

CONTRACT DOCUMENTS
AND
SPECIFICATIONS

FOR

**TAXIWAY FOXTROT EXTENSION
BATON ROUGE METROPOLITAN AIRPORT**

ADDENDUM NO. 3

DATE ISSUED: July 12, 2016

ORIGINAL BID DATE: July 12, 2016
CURRENT BID DATE: July 19, 2016

SCOPE:

This Addendum shall be part of the Contract Documents as provided in the Instructions to Bidders.

The following items are issued to add, modify, and clarify the Contract Documents and Specifications. These items shall have full force and effect, as the contract Documents and the cost involved shall be included in the bid prices.

Acknowledge receipt of this addendum and any other addendums on the Bid Form. Failure to do so may subject the bidder to disqualification.

This Addendum No. 2 consists of the following:

GENERAL:

None

REVISIONS TO SPECIFICATIONS:

None

REVISIONS TO PLANS:

The following sheets were inadvertently not included in Addendum No. 2 as published and are included in this addendum. They have been revised from the plans dated June 10, 2016;

Replace Sheet No. 49 with the attached Sheet No. 49 revised July 8, 2016
Replace Sheet No. 50 with the attached Sheet No. 50 revised July 8, 2016
Replace Sheet No. 51 with the attached Sheet No. 51 revised July 8, 2016
Replace Sheet No. 52 with the attached Sheet No. 52 revised July 8, 2016
Replace Sheet No. 53 with the attached Sheet No. 53 revised July 8, 2016
Replace Sheet No. 54 with the attached Sheet No. 54 revised July 8, 2016

At the following sheets to the plans;

Add Sheet No. 55A dated June 10, 2016

STRUCTURAL DESIGN CRITERIA:

1. CONCRETE DESIGN CODE: BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE, ACI 318-11; PUBLISHED BY AMERICAN CONCRETE INSTITUTE.
2. CONCRETE COMPRESSIVE STRENGTH: 4500 PSI AT 28 DAYS - STRUCTURAL CONCRETE, 2500 PSI AT 28 DAYS - FILL CONCRETE.
3. REINFORCING STEEL: ASTM A615, GRADE 60.
4. REQUIRED SAFE NET ALLOWABLE SOIL BEARING PRESSURE: 1500 PSF.

FIELD MEASUREMENT NOTES:

1. ALL DIMENSIONS OF EXISTING CONSTRUCTION ARE APPROXIMATE; CONTRACTOR SHALL MAKE ALL NECESSARY FIELD MEASUREMENTS OF EXISTING STRUCTURES, BREECHING AND EQUIPMENT TO VERIFY DIMENSIONS SHOWN ON DRAWINGS AND TO PROVIDE DIMENSIONS NOT SHOWN, PRIOR TO FABRICATION. COSTS FOR MODIFICATIONS OF NEW CONSTRUCTION, DUE TO LACK OF CONFIRMATION OF DIMENSIONS BY FIELD MEASUREMENTS SHALL BE BORNE BY CONTRACTOR.

CONCRETE DEMOLITION NOTES:

1. REMOVE CONCRETE TO LIMITS SHOWN.
2. AT LIMITS OF CONCRETE TO BE REMOVED WHERE EXISTING CONCRETE IS TO REMAIN, PERFORM REMOVAL AS FOLLOWS:
 - A. WHERE LIMITS OF CONCRETE REMOVAL FORM A CORNER, CORE DRILL (3" DIA MINIMUM) CONCRETE AT CORNER PRIOR TO SAW CUTTING. OVER CUTTING BY SAW AT CORNERS IS NOT PERMITTED.
 - B. INITIATE REMOVAL BY SAW CUT. SAW CUTS MAY BE MADE THROUGH ENTIRE THICKNESS OF CONCRETE UNLESS EXISTING REINFORCING IS SHOWN TO REMAIN AND EXTEND INTO SUBSEQUENT NEW CONCRETE CONSTRUCTION.
 - C. WHERE SAW CUTTING THROUGH ENTIRE SECTION IS NOT POSSIBLE DUE TO SPACE LIMITATIONS FOR EQUIPMENT OR WHERE NOT PERMITTED DUE TO RETENTION OF EXISTING REINFORCING, REMOVE CONCRETE BY PRE-DRILLING SERIES OF HOLES ALONG LINE OF REMOVAL TO WEAKEN CONCRETE AND THEN REMOVE CONCRETE BY USE OF HAND HELD JACK HAMMERS.
 - D. EXISTING CONCRETE TO REMAIN SHALL NOT BE DAMAGED BY CONCRETE REMOVAL PROCESS. INSPECT CONCRETE TO REMAIN AT DEMOLITION LIMITS AND REPORT TO ENGINEER ANY EVIDENCE OF DAMAGED CONDITIONS.
 - E. EXISTING REINFORCING BARS THAT ARE TO BE RETAINED SHALL NOT BE DAMAGED BY DEMOLITION PROCESS. DAMAGED BARS OR BARS BENT EXCESSIVELY BY DEMOLITION PROCESS SHALL BE CUT AND MECHANICALLY SPLICED AT CONTRACTOR'S EXPENSE.

CONCRETE NOTES:

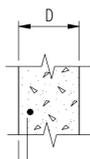
1. EXPOSED CONCRETE CORNER CHAMFER: 1" UNLESS SHOWN OTHERWISE.
2. KEYWAY DIMENSIONS: DEPTH 1-1/2"; WIDTH ONE-THIRD THAT OF MEMBER UNLESS SHOWN OTHERWISE.
3. ALL CONSTRUCTION JOINTS SHALL HAVE KEYWAYS UNLESS SHOWN OTHERWISE.
4. CONSTRUCTION JOINTS AS SHOWN MAY BE VARIED TO SUIT PLACING SEQUENCE PROVIDED THE RELOCATION, ADDITION, OR DELETION OF CONSTRUCTION JOINTS IS APPROVED BY THE ENGINEER PRIOR TO PREPARATION OF REINFORCING STEEL SHOP DRAWINGS.
5. CONCRETE IN VERTICAL COLUMNS OR WALLS SHALL BE IN PLACE A MINIMUM OF TWO HOURS, OR UNTIL CONCRETE IS NO LONGER PLASTIC, BEFORE CONCRETE IS PLACED FOR SLABS, BEAMS OR GIRDERS SUPPORTED THEREON. REMOVE LAITANCE AND ROUGHEN SURFACE BEFORE PLACING CONCRETE FOR HORIZONTAL SECTION.
6. CONCRETE SHALL NOT BE LOADED UNTIL IT HAS ATTAINED SUFFICIENT STRENGTH TO SAFELY WITHSTAND LOADING AND UNTIL REQUIRED SHORING AND BRACING HAVE BEEN INSTALLED.
7. DO NOT PLACE LOADS WITHIN 6 FEET OF CONSTRUCTION JOINT IN SLABS FOR AT LEAST 7 DAYS AFTER SLAB IS PLACED.
8. DO NOT PERFORM ANY OPERATIONS NEAR GROUND FLOOR SLAB PLACEMENT WHICH COULD CAUSE VIBRATION OR SETTLEMENT OF THE SUPPORTING SOIL STRATA FOR AT LEAST 7 DAYS AFTER SLAB IS PLACED.
9. CONSTRUCTION CRANE OR OTHER HEAVY ERECTION EQUIPMENT WILL NOT BE PERMITTED ON SLABS.
10. FOUNDATION WALLS SHALL BE ADEQUATELY BRACED DURING CONSTRUCTION.
11. CONTRACTOR IS RESPONSIBLE FOR PREVENTION OF FLOATATION OF STRUCTURES DURING CONSTRUCTION.
12. DO NOT PLACE CONCRETE UNTIL REINFORCING STEEL PLACEMENT HAS BEEN VERIFIED BY OWNER.
13. MAXIMUM LENGTH OF CONCRETE PLACEMENT IN ANY DIRECTION, UNLESS SHOWN OTHERWISE:
 - A. SLABS: 40 FEET.
 - B. OTHER SECTIONS: 40 FEET.
14. UNLESS NOTED OTHERWISE, DO NOT BACKFILL TUNNELS, VAULTS OR PIT WALLS UNTIL TOP SLAB HAS BEEN INSTALLED AND ALL CONCRETE HAS ATTAINED 100% OF DESIGN STRENGTH.

REINFORCING STEEL NOTES:

1. CONFORM WITH ACI 318 AND ACI STANDARD FOR "DETAILS AND DETAILING OF CONCRETE REINFORCEMENT."
2. REINFORCING SHALL BE CONTINUOUS AROUND ALL CORNERS UNLESS SHOWN OTHERWISE.
3. SHIFT REINFORCING BARS TO CLEAR ANCHOR BOLTS AND EMBEDDED ITEMS; OBTAIN ENGINEER'S APPROVAL AND ADD EXTRA REINFORCING BAR IF REQUESTED BY ENGINEER. CUTTING OF REINFORCING BARS NOT PERMITTED.
4. REINFORCING SHALL BE CONTINUOUS THROUGH CONSTRUCTION JOINTS UNLESS SHOWN OTHERWISE.
5. TERMINATE ALL REINFORCING STEEL AT EXPANSION JOINTS UNLESS SHOWN OTHERWISE.
6. TACK WELDING TO REINFORCING BARS IS NOT PERMITTED.
7. LAP ALL #11 AND SMALLER BAR SPLICES AND WELD OR MECHANICALLY CONNECT ALL #14 AND LARGER BAR SPLICES UNLESS APPROVED OTHERWISE BY ENGINEER.
8. MINIMUM BAR SPLICE LAP LENGTH SHALL BE AS SHOWN. WHERE LAP LENGTH IS NOT SHOWN ON DRAWINGS, USE MINIMUM LENGTH SHOWN IN THE FOLLOWING TABLE.

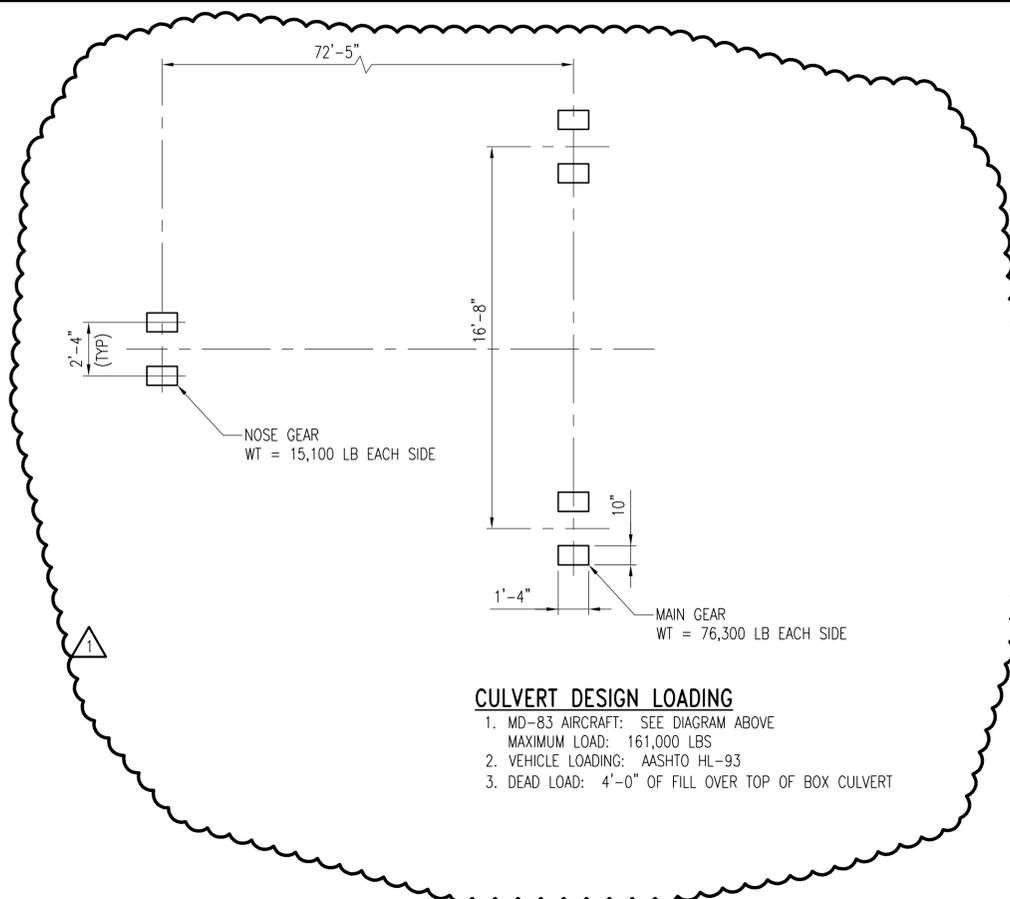
REINFORCING BAR MINIMUM SPLICE LAP LENGTH IN INCHES									
BAR SIZE	#3	#4	#5	#6	#7	#8	#9	#10	#11
TOP BARS	24	32	40	48	70	80	90	102	113
OTHER BARS	19	25	31	37	54	62	70	78	87

- A. CLASS B SPLICE FOR $f_y = 60,000$ PSI, $f'_c = 4500$ PSI, NORMAL WEIGHT CONCRETE, UNCOATED BARS AND FOLLOWING:
 1. CLEAR SPACING OF BARS ≥ 2 BAR DIA AND COVER \geq BAR DIA, OR
 2. CLEAR SPACING OF BARS \geq DIA BAR AND COVER \geq DIA BAR, AND STIRRUPS OR TIES THROUGHOUT LAP NOT LESS THAN ACI CODE MINIMUM.
 - B. TOP BARS ARE DEFINED AS HORIZONTAL BARS PLACED SO THAT MORE THAN 12" OF CONCRETE IS CAST IN THE MEMBER BELOW THE BAR.
9. LOCATE SPLICES WHERE SHOWN. WHERE NO SPLICES ARE SHOWN, TOP REINFORCING IN SLABS AND BEAMS MAY BE SPLICED IN MIDDLE ONE-HALF OF SPAN BETWEEN SUPPORTS AND BOTTOM REINFORCING MAY BE SPLICED OVER OR NEAR SUPPORTS.
 10. REINFORCING BAR SPLICES PERMITTED ONLY WHERE SHOWN OR APPROVED BY ENGINEER.
 11. FOR SLAB REINFORCING BARS, PLACE BARS SPANNING IN THE SHORT DIRECTION WITH MINIMUM CONCRETE COVER SPECIFIED UNLESS SHOWN OTHERWISE.
 12. PROVIDE STANDARD 90 DEGREE HOOKS FOR TOP AND BOTTOM REINFORCING BARS AT DISCONTINUOUS ENDS OF ALL BEAMS UNLESS SHOWN OTHERWISE.
 13. EXTRA REINFORCING SHALL BE IN ADDITION TO REINFORCING SHOWN OR NOTED.
 14. ALL BARS INDICATED AS BEING BENT SHALL HAVE STANDARD 90 DEGREE HOOKS UNLESS SHOWN OTHERWISE. 180 DEGREE HOOKS ARE AN ACCEPTABLE ALTERNATE WHERE APPROVED BY ENGINEER.
 15. PROVIDE TWO EXTRA STIRRUPS SPACED AT ONE-HALF BEAM STIRRUP SPACING, EACH SIDE OF CONSTRUCTION JOINTS THROUGH BEAMS.
 16. LOCATE FIRST STIRRUP ONE-HALF STIRRUP SPACE FROM EDGE OF SUPPORT.
 17. PROVIDE REINFORCING BAR DOWELS IN FOOTINGS OF THE SAME NUMBER, SPACING AND SIZE AS COLUMN, PIER, OR WALL REINFORCING UNLESS SHOWN OTHERWISE.
 18. ALL BARS SHALL BE SECURELY PLACED IN FINAL POSITION PRIOR TO PLACING CONCRETE. PLACING BARS INTO WET CONCRETE IS PROHIBITED.
 19. REINFORCING CONCRETE COVER UNLESS OTHERWISE SHOWN: 2" FOR ALL BARS FOR CONCRETE EXPOSED TO EARTH OR WEATHER; 3" WHEN DEPOSITED AGAINST EARTH.
 20. CONCRETE REINFORCEMENT SHALL BE PLACED WITHIN FOLLOWING TOLERANCE RELATIVE TO FORMED OR UNFORMED CONCRETE SURFACE:



SPECIFIED COVER	TOLERANCE	
	$D \leq 12"$	$D > 12"$
3/4"	-1/8", +1/4"	-1/8", +3/8"
1"	$\pm 1/4"$	-1/4", +3/8"
1 1/2" OR GREATER	$\pm 3/8"$	-3/8", +1/2"

NOTE: TOLERANCES APPLY ONLY AT LOCAL ANOMALIES. SIZE CHAIRS AND SPACERS FOR SPECIFIED COVER.



CULVERT DESIGN LOADING

1. MD-83 AIRCRAFT: SEE DIAGRAM ABOVE
MAXIMUM LOAD: 161,000 LBS
2. VEHICLE LOADING: AASHTO HL-93
3. DEAD LOAD: 4'-0" OF FILL OVER TOP OF BOX CULVERT

GENERAL NOTES

ALL SYMBOLS SHOWN ON THIS LEGEND MAY NOT APPEAR ON THIS SET OF DRAWINGS.



Lawrence W. Sandhaas
7/9/16

1	REVISED DETAILS	LWS	JCK	LWS	07/08/16
NO.	REVISIONS	DSGN	CHKD	APVD	DATE



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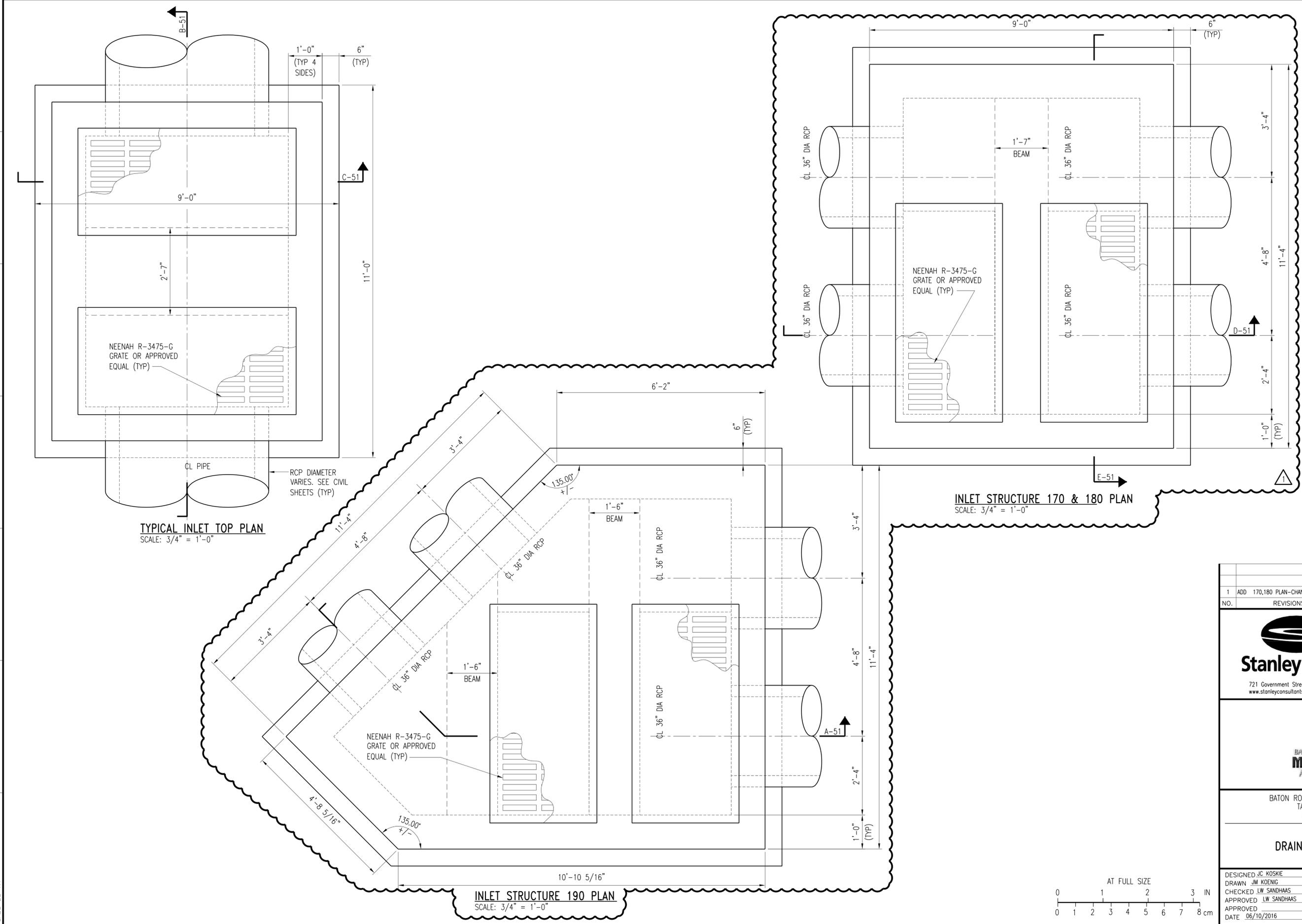


BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

STRUCTURAL NOTES

DESIGNED <u>JC KOSKIE</u>	SCALE: NONE	
DRAWN <u>JM KOENIG</u>		
CHECKED <u>LW SANDHAAS</u>	NO. 21971	REV.
APPROVED <u>LW SANDHAAS</u>		
APPROVED _____		
DATE <u>06/10/2016</u>	49	1

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 CADD D3-R4



STATE OF LOUISIANA
 LAWRENCE W. SANDHAAS
 License No. 36689
 PROFESSIONAL ENGINEER
Zey Salih
 6/10/16

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADD 170,180 PLAN-CHANGE 190 PLAN	JCK	LWS	LWS	07-08-16

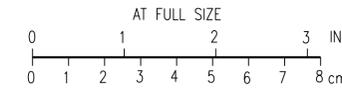
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BTR
 BATON ROUGE METROPOLITAN AIRPORT

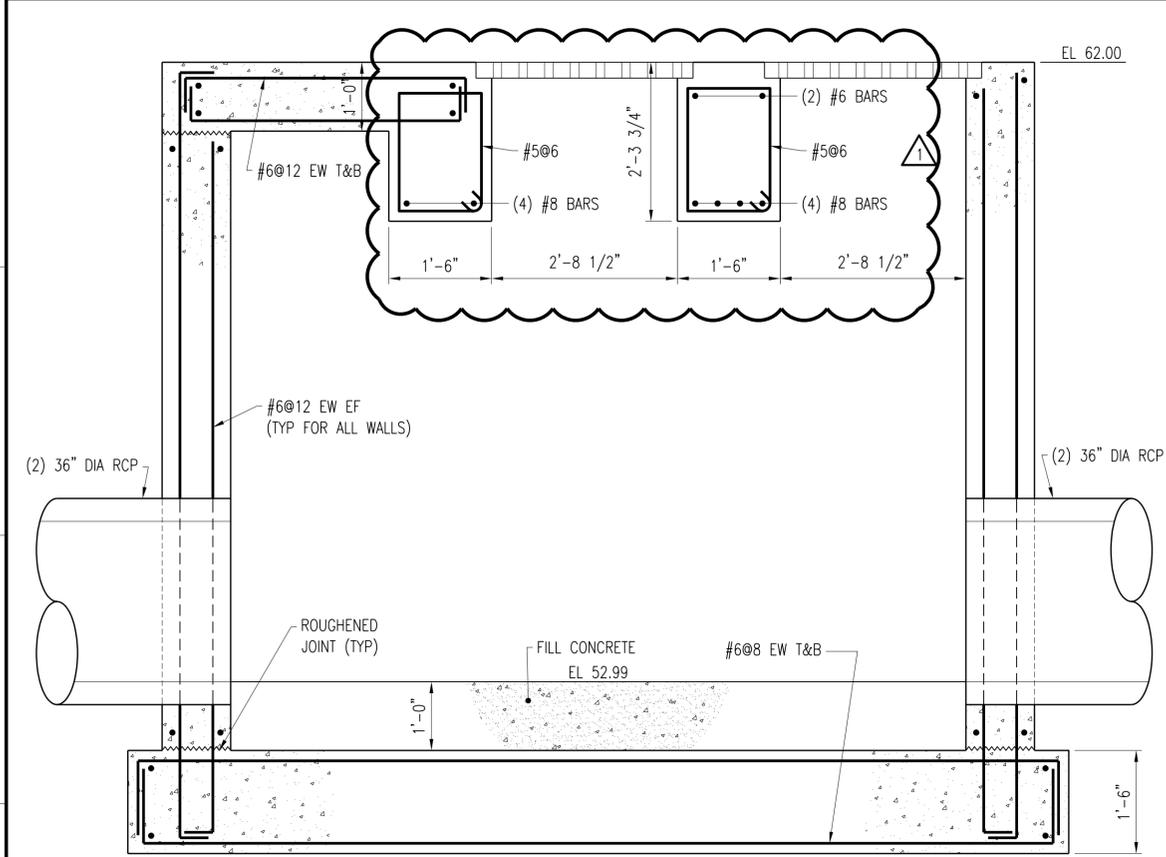
BATON ROUGE METROPOLITAN AIRPORT
 TAXIWAY F EXTENSION
 BATON ROUGE, LA

DRAINAGE INLET PLANS

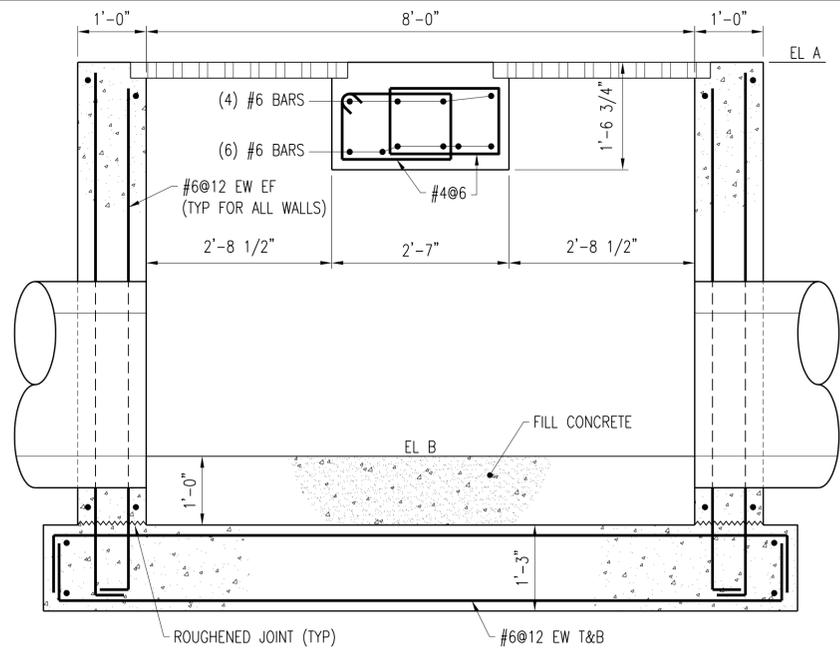
DESIGNED JC KOSKIE	SCALE: AS NOTED
DRAWN JM KOENIG	NO. 21971
CHECKED LW SANDHAAS	REV. 1
APPROVED LW SANDHAAS	50
APPROVED	
DATE 06/10/2016	



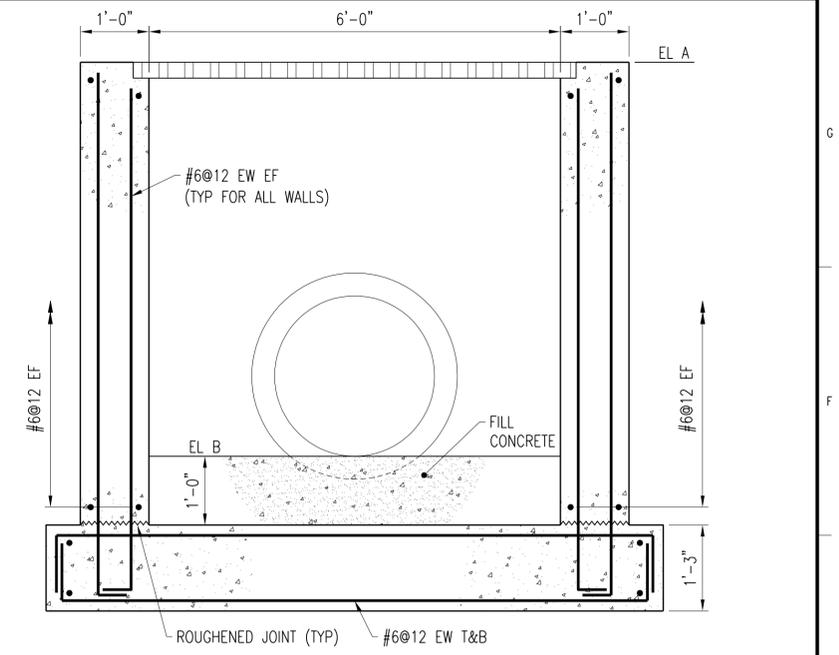
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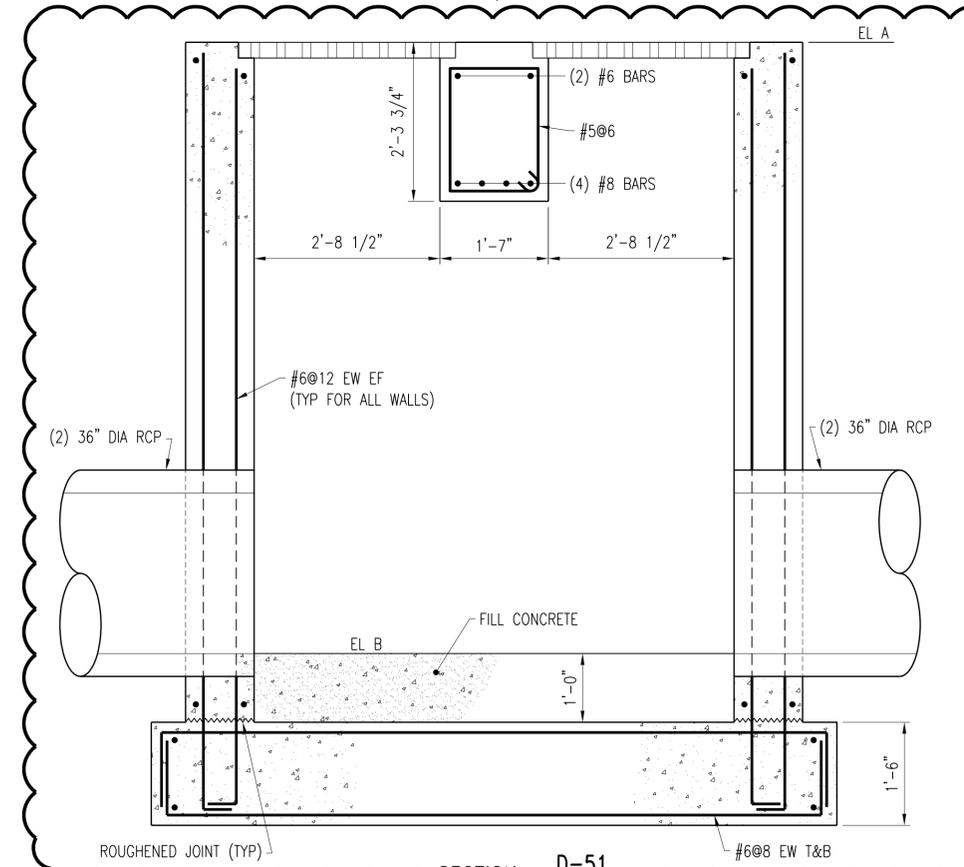
SECTION A-51
 SCALE: 3/4" = 1'-0"



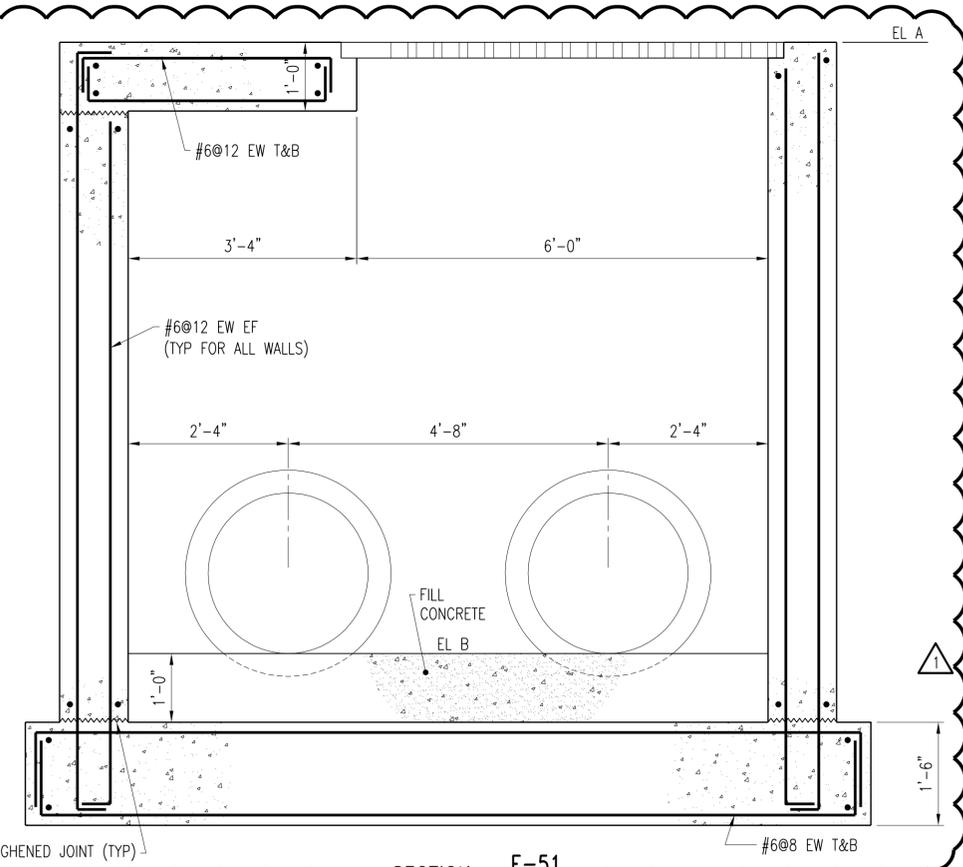
SECTION B-51
 SCALE: 3/4" = 1'-0"



SECTION C-51
 SCALE: 3/4" = 1'-0"



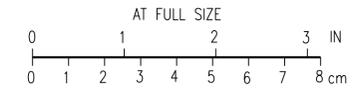
SECTION D-51
 SCALE: 3/4" = 1'-0"



SECTION E-51
 SCALE: 3/4" = 1'-0"

LAWRENCE W. SANDHAAS
 License No. 36689
 PROFESSIONAL ENGINEER
Lawrence W. Sandhaas
 6/14/16

ELEVATION TABLE		
BOX NUMBER	ELEVATION A	ELEVATION B
100	65.67	59.86
110	64.33	59.43
120	63.69	59.00
130	62.60	58.18
140	62.20	57.31
150	62.70	56.45
160	63.34	55.58
170	63.73	54.72
180	62.74	53.85



1	ADD SECTIONS D,E-CHANGE SECTION A	JCK	LWS	LWS	07-08-16
NO.	REVISIONS	DSGN	CHKD	APVD	DATE

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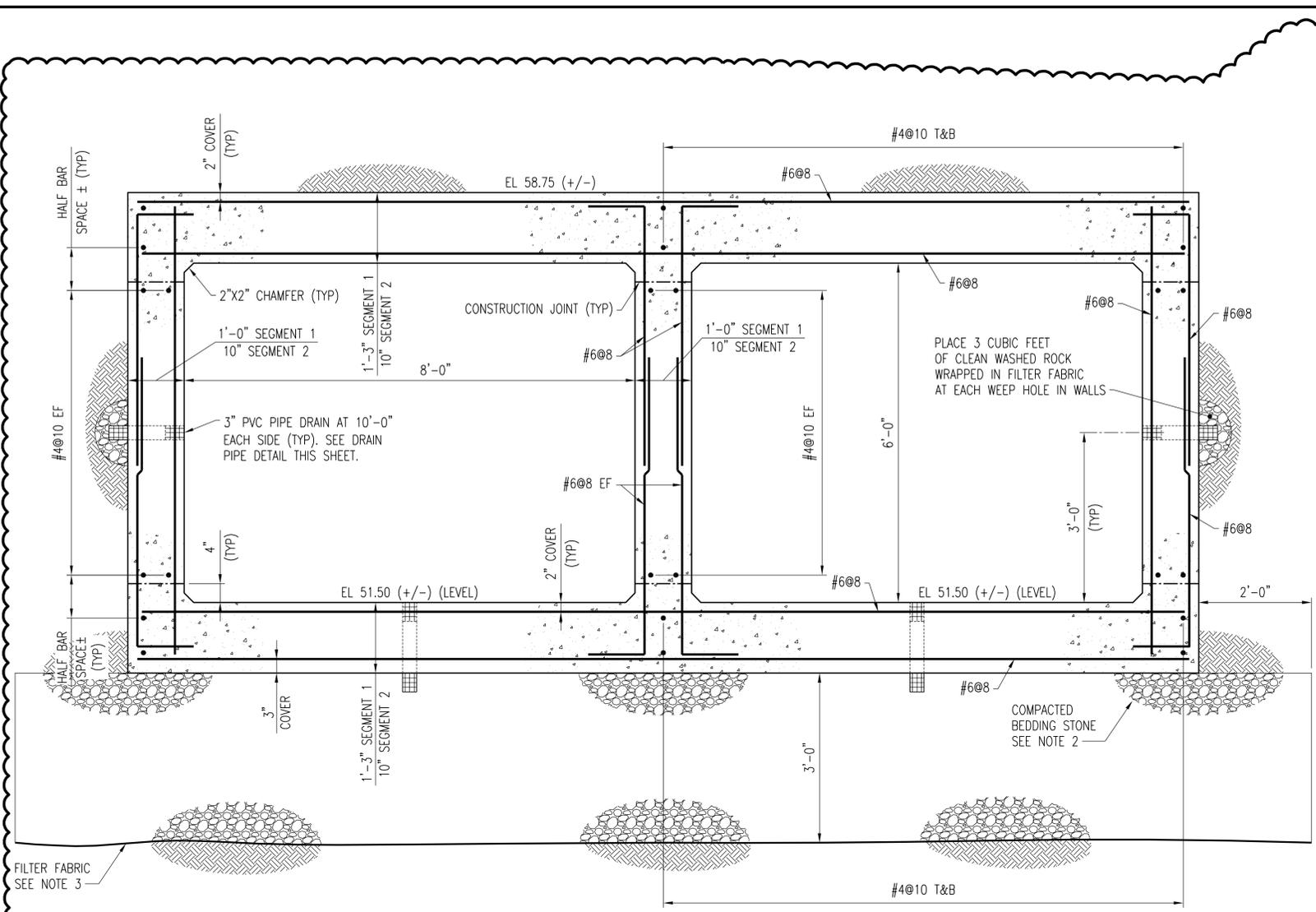
BATON ROUGE METROPOLITAN AIRPORT

**BATON ROUGE METROPOLITAN AIRPORT
 TAXIWAY F EXTENSION
 BATON ROUGE, LA**

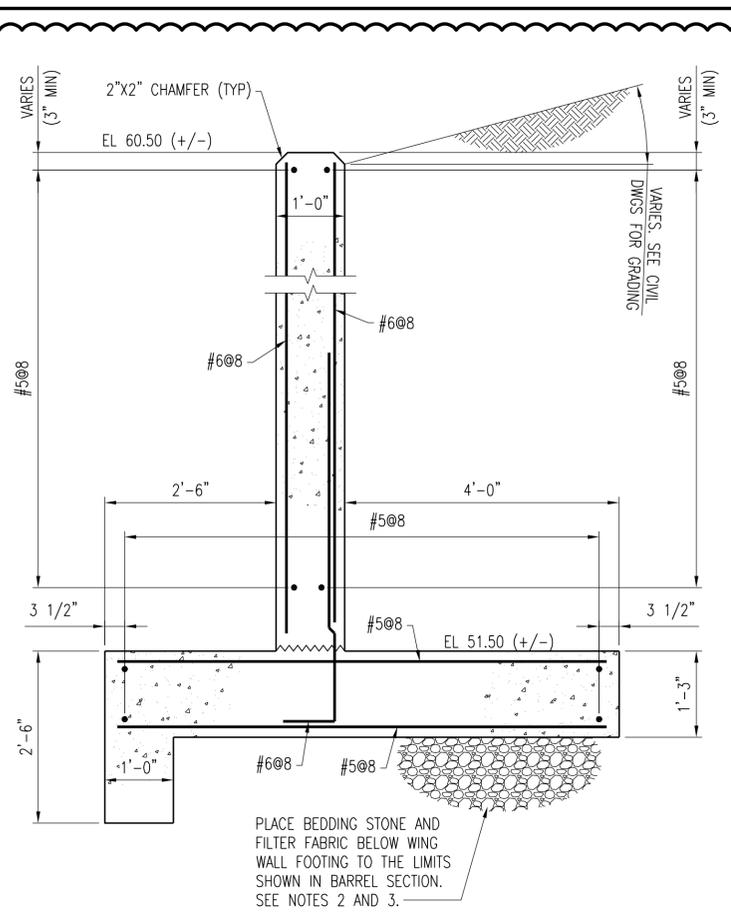
**DRAINAGE INLET
 SECTIONS AND DETAILS**

DESIGNED JC KOSKIE DRAWN BE RILEY CHECKED LW SANDHAAS APPROVED LW SANDHAAS APPROVED DATE 06/10/2016	SCALE: AS NOTED NO. 21971 51 REV. 1
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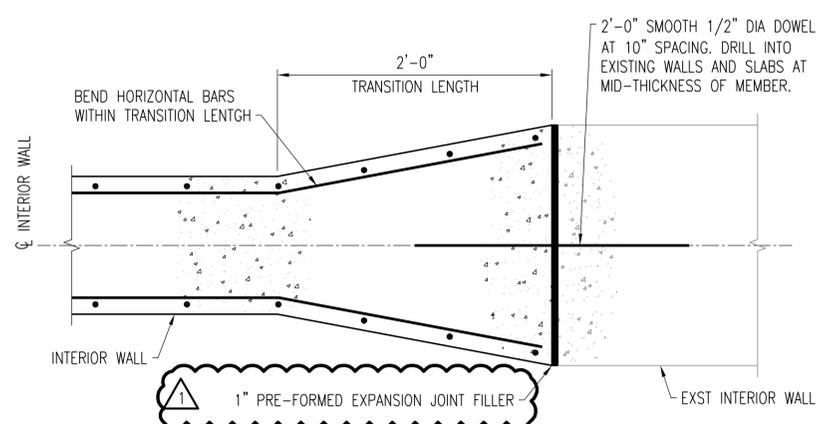
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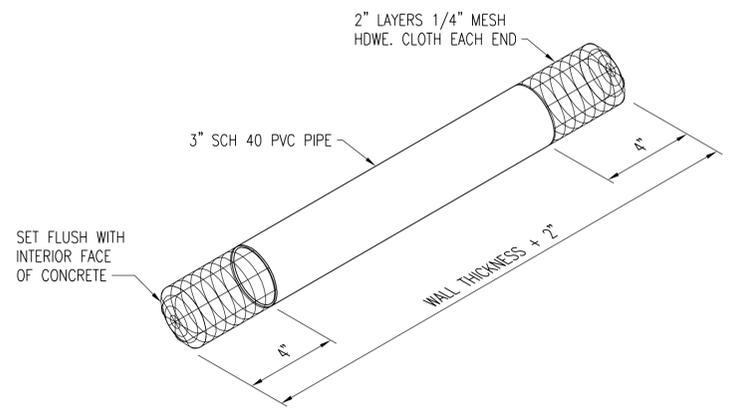
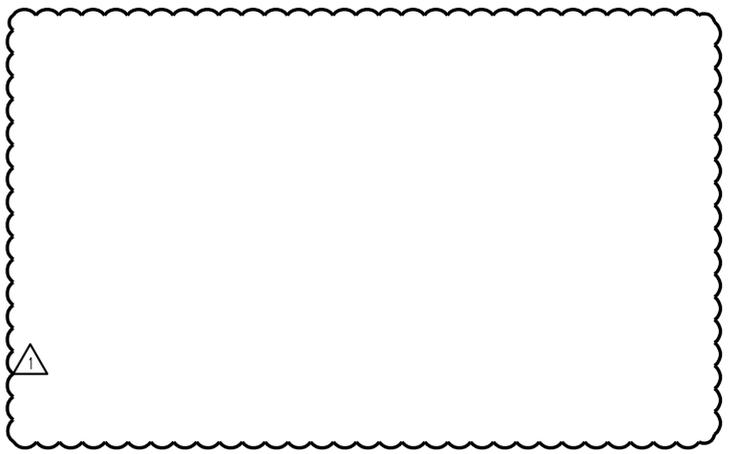
TYPICAL SECTION THRU DOUBLE 8'-0"X6'-0" BARREL CULVERT
SCALE: 3/4" = 1'-0"
SEE NOTE 4 FOR DESIGN LOADING



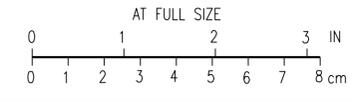
TYPICAL WINGWALL SECTION
SCALE: 3/4" = 1'-0"



PLAN - INTERIOR WALL TRANSITION DETAIL
SCALE: 1 1/2" = 1'-0"



DRAIN PIPE DETAIL
SCALE: NO SCALE



- NOTES:**
1. BOTTOM SLAB OF BOX CULVERT SHALL BE BUILT LEVEL WITH ZERO SLOPE. ELEVATION SHALL MATCH EXISTING CULVERT INVERT. ELEVATION SHOWN SHALL BE FIELD VERIFIED.
 2. BEDDING MATERIAL SHALL CONSIST OF 3'-0" COMPACTED LIME STONE AASHTO GRADE NO. 57 PLACED ON GEOTEXTILE FABRIC.
 3. FILTER FABRIC SHALL COMPLY WITH CLASS D FABRIC AS LISTED IN THE LADOTD STANDARD SPECIFICATION 2006. COST TO BE INCLUDED WITH BEDDING MATERIAL.
 4. SEGMENT 1 BOX CULVERT DESIGNED FOR MD-83 AIRCRAFT LOADING. SEGMENT 2 BOX CULVERT DESIGNED FOR AASHTO HL-93 TRUCK LOADING. REINFORCING SAME FOR SEGMENTS 1 AND 2. SEE SHEET 13 FOR LIMITS OF SEGMENT 1 & 2.



Lawrence W. Sandhaas
7/8/16

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1	REVISED DETAILS	LWS	JCK	LWS	07/08/16

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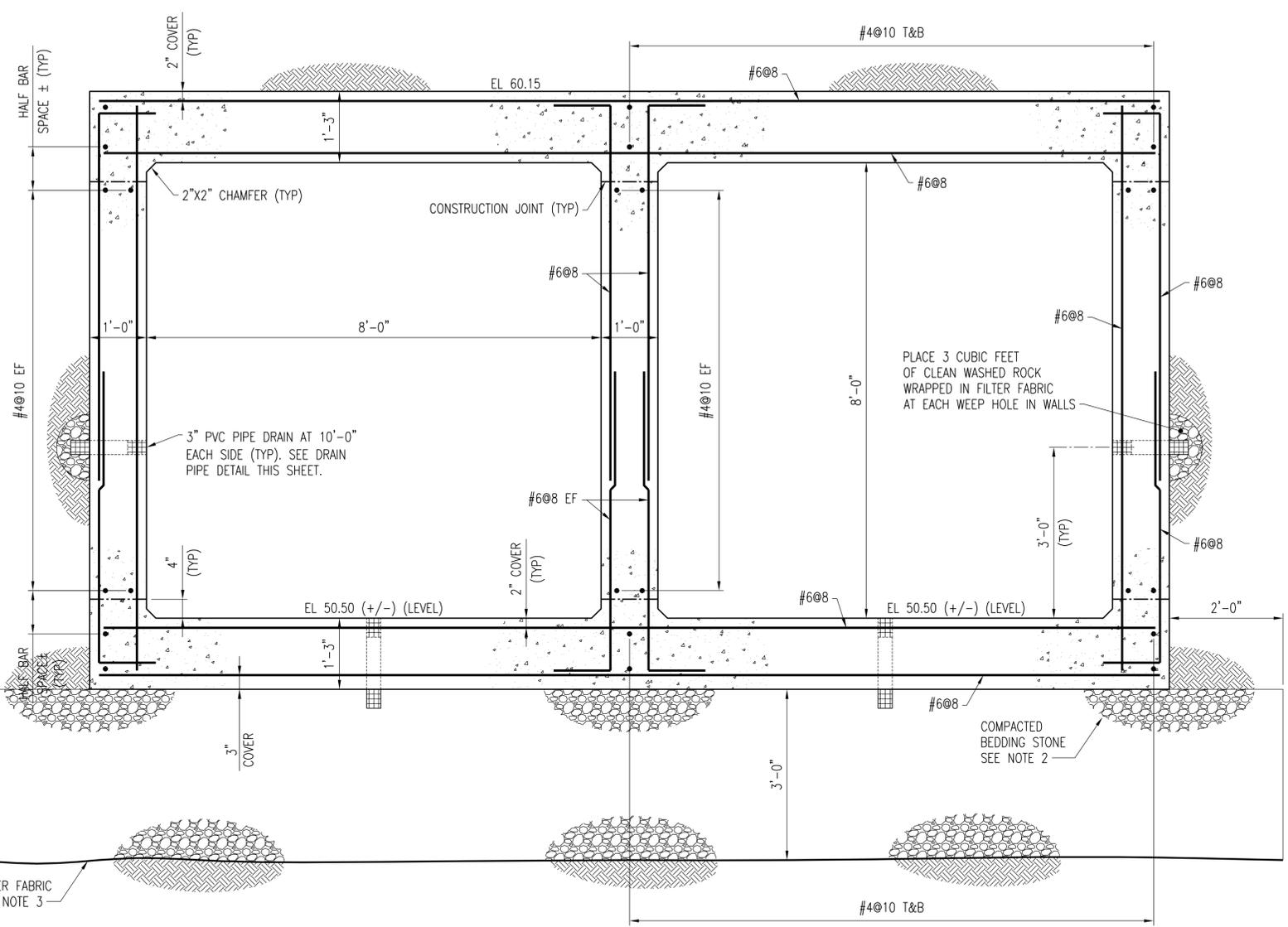


BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

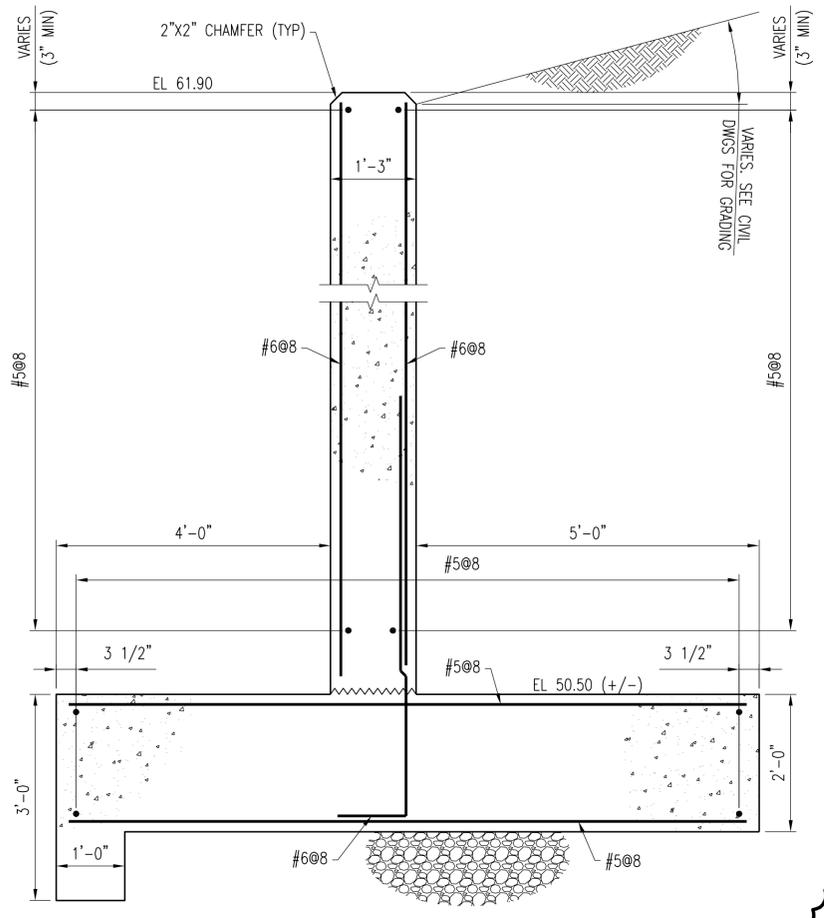
8'-0"X6'-0" BOX CULVERT SECTIONS AND DETAILS

DESIGNED JC KOSKIE	SCALE: AS NOTED
DRAWN JM KOENIG	NO. 21971
CHECKED LW SANDHAAS	REV.
APPROVED LW SANDHAAS	52
APPROVED	1
DATE 06/10/2016	

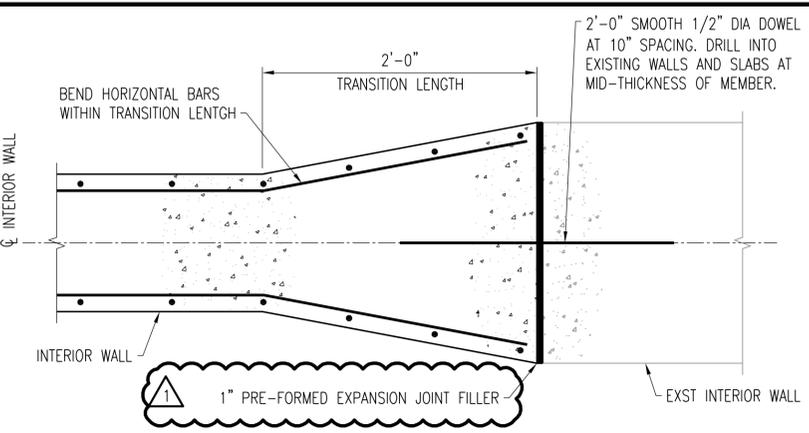
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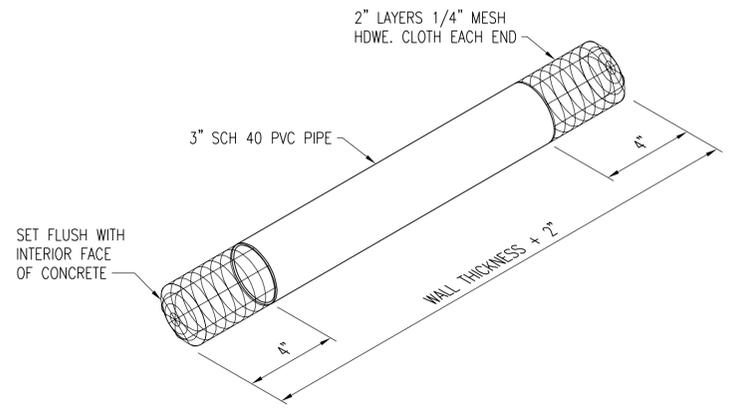
TYPICAL SECTION THRU DOUBLE 8'-0"X8'-0" BARREL CULVERT
SCALE: 3/4" = 1'-0"
DESIGN LOAD - AIRCRAFT



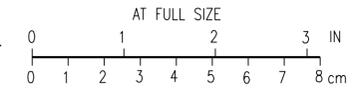
TYPICAL WINGWALL SECTION
SCALE: 3/4" = 1'-0"



PLAN - INTERIOR WALL TRANSITION DETAIL
SCALE: 1 1/2" = 1'-0"



DRAIN PIPE DETAIL
SCALE: NO SCALE



- NOTES:**
- BOTTOM SLAB OF BOX CULVERT SHALL BE BUILT LEVEL WITH ZERO SLOPE. ELEVATION SHALL MATCH EXISTING CULVERT INVERT. ELEVATION SHOWN SHALL BE FIELD VERIFIED.
 - BEDDING MATERIAL SHALL CONSIST OF 3'-0" COMPACTED LIME STONE AASHTO GRADE NO. 57 PLACED ON GEOTEXTILE FABRIC.
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Lawrence W. Sandhaas
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1	REVISED DETAILS	LWS	JCK	LWS	07/08/16



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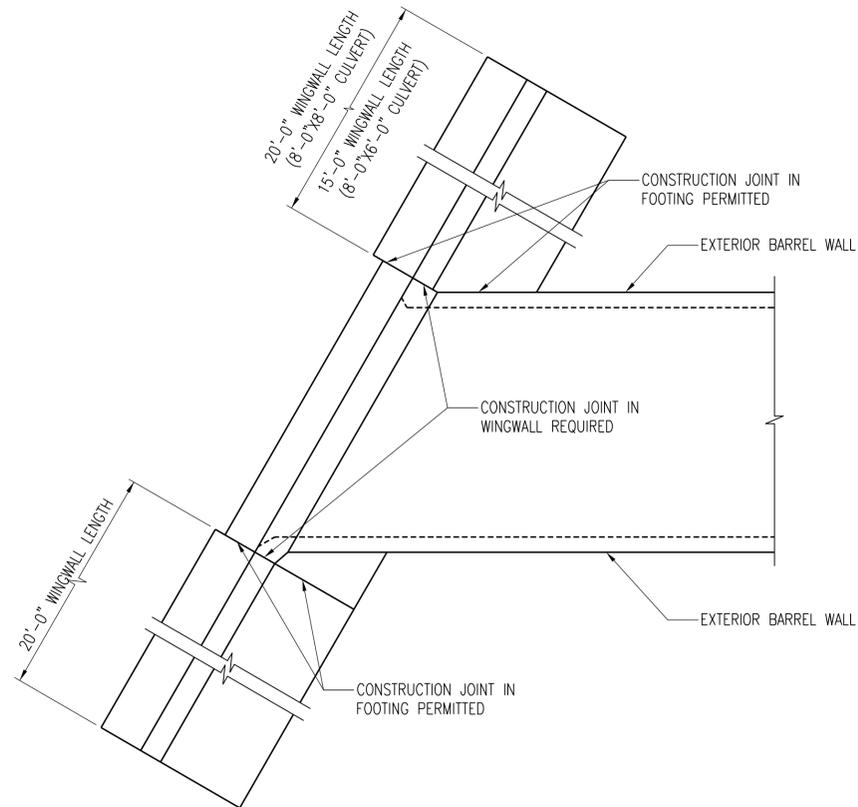


BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

8'-0"X8'-0" BOX CULVERT SECTIONS AND DETAILS

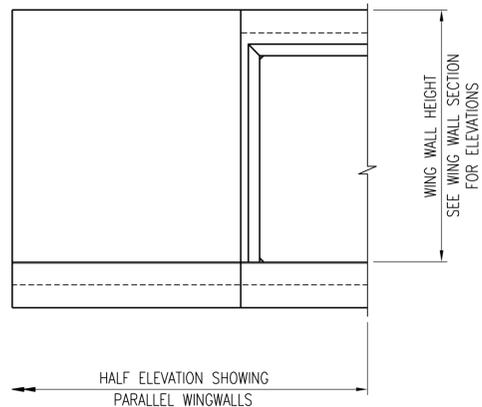
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DRAWN JM KOENIG	NO. 21971
CHECKED LW SANDHAAS	REV.
APPROVED LW SANDHAAS	53
APPROVED LW SANDHAAS	1
DATE 06/10/2016	

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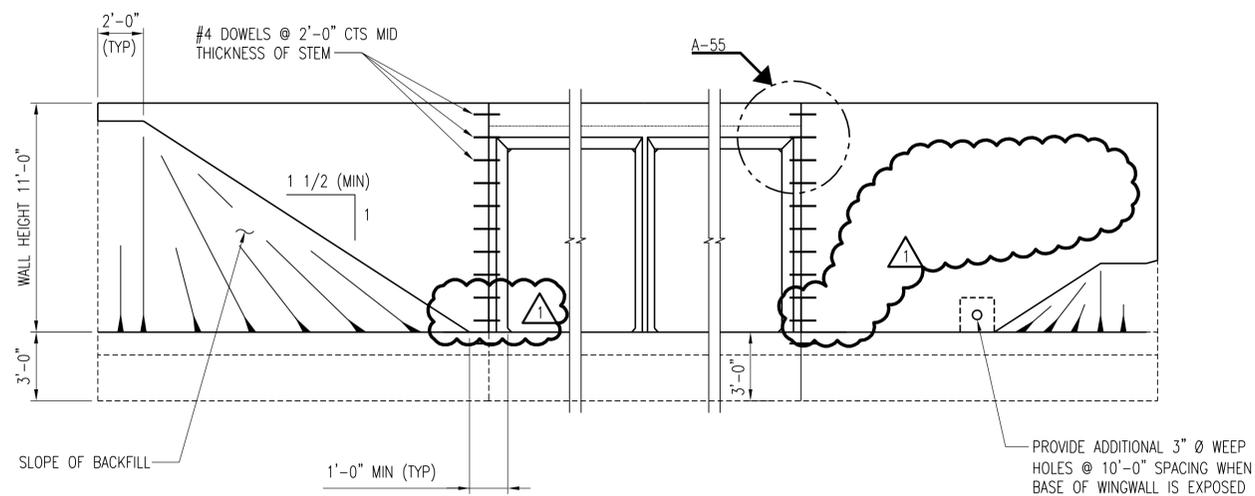


PART PLAN SHOWING PARALLEL WINGWALLS AND LOCATION OF CONSTRUCTION JOINTS
 NO SCALE

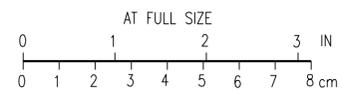
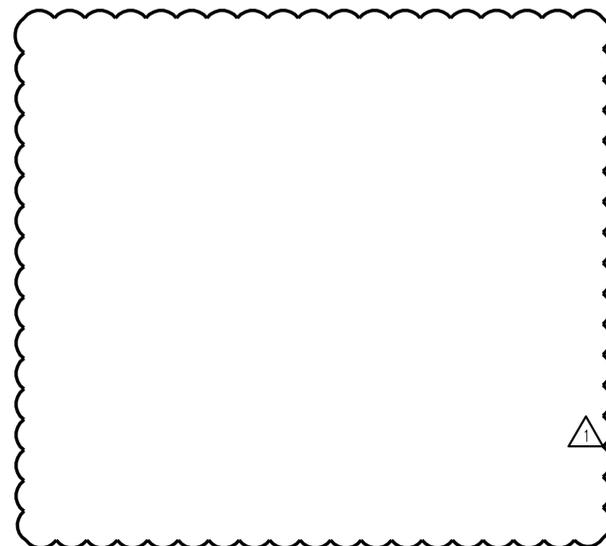
NOTE:
 CONSTRUCTION JOINTS IN WINGWALLS AND FOOTINGS ARE LOCATED AS FOLLOWS:
 FOR NON-SKEWED WINGWALLS THEY ARE LOCATED ADJACENT TO THE EXTERIOR FACE OF THE EXTERIOR BARREL WALL; WHEN THE C OF WINGWALL AND C OF EXTERIOR BARREL WALL RESULTS IN AN ACUTE ANGLE SEE LEFT END WINGWALL ABOVE, AND WHEN THE ANGLE IS OBTUSE SEE LEFT BEGIN WINGWALL ABOVE AND DETAIL C (SHEET 5).



END ELEVATION OF CULVERT
 NO SCALE



END ELEVATION
 (SHOWING CONSTANT HEIGHT AND VARIABLE HEIGHT WINGWALLS)
 NO SCALE



Lawrence W. Sandhaas
 7/8/16

1	REVISED DETAILS	LWS	JCK	LWS	07/08/16
NO.	REVISIONS	DSGN	CHKD	APVD	DATE



Stanley Consultants INC.

721 Government Street, Suite 302, Baton Rouge, Louisiana 70802
 www.stanleyconsultants.com

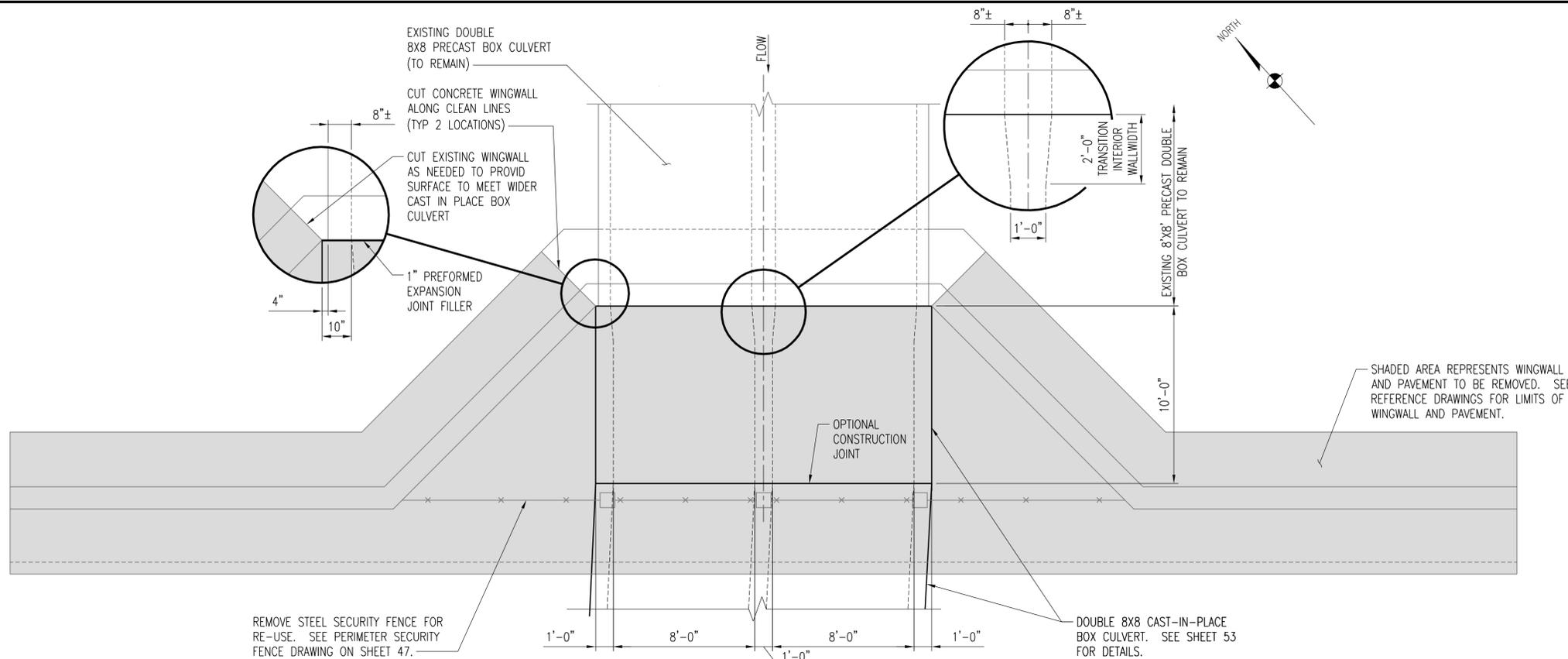


BATON ROUGE METROPOLITAN AIRPORT
 TAXIWAY F EXTENSION
 BATON ROUGE, LA

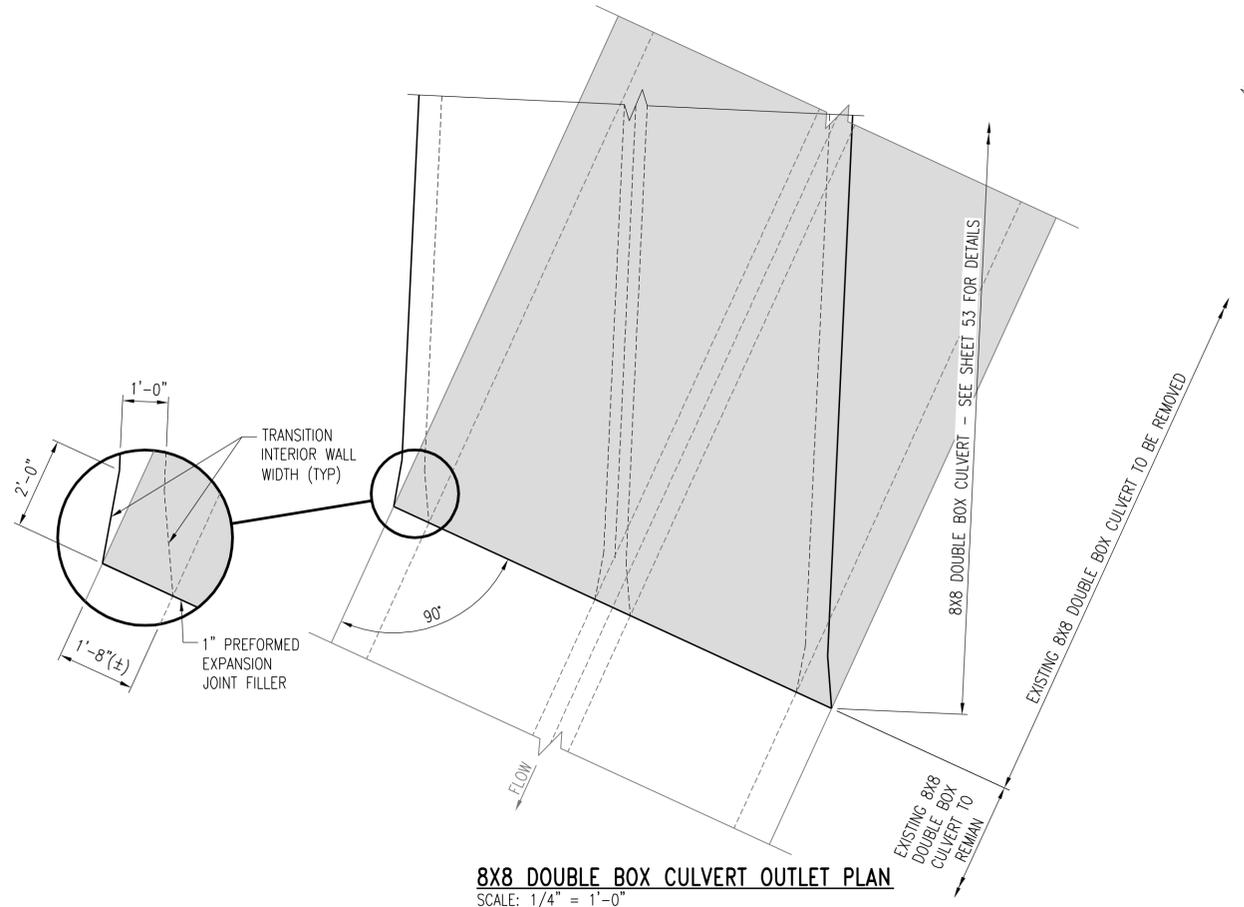
8'-0"X8'-0" BOX CULVERT INLET PLAN AND SECTIONS SHEET 1

DESIGNED JC KOSKIE	SCALE: AS NOTED
DRAWN MK GRAVES	NO. 21971
CHECKED LW SANDHAAS	REV.
APPROVED LW SANDHAAS	54
APPROVED	1
DATE 06/10/2016	

C:\projects\dataproject\1\COMMON\0494185\55A_Precast Culvert\Plan.dwg - Friday, July 08, 2016 8:16:58 AM
 CADD D3-IR4



8X8 DOUBLE BOX CULVERT INLET PLAN
 SCALE: 1/4" = 1'-0"



8X8 DOUBLE BOX CULVERT OUTLET PLAN
 SCALE: 1/4" = 1'-0"

STATE OF LOUISIANA
 LAWRENCE W. SANDHAAS
 License No. 36689
 PROFESSIONAL ENGINEER
Lawrence W. Sandhaas
 6/16/16

NO.	REVISIONS	DSGN	CHKD	APVD	DATE

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 721 Government Street, Suite 302, Baton Rouge, Louisiana 70802
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BATON ROUGE METROPOLITAN AIRPORT
 TAXIWAY F EXTENSION
 BATON ROUGE, LA

BOX CULVERT DETAILS

DESIGNED JC KOSKIE	SCALE: AS NOTED
DRAWN JM KOENIG	NO. 21971
CHECKED LW SANDHAAS	REV. 0
APPROVED JR SMITH	55A
APPROVED _____	
DATE 07/08/2016	

