JOINT PUBLIC NOTICE

August 8, 2016

United States Army Corps of Engineers
New Orleans District
Regulatory Branch
Post Office Box 60267
New Orleans, Louisiana 70160-0267

(504) 862-1545
Project Manager
S. Gail Gainey
Sandra.G.Gainey@usace.army.mil
MVN 2016-00440-CG

State of Louisiana
Department of Environmental Quality
Office of Environmental Services
Post Office Box 4313
Baton Rouge, Louisiana 70821-4313

(225) 219-3225
Project Manager
Elizabeth Hill
WQC Application Number
WQC # 160712-01

Interested parties are hereby notified that a permit application has been received by the New Orleans District of the US Army Corps of Engineers pursuant to: [ ] Section 10 of the Rivers and Harbors Act of March 3, 1899 (30 Stat. 1151; 33 USC 403); and/or [X] Section 404 of the Clean Water Act (86 Stat. 816; 33 USC 1344).

Application has also been made to the Louisiana Department of Environmental Quality, Office of Environmental Services, for a Water Quality Certification (WQC) in accordance with statutory authority contained in LRS 30:2074 A(3) and provisions of Section 401 of the Clean Water Act.

PROPOSED EXTENSION OF A ROADWAY IN WEST BATON ROUGH PARISH

NAME OF APPLICANT: West Baton Rouge Parish Government, c/o Bart Pittman of Pittman Environmental Services, LLC, PO Box 1926, Purvis, MS 39475.

LOCATION OF WORK: Crossing Bayou Bourbeaux, Sections 74, 75 and 76, T8S-R12E, near the Town of Addis, Louisiana, in West Baton Rouge Parish, within the Lower Grand River Basin in hydrologic unit (HUC 08070300), as shown on the attached drawings (Latitude 30.32896 N, Longitude -91.273361 W).

CHARACTER OF WORK: The applicant has requested Department of the Army authorization to clear, grade, excavate and deposit fill and/or aggregate material to construct and maintain a roadway extension from Sir Richardson Road to Louisiana Highway 1148 including two lateral drains, one roadside ditch and a culverted crossing of Bayou Bourbeaux. Approximately 6,800 cubic yards of fill material would be deposited and/or redistributed to achieve required grade elevation requirements. Approximately 4,200 cubic yards will be excavated for the roadside ditch and for the waterway crossings and will be utilized in situ for the road construction. The proposed project is situated on approximately 6.78 acres and would impact approximately 3.37 acres of emergent wetlands and 223 linear feet of waters of the U.S. It is anticipated that the proposed action would have minimal impact on adjacent wetlands.

It is presumed that the applicant has designed the project to avoid and minimize direct and secondary adverse impacts to the maximum extent practicable. Any further reduction would limit usage of the property and would not meet engineering construction standards at the

project site. As compensation for unavoidable wetland impacts, the applicant proposes to mitigate in-kind wetland credits from a Corps approved mitigation bank located in the watershed

The comment period for the Department of Army will close in **20 days** from the date of this joint public notice. Written comments, including suggestions for modifications or objections to the proposed work, stating reasons thereof, are being solicited from anyone having interest in this permit and/or this WQC request and must be mailed so as to be received before or by the last day of the comment period. Letters concerning the Corps of Engineers permit application must reference the applicant's name and the Permit Application Number, and be mailed to the Corps of Engineers at the address above, **ATTENTION: REGULATORY BRANCH**. Similar letters concerning the Water Quality Certification must reference the applicant's name and the WQC application number and be mailed to the Louisiana Department of Environmental Quality at the address above. Individuals or parties may request an extension of time in which to comment on the proposed work by writing or e-mailing the Corps of Engineers Project Manager listed above. Any request must be specific and substantively supportive of the requested extension, and received by this office prior to the end of the initial comment period. The Section Chief will review the request and the requestor will be promptly notified of the decision to grant or deny the request. If granted, the time extension will be continuous to the initial comment period and, inclusive of the initial comment period, will not exceed a total of 30 calendar days.

The application for this proposed project is on file with the Louisiana Department of Environmental Quality and may be examined during weekdays between 8:00 a.m. and 4:30 p.m. Copies may be obtained upon payment of costs of reproduction.

Corps of Engineers Permit Criteria

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

The US Army Corps of Engineers is soliciting comments from the public, federal, state, and local agencies and officials, Indian Tribes, and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the US Army Corps of Engineers to determine whether to make, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The New Orleans District is unaware of properties listed on the National Register of Historic Places near the proposed work. The possibility exists that the proposed work may damage or destroy presently unknown archeological, scientific, prehistorical, historical sites, or data. Copies of this notice are being sent to the State Archeologist and the State Historic Preservation Officer.

Our initial finding is that the proposed work would neither affect any species listed as endangered by the U.S. Departments of Interior or Commerce, nor affect any habitat designated as critical to the survival and recovery of any endangered species. Utilizing Standard Local Operating Procedure for Endangered Species in Louisiana (SLOPES), dated October 22, 2014, between the U.S. Army Corps of Engineers, New Orleans and U.S. Fish and Wildlife Service, Ecological Services Office, the Corps has determined that the proposed activity would have no effect on any listed species.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The applicant's proposal would result in the destruction or alteration of up to **n/a** acres of EFH utilized by various life stages of red drum and penaeid shrimp. Our initial determination is that the proposed action would not have a substantial adverse impact on EFH or federally managed fisheries in the Gulf of Mexico. Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the National Marine Fisheries Service.

If the proposed work involves deposits of dredged or fill material into navigable waters, the evaluation of the probable impacts will include the application of guidelines established by the Administrator of the Environmental Protection Agency. Also, a certification that the proposed activity will not violate water quality standards will be required from the Department of Environmental Quality, Office of Environmental Services before a permit is issued.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. You are requested to communicate the information contained in this notice to any other parties whom you deem likely to have interest in the matter.

JOHN M. HERMAN
Chief, Central Evaluation Section
Regulatory Branch

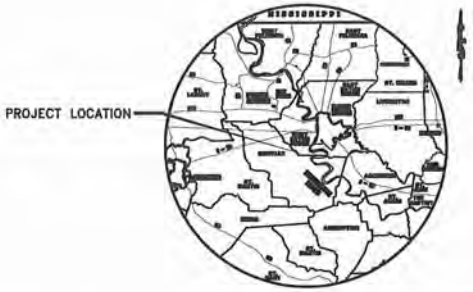
Enclosures

WEST BATON ROUGE PARISH GOVERNMENT

SID RICHARDSON ROAD EXTENSION

PEC PROJECT NO. 11142

DECEMBER 2015

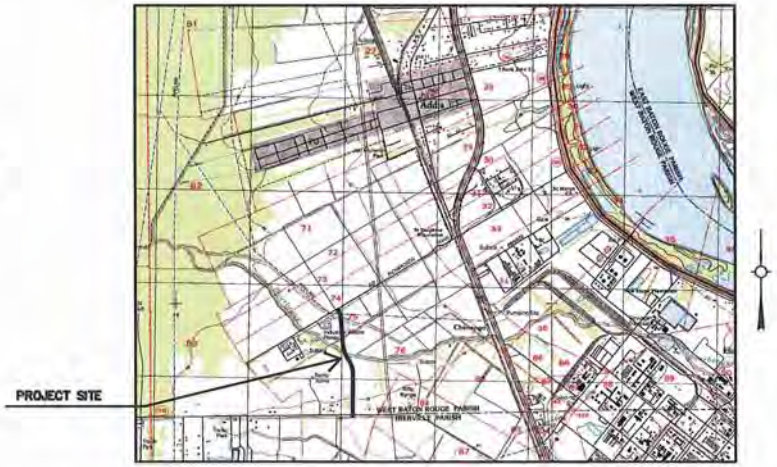


VICINITY MAP

WEST BATON ROUGE PARISH GOVERNMENT

RILEY L. BERTHELOT, JR.	**PARISH PRESIDENT**

PARISH COUNCIL MEMBERS	DISTRICT
RANDAL J. MOUCH	1
CHRIS KERSHAW	2
NAOMI FAIR	3
RICKY LOUPE	4
CHARLENE GORDON	5
PHIL PORTO, JR.	6
GARY SPILLMAN	7
BARRY HUGGHINS	8
EDWARD G. ROBERSTON	9



LOCATION MAP

SCALE: 1" = 2000'

INDEX OF SHEETS

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	VERTICAL AND HORIZONTAL CONTROL LOCATION MAP
3	TYPICAL SECTION
4–11	PLAN AND PROFILE
12	PAVEMENT MARKING AND SIGNAGE
13	RAILROAD CROSSING PAVEMENT MARKING AND SIGNAGE
14	MINIMUM CONSTRUCTION SIGNING
15	MISCELLANEOUS DETAILS
16	
17	
101–108	CROSS SECTIONS

STANDARD PLANS	DESCRIPTION
201–202	TEMPORARY EROSION CONTROL DETAILS
203–206	CONSTRUCTION SIGNS AND BARRICADES
207	BEDDING AND BACKFILL FOR DRAINAGE STRUCTURES

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 GSRI Avenue • Baton Rouge, LA 70820
Phone: 225.769.2810 • Fax: 225.769.2682

KEVIN A. GRAVOIS, P.E.
La. Reg. No. 22722

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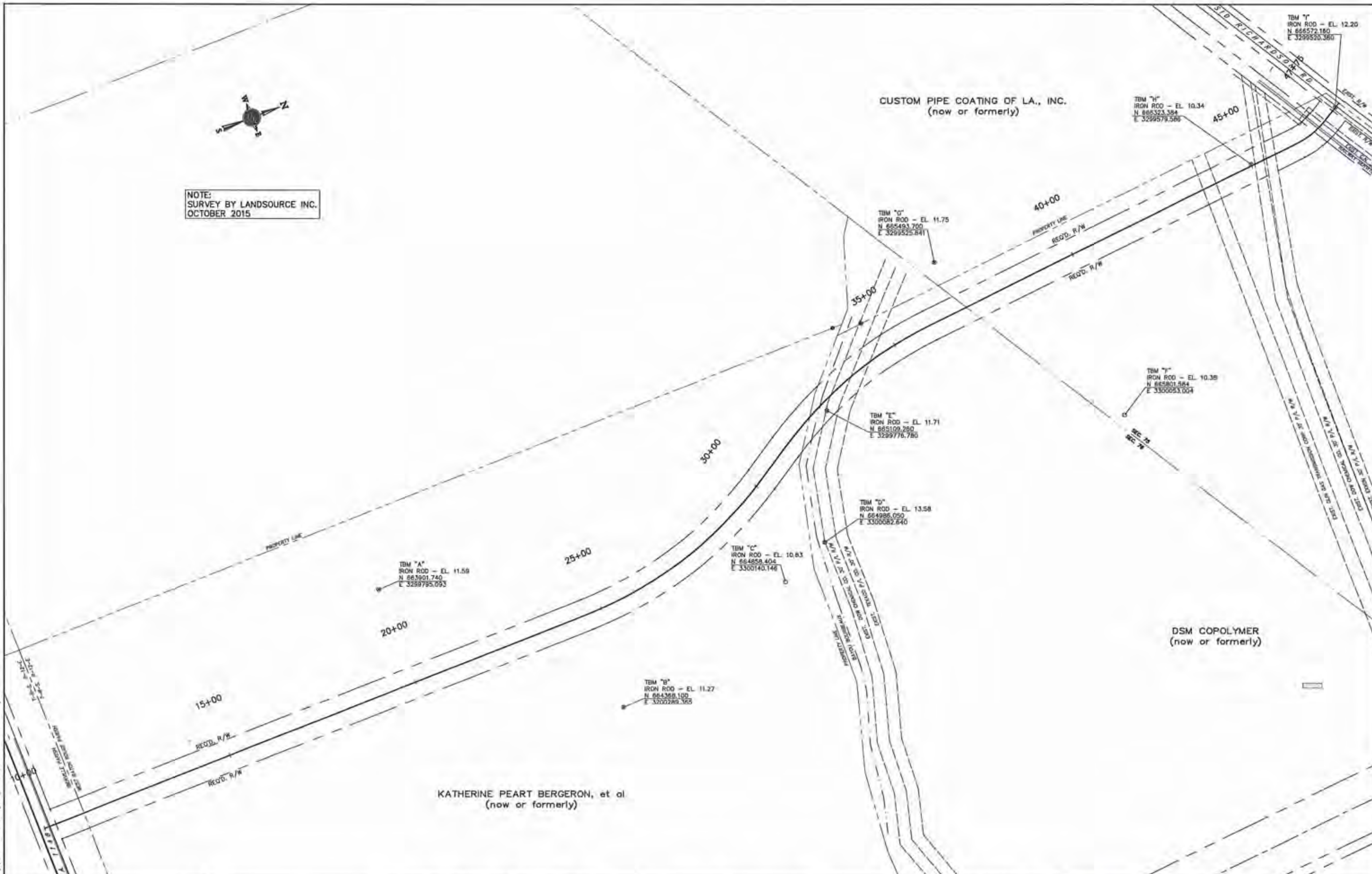


DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

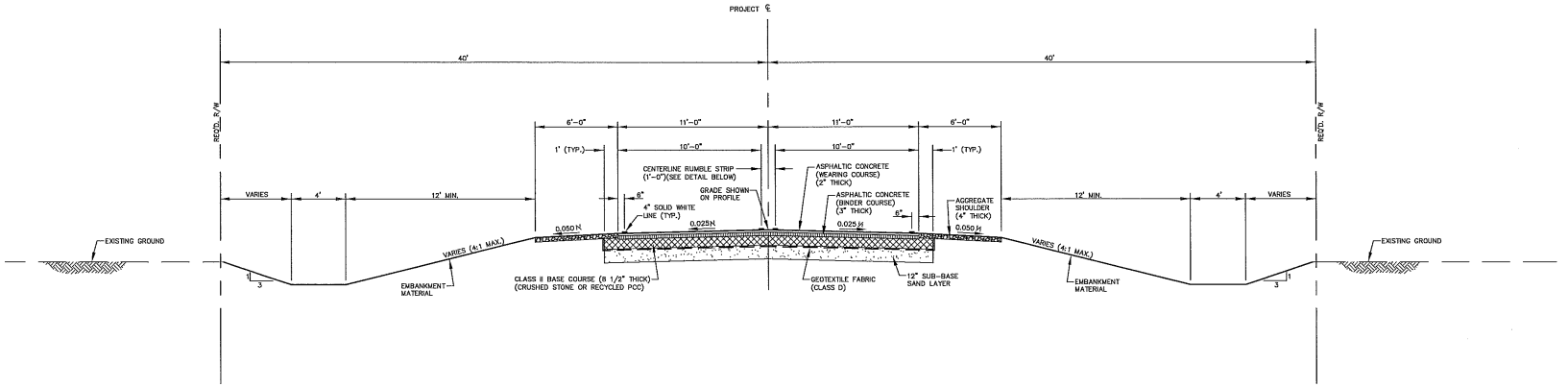
SID RICHARDSON ROAD EXTENSION
VERTICAL AND HORIZONTAL CONTROL LOCATION MAP
TITLE

DESIGNED:	RAB
DRAWN:	BJW
CHECKED:	BAC
APPROVED:	TAA

SCALE: 1"=100'
DATE: DECEMBER 2015

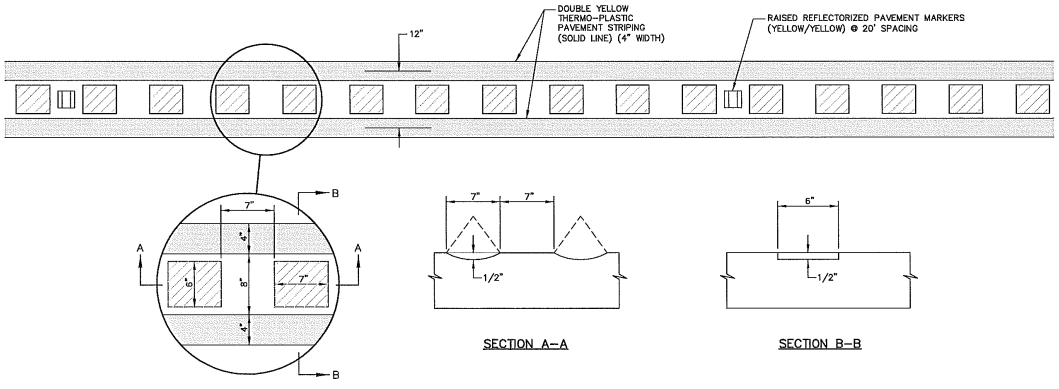
PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION

PROJECT NO. 11142
SHEET NO. 2



TYPICAL FINISHED SECTION

SCALE: 1/4" = 1'-0"



CENTERLINE RUMBLE

SECTION A-A

SECTION B-B

CENTERLINE RUMBLE AND PAVEMENT MARKING

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
TYPICAL SECTION
TITLE

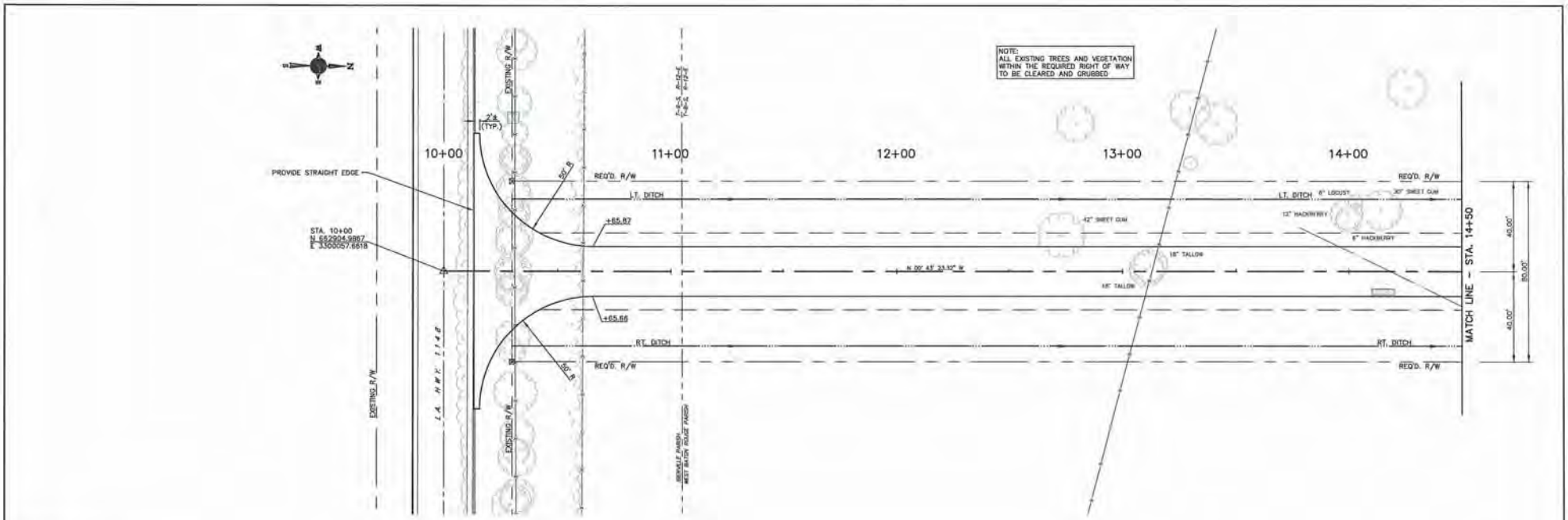
DESIGNED:	KAG
DRAWN:	RJW
CHECKED:	DAC
APPROVED:	XXX

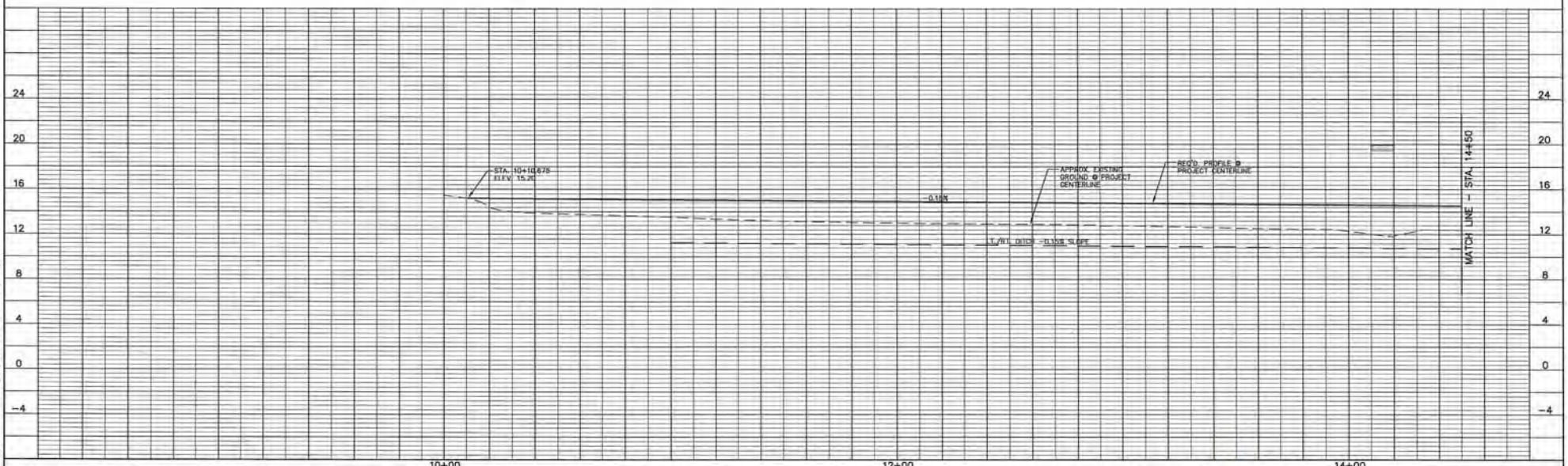
SCALE: 1/4" = 1'-0"
DATE: NOVEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 3

G:\11142\Survey\TYPICAL SECTION.dwg [24x36] Dec 01, 2015 - 8:30am by rsm





DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
PLAN AND PROFILE
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: HOR. 1"=20' VERT. 1"=4'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7909 Independence Park Ave. • Baton Rouge, LA 70820 Phone: 225.769.3810 Fax: 225.769.3882

PROJECT NO. 11142
SHEET NO. 4

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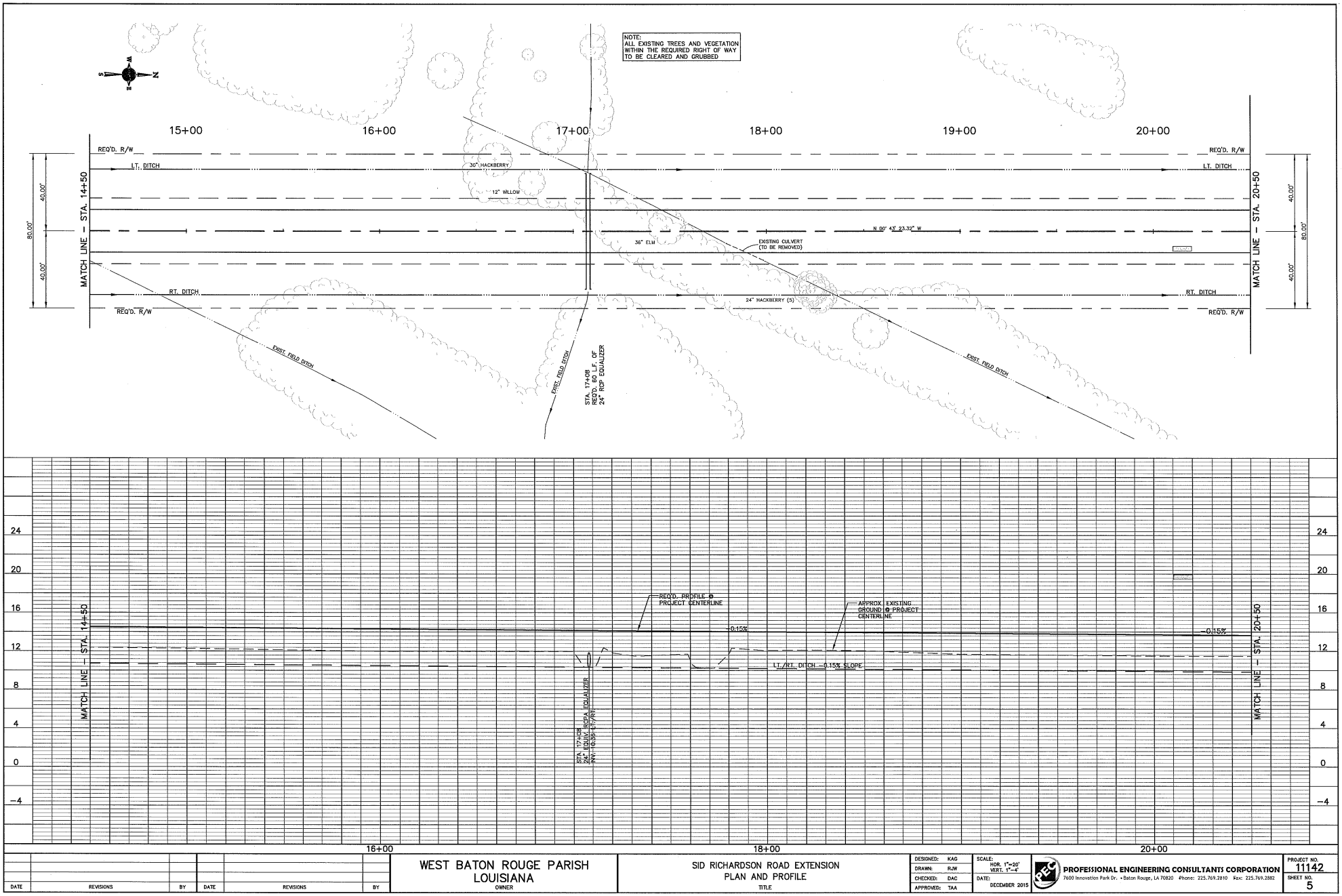

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH
LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
PLAN AND PROFILE
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: HOR. 1"=20' VERT. 1"=4'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 5

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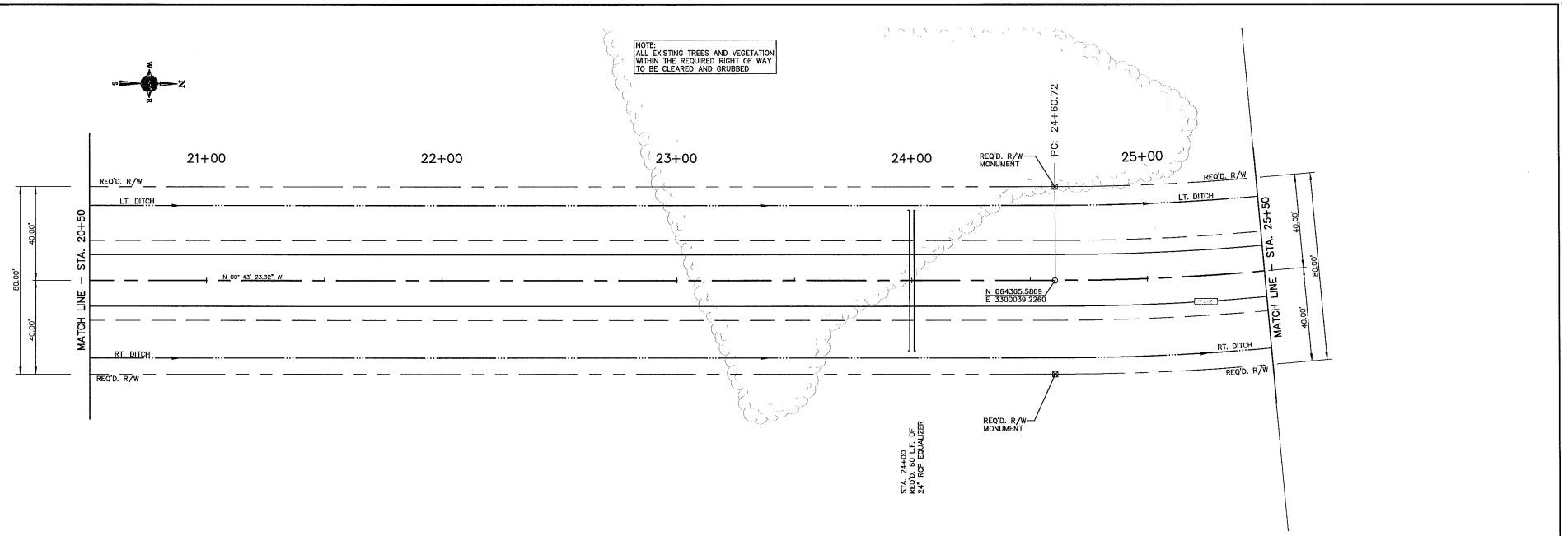

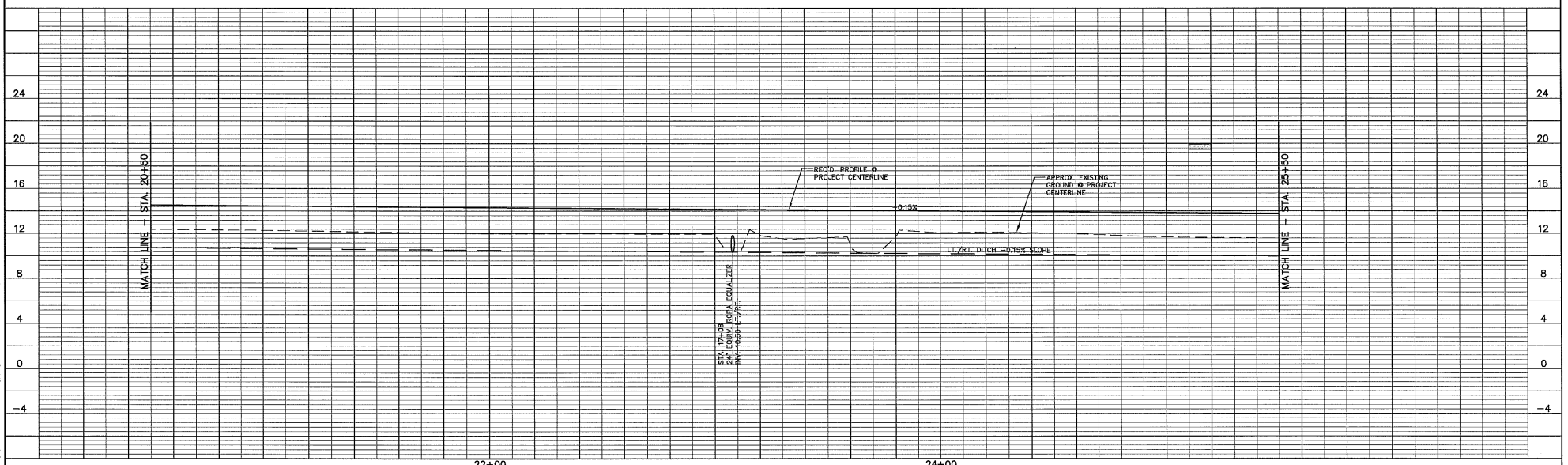

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH
LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
PLAN AND PROFILE
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: HOR. 1"=20' VERT. 1"=4'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
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PROJECT NO. 11142
SHEET NO. 6

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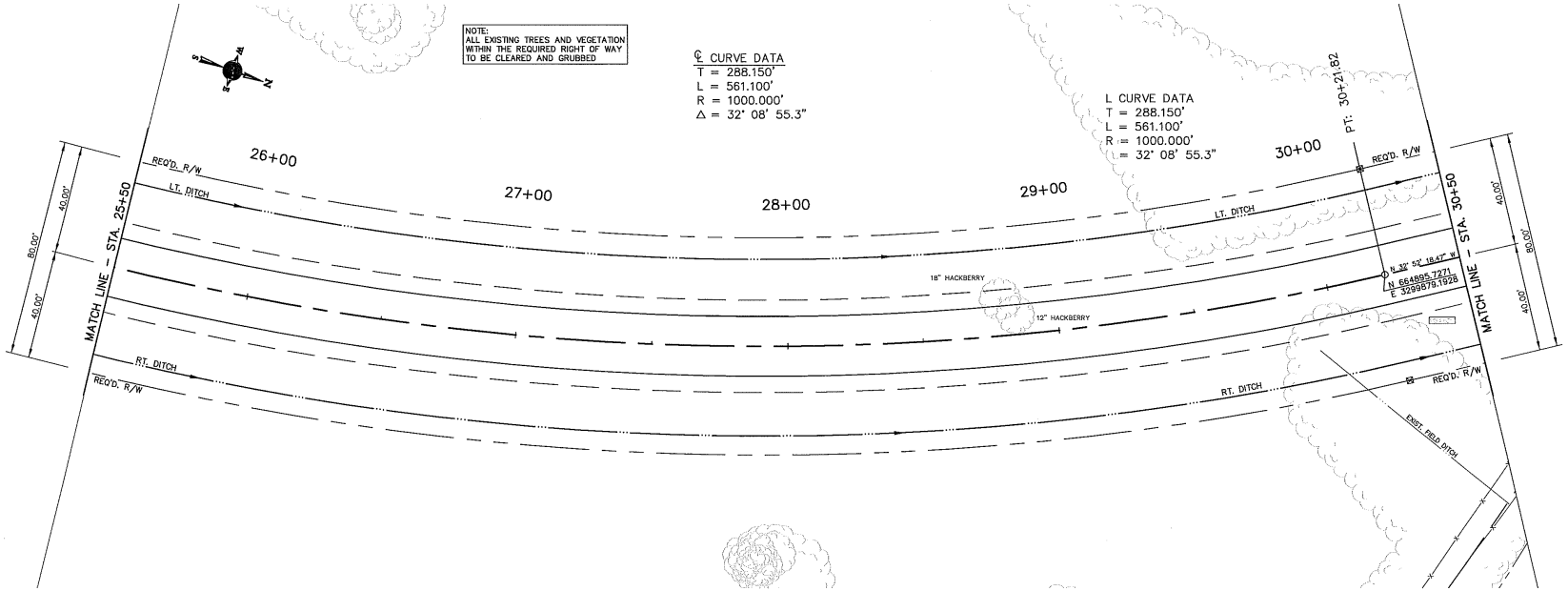

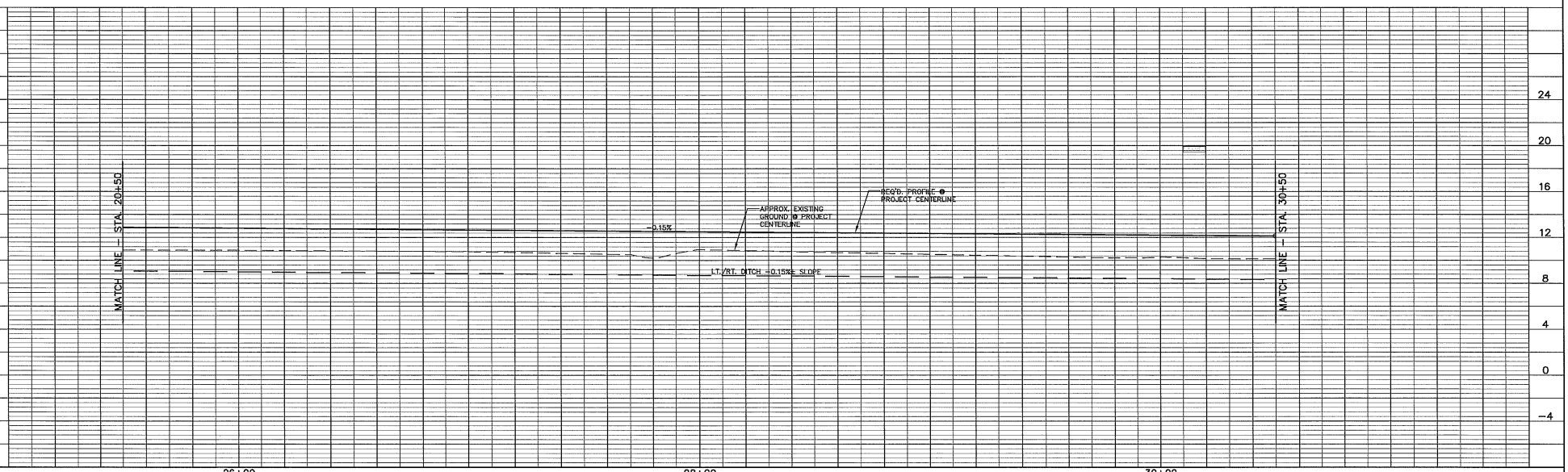

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH
LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
PLAN AND PROFILE
TITLE

DESIGNED:	KAG
DRAWN:	RJW
CHECKED:	DAC
APPROVED:	TAA

SCALE: HOR. 1"=20' VERT. 1"=4'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
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PROJECT NO. 11142
SHEET NO. 7

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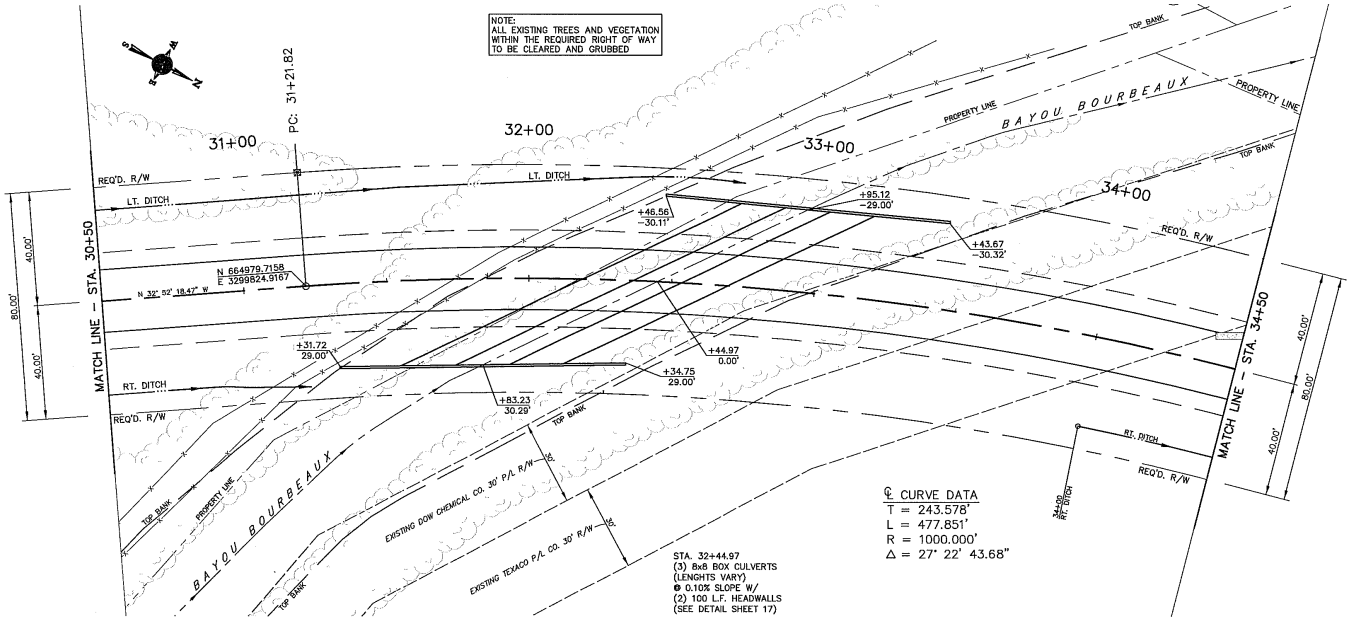

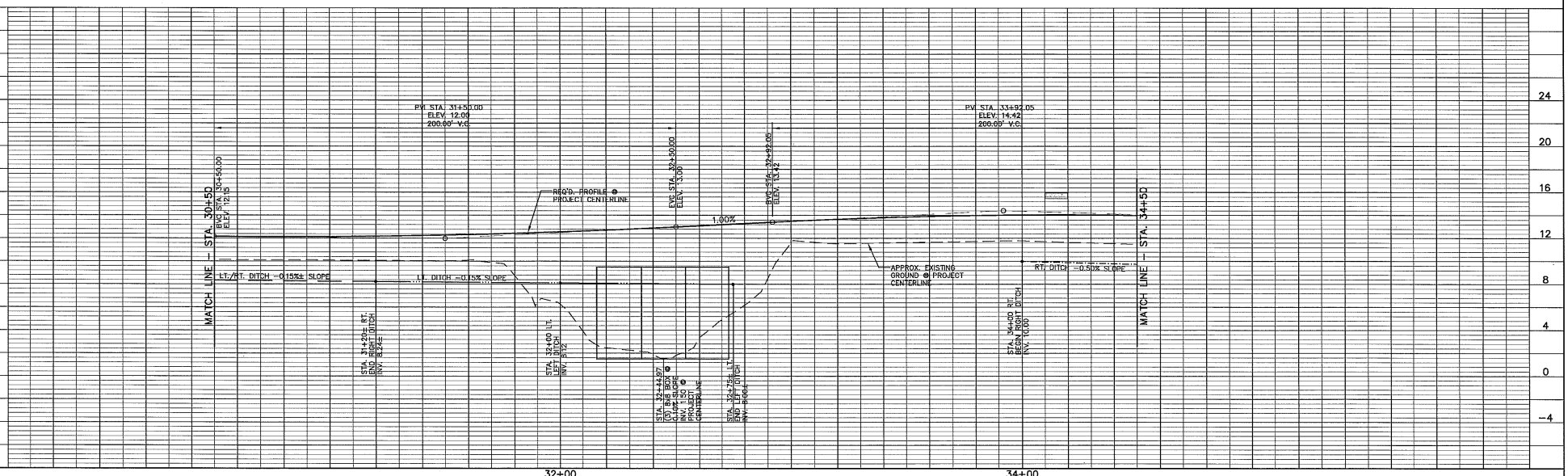

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH
LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
PLAN AND PROFILE
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: HOR. 1"=20' VERT. 1"=4'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 8

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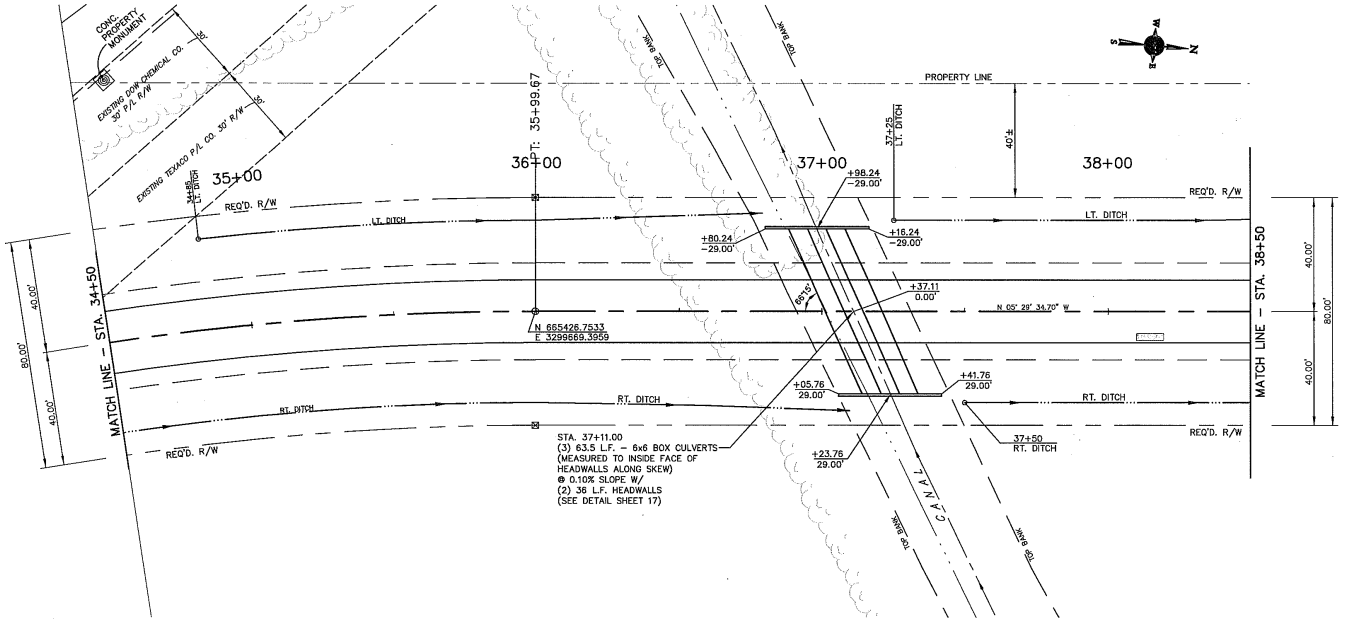

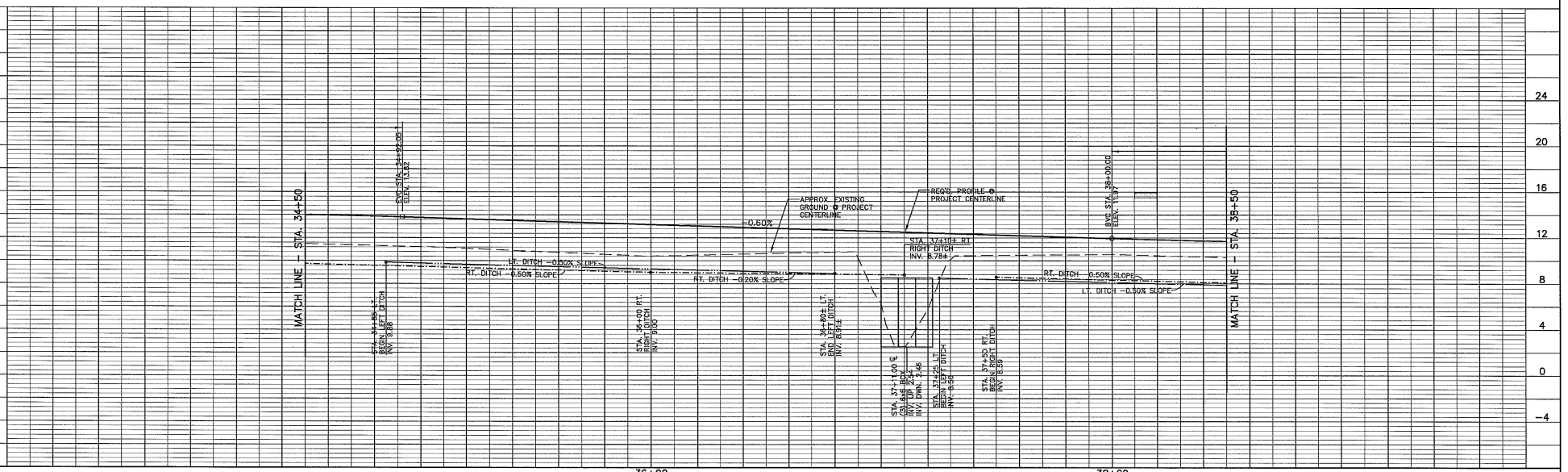

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
PLAN AND PROFILE
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: HOR. 1"=20' VERT. 1"=4'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 9

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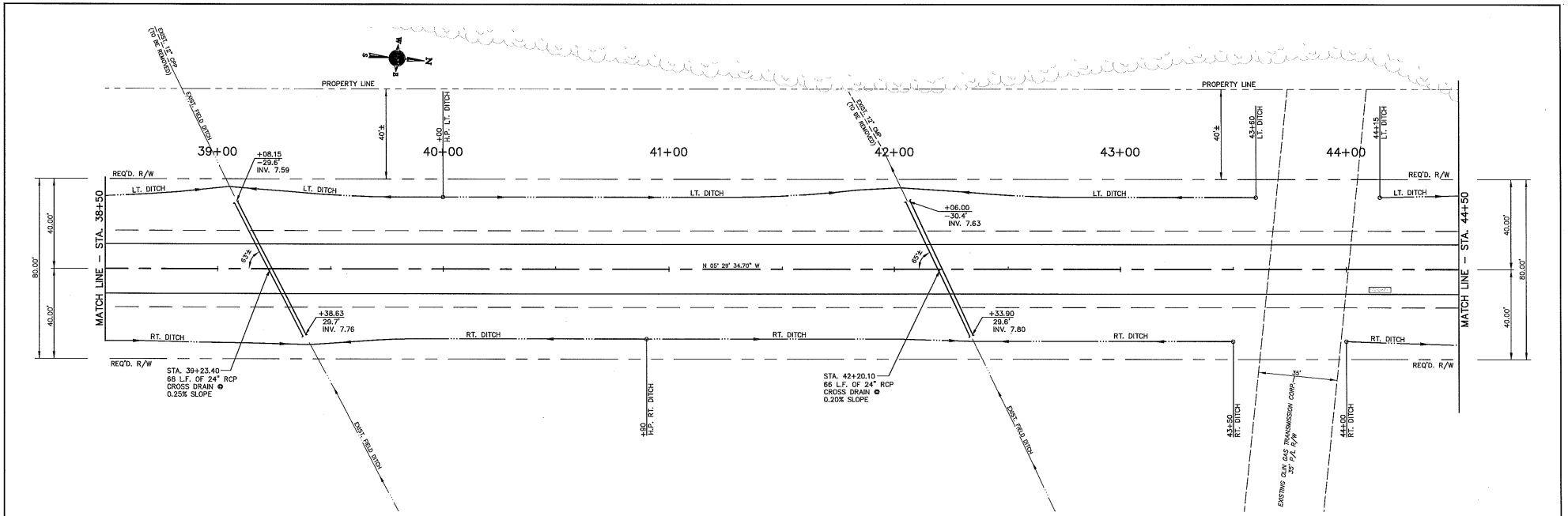

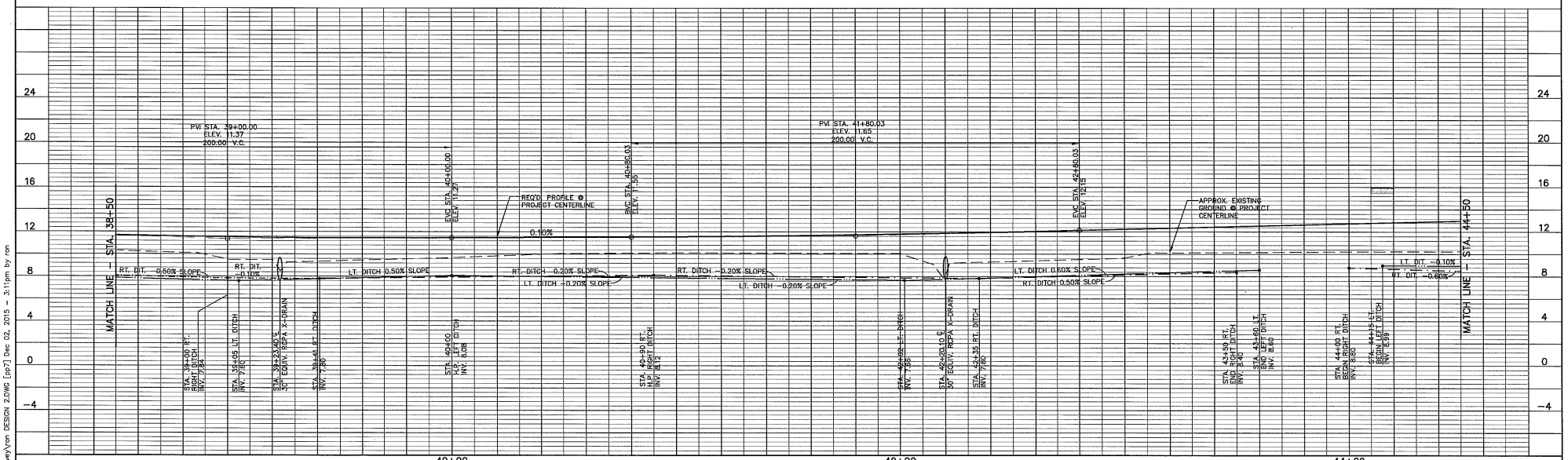

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
PLAN AND PROFILE
TITLE

DESIGNED:	KAG
DRAWN:	RJW
CHECKED:	DAC
APPROVED:	TAA

SCALE: HOR. 1"=20' VERT. 1"=4'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
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PROJECT NO. 11142
SHEET NO. 10

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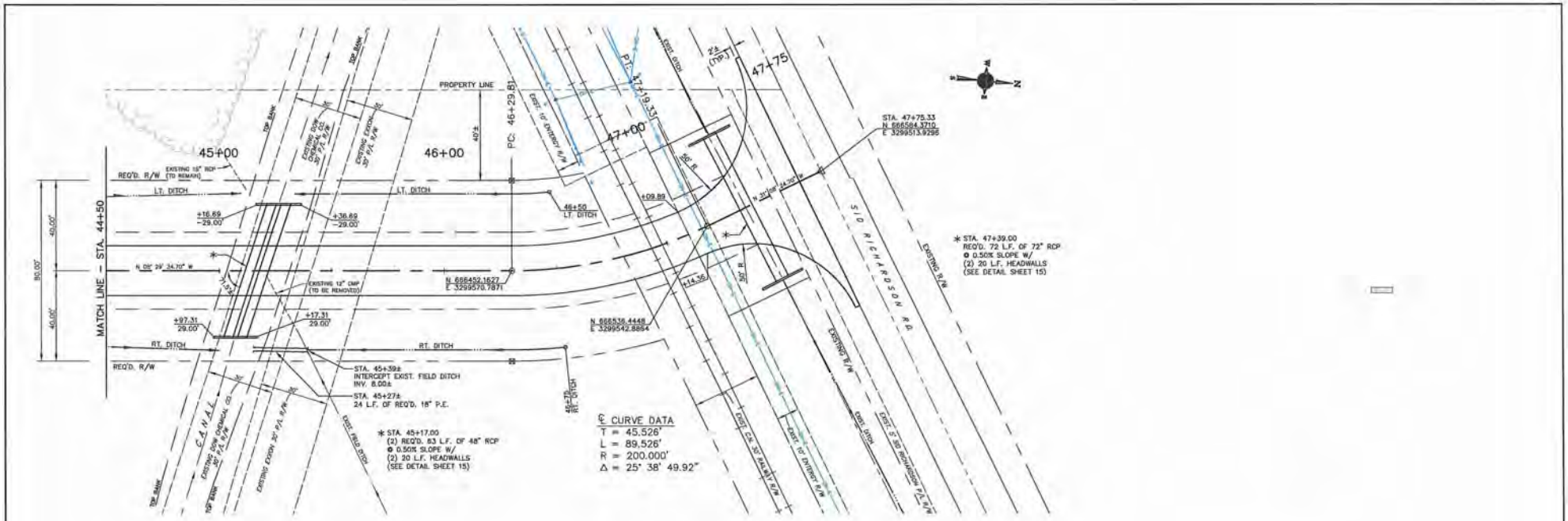

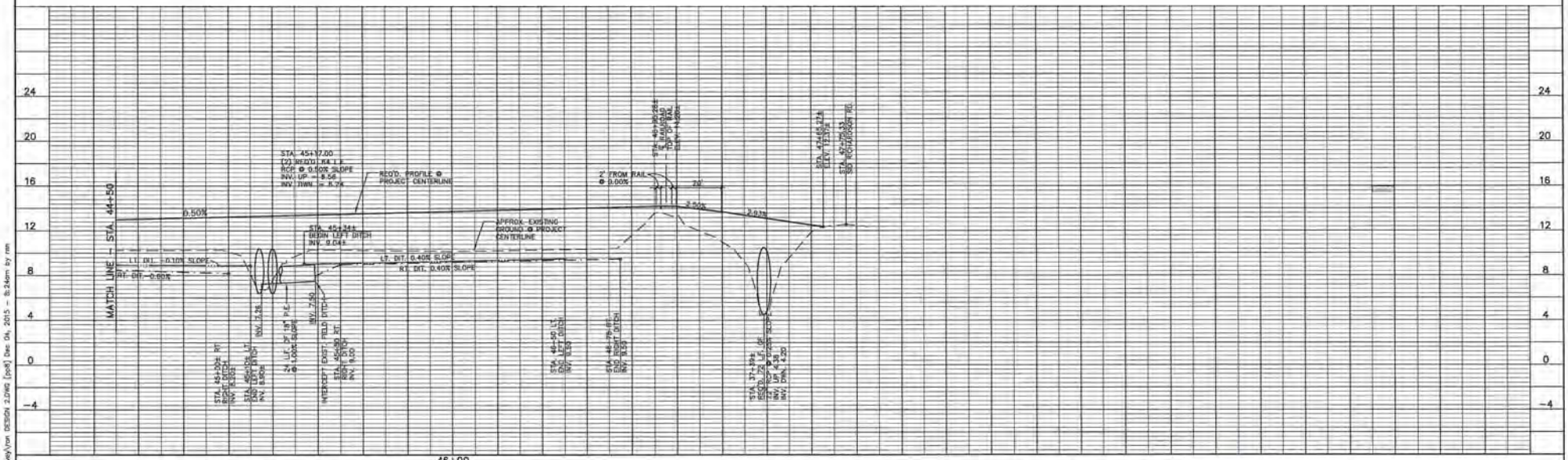

DATE	REVISIONS	BY	DATE	REVISIONS	BY	WEST BATON ROUGE PARISH, LOUISIANA (OWNER)	SID RICHARDSON ROAD EXTENSION PLAN AND PROFILE (TITLE)	DESIGNED: KAG DRAWN: RJW CHECKED: DAC APPROVED: TAA	SCALE: HOR. 1"=20' VERT. 1"=4' DATE: DECEMBER 2015	PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION 7609 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882	PROJECT NO. 11142 SHEET NO. 11

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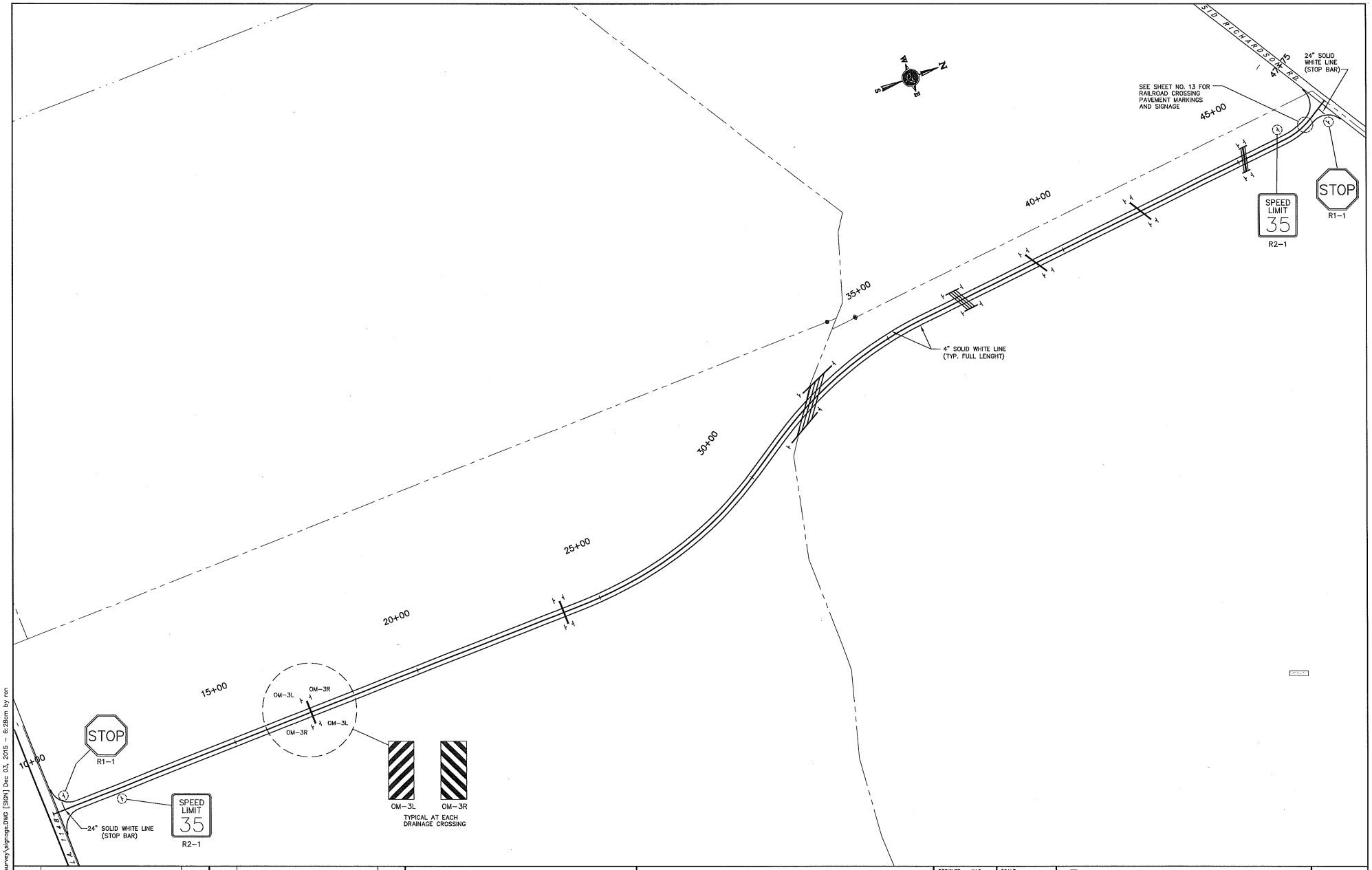

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
PAVEMENT MARKING AND SIGNAGE
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA
SCALE: 1"=100'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 12

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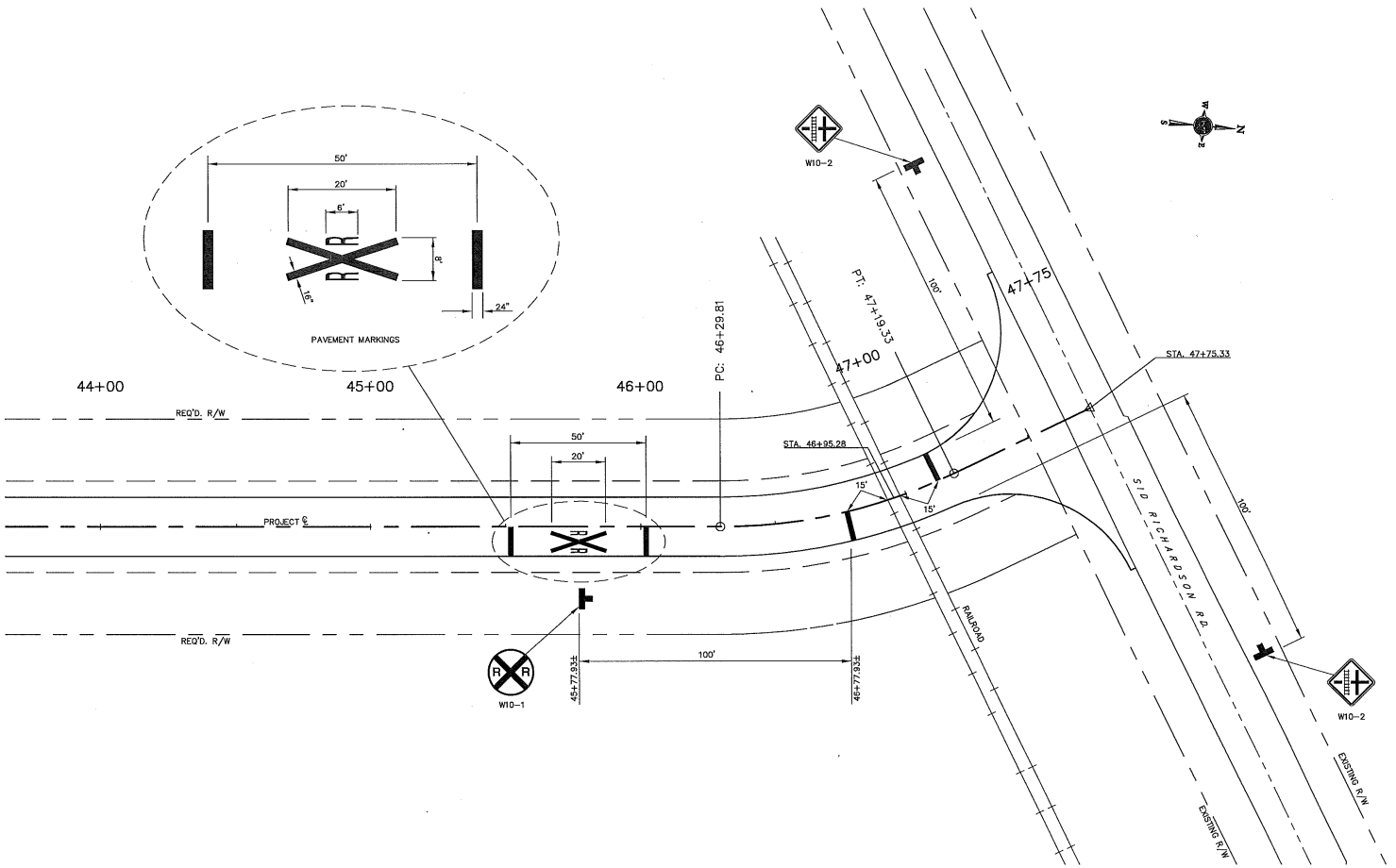

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
RAILROAD CROSSING PAVEMENT MARKINGS AND SIGNAGE
TITLE

DESIGNED:	KAG
DRAWN:	RJW
CHECKED:	DAC
APPROVED:	TAA

SCALE: 1"=20'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 13

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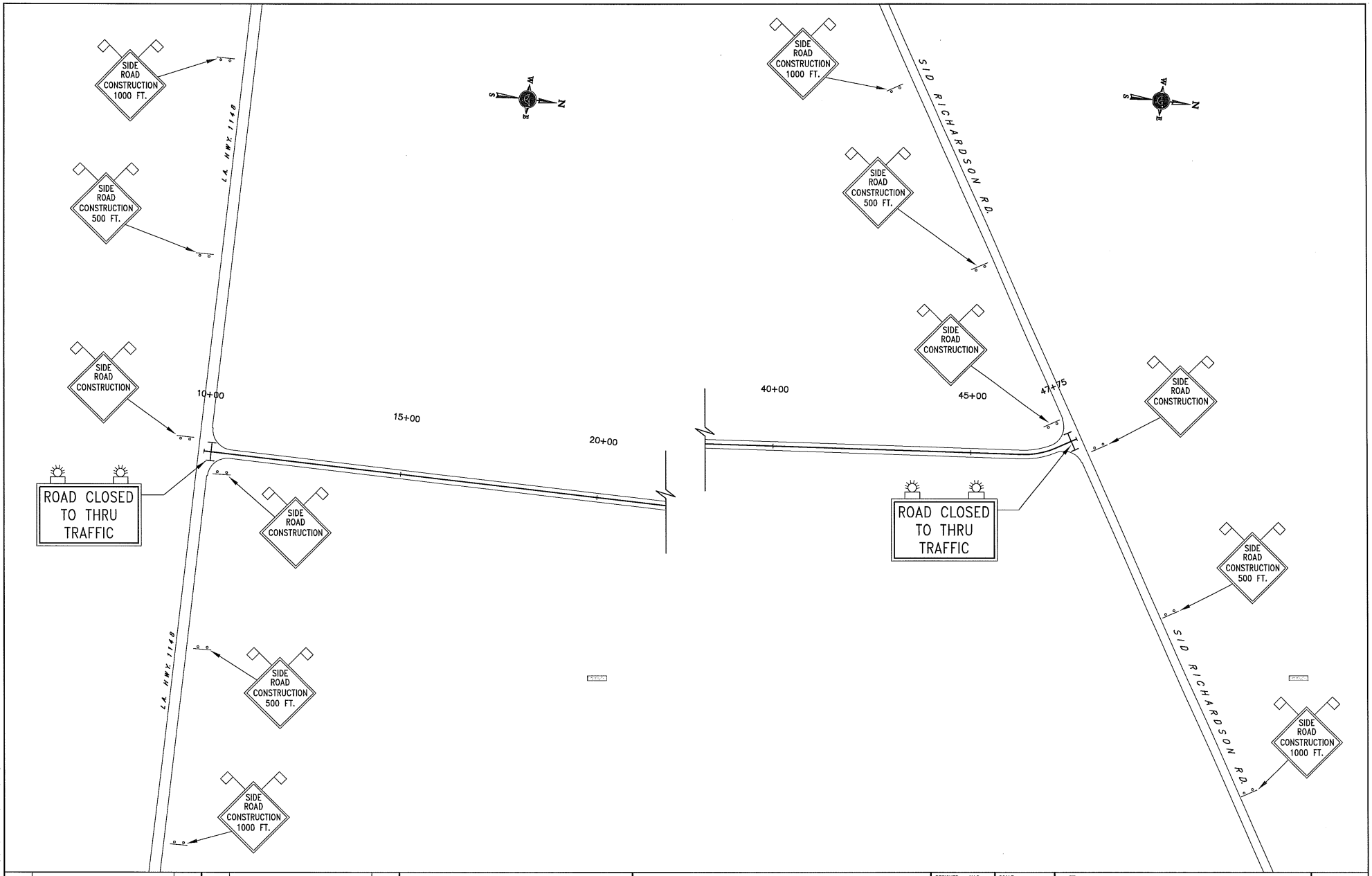


DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

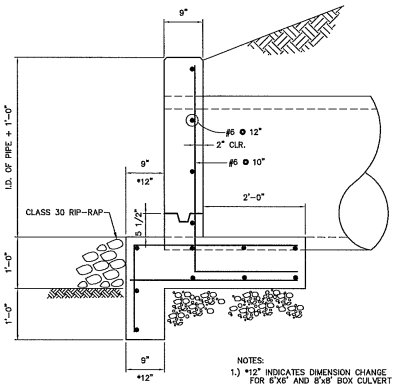
SID RICHARDSON ROAD EXTENSION
MINIMUM CONSTRUCTION SIGNING
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA
SCALE: 1"=100'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

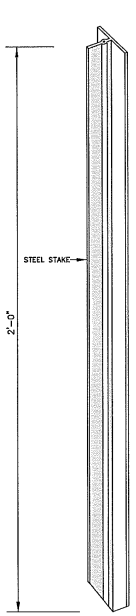
PROJECT NO. 11142
SHEET NO. 14

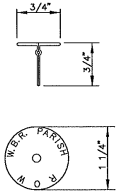
G:\11142\survey\temp const sign.DWG [SIGN] Dec 03, 2015 - 7:45am by ron

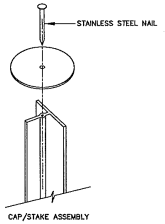


NOTES:
1.) *12" INDICATES DIMENSION CHANGE FOR 6'X6' AND 8'X8' BOX CULVERT
2.) CONTRACTORS OPTION TO PRECAST HEADWALLS

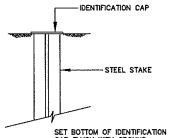
CONCRETE HEADWALL
SCALE: N.T.S.





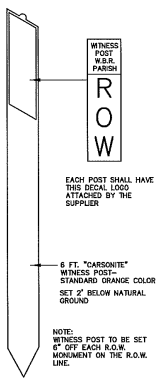


CAP/STAKE ASSEMBLY



SET BOTTOM OF IDENTIFICATION CAP FLUSH WITH GROUND

NOTES:
MONUMENTS ARE TO BE PLACED AT ALL BREAKS IN THE RIGHT OF WAY AND AS DESIGNATED ON THE PLANS.
MONUMENTS ARE INDICATED ON THE PLANS BY THE FOLLOWING SYMBOL ⊠
MONUMENTS SHALL BE MANUFACTURED BY BATHEY SURVEY MARKERS, INC. HOWELL, MICHIGAN OR AN APPROVED EQUAL.
RIGHT OF WAY MONUMENTS SHALL BE SET UNDER THE SUPERVISION OF A LOUISIANA REGISTERED PROFESSIONAL LAND SURVEYOR IN CONFORMANCE WITH CHAPTER 29, TITLE 46 PART LXI, OF THE RULES OF THE LOUISIANA PROFESSIONAL ENGINEERING AND LAND SURVEYING BOARD.



R.O.W. MONUMENT AND WITNESS POST
N.T.S.

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

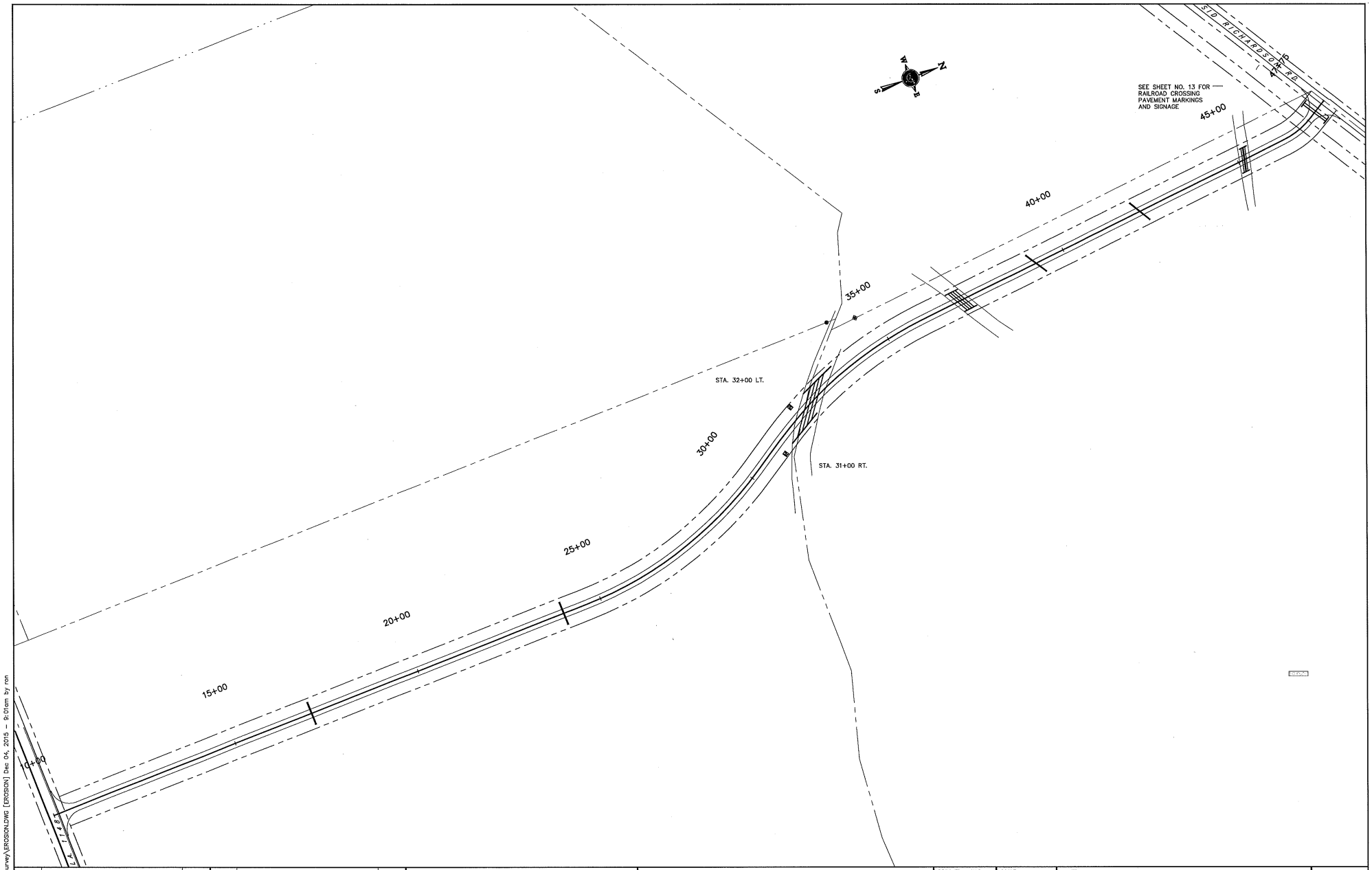
SID RICHARDSON ROAD EXTENSION
MISCELLANEOUS DETAILS
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: HOR. 1"=20' VERT. 1"=4'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 15



DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
MINIMUM EROSION CONTROL PLAN
TITLE

DESIGNED:	KAG
DRAWN:	RJW
CHECKED:	DAC
APPROVED:	TAA

SCALE: 1"=100'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 16

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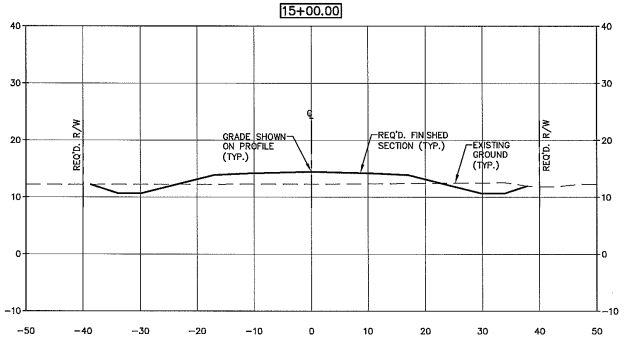
15+00.00



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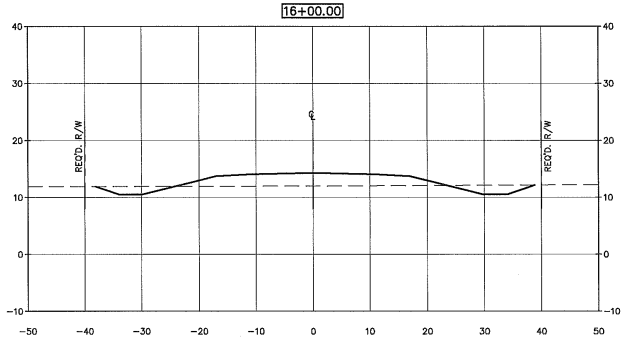

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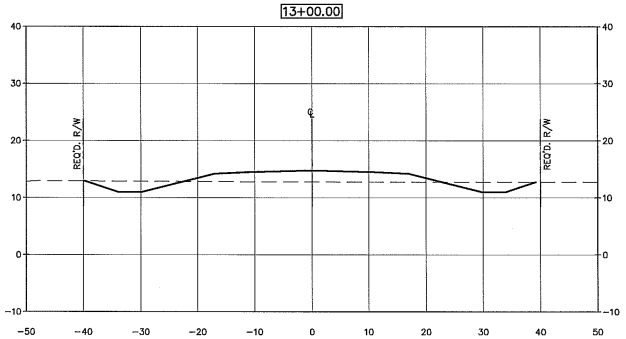

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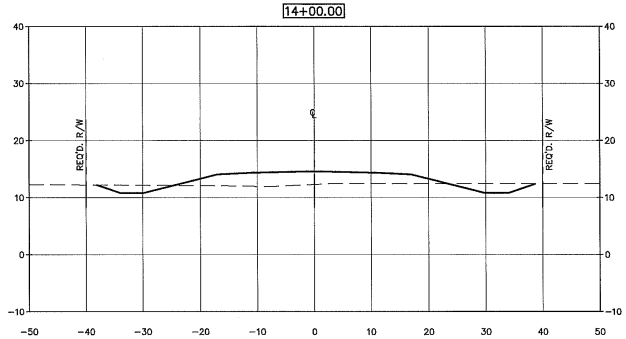

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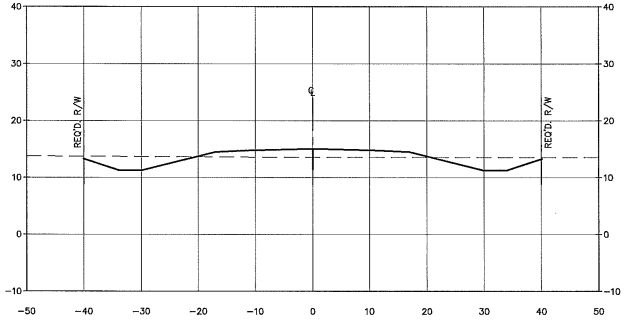

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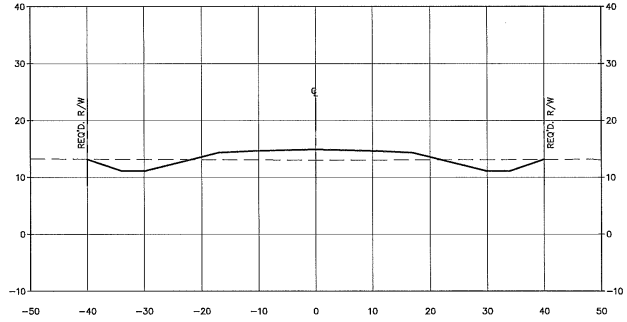


DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
CROSS SECTIONS
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: 1"=10'

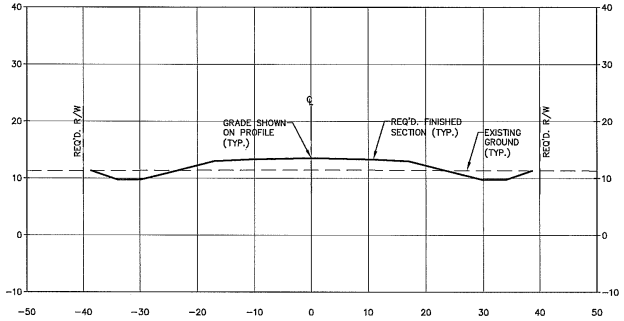
DATE: NOVEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 101

G:\11142\survey\ron XSI.DWG [XSI] Dec 02, 2015 - 3:09pm by ron

21+00.00



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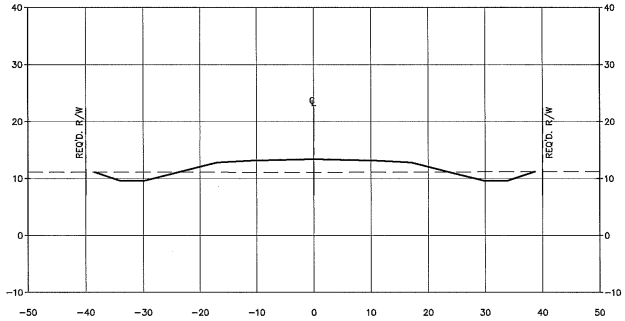

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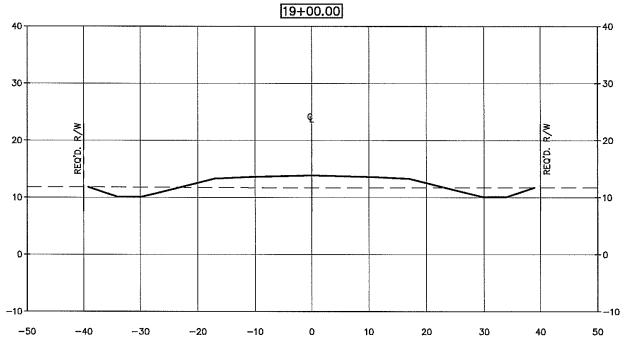

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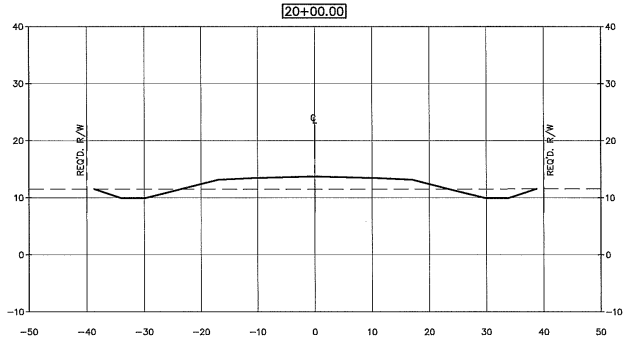

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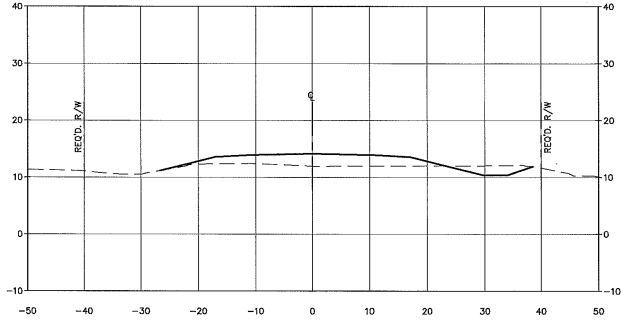

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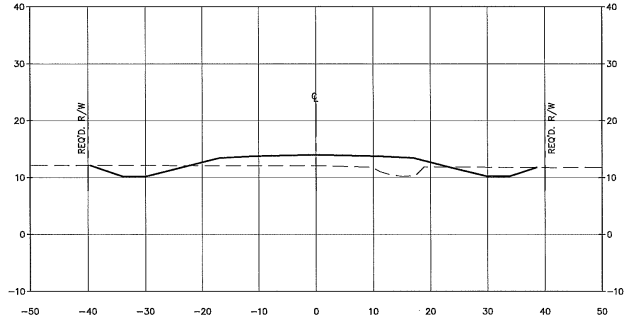


DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
CROSS SECTIONS
TITLE

DESIGNED:	KAG
DRAWN:	RJW
CHECKED:	DAC
APPROVED:	TAA

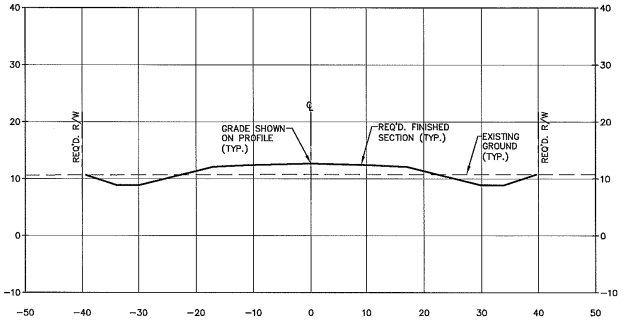
SCALE: 1"=10'
DATE: NOVEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 •Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 102

G:\11142\survey\ron XSI.DWG [XS2] Dec 02, 2015 - 3:09pm by ron

27+00.00



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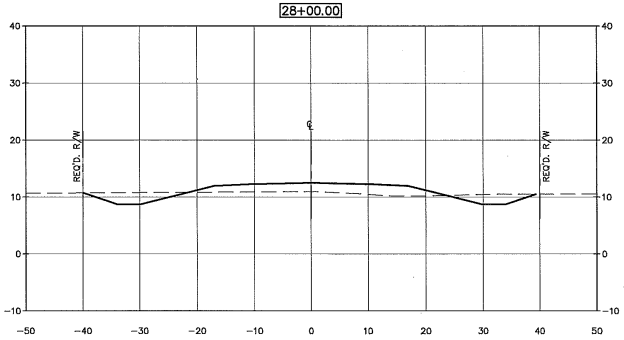

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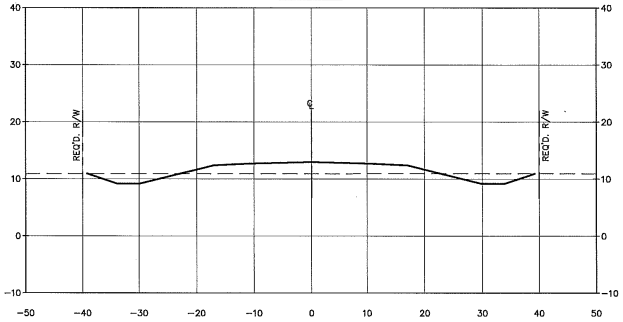

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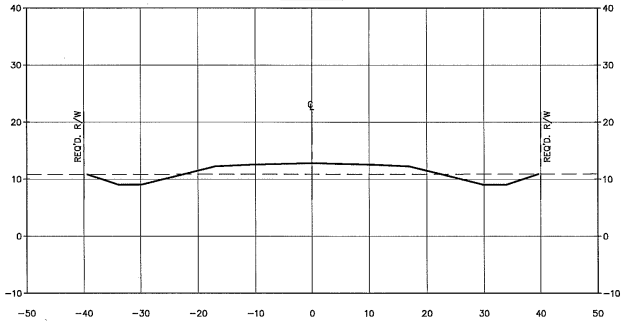

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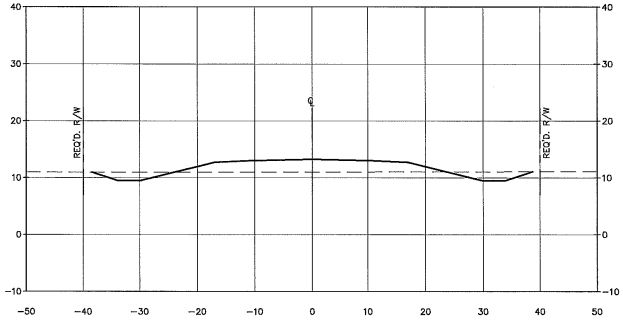

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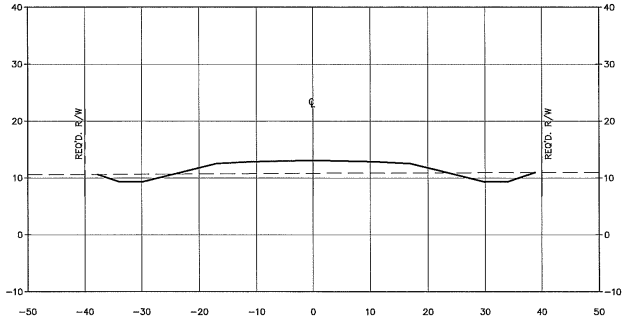


DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
CROSS SECTIONS
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: 1"=10'

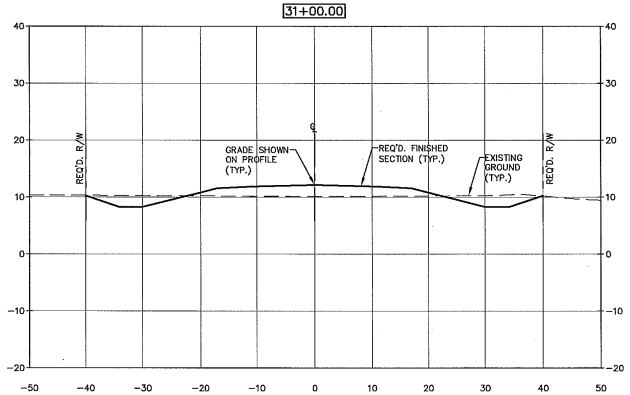
DATE: NOVEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 103

G:\11142\survey\ron XSI.DWG [XS3] Dec 02, 2015 - 3:09pm by ron

31+00.00



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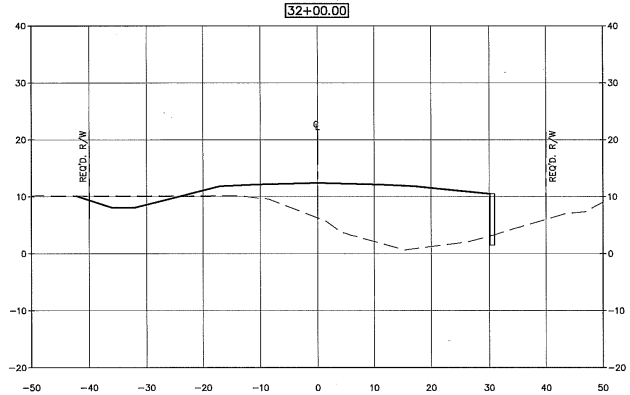

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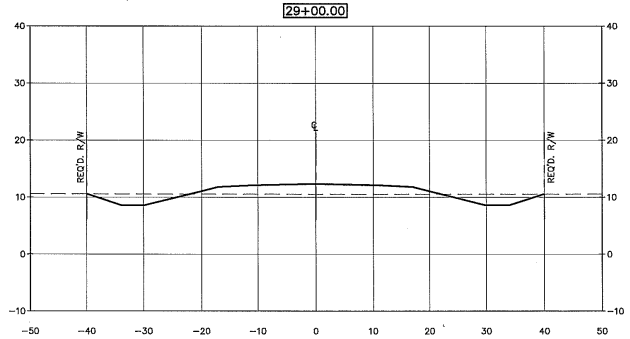

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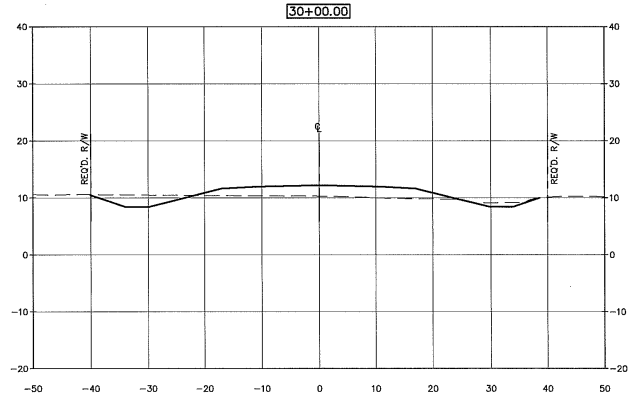


DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
CROSS SECTIONS
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

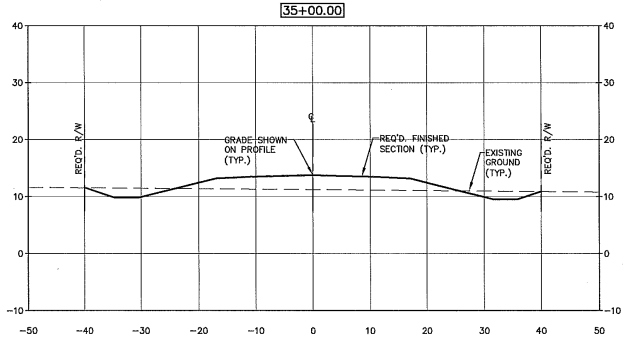
SCALE: 1"=10'
DATE: NOVEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 104

G:\11142\survey\con XSI.DWG [XS4] Dec 02, 2015 - 3:09pm by ron

35+00.00



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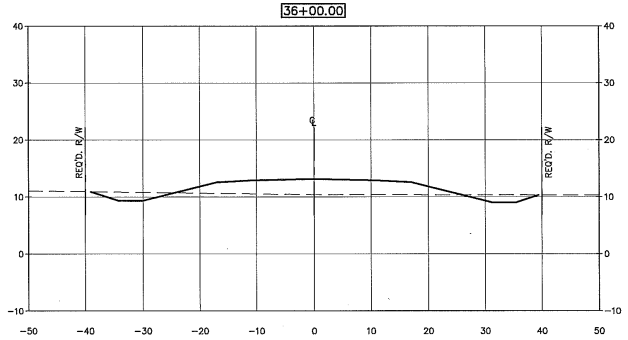

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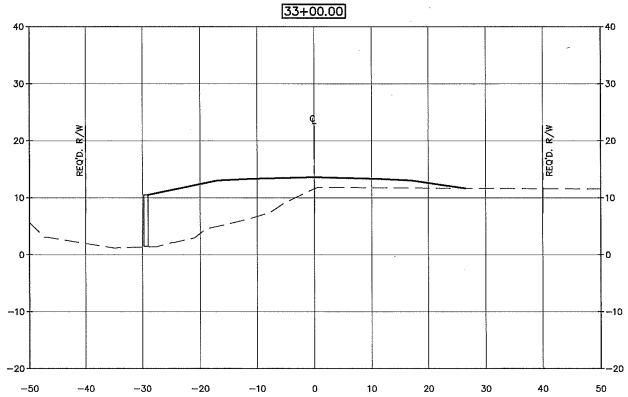

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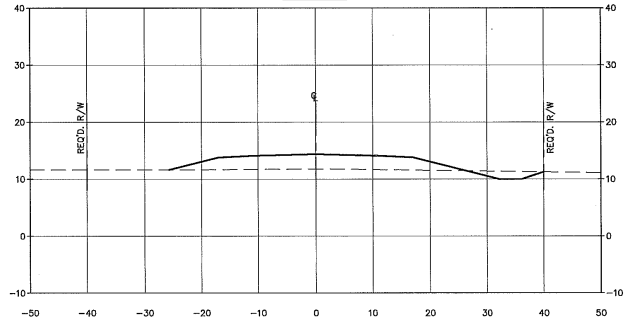

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
CROSS SECTIONS
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: 1"=10'
DATE: NOVEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 105

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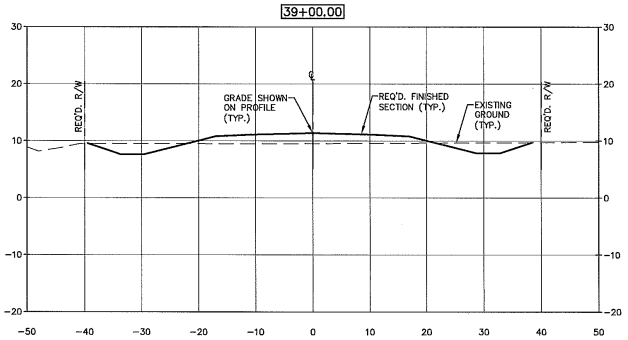
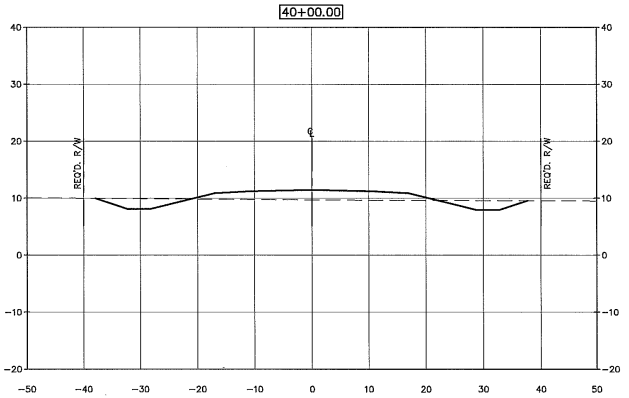
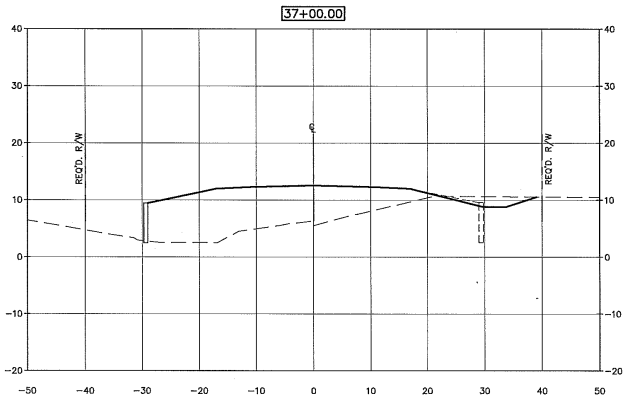
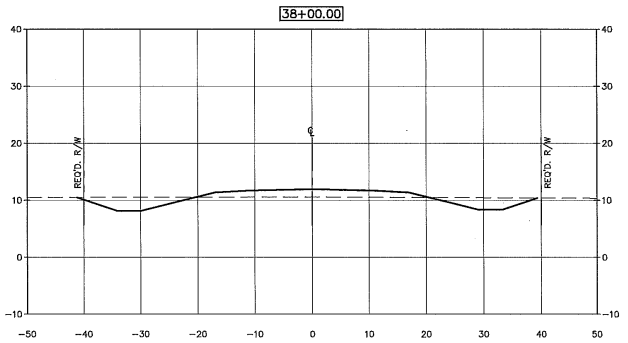








DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
CROSS SECTIONS
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: 1"=10'

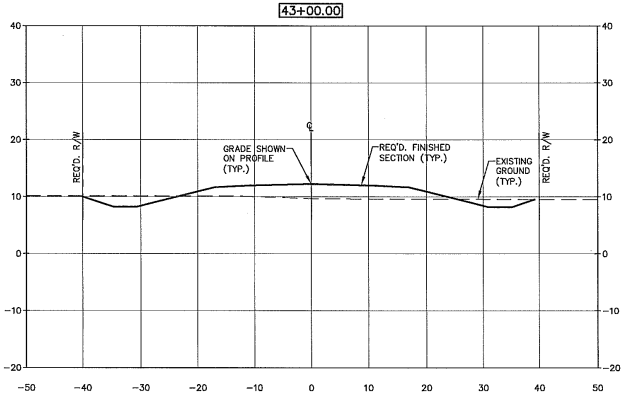
DATE: NOVEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 106

G:\11142\survey\ron XSI.DWG [XSS] Dec 02, 2015 - 3:09pm by ron

43+00.00



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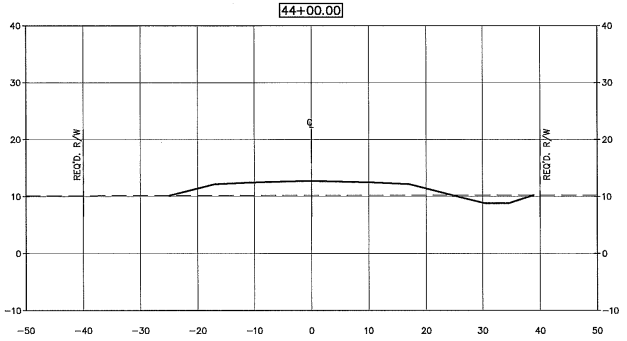

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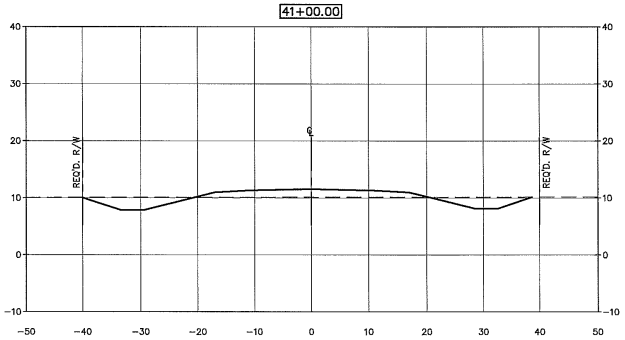

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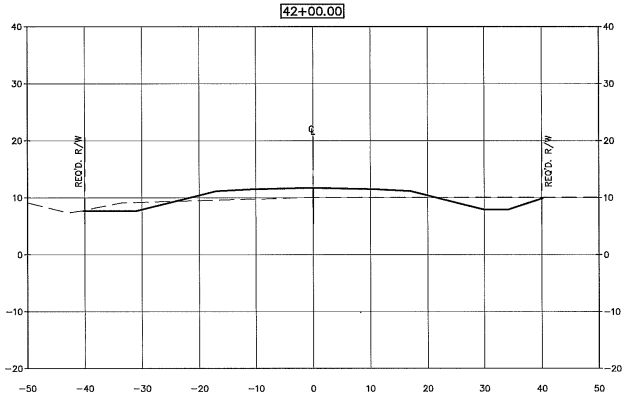


G:\11142\survey\ron XSI.DWG [XS7] Dec 02, 2015 - 3:09pm by ron

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
CROSS SECTIONS
TITLE

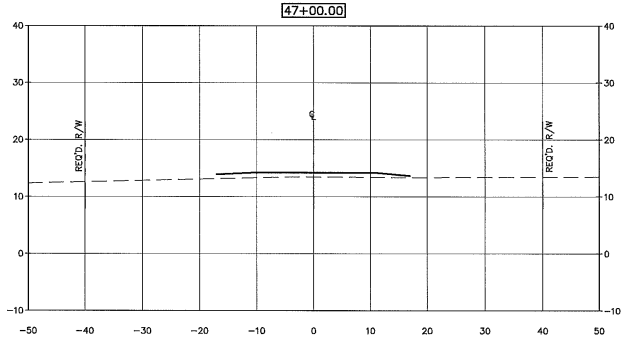
DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: 1"=10'
DATE: NOVEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 107

47+00.00



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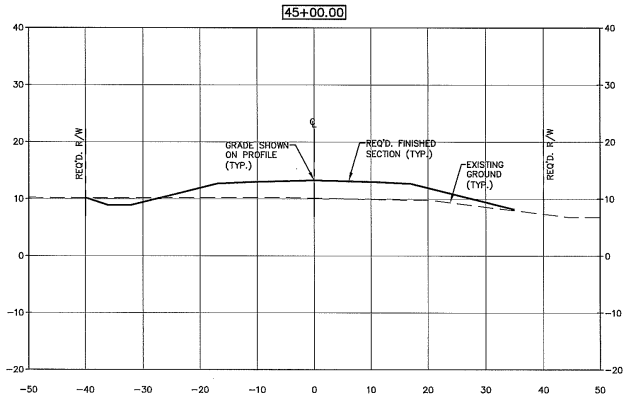

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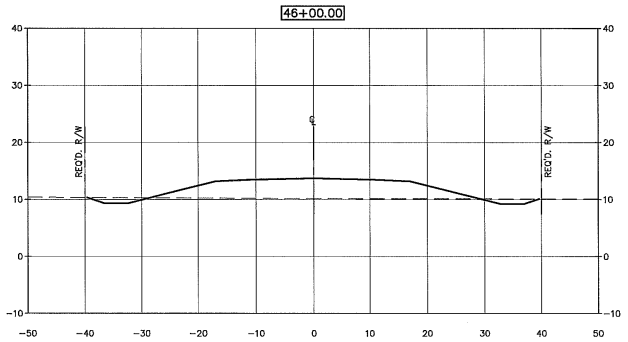

G:\11142\survey\ron XS1.DWG [XS8] Dec 02, 2015 - 3:09pm by ron

DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
CROSS SECTIONS
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA

SCALE: 1"=10'
DATE: NOVEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
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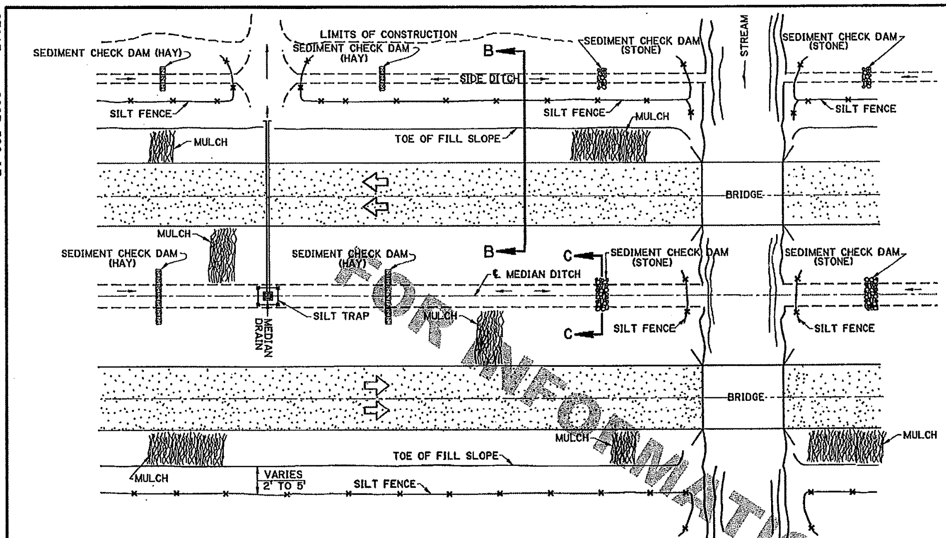
PROJECT NO. 11142
SHEET NO. 108

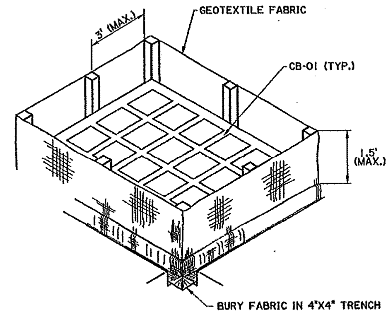


PLAN SHOWING TYPICAL TEMPORARY EROSION CONTROL

MULCHES

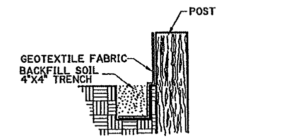
MULCHES ARE THE APPLICATION OF MATS OF MATERIAL PLACED ON THE SOIL SURFACE TO PREVENT EROSION BY PROTECTING THE SOIL SURFACE FROM RAINDROP IMPACT AND TO REDUCE THE VELOCITY OF OVERLAND FLOW. MULCHES CAN BE ORGANIC OR SYNTHETIC. MULCHES SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY EROSION CONTROL. 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

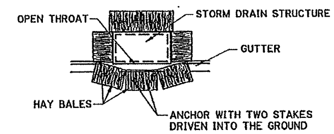


ISOMETRIC VIEW SHOWING GEOTEXTILE FABRIC

(BACKFILL SOIL NOT SHOWN)



SECTION THRU TRENCH SHOWING GEOTEXTILE FABRIC



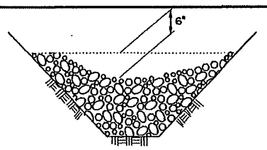
PLAN SHOWING HAY BALES

PAY ITEM: TEMPORARY HAY OR STRAW BALES

TEMPORARY INLET SILT TRAP

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. THE GEOTEXTILE FABRIC SHALL CONFORM TO PROJECT SPECIFICATIONS FOR GEOTEXTILE FABRIC (CLASS G).
2. 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.
3. 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 ½" STAPLES.
4. THE TRAP SHOULD BE INSPECTED REGULARLY AND AFTER EACH STORM. THE SEDIMENT SHOULD BE REMOVED AND EACH STAKE SHOULD BE FIRMLY IN THE GROUND.
5. HAY BALES SHALL BE PLACED SO THAT THE BINDING WIRE OR TWINE IS NOT IN CONTACT WITH THE GROUND.



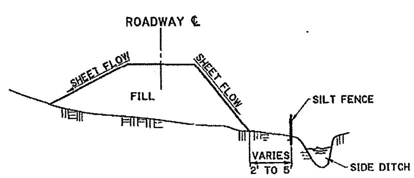
SECTION C-C

TEMPORARY SEDIMENT CHECK DAM (STONE)

PAY ITEM: 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 STORM WATER FLOWS, THEREBY REDUCING EROSION 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:

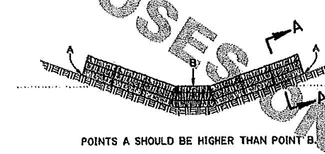
1. USE IN SMALL OPEN CHANNELS WHICH DRAIN 10 ACRES OR LESS
2. DO NOT USE IN A LIVE STREAM
3. USE IN A TEMPORARY DITCH OR SWALE WHICH, BECAUSE OF THEIR SHORT LENGTH OF SERVICE, CANNOT RECEIVE A NON- ERODIBLE LINING
4. USE IN PERMANENT DITCHES OR SWALES WHICH WILL NOT RECEIVE A PERMANENT LINING FOR AN 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 PROJECT SPECIFICATIONS FOR RIPRAP, (CLASS 2 LB)



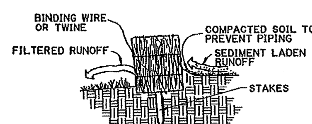
SECTION B-B

TEMPORARY SILT FENCE APPLICATION

(FOR CONSTRUCTION DETAILS AND SPECIFICATIONS SEE SHEET 2 OF 2.)



ELEVATION



SECTION A-A

TEMPORARY SEDIMENT CHECK DAM (HAY)

PAY ITEM: 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. THE HAY BALES SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY EROSION CONTROL.
A FEW BASIC DESIGN GUIDELINES FOR THE USE OF A HAY BALE BARRIER ARE:

1. USE WHERE EROSION WOULD OCCUR IN THE FORM OF SHEET AND RILL EROSION
2. USE IN MINOR SWALES OR DITCHES WHERE THE MAXIMUM DRAINAGE AREA IS 2 ACRES
3. ONLY USE WHERE THE EFFECTIVENESS IS REQUIRED FOR LESS THAN 3 MONTHS
4. DO NOT USE IN LIVE STREAMS OR IN SWALES OR DITCHES WHERE THERE IS A POSSIBILITY OF A WASHOUT

SHEET NUMBER 201

PARISH | FEDERAL PROJECT | STATE PROJECT

DESIGNED JCM | CHECKED | DETAILED KAJ | CHECKED JCM | DATE 1-14-94 | SHEET 1 OF 2

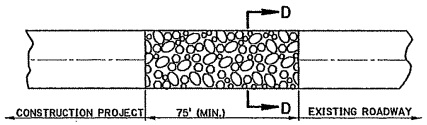
10-1-08 REMOVE SPECIFIC PAY ITEM NOS., GENERAL REVISIONS MH
DATE | REVISION DESCRIPTION | BY

APPROVED BY CHIEF ENGINEER: [signature] DATE: 10-1-08

TEMPORARY EROSION CONTROL DETAILS

STANDARD PLAN EC-01

HYDRAULICS SECTION



PLAN

SECTION D-D

TEMPORARY STONE CONSTRUCTION ENTRANCE

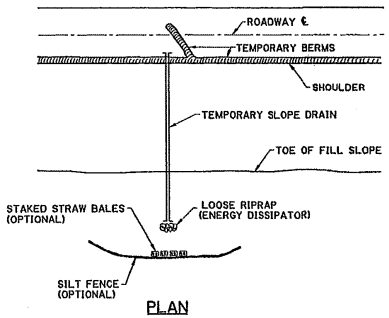
PAY ITEM: TEMPORARY STONE CONSTRUCTION ENTRANCE

NOTES:

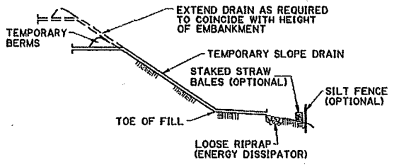
TEMPORARY STONE CONSTRUCTION ENTRANCE AND/OR WASH RACK

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 ENTRANCE AND/OR WASH RACKS ARE:

1. THE STONE LAYER MUST BE AT LEAST 6 INCHES THICK.
2. THE STONE SHALL CONFORM TO PROJECT SPECIFICATIONS FOR RIPRAP (CLASS 2 LB).
3. THE LENGTH OF THE PAD MUST BE A LEAST 75 FEET AND IT MUST EXTEND THE FULL WIDTH OF THE VEHICULAR INGRESS AND EGRESS.
4. A GEOTEXTILE FABRIC UNDERLINER IS REQUIRED. THE GEOTEXTILE FABRIC SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR GEOTEXTILE FABRIC (CLASS D).
5. 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.



PLAN



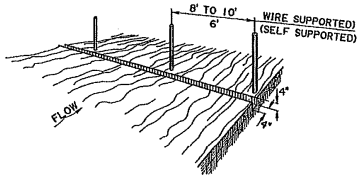
ELEVATION

TEMPORARY SLOPE DRAIN

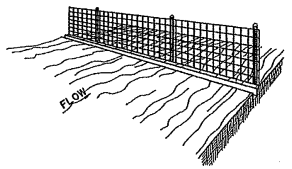
A TEMPORARY SLOPE DRAIN IS A DEVICE USED TO CARRY WATER FROM THE CONSTRUCTION WORK AREA TO A LOWER ELEVATION. SLOPE DRAINS MAY BE PLASTIC SHEET, METAL OR PLASTIC PIPE, STONE GUTTERS, FIBER MATS, OR CONCRETE OR ASPHALT DITCHES. A FEW BASIC DESIGN GUIDELINES FOR THE USE OF A TEMPORARY SLOPE DRAIN ARE:

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 - 3 MILS THICK MIN.
   CORRUGATED PIPE - 12" MINIMUM
   PLASTIC SHEETING - 4' WIDE MINIMUM
   PLASTIC SHEETING - 3 MILS THICK MIN.
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 A SILT FENCE, HAY BALES, OR OTHER APPROVED SEDIMENT CONTROL DEVICES.
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.

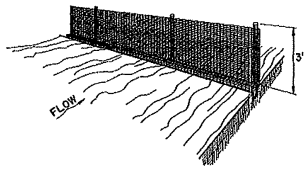
1. SET POSTS AND EXCAVATE A 4" X 4" TRENCH UPSLOPE ALONG THE LINE OF POSTS.



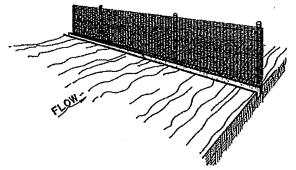
2. STAPLE WIRE FENCING TO THE POSTS.



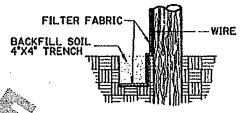
3. ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.



4. BACKFILL AND COMPACT EXCAVATED SOIL.



EXTENSION OF FABRIC INTO THE TRENCH.



CONSTRUCTION OF TEMPORARY SILT FENCING

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

NOTES:

SILT FENCING IS A TEMPORARY SEDIMENT BARRIER CONSISTING OF A FILTER FABRIC SUPPORTED BY POSTS AND STRETCHED ACROSS AN AREA TO INTERCEPT AND DETAIN SMALL AMOUNTS OF SEDIMENT. THE SILT FENCING SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY EROSION CONTROL. 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 ¼ ACRE PER 100 FEET OF SILT FENCE LENGTH
3. USE WHERE THE MAXIMUM SLOPE LENGTH BEHIND THE BARRIER IS 100 FEET
4. USE THERE 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

SHEET NUMBER 202

PARISH	FEDERAL PROJECT	STATE PROJECT
DESIGNED JCM	DETAILED KAJ	CHECKED JCM
DATE 1-14-94	SHEET 2 OF 2	

NO.	REVISION DESCRIPTION	BY	DATE
10-1-08	REMOVE SPECIFIC PAY ITEM NOS., GENERAL REVISIONS	MH	10-1-08

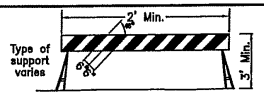
DATE
APPROVED BY
CHIEF HYDRAULICS ENGINEER

TEMPORARY EROSION CONTROL DETAILS

STANDARD SHEET NO. EC-01

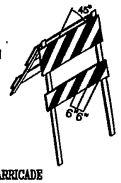
HYDRAULICS SECTION

PROJECT NO.	SHEET
	203

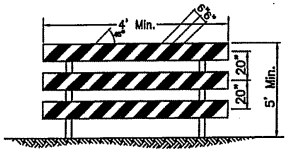


TYPE I BARRICADE

NOTE
For dimensions not shown, see Table 3-1

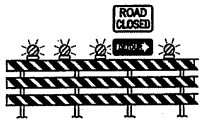


TYPE II BARRICADE



TYPE III BARRICADE

STANDARD BARRICADES
Figure 3-1



BARRICADE CLOSING A ROAD
Figure 3-2

Barricade Design

Barricades with stripes which begin at the upper right side and slope to the lower left side are designated as "right" (R) barricades. Barricades with stripes which begin at the upper left side and slope to the lower right side are designated as "left" (L) barricades.

Markings for barricade rails shall be alternate orange and white stripes sloping downward in the direction traffic is to pass.

Where a barricade extends entirely across a roadway, stripes shall slope downward in the direction toward which traffic must turn in detouring. Where both right and left turns are provided, chevron striping shall slope downward in both directions from the center of the barricade.

Barricade rails shall be supported in a manner that will allow them to be seen by motorists and provide a support not easily blown over by wind or traffic. For Type I Barricades, the support may include other unstriped horizontal panels necessary to provide stability. The name of the agency, contractor, or supplier shall not be shown on the face parts of any barricade. Identification markings may be shown only on the back side of barricade rails.

Orange and white markings shall be encapsulated lens reflective sheeting which will display the same approximate size, shape and color for day and night, and shall conform to subsection 1020-1.2(C) of the Standard Specifications for Public Works Construction. The predominate color for other barricade components shall be white, except that unpainted galvanized metal or aluminum components may may be used.

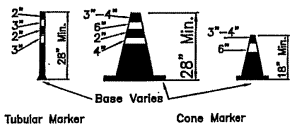
Barricades shall be constructed of lightweight materials and have no rigid stay bracing for "A" frame designs.

TABLE 3-1 BARRICADE REQUIREMENTS

	I	II	III
Width of Rail*	8" to 12"	8" to 12"	8" to 12"
Length of Rail	2' min.	2' min.	4' min.
Width of Stripes**	6"	6"	6"
Height	3' min.	3' min.	5' min.
No. of Reflectorized Rails facing one direction of traffic	1	2	3

* For wood barricade, nominal lumber dimension will be satisfactory.

** For rails less than 3' long, 4" wide stripes shall be used.



CONES
Figure 3-3

Cone Design and Tubular Marker Design

Cones and tubular markers shall have a broadened base and withstand impact without damage to themselves or to vehicles. Orange shall be the predominant color on cones. They shall be kept clean. For nighttime use they shall be reflectorized or equipped with lighting devices. Reflectorized material shall display the same approximate color day and night and shall conform to subsection 1020-1-2(C) of the Standard Specifications for Public Works Construction. Reflectorization of tubular markers shall be a minimum of 3" bands placed a minimum of 2" from the top with a maximum of 3" from the top.

Cones or tubular markers shall be set on the roadway surface or rigidly attached for continued use. Precautions shall be taken to assure they will not be blown over or displaced.

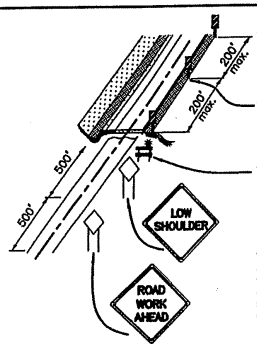
Barricade Application

Type I and II barricades shall be used where traffic is maintained through the construction area. They may be used singly or in groups to mark a specific hazard or used in series for channelizing traffic. Type I barricades shall be used on low speed roads or urban streets. Type II barricades shall be used on high speed roads. Where barricades are susceptible to overturning in the wind, sandbags shall be used for ballasting. Sandbags may be placed on lower parts of the frame or stays but shall not be placed on top of a striped rail.

When a road section is closed to traffic, Type III barricades shall be erected at the points or closure. They shall extend completely across a roadway and its shoulders or from curb to curb. To further discourage motorists from gaining access through the construction site by removing the barricade, the barricades may be anchored to the roadway. For nighttime use four high intensity flashing warning lights shall be placed on the barricade. If only one lane of the traveiway is closed by a barricade, two lights shall be used. Steady burn lights shall be used when barricades are used in a series for channelization. Where provisions must be made for access of equipment and authorized vehicles, barricades shall be provided with gates or movable sections that can be closed when work is not in progress, or with indirect openings that will discourage public entry. Access through barricades shall be closed at the end of each work day.

When a road or street is closed, but access must be allowed for local traffic, the barricade cannot be erected completely across a roadway. A sign with the appropriate legend concerning permissible use by local traffic shall be installed above the barricade.

Type III barricades may be used as mounting for regulatory signs, guide signs or lighting devices.



Vertical panels may be spaced closer than 200' depending on degree of hazard.

Vertical panel to be placed along edge of roadway. For 2-way traffic, vertical panels shall be installed back to back.

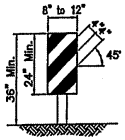
Type II barricade with flasher

Signs and barricades shall be moved as work progresses.

Warning signs with messages other than detailed herein shall be constructed using the largest possible letter sizes. Sign size and color shall be the same as other construction warning signs used for similar conditions.

SHOULDER TRENCH SIGNS
Figure 3-4

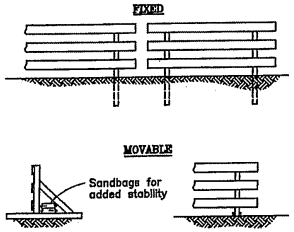
Vertical panels for trench adjacent to traveiway shall be placed at 200' intervals on tangents and 100' intervals on curves. The interval shall be reduced as degree of curvature increases so that the edge of trench is clearly delineated.



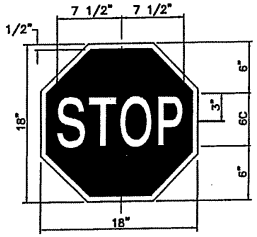
VERTICAL PANEL
Figure 3-5

Vertical Panel Design and Application

Vertical panels used as channelization or warning devices shall be orange and white striped and reflectorized in the same manner as barricades. These devices may be used for traffic separation or shoulder barricading where space is restricted. Panels with stripes which begin at the upper right side and slope to the lower left side are designated as "right" panels (VP-1R). Panels with stripes which begin at the upper left side and slope to the lower right side are designated as "left" panels (VP-1L). For nighttime use, attach flashing warning lights on vertical panels when they are used singly and steady burn warning lights when vertical panels are used in a series for channelization. If used for 2-way traffic, back-to-back panels shall be used.

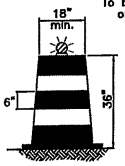


Type III Barricade Construction
Figure 3-6



Background - Red
Border - White
Legend - 6" series C
To be made of .08 aluminum or .04 tempered aluminum

PADDLE SIGNS
Figure 3-8

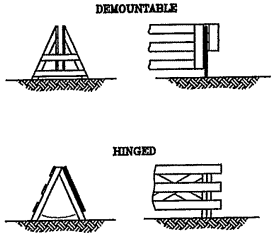


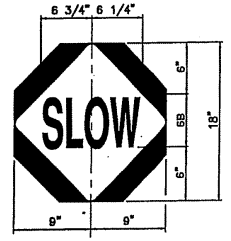
DRUM
Figure 3-7

Drum Design and Application

Drums used for traffic warning or channelization shall be made of plastic and have closed tops. Marking on drums shall be horizontal circumferential orange and white reflectorized stripes displaying the same approximate size, shape and color day and night and shall conform to subsection 1020-1.2(C) of the Standard Specifications for Public Works Construction. There shall be at least 2 orange and 2 white stripes on each drum. Any nonreflectorized spaces between the orange and white stripes shall be no more than 2" wide.

Drums may be used to channelize or delineate traffic flow or to mark hazards. When drums are placed in the roadway, advance warning signs shall be used. Drum shall not be weighted to the extent that would make them hazardous to motorist. The standard ballast shall be a 25 lb. bag of sand, not to be placed on top of drum. For nighttime use, flashing warning lights shall be attached to drums singly. Steady burn warning light shall be attached to drums used in series for traffic chanelization. Small arrow signs or vertical panels mounted above drums may be used to supplement drum delineation.



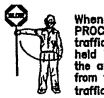


Background - Orange (reflectorized)
Area outside diamond - Black or Light Blue
Legend - 6" series B
To be made of .08 aluminum or .04 tempered aluminum

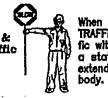
FLAGGING PROCEDURES
Figure 3-9

The following methods of signaling with paddles should be used.

To Stop Traffic - TO STOP TRAFFIC. The flagger shall face traffic and extend the STOP sign paddle in a stationary position with the arm extended horizontally away from the body. The free arm is raised with the palm toward approaching traffic.



Traffic Proceed - When it is Safe for TRAFFIC TO PROCEED, the flagger shall face traffic with the SLOW sign paddle held in a stationary position with the arm extended horizontally away from the body. The flagger motions traffic ahead with the free hand.



To Alert & Slow Traffic - When it is Desired to ALERT OR SLOW TRAFFIC, the flagger shall face traffic with the SLOW sign paddle held in a stationary position with the arm extended horizontally away fraom the body.

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' is desireable. In urban areas, the advancd distance should be decreased.

The flagger shall stand either on the shoulder adjacent to the traffic being controlled or in the barricaded lane. At a "spot" obstruction a position shall be taken on the shoulder opposite the barricade section. Under no circumstances shall a flagger stand in the lane being used by moving traffic. The flagger shall be highly visible to approaching traffic. The flagger shall stand alone, never permitting other workers to congregate around the flagger station.

STANDARD PLAN NO.	DATED	SHEET NO.
CPS 905-01	January 6, 2000	1 OF 4

CONSTRUCTION SIGNS AND BARRICADES

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

DESIGNED	DRAWN	CHECKED	APPROVED
REE/NAR	GV/RLB	REE/NAR	MJ BROUSSARD

DATE	DESCRIPTION REVISIONS	BY

CPS 905-01

PROJECT NO.	SHEET
	204

ADVANCE ROAD CONSTRUCTION SIGN

The Advance Road Construction sign shall be located in advance of the initial activity or detour a driver may encounter. It shall have the legend ROAD CONSTRUCTION (XXX) FT or ROAD CONSTRUCTION (XX) MILE. The legend ROAD CONSTRUCTION AHEAD shall be used on approaches of roads that intersect with the road under construction. May be used in conjunction with other construction signs.

W20-1
48" x 48"

SIDE ROAD CONSTRUCTION AHEAD SIGN

The Side Road Construction Ahead sign shall be used in advance of an intersection where the construction project on the side road approach terminates at the crossing.

36" x 36"
Legend 5" Series C

DO NOT PASS AND PASS WITH CARE SIGNS

The Do Not Pass sign shall be used where a road normally used for one-way traffic is temporarily being used for 2-way traffic. It shall be installed on both sides of the road at intervals of 1000 – 1500 feet.

The Pass With Care sign shall be used at the end of a no-passing zone where a Do Not Pass sign has been erected at the beginning of the zone. It shall be of the same size and erected in the same manner as the Do Not Pass Sign.

R4-1
24" x 30"
Background – White
Legend & Border – Black
Legend – 6" Series D

R4-2
24" x 30"
Background – White
Legend & Border – Black
Legend – 6" Series D

ADVANCE DETOUR SIGN

The Advance Detour sign shall be used in advance of a point at which traffic is diverted over a temporary road or another route. It shall have the legend DETOUR (XXX) FT or DETOUR (XX) MILE.

W20-2
48" x 48"

SOFT OR LOW SHOULDER SIGN

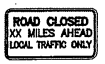
The Soft Shoulder and/or Low Shoulder sign shall be used when the shoulder of the road under construction becomes hazardous to traffic.

W8-4
30" x 30"
Legend 6" Series C

W8-9
30" x 30"
Legend 6" Series C

LOCAL TRAFFIC ONLY SIGN

The Local Traffic Only sign shall be used where through traffic must detour to avoid a closing of the road, but where the road is open to traffic up to the point of closure. It shall carry the legend ROAD CLOSED (XX) MILES AHEAD LOCAL TRAFFIC ONLY or ROAD CLOSED TO THRU TRAFFIC. It shall be erected on a barricade in the center of the road if the pavement width permits, otherwise it shall be erected at the right of the road. It shall be accompanied by a detour arrow sign indicating the proper route for through traffic. The words ROAD CLOSED may be substituted by BRIDGE OUT where applicable. Where the sign faces through traffic it shall be preceded by an advance road closed sign and an advance detour sign.



R11-3
60" X 30"

R11-4
60" X 30"

Background – White
Legend & Border – Black
Legend – Line 1 – 6" Series C
Line 2 – 5" Series C
Line 3 – 4" Series C

ONE WAY SIGN

The One Way sign shall be used to indicate roads on which traffic is allowed to travel in one direction only. The sign shall be either a black horizontal rectangle with the words ONE WAY centered in the arrow, or a vertical rectangle with black lettering and arrow on a white background. Both designs may use either left or right arrows.

R6-1 L
R6-1 R
36" X 12"

R6-2 L
R6-2 R
18" X 24"

Background – Black
Legend – Black
Arrow – White
Legend – 4" Series D

Background – White
Legend & Border – Black
Legend – 5" Series D

ADVANCE ROAD CLOSED SIGN

The Advance Road Closed sign shall be used in advance of a point at which a roadway is closed to all traffic or to all but local traffic. It shall have the legend ROAD CLOSED (XXX) FT or ROAD CLOSED (XX) MILE.

W20-3
48" x 48"

ROAD MACHINERY AHEAD AND FRESH OIL SIGNS

The Road Machinery Ahead sign shall be used where heavy road equipment is operating in or adjacent to the roadway.

The Fresh Oil or Fresh Tar sign shall be used to warn motorists that resurfacing of the road has rendered it temporarily hazardous and splashing on vehicles may occur.

W21-3
36" x 36"
Legend 5" Series D

W21-2
30" x 30"
Legend 6" Series D

ROAD CLOSED SIGN

The Road Closed sign shall be used where the road is closed to all traffic except contractor's equipment and officially authorized vehicles. It shall be erected at the center of the road on or above a Type III barricade. Bridge out may be substituted where applicable.

R11-2
48" x 30"

Background – White
Legend & Border – Black
Legend – 8 Series D

DETOUR SIGNS

The Detour Arrow sign (M4-10) shall be used at a point where a detour route has been established due to the closure of part of a road to through traffic. It shall be mounted just below the Road Closed sign or the Local Traffic Only sign normally on top of a Type III barricade.

The Detour Marker (M4-8) mounted on a route marker assembly is to be used to mark a temporary detour route that branches from a regular numbered route or bypasses a section of a route that is closed by construction, and rejoins the regular route beyond that section. The route marker assembly shall include an arrow indicating the direction of the detour.

The Detour sign (M4-9) is to be used for unnumbered routes, or in emergency situations; for periods of short duration, or where it is not necessary to show route markers to guide traffic along to its desired route. A Street Name sign may be placed above or incorporated in the Detour sign to indicate the name of the roadway for which the detour was established.

M4-9 L
M4-9 R
30" X 24"

M4-8
12" X 24"

M4-10 L
M4-10 R
48" X 18"

Background – Black
Legend – Black
Arrow – Orange
Legend – 6" Series D

ADVANCE ONE LANE ROAD SIGN

The Advance One Lane Road sign shall be used only in advance of a point where traffic in both directions must use a single lane. It shall have the legend ONE LANE ROAD (XX) FT. If the one-lane stretch is not visible throughout from either end, or if traffic is of such volume that simultaneous arrivals at both ends occur frequently, provision shall be made to permit traffic to move alternately under control of flagging or signal.

W20-4
48" x 48"

ROAD WORK AHEAD SIGN

The Road Work Ahead sign shall be used in advance of maintance or minor construction operations in the road.

W21-4
36" x 36"
Legend 5" Series D

TWO-WAY TRAFFIC SIGN

The Two-Way Traffic sign shall be used where a road normally used for one-way traffic is temporarily being used for two-way traffic or where it is necessary to remind drivers that they are traveling on a two-way road. The sign shall be placed at itervals of one-half mile and at major access points.

W6-3
48" x 48"

ADVISORY SPEED SIGN

An Advisory Speed sign shall be used to indicate a maximum safe speed determined by the Traffic Engineer through a hazardous area. Advisory speeds greater than the posted speed limit shall not be used.

W13-1
18" x 18"
Legend–Line 1 – 8" Series E
Line 2 – 3" Series E

ADVANCE LANE CLOSED SIGN

The Advance Lane Closed sign shall be used in advance of a point where one lane of a multilane road is closed. It shall have the legend RIGHT (LEFT) LANE CLOSED (XXX) FT. May be used in conjunction with other signs.

W20-5
48" x 48"

SHOULDER WORK AND SURVEY CREW SIGNS

The Shoulder Work sign shall be used in advance of maintance or minor construction operations on the shoulder, where the travelway remains unobstructed.

The Survey Crew sign shall be used in advance of a point where a survey party is working in or adjacent to the road.

W21-5
30" x 30"
Legend 6" Series C

W21-6
30" x 30"
Legend 6" Series D

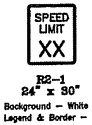
SPEED LIMIT AND SPEED ZONE AHEAD SIGNS

Regulatory maximum speed limit signs shall be placed at intervals throughout the section of the project where work is being done. Speed limit shall be as indicated on plans, but not exceeding 45 mph. The speed limit shall be reduced to 20 mph through and for 275' on either side of each point where construction activities require such a reduction. In rural areas 750' should be used. When the work area moves out of the immediate section, the regulatory signs shall be covered or removed.

The Speed Zone Ahead sign shall be erected in advance of each speed zone within a construction area.

Where construction occurs within areas having posted legal speed limits less than those specified above, the posted legal speed shall apply.

Existing speed limit signs of greater than 45 mph shall be removed or covered for the duration of the project.



R2-1
24" x 30"
Background – White
Legend & Border – Black
Legend – Line 1 – 4" Series E
Line 2 – 4" Series E
Line 3 – 10" Series E

R2-5a
24" x 30"
Background – White
Legend & Border – Black
Legend – Line 1,2 & 3
6" Series C

ADVANCE FLAGGER SIGN

The Advance Flagger sign shall be used in advance of where a flagger has been stationed to control traffic through a construction area. It shall have the flagger symbol. When needed, distance message may be displayed on a supplemental plate below the symbol sign. The Word Message sign W20-7 with distances may be used in lieu of the flagger symbol sign. The sign shall be removed, covered or turned to face away from the road when flagger is not at the station.

W20-7
36" x 36"
Supplemental Plate
24" x 18"

W20-7a
36" x 36"
Supplemental Plate
24" x 18"

END CONSTRUCTION AND LENGTH OF CONSTRUCTION SIGNS

The End Construction sign shall be erected 500 feet beyond the end of a construction project. The legend END ROADWORK may be used.

The Length of Construction sign shall be erected at the limits of construction projects more than 2 miles in length, when through traffic is maintained. It shall have the legend ROAD CONSTRUCTION NEXT (XX) MILES. The Project length shall be to the nearest one tenth of a mile. It should be mounted on top of a Type III barricade.

G20-2
60" x 24"

G20-1
60" x 36"

Legend 6" Series C

NOTE:
All signs shall have orange backgrounds with with black legends and borders, except where otherwise specified. In urban areas, the word STREET may be substituted for the word ROAD on all signs.

DATE	DESCRIPTION REVISIONS	BY

STANDARD PLAN NO.	DATED	SHEET NO.
CPS 905-01	January 6,2000	2 OF 4

CONSTRUCTION SIGNS AND BARRICADES

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

DESIGNED	DRAWN	CHECKED	APPROVED
REE/NAR	GV/RLB	REE/NAR	MJ BROUSSARD

CPS 905-01

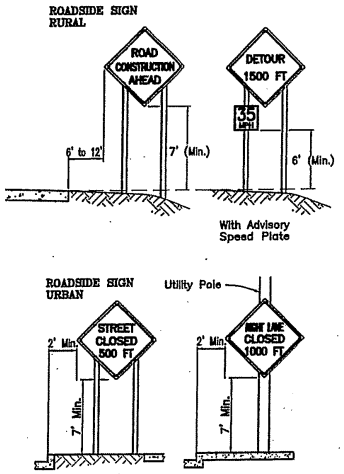


Figure 2-1
Heights and lateral location of signs.

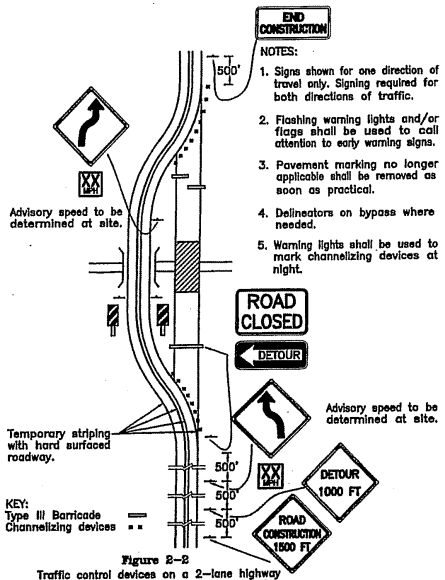


Figure 2-2
Traffic control devices on a 2-lane highway where the entire roadway is closed and a bypass detour is provided.

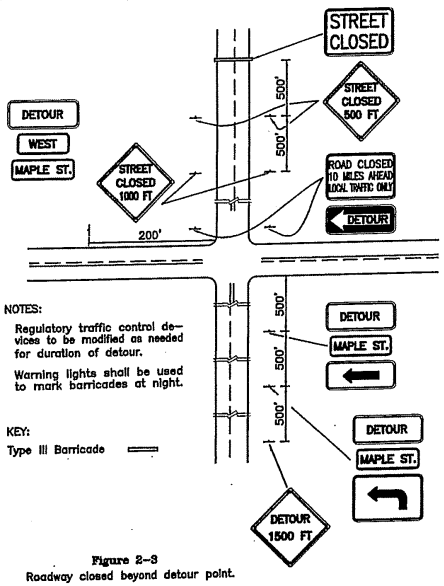


Figure 2-3
Roadway closed beyond detour point.

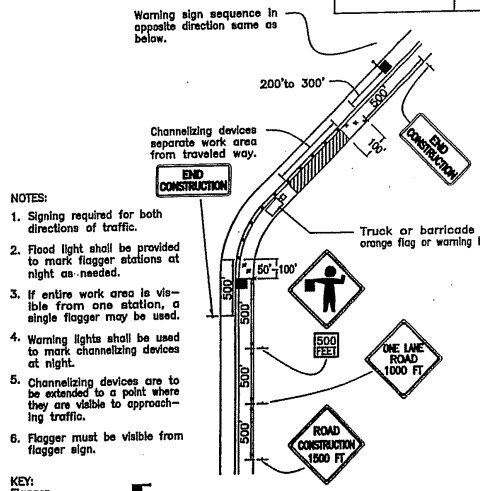


Figure 2-4
Traffic control devices on a 2-lane highway where one lane is closed and flagging is provided.

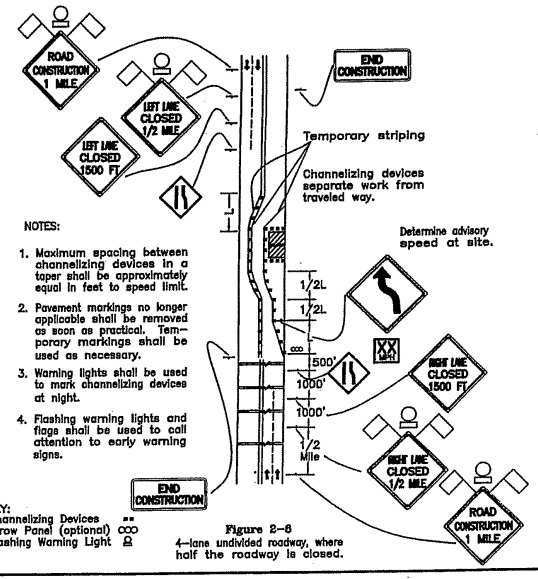


Figure 2-6
4-lane undivided roadway, where half the roadway is closed.

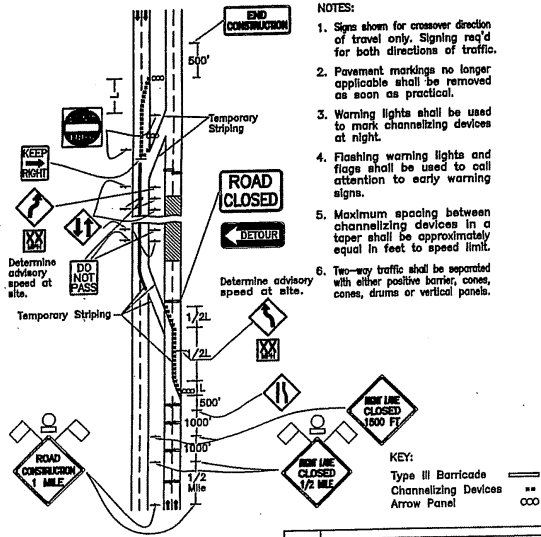


Figure 2-7
4-lane divided where one roadway is closed.

PROJECT NO.	SHEET
	205

STANDARD PLAN NO.	DATED	SHEET NO.
CPS 905-01	January 6,2000	3 OF 4

CONSTRUCTION SIGNS AND BARRICADES

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

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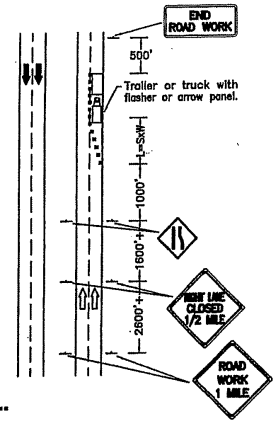
REE/NAR	GV/RLB	REE/NAR	MJ BROUSSARD

DATE	DESCRIPTION REVISIONS	BY

CPS 905-01

PROJECT NO.	SHEET
	206

NOTE:
1. Maximum spacing between channelizing devices in a taper shall be approximately equal in feet to speed limit.

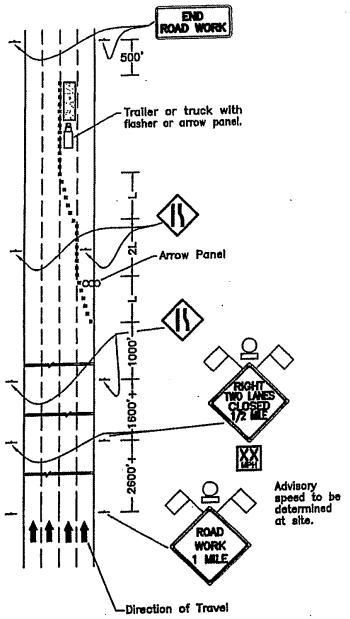


KEY:
Channelizing Devices ▪▪

Figure 2-8

Daytime maintenance operations of short duration on a 4-lane roadway where half of roadway is closed.

NOTES:
1. Maximum spacing between channelizing devices in a taper shall be approximately equal in feet to speed limit.
2. Flashing warning lights and flags shall be used to call attention to early warning signs.



KEY:
Channelizing Devices ▪▪
Arrow Panel (optional) ○○○
Flashing Warning Light ⊙

Figure 2-9

Closing multiple lanes of a multilane highway.

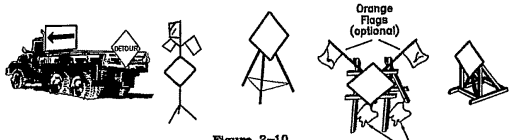


Figure 2-10

PORTABLE AND TEMPORARY MOUNTINGS

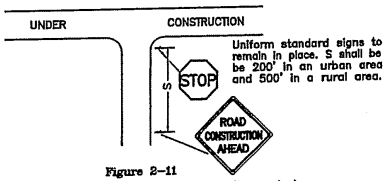


Figure 2-11

Signing for side road approach to construction project.

NOTES:

GENERAL

1. Signs and pavement markings shall be in accordance with the current edition of the Manual on Uniform Traffic Control Devices.

2. The contractor shall be responsible for the erection and maintenance of permanent signs that are left in place as essential to the safe movement and guidance of traffic within the limits of the project.

3. The City Parish will erect any detour route marking required to guide travelers around the construction area, but the contractor will be responsible for such signage required at barricade sites.

4. 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.

5. Where a construction project involves a number of road segments, remote from each other, only those segments where actual work is in progress shall be signed. Upon completion of any segment, construction signing shall be removed and replaced with permanent signing.

6. When two projects are adjoining or are separated by less than one mile, and construction is in progress on both, they shall be considered as one project for signing purposes, and all advance signing at the juncture shall be eliminated, except for any signing that the Project Engineer might require due to site conditions.

7. Signs shown in all illustrations are typical and may vary with each specific condition. Other signs more appropriate for the specific condition may be substituted in any of the aforementioned illustrations upon approval by the project engineer.

8. Taper length (L) Fromula:

$L=SxW$ for speeds of 45 mph or more

$L=WS^2 / 60$ for speeds less than 45 mph

Where:

L=Minimum length of taper
S=Posted speed limit prior to work or 85th percentile speed
W=Width of offset

9. 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.

PAVEMENT MARKINGS

Pavement Markings at either end of or within the limits of the project that are in conflict with project signing or the required traffic movements shall be removed from the pavement by abrasion. If, in the opinion of the project engineer, special pavement markings are needed for traffic control, as in channelization or width transitions, they shall be reflectorized, removable, temporary lane marking tape and shall be accompanied by proper signs.

SIGN MATERIALS

The backing material used in the fabrication and erection of construction signs shall be in accordance with subsection 1020-1.1(b) of the Standard Specifications for Public Works Construction as revised by project specifications. Signs shall be mounted on two posts, except speed limit signs, chevrons, and other similar signs, which shall be mounted on one post. A minimum of two bolts per post shall be used.

Reflectorization of signs, barricades and drums shall be by means of Type III encapsulated lens reflective sheeting in accordance with subsection 1020-1.1(e) of the Standard Specifications for Public Works Construction as revised by project specifications.

Sign materials and application shall conform to the Standard Specifications for Public Works Construction.

REMOVAL OF SIGNS

Signs warning against a particular hazard or operation shall not be left in place when the operation is not in progress or when the hazard has been removed. On part-time operations, such signs as "TRUCK CROSSING" or "MEN WORKING", shall be removed or set aside out of view of traffic when the operation is not in progress. When construction operations change, signing must change accordingly. All conflicting signs from previous operations must be removed or covered as new signs are erected.

COVERING OF SIGNS

Sign shall be covered with an opaque material, shaped to cover all of the legend on on the face of the sign and securely fastened to prevent its removal by wind, rain or other causes. The covering shall be non-reflective and of a neutral shade, or black.

LIGHTING

Lighting shall supplement barricades that close one or more lanes or that extend across the roadway. A minimum of two(2) 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 Subsection 1018.12 of the LADOTD Standard Specifications.

1. High intensity flashing lights shall be used to mark the first advance warning sign.
2. Low intensity flashing lights shall be used to mark all other hazards off the travel way.
3. Steady burning lights shall be used on all traffic control devices used for channelization.

DATE	DESCRIPTION REVISIONS	BY

STANDARD PLAN NO.	DATED	SHEET NO.
CPS 905-01	January 6,2000	4 OF 4

CONSTRUCTION SIGNS AND BARRICADES

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DESIGNED	DRAWN	CHECKED	APPROVED
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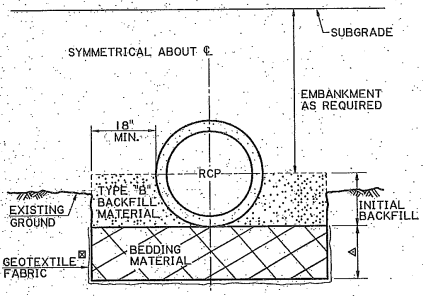
CPS 905-01

TYPICAL PIPE INSTALLATION WITH BEDDING MATERIAL

EMBANKMENT INSTALLATION

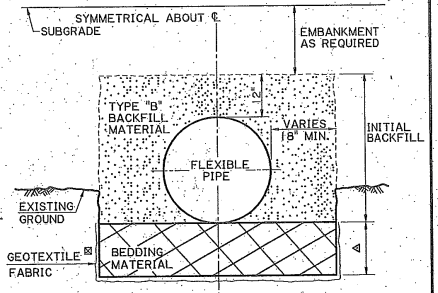
① FOR CONCRETE PAVEMENTS, FLEXIBLE PAVEMENTS OR OTHER AREAS

REINFORCED CONCRETE PIPE



TOP OF PIPE ABOVE EXISTING GROUND

FLEXIBLE PIPE



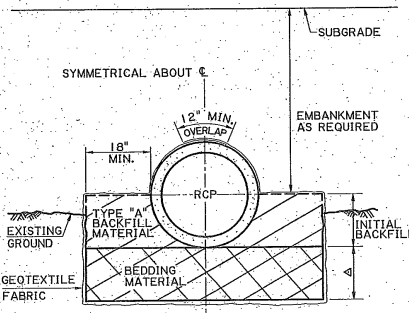
TOP OF PIPE ABOVE EXISTING GROUND

① FOR CONCRETE PAVEMENTS: APPLIES TO ALL PIPE UNDER CONCRETE PAVEMENT
FOR FLEXIBLE PAVEMENTS: APPLIES TO PIPES THAT DO NOT CROSS THE CENTERLINE OF NEW OR EXISTING ROADWAY
FOR OTHER AREAS: APPLIES TO PIPES IN NONPAVED AREAS OR PAVED AREAS THAT SERVE AS DRIVEWAYS OR SHOULDERS

⊠ IF DIRECTED BY THE PROJECT ENGINEER, GEOTEXTILE FABRIC WILL BE INSTALLED AROUND THE TYPE "B" BACKFILL AND PAID UNDER ITEM 711-04 OR 203-09 OR BY CHANGE ORDER.

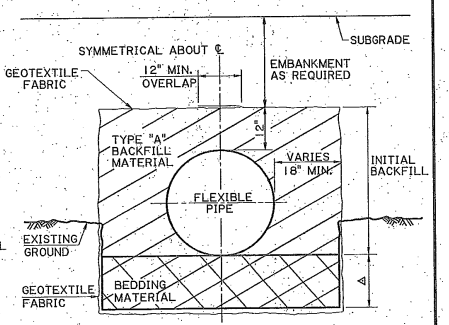
FOR FLEXIBLE PAVEMENTS ②

REINFORCED CONCRETE PIPE



TOP OF PIPE ABOVE EXISTING GROUND

FLEXIBLE PIPE



TOP OF PIPE ABOVE EXISTING GROUND

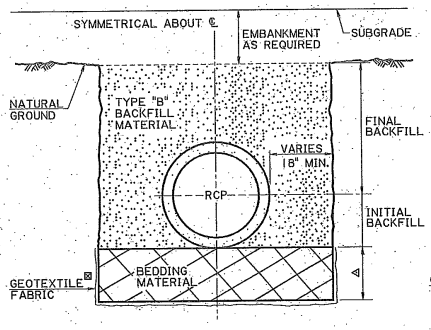
② APPLIES TO PIPE CROSSING THE CENTERLINE OF NEW OR EXISTING ROADWAYS

Δ THICKNESS AS SHOWN ON PLANS (6" MIN.) OR AS DIRECTED BY THE PROJECT ENGINEER

TRENCH INSTALLATION

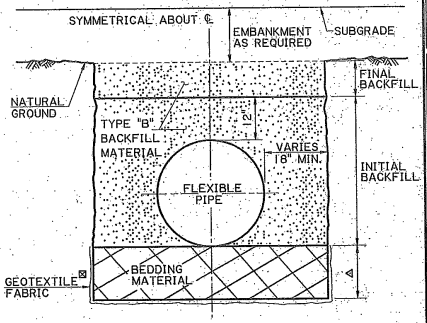
① FOR CONCRETE PAVEMENTS, FLEXIBLE PAVEMENTS OR OTHER AREAS

REINFORCED CONCRETE PIPE



TRENCH

FLEXIBLE PIPE



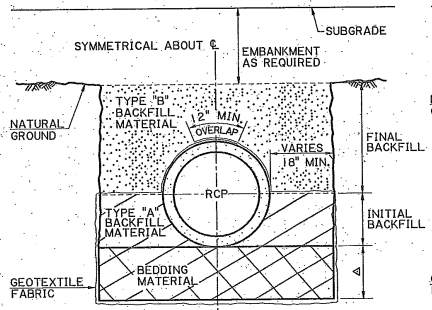
TRENCH

① FOR CONCRETE PAVEMENTS: APPLIES TO ALL PIPE UNDER CONCRETE PAVEMENT
FOR FLEXIBLE PAVEMENTS: APPLIES TO PIPES THAT DO NOT CROSS THE CENTERLINE OF NEW OR EXISTING ROADWAY
FOR OTHER AREAS: APPLIES TO PIPES IN NONPAVED AREAS OR PAVED AREAS THAT SERVE AS DRIVEWAYS OR SHOULDERS

⊠ IF DIRECTED BY THE PROJECT ENGINEER, GEOTEXTILE FABRIC WILL BE INSTALLED AROUND THE TYPE "B" BACKFILL AND PAID UNDER ITEM 711-04 OR 203-09 OR BY CHANGE ORDER.

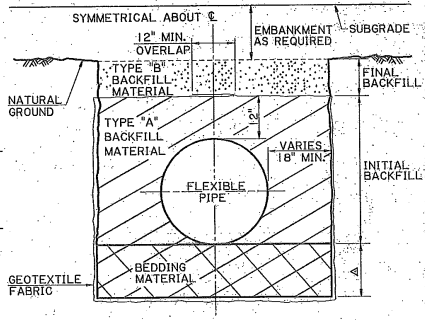
FOR FLEXIBLE PAVEMENTS ②

REINFORCED CONCRETE PIPE



TRENCH

FLEXIBLE PIPE



TRENCH

② APPLIES TO PIPE CROSSING THE CENTERLINE OF NEW OR EXISTING ROADWAYS

Δ THICKNESS AS SHOWN ON PLANS (6" MIN.) OR AS DIRECTED BY THE PROJECT ENGINEER

SHEET NUMBER 207

1-807	ADDED FINAL AND INITIAL BACKFILL	JDK			
7-11-05	REDRAFTED, REVISED FOR TYPE A & B BACKFILL	JDK	HJB	DETAILED	PAA
2-19-96	REVISED	JDK		CHECKED	JDM
DATE:	REVISION DESCRIPTION:	DESIGNED	CHECKED	DETAILED	CHECKED

APPROVED BY: CHIEF ENGINEER: William H. Temple

PATH: | FEDERAL PROJECT: | STATE PROJECT: 68-71
DATE: 1-807 | SHEET: 2 OF 2

BEDDING AND BACKFILL FOR DRAINAGE STRUCTURES

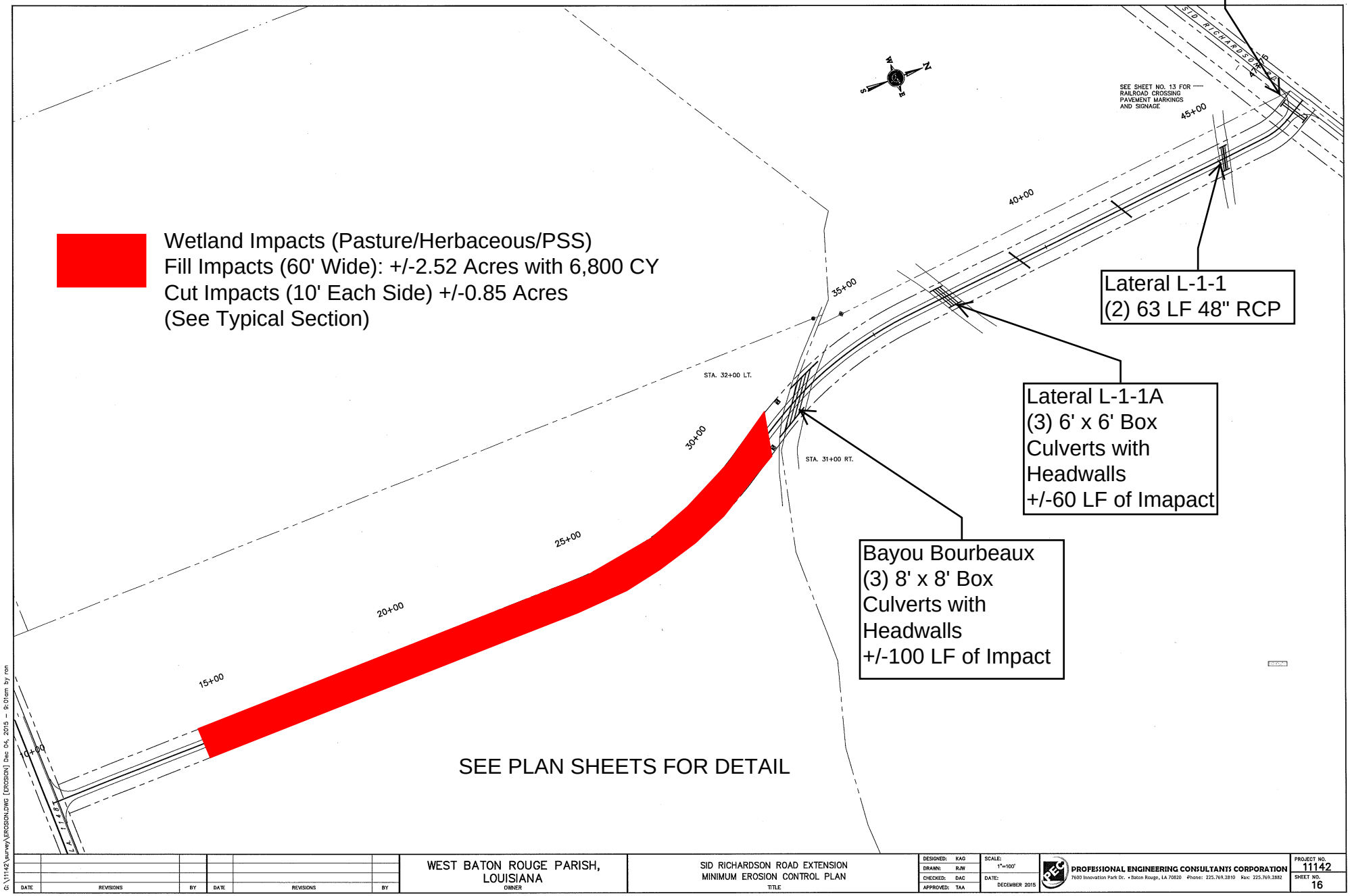
STANDARD NO. BM-01

HYDRAULICS SECTION

05-JAN-2007 15:35

R:\Geng029\dgn\stdplans\2bm01.dgn

SID RICHARDSON ROAD EXTENSION (**MVN-2016-00440-ST**)
PROPOSED WETLAND & WATERS OF THE U.S. IMPACTS



DATE	REVISIONS	BY	DATE	REVISIONS	BY

WEST BATON ROUGE PARISH, LOUISIANA
OWNER

SID RICHARDSON ROAD EXTENSION
MINIMUM EROSION CONTROL PLAN
TITLE

DESIGNED: KAG
DRAWN: RJW
CHECKED: DAC
APPROVED: TAA
SCALE: 1"=100'
DATE: DECEMBER 2015

PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. • Baton Rouge, LA 70820 Phone: 225.769.2810 Fax: 225.769.2882

PROJECT NO. 11142
SHEET NO. 16

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