






ItemNo.	Description	Unit	Quantity
2010100	Clearing and Grubbing	LUMP	1
2010301	Removal of Trees (13" to 24")	EACH	280
2010303	Removal of Trees (Over 36")	EACH	18
2020100	Removal of Structures and Obstructions	LUMP	1
2020101	Removal of Structures and Foundation (Station 107+50 and 108+50)	EACH	2
2020102	Removal of Decorative Wall	LF	2,054
2020300	Removal of Concrete Pavement	SY	1,981
2020900	Saw Cutting Concrete or Asphalt	LF	2,211
2031400	Embankment	CY	1,103
7010908	8" Thermoplastic Pipe	LF	1,026
7020802	Yard Drain Inlet (702-21)	EACH	24
9030200	Temporary Hay Bales	EACH	6
9030500	Temporary Silt Fencing	LF	17,034
9030800	Seed	LB	394
9030900	Fertilizer	LB	3,000
9031000	Water	MGAL	219
9031500	Slab Sod	SY	225
9031900	Storm Water Pollution Prevention Plan	LUMP	1
9050100	Temporary Signs and Barricades	LUMP	1
9070106	Integral Concrete Curb (6" Barrier)	LF	935
9090100	Mobilization	LUMP	1
9140100	Pre-Construction Video	LUMP	1
9900103	Fence System	LF	2,054

  
 KATE B. PREZEM  
 License No. 59236  
 PROFESSIONAL ENGINEER  
 IN  
 CIVIL ENGINEERING  
 State of Louisiana  
*Kate B. Prezem*  
 7/14/25

SHEET NUMBER		2
PARISH		EAST BATON ROUGE PARISH
CITY	PROJECT	12-CS-HC-0015
STATE	PROJECT	
FORMER CHECKED DATE	DATE	7/15/2025
DRAWN CHECKED DATE	DRAWN CHECKED DATE	
BY	REVISION DESCRIPTION	
NO.	DATE	
		
SUMMARY OF ESTIMATED QUANTITIES		
PERKINS RD. (SIEGEN LN. TO PECUE LN.)		
		
		

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 Final Right of Way Map  
 2/12/2023  
 10:00

**CITY OF BATON ROUGE  
 AND  
 PARISH OF EAST BATON ROUGE**  
**DEPARTMENT OF TRANSPORTATION AND DRAINAGE  
 ENGINEERING DIVISION**

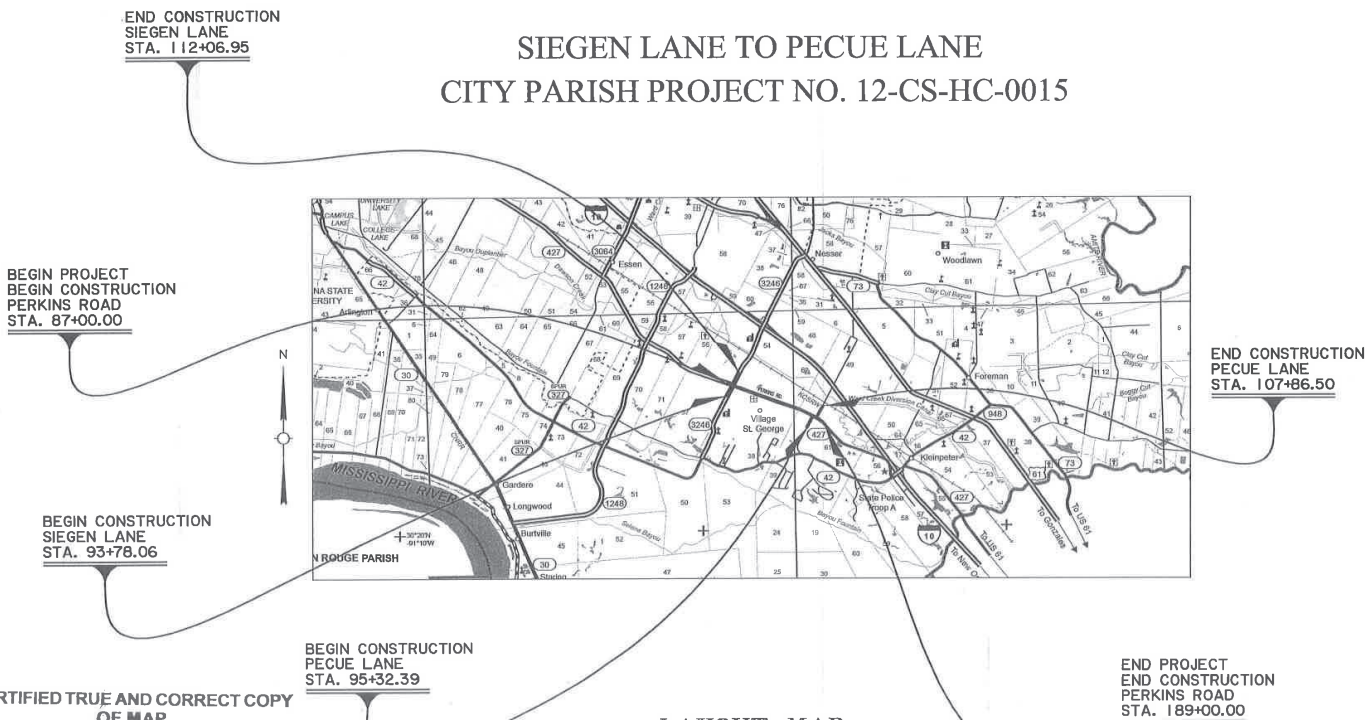
C.P. 12-CS-HC-0015



VICINITY MAP

**RIGHT OF WAY MAP OF  
 PROPOSED PERKINS ROAD**

**SIEGEN LANE TO PECUE LANE  
 CITY PARISH PROJECT NO. 12-CS-HC-0015**



CERTIFIED TRUE AND CORRECT COPY  
 OF MAP  
 ORIG 150 BUNDLE 13238

LAYOUT MAP

SCALE: 1 INCH = 1 MILE



FEB 08 2023  
  
 East Baton Rouge Parish  
 Deputy Clerk of Court



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) 765-1788  
 8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

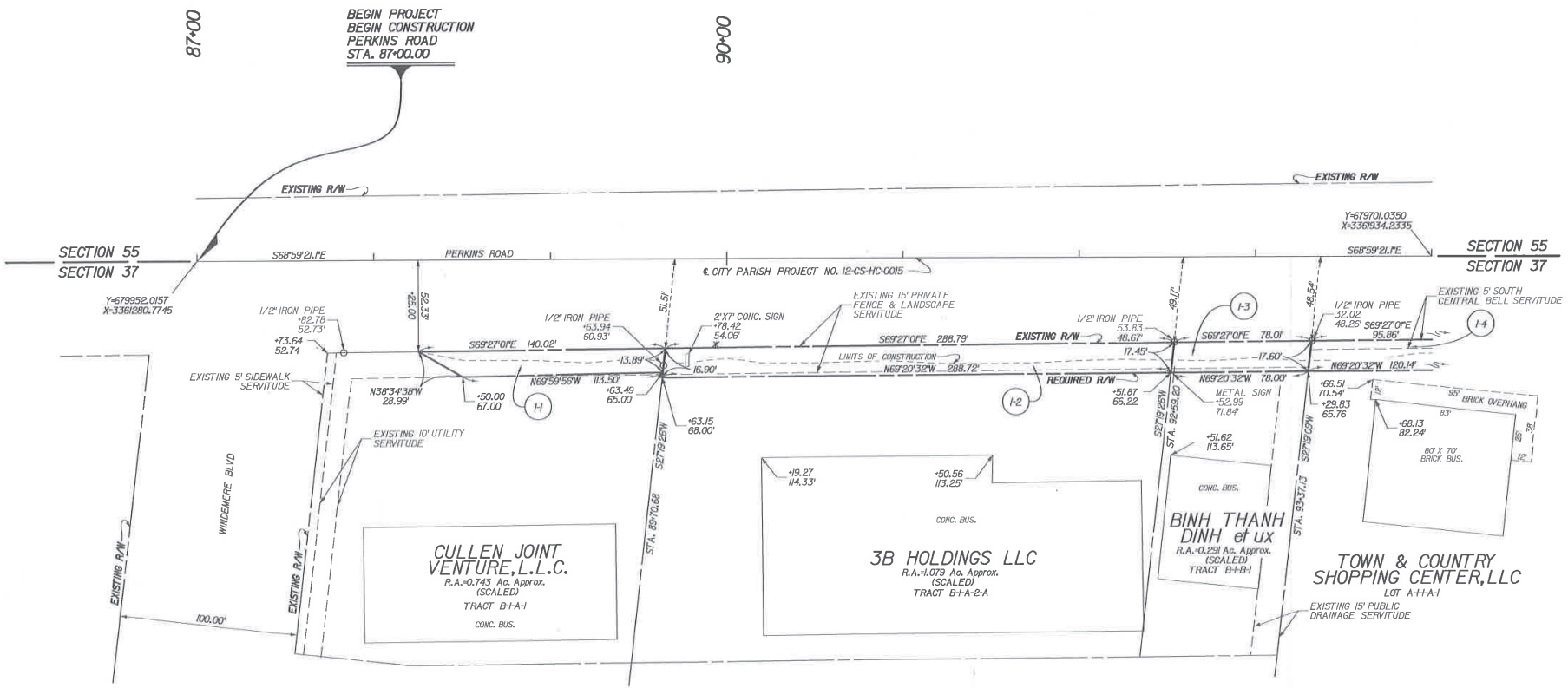
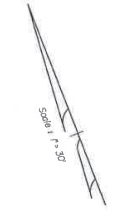
SHEET NUMBER	3	PARISH	EAST BATON ROUGE PARISH	PROJECT	12-CS-HC-0015
DESIGNED	MRS	CHECKED	THE	DATE	02/08/2023
DATE	02/08/23	BY			
RIGHT OF WAY MAP TITLE SHEET & LAYOUT MAP PERKINS RD (SIEGEN LN TO PECUE LN)					

S:\surveyproj\Inroads\_Survey\31694\_GWS\Phase 20153\_LA\_427\_PERKINS\_RD\Drawings\ROW\_sheet\_01.dgn  
 Final Right of Way Map  
 2/2/2023  
 10:01

**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: 007°39.2"  
 3. DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.9994636

**BASE STATIONS:**  
 DSTR.DH9596 ILSU.DF5754 SJB.DF8160  
 DESTREHAN H.S. CORS ARP LOUISIANA STATE U CORS ARP SUB GROUP COOP CORS ARP  
 LAT=N29°57'52.39499" LAT=N30°24'25.70348" LAT=N32°23'45.83304"  
 LONG=W89°22'56.06600" LONG=W87°04'48.94474" LONG=W91°06'25.85461"  
 Y=533851.99 Y=693693.12 Y=699601.48  
 X=3591993.35 X=3329089.84 X=3352133.18

**GREENSBURG LAND DISTRICT**  
**T8S - R1E**  
**SECTIONS 55 & 37**



**LEGEND**

	<b>EXISTING R/W</b>		<b>REQUIRED R/W</b>	RIGHT OF WAY LINE
	<b>EXISTING C.O.A.</b>		<b>REQUIRED C.O.A.</b>	CONTROL OF ACCESS
	<b>EXIST. R/W &amp; EXIST. C.O.A.</b>		<b>REQ'D. R/W &amp; REQ'D. C.O.A.</b>	RIGHT OF WAY & CONTROL OF ACCESS
	---	---	---	LIMITS OF CONSTRUCTION
	---	---	---	LOT LINE
	---	---	---	APPARENT PROPERTY LINE
	---	---	---	EXISTING SERVITUDE LINE
	---	---	---	SECTION LINE

PARCEL	OWNER	ACQUISITION	AREA	AREA
F-4	TOWN & COUNTRY SHOPPING CENTER, LLC	ORIG 579 BNDL 11954 MAY 30, 2007	0.129 Ac.	5631.7 SF
F-3	BINH THANH DINH et ux.	ORIG 542 BNDL 10829 OCTOBER 2, 1997	0.031 Ac.	1357.7 SF
F-2	3B HOLDINGS LLC	ORIG 629 BNDL 12860 DECEMBER 22, 2017	0.113 Ac.	4926.0 SF
F-1	CULLEN JOINT VENTURE, LLC	ORIG 833 BNDL 11695 FEBRUARY 22, 2005	0.042 Ac.	1823.0 SF

M. S. Estopinal  
 2/2/23

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

SHEET NUMBER	4	PARISH	EAST BATON ROUGE PARISH	STATE PROJECT	-
DESIGNED	MRS. UNKOR	DATE	12-05-2015	SHEET	2 OF 2
PROJECT	CITY PARISH PROJECT NO. 12-CS-HC-0015	DATE		SHEET	2 OF 2
REASON DESCRIPTION		NO.		DATE	
RIGHT OF WAY MAP PLAN SHEET PERKINS RD (SIEGEN LN TO PECUE LN)					

10:01

2/2/2023

Final Right of Way Map

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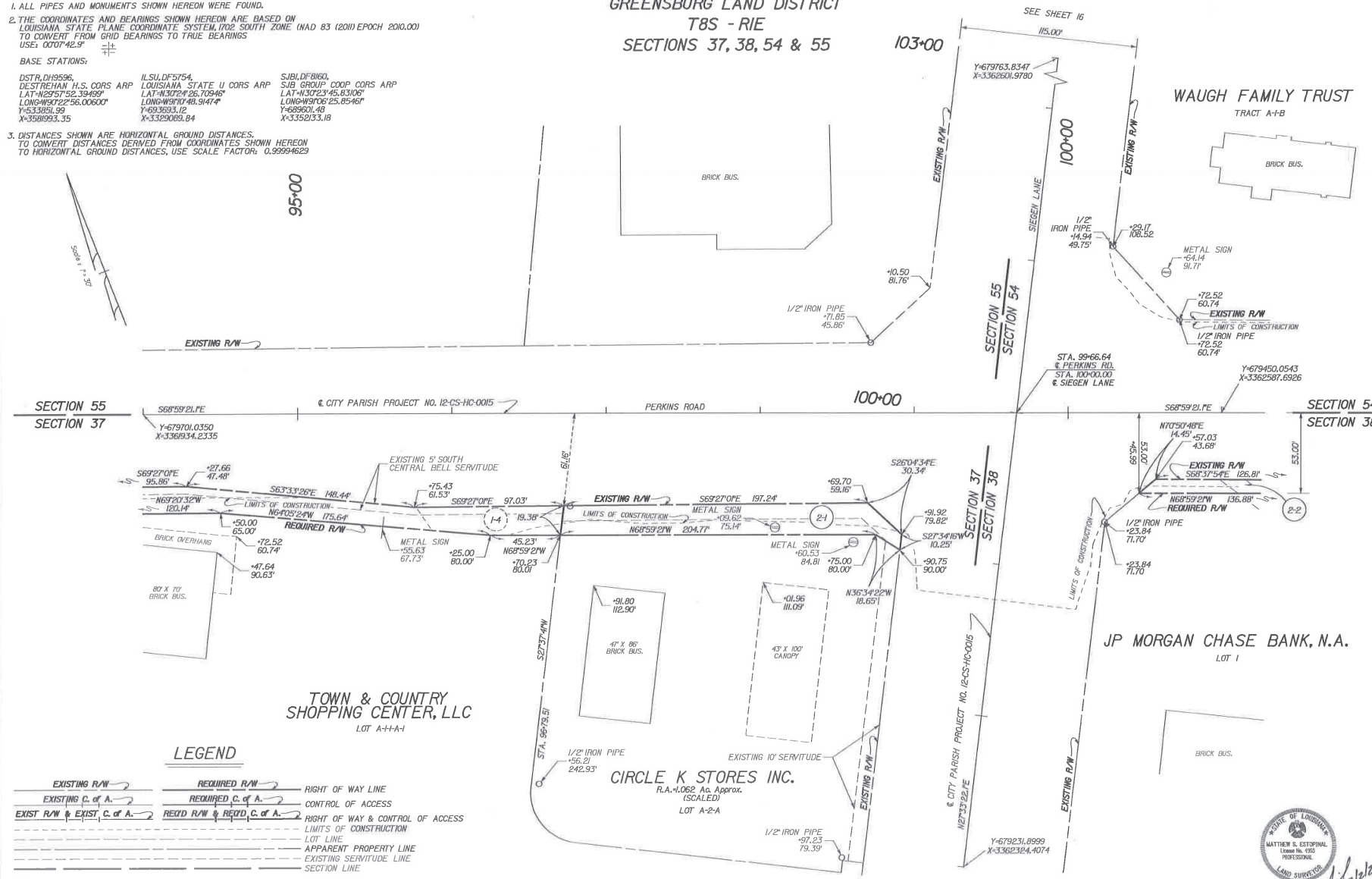
NOTES:  
 1. ALL PIPES AND MONUMENTS SHOWN HEREON WERE FOUND.  
 2. THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON LOUISIANA STATE PLANE COORDINATE SYSTEM, 1702 SOUTH ZONE (NAD 83 (2011) EPOCH 2010.0) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS USE: 0°07'42.5"

BASE STATIONS:

DSTR.DH9596,	ILSU,DF5754,	SJBL,DF8160,
DESTREHAN H.S. COORS ARP	LOUISIANA STATE U COORS ARP	SJB GROUP COOP COORS ARP
LAT=42°57'52.39"499"	LAT=43°02'42.25.70348"	LAT=43°02'45.83100"
LONG=90°22'56.00600"	LONG=90°10'48.91474"	LONG=90°05'25.85468"
Y=533851.99	Y=693693.12	Y=689601.48
X=3581993.35	X=3329089.84	X=3352833.18

3. DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994629

GREENSBURG LAND DISTRICT  
 T8S - R1E  
 SECTIONS 37, 38, 54 & 55



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

2-2	JPMORGAN CHASE BANK, N.A.	ORIG 244 BNDL 13030	JUNE 1, 2020	0.027 Ac.	1178.6 SF
2-1	CIRCLE K STORES INC.	ORIG 103 BNDL 12369	NOVEMBER 16, 2011	0.089 Ac.	4293.3 SF
PARCEL	OWNER	ACQUISITION		AREA	AREA



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 SWS ENGINEERING, INC. (225) 769-1788  
 8170 HIGHWAY ROAD, HATON ROUGE, LA 70088

SHEET NUMBER	01
PARISH	EAST BATON ROUGE PARISH
CITY	12-C5-HC-0015
PROJECT	
DATE	
SCALE	
BY	
REVISION	
DESCRIPTION	
DATE	
SCALE	
DATE	
SCALE	
DATE	

RIGHT OF WAY MAP  
 PLAN SHEET  
 PERKINS RD (SIEGEN LN TO PECUE LN)

MOVER

BR

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2/12/2023

Final Right of Way Map

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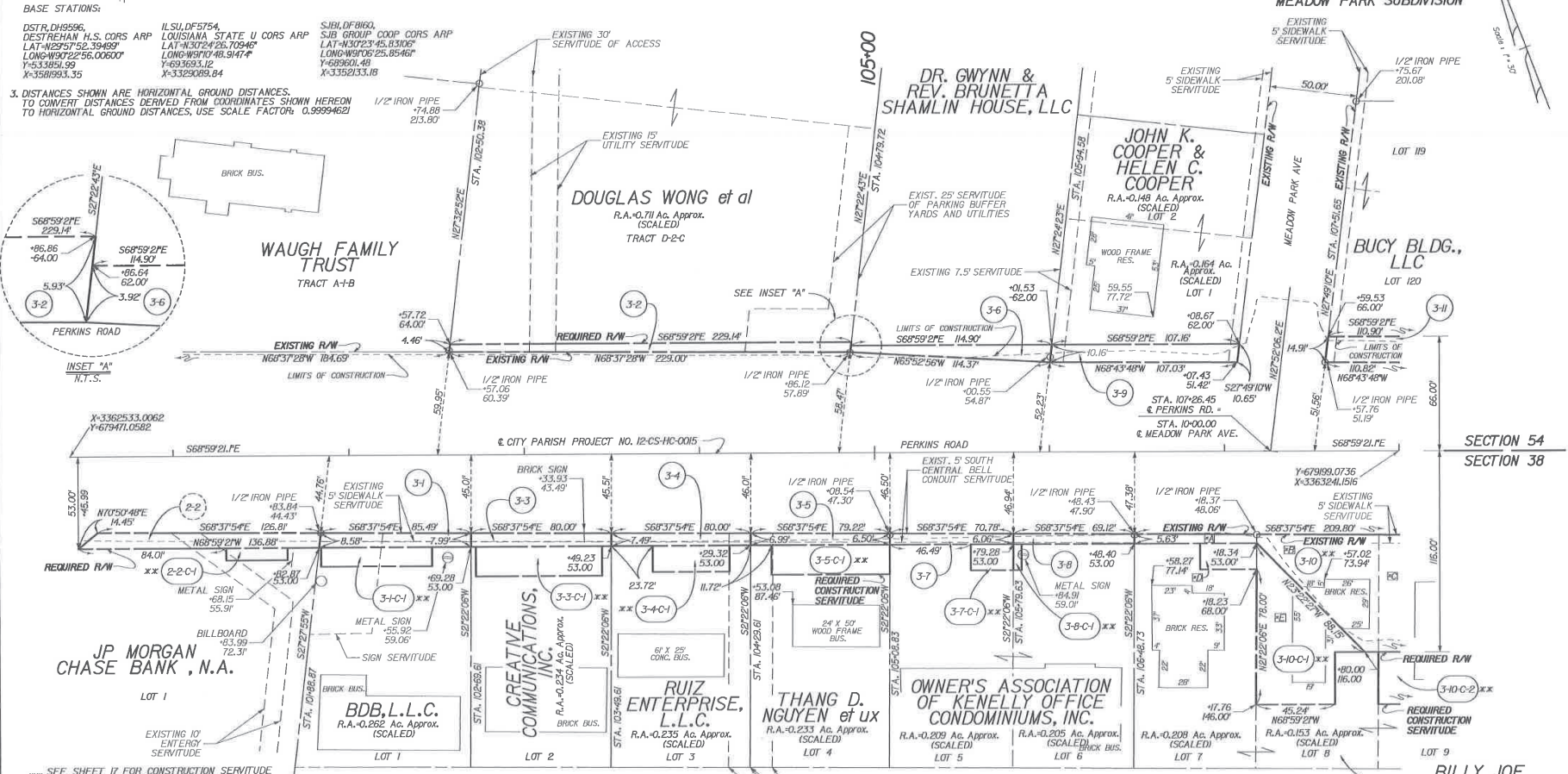
NOTES:  
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 2. THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON LOUISIANA STATE PLANE COORDINATE SYSTEM, 1702 SOUTH ZONE (NAD 83 (2011) EPOCH 2010.00) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS USE: 007°46.6"

BASE STATIONS:

DSTR.DH9596 ILSU.DF5754 S.IBL.DF860  
 DESTREHAN N.S. CORP ARP LOUISIANA STATE U CORP ARP SJB GROUP 0001 CORP ARP  
 LAT: N29°57'52.39489" LAT: N30°27'45.70946" LAT: N30°27'45.33300"  
 LONG: W92°25'56.00600" LONG: W91°48.94474" LONG: W91°06'25.85466"  
 Y: 633851.99 Y: 693693.12 Y: 689601.48  
 X: 3581893.35 X: 3329088.84 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: 0.99994623

GREENSBURG LAND DISTRICT  
 T8S - R1E  
 SECTIONS 54 & 38



\*\* SEE SHEET 17 FOR CONSTRUCTION SERVITUDE DIMENSIONS AND ACQUISITION DATA.

3-II	BUCY BLDG., LLC	ORIG 844	BNDL 12498	MAY 16, 2013	0.038 Ac.	1669.5 SF
3-10	BILLY JOE SMITH, II et ux	ORIG 999	BNDL 10183	OCTOBER 26, 1990	0.169 Ac.	7348.2 SF
		ORIG 316	BNDL 10803	JUNE 30, 1997		
		ORIG 118	BNDL 12109	NOVEMBER 24, 2008		
3-9	JOHN K. COOPER & HELEN C. COOPER	ORIG 974	BNDL 12690	OCTOBER 26, 2015	0.025 Ac.	1107.1 SF
3-8	OWNER'S ASSOCIATION OF KENELLY OFFICE CONDOMINIUMS, INC.	ORIG 176	BNDL 12024	JANUARY 9, 2008	0.009 Ac.	403.8 SF
3-7		ORIG 605	BNDL 11723	MAY 13, 2005	0.010 Ac.	444.4 SF
3-6	DR. GWYNN & REV. BRUNETTA SHAMLIN HOUSE, L.L.C.	ORIG 106	BNDL 13115	JUNE 10, 2021	0.019 Ac.	803.5 SF
3-5	THANG D. NGUYEN et ux	ORIG 347	BNDL 11352	MAY 31, 2002	0.012 Ac.	534.4 SF
3-4	RUIZ ENTERPRISE, L.L.C.	ORIG 405	BNDL 11915	JANUARY 18, 2007	0.013 Ac.	578.4 SF
3-3	CREATIVE COMMUNICATIONS, INC.	ORIG 30	BNDL 11928	MARCH 02, 2007	0.014 Ac.	618.4 SF
3-2	DOUGLAS WONG et al	ORIG 104	BNDL 12379	JANUARY 3, 2002	0.027 Ac.	1183.5 SF
		ORIG 869	BNDL 10781	APRIL 16, 1997		
3-1	BDB, L.L.C.	ORIG 530	BNDL 11302	JANUARY 2, 2002	0.016 Ac.	709.9 SF
PARCEL	OWNER	ACQUISITION		AREA	AREA	

PARCEL	OWNER	LOT NO.	AREA
A 3-10	BILLY JOE SMITH, II et ux	LOT 7	378.2 SF
B 3-10		LOT 8	2803.3 SF
C 3-10		LOT 9	4166.7 SF
D 3-10-C1		LOT 7	484.4 SF
E 3-10-C1		LOT 8	3309.2 SF

LEGEND



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 GWS ENGINEERING, INC. (225) 289-1788  
 8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

SHEET NUMBER 6

EAST BATON ROUGE PARISH 12-CS-HC-0015

PROPOSED: MRS UNDEED, TITLE UNDEED, MISE UNDEED, DATE 02/02/2023, SHEET 4 OF 21

DATE 03/17/2023

BR MATEBR

RIGHT OF WAY MAP PLAN SHEET

PERKINS RD (SEGEN LN TO PECUE LN)

STATE OF LOUISIANA LAND SURVEYOR MATTHEW S. ESTONAL (License No. 4703) PROFESSIONAL

BR OFFICE OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS

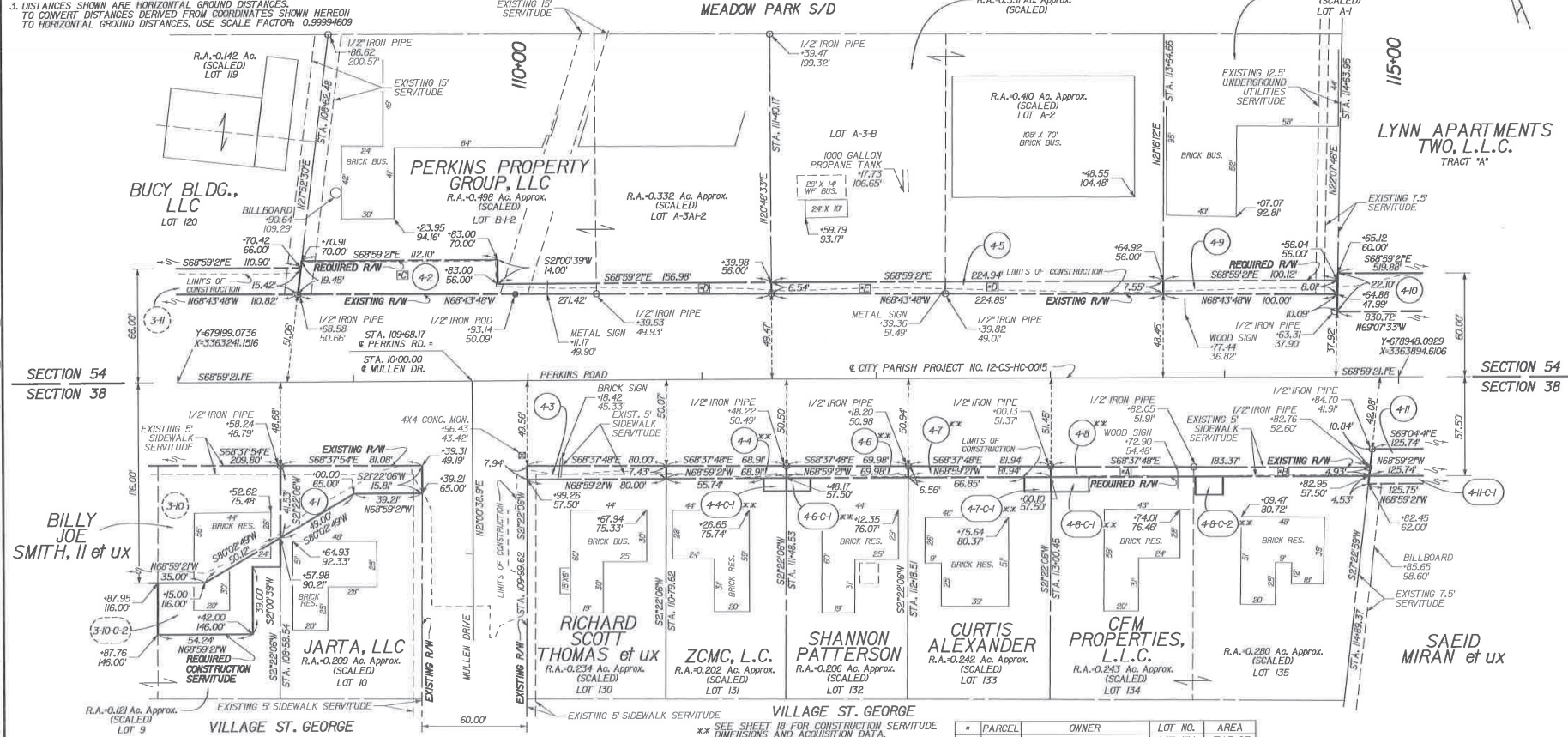
GWS ENGINEERING, INC.

10:23  
 2/2/2023  
 Final Right of Way Map  
 S:\surveyproj\Inroads Survey\31694 GMS\Phase 20153 IA 427 PERKINS RD\Drawings\ROW\_sheet\_04.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: 000752.4"  
**BASE STATIONS:**  
 DSTR, DH9596, ILSU, DF5754, SUD, DF8100,  
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 LONG=9972256.00600", LONG=9970746.91474", LONG=9970725.85461"  
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 X=3332089.84, X=3332089.84, X=3332089.84

PARCEL	OWNER	LOT NO.	AREA
C	4-2 PERKINS PROPERTY GROUP, LLC	LOT B+2	2553.4 SF
D	4-2 PERKINS PROPERTY GROUP, LLC	LOT A-3A+2	633.0 SF
E	4-5 RONALD STEPHEN CHENEVERT	LOT A-3-B	675.5 SF
F	4-5 RONALD STEPHEN CHENEVERT	LOT A-2	908.8 SF

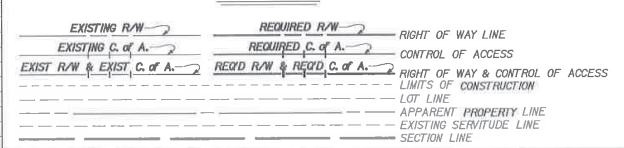
**GREENSBURG LAND DISTRICT**  
**T8S - R1E**  
**SECTIONS 54 & 38**



PARCEL	OWNER	ACQUISITION	AREA	AREA
4-1C-1	SAEID MIRAN et ux	ORIG 458 BNDL 10394	APRIL 14, 1993	0.013 Ac. 565.8 SF
4-1	SAEID MIRAN et ux	ORIG 426 BNDL 11854	JUNE 28, 2006	0.046 Ac. 1983.4 SF
4-10	LYNN APARTMENTS TWO, L.L.C.	ORIG 45 BNDL 12862	JANUARY 3, 2018	0.522 Ac. 22718.8 SF
4-9	OAKLAINE DEVELOPMENTS, LLC	ORIG 756 BNDL 12125	FEBRUARY 17, 2009	0.018 Ac. 778.4 SF
4-8	CFM PROPERTIES, L.L.C.	ORIG 33 BNDL 12900	JULY 11, 2018	0.023 Ac. 1002.9 SF
4-7	CURTIS ALEXANDER	ORIG 412 BNDL 11456	MARCH 27, 2003	0.012 Ac. 516.8 SF
4-6	SHANNON PATTERSON	ORIG 716 BNDL 13212	SEPTEMBER 7, 2022	0.011 Ac. 474.7 SF
4-5	VIVIDAVIS DEVELOPMENT, LLC	ORIG 302 BNDL 12923	NOVEMBER 2, 2018	0.036 Ac. 1584.3 SF
4-4	ZCML, C.	ORIG 197 BNDL 10774	DECEMBER 1, 1999	0.011 Ac. 497.4 SF
4-3	RICHARD SCOTT THOMAS et ux	ORIG 630 BNDL 12607	SEPTEMBER 25, 2014	0.073 Ac. 3188.4 SF
4-2	PERKINS PROPERTY GROUP, LLC	ORIG 452 BNDL 12309	MARCH 16, 2011	0.042 Ac. 1830.1 SF
4-1	JARTA, LLC			

PARCEL	OWNER	LOT NO.	AREA
A	4-8	LOT 134	474.7 SF
B	4-8	LOT 135	528.2 SF

**LEGEND**



I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUNDS OF THE PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS OF PRACTICE FOR SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.  
 GWS ENGINEERING, INC. (225) 769-1768  
 8170 HIGHLAND ROAD, BATON ROUGE, LA 70808



EAST BATON ROUGE PARISH  
 12-C5-HC-0015  
 SHEET NUMBER 7  
 PERKINS RD (SEIGN LN TO PECUE LN)  
 RIGHT OF WAY MAP PLAN SHEET  
 MAYERB  
 DATE: \_\_\_\_\_  
 REVISION DESCRIPTION: \_\_\_\_\_  
 BY: \_\_\_\_\_







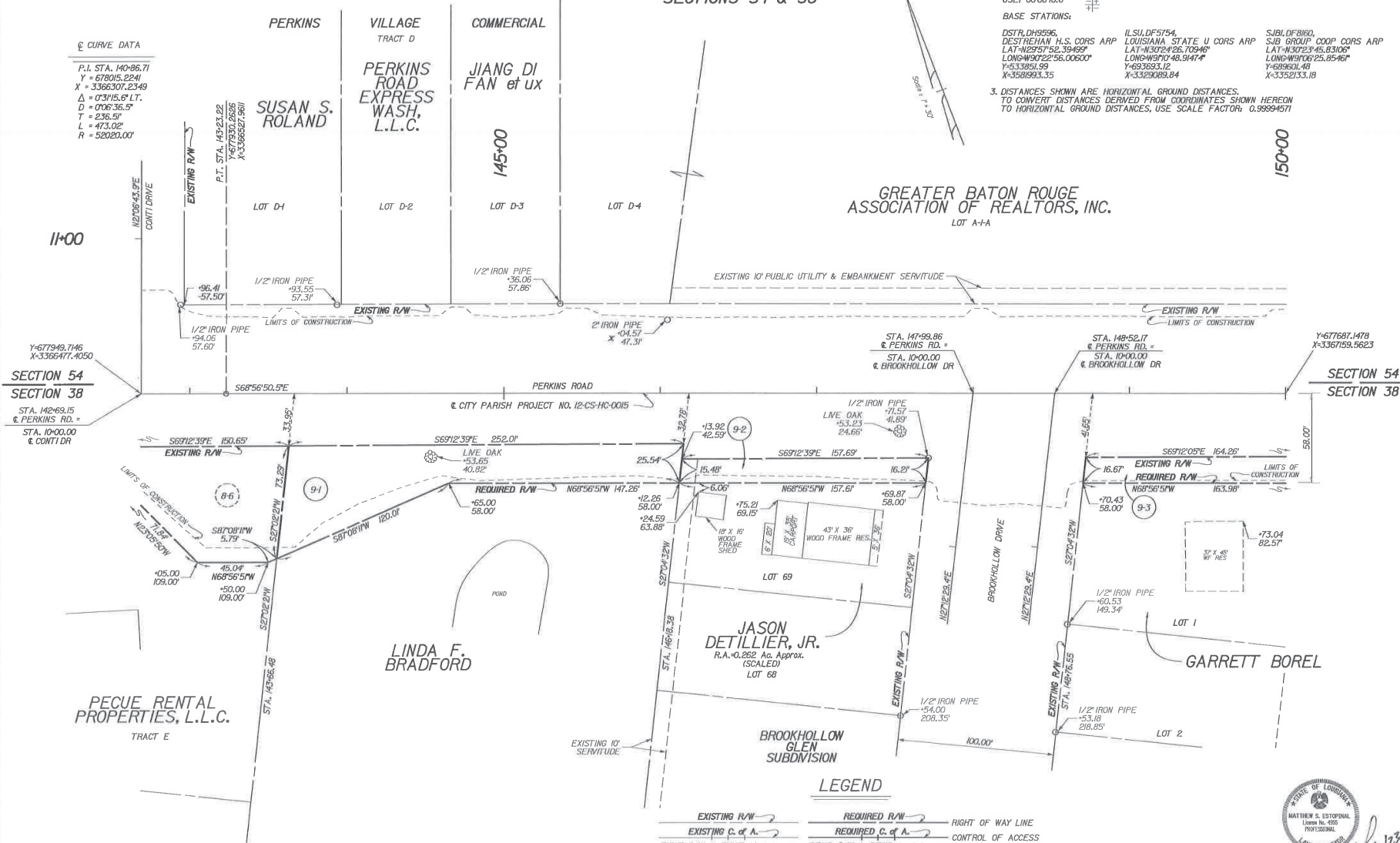


# GREENSBURG LAND DISTRICT T8S - R1E SECTIONS 54 & 38

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, 702 SOUTH ZONE (NAD 83 (2011) EPOCH 2010.00) TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS USE: 00°08'10.6"  
 BASE STATIONS:  
 DSTR.DH8596, ILSL.DF5754, SJB.LDFR80,  
 DESTRIHAN, H.S. CORS ARP, LOUISIANA STATE U CORS ARP, SUB GROUP COOP CORS ARP  
 LAT=49°25'32.394955" N, LAT=49°04'58.70546" N, LAT=49°03'45.83102" N  
 LONG=93°02'22.560000" W, LONG=93°04'48.9147" W, LONG=93°00'25.8546" W  
 Y=533891.99, Y=693693.12, Y=698901.49  
 X=336961.35, X=332909.64, X=332913.18

3. DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994571

⊕ CURVE DATA  
 P.I. STA. 140+86.71  
 Y = 678015.2241  
 X = 3366307.2349  
 Δ = 0°31'15.6" LT.  
 D = 0°06'36.5"  
 L = 473.02'  
 T = 236.51'  
 R = 58020.00'



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



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 GWS ENGINEERING, INC. (225) 769-1788  
 8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

PARCEL	OWNER	ACQUISITION	AREA	AREA
9-3	GARRETT BOREL	ORIG 059 BNDL 12896	JUNE 20, 2018	0.064 Ac. 2780.0 SF
9-2	JASON DETILLIER, JR.	ORIG 525 BNDL 13199	JULY 7, 2022	0.057 Ac. 2483.0 SF
9-1	LINDA F. BRADFORD	ORIG 018 BNDL 12510	JUNE 28, 2013	0.202 Ac. 8795.3 SF
		ORIG 016 BNDL 12510	JUNE 28, 2013	

SHEET NUMBER	12
PARRISH	EAST BATON ROUGE PARISH
CITY	12--CS--HC--0015
STATE PROJECT	12--CS--HC--0015
DATE	02/02/2023
SHEET	10 OF 21
BY	
DATE	
REVISION	
DESCRIPTION	

RIGHT OF WAY MAP  
 PLAN SHEET  
 PERKINS RD (SIEGEN LN TO PECUE LN)

BR  
 CITY OF BATON ROUGE

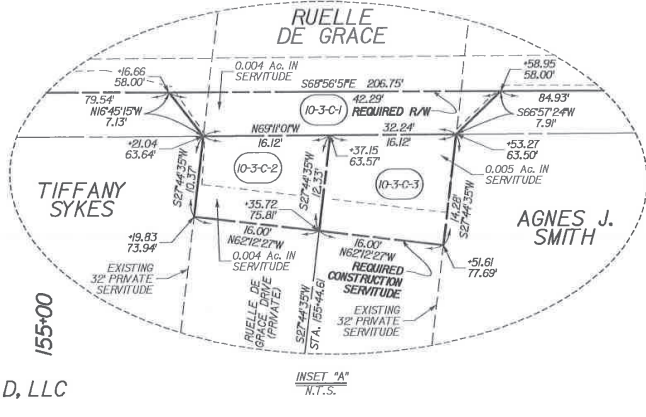
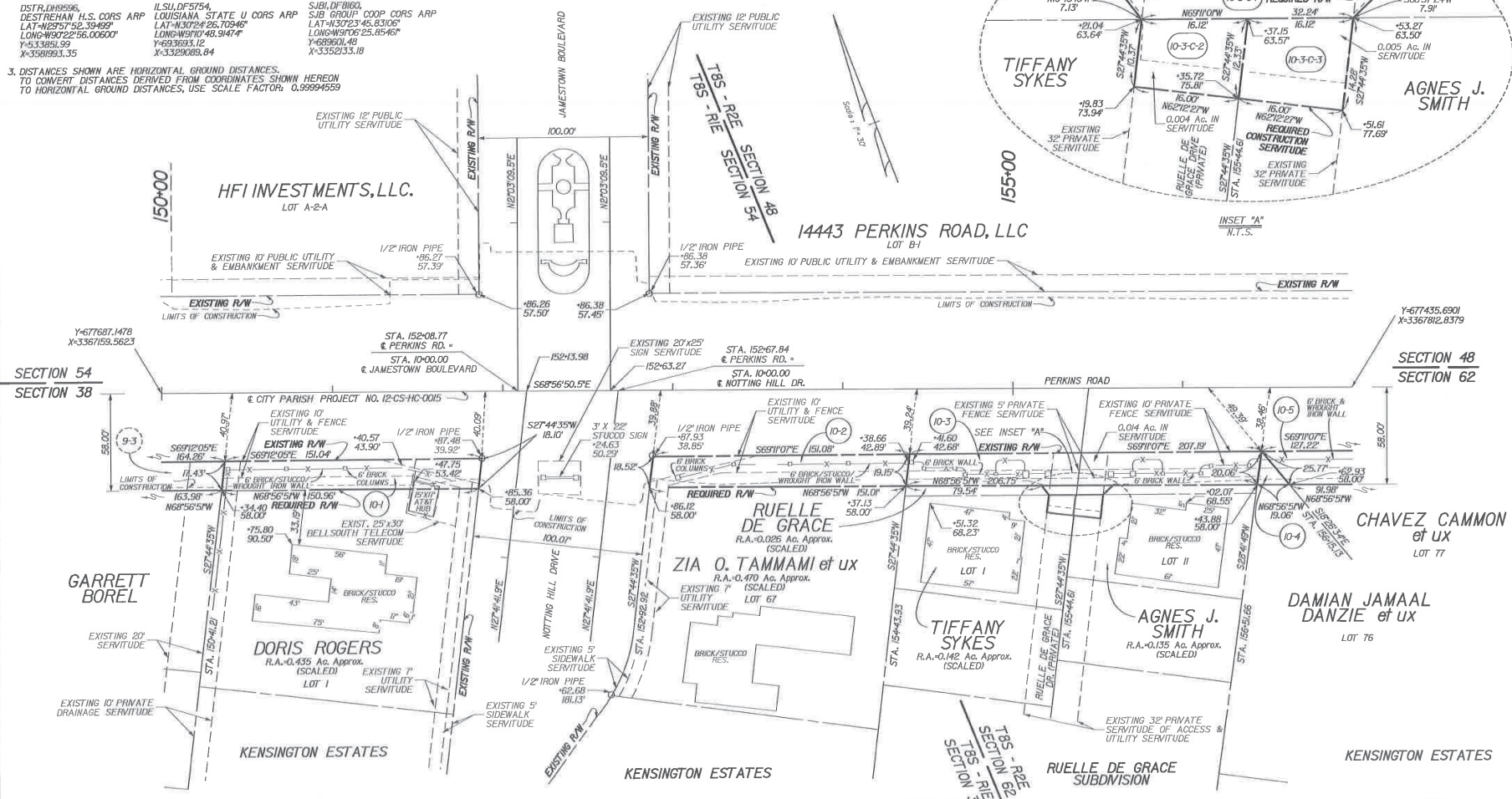
BR  
 CIVIL ENGINEER

10:123  
 2/12/2023  
 Final Right of Way Map  
 S:\surveyproj\Inroads Survey\31694 GWS\Phase 20153 1A\_427 PERKINS RD\Drawings\ROW sheet\_10.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: 000°16.4"  
 3. DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994559

**BASE STATIONS:**  
 DSTR.DH8596, DESTREHAN H.S. CORP ARP  
 LAT=N29°57'52.39499" LONG=W90°22'56.00600"  
 Y=533851.99 X=330863.35  
 ILSU.DF5754, LOUISIANA STATE U CORP ARP  
 LAT=N30°24'26.70946" LONG=W91°10'48.91474"  
 Y=693693.12 X=33529088.04  
 SJB.DF8160, SUB GROUP COOP CORP ARP  
 LAT=N30°23'45.83106" LONG=W91°05'25.85466"  
 Y=693693.12 X=33529133.18

**GREENSBURG LAND DISTRICT**  
**T8S - R1E SECTIONS 38 & 54**  
**&**  
**T8S - R2E SECTIONS 48 & 62**



SECTION 54  
SECTION 38

SECTION 48  
SECTION 62

**LEGEND**

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

PARCEL	OWNER	ACQUISITION	AREA	AREA
10-5	CHAVEZ CAMMON of ux	ORIG 614 BNDL 13130	AUGUST 18, 2021	0.102 Ac. 4433.1 SF
10-4	DAMIAN JAMAAL DANZIE of ux	ORIG 713 BNDL 12966	JULY 1, 2019	0.004 Ac. 159.5 SF
10-3-C-3	AGNES J. SMITH	ORIG 462 BNDL 11892	OCTOBER 30, 2005	0.005 Ac. 219.9 SF
10-3-C-2	TIFFANY SYKES	ORIG 600 BNDL 13134	SEPTEMBER 13, 2021	0.004 Ac. 181.6 SF
10-3-C-1	RUELLE DE GRACE	ORIG 855 BNDL 12158	JUNE 17, 2009	0.005 Ac. 207.5 SF
10-3	ZIA O. TAMMAMI of ux	ORIG 166 BNDL 10752	DECEMBER 23, 1996	0.092 Ac. 4025.2 SF
10-2	DORIS ROGERS	ORIG 902 BNDL 11329	MARCH 25, 2002	0.065 Ac. 2825.2 SF
10-1	DORIS ROGERS	ORIG 902 BNDL 11329	MARCH 25, 2002	0.061 Ac. 2663.3 SF



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 SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.  
 GWS ENGINEERING, INC. (225) 789-1288  
 6179 HIGHWAY ROAD, BATON ROUGE, LA 70808

SHEET NUMBER 13

EAST BATON ROUGE PARISH  
12-CS-HC-0015

MAYBR

RIGHT OF WAY MAP  
PLAN SHEET

PERKINS RD (SEGEN LN TO PECUE LN)

DATE: \_\_\_\_\_ BY: \_\_\_\_\_

REVISION DESCRIPTION

S:\surveyproj\Inroads Survey\31694 GWS Phase 20153 JA 427 PERKINS RD Drawings ROW sheet\_11.dgn 2/12/2023 10:12:3

### GREENSBURG LAND DISTRICT

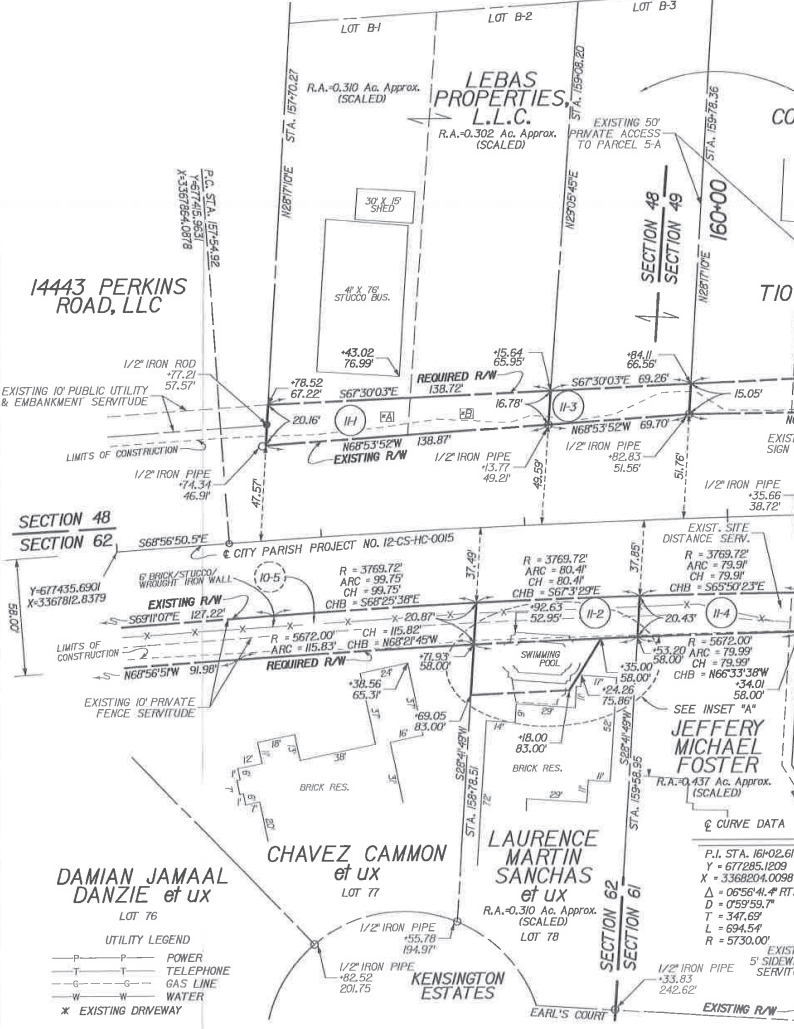
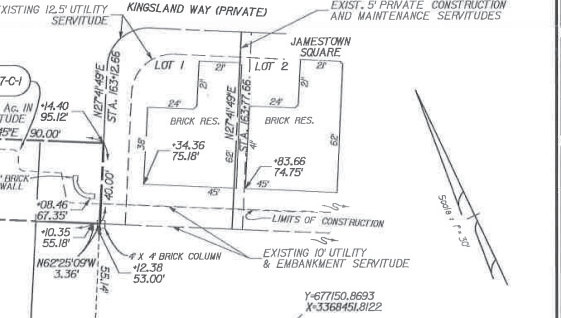
### T8S - R2E

### SECTIONS 48, 49, 61 & 62

PARCEL	OWNER	LOT NO.	AREA
A	IH	LOT B-1	1339.9 SF
B	IH	LOT B-2	1205.2 SF

**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°08'20.4"
- DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994551



**ALLTEL COMMUNICATIONS, L.L.C.**  
R.A.=0.300 Ac. Approx. (SCALED)  
LOT A-1  
BRICK BUS.

**JAMESTOWN SQUARE HOMEOWNERS ASSOC.**  
EXISTING 12.5' UTILITY SERVIDUTE

**TIO VENTURES, L.L.C.**

**14443 PERKINS ROAD, LLC**

**JEFFERY MICHAEL FOSTER**  
R.A.=0.437 Ac. Approx. (SCALED)

**ISAAC L. HANKS of ux**  
LOT 136

**SHAINE MICHAEL DARBONNE of ux**  
LOT 135

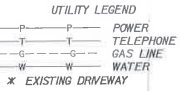
**LAURENCE MARTIN SANCHAS of ux**  
INSET "A"  
N.T.S.

**DAMIAN JAMAAL DANZIE of ux**  
LOT 76

**CHAVEZ CAMMON of ux**  
LOT 77

**LAURENCE MARTIN SANCHAS of ux**  
R.A.=0.310 Ac. Approx. (SCALED)  
LOT 78

**MICHAEL CARL CAMPAGNA of ux**  
R.A.=0.418 Ac. Approx. (SCALED)



**LEGEND**

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

PARCEL	OWNER	ACQUISITION	AREA	AREA
II-9	ISAAC L. HANKS of ux	ORIG 676 BNDL 12234 MAY 4, 2010	0.090 Ac.	3899.2 SF
II-8	SHAINE MICHAEL DARBONNE of ux	ORIG 254 BNDL 13097 MARCH 29, 2021	0.004 Ac.	177.9 SF
II-7-C-1	JAMESTOWN SQUARE HOMEOWNERS ASSOC.	ORIG B49 BNDL 12661 JUNE 22, 2015	0.104 Ac.	4533.7 SF
II-6	MICHAEL CARL CAMPAGNA of ux	ORIG 821 BNDL 13072 DECEMBER 4, 2020	0.078 Ac.	3381.7 SF
II-5	TIO VENTURES, L.L.C.	ORIG 511 BNDL 12288 DECEMBER 7, 2010	0.061 Ac.	2639.0 SF
II-4	JEFFERY MICHAEL FOSTER	ORIG 795 BNDL 13015 MARCH 11, 2019	0.037 Ac.	1591.1 SF
II-3	ALLTEL COMMUNICATIONS, L.L.C.	ORIG 162 BNDL 12390 FEBRUARY 23, 2012	0.032 Ac.	1383.6 SF
II-2-C-1	LAURENCE MARTIN SANCHAS of ux	ORIG 14 BNDL 11118 MAY 8, 2000	0.038 Ac.	1556.1 SF
II-2				
II-1	LEBAS PROPERTIES, L.L.C.	ORIG 712 BNDL 13178 MARCH 20, 2022	0.058 Ac.	2545.1 SF



I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE PROPERTY SHOWN AND THAT THIS PLAN CONFORMS TO THE PROVISIONS OF THE LOUISIANA SURVEYING ACT AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.  
GWS ENGINEERING, INC. (225) 769-1789  
8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

SHEET NUMBER	14
EAST BATCH ROUGE PARISH	12-C5-HC-0015
PARISH	CITY
MRS USE	PROJECT
UNDESIGNED	SHEET
THAT	DATE
UNDESIGNED	REVISION DESCRIPTION
UNDESIGNED	BY
UNDESIGNED	DATE
UNDESIGNED	SCALE

**RIGHT OF WAY MAP PLAN SHEET**

PERKINS RD (SIEGEN LN TO PECHE LN)

2/12/23

Final Right of Way Map  
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4/15/2024 10:54

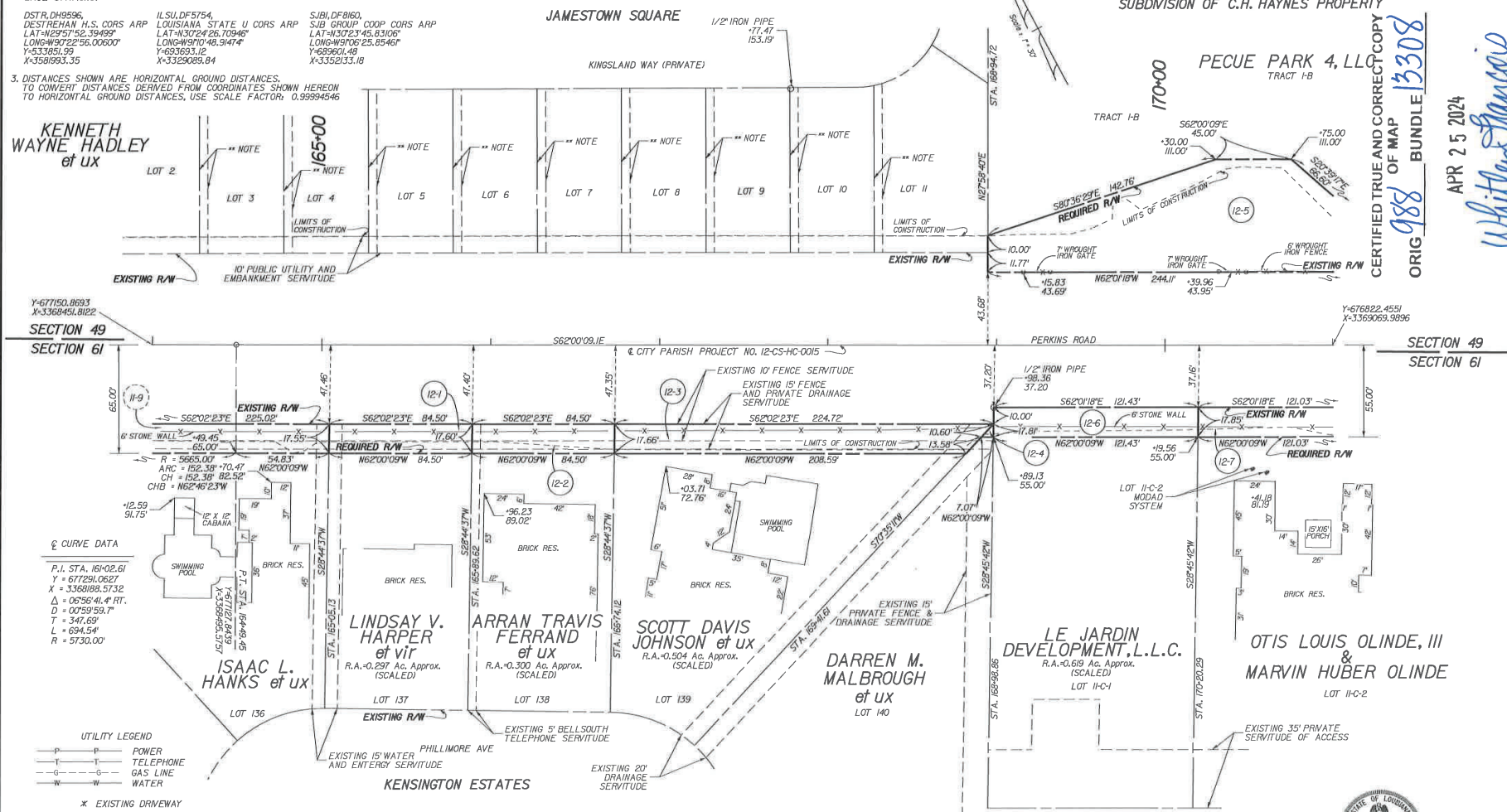
NOTES:  
1. ALL PIPES AND MONUMENTS SHOWN HEREON WERE FOUND.

2. THE 2011 NAD 83 COORDINATE SYSTEM (NAD 83 12011) EPOCH 2010.00 TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS USE: 00°08'21.9"

BASE STATIONS:  
DSTR.DH9896 ILSLDF5754 SJB1.DF8160  
DESTREHAN H.S. CORP ARP LOUISIANA STATE U CORP ARP SJB GROUP COOP CORP ARP  
LAT=N29°57'52.39499" LAT=N30°24'26.70946" LAT=N30°23'45.83106"  
LONG=W92°22'56.00600" LONG=W91°07'48.91474" LONG=W91°06'25.85467"  
Y=533851.99 Y=693693.12 Y=698601.48  
X=3581993.35 X=3329089.84 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: 0.99994546

GREENSBURG LAND DISTRICT  
T8S R2E  
SECTIONS 49 & 61



Y=677150.8693  
X=3368451.8122

SECTION 49  
SECTION 61

CURVE DATA  
P.I. STA. 161+02.61  
Y = 677291.0627  
X = 3368188.5732  
Δ = 06°59'41.4" RT.  
D = 00393.9317'  
T = 347.69'  
L = 694.54'  
R = 5730.00'

UTILITY LEGEND  
P POWER  
T TELEPHONE  
G GAS LINE  
W WATER  
X EXISTING DRIVEWAY

LEGEND  
EXISTING R/W  
EXISTING C. of A.  
EXIST R/W & EXIST. C. of A.  
REQUIRED R/W  
REQUIRED C. of A.  
REQD R/W & REQD. C. of A.

PARCEL	OWNER	ACQUISITION	AREA	AREA
12-7	OTIS LOUIS OLINDE, III & MARVIN HUBER OLINDE	ORIG 961 BNDL 13081	JANUARY 25, 2021	0.050 Ac. 2162.3 SF
12-6	LE JARDIN DEVELOPMENT, L.L.C.	ORIG 655 BNDL 11979	AUGUST 1, 2007	0.050 Ac. 2164.6 SF
12-5	PECUE PARK 4, LLC	ORIG 272 BNDL 13279	OCTOBER 11, 2023	0.267 Ac. 11635.0 SF
12-4	DARREN M. MALBROUGH et ux	ORIG 520 BNDL 13009	FEBRUARY 10, 2020	0.001 Ac. 27.6 SF
12-3	SCOTT DAVIS JOHNSON et ux	ORIG 843 BNDL 12681	SEPTEMBER 15, 2021	0.088 Ac. 3841.0 SF
12-2	ARRAN TRAVIS FERRAND et ux	ORIG 166 BNDL 12953	APRIL 22, 2019	0.034 Ac. 1489.8 SF
12-1	LINDSAY VIONCHE HARPER et vir	ORIG 243 BNDL 13011	FEBRUARY 19, 2020	0.034 Ac. 1485.1 SF

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 ASSET SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, INC. (2023) 788-1 FROM 8170 WISHLAND ROAD, BATON ROUGE, LA 70808



CERTIFIED TRUE AND CORRECT COPY  
OF MAP  
ORIG 988 BUNDLE 13308

APR 25 2024

Whitley Hancock

SHEET NUMBER	15
PROJECT	12-C5-HC-0015
DATE	04/09/2024
SHEET	15 OF 21
PROJECT DESCRIPTION	PERKINS ROAD (SECTION 49 TO PECUE LN)
DATE	
NO.	
RIGHT OF WAY MAP PLAN SHEET	
PERKINS RD (SECTION 49 TO PECUE LN)	
BR	
BR	

10:15:4

4/15/2024

Final Right of Way Map

S:\surveyproj\Inroads Survey\31694 GIS\Phase 201513 LA 4271 PERKINS RD\Drawings\ROW sheet\_13.r.dgn

NOTES:

1. ALL PIPES AND MONUMENTS SHOWN HEREON WERE FOUND.
2. CURVE APPROPRIATE AND BEARINGS RUN FROM THE POINT OF BEGINNING TO THE POINT OF TANGENCY...
LOUISIANA STATE PLANE COORDINATE SYSTEM, 1702 SOUTH ZONE (NAD 83 (2011) EPOCH 2010.00)
TO CONVERT FROM GRID BEARINGS TO TRUE BEARINGS
USE: 00708.27.F

BASE STATIONS:
DSTR.D19596 ILSU.DF554 S1B1.DF860
DESTREHAN H.S. CORS ARP LOUISIANA STATE U CORS ARP S1B GROUP COOP CORS ARP
LAT +N29°57'52.39497" LAT +N30°24'26.70946" LAT +N30°23'45.83106"
LONG +W92°22'55.00600" LONG +W91°04'49.94474" LONG +W91°05'25.85466"
Y=533851.99 Y=693693.12 Y=696001.48
X=3591993.35 X=3329089.84 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: 0.99994531

GREENSBURG LAND DISTRICT

T&S - R2E

SECTIONS 49 & 61

Table with 4 columns: DIST. (A, B, C), BEARING, AREA, and OWNER (FRIEDRICHS SQUARE INVESTMENTS, INC.).

FRIEDRICHS SQUARE INVESTMENTS, INC.

SUBDIVISION OF C.H. HAYNES PROPERTY

COASTAL INVESTMENT ENTERPRISES, L.L.C.

PECUE ENTERPRISES, LLC

PECUE PARK 4, LLC

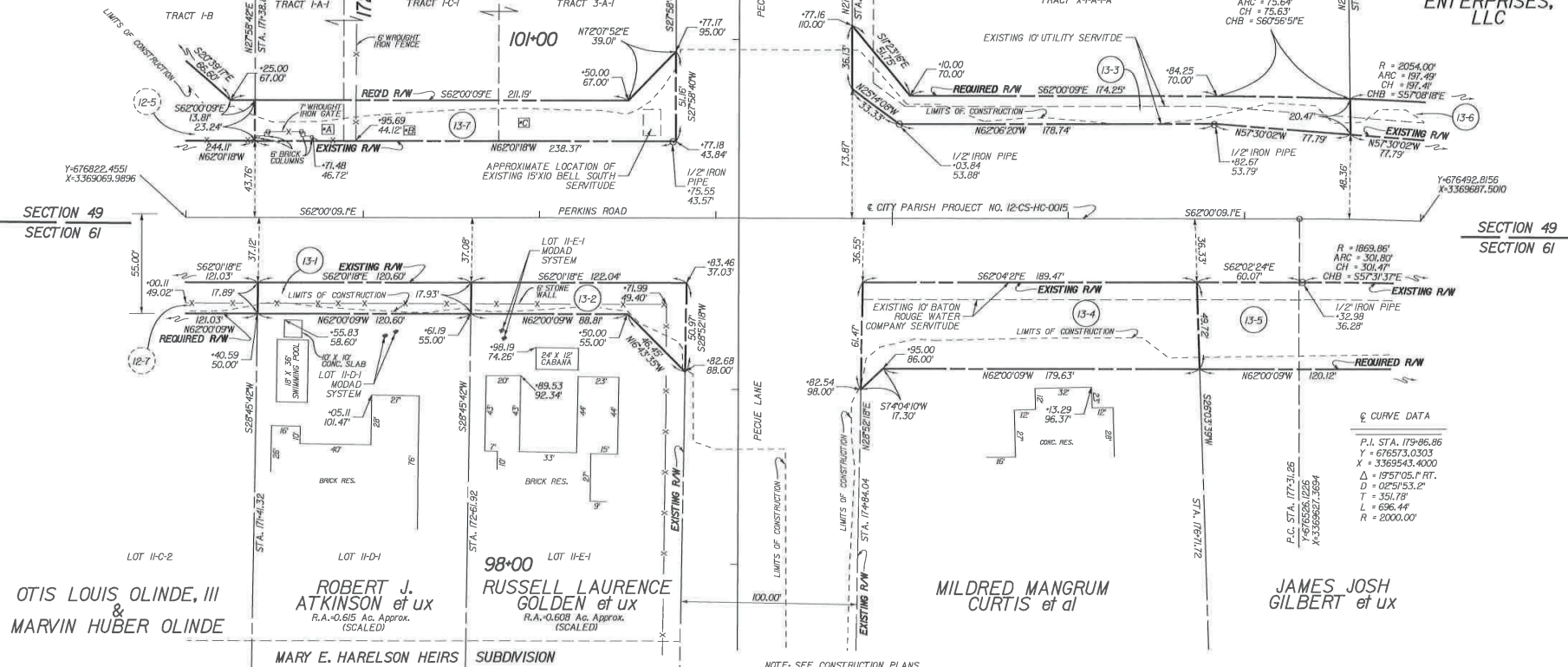
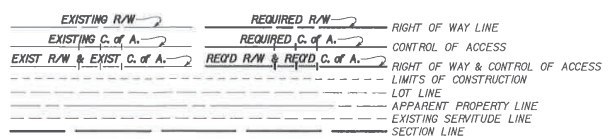


Table with 5 columns: PARCEL, OWNER, ACQUISITION, AREA, and AREA. Lists parcels 13-7, 13-6, 13-5, 13-4, 13-3, 13-2, and 13-1 with their respective owners and acquisition dates.

NOTE: SEE CONSTRUCTION PLANS FOR ADDITIONAL LIMITS OF CONSTRUCTION.

LEGEND



04/09/2024

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, INC. (P.S.) 788-1-1988.
GIS ENGINEERING, INC. (P.S.) 788-1-1988
8170 HIGHWAY 1069, BATON ROUGE, LA 70803

Right of Way Map Plan Sheet metadata including sheet number 16, project name PERKINS RD (GREEN LN TO PECUE LN), and logos for MATEBR and BR.



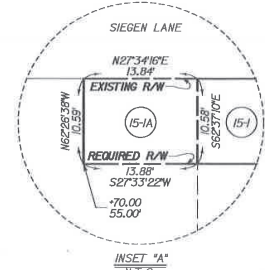
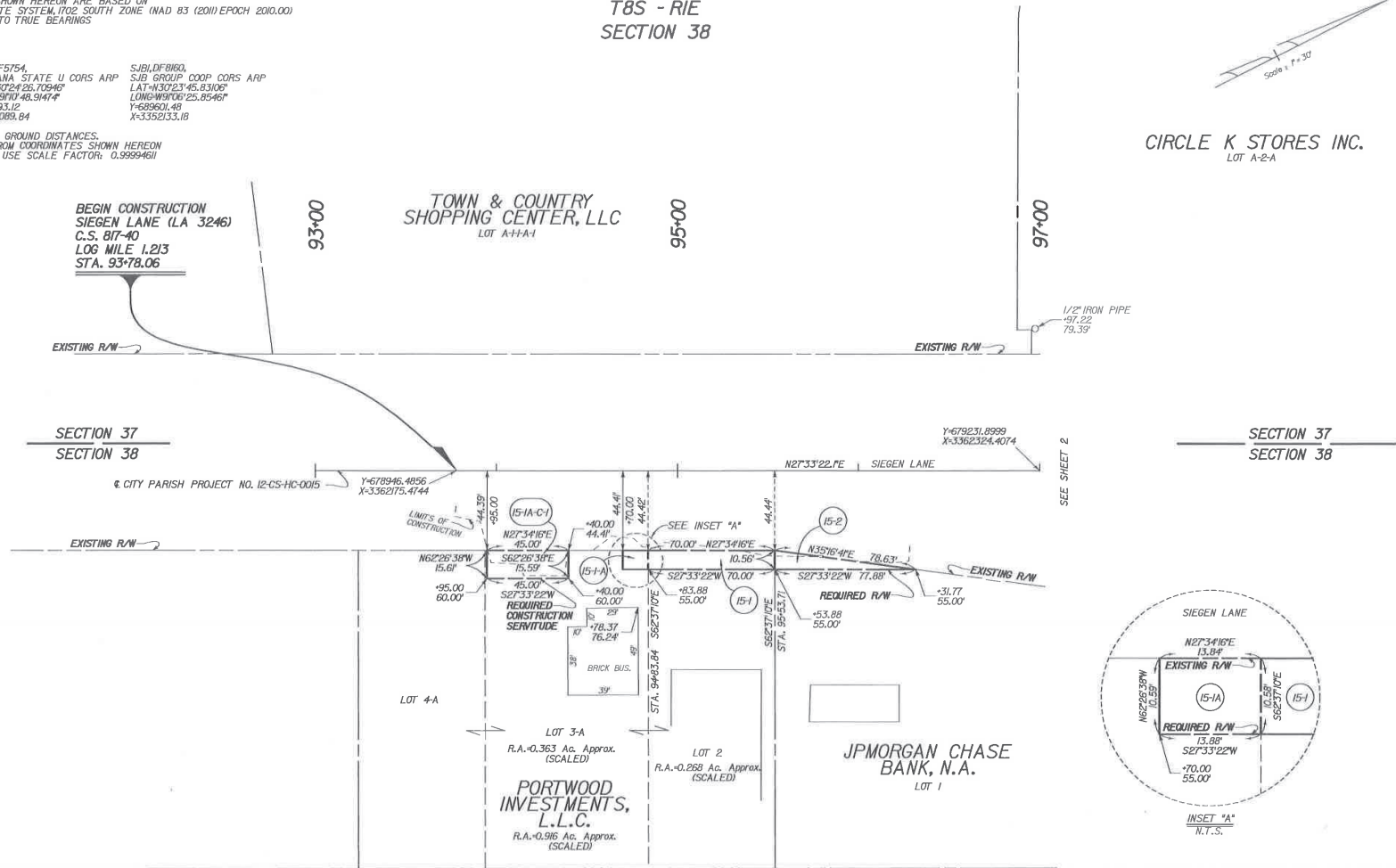
3/1/2023 07:1:38

Final Right of Way Map  
S:\surveyproj\Inroads Survey\31694 GWS\Phase 20153.LA 427 PERKINS RD\Drawings\ROW sheet\_15.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: 0.077448°  
 BASE STATIONS:  
 DSTR, DH9596, ILSU, DF5754, SJB, DFB160,  
 DESTREHAN H.S. CORRS ARP, LOUISIANA STATE U CORRS ARP, SJB GROUP COOP CORRS ARP  
 LAT: 48295752.394999, LAT: 483024125.70949, LAT: 48302346.83308°  
 LONG: 95072256.00600°, LONG: 9507048.91474°, LONG: 950625.85468°  
 Y: 533851.99, Y: 693693.12, Y: 689601.48  
 X: 350893.35, X: 3329089.84, X: 3329333.16  
 3. DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. TO CONVERT DISTANCES DERIVED FROM COORDINATES SHOWN HEREON TO HORIZONTAL GROUND DISTANCES, USE SCALE FACTOR: 0.99994611

GREENSBURG LAND DISTRICT  
 T8S - R1E  
 SECTION 38

CIRCLE K STORES INC.  
 LOT A-2-A



REGINA M. JOLISSAINT SUBDIVISION

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
15-2	JPMORGAN CHASE BANK, N.A.	ORIG 244 BNDL 13030	JUNE 1, 2020	0.009 Ac. 411.4 SF
15-1A				0.003 Ac. 146.7 SF
15-1A-C1	PORTWOOD INVESTMENTS, L.L.C.	ORIG 485 BNDL 10894	MAY 26, 1998	0.016 Ac. 702.0 SF
15-1				0.017 Ac. 740.2 SF



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) 769-1789  
 8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

Sheet Number 18

EAST BATON ROUGE PARISH

12-CS-HC-0015

DATE: 02/28/23

SHEET: 15 OF 21

REVISION: 2

DATE: 2/28/23

ADD PARCEL: 15-1A-C1

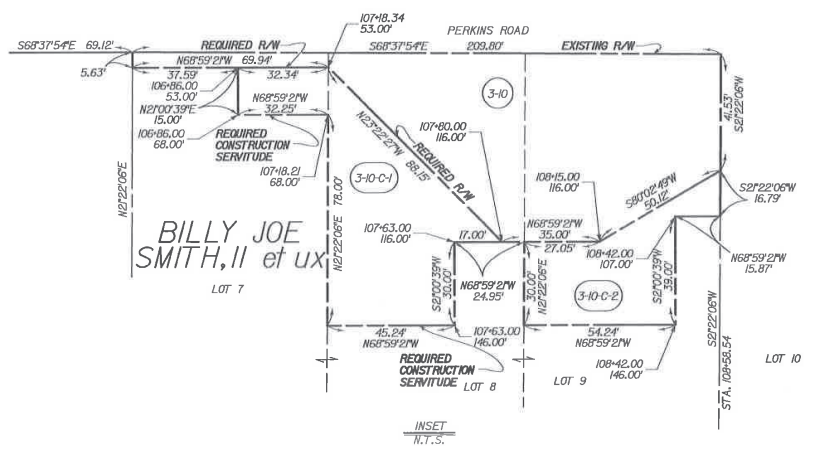
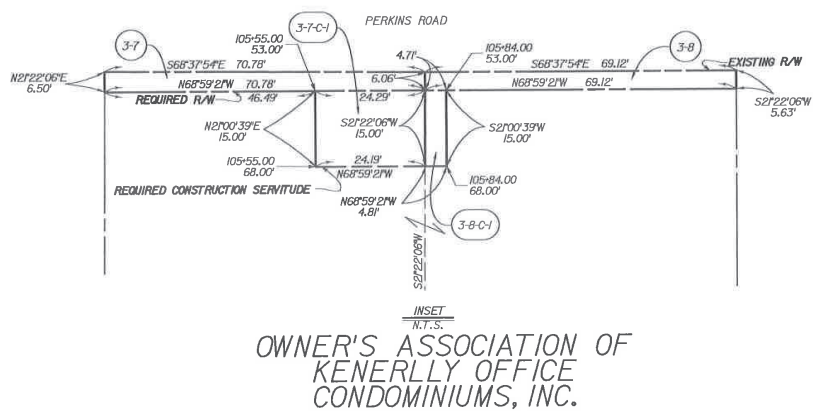
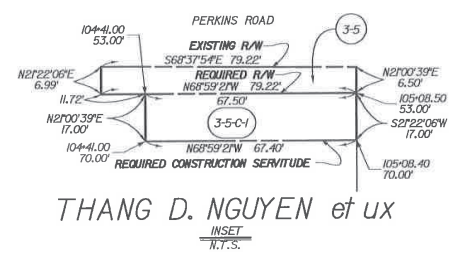
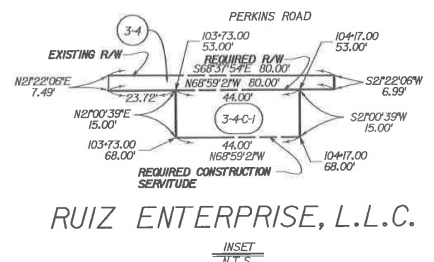
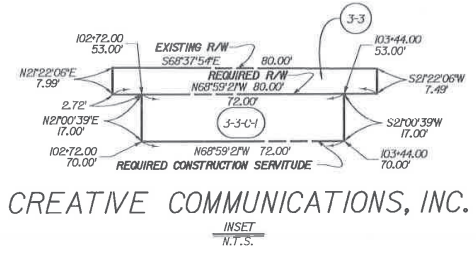
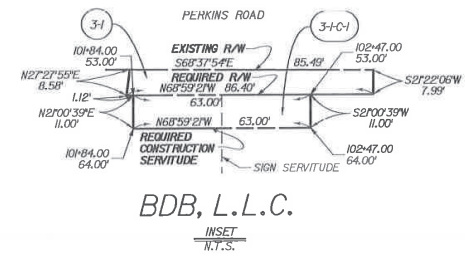
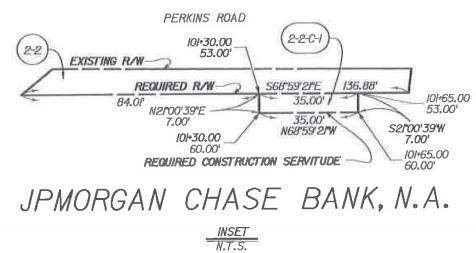
REVISION DESCRIPTION: REVISION DESCRIPTION

BR

RIGHT OF WAY MAP  
 PLAN SHEET  
 PERKINS RD (SIEGEN LN TO PECUE LN)

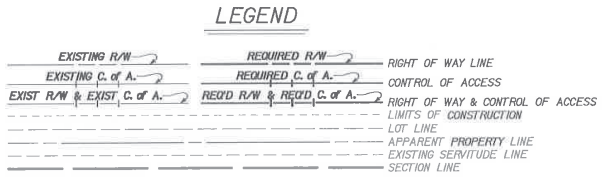


Final Right of Way Map  
 2/12/2023  
 10:23  
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XX SEE SHEET 3 & 4 FOR REQUIRED PARENT RIGHT OF WAY PARCELS.

PARCEL	OWNER	ACQUISITION	AREA	AREA
3-10-C-2	BILLY JOE SMITH, II et ux	ORIG 999 BNDL 10183 ORIG 316 BNDL 10803	OCTOBER 26, 1990 JUNE 30, 1997	0.047 Ac. 2033.9 SF
3-10-C-1		ORIG 18 BNDL 12109	NOVEMBER 24, 2008	0.087 Ac. 3793.6 SF
3-8-C-1	OWNER'S ASSOCIATION OF KENERLY OFFICE CONDOMINIUMS, INC.	ORIG 176 BNDL 12024 ORIG 605 BNDL 11723	JANUARY 9, 2008 MAY 13, 2005	0.002 Ac. 0.008 Ac. 71.4 SF 363.6 SF
3-7-C-1		ORIG 347 BNDL 11352	MAY 30, 2002	0.026 Ac. 146.7 SF
3-5-C-1	THANG D. NGUYEN et ux	ORIG 405 BNDL 11915	JANUARY 18, 2007	0.015 Ac. 659.9 SF
3-4-C-1	RUIZ ENTERPRISE, L.L.C.	ORIG 90 BNDL 11928	MARCH 02, 2007	0.028 Ac. 1224.0 SF
3-3-C-1	CREATIVE COMMUNICATIONS, INC.	ORIG 530 BNDL 11302	JANUARY 21, 2002	0.016 Ac. 683.0 SF
3-1-C-1	BDB, L.L.C.	ORIG 244 BNDL 13030	JUNE 1, 2020	0.006 Ac. 245.0 SF



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.

MATTHEW S. ESTORP  
 License No. 4905  
 PROFESSIONAL  
 LAND SURVEYOR

SHEET NUMBER 20

EAST BATON ROUGE PARISH  
 CITY PRODUCT 12-CS-HC-0015  
 PROJECT

NRS CHECKED: MSE  
 DETAILED: THE  
 UNCHECKED: MSE  
 DATE: 09/20/2023  
 USER: MRS. JENNIFER M. BROWN  
 PROJECT: PERKINS ROAD

DATE: 02/17/2023  
 USER: MRS. JENNIFER M. BROWN  
 PROJECT: PERKINS ROAD

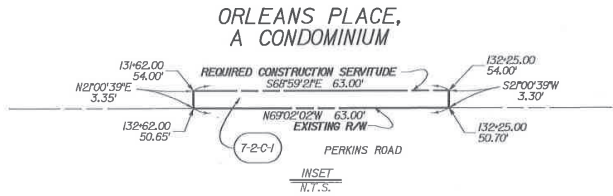
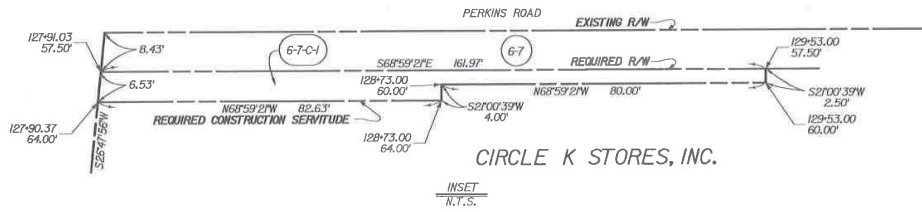
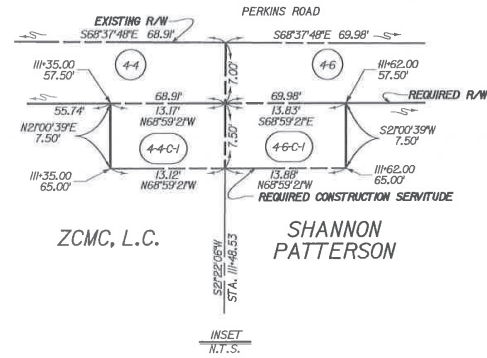
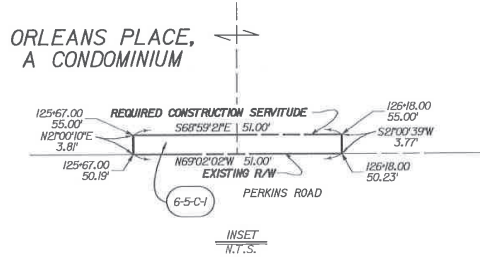
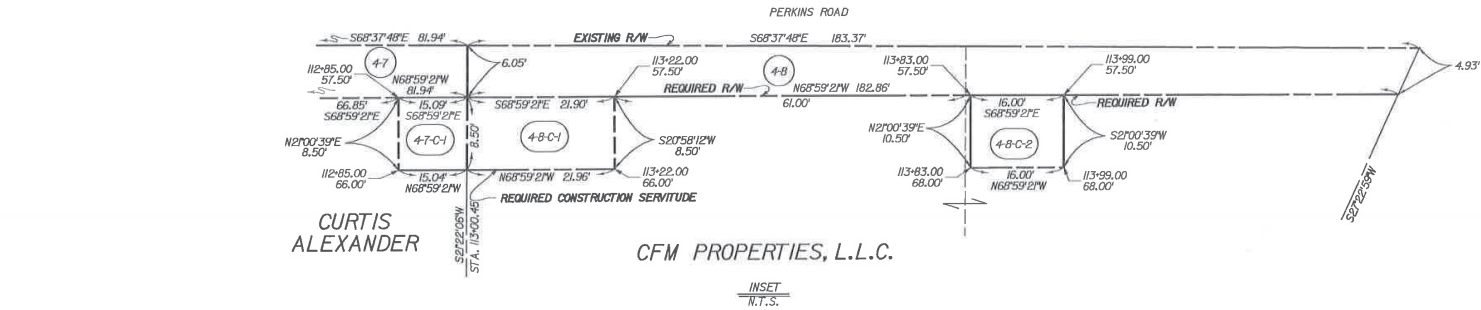
SCALE: 1" = 50.00'

**M&E**

RIGHT OF WAY MAP  
 PLAN SHEET  
 PERKINS RD (SIEGEN LN TO PECUE LN)

BY: MRS. JENNIFER M. BROWN  
 DATE: 02/17/2023

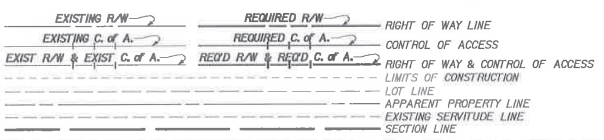
M&E ENGINEERING, INC. (225) 769-1788  
 8170 HIGHLAND ROAD, BATON ROUGE, LA 70806



\*\* SEE SHEETS 4, 6, & 7 FOR REQUIRED PARENT RIGHT OF WAY PARCELS.

PARCEL	OWNER	ACQUISITION	AREA	AREA
7-2-C-1	ORLEANS PLACE, A CONDOMINIUM	ORIG 448 BNDL 9666	OCTOBER 31, 1983	0.005 Ac 209.3 SF
6-7-C-1	CIRCLE K STORES, INC	ORIG 046 BNDL 12704	DECEMBER 30, 2015	0.017 Ac 734.9 SF
6-5-C-1	ORLEANS PLACE, A CONDOMINIUM	ORIG 448 BNDL 9666	OCTOBER 28, 1983	0.004 Ac 193.4 SF
4-B-C-2	CFM PROPERTIES, L.L.C.	ORIG 756 BNDL 12125	FEBRUARY 17, 2009	0.004 Ac 169.4 SF
4-B-C-1	CFM PROPERTIES, L.L.C.	ORIG 756 BNDL 12125	FEBRUARY 17, 2009	0.004 Ac 169.4 SF
4-7-C-1	CURTIS ALEXANDER	ORIG 33 BNDL 12900	JULY 11, 2018	0.003 Ac 128.1 SF
4-6-C-1	SHANNON PATTERSON	ORIG 412 BNDL 11456	MARCH 27, 2003	0.002 Ac 103.9 SF
4-4-C-1	ZCMC, L.C.	ORIG 302 BNDL 12923	NOVEMBER 2, 2018	0.002 Ac 98.6 SF

**LEGEND**



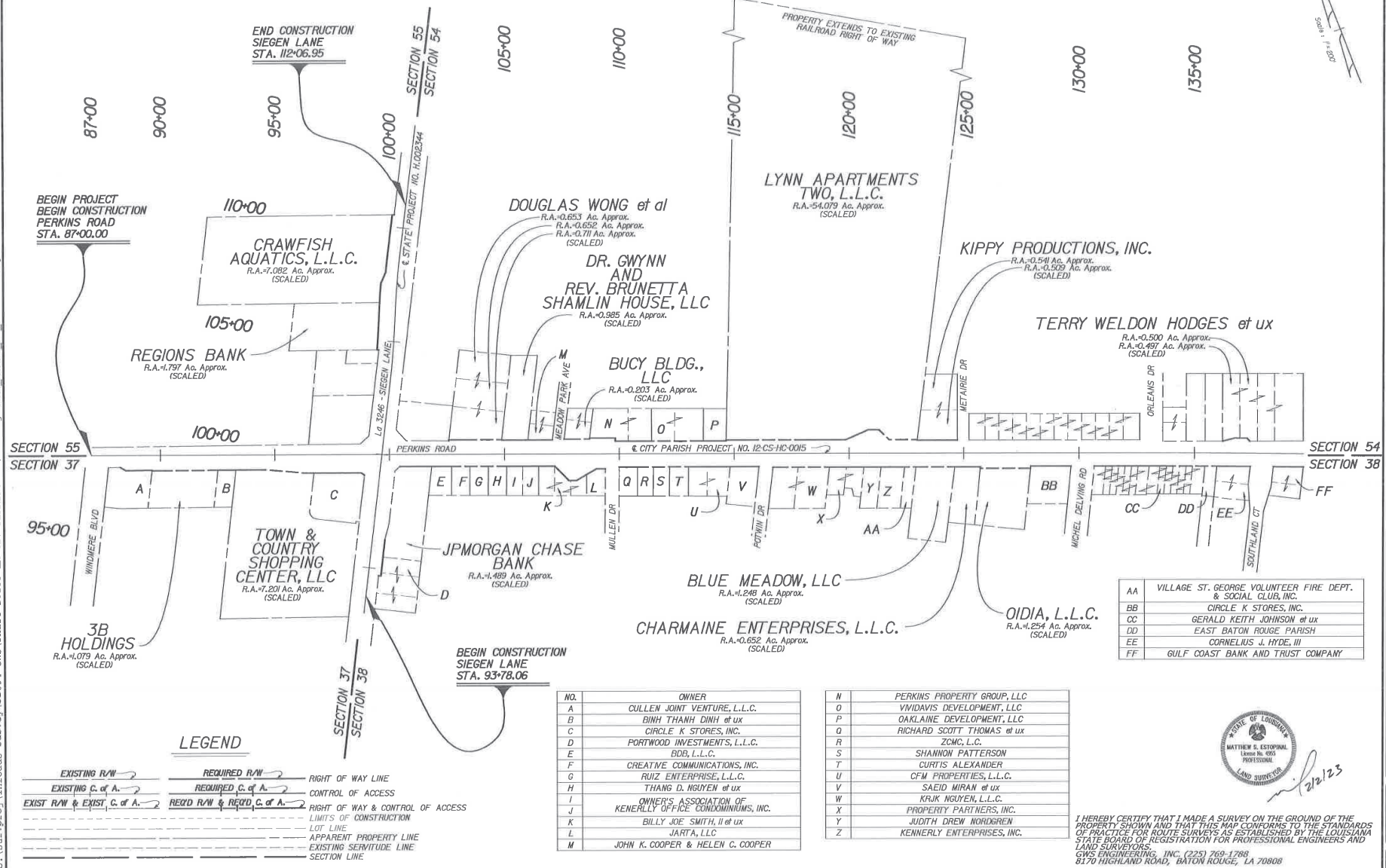
I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS OF PRACTICE FOR SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.  
 GWS ENGINEERING, INC. (225) 769-1768  
 8170 HIGHLAND ROAD, BATON ROUGE, LA 70808

SHEET NUMBER	21	PARISH	EAST BATON ROUGE PARISH	PROJECT	12-CS-HC-0015
DESIGNED	MRS	DRAWN	DATE	SCALE	DATE
CHECKED	DATE	DATE	DATE	DATE	DATE
DATE	DATE	DATE	DATE	DATE	DATE
BY	DATE	DESCRIPTION	DATE	DATE	DATE

RIGHT OF WAY MAP  
PLAN SHEET

PERKINS RD (SEIGN LN TO PECUE LN)

GREENSBURG LAND DISTRICT  
 T8S - R1E  
 SECTIONS 37, 38, 54 & 55



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

NO.	OWNER
A	CULLEN JOINT VENTURE, L.L.C.
B	BINH THANH DINH et ux
C	CIRCLE K STORES, INC.
D	PORTWOOD INVESTMENTS, L.L.C.
E	BBB, L.L.C.
F	CREATIVE COMMUNICATIONS, INC.
G	RUJZ ENTERPRISE, L.L.C.
H	THANG D. NGUYEN et ux
I	OWNER'S ASSOCIATION OF KENERLY OFFICE CONDOMINIUMS, INC.
K	BILLY JOE SMITH, II et ux
L	JART A, LLC
M	JOHN K. COOPER & HELEN C. COOPER

N	PERKINS PROPERTY GROUP LLC
O	WIDAVIS DEVELOPMENT, LLC
P	OAKLAINE DEVELOPMENT, LLC
Q	RICHARD SCOTT THOMAS et ux
R	ZOMC, L.L.C.
S	SHANNON PATTERSON
T	CURTIS ALEXANDER
U	CFM PROPERTIES, L.L.C.
V	SAEID MIRAN et ux
W	KRJK NGUYEN, L.L.C.
X	PROPERTY PARTNERS, INC.
Y	JUDITH DREW NORDGREN
Z	KENERLY ENTERPRISES, INC.

AA	VILLAGE ST. GEORGE VOLUNTEER FIRE DEPT. & SOCIAL CLUB, INC.
BB	CIRCLE K STORES, INC.
CC	GERALD KEITH JOHNSON et ux
DD	EAST BATON ROUGE PARISH
EE	CORNELIUS J. HYDE, III
FF	GULF COAST BANK AND TRUST COMPANY



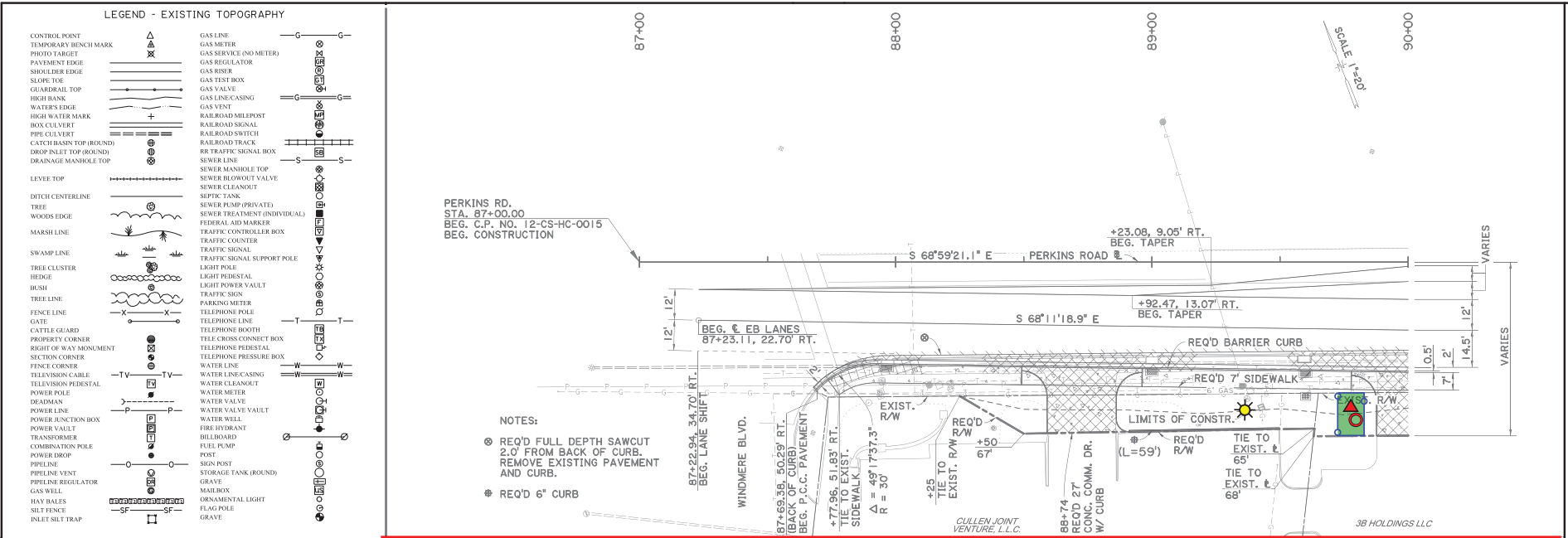
I HEREBY CERTIFY THAT I MADE A SURVEY ON THE GROUND OF THE PROPERTY SHOWN AND THAT THIS MAP CONFORMS TO THE STANDARDS OF PRACTICE FOR ROUTE SURVEYS AS ESTABLISHED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.  
 GWS ENGINEERING, INC. (225) 769-1788  
 8770 HIGHLAND ROAD, BATON ROUGE, LA 70808

RIGHT OF WAY MAP PLAN SHEET PERKINS RD (SIEGEN LN TO PECUE LN)

RESERVED	MSE	UNRECORDED	MSE	PARISH	EAST BATON ROUGE PARISH
DETAILED	TH	UNRECORDED	MSE	CITY	12-CS-HC-0015
DATE	02/02/2023	STATE	LA	PROJECT	
DATE	02/02/2023	STATE	LA	PROJECT	
DATE	02/02/2023	STATE	LA	PROJECT	

SHEET NUMBER 22





**LEGEND - EXISTING TOPOGRAPHY**

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

**LEGEND - FOR INFORMATION ONLY, NOT THIS PROJECT**

	EXISTING PAVEMENT TO REMAIN
	REMOVAL OF PAVEMENT
	REMOVAL OF CONCRETE WALKS AND DRIVES AND ASPHALT DRIVES
	ASPHALT PAVEMENT
	CONCRETE PAVEMENT
	PERVIOUS CONCRETE
	REQ'D PLANTER BOX

**LEGEND:**

	REMOVAL OF PAVEMENT		OBSTRUCTION TO BE REMOVED		TREE AND STUMP REMOVAL (<= 36" DIAMETER)
	CLEARING AND GRUBBING		ADDITIONAL OBSTRUCTION TO BE REMOVED		TREE AND STUMP REMOVAL (36" TO 48" DIAMETER)
	SILT FENCING		FENCE TO BE REMOVED		TREE AND STUMP REMOVAL (OVER 48" DIAMETER)
	HAY BALE		SIGN TO BE REMOVED		
	REQUIRED SAWCUT		ELECTRIC SIGN TO BE REMOVED		
	REQUIRED CURB		LIGHT POLE / FIXTURE TO BE REMOVED		

- NOTES:**
- ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION BY EAST BATON ROUGE PARISH DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION (STANDARD SPECIFICATIONS).
  - RIGHT OF WAY SHALL BE CLEARED OF ALL NON - TRAFFIC SIGNS, TREES, BRUSH, PLANTS, FENCES, ETC PER STANDARD SPECIFICATION 201 AND 202 AS IDENTIFIED ON THESE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER.
  - ANY PARISH-OWNED SIGNS OR MAIL BOXES DAMAGED OR REMOVED SHALL BE REPLACED AT NO ADDITIONAL COST.
  - EXISTING ROADWAYS, DRIVEWAYS, DRAINAGE STRUCTURES, STRUCTURES, AND WALK PATHS ARE NOT TO BE REMOVED AS PART OF THIS CLEARING AND GRUBBING CONTRACT UNLESS OTHERWISE SHOWN IN PLANS.
  - NO BURNING WITHIN PROJECT LIMITS
  - PROJECT RIGHT OF WAY SHALL BE SURVEYED AND STAKED BY LICENSED SURVEYOR. PROJECT STAKING SHALL BE MAINTAINED THROUGH OUT THE DURATION OF THE CLEARING AND GRUBBING CONTRACT AT NO ADDITIONAL COST.
  - SILT FENCE TO BE CONSTRUCTED AS SHOWN ON PLANS.
  - EXISTING UTILITIES AND UTILITY MARKINGS ARE TO REMAIN UNDISTURBED BY CONTRACTOR.
  - PROPOSED ROADWAY GEOMETRY, PROFILE, DRAINAGE AND OTHER IMPROVEMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
  - ALL TREES AND SIGNS SHOWN ARE APPROXIMATE AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL TREE REMOVALS WITH PROJECT ENGINEER.
  - REMOVE ALL STRUCTURES AND OBSTRUCTIONS WITHIN CLEARING AND GRUBBING AREAS PER STANDARD SPECIFICATION 202.
  - ALL EXISTING DRIVES AND STREETS SHALL REMAIN OPEN THROUGH OUT CLEARING AND GRUBBING OPERATIONS.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING UP ALL SOILS OFF THE STREETS AS A RESULT OF HIS CONSTRUCTION ACTIVITIES DURING CONTRACT PERIOD AT NO DIRECT PAY.
  - ELECTRIC SIGNS HAVE NOT BEEN DISCONNECTED. CONTRACTOR TO COORDINATE WITH OWNER FOR DISCONNECTION AND REMOVAL OF SIGN.

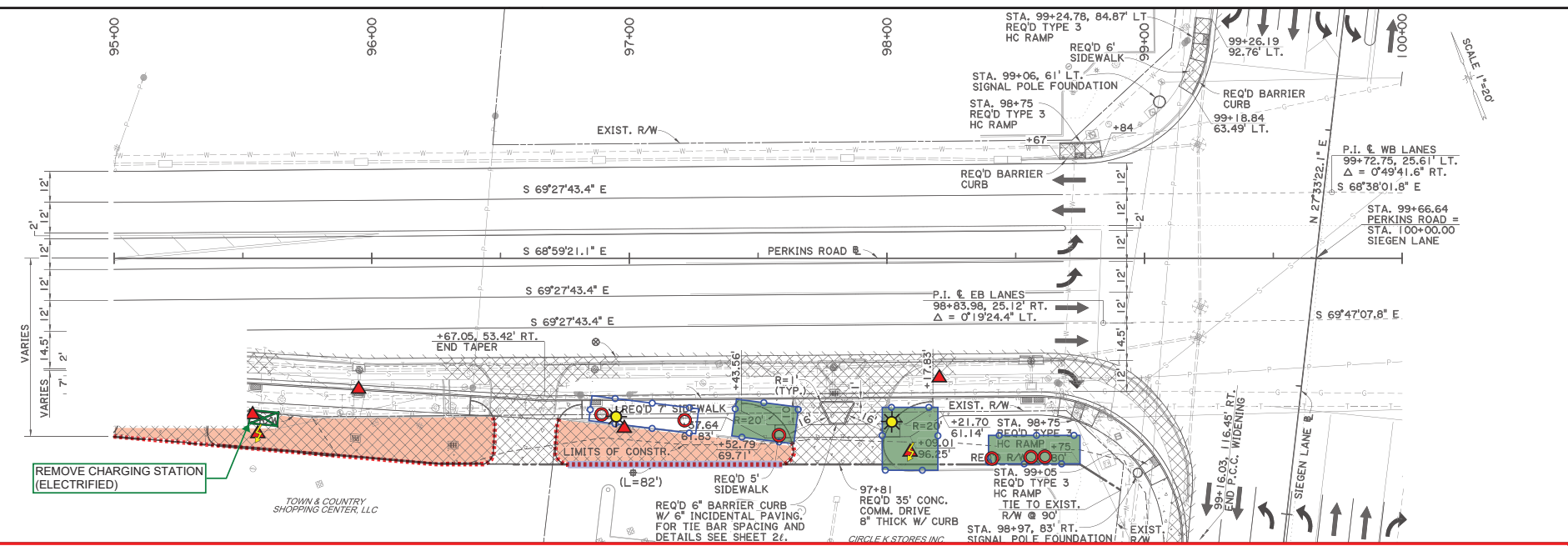
STATE OF LOUISIANA  
KATE B. PREJEAN  
LICENSE NO. 30056  
PROFESSIONAL ENGINEER  
IN  
CIVIL ENGINEERING  
*Kate Prejean*  
6/23/25

SHEET NUMBER	24
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	12-CS-HC-0015
PROJECT	
DATE	
REVISION DESCRIPTION	
NO.	DATE
<b>PLAN 8. PROFILE SHEET</b>	
<b>PERKINS RD.</b>	
PERKINS ROAD (SIEGEN LN TO PECUE LN)	
	CITY OF BATON ROUGE



15:37

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**LEGEND:**

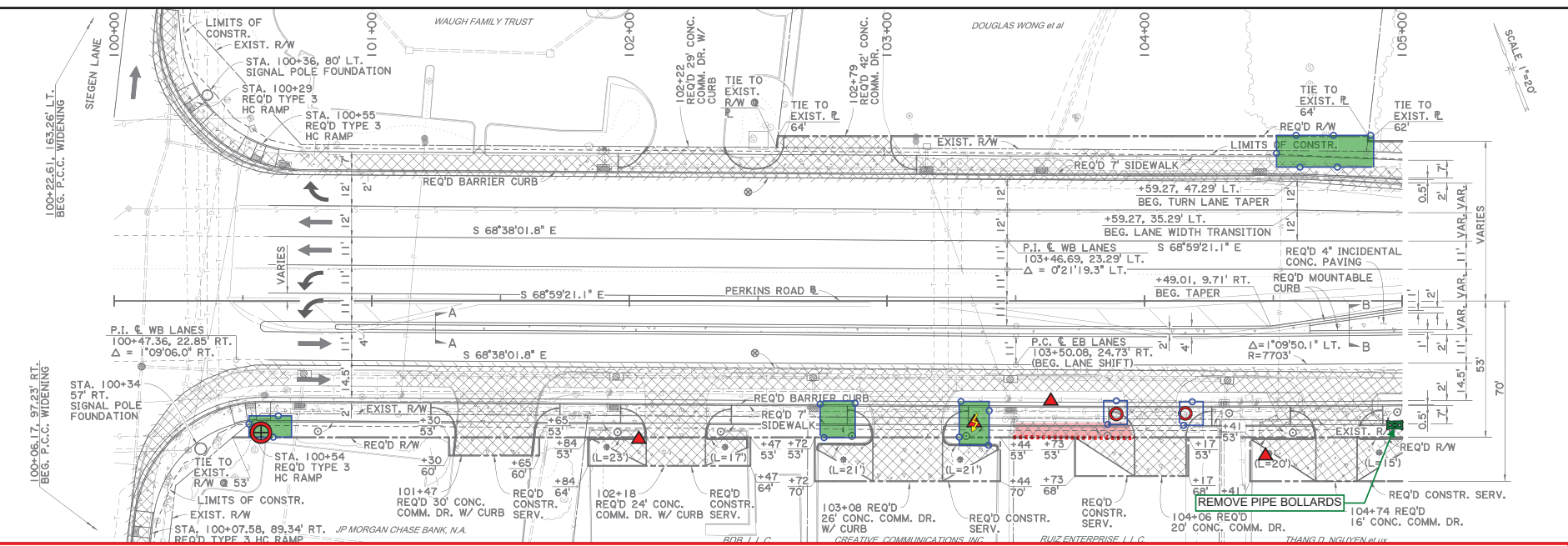
- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36" DIAMETER)     |
|  | CLEARING AND GRUBBING |  | ADDITIONAL OBSTRUCTION TO BE REMOVED |  | TREE AND STUMP REMOVAL (36" TO 48" DIAMETER) |
|  | SILT FENCING          |  | FENCE TO BE REMOVED                  |  | TREE AND STUMP REMOVAL (OVER 48" DIAMETER)   |
|  | HAY BALE              |  | SIGN TO BE REMOVED                   |  |                                              |
|  | REQUIRED SAWCUT       |  | ELECTRIC SIGN TO BE REMOVED          |  |                                              |
|  | REQUIRED CURB         |  | LIGHT POLE / FIXTURE TO BE REMOVED   |  |                                              |

**NOTES:**

- ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION BY EAST BATON ROUGE PARISH DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION (STANDARD SPECIFICATIONS).
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- EXISTING ROADWAYS, DRIVEWAYS, DRAINAGE STRUCTURES, STRUCTURES, AND WALK PATHS ARE NOT TO BE REMOVED AS PART OF THIS CLEARING AND GRUBBING CONTRACT UNLESS OTHERWISE SHOWN IN PLANS.
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- PROJECT RIGHT OF WAY SHALL BE SURVEYED AND STAKED BY LICENSED SURVEYOR. PROJECT STAKING SHALL BE MAINTAINED THROUGH OUT THE DURATION OF THE CLEARING AND GRUBBING CONTRACT AT NO ADDITIONAL COST.
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SHEET NUMBER	26
PARISH	EAST BATON ROUGE PARISH
PROJECT	12-CS-HC-0015
DATE	
BY	
REVISION DESCRIPTION	
NO.	DATE
<b>PLAN 8. PROFILE SHEET</b> <b>PERKINS RD.</b>	
PERKINS RD (SIEGEN LN TO PECUE LN)	



SCALE 1"=20'

**LEGEND:**

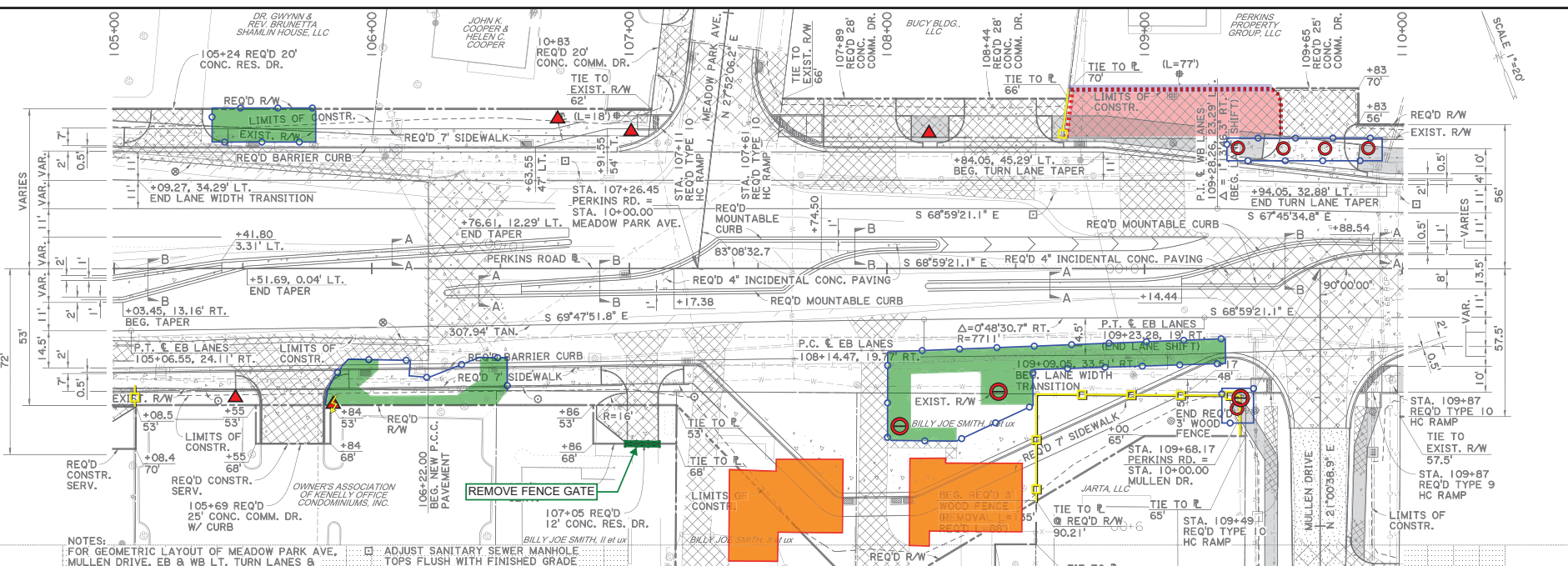
- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36" DIAMETER)     |
|  | CLEARING AND GRUBBING |  | ADDITIONAL OBSTRUCTION TO BE REMOVED |  | TREE AND STUMP REMOVAL (36" TO 48" DIAMETER) |
|  | SILT FENCING          |  | FENCE TO BE REMOVED                  |  | TREE AND STUMP REMOVAL (OVER 48" DIAMETER)   |
|  | HAY BALE              |  | SIGN TO BE REMOVED                   |  |                                              |
|  | REQUIRED SAWCUT       |  | ELECTRIC SIGN TO BE REMOVED          |  |                                              |
|  | REQUIRED CURB         |  | LIGHT POLE / FIXTURE TO BE REMOVED   |  |                                              |

**NOTES:**

- ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION BY EAST BATON ROUGE PARISH DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION (STANDARD SPECIFICATIONS).
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 CITY OF BATON ROUGE	
<b>PLAN 8. PROFILE SHEET</b> <b>PERKINS RD.</b> PERKINS RD (SIEGEN LN TO PECUE LN)	PARISH: EAST BATON ROUGE PROJECT: 12-CS-HC-0015 SHEET: 27



**LEGEND:**

	REMOVAL OF PAVEMENT		OBSTRUCTION TO BE REMOVED		TREE AND STUMP REMOVAL (<= 36" DIAMETER)
	CLEARING AND GRUBBING		ADDITIONAL OBSTRUCTION TO BE REMOVED		TREE AND STUMP REMOVAL (36" TO 48" DIAMETER)
	SILT FENCING		FENCE TO BE REMOVED		TREE AND STUMP REMOVAL (OVER 48" DIAMETER)
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	REQUIRED SAWCUT		ELECTRIC SIGN TO BE REMOVED		
	REQUIRED CURB		LIGHT POLE / FIXTURE TO BE REMOVED		

- NOTES:**
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SHEET NUMBER	28
PARISH	EAST BATON ROUGE PARISH
PROJECT	12 - CS - HC - 0015
DATE	
BY	
DESCRIPTION	
NO.	
DATE	
REVISION	

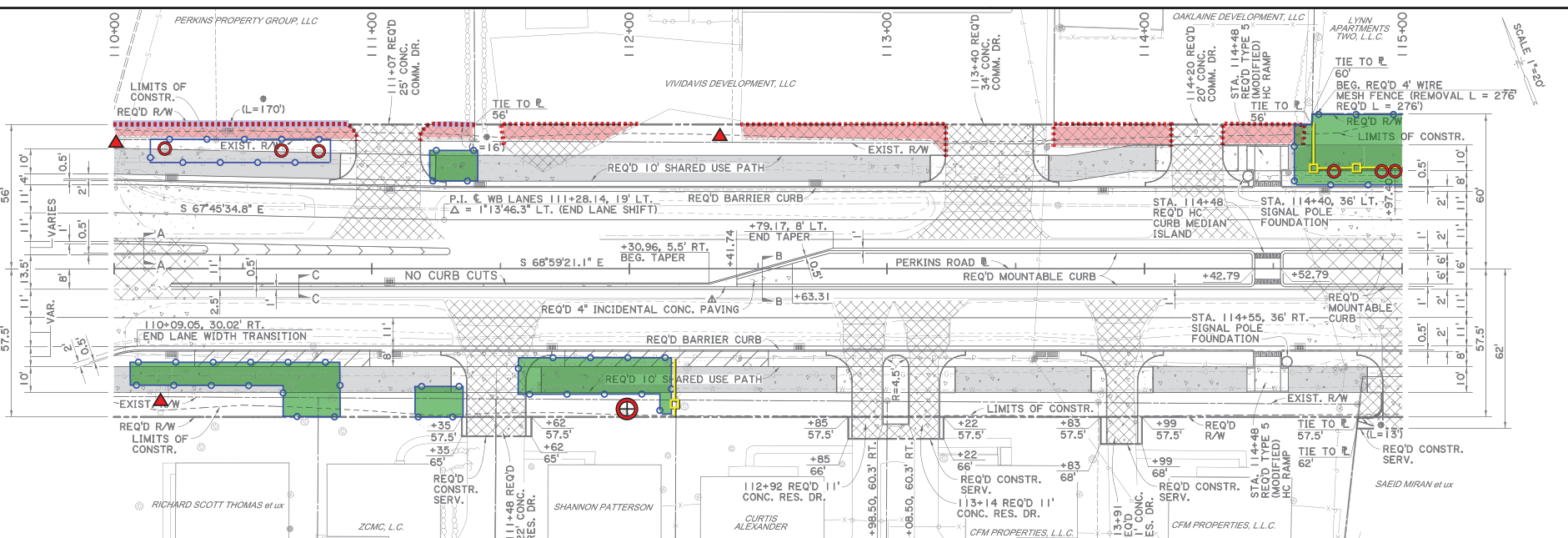
PLANNING & DESIGN DIVISION

STATE OF LOUISIANA  
KATE B. PREJEAN  
LICENSE NO. 30056  
PROFESSIONAL ENGINEER  
IN  
CIVIL ENGINEERING  
6/27/25

BR  
CITY OF BATON ROUGE

Stantec

PLAN 8. PROFILE SHEET  
PERKINS RD.  
PERKINS RD (SIEGEN LN TO PECUE LN)



**LEGEND:**

- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36" DIAMETER)     |
|  | CLEARING AND GRUBBING |  | ADDITIONAL OBSTRUCTION TO BE REMOVED |  | TREE AND STUMP REMOVAL (36" TO 48" DIAMETER) |
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|  | HAY BALE              |  | SIGN TO BE REMOVED                   |  |                                              |
|  | REQUIRED SAWCUT       |  | ELECTRIC SIGN TO BE REMOVED          |  |                                              |
|  | REQUIRED CURB         |  | LIGHT POLE / FIXTURE TO BE REMOVED   |  |                                              |

**NOTES:**

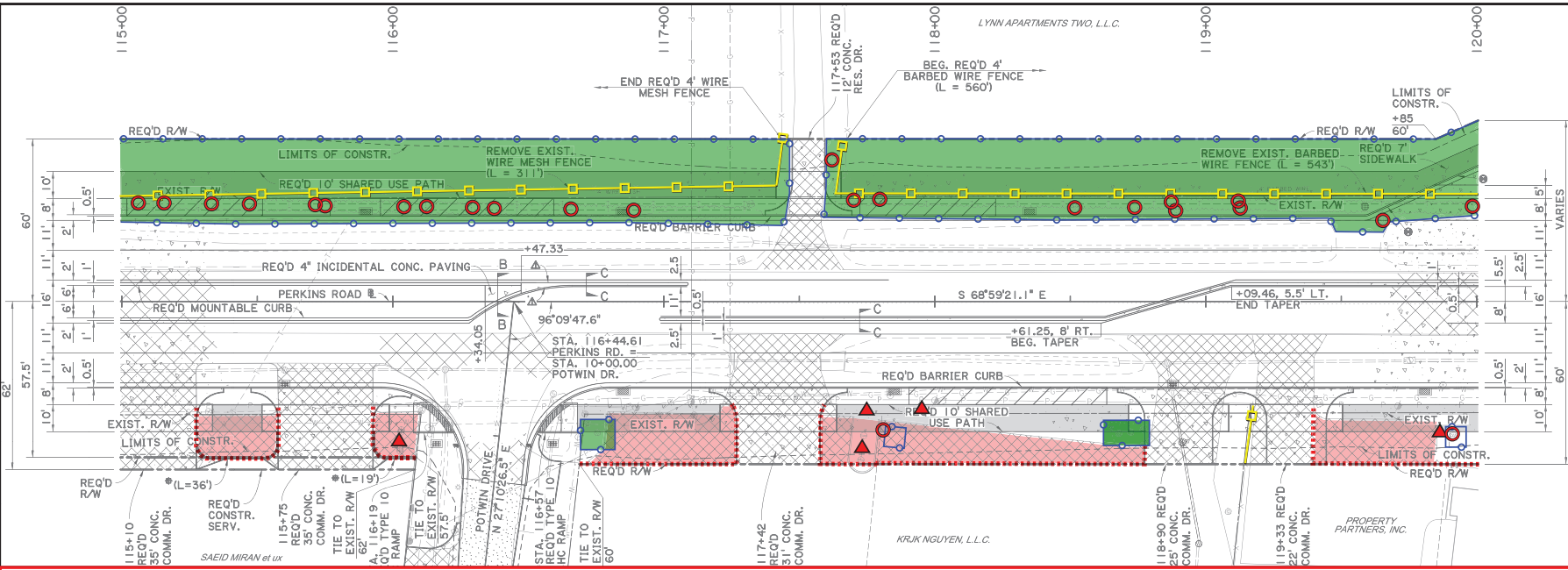
- ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION BY EAST BATON ROUGE PARISH DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION (STANDARD SPECIFICATIONS).
- RIGHT OF WAY SHALL BE CLEARED OF ALL NON - TRAFFIC SIGNS, TREES, BRUSH, PLANTS, FENCES, ETC PER STANDARD SPECIFICATION 201 AND 202 AS IDENTIFIED ON THESE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER.
- ANY PARISH-OWNED SIGNS OR MAIL BOXES DAMAGED OR REMOVED SHALL BE REPLACED AT NO ADDITIONAL COST.
- EXISTING ROADWAYS, DRIVEWAYS, DRAINAGE STRUCTURES, STRUCTURES, AND WALK PATHS ARE NOT TO BE REMOVED AS PART OF THIS CLEARING AND GRUBBING CONTRACT UNLESS OTHERWISE SHOWN IN PLANS.
- NO BURNING WITHIN PROJECT LIMITS
- PROJECT RIGHT OF WAY SHALL BE SURVEYED AND STAKED BY LICENSED SURVEYOR. PROJECT STAKING SHALL BE MAINTAINED THROUGH OUT THE DURATION OF THE CLEARING AND GRUBBING CONTRACT AT NO ADDITIONAL COST.
- SILT FENCE TO BE CONSTRUCTED AS SHOWN ON PLANS.
- EXISTING UTILITIES AND UTILITY MARKINGS ARE TO REMAIN UNDISTURBED BY CONTRACTOR.
- PROPOSED ROADWAY GEOMETRY, PROFILE, DRAINAGE AND OTHER IMPROVEMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
- ALL TREES AND SIGNS SHOWN ARE APPROXIMATE AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL TREE REMOVALS WITH PROJECT ENGINEER.
- REMOVE ALL STRUCTURES AND OBSTRUCTIONS WITHIN CLEARING AND GRUBBING AREAS PER STANDARD SPECIFICATION 202.
- ALL EXISTING DRIVES AND STREETS SHALL REMAIN OPEN THROUGH OUT CLEARING AND GRUBBING OPERATIONS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING UP ALL SOILS OFF THE STREETS AS A RESULT OF HIS CONSTRUCTION ACTIVITIES DURING CONTRACT PERIOD AT NO DIRECT PAY.
- ELECTRIC SIGNS HAVE NOT BEEN DISCONNECTED. CONTRACTOR TO COORDINATE WITH OWNER FOR DISCONNECTION AND REMOVAL OF SIGN.



PROJECT NUMBER	29
PARISH	EAST BATON ROUGE PARISH
PROJECT	12-CS-HC-0015
DATE	
REVISION DESCRIPTION	
NO.	
DATE	
















**PLAN B. PROFILE SHEET**  
**PERKINS RD.**  
 PERKINS RD (SIEGEN LN TO PECUE LN)

CITY OF BATON ROUGE



SCALE 1"=20'

LEGEND:

-  REMOVAL OF PAVEMENT
-  CLEARING AND GRUBBING
-  SILT FENCING
-  HAY BALE
-  REQUIRED SAWCUT
-  REQUIRED CURB
-  OBSTRUCTION TO BE REMOVED
-  ADDITIONAL OBSTRUCTION TO BE REMOVED
-  FENCE TO BE REMOVED
-  SIGN TO BE REMOVED
-  ELECTRIC SIGN TO BE REMOVED
-  LIGHT POLE / FIXTURE TO BE REMOVED
-  TREE AND STUMP REMOVAL (<= 36" DIAMETER)
-  TREE AND STUMP REMOVAL (36" TO 48" DIAMETER)
-  TREE AND STUMP REMOVAL (OVER 48" DIAMETER)


NOTES:

1. ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION BY EAST BATON ROUGE PARISH DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION (STANDARD SPECIFICATIONS).
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5. NO BURNING WITHIN PROJECT LIMITS
6. PROJECT RIGHT OF WAY SHALL BE SURVEYED AND STAKED BY LICENSED SURVEYOR. PROJECT STAKING SHALL BE MAINTAINED THROUGH OUT THE DURATION OF THE CLEARING AND GRUBBING CONTRACT AT NO ADDITIONAL COST.
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14. ELECTRIC SIGNS HAVE NOT BEEN DISCONNECTED. CONTRACTOR TO COORDINATE WITH OWNER FOR DISCONNECTION AND REMOVAL OF SIGN.




SHEET NUMBER	30	PARISH	EAST BATON ROUGE PARISH
PROJECT	12-CS-HC-0015	DATE	
REVISION DESCRIPTION		BY	
NO.		DATE	

PLAN 8. PROFILE SHEET  
PERKINS RD.



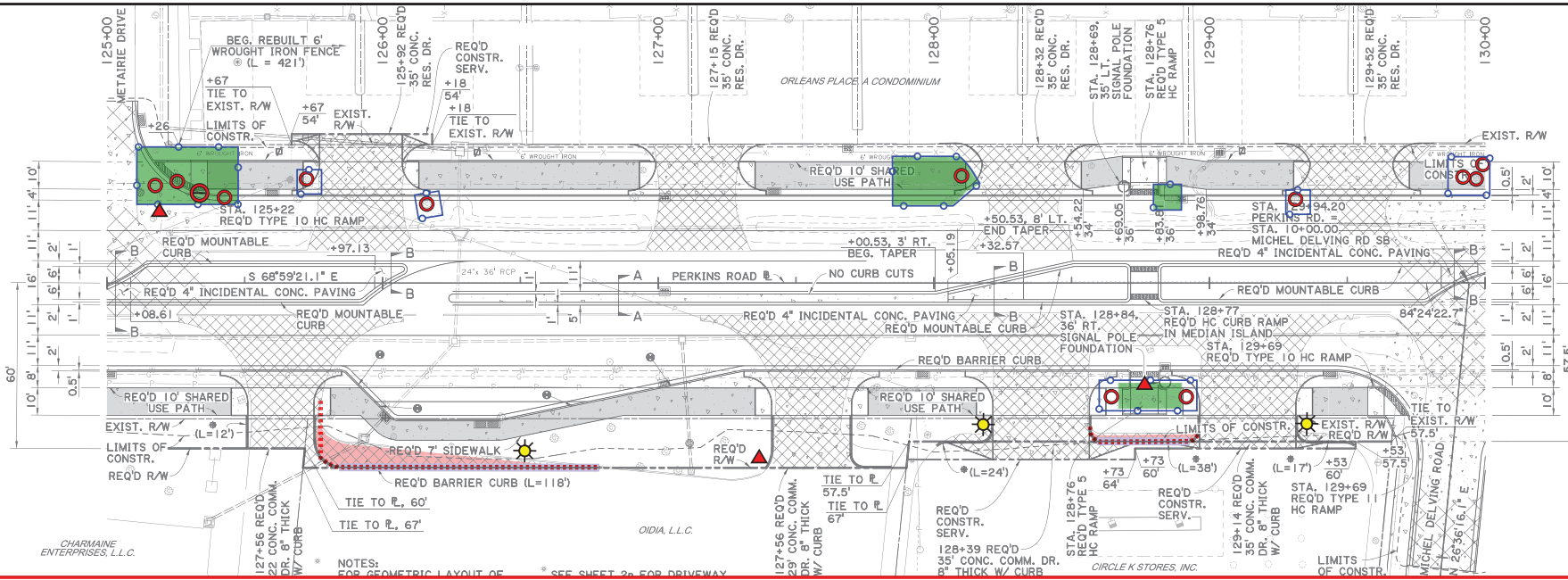
PERKINS RD (SIEGEN LN TO PECUE LN)

CITY OF BATON ROUGE



Stantec





SCALE 1"=20'

**LEGEND:**

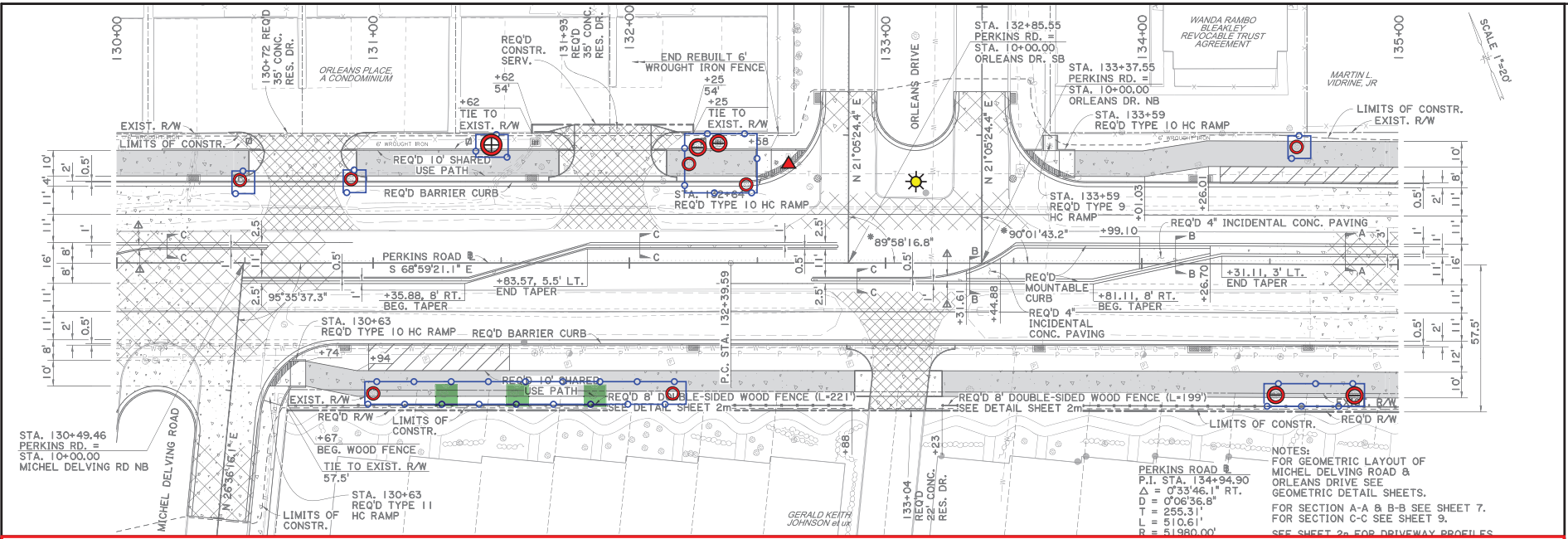
- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36" DIAMETER)     |
|  | CLEARING AND GRUBBING |  | ADDITIONAL OBSTRUCTION TO BE REMOVED |  | TREE AND STUMP REMOVAL (36" TO 48" DIAMETER) |
|  | SILT FENCING          |  | FENCE TO BE REMOVED                  |  | TREE AND STUMP REMOVAL (OVER 48" DIAMETER)   |
|  | HAY BALE              |  | SIGN TO BE REMOVED                   |  |                                              |
|  | REQUIRED SAWCUT       |  | ELECTRIC SIGN TO BE REMOVED          |  |                                              |
|  | REQUIRED CURB         |  | LIGHT POLE / FIXTURE TO BE REMOVED   |  |                                              |

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 CITY OF BATON ROUGE	
<b>PLAN B. PROFILE SHEET</b> <b>PERKINS RD.</b>	
REGION NDP COUNTY JC DISTRICT INDH	PARISH EAST BATON ROUGE PARISH
PROJECT 12-CS-HC-0015	SHEET NUMBER 32
DATE -	DATE -
REVISION DESCRIPTION -	REVISION -



SCALE 1"=20'

SHEET NUMBER	33
PARISH	EAST BATON ROUGE PARISH
PROJECT	12-CS-HC-0015
DATE	
BY	
REVISION DESCRIPTION	
NO.	
DATE	

**LEGEND:**

	REMOVAL OF PAVEMENT		OBSTRUCTION TO BE REMOVED		TREE AND STUMP REMOVAL (<= 36" DIAMETER)
	CLEARING AND GRUBBING		ADDITIONAL OBSTRUCTION TO BE REMOVED		TREE AND STUMP REMOVAL (36" TO 48" DIAMETER)
	SILT FENCING		FENCE TO BE REMOVED		TREE AND STUMP REMOVAL (OVER 48" DIAMETER)
	HAY BALE		SIGN TO BE REMOVED		
	REQUIRED SAWCUT		ELECTRIC SIGN TO BE REMOVED		
	REQUIRED CURB		LIGHT POLE / FIXTURE TO BE REMOVED		

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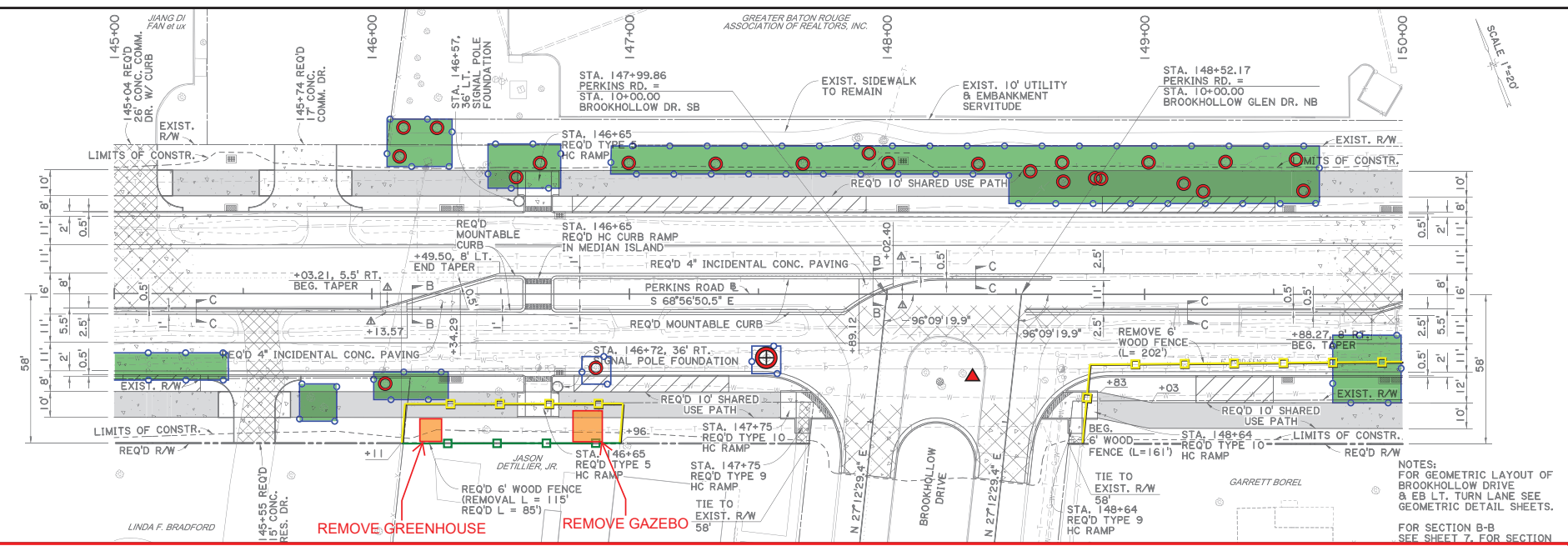
**PLAN B, PROFILE SHEET**  
**PERKINS RD.**  
 PERKINS RD (SIEGEN LN TO PECUE LN)

**BR**  
 CITY OF BATON ROUGE

**Stantec**







**LEGEND:**

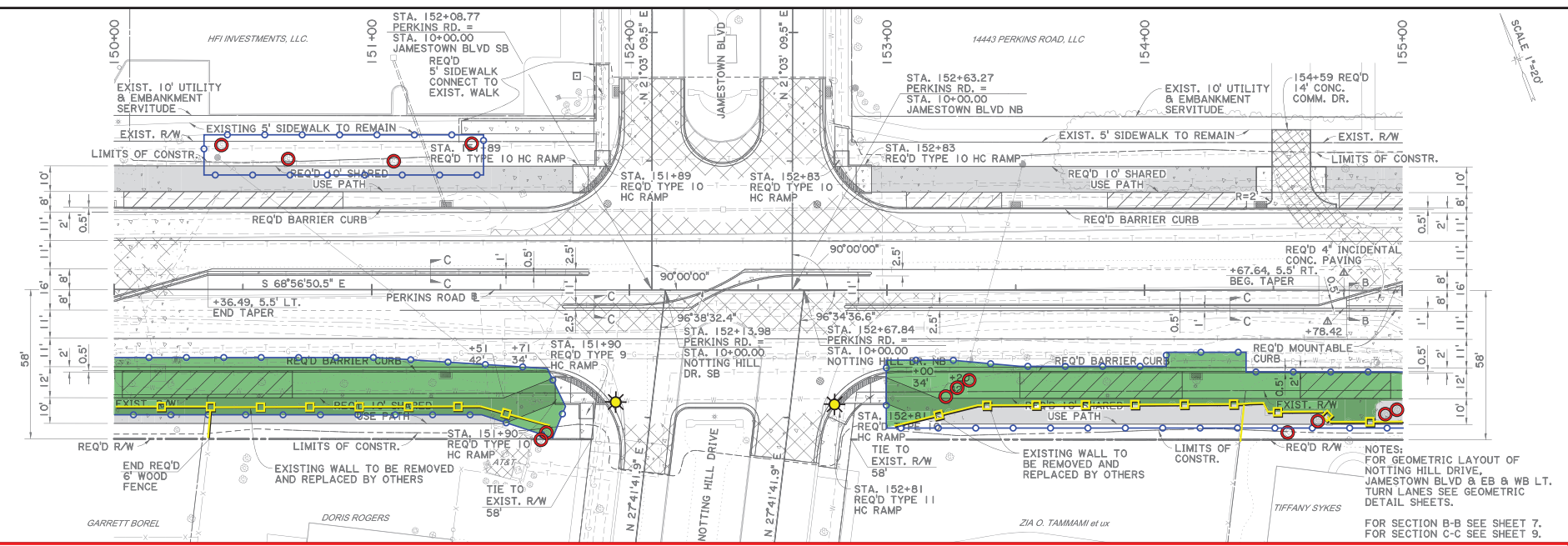
- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36" DIAMETER)     |
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|  | SILT FENCING          |  | FENCE TO BE REMOVED                  |  | TREE AND STUMP REMOVAL (OVER 48" DIAMETER)   |
|  | HAY BALE              |  | SIGN TO BE REMOVED                   |  |                                              |
|  | REQUIRED SAWCUT       |  | ELECTRIC SIGN TO BE REMOVED          |  |                                              |
|  | REQUIRED CURB         |  | LIGHT POLE / FIXTURE TO BE REMOVED   |  |                                              |

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NOTES:  
FOR GEOMETRIC LAYOUT OF BROOKHOLLOW DRIVE & EB LT. TURN LANE SEE GEOMETRIC DETAIL SHEETS.  
FOR SECTION B-B SEE SHEET 7, FOR SECTION

PROJECT NUMBER	36
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	12-CS-HC-0015
DATE	
PROJECT	
RECORD N/D/P	
DESIGNED BY	
CHECKED BY	
DATE	
SHEET	
BY	
NO.	
DATE	
REVISION DESCRIPTION	
<b>PLAN B, PROFILE SHEET</b> <b>PERKINS RD.</b>	
PERKINS RD (SIEGEN LN TO PECUE LN)	



NOTES:  
 FOR GEOMETRIC LAYOUT OF NOTTING HILL DRIVE, JAMESTOWN BLVD & EB & WB LT. TURN LANES SEE GEOMETRIC DETAIL SHEETS.  
 FOR SECTION B-B SEE SHEET 7. FOR SECTION C-C SEE SHEET 9.

**LEGEND:**

- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36" DIAMETER)     |
|  | CLEARING AND GRUBBING |  | ADDITIONAL OBSTRUCTION TO BE REMOVED |  | TREE AND STUMP REMOVAL (36" TO 48" DIAMETER) |
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|  | HAY BALE              |  | SIGN TO BE REMOVED                   |  |                                              |
|  | REQUIRED SAWCUT       |  | ELECTRIC SIGN TO BE REMOVED          |  |                                              |
|  | REQUIRED CURB         |  | LIGHT POLE / FIXTURE TO BE REMOVED   |  |                                              |

**NOTES:**

1. SEE PLAN & PROFILE SHEET - DECORATIVE FENCE & DRAINAGE SHEETS FOR INFORMATION ON WALL CONSTRUCTION
2. REMOVE WOOD FENCE, REPLACE WITH 14' OF 6" TALL WOOD FENCE TO NEW WALL

**NOTES:**

1. ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION BY EAST BATON ROUGE PARISH DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION (STANDARD SPECIFICATIONS).
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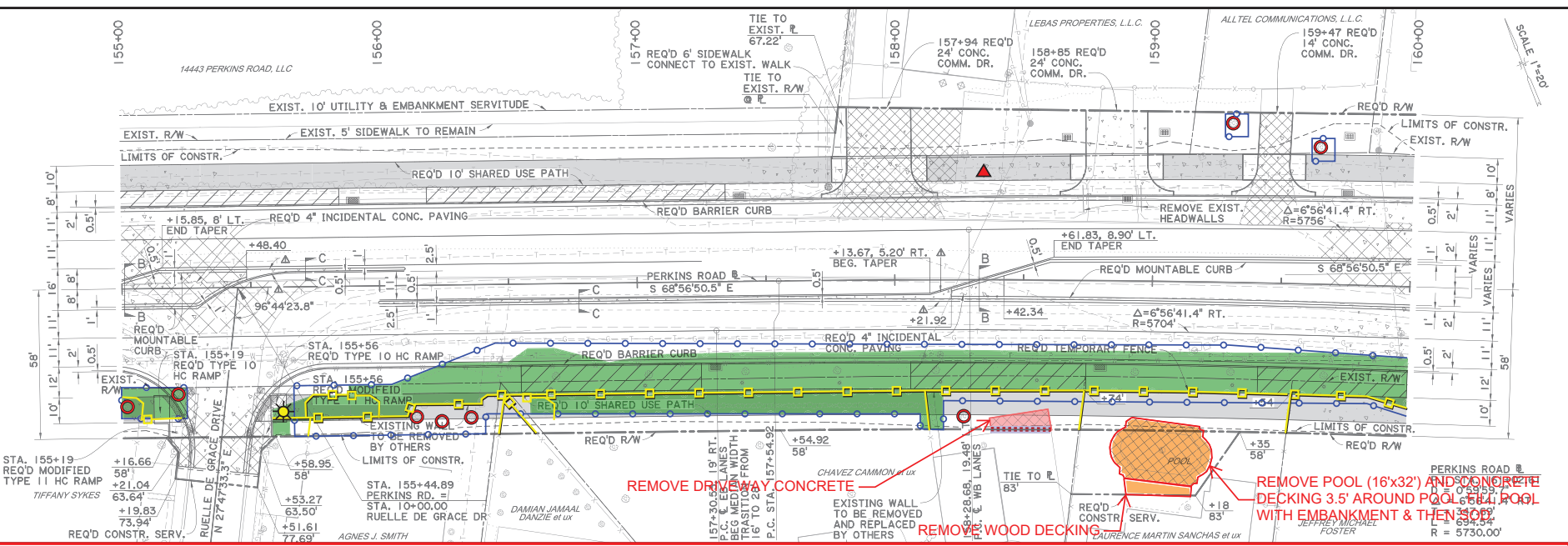
SHEET NUMBER	37
PARISH	EAST BATON ROUGE PARISH
PROJECT	12-CS-HC-0015
DATE	
REVISION	
NO.	DATE
DESCRIPTION	
BY	

PLAN 8. PROFILE SHEET  
 PERKINS RD.  
 PERKINS RD (SIEGEN LN TO PECUE LN)

BR  
 CITY OF BATON ROUGE

Stantec

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SCALE 1"=30'

**LEGEND:**

- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36" DIAMETER)     |
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**NOTES:**

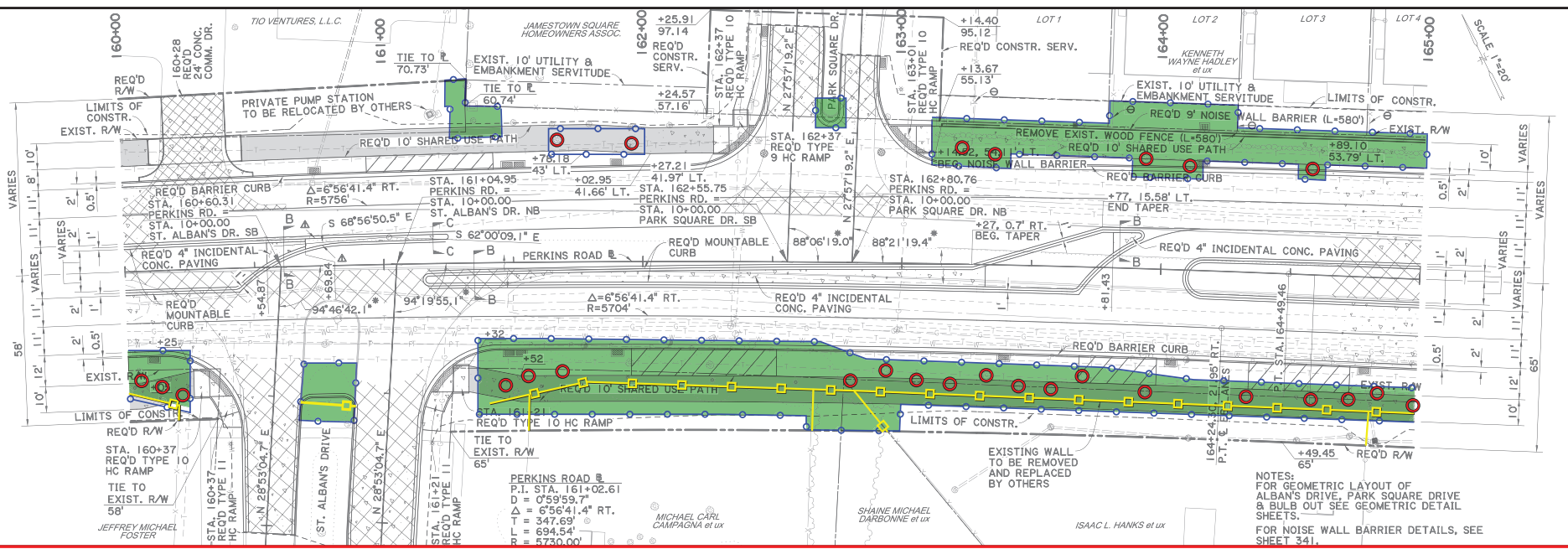
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STATE OF LOUISIANA  
KATE B. PREJEAN  
LICENSE NO. 35205  
PROFESSIONAL ENGINEER  
IN  
CIVIL ENGINEERING  
*Kate Prejean*  
6/23/25

SHEET NUMBER	38
PARISH	EAST BATON ROUGE PARISH
CONTRACT NUMBER	12-CS-HC-0015
PROJECT	
DATE	
REVISION DESCRIPTION	
NO.	DATE
<b>PLAN B. PROFILE SHEET</b> <b>PERKINS RD.</b>	
PERKINS RD (SIEGEN LN TO PECUE LN)	



**LEGEND:**

- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
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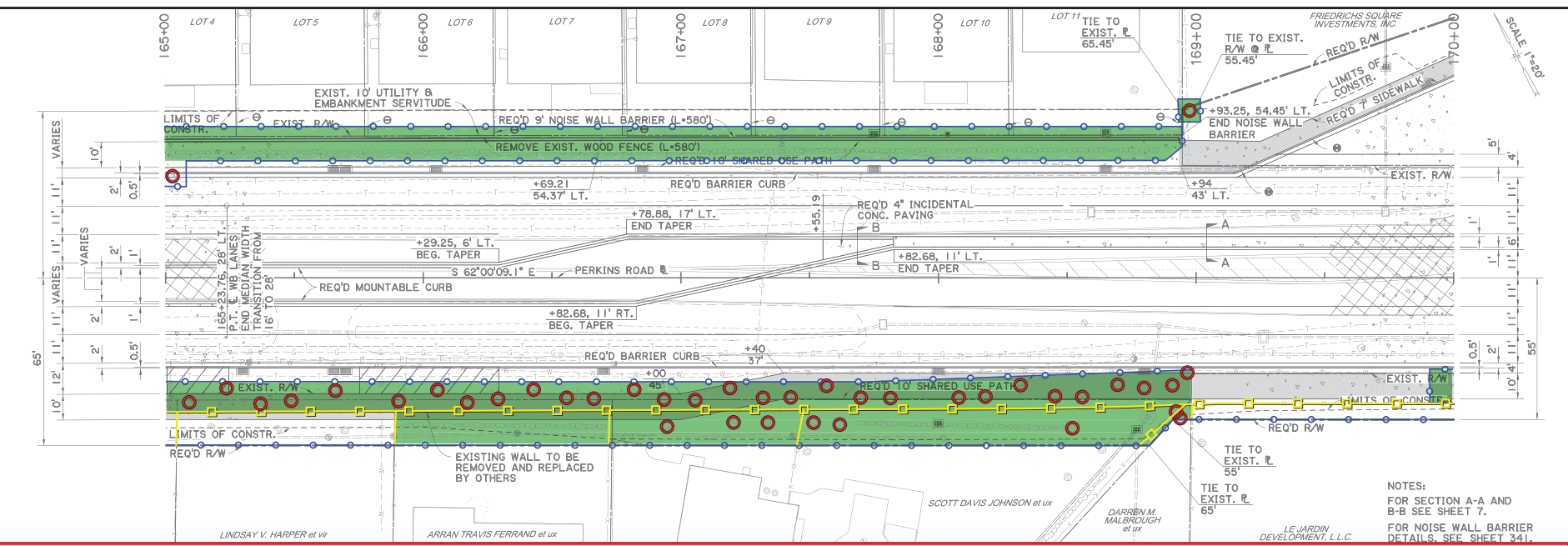
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3. ANY PARISH-OWNED SIGNS OR MAIL BOXES DAMAGED OR REMOVED SHALL BE REPLACED AT NO ADDITIONAL COST.
4. EXISTING ROADWAYS, DRIVEWAYS, DRAINAGE STRUCTURES, STRUCTURES, AND WALK PATHS ARE NOT TO BE REMOVED AS PART OF THIS CLEARING AND GRUBBING CONTRACT UNLESS OTHERWISE SHOWN IN PLANS.
5. NO BURNING WITHIN PROJECT LIMITS
6. PROJECT RIGHT OF WAY SHALL BE SURVEYED AND STAKED BY LICENSED SURVEYOR. PROJECT STAKING SHALL BE MAINTAINED THROUGH OUT THE DURATION OF THE CLEARING AND GRUBBING CONTRACT AT NO ADDITIONAL COST.
7. SILT FENCING TO BE CONSTRUCTED AS SHOWN ON PLANS.
8. EXISTING UTILITIES AND UTILITY MARKINGS ARE TO REMAIN UNDISTURBED BY CONTRACTOR.
9. PROPOSED ROADWAY GEOMETRY, PROFILE, DRAINAGE AND OTHER IMPROVEMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
10. ALL TREES AND SIGNS SHOWN ARE APPROXIMATE AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL TREE REMOVALS WITH PROJECT ENGINEER.
11. REMOVE ALL STRUCTURES AND OBSTRUCTIONS WITHIN CLEARING AND GRUBBING AREAS PER STANDARD SPECIFICATION 202.
12. ALL EXISTING DRIVES AND STREETS SHALL REMAIN OPEN THROUGH OUT CLEARING AND GRUBBING OPERATIONS.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING UP ALL SOILS OFF THE STREETS AS A RESULT OF HIS CONSTRUCTION ACTIVITIES DURING CONTRACT PERIOD AT NO DIRECT PAY.
14. ELECTRIC SIGNS HAVE NOT BEEN DISCONNECTED. CONTRACTOR TO COORDINATE WITH OWNER FOR DISCONNECTION AND REMOVAL OF SIGN.



PROJECT NUMBER	39
PARISH	EAST BATON ROUGE PARISH
PROJECT	12 - CS - HC - 0015
DATE	
BY	
REVISION DESCRIPTION	
NO.	DATE
<b>PLAN B. PROFILE SHEET</b> <b>PERKINS RD.</b>	
PERKINS RD (SIEGEN LN TO PECUE LN)	



LEGEND:

- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36" DIAMETER)     |
|  | CLEARING AND GRUBBING |  | ADDITIONAL OBSTRUCTION TO BE REMOVED |  | TREE AND STUMP REMOVAL (36" TO 48" DIAMETER) |
|  | SILT FENCING          |  | FENCE TO BE REMOVED                  |  | TREE AND STUMP REMOVAL (OVER 48" DIAMETER)   |
|  | HAY BALE              |  | SIGN TO BE REMOVED                   |  |                                              |
|  | REQUIRED SAWCUT       |  | ELECTRIC SIGN TO BE REMOVED          |  |                                              |
|  | REQUIRED CURB         |  | LIGHT POLE / FIXTURE TO BE REMOVED   |  |                                              |

NOTES:

- SEE PLAN & PROFILE SHEET - DECORATIVE FENCE & DRAINAGE SHEETS FOR INFORMATION ON WALL CONSTRUCTION
- REMOVE WOOD FENCE, REPLACE WITH 14' OF 6" TALL WOOD FENCE TO NEW WALL

NOTES:

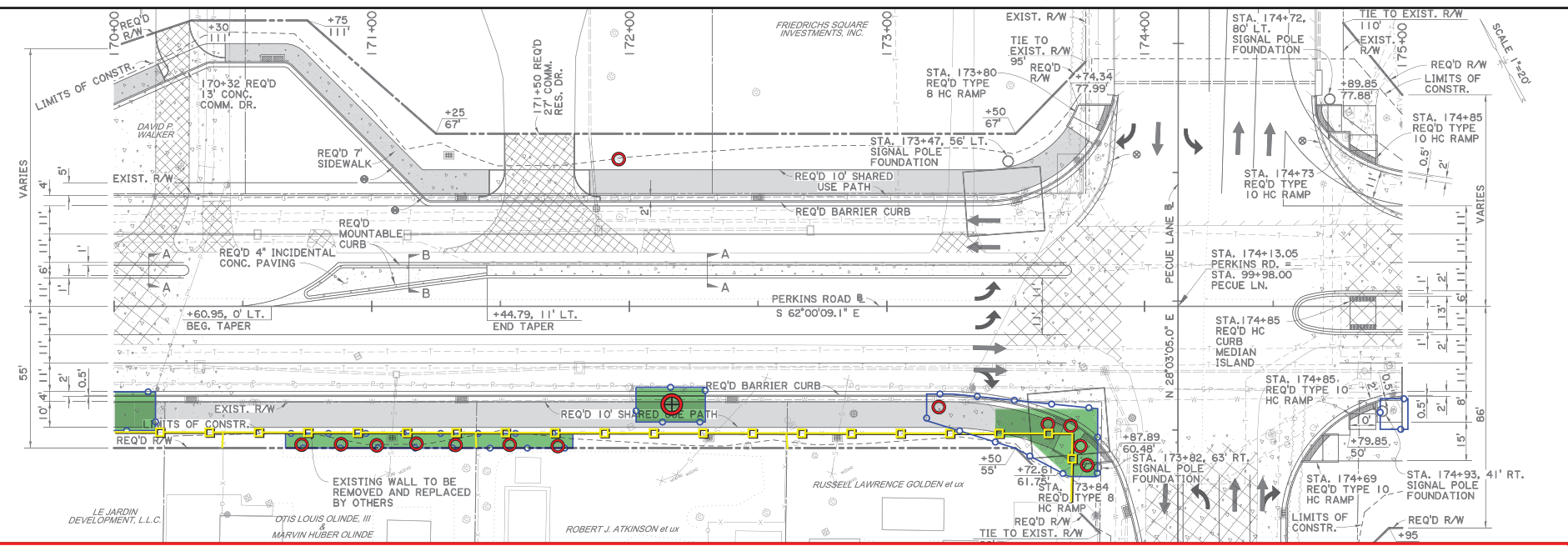
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PROJECT NUMBER	40
PARISH	EAST BATON ROUGE PARISH
CITY PROJECT	12-CS-HC-0015
DATE PROJECT	-
RECORD NDP	
CHANGED, INC	
CHANGED IND	
DATE SHEET	
BY	
NO.	
DATE	
REVISION DESCRIPTION	

PLAN 8. PROFILE SHEET  
PERKINS RD.

PERKINS RD (SIEGEN LN TO PECUE LN)



**LEGEND:**

- |  |                       |  |                                      |  |                                     |
|--|-----------------------|--|--------------------------------------|--|-------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36\"/>   |
|  | CLEARING AND GRUBBING |  | ADDITIONAL OBSTRUCTION TO BE REMOVED |  | TREE AND STUMP REMOVAL (36\"/>      |
|  | SILT FENCING          |  | FENCE TO BE REMOVED                  |  | TREE AND STUMP REMOVAL (OVER 48\"/> |
|  | HAY BALE              |  | SIGN TO BE REMOVED                   |  |                                     |
|  | REQUIRED SAWCUT       |  | ELECTRIC SIGN TO BE REMOVED          |  |                                     |
|  | REQUIRED CURB         |  | LIGHT POLE / FIXTURE TO BE REMOVED   |  |                                     |

**NOTES:**

- SEE PLAN & PROFILE SHEET - DECORATIVE FENCE & DRAINAGE SHEETS FOR INFORMATION ON WALL CONSTRUCTION
- REMOVE WOOD FENCE, REPLACE WITH 14' OF 6\"/>

**NOTES:**

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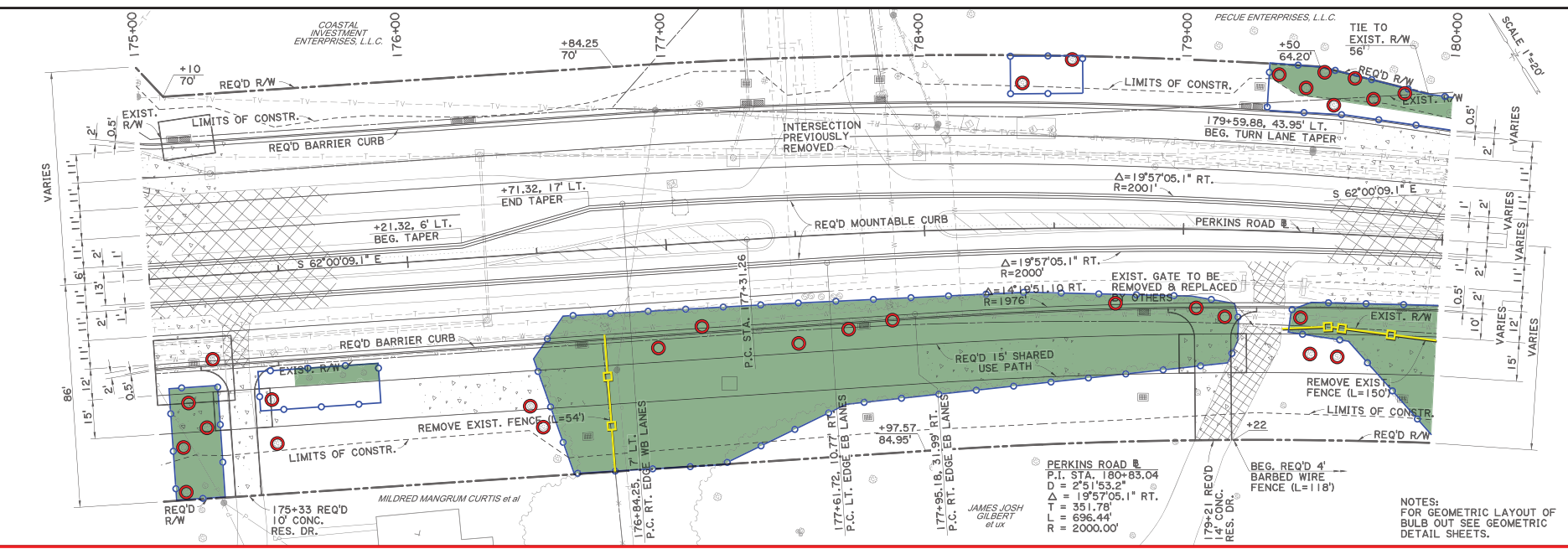
PARISH	EAST BATON ROUGE PARISH	SHEET NUMBER	41
CITY PROJECT	12-CS-HC-0015	DATE	
PROJECT		DATE	
REVISION DESCRIPTION		BY	
		DATE	
		NO.	

PLAN 8. PROFILE SHEET  
PERKINS RD.

PERKINS RD (SIEGEN LN TO PECUE LN)

BR  
CITY OF BATON ROUGE

Stantec



NOTES:  
FOR GEOMETRIC LAYOUT OF  
BULB OUT SEE GEOMETRIC  
DETAIL SHEETS.

**LEGEND:**

- |  |                       |  |                                      |  |                                              |
|--|-----------------------|--|--------------------------------------|--|----------------------------------------------|
|  | REMOVAL OF PAVEMENT   |  | OBSTRUCTION TO BE REMOVED            |  | TREE AND STUMP REMOVAL (<= 36" DIAMETER)     |
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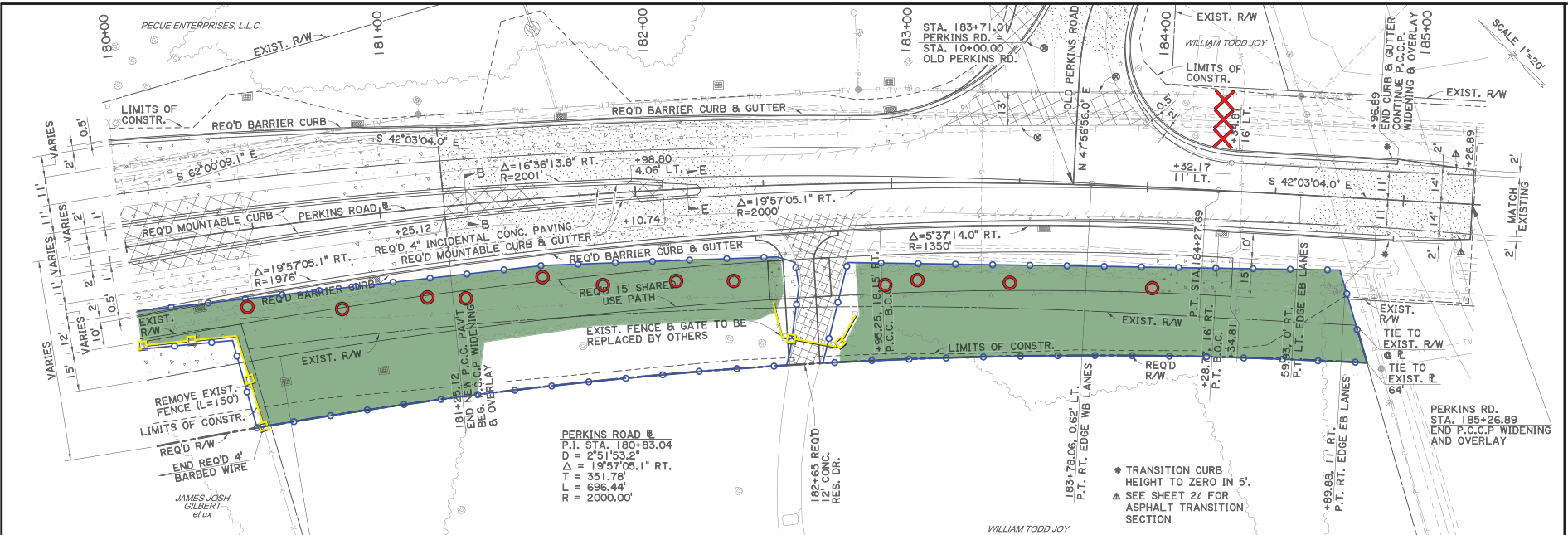


REGION	NDP	PARISH	EAST BATON ROUGE PARISH	SHEET NUMBER	42
COUNTY	INDH	CITY	12-CS-HC-0015	DATE	
PROJECT	INDH	PROJECT		DATE	
DATE		DATE		DATE	
NO.		NO.		NO.	
DESCRIPTION		DESCRIPTION		DESCRIPTION	

PLAN 8. PROFILE SHEET  
PERKINS RD.  
PERKINS RD (SIEGEN LN TO PECUE LN)

BR  
CITY OF BATON ROUGE

Stantec



**LEGEND:**

- |  |                       |  |                                      |  |                                     |
|--|-----------------------|--|--------------------------------------|--|-------------------------------------|
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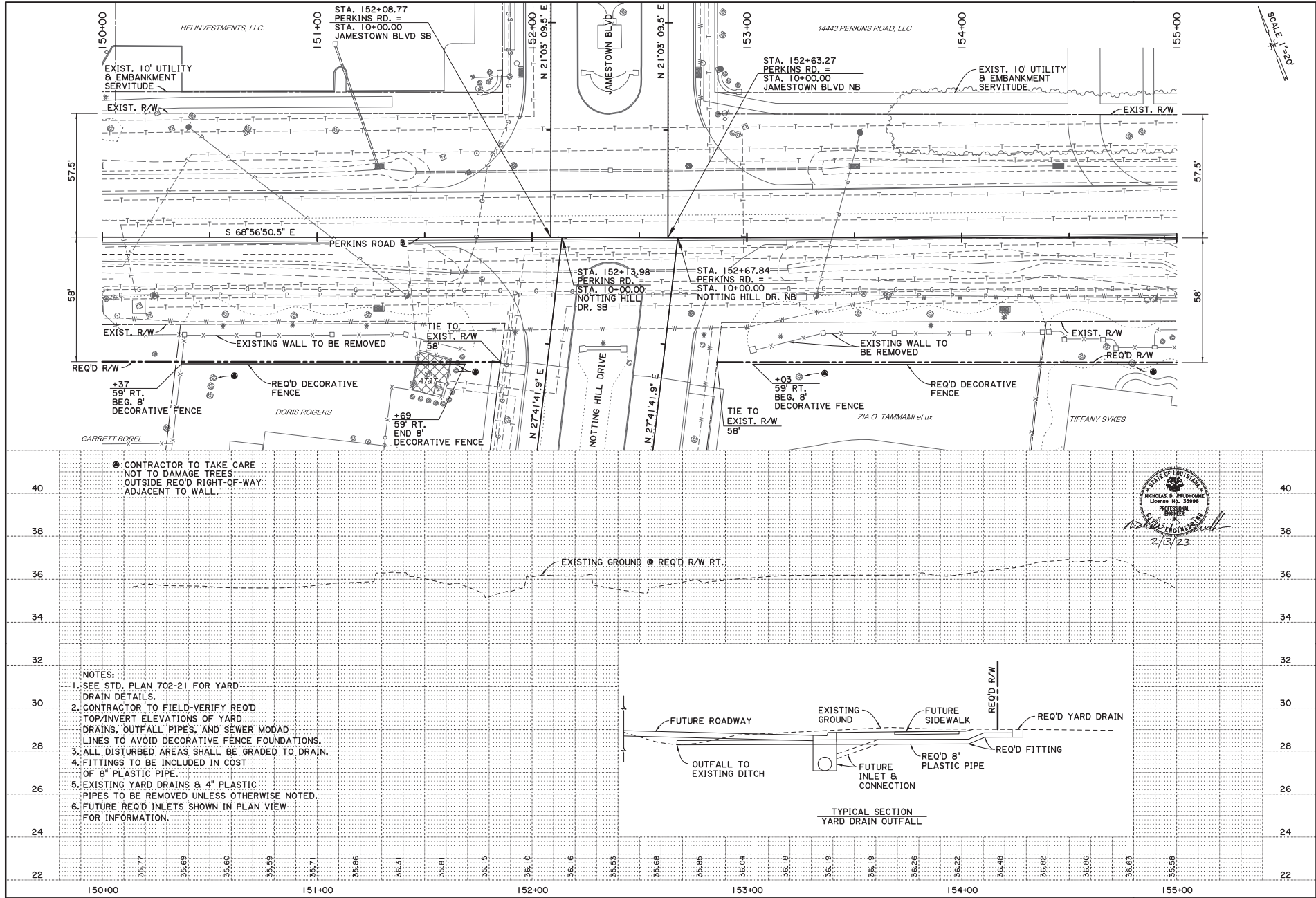
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 CITY OF BATON ROUGE	
PARISH: EAST BATON ROUGE PARISH DISTRICT: 12-CS-HC-0015 PROJECT: PERKINS RD (SIEGEN LN TO PECUE LN) SHEET NUMBER: 43	REVISION DESCRIPTION: _____ NO. _____ DATE _____ BY _____
REGION: NDP COUNTY: JC DISTRICT: NDI SHEET: _____	DATE: _____





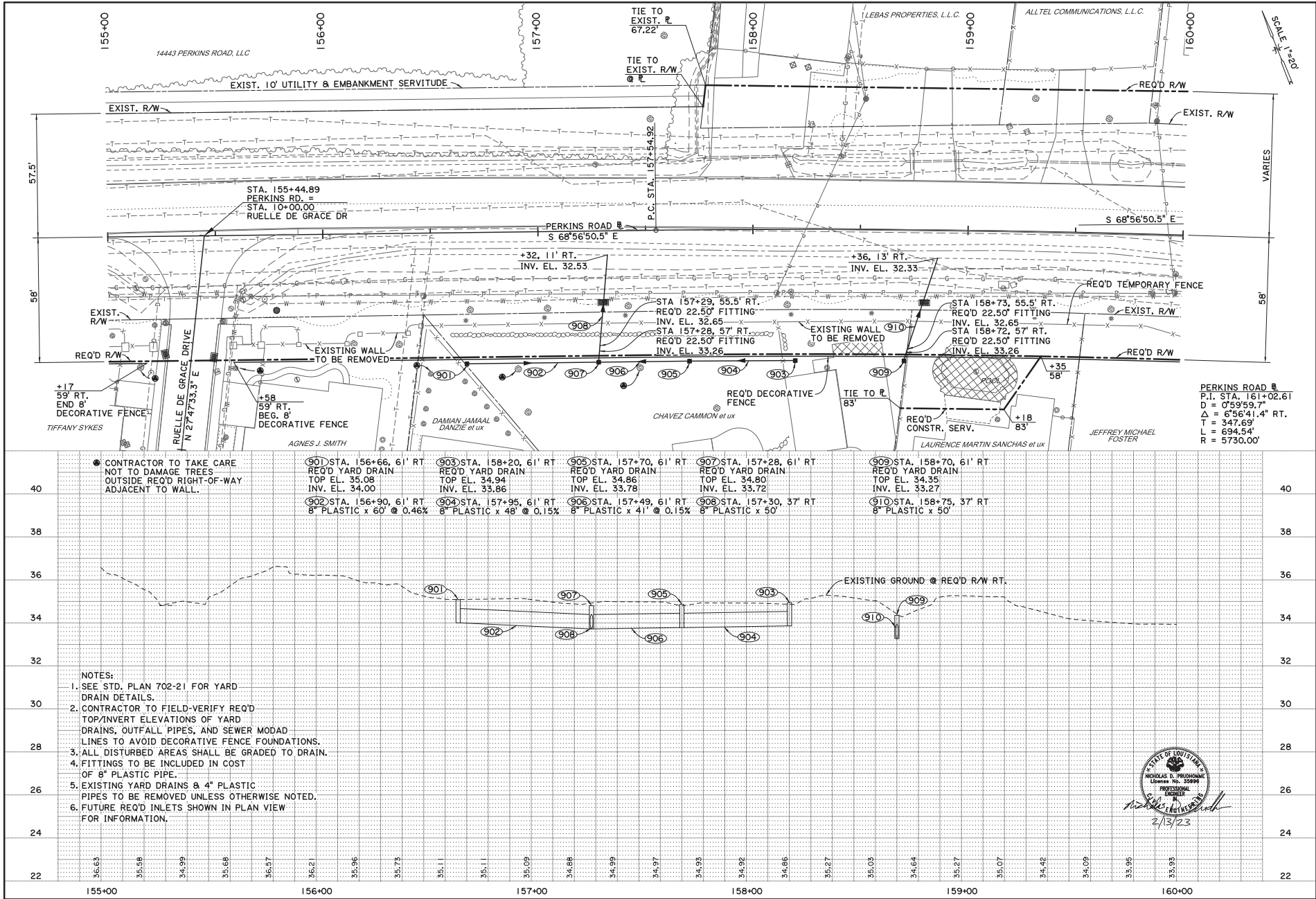
SCALE 1"=30'

SHEET NUMBER	45
PARRISH	EAST BATON ROUGE PARISH
CITY PROJECT	12-CS-HC-0015
STATE PROJECT	-
DESIGNED	NDP
CHECKED	JJC
DATE	
DESIGNED	K/KH
CHECKED	NDP
DATE	
REVISION DESCRIPTION	BY
NO.	DATE

**PLAN & PROFILE SHEET**  
DECORATIVE FENCE & DRAINAGE  
PERKINS RD (SIEGEN LN TO PECUE LN)

**BR**  
CITY OF BATON ROUGE

**Stantec**



**SCALE 1"=20'**

**VARIES**

**PERKINS ROAD**  
 P.I. STA. 161+02.61  
 $\Delta = 0^{\circ}59'59.7"$   
 $L = 6^{\circ}56'41.4"$  RT.  
 $T = 347.69'$   
 $L = 694.54'$   
 $R = 5730.00'$

**DESIGNED BY:** MICHAEL D. PRODRONIC  
**CHECKED BY:** J.C. [Signature]  
**DATE:** 2/13/23

**PROFESSIONAL ENGINEER**

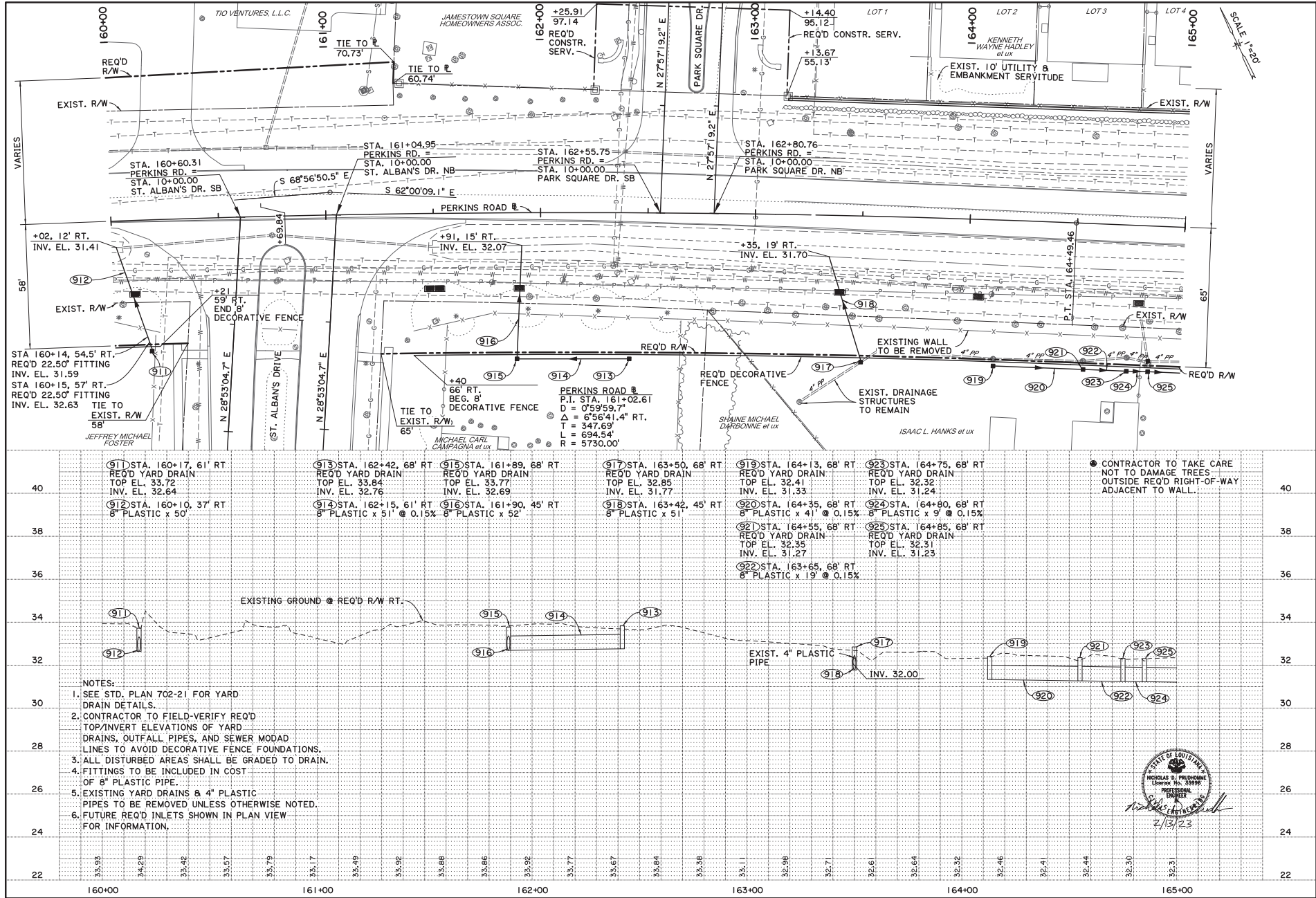
**BR**  
 CITY OF BATON ROUGE

**STANTEC**

**PARISH:** EAST BATON ROUGE PARISH  
**CITY PROJECT:** 12-CS-HC-0015  
**STATE PROJECT:** -  
**DATE:** -  
**BY:** -  
**REVISION DESCRIPTION:** -

**SHEET NUMBER:** 46

**PLAN & PROFILE SHEET**  
**DECORATIVE FENCE & DRAINAGE**  
 PERKINS RD (SIEGEN LN TO PECUE LN)

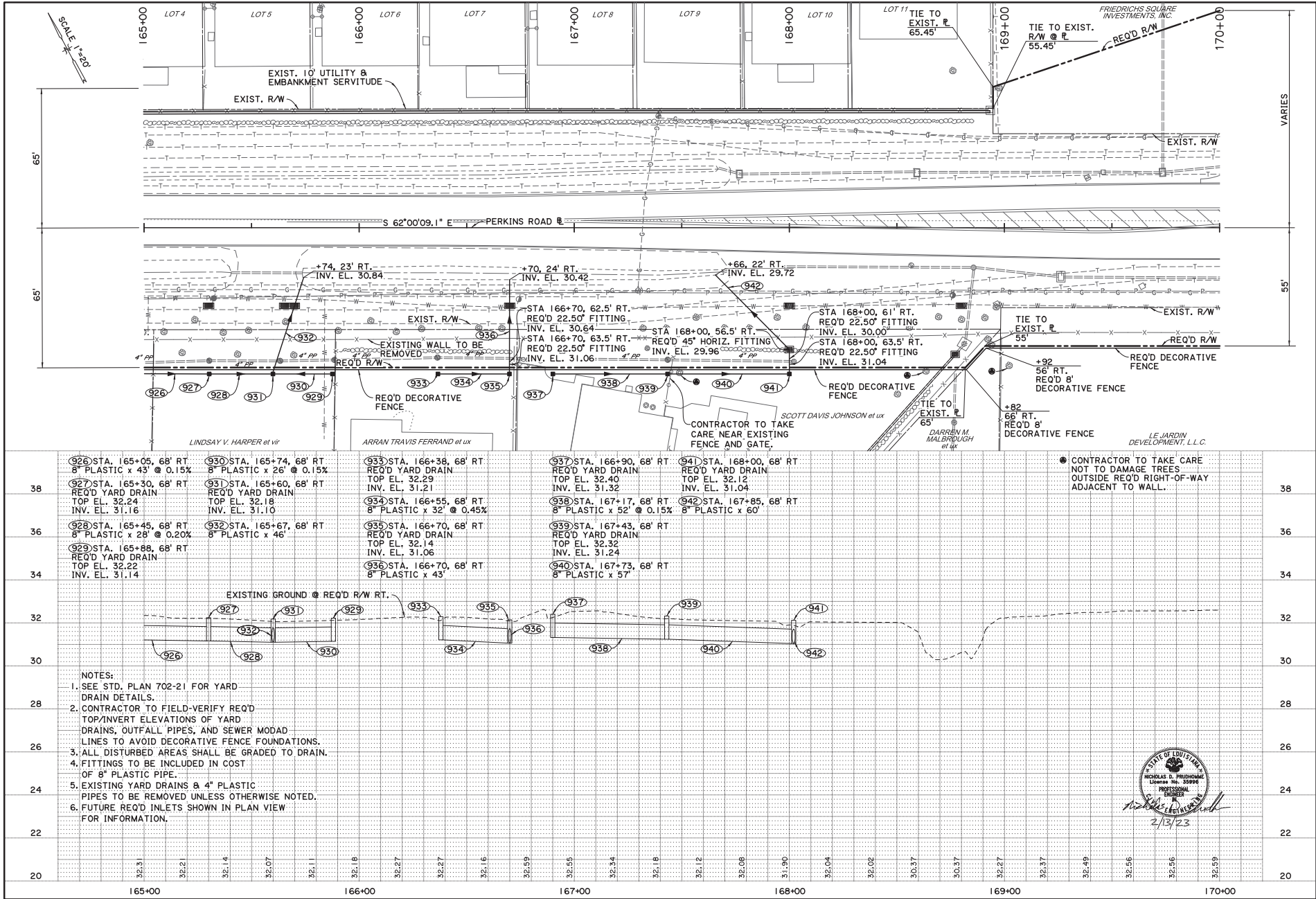


SHEET NUMBER	47
PARRISH	EAST BATON ROUGE PARISH
CITY PROJECT	12-CS-HC-0015
STATE PROJECT	-
DESIGNED	NDP
CHECKED	JJC
DATE	02/13/23
BY	BY
REVISION DESCRIPTION	
NO.	DATE

**PLAN & PROFILE SHEET**  
**DECORATIVE FENCE & DRAINAGE**  
 PERKINS RD (SIEGEN LN TO PECUE LN)

**BR**  
 CITY OF BATON ROUGE

**Stantec**



**PLAN & PROFILE SHEET**  
**DECORATIVE FENCE & DRAINAGE**  
PERKINS RD (SIEGEN LN TO PECUE LN)

PARISH: EAST BATON ROUGE PARISH  
CITY PROJECT: 12-CS-HC-0015  
STATE PROJECT: -

DESIGNED: N/D  
CHECKED: J/C  
DATE: -

DRAWN: K/KH  
CHECKED: N/D  
DATE: -

REVISION DESCRIPTION: -  
BY: -  
DATE: -

SHEET NUMBER: 48

**MOYER**

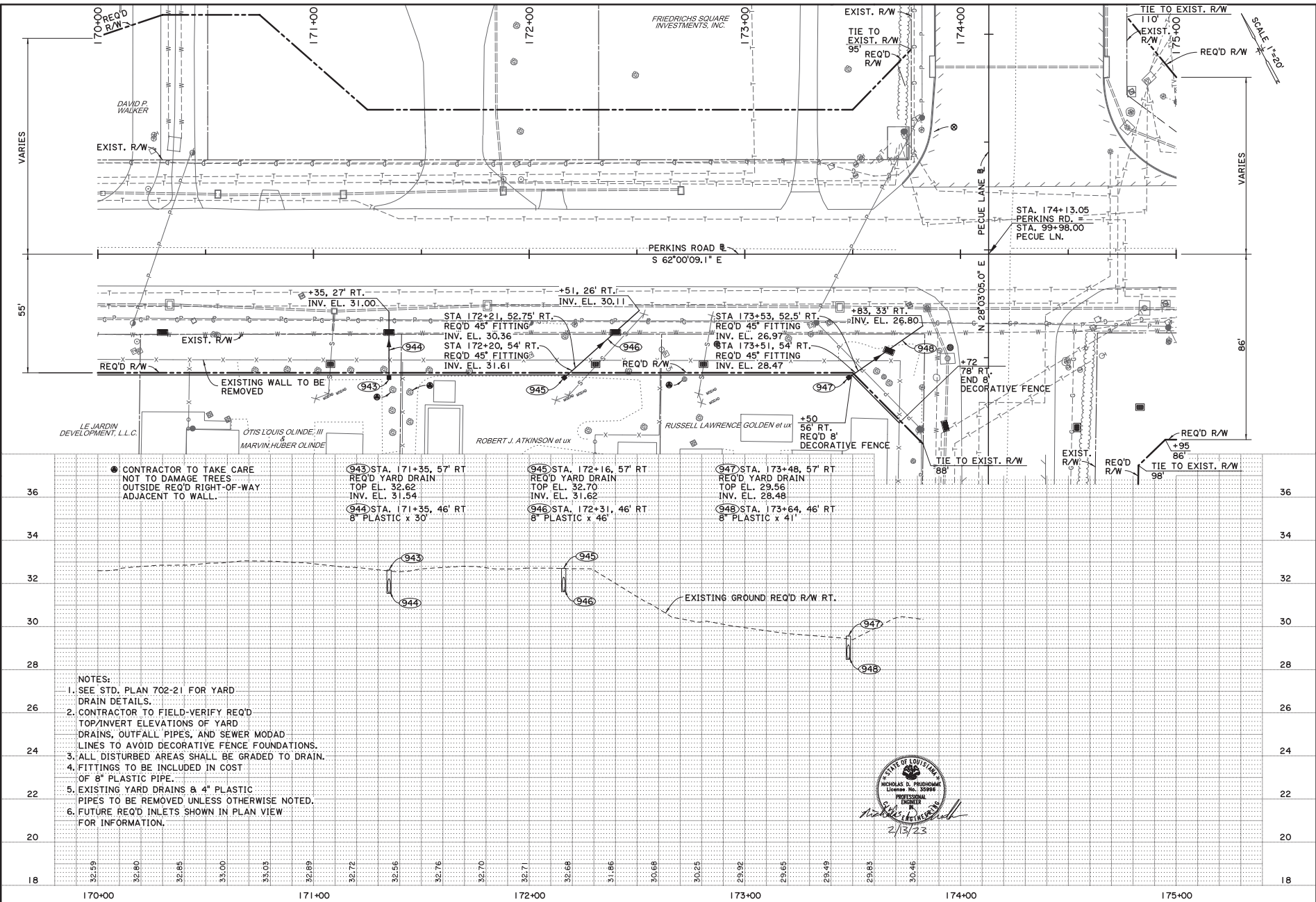
**BR**  
CITY OF BATON ROUGE

**Stantec**



14.1.6

V:\2018\active\201802912\03\_discipline\Highway\Final\_Plans\Drawings\copp\_354.dgn



DESIGNED	NDP	DATE	BY
CHECKED	JJC	DATE	BY
DETAILED	K/KH	DATE	BY
CHECKED	NDP	DATE	BY

PARISH: EAST BATON ROUGE PARISH  
CITY PROJECT: 12-CS-HC-0015  
STATE PROJECT: -

NO. DATE REVISION DESCRIPTION

SCALE: 1"=20'

SHEET NUMBER: 49

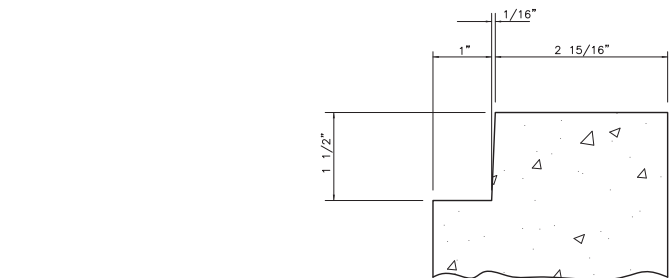
**MOYER**

**PLAN & PROFILE SHEET**  
**DECORATIVE FENCE & DRAINAGE**  
PERKINS RD (SIEGEN LN TO PECUE LN)

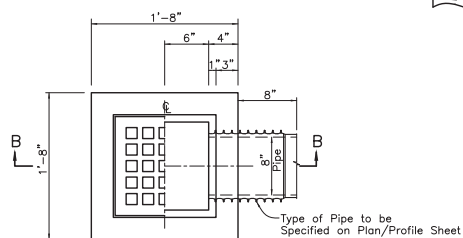
**BR**  
CITY OF BATON ROUGE

**Stantec**

PROJECT NO.	SHEET
12-CS-HC-0015	201



INSET "A"  
(Typical)

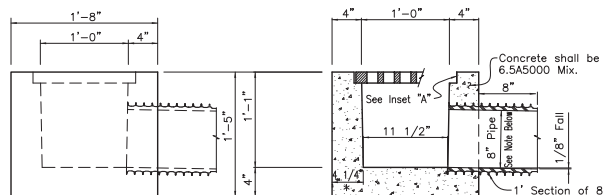


PLAN

Weight Approx. 460 lbs. plus Grate

PRECAST OPTION

Notes:  
Concrete to be Class "p"  
Catch Basin to be supplied complete,  
including C.I. Grate.  
The Catch Basin Supplier shall be  
responsible for Selection and Placement  
of any Pick-up and Handling Devices.  
Setting Tolerance to be +0 & -1"



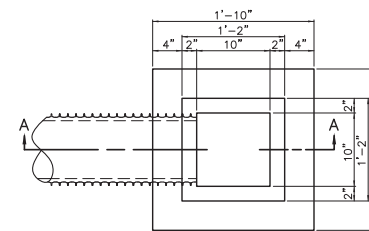
ELEVATION

SECTION B-B

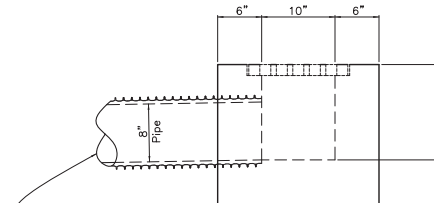
\* 4" Uniform Walls may be used,  
at Suppliers Option.

CAST-IN-PLACE  
OPTION

Class "A" Concrete

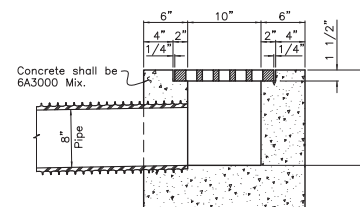


PLAN  
Grate not Shown



ELEVATION

Type of Pipe to be  
Specified on Plan/Profile  
Sheet.



SECTION A-A

NOTES:

1. SEE STANDARD PLAN 702-99 FOR FRAME COVER DETAILS.
2. PRECAST CONCRETE INLETS CONFORMING TO STANDARD PLAN 702-50 MAY BE FURNISHED. GROUT AS REQUIRED TO CREATE INVERTS.
3. THE CONTRACTOR SHALL NOT POUR ABOVE BOTTOM OF PAVEMENT SLAB UNTIL PAVING ADJACENT TO INLET HAS BEEN COMPLETED.
4. DIAGONAL REINFORCEMENT FOR PIPE LARGER THAN 36".

NOT TO BE USED WHERE  
SUBJECT TO VEHICULAR  
TRAFFIC



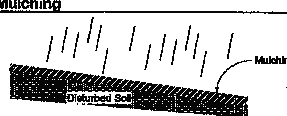
STANDARD PLAN NO. 702-21	DATED January 18, 2008	SHEET NO. 1 OF 1
-----------------------------	---------------------------	---------------------

YARD DRAIN

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

DATE	DESCRIPTION	BY
	REVISIONS	

### Mulching



**Applications:** Slope Protection, Sediment Trapping, Channel Protection, Temporary Stabilization, Permanent Stabilization, Waste Management, Housekeeping Practices.

**Essential Elements:**

- Erosion
- Mulches
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Waste

**Implementation, Restrictions, Capital Costs:**

- Maintenance
- Trailing
- Substability for Slopes >5%
- Leachate
- Significant Impact
- Low Impact
- Unknown or Questionable Impact

**Limitations:** Mulch is used to temporarily and/or permanently stabilize clear or freshly disturbed areas. It protects the soil from erosion and reduces loss by lessening the effects of wind, water, and traffic. 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 available 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 products. Slope and soil 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.

**BMP 1**  
City of Baton Rouge  
Parish of East Baton Rouge  
Department of Public Works

### Erosion Control Mats



**Applications:** Slope Protection, Sediment Trapping, Channel Protection, Temporary Stabilization, Permanent Stabilization, Waste Management, Housekeeping Practices.

**Essential Elements:**

- Sediment
- Mulches
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Waste

**Implementation, Restrictions, Capital Costs:**

- Maintenance
- Trailing
- Substability for Slopes >5%
- Leachate
- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact


**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 top joints, and fit/coverage 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 contractor with considerable net installation experience for installation.

**BMP 2**  
City of Baton Rouge  
Parish of East Baton Rouge  
Department of Public Works

### Vegetation



**Applications:** Slope Protection, Sediment Trapping, Channel Protection, Temporary Stabilization, Permanent Stabilization, Waste Management, Housekeeping Practices.

**Essential Elements:**

- Sediment
- Mulches
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Waste

**Implementation, Restrictions, Capital Costs:**

- Maintenance
- Trailing
- Substability for Slopes >5%
- Leachate
- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

**Design Criteria:** 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 steep slopes 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, stakes and tubes to direct flow around newly seeded areas and proper grading to limit runoff velocities during construction.**

**Applications:** Vegetation techniques can and should apply to every construction project with few exceptions. Vegetation effectively reduces erosion in areas, such as steep slopes, roads, and along roadways. Vegetative strips also provide erosion protection when used as a perimeter control for utility and other development construction.

**In many cases, the initial cost of temporary seedings may be high compared to turfs or covers for steep slopes 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.**

**BMP 3**  
City of Baton Rouge  
Parish of East Baton Rouge  
Department of Public Works

### Mulching

**Applications:** Slope Protection, Sediment Trapping, Channel Protection, Temporary Stabilization, Permanent Stabilization, Waste Management, Housekeeping Practices.

**Essential Elements:**

- Erosion
- Mulches
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Waste

**Implementation, Restrictions, Capital Costs:**

- Maintenance
- Trailing
- Substability for Slopes >5%
- Leachate
- Significant Impact
- Low Impact
- Unknown or Questionable Impact

**Design Criteria:** 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 20% of the water infiltrates through the mulch.

**For areas subject to sheet flow and the slope is greater than 3-6%, anchoring of the mulch with a Krappier Tool is required.**

**Limitations:** Mulches are subject to removal by wind or water under severe climate 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 (>0.6 inch) rainfall, for bare spots caused by 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

**Applications:** Slope Protection, Sediment Trapping, Channel Protection, Temporary Stabilization, Permanent Stabilization, Waste Management, Housekeeping Practices.

**Essential Elements:**

- Sediment
- Mulches
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Waste

**Implementation, Restrictions, Capital Costs:**

- Maintenance
- Trailing
- Substability for Slopes >5%
- Leachate
- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

**Design Criteria:** 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 contractor with considerable net installation experience for installation.

**Maintenance Requirements:** Mulched areas must be inspected on a weekly basis, and after significant (>0.6 inch) rainfall, for bare spots caused by weather related events. Matting or banded matting must be replaced or re-anchored.

**BMP 2**  
Department of Public Works

### Vegetation

**Applications:** Slope Protection, Sediment Trapping, Channel Protection, Temporary Stabilization, Permanent Stabilization, Waste Management, Housekeeping Practices.

**Essential Elements:**

- Sediment
- Mulches
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Waste

**Implementation, Restrictions, Capital Costs:**

- Maintenance
- Trailing
- Substability for Slopes >5%
- Leachate
- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

**Design Criteria:**

- Mating or final grading must be completed prior to seeding, minimizing all steep slopes.
- Install all necessary erosion structures such as ditches, swales, diversions, etc. prior to seeding.
- Slopes or lower slopes steeper than 5:1 on the contour be before seeding.
- Provide 4-6 inches of topsoil over suitable soil.
- Soil-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 tall fescue or Bermuda Grass applied at 10 - 12 pounds per acre.
- For permanent vegetative cover during the period from September to February (inclusive) use tall fescue or Bermuda Grass applied at 10 - 20 pounds per acre.
- For temporary stabilization on disturbed areas or steep slopes, use Ryegrass seed applied at 40 - 60 pounds per acre.
- Fertilizer shall be applied according to the manufacturer's recommendation with proper spreading 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.
- Always apply seed using cyclone seeder, seed drill, mulchifier or hydroseeder.
- Provide adequate water to aid in establishment of vegetation.
- Use appropriate mowing 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 mowing and fertilizing schedule will be required as part of the BMP/PP to assist in the establishment of the vegetation.

**BMP 3**  
Department of Public Works



STANDARD PLAN NO.	DATED	SHEET NO.
903-01	FEBRUARY 25, 2008	1 OF 11
<b>STORM WATER POLLUTION PREVENTION PLAN BEST MANAGEMENT PRACTICES</b>		
ENGINEERING DIVISION <b>DEPARTMENT OF PUBLIC WORKS</b> CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED	DRAWN	CHECKED
G. CHENG	G. VANNICE	G. CHENG
APPROVED	T. STEPHENS	

DATE	DESCRIPTION	BY
	REVISIONS	

### Silt Fence

**DESCRIPTION**  
A silt fence consists of geotextile fabric supported by post-and-rail or other framing embedded between other 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 fences provide both filtration and flow retardation to reduce sediment and reduce the velocity of the runoff. Properly designed silt fences are economical since they can be relocated during construction and re-used on other projects.

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

**APPLICATIONS**  
Silt fences are 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 development and linear (roadway) type projects. They are most effective with narrow to silt soil types. Due to the potential of clogging, silt fences should not be used with clay soil types.

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

**DESIGN CRITERIA**  
Fences are to be constructed along a line of constant elevation (along a contour line) where possible.

- Maximum slope perpendicular to silt 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 fabric.
- 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 match 80% of the soil.
- Maximum equivalent opening size shall be 70 (70) sieve.

**Targeted Constituents**

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Waste

**Implementation Requirements**

- Capitol Code
- Maintenance
- Training
- Stability for Slopes >5%

**Limit**

- Significant Impact
- Medium Impact
- Low Impact
- Unusable or Overhead Impact

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

### Straw Bale Dike

**DESCRIPTION**  
A straw bale dike is a temporary barrier constructed of straw bales anchored with wood posts. It is used to intercept sediment-laden runoff generated by small disturbed areas. The straw bales are secured to both a tension device and a separate device to treat and reduce flow. Bales can consist of hay or straw in which straw is defined as best quality straw from wheat, oats or barley. Hay of weed and grass seed and may be 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 readily 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 (1-1 acre) site. Due to the limited life of the straw bale, it is most effective for small projects of a short duration. The initial 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 2-7) for small non-erosive areas such as intercepter areas 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 better.
- Minimum 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.

**Targeted Constituents**

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Waste

**Implementation Requirements**

- Capitol Code
- Maintenance
- Training
- Stability for Slopes >5%

**Limit**

- Significant Impact
- Medium Impact
- Low Impact
- Unusable or Overhead Impact

**BMP**  
5

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

### Triangular Sediment Filter Dike

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

**PRIMARY USE**  
Triangular filter dikes are used in place of silt fences, treating runoff flow at the perimeter of construction areas and at the perimeter of the site. Also, the dike can serve as stream protection devices by preventing sediment from entering the stream or an stock drape in small swales.

Triangular sediment filter dikes are especially useful for construction areas surrounded by pavement, such as roadways, parking areas, etc., where all fence or hay bale installation is not feasible. Since they can be secured 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 sedimentation sheet flow from entering the stream. The dikes can be subjected to more concentrated flows and a higher flow rate than silt fences.

**DESIGN CRITERIA**

- Dike 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.

**Targeted Constituents**

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Waste

**Implementation Requirements**

- Capitol Code
- Maintenance
- Training
- Stability for Slopes >5%

**Limit**

- Significant Impact
- Medium Impact
- Low Impact
- Unusable or Overhead Impact

**BMP**  
6

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

### Silt Fence

- Minimum equivalent opening size shall be 100 (100) sieve.
- If 80% or more of soil, by weight, passes the U.S. Standard sieve No. 200, silt fence 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 structures 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 (swales) 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**  
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Department of Public Works

### Straw Bale Dike

- Dimensions for individual bales shall be 20 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 a contoured trench having a depth of 6 inches and a width just wide enough to accommodate the bale thickness.
- 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" concrete trench to undisturbed ground, with the steel stake driven at an angle toward the previously installed bales.
- The ends of the dike shall be turned upstream to prevent bypass of stormwater.
- Place bales on sites such that bindings are not broken.

**LIMITATIONS**  
Due to a short effective life caused by biological decomposition, straw bales need be replaced after a period of 60 days or less. During the wet and storm seasons, however, they may 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 installed, 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 rotted 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 4 inches.

**BMP**  
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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 match 80% of the soil.
- Minimum equivalent opening size shall be 70 (70) sieve.
- Minimum equivalent opening size shall be 100 (100) sieve.
- If 55% 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 structures in order to properly maintain the dike.
- The ends of the dike shall be turned upstream 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 clogging.

**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 all fences, integrity of the filter fabric is important to the effectiveness of the dike. Overlay between dike sections must be checked on a regular basis and repaired if deficient.

**BMP**  
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Department of Public Works

STANDARD PLAN NO.	DATED	SHEET NO.
903-01	FEBRUARY 25, 2008	2 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: CHENG  
CHECKED: G. CHENG  
APPROVED: G. CHENG, I. STEPHENS

THOMAS A. STEPHENS  
REGISTERED ENGINEER  
IN  
LOUISIANA  
No. 10000  
2/11/2011

### Diversion Dike

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

**Intended Considerations**  
 Sediment  
 Erosion  
 Turbidity  
 Oil & Grease  
 Plastics/Waste  
 Other Construction Waste  
 Capital Costs  
 Maintenance  
 Training  
 Stability for Slopes 1:1.5  
 Lesser  
 Significant Impact  
 Medium Impact  
 Low Impact  
 Unknown or Considerable Impact

**BMP**  
**7**

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

**DESCRIPTION**  
 A diversion dike is a compacted earth mound which redirects runoff to a desired location. The dike is typically stabilized with natural grass for low velocities or with stone or concrete armor units for higher velocities.

**PRIMARY USE**  
 The diversion dike is normally used to intercept runoff from footcans of the construction area and direct the flow around the disturbed area. It can also be used downstream of the construction area to direct flow into a sediment retention 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 dike.

**APPLICATIONS**  
 Diversion dikes are very effective in reducing erosion at a measurable cost. They are applicable to a large variety of projects including site development and major projects such as highways and pipeline construction. Diversion dikes are normally used as perimeter controls for construction sites with large amounts of runoff flow from neighboring properties. Used in combination with silt fences, the diversion dike can be quickly installed with a minimum of equipment and cost, unless the permit construction at the site. No additional permit techniques is required if the dike is properly stabilized and the runoff is intercepted prior to accessing disturbed areas.

Significant savings in structural costs can be realized by using diversion dikes to direct runoff flow to a control area such as a sediment basin or other sediment retention structure if the runoff occurs disturbed areas.

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

### Interceptor Swale

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

**Intended Considerations**  
 Sediment  
 Erosion  
 Turbidity  
 Oil & Grease  
 Plastics/Waste  
 Other Construction Waste  
 Capital Costs  
 Maintenance  
 Training  
 Stability for Slopes 1:1.5  
 Lesser  
 Significant Impact  
 Medium Impact  
 Low Impact  
 Unknown or Considerable Impact

**BMP**  
**8**

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

**DESCRIPTION**  
 An interceptor swale is a small vegetated or porous channel which collects runoff and directs it to a desired location. It can either have a grass lining or depending on slope and design velocity, a protective lining of erosion control, 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 runoff from a disturbed area into a sediment basin or other BMP for sedimentation as opposed to long runs of ditches, straw bales or other flowline methods.

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 runoff flow impeding the site and sites with large areas of disturbance. It can be used in conjunction with diversion dikes to intercept flow. Temporary swales can be used throughout the project to direct flow away from staging, storage and loading areas along with specific areas of construction. Note that runoff which crosses disturbed areas or is directed into stabilized swales must be treated 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.

### Stabilized Construction Entrance

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

**Intended Considerations**  
 Sediment  
 Erosion  
 Turbidity  
 Oil & Grease  
 Plastics/Waste  
 Other Construction Waste  
 Capital Costs  
 Maintenance  
 Training  
 Stability for Slopes 1:1.5  
 Lesser  
 Significant Impact  
 Medium Impact  
 Low Impact  
 Unknown or Considerable Impact

**BMP**  
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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 fabric which is installed 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 may also be incorporated into the design to further reduce sediment loading. For long term projects, curbside basins or other type of permanent rock system can be used in conjunction with a wash rack. This directly addresses the problem of off-road 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 vehicles. If used properly, it also allows 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 areas on the site and the high potential for off-site tracking of off-road mud.

**DESIGN CRITERIA**  
 - Stabilized construction entrances are to be constructed such that drainage across the entrance is directed to a catchment, stabilized outlet or on site with provision 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 10 feet, but in no case shall the width be less than that of the entry way to be used.

### Diversion Dike

- 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 upstate 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 6 feet per second must be approved by the local jurisdiction.  
 - The dike shall remain in place until all disturbed areas which are protected by the dike are permanently stabilized unless other controls are put in place to protect the disturbed area.  
 - Flow line of 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 dike 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 other each 24 hours (20.5 inch) rainfall to determine if site is backing up behind the dike, or if erosion is occurring on the face of the dike. SD shall be removed to a timely manner. If erosion is occurring on the face of the dike, the slope of the face shall either be stabilized through mulch or seeding or the slope of the face shall be rebuilt.

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Department of Public Works

### Interceptor Swale

**DESIGN CRITERIA**  
 - Minimum 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 (roadbed) 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 mulch. For grades in excess of 2 percent, or velocities exceeding 6 feet per second, stabilization in the form of high velocity erosion mats, or three inch layer of crushed stone or rip rap is required. Velocities greater than 6 feet per second will require approval by the PROGRAM MANAGER.  
 - Check areas can be used to reduce velocities in steep swales. See check dam BMP that 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 construction so as not to contribute to the erosion problem they are addressing.  
 Swales may be unsuitable to the site conditions (soil or site type).

United flow capacity for temporary swales. For permanent swales, the 1.5 foot minimum depth can be increased as long.

**MAINTENANCE REQUIREMENTS**  
 Inspectors 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 fire risk or disturbance of swale stabilization shall be repaired as soon as practical.

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Department of Public Works

### Stabilized Construction Entrance

- Minimum depth of entrance shall be 6 inches for the entire length of the control.  
 - Minimum dimensions for the entrance shall be as follows:

Truck Area	Avg. Lot Depth	Mts. Width of Entrance	Mts. Depth of Entrance
< 1 Acre	100 feet	15 feet	20 feet
< 8 Acres	200 feet	25 feet	30 feet
< 10 Acres	> 200 feet	20 feet	40 feet
> 10 Acres	> 200 feet	25 feet	60 feet

**LIMITATIONS**  
 Selection of the construction entrance location is critical in that to be effective, it must be used consistently.  
 Stabilized entrances are neither expensive nor do they have to be installed in combination with one or more other sediment control techniques, but it may be cost effective compared to labor intensive stone cleaning.  
 Inspections should be made on a regular basis and other large storms events in order to ascertain whether or not debris 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 regrading and top dressing with additional stone must be done to keep the efficiency of the entrance from diminishing.

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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	DRAWN	APPROVED
G. CHENG	G. VANNICE	G. CHENG
903-01		

DATE	DESCRIPTION	BY

### Check Dams

**Applications:**  
 Pesticide Control  
 Slope Protection  
 Sediment Trapping  
 Channel Protection  
 Temporary Stabilization  
 Permanent Stabilization  
 Waste Management  
 Housekeeping Practices

**Targeted Constituents:**  
 Sediment  
 Metals  
 Toxic Materials  
 Oil & Grease  
 Pesticide Residues  
 Other Construction Wastes

**Implementation Requirements:**  
 Capital Costs  
 Maintenance  
 Training  
 Substitutability for Storm BMPs

**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 erosion 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 most useful in reducing flow to acceptable levels for other techniques.

**APPLICATIONS:**  
 Check dams are typically used only in construction to evaluate for long flow projects such as roadways. They can also be used in storm swales with a steep slope to reduce unacceptable velocities.

**DESIGN CRITERIA:**  
 Check dams should be placed at a distance and height to allow small ponds to form between each one. Typically, dam height should be between 18" and 30". 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, steel bag berms, etc. for specific details. Maximum allowable flow should be based on the specific techniques utilized over 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 into.

### Dust Control BMP

**Applications:**  
 Pesticide Control  
 Slope Protection  
 Sediment Trapping  
 Channel Protection  
 Temporary Stabilization  
 Permanent Stabilization  
 Waste Management  
 Housekeeping Practices

**Targeted Constituents:**  
 Sediment  
 Metals  
 Toxic Materials  
 Oil & Grease  
 Pesticide Residues  
 Other Construction Wastes

**Implementation Requirements:**  
 Capital Costs  
 Maintenance  
 Training  
 Substitutability for Storm BMPs

**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  
 - Drilling and blasting activities  
 - Construction vehicle traffic on unpaved roads  
 - Soil and debris storage piles  
 - Patch drop trees from soil bases  
 - Areas with unestablished soil

**DESIGN CRITERIA:**  
 - Schedule construction activities to minimize the area where, and time period where, soils are exposed.  
 - Quickly establish exposed soils using vegetation, mulching, spray-on adhesives, erosion control, spraying, and revegetation seeding.  
 - Identify and stabilize key erosion points prior to commencement of construction.  
 - Maintaining the intent of dust by adjusting the direction of prevailing winds.  
 - Direct most construction traffic to establish roadways within the project site.

**LIMITATIONS:**  
 - Mulching prevents dust only for a short period and should be applied daily (or more often) to be effective. Overwatering may cause a concentrated runoff.  
 - Oils should not be used for dust control because it may migrate into driveway and/or into the soil.  
 - Certain chemically-treated substrates may make soil water resistant, increasing runoff.

### Inlet Protection

**Applications:**  
 Pesticide Control  
 Slope Protection  
 Sediment Trapping  
 Channel Protection  
 Temporary Stabilization  
 Permanent Stabilization  
 Waste Management  
 Housekeeping Practices

**Targeted Constituents:**  
 Sediment  
 Metals  
 Toxic Materials  
 Oil & Grease  
 Pesticide Residues  
 Other Construction Wastes

**Implementation Requirements:**  
 Capital Costs  
 Maintenance  
 Training  
 Substitutability for Storm BMPs

**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 water systems by serving as a back-up system to enable control or by reducing sediment loads from controls with limited effectiveness such as straw bale dams.

**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 basis slope is less than five (5) percent. This type of protection is not applicable in paved areas.  
 - Block and gravel (curbed areas, required concrete in slow appropriate) protection is used when flows exceed 0.5 c.f.s. and it is necessary to allow for overlapping to prevent flooding.  
 - Wire mesh and gravel protection (treated stone, required concrete in slow 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 BMPs generally stabilize exposed soil surfaces. For heavily traveled and disturbed areas, wet suppression (watering), chemical dust suppressants, gravel or asphalt surfacing, temporary gravel control practices, equipment wash-out areas, and hard track covers can be employed as dust control applications. Permanent or temporary vegetation and mulching and rip rap can be employed for areas of established or no construction traffic. Preventive measures would include minimizing surface areas to be disturbed.

Many of the moderately available control measures for controlling dust from construction sites can also be implemented as BMPs for storm water pollution prevention. These BMPs include:

- Firm, vegetative, or directly stabilized access points where exposed traffic surfaces adjoin paved roads.
- Provide covers for hard track transporting materials that contribute to dust.
- Provide suppression or chemical stabilization of exposed soils.
- Provide for rapid cleanup of sediments deposited on paved roads. Provide stabilized construction road entrances and vehicle wash down areas.
- Stabilize unpaved haul roads, parking and staging areas. Reduce speed and tire 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 vegetative or chemical stabilization methods.
- Limit the amount of areas disturbed by staging 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 Planting
- 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 weed inlets to slow the impoundment to debris collection. The impoundment shall be sized such that the volume of excavation shall be equal to 1000 to 3000 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 fences.  
 - 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, storm water could pool around the inlet protection system and 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, creating an overflow condition at inlets beyond.

**MAINTENANCE REQUIREMENTS:**  
 Inspections should be made on a weekly basis, especially after large (> 0.8 inches) storm events. When silt fences are 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 device. 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 stone must be pulled away from the inlet and cleaned or replaced. Once cleaning or gravel at a construction site may be difficult, an alternative approach would be to use the clogged stone as its material and put new stone around the inlet.

**BMP 12**

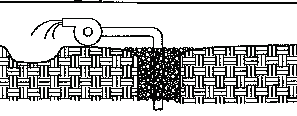
Department of Public Works

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 4 OF 11
<b>STORM WATER POLLUTION PREVENTION PLAN BEST MANAGEMENT PRACTICES</b>		
ENGINEERING DIVISION <b>DEPARTMENT OF PUBLIC WORKS</b> CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED G. CHENG	DRAWN G. VANNICE	CHECKED G. CHENG
DATE	REVISIONS	BY
		T. STEPHENS

903-01

THOMAS A. STEPHENS  
 LICENSE NO. 11223  
 PROFESSIONAL ENGINEER  
 IN  
 CIVIL ENGINEERING  
 State of Louisiana  
 T. Stephens  
 2/16/2011

### Dewatering Operations



**Applications:**  
 Permit Control  
 Slope Protection  
 Sediment Trapping  
 Channel Protection  
 Temporary Stabilization  
 Permanent Stabilization  
 Waste Management  
 Housekeeping Practices

**Targeted Constituents:**  
 Sediment  
 Nutrients  
 Total Solids  
 Oil & Grease  
 Flammable Materials  
 Other Construction Wastes

**Implementation Requirements:**  
 Capital Costs  
 Maintenance  
 Training  
 Liability for Slopes >5%

**Legend:**  
 Significant Impact  
 Medium Impact  
 Low Impact  
 Unknown or Quantifiable 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 treating the water for contamination.

**Applications:**  
 Permit Control  
 Slope Protection  
 Sediment Trapping  
 Channel Protection  
 Temporary Stabilization  
 Permanent Stabilization  
 Waste Management  
 Housekeeping Practices

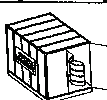
**Targeted Constituents:**  
 Sediment  
 Nutrients  
 Total Solids  
 Oil & Grease  
 Flammable Materials  
 Other Construction Wastes

**Implementation Requirements:**  
 Capital Costs  
 Maintenance  
 Training  
 Liability for Slopes >5%

**Legend:**  
 Significant Impact  
 Medium Impact  
 Low Impact  
 Unknown or Quantifiable Impact

**BMP 13**  
 City of Baton Rouge  
 Parish of East Baton Rouge  
 Department of Public Works

### Material Delivery And Storage



**Applications:**  
 Permit Control  
 Slope Protection  
 Sediment Trapping  
 Channel Protection  
 Temporary Stabilization  
 Permanent Stabilization  
 Waste Management  
 Housekeeping Practices

**Targeted Constituents:**  
 Sediment  
 Nutrients  
 Total Solids  
 Oil & Grease  
 Flammable Materials  
 Other Construction Wastes

**Implementation Requirements:**  
 Capital Costs  
 Maintenance  
 Training  
 Liability for Slopes >5%

**Legend:**  
 Significant Impact  
 Medium Impact  
 Low Impact  
 Unknown or Quantifiable Impact

**BMP 14**  
 City of Baton Rouge  
 Parish of East Baton Rouge  
 Department of Public Works

**Description:**  
 Prevent or reduce the discharge or pollutants to storm water from material delivery and storage by minimizing the storage of hazardous materials on-site during activities in a designated area, including secondary containment, conducting regular inspections, and training employees and subcontractors.

**Applications:**  
 Permit Control  
 Slope Protection  
 Sediment Trapping  
 Channel Protection  
 Temporary Stabilization  
 Permanent Stabilization  
 Waste Management  
 Housekeeping Practices

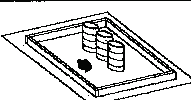
**Targeted Constituents:**  
 Sediment  
 Nutrients  
 Total Solids  
 Oil & Grease  
 Flammable Materials  
 Other Construction Wastes

**Implementation Requirements:**  
 Capital Costs  
 Maintenance  
 Training  
 Liability for Slopes >5%

**Legend:**  
 Significant Impact  
 Medium Impact  
 Low Impact  
 Unknown or Quantifiable Impact

**BMP 14**  
 City of Baton Rouge  
 Parish of East Baton Rouge  
 Department of Public Works

### Spill Prevention And Control



**Applications:**  
 Permit Control  
 Slope Protection  
 Sediment Trapping  
 Channel Protection  
 Temporary Stabilization  
 Permanent Stabilization  
 Waste Management  
 Housekeeping Practices

**Targeted Constituents:**  
 Sediment  
 Nutrients  
 Total Solids  
 Oil & Grease  
 Flammable Materials  
 Other Construction Wastes

**Implementation Requirements:**  
 Capital Costs  
 Maintenance  
 Training  
 Liability for Slopes >5%

**Legend:**  
 Significant Impact  
 Medium Impact  
 Low Impact  
 Unknown or Quantifiable 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.

**Applications:**  
 Permit Control  
 Slope Protection  
 Sediment Trapping  
 Channel Protection  
 Temporary Stabilization  
 Permanent Stabilization  
 Waste Management  
 Housekeeping Practices

**Targeted Constituents:**  
 Sediment  
 Nutrients  
 Total Solids  
 Oil & Grease  
 Flammable Materials  
 Other Construction Wastes

**Implementation Requirements:**  
 Capital Costs  
 Maintenance  
 Training  
 Liability for Slopes >5%

**Legend:**  
 Significant Impact  
 Medium Impact  
 Low Impact  
 Unknown or Quantifiable Impact

**BMP 15**  
 City of Baton Rouge  
 Parish of East Baton Rouge  
 Department of Public Works

### 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 structure is 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 sediment areas daily for signs of contaminated water or 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 code and ETR Airport Rescue and the Pipeline (ASPT) regulations. Contact ASPT, Captain Billie Thomas (504-388-2005), 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 clean. Store only the amount you need, for only as long as you need it.

- Store on fire 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 a storm pit, frame trough, or even life's existing pool for non-reactive materials such as fertilizers, oil, grease and paints. Small amounts of material may be accidentally contained in "dunny" 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 seepage on the flat and to reduce corrosion.

- Try to keep materials 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:**  
 STORED items 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 correct location of material containers.  
 Keep an accurate supply of spill cleanup materials near the storage area.

**BMP 14**  
 Department of Public Works

### Spill Prevention And Control

**Reporting:**  
 Immediately report spills to the ETR Airport Rescue & Fire Fighting Unit (904-388-2005). 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).

**Vehicles 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 leaking 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 catch pan or drip cloth, to catch spills or leaks when removing or changing fluids.  
 - Place drip pans or absorbent materials under equipment when not in use.  
 - Use absorbent materials on small spills rather than leaving them or bagging the spill.  
 - Remove the absorbent materials promptly and dispose of properly.  
 - Properly transfer used fluids to fire 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 barrel 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 removed batteries in a non-leaking secondary container. Do this with all coated batteries even if you think all the acid has drained out. If you drop a battery, treat it as if it is loaded. Put it into the containment area until you are sure it is not leaking.

**Vehicles 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.

**Limitations:**  
 If necessary, use a vehicle 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

THOMAS A. STEPHENS  
 PROJECT MANAGER  
 IN CHARGE  
 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	DRAWN	CHECKED	APPROVED
G. CHENG	G. VANNICE	G. CHENG	T. STEPHENS

### Lime Stabilization BMP

**DESCRIPTION**  
Lime stabilization is used extensively in some areas to stabilize permanent ditches for roadways, existing levee and other paved sections. Hydraulic lime is applied to the soil and mixed through existing and other techniques, then allowed to cure. This process will reduce the potential for rain to carry fine solids, which in turn prevent erosion due 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 erosion ditches and interceptor ditches (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 solid consolidation of ditches.
- Areas adjacent and downstream of stabilized areas shall be maintained to intercept flow from runoff and seepage runoff velocity.
- Concrete fabric such as those used for oil filter should not be used to stabilize lime since the grain size of lime is significantly smaller than the equivalent opening size of the fabric.
- For areas which planting of tree corridors is required, use of a curing seal such as Liquid Asphalt, Grade MC-200 or MC-300 applied at a rate of 0.16 gallons per square yard of surface can be used to protect the lime.

**APPLICABLE REGULATIONS**

- Part 605 - Erosion Control
- Part 606 - Sedimentation
- Part 607 - Channel Protection
- Part 608 - Temporary Stabilization
- Part 609 - Permanent Stabilization
- Part 610 - Waste Management
- Part 611 - Hydrology Practices

**Targeted Goals/Tradeoffs**

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Wastes
- Imperviousness
- Construction Disturbance
- Capital Costs
- Maintenance
- Training
- Durability for Slopes >5%

**Legend**

- Significant Impact
- Medium Impact
- Low Impact
- Uncertain/Questionable Impact

**BMP**  
16

City of Baton Rouge  
Part of  
Best Storm Drainage  
Department of  
Public Works

### Sand Bag Berm

**DESCRIPTION**  
Sandbag berms consist of stacked sandbags installed across a watercourse to direct flow around construction or to allow sedimentation to occur for flows commensurate with defined areas. These are check dams 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 forests, 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 to check dams in temporary basins or borrow ditches.

Sandbag berms are not recommended for typical particular conditions where stand 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 barrier of sediment control similar to that provided by a oil fence or key berms with the exception that a sand bag die 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 benefit of being able to be moved to accommodate changes in construction much more easily than completed earth berms.

**APPLICABLE REGULATIONS**

- Part 605 - Erosion Control
- Part 606 - Sedimentation
- Part 607 - Channel Protection
- Part 608 - Temporary Stabilization
- Part 609 - Permanent Stabilization
- Part 610 - Waste Management
- Part 611 - Hydrology Practices

**Targeted Goals/Tradeoffs**

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Wastes
- Imperviousness
- Construction Disturbance
- Capital Costs
- Maintenance
- Training
- Durability for Slopes >5%

**Legend**

- Significant Impact
- Medium Impact
- Low Impact
- Uncertain/Questionable Impact

**BMP**  
17

City of Baton Rouge  
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Best Storm Drainage  
Department of  
Public Works

### Sediment Basin

**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 sediment and controlled release of runoff, minimizing flood impacts downstream.

**PRIMARY USE**  
Sediment basins should be used for all sites with adequate open space to allow 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 that limit 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 basins, a stream or discharge 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. They reduce maintenance requirements due to the central location of the sediment and retained structural components of the basin.

**DESIGN CRITERIA**

- Minimum drainage area contributing to the basin should be 10 acres or less. Larger retention basins will require specific measures to address the potential for overlapping of the basin and possible failure of the basin.
- Minimum capacity of the basin shall be 3000 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 6 feet.
- Minimum embankment slope shall be 2:1.
- Minimum embankment height shall be 6 feet as measured from 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 discharge flow of 26 ft/min.
- 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 outlet pipe shall be stabilized with rip rap or other form of stabilization with design flows and velocities based on 25 year design return peak flows. For velocities in excess of 8 feet per second, velocity dissipation measures should be used to reduce outlet velocities.

**LIMITATIONS**  
Sediment basins can be rather large depending on site conditions, requiring the use of appropriate 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 ecosystems.

**MAINTENANCE REQUIREMENTS**  
Sediment shall be removed and the basin shall be repaired 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.

**APPLICABLE REGULATIONS**

- Part 605 - Erosion Control
- Part 606 - Sedimentation
- Part 607 - Channel Protection
- Part 608 - Temporary Stabilization
- Part 609 - Permanent Stabilization
- Part 610 - Waste Management
- Part 611 - Hydrology Practices

**Targeted Goals/Tradeoffs**

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Flammable Materials
- Other Construction Wastes
- Imperviousness
- Construction Disturbance
- Capital Costs
- Maintenance
- Training
- Durability for Slopes >5%

**Legend**

- Significant Impact
- Medium Impact
- Low Impact
- Uncertain/Questionable Impact

**BMP**  
18

City of Baton Rouge  
Part of  
Best Storm Drainage  
Department of  
Public Works

### Lime Stabilization BMP

Use of sediment basins with a significant 2-36 hourly drawdown time is encouraged for large disturbed 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 problem. Proper application and mixing along with stabilizing applications when there is a significant probability of rain will reduce lime runoff.

**MAINTENANCE REQUIREMENTS**  
None.

**BMP**  
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### 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 16 inches at the top and 64 inches measured at the bottom.
- Maximum side slopes shall be 2:1.
- Maximum design freboard shall be 0.5 feet.
- Sandbags shall be made of jute, polypropylene, polyethylene or polyamide woven fabric. Bags shall be composed of a uniform weave of tapered and interlocked single jute jute weighing an average of 1.2 pounds per linear yard and with approximately 78 weaves each per width of cloth. Polypropylene, polyethylene or polyamide woven fabric shall have a minimum unit weight of 4 ounces per square yard, a minimum tensile strength of 300 psi minimum and ultraviolet stability exceeding 70 percent, and shall be filled with coarse sand or pea gravel.
- 4" diameter Schedule 40 or greater PVC pipe segments approximately 24 inches in length shall be used horizontally 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.
- Outlet pipe for the removal of sediment removal equipment shall be provided between the berms and other obstructions in order to properly remove sediment.
- The ends of the berm shall be tapered up and shall be into natural grades to prevent bypass of sediment.
- 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 make it unsuitable for low flow, porous 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 maintenance requirements.

**MAINTENANCE REQUIREMENTS**  
Inspection should be made on a daily basis and after each significant (0.25 inch) rain event. The sandbags shall be rearranged or replaced as needed 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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### 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 discharge flow of 26 ft/min.
- 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 outlet pipe shall be stabilized with rip rap or other form of stabilization with design flows and velocities based on 25 year design return peak flows. For velocities in excess of 8 feet per second, velocity dissipation measures should be used to reduce outlet velocities.

**LIMITATIONS**  
Sediment basins can be rather large depending on site conditions, requiring the use of appropriate 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 ecosystems.

**MAINTENANCE REQUIREMENTS**  
Sediment shall be removed and the basin shall be repaired 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

THOMAS A. STEPHENS  
LICENSED PROFESSIONAL ENGINEER  
IN  
Louisiana  
2/16/2008

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 6 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

### Stone Outlet Sediment Trap

**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 allows runoff long enough to allow most of the suspended sediment to settle while still allowing for efficient flow of runoff.

**DESIGN CRITERIA**  
- Minimum 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 trap, in feet, of the stone outlet shall be equal to 8 times the area (square) 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 top 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.

**APPROXIMATE**  
Particulate Control  
Slope Protection  
Sediment Trapping  
Channel Protection  
Temporary Stabilization  
Permanent Stabilization  
Waste Management  
Housekeeping Practices

**Targeted Contaminants**  
 Sediment  
 Hydrocarbons  
 Toxic Materials  
 Oil & Grease  
 Flammable Materials  
 Other Construction Wastes

**Implementation Requirements**  
 Capital Costs  
 Maintenance  
 Training  
 Substantial for Slopes 15%

**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

### Vehicle And Equipment Cleaning

**DESCRIPTION**  
Prevent or reduce the discharge of pollutants in storm water from vehicle and equipment cleaning by using off-site facilities, washing in designated areas only, discharges to the storm drain by filtering or recycling the wash water and training employees and subcontractors.

**APPLICATIONS**  
Washing vehicles and equipment outdoors or in areas where wash water flows into the ground can pollute storm 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 water properly. Performing the 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 street 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 treat seepage and sediment control 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 tire tread need, provide a clearing area for removing soil before truck leaves site. Track tire clearing area should not be directly adjacent to drainage conveyance. A vegetated buffer area should be located downstream of the tire wash. For heavy use of the wash area, silt fencing, or sediment trapping may be necessary.

**APPROXIMATE**  
Particulate Control  
Slope Protection  
Sediment Trapping  
Channel Protection  
Temporary Stabilization  
Permanent Stabilization  
Waste Management  
Housekeeping Practices

**Targeted Contaminants**  
 Sediment  
 Hydrocarbons  
 Toxic Materials  
 Oil & Grease  
 Flammable Materials  
 Other Construction Wastes

**Implementation Requirements**  
 Capital Costs  
 Maintenance  
 Training  
 Substantial for Slopes 15%

**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

### Vehicle And Equipment Fueling

**DESCRIPTION**  
Prevent fuel spills and leaks, and reduce their impacts to storm water by using off-site facilities, fueling in designated areas only, protecting 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 into the ground can pollute storm water.

**DESIGN CRITERIA**  
- Use 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 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.  
- Place a stackable spill cleanup materials where it will be readily accessible.  
- Use absorbent materials on small spills rather than hosing down or hosing the spill. Remove the absorbent materials promptly and dispose of properly.  
- 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 pavers used for site, most vehicles should be able to travel to a designated area with little fuel use.

**APPROXIMATE**  
Particulate Control  
Slope Protection  
Sediment Trapping  
Channel Protection  
Temporary Stabilization  
Permanent Stabilization  
Waste Management  
Housekeeping Practices

**Targeted Contaminants**  
 Sediment  
 Hydrocarbons  
 Toxic Materials  
 Oil & Grease  
 Flammable Materials  
 Other Construction Wastes

**Implementation Requirements**  
 Capital Costs  
 Maintenance  
 Training  
 Substantial for Slopes 15%

**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

### Stone Outlet Sediment Trap

- Minimum embankment height shall be 3 feet as measured from the top 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 minimum 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 clogged in such that efficiency is diminished, the stone should be replaced.

**BMP**  
**19**

Department of Public Works

### Vehicle And Equipment Cleaning

**LIMITATIONS**  
Great phosphate-free, biodegradable soaps have been shown to degrade.  
Sanding vehicle/equipment off-site should be done in conjunction with Government.

**MAINTENANCE REQUIREMENTS**  
None.

**BMP**  
**20**

Department of Public Works

### Vehicle And Equipment Fueling

- Train employees and subcontractors in proper fueling and cleanup procedures.

**LIMITATIONS**  
Sanding vehicle/equipment off-site should be done in conjunction with stabilized Construction Entrance BMP.

**MAINTENANCE REQUIREMENTS**  
Keep ample supply of spill cleanup materials on-site.  
Inspect fueling areas and storage tanks on a regular schedule.

**BMP**  
**21**

Department of Public Works

THOMAS A. STEPHENS  
LICENSED PROFESSIONAL ENGINEER  
IN THE STATE OF LOUISIANA  
No. 15417  
EXPIRES 12/31/2018

*Thomas A. Stephens*  
2/16/2018

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 7 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
BY REVISIONS	BY T. STEPHENS	APPROVED

### Solid Waste Management

**DESCRIPTION**  
Large volumes of solid waste are often generated at construction sites including: packaging, refuse, 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 runoff tied 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
- Wood pallets (non-hazardous)
- Wood cuttings
- Pipe and electrical cuttings
- Concrete, brick, and mortar waste (single cuttings and waste)
- Roofing tar
- Steel (rod, pipe, nails, nuts/washers)
- Styrofoam board cuttings and waste
- Miscellaneous cuttings and waste
- Food waste
- Demolition waste

**Storage Procedures**

- Whenever 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.

**Implementation Requirements**

- Capital Costs
- Maintenance
- Training
- Submittal for Storm WQS

**Issues**

- Significant Impact
- Medium Impact
- Low Impact
- Unknown
- Considerable 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 pollution 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 separate 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 remedial actions taken. The General Permit requires reporting of significant spills to the National Response Center (NRC) at (800) 424-9302.

**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, sulfur and pesticides 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 spill storage and disposal. Following are lists describing the targeted materials and recommended procedures:

**Targeted Hazardous Waste Materials**

- Paints
- Solvents
- Stains
- Wood preservative
- Cutting oil
- Greases
- Roofing tar
- Pesticides
- Fuels & kerosene
- Lead based paint (Demolition)

**Storage Procedures**

- Whenever 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.

**Implementation Requirements**

- Capital Costs
- Maintenance
- Training
- Submittal for Storm WQS
- Leases
- Significant Impact
- Medium Impact
- Low Impact
- Unknown
- Considerable 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 washings, 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 sensitive life. Disposed solids in the face of both runoff and aggregate dust are also generated from both fresh and de-pulverized concrete waste.

**Current Unacceptable Storm Concrete Disposal Practices**

- Dumping in vacant areas on the job-site
- Block dumping off-site
- Dumping into ditches or drainage facilities

**Recommended Disposal Practices**

- Avoid inappropriate disposal practices listed above.
- Demolish pre-determined, safe concrete disposal areas.
- Provide a wetland area with a minimum of 5 cubic feet of earth/stone area volume for every 10 cubic yards of concrete poured.
- Never dump waste concrete (solid) or without properly enclose knowledge and coverage.
- Treat runoff from storage areas through the use of structural concrete 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 private contractors follow proper procedures for concrete disposal and equipment washing.
- Employees violating disposal or equipment cleaning directives must be re-instructed or disciplined if necessary.

**Implementation Requirements**

- Capital Costs
- Maintenance
- Training
- Submittal for Storm WQS
- Leases
- Significant Impact
- Medium Impact
- Low Impact
- Unknown
- Considerable 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 tank container that limits contact with rain and runoff.
- Store waste materials away from drainage ditches, swales and catch basins.
- Do not allow trash to contribute to overflow.
- Do not allow waste materials to accumulate on the ground.
- Prohibit littering by workers and visitors.
- Pull up 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.
- Material which comes into contact with unapproved waste shall be directed into structural treatment such as fill 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.
- Compliance 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 loading and unloading 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 educate hazardous waste workers 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 bonded.

**Requirements**

- Job-site hazardous waste handling and disposal education and awareness program.
- Compliance 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 waste 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 retention devices downstream of demolition activities.

**Requirements**

- Use a pre-determined disposal site(s) approved by LADEC 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.
- Amend 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.

**Implementation Requirements**

- Capital Costs
- Maintenance
- Training
- Submittal for Storm WQS
- Leases
- Significant Impact
- Medium Impact
- Low Impact
- Unknown
- Considerable Impact

**BMP 24**

Department of Public Works

STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 8 OF 11
<b>STORM WATER POLLUTION PREVENTION PLAN BEST MANAGEMENT PRACTICES</b>		
ENGINEERING DIVISION <b>DEPARTMENT OF PUBLIC WORKS</b> CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED G. CHENG	DRAWN G. VANNICE	CHECKED G. CHENG
APPROVED T. STEPHENS		DATE 3/11/2013



DATE	DESCRIPTION	BY

### Sandblasting Waste Management

**DESCRIPTION**

The objective of this management program is to minimize the potential of storm water quality degradation from sandblasting activities at construction sites. The key issues in this program are proper handling and storage of sandblasting media, dust accumulation, and proper collection and disposal of spent media. It is not the intent of this program to rule out the use of the worker safety issues inherent in this process. Safety issues should be addressed by construction safety programs as well as local, state, and federal regulations.

**INSTALLATION/APPLICATION CRITERIA**

Given the single objective of this alternative practice, it can be easily measured by air and runoff water. Sandblasting activities typically create a significant dust problem which must be contained and collected to prevent off-site migration of dust.

**Operational Procedures**

- Use only inert, non-degradable sandblasting media.
- Use appropriate equipment for the job, do not over-blast.
- Whenever possible, blast in a downwind direction.
- Install a wind sock or other wind direction instrument.
- Conduct blasting activities in high winds or if wind direction could transport grit to drainage facilities.
- Install dust shelling around sandblasting areas.
- Collect and dispose of all spent sandblasting grit, use dust containment fabric and dust collection hoppers and barrels.
- Non-hazardous sandblasting grit may be disposed in permitted construction debris landfills or permitted sanitary landfills.
- If sandblasting media cannot be fully contained, construct sediment traps downstream from blasting areas where appropriate.
- Use a filter bagging system where appropriate in cases where dust media cannot be fully contained.
- If necessary, install existing equipment to remove sandblasting grit from the air - prevent runoff from existing operations from existing drainage systems.
- Use sediment grit collection systems where possible.
- Keep records of sandblasting materials, procedures, and weather conditions on a daily basis.
- Take all reasonable precautions to ensure that sandblasting grit is contained and kept away from drainage structures.

**Estimated Impact**

- Minimal off-site migration of potential danger to humans and the environment from sandblasting grit.

**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

**Applications**

- Perimeter Control
- Slope Protection
- Setback Trapping
- Channel Protection
- Channel Protection
- Temporary Stabilization
- Permeable Stabilization
- Waste Management
- Housekeeping Practices

**Targeted Constituents**

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

**Implementation Requirements**

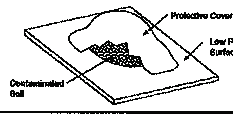
- Capital Costs
- Maintenance
- Training
- Stability for Slopes >5%
- Legal
- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

**BMP**

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

### Contaminated Soil Management



**DESCRIPTION**

Prevent or reduce the discharge of pollutants to storm water from contaminated soil and highly erodible or soluble soils by conducting pre-construction surveys, inspecting structures regularly, and remedying contaminated soil promptly.

**APPLICATIONS**

Contaminated soils may occur on your site for several reasons including:

- Final site work and activities
- Detached or eroded soils and rocks; and
- Other sources

**DESIGN CRITERIA**

- Conduct thorough site planning including pre-construction geologic surveys.
- Look for contaminated soil as differences in soil properties.
- Soil backup practices with great or bentonite to reduce seepage flow seepage.
- Prevent leaks and spills to the maximum extent practicable.
- Contaminated soil can be expensive to treat, so proper disposal is preferred. However, addressing the problem before building construction to slash less expensive than after the building is in place.
- Test suspected soils at a certified laboratory.
- If the soil is contaminated, work with the local regulatory agencies to develop options for treatment and/or disposal.

**LIMITATIONS**

If necessary, use a private spill containment company.

**MAINTENANCE REQUIREMENTS**

Contaminated soils that cannot be treated on-site must be disposed of off-site by a licensed hazardous waste hauler. The presence of contaminated soil may indicate contaminated water as well.

**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

**Applications**

- Perimeter Control
- Slope Protection
- Setback Trapping
- Channel Protection
- Channel Protection
- Temporary Stabilization
- Permeable Stabilization
- Waste Management
- Housekeeping Practices

**Targeted Constituents**

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

**Implementation Requirements**

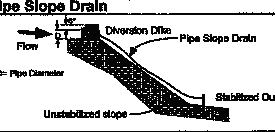
- Capital Costs
- Maintenance
- Training
- Stability for Slopes >5%
- Legal
- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

**BMP**

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

### Pipe Slope Drain



**DESCRIPTION**

A pipe slope drain is a temporary pipe that utilizes stable pipe that conveys runoff down a stabilized slope. The drain is installed on the upstream end with some form of headwall to lock erosion and secure the pipe.

**PRIMARY USE**

A pipe slope drain is used on sites with a long, unshaded, steep slope area which is subject to erosion from overhead flow. It is normally used in combination with interceptor basins or diversion ditches to direct the flow into the pipe area. The pipe slope drain can provide runoff for a relatively long area. It does not need the same, therefore if the runoff continues undisturbed, treatment through a control outlet will be required before the area is allowed to drain.

**APPLICATIONS**

Sites with large basins or grade changes such as roadway embankments are candidates for a pipe slope drain. Where practices must be used to direct the flow into the pipe drain, even grading heavily eroding portions of the pipe slope drain. Instead, temporary slope drains can be easily installed and not require the same level of construction.

Pipe slope drains also require a stabilized outlet. This is called across the valley at the outlet and normally high velocity channels as well as stone or concrete riprap typically required to reduce the velocity and spread the flow, reducing erosion. Flow from a pipe slope drain created by a sediment outlet practice through an interceptor basin, diversion ditch or other suitable method.

**DESIGN CRITERIA**

- The maximum length of pipe slope drain shall be a standard 100-foot module per standard base and section with an interval of pipe extending 100 feet or 3 inches from the bottom of the end section. The grade of the drainage shall be 3 percent minimum.
- The base of the drainage shall have a minimum height of the pipe diameter and a minimum width of 6 feet from the pipe diameter.
- All sections of the pipe slope drain shall be connected using suitable collar or gasketed end fittings.
- All pipe slope drains conveyed by the pipe slope drain shall be checked to a sediment trap facility.
- Temporary pipe slope drains are to be used to accommodate runoff from operations to a year when an installed using the Federal Method and

**Legend**

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

**BMP**

26

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

**Applications**

- Perimeter Control
- Slope Protection
- Setback Trapping
- Channel Protection
- Channel Protection
- Temporary Stabilization
- Permeable Stabilization
- Waste Management
- Housekeeping Practices

**Targeted Constituents**

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

**Implementation Requirements**

- Capital Costs
- Maintenance
- Training
- Stability for Slopes >5%
- Legal
- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

**BMP**

26

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

### Sandblasting Waste Management

- Instruct all on-site employees of the potential hazardous nature of sandblasting grit and the possible symptoms of over-exposure to sandblasting grit.
- Instruct operators of sandblasting equipment on safety procedures and personal protection equipment.
- Instruct operators on proper procedures regarding storage, handling and containment of sandblasting grit.
- Instruct operators to recognize unfavorable weather conditions requiring sandblasting activities.
- Instruct operators and supervisors on current local, state and federal regulations regarding airborne dust and hazardous waste from sandblasting grit.
- Have timely meetings with operators to discuss and reinforce proper operational procedures.
- Establish a continuing education program to indoctrinate new employees.

**Media Handling Recommendations**

- Sandblasting media should always be stored under cover away from drainage structures.
- Ensure that stored media or grit is not subject to transport by wind.
- Ensure that all sandblasting equipment as well as storage containers comply with current local, state and federal regulations.
- Refer to Hazardous Waste BMP
- Hazardous components.
- Capture and treat runoff which comes into contact with sandblasting material or waste.

**Quality Assurance**

- Personnel and construction supervisor should monitor all sandblasting activities and safety procedures.
- Ensure and if necessary, identify workers who violate procedures.
- Take all reasonable precautions to ensure that sandblasting grit is not transported off-site or into drainage facilities.

**Requirements**

- Educational and awareness program for all employees regarding control of sandblasting and potential dangers to humans and the environment.
- Operator and supervisor education program for those directly involved in sandblasting activities.
- Implement an air quality monitoring, proper equipment operation, personal protective equipment, regular dust control, record keeping and reporting.
- Proper sandblasting equipment for the job.
- Site-specific hygiene dust control and containment equipment.
- Site-specific hygiene dust control procedures.
- Compliance by supervisors and workers.

**Costs**

- Minimal cost for testing and monitoring.
- Potential for significant cost for containment procedures on large jobs.
- Potential for significant costs associated with cleanup, correction and remediation if contamination occurs.

**Legend**

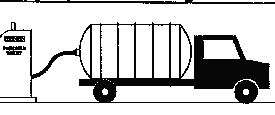
- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

**BMP**

25

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

### Sanitary/Septic Waste Management



**DESCRIPTION**

Prevent or reduce the discharge of pollutants to storm water from sanitary/septic waste by providing convenient, well-maintained facilities, and arranging for regular service and disposal.

**APPLICATIONS**

This BMP is:

- Sanitary or septic waste should be treated or disposed of in accordance with state and local requirements.
- Locate sanitary facilities in a convenient location.
- Untreated raw sewage should never be discharged or applied.
- Temporary septic systems should treat waste to appropriate levels before discharging.
- If using an on-site disposal system (OSDS), such as a septic system, contact the local health department for their regulations.
- Sanitary/septic facilities should be maintained in good working order by a licensed service.
- Arrange for regular waste collection by a licensed hauler before facilities become full.

**LIMITATIONS**

There are no major limitations to this best management practice.

**MAINTENANCE REQUIREMENTS**

Inspect facilities regularly. Arrange for regular waste collection.

**Legend**

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

**BMP**

27

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

**Applications**

- Perimeter Control
- Slope Protection
- Setback Trapping
- Channel Protection
- Channel Protection
- Temporary Stabilization
- Permeable Stabilization
- Waste Management
- Housekeeping Practices

**Targeted Constituents**

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

**Implementation Requirements**

- Capital Costs
- Maintenance
- Training
- Stability for Slopes >5%
- Legal
- Significant Impact
- Medium Impact
- Low Impact
- Unknown or Questionable Impact

**BMP**

27

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

### Pipe Slope Drain

**Meaning**

Minimum Pipe Size	Maximum Contributing Drainage Area
12"	0.5 Acres
16"	1.5 Acres
24"	2.5 Acres
36"	3.5 Acres
48"	5.0 Acres

Minimum drainage area for individual pipe slope drains shall be 6 acres. For areas larger than 6 acres, additional drains shall be added.

Start the inlet and outlet of the pipe slope drain to be properly stabilized. Grass can normally be used at the entrance, but areas of high traffic such as stone or concrete slip is normally required to address the high velocity of the runoff.

An overflow ditch is based on the rate of storm water needed away from the slope and into the pipe drain versus the total area of the drainage basin. A minimum value of 0.40 and a maximum value of 0.80 is used for the rating.

**LIMITATIONS**

- Drain must be located away from construction areas where the drain can easily be damaged by construction traffic.
- Securing the pipe to the slope can be difficult and requires specialized rubber mats during the life of the system.
- In situations where pipe slope drains convey runoff from roads, pipes can become clogged during large rain events causing water to overtop the drain and thereby creating a serious erosion problem.
- Grading is normally required upstream of the pipe slope drain in order to direct flow into the system. This can cause additional cost and maintenance.
- A pipe slope drain drainage system that does not prevent or reduce the amount of sediment in runoff. Additional measures should be used to control runoff from pipe slope drains to best the flow.

**MAINTENANCE REQUIREMENTS**

Inspect the inlet and outlet of the pipe slope drain for blockage and repair any damage to joints or disjoints of the pipe. In cases where the drainage site has been developed from around the entrance of the pipe, it may be necessary to address the site with terracing or to install a concrete collar to prevent blockage. Slopes of erosion around the pipe drain shall be stabilized as it is thereby means by stabilizing the area with erosion control mats, erosion blankets or other acceptable method.

**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

**Applications**

- Perimeter Control
- Slope Protection
- Setback Trapping
- Channel Protection
- Channel Protection
- Temporary Stabilization
- Permeable Stabilization
- Waste Management
- Housekeeping Practices

**Targeted Constituents**

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

**Implementation Requirements**

- Capital Costs
- Maintenance
- Training
- Stability for Slopes >5%
- Legal
- 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 PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 9 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

THOMAS A. STEPHENS  
LICENSED PROFESSIONAL ENGINEER  
IN  
STATE OF LOUISIANA  
No. 108,000  
3/11/2015

### Permanent Structural Controls



**Applications:**  
 - Erosion Control  
 - Slope Protection  
 - Sediment Trapping  
 - Channel Protection  
 - Temporary Stabilization  
 - Permanent Stabilization  
 - Waste Management  
 - Nonpoint Source

**Installed Conditions:**  
 - Sediment  
 - Rock  
 - Trench Material  
 - Oil & Grease  
 - Flammable Material  
 - Other Construction Waste

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

**Legend:**  
 - Significant Impact  
 - Medium Impact  
 - Low Impact  
 - Unknown or Questionable Impact

**BMP 29**  
 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 features 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.


**APPLICATION:**  
 Due to high installable cost and long term maintenance, permanent structural methods should be used only when necessary to address severe erosion 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 of pipe outlets.

**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. Manufacturer's 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, unit 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:**  
 - Erosion Control  
 - Sediment Trapping  
 - Channel Protection  
 - Temporary Stabilization  
 - Permanent Stabilization  
 - Waste Management  
 - Nonpoint Source

**Installed Conditions:**  
 - Sediment  
 - Rock  
 - Trench Material  
 - Oil & Grease  
 - Flammable Material  
 - Other Construction Waste

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

**Legend:**  
 - Significant Impact  
 - Medium Impact  
 - Low Impact  
 - Unknown or Questionable Impact

**BMP 30**  
 City of Baton Rouge  
 Parish of East Baton Rouge  
 Department of Public Works


**DESCRIPTION:**  
 A temporary sediment tank (TST) is a large tank mounted tank used to hold sediment laden water to provide for sedimentation and filtration. For smaller applications, 55 gallon drums or other water tight containers can be used for storage. Water is pumped into the tank where it is detained. If desired an outlet with a geotextile 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, dispersed construction (such as roads). This includes drainage from excavations 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 screen is placed in the tank, additional treatment will be required before release of runoff.  
 - For use as a small scale sedimentation basin, detouring 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 coarse-solids discharge and diverting it through a filter opening at the outlet of

### Topsolling



**Applications:**  
 - Erosion Control  
 - Sediment Trapping  
 - Channel Protection  
 - Temporary Stabilization  
 - Permanent Stabilization  
 - Waste Management  
 - Nonpoint Source

**Installed Conditions:**  
 - Sediment  
 - Rock  
 - Trench Material  
 - Oil & Grease  
 - Flammable Material  
 - Other Construction Waste

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

**Legend:**  
 - Significant Impact  
 - Medium Impact  
 - Low Impact  
 - Unknown or Questionable Impact

**BMP 31**  
 City of Baton Rouge  
 Parish of East Baton Rouge  
 Department of Public Works

**STANDARD FOR TOPSOILING:**  
**TOPSOILING:**  
 Definition: Topsolling is the stripping, storing and spreading of fertile topsoil over disturbed areas.

**Purpose:** Topsolling will provide a more suitable soil medium if the existing or constructed surface is unfavorable for plant growth. Topsolling will greatly increase the success of establishing post-vegetation, help reduce soil erosion, and enhance the beauty of the development.

**Conditions Where Practice Applies:**  
 - Topsolling 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 additional off-site topsoil is needed, it should meet the following standards as well:  
 - Topsoil should be friable and loose (loam, sandy loam, silty 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 6.0 - 7.5.

- **Stripping and Spreading:**  
 Stripping should be confined to the immediate construction area. A 4' to 6' strip 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 mounds should not exceed 2'. A perimeter ditch with a 4' to 6' strip depth should be constructed around the stockpiles. Temporary seeding should be completed within 10 days of stockpile formation.

- **Site Preparation:**  
 When topsolling, maintain needed erosion control practices such as diversion ditches, sediment basins, siltways, etc.

**Grading:**  
 Grades on the area to be topsolled, which have been previously established, should be maintained.

**Limbs:**  
 Where the pH of the subsoil is 5 or less or the soil is composed of heavy clay, agricultural lime should be applied in accordance with the soil test on the vegetative establishment practice being used.

### Permanent Structural Controls

Installation and removal of sediment at the edge of the structure. Where applicable, proper anchoring in the form of embedment or toe 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 requires limited protection unless used exclusively 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.

**BMP 29**  
 Department of Public Works

### Temporary Sediment Tank

The tank to reduce suspended sediment volume. The filter opening in the TST should have an EDC (see also BMP 30) or similar.

**LIMITATIONS:**  
 This is a specialized technique for the situations listed. It is not cost effective for normal sediment removal conditions.  
 The size 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.

**BMP 30**  
 Department of Public Works

### Topsolling

additional off-site topsoil is needed, it should meet the following standards as well:

- Topsoil should be friable and loose (loam, sandy loam, silty loam, sandy clay loam, clay loam).
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**BMP 31**  
 Department of Public Works



STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 10 OF 11
<b>STORM WATER POLLUTION PREVENTION PLAN</b> <b>BEST MANAGEMENT PRACTICES</b>		
ENGINEERING DIVISION <b>DEPARTMENT OF PUBLIC WORKS</b> CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED G. CHENG	DRAWN G. VANNICE	APPROVED G. CHENG
CHECKED T. STEPHENS		APPROVED T. STEPHENS

DATE	DESCRIPTION	BY

PROJECT NO.	SHEET
12-CS-HC-0015	212

**Topsolling**

**Bonding** - After and immediately prior to dumping and spreading the topsoil, the subgrade should be loosened by digging 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 walk without disturbing 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 topsolling:

- Stippling, stockpiling, respiking or respiking topsoil may not always be cost-effective. Topsolling 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, stable texture, 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 topsolling, as some subsoils may provide a good growth medium which is generally free of weed seeds.

If topsolling 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

**Topsolling**

prior to seeding, sodding or planting topsoil and subsoil should be properly bonded. Topsoil should not be applied to a subsoil with constricting texture (as it may) unless the surface of the subsoil is scarified to provide a good bond with the topsoil.

BMP 31
Department of Public Works

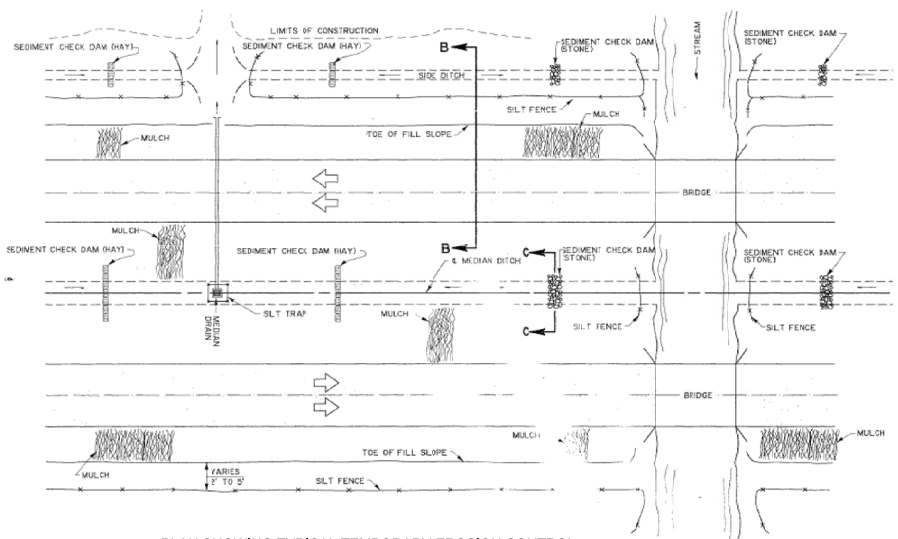


STANDARD PLAN NO. 903-01	DATED FEBRUARY 25, 2008	SHEET NO. 11 OF 11
STORM WATER POLLUTION PREVENTION PLAN BEST MANAGEMENT PRACTICES		

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

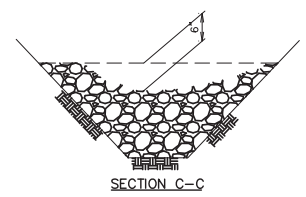
PROJECT NO.	SHEET
12-CS-HC-0015	213



PLAN SHOWING TYPICAL TEMPORARY EROSION CONTROL

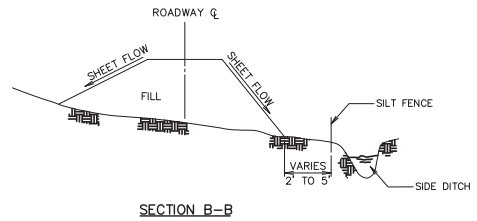
**MULCHES:**  
 Mulches are the application of mats of material placed on the soil surface to prevent erosion by protecting the soil surface from raindrop impact and to reduce the velocity of overland flow. Mulches can be organic or synthetic. Mulches shall be in accordance with the Standard Specifications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

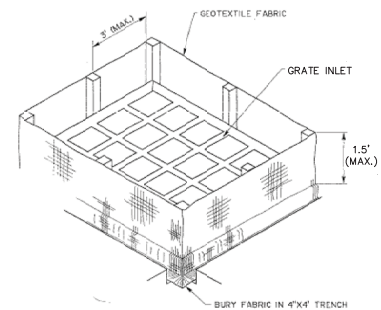


TEMPORARY SEDIMENT CHECK DAM (STONE)

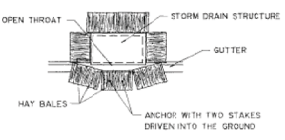
- NOTES:**  
 A stone check dam is a small temporary dam constructed across a swale or drainage ditch. The purpose of this measure is to reduce the velocity of concentrated stormwater flows, thereby reducing erosion of the of the swale or ditch. The stone check dam will trap small amounts of sediments 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)

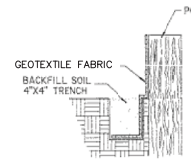


ISOMETRIC VIEW SHOWING GEOTEXTILE FABRIC  
 (BACKFILL SOIL NOT SHOWN)



PLAN SHOWING HAY BALES

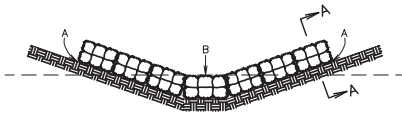
TEMPORARY INLET SILT TRAP



SECTION THRU TRENCH SHOWING GEOTEXTILE FABRIC

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

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

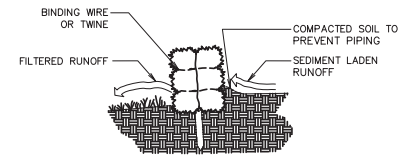


ELEVATION

TEMPORARY SEDIMENT CHECK DAM (HAY)

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

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



SECTION A-A

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



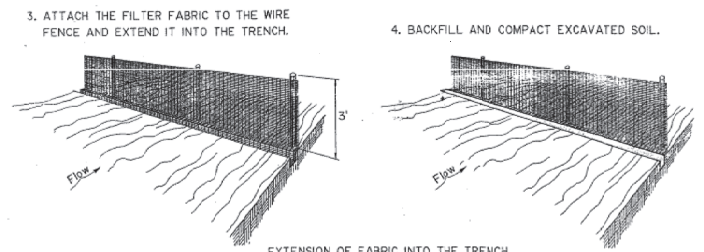
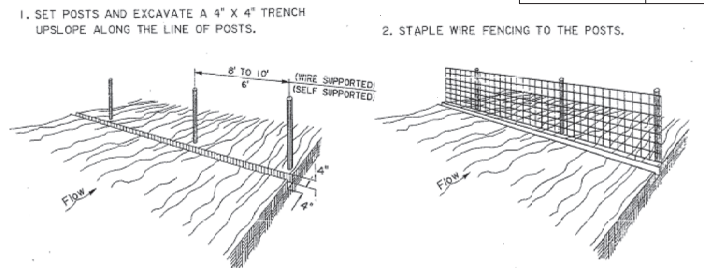
STANDARD PLAN NO.	DATED	SHEET NO.
903-02	November 28, 2009	1 OF 2

TEMPORARY EROSION CONTROL  
 INSTALLATION DETAILS

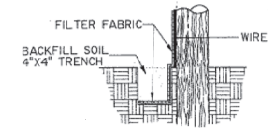
ENGINEERING DIVISION			
DEPARTMENT OF PUBLIC WORKS			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED	DRAWN	CHECKED	APPROVED
G. L. P.	G. VANICE	G. L. P.	T. STEPHENS

DATE	DESCRIPTION	BY

PROJECT NO.	SHEET
12-CS-HC-0015	214



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:

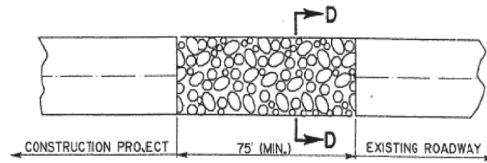
1. Use where erosion would occur in the form of sheet and rill Erosion;
2. Use where the maximum drainage area behind the silt fence is  $\frac{1}{4}$  acre per 100 feet of silt fence length;
3. Use where the maximum slope length behind the barrier is 100 feet;
4. Use where the maximum gradient behind 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.

*Thomas A. Stephens*  
3/16/2013

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

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

DATE	DESCRIPTION	BY
	REVISIONS	



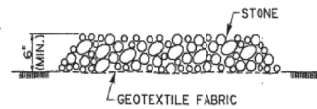
PLAN

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

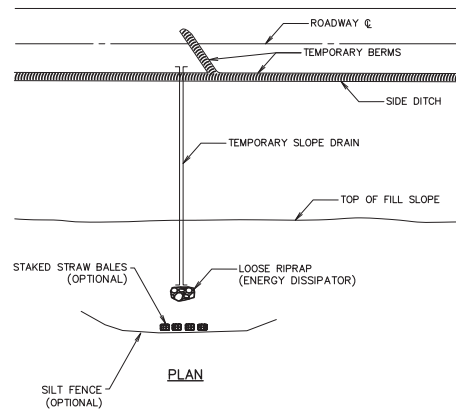
NOTES:  
TEMPORARY STONE CONSTRUCTION ENTRANCE AND/OR WASH RACK

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.

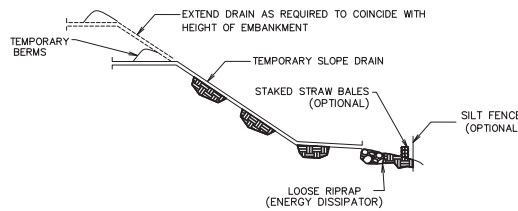


SECTION D-D



PLAN

TEMPORARY SLOPE DRAIN



ELEVATION

NOTES:  
A temporary slope drain is a device used to carry water from the construction work area to a lower elevation. Slope drains may be plastic sheets, metal or plastic pipe, stone gutters, fiber mats, or concrete or asphalt ditches. A few basic design guidelines for the use of a Temporary Slope Drain are:

1. The spacing of the slope drains varies with the road grade.  
For Grades: 0.0% - 2.0% use 500' spacing  
2.1% - 5.0% use 200' spacing  
Greater than 5.0% use 100' spacing
2. Slope drain material: Smooth pipe - 8' minimum  
Corrugated pipe - 12' minimum  
Plastic sheeting - 4' wide minimum  
Plastic sheeting - 3 mils thick minimum
3. Plastic sheeting can be staked down or weighted with rocks or Logs. The area under the sheeting should be shaped to provide an adequate channel.
4. The outlet end should be protected or have some means of dissipating energy. The flow should be directed through a sediment trap such as silt fence or hay bales.
5. To insure proper operation, temporary slope drains should be inspected regularly and after each storm, for clogging or displacement. Erosion at the outlet should be checked and the silt traps cleaned if necessary.

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**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 Thirty-Six (36) inch X Sixty (60) inch unless otherwise noted.
- Warning signs used for lane closures or lane shifts in which the roadway shall be returned to full public use within Fourteen (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 Ten (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 two (2) ft 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 Ten (10) mph.

**PAVEMENT MARKINGS (see C-P QPL)**

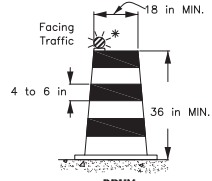
- All pavement markings within the limits of the project that are in conflict with the project signing or other traffic movements shall be removed from the pavement by blast cleaning or grinding (Existing striping shall not be painted over with black paint or covered with tape).
- If special pavement markings are needed, they shall be re-factorized, 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**

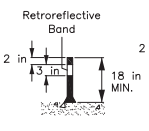
- All signs used for temporary traffic controls shall follow the Department's Standard Plans and the MUTCD. Signs shown in the Standard Plan illustrations are typical and may vary with each specific condition.
- More appropriate signing for a specific condition may be required or substituted with the 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 Ten (10) sq ft shall be mounted on two post and signs over Twenty (20) sq ft shall be mounted on at least three post.
- Signs shall have a minimum of Two (2) 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 Forty-Eight (48) ft X Forty-Eight (48) ft, (B) see the Departments Standard Specifications and the C-P QPL for sheeting information, (C) a minimum of a two (2) lb U-Channel post may be used driven to a minimum depth of Three (3) ft, (D) sign height shall be a minimum of Five (5) ft above the roadway surface unless there is a concern for pedestrians or bicycle traffic in which it shall be a minimum of Seven (7) ft, (E) lateral distance of signs shall be a minimum of Six (6) ft from the edge of shoulder or edge of pavement if no shoulder exist and Two (2) ft from the back of curb in urban areas.
- Vinyl Roll Up signs will be allowed for short term (less than Twelve (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**

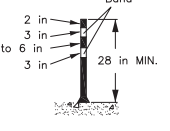
- The following devices may be used: Tubular Markers, Vertical panels, Cones, Drums, and Super Cones. Drums (at standard spacing) and Super Cones (at 1/2 Standard spacing) are the only devices allowed to be used in taper area on the interstate system during daylight hours. Only drums can be used in tapers 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.
- Twenty-Eight (28) inch traffic cones are not allowed on: 1) interstates, 2) Highways with speeds greater than Forty (40) mph.
- During night time operations: 1) Twenty-Eight (28) inch and Thirty-Six (36) inch cones are not allowed, 2) drums are the only device allowed in the taper.



**DRUM**

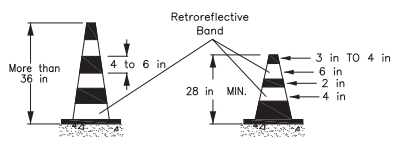


Day and Low-Speed Roadway <math>\leq 40</math> mph



Night and/or Freeway High-Speed Roadway <math>\geq 45</math> mph

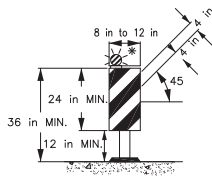
**TUBULAR MARKERS**



Night and/or Freeway Highway-Speed Roadway <math>\geq 45</math> mph

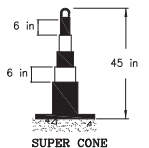
Day and Low-Speed Roadway <math>\leq 40</math> mph

**CONES**



**VERTICAL PANEL**

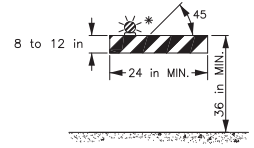
\* Warning light (optional)



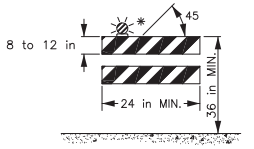
**SUPER CONE**

**BARRICADES**

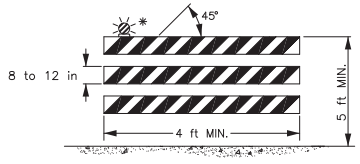
- Barricades shall be designed and applied in accordance with these Standard Plans and the current MUTCD guidance. Generally three types of barricades are used as below. Specific project applications shall be reviewed and approved by the City-Parish Traffic Engineer and shall not be deployed without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

\*\* Rail stripe widths shall be Six (6) inch, except that Four (4) inch wide stripes may be used if rail lengths are less than Thirty-Six (36) inch. The sides of barricades facing traffic shall have retroreflective rail faces.



September 10, 2020

STANDARD PLAN NO. 905-01	DATED JULY 3, 2019	SHEET NO. 1 OF 2
<b>TEMPORARY TRAFFIC CONTROL</b>		
ENGINEERING DIVISION DEPARTMENT OF TRANSPORTATION AND DRAINAGE CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED MUTCD	DRAWN G. C. HENG	CHECKED S. EDEL
		APPROVED I. PARTIENHEMER

DATE	DESCRIPTION	BY

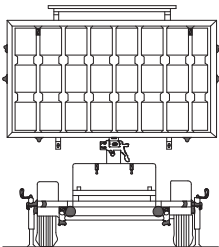
PROJECT NO.	SHEET
12-CS-HC-0015	216

**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 Six (6) inches from the ground.

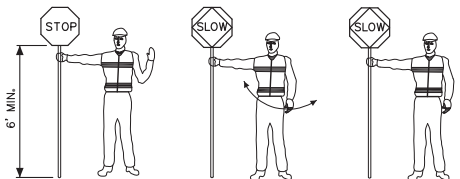
**PORTABLE CHANGEABLE MESSAGE SIGNS**

- 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 Twenty Thousand (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 Two (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 (2) 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 Eighteen (18) inch sign on a minimum Six (6) ft 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.

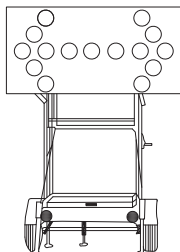


To Stop Traffic      Traffic Proceed      To Alert & Slow Traffic

USE OF HAND SIGN

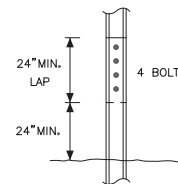
**FLASHING ARROW PANELS**

- Flashing Arrow Panels shall be used for lane closures on all facilities with Two (2) or more lanes in a single direction and a speed limit greater than Thirty-Five (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 Four (4) ft x Eight (8) ft 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**

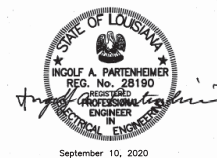
U-channel posts may be spliced where long length are required. The upper section shall overlap the lower section by at least Twenty-Four (24) inches. The bottom edge of the upper section of the splice shall be a minimum of Twenty-Four (24) inches above the ground. The spliced sections shall be secured with at least Four (4) 5/16 inch diameter hexhead bolts spaced equally along the splice.



Front View

**HIGHWAY-RAIL GRADE CROSSING**

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



STANDARD PLAN NO. 905-01	DATED JULY 3, 2019	SHEET NO. 2 OF 2
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**TEMPORARY TRAFFIC CONTROL**

ENGINEERING DIVISION			
DEPARTMENT OF TRANSPORTATION AND DRAINAGE			
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED MUTCD	DRAWN G. C. HENG	CHECKED S. EDEL	APPROVED I. PARTENEHEIMER

DATE	DESCRIPTION REVISIONS	BY

PROJECT NO.	SHEET
12-CS-HC-0015	217

### Suggested Advance Warning Sign Spacing

Road Types	Distance Between Signs*		
	A	B	C
Urban (40 mph or less)	100	100	100
Urban (45 mph or more)	350	350	350
Rural	500	500	500






















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

### Formulas for Determining Taper Lengths

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

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

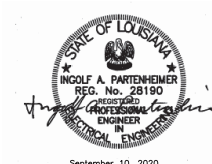
### Meaning of Symbols on Typical Application Diagrams

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

### Index to Typical Applications

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

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



September 10, 2020

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	BY

PROJECT NO.	SHEET
12-CS-HC-0015	218

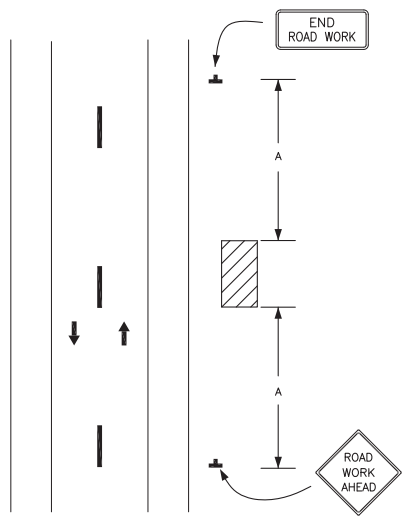


Figure TA-1  
Work Beyond the Shoulder

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

This sheet shall be used with Standard Plan No. 905-01 and 905-02.

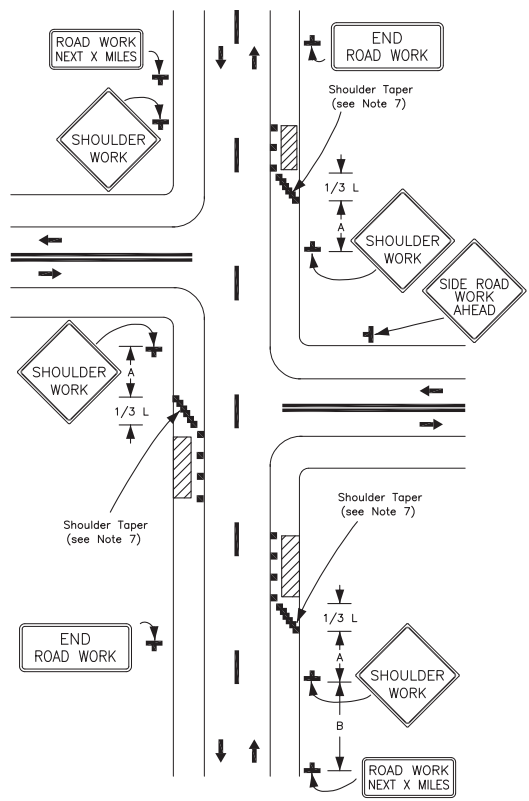
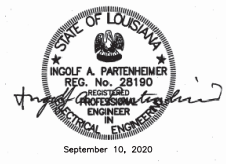


Figure TA-3  
Work on Shoulders

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



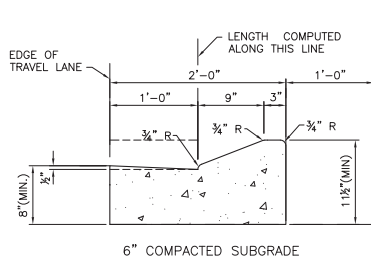
September 10, 2020

STANDARD PLAN NO. 905-03	DATED JULY 3, 2019	SHEET NO. 1 OF 1
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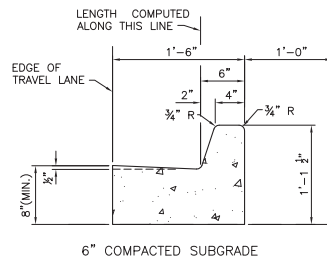
TEMPORARY TRAFFIC CONTROL  
TYPICAL APPLICATIONS

ENGINEERING DIVISION  
DEPARTMENT OF TRANSPORTATION  
AND DRAINAGE  
CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE

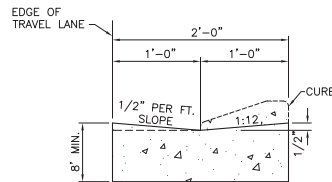
DATE	DESCRIPTION	BY	DESIGNED	DRAWN	CHECKED	APPROVED
	REVISIONS		MUTCD	G. CHENG	S. EDEL	I. PARTENHEIMER



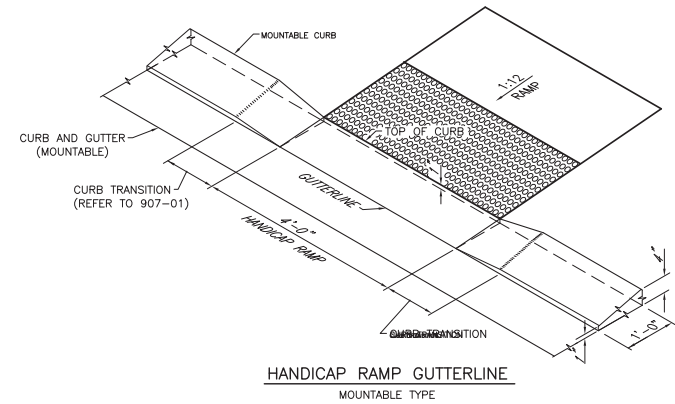
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MOUNTABLE TYPE



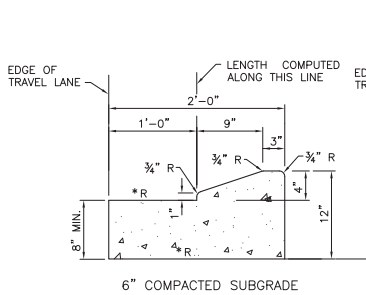
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BARRIER TYPE



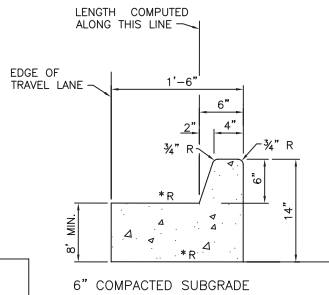
**CURB AND GUTTER HANDICAP RAMP**  
MOUNTABLE TYPE



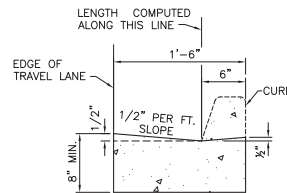
**HANDICAP RAMP GUTTERLINE**  
MOUNTABLE TYPE



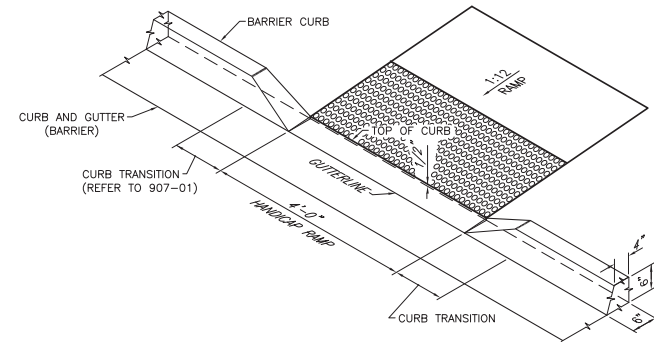
**CURB AND GUTTER DRAINAGE FROM CURB**  
MOUNTABLE TYPE



**CURB AND GUTTER DRAINAGE FROM CURB**  
BARRIER TYPE



**CURB AND GUTTER HANDICAP RAMP**  
BARRIER TYPE



**HANDICAP RAMP GUTTERLINE**  
BARRIER TYPE

**SUPERELEVATED CURB SECTIONS**

**CURB AND GUTTER DETAILS**  
N.T.S.



STANDARD PLAN NO. 907-02	DATED AUGUST 6, 2008	SHEET NO. 1 OF 1
<b>MONOLITHIC CURB AND GUTTER DETAILS</b>		
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
APPROVED T. STEPHENS		

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

REWORKING APPROVED AND REDESIGN STUDY FROM 6/11