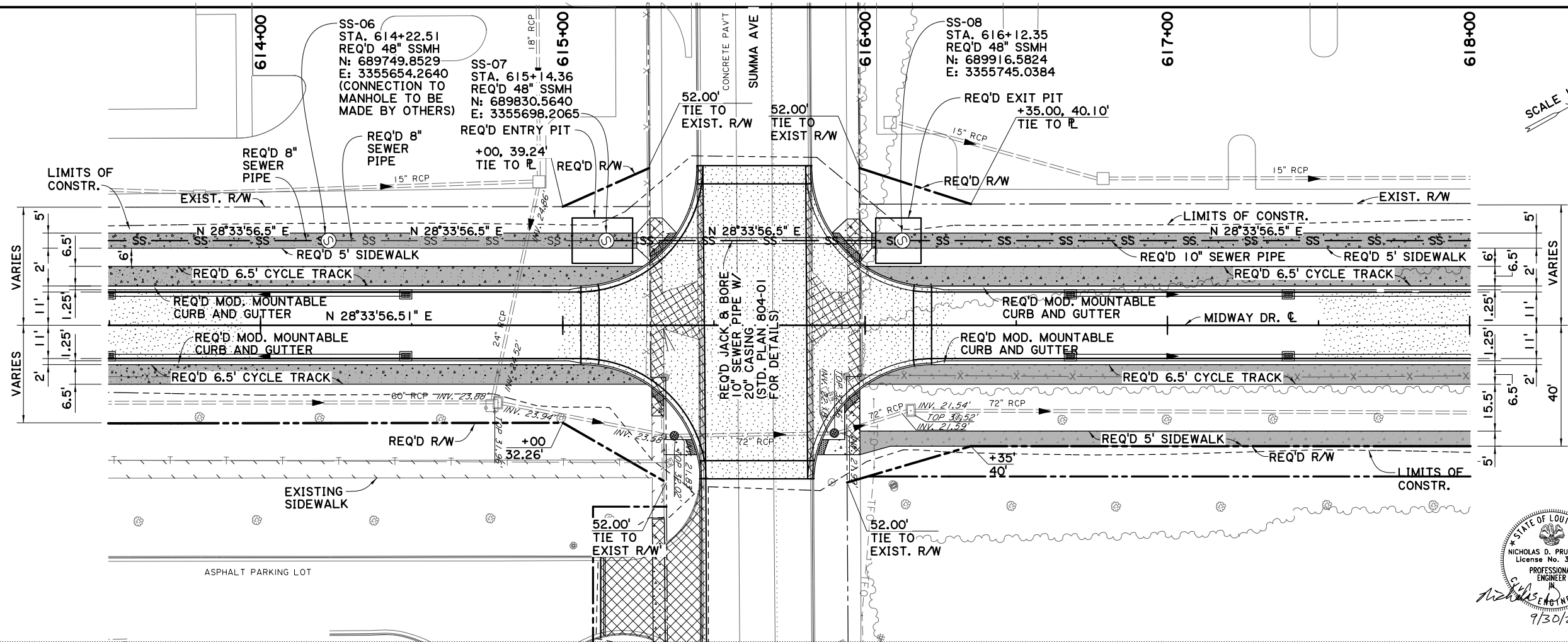


DESIGNED	NDP	DATE	5 OF 8
CHECKED	AMR	NO.	
DETAILED	TW	REVISION DESCRIPTION	
CHECKED	NDP	DATE	

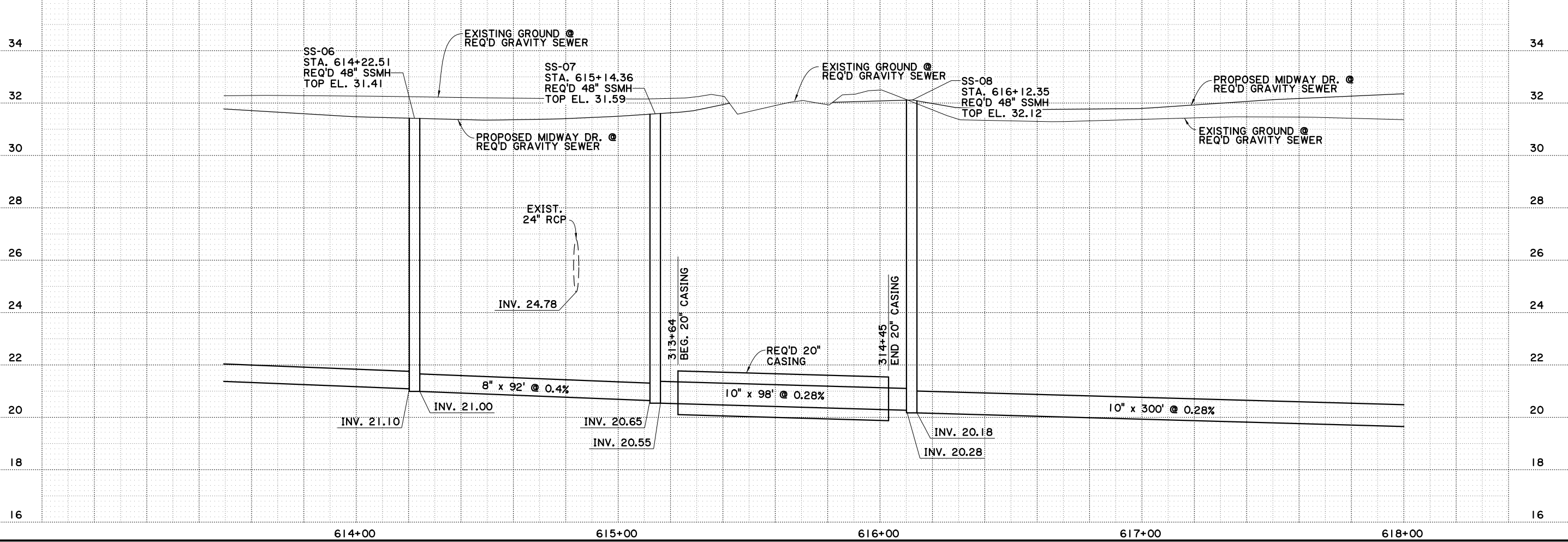
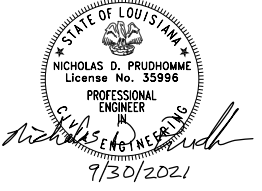
PARISH EAST BATON ROUGE PARISH
 CITY PROJECT 20-CP-HC-0008
 STATE PROJECT -

BR
 CITY OF BATON ROUGE
 OFFICE OF PUBLIC WORKS

Stantec



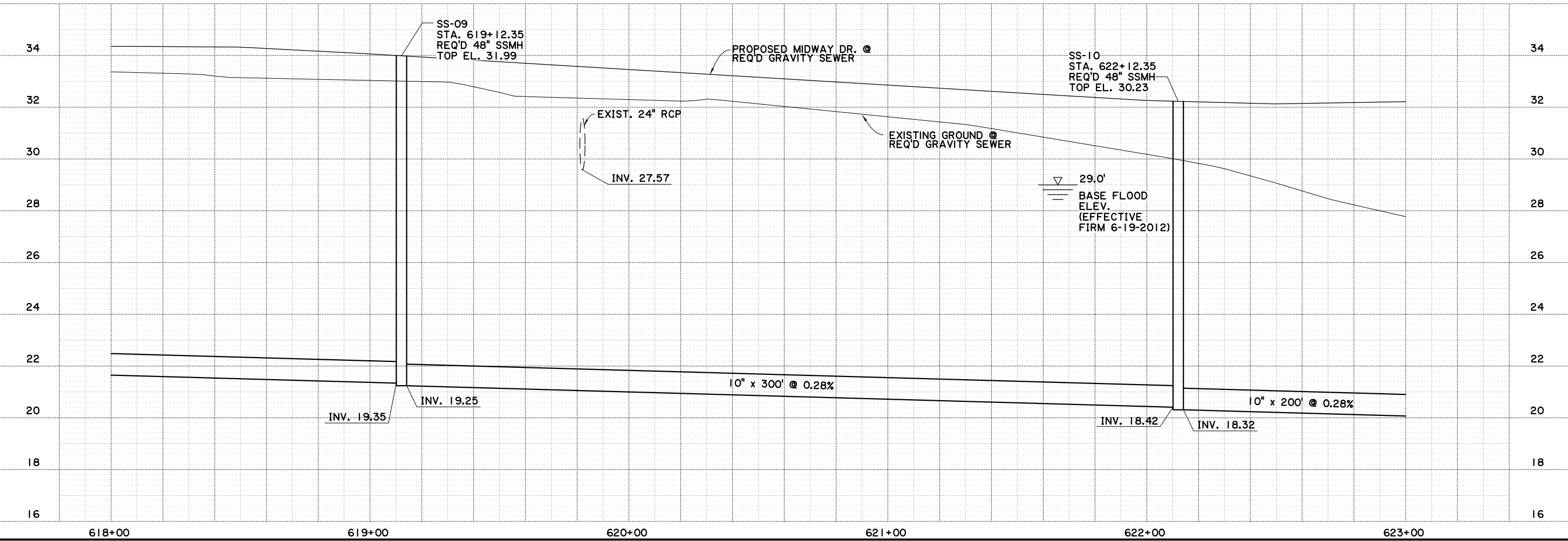
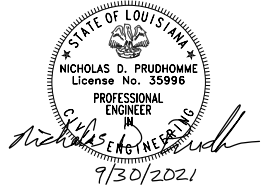
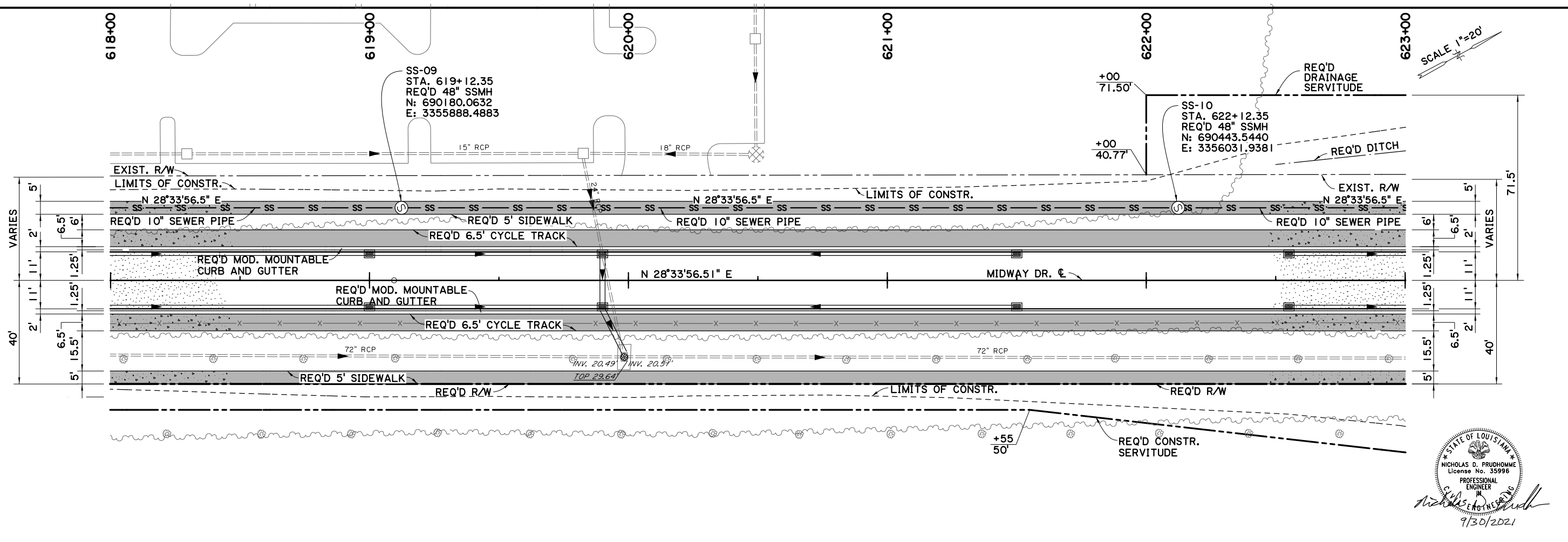
SCALE 1"=20'



SHEET NUMBER	33
PARRISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED	NDP
CHECKED	AMR
DATE	6 OF 8
REVISION DESCRIPTION	
NO.	
DATE	
BY	

PLAN AND PROFILE SHEET
GRAVITY SEWER
(MIDWAY DR.)

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



SHEET NUMBER	34
PARRISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	-
DESIGNED	NDP
CHECKED	AMR
DATE	7 OF 8
REVISION DESCRIPTION	BY
NO.	DATE

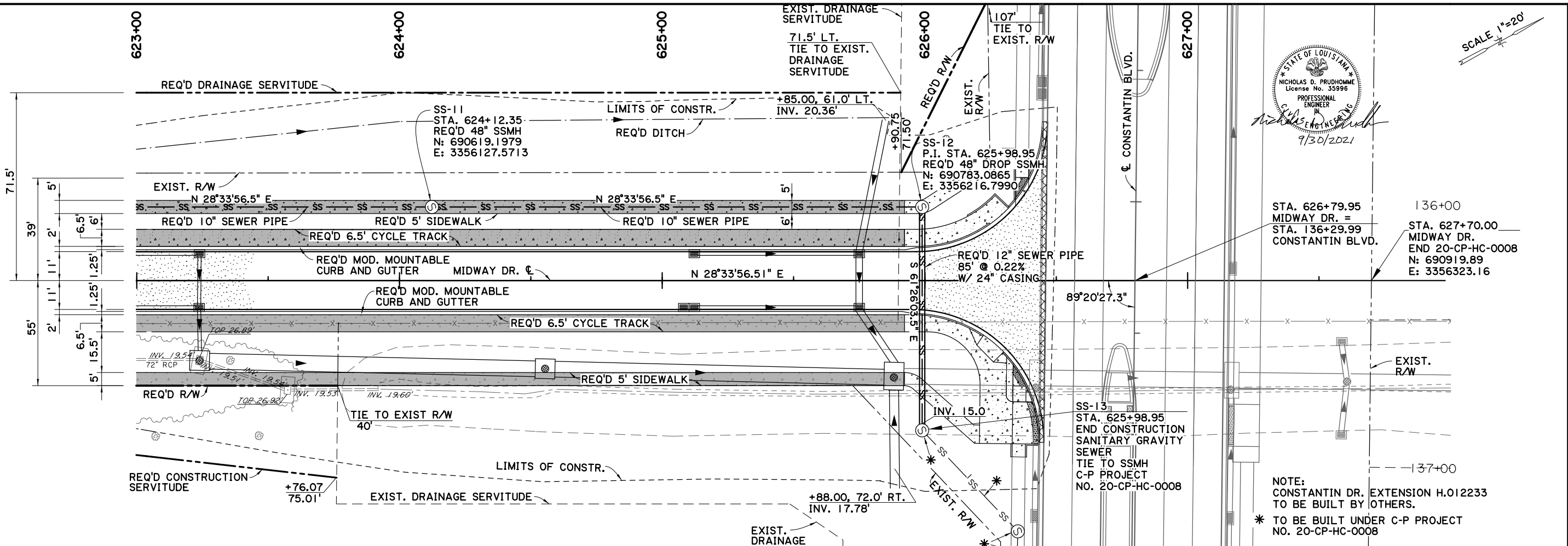
PLAN AND PROFILE SHEET
GRAVITY SEWER
(MIDWAY DR.)

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

V:\2018\active\201802913\03_disciplines\highway\plan_development\drawing\dwg_gravity_pp_14.dgn

FINAL PLANS

09:10

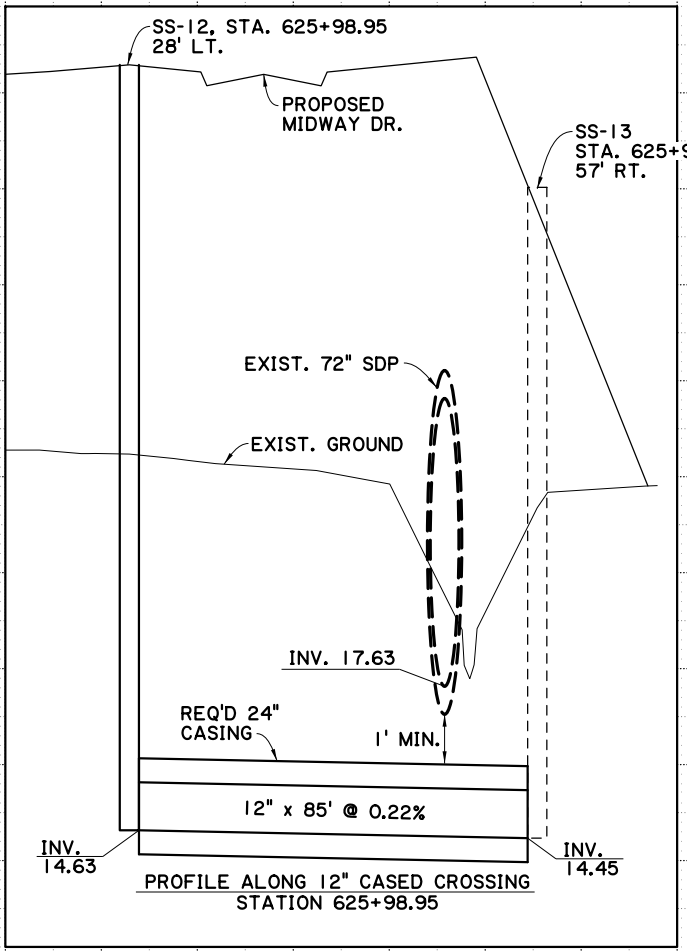
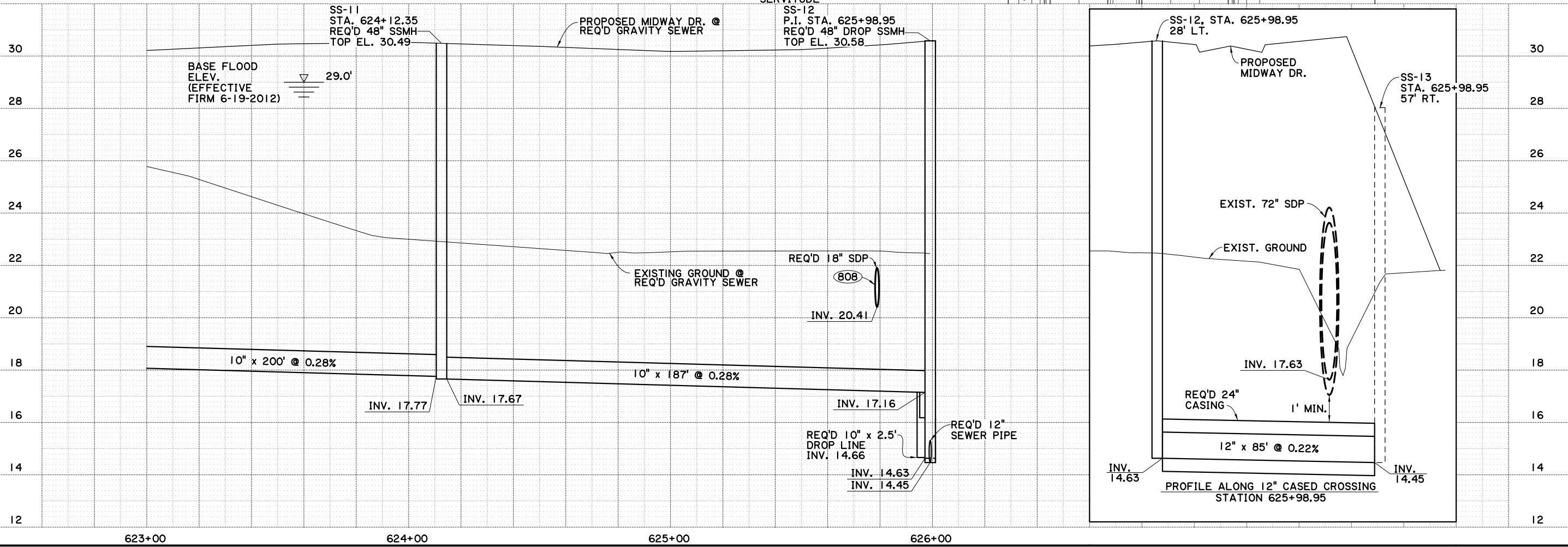


STATE OF LOUISIANA
NICHOLAS D. PRUDHOMME
License No. 35996
PROFESSIONAL ENGINEER
9/30/2021

SCALE 1"=20'

STA. 626+79.95
MIDWAY DR. =
STA. 136+29.99
CONSTANTIN BLVD.
136+00
STA. 627+70.00
MIDWAY DR.
END 20-CP-HC-0008
N: 690919.89
E: 3356323.16

NOTE:
CONSTANTIN DR. EXTENSION H.OI2233
TO BE BUILT BY OTHERS.
* TO BE BUILT UNDER C-P PROJECT
NO. 20-CP-HC-0008



SHEET NUMBER	35
PARRISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED	NDP
CHECKED	AMR
DETAILED	TW
CHECKED	NDP
DATE	8 OF 8
NO.	
DATE	
REVISION DESCRIPTION	
BY	

PLAN AND PROFILE SHEET
GRAVITY SEWER

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

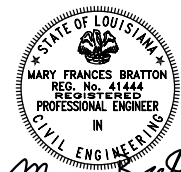
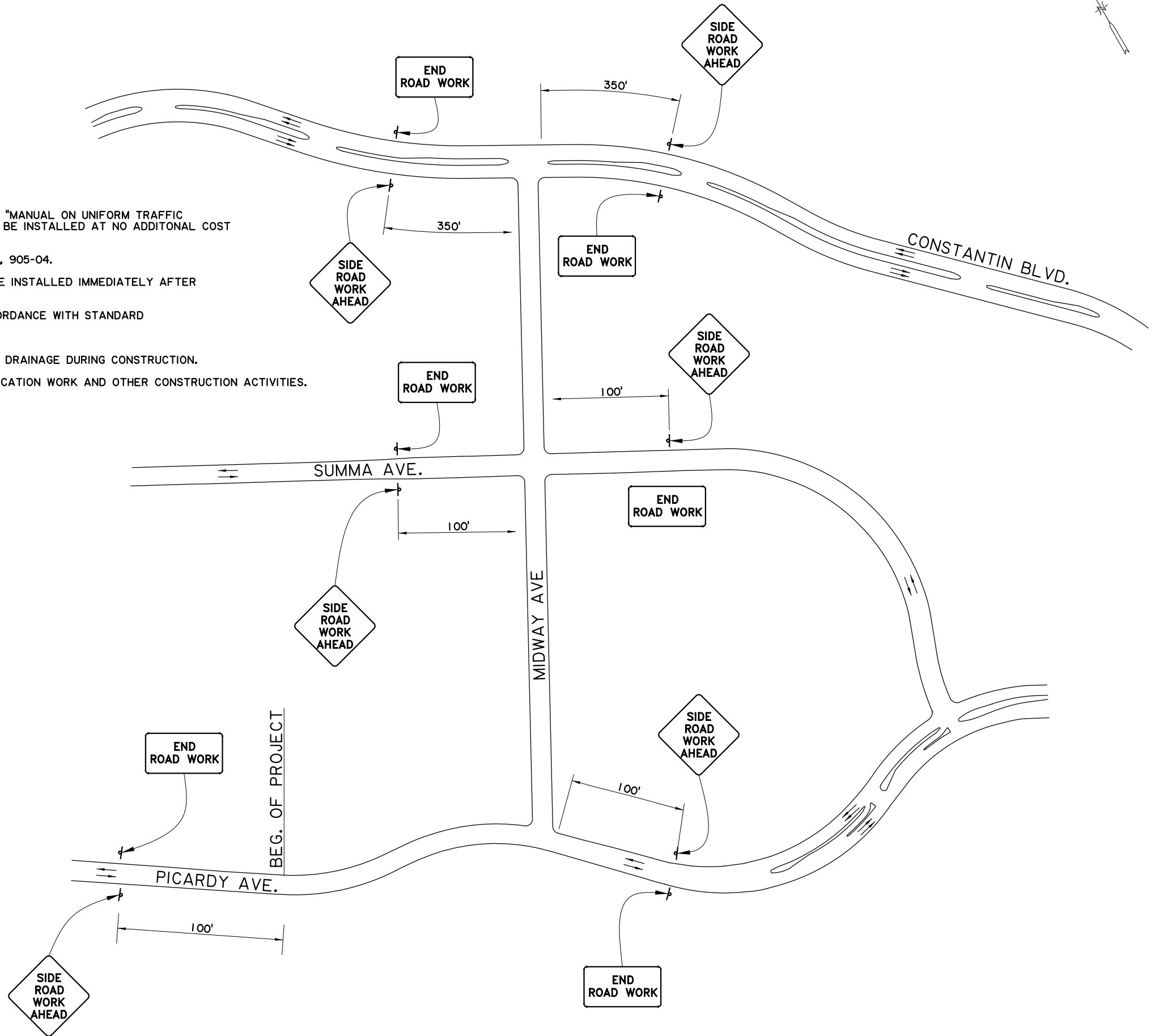
BR
CITY OF BATON ROUGE
PARISH OF EAST BATON ROUGE

Stantec

PHASE I ADVANCED SIGNING

GENERAL NOTES

1. MINIMUM CONSTRUCTION SIGNING; ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE DEPARTMENT.
2. FOR ADDITIONAL INFORMATION SEE STANDARD PLANS 905-01, 905-02, 905-04.
3. EROSION PROTECTION FOR THE PROPOSED DRAINAGE INLETS SHALL BE INSTALLED IMMEDIATELY AFTER THE NEW INLETS ARE IN PLACE.
4. TEMPORARY EROSION CONTROL MEASURES SHALL BE PLACED IN ACCORDANCE WITH STANDARD PLAN 903-01 & 903-02.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE DURING CONSTRUCTION.
6. CONTRACTOR SHALL COORDINATE ROADWAY WORK WITH UTILITY RELOCATION WORK AND OTHER CONSTRUCTION ACTIVITIES.



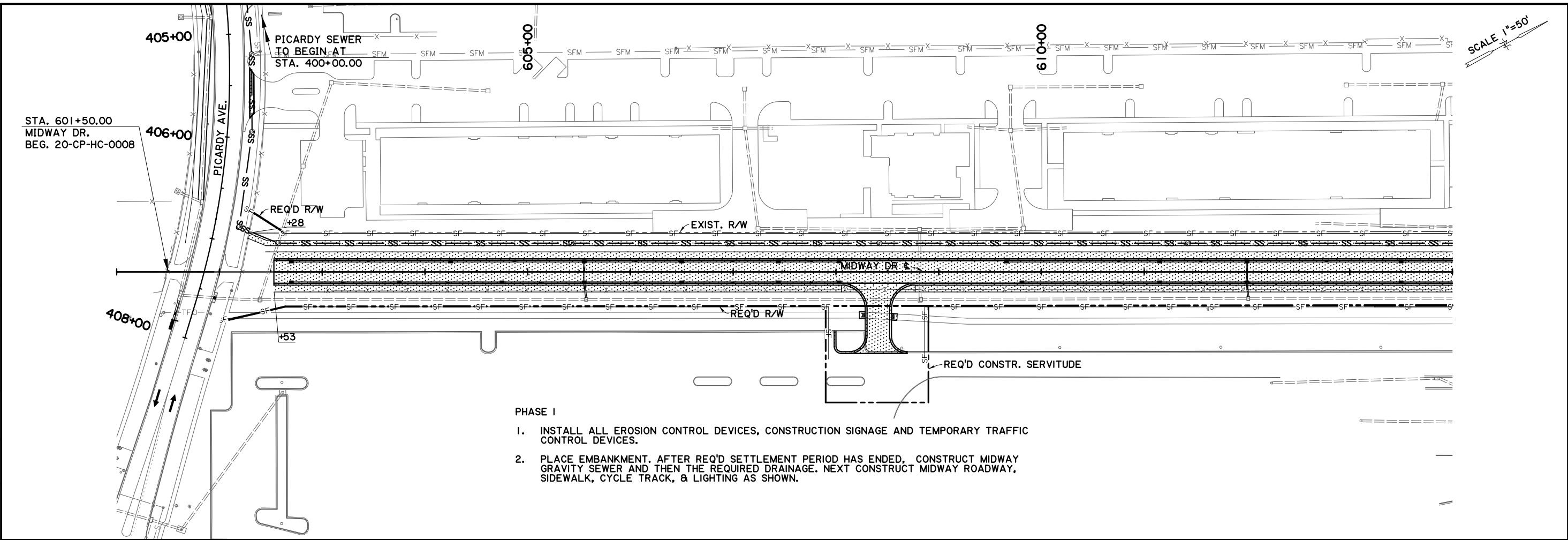
Mary Frances Bratton
9/30/2021

NO.	DATE	REVISION DESCRIPTION	BY

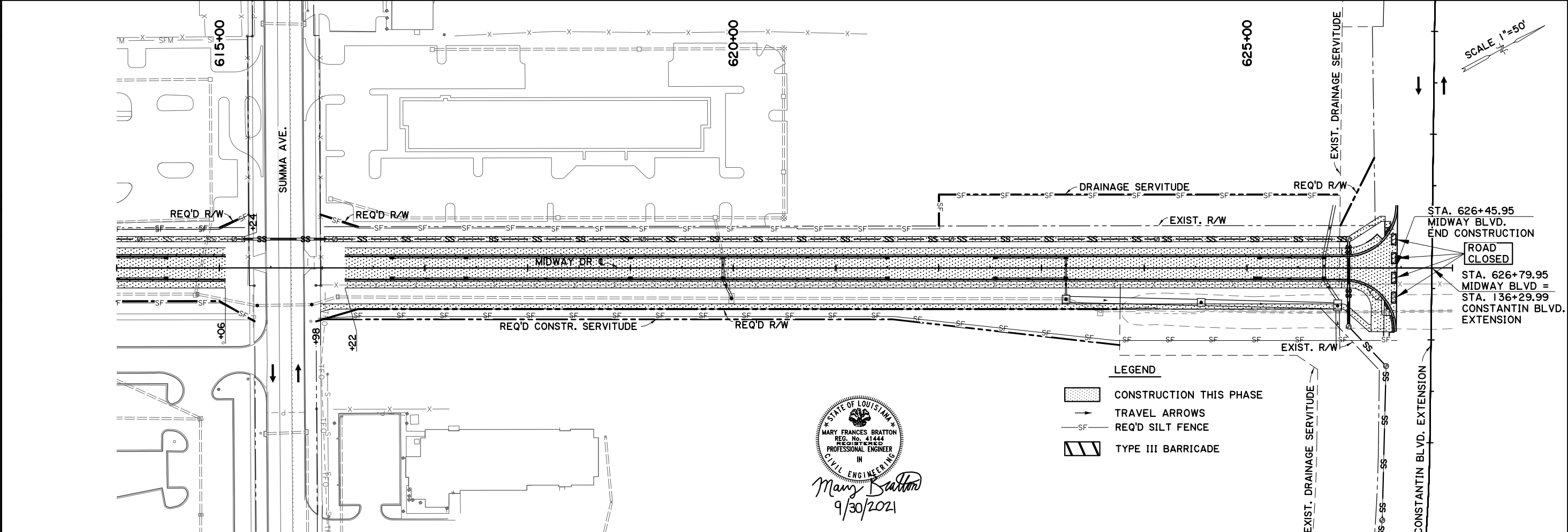


SEQUENCE OF CONSTRUCTION
MIDWAY DR (PICARDY AVE TO CONSTANTIN BLVD)





- PHASE I**
1. INSTALL ALL EROSION CONTROL DEVICES, CONSTRUCTION SIGNAGE AND TEMPORARY TRAFFIC CONTROL DEVICES.
 2. PLACE EMBANKMENT. AFTER REQ'D SETTLEMENT PERIOD HAS ENDED, CONSTRUCT MIDWAY GRAVITY SEWER AND THEN THE REQUIRED DRAINAGE. NEXT CONSTRUCT MIDWAY ROADWAY, SIDEWALK, CYCLE TRACK, & LIGHTING AS SHOWN.



- LEGEND**
- CONSTRUCTION THIS PHASE
 - TRAVEL ARROWS
 - REQ'D SILT FENCE
 - TYPE III BARRICADE

STATE OF LOUISIANA
MARY FRANCES BRATTON
REG. NO. 41444
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

Mary Bratton
9/30/2021

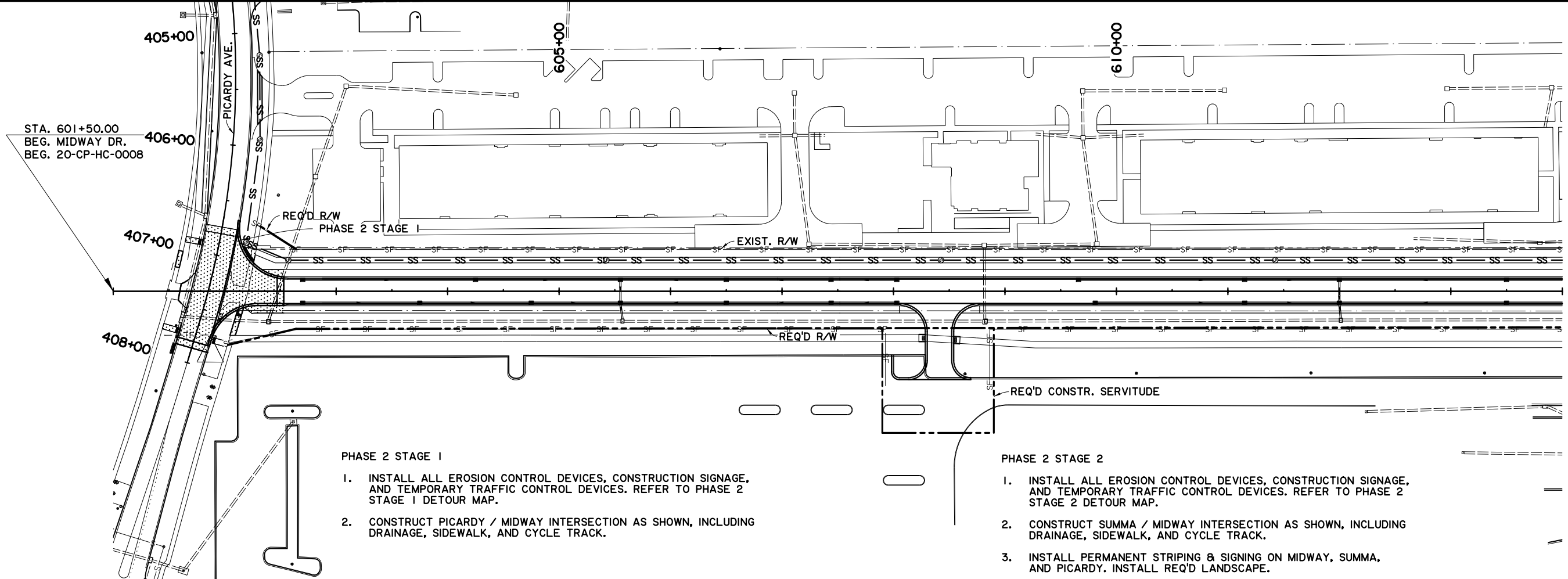
SHEET NUMBER	37
EAST BATON ROUGE PARISH	
PARISH	
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED MFB	
CHECKED GDH	
DETAILED DTA	
CHECKED MFB	
DATE	2 OF 5
SHEET	
REVISION DESCRIPTION	
BY	
DATE	
NO.	

SEQUENCE OF CONSTRUCTION

MIDWAY DR (PICARDY AVE TO CONSTANTIN BLVD)

BR
CITY OF BATON ROUGE
PARISH OF EAST BATON ROUGE

Stantec

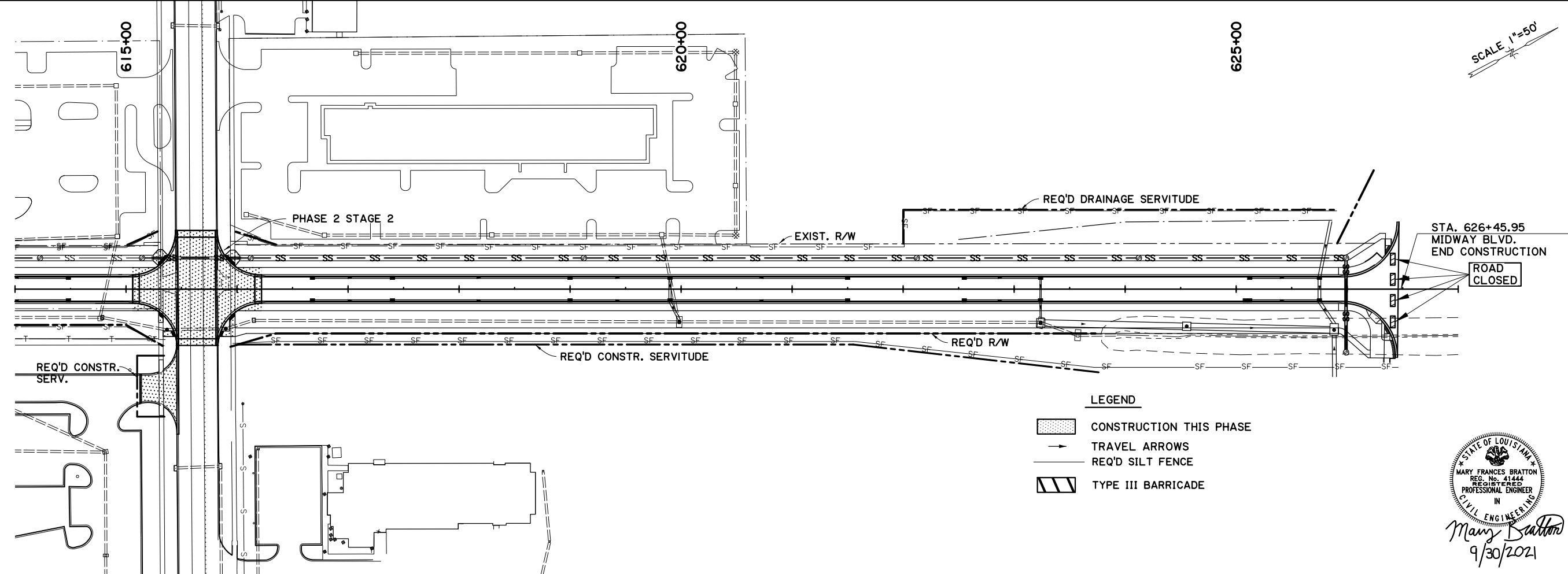


PHASE 2 STAGE 1

1. INSTALL ALL EROSION CONTROL DEVICES, CONSTRUCTION SIGNAGE, AND TEMPORARY TRAFFIC CONTROL DEVICES. REFER TO PHASE 2 STAGE 1 DETOUR MAP.
2. CONSTRUCT PICARDY / MIDWAY INTERSECTION AS SHOWN, INCLUDING DRAINAGE, SIDEWALK, AND CYCLE TRACK.

PHASE 2 STAGE 2

1. INSTALL ALL EROSION CONTROL DEVICES, CONSTRUCTION SIGNAGE, AND TEMPORARY TRAFFIC CONTROL DEVICES. REFER TO PHASE 2 STAGE 2 DETOUR MAP.
2. CONSTRUCT SUMMA / MIDWAY INTERSECTION AS SHOWN, INCLUDING DRAINAGE, SIDEWALK, AND CYCLE TRACK.
3. INSTALL PERMANENT STRIPING & SIGNING ON MIDWAY, SUMMA, AND PICARDY. INSTALL REQ'D LANDSCAPE.



PHASE 2 STAGE 2

LEGEND

- CONSTRUCTION THIS PHASE
- TRAVEL ARROWS
- REQ'D SILT FENCE
- TYPE III BARRICADE



SHEET NUMBER 38	
EAST BATON ROUGE PARISH	
PARISH	CITY PROJECT 20-CP-HC-0008
DESIGNED MFB	CHECKED GDH
DATE	3 OF 5
NO.	DATE
BY	REVISION DESCRIPTION

MOVEBR

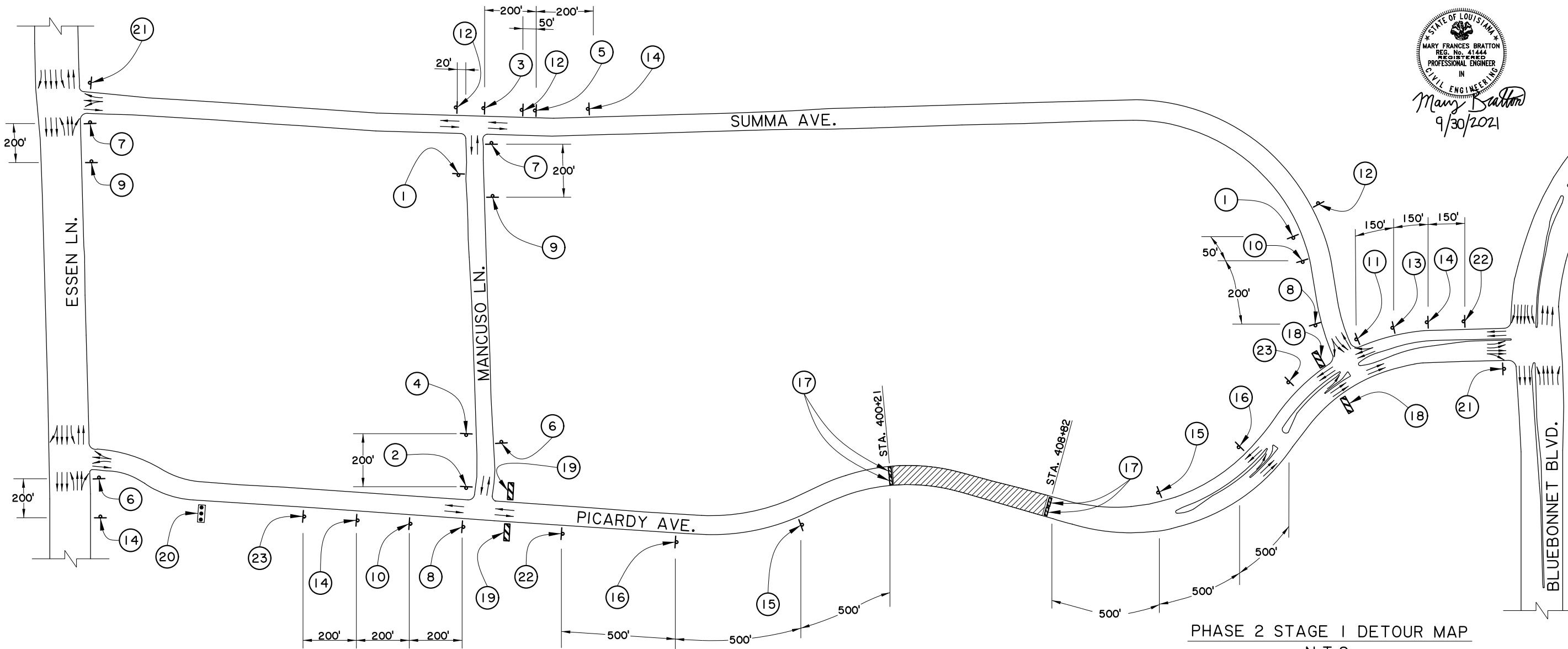
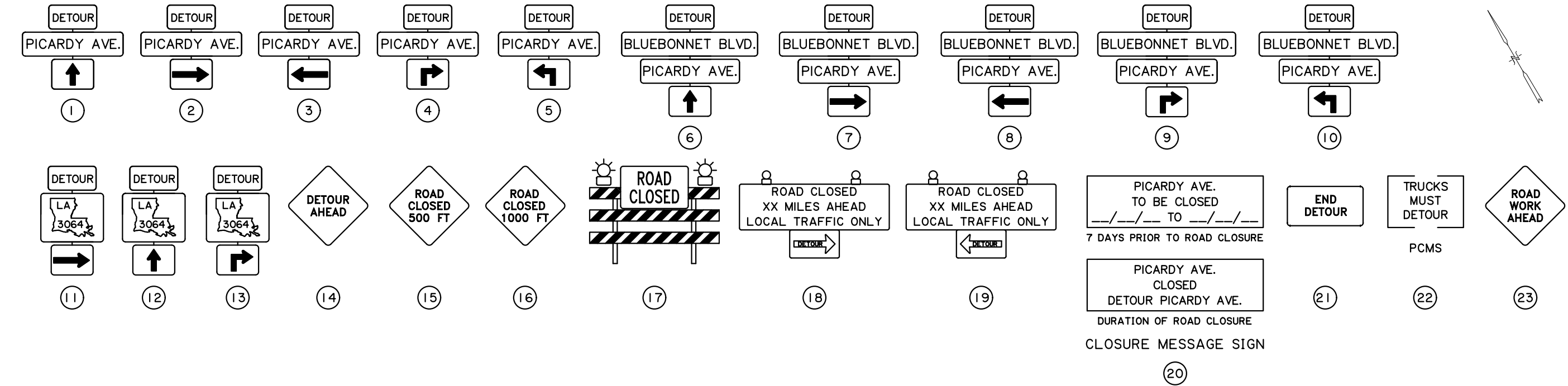
SUGGESTED SEQUENCE OF CONSTRUCTION

MIDWAY DR (PICARDY AVE TO CONSTANTIN BLVD)

BR
CITY OF BATON ROUGE
OFFICE OF PUBLIC WORKS

Stantec

FINAL PLANS

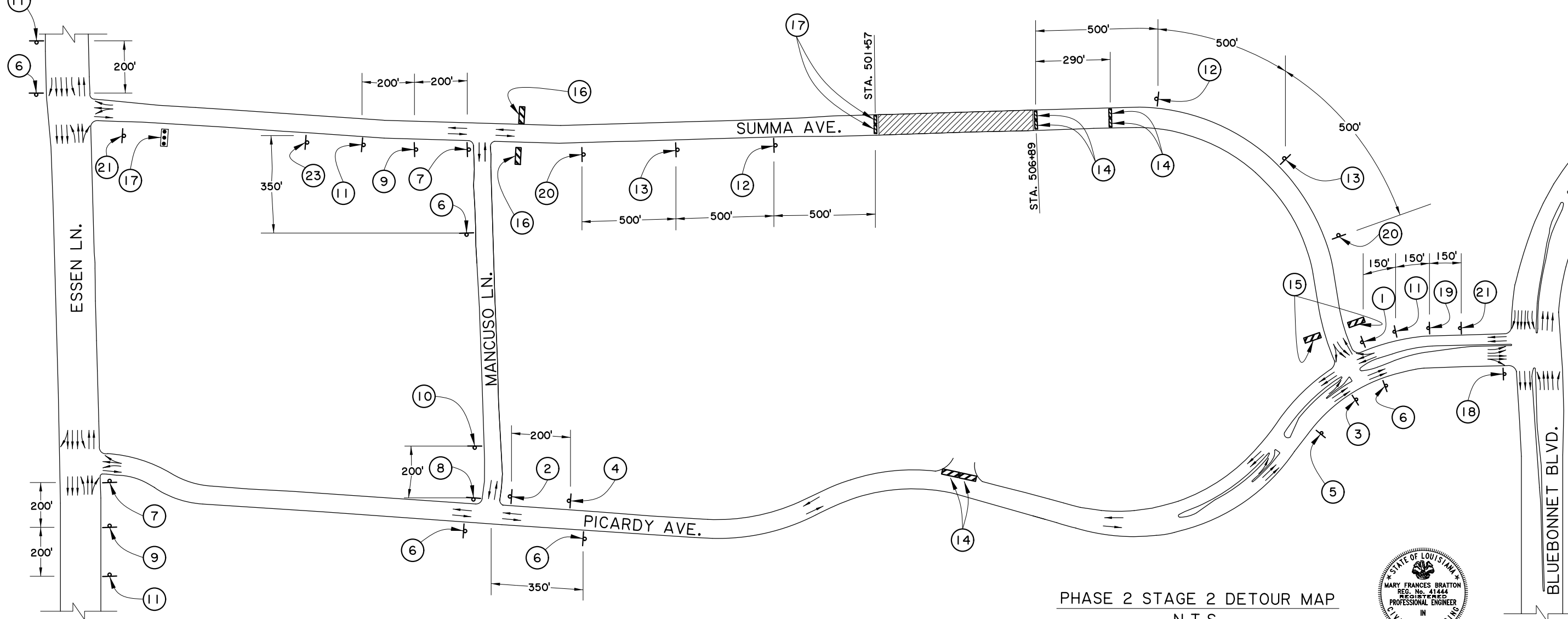
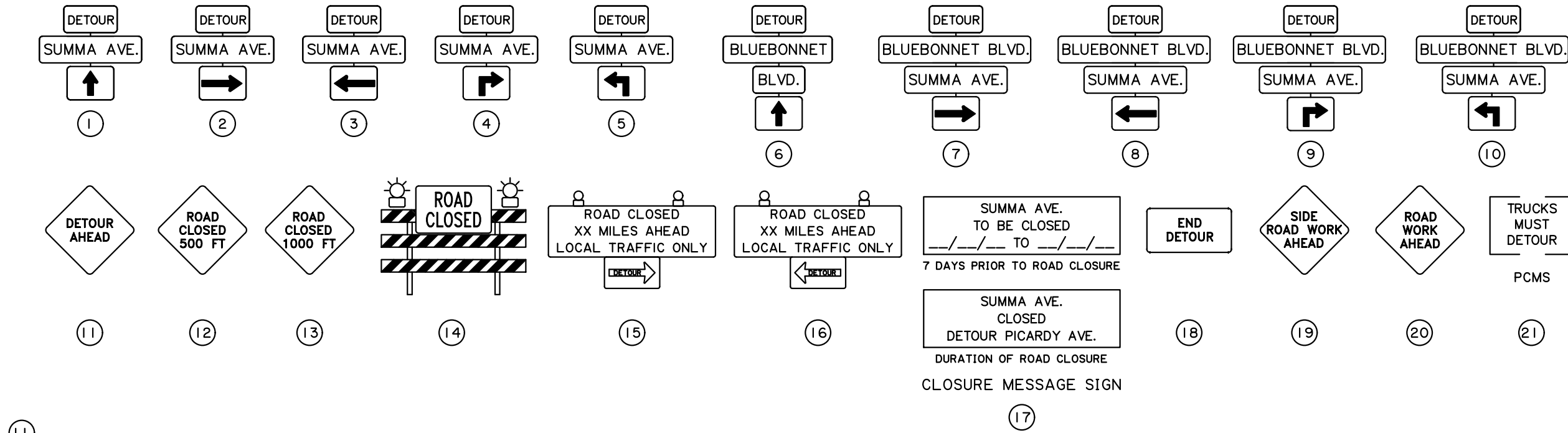


STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. No. 41444
 REGISTERED
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Frances Bratton
 9/30/2021

PHASE 2 STAGE 1 DETOUR MAP
 N.T.S.

DESIGNED: MFB	CHECKED: GDBH	DATE: 9/30/2021	BY: [Signature]
DETAILED: DTA	CHECKED: MFB	DATE: [Blank]	BY: [Blank]
SUGGESTED SEQUENCE OF CONSTRUCTION		MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	
BR CITY OF BATON ROUGE		STANTEC	
PARISH: EAST BATON ROUGE PARISH		PROJECT: 20-CP-HC-0008	
CITY: [Blank]		STATE: LA	
SHEET: 4 OF 5		PROJECT: [Blank]	
NUMBER: 39		[Blank]	

FINAL PLANS



PHASE 2 STAGE 2 DETOUR MAP
N.T.S.

STATE OF LOUISIANA
 MARY FRANCES BRATTON
 REG. No. 41444
 REGISTERED
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Mary Bratton
 9/30/2021

SHEET NUMBER 40	
EAST BATON ROUGE PARISH	
DESIGNED: MFB	CHECKED: GDH
DETAILED: DTA	CHECKED: MFB
DATE: 5 OF 5	SHEET: 5 OF 5
BY: _____	
NO. _____	
DATE: _____	
REVISION DESCRIPTION: _____	
SUGGESTED SEQUENCE OF CONSTRUCTION MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	

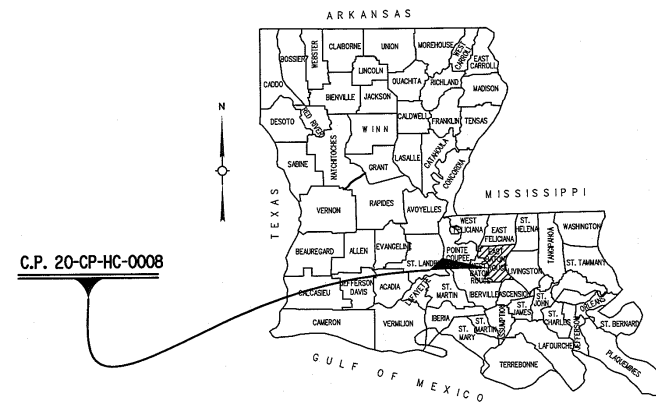


STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
RIGHT OF WAY PROPERTY MAP OF PROPOSED
STATE HIGHWAY

CITY PROJECT NO. 20-CP-HC-0008

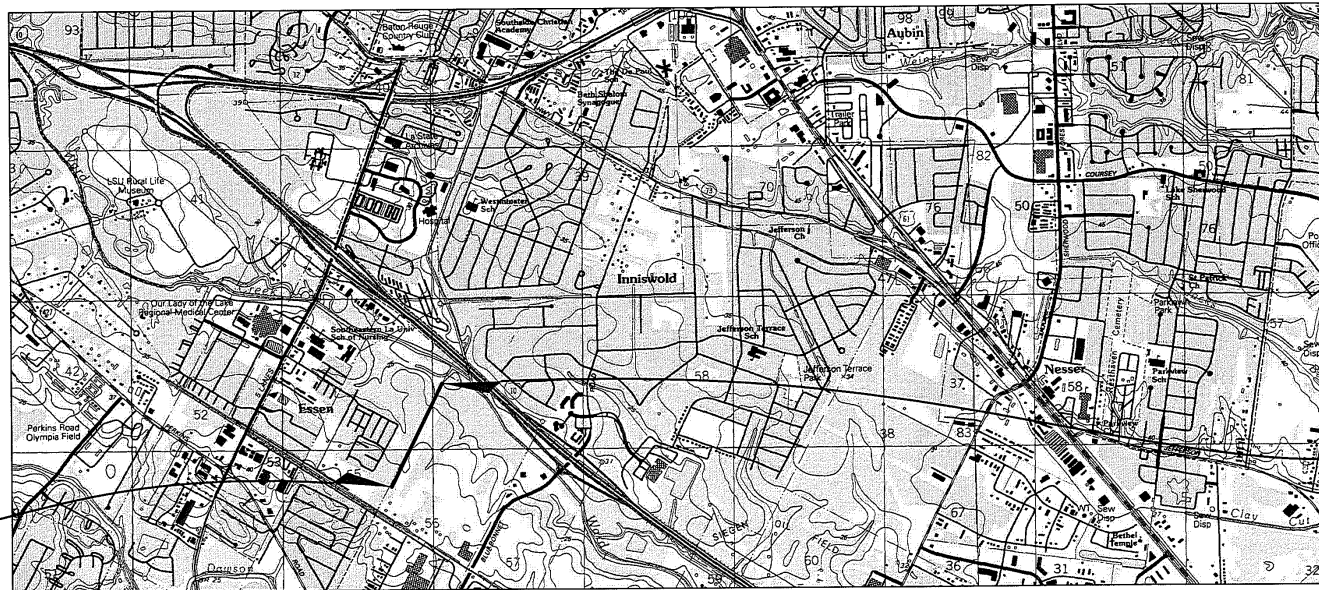
MIDWAY DRIVE (PICARDY AVE. TO CONSTANTIN BLVD.)

EAST BATON ROUGE PARISH



VICINITY MAP

BEGIN PROJECT
MIDWAY DR.
BEG. 20-CP-HC-0008
STA. 601+50.00



END PROJECT
MIDWAY DR
END 20-CP-HC-0008
STA. 627+70.00

LAYOUT MAP

SCALE: 1 INCH = 1 MILE



I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE
PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS
OF PRACTICE FOR ROUTE SURVEYS AS ESTABLISHED BY THE LOUISIANA
STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND
LAND SURVEYORS.
GWS ENGINEERING, INC. (225) 769-1788
8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

SHEET NUMBER		EAST BATON ROUGE	
COMPUTED	K/M/K	PARISH	CONTROL
CHECKED	MSE	SECTION	STATE
DETAILED	TTF	DATE	09/21/2021
CHECKED	MSE	SCALE	1" = 1 MILE
PROJECT		20-CP-HC-008	
RIGHT OF WAY MAP PROJECT NO. 20-CP-HC-008 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD) EAST BATON ROUGE PARISH			
GWS			
REVISION DESCRIPTION			
DATE			

GREENSBURG LAND DISTRICT T7S - R1E SECTION 56

NOTES:

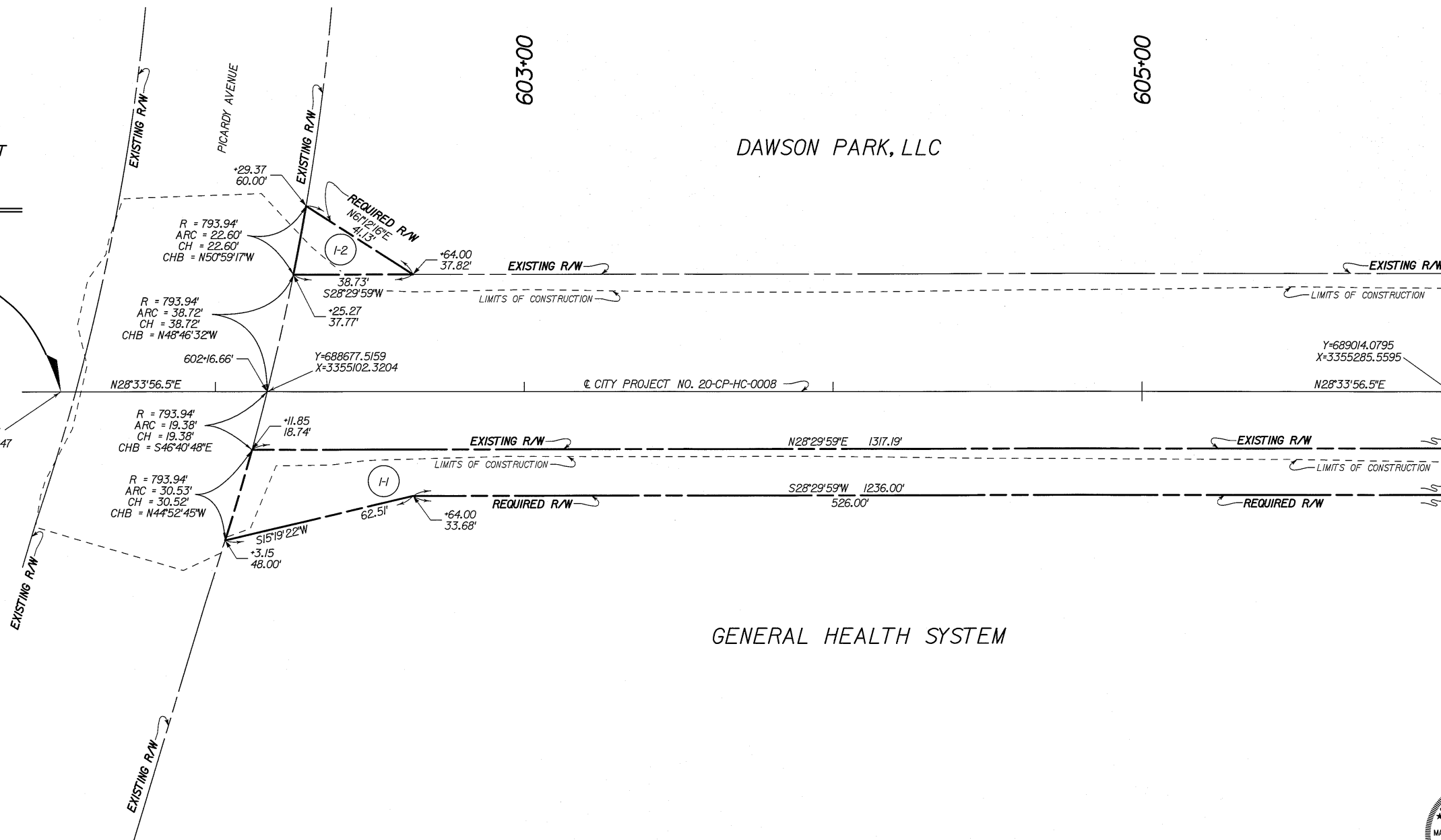
- ALL PIPES AND MONUMENTS SHOWN HEREON WERE FOUND.
- THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON LOUISIANA STATE PLANE COORDINATE SYSTEM, 1702 SOUTH ZONE (NAD 83 (2011) EPOCH 2010.00) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS USE: 00°07'04.4"

BASE STATIONS:

DSTR, DH9596, DESTREHAN H.S. CORRS ARP LAT=N29°57'52.39573" LONG=W90°22'56.00715" Y=533851.99 X=3581993.35	FSHS, DF8074, FRANKLIN HIGH SCH CORRS ARP LAT=N29°48'19.10324" LONG=W91°30'08.05125" Y=474730.25 X=3227265.77	SJBI, DF8160, SJB GROUP COOP CORRS ARP LAT=N30°23'45.83085" LONG=W91°06'25.85434" Y=689601.48 X=3352133.18
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- DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994918

BEGIN PROJECT
20-CP-HC-0008
MIDWAY DR.
STA. 601+50.00

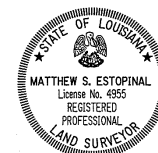


GENERAL HEALTH SYSTEM

DAWSON PARK, LLC

LEGEND

	EXISTING R/W		REQUIRED R/W	RIGHT OF WAY LINE
	EXISTING C. of A.		REQUIRED C. of A.	CONTROL OF ACCESS
	EXIST R/W & EXIST C. of A.		REQ'D R/W & REQ'D C. of A.	RIGHT OF WAY & CONTROL OF ACCESS
				LIMITS OF CONSTRUCTION
				LOT LINE
				APPARENT PROPERTY LINE
				EXISTING SERVITUDE LINE
				SECTION LINE



9/21/21

I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS OF PRACTICE FOR ROUTE SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
GWS ENGINEERING, INC. (225) 769-1788
8170 HIGHLAND ROAD, BATON ROUGE, LA 70808



SHEET NUMBER	
PROJECT	20-CP-HC-008
CITY	BATON ROUGE
SECTION	
CONTROL	
DATE	09/21/2021
SCALE	1"=20'
COMPUTED	
CHECKED	
MSE	
TTF	
Detailed	
Checked	
MSE	
DATE	09/21/2021
SCALE	1"=20'
RIGHT OF WAY MAP	
PROJECT NO. 20-CP-HC-008	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD)	
EAST BATON ROUGE PARISH	
GWS	
BY	
DATE	
REVISION DESCRIPTION	

18:41
9/22/2021
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Final Right of Way Map
20-CP-HC-0008 SHEET 02.dgn

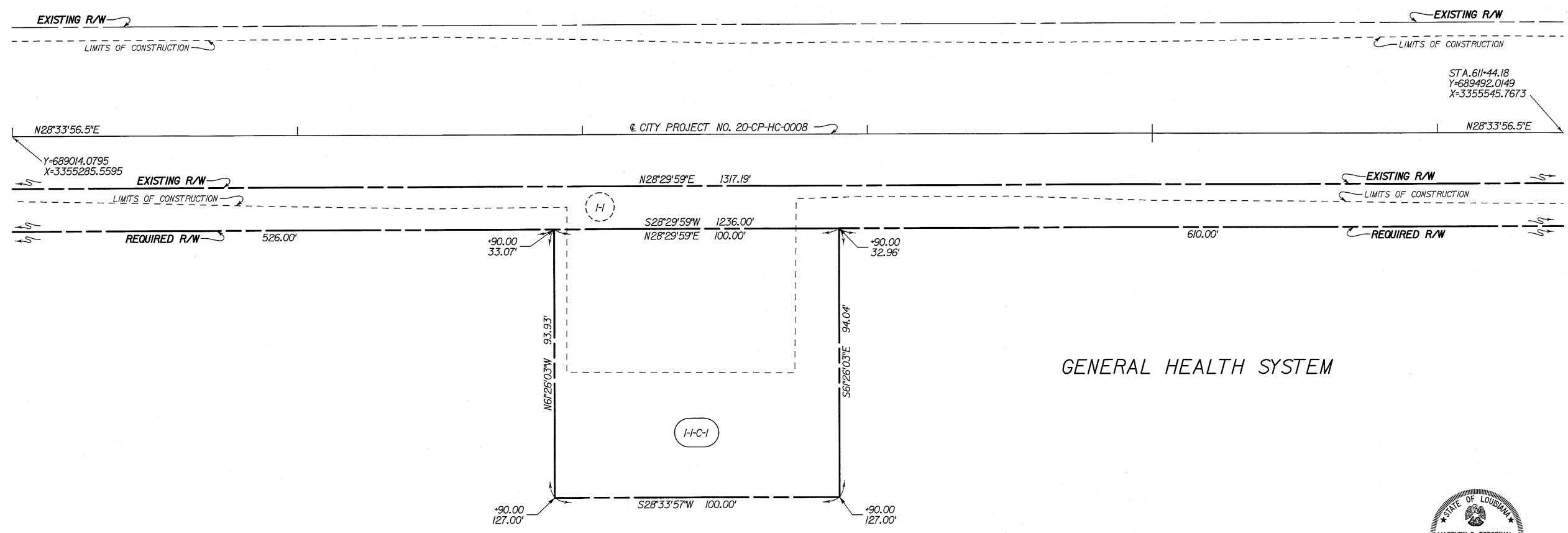
NOTES:
 1. ALL PIPES AND MONUMENTS SHOWN HEREON WERE FOUND.
 2. THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON LOUISIANA STATE PLANE COORDINATE SYSTEM, 1702 SOUTH ZONE (NAD 83 (2011) EPOCH 2010.00) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS USE: 00°07'05.8"
 BASE STATIONS:
 DSTR, DH9596, DESTREHAN H.S. CORS ARP
 LAT=N29°57'52.39573"
 LONG=W90°22'56.00715"
 Y=533851.99
 X=3581993.35
 FSHS, DF8074, FRANKLIN HIGH SCH CORS ARP
 LAT=N29°48'19.10324"
 LONG=W91°30'08.05125"
 Y=474730.25
 X=3227265.77
 SJB, DF8160, SJB GROUP COOP CORS ARP
 LAT=N30°23'45.83085"
 LONG=W90°06'25.85434"
 Y=689601.48
 X=3352133.18
 3. DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994933

GREENSBURG LAND DISTRICT
 T7S - R1E
 SECTION 56

608+00

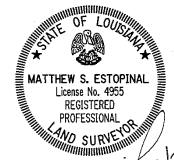
DAWSON PARK, LLC

610+00



LEGEND

- EXISTING R/W → RIGHT OF WAY LINE
- EXISTING C. of A. → CONTROL OF ACCESS
- EXIST R/W & EXIST C. of A. → RIGHT OF WAY & CONTROL OF ACCESS
- LIMITS OF CONSTRUCTION
- LOT LINE
- APPARENT PROPERTY LINE
- EXISTING SERVITUDE LINE
- SECTION LINE
- REQUIRED R/W → RIGHT OF WAY LINE
- REQUIRED C. of A. → CONTROL OF ACCESS
- REQ'D R/W & REQ'D C. of A. → RIGHT OF WAY & CONTROL OF ACCESS



9/21/21

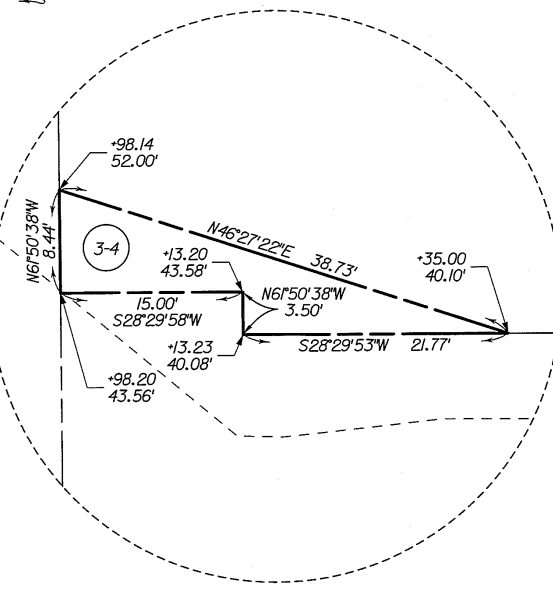
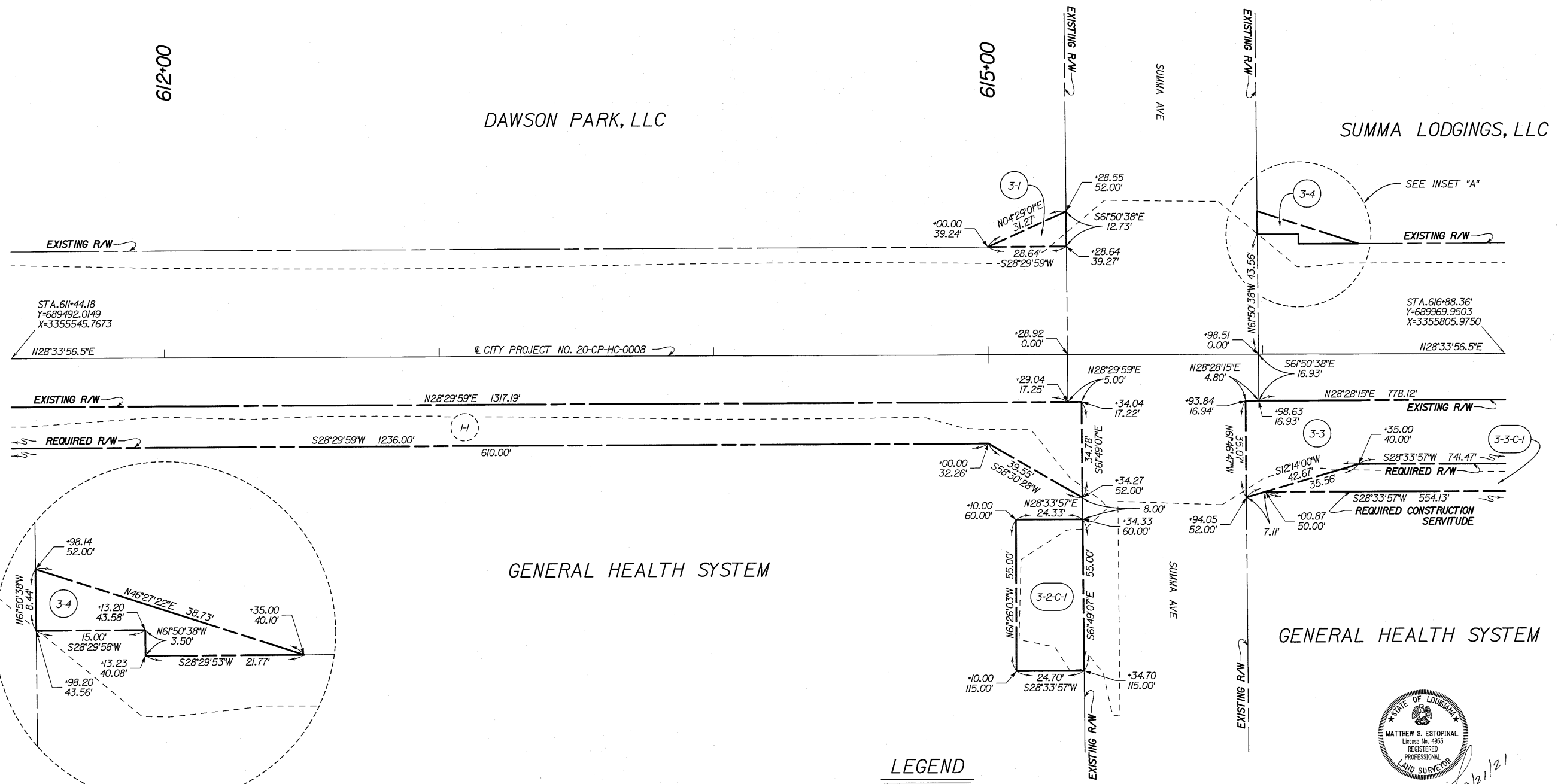
I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS OF PRACTICE FOR ROUTE SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
 GWS ENGINEERING, INC. (225) 769-1788
 8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

SHEET NUMBER	
EAST BATON ROUGE	
PARISH	
CONTROL SECTION	
CITY PROJECT	20-CP-HC-008
COMPUTED/ CHECKED	KMK/ MSE
DATE	09/21/2021
SCALE	1"=20'
RIGHT OF WAY MAP PROJECT NO. 20-CP-HC-008 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD) EAST BATON ROUGE PARISH	
GWS	
BY	
REVISION DESCRIPTION	
DATE	

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GREENSBURG LAND DISTRICT T7S - R1E SECTION 56

NOTES:
 1. ALL PIPES AND MONUMENTS SHOWN HEREON WERE FOUND.
 2. THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON LOUISIANA STATE PLANE COORDINATE SYSTEM, 1702 SOUTH ZONE (NAD 83 (2011) EPOCH 2010.00) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS USE: 00°07'07.3" \pm
BASE STATIONS:
 DSTR, DH9596, DESTREHAN H.S. CORS ARP, LAT=N29°57'52.39573", LONG=W90°22'56.00715", Y=533851.99, X=3581993.35
 FSHS, DF8074, FRANKLIN HIGH SCH CORS ARP, LAT=N29°48'19.10324", LONG=W91°30'08.05125", Y=474730.25, X=3227265.77
 SJBL, DF8160, SJB GROUP COOP CORS ARP, LAT=N30°23'45.83085", LONG=W90°06'25.85434", Y=689601.48, X=3352133.18
 3. DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994949



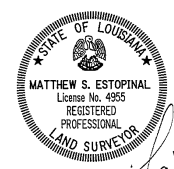
GENERAL HEALTH SYSTEM

GENERAL HEALTH SYSTEM

LEGEND

- EXISTING R/W ——— RIGHT OF WAY LINE
- EXISTING C. of A. ——— CONTROL OF ACCESS
- EXIST R/W & EXIST C. of A. ——— RIGHT OF WAY & CONTROL OF ACCESS
- ——— LIMITS OF CONSTRUCTION
- ——— LOT LINE
- ——— APPARENT PROPERTY LINE
- ——— EXISTING SERVITUDE LINE
- ——— SECTION LINE

PARCEL	OWNER	ACQUISITION	AREA	AREA
3-4	SUMMA LODGINGS, LLC	ORIG 535 BNDL 12796 MARCH 2, 2017	0.004 Ac.	167.1 SF
3-3-C-1	GENERAL HEALTH SYSTEM	ORIG 542 BNDL 11907 DECEMBER 20, 2006	0.238 Ac.	10353.2 SF
3-3	GENERAL HEALTH SYSTEM	ORIG 37 BNDL 12419 JUNE 18, 2012	0.432 Ac.	18806.7 SF
3-2-C-1	GENERAL HEALTH SYSTEM	ORIG 37 BNDL 12419 JUNE 18, 2012	0.031 Ac.	1348.2 SF
3-1	DAWSON PARK, LLC	ORIG 426 BNDL 13016 MARCH 9, 2020	0.004 Ac.	182.2 SF



9/21/21

I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS OF PRACTICE FOR ROUTE SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
 GWS ENGINEERING, INC. (225) 769-1788
 8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

SHEET NUMBER	EAST BATON ROUGE	PARISH	CONTROL SECTION	CITY PROJECT	20-CP-HC-008
COMPUTED	KMK	CHECKED	TTF	DATE	09/21/2021
SCALE		CHECKED	MSE	SCALE	1"=20'
RIGHT OF WAY MAP PROJECT NO. 20-CP-HC-008 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD) EAST BATON ROUGE PARISH					
GWS					
BY					
REVISION DESCRIPTION					
DATE					

18:41

9/22/2021



Final Right of Way Map

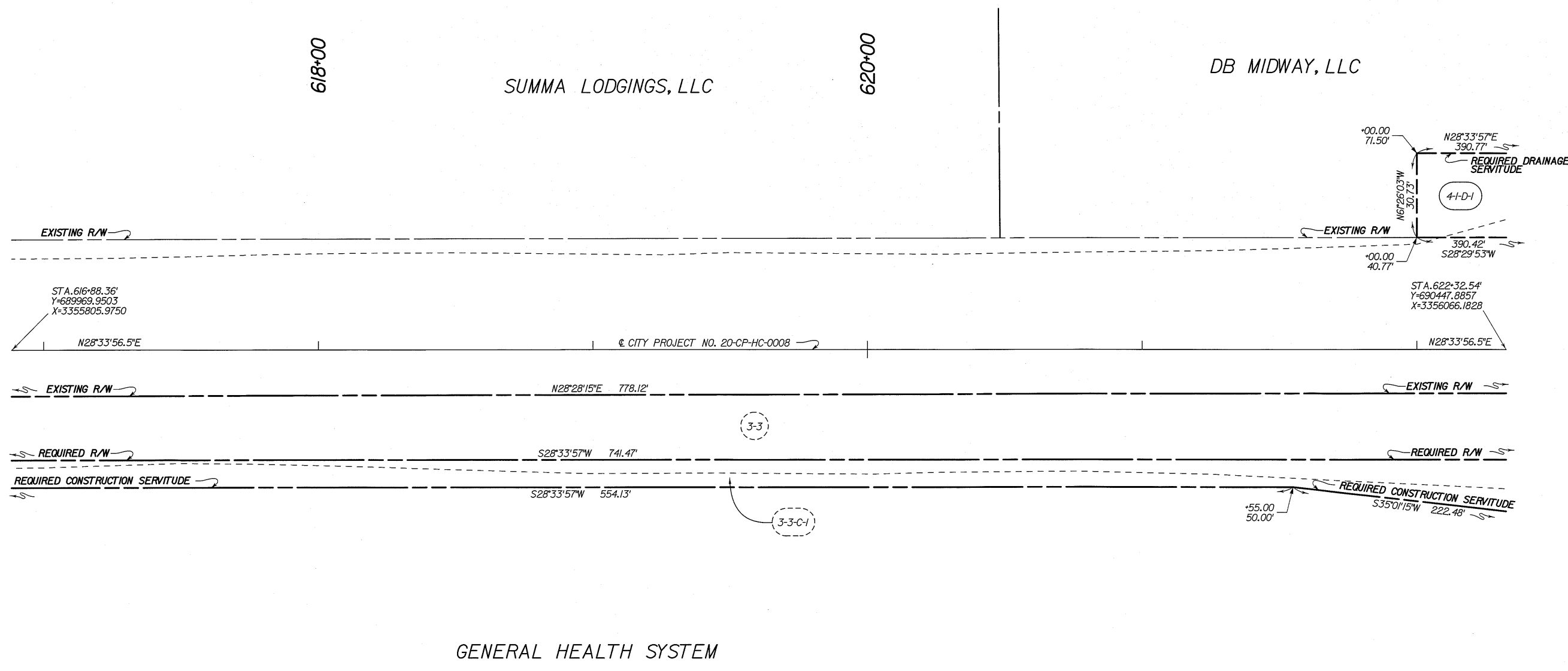
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- NOTES:
- ALL PIPES AND MONUMENTS SHOWN HEREON WERE FOUND.
 - THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON LOUISIANA STATE PLANE COORDINATE SYSTEM, 1702 SOUTH ZONE (NAD 83 (2011) EPOCH 2010.00) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS USE: 00°07'08.8" \pm
 - DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994965

GREENSBURG LAND DISTRICT
T7S - R1E
SECTION 56

BASE STATIONS:

DSTR, DH9596, DESTREHAN H.S. CORP ARP LAT=N29°57'52.39573" LONG=W90°22'56.00715" Y=533851.99 X=3581993.35	FSHS, DF8074, FRANKLIN HIGH SCH CORP ARP LAT=N29°48'19.10324" LONG=W91°30'08.05125" Y=474730.25 X=3227265.77	SJBI, DF8160, SJB GROUP COOP CORP ARP LAT=N30°23'45.83085" LONG=W91°06'25.85434" Y=689601.48 X=3352133.18
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GENERAL HEALTH SYSTEM

LEGEND

- EXISTING R/W → RIGHT OF WAY LINE
- EXISTING C. of A. → CONTROL OF ACCESS
- EXIST R/W & EXIST C. of A. → RIGHT OF WAY & CONTROL OF ACCESS
- LIMITS OF CONSTRUCTION
- LOT LINE
- APPARENT PROPERTY LINE
- EXISTING SERVITUDE LINE
- SECTION LINE



9/21/21

I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS OF PRACTICE FOR ROUTE SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
GWS ENGINEERING, INC. (225) 769-1788
8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

4-I-D-I	DB MIDWAY, LLC	ORIG 139 BNDL 12761	SEPTEMBER 3, 2016	0.273 Ac.	11913.4 SF
PARCEL	OWNER	ACQUISITION		AREA	AREA

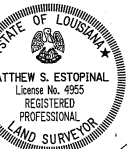
SHEET NUMBER	
PARISH	EAST BATON ROUGE
CONTROL SECTION	
CITY PROJECT	20-CP-HC-008
COMPUTED	KWK
CHECKED	MSE
DATE	09/21/2021
SCALE	1"=20'
RIGHT OF WAY MAP PROJECT NO. 20-CP-HC-008 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD) EAST BATON ROUGE PARISH	
GWS	
BY	
REVISION DESCRIPTION	
DATE	

GREENSBURG LAND DISTRICT
T7S - R1E
SECTION 56

NOTES:
1. ALL PIPES AND MONUMENTS SHOWN HEREON WERE FOUND.
2. THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON LOUISIANA STATE PLANE COORDINATE SYSTEM, 1702 SOUTH ZONE (NAD 83 (2011) EPOCH 2010.00) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS USE: 00°07'10.3" \pm
BASE STATIONS:
DSTR, DH9596, DESTREHAN H.S. CORS ARP
LAT=N29°57'52.39573" LONG=W90°22'56.00715" Y=533851.99 X=3581993.35
FSHS, DF8074, FRANKLIN HIGH SCH CORS ARP
LAT=N29°48'19.10324" LONG=W91°30'08.05125" Y=474730.25 X=3227265.77
SJBI, DF8160, SJB GROUP COOP CORS ARP
LAT=N30°23'45.83085" LONG=W91°06'25.85434" Y=689601.48 X=3352133.18
3. DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994980

DB MIDWAY, LLC

GENERAL HEALTH SYSTEM

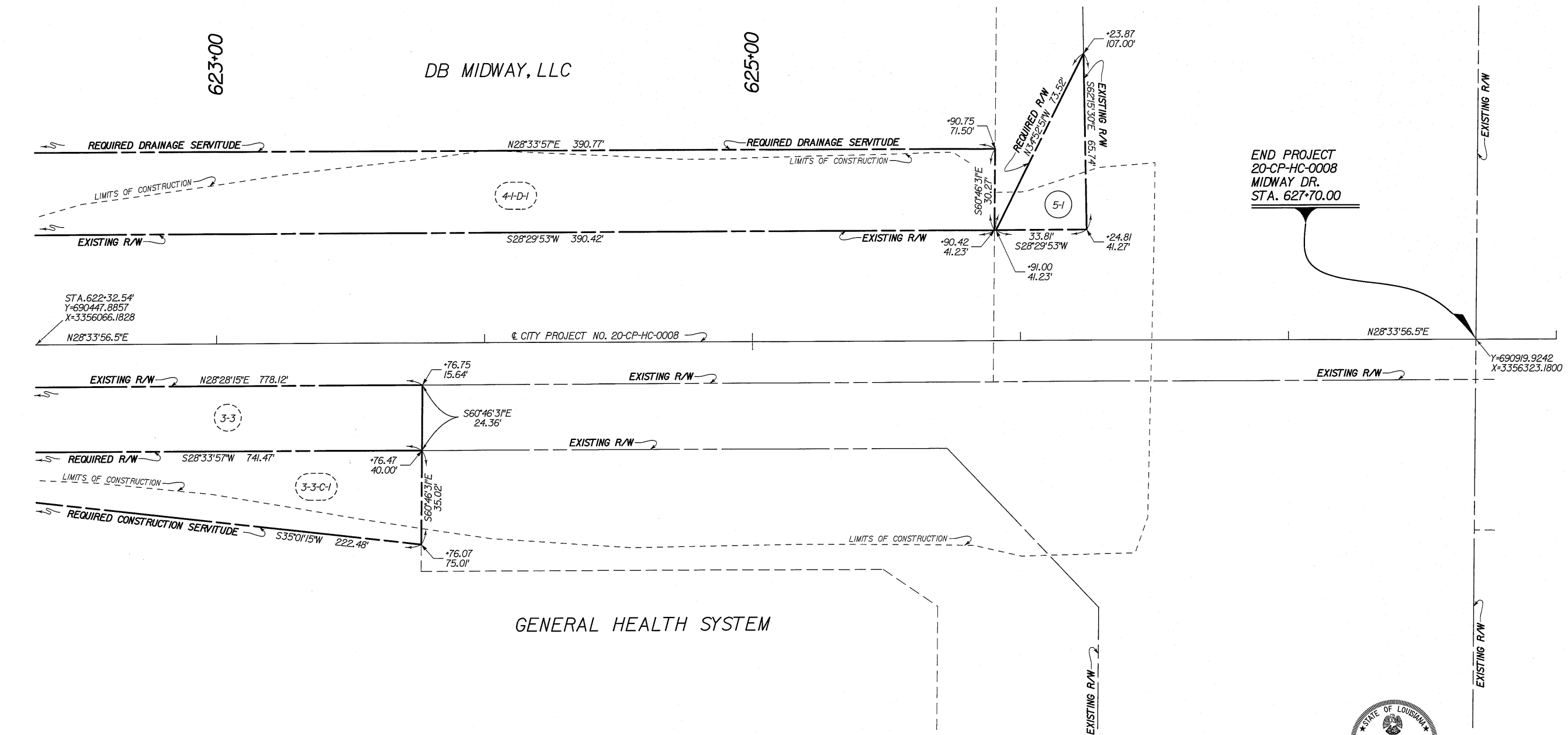


19/21/21

LEGEND

- EXISTING R/W → RIGHT OF WAY LINE
- EXISTING C. of A. → CONTROL OF ACCESS
- EXIST R/W & EXIST C. of A. → RIGHT OF WAY & CONTROL OF ACCESS
- REQ'D R/W → LIMITS OF CONSTRUCTION
- REQ'D C. of A. → LOT LINE
- REQ'D R/W & REQ'D C. of A. → APPARENT PROPERTY LINE
- EXISTING SERVITUDE LINE
- SECTION LINE

I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS OF PRACTICE FOR ROUTE SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
GWS ENGINEERING, INC. (225) 769-1788
8170 HIGHLAND ROAD, BATON ROUGE, LA 70808



5-1	DB MIDWAY, LLC	ORIG 139 BNDL 12761	SEPTEMBER 3, 2016	0.026 Ac.	1111.3 SF
PARCEL	OWNER	ACQUISITION		AREA	AREA

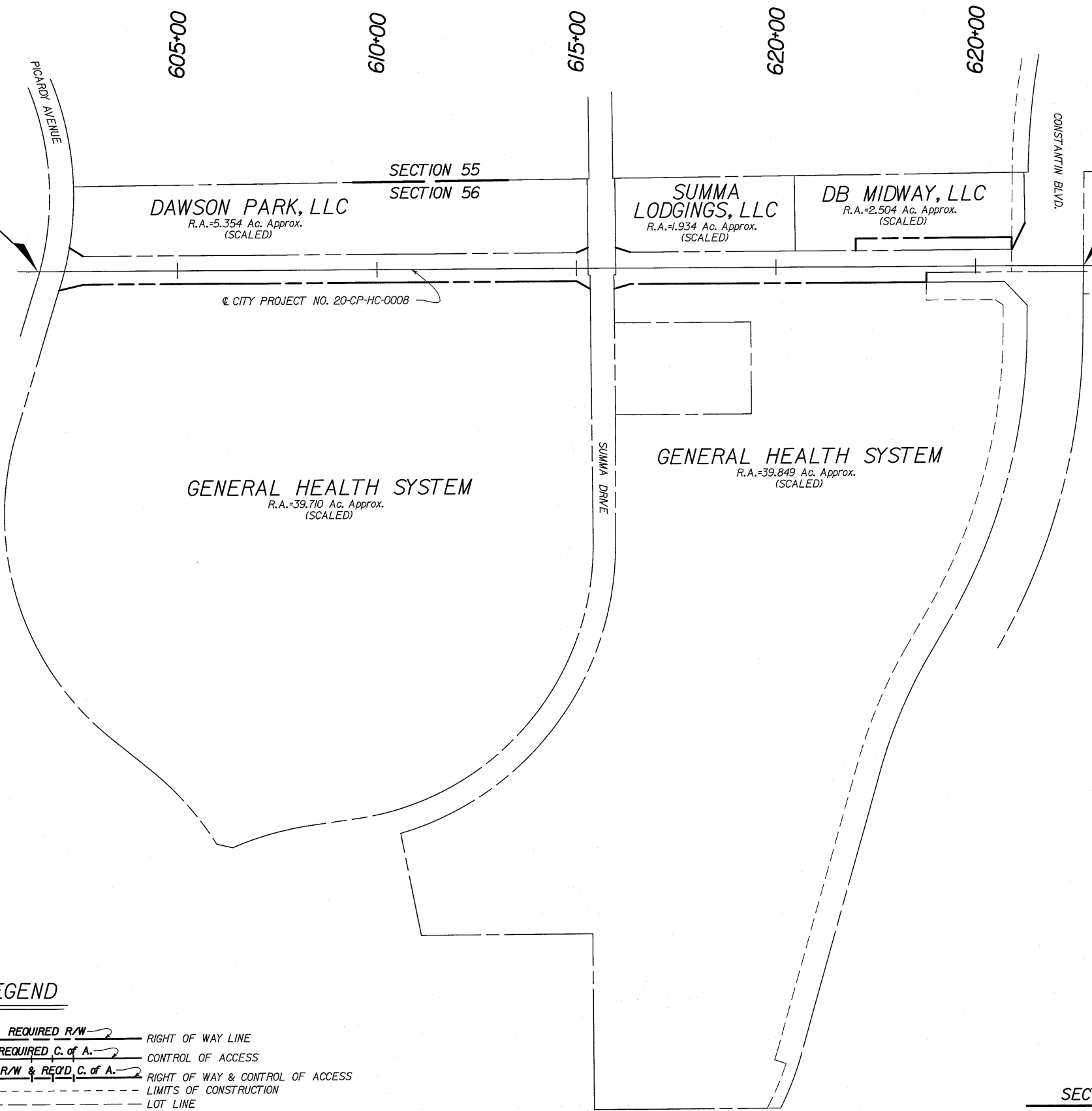
SHEET NUMBER	EAST BATON ROUGE	PARISH	CONTROL SECTION	CITY PROJECT
				20-CP-HC-008
COMPUTED	KMK	DATE	SCALE	DATE
CHECKED	MSE	09/21/2021	1"=20'	11-20
DETAILED	TTF			
CHECKED	MSE			
RIGHT OF WAY MAP PROJECT NO. 20-CP-HC-008 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD) EAST BATON ROUGE PARISH				
GWS				
BY				
REVISION DESCRIPTION				
DATE				

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 Final Right of Way Map
 9/22/2021 18:41

GREENSBURG LAND DISTRICT
T7S - R1E
SECTION 56

BEGIN PROJECT
20-CP-HC-0008
MIDWAY DR.
STA. 601+50.00

END PROJECT
20-CP-HC-0008
MIDWAY DR.
STA. 627+70.00

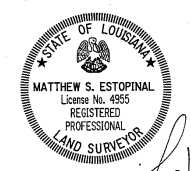


SECTION 55
SECTION 58

SECTION 58
SECTION 56

LEGEND

- EXISTING R/W → RIGHT OF WAY LINE
- REQUIRED R/W → RIGHT OF WAY LINE
- EXISTING C. of A. → CONTROL OF ACCESS
- REQUIRED C. of A. → CONTROL OF ACCESS
- EXIST R/W & EXIST. C. of A. → RIGHT OF WAY & CONTROL OF ACCESS
- REQ'D R/W & REQ'D C. of A. → RIGHT OF WAY & CONTROL OF ACCESS
- LIMITS OF CONSTRUCTION
- LOT LINE
- APPARENT PROPERTY LINE
- EXISTING SERVITUDE LINE
- SECTION LINE



9/21/21

I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS OF PRACTICE FOR ROUTE SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
GWS ENGINEERING, INC. (225) 769-1788
8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

SECTION 56
SECTION 57

COMPUTED	K/M/K	PARISH	EAST BATON ROUGE
CHECKED	MSE	CONTROL	424-04
DETAILED	TTF	SECTION	20-CP-HC-008
CHECKED	MSE	STATE	
DATE	09/21/2021	PROJECT	
SCALE	1" = 150'		
RIGHT OF WAY MAP PROJECT NO. 20-CP-HC-008 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD) EAST BATON ROUGE PARISH			
GWS			
BY			
REVISION DESCRIPTION			
DATE			



ELECTRICAL GENERAL REQUIREMENTS:

SCOPE OF WORK:
THE WORK COVERED BY THIS SECTION SHALL INCLUDE FURNISHING, INSTALLING, AND PLACING INTO SATISFACTORY OPERATING CONDITION A NEW LIGHTING SYSTEM AS INDICATED IN THE PLANS, PLAN DETAILS, SPECIFICATIONS, OR AS DIRECTED BY THE PROJECT ENGINEER. THE CONTRACTOR SHALL MAKE ANY NECESSARY MODIFICATIONS OR FABRICATIONS REQUIRED FOR A COMPLETE, OPERATIONAL, AND SAFE LIGHTING SYSTEM. EVERY FITTING, MINOR DETAIL, OR FEATURE MAY NOT BE SHOWN OR DESCRIBED. THE CONTRACTOR PERFORMING THE WORK IS ASSUMED TO BE SKILLED IN THE TRADE, CAPABLE OF UNDERSTANDING THE INTENT OF THE PLANS AND SPECIFICATIONS, AND CONSTRUCTING THE LIGHTING SYSTEM IN ACCORDANCE WITH THE BEST PRACTICE OF THE TRADE.

A. PLANS AND SPECIFICATIONS
THESE PLANS AND SPECIFICATIONS ARE SUPPLEMENTAL TO THE 2016 EDITION OF "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES" (HEREINAFTER CALLED THE STANDARD SPECIFICATIONS), APPLICABLE CODES, MANUFACTURER'S INSTRUCTIONS AND BEST PREVAILING CONSTRUCTION TRADE PRACTICES. THE SPECIFICATIONS AND PLANS DO NOT NECESSARILY INCLUDE OR DEFINE EVERYTHING REQUIRED FOR A COMPLETE, OPERATING, AND SAFE LIGHTING SYSTEM. THE CONTRACTOR IS EXPECTED TO POSSESS SUFFICIENT EXPERIENCE AND TECHNICAL KNOWLEDGE TO COMPLETE THE WORK IN A SAFE MANNER.

B. EQUIPMENT AND MATERIALS
EQUIPMENT AND MATERIAL SHALL BE SUITABLE FOR THE INTENDED USE AND SHALL BE FURNISHED WITH ALL NECESSARY HARDWARE AND COMPONENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MODIFICATIONS OR FABRICATIONS NECESSARY FOR PROPER INSTALLATION AND OPERATION OF EQUIPMENT. UNLESS SPECIFIED OTHERWISE, ALL EQUIPMENT AND MATERIAL SHALL BE NEW AND ALL LIKE EQUIPMENT AND MATERIAL SHALL BE OF THE SAME MANUFACTURER. REFERENCE TO A SPECIFIC MANUFACTURER'S NAME AND/OR CATALOG/MODEL NUMBER IS INTENDED TO DENOTE THE QUALITY OF THE EQUIPMENT OR MATERIAL AND NOT TO SPECIFICALLY EXCLUDE OTHER ACCEPTABLE PRODUCTS. DESCRIPTIVE SPECIFICATIONS, PLANS, AND SYSTEM COMPATIBILITY SHALL GOVERN OVER SPECIFIED MANUFACTURER'S NAMES AND CATALOG/MODEL NUMBERS. THE CONTRACTOR SHALL VERIFY ALL EQUIPMENT CATALOG/MODEL NUMBERS, AND AVAILABILITY WITH SUPPLIERS, AND COORDINATE WITH ALL OTHER SUB-CONTRACTORS.

C. EXISTING CONDITIONS
THE CONTRACTOR SHALL VISIT THE CONSTRUCTION SITE TO DETERMINE EXISTING CONDITIONS AND ALLOW FOR SUCH CONDITIONS WHEN COMPUTING THE BID. THE CONTRACTOR SHALL THOROUGHLY INSPECT THE SITE AND SURROUNDING AREA FOR EVIDENCE OF UNDERGROUND FACILITIES AND CONTACT COMPANIES OR AGENCIES LIKELY TO HAVE UNDERGROUND FACILITIES IN THE VICINITY OF THE PROJECT BEFORE DIGGING OR TRENCHING. THE DEPARTMENT DOES NOT LIST ITS UNDERGROUND UTILITIES WITH ANY LOCAL ONE CALL TYPE ORGANIZATIONS. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO EXISTING UNDERGROUND FACILITIES CAUSED BY CONTRACTOR OPERATIONS. WHEN NEW EQUIPMENT IS INSTALLED REPLACING EXISTING EQUIPMENT, THE EXISTING EQUIPMENT AND MATERIAL SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, AS DIRECTED BY THE PROJECT ENGINEER, AND/OR IN THE FOLLOWING MANNER: ANY MATERIAL AND EQUIPMENT REMOVED THAT IS DECLARED SALVAGEABLE BY THE PROJECT ENGINEER SHALL REMAIN PROPERTY OF THE DEPARTMENT AND STORED AT A LOCATION AS DIRECTED BY THE PROJECT ENGINEER. NOTE: IF THE PROJECT ENGINEER DETERMINES THAT CERTAIN EQUIPMENT IS TO REMAIN, THE PROJECT ENGINEER SHALL INSTRUCT THE CONTRACTOR ON THE SPECIFICS REGARDING HOW THE SPECIFIC EQUIPMENT IS TO BE HANDLED. ALL REMAINING MATERIAL AND EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

D. COORDINATION
THE CONTRACTOR SHALL COORDINATE ALL WORK TO AVOID INTERFERENCE AND CONFLICTS. THE CONTRACTOR SHALL RECEIVE AND RELATE ALL COMMUNICATIONS ONLY THROUGH THE PROJECT ENGINEER OR HIS DESIGNATED REPRESENTATIVE.

E. VERIFICATION
THE CONTRACTOR SHALL VERIFY MOUNTING SPACE, EQUIPMENT DIMENSIONS, INSTALLATION REQUIREMENTS, AND ELECTRICAL CIRCUIT REQUIREMENTS OF ALL EQUIPMENT BEING SERVED PRIOR TO ORDERING ANY EQUIPMENT AND MATERIAL. WHERE CIRCUITS ARE TO SERVE SPECIFIC EQUIPMENT OR FEEDERS, THE CONTRACTOR SHALL VERIFY THE ELECTRICAL REQUIREMENTS AND EXACT LOCATION OF ALL CONNECTIONS PRIOR TO THE INSTALLATION OF THE SERVICE TO THE EQUIPMENT.

F. WARRANTIES AND GUARANTIES
THE CONTRACTOR GUARANTEES, BY HIS SIGNING OF THIS CONTRACT, ALL EQUIPMENT, APPARATUS, MATERIALS AND WORKMANSHIP FOR A PERIOD OF ONE (1) YEAR AFTER THE DATE OF FINAL ACCEPTANCE OF THIS PROJECT. PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL FURNISH TO THE PROJECT ENGINEER THE FOLLOWING ADDITIONAL WARRANTIES AND GUARANTIES PERTAINING TO EACH PIECE OF MECHANICAL AND ELECTRICAL EQUIPMENT FURNISHED:

THE MANUFACTURER'S STANDARD WRITTEN WARRANTIES ON ALL EQUIPMENT FURNISHED ON THE PROJECT; THE CONTRACTOR'S WRITTEN GUARANTEE THAT, DURING A PERIOD OF ONE (1) YEAR AFTER FINAL ACCEPTANCE OF THE PROJECT, ALL NECESSARY REPAIRS TO OR REPLACEMENT OF SAID WARRANTED EQUIPMENT SHALL BE PERFORMED BY THE CONTRACTOR AS PART OF THE ORIGINAL CONTRACT PRICE; OTHER WARRANTIES AND GUARANTEES AS REQUIRED UNDER THE SPECIFIC ITEMS ELSEWHERE HEREIN.

G. SUBMITTALS (LSSRB 822.06)
AFTER THE ISSUANCE OF THE NOTICE TO PROCEED AND PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL PROVIDE SUBMITTALS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS (LSSRB) PARAGRAPH 822.06

EQUIPMENT TO SUBMIT ON:
THE CONTRACTOR SHALL FURNISH, TO THE DESIGN ENGINEER FOR APPROVAL, BROCHURES, SHOP DRAWINGS, AND MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR ALL ELECTRICAL EQUIPMENT LISTED ON PLAN SHEETS E-16 THRU E-18 BEFORE PROCEEDING WITH CONSTRUCTION. THE EQUIPMENT LISTED ON PLAN SHEETS E-16 THRU E-18 MAY NOT INCLUDE ALL MATERIAL THE CONTRACTOR IS TO INSTALL. AT ANY TIME, THE DESIGN AND/OR PROJECT ENGINEER MAY REQUEST ADDITIONAL EQUIPMENT SUBMITTALS.

FOR ROADWAY LIGHTING INSTALLATIONS, THE CONTRACTOR SHALL SUBMIT A PHOTOMETRIC REPORT MEASURING 22"x34". THE FOLLOWING SHALL BE INCLUDED AS A MINIMUM IN THE PHOTOMETRIC REPORT: LIGHT DISTRIBUTION, EFFICIENCY, ZONAL LUMEN OUTPUT, HORIZONTAL ILLUMINANCE, VEILING (GLARE) CALCULATIONS, LUMINAIRE AND POLE CHARACTERISTICS, AND A ROADWAY AND/OR INTERSECTION DIAGRAM ILLUSTRATING FOOT-CANDLE LEVELS AT VARIOUS POINTS ALONG EACH ROADWAY SEGMENT. THE CONTRACTOR MAY CONTACT THE DESIGN ENGINEER FOR ASSISTANCE WITH RETRIEVING A CAD DRAWING(S) (IF APPLICABLE) IN ORDER TO ASSIST THE CONTRACTOR WITH PREPARATION OF THE PHOTOMETRIC REPORT.

WHEN SUBMITTING STRUCTURAL POLE DATA, ALL SHOP DRAWINGS AND CALCULATIONS MUST BE FACTORY CERTIFIED BY A STRUCTURAL/CIVIL ENGINEER IN ORDER TO SHOW COMPLIANCE WITH THE PLANS AND AASHTO CRITERIA.

BOTH THE DESIGN AND/OR PROJECT ENGINEER RESERVE THE RIGHT TO REQUEST SUBMITTALS ON ITEMS NOT LISTED ABOVE AND TAKE RANDOM TEST SAMPLES FROM THE MATERIALS, EQUIPMENT, AND APPARATUS FURNISHED.

H. ELECTRICAL EQUIPMENT, APPARATUS & MATERIALS
FOR ALL ELECTRICAL EQUIPMENT, MATERIALS, AND APPARATUS TO BE FURNISHED AND USED ON THIS PROJECT, THE CONTRACTOR SHALL SUBMIT BROCHURES AND INSTALLATION INSTRUCTIONS TO THE DESIGN ENGINEER FOR APPROVAL. THE SUBMITTALS SHALL BE MADE IN ACCORDANCE WITH PARAGRAPH G "SUBMITTALS" OF THESE SPECIFICATIONS. THE SUBMITTALS SHALL HAVE DIMENSIONS, WEIGHTS, MOUNTING DATA, PERFORMANCE DATA, AND ALL OTHER INFORMATION THAT IS REQUIRED TO SHOW COMPLETE CONFORMANCE WITH THE SPECIFICATIONS. DESCRIPTIVE SPECIFICATIONS, PLANS AND SYSTEM COMPATIBILITY SHALL GOVERN OVER SPECIFIED MANUFACTURER'S NAMES, MODEL NUMBERS, OR CATALOG NUMBERS. THE CONTRACTOR SHALL VERIFY ALL EQUIPMENT MODEL NUMBERS, CATALOG NUMBERS, AND VERIFY AVAILABILITY WITH SUPPLIERS. THE CONTRACTOR SHALL COORDINATE WITH ALL OTHER SUB-CONTRACTORS. THE CONTRACTOR SHALL FURNISH TO THE DESIGN ENGINEER FOR APPROVAL, LAYOUT DRAWINGS FOR THE POWER CIRCUITS ANY CHANGES TO THESE DRAWINGS SHALL BE SO NOTED AND ENCLOSED IN THE MAINTENANCE MANUALS AS "AS-BUILTS".

I. RECORD AS-BUILT DRAWINGS (LSSRB 822.06.5)
ELECTRICAL RECORD DRAWINGS SHALL BE FURNISHED IN ACCORDANCE WITH STANDARD SPECIFICATIONS (LSSRB) PARAGRAPH 822.06.5.

J. OPERATION AND MAINTENANCE (O & M) MANUALS (LSSRB 822.06.6)
THE CONTRACTOR SHALL PREPARE AND SUBMIT AN ELECTRICAL OPERATION AND MAINTENANCE MANUAL IN ACCORDANCE WITH STANDARD SPECIFICATIONS (LSSRB) PARAGRAPH 822.06.6.

K. CODES AND FEES
ALL MATERIAL FURNISHED AND ALL WORK PERFORMED SHALL BE IN ACCORDANCE WITH ALL STATE LAWS, CODES, RULES AND REGULATIONS. THE CONTRACTOR SHALL FILE FOR AND OBTAIN ALL NECESSARY STATE PERMITS. THE CONTRACTOR SHALL PAY ALL FEES FOR STATE PERMITS AND LICENSES REQUIRED TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

L. QUANTITIES
ESTIMATED QUANTITIES ARE GIVEN ON THE PLANS FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR IS REQUIRED TO COMPUTE AND FURNISH THE QUANTITY OF MATERIALS NECESSARY TO COMPLETE THE WORK AS DETAILED ON THE PLANS AND SPECIFIED HEREIN.

M. MATERIALS AND EQUIPMENT
ALL MATERIAL, EQUIPMENT, AND ACCESSORIES INSTALLED UNDER THIS CONTRACT SHALL CONFORM TO THE RULES AND CODES AS RECOMMENDED BY THE NATIONAL ASSOCIATIONS GOVERNING. ALL MATERIALS SHALL BE NEW AND OF BEST QUALITY. THE CONTRACTOR SHALL PROTECT THE ENTIRE SYSTEM AND ALL PARTS THEREOF FROM INJURY DURING THE PROCESS AND UP TO THE ACCEPTANCE OF WORK.

N. IDENTIFICATION
EACH PIECE OF EQUIPMENT FURNISHED SHALL HAVE PERMANENT IDENTIFICATION AND SHALL BE IDENTIFIED AS FOLLOWS:

CONDUCTOR IDENTIFICATIONS: CONDUCTOR SIZES AWG #6 AND SMALLER SHALL BE IDENTIFIED BY COLOR CODING THEIR ENTIRE LENGTH. ALL OTHER CONDUCTORS SHALL HAVE INDIVIDUAL PERMANENT IDENTIFICATION AT EACH TERMINATION, SPLICE, TAP, JUNCTION BOX, AND EQUIPMENT ENCLOSURE.

SECONDARY POWER (LIGHTING) CONTROLLERS, DISCONNECTS, LIGHT POLES, ETC.: SECONDARY POWER (LIGHTING) CONTROLLERS, DISCONNECTS, LIGHT POLES, AND OTHER EQUIPMENT SHALL BE IDENTIFIED BY LABELS LOCATED AS INDICATED ON THE PLANS OR AS REQUIRED BY THE PROJECT ENGINEER. LABEL MATERIAL SHALL BE AS DESCRIBED ON THE PLANS OR AS REQUIRED BY THE PROJECT ENGINEER AND BE FASTENED TO THE EQUIPMENT USING STAINLESS STEEL MARINE DUTY HARDWARE HAVING A MINIMUM YIELD STRENGTH OF 30,000 PSI. LABELS SHALL CLEARLY IDENTIFY THE EQUIPMENT BEING SERVED, AND WHEN NECESSARY, ITS FUNCTION. LABELS FOR LIGHT POLES SHALL BE WITH POLE MARKER AND OWNERSHIP PLATES AS INDICATED ON THE PLANS.

CIRCUIT SCHEDULES: EACH CONTROLLER SHALL HAVE A TYPED CIRCUIT SCHEDULE PERMANENTLY MOUNTED INSIDE THE CONTROLLER. THE CIRCUIT SCHEDULE SHALL LIST WHICH LUMINAIRES ARE CONTROLLED BY EACH CIRCUIT BREAKER.

O. TESTS
PRIOR TO FINAL ACCEPTANCE AND AS DIRECTED BY THE PROJECT ENGINEER DURING CONSTRUCTION, THE LIGHTING SYSTEM SHALL BE TESTED ACCORDING TO SECTION 822.09 "SYSTEM TESTING" OF THE "STANDARD SPECIFICATIONS". THE CONTRACTOR SHALL FURNISH ALL EQUIPMENT NECESSARY TO CONDUCT ALL TESTS. IF ANY COMPONENT BECOMES DEFECTIVE DURING TESTING, THE CONTRACTOR SHALL CORRECT OR REPLACE THE DEFECTIVE COMPONENT(S) AND RE-START TESTING AS DIRECTED BY THE PROJECT ENGINEER. NOTE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF ALL ELECTRICAL UTILITIES CONSUMED DURING TESTING THAT IS PERFORMED PRIOR TO FINAL ACCEPTANCE.

GROUND RESISTANCE TEST: THE CONTRACTOR SHALL PERFORM GROUND RESISTANCE TESTS AT EACH SERVICE GROUNDING SYSTEM. GROUND RESISTANCE TESTS SHALL BE CONDUCTED USING A 3- OR 4-POINT FALL-OF-POTENTIAL METHOD DEFINED BY IEEE STANDARD #81 OR OTHER INDUSTRY APPROVED TEST METHOD. EACH GROUNDING ELECTRODE SHALL BE TESTED PRIOR TO CONNECTION TO THE GROUND SYSTEM. RESISTANCE-TO-GROUND OF THE GROUND SYSTEM SHALL NOT EXCEED 25 OHMS. GROUND RESISTANCE MEASUREMENTS SHALL BE CONDUCTED IN NORMALLY DRY CONDITIONS NOT LESS THAN 48 HOURS AFTER THE LATEST RAINFALL. ALL GROUND RESISTANCE TESTS SHALL BE CONDUCTED IN THE PRESENCE OF THE PROJECT ENGINEER AND THE DEPARTMENT'S ELECTRICAL INSPECTOR. THE CONTRACTOR SHALL DOCUMENT ALL TEST RECORDINGS AND PROVIDE A COPY OF ALL TESTS REPORTS TO THE PROJECT ENGINEER AND ELECTRICAL INSPECTOR UPON COMPLETION.

P. CLEAN-UP AND MAINTENANCE OF THE WORK AREAS
THE CONTRACTOR SHALL NOT ALLOW ACCUMULATION OF SCRAP, DEBRIS, WASTE, OR OTHER ITEMS NOT REQUIRED FOR CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL RETAIN ALL STORED ITEMS IN AN ORDERLY ARRANGEMENT ALLOWING MAX. ACCESS, NOT TO IMPEDE DRAINAGE OR TRAFFIC AND PROVIDE REQUIRED PROTECTION OF MATERIALS. PRIOR TO FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL TOOLS, SURPLUS MATERIALS, EQUIPMENT, SCRAP, DEBRIS, AND WASTE FROM THE JOB SITE AND CLEAN ALL AREAS ON AND ADJACENT TO THE SITE SOILED BY CONSTRUCTION OF THIS PROJECT.

SHEET NUMBER	157
DESIGNED/BK	CHECKED/WCK
DATE	SHEET
NO.	BY
NO.	DATE
NO.	REVISION DESCRIPTION



GENERAL REQUIREMENTS
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)





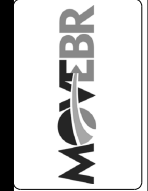
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ELECTRICAL GENERAL NOTES:

1. NO EQUIPMENT SHALL BE ORDERED OR INSTALLED UNTIL IT HAS BEEN APPROVED. APPROVAL DOES NOT RELIEVE THE CONTRACTOR FROM CONFORMANCE WITH THE CONTRACT, EXTEND TO QUANTITIES OR DIMENSIONS, IMPLY THAT THE EQUIPMENT CAN BE INSTALLED OR WILL OPERATE SATISFACTORILY, THAT THE EQUIPMENT CONTAINS ALL NECESSARY COMPONENTS, OR THAT IT WILL COORDINATE WITH OTHER APPROVED ITEMS.
2. MINIMUM SIZE CONDUIT SHALL BE 3/4" ABOVE GROUND AND 1" BELOW GROUND. MINIMUM WIRE SIZE SHALL BE #12 AWG. MINIMUM SIZE CIRCUIT BREAKER(S) SHALL BE 20 AMP. PROVIDE WORK SPACE CLEARANCE FOR ALL ELECTRICAL EQUIPMENT ACCORDING TO N.E.C. MAXIMUM FILL ALLOWANCE FOR CONDUCTORS IN CONDUIT SHALL BE 25% IN LIEU OF THE 40% ALLOWED BY N.E.C.
3. IN ANY CASE WHERE THE DESIGN HEREIN DIFFERS FROM THE MINIMUM REQUIREMENTS SET DOWN BY THE NATIONAL ELECTRICAL CODE (N.E.C.), THE CONTRACTOR SHALL MAINTAIN THE HIGHER LEVEL.
4. ALL UNDERGROUND NON-METALLIC (NM) CONDUITS SHALL CONTAIN A BARE STRANDED COPPER GROUNDING CONDUCTOR OF TYPE AND SIZE AS INDICATED IN THE PLANS. ALL OTHER GROUNDING CONDUCTORS SHALL HAVE GREEN INSULATION.
5. WHEN FLEXIBLE METALLIC CONDUITS ARE REQUIRED, BX, MC, OR ARMORED CABLE SHALL NOT BE ALLOWED. REFER TO PLAN SHEET #E-4 "PARAGRAPH D" FOR ADDITIONAL REQUIREMENTS ON LIQUID-TIGHT FLEXIBLE METAL (LTFM) CONDUIT INSTALLATIONS. FLEXIBLE CONDUIT INSTALLATIONS TO UNDERPASS LUMINAIRES SHALL BE 1'-6" MAXIMUM LENGTHS. FLEXIBLE CONDUIT INSTALLATIONS FROM STRUCTURE TO STRUCTURE SHALL BE 3'-0" MAXIMUM LENGTHS.
6. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, CITY OF BATON ROUGE, AND ENTERGY (PHONE (800) 368-3749) TO SET UP THE REQUIRED NEW ACCOUNT(S) AND COORDINATE THE INSTALLATION OF THE REQUIRED ELECTRICAL SERVICE EQUIPMENT FOR EACH ELECTRICAL SERVICE POINT AND SECONDARY POWER CONTROLLER. SERVICE TRANSFORMERS FOR EACH LOCATION SHALL BE POLE MOUNT, CENTER-TAP, 240/120 VOLT, SINGLE PHASE, AND BE PROVIDED AND INSTALLED BY THE ELECTRICAL UTILITY CO. TRANSFORMER KVA RATINGS SHALL BE AS REQUIRED BY THE ELECTRICAL UTILITY CO. REFER TO PLAN SHEET #E-10 FOR DESIGN KVA LOADS AND PLAN SHEETS #E-11 THRU E-15 FOR ADDITIONAL REQUIREMENTS FOR EACH ELECTRICAL SERVICE POINT. PRIOR TO ANY CONSTRUCTION OR SERVICE TIE-INS, THE CONTRACTOR SHALL VERIFY ALL ELECTRICAL SERVICE (PRIMARY, SECONDARY, AND TEMPORARY) AND THE LOCATION OF ALL ELECTRICAL SERVICE EQUIPMENT WITH THE PROJECT ENGINEER, THE CITY OF BATON ROUGE, AND ENTERGY REPRESENTATIVES. THE ENTERGY REPRESENTATIVE IS DAVID BARBAY (PHONE (225) 382-4812).
7. EQUIPMENT LAYOUTS ARE DIAGRAMMATIC. THEY DO NOT SHOW THE EXACT EQUIPMENT QUANTITIES AND LOCATIONS. THE EXACT LOCATIONS OF ALL EQUIPMENT SHALL BE SUCH THAT WHEN INSTALLED, THE EQUIPMENT WILL NOT INTERFERE WITH ANY NEW OR EXISTING UTILITIES OR STRUCTURES. THE FINAL LOCATIONS OF ALL EQUIPMENT SHALL BE AS DIRECTED BY THE PROJECT ENGINEER. THE CONTRACTOR SHALL INSTALL ALL LIGHTING IMPROVEMENTS WITHIN THE REQUIRED RIGHT-OF-WAY. THE LAYOUT SHEETS ARE INTENDED ONLY FOR A GENERAL OVERVIEW OF THE WORK REQUIRED. OMISSION FROM THE LAYOUT SHEETS OF ANY ITEM SHOWN ELSEWHERE IN THE PLANS DOES NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY FOR ANY ASSOCIATED WORK.
8. ARC FLASH: ANY CABINET CONTAINING CIRCUIT BREAKERS OR CONTACTORS SHALL BE FIELD MARKED IN ACCORDANCE WITH NEC 110.16 TO WARN QUALIFIED PERSONS OF THE POTENTIAL OF ELECTRIC ARC FLASH HAZARD.
9. THE PLANS DO NOT NECESSARILY SHOW ALL UNDERGROUND FACILITIES. PRIOR TO ANY EXCAVATION, THE CONTRACTOR SHALL VERIFY THE LOCATION FOR EVIDENCE OF UNDERGROUND FACILITIES. NOTE: THE DEPARTMENT DOES NOT LIST ITS UNDERGROUND UTILITIES WITH ANY LOCAL ONE CALL TYPE ORGANIZATIONS. THEREFORE, IN ADDITION TO OTHER SOURCES, THE CONTRACTOR MUST NOTIFY THE PROJECT ENGINEER, THE DISTRICT UTILITY REPRESENTATIVE, AND THE DEPARTMENT'S TELECOMMUNICATIONS DIVISION IN ORDER TO COORDINATE WITH THE LOCATION OF ANY UNDERGROUND UTILITIES (WATER, ELECTRIC, GAS, FIBER OPTIC, TELEPHONE, ETC.) AND TO OBTAIN ANY ADDITIONAL INFORMATION CONCERNING THE DEPARTMENT'S UNDERGROUND UTILITIES. CONTACT INFORMATION FOR ALL PARTIES MAY BE OBTAINED FROM EITHER THE PROJECT ENGINEER OR DURING THE PRE-CONSTRUCTION MEETING. THE RESPONSIBILITY FOR DAMAGES AND FOR WORK PLACE SAFETY STILL REMAINS WITH THE CONTRACTOR. THE DEPARTMENT WILL NOT BE RESPONSIBLE FOR DAMAGE TO UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR'S OPERATIONS.
10. CONDUCTORS SHALL NOT BE PULLED INTO CONDUITS UNTIL THE CONDUIT SYSTEM HAS BEEN INSPECTED AND APPROVED BY THE PROJECT ENGINEER.
11. ALL CONDUITS PLACED WITHIN TRENCHES SHALL BE HAND PLACED WITHIN THE TRENCH AND THE TRENCH BACKFILLED TO THE SATISFACTION OF THE PROJECT ENGINEER ON THE SAME DAY. WHEN POSSIBLE, MULTIPLE CONDUIT RUNS SHALL BE PLACED WITHIN COMMON TRENCHES.
12. THE CONTRACTOR SHALL REFER TO PLAN SHEET #E-4 "PARAGRAPH I" FOR REQUIREMENTS AND SPECIFICATIONS ON GROUNDING THE ELECTRICAL SYSTEM.
13. PLAN SHEETS CONTAINING POLE SCHEDULES AND ELECTRICAL DETAILS ARE TO ASSIST THE CONTRACTOR WITH BIDDING AND EQUIPMENT INSTALLATION. FOR SOME EQUIPMENT, MORE THAN ONE ELECTRICAL DETAIL MAY BE REFERENCED OR REQUIRED.
14. THE CONTRACTOR SHALL KEEP ONE (1) FULL SIZE (22" X 34"), UP-TO-DATE, CLEAN, AND NEAT SET OF AS-BUILT DRAWINGS ON THE JOB SITE AT ALL TIMES. THIS SET OF AS-BUILT DRAWINGS SHALL DENOTE ALL CURRENT CONSTRUCTION, FIELD CHANGES, CHANGES IN QUANTITIES, NOTES, ETC. PERFORMED DAILY THROUGHOUT THE COURSE OF THE PROJECT. REFER TO PLAN SHEET #E-1 PARAGRAPH I "RECORD AS BUILT DRAWINGS" FOR ADDITIONAL REQUIREMENTS.
15. THE CONTRACTOR SHALL ORIENT EACH LUMINAIRE PER THE MANUFACTURER'S INSTRUCTIONS IN ORDER TO PROVIDE THE ILLUMINANCE PERFORMANCE VALUES INDICATED ON THE APPROVED PHOTOMETRIC REPORT.
16. THE CONTRACTOR SHALL NOT POUR LIGHT POLE FOUNDATIONS UNTIL THE PHOTOMETRICS SUBMITTED BY THE CONTRACTOR HAVE BEEN APPROVED BY THE DESIGN ENGINEER AND THE PROJECT ENGINEER HAS BEEN NOTIFIED ACCORDINGLY.
17. PRIOR TO INSTALLING ANY BREAKAWAY CABLE SYSTEM, THE CONTRACTOR SHALL CONTACT THE BREAKAWAY CABLE SYSTEM MANUFACTURER TO SCHEDULE FIELD TRAINING.

NO.	DATE	REVISION DESCRIPTION	BY



GENERAL NOTES
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



ELECTRICAL SPECIFICATIONS:

A. ROADWAY LUMINAIRE (LOW MAST) (LED)
 THE LUMINAIRE SHALL BE CONSTRUCTION DESIGNED FOR USE IN ROADWAY LIGHTING APPLICATIONS AND CAPABLE OF OPERATING FROM A NOMINAL VOLTAGE POWER SOURCE AND FREQUENCY (HZ) AS INDICATED ON THE PLANS. THE LUMINAIRE MANUFACTURER, TYPE AND MODEL SHALL BE AS INDICATED ON THE PLANS.

THE LUMINAIRE SHALL HAVE A HEAVY DUTY CAST ALUMINUM HOUSING AND DOOR RATED, AT A MINIMUM, IP54 WITH EXTRUDED ALUMINUM HEAT SINK. HOUSING COLOR SHALL BE GRAY. THE LUMINAIRE SHALL HAVE A TOOL-LESS ENTRY, HINGED REMOVABLE POWER TRAY DOOR FOR MAINTENANCE. THE LUMINAIRE SHALL MEET PROPOSED ANSI C136.31 REQUIREMENTS (3G RATING) FOR BRIDGE AND UNDERPASS VIBRATION. THE LED PACKAGE HOUSING SHALL BE RATED, AT A MINIMUM, IP66. THE LED ENGINE HOUSING SHALL BE RATED, AT A MINIMUM, IP66.

THE LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS WITH IP66 ENCLOSURE RATING. THE LUMINAIRE SHALL HAVE A TEN YEAR WARRANTY. THE LUMINAIRE SHALL HAVE A 20KV COMMON SURGE (LINE TO GROUND) UL 1449 SURGE PROTECTION AND 10KA DIFFERENTIAL SURGE PROTECTION (LINE TO LINE). SURGE PROTECTION SHALL MEET OR EXCEED ANSI C136.2 REQUIREMENTS. THE LUMINAIRE SHALL HAVE A MINIMUM LUMEN EFFICACY OF 110 LM/W. THE LUMINAIRE SHALL HAVE A MINIMUM POWER FACTOR OF 90%.

THE LED LIGHT ENGINE SHALL BE RATED >100,000 HOURS AT 25° C, L70. THE LED'S SHALL BE RATED >100,000 HOURS AT 25°C, L70. THE LIGHT OUTPUT SHALL BE ADJUSTABLE VIA IN-FIXTURE SWITCH. PREDICTED LUMEN DEPRECIATION OF GREATER THAN 60,000 HOURS (L70) IESNA TM-21 STANDARD.

THE LUMINAIRE SHALL OPERATE WITHIN THE TEMPERATURE RANGE OF -40°F TO 104°F (-40°C TO 40°C) WITH NO PERMANENT DAMAGE TO THE LUMINAIRE.

THE LUMINAIRE SHALL HAVE ZERO (0) UPLIGHT.

THE LUMINAIRE SHALL CONFORM TO ANSI C136.15-2011 FIELD IDENTIFICATION STANDARDS.

THE LUMINAIRE SHALL HAVE AN EFFECTIVE PROJECTED AREA (EPA) OF 0.78 OR LESS SQUARE FEET, AND BE NO MORE THAN FOUR (4") INCHES HIGH.

LED MODULE SHALL BE 4000K. DISTRIBUTION SHALL BE TYPE II ROADWAY (T2R).

LUMINAIRES MUST BE PROVIDED WITH COMPLETE PHOTOMETRIC PLAN ON 22" X 34" LAYOUT WITH CALCULATIONS SHOWING THAT THE PROPOSED LUMINAIRE CAN MEET THE FOLLOWING CRITERIA USING THE SAME POLE LOCATION AND MOUNTING HEIGHTS AS SHOWN ON THE PLANS:

- MINIMUM FC = 0.5
- AVERAGE FC = 1.6
- AVG/MIN (UNIFORMITY) = 3:1
- VEILING LUMINANCE (MAX) = 0.3

ACCEPTABLE MANUFACTURERS AND TYPES ARE GE EVOLVE, AMERICAN ELECTRIC AUTOBAHN, PHILIPS ROADVIEW, AND ECOLITE.

B. POLE (LOW MAST)
 POLES SHALL BE 35 FOOT ROUND TAPERED ALUMINUM WITH 8 FOOT ARMS AND BREAKAWAY BASES.

ACCEPTABLE MANUFACTURERS ARE VALMONT, COOPER AND LITHONIA.



\$\$\$----- SUBMITTAL STAGE -----\$\$\$

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ELECTRICAL SPECIFICATIONS
 MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)





\$\$\$----- SUBMITTAL STAGE -----\$\$\$

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ELECTRICAL SPECIFICATIONS:

C. ORDINANCES, RULES, AND REGULATIONS

ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF ALL BUILDING CODES, SANITARY CODES AND ORDINANCES IN FORCE IN THE LOCALITY IN WHICH THE WORK IS TO BE DONE. ALL MATERIALS AND CONSTRUCTION SHALL ALSO CONFORM TO THE RULES AND REGULATIONS OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA), UNDERWRITER LABORATORIES (UL), NATIONAL ELECTRIC CODE (NEC), AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI), INSULATED CABLE ENGINEER'S ASSOCIATION (ICEA), NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA), AMERICAN WIRE GAUGE (AWG), AMERICANS WITH DISABILITIES ACT ACCESSIBILITIES GUIDELINES (ADAAG), AND SECTION 822 OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES. THE CONTRACTOR SHALL PAY FOR ANY REQUIRED PERMITS AND INSPECTIONS.

D. CONDUIT SYSTEM

ALL CONDUITS SHALL BE INSTALLED CONCEALED UNLESS NOTED OTHERWISE ON THE PLANS. UNDERGROUND CONDUITS SHALL BE INSTALLED 3'-0" BELOW GRADE UNLESS SPECIFIED OTHERWISE. MARKER TAPE (SEE RL520) SHALL BE PLACED ABOVE ALL UNDERGROUND CONDUITS CARRYING ELECTRICAL CONDUCTORS. ALL CONDUITS WITHIN TRENCHES SHALL BE HAND PLACED INSIDE THE TRENCH, AND THE TRENCH BACKFILLED TO THE SATISFACTION OF THE ENGINEER ON THE SAME DAY. WHEN POSSIBLE, MULTIPLE CONDUIT RUNS SHALL BE PLACED IN A COMMON TRENCH. RACEWAYS CONTAINING BOTH LINE AND LOAD SIDE CONDUCTORS ARE PROHIBITED.

RIGID STEEL CONDUIT AND FITTINGS:

RIGID STEEL CONDUIT SHALL CONFORM TO CURRENT NEC CODE, FEDERAL SPECIFICATION WW-C-581 (CLASS I TYPE A), UL SAFETY STANDARD 6, AND ANSI C80.1 SPECIFICATIONS. ALL CONDUITS ENTERING THE GROUND, CONCRETE SLABS, FOUNDATIONS, OR WHERE INDICATED ON THE PLANS SHALL BE THREADED GALVANIZED RIGID STEEL. GALVANIZED RIGID STEEL RISER SECTION(S) SHALL EXTEND FROM THE SERVICE HEAD, OR LAST ABOVE GROUND JUNCTION BOX, TO THE UNDERGROUND NON-METALLIC (NM) CONDUIT COUPLING. RIGID STEEL CONDUIT FITTINGS SHALL BE THREADED TYPE WITH CAST OR MALLEABLE IRON BODIES AND COVERS HAVING ZINC FINISH, SOLID NEOPRENE GASKETS, AND MARINE DUTY STAIN. STEEL HARDWARE WITH MINIMUM 30,000 PSI YIELD STRENGTH.

RIGID ALUMINUM CONDUIT AND FITTINGS:

NOT USED.

NON-METALLIC CONDUITS (NM) AND FITTINGS:

NON-METALLIC CONDUIT AND FITTINGS SHALL BE SCHEDULE 40 OR 80 PVC OR SCHEDULE 40 OR 80 HIGH DENSITY POLYETHYLENE AND BE INSTALLED IN LOCATIONS AS INDICATED ON THE PLANS. NON-METALLIC CONDUITS SHALL BE UL LISTED, SUNLIGHT RESISTANT, AND CONFORM TO CURRENT UL SAFETY STANDARD 651, NEMA TC-2, AND NEC CODE SPECIFICATIONS. NON-METALLIC (NM) CONDUITS SHALL NOT BE INSTALLED ABOVE THE GROUND OR SLABS, SHALL BE INSTALLED 4 FEET (MINIMUM) FROM SHOULDERS, AND BURIED 3'-0" MINIMUM UNDERGROUND UNLESS INSTALLED UNDER CONCRETE SLABS. WITH THE EXCEPTION OF GALVANIZED RIGID STEEL SECTIONS, UNDERGROUND CONDUITS SHALL HAVE NO VERTICAL BENDS OR RUNS.

LIQUID-TIGHT FLEXIBLE METALLIC CONDUIT (LFMC) AND FITTINGS:

NOT USED.

E. WIRE AND CABLE

UNLESS NOTED OTHERWISE IN THE PLANS, ALL CONDUCTORS SHALL BE INSTALLED IN RACEWAYS AND SHALL BE CLASS B STRANDED COPPER HAVING 600 VOLT RATED CROSS-LINKED POLYETHYLENE INSULATION (TYPE XHHW-2) CONFORMING TO INSULATED CABLE ENGINEERS ASSOCIATION (ICEA) STANDARD S-95-658, INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE) I202, FEDERAL SPECIFICATION A-A-59544, NEMA PUBLICATION NO. WC-70, AND THE NEC FOR CROSS-LINKED THERMOSETTING POLYETHYLENE INSULATED WIRE AND POWER CABLE. WHERE CONDUCTORS ARE CONNECTED TO, OR INSTALLED NEAR HEAT PRODUCING EQUIPMENT (LUMINARIES, HEATERS, MOTORS, ETC.), THE CONDUCTOR INSULATION FOR THE AFFECTED CONDUCTORS SHALL HAVE A TEMP. RATING IN EXCESS OF THE TEMP. EXPECTED TO BE ENCOUNTERED.

F. WIRE CONNECTIONS AND DEVICES

THE ELECTRICAL CONTRACTOR SHALL PROVIDE ALL NECESSARY CONNECTIONS TO ALL EQUIPMENT REQUIRING ELECTRICAL SERVICE. UNLESS NOTED OTHERWISE, ALL SPLICES, JOINTS, TAPS, AND CONNECTIONS SHALL BE MADE IN JCT. BOXES OR EQUIP. ENCLOSURES. SPLICES SHALL NOT BE PERMITTED IN CONDUIT BODIES OR RACEWAYS. SPLICES SHALL BE MADE WITH INSULATED COMPRESSION TYPE CONNECTORS. SCREW-ON TYPE WIRE NUTS AND PUSH-IN CONNECTORS ARE PROHIBITED. SERVICE AND FEEDER CONDUCTORS SHALL BE INSTALLED THEIR ENTIRE LENGTH WITHOUT SPLICES. WHERE TAPS ARE REQUIRED FROM FEEDER OR SERVICE CONDUCTORS, TAPS SHALL BE MADE WITHOUT CUTTING MAIN CONDUCTORS. TAPS SHALL BE MADE WITH PARALLEL TYPE GUTTER TAP CONNECTORS HAVING INSULATED COVERS. DISTRIBUTION TYPE TERMINAL BLOCKS SHALL BE COPPER, NUMBER OF POLES AS NEEDED, INTERMEDIATE SIZE, BOX TO BOX CONNECTORS (EQUAL TO FERRAZ-SHAWMUT MODEL #66512 AND/OR #66513.) BRANCH CIRCUIT AND CONTROL CIRCUIT TERMINAL BLOCKS SHALL BE ONE PIECE BARRIER TYPE, 600 VAC, AND HAVE HIGH PRESSURE BOX LUG TERMINALS SUITABLE FOR COPPER CONDUCTORS.

G. SUPPORTING DEVICES AND MOUNTING HARDWARE, FASTENERS, NUTS, BOLTS, WASHERS, AND CONCRETE ANCHORS

EQUIPMENT SUPPORTS:

SUPPORTS SHALL BE SUITABLE FOR THE ENVIRONMENT AND SHALL BE CAPABLE OF SUPPORTING A MINIMUM OF FIVE (5) TIMES THE ACTUAL LOAD OF THE EQUIPMENT ALONG WITH THE ANY ADDITIONAL LOADS LIKELY TO BE ENCOUNTERED. LUMINAIRES SHALL BE INDEPENDENTLY SUPPORTED FROM STRUCTURES. A SAFETY CHAIN OR WIRE SHALL BE INCLUDED AND BE CONNECTED FROM THE LUMINAIRE TO THE STRUCTURE WHICH CAN SUPPORT THE EQUIPMENT. FABRICATED SUPPORTS FOR EQUIPMENT, WHEN APPLICABLE, SHALL BE SUBMITTED FOR APPROVAL BEFORE FABRICATION AND INSTALLATION.

CONDUIT SUPPORTS:

CONDUCTORS IN HORIZONTAL AND VERTICAL RACEWAYS (BOTH RIGID AND FLEXIBLE) SHALL BE SUPPORTED AS REQUIRED BY THE NATIONAL ELECTRICAL CODE.

MOUNTING HARDWARE, FASTENERS, NUTS, BOLTS, WASHERS, AND CONCRETE ANCHORING SYSTEMS:

UNLESS NOTED OTHERWISE, ALL MOUNTING HARDWARE, FASTENERS, NUTS, BOLTS, AND WASHERS SHALL BE MARINE DUTY STAINLESS STEEL WITH A MINIMUM 30,000 P.S.I. YIELD STRENGTH. MASONRY (OR CONCRETE) ANCHORS USED FOR MOUNTING EQUIPMENT TO CONCRETE STRUCTURES SHALL ONLY BE THOSE AS DESCRIBED BY CURRENT LADOTD MATERIALS LAB APPROVED MATERIAL LIST (A.M.L.) "CONCRETE ANCHOR SYSTEMS", "MECHANICAL ANCHOR BOLT SYSTEM".

H. DEVICE AND JUNCTION/PULL BOXES

DEVICE BOXES:

UNLESS SPECIFIED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER, BOXES SHALL BE METALLIC TYPE AND MOUNTED FLUSH. DEVICE BOXES SHALL BE 4" SQ. X 1 1/2" DEEP OR LARGER WITH RAISED DEVICE COVERS. WHEN ONLY ONE (1) CONDUIT ENTERS THE BOX, SINGLE GANG BOXES MAY BE USED.

JUNCTION/PULL BOXES (UNDERGROUND):

JUNCTION BOX SHALL BE FABRICATED FROM FIBERGLASS REINFORCED POLYMER CONCRETE OR U.V. STABILIZED HIGH-DENSITY POLYETHYLENE HAVING U.V. STABILIZED GREEN, BLACK, OR GREY COLOR. BOX SHALL BE INSTALLED IN A 6" THICK CONCRETE PAD UNLESS SHOWN OTHERWISE ON THE PLANS. BOX AND COVER SHALL BE DESIGNED FOR USE IN ROADWAY APPLICATIONS AND BE HEAVY DUTY RATED 150 PSI OVER A 10"x10" AREA (MINIMUM). ALL BOX AND COVER HARDWARE SHALL BE AS DESCRIBED IN PARAGRAPH G "SUPPORTING DEVICES AND MOUNTING HARDWARE, FASTENERS, NUTS, BOLTS, AND WASHERS". BOX COVER SHALL INCLUDE STANDARD "LIGHTING" LOGO. UNLESS NOTED OTHERWISE, BOX SHALL HAVE INTERIOR DIMENSIONS 12"(LENGTH) X 12"(WIDTH) X 10"(DEPTH), WITH DEPTH MEASURED FROM BOTTOM OF COVER TO BOTTOM OF BOX WHILE COVER IS INSTALLED. BOX AND COVER SHALL COMPLY WITH THREE (3) POSITION TESTING AS REQUIRED BY UNDERWRITER LABORATORIES (UL) OR WESTERN UNDERGROUND COMMITTEE (W.U.C.), GUIDELINE 3.6. FOR EQUIPMENT NOT UL OR W.U.C. 3.6 COMPLIANT, PROOF OF EQUIVALENT TESTING SHALL BE SUPPLIED BY A REGISTERED PROFESSIONAL ENGINEER. ALL DIMENSIONS ARE MINIMUM. JUNCTION BOXES AND THEIR CONCRETE APRON SHALL NOT BE INSTALLED WITHIN 4 FT. FROM THE ROADWAY SHOULDERS.

JUNCTION/PULL BOXES (STRUCTURE MOUNTED):

STRUCTURE MOUNTED JUNCTION/PULL BOXES SHALL BE CAST TYPE WITH NEOPRENE GASKET WITH MOUNTING LUGS. BOX AND COVER SHALL BE FABRICATED FROM CAST ALUMINUM AND SHALL BE A GENERAL PURPOSE ENCLOSURE UL LISTED AS TYPE NEMA 4X. BOXES SHALL BE SUITABLE FOR INDOOR/OUTDOOR APPLICATIONS OR WHERE SUBJECTED TO RAIN, DRIPPING, SPLASHING, OR HOSE DIRECTED WATER. ALL HARDWARE SHALL BE AS DESCRIBED IN PARAGRAPH G "MOUNTING HARDWARE, FASTENERS, NUTS, BOLTS, AND WASHERS". REFER TO PLAN SHEETS FOR BOX SIZES.

I. GROUNDING AND BONDING

THE CONTRACTOR SHALL GROUND AND BOND THE ELECTRICAL SYSTEM IN ACCORDANCE WITH THE REQUIREMENTS OF THE NEC. THE NEUTRAL CONDUCTOR BAR AND GROUND BAR SHALL BE BONDED ONLY AT THE RESPECTIVE SERVICE EQUIPMENT (I.E. SERVICE DISCONNECT, SERVICE PANEL, LIGHTING CONTROLLER, TRANSFORMER SECONDARIES, ETC.). WHEN APPLICABLE, THE ELECTRICAL SYSTEM SHALL BE GROUNDED TO COLD WATER PIPING SYSTEMS.

GROUNDING ELECTRODES:

UNLESS NOTED OTHERWISE IN THE PLANS, GROUNDING ELECTRODES SHALL BE 3/4" DIAMETER X 10' (MINIMUM) RODS CONSTRUCTED FROM NICKEL-SEALED HIGH QUALITY CARBON STEEL HAVING A CONSISTENT COVERING OF ELECTROLYTICALLY APPLIED COPPER (I.E. COPPER BONDED OR COPPER CLAD). ALL GROUNDING ELECTRODES SHALL BE UL LISTED.

GROUNDING ELECTRODE CONDUCTORS:

UNLESS NOTED OTHERWISE ON THE PLANS, GROUNDING ELECTRODE CONDUCTORS UTILIZED WITH BONDING GROUNDING ELECTRODES SHALL BE #2 SOLID BARE COPPER MINIMUM. WHEN CONNECTING GROUNDING ELECTRODE CONDUCTORS TO GROUNDING ELECTRODES, THE CONTRACTOR SHALL USE EXOTHERMIC WELDS ("CADWELD", "THERMOWELD" OR APPROVED EQUAL). REFER TO MANUFACTURER'S SPECIFIC INSTRUCTIONS AND MOLDS FOR EACH WELD TO PROVIDE PERMANENT, LOW-RESISTANCE LIFETIME CONNECTIONS THAT WILL NOT LOOSEN OR CORRODE. WHEN MULTIPLE GROUND ELECTRODES ARE REQUIRED, GROUNDING ELECTRODE CONDUCTORS MAY BE CUT PROVIDED AN APPROPRIATE EXOTHERMIC WELD IS UTILIZED TO ATTACH THE GROUNDING ELECTRODE CONDUCTOR TO EACH GROUNDING ELECTRODE. ALL GROUNDING ELECTRODE CONDUCTORS SHALL BE INSTALLED UNBROKEN FROM THE GROUNDING ELECTRODES TO THE RESPECTIVE SERVICE EQUIPMENT (I.E. SERVICE DISCONNECT, SERVICE PANEL, LIGHTING CONTROLLER, TRANSFORMER SECONDARIES, ETC.). ALL EXPOSED GROUNDING ELECTRODE CONDUCTOR DROPS FROM ENCLOSURES TO GROUNDING ELECTRODES OUTSIDE SHALL BE INSTALLED IN SCHEDULE 80 PVC CONDUIT (MINIMUM).

EQUIPMENT GROUNDING CONDUCTORS:

UNLESS NOTED OTHERWISE ON THE PLANS, EQUIPMENT GROUNDING CONDUCTORS INSTALLED IN NONMETALLIC CONDUITS SHALL BE BARE, STRANDED, COPPER CONDUCTORS. ALL OTHER EQUIPMENT GROUNDING CONDUCTORS INSTALLED IN CONDUIT SHALL BE STRANDED, COPPER CONDUCTORS, WITH GREEN INSULATION OF TYPE AS INDICATED IN THE PLANS.

J. CONDUIT EXPANSION FITTINGS

NOT USED.

Project information sidebar including SHEET NUMBER 160, EAST BATON ROUGE PARISH, 20-CP-HC-0008, and logos for MVEBR and Stantec.

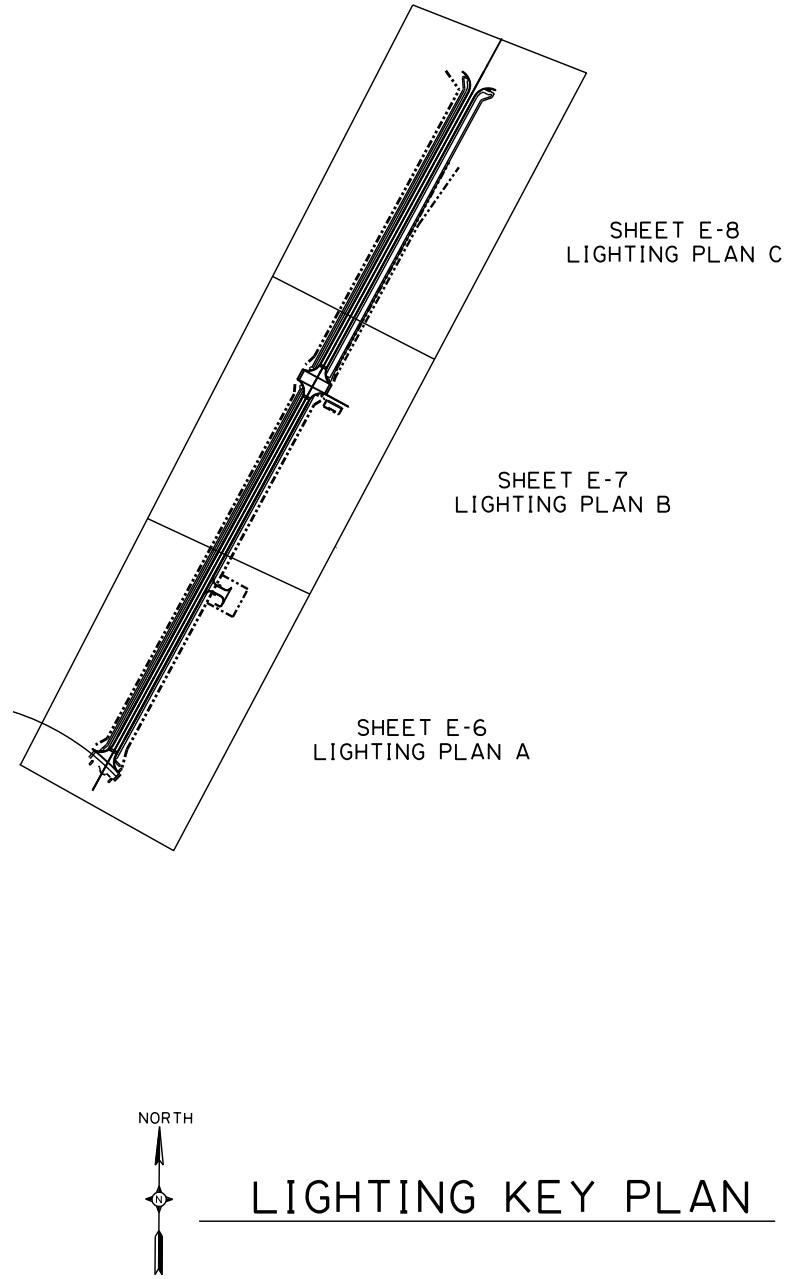




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STIMES



NOTE:
 LIGHTING DESIGN BASED ON AMERICAN ELECTRIC
 AUTOBAHN NO. ATB2 80BLEDE70 MVOLT R2 20 SH



BR CITY OF BATON ROUGE DEPARTMENT OF PUBLIC WORKS		MOVEBR		LIGHTING KEY PLAN		MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)		EAST BATON ROUGE PARISH		SHEET NUMBER 161	
DESIGNED	CHKD	DESIGNED	CHKD	DATE	SHEET	OF	CITY PROJECT	STATE PROJECT	PARISH	CITY PROJECT	STATE PROJECT
BJK	WCK	BJK	WCK		4	4	20-CP-HC-0008	-		20-CP-HC-0008	-
REVISION DESCRIPTION		NO.		DATE		BY					





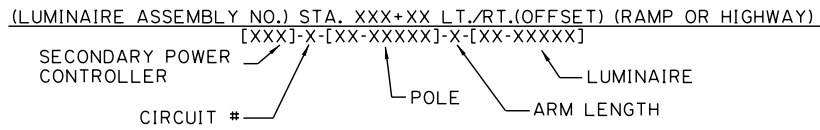
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LEGEND (ELECTRICAL, NEW)

ITEM NO.	
----- (409,414,415)	CONDUIT, UNDERGROUND, SCHEDULE 40 PVC (WITH CONDUCTORS)
==== (410)	JACKED OR BORED CASING(6" DIAMETER)(PVC) (REFER TO NOTE #2)
○ (314)	LIGHT POLE (35')(ALUMINUM)(SINGLE ARM) (SEE NOTE #4)
⊙# (311)	LUMINAIRE(180 WATT)(LED)(# = CIRCUIT NO.)
ⓀB3 (308)	UNDERGROUND JUNCTION BOX(13" X 24")
ⓀM (400)	DUCT MARKER (UNDERGROUND)
Ⓚ? (400)	CONDUIT LABEL
⊠ (200-220)	ELECTRICAL SERVICE POINT (STRUCTURE)
⊗	POWER COMPANY SERVICE POLE

CALLOUT LEGEND



LABEL	CONDUIT WITH CONDUCTORS	ITEM NO.
ⓀA	CONDUIT WITH CONDUCTORS (PVC/HDPE) (1 1/4") (3#8 AWG XHHW-2 CONDUCTORS, 1#8 BARE STRANDED GROUND) (UNDERGROUND)	(409,414,415)
ⓀB	CONDUIT WITH CONDUCTORS (PVC/HDPE) (2 1/2") (3#1/0 AWG XHHW-2 CONDUCTORS) (UNDERGROUND)	(409,414)

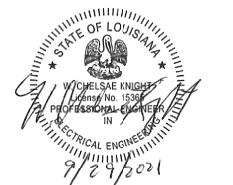
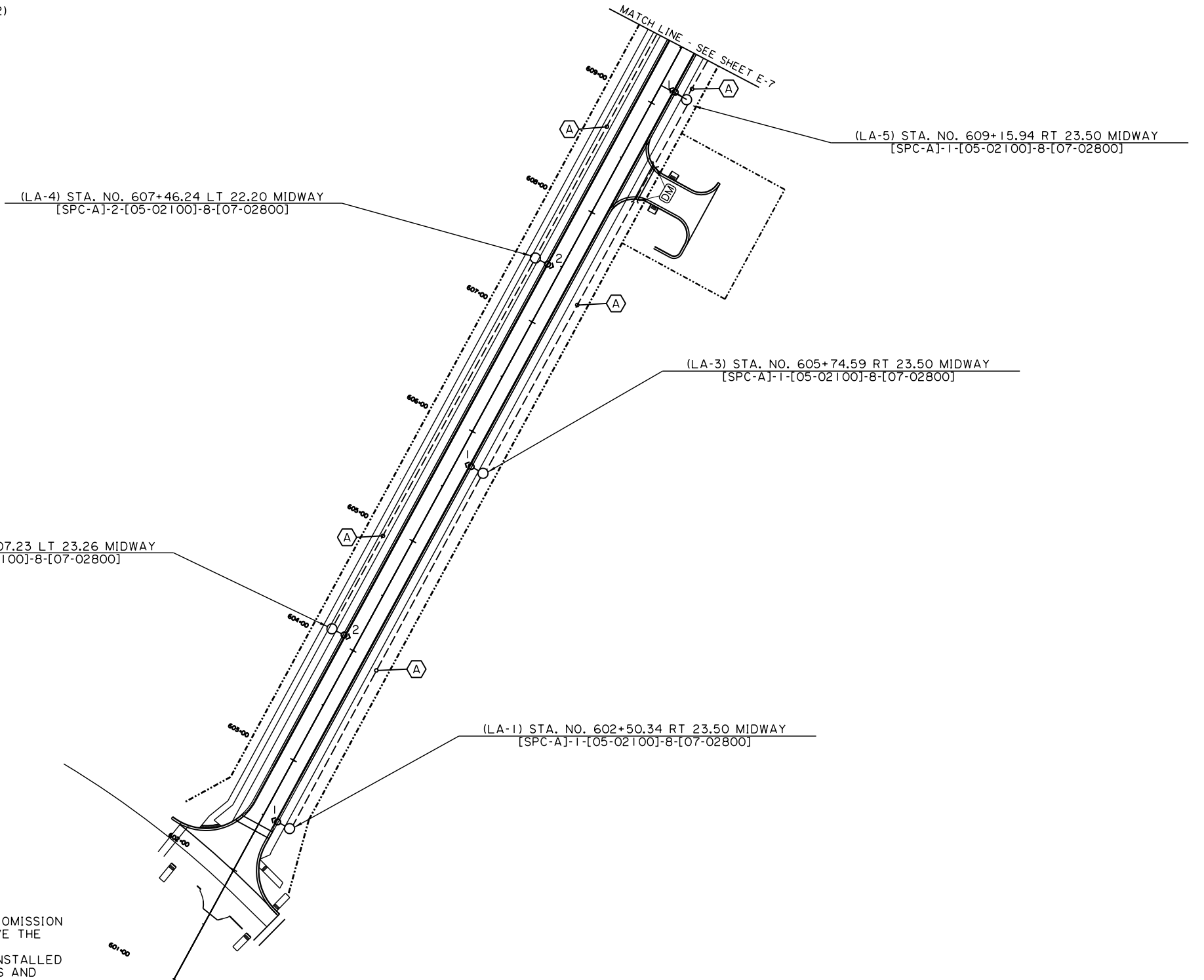
LIGHTING PLAN A

SCALE: 1" = 50'



NOTE:

- THIS SHEET IS INTENDED ONLY AS A GENERAL OVERVIEW OF THE WORK REQUIRED. OMISSION FROM THIS SHEET OF ANY ITEM SHOWN ELSEWHERE IN THE PLANS DOES NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY FOR ANY ASSOCIATED WORK.
- LABELED CONDUIT RUNS SHOWN CROSSING ROADWAYS, DRIVEWAYS, ETC. SHALL BE INSTALLED IN PROTECTIVE SCHEDULE 80 PVC CASING. REFER TO PLAN LAYOUT FOR LOCATIONS AND CASING SIZE.
- ALL PHASE AND NEUTRAL CONDUCTOR WIRES SHALL BE STRANDED COPPER. UNLESS NOTED OTHERWISE, ALL GROUND WIRES SHALL BE BARE STRANDED COPPER. WHEN GROUND WIRES ARE SHOWN TO HAVE INSULATION, INSULATION COLOR SHALL BE GREEN AND BE OF THE SAME TYPE AS THE PHASE CONDUCTORS.
- CONTRACTOR SHALL INSTALL ONE UNDERGROUND JUNCTION BOX "JB-1" (306) IN THE CONCRETE MOWING APRON OF EACH LOW MAST POLE.
- NUMBERS SHOWN IN PARENTHESES CORRESPOND TO ELECTRICAL EQUIPMENT ITEMS LISTED ON PLAN SHEETS E-16 THRU E-18. SEE PLAN SHEETS E-16 THRU E-18 FOR DESCRIPTIONS ASSOCIATED WITH EACH ITEM NUMBER.
- ADJACENT LUMINAIRES ON THE SAME CIRCUIT SHALL BE CONNECTED TO ALTERNATING PHASES.
- CONDUIT AND CIRCUITS ARE SHOWN DIAGRAMMATICALLY AND ARE SPACED AND SIZED FOR CLARITY. ALL LIGHTING IMPROVEMENTS SHALL BE CONSTRUCTED INSIDE THE REQUIRED RIGHT OF WAY.



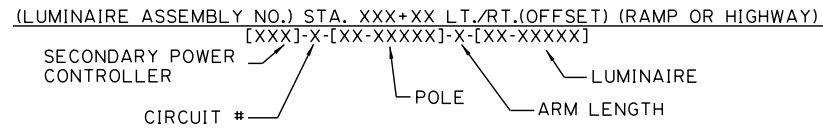
SHEET NUMBER	162
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED BJK	WCK
CHECKED	
DETAILED BJK	WCK
CHECKED	
DATE	9/2/2021
SHEET	2 OF 4
NO.	
BY	
REVISION DESCRIPTION	
MOVEBR	
LIGHTING PLAN A	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	
BR CITY OF BATON ROUGE PLANNING AND PUBLIC WORKS	
Stantec	



LEGEND (ELECTRICAL, NEW)

- ITEM NO. (409,414,415) CONDUIT, UNDERGROUND, SCHEDULE 40 PVC (WITH CONDUCTORS)
- (410) JACKED OR BORED CASING(6" DIAMETER)(PVC) (REFER TO NOTE #2)
- (314) LIGHT POLE (35')(ALUMINUM)(SINGLE ARM) (SEE NOTE #4)
- (311) LUMINAIRE(180 WATT)(LED)(# = CIRCUIT NO.)
- (308) UNDERGROUND JUNCTION BOX(13" X 24")
- (400) DUCT MARKER (UNDERGROUND)
- CONDUIT LABEL
- (200-220) ELECTRICAL SERVICE POINT (STRUCTURE)
- POWER COMPANY SERVICE POLE

CALLOUT LEGEND



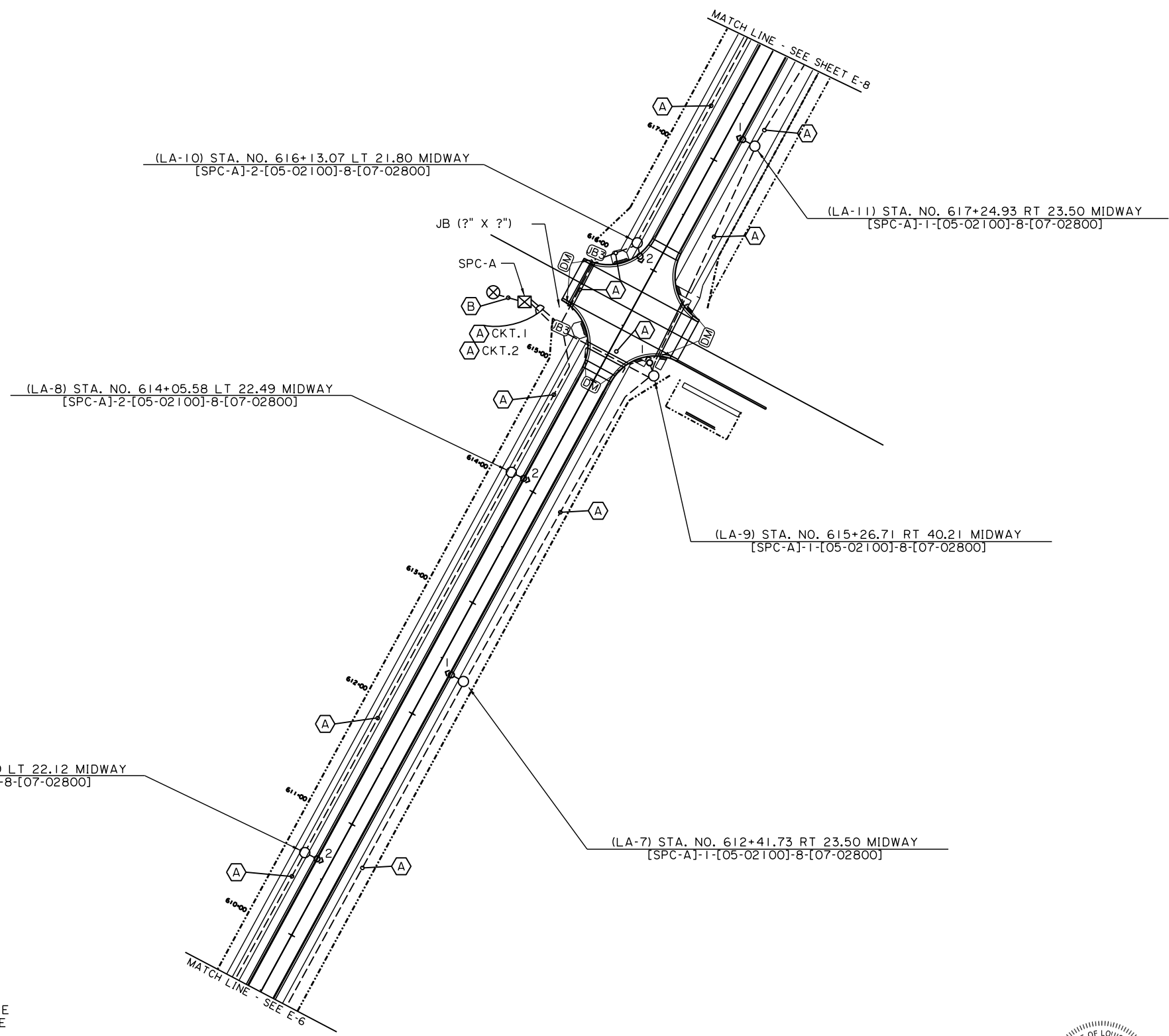
LABEL	CONDUIT WITH CONDUCTORS	ITEM NO.
(A)	CONDUIT WITH CONDUCTORS (PVC/HDPE) (1 1/4") (3#8 AWG XHHW-2 CONDUCTORS, 1#8 BARE STRANDED GROUND) (UNDERGROUND)	(409,414,415)
(B)	CONDUIT WITH CONDUCTORS (PVC/HDPE) (2 1/2") (3#1/0 AWG XHHW-2 CONDUCTORS) (UNDERGROUND)	(409,414)

LIGHTING PLAN B

SCALE: 1" = 50'



- NOTE:
- THIS SHEET IS INTENDED ONLY AS A GENERAL OVERVIEW OF THE WORK REQUIRED. OMISSION FROM THIS SHEET OF ANY ITEM SHOWN ELSEWHERE IN THE PLANS DOES NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY FOR ANY ASSOCIATED WORK.
 - LABELLED CONDUIT RUNS SHOWN CROSSING ROADWAYS, DRIVEWAYS, ETC. SHALL BE INSTALLED IN PROTECTIVE SCHEDULE 80 PVC CASING. REFER TO PLAN LAYOUT FOR LOCATIONS AND CASING SIZE.
 - ALL PHASE AND NEUTRAL CONDUCTOR WIRES SHALL BE STRANDED COPPER. UNLESS NOTED OTHERWISE, ALL GROUND WIRES SHALL BE BARE STRANDED COPPER. WHEN GROUND WIRES ARE SHOWN TO HAVE INSULATION, INSULATION COLOR SHALL BE GREEN AND BE OF THE SAME TYPE AS THE PHASE CONDUCTORS.
 - CONTRACTOR SHALL INSTALL ONE UNDERGROUND JUNCTION BOX "JB-1" (306) IN THE CONCRETE MOWING APRON OF EACH LOW MAST POLE.
 - NUMBERS SHOWN IN PARENTHESES CORRESPOND TO ELECTRICAL EQUIPMENT ITEMS LISTED ON PLAN SHEETS E-16 THRU E-18. SEE PLAN SHEETS E-16 THRU E-18 FOR DESCRIPTIONS ASSOCIATED WITH EACH ITEM NUMBER.
 - ADJACENT LUMINAIRES ON THE SAME CIRCUIT SHALL BE CONNECTED TO ALTERNATING PHASES.
 - CONDUIT AND CIRCUITS ARE SHOWN DIAGRAMMATICALLY AND ARE SPACED AND SIZED FOR CLARITY. ALL LIGHTING IMPROVEMENTS SHALL BE CONSTRUCTED INSIDE THE REQUIRED RIGHT OF WAY.



NO.	DATE	REVISION DESCRIPTION	BY



LIGHTING PLAN B

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

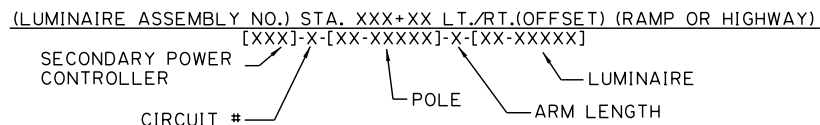




LEGEND (ELECTRICAL, NEW)

ITEM NO.	DESCRIPTION
----- (409,414,415)	CONDUIT, UNDERGROUND, SCHEDULE 40 PVC (WITH CONDUCTORS)
(410)	JACKED OR BORED CASING(6" DIAMETER)(PVC) (REFER TO NOTE #2)
○ (314)	LIGHT POLE (35')(ALUMINUM)(SINGLE ARM) (SEE NOTE #4)
○# (311)	LUMINAIRE(180 WATT)(LED)(# = CIRCUIT NO.)
JB3 (308)	UNDERGROUND JUNCTION BOX(13" X 24")
DM (400)	DUCT MARKER (UNDERGROUND)
??	CONDUIT LABEL
⊠ (200-220)	ELECTRICAL SERVICE POINT (STRUCTURE)
⊗	POWER COMPANY SERVICE POLE

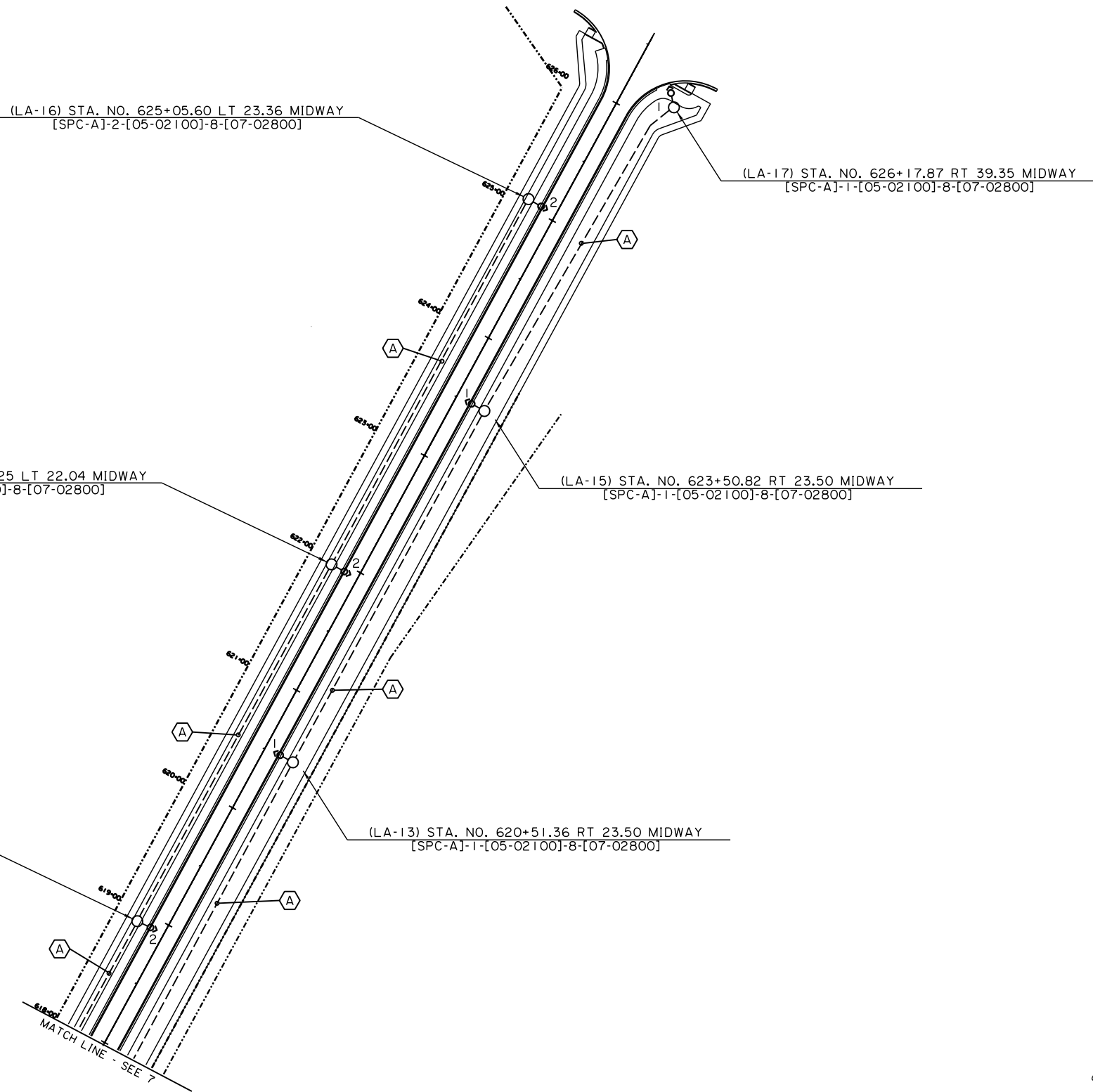
CALLOUT LEGEND



LABEL	CONDUIT WITH CONDUCTORS	ITEM NO.
A	CONDUIT WITH CONDUCTORS (PVC/HDPE) (1/4") (3#8 AWG XHHW-2 CONDUCTORS, 1#8 BARE STRANDED GROUND) (UNDERGROUND)	(409,414,415)
B	CONDUIT WITH CONDUCTORS (PVC/HDPE) (2/2") (3#1/0 AWG XHHW-2 CONDUCTORS) (UNDERGROUND)	(409,414)

LIGHTING PLAN C

SCALE: 1" = 50'



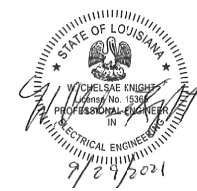
NOTE:

- THIS SHEET IS INTENDED ONLY AS A GENERAL OVERVIEW OF THE WORK REQUIRED. OMISSION FROM THIS SHEET OF ANY ITEM SHOWN ELSEWHERE IN THE PLANS DOES NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY FOR ANY ASSOCIATED WORK.
- LABELED CONDUIT RUNS SHOWN CROSSING ROADWAYS, DRIVEWAYS, ETC. SHALL BE INSTALLED IN PROTECTIVE SCHEDULE 80 PVC CASING. REFER TO PLAN LAYOUT FOR LOCATIONS AND CASING SIZE.
- ALL PHASE AND NEUTRAL CONDUCTOR WIRES SHALL BE STRANDED COPPER. UNLESS NOTED OTHERWISE, ALL GROUND WIRES SHALL BE BARE STRANDED COPPER. WHEN GROUND WIRES ARE SHOWN TO HAVE INSULATION, INSULATION COLOR SHALL BE GREEN AND BE OF THE SAME TYPE AS THE PHASE CONDUCTORS.
- CONTRACTOR SHALL INSTALL ONE UNDERGROUND JUNCTION BOX "JB-1" (306) IN THE CONCRETE MOWING APRON OF EACH LOW MAST POLE.
- NUMBERS SHOWN IN PARENTHESES CORRESPOND TO ELECTRICAL EQUIPMENT ITEMS LISTED ON PLAN SHEETS E-16 THRU E-18. SEE PLAN SHEETS E-16 THRU E-18 FOR DESCRIPTIONS ASSOCIATED WITH EACH ITEM NUMBER.
- ADJACENT LUMINAIRES ON THE SAME CIRCUIT SHALL BE CONNECTED TO ALTERNATING PHASES.
- CONDUIT AND CIRCUITS ARE SHOWN DIAGRAMMATICALLY AND ARE SPACED AND SIZED FOR CLARITY. ALL LIGHTING IMPROVEMENTS SHALL BE CONSTRUCTED INSIDE THE REQUIRED RIGHT OF WAY.

NO.	DATE	BY	REVISION DESCRIPTION

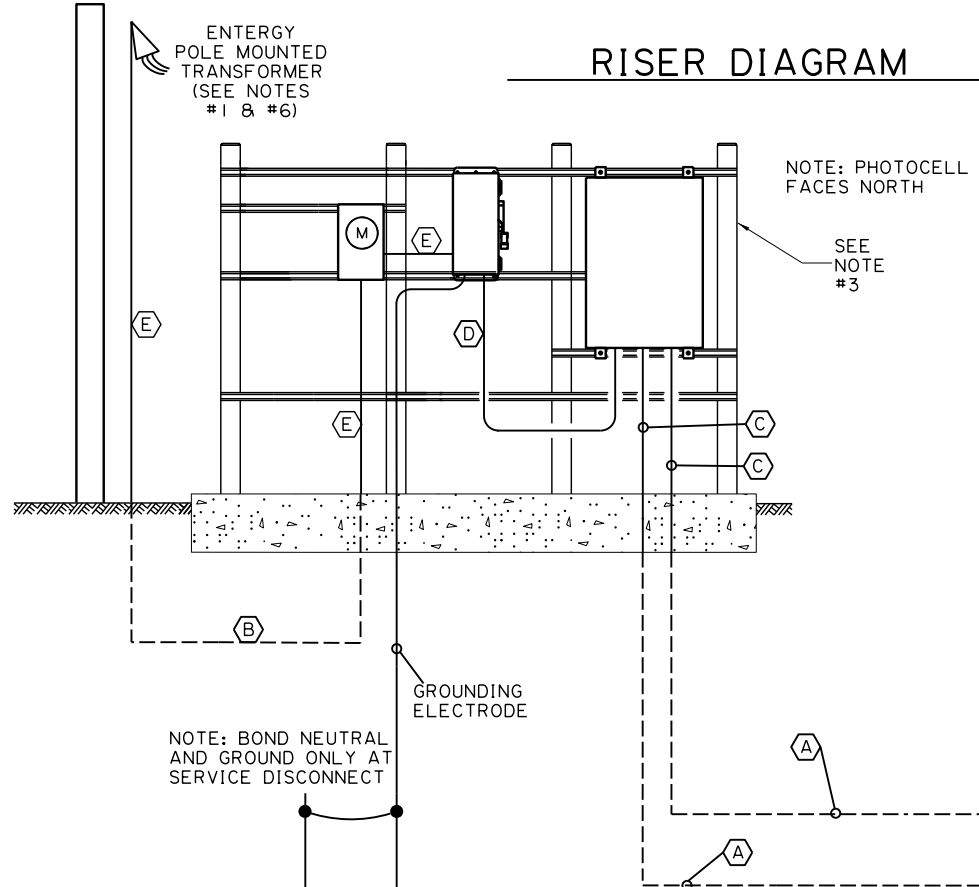


LIGHTING PLAN C
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

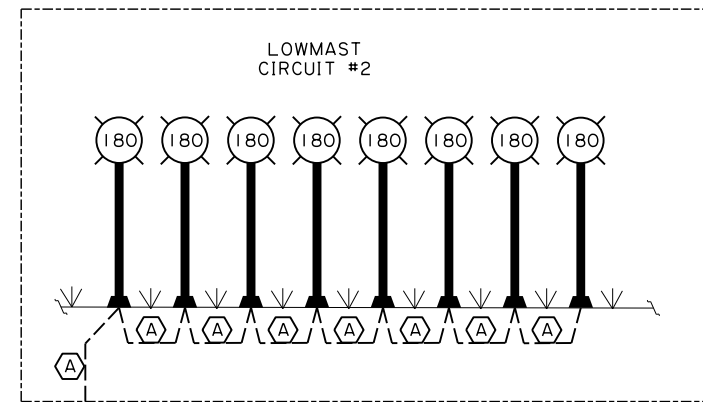
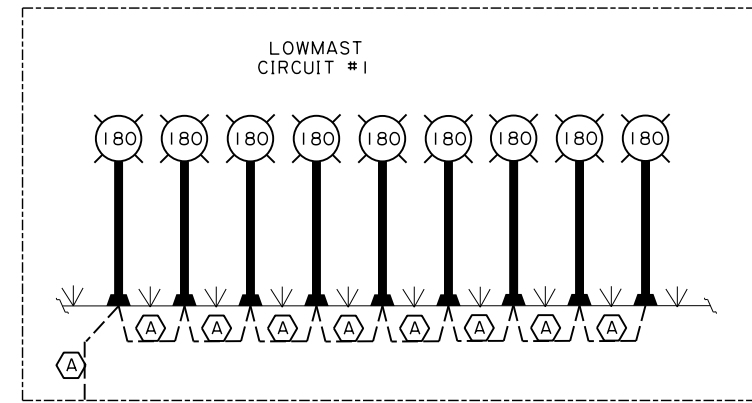


SECONDARY POWER CONTROLLER "SPC-A"

RISER DIAGRAM



LABEL	CONDUIT WITH CONDUCTORS	ITEM NO.
A	CONDUIT WITH CONDUCTORS (PVC/HDPE) (1 1/4") (3#8 AWG XHHW-2 CONDUCTORS, 1#8 BARE STRANDED GROUND) (UNDERGROUND)	(409,414,415)
B	CONDUIT WITH CONDUCTORS (PVC/HDPE) (2 1/2") (3#1/0 AWG XHHW-2 CONDUCTORS) (UNDERGROUND)	(409,414)
C	CONDUIT WITH CONDUCTORS (RGS) (1 1/4") (3#8 AWG XHHW-2 CONDUCTORS, 1#8 BARE STRANDED GROUND) (ON STRUCTURE)	(407,414,415)
D	CONDUIT WITH CONDUCTORS (RGS) (2") (3#1/0 AWG XHHW-2 CONDUCTORS, 1#2 GREEN GROUND) (ON STRUCTURE)	(407,414)
E	CONDUIT WITH CONDUCTORS (RGS) (2 1/2") (3#1/0 AWG XHHW-2 CONDUCTORS) (ON STRUCTURE)	(407,414)



- NOTE:
- REFER TO PLAN, PLAN DETAIL SHEETS, AND SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
 - ALL EQUIPMENT (JUNCTION BOXES, EXPANSION FITTINGS, PROTECTIVE CASINGS FOR ROADWAY CROSSINGS, DUCT MARKERS, ETC.) NOT SHOWN FOR CLARITY. RISER LAYOUT MAY NOT SHOW THE ACTUAL VIEW AND LOCATION OF ELECTRICAL EQUIPMENT.
 - REFER TO PLAN SHEET #E-12 "DETAIL RL403b" AND "DETAIL RL407" AND PLAN SHEET #E-15 "DETAIL RL805a" FOR ADDITIONAL REQUIREMENTS. REFER TO SHEET #E-11 - E-15 FOR MORE INFORMATION.
 - THE CONTRACTOR SHALL INSTALL MARKER TAPE IN ALL UNDERGROUND CONDUIT INSTALLATIONS. REFER TO PLAN SHEET #E-14 "DETAIL RL520" FOR ADDITIONAL MARKER TAPE REQUIREMENTS.
 - LIGHT POLE INSTALLATION SHALL INCLUDE ONE (1) MODULAR BREAKAWAY CABLE SYSTEM.
 - SERVICE TRANSFORMER(S). POLE MOUNTED, CENTER-TAPPED, 120/240 VOLT, SINGLE PHASE, 60 HERTZ. SERVICE TRANSFORMERS TO BE PROVIDED AND INSTALLED BY ENTERGY. NOTE: KVA RATING OF SERVICE TRANSFORMERS SHALL BE AS REQUIRED BY ENTERGY. REFER TO SHEET E-10 "POLE SCHEDULE & ELE. SCHEMATIC" FOR LIGHTING SYSTEM DESIGN KVA LOADS.

LEGEND

- CONDUIT WITH CONDUCTORS, GALVANIZED RIGID STEEL (ITEMS #407, 414, 415)
- CONDUIT WITH CONDUCTORS, PVC OR POLYETHYLENE (ITEMS #409, 414, 415)
- LIGHT POLE, LOWMAST, 35' (ITEM #314)
- GROUND POINT (REFER TO PLAN SHEET #E-4 "PARAGRAPH I" FOR ADDITIONAL GROUNDING REQUIREMENTS)
- CONDUIT LABEL
- LUMINAIRE, LOWMAST, LED (# = WATTS) (ITEM #311)
- SECONDARY POWER CONTROLLER, STRUCTURE MOUNT (REFER TO NOTE #3 ON THIS SHEET FOR ADDITIONAL REQUIREMENTS) (ITEMS #200-220)
- SERVICE DISCONNECT (SEE NOTE #3 ON THIS SHEET FOR ADDITIONAL REQUIREMENTS) (ITEM #103)
- UNDERGROUND JUNCTION BOX "JB-3" (ITEM #308)
- POWER COMPANY METER

\$\$\$ SUBMITTAL STAGE ----- \$\$\$

\$\$\$ this is the pathname including directory path and design file name \$\$\$

SHEET NUMBER	165
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED BY	
CHECKED BY	
DATE	
DESIGNED BY	
CHECKED BY	
DATE	
NO.	
REVISION DESCRIPTION	
BY	



RISER DIAGRAM SPC-A
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



SECONDARY POWER CONTROLLER #A [SPC-A]

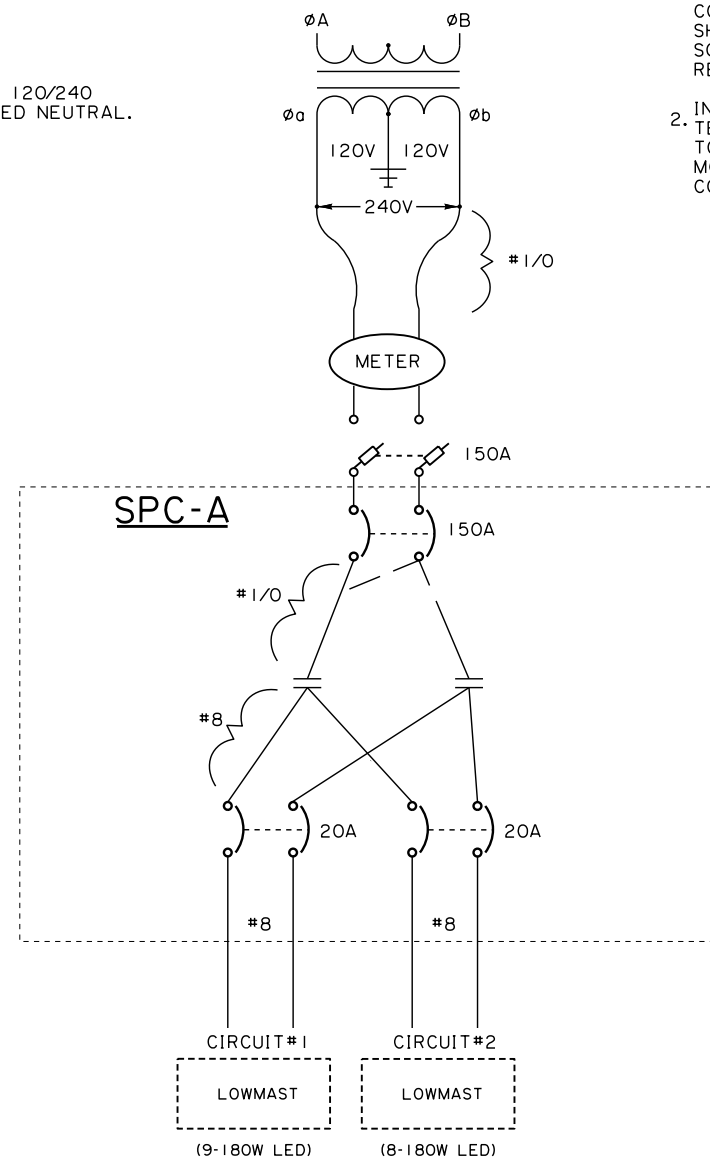
POLE SCHEDULE

LIGHT POLE STATION NO.	POLE SEQUENCE NO.	CIRCUIT NO.	POLE	LUMINAIRE	QTY.	LUMINAIRE		CIRCUIT * AMPS @ 240V				
						WATTAGE	AMPS @ 120V					
602+50.34 RT 23.50 MIDWAY	1	#1	822-05-02100	822-07-02800	1	180	1.5	6.75				
605+74.59 RT 23.50 MIDWAY	3			822-05-02100	822-07-02800	1	180		1.5			
609+15.94 RT 23.50 MIDWAY	5			822-05-02100	822-07-02800	1	180		1.5			
612+41.73 RT 23.50 MIDWAY	7			822-05-02100	822-07-02800	1	180		1.5			
615+26.71 RT 40.21 MIDWAY	9			822-05-02100	822-07-02800	1	180		1.5			
617+24.93 RT 23.50 MIDWAY	11			822-05-02100	822-07-02800	1	180		1.5			
620+51.36 RT 23.50 MIDWAY	13			822-05-02100	822-07-02800	1	180		1.5			
623+50.82 RT 23.50 MIDWAY	15			822-05-02100	822-07-02800	1	180		1.5			
626+17.87 RT 39.35 MIDWAY	17			822-05-02100	822-07-02800	1	180		1.5			
604+07.23 LT 23.26 MIDWAY	2			#2	822-05-02100	822-07-02800	1		180	1.5	6.0	
607+46.24 LT 22.20 MIDWAY	4					822-05-02100	822-07-02800		1	180		1.5
610+62.49 LT 22.12 MIDWAY	6					822-05-02100	822-07-02800		1	180		1.5
614+05.58 LT 22.49 MIDWAY	8					822-05-02100	822-07-02800		1	180		1.5
616+13.07 LT 21.80 MIDWAY	10					822-05-02100	822-07-02800		1	180		1.5
618+94.42 LT 22.01 MIDWAY	12					822-05-02100	822-07-02800		1	180		1.5
621+95.25 LT 22.04 MIDWAY	14					822-05-02100	822-07-02800		1	180		1.5
625+05.60 LT 23.36 MIDWAY	16					822-05-02100	822-07-02800		1	180		1.5

NOTE: CALCULATIONS BASED ON LINE WATTS OF 180 WATTS PER LUMINAIRE.

ELECTRICAL SCHEMATIC

* EACH CIRCUIT IS 120/240 VOLT WITH SHARED NEUTRAL.



- NOTE:
- WIRES SHOWN FEEDING LOADS MAY CHANGE FURTHER INTO WIRE AND CONDUIT SYSTEM. REFER TO PLAN SHEETS FOR CONDUIT AND WIRE SCHEDULES AND ADDITIONAL REQUIREMENTS.
 - INSTALL POWER DISTRIBUTION TERMINAL BLOCKS AS REQUIRED TO PREVENT INSTALLATION OF MORE THAN ONE CONDUCTOR ON COMPONENT TERMINALS.

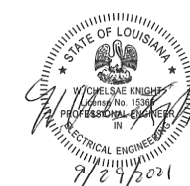
SERVICE POINT DESIGN LOADINGS:

SECONDARY POWER CONTROLLER	AMPERAGE @ 240V / 1 ϕ	kVA @ 240V / 1 ϕ
SPC-A	12.75	3.06



\$\$\$----- SUBMITTAL STAGE -----\$\$\$

\$\$\$this is the pathname including directory path and design file name\$\$\$



SHEET NUMBER	166
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED BJK	OF 1
CHECKED WCK	SHEET
DATE	
REVISION DESCRIPTION	
NO.	
DATE	
BY	

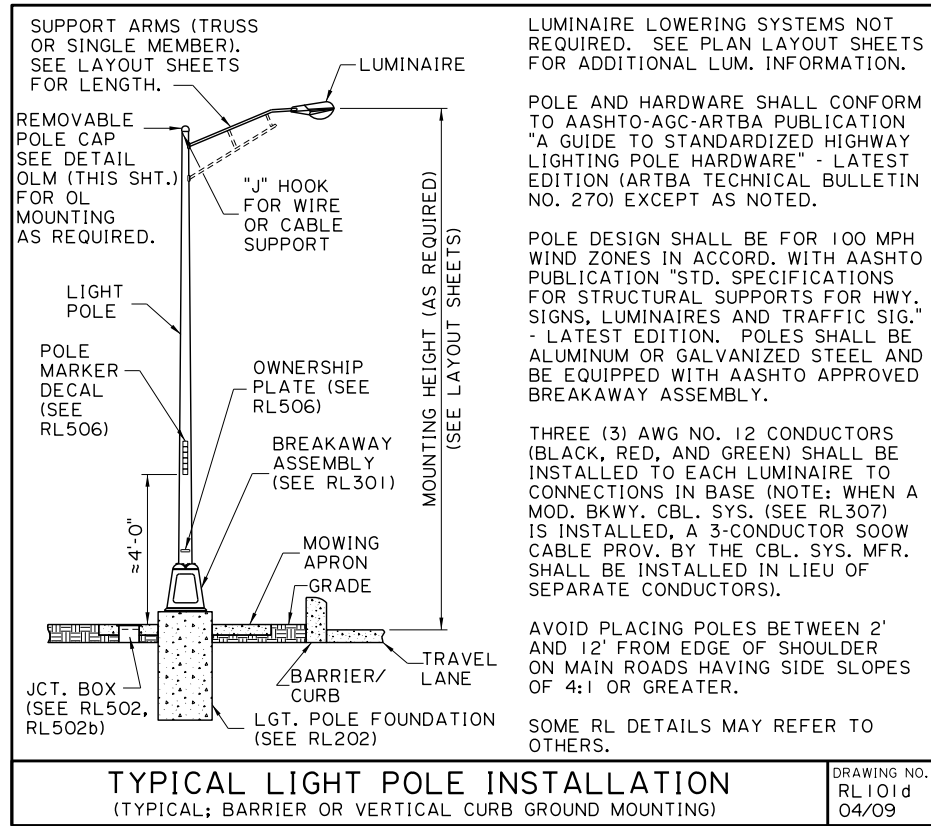
MOVEBR

POLE SCHEDULE AND ELECTRICAL SCHEMATIC

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

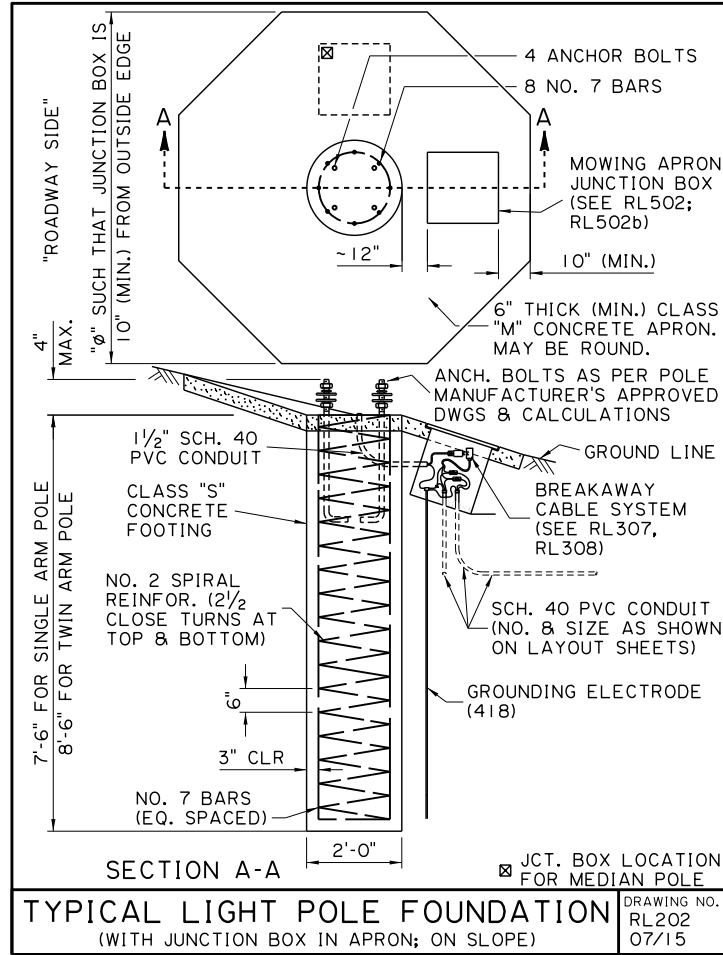
BR
CITY OF BATON ROUGE
OFFICE OF PUBLIC UTILITIES

Stantec



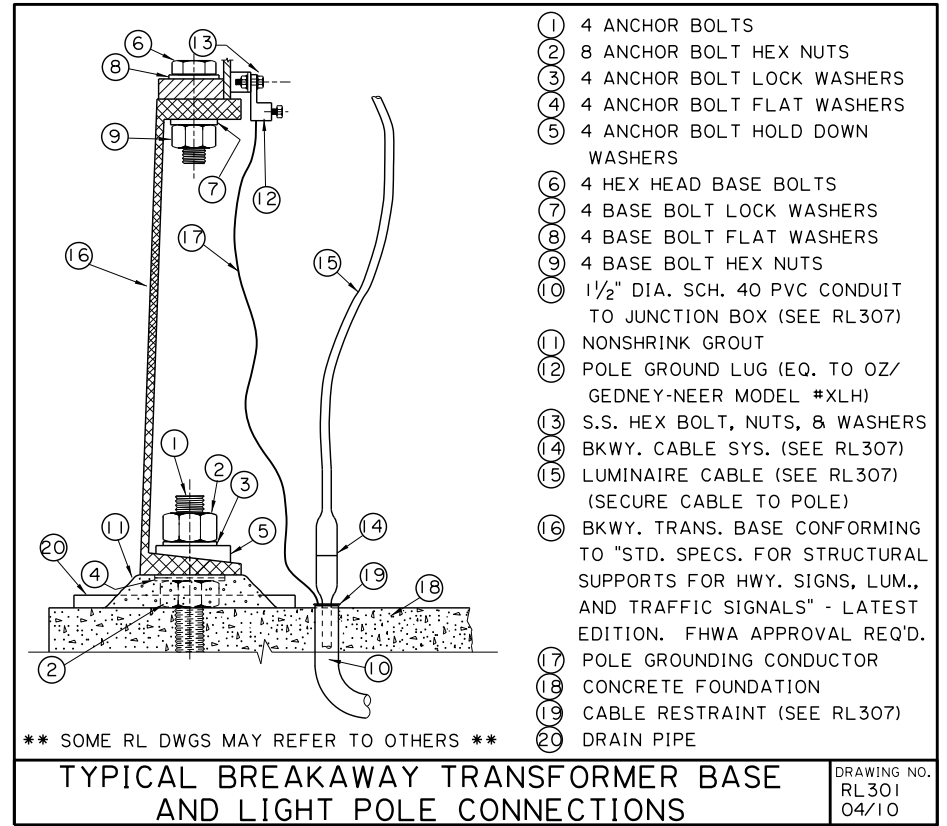
TYPICAL LIGHT POLE INSTALLATION (TYPICAL; BARRIER OR VERTICAL CURB GROUND MOUNTING)

DRAWING NO. RL101d 04/09



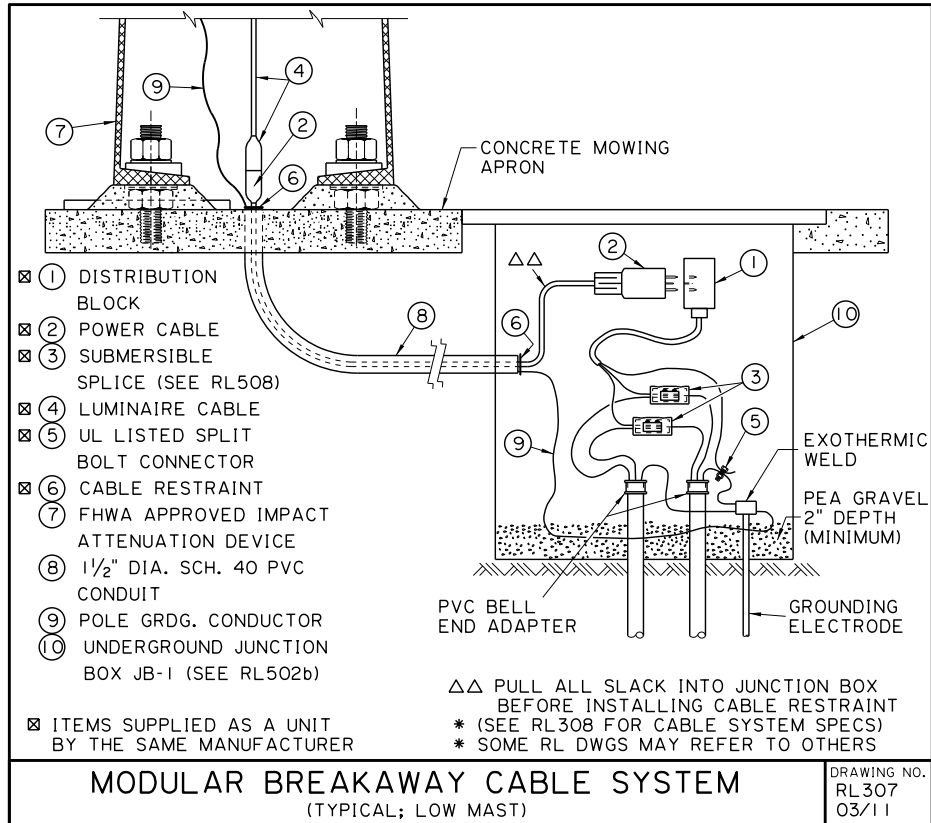
TYPICAL LIGHT POLE FOUNDATION (WITH JUNCTION BOX IN APRON; ON SLOPE)

DRAWING NO. RL202 07/15



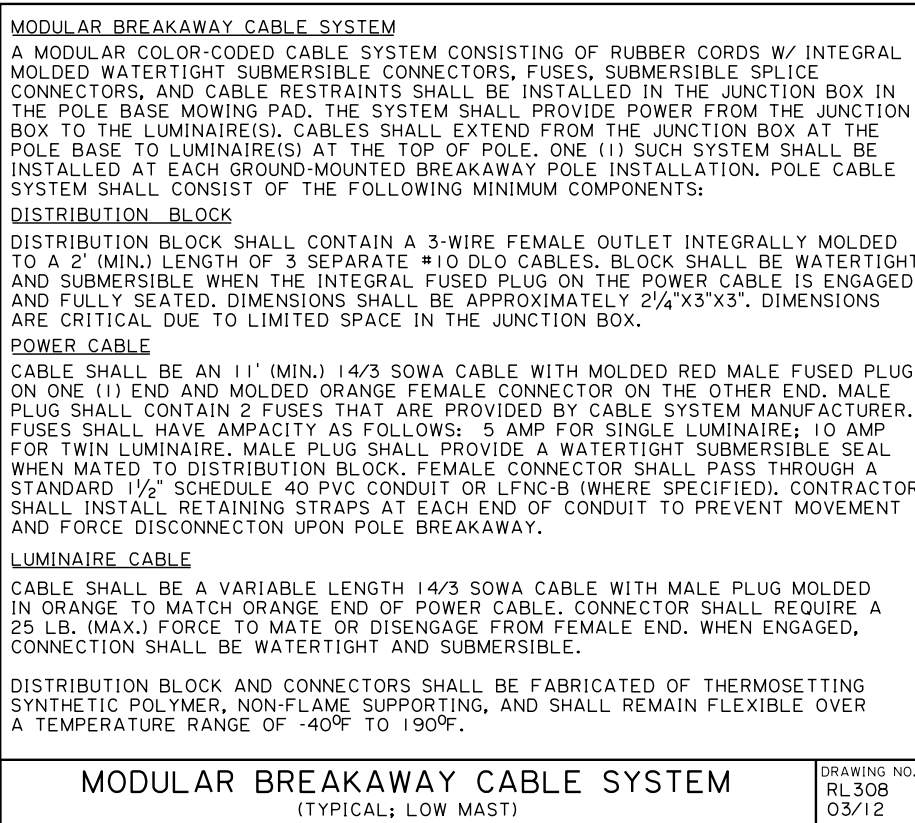
TYPICAL BREAKAWAY TRANSFORMER BASE AND LIGHT POLE CONNECTIONS

DRAWING NO. RL301 04/10



MODULAR BREAKAWAY CABLE SYSTEM (TYPICAL; LOW MAST)

DRAWING NO. RL307 03/11



MODULAR BREAKAWAY CABLE SYSTEM (TYPICAL; LOW MAST)

DRAWING NO. RL308 03/12

SHEET NUMBER	167
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DESIGNED BY	
CHECKED BY	
DATE	05/15
SHEET	1 OF 5
REVISION DESCRIPTION	
NO.	
DATE	
BY	

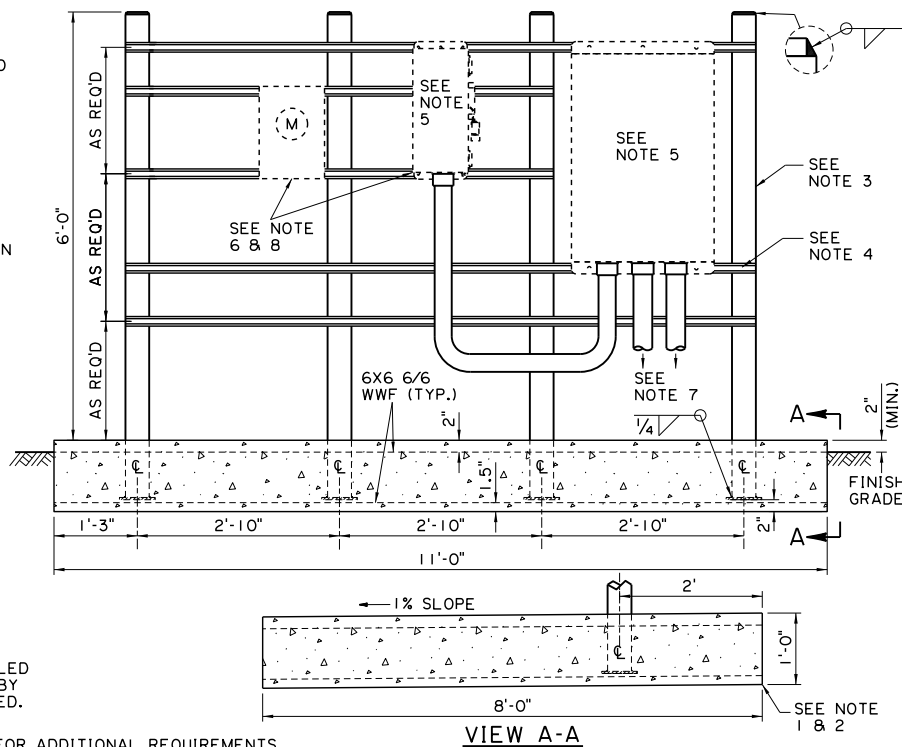


ELECTRICAL DETAILS
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



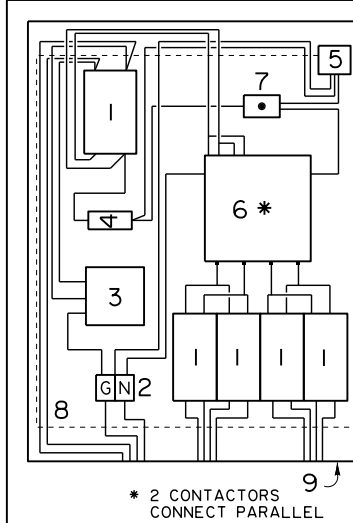


- NOTES:
- CONTRACTOR TO REMOVE 1'-0" (MIN.) OF SOIL FROM FNDN. AREA & BACKFILL W/COMPACTED MATERIAL AS PER LADOTD STD. SPECIFICATIONS.
 - CLASS "A" CONCRETE.
 - STEEL TUBE, 4"x4"x8GA WALL THICK. (EQ. TO ALLIED "GATORSHIELD"; CONT. WELD 4"x4"x3/8" TOP & 6"x6"x3/8" BOT. STEEL PLATES; H.D.G. ALL PLATES AFTER FABRICATION (TYP. 3 PLS.)
 - 1 1/2" UNISTRUT; S.S. (EQ. TO UNISTRUT MD#P1000, TYP.); INSTALL ADD'L UNISTRUT AS REQ'D.
 - SEE DETAIL RL407 FOR ADD'L SPECS.
 - CONTRACTOR SHALL PROPOSE ROUTING OF RIGID CONDUIT SYS. FROM SERV. & BETWEEN THIS EQUIP. SEE PLANS FOR CONDUIT & WIRE INFO. THE INSTALLATION IS SUBJECT TO APPROVAL OF THE PROJECT & DESIGN ENGINEER.
 - ELEC. SERV. TO LTG. LOADS. SEE PLANS FOR CONDUIT & WIRE INFO. (# OF CONDUITS MAY VARY)
 - METER SOCKET PROV. & INSTALLED BY CONTRACTOR. METER PROV. BY UTILITY CO. SUBMITTAL REQUIRED.



SUPPORT STRUCTURE
(SERVICE DISCONNECT WITH UTILITY METERING AND SECONDARY POWER CONTROLLER)

DRAWING NO. RL403b 10/09



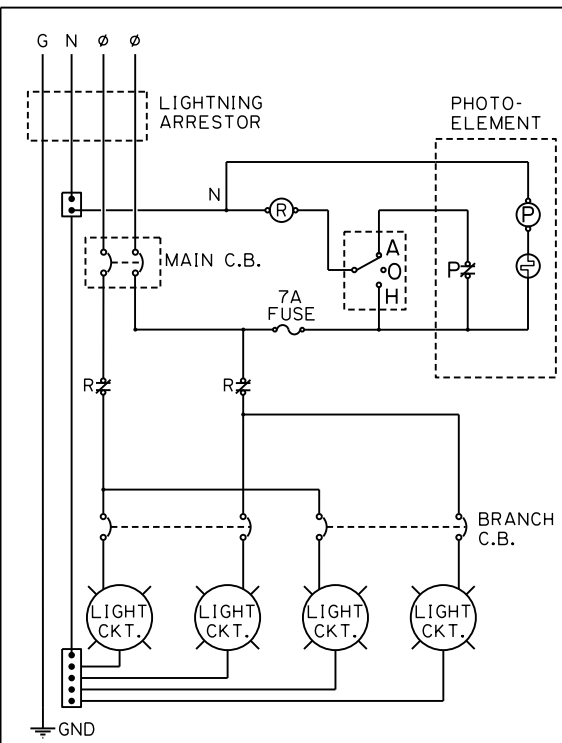
- NOTE:
- STAIN. STEEL HARDWARE SHALL BE MARINE GRADE W/ 30,000 PSI (MIN.) YIELD STRENGTH.
 - ALLOW 2" (MIN.) CLEARANCE BTWN. COMPONENTS; 4" (MIN.) CLEARANCE ON ALL SIDES.
 - INSTALL PERMANENT "HAND", "OFF", "AUTO" LABELS INDICATING SWITCH POSITIONS.
 - REFER TO OTHER ELEC. DETAILS FOR ADDITIONAL INFORMATION AND/OR SPECIFICATIONS.

LIGHTING CONTROLLER LAYOUT
(TYPICAL; STRUCTURE MOUNT W/ HAND-OFF-AUTOMATIC CONTROL SWITCH)

DRAWING NO. RL404d 12/09

- CIRCUIT BREAKERS: 600 VAC RATED, 22KAIC (MIN.) @ 240 VAC, 2 POLE (SEE CIRCUIT SCHEDULE FOR CIRCUIT BREAKER TRIP AMPS)
- GRDG. & NEUT. TERMINAL BLOCKS: PWR. DIST. BLOCK, 2P, INTERM., BOX TO BOX, CU STUD, 600 V, W/SAF. CVRS. (EQ. TO FERR.-SHAW, MD#66512-08570); MNT. W/S.S. HARDWARE.
- SURGE ARRESTOR: 650 VAC RATED PHASE TO GND. (MAX.), 50/60 HZ, 40KA/Ø (MAX.) SURGE AMPS, THERMAL FUSING, U.L. LISTED (EQUAL TO SQUARE D MODEL #SDSA3650)
- CONTROL CIRCUIT FUSE & FUSEHOLDER: FUSE: CLASS CC, FAST-ACTING, 600 VAC, 7 AMP, U.L. LISTED (EQUAL TO COOPER-BUSSMANN MD#KTK-R-7); FUSEHOLDER: CLASS CC, 30 A, 600 VAC, U.L. LISTED, 1 POLE, COPPER BOX LUG TERMINALS (EQUAL TO COOPER-BUSSMANN MD# BC6031B)
- PHOTO-ELECTRIC CONTROL: TWIST LOCK W/ RECEPTACLE, MOUNTING BRKT., SOLID STATE, HERMETICALLY SEALED, 105-285 VAC, 1800 VA, TIME DELAY SWITCHING, N.C. CONTACT, OPER. SWITCH LEVELS 2.0 F.C. ON/OFF + 20%, TEMP. RANGE -40°F TO +140°F, DRILL 1 1/4" DIA. HOLE IN CABINET, CEMENT PLEXIGLASS OVER HOLE, INSTALL ASSEMBLY IN CABINET W/PHOTOCELL CONTROL WINDOW 1/4" FROM HOLE, POSITION PHOTOCELL CONTROL WINDOW EYE TO THE NORTH (EQ. TO PRECISION MD #ECDV-C-P-TD)
- LIGHTING CONTACTOR: ELECTRIC. HELD, N.O. CONTACTS, 600 VAC RATED, 120 VAC COIL, HIGH PRESSURE BOX LUG TERMINALS; NUMBER & CURRENT RATING OF CONTACTS AS SHOWN ON CKT. SCHED. (EQ. TO SQUARE D CLASS 8903)
- HAND-OFF-AUTOMATIC SWITCH & SEALING BOOT; SWITCH, TOGGLE, SPDT, 10A @ 250 VAC, CENTER-OFF, MAINTAINED CONTACTS, CHROME LEVER, NEOPRENE SEALING BOOT (EQ. TO APEM COMPONENTS MD#3539-001B000 AND MD#U2252). MOUNT SWITCH IN 1-GANG BOX WITH BLANK COVER (EQ. TO CARLON MD#E981EFN AND MD#E980CN-CAR). TAP HOLE IN COVER CENTER TO MOUNT SWITCH. SEE NOTE #3.
- MOUNTING PLATE: 1/2" INSUL. MTG. BOARD, PHEN. LAMIN., NEMA GRADE X (EQUAL TO PORT PLASTICS MD# NP610), TAN NAT. COLOR, MOUNT TO BOSS FEET ON BOX W/ S.S. FLAT HEAD SCREWS, CTR-SINK HOLES TO MATCH SCREWS
- CABINET: CAST ALUMINUM OR STAINLESS STEEL, WALL MOUNT, HINGED DOOR WITH NEOPRENE GASKET, DOOR LOCK AND KEY, TEE VENT, 36"W X 36"H X 14"D. (EQUAL TO SECO SOUTH MODEL #PW36WM)

* COORDINATE WITH EQUIPMENT LIST (200 ITEMS) AS SHOWN ON SHEET E-16



- NOTES:
- SERVICE: 120/240 VOLT, GROUND, 1 Ø, 60 HZ.
 - WIRING SCHEMATIC SHOWN IS A GENERAL WIRING LAYOUT. NUMBER OF CIRCUIT BREAKERS AND RELAY CONTACTS MAY VARY.
 - CONTRACTOR SHALL OBTAIN APPROVAL FROM UTILITY CO. BEFORE INSTALLATION.
 - REFER TO OTHER ELEC. DETAILS FOR ADDITIONAL INFORMATION AND/OR SPECIFICATIONS.
 - H-O-A = HAND-OFF-AUTO SWITCH.

* SCHEMATIC SHOWN AT NIGHT WITH LIGHTS ON.

LIGHTING CONTROLLER SCHEMATIC
(TYPICAL; NO UTILITY METERING)

DRAWING NO. RL405g 12/09

CIRCUIT SCHEDULE										
SERVICE PT. NO.	#CKTS/ S.P.	MAIN BKR. TRIP	CIRCUIT BKR. TRIP				CONTACTOR NO. CONT.	CONTACTOR CONT. RATING	CONDUCTORS SERVICE	
			CKT.1	CKT.2	CKT.3	CKT.4				
SPC-A	2	150	20	20			2	100	#1/0 AWG	
SERVICE PT. NO.	#CKTS/ S.P.	MAIN BKR. TRIP	CIRCUIT BKR. TRIP	CKT.1	CKT.2	CKT.3	CKT.4	CONTACTOR NO. CONT.	CONTACTOR CONT. RATING	CONDUCTORS SERVICE
				CKT.5	CKT.6					

- NOTE:
- CONDUCTORS FROM MAIN BREAKER TO CONTACTOR ARE TO BE THE SAME SIZE AS THE SERVICE CONDUCTORS.
 - CONDUCTORS FROM CONTACTOR TO BRANCH BREAKERS NEED NOT HAVE A GREATER AMPACITY THAN THE BRANCH BREAKER TRIP AMPS.
 - SEE PLANS AND RL DETAILS FOR ADDITIONAL INFORMATION.
 - S.P. = SERVICE POINT.

LIGHTING CONTROLLER CIRCUIT SCHEDULE
(TYPICAL)

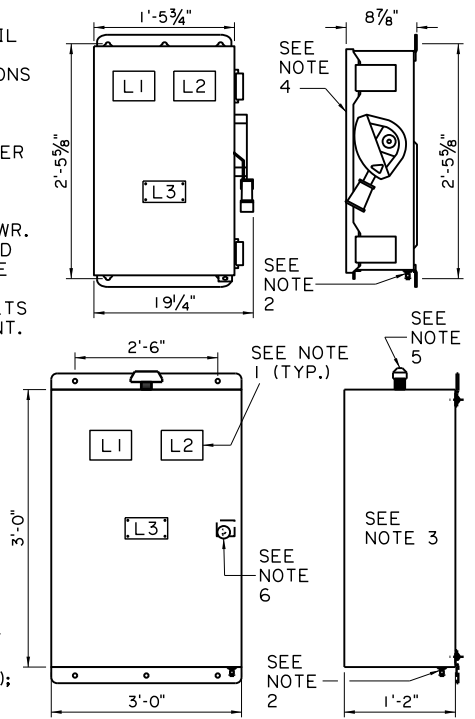
DRAWING NO. RL406 08/05

- NOTES:
- FOR LABEL "L1", "L2", & "L3" SEE DETAIL RL805a & RL807 FOR ADDITIONAL REQUIREMENTS. ACTUAL LABEL LOCATIONS MAY VARY.
 - UNIV. DRAIN/BREATH. (EQ. TO APPLETON MD# ECDB50B); THREADED HUB & REDUCER BUSHING (EQ. TO SQUARE D MD# B075 & CROUSE-HINDS MD# RE21)
 - CABINET ENCL., WALL MNT., UPPER & LWR. WALL MNT. BKTS. HAVING 3 PRE-DRILLED 3/8" Ø HOLES, HINGED DOOR W/ NEOPRENE GASKET, 4 - 3/16" S.S. CARRIAGE BOLTS (EQ. TO SECO SOUTH MD# PW36WM); BOLTS SHALL BE USED FOR SECURING WALL MNT. BRACKETS TO ENCL. & AS "BOSS" FEET FOR INTER. MTG. PLATE. BOLT LENGTHS SHALL BE AS REQUIRED.
 - SAFETY SWITCH, 200 AMP, FUSED, 3 POLE, 600 VAC, TYPE 316 S.S. ENCL., NEUTRAL AND EQUIPMENT GROUNDING KITS (EQUAL TO SQUARE D MD# H364SS, #SN20A, AND #PKOGTA2).
 - TEE VENT, 1 1/2", W/ THREADED NIPPLE (EQUAL TO SECO SOUTH MD# 11338); CENTER VENT ON TOP OF CABINET ENCLOSURE.
 - ENCLOSURE LOCK (EQ. TO CCL SECURITY PROD. MD#R357SGS; ENCL. KEY, LONG (EQ. TO CCL SECURITY PROD. MD#R4266); PROVIDE 2 KEYS (MIN.) W/ EACH LOCK.

* REFER TO OTHER "RL DETAILS" FOR ADDITIONAL REQUIREMENTS.

ELECTRICAL SERVICE EQUIPMENT
(SERVICE DISCONNECT AND SECONDARY POWER CONTROLLER)

DRAWING NO. RL407 12/09



SHEET NUMBER 168

EAST BATON ROUGE PARISH

PARISH PROJECT 20-CP-HC-0008

CITY PROJECT

STATE PROJECT

DESIGNED BY

CHECKED BY

DATE 2 OF 5

REVISION DESCRIPTION

NO.

DATE

BY

MOYEBR

ELECTRICAL DETAILS

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR

CITY OF BATON ROUGE

STATE OF LOUISIANA

PROFESSIONAL ENGINEER

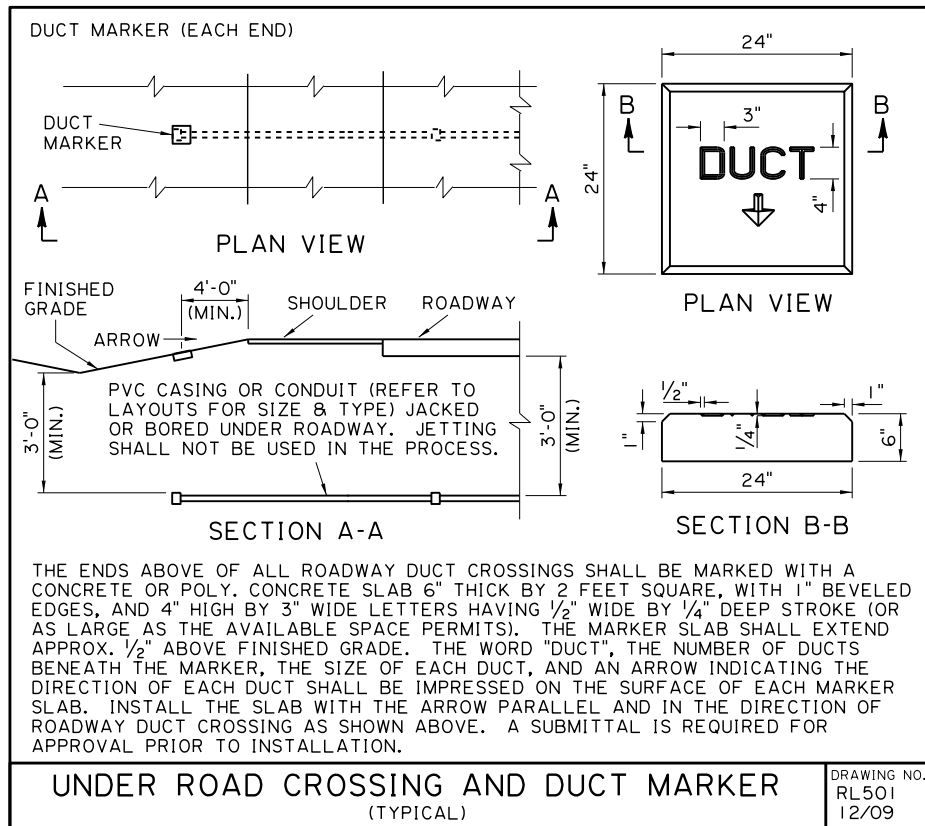
9/21/2021

Stantec



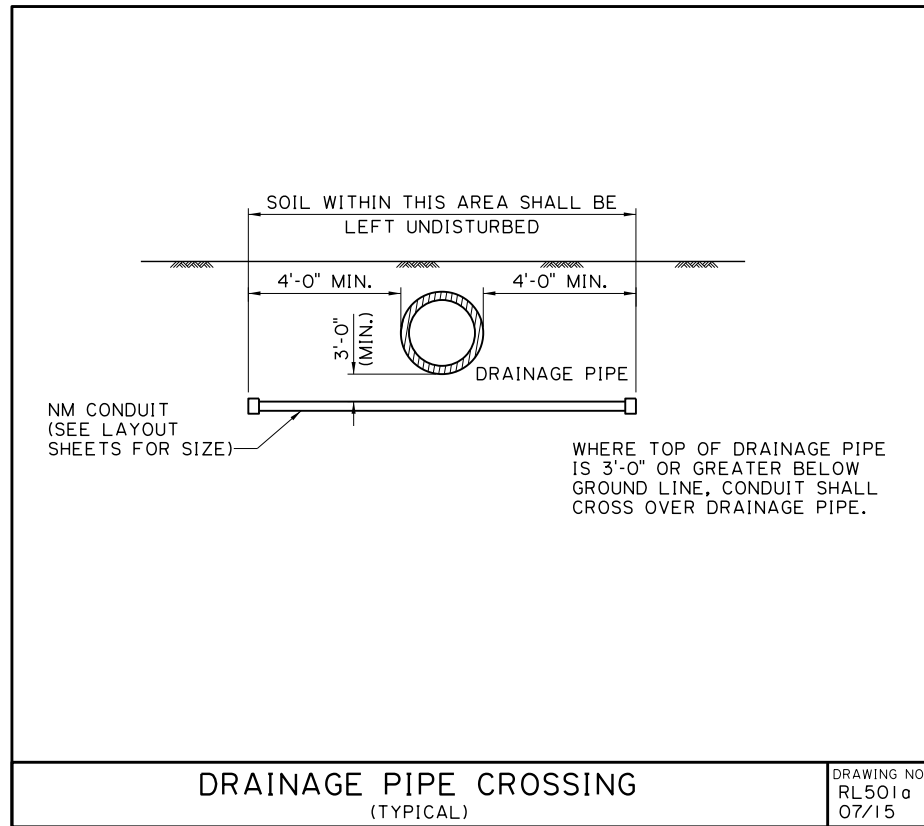
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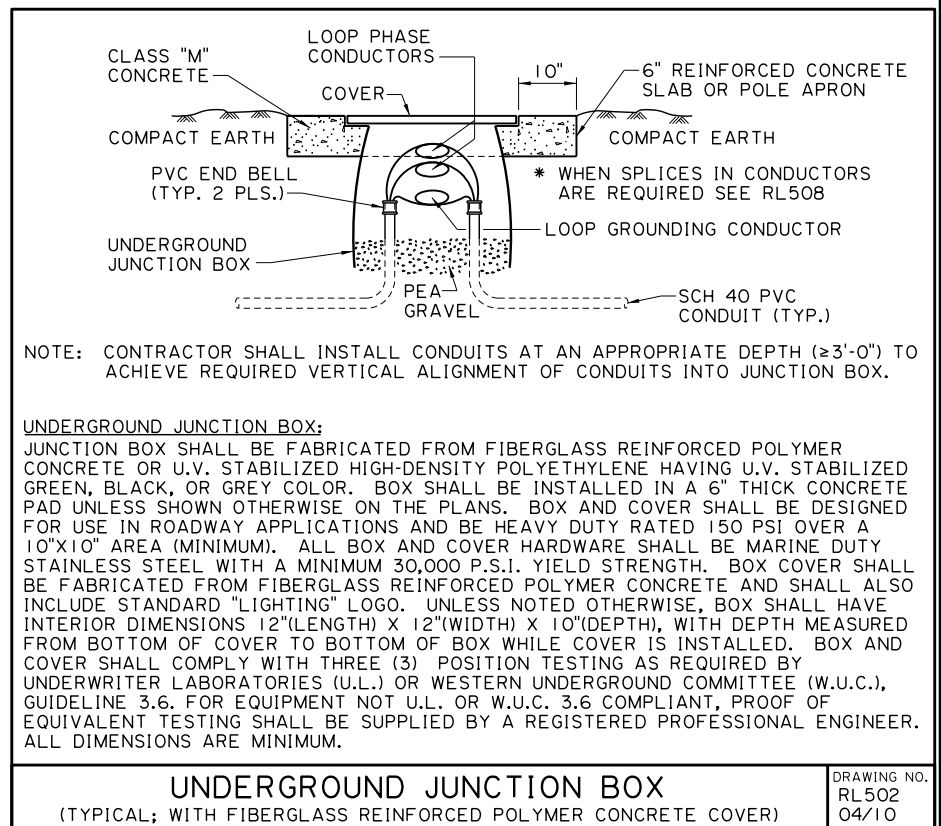
UNDER ROAD CROSSING AND DUCT MARKER (TYPICAL)

DRAWING NO. RL501 12/09



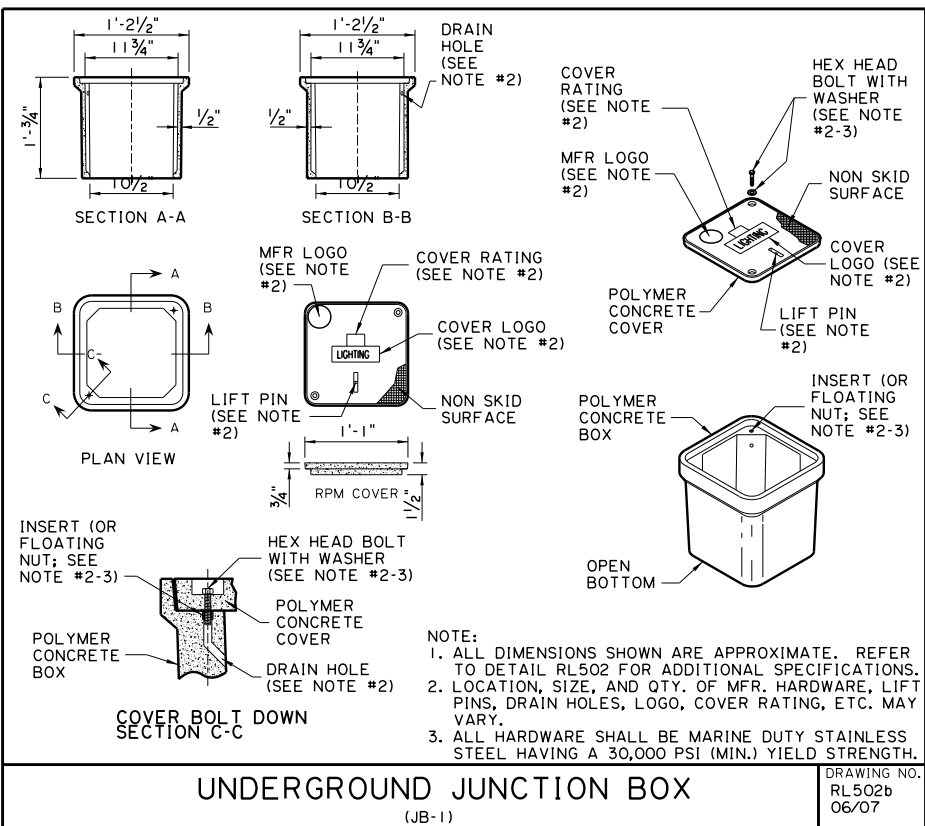
DRAINAGE PIPE CROSSING (TYPICAL)

DRAWING NO. RL501a 07/15



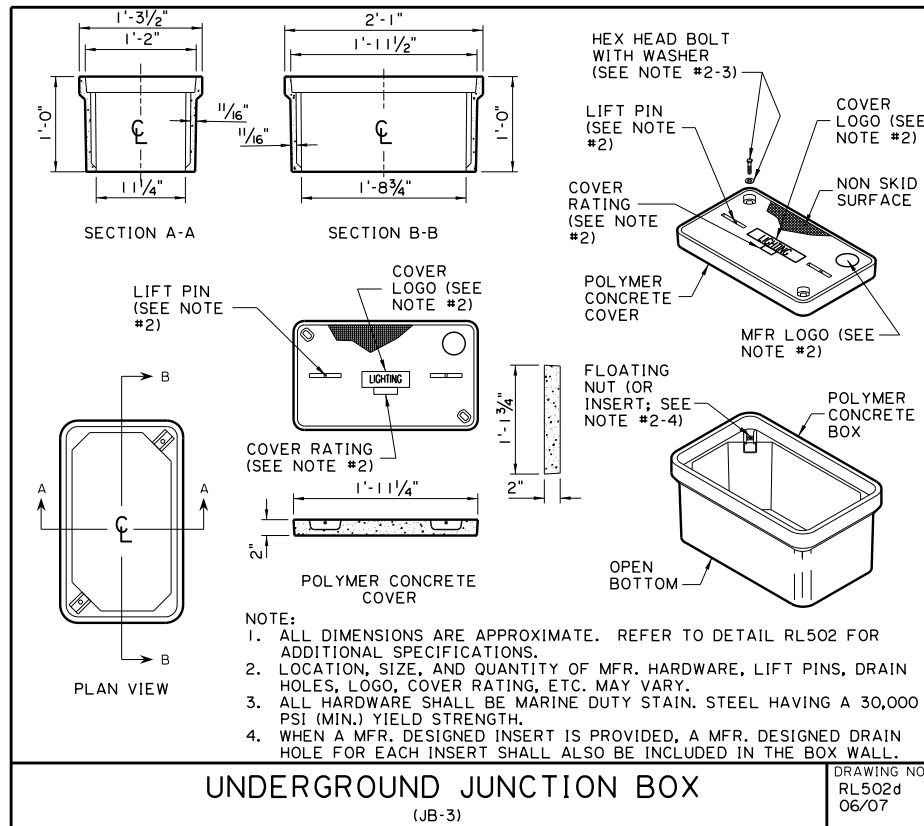
UNDERGROUND JUNCTION BOX (TYPICAL; WITH FIBERGLASS REINFORCED POLYMER CONCRETE COVER)

DRAWING NO. RL502 04/10



UNDERGROUND JUNCTION BOX (JB-1)

DRAWING NO. RL502b 06/07



UNDERGROUND JUNCTION BOX (JB-3)

DRAWING NO. RL502d 06/07

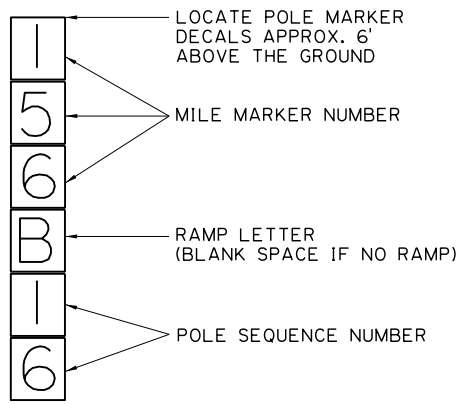
DESIGNED BY	WCK
CHECKED BY	WCK
DRAWN BY	WCK
DATE	3 OF 5
SHEET	5

PARISH	EAST BATON ROUGE
CITY	ROUGE
PROJECT	20-CP-HC-0008
STATE	LA
PROJECT	



ELECTRICAL DETAILS
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



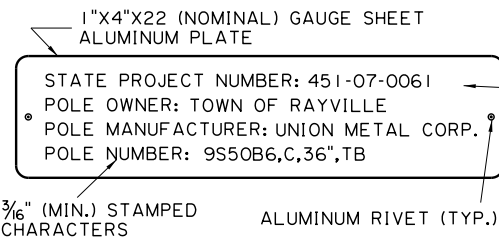


THE POLE MARKERS SHALL BE 2"x4" AND HAVE A CHARACTER HEIGHT OF 3" (MIN.).

THE MARKERS SHALL HAVE BLACK LETTERS AND A REFLECTIVE YELLOW BACKGROUND. THEY SHALL BE THE SELF-STICKING, HEAVY DUTY INDUSTRIAL TYPE. (SEE MARKER LEGEND)

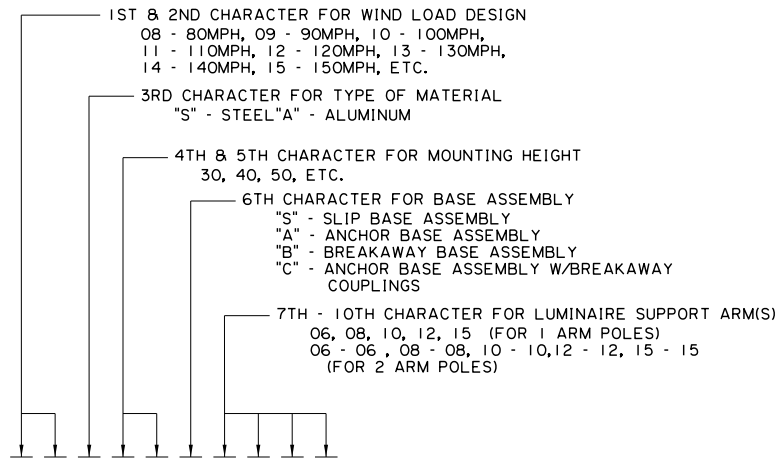
THE MARKERS SHALL BE LOCATED APPROX. 6'-0" ABOVE THE GROUND AND AT A 45° ANGLE FACING ONCOMING TRAFFIC.

POLE SEQUENCE NUMBERING: FOR EACH LIGHTING CIRCUIT, POLE SEQUENCE NUMBER "01" SHALL BE THE LAST POLE ON THE CIRCUIT FARTHEST AWAY FROM THE SERVICE POINT AND INCREMENTED BY 1 TRAVELING BACK TOWARDS THE SERVICE POINT.



POLE MARKER DECAL AND OWNERSHIP PLATE
(TYPICAL; LOWMAST)

DRAWING NO. RL506
10/11

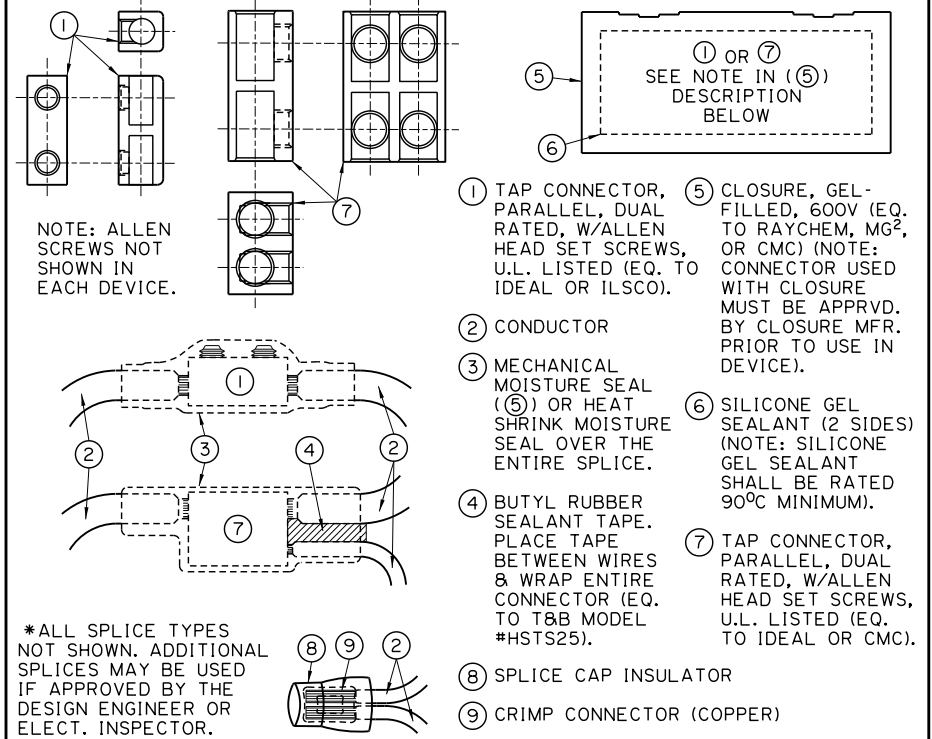


ADDITIONAL SUFFIXES MAY BE AS FOLLOWS:

- "C" - BOLT COVERS
- "B" - SINGLE BALLAST ADAPTER
- "B2" - TWIN BALLAST ADAPTER
- "NH" - OMIT HANDHOLE
- "NAB" - OMIT ANCHOR BOLTS
- "P" - PAINTED POLE FOLLOWED BY COLOR
- "X" - HANDHOLE LOCATION OTHER THAN 90° (90° IS STANDARD LOCATION)
- "CA" - CLAMP TYPE ARM ATTACHMENT (FOR ALUMINUM POLES ONLY)
- "FI" - FULLY INTERCHANGEABLE POLES
- "TB" - TRANSFORMER BASE WITH POLE

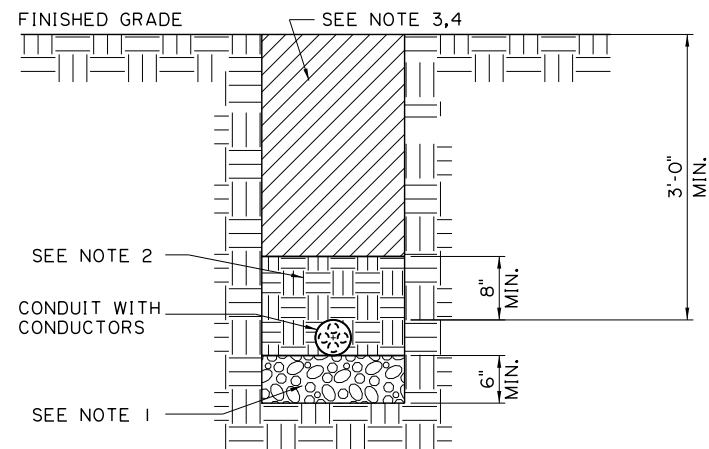
STANDARD POLE NUMBER FORMAT
(LOWMAST)

DRAWING NO. RL506a
10/07



SPLICE AND TAP CONNECTOR
(TYPICAL)

DRAWING NO. RL508
07/10

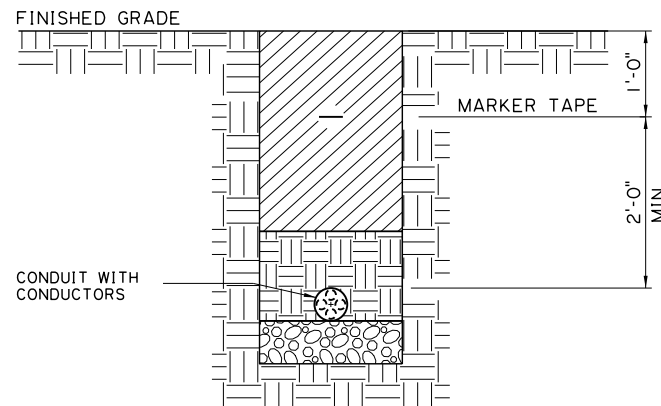


NOTE:

- INITIAL BACKFILL AND BEDDING OF TAMPED GRANULAR MATERIAL WHERE REQUIRED AND AS DIRECTED BY THE PROJECT ENGINEER. SEE SECTION 723 OF THE "STANDARD SPECIFICATIONS" FOR SPECIFICATIONS ON TAMPED GRANULAR MATERIAL.
- FINAL BACKFILL FREE OF LARGE STONES, ROCKS, CLUMPS, AND DEBRIS.
- ANY ASPHALT OR CONCRETE MATERIAL REMOVED DURING TRENCHING SHALL BE REPLACED WITH LIKE MATERIAL TO MATCH EXISTING.
- SEE PLAN SPECIFICATIONS, GENERAL NOTES, LAYOUT SHEETS, AND DETAILS FOR ADDITIONAL INFORMATION.

TRENCHING DETAIL (TYPICAL)
(CONDUIT WITH CONDUCTORS RATED 600 VOLTS AND BELOW)

DRAWING NO. RL513
09/14



MARKER TAPE (UNDERGROUND):
MARKER TAPE SHALL BE UDG. DETECTABLE-TYPE, SHALL BE CONSTRUCTED FROM A FLEXIBLE AND DURABLE LAMINATE HAVING HIGH-VISIBILITY. MARKER TAPE SHALL ENDURE TEMPERATURE RANGES FROM -60°F TO 250°F (MINIMUM). MARKER TAPE SHALL BE 3" OR 6" WIDE, HAVE 5 MIL (MIN.) THICKNESS, AND BE PRINTED POLYETHYLENE WITH A METALLIC CORE (OR BACKING). MARKER TAPE SHALL PROVIDE FULL LATERAL COVERAGE, REMAIN CENTERED AND IN VERTICAL ALIGNMENT 12" BELOW FINISHED GRADE, AND BE CONTINUOUS OVER THE ENTIRE LENGTH (NOTE: FOR LARGE RACEWAY CONFIGURATIONS, MORE THAN ONE (1) WIDTH OF TAPE MAY BE REQUIRED). MARKER TAPE SHALL HAVE RED COLOR AS SPECIFIED BY A.W.P.A./U.L.C.C. UNIFORM COLOR CODE FOR BURIED ELECTRIC LINES AND HAVE TWO (2) CONTINUOUS AND PERMANENT LINES OF PRINTED WARNING AND IDENTIFICATION IN BOLD, BLACK, BLOCK-TYPE INK OVER THE ENTIRE TAPE LENGTH. THE TOP LINE SHALL READ "CAUTION". BOTTOM LINE SHALL READ "BURIED ELECTRIC LINE BELOW". MARKER TAPE SHALL HAVE PROVEN UNDERGROUND DURABILITY, RESIST ACIDS, ALKALIS, WATER, AND BE MANUFACTURED FROM A HIGH QUALITY MATERIAL THAT MEETS OR EXCEEDS ALL INDUSTRY MINIMUM SPECIFICATIONS TO ASSURE LONG-TERM PERFORMANCE.

MARKER TAPE (UNDERGROUND)
(TYPICAL; DETECTABLE TYPE)

DRAWING NO. RL520
05/11





\$\$\$----- SUBMITTAL STAGE -----\$\$\$

\$\$this is the pathname including directory path and design file name\$\$

LIGHTING CONTROLLERS, SWITCHBOARDS, CONTROL DESKS, DISCONNECTS, JUNCTION BOXES, GATE HOUSINGS, OTHER ENCLOSURES CONTAINING MOVABLE CONTACTS OR WIRE SIZE(S) #2 COPPER OR LARGER, AND WHERE SPECIFIED BY THE PROJECT ENGINEER SHALL BE FIELD MARKED ACCORDING TO NATIONAL ELECTRICAL CODE (N.E.C.) TO WARN QUALIFIED PERSONNEL OF THE POTENTIAL ELECTRICAL ARC FLASH HAZARDS AND DANGER.

LABEL(S) SHALL BE 5"x7" (MINIMUM). LABEL(S) SHALL BE MADE OF ENGRAVED STOCK WITH MARINE GRADE STAINLESS STEEL FASTENERS HAVING A MINIMUM 30,000 PSI YIELD STRENGTH. LABEL(S) SHALL BE OUTDOOR RATED AND PROTECTED FROM U.V. RADIATION, MOISTURE, OXIDATION, AND OTHER POLLUTANTS. LABEL(S) SHALL BE SURFACE MOUNT AND SUITABLE FOR INSTALLING ON FLAT SURFACES OF METAL, FIBERGLASS, OR PAINT. AFFIX LABEL(S) TO ALL DOORS OF LIGHTING CONTROLLERS, CONTROL CABINETS, CONSOLES, JUNCTION BOXES CONTAINING TERMINAL BLOCKS, GATE HOUSINGS, ETC., AND WHERE SPECIFIED BY THE PROJECT ENGINEER. LABELS SHALL COMPLY WITH MINIMUM REQUIREMENTS SET FORTH BY OSHA 29 CFR PART 1910, NFPA 70, AND NFPA 70E. ARC FLASH PROTECTION (SEE N.E.C. 110.16). ANY VARIATIONS IN LABEL SIZE MUST BE SUBMITTED TO THE DESIGN ENGINEER FOR APPROVAL.

LABEL "L1"
ORANGE BACKGROUND
BLACK
ORANGE BACKGROUND
BLACK
BLACK LETTERS

LABEL "L2"
RED BACKGROUND
BLACK BACKGROUND
WHITE LETTERS
WHITE BACKGROUND
BLACK LETTERS

VOLT RATING SHOWN ON "L2" MAY VARY.

ELECTRICAL LABELS
(TYPICAL; ENGRAVED STOCK TYPE)

DRAWING NO. RL805a
08/10

WHERE SHOWN ON THE PLANS OR REQUIRED BY THE PROJECT ENGINEER, ALL LIGHTING CONTROLLERS, SWITCHBOARDS, CONTROL DESKS, DISCONNECTS, JUNCTION BOXES, GATE HOUSINGS, AND OTHER EQUIPMENT ENCLOSURES SHALL HAVE A NAMEPLATE AS SHOWN BELOW. REFER TO PLAN SHEETS AND DETAILS FOR NAME AND LOCATION. NAMEPLATE SHALL BE FABRICATED FROM 1/8" THICK (MINIMUM) PHENOL PLATE ENGRAVED STOCK. NAMEPLATE SHALL HAVE SATIN BLACK OUTER LAYER, WHITE INNER LAYER AND 45° BEVELED EDGES. NAMEPLATE SHALL HAVE 1" SIZE (MINIMUM) BLOCK-STYLE LETTERS AND FOUR (4) 1/8" (MINIMUM) DIAMETER PRE-DRILLED HOLES, ONE (1) LOCATED AT EACH CORNER, FOR MOUNTING NAMEPLATE. FASTEN NAMEPLATE TO EQUIPMENT USING #6-32 (MINIMUM) MARINE DUTY STAINLESS STEEL SELF-TAPPING MACHINE SCREWS HAVING 30000 PSI (MINIMUM) YIELD STRENGTH. NAMEPLATE SHALL BE LEVEL AFTER INSTALLATION. INSTALL NAMEPLATE WHERE APPLICABLE OR AS INDICATED IN THE PLANS. ANY VARIATIONS IN NAMEPLATE SIZE SHOWN BELOW MUST BE SUBMITTED TO THE DESIGN ENGINEER FOR APPROVAL.

LABEL "L3"
2"
1/4"
1/2"
1/2"
4"
1/2"
1/2"
1/4"

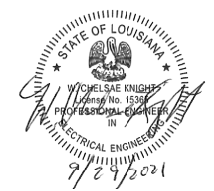
LABEL "L4"
2"
1/4"
1/2"
1/2"
1/2"
1/2"
1/4"

PRE-DRILLED MOUNTING HOLE (TYPICAL 4 PLS. EACH NAMEPLATE)

NAMEPLATE USED FOR "UNDERPASS LIGHTING" SERVICE DISCONNECT. (WHEN APPLICABLE)

ELECTRICAL NAMEPLATES
(TYPICAL; ENGRAVED PHENOL STOCK TYPE)

DRAWING NO. RL807
04/11



SHEET NUMBER 171

PARISH EAST BATON ROUGE PARISH

CITY PROJECT 20-CP-HC-0008

STATE PROJECT

DESIGNED BY WCK

CHECKED BY WCK

DATE SHEET 5 OF 5

NO. DATE REVISION DESCRIPTION

BR CITY OF BATON ROUGE

Stantec

ELECTRICAL DETAILS

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

ELECTRICAL SERVICE EQUIPMENT DESCRIPTION LIST (100 NUMBER ITEMS)

ITEM NO	ITEM NAME	QUANTITY	PAY ITEM REFERENCE	MANUFACTURER	CATALOG NO.	ALT. MANUFACTURER	DESCRIPTION
100	-	-	-	-	-	-	NOT USED
101	-	-	-	-	-	-	NOT USED
102	-	-	-	-	-	-	NOT USED
103	SERVICE DISCONNECT	1	822-20-00100	SQUARE D	H364SS	SIEMENS	FUSIBLE, HEAVY DUTY, 3 POLE, 600 VAC, 200 AMPERE RATED SAFETY SWITCH IN A NEMA 4X TYPE 316 STAINLESS STEEL ENCLOSURE.
104	FUSES	2	822-20-00100	COOPER BUSSMAN	FRN-R-150	FERRAZ-SHAWMUT	150 AMP RATED, 250 VOLT, DUAL-ELEMENTS, TIME DELAY, CURRENT-LIMITING, INTERRUPTING RATING, 200,000A RMS SYM., 20,000 AIC.
105	-	-	-	-	-	-	NOT USED

NOTES:

- EQUIPMENT SHALL BE AS SPECIFIED OR APPROVED EQUAL. QUANTITIES ARE APPROXIMATE.
- DESCRIPTION SHALL GOVERN OVER CATALOG NUMBERS.
- THIS LIST IS NOT TO BE USED AS A SUMMARY OF ESTIMATED QUANTITIES BUT IS PROVIDED TO ASSIST THE CONTRACTOR FOR BIDDING. IT MAY NOT INCLUDE ALL ITEMS TO BE BID. THE CONTRACTOR SHALL REVIEW THE ENTIRE PLAN SET PRIOR TO BIDDING.
- REFER TO 400 NUMBER ITEM LIST FOR LIGHTING CONTROLLER LABEL, CONDUIT, CONDUCTOR AND GROUND EQUIPMENT DESCRIPTION.
- LADOTD PAY ITEM NUMBERS SHOWN UNDER "PAY ITEM REFERENCE" ARE FOR INFORMATION ONLY. ALL LIGHTING TO BE PAID FOR UNDER ITEM 9900028 ROADWAY LIGHTING SYSTEM.

LIGHTING CONTROLLER EQUIPMENT DESCRIPTION LIST (200 NUMBER ITEMS)

ITEM NO	ITEM NAME	QUANTITY	PAY ITEM REFERENCE	MANUFACTURER	CATALOG NO.	MANUFACTURER	DESCRIPTION
200	SECONDARY POWER CONTROL SUPPORT STRUCTURE	1	822-08-00200	-	-	-	REFER TO PLAN SHEET #E-12 "DETAIL RL403b" FOR SECONDARY POWER CONTROL SUPPORT STRUCTURE DESCRIPTION.
201	CABINET ENCLOSURE	1	822-08-00200	SECO SOUTH	PW36WM	HOFFMAN	36"W X 36"H X 14"D CAST ALUMINUM OR STAINLESS STEEL WALL MOUNTED CABINET ENCLOSURE, HINGED DOOR SHALL HAVE NEOPRENE GASKET, LOCK & KEY, TEE VENT (ITEMS 202, 203, 217).
202	CABINET LOCK	1	822-08-00200	CCL SECURITY PROD.	R357SGS	PDC INC.	BRASS, CAST ZINC ALLOY POLICE CALL BOX LOCK.
203	CABINET KEY	2	822-08-00200	CCL SECURITY PROD.	R4266	PDC INC.	LONG KEY, 2 KEYS (MIN.), COMPATIBLE WITH CABINET LOCK (ITEM 202).
204	MAIN CIRCUIT BREAKER	1	822-08-00200	SIEMENS	QJH22B150	SQUARE D	150 AMP, 240 VAC RATED, 22KAIC (MIN.) @ 240 VAC, 2 POLE CIRCUIT BREAKER.
205	-	-	-	-	-	-	NOT USED
206	BRANCH CIRCUIT BREAKER	2	822-08-00200	SIEMENS	C0D220	SQUARE D	20 AMP, 600 VAC RATED, 22KAIC (MIN.) @ 240 VAC, 2 POLE CIRCUIT BREAKER.
207	LIGHTING CONTACTOR	1	822-08-00200	SQUARE D	8903	CUTLER-HAMMER	100 AMP, ELECTRIC HELD CONTACTOR, 4 CONTACTS, 600 VAC RATED, 120 VAC COIL, HIGH PRESSURE BOX LUG.
208	POWER DISTRIBUTION BLOCK	2	822-08-00200	FERRAZ SHAWMUT	67562	SQUARE D	INTERMEDIATE, BOX TO BOX, 2 POLE AL STUD, 600 V RATED POWER DISTRIBUTION BLOCK, WITH 2 SAFETY COVERS, MNT. WITH STAINLESS STEEL HARDWARE. PRIMARY WIRE RANGE: 2/0 - #14 (1 COUNT MIN). SECONDARY WIRE RANGE: #2 -14 (6 COUNT MIN).
209	SECONDARY SURGE ARRESTOR	1	822-08-00200	SQUARE D	SDSA3650	ADVANTAGE	650 VAC RATED PHASE TO GND. (MAX.) SURGE ARRESTOR, 50/60 HZ, 40KA/Ø (MAX.) SURGE AMPS, THERMAL FUSING, U.L. LISTED.
210	CONTROL FUSE HOLDER	1	822-08-00200	COOPER-BUSSMANN	BC6031B	SQUARE D	30 A, CLASS CC, 600 VAC FUSE HOLDER, U.L. LISTED, 1 POLE, COPPER BOX LUG TERMINALS.
211	CONTROL FUSE	1	822-08-00200	COOPER-BUSSMANN	KTK-R-7	FERRAZ SHAWMUT	7 AMP, CLASS CC, FAST-ACTING, 600 VAC CONTROL FUSE, U.L. LISTED.
212	PHOTO-ELECTRIC CONTROL	1	822-08-00200	PRECISION	ECDV-C-P-TD	INTERMATIC	TWIST LOCK, MOUNTING BRKT., SOLID STATE, HERMETICALLY SEALED PHOTO-ELECTRIC CONTROL, 105-285 VAC, 1800 VA, TIME DELAY SWITCHING, N.C. CONTACT, OPER. SWITCH LEVELS 2.0 F.C. ON/OFF +20%, TEMP. RANGE -40°F TO +140°F.
213	PHOTO-ELECTRIC CONTROL RECEPTACLE	1	822-08-00200	PRECISION	M2A	INTERMATIC	PLUG AND TWIST, 3 PRONG NEMA LOCKING TYPE, 105-300 VAC RECEPTACLE, COMPATIBLE WITH PHOTO-ELECTRIC CONTROL (ITEM 212).
214	H-O-A SWITCH	1	822-08-00200	APEM COMPONENTS	3539-001B000	HONEYWELL	TOGGLE S.P.D.T.SWITCH, 10 A @ 250VAC, CTR.-OFF MAINTAINED CONTACTS, CHROME LEVER.
215	SEALING BOOT	1	822-08-00200	APEM COMPONENTS	U2252	APM HEXSEAL	NEOPREVE SHORE 50, BLACK TOGGLE SEALING BOOT.
216	MOUNTING PLATE	1	822-08-00200	PORT PLASTICS	NP610	CURRENT	1/2" INSULATED MOUNTING BOARD, PHENOLIC LAMINATE, NEMA GRADE X, TAN NATURAL COLOR.
217	VENT	1	822-08-00200	SECO SOUTH	11338	HOFFMAN	1 1/2" TEE VENT, WITH THREAD NIPPLE, CENTER TEE VENT ON TOP OF CABINET ENCLOSURE.
218	UNIVERSAL DRAIN/BREATHING	1	822-08-00200	APPLETON	ECDB50B	CROUSE-HINDS	1/2" STAINLESS STEEL UNIVERSAL DRAIN/BREATHING FOR CONTINUOUS VENTILATION AND WATER DRAINAGE, RAIN-TIGHT.
219	THREADED HUB	1	822-08-00200	SQUARE D	B075	SECO SOUTH	3/4" THREADED HUB.
220	REDUCER BUSHING	1	822-08-00200	CROUSE-HINDS	RE21	SECO SOUTH	3/4" TO 1/2" STEEL REDUCER BUSHING
221	-	-	-	-	-	-	NOT USED



\$\$\$----- SUBMITTAL STAGE -----\$\$\$

\$\$\$this is the pathname including directory path and design file name\$\$\$

LUMINAIRE, POLE, AND JUNCTION BOX EQUIPMENT DESCRIPTION LIST (300 NUMBER ITEMS)

ITEM NO	ITEM NAME	QUANTITY	PAY ITEM REFERENCE(S)	MANUFACTURER	CATALOG NO.	ALT. MANUFACTURER	DESCRIPTION
300	MODULAR POLE CABLE/CORD SYSTEM DISTRIBUTION BLOCK	17	822-19-00100	MG ²	DOT•PLUG	-	DISTRIBUTION BLOCK SHALL CONTAIN A THREE WIRE OUTLET INTEGRALLY MOLDED TO 1' LENGTH OF 12/3 SOWA CABLE. WATERTIGHT WHEN THE PLUG IS ENGAGED AND FULLY SEATED. DIMENSIONS APPX. 2 1/4"X3"X3". THESE DIMENSIONS ARE CRITICAL DUE TO LIMITED SPACE IN THE JUNCTION BOX.
301	MODULAR POLE CABLE/CORD SYSTEM POWER CABLE	17	822-19-00100	MG ²	DOT•PLUG	-	10' LENGTH OF 14/3 SOWA CABLE WITH A FUSED MALE PLUG (MODEL# 3MFP10) ON ONE END AND A FEMALE CONNECTOR (MODEL# FTP-3) ON THE OTHER END. FUSED PLUG SHALL BE MOLDED IN RED AND THE FEMALE PLUG IN ORANGE. FUSED PLUG SHALL CONTAIN A 2 BUSS KTK 5 AMPS FOR SINGLE LUMINAIRE AND 10 AMPS FOR DUAL LUMINAIRE. 500 VOLT FUSE (SIZE AS REQUIRED) AND PROVIDE A WATERTIGHT SEAL WHEN MATED TO THE DIST. BLOCK. CABLE SHALL BE RESTRAINED AT EACH END OF THE CONDUIT TO PREVENT MOVEMENT AND FORCE DISCONNECTION UPON POLE BREAKAWAY.
302	MODULAR POLE CABLE/CORD SYSTEM LUMINAIRE CABLE	17	822-19-00100	MG ²	DOT•PLUG	-	VARIABLE LENGTH 14/3 SOWA CABLE WITH MALE PLUG MOLDED IN ORANGE. CONNECTOR SHALL REQUIRE 25 POUND FORCE TO MATE OR TO DISENGAGE FROM THE FEMALE END. WHEN ENGAGED, THE CONNECTION SHALL BE WATERTIGHT. CABLE STRAIN RELIEF SHALL EXTEND APPX. 2" FROM THE CONNECTOR.
303	LOW VOLTAGE CLOSURE	AS REQUIRED	822-19-00100	MG ²	MG2-SC-2	-	600V RATED LOW-VOLTAGE CLOSURE WITH SILICONE GEL FOR UNDERGROUND APPLICATIONS. SHALL MEET ANSI C119.1-1986 REQUIREMENTS.
304	SPLIT-BOLT CONNECTOR	AS REQUIRED	822-19-00100	BURNDY/SERVIT	KS	-	HIGH STRENGTH COPPER ALLOY, MECHANICAL, PROVIDE CONNECTORS WITH A RANGE THAT WILL ACCOMMODATE THE LARGEST GROUNDING CONDUCTOR AT EACH LOCATION.
305	-	-	-	-	-	-	NOT USED
306	UNDERGROUND JUNCTION BOX (JB-1)	17	822-16-00100	QUAZITE	PC1212HA00, PC1212BA12	ARMORCAST	12"X12" POLYMER CONCRETE OR HIGH-DENSITY POLYETHYLENE UNDERGROUND JUNCTION BOX. BOX COVER SHALL INCLUDE "LIGHTING" LOGO. REFER TO PLAN SHEET #E-4, PARAGRAPH H, AND PLAN SHEET #E-13 "DETAIL RL502 AND RL502b" FOR ADDITIONAL SPECIFICATIONS AND REQUIREMENTS.
307	-	-	-	-	-	-	NOT USED
308	UNDERGROUND JUNCTION BOX (JB-3)	2	822-16-00300	QUAZITE	PG1324HA00, PG1324BA12	ARMORCAST	13"X24" POLYMER CONCRETE OR HIGH-DENSITY POLYETHYLENE UNDERGROUND JUNCTION BOX. BOX COVER SHALL INCLUDE "LIGHTING" LOGO. REFER TO PLAN SHEET #E-4, PARAGRAPH H, AND PLAN SHEETS #E-13 "DETAIL RL502 AND RL502d" FOR ADDITIONAL SPECIFICATIONS AND REQUIREMENTS.
309	-	-	-	-	-	-	NOT USED
310	-	-	-	-	-	-	NOT USED
311	LOW MAST LUMINAIRE, 180W	17	822-07-02800	AEL AUTOBAHN	ATB2 80BLEDE70 MVOLT R2 20 SH	GE EVOLVE	180 WATT LED LAMP, 120 VOLT, IES MEDIUM, CUTOFF, TYPE II ROADWAY DISTRIBUTION, SINGLE FUSING, UL LISTED, GREY HOUSING COLOR.
312	-	-	-	-	-	-	NOT USED
313	-	-	-	-	-	-	NOT USED
314	LOW MAST LIGHT POLE, 35 FT.	17	822-05-02100	HAPCO	-	VALMONT	35 FOOT MOUNTING HEIGHT, ALUMINUM, SINGLE 8' TRUSS ARM, BREAKAWAY TRANSFORMER BASE, CONCRETE DRILL SHAFT, CONCRETE MOWING APRON. REFER TO PLAN SHEET #E-3 PARAGRAPH B AND DETAILS ON PLAN SHEET #E-11 FOR ADDITIONAL SPECIFICATIONS AND REQUIREMENTS.
315	-	-	-	-	-	-	NOT USED
316	-	-	-	-	-	-	NOT USED
317	-	-	-	-	-	-	NOT USED
318	-	-	-	-	-	-	NOT USED
319	-	-	-	-	-	-	NOT USED
320	-	-	-	-	-	-	NOT USED
321	-	-	-	-	-	-	NOT USED
322	POLE IDENTIFICATION MARKERS	AS REQUIRED	822-05-02100	SETON	M3854	3M	SELF-ADHESIVE VINYL CLOTH MARKERS, 2"x4" WITH A MINIMUM 3" CHARACTER HEIGHT. MARKERS SHALL HAVE BLACK LETTERS AND A REFLECTIVE YELLOW BACKGROUND. REFER TO PLAN SHEET #E-14 "DETAIL RL506 AND RL506a" FOR ADDITIONAL INFORMATION.
323	POLE MARKER OWNERSHIP PLATE	17	822-05-02100	HAPCO	-	VALMONT	1"x4"x22 GAUGE SHEET ALUMINUM PLATE, 3/16" MIN. STAMPED CHARACTER, ALUMINUM RIVETS. SHALL INCLUDE THE FOLLOWING INFORMATION: STATE PROJECT NUMBER, POLE OWNER, POLE MANUFACTURER, AND POLE NUMBER. REFER TO PLAN SHEET #E-14 "DETAIL RL506 AND RL506a" FOR ADDITIONAL INFO.

NOTES:

- EQUIPMENT SHALL BE AS SPECIFIED OR APPROVED EQUAL. QUANTITIES ARE APPROXIMATE.
- DESCRIPTION SHALL GOVERN OVER CATALOG NUMBERS.
- THIS LIST IS NOT TO BE USED AS A SUMMARY OF ESTIMATED QUANTITIES BUT IS PROVIDED TO ASSIST THE CONTRACTOR FOR BIDDING. IT MAY NOT INCLUDE ALL ITEMS TO BE BID. THE CONTRACTOR SHALL REVIEW THE ENTIRE PLAN SET PRIOR TO BIDDING.
- LADOTD PAY ITEM NUMBERS SHOWN UNDER "PAY ITEM REFERENCE" ARE FOR INFORMATION ONLY. ALL LIGHTING TO BE PAID FOR UNDER ITEM 9900028 ROADWAY LIGHTING SYSTEM.



\$\$\$----- SUBMITTAL STAGE -----\$\$\$

\$\$\$this is the pathname including directory path and design file name\$\$\$

NO.	DATE	REVISION DESCRIPTION	BY



EQUIPMENT DESCRIPTION LIST
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)



CONDUIT, CONDUCTOR, GROUND, AND LABEL EQUIPMENT DESCRIPTION LIST (400 NUMBER ITEMS)

ITEM NO	ITEM NAME	QUANTITY	PAY ITEM REFERENCE	MANUFACTURER	CATALOG NO.	ALT. MANUFACTURER	DESCRIPTION
400	UNDERGROUND DUCT MARKERS	8	822-21-00100	-	-	-	2'X2'X6" THICK DUCT MARKER. THE WORD "DUCT", NO. OF DUCTS, AND SIZE OF DUCT IMPRESSED ON SURFACE OF EACH MARKER. 4"X3" CHARACTERS, WITH 1/2" WIDE BY 1/4" DEEP STROKE. REFER TO PLAN SHEET #E-13 "DETAIL RL501" FOR ADDITIONAL SPECS AND REQ'S.
401	-	-	-	-	-	-	NOT USED
402	-	-	-	-	-	-	NOT USED
403	WARNING LABEL, ARC FLASH & SHOCK HAZARD	AS REQUIRED	822-08-00200, 822-20-00100	SETON	-	REBEL STAMP	5"X7" (MIN.), SELF-ADHESIVE, WATER AND CHEMICAL RESISTANT, FLEXIBLE VINYL., OUTDOOR RATED, PROTECTED FROM U.V. RADIATION, MOISTURE, OXIDATION, AND OTHER POLLUTANTS. BLACK FONT IN ORANGE BACKGROUND. REFER TO PLAN SHEET #E-15 "DETAIL RL805a", LABEL "L1".
404	-	-	-	-	-	-	NOT USED
405	DANGER 120/240 VOLTS LABEL	AS REQUIRED	822-08-00200, 822-20-00100	SETON	-	REBEL STAMP	5"X7" (MIN.), SELF-ADHESIVE, WATER AND CHEMICAL RESISTANT, FLEXIBLE VINYL., OUTDOOR RATED, PROTECTED FROM U.V. RADIATION, MOISTURE, OXIDATION, AND OTHER POLLUTANTS. BLACK FONT IN ORANGE BACKGROUND. REFER TO PLAN SHEET #E-15 "DETAIL RL805a", LABEL "L2".
406	NAME PLATE	AS REQUIRED	822-08-00200, 822-20-00100	GULF COAST POWER & CONTROL	-	REBEL STAMP	FABRICATED FROM 1/16" THICK (MIN.) PHENOL PLATE ENGRAVED STOCK, WITH SATIN BLACK OUTER LAYER AND WHITE INNER LAYER, 45° BEVELED EDGES, 1" SIZE (MIN.) BLOCK-STYLE LETTERS. FOUR (4) 1/8" (MIN.) DIAMETER PRE-DRILLED HOLES, ONE (1) LOCATED AT EACH CORNER.
407	RIGID GALVANIZED STEEL CONDUIT, FITTING, & SUPPORT	AS REQUIRED	822-02-02300, 822-02-02400, 822-02-02500, 822-02-02600	WHEATLAND TUBE CO.	-	ALLIED	1/4", 1/2", 2", 2 1/2" HOT DIPPED GALVANIZED RIGID STEEL CONDUIT, FITTINGS, AND SUPPORTS. REFER TO PLAN SHEET #E-4, "RIGID STEEL CONDUIT AND FITTINGS", FOR ADDITIONAL SPECIFICATIONS AND REQUIREMENTS.
408	-	-	-	-	-	-	NOT USED
409	SCHEDULE 40 PVC CONDUIT, FITTING & SUPPORT	AS REQUIRED	822-02-00300, 822-02-00400, 822-02-00500, 822-02-00600	CANTEX	-	CARLON	1/4", 1/2", 2" AND 2 1/2" SCHEDULE 40 PVC HEAVY WALL CONDUIT AND FITTINGS. FOR USE IN BELOW GROUND APPLICATIONS. RATED FOR USE WITH 90°C CONDUCTORS. REFER TO PLAN SHEET #E-4 "NON-METALLIC CONDUITS AND FITTINGS" FOR ADDITIONAL SPECIFICATIONS AND REQUIREMENTS.
410	SCHEDULE 80 PVC CONDUIT, FITTING & SUPPORT	AS REQUIRED	822-04-00200	CANTEX	-	CARLON	6" SCHEDULE 80 PVC EXTRA HEAVY WALL CONDUIT, AND FITTINGS. FOR USE IN BELOW GROUND APPLICATIONS, RATED FOR USE WITH 90°C CONDUCTORS. REFER TO PLAN SHEET #E-4 "NON-METALLIC CONDUITS AND FITTINGS" FOR ADDITIONAL SPECIFICATIONS AND REQUIREMENTS.
411	-	-	-	-	-	-	NOT USED
412	-	-	-	-	-	-	NOT USED
413	CONDUIT CLAMP	AS REQUIRED	822-02-02300, 822-02-02400, 822-02-02500, 822-02-02600	O-Z/GEDNEY	14-G	THOMAS & BETTS	MALLEABLE IRON/HOT DIPPED GALVANIZED CONDUIT PIPE STRAPS, CLAMP BACKS, AND CONDUIT SPACERS FOR RIGID AND FLEXIBLE METALLIC CONDUIT. SHALL MEET CSA CERTIFICATION 9795, CSA C22.2 NO. 18, AND FEDERAL SPECIFICATION FF-S-760.
414	INSULATED CONDUCTORS	AS REQUIRED	822-02-00300, 822-02-00400, 822-02-00500, 822-02-00600, 822-02-02300, 822-02-02400, 822-02-02500, 822-02-02600	AMERICAN INSULATED	-	SERVICE WIRE CO.	#1/0 AND #8, AWG CLASS B, TYPE XHHW-2, 90°C, 600V, CROSS-LINKED POLYETHYLENE INSULATED COPPER CONDUCTORS. REFER TO PLAN SHEET #E-4, PARAGRAPH E "WIRE AND CABLE", FOR ADDITIONAL SPECIFICATIONS AND REQUIREMENTS.
415	BARE CONDUCTORS	AS REQUIRED	822-02-00300, 822-02-00400, 822-02-00500, 822-02-02300, 822-02-02400, 822-02-02500	SERVICE WIRE CO.	-	SOUTHWIRE	#2 AND #8 AWG BARE SOLID OR STRANDED COPPER CONDUCTORS. (AS SHOWN ON PLANS)
416	COMPRESSION TYPE WIRE CONNECTOR	AS REQUIRED	822-02-00300, 822-02-00400, 822-02-00500, 822-02-00600	BURNDY	YS-L	BLACKBURN	COPPER COMPRESSION BARREL TYPE WIRE CONNECTOR. UL LISTED, 90°C RATED, 600 VOLTS. CONNECTOR SHALL PROVIDE A CENTER WIRE STOP FOR PROPER CONDUCTOR INSERTION.
417	GEL TYPE SPLICE KIT	AS REQUIRED	822-02-00300, 822-02-00400, 822-02-00500, 822-02-00600	TYCO	GTAP	RAYCHAM	GEL TAP SPLICE KIT DESIGNED FOR UNDERGROUND ENVIRONMENTS. SPLICE KIT SHALL INCLUDE FOUR PORT MECHANICAL CONNECTORS, A SNAP-LOCK, HINGED CLOSURE WITH FRANGIBLE FINGERS, AND HIGH DIELECTRIC SILICONE GEL.
418	GROUND ROD	18	822-05-02100, 822-08-00200, 822-20-00100	ERITECH	613400	GALVAN INDUSTRIES	3/4" DIAMETER BY 10' (MINIMUM) GROUND ROD CONSTRUCTED FROM NICKEL-SEALED HIGH QUALITY CARBON STEEL HAVING A CONSISTENT COVERING OF ELECTROLYTICALLY APPLIED COPPER (I.E. COPPER BONDED OR COPPER CLAD). UL LISTED.
419	GROUND BUSHING	AS REQUIRED	822-08-00200, 822-20-00100	THOMAS & BETTS	3871-TB	O-Z/GEDNEY	CAST MALLEABLE IRON, THREADED, INSULATED GROUNDING BUSHING FOR LIQUIDTIGHT FLEXIBLE METALLIC CONDUIT, SHALL INCLUDE WIRE CLAMPING SCREW AND ALUMINUM/TIN PLATED LAY-IN LUG FOR INSTALLATION OF BONDING JUMPER. INSULATOR SHALL BE RATED FOR 150°C APPLICATION.
420	EXOTHERMIC WELD KIT	18	822-05-02100, 822-08-00200, 822-20-00100	ERICO	GN	THERMOWELD	EXOTHERMIC WELD KIT(S) TO FORM A LOW-RESISTANCE, MOLECULAR BOND BETWEEN GROUNDING ELECTRODE CONDUCTORS AND GROUNDING ELECTRODES.
421	-	-	-	-	-	-	NOT USED
422	SPLICE KIT	AS REQUIRED	822-02-00300, 822-02-00400, 822-02-00500, 822-02-00600	BURNDY	UGSKIT	IDEAL INDUSTRIES	HEAT SHRINK SPLICE KIT FOR USE WITH COPPER CONDUCTORS. SPLICE SHALL BE CONSTRUCTED FROM HIGH STRENGTH, TIN PLATED ALUMINUM. HEAT SHRINK SLEEVES SHALL BE LINED WITH ADHESIVE MATERIAL TO PROVIDE A WATERTIGHT SPLICE. UL LISTED FOR DIRECT BURIAL. SEE DETAIL RL508.
423	TAPE SEALANT	AS REQUIRED	822-02-00300, 822-02-00400, 822-02-00500, 822-02-00600	THOMAS & BETTS	HSTS25	STA-KON	1" WIDE BY 1/16" THICK (MIN.) TAPE SEALANT. SHALL BE ABLE TO RESIST ACIDS, BASES AND ALCOHOLS. SERVICE TEMPERATURE -40°F TO 180°F.
424	UNDERGROUND MARKER TAPE	5610	822-22-00300	EMPIRE LEVEL MFG.	31-107	IDEAL INDUSTRIES	6" WIDE MARKER TAPE, "CAUTION ELECTRIC LINE BELOW" RED/SILVER TAPE WITH BLACK INK. DETECTABLE 3 LAYER SANDWICH WITH A LAYER OF FOIL ENCASED BETWEEN TWO LAYERS OF PLASTIC. 5 MIL (0.005") THICKNESS WITH MIN. 35 GAUGE (0.00035") SOLID ALUMINUM FOIL CORE. PRINTING ENCASED TO AVOID INK RUB-OFF.

- NOTES:
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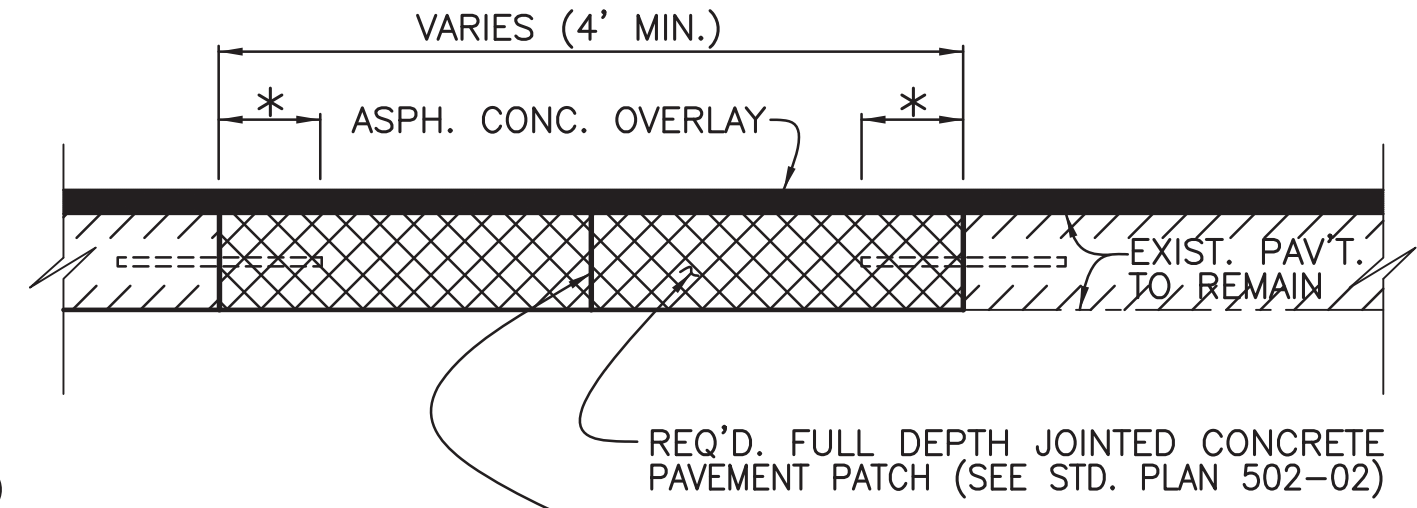
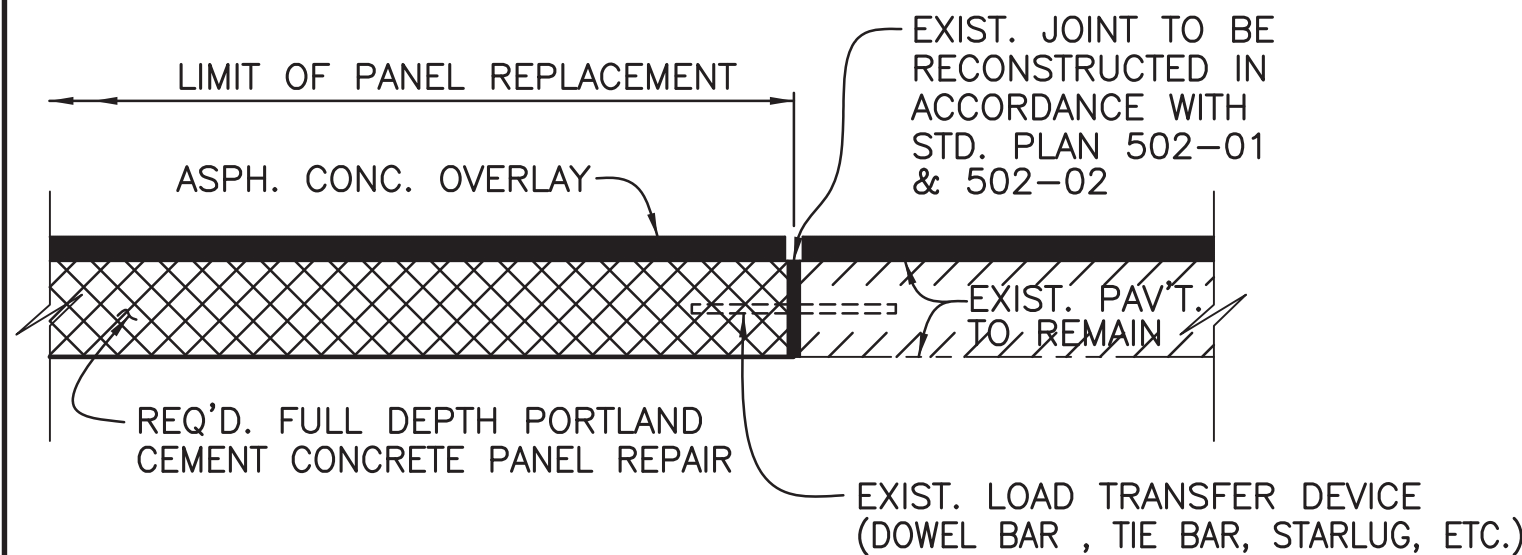


\$\$\$----- SUBMITTAL STAGE -----\$\$\$

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SHEET NUMBER	174
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	20-CP-HC-0008
STATE PROJECT	
DATE SHEET	3 OF 3
DESIGNED BY	
CHECKED BY	
DATE	
REVISION DESCRIPTION	
NO.	
EQUIPMENT DESCRIPTION LIST MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	

PROJECT NO.	SHEET

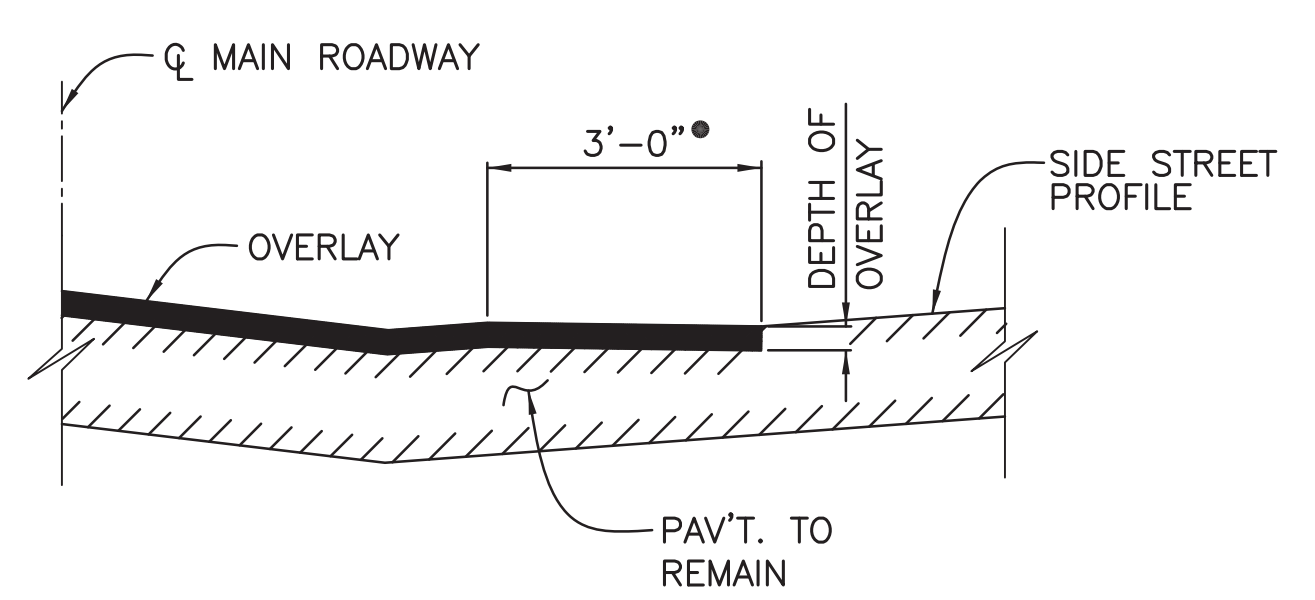
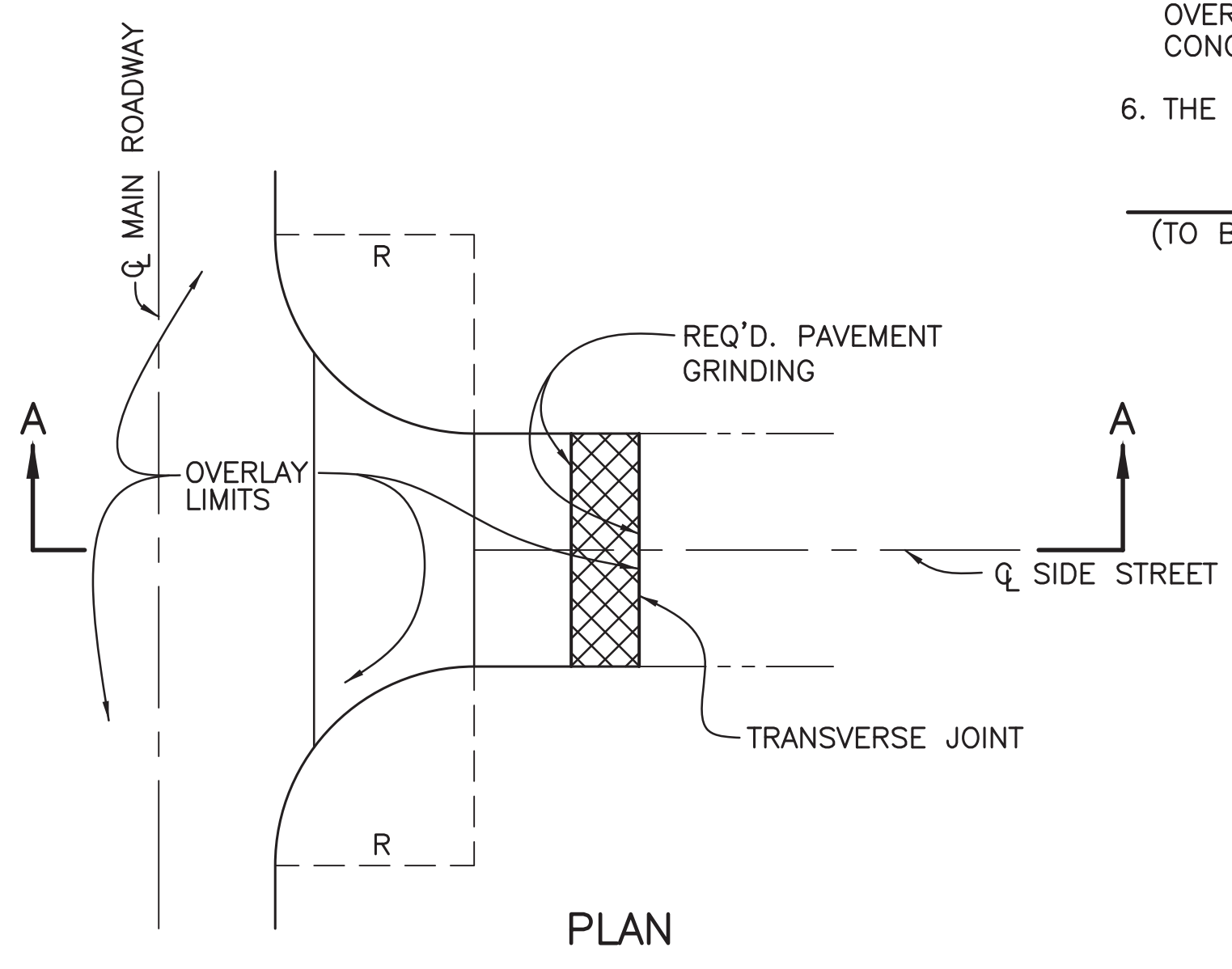


1. DURING CONCRETE REMOVAL, THE CONTRACTOR SHALL TAKE PRECAUTION TO PRESERVE THE INTEGRITY OF EXISTING LOAD TRANSFER DEVICES. (SEE LOAD TRANSFER DEVICE NOTES BELOW)
2. DETERIORATED BASE COURSE SHALL BE REMOVED AND REPLACED WITH CONCRETE. AN APPROVED BOND BREAKER SHALL BE PLACED BETWEEN THE REPAIRED BASE COURSE AND PORTLAND CEMENT CONCRETE PATCH.
3. JOINTS SHALL BE REESTABLISHED IN THE PORTLAND CEMENT CONCRETE PANEL REPLACEMENT AT THE ORIGINAL JOINT LOCATIONS. JOINTS SHALL BE SEALED. JOINTS SHALL BE SAWED AND SEALED IN THE ASPHALT CONCRETE OVERLAY. SEE DETAILS OF SAWING AND SEALING JOINTS IN ASPHALT CONCRETE OVERLAY.
4. THE PANEL REPAIR SURFACE SHALL BE A DRAG FINISH.

- JOINT TO BE RECONSTRUCTED IN ORIGINAL LOCATION IN ACCORDANCE WITH STD. PLAN 502-01
- *1. AN 18" CLEARANCE BETWEEN THE SAWCUT AND THE NEAREST TRANSVERSE CRACK IS DESIRED. MINIMUM CLEARANCE SHALL BE 6".
 2. DURING CONCRETE REMOVAL, THE CONTRACTOR SHALL TAKE PRECAUTION TO PRESERVE THE INTEGRITY OF EXISTING LOAD TRANSFER DEVICES. (SEE LOAD TRANSFER DEVICE NOTES BELOW).
 3. DETERIORATED BASE COURSE SHALL BE REMOVED AND REPLACED WITH CONCRETE. AN APPROVED BOND BREAKER SHALL BE PLACED BETWEEN THE REPAIRED BASE COURSE AND THE PORTLAND CEMENT CONCRETE PATCH.
 4. FACE OF EXISTING CONCRETE SHALL BE COATED WITH AN APPROVED EPOXY ADHESIVE (DOTD QPL 32) BEFORE PLACING CONCRETE
 5. JOINTS SHALL BE REESTABLISHED IN THE PORTLAND CEMENT CONCRETE PATCH AT THE ORIGINAL JOINT LOCATION. JOINTS SHALL BE SEALED. JOINTS SHALL BE SAWED AND SEALED IN THE ASPHALT CONCRETE OVERLAY. SEE DETAILS OF SAWING AND SEALING JOINTS IN ASPHALT CONCRETE OVERLAY BELOW.
 6. THE PANEL REPAIR SURFACE SHALL BE A DRAG FINISH.

CONCRETE PAVEMENT PATCHING
(TO BE USED @ WHOLE PANEL REPLACEMENT LOCATIONS)

CONCRETE PAVEMENT PATCHING
(TO BE USED @ JOINT REPAIR AND PARTIAL PANEL REPLACEMENT LOCATIONS)



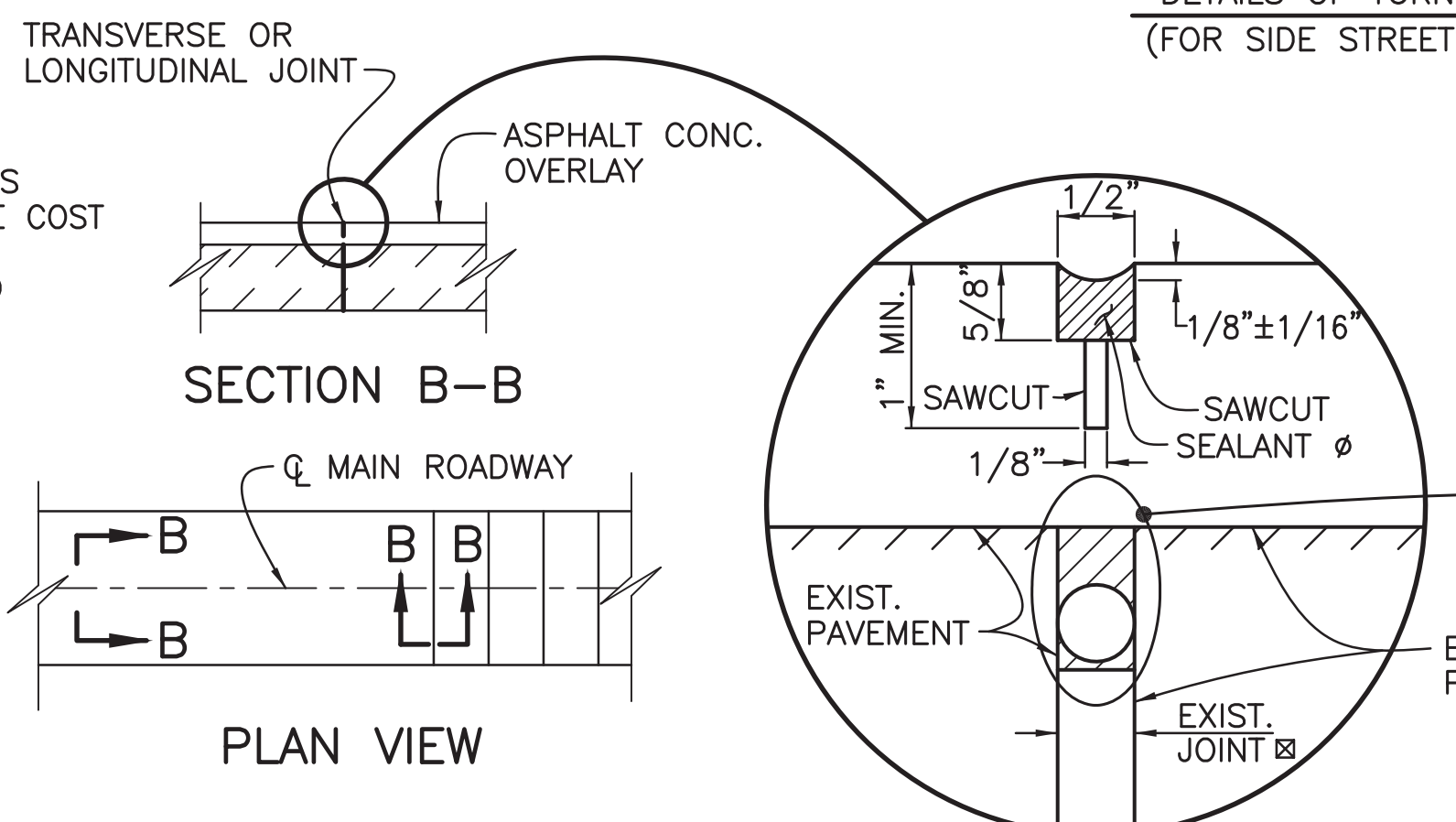
- LOCATION OF PAVEMENT GRINDING TO BE AT CURB RETURN OR NEXT TRANSVERSE JOINT AS DETERMINED BY THE ENGINEER.

SECTION A-A

DETAILS OF TURNOUTS AND INTERSECTIONS
(FOR SIDE STREETS WITHOUT OPEN DITCHES)

LOAD TRANSFER DEVICE NOTES

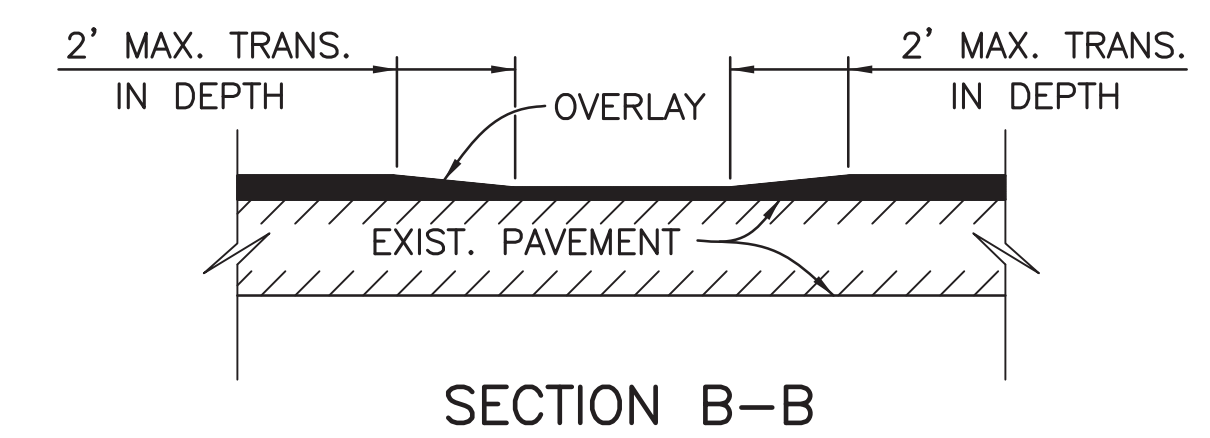
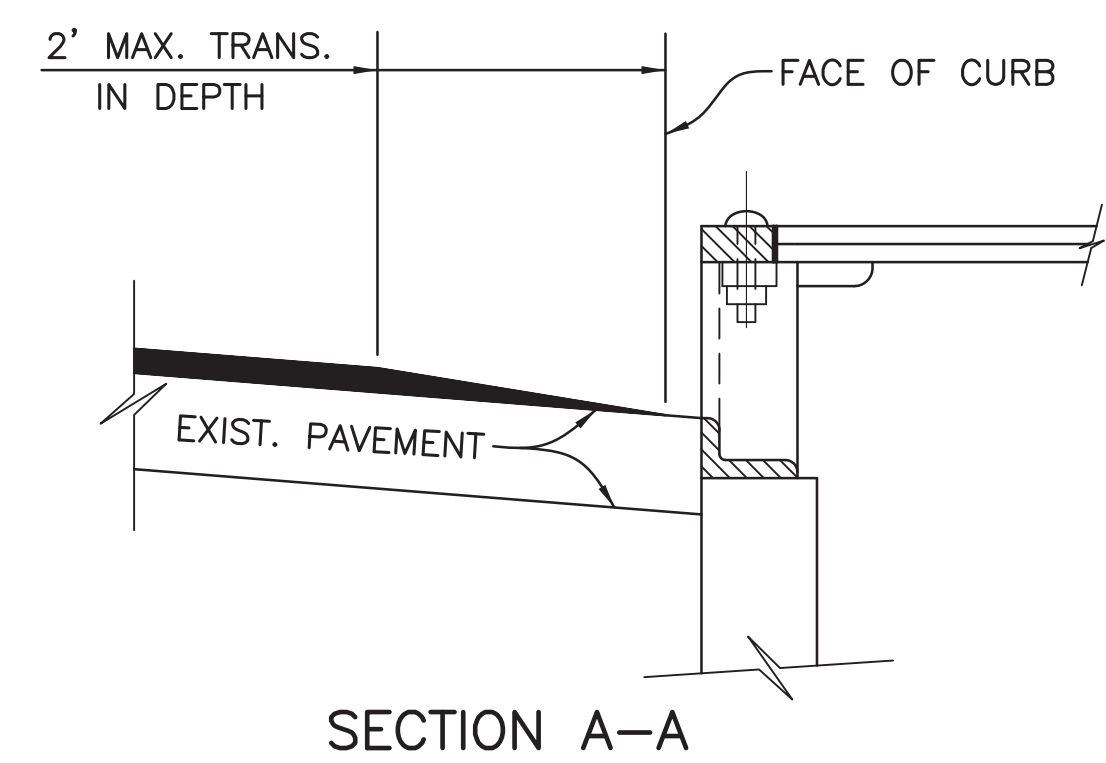
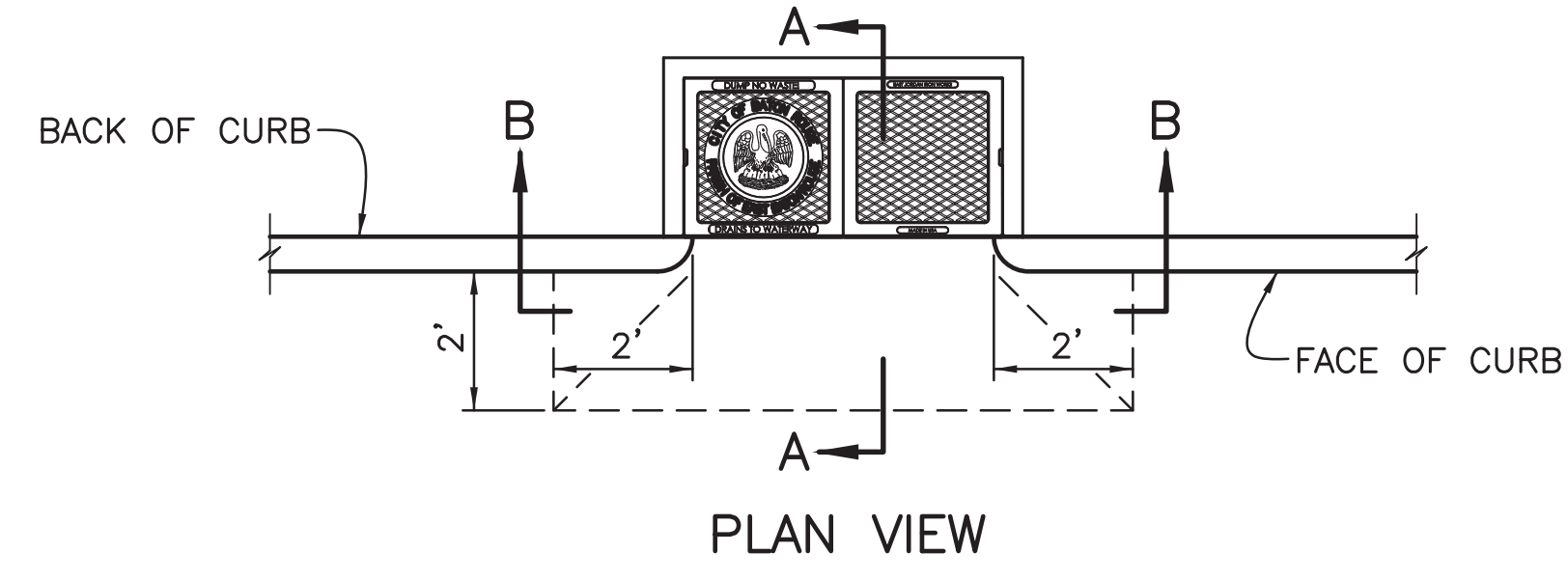
1. DOWEL BARS SHALL BE INSTALLED AT JOINT LOCATIONS WHERE EXIST. LOAD TRANSFER DEVICES HAVE FAILED. THE COST OF INSTALLATION, LABOR AND MATERIALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PORTLAND CEMENT CONCRETE PATCH ITEM.
2. 1 1/4"x18" PLASTIC COATED DOWEL BARS SHALL BE INSTALLED ON 12" CENTERS. THE BARS SHALL BE PLACED IN EXISTING PAVEMENT BY DRILLING 1 3/8" HOLES TO A DEPTH OF 9" AND FILLING WITH AN APPROVED EPOXY GROUT BEFORE INSERTION OF DOWEL BARS.
3. TIE BARS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD PLAN 502-01. LABOR AND MATERIALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PORTLAND CEMENT CONCRETE PATCH ITEM.
4. DOWEL BARS AND TIE BARS SHALL BE INSTALLED AS OUTLINED ABOVE AT THE CONTRACTOR'S EXPENSE AT LOCATIONS WHERE THE CONTRACTOR DAMAGES EXIST. LOAD TRANSFER DEVICES OR TIE BARS.



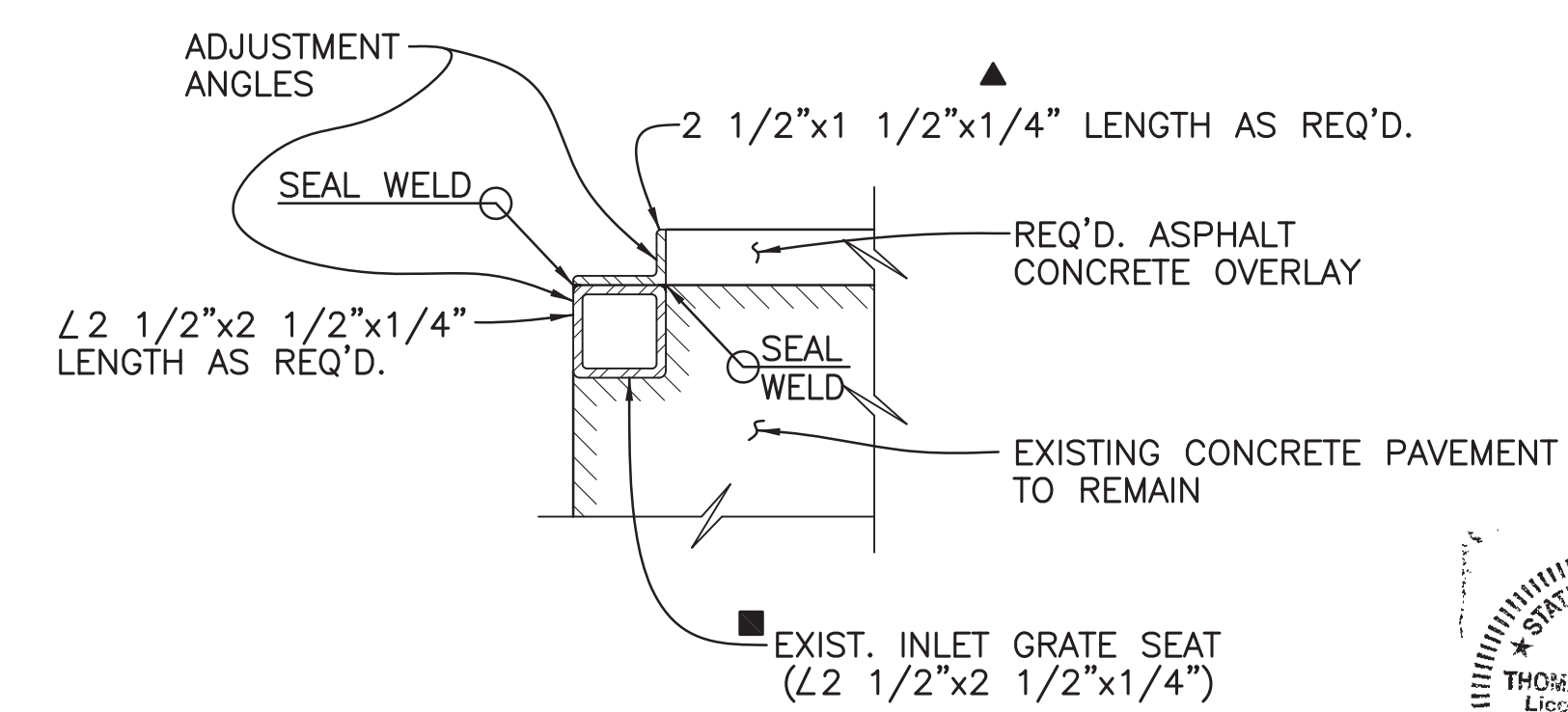
1. INCOMPRESSIBLES SHALL BE REMOVED TO A MINIMUM DEPTH OF HALF THE PAVEMENT THICKNESS FOR JOINTS WIDTHS OF 1" AND LESS AND TO FULL PAVEMENT DEPTH WHERE JOINT WIDTHS ARE OVER 1".

DETAILS OF SAWING AND SEALING JOINTS IN ASPHALT CONCRETE OVERLAY

- EXISTING JOINT TO BE CLEANED AND SEALED.
 - SEE SPECIAL PROVISIONS FOR ALLOWED TYPE OF SEALANT.
- FOR DETAIL OF CLEANING AND RESEALING EXISTING JOINTS, SEE STANDARD PLAN 502-02.



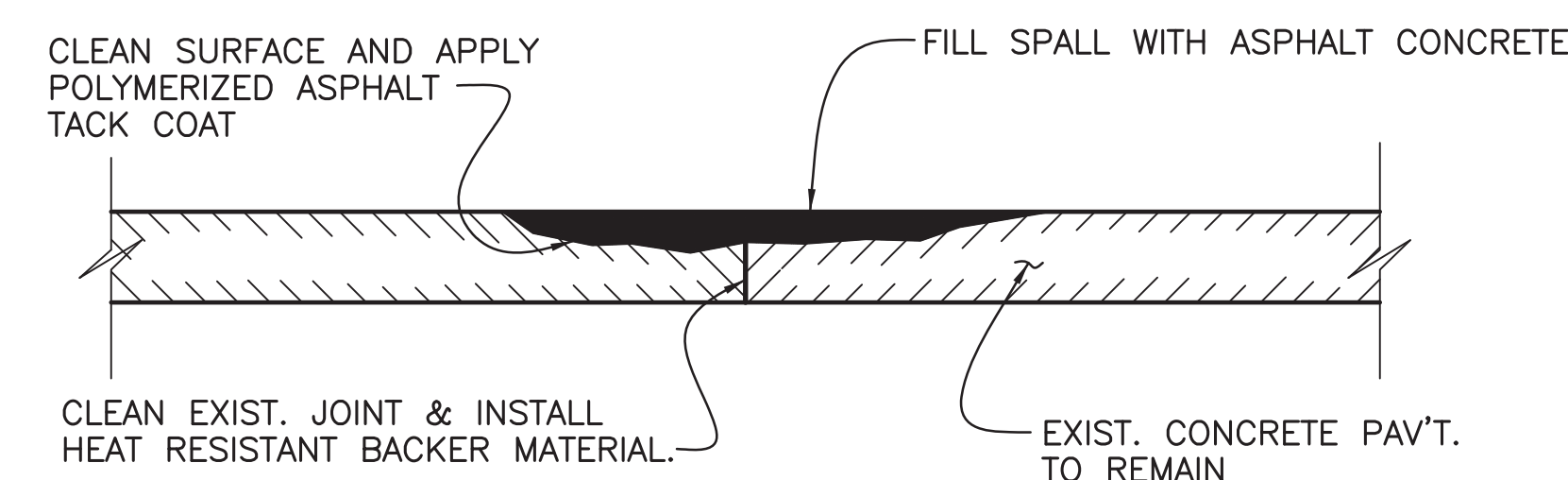
SECTION A-A
DETAIL OF SUMP IN OVERLAY AT SIDE INLET



NOTES:

1. STRUCTURAL STEEL TO BE A-36 GALVANIZED.
2. ALL Ls TO BE CUT TO FIT AND WELDED AT CORNERS.
3. ADJUSTMENT ANGLE DIMENSIONS BASED ON 2" ASPHALT CONCRETE OVERLAY THICKNESS.
- 4. AT GRATE INLET LOCATIONS WHERE PANEL REPLACEMENT IS REQUIRED THE EXISTING INLET GRATE SEAT SHALL BE RESET TO ITS ORIGINAL ELEVATION AND ADJUSTED AS SHOWN FOR THE REQUIRED OVERLAY.
- ▲ 5. DIMENSION SHALL BE 1/2" LESS THAN ASPHALT OVERLAY THICKNESS.

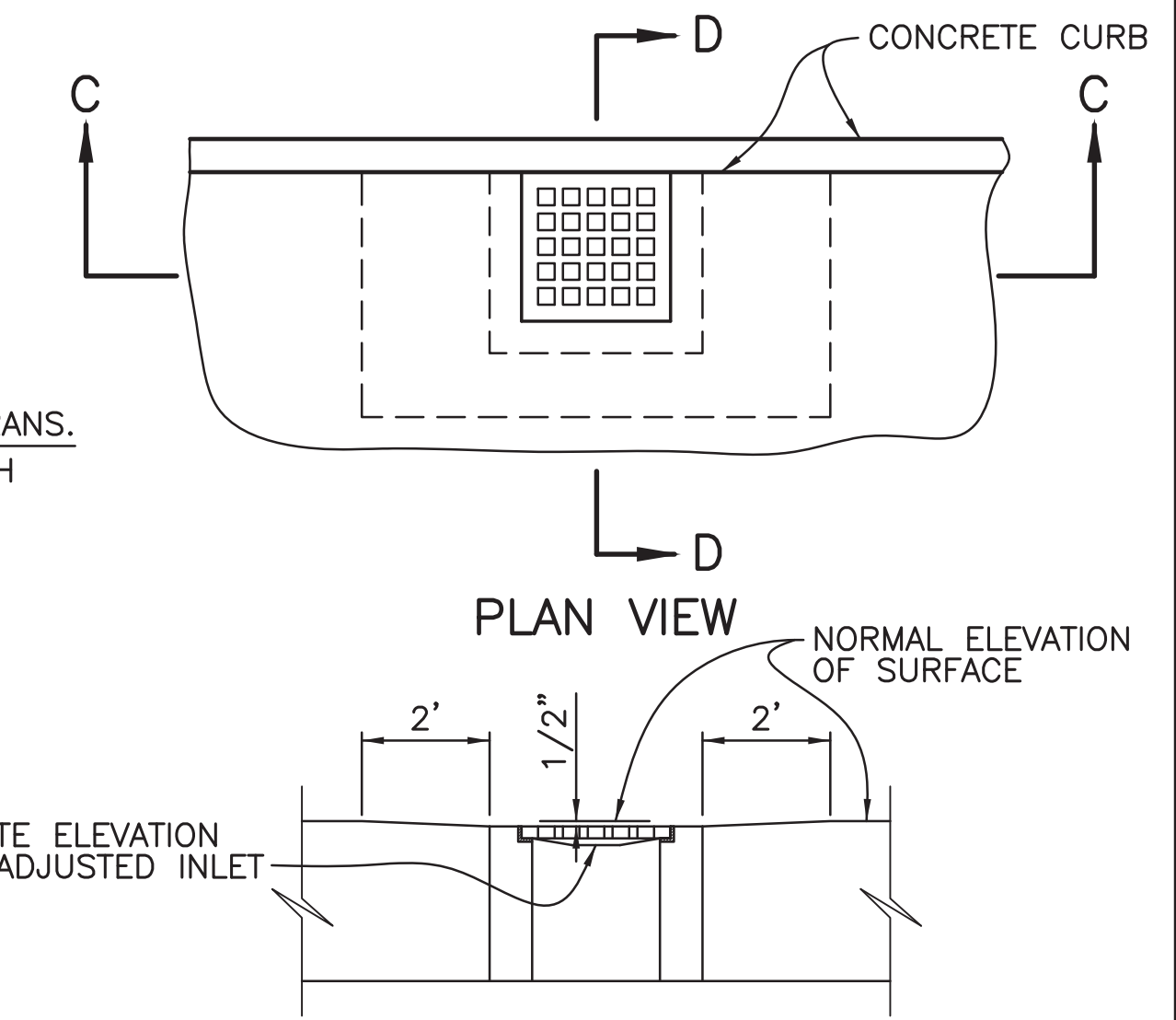
GRATE INLET ADJUSTMENT DETAIL



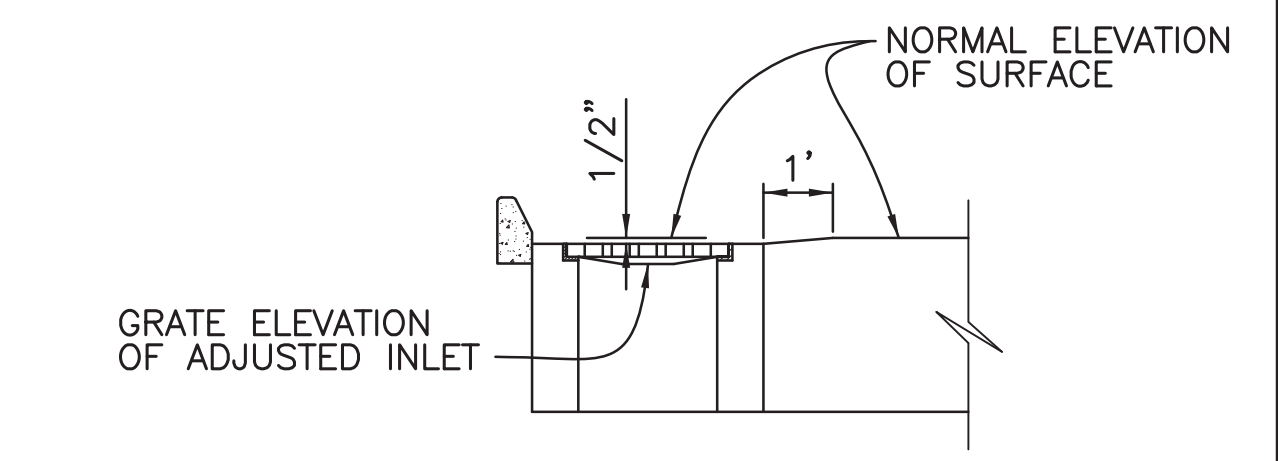
1. SURFACE PREPARATION, APPLICATION OF TACK COAT AND ASPHALT CONCRETE REQUIRED TO FILL SPALLED AREA SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ASPHALT CONCRETE PAVEMENT ITEM.

SPALL REPAIR DETAIL

DATE	DESCRIPTION	BY

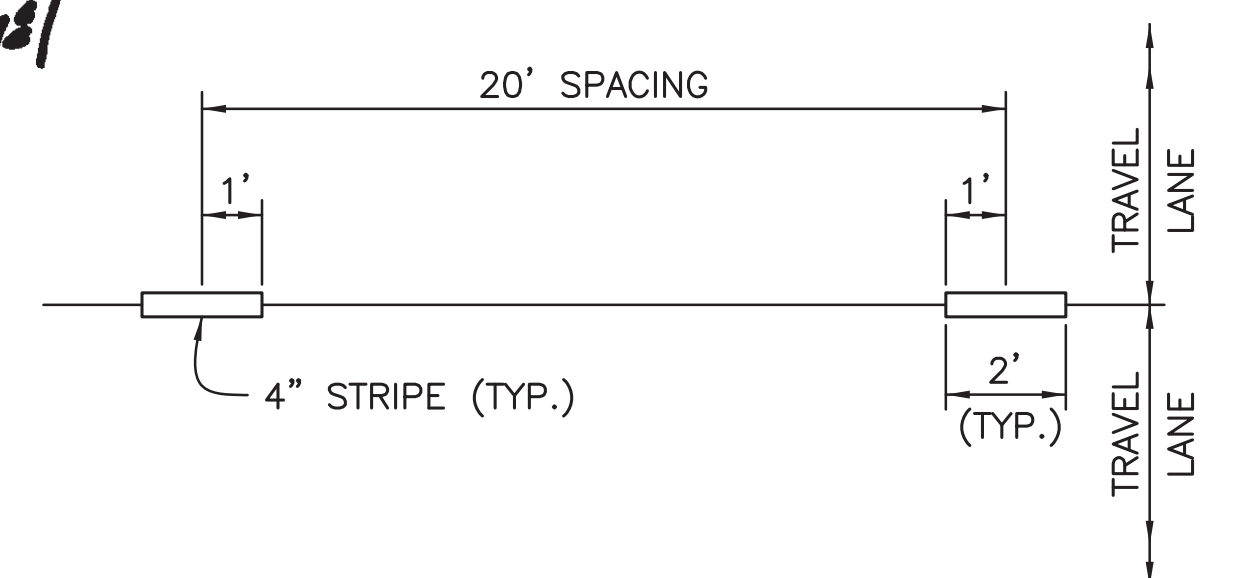


SECTION C-C



SECTION D-D

GRATE INLET SUMP DETAIL
(SHOWING TRANSITION IN SURFACE ELEVATION)



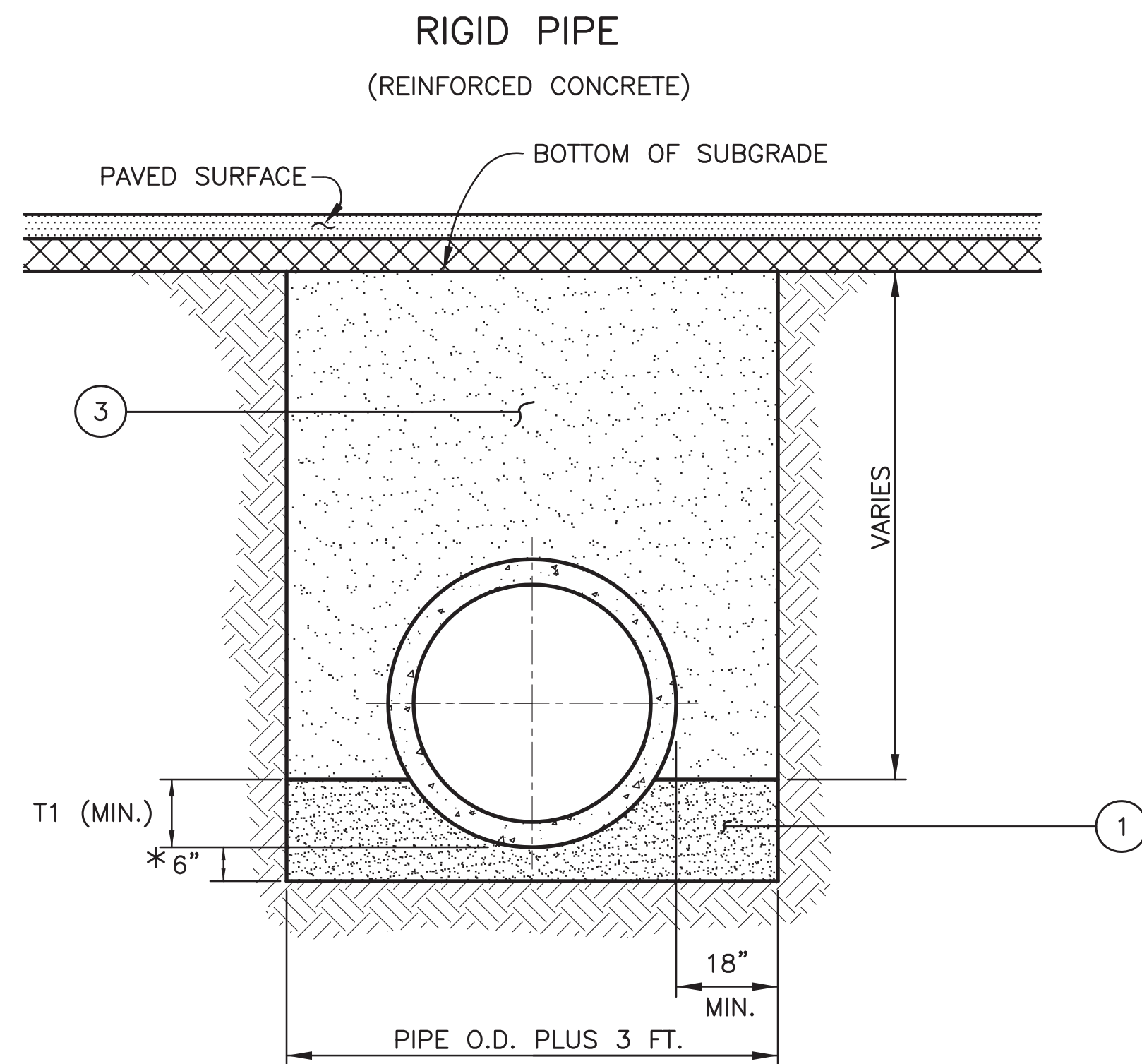
NOTE:

1. TEMPORARY PAVEMENT MARKINGS REQUIRED IN ALL OVERLAY AREAS.

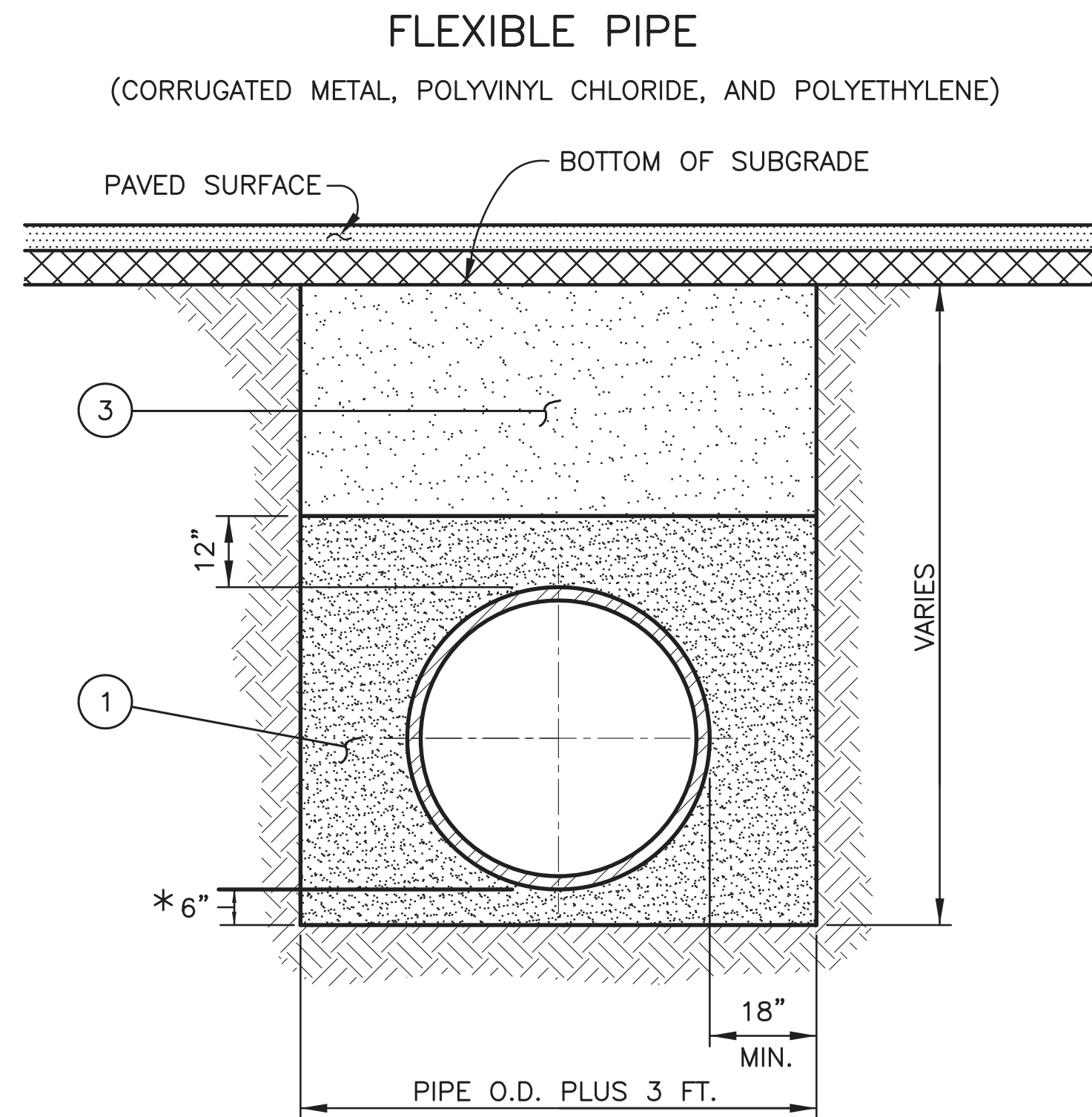
TEMPORARY PAVEMENT MARKING DETAIL



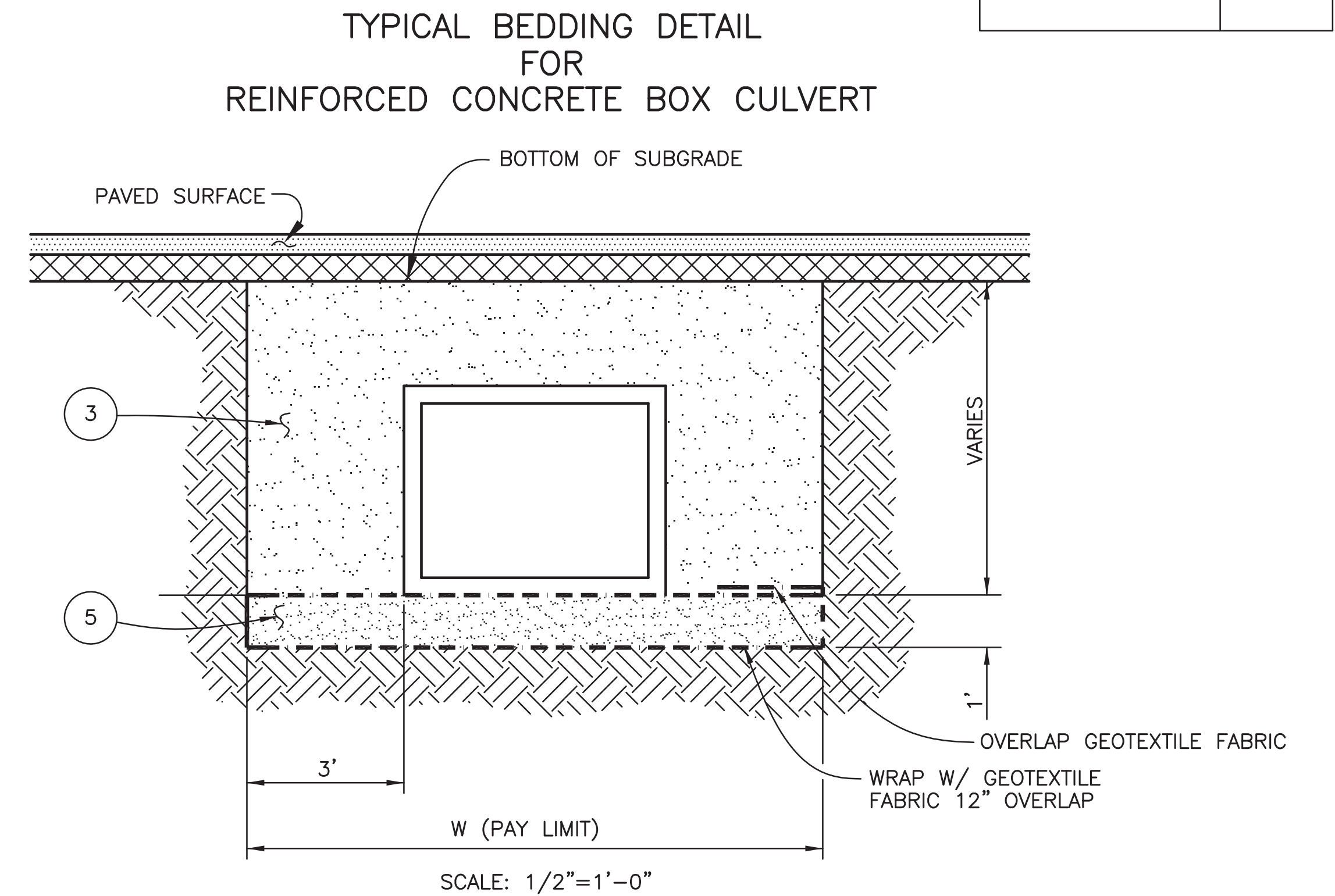
STANDARD PLAN NO. 501-01	DATED AUGUST 6, 2008	SHEET NO. 1 OF 1
ASPHALT CONCRETE OVERLAY OF P.C. CONCRETE PAVEMENT		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED R.K. BANKS	DRAWN G. VANNICE	CHECKED R.E. ELLIS
		APPROVED T. STEPHENS



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



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



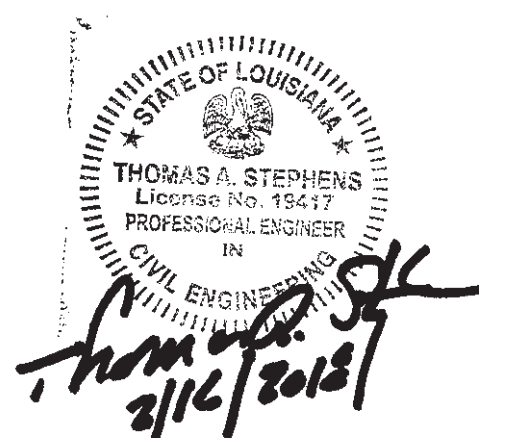
GENERAL NOTES

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

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

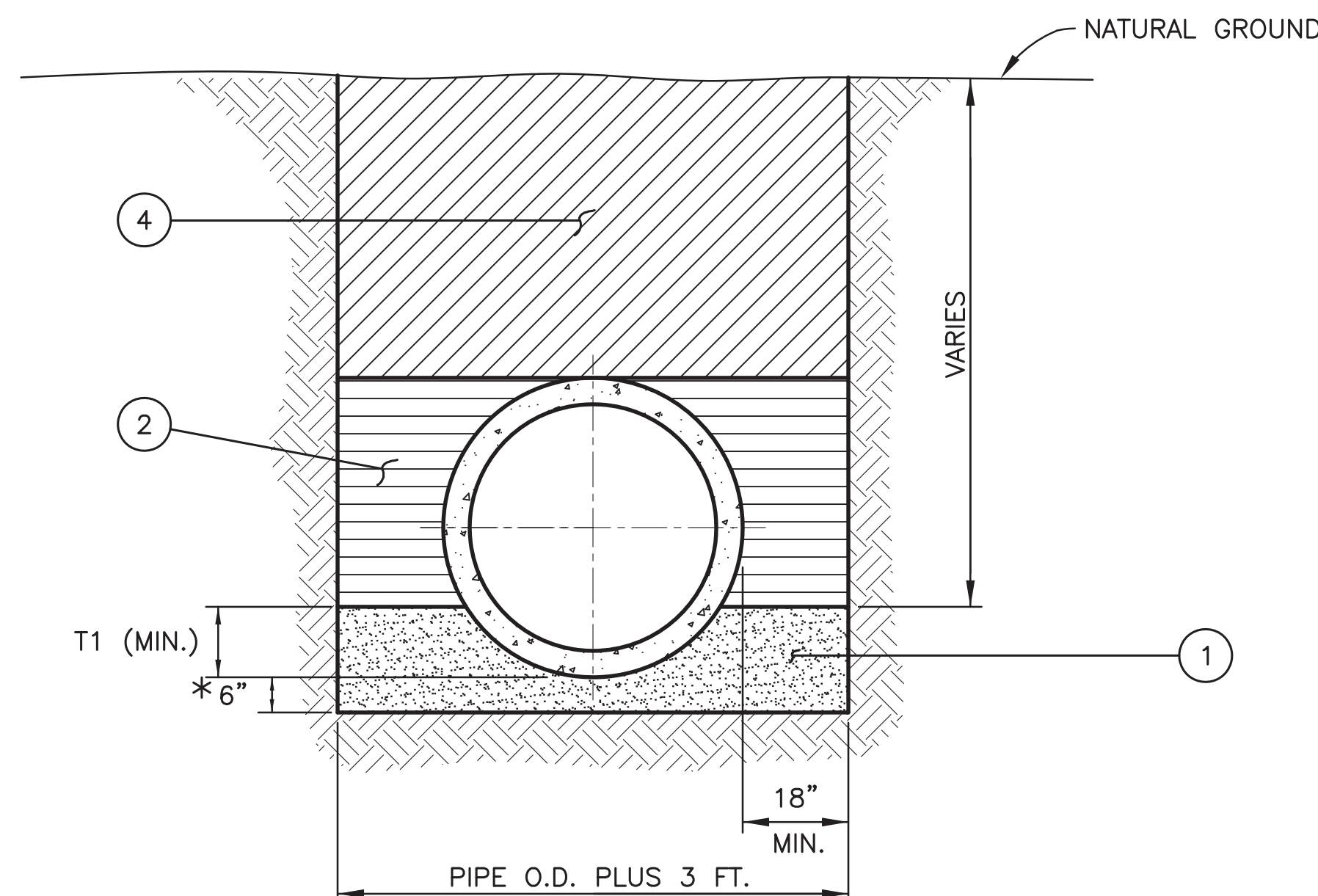
LEGEND

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

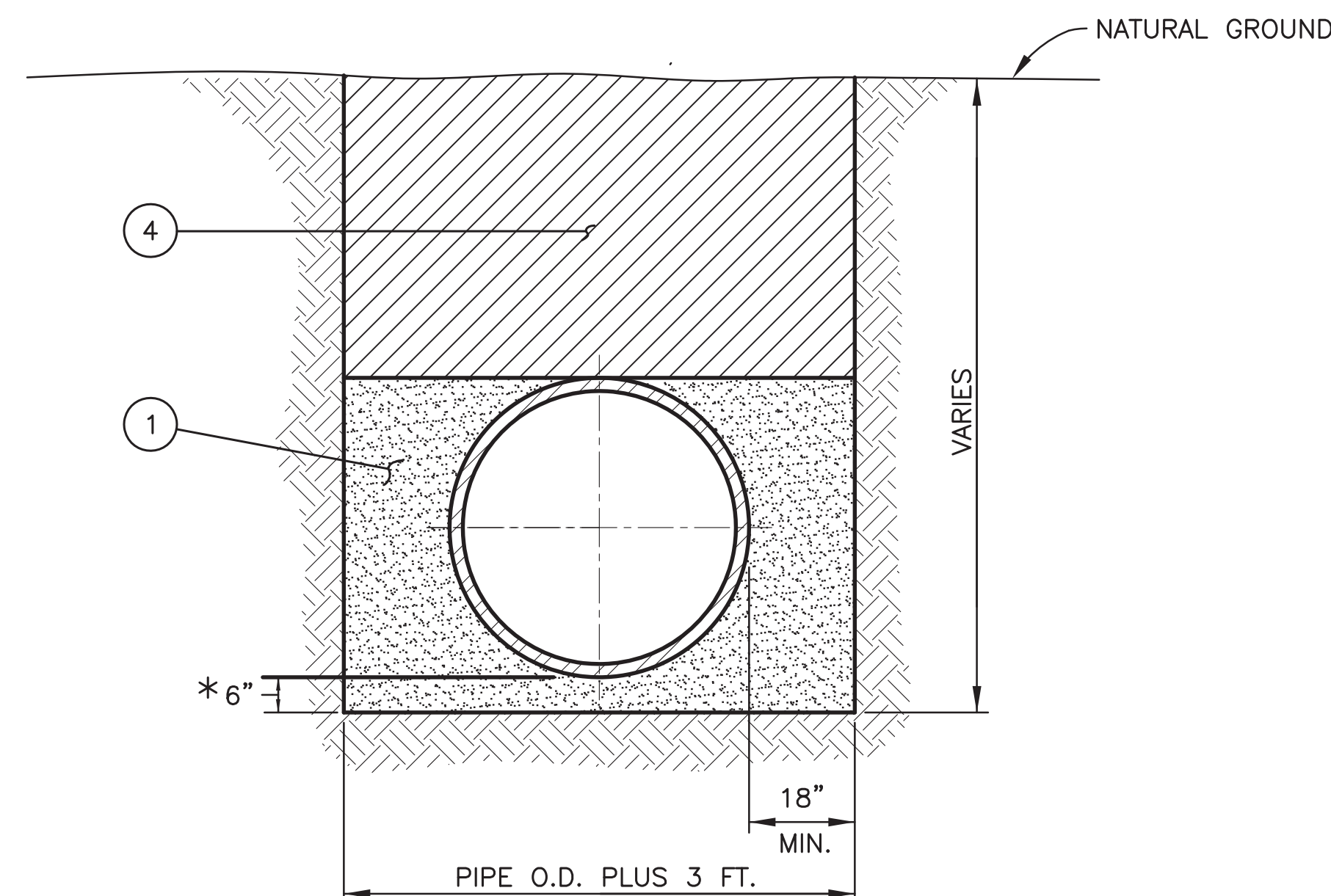


PIPE BEDDING SCHEDULE (RIGID PIPE)

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



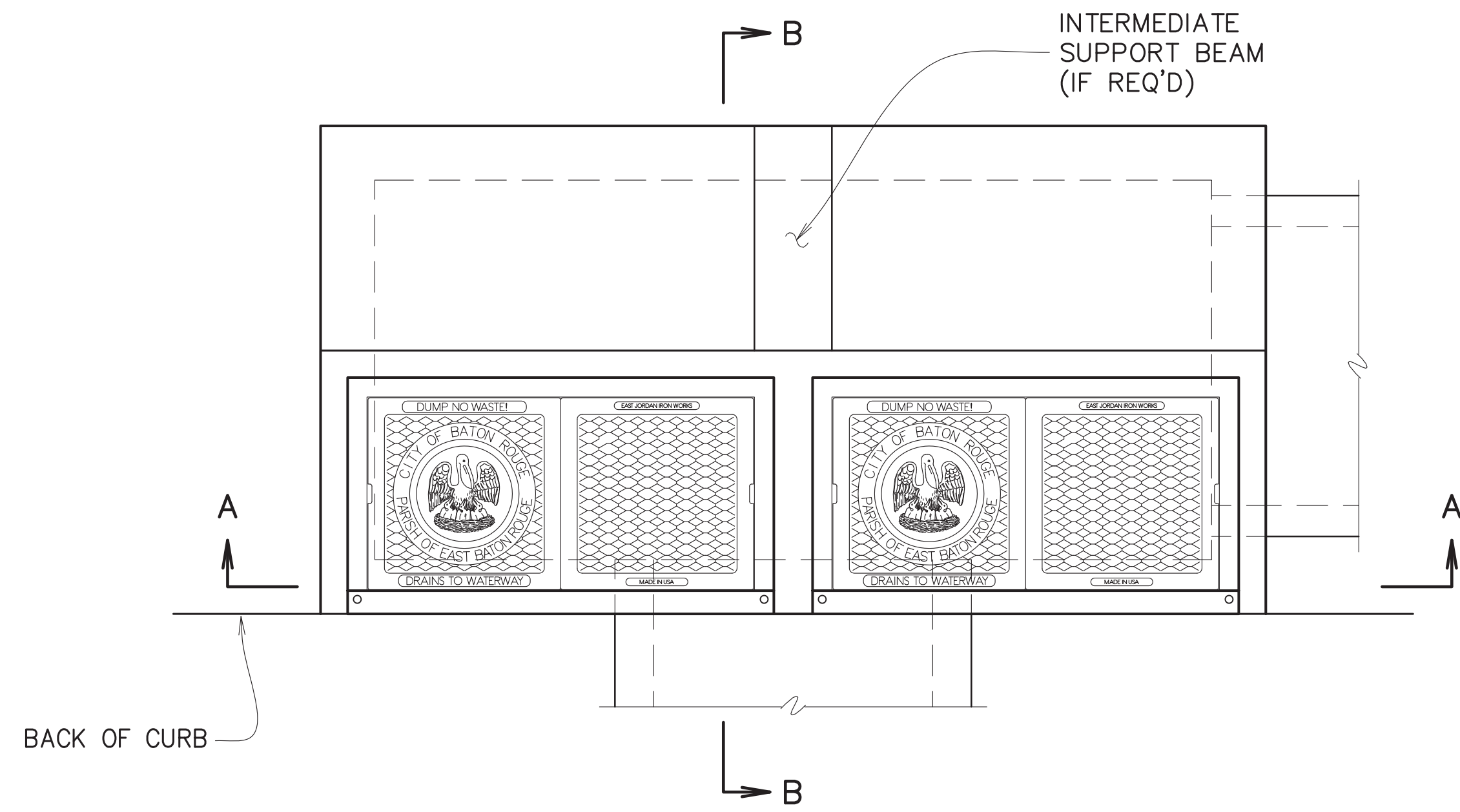
OPEN GROUND OUTSIDE LIMITS OF STREETS AND PAVED SURFACES
SCALE: 1/2"=1'-0"



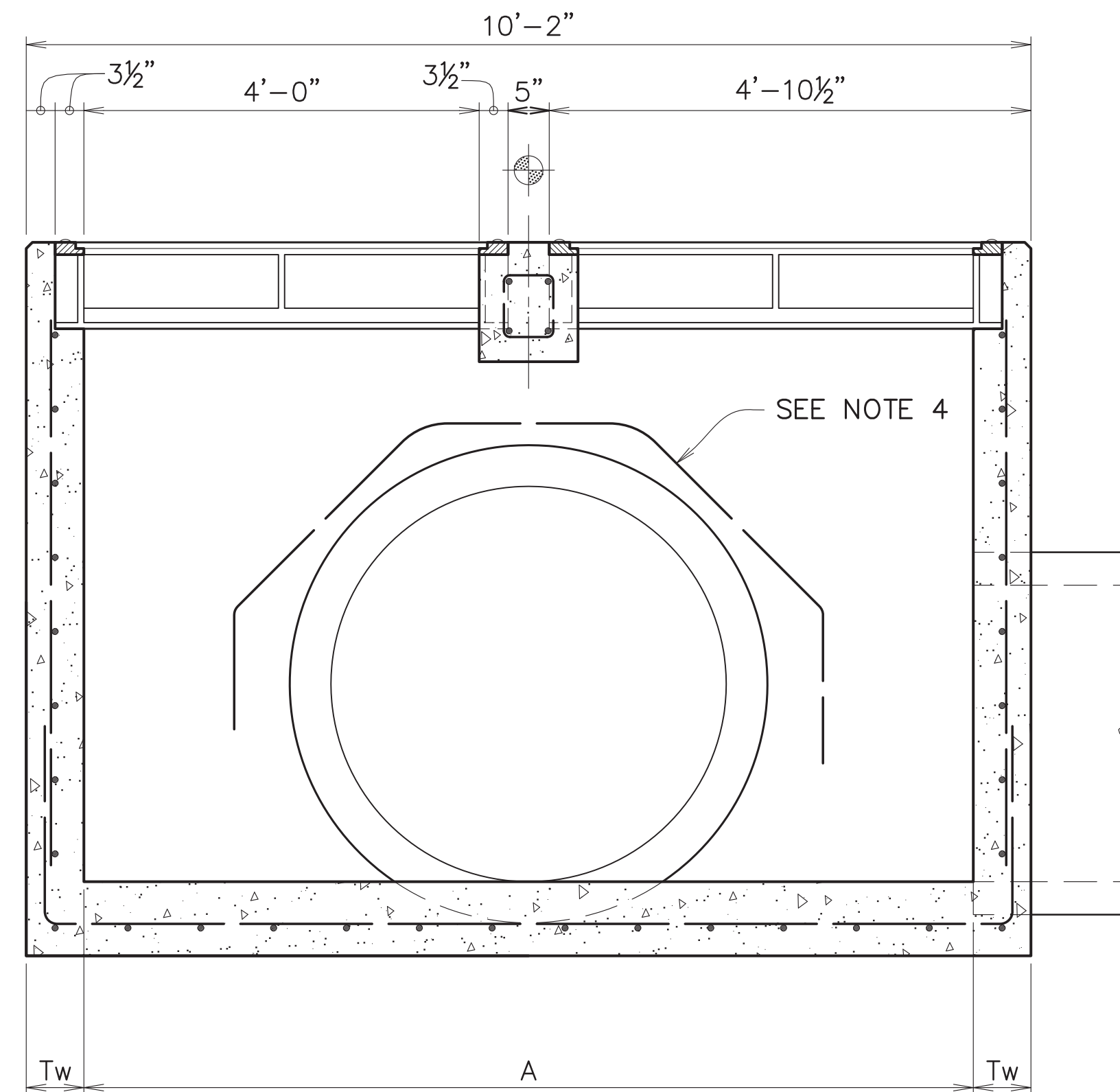
OPEN GROUND OUTSIDE LIMITS OF STREETS AND PAVED SURFACES
SCALE: 1/2"=1'-0"

DATE	DESCRIPTION	BY
	REVISIONS	

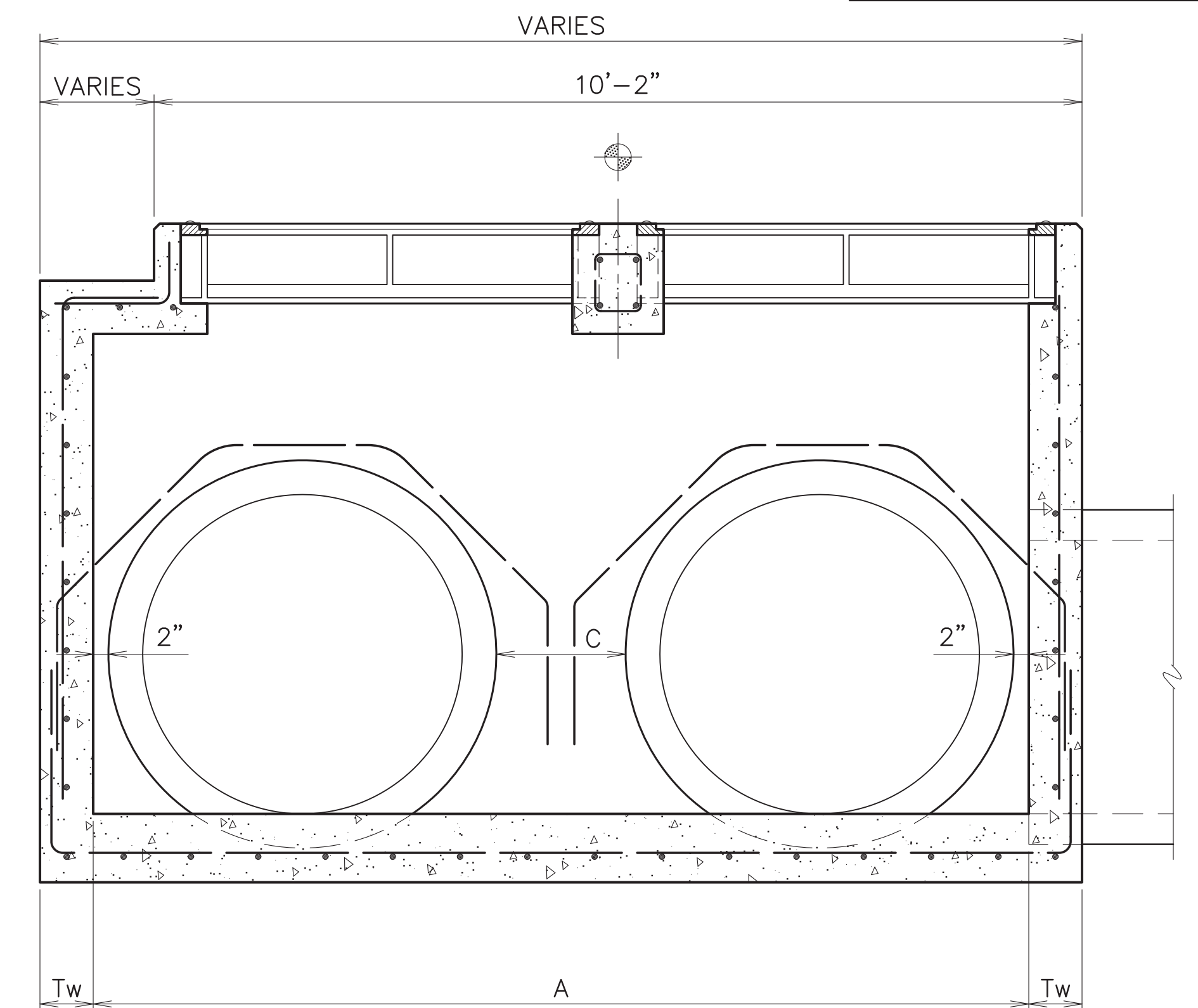
STANDARD PLAN NO. 701-01	DATED February 8, 2008	SHEET NO. 1 OF 1
STANDARD BEDDING AND BACKFILL DETAILS FOR STORM DRAINAGE CONDUIT		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED R. ELLIS	DRAWN G. VANNICE	CHECKED R. ELLIS
		APPROVED T. STEPHENS



TOP VIEW
SINGLE CROSS DRAIN
SCALE: 3/4"=1'-0"



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



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

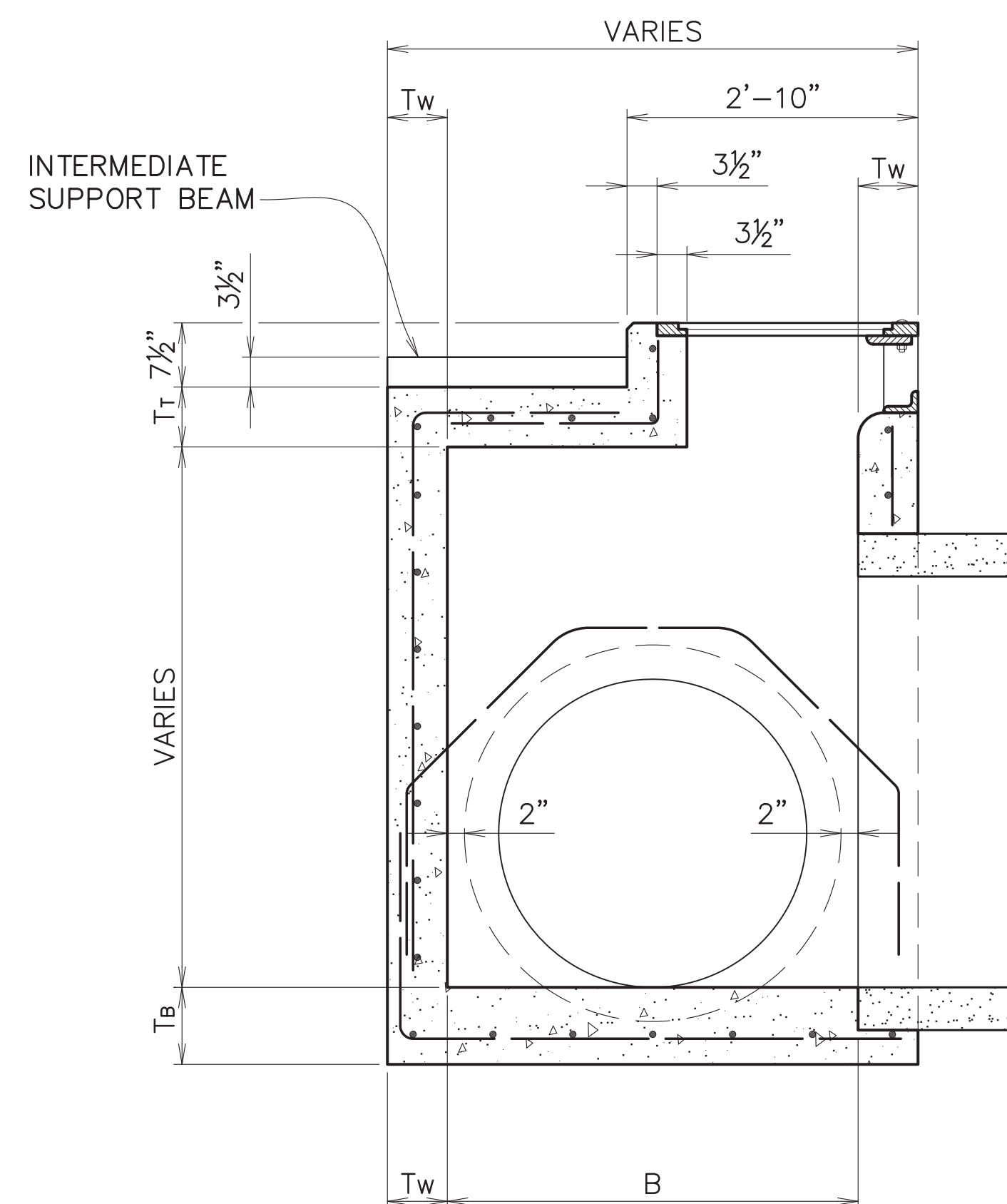
PIPE SIZE		DIMENSION			
ROUND PIPE	ARCH PIPE (ROUND EQUIV.)	A SINGLE PIPE	A DOUBLE PIPE	B	C
15"	-	9'-0"	9'-0"	2'-3"	15"
18"	15"	9'-0"	9'-0"	2'-3"	15"
24"	18"	9'-0"	9'-0"	2'-10"	15"
30"	24"	9'-0"	9'-0"	3'-5"	15"
36"	30"	9'-0"	9'-0"	4'-0"	15"
42"	36"	9'-0"	10'-5"	4'-8"	17"
48"	-	9'-0"	11'-7"	5'-2"	19"
54"	42"	9'-0"	12'-11"	5'-9"	21"
60"	48"	9'-0"	14'-3"	6'-4"	23"
-	54"	9'-0"	15'-0"	6'-8"	24"
72"	60"	9'-0"	16'-8"	7'-6"	24"
84"	72"	9'-0"	20'-0"	8'-10"	36"

CENTERED CASTING

NOTE:

- SEE STANDARD PLAN 702-99 FOR FRAME AND COVER DETAILS. TYPE 1 FRAME AND COVER REQUIRED. SINGLE FRAME AND COVER ALLOWED.
- PRECAST CONCRETE INLETS CONFORMING TO STANDARD PLAN 702-97 MAY BE FURNISHED.
- CONCRETE SHALL NOT BE PLACED ABOVE BOTTOM OF PAVEMENT UNTIL PAVING ADJACENT TO INLET HAS BEEN COMPLETED.
- DIAGONAL REINFORCEMENT REQUIRED FOR PIPE LARGER THAN 36". BARS SHALL LAP TO A FULL LENGTH VERTICAL BAR W/18d LAP LENGTH.
- A & B DIMENSIONS 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.

PLAN STATION CALL-OUT



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

THOMAS A. STEPHENS
 License No. 18417
 PROFESSIONAL ENGINEER
 CIVIL ENGINEERING
 State of Louisiana
 T. Stephens
 2/16/2018

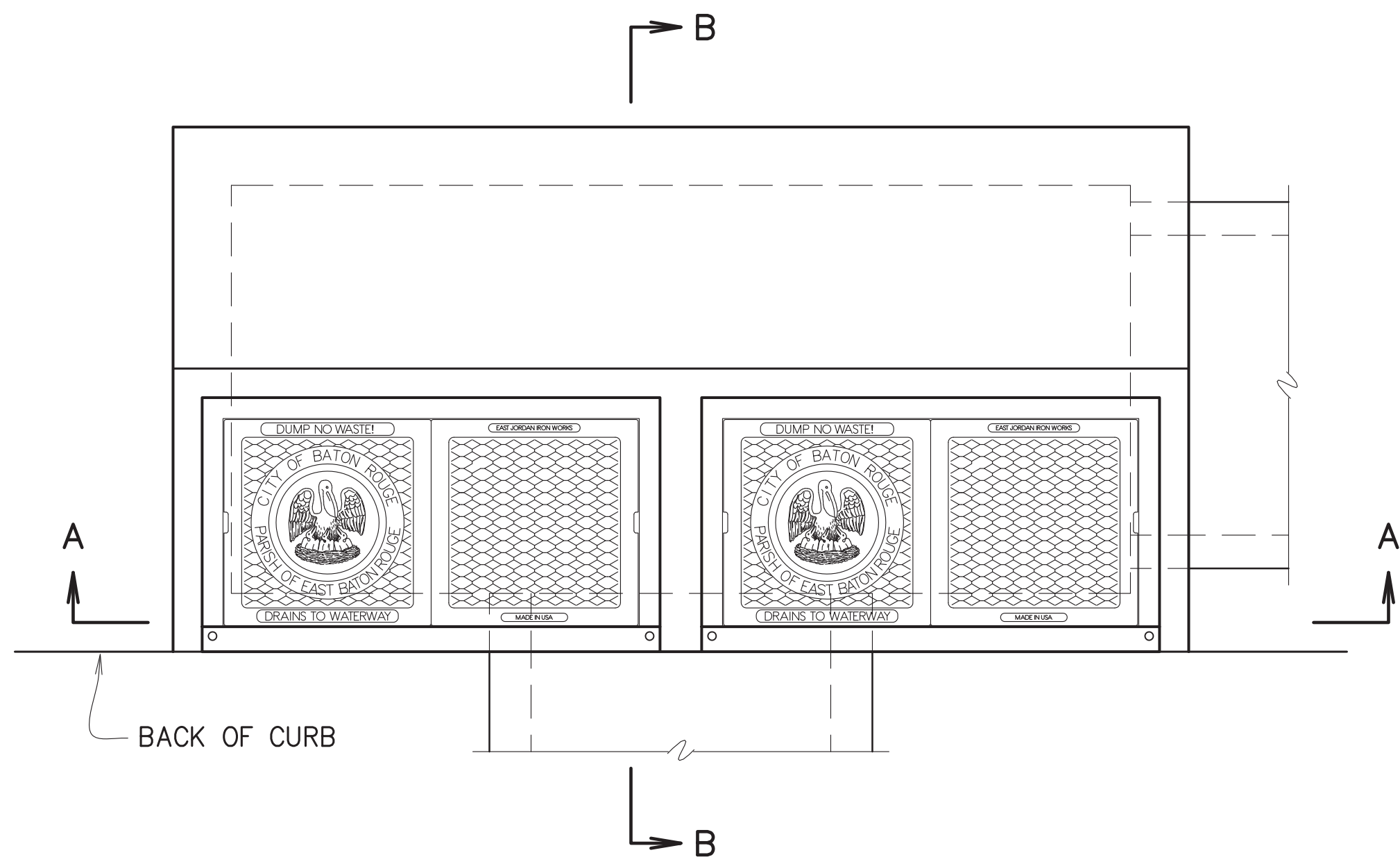
STANDARD PLAN No. 702-02	DATED DEC. 6, 2010	SHT. No. 1 OF 2
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DOUBLE CURB INLET
(PIPE BEHIND CURB)
(DEPTHS ≤ 8')

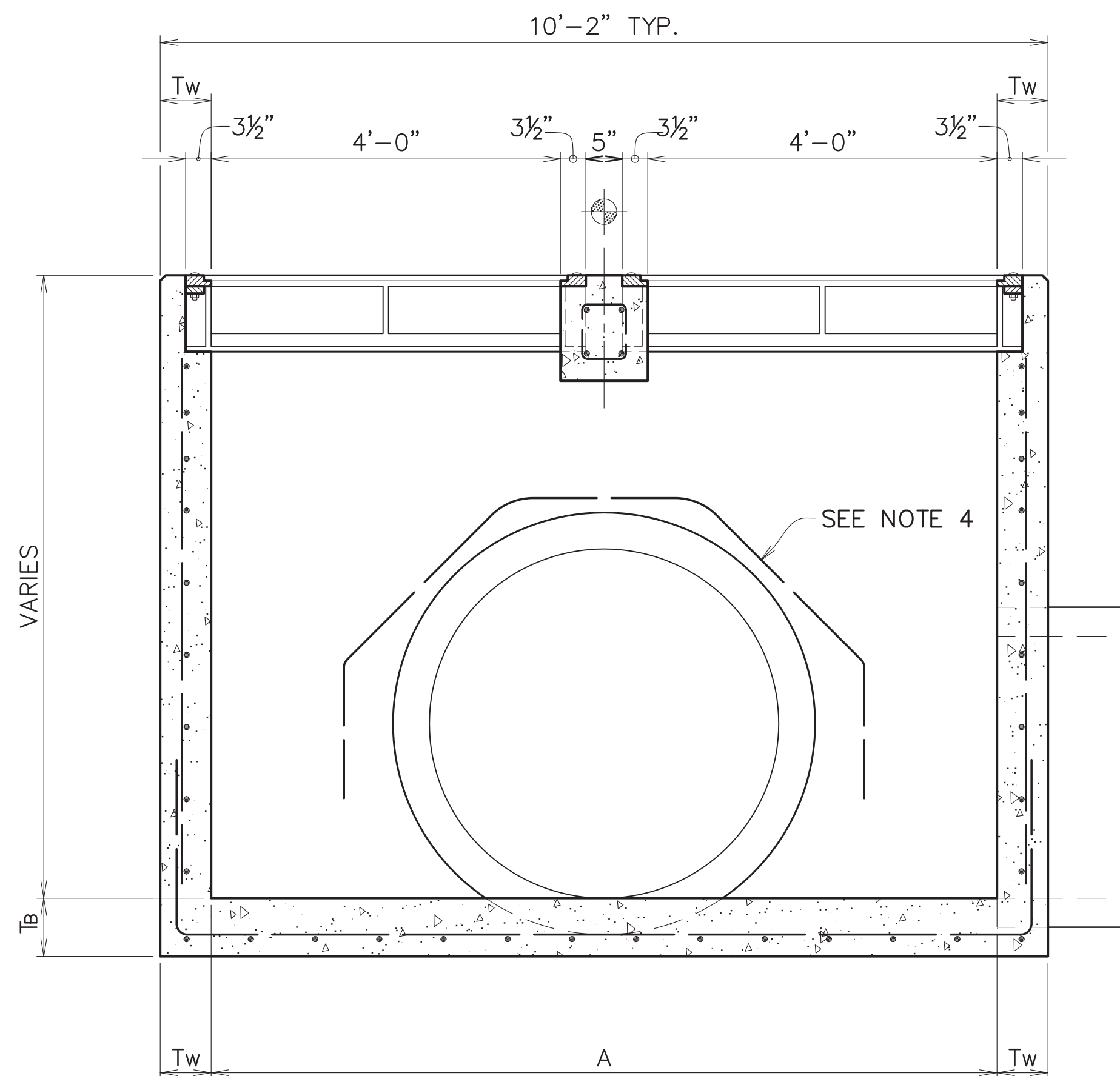
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

DATE	DESCRIPTION	BY
	REVISION	

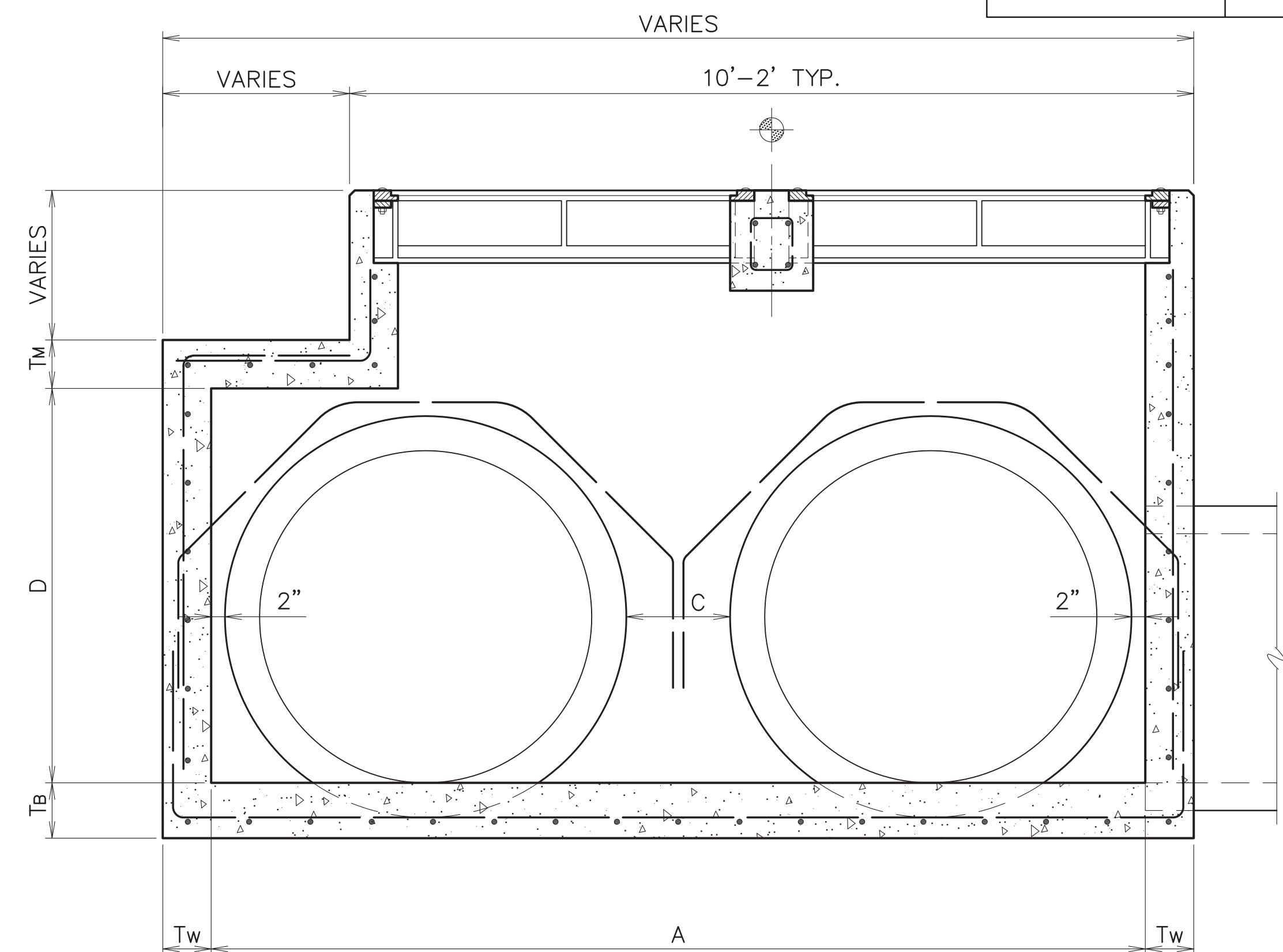
PROJECT NO.	SHEET



TOP VIEW
SINGLE CROSS DRAIN
SCALE: 3/4"=1'-0"



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



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

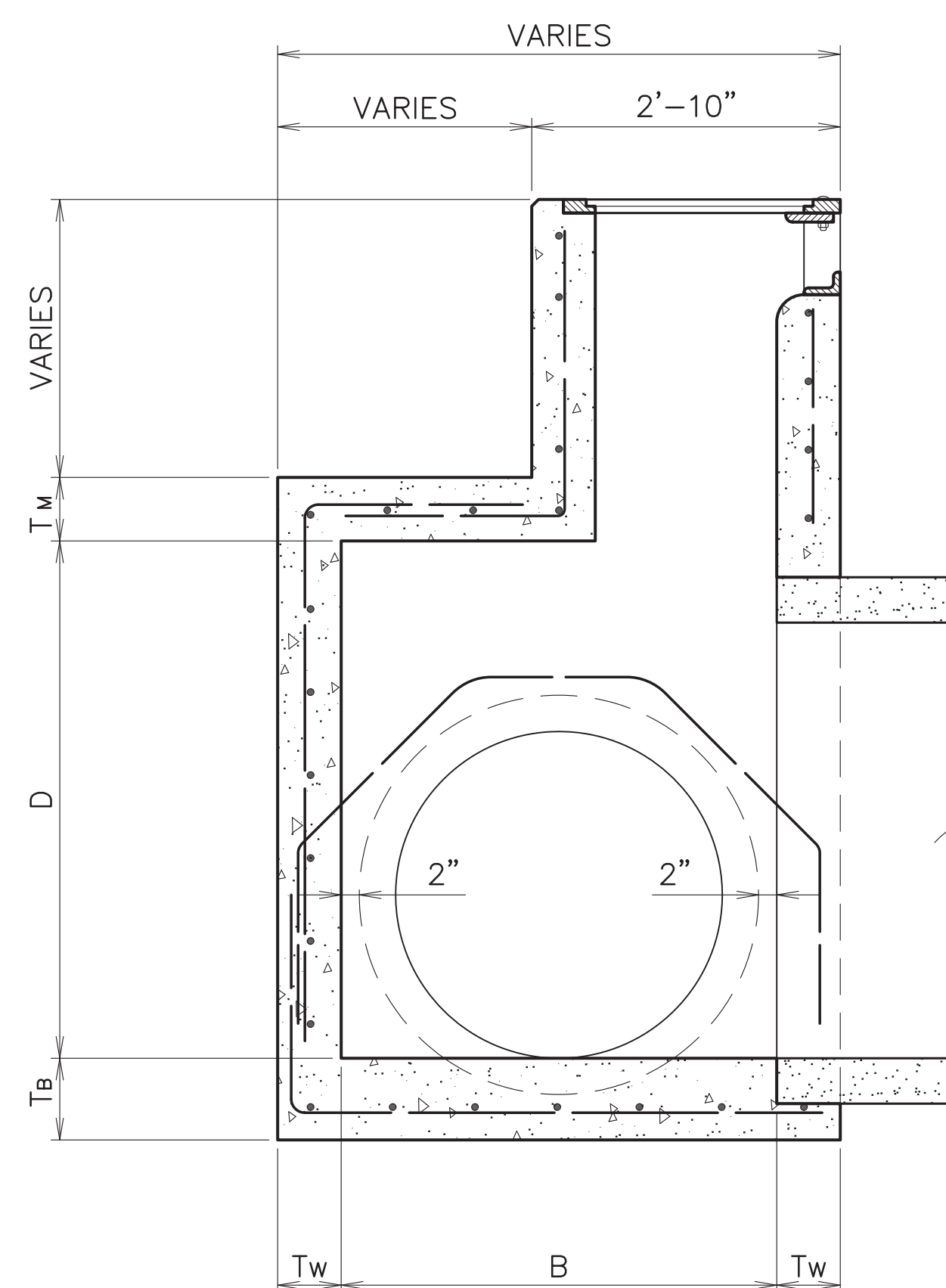
PIPE SIZE		DIMENSION					
ROUND PIPE	ARCH PIPE (ROUND EQUIV.)	A SINGLE PIPE	A DOUBLE PIPE	B	C	D ROUND PIPE	D ARCH PIPE
15"	-	9'-0"	9'-0"	2'-3"	15"	2'-0"	2'-0"
18"	15"	9'-0"	9'-0"	2'-3"	15"	2'-0"	2'-0"
24"	18"	9'-0"	9'-0"	2'-10"	15"	2'-7"	2'-0"
30"	24"	9'-0"	9'-0"	3'-5"	15"	3'-2"	2'-2"
36"	30"	9'-0"	9'-0"	4'-0"	15"	3'-8"	2'-6"
42"	36"	9'-0"	10'-5"	4'-8"	17"	4'-3"	2'-11"
48"	-	9'-0"	11'-7"	5'-2"	19"	4'-9"	-
54"	42"	9'-0"	12'-11"	5'-9"	21"	5'-4"	3'-4"
60"	48"	9'-0"	14'-3"	6'-4"	23"	5'-10"	3'-9"
-	54"	9'-0"	15'-0"	6'-8"	24"	-	4'-2"
72"	60"	9'-0"	16'-8"	7'-6"	24"	6'-11"	4'-7"
84"	72"	9'-0"	20'-0"	8'-10"	36"	8'-0"	5'-5"

Centered Casting

NOTE:

- SEE STANDARD PLAN 702-99 FOR FRAME AND COVER DETAILS. TYPE 1 FRAME AND COVER REQUIRED. SINGLE FRAME AND COVER ALLOWED.
- PRECAST CONCRETE INLETS CONFORMING TO STANDARD PLAN 702-97 MAY BE FURNISHED.
- CONCRETE SHALL NOT BE PLACED ABOVE BOTTOM OF PAVEMENT UNTIL PAVING ADJACENT TO INLET HAS BEEN COMPLETED.
- DIAGONAL REINFORCEMENT REQUIRED FOR PIPE LARGER THAN 36". BARS SHALL LAP TO A FULL LENGTH VERTICAL BAR W/18d LAP LENGTH.
- A & B DIMENSIONS 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.

PLAN STATION CALL-OUT



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



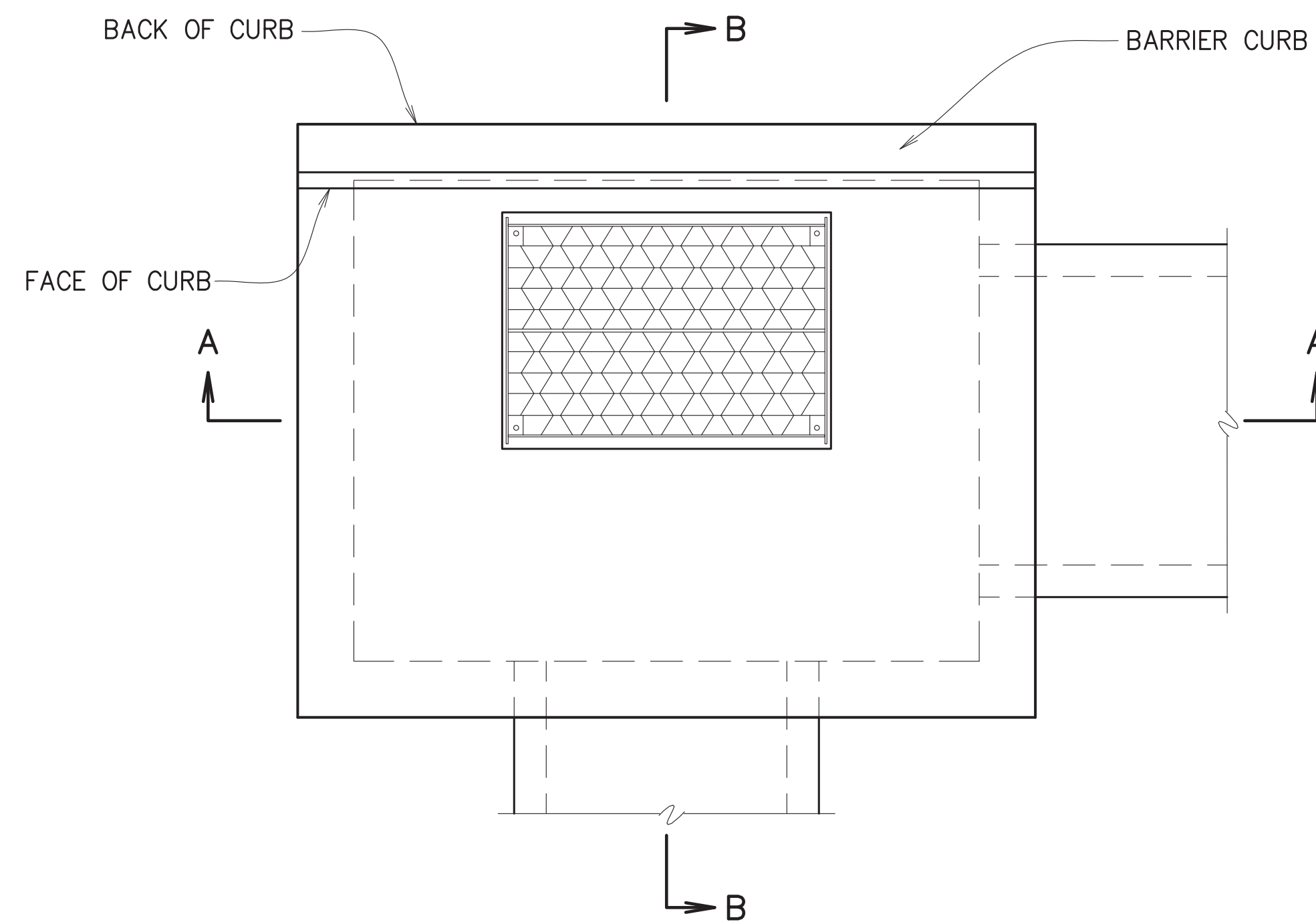
STANDARD PLAN No. 702-02	DATED DEC. 6, 2010	SHT. No. 2 OF 2
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DOUBLE CURB INLET
(PIPE BEHIND CURB)
(DEPTHS > 8')

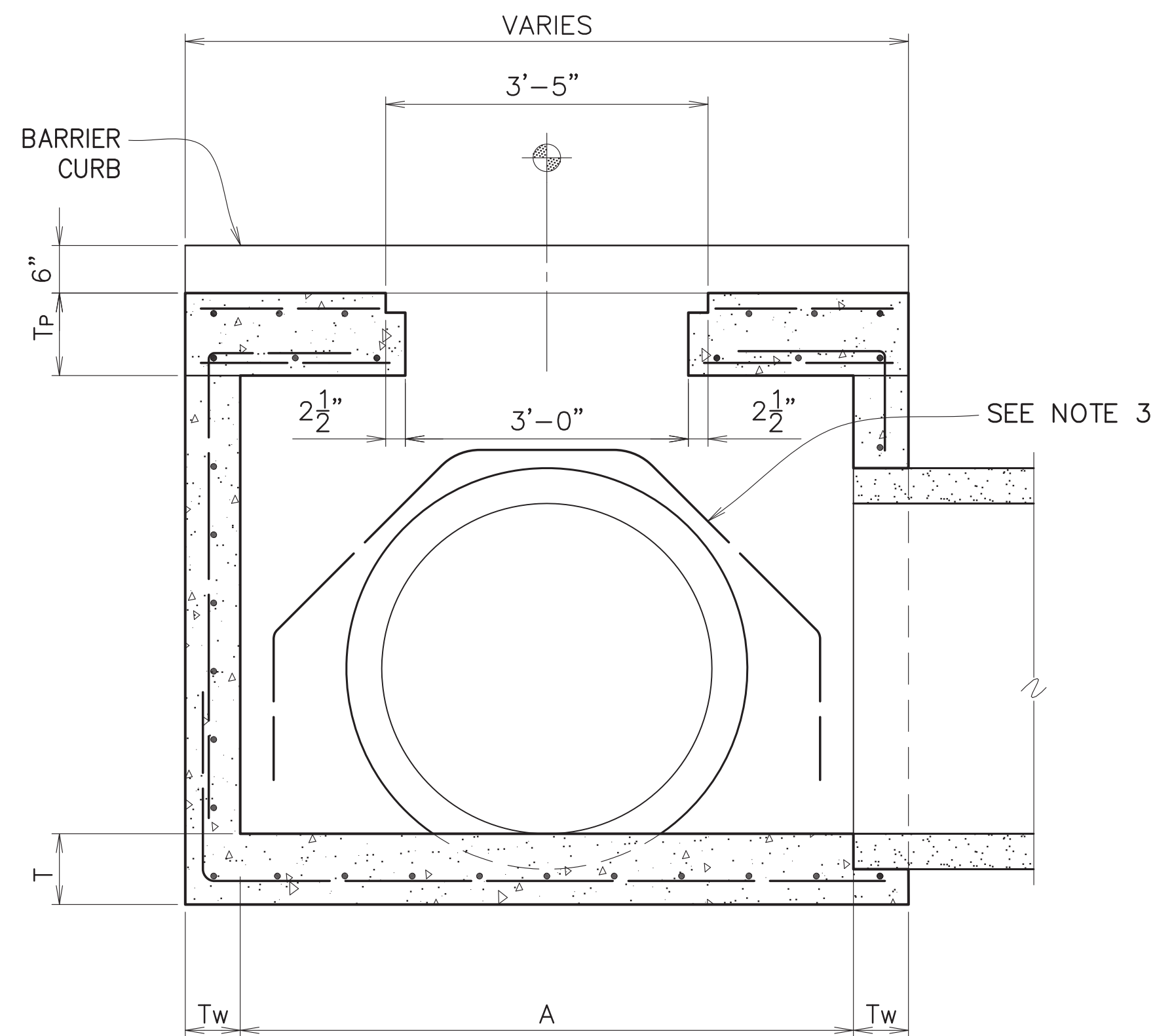
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

DATE	DESCRIPTION REVISION	BY

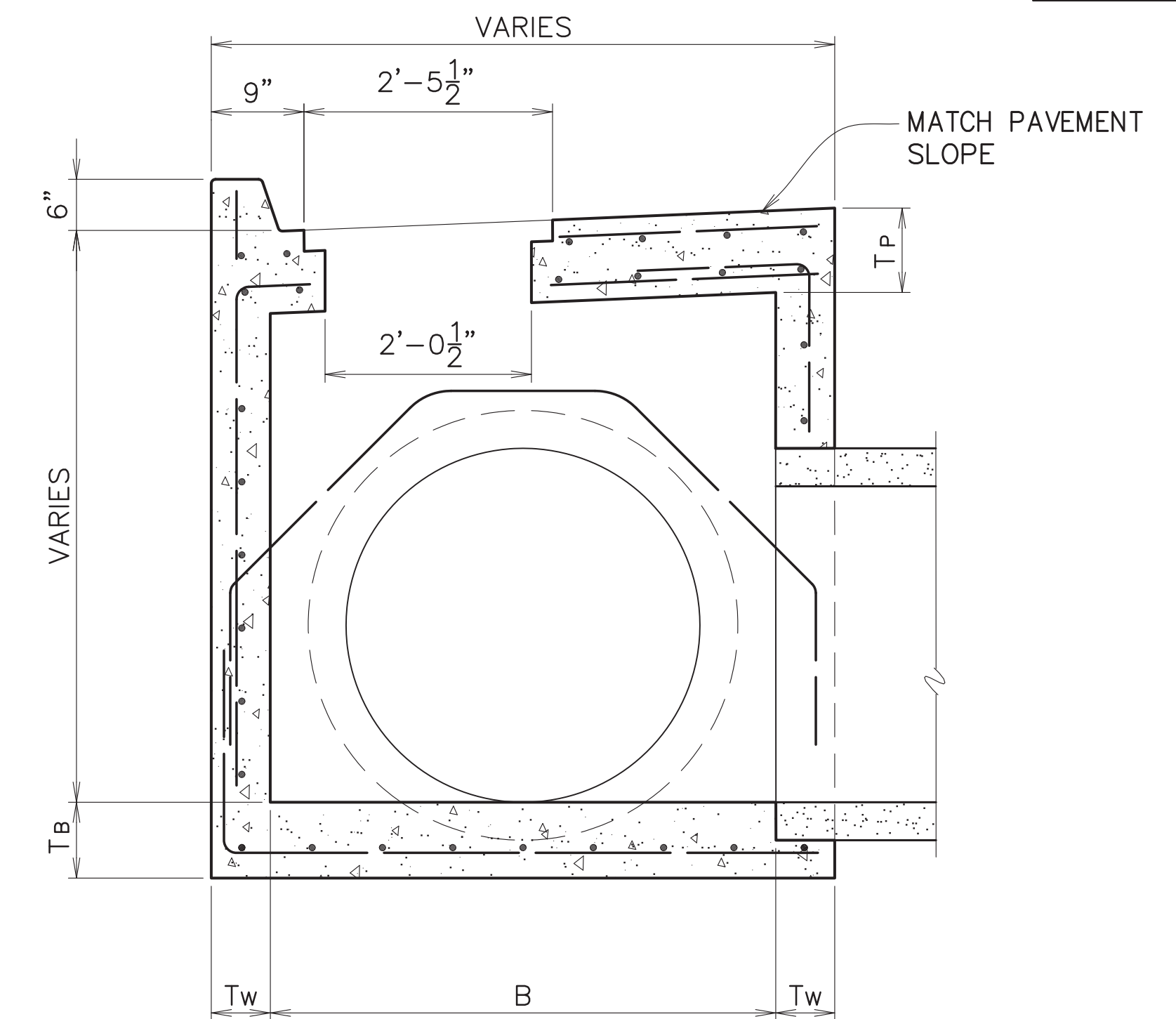
PROJECT NO.	SHEET



TOP VIEW
BARRIER CURB SHOWN
SCALE: 3/4"=1'-0"



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



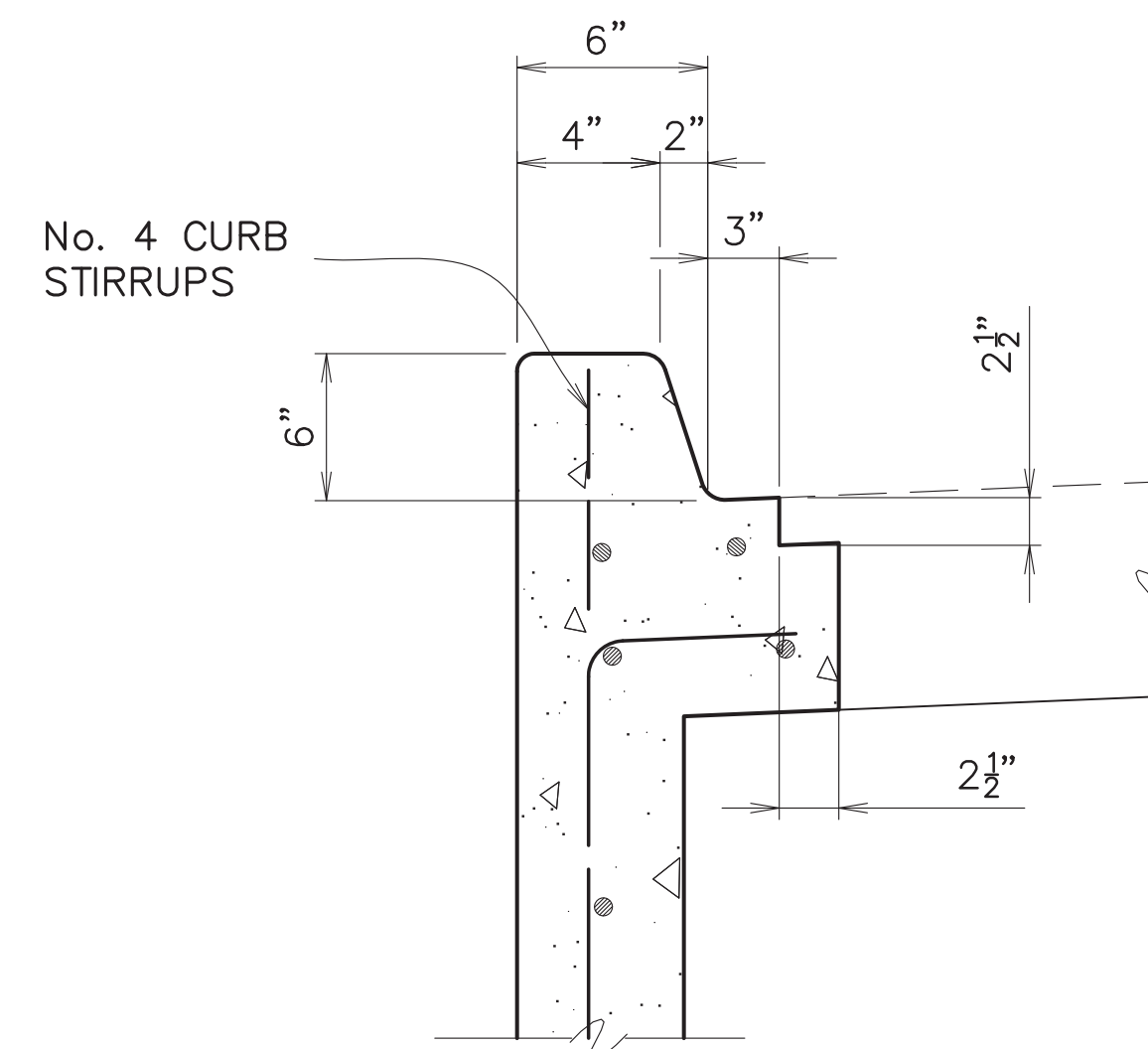
SECTION B-B
BARRIER CURB SHOWN
SCALE: 3/4"=1'-0"

PIPE SIZE		DIMENSION		
ROUND PIPE	ARCH PIPE (ROUND EQUIV.)	A	MOUNTABLE CURB B	BARRIER CURB B
15"	-	3'-0"	2'-11"	2'-5"
18"	15"	3'-0"	2'-11"	2'-5"
24"	18"	3'-0"	2'-11"	2'-10"
30"	24"	3'-4"	3'-5"	3'-5"
36"	30"	4'-0"	4'-0"	4'-0"
42"	36"	4'-8"	4'-8"	4'-8"
48"	-	5'-2"	5'-2"	5'-2"
54"	42"	5'-9"	5'-9"	5'-9"
60"	48"	6'-4"	6'-4"	6'-4"
-	54"	6'-8"	6'-8"	6'-8"
72"	60"	7'-6"	7'-6"	7'-6"
84"	72"	8'-10"	8'-10"	8'-10"

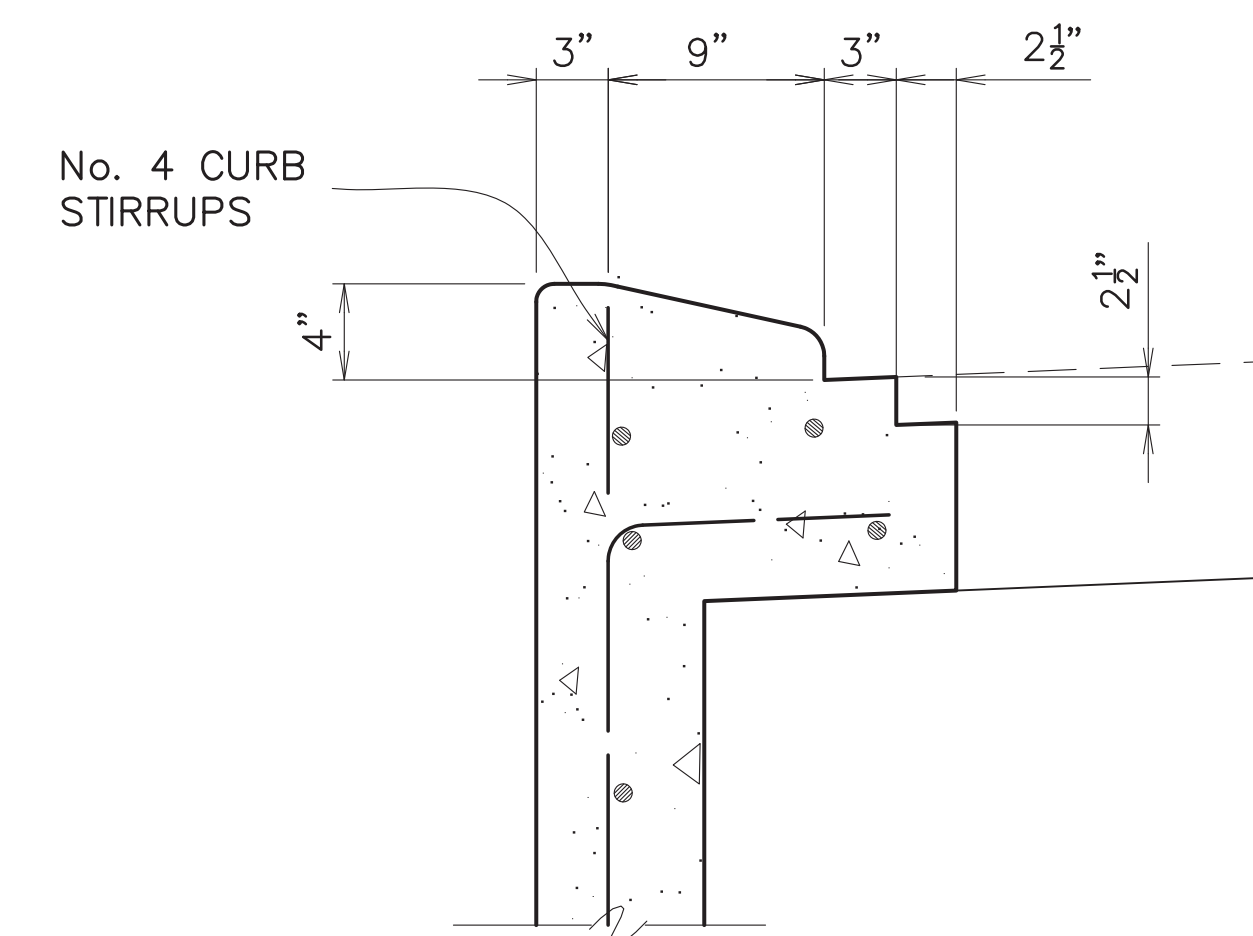
NOTE:

- SEE STANDARD PLAN 702-99 FOR FRAME AND COVER DETAILS. TYPE 2 FRAME AND COVER REQUIRED.
- PRECAST CONCRETE INLETS 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.
- A & B DIMENSIONS 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.

⊙ PLAN STATION CALL-OUT



BARRIER CURB
CURB DETAIL
SCALE: 1-1/2"=1'-0"



MOUNTABLE CURB
CURB DETAIL
SCALE: 1-1/2"=1'-0"

STATE OF LOUISIANA
THOMAS A. STEPHENS
License No. 19417
PROFESSIONAL ENGINEER
2/16/2018

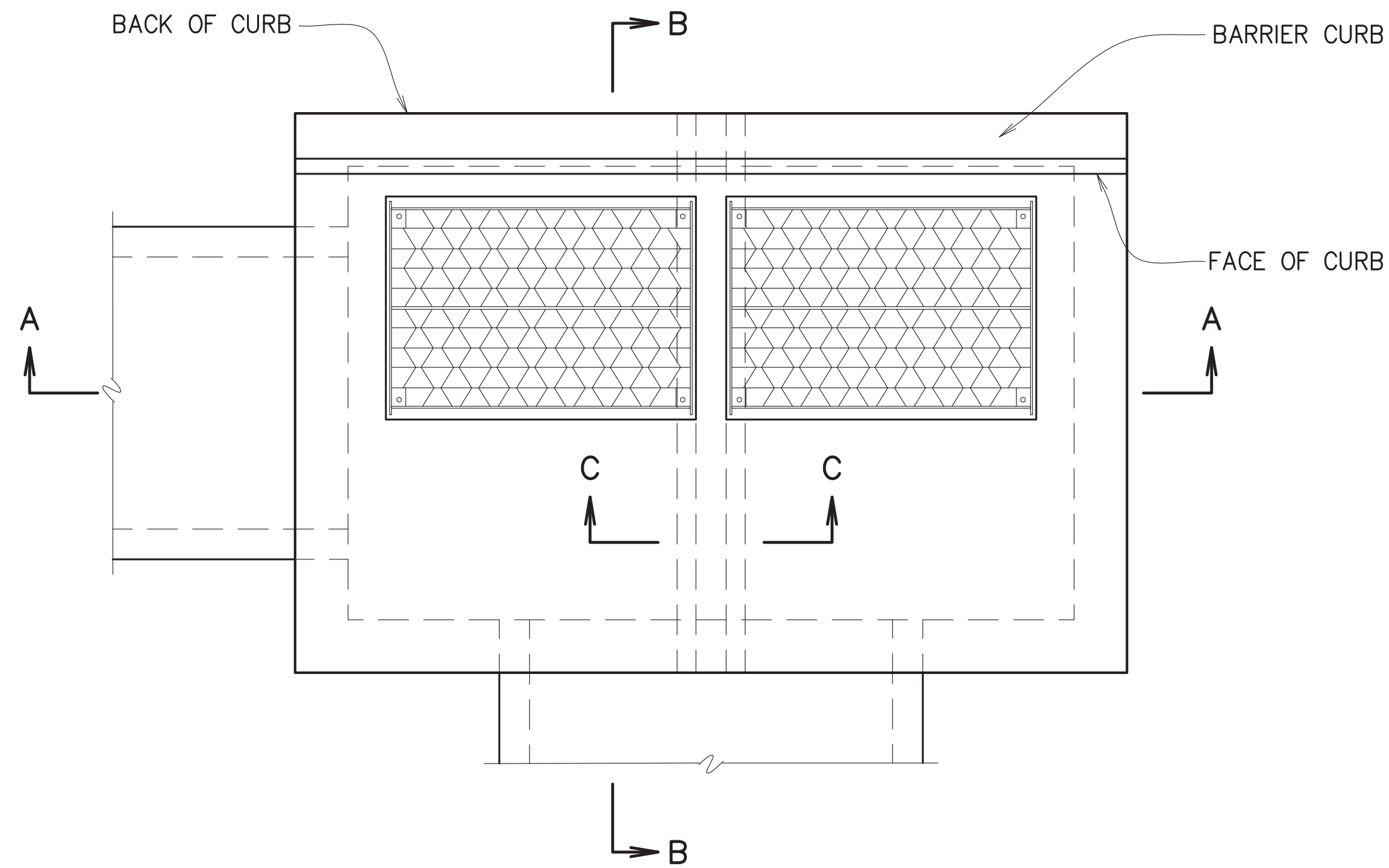
STANDARD PLAN No. 702-10	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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**SINGLE RETICULINE
STREET GRATE INLET
(MOUNTABLE & BARRIER CURB)**

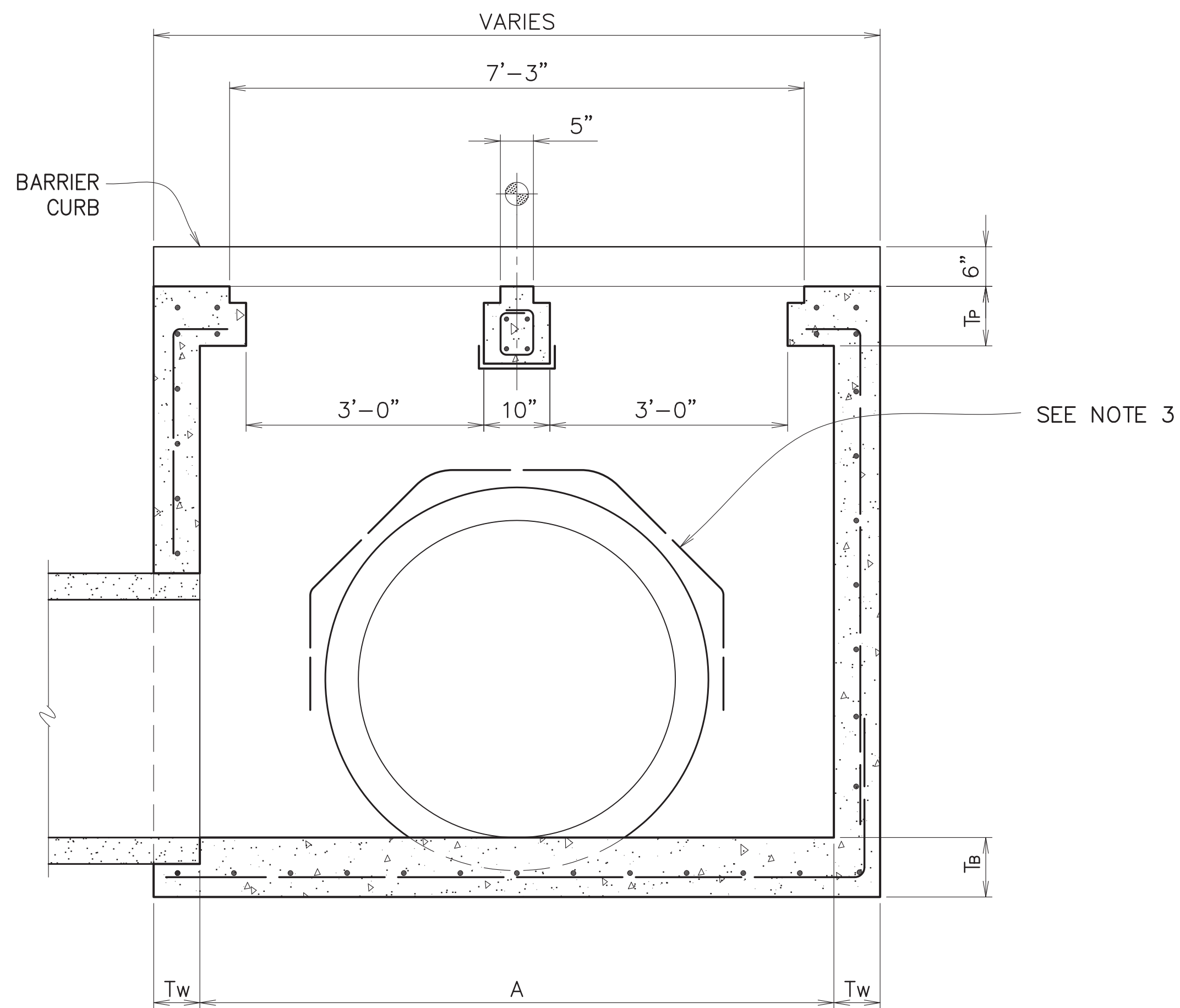
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

DATE	DESCRIPTION	BY
	REVISION	

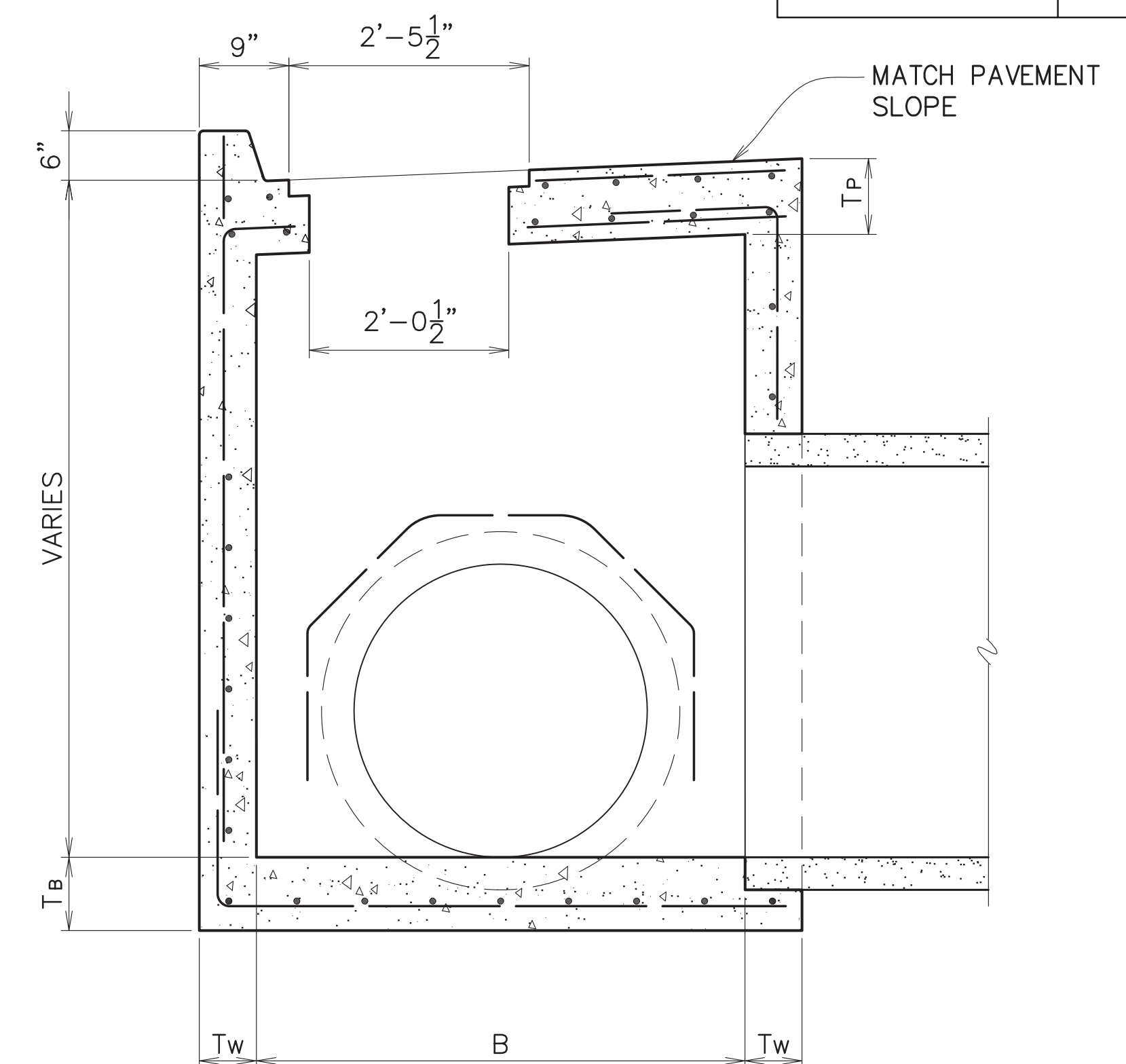
PROJECT NO.	SHEET



TOP VIEW
BARRIER CURB SHOWN
SCALE: 3/4"=1'-0"



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



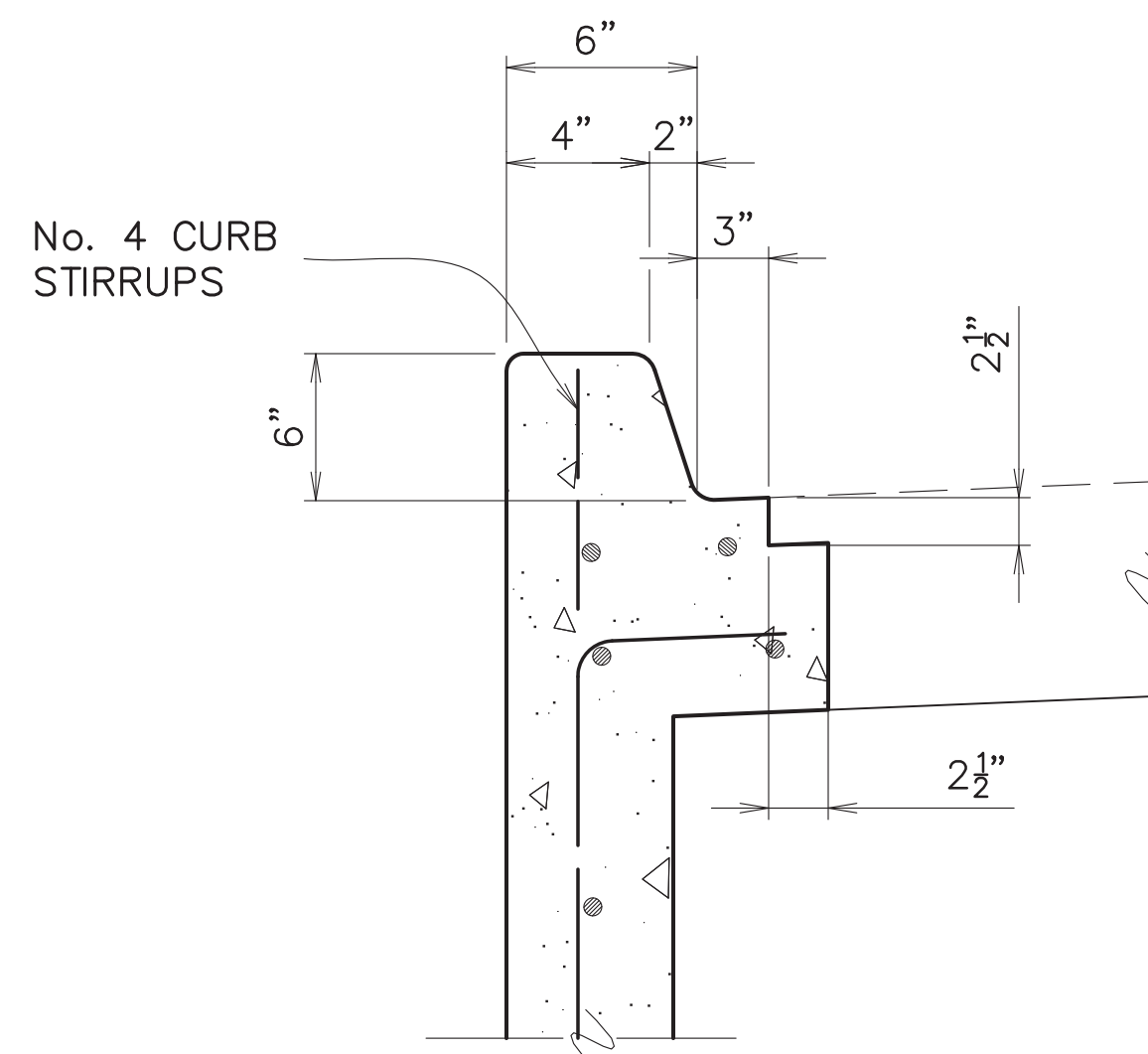
SECTION B-B
BARRIER CURB SHOWN
SCALE: 3/4"=1'-0"

PIPE SIZE		DIMENSION		
ROUND PIPE	ARCH PIPE (ROUND EQUIV.)	A	MOUNTABLE CURB B	BARRIER CURB B
15"	-	6'-10"	2'-11"	2'-5"
18"	15"	6'-10"	2'-11"	2'-5"
24"	18"	6'-10"	2'-11"	2'-10"
30"	24"	6'-10"	3'-5"	3'-5"
36"	30"	6'-10"	4'-0"	4'-0"
42"	36"	6'-10"	4'-8"	4'-8"
48"	-	6'-10"	5'-2"	5'-2"
54"	42"	6'-10"	5'-9"	5'-9"
60"	48"	6'-10"	6'-4"	6'-4"
-	54"	6'-10"	6'-8"	6'-8"
72"	60"	7'-6"	7'-6"	7'-6"
84"	72"	8'-10"	8'-10"	8'-10"

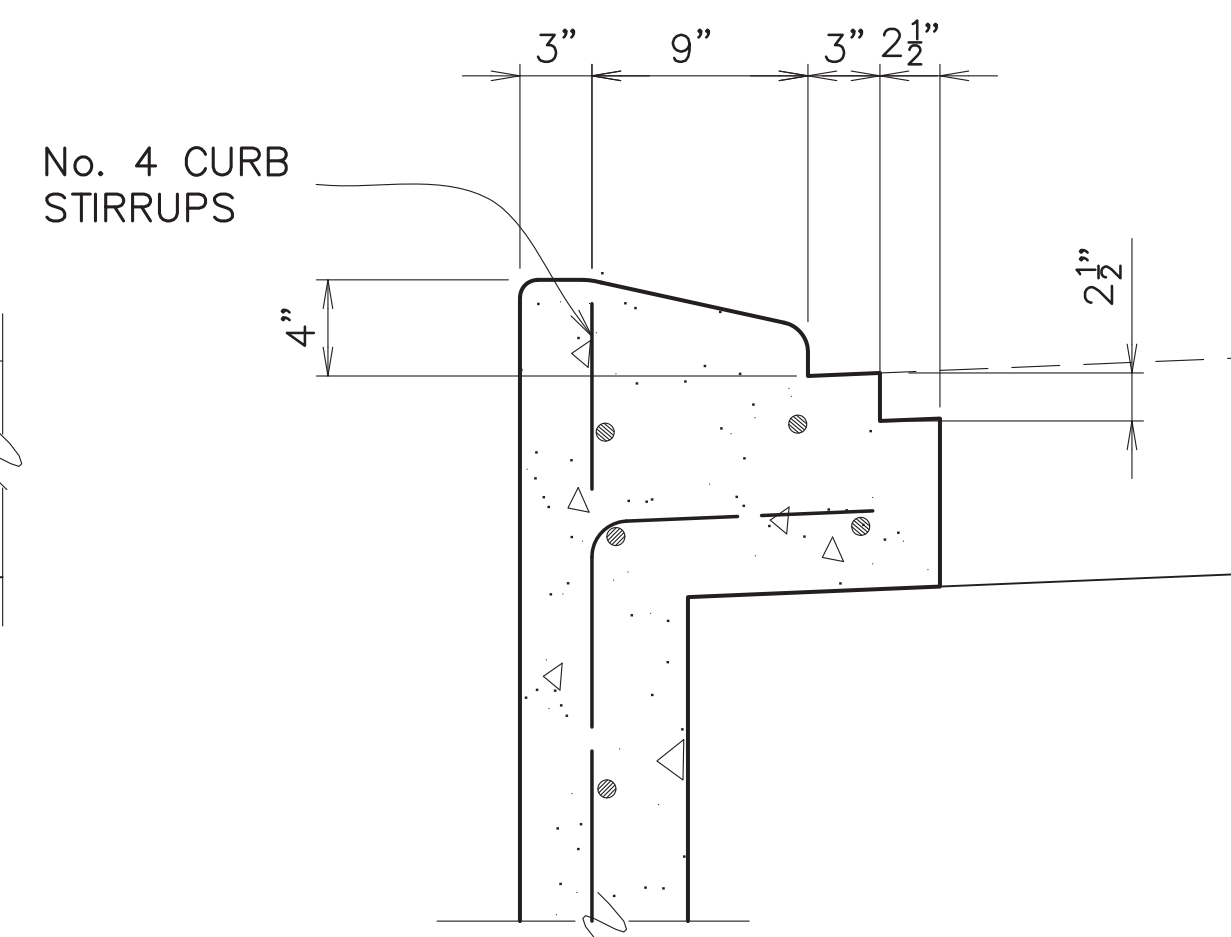
NOTE:

- SEE STANDARD PLAN 702-99 FOR FRAME AND COVER DETAILS. TYPE 2 FRAME AND COVER REQUIRED.
- PRECAST CONCRETE INLETS 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.
- A & B DIMENSIONS 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.

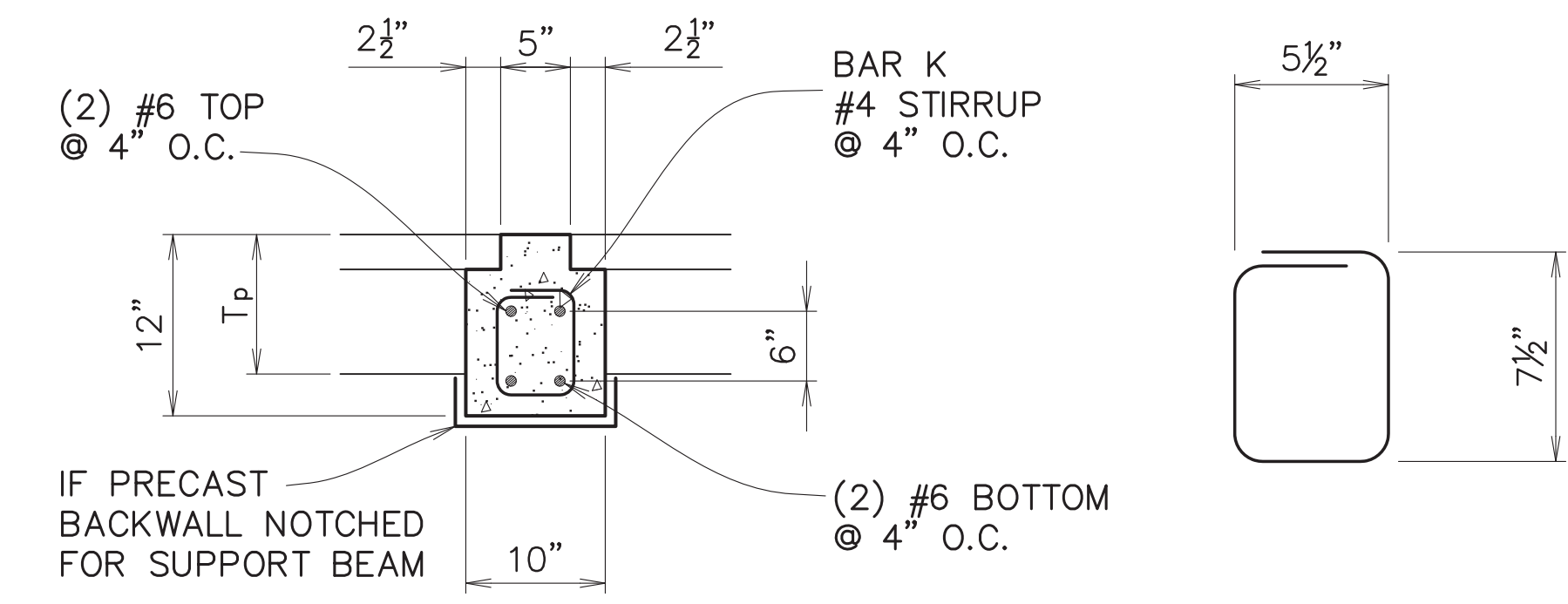
⊙ PLAN STATION CALL-OUT



BARRIER CURB
CURB DETAIL
SCALE: 1-1/2"=1'-0"



MOUNTABLE CURB
CURB DETAIL
SCALE: 1-1/2"=1'-0"



SECTION C-C
TYPICAL SUPPORT BEAM
BETWEEN DOUBLE RETICULATE GRATES
SCALE: 1"=1'-0"

#4 BAR K
SCALE: N.T.S.

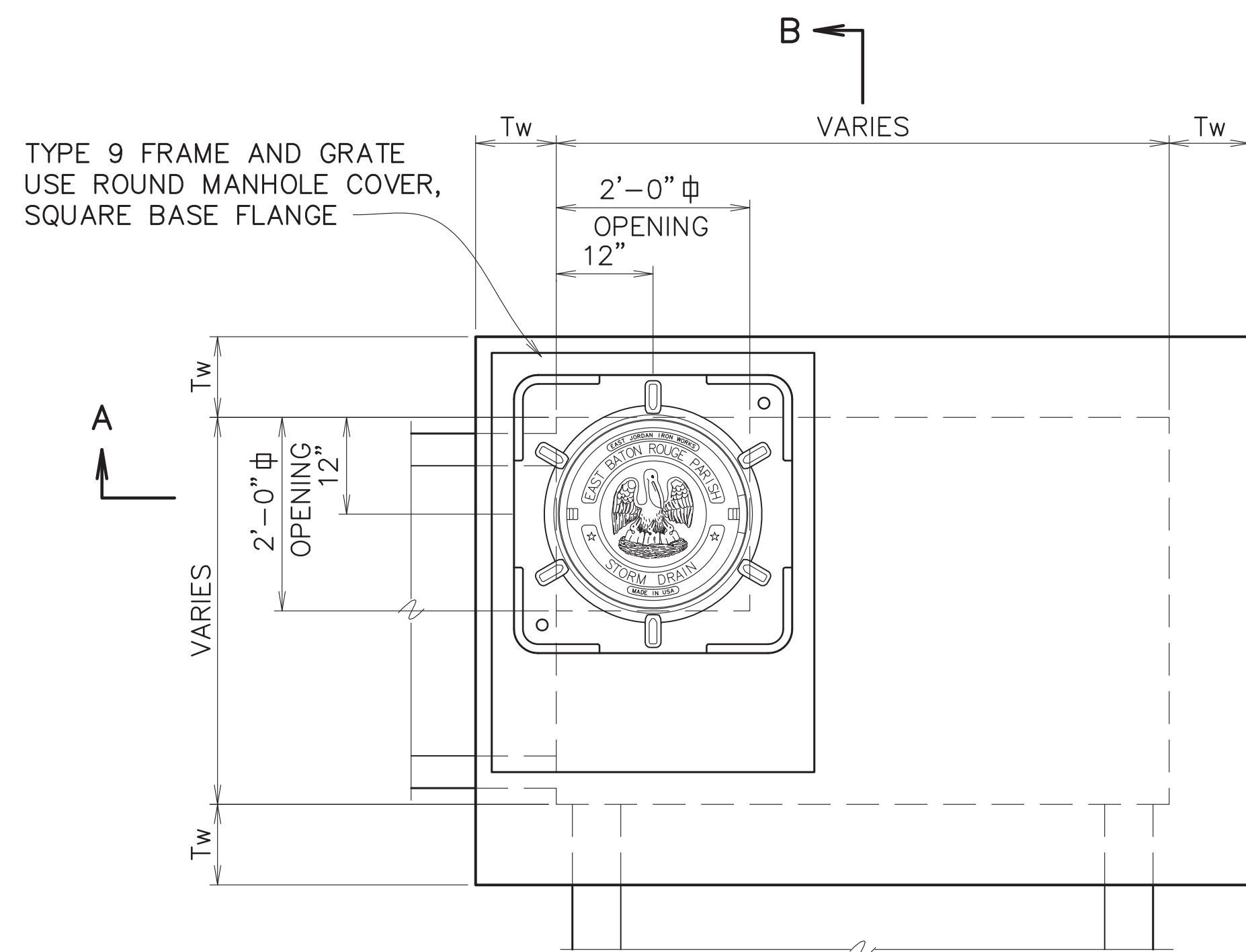
STATE OF LOUISIANA
THOMAS A. STEPHENS
License No. 19417
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
2/16/2018

STANDARD PLAN No. 702-11	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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DOUBLE RETICULATE STREET GRATE INLET (MOUNTABLE & BARRIER CURB)

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

DATE	DESCRIPTION	BY
	REVISION	

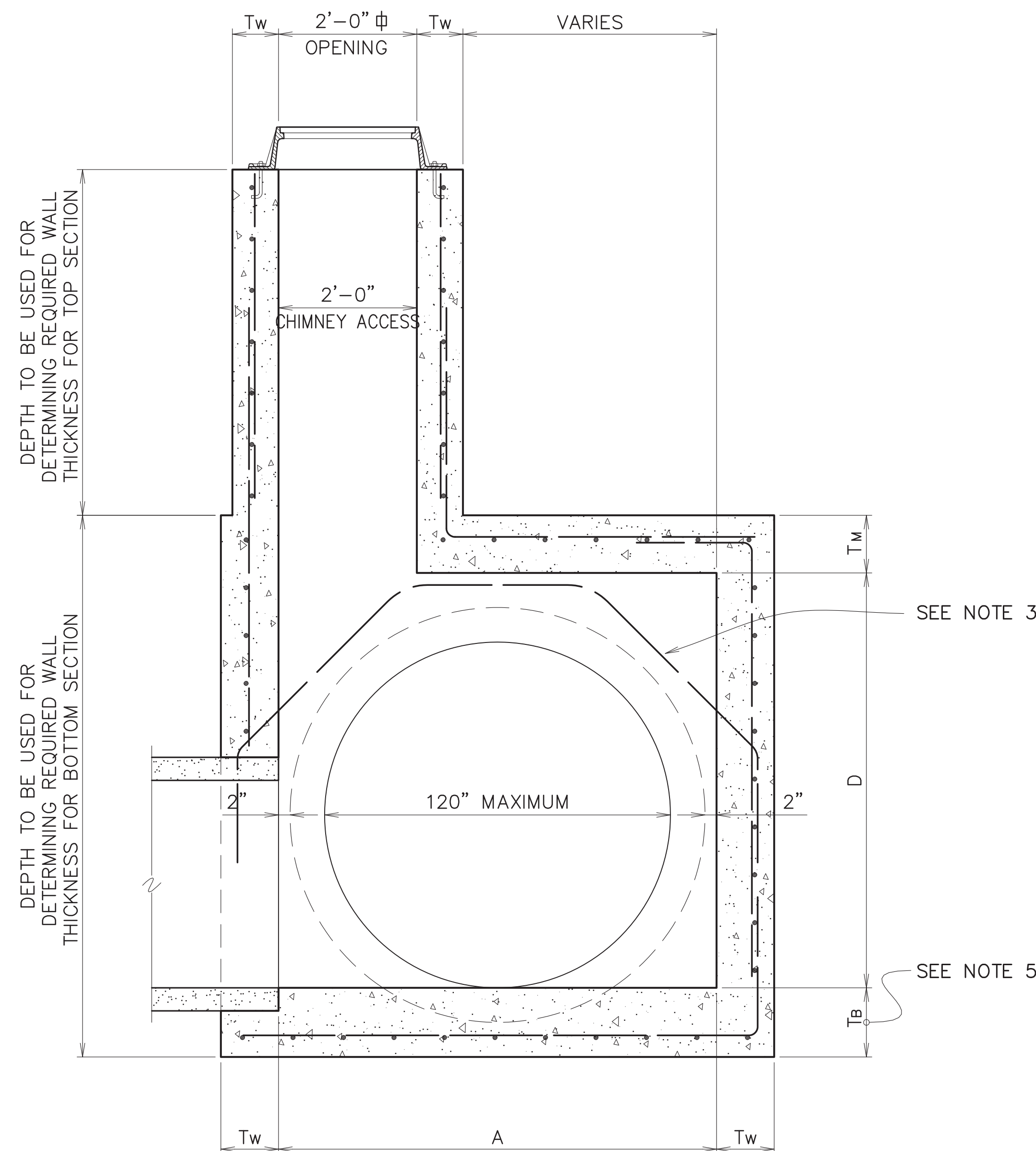


TOP VIEW
SINGLE CROSS DRAIN
SCALE: 3/4"=1'-0"

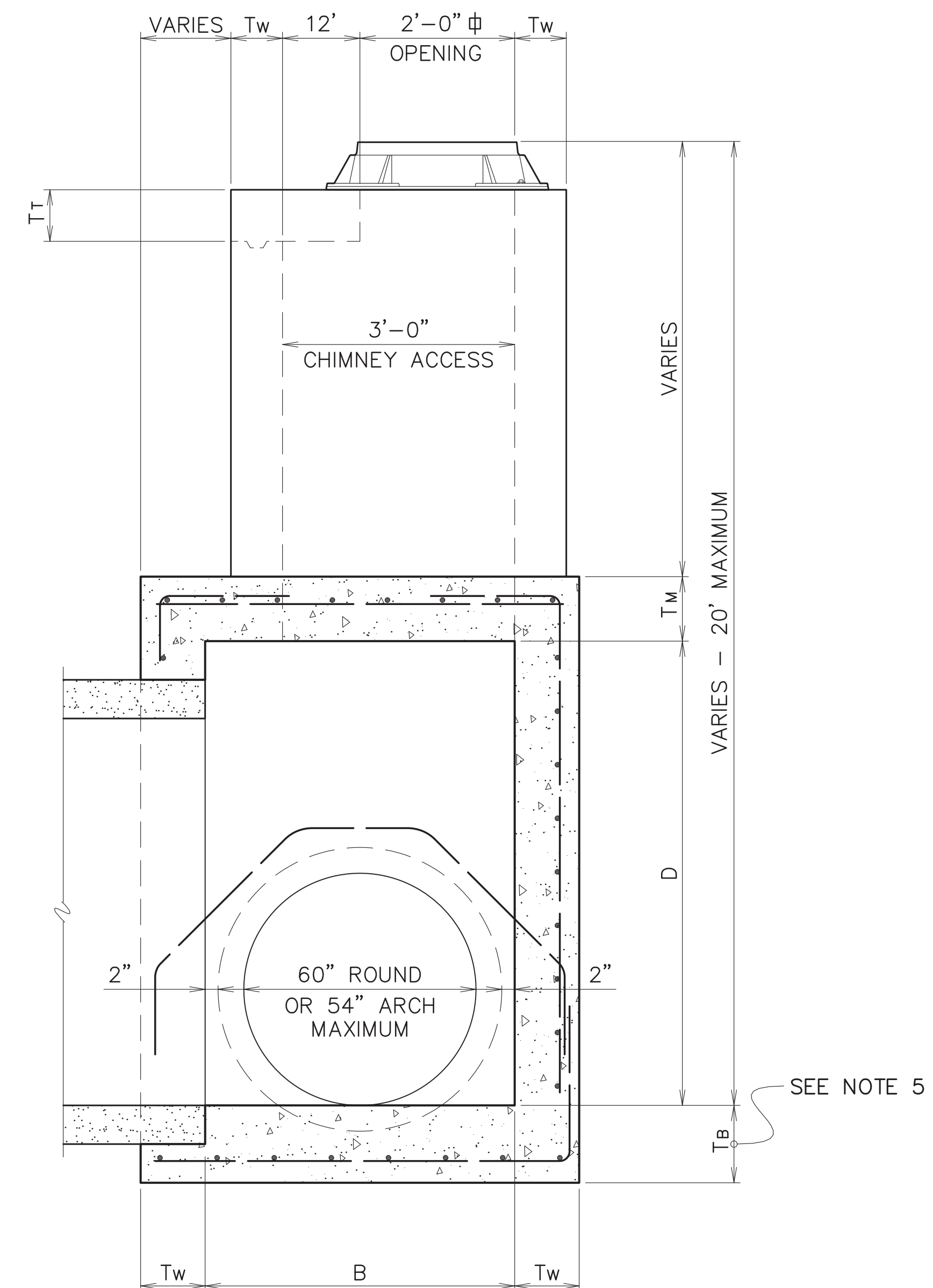
PIPE SIZE		DIMENSION			
ROUND PIPE	ARCH PIPE (ROUND EQUIV.)	A	B	D ROUND	D ARCH PIPE
36"	30"	4'-0"	4'-0"	3'-8"	2'-6"
42"	36"	4'-8"	4'-8"	4'-3"	2'-11"
48"		5'-2"	5'-2"	4'-9"	
54"	42"	5'-9"	5'-9"	5'-4"	3'-4"
60"	48"	6'-4"	6'-4"	5'-10"	3'-9"
	54"	6'-8"	6'-8"		4'-2"
72"	60"	7'-6"		6'-11"	4'-7"
84"	72"	8'-10"		8'-0"	5'-5"
96"	84"	10'-2"		9'-1"	6'-3"
108"		11'-0"		10'-2"	
120"	96"	12'-0"		11'-2"	7'-7"

NOTE:

- SEE STANDARD PLAN 702-99 FOR FRAME AND COVER DETAILS. TYPE 9 FRAME AND COVER REQUIRED.
- PRECAST CONCRETE INLETS 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.
- A & B DIMENSIONS 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.



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



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



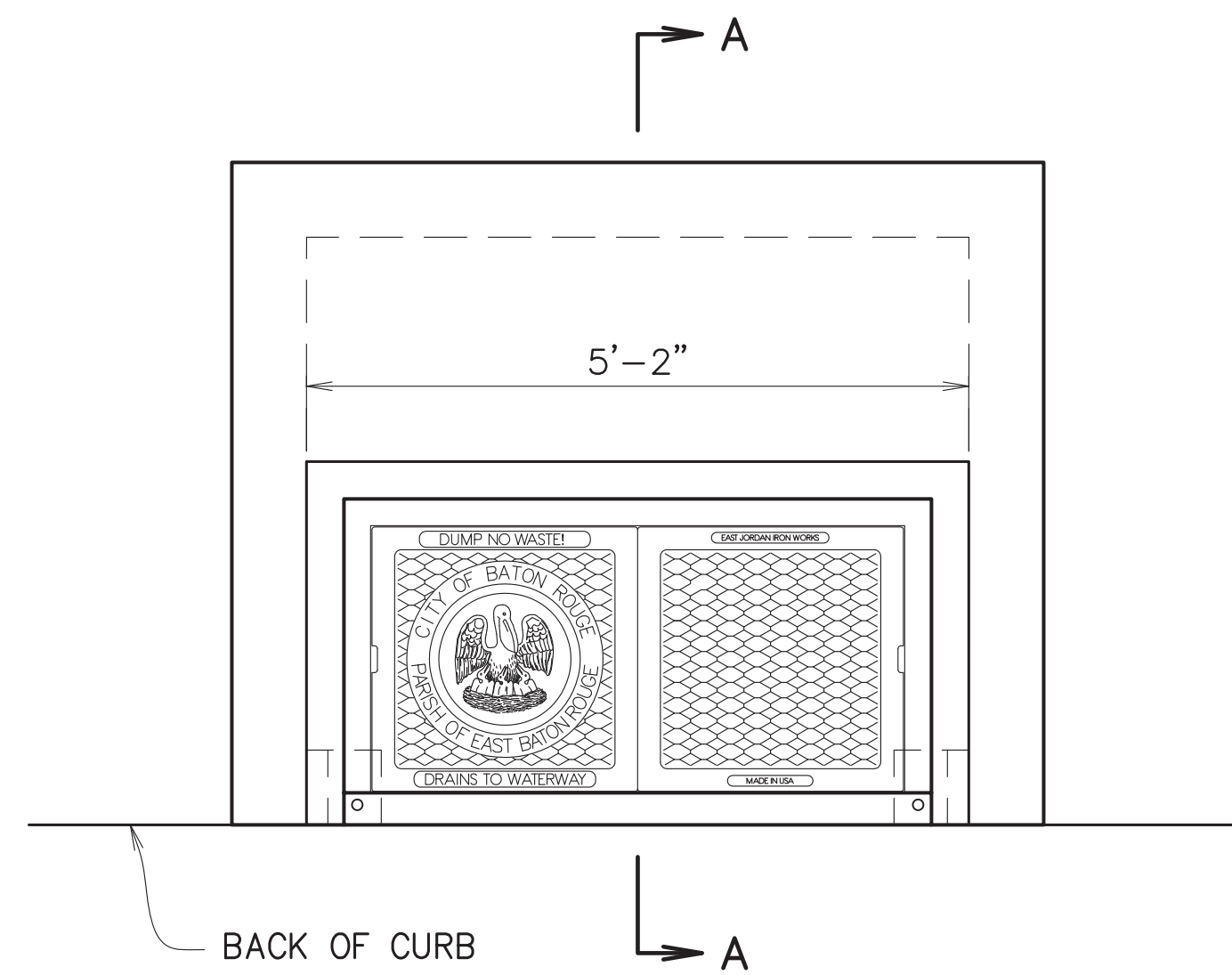
STANDARD PLAN No. 702-31	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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CONCRETE JUNCTION BOX
MAXIMUM 120" PIPE CROSS
MAXIMUM 60" PIPE SIDE

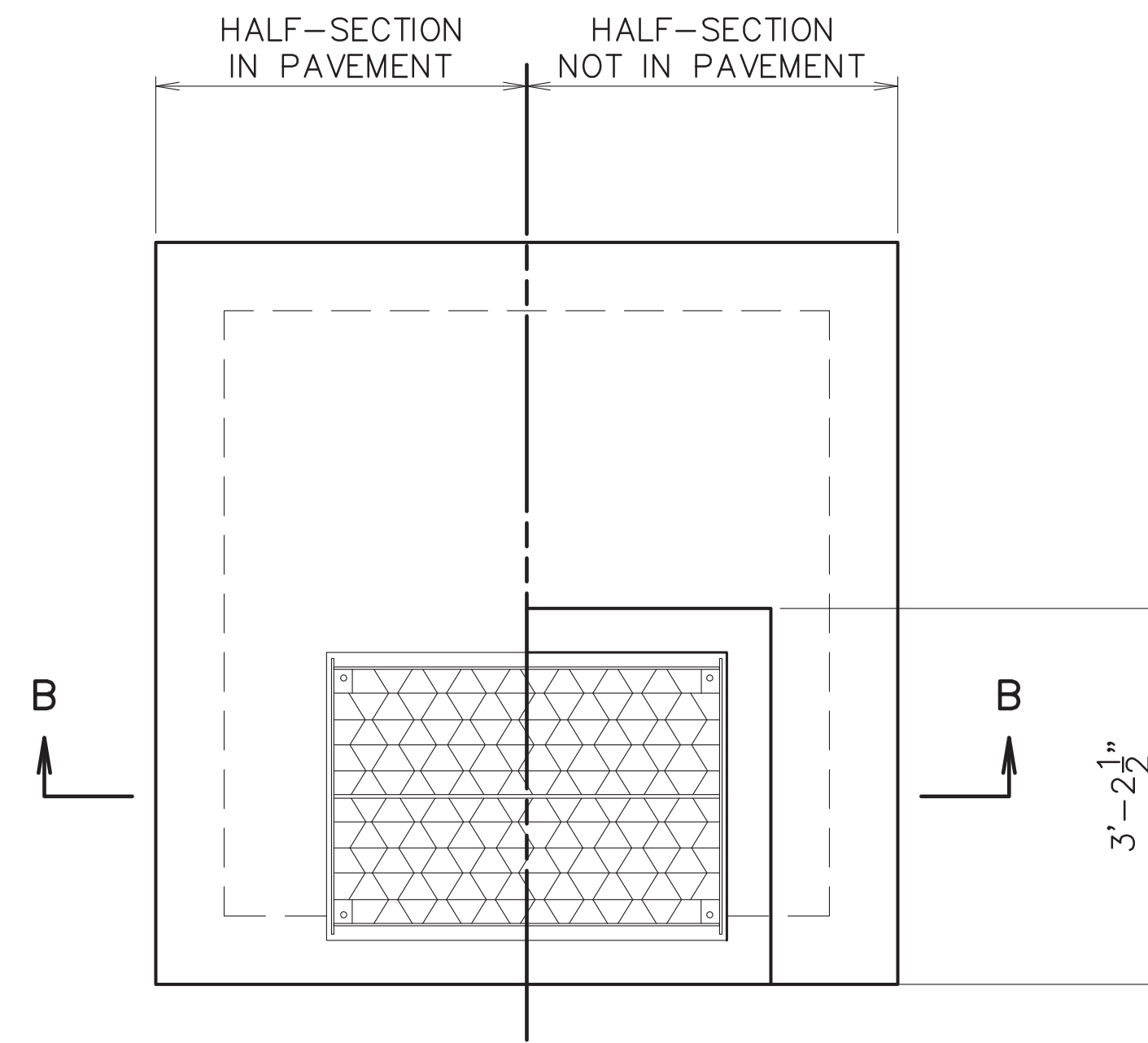
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

DATE	DESCRIPTION	BY
	REVISION	

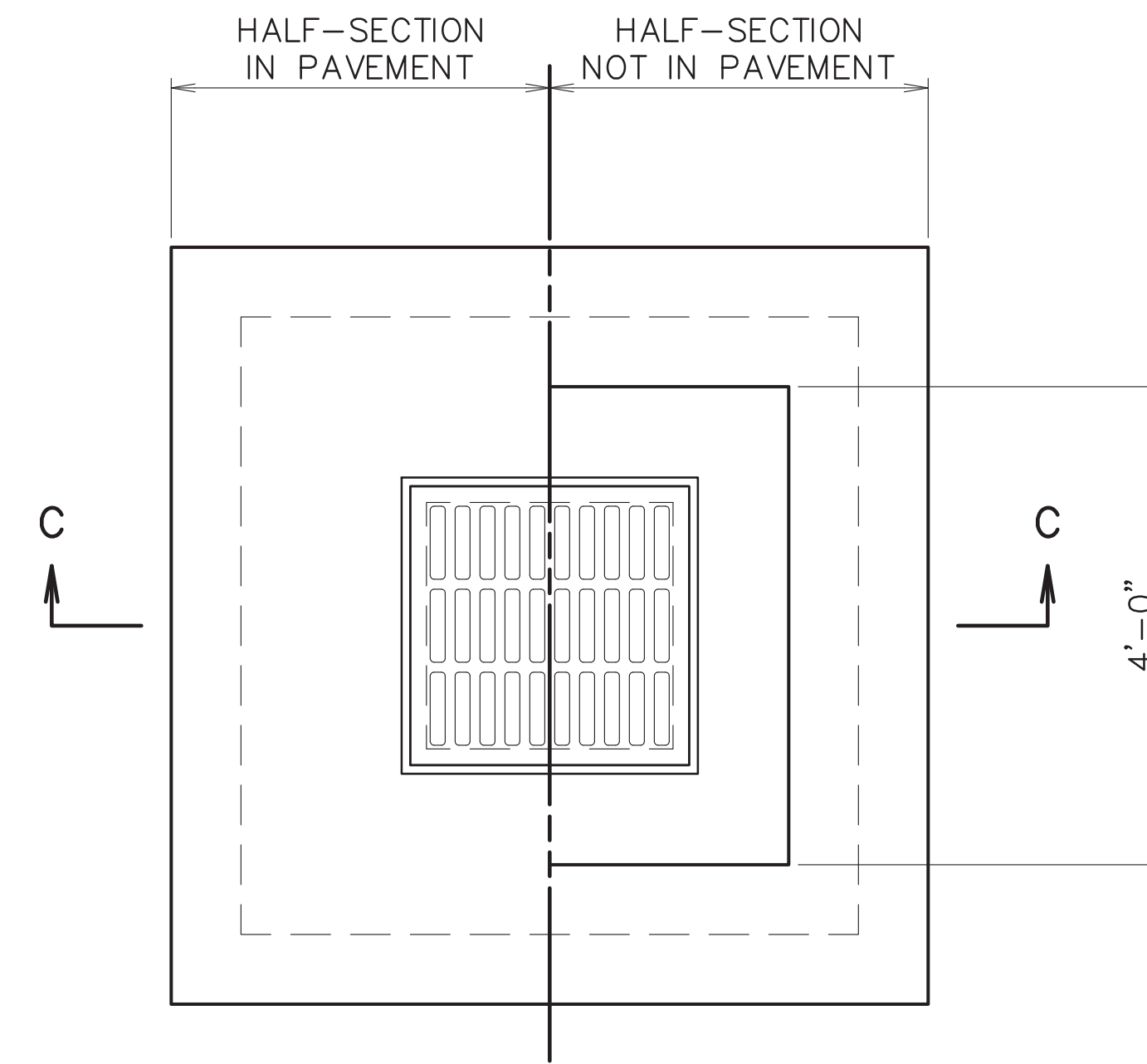
PROJECT NO.	SHEET



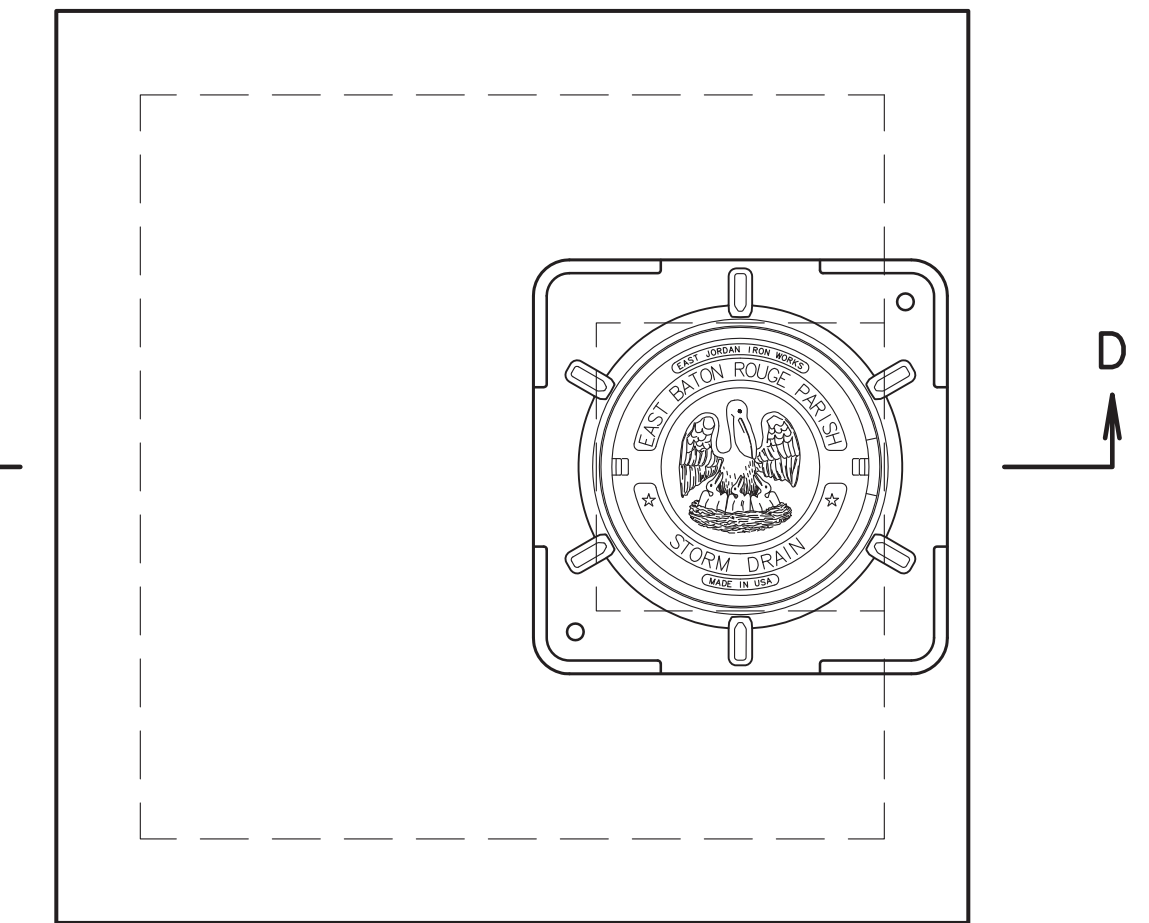
CURB INLET TOP VIEW
TYPE 1 CURB INLET WITH FRAME
SCALE: 3/4"=1'-0"



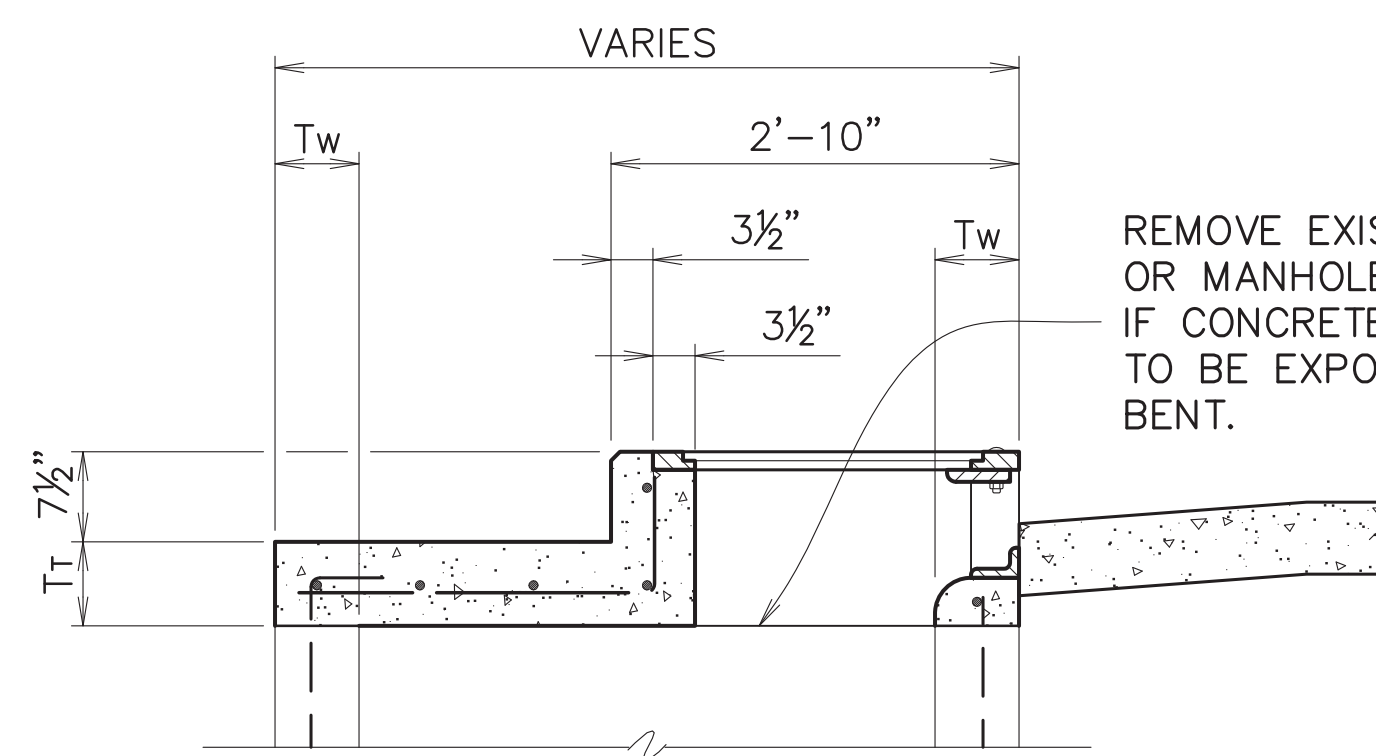
RETICULINE GRATE TOP VIEW
TYPE 2
RIVETED RETICULINE GRATE WITH FRAME
SCALE: 3/4"=1'-0"



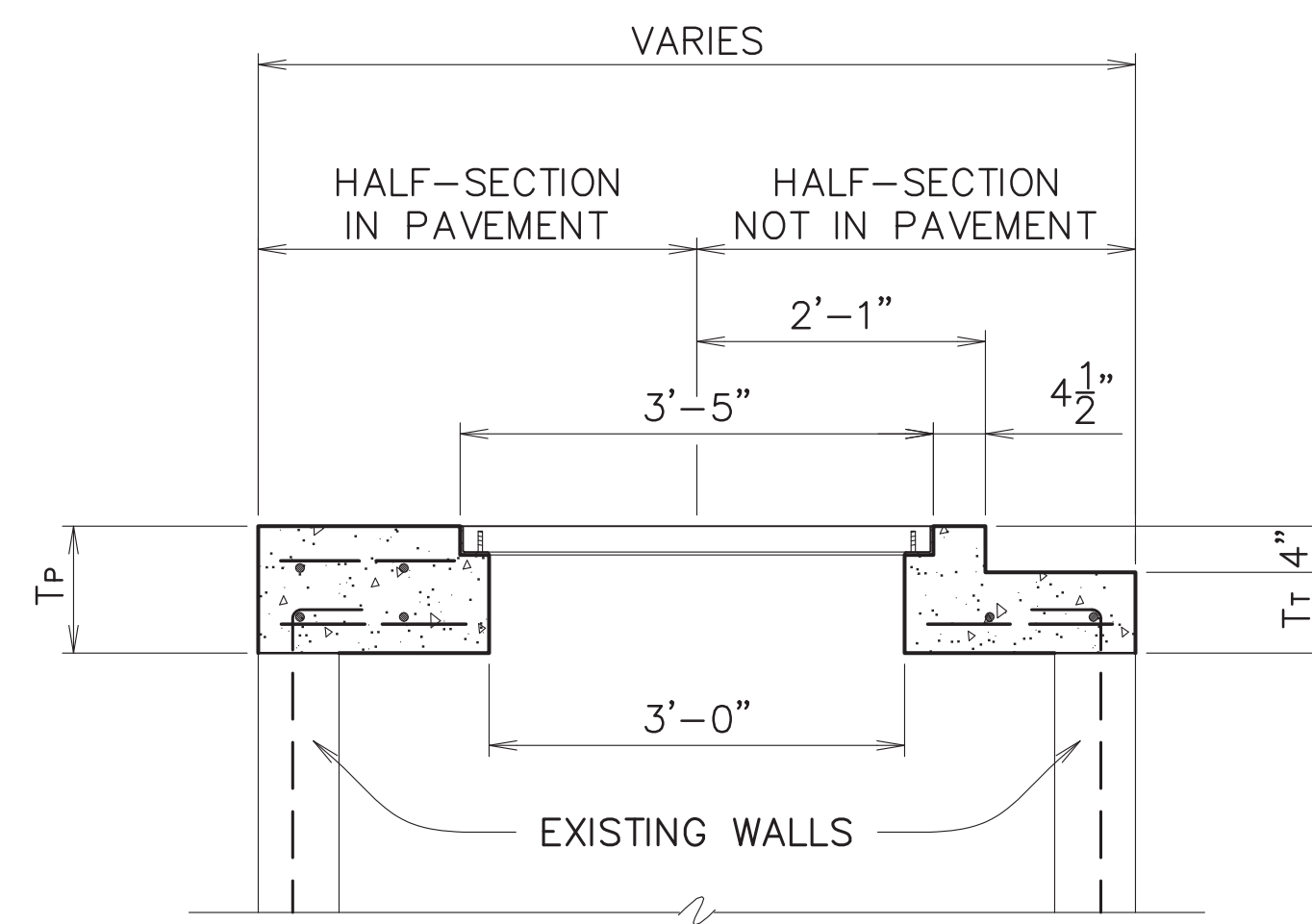
BAR GRATE TOP VIEW
TYPE 3
CAST IRON GRATE WITH FRAME
SCALE: 3/4"=1'-0"



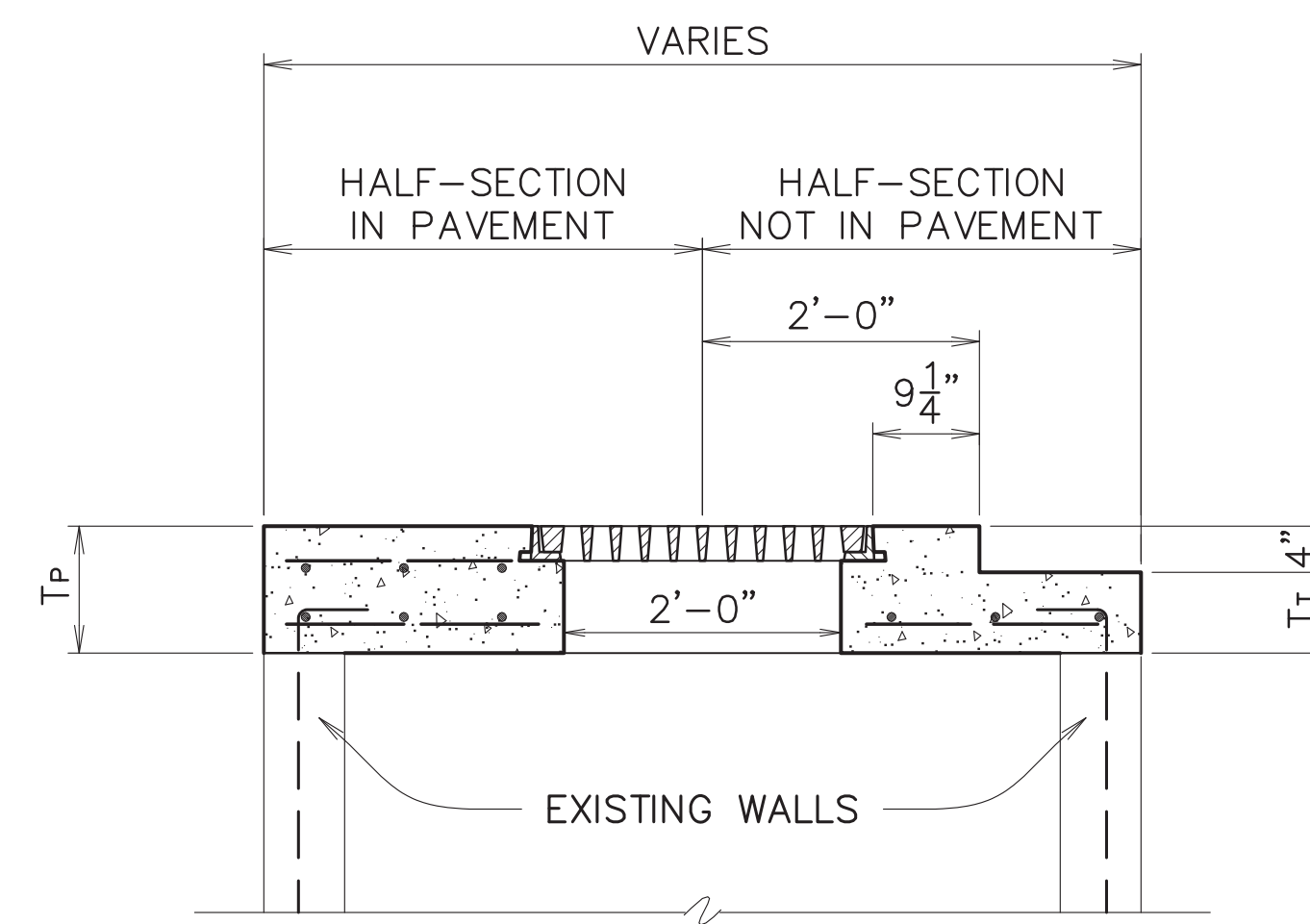
MANHOLE PLAN TOP VIEW
TYPE 9 MANHOLE ACCESS COVER
SCALE: 3/4"=1'-0"



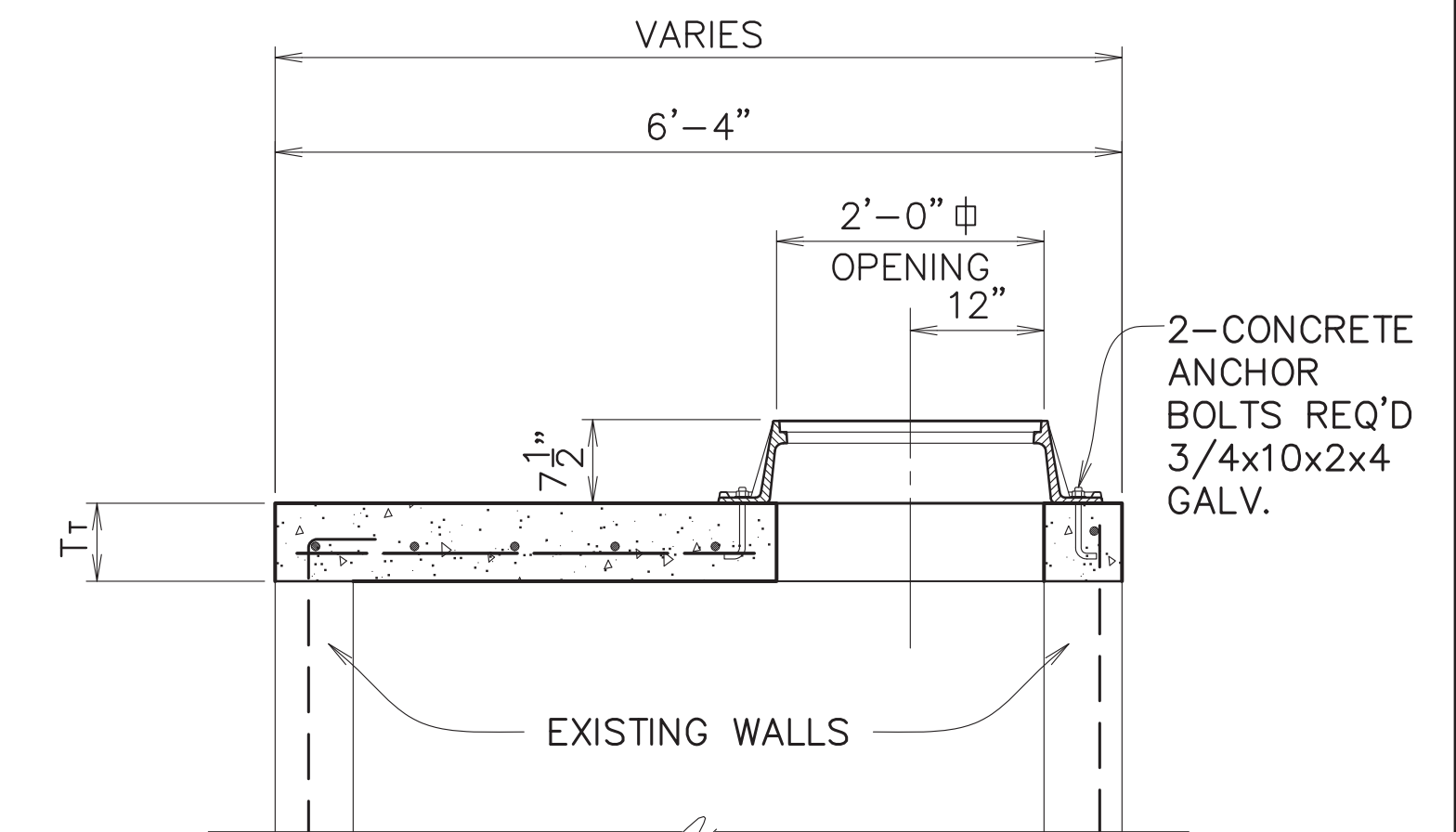
SECTION A-A
SCALE: 3/4"=1'-0"



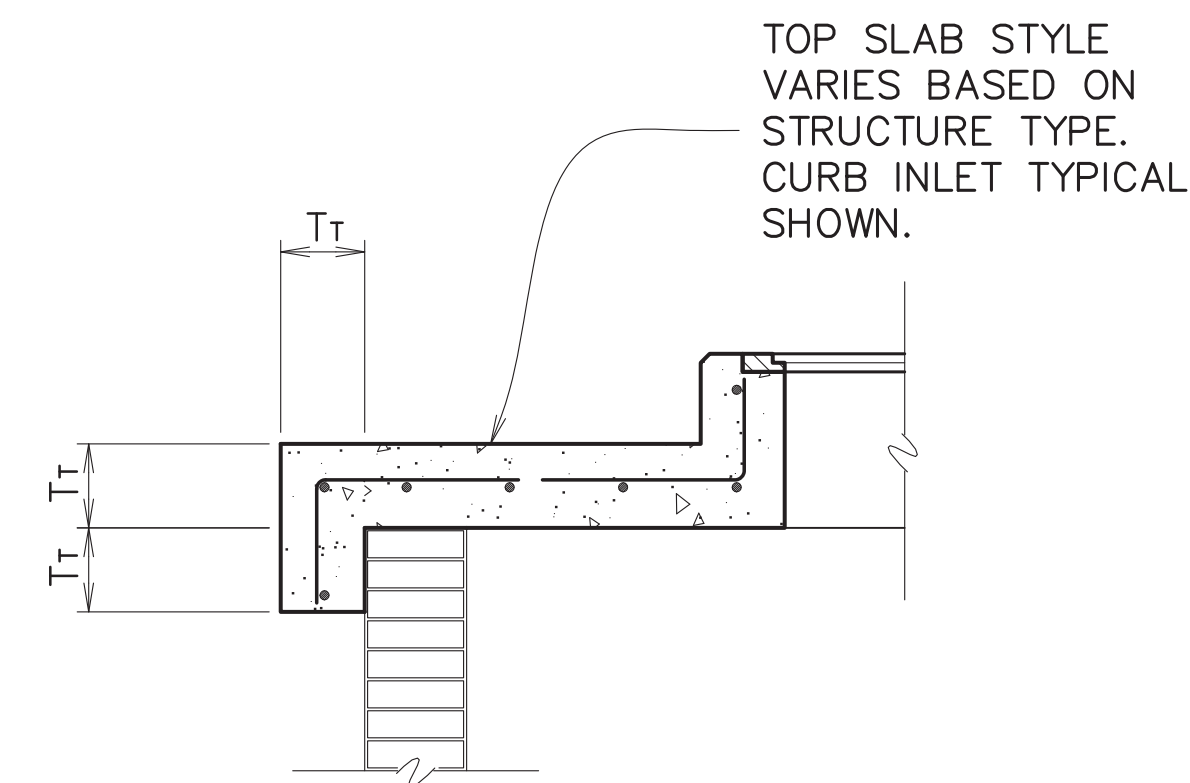
SECTION B-B
SCALE: 3/4"=1'-0"



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



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



COLLAR
TYPICAL BRICK WALL CONNECTION DETAIL
SCALE: 3/4"=1'-0"

NOTE:

- SEE STANDARD PLAN 702-99 FOR FRAME AND COVER DETAILS. FRAME AND COVER TYPE AS SHOWN.
- SEE STANDARD PLAN 702-96 FOR THICKNESS, REINFORCING STEEL, AND OTHER STRUCTURAL DETAILS.
- SEE STANDARD PLAN 702-98 FOR CURB TRANSITION DETAILS.
- JOINTS BETWEEN STRUCTURAL ELEMENTS SHALL BE TREATED WITH TYPE II EPOXY BONDING AGENT WHEN BONDING TO EXISTING CONCRETE.

THOMAS A. STEPHENS
Licenses No. 15417
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
STATE OF LOUISIANA
2/16/2013

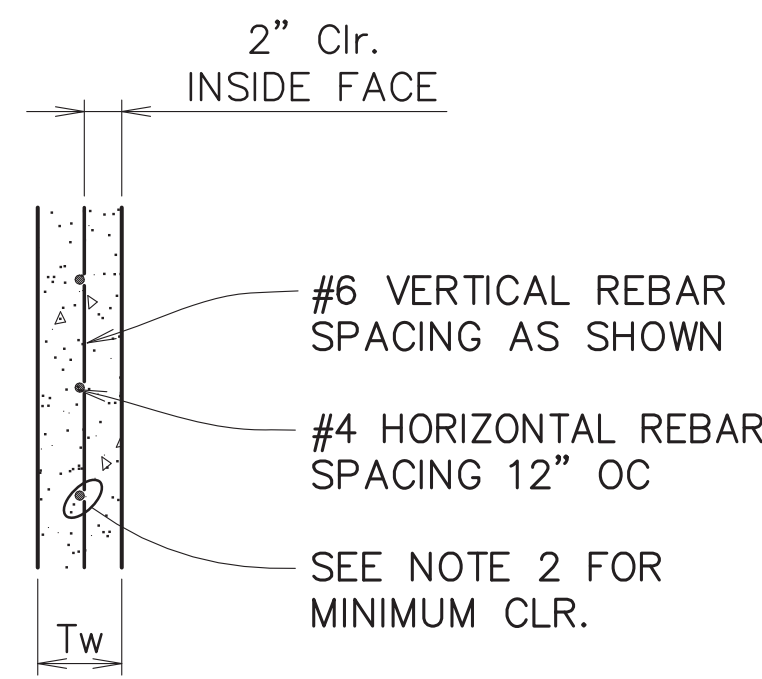
STANDARD PLAN No. 702-51	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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**CONVERSION OF EXISTING
INLET OR MANHOLE**

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

DATE	DESCRIPTION	BY
	REVISION	

PROJECT NO.	SHEET



STANDARD WALL DETAIL

SCALE: N.T.S.

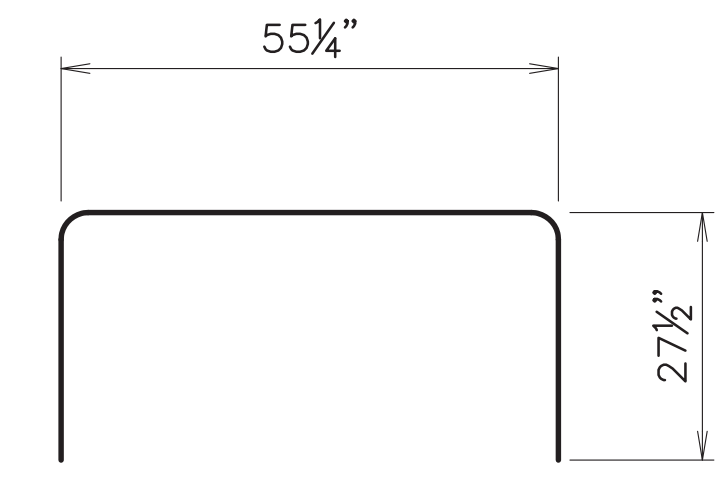
WALL DIMENSIONS

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"

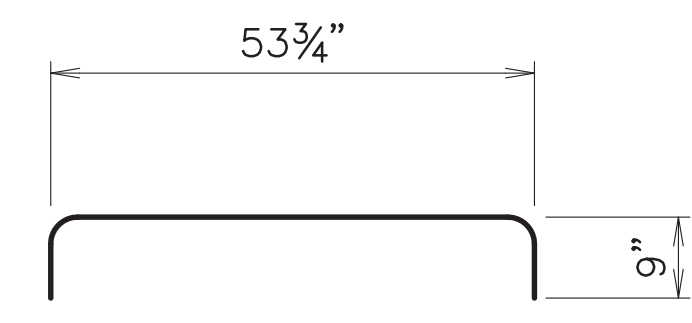
PAVEMENT SLAB DIMENSIONS

"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

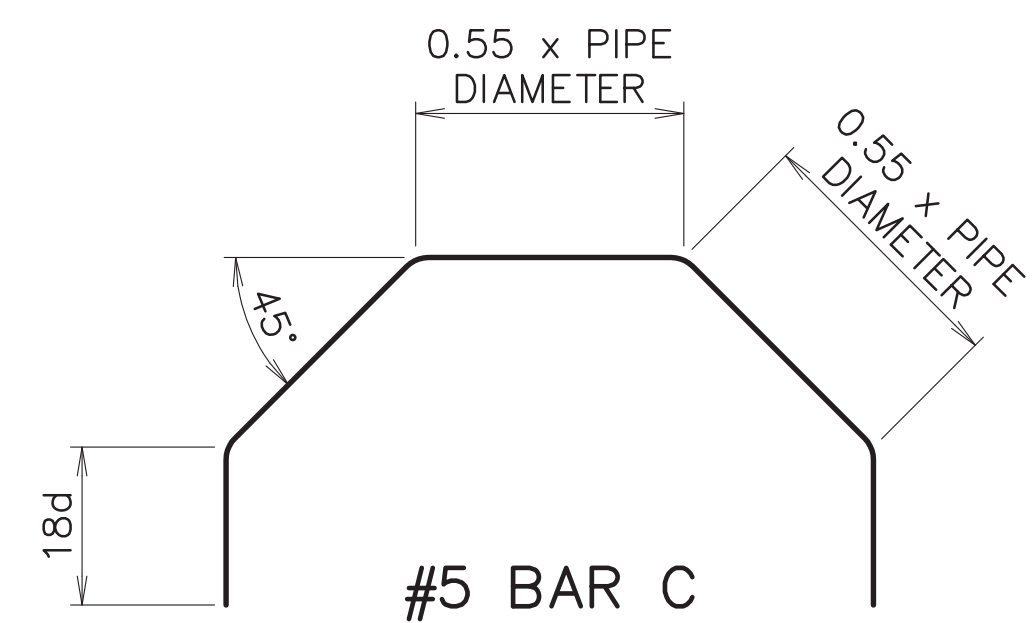
* 9" OC, EW, TB



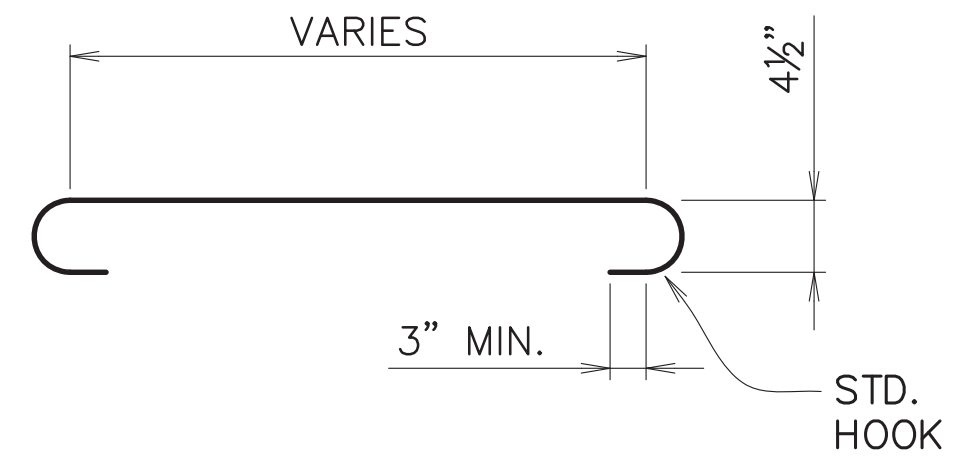
#5 BAR A
SCALE: N.T.S.
2 REQ'D PER FRAME



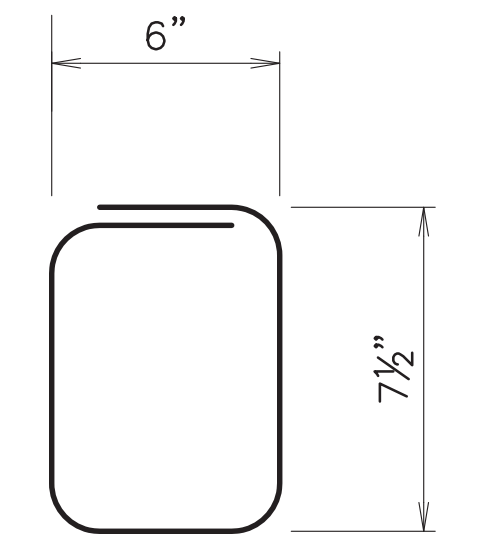
#5 BAR B
SCALE: N.T.S.
1 REQ'D PER FRAME



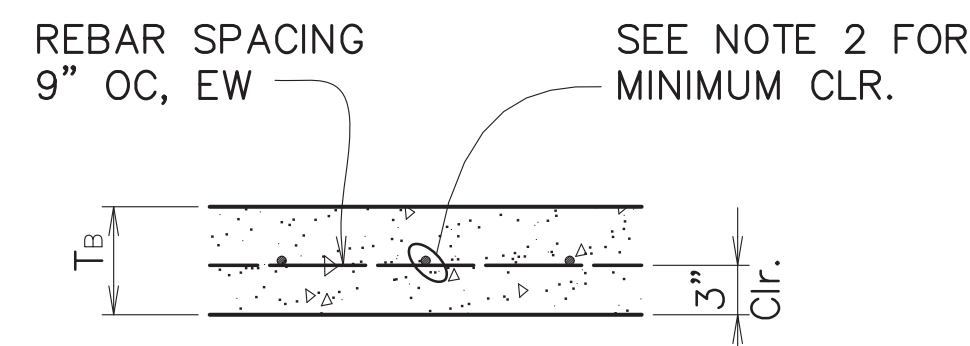
#5 BAR C
SCALE: N.T.S.
1 REQ'D PER PIPE ENTRANCE ≥ 36"φ



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



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



BOTTOM SLAB DETAIL

SCALE: N.T.S.

BOTTOM SLAB DIMENSIONS

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

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

REBAR MINIMUM LAP AND DEVELOPMENT LENGTHS

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

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

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



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'	6.0"	#5
6'-8'	6'-8'	6.0"	#6
8'-20'	8'-10'	7.0"	#6

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

MIDDLE SLAB UNDER PAVEMENT DIMENSIONS

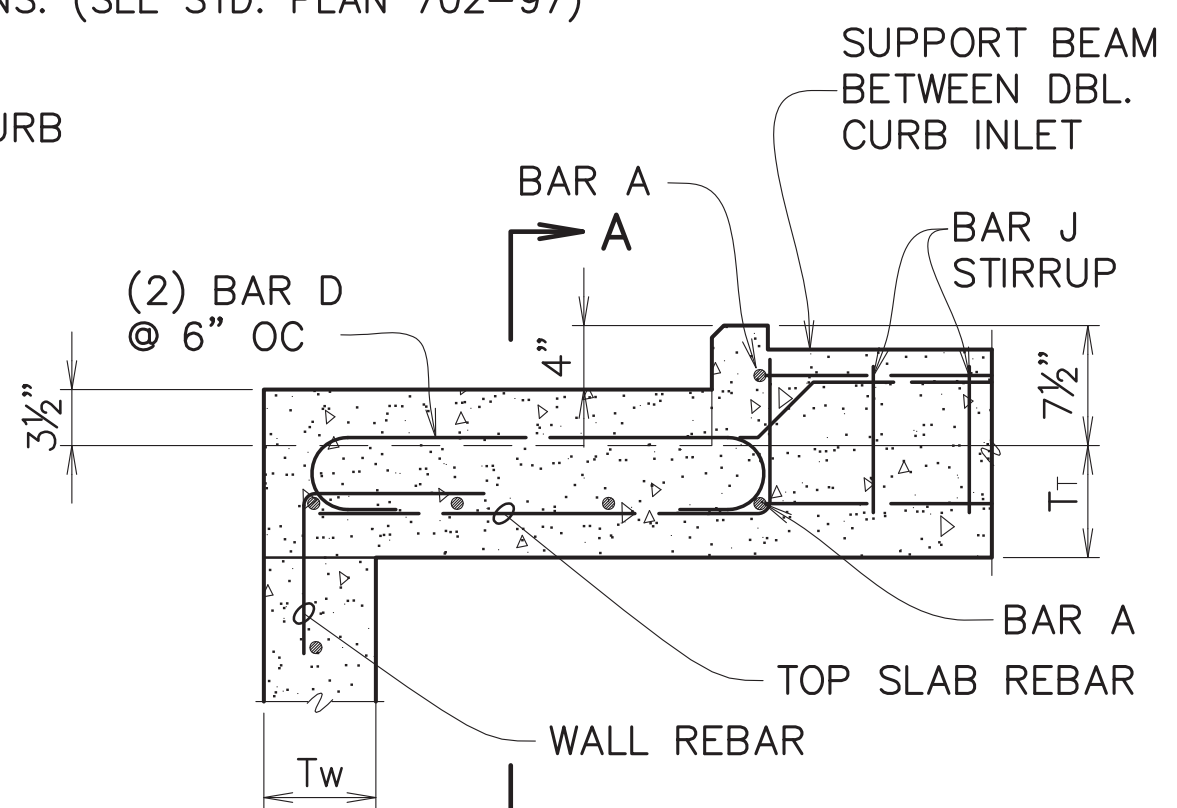
"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"Tp" SLAB THICKNESS (IN)	* REBAR REQ'D
≤20'	≤4'	7.0"	#4
≤20'	4'-6'	7.0"	#5
≤20'	6'-8'	8.5"	#6
≤20'	8'-10'	10.0"	#6

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

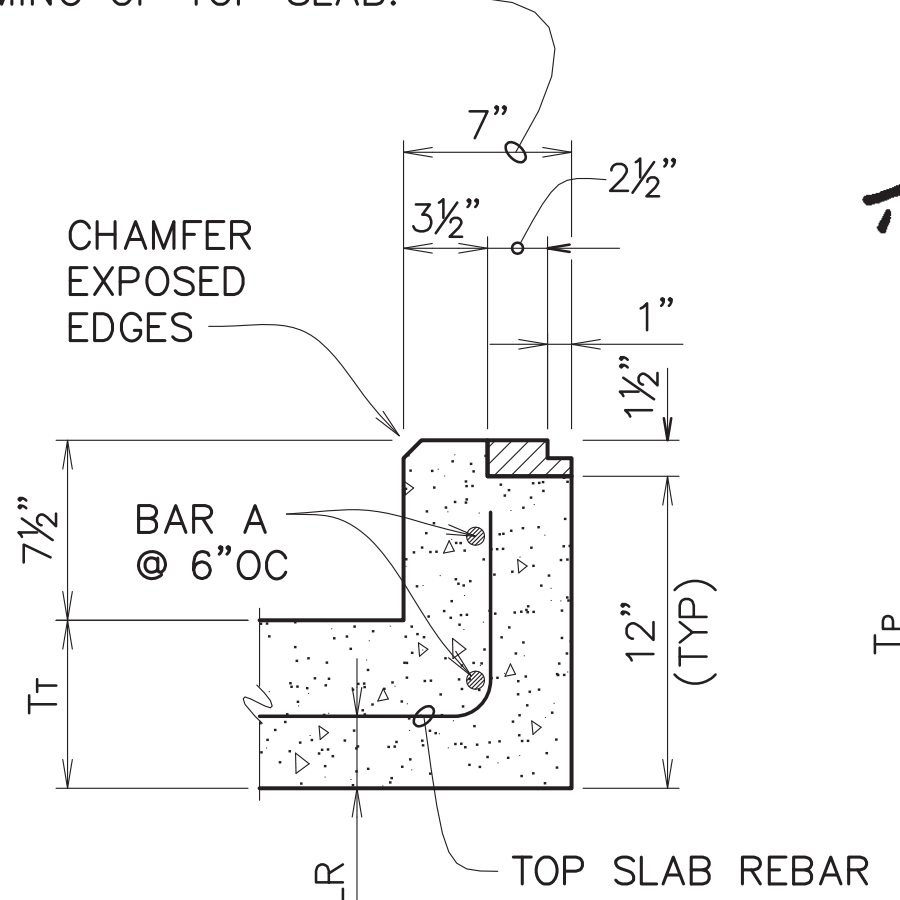
MIDDLE SLAB OUTSIDE PAVEMENT DIMENSIONS

"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"Tm" 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

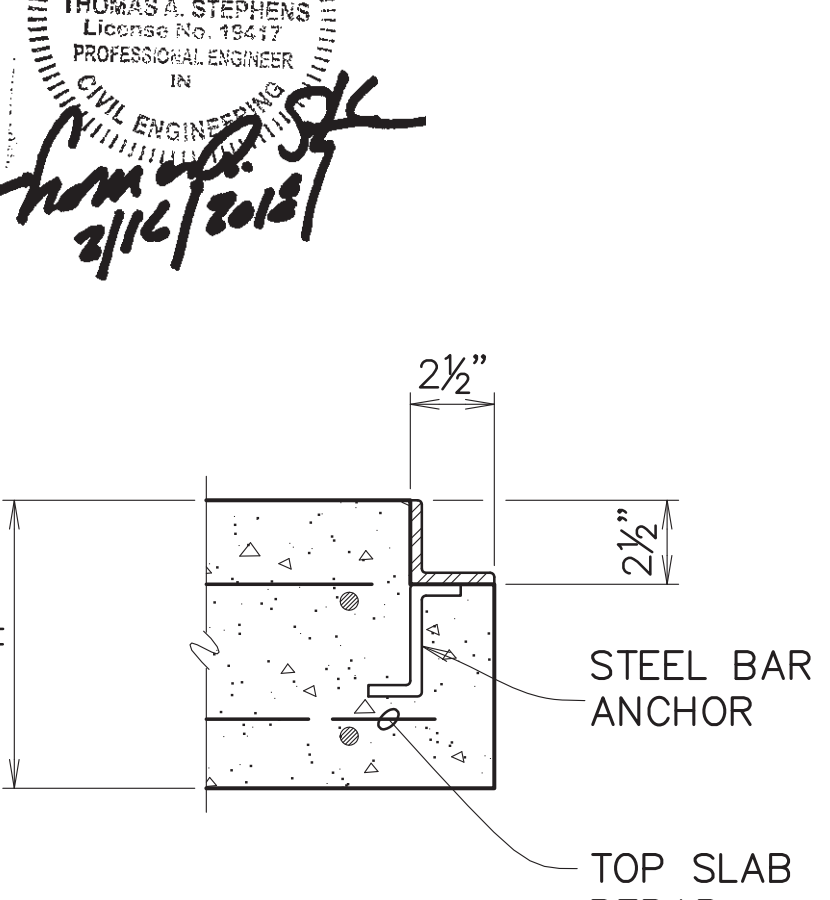
* 9" OC, EW, SET 2" CLR. FROM SLAB BOTTOM



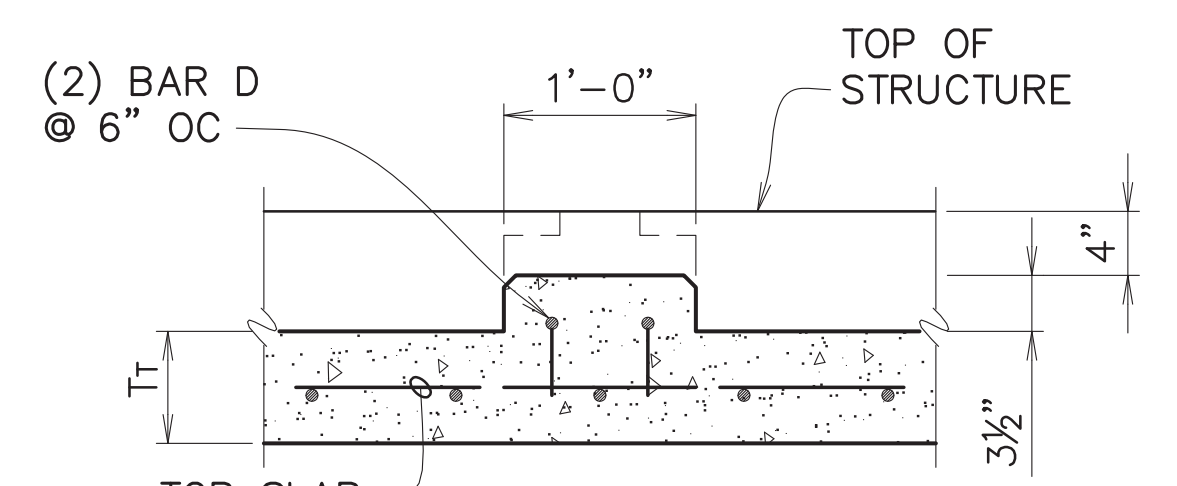
SECTION A-A
TOP SLAB INTERMEDIATE SUPPORT BEAM FOR DOUBLE CURB INLET
SCALE: N.T.S.



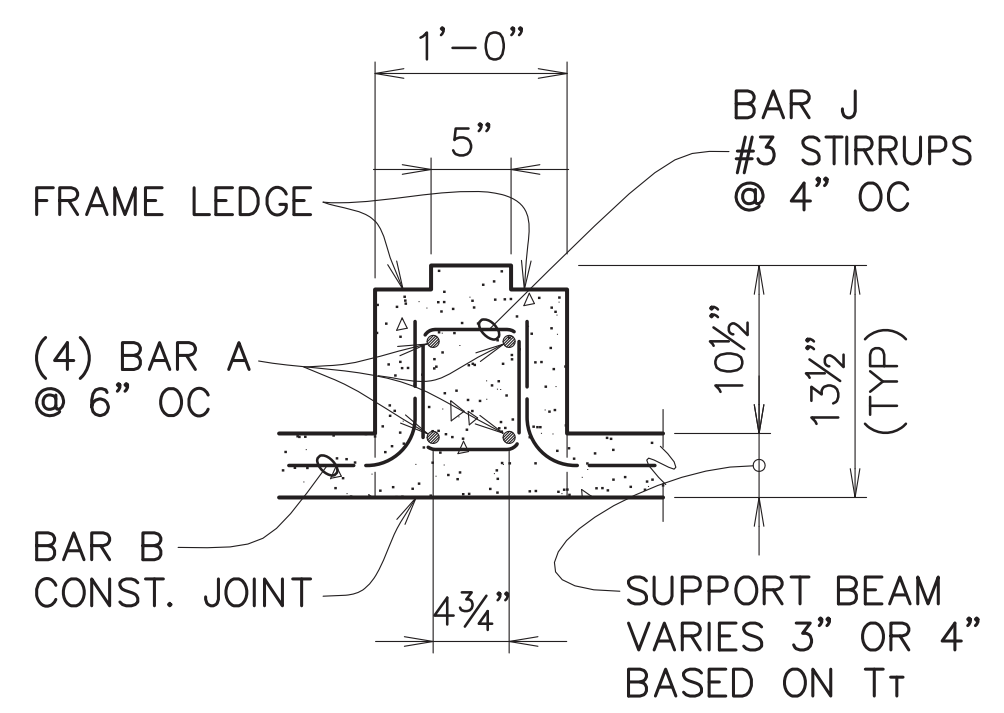
TYPE 1 FRAME SUPPORT DETAIL
SCALE: N.T.S.



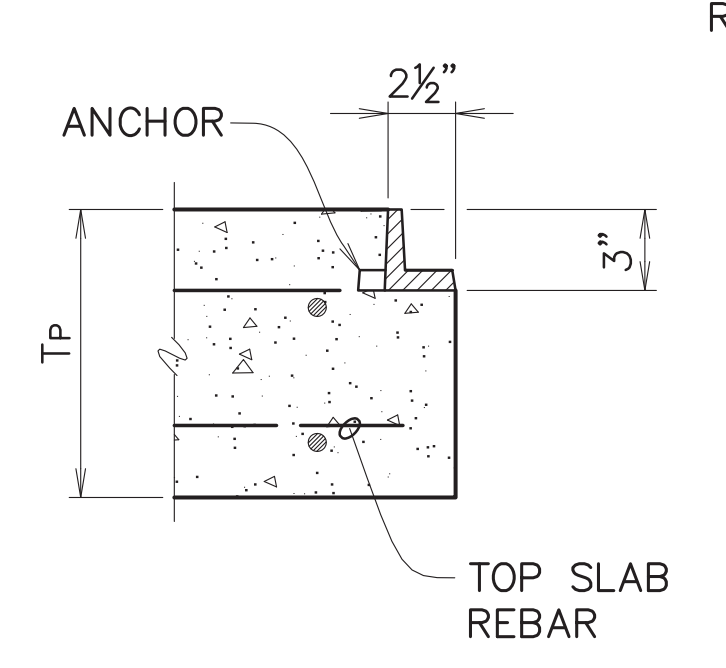
TYPE 2 FRAME IN PAVEMENT SUPPORT DETAIL
SCALE: N.T.S.



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

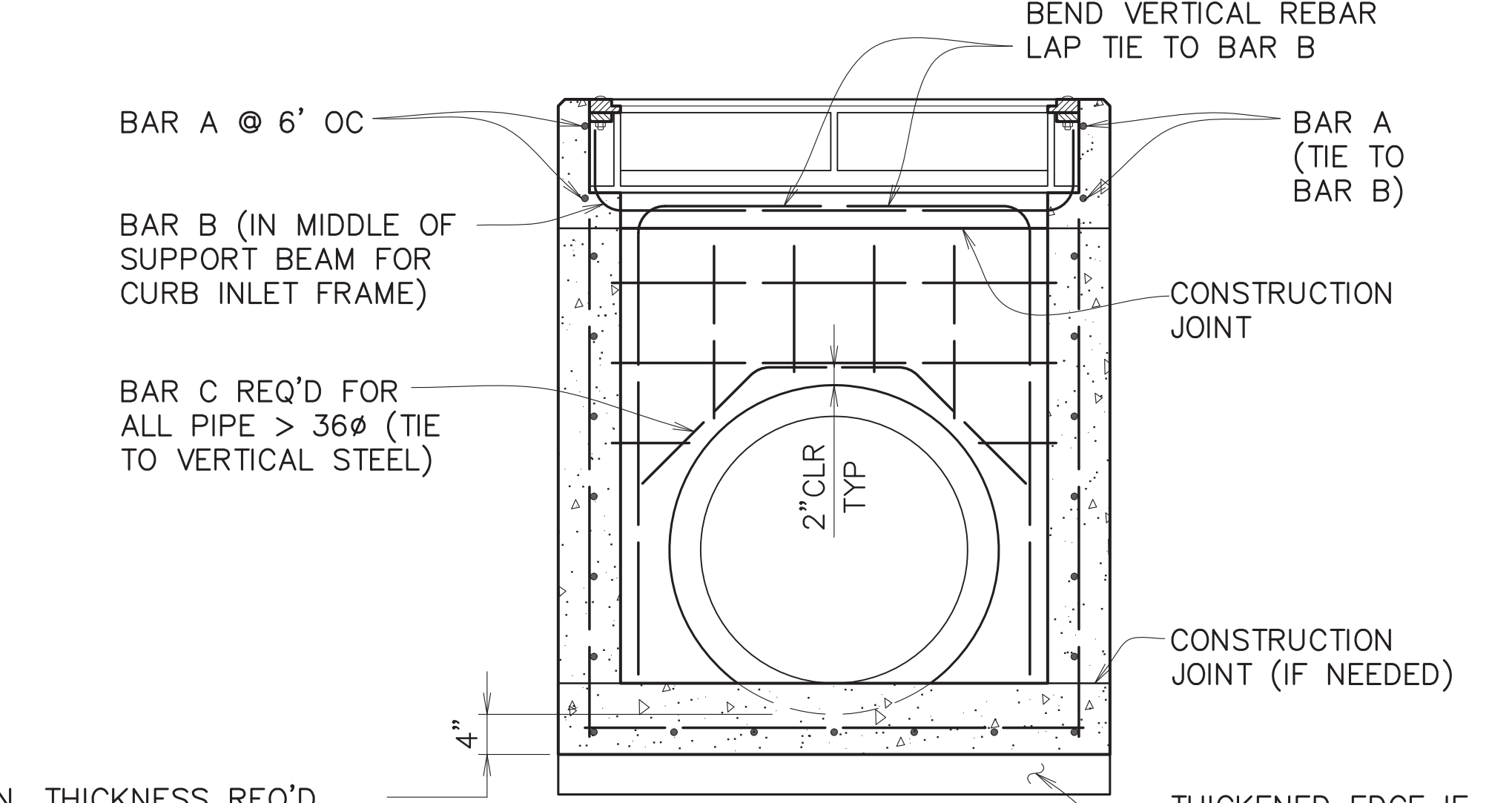


TYPICAL SUPPORT BEAM BETWEEN DOUBLE CURB INLETS
SCALE: N.T.S.

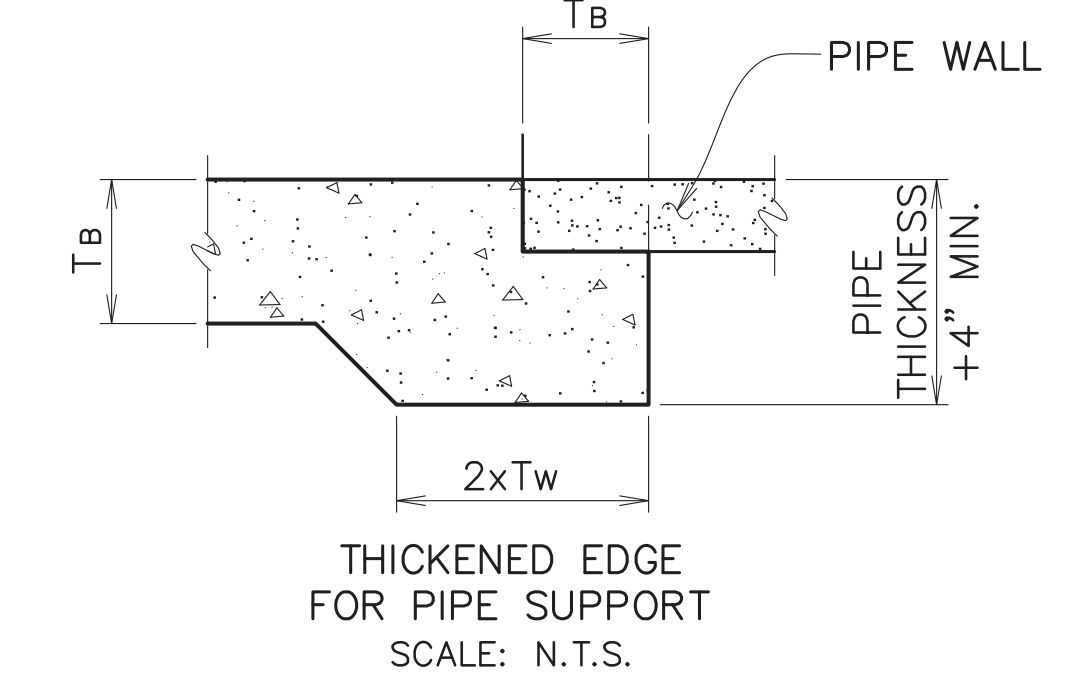


TYPE 3 FRAME IN PAVEMENT SUPPORT DETAIL
SCALE: N.T.S.

4" MIN. THICKNESS REQ'D IN BOTTOM SLAB BELOW PIPE OUTSIDE WALL. IF "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.



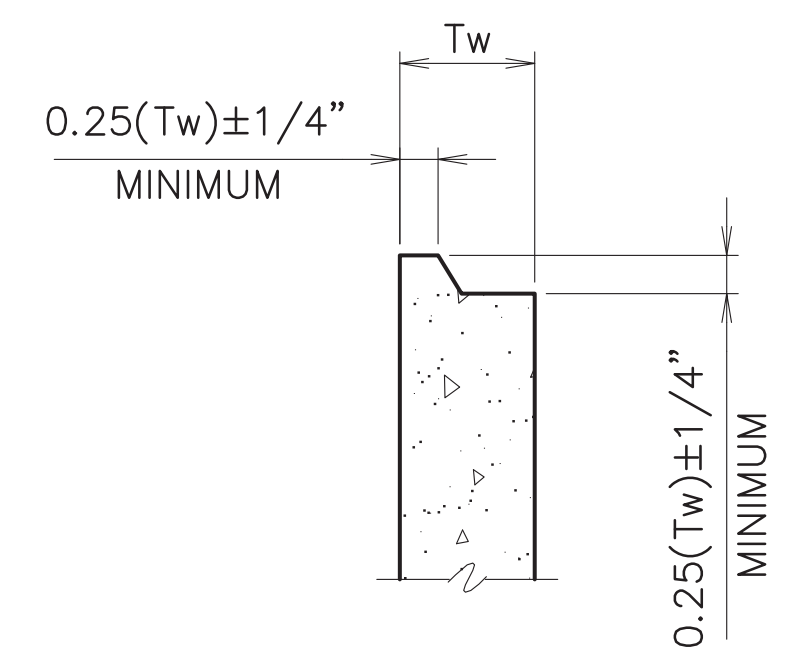
THICKENED EDGE FOR PIPE SUPPORT
SCALE: N.T.S.

DATE	DESCRIPTION	BY
	REVISION	

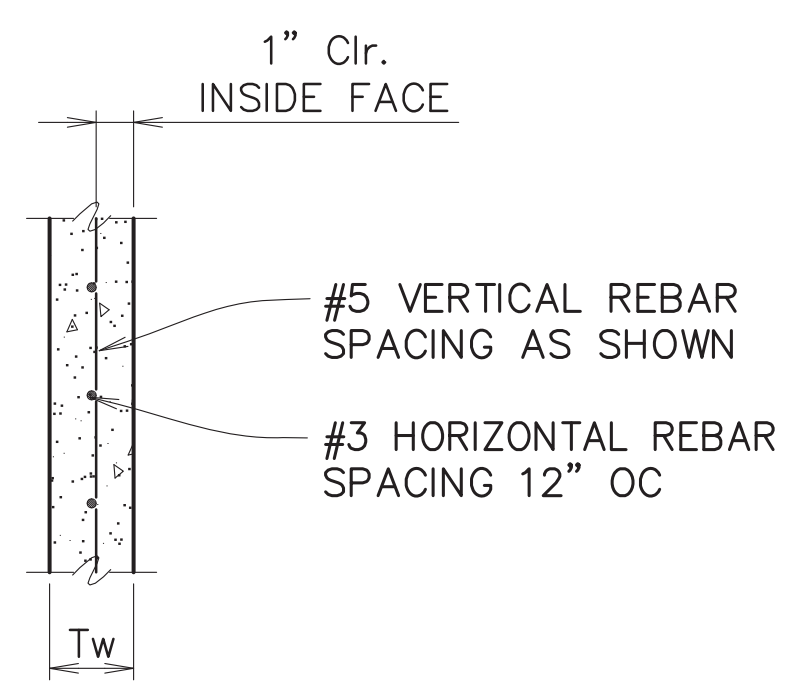
STANDARD PLAN No. 702-96	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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CAST-IN-PLACE DRAINAGE STRUCTURES (STRUCTURAL DETAILS)			
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED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

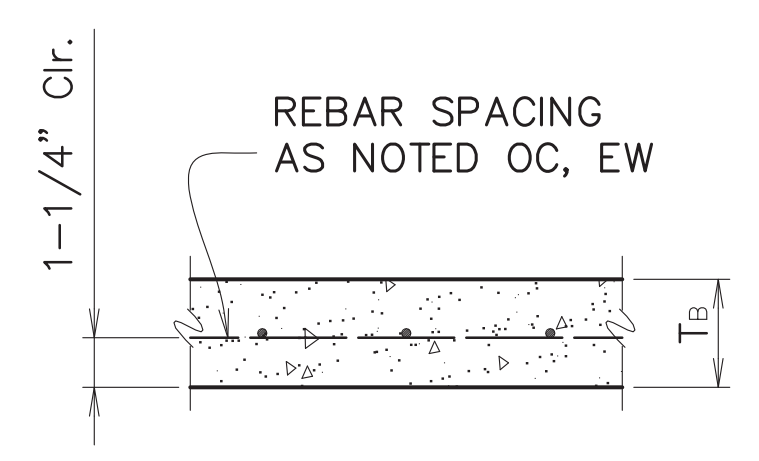
PROJECT NO.	SHEET



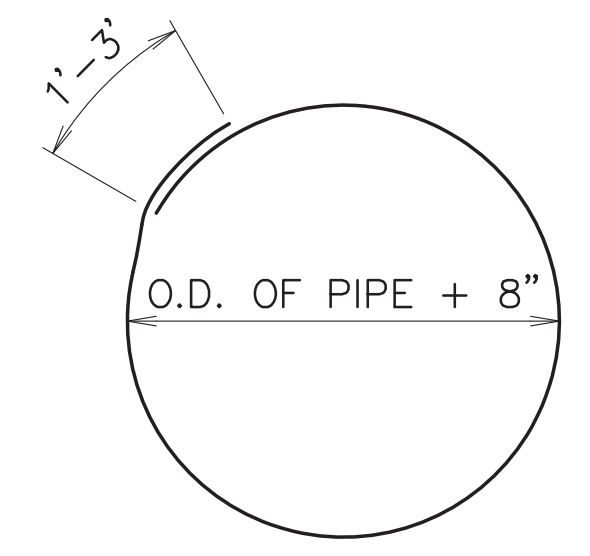
JOINT DETAIL
SCALE: N.T.S.



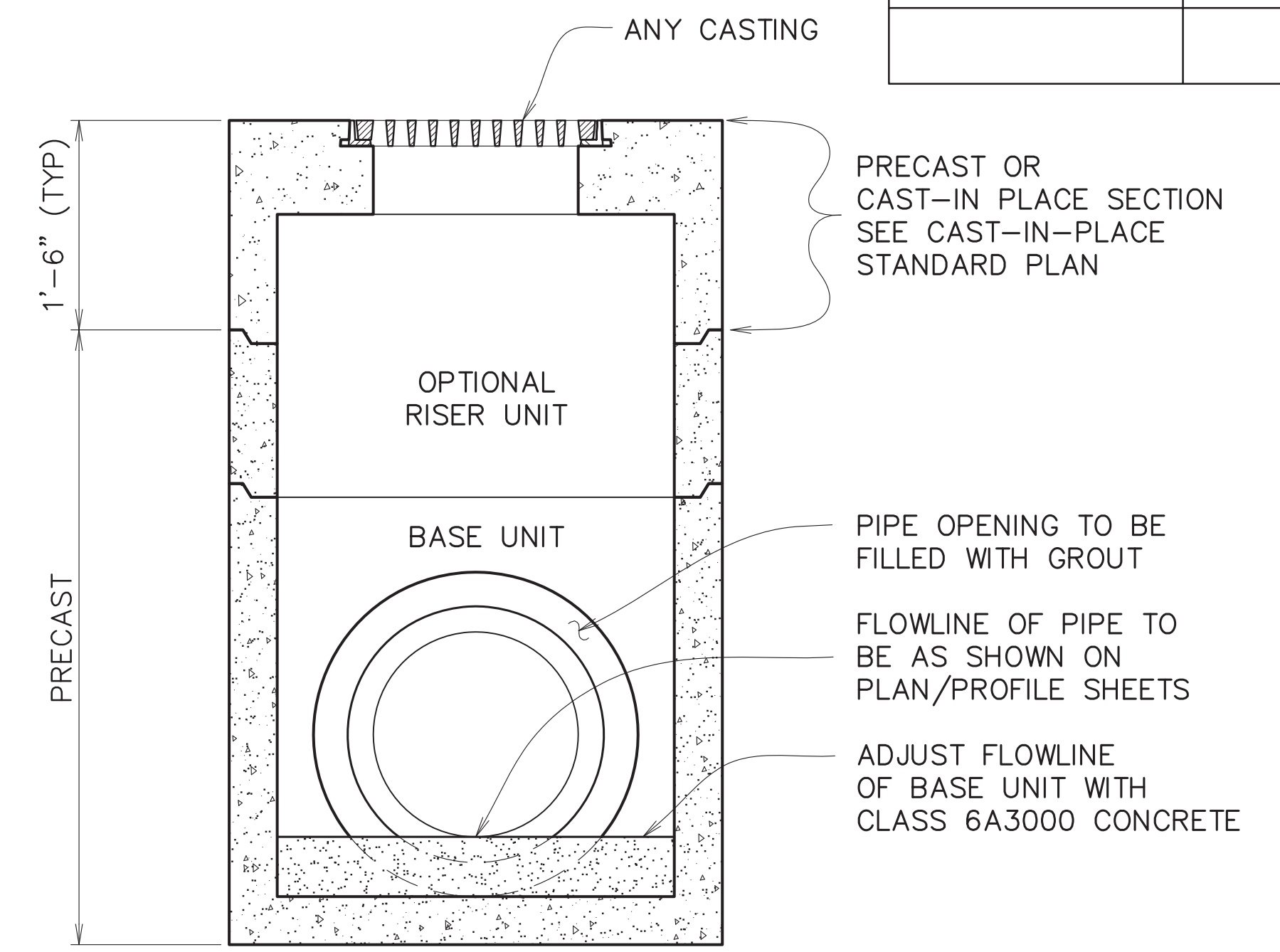
STANDARD PRECAST WALL DETAIL
SCALE: N.T.S.



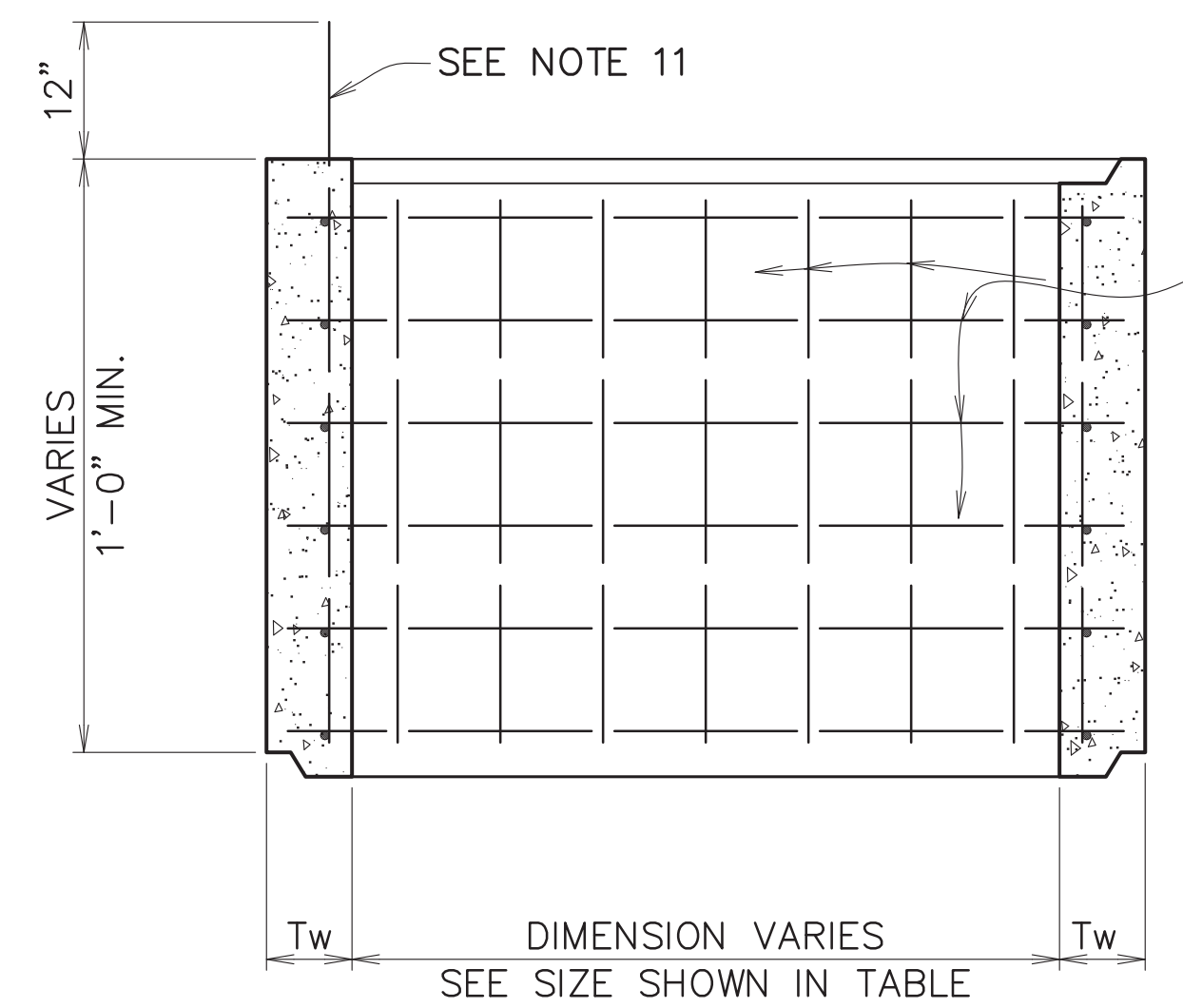
BOTTOM SLAB DETAIL
SCALE: N.T.S.



#4 HOOP
SCALE: N.T.S.



TYPICAL COMPOSITE STRUCTURE
SCALE: N.T.S.



OPTIONAL RISER UNIT
SCALE: N.T.S.

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

PRECAST TOP SLAB DIMENSIONS

"A" INSIDE LENGTH (FT)	"B" INSIDE WIDTH (FT)	"T ₁ " SLAB THICKNESS (IN)	* REBAR REQ'D	* REBAR SPACING
≤ 4'	≤ 4'	4.0"	#4	12"
4'-6'	4'-6'	4.0"	#5	12"
6'-8'	6'-8'	5.0"	#5	8"
8'-20'	8'-10'	5.5"	#5	6"

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

PRECAST MIDDLE SLAB UNDER PAVEMENT DIMENSIONS

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

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

PRECAST MIDDLE SLAB OUTSIDE PAVEMENT DIMENSIONS

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

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

PRECAST BOTTOM SLAB DIMENSIONS

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

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

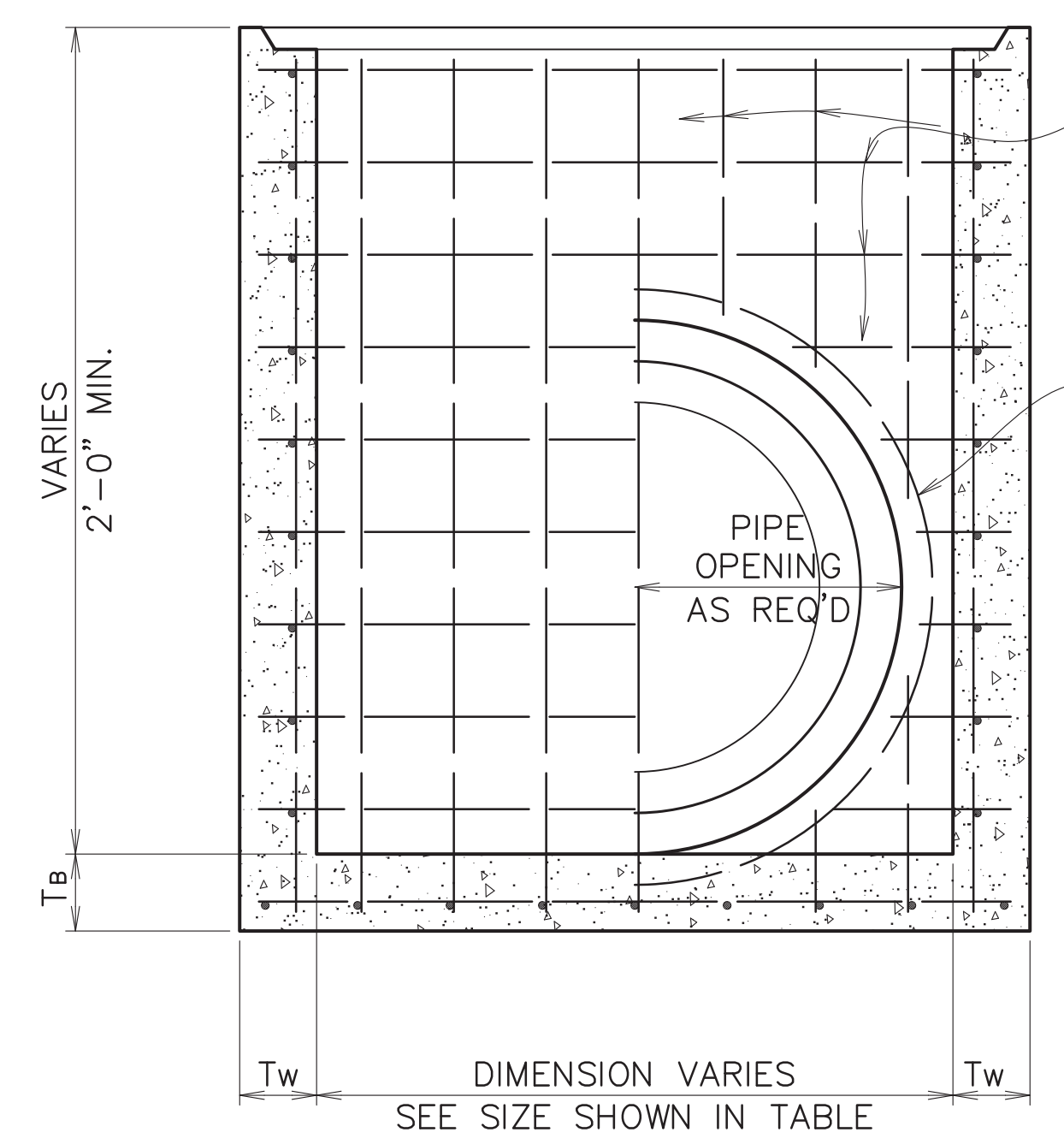
PRECAST PAVEMENT SLAB DIMENSIONS

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

* AS SHOWN OC, EW, TB

PRECAST WALL DIMENSIONS

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



BASE UNIT
SCALE: N.T.S.

NOTE:

- 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.
- 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.
- MINIMUM CONCRETE COVER FOR REBAR STEEL IS TO BE 1" FOR PRECAST CONCRETE WALLS AND 1-1/4" FOR OTHER PRECAST MEMBERS.
- 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.
- SEE SHEET 702-99 FOR FRAME AND COVER DETAILS.
- SEE SHEET 702-96 FOR CAST-IN-PLACE STRUCTURAL DETAILS.
- PIPE OPENING TO BE FORMED ONLY WHEN REQUIRED.
- PIPE OPENING TO BE O.D. OF PIPE + 4" ± 1/2".
- 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.
- JOINTS BETWEEN PRECAST UNITS TO BE SEALED WITH FLEXIBLE PLASTIC GASKET MATERIAL AND WRAPPED WITH A 12" WIDTH OF GEOTEXTILE FABRIC.
- 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.)
- 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.

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



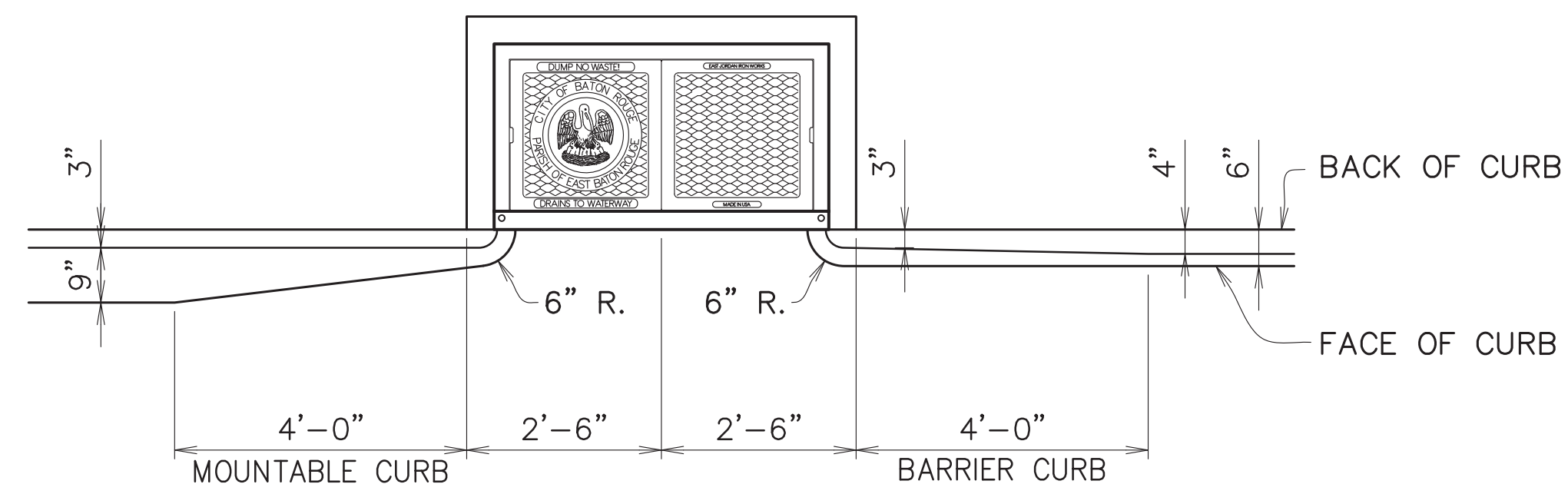
STANDARD PLAN No. 702-97	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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PRECAST DRAINAGE STRUCTURE (STRUCTURAL DETAILS)

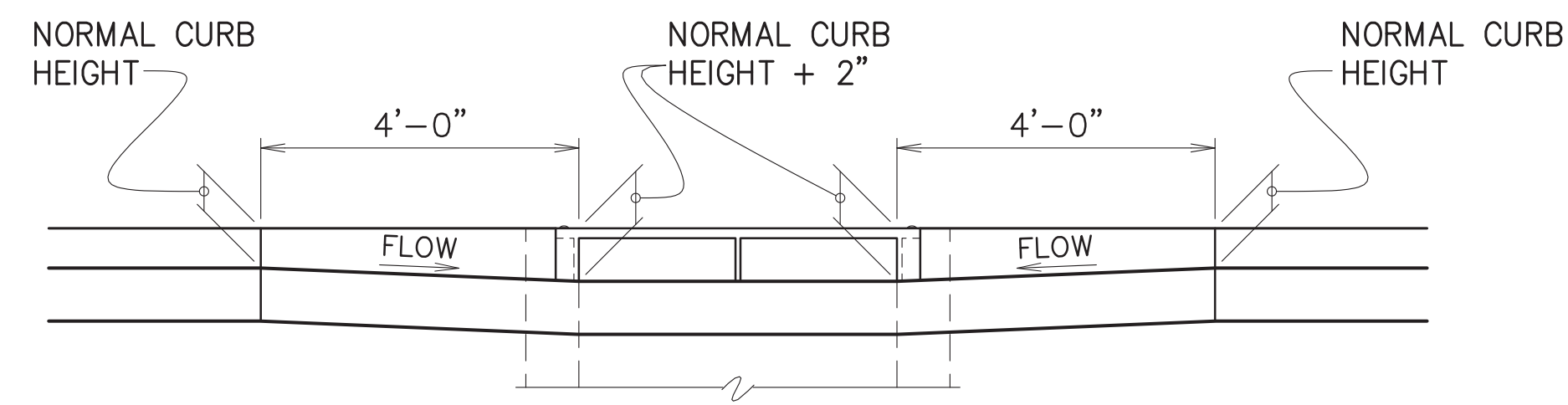
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

DATE	DESCRIPTION	BY
02/10/2012	NOTE #15 REVISION.	g.c.
	REVISION	

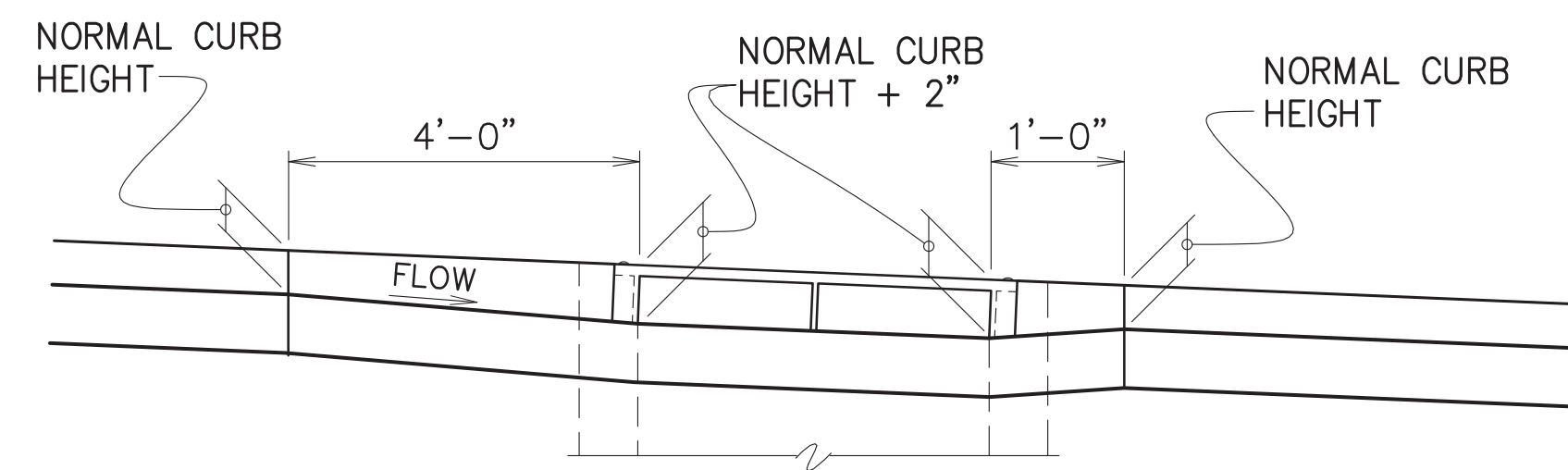
PROJECT NO.	SHEET



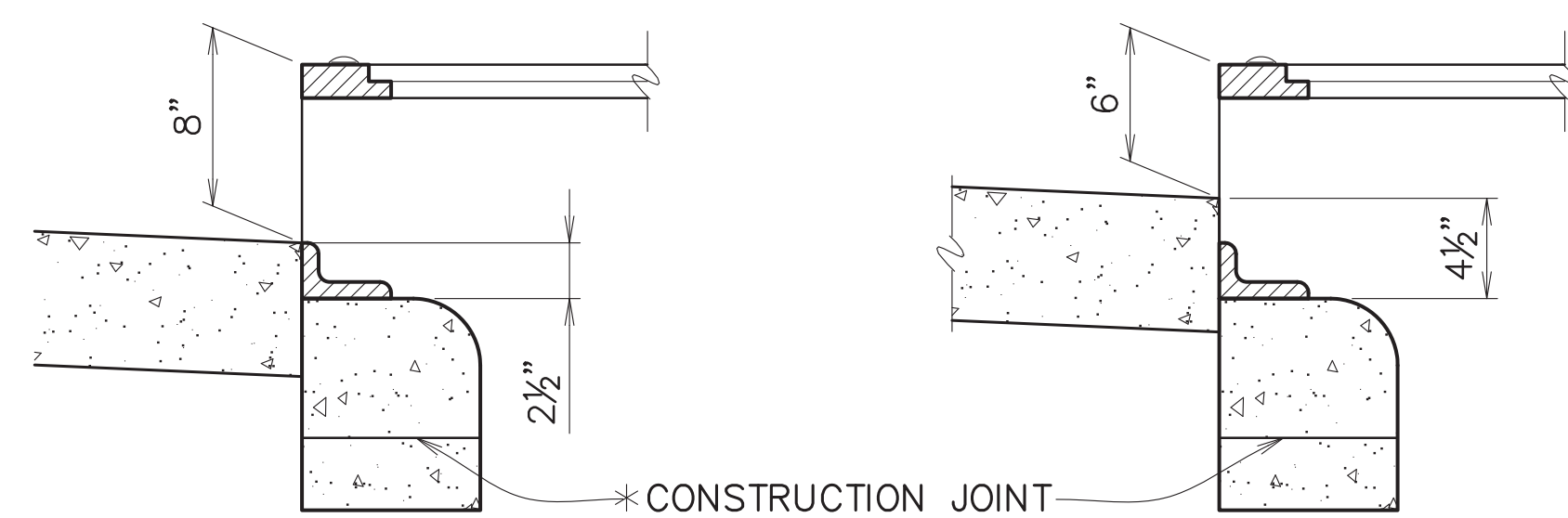
PLAN
TRANSITION IN CURB WIDTH
SCALE: 1/2"=1'-0"



TRANSITION IN CURB HEIGHT
CURB INLET @ LOW POINT

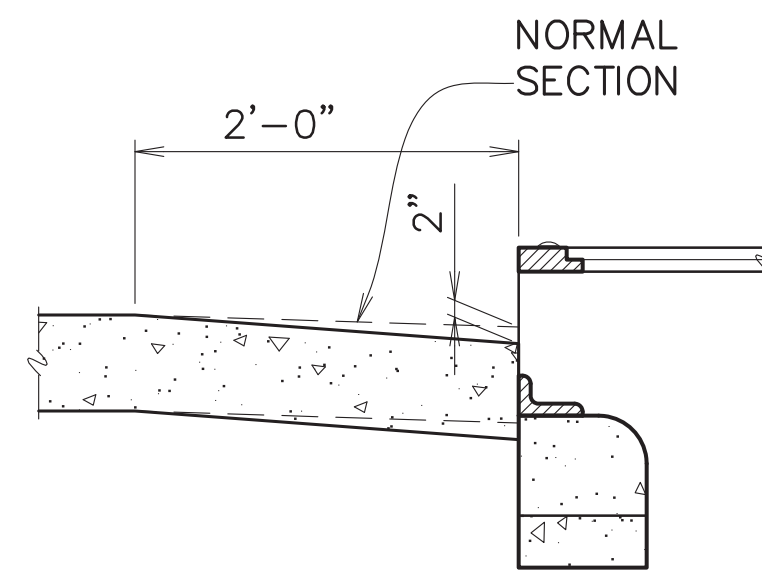


TRANSITION IN CURB HEIGHT
CURB INLET ON GRADE



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

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



SECTION
SHOWING PAVEMENT SUMP
SCALE: 1"=1'-0"

STATE OF LOUISIANA
THOMAS A. STEPHENS
LICENSE NO. 19417
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
THAS 2/16/2013

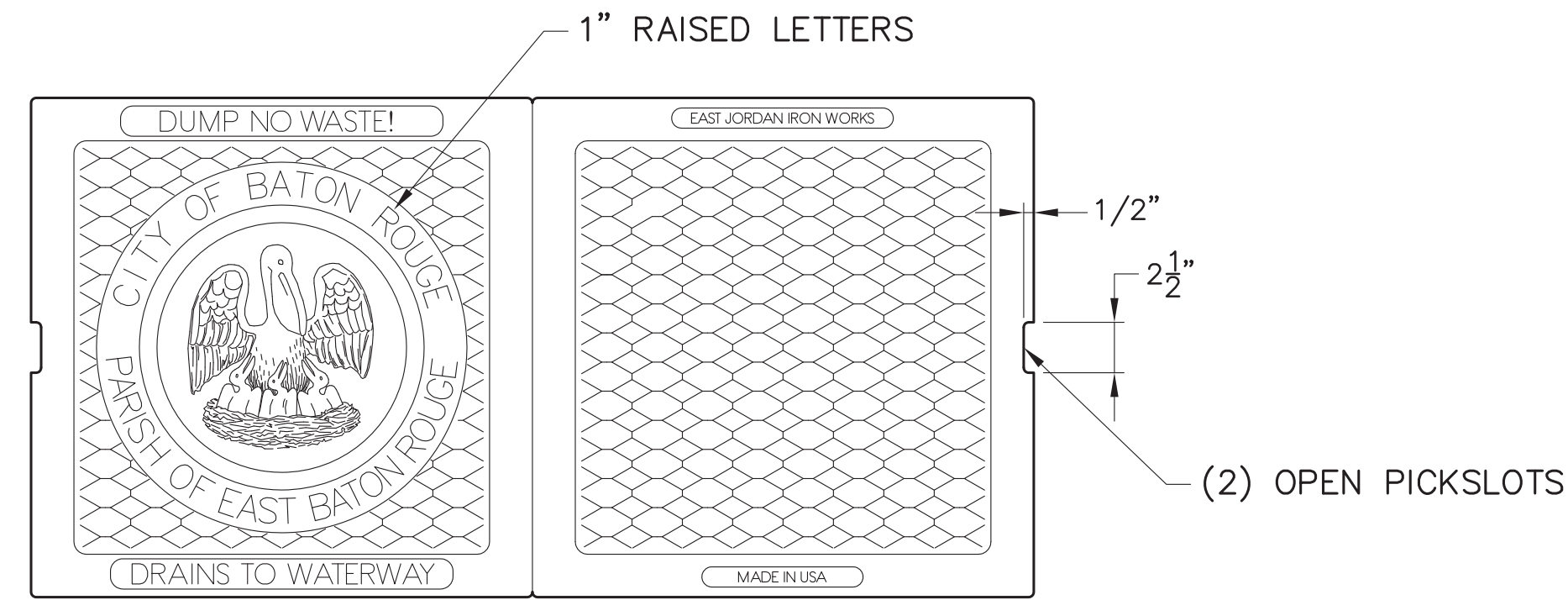
STANDARD PLAN No. 702-98	DATED DEC. 6, 2010	SHT. No. 1 OF 1
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**DRAINAGE STRUCTURES
CURB TRANSITION DETAILS**

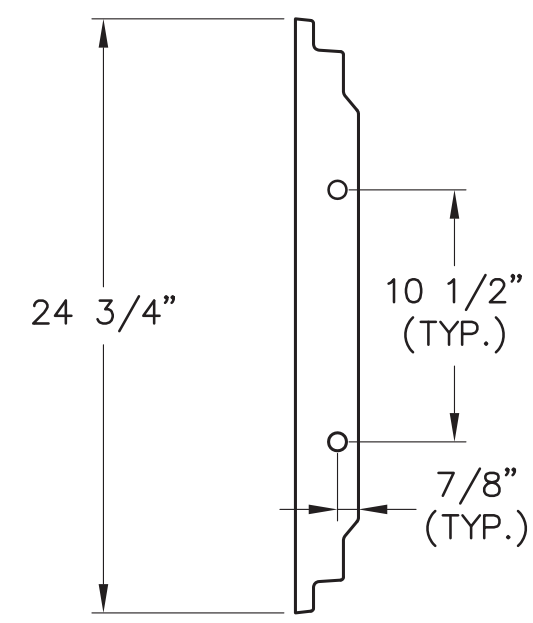
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

DATE	DESCRIPTION	BY
	REVISION	

PROJECT NO.	SHEET

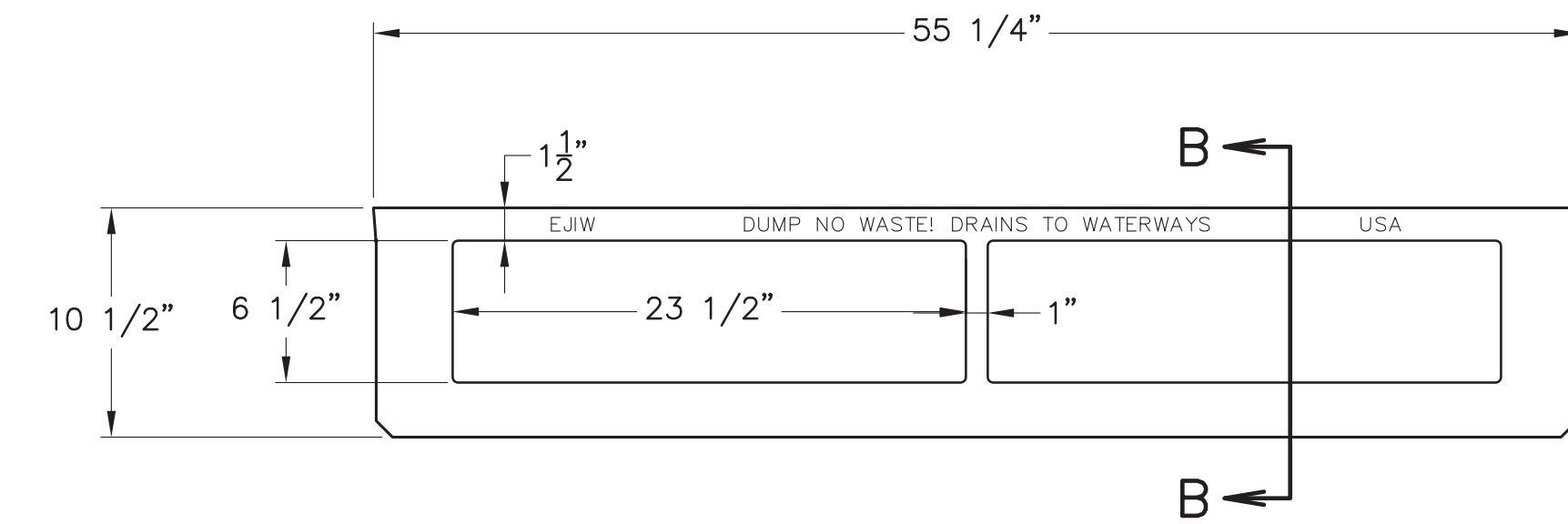


PLAN OF DUCTILE IRON COVER
SCALE: 1 1/2"=1'-0"

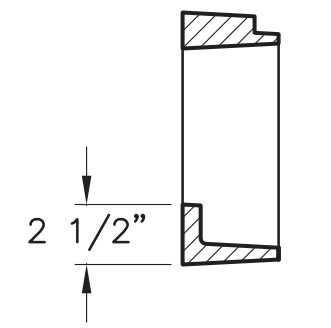


SIDE VIEW

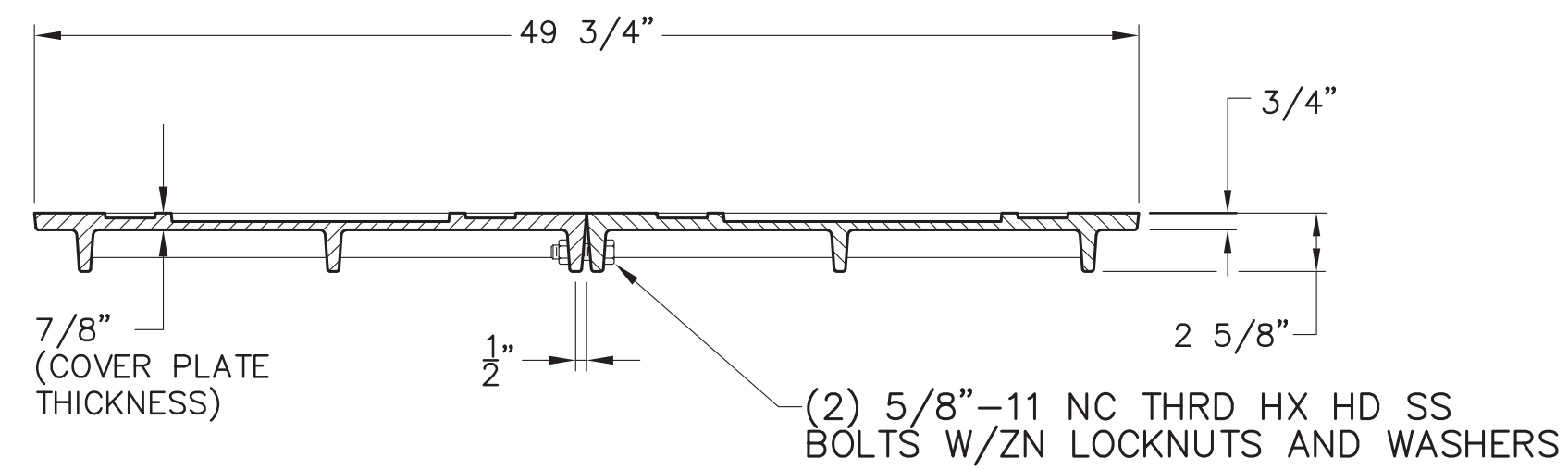
EJIW PRODUCT #44302030
USF 5188 (ITEM 8070063)
OR APPROVED EQUAL



FRONT VIEW

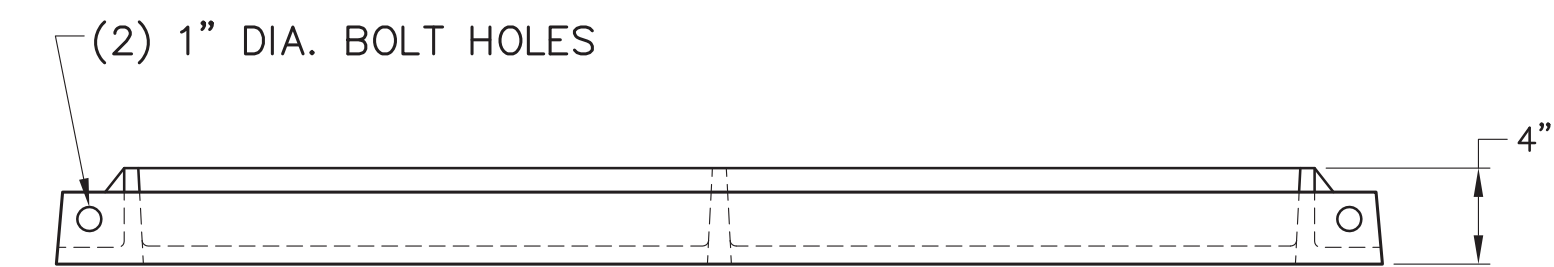


SECTION B-B

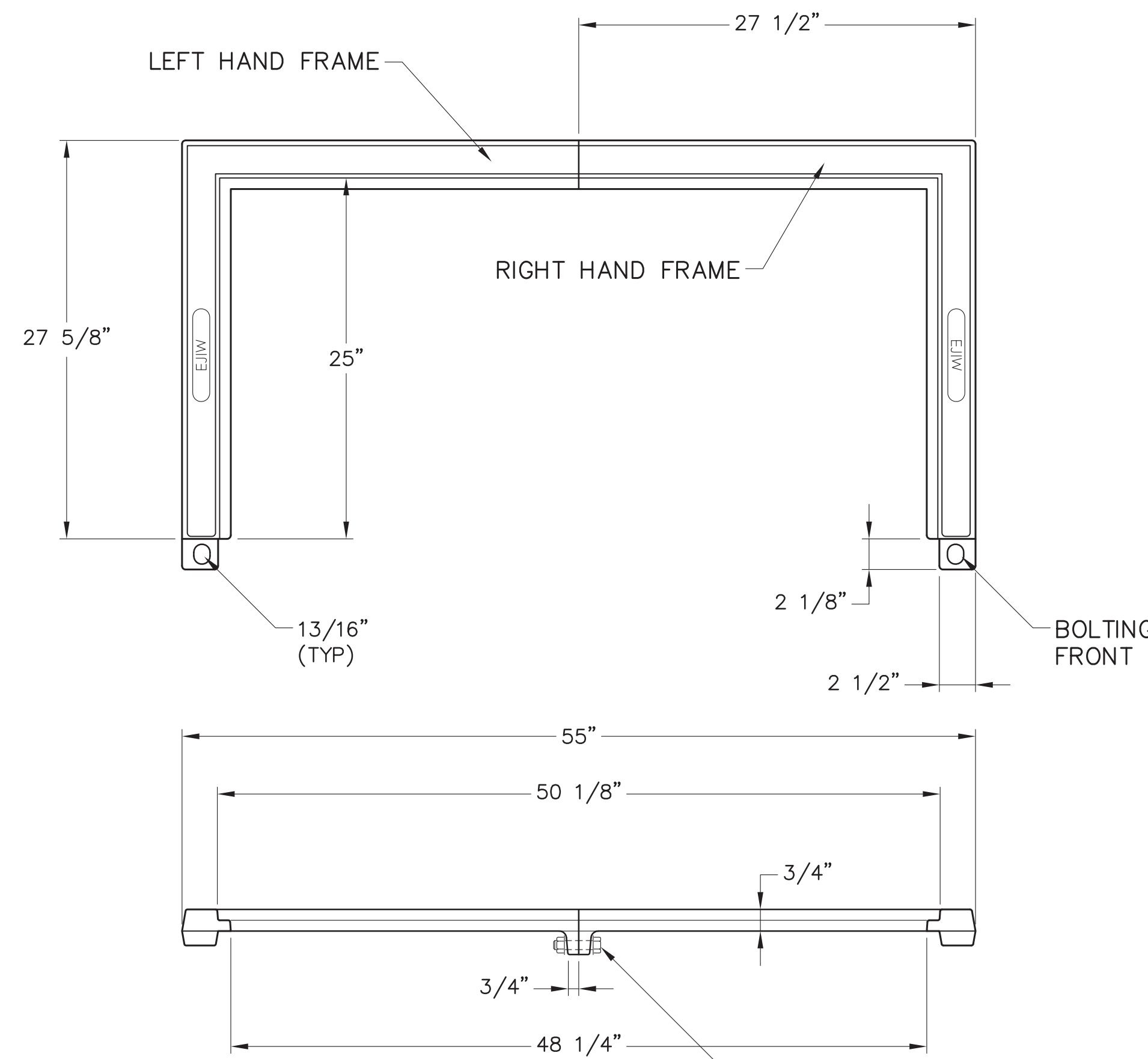


FRONT VIEW

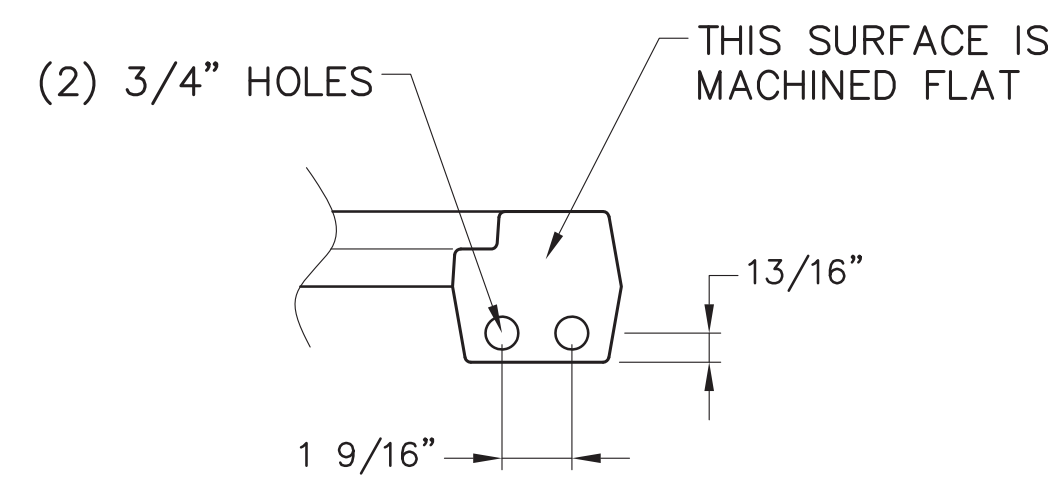
EJIW PRODUCT #44300209
USF 5188 (ITEM 8015665 & 8015666)
OR APPROVED EQUAL



TOP VIEW

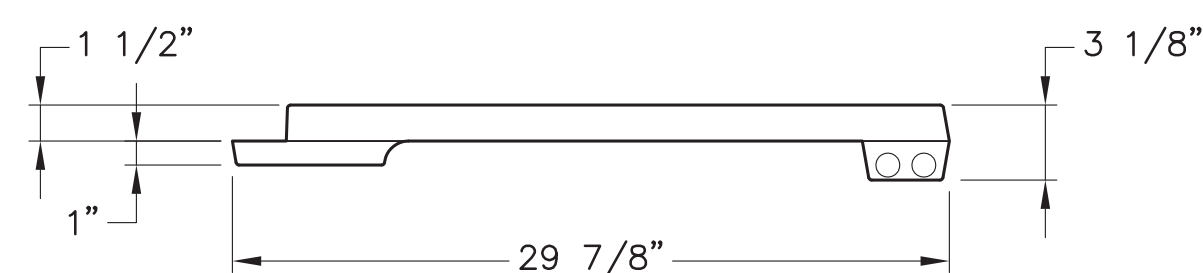


FRAME ASSEMBLY
SCALE: 1 1/2"=1'-0"



BOLT FLANGE DETAIL
(TYP, BOTH HALVES)

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



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

GENERAL NOTE:

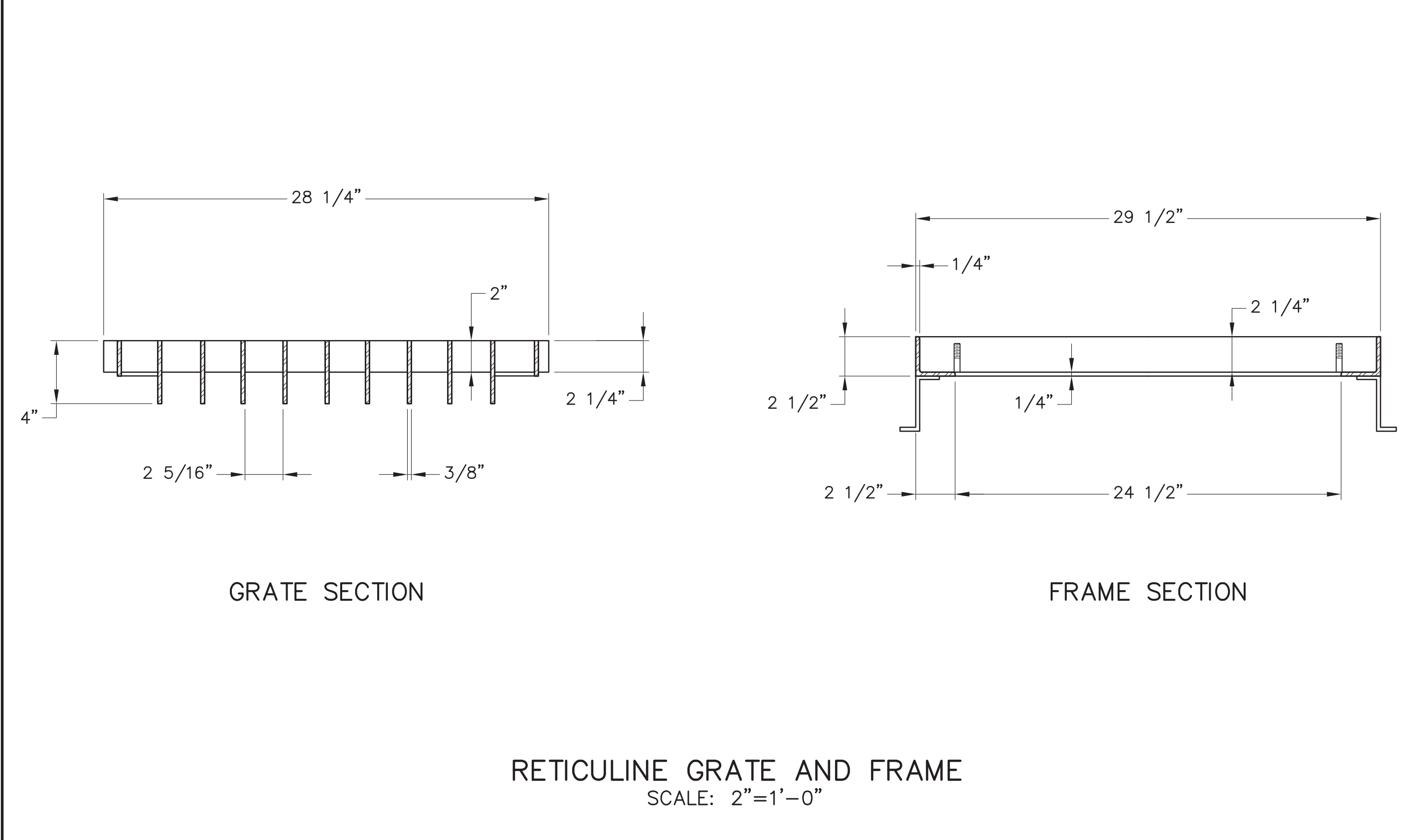
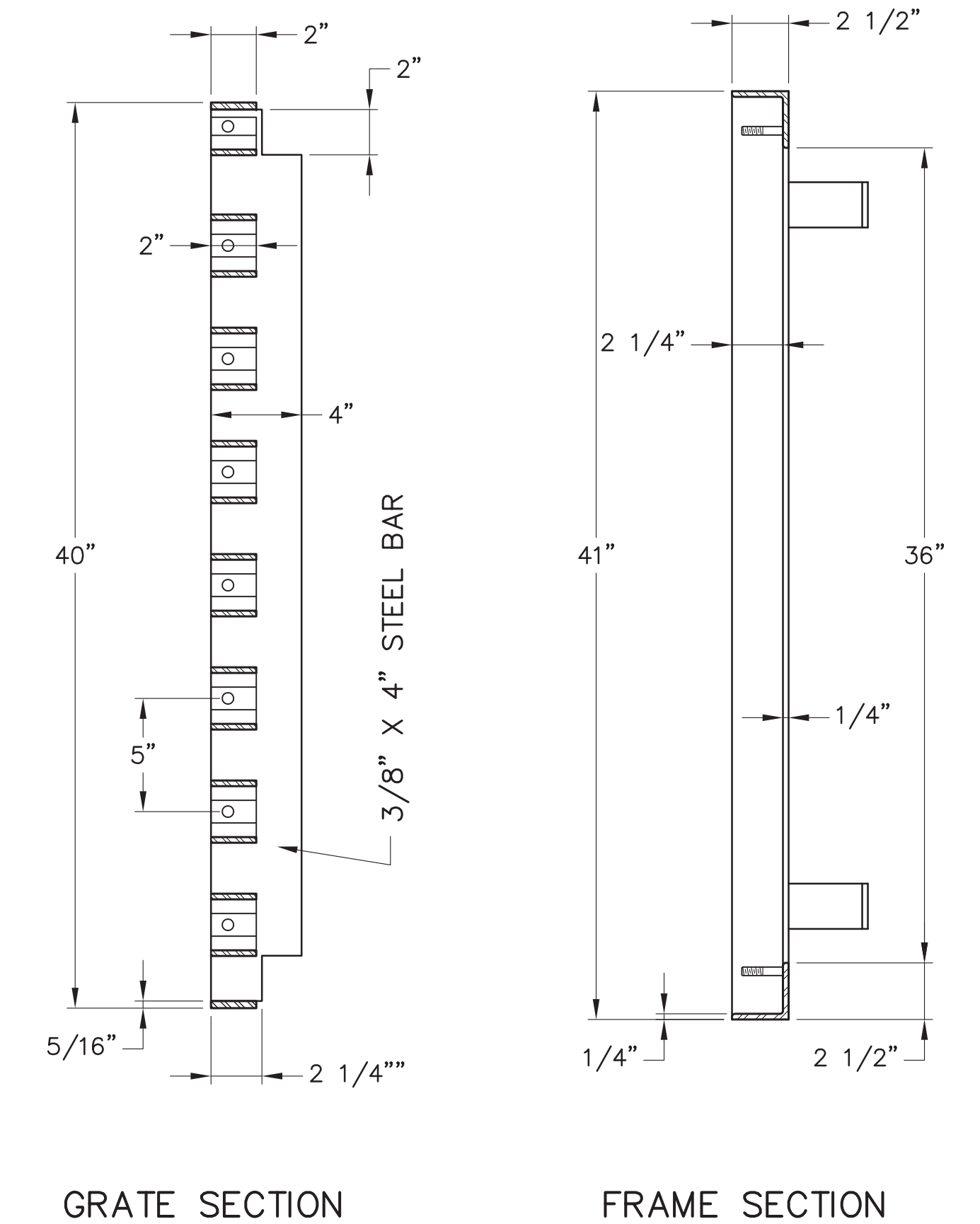
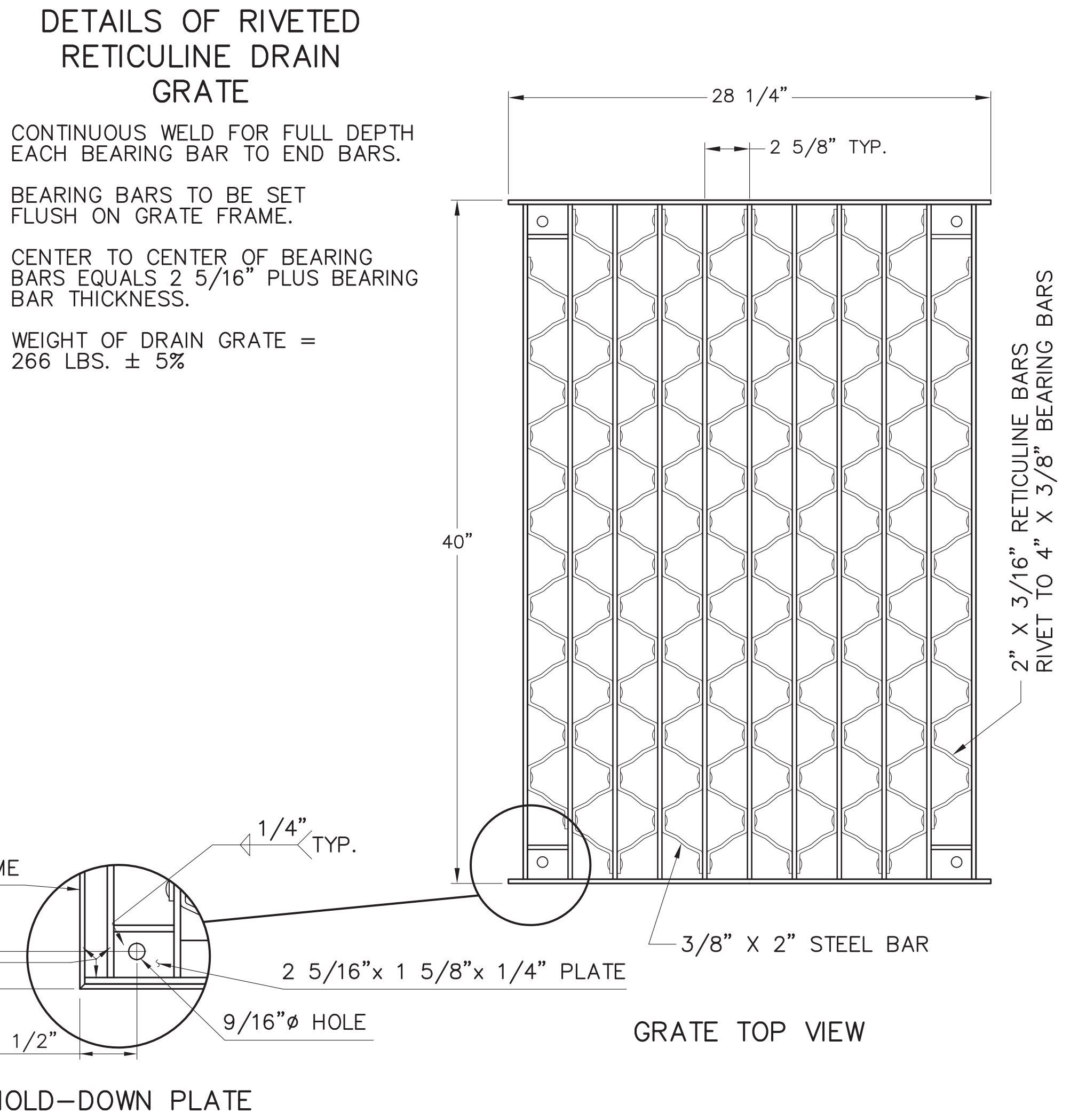
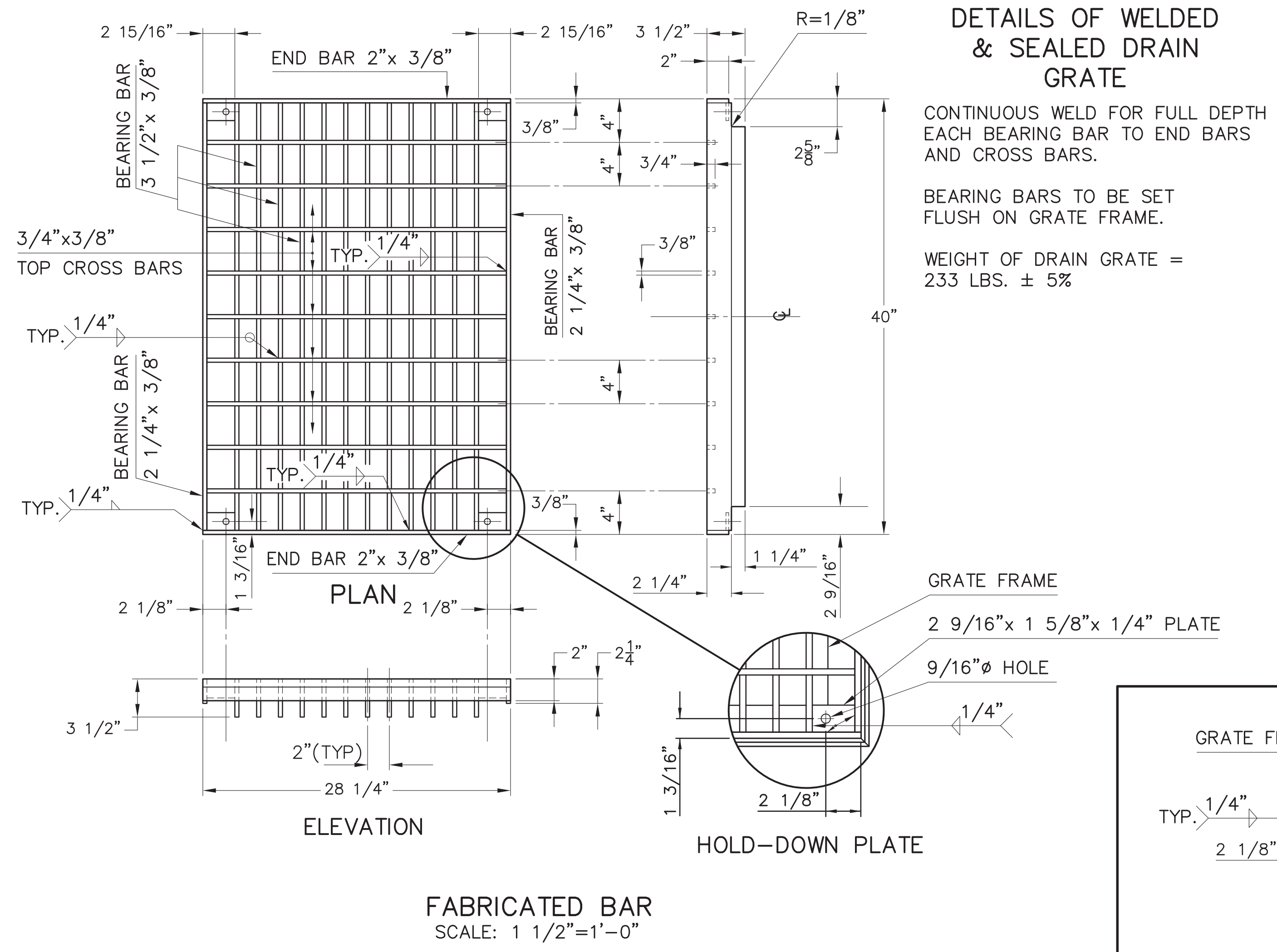
ALL CAST IRON FRAME, GRATES, AND COVERS SHALL BE TRAFFIC BEARING AND BE OF DOMESTIC ORIGIN OR COMPLY WITH SECTION 6-11. FRAME, GRATES, AND COVERS SHALL MEET OR EXCEED ALL REQUIREMENTS OF THE AASHTO DESIGNATION: M306 STANDARD SPECIFICATION FOR DRAINAGE, SEWER, UTILITY, AND RELATED CASTINGS.



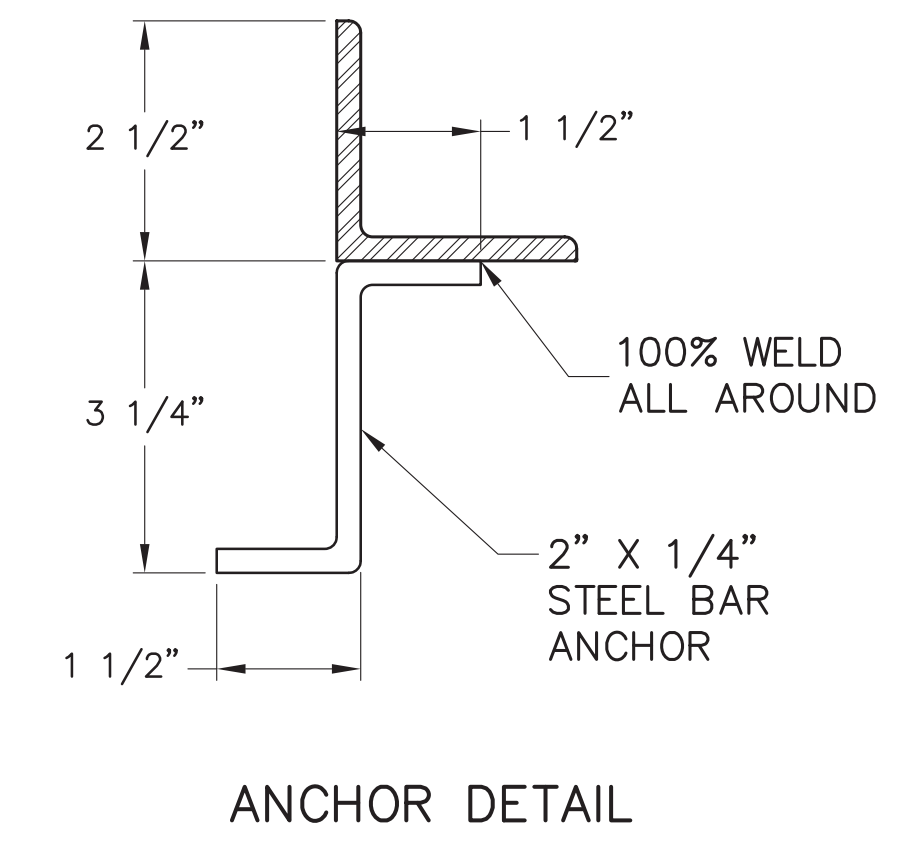
3/25/12	UPDATE USF PRODUCT NUMBER.	G. L. P.
12/08/10	ADD NOTES FOR PRODUCT HEIGHTS.	G. L. P.
3/17/10	ADD USF PRODUCT NUMBER.	G. L. P.
DATE	DESCRIPTION	BY
	REVISION	

STANDARD PLAN No. 702-99	DATED AUGUST 11, 2008	SHT. No. 1 OF 3
FRAMES, GRATES AND COVERS FOR INLETS AND MANHOLES (TYPE 1)		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED G. CHENG	DRAWN G. VANNICE	CHECKED G. CHENG
		APPROVED T. STEPHENS

PROJECT NO.	SHEET



NOTE:
 FRAME AND GRATE:
 ASTM A36 STEEL, WELDED
 CONSTRUCTION. HOT DIP
 GALVANIZED AFTER
 FABRICATION.
 (GALVANIZE PER ASTM A123)



EJIW PRODUCT #44863061
 USF 6672-6673
 OR APPROVED EQUAL

STANDARD PLAN No. 702-99	DATED AUGUST 11, 2008	SHT. No. 2 OF 3
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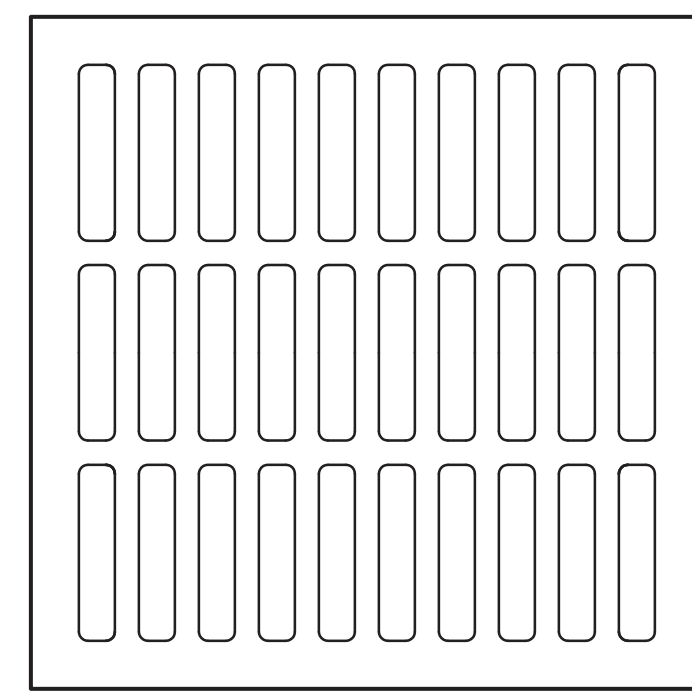
FRAMES, GRATES AND COVERS
 FOR INLETS AND MANHOLES
 (TYPE 2)

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

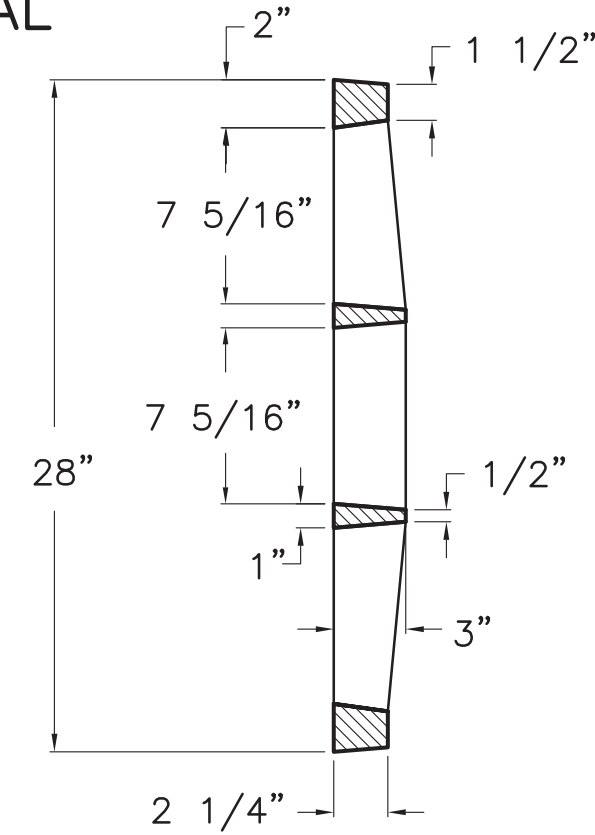
THOMAS A. STEPHENS
 License No. 15417
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
 2/16/2018

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

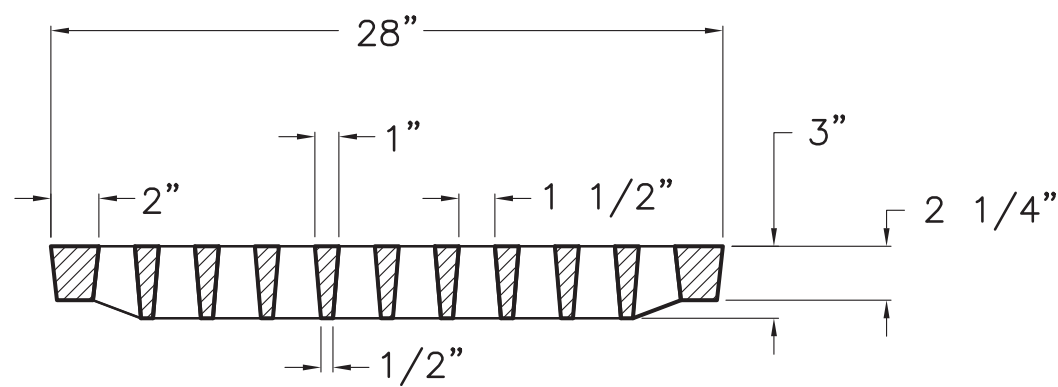
EJIW PRODUCT #45775030, USF 6278
OR APPROVED EQUAL



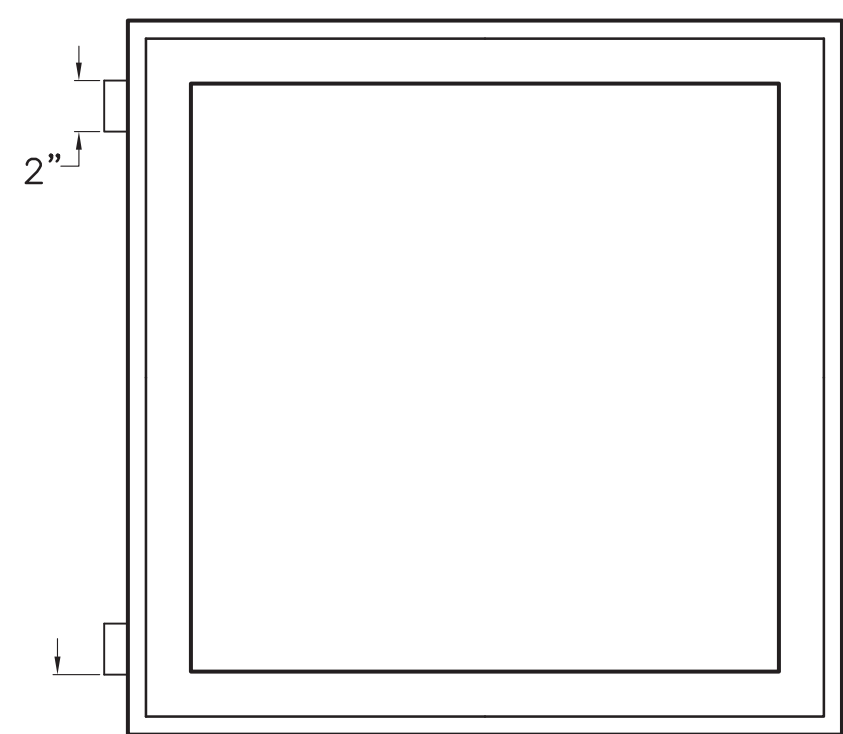
GRATE TOP VIEW



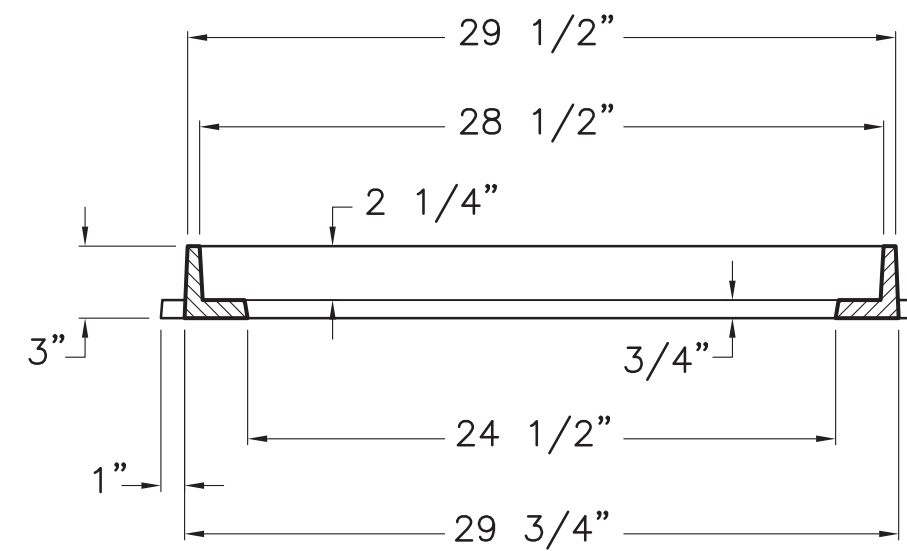
GRATE SECTION



GRATE SECTION



FRAME TOP VIEW

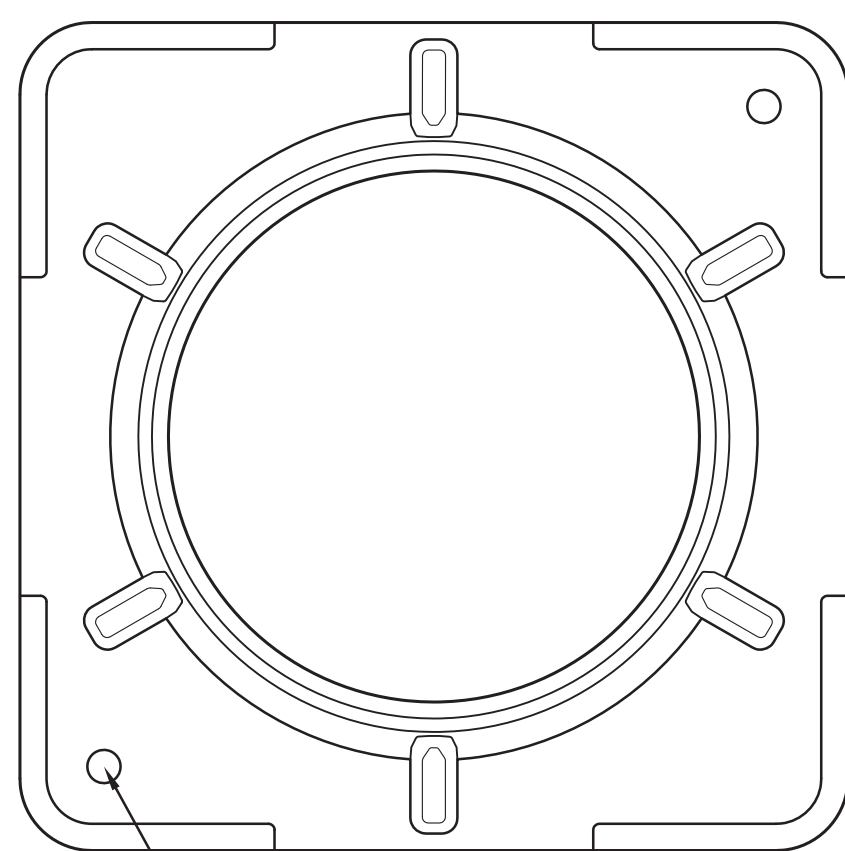


FRAME SECTION

"TYPE 3"
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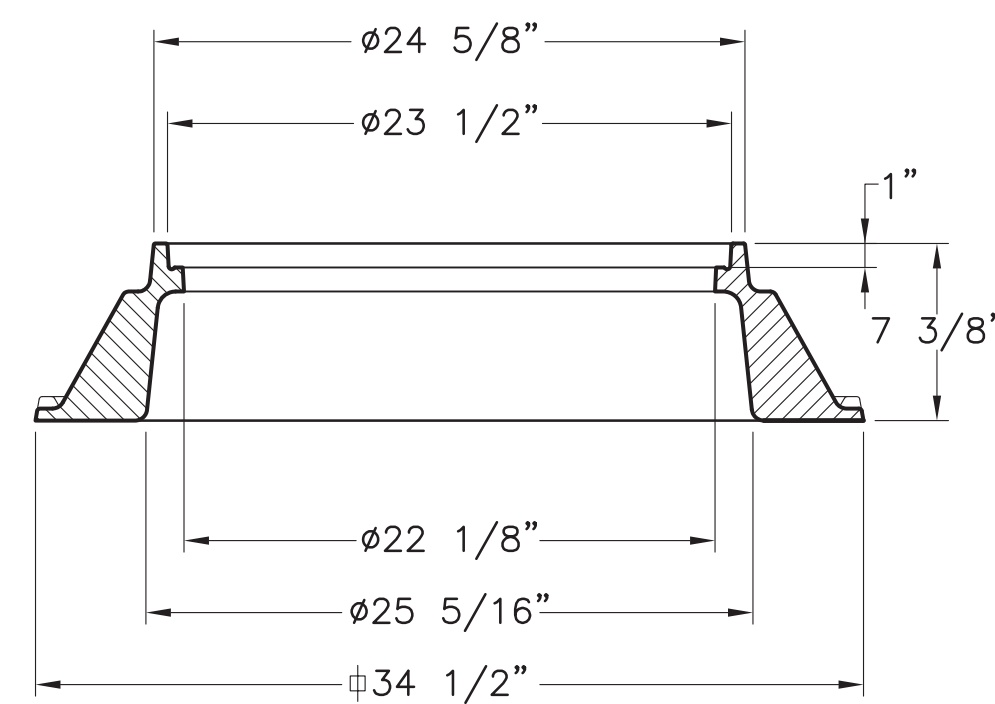
EJIW PRODUCT #45775010
USF 4650
OR APPROVED EQUAL

EJIW PRODUCT #41301211, USF 678 BZ
OR APPROVED EQUAL



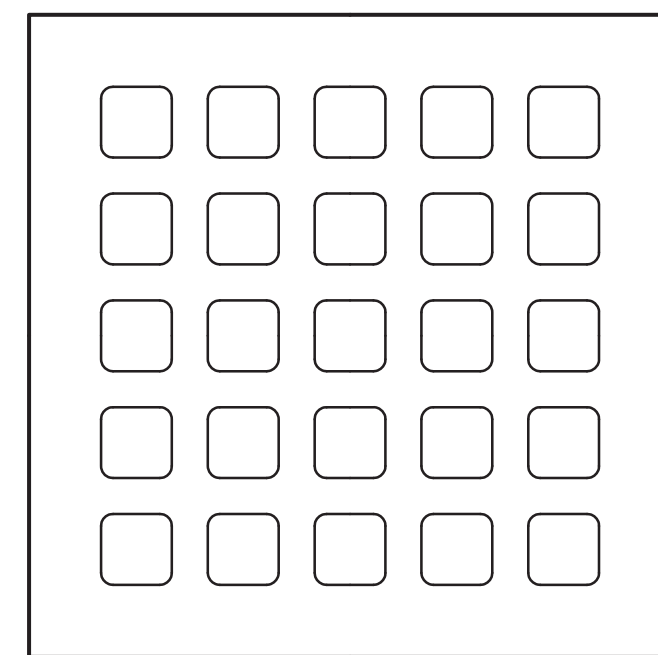
(2) 1" DIA.
HANDLING HOLES

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

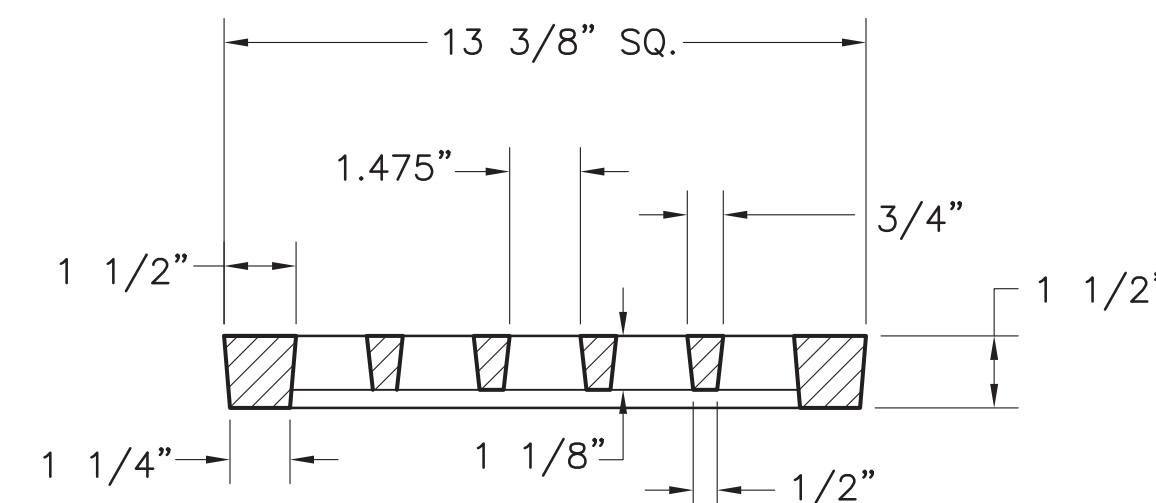


NOTE:
FRAME TO BE USED WITH TYPE 7 COVER.

EJIW PRODUCT #45913130, USF 6279
OR APPROVED EQUAL



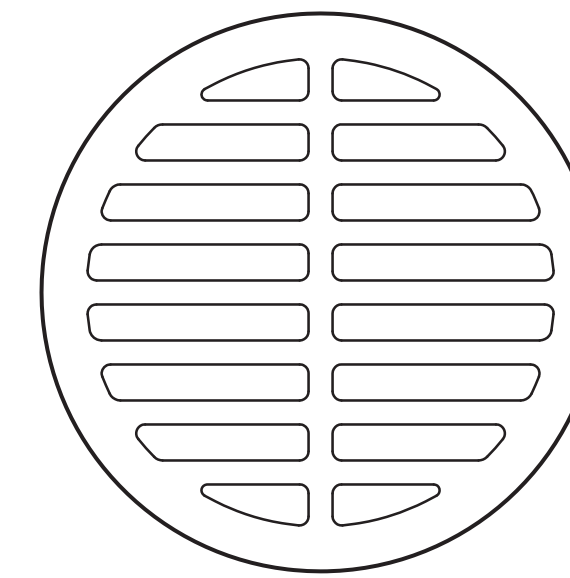
GRATE TOP VIEW



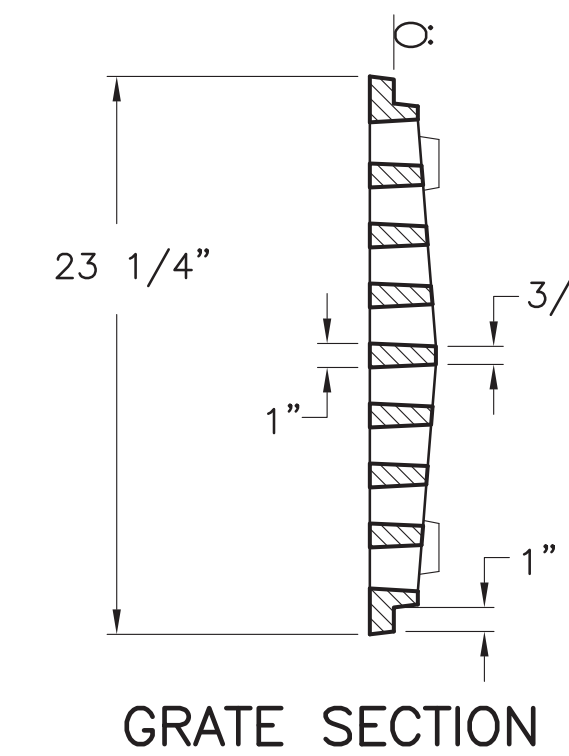
GRATE SECTION

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

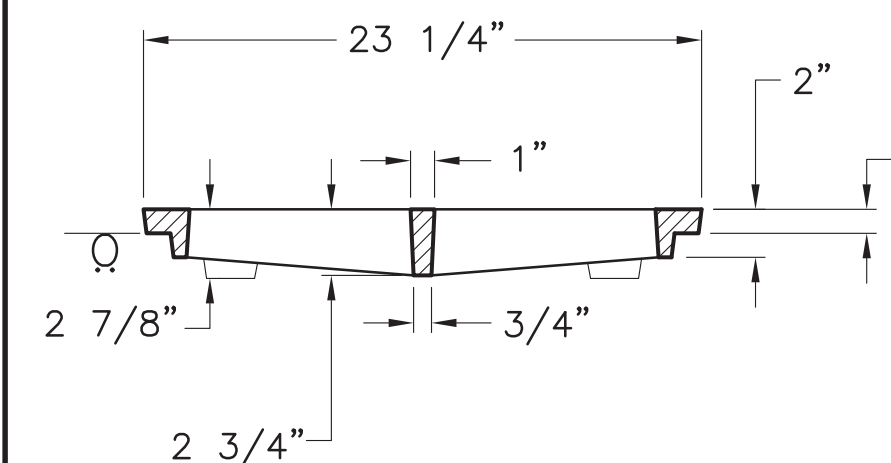
EJIW PRODUCT #43501030, USF 5685
OR APPROVED EQUAL



GRATE TOP VIEW

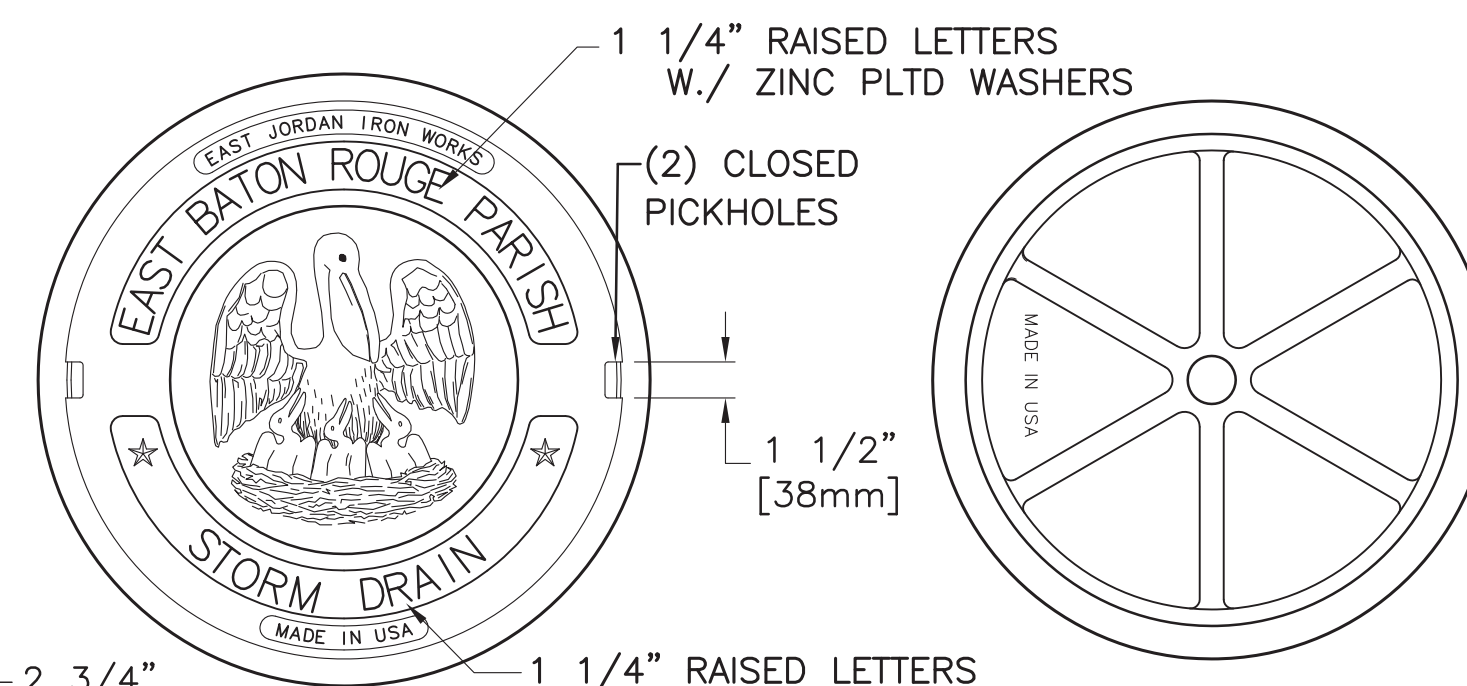


GRATE SECTION

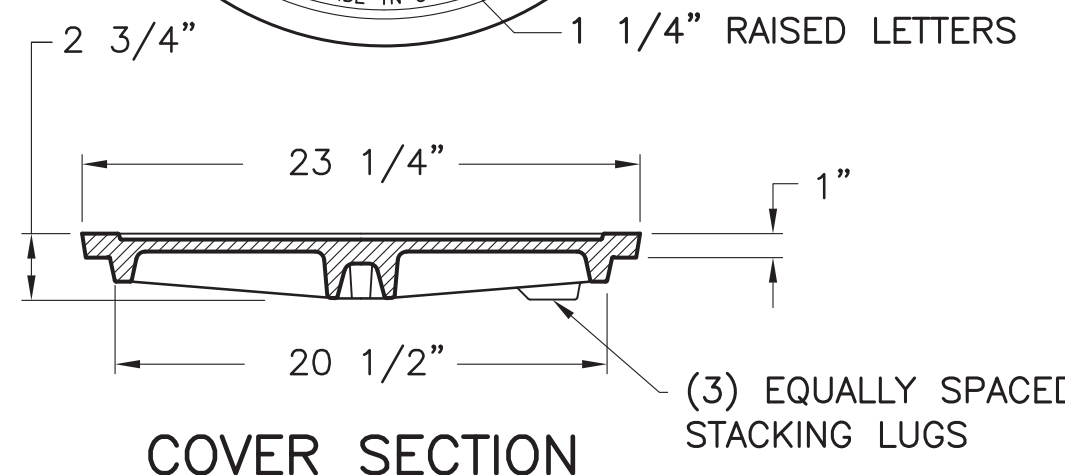


GRATE SECTION

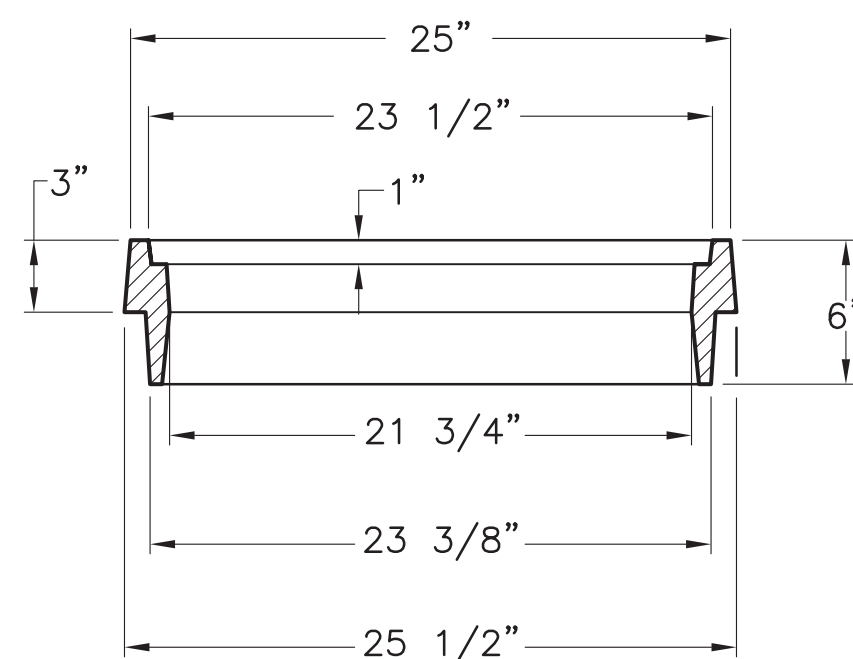
"TYPE 5"
SCALE: 1-1/2"=1'-0"



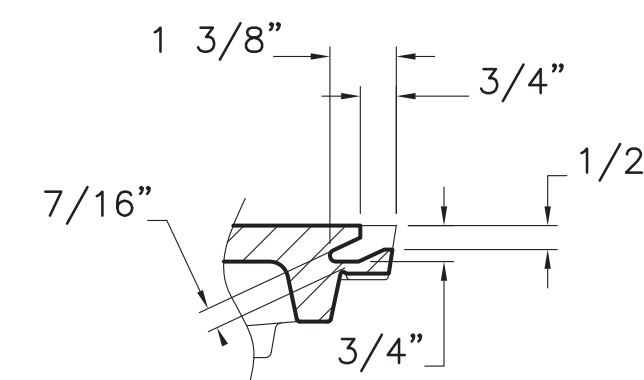
BOTTOM VIEW
OF COVER



COVER SECTION



RING SECTION



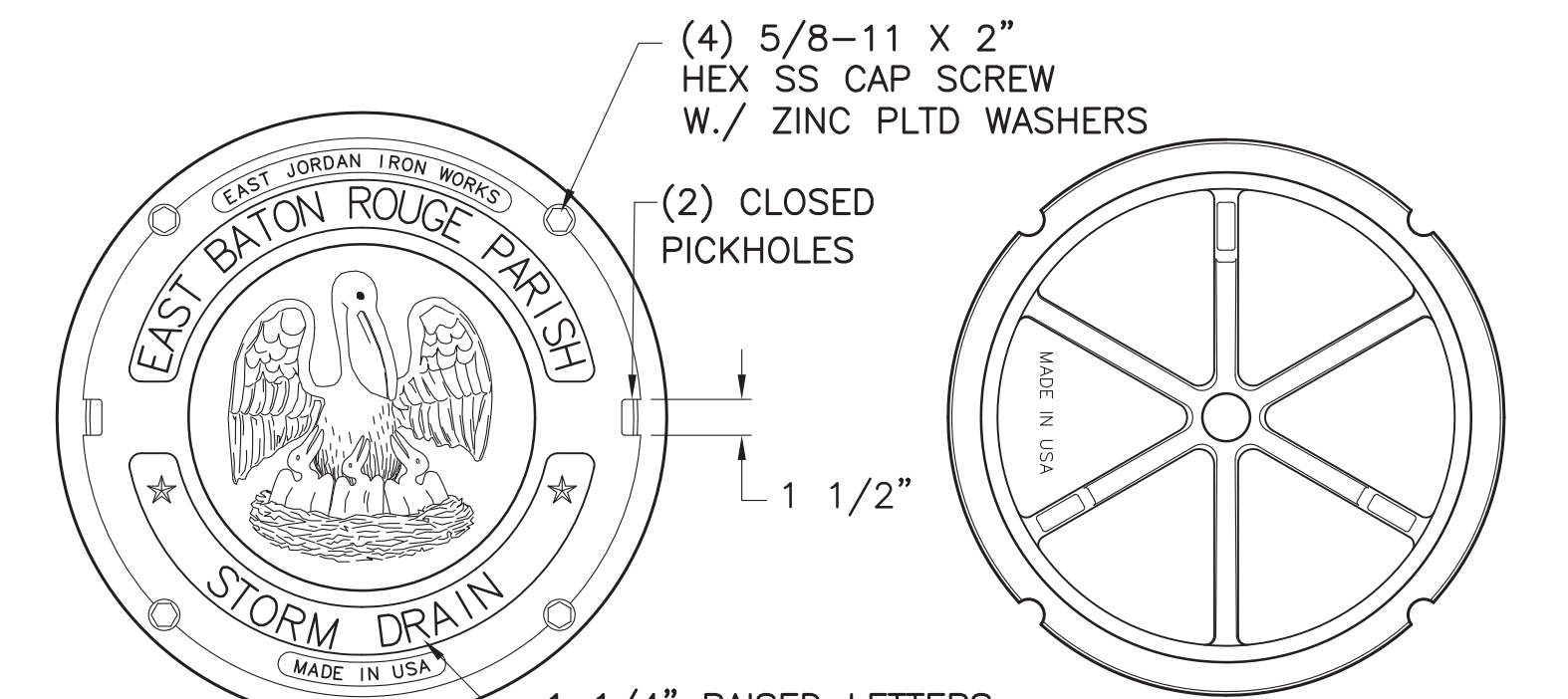
PICKHOLE DETAIL

EJIW PRODUCT #41886010
USF 1346 BZ
OR APPROVED EQUAL

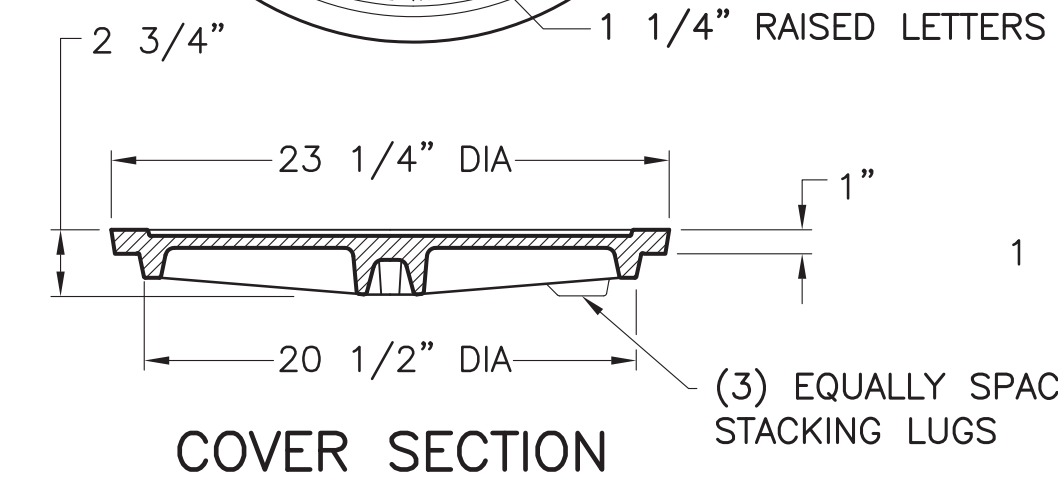
"TYPE 7"
SCALE: 1-1/2"=1'-0"

EJIW PRODUCT #41886007
USF 1346 BZ BLT
OR APPROVED EQUAL

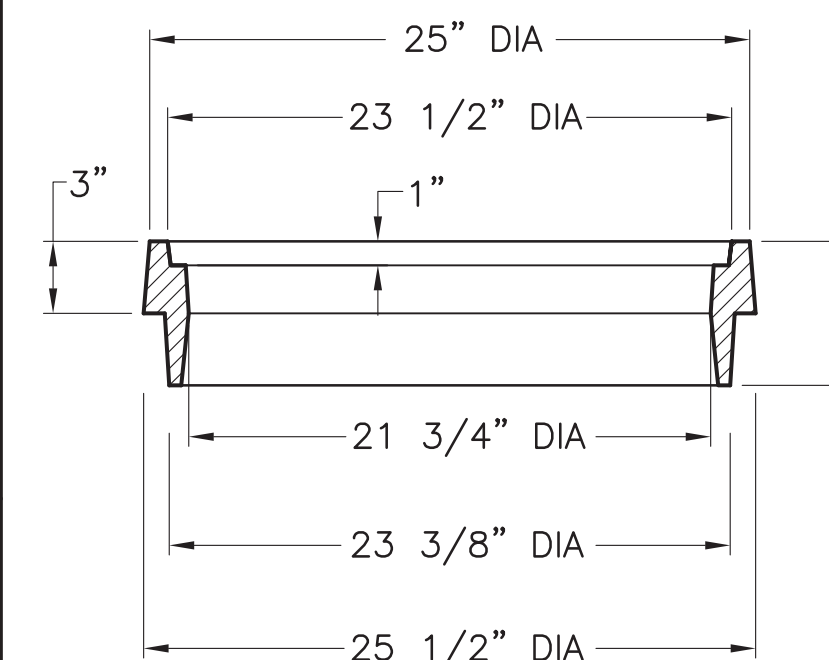
PROJECT NO.	SHEET



BOTTOM VIEW
OF COVER

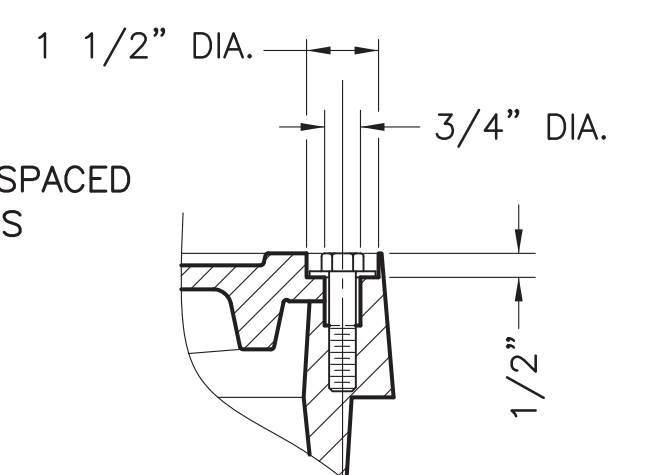


COVER SECTION

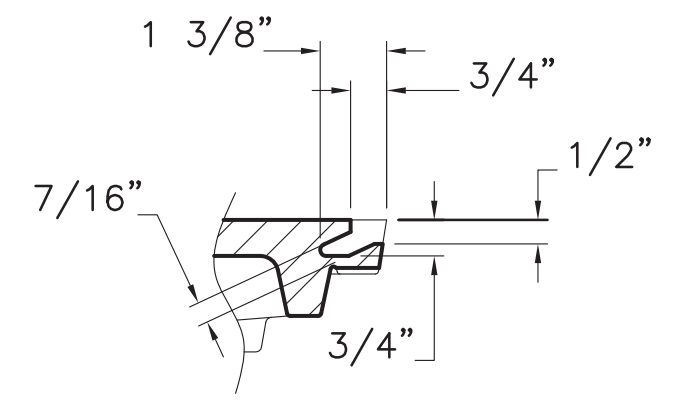


RING SECTION

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

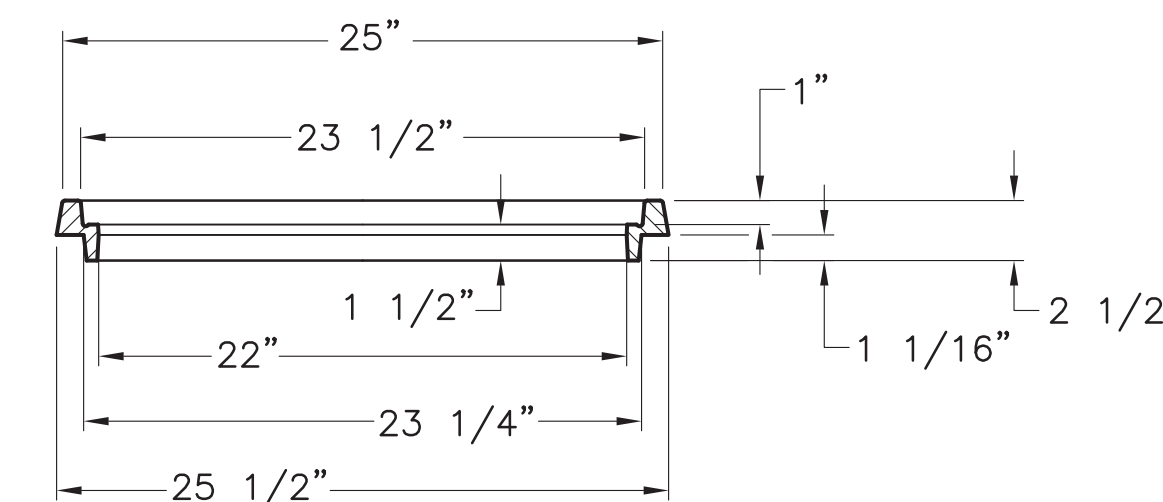


BOLT DETAIL



PICKHOLE DETAIL

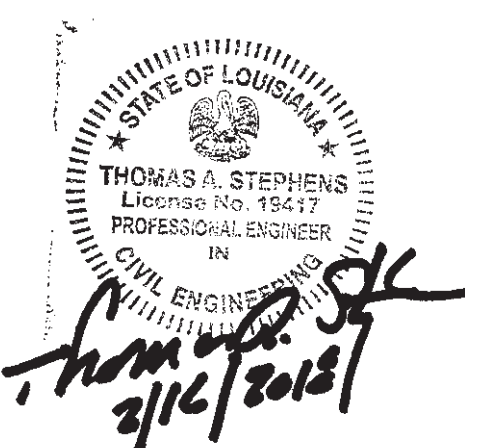
EJIW PRODUCT #41901110
USF 2337
OR APPROVED EQUAL



RING SECTION

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

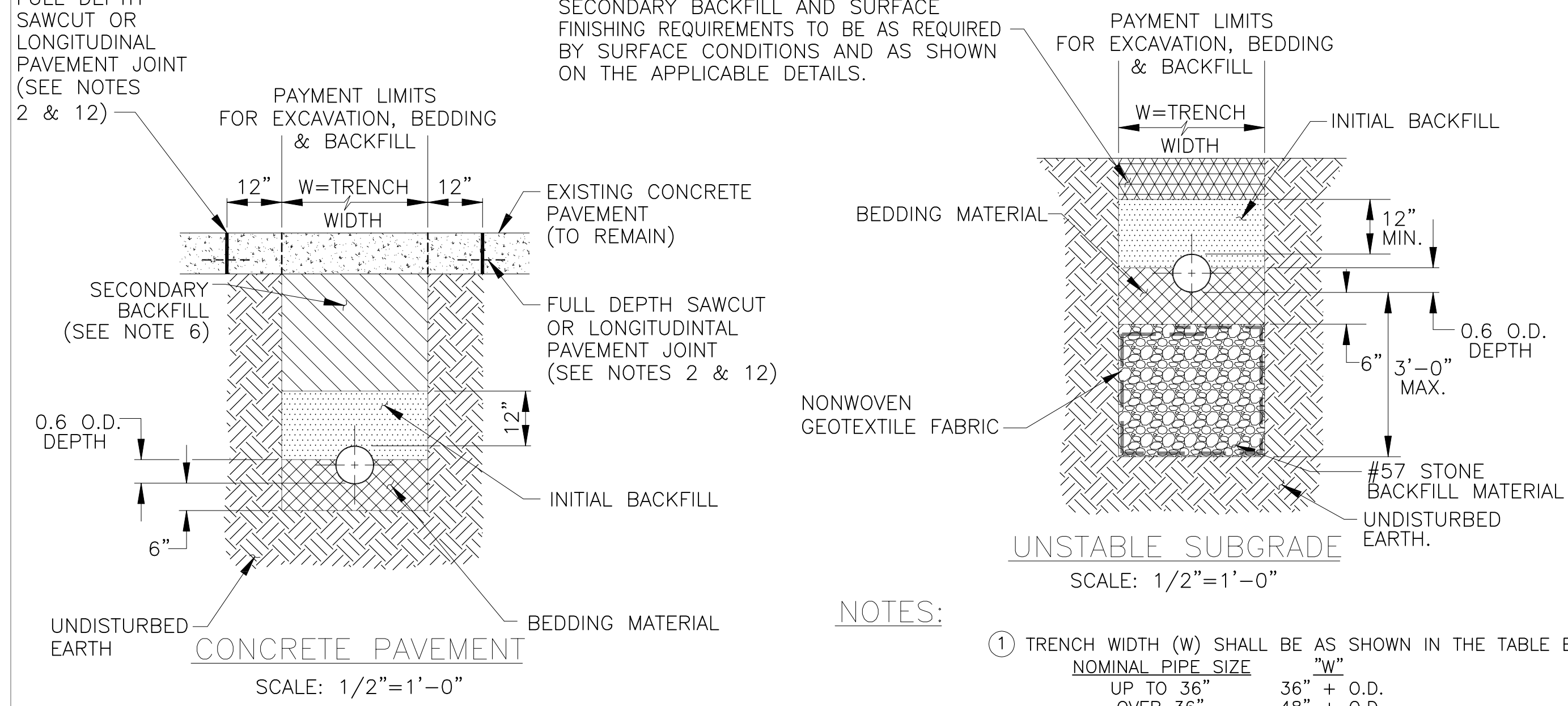
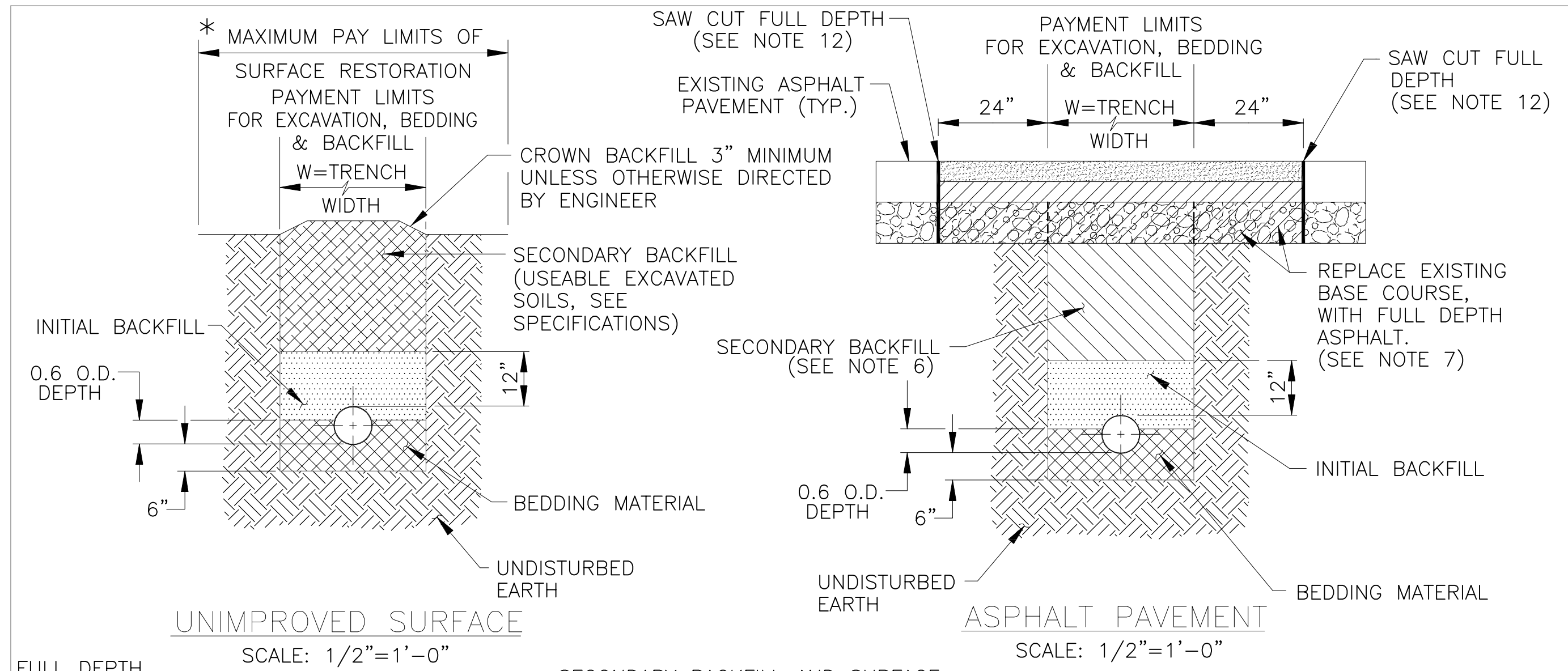
3/28/12	ADD USF PRODUCT NUMBER	G. L. P.
DATE	DESCRIPTION	BY
	REVISION	



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

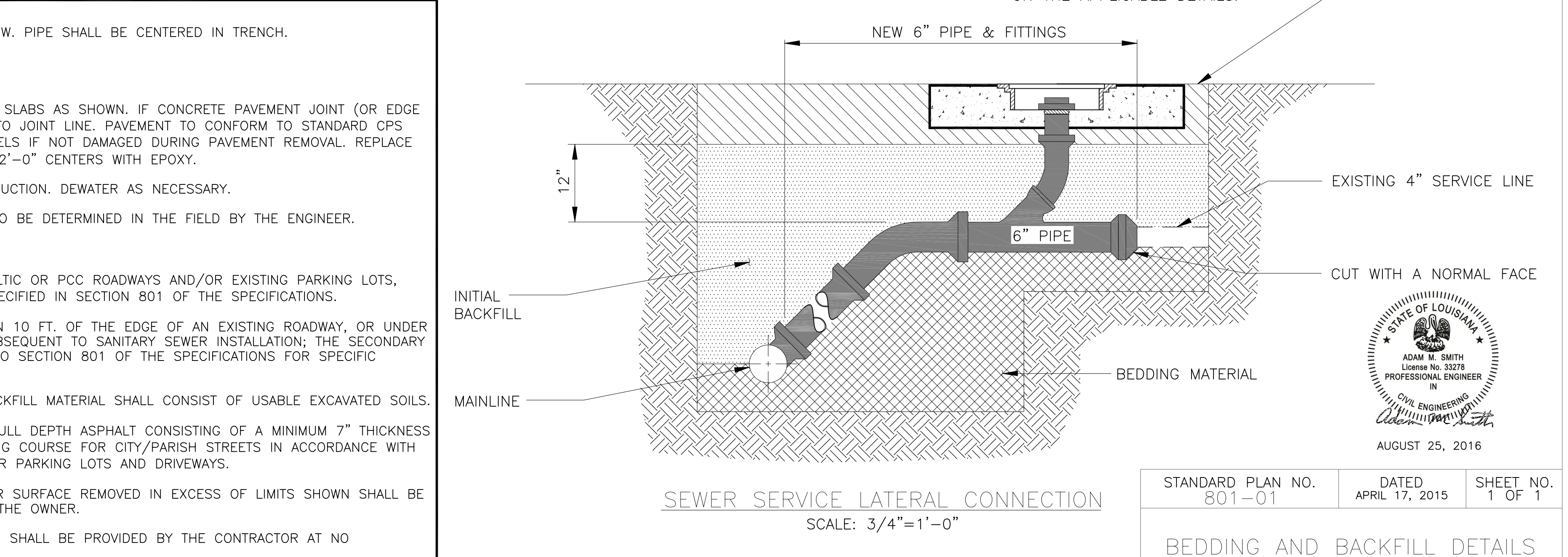
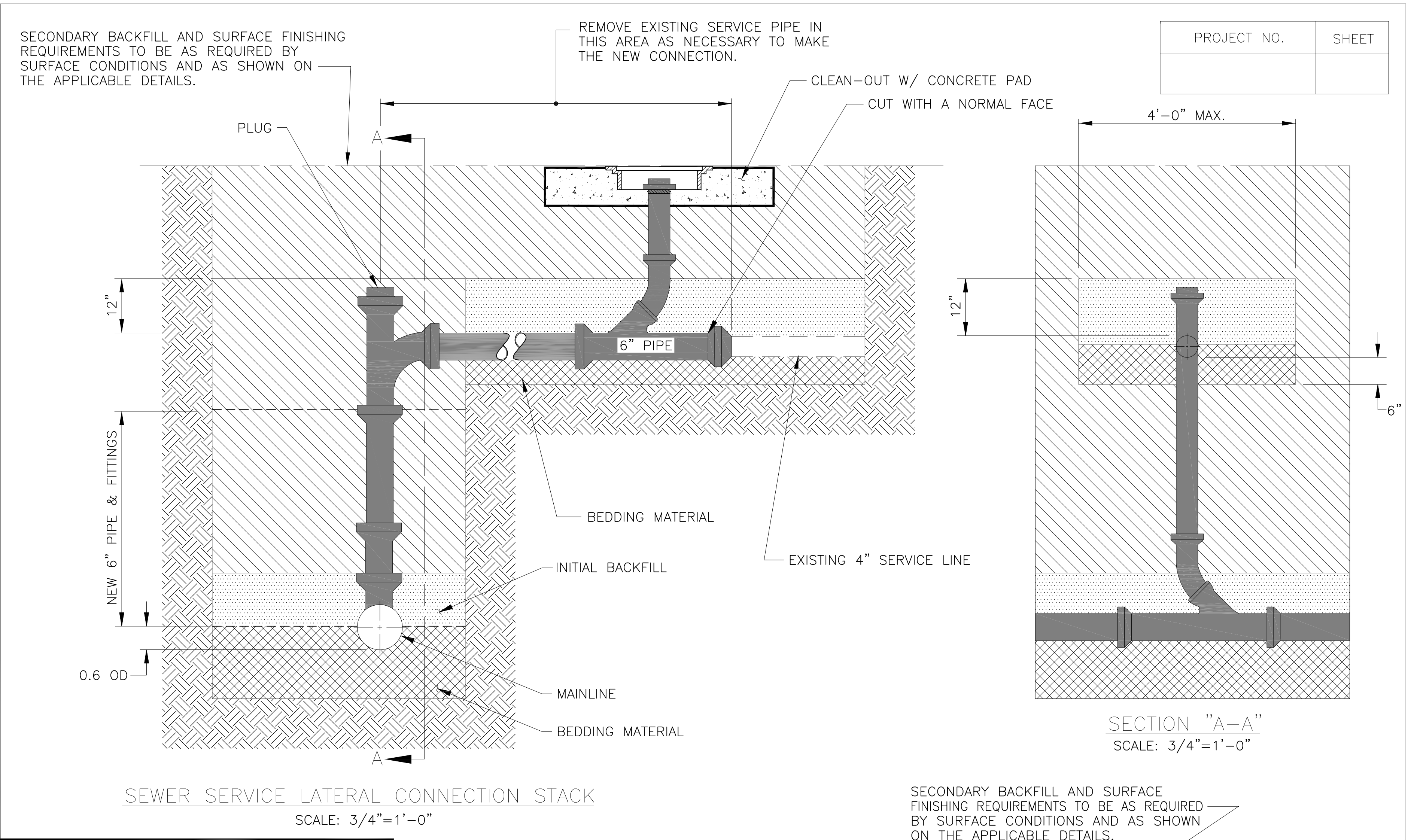
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED G. CHENG	DRAWN G. VANNICE	CHECKED G. CHENG	APPROVED T. STEPHENS



NOTES:

- TRENCH WIDTH (W) SHALL BE AS SHOWN IN THE TABLE BELOW. PIPE SHALL BE CENTERED IN TRENCH.

NOMINAL PIPE SIZE	"W"
UP TO 36"	36" + O.D.
OVER 36"	48" + O.D.
- CONTRACTOR TO REMOVE AND REPLACE CONCRETE PAVEMENT SLABS AS SHOWN. IF CONCRETE PAVEMENT JOINT (OR EDGE OF ROAD/BACK OF CURB) IS WITHIN 2', REMOVE PAVEMENT TO JOINT LINE. PAVEMENT TO CONFORM TO STANDARD CPS 502-01 (STANDARD PAVEMENT DETAILS). REUSE EXISTING DOWELS IF NOT DAMAGED DURING PAVEMENT REMOVAL. REPLACE ALL DAMAGED DOWEL WITH 1/2" x 2'-0" DEFORMED BARS ON 2'-0" CENTERS WITH EPOXY.
- WATER SHALL NOT BE PERMITTED IN TRENCH DURING CONSTRUCTION. DEWATER AS NECESSARY.
- USE OF THE UNSTABLE SUBGRADE PIPE BEDDING DETAIL IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- GEOTEXTILE FABRIC SHALL BE OVERLAPPED 8" MINIMUM.
- IF LIMITS OF THE PIPE TRENCH FALL UNDER EXISTING ASPHALTIC OR PCC ROADWAYS AND/OR EXISTING PARKING LOTS, THE SECONDARY BACKFILL SHALL BE #610 STONE OR AS SPECIFIED IN SECTION 801 OF THE SPECIFICATIONS.
IF LIMITS OF THE PIPE TRENCH FALL OUTSIDE OF, BUT WITHIN 10 FT. OF THE EDGE OF AN EXISTING ROADWAY, OR UNDER THE LIMITS OF A FUTURE ROADWAY TO BE CONSTRUCTED SUBSEQUENT TO SANITARY SEWER INSTALLATION; THE SECONDARY BACKFILL SHALL BE THE SAND-AGGREGATE MIXTURE. REFER TO SECTION 801 OF THE SPECIFICATIONS FOR SPECIFIC REQUIREMENTS.
IN AREAS OUTSIDE THOSE DESCRIBED ABOVE, SECONDARY BACKFILL MATERIAL SHALL CONSIST OF USABLE EXCAVATED SOILS.
- ASPHALTIC CONCRETE PAVEMENT SHALL BE REPLACED WITH FULL DEPTH ASPHALT CONSISTING OF A MINIMUM 7" THICKNESS OF MIX TYPE B BASE COURSE AND 2" THICKNESS OF WEARING COURSE FOR CITY/PARISH STREETS IN ACCORDANCE WITH THE SPECIFICATIONS. MINIMUM 4" MIX TYPE B (PG64-22) FOR PARKING LOTS AND DRIVEWAYS.
- ASPHALT OR CONCRETE PAVEMENT OR UNIMPROVED GRANULAR SURFACE REMOVED IN EXCESS OF LIMITS SHOWN SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- BEDDING AND BACKFILL NEEDED IN EXCESS OF LIMITS SHOWN SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- MAXIMUM PAYMENT LENGTHS FOR REMOVAL AND RESTORATION OF SURFACES SHALL BE THE SAME AS FOR THE EXCAVATION, BEDDING AND BACKFILL.
- *PAY LIMITS OF SURFACE RESTORATION ON UNIMPROVED SURFACES SHALL BE LIMITED TO THE WIDTH OF THE SEWER SERVITUDE OR AS SPECIFIED ON THE DRAWINGS AND MUST BE APPROVED BY THE ENGINEER.
- FINAL EDGES ALONG PAVEMENT REMOVAL LIMITS SHALL BE STRAIGHT, CLEAN, SOLID, VERTICAL FACES FREE FROM LOOSE MATERIAL PRIOR TO PAVEMENT RESTORATION. SAWCUTTING AT LIMITS SHOWN SHALL BE PAID ONLY ONCE PER TRENCH PATCH. ANY ADDITIONAL SAWCUTS FOR THE CONVENIENCE OF THE CONTRACTOR SHALL BE AT NO ADDITIONAL COST TO THE OWNER.
- IMPROVED GRANULAR SURFACE LIMITS SIMILAR TO CONCRETE PAVEMENT LIMITS.



TYPICAL TRENCH EXCAVATION & FINAL PAVEMENT REPLACEMENT DETAILS

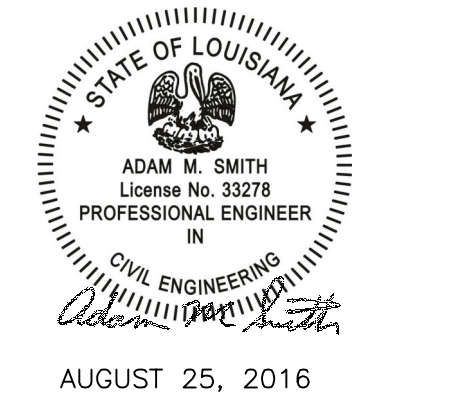
DATE	DESCRIPTION	BY
5/16	REVISED TITLE OF UNSTABLE SUBGRADE DETAIL	A.M.S.
4/15	DELETED GEOTEXTILE FABRIC EXCEPT FOR USE WITH #57 STONE AND REVISED GENERAL NOTES.	A.M.S.
4/13	REVISED STACK DETAILS AND REVISED GENERAL NOTES.	A.S.
10/12	ADDED GEOTEXTILE FABRIC ON SEC. BACKFILL	A.S.

STANDARD PLAN NO. 801-01 DATED APRIL 17, 2015 SHEET NO. 1 OF 1

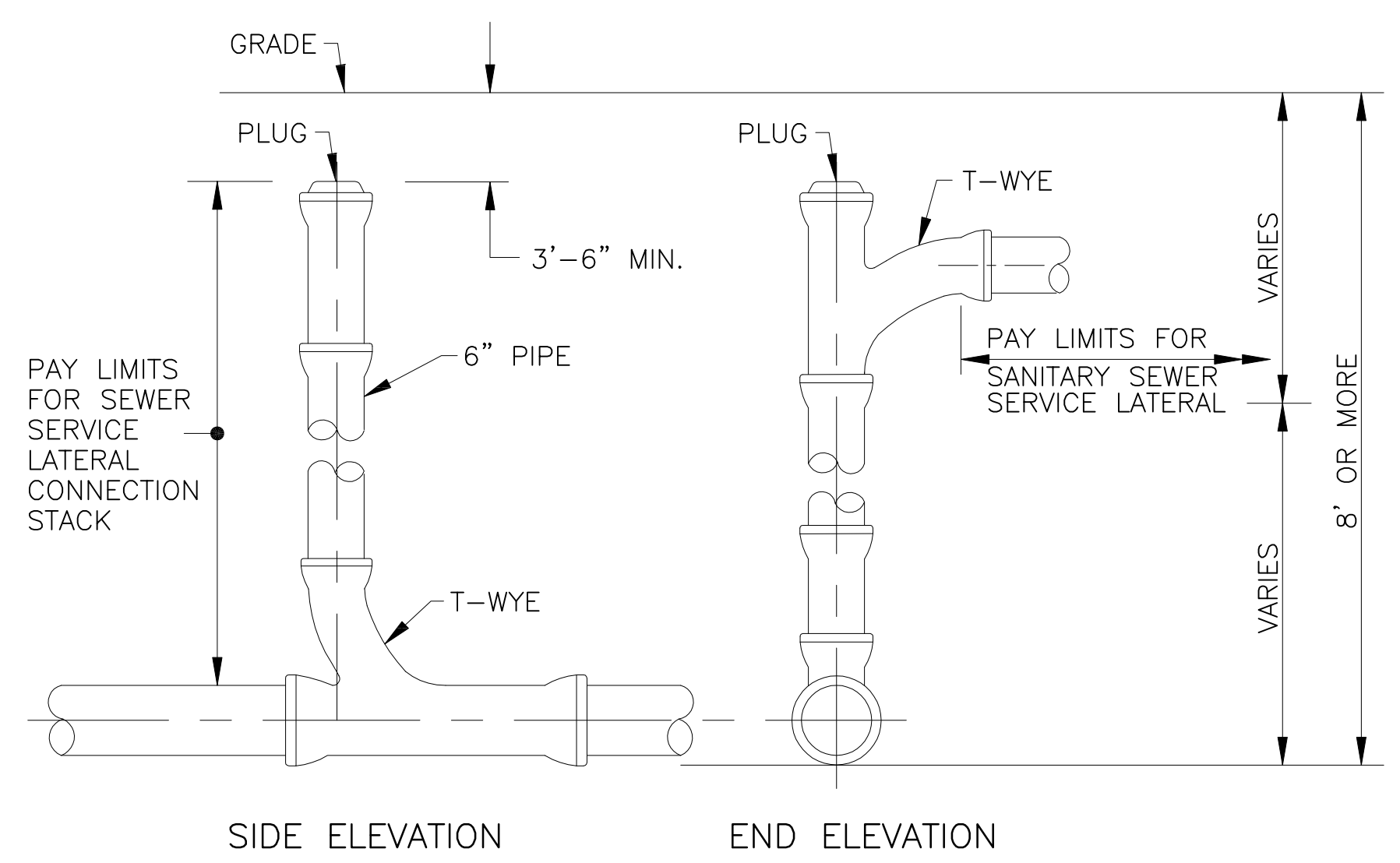
BEDDING AND BACKFILL DETAILS FOR SANITARY SEWER PIPE, FORCE MAINS AND SERVICE LINES

SEWER ENGINEERING DIVISION
DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE

DESIGNED	DRAWN	CHECKED	APPROVED
A. SCHULZE	G. VANNICE	N. COBB	A. SMITH

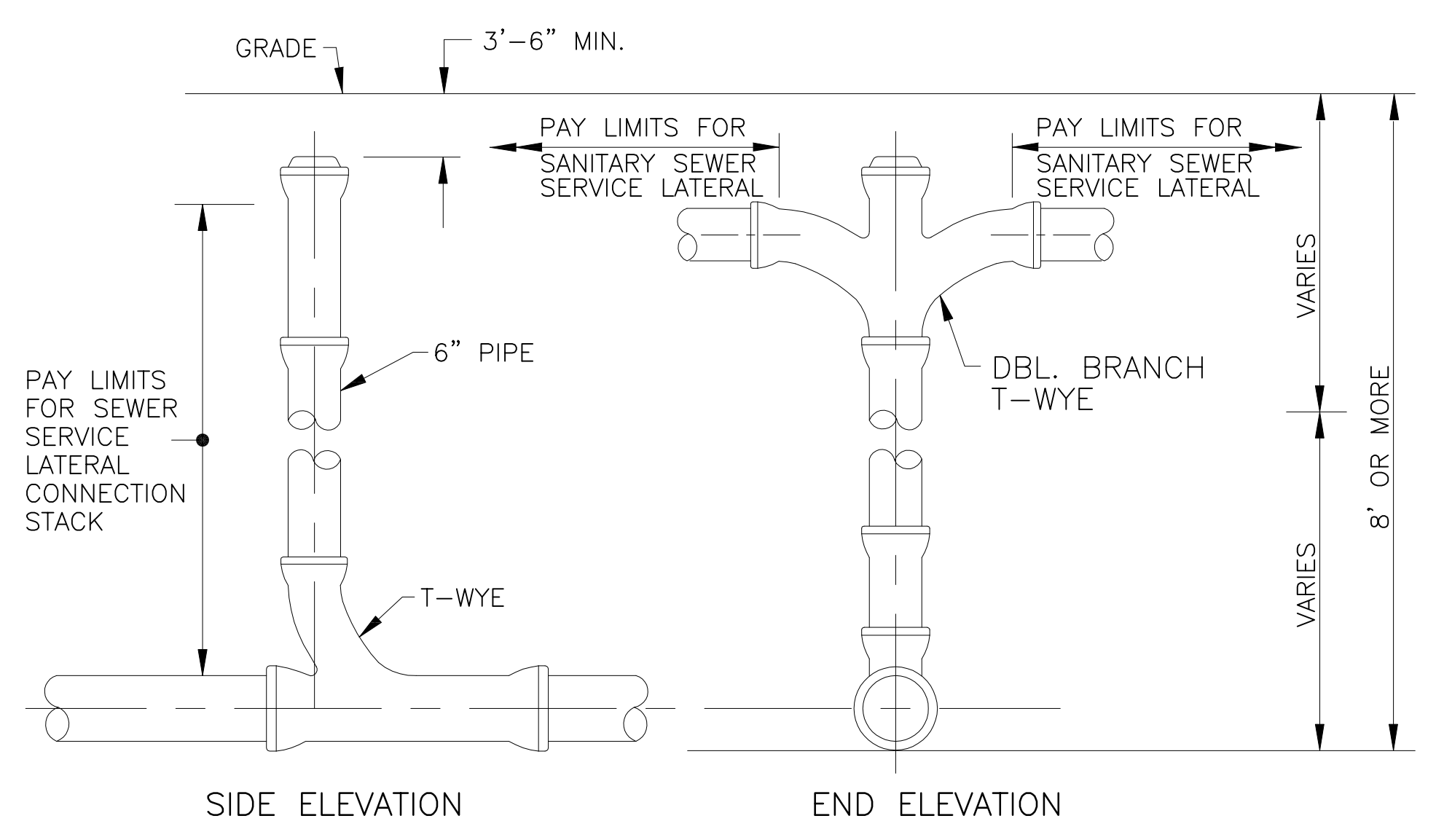


PROJECT NO.	SHEET



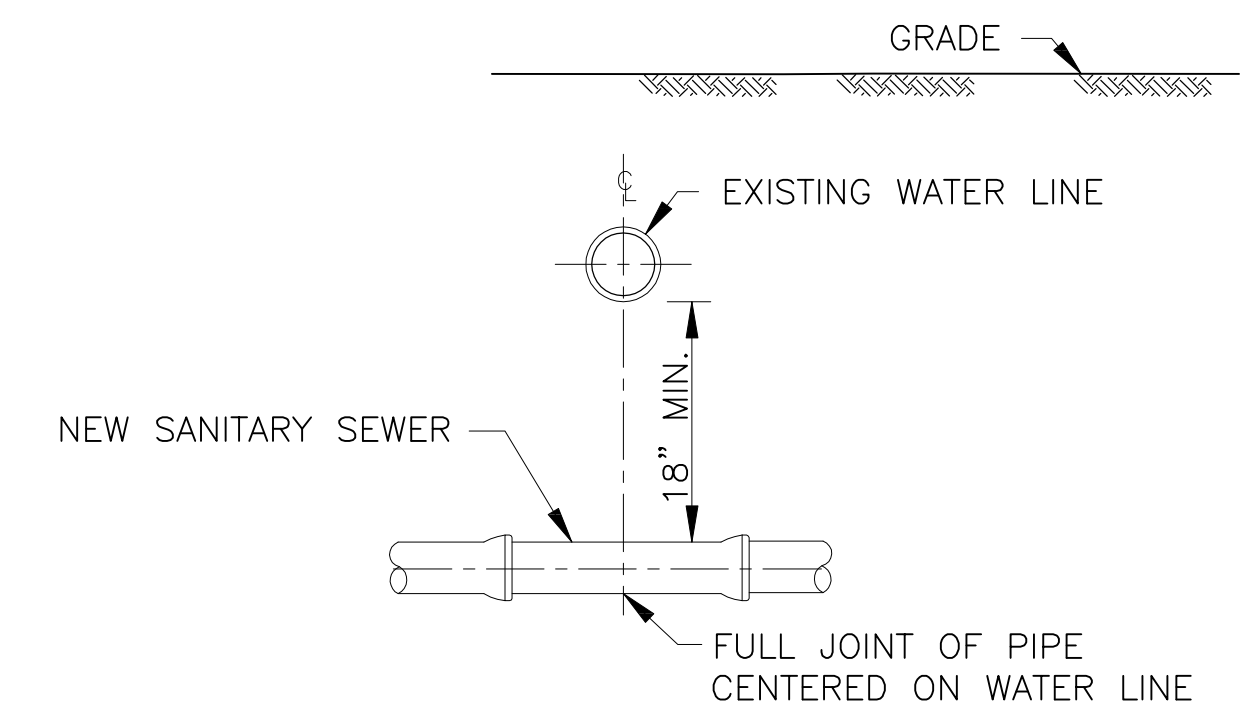
SIDE ELEVATION END ELEVATION

SEWER SERVICE LATERAL SINGLE CONNECTION STACK
SCALE: 3/4"=1'-0"

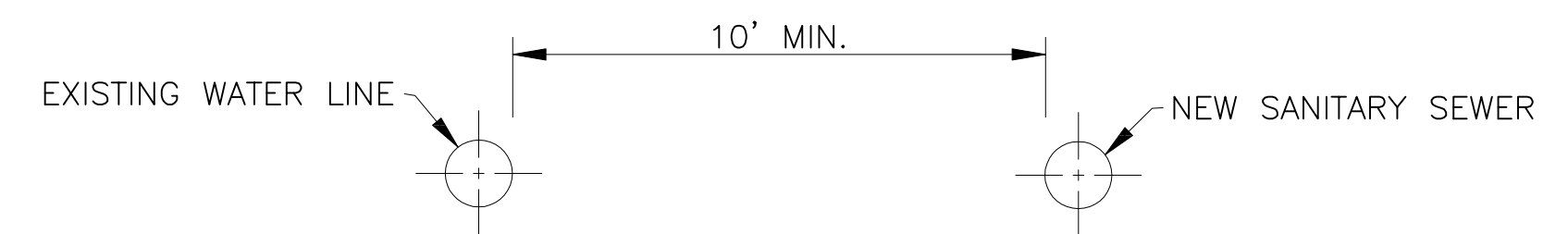


SIDE ELEVATION END ELEVATION

SEWER SERVICE LATERAL DOUBLE CONNECTION STACK
SCALE: 3/4"=1'-0"

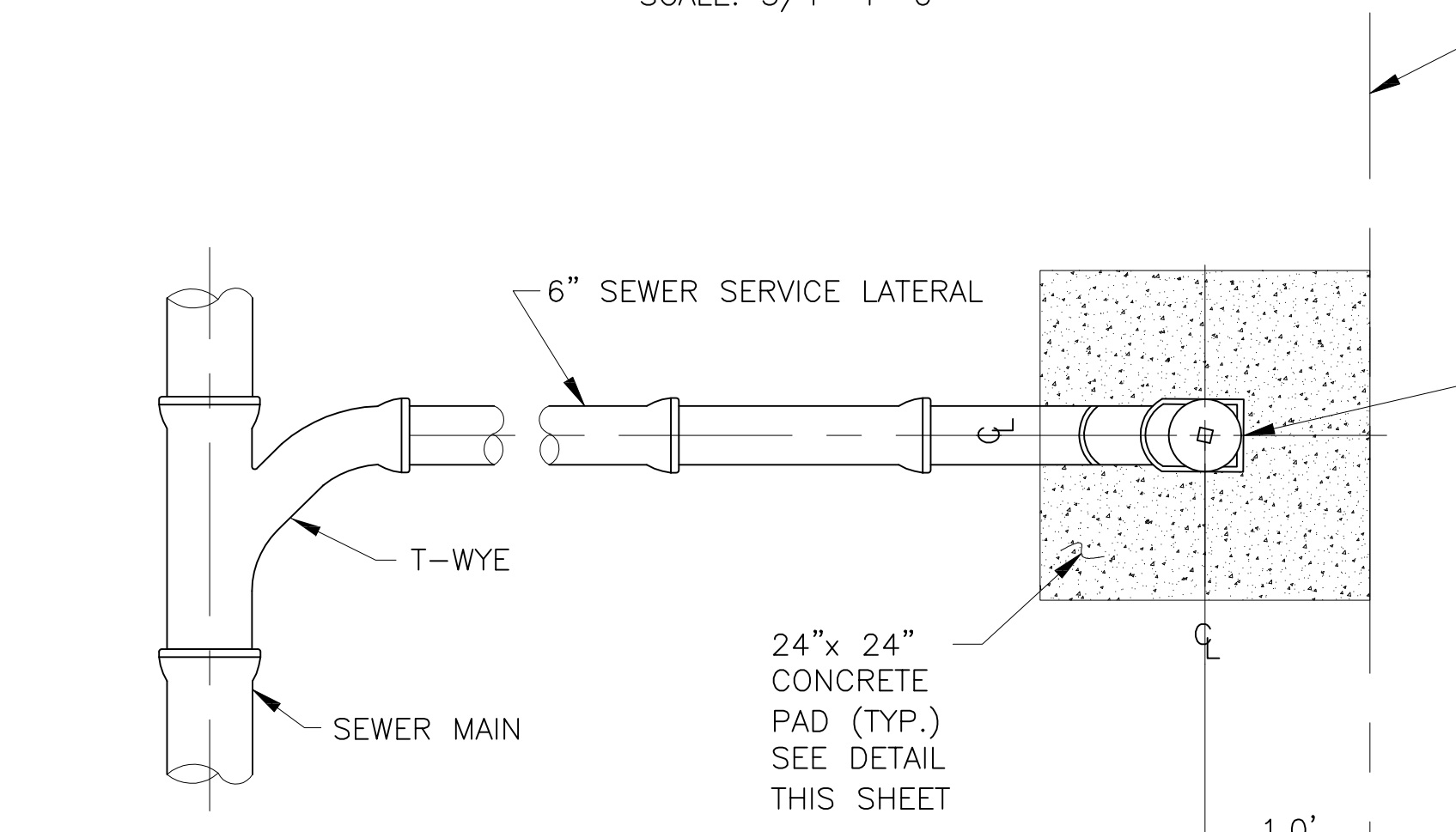


NEW SANITARY SEWER CROSSING EXISTING WATER LINE
SCALE: 3/4"=1'-0"

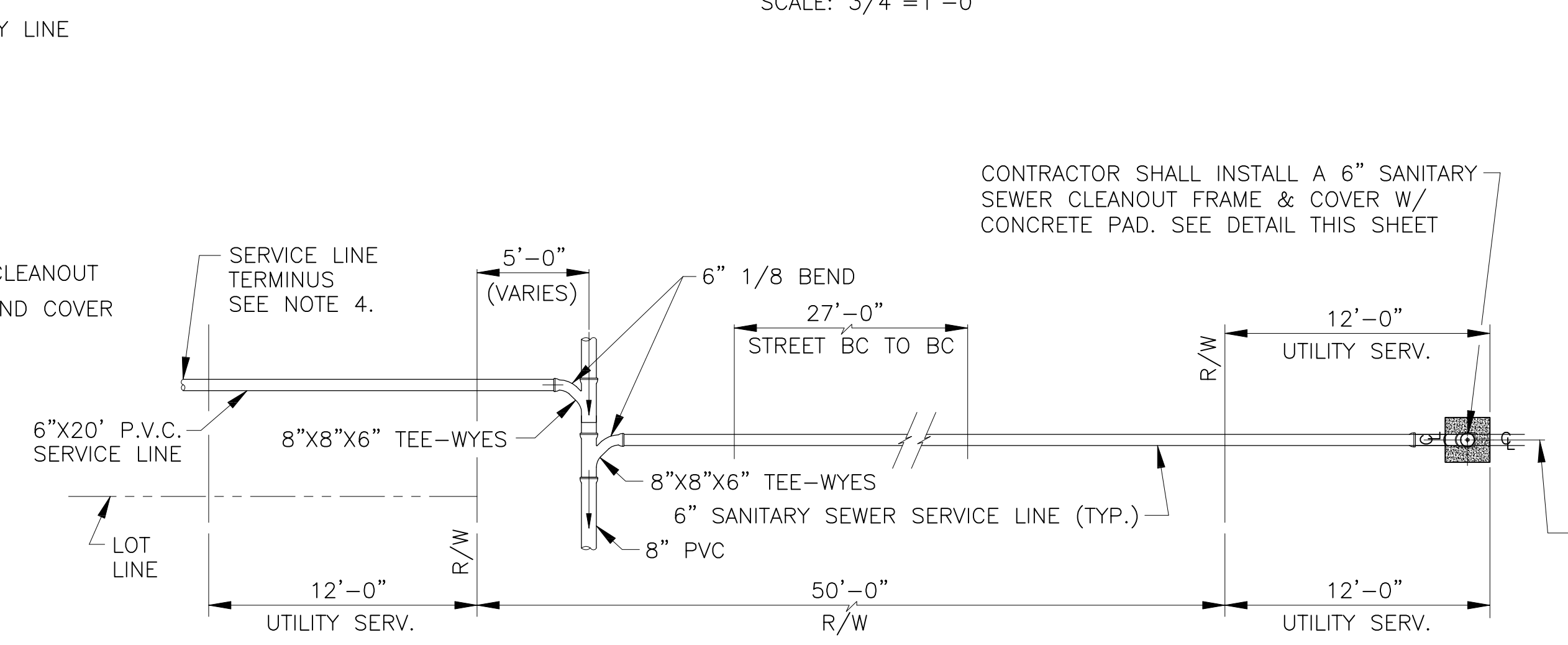


NEW SANITARY SEWER PARALLEL EXISTING WATER LINE
SCALE: 1/2"=1'-0"

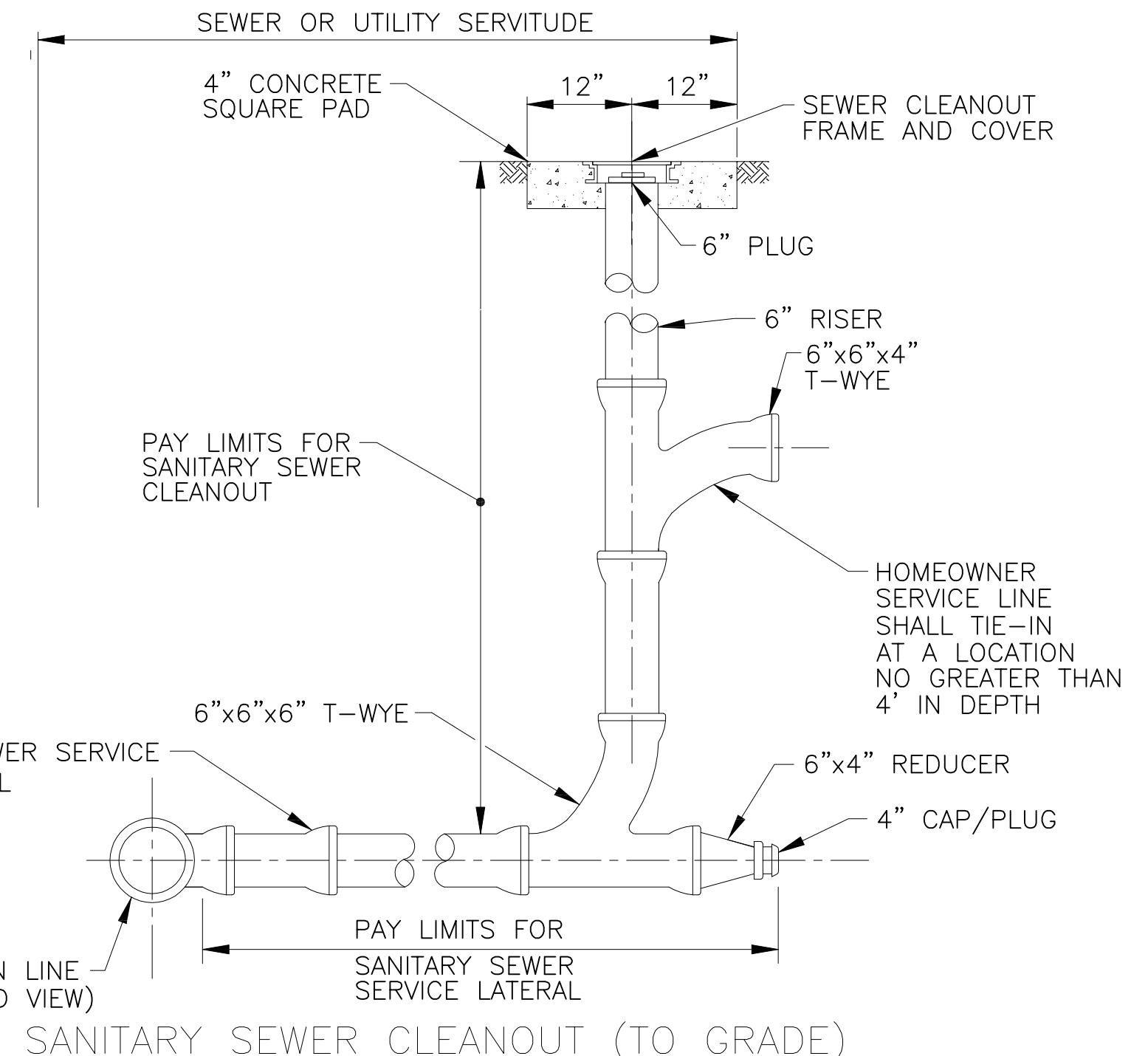
- NOTES:**
- DEPARTMENT OF HEALTH AND HOSPITALS MUST APPROVE INSTALLATION METHOD IF VERTICAL AND HORIZONTAL SEPARATIONS BETWEEN SEWER AND WATER LINES CANNOT BE MET.
 - SEPARATION REQUIREMENTS SHOWN HERE DO NOT APPLY TO SERVICE CONNECTIONS - REFER TO PLUMBING CODE FOR APPLICABLE REQUIREMENTS.
 - SEWER CLEANOUT FRAME AND COVER SHALL MEET THE LATEST EDITION OF AASHTO M306.
 - IN NEW SUBDIVISIONS OR IN NEW SEWER SERVICE AREAS WHERE NEW SERVICE LATERAL CONNECTIONS ARE REQUIRED, THE SEWER SERVICE LATERAL TERMINATION SHALL BE STUBBED ABOVE GROUND AT THE BACK EDGE OF ALL SERVITUDES. PRIOR TO FINAL PLUMBING INSPECTION AND ACCEPTANCE, THE PLUMBING CONTRACTOR FOR EACH LOT SHALL INSTALL THE CLEANOUT AS SHOWN.
 - DOUBLE WYES ARE ONLY ALLOWED ON LOTS 50' WIDE OR LESS AND SHALL ONLY BE ON THOSE SERVICES CROSSING THE STREET. SERVICES NOT CROSSING THE STREET AND ON LOTS GREATER THAN 50' WIDE SHALL HAVE SINGLE WYES TO THE CENTER OF THE LOTS AS SHOWN.



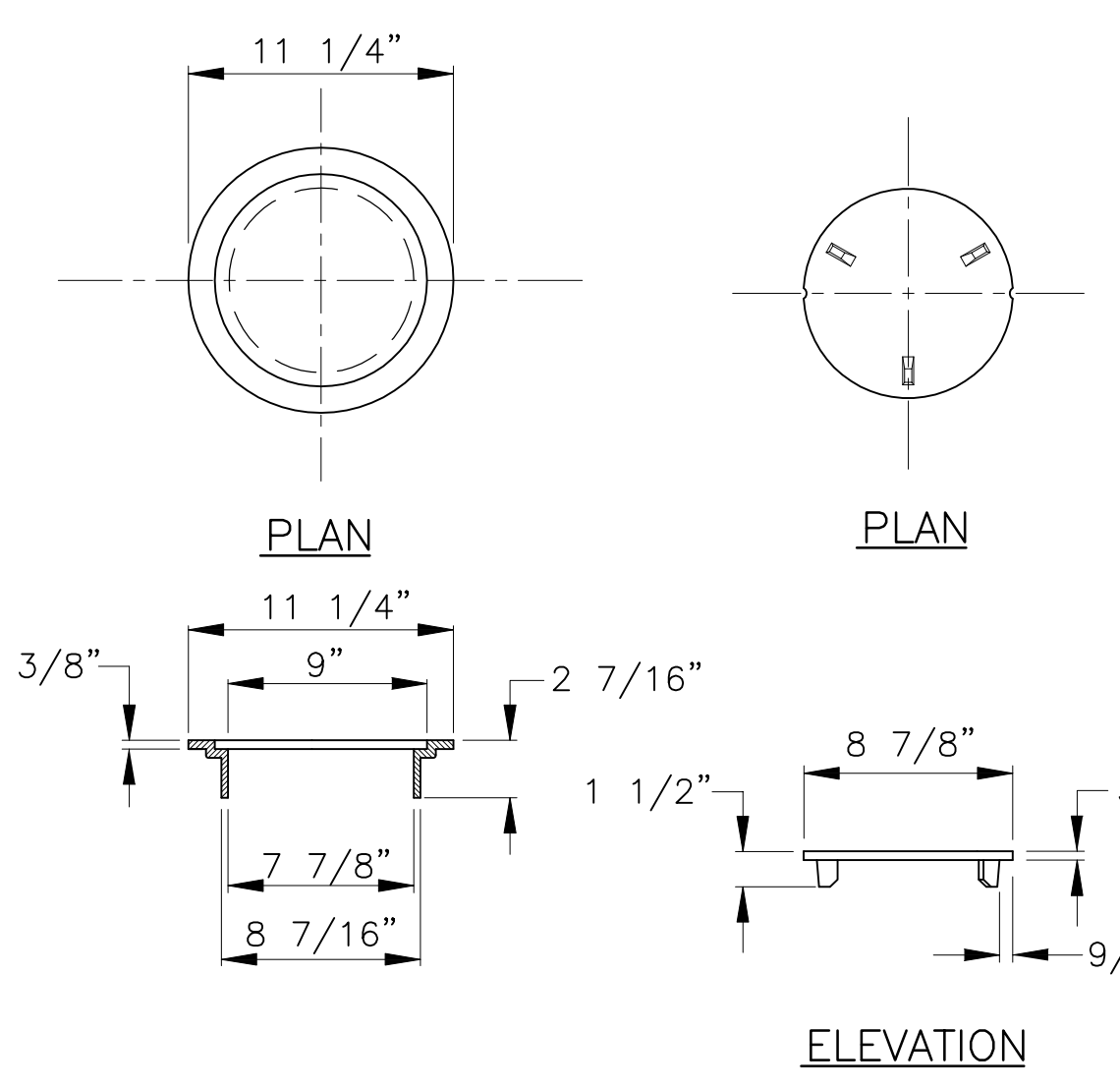
SERVICE CONNECTION AND CLEANOUT
PLAN SCALE: 1"=1'-0"



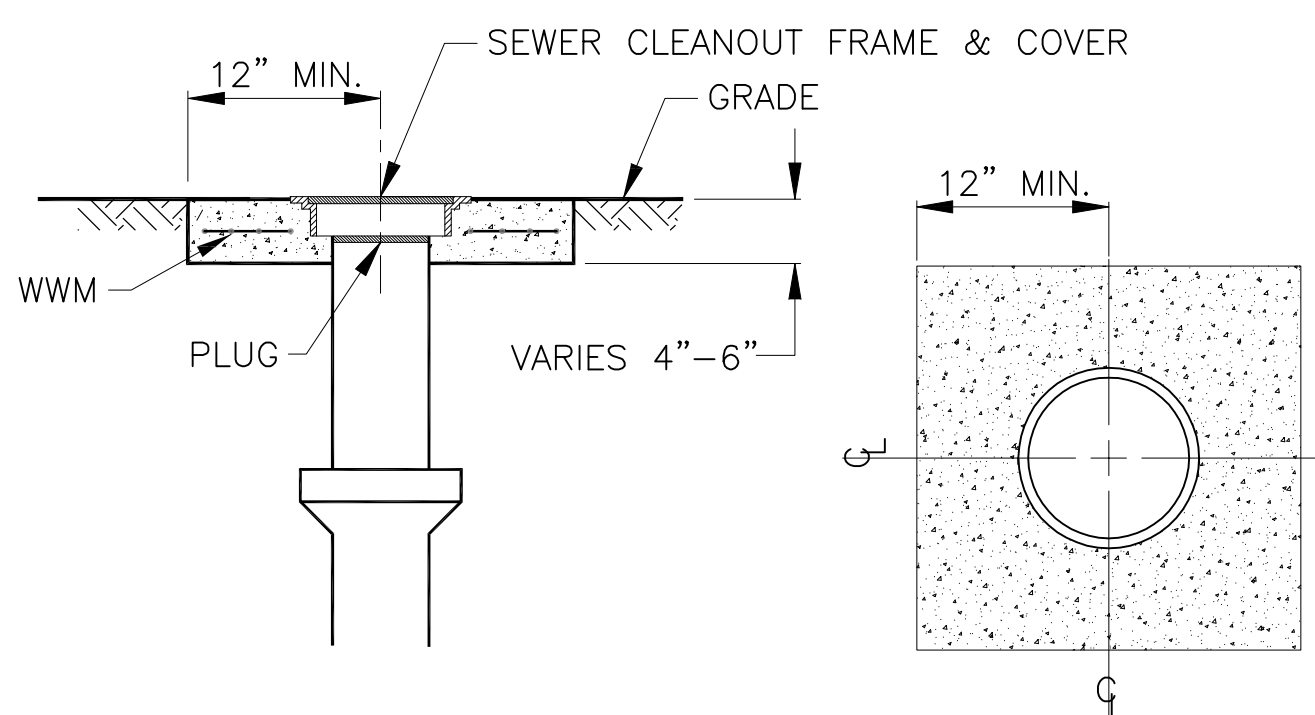
TYPICAL LOT SERVICE DETAIL
SCALE: 3/16"=1'-0"



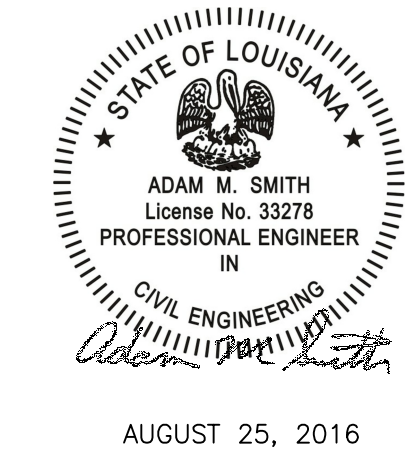
SANITARY SEWER CLEANOUT (TO GRADE)
SCALE: 3/4"=1'-0"



SEWER CLEANOUT FRAME AND COVER
EJIW V-8503 OR APPROVED EQUAL
SCALE: 1 1/2"=1'-0"

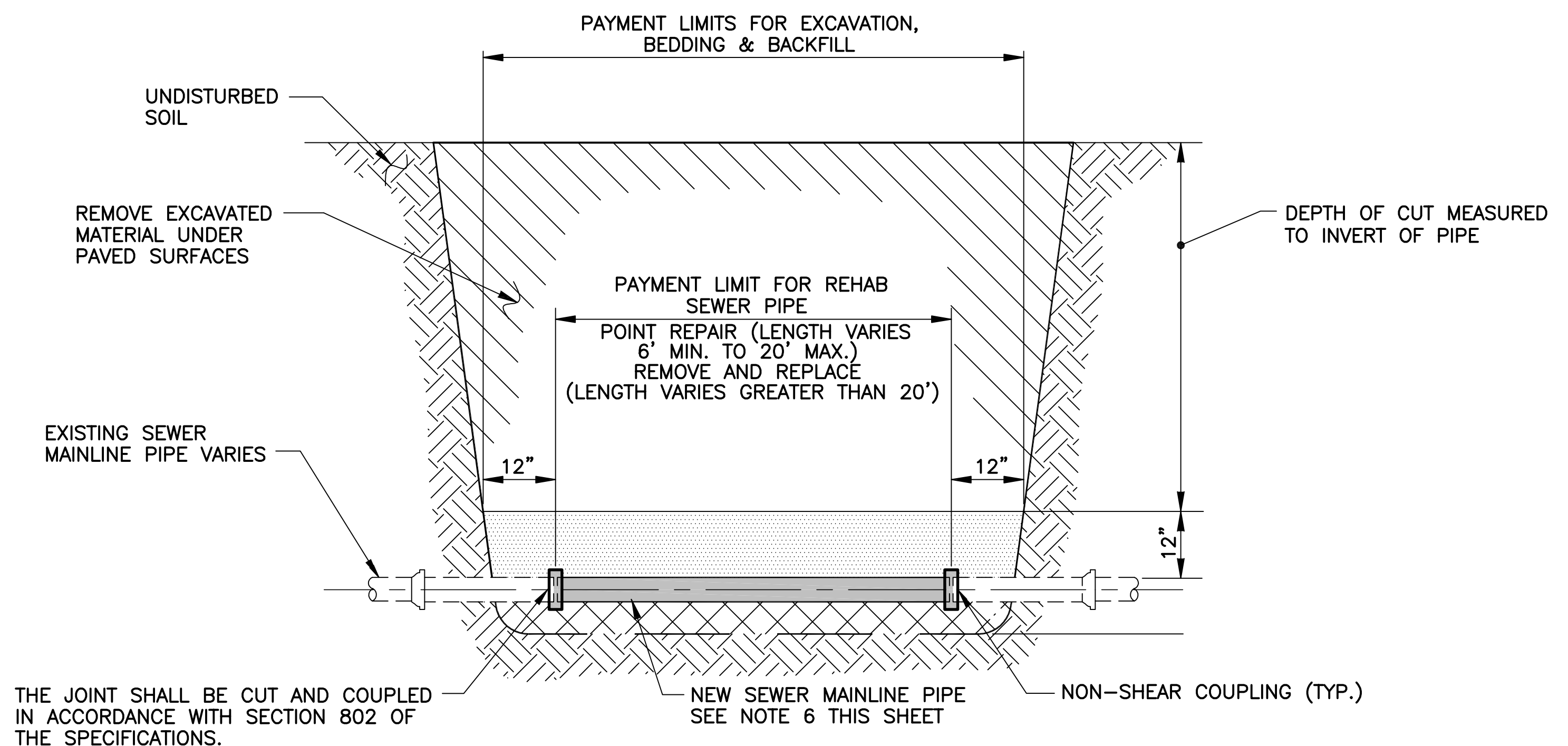


24"X24" CONCRETE PAD
(PRECAST CONCRETE PAD ACCEPTABLE)
SCALE: 1"=1'-0"

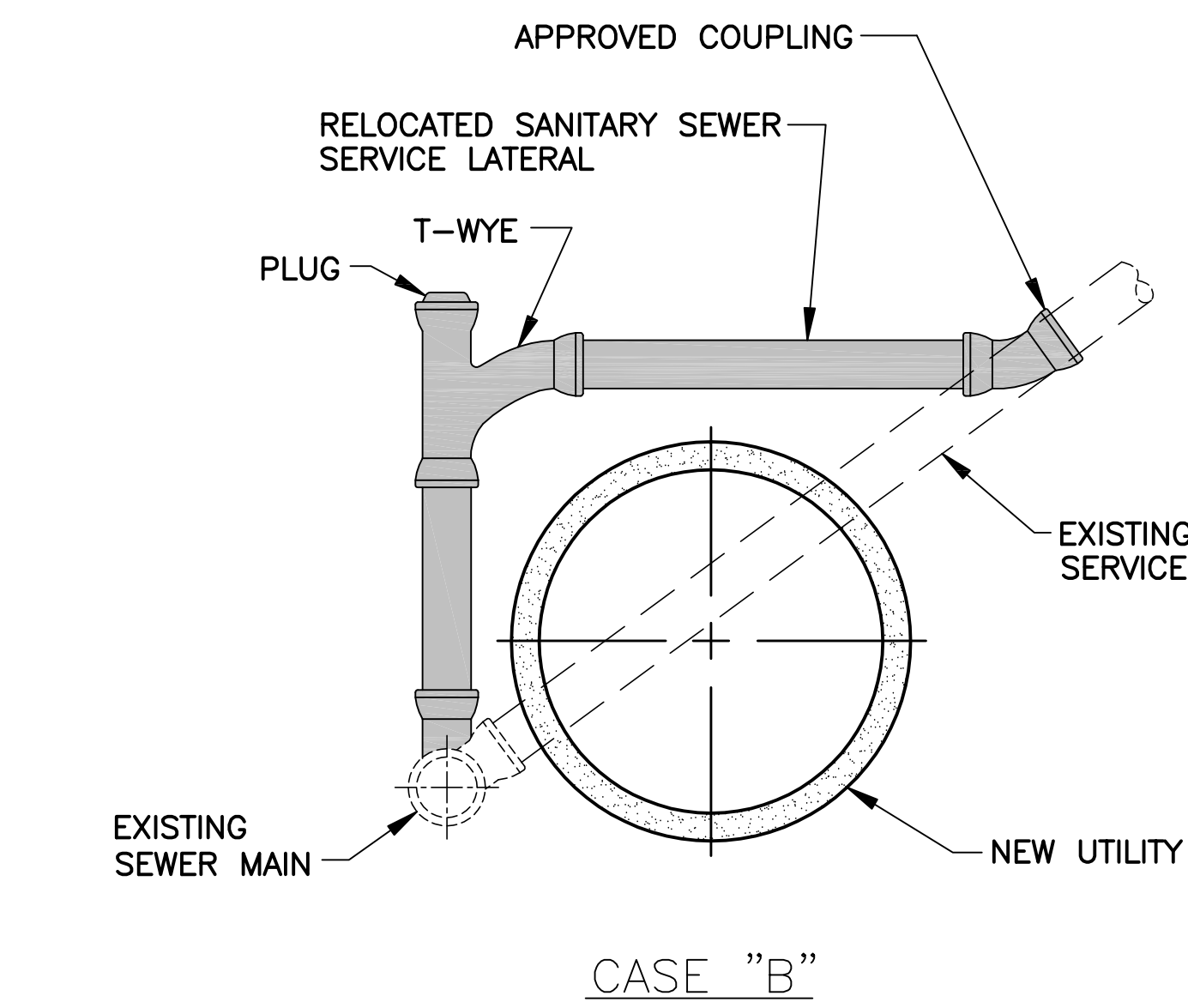
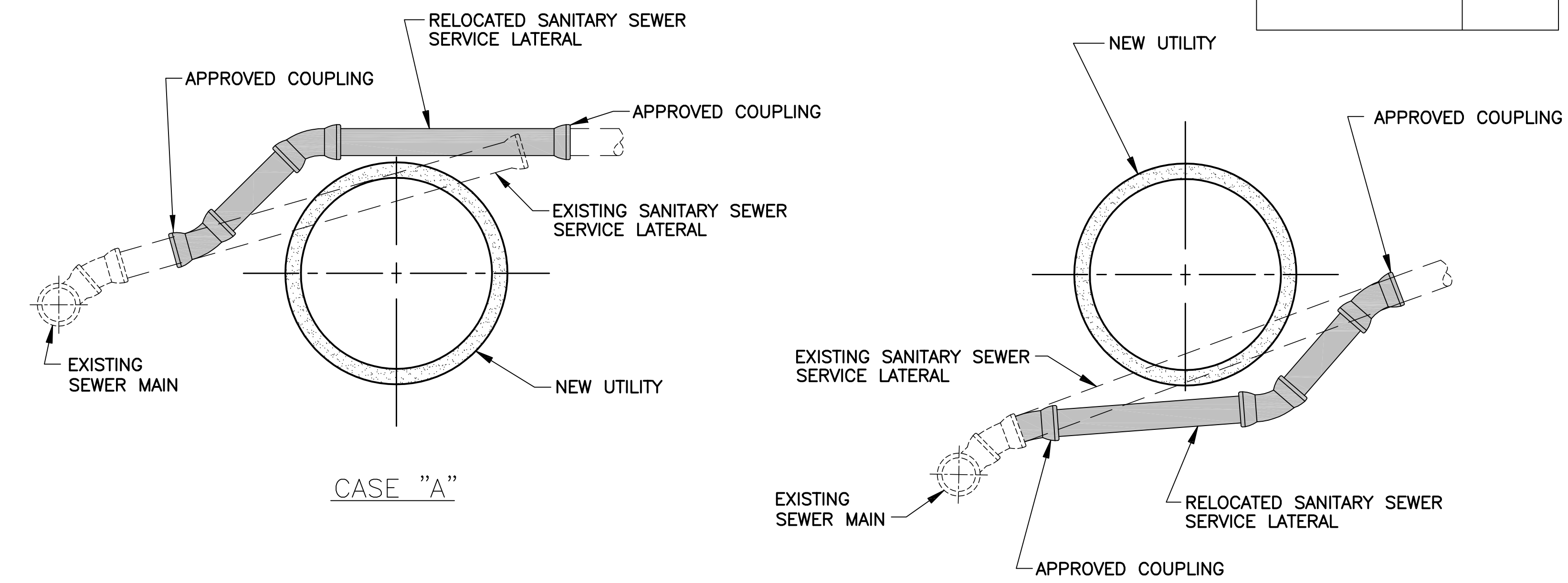


5/16	REVISED LATERAL STACK DIMENSION & ADDED PAY LIMITS	A.M.S.
DATE	DESCRIPTION	BY
	REVISIONS	

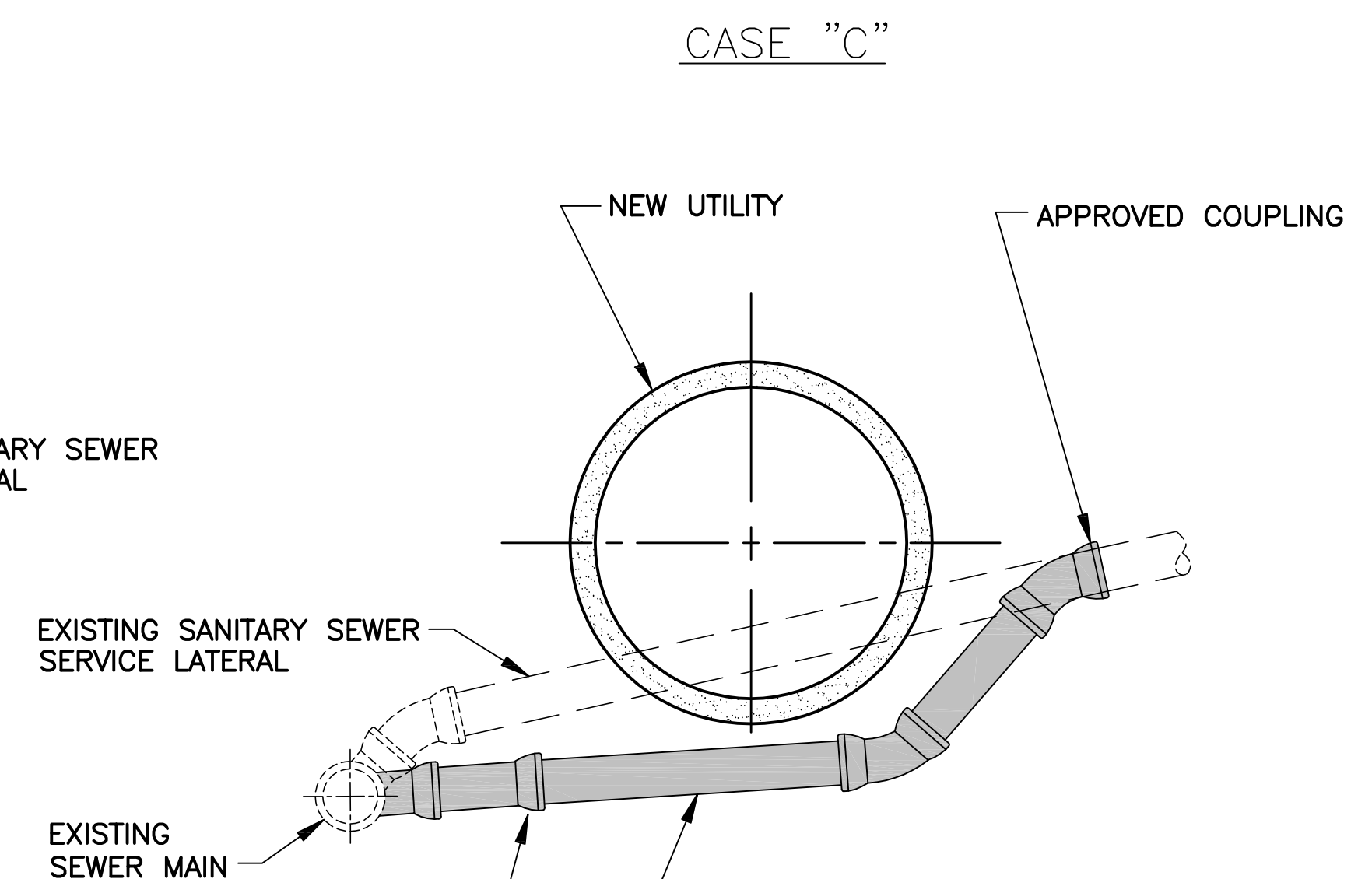
STANDARD PLAN NO. 802-01	DATED AUGUST 1, 2011	SHEET NO. 1 OF 2
SANITARY SEWER PIPE AND CLEANOUT DETAILS		
SEWER ENGINEERING DIVISION DEPARTMENT OF ENVIRONMENTAL SERVICES CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED A. SCHULZE	DRAWN G. VANNICE	CHECKED N. COBB
		APPROVED A. SMITH



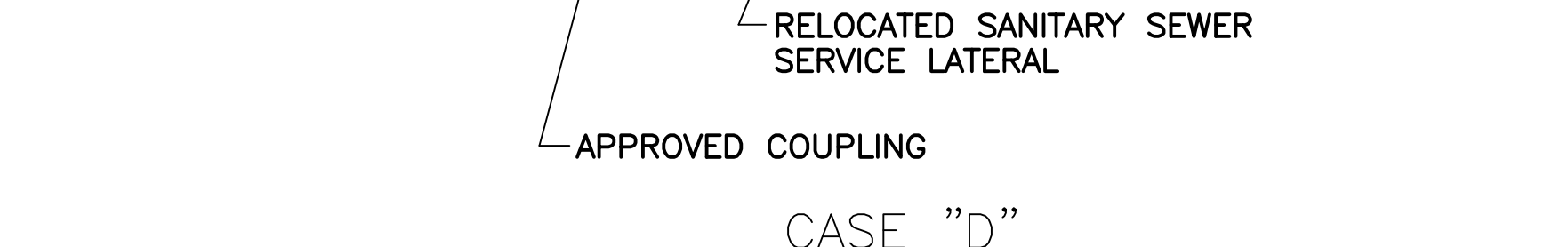
STANDARD TYPICAL SEWER PIPE REPLACEMENT AT MID SEGMENT
N.T.S.



CASE "B"



CASE "C"



CASE "D"

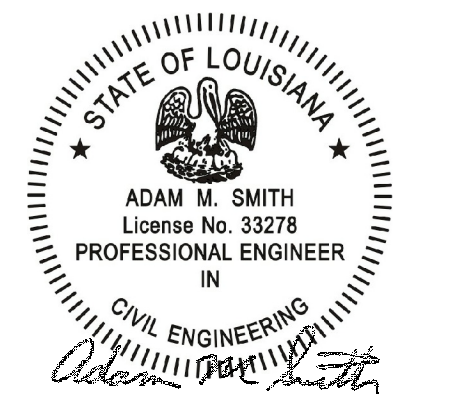
LEGEND

- = RELOCATED SANITARY SEWER SERVICE LATERAL
- = EXISTING SANITARY SEWER SERVICE LATERAL

ADJUSTED SANITARY SEWER SERVICE LATERAL CONNECTION DETAILS

- NOTES:
1. THE RELOCATED SANITARY SEWER SERVICE LATERAL SHALL BE CONSTRUCTED OF POLYVINYL CHLORIDE (PVC) PIPE EXCEPT WHERE THE SANITARY SEWER SERVICE LATERAL IS BELOW THE UTILITY OR HAS LESS THAN 3 FEET OF COVER TO FINISH GRADE. IN THESE CASES THE PIPE MATERIAL SHALL BE DUCTILE IRON.
 2. THE RELOCATED SANITARY SEWER SERVICE LATERAL SHALL BE CONNECTED TO THE EXISTING PIPE WITH APPROVED NON-SHEAR COUPLINGS.
 3. USE OF CASE "D" TYPE REROUTING DEPENDS ON THE LEVEL OF FLOW (PRESENT AND FUTURE) WITHIN MAINLINE SEWER - SUBJECT TO CASE APPROVAL BY ENGINEER.
 4. MINIMUM SLOPE ON ANY REROUTED SEGMENT OF SANITARY SEWER SERVICE LATERAL TO BE 1.00%.
 5. NEW SEWER PIPE LENGTH & TYPE TO BE DEFINED BY ENGINEER.
 6. BEDDING, SECONDARY BACKFILL, INITIAL BACKFILL, AND SURFACE RESTORATION SHALL BE IN ACCORDANCE WITH SECTION 801 OF THE SPECIFICATION AND STANDARD PLAN 801-01.

N.T.S.

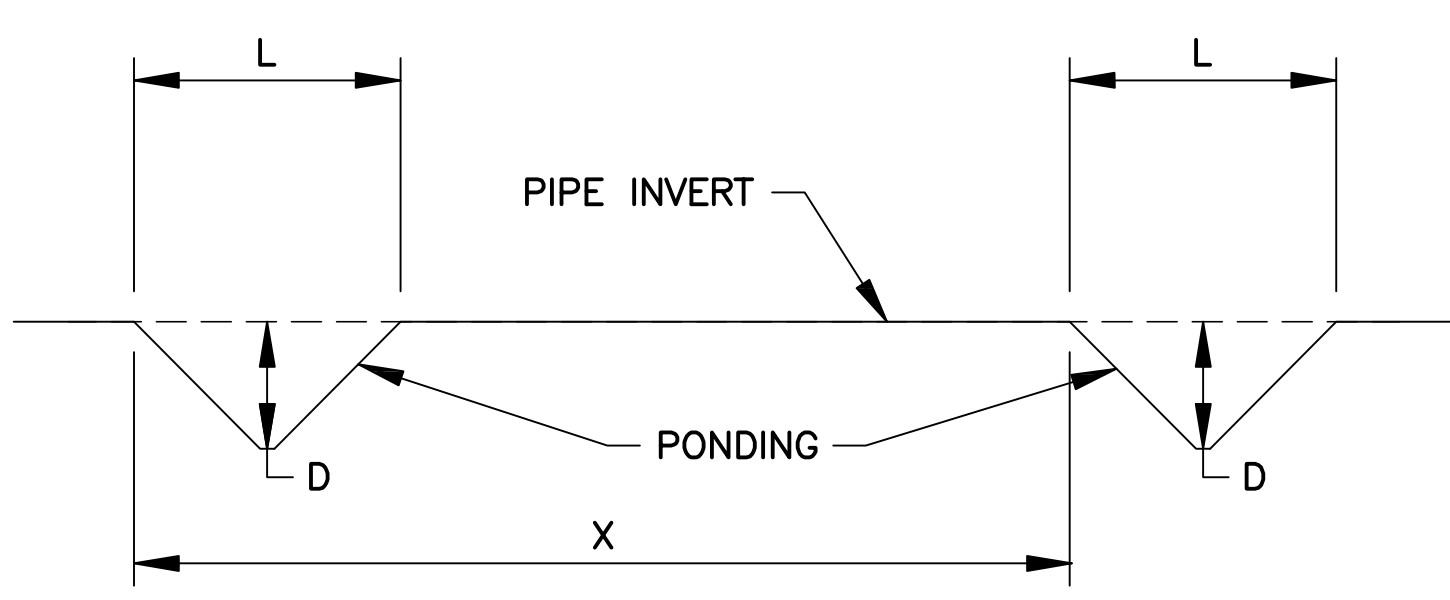


JUNE 28, 2017

NOMINAL PIPE DIA. (INCHES)	MINIMUM GRADE (%)	MAX. ALLOWABLE SAG DEPTH (D)* IN INCHES OF WATER EQUAL OR LESS THAN MINIMUM GRADE	MAXIMUM SAG LENGTH (L)**	MIN. ALLOWABLE DIST. BETWEEN SAGS W/ 10% OR GREATER DEPTH (X)***
8	0.400	0.8"	6 FT	36 FT
10	0.280	1"	6 FT	36 FT
12	0.220	1.1"	9 FT	54 FT
15	0.150	1.5"	9 FT	54 FT
16	0.140	1.5"	9 FT	54 FT
18	0.120	1.5"	9 FT	72 FT
21	0.100	1.5"	9 FT	72 FT
24	0.080	1.5"	9 FT	72 FT
27	0.067	2"	9 FT	72 FT
30	0.058	2"	9 FT	72 FT
36	0.046	2"	9 FT	72 FT
42	0.037	2"	9 FT	72 FT

SANITARY SEWER GRADE TOLERANCE/ ACCEPTABLE SAG LIMITS
N.T.S.

*D = MAX. ALLOWABLE SAG DEPTH = ALLOWABLE DEPTH OF POOLED WATER AS MEASURED FROM WATER SURFACE TO INVERT OF PIPE BY USE OF SAG GAUGE.
 **L = SAG LENGTH = LENGTH OF POOLED WATER SURFACE AS MEASURED FROM UPSTREAM EDGE OF POOLED WATER SURFACE TO DOWNSTREAM EDGE OF POOLED WATER SURFACE.
 ***X = DISTANCE BETWEEN SAGS, AS MEASURED FROM UPSTREAM EDGE OF POOLED WATER SURFACES BETWEEN CONSECUTIVES SAGS.

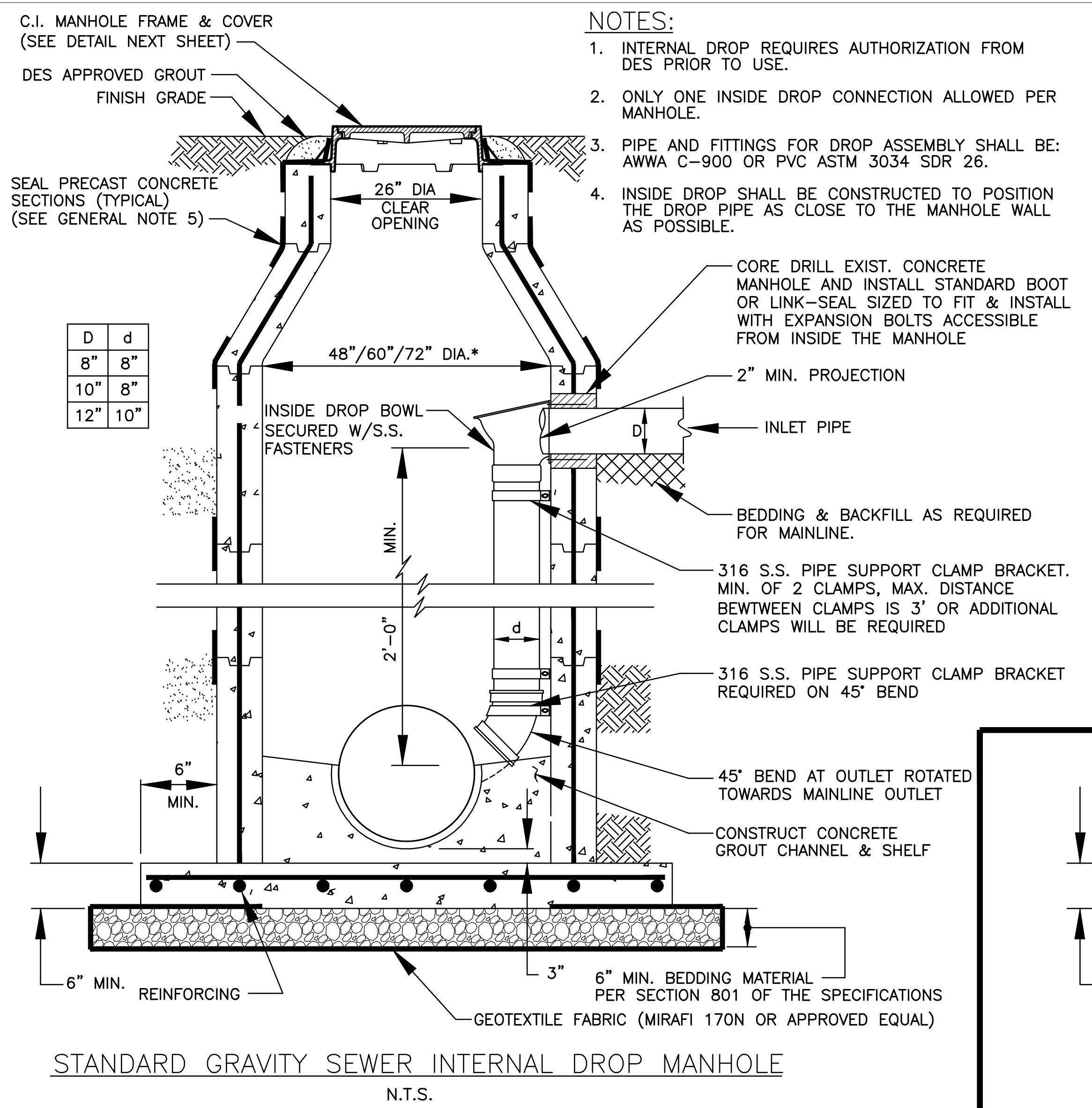


STANDARD PLAN NO. 802-01	DATED AUGUST 1, 2011	SHEET NO. 2 OF 2
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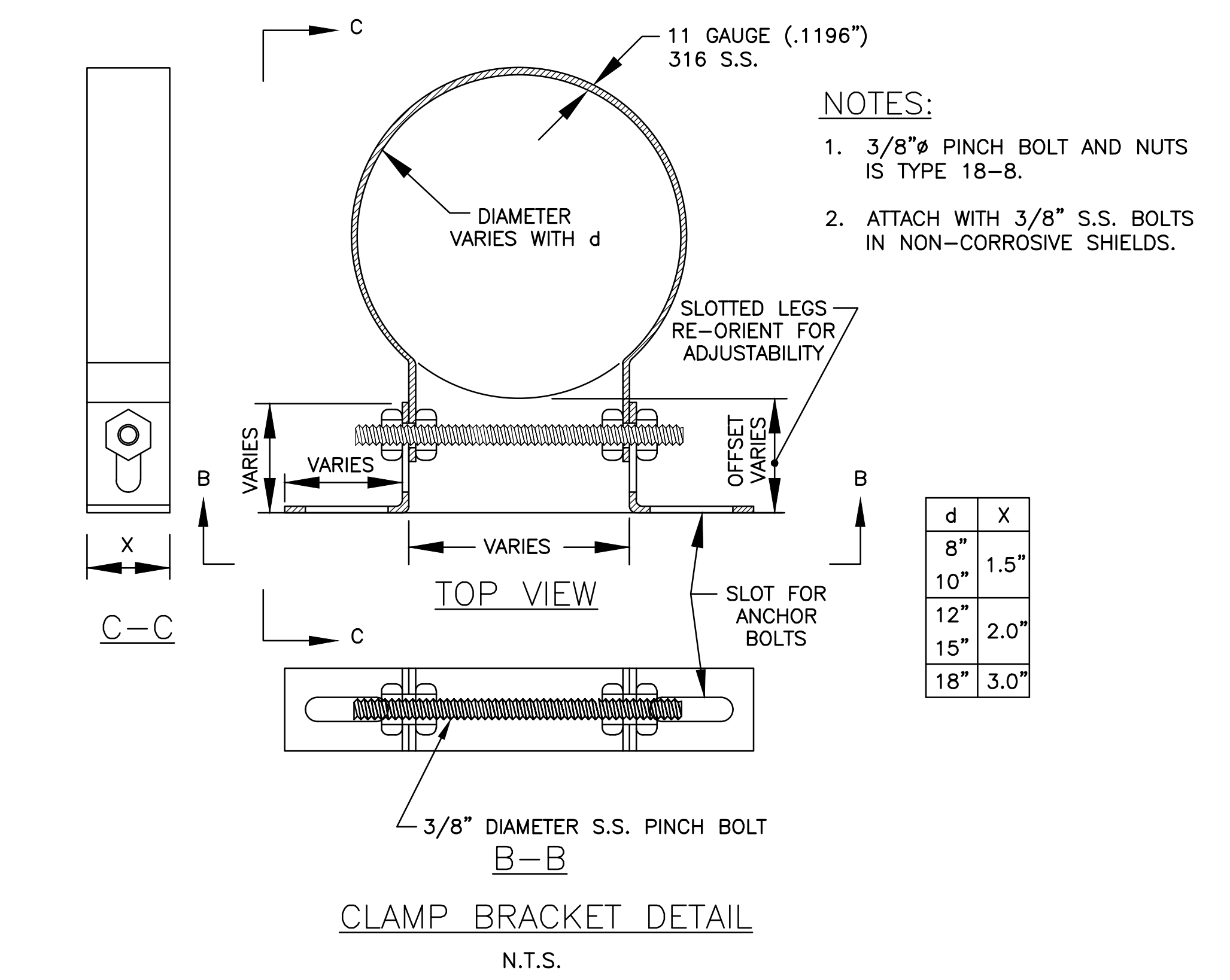
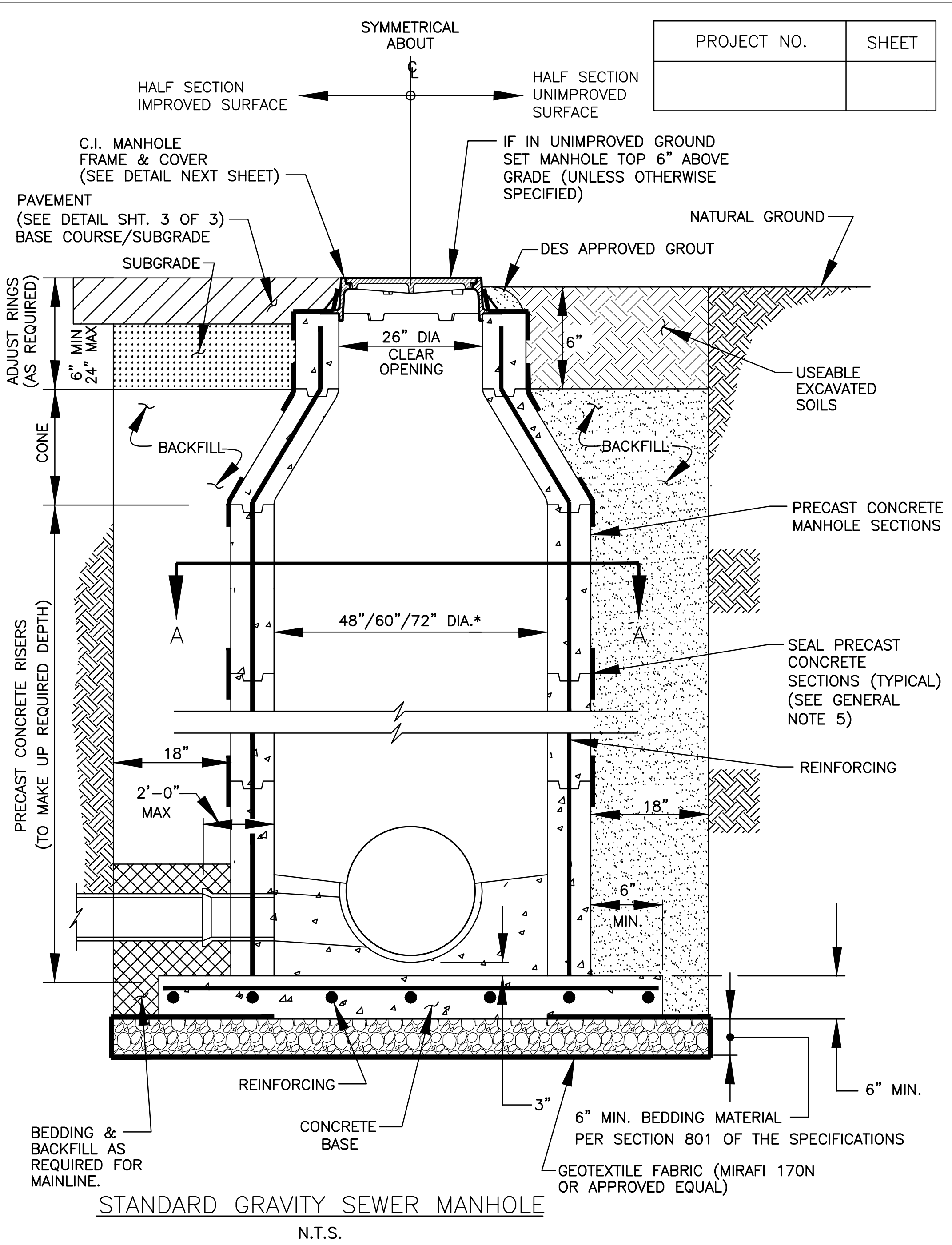
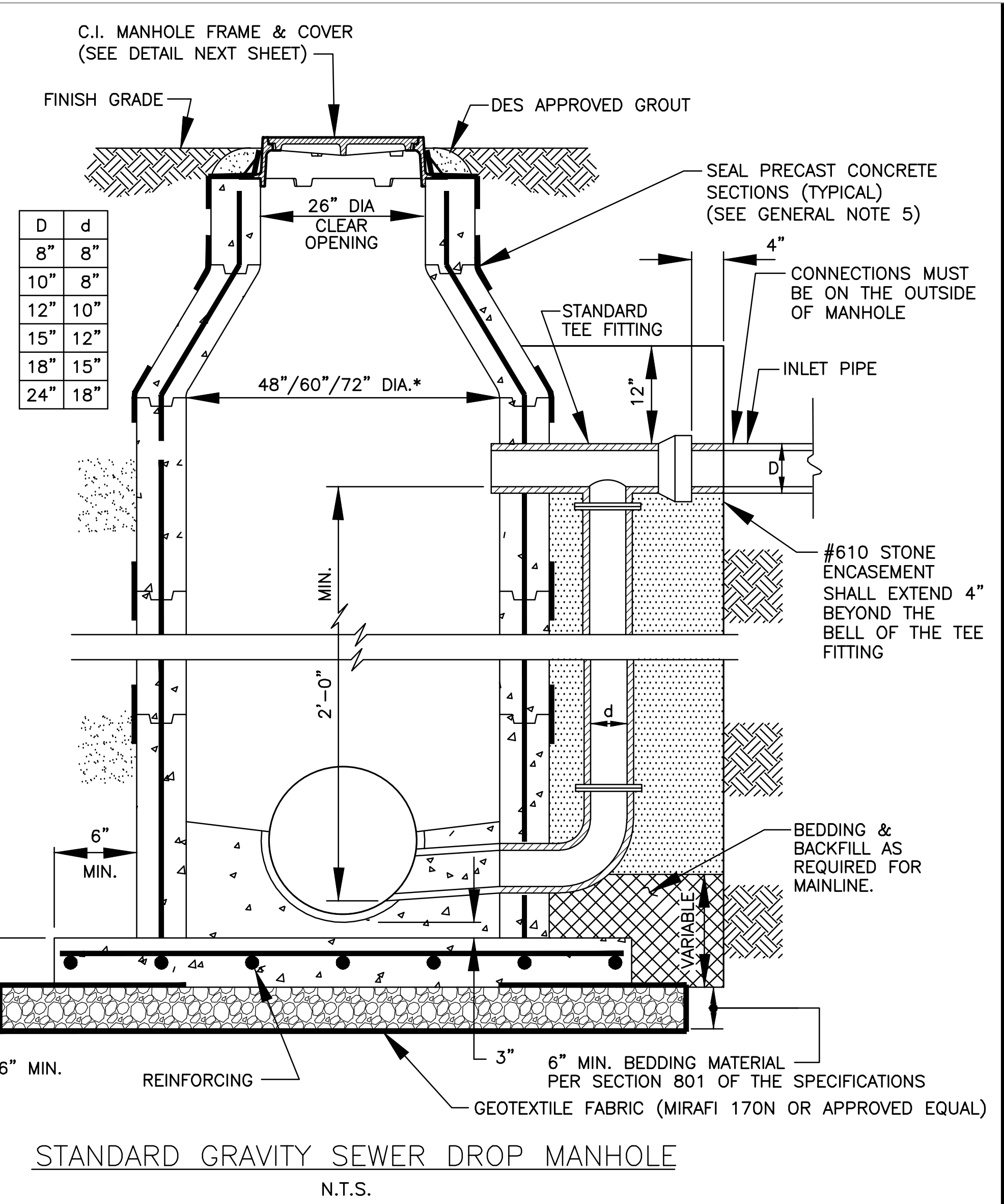
SANITARY SEWER PIPE AND CLEANOUT DETAILS

SEWER ENGINEERING DIVISION			
DEPARTMENT OF ENVIRONMENTAL SERVICES			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED	DRAWN	CHECKED	APPROVED
A. SCHULZE	G. VANNICE	N. COBB	A. SMITH

6/17	ADDED SAG LIMIT DETAIL	AMS
7/16	REVISED NOTE 2 & DIMENSION	AMS
DATE	DESCRIPTION	BY
	REVISIONS	

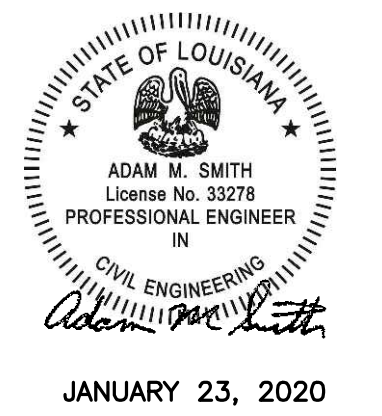
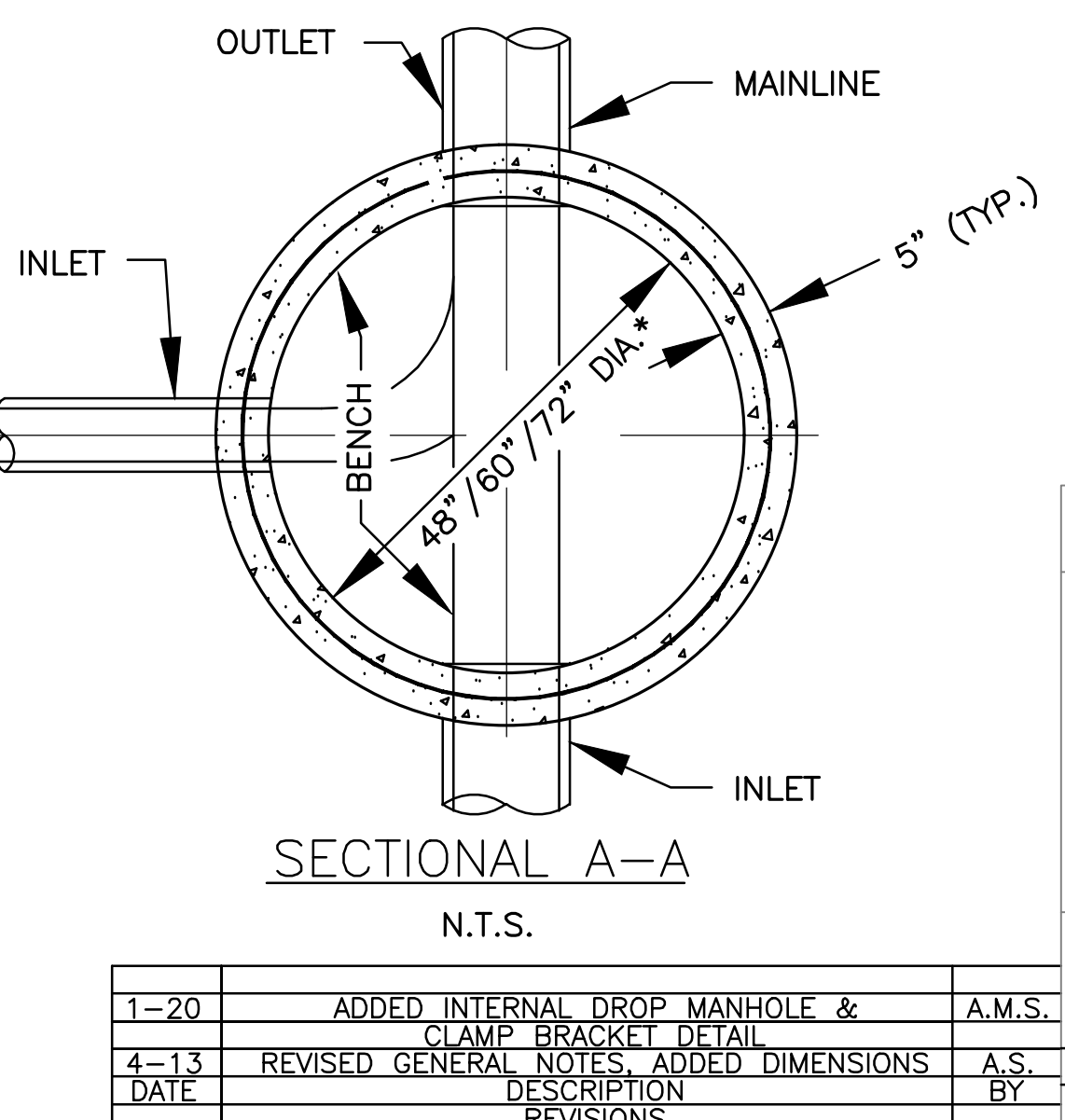


- NOTES:**
- INTERNAL DROP REQUIRES AUTHORIZATION FROM DES PRIOR TO USE.
 - ONLY ONE INSIDE DROP CONNECTION ALLOWED PER MANHOLE.
 - PIPE AND FITTINGS FOR DROP ASSEMBLY SHALL BE: AWWA C-900 OR PVC ASTM 3034 SDR 26.
 - INSIDE DROP SHALL BE CONSTRUCTED TO POSITION THE DROP PIPE AS CLOSE TO THE MANHOLE WALL AS POSSIBLE.



- NOTES:**
- 3/8" PINCH BOLT AND NUTS IS TYPE 18-8.
 - ATTACH WITH 3/8" S.S. BOLTS IN NON-CORROSIVE SHIELDS.

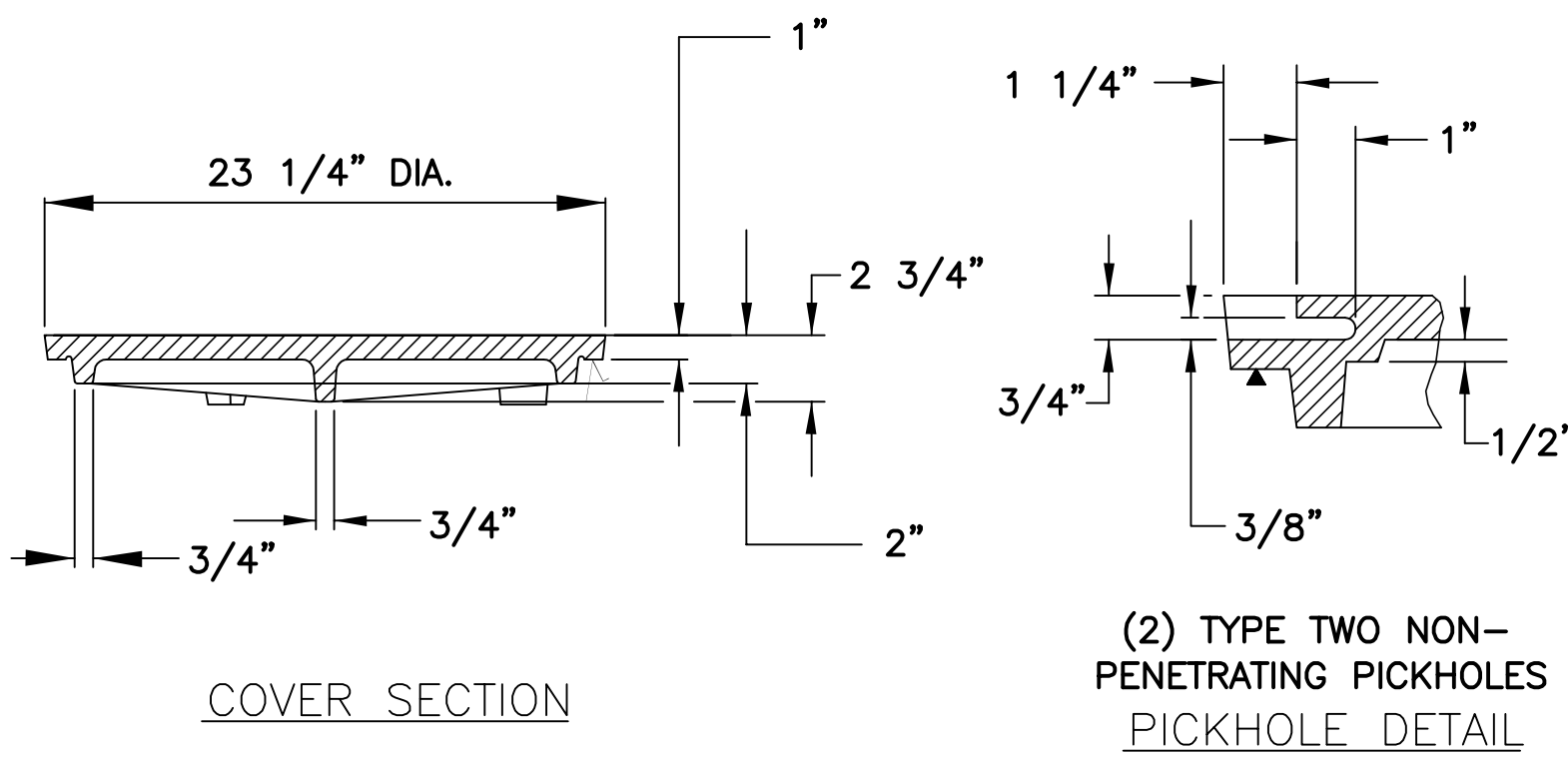
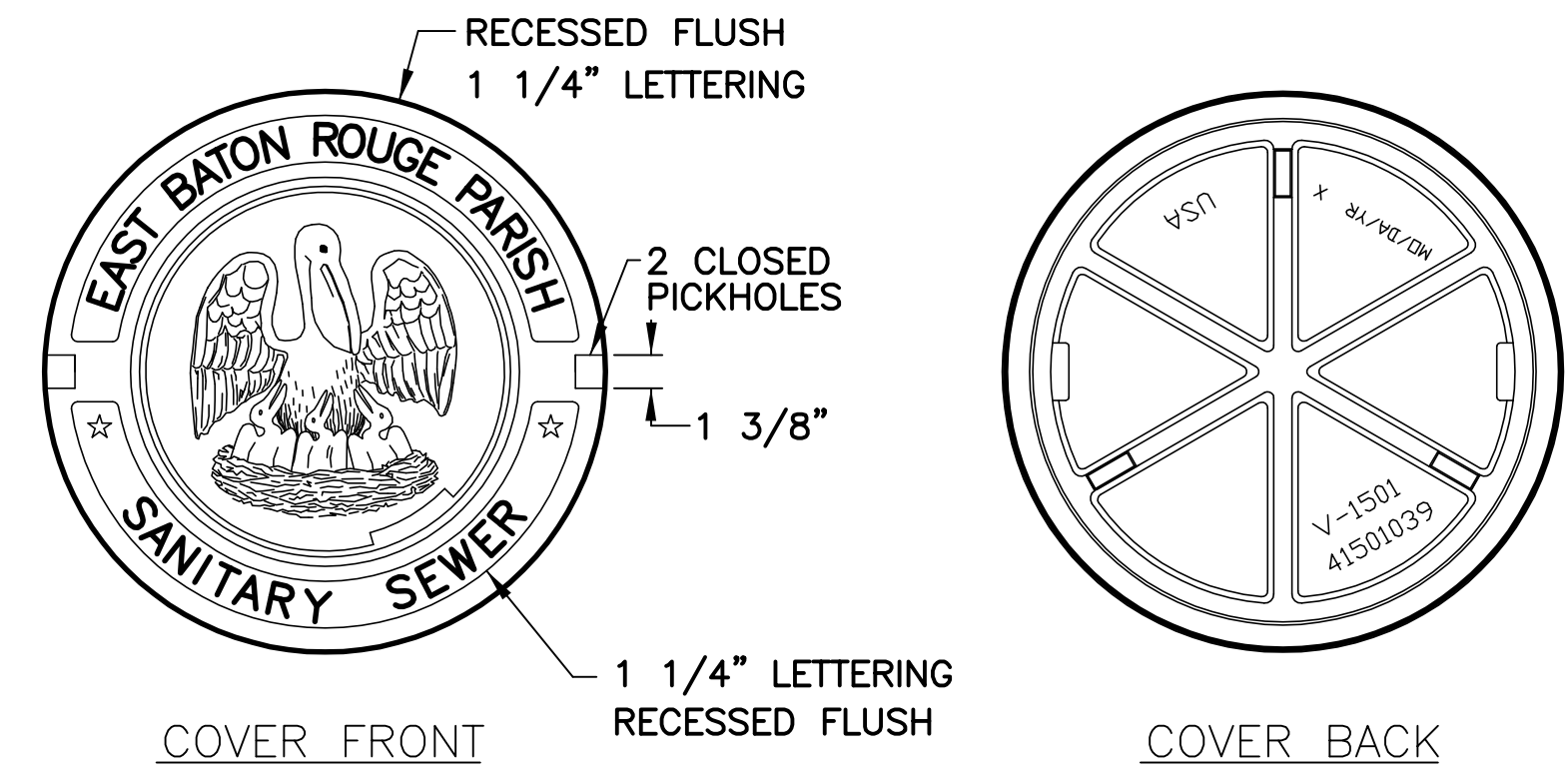
- MANHOLE GENERAL NOTES:**
- ALL STUBS FROM MANHOLES AND ENDS OF PIPE TO WHICH CONNECTIONS ARE TO BE MADE UNDER THIS CONTRACT SHALL BE PROVIDED WITH TEMPORARY WATER TIGHT PLUGS OR CAPS. ALL STUBS FOR CONNECTIONS TO OTHER CONTRACTS SHALL BE PROVIDED WITH WATER TIGHT PLUGS PLACED FROM INSIDE OF MANHOLE. SEWERS WHICH ARE TO BE CONNECTED TO MANHOLES WHICH WILL BE BUILT UNDER OTHER CONTRACTS SHALL BE PROVIDED WITH WATER TIGHT PLUGS AND CAPS. STUBS SHALL BE A MAXIMUM OF 2FT. INLENGTH. SUCH PLUGS LOCATED AT JUNCTIONS OF TWO CONTRACTS SHALL REMAIN IN PLACE SHALL BE REMOVED BY OTHERS.
 - THE BENCH SHALL SLOPE TOWARD THE INVERT CHANNEL AT THE RATE OF (1.5"/FT.), BUT MINIMUM OF 3" DIFFERENCE SHALL BE MAINTAINED FROM THE TOP OF CHANNEL TO THE WALL.
 - ALL CAST IRON FRAME COVERS SHALL BE TRAFFIC BEARING. FRAME AND COVERS SHALL MEET OR EXCEED ALL REQUIREMENTS OF THE LATEST AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS DESIGNATION: M308 STANDARD SPECIFICATION FOR DRAINAGE, SEWER, UTILITY, AND RELATED CASTINGS. THEY SHALL HAVE AN ENVIRONMENTALLY SAFE, WATER-BASE ASPHALTIC COATING WHICH IS NONTOXIC, NONFLAMMABLE, COLORLESS, AND DRIES TO A HARD BLACK FINISH.
 - THE DEPTH OF THE INVERT CHANNEL SHALL BE EQUAL TO HALF THE DIAMETER OF THE LARGEST DIAMETER SEWER PIPE IN THE MANHOLE.
 - MANHOLE SECTIONS SHALL BE JOINED TOGETHER WITH FLEXIBLE WATERTIGHT RUBBER GASKETS AND EXTERNALLY SEALED AT THE JOINTS IN ACCORDANCE WITH THE SPECIFICATIONS.
 - ALL MANHOLES ARE TO BE CONSTRUCTED OF PRECAST CONCRETE (BASE, RISERS AND CONE). NO BRICK MANHOLES WILL BE ACCEPTED UNLESS APPROVED IN WRITING.
 - BEDDING AND BACKFILL SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS. SEE SPECIFICATIONS FOR MATERIAL REQUIREMENTS AND PLACEMENT AND COMPACTION OF PIPE BEDDING MATERIALS.
 - PIPE PENETRATIONS SHALL CONFORM TO THE SPECIFICATIONS.
 - REINFORCING FOR PRE-CAST MANHOLES AS PER ASTM C-478.
 - FOR SEWERS 16" DIA. OR LESS CONSTRUCT 48" DIA. MANHOLE, FOR SEWERS LARGER THAN 16" UP TO 24" DIA. CONSTRUCT 60" DIA. MANHOLE, AND FOR SEWERS LARGER THAN 24" DIA. CONSTRUCT 72" DIA. MANHOLE. MANHOLE DIA. SIZING, HOWEVER IS CONTINGENT UPON THE LIMITATIONS OF THE MANUFACTURER DUE TO PIPE SIZE AND ORIENTATION AT THE MANHOLE. THE DESIGN ENGINEER MUST VERIFY THAT THE PROPER MANHOLE DIA. IS PROVIDED.
 - MANHOLE SHALL NOT INCLUDE STEPS.



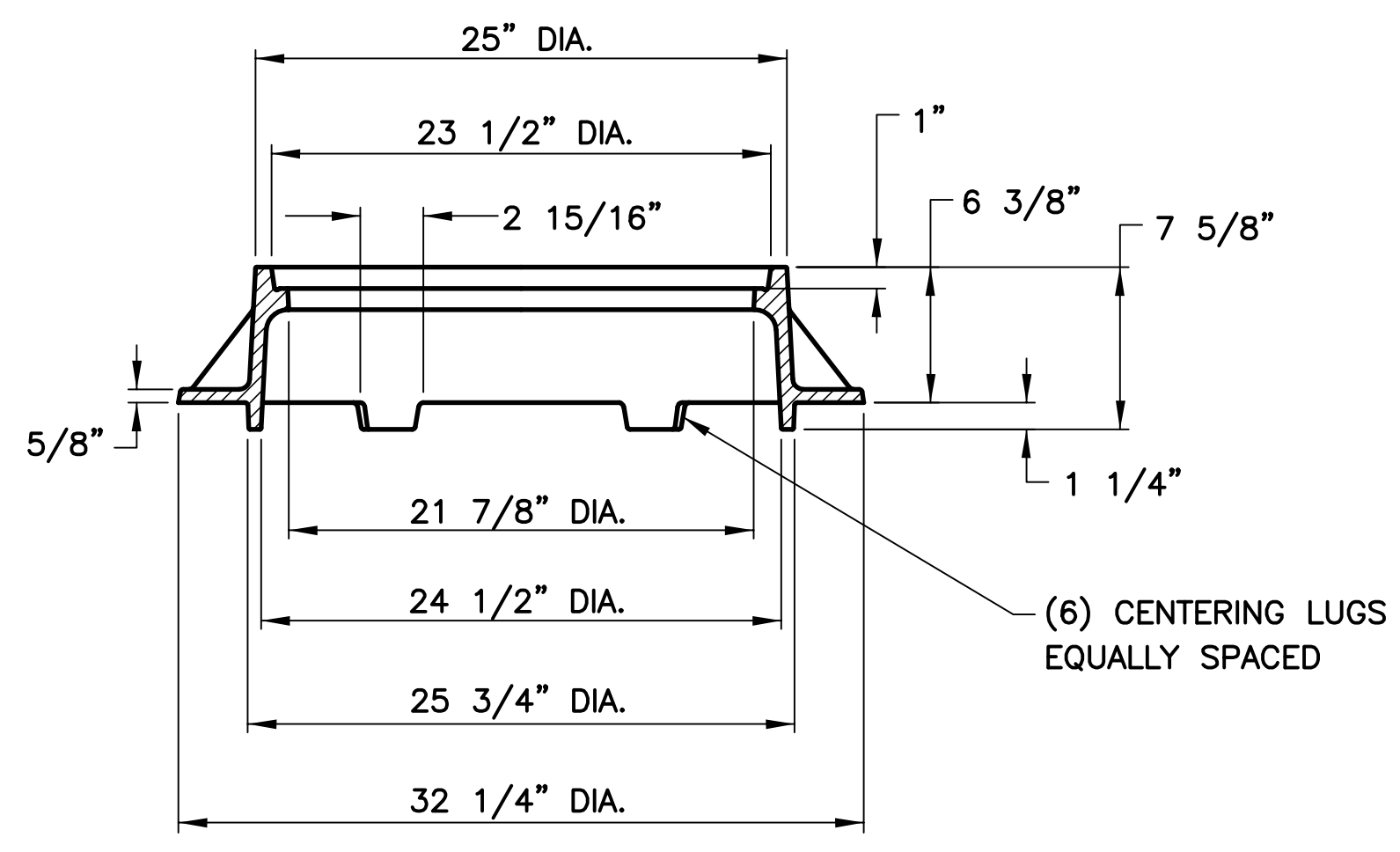
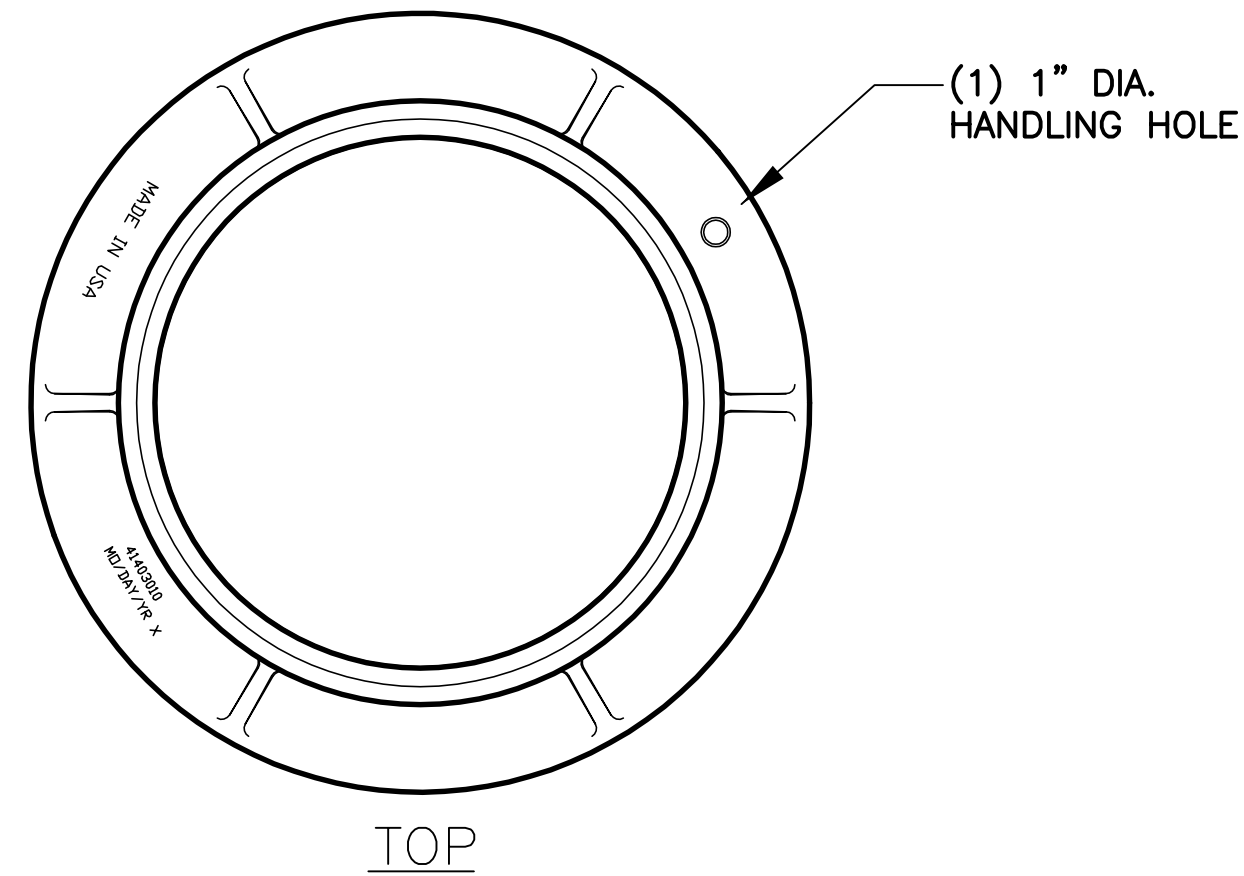
STANDARD PLAN NO. 803-01	DATED AUGUST 1, 2011	SHEET NO. 1 OF 3
SANITARY SEWER MANHOLES		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED A. SCHULZE	DRAWN G. VANNICE	CHECKED R. WRIGHT
		APPROVED B. HARMON

1-20	ADDED INTERNAL DROP MANHOLE & CLAMP BRACKET DETAIL	A.M.S.
4-13	REVISED GENERAL NOTES, ADDED DIMENSIONS	A.S.
DATE	DESCRIPTION	BY
	REVISIONS	

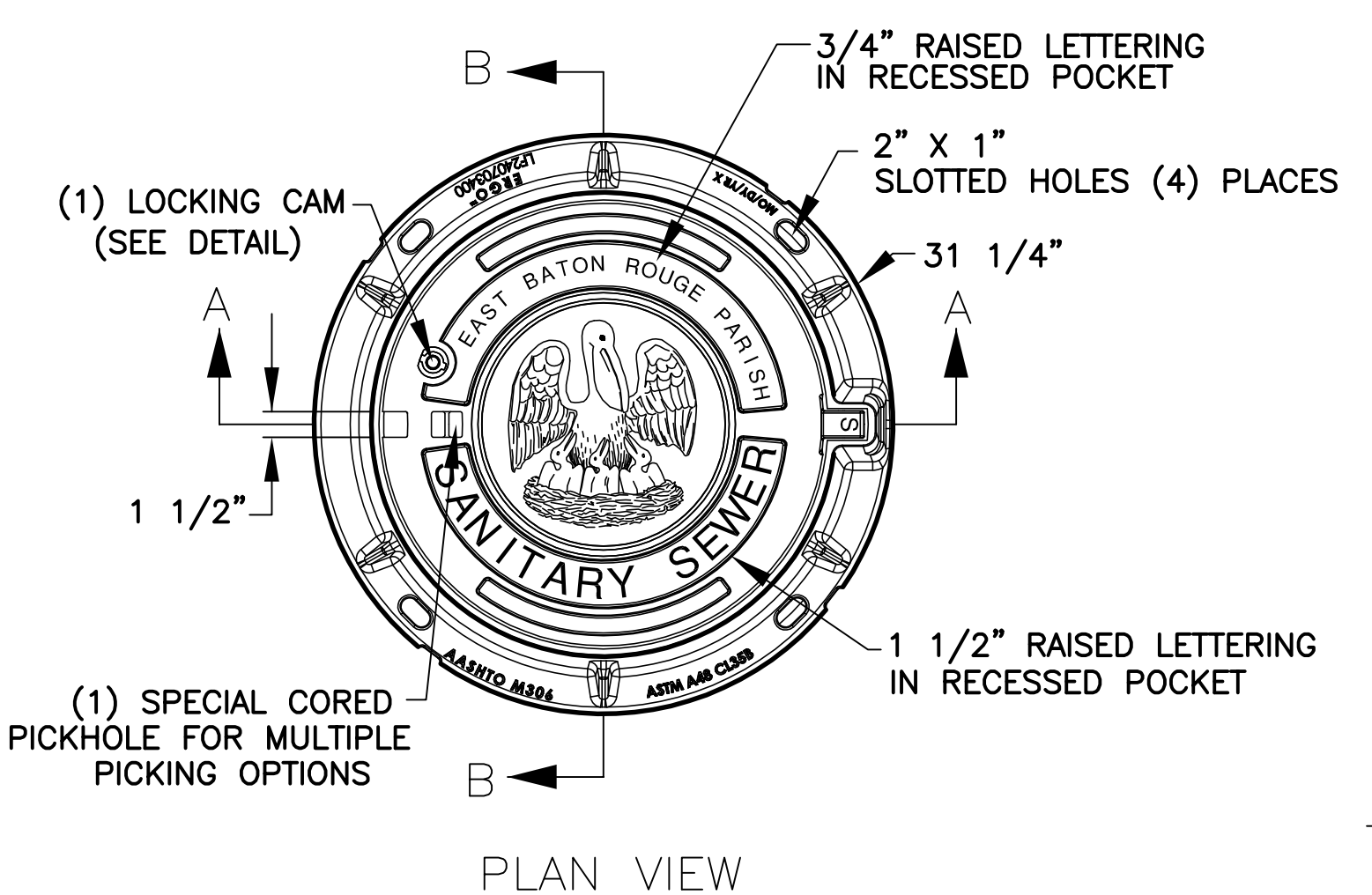
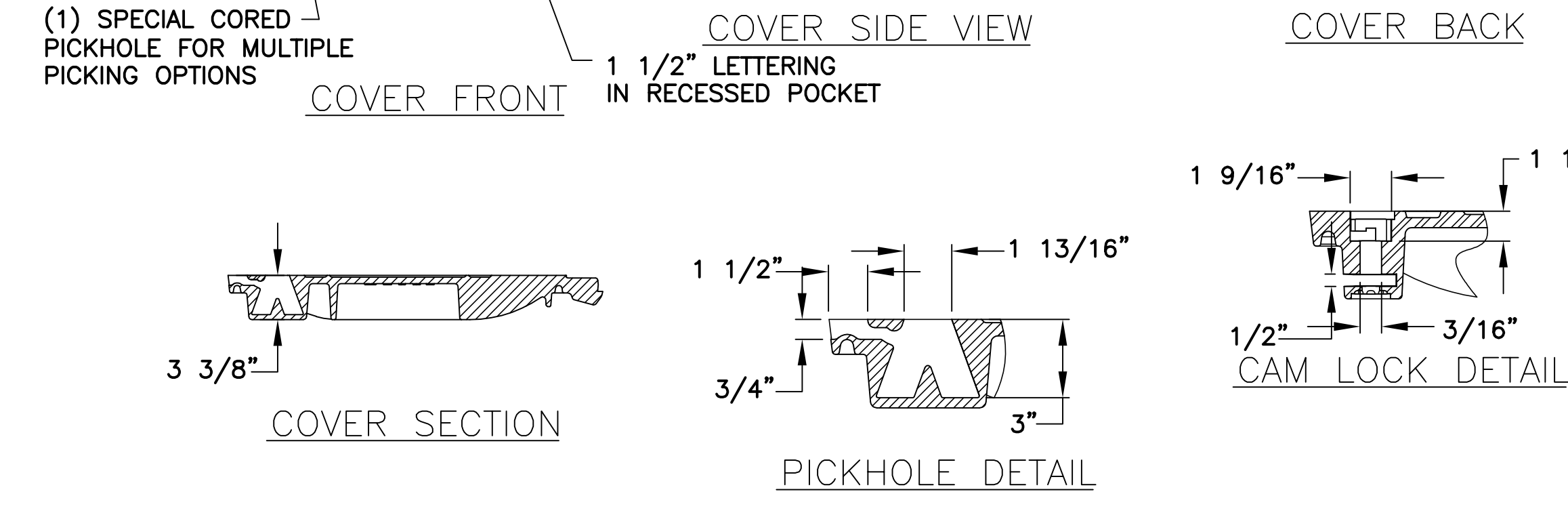
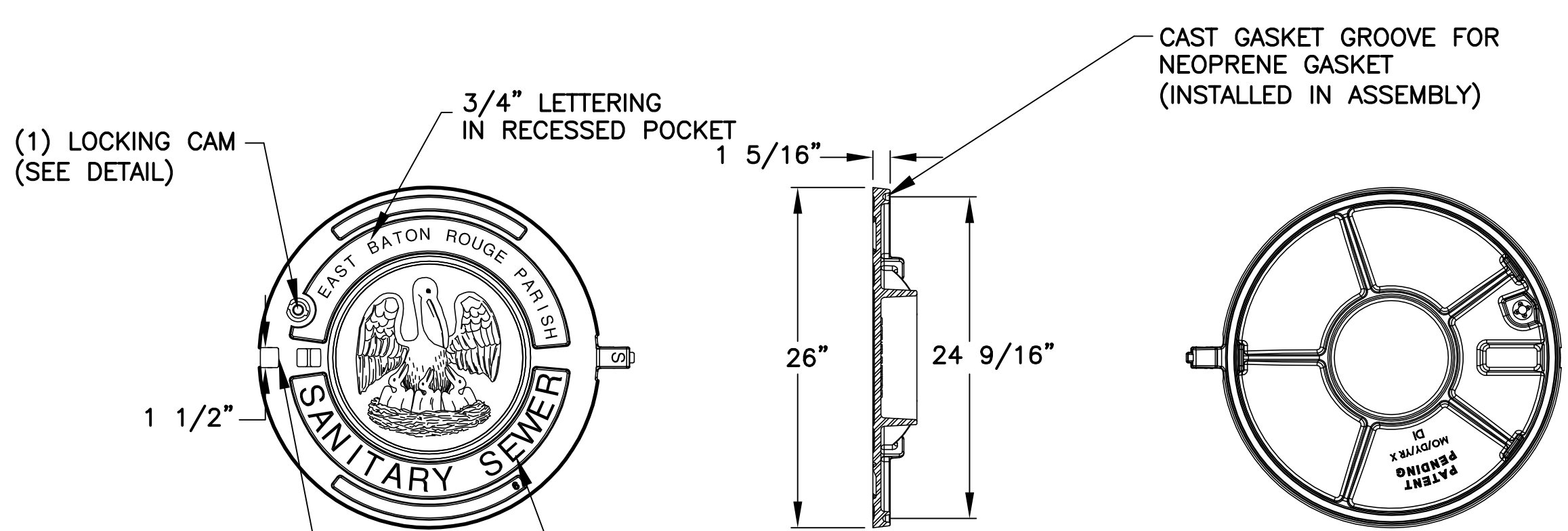
PROJECT NO.	SHEET



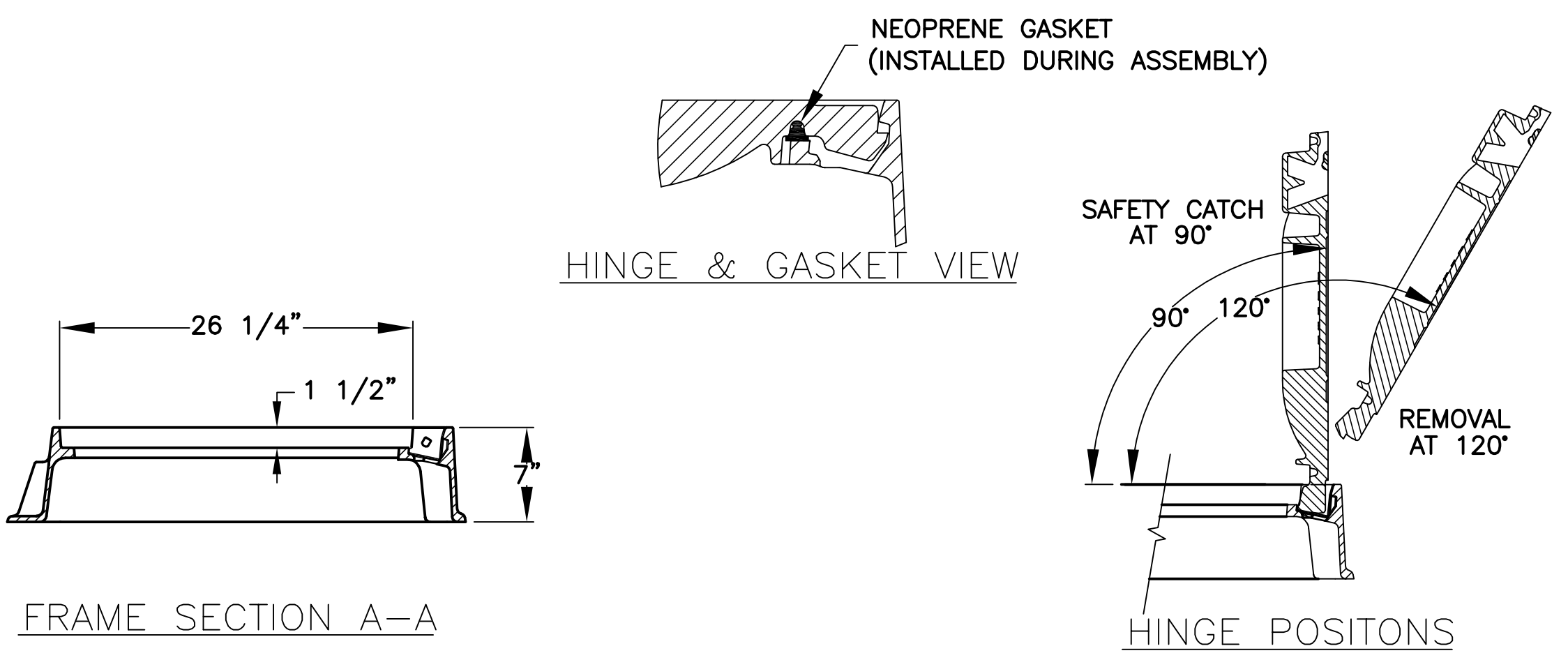
STANDARD HEAVY DUTY MANHOLE COVER
EJIW MODEL V-1501 OR APPROVED EQUAL



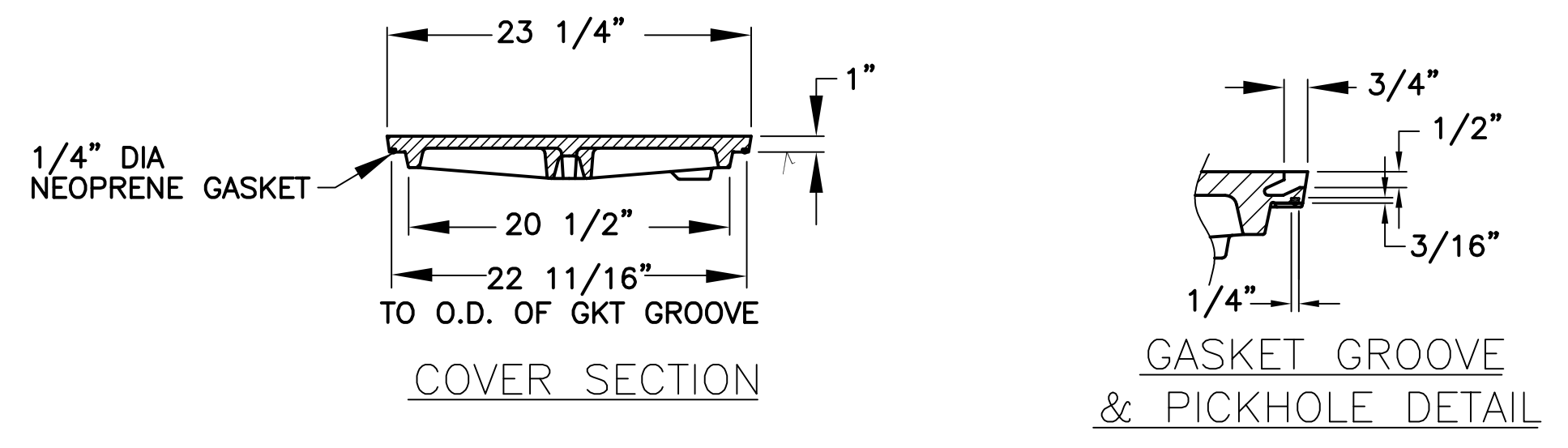
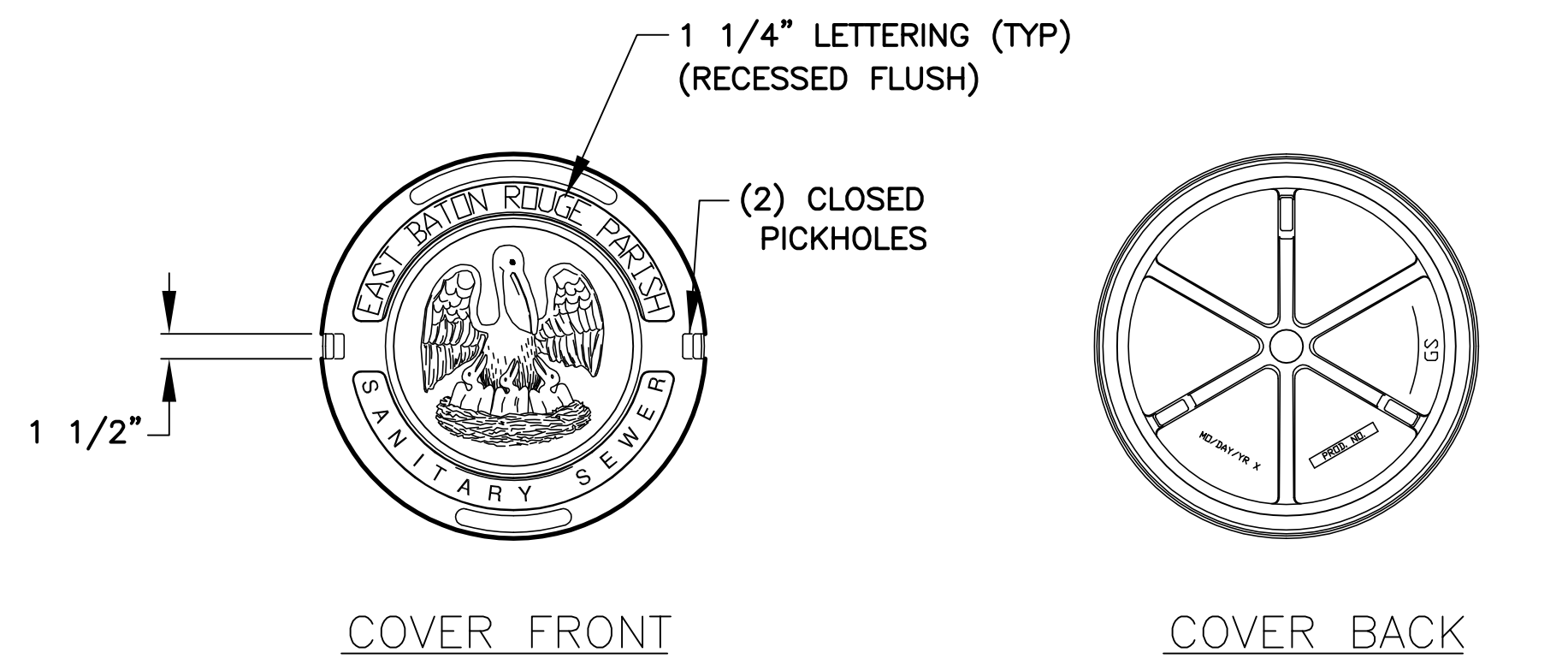
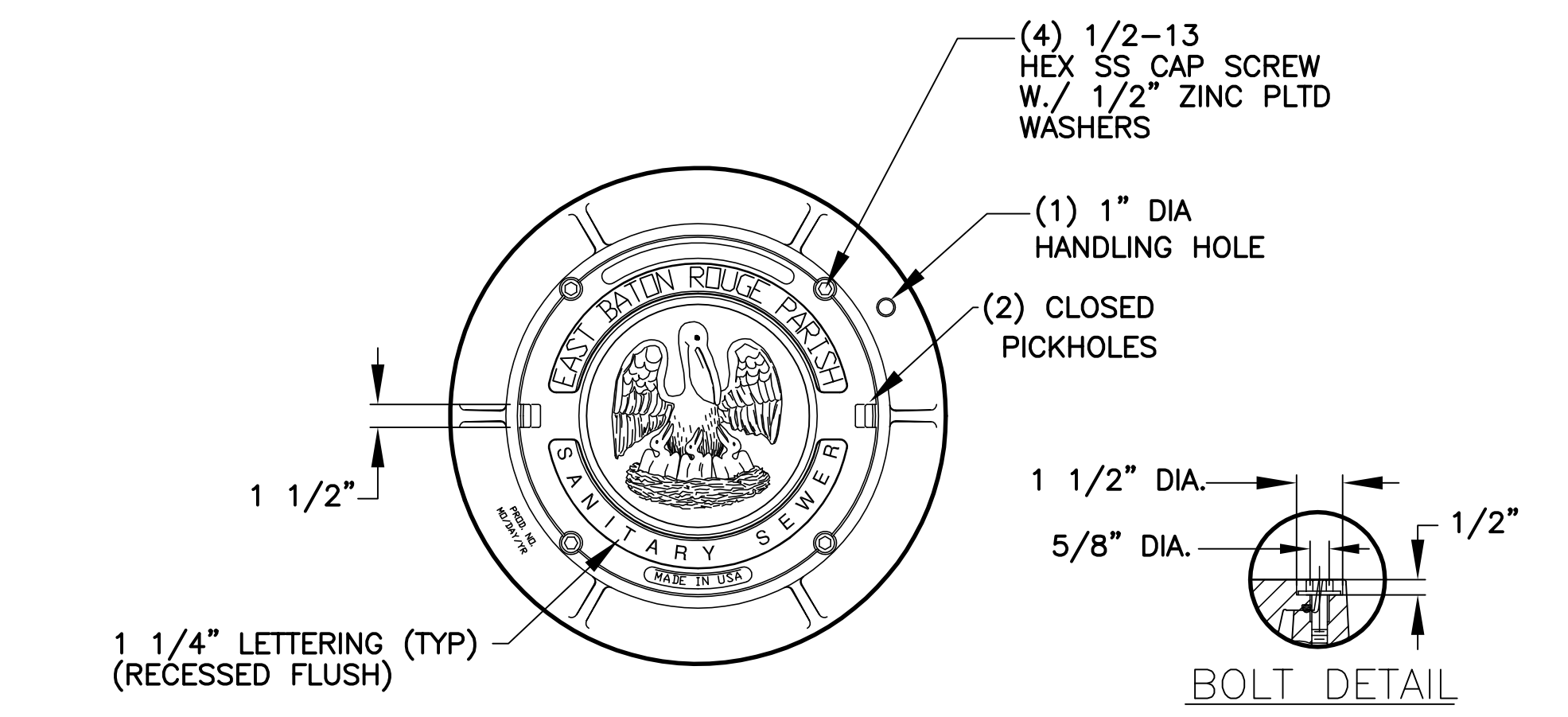
STANDARD MANHOLE FRAME WITH LUGS
EJIW MODEL V-1403 OR APPROVED EQUAL



FRAME SECTION B-B

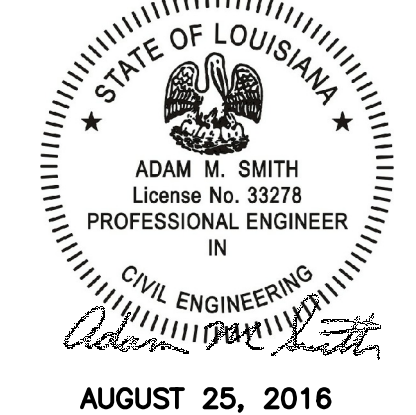


HINGED MANHOLE ASSEMBLY
EJIW MODEL 24\"/>



BOLT DOWN WATERTIGHT MANHOLE ASSEMBLY
EJIW MODEL V-1501GS OR APPROVED EQUAL (COVER)
EJIW MODEL V-1403 OR APPROVED EQUAL (FRAME)

GENERAL NOTE:
1. TYPE OF FRAME AND COVER TO BE USED SHALL BE AS SHOWN ON PLANS OR AS DIRECTED BY PROJECT ENGINEER.



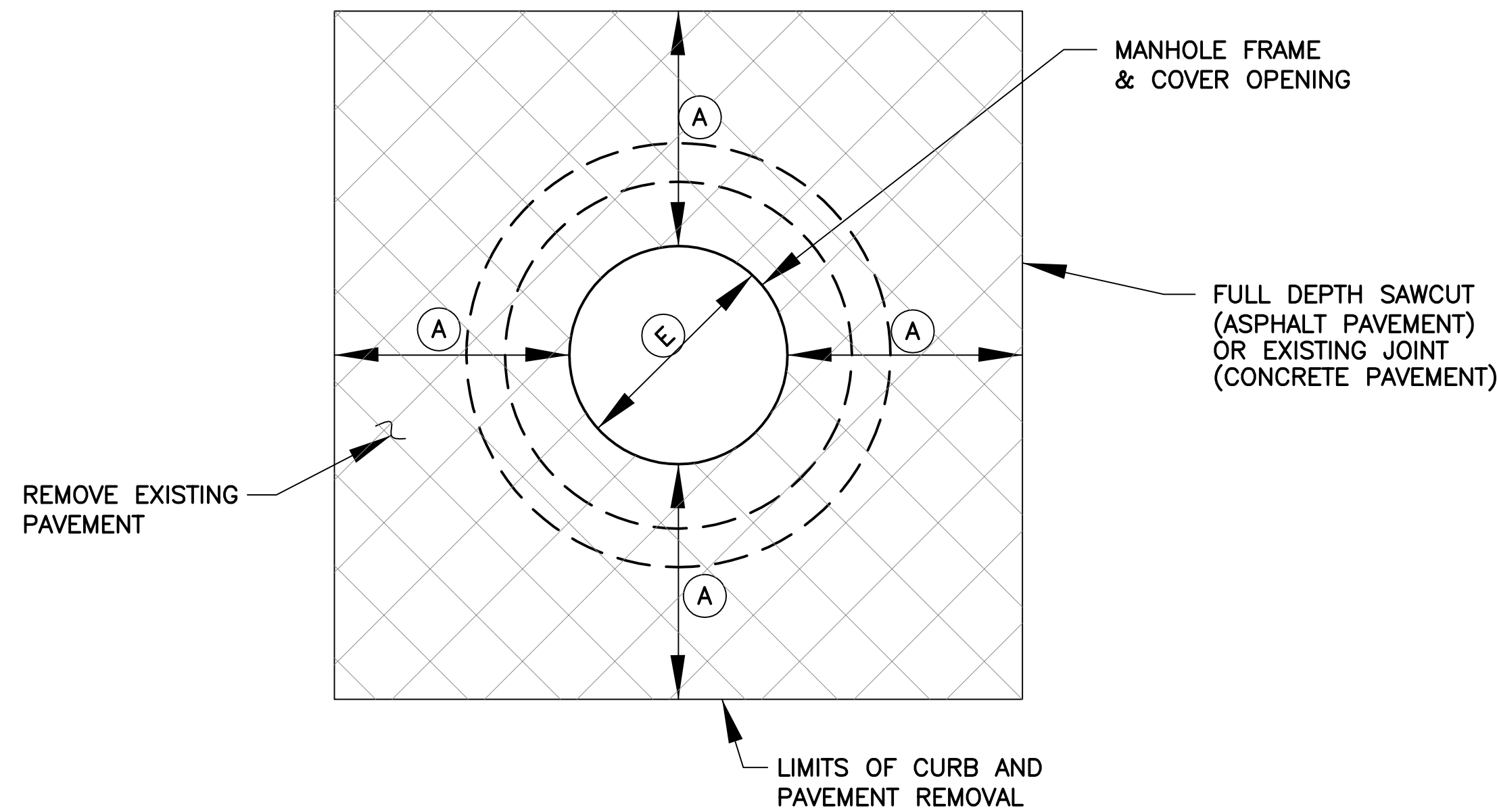
STANDARD PLAN NO. 803-01	DATED AUGUST 1, 2011	SHEET NO. 2 OF 3
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SANITARY SEWER MANHOLES

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED A. SCHULZE	DRAWN G. VANNICE	CHECKED R. WRIGHT	APPROVED A. SMITH

DATE	DESCRIPTION REVISIONS	BY

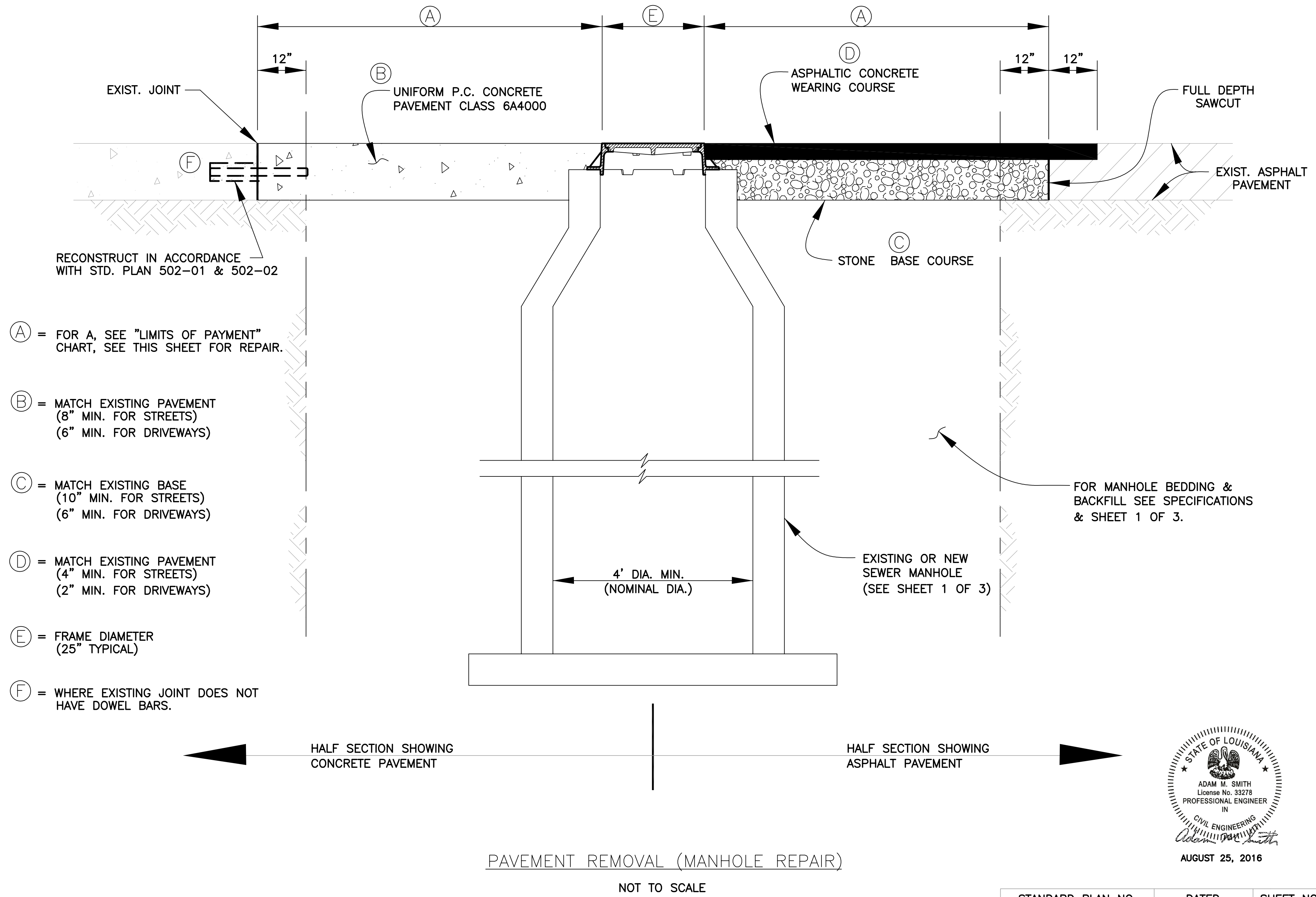
PROJECT NO.	SHEET



PAVEMENT REMOVAL (MANHOLE REPAIR)
NOT TO SCALE

LIMITS OF PAVEMENT	
MANHOLE REPAIR	A (FT.)
RESET MANHOLE FRAME	2
REPLACE MANHOLE FRAME AND COVER	2
REPLACE MANHOLE CONE	5
REPLACE MANHOLE	7

② CONTRACTOR TO REMOVE AND REPLACE CONCRETE PAVEMENT SLABS AS SHOWN. IF CONCRETE PAVEMENT JOINT (OR EDGE OF ROAD/BACK OF CURB) IS WITHIN 2', REMOVE PAVEMENT TO JOINT LINE. PAVEMENT TO CONFORM TO STANDARD CPS 502-01 (STANDARD PAVEMENT DETAILS). REUSE EXISTING DOWELS IF NOT DAMAGE DDURING PAVEMENT REMOVAL. REPLACE ALL DAMAGED DOWEL WITH 1/2"x 2'-0" DEFORMED BARS ON 2'-0" CENTERS W/ EPOXY.



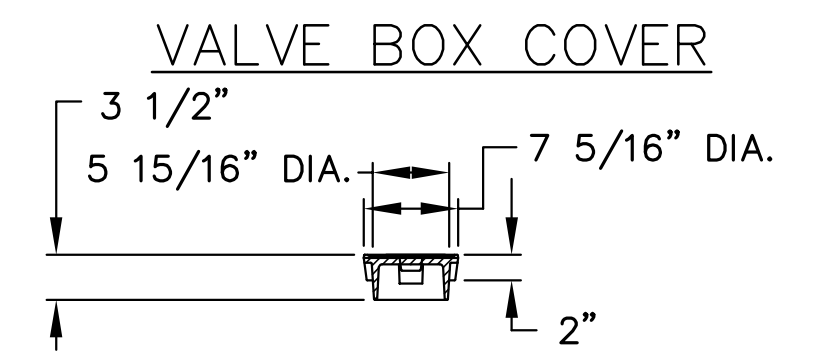
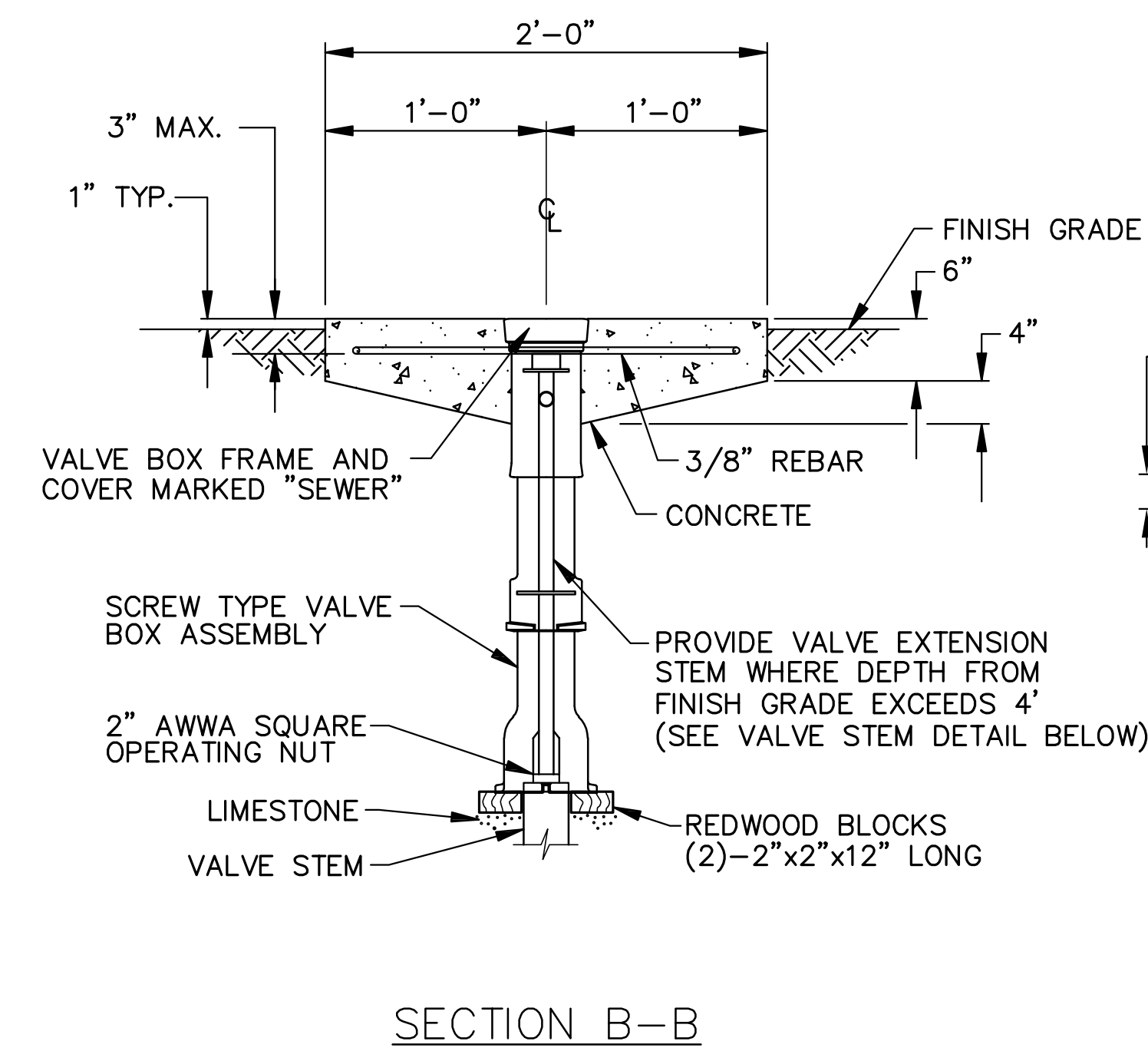
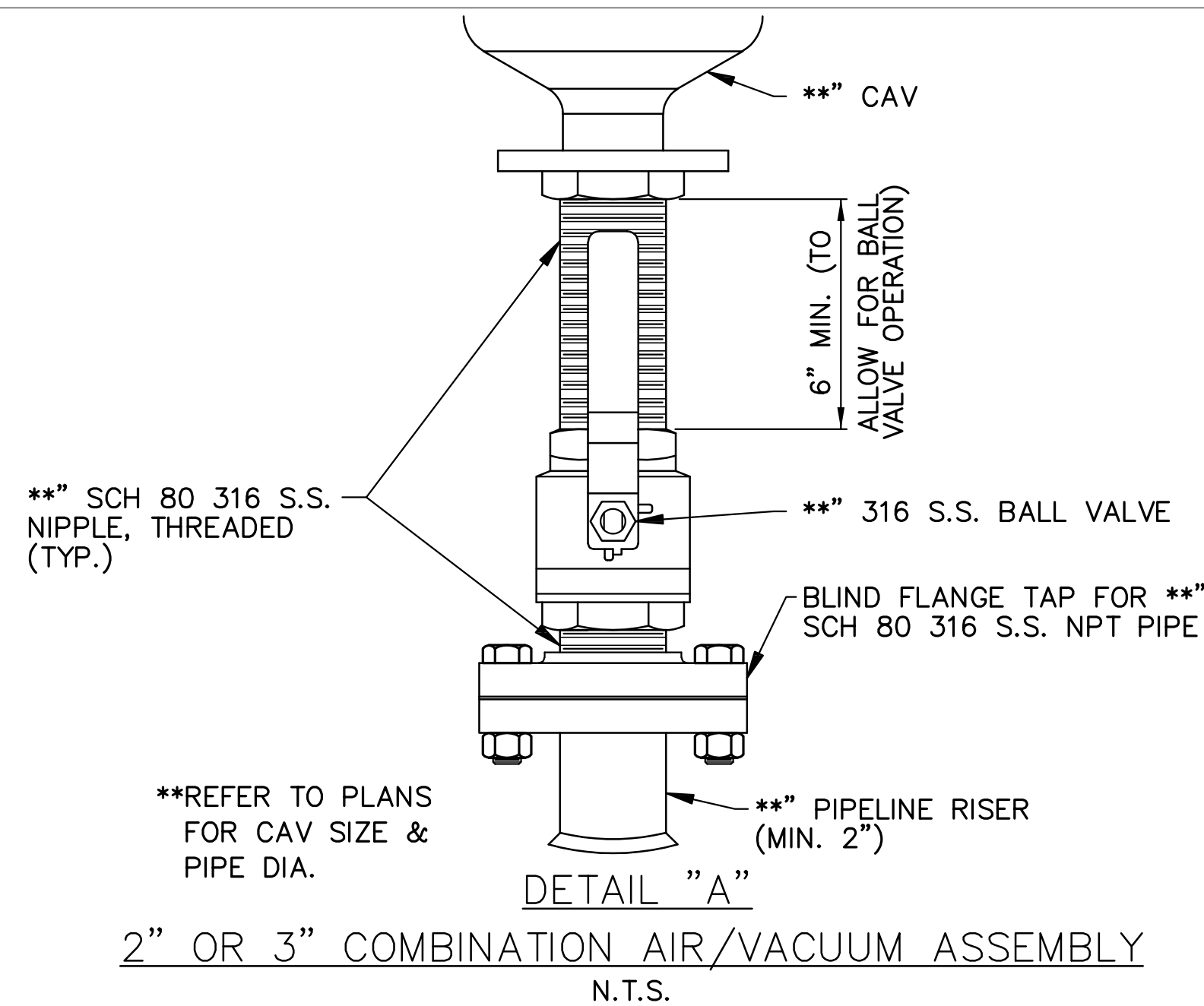
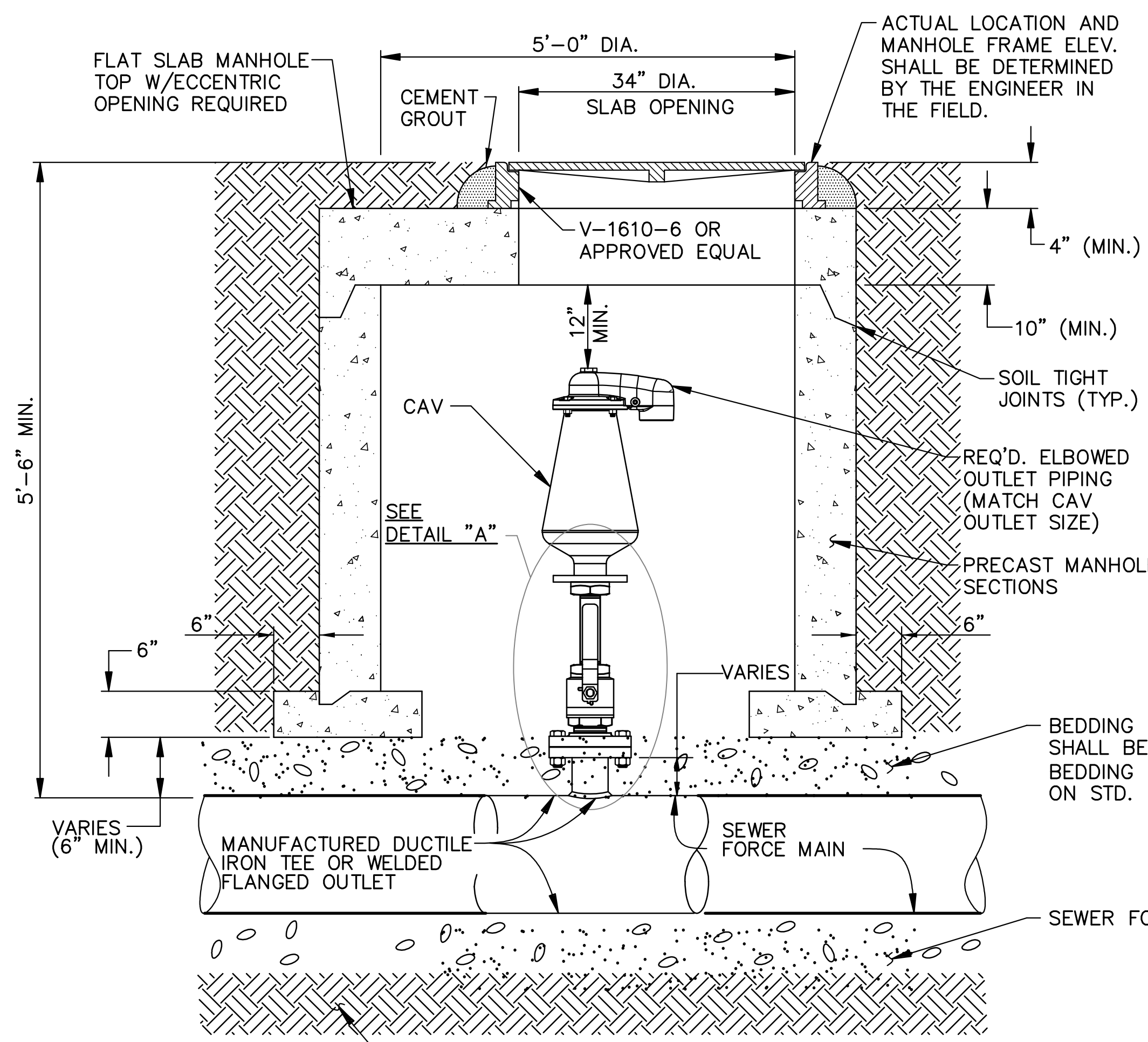
STANDARD PLAN NO. 803-01	DATED AUGUST 1, 2011	SHEET NO. 3 OF 3
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SANITARY SEWER MANHOLES

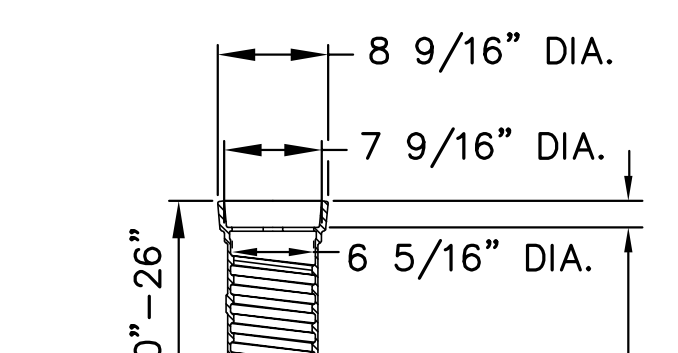
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED	DRAWN	CHECKED	APPROVED
A. SCHULZE	G. VANNICE	R. WRIGHT	A. SMITH

DATE	DESCRIPTION REVISIONS	BY

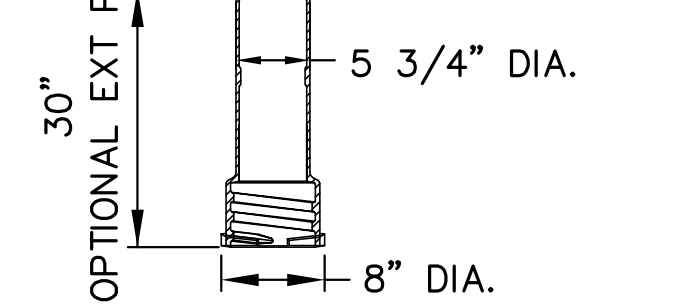
PROJECT NO.	SHEET



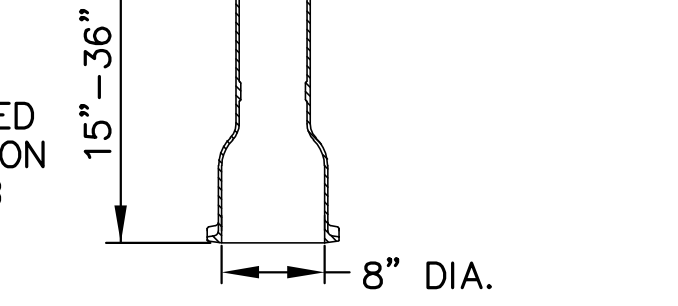
VALVE BOX COVER



VALVE BOX FRAME

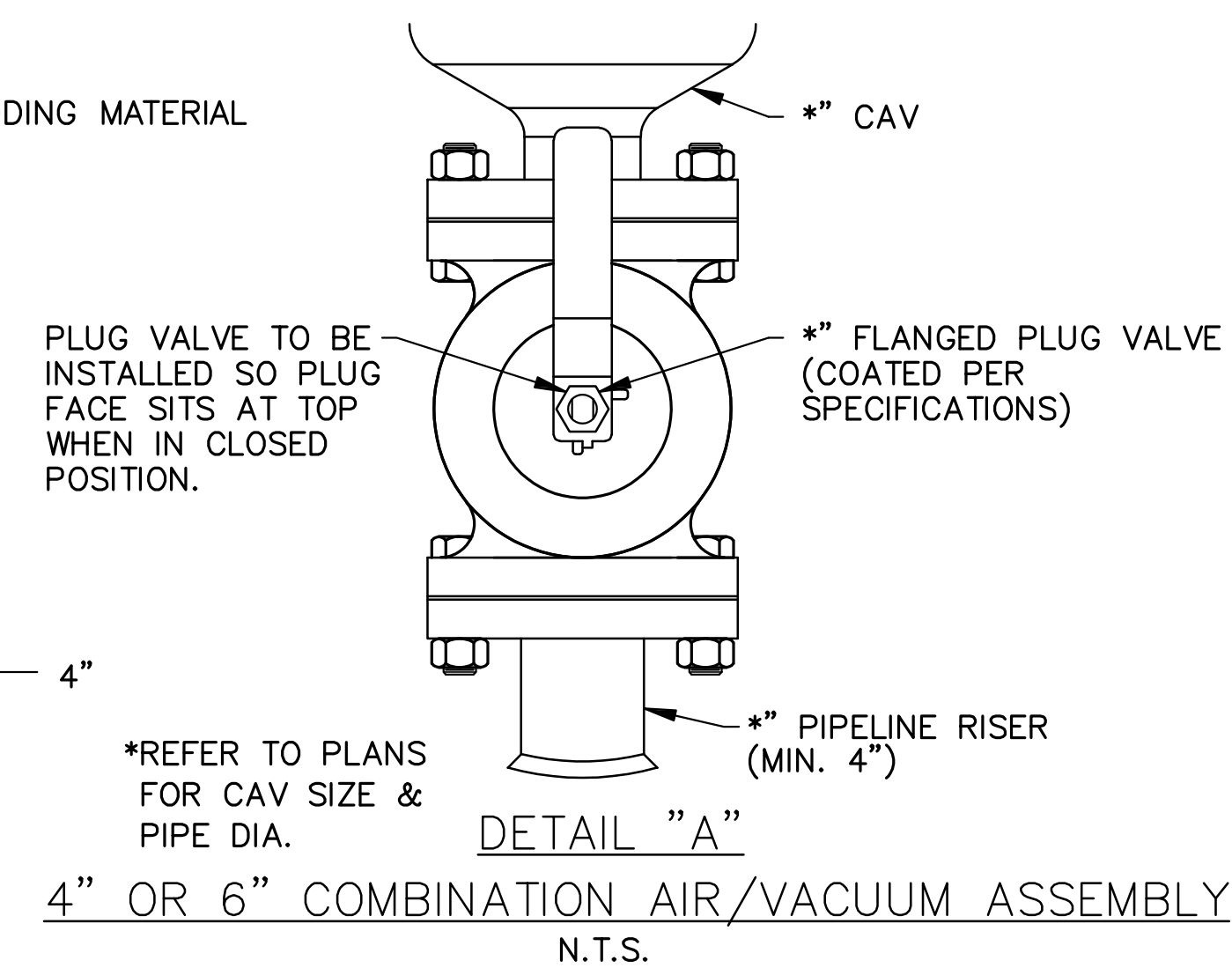


SCREW TYPE VALVE BOX ASSEMBLY

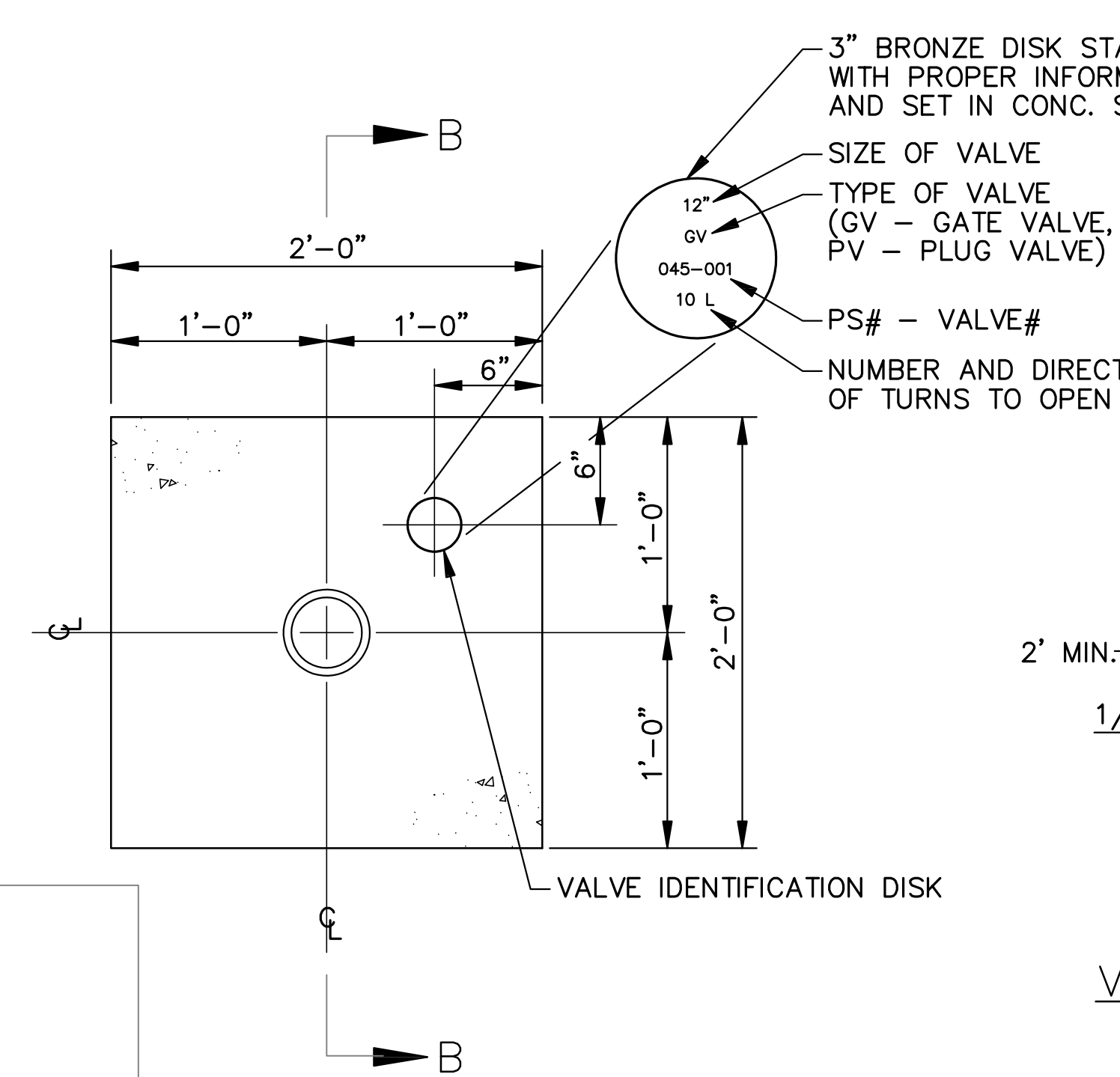


VALVE STEM DETAIL

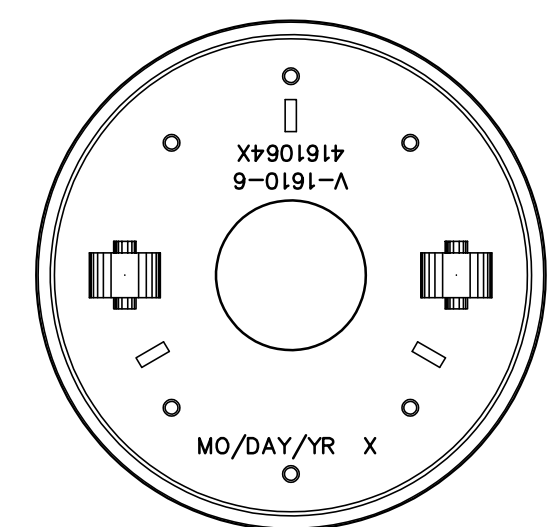
FORCE MAIN COMBINATION AIR RELEASE/VACUUM VALVE ASSEMBLY
N.T.S.



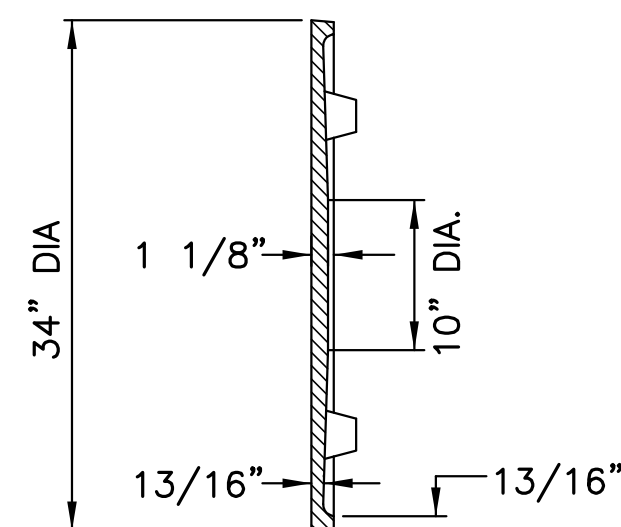
DETAIL OF VALVE BOX
SCALE: 1 1/2"=1'-0"



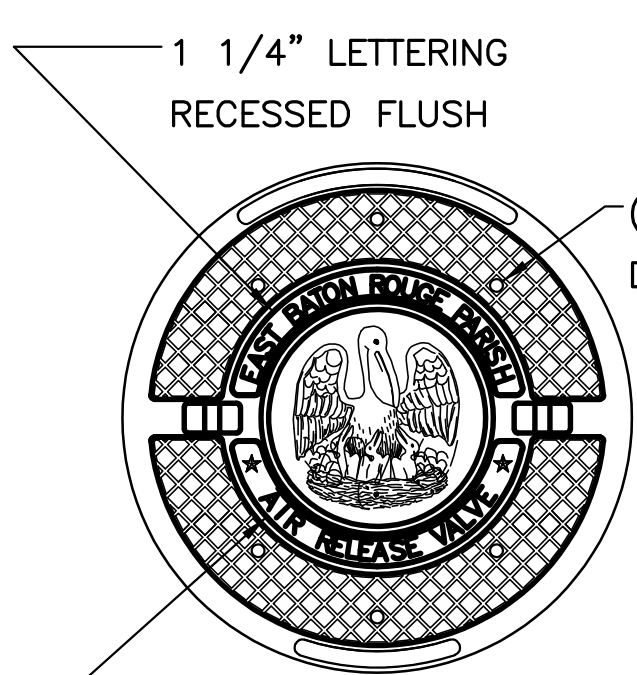
PLAN
SCALE: 1 1/2"=1'-0"



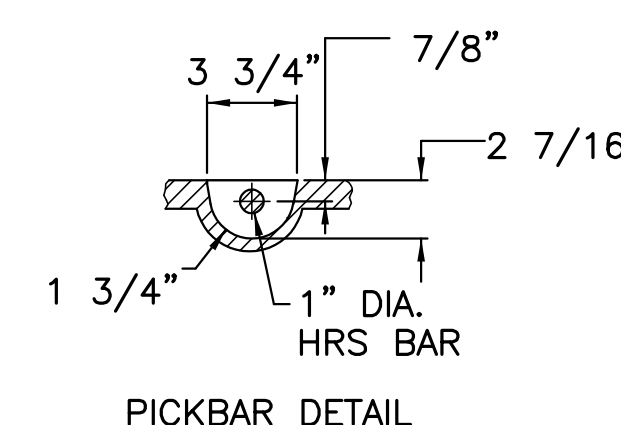
COVER BACK



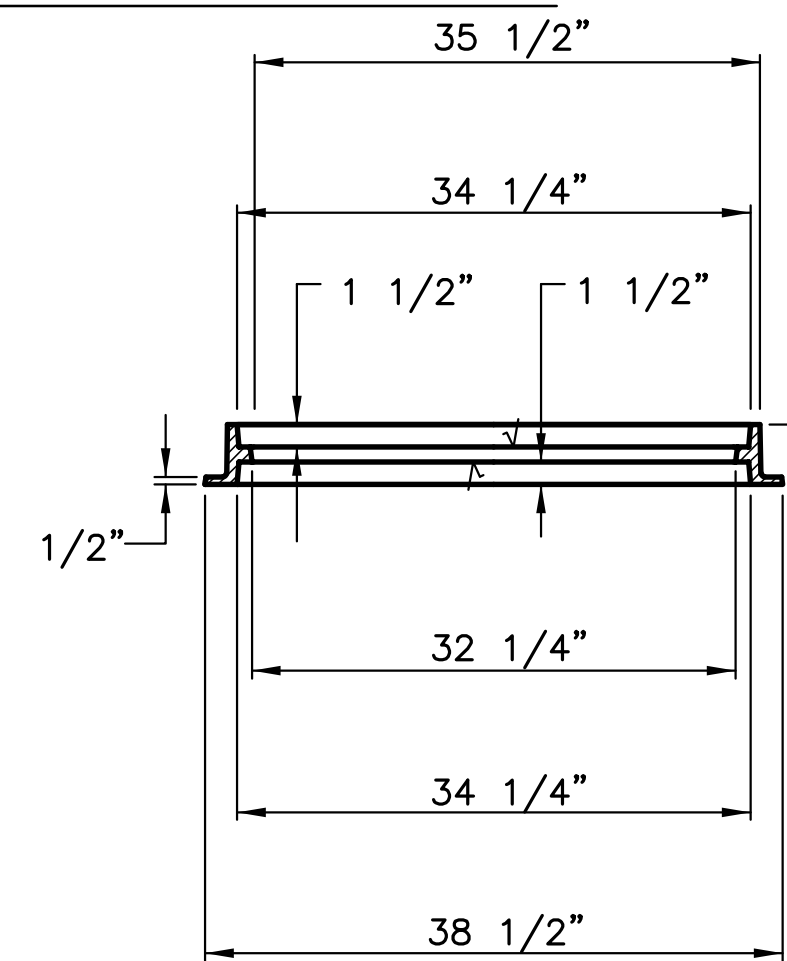
COVER SECTION



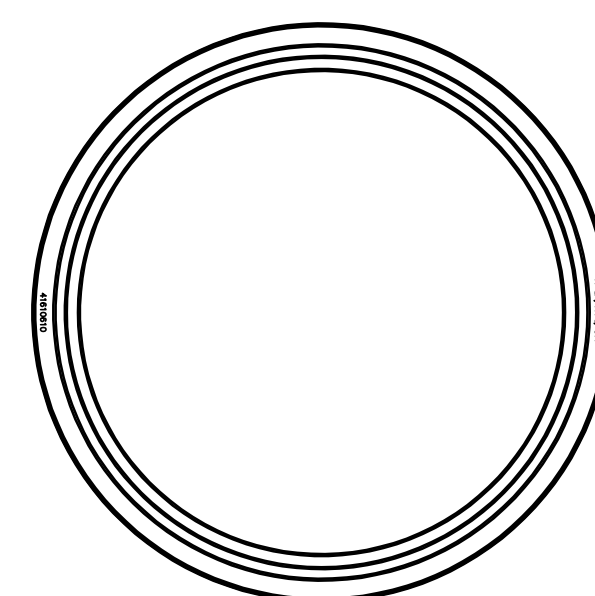
COVER FACE



PICKBAR DETAIL



RING SECTION



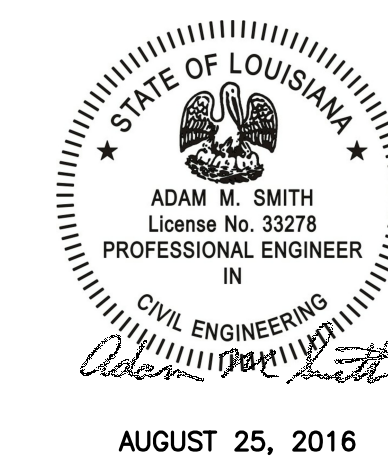
RING BOTTOM FLANGE

NOTE:

ALL CAST IRON FRAME AND COVERS SHALL BE TRAFFIC BEARING FRAME AND COVERS SHALL MEET OR EXCEED ALL REQUIREMENTS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS DESIGNATION : M306-05 STANDARD SPECIFICATION FOR DRAINAGE, SEWER, UTILITY, AND RELATED CASTINGS. THEY SHALL HAVE AN ENVIRONMENTALLY SAFE, WATER-BASE ASPHALTIC COATING WHICH IS NONTOXIC, NONFLAMMABLE, COLORLESS, AND DRIES TO A HARD BLACK FINISH.

AIR RELEASE / VACUUM VALVE MANHOLE COVER
W/ VENT HOLES & LOGO

AIR RELEASE / VACUUM VALVE MANHOLE FRAME
REVERSIBLE RING TYPE



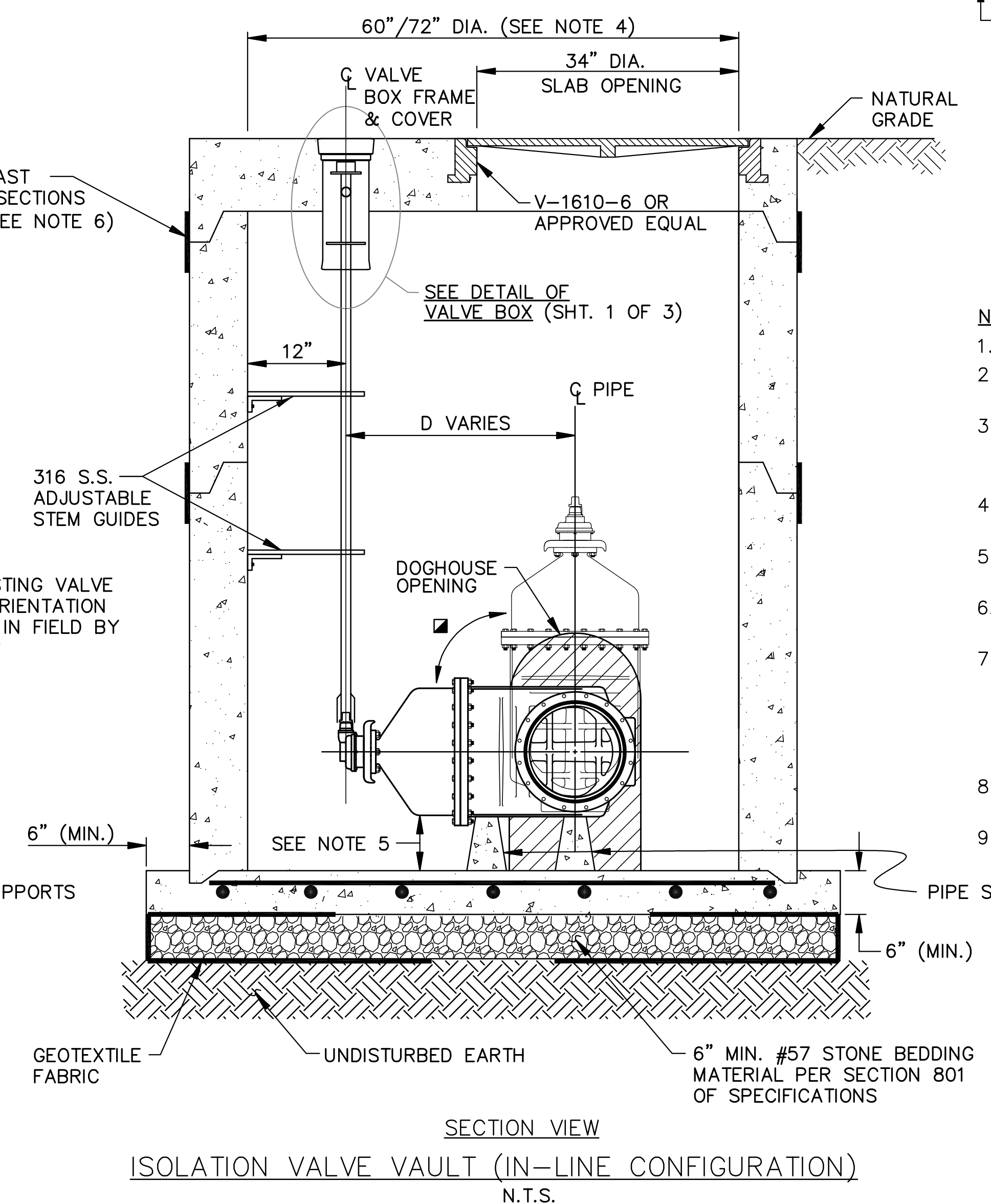
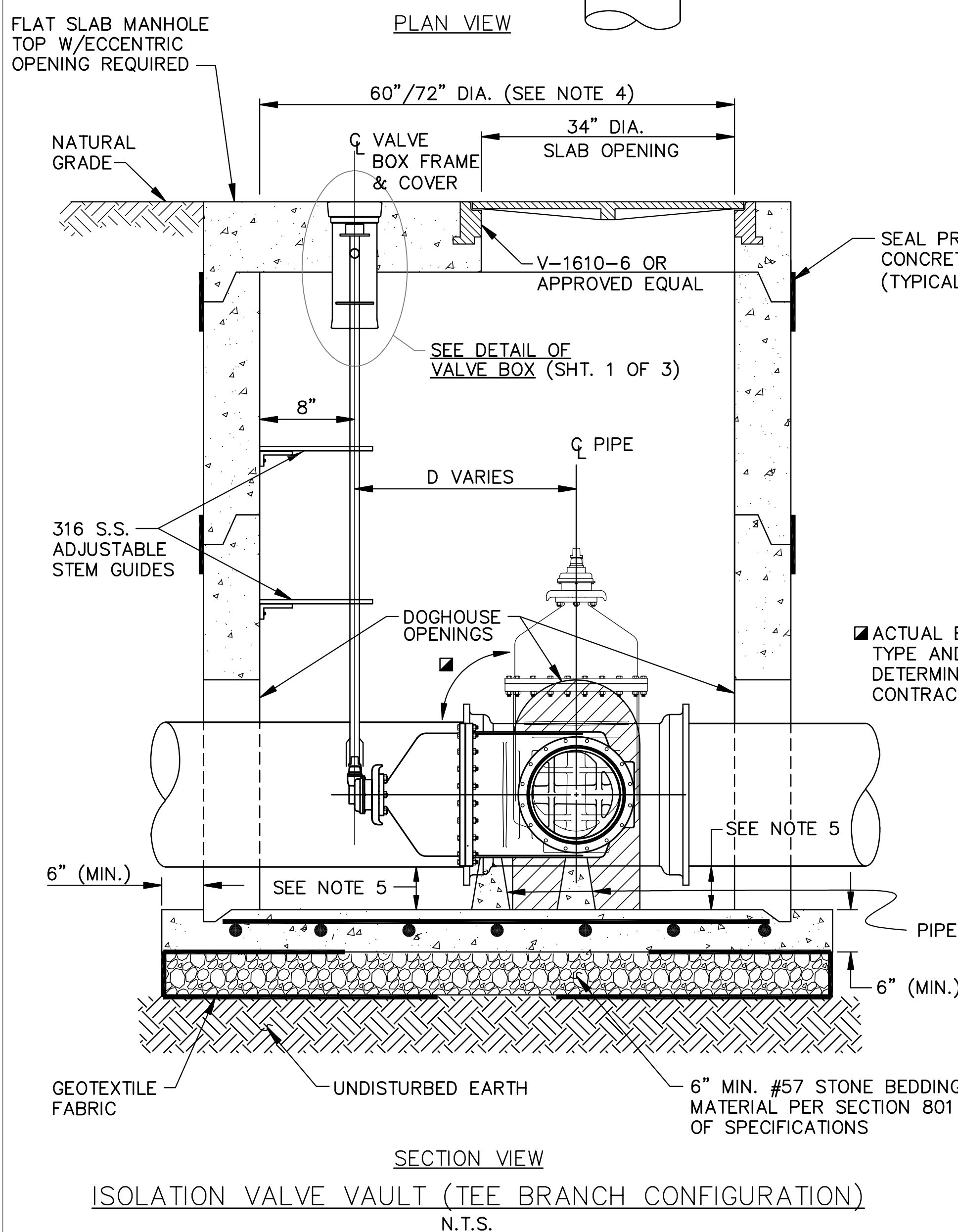
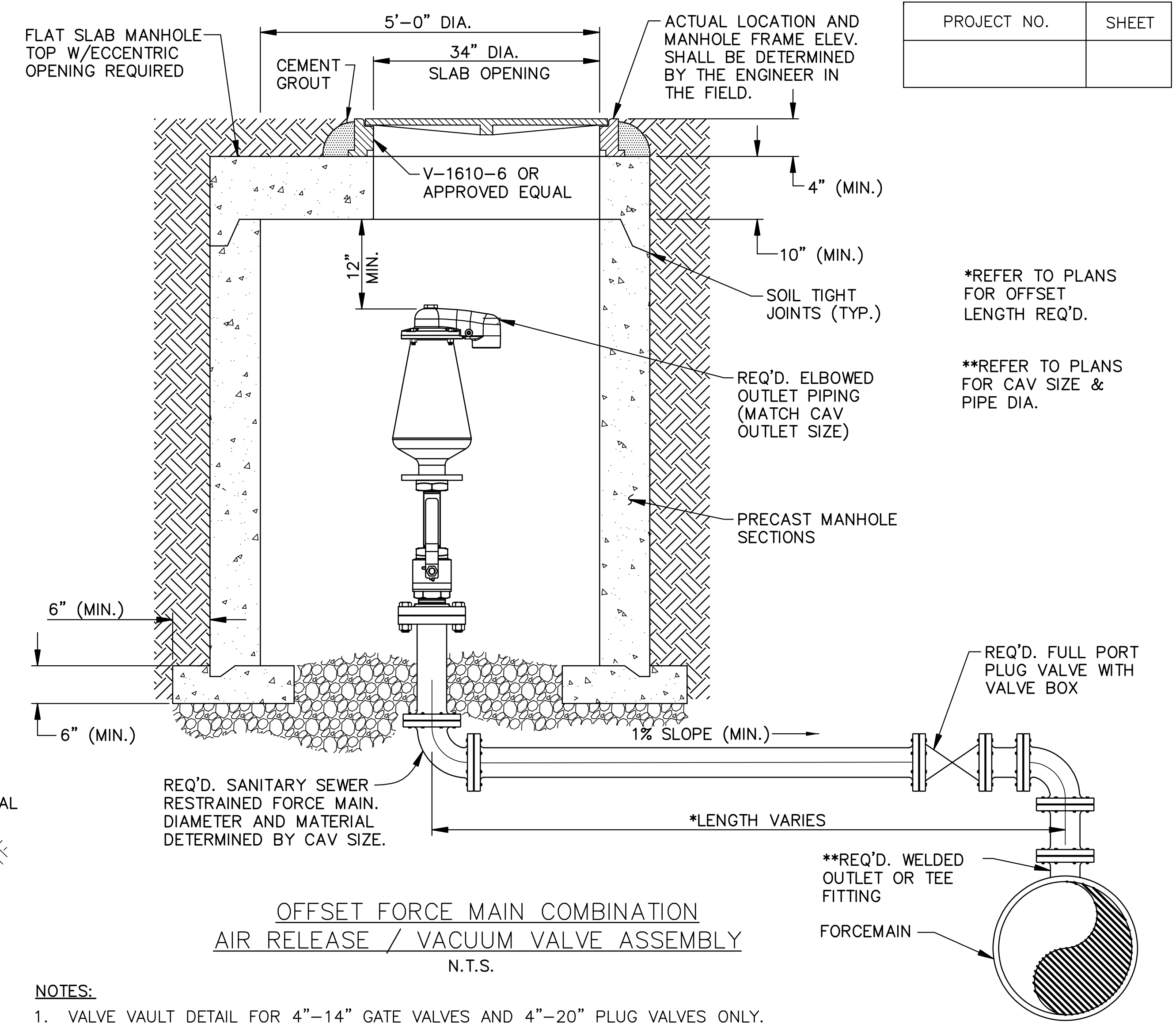
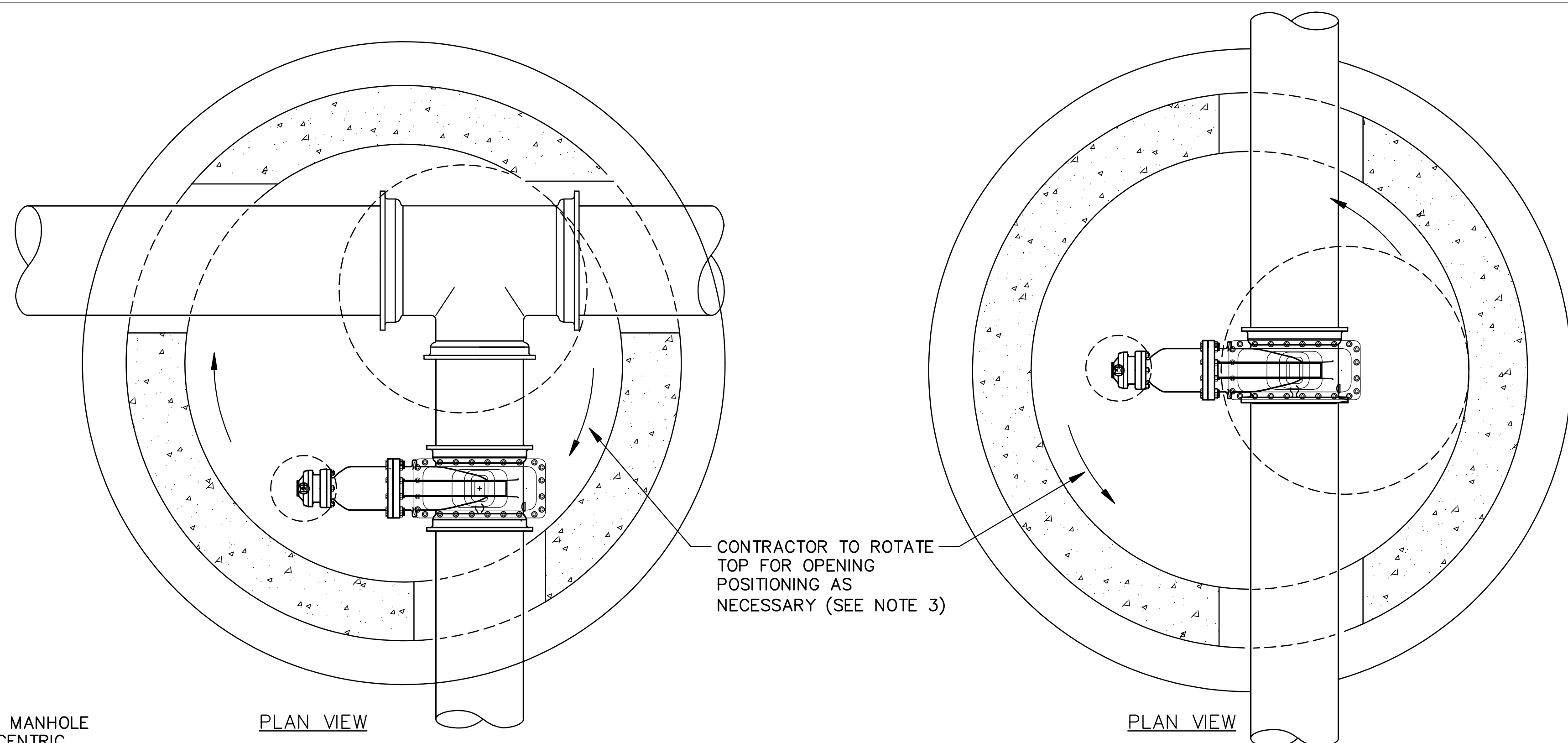
STANDARD PLAN NO. 804-01	DATED AUGUST 1, 2011	SHEET NO. 1 OF 3
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FORCE MAIN DETAILS

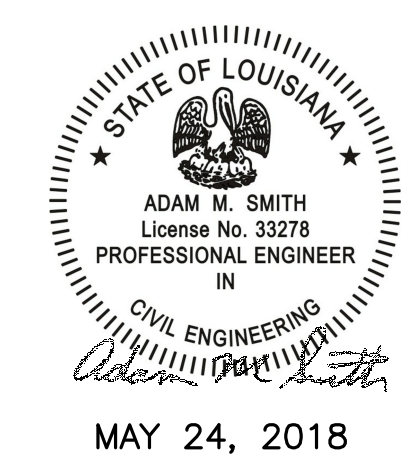
SEWER ENGINEERING DIVISION			
DEPARTMENT OF ENVIRONMENTAL SERVICES			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED	DRAWN	CHECKED	APPROVED
A. SCHULZE	G. VANNICE	N. COBB	A. SMITH

DATE	DESCRIPTION	BY
	REVISIONS	

PROJECT NO.	SHEET



- NOTES:**
1. VALVE VAULT DETAIL FOR 4"-14" GATE VALVES AND 4"-20" PLUG VALVES ONLY.
 2. PIPE OFFSET DISTANCE "D" IS BASED ON VALVE TYPE, SIZE, AND MANUFACTURER. CONTRACTOR IS RESPONSIBLE FOR COORDINATING VALVE MEASUREMENTS WITH PRECASTER FOR PROPER FINAL DIMENSIONS.
 3. CONTRACTOR SHALL LOCATE VAULT OVER VALVE BASED ON ACTUAL VALVE ORIENTATION AND LINE CONFIGURATION TO ACHIEVE REQUIRED DISTANCE SHOWN FROM INTERIOR WALL TO THE CENTERLINE OF VALVE EXTENSION STEM. CONTRACTOR MAY ROTATE TOP SLAB AS NECESSARY TO HAVE VALVE STEM CENTERED IN VALVE BOX FRAME.
 4. CONSTRUCT 60" DIA. VAULT FOR FORCE MAINS LESS THAN 24" DIA. AND FOR FORCE MAINS 24" AND LARGER CONSTRUCT 72" DIA. VAULT.
 5. CLEARANCE FROM PIPE TO VAULT INVERT SHALL BE AS NECESSARY TO PROVIDE PROPER SUPPORTS FOR PIPE AND VALVE. CONTRACTOR MAY CHOOSE EITHER CONCRETE OR ADJUSTABLE SUPPORTS.
 6. VAULT SECTIONS SHALL BE JOINED TOGETHER WITH FLEXIBLE GASKETS AND EXTERNALLY SEALED AT THE JOINTS IN ACCORDANCE WITH THE SPECIFICATIONS. REINFORCING FOR PRE-CAST SECTIONS AS PER ASTM C-478.
 7. ALL CAST IRON FRAME AND COVERS SHALL BE TRAFFIC BEARING. FRAME AND COVERS SHALL MEET OR EXCEED ALL REQUIREMENTS OF THE LATEST AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS DESIGNATION: M306 STANDARD SPECIFICATION FOR DRAINAGE, SEWER, UTILITY, AND RELATED CASTINGS. THEY SHALL HAVE AN ENVIRONMENTALLY SAFE, WATER-BASE ASPHALTIC COATING WHICH IS NON-TOXIC, NONFLAMMABLE, COLORLESS, AND DRIES TO A HARD BLACK FINISH. CAST-IRON FRAMES SHALL BE CAST INTO AND FLUSH WITH THE VAULT FLAT TOP SLAB SURFACE.
 8. VAULT BEDDING, BACKFILL, AND COMPACTION SHALL BE IN ACCORDANCE WITH THE SAME REQUIREMENTS FOR MANHOLES IN THE SPECIFICATIONS AND STANDARD PLAN 803-01.
 9. CONTRACTOR SHALL NEATLY FILL DOGHOUSE OPENING AROUND PIPES WITH BRICK AND APPROVED NON-SHRINK GROUT TO ASSURE A WATERTIGHT SEAL.

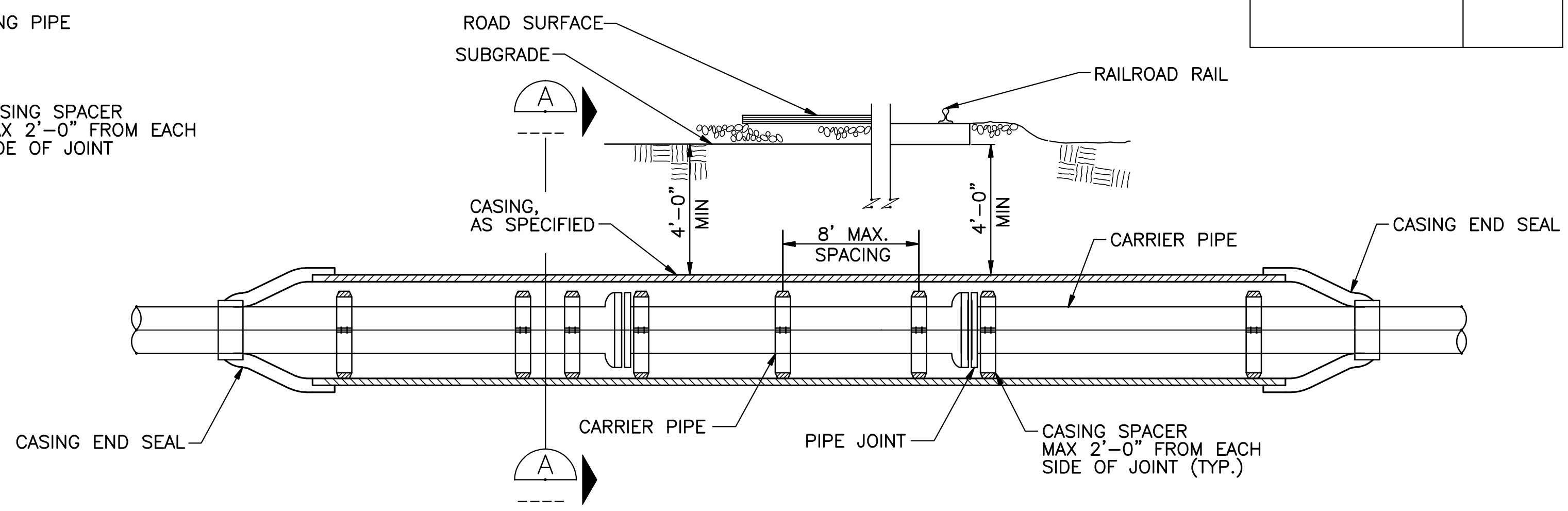
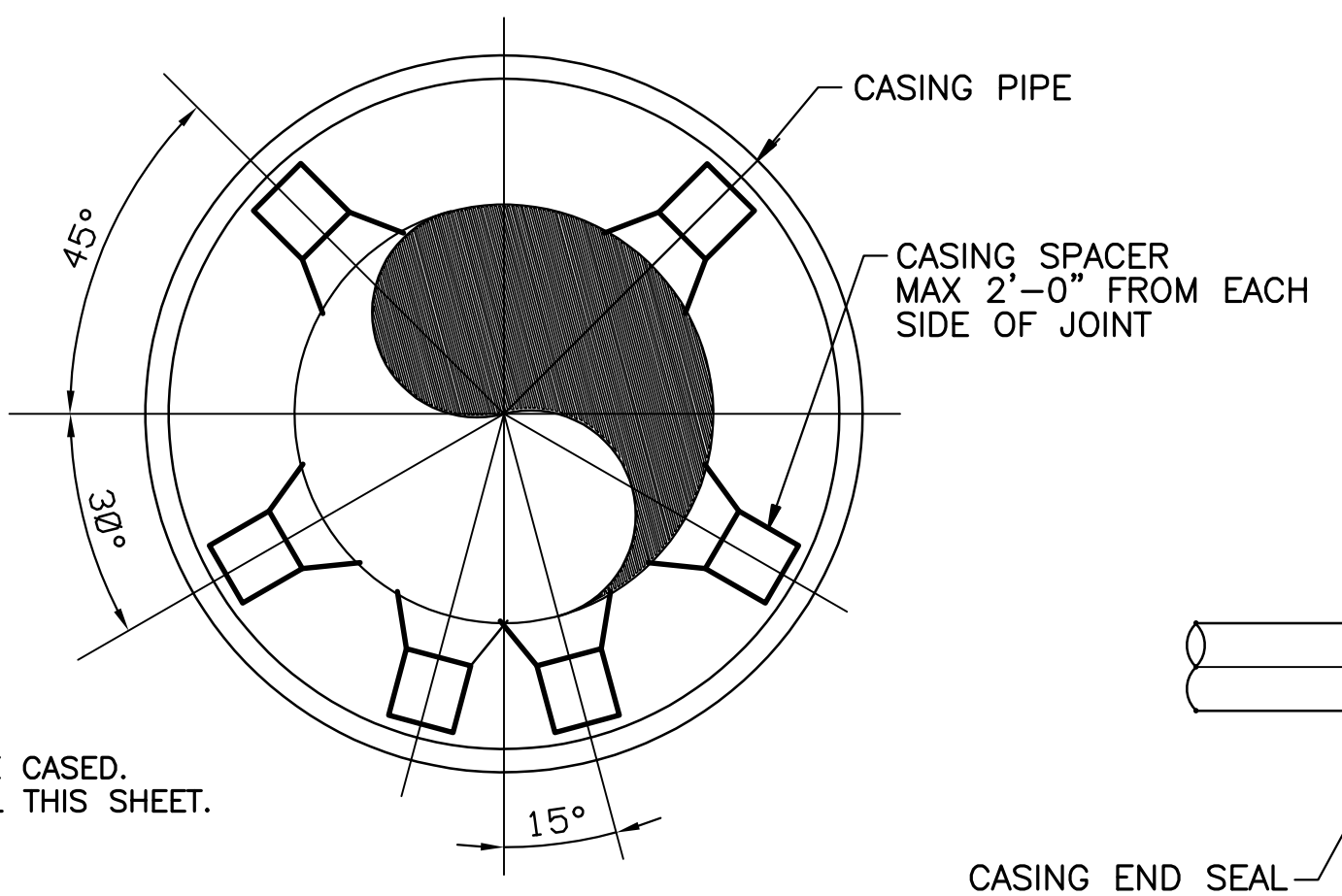
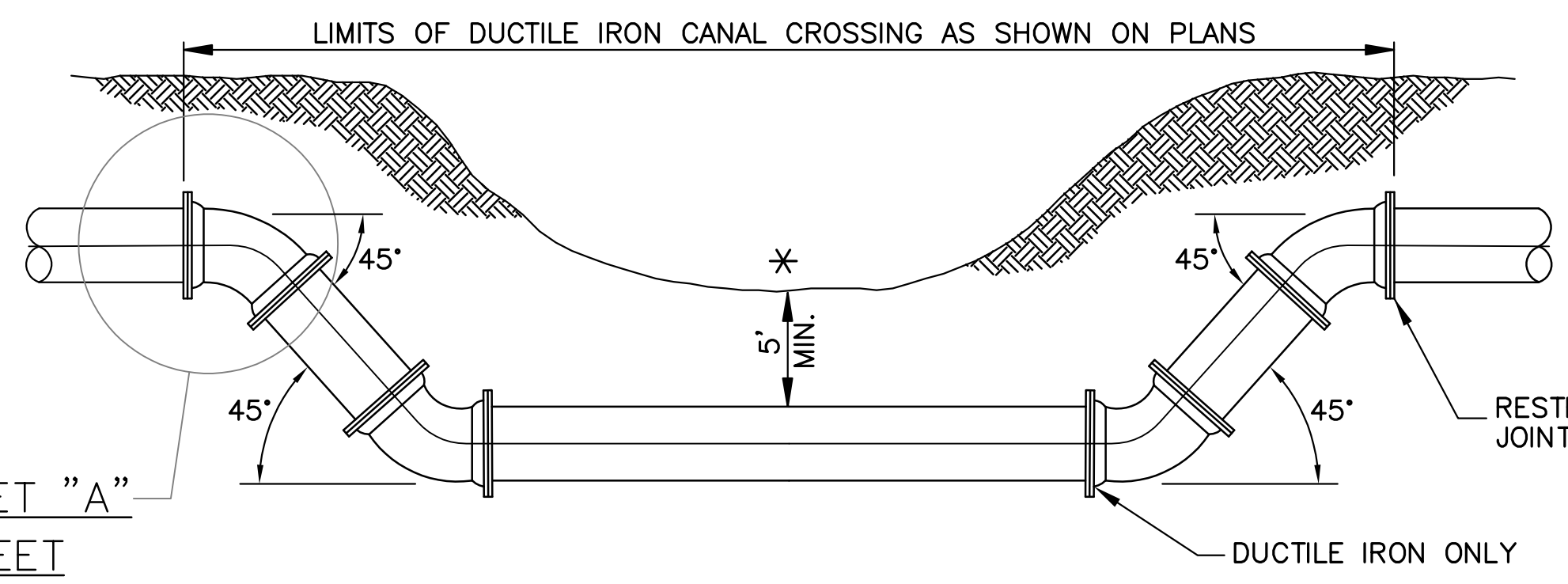


STANDARD PLAN NO. 804-01	DATED MAY 24, 2018	SHEET NO. 2 OF 3
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FORCE MAIN DETAILS			
ENGINEERING DIVISION			
DEPARTMENT OF PUBLIC WORKS			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED J. CRAIN	DRAWN S. CORTEZ	CHECKED R. LAMBERT	APPROVED A. SMITH

DATE	DESCRIPTION	BY
	REVISIONS	

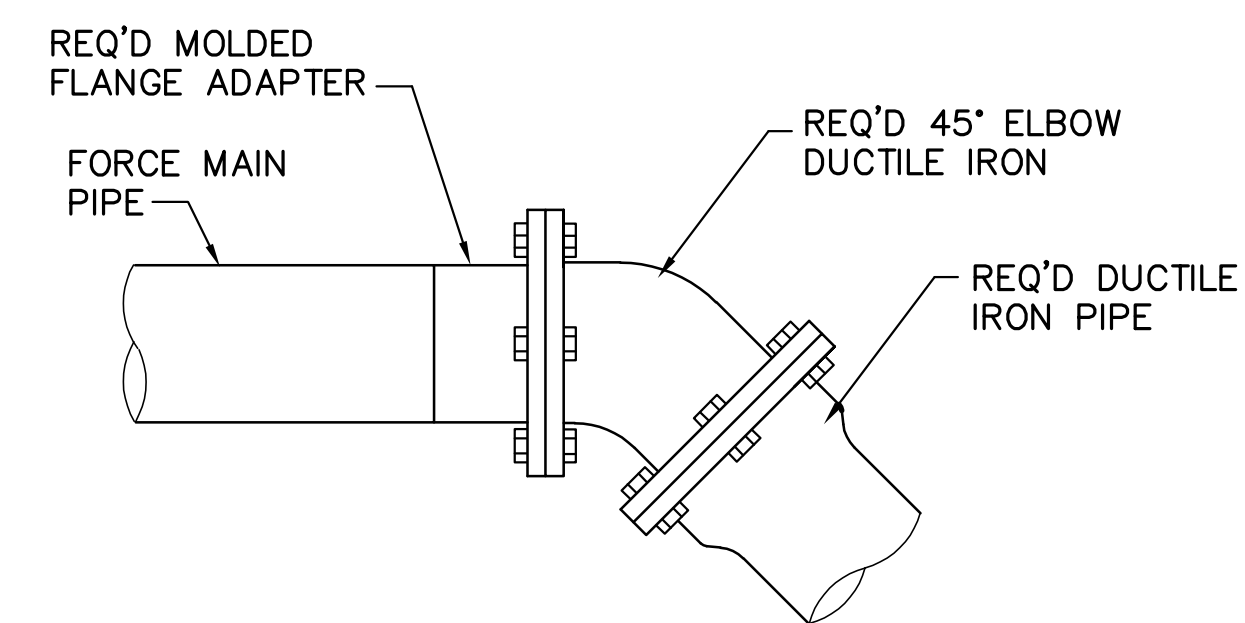
PROJECT NO.	SHEET



SEE INSET "A"
THIS SHEET

TYPICAL CANAL &/OR UTILITY CROSSING

N.T.S. * IF COVER IS LESS THAN 5', THE PIPE SHOULD BE CASIED. REFER TO THE JACKED AND BORED CASING DETAIL THIS SHEET.

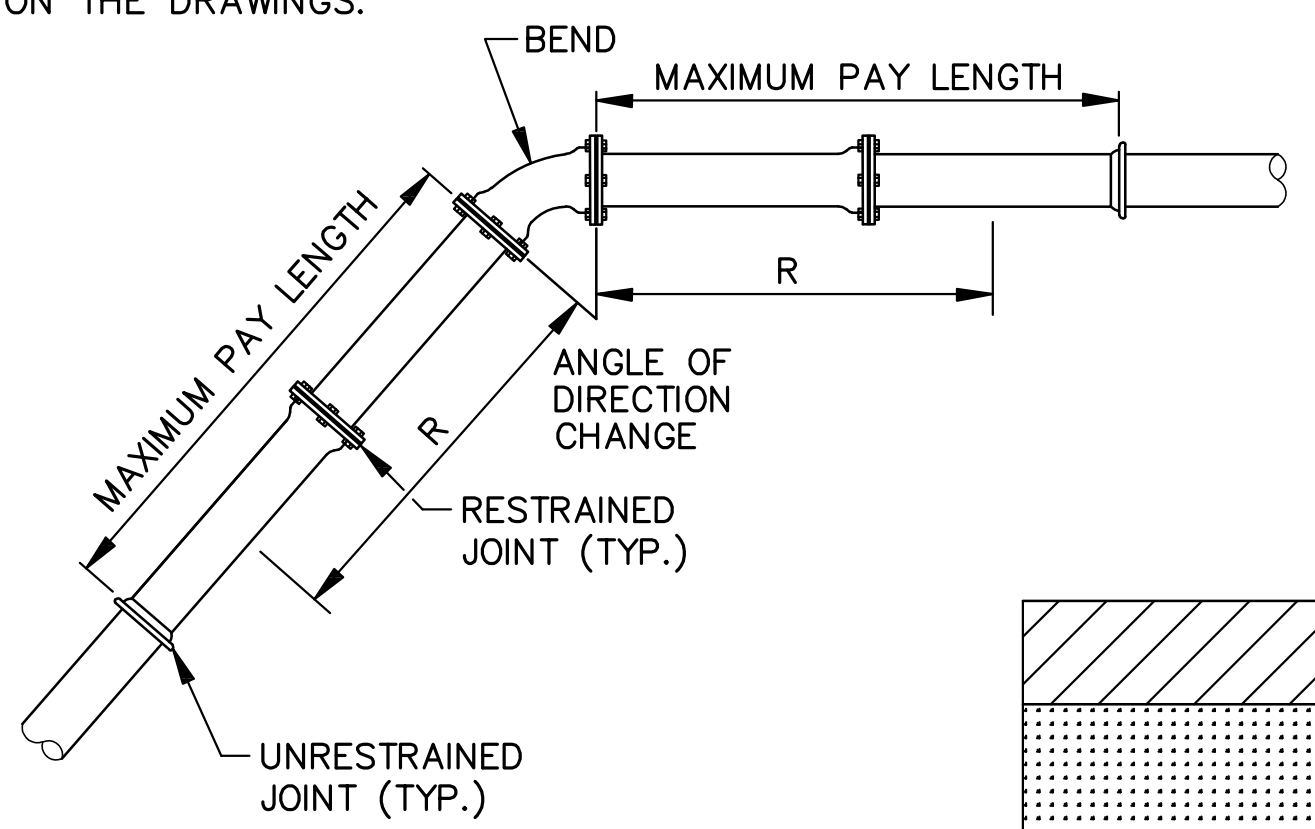


INSET "A"

DUCTILE IRON PIPE TO POLYETHYLENE PIPE CONNECTION

RESTRAINED JOINT NOTES:

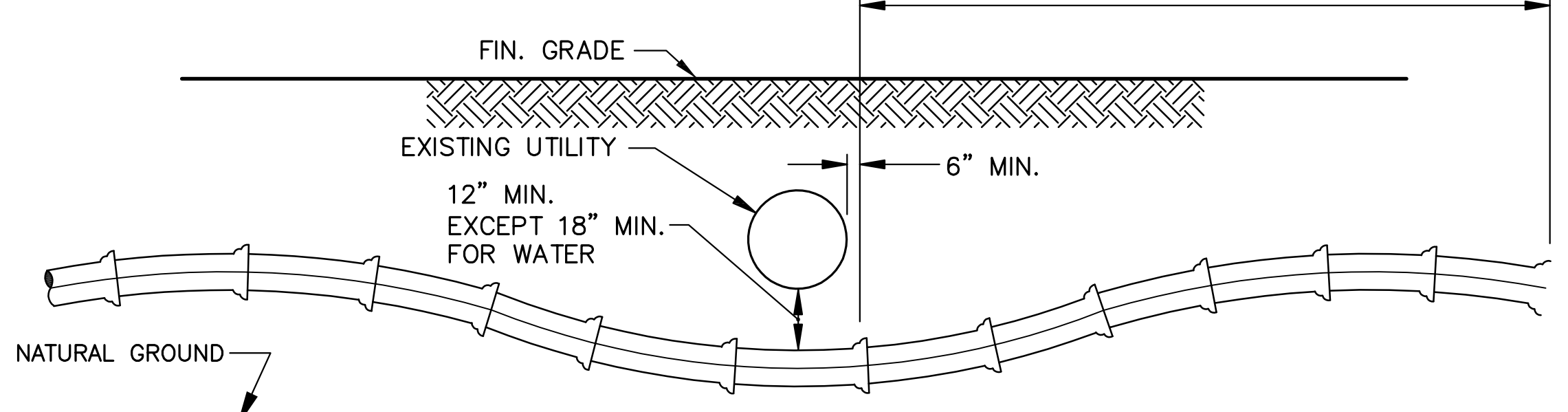
1. RESTRAINED JOINT PIPE SHALL BE USED AT ALL BENDS.
2. THE REQUIRED LENGTH OF RESTRAINED PIPE "R" SHALL BE AS SHOWN ON THE DRAWINGS.



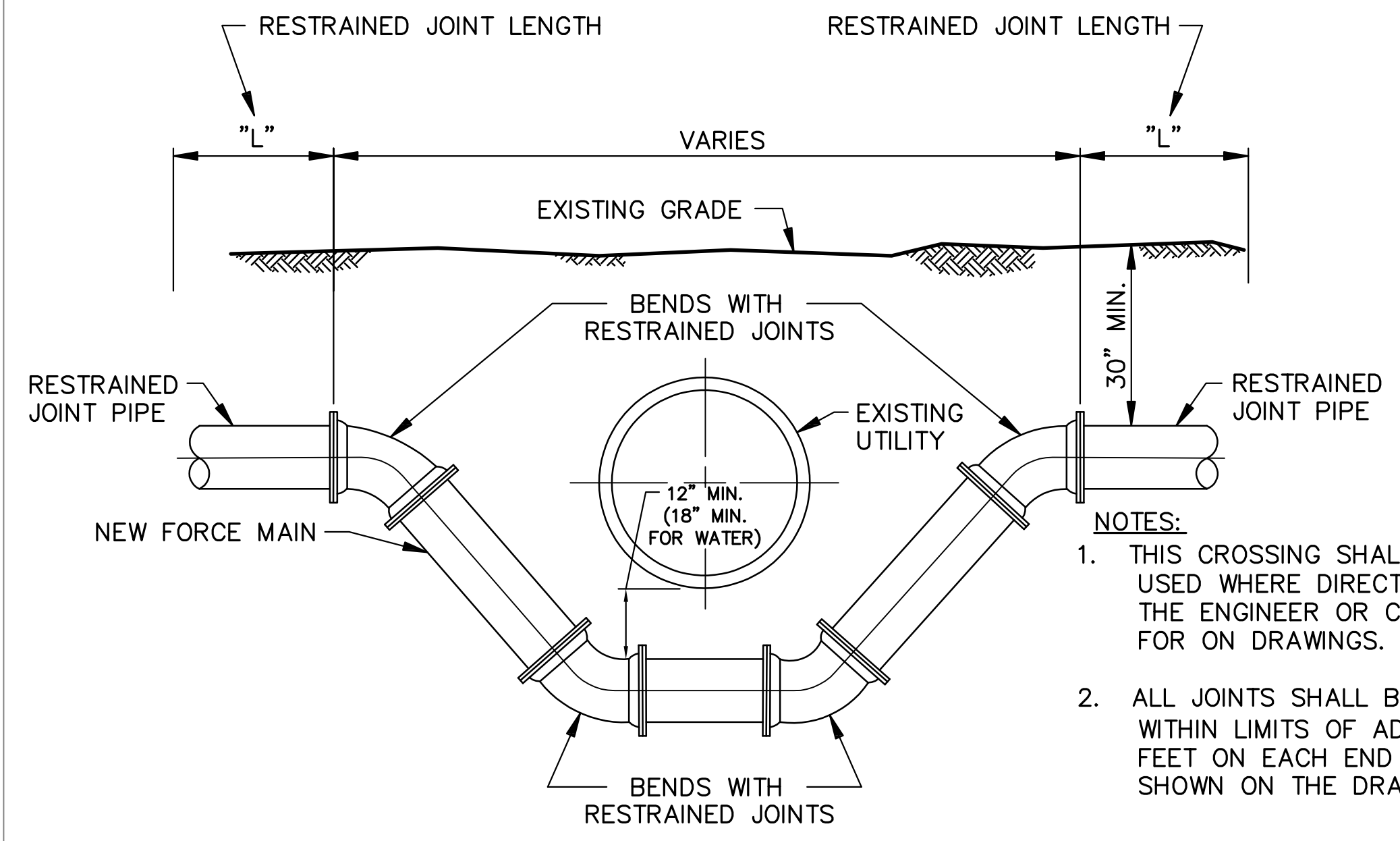
FORCE MAIN BENDS
N.T.S.

JACKED AND BORED CASING DETAIL
N.T.S.

CONSTRUCT UNIFORM PIPE DEFLECTION - NOT TO EXCEED 75% OF MANUFACTURER RECOMMENDED MAXIMUM DEFLECTION PER PIPE JOINT. DISTANCE AS REQUIRED

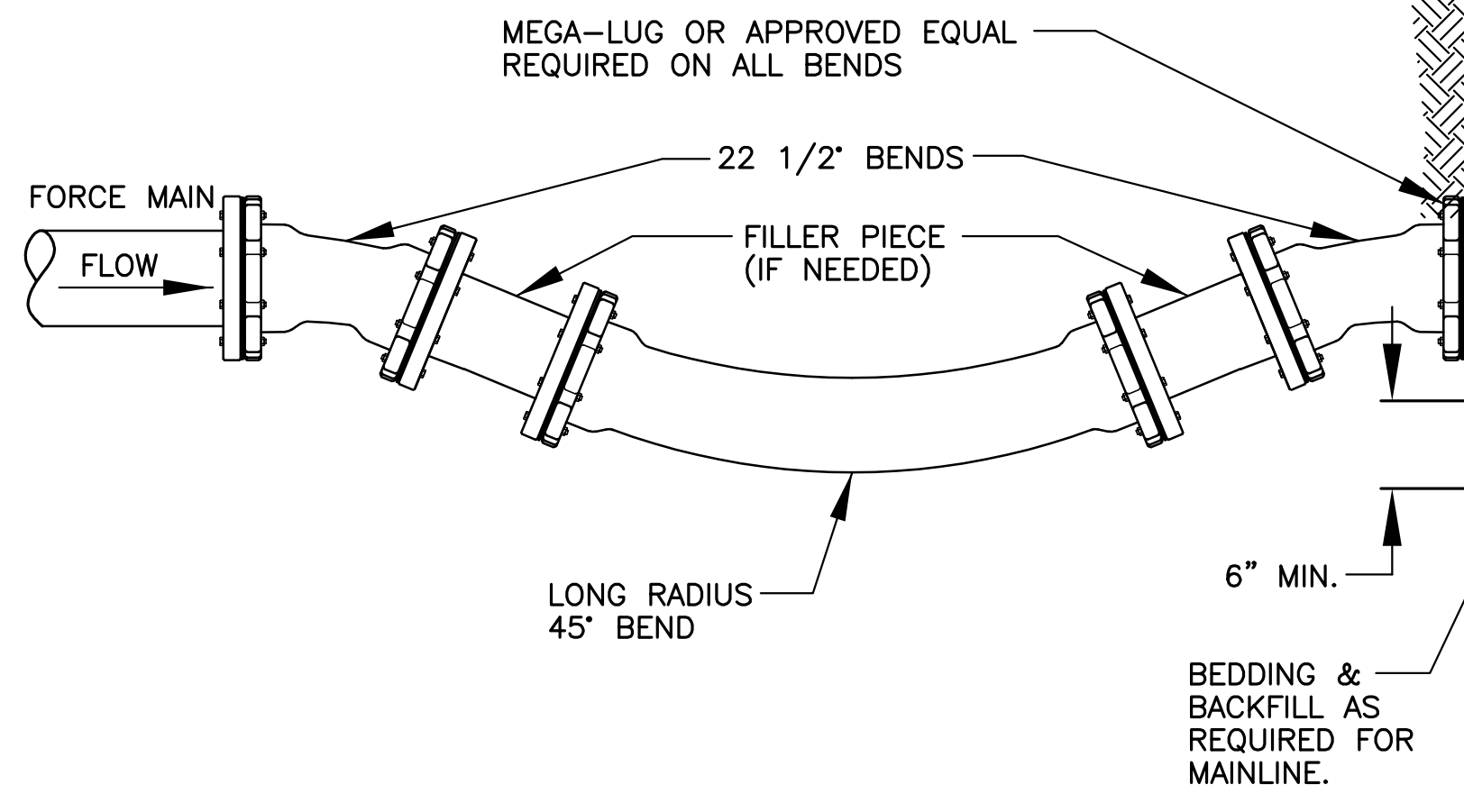


DEFLECTION TYPE UTILITY CROSSING
N.T.S.

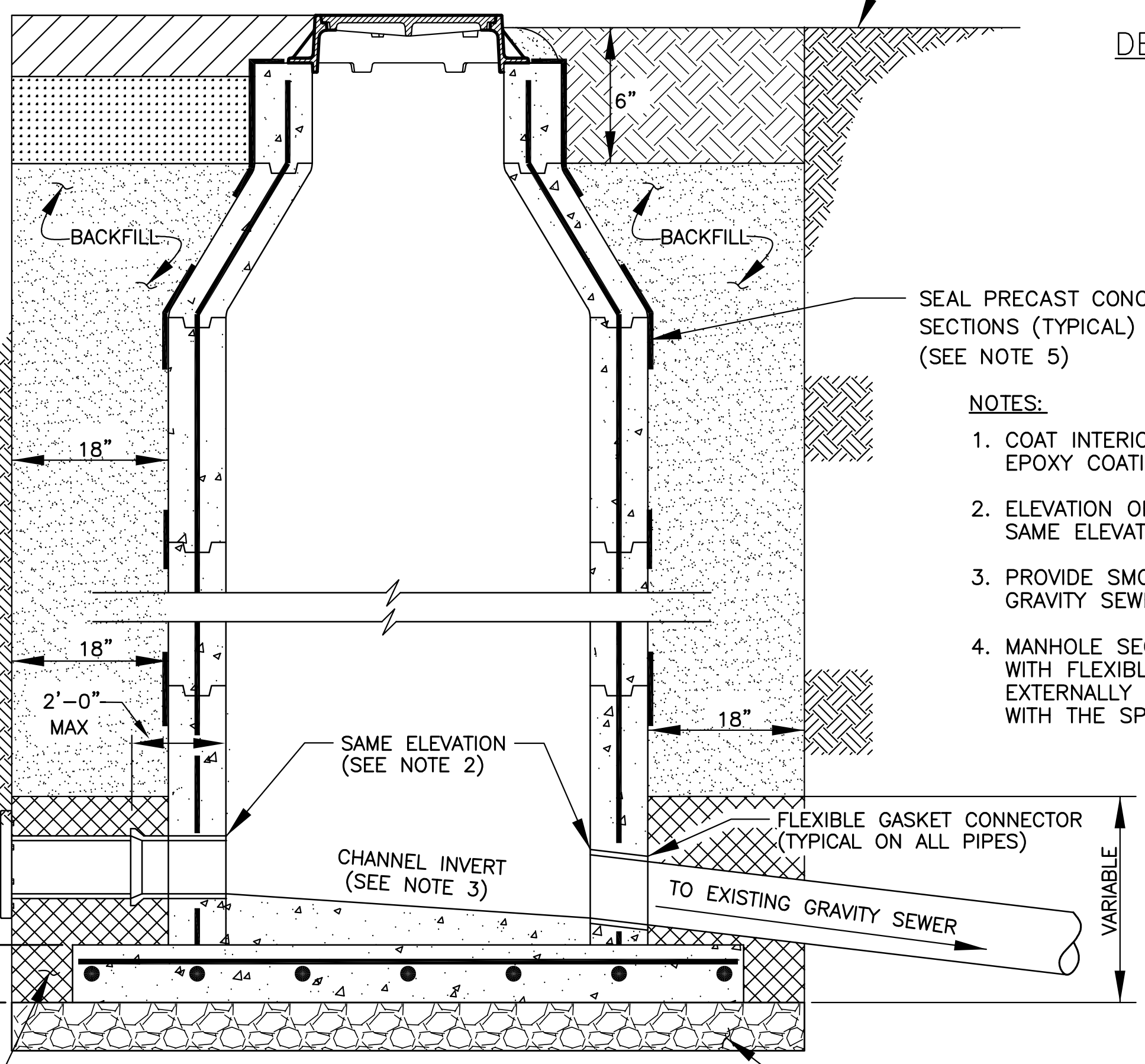


TYPICAL FORCE MAIN ADJUSTMENT
N.T.S.

- NOTES:
1. THIS CROSSING SHALL BE USED WHERE DIRECTED BY THE ENGINEER OR CALLED FOR ON DRAWINGS.
 2. ALL JOINTS SHALL BE RESTRAINED WITHIN LIMITS OF ADJUSTMENT, PLUS "L" FEET ON EACH END OF ADJUSTMENT, AS SHOWN ON THE DRAWINGS.



FORCE MAIN TO MANHOLE CONNECTION
N.T.S.



SEAL PRECAST CONCRETE SECTIONS (TYPICAL) (SEE NOTE 5)

NOTES:

1. COAT INTERIOR OF MANHOLE WITH APPROVED EPOXY COATING PER SPECIFICATION SECTION 822.
2. ELEVATION OF FORCE MAIN CROWN SHALL BE AT SAME ELEVATION AS THE GRAVITY SEWER CROWN.
3. PROVIDE SMOOTH CHANNEL FROM FORCE MAIN TO GRAVITY SEWER.
4. MANHOLE SECTIONS SHALL BE JOINED TOGETHER WITH FLEXIBLE WATERTIGHT RUBBER GASKETS AND EXTERNALLY SEALED AT THE JOINTS IN ACCORDANCE WITH THE SPECIFICATIONS.



MAY 24, 2018

STANDARD PLAN NO. 804-01	DATED AUGUST 1, 2011	SHEET NO. 3 OF 3
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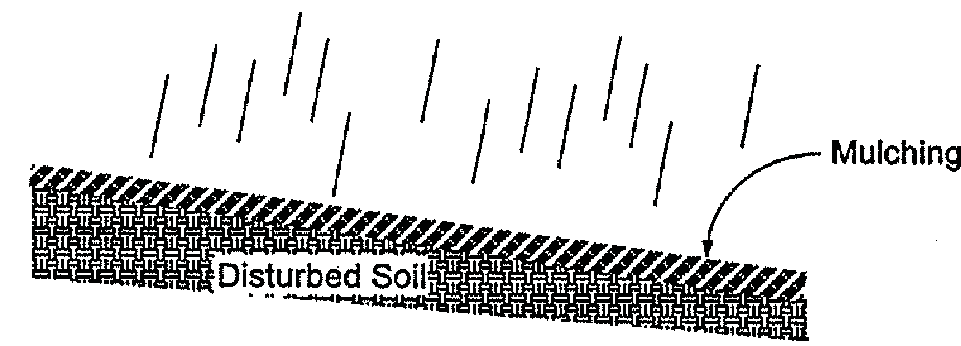
FORCE MAIN DETAILS

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED A. SCHULZE	DRAWN G. VANNICIE	CHECKED R. WRIGHT	APPROVED A. SMITH

5/24	REVISED SHEET NUMBER AND TITLE	A.M.S.
7/13	FORCE MAIN BEND REVISION	A.S.
DATE	DESCRIPTION	BY
	REVISIONS	

PROJECT NO.	SHEET

Mulching



DESCRIPTION
Mulching is the application of a layer of chopped straw, hay or other material which is spread uniformly over barren areas to reduce the effects of erosion from rainfall. Types of mulch include organic materials, straw, wood chips, bark or other fibers. Mulch also comes in prepackaged forms, using straw, hay or other material with organic and inorganic binding systems.

PRIMARY USE
Mulch is used to temporarily and/or permanently stabilize clear or freshly seeded areas. It protects the soil from erosion and moisture loss by lessening the effects of wind, water, and sunlight. It also decreases the velocity of sheet flow, thereby reducing the volume of sediment-laden water flow leaving the mulched area.

APPLICATIONS
Mulch may be used on any construction-related disturbed area for surface protection including:

- Freshly seeded or planted areas.
- Areas at risk due to the time period being unsuitable for growing vegetation.
- Areas that are not conducive to seeding or planting.

DESIGN CRITERIA
Mulch may be used by itself or in combination with netting or other anchors to promote soil stabilization.

Several manufacturers provide an organic mulch with an attached netting to simplify installation. Installation should adhere to manufacturer's specifications and requirements.

- Choice of mulch depends largely on slope, climate, and soil type in addition to availability of different materials. Straw and hay are the recommended choices due to their availability and biodegradability.
- Mulch should be applied in an even and uniform manner where concentrated water flow is negligible.

Applications
Perimeter Control
Slope Protection
Sediment Trapping
Channel Protection
Temporary Stabilization
Permanent Stabilization
Waste Management
Housekeeping Practices

Targeted Constituents
● Sediment
○ Nutrients
○ Toxic Materials
○ Oil & Grease
○ Floatable Materials
○ Other Construction Wastes

Implementation Requirements
● Capital Costs
● Maintenance
○ Training
○ Suitability for Slopes >5%

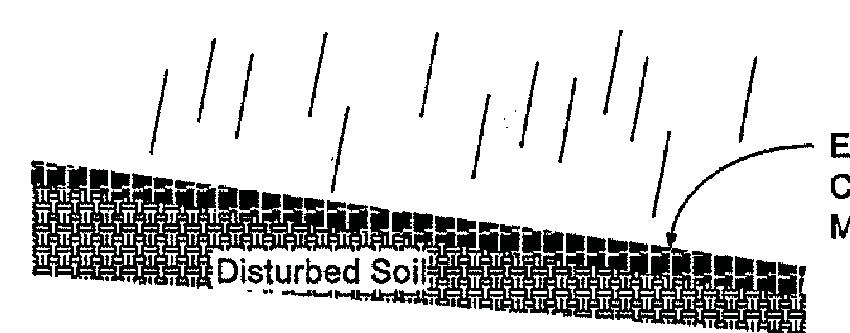
Legend
● Significant Impact
○ Medium Impact
○ Low Impact
? Unknown or Questionable Impact

BMP
1

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

Erosion Control Mats



DESCRIPTION
An erosion control mat (ECM) is a geomembrane or biodegradable fabric placed over disturbed areas to limit the effects of erosion due to rainfall impact and runoff across barren soil. Erosion control mats are manufactured by a wide variety of vendors addressing a wide variety of conditions such as vegetation establishment, protection from heavy rainfall, and high velocity flow. Types of matting include organic (jute, straw) and synthetic (plastic and glass fiber) materials.

PRIMARY USE
Mats can provide both temporary and/or permanent stabilization for disturbed soil or barren areas. It is used for difficult to stabilize areas such as steep slopes, temporary or permanent drainage swales, embankments or high traffic (pedestrian) areas. Some mats are reusable, reducing the initial cost of the installation.

APPLICATIONS
Mats can be used on any construction-related disturbed area, but are particularly effective for erosion control of fine grained soils, and on short, steep slopes (such as stream banks) where erosion is high and growth of vegetation is slow.

DESIGN CRITERIA
A mat may be used by itself or in combination with netting or other anchors to promote soil stabilization. Choice of matting depends largely on slope, climate, soil type, and durability. Mats are usually installed according to the manufacturer's recommended guidelines. After appropriate installation, the matting should be checked for: uniform contact with the soil; security of the lap joints; and flushness of the staples with the ground.

Manufacturers information will verify acceptable applications for a particular product.

LIMITATIONS
Although matting is highly effective in controlling erosion, it may be less cost-effective than other BMPs for erosion control and it may require a

Applications
Perimeter Control
Slope Protection
Sediment Trapping
Channel Protection
Temporary Stabilization
Permanent Stabilization
Waste Management
Housekeeping Practices

Targeted Constituents
● Sediment
○ Nutrients
○ Toxic Materials
○ Oil & Grease
○ Floatable Materials
○ Other Construction Wastes

Implementation Requirements
● Capital Costs
● Maintenance
○ Training
○ Suitability for Slopes >5%

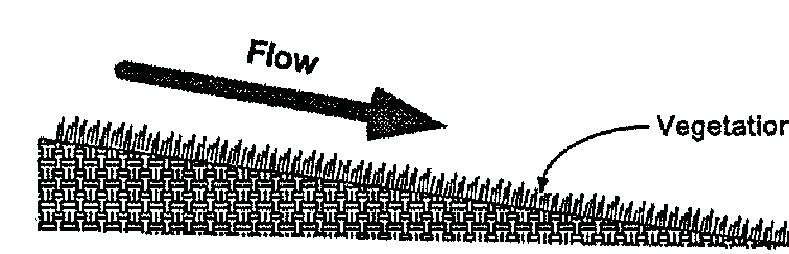
Legend
● Significant Impact
○ Medium Impact
○ Low Impact
? Unknown or Questionable Impact

BMP
2

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

Vegetation



DESCRIPTION
Vegetation, as a Best Management Practice, is the sowing of annual grasses, small grains or legumes to provide interim and permanent vegetative stabilization for disturbed areas. Unless otherwise specified, Bermuda Grass is to be used for permanent seeding. Temporary stabilization may be achieved during winter by seeding with Rye Grass.

PRIMARY USE
Vegetation is used as a temporary or permanent stabilization technique for areas disturbed by construction but not protected by pavement, building or other structures. As a temporary control, vegetation is used to stabilize stockpiles and barren areas which are inactive for long periods of time. As a permanent control, grasses and other vegetation provide good protection for the soil along with some filtering for overland runoff. Subjected to acceptable runoff velocities, vegetation can provide a good method of permanent storm water management as well as a visual amenity to the site.

Other BMPs may be required to assist in the establishment of vegetation. These other techniques include erosion control matting, swales and dikes to direct flow around newly seeded areas and proper grading to limit runoff velocities during construction.

APPLICATIONS
Vegetative techniques can and should apply to every construction project with few exceptions. Vegetation effectively reduces erosion in swales, stock piles, berms, mild to medium slopes and along roadways. Vegetative strips can provide some protection when used as a perimeter control for utility and site development construction.

In many cases, the initial cost of temporary seeding may be high compared to tarps or covers for stockpiles or other barren areas subject to erosion yet inactive. This initial cost should be weighed with the amount of time the area is to remain inactive, since maintenance cost for vegetated areas is much less than most structural controls.

Applications
Perimeter Control
Slope Protection
Sediment Trapping
Channel Protection
Temporary Stabilization
Permanent Stabilization
Waste Management
Housekeeping Practices

Targeted Constituents
● Sediment
○ Nutrients
○ Toxic Materials
○ Oil & Grease
○ Floatable Materials
○ Other Construction Wastes

Implementation Requirements
● Capital Costs
● Maintenance
○ Training
○ Suitability for Slopes >5%

Legend
● Significant Impact
○ Medium Impact
○ Low Impact
? Unknown or Questionable Impact

BMP
3

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

Mulching

- Application of straw or hay mulch should be approximately 2 tons dry per acre spread uniformly across the disturbed area. Other material should be applied such that 25% of the soil is visible through the mulch.
- For areas using straw mulch and the slope is greater than 3-5%, anchoring of the mulch with a Krimper Tool is required.

LIMITATIONS
Mulches are subject to removal by wind or water under severe climatic conditions. Mulches lower the soil temperature which may result in longer seed germination periods.

MAINTENANCE REQUIREMENTS
Mulched areas must be inspected on a weekly basis, and after significant (>0.5 inch) rainfall, for thin or bare spots caused by natural decomposition or weather related events. Mulch in high traffic areas should be replaced on a regular basis to maintain uniform protection.

BMP
1

Department of Public Works

Erosion Control Mats

contractor with considerable mat installation experience for installation.

MAINTENANCE REQUIREMENTS
Matted areas must be inspected on a weekly basis, and after significant (>0.5 inch) rainfall, for bare spots caused by weather related events. Missing or loosened matting must be replaced or re-anchored.

BMP
2

Department of Public Works

Vegetation

DESIGN CRITERIA

Surface Preparation

- Interim or final grading must be completed prior to seeding, minimizing all steep slopes.
- Install all necessary erosion structures such as dikes, swales, diversions, etc., prior to seeding.
- Groove or furrow slopes steeper than 3:1 on the contour line before seeding.
- Provide 4-6 inches of topsoil over unsuitable soils.
- Seed-bed should be well pulverized, loose and uniform.

Plant Selection, Fertilization and Seeding

- Use only high quality, USDA certified seed.
- For permanent vegetative cover during the period from March to August (inclusive) use hulled Bermuda Grass applied at 10 - 12 pounds per acre.
- For permanent vegetative cover during the period from September to February (inclusive) use unhulled Bermuda Grass applied at 15 - 20 pounds per acre.
- For temporary stabilization on disturbed areas or stockpiles, use Rye Grass seed applied at 40 - 50 pounds per acre.
- Fertilizer shall be applied according to the manufacturer's recommendation with proper spreader equipment. Typical application rate for 10-10-10 grade fertilizer is 700-1000 pounds per acre. DO NOT OVER APPLY FERTILIZER.
- If hydro-seeding is used, do not mix seed and fertilizer more than 30 minutes before application.
- Evenly apply seed using cyclone seeder, seed drill, cultipacker or hydroseeder.
- Provide adequate water to aid in establishment of vegetation.
- Use appropriate mulching techniques where necessary.

LIMITATIONS

Vegetation is not appropriate for areas subjected to heavy pedestrian or vehicular traffic. As a temporary technique, vegetation may be costly when compared to other techniques. Vegetation is not appropriate for rock, gravel or coarse grained soils unless 4 to 6 inches of topsoil is applied.

MAINTENANCE REQUIREMENTS

Protect newly seeded areas from excessive runoff and traffic until vegetation is established (mulching may be necessary). A watering and fertilizing schedule will be required as part of the SWPPP to assist in the establishment of the vegetation.

BMP
3

Department of Public Works

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 1 OF 11
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STORM WATER POLLUTION PREVENTION PLAN BEST MANAGEMENT PRACTICES

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

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PROFESSIONAL ENGINEER
IN
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3/16/2018

Silt Fence

Applications

- Perimeter Control
- Slope Protection
- Sediment Trapping
- Channel Protection
- Temporary Stabilization
- Permanent Stabilization
- Waste Management
- Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- ? Unknown or Questionable Impact

BMP

4

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

DESCRIPTION
A silt fence consists of geotextile fabric supported by poultry netting or other backing stretched between either wooden or metal posts with the lower edge of the fabric securely embedded in the soil. The fence is typically located downstream of disturbed areas to intercept runoff in the form of sheet flow. Silt fence provides both filtration and time for sedimentation to reduce sediment and it reduces the velocity of the runoff. Properly designed silt fence is economical since it can be re-located during construction and re-used on other projects.

PRIMARY USE
Silt fence is normally used as perimeter control located downstream of disturbed areas. It is only feasible for non-concentrated, sheet flow conditions.

APPLICATIONS
Silt fence is an economical means to treat overland, non-concentrated flows for all types of projects. Silt fences are used as perimeter control devices for both site developments and linear (roadway) type projects. They are most effective with coarse to silty soil types. Due to the potential of clogging, silt fence should not be used with clay soil types.

In order to reduce the length of silt fence, it should be placed adjacent to the down slope side of the construction activities.

DESIGN CRITERIA

- Fences are to be constructed along a line of constant elevation (along a contour line) where possible.
- Maximum slope adjacent to the fence is 1:1.
- Maximum distance of flow to silt fence should be 200 feet or less.
- Maximum concentrated flow to silt fence shall be 1 CFS per 20 feet of fence.
- If 50% or less of soil, by weight, passes the U.S. Standard sieve No. 200, select the equivalent opening size (E.O.S.) to retain 85% of the soil.
- Maximum equivalent opening size shall be 70 (#70 sieve).

Straw Bale Dike

Applications

- Perimeter Control
- Slope Protection
- Sediment Trapping
- Channel Protection
- Temporary Stabilization
- Permanent Stabilization
- Waste Management
- Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- ? Unknown or Questionable Impact

BMP

5

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

DESCRIPTION
A straw bale dike is a temporary barrier constructed of straw bales anchored with wood posts, that is used to intercept sediment-laden runoff generated by small disturbed areas. The straw bales can serve as both a filtration device and a dam/dike device to treat and redirect flow. Bales can consist of hay or straw in which straw is defined as best quality straw from wheat, oats or barley, free of weed and grass seed and hay is defined as straw which includes weed and grass seed.

PRIMARY USE
A straw bale dike is used to trap sediment-laden storm runoff from small drainage areas with relatively level grades, allowing for reduction of velocity thereby causing sediment to settle out.

APPLICATIONS
Straw bale dikes are used to treat flow after it leaves a disturbed area on a relatively small (<1 acre) site. Due to the limited life of the straw bale, it is cost effective for small projects of a short duration. The limited weight and strength of the straw bale makes it suitable for small, flat (< 2 percent slope) contributing drainage areas. Due to the problems with straw degradation and the lack of uniform quality in straw bales, their use is discouraged except for small residential applications.

Straw bales can also be used as check dams (see Check Dam BMP S-7) for small watercourses such as interceptor swales and borrow ditches. Due to the problems in securely anchoring the bales, only small watercourses can effectively use straw bale check dams.

DESIGN CRITERIA

- Straw bale dikes are to be constructed along a line of constant elevation (along a contour line).
- Straw bale dikes are suitable only for treating sheet flows across grades of 2% or flatter.
- Maximum contributing drainage area shall be 0.25 acre per 100 linear feet of dike.
- Maximum distance of flow to dike should be 100 feet or less.

Triangular Sediment Filter Dike

Applications

- Perimeter Control
- Slope Protection
- Sediment Trapping
- Channel Protection
- Temporary Stabilization
- Permanent Stabilization
- Waste Management
- Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- ? Unknown or Questionable Impact

BMP

6

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

DESCRIPTION
A Triangular Sediment Filter Dike is a self contained silt fence consisting of filter fabric wrapped around welded wire fabric shaped into a triangular cross section. While similar in use to a silt fence, the dike is reusable, sturdier, transportable and can be used on paved areas or in situations where it is impractical to install embedded posts for support.

PRIMARY USE
Triangular filter dikes are used in place of silt fence, treating sediment flow at the perimeter of construction areas and at the perimeter of the site. Also, the dikes can serve as stream protection devices by preventing sediment from entering the streams or as check dams in small swales.

Triangular sediment filter dikes are especially useful for construction areas surrounded by pavement, such as roadways, taxiways, ramps, etc., where silt fence or hay bale installation is impractical. Since they can be anchored without penetration, pavement damage can be minimized.

APPLICATIONS
Triangular dikes are used to provide perimeter control by detaining sediment on a disturbed site with drainage that would otherwise flow onto adjacent areas. Triangular dikes also serve as sediment trapping devices when used in areas of sheet flow across disturbed areas or are placed along stream banks to prevent sediment-laden sheet flow from entering the stream. The dikes can be subjected to more concentrated flows and a higher flowrate than silt fence.

DESIGN CRITERIA

- Dikes are to be installed along a line of constant elevation (along a contour line).
- Maximum slope perpendicular to the dike is 1:1.
- Maximum drainage flow to the dike shall be 11 CFS per 100 linear feet of dike.
- Maximum distance of flow to dike should be 200 feet or less.
- Maximum concentrated flow to dike shall be 1 CFS.

Silt Fence

- Minimum equivalent opening size shall be 100 (#100 sieve).
- If 85% or more of soil, by weight, passes the U.S. Standard sieve No. 200, silt fences shall not be used due to potential clogging.
- Sufficient room for the operation of sediment removal equipment shall be provided between the silt fence and other obstructions in order to properly maintain the fence.
- The ends of the fence shall be turned upstream to prevent bypass of stormwater.

LIMITATIONS
Minor ponding will likely occur at the upstream side of the silt fence resulting in minor localized flooding.

Fences which are constructed in swales or low areas subject to concentrated flow may be overtopped resulting in failure of the filter fence. Silt fences subject to areas of concentrated flow (waterways with flows > 1 cfs) are not acceptable.

Silt fence can interfere with construction operations, therefore planning of access routes onto the site is critical.

Silt fence can fail structurally under heavy storm flows, creating maintenance problems and reducing the effectiveness of the system.

MAINTENANCE REQUIREMENTS
Inspections should be made on a weekly basis, especially after large storm events. If the fabric becomes clogged, it should be cleaned or if necessary, replaced.

Sediment should be removed when it reaches approximately one-half the height of the fence.

BMP

4

Department of Public Works

Straw Bale Dike

- Dimensions for individual bales shall be 30 inches minimum length, 18 inches minimum height, 24 inches minimum width and shall weigh no less than 50 pounds when dry.
- Each straw bale shall be placed into an excavated trench having a depth of 4 inches and a width just wide enough to accommodate the bales themselves.
- Straw bales shall be installed in such a way that there is no space between bales
- Individual bales shall be held in place by at least two wood stakes driven a minimum distance of 6 inches below the 4" excavated trench to undisturbed ground, with the first stake driven at an angle toward the previously installed bale.
- The ends of the dike shall be turned upgrade to prevent bypass of stormwater.
- Place bales on sides such that bindings are not buried.

LIMITATIONS
Due to a short effective life caused by biological decomposition, straw bales must be replaced after a period of no more than 3 months. During the wet and warm seasons, however, they must be replaced more frequently as is determined by periodic inspections for structural integrity.

Straw bale dikes are not recommended for use with concentrated flows of any kind except for small check flows in which they can serve as a check dam.

The effectiveness of straw bales in reducing sediment is very limited. Improperly maintained, straw bales can have a negative impact on the water quality of the runoff.

MAINTENANCE REQUIREMENTS
Straw bales shall be replaced if there are signs of degradation such as straw located downstream from the bales, structural deficiencies due to rotting straw in the bale or other signs of deterioration. Sediment should be removed from behind the bales when it reaches a depth of approximately 6 inches.

BMP

5

Department of Public Works

Triangular Sediment Filter Dike

- If 50% or less of soil, by weight, passes the U.S. Standard sieve No. 200, select the equivalent opening size (E.O.S.) to retain 85% of the soil.
- Maximum equivalent opening size shall be 70 (#70 sieve).
- Minimum equivalent opening size shall be 100 (#100 sieve).
- If 85% or more of soil, by weight, passes the U.S. Standard sieve No. 200, triangular sediment dike shall not be used due to clogging.
- Sufficient room for the operation of sediment removal equipment shall be provided between the dike and other obstructions in order to properly remove sediment.
- The ends of the dike shall be turned upgrade to prevent bypass of stormwater.

LIMITATIONS
Ponding will likely occur directly adjacent to the dike which may possibly cause flooding.

Triangular sediment filter dikes are not effective for conditions which include substantial concentrated flows or when they are not constructed along a contour line due to the potential for flow concentration and overtopping.

MAINTENANCE REQUIREMENTS
Inspections should be made on a weekly basis, especially after large (> 0.5 inches) storm events. If the fabric becomes clogged, it should be cleaned or if necessary, replaced.

Sediment should be removed when it reaches approximately 6 inches in depth. In addition, inspections should be made on a regular basis to check the structural integrity of the dike. If structural deficiencies are found, the dike should be immediately repaired or replaced.

As with silt fence, integrity of the filter fabric is important to the effectiveness of the dike. Overlap between dike sections must be checked on a regular basis and repaired if deficient.

BMP

6

Department of Public Works

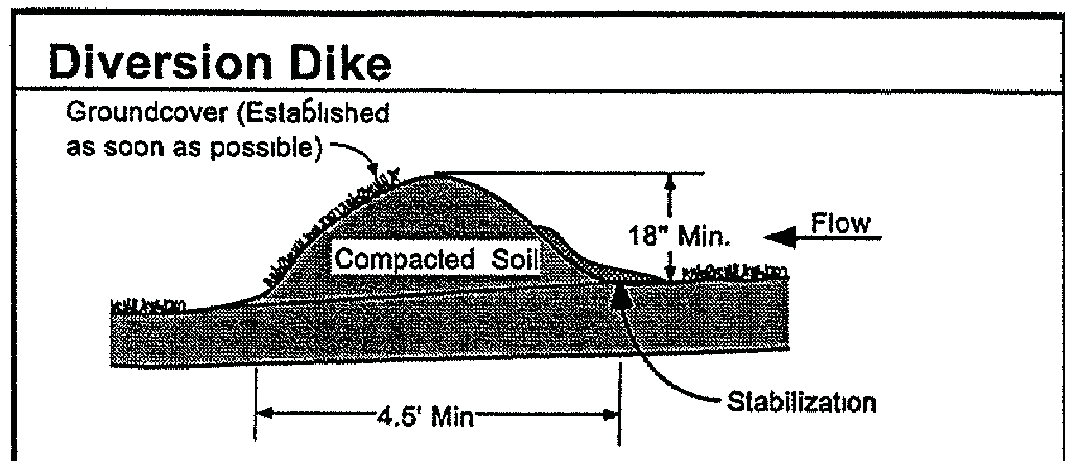
STATE OF LOUISIANA
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PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3/16/2018

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 2 OF 11
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STORM WATER POLLUTION
PREVENTION PLAN
BEST MANAGEMENT PRACTICES

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



DESCRIPTION
A diversion dike is a compacted soil mound which redirects runoff to a desired location. The dike is typically stabilized with natural grass for low velocities or with stone or erosion control mats for higher velocities.

PRIMARY USE
The diversion dike is normally used to intercept offsite flow upstream of the construction area and direct the flow around the disturbed soils. It can also be used downstream of the construction area to direct flow into a sediment reduction device such as a sediment basin or protected inlet. The diversion dike serves the same purpose and, based on the topography of the site, can be used in combination with an interceptor swale.

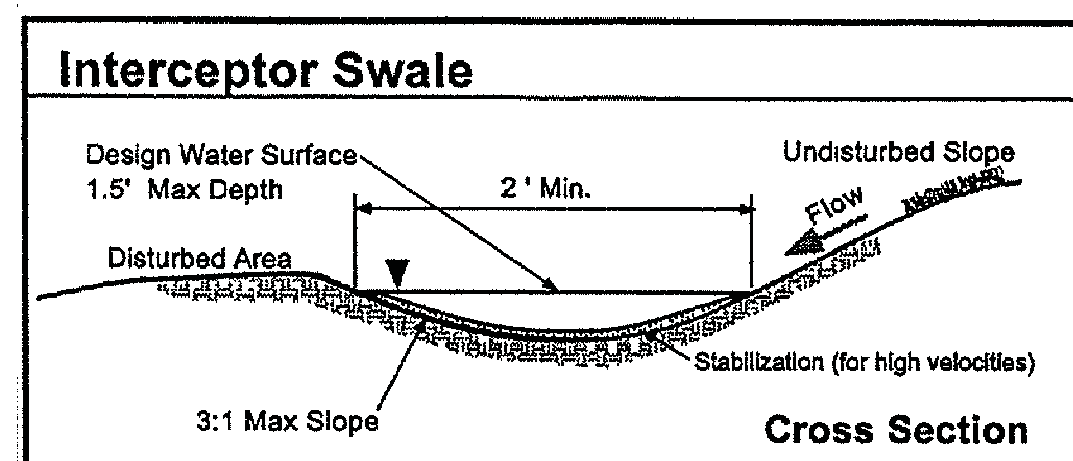
APPLICATIONS
By intercepting runoff before it has the chance to cause erosion, diversion dikes are very effective in reducing erosion at a reasonable cost. They are applicable to a large variety of projects including site developments and linear projects such as roadways and pipeline construction. Diversion dikes are normally used as perimeter controls for construction sites with large amounts of offsite flow from neighboring properties. Used in combination with swales, the diversion dike can be quickly installed with a minimum of equipment and cost, using the swale excavation as the dike. No sediment removal technique is required if the dike is properly stabilized and the runoff is intercepted prior to crossing disturbed areas.

Significant savings in structural controls can be realized by using diversion dikes to direct sheet flow to a central area such as a sediment basin or other sediment reduction structure if the runoff crosses disturbed areas.

DESIGN CRITERIA

- The maximum contributing drainage area should be 10 acres or less.
- Maximum depth of flow at the dike shall be 1 foot for 2 year design storm.
- The maximum width of the flow at the dike shall be 20 feet.
- Side slopes of the diversion dike shall be 3:1 or flatter.

- Applications**
- Perimeter Control
 - Slope Protection
 - Sediment Trapping
 - Channel Protection
 - Temporary Stabilization
 - Permanent Stabilization
 - Waste Management
 - Housekeeping Practices
- Targeted Constituents**
- Sediment
 - Nutrients
 - Toxic Materials
 - Oil & Grease
 - Floatable Materials
 - Other Construction Wastes
- Implementation Requirements**
- Capital Costs
 - Maintenance
 - Training
 - Suitability for Slopes >5%
- Legend**
- Significant Impact
 - Medium Impact
 - Low Impact
 - Unknown or Questionable Impact
- BMP**
7
- City of Baton Rouge
Parish of East Baton Rouge
Department of Public Works



DESCRIPTION
An interceptor swale is a small v-shaped or parabolic channel which collects runoff and directs it to a desired location. It can either have a natural grass lining or depending on slope and design velocity, a protective lining of erosion matting, stone or concrete.

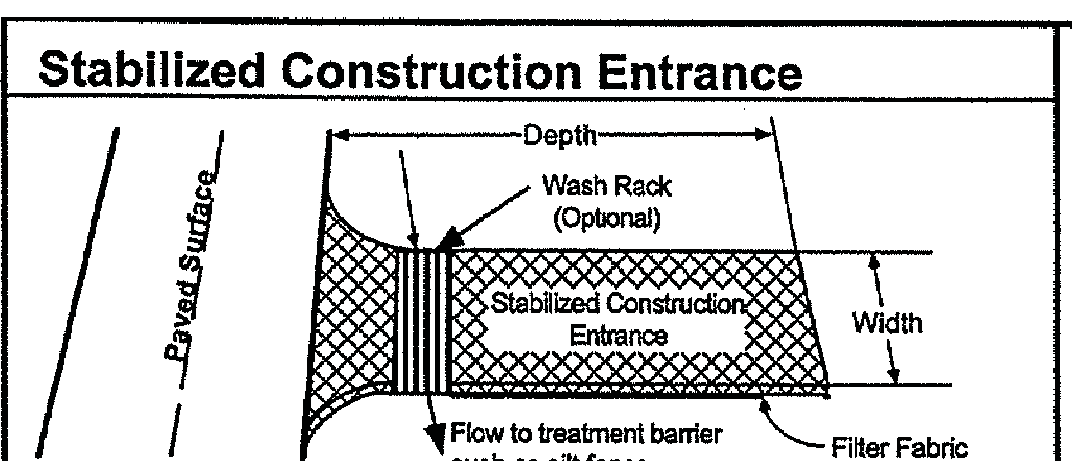
PRIMARY USE
The interceptor swale can either be used to direct sediment laden flow from disturbed areas into a controlled outlet or to direct 'clean' runoff around disturbed areas. Since the swale is easy to install during early grading operations, it can serve as the first line of defense in reducing runoff across disturbed areas. As a method of reducing runoff across the disturbed construction area, it reduces the requirements of structural measures to capture sediment from runoff since the flow is reduced. By intercepting sediment laden flow downstream of the disturbed area, runoff can be directed into a sediment basin or other BMP for sedimentation as opposed to long runs of silt fence, straw bales or other filtration method.

Based on site topography, swales can be effectively used in combination with diversion dikes.

APPLICATIONS
Common applications for interceptor swales include roadway projects, site development projects with substantial offsite flow impacting the site and sites with a large area(s) of disturbance. It can be used in conjunction with diversion dikes to intercept flows. Temporary swales can be used throughout the project to direct flows away from staging, storage and fueling areas along with specific areas of construction. Note that runoff which crosses disturbed areas or is directed into unstabilized swales must be routed into a treatment BMP such as a sediment basin.

Grass lined swales are an effective permanent stabilization technique. The grass effectively filters both sediment and other pollutants while reducing velocity.

- Applications**
- Perimeter Control
 - Slope Protection
 - Sediment Trapping
 - Channel Protection
 - Temporary Stabilization
 - Permanent Stabilization
 - Waste Management
 - Housekeeping Practices
- Targeted Constituents**
- Sediment
 - Nutrients
 - Toxic Materials
 - Oil & Grease
 - Floatable Materials
 - Other Construction Wastes
- Implementation Requirements**
- Capital Costs
 - Maintenance
 - Training
 - Suitability for Slopes >5%
- Legend**
- Significant Impact
 - Medium Impact
 - Low Impact
 - Unknown or Questionable Impact
- BMP**
8
- City of Baton Rouge
Parish of East Baton Rouge
Department of Public Works



DESCRIPTION
A stabilized construction entrance consists of a pad consisting of gravel, crushed stone, recycled concrete or other rock like material on top of geotextile filter cloth to facilitate the wash down and removal of sediment and other debris from construction equipment prior to exiting the construction site. For added effectiveness, a wash rack area can be incorporated into the design to further reduce sediment tracking. For long term projects, cattle guards or other type of permanent rack system can be used in conjunction with a wash rack. This directly addresses the problem of silt and mud deposition in roadways used for construction site access.

PRIMARY USE
Stabilized construction entrances are used primarily for sites in which significant truck traffic occurs on a daily basis. It reduces the need to remove sediment from streets. If used properly, it also directs the majority of traffic to a single location, reducing the number and quantity of disturbed areas on the site and providing protection for other structural controls through traffic control.

APPLICATIONS
Stabilized construction entrances are a required part of the erosion control plan for all site developments larger than 5 acres and a recommended practice for all construction sites. It is not suitable for long, linear projects. If possible, small entrances should be incorporated into small lot construction due to the large percentage of disturbed area on the site and the high potential for offsite tracking of silt and mud.

DESIGN CRITERIA

- Stabilized construction entrances are to be constructed such that drainage across the entrance is directed to a controlled, stabilized outlet on site with provisions for storage.
- The entrance must be properly graded so that storm water is not allowed to leave the site and enter roadways.
- Minimum width of entrance shall be 15 feet, but in no case shall the width be less than that of the entry way to be used.

- Applications**
- Perimeter Control
 - Slope Protection
 - Sediment Trapping
 - Channel Protection
 - Temporary Stabilization
 - Permanent Stabilization
 - Waste Management
 - Housekeeping Practices
- Targeted Constituents**
- Sediment
 - Nutrients
 - Toxic Materials
 - Oil & Grease
 - Floatable Materials
 - Other Construction Wastes
- Implementation Requirements**
- Capital Costs
 - Maintenance
 - Training
 - Suitability for Slopes >5%
- Legend**
- Significant Impact
 - Medium Impact
 - Low Impact
 - Unknown or Questionable Impact
- BMP**
9
- City of Baton Rouge
Parish of East Baton Rouge
Department of Public Works

DESIGN CRITERIA

- Minimum width of the embankment at the top shall be 2 feet.
- Minimum embankment height shall be 18 inches as measured from the toe of slope on the upgrade side of the berm.
- For velocities less than 6 feet per second, the minimum stabilization for the dike and adjacent flow areas is grass, erosion control mats or mulch. For velocities greater than 6 feet per second, stone stabilization or high velocity erosion control mats should be used. Velocities greater than 8 feet per second must be approved by the local jurisdiction.
- The dikes shall remain in place until all disturbed areas which are protected by the dike are permanently stabilized unless other controls are put into place to protect the disturbed area.
- Flow line at dike shall have a positive grade to drain to a controlled outlet.

LIMITATIONS
Compacted earth dikes require stabilization immediately upon placement so as not to contribute to the problem they are addressing.

The diversion dikes can be a hindrance to construction equipment moving on the site, therefore their locations must be carefully planned prior to installation.

MAINTENANCE REQUIREMENTS
Dikes must be inspected on a weekly basis and after each significant (>0.5 inch) rainfall to determine if silt is building up behind the dike, or if erosion is occurring on the face of the dike. Silt shall be removed in a timely manner. If erosion is occurring on the face of the dike, the slopes of the face shall either be stabilized through mulch or seeding or the slopes of the face shall be reduced.

BMP
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Department of Public Works

DESIGN CRITERIA

- Maximum depth of flow in the swale shall be 1.5 feet based on a 2 year design storm peak flow. Positive overflow must be provided to accommodate larger storms.
- Side slopes of the swale shall be 3:1 or flatter.
- Minimum design channel freeboard shall be 6 inches.
- The minimum required channel stabilization for grades less than 2 percent and velocities less than 6 feet per second may be grass, erosion control mats or mulching. For grades in excess of 2 percent, or velocities exceeding 6 feet per second, stabilization in the form of high velocity erosion mats, a three inch layer of crushed stone or rip rap is required. Velocities greater than 8 feet per second will require approval by the PROGRAM MANAGER.
- Check dams can be used to reduce velocities in steep swales. See check dam BMP fact sheet for design criteria.
- Interceptor swales must be designed for flow capacity based on Manning's Equation to ensure a proper channel section. Alternate channel sections may be used when properly designed and accepted.
- Consideration must be given to the possible impact that any swale may have on upstream or downstream conditions.
- Swales must maintain positive grade to an acceptable outlet.

LIMITATIONS
Interceptor swales must be stabilized quickly upon excavation so as not to contribute to the erosion problem they are addressing.

Swales may be unsuitable to the site conditions (too flat or steep).

Limited flow capacity for temporary swales. For permanent swales, the 1.5 feet maximum depth can be increased as long

MAINTENANCE REQUIREMENTS
Inspection must be made weekly and after each significant (0.5" or greater) rain event to locate and repair any damage to the channel or to clear debris or other obstructions so as not to diminish flow capacity. Damage from storms or normal construction activities such as tire ruts or disturbance of swale stabilization shall be repaired as soon as practical.

BMP
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Department of Public Works

DESIGN CRITERIA

- Minimum depth of entrance shall be 8 inches for the entire length of the control.
- Minimum dimensions for the entrance shall be as follows:

Tract Area	Avg. Lot Depth	Min. Width of Entrance	Min. Depth of Entrance
< 1 Acre	100 feet	15 feet	20 feet
< 5 Acres	200 feet	20 feet	30 feet
< 10 Acres	> 200 feet	20 feet	40 feet
> 10 Acres	> 200 feet	25 feet	50 feet

LIMITATIONS
Selection of the construction entrance location is critical in that to be effective, it must be used exclusively.

Stabilized entrances are rather expensive considering that it must be installed in combination with one or more other sediment control techniques, but it may be cost effective compared to labor intensive street cleaning.

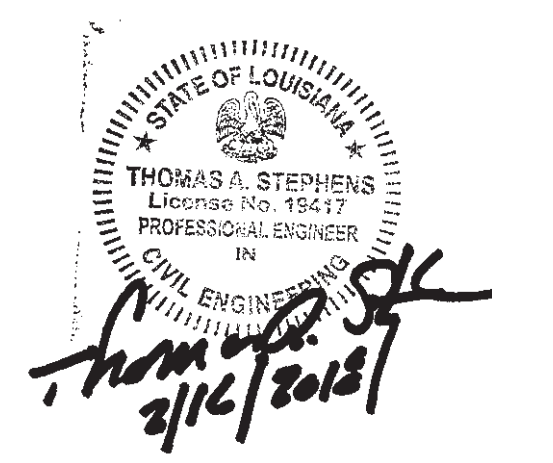
MAINTENANCE REQUIREMENTS
Inspections should be made on a regular basis and after large storm events in order to ascertain whether or not sediment and pollution are being effectively detained on site.

When sediment has substantially clogged the void area between the rocks, the aggregate mat must be washed down or replaced.

Periodic re-grading and top dressing with additional stone must be done to keep the efficiency of the entrance from diminishing.

BMP
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Department of Public Works



STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 3 OF 11
STORM WATER POLLUTION PREVENTION PLAN BEST MANAGEMENT PRACTICES		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED G. CHENG	DRAWN G. VANNICE	CHECKED G. CHENG
		APPROVED T. STEPHENS

DATE	DESCRIPTION	BY
	REVISIONS	

Check Dams

Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents
 Sediment
 Nutrients
 Toxic Materials
 Oil & Grease
 Floatable Materials
 Other Construction Wastes

Implementation Requirements
 Capital Costs
 Maintenance
 Training
 Suitability for Slopes >6%

Legend
 Significant Impact
 Medium Impact
 Low Impact
 Unknown or Questionable Impact

BMP
 10

City of Baton Rouge
 Parish of East Baton Rouge
 Department of Public Works

DESCRIPTION
 Check dams are small barriers consisting of straw bales, rock, or earth berms placed across a drainage swale or ditch. They reduce the velocity of small concentrated flows, provide a limited barrier for sediment and help disperse concentrated flows, reducing potential erosion.

PRIMARY USE
 Check dams are used for long drainage swales or ditches in which permanent vegetation may not be established and erosive velocities are present. They are typically used in conjunction with other techniques such as inlet protection, rip rap or other sediment reduction techniques. Check dams provide limited treatment. They are more useful in reducing flow to acceptable levels for other techniques.

APPLICATIONS
 Check dams are typically used early in construction in swales for long linear projects such as roadways. They can also be used in short swales with a steep slope to reduce unacceptable velocities.

DESIGN CRITERIA
 - Check dams should be placed at a distance and height to allow small pools to form between each one. Typically, dam height should be between 18" and 36". Dams should be spaced such that the top of the downstream dam should be at the same elevation as the toe of the upstream dam.
 - See design criteria for straw bales, sand bag berms, etc. for specific criteria. Maximum allowable flow shall be based on the specific technique utilized and the velocity of flow.
 - Major flows (greater than 2 year design storm) must pass the check dam without causing excessive upstream flooding.
 - Check dams should be used in conjunction with other sediment reduction techniques prior to releasing flow offsite.

Dust Control BMP

Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents
 Sediment
 Nutrients
 Toxic Materials
 Oil & Grease
 Floatable Materials
 Other Construction Wastes

Implementation Requirements
 Capital Costs
 Maintenance
 Training
 Suitability for Slopes >5%

Legend
 Significant Impact
 Medium Impact
 Low Impact
 Unknown or Questionable Impact

BMP
 11

City of Baton Rouge
 Parish of East Baton Rouge
 Department of Public Works

DESCRIPTION
 Dust control measures are used to stabilize soil from wind erosion, and reduce dust generated by construction activities. Dust which settles on surfaces both on-site and off-site may be washed by storm water into waterways.

APPLICATIONS
 - Clearing and grading activities
 - Construction vehicles traffic on unpaved roads
 - Drilling and blasting activities
 - Sediment tracking onto paved roads
 - Soil and debris storage piles
 - Batch drop from front end loaders
 - Areas with unstabilized soil

DESIGN CRITERIA
 - Schedule construction activities to minimize the area where, and time period when soils are exposed.
 - Quickly stabilize exposed soils using vegetation, mulching, spray-on adhesives, calcium chloride, sprinkling, and stone/gravel layering. Identify and stabilize key access points prior to commencement of construction.
 - Minimizing the impact of dust by anticipating the direction of prevailing winds.
 - Direct most construction traffic to stabilize roadways within the project site.

LIMITATIONS
 - Watering prevents dust only for a short period and should be applied daily (or more often) to be effective. Overwatering may cause a contaminated erosion.
 - Oils should not be used for dust control because it may migrate into drainage way and/or seep into the soil.
 - Certain chemically-treated subgrades may make soil water repellent, increasing runoff.

Inlet Protection

Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents
 Sediment
 Nutrients
 Toxic Materials
 Oil & Grease
 Floatable Materials
 Other Construction Wastes

Implementation Requirements
 Capital Costs
 Maintenance
 Training
 Suitability for Slopes >6%

Legend
 Significant Impact
 Medium Impact
 Low Impact
 Unknown or Questionable Impact

BMP
 12

City of Baton Rouge
 Parish of East Baton Rouge
 Department of Public Works

DESCRIPTION
 Inlet protection consists of a variety of methods of intercepting sediment at low point inlets through the use of stone, filter fabric and other materials. This is normally located at the inlet, providing either detention or filtration to reduce sediment and floatable materials in storm water.

PRIMARY USE
 Inlet protection is normally used as a secondary defense in site erosion control. It is normally used in new developments that include new inlets or roads with new curb inlets or during major repairs to existing roadways. Inlet protection has limited use in developed areas due to the potential for flooding, traffic safety and pedestrian safety and maintenance problems. Inlet protection can reduce sediment in storm sewer system by serving as a back up system to onsite controls or by reducing sediment loads from controls with limited effectiveness such as straw bale dikes.

APPLICATIONS
 Different variations are used for different conditions as follows:
 - Filter barrier protection (similar to a silt fence barrier around the inlet) is appropriate when the drainage area is less than one acre and the basin slope is less than five (5) percent. This type of protection is not applicable in paved areas.
 - Block and gravel (crushed stone, recycled concrete is also appropriate) protection is used when flows exceed 0.5 c.f.s. and it is necessary to allow for overtopping to prevent flooding
 - Wire mesh and gravel protection (crushed stone, recycled concrete is also appropriate) is used when flows exceed 0.5 c.f.s. and construction traffic may occur over the inlet. This form of protection may be used with both curb and drop inlets

Check Dams

LIMITATIONS
 Minor ponding will occur upstream of the check dams.
 For heavy flows or high velocity flows, extensive maintenance or replacement of the dams will be required.
 Check dams are not a total treatment technique.

MAINTENANCE REQUIREMENTS
 Maintenance of the dams should adhere to the maintenance requirements of the management practice used for the dam.

BMP
 10

Department of Public Works

Dust Control BMP

MAINTENANCE REQUIREMENTS
 Most dust control measures require frequent, often daily, attention.

ADDITIONAL INFORMATION
 Dust control BMP's generally stabilize exposed dust particles. For heavily traveled and disturbed areas, wet suppression (watering), chemical dust suppression, gravel or asphalt surfacing, temporary gravel construction entrances, equipment wash-out areas, and haul truck covers can be employed as dust control applications. Permanent or temporary vegetation and mulching and fences can be employed for areas of occasional or no construction traffic. Preventive measures would include minimizing surface areas to be disturbed.

Many of the reasonably available control measures for controlling dust from construction sites can also be implemented as BMPs for storm water pollution prevention. Those BMPs include:

- Pave, vegetate, or chemically stabilize access points where unpaved traffic surfaces adjoin paved roads.
- Provide covers for haul truck transporting materials that contribute to dust.
- Provide suppression or chemical stabilization of exposed soils.
- Provide for rapid clean-up of sediments deposited on paved roads. Furnish stabilized construction road entrances and vehicle wash down areas.
- Stabilize unpaved haul roads, parking and staging areas. Reduce speed and trips on unpaved roads.
- Implement dust control measures for material stockpiles.
- Prevent drainage of sediment laden storm water onto paved surfaces.
- Stabilize abandoned construction sites using vegetation or chemical stabilization methods.
- Limit the amount of areas disturbed by clearing and earth moving operations by scheduling these activities in phases.

For the chemical stabilization, there are many products available as dust palliatives for chemically stabilizing gravel roadways and stockpiles.

In addition, there are many other BMPs identified in this

- Seeding and Plantings
- Stabilized Construction Entrances
- Construction Road Stabilization
- Mulching

BMP
 11

Department of Public Works

Inlet Protection

Excavated impoundment protection around a drop inlet may be used for protection against sediment entering a storm drain system. With this method, it is necessary to install weep holes to allow the impoundment to drain completely. The impoundment shall be sized such that the volume of excavation shall be equal to 1800 to 3600 cubic feet per acre of contributing drainage area entering the inlet for full effectiveness. Smaller volumes can be used for reduced effectiveness.

DESIGN CRITERIA

- Filter fabric protection shall be designed and maintained in a manner similar to silt fence.
- Maximum depth of flow shall be eight (8) inches or less depending on vehicular and pedestrian traffic.
- Positive drainage is critical in the design of inlet protection. If overflow is not provided for at the inlet, flows which exceed the capacity of the inlet protection system shall be routed through established swales, streets or other watercourses to minimize damage due to ponding and to provide for public safety.

LIMITATIONS
 Ponding will occur at the inlet with possible flooding as a result.

Inlet protection is only viable at low point inlets. Inlets which are on a slope cannot be effectively protected because stormwater will bypass the inlet and continue downstream, causing an overload condition at inlets beyond.

MAINTENANCE REQUIREMENTS
 Inspections should be made on a weekly basis, especially after large (> 0.5 inches) storm events. When silt fence is used and the fabric becomes clogged, it should be cleaned or if necessary, replaced. Also, sediment should be removed when it reaches approximately one-half the height of the fence. If a sump is used, sediment should be removed when the volume of the basin is reduced by 50%.

For systems using stone filters, when the stone filter becomes clogged with sediment, the stones must be pulled away from the inlet and cleaned or replaced. Since cleaning of gravel at a construction site may be difficult, an alternative approach would be to use the clogged stone as fill material and put new stone around the inlet.

BMP
 12

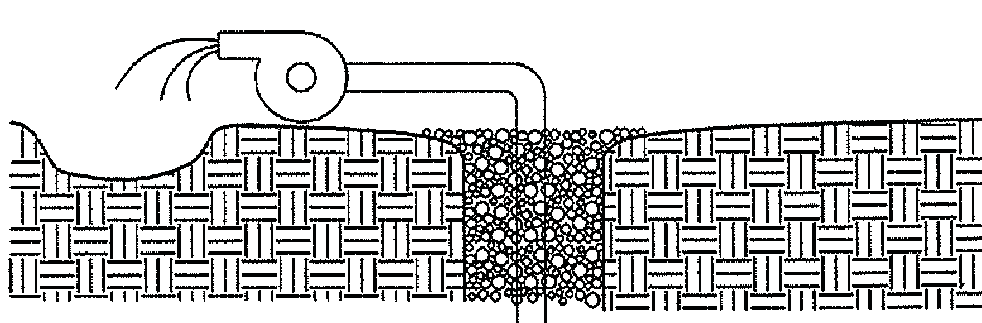
Department of Public Works

Thomas A. Stephens
 2/16/2018

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 4 OF 11
STORM WATER POLLUTION PREVENTION PLAN BEST MANAGEMENT PRACTICES		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED G. CHENG	DRAWN G. VANNICE	CHECKED G. CHENG
APPROVED T. STEPHENS		

DATE	DESCRIPTION	BY

Dewatering Operations



Applications
 Perimeter Control
 Slope Protection
Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents
 Sediment
 Nutrients
 Toxic Materials
 Oil & Grease
 Floatable Materials
 Other Construction Wastes

Implementation Requirements
 Capital Costs
 Maintenance
 Training
 Suitability for Slopes >5%

Legend
 Significant Impact
 Medium Impact
 Low Impact
 ? Unknown or Questionable Impact

BMP
 13

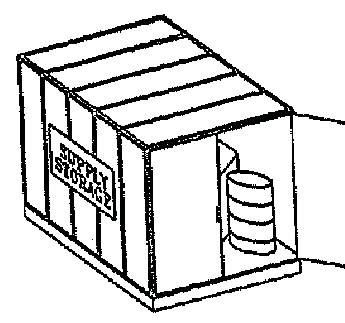
City of Baton Rouge
 Parish of East Baton Rouge
 Department of Public Works

DESCRIPTION
 Prevent or reduce the discharge of pollutants to storm water from dewatering operations by using sediment controls and by testing the water for contamination.

APPLICATIONS
 There are two general classes of pollutants that may result from dewatering operations: sediment, and toxics and petroleum products. A high sediment content in dewatering discharges is common because of the nature of the operation. On the other hand, toxics and petroleum products are not commonly found in dewatering discharges unless, the site or surrounding area has been used for light or heavy industrial activities, or the area has a history of groundwater contamination.

DESIGN CRITERIA
 - Use sediment controls to remove sediment from water generated from dewatering.
 - Use filtration to remove sediment from a sediment trap or basin. Filtration can be achieved with:
 - Sump pit and a standpipe in the center with holes and wapped in filter fabric. The standpipe is surrounded by stones which filter the water as it collects in the pit before being pumped out;
 - Floating suction hose allowing cleaner surface water to be pumped out; or
 - Standpipe in the sediment basin with slits and wrapped in filter fabric to remove sediments.
 - Toxics and Petroleum Products:
 - In areas suspected of having groundwater contamination, protect yourself early in the excavation process by sampling and having the water tested at a certified laboratory. Check with the Louisiana Department of Environmental Quality and the PROGRAM MANAGER for their requirements, including additional water quality tests and disposal options.

Material Delivery And Storage



Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
Housekeeping Practices

Targeted Constituents
 Sediment
 Nutrients
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 Oil & Grease
 Floatable Materials
 Other Construction Wastes

Implementation Requirements
 Capital Costs
 Maintenance
 Training
 Suitability for Slopes >5%

Legend
 Significant Impact
 Medium Impact
 Low Impact
 ? Unknown or Questionable Impact

BMP
 14

City of Baton Rouge
 Parish of East Baton Rouge
 Department of Public Works

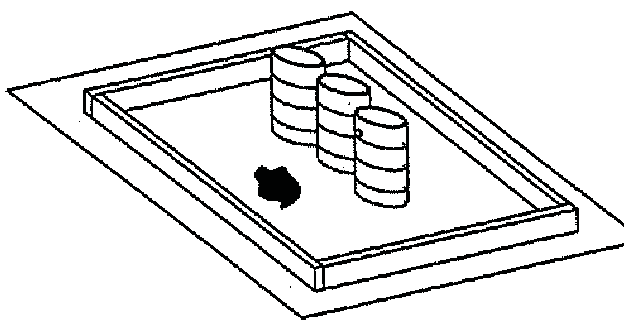
DESCRIPTION
 Prevent or reduce the discharge of pollutants to storm water from material delivery and storage by minimizing the storage of hazardous materials on-site, storing materials in a designated area, installing secondary containment, conducting regular inspection, and training employees and subcontractors.

This best management practice covers only material delivery and storage. For information on wastes, see the waste management BMPs.

APPLICATIONS
 The following materials are commonly stored on construction sites:
 - Pesticides and herbicides.
 - Fertilizers.
 - Detergents.
 - Petroleum products such as fuel, oil, and grease.
 - Other hazardous chemicals such as acids, lime, glues, paints, solvents, and curing compounds.
 Storage of these materials on-site can pose the following risks:
 - Storm water contamination.
 - Injury to workers or visitors.
 - Groundwater contamination.
 - Soil contamination.

DESIGN CRITERIA
 - Designate an area of the construction site for material delivery and storage.
 - Place near the construction entrance, away from waterways
 - Avoid transport near drainage paths or waterways
 - Surround with earth berms

Spill Prevention And Control



Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
Housekeeping Practices

Targeted Constituents
 Sediment
 Nutrients
 Toxic Materials
 Oil & Grease
 Floatable Materials
 Other Construction Wastes

Implementation Requirements
 Capital Costs
 Maintenance
 Training
 Suitability for Slopes >5%

Legend
 Significant Impact
 Medium Impact
 Low Impact
 ? Unknown or Questionable Impact

BMP
 15

City of Baton Rouge
 Parish of East Baton Rouge
 Department of Public Works

DESCRIPTION
 Prevent or reduce the discharge of pollutants to storm water from leaks and spills by reducing the chance for spills, stopping the source of spills, containing and cleaning up spills, properly disposing of spill materials, and training employees.

This best management practice covers only spill prevention and control. However, Material Delivery and Storage and Material Use, also contain useful information, particularly on spill prevention. For information on wastes, see the waste management BMPs.

APPLICATIONS
 The following steps will help reduce the storm water impacts of leaks and spills:
General Measures
 - Hazardous materials and wastes should be stored in covered containers and protected from vandalism.
 - Place a stockpile of spill cleanup materials where it will be readily accessible.
 - Train employees in spill prevention and cleanup.
Cleanup
 - Clean up leaks and spills immediately.
 - On paved surfaces, clean up spills with as little water as possible. Use a rag for small spills, mop for general cleanup, and absorbent material for larger spills. If the spilled material is hazardous, then the used cleanup materials are also hazardous and must be sent to either a certified laundry (rags) or disposed of as hazardous waste.
 - Never down or bury dry materials spills. Sweep up or excavate the material and dispose of properly. See the waste management BMPs

Dewatering Operations

- Contaminated water can be expensive to treat and/or dispose of properly. However, addressing the problem before construction is much less expensive than after the structures are in place.

LIMITATIONS
 The presence of contaminated water may indicate contaminated soil as well. If contaminated water is discovered or suspected, the CONTRACTOR shall stop dewatering and immediately notify the PROGRAM MANAGER.

MAINTENANCE REQUIREMENTS
 Maintain sediment controls and filters in good working order.
 Inspect excavated areas daily for signs of contaminated water as evidenced by discoloration, oily sheen, or odors.

BMP
 13

Department of Public Works

Material Delivery And Storage

- Storage of reactive, ignitable, or flammable liquids must comply with the local fire codes and BTR Airport Rescue and Fire Fighting (ARFF) regulations. Contact ARFF, Captain Milton Thomas (504-355-2088), to review site materials, quantities, and proposed storage area to determine specific requirements. See the Flammable and Combustible Liquid Code NFPA30.

- Keep an accurate, up-to-date inventory in your SWPPP of the materials delivered and stored on-site.

- Keep your inventory down. Store only the amount you need, for only as long as you need it.

- Store as few hazardous materials on-site as possible.

- Handle hazardous materials as infrequently as possible.

- Designate a secure material storage area away from drainage courses and near the site entrance.

- Whenever possible, store materials in a covered area with secondary containment such as an earthen dike, horse trough, or even kid's wading pool for non-reactive materials such as detergents, oil, grease and paints. Small amounts of material may be secondarily contained in "busboy" trays or concrete mixing trays.

- Do not store chemicals, drums, or bagged materials directly on the ground. Place these items in secondary containment.

- If drums must be kept uncovered, store them at a slight angle to reduce ponding or rainwater on the lids and to reduce corrosion.

- Try to keep chemicals in their original containers, and keep them well labeled.

- Train employees and subcontractors.

- Employees trained in emergency spill cleanup procedures should be present when dangerous materials or liquid chemicals are unloaded.

LIMITATIONS
 Storage sheds often must meet building and fire code requirements.

MAINTENANCE REQUIREMENTS
 Keep the designated storage area clean and well organized.
 Conduct routine weekly inspections and check for external corrosion of material containers.
 Keep an ample supply of spill cleanup materials near the storage area.

BMP
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Department of Public Works

Spill Prevention And Control

Reporting
 - Immediately report spills to the BTR Airport Rescue & Fire Fighting Unit (504-355-2088). Federal regulations require that any oil spill into a water body or onto an adjoining shoreline be reported to the National Response center (NRC) at 800-424-8802 (24 hour).

Vehicle and Equipment Maintenance
 - If maintenance must occur on-site, use a designated area, located away from drainage courses, prevent the runoff of storm water and the runoff of spills.
 - Regularly inspect on-site vehicles and equipment for leaks, and repair immediately.
 - Check incoming vehicles and equipment (including delivery trucks, and employee and subcontractor vehicles) for leaking oil and fluids. Do not allow leaking vehicles or equipment on-site.
 - Always use secondary containment, such as a drain pan or deep cloth, to catch spills or leaks when removing or changing fluids.
 - Place drip pans or absorbent materials under equipment when not in use.
 - Use adsorbent materials on small spills rather than hosing down or burying the spill. Remove the adsorbent materials promptly and dispose of properly.
 - Promptly transfer used fluids to the proper waste or recycling drums. Don't leave full drip pans or other open containers lying around.
 - Oil filters disposed of in trash cans or dumpsters can leak oil and contaminate storm water. Place the oil filter in a funnel over a water oil recycling drum to drain excess oil before disposal. Oil filters can also be recycled. Ask your oil supplier or recycler about recycling oil filters.
 - Store cracked batteries in a non-leaking secondary container. Do this with all cracked batteries even if you think all the acid has drained out. If you drop a battery, treat it as if it is cracked. Put in into the containment area until you are sure it is not leaking.

Vehicle and Equipment Fueling
 - If fueling must occur on-site, use designated areas, located away from drainage courses, to prevent the runoff of storm water and the runoff of spills.
 - Discourage "topping-off" of fuel tanks.
 - Always use secondary containment, such as a drain pan, when fueling to catch spills/leaks.

LIMITATIONS
 If necessary, use a private spill cleanup company.

MAINTENANCE REQUIREMENTS
 Keep ample supplies of spill control and cleanup materials on-site, near storage, unloading, and maintenance areas.
 Update your spill cleanup materials as changes occur in the types of chemicals on-site.

BMP
 15

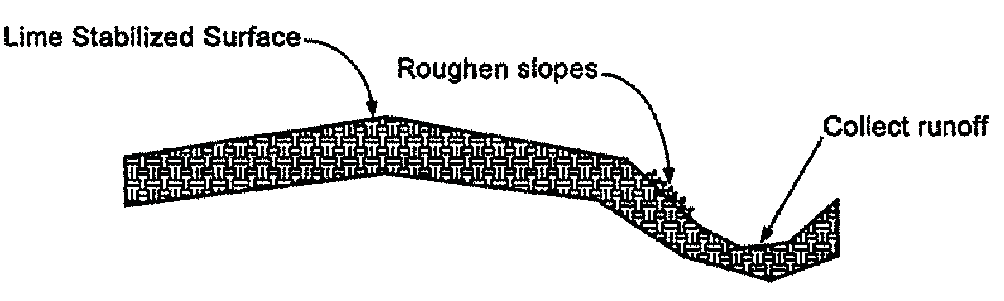
Department of Public Works

STATE OF LOUISIANA
 THOMAS A. STEPHENS
 License No. 15217
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
 2/16/2008

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 5 OF 11
STORM WATER POLLUTION PREVENTION PLAN BEST MANAGEMENT PRACTICES		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED G. CHENG	DRAWN G. VANNICE	CHECKED G. CHENG
APPROVED T. STEPHENS		

DATE	DESCRIPTION	BY

Lime Stabilization BMP



Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents
 Sediment
 Nutrients
 Toxic Materials
 Oil & Grease
 Floatable Materials
 Other Construction Wastes

Implementation Requirements
 Capital Costs
 Maintenance
 Training
 Suitability for Slopes >5%

Legend
 Significant Impact
 Medium Impact
 Low Impact
 Unknown or Questionable Impact

BMP
 16

City of Baton Rouge
 Parish of East Baton Rouge
 Department of Public Works

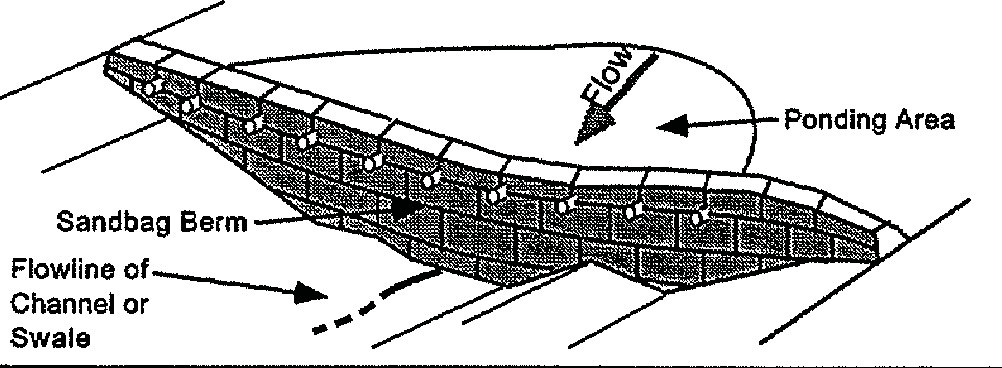
DESCRIPTION
 Lime stabilization is used extensively in some areas to stabilize pavement subbases for roadways, parking lots and other paved surfaces. Hydrated lime is applied to the soil and mixed through disk and other techniques, then allowed to cure. This practice will reduce the potential for runoff to carry lime offsite, where it may impact aquatic life through changing the pH balance of streams, ponds and other water bodies.

PRIMARY USE
 This BMP consists of a series of techniques that should be implemented when lime is required for soil stabilization.

APPLICATIONS
 Each of the techniques listed can be used under a variety of conditions. The engineer should determine the applicability of the technique based on site conditions such as available open space, quantity of area to be stabilized, proximity of nearby water courses and other BMPs employed at the site. The use of diversion dikes and interceptor swales (see appropriate in conjunction with these techniques to reduce the impact of the lime.

DESIGN CRITERIA
 - The contractor shall limit lime operations to that which can be thoroughly mixed and compacted by the end of each work day.
 - No traffic other than water trucks and mixing equipment shall be allowed to pass over the spread lime until after completion of mixing.
 - Areas adjacent and downstream of stabilized areas shall be roughened to intercept lime from runoff and reduce runoff velocity.
 - Geotextile fabrics such as those used for silt fences should not be used to address lime since the grain size of lime is significantly smaller than the equivalent opening size of the fabric.
 - For areas which phasing of lime operations is impractical, use of a curing seal such as Liquid Asphalt, Grade MC-250 or MC-800 applied at a rate of 0.15 gallons per square yard of surface can be used to protect the base.

Sand Bag Berm



Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents
 Sediment
 Nutrients
 Toxic Materials
 Oil & Grease
 Floatable Materials
 Other Construction Wastes

Implementation Requirements
 Capital Costs
 Maintenance
 Training
 Suitability for Slopes >5%

Legend
 Significant Impact
 Medium Impact
 Low Impact
 Unknown or Questionable Impact

BMP
 17

City of Baton Rouge
 Parish of East Baton Rouge
 Department of Public Works

DESCRIPTION
 Sandbag berms consist of stacked sandbags installed across a watercourse to direct flow around construction or to allow sedimentation to occur for flows downstream of disturbed areas. There are overflow pipes located in the top of the berm to allow controlled outflow of water after sedimentation has occurred.

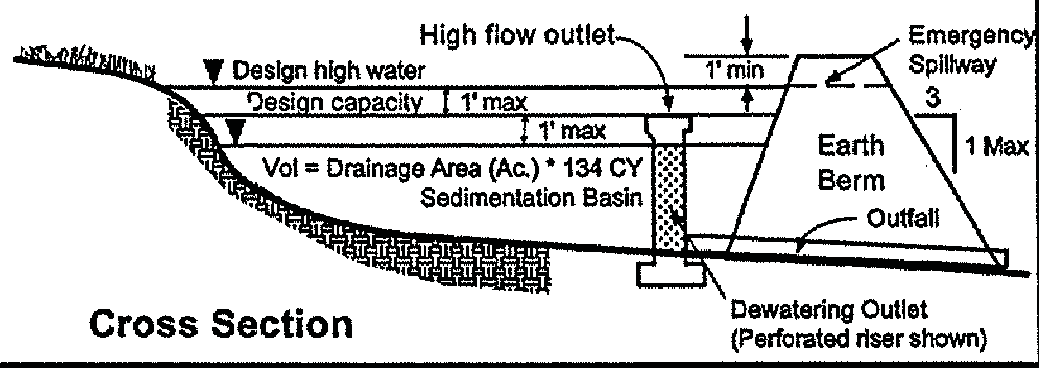
PRIMARY USE
 A sandbag berm is a temporary sediment control method that addresses the problem of construction in creeks, channels and other watercourses which carry a constant flow and is subjected to high, concentrated flows. A sandbag berm can also be used to create a small sedimentation pond prior to the completion of a permanent detention basin.

Sandbag berms can be used as check dams in temporary swales or borrow ditches.

Sandbag berms are not recommended for typical perimeter controls where sheet flow is prevalent.

APPLICATIONS
 During utility or any type of construction in channels or stream beds, sandbag berms can be used as check dams across channels, serve as a barrier for utility trenches or even provide a temporary channel crossing for construction equipment without seriously affecting stream conditions. Sandbag berms can also be installed parallel to a roadway, providing a corridor of sediment control similar to that provided by a silt fence or hay bales with the exception that a sand bag dike is capable of controlling much higher flows and is much more durable. For site construction sandbag berms can be used to divert or direct flow or create a temporary sediment basin with the added dimension of being able to be moved to accommodate changes in construction much more easily than compacted earth berms.

Sediment Basin



Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents
 Sediment
 Nutrients
 Toxic Materials
 Oil & Grease
 Floatable Materials
 Other Construction Wastes

Implementation Requirements
 Capital Costs
 Maintenance
 Training
 Suitability for Slopes >5%

Legend
 Significant Impact
 Medium Impact
 Low Impact
 Unknown or Questionable Impact

BMP
 18

City of Baton Rouge
 Parish of East Baton Rouge
 Department of Public Works

DESCRIPTION
 A sediment basin is a pond area with a controlled outlet in which sediment-laden runoff is directed to allow settling of suspended sediment from the runoff. It provides treatment for the runoff as well as detention and controlled release of runoff, minimizing flood impacts downstream.

PRIMARY USE
 Sediment basins should be used for all sites with adequate open space to site the basin and the ability to direct a majority of the site drainage into the basin. For sites with disturbed areas of 10 acres and larger that are part of a common drainage area, sediment basins are required as either temporary or permanent controls unless specific site conditions limit their use.

APPLICATIONS
 Sediment basins serve as treatment devices which can be used on a variety of project types. It is normally used in site development projects in which large areas of land are available for the basin, a stream or drainage way crosses the site, or a specific water feature is planned for the site. Sediment basins are highly effective at reducing sediment and other pollutants for design storm conditions. It also reduces maintenance requirements due to the central location of the sediment and minimal structural requirements of the basin.

DESIGN CRITERIA
 - Maximum drainage area contributing to the basin should be 10 acres or less. Larger sediment basins will require specific measures to address the potential for overtopping of the basin and possible failure of the berm.
 - Minimum capacity of the basin shall be 3600 cubic feet per disturbed acre of contributing drainage area.
 - Deposited sediment shall be removed when the storage capacity of the basin has been depleted by 20%.
 - Minimum width of the embankment at the top shall be 8 feet.
 - Minimum embankment slope shall be 3:1.
 - Maximum embankment height shall be 6 feet as measured from the toe of slope on the downstream side.

Lime Stabilization BMP

Use of sediment basins with a significant (>36 hour) drawdown time is encouraged for large stabilized areas (see Sediment Basin BMP).

LIMITATIONS
 These techniques are part of an overall plan to reduce pollutants from an active construction site. In the case of pollution due to lime, prevention of contamination is the only effective method to address this pollutant. Proper application and mixing along with avoiding applications when there is a significant probability of rain will reduce lime runoff.

MAINTENANCE REQUIREMENTS
 None.

BMP
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Department of Public Works

Sand Bag Berm

DESIGN CRITERIA
 - Berms are to be constructed along a line of constant elevation (a contour line) for use as perimeter control devices.
 - Maximum flow through rate shall be 0.1 CFS per square foot of berm surface.
 - Minimum height shall be 18 inches.
 - Minimum width of the berm shall be 18 inches at the top and 54 inches measured at the bottom.
 - Maximum side slopes shall be 2:1.
 - Maximum design freeboard shall be 0.3 feet
 - Sandbags shall be consist of jute, polypropylene, polyethylene or polyamide woven fabric. Jute shall be composed of a uniform weave of undyed and unbleached single jute yarn weighing an average of 1.2 pounds per linear yard of cloth with approximately 78 warp ends per width of cloth. Polypropylene, polyethylene or polyamide woven fabric shall have a minimum unit weight of 4 ounces per square yard, a mullen burst strength of 300 psi minimum and ultraviolet stability exceeding 70 percent, and shall be filled with coarse sand or sea gravel.
 - 4" diameter Schedule 40 or greater PVC pipe segments approximately 24 inches in length shall be used immediately below the top layer of sandbags to allow for flow through the berm.
 - For severe velocities or high flows, woven wire mesh can be used to maintain the integrity of the berm.
 - Sufficient room for the operation of sediment removal equipment shall be provided between the berm and other obstructions in order to properly remove sediment.
 - The ends of the berm shall be turned upgrade or shall tie into natural grades to prevent bypass of stormwater.
 - In channel applications, the center of the berm must be lower than the outside ends to prevent bypass around the berm.

LIMITATIONS
 Sandbag berms are a costly, labor intensive technique which is suitable only for areas subjected to high concentrated flows. The permeability of the berms makes it unsuitable for low flow, perimeter conditions.

Ponding will occur directly upstream from the berm creating the possibility of a flooding concern which should be considered prior to its placement.

For sandbag berms located in high flow areas such as creeks, the potential for berm damage during high flows increases the requirement for maintenance.

MAINTENANCE REQUIREMENTS
 Inspections should be made on a daily basis and after each significant (>0.5 inches) rain event. The sandbags shall be reshaped or replaced as need during the inspection. Silt should be removed when it reaches a depth of six (6) inches. In addition, weekly inspections should be made on the PVC pipe segments to assure clear flow.

BMP
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Department of Public Works

Sediment Basin

the toe of slope on the downstream side.

The basin outlet shall be designed to accommodate a 10 year design storm without causing damage to the containment structure.

Minimum outlet capacity shall be 0.2 CFS per acre of contributing drainage area.

The sediment basin shall have a minimum design dewatering time of 36 hours.

The basin must be laid out such that the effective flow length of the basin should be at least twice the effective flow width.

The outlet of the outfall pipe shall be stabilized with rip rap or other form of stabilization with design flows and velocities based on 25 year design storm peak flows. For velocities in excess of 5 feet per second, velocity dissipation measures should be used to reduce outfall velocities.

LIMITATIONS
 Sediment basins can be rather large depending on site conditions, requiring the use of expensive development area and comprehensive planning for construction phasing prior to implementation.

Storm events which exceed the design storm event can cause damage to the spillway structure of the basin and may impact downstream concerns.

MAINTENANCE REQUIREMENTS
 Sediment shall be removed and the basin shall be regraded to its original dimensions at such point that the capacity of the impoundment has been reduced to 20% of its original storage capacity. The removed sediment shall be stockpiled or redistributed in areas which are protected from erosion.

The basin outlet structure and emergency spillway (if present) should be checked frequently and after each major rain event to check for damage and to insure that obstructions are not diminishing the effectiveness of the structures.

BMP
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Department of Public Works

STATE OF LOUISIANA
 THOMAS A. STEPHENS
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 2/16/2008

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 6 OF 11
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STORM WATER POLLUTION PREVENTION PLAN
 BEST MANAGEMENT PRACTICES

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

Stone Outlet Sediment Trap

Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- ? Unknown or Questionable Impact

BMP
19

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

DESCRIPTION
 A stone outlet sediment trap is a small ponding area formed by placing a stone embankment or gabion core with an integral stone filter outlet across a drainage swale for the purpose of detaining sediment-laden runoff generated by construction activities. The sediment trap detains runoff long enough to allow most of the suspended sediment to settle while still allowing for diffused flow of runoff.

PRIMARY USE
 A sediment trap is used in situations where flows are concentrated in a drainage swale or channel. The sediment trap reduces velocities and allows for settling of sediment while allowing the area behind the trap to de-water. This is normally used for long term (18 months or less) applications in which a sediment basin is not feasible due to site or construction method restrictions. The use of a gabion core as opposed to a dewatering the area as necessary.

APPLICATIONS
 Temporary stone outlet sediment traps are installed at locations where concentrated flows require a protected outlet to contain sediment or spread flow prior to discharge.

DESIGN CRITERIA

- Maximum drainage area contributing to the trap shall be 3 acres. For larger drainage areas, a sediment basin should be used.
- The minimum length of the crest, in feet, of the stone outlet shall be equal to 6 times the size (acres) of the contributing drainage area.
- Deposited sediment shall be removed when the depth of sediment is equal to one-third of the height of the outlet structure as measured from the original toe of slope to the crest of the outlet, or has reached a depth of one foot, whichever is less.
- Minimum width of the embankment at the top shall be 3 feet.
- Minimum embankment slope shall be 3:1.

Vehicle And Equipment Cleaning

Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- ? Unknown or Questionable Impact

BMP
20

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

DESCRIPTION
 Prevent or reduce the discharge of pollutants to storm water from vehicle and equipment cleaning by using off-site facilities, washing in designated areas only, discharges to the storm drain by infiltrating or recycling the wash water and training employees and subcontractors.

APPLICATIONS
 Washing vehicles and equipment outdoors or in areas where wash water

DESIGN CRITERIA

- Use off-site commercial washing businesses as much as possible. For operations involving a large number of vehicles or pieces of equipment, consider conducting this work at an off-site commercial business equipped to handle and dispose of the wash waters properly. Performing this work off-site can also be economical by eliminating the need for a separate washing operation at your site.
- If washing must occur on-site, use designated, bermed wash areas to prevent wash water contact with storm water, creeks, rivers, and other water bodies.
- For wash water collection and subsequent infiltration into the ground.
- Use as little water as possible to avoid having to install erosion and sediment controls for the wash area.
- Use phosphate-free, biodegradable soaps.
- Educate employees and subcontractors on pollution prevention measures.
- Do not permit steam cleaning on-site. Steam cleaning can generate significant pollutant concentrations leading to potential storm water and groundwater contamination.
- In construction areas where truck tires collect mud, provide a cleaning area for removing soil before truck leaves site. Truck tires cleaning area should not be directly adjacent to drainage conveyances. A vegetated buffer area should be located downstream of the tire wash. For heavy use of tire wash area, silt fencing, or sediment trapping may be necessary.

Vehicle And Equipment Fueling

Applications
 Perimeter Control
 Slope Protection
 Sediment Trapping
 Channel Protection
 Temporary Stabilization
 Permanent Stabilization
 Waste Management
 Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- ? Unknown or Questionable Impact

BMP
21

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

DESCRIPTION
 Prevent fuel spills and leaks, and reduce their impacts to storm water by using off-site facilities, fueling in designated areas only, enclosing or covering stored fuel, implementing spill controls, and training employees and subcontractors.

APPLICATIONS
 Fueling vehicles and equipment outdoors or in areas where wash water flows onto the ground can pollute storm water.

DESIGN CRITERIA

- Use of off-site fueling stations as much as possible. If you fuel a large number of vehicles or pieces of equipment, consider using an off-site fueling station equipped to handle fuel and spills properly. Performing this work off-site can also be economical by eliminating the need for a separate fueling area at your site.
- If fueling must occur on-site, use designated areas, located away from drainage course to prevent the runoff of storm water and the runoff of spills.
- Discourage "topping-off" of fuel tanks.
- Always use secondary containment, such as a drain pan, when fueling to catch spills/leaks.
- Place a stockpile of spill cleanup materials where it will be readily accessible.
- Use adsorbent materials on small spills rather than hosing down or burying the spill. Remove the adsorbent materials promptly and dispose of properly.
- Carry out all Federal and State requirements regarding stationary above ground storage tanks.
- Do not use mobile fueling of mobile construction equipment around the site; rather, transport the equipment to designated fueling areas. With the exception of tracked equipment such as bulldozers and perhaps small forklifts, most vehicles should be able to travel to a designated area with little lost time.

Stone Outlet Sediment Trap

- Maximum embankment height shall be 2 feet as measured from the toe of slope to the crest of the stone outlet. The height of the compacted earth embankment shall be one foot higher than the crest of the outlet.
- The maximum allowable flow-through rate shall be 0.1 CFS per square foot of the frontal area of the outlet structure.
- The effective life of the stone outlet sediment trap is approximately 18 months.

LIMITATIONS
 Limited applications due to cost of construction, availability of materials, and the amount of land required.

Can cause minor flooding upstream of dam, impacting construction operations.

This technique serves as a temporary measure during construction. It should not be used for more than 18 months due to reduced efficiency.

MAINTENANCE REQUIREMENTS
 Sediment shall be removed and the area directly behind the berm shall be regraded to its original dimensions at such point when the capacity of the impoundment has been reduced to one-half of its original storage capacity. The removed sediment shall be stockpiled or redistributed in areas which are protected from erosion.

The stone outlet structure should be inspected frequently and after each major rain event to check for clogging of the void spaces between stones. If the aggregate appears to be silted in such that efficiency is diminished, the stone should be replaced.

BMP
19

Department of Public Works

Vehicle And Equipment Cleaning

LIMITATIONS
 Even phosphate-free, biodegradable soaps have been shown to degrade.

Sending vehicles/equipment off-site should be done in conjunction with Entrance BMP.

MAINTENANCE REQUIREMENTS
 Minimal.

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Department of Public Works

Vehicle And Equipment Fueling

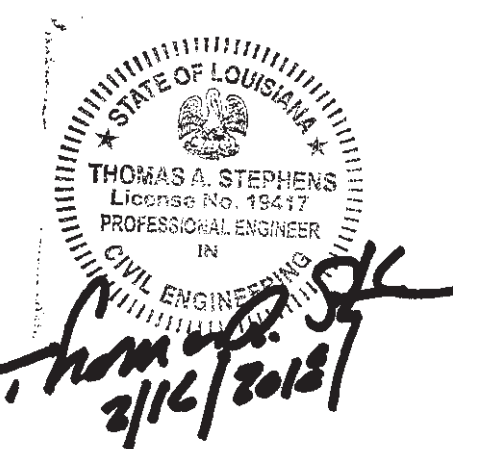
- Train employees and subcontractors in proper fueling and cleanup procedures.

LIMITATIONS
 Sending vehicles/equipment off-site should be done in conjunction with Stabilized Construction Entrance BMP.

MAINTENANCE REQUIREMENTS
 Keep ample supplies of spill cleanup materials on-site. Inspect fueling areas and storage tanks on a regular schedule.

BMP
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Department of Public Works



STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 7 OF 11
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STORM WATER POLLUTION
 PREVENTION PLAN
 BEST MANAGEMENT PRACTICES

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

DATE	DESCRIPTION	BY	DESIGNED	DRAWN	CHECKED	APPROVED
			G. CHENG	G. VANNICE	G. CHENG	T. STEPHENS

PROJECT NO.	SHEET

Solid Waste Management

DESCRIPTION
Large volumes of solid waste are often generated at construction sites including: packaging, pallets, wood waste, concrete waste, soil, electrical wiring, cuttings, and a variety of other materials. The solid waste management practice lists techniques to minimize the potential of storm water contamination from solid waste through appropriate storage and disposal practices.

PRIMARY USE
These practices should be a part of all construction practices. By limiting the trash and debris on site, storm water quality is improved along with reduced clean up requirements at the completion of the project.

APPLICATIONS
The solid waste management practice for construction sites is based on proper storage and disposal practices by construction workers and supervisors. Key elements of the program are education and modification of improper disposal habits. Cooperation and vigilance is required on the part of supervisors and workers to ensure that the recommendations and procedures are followed. Following are lists describing the targeted materials and recommended procedures:

Targeted Solid Waste Materials

- Paper and cardboard containers
- Plastic packaging
- Styrofoam packing and forms
- Insulation materials (non-hazardous)
- Wood pallets
- Wood cuttings
- Pipe and electrical cuttings
- Concrete, brick, and mortar waste
- Shingle cuttings and waste
- Roofing tar
- Steel (cuttings, nails, rust residue)
- Gypsum board cuttings and waste
- Sheathing cuttings and waste
- Miscellaneous cutting and waste
- Food waste
- Demolition waste

Storage Procedures

- Wherever possible, minimize production of solid waste materials.
- Designate a foreman or supervisor to oversee and enforce proper solid waste procedures.
- Instruct construction workers in proper solid waste procedures.
- Segregate potentially hazardous waste from non-hazardous construction site debris.

Applications
Perimeter Control
Slope Protection
Sediment Trapping
Channel Protection
Temporary Stabilization
Permanent Stabilization

Waste Management

Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

BMP
22

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

Hazardous Waste Management

DESCRIPTION
The hazardous waste management BMP addresses the problem of storm water polluted with hazardous waste through spills or other forms of contact. The objective of the Management Program is to minimize the potential of stormwater contamination from common construction site hazardous wastes through appropriate recognition, handling, storage and disposal practices.

It is not the intent of this Management Program to supersede or replace normal site assessment and remediation procedures. Significant spills and/or contamination warrant immediate response by trained professionals. Suspected job-site contamination should be immediately reported to regulatory authorities and protective actions taken. The General Permit requires reporting of significant spills to the National Response Center (NRC) at (800) 424-8802.

PRIMARY USE
These management practices along with applicable OSHA and EPA guidelines should be incorporated at all construction sites which use or generate hazardous wastes. Many wastes such as fuel, oil, grease, fertilizer and pesticide are present at most construction sites.

INSTALLATION, APPLICATION AND DISPOSAL CRITERIA
The hazardous waste management techniques presented here are based on proper recognition, handling, and disposal practices by construction workers and supervisors. Key elements of the management program are education, proper disposal practices, as well as provisions for safe storage and disposal. Following are lists describing the targeted materials and recommended procedures:

Targeted Hazardous Waste Materials

- Paints
- Solvents
- Stains
- Wood preservatives
- Cutting oils
- Greases
- Roofing tar
- Pesticides
- Fuels & lube oils
- Lead based paints (Demolition)

Storage Procedures

- Wherever possible, minimize use of hazardous materials.
- Minimize generation of hazardous wastes on the job-site.
- Segregate potentially hazardous waste from non-hazardous construction site debris.

Applications
Perimeter Control
Slope Protection
Sediment Trapping
Channel Protection
Temporary Stabilization
Permanent Stabilization

Waste Management

Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

BMP
23

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

Concrete Waste Management

DESCRIPTION
Concrete waste at construction sites comes in two forms; 1) excess fresh concrete mix including truck and equipment washing, and 2) concrete dust and concrete debris resulting from demolition. Both forms have the potential to impact water quality through storm water runoff contact with the waste.

PRIMARY USE
Concrete waste is present at most construction sites. This BMP should be utilized at sites in which concrete waste is present.

APPLICATIONS
A number of water quality parameters can be affected by introduction of concrete - especially fresh concrete. Concrete affects the pH of runoff, causing significant chemical changes in water bodies and harming aquatic life. Suspended solids in the form of both cement and aggregate dust are also generated from both fresh and demolished concrete waste.

Current Unacceptable Waste Concrete Disposal Practices

- Dumping in vacant areas on the job-site
- Illicit dumping off-jobsite
- Dumping into ditches or drainage facilities

Recommended Disposal Practices

- Avoid unacceptable disposal practices listed above.
- Develop pre-determined, safe concrete disposal areas.
- Provide a washout area with a minimum of 6 cubic feet of containment area volume for every 10 cubic yards of concrete poured.
- Never dump waste concrete illicitly or without property owners knowledge and consent.
- Treat runoff from storage areas through the use of structural controls as required.

Education

- Drivers and equipment operators should be instructed on proper disposal and equipment washing practices (see above).
- Supervisors must be made aware of the potential environmental consequences of improperly handled concrete waste.

Enforcement

- The construction site manager or foreman must ensure that employees and pre-mix companies follow proper procedures for concrete disposal and equipment washing.
- Employees violating disposal or equipment cleaning directives must be re-educated or disciplined if necessary.

Applications
Perimeter Control
Slope Protection
Sediment Trapping
Channel Protection
Temporary Stabilization
Permanent Stabilization

Waste Management

Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

BMP
24

City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

Solid Waste Management

- Keep solid waste materials under cover in either a closed dumpster or other enclosed trash container that limits contact with rain and runoff.
- Store waste materials away from drainage ditches, swales and catch basins.
- Do not allow trash containers to overflow.
- Do not allow waste materials to accumulate on the ground.
- Prohibit littering by workers and visitors.
- Police site daily for litter and debris.
- Enforce solid waste handling and storage procedures.

Disposal Procedures

- If feasible, segregate recyclable wastes from non-recyclable waste materials and dispose of properly.
- General construction debris may be hauled to a licensed construction debris landfill (typically less expensive than a sanitary landfill).
- Use waste facilities approved by local jurisdiction.
- Runoff which comes into contact with unprotected waste shall be directed into structural treatment such as silt fence to remove debris.

Education

- Educate all workers on solid waste storage and disposal procedures.
- Instruct workers in identification of solid waste and hazardous waste.
- Have regular meetings to discuss and reinforce disposal procedures (incorporate in regular safety seminars).
- Clearly mark on all solid waste containers which materials are acceptable.

Quality Control

- Foreman and/or construction supervisor shall monitor on-site solid waste storage and disposal procedures.
- Discipline workers who repeatedly violate procedures.

Requirements

- Job-site waste handling and disposal education and awareness program.
- Commitment by management to implement and enforce Solid Waste Management Program.
- Compliance by workers.
- Sufficient and appropriate waste storage containers.
- Timely removal of stored solid waste materials.
- Possible modest cost impact for additional waste storage containers.
- Small cost impact for training and monitoring
- Minimal overall cost impact.

LIMITATIONS

- Only addresses non-hazardous solid waste.
- One part of a comprehensive construction site management program.

BMP
22

Department of Public Works

Hazardous Waste Management

- Designate a foreman or supervisor to oversee hazardous materials handling procedures.
- Keep liquid or semi-liquid hazardous waste in appropriate containers (closed drums or similar) and under cover.
- Store waste materials away from drainage ditches, swales and catch basins.
- Use containment berms in fueling and maintenance areas and where the potential for spills is high.
- Ensure that adequate hazardous waste storage volume is available.
- Ensure that hazardous waste collection containers are conveniently located.
- Do not allow potentially hazardous waste materials to accumulate on the ground.
- Enforce hazardous waste handling and disposal procedures.
- Clearly mark on all hazardous waste containers which materials are acceptable for the container.

Disposal Procedures

- Regularly schedule hazardous waste removal to minimize on-site storage.
- Use only reputable, licensed hazardous waste haulers.

Education

- Instruct workers in identification of hazardous waste
- Educate workers of potential dangers to humans and the environment from hazardous wastes
- Instruct workers on safety procedures for common construction site hazardous wastes
- Educate all workers on hazardous waste storage and disposal procedures
- Have regular meetings to discuss and reinforce identification, handling and disposal procedures (incorporate in regular safety seminars)
- Establish a continuing education program to indoctrinate new employees.

Quality Assurance

- Foreman and/or construction supervisor shall monitor on-site hazardous waste storage and disposal procedures.
- Educate and if necessary, discipline workers who violate procedures.
- Ensure that the hazardous waste disposal contractor is reputable and licensed.

Requirements

- Job-site hazardous waste handling and disposal education and awareness program.
- Commitment by management to implement hazardous waste management practices.
- Compliance by workers.
- Sufficient and appropriate hazardous waste storage containers.
- Timely removal of stored hazardous waste materials.

Costs

- Possible modest cost impact for additional hazardous storage containers.
- Small cost impact for training and monitoring.
- Potential cost impact for hazardous waste collection and disposal by licensed hauler - actual cost depends on type of material and

BMP
23

Department of Public Works

Concrete Waste Management

Demolition Practices

- Monitor weather and wind direction to ensure concrete dust is not entering drainage structures and surface waters.
- Where appropriate, construct sediment traps or other types of sediment detention devices downstream of demolition activities.

Requirements

- Use a pre-determined disposal site(s) approved by LADEQ for waste concrete (See BMP 22 Solid Waste Management). Inform PROGRAM MANAGER of selected disposal site(s).
- Prohibit dumping waste concrete anywhere but pre-determined areas.
- Assign pre-determined truck and equipment washing areas.
- Educate drivers and operators on proper disposal and equipment cleaning procedures.

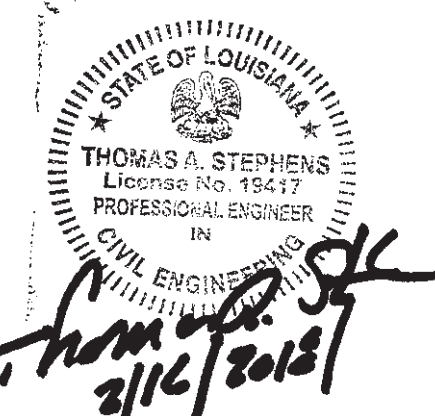
Costs

- Minimal cost impact for training and monitoring.
- Concrete disposal cost depends on availability and distance to suitable disposal areas
- Additional costs involved in equipment washing could be significant.

LIMITATIONS
This concrete waste management program is one part of a comprehensive construction site waste management program.

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Department of Public Works



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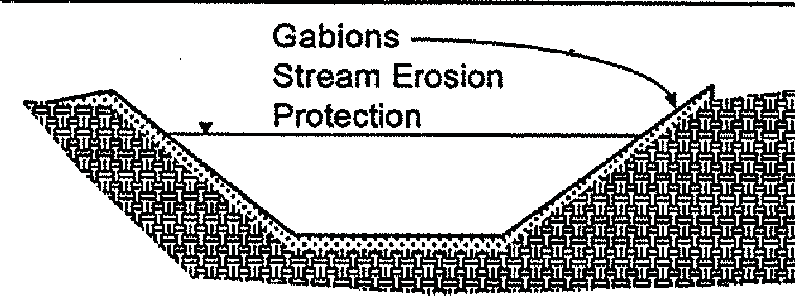
STORM WATER POLLUTION
PREVENTION PLAN
BEST MANAGEMENT PRACTICES

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

DATE	DESCRIPTION	BY

PROJECT NO.	SHEET

Permanent Structural Controls



Applications

- Perimeter Control
- Slope Protection
- Sediment Trapping
- Channel Protection
- Temporary Stabilization
- Permanent Stabilization
- Waste Management
- Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- ? Unknown or Questionable Impact

BMP
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City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

DESCRIPTION
Permanent erosion techniques consist of a wide variety of erosion prevention methods including gabions, retaining walls, and rip rap. These are not included as individual BMPs since they go beyond construction phase measures and due to the fact that their use is widespread in the region and the variety of design factors influencing design.

PRIMARY USE
Permanent erosion control is required at the completion of the construction phase of the project. This includes permanent structural methods as well as non-structural methods such as vegetation.

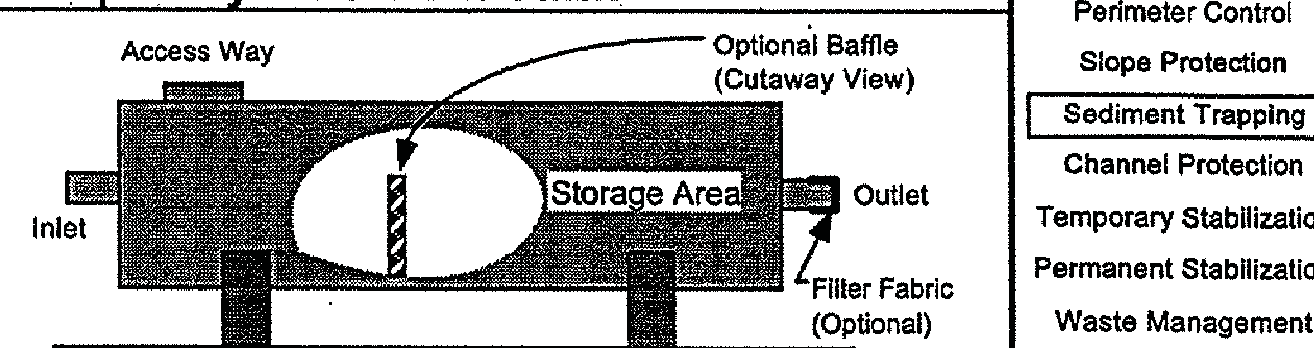
APPLICATIONS
Due to high installation cost and long term maintenance, permanent structural methods should be used only when necessary to address severe erosive conditions. In certain instances however, retaining walls are an effective method to reduce site slopes, reducing runoff velocity. Gabions and concrete rip-rap are effective in reducing stream bank erosion under severe concentrated flow conditions and at pipe outfalls.

DESIGN CRITERIA
Most structural controls such as gabions and rip-rap are designed based on the velocity of flow and the size of the stone used. Project plans will address this as part of standard details. Specifications for rip rap will be provided in design specifications for stone size based on the design velocity of flow across the structure. Manufacturers' information addresses stone size along with basket dimensions for gabions.

Design of retaining walls is based on a variety of structural conditions including soil compressive strength, wall height and water table influence. Tables of dimensions for retaining walls based on site conditions are available from a variety of sources including the Concrete Reinforcing Steel Institute (CRSI).

A critical aspect with regards to the design of many permanent controls is adequate anchoring of the structure to prevent undermining of the

Temporary Sediment Tank



Applications

- Perimeter Control
- Slope Protection
- Sediment Trapping
- Channel Protection
- Temporary Stabilization
- Permanent Stabilization
- Waste Management
- Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- ? Unknown or Questionable Impact

BMP
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City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

DESCRIPTION
A temporary sediment tank (TST) is a large truck mounted tank used to hold sediment laden water to provide for sedimentation and filtration. For smaller applications, 55 gallon drums or other water tight container can be used for storage. Water is pumped into the tank where it is detained. If desired an outlet with a geofabric filter can be provided to release the flow after a period of detention.

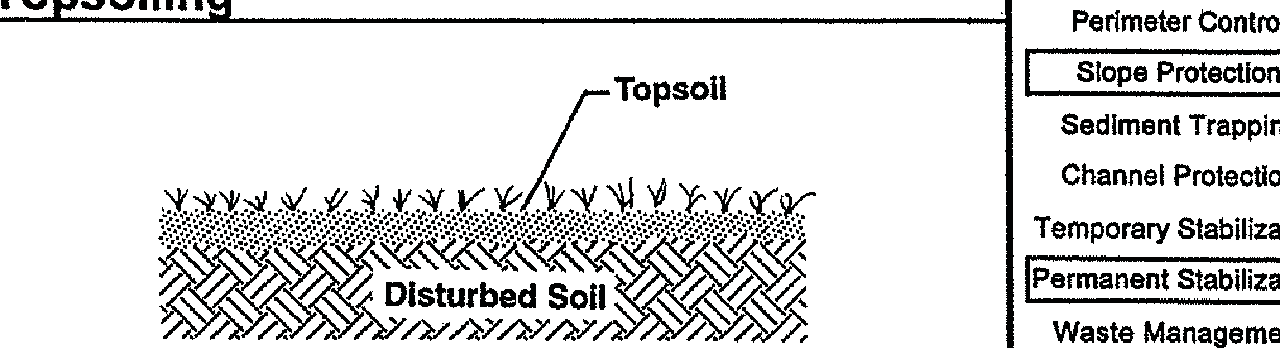
PRIMARY USE
A TST is typically used at construction sites in urban areas where conventional methods of sediment removal (e. g., sediment traps, sediment basins) are not practical.

APPLICATIONS
Applications for a TST include utility construction in confined areas (such as a business district or large developed area) or localized construction in which other BMPs are not required such as small, depressed construction (tank farms). This includes pumpage from excavation in heavily developed areas, such as a central business district, with flows due to groundwater or runoff entering the trench or excavated area.

DESIGN CRITERIA

- A TST can be used as either a sedimentation or filtration device. If an oil sheen is present in the runoff, additional treatment will be required before release of runoff.
- For use as a small scale sedimentation basin, de-watering discharge is directed into the TST to a level below the tank midpoint and held for a minimum of 2 hours to allow settlement of a majority of the suspended particles. The tank should be designed for a controlled release when the contents of the tank reach a level higher than the midpoint. When sediment occupies 1/3 the capacity of the TST, it should be removed from the tank.
- As a filtration device, a TST is used for collecting de-watering discharge and flowing it through a filtered opening at the outlet of

Topsailing



Applications

- Perimeter Control
- Slope Protection
- Sediment Trapping
- Channel Protection
- Temporary Stabilization
- Permanent Stabilization
- Waste Management
- Housekeeping Practices

Targeted Constituents

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Construction Wastes

Implementation Requirements

- Capital Costs
- Maintenance
- Training
- Suitability for Slopes >5%

Legend

- Significant Impact
- Medium Impact
- Low Impact
- ? Unknown or Questionable Impact

BMP
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City of Baton Rouge
Parish of East Baton Rouge

Department of Public Works

STANDARD FOR TOPSOILING¹

TOPSOILING

Definitions: Topsoiling is the stripping, storing and spreading of fertile topsoil over disturbed areas.

Purpose: Topsoiling will provide a more suitable soil medium if the existing or constructed surface is unfavorable for plant growth. Topsoiling will greatly increase the success of establishing good vegetations, help reduce soil erosion, and enhance the beauty of the development.

Conditions Where Practices Applies:

Topsoiling is Used Where:

- The texture and quality of the exposed subsoil or parent material are not suitable for producing adequate vegetative growth.
- The soil material is so shallow that the rooting zone is not deep enough to support plants with continuing supplies of moisture and plant nutrients.
- The soil is extremely acidic or contains material toxic to plant growth.

Design Criteria

- **Topsoil Materials**
The site should be explored to determine if there is sufficient surface soil of good quality to justify stripping. If

Permanent Structural Controls

foundation and washout of sediment at the edges of the structure. Where applicable, proper anchoring in the form of embedment or "toe in" of the structure is required.

LIMITATIONS
The initial cost is an important consideration in selection of permanent structural controls.

Stream bank erosion protection such as rip rap provides limited protection unless used extensively due to the potential for erosion at the edges of the rip rap.

MAINTENANCE REQUIREMENTS
Most stone or concrete structures require little maintenance, but may be subject to vandalism. As mentioned above, erosion around the structure may undermine the integrity of the structure. When maintenance is required, it is typically very extensive and costly.

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Department of Public Works

Temporary Sediment Tank

the tank to reduce suspended sediment volume. The filter opening in the TST should have an EOS (see silt fence BMP) of 70 or smaller.

LIMITATIONS
This is a specialized technique for the situations listed. It is not cost effective for normal sediment removal conditions.

The use of a temporary sediment tank is limited by the capacity of the tank, the time required for settlement of suspended material, and disposal of the water and the sediment.

MAINTENANCE REQUIREMENTS
The temporary sediment tank should be inspected periodically during and after use. A tank should be cleaned out when it becomes 1/3 full of sediment.

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Department of Public Works

Topsailing

additional off-site topsoil is needed, it should meet the following standards as well:

- Topsoil should be friable and loamy (loam, sandy loam, silt loam, sandy clay loam, clay loam).
- Topsoil should be free of debris, objectionable weeds and stones, and contain no toxic substances that may be harmful to plant growth.
- Organic matter content should not be less than 0.75 percent by weight; pH range should be from 5.0 - 7.5.

Stripping and Stockpiling
Stripping should be confined to the immediate construction area. A 4-6 inch stripping depth is common, but may vary depending on the particular soil.

Topsoil should be stockpiled so that natural drainage is not obstructed and off-site sediment damage does not occur. stockpile sideslopes should not exceed 2:1. A perimeter dike with a outlet or straw bale barriers should surround the stockpiles. Temporary seeding should be completed within 15 days of stockpile formation.

Site Preparation
When topsoiling, maintain needed erosion control practices such as diversion dikes, sediment basins, waterways, etc.

Grading - Grades on the areas to be topsoiled, which have been previously established, should be maintained.

Liming - Where the pH of the subsoil is .0 or less or the soil is composed of heavy clays, agricultural lime be spread in accordance with the soil test on the vegetative establishment practice being used.

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Department of Public Works

STATE OF LOUISIANA
THOMAS A. STEPHENS
License No. 15217
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
2/16/2018

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 10 OF 11
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STORM WATER POLLUTION
PREVENTION PLAN
BEST MANAGEMENT PRACTICES

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

DATE	DESCRIPTION	BY
	REVISIONS	

PROJECT NO.	SHEET

Topsoiling

Bonding - After and immediately prior to dumping and spreading the topsoil, the subgrade should be loosened by disking and scarifying to a depth of at least two inches to insure bonding of the topsoil and subsoil.

Applying Topsoil
Topsoil should be handled when it is dry enough to work without damaging soil structure. A uniform application of 4 to 6 inches unsettled should be made.

No sod or seed should be placed on soil which has been treated with soil sterilants until sufficient time has elapsed to permit dissipation of toxic materials.

General Notes
There are advantages and disadvantages in topsoiling:

- Stripping, stockpiling, reapplying or importing topsoil may not always be cost-effective. Topsoiling can delay seeding or sodding operations and increase the exposure time of denuded areas. Also, most topsoils contain weed seeds, and weeds may compete with desirable species.
- On the other hand, the advantages of topsoil include its high organic matter content, friable nature, water-holding capacity, and nutrient content, which makes it an excellent medium for growth and greatly reduces chances of failure.

Further, preparing a seedbed in subsoil may be considered instead of topsoiling, as some subsoils may provide a good growth medium which is generally free of weed seeds.

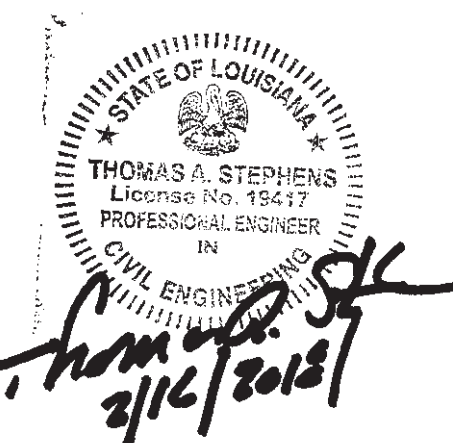
If topsoiling is to be done, it should be determined if an adequate volume of topsoil exists on the site. The stockpile should be located for proper non-erosive drainage and such that it does not interfere with work on the site. Sufficient time should be allowed for spreading and bonding topsoil

BMP 31
Department of Public Works

Topsoiling

prior to seeding, sodding or planting; topsoil and subsoil should be properly bonded. Topsoil should not be applied to a subsoil with contrasting texture (as a clay) unless the surface of the subsoil is scarified to provide a good bond with the topsoil.

BMP 31
Department of Public Works



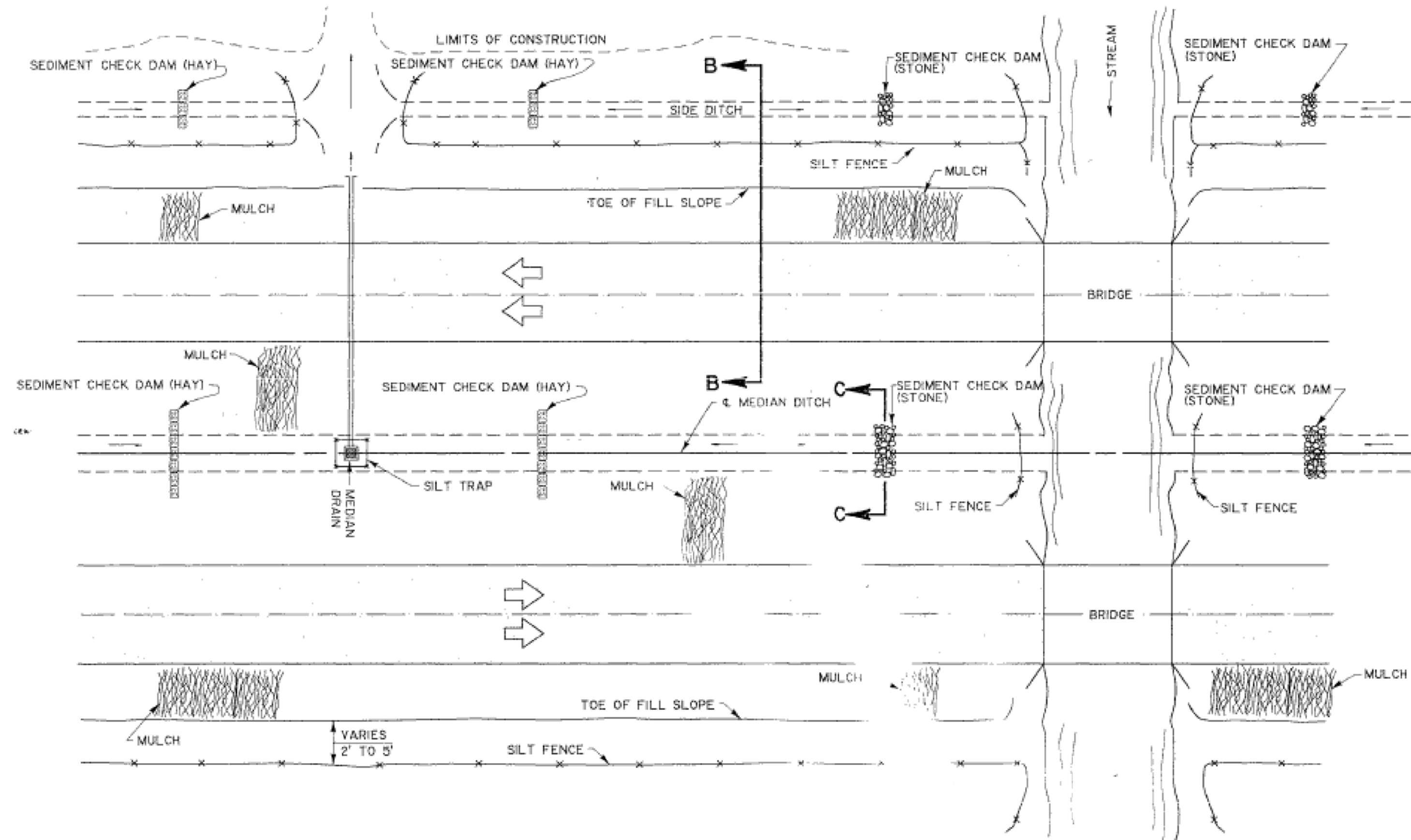
STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 11 OF 11
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**STORM WATER POLLUTION
PREVENTION PLAN
BEST MANAGEMENT PRACTICES**

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

DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET

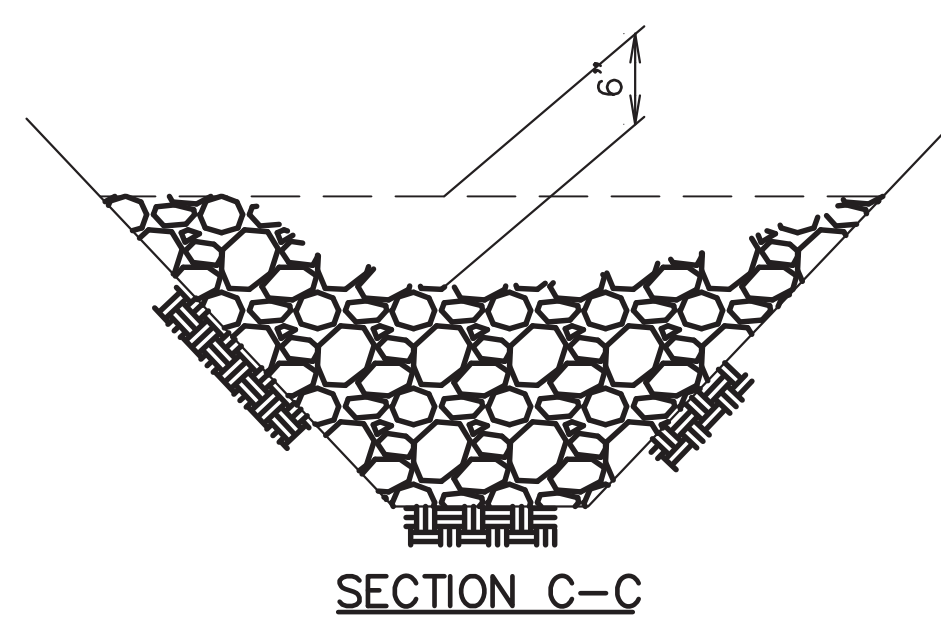


PLAN SHOWING TYPICAL TEMPORARY EROSION CONTROL

MULCHES:

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

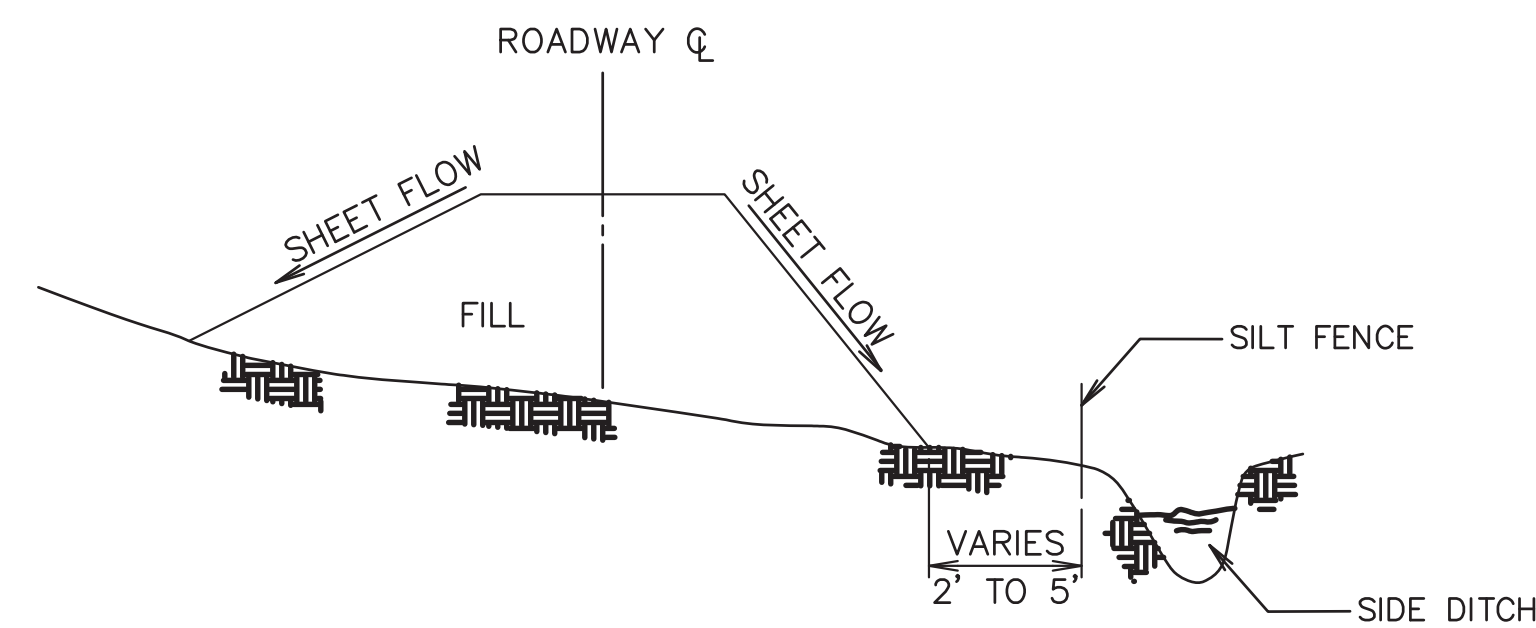
1. Use on cut and embankment slopes which have not been completed to plan grade or where the weather or soil conditions will not permit completing them within a reasonable time;
2. Use on cleared, grubbed, and scalped areas where soil erosion is likely to occur;
3. Use with temporary seeding.



TEMPORARY SEDIMENT CHECK DAM (STONE)

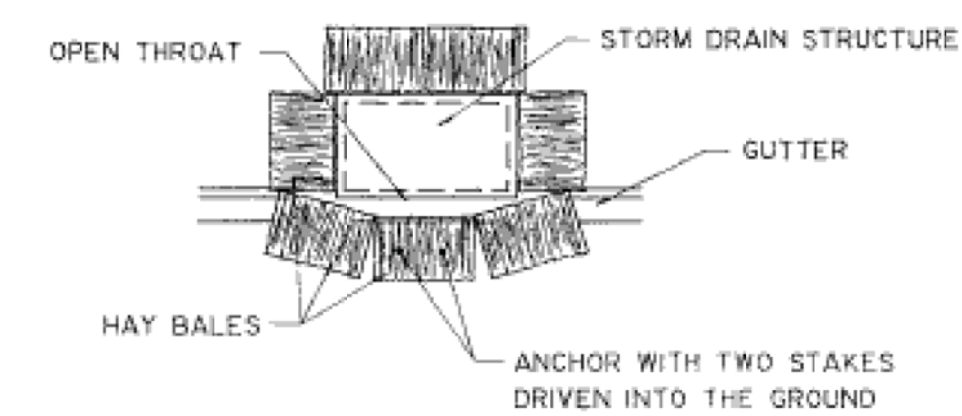
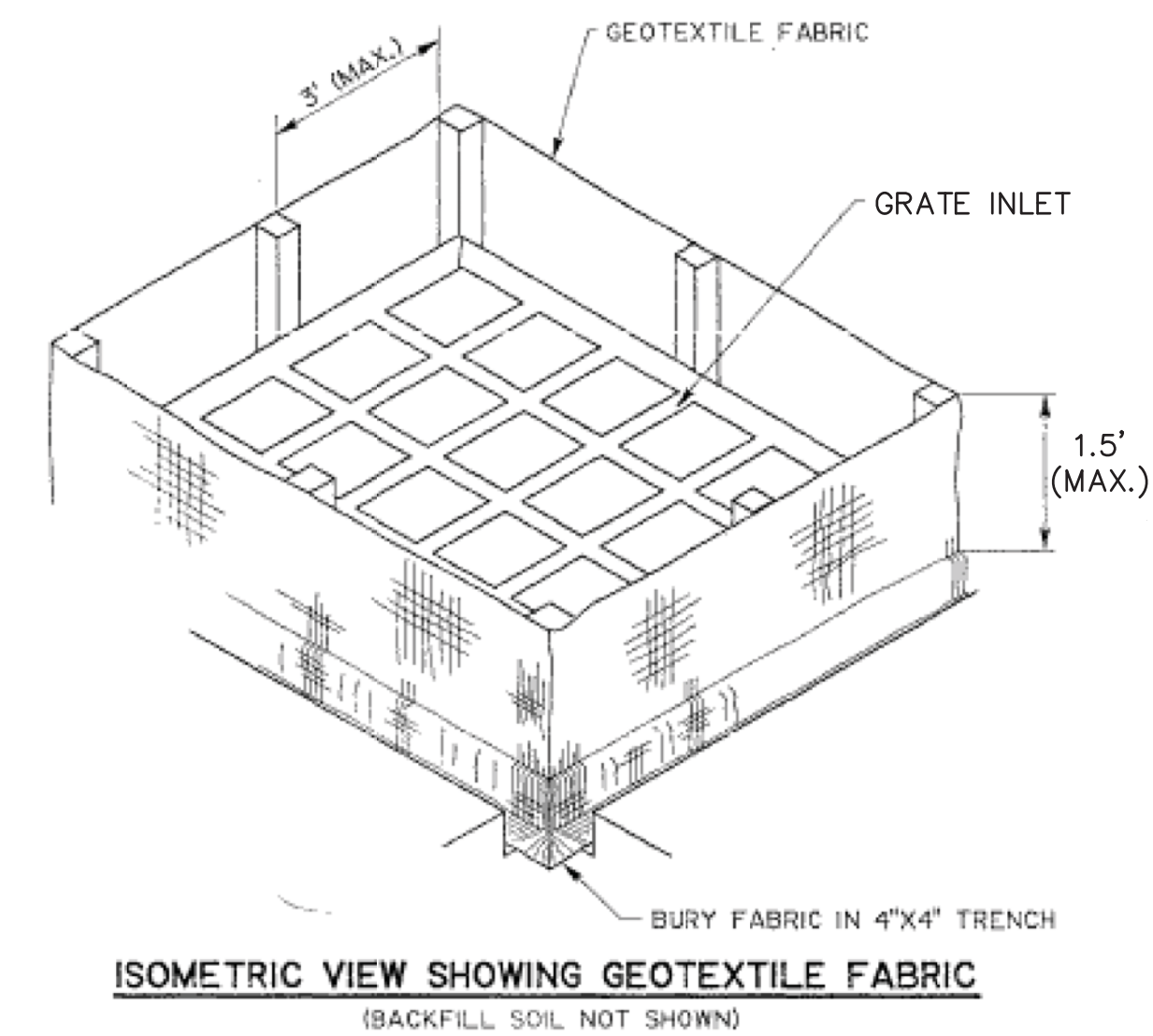
NOTES:

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



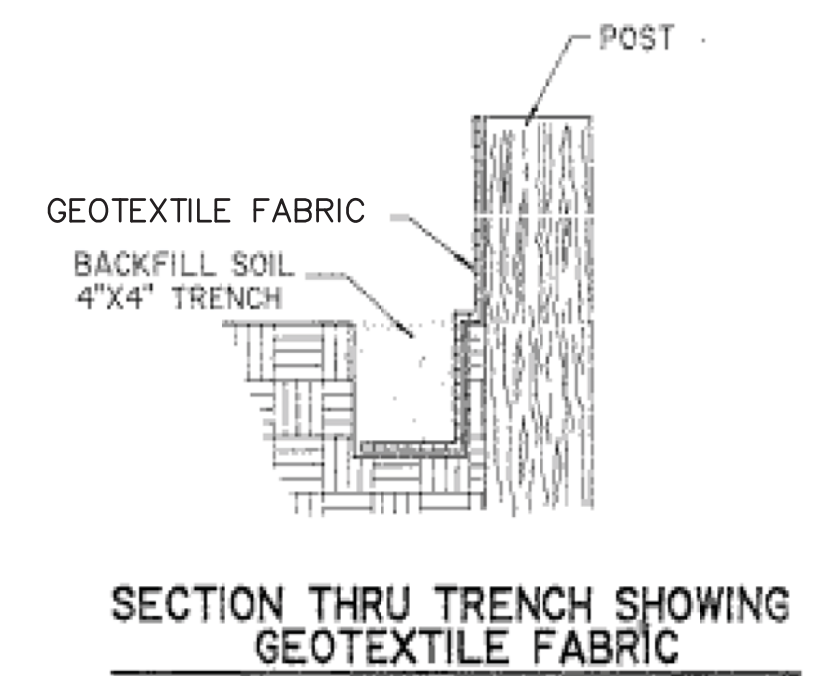
TEMPORARY SILT FENCE APPLICATION

(FOR CONSTRUCTION DETAILS AND SPECIFICATIONS SEE SHEET 2 OF 2)



PLAN SHOWING HAY BALES

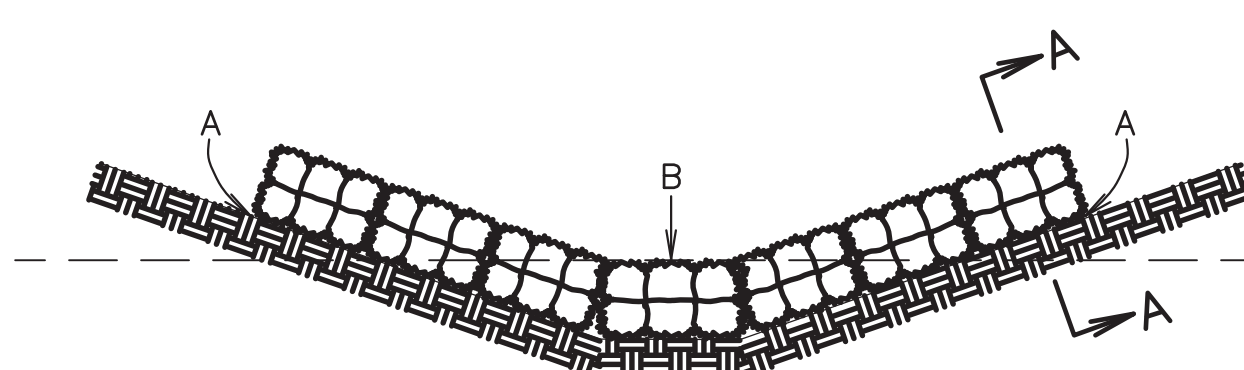
TEMPORARY INLET SILT TRAP



NOTES:

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

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

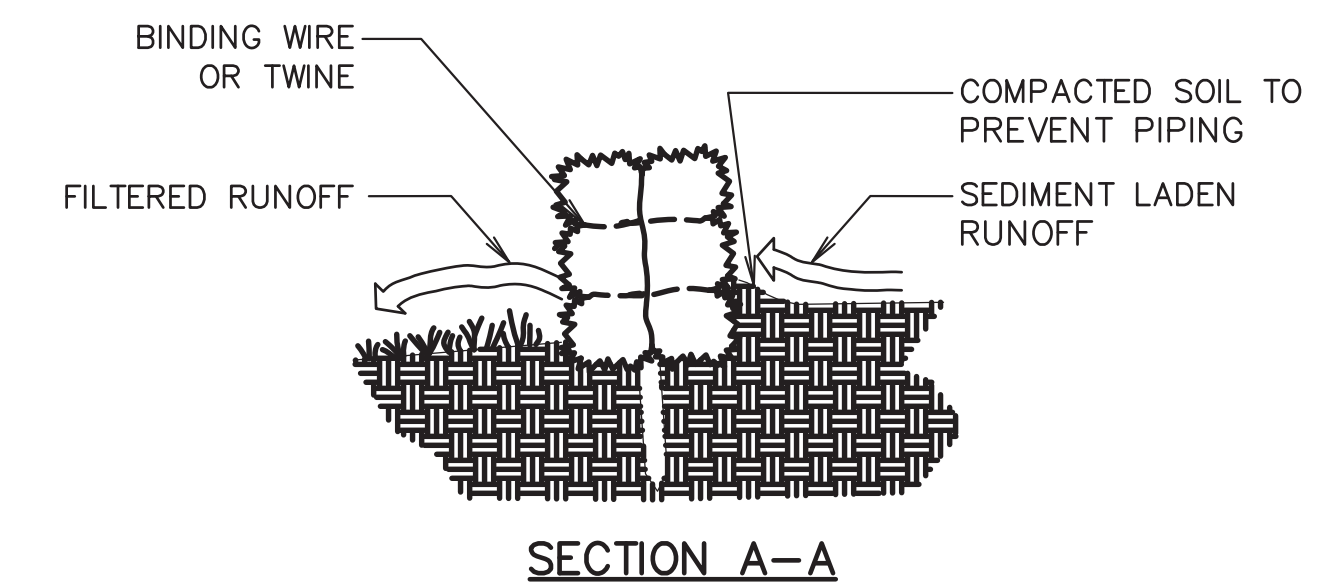


TEMPORARY SEDIMENT CHECK DAM (HAY)

NOTES:

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

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



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

Professional Engineer Seal for Thomas A. Stephens, License No. 19417, State of Louisiana, dated 2/16/2018.

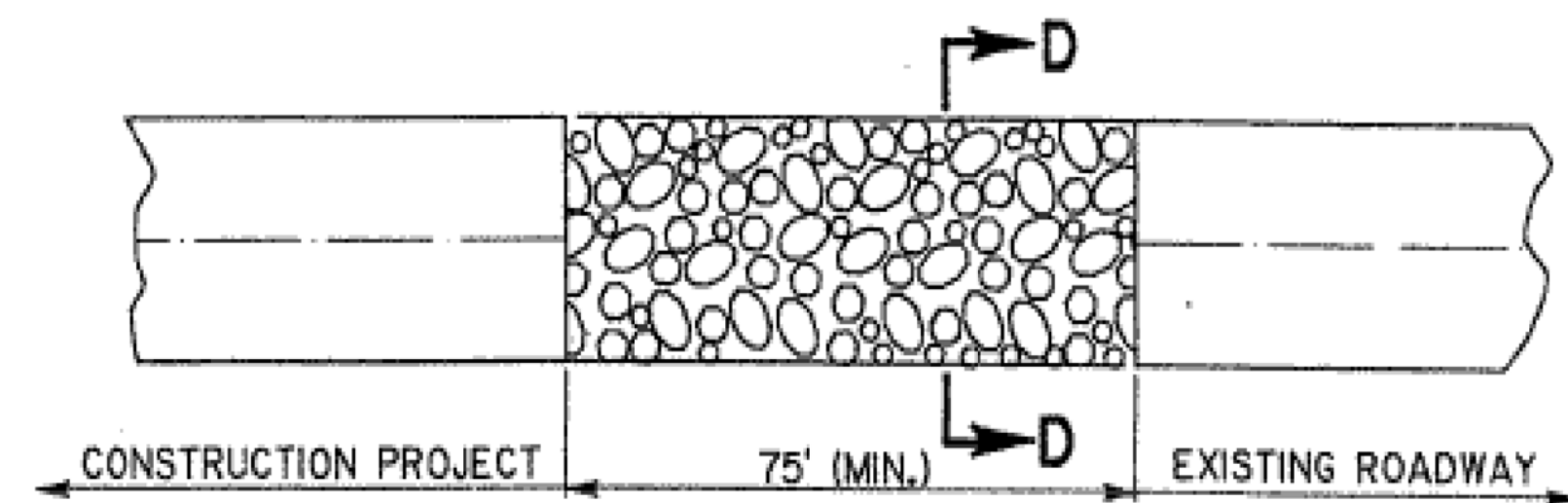
STANDARD PLAN NO. 903-02	DATED November 28, 2009	SHEET NO. 1 OF 2
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TEMPORARY EROSION CONTROL INSTALLATION DETAILS

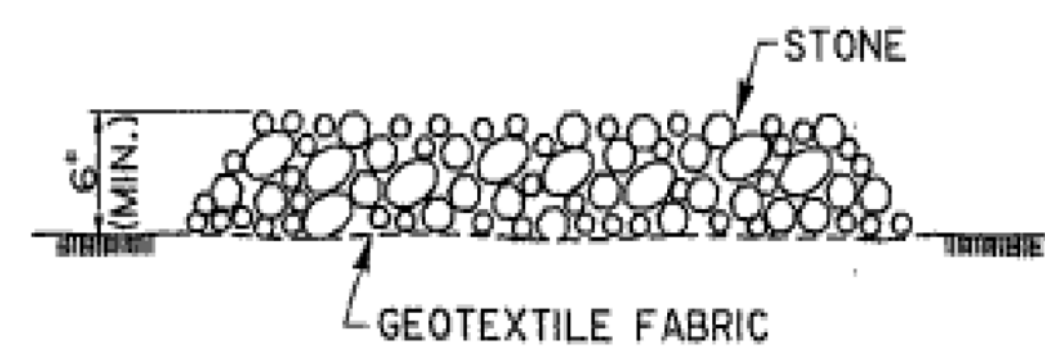
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED G. L. P.	DRAWN G. VANNICE	CHECKED G. L. P.	APPROVED T. STEPHENS

DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET



PLAN



SECTION D-D

TEMPORARY STONE CONSTRUCTION ENTRANCE

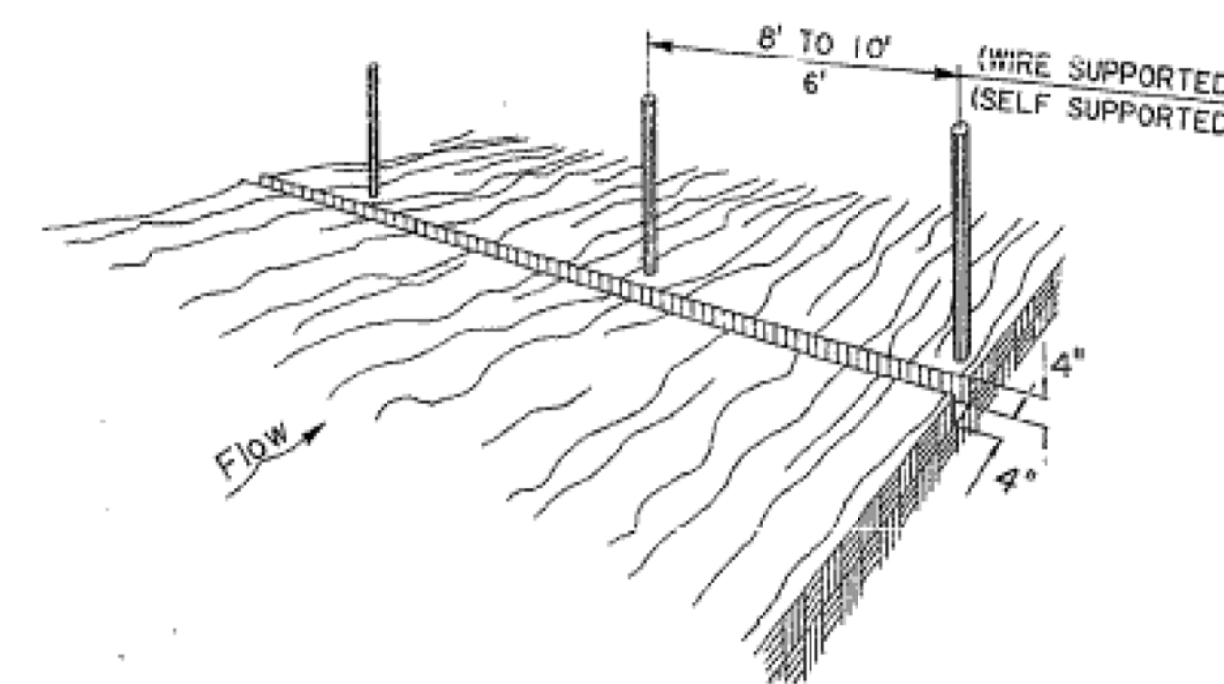
PAY AS SPECIAL ITEM, TEMPORARY STONE CONSTRUCTION ENTRANCE

NOTES:
TEMPORARY STONE CONSTRUCTION ENTRANCE AND/OR WASH RACK

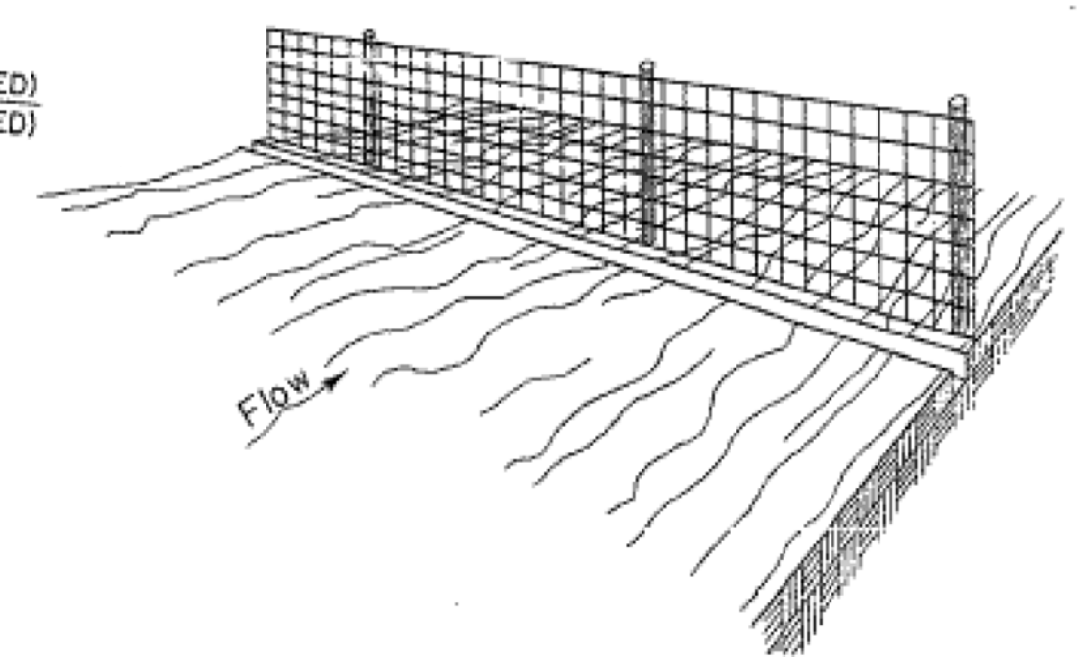
A stone stabilized pad located at points of vehicular ingress and egress on the construction site to reduce the amount of mud transported onto public roads. If the action of the vehicle traveling over the gravel pad is not sufficient to remove the majority of the mud, then the tires must be washed before the vehicle enters a public road. A few basic design guidelines for the use of a Stone Construction Entrance and/or Wash Racks are:

1. The stone layer must be a least 6 inches thick;
2. The length of the pad must be at least 75 feet and it must extend the width of the vehicular ingress and egress;
3. A geotextile fabric underliner is required. The geotextile fabric shall be Type D or per the Standard Specifications;
4. If a wash rack is necessary, provisions must be made to intercept the wash water and trap the sediment before it is carried off-site.
6. For stone specifications, see Section 705, 2lb class.

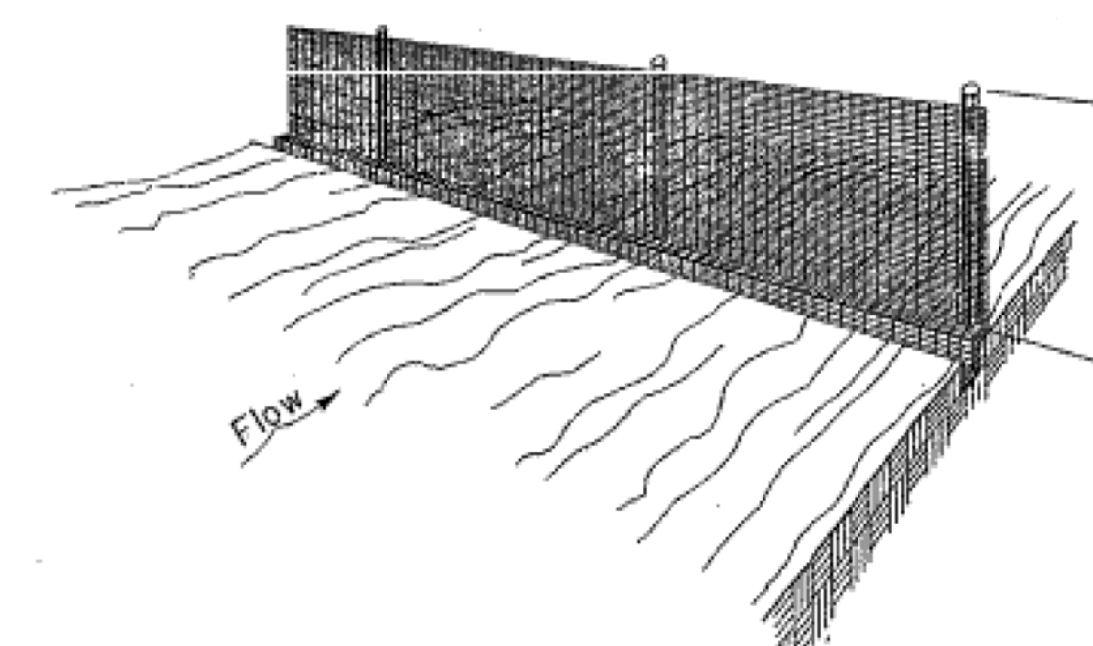
1. SET POSTS AND EXCAVATE A 4" X 4" TRENCH UPSLOPE ALONG THE LINE OF POSTS.



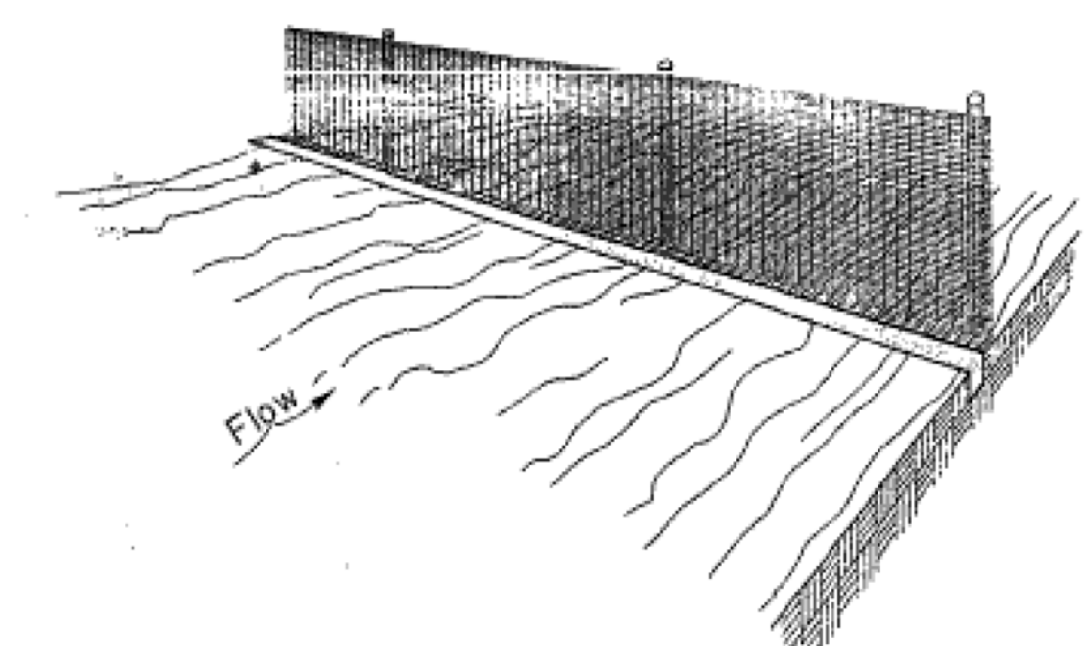
2. STAPLE WIRE FENCING TO THE POSTS.



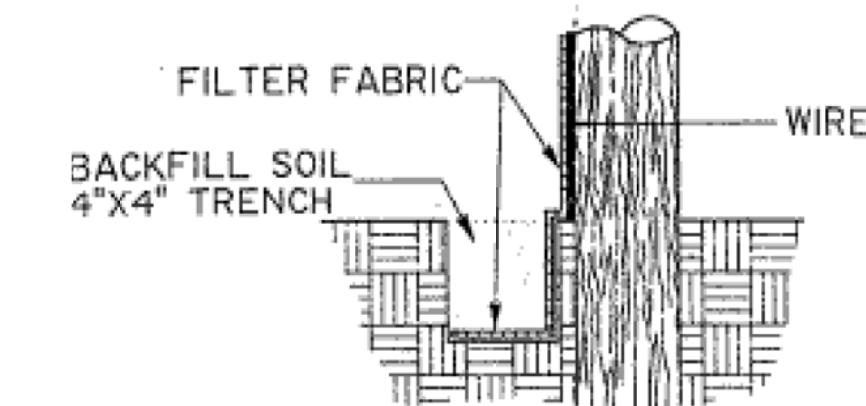
3. ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.



4. BACKFILL AND COMPACT EXCAVATED SOIL.



EXTENSION OF FABRIC INTO THE TRENCH.

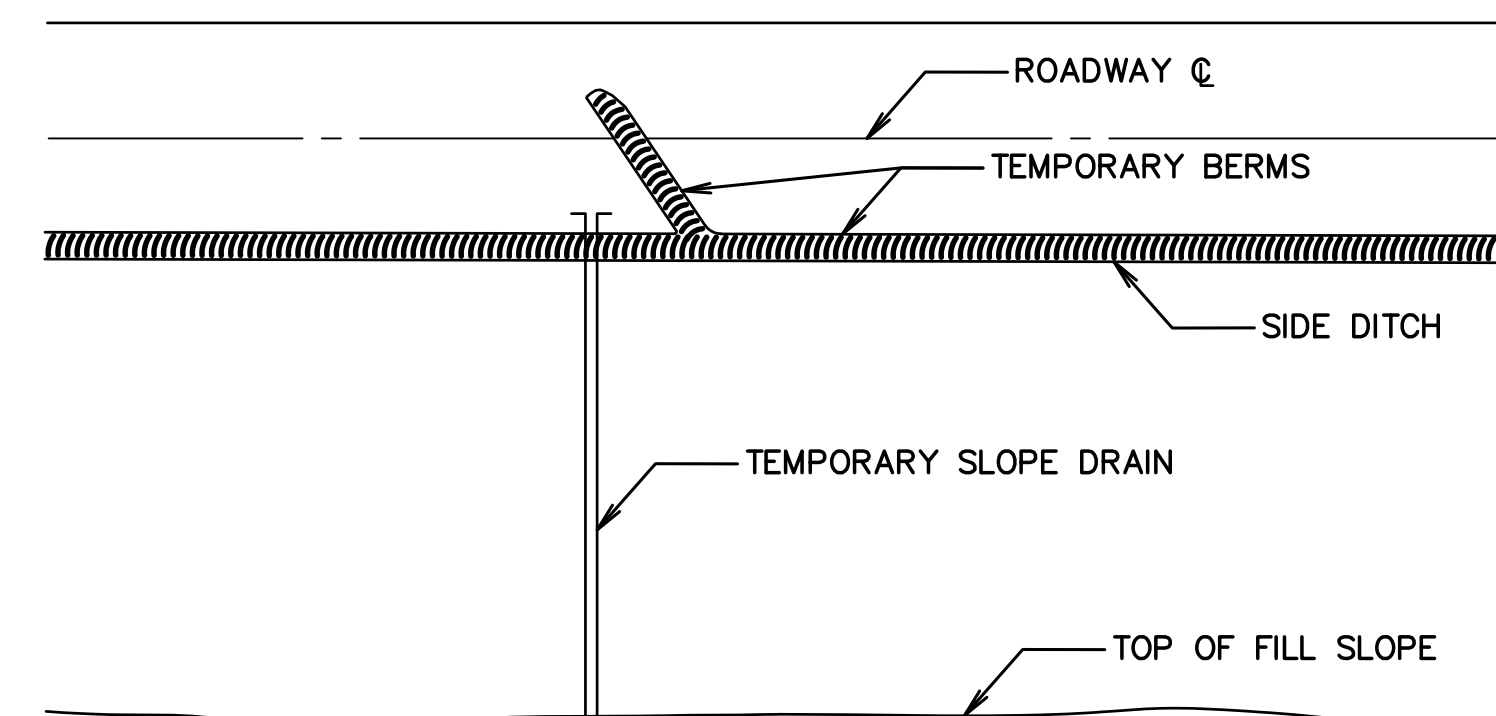


CONSTRUCTION OF TEMPORARY SILT FENCING

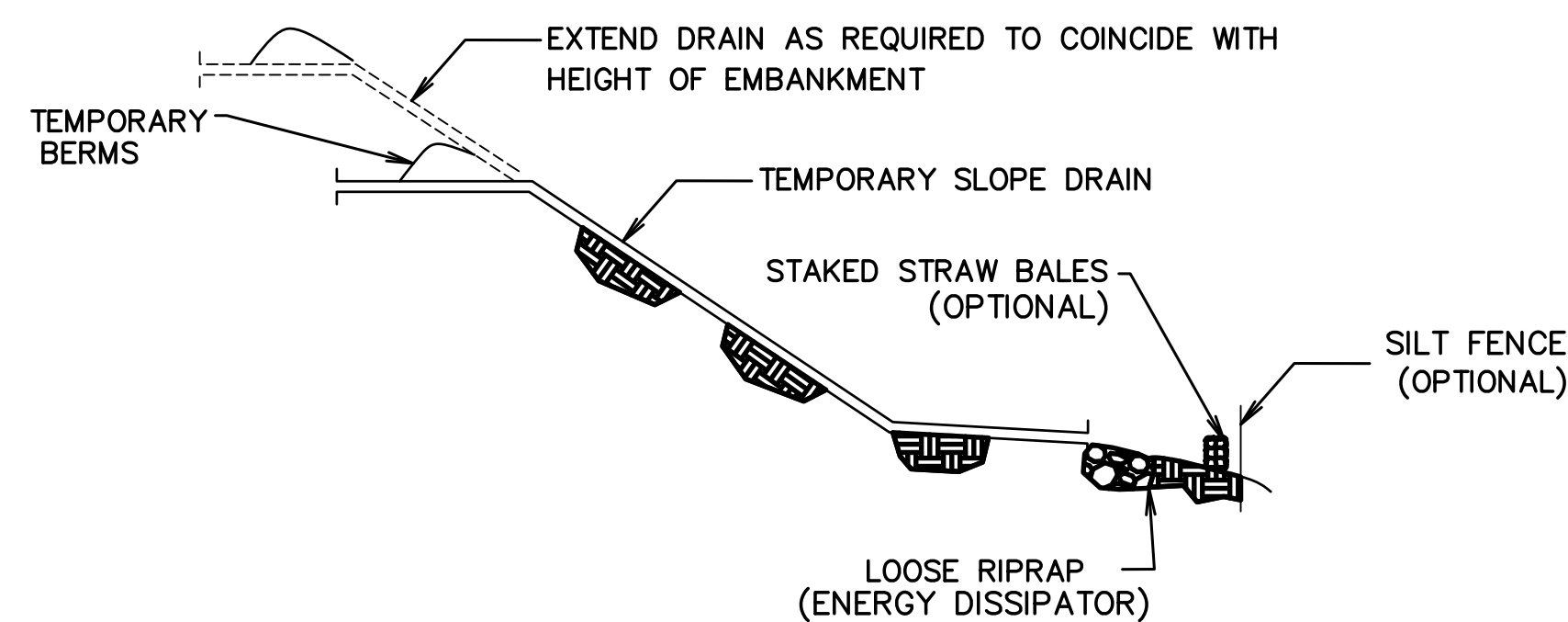
(WIRE SUPPORTED SILT FENCE IS SHOWN. SELF SUPPORTED SILT FENCE WILL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.)

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

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



PLAN

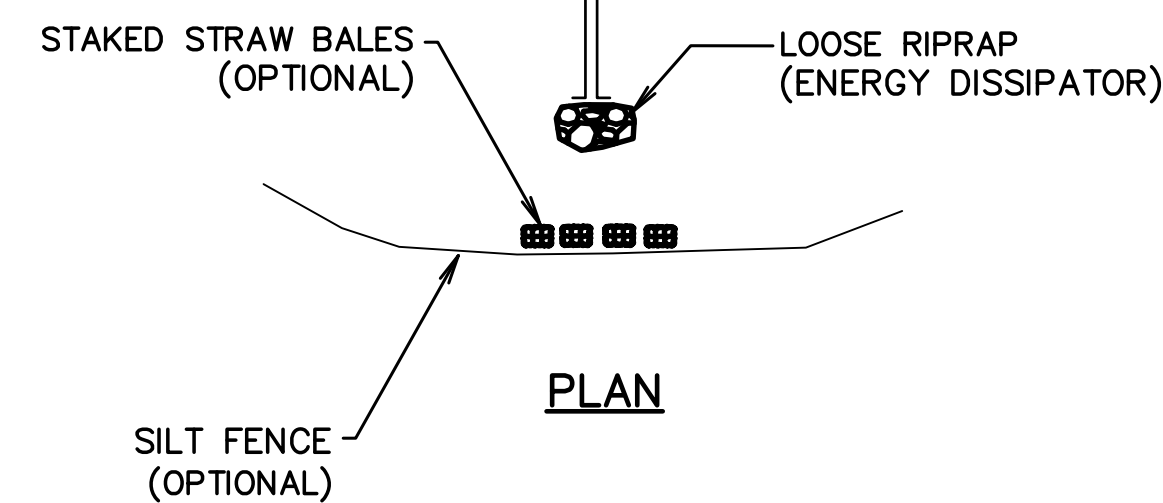


ELEVATION

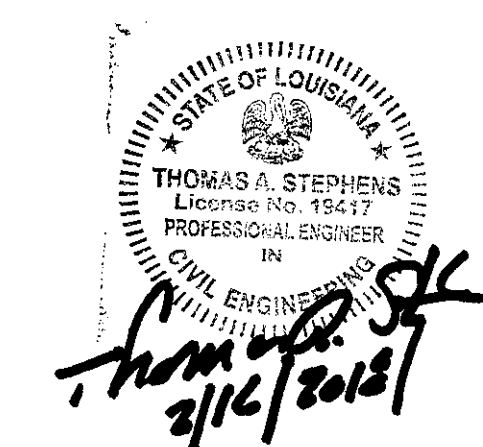
NOTES:
A temporary slope drain is a device used to carry water from the construction work area to a lower elevation. Slope drains may be plastic sheets, metal or plastic pipe, stone gutters, fiber mats, or concrete or asphalt ditches. A few basic design guidelines for the use of a Temporary Slope Drain are:

1. The spacing of the slope drains varies with the road grade.
For Grades: 0.0% - 2.0% use 500' spacing
2.1% - 5.0% use 200' spacing
Greater than 5.0% use 100' spacing
2. Slope drain material: Smooth pipe - 8" minimum
Corrugated pipe - 12" minimum
Plastic sheeting - 4" wide minimum
Plastic sheeting - 3 mils thick minimum
3. Plastic sheeting can be staked down or weighted with rocks or Logs. The area under the sheeting should be shaped to provide an adequate channel.
4. The outlet end should be protected or have some means of dissipating energy. The flow should be directed through a sediment trap such as silt fence or hay bales.
5. To insure proper operation, temporary slope drains should be inspected regularly and after each storm, for clogging or displacement. Erosion at the outlet should be checked and the slit traps cleaned if necessary.

TEMPORARY SLOPE DRAIN



DATE	DESCRIPTION	BY
	REVISIONS	



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

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

PROJECT NO.	SHEET

GENERAL PROVISIONS

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

SPEED LIMITS

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

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

PAVEMENT MARKINGS (see C-P QPL)

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

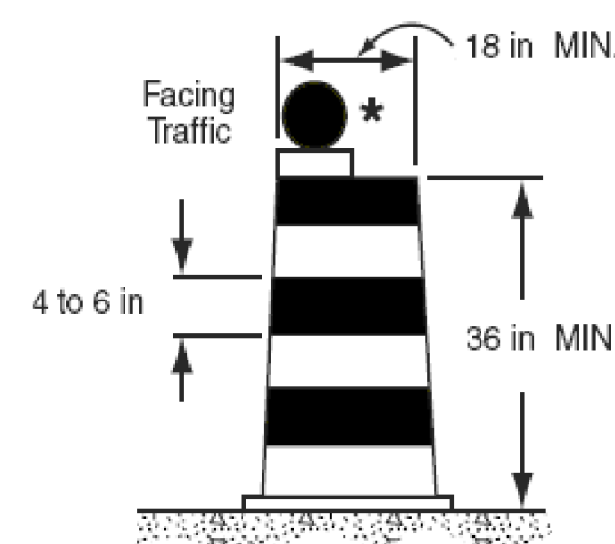
SIGNS

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

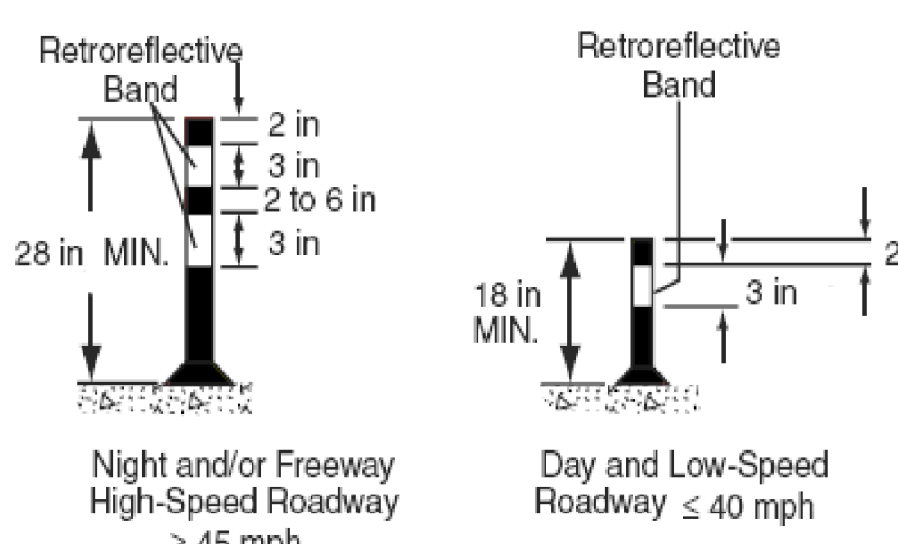
- All signs shall be removed or covered when no longer applicable.
- Contractor shall use caution not to damage existing signs which remain in place. Any signs damaged by work operations shall be replaced at the Contractor's expense.

CHANNELIZING DEVICES

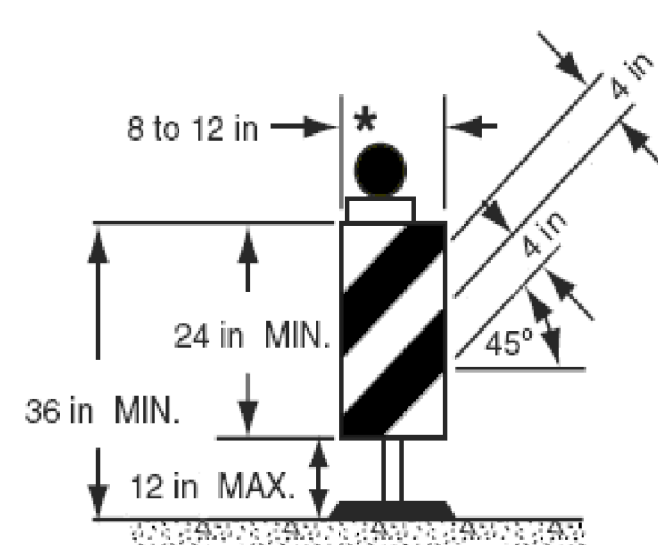
- The following devices may be used: Tubular Markers, Vertical Panels, Cones, Drums, and Super Cones. Drums (at standard spacing) and Super Cones (at 1/2 standard spacing) are the only devices allowed to be used in taper areas on the interstate system during daylight hours. Only drums can be used in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



DRUM

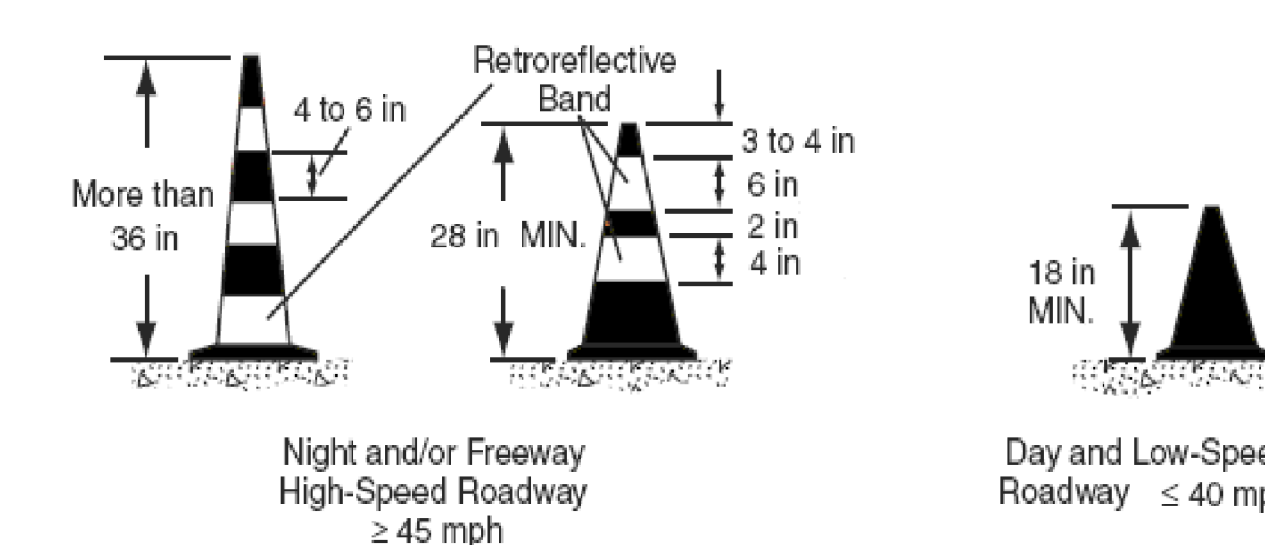


TUBULAR MARKERS

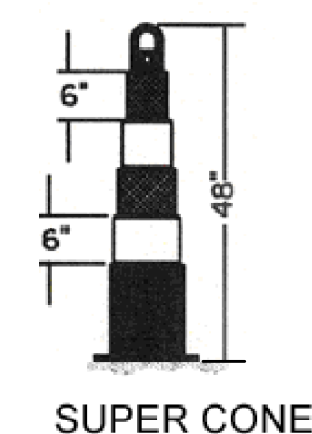


VERTICAL PANEL

* Warning lights (optional)



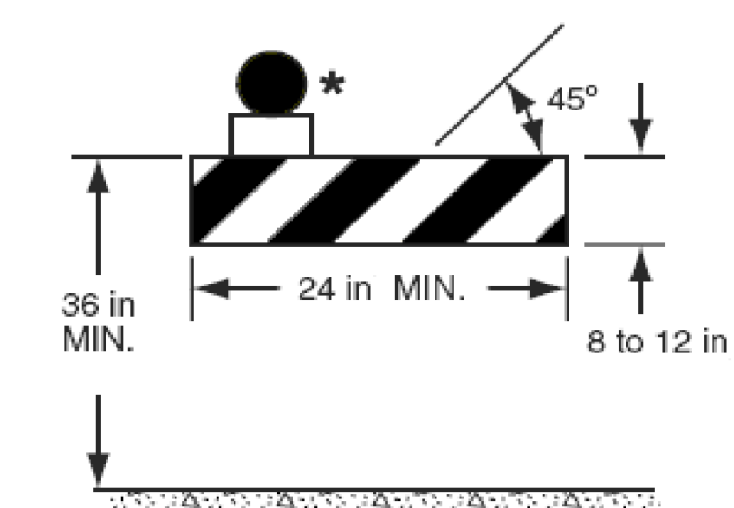
CONES



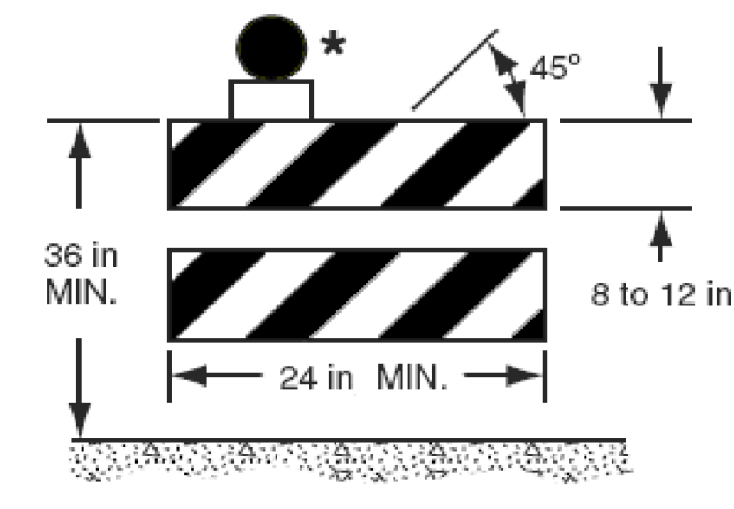
SUPER CONE

BARRICADES

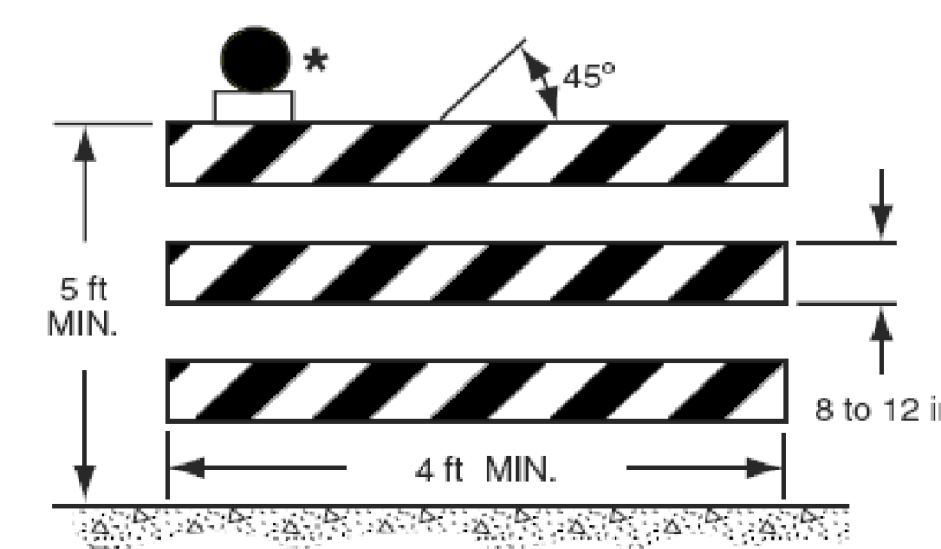
- Barricades shall be designed and applied in accordance with these standard plans and the current MUTCD guidance. Generally three types of barricades are used as below. Specific project applications shall be reviewed and approved by the City Parish Traffic Engineer and shall not be deployed without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



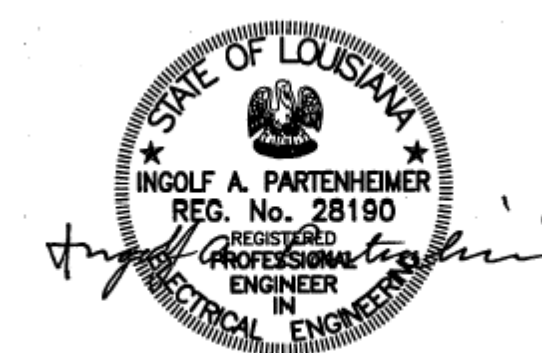
TYPE II BARRICADE **



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
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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	I. PARTENHEIMER

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

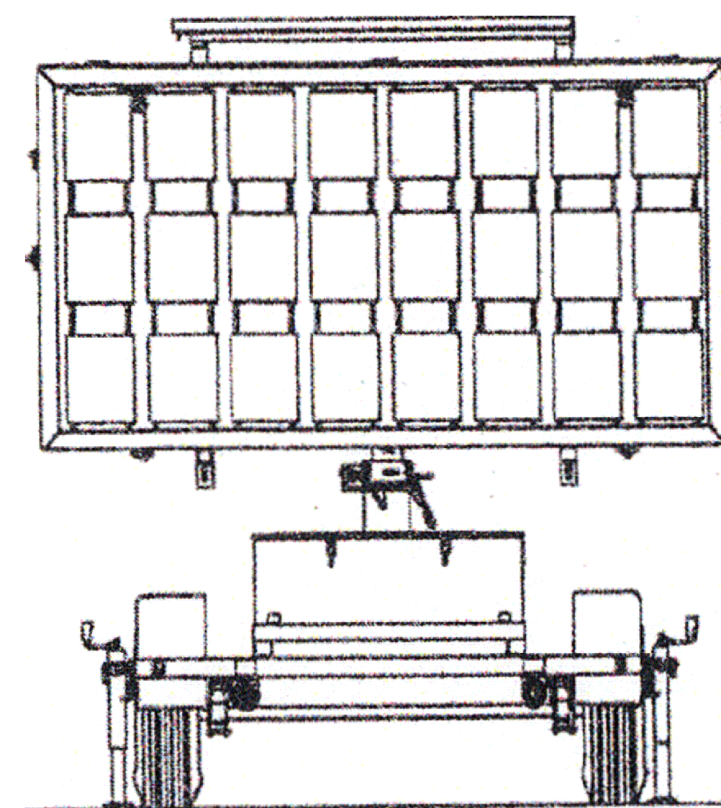
PROJECT NO.	SHEET

LIGHTING

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

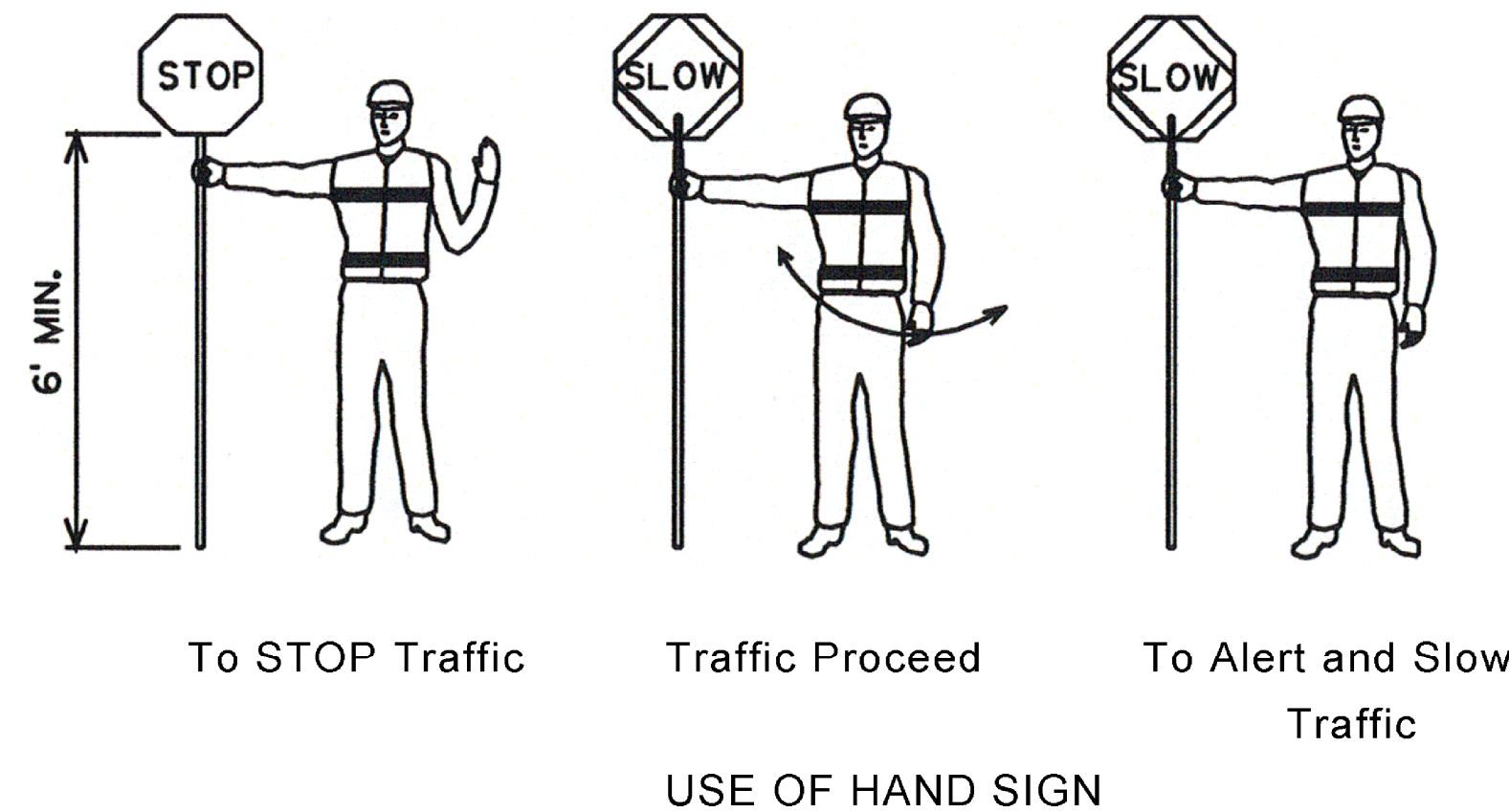
PORTABLE CHANGEABLE MESSAGE SIGNS

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



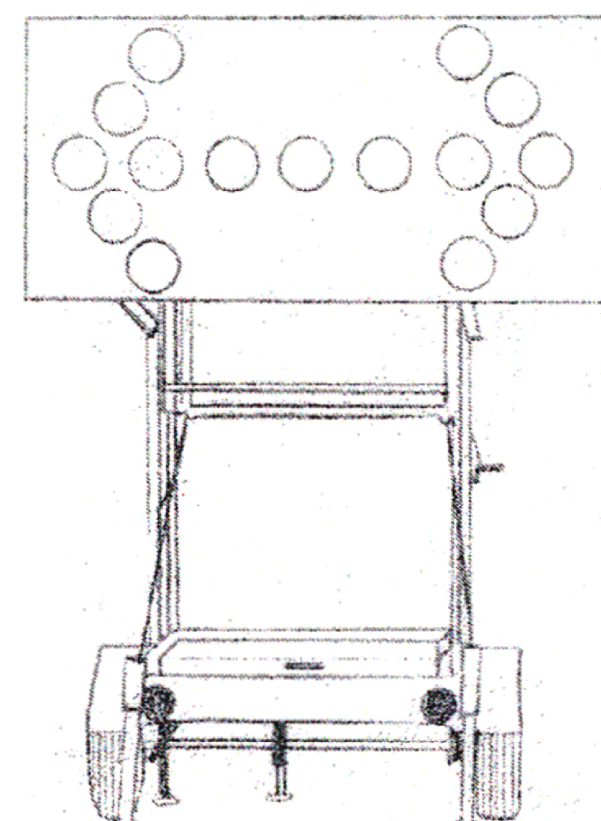
FLAGGERS

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



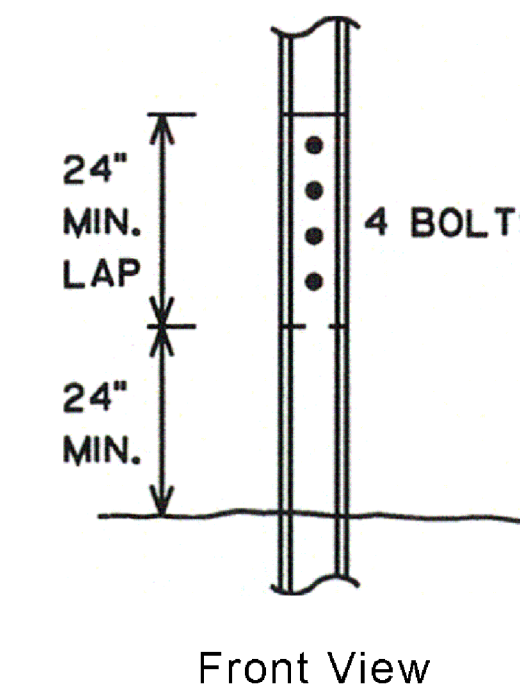
FLASHING ARROW PANELS

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



ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

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



HIGHWAY-RAIL GRADE CROSSING

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



SEPTEMBER 28, 2007

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

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

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

Suggested Advance Warning Sign Spacing

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

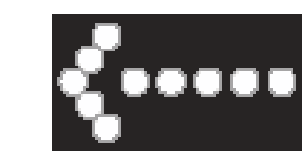


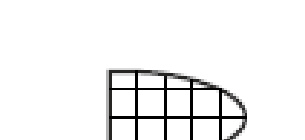
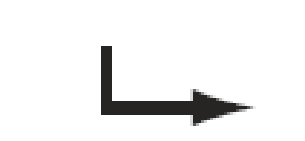







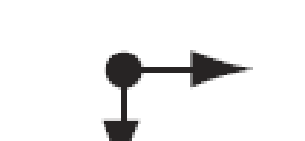
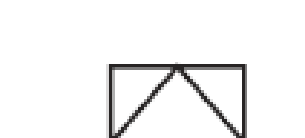





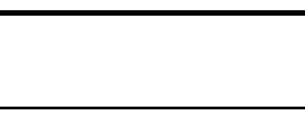

* Distances are shown in feet. The column headings A, B, and C are the dimensions shown in Typical Application Figures. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is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

Formulas for Determining Taper Lengths

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

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

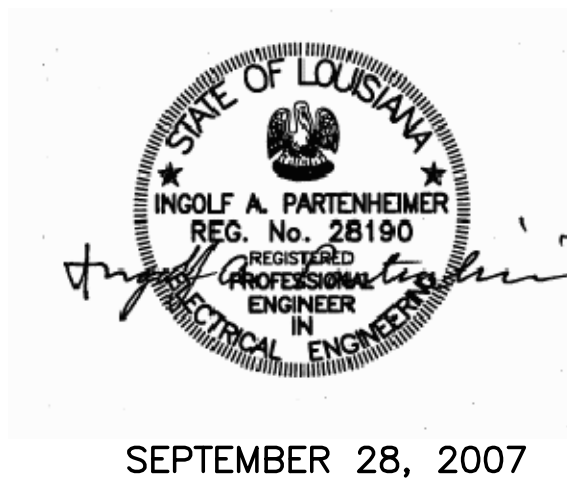
Meaning of Symbols on Typical Application Diagrams

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

Index to Typical Applications

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

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



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

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

DATE	STANDARD PLAN NO. REVISION DESCRIPTION	BY
8/8/10		

Suggested Advance Warning Sign Spacing

Road Types	Distance Between Signs*		
	A	B	C
Urban (40 mph or less)	100	100	100
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Rural	500	500	500

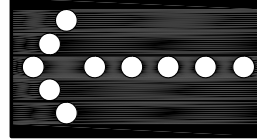
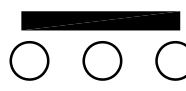


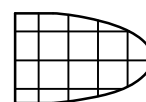


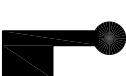
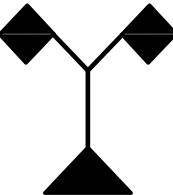






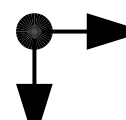
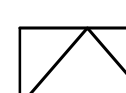

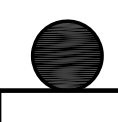
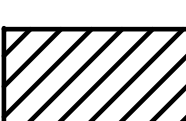
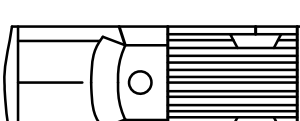
* Distances are shown in feet. The column headings A, B, and C are the dimensions shown in Typical Application Figures. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is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

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Where:
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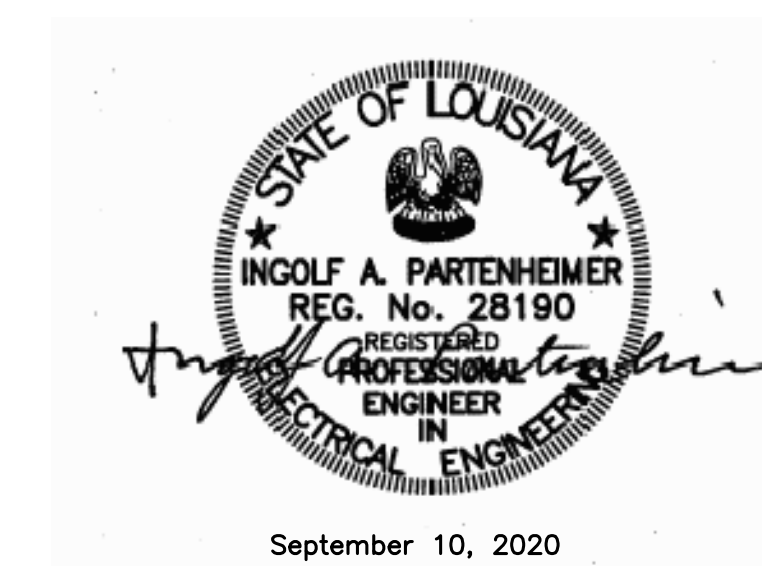
Meaning of Symbols on Typical Application Diagrams

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-  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

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Road Closed with Off-Site Detour	TA-8	905-05
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Lane Closure on Divided Highway	TA-33	905-11
Work in the Vicinity of Highway-Rail Grade Crossings		
Work in Vicinity of Highway-Rail Grade Crossing	TA-46	905-11

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



STANDARD PLAN NO. 905-02	DATED JULY 3, 2019	SHEET NO. 1 OF 1
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TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATIONS

ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED MUTCD	DRAWN G. CHENG	CHECKED S. EDEL	APPROVED I. PARTENHEIMER

DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET

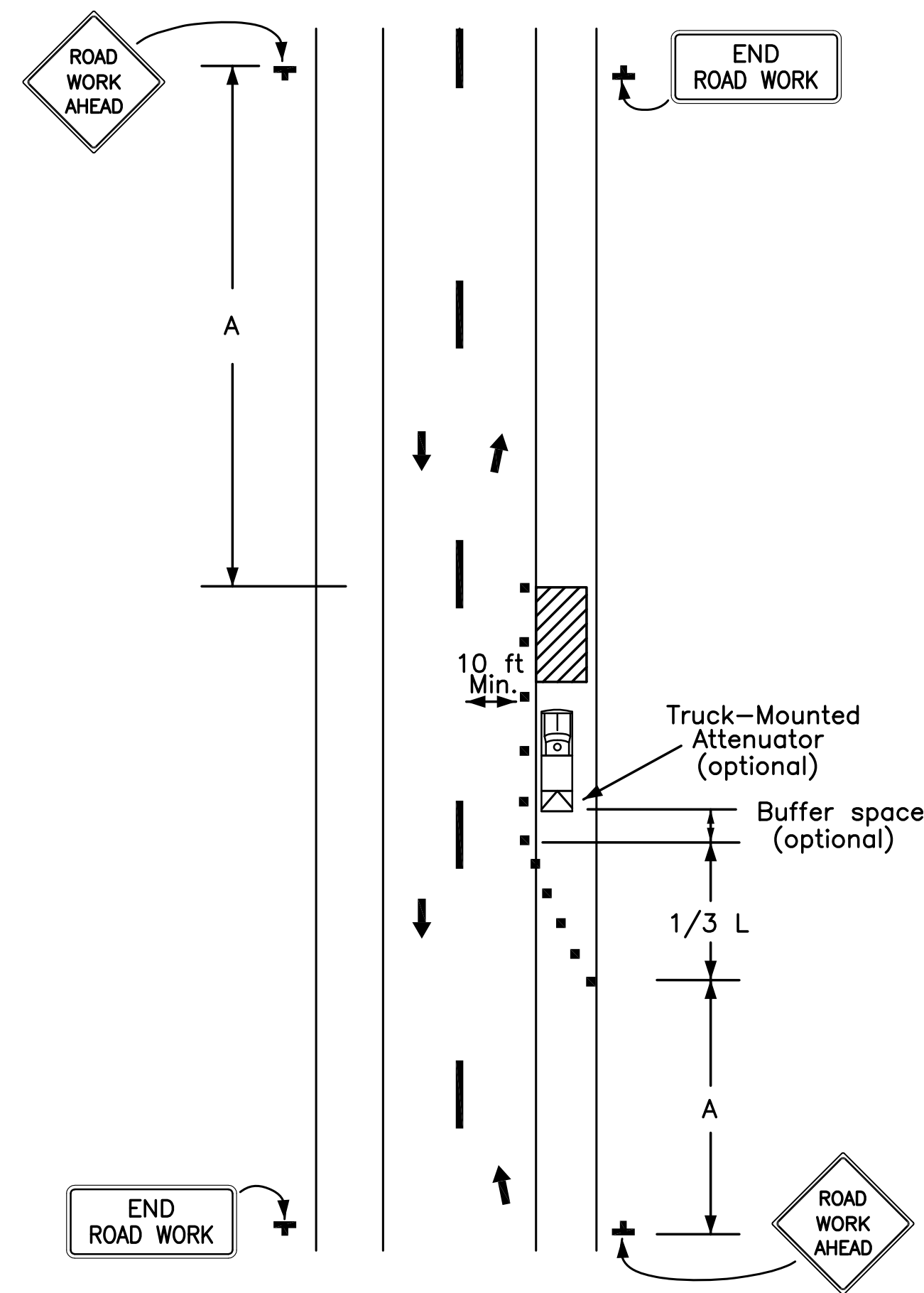


Figure TA-6
Shoulder Work with Minor Encroachment

NOTES:

1. All lanes should be a minimum of Ten (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 Nine (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 Ten (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 and 905-02.

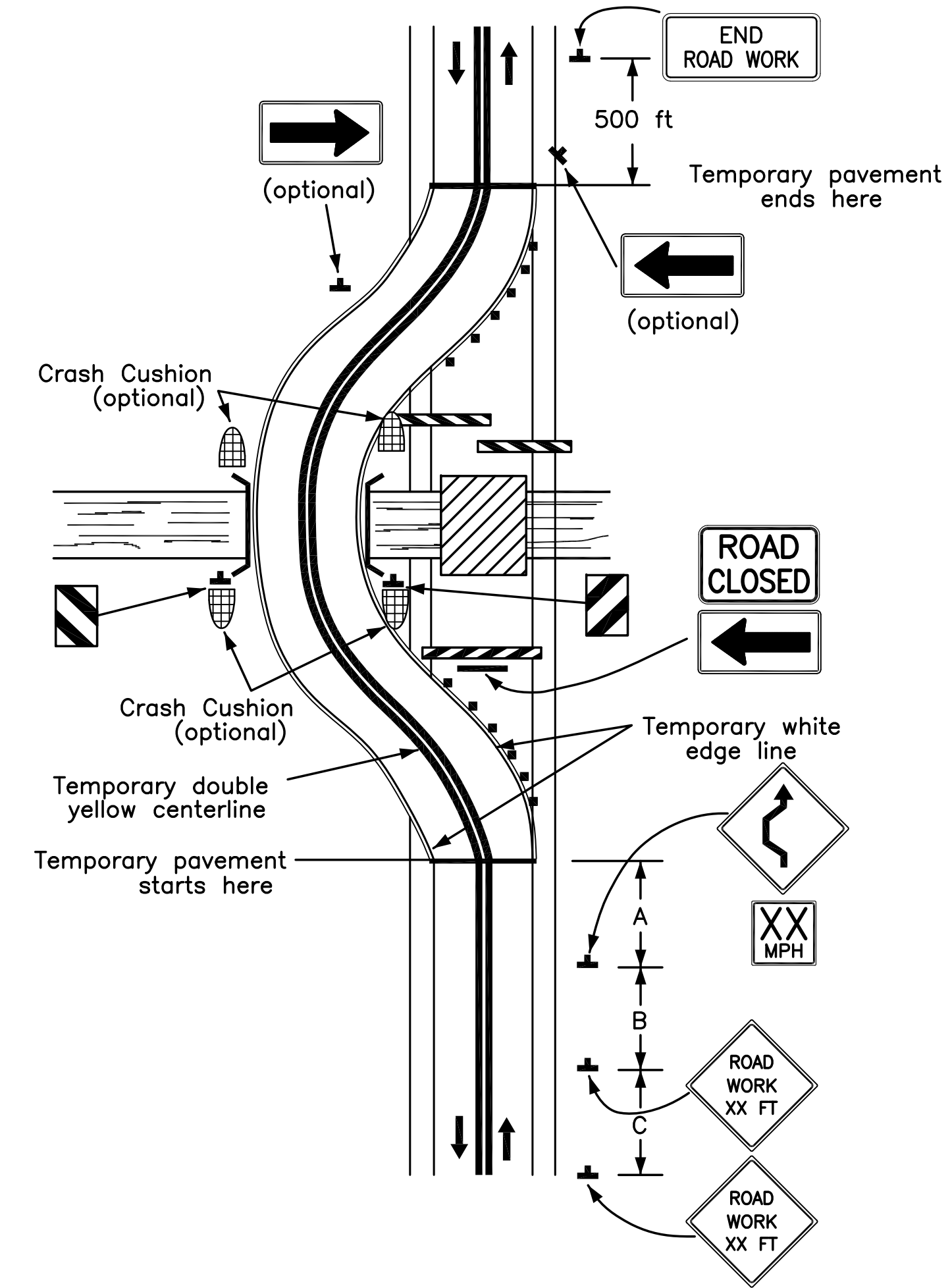
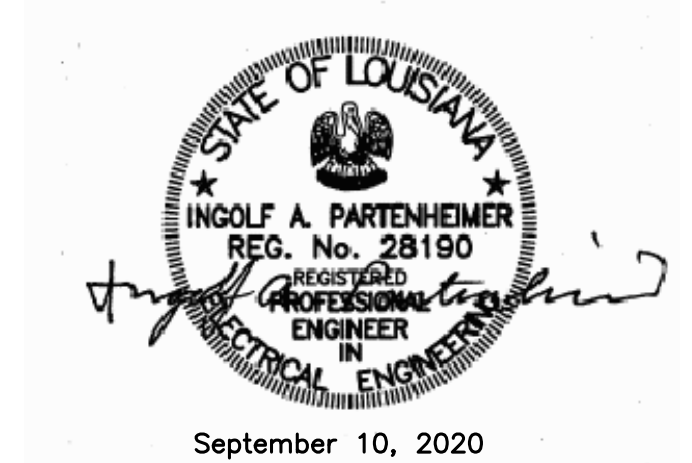


Figure TA-7
Road Closed with Diversion

NOTES:

1. Sign 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 Six Hundred (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 Six Hundred (600) ft, and the diversion has sharp curves with recommended speeds of Thirty (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.



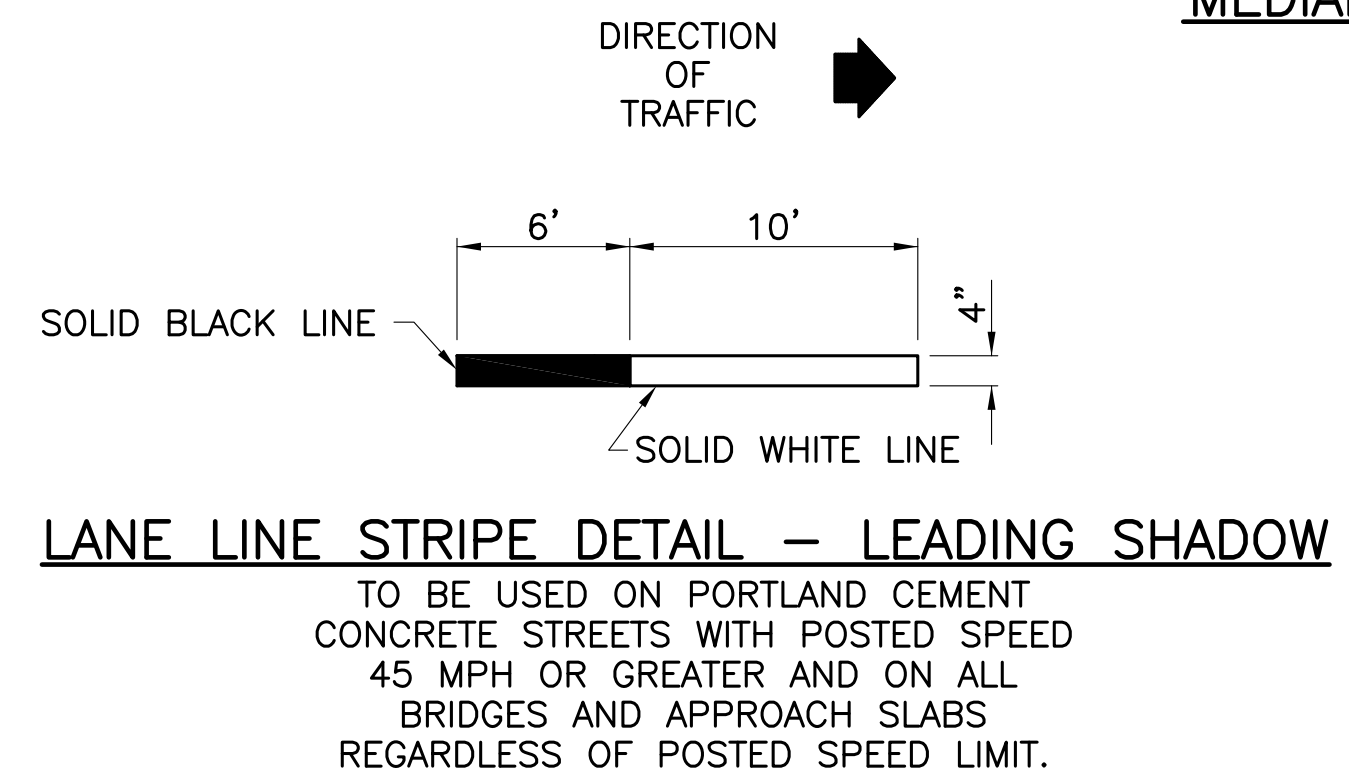
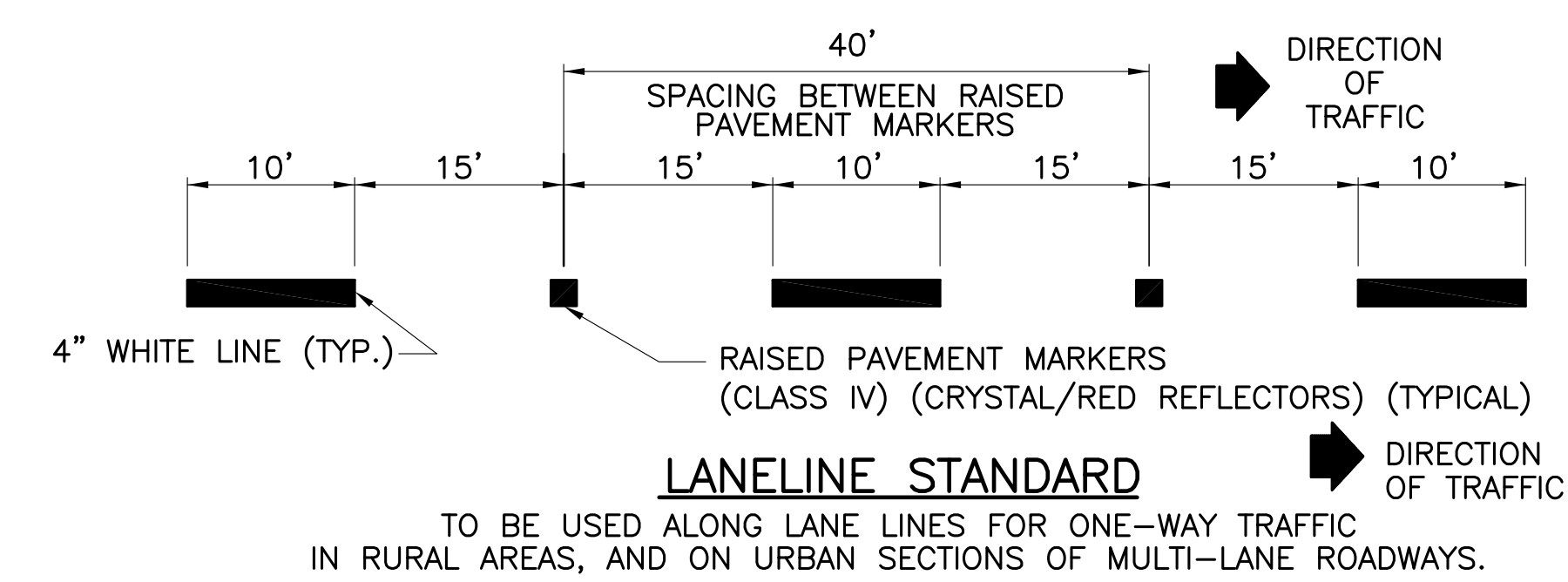
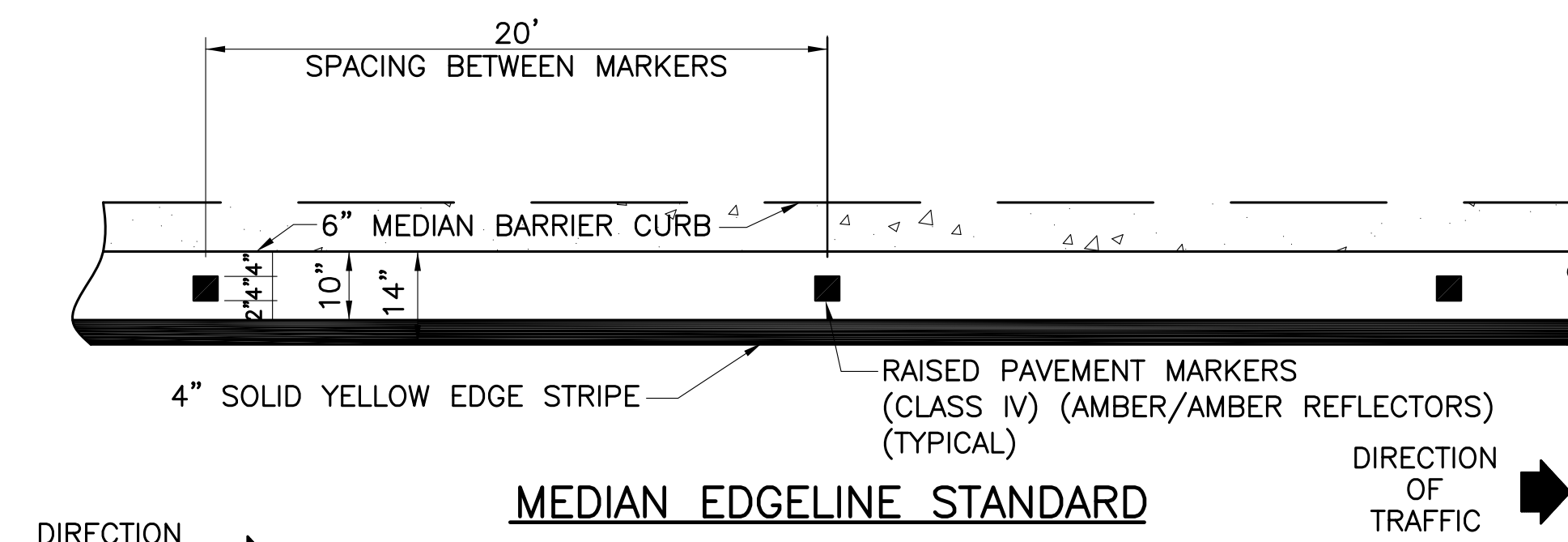
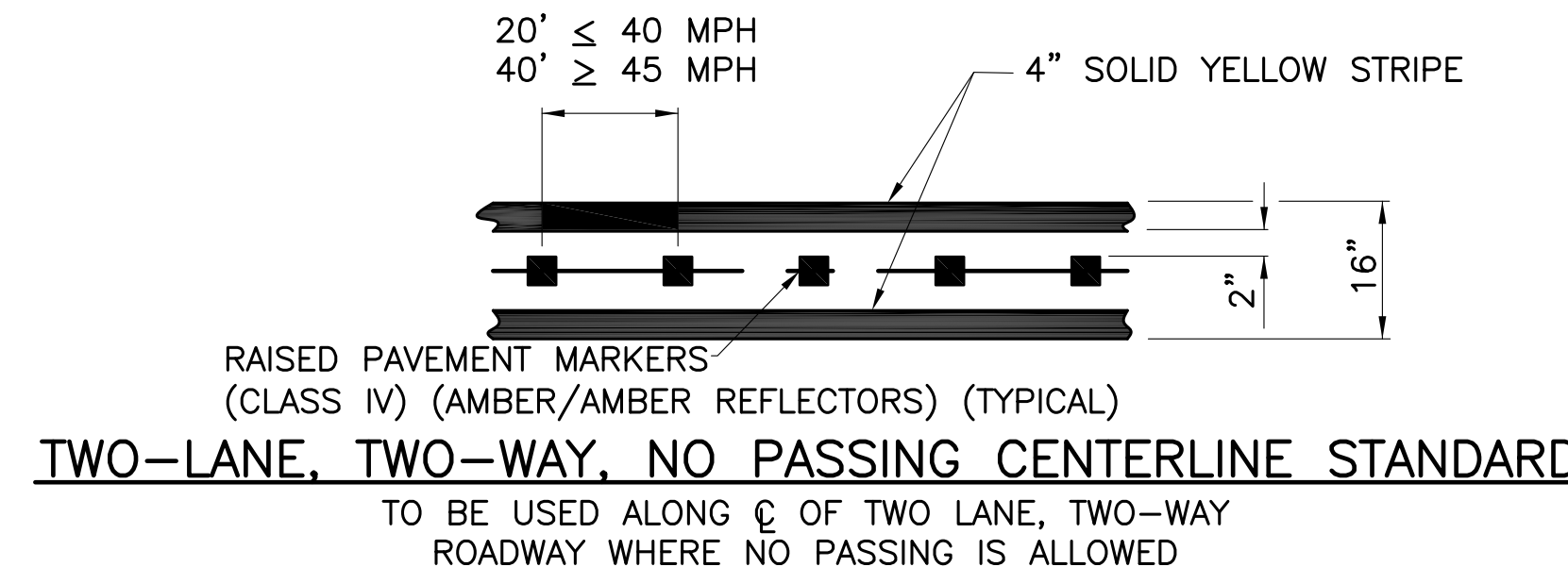
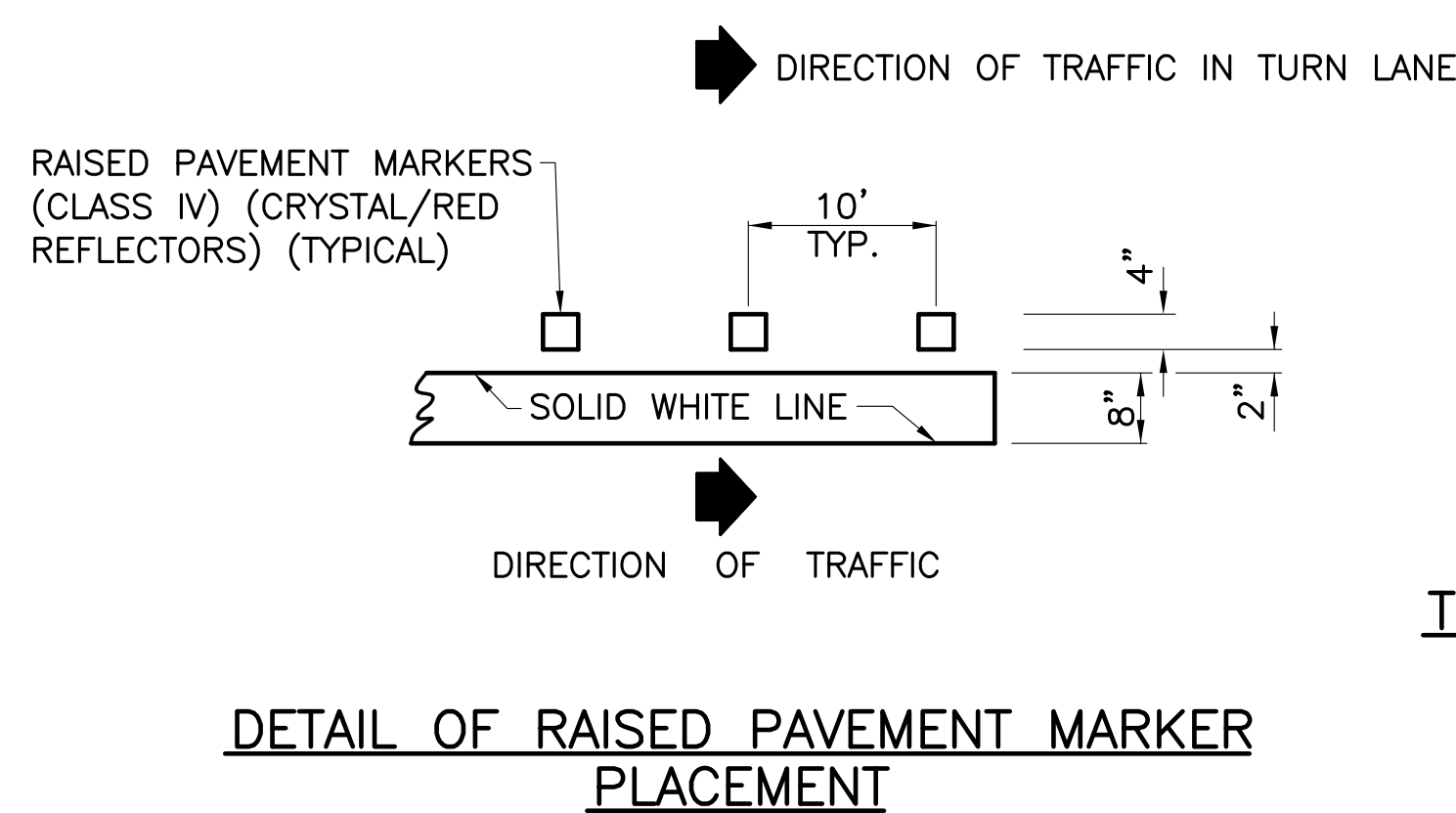
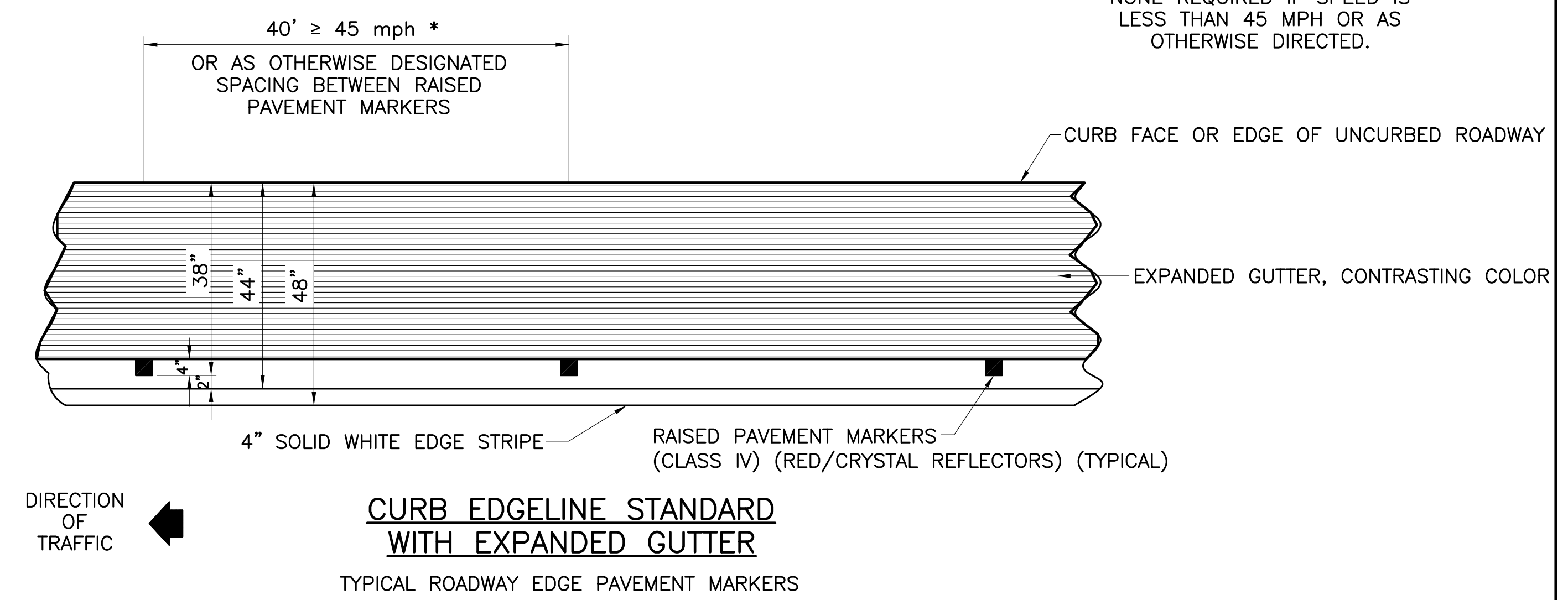
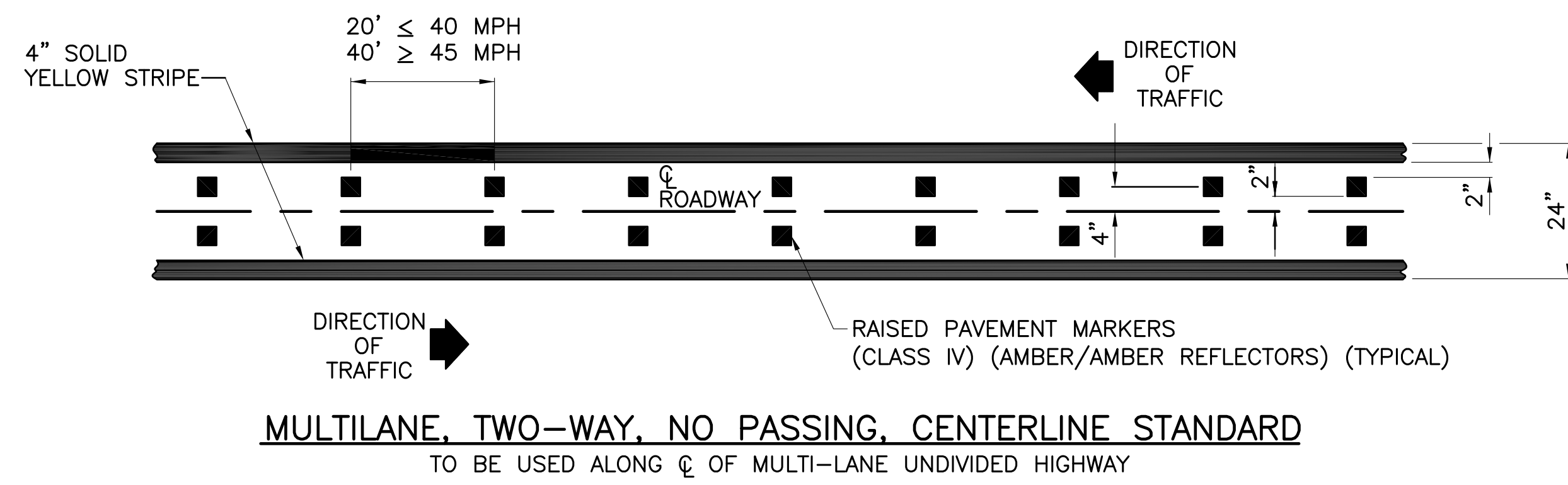
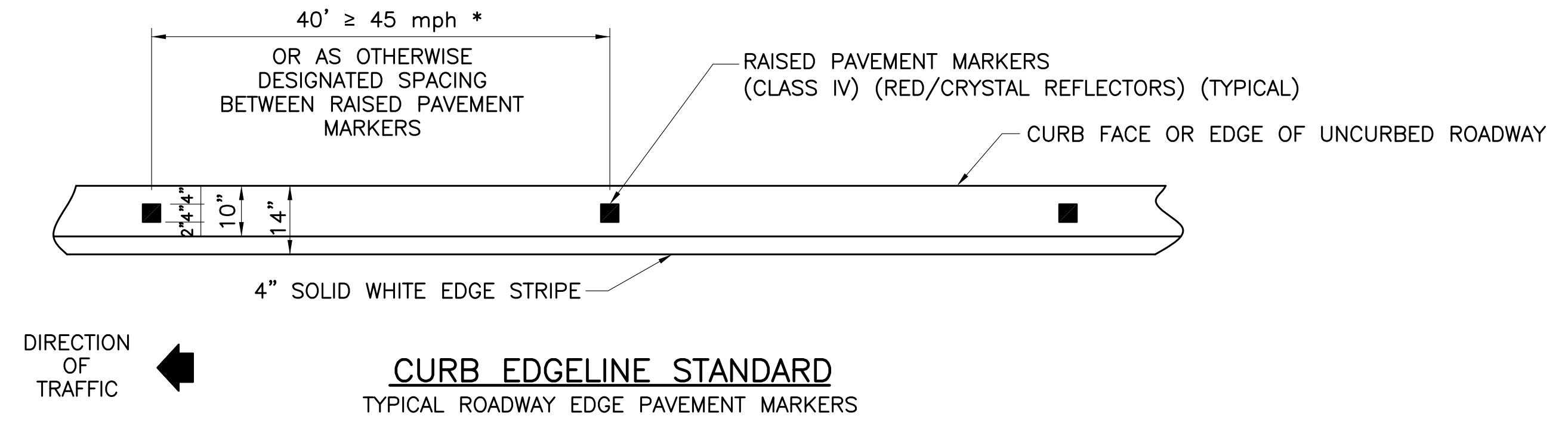
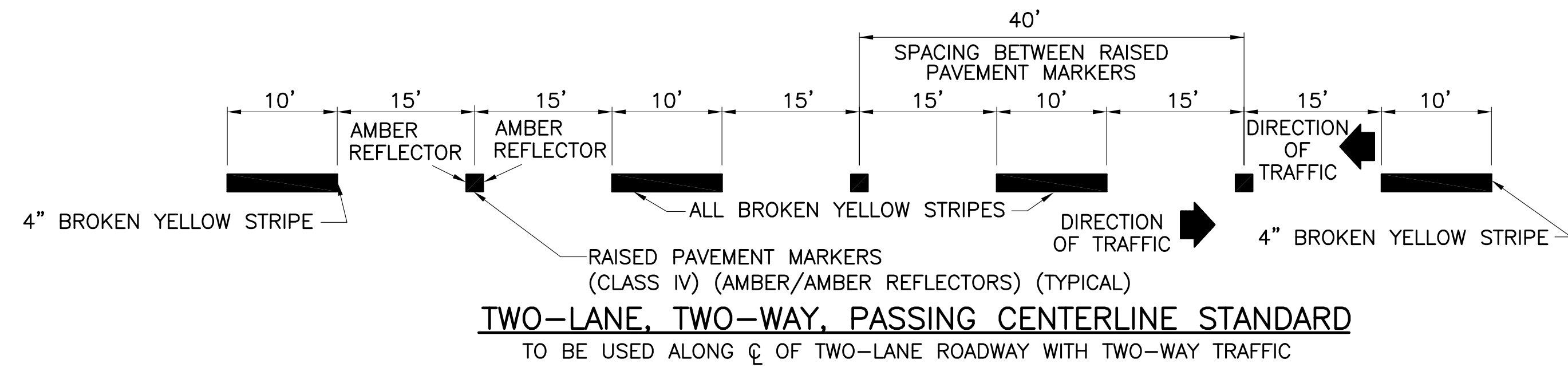
STANDARD PLAN NO. 905-04	DATED JULY 3, 2019	SHEET NO. 1 OF 1
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TEMPORARY TRAFFIC CONTROL
TYPICAL APPLICATIONS

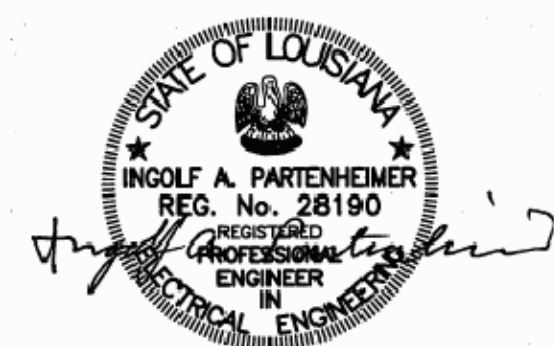
ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED MUTCD	DRAWN G. CHENG	CHECKED S. EDEL	APPROVED I. PARTENHEIMER

DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET



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



JUNE 13, 2008

STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 1 OF 8
ROADWAY MARKING AND TYPICAL DETAILS		
ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE		
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
		APPROVED I. PARTENHEIMER

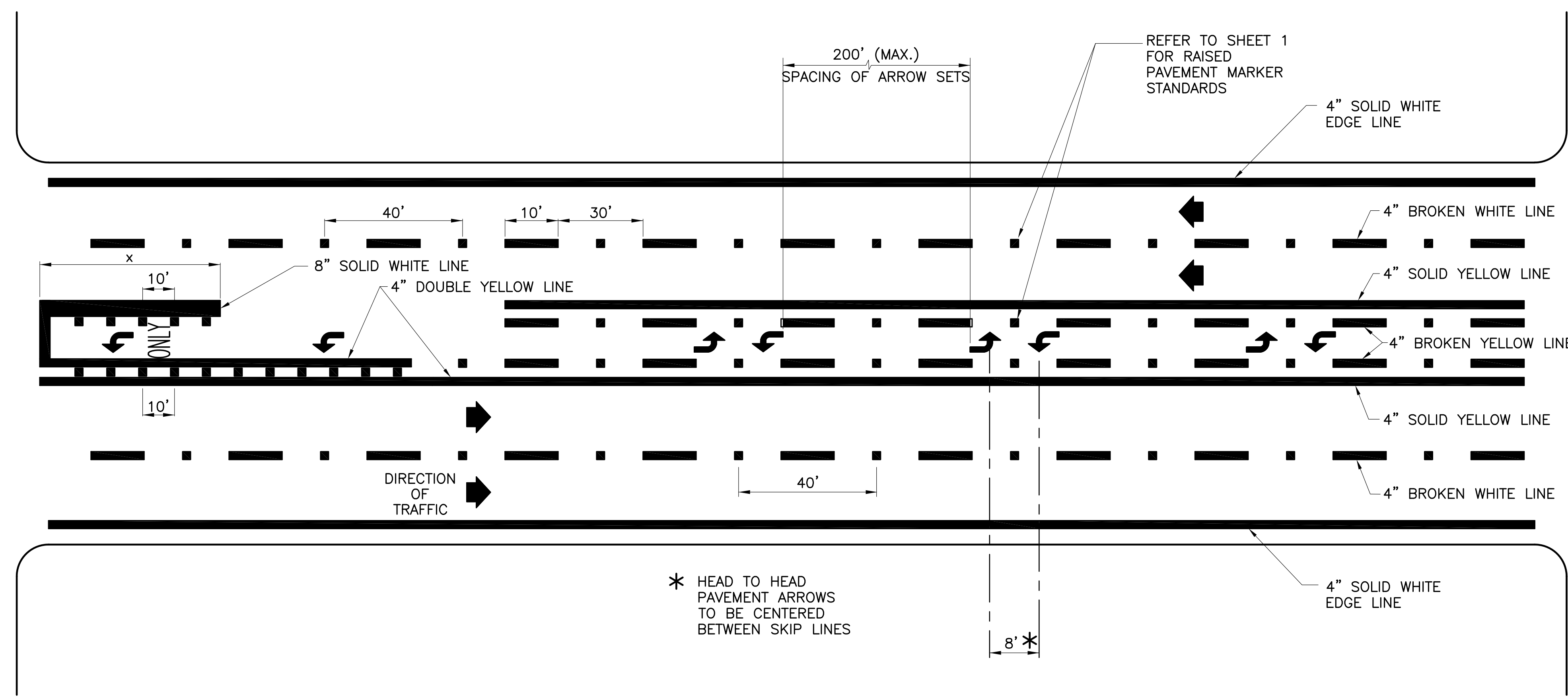
DATE	DESCRIPTION REVISIONS	BY

ENGINEERING AUTODESK LAND DESKTOP STDLAY FORM C.V.

PROJECT NO.	SHEET

MAJOR CROSS STREET

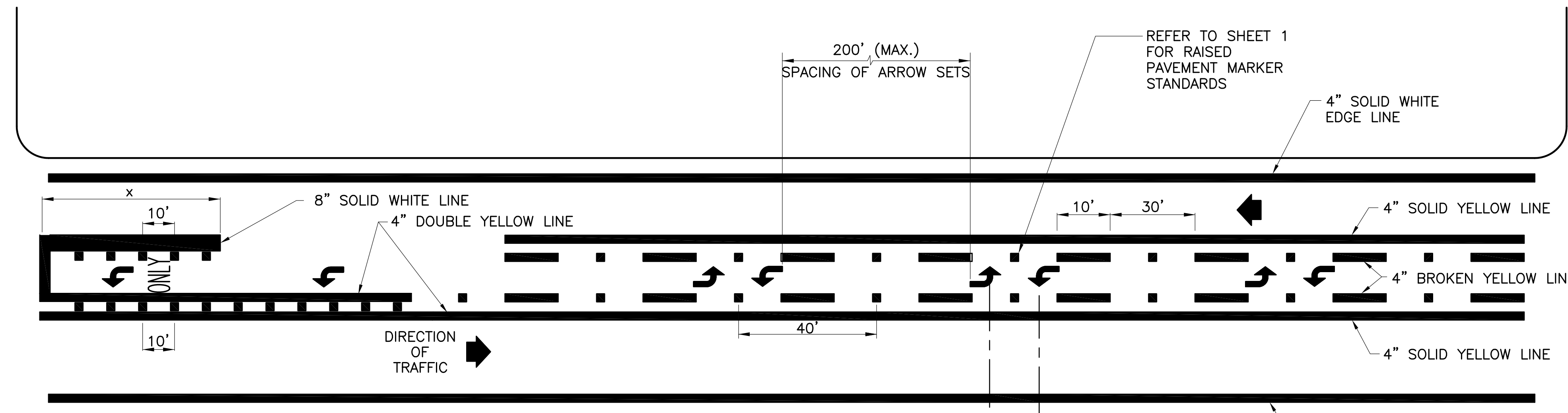
MINOR CROSS STREET



TWO WAY LEFT TURN LANE MARKINGS
5-LANE ROADWAY

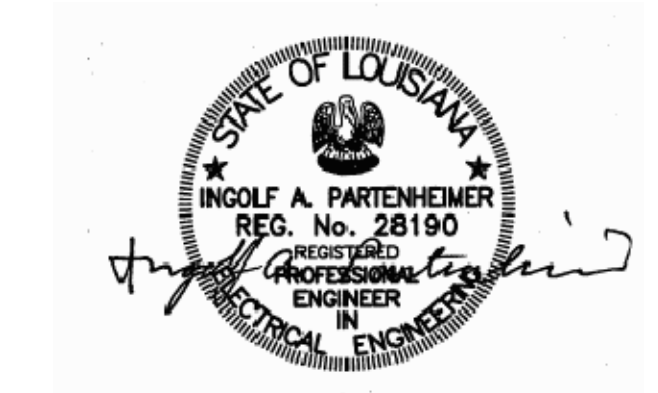
MAJOR CROSS STREET

MINOR CROSS STREET



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

TWO WAY LEFT TURN LANE MARKINGS
3-LANE ROADWAY



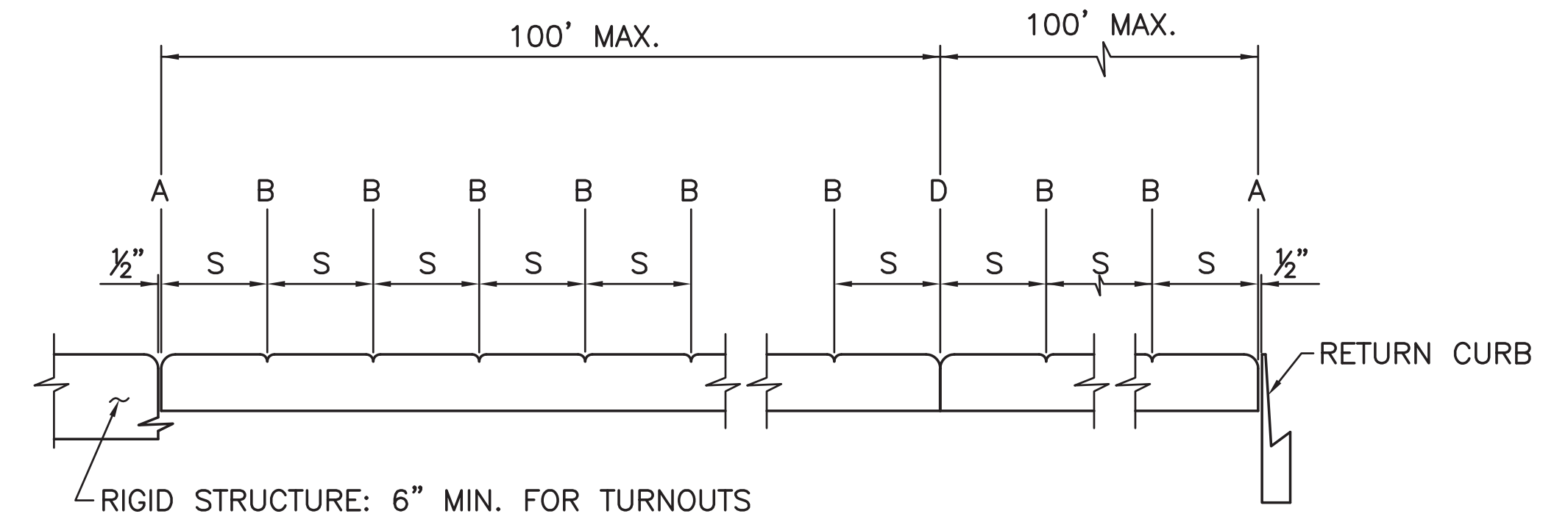
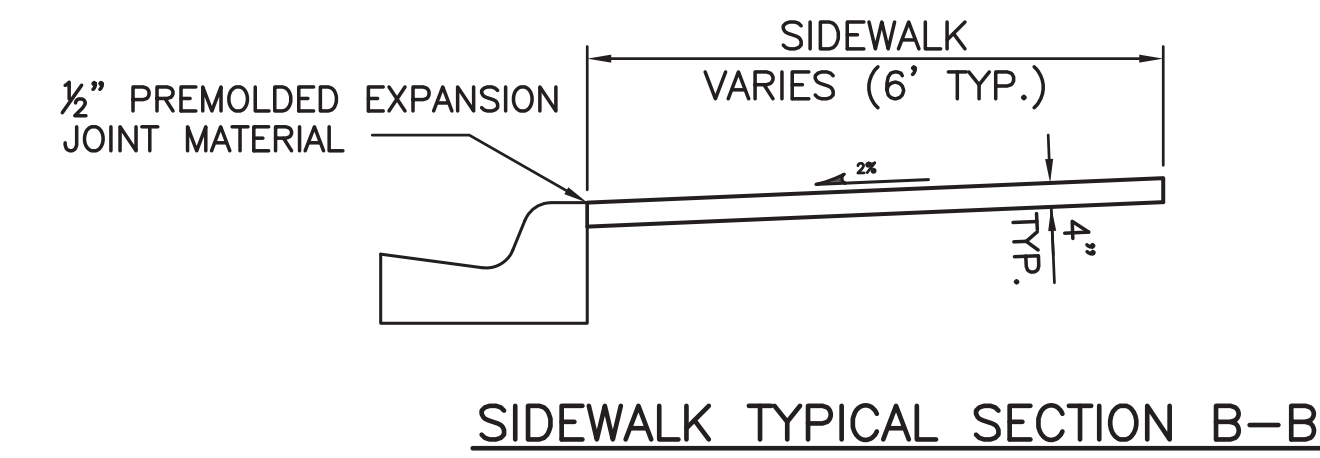
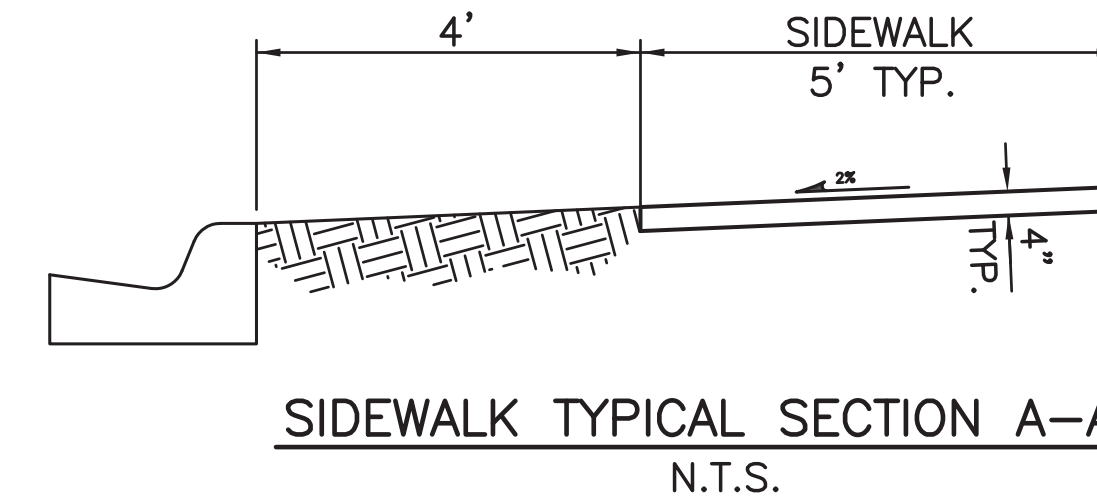
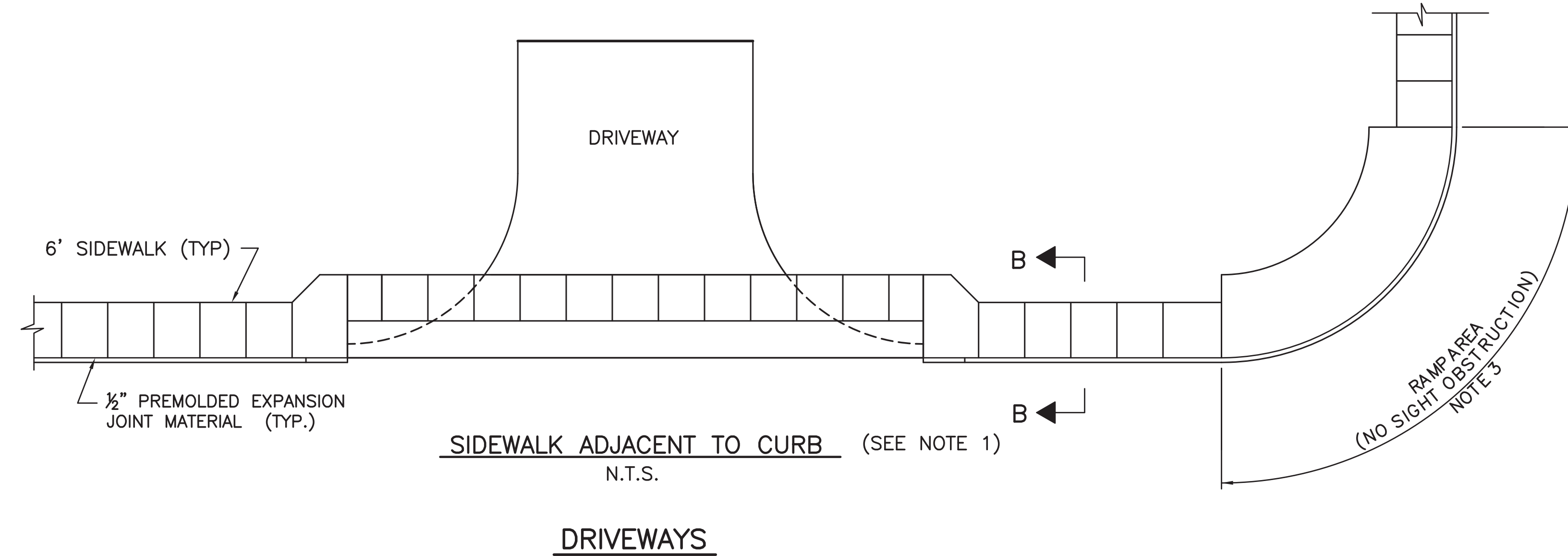
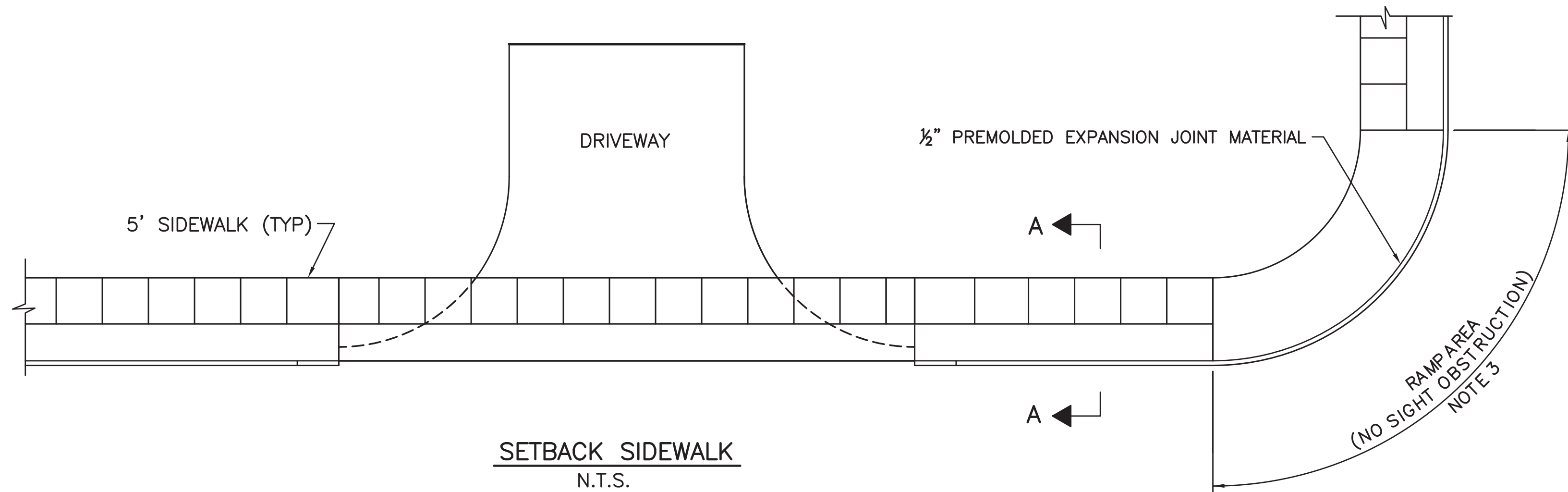
JUNE 13, 2008

STANDARD PLAN NO. 905-50	DATED JUNE 13, 2008	SHEET NO. 3 OF 8
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ROADWAY MARKING
AND
TYPICAL DETAILS

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

DATE	DESCRIPTION REVISIONS	BY



OPEN JOINTS
LONGITUDINAL SECTION
SIDEWALK JOINTS

JOINT LEGEND

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

NOTES:

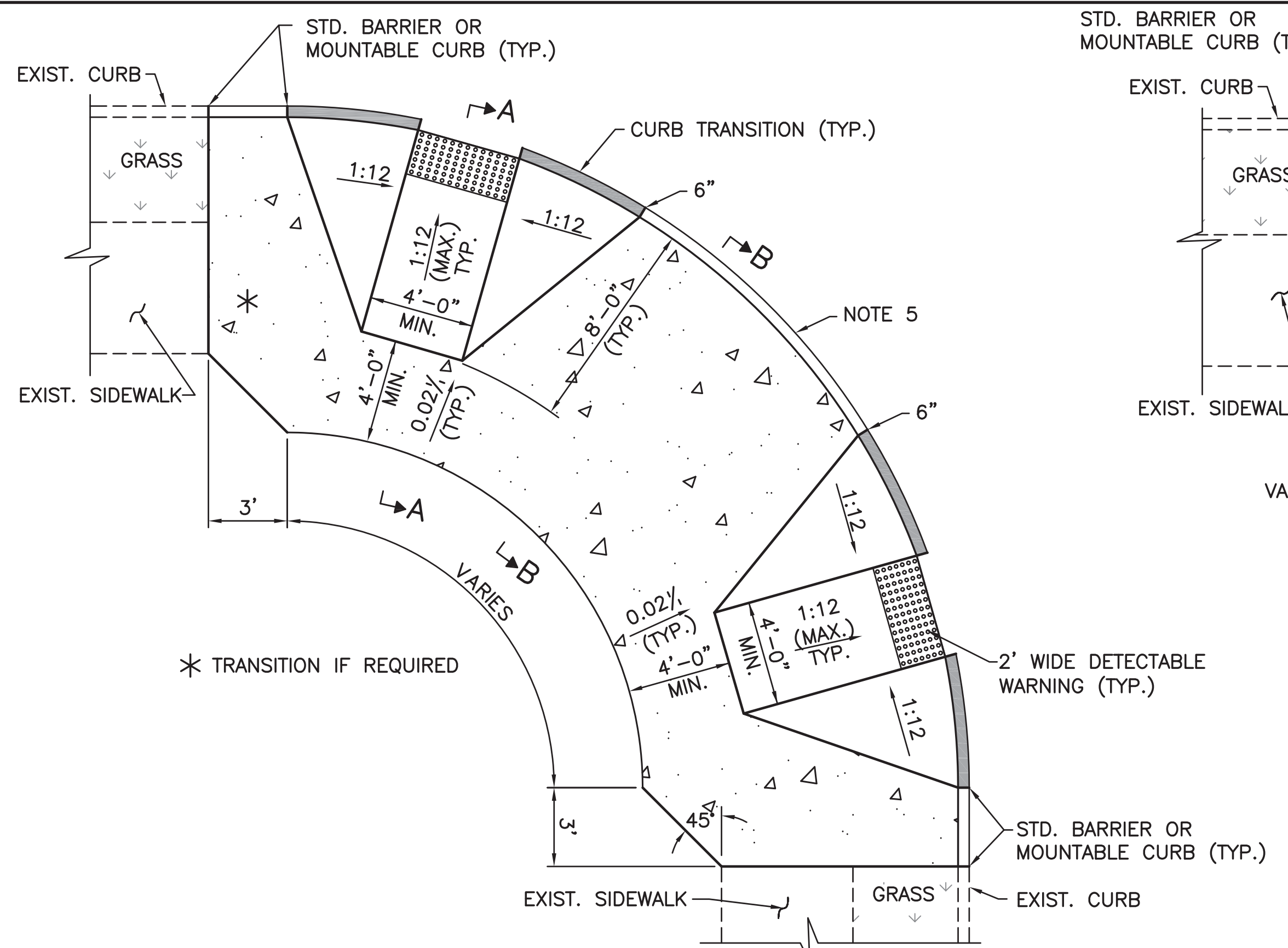
1. REFER TO 907-03-COMMERCIAL DRIVEWAYS.
2. REFER TO 907-04-RESIDENTIAL DRIVEWAYS.
3. THE TYPICAL HANDICAP RAMP INSTALLATION WILL BE DUAL FLARED RAMPS (LAYOUT 1 - SHEET 2).
4. REFER TO SHT. 907-02, CURB AND GUTTER DETAILS.

DATE	DESCRIPTION REVISIONS	BY

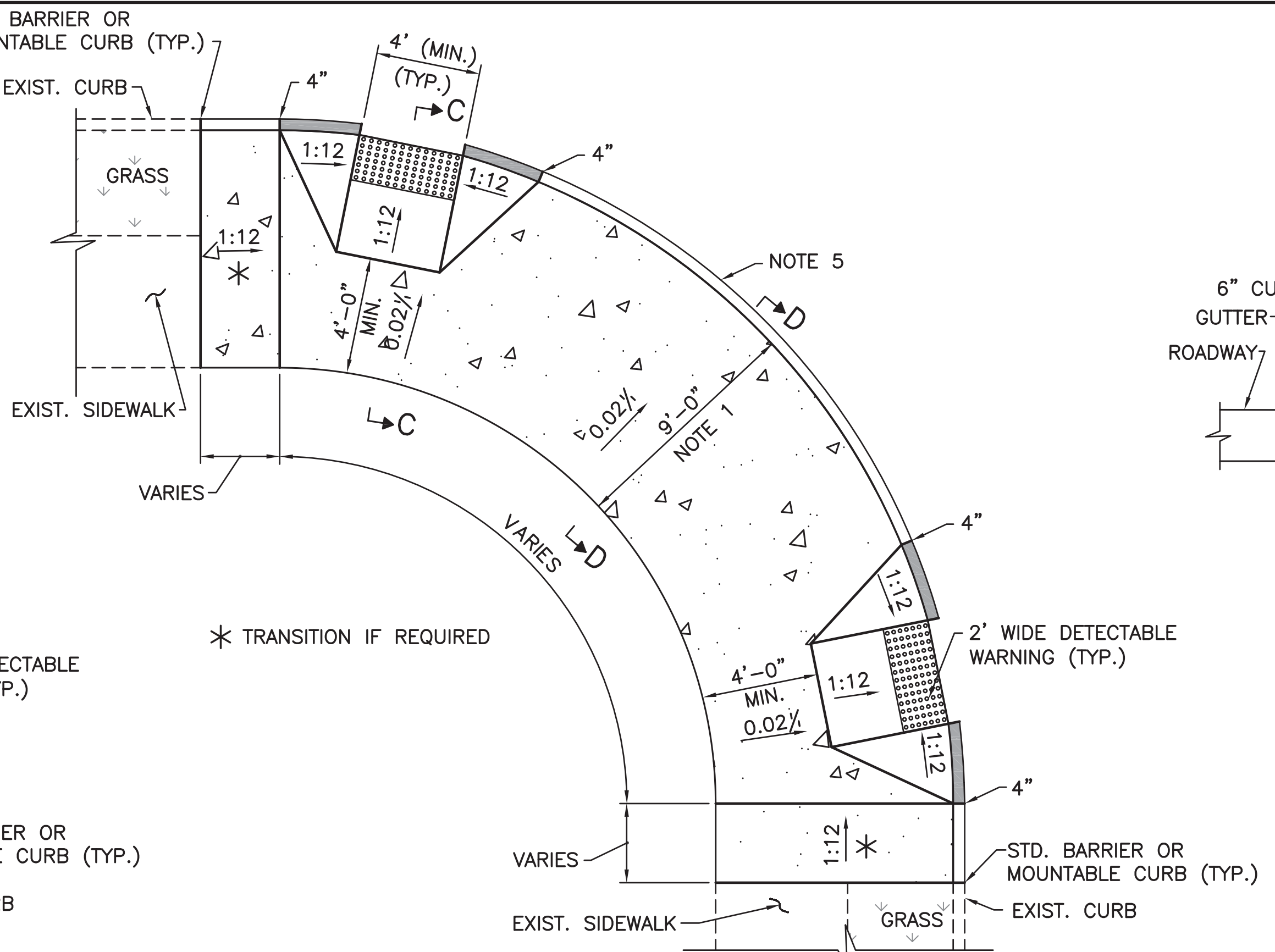


STANDARD PLAN NO. 907-01	DATED AUGUST 8, 2008	SHEET NO. 1 OF 6
SIDEWALK AND HANDICAP RAMPS (TYPICAL INSTALLATIONS)		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED T. STEPHENS		

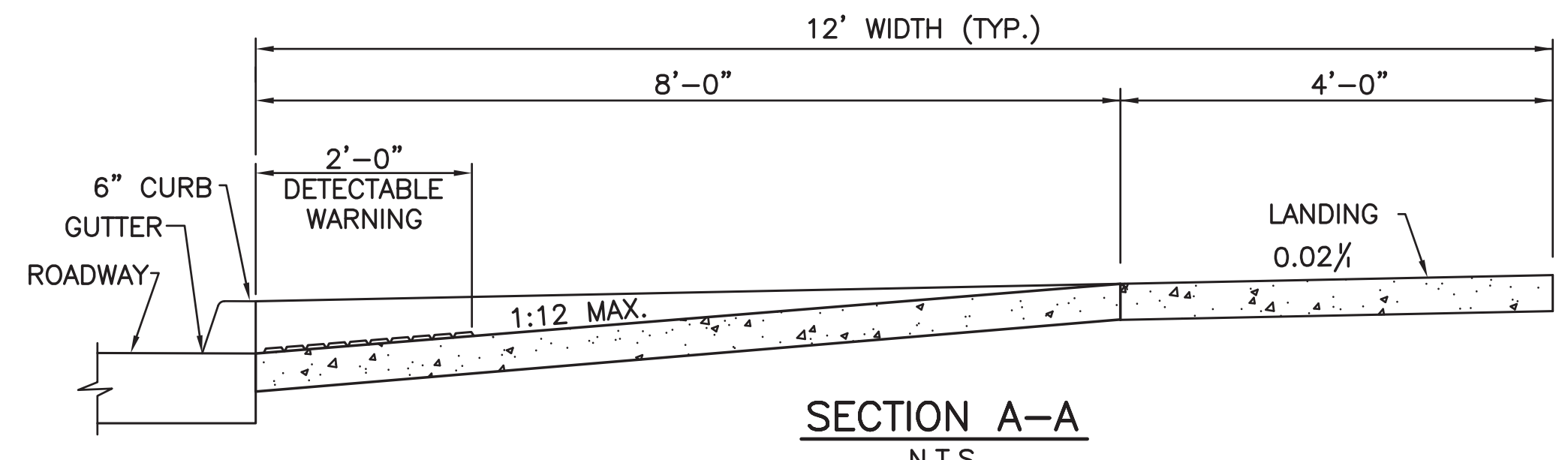
PROJECT NO.	SHEET



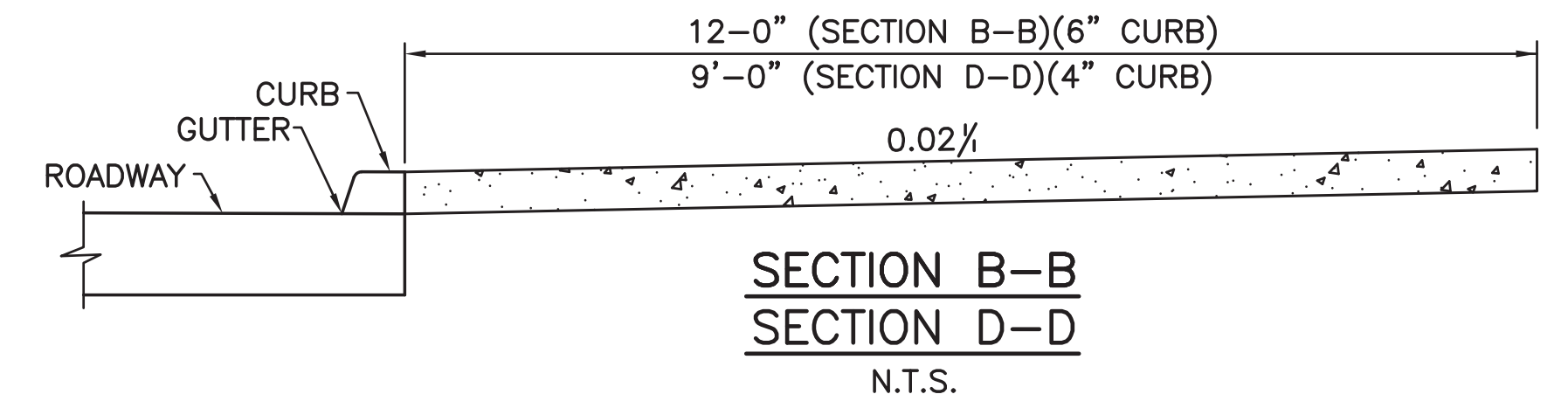
LAYOUT 1
DUAL CORNER RAMP (FLARED)
STANDARD CONDITION
 (REFER TO NOTES)



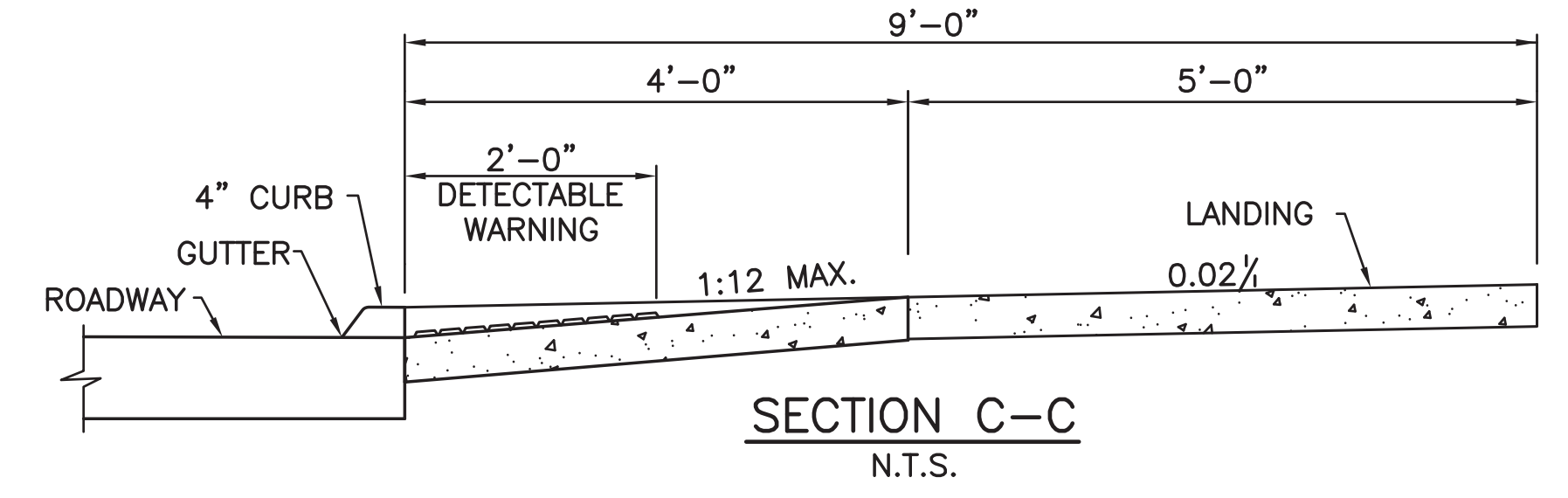
LAYOUT 2
DUAL CORNER RAMP (FLARED)
CONSTRAINED CONDITION
 (REFER TO NOTES)



SECTION A-A
 N.T.S.



SECTION B-B
SECTION D-D
 N.T.S.

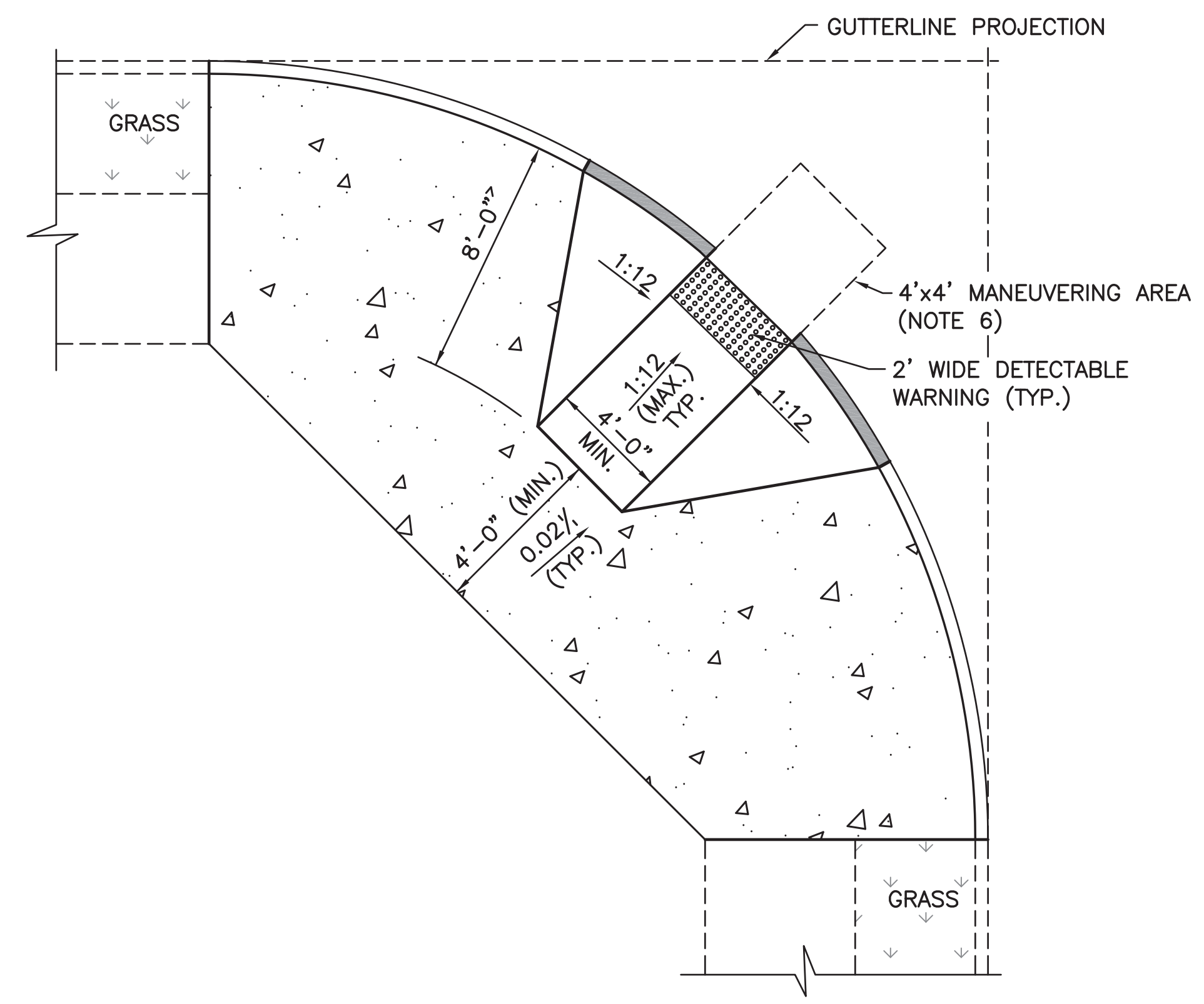


SECTION C-C
 N.T.S.

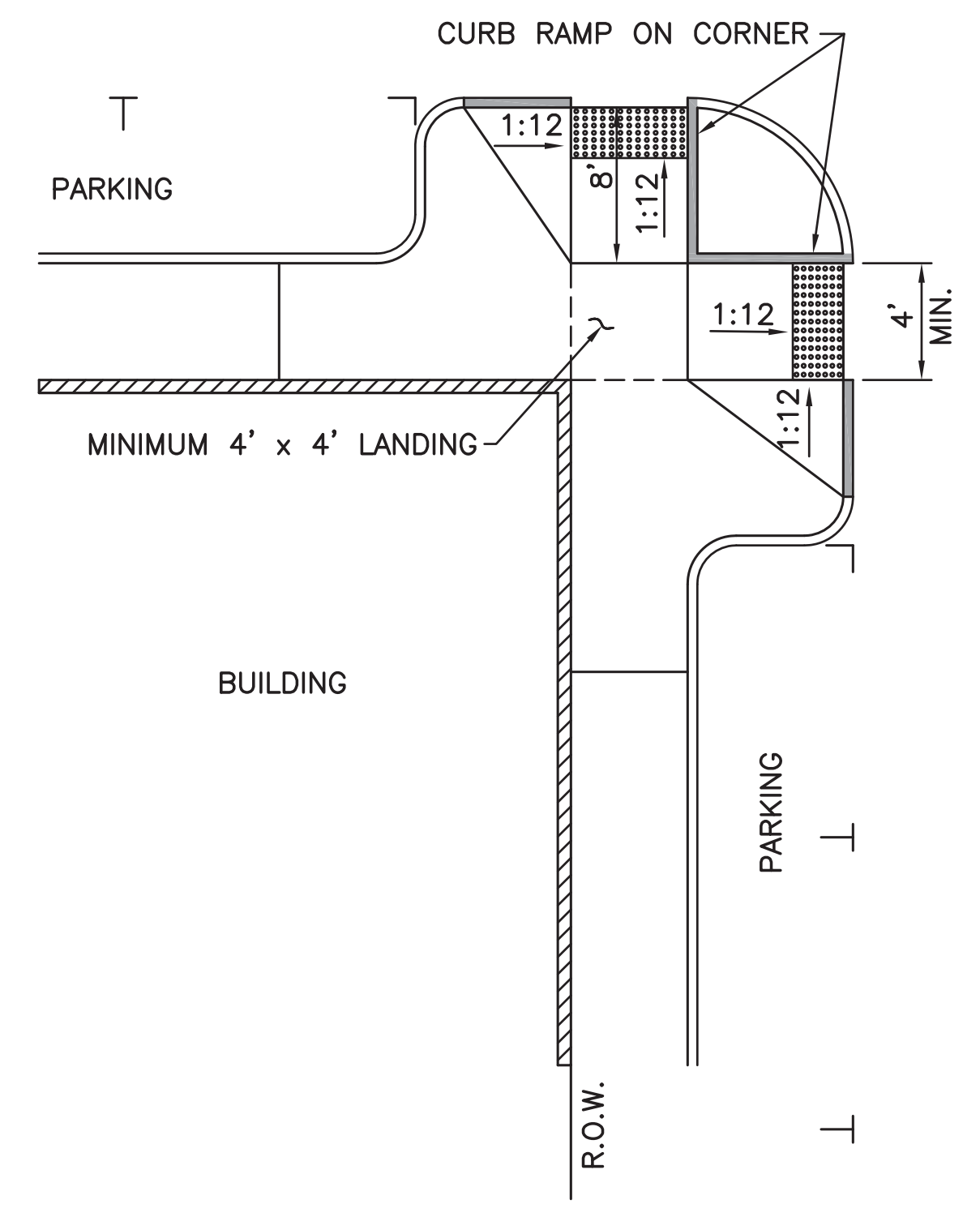
■ AREAS OF CURB MODIFICATION

NOTES:

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



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



LAYOUT 4
CORNER CURB EXTENSIONS (BULB-OUTS)

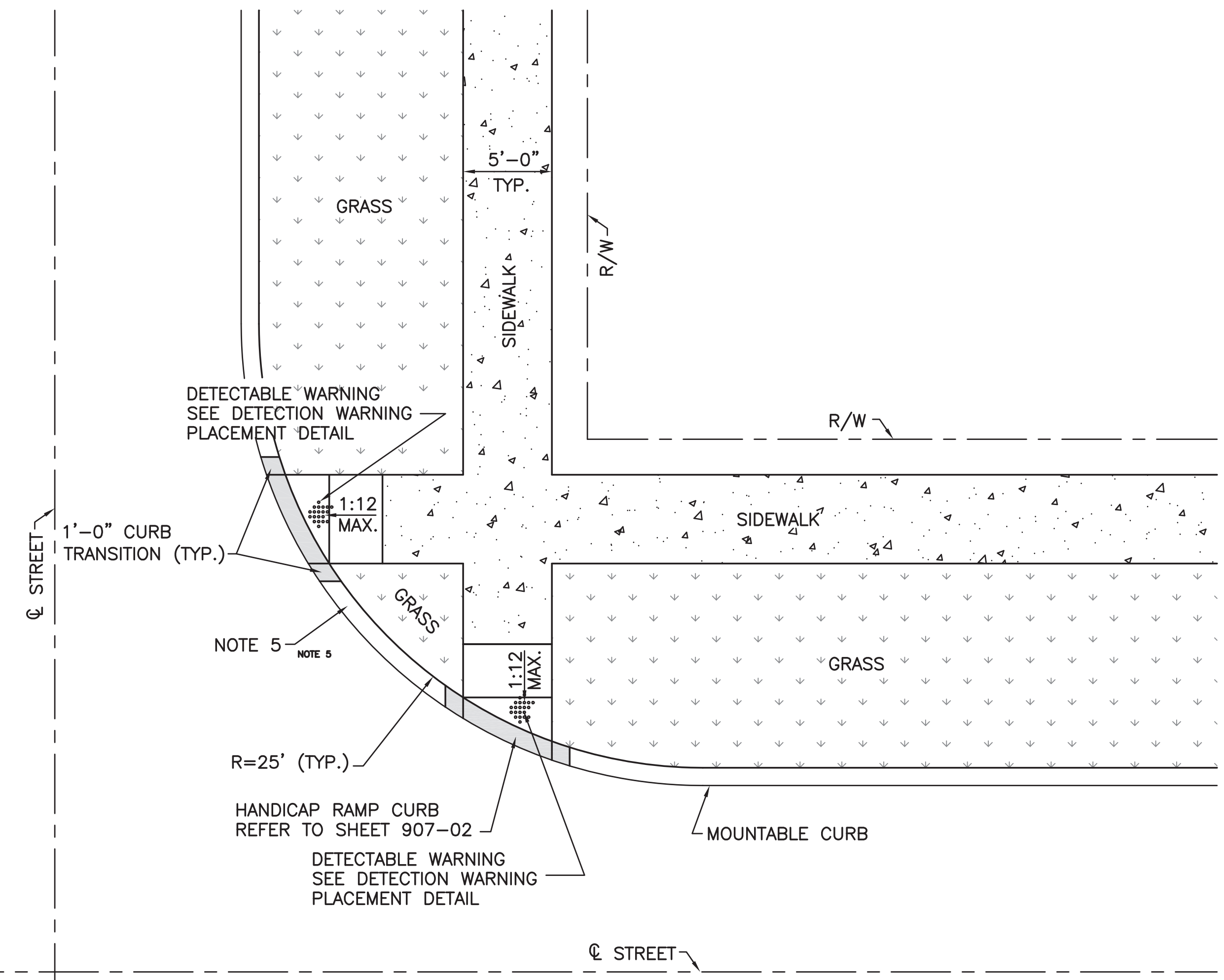
HANDICAP RAMPS - PLAN VIEWS
 N.T.S.

STATE OF LOUISIANA
 THOMAS A. STEPHENS
 LICENSE NO. 19417
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
 2/16/2018

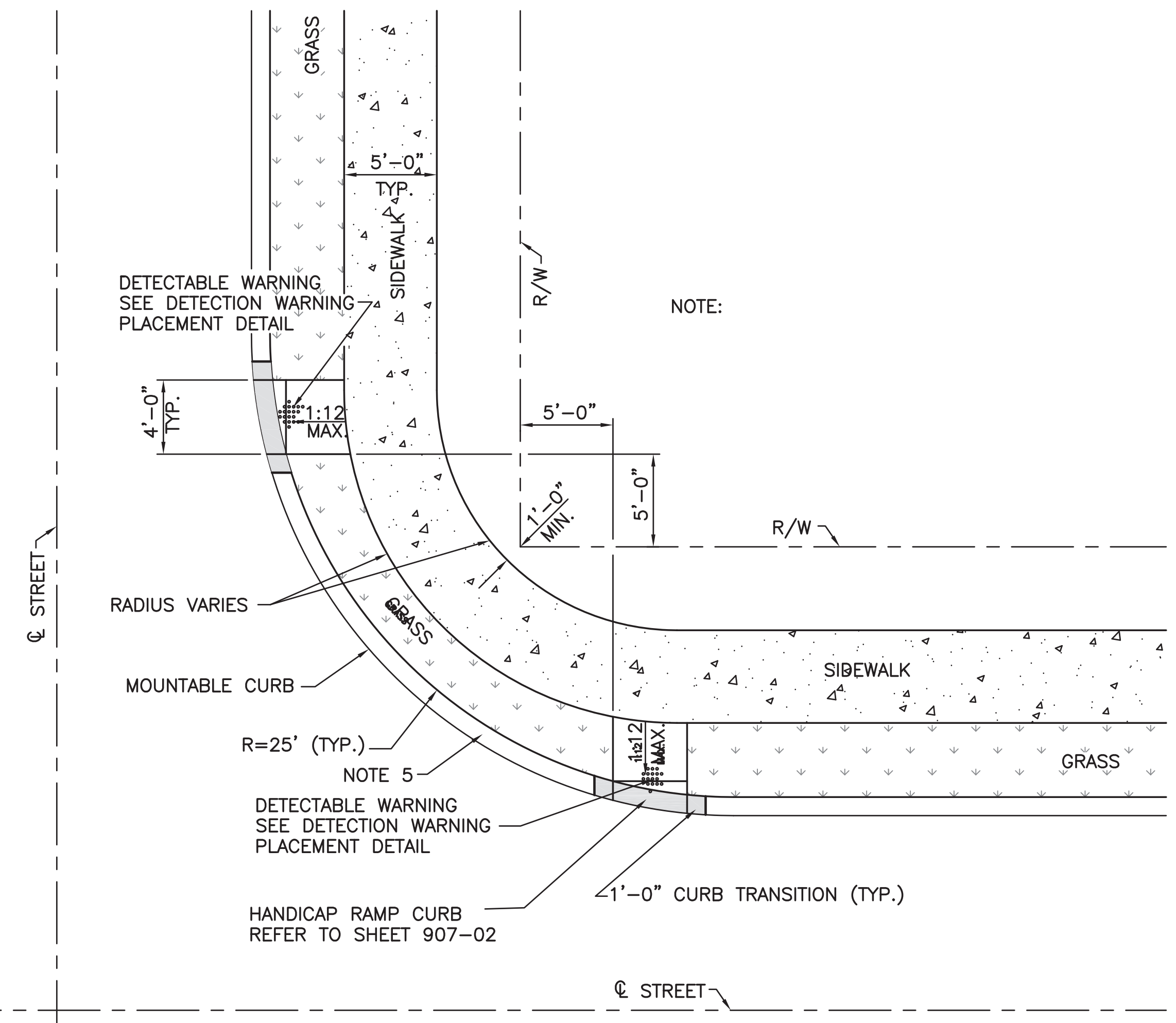
STANDARD PLAN NO. 907-01	DATED AUGUST 8, 2008	SHEET NO. 2 OF 6
SIDEWALK AND HANDICAP RAMPS - STREETS (TYPICAL LAYOUTS)		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED T. STEPHENS		

DATE	DESCRIPTION REVISIONS	BY

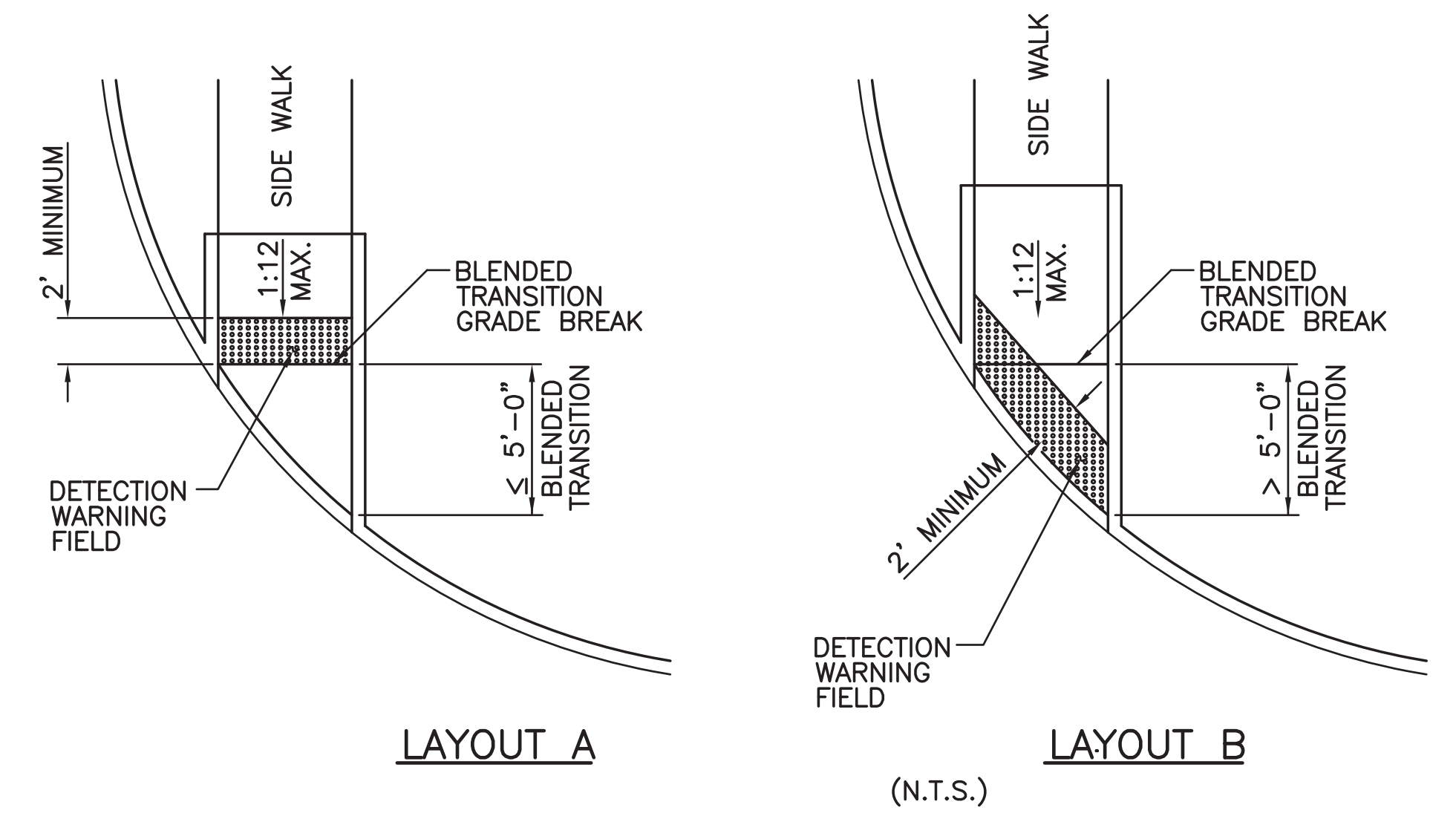
PROJECT NO.	SHEET



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



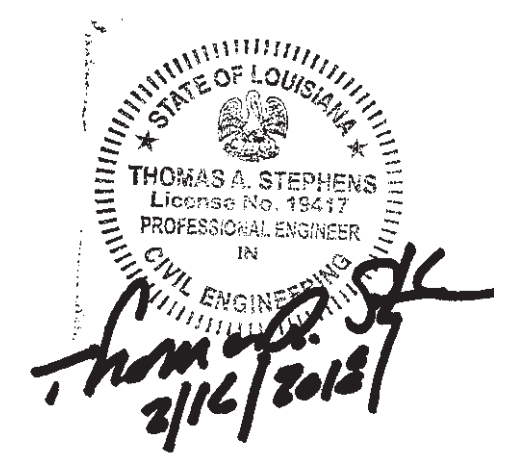
DUAL CORNER RAMP – LAYOUT 2
(FOR USE IN RESIDENTIAL SUBDIVISION WITH GEOMETRIC CONSTRAINTS)
(N.T.S.)



DETECTION WARNING PLACEMENT DETAIL

NOTES:

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 NOT BE STEEPER THAN 2% (1 ON 50) IN ANY DIRECTION.

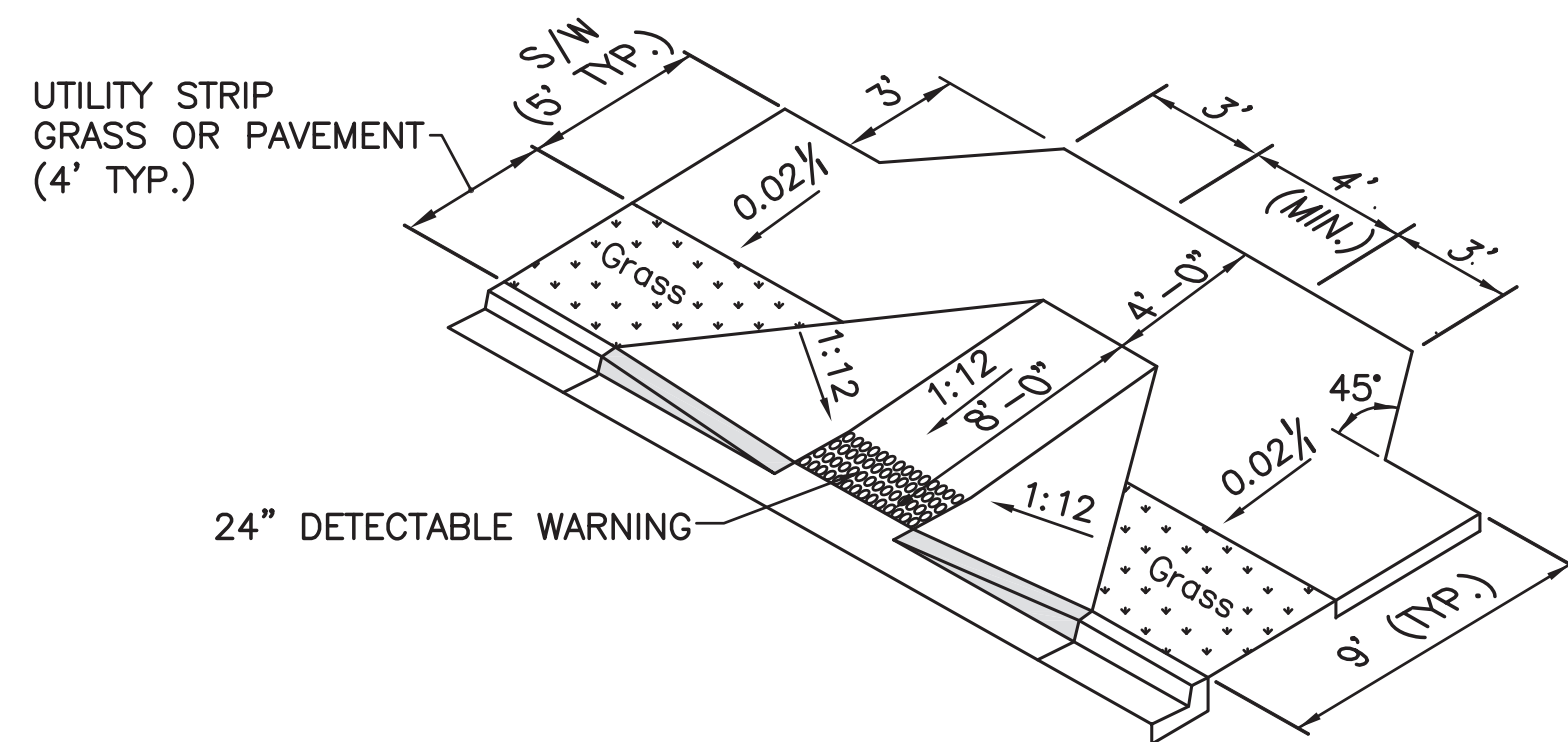


AREAS OF CURB MODIFICATION

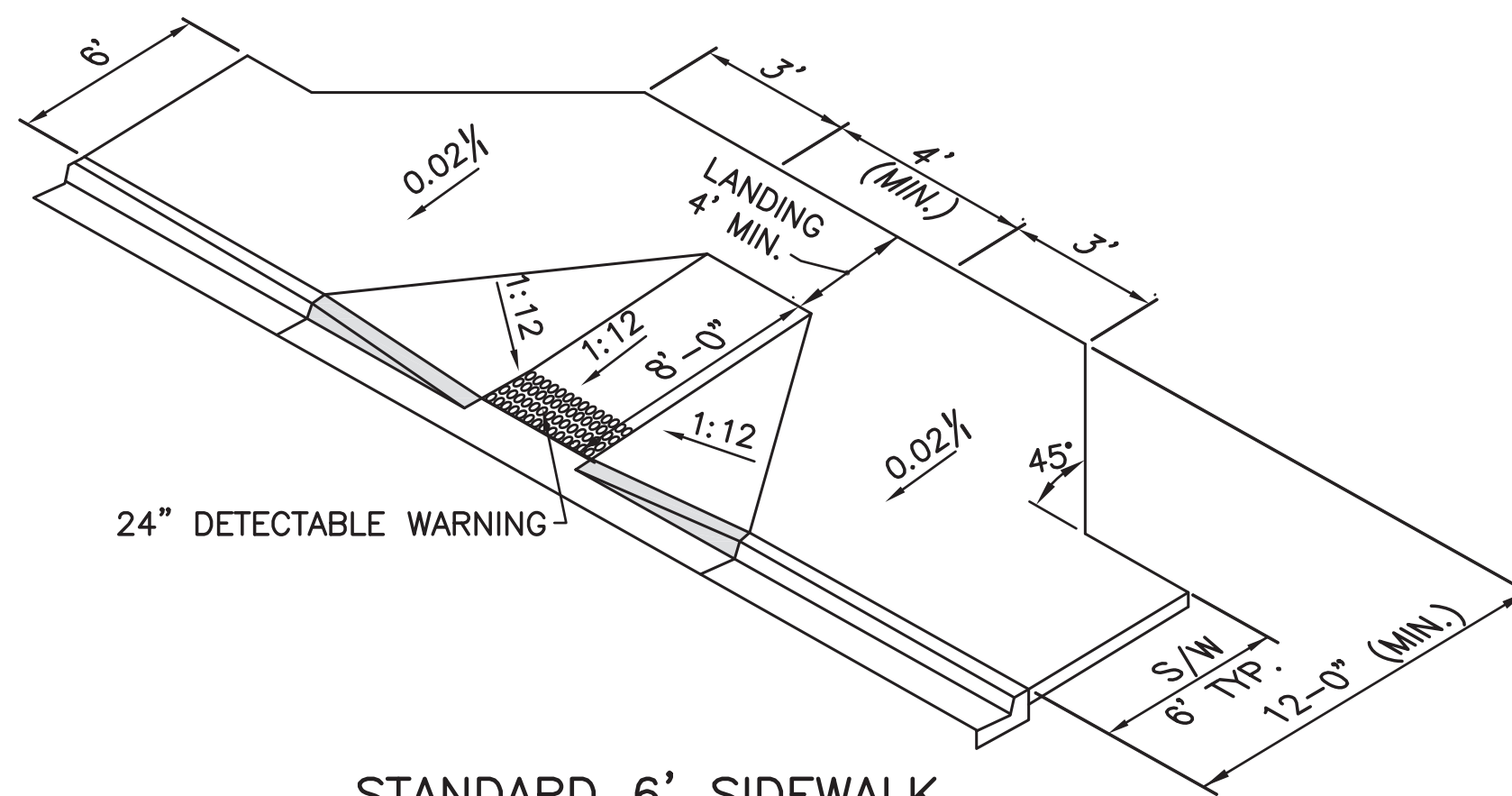
4/25/11	ADD DETECTION WARNING PLACEMENT DETAIL	G.CHENG
DATE	DESCRIPTION	BY
	REVISIONS	

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

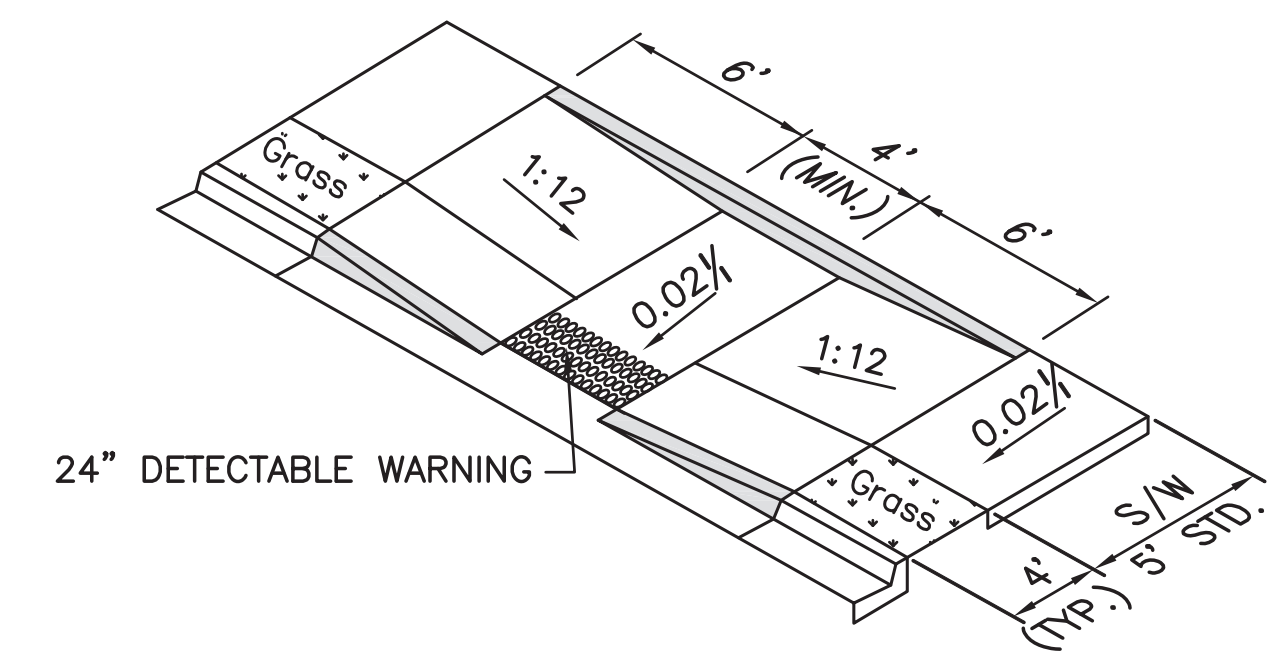
ENGINEERING AUTOBESK LAND DESKTOP STD/LAY FORM G.V.



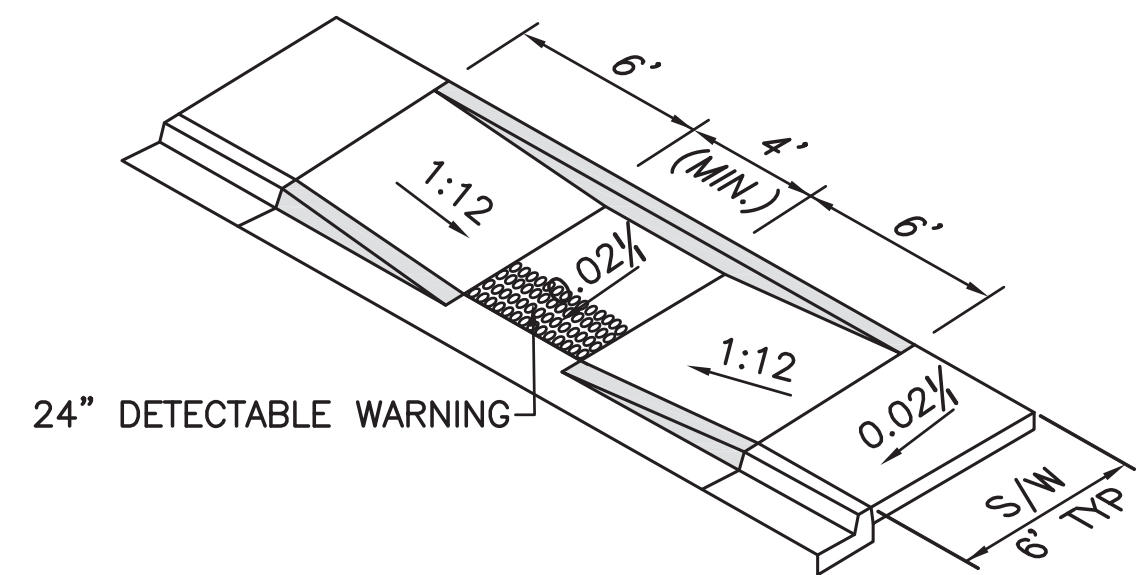
STANDARD 5' SIDEWALK
WITH FLARED SLOPES
TYPE ①
NTS



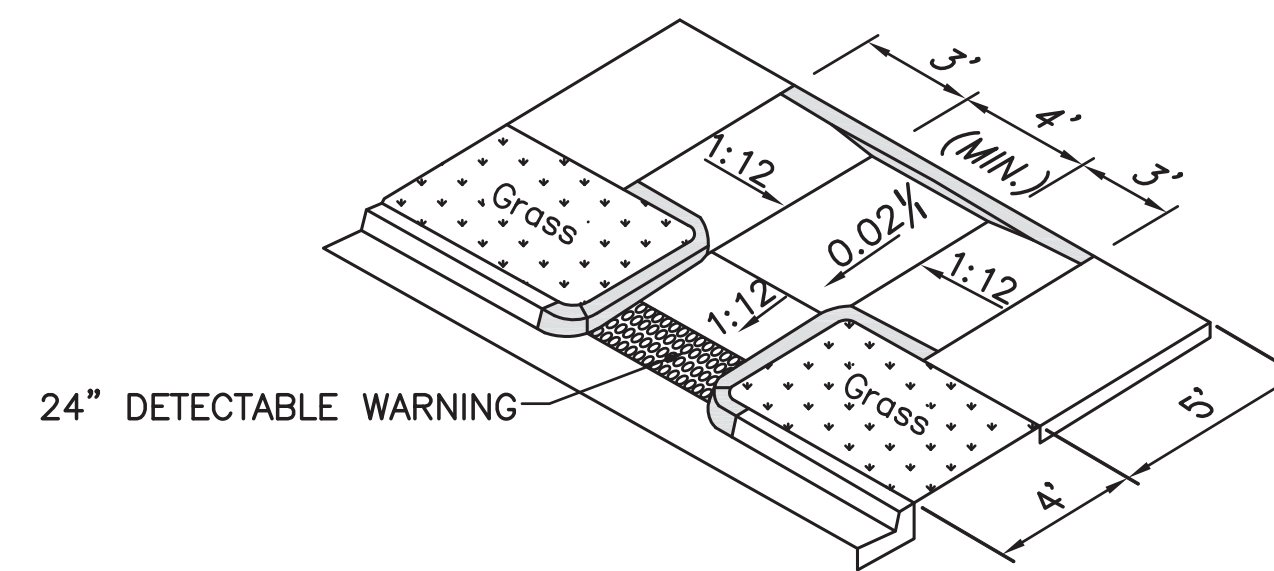
STANDARD 6' SIDEWALK
WITH FLARED RAMP
TYPE ②
NTS



STANDARD 5' SIDEWALK
WITH PAVED RAMP
TYPE ③
NTS



STANDARD 6' SIDEWALK
WITH PAVED RAMP
TYPE ④
NTS

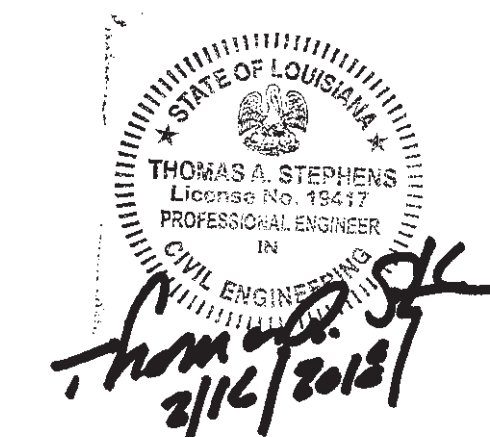


STANDARD 5' SIDEWALK
WITH CURBED RAMP
TYPE ⑤
(REFER TO NOTES, TYP.)
NTS

■ AREAS OF CURB MODIFICATION

NOTES:

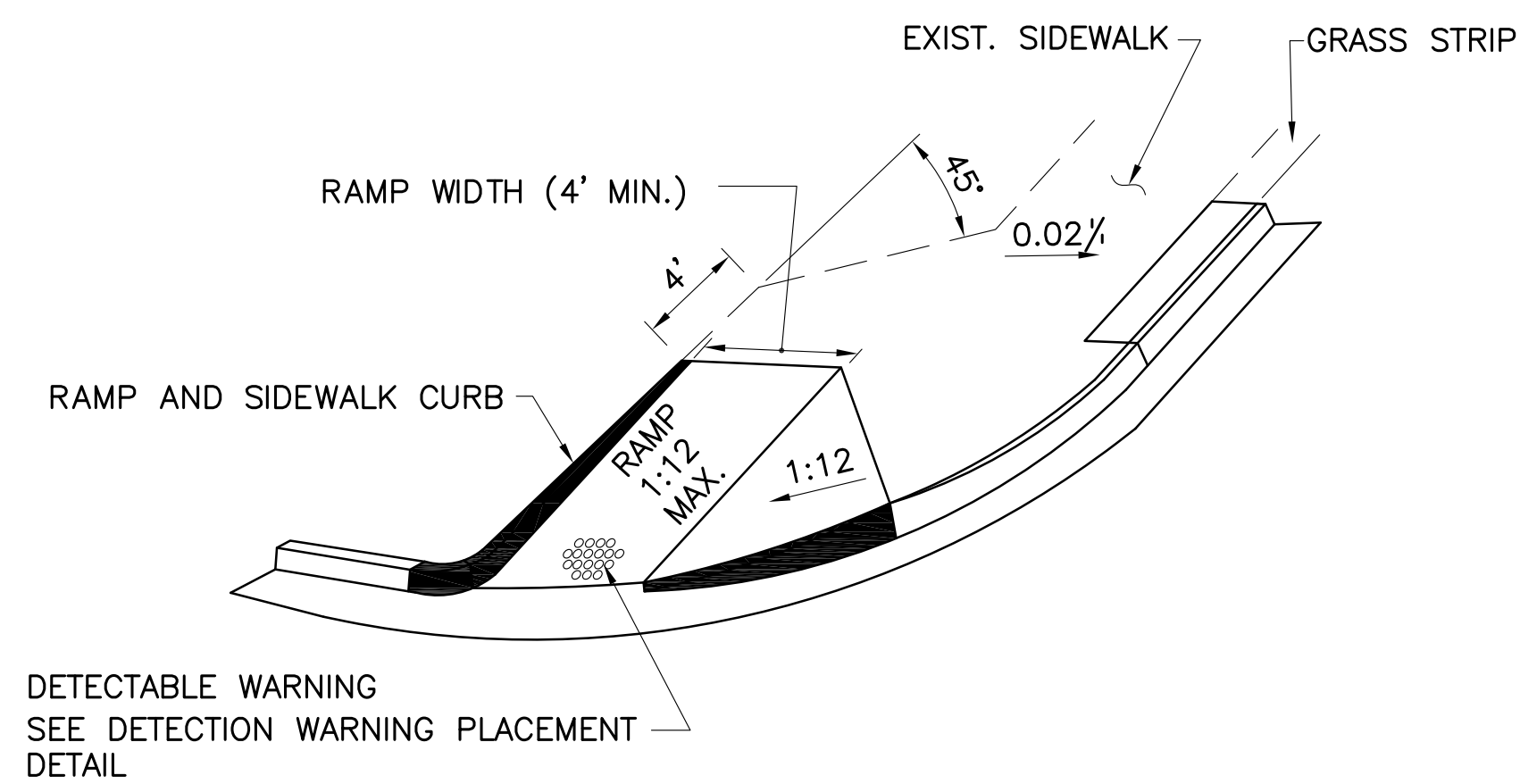
1. LOCATION OF ALL TRAFFIC STRIPING, CROSS BARS, STOP BARS, AND MARKERS SHALL BE BASED ON SITE SPECIFIC DESIGN APPROVED BY THE CHIEF TRAFFIC ENGINEER. REFER TO 905-50 SHEET 7.
2. THE LAYOUT OF HANDICAP RAMPS ARE BASED ON USE OF 6 INCH BARRIER CURB. ADJUSTMENTS TO DIMENSIONS WILL BE REQUIRED SHOULD MOUNTABLE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



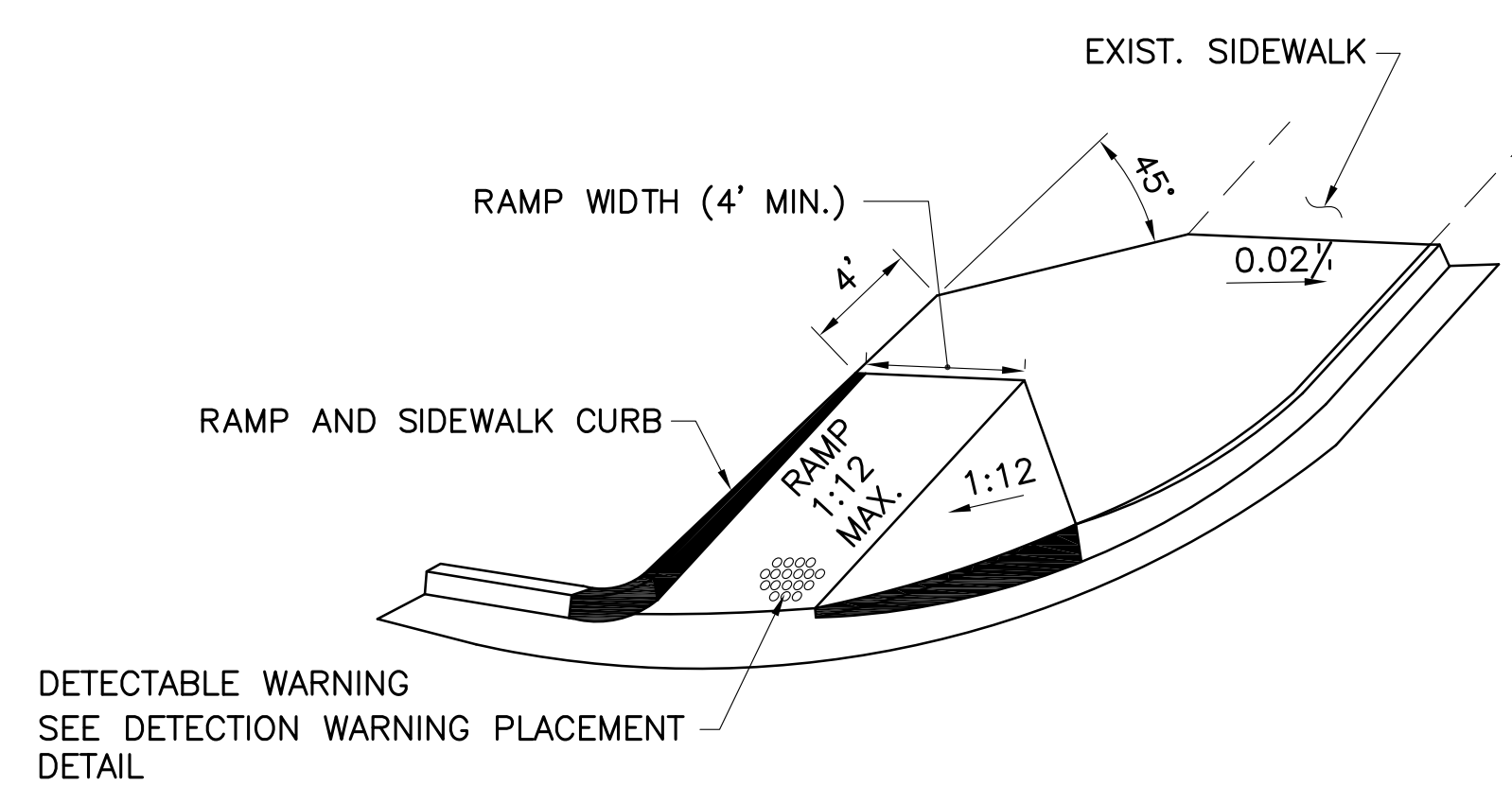
STANDARD PLAN NO. 907-01	DATED AUGUST 8, 2008	SHEET NO. 4 OF 6
SIDEWALK AND HANDICAP RAMPS (RAMP TYPES)		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
		APPROVED T. STEPHENS

DATE	DESCRIPTION REVISIONS	BY

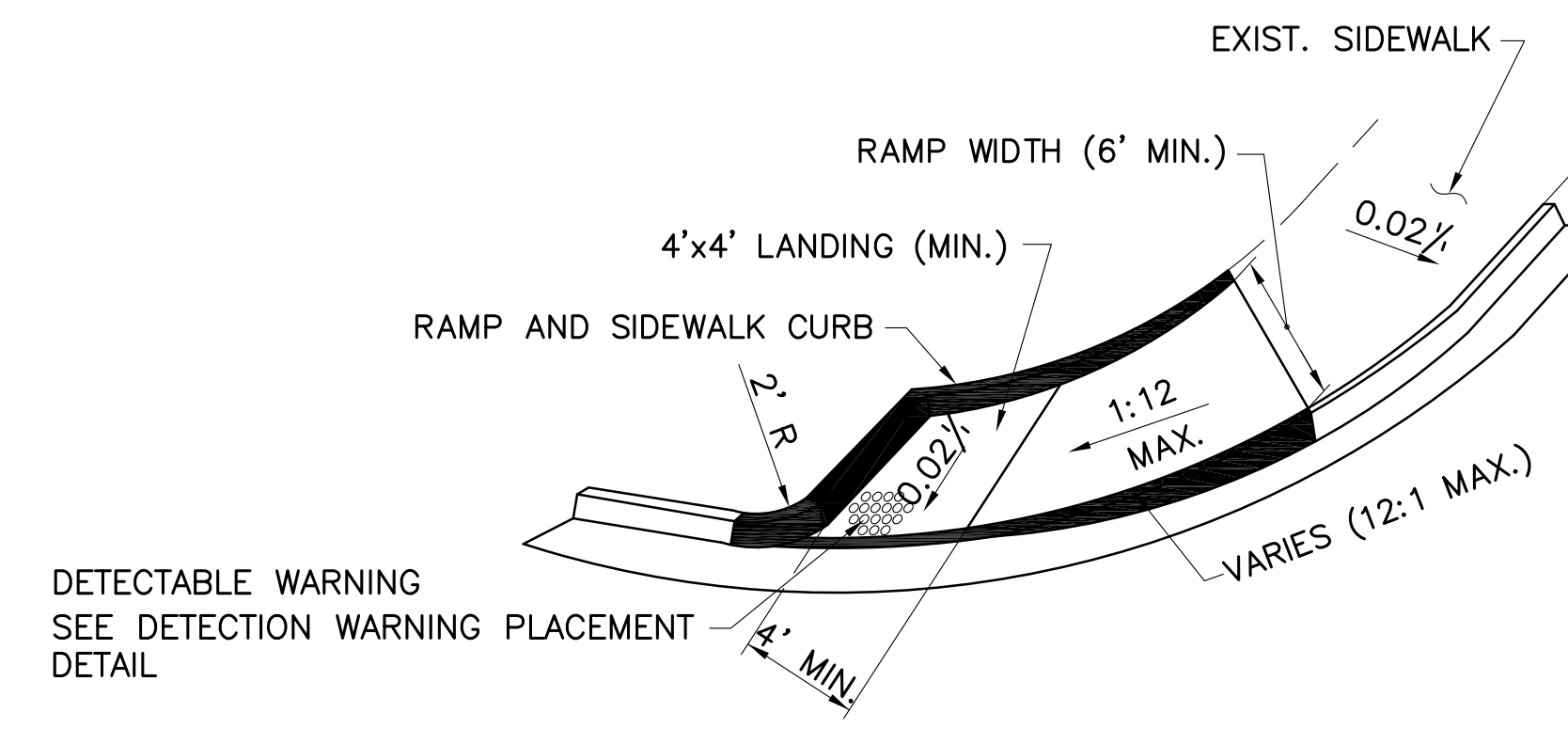
PROJECT NO.	SHEET



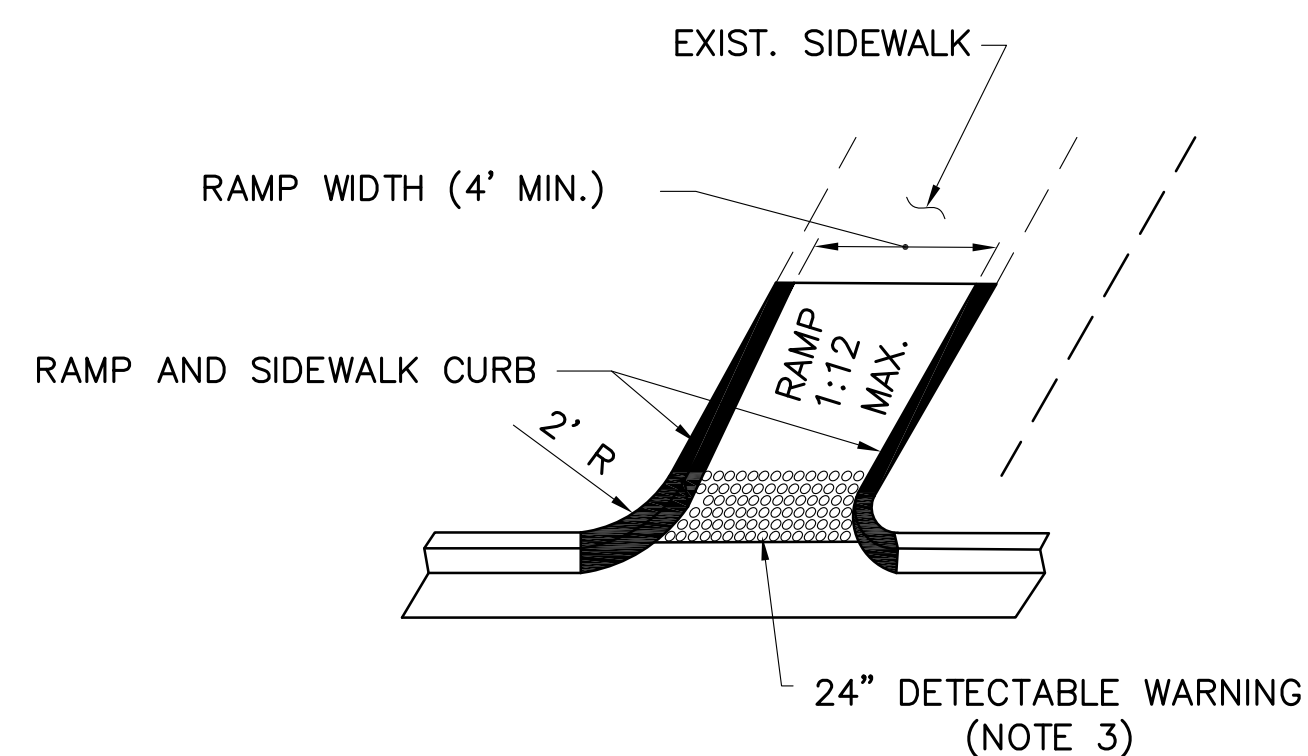
TYPE ⑥
NTS
REFER TO NOTES (TYP.)



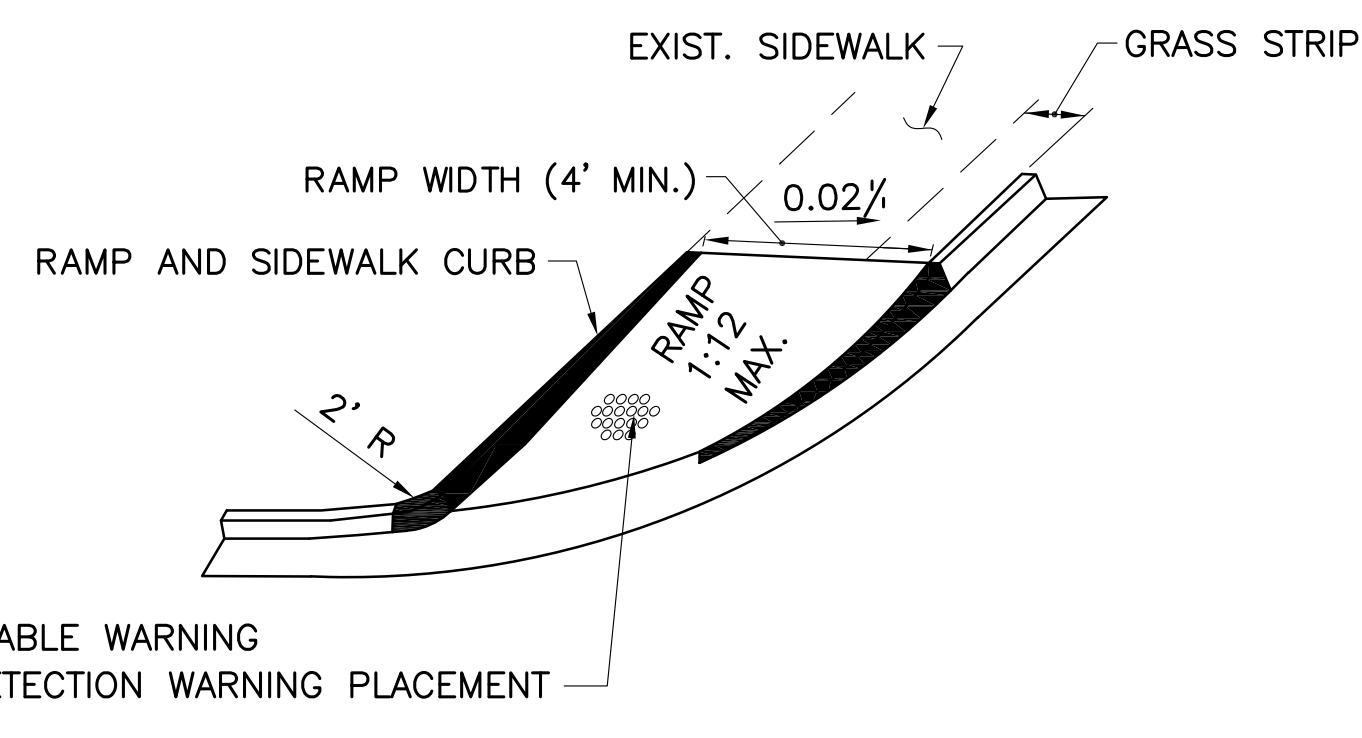
TYPE ⑦
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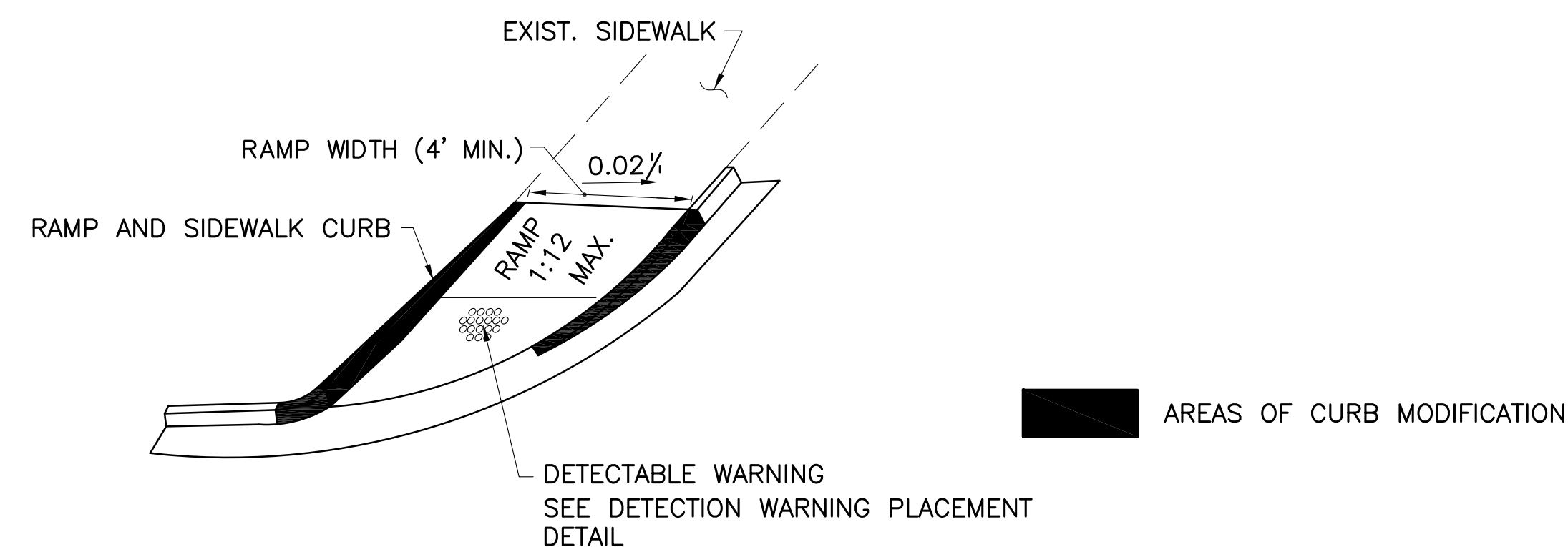
TYPE ⑧
NTS



TYPE ⑨
NTS

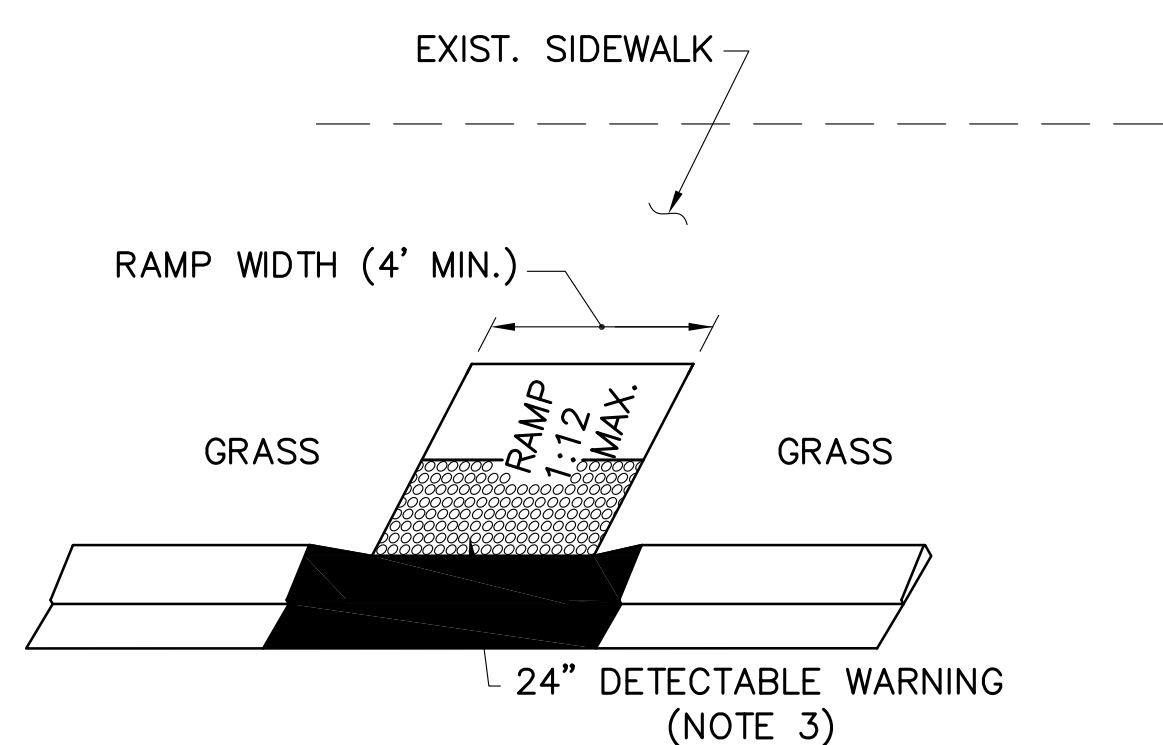


TYPE ⑩
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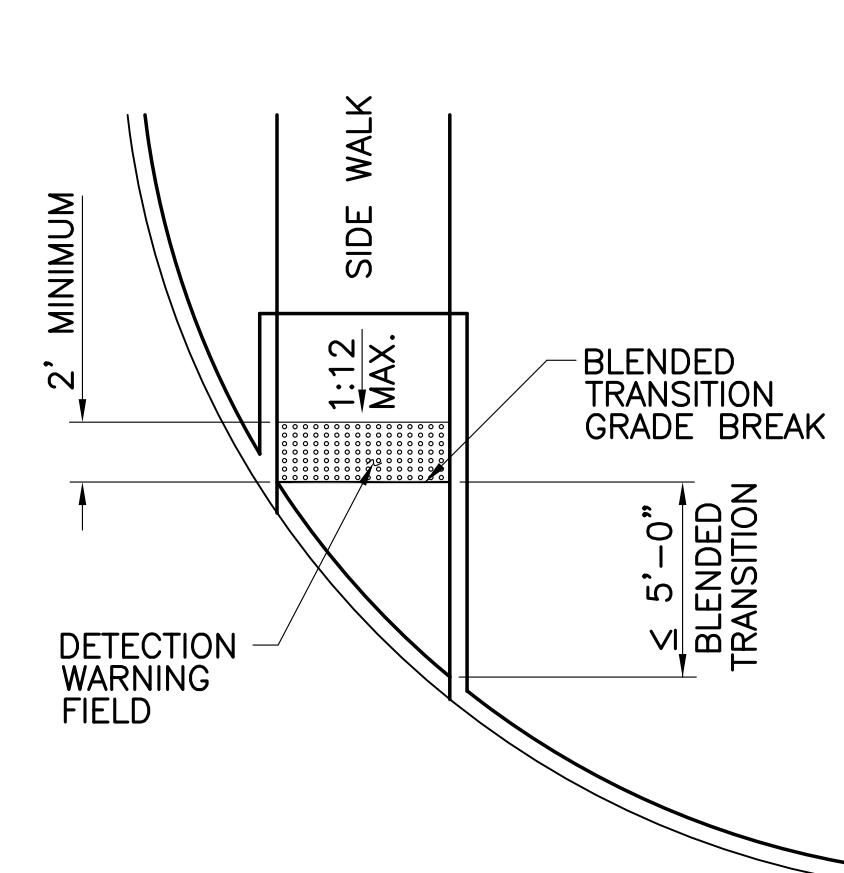
TYPE ⑪
NTS

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

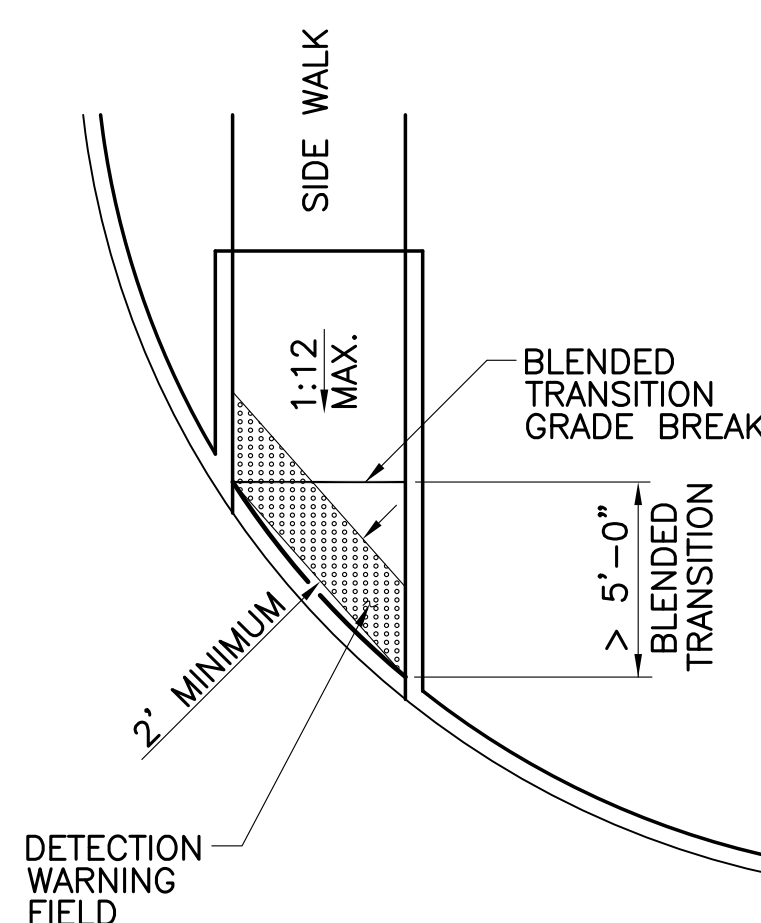


NOTE: REFER TO 907-02 FOR HANDICAP RAMP CURB AND GUTTER

TYPE ⑫
NTS



LAYOUT A



LAYOUT A

DETECTION WARNING PLACEMENT DETAIL
NTS



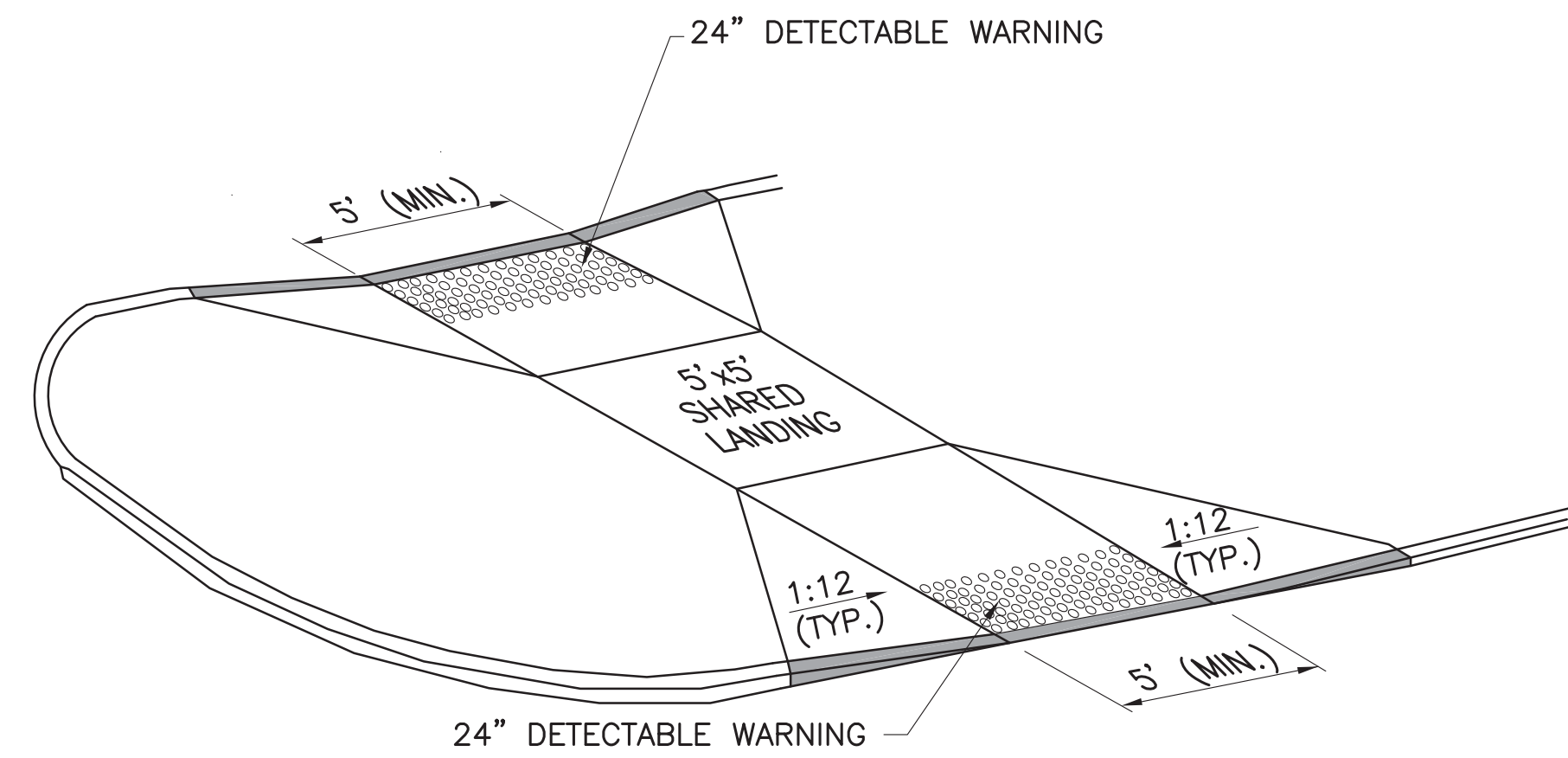
STANDARD PLAN NO. 907-01	DATED AUGUST 8, 2008	SHEET NO. 5 OF 6
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**SIDEWALK AND HANDICAP RAMPS
(RAMP TYPES)**

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

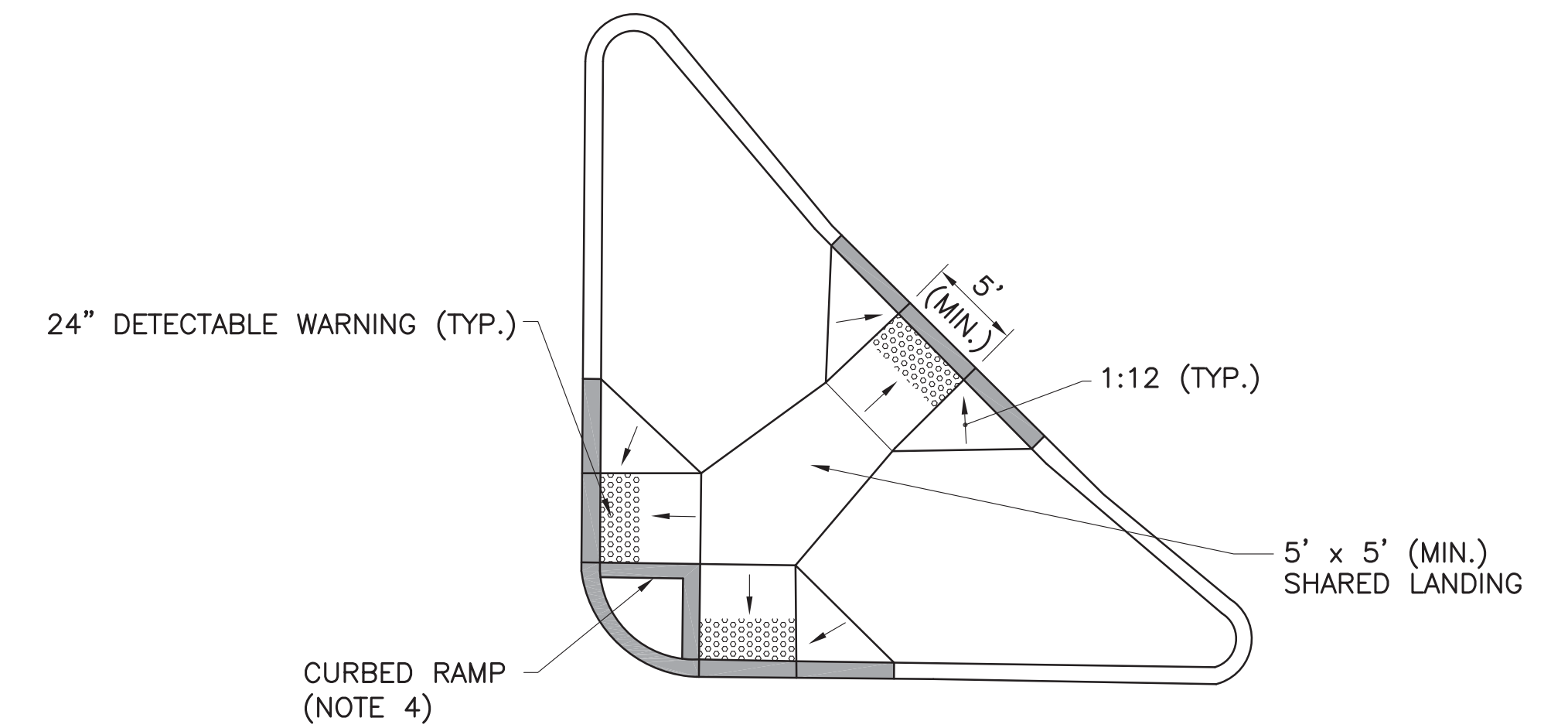
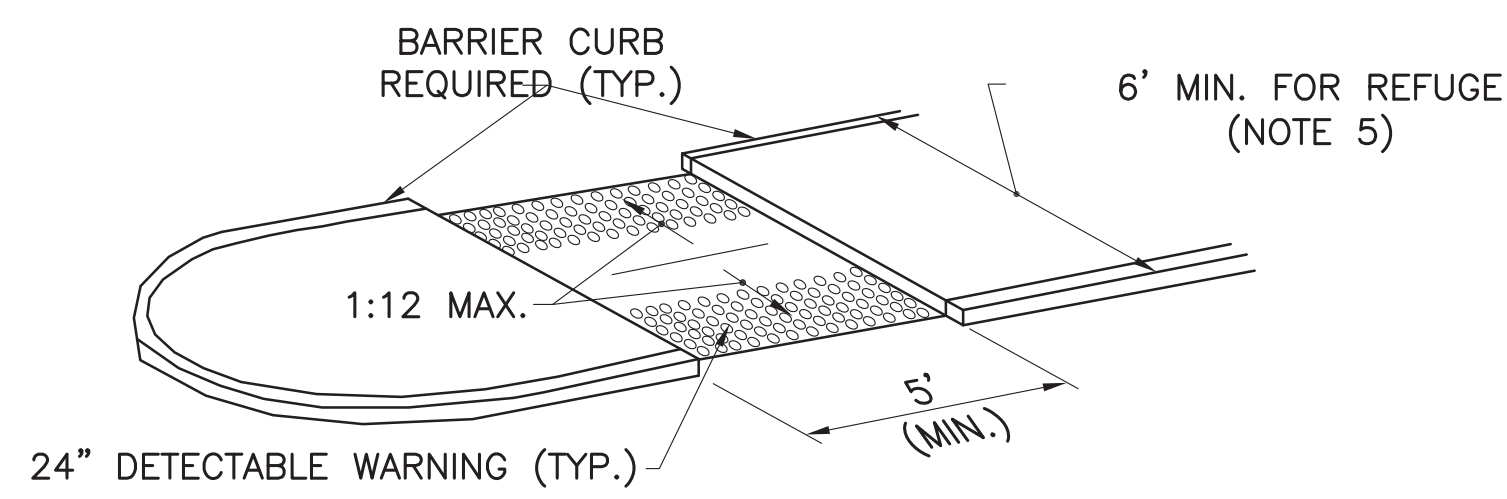
4/25/11	ADD DETECTION WARNING PLACEMENT DETAIL	G.CHENG
DATE	DESCRIPTION	BY
	REVISIONS	

PROJECT NO.	SHEET



CURB RAMPS AT MEDIAN ISLANDS

(REFER TO NOTES, TYP.)
N.T.S.



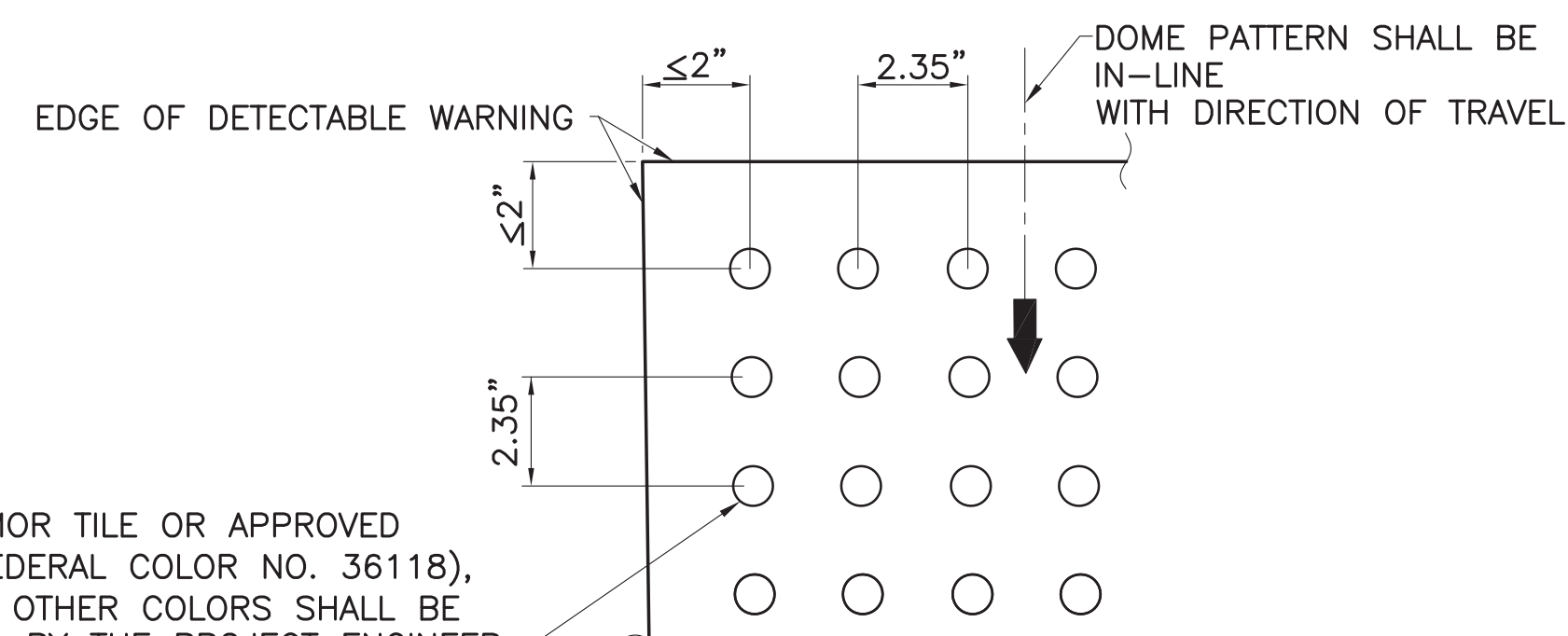
COMBINATION ISLAND RAMPS

N.T.S.

■ AREAS OF CURB MODIFICATION

NOTES:

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

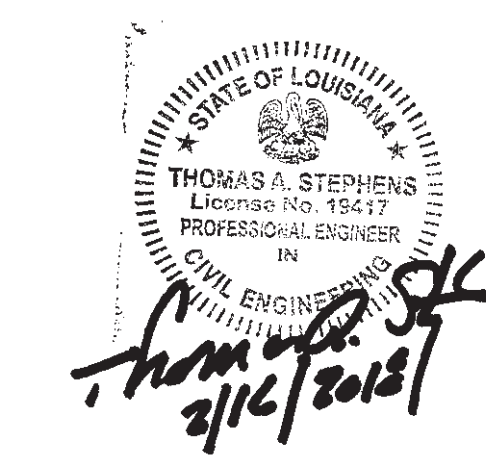


TRUNCATED DOME (ARMOR TILE OR APPROVED EQUAL, DARK GREY (FEDERAL COLOR NO. 36118), OR APPROVED EQUAL). OTHER COLORS SHALL BE ALLOWED AS APPROVED BY THE PROJECT ENGINEER.

PLAN VIEW
N.T.S.

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

CURB RAMP DETECTABLE WARNING



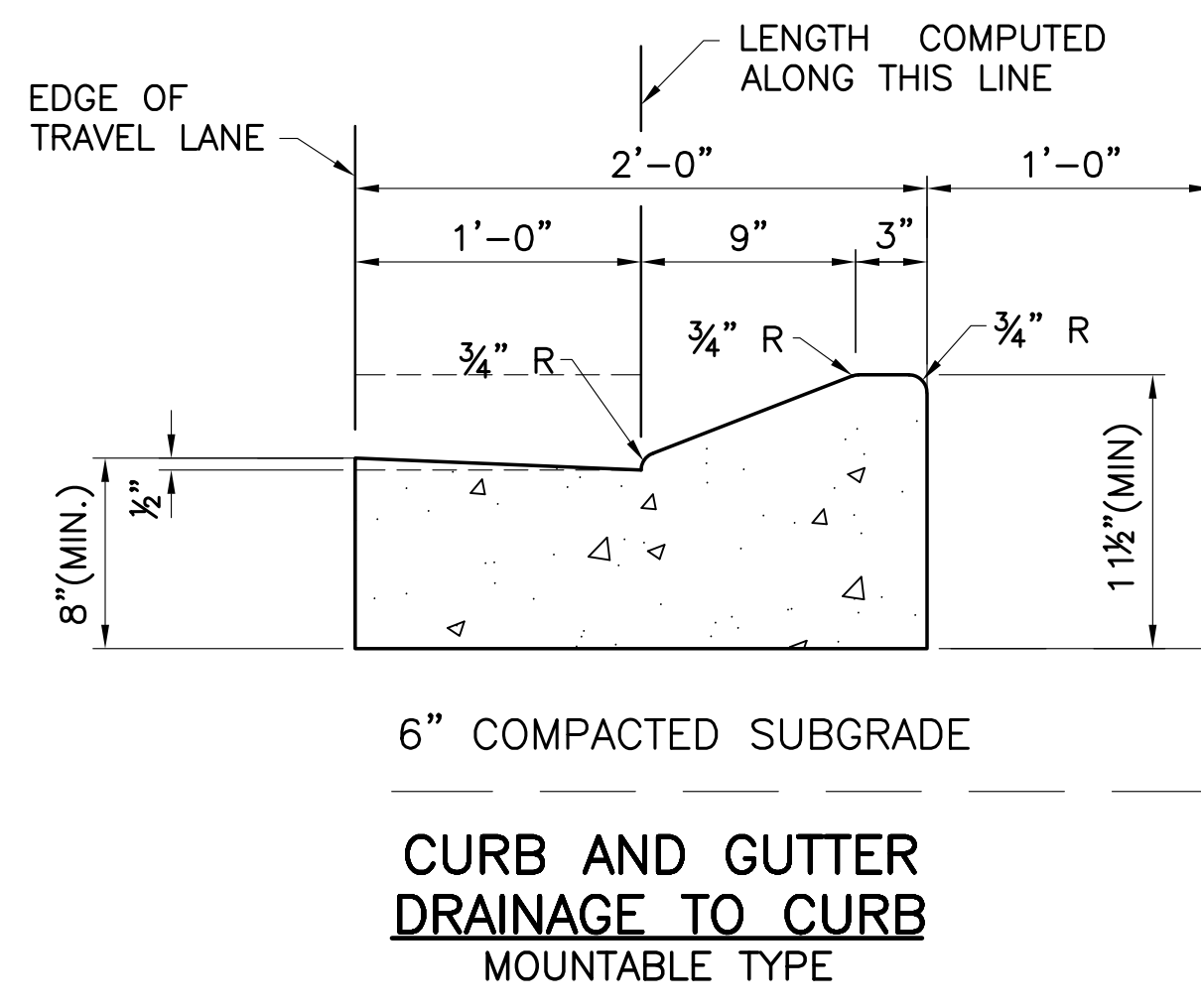
STANDARD PLAN NO. 907-01	DATED AUGUST 8, 2008	SHEET NO. 6 OF 6
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**SIDEWALK AND
HANDICAP RAMPS
(TYPICAL MEDIAN RAMPS)**

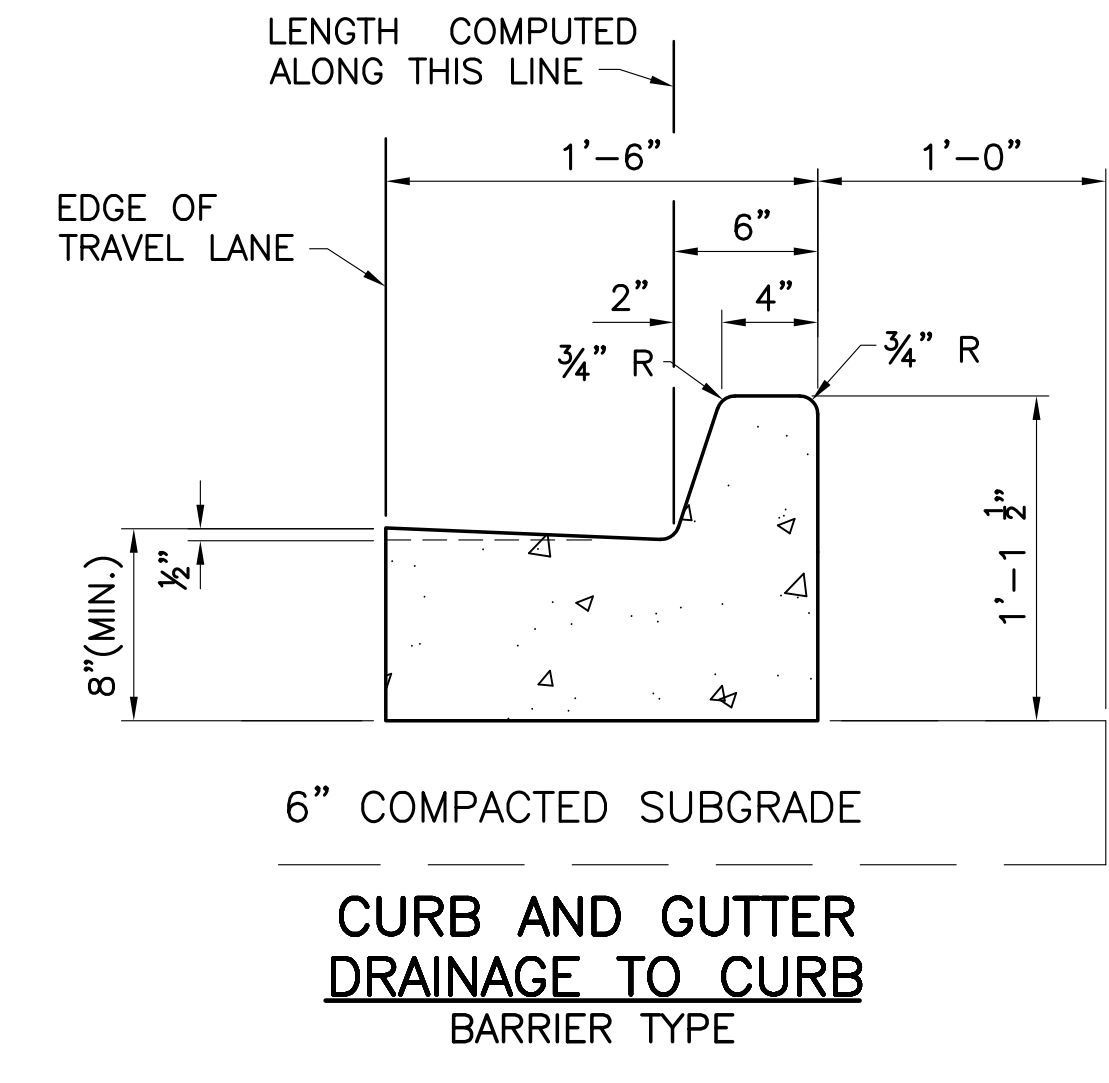
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

DATE	DESCRIPTION	BY
	REVISIONS	

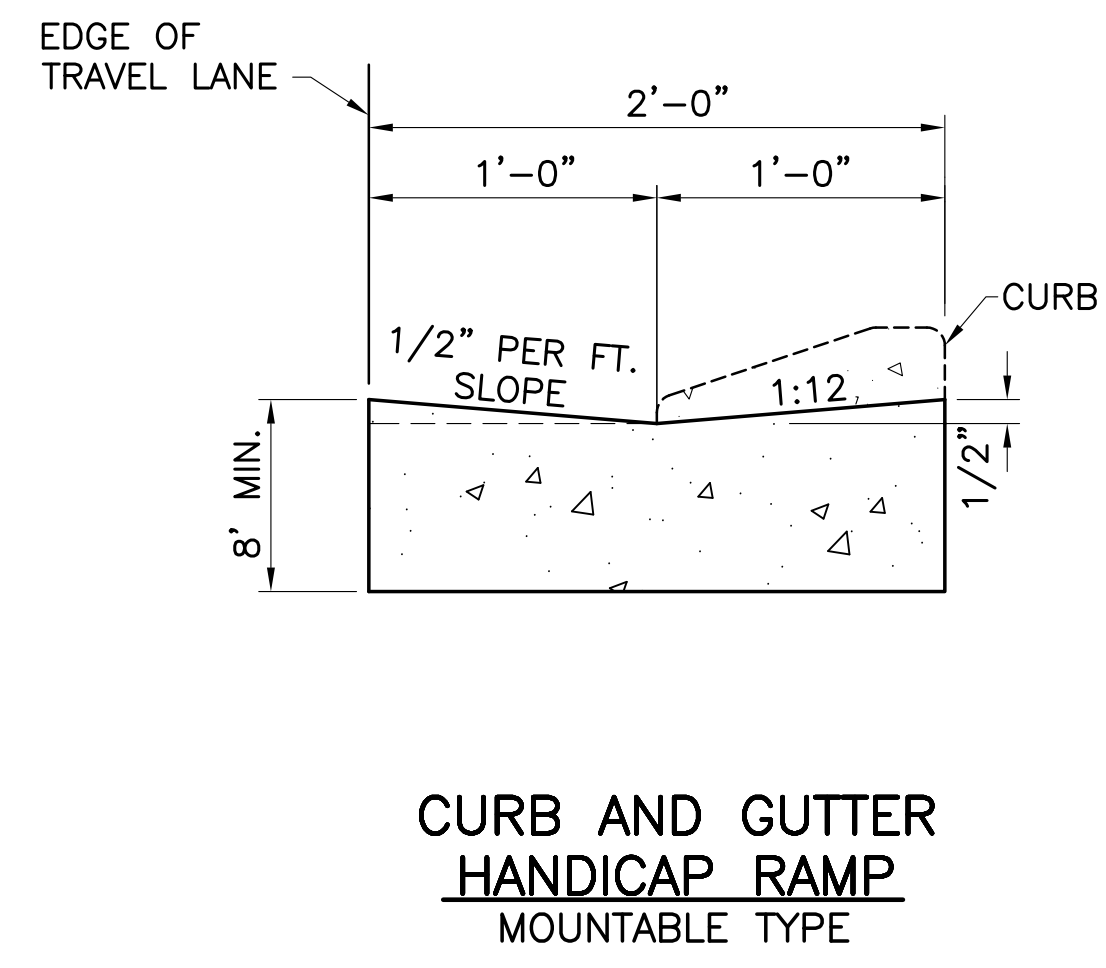
PROJECT NO.	SHEET



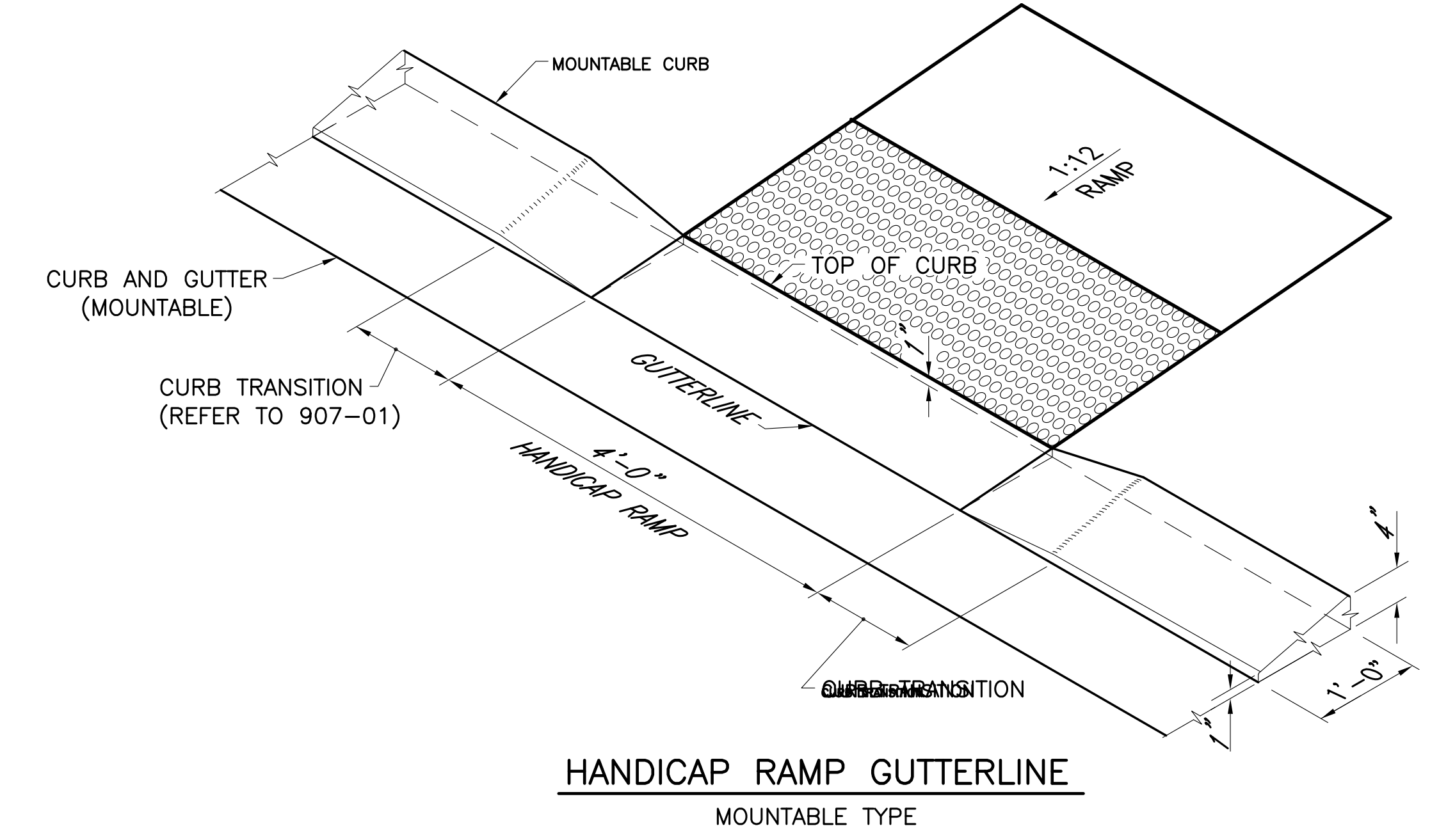
CURB AND GUTTER DRAINAGE TO CURB
MOUNTABLE TYPE



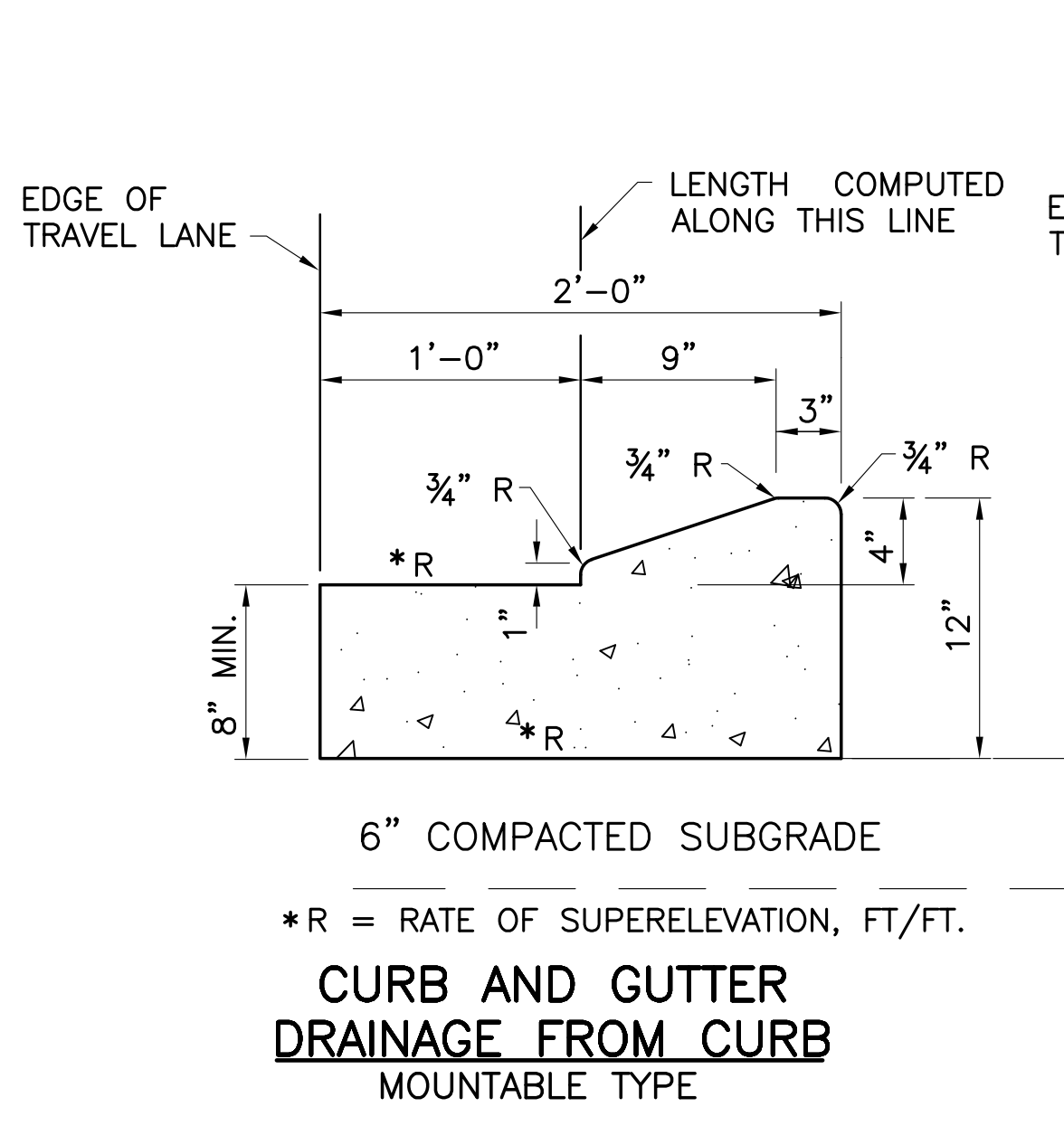
CURB AND GUTTER DRAINAGE TO CURB
BARRIER TYPE



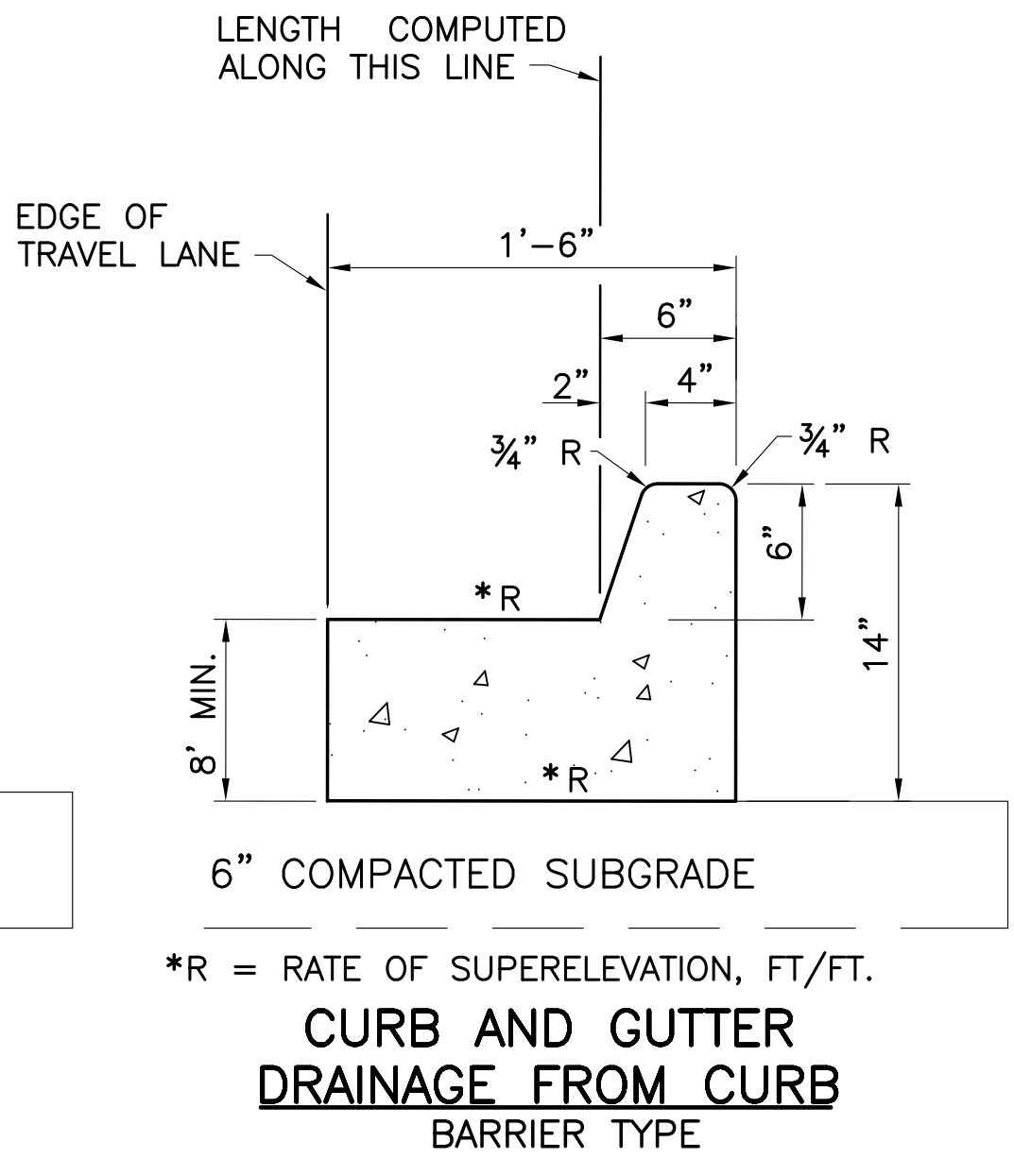
CURB AND GUTTER HANDICAP RAMP
MOUNTABLE TYPE



HANDICAP RAMP GUTTERLINE
MOUNTABLE TYPE

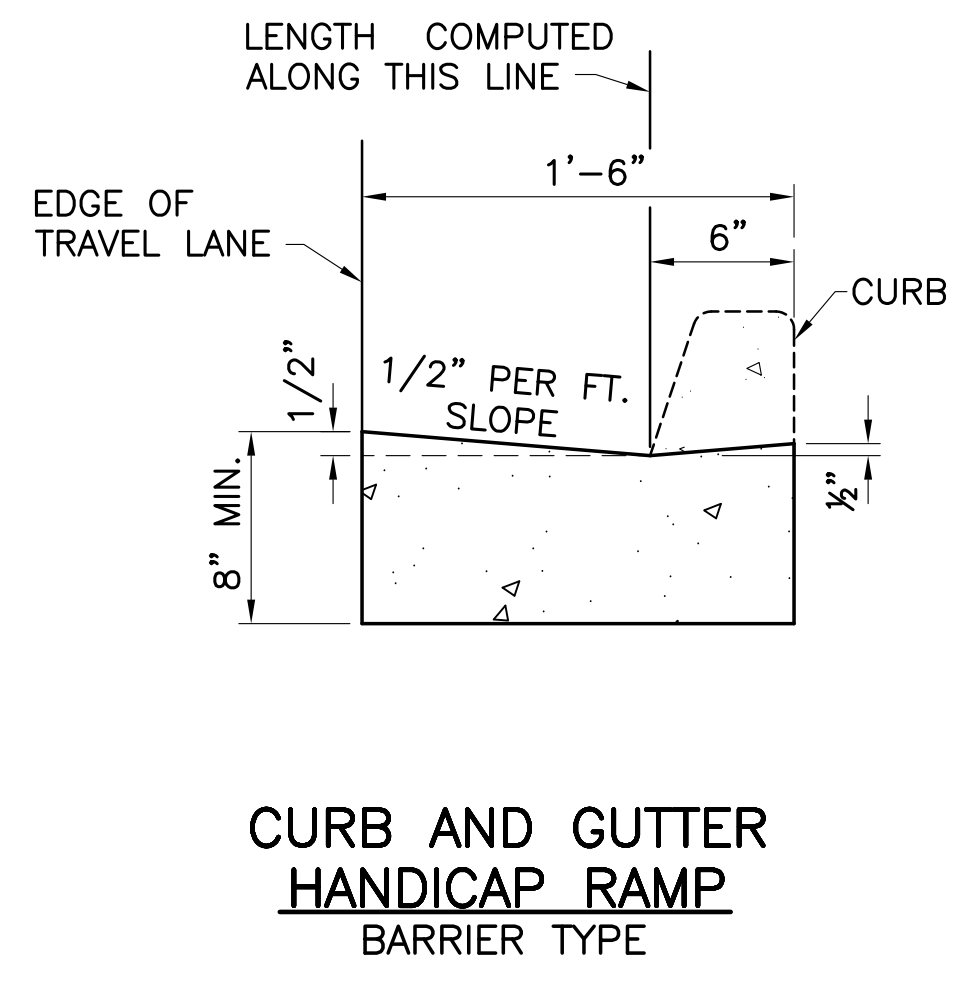


CURB AND GUTTER DRAINAGE FROM CURB
MOUNTABLE TYPE

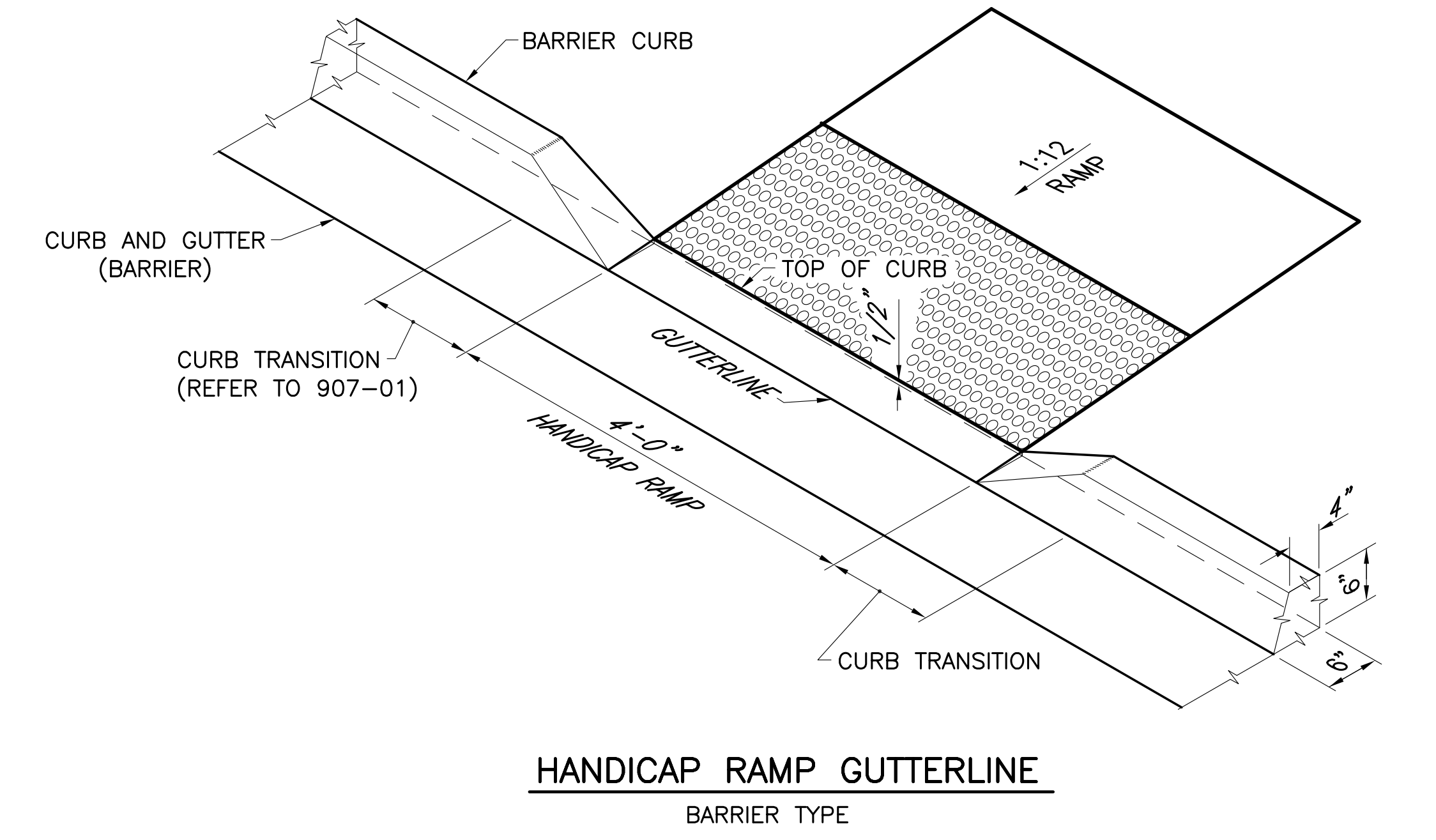


CURB AND GUTTER DRAINAGE FROM CURB
BARRIER TYPE

SUPERELEVATED CURB SECTIONS

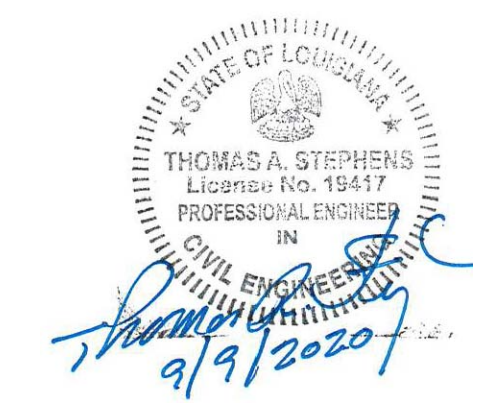


CURB AND GUTTER HANDICAP RAMP
BARRIER TYPE



HANDICAP RAMP GUTTERLINE
BARRIER TYPE

CURB AND GUTTER DETAILS
N.T.S.



STANDARD PLAN NO. 907-02	DATED AUGUST 8, 2008	SHEET NO. 1 OF 1
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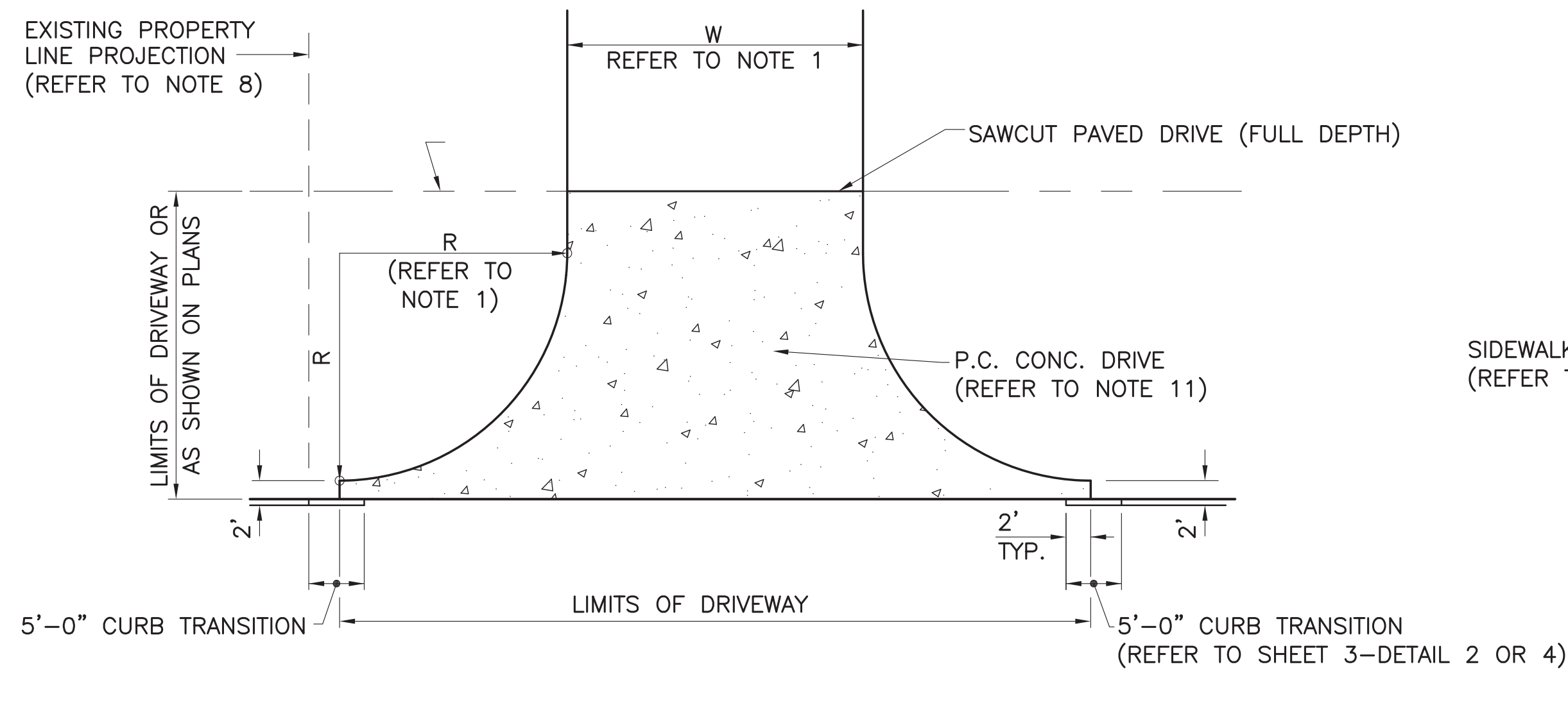
MONOLITHIC CURB AND GUTTER DETAILS

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

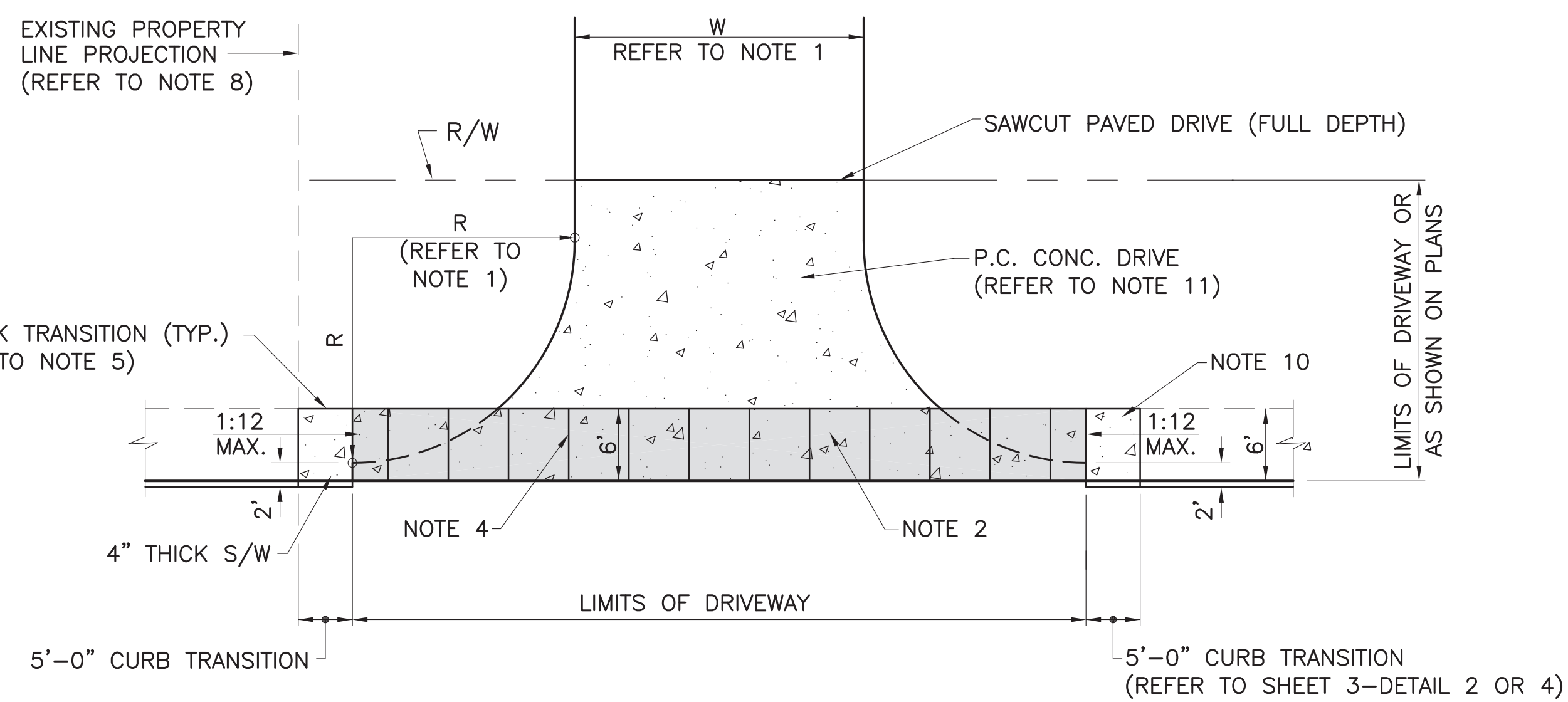
DATE	DESCRIPTION	BY
2/10/16	Revised Section Thickness, added Sub-grade	TAS

ENGINEERING AUTODESK LAND DESKTOP STDLAY FORM C.V.

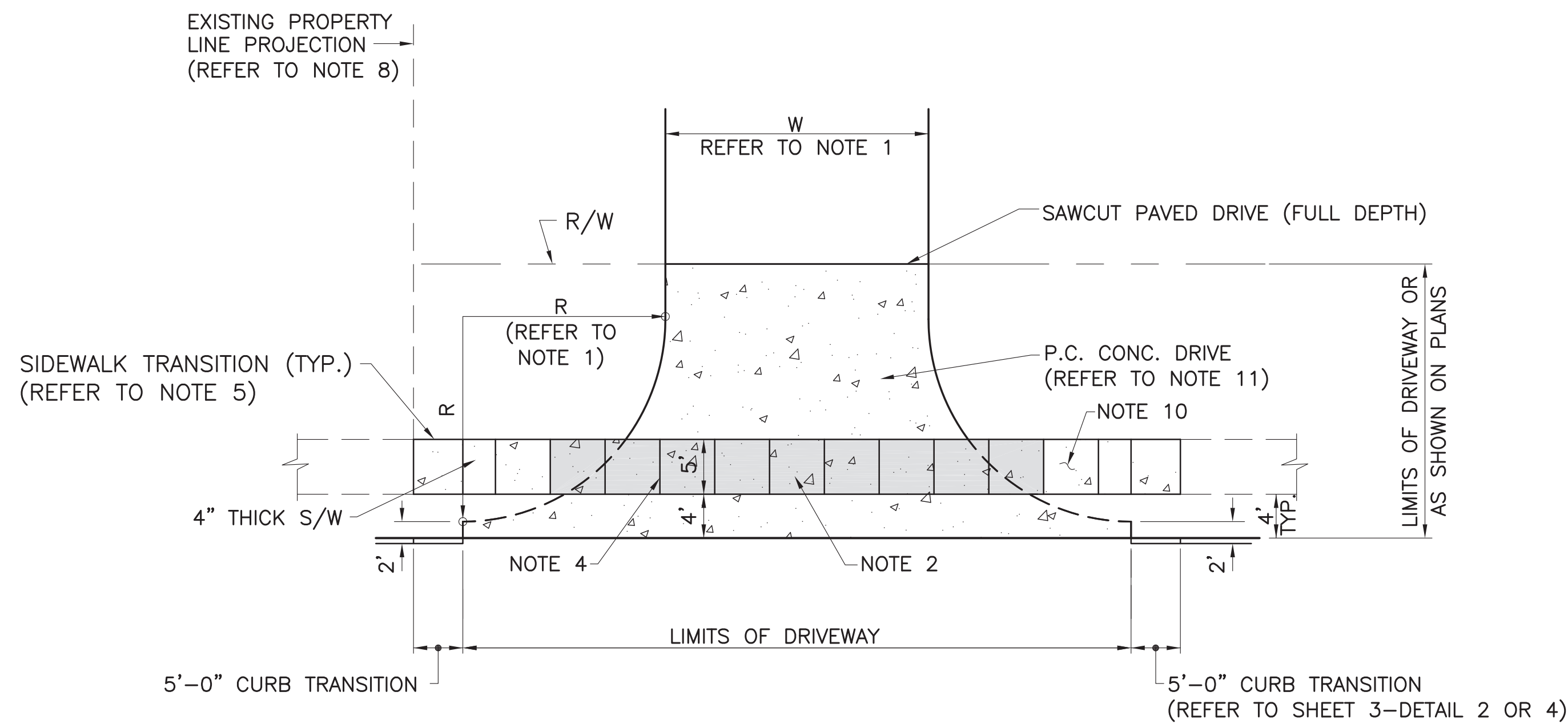
PROJECT NO.	SHEET



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



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



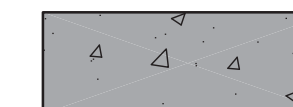
COMMERCIAL DRIVE – TYPE 3
SINGLE NON-CURBED
WITH OFFSET SIDEWALK
 N.T.S.

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

STATE OF LOUISIANA
 THOMAS A. STEPHENS
 License No. 19417
 PROFESSIONAL ENGINEER
 CIVIL ENGINEERING
Thomas A. Stephens
 2/16/2018

LEGEND

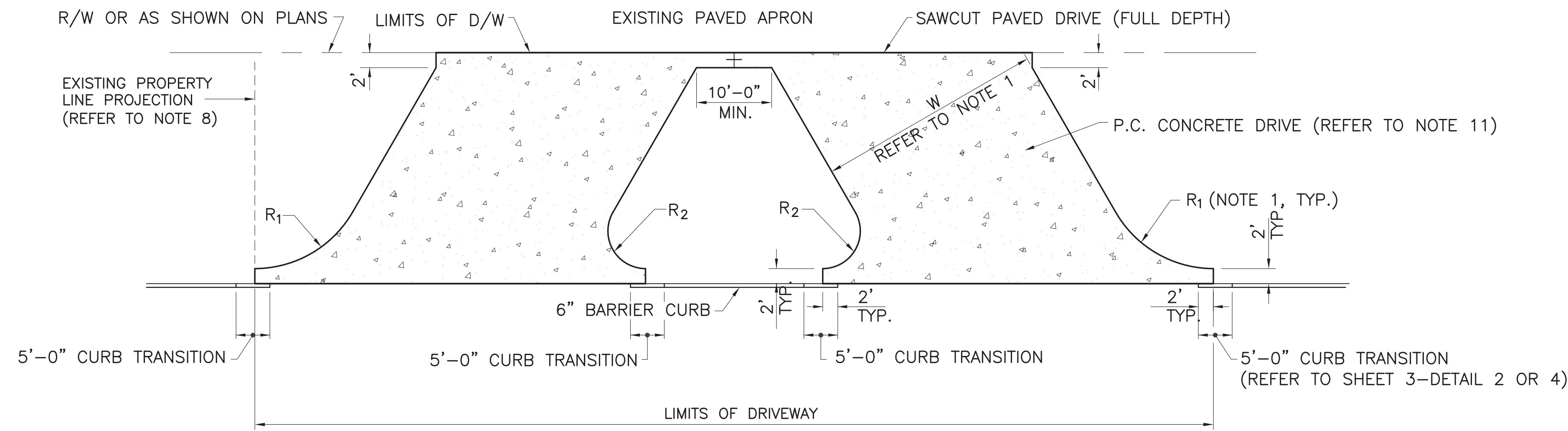
SIDEWALK AREA WITHIN DRIVEWAY
 (PAID AS DRIVEWAY)
 REFER TO NOTES 2 AND 4



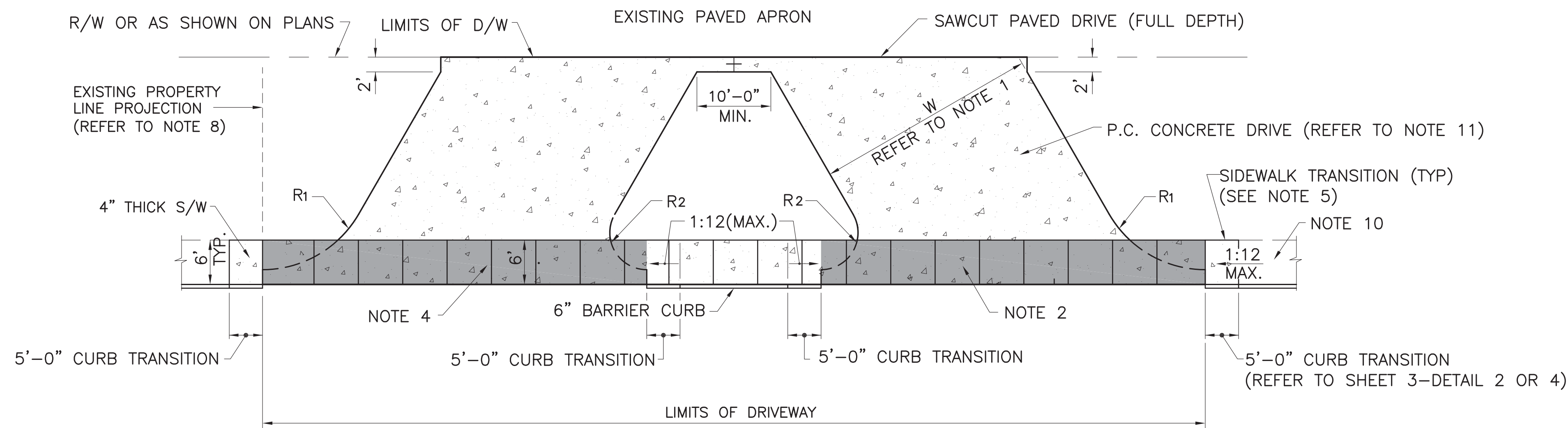
DATE	DESCRIPTION	BY
	REVISIONS	

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

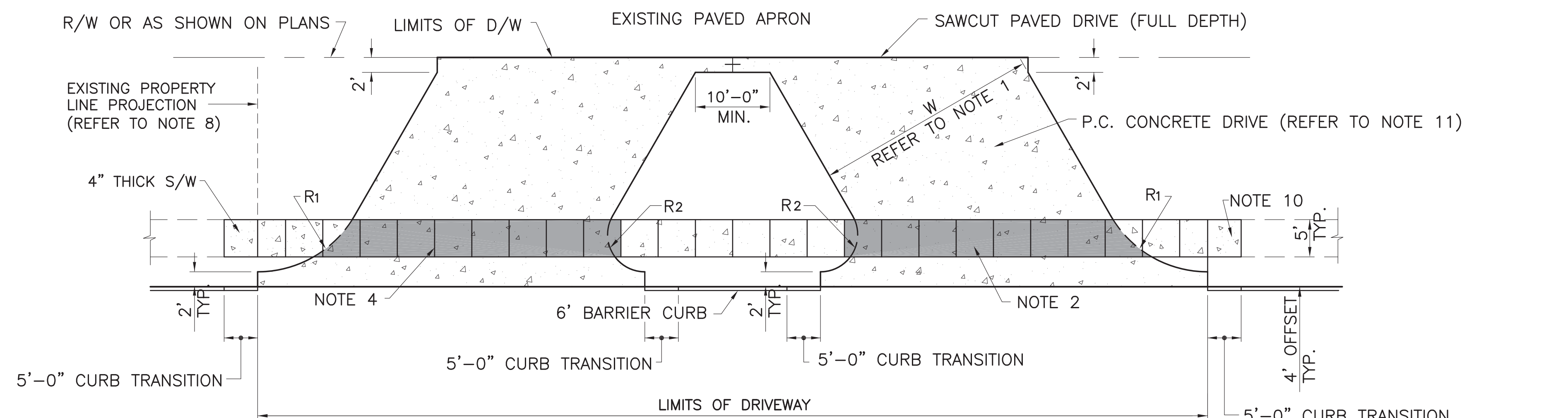
PROJECT NO.	SHEET



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. R₁, R₂ 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.



LEGEND

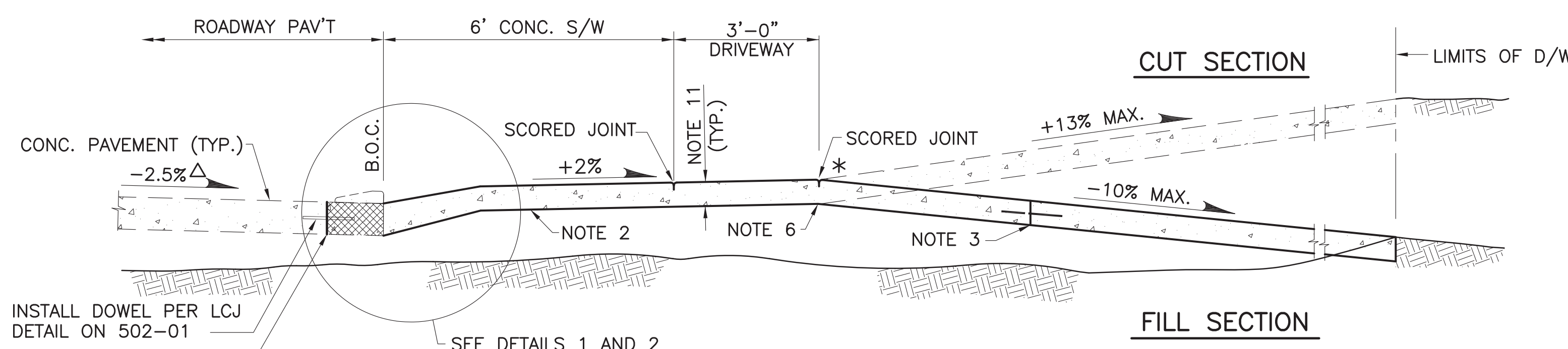
SIDEWALK AREA WITHIN DRIVEWAY
 (PAID AS DRIVEWAY)
 (REFER TO NOTES 2 AND 4)



DATE	DESCRIPTION	BY
	REVISIONS	

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

PROJECT NO.	SHEET

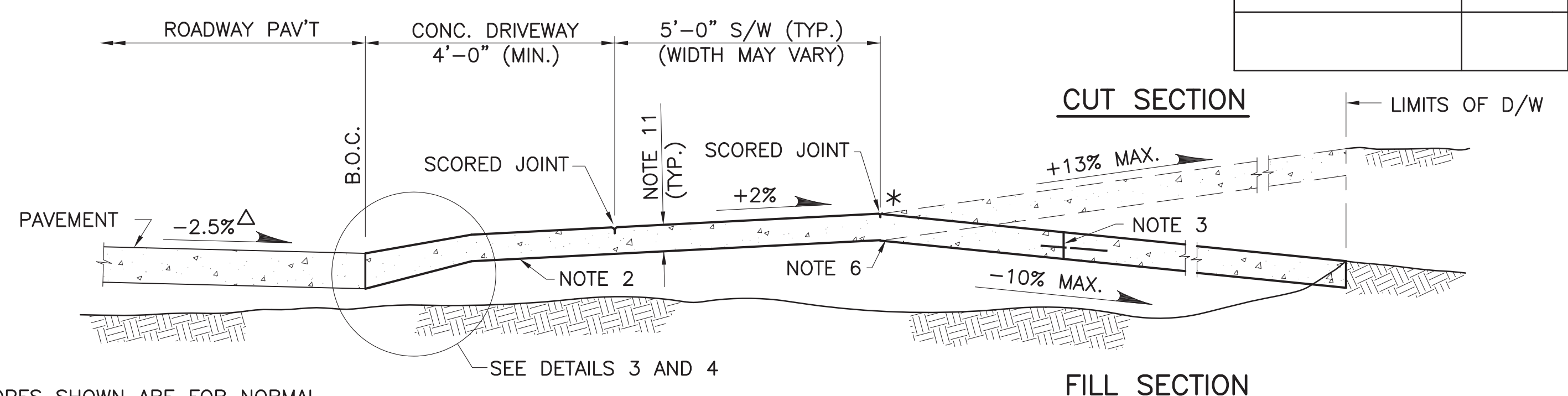


TYPICAL DRIVEWAY PROFILE 1
CONSTRUCTION ON EXISTING STREET
 (SHOWN WITH 6 FOOT SIDEWALK ADJACENT TO CURB) ©

- △ 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.

EXISTING PAVEMENT AND CURB SHALL BE SAWCUT AND REMOVED PER DETAILS 1 AND 2.
 RECONSTRUCTED STREET PAVEMENT AND CURB TRANSITIONS SHALL BE POURED MONOLITHICALLY.

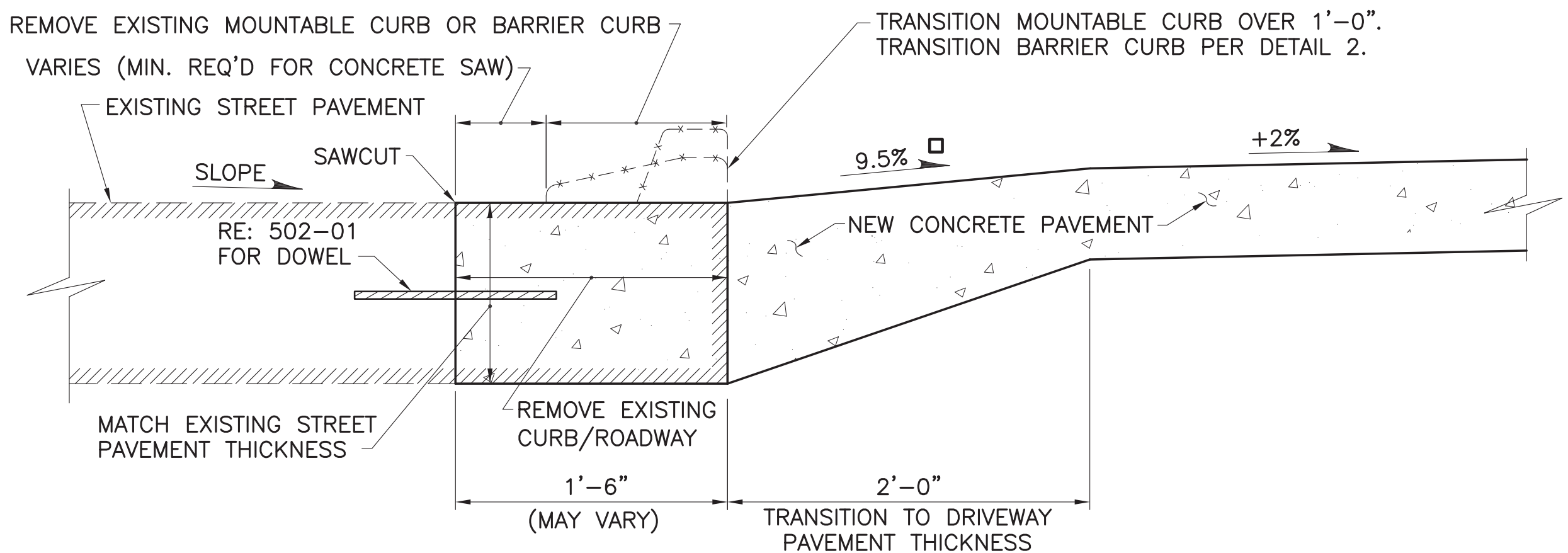
REFER TO SHEET 1 FOR NOTES
 N.T.S.



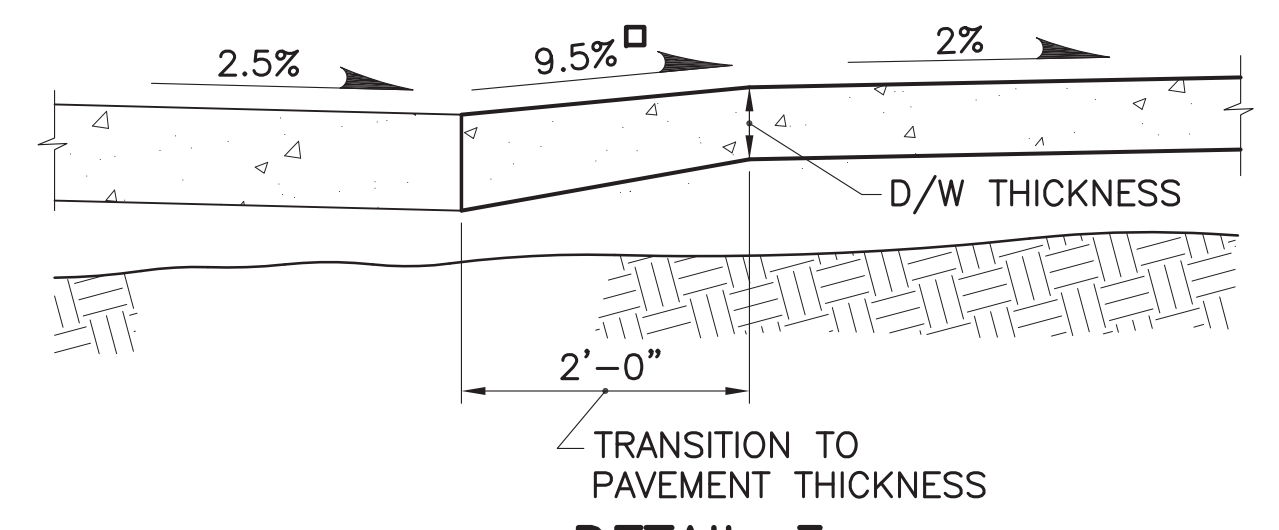
TYPICAL DRIVEWAY PROFILE 2
NEW STREET CONSTRUCTION
 (SHOWN WITH 5 FOOT SIDEWALK OFFSET FROM CURB) □

- △ 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.

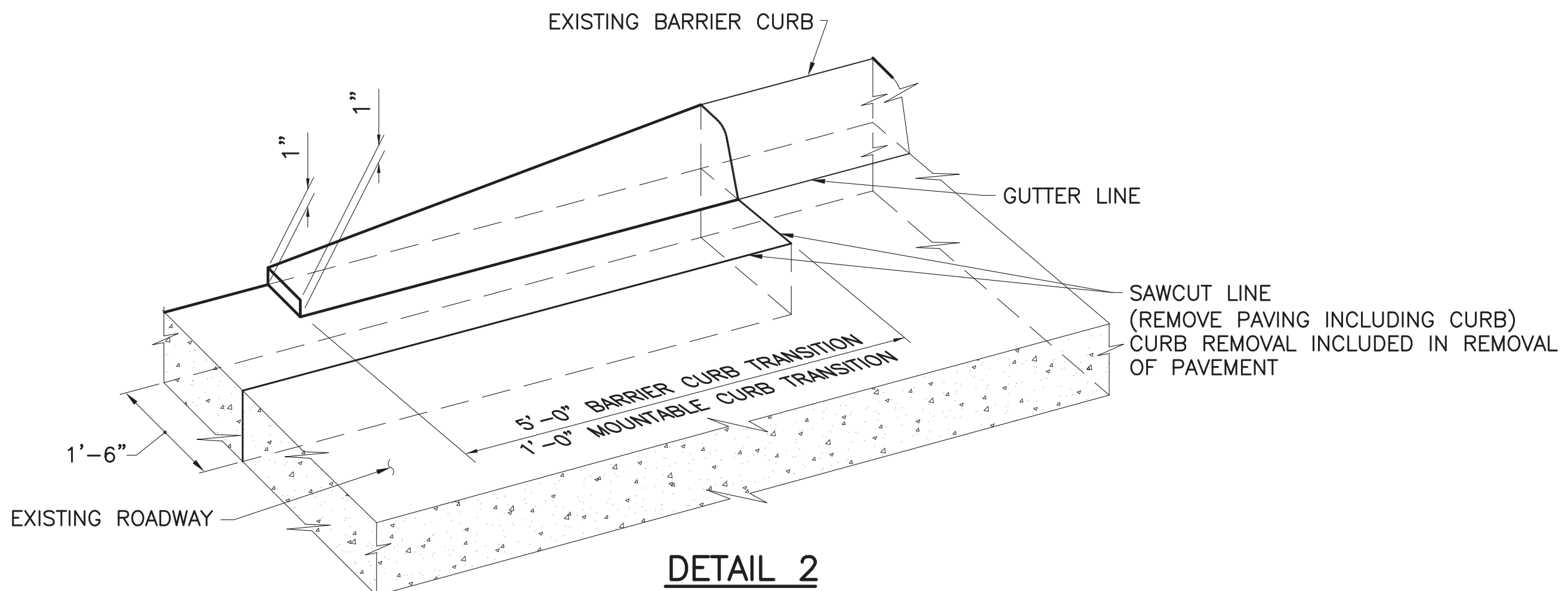
REFER TO SHEET 1 FOR NOTES
 N.T.S.



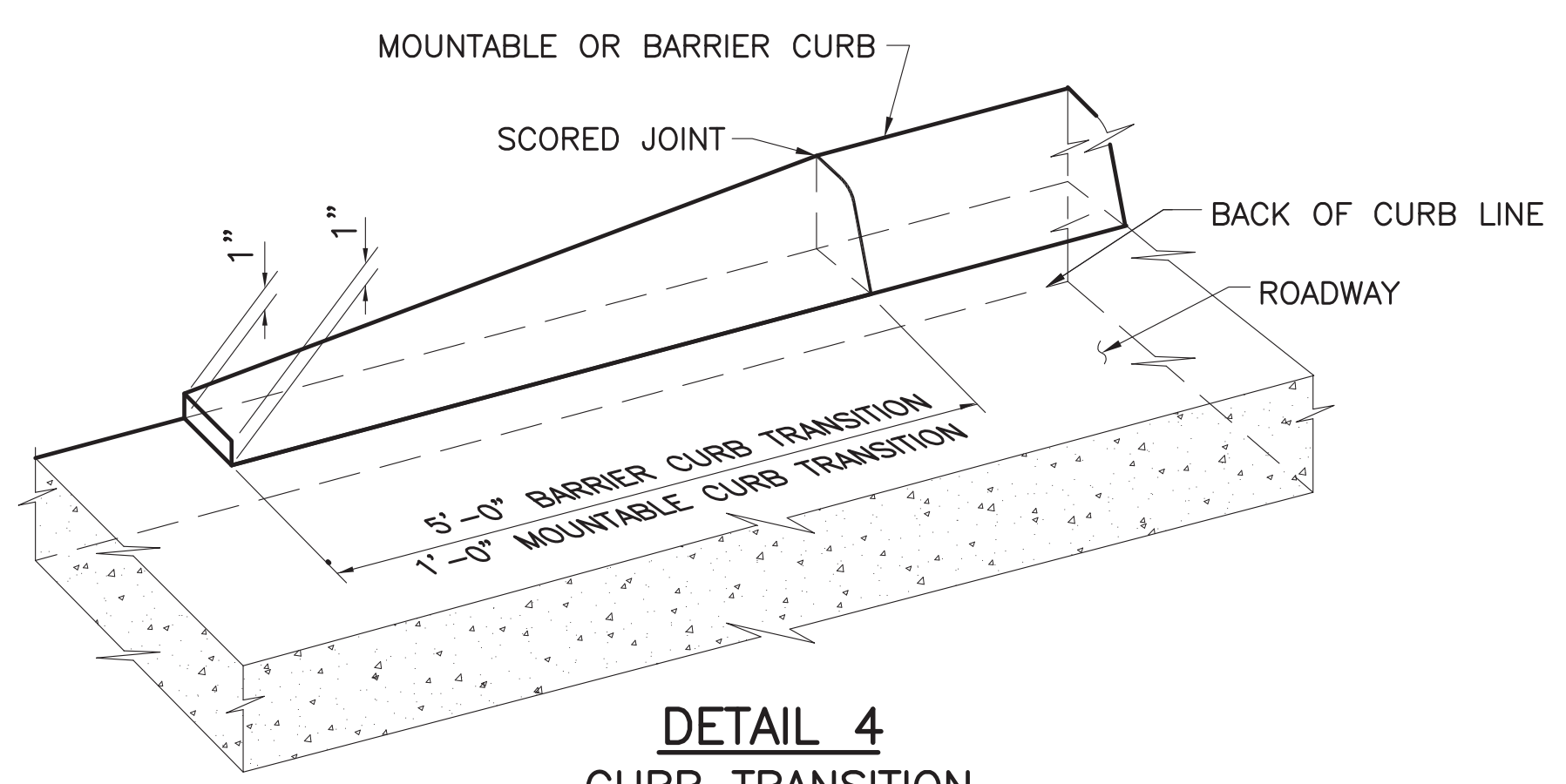
DETAIL 1
DRIVEWAY CONNECTION
 N.T.S.



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.

STATE OF LOUISIANA
 THOMAS A. STEPHENS
 License No. 15417
 PROFESSIONAL ENGINEER
 CIVIL ENGINEERING
 2/16/2013

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

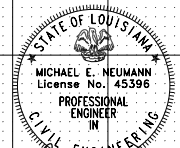
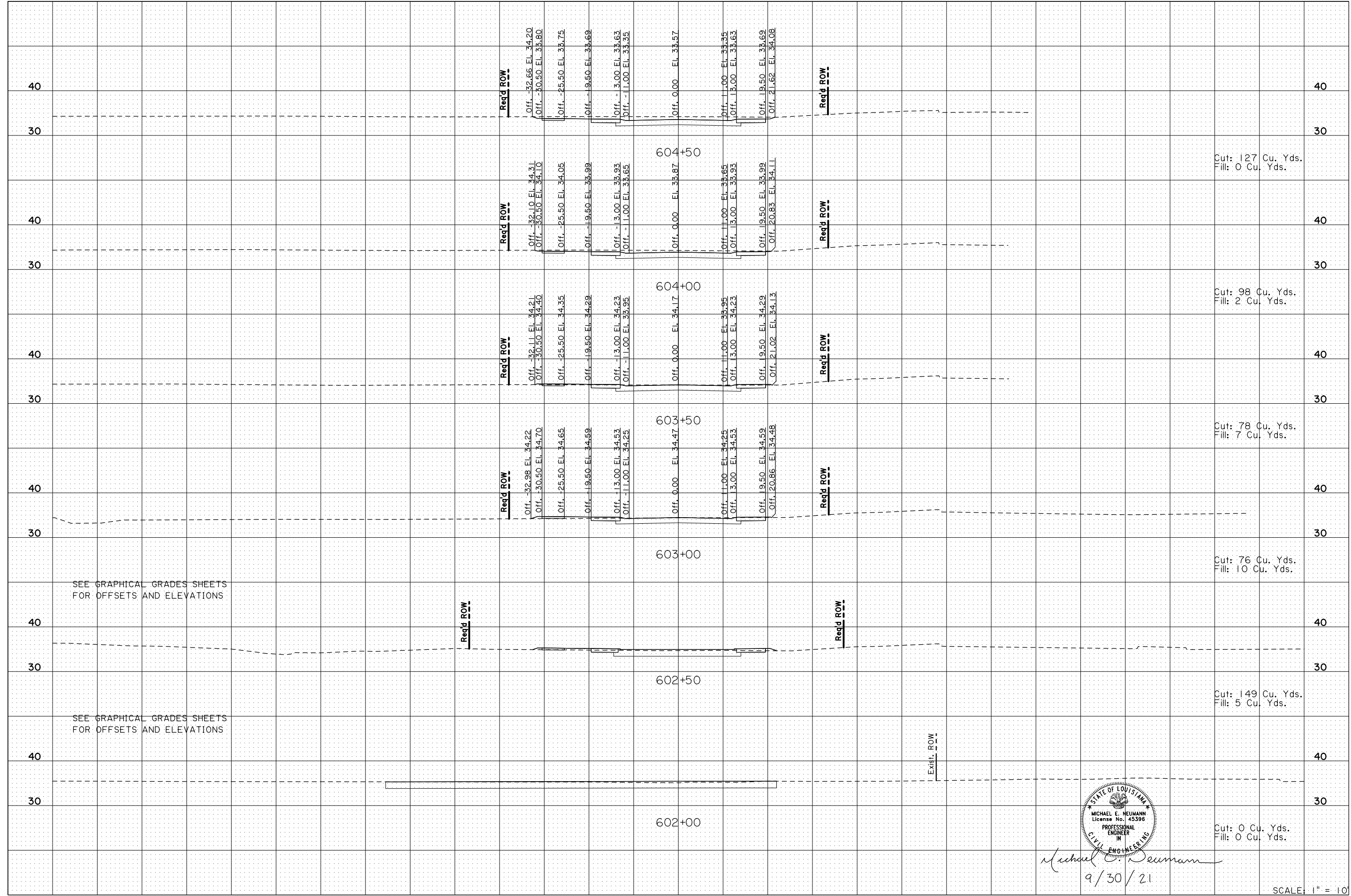
DATE	DESCRIPTION	BY
	REVISIONS	

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

ENGINEERING AUTODESK LAND DESKTOP STOLAY FORM G.V.

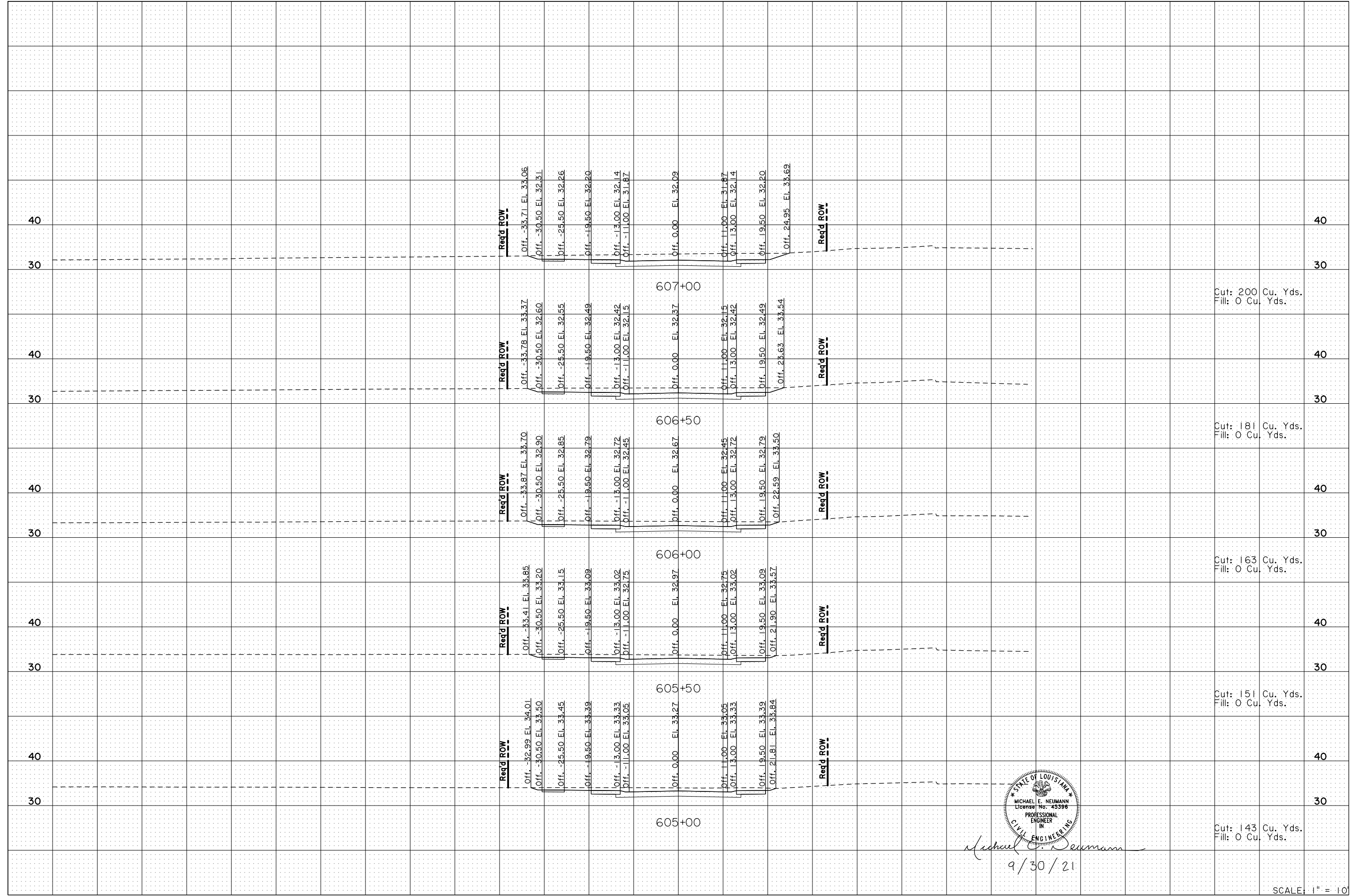


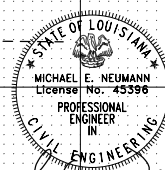
Michael E. Neumann
9/30/21

SCALE: 1" = 10'

SHEET NUMBER 401	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CHECKED GDH
DETAILED MEN	CHECKED MFB
DATE	SHEET
NO.	DESCRIPTION
DATE	BY
CROSS SECTIONS (MIDWAY DR.)	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	
CITY OF BATON ROUGE	
PARISH EAST BATON ROUGE	
CITY PROJECT 20-CP-HC-0008	
STATE PROJECT -	
DATE 9/30/21	
SHEET 1 OF 11	

FINAL PLANS




 Michael E. Neumann
 9/30/21

Cut: 200 Cu. Yds.
Fill: 0 Cu. Yds.



Cut: 181 Cu. Yds.
Fill: 0 Cu. Yds.

Cut: 163 Cu. Yds.
Fill: 0 Cu. Yds.

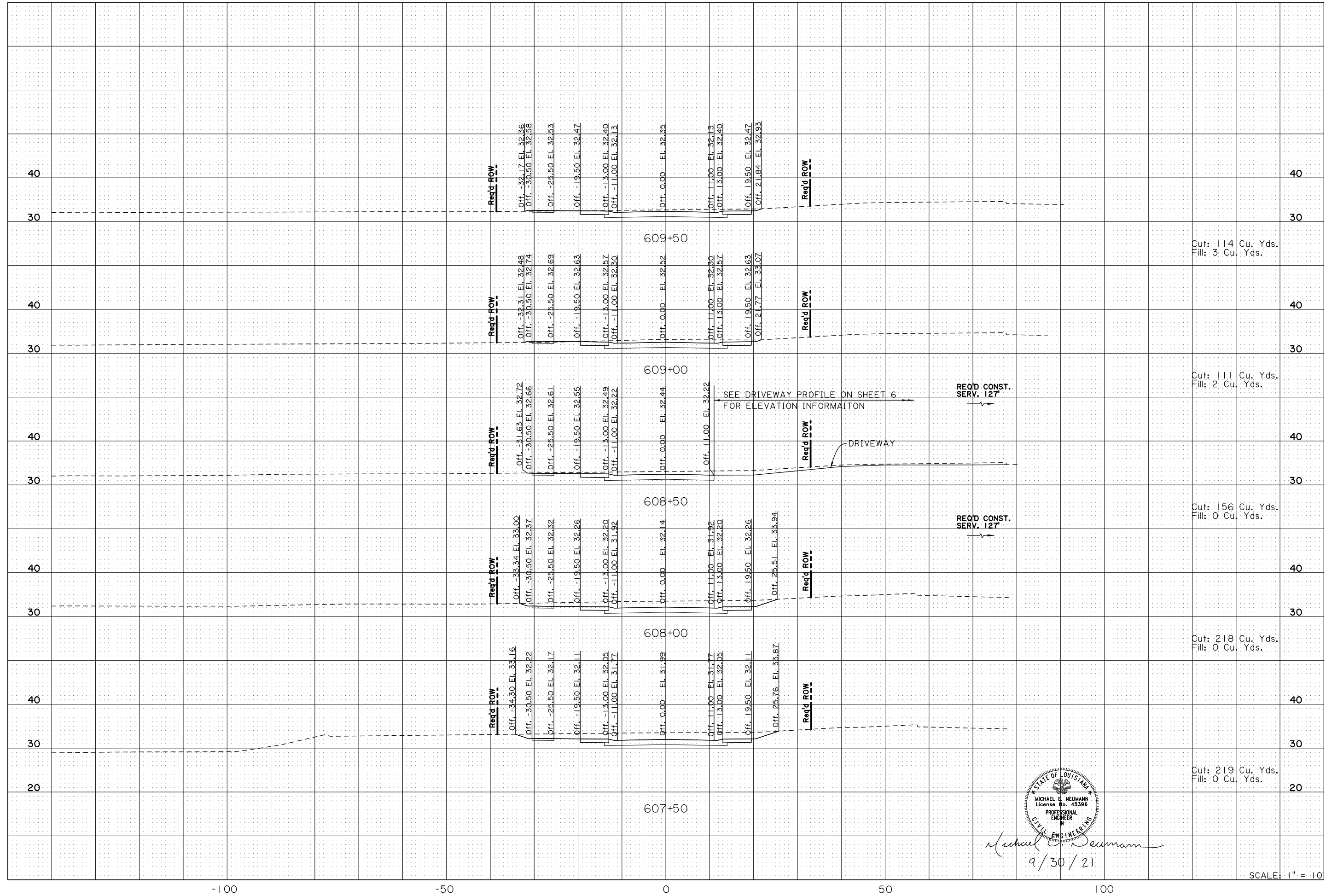
Cut: 151 Cu. Yds.
Fill: 0 Cu. Yds.

Cut: 143 Cu. Yds.
Fill: 0 Cu. Yds.

SCALE: 1" = 10'

SHEET NUMBER 402	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CHECKED GDH
DATE	SHEET 2 OF 11
CROSS SECTIONS (MIDWAY DR.)	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	
NO.	DATE
REVISION DESCRIPTION	
BY	
	
	
CITY OF BATON ROUGE	
PARISH PROJECT 20-CP-HC-0008	
STATE PROJECT -	

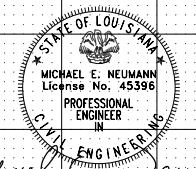
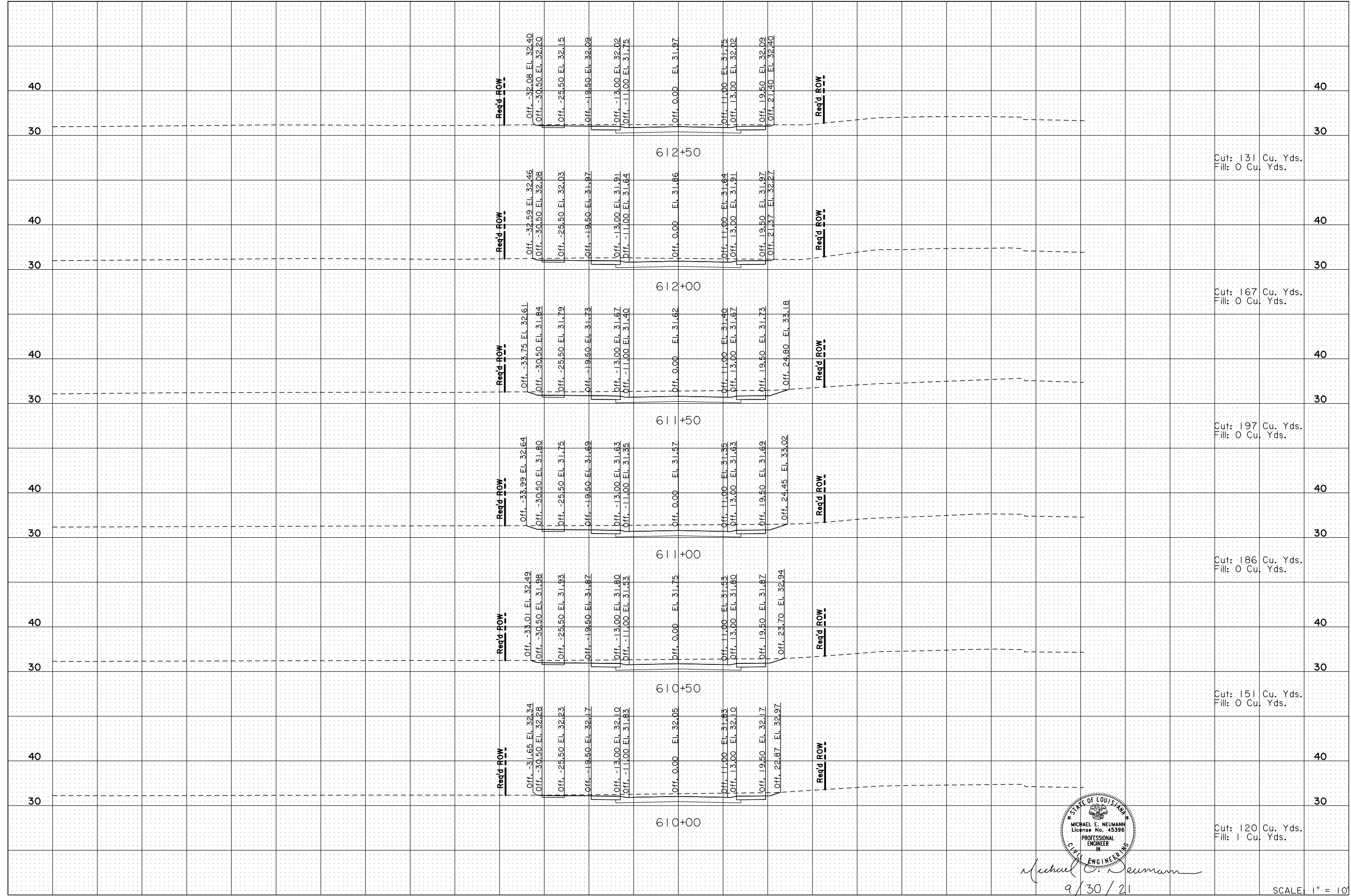
FINAL PLANS



Michael E. Neumann
9/30/21

SCALE: 1" = 10'

SHEET NUMBER 403	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CITY PROJECT 20-CP-HC-0008
CHECKED GDH	STATE PROJECT -
DATE	3 OF 11
REVISION DESCRIPTION	BY
NO.	DATE
CROSS SECTIONS (MIDWAY DR.) MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	

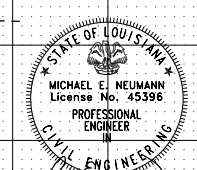
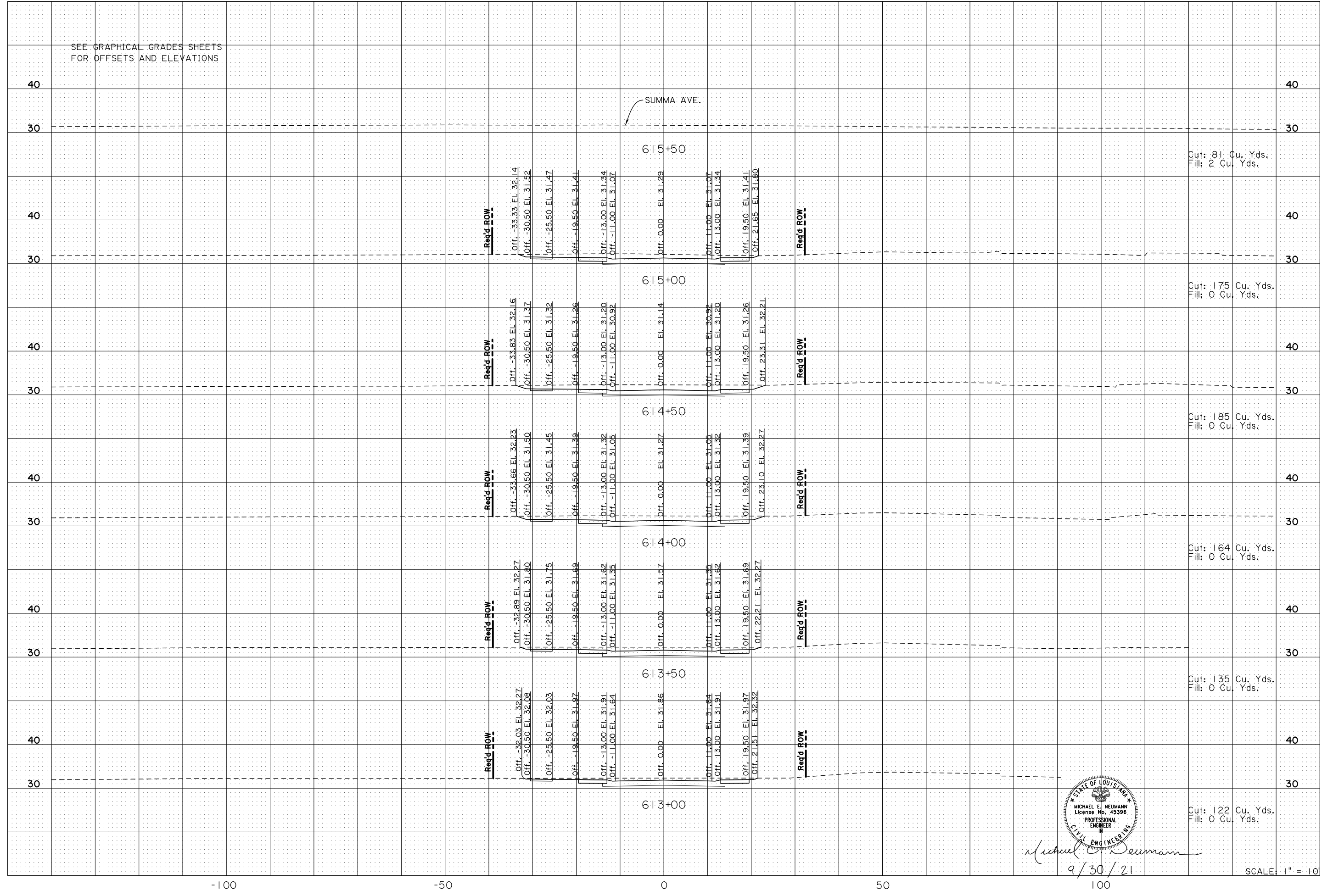


Michael E. Neumann
9/30/21

SCALE: 1" = 10'



SHEET NUMBER 404	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CHECKED GDH
DETAILED MEN	CHECKED MFB
DATE	4 OF 11
NO.	DATE
NO.	REVISION DESCRIPTION
NO.	DATE
NO.	BY
CROSS SECTIONS (MIDWAY DR.)	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	
BR CITY OF BATON ROUGE	

FINAL PLANS

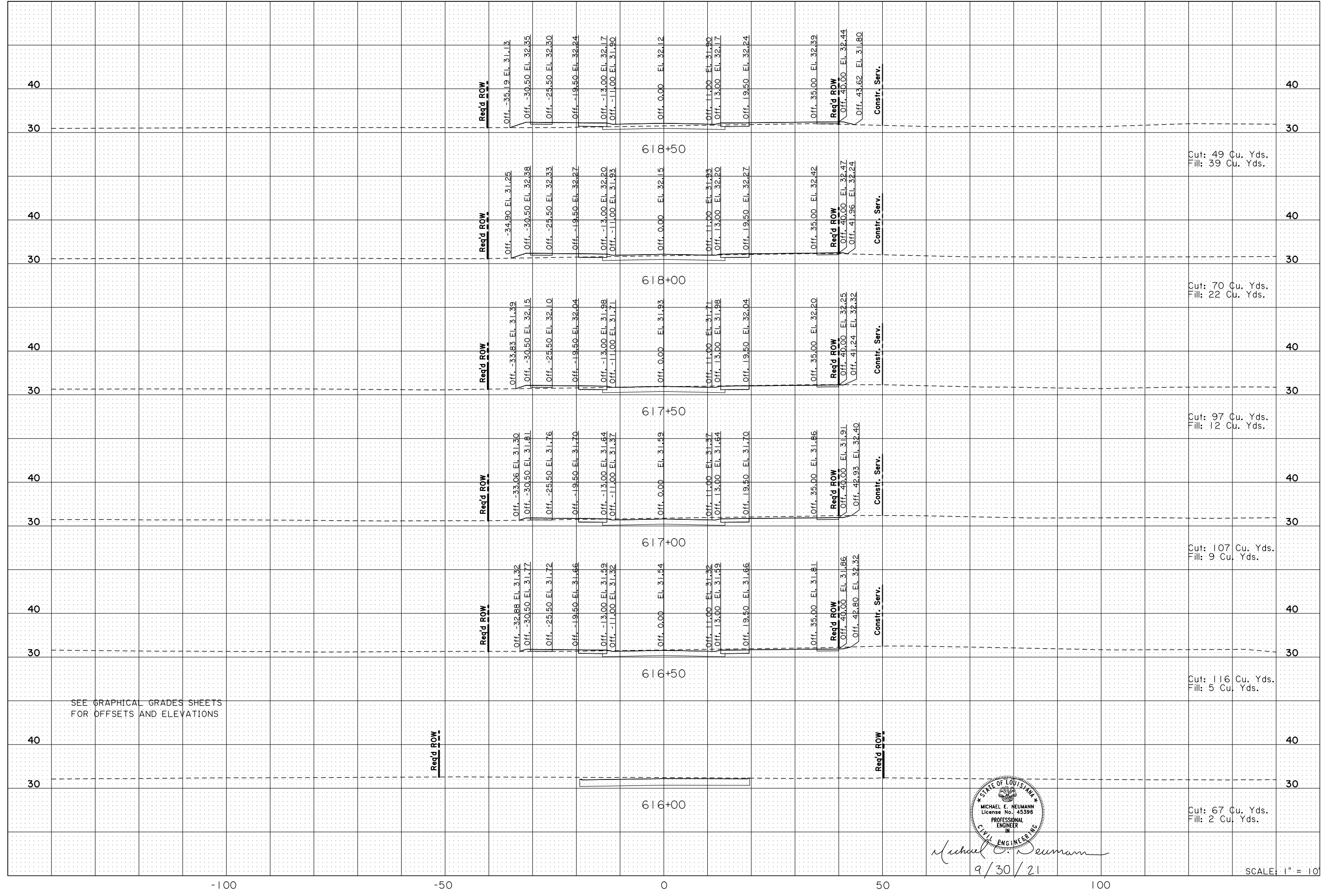


Cut: 122 Cu. Yds.
Fill: 0 Cu. Yds.

SCALE: 1" = 10'

SHEET NUMBER 405	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CHECKED GDH
DETAILED MEN	CHECKED MFB
DATE	SHEET 5 OF 11
CITY PROJECT 20-CP-HC-0008	STATE PROJECT -
CROSS SECTIONS (MIDWAY DR.)	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	
NO.	DATE
REVISION DESCRIPTION	BY
	
	

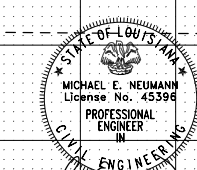
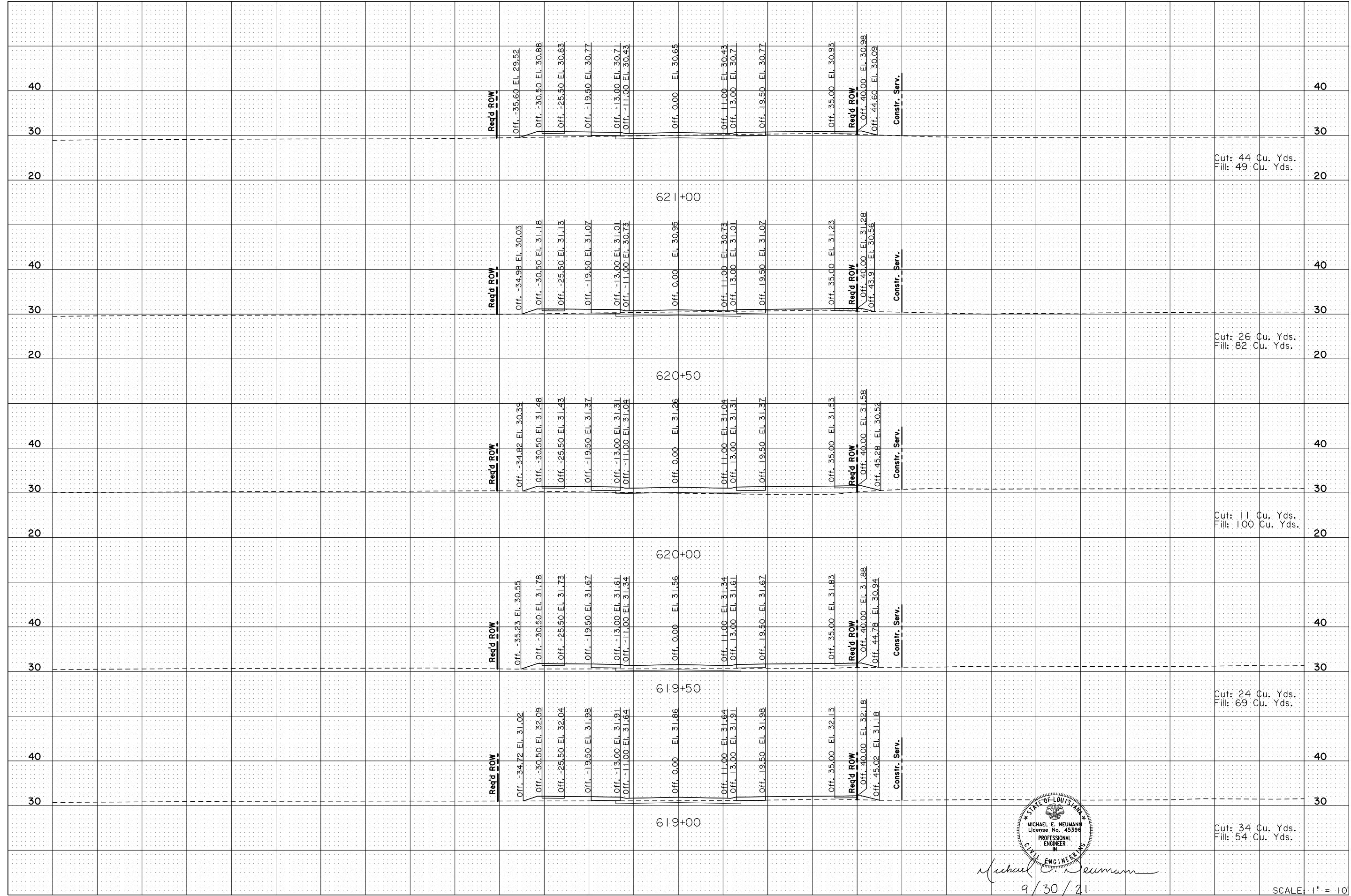
FINAL PLANS



Michael E. Neumann
9/30/21

SCALE: 1" = 10'

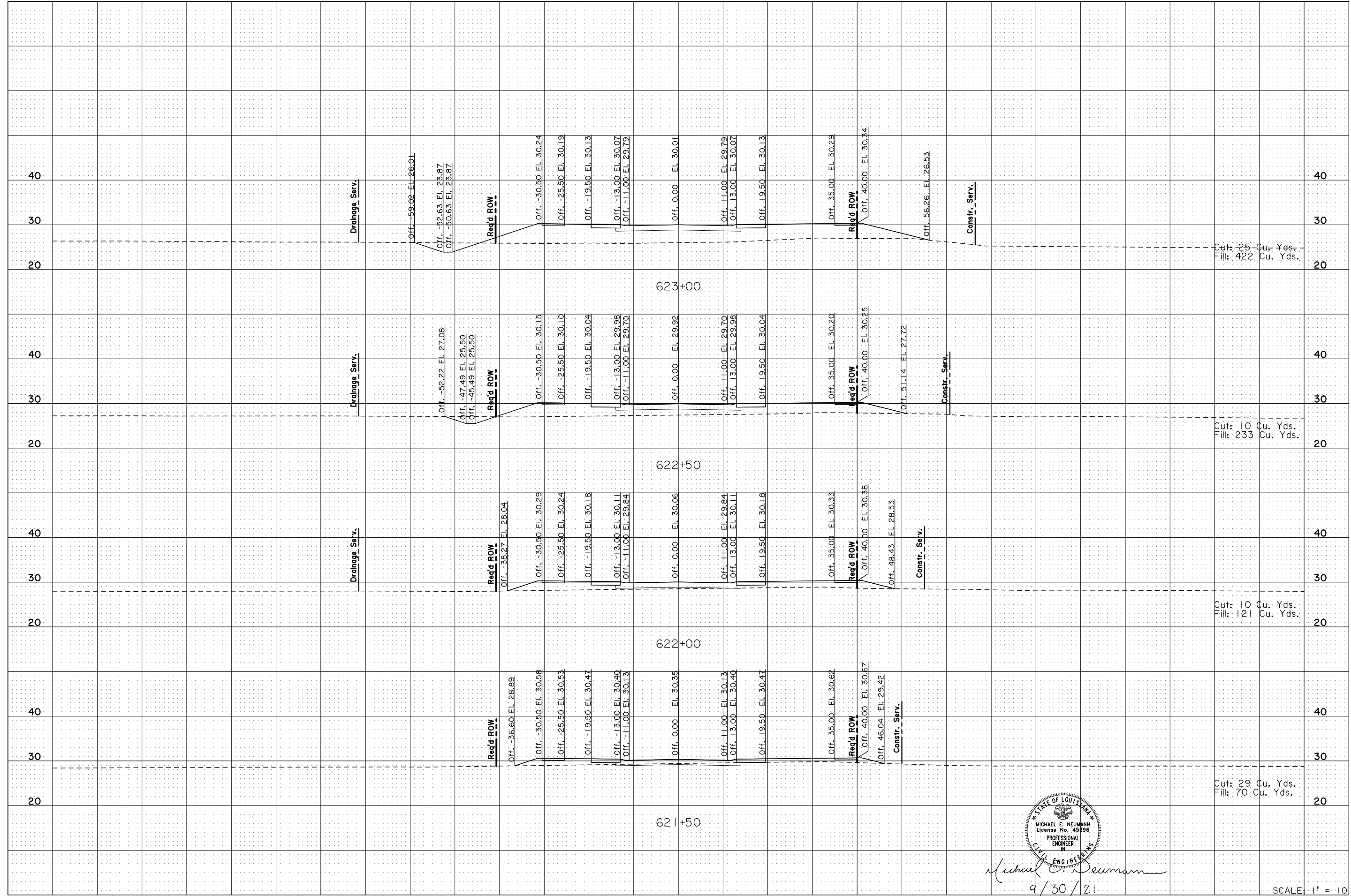
SHEET NUMBER 406	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CHECKED GDH
DETAILED MEN	CHECKED MFB
DATE	DATE
SHEET 6 OF 11	BY
REVISION DESCRIPTION	
NO. DATE	
CROSS SECTIONS (MIDWAY DR.)	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	
CITY OF BATON ROUGE	
PARISH EAST BATON ROUGE	
CITY PROJECT 20-CP-HC-0008	
STATE PROJECT -	



Michael E. Neumann
9/30/21

SCALE: 1" = 10'

SHEET NUMBER 407	
EAST BATON ROUGE PARISH	
DESIGNED MFB	CHECKED GDH
Detailed MEN	CHECKED MFB
DATE	DATE
SHEET	7 OF 11
NO.	BY
REVISION DESCRIPTION	
CROSS SECTIONS (MIDWAY DR.)	
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)	



Michael E. Neumann
9/30/21

SCALE: 1" = 10'

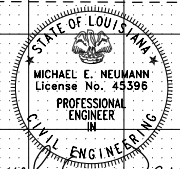
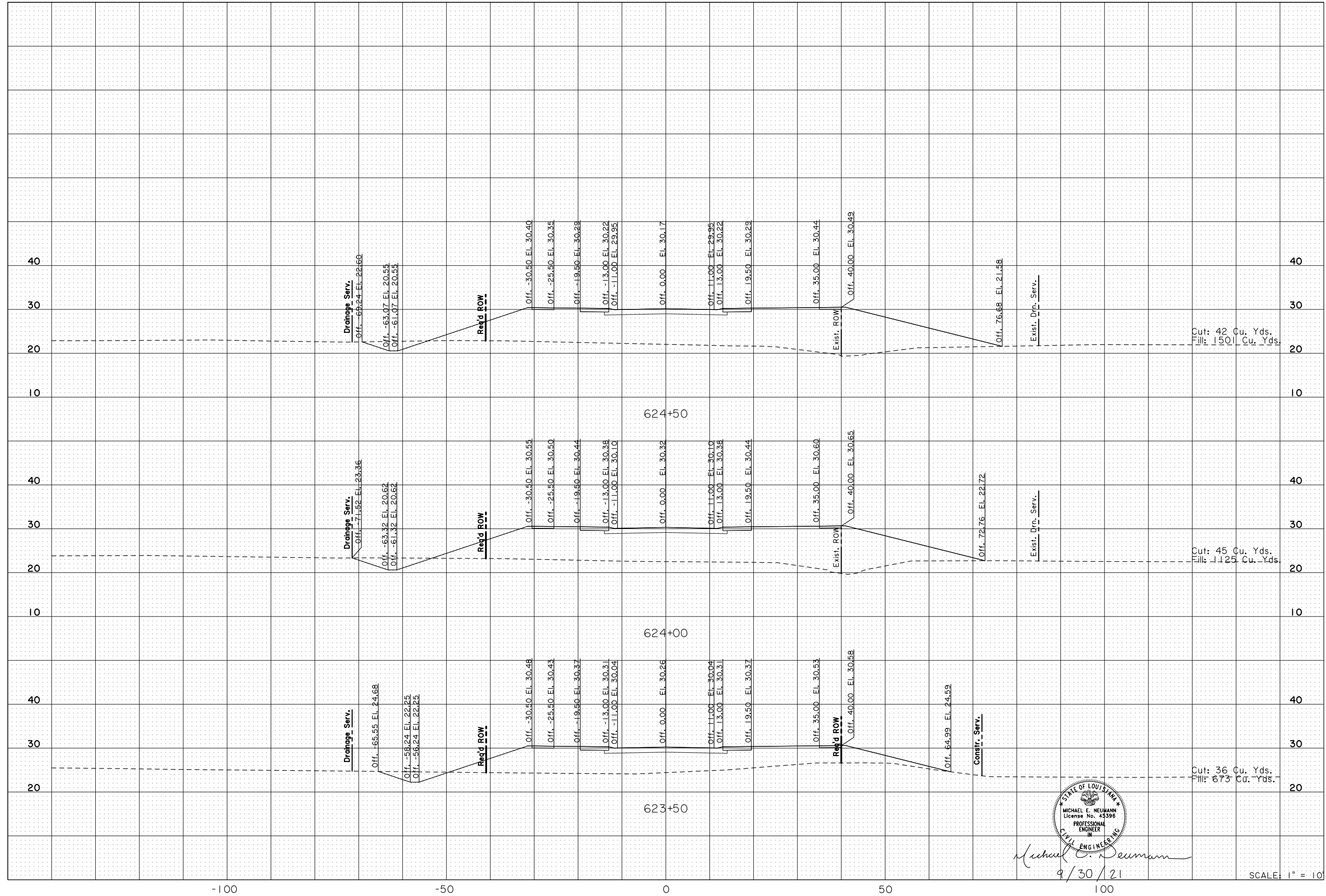
DESIGNED MFB		CHECKED GDH		PARISH	EAST BATON ROUGE PARISH
DETAILED MEN		CHECKED MFB		CITY PROJECT	20-CP-HC-0008
DATE	NO.	DATE	NO.	STATE PROJECT	-
				8 OF 11 SHEET	

CROSS SECTIONS (MIDWAY DR.)
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR CITY OF BATON ROUGE
PART OF EACH SECTION INDICATED

MVEBR

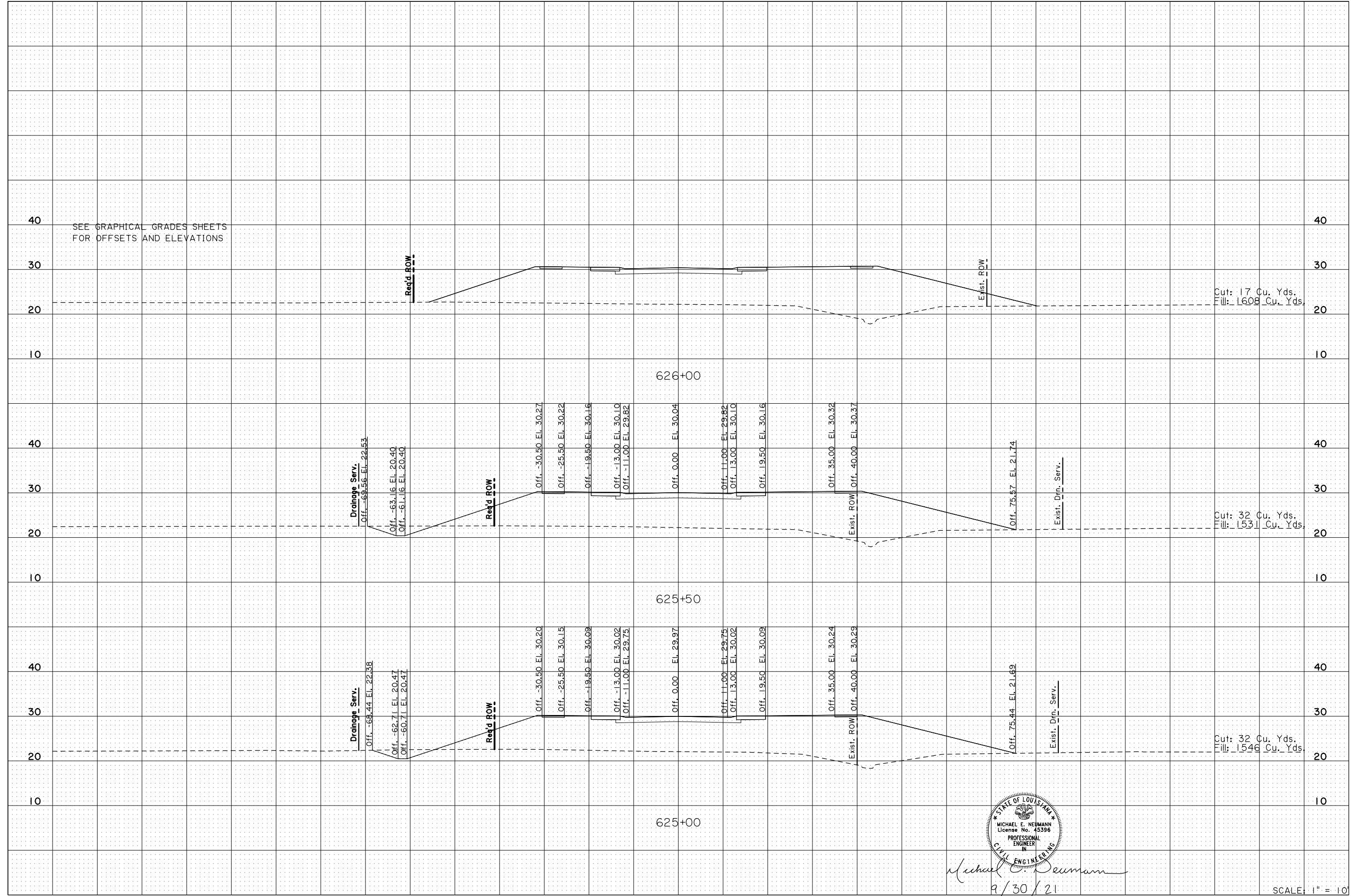
FINAL PLANS



Michael E. Neumann
9/30/21

SCALE: 1" = 10'

DESIGNED MFB		CHECKED GDH		PARISH	EAST BATON ROUGE PARISH
DETAILED MEN		CHECKED MFB		CITY PROJECT	20-CP-HC-0008
DATE		DATE		STATE PROJECT	-
NO.		NO.		SHEET	9 OF 11
REVISION DESCRIPTION		REVISION DESCRIPTION		BY	
CROSS SECTIONS (MIDWAY DR.) MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)					
SHEET NUMBER		409			



Michael E. Neumann
9/30/21

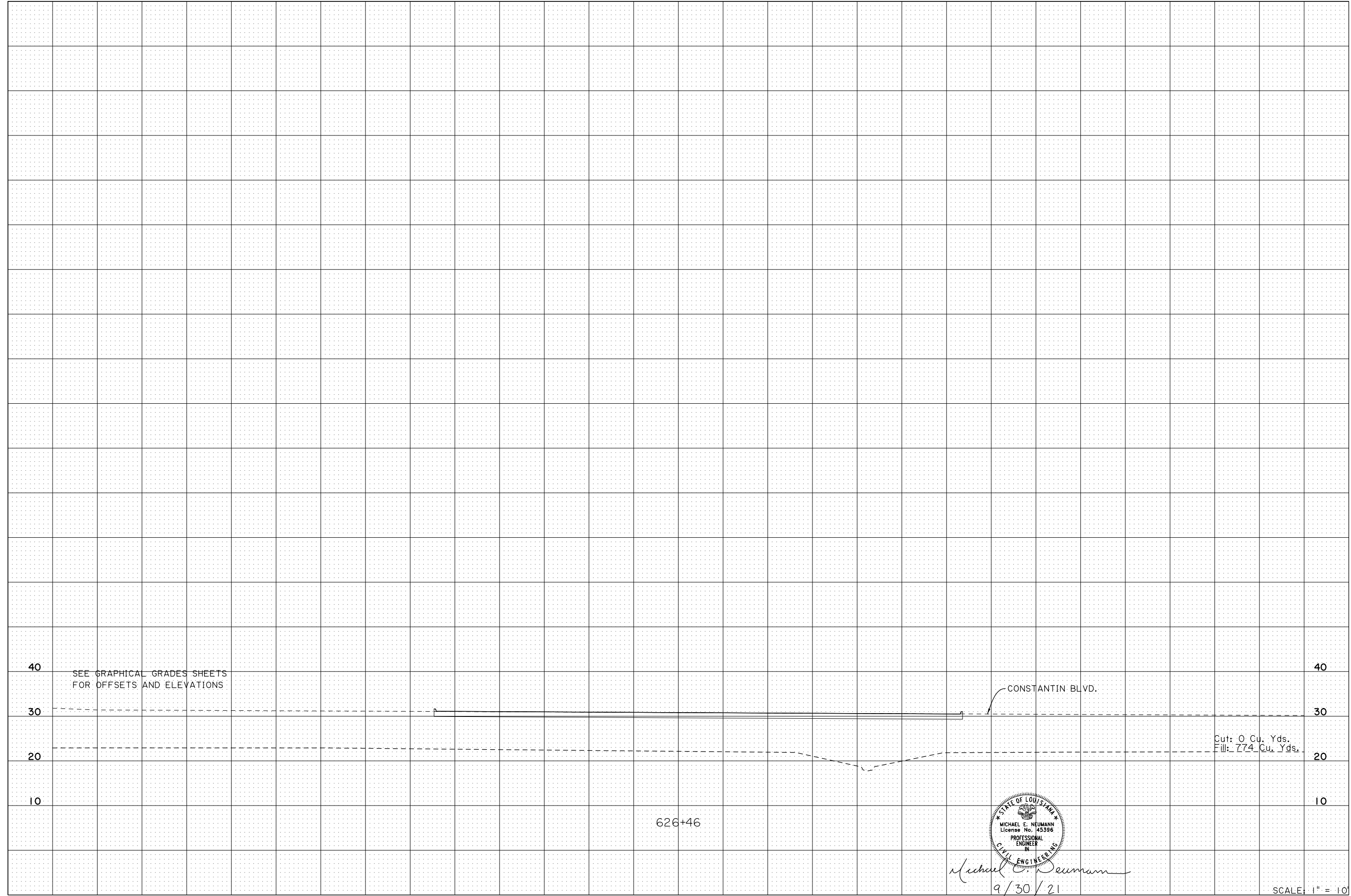
SCALE: 1" = 10'

SHEET NUMBER 410	
EAST BATON ROUGE PARISH	
PARISH	PROJECT 20-CP-HC-0008
CITY	STATE PROJECT -
DESIGNED MFB	DATE 10 OF 11
CHECKED GDH	SHEET
DETAILED MEN	REVISION DESCRIPTION
CHECKED MFB	BY
NO.	DATE

CROSS SECTIONS (MIDWAY DR.)

MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR CITY OF BATON ROUGE



DESIGNED MFB CHECKED GDH		PARISH EAST BATON ROUGE PARISH	
DETAILED MEN CHECKED MFB		CITY PROJECT 20-CP-HC-0008	
DATE SHEET 11 OF 11		STATE PROJECT -	
NO.	DATE	REVISION DESCRIPTION	BY

MVEBR

CROSS SECTIONS
(MIDWAY DR.)
MIDWAY DR. (PICARDY AVE. TO CONSTANTIN BLVD.)

BR
CITY OF BATON ROUGE
PARISH OF EAST BATON ROUGE



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