FINAL PLANS

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INDEX TO SHEETS

NO.	DESCRIPTION
1	TITLE SHEET AND LAYOUT MAP
2-2a	TYPICAL SECTIONS AND DETAILS
3	SUMMARY SHEET
3a	SUMMARY OF ESTIMATED QUANTITIES
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10	REFERENCE POINTS AND BENCHMARKS
11	EXISTING DRAINAGE MAP
12-14	DESIGN DRAINAGE MAP
15	SUMMARY OF DRAINAGE STRUCTURES
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	STANDARD PLANS	REV. DATE
101-102	BM-01	10/26/2023
103	CB-01	11/2/2000
104	CM-49	10/1/2008
105	COLLAR-01	5/6/2022
106	CSF-01	1/8/2026
107-109	DW-01	8/4/2022
110-111	EC-01	10/1/2008
112-113	MB-01	4/4/2022
114-119	MC-01	5/25/2018
120	PC-01	10/14/2025
121	PRCB-01	7/20/2022
122	R-CB-11 MOD	3/1/2011
123-124	SAM-1	10/5/2005
125	SWBS-100	3/6/2013
126-129	TTC-00 (A-D)	2/7/2025
130-133	TTC-01-TTC-04	2/7/2025
134	YP-01	10/1/2025

	CROSS SECTIONS
201-212	CROSS SECTIONS MURPHY CANAL

TOTAL SHEETS = 85

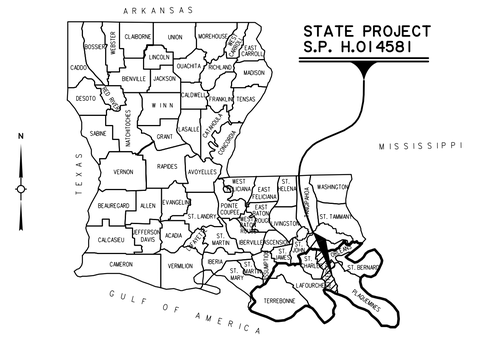
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PLANS OF PROPOSED STATE HIGHWAY

FEDERAL PROJECT H014581
STATE PROJECT H.014581

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

JEFFERSON PARISH
LA 3017



VICINITY MAP

BEGIN PROJECT
C.S. 826-11
LOG MILE 5.040
STA. 7+70.00

BRIDGE SITE 2060.00'
C.S. 826-11
STA. 8+70.00 TO
STA. 29+30.00

END PROJECT
C.S. 826-11
LOG MILE 4.612
STA. 30+30.00

LAYOUT MAP

SCALE: 1 INCH = 1200 FEET

1200 600 0 1200 2400 3600

DATUM USED
VERTICAL: NAVD88
HORIZONTAL: NAD83(2006.81), GEOID 03-05 (GEOID 03 HYBRID)

MAG. VAR. : N/A
BEARINGS ARE LA GRID SOUTH ZONE

SCALES
PLAN : HOR. 1" = 20'
PROFILE :VERT. 1" = 5'

PETERS ROAD (LA 3017) TRAFFIC DATA

2026 A.D.T.	= 14,418
2046 A.D.T.	= 16,821
D	= 59.0%
K	= 11.0%
T	= 8.9%
DESIGN SPEED	= 45 MPH
ROADWAY CLASSIFICATION	= URBAN MINOR ARTERIAL

TYPE OF CONSTRUCTION

PRECAST REINFORCED CONCRETE BOX CULVERTS, BEDDING MATERIAL, CAST-IN-PLACE HEADWALLS, COFFERDAMS, EARTHWORK, SURFACE AND SUBSURFACE DRAINAGE, BRIDGE REMOVAL, REVETMENT, ASPHALT CONCRETE PAVEMENT

STANDARD SPECIFICATIONS

THE 2026 EDITION OF THE LOUISIANA DOTD STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, AS AMENDED BY THE PROJECT SPECIFICATIONS, SHALL GOVERN.

LENGTH AND LOCATION OF WORK

CONTROL SECTION	STATION BEGIN	STATION END	LOG MILE BEGIN	LOG MILE END	ALGEBRAIC SUM OF ALL EQUATIONS FEET	GROSS LENGTH FEET	EXCEPTION FEET	BRIDGE LENGTH FEET	BRIDGE LENGTH MILES	ROADWAY LENGTH FEET	ROADWAY LENGTH MILES
826-11	7+70.00	30+30.00	5.040	4.612	-	2260.00	-	2060.00	0.390	200.00	0.038
					TOTAL LENGTH OF BRIDGES			2060.00	0.390		
					TOTAL LENGTH OF ROADWAY					200.00	0.038
					TOTAL MILES			0.428			

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

PLANS PREPARED BY AND RECOMMENDED FOR APPROVAL

BURK-KLEINPETER, INC.
DATE 3-18-2026

APPROVED

DOTD CHIEF ENGINEER
DATE 3/26/26

SHEET NUMBER	1
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED	ARJ
CHECKED	RAC III
DETAILED	GAV
CHECKED	ARJ
SERIES NUMBER	1 OF 1

REVISION OR CHANGE ORDER DESCRIPTION | NO. | DATE | BY

TITLE SHEET AND LAYOUT MAP

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS
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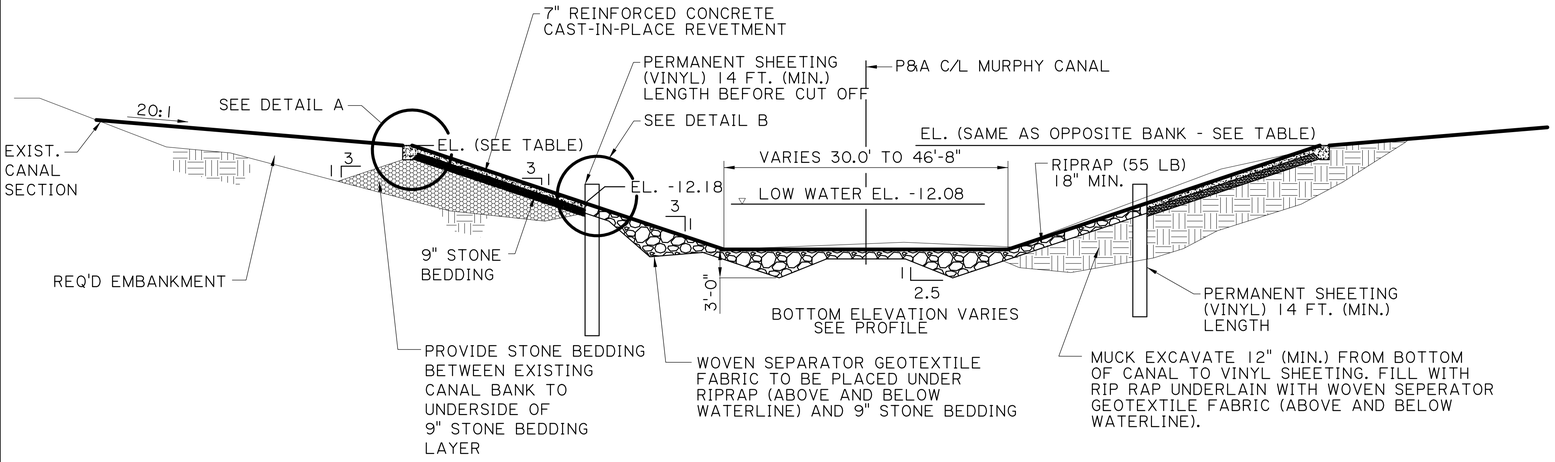
CENTERLINE STATION	BOTTOM WIDTH	SIDE SLOPE	TOP OF CONCRETE REVETMENT
7+70.00 TO 8+50.00	30'± TO 46.67'	3:1	-9.31
29+50.00 TO 30+30.00	46.67' TO 30'±	3:1	-8.35



TYPICAL SECTION - CANAL REVETMENT

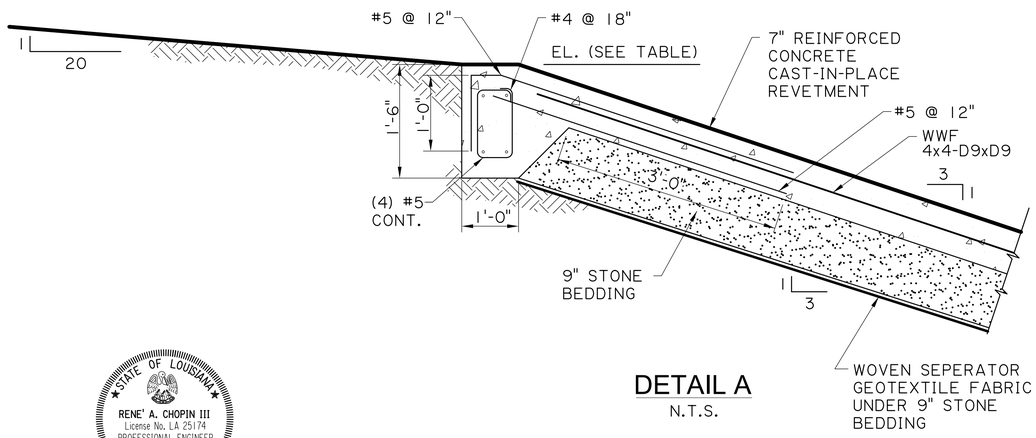
N.T.S.

APPLIES STA. 7+70.00 TO 8+70.00,
STA. 29+30.00 TO 30+30.00

NOTES:

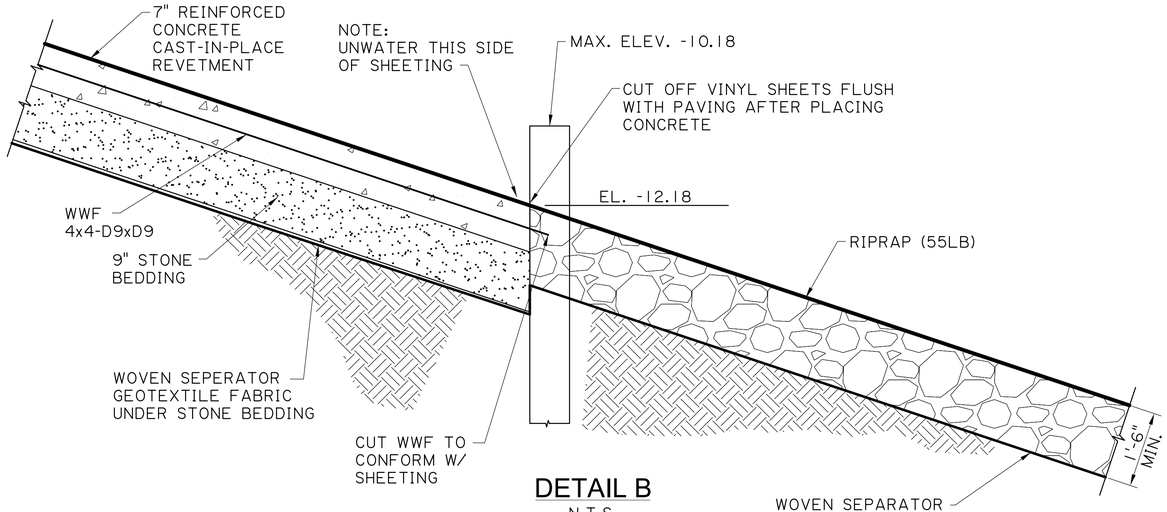
1. WELDED WIRE FABRIC SHALL BE PLACED AT MID-DEPTH OF PAVING. MIN. COVER SHALL BE 3".
2. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED ¾" UNLESS OTHERWISED SHOWN.
3. ALL WOVEN GEOTEXTILE FABRIC, WWF 4X4 D9XD9, DEFORMED REINFORCING STEEL AND 7" THICK CONCRETE CAST-IN-PLACE REVETMENT ASSOCIATED WITH THE CANAL SLOPE PAVING (AS SHOWN IN THE PLANS) SHALL BE PAID FOR UNDER THE BID ITEM CONCRETE CAST-IN-PLACE REVETMENT (7" THICK).

NOTE:
CONTRACTOR SHALL VERIFY THAT VINYL SHEETING IS EMBEDDED A MINIMUM OF 6 FT. INTO THE EXISTING GRADE. THIS 6 FT. MINIMUM EMBEDMENT OF VINYL SHEETING SHALL BE MEASURED FROM EXISTING GRADE WHERE THERE IS A FILL SECTION OF CANAL BANK; WHERE THERE IS A CUT SECTION, THE 6 FT. MINIMUM EMBEDMENT SHALL BE MEASURED FROM THE BOTTOM OF THE NEW RIPRAP LAYER



DETAIL A

N.T.S.



DETAIL B

N.T.S.

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN CIVIL ENGINEERING
3-18-2026

SHEET NUMBER 2

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.011458.1

DESIGNED	DETAILED	SERIES NUMBER
ARJ	GAV, SRG	1 OF 2
CHECKED	CHECKED	
RACIII	ARJ	

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TYPICAL SECTIONS AND DETAILS

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

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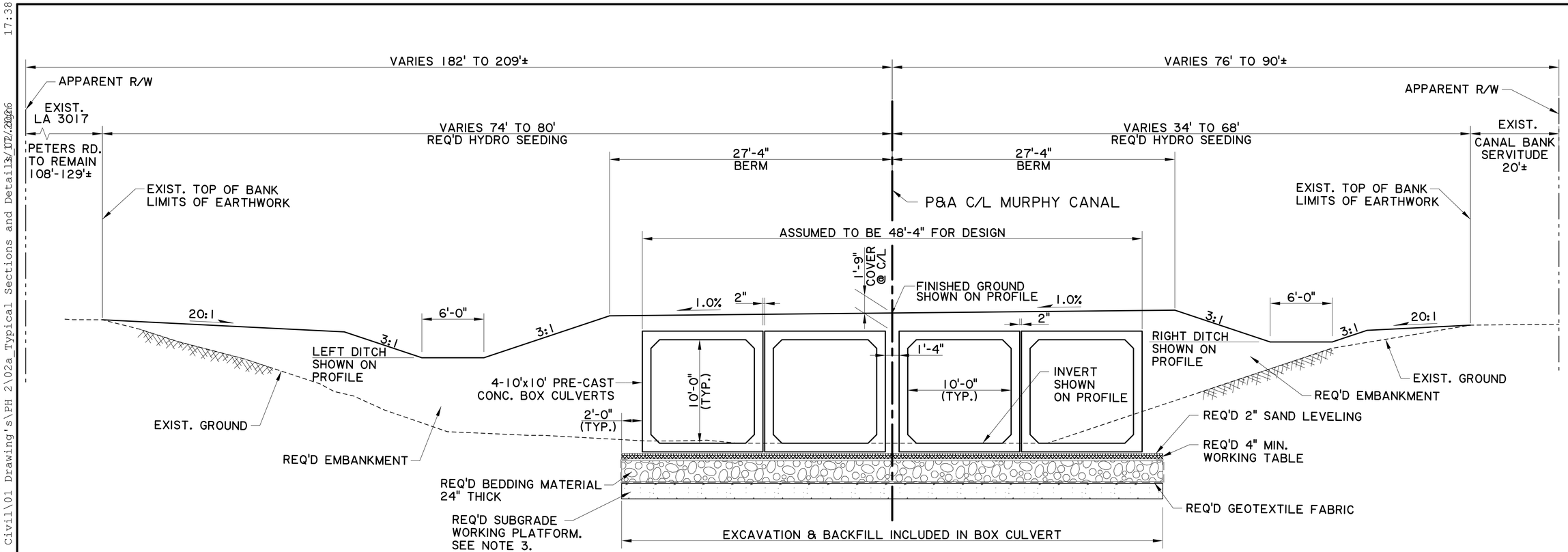

TYPICAL SECTION - PRE-CAST BOX CULVERT

N.T.S.
APPLIES STA. 8+70.00 TO STA. 29+30.00

NOTE:

1. THE ASSUMED PRE-CAST CONCRETE BOX WALL THICKNESS IS 10" FOR DESIGN PURPOSES.
2. HYDRO SEEDING SHALL BE EXTENDED TO INCLUDE ALL DISTURBED AREAS AS DIRECTED BY THE PROJECT ENGINEER.
3. BEDDING MATERIAL SHALL BE PLACED ON A PREPARED SUBGRADE WORKING PLATFORM, AND THE COST SHALL BE INCLUDED IN THE BEDDING MATERIAL PAY ITEM. THE WORKING PLATFORM MAY BE ONE OF THE FOLLOWING RECOMMENDATIONS.
   - -MINIMUM 24" UNDERCUT AND BACKFILL WITH CRUSHED STONE MATERIAL ON GEOTEXTILE SEPARATOR.
   - -MINIMUM 4" THICK CLASS R CONCRETE SEALANT SLAB.
   - -MINIMUM 12" UNDERCUT AND BACKFILL WITH CRUSHED STONE MATERIAL, REINFORCED WITH GEOGRID AT ITS CENTER, PLACED ON GEOTEXTILE SEPARATOR AT THE BOTTOM OF THE EXCAVATION.
4. ALL PRE-CAST BOX CULVERT SEGMENTS SHOULD BE SOURCED FROM THE SAME FABRICATION FACILITY TO ENSURE PROPER JOINT TOLERANCES.

STATE OF LOUISIANA
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3-18-2026

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SHEET NUMBER	2a
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED / CHECKED	ARJ / RACIII
DETAILED / CHECKED	GAV, SRG / ARJ
SERIES NUMBER	2 OF 2

REVISION OR CHANGE ORDER DESCRIPTION | DATE | BY | NO.

TYPICAL SECTIONS AND DETAILS

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS
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EARTHWORK

BEGIN STATION	END STATION	DESCRIPTION	EMBANKMENT	DRAINAGE EXCAVATION
			CU. YD.	CU. YD.
7+70.00	30+30.00	MURPHY CANAL	29,523	1,219
TOTAL			29,523	1,219

ASPHALT CONCRETE, DRIVES, TURNOUTS AND MISCELLANEOUS

STATION	DESCRIPTION	LENGTH	AVG. WIDTH	AREA	ASPHALT CONCRETE 6" THICK
		FEET	FEET	SQ. YDS.	TONS
17+60.00	DRIVEWAY APRON	18.0	46.5	93.0	30.7
17+60.00	DRIVEWAY	110.0	28.0	342.2	112.9
TOTAL					143.6

PERMANENT EROSION CONTROL, EROSION CONTROL SYSTEM

STATION	STATION	SIDE C/ L	LENGTH	WIDTH	MAX SLOPE	MULCH VEGETATIVE		SLOPE PROTECTION TYPE A	FLEXIBLE CHANNEL LINER TYPE E	FLEXIBLE CHANNEL LINER TYPE F
			FT.	FT.	%	SQ. YD.	TON	SQ. YD.	SQ. YD.	SQ. YD.
9+00.00	10+00.00	LT. DITCH	100	18	1.00	-	-	200	-	-
10+00.00	15+33.00		533	18	0.43	1066	0.44	-	-	-
15+33.00	17+00.00		167	18	0.60	-	-	334	-	-
18+00.00	29+00.00		1100	18	1.30	-	-	2200	-	-
9+00.00	14+00.00	RT. DITCH	500	18	0.13	1000	0.41	-	-	-
14+00.00	15+00.00		100	18	9.87	-	-	-	-	200
15+00.00	17+00.00		200	18	0.58	-	-	400	-	-
18+00.00	25+00.00		700	18	0.14	1400	0.58	-	-	-
25+00.00	27+00.00		200	18	6.67	-	-	-	400	-
27+00.00	29+00.00		200	18	0.26	400	0.17	-	-	-
TOTAL							1.60	3134	400	200

ASSUME MULCH APPLICATION RATE OF 2 TONS PER ACRE

REMOVAL OF PIPE

STATION	SIDE	DESCRIPTION	LENGTH
			FT.
14+50	RT.	54" CMP	40
24+20	RT.	117" X 79" CMPA	20
26+07	RT.	84" CMP	25

FOR INFORMATION ONLY

TEMPORARY EROSION CONTROL

STATION	STATION	DESCRIPTION	SILT TRAPS	TEMPORARY SILT FENCING	TEMPORARY HAY BALES	TEMPORARY SEDIMENT CHECK DAMNS (HAY)	MULCH (VEGETATIVE)
			EA.	LIN. FT.	EACH	EACH	TONS
7+70.00	30+30.00	PROJECT LENGTH ON BOTH SIDES		4520			10
7+70.00	30+30.00	PROJECT LENGTH ON BOTH SIDES				27	
7+70.00	30+30.00	EST. 7 BALES AND 18 FT SILT FENCE PER SILT TRAP	7	126	49		
TOTAL				4646	49	27	10

ASSUME MULCH APPLICATION RATE OF 1.5 TONS PER ACRE

STATE OF LOUISIANA
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CIVIL ENGINEERING
3-18-2026

SHEET NUMBER 3

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.011458 I

DESIGNED / CHECKED	DETAILED / CHECKED	SERIES NUMBER
ARJ / RACIII	GAV / ARJ	1 OF 1

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SUMMARY SHEET

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

SUMMARY OF ESTIMATED QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY	
201-01-00100	Clearing and Grubbing	LUMP	LUMP	
202-01-00100	Removal of Structures and Obstructions	LUMP	LUMP	
202-02-04501	Removal of Bridge (28' x 100' Precast Concrete Deck, Timber Piles)	LUMP	LUMP	
203-02-00100	Drainage Excavation	CUYD	1,219	
203-03-00100	Embankment	CUYD	29,523	
204-02-00100	Temporary Hay Bales	EACH	49	
204-05-00100	Temporary Sediment Check Dams (Hay)	EACH	27	
204-06-00100	Temporary Silt Fencing	LNFT	4,646	
204-07-00100	Temporary Stone Construction Entrance	EACH	2	
502-01-00200	Asphalt Concrete, Drives, Turnouts and Miscellaneous	TON	143.6	
511-01-00100	Saw Cutting Asphalt Concrete Pavement	INLF	1,440	
701-02-01060	Cross Drain Pipe Arch (42" Equiv. RCPA)	LNFT	29	
701-03-01002	Storm Drain Pipe (15" RCP/RPVCP)	LNFT	192	
701-03-01022	Storm Drain Pipe (18" RCP/RPVCP)	LNFT	14	
701-03-01082	Storm Drain Pipe (36" RCP/RPVCP)	LNFT	60	
701-04-01200	Storm Drain Pipe Arch (84" Equiv. RCPA)	LNFT	33	
701-11-01080	Reinforced Concrete Pipe Arch (Extension) (36" Equiv.)	LNFT	87	
701-15-00100	Concrete Collar	EACH	2	
701-17-00100	Trench Excavation Safety Protection (Depth >5 feet)	LNFT	2,334	
702-02-00300	Manholes (R-CB-11 MOD)	EACH	1	
702-03-00100	Catch Basins (CB-01)	EACH	8	
711-03-00400	Riprap (55 lb)	TON	1,890	
711-04-00100	Geotextile Fabric	SQYD	1,386	
712-01-00400	Concrete Cast-in-Place Revetment (7" Thick)	SQYD	480	
713-01-00100	Temporary Signs and Barricades	LUMP	LUMP	
716-01-00100	Mulch (Vegetative)	TON	11.6	
720-01-01000	Erosion Control System (Slope Protection) (Type A)	SQYD	3,134	
720-01-02040	Erosion Control System, Flexible (Channel Liner) (Type E)	SQYD	400	
720-01-02060	Erosion Control System, Flexible (Channel Liner) (Type F)	SQYD	200	
722-02-00100	Project Site Laboratory (Equipped)	EACH	1	
725-01-00100	Temporary Detour Roads	SQYD	575	
726-01-00100	Bedding Material	CUYD	8,179.4	
727-01-00100	Mobilization	LUMP	LUMP	
735-01-00100	Mailboxes	EACH	1	
735-02-00100	Mailbox Supports (Single)	EACH	1	
739-01-00100	Hydro-Seeding	ACRE	9	
740-01-00100	Construction Layout	LUMP	LUMP	
741-20-01060	Water Main (4" PVC)	LNFT	100	
741-20-01080	Water Main (6" PVC)	LNFT	30	
741-25-00100	Water Meter and Box	EACH	1	
741-27-00100	Backflow Preventer	EACH	2	
741-28-01080	Service Connection (1 1/2" PVC)	LNFT	140	
805-15-01200	Reinforced Concrete Box Culverts (Precast) (6' x 6')	LNFT	65	
805-15-02600	Reinforced Concrete Box Culverts (Precast) (10' x 10')	LNFT	8,240	
805-17-00100	Reinforced Concrete Box Culvert Headwall (Quantity of Steel = 15,638 lbs., Quantity of Concrete = 84.59 cuyd.)	EACH	2	
805-18-00100	Concrete Finish (Class 2 Rubbed Finish)	SQFT	384	
805-18-00200	Concrete Finish (Class 3 Special Finish)	SQFT	384	
817-03-00100	Cofferdams	LUMP	LUMP	
NS-742-00001	Tie In Sewer Effluent	EACH	1	
TS-802-20000	PERMANENT SHEETING (VINYL)	SQFT	6,160	

FINAL PLANS

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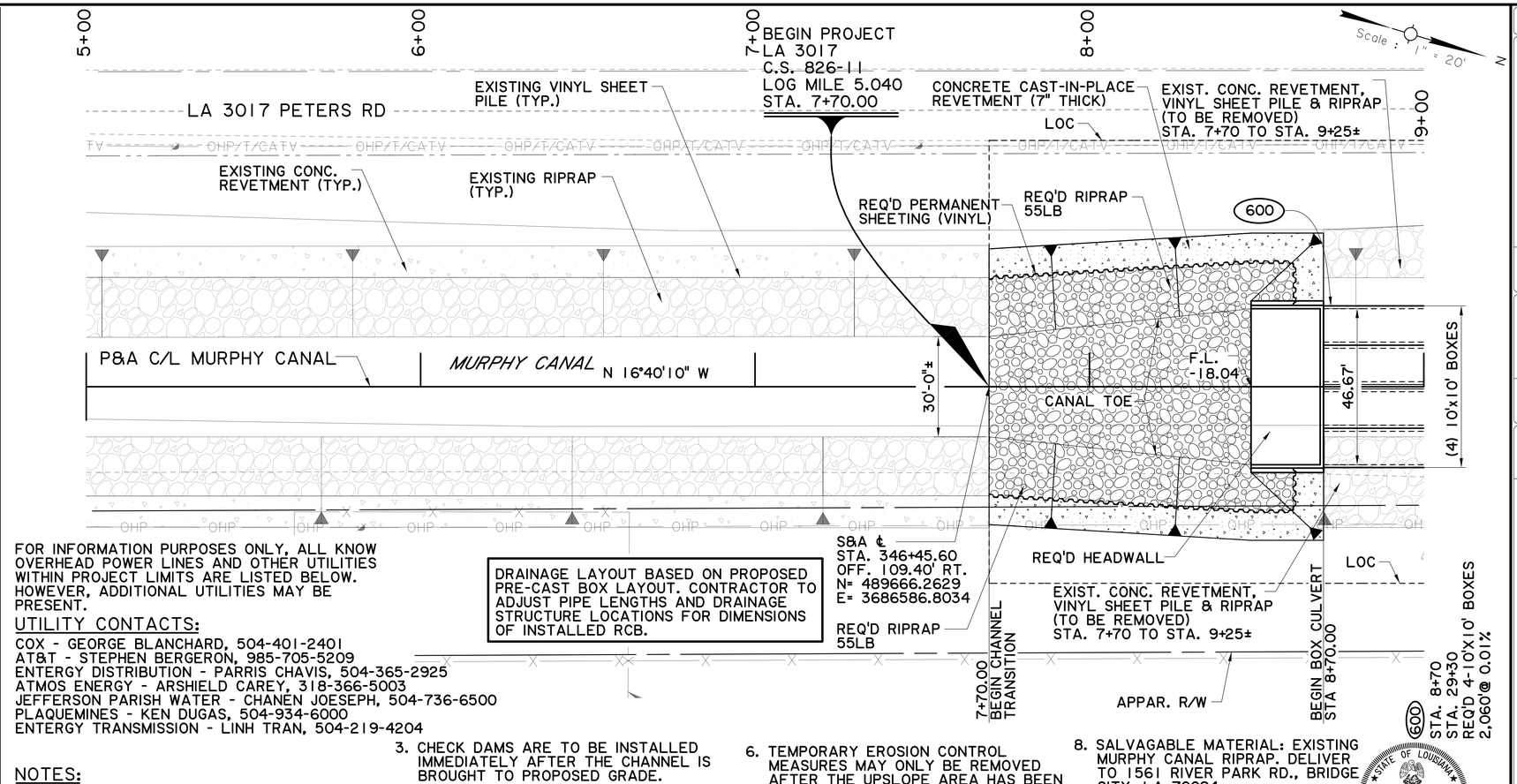
LEGEND

NOTE:
NOT ALL SYMBOLS ARE USED

- HEDGES
- TREE / TREE CLUSTER
- TREE LINE / BRUSH LINE
- EXISTING FENCE
- SECTION LINE (APPROX. LOCATION)
- EDGE OF PAVEMENT
- CENTER OF PAVED ROAD
- EDGE OF GRAVEL
- RAILROAD
- TOP BANK (OPEN DITCH)
- TOE BANK (OPEN DITCH)
- CENTER (OPEN DITCH)
- OVERHEAD ELECTRIC
- TELEPHONE
- GAS LINE
- WATER LINE
- APPARENT RIGHT OF WAY
- LIMITS OF CONSTRUCTION
- NEW DITCH LINE
- STORM DRAIN/CROSS DRAIN
- SIDE DRAIN
- EXISTING CULVERT (W/SIZE & TYPE)
- EXIST. DROP INLET
- NEW CATCH BASIN
- CONCRETE
- REMOVAL
- ASPHALT PAVEMENT
- RIPRAP
- POWER POLE (W/GUY WIRE)
- UTILITY POLE
- POWER JUNCTION BOX
- GUY POLE
- LIGHT POLE
- TRAFFIC LIGHT SUPPORT POLE
- GAS METER
- GAS VALVE
- GAS SERVICE (NO METER)
- SEWER CLEANOUT
- SEPTIC TANK
- TELEPHONE PEDESTAL
- TELEPHONE POLE
- FIRE HYDRANT
- WATER METER
- GATE
- RAILROAD SIGNAL
- RIGHT-OF-WAY MONUMENT (EXIST.)
- ELEVATION
- TEMPORARY BENCHMARK
- SIGN/BILLBOARD
- MAIL BOX
- AIR-CONDITIONING UNIT
- FLAG POLE
- SATELLITE DISH
- SILT FENCE
- SEDIMENT CHECK DAM (HAY)
- INLET PROTECTION (SILT TRAP)
- EXIST. SLOPE
- REQ'D SLOPE
- TO BE REMOVED
- TO BE RELOCATED
- TO REMAIN



FOR INFORMATION PURPOSES ONLY, ALL KNOW OVERHEAD POWER LINES AND OTHER UTILITIES WITHIN PROJECT LIMITS ARE LISTED BELOW. HOWEVER, ADDITIONAL UTILITIES MAY BE PRESENT.

UTILITY CONTACTS:

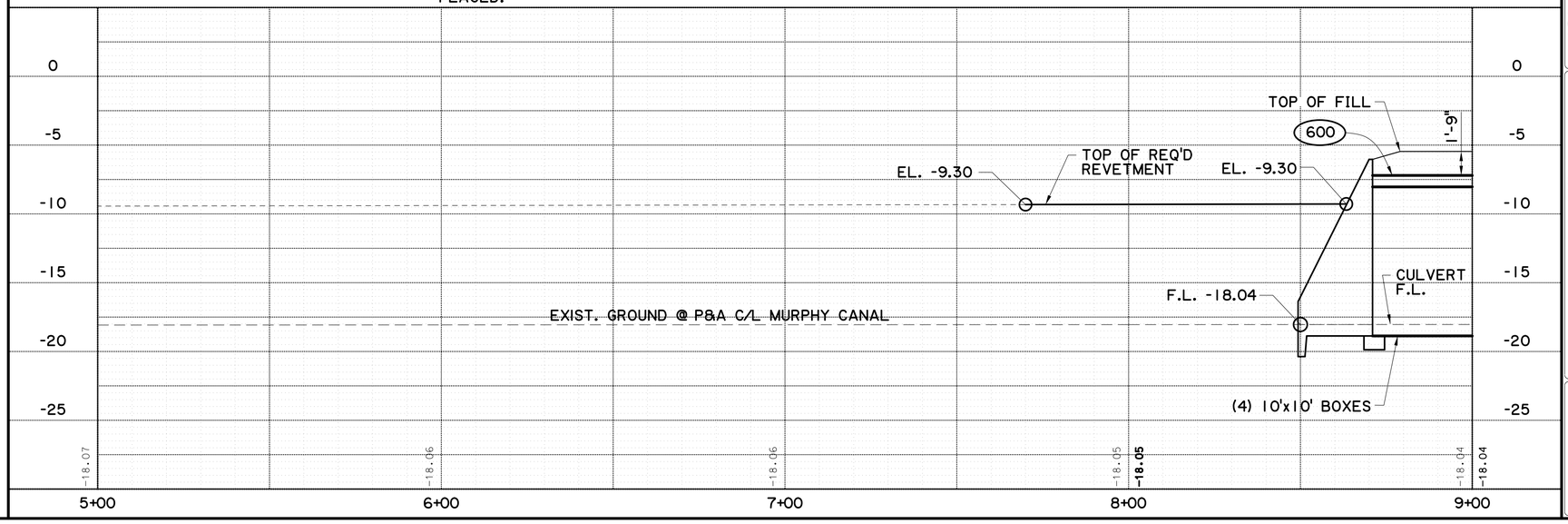
COX - GEORGE BLANCHARD, 504-401-2401
AT&T - STEPHEN BERGERON, 985-705-5209
ENTERGY DISTRIBUTION - PARRIS CHAVIS, 504-365-2925
ATMOS ENERGY - ARSHIELD CAREY, 318-366-5003
JEFFERSON PARISH WATER - CHANEN JOESEPH, 504-736-6500
PLAQUEMINES - KEN DUGAS, 504-934-6000
ENTERGY TRANSMISSION - LINH TRAN, 504-219-4204

DRAINAGE LAYOUT BASED ON PROPOSED PRE-CAST BOX LAYOUT. CONTRACTOR TO ADJUST PIPE LENGTHS AND DRAINAGE STRUCTURE LOCATIONS FOR DIMENSIONS OF INSTALLED RCB.

NOTES:

1. EROSION CONTROL ITEMS TO BE PLACED AS SHOWN OR AS DIRECTED BY PROJECT ENGINEER.
2. APPLICABLE EROSION CONTROL MEASURES ARE TO BE PLACED PRIOR TO BEGINNING CONSTRUCTION.
3. CHECK DAMS ARE TO BE INSTALLED IMMEDIATELY AFTER THE CHANNEL IS BROUGHT TO PROPOSED GRADE.
4. PROTECTION FOR EXISTING DRAIN INLETS SHALL BE INSTALLED BEFORE CLEARING AND GRUBBING.
5. PROTECTION FOR PROPOSED DRAIN INLETS SHALL BE INSTALLED IMMEDIATELY AFTER INLETS ARE PLACED.
6. TEMPORARY EROSION CONTROL MEASURES MAY ONLY BE REMOVED AFTER THE UPSLOPE AREA HAS BEEN STABILIZED, OR AT THE DIRECTION OF THE PROJECT ENGINEER.
7. ALL ELEMENTS IDENTIFIED FOR REMOVAL ARE INCLUDED IN THE REMOVAL OF STRUCTURES AND OBSTRUCTIONS ITEM, UNLESS A SPECIFIC SEPERATE ITEM IS INCLUDED.
8. SALVAGABLE MATERIAL: EXISTING MURPHY CANAL RIPRAP. DELIVER TO 1561 RIVER PARK RD., BRIDGE CITY, LA 70094

3-18-2026



SHEET NUMBER	4
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED	ARJ
CHECKED	RAC III
DETAILED	GAV, SRG
CHECKED	ARJ
SERIES NUMBER	1 OF 6

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

PLAN AND PROFILE
MURPHY CANAL

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS

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9+00 10+00 11+00 12+00 13+00 14+00

LA 3017 PETERS RD

Scale : 1" = 20'

N

EXISTING RIPRAP (TO BE REMOVED) BEGIN STA. 9+25 END STA. 28+60

LOC

REQ'D LEFT DITCH

601A 600 601B

F.L. -12.15

900 901 902 903 904 905 906 907

P&A C/L MURPHY CANAL

MURPHY CANAL

N 16°40'10" W

(4) 10'x10' BOXES

REQ'D RIGHT DITCH

EXISTING RIPRAP (TO BE REMOVED) BEGIN STA. 9+25 END STA. 28+60

LOC

APPAR. R/W

600 STA. 8+70 STA. 29+30 REQ'D 4-10'X10' BOXES. 2,060' @ 0.01%

601A STA. 10+00.00 40.00' LT. REQ'D. CB-01 F.L. = -12.00

601B STA. 10+00.00 REQ'D. S.D.P. 15"x15' @ 1.00%

900 903 STA. 10+00.00± REQ'D. (4) ACCESS MANHOLE W/ TYPE K COVER

904 907 STA. 13+70.00± REQ'D. (4) ACCESS MANHOLE W/ TYPE K COVER

P.I. D.G. RT. 9+00.00 ELEV. -8.15

P.I. D.G. RT. 14+00.00 ELEV. -8.78

0 -5 -10 -15 -20 -25

1'-9"

TOP OF FILL

REQ'D RIGHT DITCH

-1.00%

0.33%

4 - 10' x 10' BOX

-0.13%

-0.43%

REQ'D LEFT DITCH

601A 601B

F.L. -12.15

P.I. D.G. LT. 9+00.00 ELEV. -8.00

P.I. D.G. LT. 10+00.00 ELEV. -9.00

CULVERT F.L.

EXIST. GROUND @ MURPHY CANAL

P.I. D.G. LT. 13+00.00 ELEV. -8.00

-18.04 -18.04 -18.03 -18.03 -18.02 -18.02 -18.01 -18.01 -18.00 -18.00 -17.99 -17.99

9+00 10+00 11+00 12+00 13+00 14+00

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	5
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED	ARJ
CHECKED	RAC III
DETAILED	GAV, SRG
CHECKED	ARJ
SERIES NUMBER	2 OF 6

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PLAN AND PROFILE MURPHY CANAL

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS
P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawings\PH 2\06_Plan & Profile Murphy Canal 1/13/2026 17:40

14+00 15+00 16+00 17+00 18+00 19+00

LA 3017 PETERS RD

EXISTING RIPRAP (TO BE REMOVED) BEGIN STA. 9+25 END STA. 28+60

LOC

REQ'D MAILBOX

REQ'D 28' DRIVEWAY STA 17+60 TYPE D

REMOVE EXIST. CONC. APP. SLAB

Scale : 1" = 20'

EXIST. 36" EQ. RCPA

EXISTING HEADWALL (TO BE REMOVED)

CONTRACTOR SHALL REMOVE ANY PARTIAL LENGTH OF PIPE BEFORE INSTALLING EXTENSION

F.L. -11.85

EXIST. 2-36" CMP

REQ'D LEFT DITCH

611

472A

603

REMOVE EXIST. WATERLINE & WATER SERVICE

REQ'D WATER MAIN & WATER SERVICE (SEE WATER MAIN SHEET)

REQ'D LEFT DITCH

F.L. -12.88

REQ'D. CONC. COLLAR

471

600

612

604

F.L. -11.38

472

473

REMOVE EXIST. BRIDGE

F.L. -12.47

F.L. -12.15 P&A C/L MURPHY CANAL

F.L. -13.88

908

(4) 10'x10' BOXES

MURPHY CANAL

N 16°40'10" W

909

EXIST. 4" SEWER EFFLUENT DISCHARGE TO BE REMOVED

F.L. -14.00

910

911

EXISTING RIPRAP (TO BE REMOVED) BEGIN STA. 9+25 END STA. 28+60

REQ'D RIGHT DITCH

600

STA. 8+70
STA. 29+30
REQUIRED
4-10'X10' BOXES.
2,060' @
0.01%

REMOVE EXIST. CONC. APP. SLAB

REQ'D RIGHT DITCH

349

EXISTING 54" CMP (TO BE REMOVED)

REQ'D RIGHT DITCH

LOC

REMOVE EXIST. GUARD RAIL

REQ'D. FULL DEPTH SAW CUT

28'-0"

702

NOTE:
REMOVE EXIST. BRIDGE: 5-20 FOOT PRECAST CONCRETE SLAB SPANS OVER TIMBER PILE BENTS WITH TIMBER ABUTMENT BULKHEADS.

F.L. -13.25

EXIST. DITCH

APPAR. R/W

EXIST. DRIVEWAY

30'-0"

EXIST. 42" CMP

701

REQ'D. RIGHT-OF-ENTRY AGREEMENT

TIE IN EXIST. 4" SEWER EFFLUENT

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471 STA. 14+09.00 23.33' LT. REQ'D. S.D.P.A. 36" EQ x 42" @ 1.44% (EXTENSION)

349 STA.14+52.50 @ 23.33' RT. REQ'D C.D.P.A. 42" EQ. x 29.00' @ 2.60%

611 STA. 15+33.00 40.00' LT. REQ'D. CB-01 F.L. = -12.00

612 STA. 15+33.00 REQ'D. S.D.P. 15"x15' @ 1.00%

603 STA. 16+61.00 37.00' LT. REQ'D. CB-01 F.L. = -11.23

604 STA. 16+61.00 REQ'D. S.D.P. 15"x15' @ 1.00%

908 911 STA. 17+20.00± REQ'D. (4) ACCESS MANHOLE W/ TYPE K COVER

472 REQ'D. S.D.P. 36"x30' @ 3.30%

472A STA. 16+94.00, 55.00' LT REQ'D. R-CB-11 MOD F.L. = -12.88

473 REQ'D. S.D.P. 36"x30' @ 3.30%

701 STA. 18+18.00± REQ'D CB-01 F.L. -7.90'

702 REQ'D. S.D.P. 15"x100' @ 4.72%

P.I. D.G. LT. 15+33.00 ELEV. -9.00

P.I. D.G. RT. 18+00.00 ELEV. -7.62

1'-9"

RIGHT DITCH

600

-0.43%

-8.51%

9.87%

0.58%

0.60%

4 - 10' x 10' BOX

LEFT DITCH

T.O.C. -2.90±

TOP OF FILL

-0.14%

-0.48%

F.L. -7.90

P.I. D.G. RT. 17+00.00 ELEV. -7.41

P.I. D.G. LT. 17+00.00 ELEV. -8.00

EXIST. GROUND @ MURPHY CANAL

CULVERT F.L.

F.L. -12.47

F.L. -14.00

F.L. -12.15

F.L. -11.38

F.L.-13.88

F.L. -12.62

P.I. D.G. RT. 14+52.50 ELEV. -13.25

P.I. D.G. RT. 15+00.00 ELEV. -8.56

P.I. D.G. LT. 18+00.00 ELEV. -8.00

0 -5 -10 -15 -20 -25

-17.99 -17.99 -17.98 -17.98 -17.97 -17.97 -16.89 -17.97 -15.95 -17.96 -17.95 -17.95

SHEET NUMBER 6

JEFFERSON | 826-11 | H.014581
PARISH | CONTROL SECTION | STATE PROJECT

DESIGNED ARJ
CHECKED RAC III
DETAILED GAV, SRG
CHECKED ARJ
SERIES NUMBER 3 OF 6

NO. DATE REVISION OR CHANGE ORDER DESCRIPTION BY

PLAN AND PROFILE MURPHY CANAL

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02_Design\01 Drawings\PH 2\07_Plan & Profile Murphy Canal.dgn 3/17/2026 17:41

19+00 20+00 21+00 22+00 23+00 24+00

Scale : 1" = 20'

LA 3017 PETERS RD

REQ'D 28' TEMP. DRIVEWAY STA. 21+25.00± TYPE C

LOC

EXISTING RIPRAP (TO BE REMOVED) BEGIN STA. 9+25 END STA. 28+60

REQ'D LEFT DITCH

615 600 F.L. -12.45 614

912 913 914 915 P&A C/L MURPHY CANAL N 16°40'10" W

605 F.L. -12.35 606

(4) 10'x10' BOXES

MURPHY CANAL

REQ'D RIGHT DITCH

STA. 21+25.00± REQ'D TEMP. S.D. 2-24"x56' @ 0.14%

TEMP. LOC TEMP. LOC

EXISTING RIPRAP (TO BE REMOVED) BEGIN STA. 9+25 END STA. 28+60

LOC

28'-0"

APPAR. R/W

600 STA. 8+70 STA. 29+30 REQUIRED 4-10'X10' BOXES. 2,060' @ 0.01%

614 STA. 20+09.00 REQ'D. S.D.P. 15"x15' @ 3.00%

615 STA. 20+09.00 42.00' LT. REQ'D. CB-01 F.L. = -12.00

912 915 STA. 22+20.00± REQ'D. (4) ACCESS MANHOLE W/ TYPE K COVER

605 STA. 23+00.00 40.00' LT. REQ'D. CB-01 F.L. = -12.00

606 STA. 23+00.00 REQ'D. S.D.P. 15"x16' @ 2.20%

P.I. D.G. LT. 21+00.00 ELEV. -8.00

P.I. D.G. LT. 20+09.00 ELEV. -9.00

P.I. D.G. LT. 23+00.00 ELEV. -9.00

1'-9"

4 - 10' x 10' BOX

TOP OF FILL TOP OF FILL

600 912 913 914 915

-0.48% 1.10% -0.14% -0.50% 0.75%

RIGHT DITCH

LEFT DITCH

615 614 606 605

F.L.=-12.45 F.L.=-12.35

CULVERT F.L. EXIST. GROUND @ MURPHY CANAL CULVERT F.L.

0 -5 -10 -15 -20 -25

-17.95 -17.94 -17.93 -17.92 -17.91 -17.90

19+00 20+00 21+00 22+00 23+00 24+00

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	7
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED	ARJ
CHECKED	RAC III
DETAILED	GAV, SRG
CHECKED	ARJ
SERIES NUMBER	4 OF 6

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

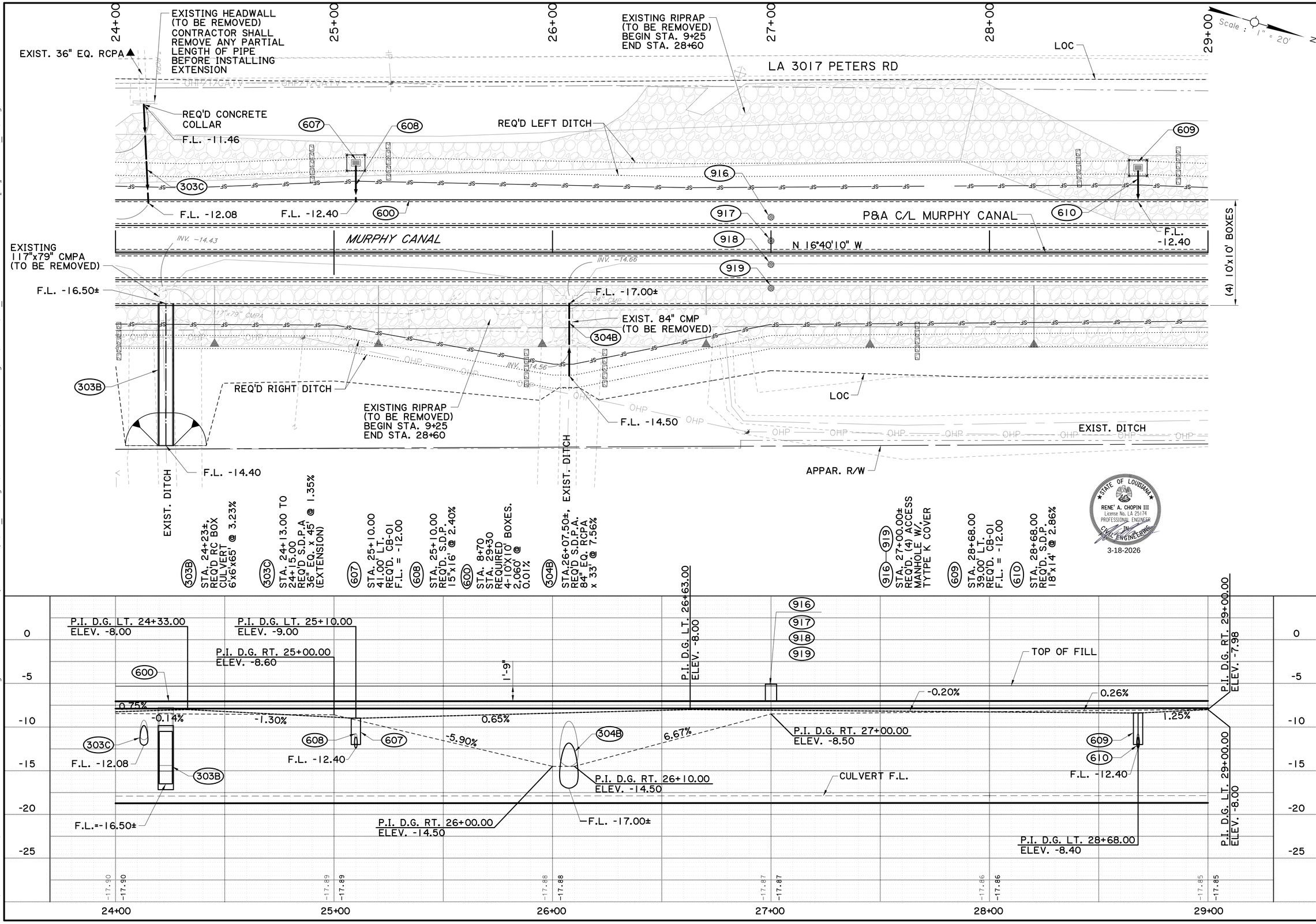
PLAN AND PROFILE MURPHY CANAL

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\08_Plan & Profile Murphy Canal.dgn 3/17/2026 17:41



STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	8
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED ARJ CHECKED RAC III	DETAILED GAV, SRG CHECKED ARJ
SERIES NUMBER	5 FO 6

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

PLAN AND PROFILE
MURPHY CANAL

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\09_Plan & Profile Murphy Canal_17.dwg 1/15/2026 17:42

29+00 30+00 31+00 32+00

REQ'D PERMANENT SHEETING (VINYL)

LOC

CONCRETE CAST-IN-PLACE REVETMENT (7" THICK)

END PROJECT
LA 3017
C.S. 826-11
LOG MILE 4.612
STA. 30+30.00

LA 3017 PETERS RD

Scale : 1" = 20'

EXIST. CONC. REVETMENT, VINYL SHEET PILE & RIPRAP (TO BE REMOVED) STA. 28+60± TO STA. 30+30

600

REQ'D RIPRAP 55LB

EXISTING CONC. REVETMENT (TYP.)

EXISTING RIPRAP (TYP.)

EXISTING VINYL SHEET PILE (TYP.)

(4) 10'x10' BOXES

46.67'

F.L. -17.84

30'-0"±

P&A C/L MURPHY CANAL

N 16°40'10" W

MURPHY CANAL

CANAL TOE

EXIST. CONC. REVETMENT, VINYL SHEET PILE & RIPRAP (TO BE REMOVED) STA. 28+60± TO STA. 30+30

LOC

REQ'D HEADWALL

REQ'D RIPRAP 55LB

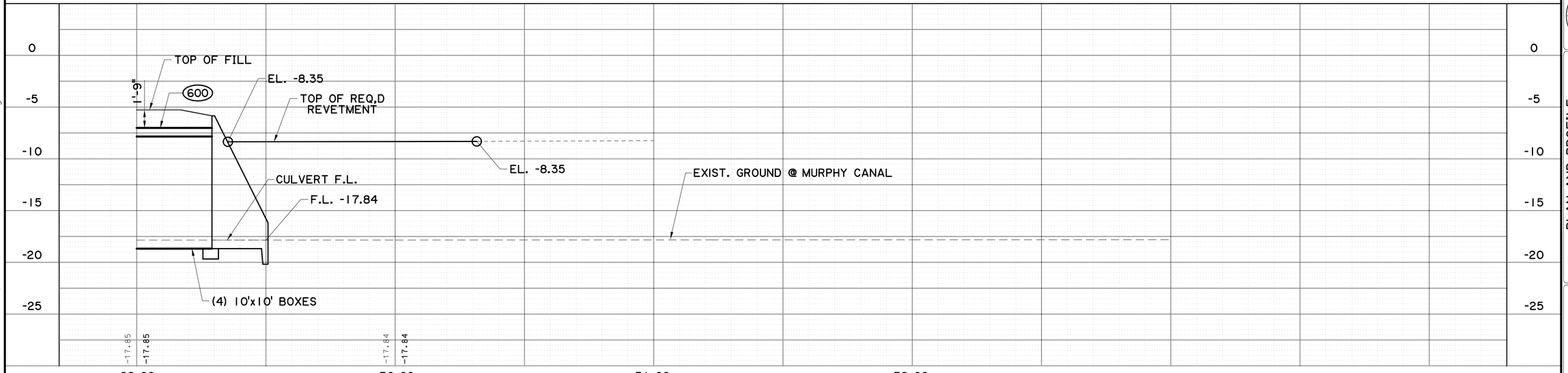
S&A ℄
STA. 368+93.98
OFF. 107.77' RT.
N= 491831.2883
E= 3685938.5248

OHP

600
STA. 8+70
STA. 29+30
REQUIRED
4-10'X10' BOXES.
2,060' @
0.01%

END BOX CULVERT
STA 29+30.00

30+30
END CHANNEL
TRANSITION
MATCH EXIST.



STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	9
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED / CHECKED	ARJ / RAC III
DETAILED / CHECKED	GAV, SRG / ARJ
SERIES NUMBER	6 OF 6

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

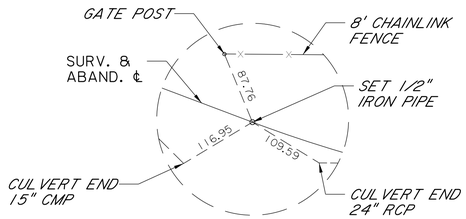
STATE OF LOUISIANA

PLAN AND PROFILE
MURPHY CANAL

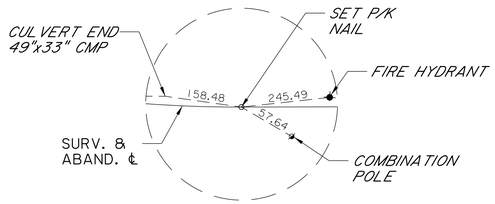
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

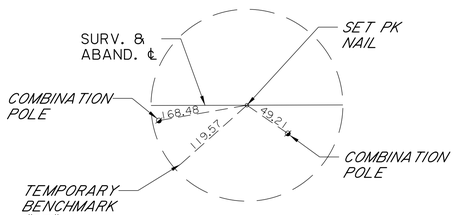
FINAL PLANS
P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\10_Reference Points & Bench Marks.dgn 3/17/2026 17:42



STA: PC = 343+27.29
N.T.S.
E= 3686497.5469
N= 489329.2176



STA: PT = 347+81.65
N.T.S.
E= 3686447.0306
N= 489778.2463



STA: POT = 357+00.00
N.T.S.
E= 3686181.1070
N= 490657.2534

N.T.S.

SURV. & ABAND. ℄ CURVE DATA
PI = 345+57.00
Δ = 20°49'34.5"
D = 4°35'01.2"
T = 229.71'
L = 454.36'
R = 1250.00'

T.B.M. AA
BENCH TIE SET IN POWER POLE
ELEV. = -5.56 FT.
(NAVD 1988, 2006.81)

340+00 | 345+00 | 350+00 | 355+00 | 360+00 | 365+00 | 370+00 | 375+00

PC = 343+27.29
PT = 347+81.65
POT = 357+00.00
POT = 367+00.00
END STA.: 377+00.00
POE = 377+00.00

N03°59'39.4"E
N16°49'55.2"W
SURV. & ABAND. ℄

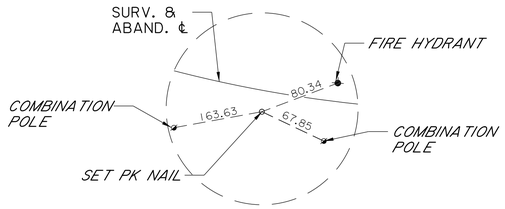
STA. 358+52.94
OFF. 351.31' LT.

T.B.M. CC
"X" SCRIBED IN BRIDGE CURB
ELEV. = -1.25 FT.
(NAVD 1988, 2006.81)

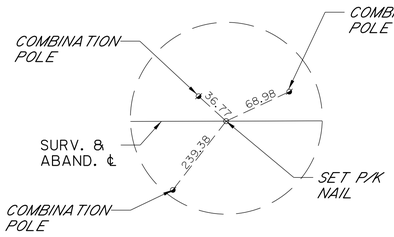
STA. 342+34.63
OFF. 211.16' RT.

T.B.M. BB
"X" SCRIBED IN BRIDGE CURB
ELEV. = -2.46 FT.
(NAVD 1988, 2006.81)

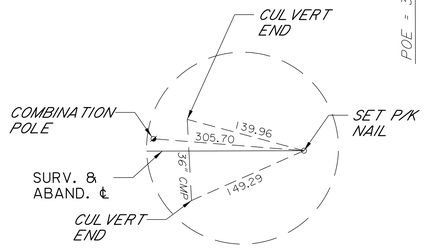
STA. 356+10.40
OFF. 79.17' RT.



STA: PI = 345+57.00
N.T.S.
E= 3686513.5480
N= 489558.3736



POT STA: = 367+00.00
N.T.S.
E= 3686181.1070
N= 490657.2534



END STA.: = 377+00.00
N.T.S.
E= 3685601.9743
N= 492571.5693

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	10
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED	ARJ
CHECKED	RAC III
DETAILED	GAV, SRG
CHECKED	ARJ
SERIES NUMBER	1 OF 1

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

REFERENCE POINTS AND BENCHMARKS

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 INCH = 200 ft.

320+00 MATCH LINE

325+00

330+00

STA 336+75, 96" CMP
LAT CROSSING ENGINEERS RD
1st INV=-14.73
2nd INV=-13.63
H.W.M.=-9.73
D.A.=27 ACRES
SOURCE=OBSERVED IN FIELD

ALIGNMENT
PI = 333+46.73
Δ = 23°11'51.8"
D = 3°19'10.5"
T = 354.26'
L = 698.82'
R = 1726.00'

335+00

340+00

345+00

ALIGNMENT
PI = 345+57.00
Δ = 20°49'34.5"
D = 4°35'01.2"
T = 229.71'
L = 454.36'
R = 1250.00'

PC = 343+27.29

PT = 347+81.65

350+00

STA 352+73, 43"x26" RCPA
LAT CROSS PETERS RD
1st INV=-10.88
2nd INV=-11.85
H.W.M.=-9.88
D.A.=31 ACRES
SOURCE=OBSERVED IN FIELD

355+00

STA 355+60, (2) 36"CMP
LAT CROSS PETERS RD
1st INV=BURIED
2nd INV=-11.88/-11.83
D.A.=23 ACRES

360+00

365+00

366+66.39

STA 362+75 43"x60"RCPA
LAT CROSS PETERS RD
1st INV=-10.66
2nd INV=-11.46
D.A.=22 ACRES

STA 362+76, 24"RCP
LAT CROSS PETERS RD
1st INV=-10.66
2nd INV=-11.46
H.W.M.=-10.16
D.A.=23 ACRES
SOURCE=OBSERVED IN FIELD

STA 341+25, 42"x29" CMPA
SIDE LAT PETERS RD
1st INV=-7.51
2nd INV=-11.81
H.W.M.=-6.46
D.A.=12 ACRES
SOURCE=OBSERVED IN FIELD

STRUCT NO.	STATION	DESCRIPTION	HWM	INVERT-ELEV.	DRAINAGE AREA (ACRES)
46	322+90	15" PVC X 36'	_	LT. -8.79, RT. NA	2.5
47	325+63	18" CPP X 40'	_	LT. -8.11, RT. NA	1.8
48	326+26	18" CMP X 28'	_	LT. NA, RT. -9.01	39
49	336+75	96" CMP X 132.0'	_	LT. -14.73, RT. -13.64	5.3
50	341+25	42"X29" CMPA X ?	_	LT. -11.81, RT. NA	1
51	352+10	24" RCP/49"X33" RCPA X 130.0'	_	LT. -9.85, RT. -10.97	42
52	352+73	(2) 36" CMP X 72.0'	_	LT. -11.13, RT. -11.88	25
53	362+75	43"x26" RCPA X 59.0'	_	LT. -10.66, RT. -11.46	14
54	367+81	18" IRON X 41.0'	_	LT. -9.17, RT. -9.61	9
55	DELETED	-	_	-	_
56	326+26	84" CMP X 27'	_	LT. -14.66, RT. -14.56	28
57	336+75	117"X79" CMPA X 21'	_	LT. -14.43, RT. -14.45	13
58	341+25	54" CMP X 43'	_	LT. -13.02, RT. -12.08	25
59	345+00	18" STEEL X 37'	_	LT. -10.88, RT. -9.24	13
60	352+73	24" CMP X 32'	_	LT. -8.26, RT. -7.92	2
61	337+50	30" CMP X 221'	_	LT. -8.60, RT. -8.77	3
62	338+52	24" RCP X 69'	_	LT. -8.75, RT. -10.16	4
63	340+29	15" RCP X 78'	_	LT. -2.78, RT. -7.53	2
64	322+90	46"x36" CMPA X 101'	_	LT. -6.58, RT. -9.25	4
65	329+70	18" RCP X 69'	_	LT. -6.65, RT. -8.98	6
66	328+77	18" RCP X 25'	_	LT. -6.45, RT. -6.58	6
67	333+50	30" CMP X 221'	_	LT. -8.60, RT. -8.77	2

NOTE: DRAINAGE AREA MAPS REPRODUCED FROM ENLARGED USGS TOPOGRAPHIC MAPS. DRAINAGE AREAS DETERMINED BY CONTOUR LINES AND/OR FIELD DATA.

STATE OF LOUISIANA
C.T. BREWER
LIC. No. 5009
PROFESSIONAL
LAND SURVEYOR

SHEET NUMBER 11

PARISH: PLAQUEMINES & JEFFERSON
FEDERAL PROJECT:
STATE PROJECT: H.014581

DESIGNED CRH
CHECKED RLC
DETAILED ALJ
CHECKED CRH
DATE 05/09/2008
SHEET 4 OF 5

NO. | REVISION DESCRIPTION | DATE | BY

PETERS ROAD BRIDGE
AND EXTENSION PHASE 2A

EXISTING DRAINAGE MAP

BURK-KLEINPETER INC.

SIB GROUP LLC

FINAL PLANS

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\12_Design Drainage Map_01.dgn 3/17/2026 17:42

HYDROLOGIC SUMMARY TABLE

STRUCTURE NUMBER	BASELINE	STATION	STRUCTURE (SIZE & TYPE)	DRAINAGE AREA (ACRES)	S.C.S. METHOD				50-YEAR DESIGN DISCHARGE (C.F.S.)	TAILWATER ELEVATION	ALLOWABLE HEADWATER (FT.)	HEADWATER ELEVATION	DIFFERENTIAL HEAD (FT.)	OUTLET VELOCITY (F.P.S.)
					SOIL CLASS	CURVE NUMBER	AVERAGE WATERSHED SLOPE (%)	HYDRAULIC LENGTH (FT.)						
600	MURPHY CANAL	8+70 - 29+30	4-10'x10' PCRCB	-	-	-	-	-	1761	-6.21	-	-6.65	0.44	-

Based on Jefferson Parish SELA Model

Structure No.	A (Acres)	C	Pipe No.	Q (C.F.S.)
601A	1.48	0.40	601B	3.24

DESIGN CRITERIA FOR THE STORM SEWER SYSTEM:

1. 10 YEAR STORM
2. Q = CiA
3. RAINFALL INTENSITY IS FROM REGION 1

Scale : 1" = 50'

N

CONCORD RD.

EXIST. BRIDGE

BAYOU BARATARIA

MURPHY CANAL

EXIST. BRIDGE

BAYOU RD.

BEGIN PROJECT
LA 3017
STA. 7+70.00

5+00

10+00

PETERS ROAD LA 3017

P&A C/L MURPHY CANAL

601B

601A

600

HENRY M. PICARD, III
License No. LA 22489
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
03/18/26

SHEET NUMBER 12

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.011458 1

DESIGNED / CHECKED	DETAILED / CHECKED	SERIES NUMBER
ARJ, RAC IV / HMP	GAV, SRG / ARJ	1 OF 3

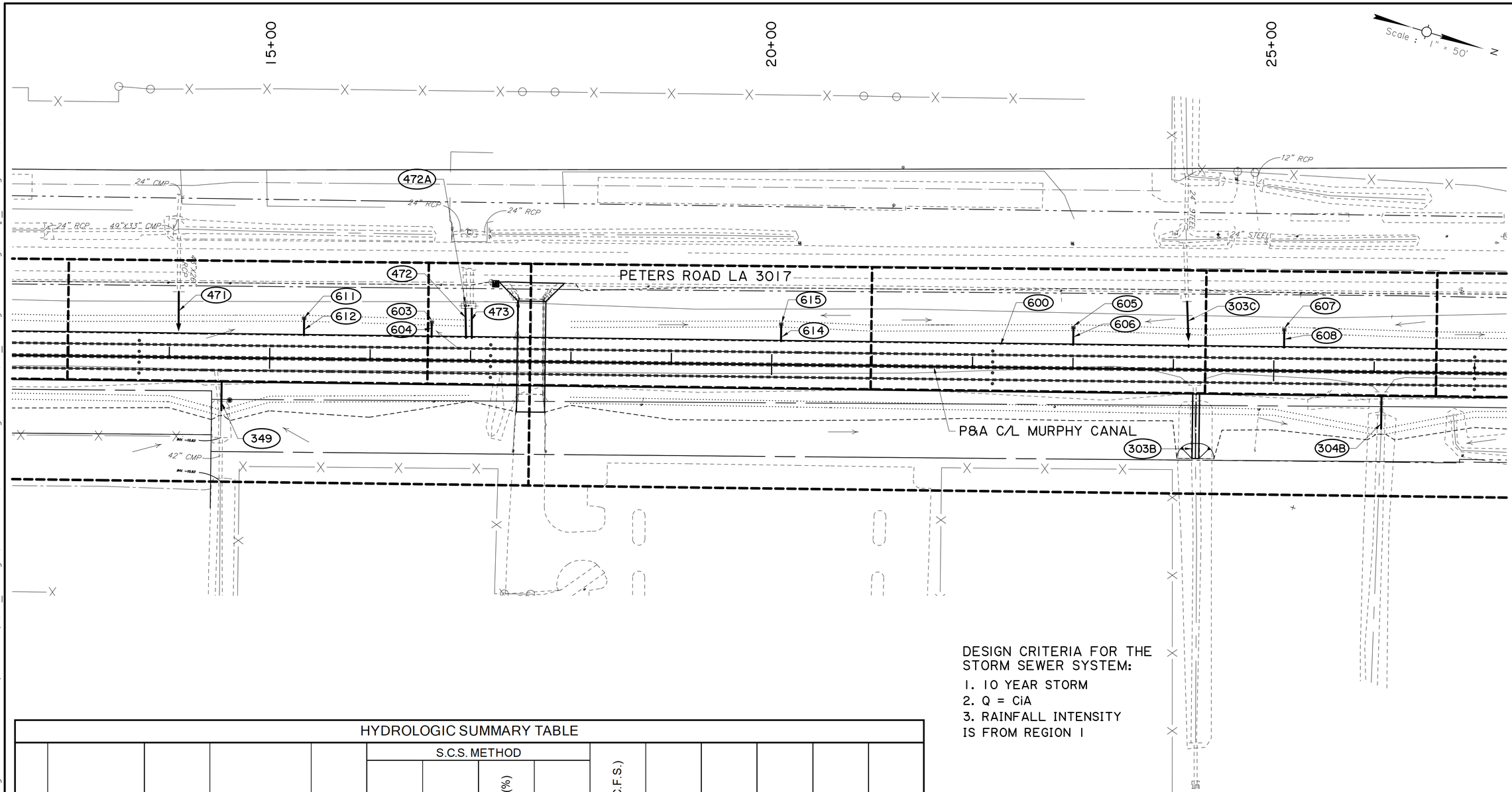
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGN DRAINAGE MAP

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS
P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\13_Design Drainage Map_02.dgn 3/17/2026 17:43



DESIGN CRITERIA FOR THE STORM SEWER SYSTEM:

1. 10 YEAR STORM
2. Q = CiA
3. RAINFALL INTENSITY IS FROM REGION I

Structure No.	A (Acres)	C	Pipe No.	Q (C.F.S.)
611	0.72	0.40	612	1.95
603	0.22	0.40	604	0.62
615	0.83	0.40	614	2.04
605	0.96	0.40	606	2.37
607	0.47	0.40	608	1.32

HYDROLOGIC SUMMARY TABLE

STRUCTURE NUMBER	BASELINE	STATION	STRUCTURE (SIZE & TYPE)	DRAINAGE AREA (ACRES)	S.C.S. METHOD				50-YEAR DESIGN DISCHARGE (C.F.S.)	TAILWATER ELEVATION	ALLOWABLE HEADWATER (FT.)	HEADWATER ELEVATION	DIFFERENTIAL HEAD (FT.)	OUTLET VELOCITY (F.P.S.)
					SOIL CLASS	CURVE NUMBER	AVERAGE WATERSHED SLOPE (%)	HYDRAULIC LENGTH (FT.)						
349	MURPHY CNAL	14+52	42" EQ. x 29' CDPA	13.40	D	81	0.11	1100	75.00	N/A	N/A	-1.32	N/A	N/A
303B		24+23	6'x6'x65' PCRCB	13.00	D	81	0.11	1400	34.00	N/A	N/A	-2.75	N/A	N/A
304B		26+07	84" EQ. x 33' SDPA	28.00	D	81	0.11	1700	66.00	N/A	N/A	-2.17	N/A	N/A
600		8+70 - 29+30	4-10'x10' PCRCB	---	---	---	---	---	1761	-6.21	---	-6.65	0.44	---

Based on Jefferson Parish SELA Model

STATE OF LOUISIANA
HENRY M. PICARD, III
License No. LA 22289
PROFESSIONAL ENGINEER
BKI ENGINEERING
03/18/26

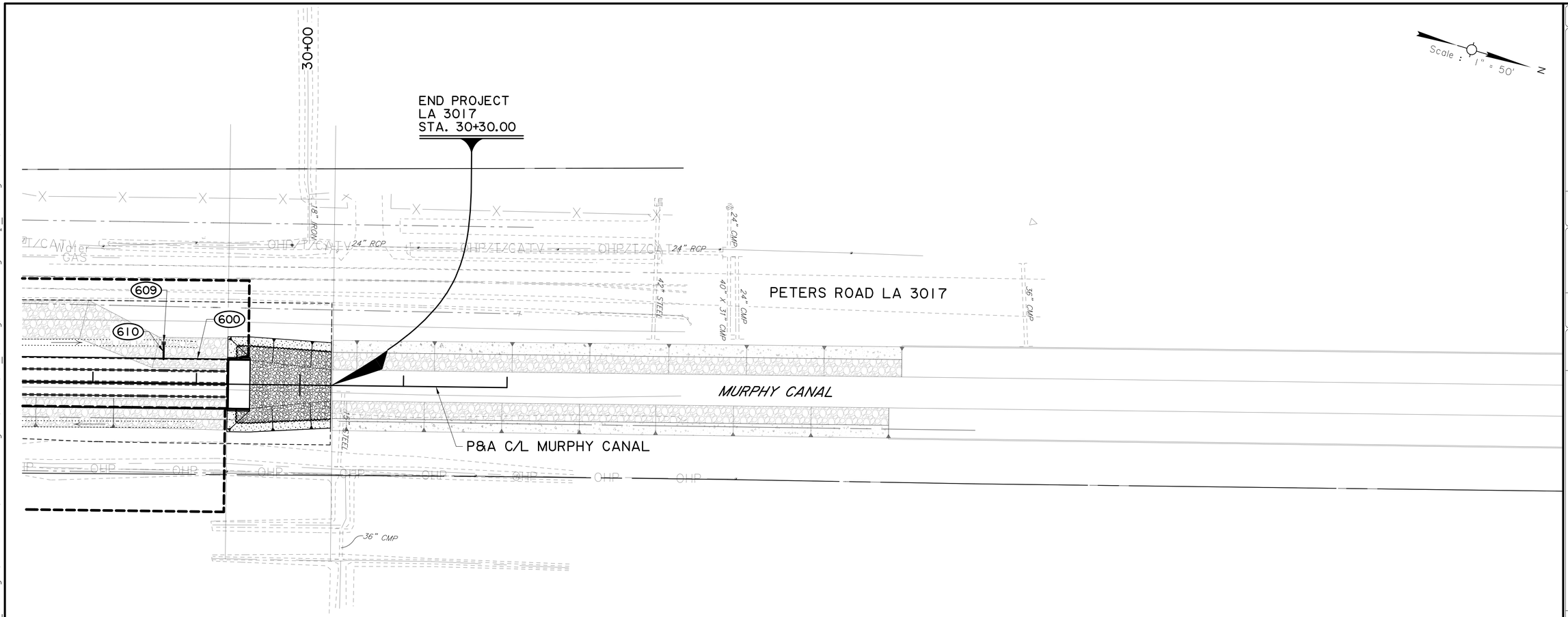
SHEET NUMBER 13
PARISH JEFFERSON
CONTROL SECTION 826-11
STATE PROJECT H.014581
DESIGNED ARJ, RAC IV
CHECKED HMP
DETAILED GAV, SRG
CHECKED ARJ
SERIES NUMBER 2 OF 3

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGN DRAINAGE MAP
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS
P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\14_Design Drainage Map_03.dgm 3/17/2026 17:43



DESIGN CRITERIA FOR THE STORM SEWER SYSTEM:

1. 10 YEAR STORM
2. Q = CiA
3. RAINFALL INTENSITY IS FROM REGION 1

HYDROLOGIC SUMMARY TABLE

STRUCTURE NUMBER	BASELINE	STATION	STRUCTURE (SIZE & TYPE)	DRAINAGE AREA (ACRES)	S.C.S. METHOD				50-YEAR DESIGN DISCHARGE (C.F.S.)	TAILWATER ELEVATION	ALLOWABLE HEADWATER (FT.)	HEADWATER ELEVATION	DIFFERENTIAL HEAD (FT.)	OUTLET VELOCITY (F.P.S.)
					SOIL CLASS	CURVE NUMBER	AVERAGE WATERSHED SLOPE (%)	HYDRAULIC LENGTH (FT.)						
600	MURPHY CANAL	–	4-10'x10' PCRCB	–	–	–	–	–	1761	-6.21	–	-6.65	0.44	–

Based on Jefferson Parish SELA Model

Structure No.	A (Acres)	C	Pipe No.	Q (C.F.S.)
609	0.97	0.40	610	2.36

STATE OF LOUISIANA
HENRY M. PICARD, III
License No. LA 22289
PROFESSIONAL ENGINEER
IN ENGINEERING
03/18/26

SHEET NUMBER 14

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGNED / CHECKED	DETAILED / CHECKED	SERIES NUMBER
ARJ, RAC IV / HMP	GAV, SRG / ARJ	3 OF 3

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGN DRAINAGE MAP

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS
P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\15_Summary of Drainage Structures3/18/2026 10:37

SUMMARY OF DRAINAGE STRUCTURES

STR #	STATION	SIDE OF C/L	REMARKS	PLAN	TYPE	COVER TYPE	CROSS DRAIN PIPE	STORM DRAIN PIPE					PRECAST REINFORCED CONC. BOX		CATCH BASINS & MANHOLES			BEDDING MATERIAL
							42" EQ. RCPA	15"	18"	36"	84" EQ. RCPA	36" EQ. RCPA (EXT.)	6'X6' PRCB	10'X10' PRCB	CB-01	ACCESS MANHOLE *	R-CB-11 (MOD)	
							LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	CY
600	8+70.00 - 29+30.00	C/L	P.C. REINFORCED CONC. BOX W/ HEADWALLS 4-10'x10' x 2060 FT		RCB									8240				7985.2
601A	10+00.00	LT.	CATCH BASIN	CB-01	CB	B									1			1.0
601B	10+00.00	LT.	STORM DRAIN PIPE 15 IN. x 15 FT.		SDP			15										1.3
900	10+00.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
901	10+00.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
902	10+00.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
903	10+00.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
904	13+70.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
905	13+70.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
906	13+70.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
907	13+70.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
471	14+09.00	LT.	STORM DRAIN PIPE ARCH EXTENSION W/ COLLAR 36 EQ. IN. x 42 FT.		SDPA							42						5.7
349	14+52.50	RT.	CROSS DRAIN PIPE ARCH 42 EQ. IN. x 29 FT.		CDPA		29											4.3
611	15+33.00	LT.	CATCH BASIN	CB-01	CB	B									1			1.0
612	15+33.00	LT.	STORM DRAIN PIPE 15 IN. x 15 FT.		SDP			15										1.3
603	16+61.00	LT.	CATCH BASIN	CB-01	CB	B									1			1.0
604	16+61.00	LT.	STORM DRAIN PIPE 15 IN. x 15 FT.		SDP			15										1.3
472	16+94.00	LT.	STORM DRAIN PIPE 36 IN. x 30 FT.		SDP					30								3.7
472A	16+94.00	LT.	MANHOLE	RCB-11-MOD	MH	K											1	5.0
473	17+01.00	LT.	STORM DRAIN PIPE 36 IN. x 30 FT.		SDP					30								3.7
908	17+20.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.00
909	17+20.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.00
910	17+20.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.00
911	17+20.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.00
701	18+18.00	RT.	CATCH BASIN	CB-01	CB	B									1			1.0
702	18+18.00	RT.	STORM DRAIN PIPE 15 IN. x 100 FT.		SDP			100										8.6
614	20+09.00	LT.	STORM DRAIN PIPE 15 IN. x 15 FT.		SDP			15										1.3
615	20+09.00	LT.	CATCH BASIN	CB-01	CB	B									1			1.0
912	22+20.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.00
913	22+20.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.00
914	22+20.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.00
915	22+20.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.00
605	23+00.00	LT.	CATCH BASIN	CB-01	CB	B									1			1.0
606	23+00.00	LT.	STORM DRAIN PIPE 15 IN. x 16 FT.		SDP			16										1.4
303C	24+13.00 - 24+15.00	LT.	STORM DRAIN PIPE ARCH EXTENSION W/ COLLAR 36 EQ. IN. x 45 FT.		SDPA							45						6.1
303B	24+23.00	RT.	P.C. REINFORCED CONC. BOX 6' x 6' x 65 FT.		RCB								65					12.0
607	25+10.00	LT.	CATCH BASIN	CB-01	CB	B									1			1.0
608	25+10.00	LT.	STORM DRAIN PIPE 15 IN. x 16 FT.		SDP			16										1.4
304B	26+07+50	RT.	STORM DRAIN PIPE ARCH 84 EQ. IN. x 33 FT.		SDPA						33							7.8
916	27+00.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
917	27+00.00	LT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
918	27+00.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
919	27+00.00	RT.	ACCESS MANHOLE ON PRCB		MH	K										1		0.0
609	28+68.00	LT.	CATCH BASIN	CB-01	CB	B									1			1.0
610	28+68.00	LT.	STORM DRAIN PIPE 18 IN. x 14 FT.		SDP				14									1.3
TOTAL PROJECT							29	192	14	60	33	87	65	8240	8	20	1	8059.4

* FOR INFORMATION ONLY. INCLUDED IN COST OF PRCB.

NOTES:

1. LENGTH OF R.C. BOX CULVERTS ARE INSIDE OF HEADWALLS.

ABBREVIATIONS

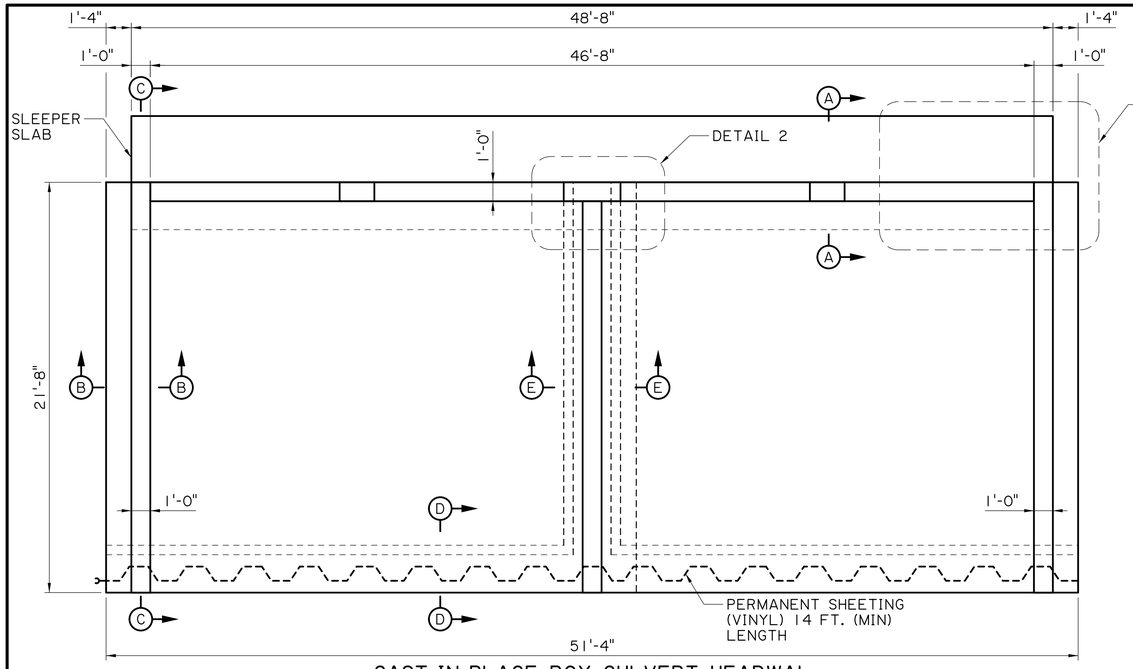
RCP(A)	=	REINFORCED CONCRETE PIPE (ARCH)
BCCSP(A)	=	BITUMINOUS COATED CORRUGATED STEEL PIPE (ARCH)
CAP(A)	=	CORRUGATED ALUMINUM PIPE (ARCH)
CSP(A)	=	CORRUGATED STEEL PIPE (ARCH)
RPVCP(A)	=	RIBBED POLYVINYL CHLORIDE PIPE (ARCH)
CPECP	=	CORRUGATED POLYETHYLENE CULVERT PIPE
CB	=	CATCH BASIN
CDP(A)	=	CROSS DRAIN PIPE (ARCH)
RCB	=	REINFORCED CONCRETE BOX
SD	=	SIDE DRAIN PIPE
CDP	=	CROSS DRAIN PIPE
SDP	=	STORM DRAIN PIPE
MH	=	MANHOLE
PRCB	=	PRECAST REINFORCED CONCRETE BOX

STATE OF LOUISIANA
HENRY M. PICARD, III
License No. LA 22289
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
03/18/26

SHEET NUMBER 15
PARISH JEFFERSON
CONTROL SECTION 826-11
STATE PROJECT H.011458I
DESIGNED ARJ, RAC IV
CHECKED HMP
DETAILED GAV, SRG
CHECKED ARJ
SERIES NUMBER 1 OF 1
REVISION OR CHANGE ORDER DESCRIPTION | DATE | BY | NO.

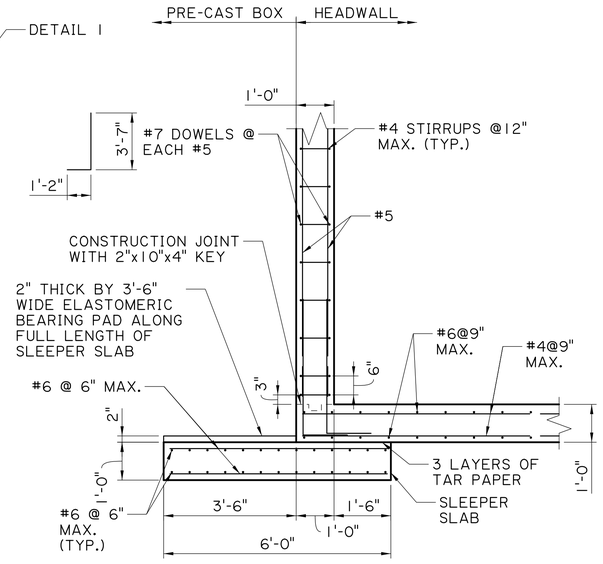
SUMMARY OF DRAINAGE STRUCTURE
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI



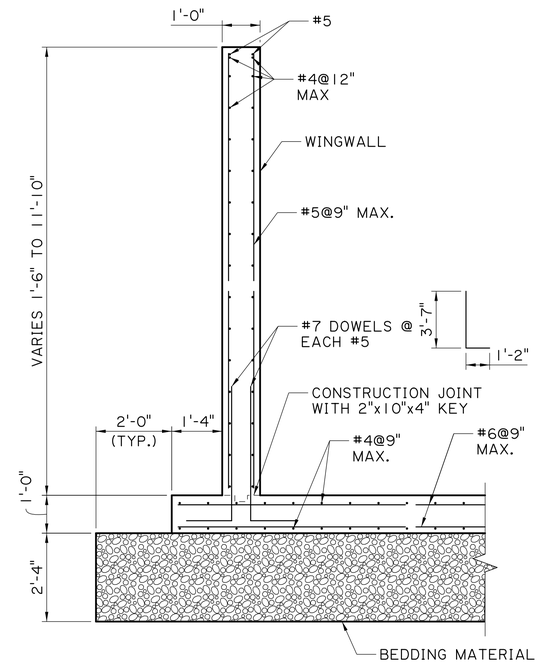
CAST-IN-PLACE BOX CULVERT HEADWAL PLAN

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



SECTION A-A

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



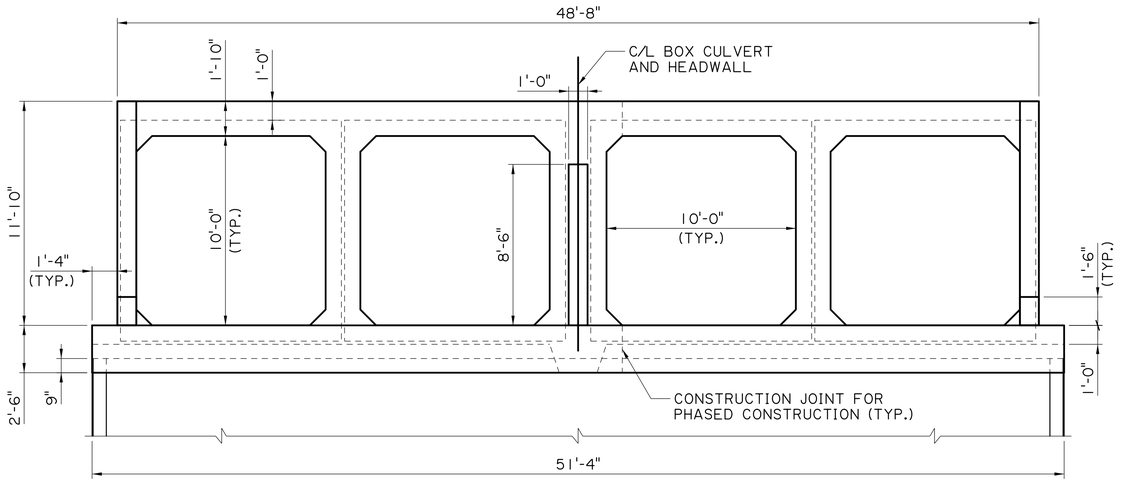
SECTION B-B

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

NOTES:

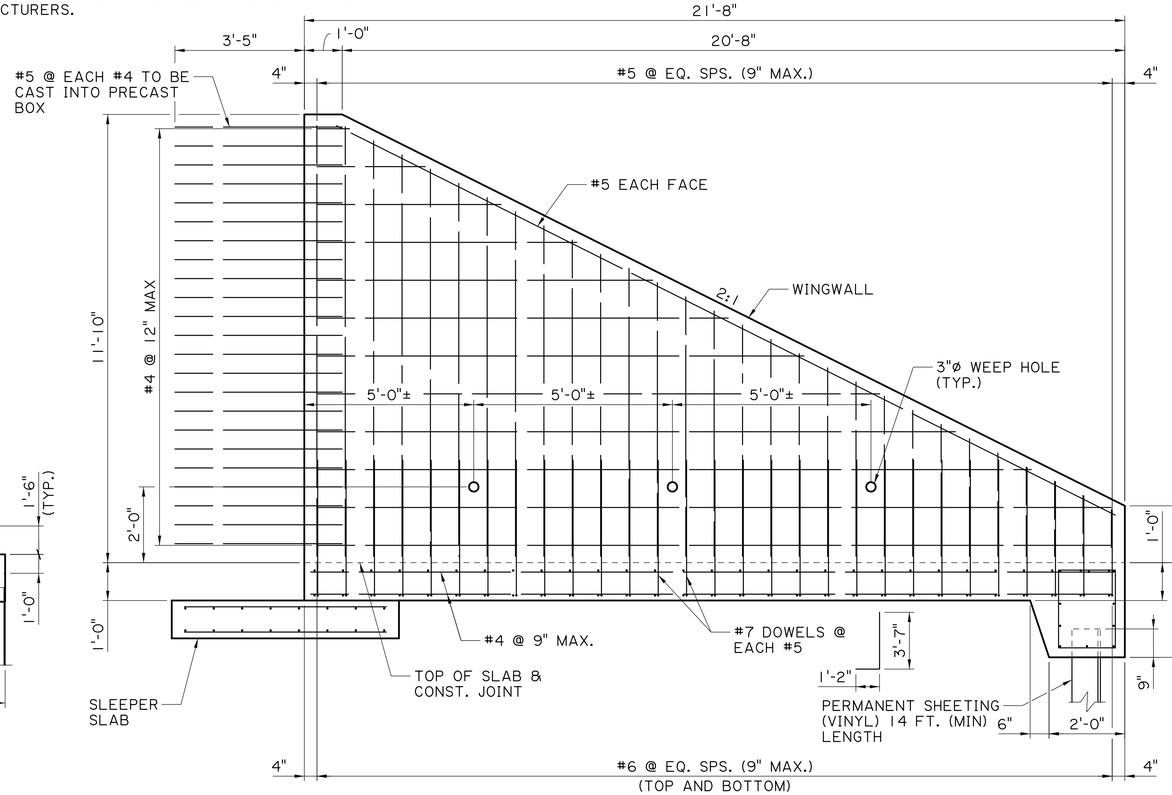
1. HEADWALL DETAILS DIMENSIONS AND QUANTITIES ARE BASED ON THE ASSUMED WALL THICKNESS OF 10" AND A 2" OR 1'-4" CLEAR GAP BETWEEN THE BOX WALLS FOR THE PRE-CAST RCB. IF ACTUAL PRE-CAST RCB DIMENSIONS VARY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO ADJUST ALL DIMENSIONS AND QUANTITIES AS REQUIRED. ANY ADJUSTMENTS MADE SHALL BE SUBMITTED TO THE DESIGN ENGINEER FOR APPROVAL.
2. ALL COSTS ASSOCIATED WITH THE HEADWALL CONSTRUCTION SHALL BE INCLUDED IN THE PAY ITEM FOR REINFORCED CONCRETE BOX CULVERT HEADWALL - EACH.
3. ALL HOLES CUT IN THE PERMANENT SHEETING (VINYLE) FOR REINFORCING STEEL SHALL NOT EXCEED TWO (2) INCHES IN DIAMETER. ALL OF THE HOLES SHALL STAY CLEAR OF THE INTERLOCKS. WHERE HOLES FALL WITHIN THE WEB OF THE PERMANENT SHEETING (VINYLE), THEY WILL BE SLOTTED FOUR (4) INCHES HORIZONTALLY TO ACCOMODATE THE PASSING OF THE REINFORCING BARS.
4. PROVIDE 2-INCH THICK ELASTOMERIC BEARING PAD HAVING 150 PSI SHEAR MODULUS ALONG FULL LENGTH OF CONTACT AREA BETWEEN THE SLEEPER SLAB AND PRE-CAST BOX. ADHERE BEARING PAD TO SLEEPER SLAB USING ADHESIVE RECOMMENDED BY ADHESIVE AND BEARING PAD MANUFACTURERS.

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026



CAST-IN-PLACE BOX CULVERT HEADWAL ELEVATION

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



SECTION C-C

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

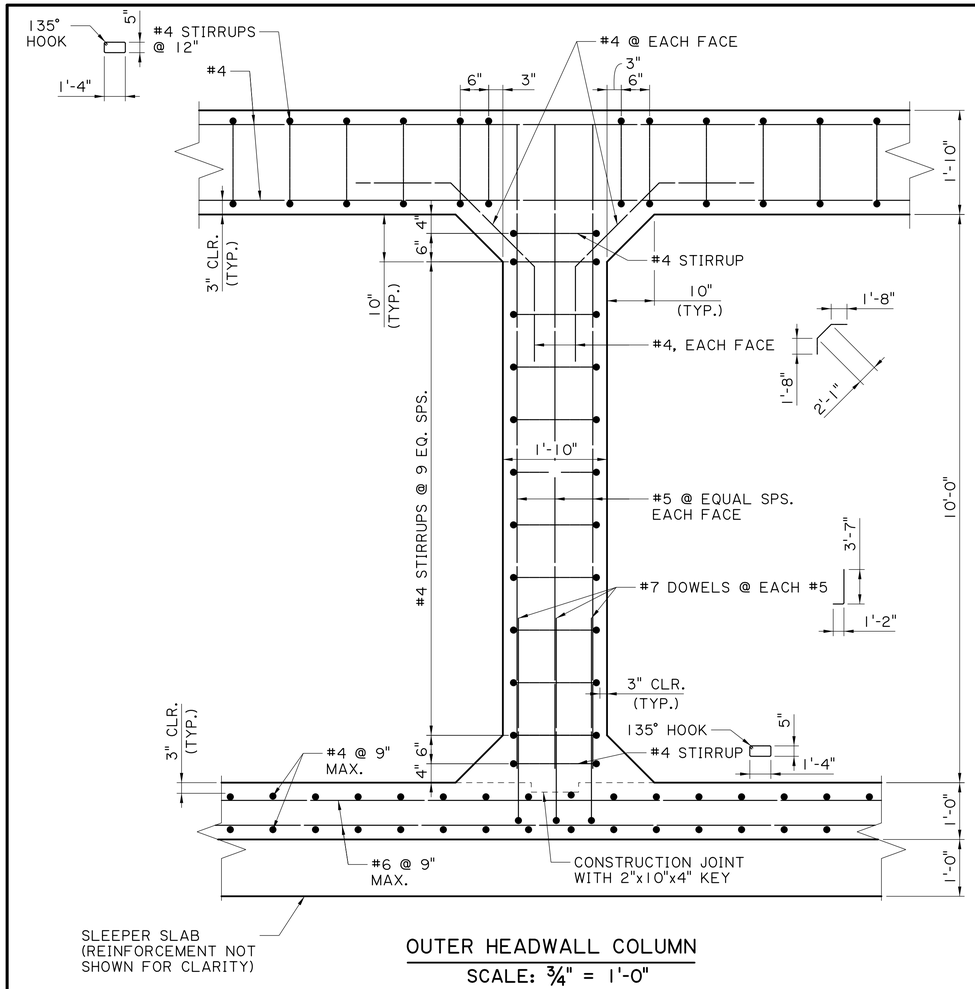
SHEET NUMBER	16
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED RAC III / CHECKED RJC	DETAILED GAV / CHECKED RJC	SERIES NUMBER 1 OF 2

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

CAST-IN-PLACE BOX CULVERT HEADWALL DETAILS

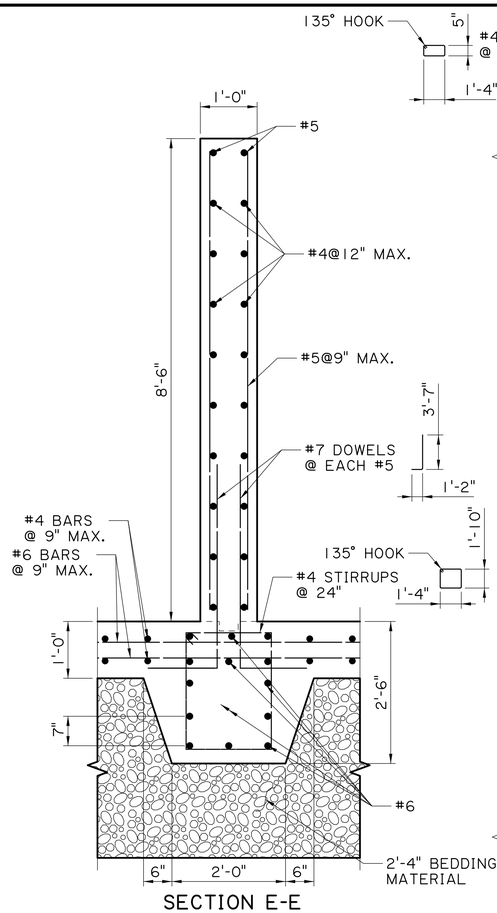
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI



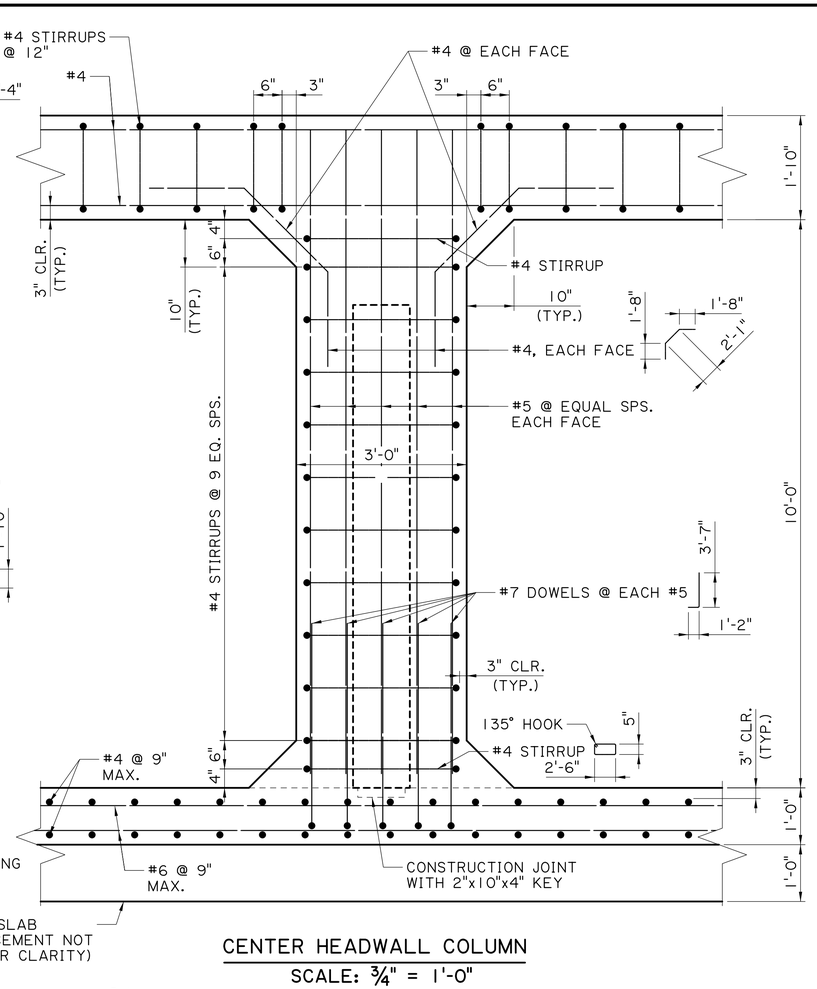
OUTER HEADWALL COLUMN

SCALE: ¾" = 1'-0"



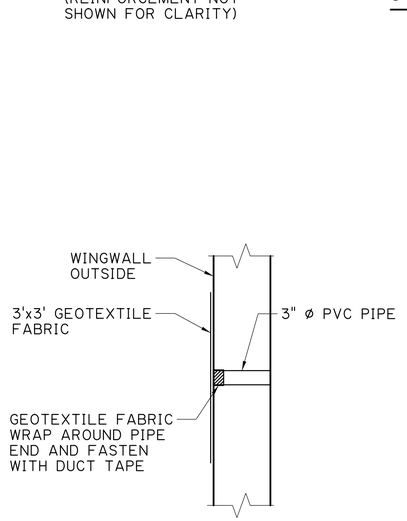
SECTION E-E

SCALE: ¾" = 1'-0"



CENTER HEADWALL COLUMN

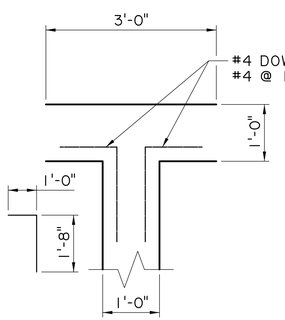
SCALE: ¾" = 1'-0"



WEEP HOLE DETAIL

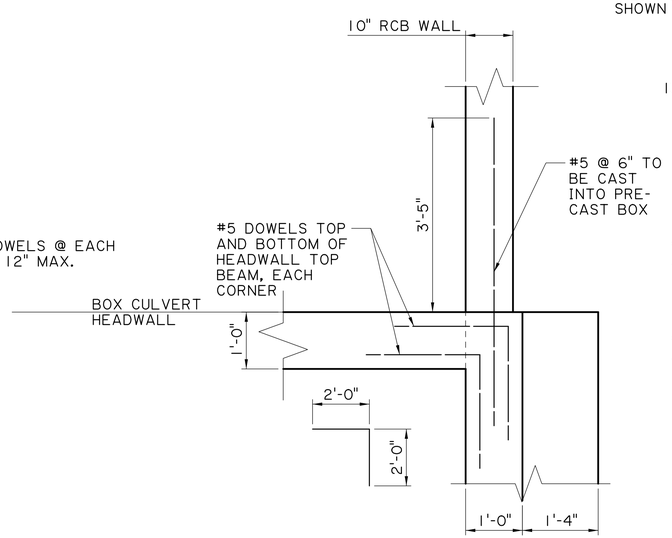
N.T.S.

(REINFORCEMENT NOT SHOWN FOR CLARITY)



DETAIL 2

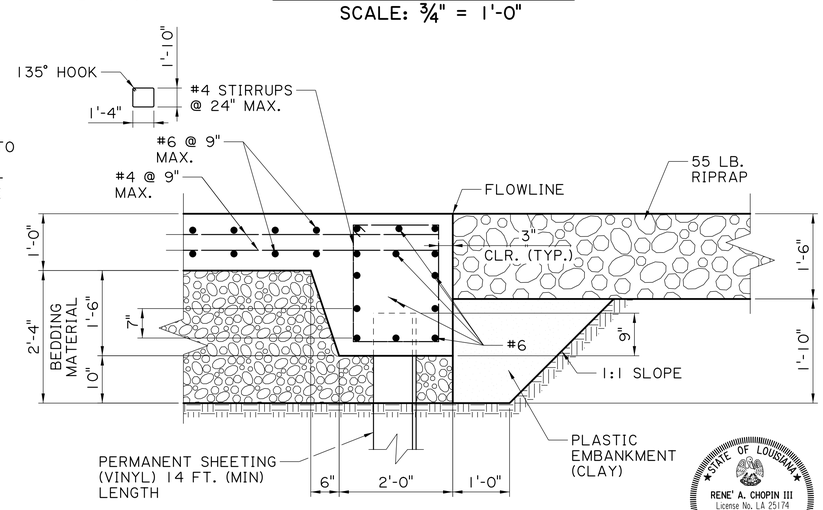
N.T.S.



DETAIL 1 - PLAN VIEW OF TOP BEAM

SCALE: ¾" = 1'-0"

(ONLY DOWELS SHOWN FOR CLARITY)



SECTION D-D

SCALE: ¾" = 1'-0"

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	17

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGNED	RAC III
CHECKED	RJC
DETAILED	GAV
CHECKED	RJC
SERIES NUMBER	2 OF 2

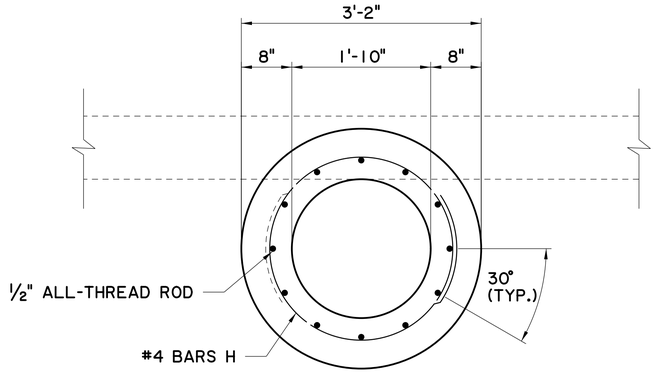
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

CAST-IN-PLACE BOX CULVERT HEADWALL DETAILS

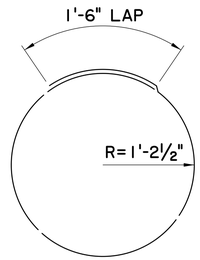
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

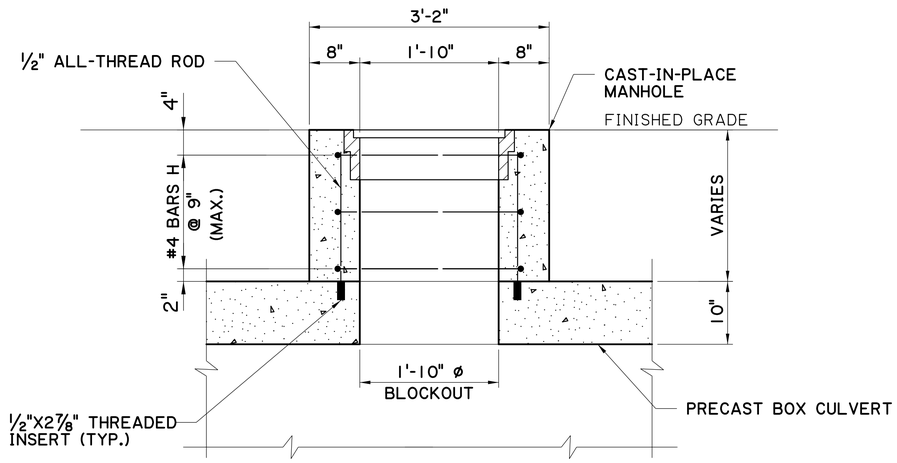
FINAL PLANS
P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\18_Miscellaneous Box Details_01.dgn 3/17/2026 17:45



PLAN



#4 BARS H



ELEVATION

ACCESS MANHOLE DETAIL
SCALE : 1"=1'-0"

NOTES:

1. COST OF ACCESS MANHOLE TO BE INCLUDED IN THE REINFORCED CONCRETE BOX CULVERTS (PRECAST) (10'x10') ITEM.
2. CONTRACTOR MAY PROVIDE PRECAST ACCESS MANHOLE AS AN ALTERNATE.

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	18

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGNED	ARJ
CHECKED	RACIII
DETAILED	GAV, SRG
CHECKED	ARJ
SERIES NUMBER	1 OF 1

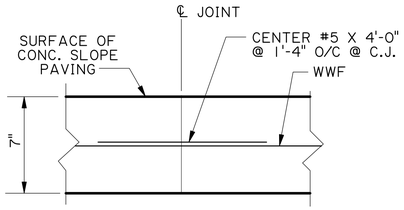
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

MISCELLANEOUS BOX DETAILS

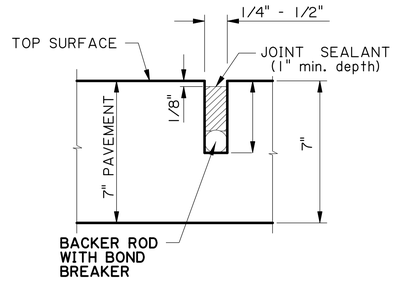
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS
P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\19_Cast in Place Revetment Joint Details_01.dgn 17:46



COLD JOINT DETAIL
NTS



CONTRACTION JOINT DETAIL
NTS

NOTES:
1. REINFORCING STEEL SHALL BE PLACED AT MID-DEPTH OF PAVING AND MIDDLE OF CUT-OFF WALLS. MINIMUM COVER SHALL BE 3".
2. ALL EXPOSED EDGES OF CONCRETE (JOINTS EXCLUDED) SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE SHOWN.

NOTE: REINFORCING NOT SHOWN FOR CLARITY

TYPICAL EXPANSION & CONTRACTION JOINT DETAIL
NTS

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	19
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED ARJ / CHECKED RACIII	DETAILED GAV, SRG / CHECKED ARJ	SERIES NUMBER 1 OF 1

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

CAST-IN-PLACE REVETMENT JOINT DETAILS

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

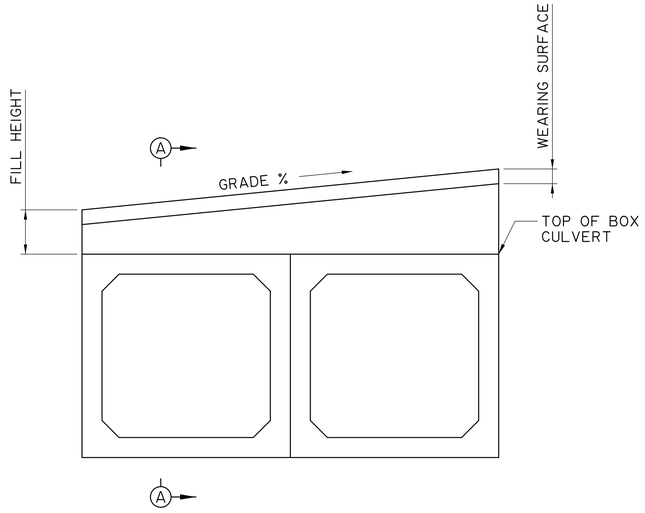
FINAL PLANS
P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\20_As Design Bridge Rating_01.dgn 3/17/2026 17:46

NOTES:

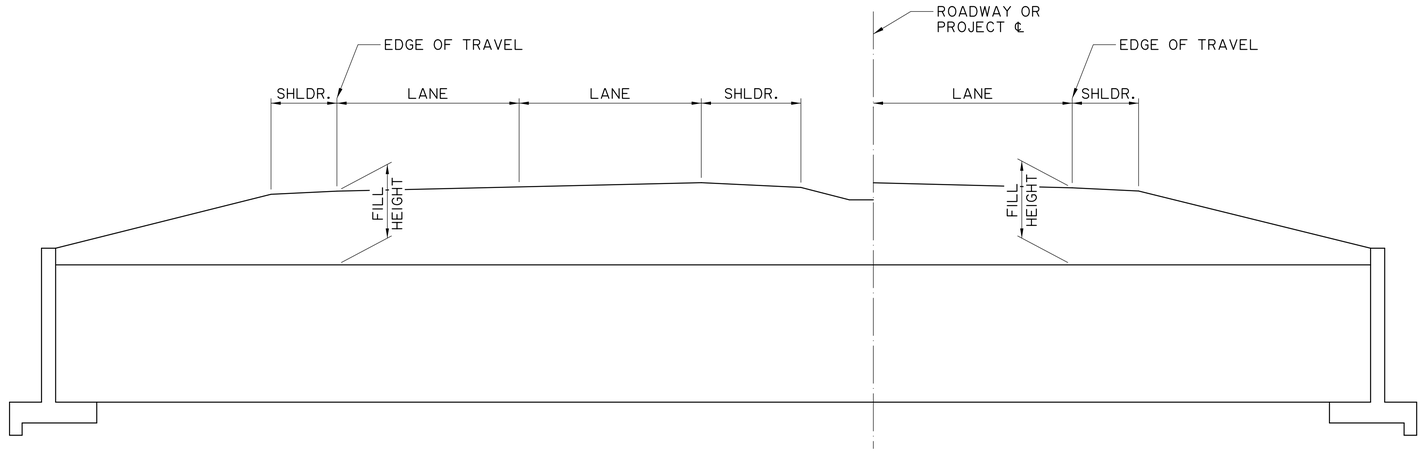
TO ACHIEVE THE AS-DESIGNED BRIDGE RATINGS SHOWN, TABLE I, "DESIGN REQUIREMENTS FOR PRECAST CONCRETE BOX SECTIONS UNDER EARTH, DEAD AND HL-93 LIVE LOAD CONDITIONS," OF ASTM C1577 WAS MODIFIED AS FOLLOWS:

10 FT. X 10 FT. BY 10 IN.								
DESIGN EARTH COVER, FT.	CIRCUMFERENTIAL REINFORCEMENT AREAS, $IN.^2/FT$							
	A_{S1}	A_{S2}	A_{S3}	A_{S4}	A_{S5}	A_{S7}	A_{S8}	"M," IN.
0 < 2.0	0.280	0.480	0.480	0.240	0.240	0.240	0.240	N/A

AS-DESIGNED BRIDGE RATING FACTOR TABLE RECALL NO. 022602			
VEHICLE	SUPERSTRUCTURE	SUBSTRUCTURE	NOTES
HL-93 (INV)	1.05	-	FLEXURE, MID-SPAN, TOP SLAB
HL-93 (OPR)	1.36	-	FLEXURE, MID-SPAN, TOP SLAB
LADV-11 (INV)	1.05	-	FLEXURE, MID-SPAN, TOP SLAB



SECTION THROUGH BOX CULVERT



HALF SECTION - DIVIDED HIGHWAY

HALF SECTION - 2 LANE RDWY

SECTION A-A

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	20

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.011458 I

DESIGNED	FT
CHECKED	RJC
DETAILED	GAV
CHECKED	RJC
SERIES NUMBER	1 OF 1

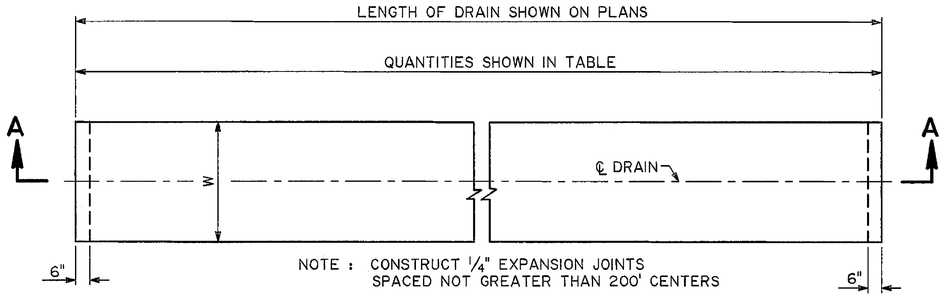
NO.	DATE	REVISION OR CHANGE	BY

AS-DESIGNED BRIDGE RATING

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

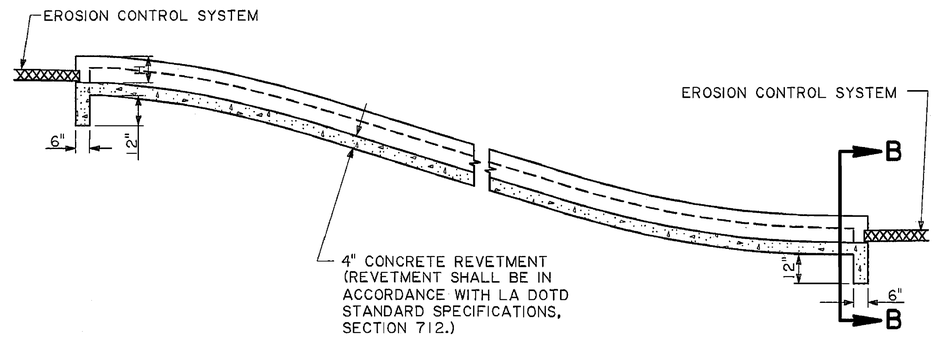
PAVED SLOPE DRAINS



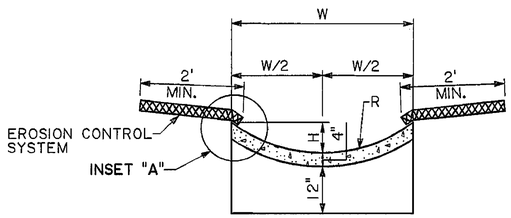
NOTE : CONSTRUCT 1/4" EXPANSION JOINTS SPACED NOT GREATER THAN 200' CENTERS

PLAN

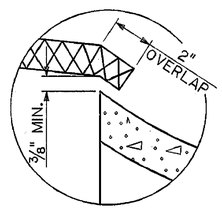
(EROSION CONTROL SYSTEM NOT SHOWN IN PLAN VIEW)



SECTION A-A



SECTION B-B



INSET "A"

EMBANKMENT / NATURAL GROUND SHALL BE A MINIMUM OF 3/8" ABOVE ALL EXPOSED EDGES OF CONCRETE REVETMENT AND THE EROSION CONTROL SYSTEM SHALL OVERLAP THESE EDGES A MINIMUM OF 2", AS SHOWN ABOVE IN INSET "A".

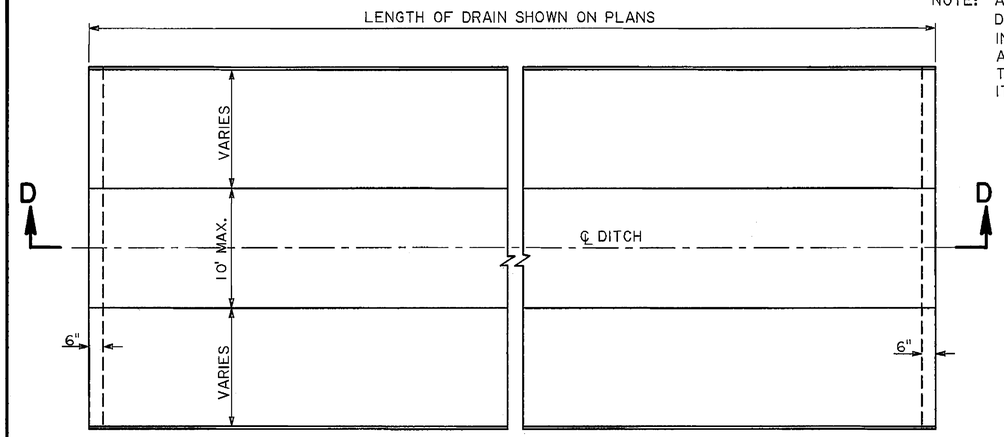
DIMENSIONS AND QUANTITIES FOR PAVED DRAIN					
WIDTH OF PAVED DRAIN	H	R	W	EFFECTIVE AREA OF DRAIN	CONCRETE CAST-IN-PLACE REVETMENT
				SQ. FEET	SQ. YDS. / FT. ✳
2'-0"	6"	1'-3"	2'-0"	0.70	0.26
4'-0"	8"	3'-4"	4'-0"	1.82	0.48
6'-0"	12"	5'-0"	6'-0"	4.09	0.71
8'-0"	1'-4"	6'-8"	8'-0"	7.26	0.95
10'-0"	1'-8"	8'-4"	10'-0"	11.35	1.19

✳QUANTITY INCLUDES TOTAL SURFACE AREA OF 4" REVETMENT SHOWN IN PLAN. THE AREA OF TOEWALLS BELOW 4" REVETMENT, SHOWN IN SECTION A-A, IS NOT INCLUDED IN THESE QUANTITIES, BUT SHOULD BE INCLUDED IN THE REVETMENT COST.

NOTE: ALL EXCAVATION BELOW PAVED DRAIN WILL BE INCIDENTAL TO THE REVETMENT AND PAYMENT WILL BE INCLUDED IN THE REVETMENT ITEM.

PAVED CHANNEL - ROADSIDE DITCH

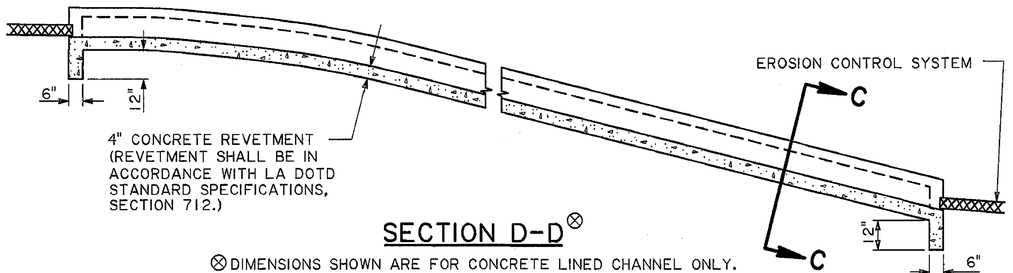
NOTE: ALL EXCAVATION BELOW ROADSIDE DITCH TYPICAL SECTION WILL BE INCIDENTAL TO THE REVETMENT/RIPRAP AND PAYMENT WILL BE INCLUDED IN THE APPROPRIATE REVETMENT/RIPRAP ITEM.



NOTE : CONSTRUCT 1/4" EXPANSION JOINTS SPACED NOT GREATER THAN 200' CENTERS

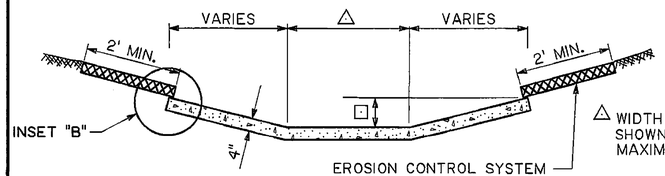
PLAN ⊗

(EROSION CONTROL SYSTEM NOT SHOWN IN PLAN VIEW)



SECTION D-D ⊗

⊗ DIMENSIONS SHOWN ARE FOR CONCRETE LINED CHANNEL ONLY. DIMENSIONS FOR OTHER CHANNEL TYPES ARE SHOWN IN SECTIONS C-C, FOR TYPE 2 AND TYPE 3.

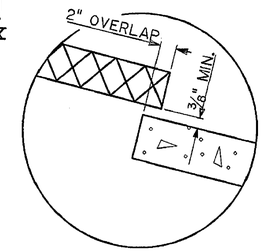


△ WIDTH OF CHANNEL TO BE AS SHOWN ON PROJECT PLANS. MAXIMUM DIMENSION IS 10'.

□ DEPTH OF CHANNEL TO BE AS SHOWN ON PROJECT PLANS. MAXIMUM DIMENSION IS 5'.

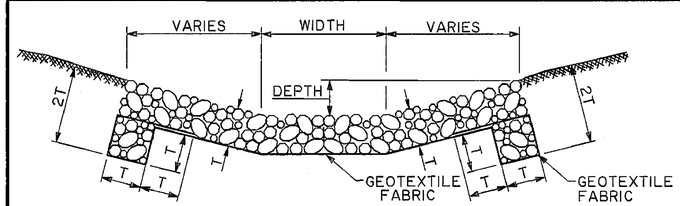
SECTION C-C

TYPE 1: CONCRETE LINED CHANNEL



INSET "B"

EMBANKMENT / NATURAL GROUND SHALL BE A MINIMUM OF 3/8" ABOVE ALL EXPOSED EDGES OF CONCRETE REVETMENT AND THE EROSION CONTROL SYSTEM SHALL OVERLAP THESE EDGES A MINIMUM OF 2", AS SHOWN ABOVE IN INSET "B".



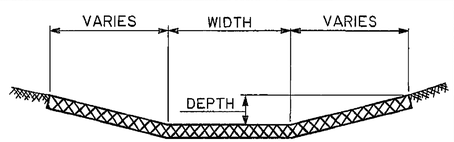
RIPRAP CHANNEL NOTES:

1. RIPRAP DIMENSIONS "T" AND "2T" AND PLACEMENT OF RIPRAP AT CHANNEL ENDS SHOULD BE THE SAME AS SHOWN ABOVE FOR CHANNEL SIDE SLOPES.
2. WIDTH AND DEPTH OF RIPRAP CHANNEL TO BE AS SHOWN ON PROJECT PLANS.

SECTION C-C

TYPE 2: RIPRAP CHANNEL

RIPRAP	
RIPRAP CLASS	MINIMUM THICKNESS T
lb	In.
30	14
55	18
130	24
250	30



SECTION C-C

TYPE 3: EROSION CONTROL SYSTEM

1) EROSION CONTROL SYSTEM SHOULD BE PLACED IN ACCORDANCE WITH LA DOTD STANDARD SPECIFICATIONS, SECTION 720 AND IN ACCORDANCE WITH CROSS SECTIONS OF PROJECT PLANS.
2) WIDTH AND DEPTH OF CHANNEL TO BE AS SHOWN ON PROJECT PLANS. IF NO DEPTH IS GIVEN, IT SHOULD BE TAKEN AS 2'.

STATE OF LOUISIANA
JULIE E. TAYLOR
REG. No. 29366
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
Julie E. Taylor 8/5/2003

SHEET NUMBER	21

PARISH	FEDERAL PROJECT	STATE PROJECT
JEFFERSON		H.014581

DESIGNED	WMR
CHECKED	JCM
DETAILED	KAJ
CHECKED	WMR
DATE	5-22-97
SHEET	1 OF 1

NO.	DATE	REVISION DESCRIPTION	BY
3	8-4-03	New Sheet, Rev. revetment quantities to SQ.YDS	JET
2	11-17-98	Revised Erosion Control Matting to System	WMR
1	4-3-98	Revised Erosion Control Matting Detail	WMR

PAVED DRAIN / ROADSIDE DITCH CHANNEL PROTECTION

SPECIAL DETAIL PD-01

HYDRAULICS SECTION

FINAL PLANS

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\22_SUGGESTED SEQUENCE OF CONSTRUCTION PHASE 1_01.dgn 3-18-2026 11:49:53

PHASE I

TRAFFIC MAINTENANCE:

1. ALL ROADWAYS WILL REMAIN OPEN, EXCEPT FOR THE SHOULDER CLOSURE ALONG EXISTING PETERS RD.

GENERAL NOTES:

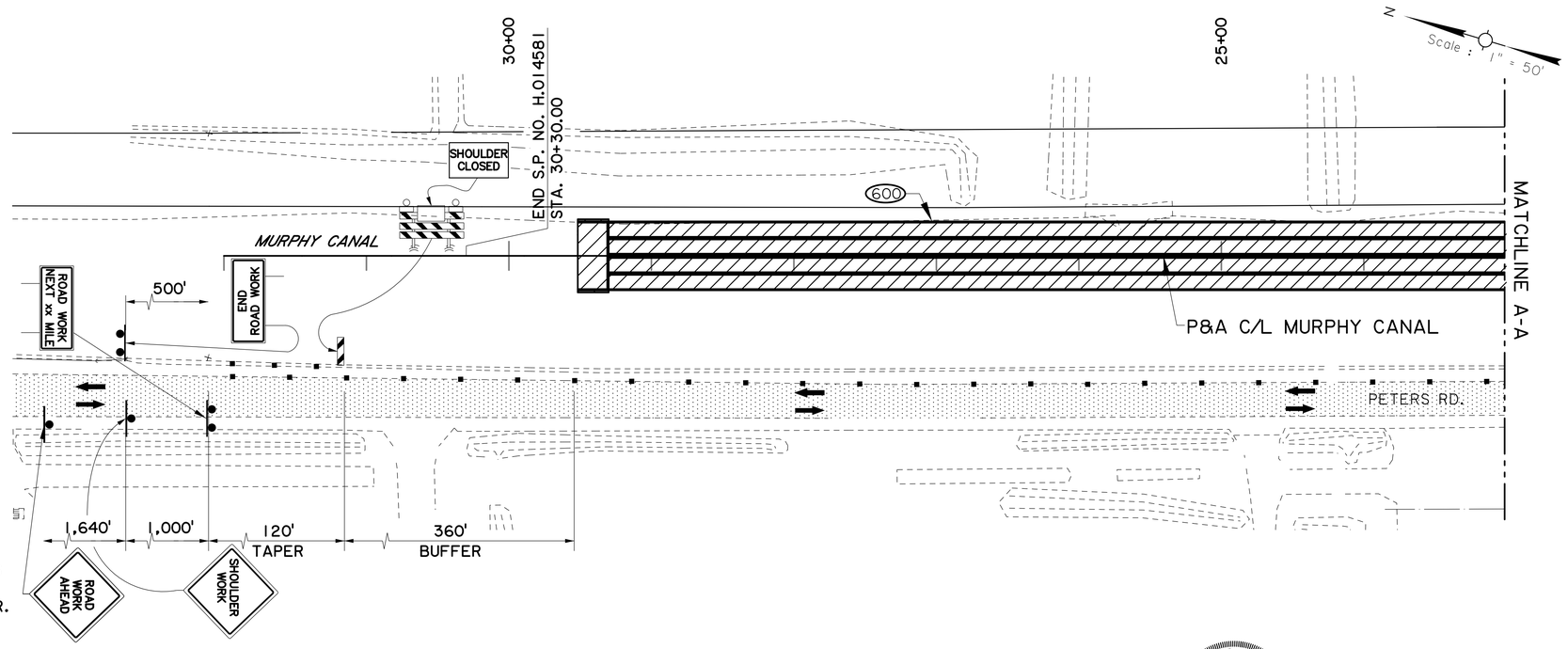
1. FOR ROADWAY TO BE CONSTRUCTED UNDER TRAFFIC, THE CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING ADEQUATE PROTECTION FOR HIS WORKING PERSONNEL AND ADEQUATE WARNING FOR THE LOCAL MOTORISTS UNDER THE DIRECTION OF THE PROJECT ENGINEER.

2. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS REQUIRED BY THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) WILL BE AT NO ADDITIONAL COST TO THE DEPARTMENT. ALL AREAS NOT OPEN TO TRAFFIC SHALL BE CLOSED WITH BARRICADES.

3. THIS CONSTRUCTION SIGNING WILL BE SUPPLEMENTED BY LADOTD. TTC DETAILS. TTC-00(A-D) & TTC-02

4. ALL EDGE LINES, LANE LINES AND CENTERLINES SHALL BE MARKED WITH THE APPROPRIATE COLOR MARKINGS. ALL MARKINGS SHALL BE MAINTAINED IN GOOD CONDITIONS BY THE CONTRACTOR AND SHALL BE REFURBISHED WHEN NEEDED AND WHEN REQUESTED BY THE PROJECT ENGINEER.

5. SIGNS LOCATION ARE NOT TO SCALE.



NEW CONSTRUCTION

1. CONTRACTOR SHALL NOT CONSTRUCT MORE THAN TWO BARRELS AT ONE TIME AND SHALL MAINTAIN FLOW IN THE REMAINDER OF THE CHANNEL DURING CONSTRUCTION. ANY MODIFICATIONS FROM THE SUGGESTED SEQUENCE OF CONSTRUCTION SHALL BE SUBMITTED FOR APPROVAL TO THE PROJECT ENGINEER, JEFFERSON PARISH, AND THE ENGINEER OF RECORD.

2. DRAINAGE STRUCTURE 600 IS TO BE CONSTRUCTED IN TWO STAGES FROM STA. 18+00.00 TO STA. 29+30.00.

   STAGE 1:
   CONSTRUCT THE TWO EAST SIDE BARRELS AND ALLOW WATER TO FLOW IN CANAL AROUND BOX AS IT IS BEING CONSTRUCTED.

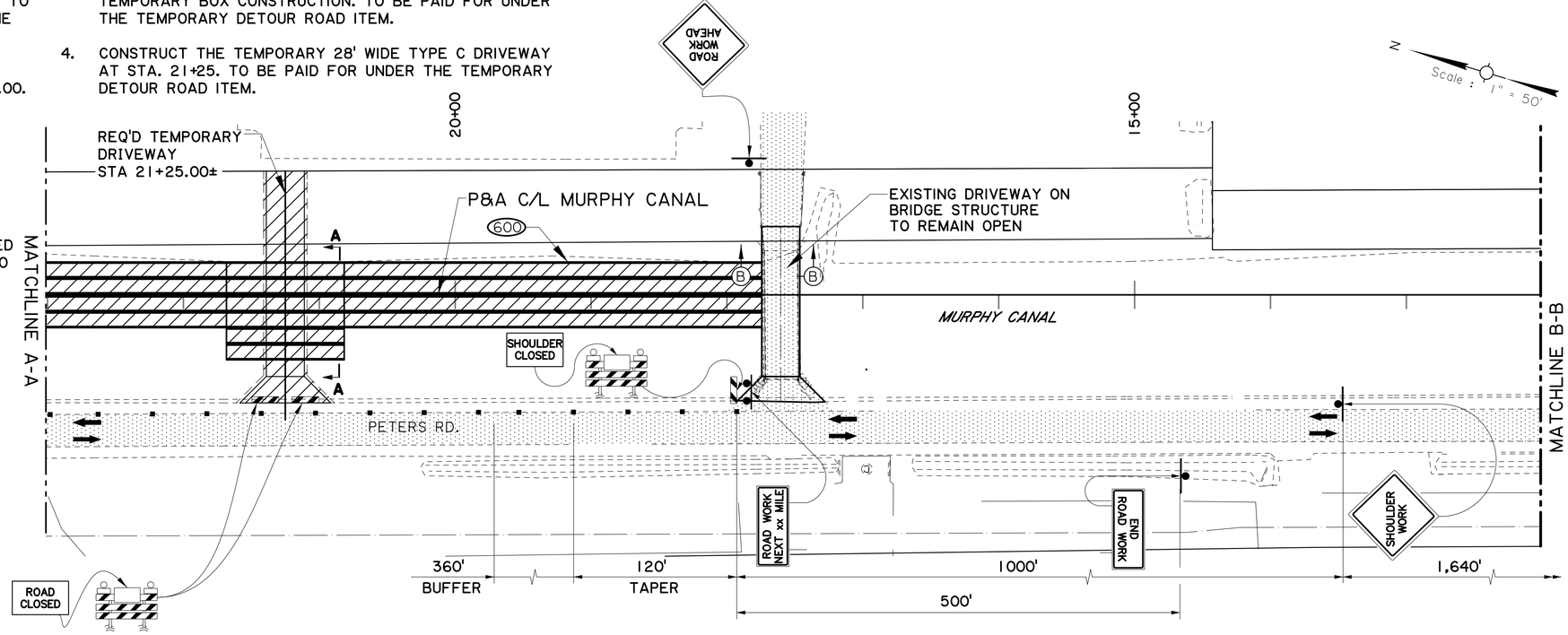
   STAGE 2:
   CONSTRUCT THE REMAINING TWO BARRELS OF THE 4-10'x10' RCB. OPEN THE TWO BARRELS CONSTRUCTED IN STAGE I FOR WATER FLOW, AND ALLOW WATER TO FLOW IN CANAL AROUND BOX AS IT IS BEING CONSTRUCTED.

3. AFTER CONSTRUCTION OF THE FOUR BARRELS OF STRUCTURE 600, A TEMPORARY BOX CULVERT IS TO BE CONSTRUCTED TO DIVERT WATER FLOW. OPEN ALL FOUR BARRELS OF 600 TO ALLOW WATER TO FLOW PAST THE TEMPORARY BOX CONSTRUCTION. TO BE PAID FOR UNDER THE TEMPORARY DETOUR ROAD ITEM.

4. CONSTRUCT THE TEMPORARY 28' WIDE TYPE C DRIVEWAY AT STA. 21+25. TO BE PAID FOR UNDER THE TEMPORARY DETOUR ROAD ITEM.

LEGEND

- NEW CONSTRUCTION
- OPEN TO TRAFFIC
- CHANNELIZING DEVICES
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- TRAFFIC SIGN



STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	22
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED ARJ / CHECKED RACIII	DETAILED GAV, SRG / CHECKED ARJ	SERIES NUMBER 1 OF 4

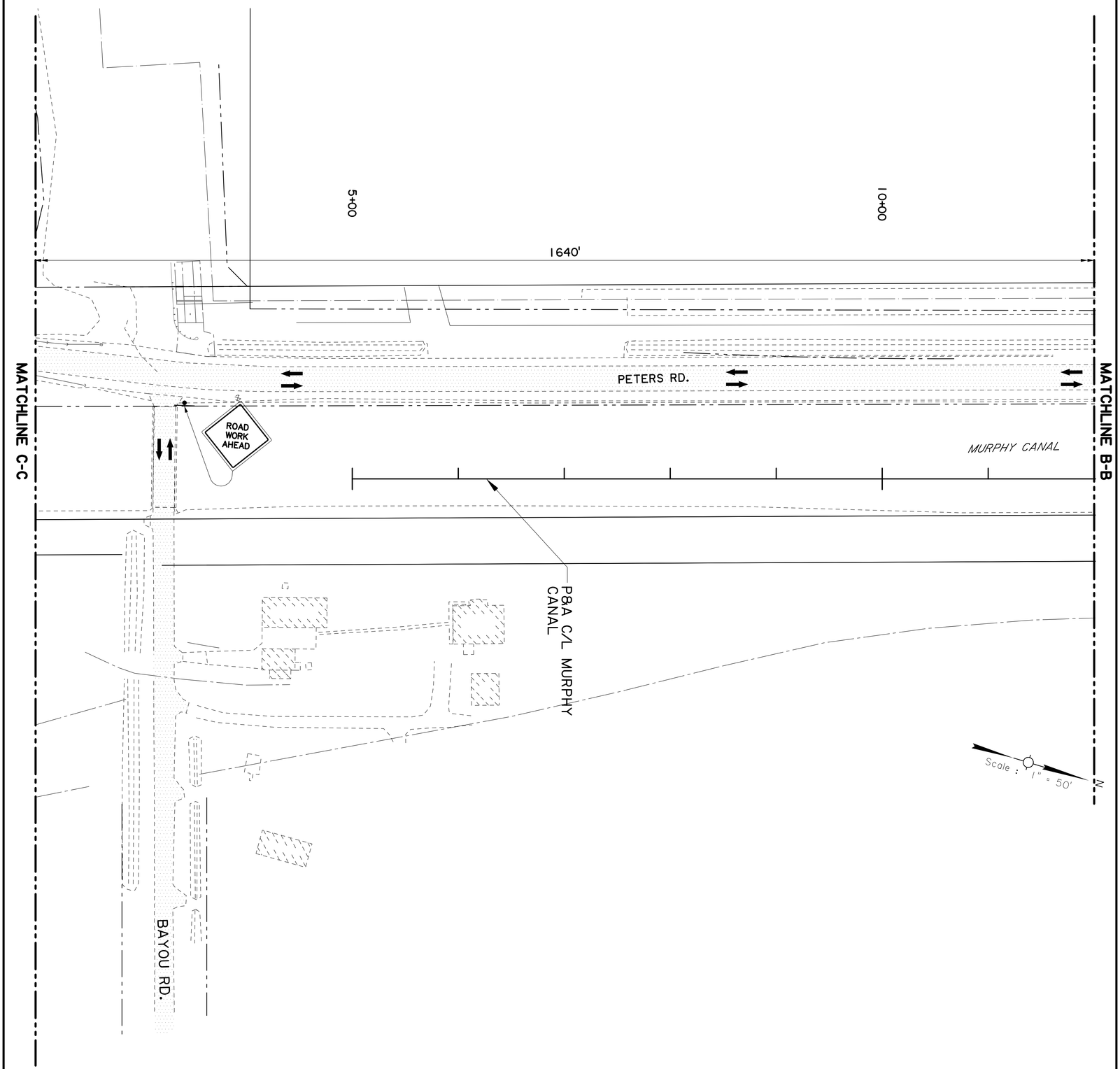
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING
PHASE I

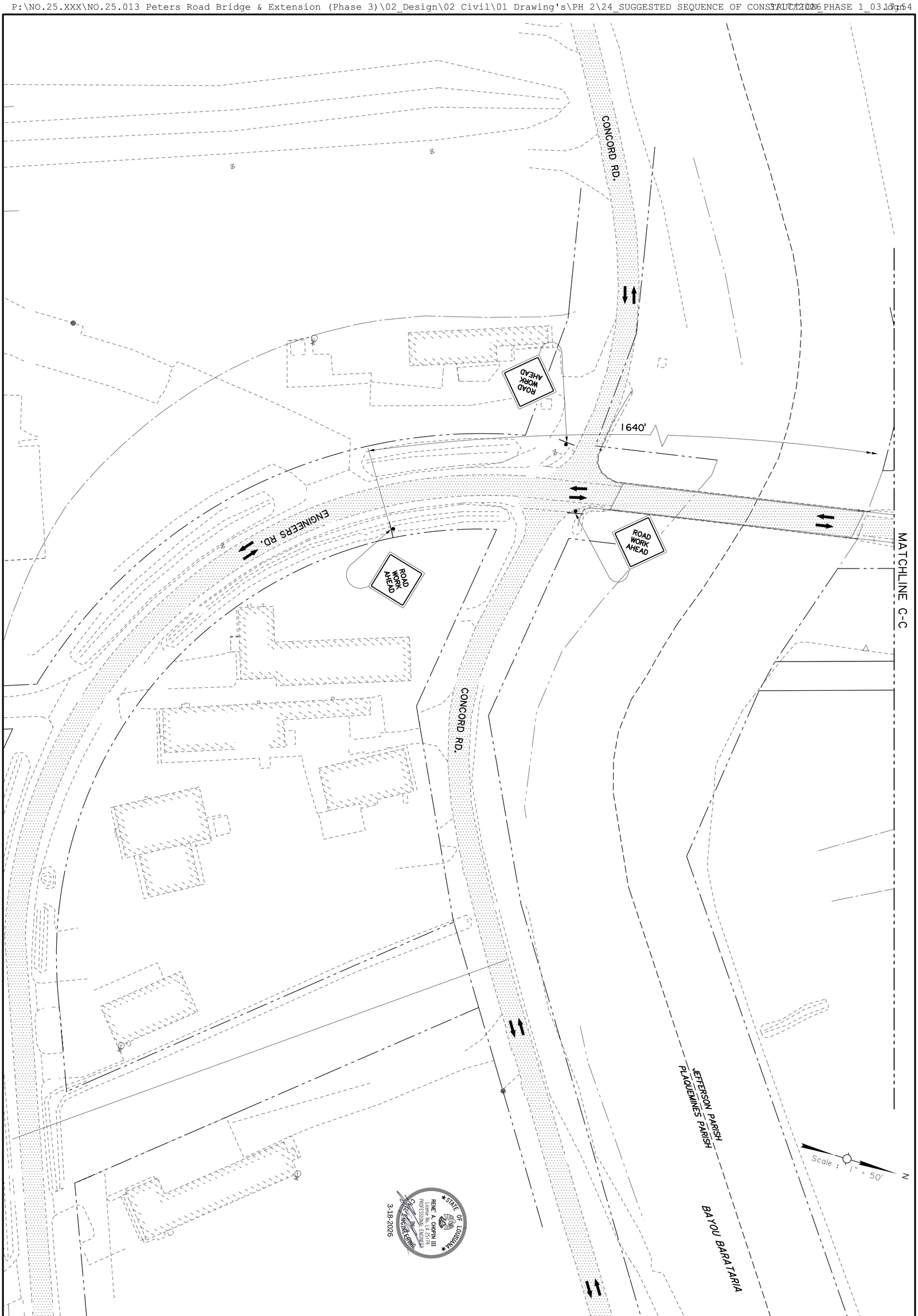
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

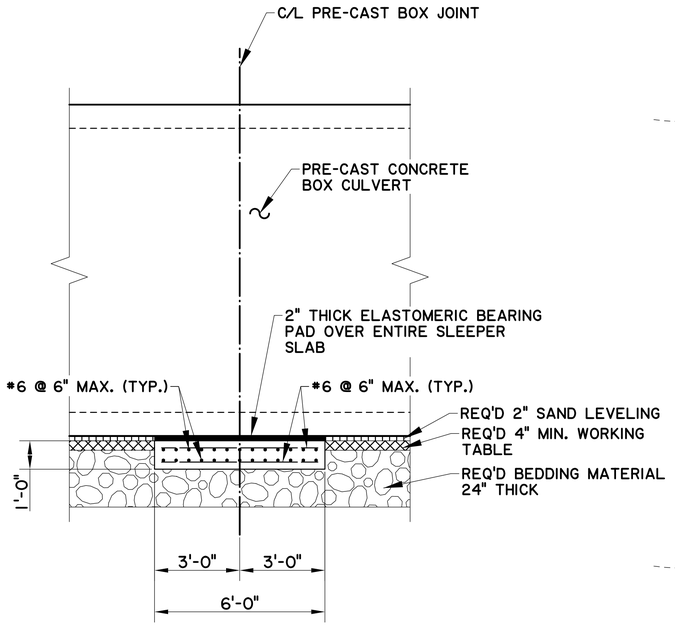


RENE' A. CHOPIN III
LICENSE NO. LA 25174
PROFESSIONAL ENGINEER
STATE OF LOUISIANA
3-18-2026

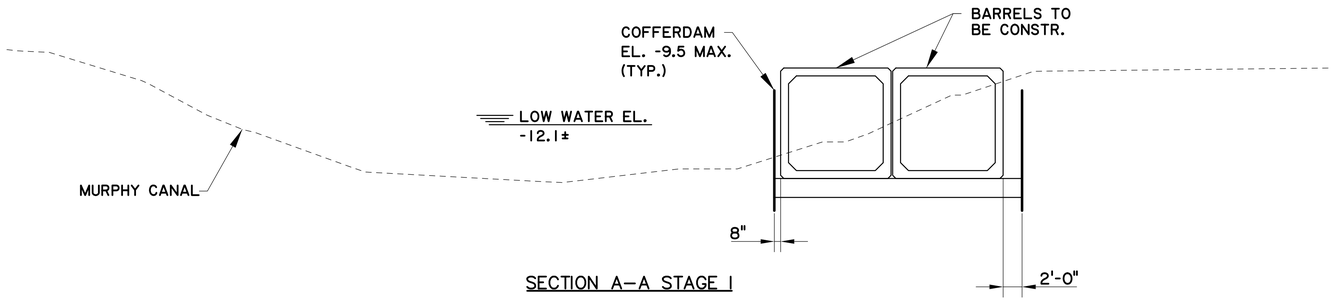
BKI	SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING PHASE I PETERS ROAD BRIDGE & EXTENSION PHASE 2A	STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY	DESIGNED ARJ CHECKED RACIII	PARISH JEFFERSON
							DETAILED GAV, SRG CHECKED ARJ	CONTROL SECTION 826-11
							SERIES NUMBER 2 OF 4	STATE PROJECT H.014581
								SHEET NUMBER 23



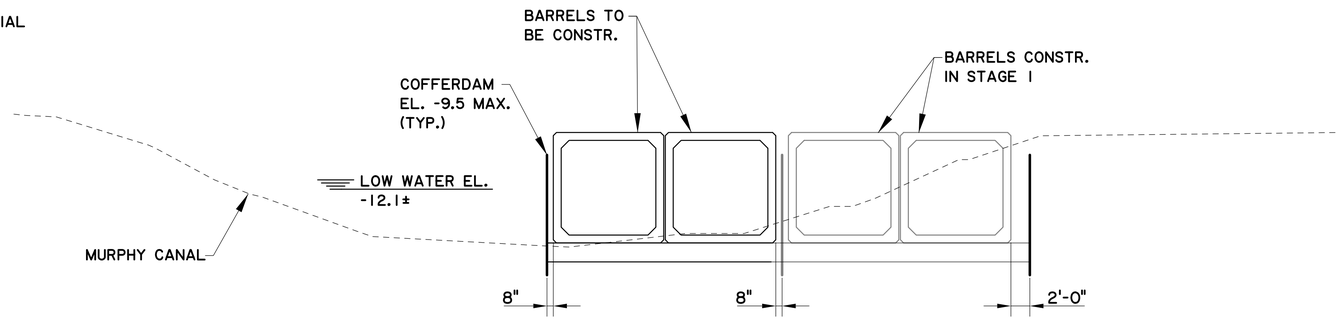
BKI	SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING PHASE I PETERS ROAD BRIDGE & EXTENSION PHASE 2A	STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY	DESIGNED ARJ / CHECKED RACIII; PARISH JEFFERSON; SHEET NUMBER 24 DETAILED GAV, SRG / CHECKED ARJ; CONTROL SECTION 826-11 SERIES NUMBER 3 OF 4; STATE PROJECT H.014581



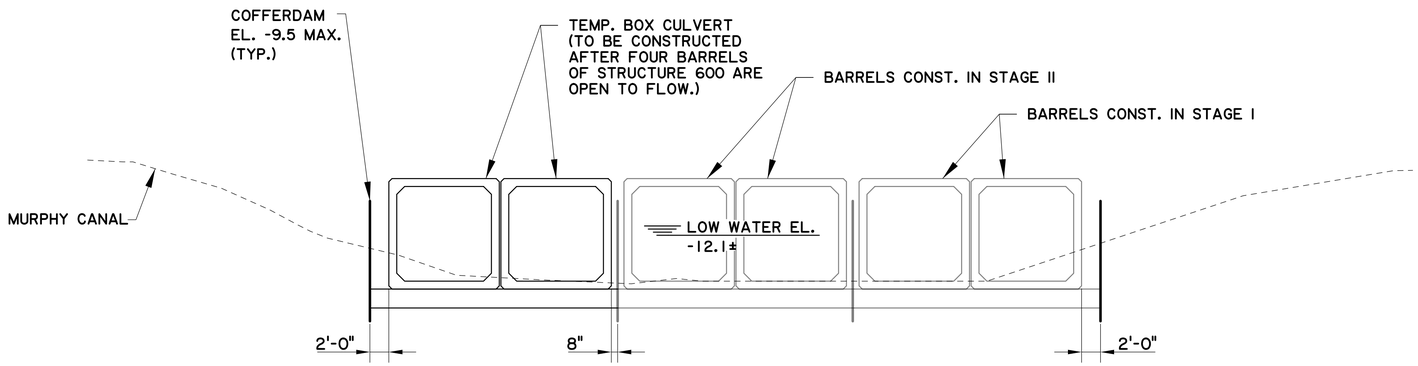
SECTION B–B
SLEEPER SLAB
N.T.S.



SECTION A–A STAGE I



SECTION A–A STAGE II



STAGE III
(AT TEMPORARY DRIVEWAY)

SECTION A–A
N.T.S.

NOTE:

1. LONGITUDINAL COFFERDAM SHEETING SHALL REMAIN IN PLACE AFTER CONSTRUCTION.
2. COFFERDAM SHEETING MAY BE CUT OFF TO ALLOW LATERAL PIPE CONNECTIONS.
3. CONTRACTOR SHALL PLACE A SLEEPER SLAB AT EACH TRANSVERSE BOX CULVERT JOINT WHERE THE ADJACENT BOX CULVERT SEGMENT WILL NOT BE PLACED WITHIN 14 DAYS OF THE PREVIOUS SEGMENT. SEE SECTION B-B FOR DETAILS.
4. SLEEPER SLAB CONCRETE SHALL BE CLASS A1. FABRICATE PLACED DEFORMED REINFORCING STEEL TO COMPLY WITH SECTION 806.
5. SLEEPER SLABS SHALL BE PAID FOR UNDER 805-15-02600, REINFORCED CONCRETE BOX CULVERTS (PRECAST) (10'x10').
6. PROVIDE 2-INCH THICK ELASTOMERIC BEARING PAD HAVING 150 PSI SHEAR MODULUS ALONG FULL LENGTH OF CONTACT AREA BETWEEN THE SLEEPER SLAB AND PRE-CAST BOX. ADHERE BEARING PAD TO SLEEPER SLAB USING ADHESIVE RECOMMENDED BY ADHESIVE AND BEARING PAD MANUFACTURERS.

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

3-18-2026

SHEET NUMBER 25

PARISH: JEFFERSON
CONTROL SECTION: 826-11
STATE PROJECT: H.014581

DESIGNED ARJ
CHECKED RACIII
DETAILED GAV, SRG
CHECKED ARJ
SERIES NUMBER 4 OF 4

NO. | DATE | BY | REVISION OR CHANGE ORDER DESCRIPTION

SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING

PHASE I

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02 Design\02 Civil\01 Drawing's\PH 2\26_SUGGESTED SEQUENCE OF CONSTRUCTION PHASE 2_01.dgn 03/18/2026 10:03:03

PHASE II

TRAFFIC MAINTENANCE:

1. THE SHOULDER WILL BE CLOSED ALONG EXISTING PETERS RD.
2. OPEN CONSTRUCTED TEMPORARY DRIVEWAY.
3. ALL ROADWAYS WILL REMAIN OPEN.

ROADWAY & STRUCTURE REMOVAL

1. EXISTING DRIVEWAY BRIDGE WILL BE REMOVED.

NEW CONSTRUCTION

1. CONTRACTOR SHALL NOT CONSTRUCT MORE THAN TWO BARRELS AT ONE TIME AND SHALL MAINTAIN FLOW IN THE REMAINDER OF THE CHANNEL DURING CONSTRUCTION. ANY MODIFICATIONS FROM THE SUGGESTED SEQUENCE OF CONSTRUCTION SHALL BE SUBMITTED FOR APPROVAL TO THE PROJECT ENGINEER, JEFFERSON PARISH, AND THE ENGINEER OF RECORD.

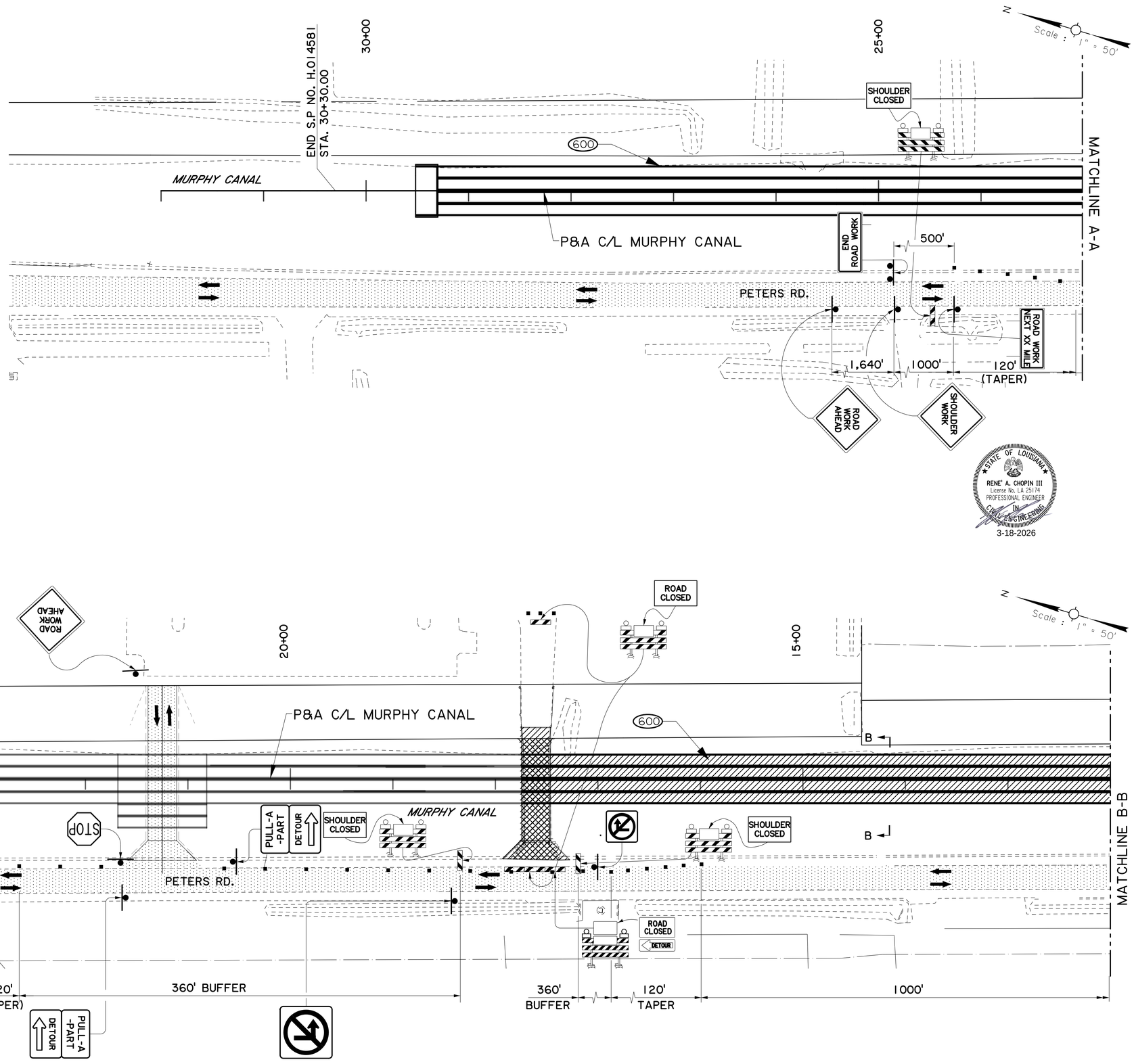
2. DRAINAGE STRUCTURE 600 IS TO BE CONSTRUCTED IN TWO STAGES FROM STA. 8+70.00 TO STA. 18+00.00.

   STAGE 1:
   CONSTRUCT THE TWO EAST SIDE BARRELS AND ALLOW WATER TO FLOW IN CANAL AROUND BOX AS IT IS BEING CONSTRUCTED.

   STAGE 2:
   CONSTRUCT THE REMAINING TWO BARRELS OF THE 4-10'x10' RCB. OPEN THE TWO BARRELS CONSTRUCTED IN STAGE 1 FOR WATER FLOW, AND ALLOW WATER TO FLOW IN CANAL AROUND BOX AS IT IS BEING CONSTRUCTED SEE SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING PHASE II SHEET 2 OF 3 FOR SECTION A-A.

3. OPEN ALL BARRELS OF THE BOX. PLACE FILL OVER THE BOX CULVERT AND FILL THE CANAL BETWEEN THE BOX AND PETER ROAD.

4. THE EXISTING BRIDGE STRUCTURE TO BE REMOVED ONCE THE TEMPORARY DRIVEWAY IS OPEN. NEW DRIVEWAY TO BE CONSTRUCTED ONCE THE BOX CULVERTS ARE COMPLETE.



LEGEND

- NEW CONSTRUCTION
- OPEN TO TRAFFIC
- TO BE REMOVED
- CHANNELIZING DEVICES
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- TRAFFIC SIGN

SHEET NUMBER	26
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED ARJ / CHECKED RACIII	DETAILED GAV, SRG / CHECKED ARJ
SERIES NUMBER	1 OF 4

NO.	DATE	BY	REVISION OR CHANGE ORDER DESCRIPTION

STATE OF LOUISIANA

SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING
PHASE II
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\27_SUGGESTED SEQUENCE OF CONSTRUCTION PHASE 2_02 17 26.dgn 3/17/2026 7:55:15 AM

MATCHLINE B-B

N

Scale: 1" = 50'

10+00

1000'

600

PETERS RD.

SHOULDER WORK

P&A C/L MURPHY CANAL

MURPHY CANAL

5+00

1640'

ROAD WORK AHEAD

BAYOU RD.

MATCHLINE C-C

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

3-18-2026

SHEET NUMBER 27

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.011458.1

DESIGNED	CHECKED	SERIES NUMBER
ARJ	RACIII	2 OF 4
DETAILED	CHECKED	
GAV, SRG	ARJ	

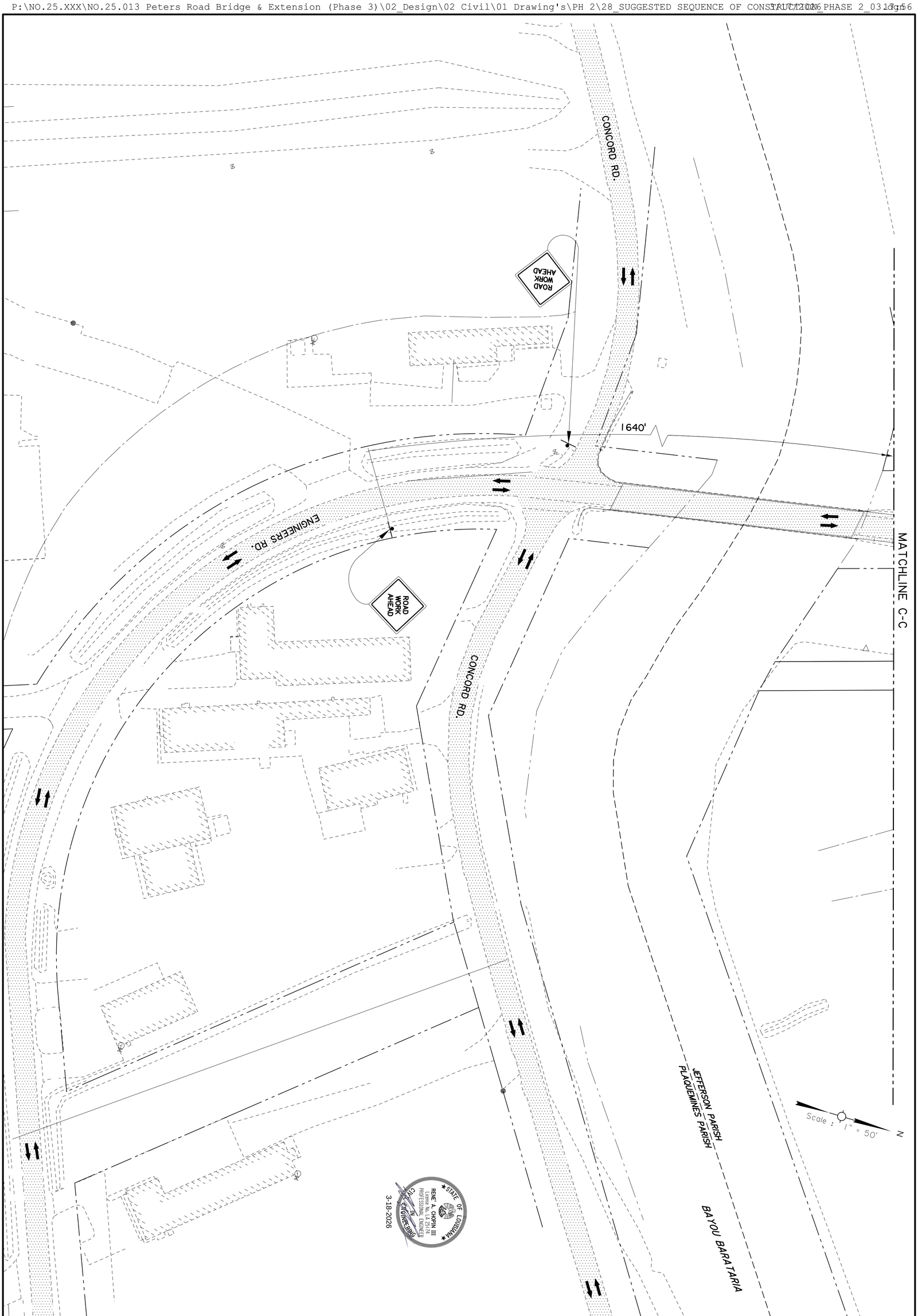
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING

PHASE II

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI



BKI

SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING

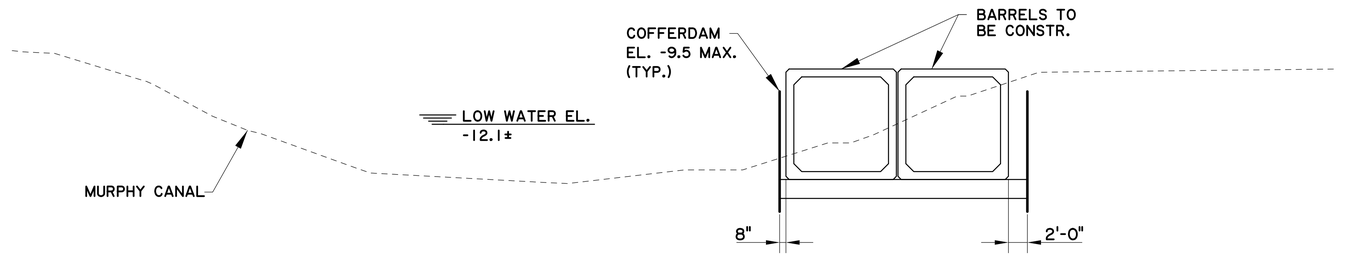
PHASE II

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

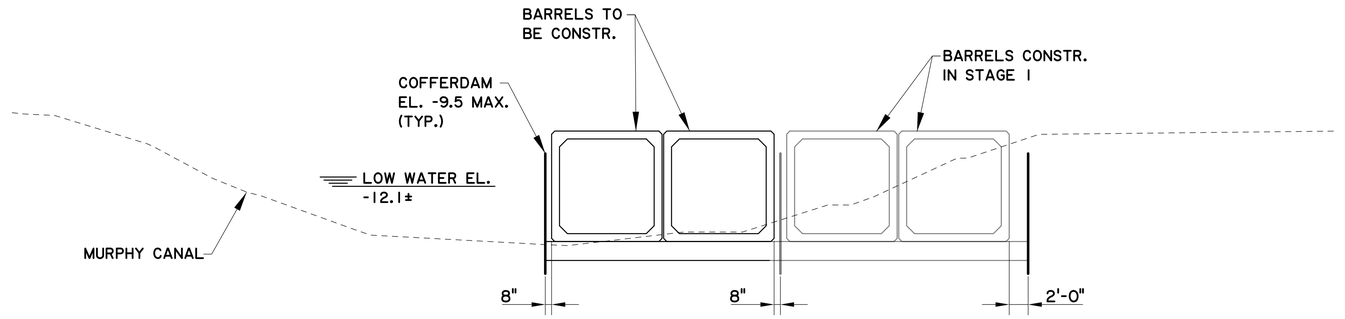
STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED / CHECKED	ARJ / RACIII	PARISH	JEFFERSON
DETAILED / CHECKED	GAV, SRG / ARJ	CONTROL SECTION	826-11
SERIES NUMBER	3 OF 4	STATE PROJECT	H.014581
		SHEET NUMBER	28



SECTION B–B STAGE I



SECTION B–B STAGE II

NOTE:

1. LONGITUDINAL COFFERDAM SHEETING SHALL REMAIN IN PLACE AFTER CONSTRUCTION.

2. COFFERDAM SHEETING MAY BE CUT OFF TO ALLOW LATERAL PIPE CONNECTIONS.

3. CONTRACTOR SHALL PLACE A SLEEPER SLAB AT EACH TRANSVERSE BOX CULVERT JOINT WHERE THE ADJACENT BOX CULVERT SEGMENT WILL NOT BE PLACED WITHIN 14 DAYS OF THE PREVIOUS SEGMENT. SEE SECTION B-B (PHASE 1) FOR DETAILS.

4. SLEEPER SLAB CONCRETE SHALL BE CLASS A1. FABRICATE PLACED DEFORMED REINFORCING STEEL TO COMPLY WITH SECTION 806.

5. SLEEPER SLABS SHALL BE PAID FOR UNDER 805-15-02600, REINFORCED CONCRETE BOX CULVERTS (PRECAST) (10'x10').

6. PROVIDE 2-INCH THICK ELASTOMERIC BEARING PAD HAVING 150 PSI SHEAR MODULUS ALONG FULL LENGTH OF CONTACT AREA BETWEEN THE SLEEPER SLAB AND PRE-CAST BOX. ADHERE BEARING PAD TO SLEEPER SLAB USING ADHESIVE RECOMMENDED BY ADHESIVE AND BEARING PAD MANUFACTURERS.

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026

SHEET NUMBER 29

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGNED ARJ	DETAILED GAV, SRG	SERIES NUMBER
CHECKED RACIII	CHECKED ARJ	4 OF 4

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING

PHASE II

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

PHASE III

TRAFFIC MAINTENANCE:

1. OPEN NEW DRIVEWAY TO TRAFFIC (CONSTRUCTED IN PHASE II).

LEGEND

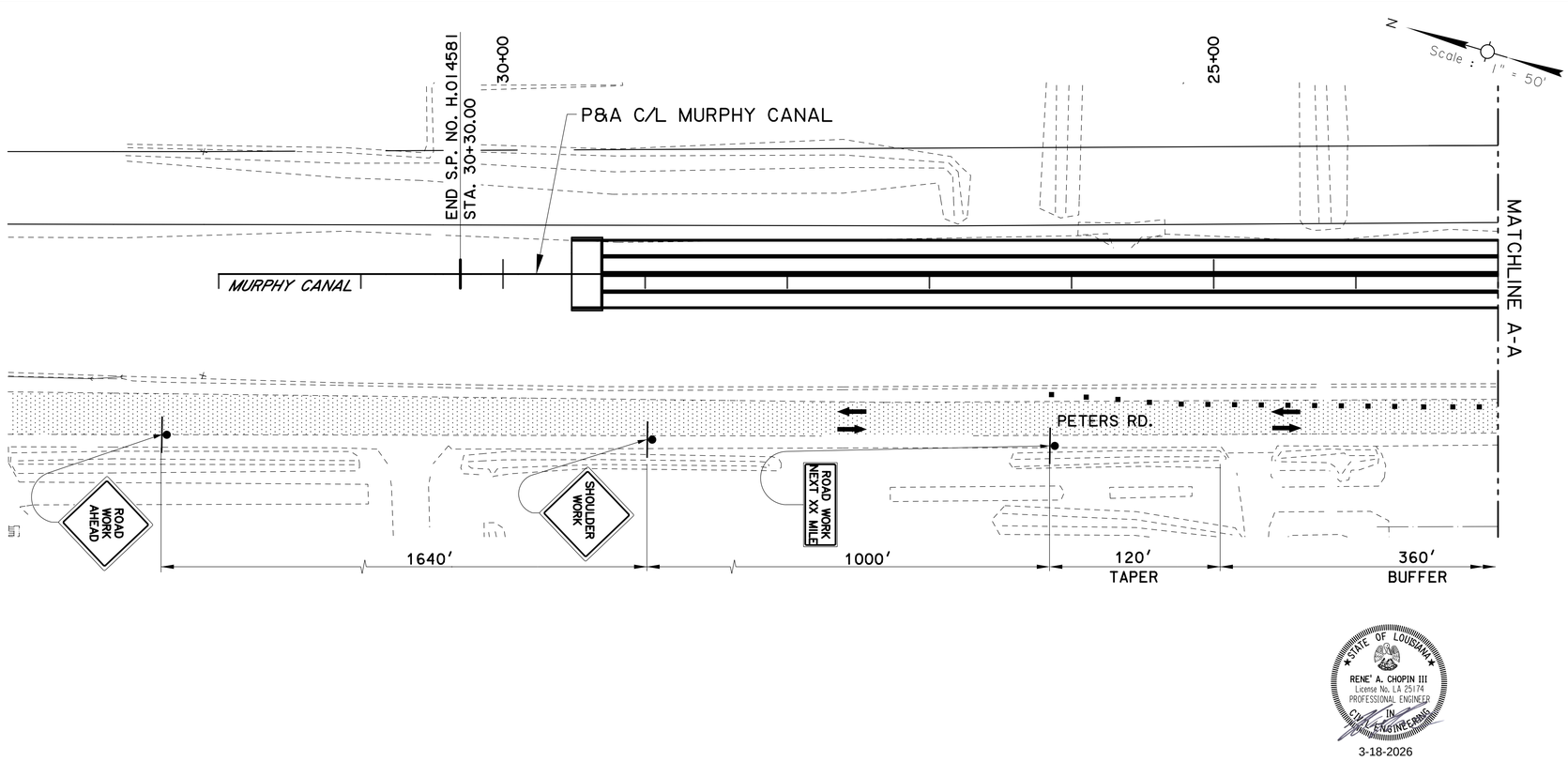
- NEW CONSTRUCTION
- OPEN TO TRAFFIC
- TO BE REMOVED
- CONSTRUCTED PORTION NOT OPEN TO TRAFFIC
- TRAFFIC SIGN
- CHANNELIZING DEVICES
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC

NEW CONSTRUCTION

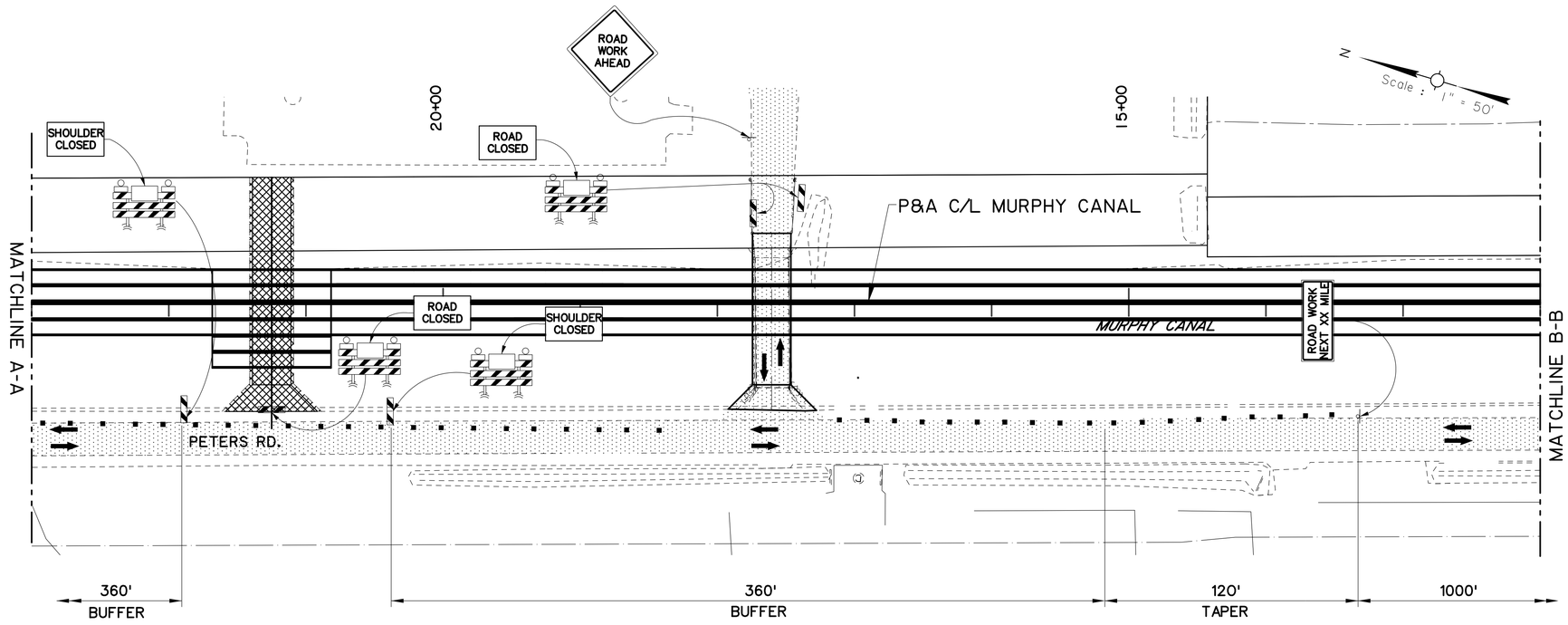
1. NONE

ROADWAY & STRUCTURE REMOVAL

1. REMOVE THE TEMPORARY DRIVEWAY.
2. REMOVE OR FILL/ABANDON TEMPORARY BOXES.



STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026



SHEET NUMBER 30

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGNED	ARJ
CHECKED	RACIII
DETAILED	GAV, SRG
CHECKED	ARJ
SERIES NUMBER	1 OF 3

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING

PHASE III

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI

FINAL PLANS

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\30_SUGGESTED SEQUENCE OF CONSTRUCTION PHASE 3_01.dgn 3/18/2026 10:24:57 AM

FINAL PLANS

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\31_SUGGESTED SEQUENCE OF CONSTRUCTION PHASE 3_02.13.26.dwg 2/13/2026 7:37:58 AM

MATCHLINE B-B

10+00

1000'

PETERS RD.

600

P&L C/L MURPHY CANAL

SHOULDER WORK

5+00

1640'

MURPHY CANAL

ROAD WORK AHEAD

BAYOU RD.

MATCHLINE C-C

N

Scale: 1" = 50'

SHEET NUMBER	31
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED	ARJ
CHECKED	RACIII
DETAILED	GAV, SRG
CHECKED	ARJ
SERIES NUMBER	2 OF 3

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

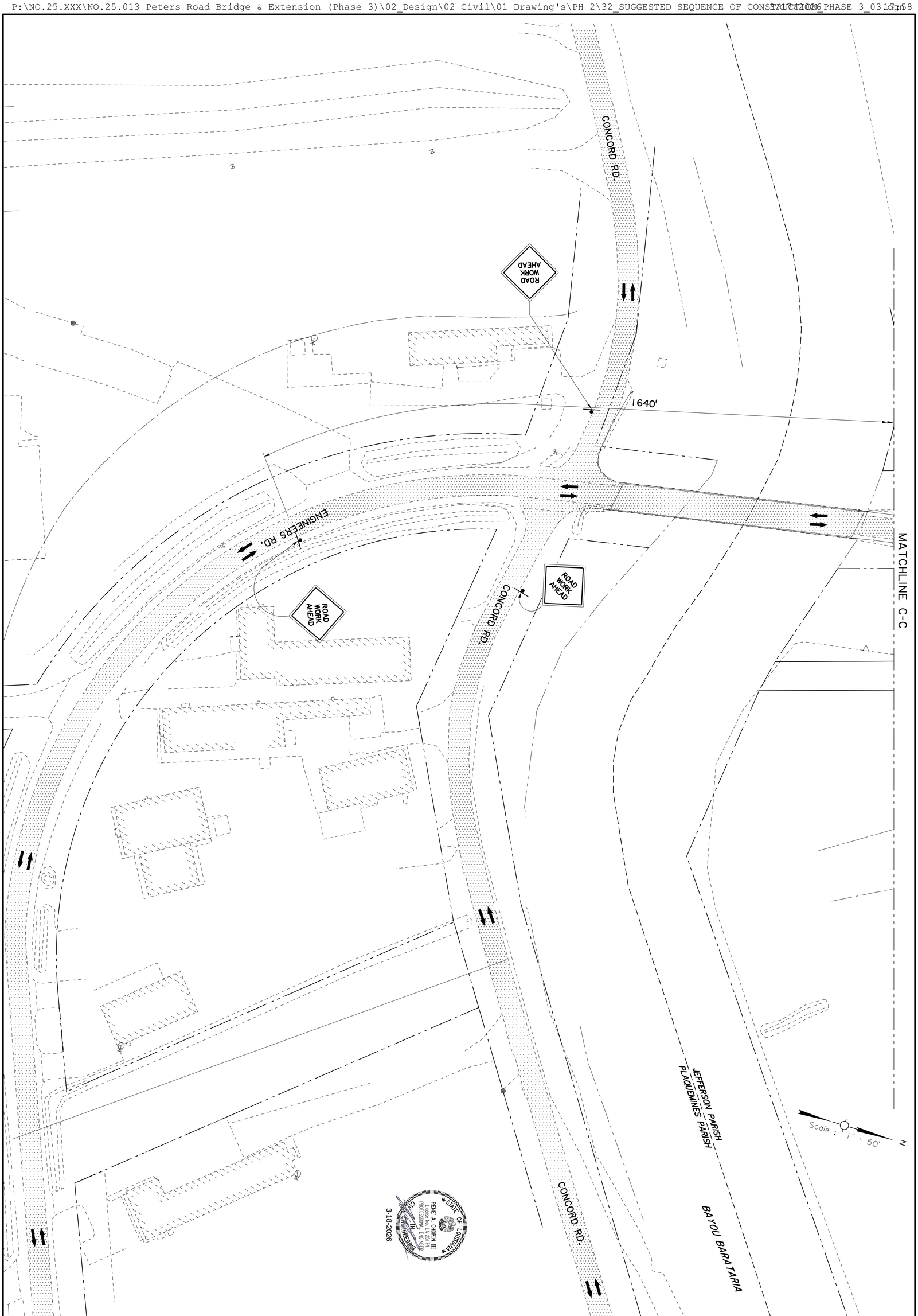
3-18-2026

SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING

PHASE III

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

BKI



BKI	SUGGESTED SEQUENCE OF CONSTRUCTION & SIGNING PHASE III PETERS ROAD BRIDGE & EXTENSION PHASE 2A	STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY	DESIGNED ARJ CHECKED RACIII DETAILED GAV, SRG CHECKED ARJ SERIES NUMBER 3 OF 3 PARISH JEFFERSON CONTROL SECTION 826-11 STATE PROJECT H.014581 SHEET NUMBER 32

B-1
14 MAY 12
G.S.E. -1.63

B-2
16 MAY 12
G.S.E. -1.38

B-3
7 MAY 12
G.S.E. -6.05

B-4
10 MAY 12
G.S.E. -4.62

B-5
15 MAY 12
G.S.E. -1.30

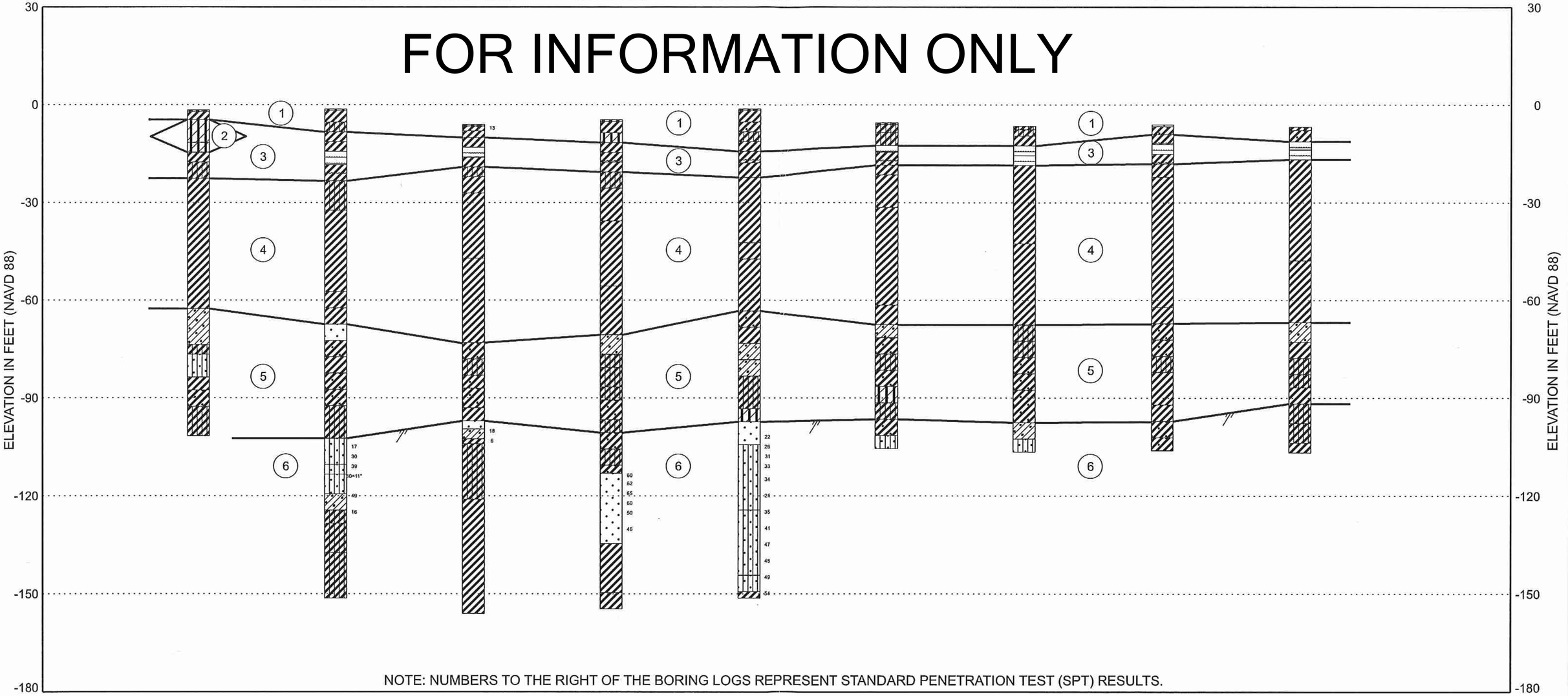
B-6
9 MAY 12
G.S.E. -5.49

B-7
27 APRIL 12
G.S.E. -6.55

B-8
23 APRIL 12
G.S.E. -6.11

B-9
26 APRIL 12
G.S.E. -6.76

FOR INFORMATION ONLY



NOTE: NUMBERS TO THE RIGHT OF THE BORING LOGS REPRESENT STANDARD PENETRATION TEST (SPT) RESULTS.

BORING MATERIAL GRAPHICS

- CLAY
- SILTY CLAY
- SANDY CLAY
- SAND
- SILTY SAND
- CLAYEY SAND
- SILT
- SANDY SILT
- CLAYEY SILT
- PEAT/HUMUS
- SHELLS

STRATUM	GEOLOGIC ORIGIN
1	FILL
2	ABANDONDED DISTRIBUTARY
3	SWAMP / MARSH
4	DELTAIC PLAIN
5	NEARSHORE GULF
6	PLEISTOCENE

PRELIMINARY

FOR REVIEW ONLY

EUSTIS ENGINEERING SERVICES, L.L.C.
WWW.EUSTISENG.COM
LAFAYETTE • BATON ROUGE • NEW ORLEANS • GULFPORT

GEOLOGIC SUBSOIL PROFILE

STATE OF LOUISIANA
PETERS ROAD, PHASE II
INTERCONNECTING ROADWAYS AND BRIDGES
AT BAYOU BARATARIA
JEFFERSON/PLAQUEMINES PARISH, LOUISIANA

DRAWN BY: J.L.S.	PLOT DATE: 9 OCT 15	CADD FILE: BORING PROFILE.DGN
CHECKED BY: G.P.S.	JOB NO.: 21750	FIGURE 2

SOIL TYPE® AND COLOR	WET DENSITY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	qu	SPT or UU	FAILURE MODE/ SPT TERMINATION	SAMPLE NUMBER	DEPTH	ELEVATION	WATER TABLE
GROUND SURFACE EL. -6.1 NAVD 88									Feet 0	-6.1	
BR. SA. CL. W/ RT., GRAV., & CONC.		19				5,8	4	D1			
	107	44			0.80		M.S.	C3			
BR. SA. CL. W/ RT., GRAV., & Limestone		31	87	63				C4	5		▽ 24 HRS
GR. & TN. CL. W/ SA. PKT., WD., & ORG.	76	204				0.12 @ 5.1	SL.	C5			
BR. & GR. CL. W/ WD., SH., BRK., & SA.	96	79	105	75		0.05 @ 6.1	M.S.	C6	10	-16.1	
GR. PT. W/ RT	116	37			0.24		M.S.	C7			
GR. CL. W/ SI. LEN., WD., & RT.									15		
GR. SI. CL. GR. CL. W/ SI. PKT. & LEN.	110	44	66	43		0.1 @ 8.4	SL.	C8			
									20	-26.1	
GR. CL. W/ SI. PKT. & LEN.	106	53				0.2 @ 10.0	M.S.	C9			
									25		
	98	72	89	67		0.18 @ 11.7	YLD	C10			
									30	-36.1	
	95	74			0.24		M.S.	C11			
									35		
	97	70	91	62		0.16 @ 14.9	M.S.	C12			
									40	-46.1	
GR. CL. W/ SI. LEN.	99	72				0.42 @ 16.6	M.S.	C13			
									45		
	100	61	77	51		0.36 @ 18.2	M.S.	C14			
									50	-56.1	
	99	66			0.29		M.S.	C15			
									55		
	103	60	80	54		0.45 @ 21.4	M.S.	C16			
									60	-66.1	
	102	60				0.39 @ 23.1	M.S.	C17			
									65		
GR. SA. CL. W/ SH. & TR. WD.	117	35	32	13		0.22 @ 24.7	M.S.	C18			
									70	-76.1	
GR. SI. CL. W/ SH.	118	27			0.42		M.S.	C19			
									75		
GR. & GN.-GR. SA. SI. W/ SH. & CL.	119	27	29	5		0.45 @ 28.0	M.S.	C20			
									80	-86.1	
GR. & GN.-GR. SA. CL. W/ CONC.	113	31				0.53 @ 29.6	M.S.	C21			
									85		
GR. CL. W/ SI. PKT. & WD.	107	47	63	38		0.61 @ 31.2	M.S.	C22			
									90	-96.1	
GR. FI. SA. W/ CL. PKT.		24						D23			
GR. CL. SA.		25				7,11	4	D24	95		
GR. CL. W/ SA. PKT. & SH.		36				3,3	4	D25			
GR. SI. CL. W/ WD. & SH.	117	31			1.2		M.S.	C26	100	-106.1	
	115	32	39	22		0.68 @ 36.1	M.S.	C27			
									105		
	114	31				0.61 @ 37.8	M.S.	C28			
									110	-116.1	
	114	31	44	24		0.96 @ 39.4	M.S.	C29			
									115		
GR. CL. W/ SI. PKT., SI. SA. PKT., SH., & WD.	115	36			1.4		M.S.	C30			
									120	-126.1	
	111	42	66	47		0.78 @ 42.7	M.S.	C31			
									125		
	111	39				1.19 @ 44.3	M.S.	C32			
									130	-136.1	
	113	39	62	45		1.43 @ 45.9	M.S.	C33			
									135		
	115	34			1.3		M.S.	C34	140	-146.1	

DRILL RIG AND EQUIPMENT
DRILL RIG MODEL: Failing 36
DRILLING METHOD: Wet Rotary
BOREHOLE DIAMETER: 3"
TYPE OF SPT HAMMER: 140 lb Manual Drop
SPT HAMMER EFFICIENCY:
BOREHOLE BACKFILL: Cement Bentonite Grout

BORING NO. B-3	STA.: 1022+00	
LATITUDE: 29° 50' 21.18" N	LOCATION: ENGINEERS ROAD	
LONGITUDE: 90° 03' 12.84" W	DATE TAKEN: 5/7/2012	STR. NO.:
CONT. SECT.:	LOG MILE:	SQD. LDR.:

SOIL TYPE® AND COLOR	WET DENSITY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	qu	SPT or UU	FAILURE MODE/ SPT TERMINATION	SAMPLE NUMBER	DEPTH	ELEVATION	WATER TABLE
	116	33	52	36		0.73 @ 49.2	M.S.	C35	Feet 140	-146.1	
									145		
	117	32			1.1		M.S.	C36	150	-156.1	
									155		
									160	-166.1	
									165		
									170	-176.1	
									175		
									180	-186.1	
									185		
									190	-196.1	
									195		
									200	-206.1	
									205		
									210	-216.1	
									215		
									220	-226.1	
									225		
									230	-236.1	
									235		
									240	-246.1	
									245		
									250	-256.1	
									255		
									260	-266.1	
									265		
									270	-276.1	
									275		
									280	-286.1	

DRILL RIG AND EQUIPMENT
DRILL RIG MODEL: Failing 36
DRILLING METHOD: Wet Rotary
BOREHOLE DIAMETER: 3"
TYPE OF SPT HAMMER: 140 lb Manual Drop
SPT HAMMER EFFICIENCY:
BOREHOLE BACKFILL: Cement Bentonite Grout

BORING NO. B-3	STA.: 1022+00	
LATITUDE: 29° 50' 21.18" N	LOCATION: ENGINEERS ROAD	
LONGITUDE: 90° 03' 12.84" W	DATE TAKEN: 5/7/2012	STR. NO.:
CONT. SECT.:	LOG MILE:	SQD. LDR.:

STANDARD ABBREVIATIONS & DEFINITIONS

MATERIAL:
CL. = Clay
CONC. = Concretion
GRAV. = Gravel
I.O. = Iron Ore
LIG. = Lignite
N.P. = Non-Plastic
ORG. = Organic
PT. = Peat
RT. = Roots
SA. = Sand
SH. = Shell
SI. = Silt
VEG. = Vegetation
WD. = Wood

COLOR:
BR. = Brown
BK. = Black
BL. = Blue
GR. = Gray
GN. = Green
PK. = Pink
RD. = Red
TN. = Tan
WH. = White
YE. = Yellow

TEXTURE:
CO. = Coarse
FI. = Fine
MED.= Medium

STRUCTURE:
ALT. = Alternating
LAM. = Laminated
LEN. = Lens
LYR. = Layer
MOT.= Mottled
PKT. = Pocket
STK. = Streak
STR. = Strata
TR. = Trace

FAILURE MODE:
M.S. = Multiple Shear
S/S = Slickensides
V.S. = Vertical Shear
SL. = Slump
YLD. = Yield
60 S. = Shear Angle

SPT TERMINATION: AASHTO T 206
1 = 7.2.1 - 50 Blows Within A 6" Interval
2 = 7.2.2 - 100 Blows Total
3 = 7.2.3 - No Advancement for 10 Blows
4 = 7.2.4 - Sampler Driven the Entire 18"
5 = Non-standard

SOIL PROPERTIES

WET DENSITY = Wet density of in-place soil, (pounds per cu. ft.) determined by AASHTO T 208.
MOISTURE CONTENT = Moisture Content of in-place soil, expressed as a percentage of the dry weight of the soil, (%), determined by DOTD TR 403, Method B.
LIQUID LIMIT & PLASTICITY INDEX = Atterberg limits and indices, DOTD TR 428
qu = Unconfined compressive strength, AASHTO T 208, (tons per sq. ft.)
SPT = Standard Penetration Test, AASHTO T 206, number of blows per each 6 inch increment, unless amount of penetration is shown
UU = Unconsolidated Undrained triaxial test, AASHTO T 296, compressive strength (tons per sq. ft.), of one specimen confined at noted pressure (pounds per sq. in.)
C = Soil cohesion (tons per sq. ft.)
ϕ = Soil angle of internal friction (degrees)
Δ = Unconsolidated Undrained triaxial test, AASHTO T 296, three specimens, (c - ϕ).
* = Consolidated drained direct shear test, AASHTO T 236, (c - ϕ).
# = Pocket penetrometer strength, (tons per sq. ft)

MISCELLANEOUS:

C-3 = Location and Identification of thin-walled tube sample, AASHTO T 207
C-3 = Location and Identification of thin-walled tube sample, AASHTO T 207, with a portion of the sample saved for consolidation testing
S-3 = Location and Identification of SPT sample, AASHTO T 206
N.C. = No Cull, no preliminary 6 in. driving prior to securing SPT data
NO PENT. = No Penetration, unable to drive split spoon sampler initial 6 inches of the Standard Penetration Test.
NO RECV. = No Recovery, unable to recover sample for testing or classification.
DIST. = Disturbed sample recovered with thin-walled tube sampler.
▽ 24 HRS = Water Table depth below ground surface recorded at noted time after completion of bore hole.
⊗ = SOIL TYPE nomenclature is based on ASTM D 2487

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL	DESIGNATION		"N" (blows per ft.)	Approximate "qu" (tons per sq. ft.)
SAND AND SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4 - 10	
		MEDIUM	10 - 30	
		DENSE	30 - 50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2 - 4	0.25 - 0.50
		MEDIUM	4 - 8	0.50 - 1.00
		STIFF	8 - 15	1.00 - 2.00
		VERY STIFF	15 - 30	2.00 - 4.00
		HARD	OVER 30	OVER 4.00

GROUND SURFACE ELEVATIONS FURNISHED BY BURK-KLEINPETER, INC.

STATE OF LOUISIANA
GWENDOLYN P SANDERS
License No. 27104
PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
10/9/2015

THIS SIGNATURE AND SEAL IS AFFIXED TO THIS DRAWING AS CERTIFICATION THAT THE LABORATORY TESTING AND ANALYSIS WAS PERFORMED ACCORDING TO THE LISTED PROCEDURES. NO DESIGN COMPUTATIONS WERE PERFORMED OR REVIEWED BY ME.

SHEET NUMBER 34
PARISH: JEFFERSON/PLAQUEMINES
FEDERAL PROJECT:
STATE PROJECT: 826-632-0002
DESIGNED BAF 8/23/2010
CHECKED BAF 8/23/2010
DETAILED J.L.S. 11/15/2012
CHECKED G.P.S. 11/15/2012
DATE 11/15/2012
SHEET 2 OF 6
BY
NO. DATE REVISION DESCRIPTION

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PETERS ROAD BRIDGE AND EXTENSION (PHASE II) LA 1261
Field Book No.
LOGS OF SOIL BORINGS

PAVEMENT & GEOTECHNICAL SERVICES

SOIL TYPE® AND COLOR GROUND SURFACE EL. -5.5 NAVD 88	WET DENSITY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	qu	SPT or UU	FAILURE MODE/ SPT TERMINATION	SAMPLE NUMBER	DEPTH Feet	ELEVATION	WATER TABLE
BR. SI. CL. W/ SH.		20						J1	0	-5.5	
GR. SI. CL. W/ RT. & SH.		30						J2			
BR. & GR. CL. W/ SI. PKT., ORG., & SH.	115	31	72	42		1.09 @ 2.6	M.S.	C3	5		
GR. PT.	73	274	224	129		0.23 @ 3.6	M.S.	C4			
GR. ORG. CL. W/ WD.	75	183	218	164		0.05 @ 4.6	M.S.	C5	10	-15.5	
GR. CL. W/ WD., SI. LEN., & ORG.	91	95	102	74	0.17		M.S.	C6	15		
GR. CL. W/ SI. LEN.	100	69	84	59		0.15 @ 6.9	M.S.	C7	20	-25.5	
	96	72				0.21 @ 8.5	M.S.	C8	25		
GR. CL. W/ SI. LEN.	100	66	70	48		0.25 @ 10.1	M.S.	C9	30	-35.5	
	99	67			0.30		M.S.	C10	35		
	100	64	89	71		0.28 @ 13.4	M.S.	C11	40	-45.5	
	100	60				0.39 @ 15.0	M.S.	C12	45		
	103	57	81	57		0.43 @ 16.7	M.S.	C13	50	-55.5	
	101	62			0.50		M.S.	C14	55		
GR. CL. W/ SI. LEN.	105	55	72	51		0.52 @ 19.9	M.S.	C15	60	-65.5	
GR. CL. SA. W/ CL. PKT. & SH.	114	35				0.22 @ 21.6	YLD	C16	65		
GR. SA. CL. W/ SH.	111	44	44	27		0.23 @ 23.2	YLD	C17	70	-75.5	
TN. & GR. SI. CL. W/ SI. SA. PKT.	116	34			0.42		M.S.	C18	75		
GR. SA. CL. W/ WD.	114	37	36	16		0.55 @ 26.4	M.S.	C19	80	-85.5	
GR. CL. SI. W/ SI. SA. LYR.	118	33				0.49 @ 28.1	SL.	C20	85		
GR. SI. CL. W/ SA. SI. PKT. & CL. PKT.	111	34	32	17		0.36 @ 29.7	YLD	C21	90	-95.5	
GR. SA. CL. W/ SI. SA. LYR.	119	32			0.33		M.S.	C22	95		
GR. SI. SA. W/ CL. PKT.		25						D23	100	-105.5	
									105		
									110	-115.5	
									115		
									120	-125.5	
									125		
									130	-135.5	
									135		
									140	-145.5	

DRILL RIG AND EQUIPMENT
DRILL RIG MODEL: Failing 36
DRILLING METHOD: Wet Rotary
BOREHOLE DIAMETER: 3"
TYPE OF SPT HAMMER: 140 lb Manual Drop
SPT HAMMER EFFICIENCY:
BOREHOLE BACKFILL: Cement Bentonite Grout

BORING NO. B-6 | STA.: 512+00 B/L EP
LATITUDE: 29° 50' 20.7" N | LOCATION: PETERS ROAD EXTENSION
LONGITUDE: 90° 03' 8.76" W | DATE TAKEN: 5/9/2012 | STR. NO.:
CONT. SECT.: | LOG MILE: | SQD. LDR.:

SOIL TYPE® AND COLOR GROUND SURFACE EL. -6.6 NAVD 88	WET DENSITY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	qu	SPT or UU	FAILURE MODE/ SPT TERMINATION	SAMPLE NUMBER	DEPTH Feet	ELEVATION	WATER TABLE
BR. & GR. SI. CL. W/ RT.		22						J1	0	-6.6	
BR. SI. CL. W/ SH., RT., & CL. PKT.	95	28			0.74		M.S.	C2			
BR. & GR. CL. W/ RT. , SH., & SI. PKT. & LEN.	108	32	76	43	3.4		M.S.	C3	5		
BK. PT. W/ RT.	62	440			0.17		M.S.	C4			
GR. PT. W/ SI. PKT.	70	301	339	202		0.19 @ 4.6	M.S.	C5	10	-16.6	
GR. CL. W/ SI. LEN. & SI. SA. LEN.	93	74			0.13		M.S.	C6	15		
	104	57	50	32		0.09 @ 7.2	YLD	C7	20	-26.6	
	93	78			0.23		M.S.	C8	25		
	99	72	78	52		0.11 @ 10.5	SL.	C9	30	-36.6	
	94	77			0.16		M.S.	C10	35		
GR. CL.	100	2	87	60		0.27 @ 13.7	M.S.	C11	40	-46.6	
	95	66			0.28		M.S.	C12	45		
	99	68	87	61		0.36 @ 17.0	M.S.	C13	50	-56.6	
	96	65			0.31		M.S.	C14	55		
	96	67	82	55		0.26 @ 20.2	M.S.	C15	60	-66.6	
GN.-GR. SI. CL. W/ FI. SA. LEN.	123	23			1.5		M.S.	C16	65		
GN.-GR. & TN. SI. CL.	130	21	48	34		1.85 @ 23.5	M.S.	C17	70	-76.6	
TN. & GR. SA. CL. W/ CL. PKT.	115	34			0.43		M.S.	C18	75		
GR. SA. CL. W/ SH.	118	34	37	17		0.22 @ 26.8	YLD	C19	80	-86.6	
GR. SA. CL. W/ SH., RT. & FI. SA. PKT	109	40			0.35		M.S.	C20	85		
	121	28	30	11		0.44 @ 30.0	M.S.	C21	90	-96.6	
GR. CL. SA.		27						C22	95		
GR. SI. SA.		24						C23	100	-106.6	
									105		
									110	-116.6	
									115		
									120	-126.6	
									125		
									130	-136.6	
									135		
									140	-146.6	

DRILL RIG AND EQUIPMENT
DRILL RIG MODEL: Failing 36
DRILLING METHOD: Wet Rotary
BOREHOLE DIAMETER: 3"
TYPE OF SPT HAMMER: 140 lb Manual Drop
SPT HAMMER EFFICIENCY:
BOREHOLE BACKFILL: Cement Bentonite Grout

BORING NO. B-7 | STA.: 521+50 B/L EP
LATITUDE: 29° 50' 29.94" N | LOCATION: PETERS ROAD EXTENSION
LONGITUDE: 90° 03' 13.86" W | DATE TAKEN: 4/27/2012 | STR. NO.:
CONT. SECT.: | LOG MILE: | SQD. LDR.:

SOIL TYPE® AND COLOR GROUND SURFACE EL. -6.1 NAVD 88	WET DENSITY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	qu	SPT or UU	FAILURE MODE/ SPT TERMINATION	SAMPLE NUMBER	DEPTH Feet	ELEVATION	WATER TABLE
BR. FI. SA. W/ CL. PKT. & SI.		14						J1	0	-6.1	
BR. SA. CL. W/ RT.		18	34	17				J2			6 HRS.
GR. ORG. CL. W/ FI. SA. PKT. & WD.	92	76			0.69		M.S.	C3	5		
BR. PT. W/ CL. LEN.	66	265	180	125		0.24 @ 3.6	M.S.	C4			
GR. & BR. ORG. CL. W/ CL. LYR. & WD.	80	152			0.19		M.S.	C5	10	-16.1	
GR. CL. W/ CONC., SI. PKT., & WD.	96	75	81	58		0.11 @ 5.6	SL.	C6	15		
GR. CL. W/ SI. PKT. & LEN. & SA. SI. LEN.	99	66			0.27		M.S.	C7	20	-26.1	
	97	76	80	54		0.13 @ 8.5	YLD	C8	25		
	102	55			0.27		M.S.	C9	30	-36.1	
	99	60	72	45		0.17 @ 11.8	M.S.	C10	35		
	96	70			0.30		M.S.	C11	40	-46.1	
	98	68	86	60		0.27 @ 15.0	M.S.	C12	45		
	95	71			0.25		M.S.	C13	50	-56.1	
	97	70	89	60		0.37 @ 18.3	M.S.	C14	55		
GR. CL.	102	55			0.55		M.S.	C15	60	-66.1	
GR. SA. CL.	115	28	25	9		0.35 @ 21.6	M.S.	C16	65		
GR. SA. CL. W/ FI. SA. LEN. & PKT. & SH.	114	35			0.95		M.S.	C17	70	-76.1	
GR. SI. CL.	123	26	43	30		0.57 @ 24.8	M.S.	C18	75		
GR. CL. W/ FI. SA. LEN. & LYR., SI. PKT., & WD.	110	41			0.55		M.S.	C19	80	-86.1	
	107	44	53	31		0.73 @ 28.1	M.S.	C20	85		
GR. CL. W/ ORG. & WD.	108	45			1.0		M.S.	C21	90	-96.1	
GR. SA. CL. W/ WD.	119	27	29	14		0.46 @ 31.3	YLD	C22	95		
GN.-GR. SA. CL. W/ WD. & CONC.	118	27			0.27		M.S.	C23	100	-106.1	
									105		
									110	-116.1	
									115		
									120	-126.1	
									125		
									130	-136.1	
									135		
									140	-146.1	

DRILL RIG AND EQUIPMENT
DRILL RIG MODEL: Failing 36
DRILLING METHOD: Wet Rotary
BOREHOLE DIAMETER: 3"
TYPE OF SPT HAMMER: 140 lb Manual Drop
SPT HAMMER EFFICIENCY:
BOREHOLE BACKFILL: Cement Bentonite Grout

BORING NO. B-8 | STA.: 267+00
LATITUDE: 29° 50' 37.62" N | LOCATION: PETERS ROAD EXTENSION
LONGITUDE: 90° 03' 15.96" W | DATE TAKEN: 4/23/2012 | STR. NO.:
CONT. SECT.: | LOG MILE: | SQD. LDR.:

STANDARD ABBREVIATIONS & DEFINITIONS

MATERIAL:
CL. = Clay
CONC. = Concretion
GRAV. = Gravel
I.O. = Iron Ore
LIG. = Lignite
N.P. = Non-Plastic
ORG. = Organic
PT. = Peat
RT. = Roots
SA. = Sand
SH. = Shell
SI. = Silt
VEG. = Vegetation
WD. = Wood

COLOR:
BR. = Brown
BK. = Black
BL. = Blue
GR. = Gray
GN. = Green
PK. = Pink
RD. = Red
TN. = Tan
WH. = White
YE. = Yellow

TEXTURE:
CO. = Coarse
FI. = Fine
MED. = Medium

STRUCTURE:
ALT. = Alternating
LAM. = Laminated
LEN. = Lens
LYR. = Layer
MOT. = Mottled
PKT. = Pocket
STK. = Streak
STR. = Strata
TR. = Trace

FAILURE MODE:
M.S. = Multiple Shear
S/S = Slickensides
V.S. = Vertical Shear
SL. = Slump
YLD. = Yield
60 S. = Shear Angle

SPT TERMINATION, AASHTO T 206
1 = 7.2.1 - 50 Blows Within A 6" Interval
2 = 7.2.2 - 100 Blows Total
3 = 7.2.3 - No Advancement for 10 Blows
4 = 7.2.4 - Sampler Driven the Entire 18"
5 = Non-standard

SOIL PROPERTIES

WET DENSITY = Wet density of in-place soil, (pounds per cu. ft.) determined by AASHTO T 208.
MOISTURE CONTENT = Moisture Content of in-place soil, expressed as a percentage of the dry weight of the soil, (%), determined by DOTD TR 403, Method B.
LIQUID LIMIT & PLASTICITY INDEX = Atterberg limits and indices, DOTD TR 428
qu = Unconfined compressive strength, AASHTO T 208, (tons per sq. ft.)
SPT = Standard Penetration Test, AASHTO T 206, number of blows per each 6 inch increment, unless amount of penetration is shown
UU = Unconsolidated Undrained triaxial test, AASHTO T 296, compressive strength (tons per sq. ft.), of one specimen confined at noted pressure (pounds per sq. in.)
C = Soil cohesion (tons per sq. ft.)
ϕ = Soil angle of internal friction (degrees)
Δ = Unconsolidated Undrained triaxial test, AASHTO T 296, three specimens, (c - ϕ).
* = Consolidated drained direct shear test, AASHTO T 236, (c - ϕ).
# = Pocket penetrometer strength, (tons per sq. ft)

MISCELLANEOUS:

C-3 = Location and Identification of thin-walled tube sample, AASHTO T 207
C-3 = Location and Identification of thin-walled tube sample, AASHTO T 207, with a portion of the sample saved for consolidation testing
S-3 = Location and Identification of SPT sample, AASHTO T 206
N.C. = No Cull, no preliminary 6 in. driving prior to securing SPT data
NO PENT. = No Penetration, unable to drive split spoon sampler initial 6 inches of the Standard Penetration Test.
NO RECV. = No Recovery, unable to recover sample for testing or classification.
DIST. = Disturbed sample recovered with thin-walled tube sampler.
▽ 24 HRS = Water Table depth below ground surface recorded at noted time after completion of bore hole.
⊗ = SOIL TYPE nomenclature is based on ASTM D 2487

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL	DESIGNATION		"N" (blows per ft.)	Approximate "qu" (tons per sq. ft.)
SAND AND SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4 - 10	
		MEDIUM	10 - 30	
		DENSE	30 - 50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2 - 4	0.25 - 0.50
		MEDIUM	4 - 8	0.50 - 1.00
		STIFF	8 - 15	1.00 - 2.00
		VERY STIFF	15 - 30	2.00 - 4.00
		HARD	OVER 30	OVER 4.00

GROUND SURFACE ELEVATIONS FURNISHED BY [illegible] & KLEINPETER, INC.

STATE OF LOUISIANA
GWENDOLYN P. SANDERS
License No. 27104
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
10/9/13

THIS SIGNATURE AND SEAL IS AFFIXED TO THIS DRAWING AS CERTIFICATION THAT THE LABORATORY TESTING AND ANALYSIS WAS PERFORMED ACCORDING TO THE LISTED PROCEDURES. NO DESIGN COMPUTATIONS WERE PERFORMED OR REVIEWED BY ME.

SHEET NUMBER 35

PARISH: JEFFERSON/PLAQUEMINES
FEDERAL PROJECT:
STATE PROJECT: 826-632-0002

DESIGNED: BAF 8/23/2010
CHECKED: BAF 8/23/2010
DETAILED: J.L.S. 11/15/2012
CHECKED: G.P.S. 11/15/2012
DATE: 11/15/2012
SHEET: 5 OF 6

REVISION DESCRIPTION | NO. | DATE | BY

PETERS ROAD BRIDGE AND EXTENSION (PHASE II)
LA 1261

LOGS OF SOIL BORINGS

Field Book No.

PAVEMENT & GEOTECHNICAL SERVICES

SOIL TYPE® AND COLOR GROUND SURFACE EL. -6.8 NAVD 88	WET DENSITY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	qu	SPT or UU	FAILURE MODE/ SPT TERMINATION	SAMPLE NUMBER	DEPTH Feet	ELEVATION	WATER TABLE
									0	-6.8	
GR. & BR. SA. CL. W/ SH. & ORG.		19						J1			▼ 24 HRS
GR. & BR. SA. CL. W/ SH., RT., & ORG.	89	63			0.42		M.S.	C2	5		
BK. & BR. PT.	59	474	541	315		0.26 @ 2.6	M.S.	C3			
BR. & GR. PT. W/ RT.	69	410			0.20		M.S.	C4	10	-16.8	
GR. CL. W/ SI. PKT. & LEN.	112	41	56	38		0.17 @ 4.6	SL.	C5			
	93	77			0.080		M.S.	C6	15		
	92	87	95	68		0.09 @ 7.2	YLD	C7	20	-26.8	
	102	57			0.17		M.S.	C8	25		
	97	79	95	67		0.12 @ 10.5	M.S.	C9	30	-36.8	
	103	61			0.22		M.S.	C10	35		
	99	65	78	52		0.19 @ 13.7	M.S.	C11	40	-46.8	
GR. CL. W/ SI. PKT. & SI. SA. LYR.	98	63			0.31		M.S.	C12	45		
	98	74	92	65		0.26 @ 17.0	M.S.	C13	50	-56.8	
	100	58			0.33		M.S.	C14	55		
	111	42	60	41		0.38 @ 20.2	M.S.	C15	60	-66.8	
GR. CL. SA. W/ SH.		27						C16	65		
GN.-GR. CL. W/ SI. PKT. & WD.	121	30			1.2		M.S.	C17	70	-76.8	
GR. & TN. SI. CL. W/ SA. SI. PKT., CONC., & WD.	125	25			2.0		M.S.	C18	75		
GR. & TN. SI. CL.	121	32	46	25		1.2 @ 26.8	M.S.	C19	80	-86.8	
GR. CL. W/ SI. PKT. & TR. WD.	111	44			0.66		M.S.	C20	85		
GR. SI. CL. W/ WD., & SH., & CONC.	120	31	40	23		0.46 @ 30.0	YLD	C21	90	-96.8	
GR. SI. CL. W/ CONC.	120	29			0.74		M.S.	C22	95		
GR. SI. CL.	122	30	48	29		0.73 @ 33.3	M.S.	C23	100	-106.8	
									105		
									110	-116.8	
									115		
									120	-126.8	
									125		
									130	-136.8	
									135		
									140	-146.8	

DRILL RIG AND EQUIPMENT

DRILL RIG MODEL: Failing 36	
DRILLING METHOD: Wet Rotary	
BOREHOLE DIAMETER: 3"	
TYPE OF SPT HAMMER: 140 lb Manual Drop	
SPT HAMMER EFFICIENCY:	
BOREHOLE BACKFILL: Cement Bentonite Grout	

BORING NO. B-9	STA.: 272+50	
LATITUDE: 29° 50' 43.92" N	LOCATION: PETERS ROAD EXTENSION	
LONGITUDE: 90° 03' 17.46" W	DATE TAKEN: 4/26/2012	STR. NO.:
CONT. SECT.:	LOG MILE:	SQD. LDR.:

STANDARD ABBREVIATIONS & DEFINITIONS

MATERIAL: CL. = Clay; CONC. = Concretion; GRAV. = Gravel; I.O. = Iron Ore; LIG. = Lignite; N.P. = Non-Plastic; ORG. = Organic; PT. = Peat; RT. = Roots; SA. = Sand; SH. = Shell; SI. = Silt; VEG. = Vegetation; WD. = Wood

COLOR: BR. = Brown; BK. = Black; BL. = Blue; GR. = Gray; GN. = Green; PK. = Pink; RD. = Red; TN. = Tan; WH. = White; YE. = Yellow

TEXTURE: CO. = Coarse; FI. = Fine; MED.= Medium

STRUCTURE: ALT. = Alternating; LAM. = Laminated; LEN. = Lens; LYR. = Layer; MOT. = Mottled; PKT. = Pocket; STK. = Streak; STR. = Strata; TR. = Trace

FAILURE MODE: M.S. = Multiple Shear; S/S = Slickensides; V.S. = Vertical Shear; SL. = Slump; YLD. = Yield; 60 S. = Shear Angle

SPT TERMINATION, AASHTO T 206
1 = 7.2.1 - 50 Blows Within A 6" Interval
2 = 7.2.2 - 100 Blows Total
3 = 7.2.3 - No Advancement for 10 Blows
4 = 7.2.4 - Sampler Driven the Entire 18"
5 = Non-standard

SOIL PROPERTIES

WET DENSITY	= Wet density of in-place soil, (pounds per cu. ft.) determined by AASHTO T 208.
MOISTURE CONTENT	= Moisture Content of in-place soil, expressed as a percentage of the dry weight of the soil, (%), determined by DOTD TR 403, Method B.
LIQUID LIMIT & PLASTICITY INDEX	= Atterberg limits and indices, DOTD TR 428
qu	= Unconfined compressive strength, AASHTO T 208, (tons per sq. ft.)
SPT	= Standard Penetration Test, AASHTO T 206, number of blows per each 6 inch increment, unless amount of penetration is shown
UU	= Unconsolidated Undrained triaxial test, AASHTO T 296, compressive strength (tons per sq. ft.), of one specimen confined at noted pressure (pounds per sq. in.)
C	= Soil cohesion (tons per sq. ft.)
ϕ	= Soil angle of internal friction (degrees)
Δ	= Unconsolidated Undrained triaxial test, AASHTO T 296, three specimens, (c - ϕ).
*	= Consolidated drained direct shear test, AASHTO T 236, (c - ϕ).
#	= Pocket penetrometer strength, (tons per sq. ft)

MISCELLANEOUS:

C-3	= Location and Identification of thin-walled tube sample, AASHTO T 207
C-3	= Location and Identification of thin-walled tube sample, AASHTO T 207, with a portion of the sample saved for consolidation testing
D-3	= Location and Identification of SPT sample, AASHTO T 206
N.C.	= No Cull, no preliminary 6 in. driving prior to securing SPT data
NO PENT.	= No Penetration, unable to drive split spoon sampler initial 6 inches of the Standard Penetration Test.
NO RECV.	= No Recovery, unable to recover sample for testing or classification.
DIST.	= Disturbed sample recovered with thin-walled tube sampler.
▽ 24 HRS	= Water Table depth below ground surface recorded at noted time after completion of bore hole.
⊗	= SOIL TYPE nomenclature is based on ASTM D 2487

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	"N" (blows per ft.)	Approximate "qu" (tons per sq. ft.)
SAND AND SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4 - 10	
		MEDIUM	10 - 30	
		DENSE	30 - 50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2 - 4	0.25 - 0.50
		MEDIUM	4 - 8	0.50 - 1.00
		STIFF	8 - 15	1.00 - 2.00
		VERY STIFF	15 - 30	2.00 - 4.00
		HARD	OVER 30	OVER 4.00

GROUND SURFACE ELEVATIONS FURNISHED BY BURK-KLEINPETER, INC.

STATE OF LOUISIANA
GWENDOLYN P. SANDERS
License No. 27104
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
10/9/15

THIS SIGNATURE AND SEAL IS AFFIXED TO THIS DRAWING AS CERTIFICATION THAT THE LABORATORY TESTING AND ANALYSIS WAS PERFORMED ACCORDING TO THE LISTED PROCEDURES. NO DESIGN COMPUTATIONS WERE PERFORMED OR REVIEWED BY ME.

SHEET NUMBER 36

PARISH: JEFFERSON/PLAQUEMINES
FEDERAL PROJECT:
STATE PROJECT: 826-632-0002

DESIGNED BAF 8/23/2010
CHECKED BAF 8/23/2010
DETAILED J.L.S. 11/15/2012
CHECKED G.P.S. 11/15/2012
DATE 11/15/2012
SHEET 6 OF 6

NO.	DATE	REVISION DESCRIPTION	BY

PETERS ROAD BRIDGE AND EXTENSION (PHASE II)
LA 1261

LOGS OF SOIL BORINGS

Field Book No.

PAVEMENT & GEOTECHNICAL SERVICES

P:\NO.25.XXX\NO.25.013 Peters Road Bridge & Extension (Phase 3)\02_Design\02 Civil\01 Drawing's\PH 2\37_Waterline Canal Crossing Relocation.dgn 17:59

FINAL PLANS

15+00 16+00 17+00 18+00 19+00

Scale : 1" = 20'

N

LA 3017 PETERS RD.

LOC

TIE INTO EXIST. 4" FIRE SERVICE

TIE INTO EXIST. 1-1/2" SERVICE

STA. 17+90± REQ'D WATER MAIN (4" PVC) x 100'±

EXIST. 4" FIRE SERVICE AND 1-½" WATER SERVICE LINES ATTACHED TO BRIDGE TO BE REMOVED

P&A ℄ MURPHY CANAL

4-10'x10' BOXES

4" W.M.

1-½" W.S.

4" W.M.

(4) 10'x10' BOXES

REQ'D 4"x6" INCREASER

REQ'D WATER MAIN (6" PVC) x 30' ±

REQ'D SERVICE CONNECTION 1-1/2" (PVC) x 140'±

REQ'D BACKFLOW PREVENTER

TIE INTO EXIST. 6" FIRE SERVICE

TIE INTO EXIST. 1-½" SERVICE

EXIST. 1-½" SERVICE CONTINUES

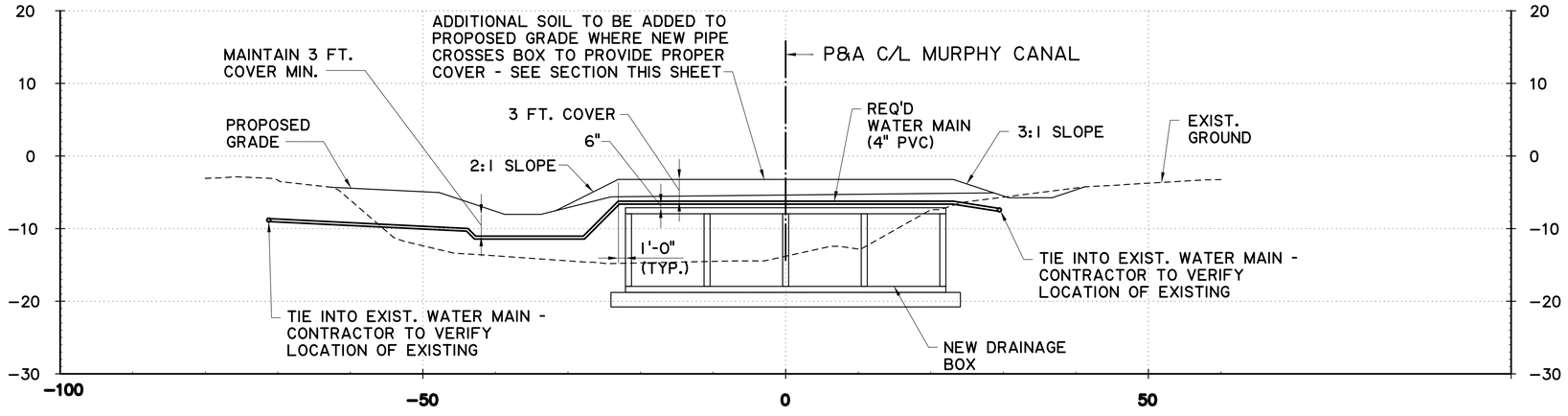
EXIST. 6" FIRE SERVICE CONTINUES

EXIST. DRIVEWAY

LOC

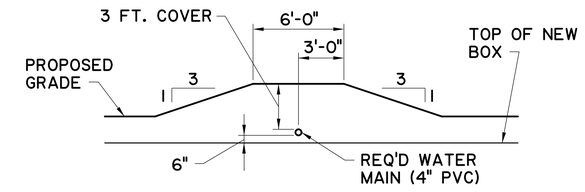
NOTE:

1. EXIST. UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS OF THE EXIST. UTILITIES FOR TIE-INS.



NEW WATER MAIN PROFILE

SCALE : 1"=10'-0"



ADDITIONAL COVER SECTION

N.T.S.

STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3-18-2026

SHEET NUMBER	37
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGNED / CHECKED	ARJ / RAC III
DETAILED / CHECKED	GAV, SRG / ARJ
SERIES NUMBER	1 OF 1

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

WATER MAIN PLAN AND PROFILE

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

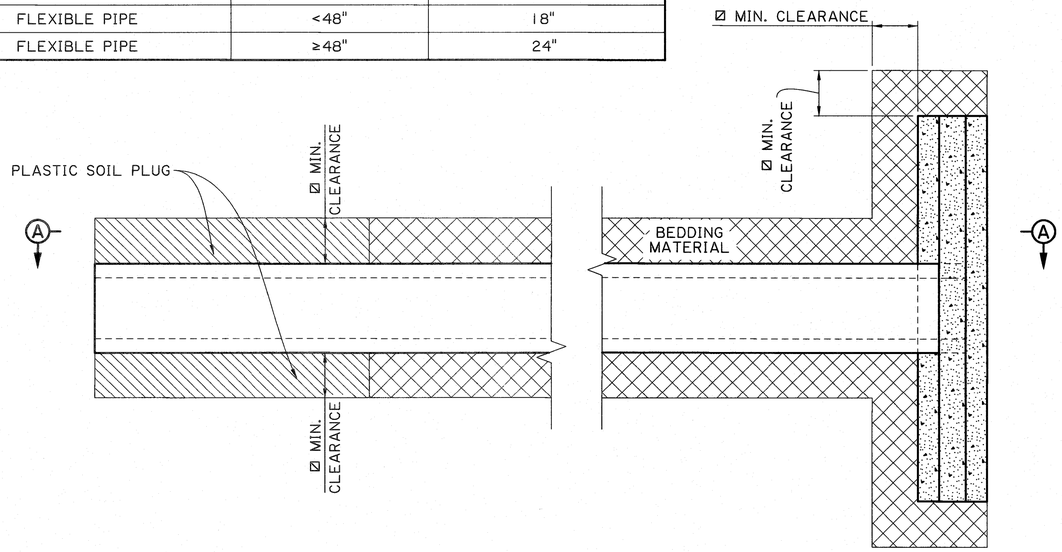
BKI

10/23/2023 09:45

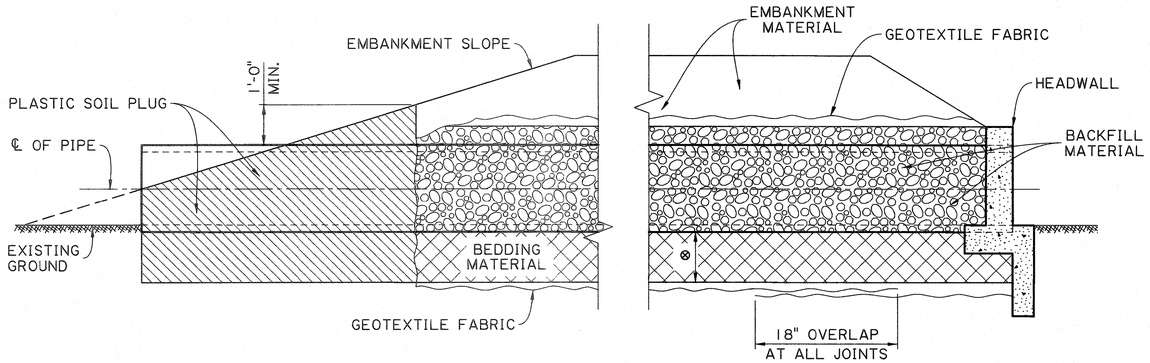
GENERAL NOTES :

1. REINFORCED CONCRETE PIPE AND FLEXIBLE PIPE ARE SHOWN AS TYPICAL STRUCTURES. DETAILS ALSO APPLY TO REINFORCED CONCRETE BOX CULVERT, REINFORCED CONCRETE PIPE ARCH, CORRUGATED METAL PIPE ARCH, AND CORRUGATED STRUCTURAL PLATE STRUCTURES.
2. CONSTRUCTION COVER REQUIREMENTS MAY EXCEED FINAL COVER.
3. CROSS DRAIN DETAILS APPLY TO ALL REACHES OF PIPE UNDER RIGID OR FLEXIBLE ROADWAYS.
4. FOR STRUCTURES INSTALLED OUTSIDE THE LIMITS OF THE ROADWAY, THE 12" OF FINAL BACKFILL ABOVE TYPE B BACKFILL UP TO THE EXISTING GROUND SHALL BE PLASTIC SOIL BLANKET MATERIAL. IF THE EMBANKMENT TO BE INSTALLED IS GREATER THAN 12" ABOVE EXISTING GROUND IN THE AREA OVER THE STRUCTURE, THEN THE PLASTIC SOIL BLANKET IS NOT REQUIRED AND TYPE B BACKFILL MAY EXTEND TO EXISTING GROUND.

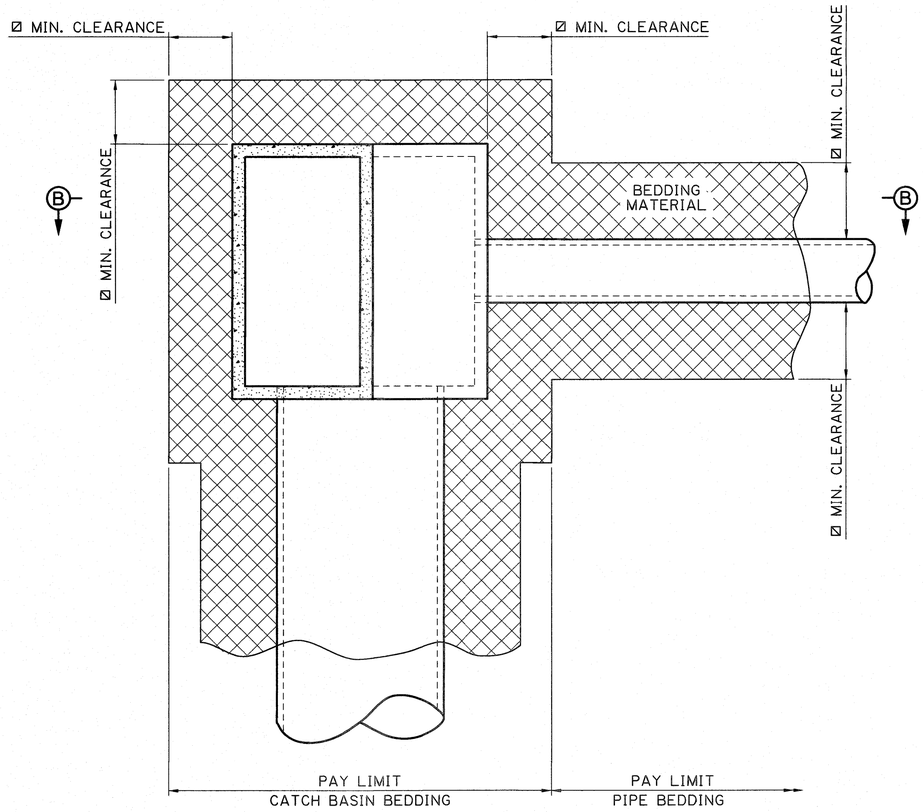
Ø MINIMUM TRENCH CLEARANCE		
TYPE OF STRUCTURE	INSIDE DIAMETER	MIN. CLEARANCE
REINFORCED CONCRETE	ALL	18"
FLEXIBLE PIPE	<48"	18"
FLEXIBLE PIPE	≥48"	24"



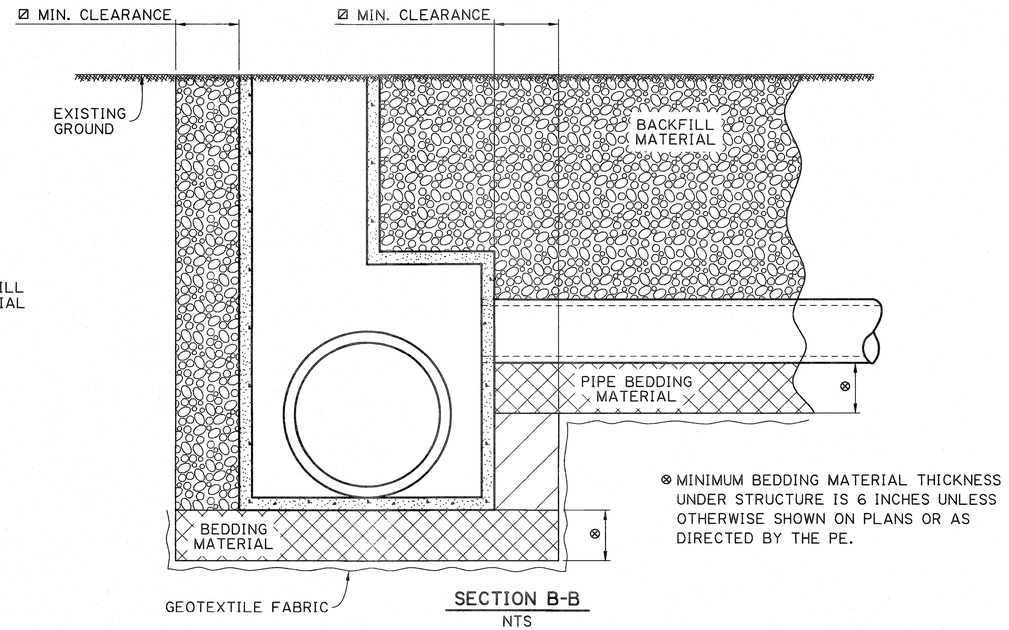
TYPICAL CROSS DRAIN INSTALLATION
WITH AND WITHOUT HEADWALL
(EMBANKMENT MATERIAL NOT SHOWN FOR CLARITY)
NTS



SECTION A-A
WITH AND WITHOUT HEADWALL
NTS



TYPICAL CATCH BASIN AND STORM DRAIN INSTALLATION
NTS



SECTION B-B
NTS

⊗ MINIMUM BEDDING MATERIAL THICKNESS UNDER STRUCTURE IS 6 INCHES UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED BY THE PE.

SHEET NUMBER		101
PARISH	JEFFERSON	
CONTROL SECTION	826-11	
STATE PROJECT	H.014581	
DESIGN	C. NICKEL	
CHECK	J. RAUSER	
DETAIL	L. HASTINGS	
CHECK	A. NICKEL	
REVIEW	C. NICKEL	
SERIES #	1 OF 2	

STATE OF LOUISIANA
CHRISTOPHER J. NICKEL
License No. 30572
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
10/23/2023

APPROVED BY CHIEF ENGINEER:
DATE: 10/26/2023

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
EXPRESS

DRAINAGE STRUCTURES
BEDDING & BACKFILL
STANDARD PLAN
BM-01

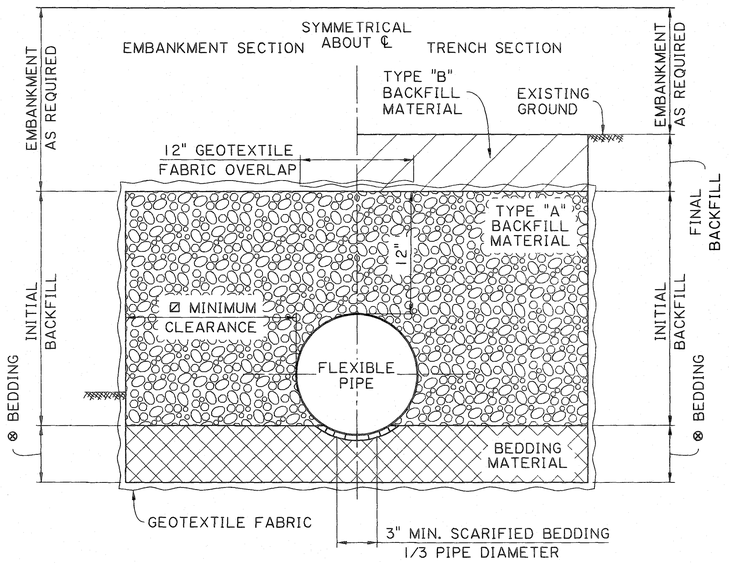
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
PAVEMENT & GEOTECHNICAL SERVICES

⊠ MINIMUM TRENCH CLEARANCE		
TYPE OF STRUCTURE	INSIDE DIAMETER	MIN. CLEARANCE
REINFORCED CONCRETE	ALL	18"
FLEXIBLE PIPE	<48"	18"
FLEXIBLE PIPE	≥48"	24"

⊗ MINIMUM BEDDING MATERIAL THICKNESS UNDER STRUCTURE IS 6 INCHES UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED BY THE PE.

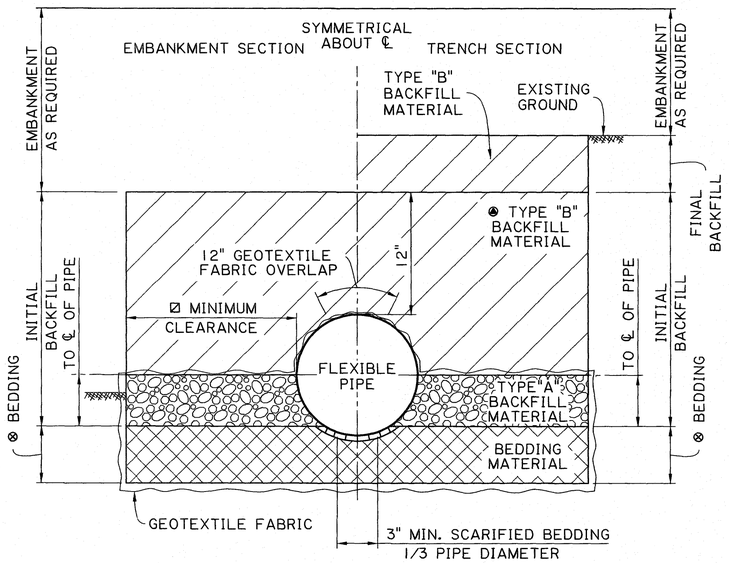
△ NO BEDDING MATERIAL REQUIRED UNLESS OTHERWISE SPECIFIED ON THE PLANS OR AS DIRECTED BY THE PE.

⊛ REFER TO NOTE 3 ON SHEET 1 OF THIS SERIES.



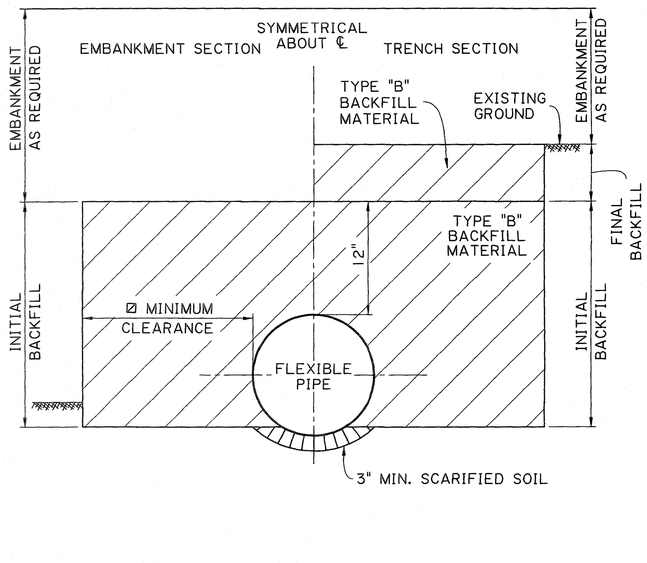
FLEXIBLE PIPE CROSS DRAIN

TRENCH AND EMBANKMENT INSTALLATIONS
SCALE: 1½"=1'-0"



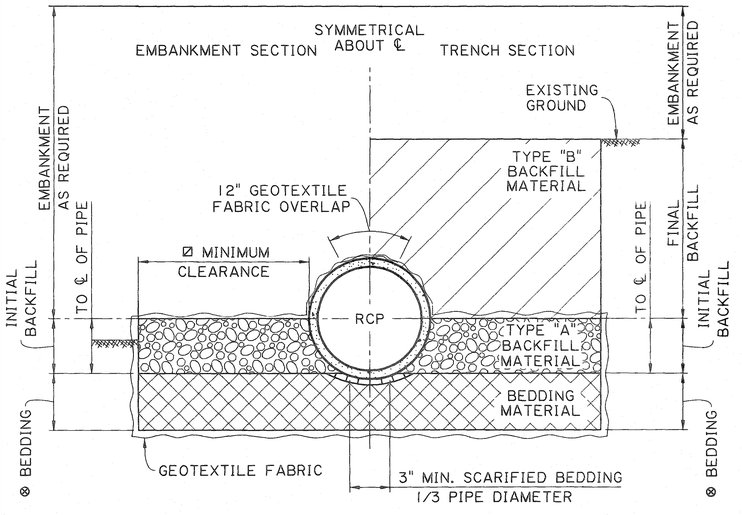
FLEXIBLE PIPE STORM DRAIN

TRENCH AND EMBANKMENT INSTALLATIONS
SCALE: 1½"=1'-0"



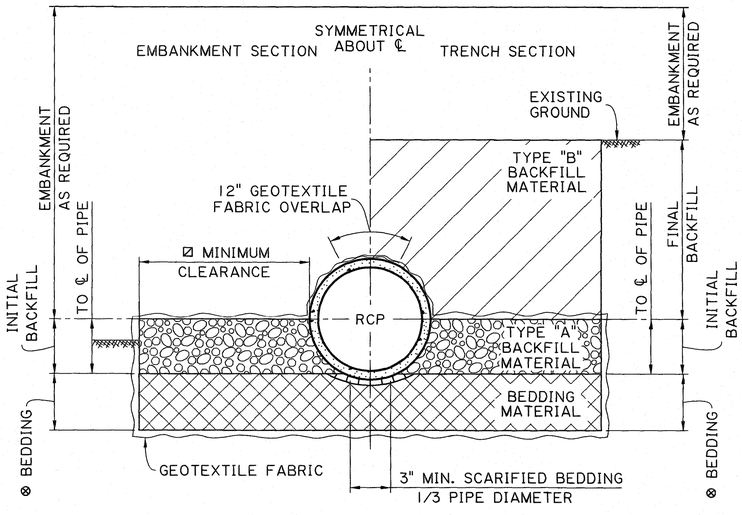
△ FLEXIBLE PIPE SIDE DRAIN

TRENCH AND EMBANKMENT INSTALLATIONS
SCALE: 1½"=1'-0"



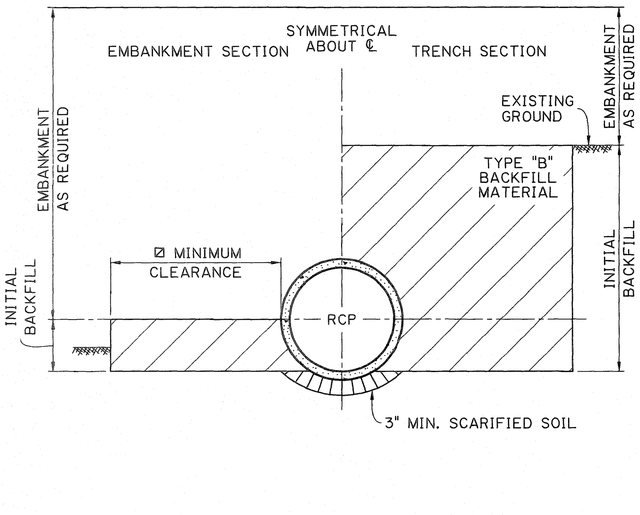
REINFORCED CONCRETE PIPE CROSS DRAIN

TRENCH AND EMBANKMENT INSTALLATIONS
SCALE: 1½"=1'-0"



REINFORCED CONCRETE PIPE STORM DRAIN

TRENCH AND EMBANKMENT INSTALLATIONS
SCALE: 1½"=1'-0"



△ REINFORCED CONCRETE PIPE SIDE DRAIN

TRENCH AND EMBANKMENT INSTALLATIONS
SCALE: 1½"=1'-0"

09:18
10/23/2023

SHEET NUMBER	102
PARISH: JEFFERSON	CONTROL SECTION: 826-11
STATE PROJECT: H.014581	
DESIGN: C. NICKEL	DETAIL: L. HASTINGS
CHECK: J. RAUSER	CHECK: A. NICKEL
REVIEW: C. NICKEL	SERIES # 2 OF 2

STATE OF LOUISIANA
CHRISTOPHER J. NICKEL
License No. 30572
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
10/23/2023

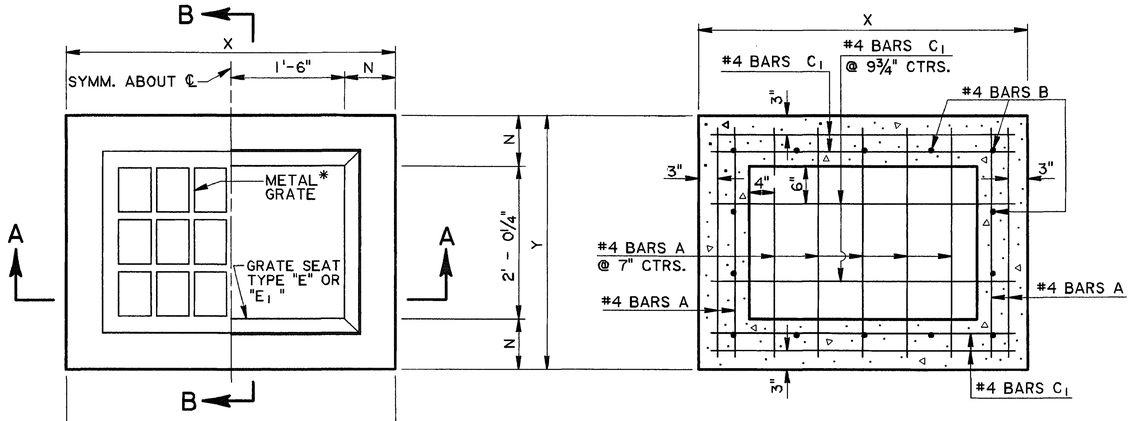
APPROVED BY CHIEF ENGINEER:
DATE: 10/26/2023

DRAINAGE STRUCTURES
TYPICAL SECTIONS FOR CROSS DRAINS & SIDE DRAINS

STANDARD PLAN: BM-01

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

PAVEMENT & GEOTECHNICAL SERVICES



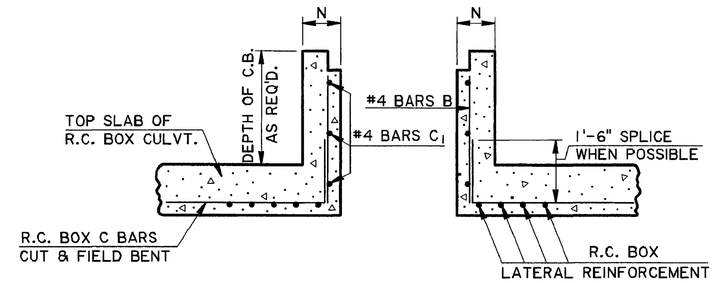
PLAN

* GRATE TO BE TYPE "B" OR "C"
TYPE "B" SHOWN.

HORIZONTAL SECTION

SHOWING BOTTOM SLAB REINFORCING STEEL

DIMENSIONS			
DEPTH OF BASIN	N	X	Y
FT.	IN.	FT.- IN.	FT.- IN.
0 - 8	7	4-2	3-2¼
8.1 - 12	8	4-4	3-4¼

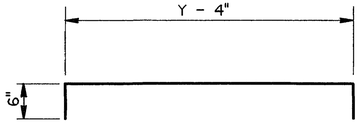


LONGITUDINAL SECTION

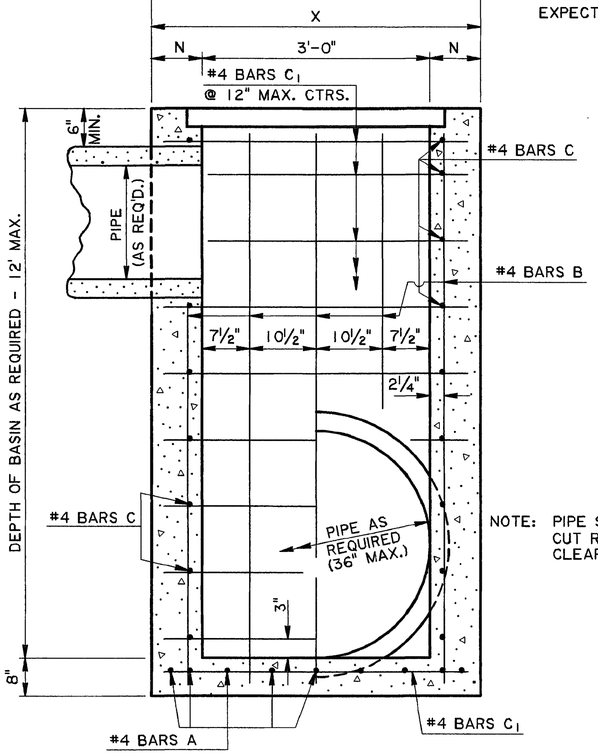
SHOWING CATCH BASIN
USED WITH R.C. BOX CULVERT.

NOTE: TYPE "B" GRATE TO BE USED WHERE NO PEDESTRIAN TRAFFIC IS EXPECTED.

TYPE "C" GRATE TO BE USED WHERE PEDESTRIAN TRAFFIC IS EXPECTED.

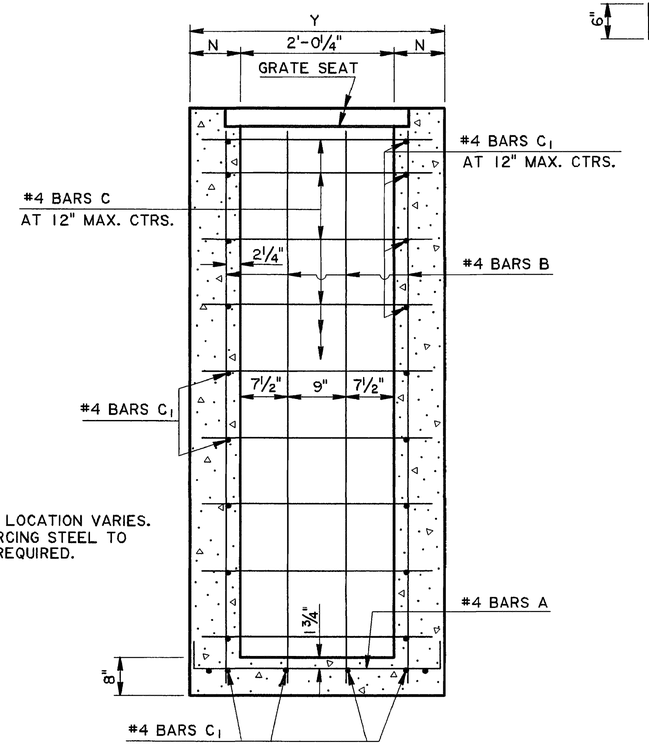


#4 BARS A

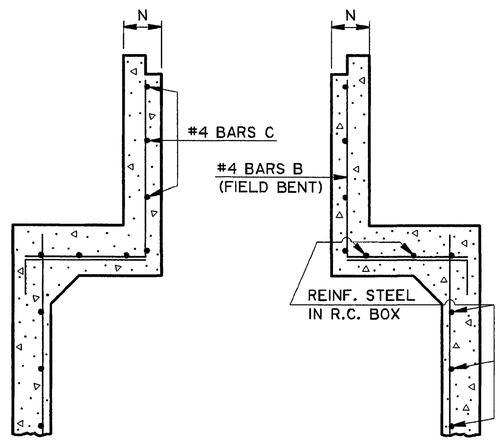


SECTION A-A

NOTE: PIPE SIZE & LOCATION VARIES. CUT REINFORCING STEEL TO CLEAR, AS REQUIRED.



SECTION B-B



TRANSVERSE SECTION

SHOWING CATCH BASIN
USED WITH R.C. BOX CULVERT.

GENERAL NOTES:

SECTION 702 OF THE CURRENT DOTD STANDARD SPECIFICATIONS SHALL APPLY.

DIMENSIONS RELATING TO REINFORCING STEEL ARE TO BAR CENTERS.

VERTICAL REINFORCING STEEL MAY BE SPLICED. SPLICE LENGTH IS 35 DIAMETERS.

FOR DETAILS OF GRATE AND SEAT, SEE STD. PLAN MC-01 (TYPE B or C).

SEE PLANS FOR TYPE OF GRATE TO BE USED FOR EACH CATCH BASIN.

SHEET NUMBER 103

PARISH JEFFERSON | FEDERAL PROJECT | STATE PROJECT H.01 4581

DESIGNED PAA | DETAILED KAJ | DATE 1-31-97
CHECKED | CHECKED WMR | SHEET 1 OF 1

BY JCM

DATE: 11-2-00

REVISION DESCRIPTION: Converted Metric CB-01M to English CB-01

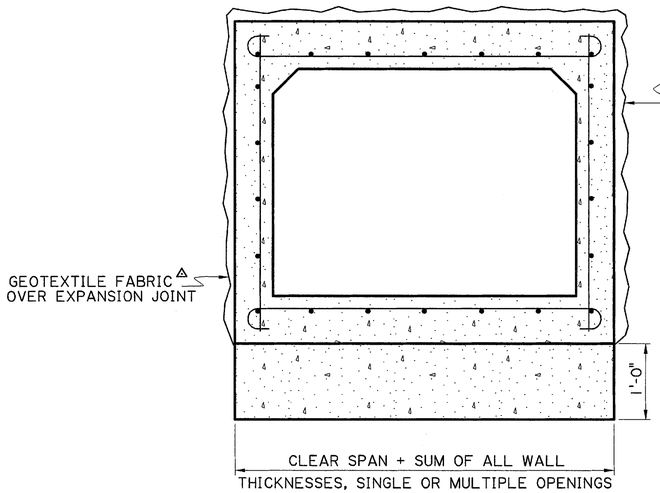
APPROVED BY: CHIEF ENGINEER

CONCRETE OPEN TOP CATCH BASIN

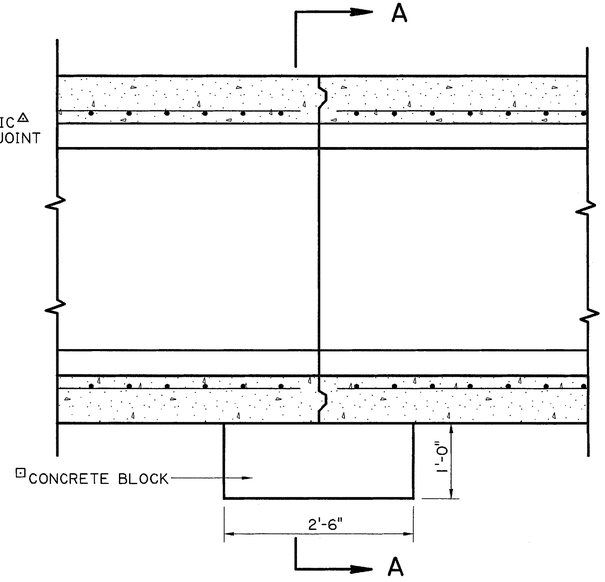
Max. Pipe: 36" x 24"
Max. Depth: 12'
To Be Used In Conjunction With Std. Plan MC-01

STANDARD PLAN CB-01

HYDRAULICS SECTION



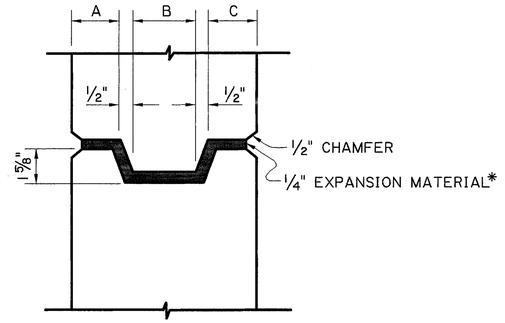
SECTION A-A



LONGITUDINAL BARREL SECTION

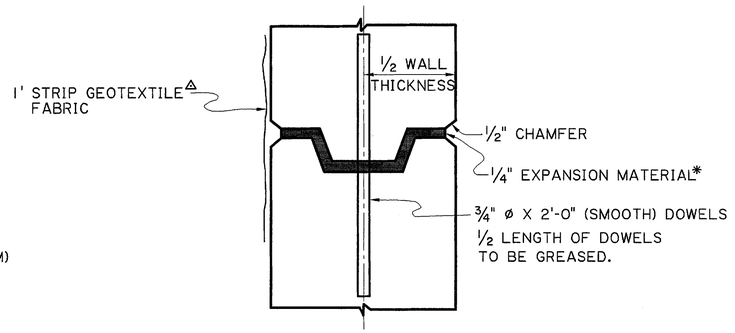
KEYED EXPANSION JOINTS (SEE DETAIL "A") TO BE SPACED SO THAT BARREL SHALL NOT BE CONTINUOUS FOR MORE THAN 200'. NO REINFORCING STEEL SHALL EXTEND THROUGH JOINT.

⊡ CONCRETE BLOCK TO BE PAID FOR AS CLASS "A" CONCRETE. CONCRETE BLOCK IS NOT REQUIRED IF A WORKING TABLE (DRY BOTTOM) IS CAST AS A BASE FOR PLACEMENT IN THE FIELD.

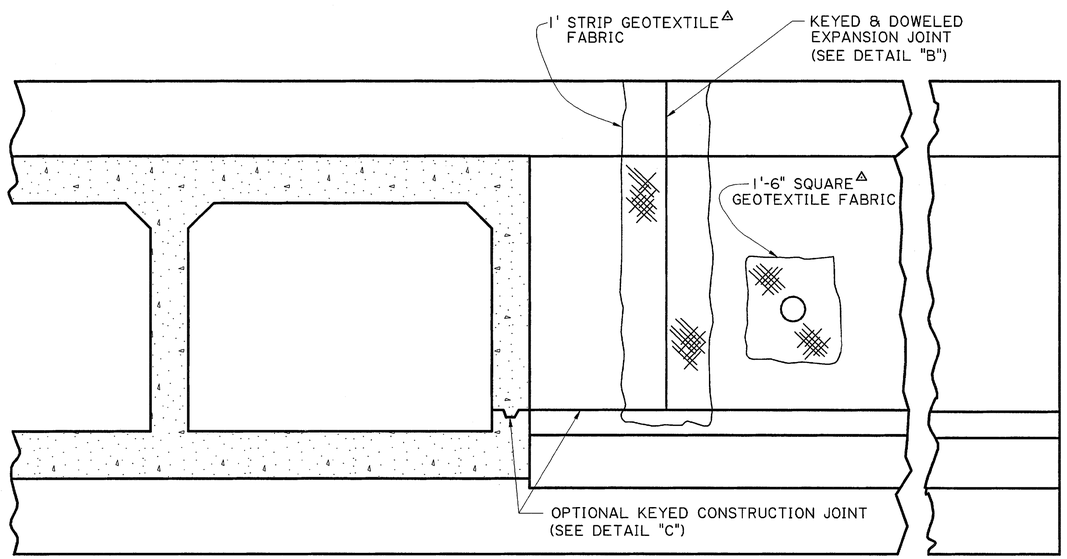


DETAIL "A"
KEYED EXPANSION JOINT

*IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR PREFORMED JOINT FILLERS (PREFORMED RESILIENT BITUMINOUS TYPES)

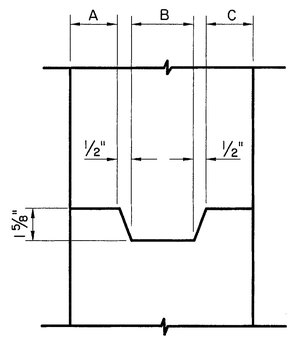


DETAIL "B"
KEYED & DOWELED EXPANSION JOINT
(FOR BOX CULVERT WING WALLS)



SECTION SHOWING REAR SIDE OF WING WALL

WALL OR SLAB	A	B	C
6"	1 1/2"	2"	1 1/2"
6 1/2"	1 5/8"	2 1/4"	1 5/8"
7"	1 3/4"	2 1/2"	1 3/4"
7 1/2"	2"	2 1/2"	2"
8"	2 1/8"	2 3/4"	2 1/8"
8 1/2"	2 3/8"	2 3/4"	2 3/8"
9"	2 1/2"	3"	2 1/2"
9 1/2"	2 3/4"	3"	2 3/4"
10"	2 7/8"	3 1/4"	2 7/8"
10 1/2"	3"	3 1/2"	3"
11"	3 1/8"	3 3/4"	3 1/8"
11 1/2"	3 1/4"	4"	3 1/4"
12"	3 1/2"	4"	3 1/2"



DETAIL "C"
KEYED CONSTRUCTION JOINT

△ IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR GEOTEXTILE FABRIC

SHEET NUMBER 104

PARISH: JEFFERSON
FEDERAL PROJECT:
STATE PROJECT: H.014581

DESIGNED / CHECKED:
DETAILED: MN
CHECKED: PAA
DATE: 9-26-94
SHEET: 1 OF 1

NO.	REVISION DESCRIPTION	DATE	BY
1	GENERAL REVISIONS	10-1-08	JDK

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

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

EXPANSION AND CONSTRUCTION JOINT FOR CONCRETE STRUCTURES

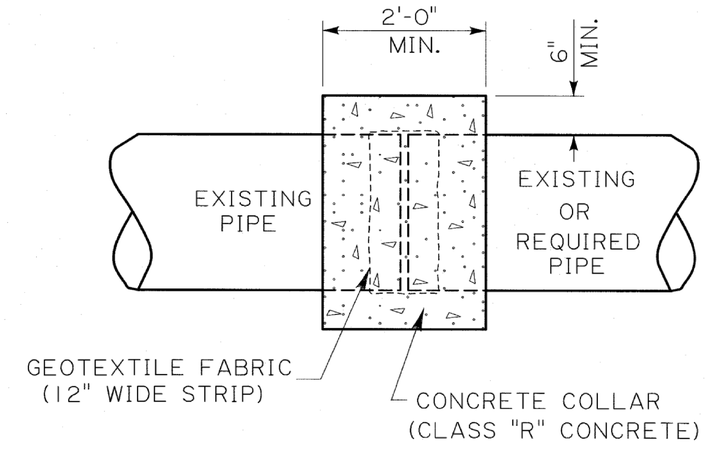
STANDARD PLAN NO. CM-49

DOTD DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

HYDRAULICS SECTION

CONCRETE COLLAR DETAIL

TO REPAIR EXISTING PIPE JOINT SEPARATION
AND/OR
TO CONNECT EXISTING PIPE TO NEW PIPE



NOTES:

1) NEW PIPE EXTENSION SHALL MATCH EXISTING PIPE IN MATERIAL TYPE AND SIZE BASED ON THE LATEST INDUSTRY STANDARDS.

SHEET NUMBER 105

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.011458.1

DESIGN | CHECK | DETAIL | CHECK | REVIEW | SERIES #

STATE OF LOUISIANA
MITRA HASHEMIEH
REG. No. 28046
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
5/5/2022

APPROVED BY CHIEF ENGINEER:
DATE: 5/6/2022

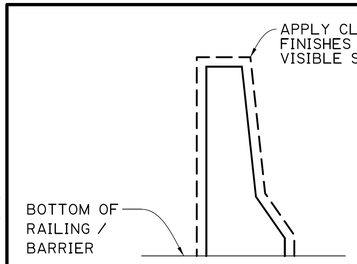
CONCRETE COLLAR DETAIL

STANDARD PLAN: COLLAR-01

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

HYDRAULICS SECTION

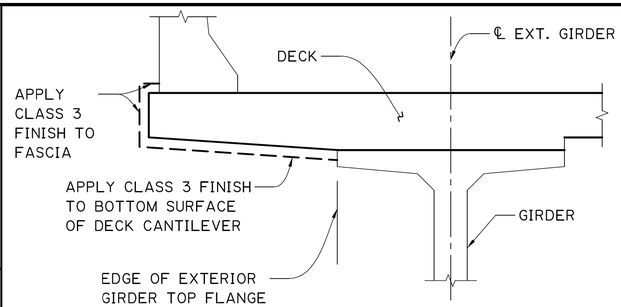
1/6/2026 14:22



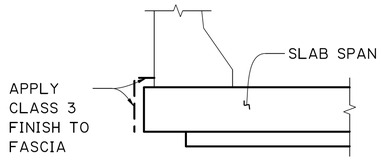
DETAIL 1
NTS

NOTE:
VISIBLE CONCRETE PORTIONS OF HANDRAILING SHALL BE FINISHED WITH A CLASS 2 & CLASS 3 SURFACE FINISH. SEE PLANS FOR DETAILS WHEN THESE COMPONENTS ARE REQUIRED.

BRIDGE RAILING / PERMANENT ROADWAY BARRIER / PIER PROTECTION



DECK



SLAB

DETAIL 2
NTS

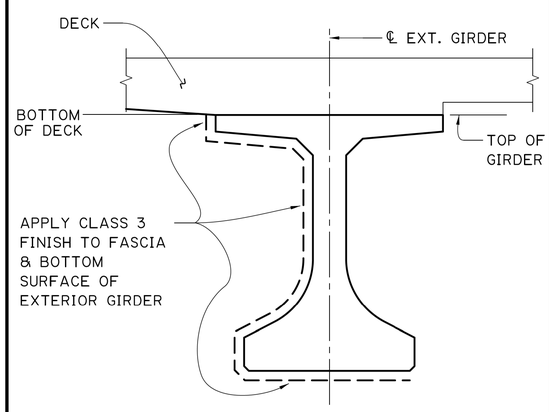
DECK / SLAB

NOTES:

1. DETAILS SHOWN ARE TYPICAL AND FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL SURFACE SHAPES MAY VARY. REFER TO PROJECT PLANS FOR REQUIRED LOCATION OF SURFACE FINISHES.
2. THE TERM "VISIBLE" USED HEREIN IS TAKEN TO MEAN VISIBLE AFTER CONSTRUCTION IS COMPLETE, FINISHED GROUND LINES ARE IN PLACE, AND WITH RESPECT TO THE WATER SURFACE ELEVATION AT THE TIME OF APPLICATION.

⊗ 3. EXTEND CLASS 3 FINISH TO 1'-0" BELOW FINISHED GROUND LINE.

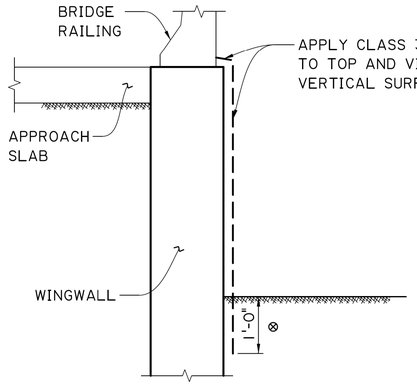
△ 4. THE "SURFACE FINISH WATER ELEVATION" ▽ IS THE WATER SURFACE ELEVATION AT THE TIME OF CONCRETE SURFACE FINISH APPLICATION. EXTEND SURFACE FINISH TO THIS ELEVATION.



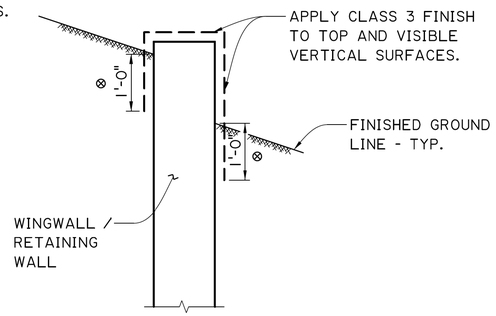
DETAIL 3
NTS

NOTE:
GIRDER TYPE VARIES. LG GIRDER SHOWN FOR ILLUSTRATION PURPOSE ONLY.

EXTERIOR CONCRETE GIRDER



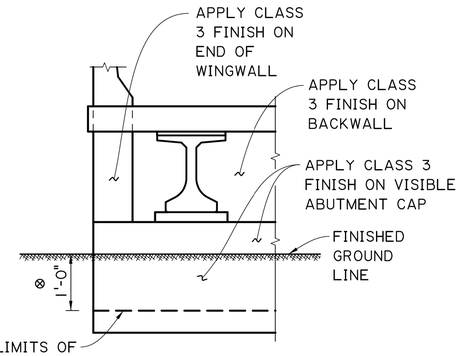
SECTION
WINGWALL PARALLEL TO ROADWAY



SECTION
WINGWALL PERPENDICULAR TO ROADWAY OR CAST-IN-PLACE RETAINING WALL

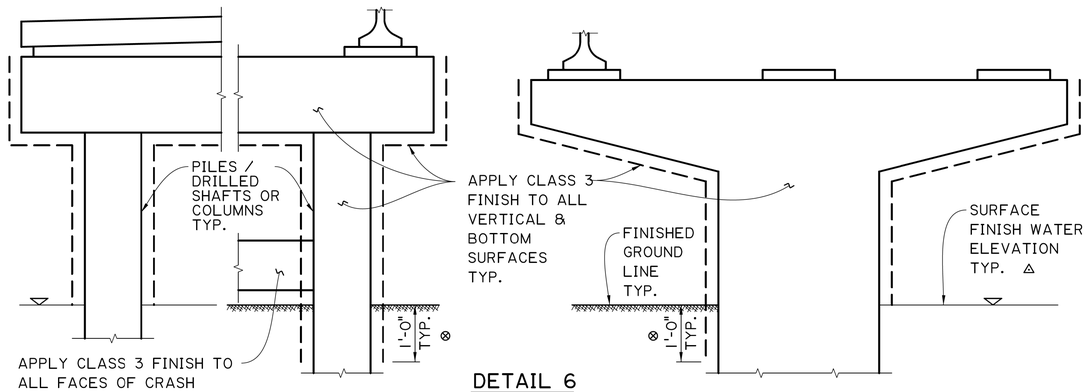
DETAIL 4
NTS

WINGWALL & CAST-IN-PLACE RETAINING WALL



DETAIL 5
NTS

BACKWALL & ABUTMENT CAP



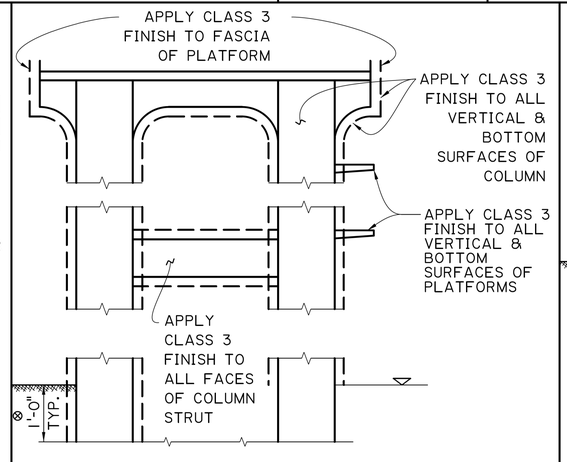
HALF SECTION
SLAB SPAN BRIDGE

HALF SECTION
GIRDER BRIDGE

DETAIL 6
NTS

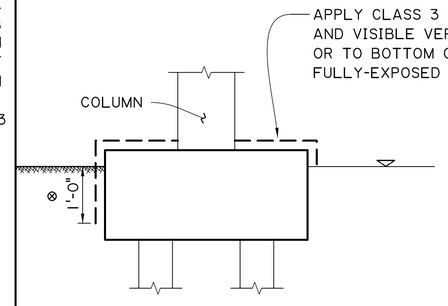
SECTION
HAMMERHEAD BENT

COLUMN BENT, PILE BENT, & HAMMERHEAD BENT



DETAIL 7
NTS

CONCRETE TOWER



DETAIL 8
NTS

EXPOSED FOOTING

SHEET NUMBER	106
PARISH: JEFFERSON	CONTROL SECTION: 826-11	STATE PROJECT: H.011458
DESIGN: A.LANCASTER	DETAIL: A. WILLIAMS	REVIEW: K. KEMP
CHECK: K. KEMP	CHECK: WEI PENG	SERIES # 1 OF 1

APPROVED BY CHIEF ENGINEER: DATE: 1/06/2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

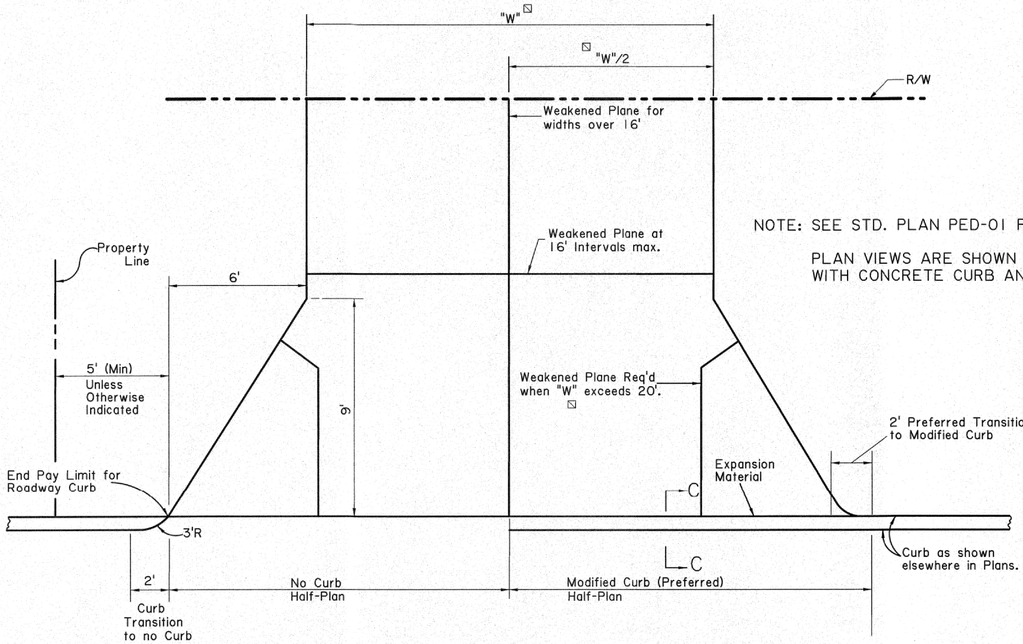
CONCRETE SURFACE FINISH CLASS 2 & CLASS 3

CSF-01

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

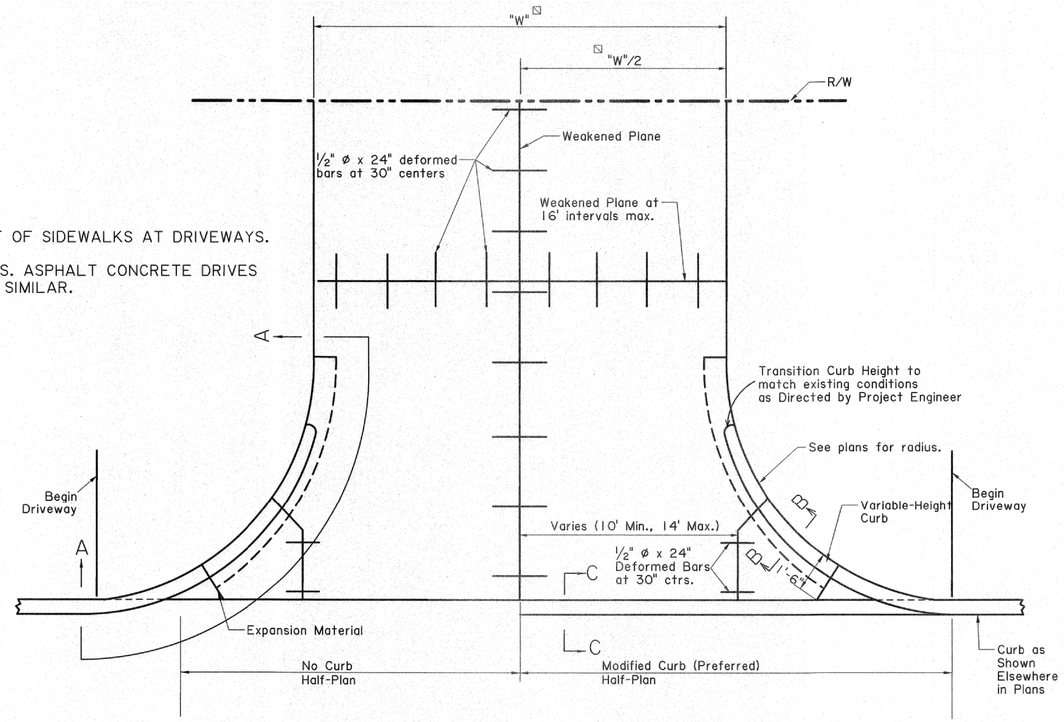
IP_PWP:d1243945/CSF-01.dgn



PLAN OF RESIDENTIAL DRIVEWAY

NOTE: SEE STD. PLAN PED-01 FOR TREATMENT OF SIDEWALKS AT DRIVEWAYS.

PLAN VIEWS ARE SHOWN FOR PCC DRIVES. ASPHALT CONCRETE DRIVES WITH CONCRETE CURB AND GUTTER ARE SIMILAR.



PLAN OF COMMERCIAL DRIVEWAY

NOTE: MODIFIED CURB TO BE PAID FOR AS CURB AND WILL BE USED AS SHOWN IN THE PLANS OR WHEN DIRECTED BY THE PROJECT ENGINEER.

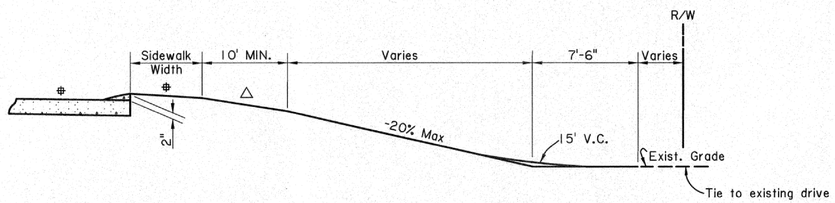
WHEN CURB IS REQUIRED ALONG RADII OF DRIVEWAY, PAYMENT FOR TOE WALL AND CURB WILL BE INCLUDED IN THE PRICE FOR DRIVEWAY ITEMS.

WHEN CURB IS NOT REQUIRED ALONG RADII, TRANSITION CURB AS SHOWN ON RESIDENTIAL DRIVEWAY.

NOTE: MODIFIED CURB TO BE PAID FOR AS CURB AND WILL BE USED AS SHOWN IN THE PLANS OR WHEN DIRECTED BY THE PROJECT ENGINEER.

RADII TRANSITION SHAPE MAY BE USED IN LIEU OF A FLARE.

▨ "W" = Width as per plans



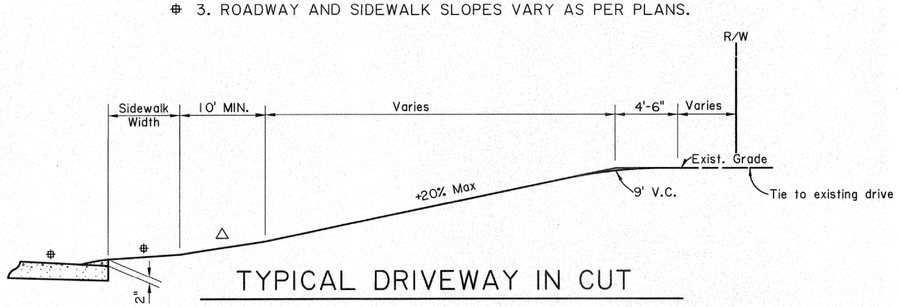
TYPICAL DRIVEWAY IN FILL

NOTES:

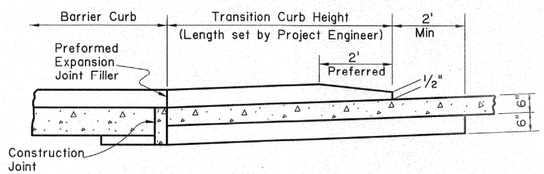
1. DRIVEWAY PROFILES SHOWN ASSUME A SIDEWALK ADJACENT TO THE CURB.

△ 2. MAXIMUM DRIVEWAY GRADE SHALL BE 20% (25% FOR SPECIAL CASES). MAXIMUM BREAK IN GRADE WITHOUT A VERTICAL CURVE SHALL BE 10% FOR CRESTS AND 9% FOR SAGS, AT NOT LESS THAN 10' INTERVALS.

⌖ 3. ROADWAY AND SIDEWALK SLOPES VARY AS PER PLANS.

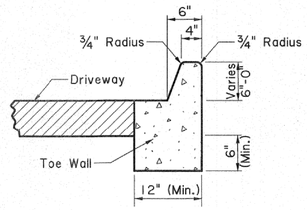


TYPICAL DRIVEWAY IN CUT



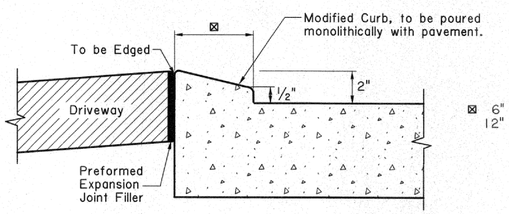
SECTION A-A

(Weakened Plane not shown.)



SECTION B-B

NOTE: For PCC Driveway, Curb, Toe Wall & Driveway to be poured monolithically.



⊠ 6" to match Barrier Curb
12" to match Mountable Curb

SECTION C-C

NOTE: See Std. Plan CP-01 for Curb construction

SHEET NUMBER	107
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGN	P. TONEY
CHECK	R. MCMILLAN
DETAIL	P. TONEY
CHECK	R. MCMILLAN
REVIEW	D. SMITH
SERIES #	1 OF 3

STATE OF LOUISIANA
AIDAN EYMARD
License No. 46220
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
8/2/2022

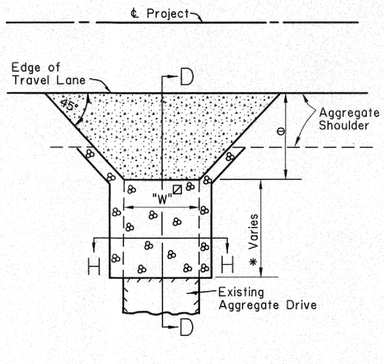
APPROVED BY CHIEF ENGINEER: DATE: 8/4/2022

DRIVEWAYS ON CURBED ROADWAYS

STANDARD PLAN DW-01

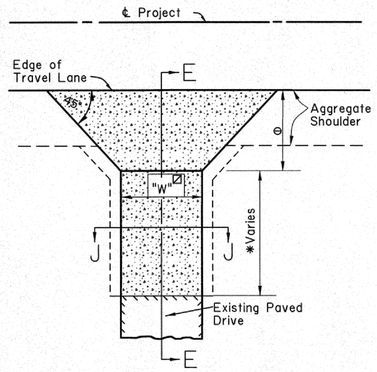
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN



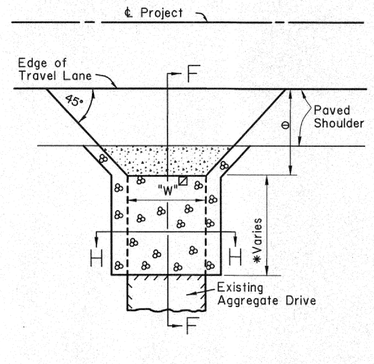
TYPE "A"

Paved Driveway Flare
Along Aggregate Shoulder



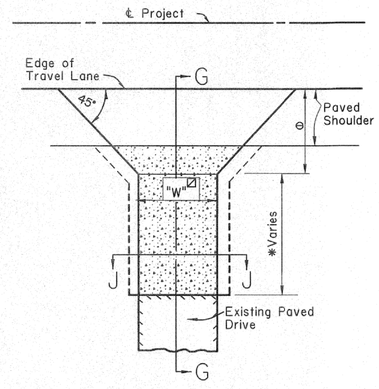
TYPE "B"

Paved Driveway Flare
Along Aggregate Shoulder
Connecting Existing Paved Drive



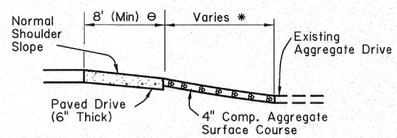
TYPE "C"

Paved Driveway Flare
Along Paved Shoulder

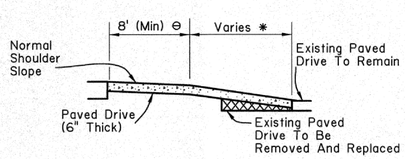


TYPE "D"

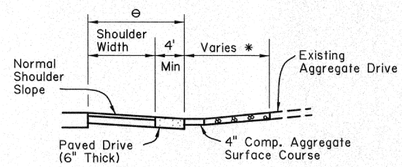
Paved Driveway Flare
Along Paved Shoulder
Connecting Existing Paved Drive



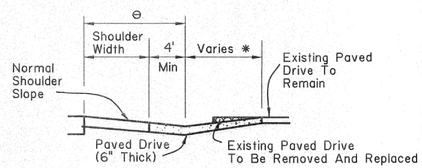
SECTION D-D



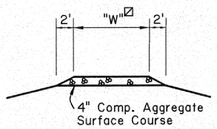
SECTION E-E



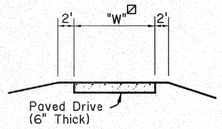
SECTION F-F



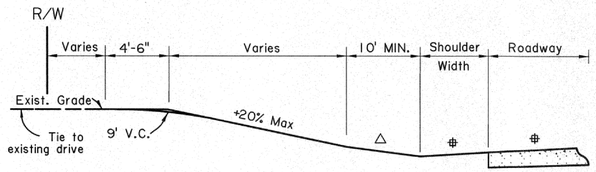
SECTION G-G



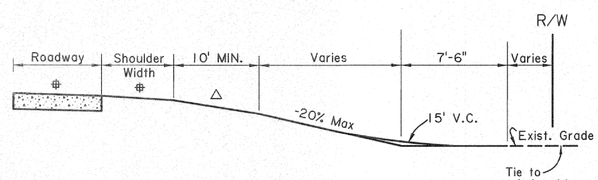
SECTION H-H



SECTION J-J



TYPICAL DRIVEWAY IN CUT



TYPICAL DRIVEWAY IN FILL

☑ "W" = Width as per plans

NOTES:

1. PORTLAND CEMENT CONCRETE DRIVES WILL BE CONSTRUCTED TO REPLACE OR CONNECT TO EXISTING CONCRETE DRIVES.

* 2. SEE PLANS: APPLIES WHERE EXISTING DRIVE IS TO BE REMOVED FOR ROADWAY CONSTRUCTION AND/OR TO ACHIEVE VERTICAL GEOMETRY REQUIREMENTS.

⊖ 3. PAVEMENT SHALL EXTEND 8' MINIMUM FROM EDGE OF PAVED ROADWAY SURFACE (TRAVEL LANE) FOR SINGLE-FAMILY RESIDENTIAL/NON-COMMERCIAL AGRICULTURE TYPE CONNECTIONS, AND 25' FOR TRAFFIC GENERATOR (COMMERCIAL) TYPE CONNECTIONS, OR AS PER THE PLANS. PAVED DRIVEWAY FLARE SHALL EXTEND 4' MINIMUM FROM EDGE OF PAVED SHOULDER. RADII TRANSITION SHAPE MAY BE USED IN LIEU OF FLARE.

4. COMPACTION OF SUBGRADE AND GRADING WORK FOR CONSTRUCTION OF DRIVES SHALL BE SATISFACTORY TO THE ENGINEER AND PAYMENT SHALL BE INCLUDED IN THE DRIVEWAY ITEMS.

△ 5. MAXIMUM DRIVEWAY GRADE SHALL BE 20% (25% FOR SPECIAL CASES). MAXIMUM BREAK IN GRADE WITHOUT A VERTICAL CURVE SHALL BE 10% FOR CREST AND 9% FOR SAGS, AT NOT LESS THAN 10' INTERVALS.

⌖ 6. ROADWAY AND SHOULDER SLOPES VARY AS PER PLANS

LEGEND

ASPHALT

AGGREGATE

REMOVAL

SHEET NUMBER 108

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES # 2 OF 3
P. TONEY	R. MCMILLAN	P. TONEY	R. MCMILLAN	D. SMITH	

STATE OF LOUISIANA
AIDAN EYMARD
License No. 46220
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
8/2/2022

APPROVED BY CHIEF ENGINEER:
DATE: 8/4/2022

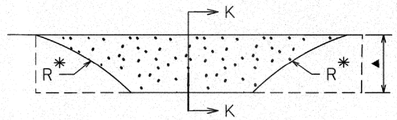
DRIVEWAYS ON NON-CURBED ROADWAYS

STANDARD PLAN DW-01

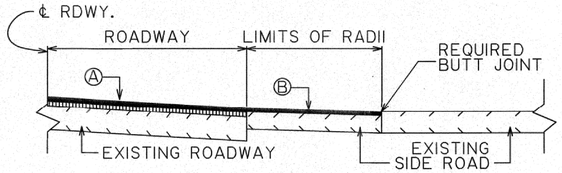
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

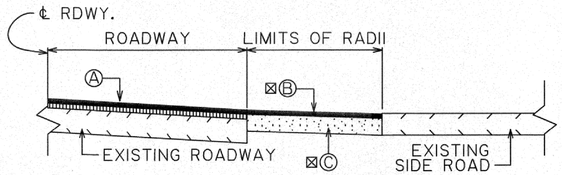
TURNOUT TIE-IN DETAILS FOR OVERLAY PROJECTS



DETAIL OF APRON AT TURNOUT (TYPICAL)



SECTION K-K (PAVED SIDE ROAD)



SECTION K-K (UNPAVED SIDE ROAD)

Ⓐ ASPHALT CONCRETE (COURSES AND TYPES SHOWN ON ROADWAY TYPICAL SECTION)

Ⓑ ASPHALT CONCRETE (THICKNESS SHALL MATCH ROADWAY WEARING SURFACE)

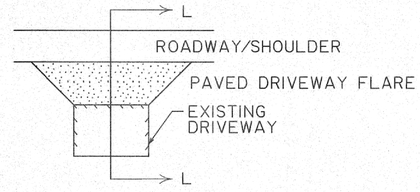
⊠Ⓒ ASPHALT CONCRETE BASE COURSE

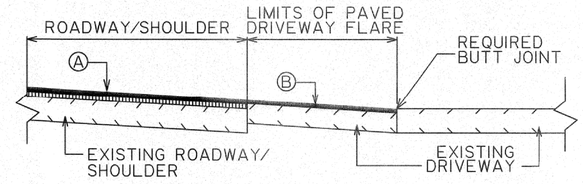
* MATCH EXISTING RADIUS

▲ VERTICAL TRANSITION FROM ROADWAY TO BUTT JOINT TIE-IN WHERE NEEDED

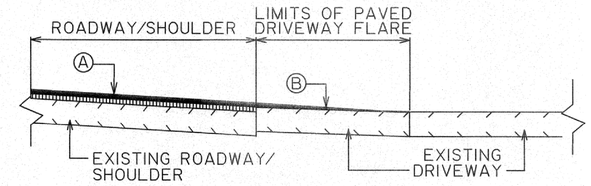
⊠ TOTAL THICKNESS OF WEARING COURSE AND BASE COURSE SHALL BE A MINIMUM OF 6"

DRIVEWAY TIE-IN DETAILS FOR OVERLAY PROJECTS





SECTION L-L (ALTERNATE 1)



SECTION L-L (ALTERNATE 2)

Ⓐ ASPHALT CONCRETE (COURSES AND TYPES SHOWN ON ROADWAY TYPICAL SECTION)

Ⓑ ASPHALT CONCRETE (THICKNESS SHALL MATCH ROADWAY WEARING COURSE)

NOTES:

1. DRIVE WIDTHS AND FLARE DIMENSIONS TO BE ADJUSTED TO MATCH EXISTING CONDITIONS AS DIRECTED BY THE PROJECT ENGINEER.
2. TYPE OF TIE-IN AND LENGTH OF OVERLAY TRANSITION TO BE SET BY PROJECT ENGINEER TO achieve A SUITABLE CONNECTION FOR EXISTING DRIVE.
3. REFER TO SHEET 2 OF DW-01 FOR SUGGESTED TIE-IN CRITERIA OF STEEP GRADES.

SHEET NUMBER 109

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES #
P. TONEY	R. MCMILLAN	P. TONEY	R. MCMILLAN	D. SMITH	3 OF 3

STATE OF LOUISIANA
AIDAN EYMARD
License No. 46220
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
8/2/2022

APPROVED BY CHIEF ENGINEER: DATE: 8/4/2022

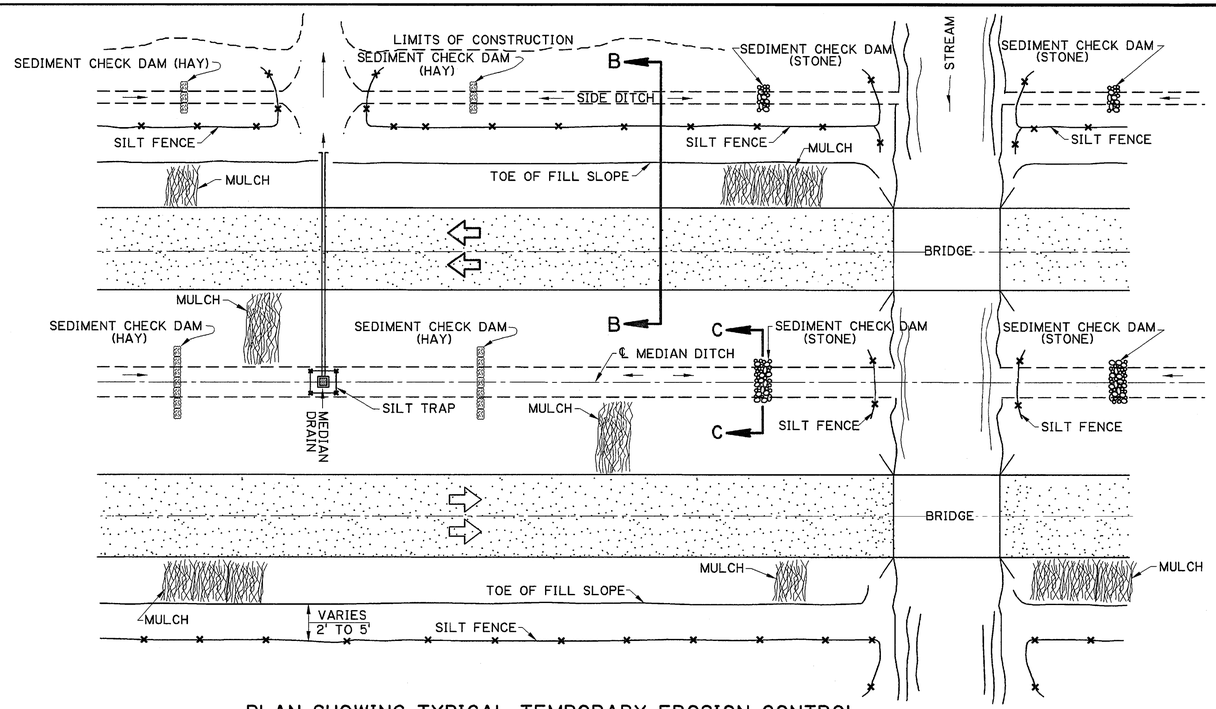
STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TURNOUT AND DRIVEWAY TIE-IN DETAILS

STANDARD PLAN DW-01

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

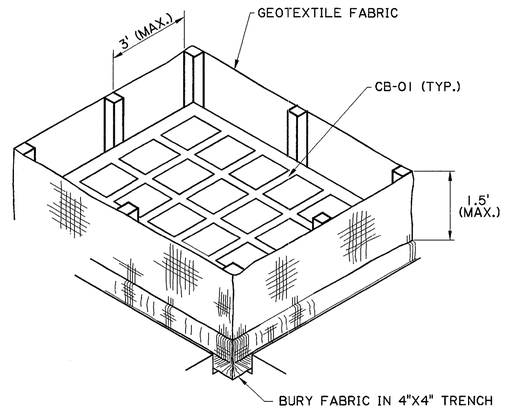


PLAN SHOWING TYPICAL TEMPORARY EROSION CONTROL

MULCHES

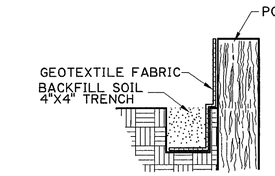
MULCHES ARE THE APPLICATION OF MATS OF MATERIAL PLACED ON THE SOIL SURFACE TO PREVENT EROSION BY PROTECTING THE SOIL SURFACE FROM RAINDROP IMPACT AND TO REDUCE THE VELOCITY OF OVERLAND FLOW. MULCHES CAN BE ORGANIC OR SYNTHETIC. MULCHES SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY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

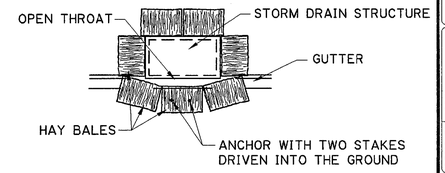


ISOMETRIC VIEW SHOWING GEOTEXTILE FABRIC

(BACKFILL SOIL NOT SHOWN)



SECTION THRU TRENCH SHOWING GEOTEXTILE FABRIC



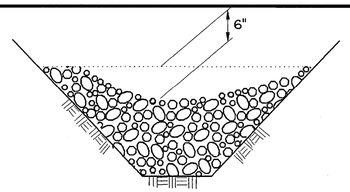
PLAN SHOWING HAY BALES

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.



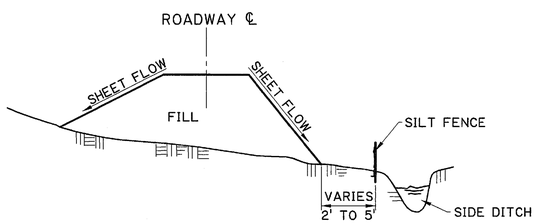
SECTION C-C

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:

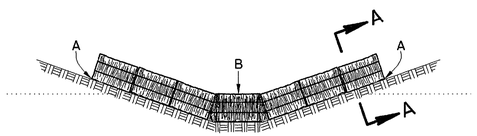
1. USE IN SMALL OPEN CHANNELS WHICH DRAIN 10 ACRES OR LESS
2. DO NOT USE IN A LIVE STREAM
3. USE IN A TEMPORARY DITCH OR SWALE WHICH, BECAUSE OF THEIR SHORT LENGTH OF SERVICE, CANNOT RECEIVE A NON- ERODIBLE LINING
4. USE IN PERMANENT DITCHES OR SWALES WHICH WILL NOT RECEIVE A PERMANENT LINING FOR AN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

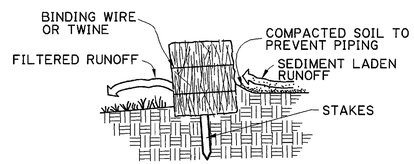
TEMPORARY SILT FENCE APPLICATION

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



POINTS A SHOULD BE HIGHER THAN POINT B.

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 110

PARISH: JEFFERSON | FEDERAL PROJECT: | STATE PROJECT: H.014581

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

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

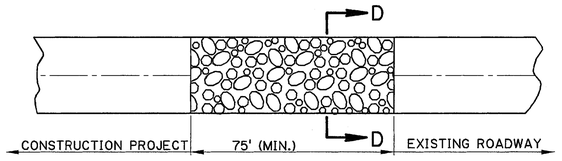
DATE: 10.1.08

APPROVED BY CHIEF ENGINEER: Wm. H. Temple

TEMPORARY EROSION CONTROL DETAILS

STANDARD PLAN EC-01

HYDRAULICS SECTION



PLAN

SECTION D-D

TEMPORARY STONE CONSTRUCTION ENTRANCE

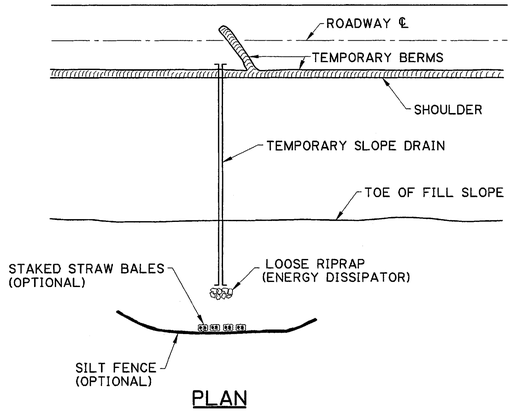
PAY ITEM: TEMPORARY STONE CONSTRUCTION ENTRANCE

NOTES:

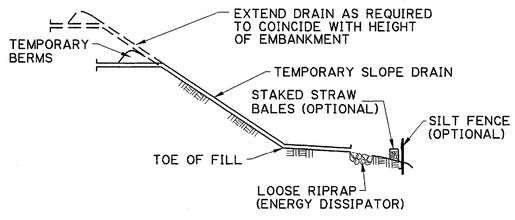
TEMPORARY STONE CONSTRUCTION ENTRANCE AND/OR WASH RACK

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



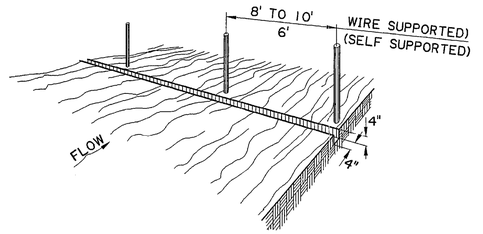
ELEVATION

TEMPORARY SLOPE DRAIN

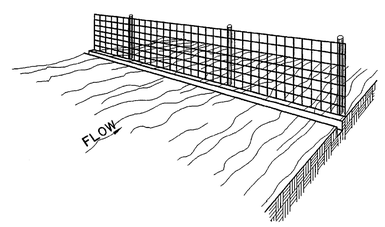
A TEMPORARY SLOPE DRAIN IS A DEVICE USED TO CARRY WATER FROM THE CONSTRUCTION WORK AREA TO A LOWER ELEVATION. SLOPE DRAINS MAY BE PLASTIC SHEET, METAL OR PLASTIC PIPE, STONE GUTTERS, FIBER MATS, OR CONCRETE OR ASPHALT DITCHES. A FEW BASIC DESIGN GUIDELINES FOR THE USE OF A TEMPORARY SLOPE DRAIN ARE:

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.

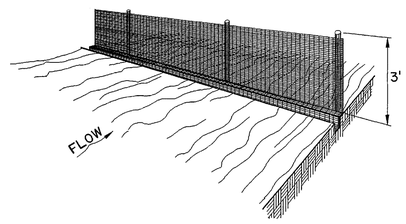
1. SET POSTS AND EXCAVATE A 4" X 4" TRENCH UPSLOPE ALONG THE LINE OF POSTS.



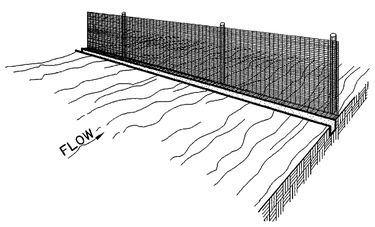
2. STAPLE WIRE FENCING TO THE POSTS.



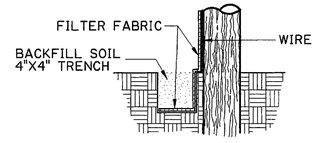
3. ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.



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 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 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 111

PARISH	FEDERAL PROJECT	STATE PROJECT
JEFFERSON		H.014581

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

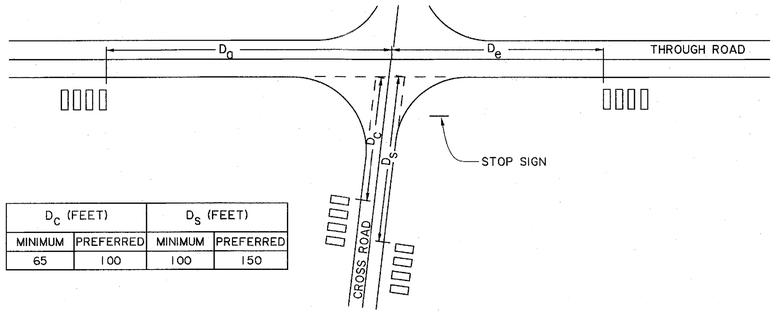
NO.	REVISION DESCRIPTION	BY	DATE
	REMOVE SPECIFIC PAY ITEM NOS., GENERAL REVISIONS	MH	10-1-08

APPROVED BY CHIEF ENGINEER: Wm. H. Temple DATE 10-1-08

TEMPORARY EROSION CONTROL DETAILS

STANDARD PLAN EC-01

HYDRAULICS SECTION



D_c (FEET)		D_s (FEET)	
MINIMUM	PREFERRED	MINIMUM	PREFERRED
65	100	100	150

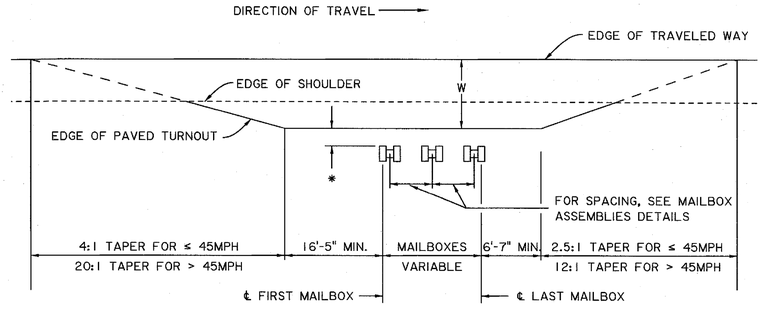
THROUGH ROAD SPEED (M.P.H.)	D_a (FEET)		D_e (FEET)		
	$n\ V_c\ V_m \leq 4000$	$n\ V_c\ V_m > 4000$	$\frac{V_c}{1.5n-.5} \leq 50$	$50 < \frac{V_c}{1.5n-.5} \leq 400$	$\frac{V_c}{1.5n-.5} > 400$
35	65	200	65	100	100
≥ 55	65	295	150	150	200

V_c = AVERAGE DAILY TRAFFIC ON CROSS ROAD (VEHICLES PER DAY)

V_m = AVERAGE DAILY TRAFFIC ON THROUGH ROAD (VEHICLES PER DAY)

n = NUMBER OF MAILBOXES AT MAIL STOP

MINIMUM CLEARANCES TO NEAREST MAILBOX IN MAIL STOPS AT INTERSECTIONS



W = FOR SUGGESTED WIDTHS, SEE TABLE BELOW.
MAILBOXES = A MINIMUM DESIGN FOR ROADS CARRYING LOW-SPEED TRAFFIC AND FOR LOCAL AND COLLECTOR ROADS.
* = FOR MAILBOX FACE OFFSET, SEE TABLE BELOW, 0" - 12".

DETAIL OF MAILBOX TURNOUT

* SUGGESTED GUIDELINES FOR LATERAL PLACEMENT OF MAILBOXES

HIGHWAY TYPE AND ADT (VPD)	WIDTH OF ALL-WEATHER SURFACE TURNOUT OR AVAILABLE SHOULDER AT MAILBOX[a] (FT)		DISTANCE ROADSIDE FACE OF MAILBOX IS TO BE OFFSET BEHIND EDGE OF TURNOUT OR USABLE SHOULDER (IN)	
	PREFERRED	MINIMUM	PREFERRED	MINIMUM
RURAL HIGHWAY OVER 10,000	12	8	6 to 8	0
RURAL HIGHWAY 1,500 TO 10,000	12	8		
RURAL HIGHWAY 400 TO 1,500	10	8		
RURAL ROAD UNDER 400	8	6[b]		6[c]
RESIDENTIAL STREET WITHOUT CURB OR ALL-WEATHER SHOULDER	6	0		
CURBED RESIDENTIAL STREET OR URBAN AND SUBURBAN AREAS	NOT APPLICABLE		8 to 12[d]	6[d]

NOTES: ADT = AVERAGE DAILY TRAFFIC
VPD = VEHICLES PER DAY

a) IF INCREASE ACCESS IS NEEDED, THE FOLLOWING MAY BE CONSIDERED IN CONJUCTION WITH THE LOCAL POSTMASTER:
- PROVIDE A LEVEL CLEAR SPACE 30 IN. BY 48 IN. CENTERED ON THE BOX FOR EITHER SIDE OR FORWARD APPROACH.
- PROVIDE AN ACCESSIBLE PASSAGE TO AND FROM THE MAILBOX AND PROJECT INTO A CIRCULATION ROUTE--NO MORE THAN 4 IN. IF BETWEEN 28 IN. AND 80 IN.-- SO THAT THE MAILBOX DOES NOT BECOME A PROTRUDING OBJECT FOR PEDESTRIANS WITH IMPAIRED VISION.

b) PROVIDE AN ACCESSIBLE PASSAGE TO AND FROM THE MAILBOX. THE MAILBOX PROJECTION INTO A CIRCULATION ROUTE SHALL NOT BE MORE THAN 4 IN., SO THAT THE MAILBOX DOES NOT BECOME A PROTRUDING OBJECT FOR PEDESTRIANS WITH IMPAIRED VISION.

c) IF A TURNOUT IS PROVIDED, THIS MAY BE REDUCED TO ZERO.

d) BEHIND TRAFFIC-FACE OF CURB.

NOTES:

NO MAILBOX WILL BE PERMITTED WHERE ACCESS IS OBTAINED FROM THE LANES OF A FREEWAY OR WHERE ACCESS IS OTHERWISE PROHIBITED BY LAW OR REGULATION.

MAILBOXES SHALL BE LOCATED ON THE RIGHT-HAND SIDE OF THE ROADWAY IN THE DIRECTION OF DELIVERY ROUTE EXCEPT ON ONE-WAY STREETS WHERE THEY MAY BE PLACED ON EITHER SIDE. THE BOTTOM OF THE BOX SHALL BE SET AT AN ELEVATION (H) ESTABLISHED BY THE U.S. POSTAL SERVICE, USUALLY BETWEEN 3'4" AND 4'0" ABOVE THE ROADWAY SURFACE. THE ROADSIDE FACE OF THE BOX SHALL BE OFFSET FROM THE EDGE OF THE TRAVELED WAY. SEE THE SUGGESTED GUIDELINES FOR LATERAL PLACEMENT OF MAILBOXES AT LEFT.

ALL MAILBOX INSTALLATIONS MUST CONFORM TO THE REQUIREMENTS OF THE U.S. POSTAL SERVICE.

WHERE FEASIBLE, NEW INSTALLATION SHOULD BE LOCATED ON THE FAR RIGHT SIDE OF AN INTERSECTION WITH A ROAD OR DRIVEWAY ENTRANCE. HOWEVER, CONSIDERATION SHOULD BE GIVEN TO

- MINIMIZING WALKING DISTANCE WITHIN THE ROADWAY FOR THE PATRON,
- AVAILABLE STOPPING SIGHT DISTANCE IN ADVANCE OF THE MAILBOX SITE, AND
- POSSIBLE RESTRICTIONS TO CORNER SIGHT DISTANCES AT INTERSECTIONS AND DRIVEWAY ENTRANCES.

FOR LOCATION OF MAILBOXES AT AN INTERSECTING ROADWAY, SEE DETAIL AT LEFT.

MAILBOXES SHALL BE OF LIGHT SHEET METAL OR PLASTIC CONSTRUCTION MANUFACTURED BY AN APPROVED MANUFACTURERS CONFORMING TO THE REQUIREMENTS OF THE U.S. POSTAL SERVICE. MAILBOXES MUST BE FULL-SCALE CRASH TESTED IN ACCORDANCE WITH THE LATEST EDITION OF MASH. NEWSPAPER DELIVERY BOXES SHALL BE OF LIGHT SHEET METAL OR PLASTIC CONSTRUCTION OF MINIMUM DIMENSIONS SUITABLE FOR HOLDING A NEWSPAPER.

MANUFACTURERS WHOSE MAILBOXES HAVE BEEN APPROVED BY THE POSTMASTER GENERAL WILL BE LISTED IN THE POSTAL OPERATION MANUAL (POM) AND PUBLISHED IN THE POSTAL BULLETIN. NO MORE THAN TWO MAILBOXES MAY BE MOUNTED ON A SUPPORT STRUCTURE UNLESS THE SUPPORT STRUCTURE AND MAILBOX ARRANGEMENT HAVE BEEN SHOWN TO BE SAFE BY CRASH TESTING IN ACCORDANCE WITH THE LATEST EDITION OF MASH. HOWEVER, LIGHTWEIGHT NEWSPAPER BOXES MAY BE MOUNTED BELOW THE MAILBOX ON THE SIDE OF THE MAILBOX SUPPORT.

MAILBOX SUPPORTS SHALL NOT BE SET IN CONCRETE UNLESS THE SUPPORT DESIGN HAS BEEN SHOWN TO BE SAFE BY CRASH TESTING IN ACCORDANCE WITH THE LATEST EDITION OF MASH WHEN SO INSTALLED.

POSTS SHALL BE STRONG ENOUGH TO SUPPORT THE BOX, BUT CAPABLE OF BENDING WHEN STRUCK BY AN AUTOMOBILE OR A LIGHT TRUCK. MAXIMUM STRENGTH POSTS ARE EITHER A METAL POST WITH A STRENGTH NO GREATER THAN A 2" DIAMETER STANDARD STRENGTH STEEL PIPE OR A 2#/FT FLANGED CHANNEL OR A 4"X4" WOODEN POST. POSTS ARE ACCEPTABLE MAILBOX SUPPORTS WHEN EMBEDDED NO MORE THAN 24" INTO THE GROUND. A METAL POST SHALL NOT BE FITTED WITH AN ANCHOR PLATE, BUT MAY HAVE AN ANTI-TWIST DEVICE THAT EXTENDS NO MORE THAN 10" BELOW THE GROUND SURFACE.

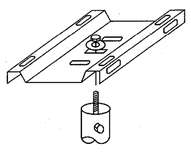
THE POST-TO-BOX ATTACHMENT SHALL BE OF SUFFICIENT STRENGTH TO PREVENT THE BOX FROM SEPARATING FROM THE POST TOP IF THE INSTALLATION IS STRUCK BY AN AUTOMOBILE OR LIGHT TRUCK.

THE MINIMUM SPACING BETWEEN THE CENTERS OF SUPPORT POSTS SHALL BE THREE-FOURTHS THE HEIGHT OF THE POSTS ABOVE THE GROUND LINE

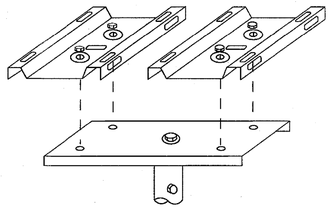
MAILBOX SUPPORT DESIGNS NOT DETAILED WILL BE ACCEPTABLE IF FULL-SCALE CRASH TESTED IN ACCORDANCE WITH THE LATEST EDITION OF MASH AND IF APPROVED BY THE ENGINEER.

FOR POST-TO-BOX ATTACHMENT DETAILS, SEE SHEET 2 OF 2.

MASH - MANUAL FOR ASSESSING SAFETY HARDWARE.

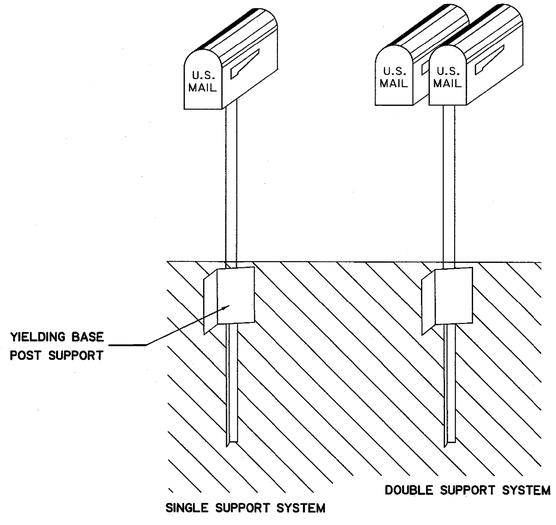


SINGLE MAILBOX MOUNT



DOUBLE MAILBOX MOUNT

SINGLE AND DOUBLE MAILBOX MOUNTS SERIES C



EXAMPLES OF SINGLE AND DOUBLE MAILBOX INSTALLATIONS ⊗ SERIES C

⊗ NOTE: SUPPORT FRAME AND FOUNDATION SHOWN ARE PROPRIETARY PRODUCTS.

SHEET NUMBER 112

PARISH	CONTROL SECTION	STATE PROJECT
JEFFESON	826-11	H.014581

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES #
H. VU	D. SMITH	H. VU	D. SMITH		1 OF 2

STATE OF LOUISIANA
HAI D. VU
REG. No. 34755
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
04/04/22

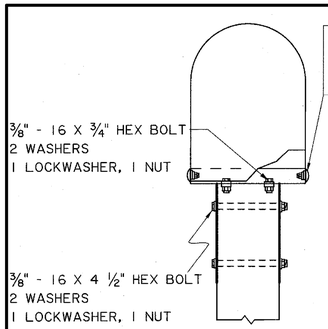
APPROVED BY CHIEF ENGINEER: DATE: 4/4/2022

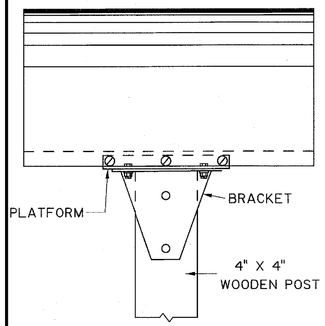
MAILBOX INSTALLATION DETAILS

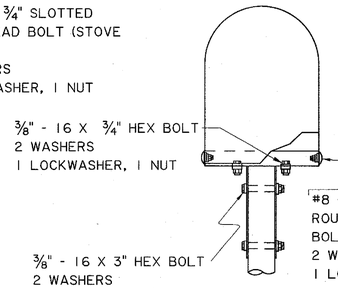
MB-01

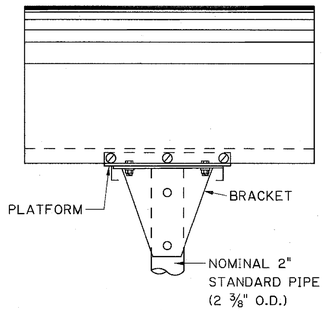
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

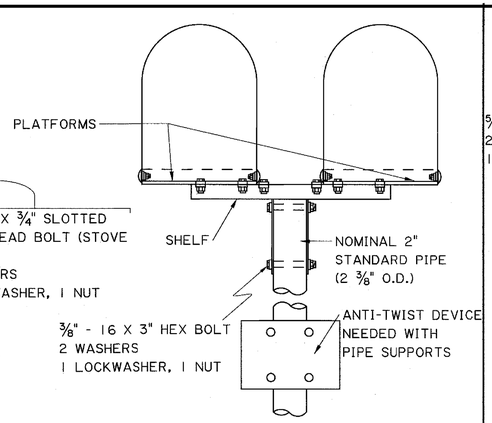
ROAD DESIGN



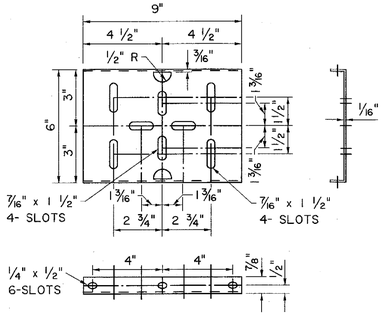




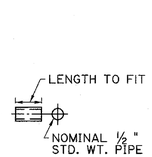


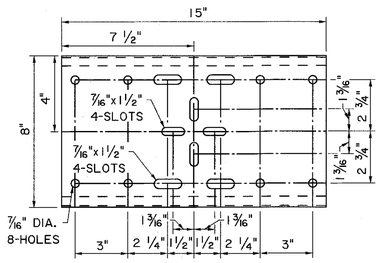


SINGLE AND DOUBLE MAILBOX ASSEMBLIES SERIES A

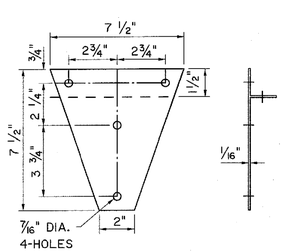


PLATFORM

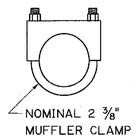




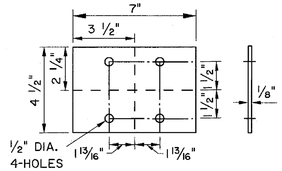
SHELF



BRACKET

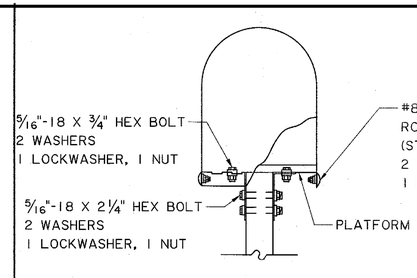


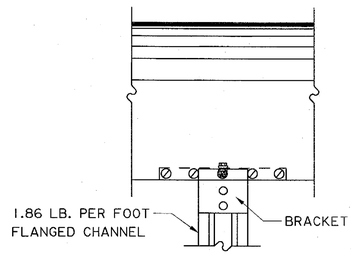
CLAMP

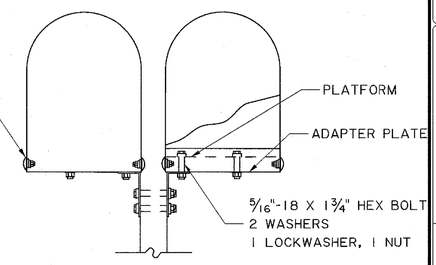


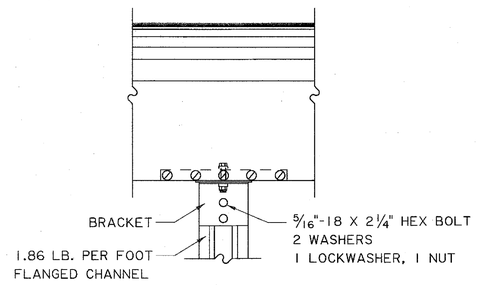
ANTI-TWIST DEVICE

MAILBOX SUPPORT HARDWARE SERIES A

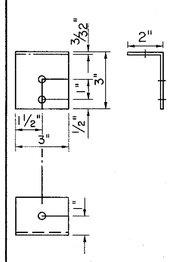








SINGLE AND DOUBLE MAILBOX ASSEMBLIES SERIES B



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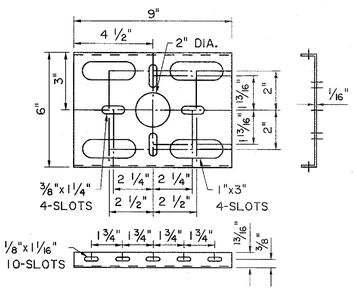
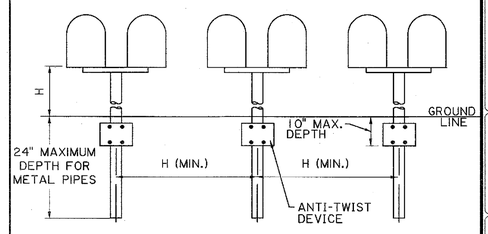
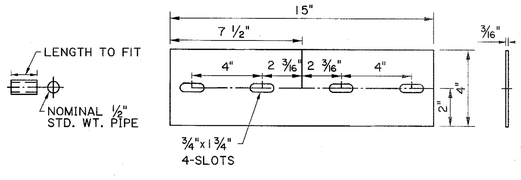


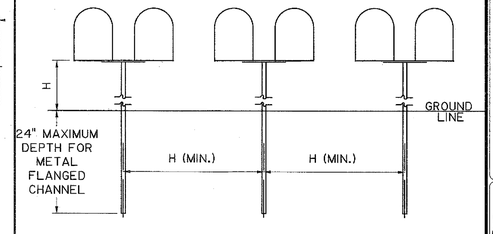
PLATFORM



SPACING FOR MULTIPLE POST INSTALLATION SERIES A



SPACER ADAPTER PLATE



SPACING FOR MULTIPLE POST INSTALLATION SERIES B

MAILBOX SUPPORT HARDWARE SERIES B

SHEET NUMBER	113
PARISH	JEFFESON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGN H. VU / CHECK D. SMITH	DETAIL H. VU / CHECK D. SMITH
REVIEW	SERIES # 2 OF 2

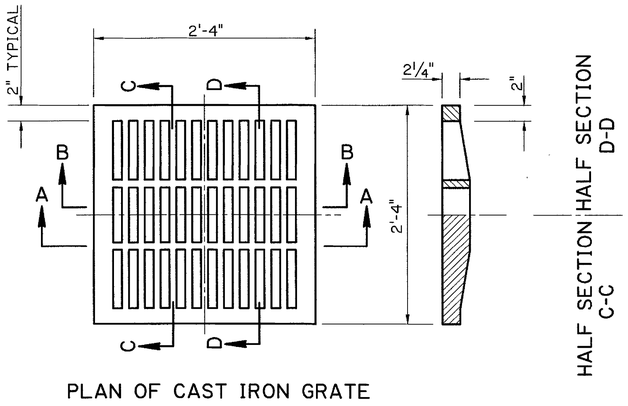
STATE OF LOUISIANA
HAI D. VU
REG. No. 34755
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
04/04/22

APPROVED BY CHIEF ENGINEER:
DATE: 4/4/2022

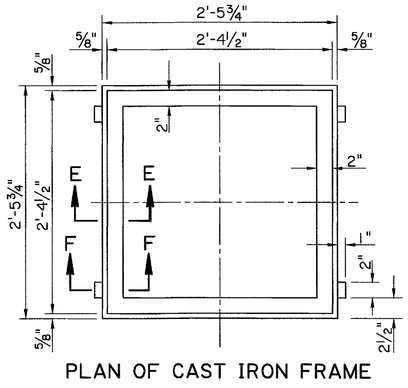
MAILBOX INSTALLATION DETAILS

MB-01

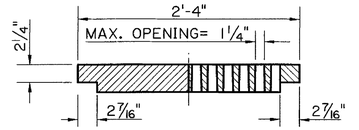
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
ROAD DESIGN



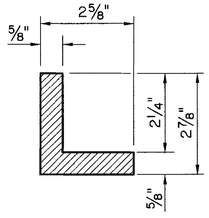
PLAN OF CAST IRON GRATE



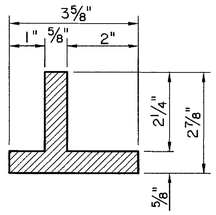
PLAN OF CAST IRON FRAME



HALF SECTION A-A | HALF SECTION B-B



SECTION E-E

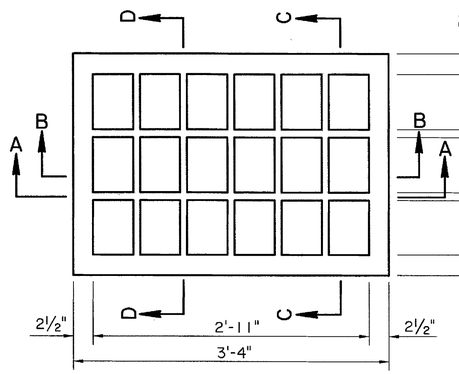


SECTION F-F

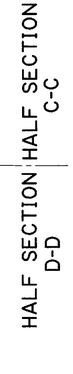
TYPE "A"

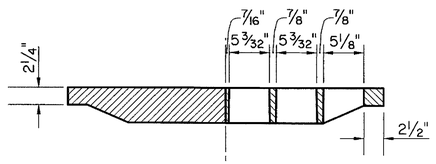
CAST IRON GRATE & FRAME

MIN. OPENING = 290 SQ. IN. AREA



PLAN OF CAST IRON GRATE





HALF SECTION A-A | HALF SECTION B-B

TYPE "B"

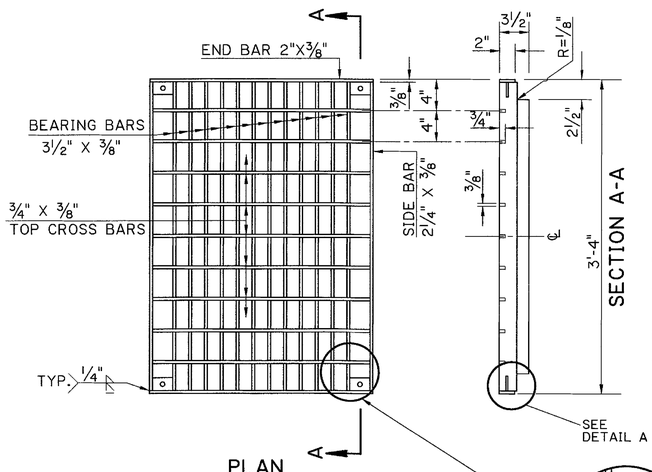
CAST IRON GRATE

NOTE: UNLESS OTHERWISE STATED, TYPE "E" FRAME WILL BE USED WITH THIS GRATE.

TYPE "C"

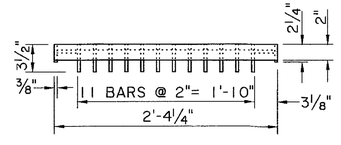
STEEL DRAIN GRATE

NOTES:
1. GRATES TO BE GALVANIZED AFTER FABRICATION.
2. UNLESS OTHERWISE STATED, TYPE "E1" FRAME IS TO BE USED WITH THESE GRATES. (SEE SHEET 2)
3. SUPPLIER OF GRATE ALSO IS TO FURNISH PRE-FITTED GRATE FRAME.

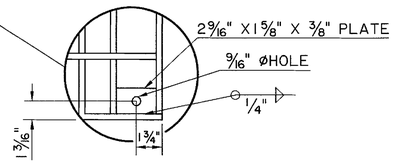


SECTION A-A

PLAN



ELEVATION



HOLD-DOWN PLATE

WELDED & SEALED DRAIN GRATE

ALL JOINTS FULL DEPTH ¼" FILLET WELDS WITH SEAL WELDS TOP AND BOTTOM UNLESS NOTED OTHERWISE.

ALL BEARING BARS TO BE SET FLUSH ON GRATE FRAME.

WEIGHT OF DRAIN GRATE = 233 LBS. ± 5%

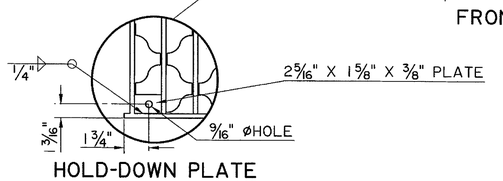
RIVETED RETICULINE DRAIN GRATE (ALTERNATE)

ALL JOINTS FULL DEPTH ¼" FILLET WELDS WITH SEAL WELDS TOP AND BOTTOM UNLESS NOTED OTHERWISE.

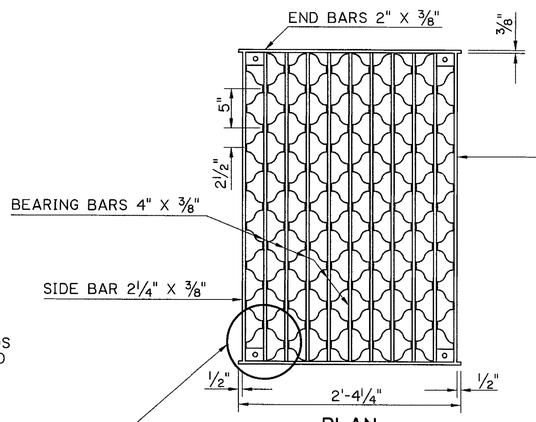
ALL BEARING BARS TO BE SET FLUSH ON GRATE FRAME.

CENTER TO CENTER OF BEARING BARS EQUAL 2 5/16" PLUS BEARING BAR THICKNESS.

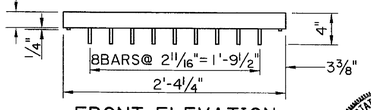
WEIGHT OF DRAIN GRATE = 266 LBS. ± 5%



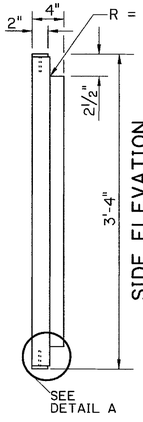
HOLD-DOWN PLATE



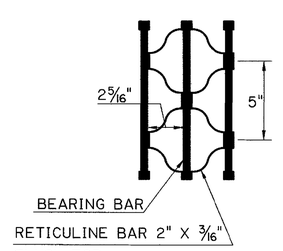
PLAN



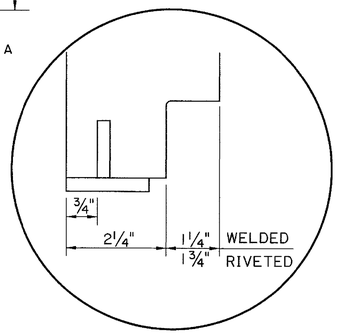
FRONT ELEVATION



SIDE ELEVATION



DRAIN GRATE DETAIL (ALTERNATE)



DETAIL A

STATE OF LOUISIANA
ALDEN M. ALLEN
REG. No. 20252
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
5-25-2018

DETAILS OF GRATES, GRATE FRAMES AND COVERS FOR CATCH BASINS AND MANHOLES

STANDARD NO. MC-01

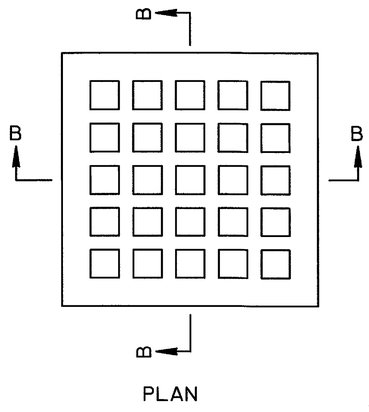
DOTD HYDRAULICS SECT.

APPROVED BY CHIEF ENGINEER: DATE

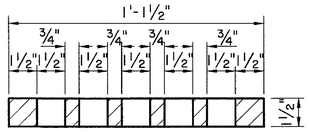
REVISION DESCRIPTION BY DATE: 5/25/18

DESIGNED AMA
CHECKED AMA
DETAILED TL
CHECKED AMA
PARISH JEFFESON
CONTROL SECTION 826-11
STATE PROJECT H.014581
SERIES NUMBER 1 OF 6
9/01/17

SHEET NUMBER 114



PLAN

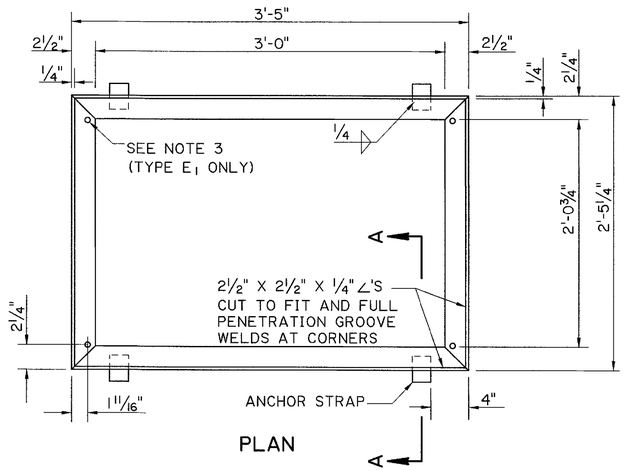


SECTION B-B

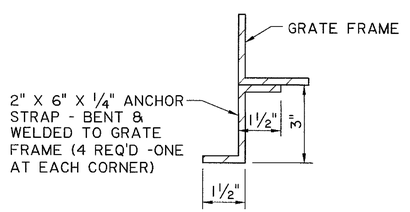
TYPE "D"

CAST IRON GRATE

WEIGHT OF CASTING = 49 LBS



PLAN

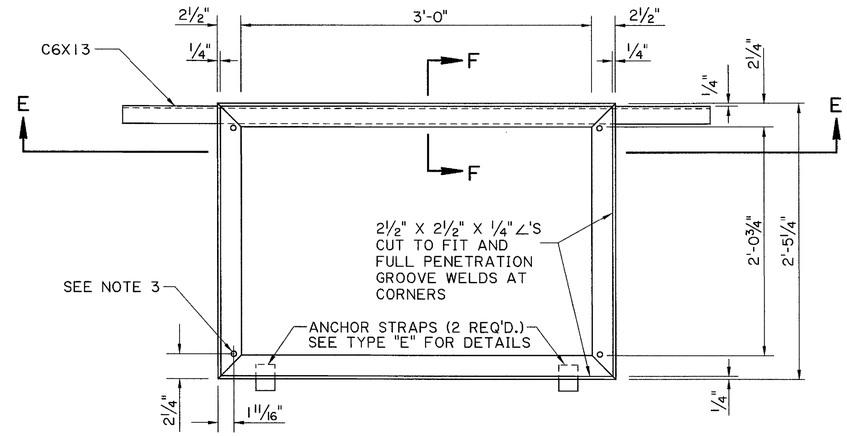


SECTION A-A

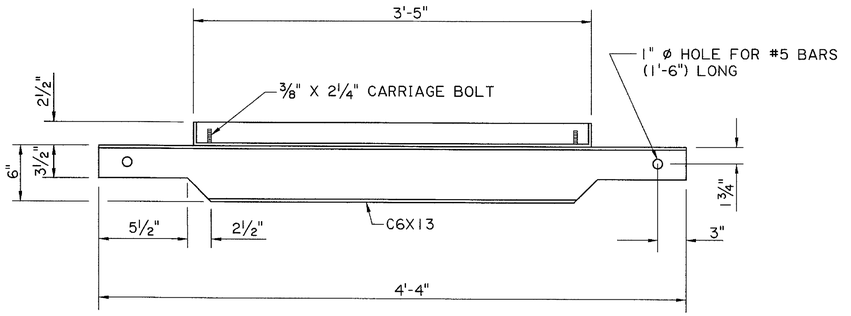
TYPE "E" AND "E1"

STEEL GRATE FRAME

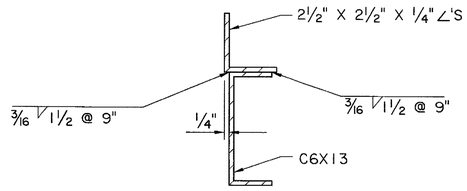
NOTES:
1. GRATE FRAME TO BE GALVANIZED AFTER FABRICATION
2. WEIGHT OF GRATE FRAME = 52 LBS
3. SQUARE PUNCH HOLE PRIOR TO GALVANIZING. ADD A ⅜ ø x 2¼" LONG -16 UNC ROUND HEAD SQUARE NECK CARRIAGE BOLT WITH JAM NUT, HEX HEAD NUT, AND FLAT WASHER (ALL STAINLESS STEEL) AFTER FRAME IS GALVANIZED.



PLAN



SECTION E-E



SECTION F-F

TYPE "F"

STEEL GRATE FRAME

NOTES:
1. GRATE FRAME TO BE GALVANIZED AFTER FABRICATION
2. WEIGHT OF GRATE FRAME = 52 LBS ± 5%
3. SQUARE PUNCH HOLE PRIOR TO GALVANIZING. ADD A ⅜ ø x 2¼" LONG -16 UNC ROUND HEAD SQUARE NECK CARRIAGE BOLT WITH JAM NUT, HEX HEAD NUT, AND FLAT WASHER (ALL STAINLESS STEEL) AFTER FRAME IS GALVANIZED.

STATE OF LOUISIANA
ALDEN M. ALLEN
REG. No. 20252
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
5-25-2018

SHEET NUMBER 115

PARISH	CONTROL SECTION	STATE PROJECT
JEFFESON	826-11	H.014581

DESIGNED	CHECKED	DETAILED	CHECKED	SERIES NUMBER
AMA	AMA	TL	AMA	9/01/17 2 OF 6

NO.	REVISION DESCRIPTION	BY	DATE
			5/25/18

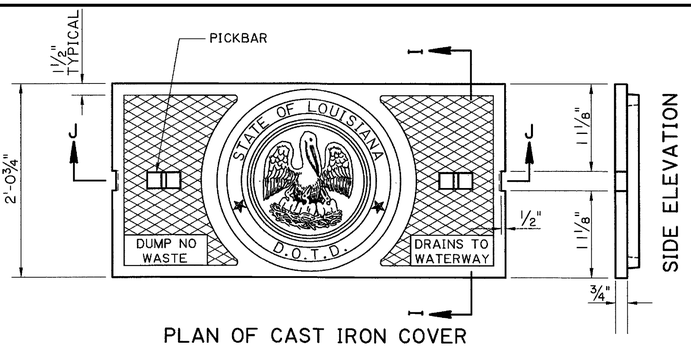
APPROVED BY: CHIEF ENGINEER

DATE

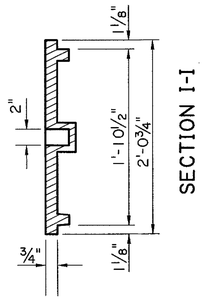
DETAILS OF GRATES, GRATE FRAMES AND COVERS FOR CATCH BASINS AND MANHOLES

STANDARD SLAB MC-01

DOTD HYDRAULICS SECT.

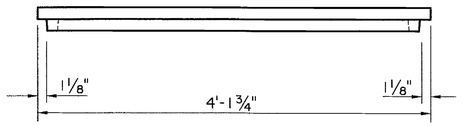


PLAN OF CAST IRON COVER

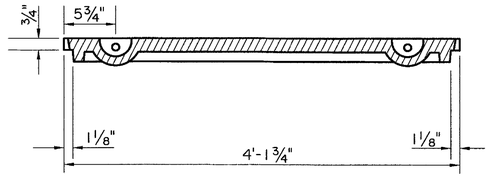


SIDE ELEVATION

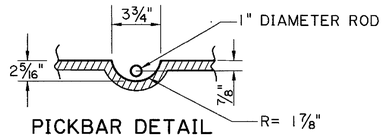
SECTION I-I



FRONT ELEVATION OF CAST IRON COVER



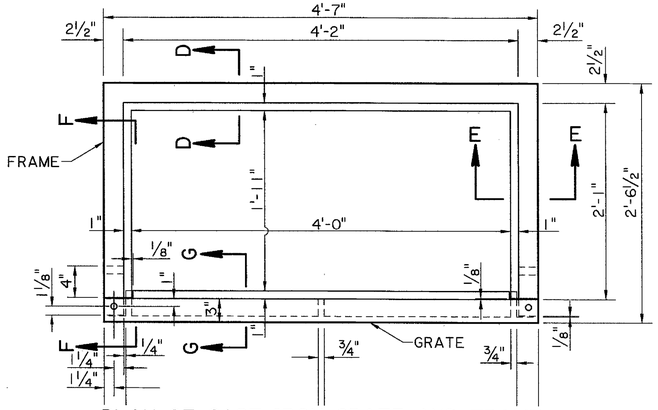
SECTION J-J



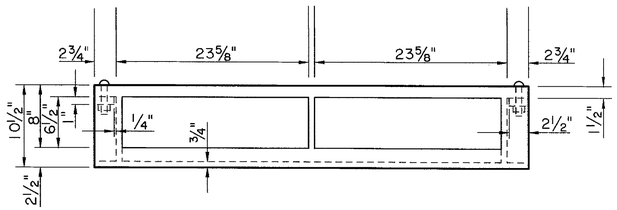
PICKBAR DETAIL

TYPE "H" AND "H1"

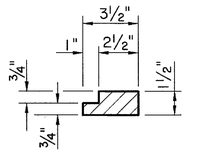
CAST IRON COVER, GRATE AND FRAME



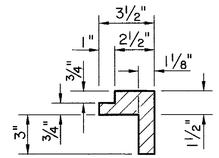
PLAN OF CAST IRON GRATE AND FRAME



FRONT ELEVATION OF CAST IRON GRATE

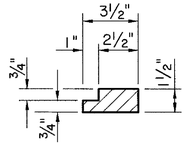


FOR CATCH BASIN "H"

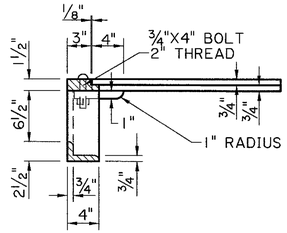


FOR PAVED GUTTER "H1"

SECTION D-D



SECTION E-E



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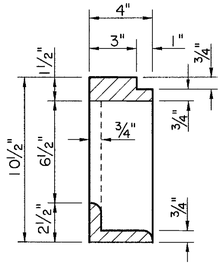
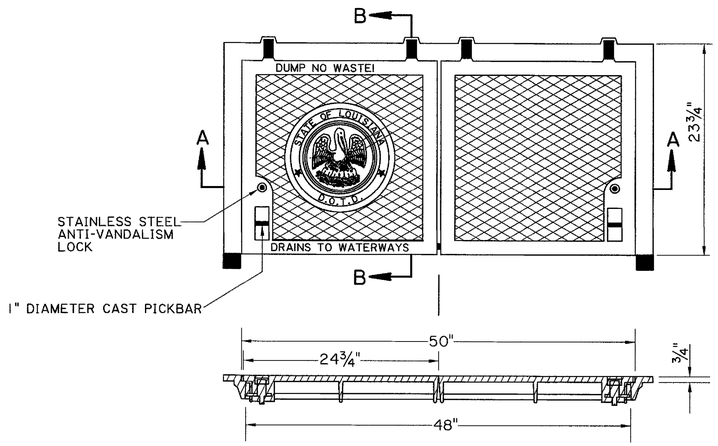
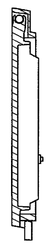


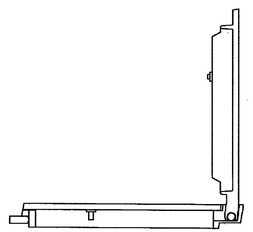
SECTION G-G



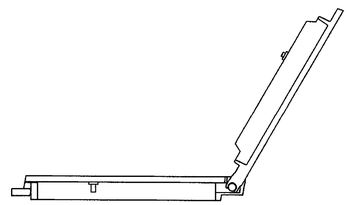
SECTION A-A



SECTION B-B



COVER AT 90 DEGREES
SAFETY STOP POSITION



COVER FULLY OPEN
TO 120 DEGREES

TYPE "Hs"

CAST IRON COVER AND FRAME SHOWN (SEE GRATE ABOVE)

STATE OF LOUISIANA
ALDEN M. ALLEN
REG. No. 30262
REGISTERED
PROFESSIONAL ENGINEER
5-25-2018

SHEET NUMBER 116

PARISH	CONTROL SECTION	STATE PROJECT
JEFFESON	826-11	H.014581

DESIGNED	CHECKED	DETAILED	CHECKED	SERIES NUMBER
AMA	AMA	TL	AMA	9/01/17

SHEET 3 OF 6

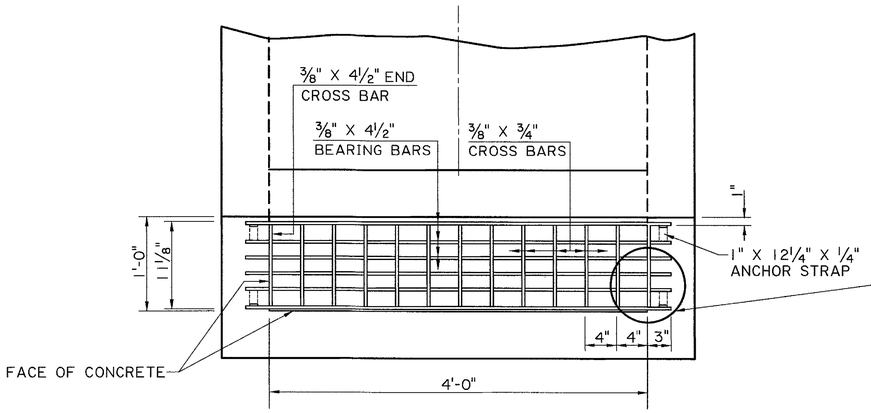
REVISION DESCRIPTION	BY	DATE

APPROVED BY CHIEF ENGINEER: [signature] DATE: 5/25/18

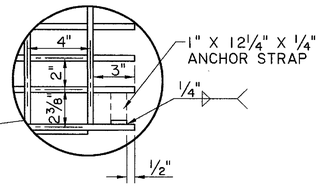
DETAILS OF GRATES, GRATE FRAMES AND COVERS FOR CATCH BASINS AND MANHOLES

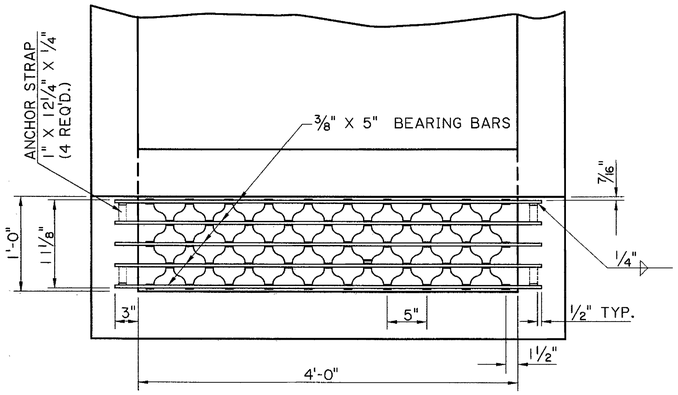
STANDARD PLAN MC-01

DOTD HYDRAULICS SECT.

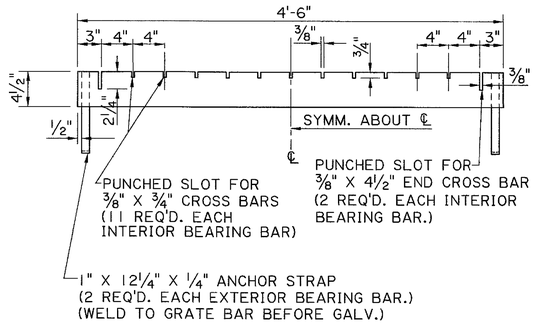


PLAN





PLAN

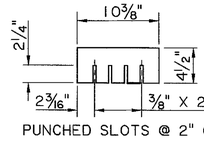


ELEVATION

WELDED & SEALED DRAIN GRATE

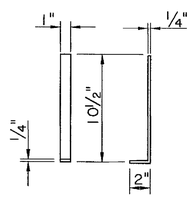
ALL JOINTS FULL DEPTH 1/4" FILLET WELDS WITH SEAL WELD TOP AND BOTTOM UNLESS NOTED OTHERWISE.

WEIGHT OF DRAIN GRATE = 185 LBS. ± 5%

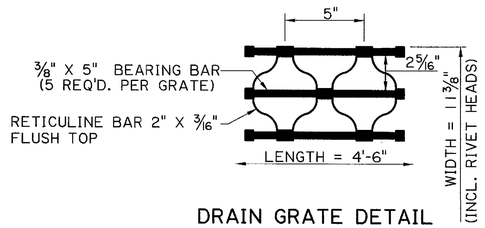


PUNCHED SLOTS @ 2" CTRS.

3/8"X4 1/2" END CROSS BAR
(2 REQ'D. PER GRATE)



STEEL ANCHOR STRAP
(4 REQ'D. PER GRATE)



DRAIN GRATE DETAIL
(ALTERNATE)

RIVETED RETICULINE DRAIN GRATE (ALTERNATE)

CENTER TO CENTER OF BEARING BARS EQUAL 2 11/16".

WEIGHT OF DRAIN GRATE = 176 LBS. ± 5%

TYPE " I "

STEEL DRAIN GRATE

GRATE TO BE GALVANIZED AFTER FABRICATION.

STATE OF LOUISIANA
ALDEN M. ALLEN
REG. No. 20252
REGISTERED PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
5-25-2018

SHEET NUMBER 117

PARISH JEFFESON | CONTROL SECTION 826-11 | STATE PROJECT H.014581

DESIGNED AMA | CHECKED AMA | DETAILED TL | CHECKED AMA | SERIES NUMBER 9/01/17 | 4 OF 6

REVISION DESCRIPTION | BY | DATE: 5/25/18

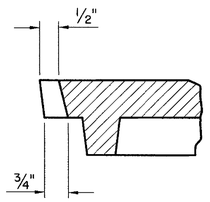
DATE | APPROVED BY CHIEF ENGINEER:

DETAILS OF GRATES, GRATE FRAMES AND COVERS FOR CATCH BASINS AND MANHOLES

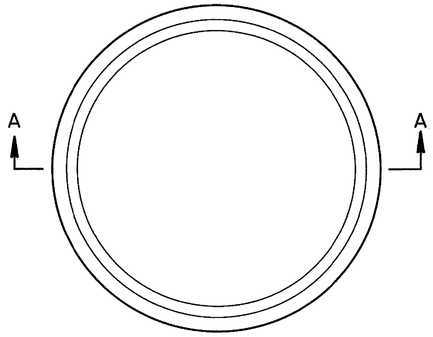
STANDARD NO. MC-01

DOTD HYDRAULICS SECT.

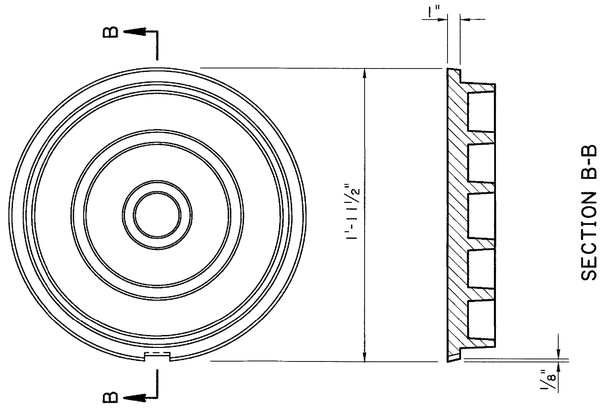
PLAN OF CAST IRON COVER



PICKSLOT DETAIL

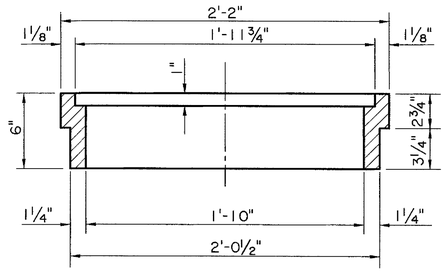


PLAN OF CAST IRON FRAME



SECTION B-B

BOTTOM OF CAST IRON COVER

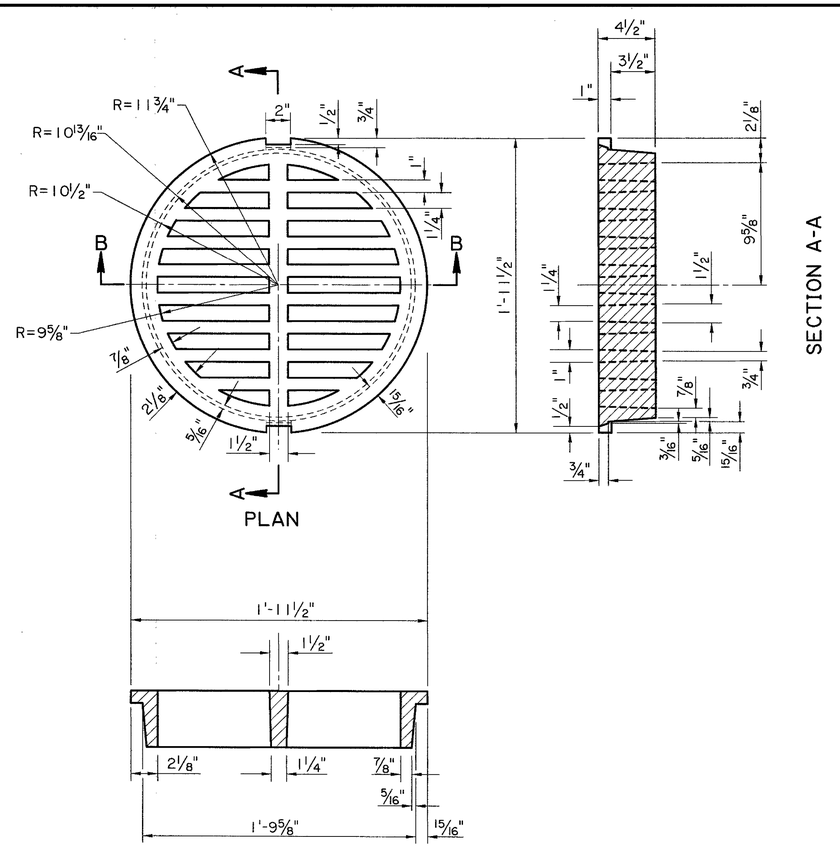


SECTION A-A

TYPE "K"

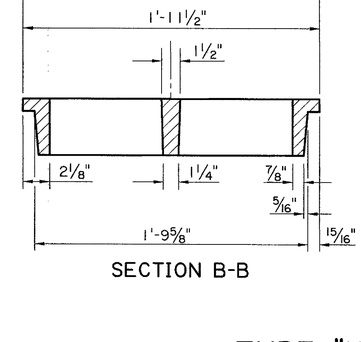
CAST IRON COVER & FRAME

PICKBAR DETAIL LEFT TO FABRICATOR



PLAN

SECTION A-A

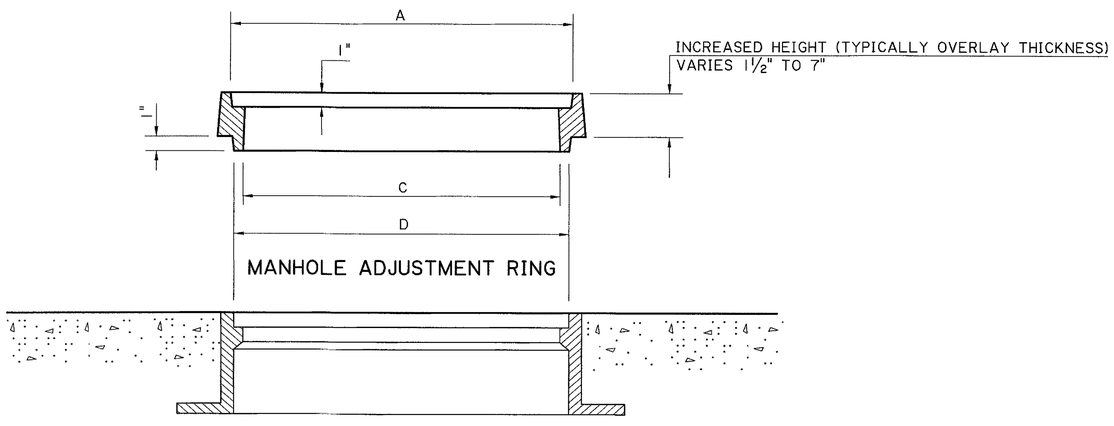


SECTION B-B

TYPE "K1"

CAST IRON GRATE

NOTES: 1. APPROX. WEIGHT OF CAST IRON COVER = 250 LBS.
2. TO BE USED WITH TYPE "K" CAST IRON FRAME.



EXISTING GRATE SEAT

MANHOLE ADJUSTMENT RINGS		
A (IN.)	C (IN.)	D (IN.)
23 1/2	22 1/4	23 1/2
23 3/4	22 1/2	23 3/4

MANHOLE ADJUSTMENT RING

CAST IRON OR STEEL

STATE OF LOUISIANA
ALDEN M. ALLEN
REG. No. 20252
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
5-25-2018

SHEET NUMBER 118

DESIGNED	AMA	PARISH	JEFFESON	SHEET NUMBER	118
CHECKED	AMA	CONTROL SECTION	826-11		
DETAILED	TL	STATE PROJECT	H.014581		
CHECKED	AMA	SERIES NUMBER	9/01/17 5 OF 6		

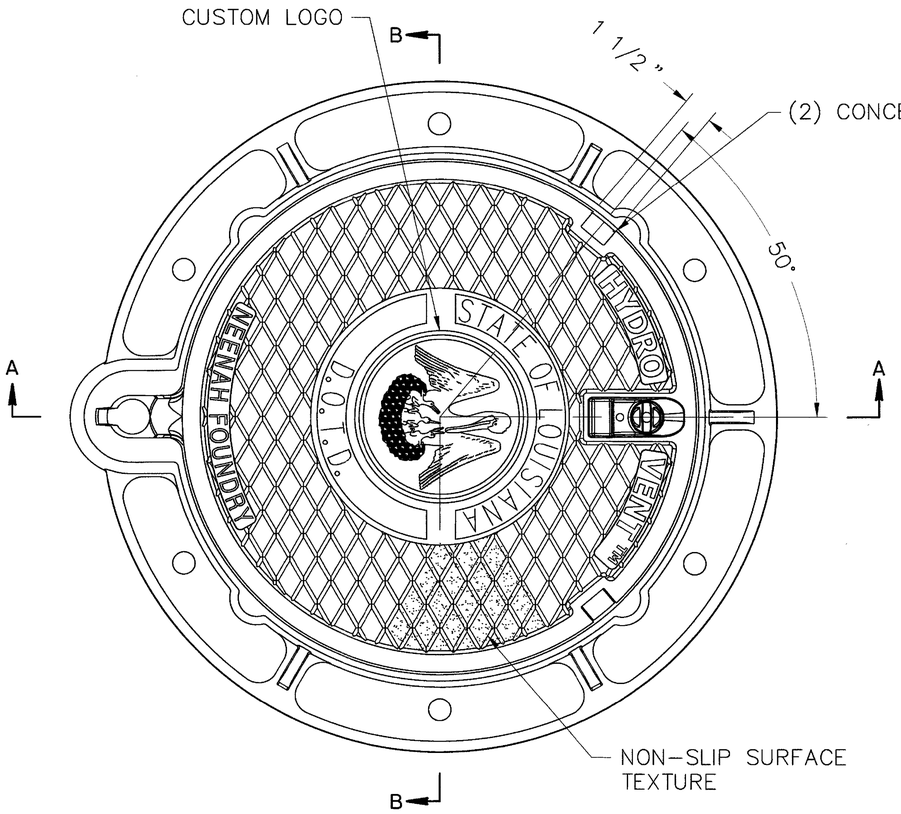
BY	REVISION DESCRIPTION	DATE
		DATE: 5/25/18

APPROVED BY CHIEF ENGINEER:

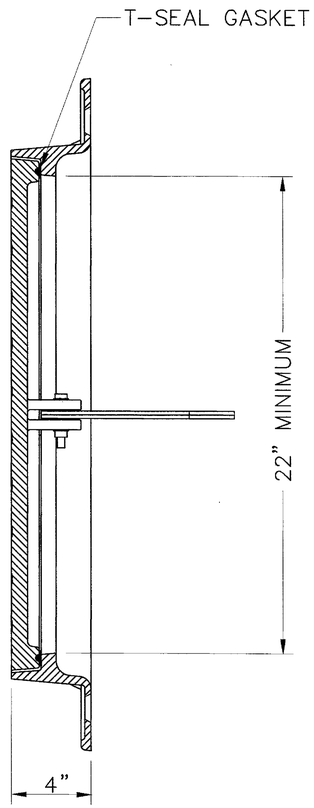
DETAILS OF GRATES, GRATE FRAMES AND COVERS FOR CATCH BASINS AND MANHOLES

STANDARD NO. MC-01

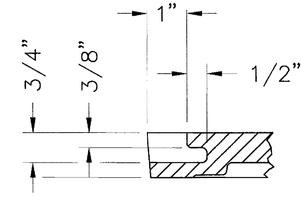
HYDRAULICS SECT.



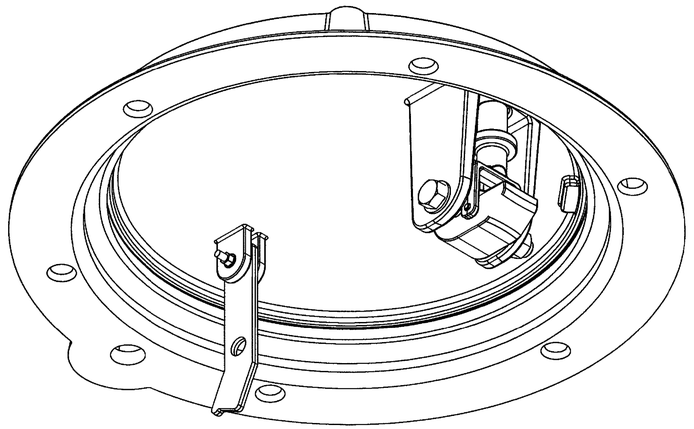
PLAN OF CAST IRON COVER



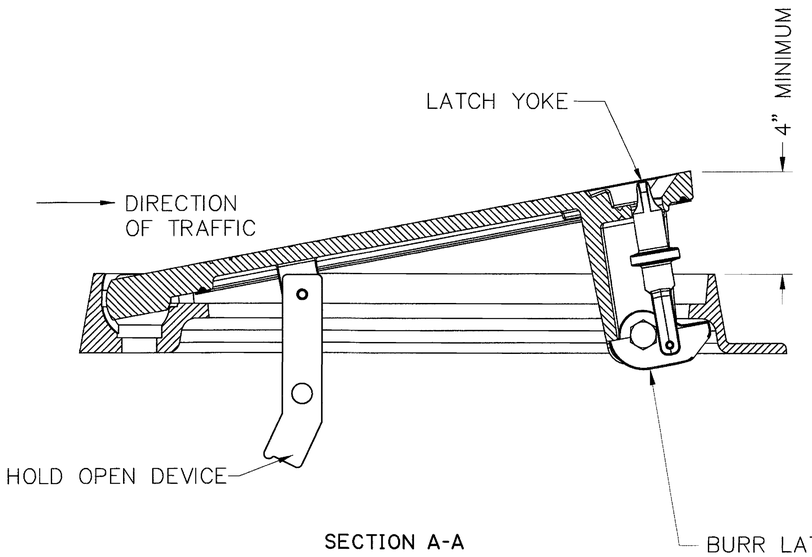
SECTION B-B



CONCEALED PICKHOLE DETAIL



ISOMETRIC BOTTOM VIEW



SECTION A-A

VENTING MANHOLE

CAST IRON COVER AND FRAME

NEENAH FOUNDRY 1650-HV SHOWN
EJ STORMSURGE 24 APPROVED BUT NOT SHOWN

STATE OF LOUISIANA
ALDEN M. ALLEN
REG. No. 20252
REGISTERED
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
5-25-2018

SHEET NUMBER 119

PARISH	CONTROL SECTION	STATE PROJECT
JEFFESON	826-11	H.014581

DESIGNED	AMA
CHECKED	AMA
DETAILED	TL
CHECKED	AMA
SERIES NUMBER	12/01/17 6 OF 6

REVISION DESCRIPTION | BY | DATE: 5/25/18

APPROVED BY: CHIEF ENGINEER

DETAILS OF GRATES, GRATE FRAMES AND COVERS FOR CATCH BASINS AND MANHOLES

STANDARD PLAN NO. MC-01

DOTD HYDRAULICS SECT.

GENERAL NOTES:

1) THIS STRUCTURE MEETS ALL DOTD HYDRAULIC PERFORMANCE CRITERIA WHEN USED IN ACCORDANCE WITH THE DOTD HYDRAULICS MANUAL AND ALL DOTD HYDRAULIC DESIGN POLICIES.

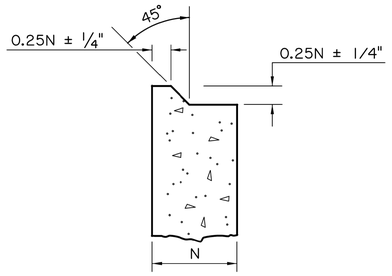
2) PROVIDE PRECAST UNITS AS THE LOWER PORTION OF A COMPOSITE STRUCTURE. PROVIDE CAST-IN-PLACE CONCRETE (SEE APPROPRIATE STANDARD PLAN FOR REQUIRED REINFORCING AND DIMENSIONS) FOR THE TOP 1'-6" OF THE STRUCTURE AS FOLLOWS:
   A) CB-01, CB-02, CB-04, CB-05, AND MANHOLES MAY BE FULLY PRECAST IF THE STRUCTURES ARE NOT EXPOSED TO TRAFFIC LOADS; ELEVATIONS MUST BE FIELD VERIFIED PRIOR TO FABRICATION.
   B) CB-06, CB-07, CB-08, AND CB-09 STRUCTURES MUST HAVE THE TOP 18" CAST-IN-PLACE; ELEVATIONS MUST BE FIELD VERIFIED PRIOR TO FABRICATION.

3) DESIGN IS TO BE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, EIGHTH EDITION, 2017, AND THE LATEST LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES.

4) FINISH CAST-IN-PLACE CONCRETE IN ACCORDANCE WITH OTHER STANDARD PLANS AND 805.

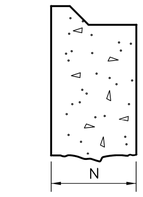
5) FORM PIPE OPENINGS ONLY AS REQUIRED FOR INTERSECTING PIPES. PROVIDE OPENING DIMENSIONS TO ACCOMMODATE PIPE DIAMETER AND SKEW ANGLE. PROVIDE OPENING DIMENSION THAT IS 4±1/2 INCH LARGER THAN OUTSIDE PIPE DIMENSION.

6) RESILIENT CONNECTORS OR CONCRETE COLLARS ARE REQUIRED FOR CONNECTIONS OF ALL PIPE SIZES (EXCEPT YARD DRAIN PIPE AND UNDERDRAINS) WITH COST TO BE INCLUDED IN THE COST OF THE PRECAST STRUCTURE.

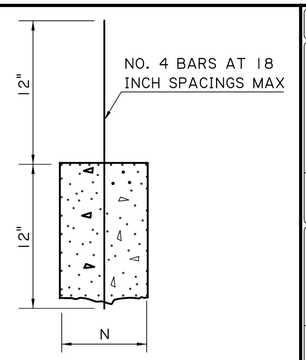


JOINT DETAIL A
PRECAST/PRECAST

1. SEAL AND WRAP JOINT IN ACCORDANCE WITH 702.3.020

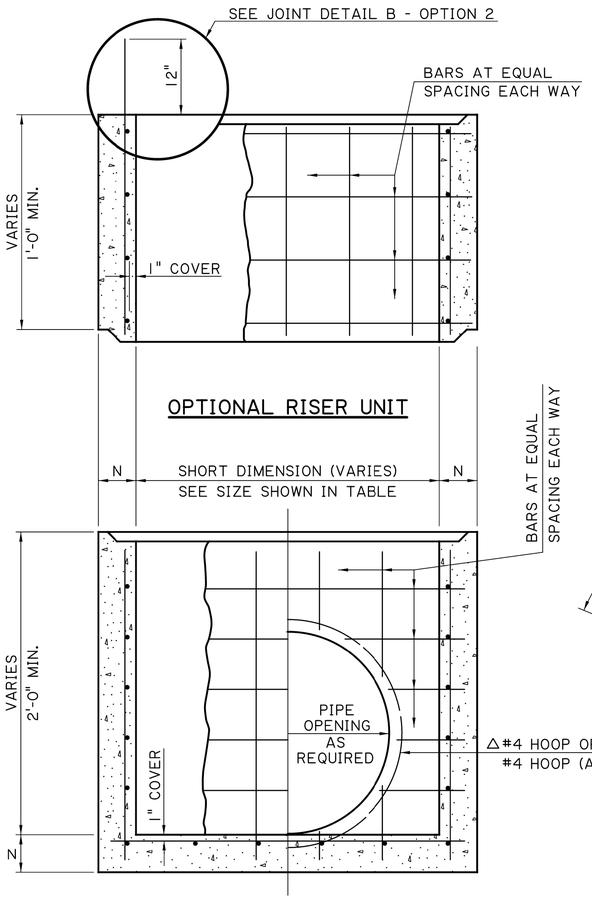


JOINT DETAIL B - OPTION 1
CAST-IN-PLACE/PRECAST



JOINT DETAIL B - OPTION 2
CAST-IN-PLACE/PRECAST

IN OPTIONS 1 AND 2, COAT PRECAST CONCRETE JOINT SURFACE AND A MAXIMUM OF 2 INCHES OF REINFORCING STEEL WITH TYPE V, GRADE 2 OR GRADE 3 EPOXY RESIN CONFORMING TO 1017. APPLY EPOXY RESIN AND PLACE CONCRETE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



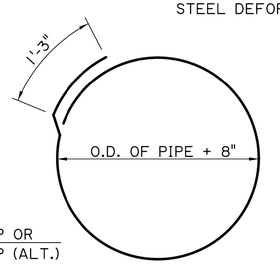
BASE UNIT
SECTION B-B

△ #4 HOOP MAY BE USED WHEN PIPE IS CIRCULAR AND CONNECTS TO THE CATCH BASIN AT +/- 90 (DEGREE) ANGLE. #4 HOOP (ALT.) SHALL BE USED FOR NON-CIRCULAR (ELLIPTICAL) PIPES AND ALL PIPES THAT ENTER THE CATCH BASIN AT A SKEWED ANGLE.

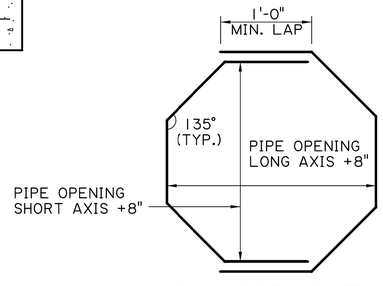
PRECAST UNITS FOR CATCH BASINS & MANHOLES

MAXIMUM HEIGHT	N	4' MAX. DIMENSION			6' MAX. DIMENSION			8' MAX. DIMENSION			10' MAX. DIMENSION		
		⊙TYPICAL SIZES [3'X3', 4'X4']			⊙TYPICAL SIZES [6'X4', 6'X6']			⊙TYPICAL SIZES [8'X4', 8'X6', 8'X8']			⊙TYPICAL SIZES [10'X4', 10'X6', 10'X8', 10'X10']		
FT.	IN.	BAR SIZE	SPAC.* IN.	As⊠ IN²/FT.	BAR SIZE	SPAC.* IN.	As⊠ IN²/FT.	BAR SIZE	SPAC.* IN.	As⊠ IN²/FT.	BAR SIZE	SPAC.* IN.	As⊠ IN²/FT.
8	4	4	6	0.40									
8	6	4	9	0.27	4	8	0.30	4	5.5	0.44	5	5.5	0.68
14	6	4	9	0.27	4	6	0.40	5	5	0.74	5	3.25	1.14
20	6	4	7	0.34	4	4.5	0.53						

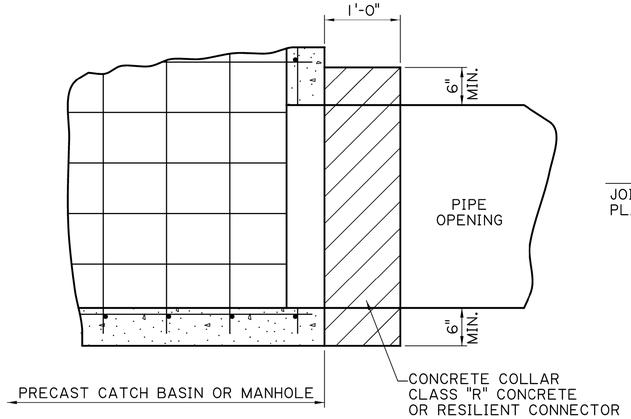
⊙ OTHER SIZES ARE ACCEPTABLE AS LONG AS THE DIMENSIONS DO NOT EXCEED THE MAXIMUM DIMENSIONS.
* BAR SPACING APPLIES TO BOTH DIRECTIONS AND AT ALL LOCATIONS.
⊠ BAR SIZES AND SPACING MAY DIFFER FROM VALUES SHOWN, BUT THE AREA OF STEEL (A_s) SHALL BE EQUAL TO OR GREATER THAN VALUE SHOWN, AND BAR SPACING SHALL NOT EXCEED 1.5 TIMES THE WALL THICKNESS. THE AREA OF STEEL (A_s) MAY BE PROVIDED WITH STEEL DEFORMED WELDED WIRE FABRIC.



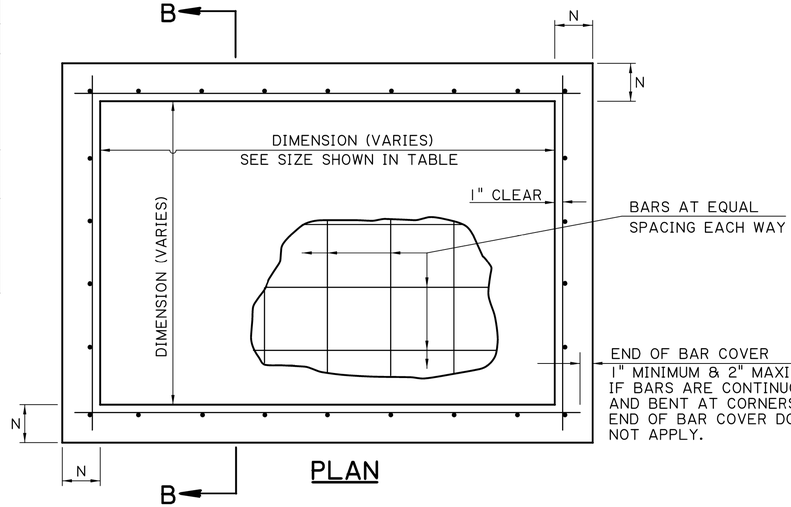
△#4 HOOP



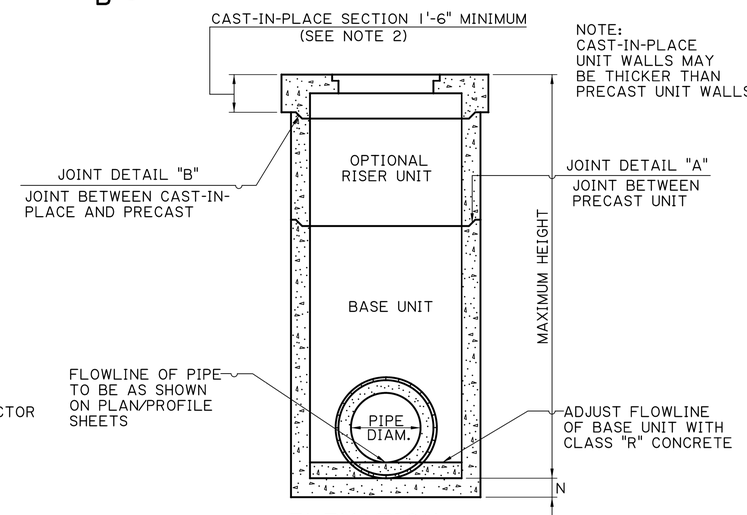
△#4 HOOP (ALT.)



PIPE CONNECTION DETAIL



PLAN



ELEVATION
TYPICAL COMPOSITE STRUCTURE

SHEET NUMBER	120
PARISH	JEFFESON
CONTROL SECTION	826-11
STATE PROJECT	H.011458
DESIGN	
CHECK	
DETAIL	
CHECK	
REVIEW	-
SERIES #	1 OF 1

APPROVED BY CHIEF ENGINEER:
DATE: 10/14/2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PRECAST CATCH BASINS AND MANHOLES

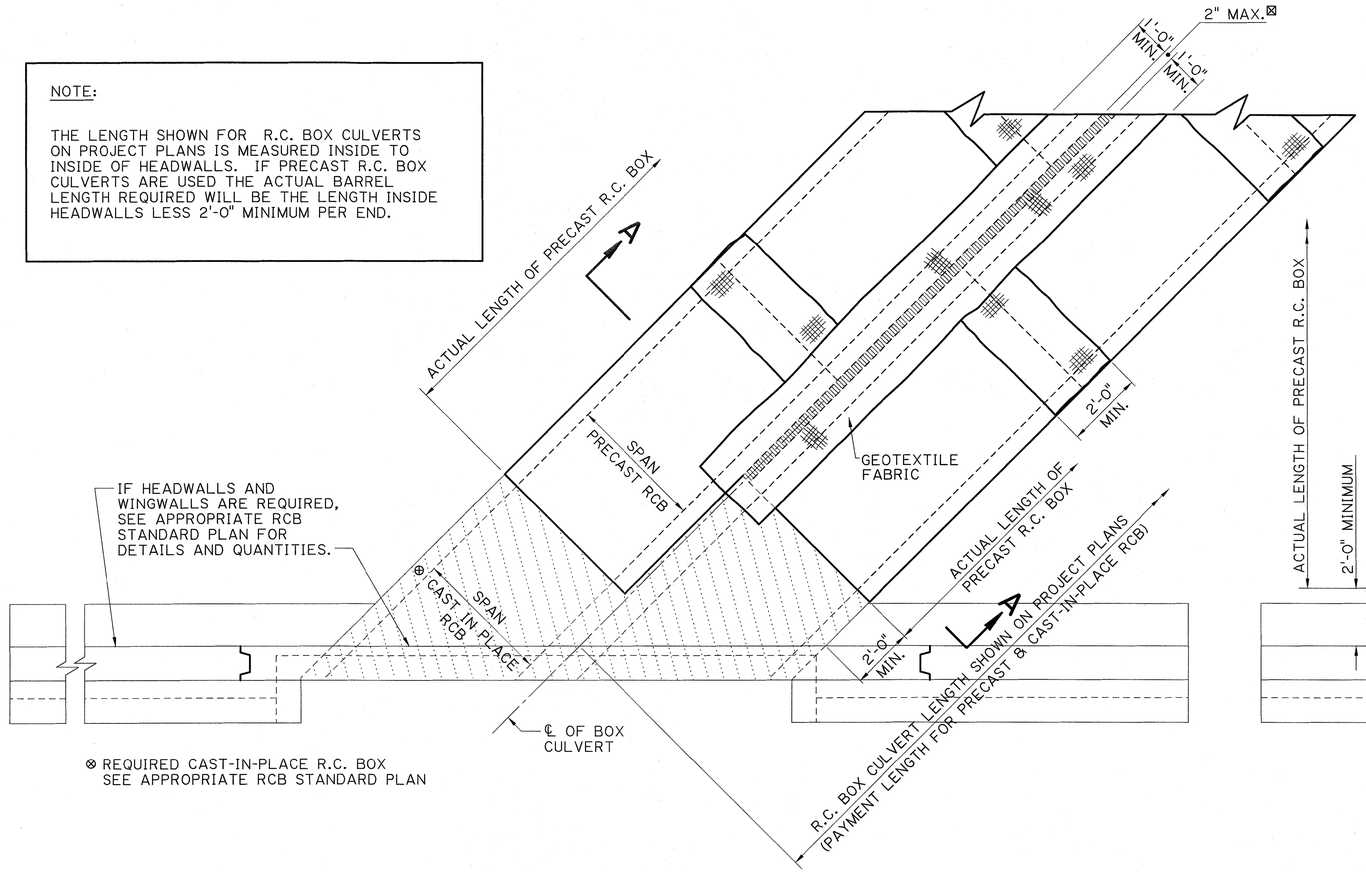
PC-01

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

NOTE:

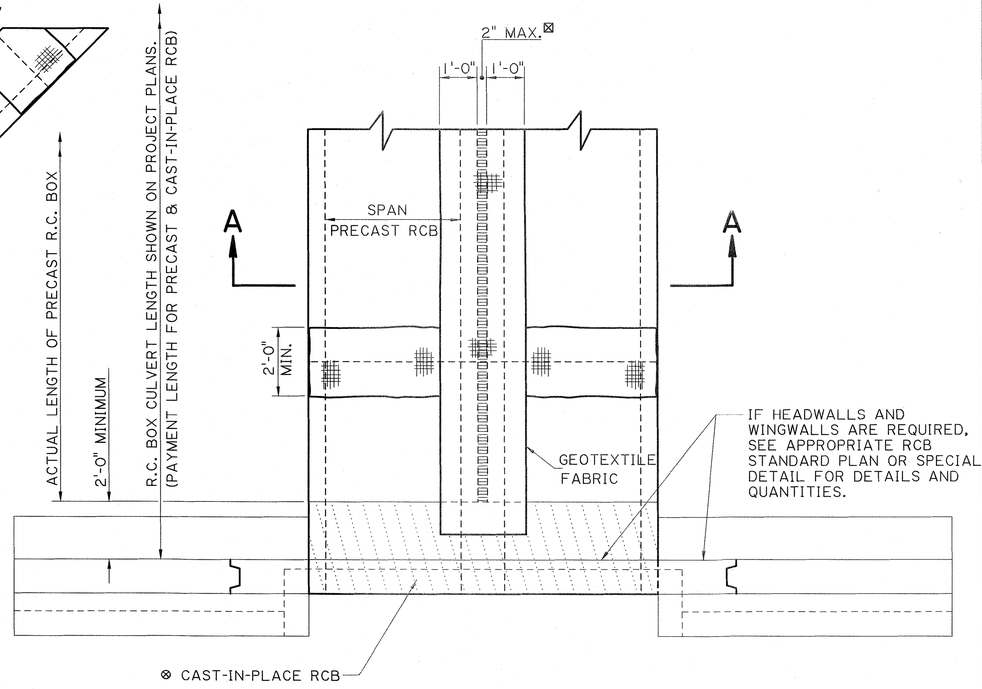
THE LENGTH SHOWN FOR R.C. BOX CULVERTS ON PROJECT PLANS IS MEASURED INSIDE TO INSIDE OF HEADWALLS. IF PRECAST R.C. BOX CULVERTS ARE USED THE ACTUAL BARREL LENGTH REQUIRED WILL BE THE LENGTH INSIDE HEADWALLS LESS 2'-0" MINIMUM PER END.



⊗ REQUIRED CAST-IN-PLACE R.C. BOX SEE APPROPRIATE RCB STANDARD PLAN

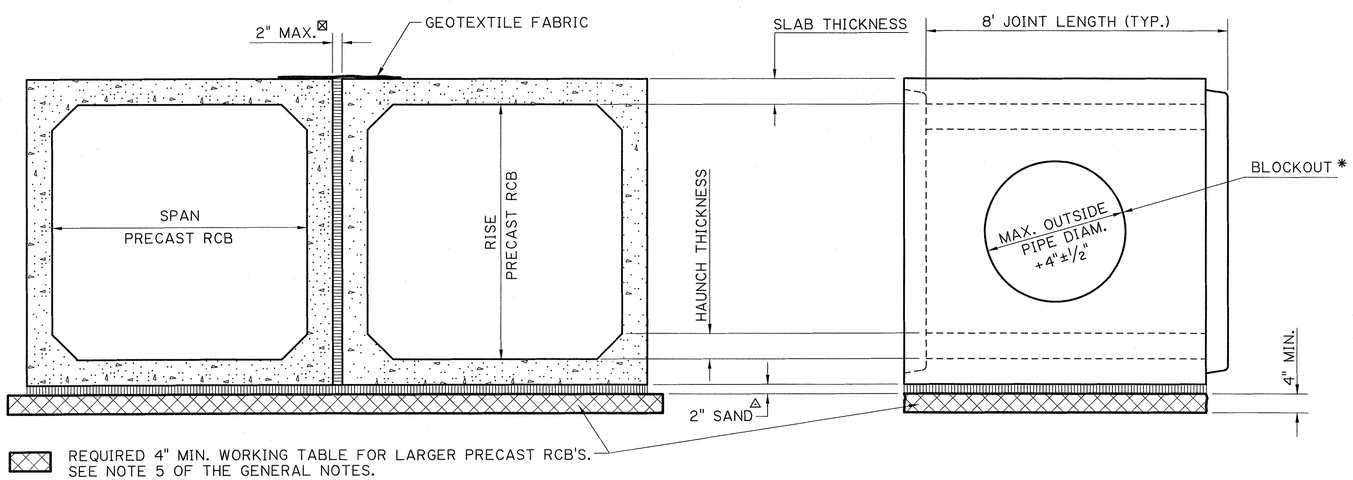
PLAN SHOWING MULTIPLE PRECAST RCB CULVERTS ON A SKEWED CROSSING WITH HEADWALLS

⊠ 2" MAX. SPACE ALLOWED BETWEEN PRECAST UNITS, IF NECESSARY. TO BE END BLOCKED AND FILLED WITH SAND OR FLOWABLE FILL. COST TO BE INCLUDED IN COST OF PRECAST RCB.



⊗ CAST-IN-PLACE RCB

PLAN SHOWING MULTIPLE PRECAST RCB CULVERTS ON A STRAIGHT (90°) CROSSING WITH HEADWALLS



REQUIRED 4" MIN. WORKING TABLE FOR LARGER PRECAST RCB'S. SEE NOTE 5 OF THE GENERAL NOTES.

SECTION A-A

SIDE ELEVATION OF PIPE JOINT SHOWING MAXIMUM BLOCKOUT AND PIPE DIAMETER

GENERAL NOTES

1) FOR GENERAL SPECIFICATIONS OF PRECAST RCB SEE SECTION 805 AND 1016 OF THE LA DOTD STANDARD SPECIFICATIONS.

2) A MINIMUM 2 FOOT WIDE STRIP OF GEOTEXTILE FABRIC SHALL COVER THE ADJOINING LONGITUDINAL EDGES OF MULTI-BARREL BOXES AND JOINTS BETWEEN PRECAST UNITS. FABRIC EDGES AND ENDS SHALL BE SUITABLY SECURED. GEOTEXTILE FABRIC SPECIFICATIONS SHALL CONFORM TO THE SPECIFICATIONS FOR PIPE UNDER SECTION 1019 OF THE LA DOTD STANDARD SPECIFICATIONS. COST TO BE INCLUDED IN COST OF PRECAST RCB.

3) #4 DOWEL BARS, MINIMUM 20" LONG (10" EMBEDDED) AT 12" CENTERS ARE REQUIRED, TO CONNECT THE LAST PRECAST UNIT TO ANY CAST-IN-PLACE SECTION OF BOX.

* 4) BLOCKOUTS FOR PIPE INTO PRECAST RCBS ARE THE RESPONSIBILITY OF THE CONTRACTOR. BLOCKOUT LOCATIONS ARE AS DIRECTED BY THE PROJECT ENGINEER. BLOCKOUT SHALL NOT BE GREATER THAN 1/2 THE RISE OF PRECAST RCB AND SHALL NOT BE LOCATED IN THE HAUNCH.

△ 5) IN ADDITION TO BEDDING MATERIAL, A MINIMUM 4 INCH THICK, CLASS R CONCRETE, WORKING TABLE WILL BE REQUIRED FOR 6' X 6' AND LARGER PRECAST RCB FIELD INSTALLATIONS. AN ADDITIONAL 2 INCHES OF SAND SHALL BE PLACED AND LEVELED UPON THE CONCRETE WORKING TABLE. COST OF WORKING TABLE AND SAND TO BE INCLUDED IN COST OF PRECAST RCB.

⊗ 6) FOR THE CAST-IN-PLACE PORTIONS OF THE CULVERT, THE REBAR SIZE AND SPACING SHALL MATCH OR EXCEED THE PRECAST SECTIONS. CONTRACTOR TO USE APPROVED PRECAST RCB SHOP DRAWING FOR REBAR REQUIREMENTS.

7) WALL AND SLAB THICKNESSES MAY VARY IN THE TRANSITION AREA BETWEEN THE LAST PRECAST UNIT AND THE CAST-IN-PLACE SECTION OF THE BOX AND HEADWALL. CONTRACTOR SHALL MAKE ADJUSTMENTS TO THE DIMENSIONS AND QUANTITIES OF REINFORCING STEEL AND CONCRETE IN THE CAST-IN-PLACE SECTIONS AS NECESSARY AT NO ADDITIONAL COST.

SHEET NUMBER 121

PARISH	CONTROL SECTION	STATE PROJECT
JEFFESON	826-11	H.014581

DESIGN CHECK | DETAIL CHECK | REVIEW | SERIES # 1 OF 1

STATE OF LOUISIANA
MITRA HASHEMIEH
REG. No. 28546
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
7/19/2022

APPROVED BY CHIEF ENGINEER: 7/20/2022 DATE:

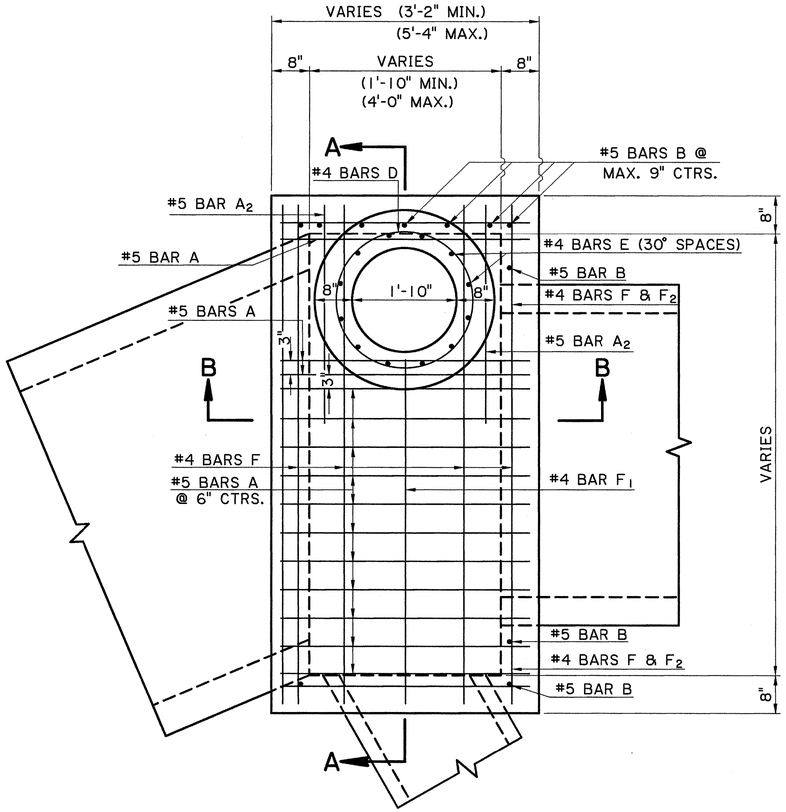
PRECAST REINFORCED CONCRETE BOX CULVERTS

DETAILS AND SPECIFICATIONS

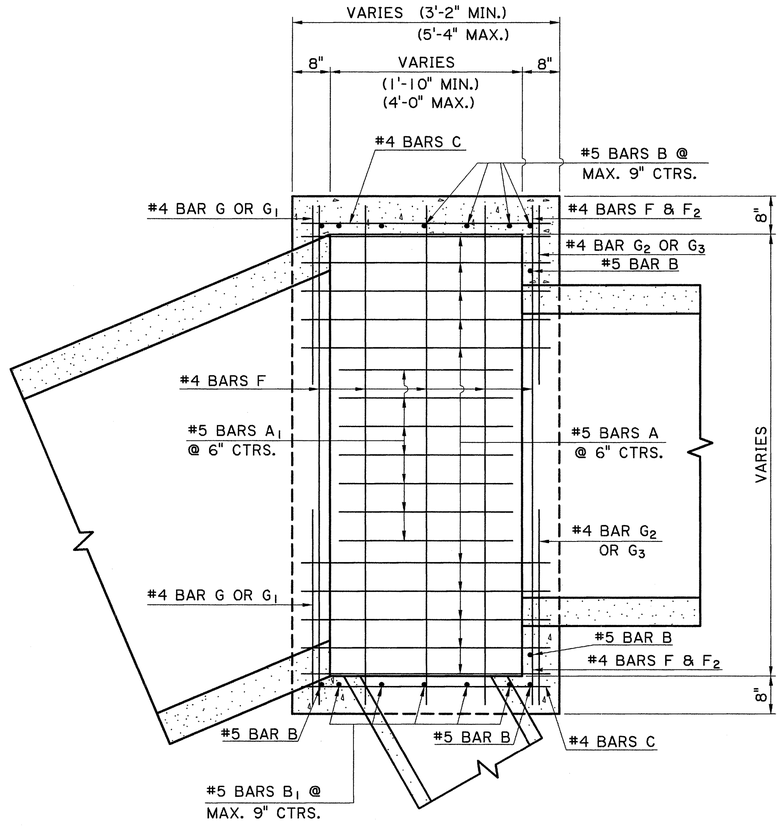
STANDARD PLAN PRCB-01

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

HYDRAULICS SECTION



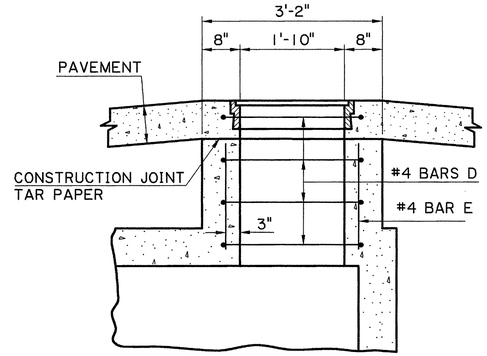
PLAN



SECTION C-C

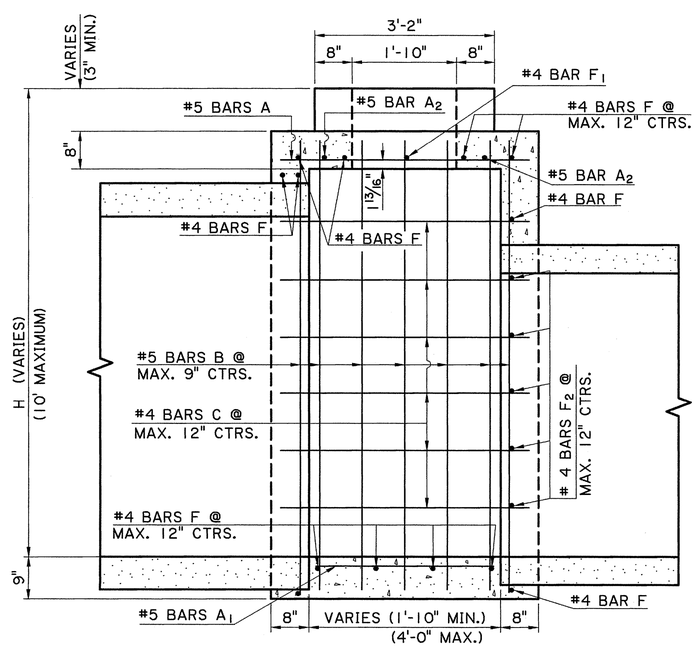
GENERAL NOTES:

1. MANHOLE IS DESIGNED ACCORDING TO 4TH ED. 2007 AASHTO LRFD PROCEDURES. SECTION 702 OF THE DOTD STANDARD SPECIFICATIONS SHALL APPLY.
2. CONCRETE: ALL CONCRETE SHALL BE CLASS "M" MINOR STRUCTURE. ALL EXPOSED EDGES SHALL BE CHAMFERED ¾ IN. EXCEPT AS NOTED.
3. REINFORCING STEEL: REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS ARE TO BAR CENTERS. MINIMUM COVER FOR REINFORCING BARS SHALL BE 2 IN. CLEAR UNLESS SHOWN OTHERWISE.
4. SEE "DETAIL A" FOR DETAILS OF MANHOLE IN A PAVEMENT AREA.
5. THE CONTRACTOR WILL NOT POUR ABOVE THE BOTTOM OF THE SLAB UNTIL THE PAVING ADJACENT TO THE MANHOLE HAS BEEN COMPLETED.

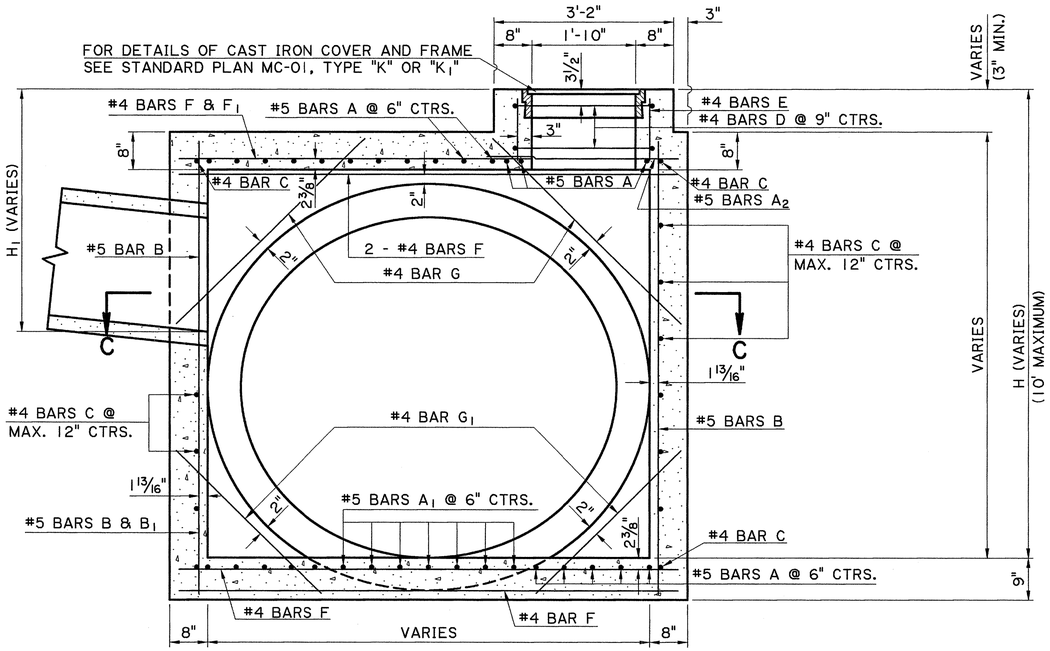


DETAIL A

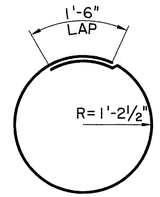
(MANHOLE IN PAVEMENT AREA)



SECTION B-B



SECTION A-A



#4 BAR D

SHEET NUMBER	122
PARISH	JEFFESON
FEDERAL PROJECT	
STATE PROJECT	H.014581
DESIGNED / CHECKED	
DETAILED / CHECKED	QAH / C. LUSK
DATE / SHEET	5-26-54 / 1 OF 1

BY	DATE	REVISION DESCRIPTION
WMR	3-1-11	REVISED TO 2007 AASHTO LRFD PROCEDURES
JDK	10-22-08	REMOVED MANHOLE STEPS, GRATES, ADDED DETAIL A

APPROVED BY CHIEF ENGINEER: Richard Savoie DATE: 3-1-11

CONCRETE MANHOLE
MAX. PIPE: 36" RCP X OPEN
MAX. DEPTH: 10'

STANDARD PLAN R-CB-11MOD

HYDRAULICS SECTION

TABLE 1

CORRUGATED STEEL PIPE
(2 2/3 INCH X 1/2 INCH CORRUGATION)

PIPE DIAMETER INCHES	HEIGHT OF FILL ABOVE TOP OF PIPE IN FEET								MIN. COVER INCHES
	1-10	10.1-15	15.1-20	20.1-25	25.1-30	30.1-35	35.1-40	40.1-50	
8 OR LESS	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	9
10	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	9
12	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	9
15	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	9
18	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14	9
21	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14	9
24	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	12	9
30	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14	12	8	9
36	14 (16)	14 (16)	14 (16)	14 (16)	14	14	10	--	9
42	14 (16)	14 (16)	14 (16)	14 (16)	14	14	12	--	9
48	14 (16)	14 (16)	14 (16)	14 (16)	14	14	12	--	9
54	14	14	14	14	14	12	12	--	9
60	12	12	12	12	12	12	12	--	9
66	10	10	10	10	10	10	10	--	9
72	10	10	10	10	10	10	10	--	9
78	8	8	8	8	8	8	--	--	9
84	8	8	8	8	8	8	--	--	9

DOUBLE LINE RIVETS SINGLE LINE RIVETS

TABLE 2

CORRUGATED STEEL PIPE
(5 INCH X 1 INCH CORRUGATION AND
3 INCH X 1 INCH CORRUGATION)

PIPE DIAMETER INCHES	HEIGHT OF FILL ABOVE TOP OF PIPE IN FEET								MIN. COVER INCHES
	1-10	10.1-15	15.1-20	20.1-25	25.1-30	30.1-35	35.1-40	41.1-50	
36	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14	9
42	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14	9
48	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14	12	9
54	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14	12	12	9
60	14 (16)	14 (16)	14 (16)	14 (16)	14	14	12	10	9
66	14 (16)	14 (16)	14 (16)	14 (16)	14	12	12	8	9
72	14 (16)	14 (16)	14 (16)	14	12	12	12	--	9
78	14 (16)	14 (16)	14 (16)	14	12	12	12	--	9
84	14 (16)	14 (16)	14 (16)	14	12	12	10	--	9
90	14 (16)	14 (16)	14	12	12	12	10	--	12
96	14	14	14	12	12	10	8	--	12
102	14	14	14	12	12	10	8	--	12
108	12	12	12	12	10	8	--	--	12
114	12	12	12	12	10	8	--	--	12
120	12	12	12	12	10	8	--	--	12
126	10	10	10	10	10	--	--	--	12
132	10	10	10	10	8	--	--	--	12
138	10	10	10	10	8	--	--	--	12
144	8	8	8	8	--	--	--	--	12

TABLE 3

CORRUGATED STEEL PIPE ARCH
(5 INCH X 1 INCH CORRUGATION AND
3 INCH X 1 INCH CORRUGATION)

EQUIV. PIPE DIAMETER INCHES	C.M. PIPE ARCH SPAN X RISE INCHES	HEIGHT OF FILL ABOVE TOP OF ARCH (FEET)		MIN. COVER INCHES
		1-4	4.1-9	
36	40 X 31	14 (16)	14 (16)	9
42	46 X 36	14 (16)	14 (16)	9
48	53 X 41	14 (16)	14 (16)	9
54	60 X 46	14 (16)	14 (16)	9
60	66 X 51	14 (16)	14 (16)	9
66	73 X 55	14	14	9
72	81 X 59	14	14	9
78	87 X 63	14	14	9
84	95 X 67	14	14	9
90	103 X 71	12	12	12
96	112 X 75	12	12	12
102	117 X 79	12	12	12
108	128 X 83	10	10	12
114	137 X 87	10	10	12
120	142 X 91	8	8	12

TABLE 4

CORRUGATED STEEL PIPE ARCH
(2 2/3 INCH X 1/2 INCH CORRUGATION)

EQUIV. PIPE DIAMETER INCHES	C.M. PIPE ARCH SPAN X RISE INCHES	HEIGHT OF FILL ABOVE TOP OF ARCH (FEET)		MIN. COVER INCHES
		1-4	4.1-9	
15	17 X 13	14 (16)	14 (16)	9
18	21 X 15	14 (16)	14 (16)	9
21	24 X 18	14 (16)	14 (16)	9
24	28 X 20	14 (16)	14 (16)	9
30	35 X 24	14 (16)	14 (16)	9
36	42 X 29	14 (16)	14 (16)	9
42	49 X 33	14	14	9
48	57 X 38	12	12	9
54	64 X 43	12	12	9
60	71 X 47	10	10	9
66	77 X 52	8	8	9
72	83 X 57	8	8	9

TABLE 5

CORRUGATED ALUMINUM PIPE
(2 2/3 INCH X 1/2 INCH CORRUGATION)

PIPE DIAMETER INCHES	HEIGHT OF FILL ABOVE TOP OF PIPE IN FEET								MIN. COVER INCHES
	1-10	10.1-15	15.1-20	20.1-25	25.1-30	30.1-35	35.1-40	40.1-50	
8 OR LESS	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	9
10	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	9
12	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	12	9
15	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14	12	12	9
18	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	12	12	12	9
21	14 (16)	14 (16)	14 (16)	14 (16)	12	12	12	--	9
24	14 (16)	14 (16)	14	12	12	12	10	--	9
30	14 (16)	14 (16)	12	12	12	--	--	--	9
36	14	14	12	12	--	--	--	--	9
42	14	14	14	14	12	12	12	--	9
48	14	14	12	12	12	12	10	--	9
54	12	12	12	12	12	12	--	--	9
60	10	10	10	10	10	--	--	--	9
66	10	10	10	10	10	--	--	--	9
72	8	8	8	8	--	--	--	--	9

TABLE 6

CORRUGATED ALUMINUM PIPE
(3 INCH X 1 INCH CORRUGATION)

PIPE DIAMETER INCHES	HEIGHT OF FILL ABOVE TOP OF PIPE IN FEET								MIN. COVER INCHES
	1-10	10.1-15	15.1-20	20.1-25	25.1-30	30.1-35	35.1-40	40.1-50	
36	14 (16)	14 (16)	14 (16)	14 (16)	14 (16)	14	14	14	9
42	14 (16)	14 (16)	14 (16)	14 (16)	14	14	14	10	9
48	14 (16)	14 (16)	14 (16)	14	14	14	14	8	9
54	14 (16)	14 (16)	14	14	14	14	12	--	9
60	14 (16)	14 (16)	14	14	14	14	12	--	9
66	14 (16)	14 (16)	14	14	14	12	12	--	9
72	14	14	14	14	12	12	12	--	9
78	14	14	14	14	12	12	12	--	9
84	12	12	12	12	12	12	10	--	9
90	12	12	12	12	12	12	10	--	12
96	12	12	12	12	12	10	8	--	12
102	10	10	10	10	10	10	8	--	12
108	10	10	10	10	10	10	--	--	12
114	8	8	8	8	8	8	--	--	12
120	8	8	8	8	8	8	--	--	12

TABLE 7

CORRUGATED ALUMINUM PIPE
(6 INCH X 1 INCH CORRUGATION)

PIPE DIAMETER INCHES	HEIGHT OF FILL ABOVE TOP OF PIPE IN FEET								MIN. COVER INCHES
	1-10	10.1-15	15.1-20	20.1-25	25.1-30	30.1-35	35.1-40	40.1-50	
30	14 (16)	14 (16)	14 (16)	14 (16)	14	14	12	12	9
36	14 (16)	14 (16)	14 (16)	14	14	14	12	10	9
42	14 (16)	14 (16)	14 (16)	14	14	12	12	10	9
48	14 (16)	14 (16)	14 (16)	14	12	12	10	--	9
54	14 (16)	14 (16)	14 (16)	12	12	10	8	--	9
60	14 (16)	14 (16)	14 (16)	12	10	10	8	--	9
66	14 (16)	14 (16)	14	12	10	8	--	--	9
72	12	12	12	10	8	--	--	--	9
84	10	10	10	10	--	--	--	--	9
96	8	8	8	8	--	--	--	--	12

TABLE 8

CORRUGATED ALUMINUM PIPE ARCH
(2 2/3 INCH X 1/2 INCH CORRUGATION)

EQUIV. PIPE DIAMETER INCHES	C.A. PIPE ARCH SPAN X RISE INCHES	HEIGHT OF FILL ABOVE TOP OF ARCH (FEET)		MIN. COVER INCHES
		1-4	4.1-9	
15	17 X 13	14 (16)	14 (16)	9
18	21 X 15	14 (16)	14 (16)	9
21	24 X 18	14 (16)	14 (16)	9
24	28 X 20	14 (16)	14 (16)	9
30	35 X 24	14	14	9
36	42 X 29	14	14	9
42	49 X 33	12	12	9
48	57 X 38	10	10	9
54	64 X 43	10	10	9
60	71 X 47	8	8	9
66	77 X 52	8	8	9

GENERAL NOTES

1) MINIMUM PIPE WALL THICKNESS AND COATING REQUIREMENTS FOR ALL METAL PIPE WILL BE AS SHOWN ON THE PROJECT PLANS UNDER " SUMMARY OF DRAINAGE STRUCTURES ".

2) JOINT TYPES FOR ALL CIRCULAR AND ARCH METAL PIPE SHALL CONFORM TO CURRENT LA DOTD STANDARD SPECIFICATIONS AND SHALL BE AS SHOWN ON THE SUMMARY OF DRAINAGE STRUCTURE PLAN SHEETS.

GAGE NO.	16	14	12	10	8	
THICKNESS (IN.)	0.060	0.075	0.105	0.135	0.164	ALUMINUM
	0.064	0.079	0.109	0.138	0.168	GALVANIZED STEEL

3) PIPE WALL THICKNESS SHOWN ON PROJECT PLANS MAY VARY FROM PIPE WALL THICKNESS SHOWN IN TABLES DUE TO LOCAL PH, RESISTIVITY AND ABRASIVE CONDITIONS.

4) MINIMUM COVER IS MEASURED FROM TOP OF PIPE TO THE TOP OF THE SUBGRADE. MINIMUM COVER SHOWN IS ADEQUATE FOR H-20 LOADING WHEN PAVEMENT IS IN PLACE. DURING CONSTRUCTION, WHEN HEAVY LOADS MAY BE DRIVEN OVER OR CLOSE TO BURIED STRUCTURE, IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE ADDITIONAL COVER NEEDED TO PROTECT THE PIPE.

5) MAXIMUM FILL HEIGHT IS MEASURED FROM TOP OF PIPE TO TOP OF SURFACING.

6) SEE STANDARD SPECIFICATIONS AND STANDARD PLAN BM-01 FOR DETAILS OF BACKFILL PROCEDURES. SPECIAL CARE SHOULD BE TAKEN TO THOROUGHLY COMPACT BACKFILL UNDER PIPE HAUNCHES.

7) FOR CIRCULAR PIPE, THE AVERAGE INSIDE DIAMETER SHALL NOT VARY MORE THAN 1% OR 1/2", WHICHEVER IS GREATER, FROM THE NOMINAL DIAMETER.

8) FOR ARCH PIPE A TOLERANCE OF 1" ± OR 2% OF EQUIVALENT CIRCULAR DIAMETER, WHICHEVER IS GREATER, WILL BE PERMISSIBLE IN SPAN AND RISE.

9) GAGES SHOWN IN PARENTHESES MEET AASHTO REQUIREMENTS AND ARE THE GAGE WHICH WOULD NORMALLY BE USED. THE HEAVIER GAGES (NOT IN PARENTHESES) SHOULD BE USED ON DOTD PROJECTS.

SHEET NUMBER 123

PARISH JEFFESON | FEDERAL PROJECT | STATE PROJECT H.014581

DESIGNED CDJ | DETAILED KAJ | DATE | SHEET 1 OF 2
CHECKED HJB | CHECKED WMR

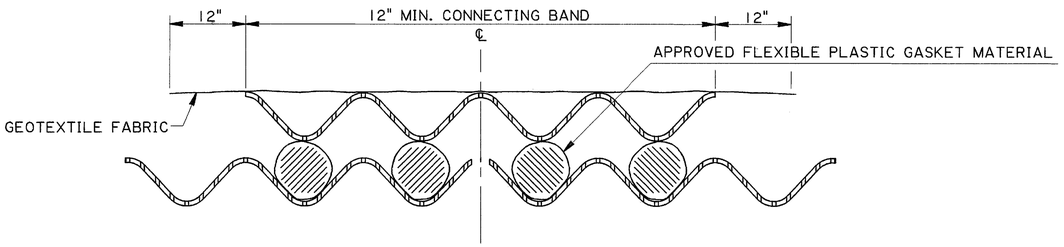
BY	REVISION DESCRIPTION	DATE
JDK	Reference to Plastic Pipe and Table 9	10-5-06
WMR	Eliminated all reference to Plastic Pipe	10-5-06
HJB	Redrafted, Added Plastic Pipe Table, General Revisions	7-3-02
	Connecting Bands	3-27-84
	Fill Height Tables	

APPROVED BY: CHIEF ENGINEER: Will H. Temple
DATE: 10-5-05

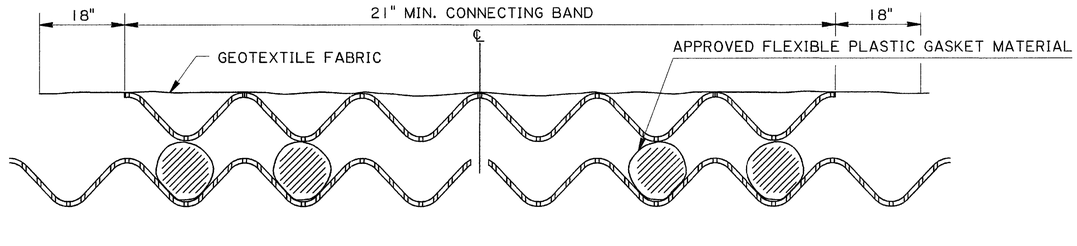
METAL PIPE WALL THICKNESS AND CONNECTING BANDS, AND FILL HEIGHT FOR METAL PIPE

STANDARD PLAN NO. SAM-1

HYDRAULICS SECTION



FOR PIPES LESS THAN OR EQUAL TO 36" ROUND OR EQUIVALENT ARCH

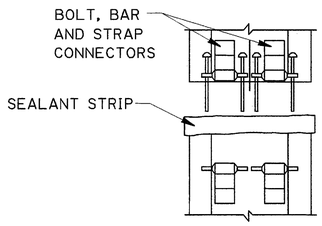


FOR PIPES GREATER THAN 36" ROUND OR EQUIVALENT ARCH
AND FOR ALL SIZES OF 6 X 1 AND 5 X 1 CORRUGATIONS

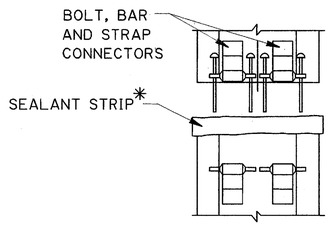
METHOD OF SEALING ANNULAR JOINT AT CONNECTING BAND WHERE TWO PIPE SECTIONS ARE JOINED

FLEXIBLE PLASTIC GASKET SYSTEM

T2 & T3 JOINTS AS SHOWN (WITH RODS & LUGS).
T1 JOINT SIMILAR, EXCEPT REQUIRES ONLY ONE STRIP OF PLASTIC GASKET MATERIAL IN SECOND CORRUGATION EACH SIDE OF JOINT.

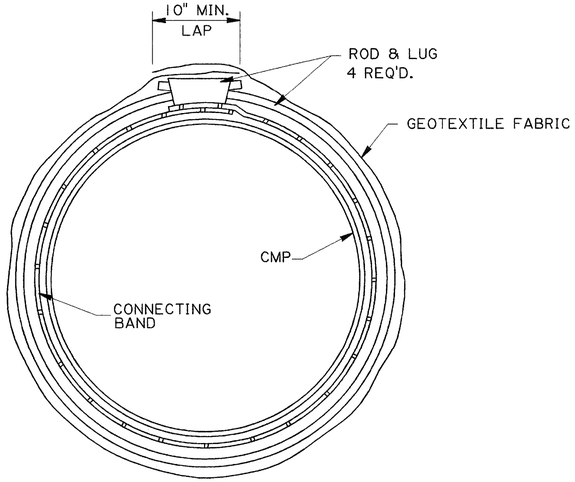


CONNECTION DETAIL
DOUBLE HARNESS

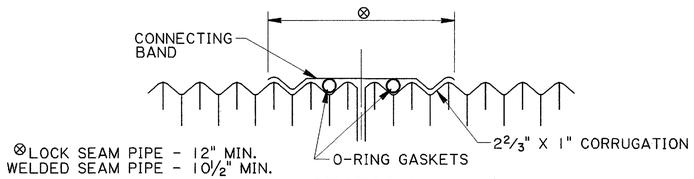


CONNECTION DETAIL
DOUBLE HARNESS

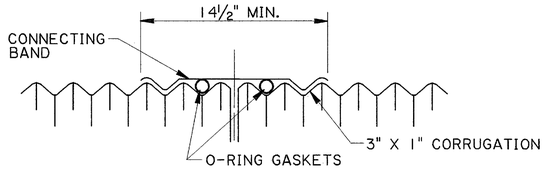
*BAND LAP SEALANT TO BE FLEXIBLE PLASTIC GASKET MATERIAL. REQUIRED THICKNESS IN TABLE. REQUIRED WIDTH IS BAND WIDTH PLUS 2".



CONNECTING BAND WITH ROD & LUG
(FLEXIBLE PLASTIC GASKET SYSTEM)



SECTION



SECTION

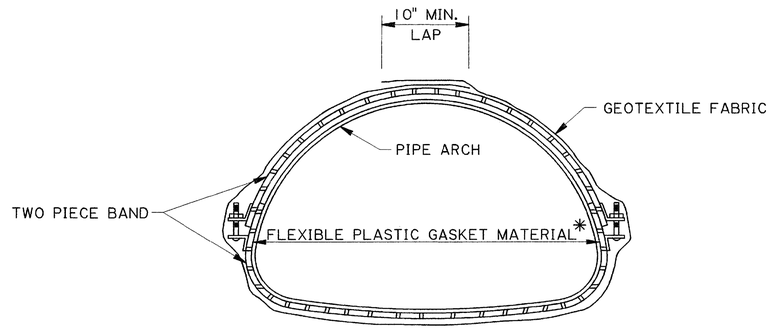
ALTERNATE CONNECTING BANDS
O-RING SYSTEM

GEOTEXTILE FABRIC CLOTH REQUIRED - SAME AS SHOWN ABOVE.

O-RING AND FLEXIBLE GASKET THICKNESS			
PIPE SIZE	CORRUGATION DEPTH	O-RING THICKNESS	FLEXIBLE GASKET THICKNESS
36" & UNDER	½"	13/16"	1"
LARGER THAN 36"	½"	⅞"	1"
ALL SIZES	1"	1⅜"	1½"

GENERAL NOTES:

1) O-RING GASKETS WILL BE REQUIRED WHENEVER O-RING SYSTEM CONNECTING BANDS ARE USED. O-RING GASKETS SHALL BE IDENTIFIED BY SIZE, DIAMETER, BATCH OR REEL NUMBER AND PLANT.
2) HELICAL ENDS SHALL BE RE-ROLLED AS PER CURRENT LA DOTD STANDARD SPECIFICATIONS.
3) FOR O-RING JOINT SYSTEMS, BOLTS SHALL BE TORQUED TO A MINIMUM OF 40 FT.LBS.
4) FOR FLEXIBLE PLASTIC GASKET SYSTEM ROUND PIPE, A MINIMUM OF 4 GALVANIZED ½" DIAMETER STEEL RODS AND LUGS SHALL BE PLACED OVER THE CONNECTING BAND. RODS MAY BE 2 PIECE FOR PIPE LARGER THAN 48".
5) GEOTEXTILE FABRIC SHALL CONFORM TO CURRENT LA DOTD STANDARD SPECIFICATIONS.
6) ARCH PIPE SHALL USE THE FLEXIBLE PLASTIC GASKET SYSTEM WITH APPROVED ANGLES OR STRAPS.
7) ALL GASKET MATERIAL SHALL BE APPROVED PRODUCTS ON CURRENT LA DOTD QUALIFIED PRODUCTS LIST.
8) PIPE JOINTS TO BE IN ACCORDANCE WITH CURRENT LA DOTD STANDARD SPECIFICATIONS.



METHOD OF SEALING LONGITUDINAL JOINTS AT TWO PIECE CONNECTING BAND
(FLEXIBLE PLASTIC GASKET SYSTEM)

SHEET NUMBER 124

PARISH: JEFFESON | FEDERAL PROJECT: | STATE PROJECT: H.014581

DESIGNED CDJ | CHECKED HJB | DETAILED KAJ | CHECKED WMR | DATE | SHEET 2 OF 2

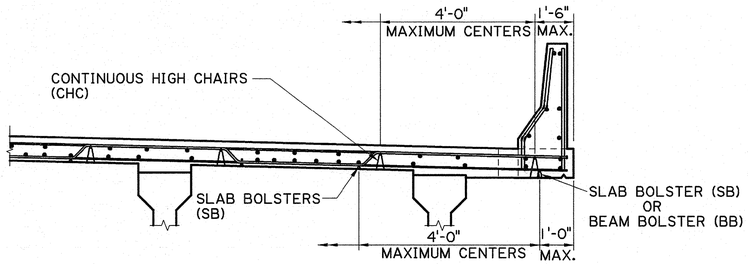
BY	DATE	REVISION DESCRIPTION
JDK	10-5-05	Eliminated all reference to Plastic Pipe and Table 9
WMR	7-3-02	Redrafted, Added Plastic Pipe Table, General Revisions
HJB	3-27-84	Fill Height Tables - Connecting Bands

APPROVED BY: CHIEF ENGINEER: Wm H Temple | DATE: 10-5-05

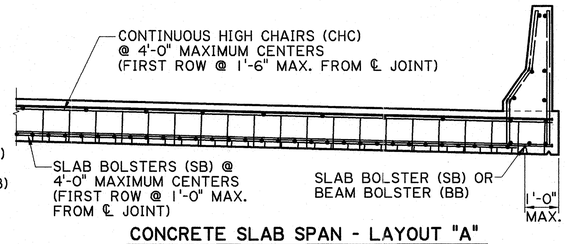
METAL PIPE WALL THICKNESS AND CONNECTING BANDS, FILL HEIGHT FOR METAL PIPE

STANDARD SAM-1

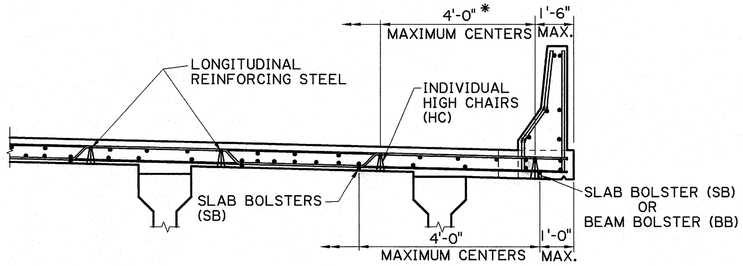
HYDRAULICS SECTION



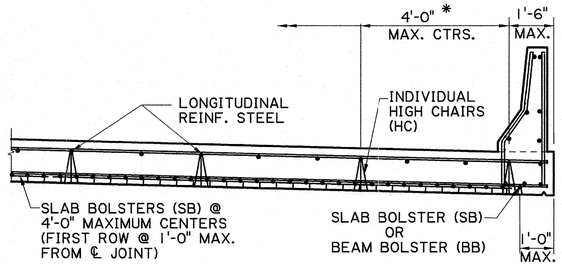
STEEL OR CONCRETE GIRDER SPAN - LAYOUT "A"



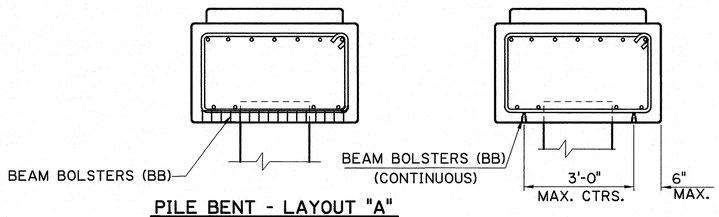
CONCRETE SLAB SPAN - LAYOUT "A"



STEEL OR CONCRETE GIRDER SPAN - LAYOUT "B"
(ALTERNATE)

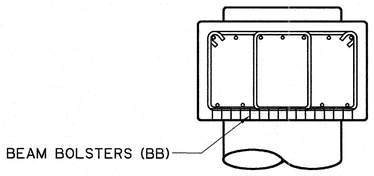


CONCRETE SLAB SPAN - LAYOUT "B"
(ALTERNATE)

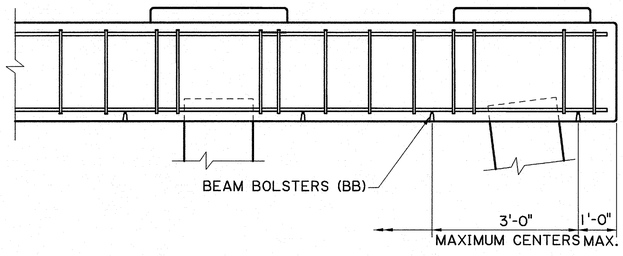


PILE BENT - LAYOUT "A"

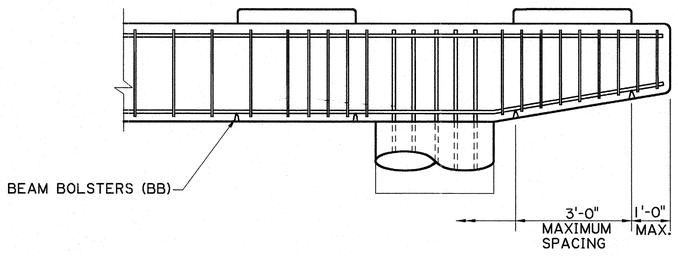
PILE BENT - LAYOUT "B"
(ALTERNATE)



COLUMN BENT



PILE BENT - LAYOUT "A"



COLUMN BENT

GENERAL NOTES:

STEEL WIRE BAR SUPPORTS AND REINFORCING STEEL BARS SHALL BE IN ACCORDANCE WITH THE LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, AS AMENDED BY THE SPECIAL PROVISIONS AND/OR SUPPLEMENTAL SPECIFICATIONS.

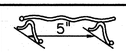
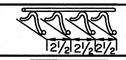
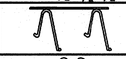
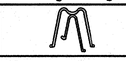
HEIGHT OF BAR SUPPORTS ARE TO BE THAT REQUIRED TO SUPPORT THE REINFORCING BARS AT POSITIONS SHOWN IN THE PLANS.
BAR SUPPORTS ARE NOT INTENDED, AND SHALL NOT BE USED, TO SUPPORT RUNWAYS FOR CONCRETE BUGGIES OR SIMILAR LOADS.

WHEN BAR SUPPORTS ARE PLACED IN CONTINUOUS LINES, THEY SHALL BE SO PLACED THAT THE ENDS OF THE SUPPORTING WIRES SHALL BE LAPPED TO LOCK THE LAST LEGS ON ADJOINING PIECES, BUT NO BAR SHALL BE PLACED MORE THAN 2" BEYOND THE LAST LEG AT THE END OF A RUN OF ANY CONTINUOUS SUPPORTS.

WHERE BAR SUPPORTS ARE USED ON EARTH OR AGGREGATE SUB GRADES, SUITABLE PLATES SHALL BE PROVIDED TO PREVENT DISPLACEMENT OF THE SUPPORT FOOT. ALL BAR SUPPORTS BEARING ON THE FORMS SHALL HAVE RADIUS BEARING LEGS IN THE FORM OF A HOOK (UPTURNED LEGS) OR SPHERICAL FOOT AT THE LOWER END OF THE LEGS.

THE BOTTOM OF BAR SUPPORTS SHALL BE COATED WITH AN ACCEPTABLE EPOXY OR PLASTIC MATERIAL FOR A MINIMUM DISTANCE OF 2 INCHES FROM THE POINT OF CONTACT WITH THE FORMS.

METAL TIE WIRES AND BAR SUPPORTS SHALL BE COATED FULLY WITH AN ACCEPTABLE EPOXY, PLASTIC OR NYLON MATERIAL IF USING EPOXY COATED REINFORCING STEEL.

TYPE OF SUPPORT	BAR SUPPORT ILLUSTRATION	MINIMUM WIRE DIAMETER △			REMARKS
		HEIGHT	TOP	LEGS	
SLAB BOLSTER (SB)		ALL	NO. 4 CORRU-GATED	NO. 6	VERTICAL CORRUGATIONS SPACED 1" ON CENTERS
BEAM BOLSTER (BB)		UP TO 2" OVER 2"	NO. 7 NO. 4	NO. 7 NO. 4	
⊡ CONTINUOUS HIGH CHAIR (CHC)		2" TO 5" 5" TO 9" OVER 9"	NO. 2 NO. 2 NO. 2	NO. 4 NO. 2 NO. 0	LAYOUT "A" FOR SPANS
❸ INDIVIDUAL HIGH CHAIR (HC)		2" TO 5" 5" TO 9" OVER 9"	N/A N/A N/A	NO. 4 NO. 2 NO. 0	LAYOUT "B" FOR SPANS (ALTERNATE)

△ AMERICAN STEEL AND WIRE GAUGES.

❸ LEGS SHALL BE 20 DEGREES OR LESS WITH VERTICAL WHEN HEIGHT EXCEEDS 1'-0". REINFORCE LEGS WITH WELDED CROSS WIRES OR ENCIRCLING WIRES.

⊡ LEGS SHALL BE 20 DEGREES OR LESS WITH VERTICAL, ON 8¼" CENTER MAXIMUM, WITHIN 4" OF END CHAIR, AND SPREAD BETWEEN LEGS NOT LESS THAN 50% OF NORMAL HEIGHT.

* IF LONGITUDINAL REINFORCING BARS ARE NO. 4, SPACE THE INDIVIDUAL HIGH CHAIRS (HC) @ 3'-0" MAXIMUM CENTERS LONGITUDINALLY; FOR NO. 5 BARS OR LARGER, SPACE @ 4'-0" MAXIMUM CENTERS.

STATE OF LOUISIANA
PAUL B. FOSSIER, JR
License No. 21028
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
11-15-12

SHEET NUMBER 125

PARISH	CONTROL SECTION	STATE PROJECT
JEFFESON	826-11	H.014581

DESIGNED / CHECKED	DETAILED / CHECKED	SERIES NUMBER
	G. GRASS / F. FOSSIER	OCT. 2008

REVISION DESCRIPTION	BY	DATE
Add Note On Support & Tie Coatings	P.F.	3-6-13

11/15/12 DATE — APPROVED BY: CHIEF ENGINEER

STEEL WIRE BAR SUPPORT
FOR REINFORCING STEEL
SWBS-100

GENERAL PROVISIONS

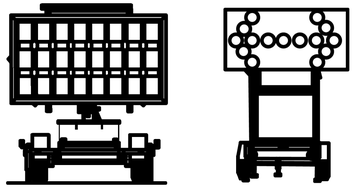
- All temporary traffic control (TTC) devices used shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges, the MUTCD, and shall meet the NCHRP Report 350 or MASH requirements for Test Level 3 devices where applicable.
- Materials used for TTC shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges and, when applicable, the LADOTD AML.
- Placement of TTC devices shall not commence without the approval of the Engineer and until work is about to begin, unless they are covered.
- No lane closures, lane shifts, diversions or detours shall occur without the approval of the Engineer.
- Responsibility is hereby placed upon the contractor for the installation, maintenance and operation of all TTC devices called for in these plans or required by the Engineer for the protection of the traveling public as well as all LADOTD and construction personnel.
- The contractor shall also be responsible for the maintenance of all permanent signs, pavement markings, and traffic signals left in place as essential to the safe movement and guidance of traffic within the project limits unless noted in the plans.
- The DTOE shall serve as a technical advisor to the Engineer for all traffic control matters.
- The Chief Construction Engineer or his appointed designee shall approve all signs and situations not addressed in the plans based on the recommendations of the Project Engineer and the DTOE. All changes shall be noted in all project traffic control diaries.
- The Chief Construction Engineer or his appointed designee shall approve all design speeds of diversions or shifts, if it differs from design plans, based on the recommendations of the Project Engineer and the DTOE.
- All temporary traffic control plans shall comply with the Transportation Management Plan.
- Any additional signs shown in the MUTCD and required by the Engineer shall be installed under Item 713-01-00100.
- Neither work activity nor storage of equipment, vehicles, TMAs, or materials shall occur within the buffer space.
- When a work area has been established on one side of the roadway only, there shall be no conflicting operations or parking on the opposite shoulder within 500 feet of the work area.
- A lighting plan shall be submitted to the Engineer 30 days prior to night work for approval. (See section 713.10 of the Louisiana Standard Specifications for Roads and Bridges.)
- Parking of vehicles or unattended equipment or storage of materials, within the work zone clear zone shall not be permitted unless protected by guardrail or barriers. If the work zone clear zone is not defined on the plan sheets, the Engineer shall verify.
- Immediately upon removal of existing guardrail, the contractor shall install and maintain an NCHRP Report 350 or MASH approved device to protect the blunt end of the bridge or column until new guardrail is installed. After removal of the existing guardrail, new guardrail should be installed within seven (7) days. On non-NHS routes with shoulders less than 8 feet wide: If an NCHRP 350 Report Test Level 3 or MASH device is required but the field conditions of the roadway cannot support a Test Level 3 device, then a Test Level 2 device can be substituted in its place upon approval by the Engineer. If utilized, a TMA is allowed for a maximum of 72 hours.
- All costs associated with temporary crash devices are to be included under the appropriate NS-700 pay item.
- Sight distance should be considered when placing traffic control devices.
- On all mainline Interstates, a minimum of 1.5 feet of paved shoulder on the left and right side shall be maintained at all times.
- On Interstates, a minimum of 11 foot lanes shall be maintained. On all other roadways, a 10 foot minimum travel lane should be maintained where practical.
- TTC Standards are not drawn to scale.
- The contractor shall develop an internal traffic control plan approved by the Engineer prior to each phase.
- Truck restrictions such as (but not limited to) restricting lanes, oversize loads or times of travel, may be required for narrow lanes or other field conditions.
- Temporary concrete barrier shall be placed on a paved surface. This paved surface should follow current design criteria used for paved embankment widening for guardrails.
- Flare rates for temporary concrete barriers should follow the most current guidance in the AASHTO Roadside Design Guide.

PAVEMENT MARKINGS (see AML)

- All pavement markings within the limits of the project or adjacent to the project limits that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding. (Existing striping shall not be painted over with black paint or covered with tape.)
- If special pavement markings are needed, they shall be reflectorized, removable and accompanied by the proper signage.
- Temporary Raised Pavement Markers may be added to supplement temporary striping in areas of transition, in tapers, in diversions and in other areas of need as shown in the plans or as directed by the Engineer.
- Temporary markings installed in the permanent configuration shall comply with LADOTD pavement marking standard plans, MUTCD and/or the permanent striping plans.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

- PCMS shall be used on all Interstate Highways. PCMS shall be used on all other roadways (where space is available) with an ADT greater than 20,000.
- When used in advance of a lane closure or a lane shift, the PCMS should be placed on the right hand side of the road a minimum distance of 2 miles in advance of the taper for interstates and to be determined by the Engineer on other highways.
- For interstates and multi-lane highways, if vehicles are queuing beyond the 2 mile PCMS, an additional PCMS should be placed on the right hand side of the road approximately 5 miles in advance of the taper or at the end of the queue, whichever is greater.
- PCMS messages shall be approved by the Engineer. Messages shall be no more than 3 lines and 2 screens.
- Messages shall display only traffic operational, regulatory, warning, and guidance information. PCMS messages shall not display advertising or safety messages. Messages should only convey information concerning the problem/situation, location, and recommended driver action.
- PCMS should be placed as far from the traveled lane as possible. They shall be shielded by guardrail or barriers. If this is not possible they shall be delineated with a min. 3 drum taper spaced at 20ft with a 4th drum alongside the PCMS.
- If the PCMS encroaches on the improved shoulder then the contractor shall install a shoulder closure.
- When the PCMS is not displaying a work zone appropriate message pertaining to the ongoing construction project it shall be shielded by guard rail or barriers, or removed from the work zone clear zone.



ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

SPEED LIMITS

- The Engineer may approve a 10 mph drop in the speed limit for posted speeds of 45 mph or greater and for any construction, maintenance or utility operation that requires one or more of the following:
  - (A) The condition of the traveled way is degraded due to milled surfaces or uneven travel lane lines greater than 1.5 inches.
  - (B) Work is in progress in the immediate vicinity of the travel way requiring lane closures or lane width reductions less than 11 feet.
  - (C) Workers present on the shoulder within 2 feet of the edge of the traveled way without barrier protection.
- The reduced speed zone shall only apply to those portions of the project limits affected. The Engineer may allow SPEED LIMIT WHEN FLASHING signs to supplement reduced speed zones.
- If the speed limit is reduced, speed limit signs shall be placed:
  - (A) beyond major intersections;
  - (B) at one mile intervals in rural areas;
  - (C) at half mile intervals in urban areas.
- At the end of the reduced speed zone, a speed limit sign displaying the original speed limit prior to construction shall be installed.
- For all other speed limit reductions not listed above, the Project Engineer and the DTOE shall recommend the speed reduction to the Chief Construction Engineer or his appointed designee for approval.
- If the speed limit is reduced more than 10 mph, placement of the signs shall be re-evaluated according to the MUTCD.

FLASHING ARROW BOARDS

- All Flashing Arrow Boards shall be 4 feet by 8 feet and Type C.
- Flashing Arrow Boards should be placed on the shoulder. When there is no shoulder or median area, the arrow board shall be placed within the closed lane behind the channelizing devices and as close to the beginning of the taper as practical.
- Flashing arrow boards shall be delineated with retroreflective TTC devices.
- At no time shall the arrow board encroach in the traveled way. When Flashing Arrow Board signs are not being used, they shall be shielded by guard rail or barriers, or removed.
- Arrow boards shall only be used for lane reduction tapers and shall not be used for lane shifts.

ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
ADT	Average Daily Traffic
AGC	Associated General Contractors of America
AML	Approved Materials List
ANSI	American National Standards Institute
ATSSA	American Traffic Safety Services Association
B.O.P.	Beginning of Project
DTOE	District Traffic Operations Engineer
E.O.P.	End of Project
LADOTD	Louisiana Department of Transportation and Development
MASH	AASHTO Manual for Assessing Safety Hardware
MUTCD	Manual on Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Program
NHS	National Highway System
PCMS	Portable Changeable Message Sign
TMA	Truck Mounted Attenuator
TMC	Traffic Management Center
TTC	Temporary Traffic Control
TTC Standards	Temporary Traffic Control Standard Plans

SHEET NUMBER 126

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES #
B. BOUCHER	M. RILOVICH				

APPROVED BY CHIEF ENGINEER: Feb. 7, 2025 DATE

NO.	DATE	BY	REVISION OR CHANGE ORDER DESCRIPTION
1	4-3-24	BRB	BARRIER INFORMATION AND MINOR CORRECTIONS

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET

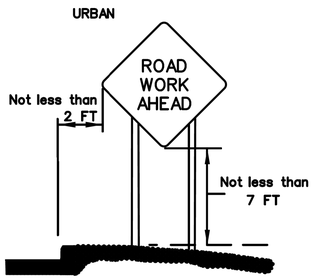
TTC-00 (A)

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TRAFFIC ENGINEERING

SIGNS

- All signs used for temporary traffic control shall follow the plans, the LADOTD TTC Standards and the MUTCD.
- Signs shown in the TTC illustrations are typical and may vary with each specific condition.
- One Type B High Intensity light shall be used to supplement the first sign (or pair of signs) that gives warning about a lane closure during nighttime operations (See AML).
- Mesh rollup signs shall not be allowed on any project.
- Contractor shall use caution not to damage existing signs which remain in place. Any LADOTD signs damaged by work operations shall be replaced by the contractor under item 713-01-00100.
- All signs (permanent and temporary) shall be removed or completely covered with a strong, lightweight, opaque material when no longer applicable. (Burlap is not an acceptable material to cover signs).
- At no time shall signs warning against a particular operation be left in place once the operation has been completed or where the condition has been removed.
- Warning signs used for temporary traffic controls shall meet the following guidelines unless otherwise noted in the plans:
  - (A) size shall be 48 inches by 48 inches.
  - (B) see the Louisiana Standard Specifications for Roads and Bridges and the AML for sheeting information.
  - (C) lateral distance of signs shall be a minimum of 6 feet from the edge of shoulder or edge of pavement if no shoulder exists and 2 feet from the back of curb in urban areas (see diagram).
- When portable sign frames are not in use, they shall be moved to an area inaccessible to traffic and not visible to the driver.
- Left side mounted signs will not be required for roadways with a center left turn lane and for undivided roadways.
- Vinyl roll up signs and 1 foot portable sign stands may be used if work zone is in place for 3 days or less. Signs or stands may not be used if there are more than 2 lanes in each direction and if signs do not meet all size, color, retroreflectivity and NCHRP 350 Report or MASH requirements.
- All signs shall be visible to the drivers (i.e. no obstructions such as on street parking or other traffic control devices shall block the sign).
- On divided highways, signs shall be placed on the right and the left as shown on the TTC standards.
- Sign posts:
  - -Signs measuring 10 square feet or less shall be mounted on 1 rigid post
  - -Signs over 10 square feet shall be mounted on 2 rigid posts
  - -Signs over 20 square feet shall be mounted on at least 3 rigid posts
- Rigid sign supports shall be driven to a minimum depth of 3 feet. (If splicing is required, see Allowable Lap Splice U-channel Post.)
- For sign height, see the Rural and Urban diagrams:



LANE CLOSURES

- All proposed lane, road or shoulder closures shall be reviewed by the DTOE and approved by the Engineer.
- Two lane, two-way highways shall have a maximum work area of two miles; all other roadways shall have a four mile maximum work area.
- A queue analysis shall be performed prior to approval of lane closures on all Interstates according to Section 6A.1 of the Traffic Engineering Manual.
- Closure plans and times shall be turned in to the Engineer for review according to the following:
  - (A) 5 working days minimum if traffic control plan has been approved or is contained in the plans.
  - (B) 10 working days minimum and a traffic control plan must be submitted for lane closures not addressed in the plans.
- Weekly updates to the DTOE, Project Engineer, the LADOTD TMC operator and the regional TMC operator (if applicable) will be required for all ongoing lane closures to update the closure status.
- Daily updates to the DTOE, Project Engineer and TMC operator (if applicable) will be required for all projects where active closures are in place.

FLAGGERS

- All flaggers shall be qualified.
- The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties.
- A Qualified Flagger is one that has completed courses such as those offered by ATSSA or other courses approved by the LADOTD Work Zone Task Force. The contractor shall be responsible for getting the flagger course approved.
- When utilized, a flagger shall use a minimum 18 inch octagonal shape sign on a minimum 6 foot stop/slow paddle and wear ANSI Class 2 Lime Green vest during day time operations and ANSI Class 3 Lime Green ensemble during night operations.
- In all flagging operations, the flagger must be visible from the flagger advance warning sign.
- Flaggers shall not be used on the Interstate.

PEDESTRIAN CONSIDERATIONS

- If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided either through the TTC zone or a designated alternate route.
- Pedestrians should be provided with a convenient and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s).
- Advance notification of sidewalk closures shall be provided by the maintaining agency.
- Q No storage of construction materials, equipment, and/or vehicles will be permitted on permanent or temporary bicycle, pedestrian, or transit facilities for any duration of time.

REFERENCES

- The contractor shall be responsible for understanding all rules and requirements in the current edition of the following documents:

Q 1) Louisiana Standard Specifications for Roads and Bridges. http://www.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Standard_Specifications

2) Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). http://mutcd.fhwa.dot.gov/

3) LADOTD Approved Materials List (AML) Manual. http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Materials_Lab/Pages/Menu_QPL.aspx

4) LADOTD Traffic Engineering Manual http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Misc%20Documents/Traffic%20Engineering%20Manual.pdf

5) National Cooperative Highway Research Program (NCHRP) Report 350: "Guidelines for Work Zones Traffic Control Devices". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_350-a.pdf

6) NCHRP Report 475: "A Procedure for Assessing and Planning Nighttime Highway Construction and Maintenance". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_475.pdf

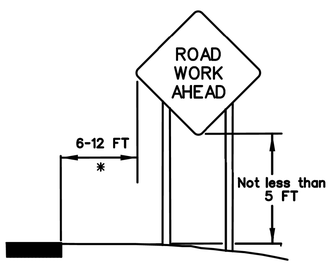
7) NCHRP Report 476: "Guidelines for Design and Operation of Nighttime Traffic Control for Highway Maintenance". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_476.pdf

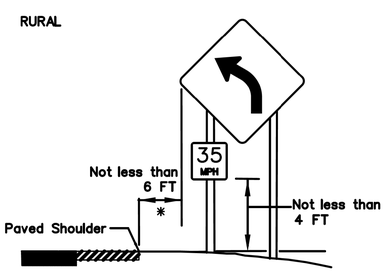
8) NCHRP Report 498: "Illumination Guidelines for Nighttime Highway Work". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_498.pdf

9) American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide.

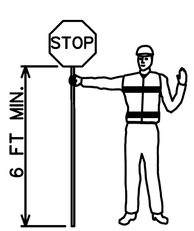
10) American Traffic Safety Services Association (ATSSA) Quality Guidelines for Work Zone Traffic Control Devices and Features.

11) U.S. Department of Transportation Federal Highway Administration Traffic Control Handbook for Mobile Operations at Night. http://www.dot.state.il.us/blr/1023.pdf

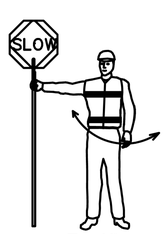




* If lateral distance is not practical, the sign may be placed no less than 2 feet.

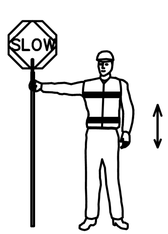


To STOP Traffic



Traffic Proceed

Use of Hand Sign



To Alert & SLOW Traffic

Use of Hand Sign

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

SHEET NUMBER 127

PARISH: JEFFERSON | CONTROL SECTION: 826-11 | STATE PROJECT: H.014581

DESIGN: B. BOUCHER | CHECK: M. RILOVICH | DETAIL: | CHECK: | REVIEW: | SERIES #:

APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
Q	4-3-24	STORAGE NEAR SIDEWALKS AND MINOR CORRECTIONS	BRB

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET

TTC-00 (B)

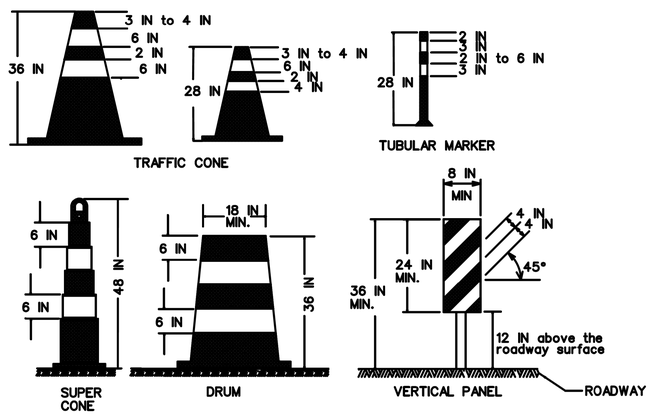
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
TRAFFIC ENGINEERING

CHANNELIZING DEVICES

- The following devices may be used as channelizing devices: Tubular Markers, Vertical Panels, Cones, Drums and Super Cones.
- 28 inch traffic cones are not allowed on:
  1) Interstates
  2) Highways with speeds greater than 40 mph.
- During nighttime operations, 28 inch and 36 inch cones are not allowed.
- Retroreflective material pattern used on super cones shall match that used on drums.

- Tangent Areas:
  - A) Standard Spacing: See Standard Device Spacing and Buffer Space table.
  - B) Daylight Operations: Drums and super cones are spaced at standard spacing. All other devices are at ½ standard spacing.
  - C) Nighttime Operations: Drums and supercones at standard spacing are the only devices allowed.

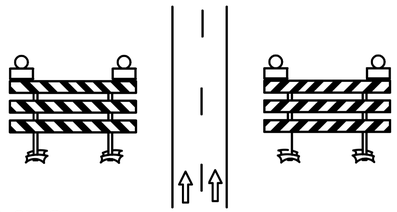
- Taper Areas:
  - A) Standard Spacing: See Standard Device Spacing and Buffer Space table.
  - B) Daylight Operations: Drums are spaced at standard spacing. All other devices are ½ standard spacing.
  - C) Nighttime Operations: Drums (at standard spacing) are the only devices allowed.
  - Q D) Downstream Locations & Flaggers: Drums or supercones at 20' max spacing. The length of taper shall be between 50' - 100' with a minimum of 6 devices.
- Type C steady burn lights shall be used on all channelizing devices in the taper as well as the first two devices in the tangent at night, (see the AML).
- Typical channelizing device lateral placement (do not include when it is used as a divider for opposing directions of traffic) shall be 2 feet off the lane line in the closed lane or shoulder.
- Devices may be adjusted laterally to accomodate ongoing work in the immediate vicinity but must be returned to the closed lane after the work activity has moved.
- Channelizing devices on the lane line shall be of the same type.
- Channelizing devices in each taper shall be of the same type.



ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

TYPE III BARRICADES

- Q Only Type III Barricades shall be used in the roadway or shoulder. All barricades shall use Type 3 High Intensity Sheeting on both sides of the barricade.
- All barricades shall be a minimum of 8 feet in length and must meet NCHRP Report 350 or MASH requirements.
- When used for overnight closures, two Type B High Intensity Lights shall supplement all barricades that are placed in a closed lane or that extend across a highway. Two Type A Low Intensity Lights may be used in urban areas if approved by the Engineer (See AML).
- When signs and lights are to be mounted to a barricade, they must meet NCHRP Report 350 or MASH requirements.
- A truck with a TMA may be substituted for a barricade when workers are present.
- Barricades shall be placed:
  - (A) at the beginning of a closed lane or shoulder and at 1,000 foot intervals where no active work is ongoing and the lane must remain closed. A minimum of 2 barricades shall be placed if the lane or shoulder closure is less than 2,000 feet. (One barricade shall be placed at the beginning of the lane closure after the buffer space and one shall be placed in the middle of the lane closure.)
  - (B) before each or group of unfilled holes or holes filled with temporary material.
  - (C) before uncured concrete.
  - (D) in the closed lane on each side of every intersection and crossover. (Do not block sight distance.)
  - (E) in front of piles of material (dirt, aggregate, broken concrete), culverts and equipment which is near the work zone.



TTC for DROP-OFFS

NON-INTERSTATE

Average Drop-off	Current Posted Speed (Prior to Construction)	
	> 45 MPH	≤ 45 MPH
≤ 3 IN	Low Shoulder Sign (Optional)	Low Shoulder Sign (Optional)
> 3 IN ≤ 6 IN	Shoulder Drop Off Sign & Edge Lines or Shoulder Drop Off Sign & Channelizing Device	Shoulder Drop Off Sign
> 6 IN ≤ 10 IN	No Shoulder Sign, Edge Lines & Vertical Panel	No Shoulder Sign & Channelizing Device
> 10 IN	Concrete Barrier (if drop off is < 12 FT from edge of travel lane) & Edge Lines	No Shoulder Sign & Vertical Panel

INTERSTATE

Average Drop-off	
≤ 2 IN	Low Shoulder Sign (Optional)
> 2 IN ≤ 6 IN	Shoulder Drop Off Sign & Edge Lines or Shoulder Drop Off Sign & Channelizing Device
> 6 IN	Concrete Barrier (if drop off is < 12 FT from edge of travel lane), Shoulder Drop Off Sign, & Edge Lines

- If a portable concrete barrier will be required then the deflection shall be considered in the design.
- For Interstate ramps, refer to non-Interstate drop offs.

STANDARD DEVICE SPACING AND BUFFER SPACE

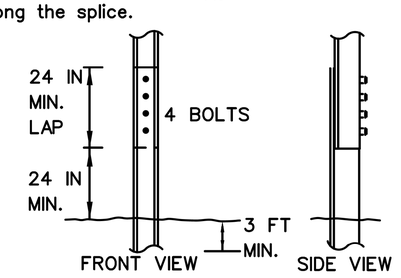
SPEED LIMIT (prior to construction)	MERGING TAPER LENGTH (L) Lane Width (FT)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE
MPH	9	10	11	12	Along Taper	Along Tangent	FT
25	94	105	115	125	20	40	155
30	135	150	165	180	30	60	200
35	184	205	225	245	35	70	250
40	240	267	294	320	40	80	305
45	405	450	495	540	40	80	360
50	450	500	550	600	40	80	425
55	495	550	605	660	40	80	495
60	540	600	660	720	40	80	570
65	585	650	715	780	40	80	645
70	630	700	770	840	40	80	730
75	675	750	825	900	40	80	820

SPEED LIMIT (prior to construction)	SHIFTING TAPER LENGTH (1/2)(L) Lane Shift (FT)						STANDARD DEVICE SPACING IN FEET		BUFFER SPACE
MPH	2	4	6	8	10	12	Along Taper	Along Tangent	FT
25	11	21	32	42	52	63	20	40	155
30	15	30	45	60	75	90	30	60	200
35	21	41	62	82	102	123	35	70	250
40	27	54	80	107	134	160	40	80	305
45	45	90	135	180	225	270	40	80	360
50	50	100	150	200	250	300	40	80	425
55	55	110	165	220	275	330	40	80	495
60	60	120	180	240	300	360	40	80	570
65	65	130	195	260	325	390	40	80	645
70	70	140	210	280	350	420	40	80	730
75	75	150	225	300	375	450	40	80	820

SPEED LIMIT (prior to construction)	SHOULDER TAPER LENGTH (1/3)(L) Shoulder Width (FT)						STANDARD DEVICE SPACING IN FEET		BUFFER SPACE
MPH	2	4	6	8	10	12	Along Taper	Along Tangent	FT
25	7	14	21	28	35	42	20	40	155
30	10	20	30	40	50	60	30	60	200
35	14	28	41	55	68	82	35	70	250
40	18	36	54	72	89	107	40	80	305
45	30	60	90	120	150	180	40	80	360
50	34	67	100	134	167	200	40	80	425
55	37	74	110	147	184	220	40	80	495
60	40	80	120	160	200	240	40	80	570
65	44	87	130	174	217	260	40	80	645
70	47	94	140	187	234	280	40	80	730
75	50	100	150	200	250	300	40	80	820

- See MUTCD for taper formulas.
- ALLOWABLE LAP SPLICE FOR U-CHANNEL POST

U-Channel posts may be spliced where long lengths are required. The upper section shall overlap the lower section by at least 24 inches. The bottom edge of the upper section of the splice shall be a minimum of 24 inches above the ground. The spliced sections shall be secured with at least four 5/16 inch diameter hex bolts spaced equally along the splice.



SHEET NUMBER 128
PARISH JEFFERSON
CONTROL SECTION 826-11
STATE PROJECT H.014581
DESIGN B. BOUCHER
CHECK M. RILOVICH
DETAIL
CHECK
REVIEW
SERIES #
APPROVED BY CHIEF ENGINEER:
DATE: Feb. 7, 2025

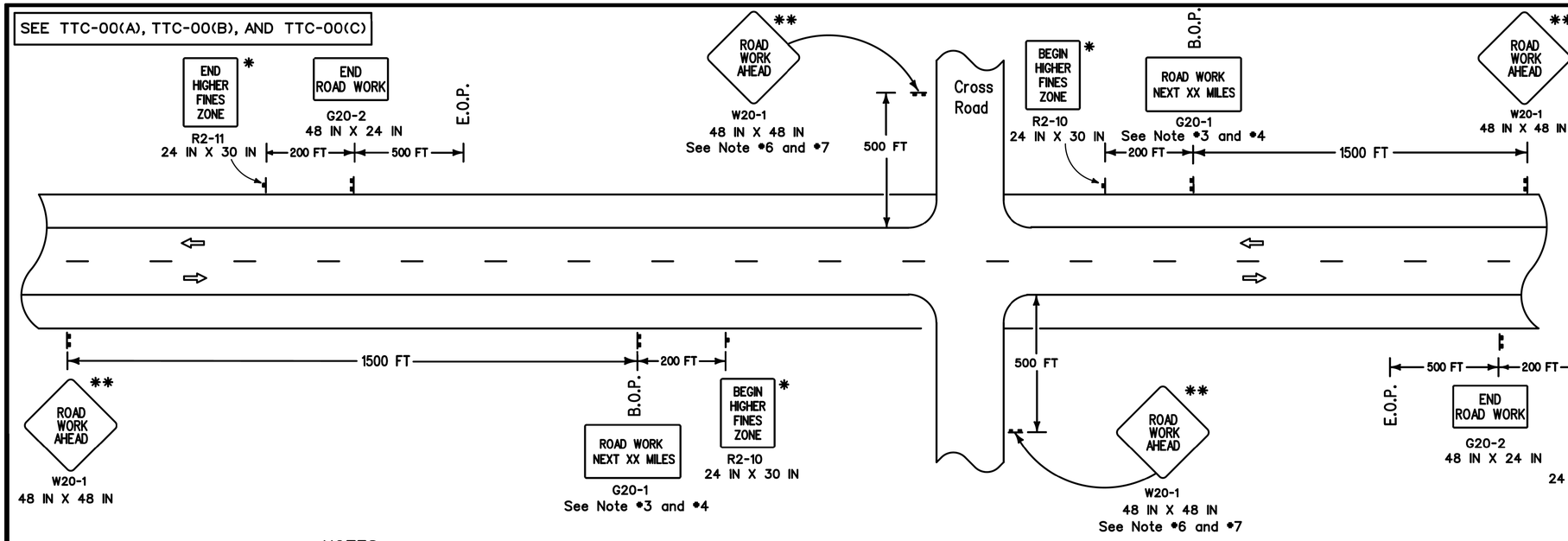
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
Q	4-3-24	DOWNSTREAM TAPERS AND MINOR CORRECTIONS	BRB

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES SHEET
TTC-00 (C)

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
TRAFFIC ENGINEERING

SEE TTC-00(A), TTC-00(B), AND TTC-00(C)



* For divided roadways with speeds ≥ 50 mph use larger sign, 36 IN X 48 IN.

** Any sign of the W20-1 series may be used.

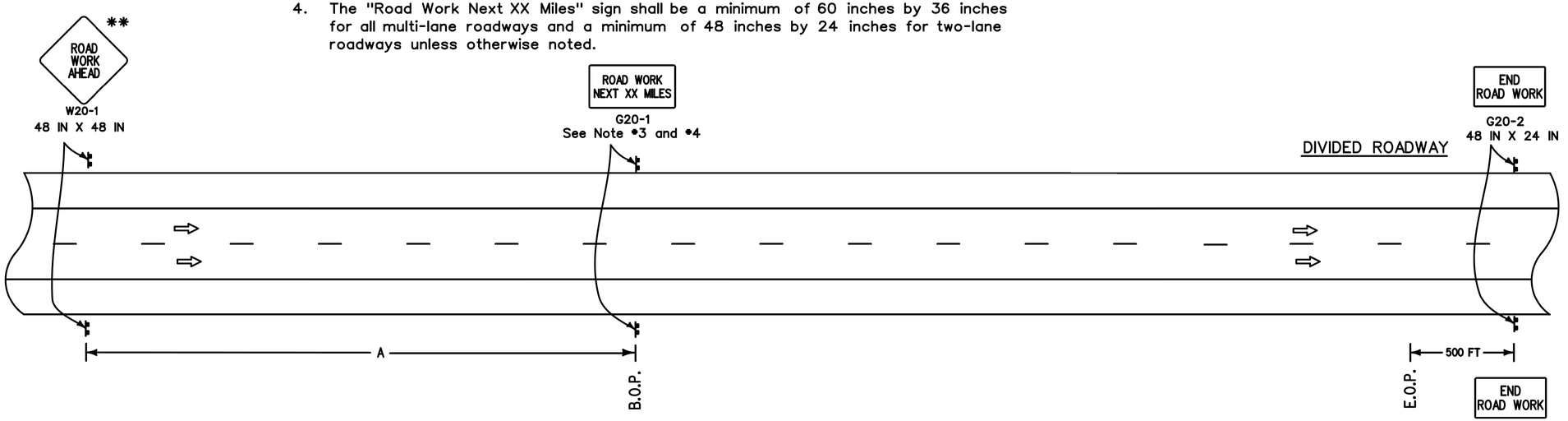
NOTES

This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C), and other Temporary Traffic Control Sheets as appropriate.

1. This layout represents the minimum traffic controls required for placement of "Road Work Next XX Miles" and "End Road Work" signs.
2. This layout does not replace other TTC Standard Sheets, but is intended as a supplement to the required signing.
3. The distance on the "Road Work Next XX Miles" sign shall be rounded up to the nearest whole mile. This sign shall be placed at the Beginning of Project (B.O.P.) limits. This sign may be omitted if work zone is less than 0.5 miles.
4. The "Road Work Next XX Miles" sign shall be a minimum of 60 inches by 36 inches for all multi-lane roadways and a minimum of 48 inches by 24 inches for two-lane roadways unless otherwise noted.
5. The "End Road Work" sign shall be placed 500 feet past the End of Project (E.O.P.) limits.
6. If "Road Work Ahead" sign is used on a cross road to warn of road work on another route, then "End Road Work" sign is not required.
7. When projects are separated by less than 1 mile, they shall be signed as one project; this may require coordination.

LEGEND

- Traffic Sign
- ⇨ Direction of Travel



SPEED LIMIT (prior to construction)	SPACING 'A'
≤ 40 mph	1500 FT
45 mph	2640 FT
> 45 mph	5280 FT

- Sign spacing to be adjusted for Horizontal and Vertical curves.
- For work outside of the traveled way, see TTC-01 and TTC-02.

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

SHEET NUMBER 129

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGN B. BOUCHER | CHECK M. RILOVICH | DETAIL | CHECK | REVIEW | SERIES *

APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025

NO.	DATE	BY
3	4-3-24	BRB

REVISION OR CHANGE ORDER DESCRIPTION: MINOR CORRECTIONS

STATE OF LOUISIANA

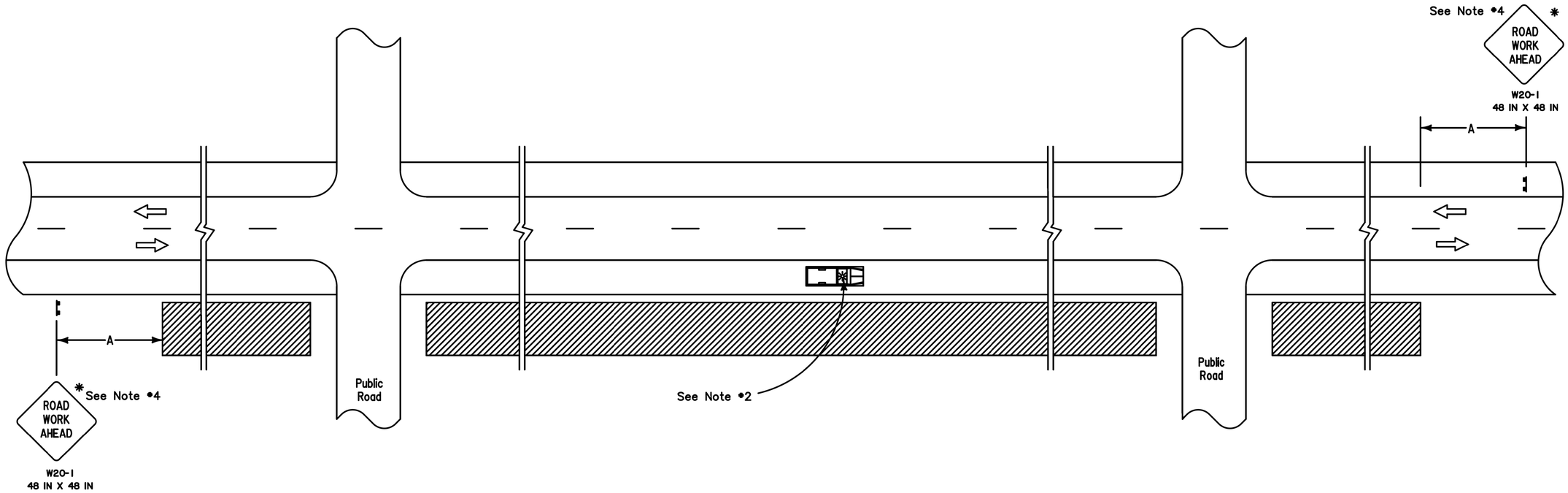
TEMPORARY TRAFFIC CONTROL
LAYOUT FOR PLACEMENT OF ROAD WORK NEXT XX MILES AND END ROAD WORK SIGNS

TTC-00 (D)

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TRAFFIC ENGINEERING

SEE TTC-00(A), TTC-00(B) AND TTC-00(C)



LEGEND

- Traffic Sign
- Work Area
- Direction of Travel
- ◘ Truck with Green/Amber Light

SPEED LIMIT (prior to construction)	SPACING
	'A'
≤ 40 mph	500 FT
45-50 mph	1000 FT
≥ 55 mph	1500 FT

NOTES

This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B) and TTC-00(C).

1. This layout represents the minimum traffic controls required for workers and equipment operating more than 15 feet from the travel way.
2. ◘ If the operation results in equipment or other vehicles being parked closer than 15 feet to the travel way, but not within the roadway, each vehicle shall have an green/amber light.
3. When a work area has been established on one side of the roadway only, there shall be no parking on the opposite shoulder within 500 feet of the work area.
4. Other signs may be used in place of the "Road Work Ahead" sign, such as W21-8 (Mowing), W21-7 (Utility), or W21-6 (Survey) when applicable.

* Any sign of the W20-1 series may be used.

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

SHEET NUMBER 130

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGN B. BOUCHER | CHECK M. RILOVICH | DETAIL | CHECK | REVIEW | SERIES •

APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
	4-3-24	MINOR CORRECTIONS	BRB

STATE OF LOUISIANA

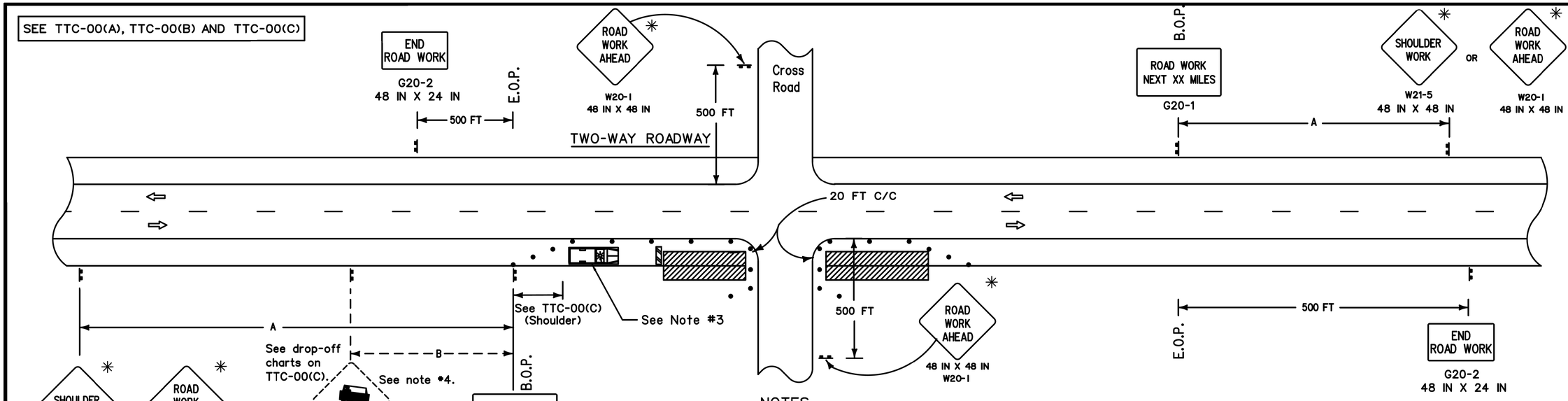
TEMPORARY TRAFFIC CONTROL
FOR WORK GREATER THAN 15 FEET FROM THE TRAVELED WAY

TTC-01

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TRAFFIC ENGINEERING

SEE TTC-00(A), TTC-00(B) AND TTC-00(C)

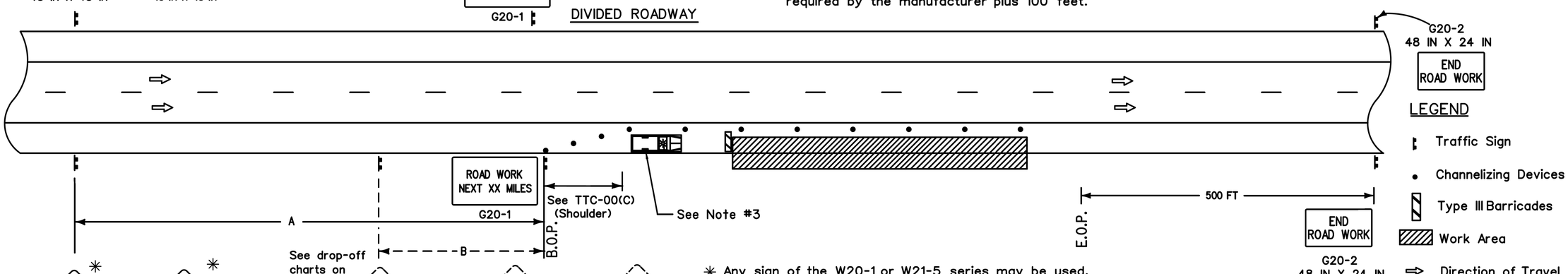


SPEED LIMIT (prior to construction)	SPACING	
	'A'	'B'
≤ 40 mph	500 FT	250 FT
45-50 mph	1000 FT	350 FT
≥ 55 mph	1500 FT	500 FT
Expressway/Interstate	2500 FT	1000 FT

OR LOW SHOULDER W8-9 48 IN X 48 IN

OR NO SHOULDER W8-23 48 IN X 48 IN

- See TTC-00(C) for minimum taper length and maximum device spacing for shoulder closure tapers.
- If horizontal curve radius is less than 300 feet, device spacing shall be 25 feet.



NOTES

This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C)

1. This layout represents the minimum traffic controls required for workers and equipment operating less than 15 feet from the traveled way for more than one hour. Less than one hour, see figure TA-4 of the MUTCD.
2. No signs or barricades are required for equipment operating or work in progress greater than 15 feet from the traveled way. (See TTC-01).
3. Work or equipment confined to a spot location (less than 200 feet) shall be marked by channelizing devices spaced at 25 feet or by a vehicle with a green/amber light visible to traffic. Work extending more than 200 feet of roadway length shall be marked with appropriate devices spaced as noted on TTC-00(C).
4. Applicable drop-off sign options are defined on TTC-00(C).
5. The distance on the "Road Work Next XX Miles" sign shall be rounded up to the nearest whole mile. This sign shall be placed at the Beginning of Project (B.O.P.) limits. This sign may be omitted if work zone is less than 0.5 miles.
6. A vehicle with a flashing green/amber light and a truck mounted attenuator shall be used on all shoulders of all interstates, as well as all roadways with an ADT greater than 20,000 and a pre-construction speed greater than or equal to 40 mph. This vehicle shall move with work operations not to exceed the roll-ahead distance required by the manufacturer plus 100 feet.

LEGEND

- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Work Area
- Direction of Travel
- Truck with Green/Amber Light

✳ Any sign of the W20-1 or W21-5 series may be used. For divided roadways, these signs are to be placed on both sides of divided highway if shoulder work is being done on left side or if on interstate.

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

SHEET NUMBER 131

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGN B. BOUCHER | CHECK M. RILOVICH | DETAIL | CHECK | REVIEW | SERIES #

APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025

NO.	DATE	BY	MINOR CORRECTIONS REVISION OR CHANGE ORDER DESCRIPTION
R	4-3-24	BRB	

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

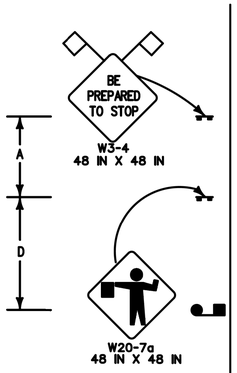
TEMPORARY TRAFFIC CONTROL
LAYOUT FOR WORK LESS THAN 15 FEET FROM THE TRAVELED WAY

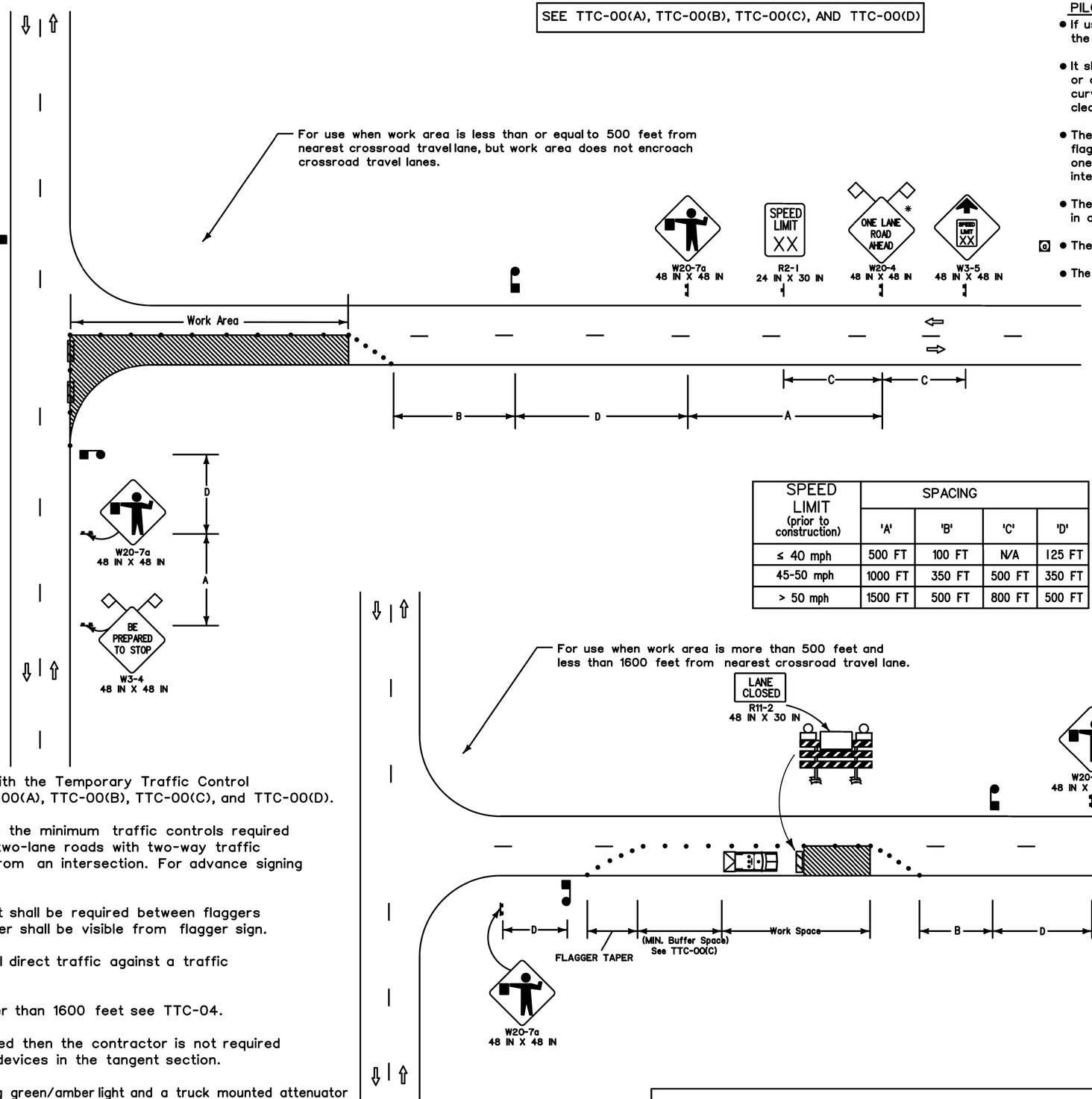
TTC-02

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TRAFFIC ENGINEERING

SEE TTC-00(A), TTC-00(B), TTC-00(C), AND TTC-00(D)

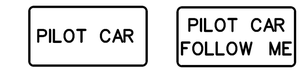




SPEED LIMIT (prior to construction)	SPACING			
	'A'	'B'	'C'	'D'
≤ 40 mph	500 FT	100 FT	N/A	125 FT
45-50 mph	1000 FT	350 FT	500 FT	350 FT
> 50 mph	1500 FT	500 FT	800 FT	500 FT

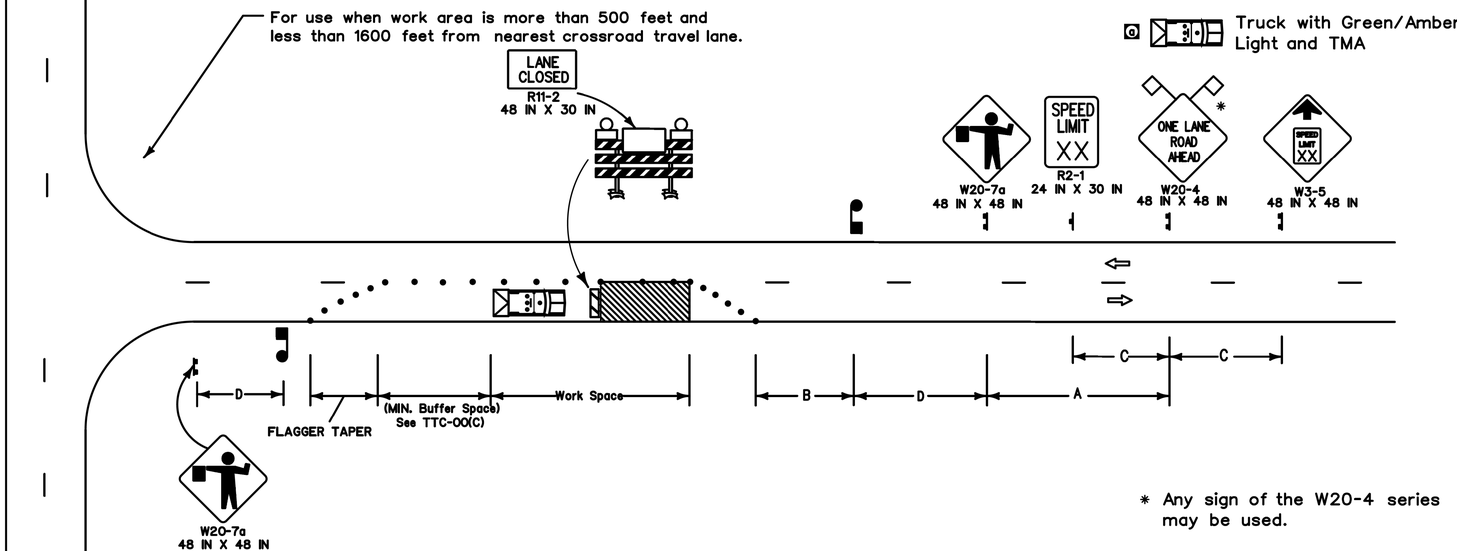
PILOT CAR

- If used, a pilot car shall guide a queue of vehicles through the work zone or diversion.
- It shall be used in restricted visibility operations such as lime or cement stabilization, chip seals, or operations in hilly or curvy terrains, where flaggers cannot see each other (no clear line-of-sight).
- The operation of the pilot vehicle shall be coordinated with flagging operations or other controls at each end of the one-lane section and all major driveways and street intersections.
- The pilot car sign should be mounted 7 feet above roadway in a position visible to oncoming and following traffic.
- Q The pilot car shall have a green/amber beacon light.
- The sign mounted on the vehicle shall be two-sided.



LEGEND

- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Work Area
- Flagger
- Type B Light
- Direction of Travel
- Q Truck with Green/Amber Light and TMA



* Any sign of the W20-4 series may be used.

NOTES

This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C), and TTC-00(D).

1. This layout represents the minimum traffic controls required for lane closures on two-lane roads with two-way traffic less than 1600 feet from an intersection. For advance signing see TTC-00(D).
2. Visual or radio contact shall be required between flaggers at all times. The flagger shall be visible from flagger sign.
3. Only law officers shall direct traffic against a traffic signal indication.
4. If work area is greater than 1600 feet see TTC-04.
5. If a pilot car is required then the contractor is not required to have channelizing devices in the tangent section.
6. Q A vehicle with a flashing green/amber light and a truck mounted attenuator shall be used on all roadways with an ADT greater than 20,000 and a pre-construction speed greater than or equal to 40 mph. This vehicle shall move with work operations not to exceed the roll-ahead distance required by the manufacturer plus 100 feet.

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

SHEET NUMBER 132

PARISH	CONTROL SECTION	STATE PROJECT
JEFFERSON	826-11	H.014581

DESIGN B. BOUCHER | CHECK M. RILOVICH | DETAIL | CHECK | REVIEW | SERIES

APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025

NO.	DATE	BY	REVISION OR CHANGE ORDER DESCRIPTION
	4-3-24	BRB	MINOR CORRECTIONS

STATE OF LOUISIANA

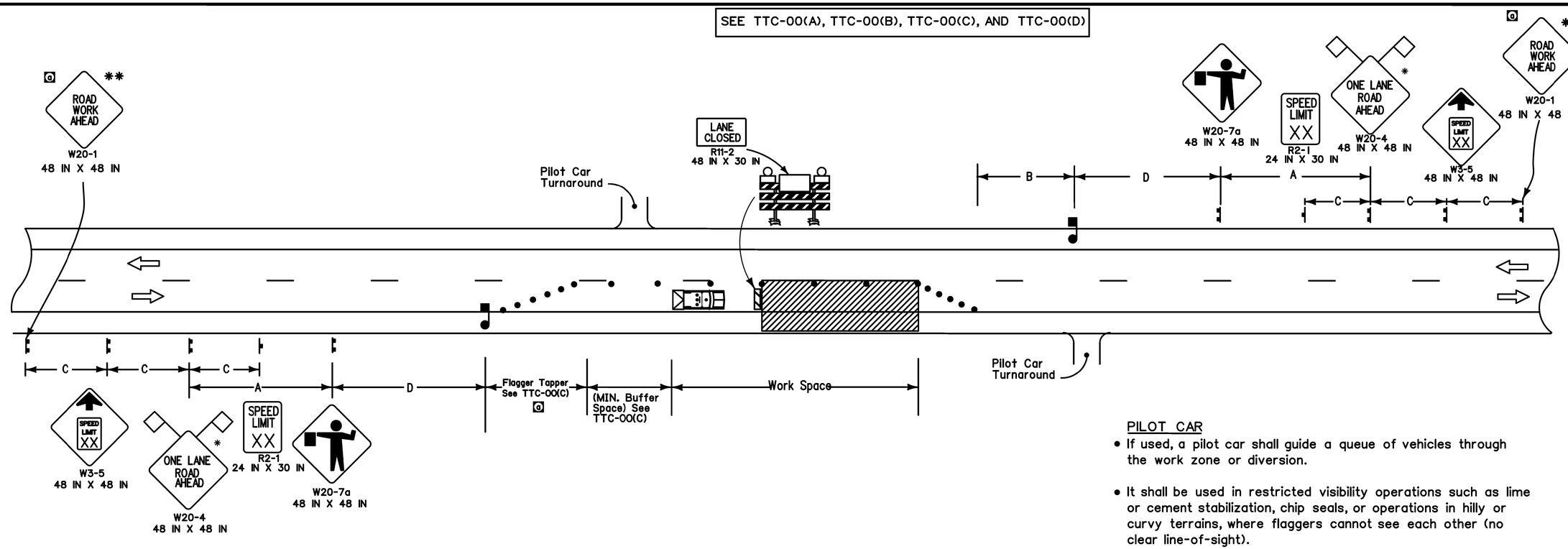
TEMPORARY TRAFFIC CONTROL
LAYOUT FOR LANE CLOSURES ON TWO LANE ROADS WITH TWO-WAY TRAFFIC LESS THAN 1600 FEET FROM AN INTERSECTION (FLAGGING OPERATIONS)

TTC-03

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TRAFFIC ENGINEERING

SEE TTC-00(A), TTC-00(B), TTC-00(C), AND TTC-00(D)



NOTES

This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C) and TTC-00(D).

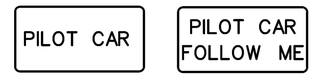
1. This layout represents the minimum traffic controls required for lane closures on two-lane roads with two-way traffic greater than 1600 feet from an intersection. For this type of closure either a flagger or a pilot car will be required. For advance signing see TTC-00(D).
2. To prevent vehicles from entering the work area against the flow of traffic, an additional flagger shall be stationed at each intersection, major driveway, railroad crossing, or crossing within the work area.
3. For projects in rural areas the distance between flaggers shall not exceed:
   (A) 2.5 miles for ADT<2,500
   (B) 2.0 miles for 2,500<ADT<5,000
   (C) 1.5 miles for ADT>5,000
4. The flagger station shall be near the beginning of the taper and shall have adequate sight distance to be visible to oncoming traffic. If sight distance cannot be achieved, the distance between flaggers may be extended for a short duration.
5. Visual or radio contact shall be required between flaggers at all times. The flagger shall be visible from the flagger sign.
6. A vehicle with a flashing green/amber light and a truck mounted attenuator shall be used on all roadways with an ADT greater than 20,000 and a pre-construction speed greater than or equal to 40 mph. This vehicle shall move with work operations not to exceed the roll-ahead distance required by the manufacturer plus 100 feet.
7. If a pilot car is required then the contractor is not required to have channelizing devices in the tangent section.
8. If work zone is less than 1600 feet from an intersection see TTC-03.

SPEED LIMIT (prior to construction)	SPACING			
	'A'	'B'	'C'	'D'
≤ 40 mph	500 FT	100 FT	N/A	125 FT
45-50 mph	1000 FT	350 FT	500 FT	350 FT
≥ 55 mph	1500 FT	500 FT	800 FT	500 FT

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

PILOT CAR

- If used, a pilot car shall guide a queue of vehicles through the work zone or diversion.
- It shall be used in restricted visibility operations such as lime or cement stabilization, chip seals, or operations in hilly or curvy terrains, where flaggers cannot see each other (no clear line-of-sight).
- The operation of the pilot vehicle shall be coordinated with flagging operations or other controls at each end of the one-lane section and all major driveways and street intersections.
- The pilot car sign should be mounted 7 feet above roadway in a position visible to oncoming and following traffic.
- The pilot car shall have an green/amber beacon light.
- The sign mounted on the vehicle shall be two-sided.



G20-4 36 IN X 18 IN (FRONT OF SIGN)
G20-4 36 IN X 18 IN (BACK OF SIGN)

* Any sign of the W20-4 series may be used.

** For extended length projects, if the distance between the current working area and beginning of the project exceeds 2500', an additional W20-1 should be added before the W3-5 sign to remind traffic of the work area.

LEGEND

- Traffic Sign
- Flagger
- Channelizing Devices
- Type III Barricades
- Work Area
- Type B Light
- Direction of Travel
- Truck with Green/Amber Light and TMA

SHEET NUMBER 133

PARISH: JEFFERSON | CONTROL SECTION: 826-11 | STATE PROJECT: H.014581

DESIGN: B. BOUCHER | DETAIL | REVIEW | SERIES #
CHECK: M. RILOVICH | CHECK

APPROVED BY CHIEF ENGINEER: DATE: Feb. 7, 2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
	4-3-24	ADD W20-1 SIGN, PROJECT LENGTH, MINOR CORRECTIONS	BRB

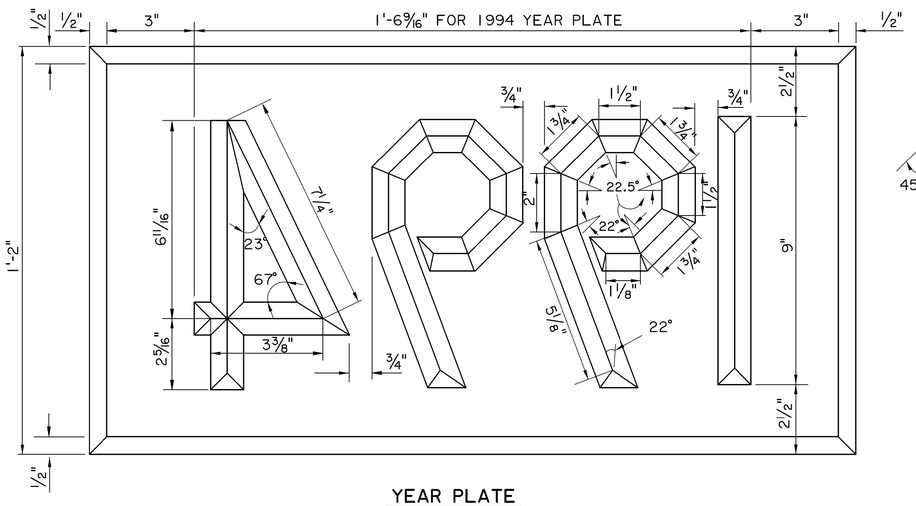
STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TEMPORARY TRAFFIC CONTROL
LAYOUT FOR LANE CLOSURES ON TWO LANE ROADS WITH TWO-WAY TRAFFIC (FLAGGING OPERATIONS)

TTC-04

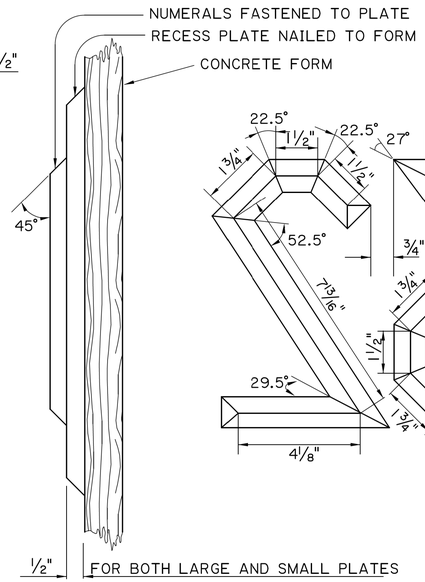
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TRAFFIC ENGINEERING

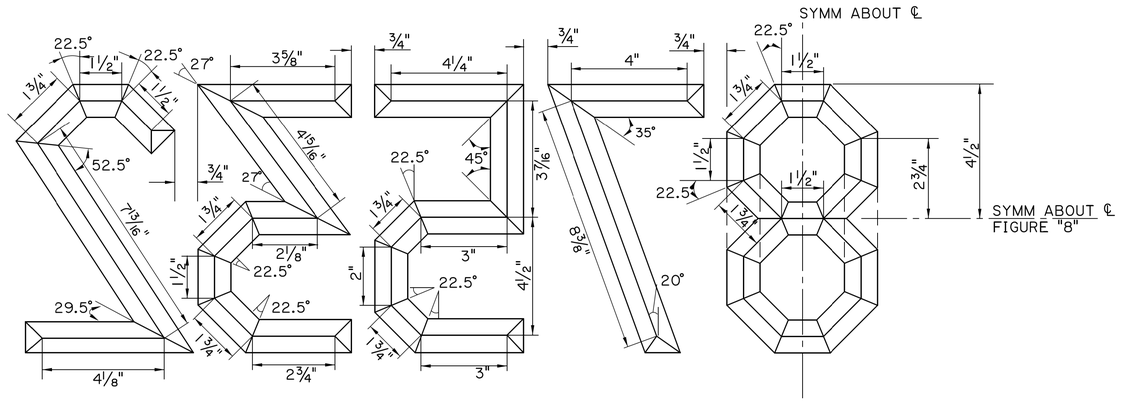


YEAR PLATE

DIMENSIONS SHOWN ARE FOR LARGE YEAR PLATE.
USE ONE HALF (1/2) ABOVE DIMENSIONS FOR SMALL YEAR PLATE.
YEAR PLATE TO CORRESPOND TO YEAR IN WHICH STRUCTURE IS COMPLETED.

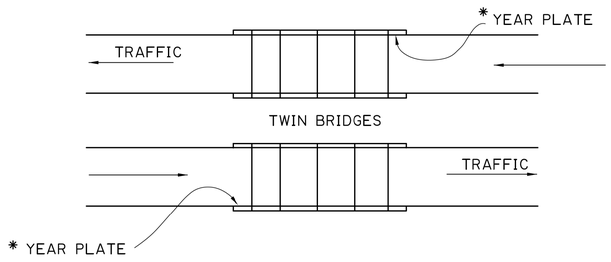


FOR BOTH LARGE AND SMALL PLATES



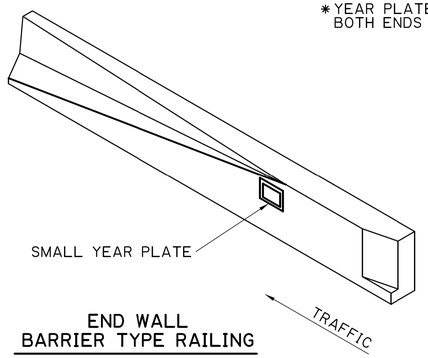
NUMERALS

NOTE:
FIGURE "6" TO BE "9" INVERTED.
FIGURE "0" TO BE MADE USING DASHED LINES INDICATED ON DETAIL OF FIGURE "8."
DIMENSIONS SHOWN ARE FOR LARGE YEAR PLATE.
USE ONE-HALF (1/2) ABOVE DIMENSIONS FOR SMALL YEAR PLATE.

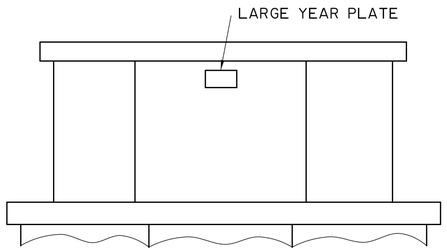


BRIDGE PLAN

*YEAR PLATE ON THE APPROACH SIDE OF BOTH ENDS ON TWO-WAY TRAFFIC BRIDGES.

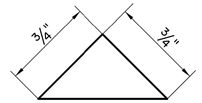


END WALL
BARRIER TYPE RAILING



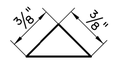
PIER ELEVATION

SKETCHES SHOWING LOCATION OF YEAR PLATE ON VARIOUS CONCRETE STRUCTURES



FULL SIZE CROSS-SECTION OF 3/4" CHAMFER STRIP TO BE USED IN CONSTRUCTION OF ALL NUMERALS.

CHAMFER STRIP FOR LARGE YEAR PLATE



FULL SIZE CROSS SECTION OF 3/8" CHAMFER STRIP TO BE USED IN CONSTRUCTION OF ALL NUMERALS.

CHAMFER STRIP FOR SMALL YEAR PLATE

SHEET NUMBER	134
PARISH	JEFFERSON
CONTROL SECTION	826-11
STATE PROJECT	H.014581
DESIGN	KELLY KEMP
CHECK	WEI PENG
DETAIL	A. WILLIAMS
CHECK	KELLY KEMP
REVIEW	MARK BUCCI
SERIES	1 OF 1

APPROVED BY CHIEF ENGINEER: DATE: Oct. 1, 2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

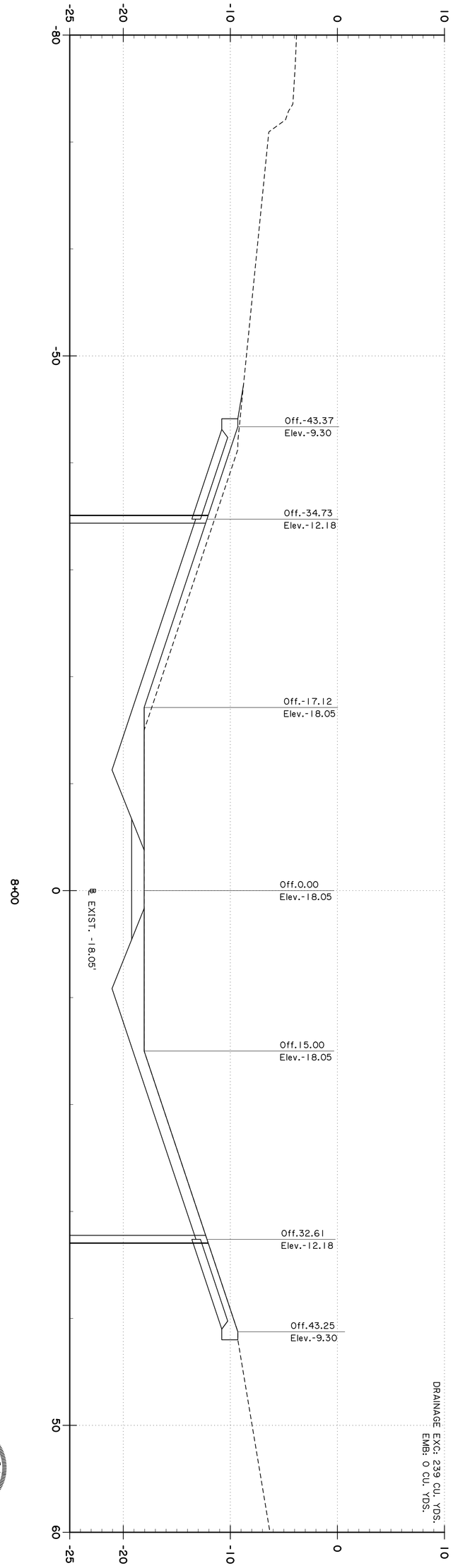
YEAR PLATE
FOR CONCRETE STRUCTURES
YP-01

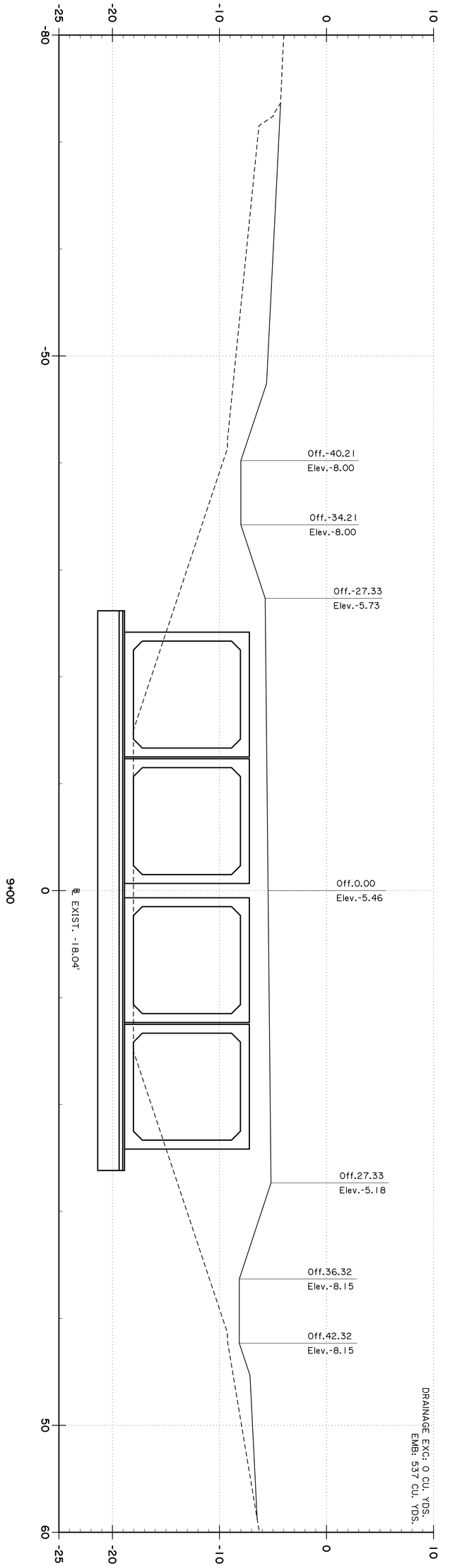
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

9/18/2025 12:3

IP_PWP:d1235171\yp-01.dgn





BKI

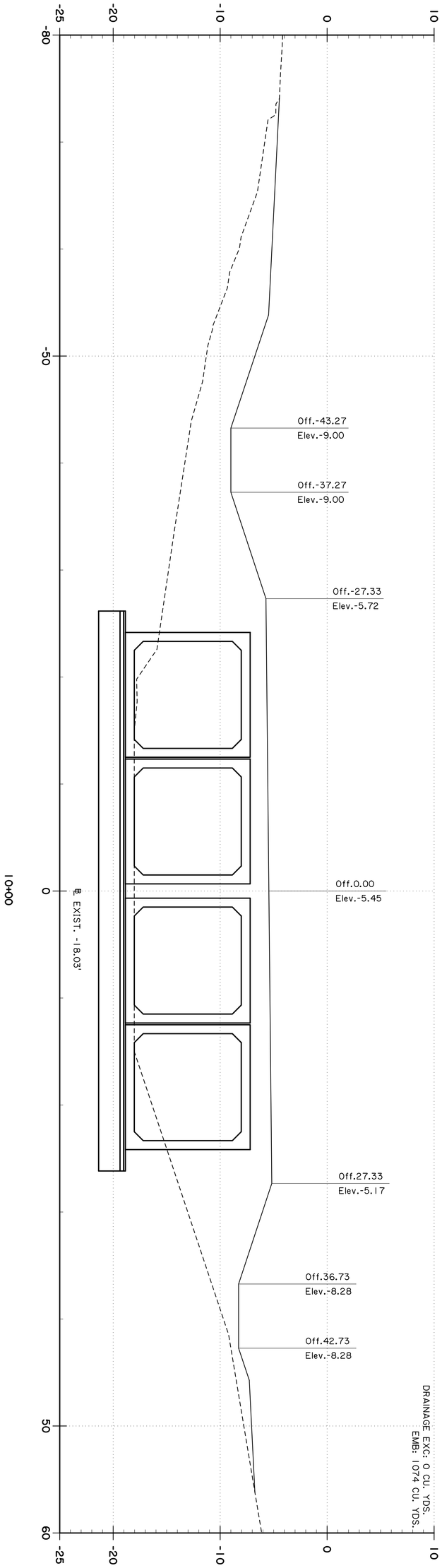
CROSS SECTIONS
MURPHY CANAL

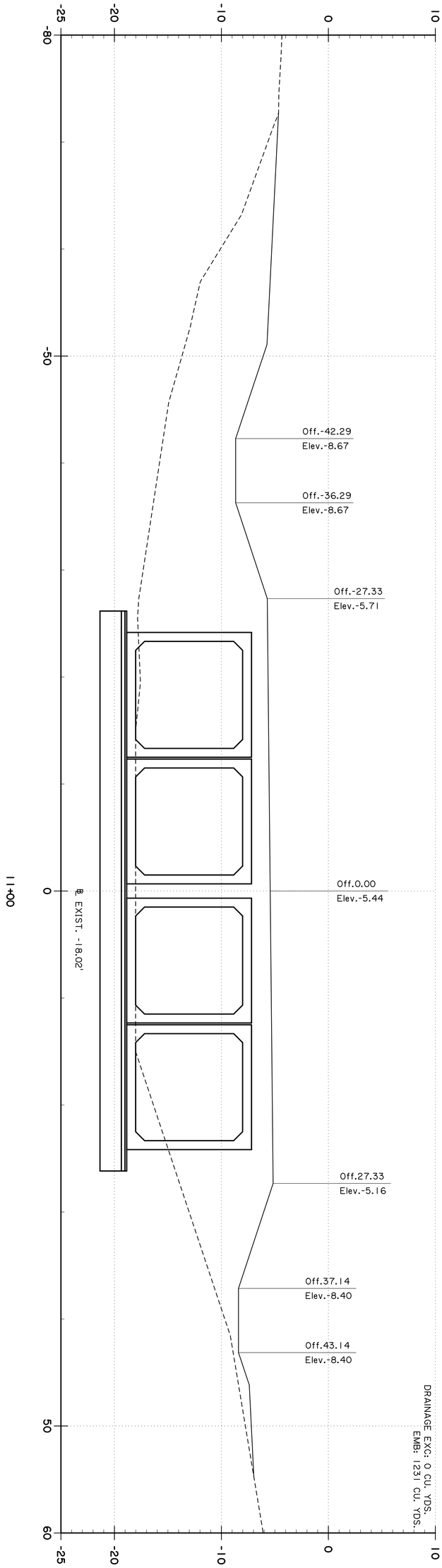
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED / CHECKED	ARJ / RACIII	PARISH	JEFFERSON
DETAILED / CHECKED	GAV, SRG / ARJ	CONTROL SECTION	826-11
SERIES NUMBER	1 OF 12	STATE PROJECT	H.014581

SHEET NUMBER 201





RENE' A. CHOPIN III
License No. LA 25174
PROFESSIONAL ENGINEER
STATE OF LOUISIANA
3-18-2026

BKI

CROSS SECTIONS
MURPHY CANAL

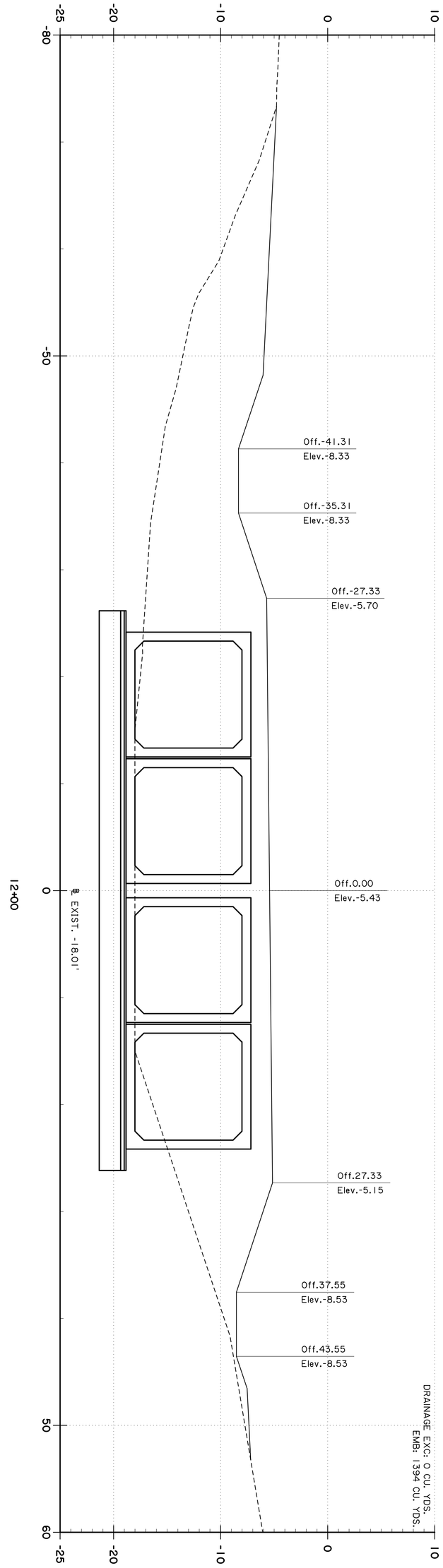
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

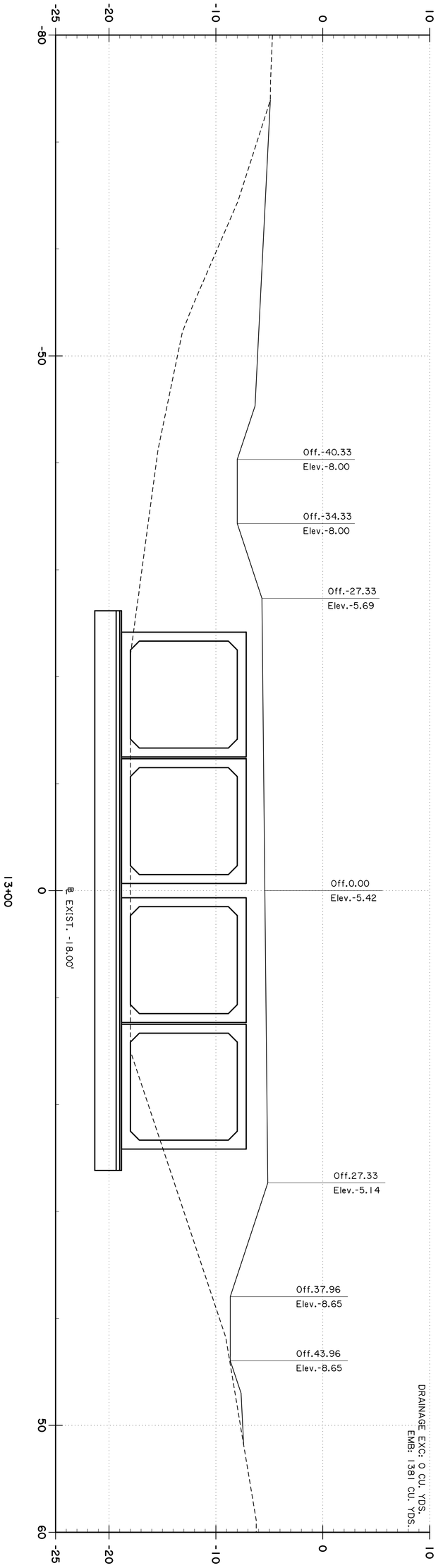
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED	ARJ	PARISH	JEFFERSON
CHECKED	RACIII		
DETAILED	GAV, SRG	CONTROL SECTION	826-11
CHECKED	ARJ		
SERIES NUMBER	2 OF 12	STATE PROJECT	H.014581

SHEET NUMBER 202





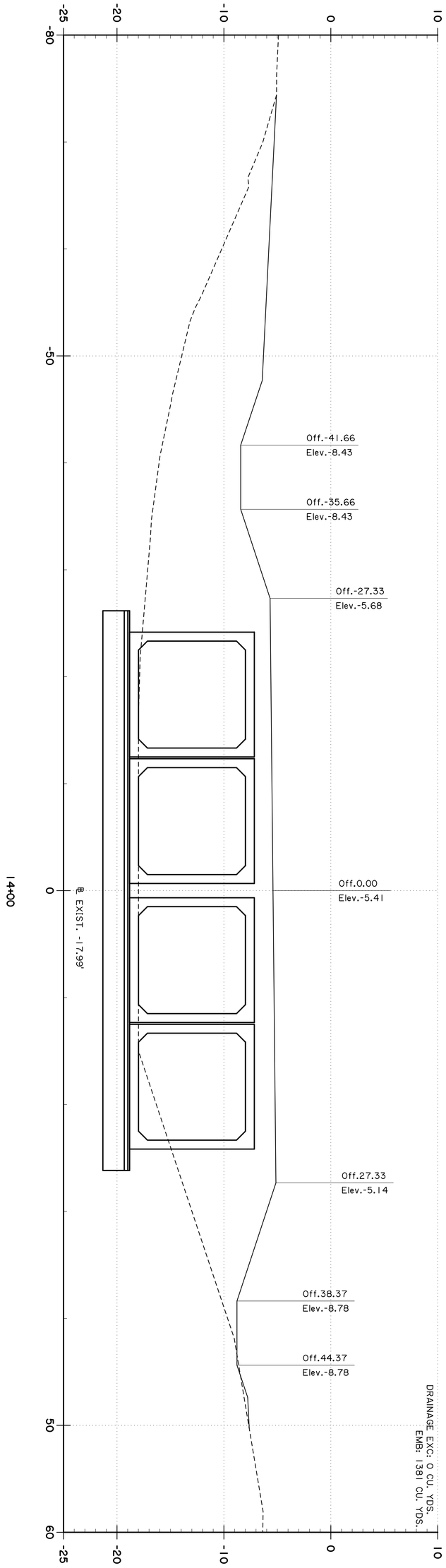
BKI

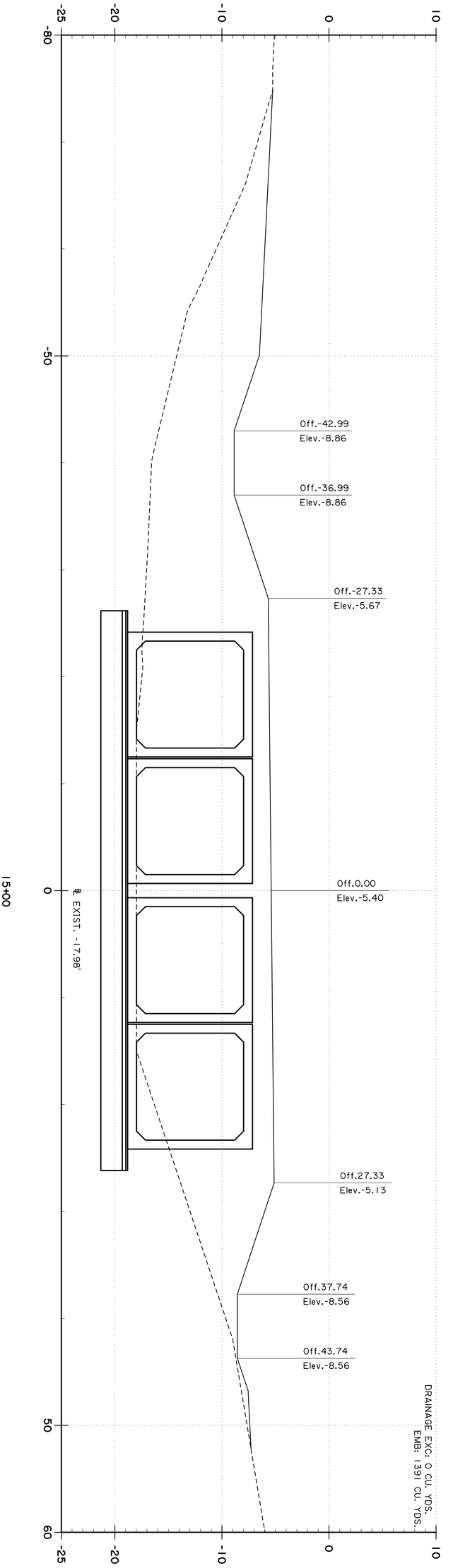
CROSS SECTIONS
MURPHY CANAL

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED / CHECKED	ARJ / RACIII	PARISH	JEFFERSON
DETAILED / CHECKED	GAV, SRG / ARJ	CONTROL SECTION	826-11
SERIES NUMBER	3 OF 12	STATE PROJECT	H.014581
		SHEET NUMBER	203





BKI

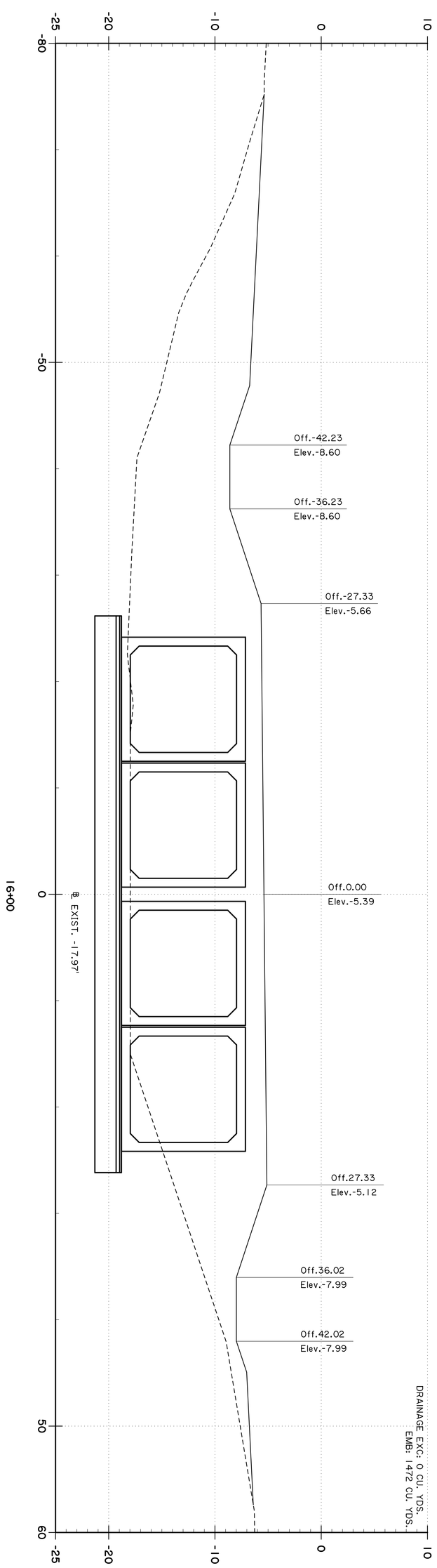
CROSS SECTIONS
MURPHY CANAL

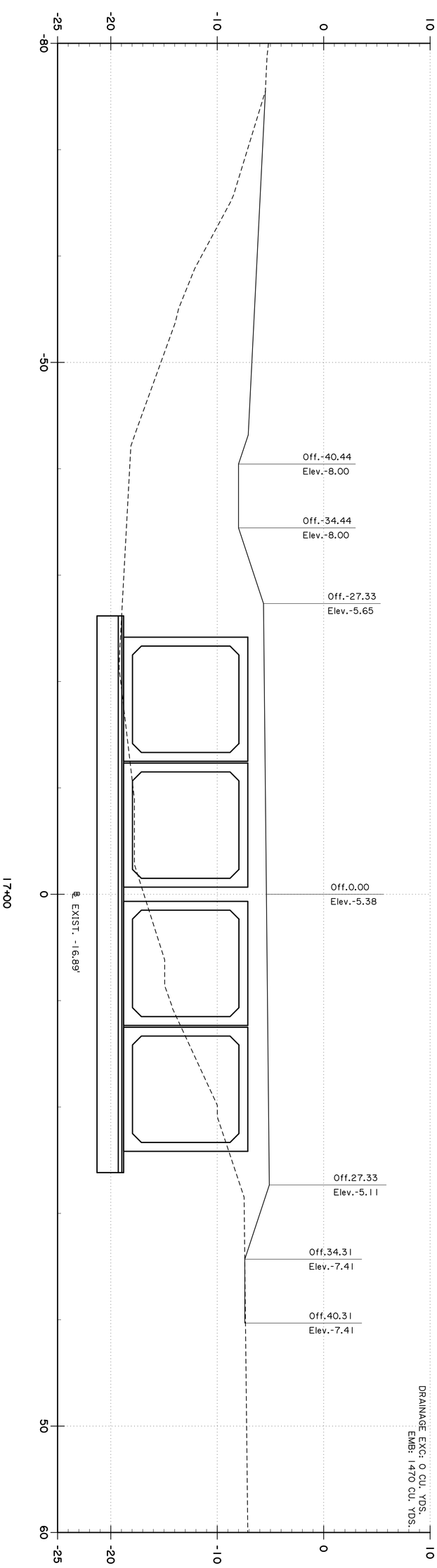
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED	ARJ	PARISH	JEFFERSON
CHECKED	RACIII		
DETAILED	GAV, SRG	CONTROL SECTION	826-11
CHECKED	ARJ		
SERIES NUMBER	4 OF 12	STATE PROJECT	H.014581

SHEET NUMBER 204





BKI

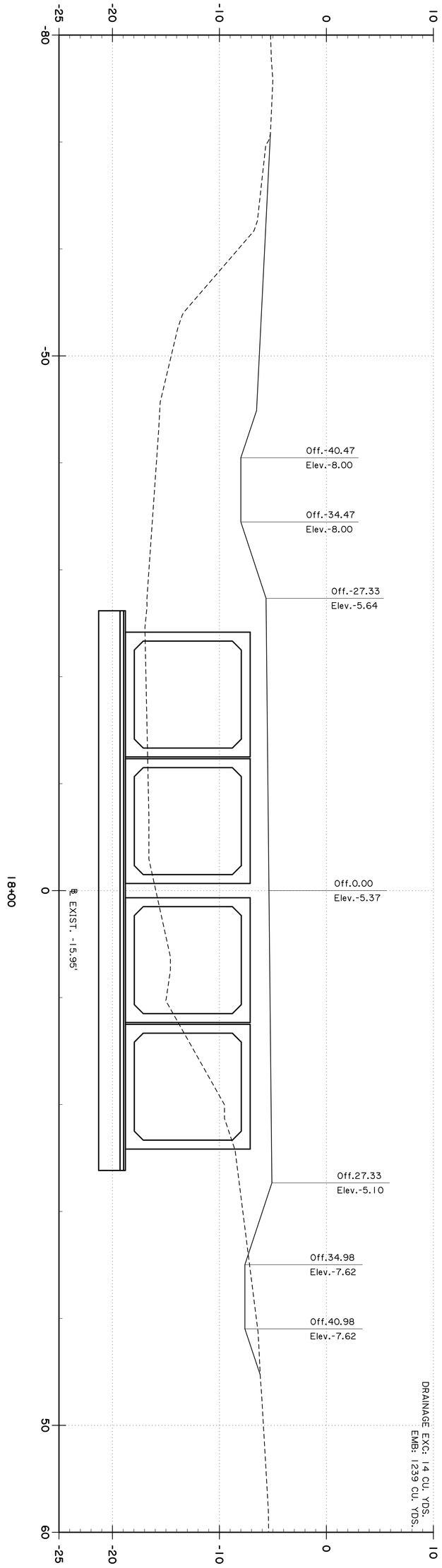
CROSS SECTIONS
MURPHY CANAL

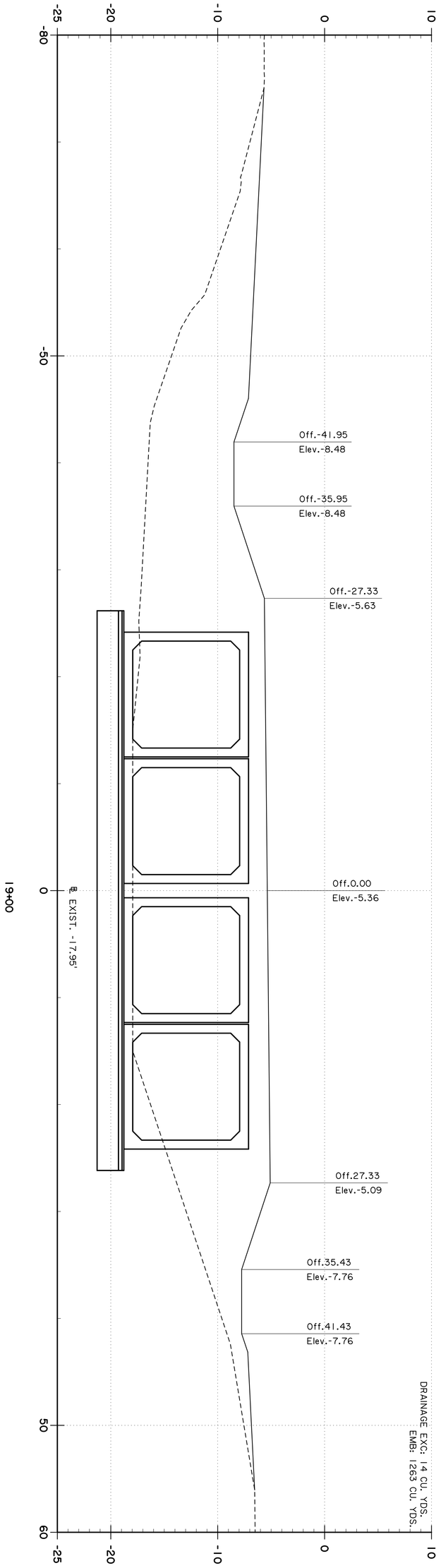
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

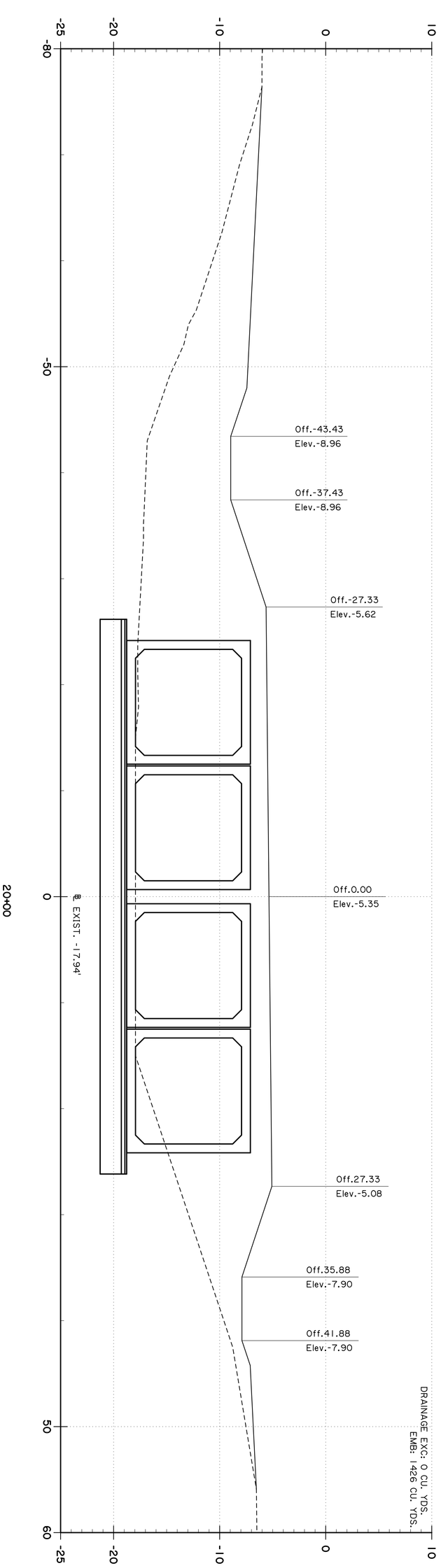
DESIGNED	ARJ	PARISH	JEFFERSON
CHECKED	RACIII		
DETAILED	GAV, SRG	CONTROL SECTION	826-11
CHECKED	ARJ		
SERIES NUMBER	5 OF 12	STATE PROJECT	H.014581

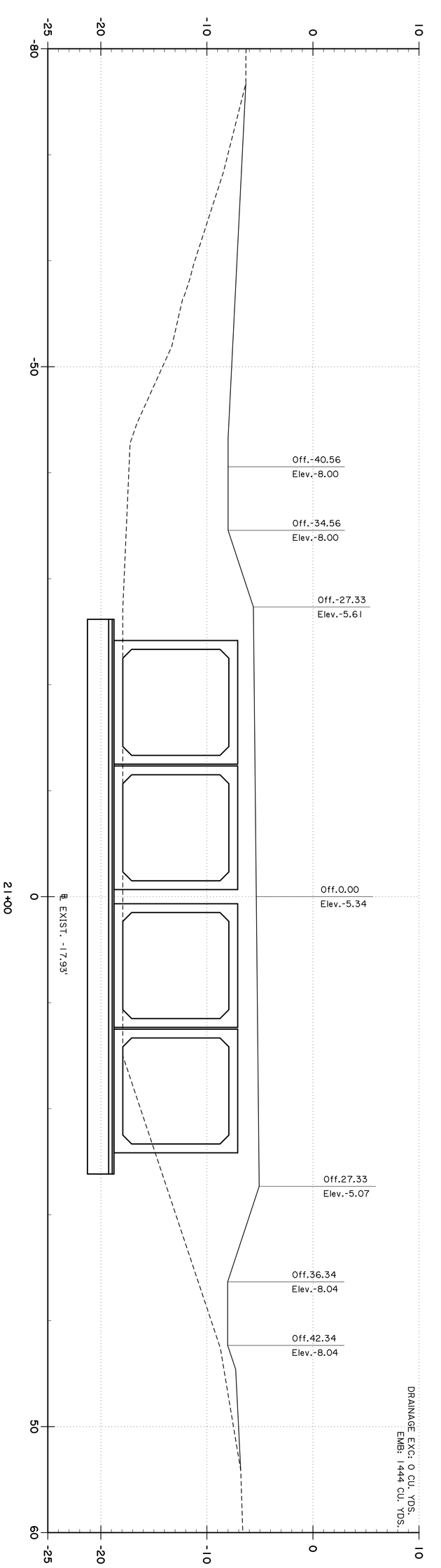
SHEET NUMBER 205





BKI	CROSS SECTIONS MURPHY CANAL			DESIGNED ARJ	PARISH	JEFFERSON	SHEET NUMBER 206
	PETERS ROAD BRIDGE & EXTENSION PHASE 2A			CHECKED RACIII			
				DETAILED GAV, SRG	CONTROL SECTION	826-11	
				CHECKED ARJ			
				SERIES NUMBER 6 OF 12	STATE PROJECT	H.014581	
		NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY		





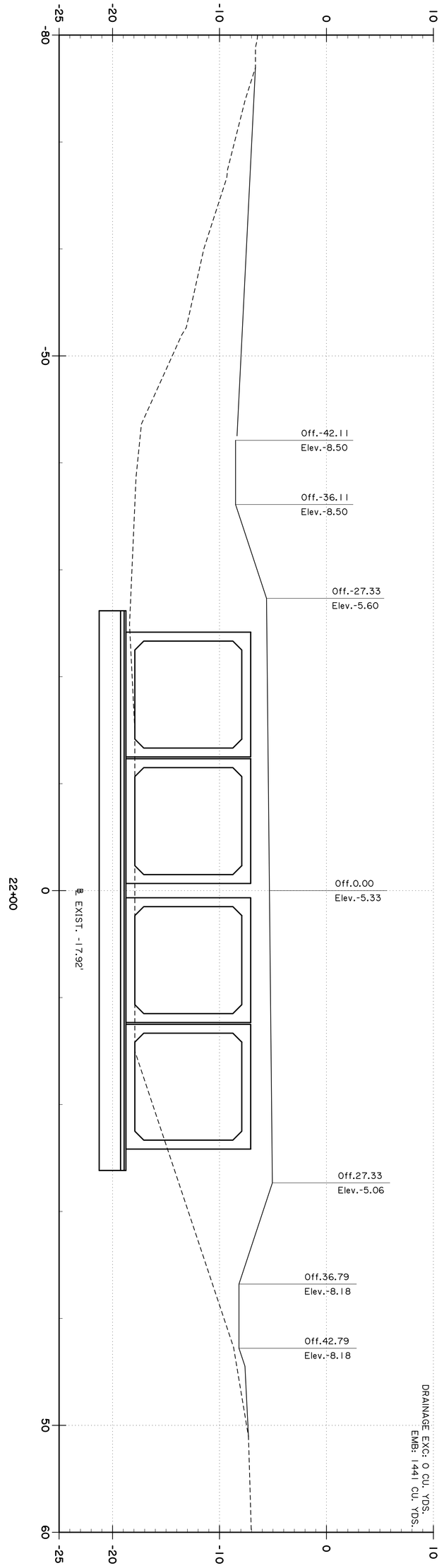
BKI

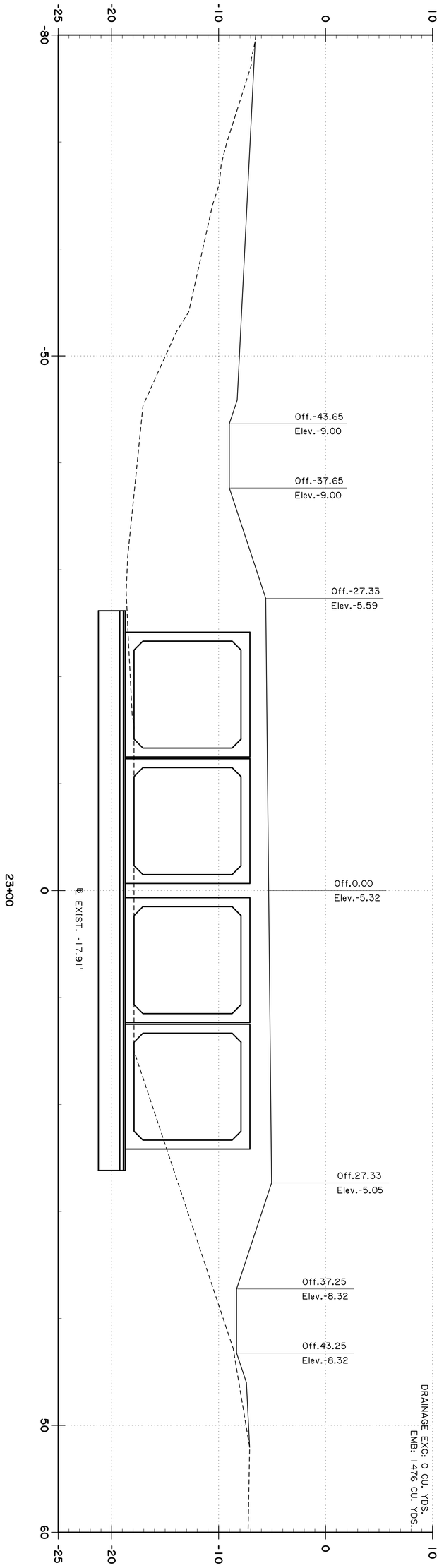
CROSS SECTIONS
MURPHY CANAL

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED / CHECKED	ARJ / RACIII	PARISH	JEFFERSON
DETAILED / CHECKED	GAV, SRG / ARJ	CONTROL SECTION	826-11
SERIES NUMBER	7 OF 12	STATE PROJECT	H.014581
		SHEET NUMBER	207





BKI

CROSS SECTIONS
MURPHY CANAL

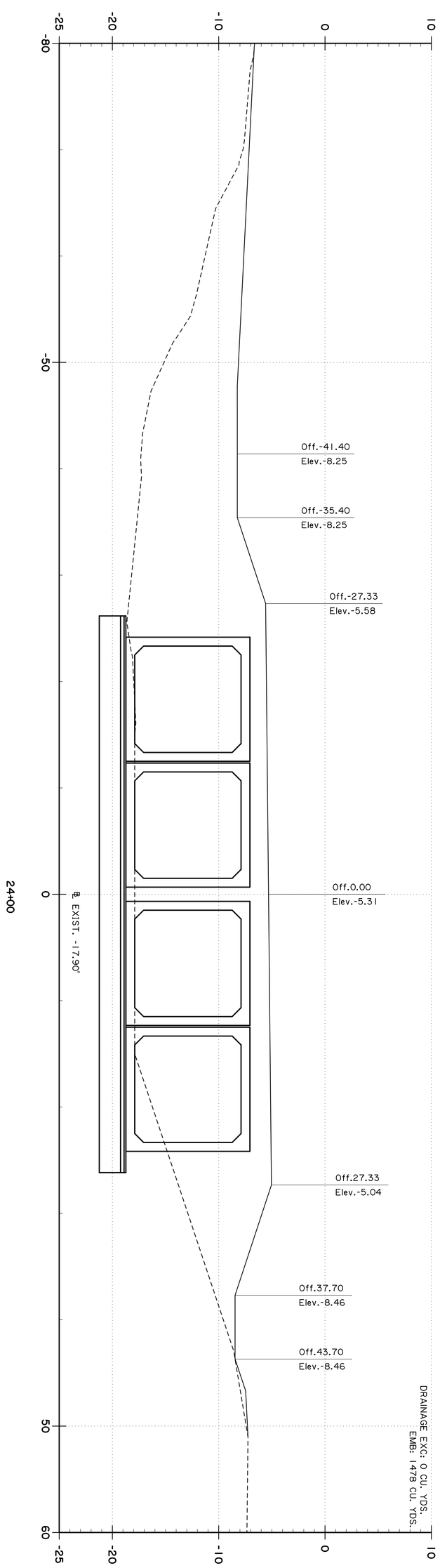
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

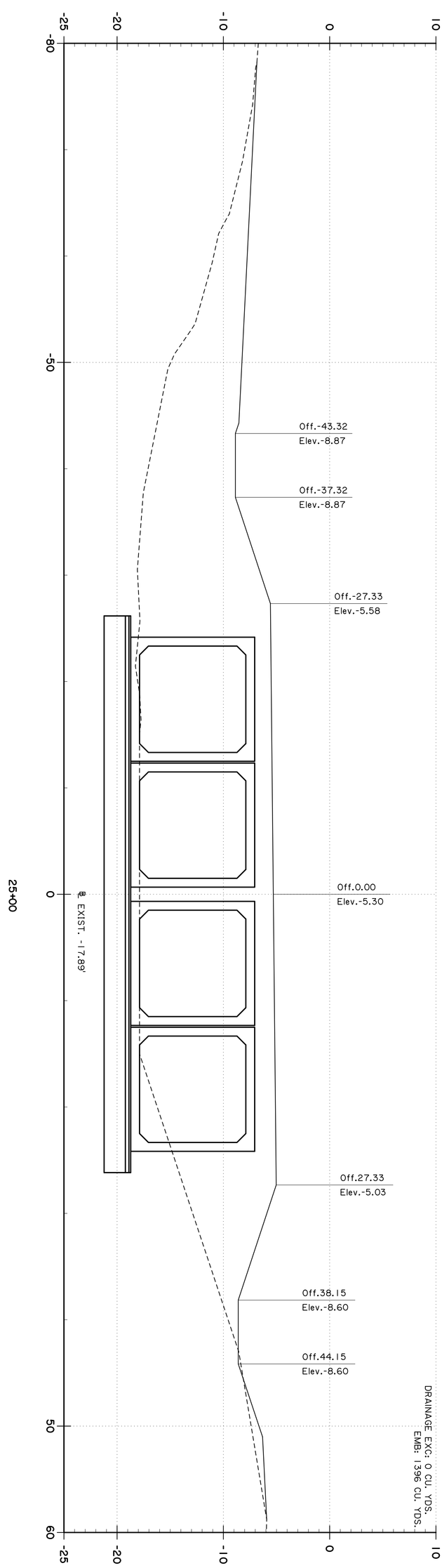
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
CERTIFIED

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED / CHECKED	ARJ / RACIII	PARISH	JEFFERSON
DETAILED / CHECKED	GAV, SRG / ARJ	CONTROL SECTION	826-11
SERIES NUMBER	8 OF 12	STATE PROJECT	H.014581

SHEET NUMBER 208





STATE OF LOUISIANA
RENE' A. CHOPIN III
License No. 34251
PROFESSIONAL ENGINEER
3-18-2026

BKI

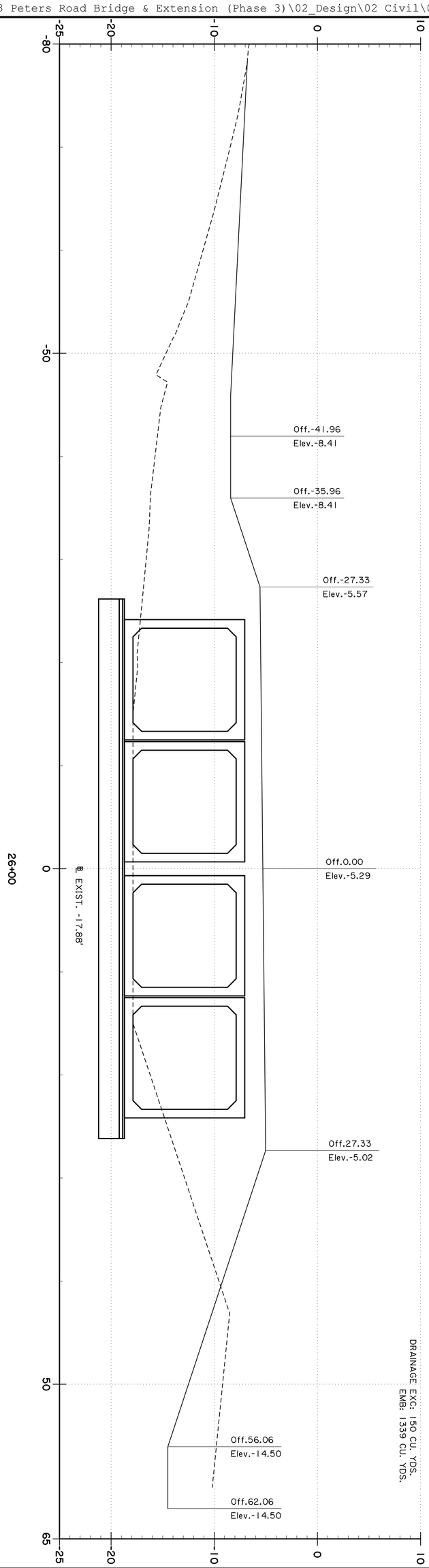
CROSS SECTIONS
MURPHY CANAL

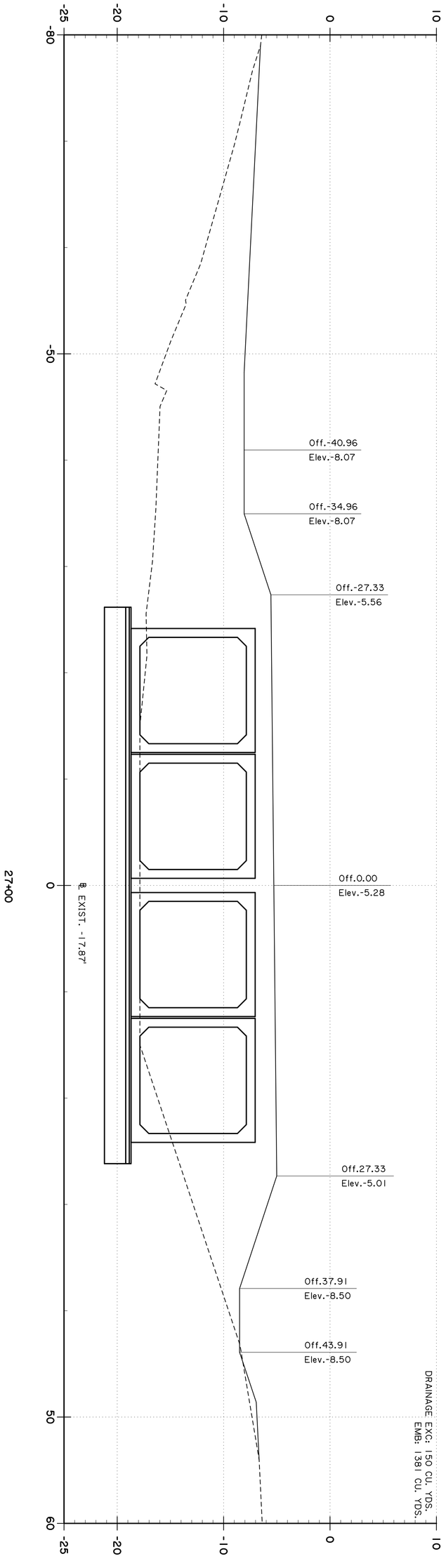
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED / CHECKED	ARJ / RACIII	PARISH	JEFFERSON
DETAILED / CHECKED	GAV, SRG / ARJ	CONTROL SECTION	826-11
SERIES NUMBER	9 OF 12	STATE PROJECT	H.014581
		SHEET NUMBER	209





BKI

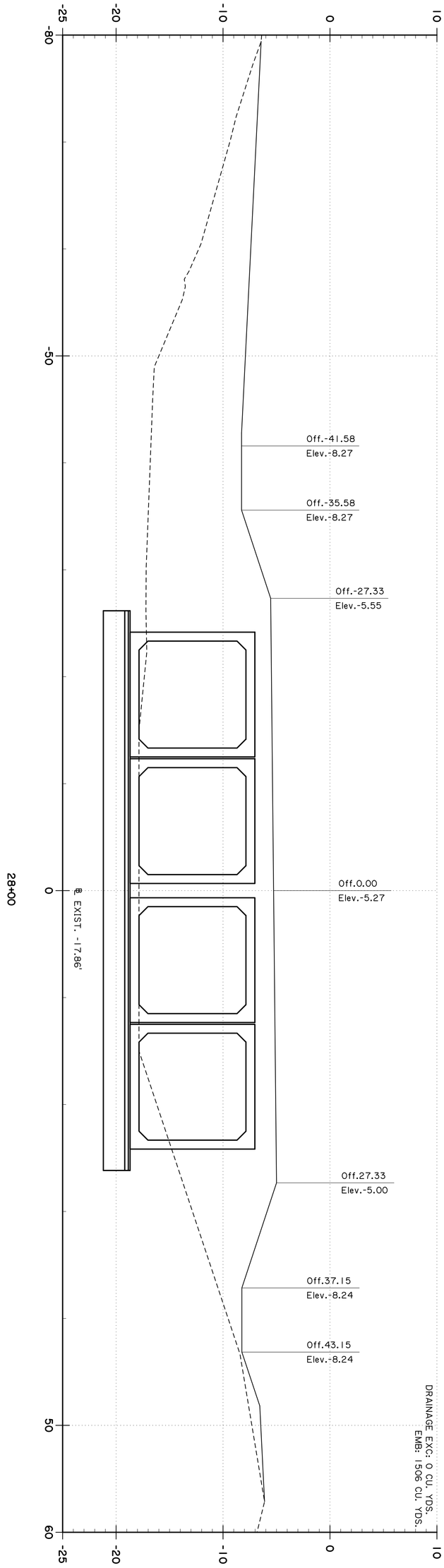
CROSS SECTIONS
MURPHY CANAL

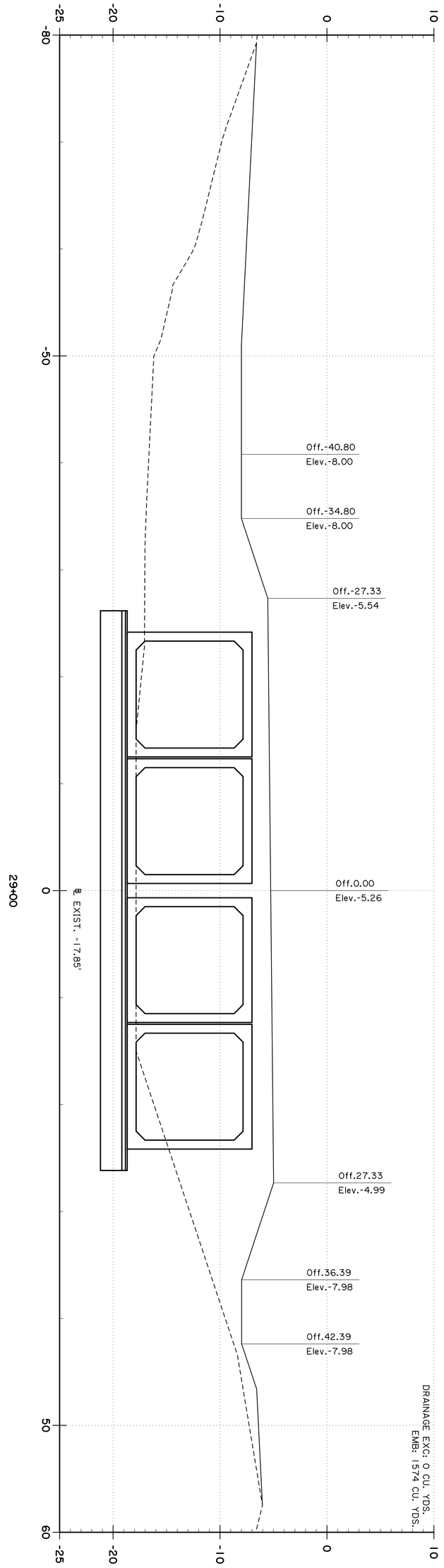
PETERS ROAD BRIDGE & EXTENSION PHASE 2A

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED	ARJ	PARISH	JEFFERSON
CHECKED	RACIII		
DETAILED	GAV, SRG	CONTROL SECTION	826-11
CHECKED	ARJ		
SERIES NUMBER	10 OF 12	STATE PROJECT	H.014581

SHEET NUMBER 210





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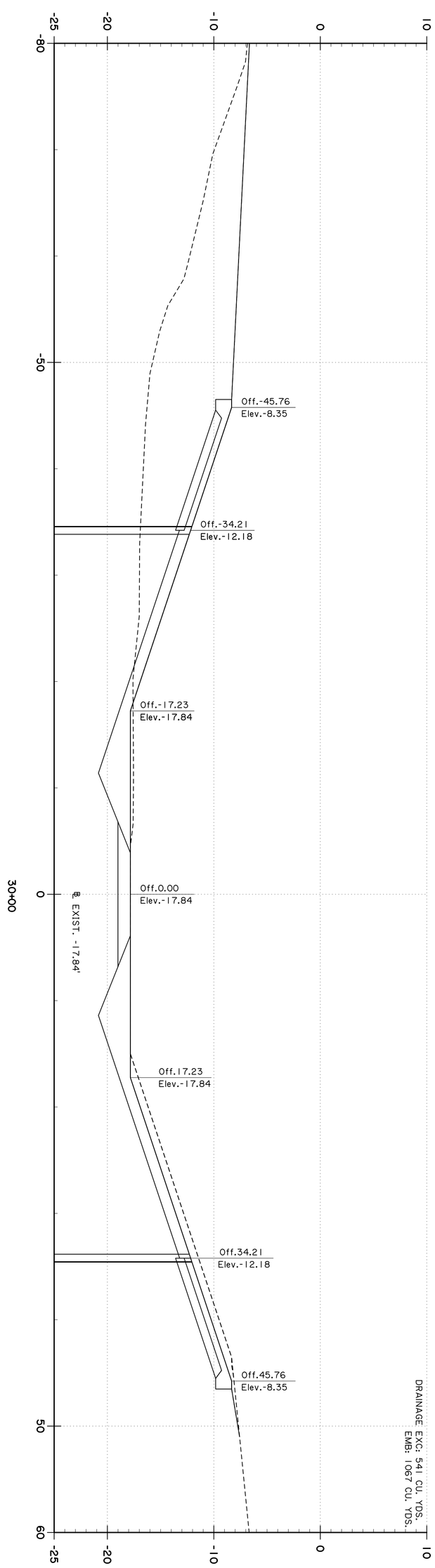
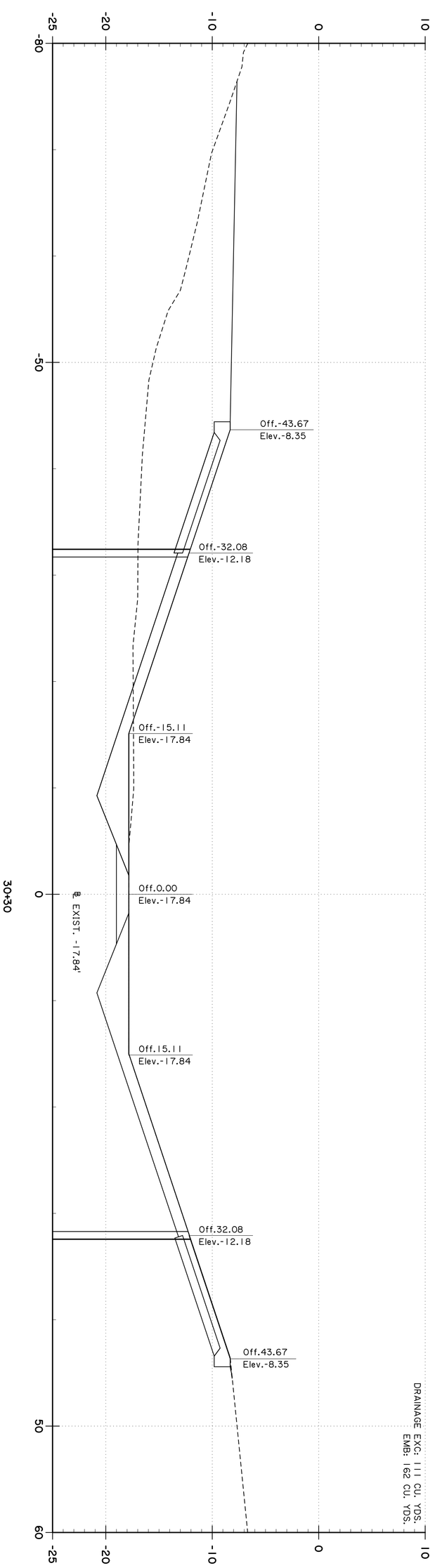
CROSS SECTIONS
MURPHY CANAL

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED / CHECKED	ARJ / RACIII	PARISH	JEFFERSON
DETAILED / CHECKED	GAV, SRG / ARJ	CONTROL SECTION	826-11
SERIES NUMBER	11 OF 12	STATE PROJECT	H.014581
		SHEET NUMBER	211





RENE' A. CHOPIN III
Louisiana License No. 41251
PROFESSIONAL ENGINEER
3-18-2026

BKI

CROSS SECTIONS
MURPHY CANAL

PETERS ROAD BRIDGE & EXTENSION PHASE 2A

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DESIGNED / CHECKED	ARJ / RACIII	PARISH	JEFFERSON
DETAILED / CHECKED	GAV, SRG / ARJ	CONTROL SECTION	826-11
SERIES NUMBER	12 OF 12	STATE PROJECT	H.014581
		SHEET NUMBER	212