

## Addendum Number 1

October 7, 2025

**JAMES C. ARCHIE ROAD RECONSTRUCTION PROJECT**  
Southern University and A&M College  
Baton Rouge, Louisiana 70813

**Bid # 50016-10346                      10:30 A.M.                      October 28, 2025**  
***Bid opening date changed to October 28, 2025. Time remains the same.***

The following modifications to the referenced project shall be incorporated into the original specifications and/or plans. Unless a change is specifically made by addendum, the specifications and/or plans as issued shall govern.

***Bids shall be accepted in the Purchasing Department by above date and time***

***Note: Vendors are required to acknowledge receipt of this addendum on the Louisiana Uniform Public Work Bid Form***

**Attachments:**

- Responses/Clarifications
- Plans/Drawings
- Mandatory Pre-bid Conference & Site Visit Sign-in Sheets

Notes: Deadline to submit inquiries: October 14, 2025  
Deadline to respond to inquiries: October 17, 2025  
Deadline to submit bid: October 28, 2025

  
\_\_\_\_\_  
Linda Antoine, Director of Purchasing

Date 10/7/2025

**Addendum No. 001**

**James C. Archie Road Reconstruction Project**

**BWC Project No. 224026**

**October 7, 2025**

**IMPORTANT: THIS ADDENDUM IS HEREBY MADE A PERMANENT PART OF THE ABOVE REFERENCED PROJECT AS AN OFFICIAL PART OF CONTRACT DOCUMENTS AND SHALL TAKE PRECEDENCE OVER THE REFERRED TO COUNTERPARTS IN THE SPECIFICATIONS, OTHER CONTRACT DOCUMENTS AND ANY OTHER PORTIONS IN CONFLICT HEREWITH.**

**A. CONSTRUCTION PLANS**

1) The following sheets in the construction plans dated August 8, 2025 are to be revised per this addendum.

**a. Sheet Number 002**

i. General Note 4 to be revised to state: Cement rate is for bidding purposes only. Owner shall determine the required cement rate in accordance with LSSRB 303.02.1.2.

**b. Sheet Number 003**

i. Addition of following item to the quantities table:

Item Number:	Item Description:	Unit:	Total Units:
CI-303-01-INV	CEMENT PERCENT/QUANTITY ADJUSTMENT BY INVOICE	TON	25

**c. Sheet Number 007**

i. Leader “EX 60” PECAN TREE TO BE REMOVED” to be revised to “EX 60” OAK TREE TO BE REMOVED”

**B. PROJECT SPECIFICATIONS**

1) The following section, Bid Proposal (Louisiana uniform Public Bid Work Form), pages 18-23 of Project Manual, have been revised and included as attachments to this addendum.

**a. Page 23 of Project Manual**

i. Add the Cement Percent/Quantity Adjustment by Invoice item

# LOUISIANA UNIFORM PUBLIC WORK BID FORM

<b>TO:</b> Southern University And A&M College 801 Harding Blvd, Baton Rouge, LA 70807	<b>BID FOR:</b> James C. Archie Avenue Reconstruction Phase I BWC No: 224026
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The undersigned bidder hereby declares and represents that she/he; a) has carefully examined and understands the Bidding Documents, b) has not received, relied on, or based his bid on any verbal instructions contrary to the Bidding Documents or any addenda, c) has personally inspected and is familiar with the project site, and hereby proposes to provide all labor, materials, tools, appliances and facilities as required to perform, in a workmanlike manner, all work and services for the construction and completion of the referenced project, all in strict accordance with the Bidding Documents prepared by: Bluewing Civil Consulting, LLC and dated: August 2025.

Bidders must acknowledge all addenda. The Bidder acknowledges receipt of the following **ADDENDA:** (Enter the number the Designer has assigned to each of the addenda that the Bidder is acknowledging) \_\_\_\_\_.

**TOTAL BASE BID:** For all work required by the Bidding Documents (including any and all unit prices designated "Base Bid" \* but not alternates) the sum of:

\_\_\_\_\_ Dollars (\$ \_\_\_\_\_)

**ALTERNATES:** For any and all work required by the Bidding Documents for Alternates including any and all unit prices designated as alternates in the unit price description.

**Alternate No. 1** (Owner to provide description of alternate and state whether add or deduct) for the lump sum of:

\_\_\_\_\_ Dollars (\$ \_\_\_\_\_)

**Alternate No. 2** (Owner to provide description of alternate and state whether add or deduct) for the lump sum of:

\_\_\_\_\_ Dollars (\$ \_\_\_\_\_)

**Alternate No. 3** (Owner to provide description of alternate and state whether add or deduct) for the lump sum of:

\_\_\_\_\_ Dollars (\$ \_\_\_\_\_)

**NAME OF BIDDER:** \_\_\_\_\_

**ADDRESS OF BIDDER:** \_\_\_\_\_

**LOUISIANA CONTRACTOR'S LICENSE NUMBER:** \_\_\_\_\_

**NAME OF AUTHORIZED SIGNATORY OF BIDDER:** \_\_\_\_\_

**TITLE OF AUTHORIZED SIGNATORY OF BIDDER:** \_\_\_\_\_

**SIGNATURE OF AUTHORIZED SIGNATORY OF BIDDER \*\*:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**THE FOLLOWING ITEMS ARE TO BE INCLUDED WITH THE SUBMISSION OF THIS LOUISIANA UNIFORM PUBLIC WORK BID FORM:**

\* The Unit Price Form shall be used if the contract includes unit prices. Otherwise it is not required and need not be included with the form. The number of unit prices that may be included is not limited and additional sheets may be included if needed.

\*\* **A CORPORATE RESOLUTION OF WRITTEN EVIDENCE** of authority of the person signing the bid for the public work as prescribed by La. R.S. 38:2212(B)(5).

**BID SECURITY** in the form of a bid bond, certified check or cashier's check as prescribed by LA RS 38:2218(A) is attached to and made a part of this bid.

# LOUISIANA UNIFORM PUBLIC WORK BID FORM

## UNIT PRICE FORM

<b>TO:</b> Southern University And A&M College 801 Harding Blvd, Baton Rouge, LA 70807	<b>BID FOR:</b> James C. Archie Road Reconstruction Project Phase I  BWC No: 224026
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**UNIT PRICES:** This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>CLEARING AND GRUBBING</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
201-01-00100	1	LUMP SUM		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>REMOVAL OF CONCRETE DRIVES</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
202-02-06100	16	SQUARE YARD		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>REMOVAL OF FENCE (CHAIN LINK)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
202-02-12020	65	LINEAR FEET		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>REMOVAL OF PIPE (CROSS DRAIN)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
202-02-32100	134	LINEAR FEET		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>REMOVAL OF PIPE (SIDE DRAIN)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
202-02-32120	10	LINEAR FEET		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>GENERAL EXCAVATION (PLAN QUANTITY)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
203-01-00100	1388	CUBIC YARD		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>EMBANKMENT (PLAN QUANTITY)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
203-03-00100	494	CUBIC YARD		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>BORROW (VEHICULAR MEASUREMENT)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
203-07-00100	642	CUBIC YARD		

**Wording for "DESCRIPTION" is to be provided by the Owner.**

**All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner**

# LOUISIANA UNIFORM PUBLIC WORK BID FORM

## UNIT PRICE FORM

<b>TO:</b> Southern University And A&M College 801 Harding Blvd, Baton Rouge, LA 70807	<b>BID FOR:</b> James C. Archie Road Reconstruction Project Phase I  BWC No: 224026
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**UNIT PRICES:** This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>TEMPORARY HAY BALES</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
204-02-00100	78	EACH		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>TEMPORARY SEDIMENT CHECK DAMS (HAY)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
204-05-00100	22	EACH		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>TEMPORARY SILT FENCING</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
204-06-00100	1300	LINEAR FEET		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>IN-PLACE CEMENT TREATED BASE COURSE (12" THICK) (9% BY VOLUME)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
303-03-00400	8954	SQUARE YARD		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
401-02-00100	166	CUBIC YARD		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>ASPHALT CONCRETE</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
502-01-00100	1572	TONS		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>MILLING ASPHALT PAVEMENT</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
509-01-00100	8170	SQUARE YARD		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>PAVEMENT PATCHING (6" MINIMUM THICKNESS)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
510-01-00100	12	SQUARE YARD		

**Wording for "DESCRIPTION" is to be provided by the Owner.**

**All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner**

# LOUISIANA UNIFORM PUBLIC WORK BID FORM

## UNIT PRICE FORM

<b>TO:</b> Southern University And A&M College 801 Harding Blvd, Baton Rouge, LA 70807	<b>BID FOR:</b> James C. Archie Road Reconstruction Project Phase I  BWC No: 224026
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**UNIT PRICES:** This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>STORM DRAIN PIPE (12" PVC)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
701-03-01000	4	LINEAR FEET		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>STORM DRAIN PIPE (12" RCP)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
701-03-01001	8	LINEAR FEET		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>STORM DRAIN PIPE (15" RCP)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
701-03-01002	195	LINEAR FEET		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>STORM DRAIN PIPE (18" RCP)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
701-03-01022	237	LINEAR FEET		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>SIDE DRAIN PIPE (15" RCP)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
701-05-01022	52	LINEAR FEET		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>CATCH BASINS (CB-01)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
702-03-00100	13	EACH		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>CHAIN LINK FENCE (6-FOOT HEIGHT)(BARBED WIRE TOP)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
705-06-00300	65	LINEAR FOOT		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>FLEXIBLE REVETMENT (GROUT FILLED ARTICULATED BLOCK MAT)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
712-04-00100	37	SQUARE YARD		

**Wording for "DESCRIPTION" is to be provided by the Owner.**

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# LOUISIANA UNIFORM PUBLIC WORK BID FORM

## UNIT PRICE FORM

<b>TO:</b> Southern University And A&M College 801 Harding Blvd, Baton Rouge, LA 70807	<b>BID FOR:</b> James C. Archie Road Reconstruction Project Phase I BWC No: 224026
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**UNIT PRICES:** This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>TEMPORARY SIGNS AND BARRICADES</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
713-01-00100	1	LUMP SUM		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>BEDDING MATERIAL</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
726-01-00100	52	CUBIC YARD		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>MOBILIZATION</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
727-01-00100	1	LUMP SUM		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH) (THERMOPLASTIC 90 MIL)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
732-01-01000	87	LINEAR FOOT		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>LOOP DETECTOR</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
736-09-00100	37	LINEAR FOOT		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>PAINTED TRAFFIC STRIPING (SOLID LINE) (4" WIDTH)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
737-01-00100	1.35	MILE		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>PAINTED TRAFFIC STRIPING (BROKEN LINE) (4" WIDTH)</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
737-02-00100	0.67	MILE		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>HYDRO-SEEDING</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
739-01-00100	2.01	ACRE		

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# LOUISIANA UNIFORM PUBLIC WORK BID FORM

## UNIT PRICE FORM

<b>TO:</b> Southern University And A&M College 801 Harding Blvd, Baton Rouge, LA 70807	<b>BID FOR:</b> James C. Archie Road Reconstruction Project Phase I <div style="text-align: right;">BWC No: 224026</div>
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**UNIT PRICES:** This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>CONSTRUCTION LAYOUT</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
740-01-00100	1	LUMP SUM		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>CEMENT PERCENT/QUANTITY ADJUSTMENT BY INVOICE</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
CI-303-03-INV	25	TON		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>SAW CUTTING ASPHALT CONCRETE PAVEMENT</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
NS-500-00340	120	LINEAR FOOT		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>CONSTRUCTION PHOTOGRAPHS AND VIDEOS</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
NS-1200-01000	1	LUMP SUM		

DESCRIPTION:	<input checked="" type="checkbox"/> Base Bid or <input type="checkbox"/> Alt.#	<b>STORM WATER POLLUTION PREVENTION PLAN</b>		
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION ( <i>Quantity times Unit Price</i> )
NS-2000-01000	1	LUMP SUM		

**Wording for “DESCRIPTION” is to be provided by the Owner.**

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FINAL CONSTRUCTION PLANS



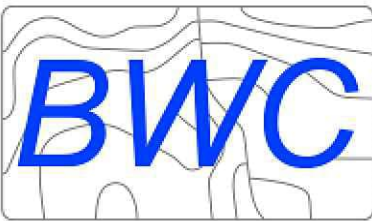
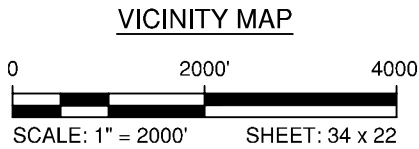
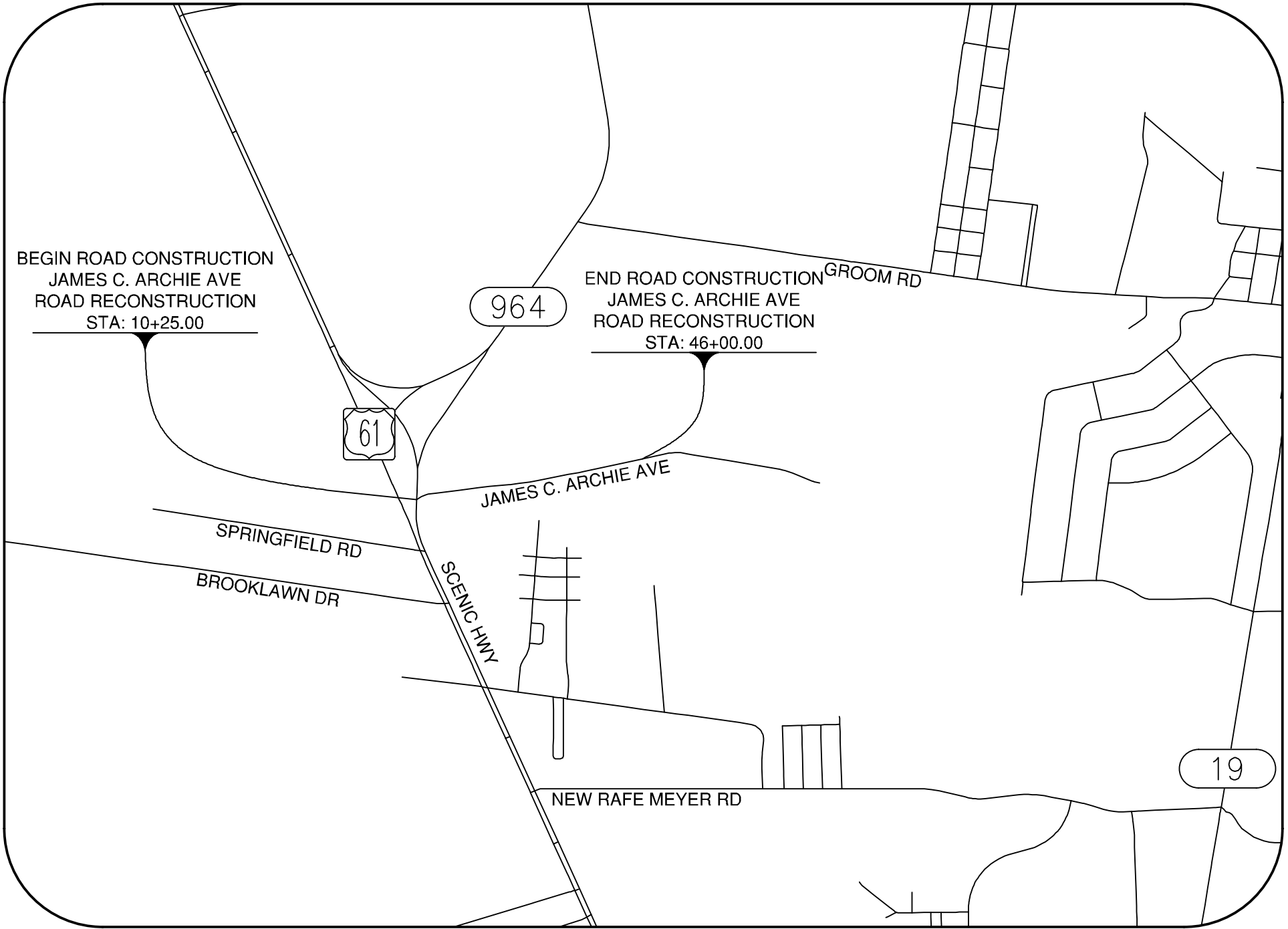
JAMES C. ARCHIE AVENUE RECONSTRUCTION PHASE I

OWNER: SOUTHERN UNIVERSITY AND A&M COLLEGE  
AG RESEARCH AND EXTENSION CENTER

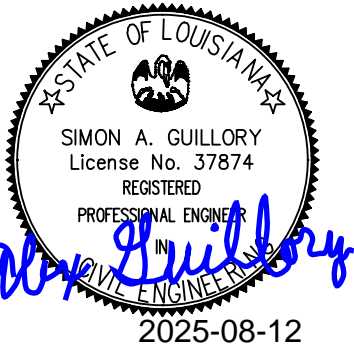
LENGTH AND LOCATION OF WORK			
STATION		ROADWAY LENGTH	
BEGIN	END		
FEET	FEET	FEET	MILES
10+25.00	46+00.00	3575	0.677

EAST BATON ROUGE PARISH, LOUISIANA  
ISSUE DATE: AUGUST 2025

- NOTES:
- 1. BEARINGS AND DISTANCES ARE BASED ON GPS OBSERVATIONS WITH THE FOLLOWING CRITERIA: NAD83 LOUISIANA STATE PLANES, SOUTHERN ZONE, US FOOT. COORDINATE SYSTEM: LA83-SF-MOD
  - 2. DATUM: NAVD 88, GEOID 12A
  - 3. TRAFFIC DATA: ADT<1,000.
  - 4. ALL BOUNDARIES AND INFRASTRUCTURE ARE PROPOSED UNLESS OTHERWISE NOTED
  - 5. THE 2016 LOUISIANA DOTD STANDARD SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATIONS (EFFECTIVE 08/22) FOR ROADS AND BRIDGES, AS AMENDED BY THE PROJECT SPECIFICATIONS, SHALL GOVERN ON THIS PROJECT.
- TYPE OF CONSTRUCTION:  
PRIVATE ROADWAY & DRAINAGE INFRASTRUCTURE



BLUEWING CIVIL CONSULTING, LLC  
Phone: (337) 419-0911  
info@bluewingcivil.com  
  
PO BOX 3384  
LAFAYETTE, LA 70502



BLUEWING CIVIL CONSULTING, LLC.  
SIMON A. GUILLORY, P.E.

# INDEX TO SHEETS

## SHEET NUMBERS & DESCRIPTIONS

001	TITLE SHEET
001A	SHEET INDEX
001B	LEGENDS & NOTES
002-002A	TYPICAL SECTIONS
003	SUMMARY OF ESTIMATED QUANTITIES
003A	GENERAL SITE PLAN / PLAN & PROFILE SHEET INDEX
004-011	PLAN & PROFILE SHEETS
012	PROPOSED DRAINAGE MAP
013	DRAINAGE INFRASTRUCTURE TABLES
014-015	EROSION CONTROL PLAN
016	TEMPORARY TRAFFIC CONTROL PLAN
017	GEOMETRIC LAYOUT
018-023	BORE LOGS

## REVISION

## STANDARD PLANS / SPECIAL DETAILS

101-102	BM-01; BEDDING AND BACKFILL FOR DRAINAGE STRUCTURES (2 SHEETS)
103	CB-01; CONCRETE OPEN TOP CATCH BASIN DETAILS
104	PC-01; PRECAST CATCH BASINS AND MANHOLES
105-110	MC-01; DETAILS OF GRATES, GRATE FRAMES & COVERS FOR CATCH BASINS & MANHOLES (6 SHEETS)
111	PM-01; PAVEMENT MARKING DETAILS (CENTERLINE & EDGELINE MARKINGS)
112-113	EC-01; TEMPORARY EROSION CONTROL DETAILS (2 SHEETS)
114-119	TTC-00(A), TTC-00(B), TTC-00(C), TTC-00(D), TTC-09, TTC-17 (6 SHEETS)
120	SPECIAL DETAILS; FLEXIBLE REVETMENT DETAIL
121	FN-01; CHAIN LINK & GATES (4, 5, 6, & 7 FT)
122	FN-02; FIELD AND LINE TYPE FENCE (WOOD POST)
123	FN-02; FIELD AND LINE TYPE FENCE (STEEL POST)

## REVISION

## CROSS SECTIONS

401-410	CROSS SECTIONS
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## REVISION

No.	Description	Date

BLUEWING

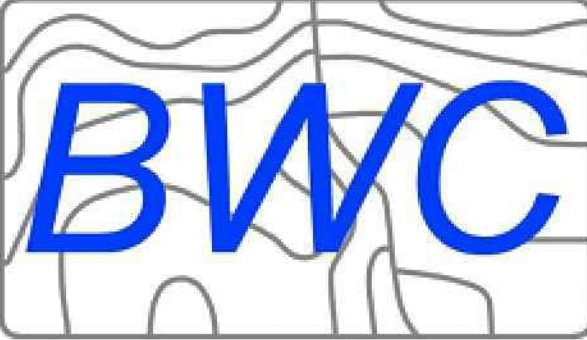
CIVIL CONSULTING, LLC

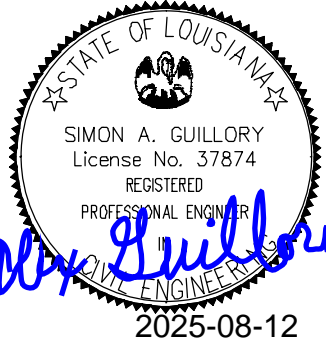
PO BOX 3384

LAFAYETTE, LA 70502

Phone: (337) 419-0011

info@bluewingcivil.com





JAMES C. ARCHIE AVE

RECONSTRUCTION PHASE I

SHEET INDEX

ClientSOUTHERN UNIVERSITY AND A&M COLLEGE  
AG RESEARCH AND EXTENSION CENTER

Project Number224026

Issue DateAUGUST 2025

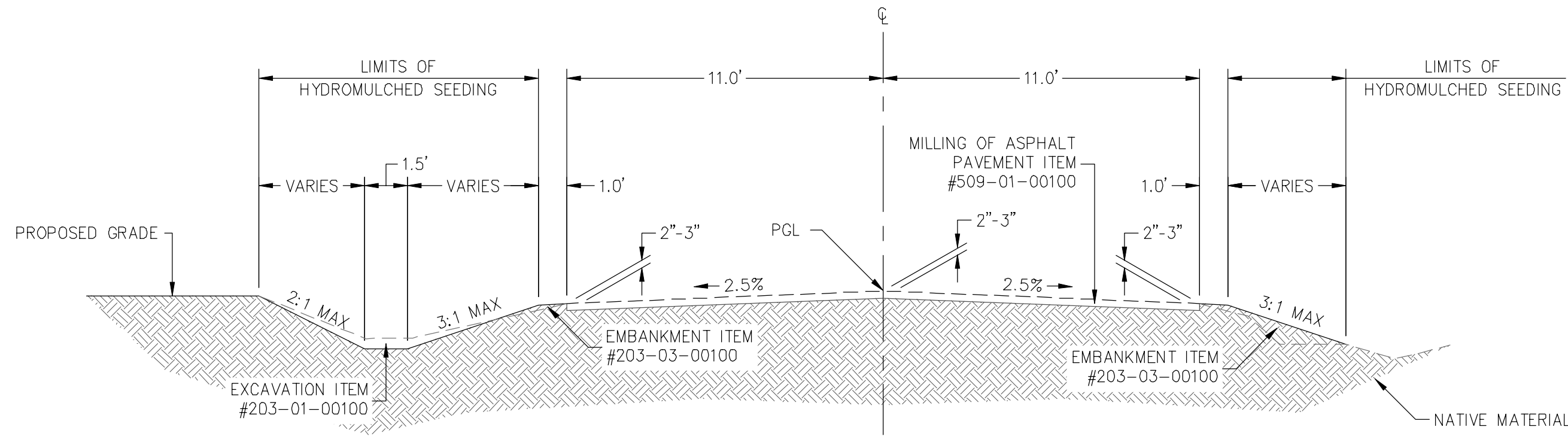
Drawn ByLG

Checked ByAG

001A



Z:\2024\224026 James C Archie Rd Reconstruction\CAD\Plans\DWG\Phase 1\Typical Sections.dwg 8/12/2025 7:08 AM



**TYPICAL ROAD GRADING SECTION**

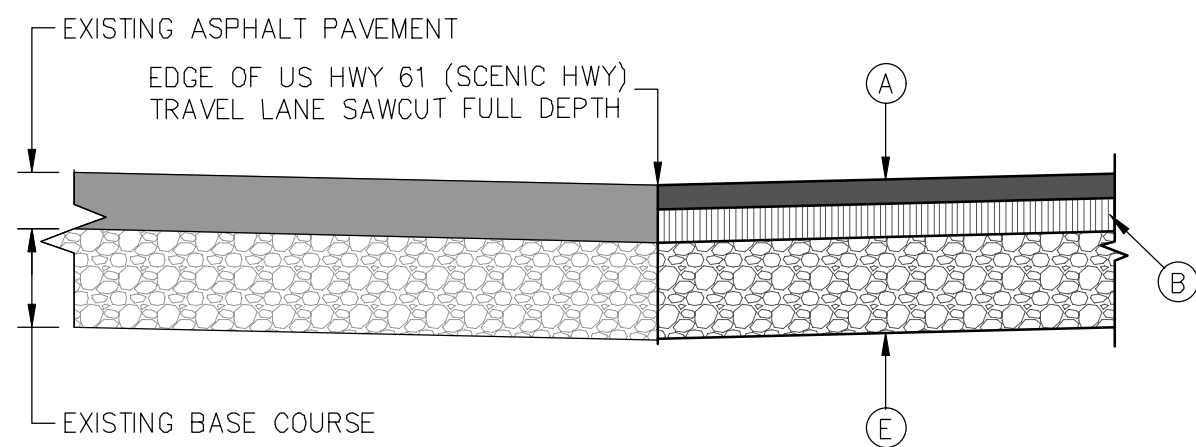
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STA:22+00.00 TO STA:46+00.00  
\*FROM STA:10+25.00 TO STA:11+50.25  
ROADWAY SLOPE AND LANE WIDTH VARY

**LEGEND**

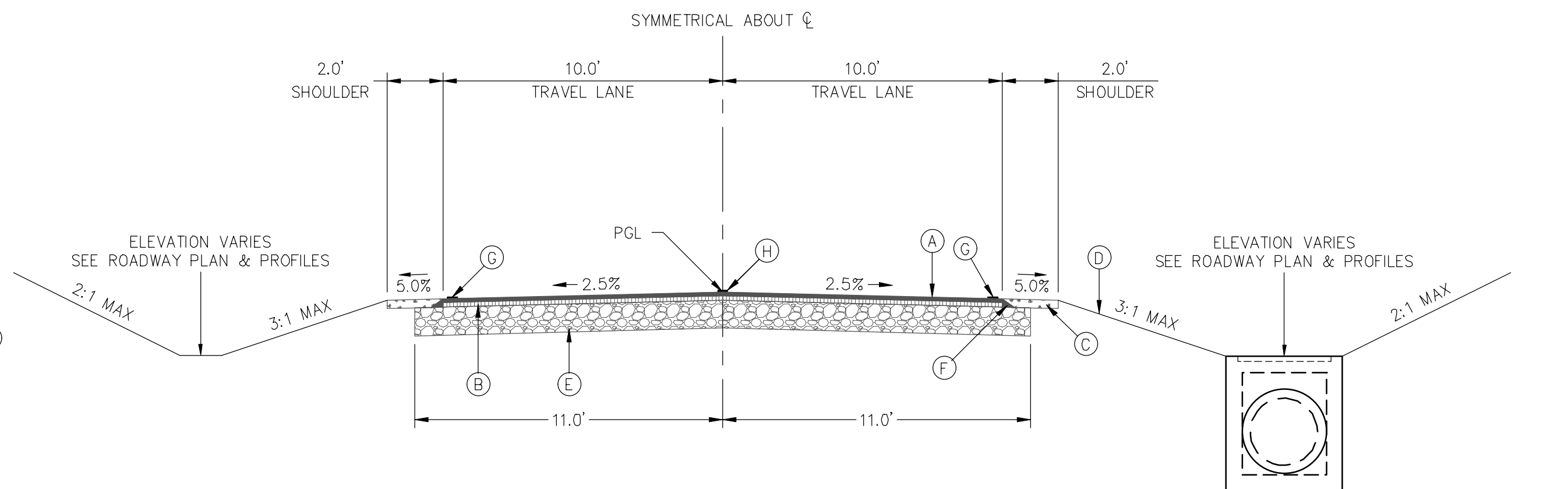
- (A) 1.5" ASPHALT WEARING COURSE (502-01-00100)
- (B) 2" ASPHALT BINDER COURSE (502-03-00200)
- (C) 3.5" AGGREGATE SURFACE COURSE (401-02-00100)
- (D) HYDROSEEDING OVER DISTURBED AREAS (739-01-00100)
- (E) 12" SOIL CEMENT BASE COURSE (303-03-00400) 9% CEMENT FOR BIDDING
- (F) SHOULDER WEDGE (SEE DETAIL THIS SHEET) (NO DIRECT PAY)
- (G) PAINTED TRAFFIC STRIPING (SOLID LINE) (WHITE) (737-01-00100)
- (H) PAINTED TRAFFIC STRIPING (BROKEN LINE) (YELLOW) (737-02-00100)

**GENERAL NOTES:**

1. ALL ITEMS SHALL BE CONSTRUCTED AS PER LA DOTD AND PARISH SPECIFICATIONS.
2. BEST MANAGEMENT PRACTICES SHOULD BE USED DURING CONSTRUCTION ACTIVITIES AS PER SECTION 204 OF THE LA DOTD SPECIFICATIONS AND STANDARD PLAN EC-01 & EC-02 TO THE EXTENT NECESSARY TO ENSURE EFFECTIVE CONTROL OF EROSION.
3. ANY EMBANKMENT THAT IS PLACED WITHIN THE PROPOSED ROADWAY LIMITS SHALL CONFORM TO SUBSECTION 203.06.1 OF THE DOTD STANDARD SPECIFICATIONS. MATERIAL TO BE CEMENT STABILIZED AND SHALL CORRESPOND TO SECTION 302.02.1 OF DOTD STANDARD SPECIFICATIONS.
4. CEMENT RATE IS FOR BIDDING PURPOSES ONLY. AT NO DIRECT PAY, CONTRACTOR SHALL DETERMINE THE REQUIRED CEMENT RATE IN ACCORDANCE WITH LSSRB 303.02.1.3.



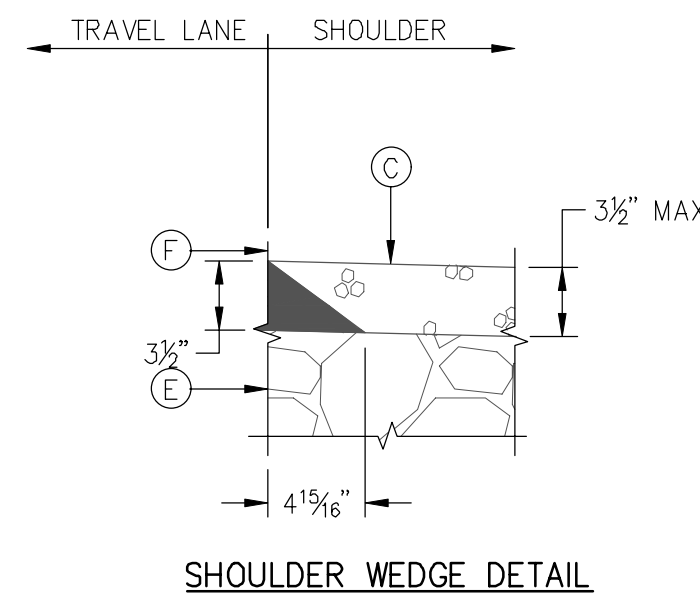
**US HWY 61/JAMES C. ARCHIE AVE TIE-IN DETAIL**



**TYPICAL ROAD FINISHED SECTION**

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STA:22+00.00 TO STA:46+00.00  
\*FROM STA:10+25.00 TO STA:11+50.25  
ROADWAY SLOPE AND LANE WIDTH VARY

CONSTRUCT STORM DRAIN SYSTEM  
AS SHOWN ON PLANS

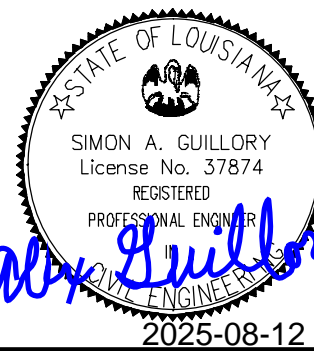
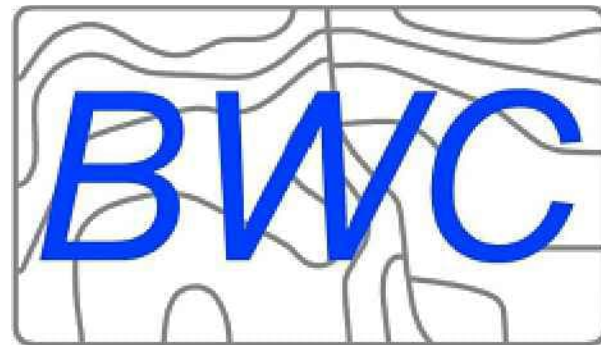


**SHOULDER WEDGE DETAIL**

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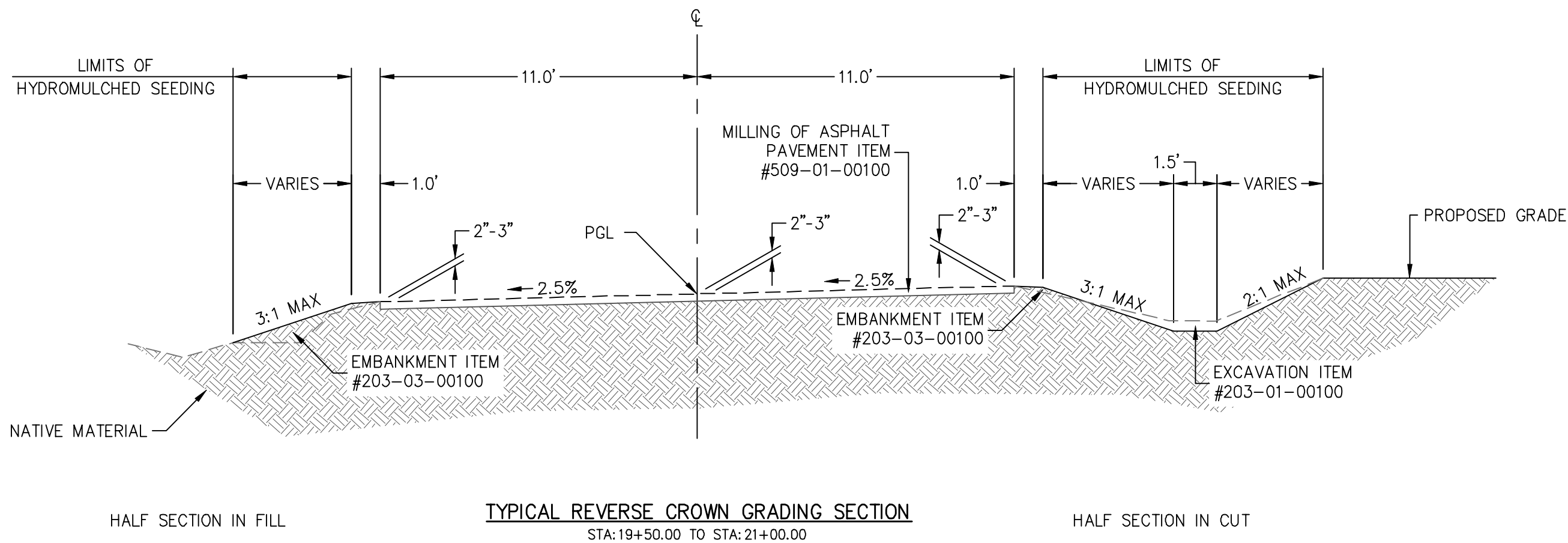
**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

**TYPICAL SECTIONS**

Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER
Project Number	224026
Issue Date	AUGUST 2025
Drawn By	LG
Checked By	AG

002

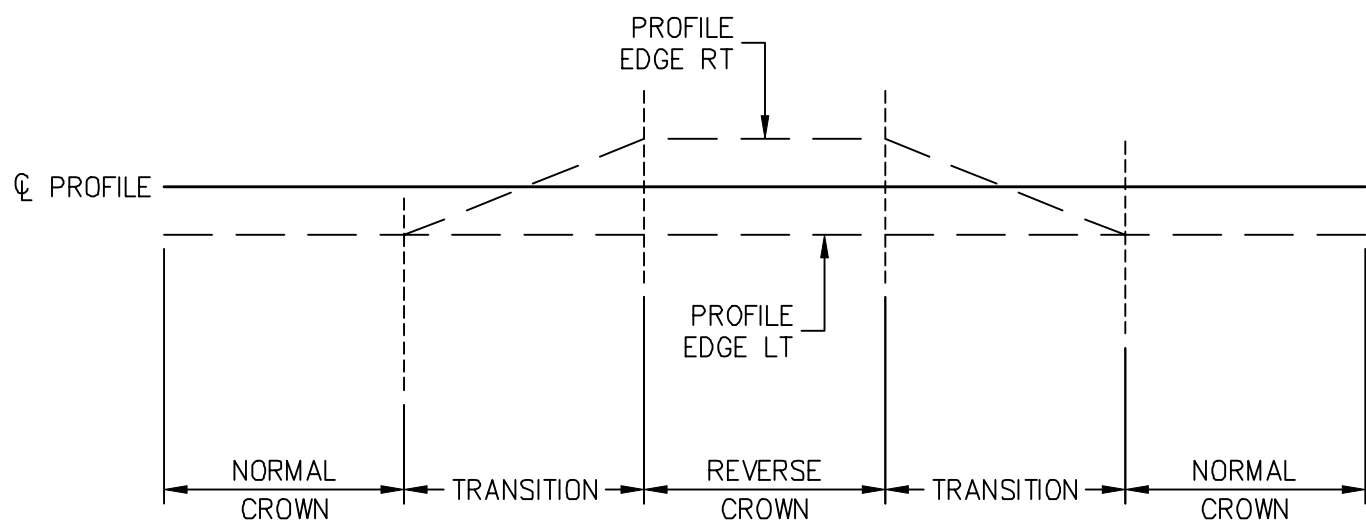
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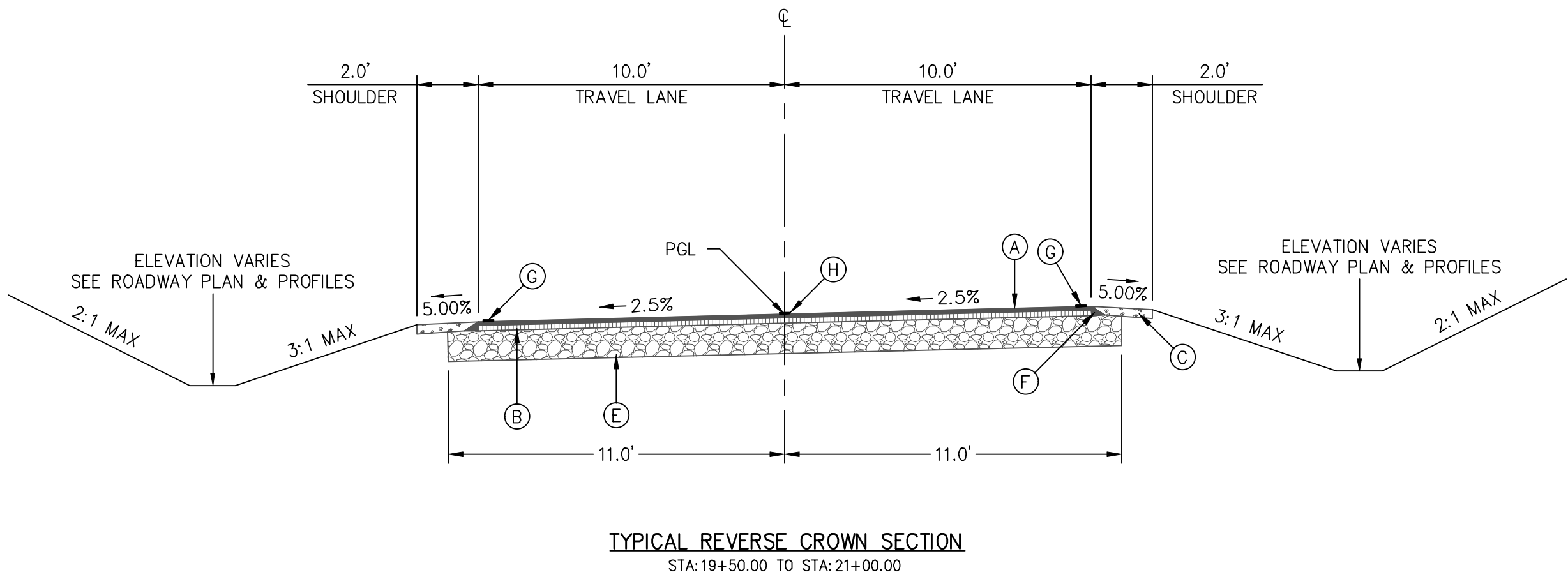
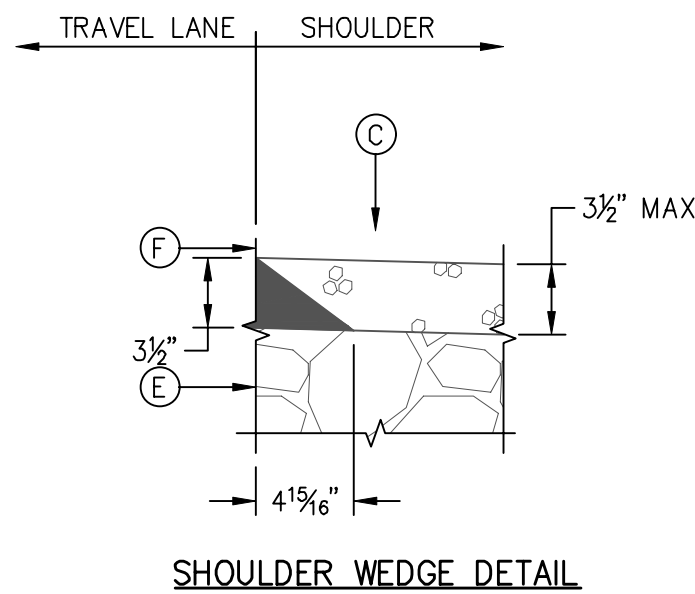
LEGEND

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- (F) SHOULDER WEDGE (SEE DETAIL THIS SHEET) (NO DIRECT PAY)
- (G) PAINTED TRAFFIC STRIPING (SOLID LINE) (WHITE) (737-01-00100)
- (H) PAINTED TRAFFIC STRIPING (BROKEN LINE) (YELLOW) (737-02-00100)

REVERSE CROWN TO BE ATTAINED BY ROTATING THE OUTSIDE LANE ABOUT CENTERLINE UNTIL THE ROADWAY CROSS SLOPE EQUALS 2.5%.



REVERSE CROWN DIAGRAM  
(SEE PLAN & PROFILE SHEETS FOR STATIONS)

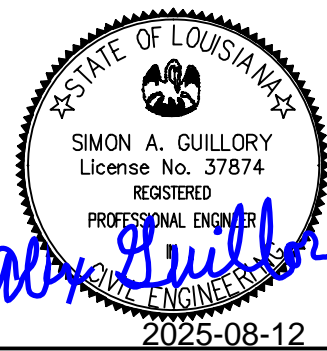
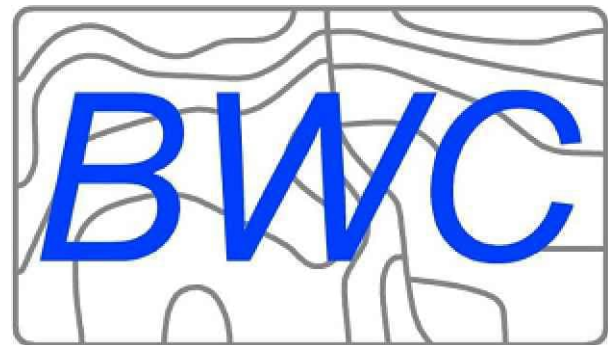


TYPICAL REVERSE CROWN SECTION  
STA: 19+50.00 TO STA: 21+00.00

No.	Description	Date

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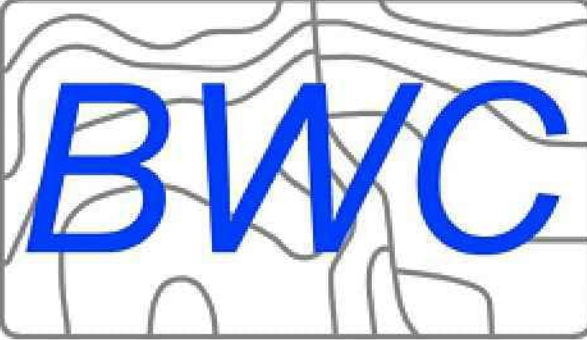
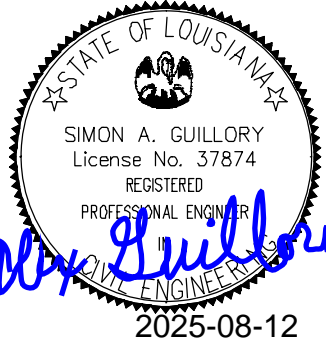
JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I

TYPICAL SECTIONS

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002A

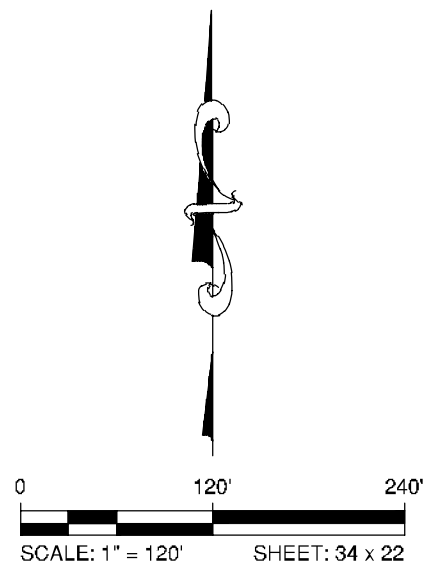
Item Number:	Item Description:	Unit:	Total Units:
201-01-00100	CLEARING AND GRUBBING	L.S.	1
202-02-06100	REMOVAL OF CONCRETE DRIVES	S.Y.	16
202-02-12020	REMOVAL OF FENCE (CHAIN LINK)	L.F.	65
202-02-32100	REMOVAL OF PIPE (CROSS DRAIN)	L.F.	134
202-02-32120	REMOVAL OF PIPE (SIDE DRAIN)	L.F.	10
203-01-00100	GENERAL EXCAVATION (PLAN QUANTITY)	C.Y.	1388
203-03-00100	EMBANKMENT (PLAN QUANTITY)	C.Y.	494
203-07-00100	BORROW (VEHICULAR MEASUREMENT)	C.Y.	642
204-02-00100	TEMPORARY HAY BALES	EA	78
204-05-00100	TEMPORARY SEDIMENT CHECK DAMS (HAY)	EA	22
204-06-00100	TEMPORARY SILT FENCING	L.F.	1300
303-03-00400	IN-PLACE CEMENT TREATED BASE COURSE (12" THICK)(9% BY VOLUME)	S.Y.	8954
401-02-00100	AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT)	C.Y.	166
502-01-00100	ASPHALT CONCRETE	TONS	1572
509-01-00100	MILLING ASPHALT PAVEMENT	S.Y.	8170
510-01-00100	PAVEMENT PATCHING (6" MINIMUM THICKNESS)	S.Y.	12
701-03-01000	STORM DRAIN PIPE (12" PVC)	L.F.	4
701-03-01001	STORM DRAIN PIPE (12" RCP)	L.F.	8
701-03-01002	STORM DRAIN PIPE (15" RCP)	L.F.	195
701-03-01022	STORM DRAIN PIPE (18" RCP)	L.F.	237
701-05-01022	SIDE DRAIN PIPE (15" RCP)	L.F.	52
702-03-00100	CATCH BASINS (CB-01)	EA	13
705-06-00300	CHAIN LINK FENCE (6-FOOT HEIGHT)(BARBED WIRE TOP)	L.F.	65
712-04-00100	FLEXIBLE REVETMENT (GROUT FILLED ARTICULATED BLOCK MAT)	S.Y.	37
713-01-00100	TEMPORARY SIGNS AND BARRICADES	L.S.	1
726-01-00100	BEDDING MATERIAL	C.Y.	52
727-01-00100	MOBILIZATION	L.S.	1
732-01-01000	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH) (THERMOPLASTIC 90 MIL)	L.F.	87
736-09-00100	LOOP DETECTOR	L.F.	37
737-01-00100	PAINTED TRAFFIC STRIPING (SOLID LINE) (4" WIDTH)	MI	1.35
737-02-00100	PAINTED TRAFFIC STRIPING (BROKEN LINE) (4" WIDTH)	MI	0.67
739-01-00100	HYDRO-SEEDING	AC	2.01
740-01-00100	CONSTRUCTION LAYOUT	L.S.	1
NS-500-00340	SAW CUTTING ASPHALT CONCRETE PAVEMENT	L.F.	120
NS-1200-01000	CONSTRUCTION PHOTOGRAPHS AND VIDEOS	L.S.	1
NS-2000-01000	STORM WATER POLLUTION PREVENTION PLAN	L.S.	1

No.	Description	Date
<div><div><div>BLUEWING</div><div>CIVIL CONSULTING, LLC</div><div><div>PO BOX 3384</div><div>LAFAYETTE, LA 70502</div></div><div><div>Phone: (337) 419-0911</div><div>info@bluewingcivil.com</div></div></div><div></div><div></div></div>		
<div>JAMES C. ARCHIE AVE RECONSTRUCTION PHASE I</div>		
<div>SUMMARY OF ESTIMATED QUANTITIES</div>		
Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER	
Project Number	224026	
Issue Date	AUGUST 2025	
Drawn By	LG	
Checked By	AG	
003		

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JAMES C. ARCHIE AVE LINE AND CURVE TABLE								
NAME	LENGTH/ARC LENGTH	LINE/CHORD DIRECTION	CURVE RADIUS	DELTA	TANGENT	CHORD LENGTH	START STATION	END STATION
L1	90.37	N62° 17' 46.10"E					10+00.00	10+90.37
C1	177.63	N72° 28' 25.89"E	500.0'	20°21'19.57"	89.76'	176.70'	10+90.37	12+68.01
L2	655.39	N82° 39' 05.67"E					12+68.01	19+23.40
C2	147.44	N83° 40' 47.50"E	5500.0'	1°32'09.55"	73.73'	147.44'	19+23.40	20+70.84
L3	367.70	N84° 28' 49.85"E					20+70.84	24+38.54
C6	576.58	N81° 43' 39.18"E	6000.0'	5°30'21.34"	288.51'	576.36'	24+38.54	30+15.12
L4	502.22	N78° 58' 28.50"E					30+15.12	35+17.34
C5	106.54	N78° 25' 10.65"E	5500.0'	1°06'35.71"	53.27'	106.54'	35+17.34	36+23.88
L5	1176.12	N77° 51' 52.79"E					36+23.88	48+00.00

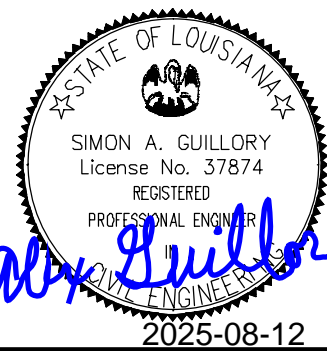
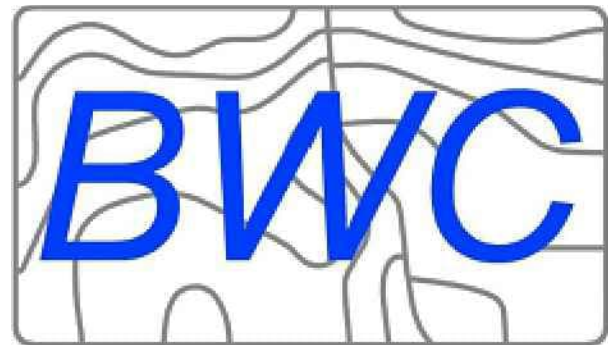


No.	Description	Date
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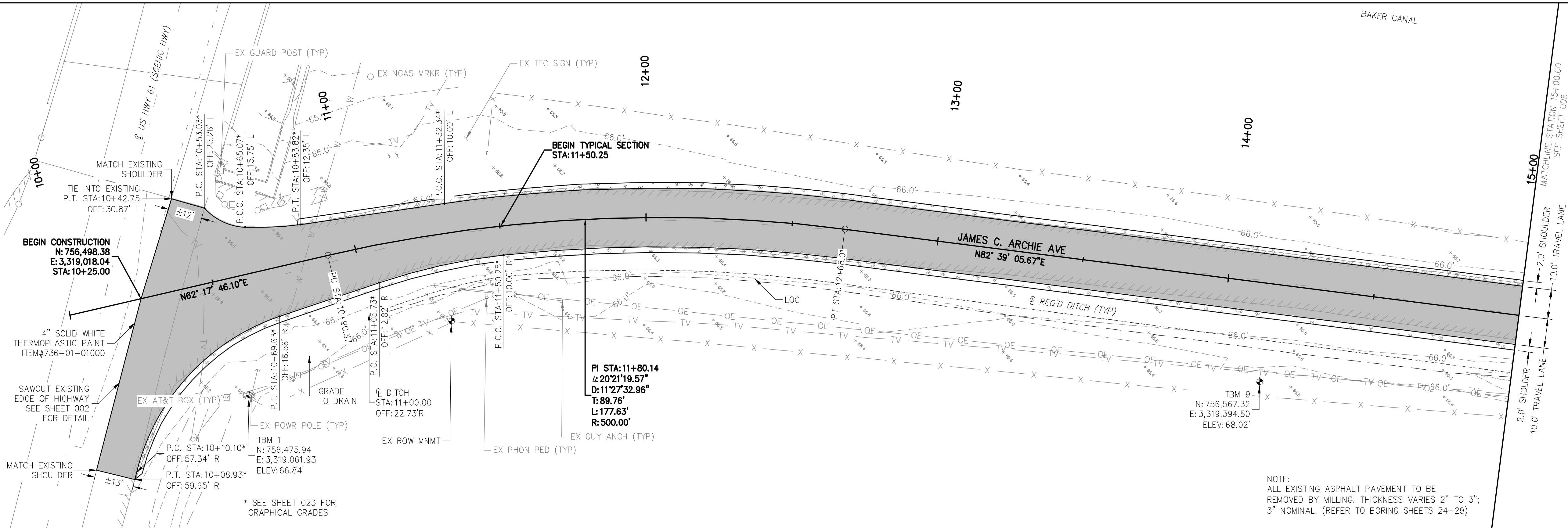
**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

**GEOMETRIC PLAN / PLAN  
& PROFILE SHEET INDEX**

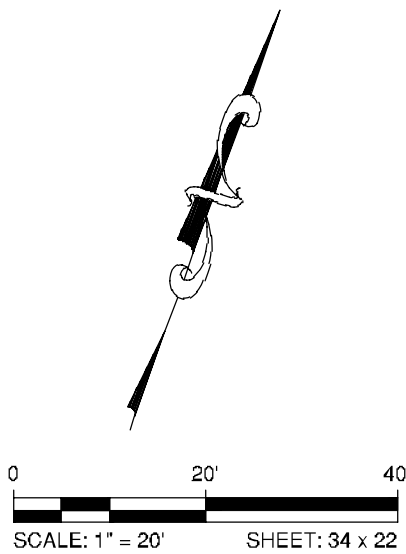
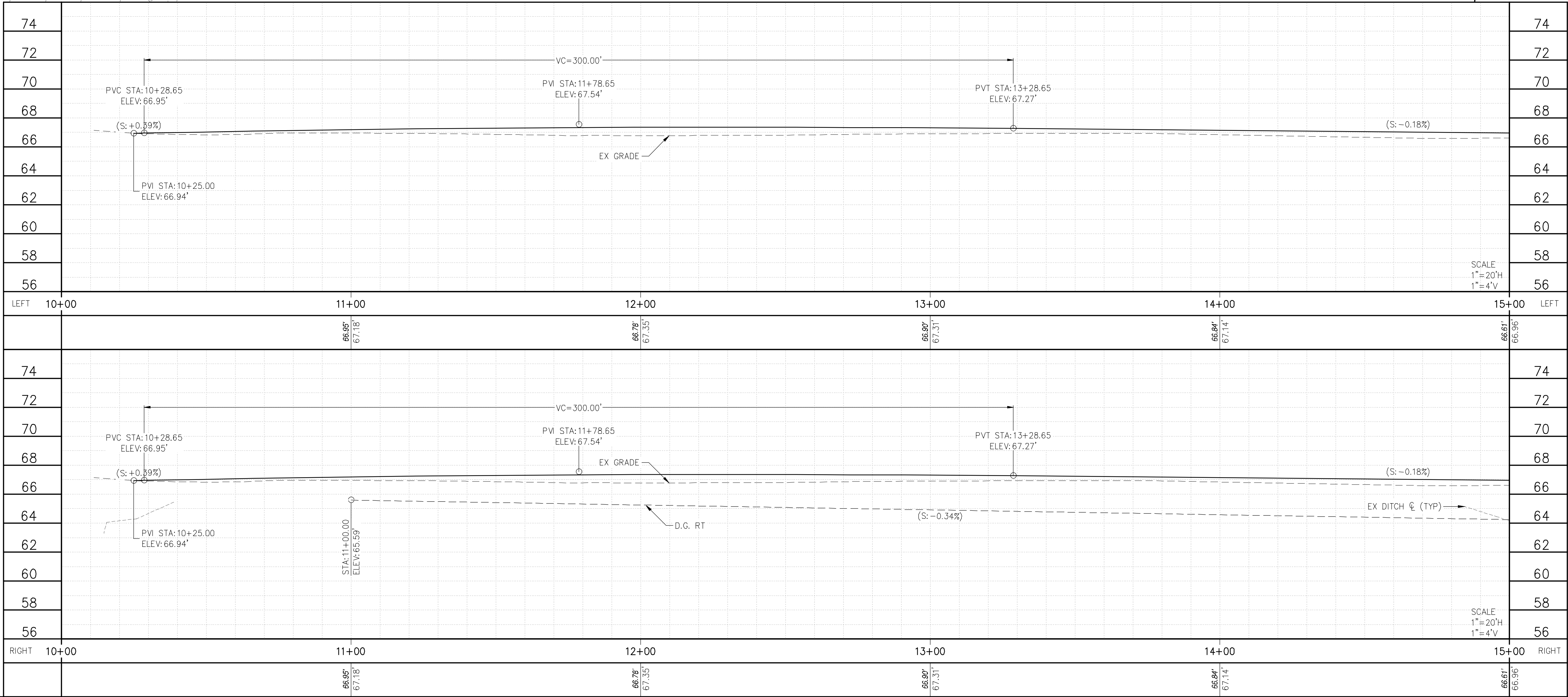
Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER
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Drawn By	LG
Checked By	AG

**003A**

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NOTE:  
ALL EXISTING ASPHALT PAVEMENT TO BE  
REMOVED BY MILLING. THICKNESS VARIES 2" TO 3";  
3" NOMINAL. (REFER TO BORING SHEETS 24-29)



No.	Description	Date

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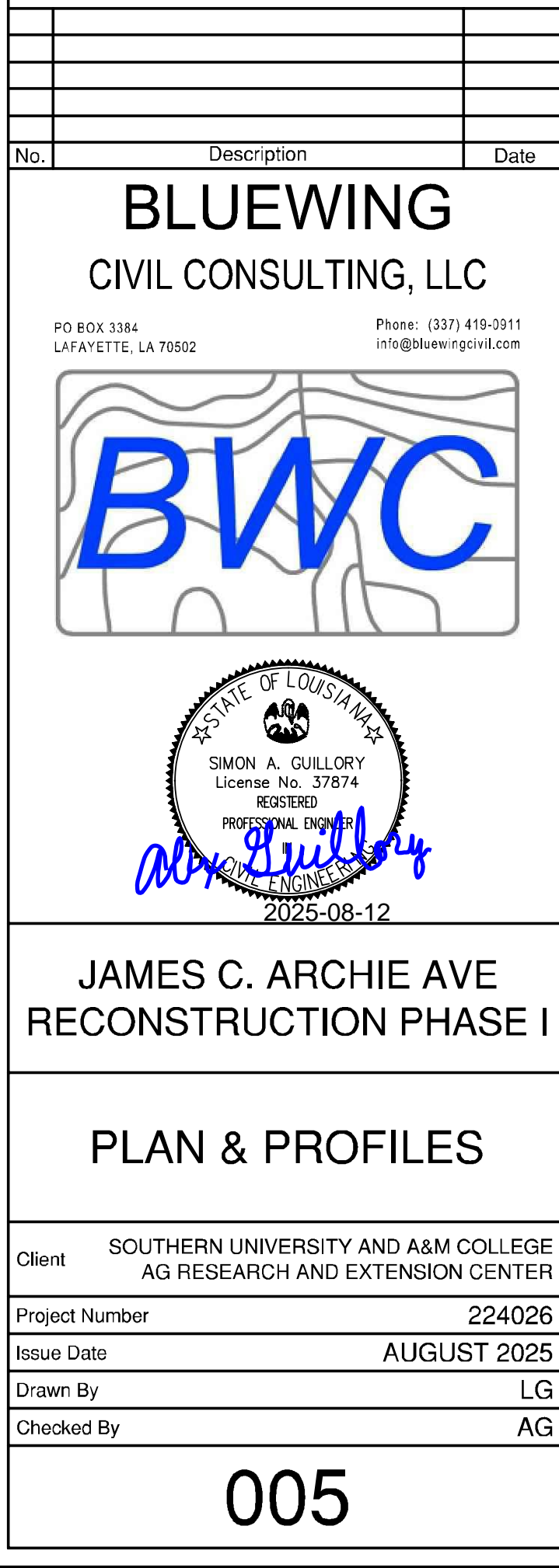
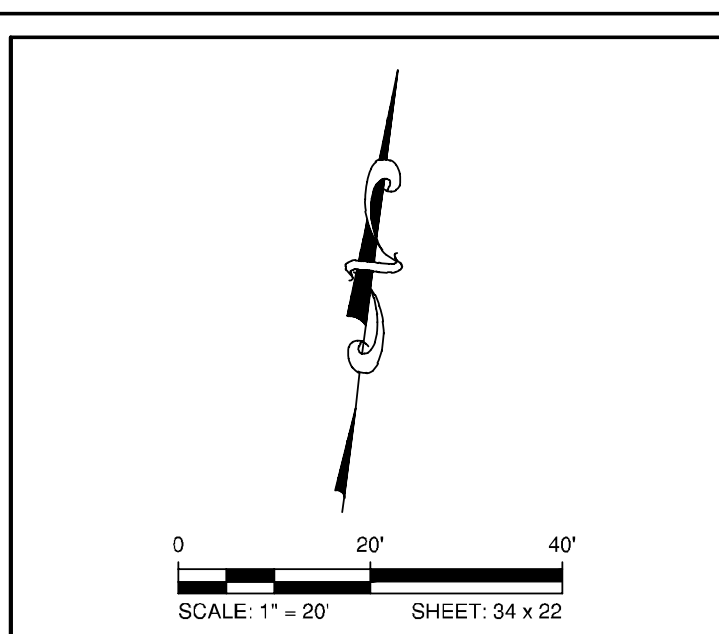
Phone: (337) 419-0911  
info@bluewingcivil.com

**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

**PLAN & PROFILES**

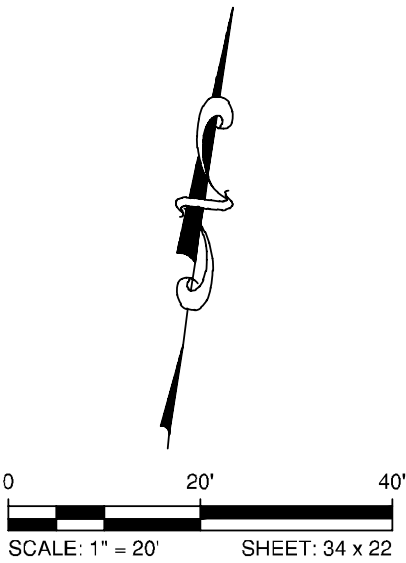
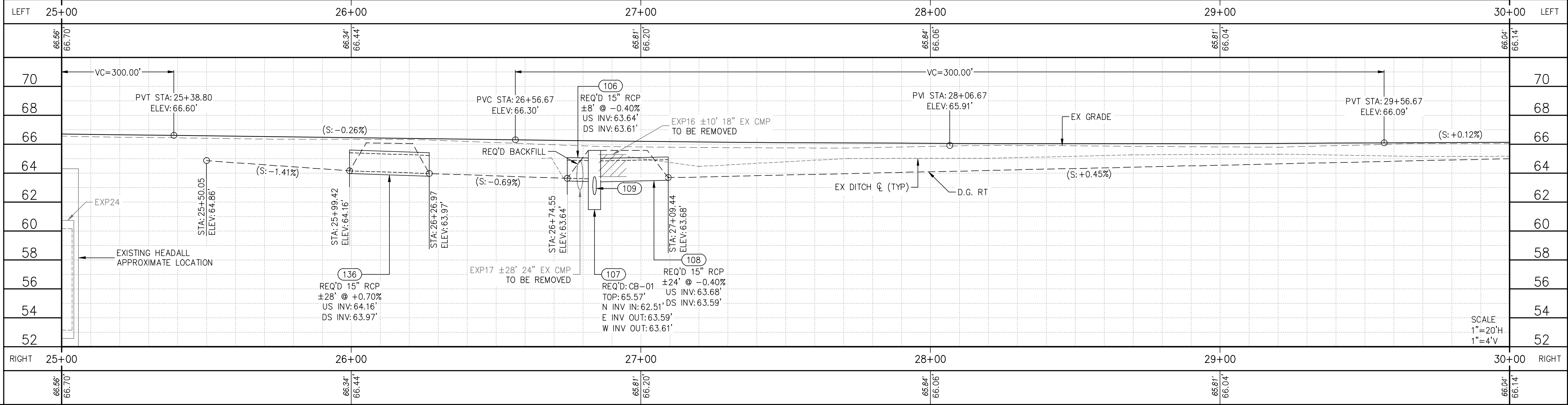
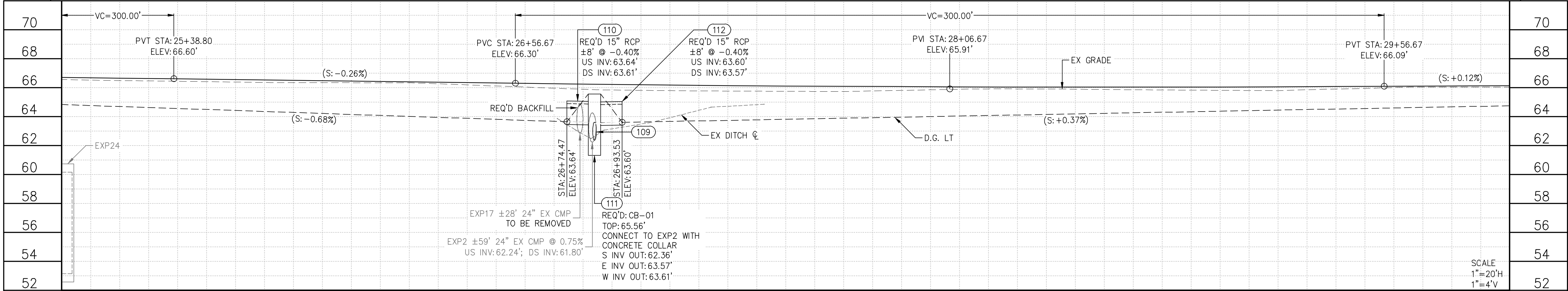
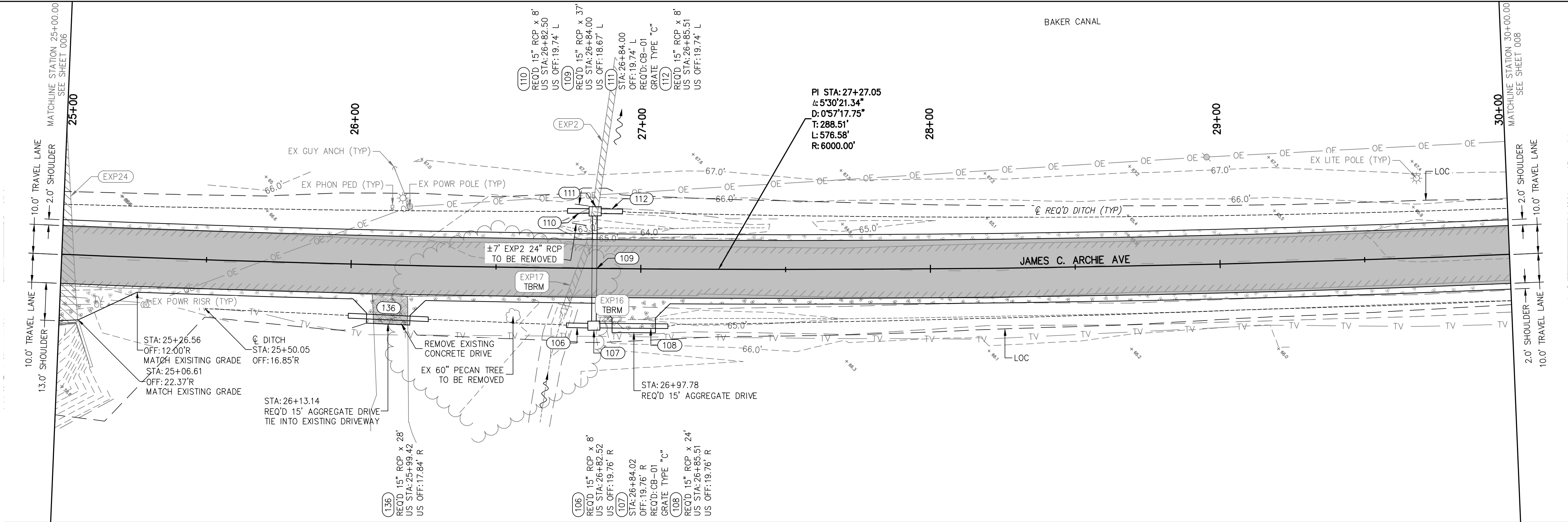
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Drawn By	LG
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**004**





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No.	Description	Date

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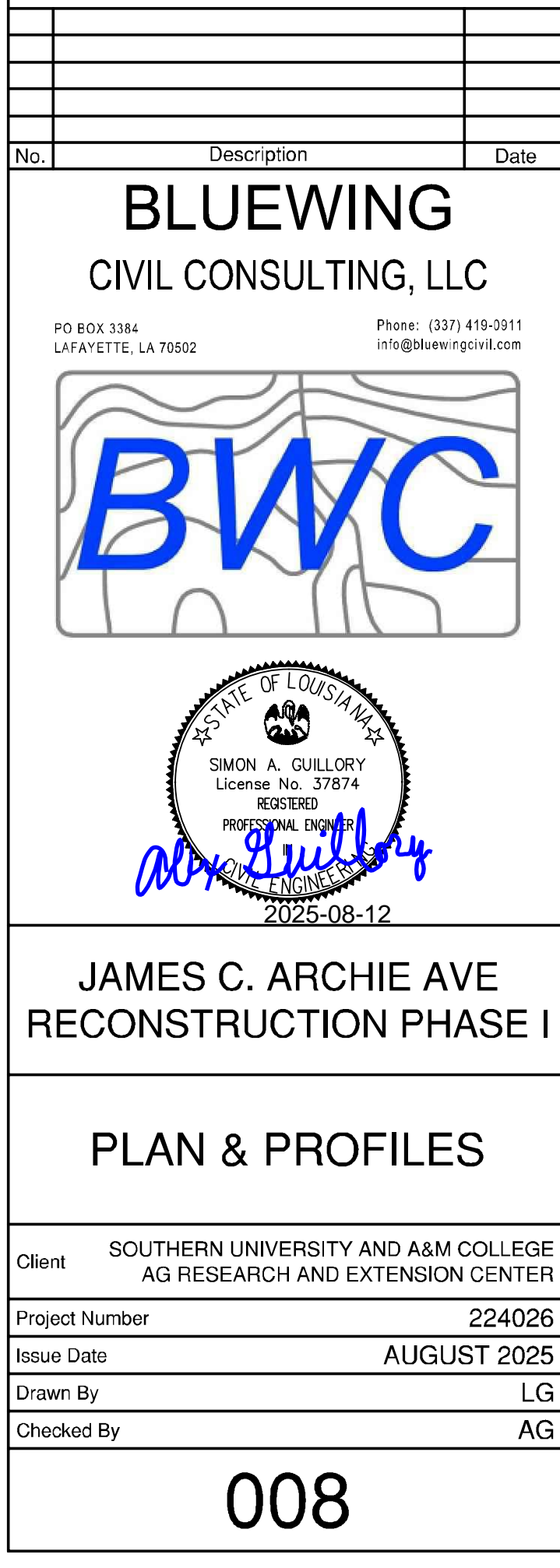
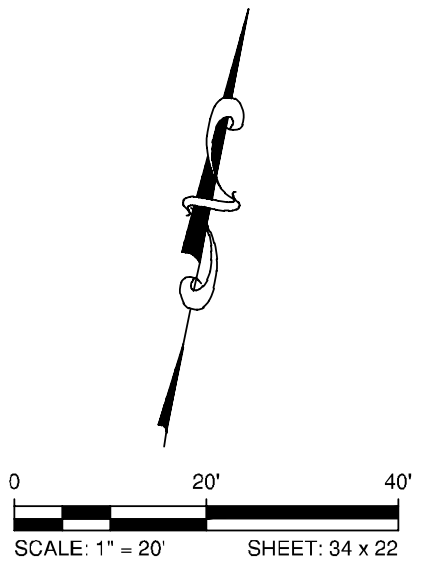
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**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

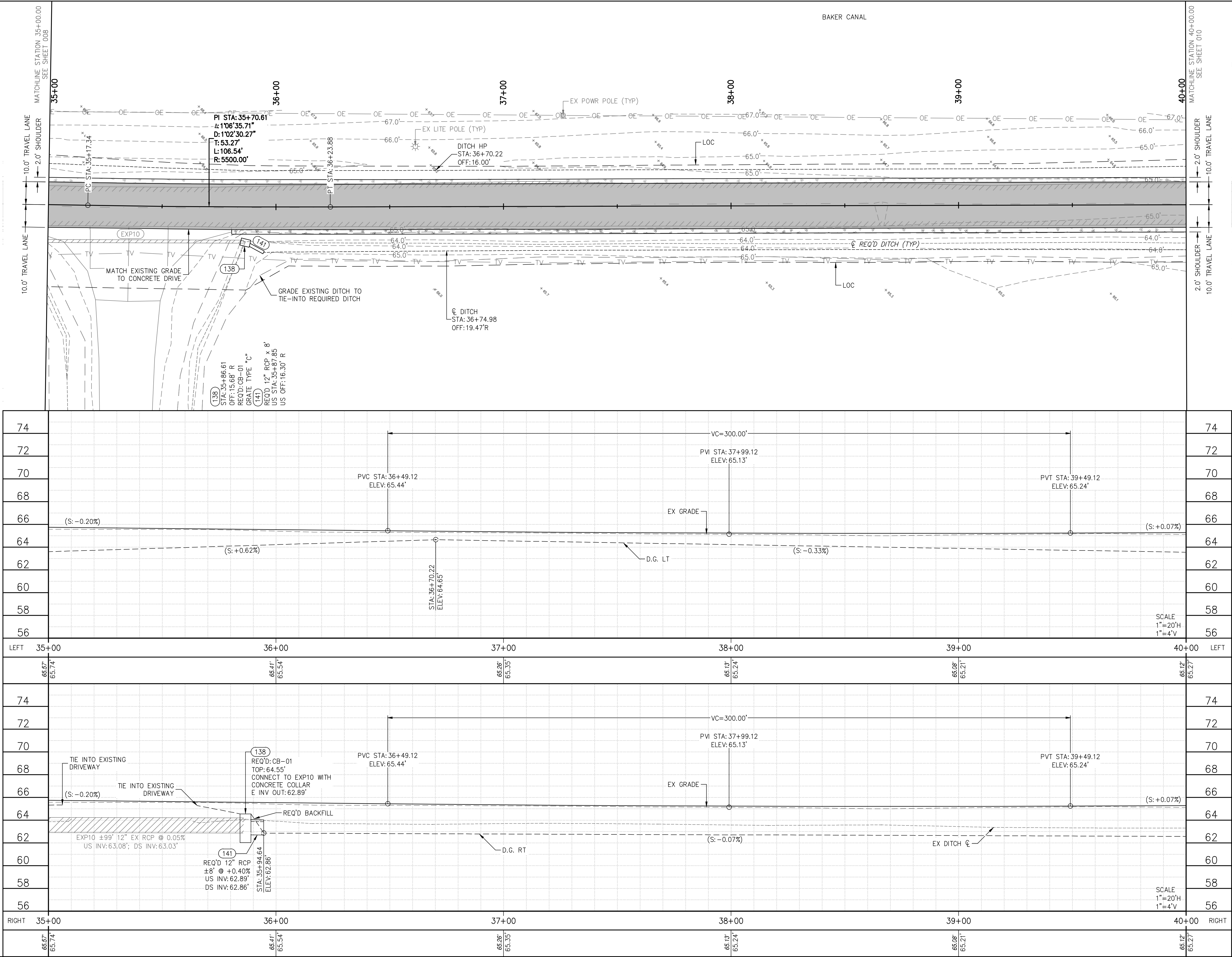
**PLAN & PROFILES**

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**007**



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0 20' 40'

SCALE: 1" = 20' SHEET: 34 x 22

No.	Description	Date

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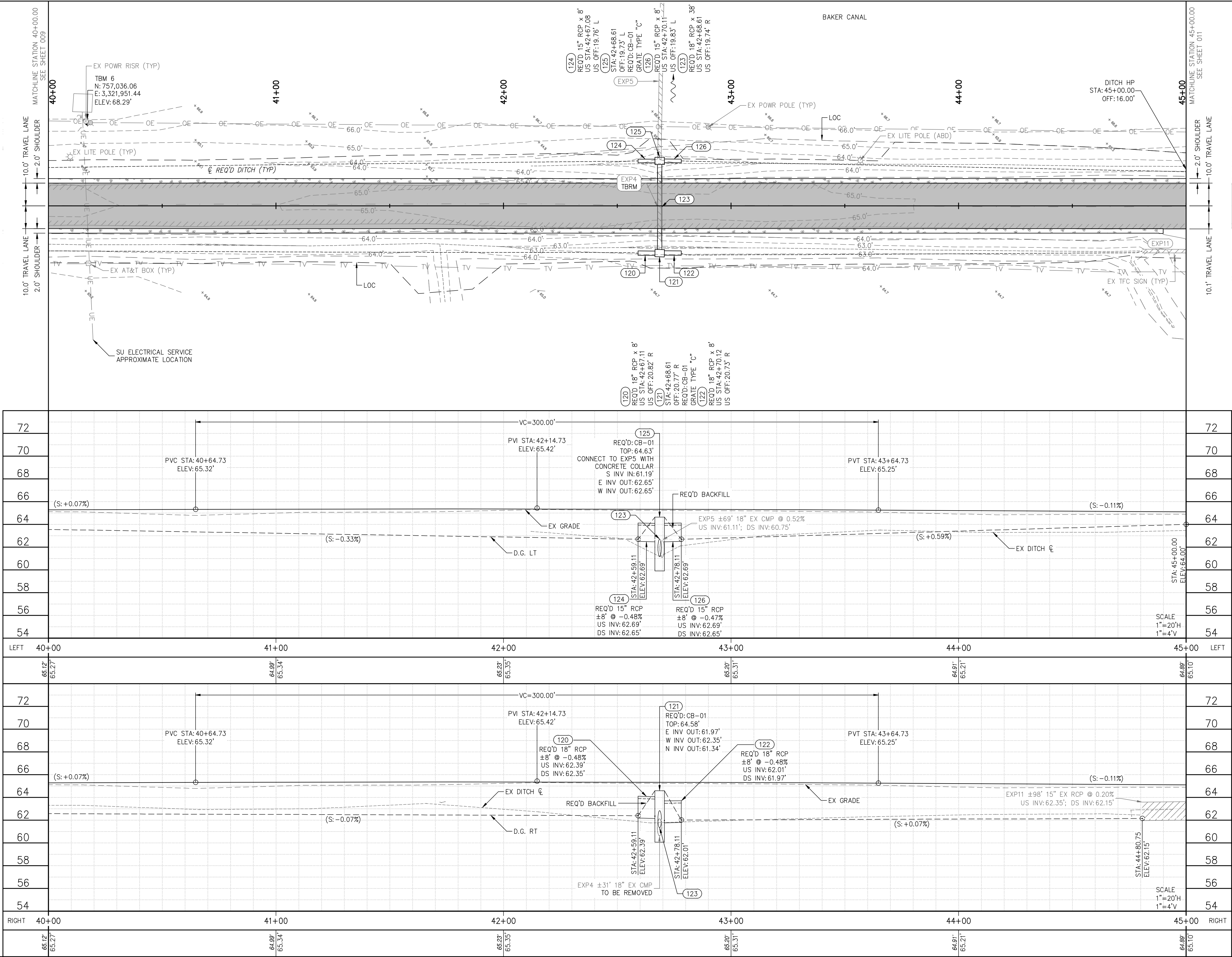
**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

**PLAN & PROFILES**

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**009**

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0 20' 40'  
SCALE: 1" = 20' SHEET: 34 x 22

No.	Description	Date

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Phone: (337) 419-3911  
info@bluewingcivil.com

SIMON A. GUILLORY  
License No. 37874  
REGISTERED  
PROFESSIONAL ENGINEER  
2025-08-12

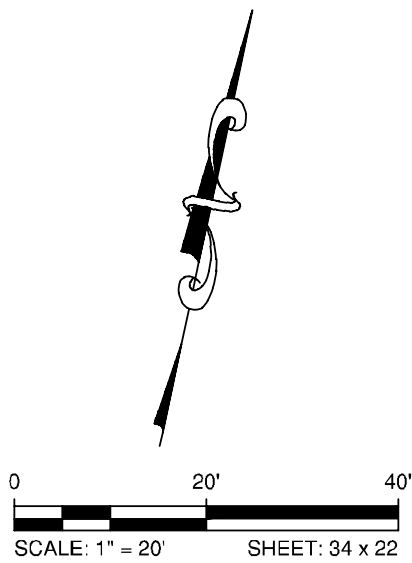
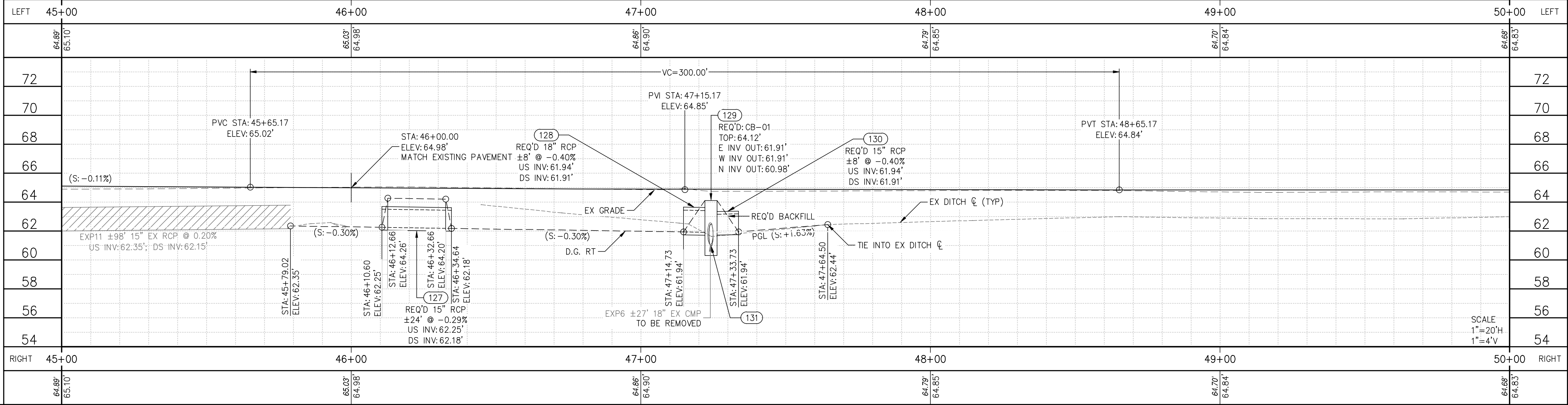
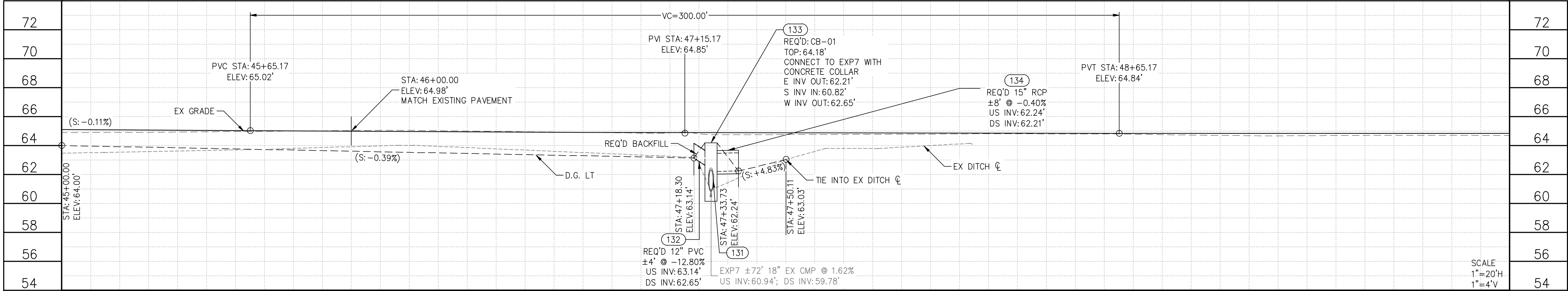
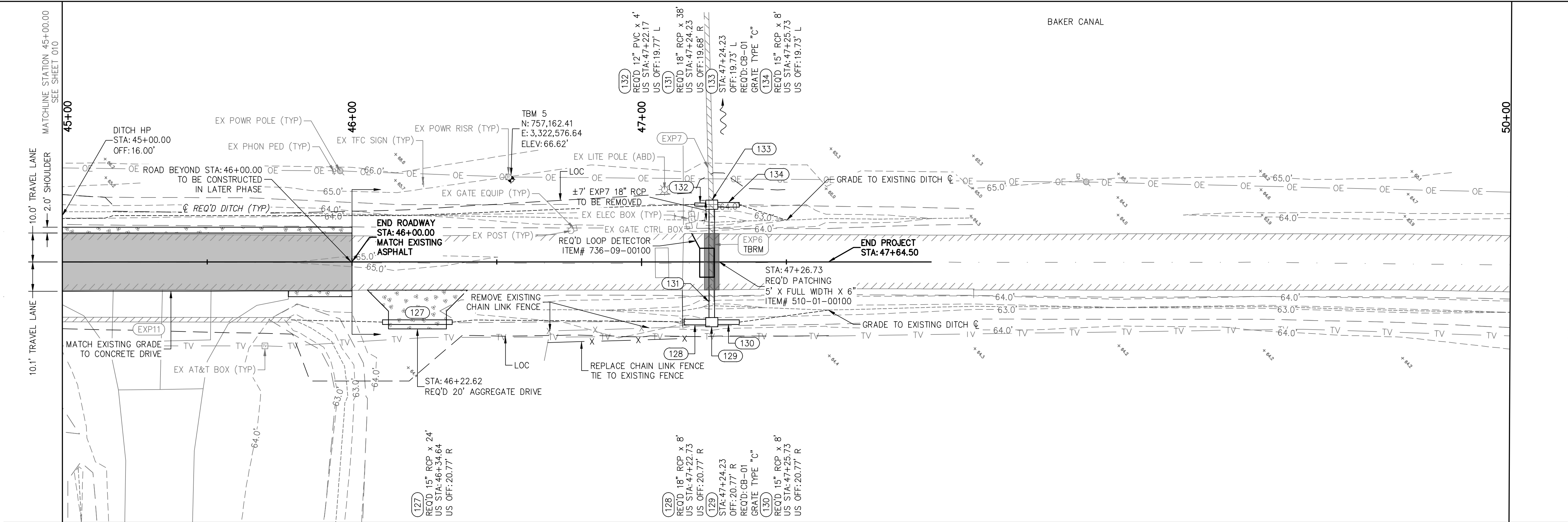
**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

**PLAN & PROFILES**

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**010**

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No.	Description	Date

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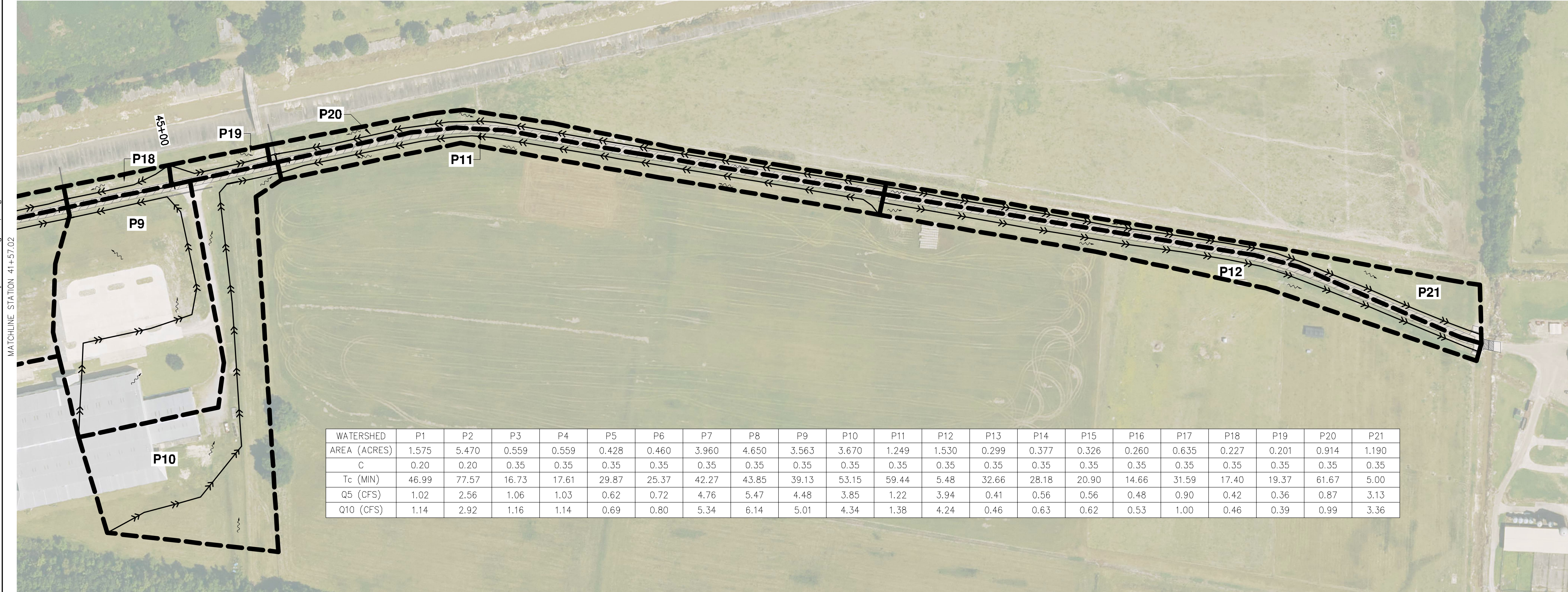
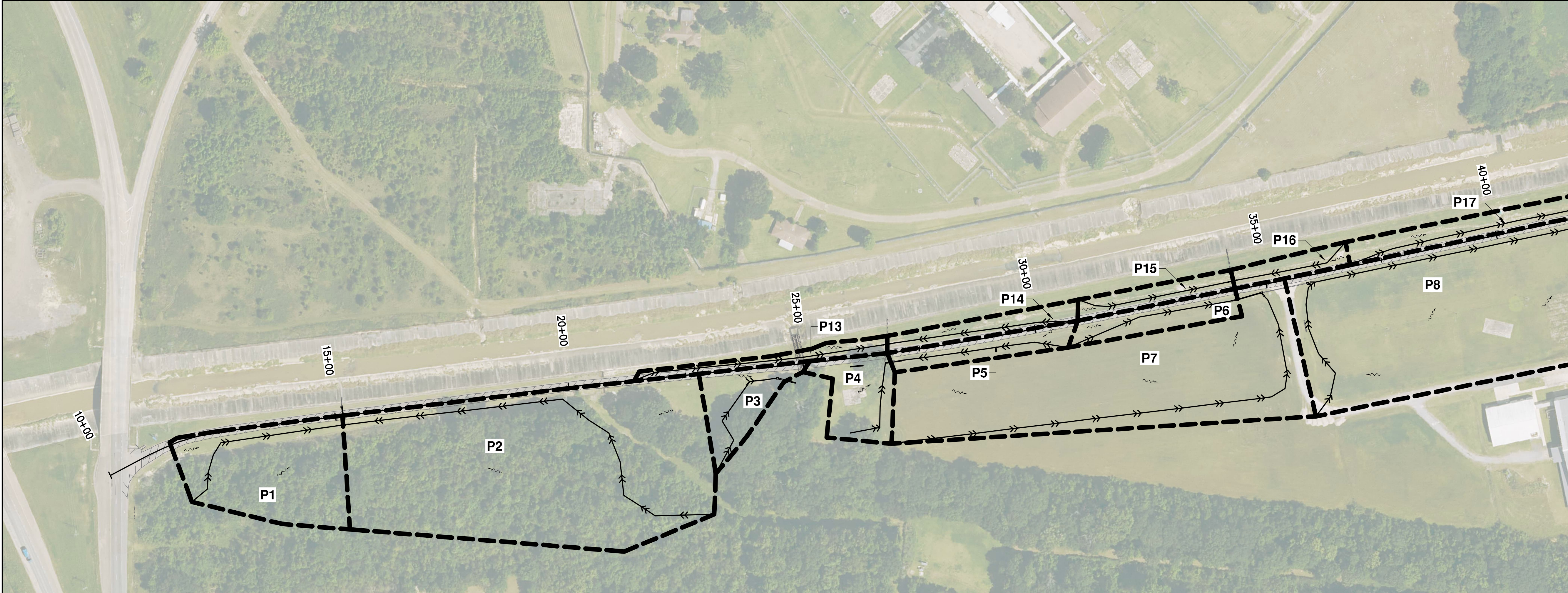
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**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

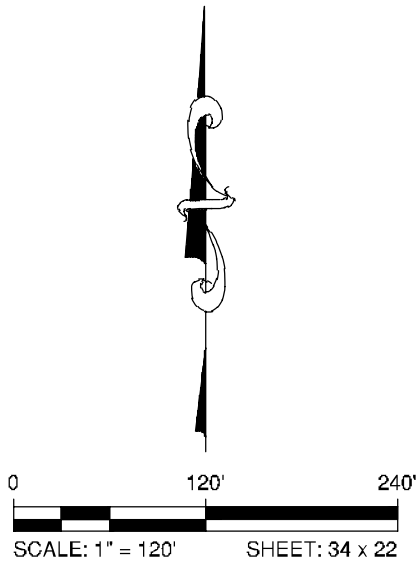
**PLAN & PROFILES**

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**011**



Watershed	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16	P17	P18	P19	P20	P21
Area (Acres)	1.575	5.470	0.559	0.559	0.428	0.460	3.960	4.650	3.563	3.670	1.249	1.530	0.299	0.377	0.326	0.260	0.635	0.227	0.201	0.914	1.190
C	0.20	0.20	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Tc (min)	46.99	77.57	16.73	17.61	29.87	25.37	42.27	43.85	39.13	53.15	59.44	5.48	32.66	28.18	20.90	14.66	31.59	17.40	19.37	61.67	5.00
Q5 (cfs)	1.02	2.56	1.06	1.03	0.62	0.72	4.76	5.47	4.48	3.85	1.22	3.94	0.41	0.56	0.56	0.48	0.90	0.42	0.36	0.87	3.13
Q10 (cfs)	1.14	2.92	1.16	1.14	0.69	0.80	5.34	6.14	5.01	4.34	1.38	4.24	0.46	0.63	0.62	0.53	1.00	0.46	0.39	0.99	3.36



No.	Description	Date

BLUEWING

CIVIL CONSULTING, LLC

PO BOX 3384

LAFAYETTE, LA 70502

Phone: (337) 419-0611

info@bluewingcivil.com

BWC

STATE OF LOUISIANA

SIMON A. GUILLOREY

License No. 37874

REGISTERED

PROFESSIONAL ENGINEER

*Simon A. Guillory*

2025-08-12

JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I

PROPOSED DRAINAGE  
MAP

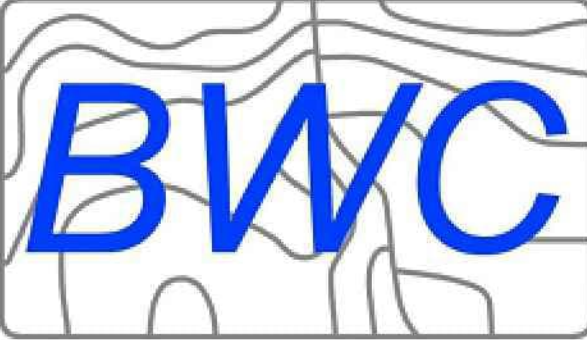
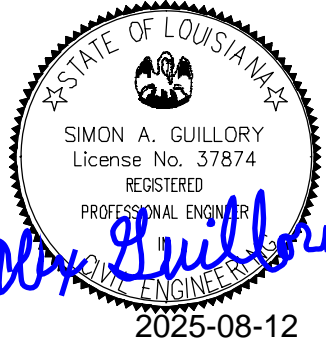
Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER
Project Number	224026
Issue Date	AUGUST 2025
Drawn By	LG
Checked By	AG

Z:\2024\224026 James C Archie Rd Reconstruction\CAD\Plans\DWG\Phase 1\Plan - Site.dwg 8/12/2025 7:10 AM

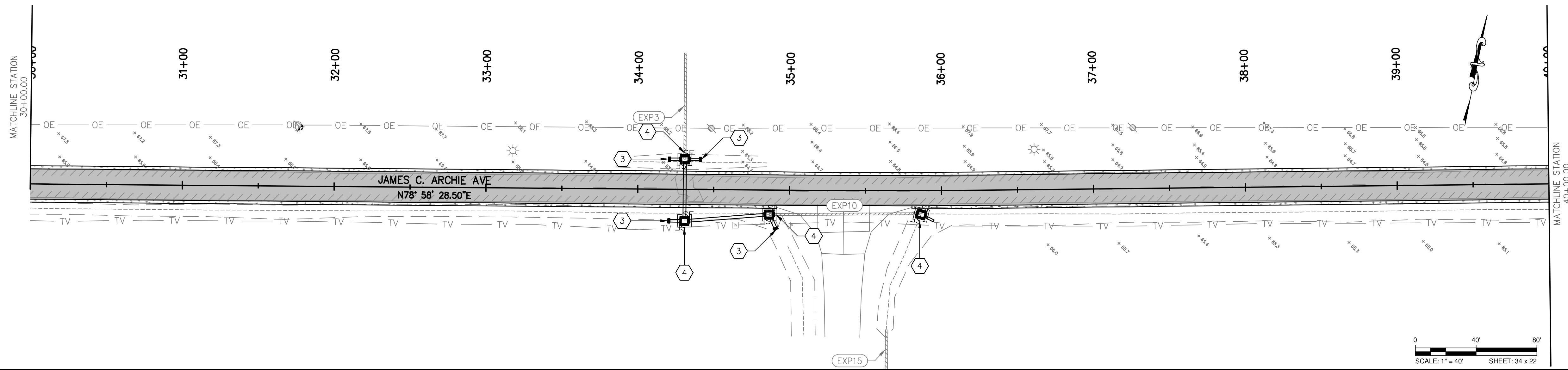
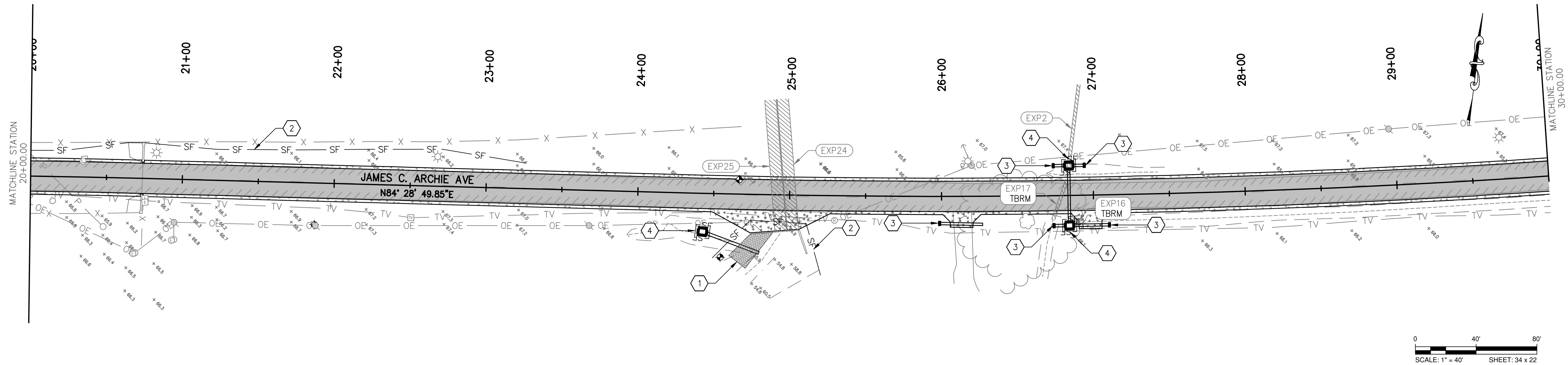
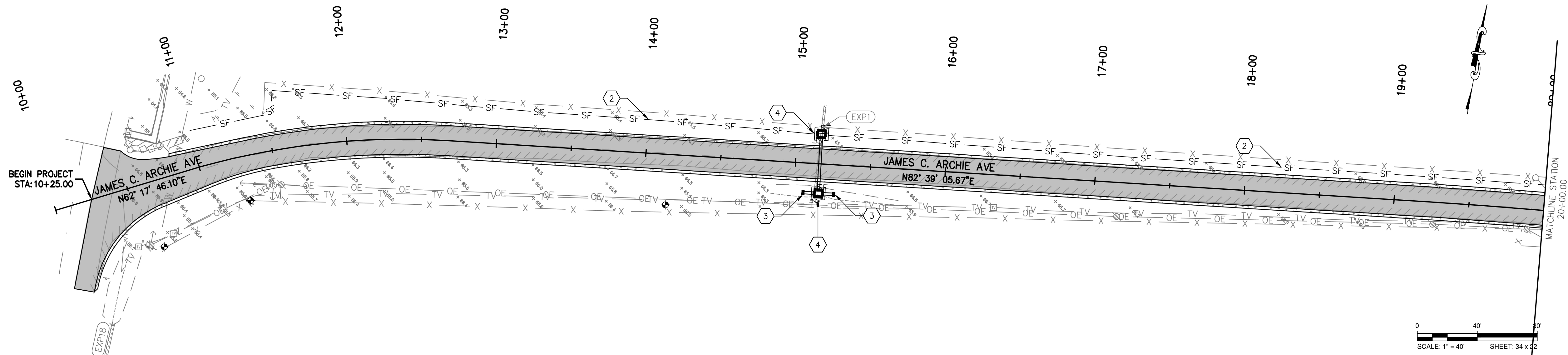
EXISTING PIPE TABLE						
NAME	LENGTH	SIZE/TYPE	DETAILS	US INVERT	DS INVERT	SLOPE
EXP1	±59'	15" EX CMP	OUT IN PLACE & CONNECT TO PROPOSED	63.20'	59.73'	5.87%
EXP2	±59'	24" EX CMP	OUT IN PLACE & CONECT TO PROPOSED	62.24'	61.80'	0.75%
EXP3	±70'	18" EX CMP	CONNECT TO PROPOSED	62.57'	62.32'	0.36%
EXP4	±31'	18" EX CMP	TO BE REMOVED	60.81'	60.63'	0.58%
EXP5	±69'	18" EX CMP	CONNECT TO PROPOSED	61.11'	60.75'	0.52%
EXP6	±27'	18" EX CMP	TO BE REMOVED	61.29'	61.07'	0.82%
EXP7	±72'	18" EX CMP	OUT IN PLACE & CONNECT TO PROPOSED	60.94'	59.78'	1.62%
EXP8	±19'	15" EX CMP		62.44'	62.32'	0.62%
EXP9	±38'	15" EX CMP		62.46'	62.45'	0.03%
EXP10	±99'	12" EX RCP	CONNECT TO PROPOSED	63.08'	63.03'	0.05%
EXP11	±98'	15" EX RCP		62.35'	62.15'	0.20%
EXP13	±19'	36" EX CMP		58.86'	58.72'	0.73%
EXP14	±30'	20" EX DI		61.52'	60.61'	3.00%
EXP15	±26'	15" EX RCP		63.28'	62.99'	1.11%
EXP16	±10'	18" EX CMP	TO BE REMOVED	63.77'	63.77'	0.00%
EXP17	±28'	24" EX CMP	TO BE REMOVED	62.85'	62.85'	0.00%
EXP18	±26'	18" EX RCP		63.44'	63.11'	1.29%
EXP20	±21'	108" X 60" RCB		57.70'	57.53'	0.81%
EXP21	±21'	108" X 60" RCB		57.66'	57.54'	0.57%
EXP24	±87'	84" X 84" EX RCB		53.16'	53.16'	0.00%
EXP25	±87'	84" X 84" EX RCB		53.18'	53.18'	0.00%

PROPOSED STRUCTURE TABLE				
NAME	STRC DETAILS	PIPES IN	PIPES OUT	SPECIAL DETAILS
101	CB-01 W INV IN:64.19' E INV OUT:64.14' N INV OUT:63.20'	100 INV IN:64.19'	102 INV OUT:64.14' 103 INV OUT:63.20'	
104	CB-01 S INV IN:63.06'	103 INV IN:63.06'		CONNECT TO EXP1 WITH CONCRETE COLLAR
107	CB-01 N INV IN:62.51' E INV OUT:63.59' W INV OUT:63.61'	109 INV IN:62.51'	108 INV OUT:63.59' 106 INV OUT:63.61'	
111	CB-01 S INV OUT:62.36' E INV OUT:63.57' W INV OUT:63.61'		109 INV OUT:62.36' 112 INV OUT:63.57' 110 INV OUT:63.61'	CONNECT TO EXP2 WITH CONCRETE COLLAR
114	CB-01 N INV IN:62.71' W INV OUT:63.18' E INV OUT:62.84'	116 INV IN:62.71'	113 INV OUT:63.18' 115 INV OUT:62.84'	
118	CB-01 S INV OUT:62.56' E INV OUT:63.20' W INV OUT:63.23'		116 INV OUT:62.56' 119 INV OUT:63.20' 117 INV OUT:63.23'	CONNECT TO EXP3 WITH CONCRETE COLLAR
121	CB-01 E INV OUT:61.97' W INV OUT:62.35' N INV OUT:61.34'		122 INV OUT:61.97' 120 INV OUT:62.35' 123 INV OUT:61.34'	
125	CB-01 S INV IN:61.19' E INV OUT:62.65' W INV OUT:62.65'	123 INV IN:61.19'	126 INV OUT:62.65' 124 INV OUT:62.65'	CONNECT TO EXP5 WITH CONCRETE COLLAR
129	CB-01 E INV OUT:61.91' W INV OUT:61.91' N INV OUT:60.98'		130 INV OUT:61.91' 128 INV OUT:61.91' 131 INV OUT:60.98'	
133	CB-01 S INV IN:60.82' E INV OUT:62.21' W INV OUT:62.65'	131 INV IN:60.82'	134 INV OUT:62.21' 132 INV OUT:62.65'	CONNECT TO EXP7 WITH CONCRETE COLLAR
135	CB-01 E INV IN:53.49'	105 INV IN:53.49'		
137	CB-01 W INV IN:63.08' SE INV OUT:63.08'	115 INV IN:63.08'	140 INV OUT:63.08'	CONNECT TO EXP10 WITH CONCRETE COLLAR
138	CB-01 E INV OUT:62.89'		141 INV OUT:62.89'	CONNECT TO EXP10 WITH CONCRETE COLLAR

PROPOSED PIPE TABLE						
NAME	LENGTH	SIZE/TYPE	SPECIAL DETAILS	US INVERT	DS INVERT	SLOPE
100	±8'	15" RCP		64.22'	64.19'	0.40%
102	±8'	15" RCP		64.17'	64.14'	0.40%
103	±36'	15" RCP		63.20'	63.06'	0.37%
105	±38'	18" RCP		53.49'	52.50'	2.60%
106	±8'	15" RCP		63.64'	63.61'	0.40%
108	±24'	15" RCP		63.68'	63.59'	0.40%
109	±37'	15" RCP		62.51'	62.36'	0.40%
110	±8'	15" RCP		63.64'	63.61'	0.40%
112	±8'	15" RCP		63.60'	63.57'	0.40%
113	±8'	15" RCP		63.21'	63.18'	0.40%
115	±53'	18" RCP		63.08'	62.84'	0.45%
116	±38'	18" RCP		62.71'	62.56'	0.38%
117	±8'	15" RCP		63.26'	63.23'	0.40%
119	±8'	15" RCP		63.23'	63.20'	0.40%
120	±8'	18" RCP		62.39'	62.35'	0.48%
122	±8'	18" RCP		62.01'	61.97'	0.48%
123	±38'	18" RCP		61.34'	61.19'	0.37%
124	±8'	15" RCP		62.69'	62.65'	0.48%
126	±8'	15" RCP		62.69'	62.65'	0.47%
127	±24'	15" RCP		62.25'	62.18'	0.29%
128	±8'	18" RCP		61.94'	61.91'	0.40%
130	±8'	15" RCP		61.94'	61.91'	0.40%
131	±38'	18" RCP		60.98'	60.82'	0.40%
132	±4'	12" PVC		63.14'	62.65'	12.80%
134	±8'	15" RCP		62.24'	62.21'	0.40%
136	±28'	15" RCP		64.16'	63.97'	0.70%
140	±8'	18" RCP		63.11'	63.08'	0.40%
141	±8'	12" RCP		62.89'	62.86'	0.40%

No.	Description	Date
<div>BLUEWING CIVIL CONSULTING, LLC <div>PO BOX 3384 LAFAYETTE, LA 70502</div><div>Phone: (337) 419-0811 info@bluewingcivil.com</div></div>		
<div><div></div></div>		
JAMES C. ARCHIE AVE RECONSTRUCTION PHASE I		
DRAINAGE INFRASTRUCTURE TABLES		
Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER	
Project Number	224026	
Issue Date	AUGUST 2025	
Drawn By	LG	
Checked By	AG	
013		

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GENERAL NOTES:

1. EROSION CONTROL MEASURE SHOWN HEREIN ARE MINIMUM. CONTRACTOR TO DEVELOP AND FOLLOW A DEQ APPROVED STORM WATER POLLUTION AND PREVENTION PLAN (SWPPP).

KEYNOTES

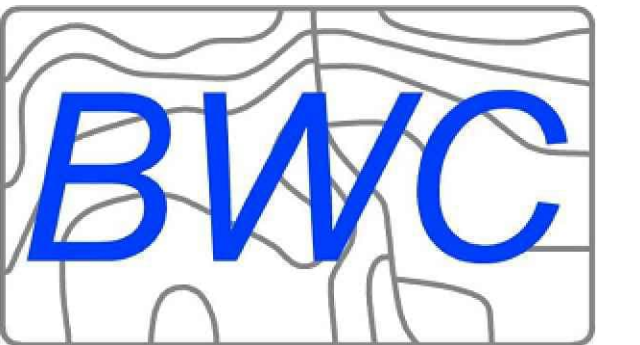
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- 2 TEMPORARY SILT FENCING
- 3 TEMPORARY SEDIMENT CHECK DAM
- 4 TEMPORARY INLET SILT TRAP

No.	Description	Date
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**BLUEWING**  
CIVIL CONSULTING, LLC

PO BOX 3384  
LAFAYETTE, LA 70502

Phone: (337) 419-0911  
info@bluwingcivil.com

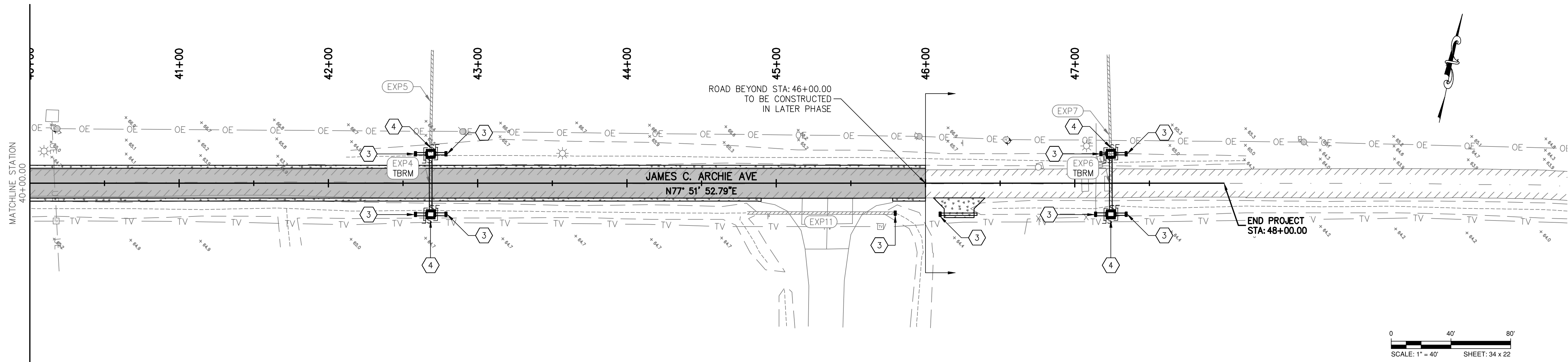


**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

**EROSION CONTROL**

Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER
Project Number	224026
Issue Date	AUGUST 2025
Drawn By	LG
Checked By	AG

**014**



GENERAL NOTES:

1. EROSION CONTROL MEASURE SHOWN HEREIN ARE MINIMUM. CONTRACTOR TO DEVELOP AND FOLLOW A DEQ APPROVED STORM WATER POLLUTION AND PREVENTION PLAN (SWPPP).

KEYNOTES

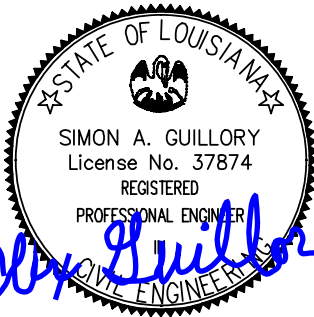
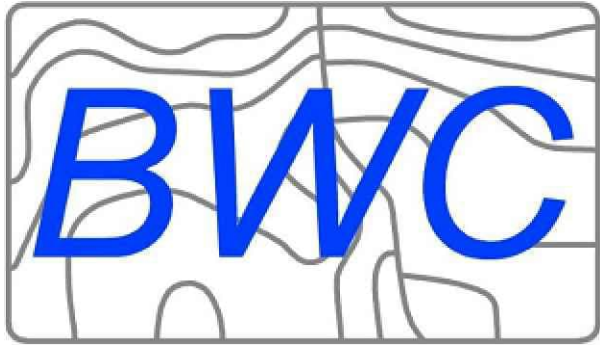
- 1 FLEXIBLE REVETMENT (GROUT FILLED ARTICULATED BLOCK MAT) (ITEM# 712-04-00100)
- 2 TEMPORARY SILT FENCING
- 3 TEMPORARY SEDIMENT CHECK DAM
- 4 TEMPORARY INLET SILT TRAP

No.	Description	Date
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JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I

EROSION CONTROL

Client SOUTHERN UNIVERSITY AND A&M COLLEGE  
AG RESEARCH AND EXTENSION CENTER

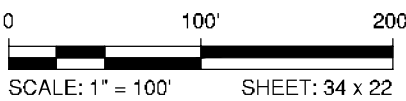
Project Number 224026

Issue Date AUGUST 2025

Drawn By LG

Checked By AG

015



1. EXISTING SPEED LIMIT = 50 mph
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES, PLANS, MATERIALS, AND PROCEDURES ARE TO FOLLOW REQUIREMENTS OF SECTION 713 OF THE 2016 LADOTD SRRB, DOTD STANDARD PLANS TTC-00 (A-D), AND THE MUTCD
3. SUPER CONES TO BE PLACED A MINIMUM OF 2' AWAY FROM TEMPORARY LANE MARKINGS IN THE CLOSED LANES
4. SUPER CONES TO BE PLACED A MINIMUM 1' AWAY FROM SHOULDER EDGE

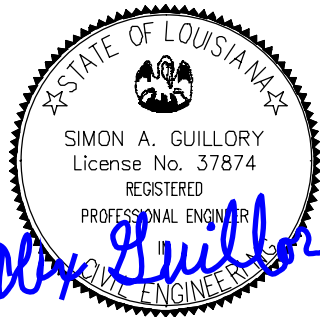
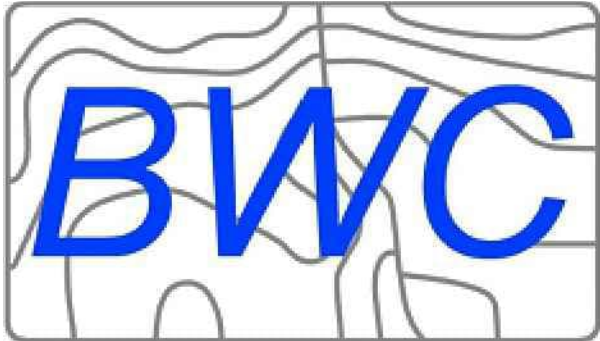
- ☐ ANY W20-4 SERIES SIGN MAY BE USED
- ☒ ANY W20-1 OR W21-5 SERIES SIGN MAY BE USED. FOR DIVIDED ROADWAYS, THESE SIGNS ARE TO BE PLACED ON BOTH SIDES OF DIVIDED HIGHWAY IF SHOULDER WORK IS BEING DONE ON LEFT SIDE OR IF ON INTERSTATE.

No.	Description	Date

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2025-08-12

JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I

# TEMPORARY TRAFFIC CONTROL PLAN

Client: SOUTHERN UNIVERSITY AND A&M COLLEGE  
AG RESEARCH AND EXTENSION CENTER

Project Number	224026
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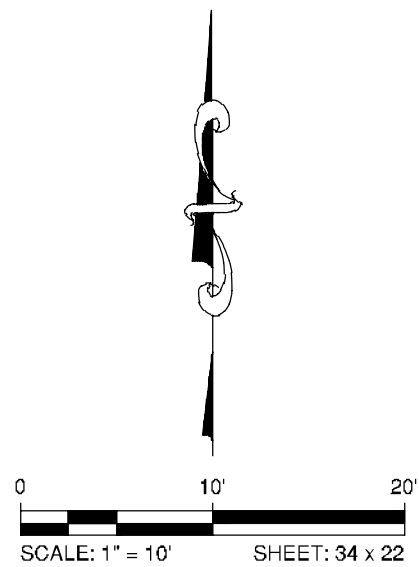
Issue Date AUGUST 2025

Drawn By LG

Checked By \_\_\_\_\_ AG

016

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No.	Description	Date

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LAFAYETTE, LA 70502

Phone: (337) 419-0911  
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**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

**GEOMETRIC LAYOUT  
PLAN**

Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER
Project Number	224026
Issue Date	AUGUST 2025
Drawn By	LG
Checked By	AG

**017**



# BORING LOG

Page 1 of 1

**BORING NO.: B-3**

**PROJECT:** SU Research Roadway

**PROJECT LOCATION :** Baker, LA

**BORING LOCATION** : N756717.89 E3320456.66

DATE DRILLED : 11/25/2024

**WATER DEPTH** : Not Encountered

GEOL/ENGR	: SA
-----------	------

**PROJECT NO.:** APS2409-G061

**METHOD:** AUGER

**BORING ELEVATION:** N/M

**DATE COMPLETED:** 11/25/2024

**WATER LEVEL DATE:** 11/25/2024

**DRILLER:** VG

DEPTH (feet)	SAMPLE	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
								3 inches of Asphalt
			16		36	20		6 inches of Base Material
								Tan Lean Clay (CL)
		2.78	23	102	62	42		Very Stiff Tan Fat Clay (CH)
5		1.13	23	101	46	25		Tan Lean Clay (CL) -Stiff
		0.85	26	98	45	27		-Medium Stiff
		2.29	19	111	45	29		-Very Stiff
10								
		1.55	20	108	48	31		-Stiff
15								
		1.76	20	107	36	19		-Stiff
20								
								Boring terminated at 20.75 feet. Boring was backfilled with cuttings and patched with Asphalt.

**COMMENTS:**

**Rock Core**

Shelby Tube

- APS Engineering and Testing, LLC

# BORING LOG

Page 1 of 1

**BORING NO.: B-4**

**PROJECT:** SU Research Roadway

**PROJECT LOCATION :** Baker, LA

**BORING LOCATION** : N756836.87 E3321153.21

**DATE DRILLED** : 11/25/2024

**WATER DEPTH** : Not Encountered

GEOL/ENGR	: SA
-----------	------

**PROJECT NO.:** APS2409-G061

**METHOD:** AUGER

**BORING ELEVATION:** N/M

**DATE COMPLETED:** 11/25/2024

**WATER LEVEL DATE:** 11/25/2024

**DRILLER:** VG

DEPTH (feet)	SAMPLE	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
								2 inches of Asphalt
		1.96	23	101	40	21		Stiff Tan Lean Clay (CL) -@ 0-2': -200=98.3%
		1.12	24	104	35	14		-@ 2-4': -200=99.4%
5								Boring terminated at 4.17 feet. Boring was backfilled with cuttings and patched with Asphalt.
10								
15								
20								

**COMMENTS:**

**Rock Core**

Shelby Tube

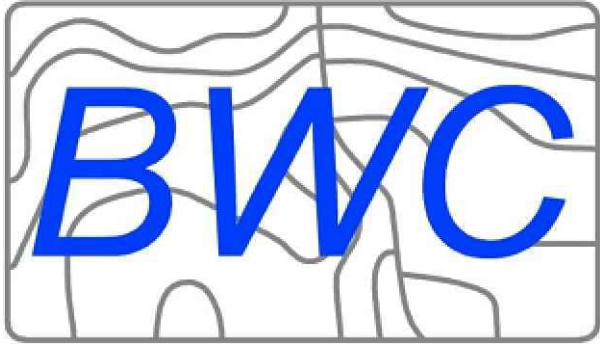
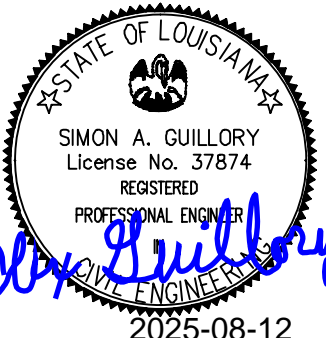
– APS Engineering and Testing, LLC

GENERAL NOTES:

1. LATITUDE AND LONGITUDE OF EACH BORING LOCATION ARE AS FOLLOWS:

B-3: 30.58073, -91.20744

B-4: 30.58105, -91.20522

No.	Description			Date	
BLUEWING CIVIL CONSULTING, LLC					
PO BOX 3384 LA FAYETTE, LA 70502			Phone : (337) 418-9911 info@bluewingcivil.com		
					
					
JAMES C. ARCHIE AVE RECONSTRUCTION PHASE I					
BORE LOGS					
Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER				
Project Number	224026				
Issue Date	AUGUST 2025				
Drawn By	LG				
Checked By	AG				
019					







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APS2409-G061 SU Research Roadway  
Baker, Louisiana

APS Engineering and Testing, LLC  
Geotechnical, Environmental, & Construction Materials Testing

Figure 1  
Boring Location Plan

No.	Description	Date

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CIVIL CONSULTING, LLC

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LAFAYETTE, LA 70502      Phone: (337) 418-0911  
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**JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I**

**BORING LOCATION PLAN**

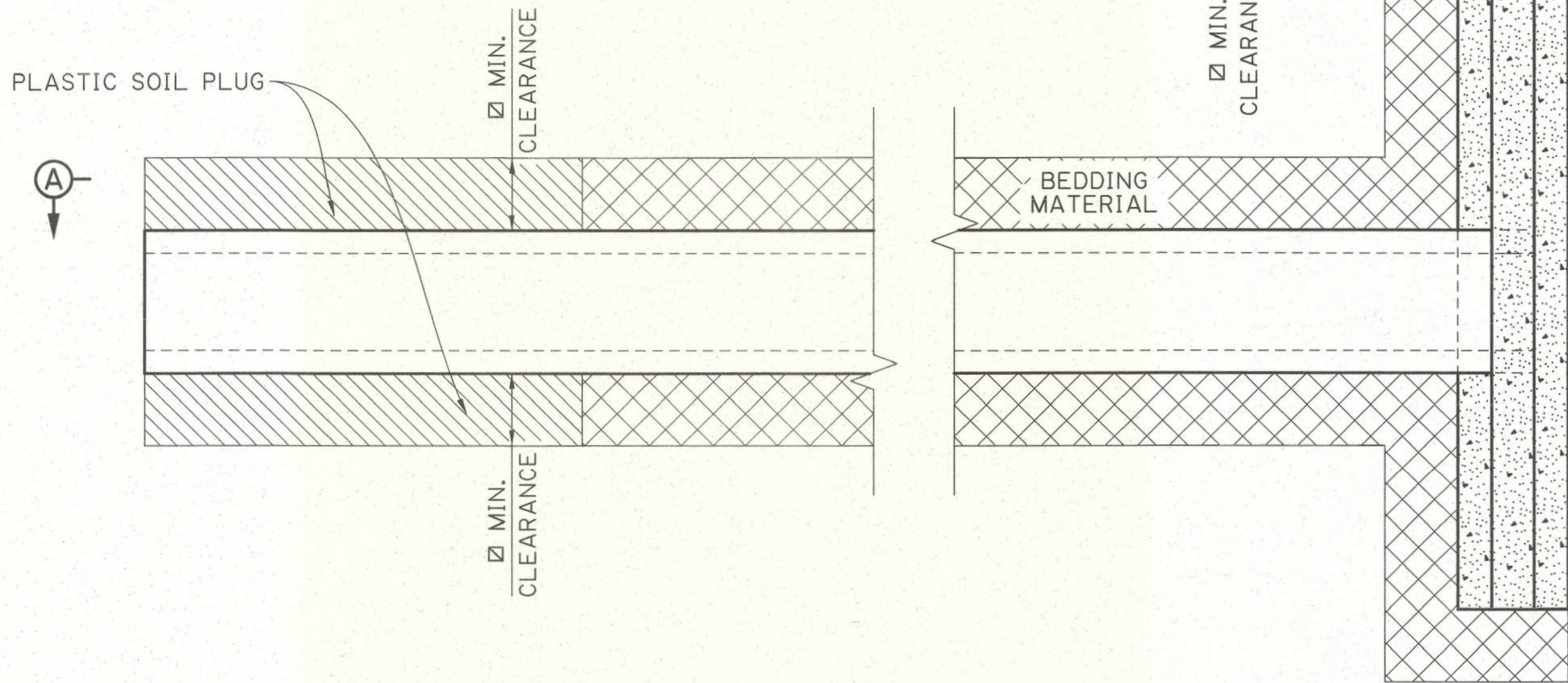
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Project Number	224026
Issue Date	AUGUST 2025
Drawn By	LG
Checked By	AG

023

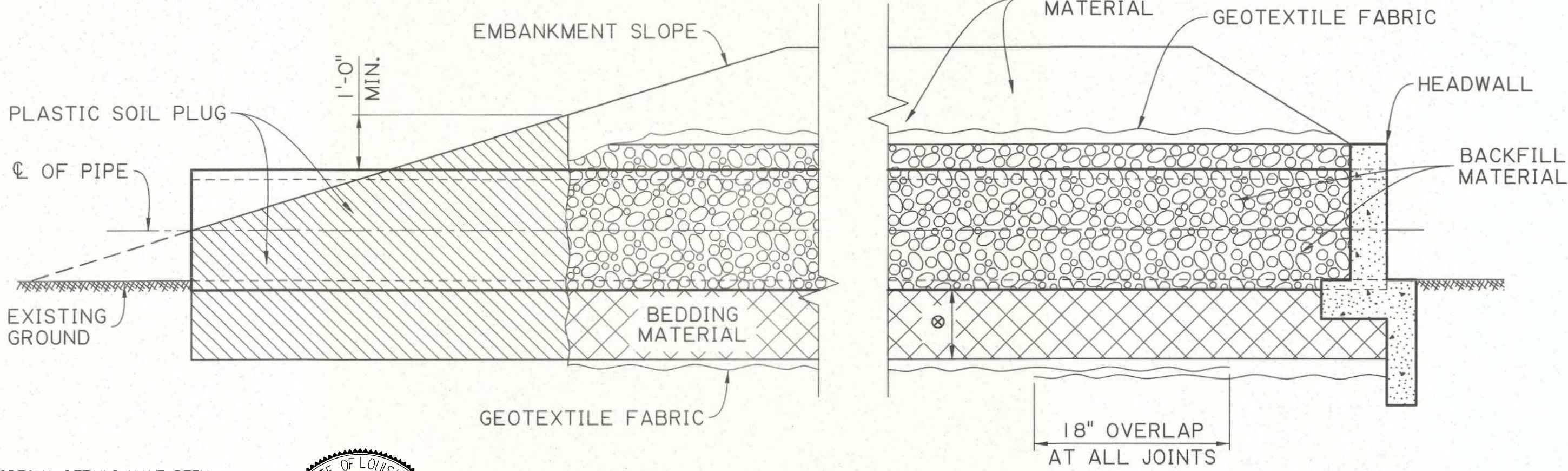
GENERAL NOTES :

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.

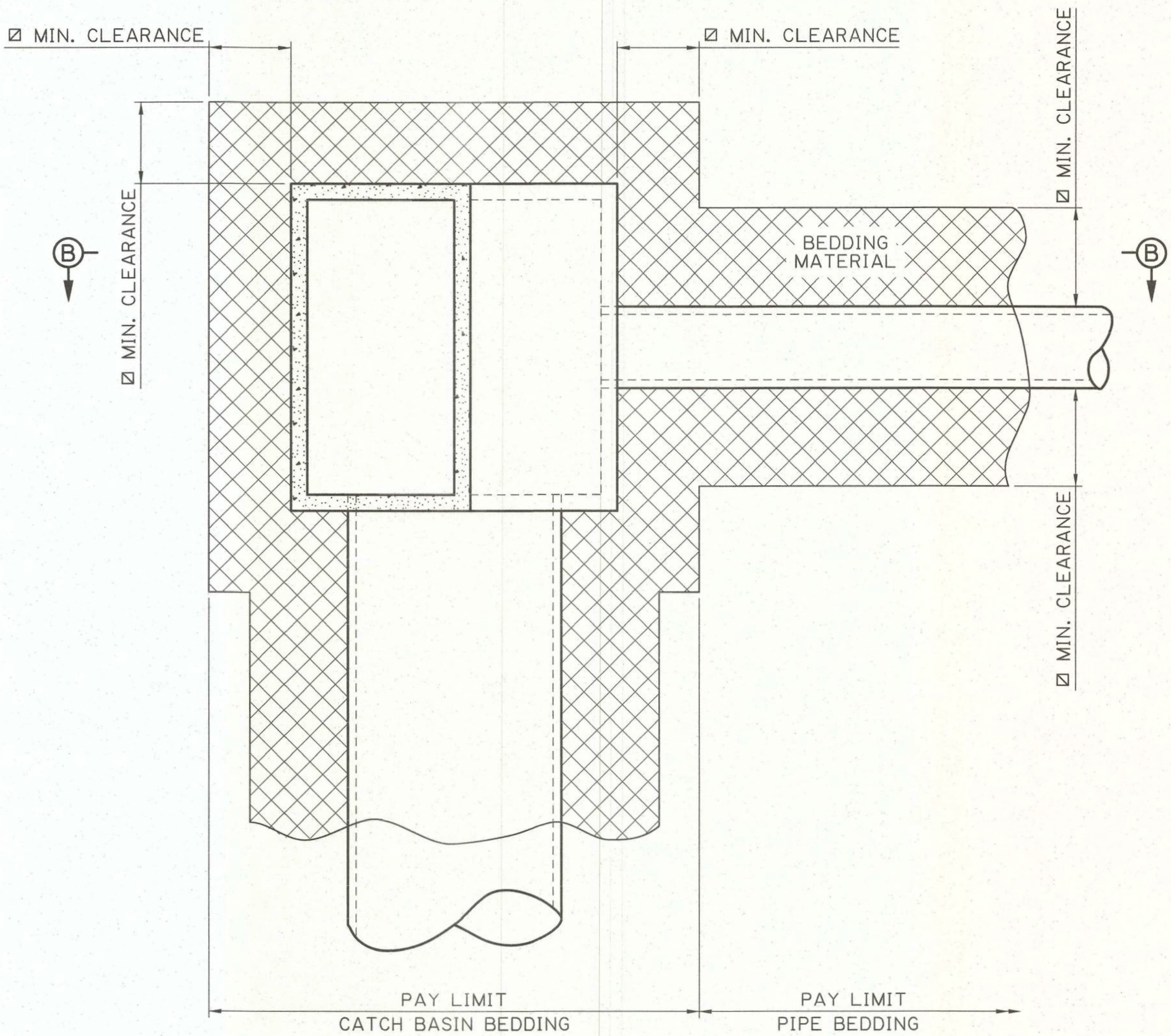
MINIMUM TRENCH CLEARANCE		
TYPE OF STRUCTURE	INSIDE DIAMETER	MIN. CLEARANCE
REINFORCED CONCRETE	ALL	18"
FLEXIBLE PIPE	<48"	18"
FLEXIBLE PIPE	≥48"	24"



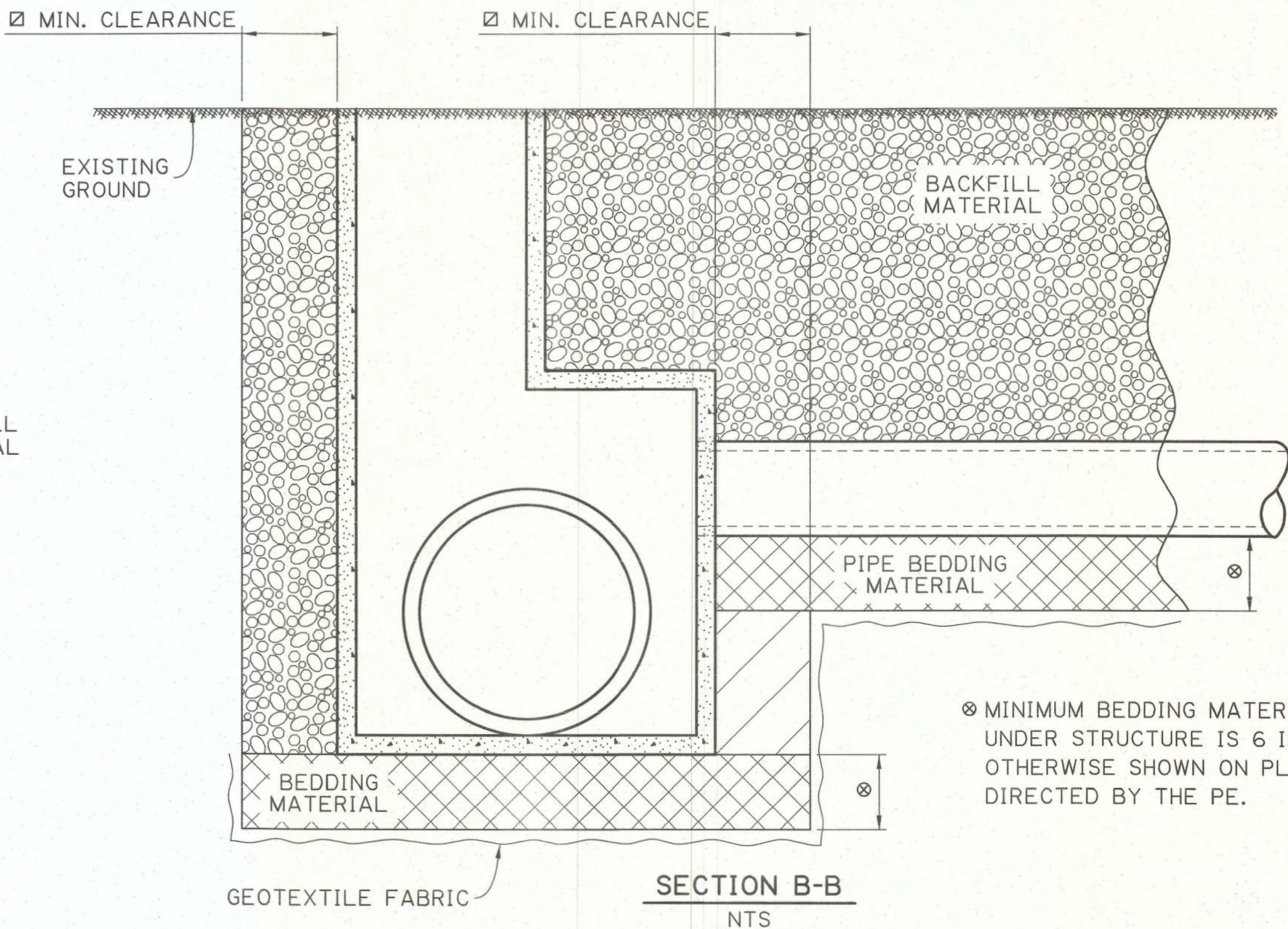
TYPICAL CROSS DRAIN INSTALLATION  
WITH AND WITHOUT HEADWALL  
(EMBANKMENT MATERIAL NOT SHOWN FOR CLARITY)  
NTS



SECTION A-A  
WITH AND WITHOUT HEADWALL  
NTS

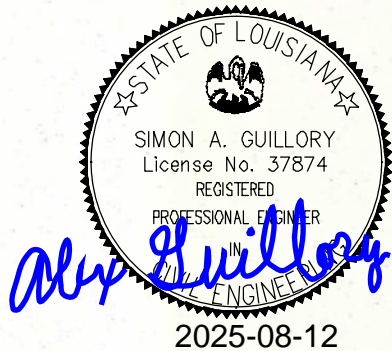


TYPICAL CATCH BASIN AND STORM DRAIN INSTALLATION  
NTS



SECTION B-B  
NTS

"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."



2025-08-12

SHEET NUMBER101

PARISHCONTROL SECTIONSTATE PROJECT

C. NICKELJ. RAUSERL. HASTINGSA. NICKELC. NICKEL1 OF 2

DESIGN CHECKDETAIL CHECKREVIEW

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  
TRANSPORTATION & DEVELOPMENT

DRAINAGE STRUCTURES  
BEDDING & BACKFILL

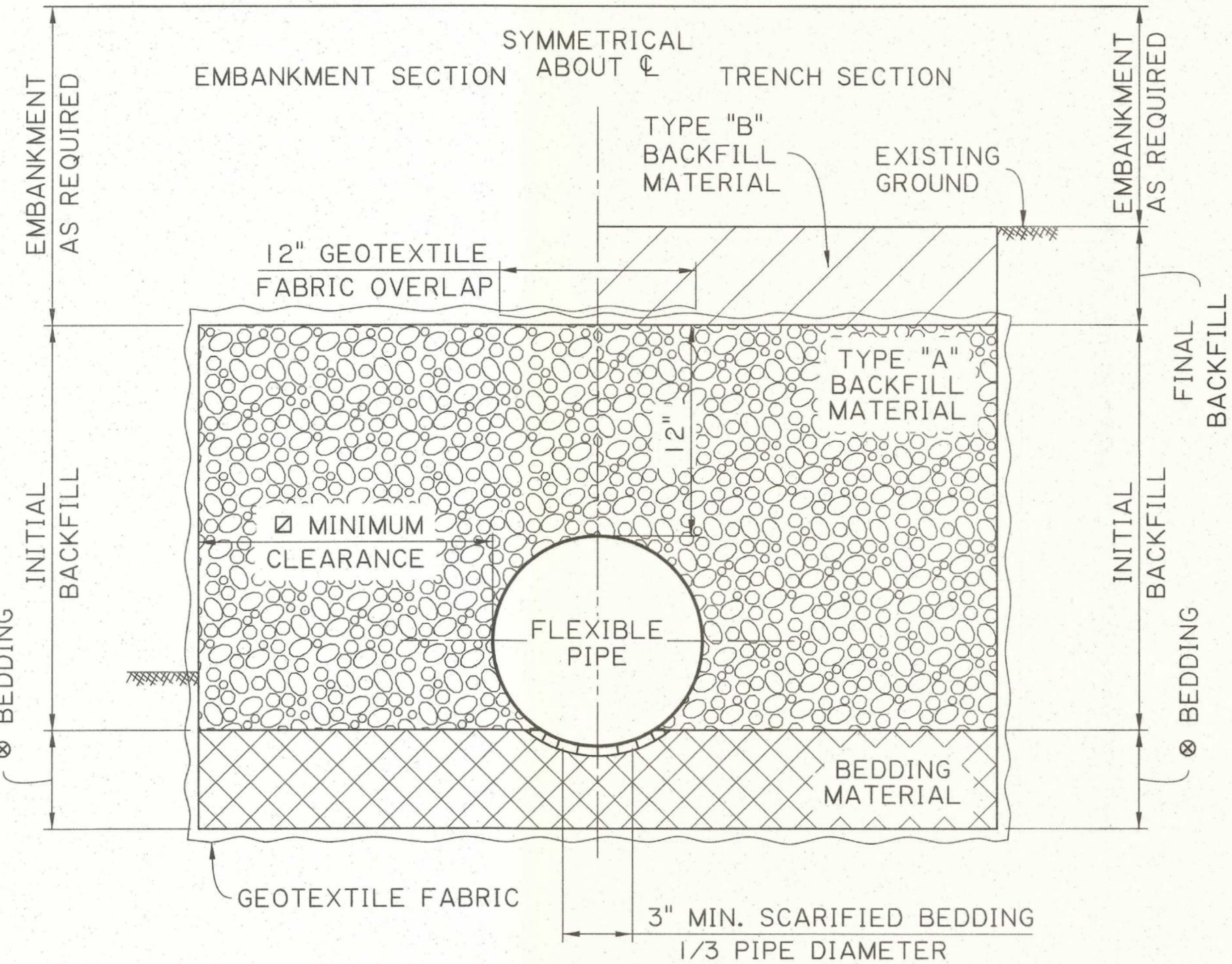
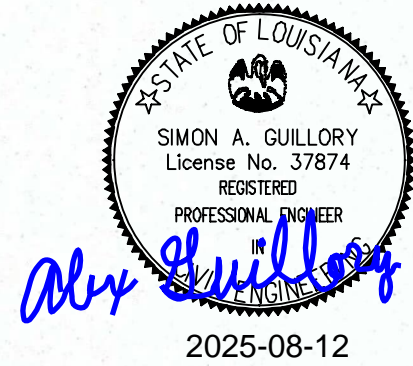
STANDARD PLAN  
BM-O1

DOTD  
LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT  
PAVEMENT & GEOTECHNICAL SERVICES

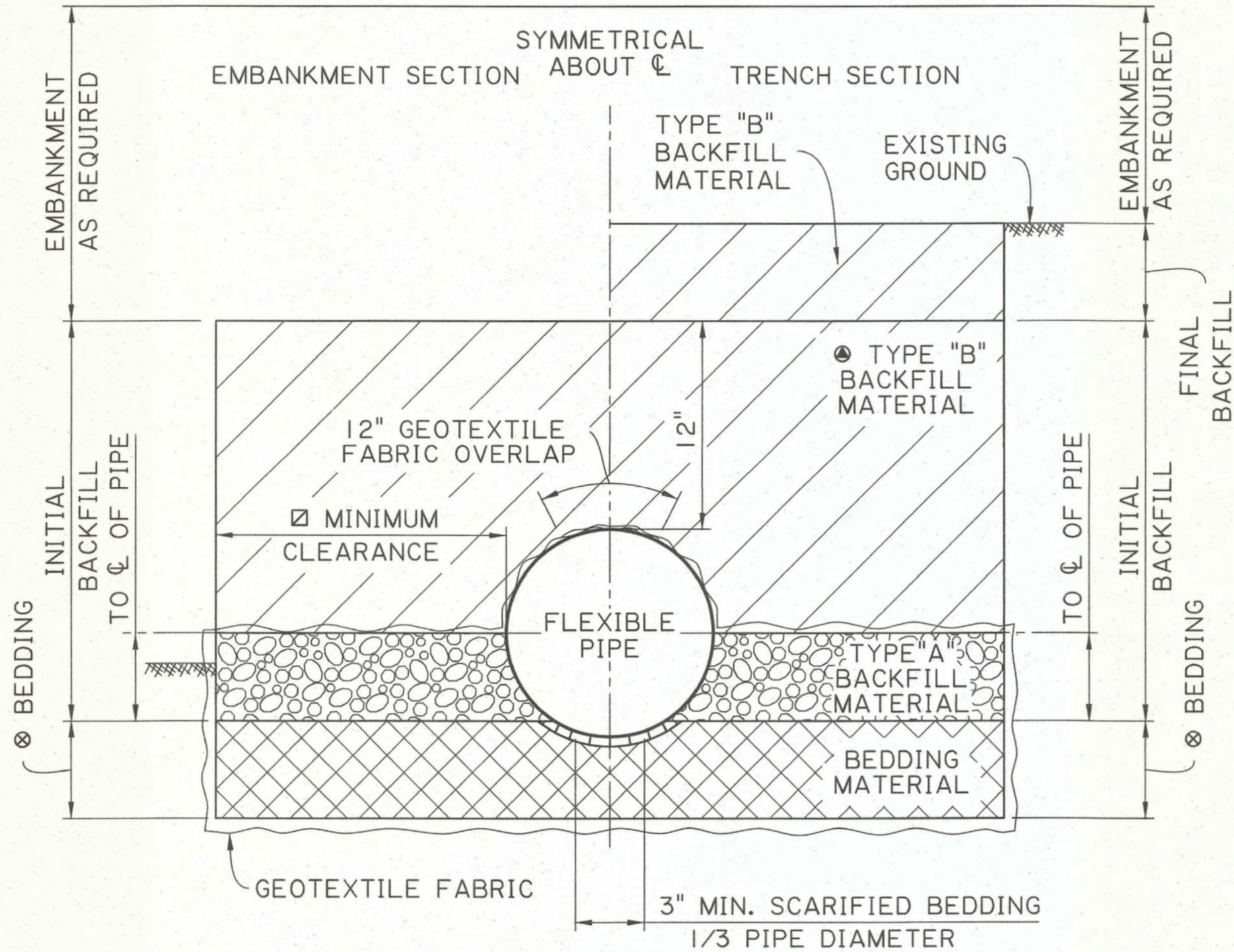
Z:\2024\224026 James C Archie Rd Reconstruction\CAD\Plans\DWG\Phase 1\Plan - Standard Plans.dwg 8/12/2025 7:12 AM

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

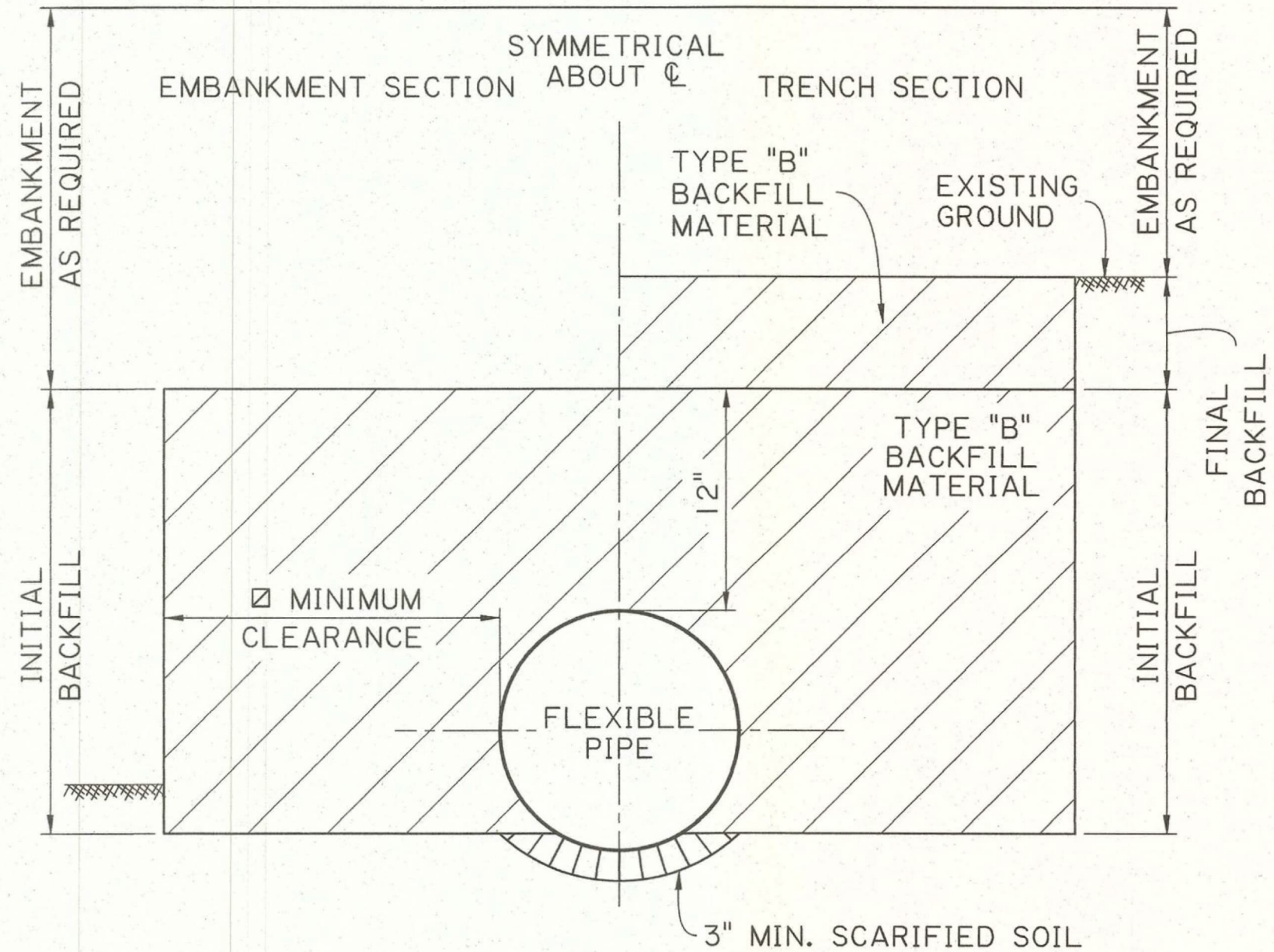
"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."



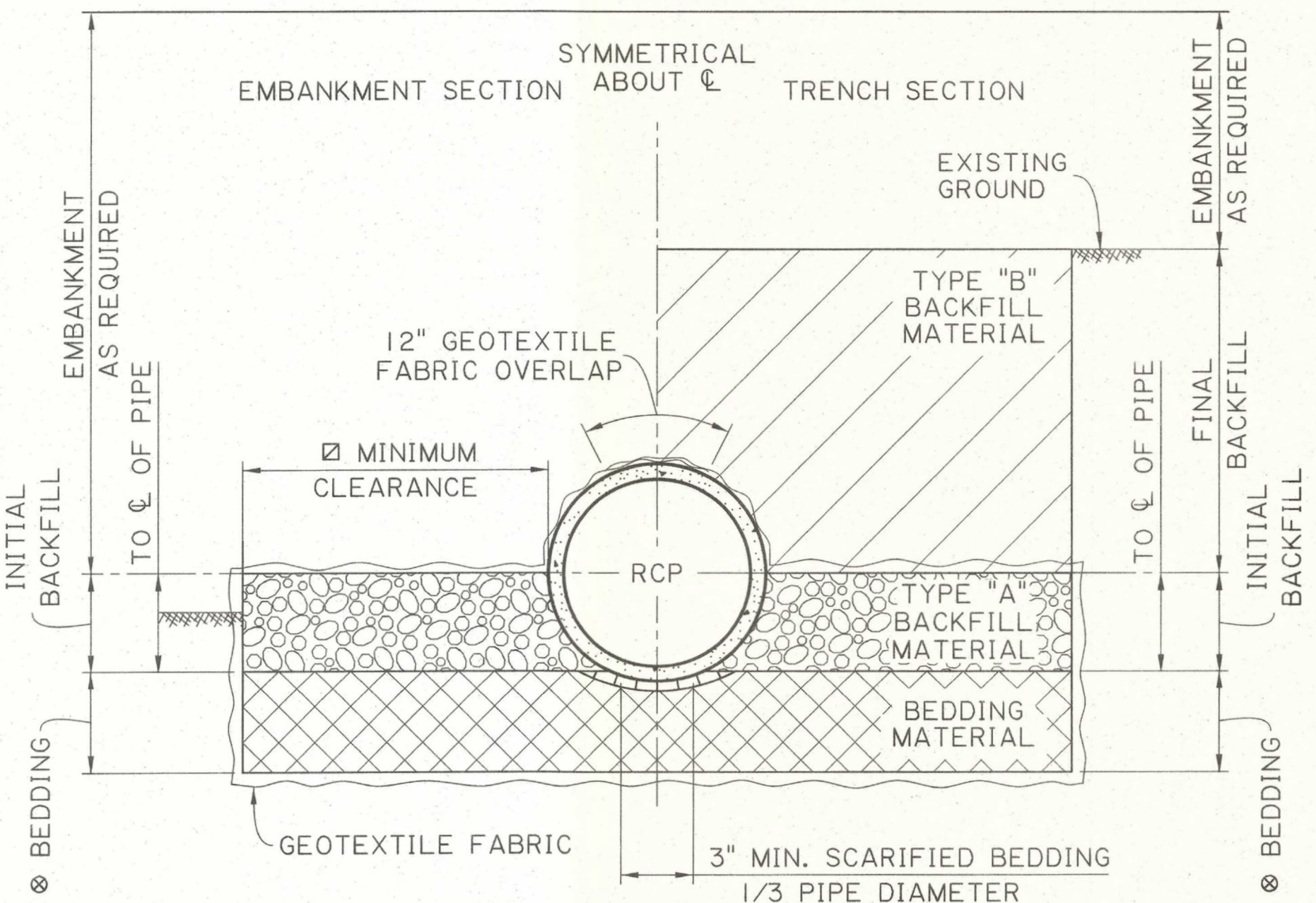
**FLEXIBLE PIPE CROSS DRAIN**  
TRENCH AND EMBANKMENT INSTALLATIONS  
SCALE: 1 1/2"=1'-0"



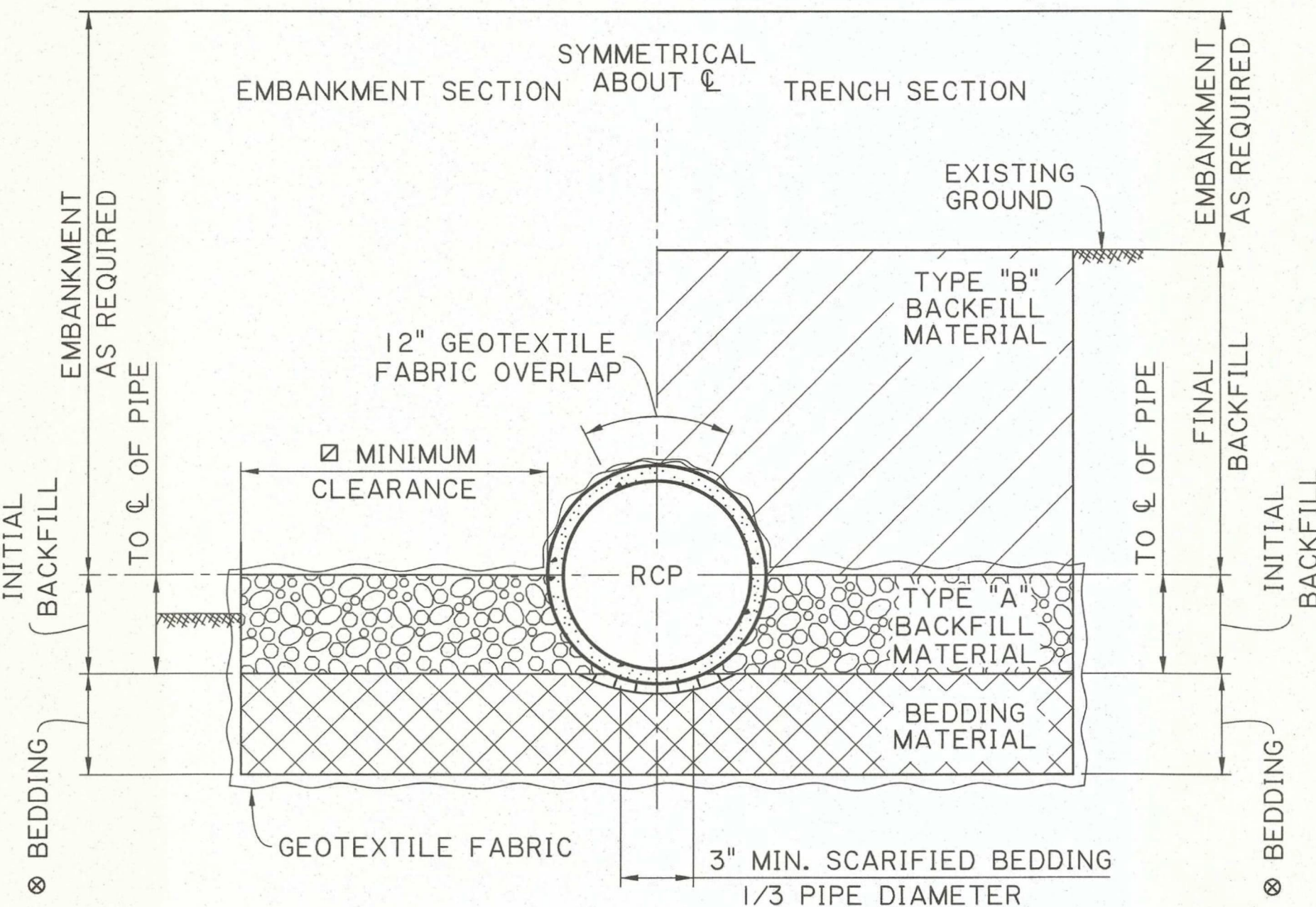
**FLEXIBLE PIPE STORM DRAIN**  
TRENCH AND EMBANKMENT INSTALLATIONS  
SCALE: 1 1/2"=1'-0"



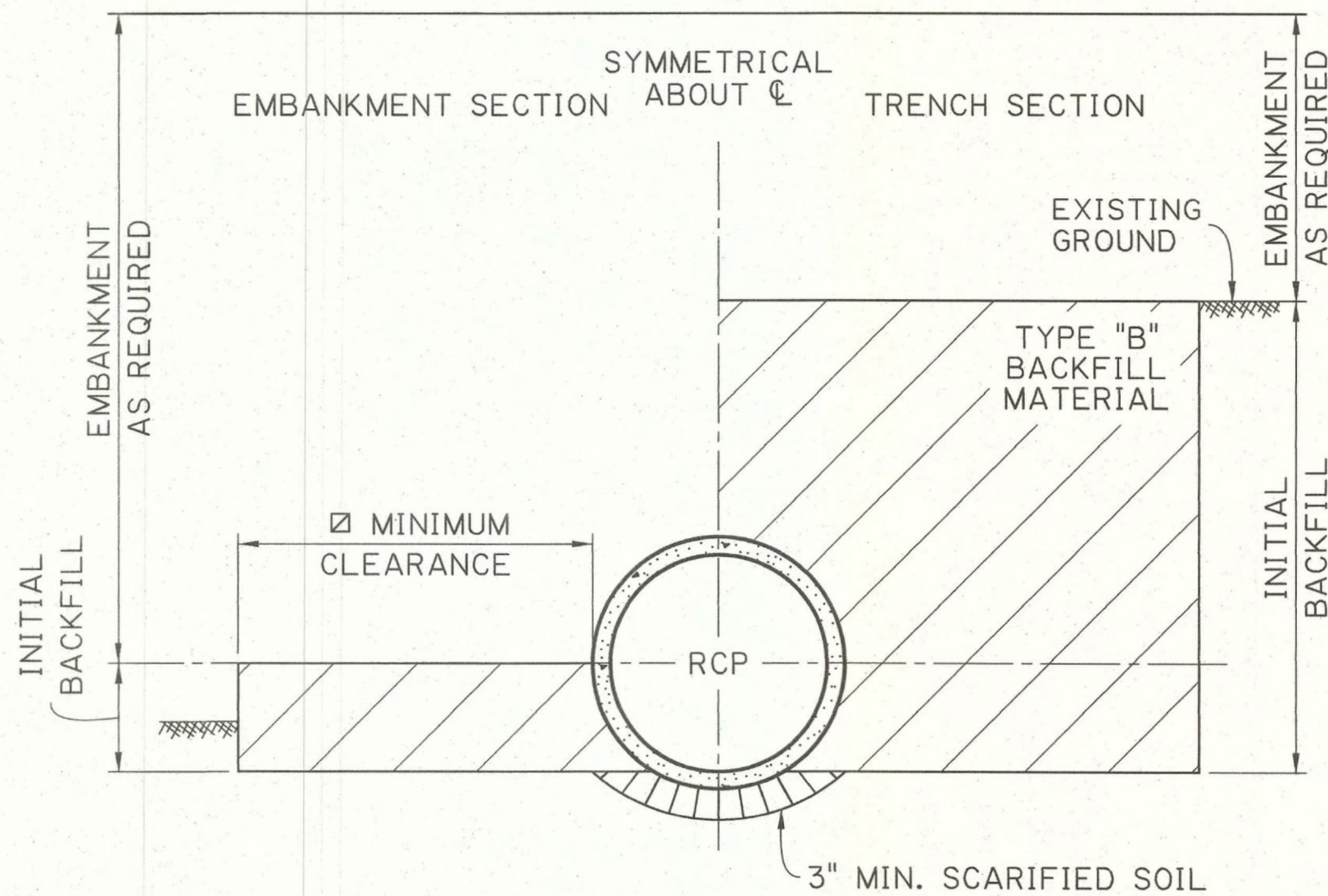
**△ FLEXIBLE PIPE SIDE DRAIN**  
TRENCH AND EMBANKMENT INSTALLATIONS  
SCALE: 1 1/2"=1'-0"



**REINFORCED CONCRETE PIPE CROSS DRAIN**  
TRENCH AND EMBANKMENT INSTALLATIONS  
SCALE: 1 1/2"=1'-0"



**REINFORCED CONCRETE PIPE STORM DRAIN**  
TRENCH AND EMBANKMENT INSTALLATIONS  
SCALE: 1 1/2"=1'-0"



**△ REINFORCED CONCRETE PIPE SIDE DRAIN**  
TRENCH AND EMBANKMENT INSTALLATIONS  
SCALE: 1 1/2"=1'-0"

- ⊗ 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.

SHEET NUMBER		102	
DESIGN	C. NICKEL	PARISH	
CHECK	J. RAUSER	CONTROL SECTION	
DETAIL	L. HASTINGS	STATE PROJECT	
CHECK	A. NICKEL		
REVIEW	C. NICKEL	SERIES #	2 OF 2

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

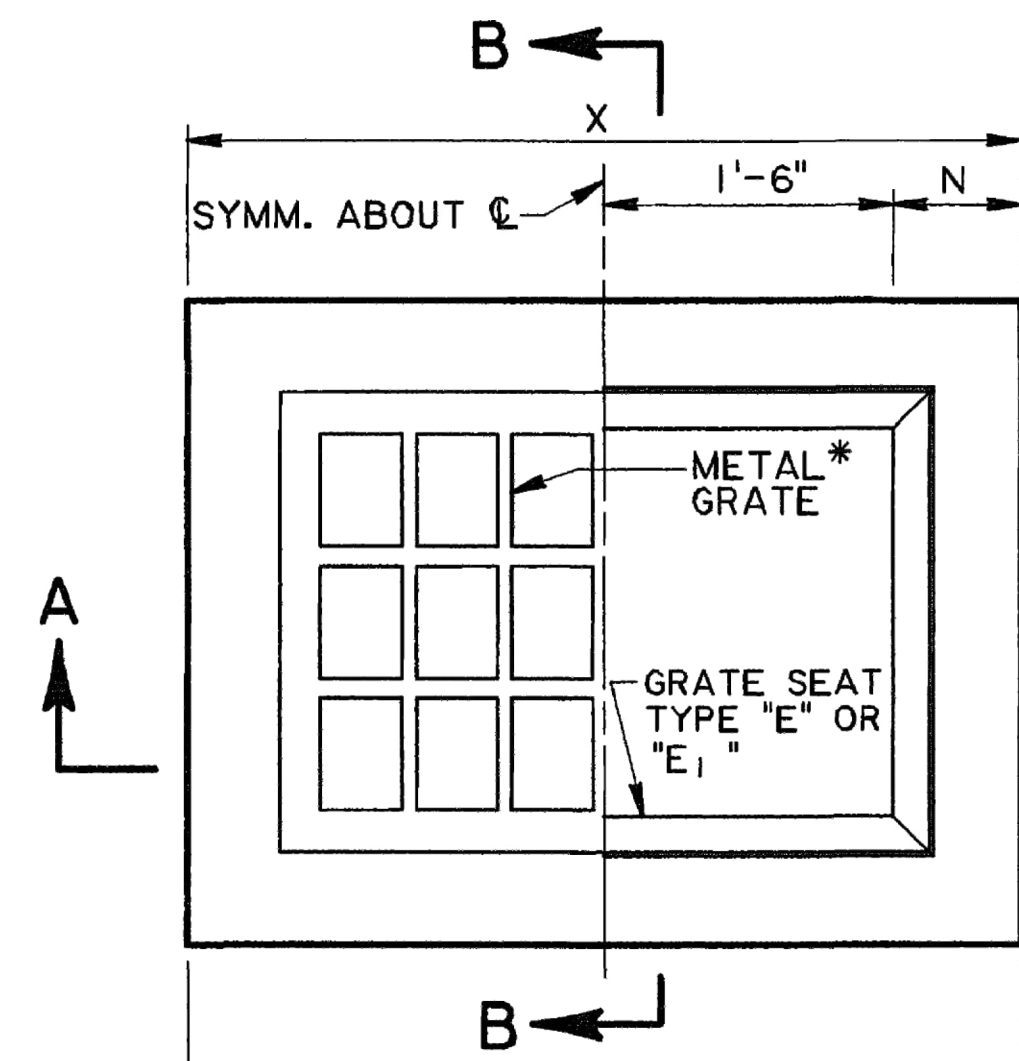
**DRAINAGE STRUCTURES**

**TYPICAL SECTIONS FOR CROSS DRAINS & SIDE DRAINS**

STANDARD PLAN BM-01

**DOTD**  
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT  
PAVEMENT & GEOTECHNICAL SERVICES

Z:\2024\224026 James C Archie Rd Reconstruction\CAD\Plans\DWG\Phase 1\Plan - Standard Plans.dwg 8/12/2025 7:12 AM

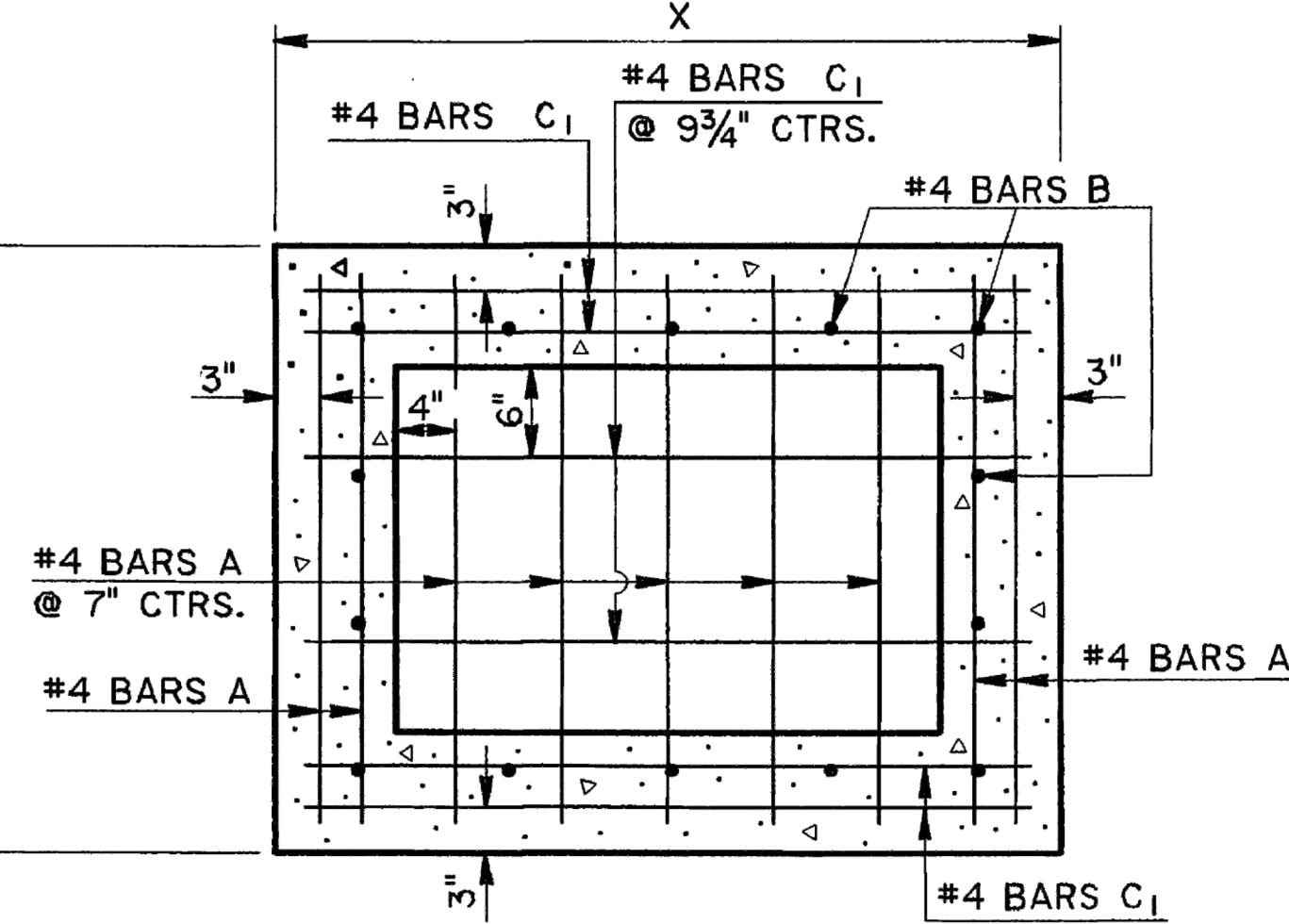


### PLAN

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

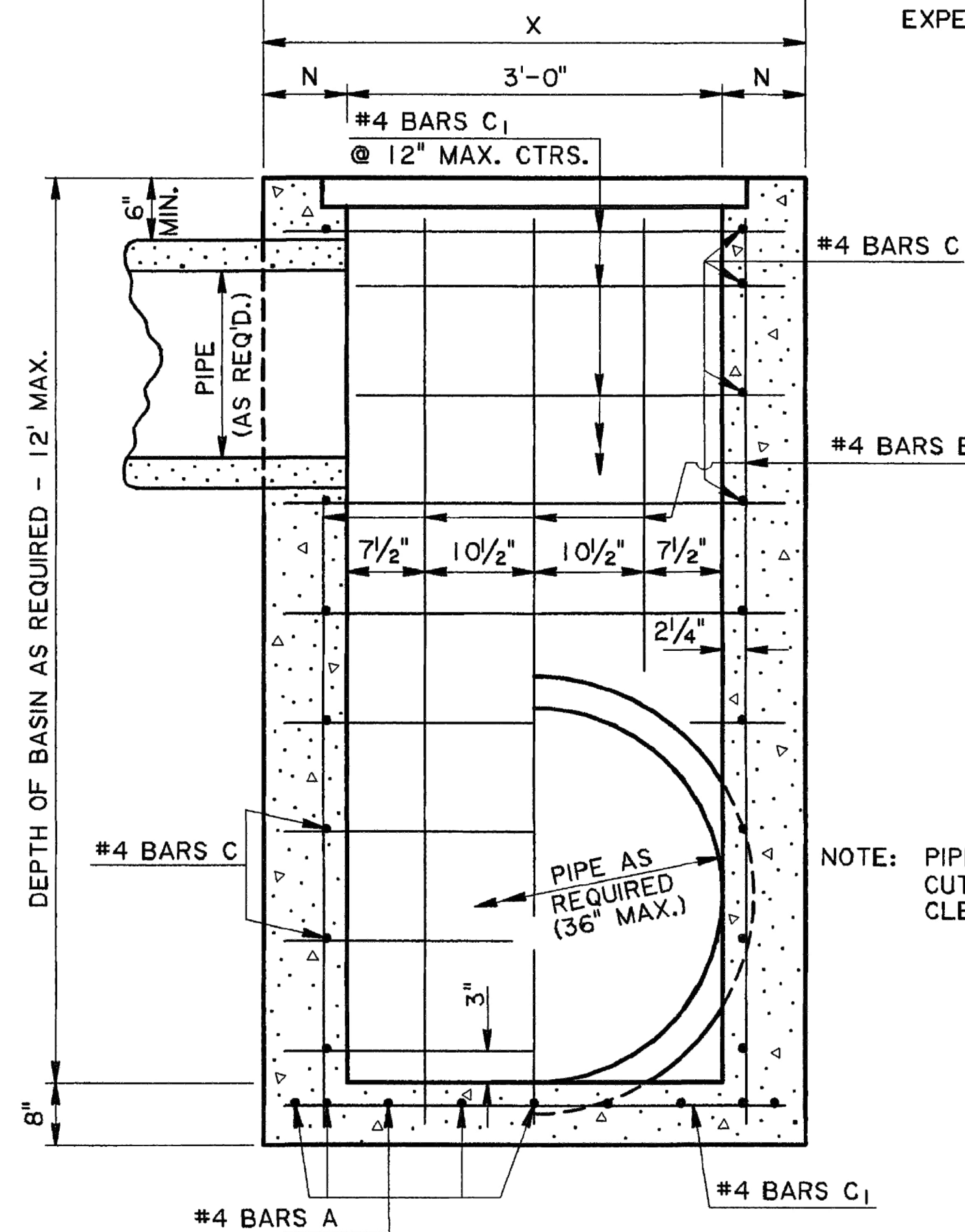
NOTE: TYPE "B" GRATE TO BE USED  
WHERE NO PEDESTRIAN TRAFFIC  
IS EXPECTED.

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



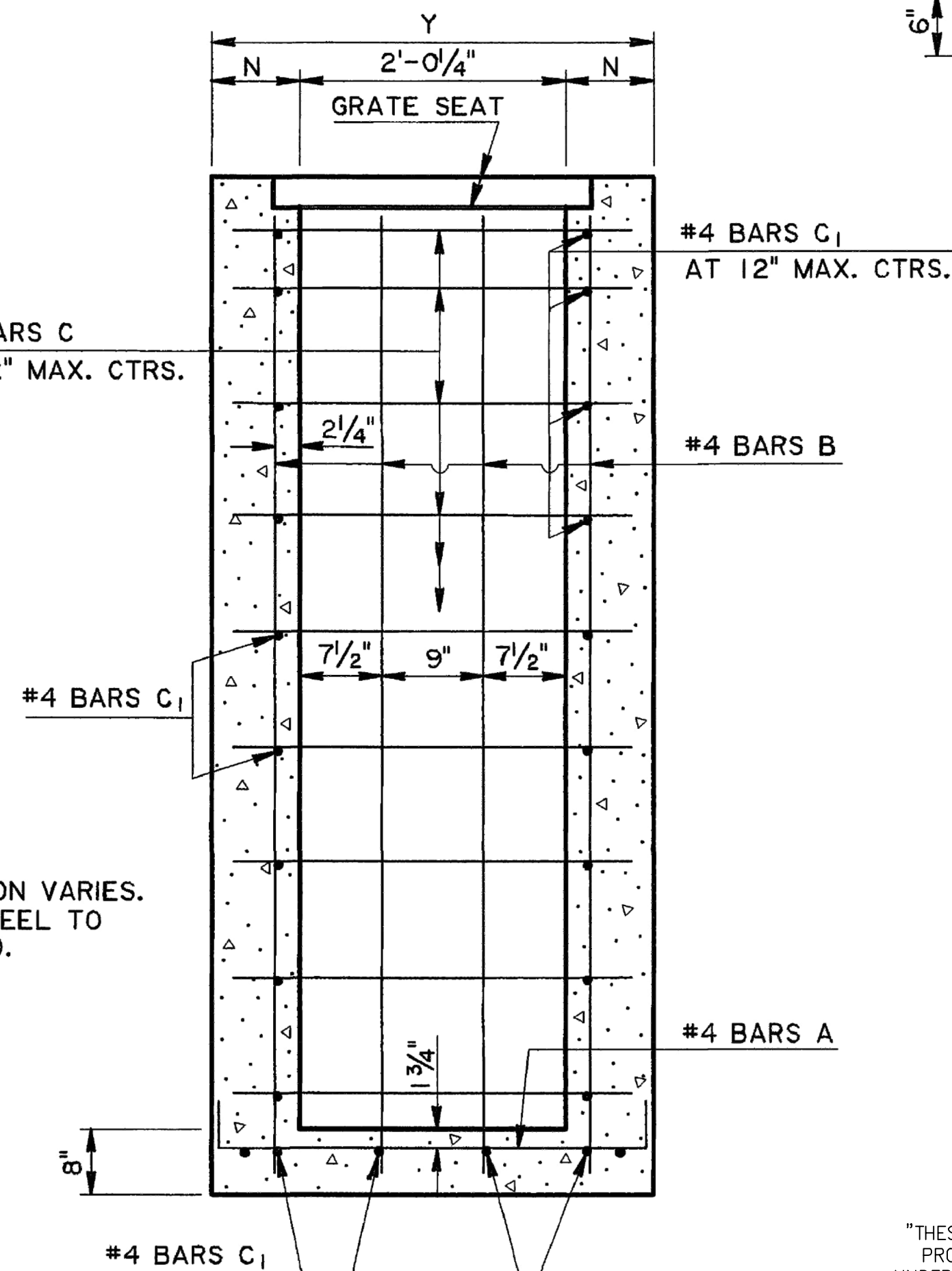
### HORIZONTAL SECTION

SHOWING BOTTOM SLAB REINFORCING STEEL



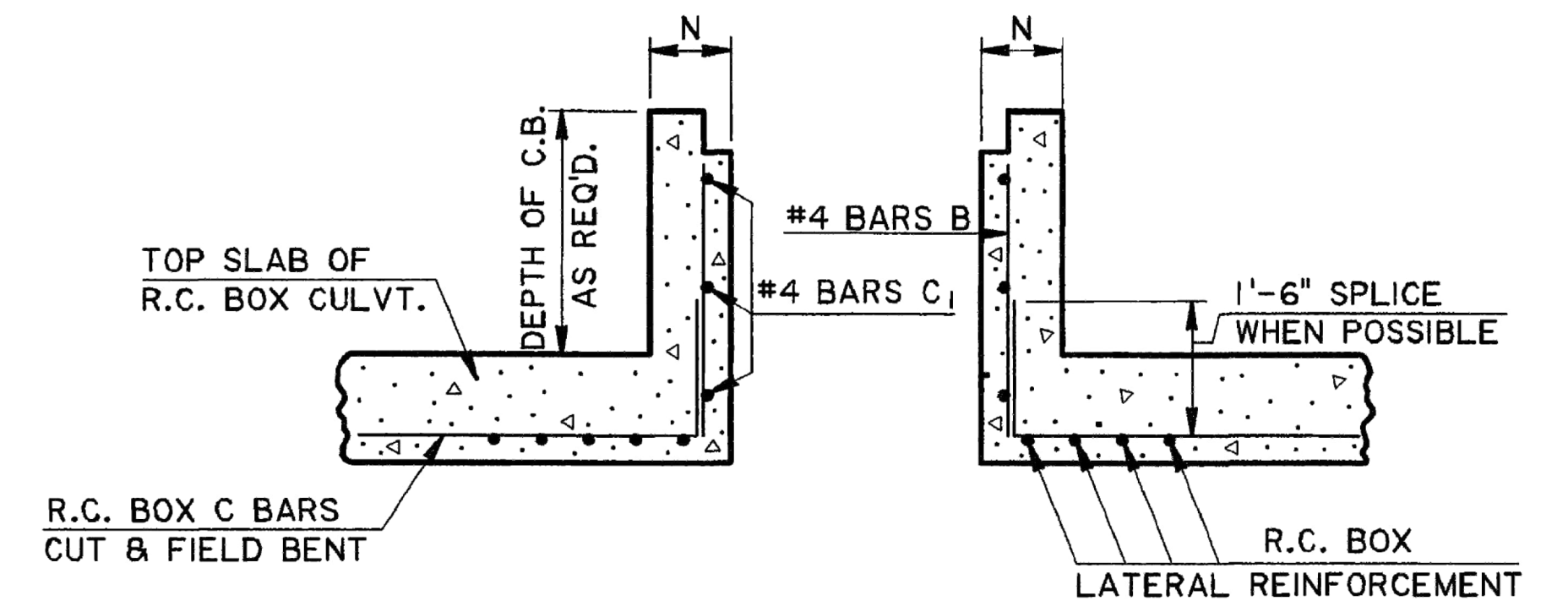
### SECTION A-A

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



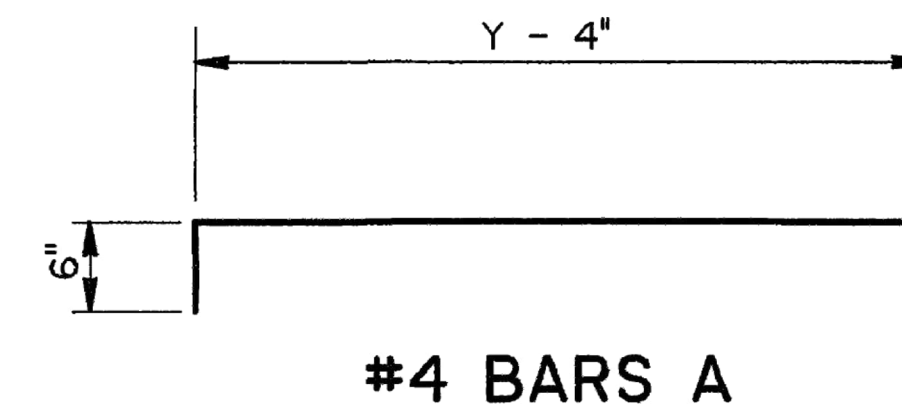
### SECTION B-B

DIMENSIONS			
DEPTH OF BASIN	N	X	Y
FT.	IN.	FT.- IN.	FT.- IN.
0 - 8	7	4-2	3-2 1/4
8.1 - 12	8	4-4	3-4 1/4

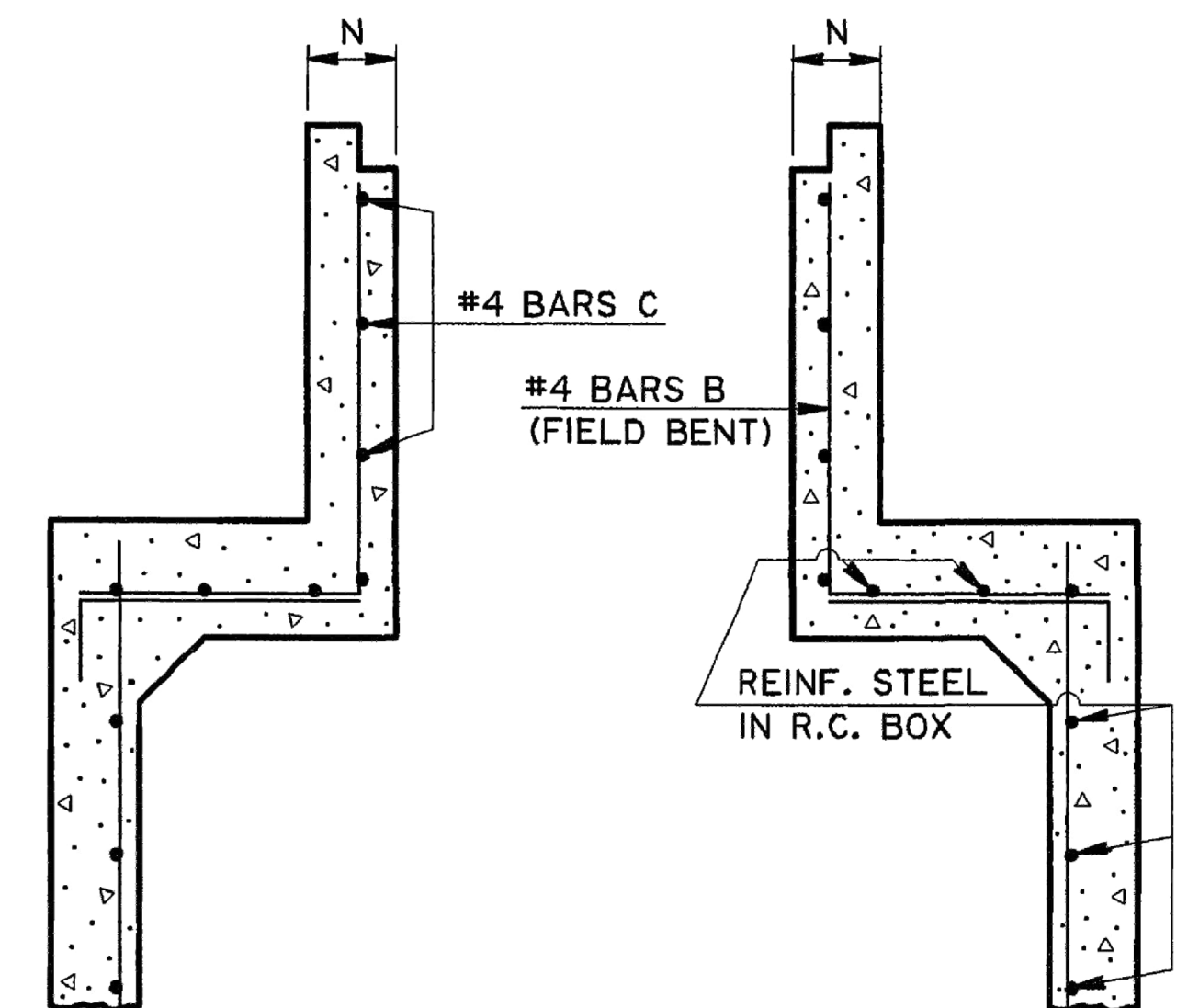


### LONGITUDINAL SECTION

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



### #4 BARS A



### TRANSVERSE SECTION

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

#### GENERAL NOTES:

SECTION 702 OF THE CURRENT DOTD STANDARD  
SPECIFICATIONS SHALL APPLY.

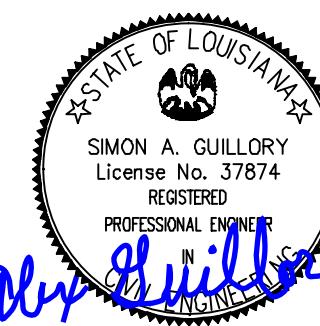
DIMENSIONS RELATING TO REINFORCING STEEL ARE  
TO BAR CENTERS.

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.

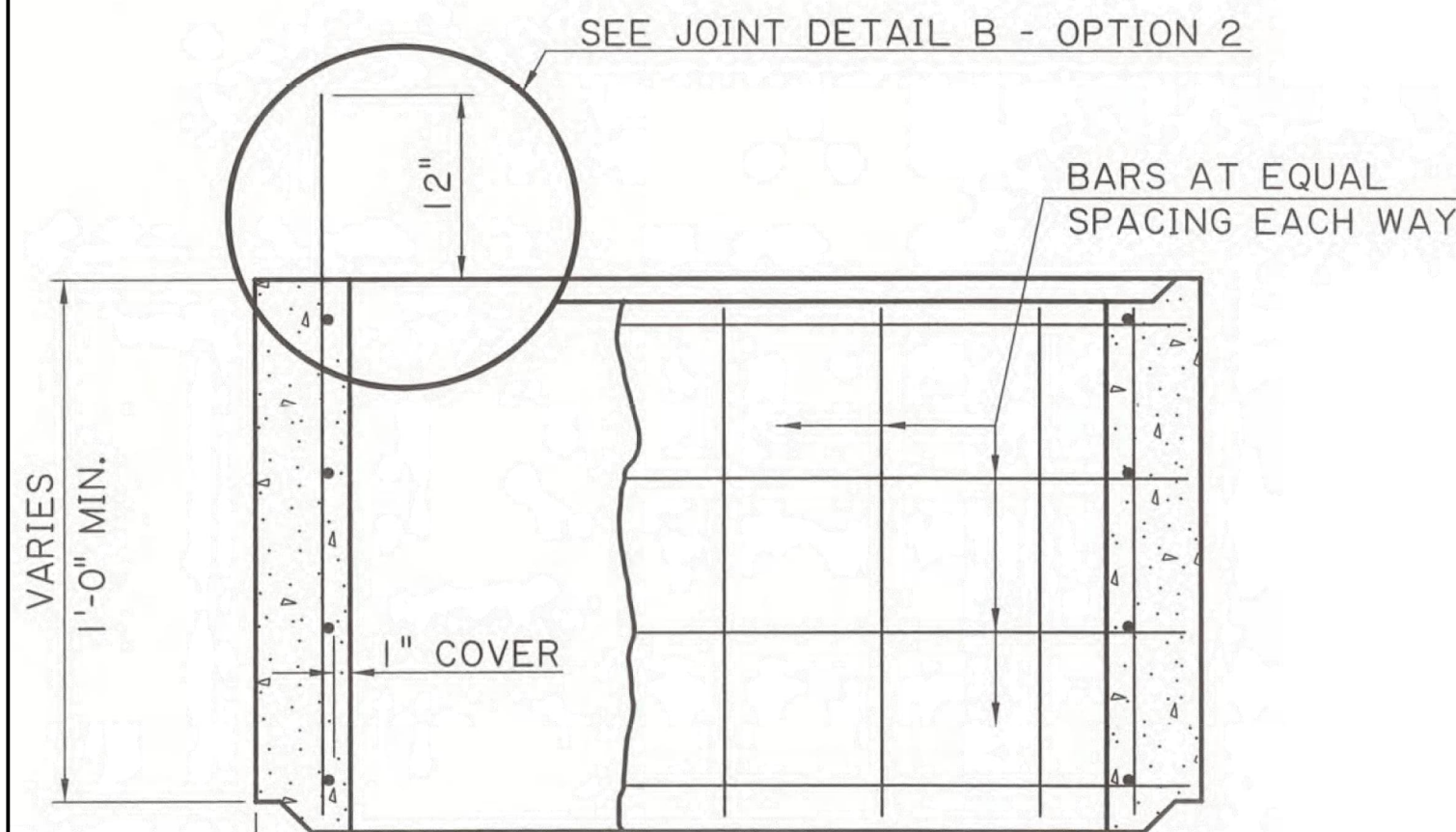
"THESE SPECIAL DETAILS HAVE BEEN  
PROPERLY EXAMINED BY ME, THE  
UNDERSIGNED PROFESSIONAL ENGINEER.  
I HAVE DETERMINED THAT THESE  
PLANS COMPLY WITH ALL APPLICABLE  
CODES AND HAVE BEEN PROPERLY  
ADAPTED TO USE ON THIS PROJECT."



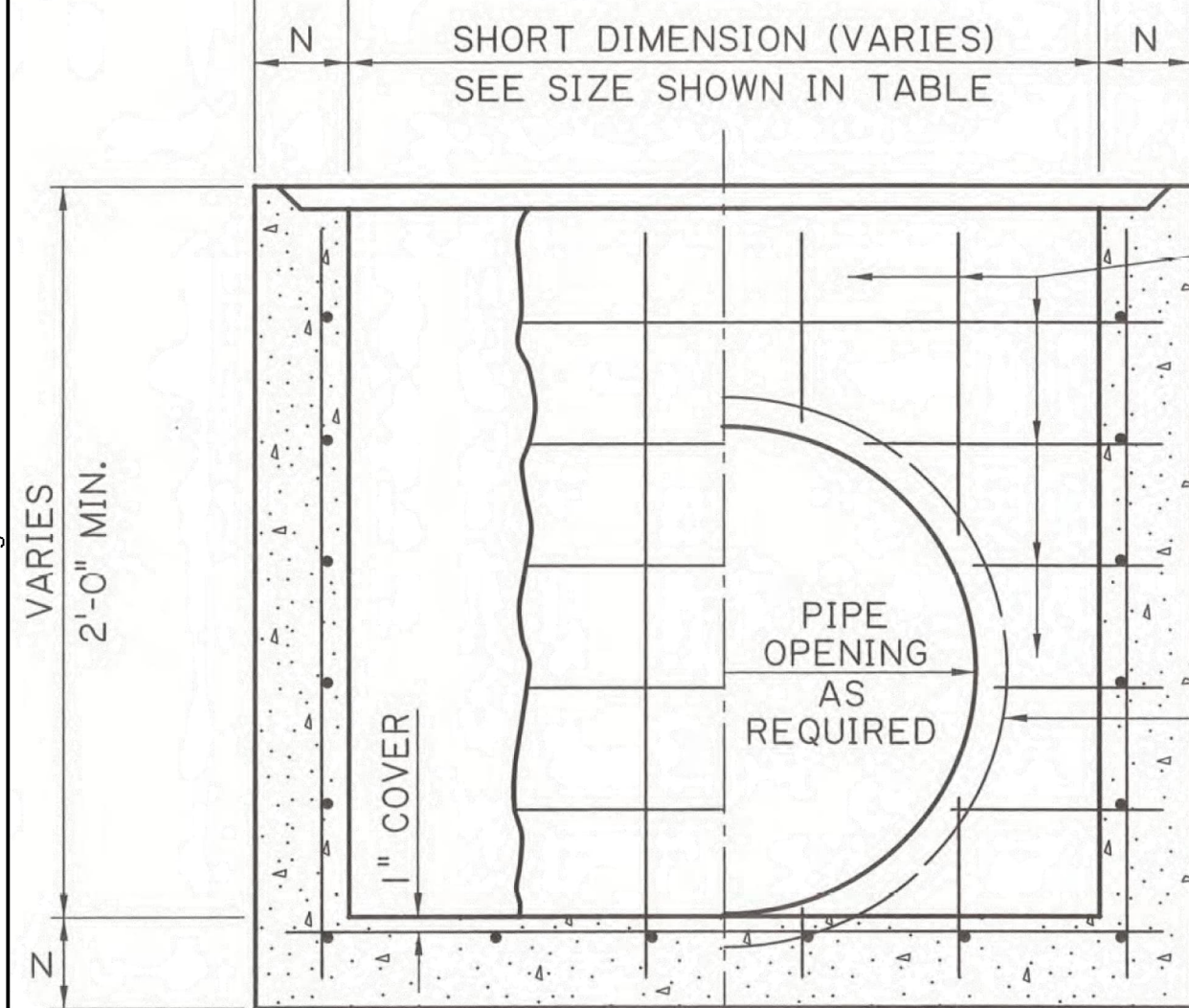
2025-08-12

GENERAL NOTES:

- THIS STRUCTURE MEETS ALL DOTD HYDRAULIC PERFORMANCE CRITERIA WHEN USED IN ACCORDANCE WITH THE DOTD HYDRAULICS MANUAL AND ALL DOTD HYDRAULIC DESIGN POLICIES.
- 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:
  - 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.
  - 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.
- 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.
- FINISH CAST-IN-PLACE CONCRETE IN ACCORDANCE WITH OTHER STANDARD PLANS AND 805.
- 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.
- 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.



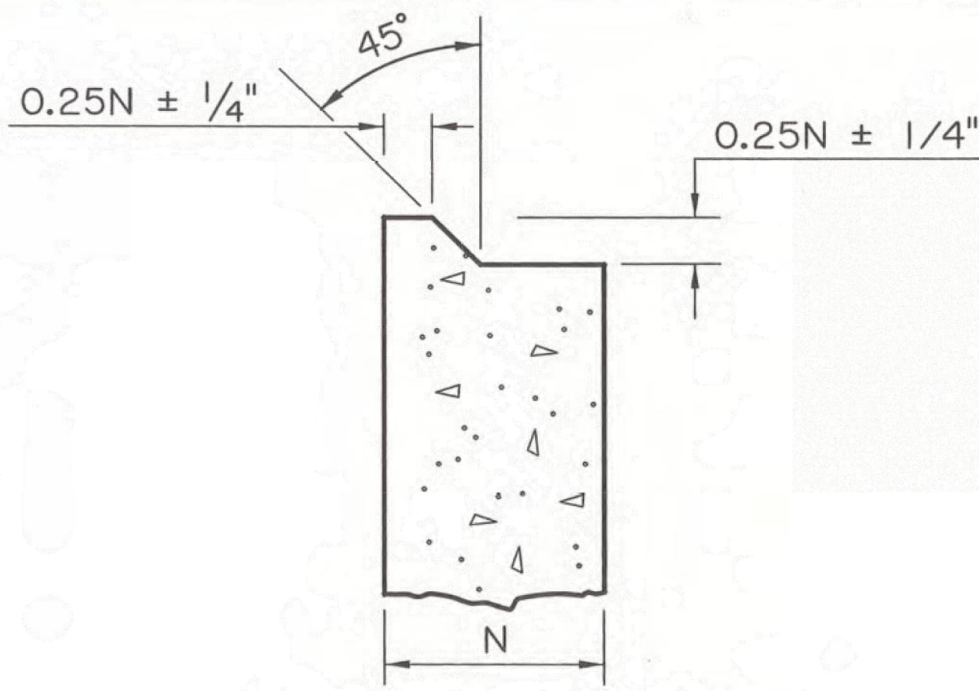
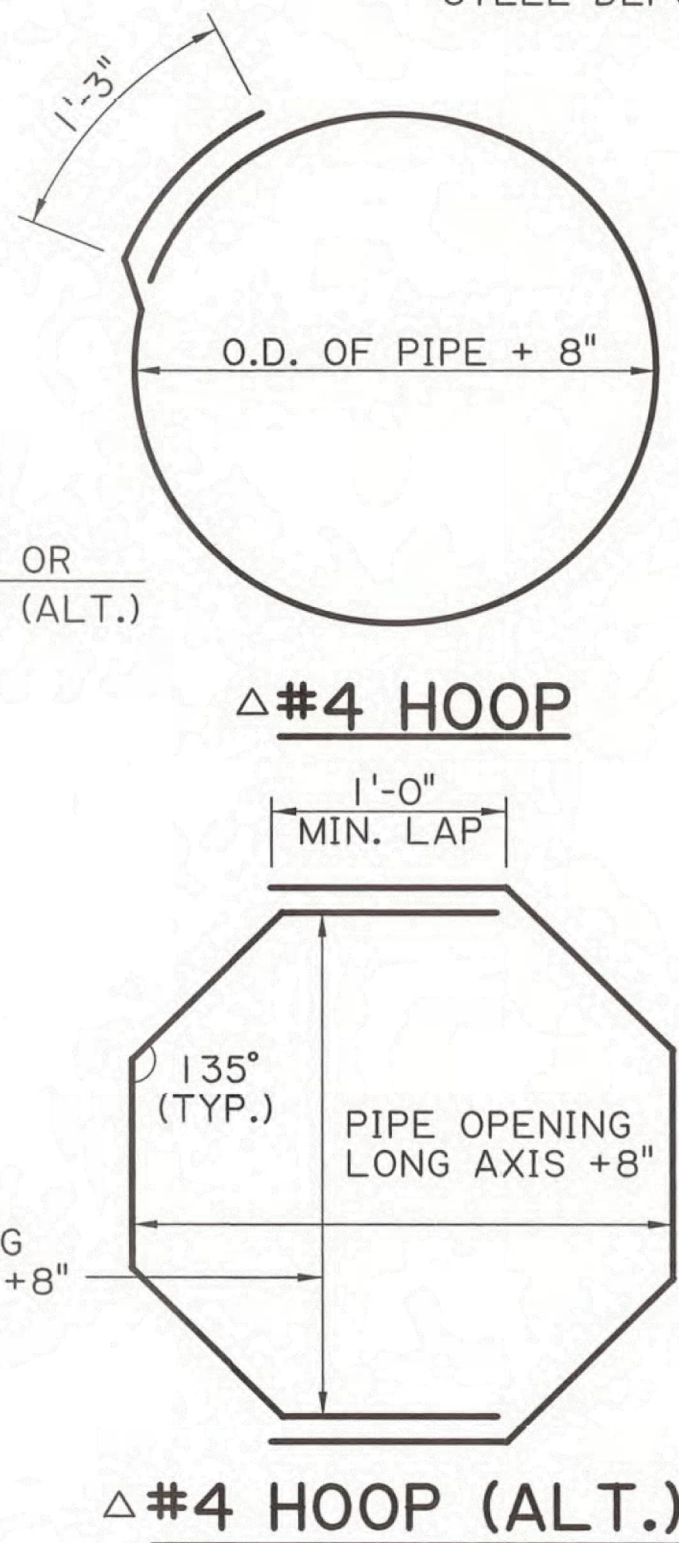
OPTIONAL RISER UNIT



BASE UNIT  
SECTION B-B

- Δ #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.

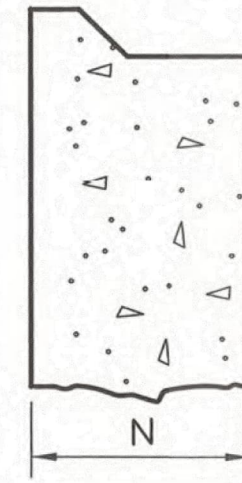
PIPE OPENING  
SHORT AXIS +8"



JOINT DETAIL A  
PRECAST/PRECAST

1. SEAL AND WRAP JOINT IN ACCORDANCE WITH 702.04.01

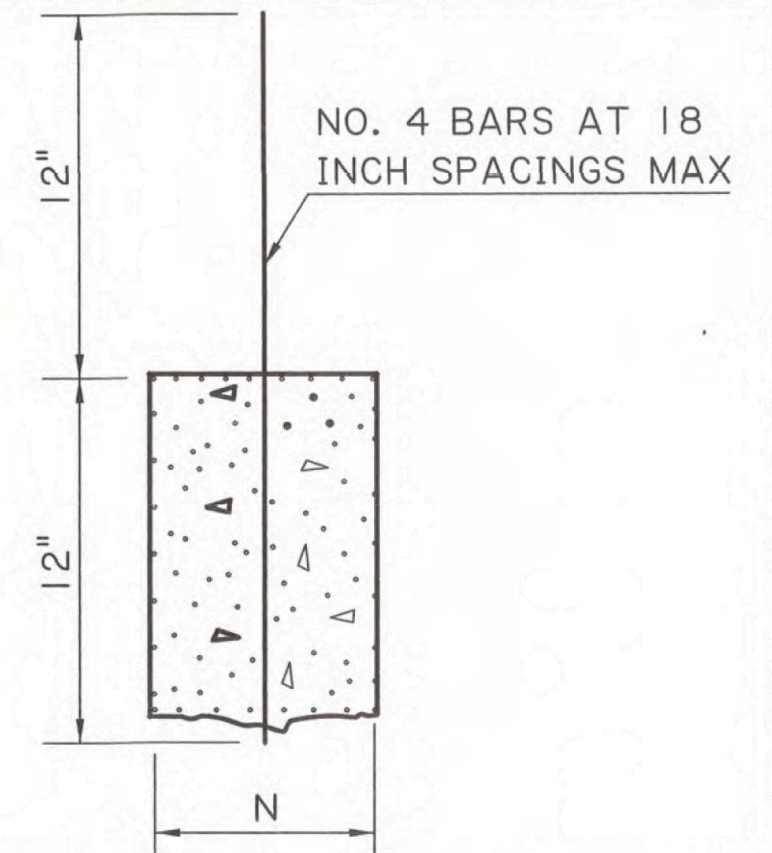
USE DIMENSIONS FROM JOINT DETAIL "A"



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

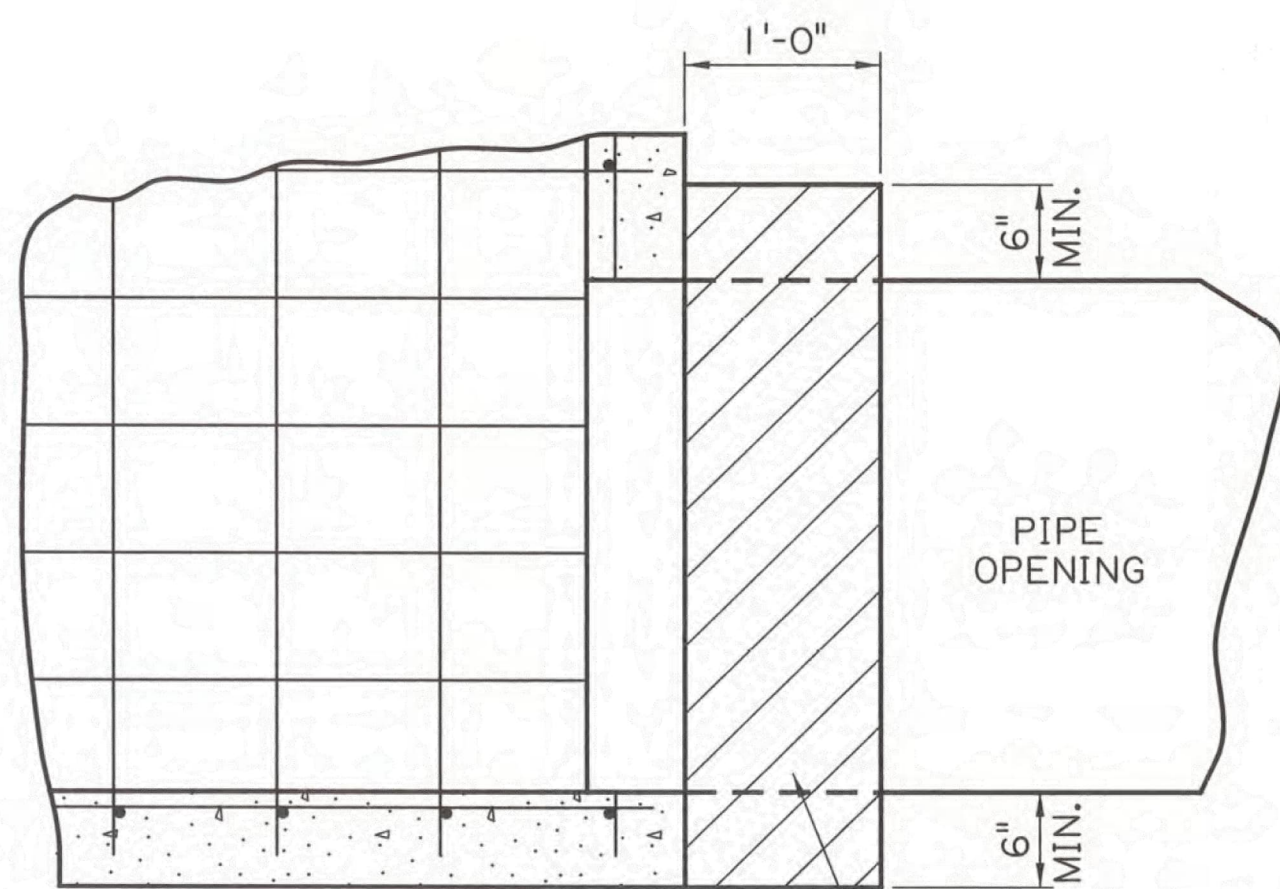
JOINT DETAIL B - OPTION 2  
CAST-IN-PLACE/PRECAST

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.



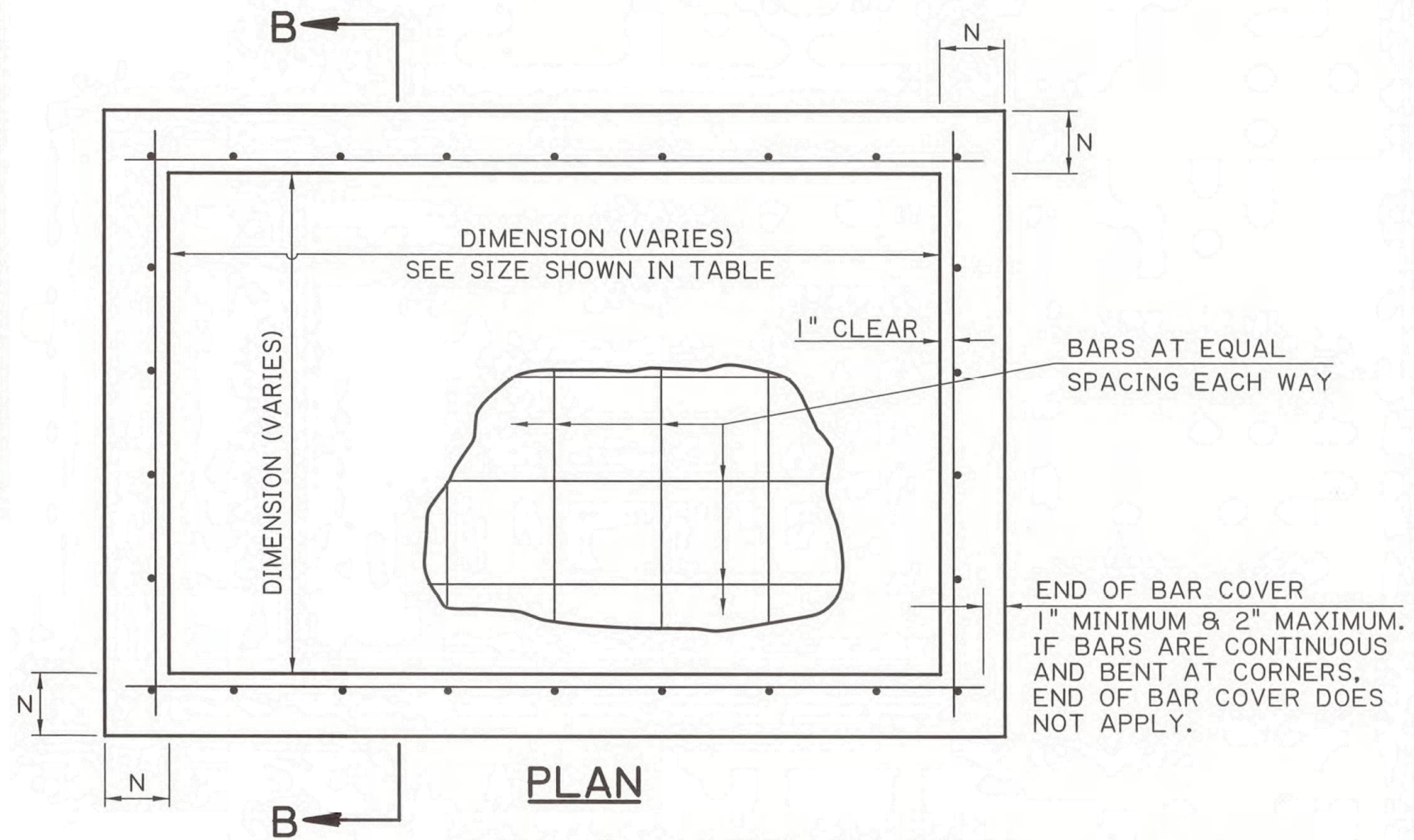
PRECAST UNITS FOR CATCH BASINS & MANHOLES													
MAXIMUM HEIGHT	N	4' MAX. DIMENSION			6' MAX. DIMENSION			8' MAX. DIMENSION			10' MAX. DIMENSION		
		⊙TYPICAL SIZES [3'X3' 4'X4'			⊙TYPICAL SIZES [6'X4' 6'X6'			⊙TYPICAL SIZES [8'X4' 8'X6' 8'X8'			⊙TYPICAL SIZES [10'X4' 10'X6' 10'X8' 10'X10'		
FT.	IN.	BAR SIZE	SPAC.* IN.	As <sup>⊠</sup> IN <sup>2</sup> /FT.	BAR SIZE	SPAC.* IN.	As <sup>⊠</sup> IN <sup>2</sup> /FT.	BAR SIZE	SPAC.* IN.	As <sup>⊠</sup> IN <sup>2</sup> /FT.	BAR SIZE	SPAC.* IN.	As <sup>⊠</sup> IN <sup>2</sup> /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.  
Δ BAR SIZES AND SPACING MAY DIFFER FROM VALUES SHOWN, BUT THE AREA OF STEEL (As) 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 (As) MAY BE PROVIDED WITH STEEL DEFORMED WELDED WIRE FABRIC.



PIPE CONNECTION DETAIL

"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."

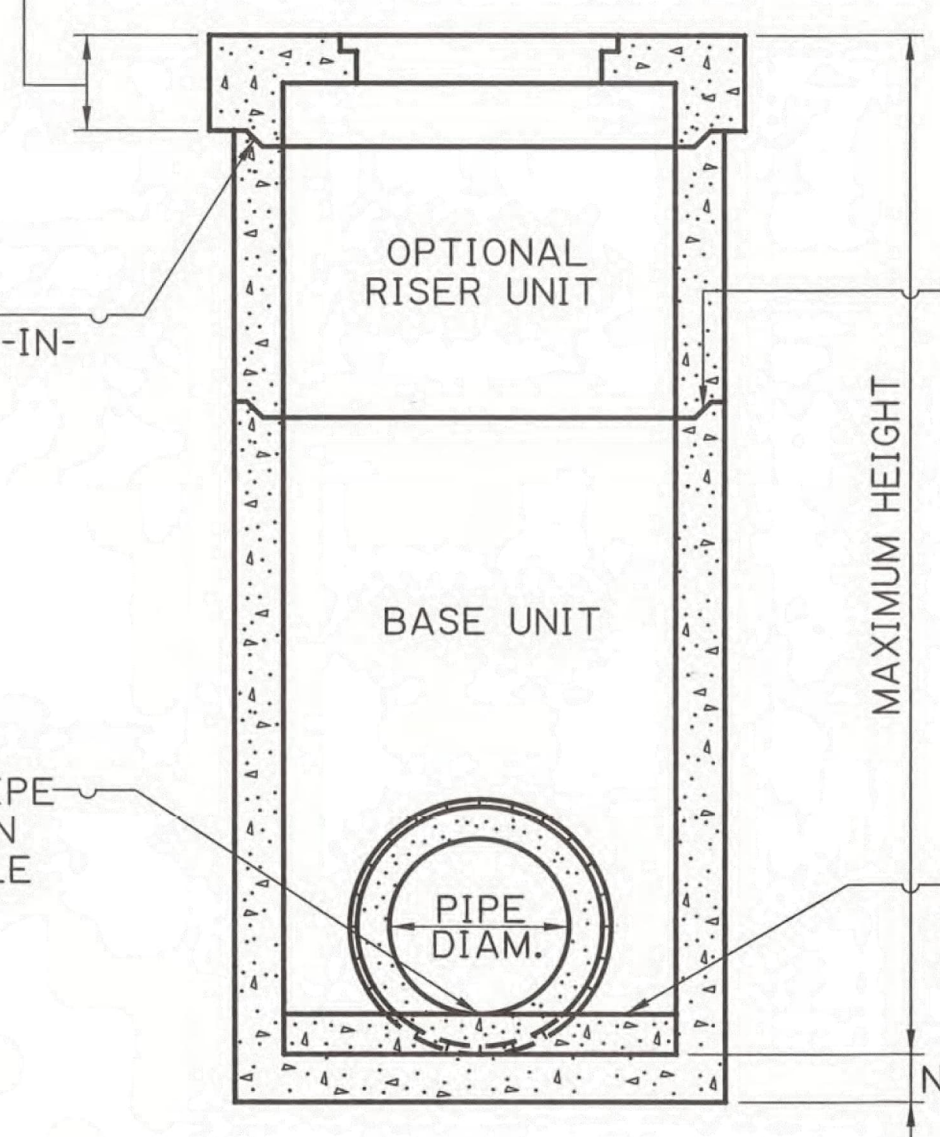


PLAN

CAST-IN-PLACE SECTION 1'-6" MINIMUM (SEE NOTE 2)

JOINT DETAIL "B"  
JOINT BETWEEN CAST-IN-PLACE AND PRECAST

NOTE:  
CAST-IN-PLACE UNIT WALLS MAY BE THICKER THAN PRECAST UNIT WALLS.

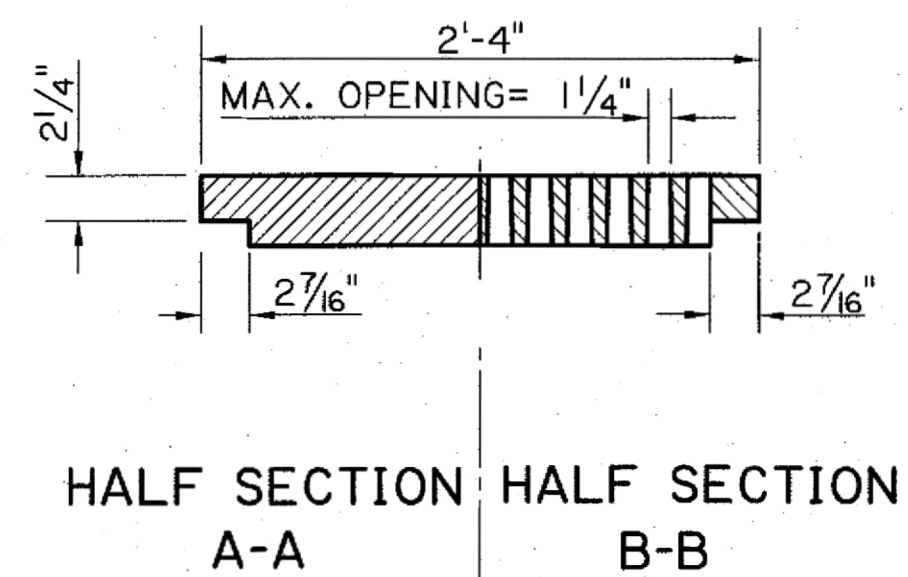


ELEVATION

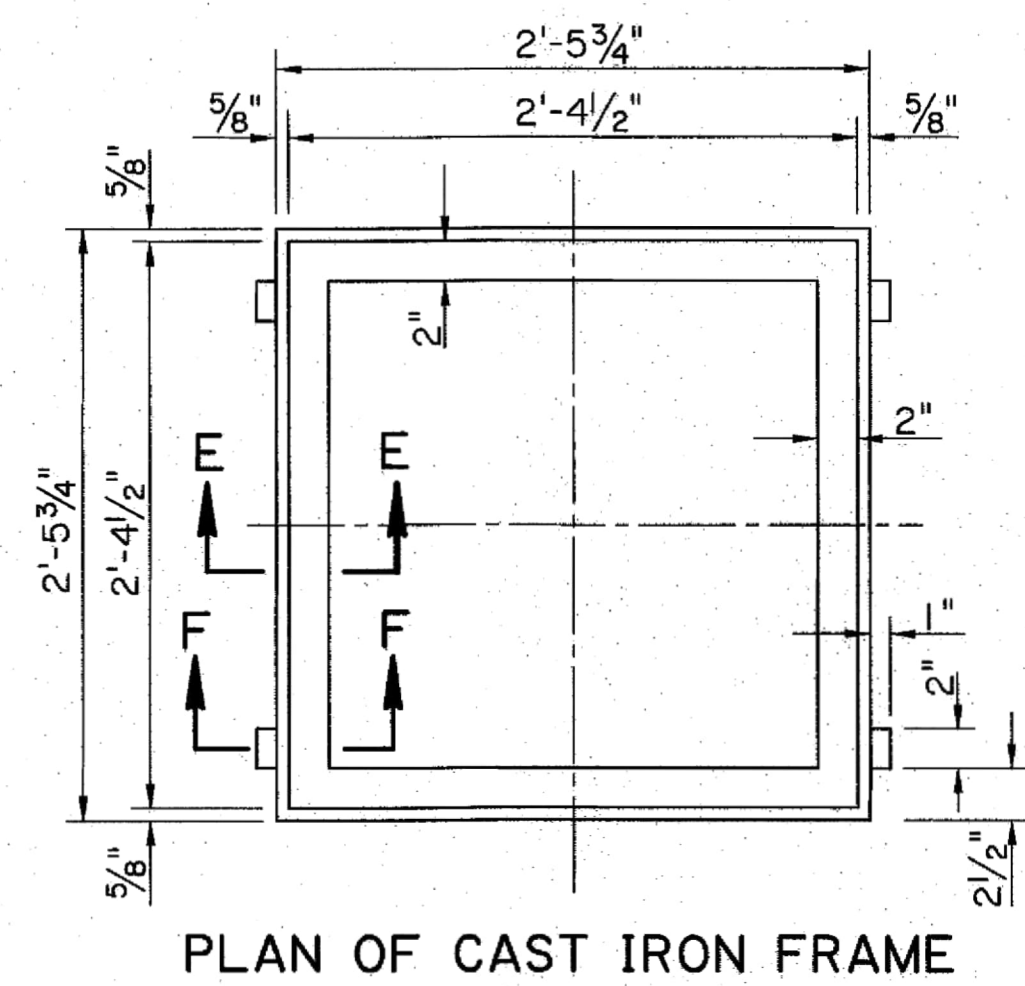
TYPICAL COMPOSITE STRUCTURE

SHEET NUMBER	104				
PARISH	CONTROL SECTION	STATE PROJECT			
DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES # 1 OF 1
 9/28/23 HYDRAULICS					
 9/28/23 STRUCTURAL					
APPROVED BY CHIEF ENGINEER:  DATE: 10-2-2023					
 2025-08-12					
PRECAST CATCH BASINS AND MANHOLES PC-01 STANDARD PLAN					
 HYDRAULICS SECTION					

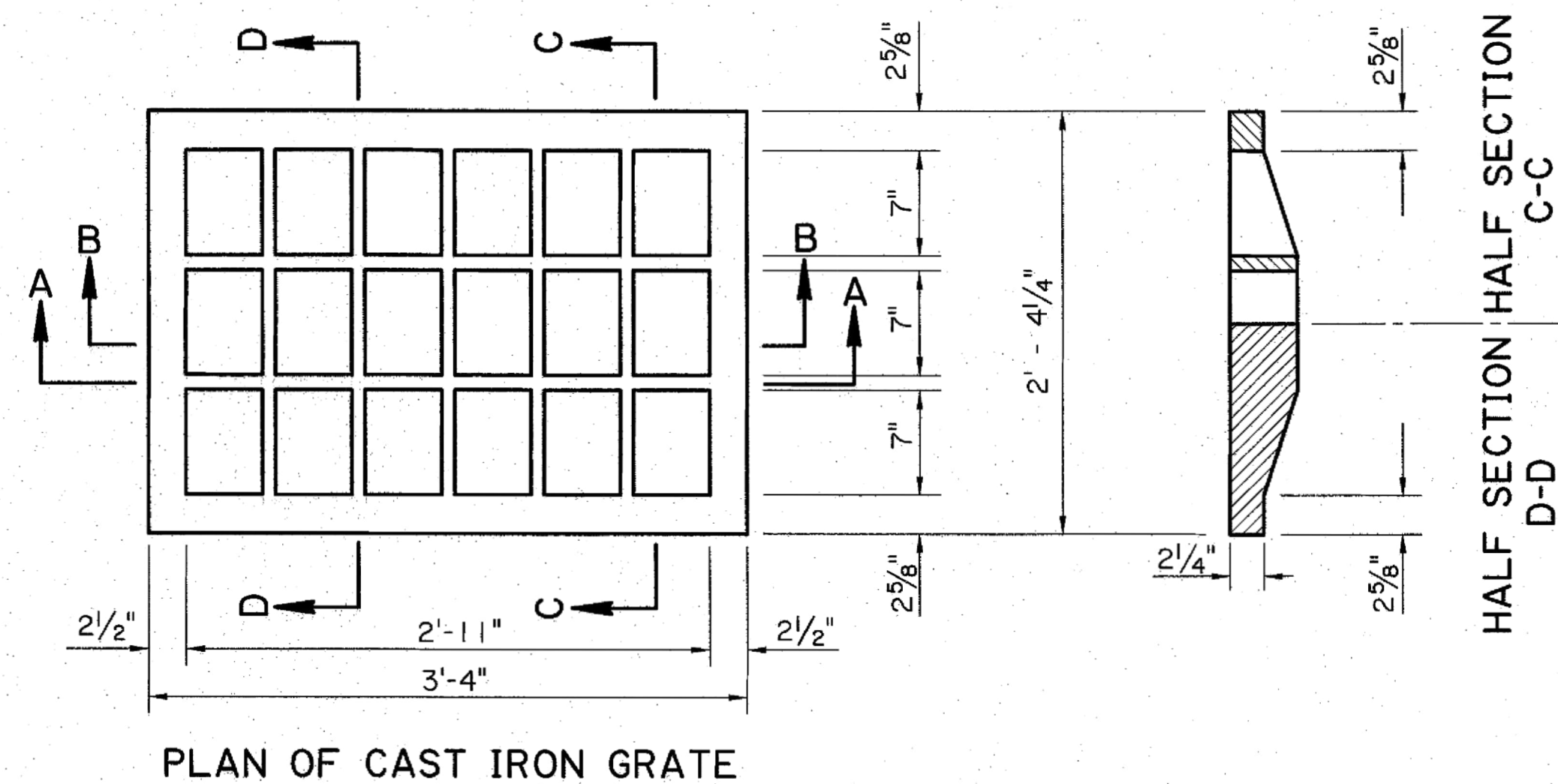
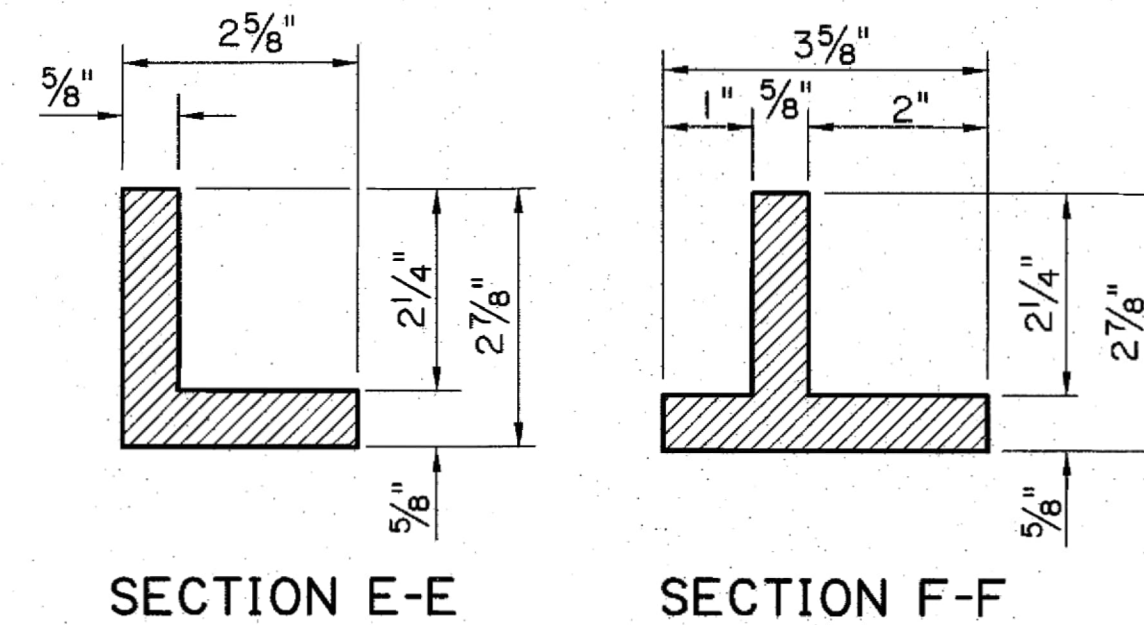
### PLAN OF CAST IRON GRATE



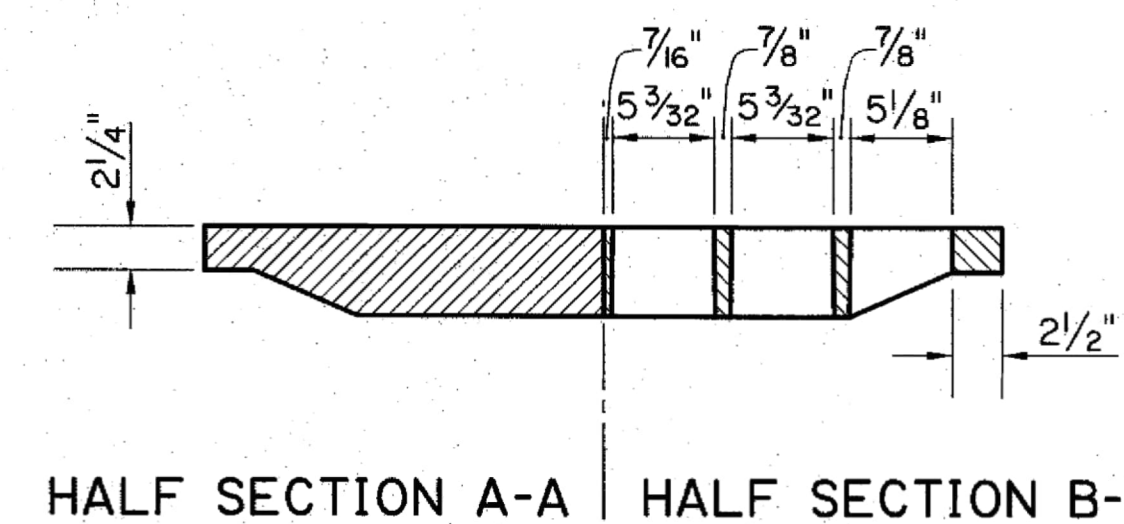
TYPE "A"  
CAST IRON GRATE & FRAME  
MIN. OPENING = 290 SQ. IN. AREA



### PLAN OF CAST IRON FRAME

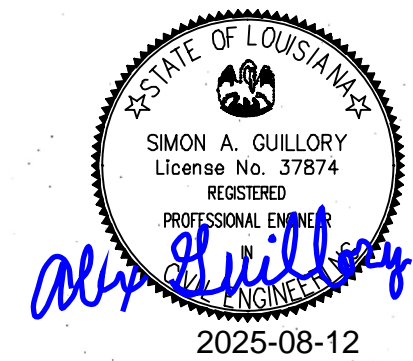


### PLAN OF CAST IRON GRATE



TYPE "B"  
CAST IRON GRATE

"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."



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 "E" FRAME IS TO BE USED WITH THESE GRATES. (SEE SHEET 2)
  3. SUPPLIER OF GRATE ALSO IS TO FURNISH PRE-FITTED GRATE FRAME.

WELDED & SEALED  
DRAIN GRATE

ALL JOINTS FULL DEPTH 1/4"  
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.  $\pm$  5%

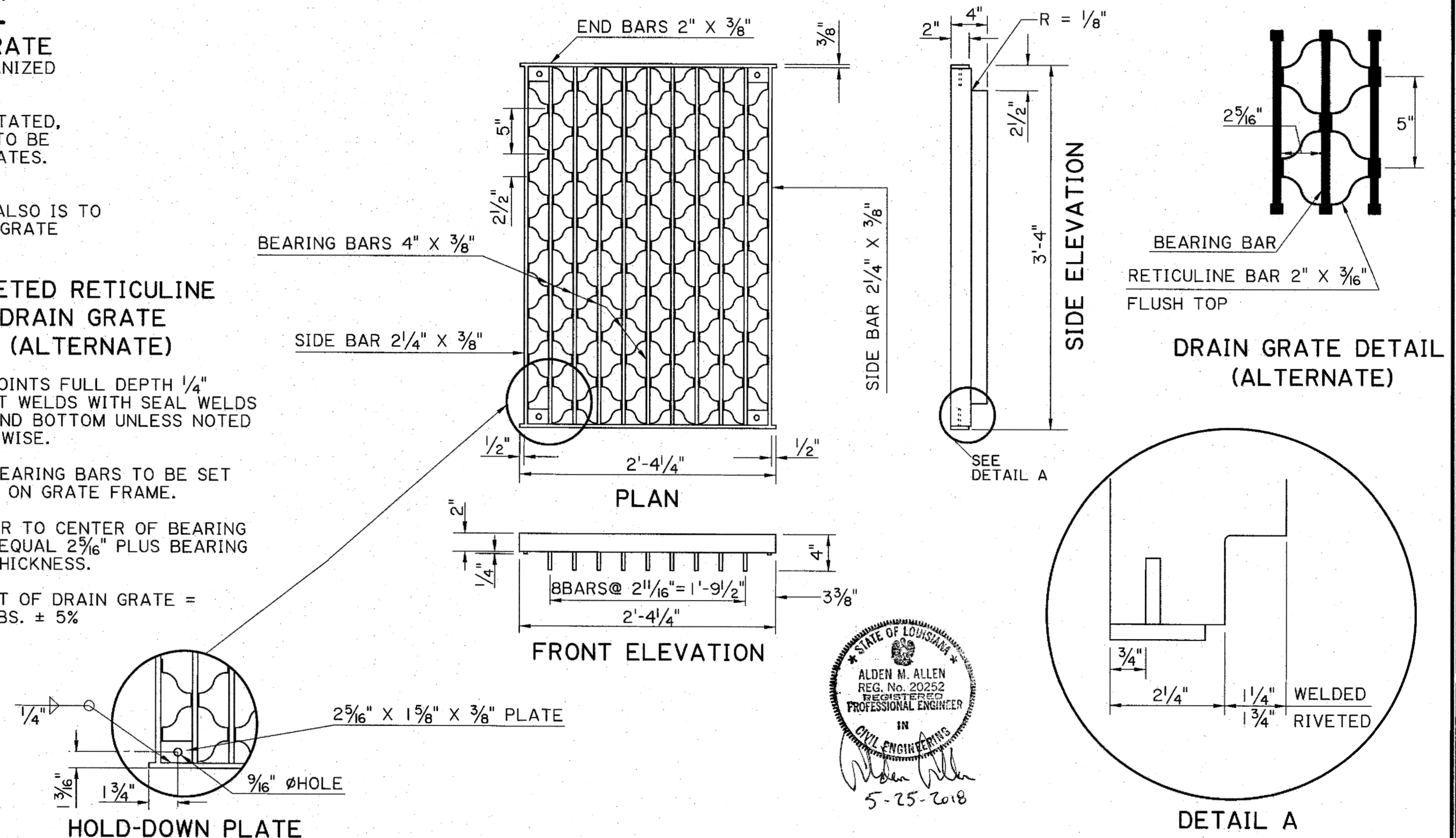
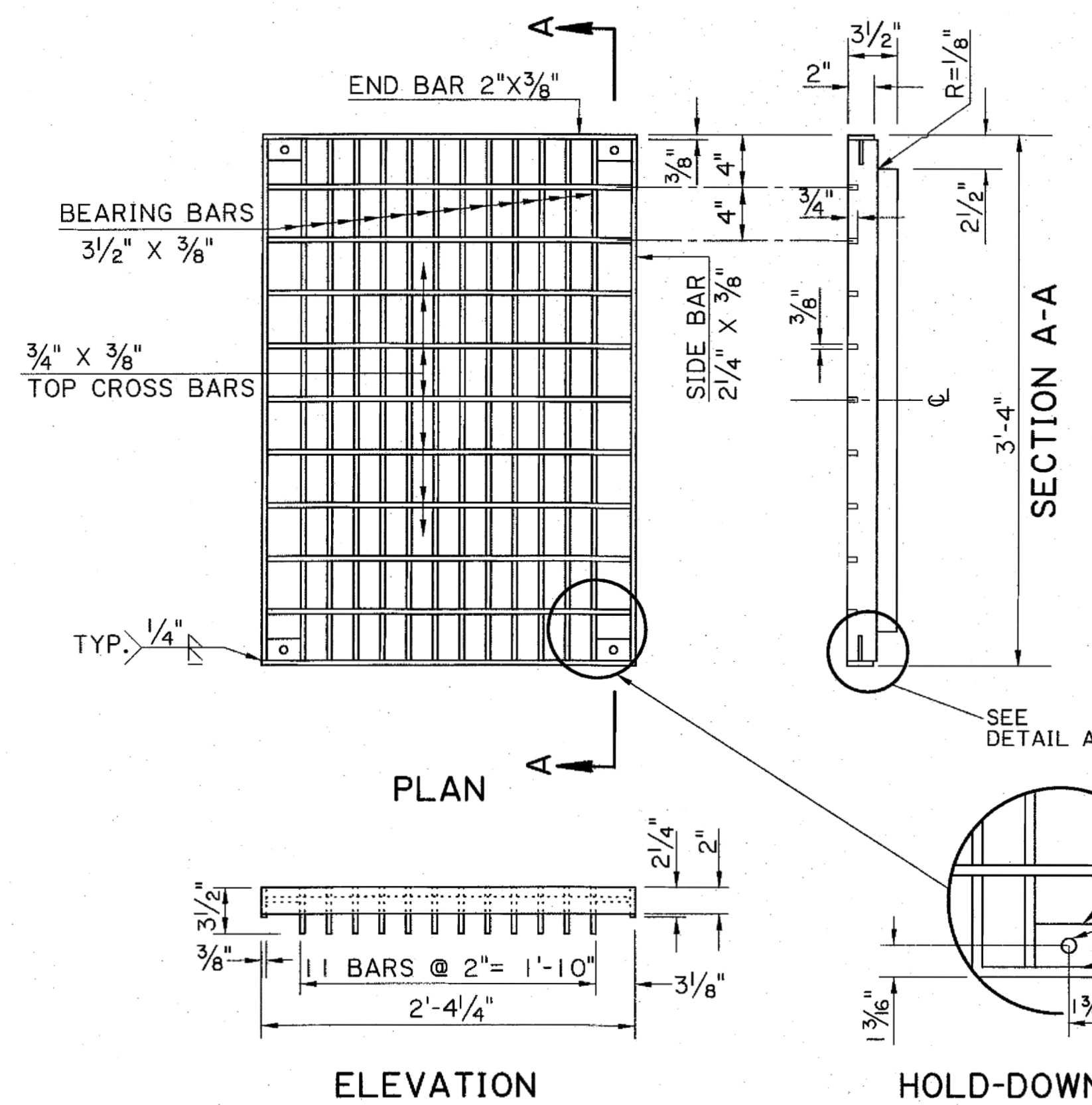
RIVETED RETICULINE  
DRAIN GRATE  
(ALTERNATE)

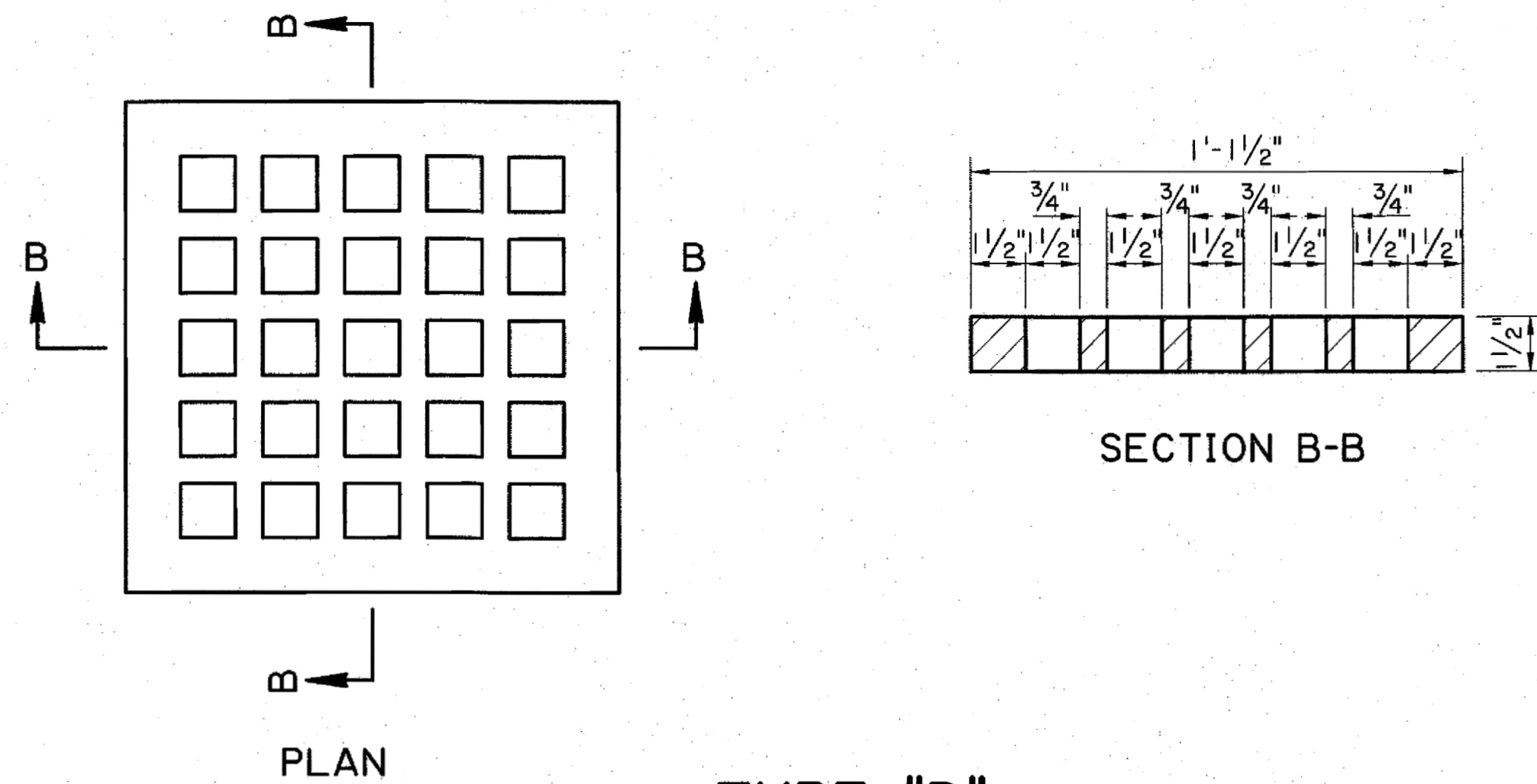
ALL JOINTS FULL DEPTH 1/4"  
FILLET WELDS WITH SEAL WELDS  
TOP AND BOTTOM UNLESS NOTED  
OTHERWISE.

ALL BEARING BARS TO BE SET  
FLUSH ON GRATE FRAME.

CENTER TO CENTER OF BEARING  
BARS EQUAL  $2\frac{5}{16}$ " PLUS BEARING  
BAR THICKNESS.

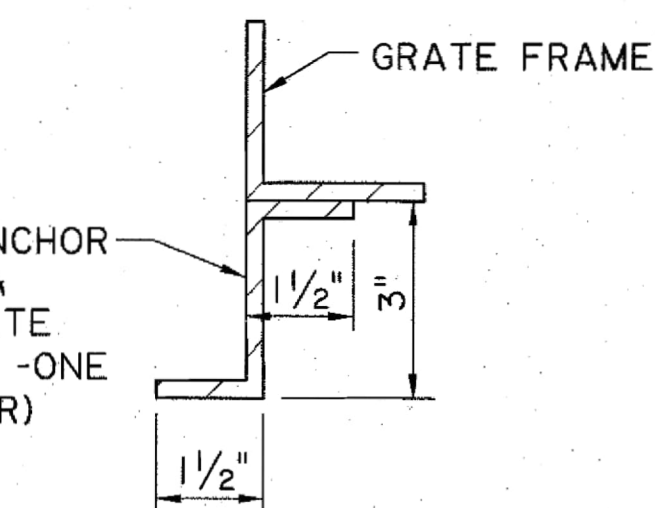
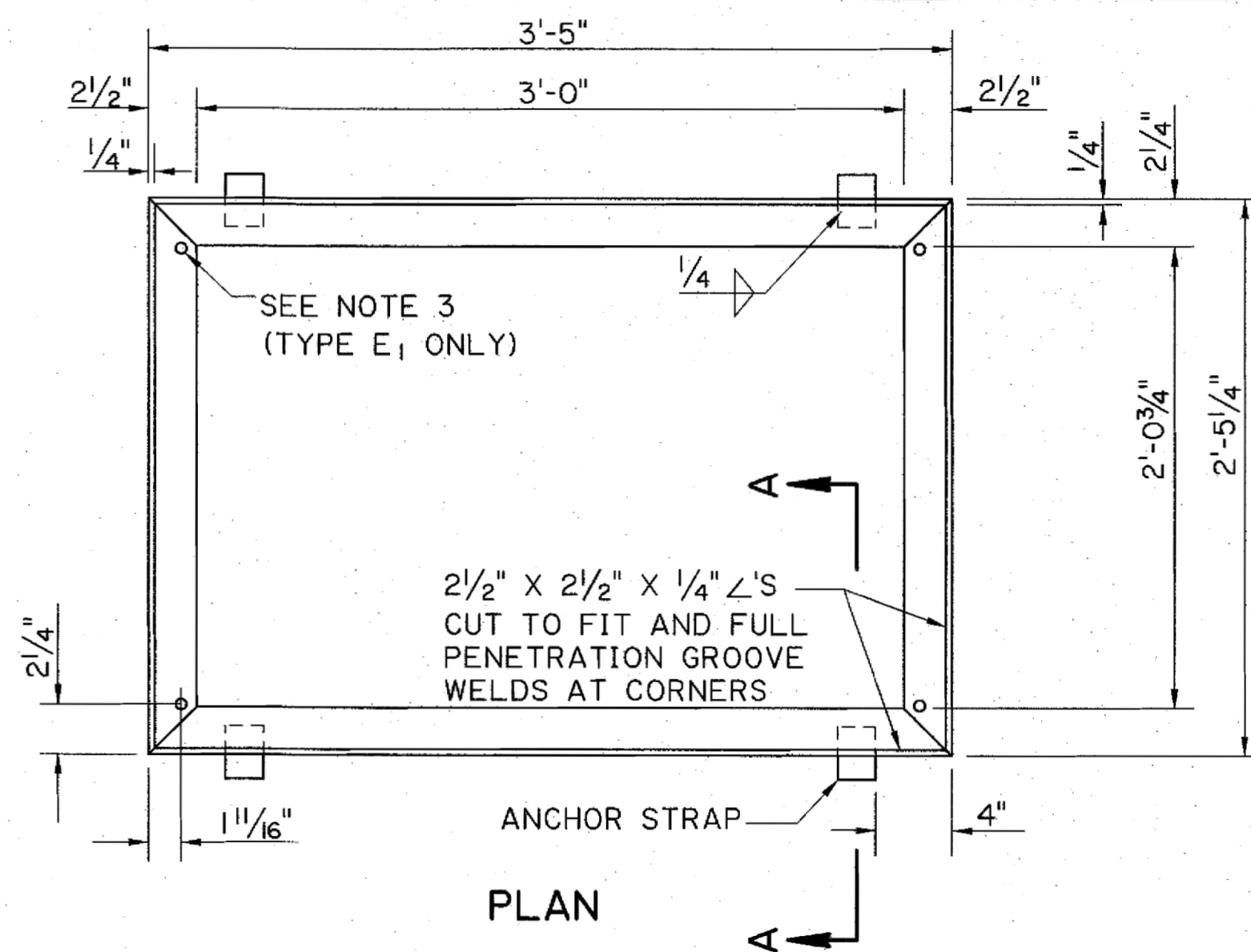
WEIGHT OF DRAIN GRATE =  
266 LBS.  $\pm$  5%





### TYPE "D"

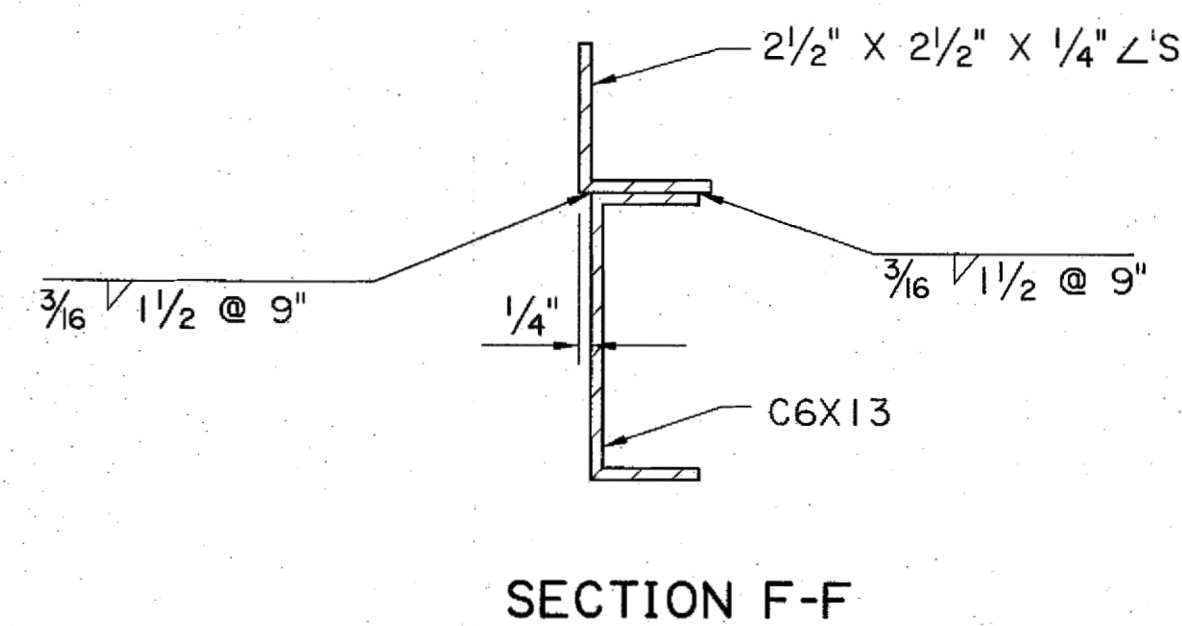
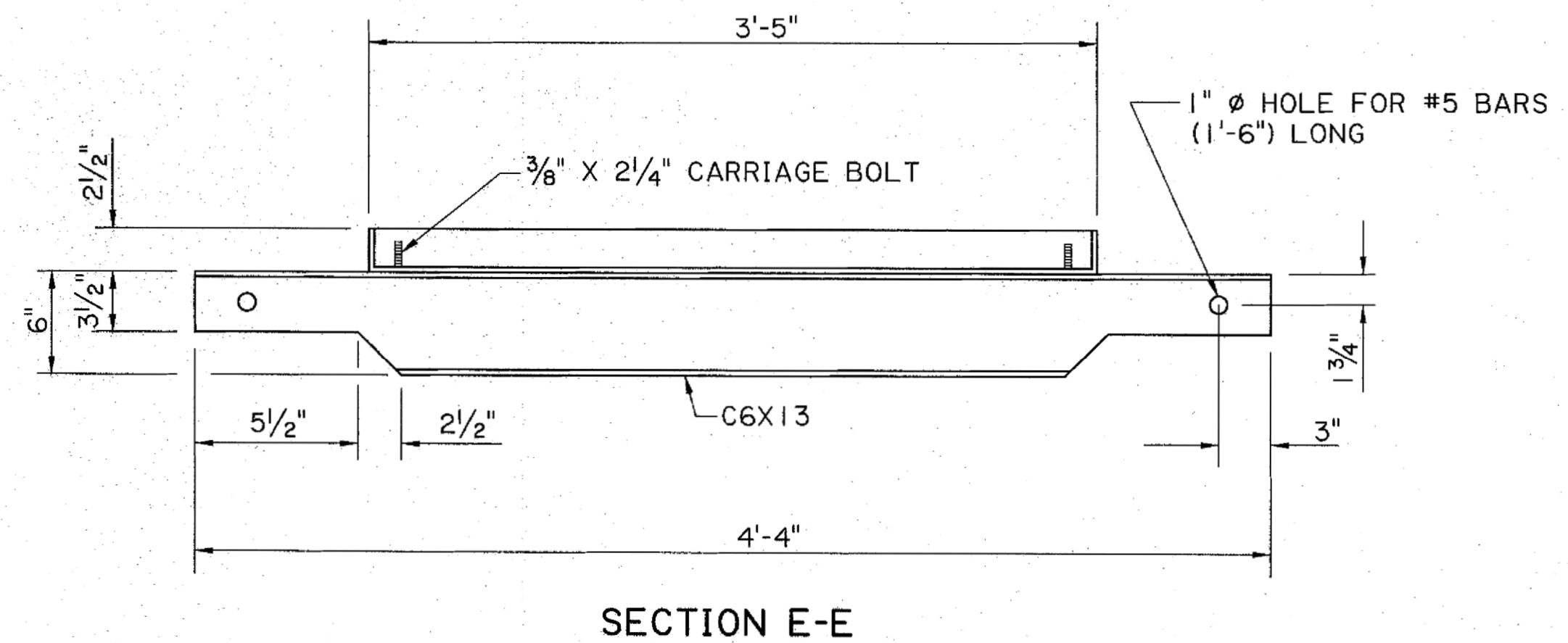
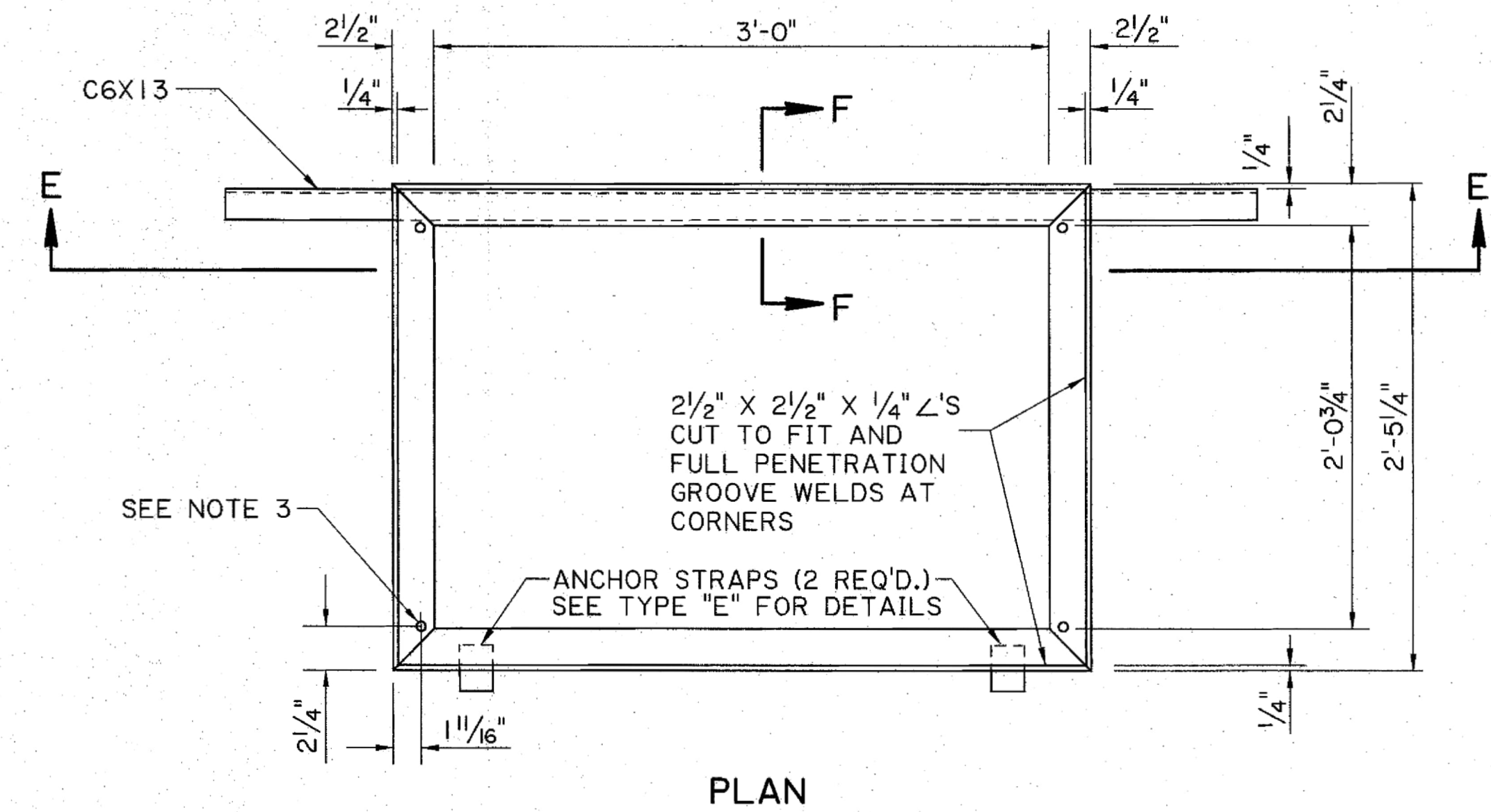
CAST IRON GRATE  
WEIGHT OF CASTING = 49 LBS



### 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  $\frac{3}{8}$   $\phi$  x 2 1/4" 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.

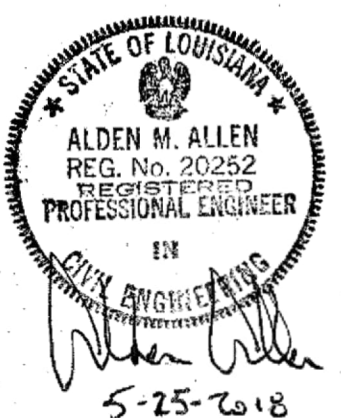
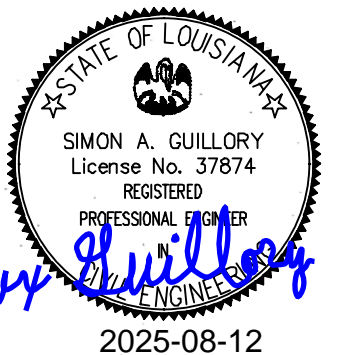


### TYPE "F"

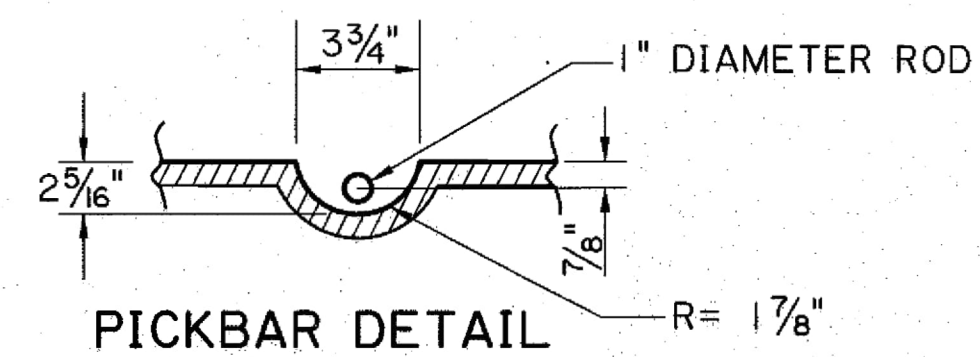
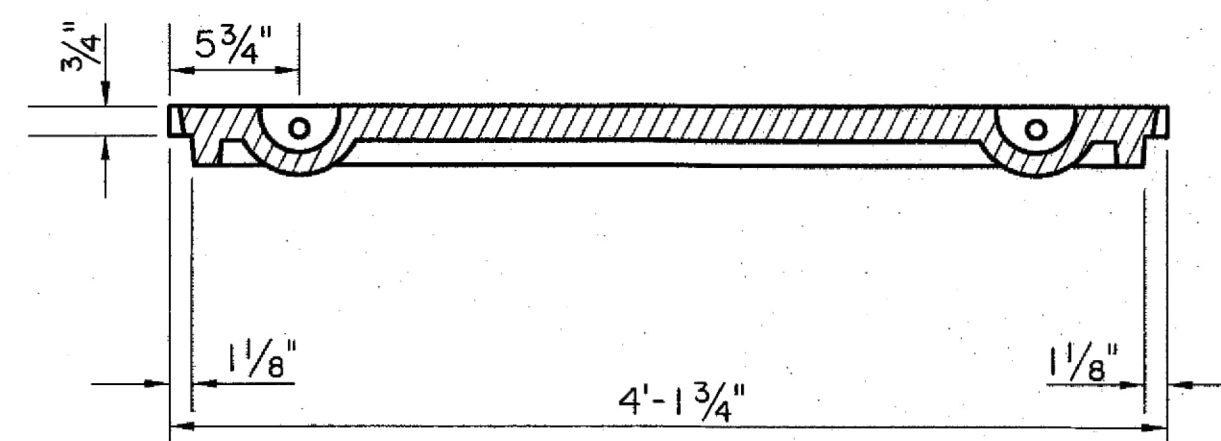
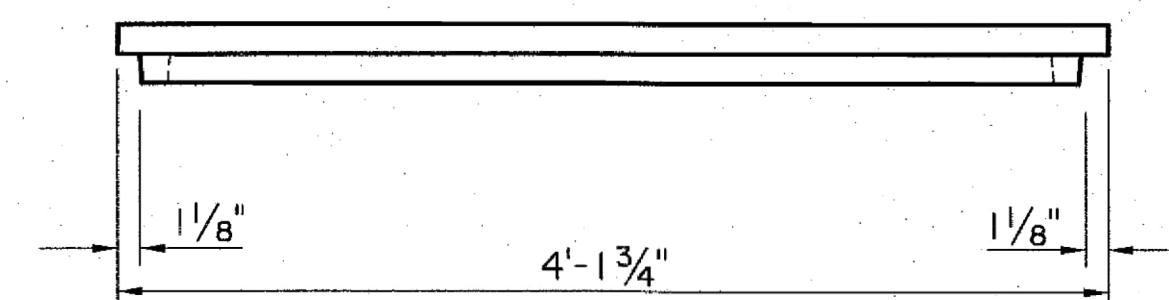
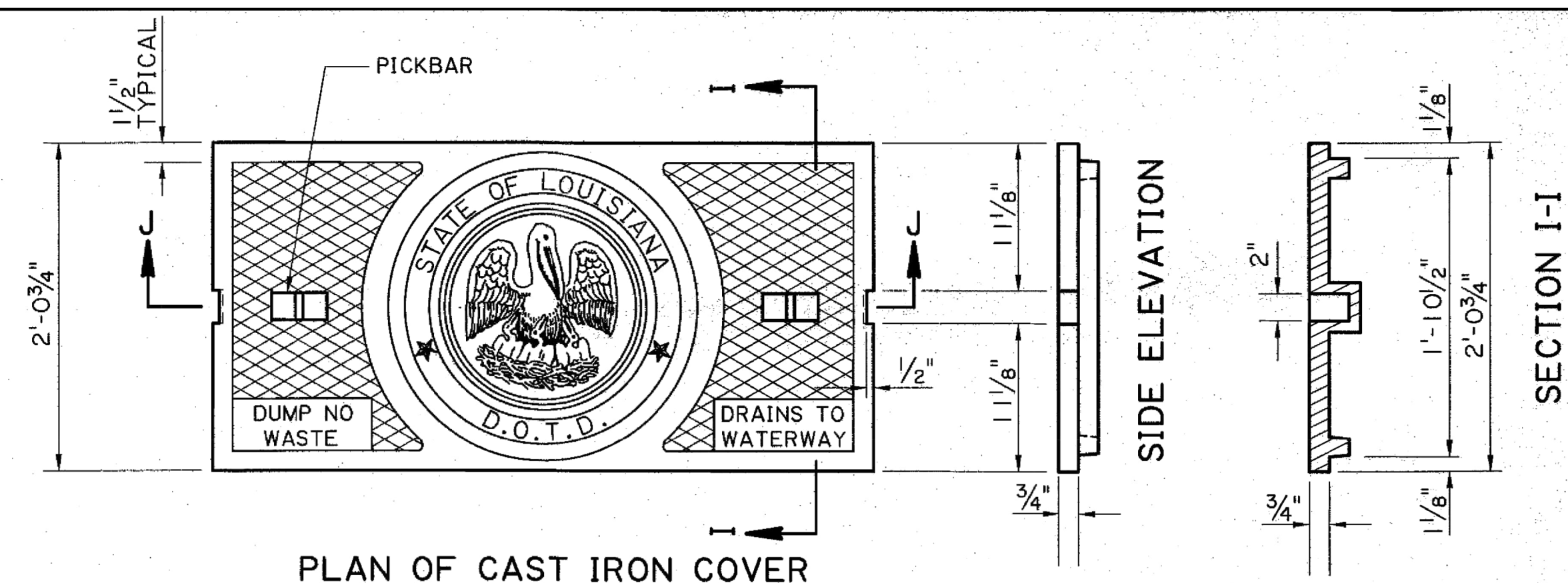
STEEL GRATE FRAME

- NOTES:
1. GRATE FRAME TO BE GALVANIZED AFTER FABRICATION
  2. WEIGHT OF GRATE FRAME = 52 LBS  $\pm$  5%
  3. SQUARE PUNCH HOLE PRIOR TO GALVANIZING. ADD A  $\frac{3}{8}$   $\phi$  x 2 1/4" 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.

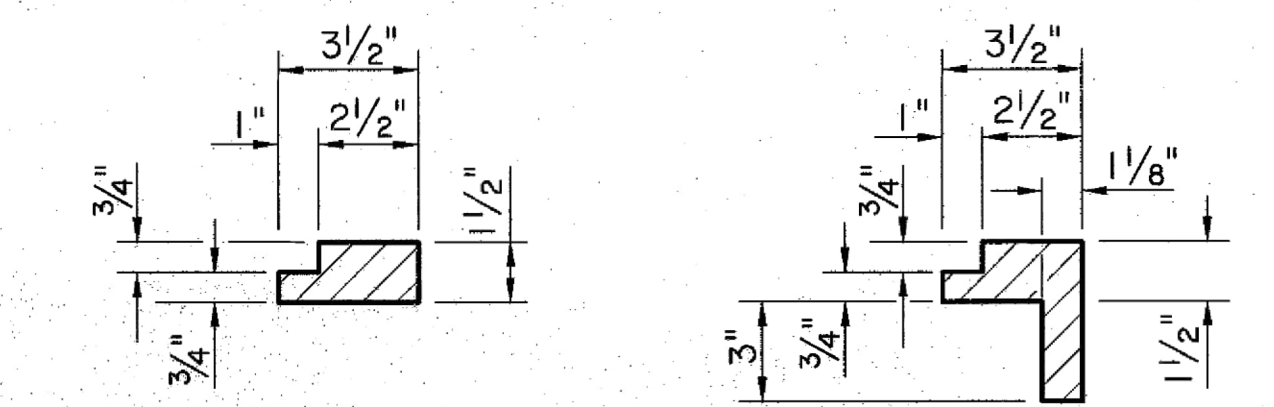
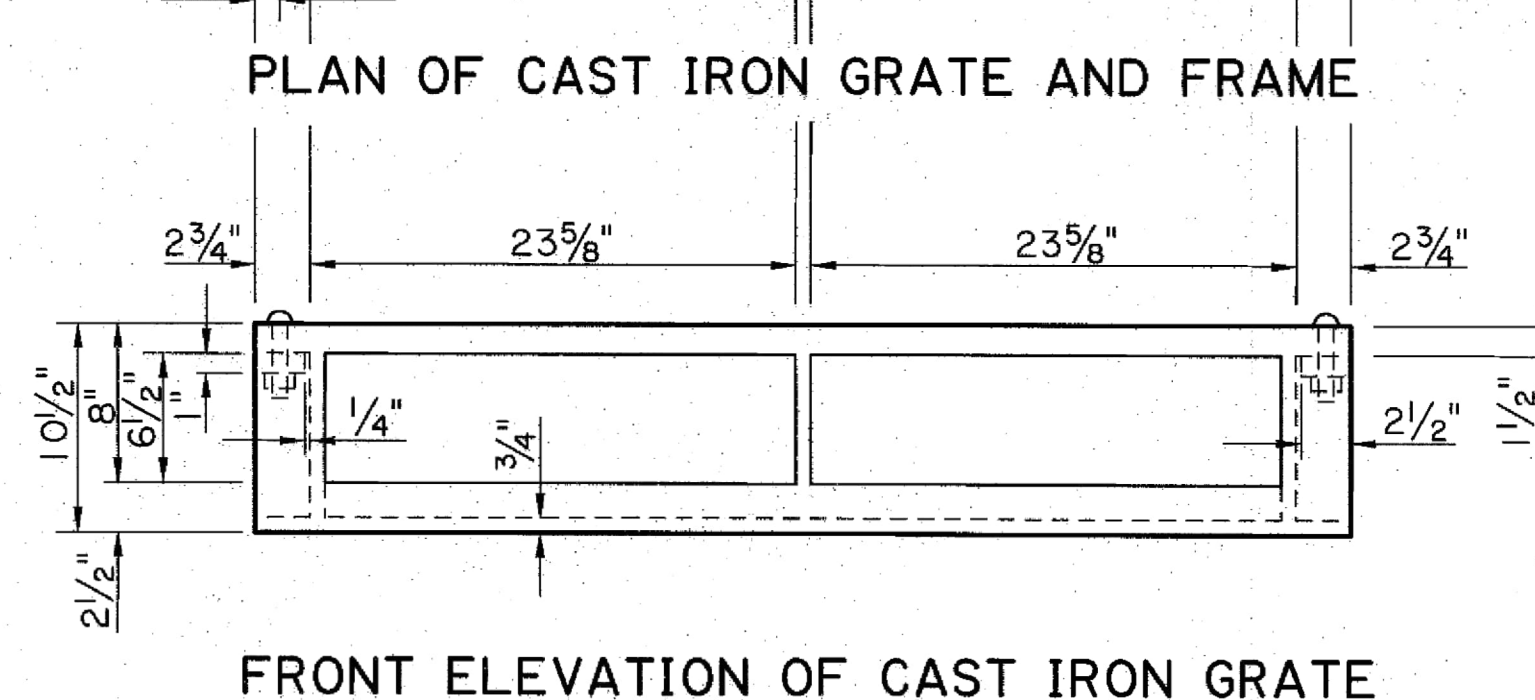
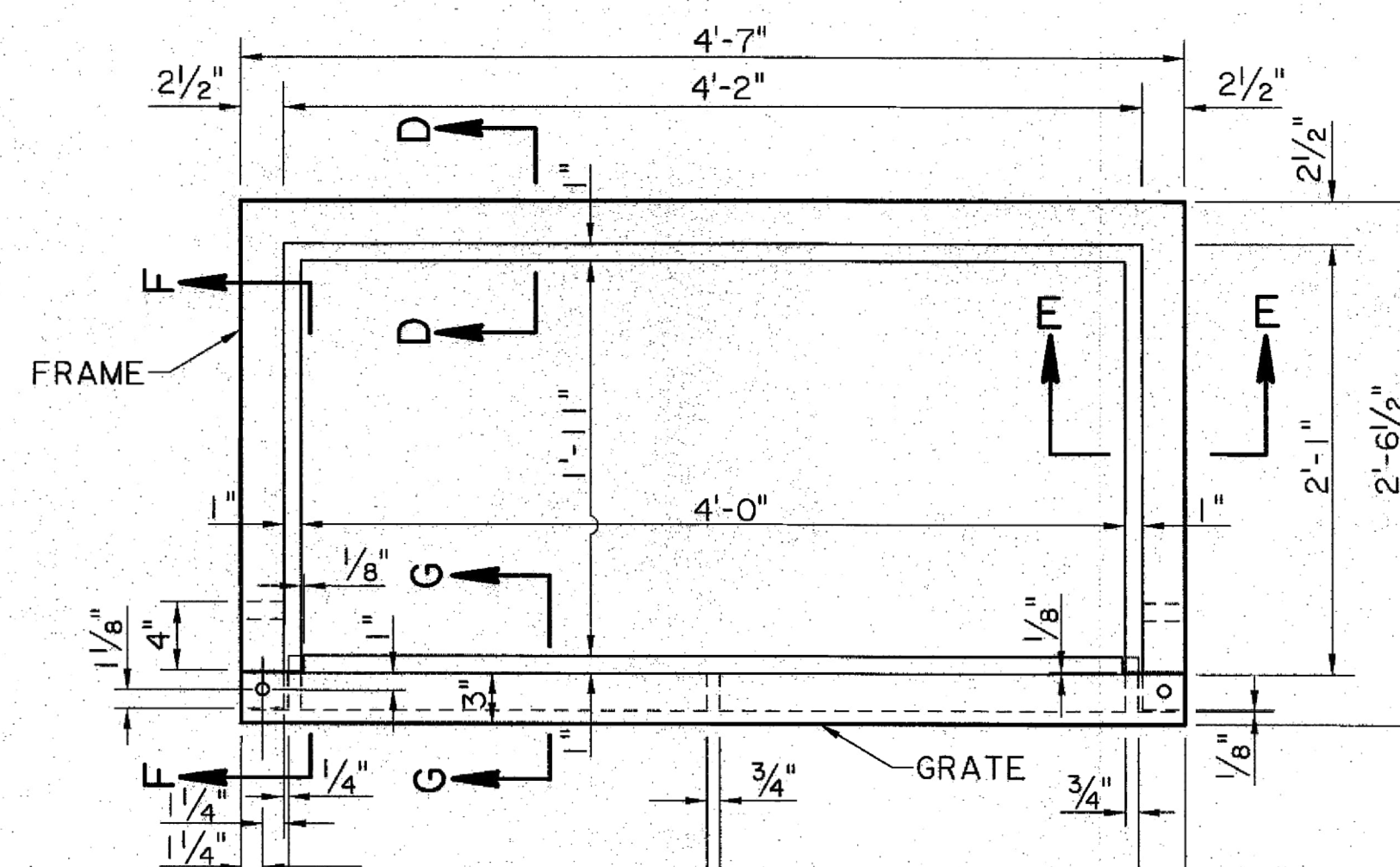
"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."



SHEET NUMBER	106
DESIGNED	AMA
CHECKED	AMA
DATE	9/01/17
BY	5/25/18
REVISION DESCRIPTION	DATE: 5/25/18
CHIEF ENGINEER	DATE: 5/25/18
DETAILS OF GRATES, GRATE FRAMES AND COVERS FOR CATCH BASINS AND MANHOLES	DATE: 5/25/18
STANDARD PLAN	MC-01
HYDRAULICS SECT.	DATE: 5/25/18

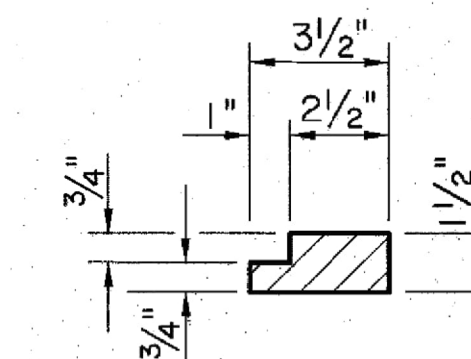


TYPE "H" AND "H<sub>1</sub>"  
CAST IRON COVER, GRATE AND FRAME

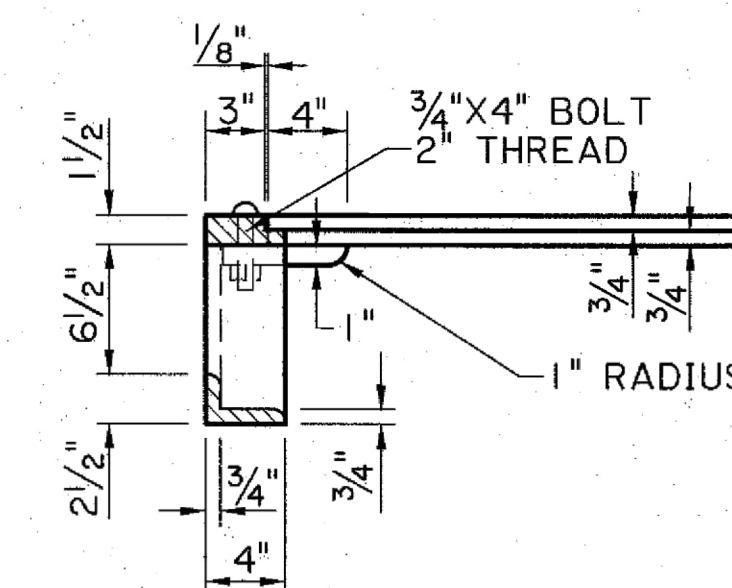


FOR CATCH BASIN "H"      FOR PAVED GUTTER "H<sub>1</sub>"

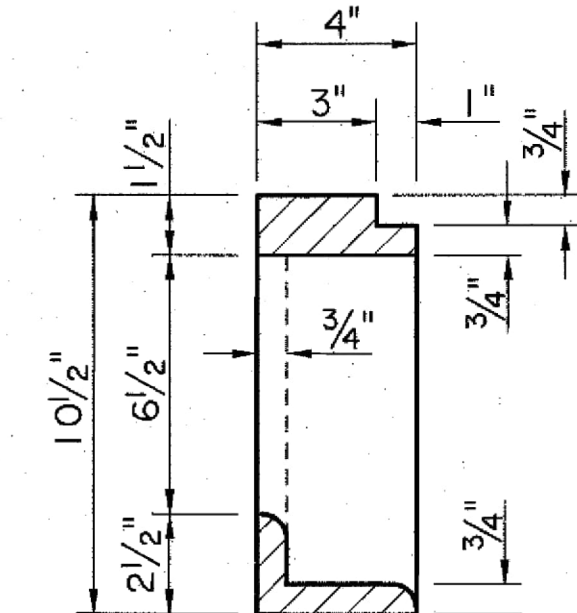
SECTION D-D



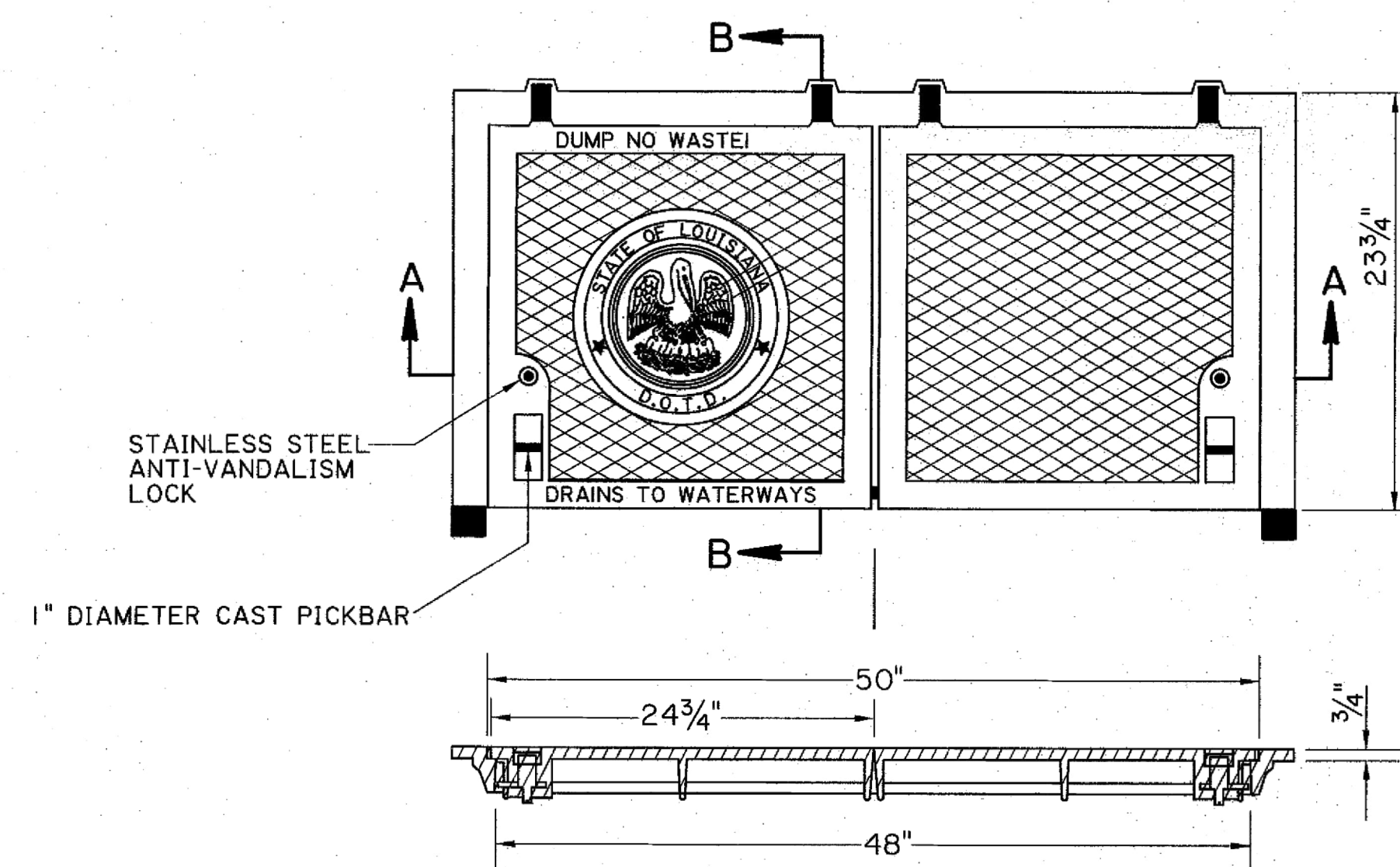
SECTION E-E



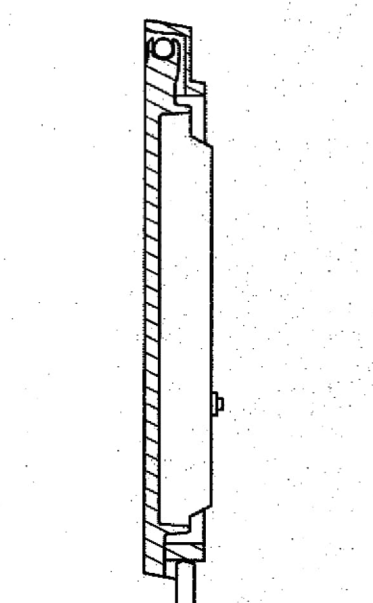
SECTION F-F



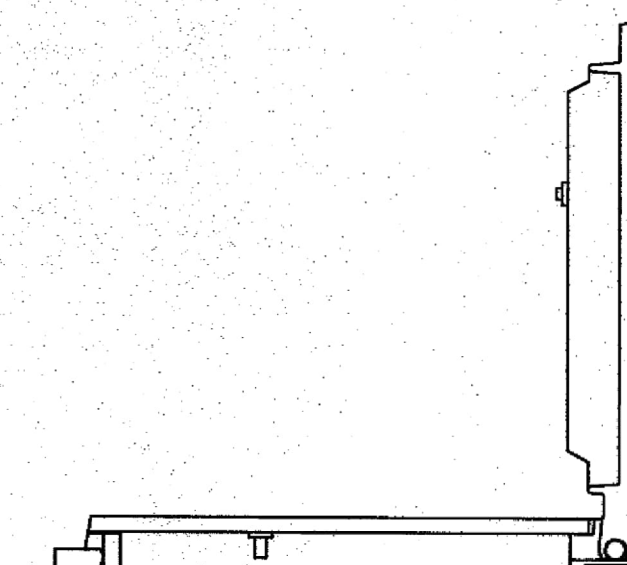
SECTION G-G



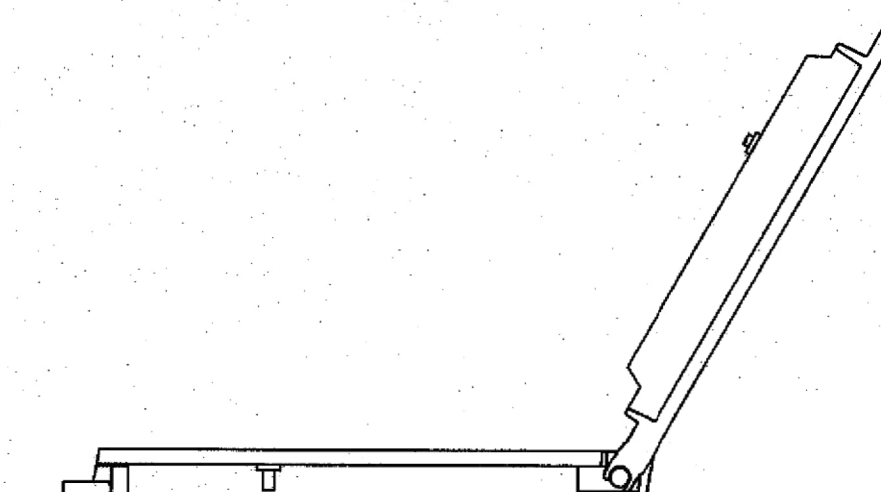
SECTION A-A



SECTION B-B

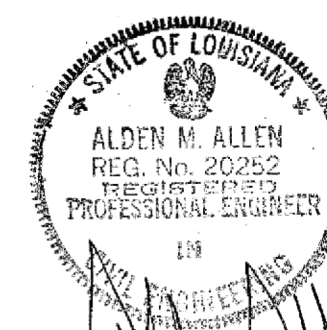
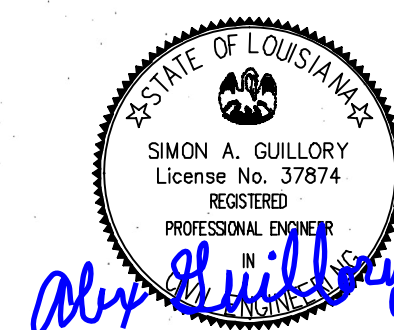


COVER AT 90 DEGREES  
SAFETY STOP POSITION



COVER FULLY OPEN  
TO 120 DEGREES

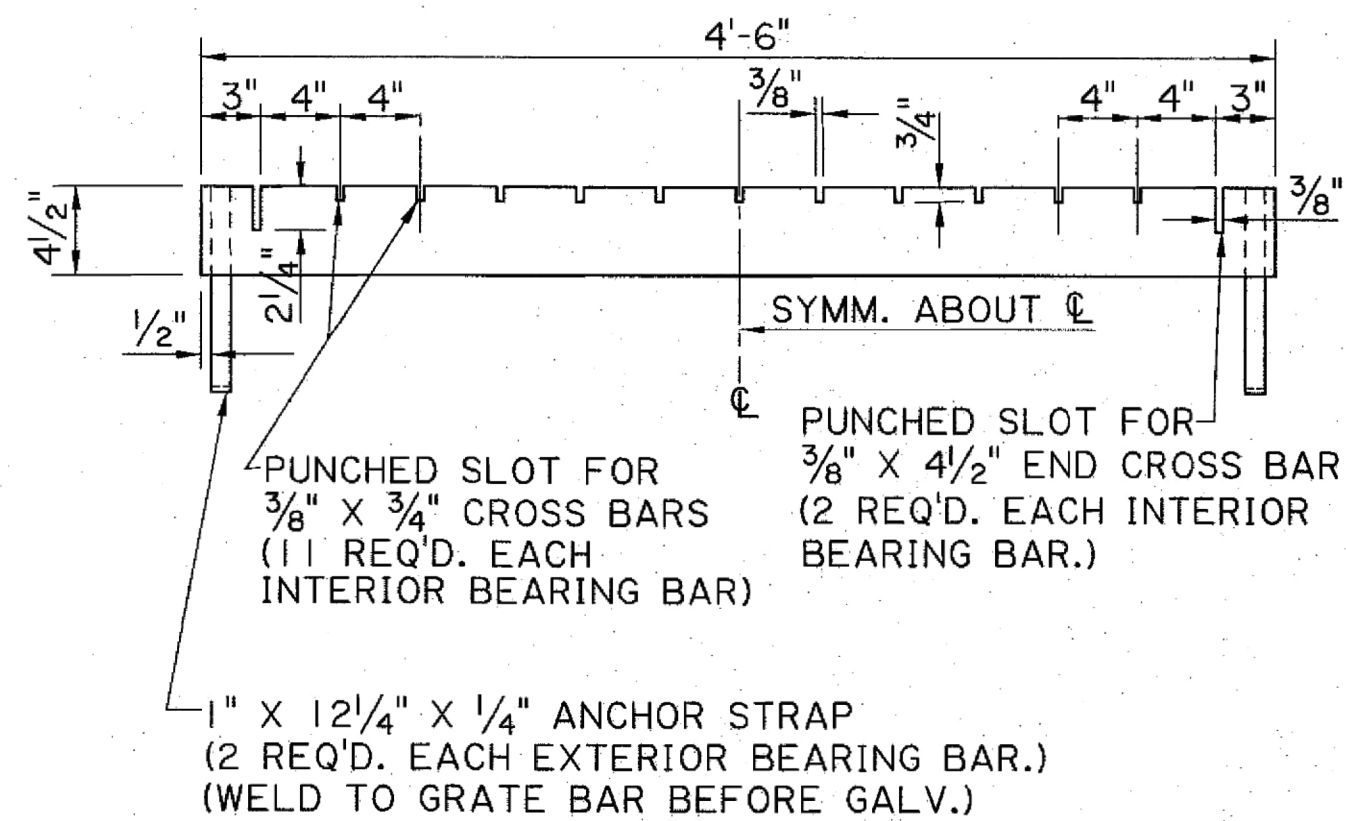
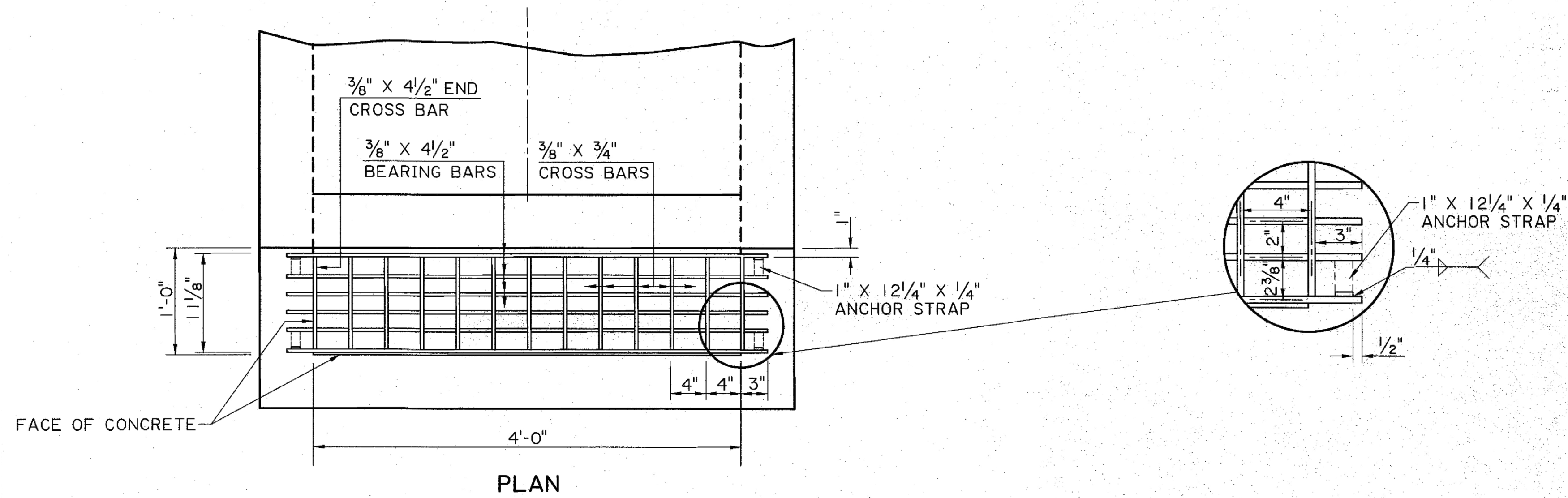
"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."



2025-08-12

5-25-2018

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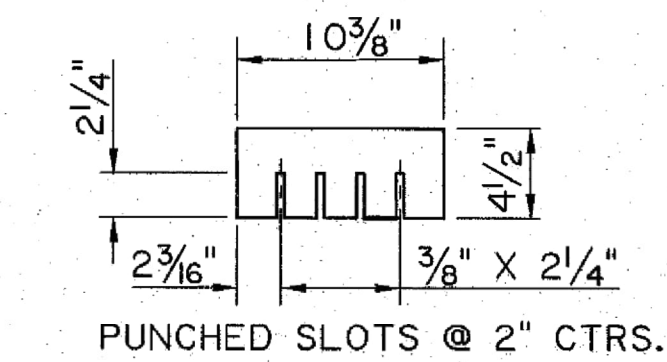
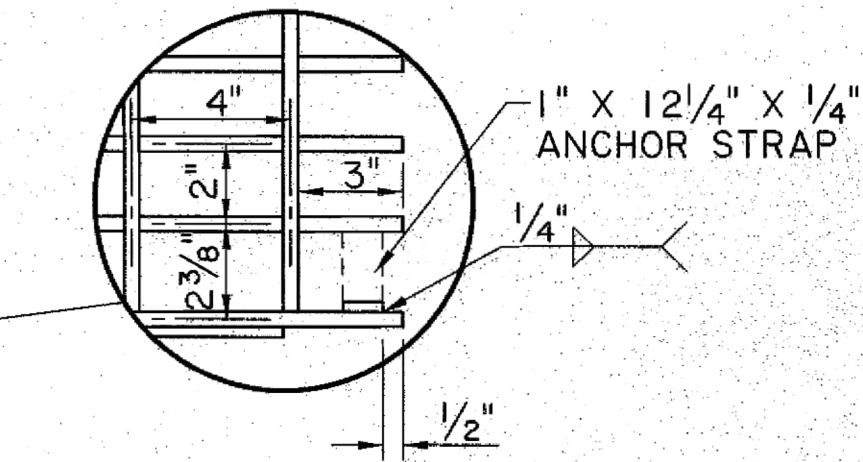


ELEVATION

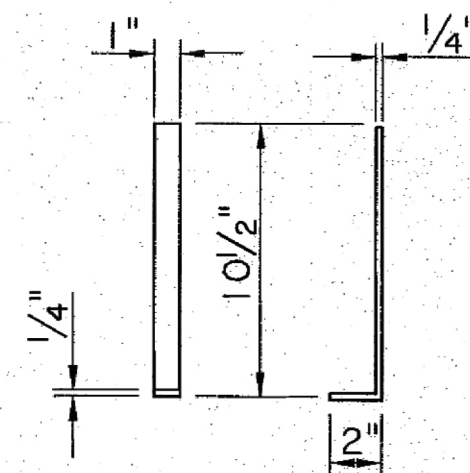
### WELDED & SEALED DRAIN GRATE

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

WEIGHT OF DRAIN GRATE = 185 LBS. ± 5%



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

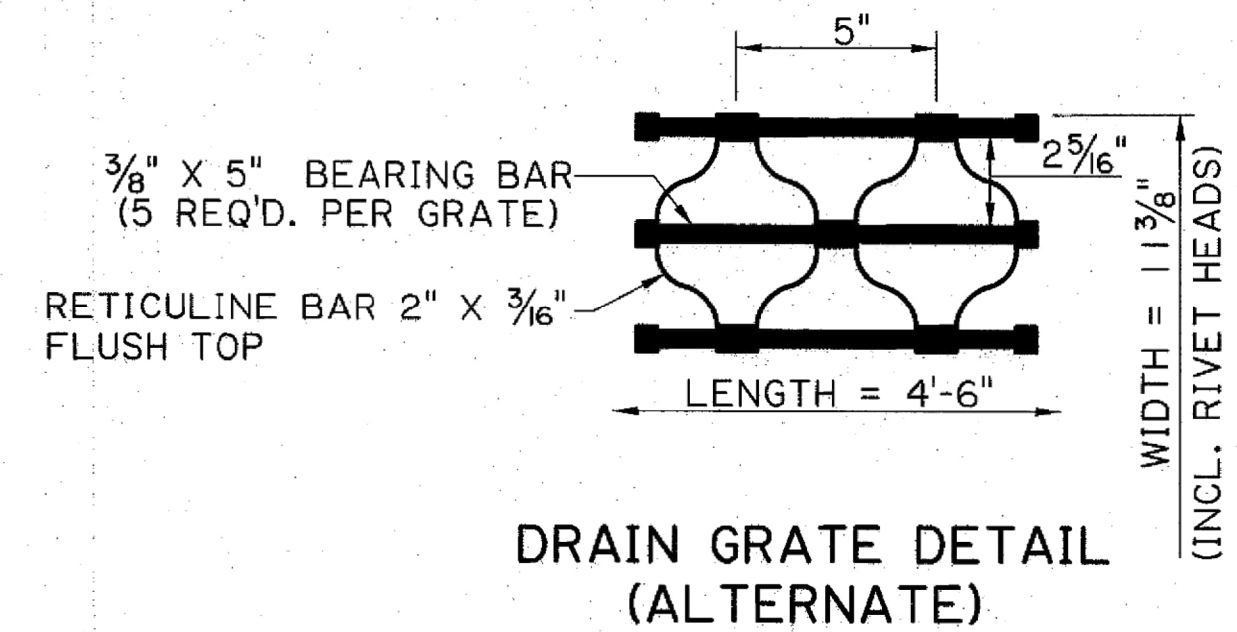
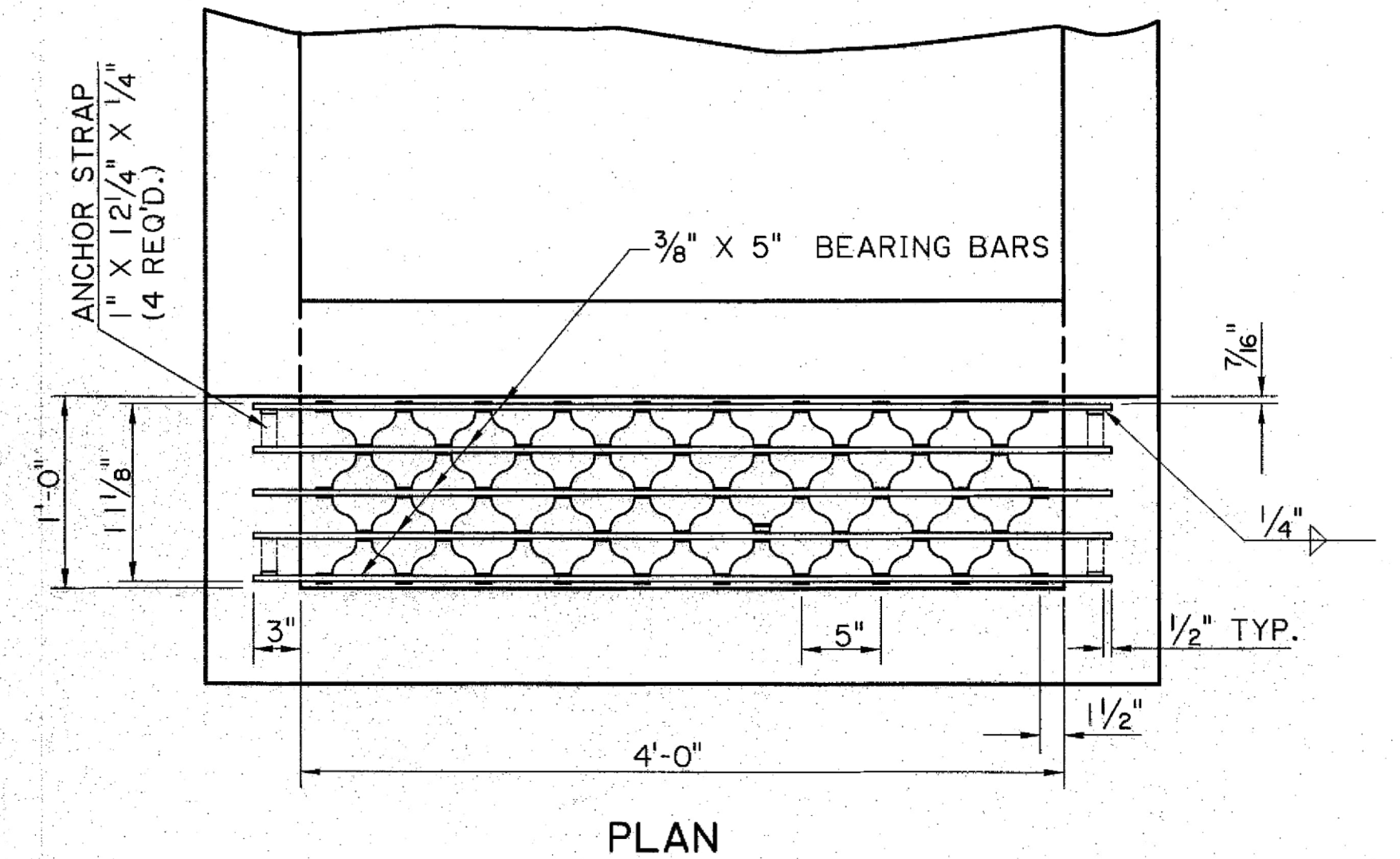


STEEL ANCHOR STRAP  
(4 REQ'D. PER GRATE)

### TYPE " I "

### STEEL DRAIN GRATE

GRATE TO BE GALVANIZED AFTER FABRICATION.

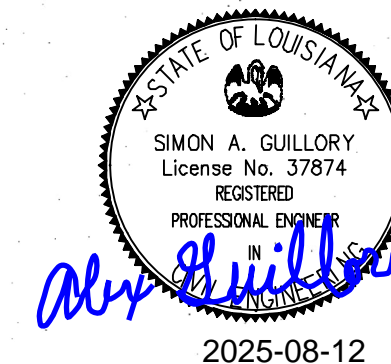


### RIVETED RETICULINE DRAIN GRATE (ALTERNATE)

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

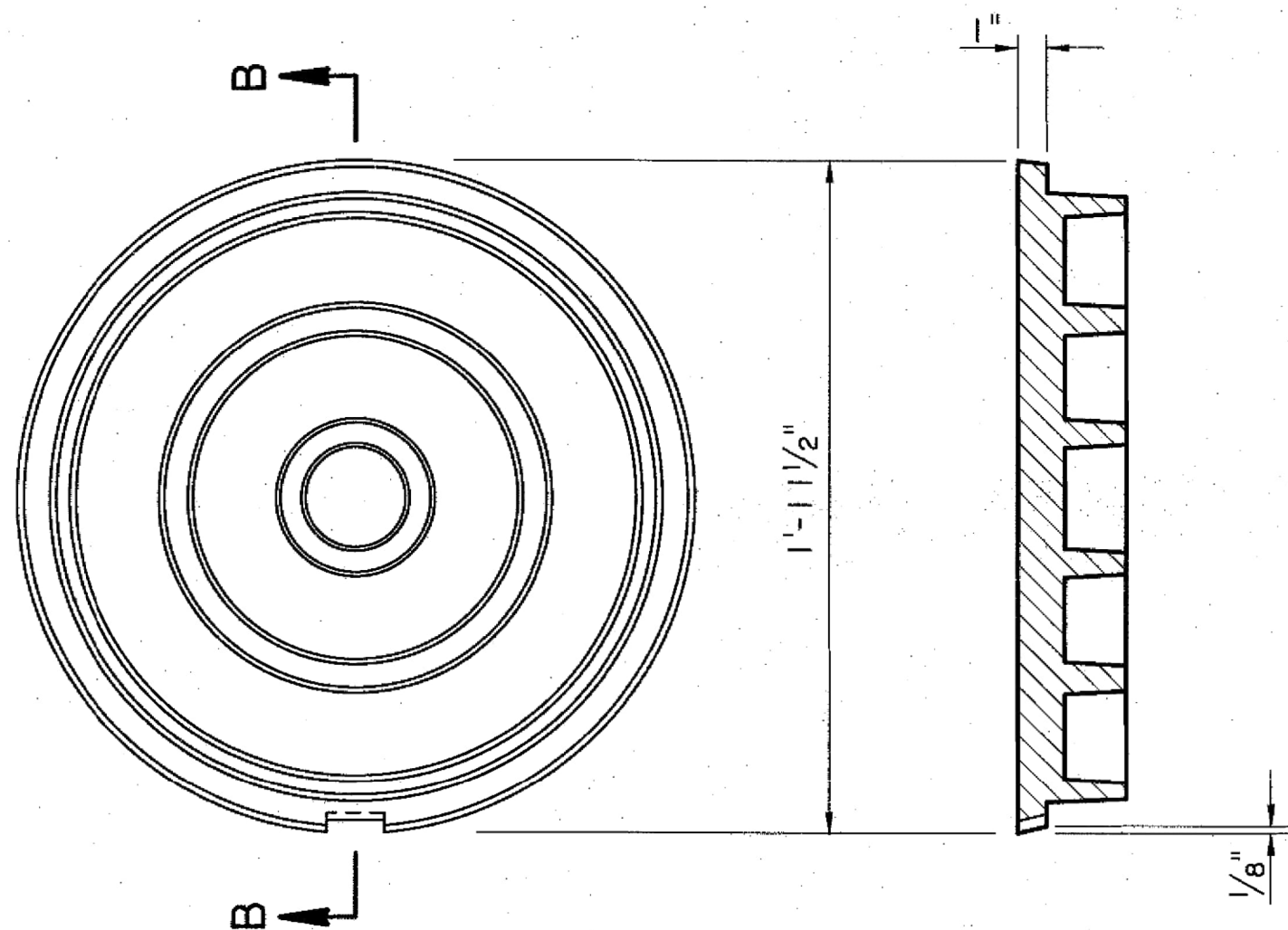
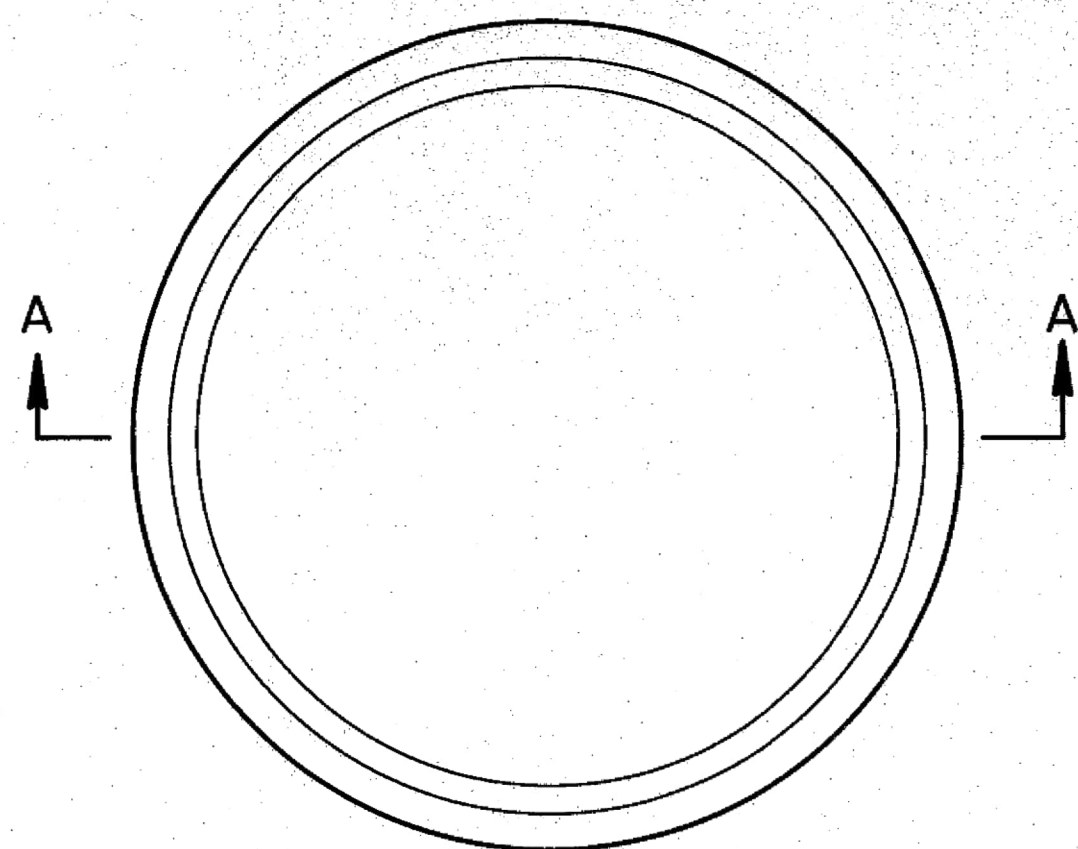
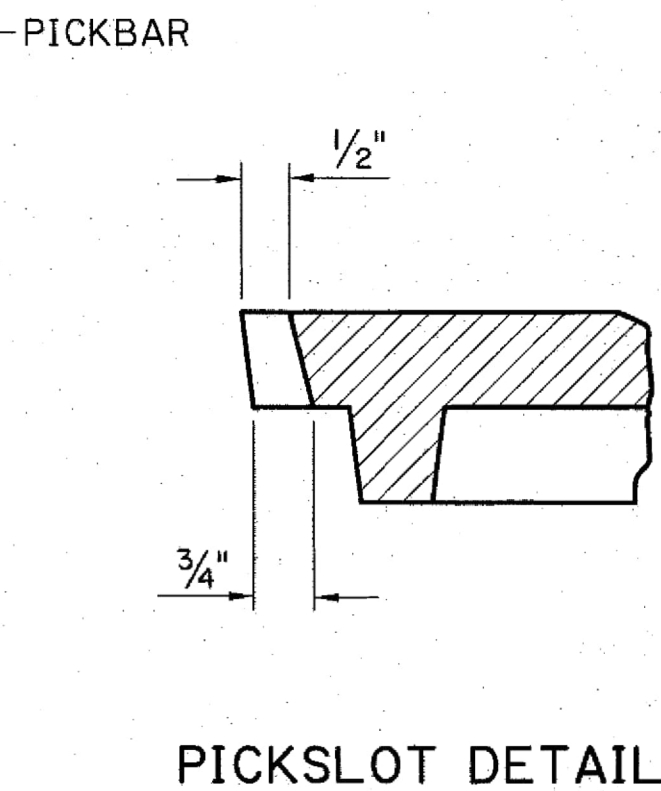
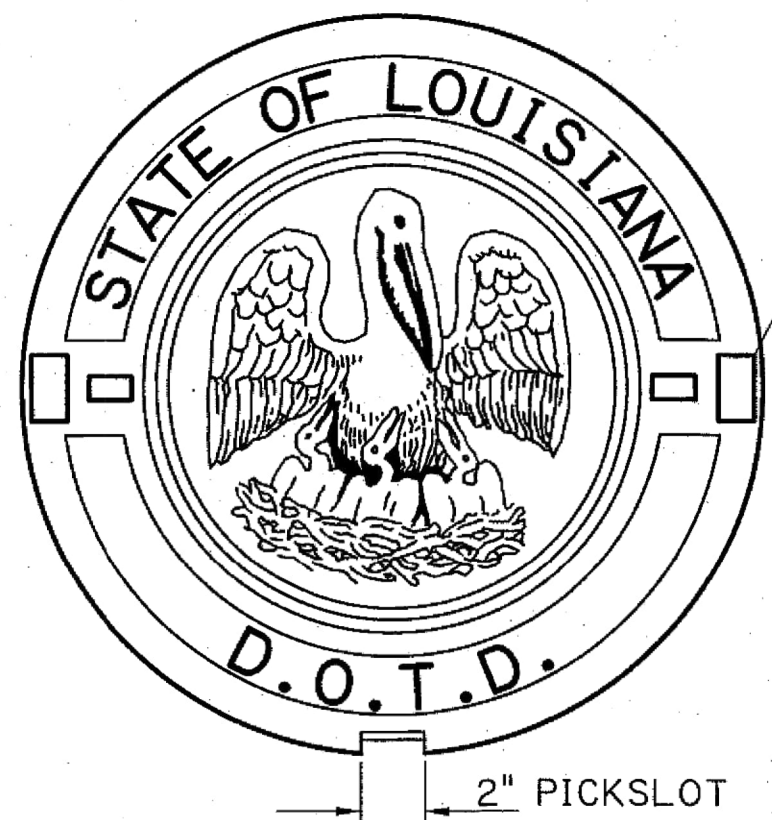
WEIGHT OF DRAIN GRATE = 176 LBS. ± 5%

"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."

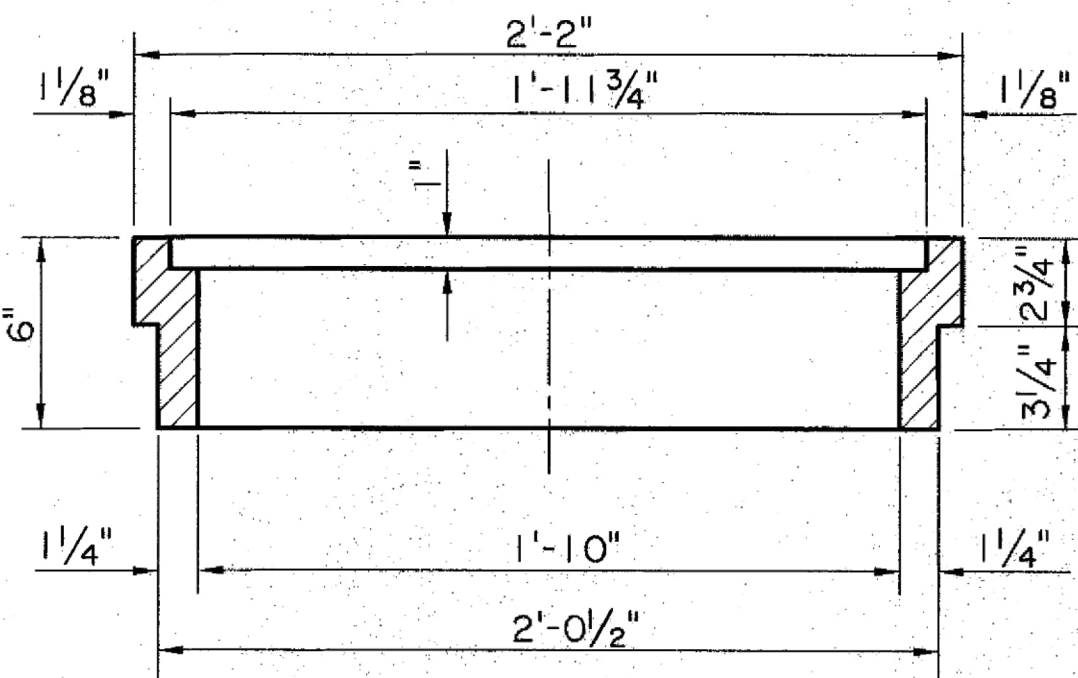


SHEET NUMBER	108
PARISH	
CONTROL SECTION	
STATE PROJECT	
DESIGNED AMA	AMA
CHECKED AMA	AMA
DETAILED TL	TL
CHECKED AMA	AMA
SERIES NUMBER	9/01/17 4 OF 6
DATE	5/25/18
REVISION DESCRIPTION	
BY	
APPROVED BY	
CHIEF ENGINEER	
DETAILS OF GRATES, GRATE FRAMES AND COVERS FOR CATCH BASINS AND MANHOLES	
STANDARD PLAN	MC-01
DOTD	
HYDRAULICS SECT.	

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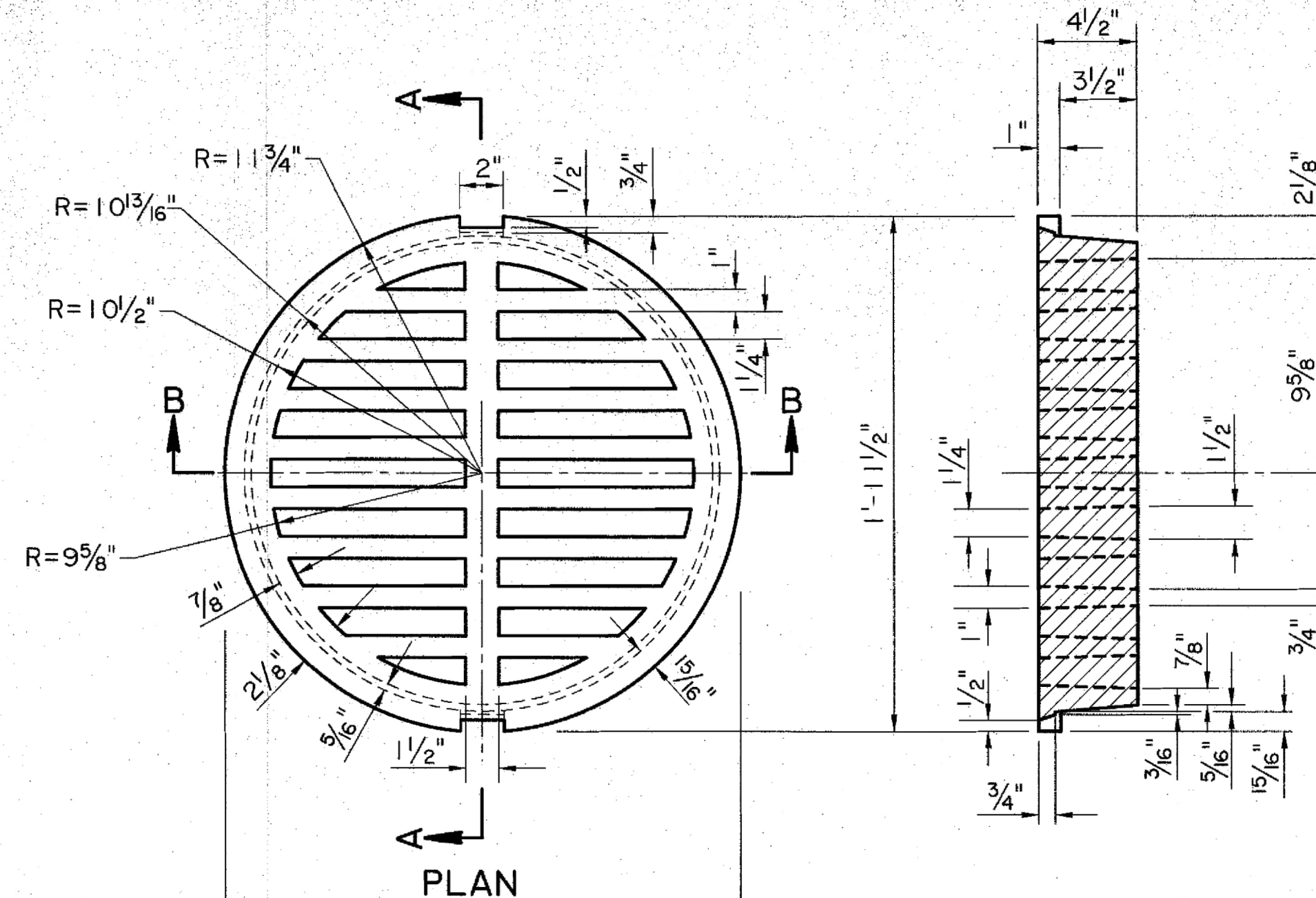


SECTION B-B



**TYPE "K"**

CAST IRON COVER & FRAME  
PICKBAR DETAIL LEFT TO FABRICATOR

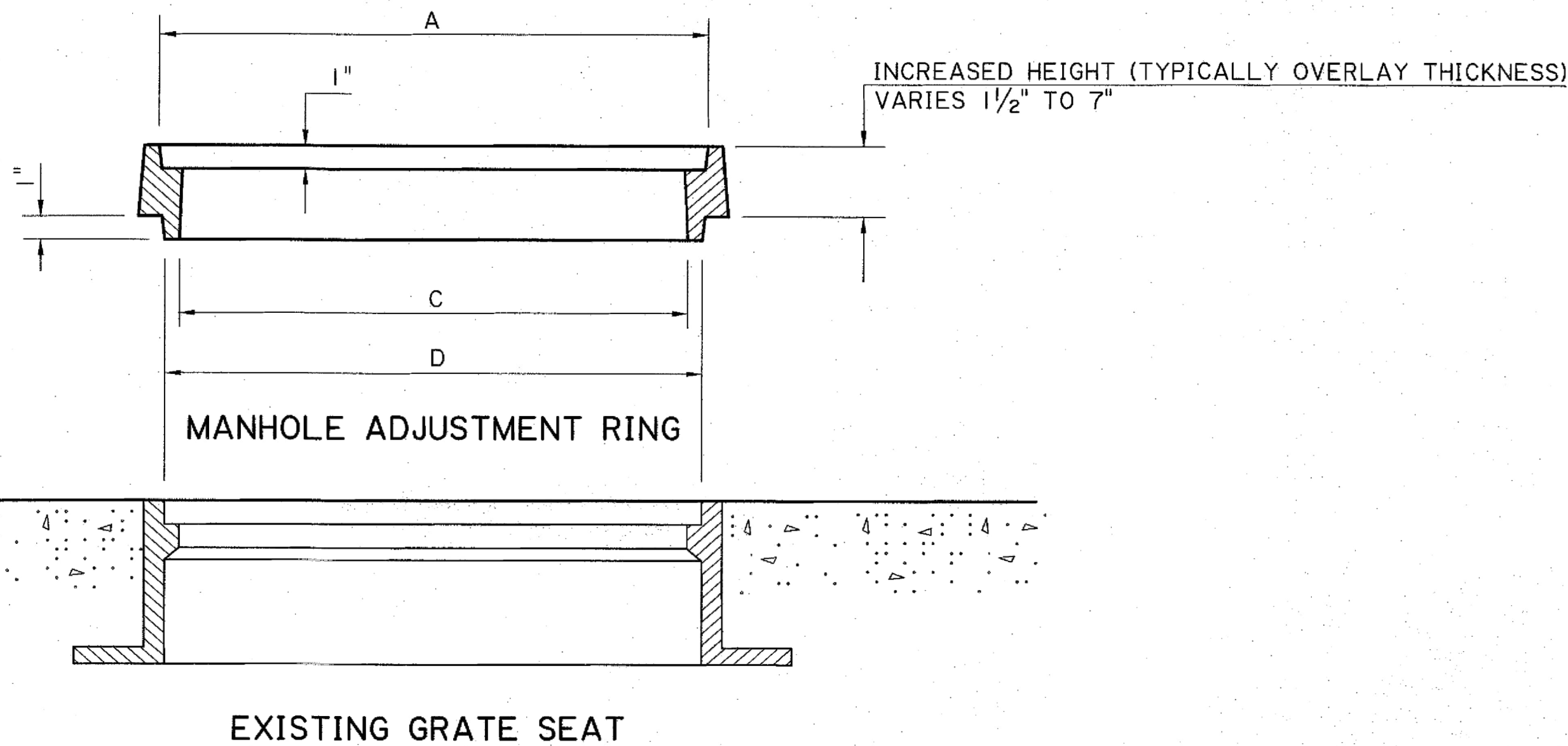


SECTION B-B

**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.

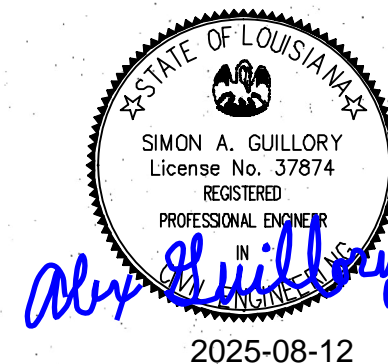


MANHOLE ADJUSTMENT RINGS		
A (IN.)	C (IN.)	D (IN.)
23 1/2	22 1/4	23 1/2
23 3/4	22 1/2	23 3/4

**MANHOLE ADJUSTMENT RING**

CAST IRON OR STEEL

"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."

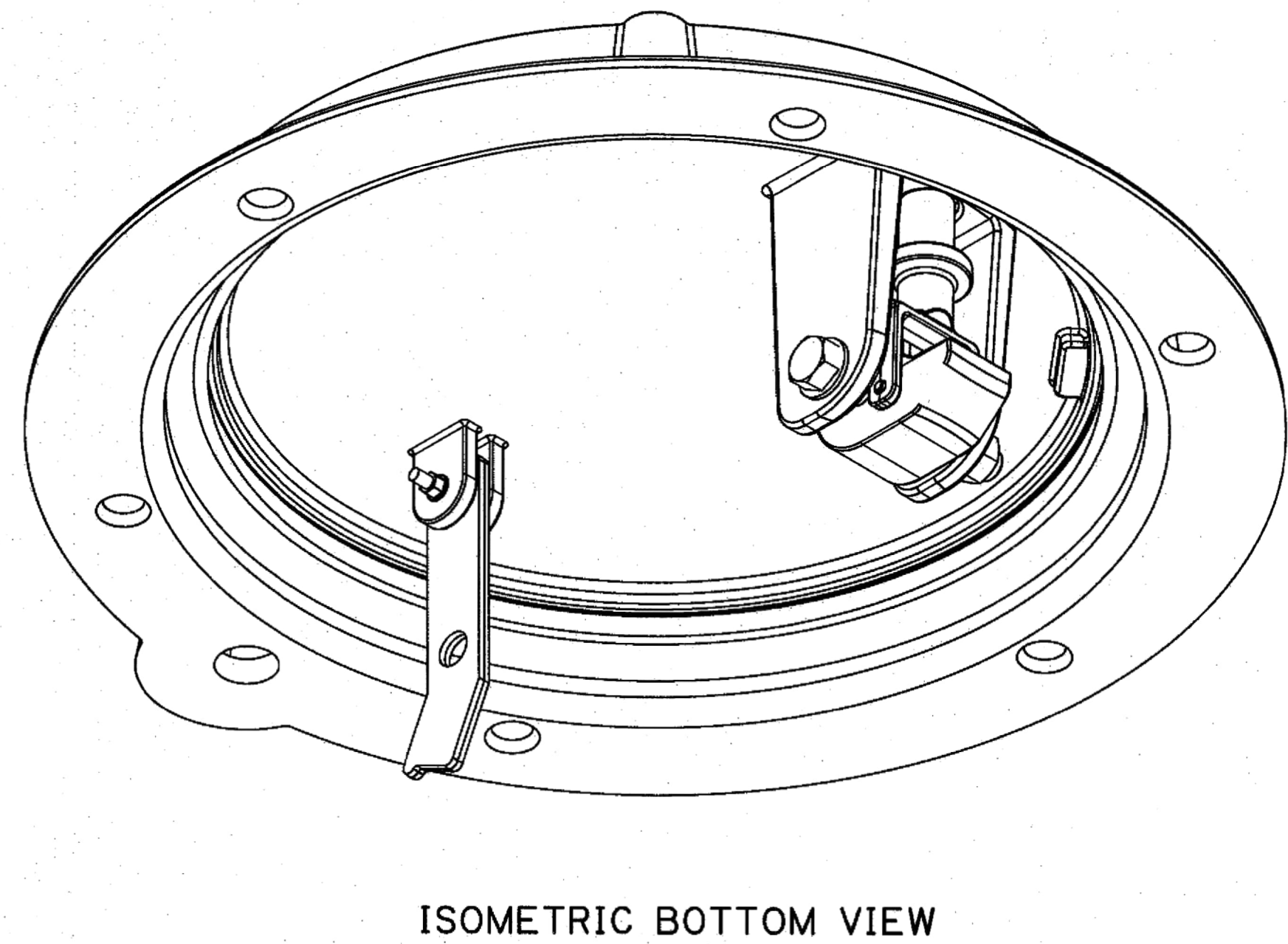
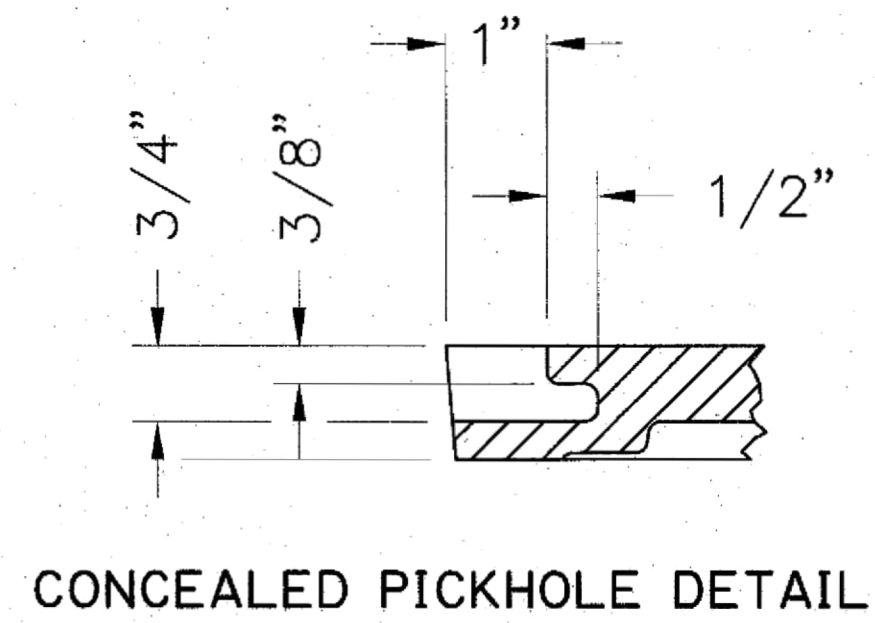
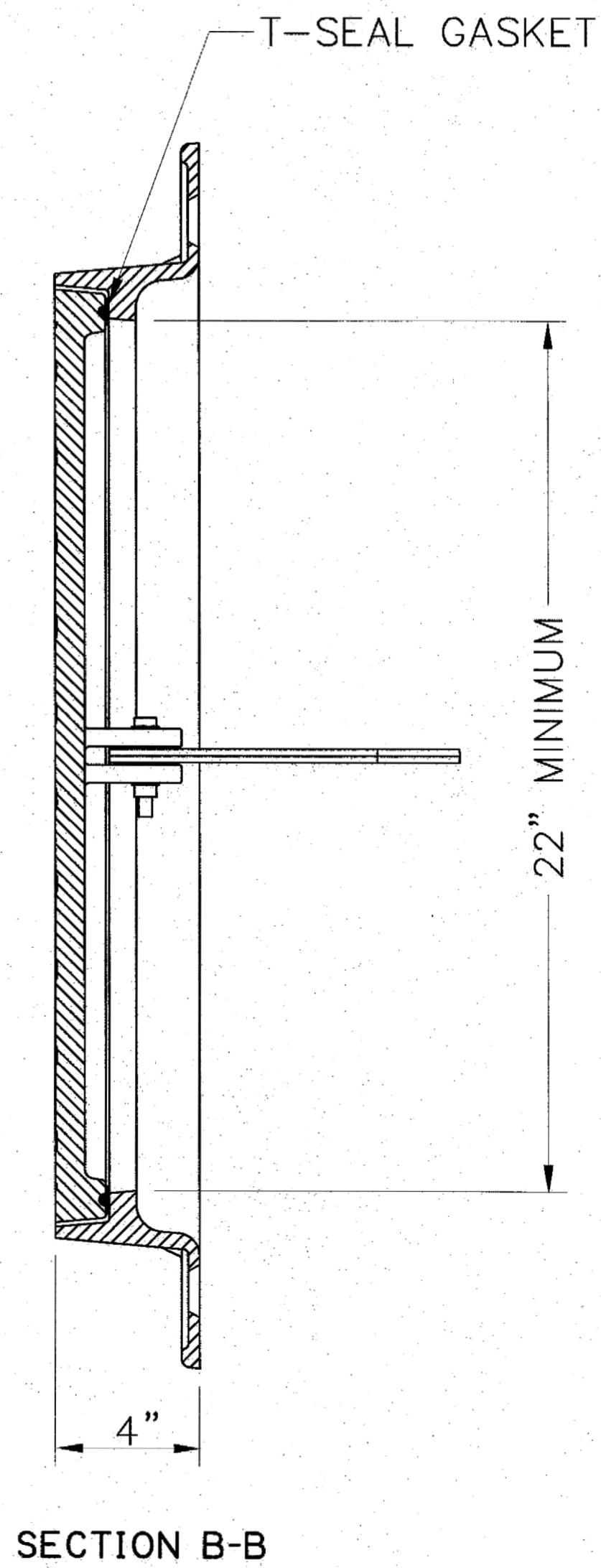
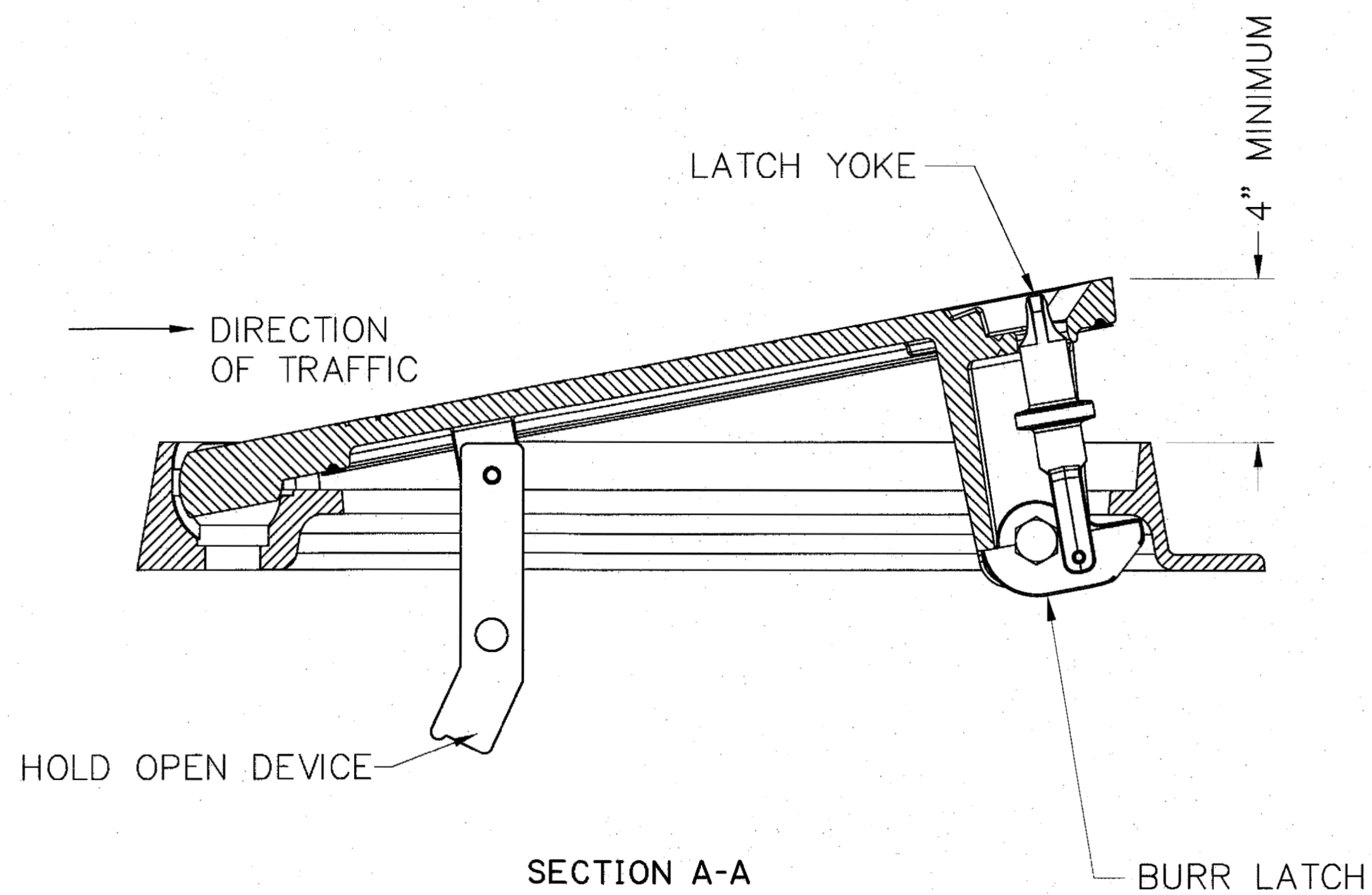
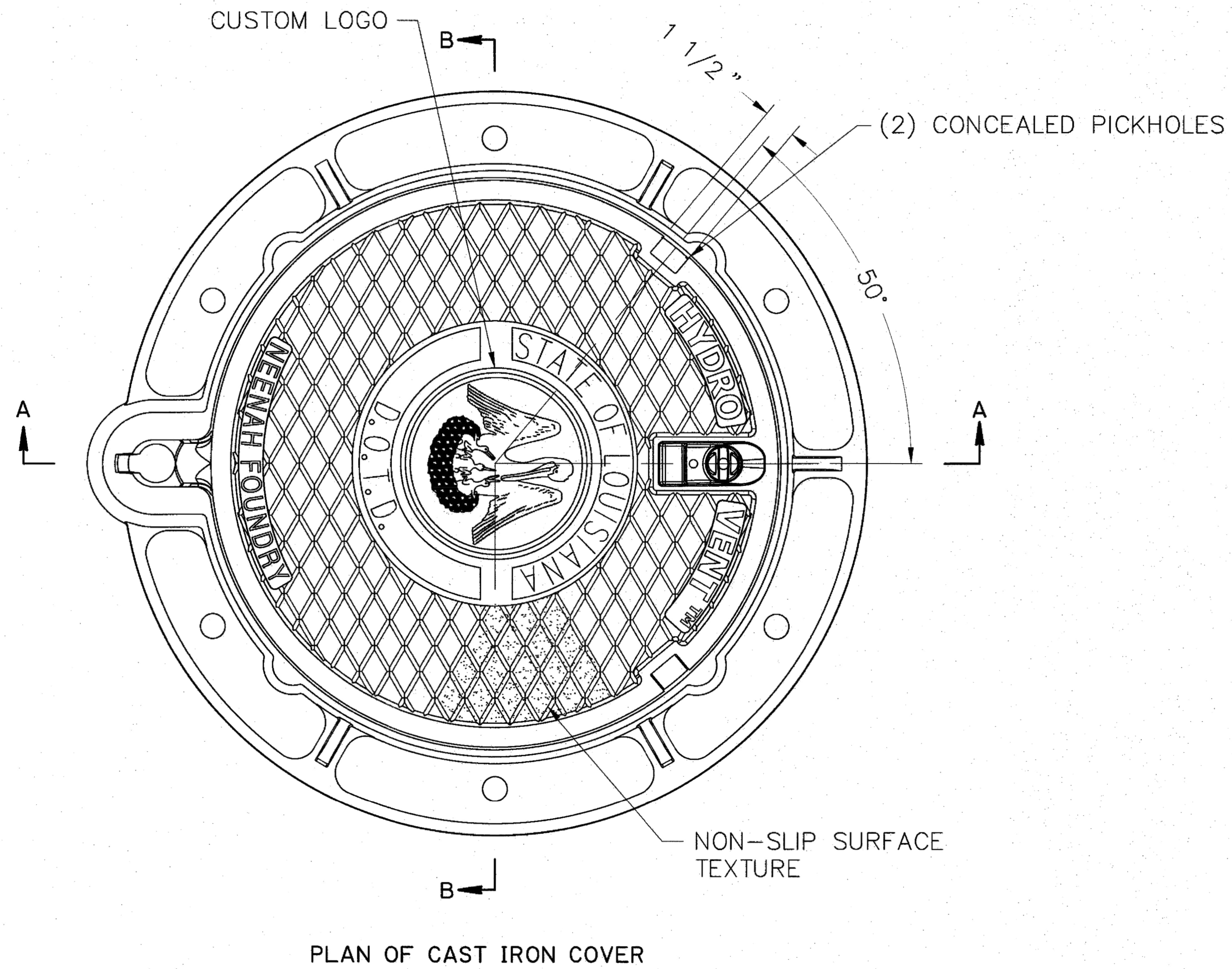


DETAILS OF GRATES, GRATE  
FRAMES AND COVERS FOR  
CATCH BASINS AND MANHOLES



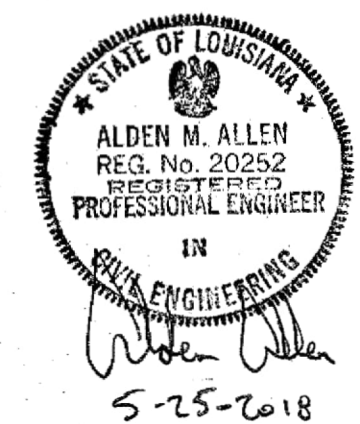
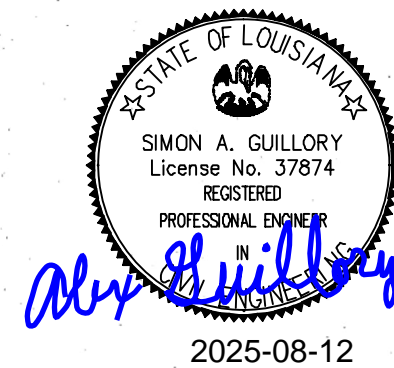
DATE	REVISION DESCRIPTION	BY	DATE	SERIES NUMBER	STATE PROJECT	CONTROL SECTION	PARISH	SHEET NUMBER
			5/25/18	5 OF 6				109

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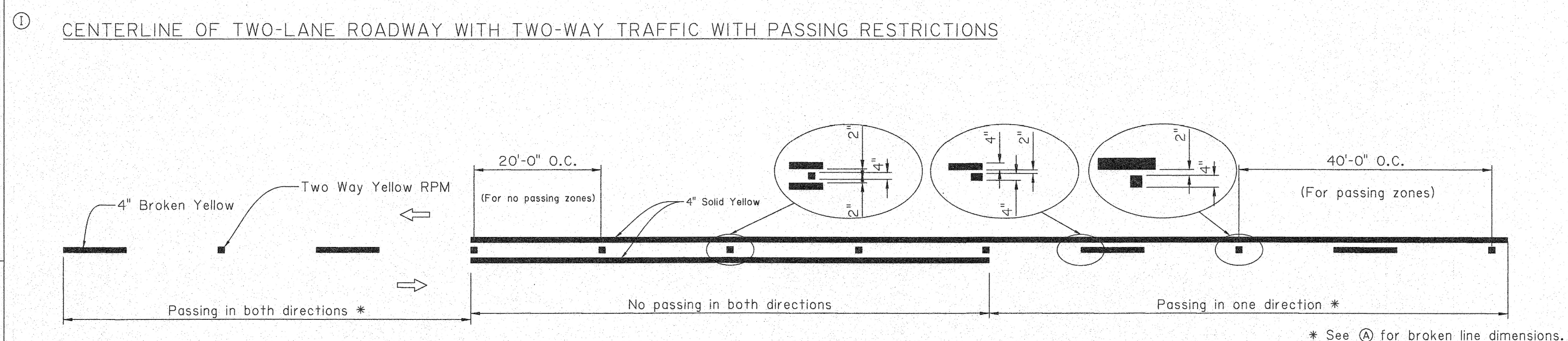
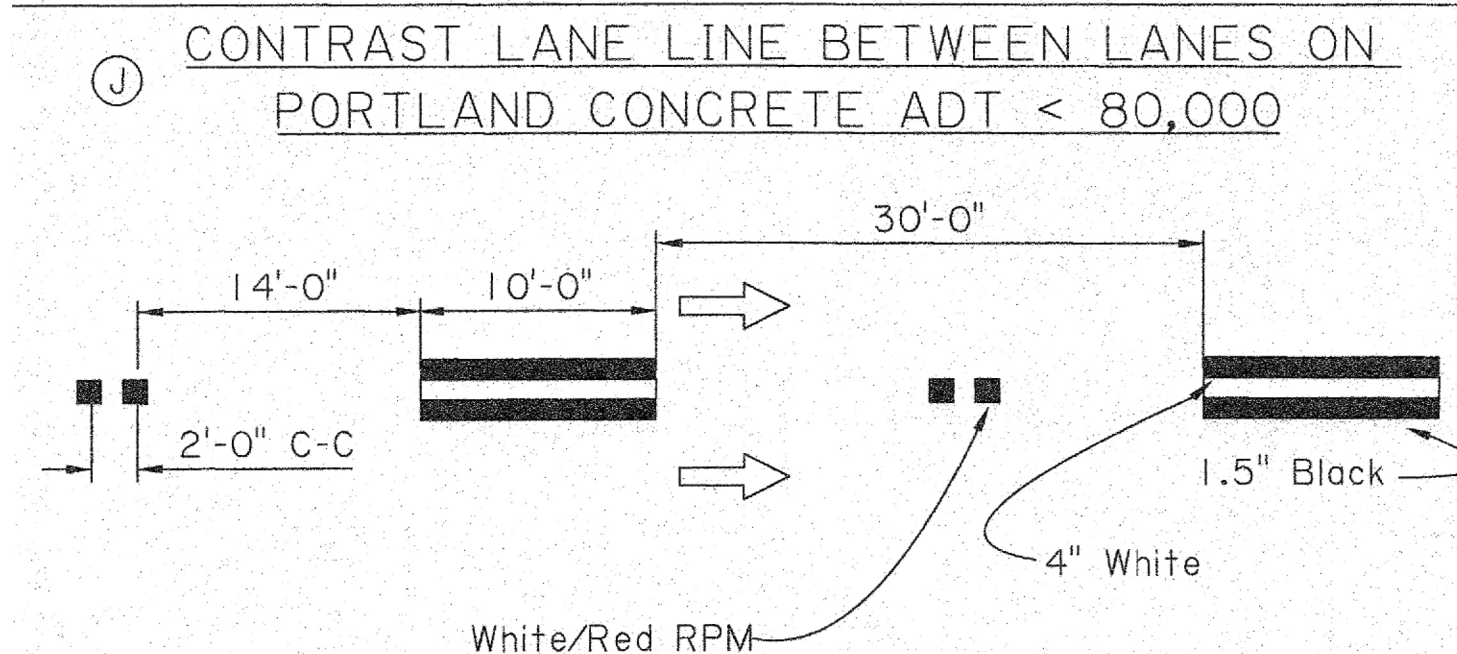
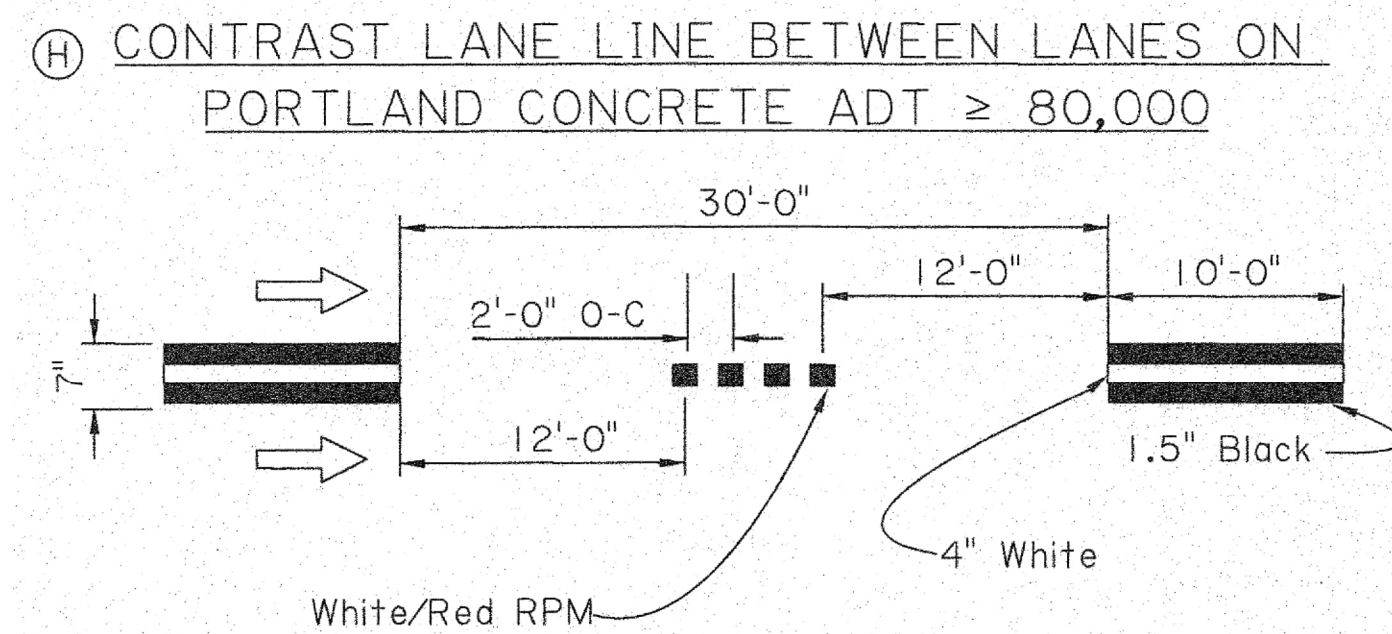
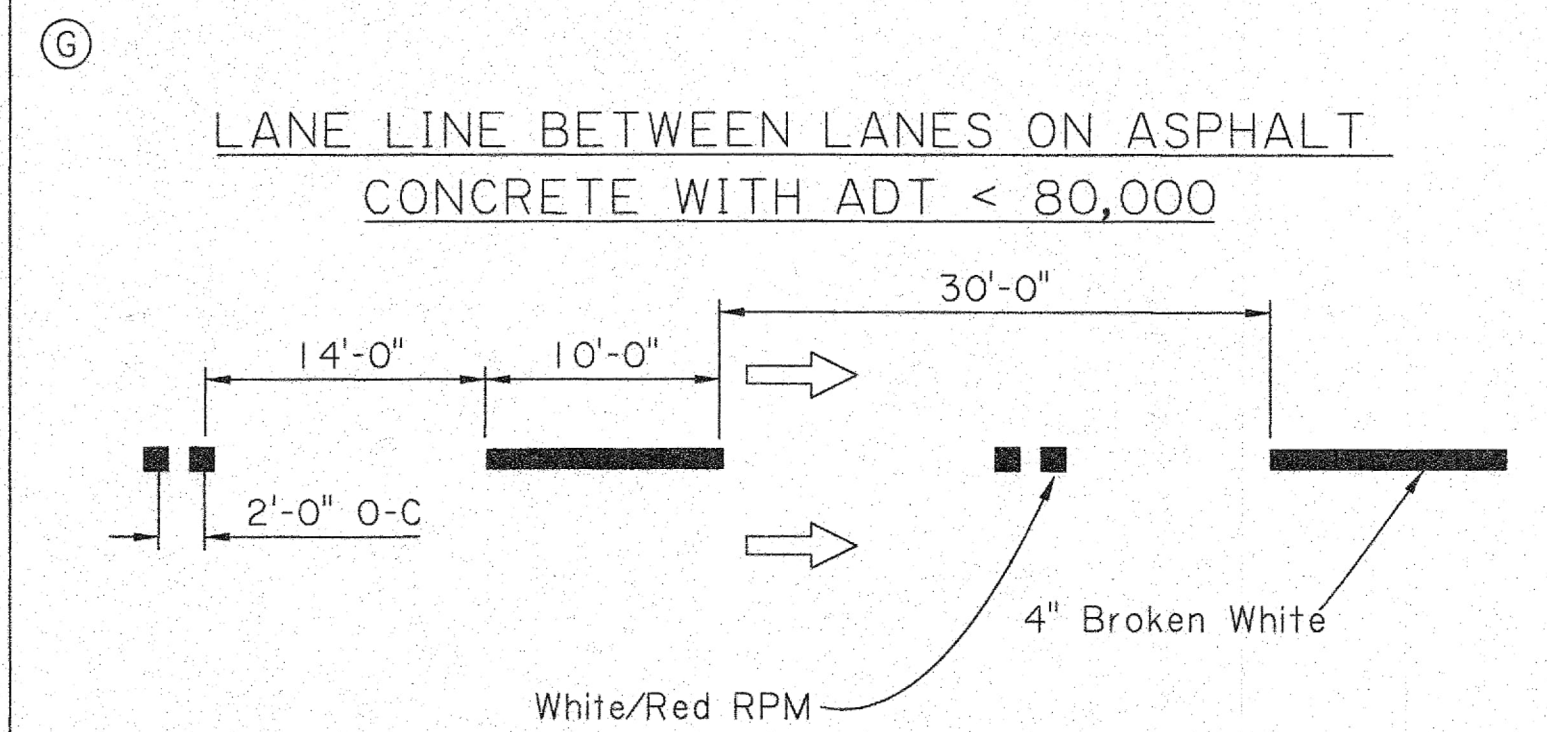
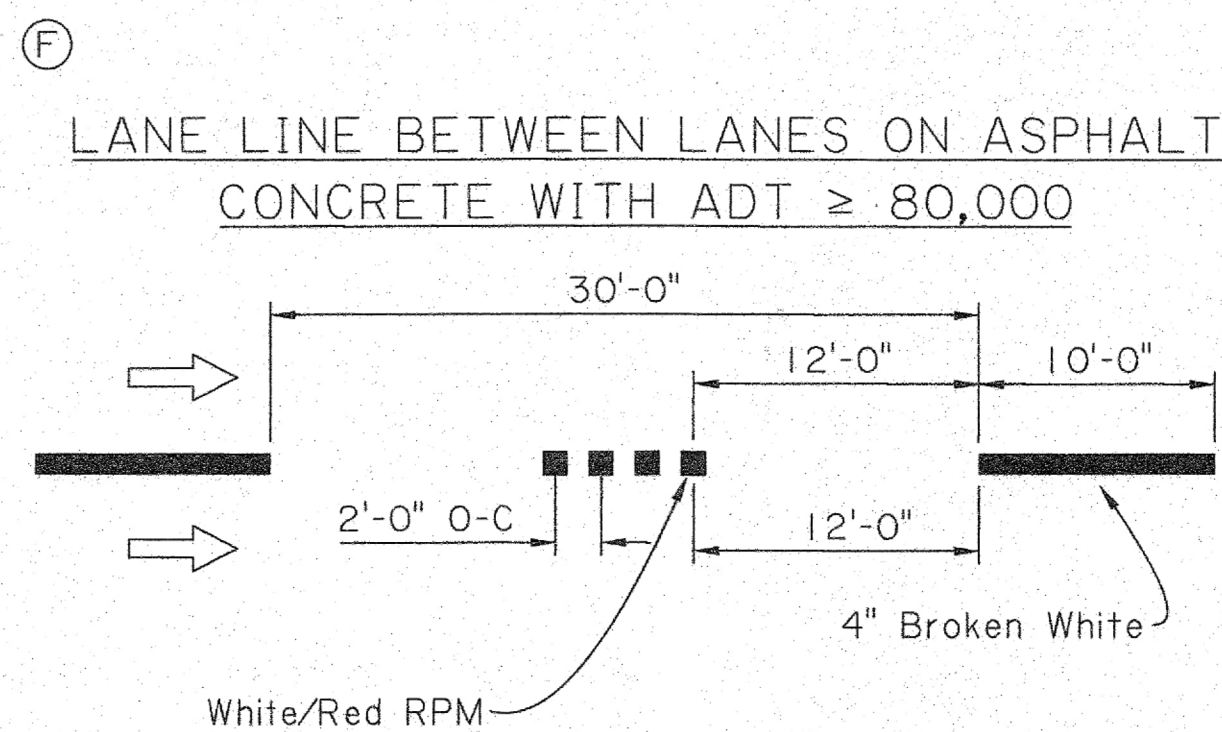
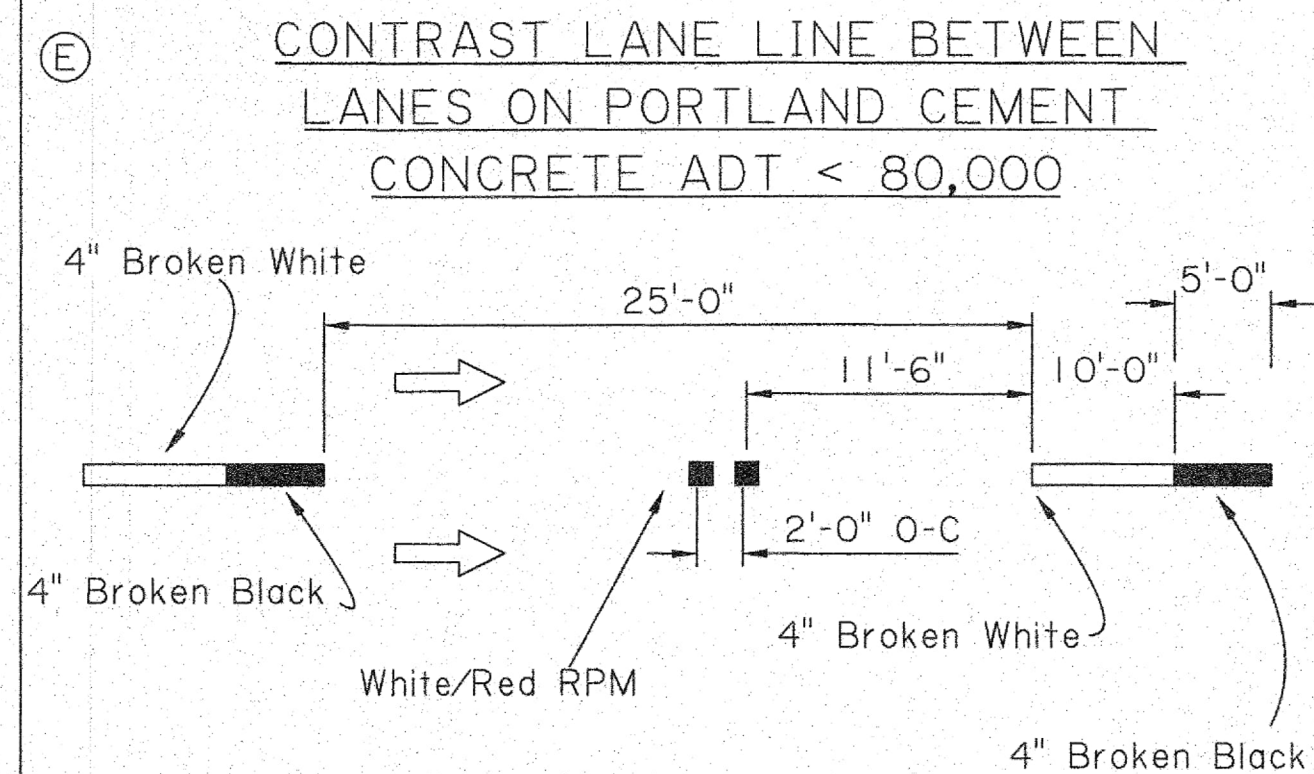
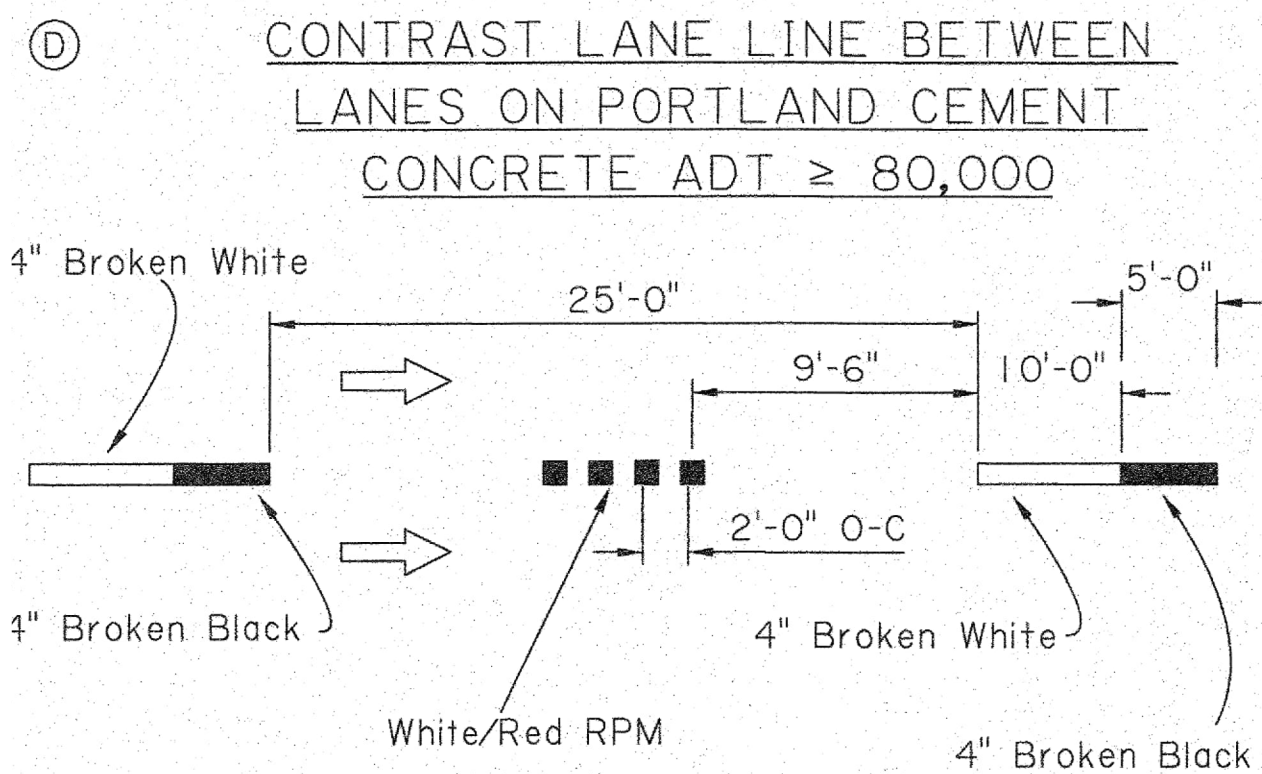
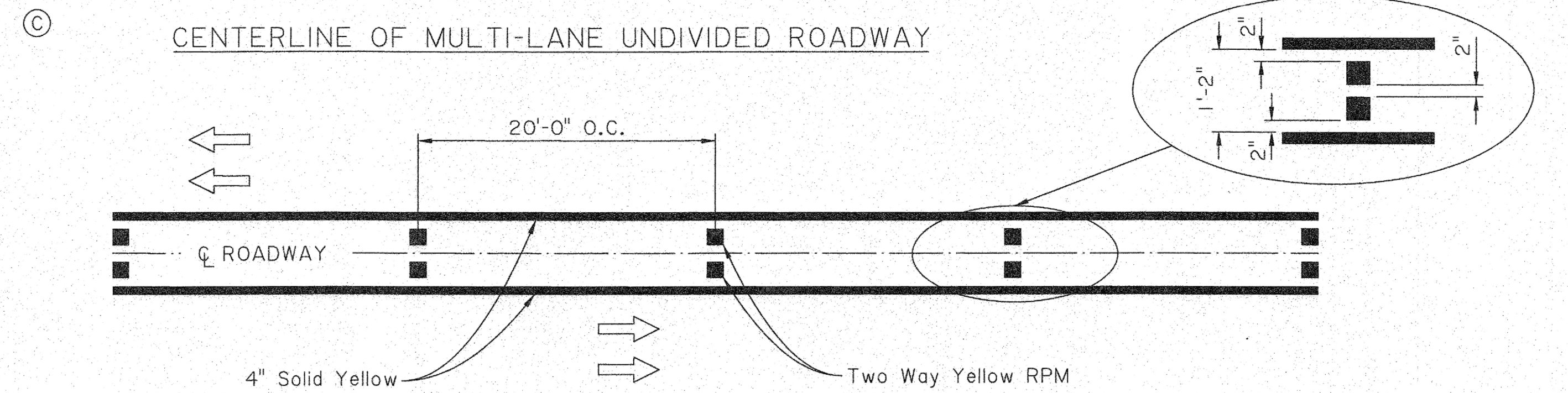
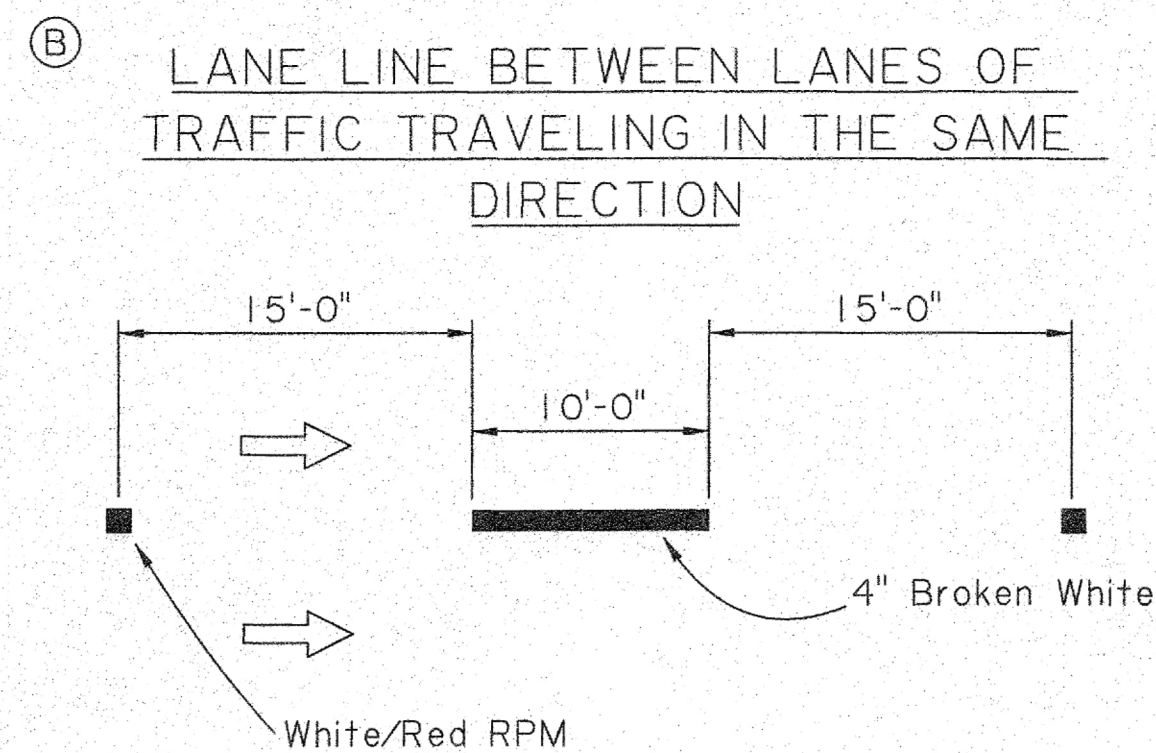
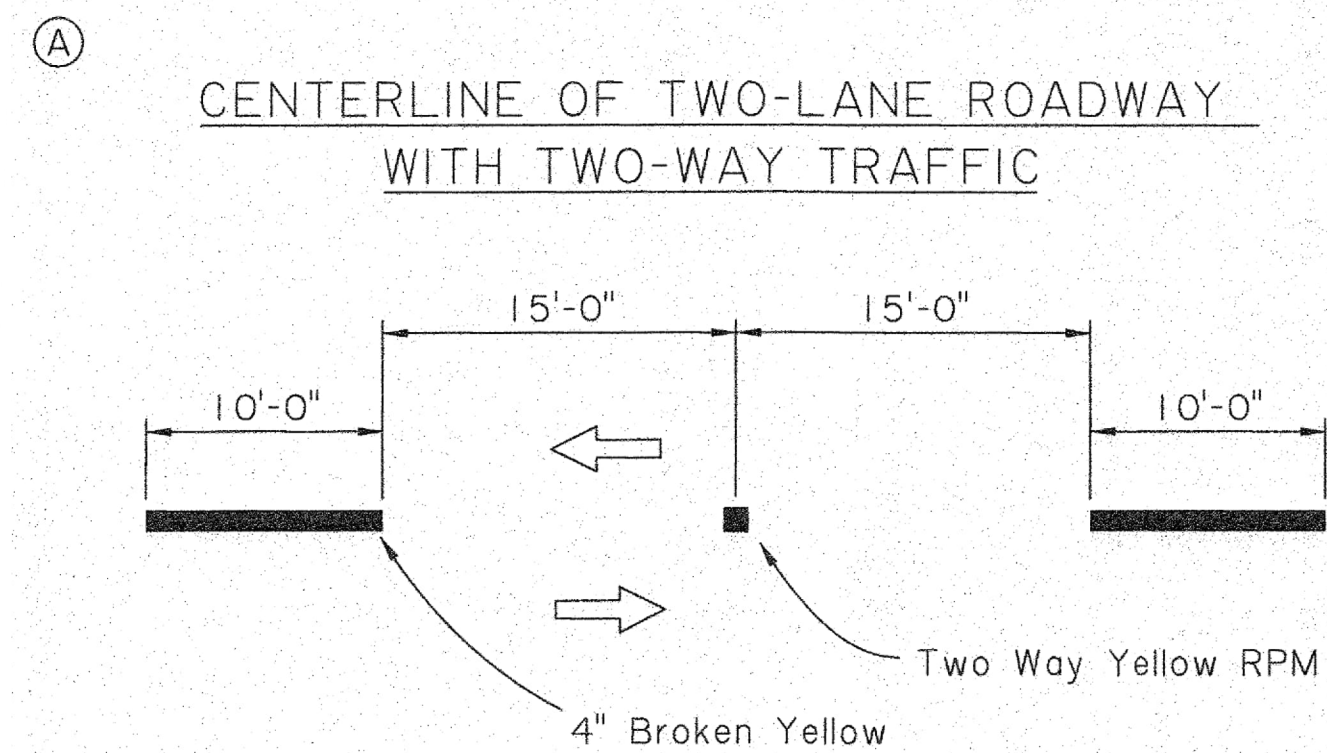
**VENTING MANHOLE**  
**CAST IRON COVER AND FRAME**  
NEENAH FOUNDRY 1650-HV SHOWN  
EJ STORMSURGE 24 APPROVED BUT  
NOT SHOWN

"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."

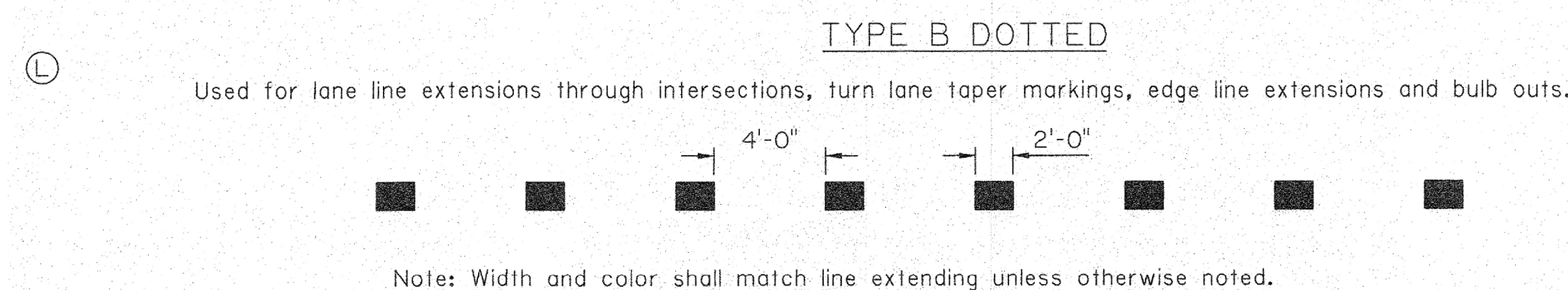
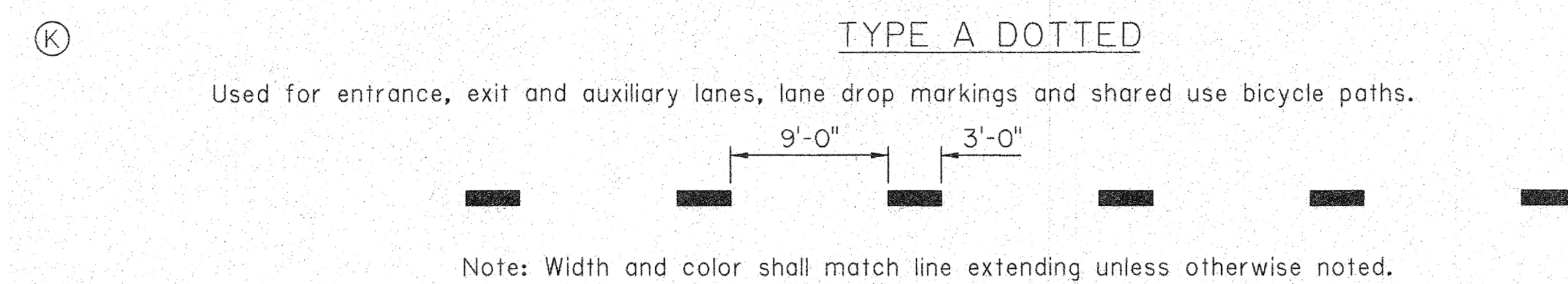
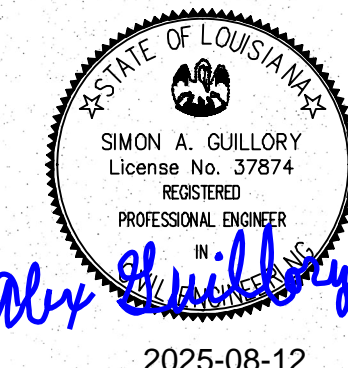


SHEET NUMBER		110	
DESIGNED	AMA	PARTISH	
CHECKED	AMA	CONTROL SECTION	
DATE		BY	
APPROVED BY		REVISION DESCRIPTION	
CHIEF ENGINEER		DATE: 5/25/18	
DETAILS OF GRATES, GRATE FRAMES AND COVERS		FOR CATCH BASINS AND MANHOLES	
STANDARD PLAN		MC-01	
DOTD		HYDRAULICS SECT.	

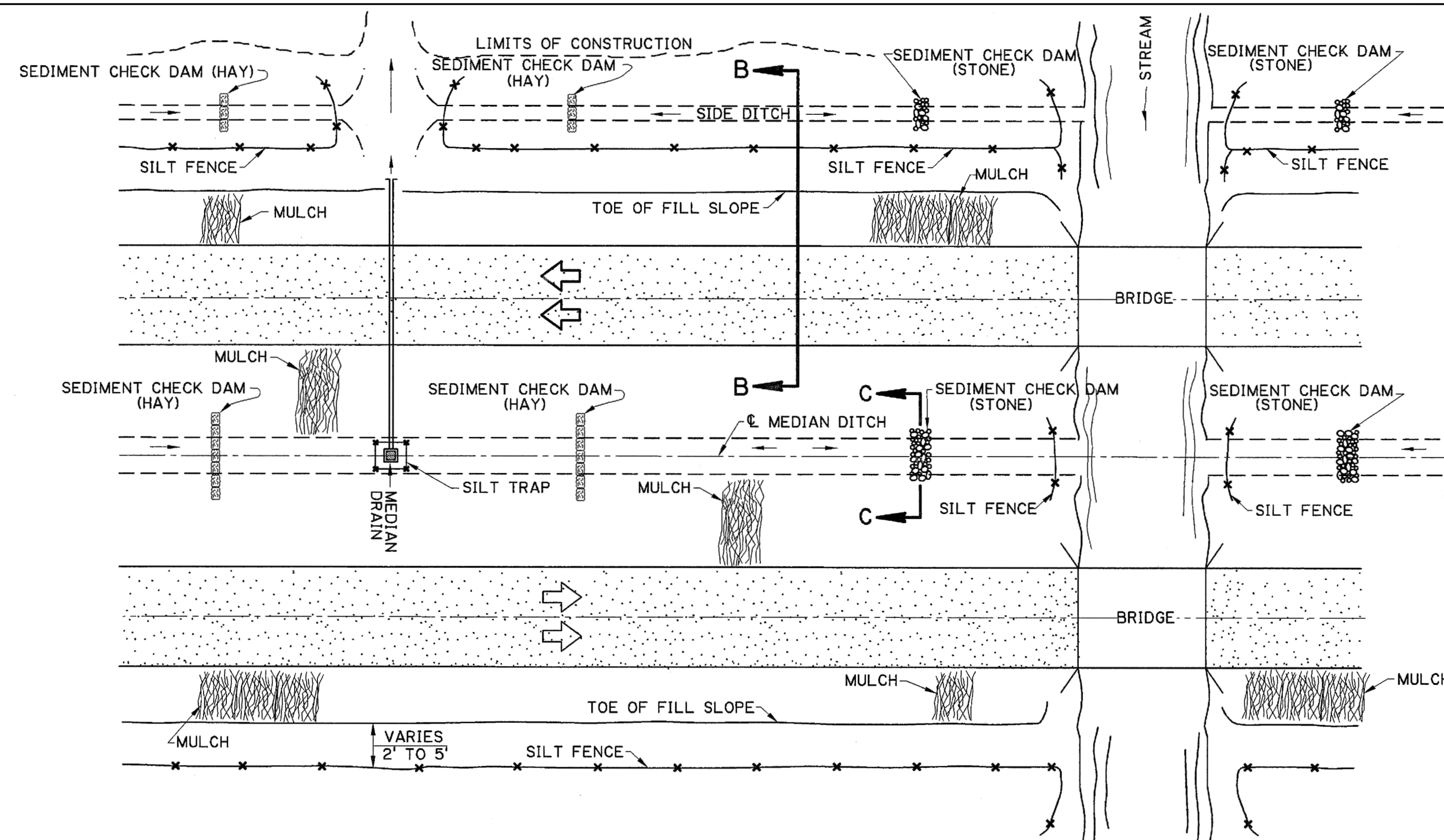
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"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."



- GENERAL NOTES:**
- 4" Edge lines shall be placed on all roadways.
  - Place edge lines, centerlines and lane lines to avoid longitudinal joints as directed by the project engineer.
  - Edge lines in a curb and gutter section should be kept out of the gutter and clear from debris.
  - If rumble strips are used, striping details remain unchanged.
  - Centerlines shall be placed on roadways with a traveled way width of 16 feet or greater.
  - Where the clear width of a bridge is less than the clear width of the roadway, reflectorized pavement markers shall be placed adjacent to the edge line at 20' centers.
  - ➡ indicates the direction of travel (not a pavement marker).
  - For non-interstate striping, use one Raised ReflectORIZED Pavement Marker.
  - White ReflectORIZED Pavement Marker faces same direction traffic and red faces opposing traffic.

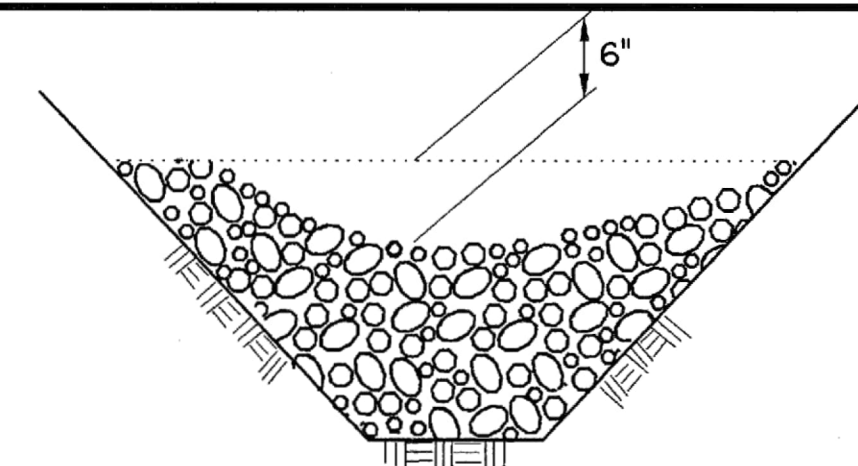


PLAN SHOWING TYPICAL TEMPORARY EROSION CONTROL

## 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



SECTION C-C

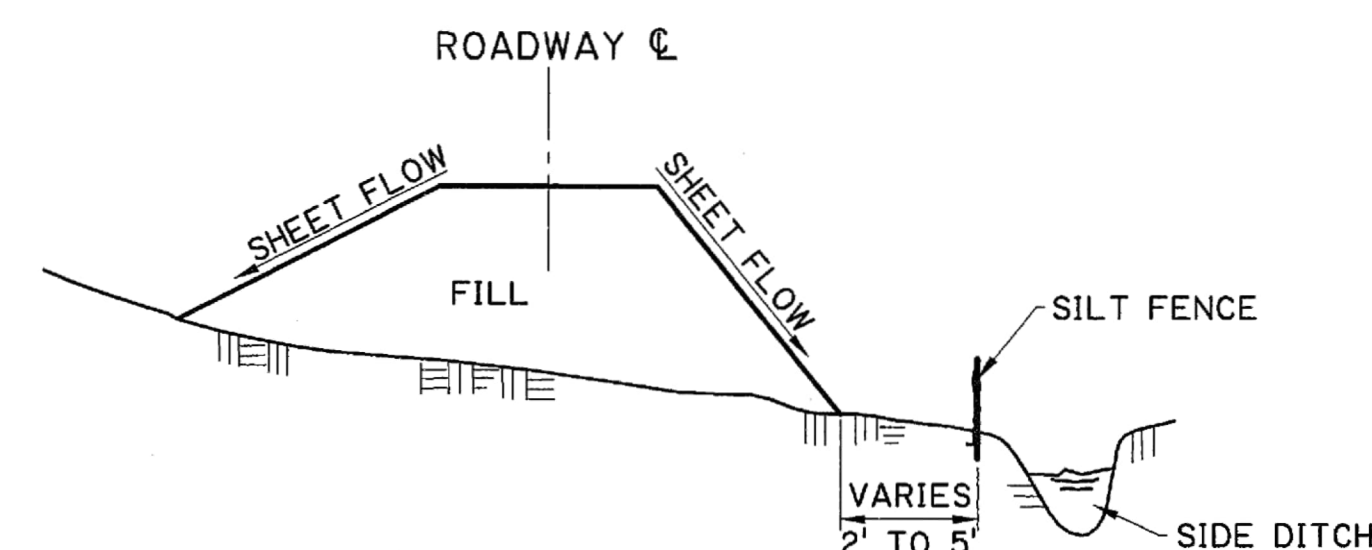
### TEMPORARY SEDIMENT CHECK DAM (STONE)

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:

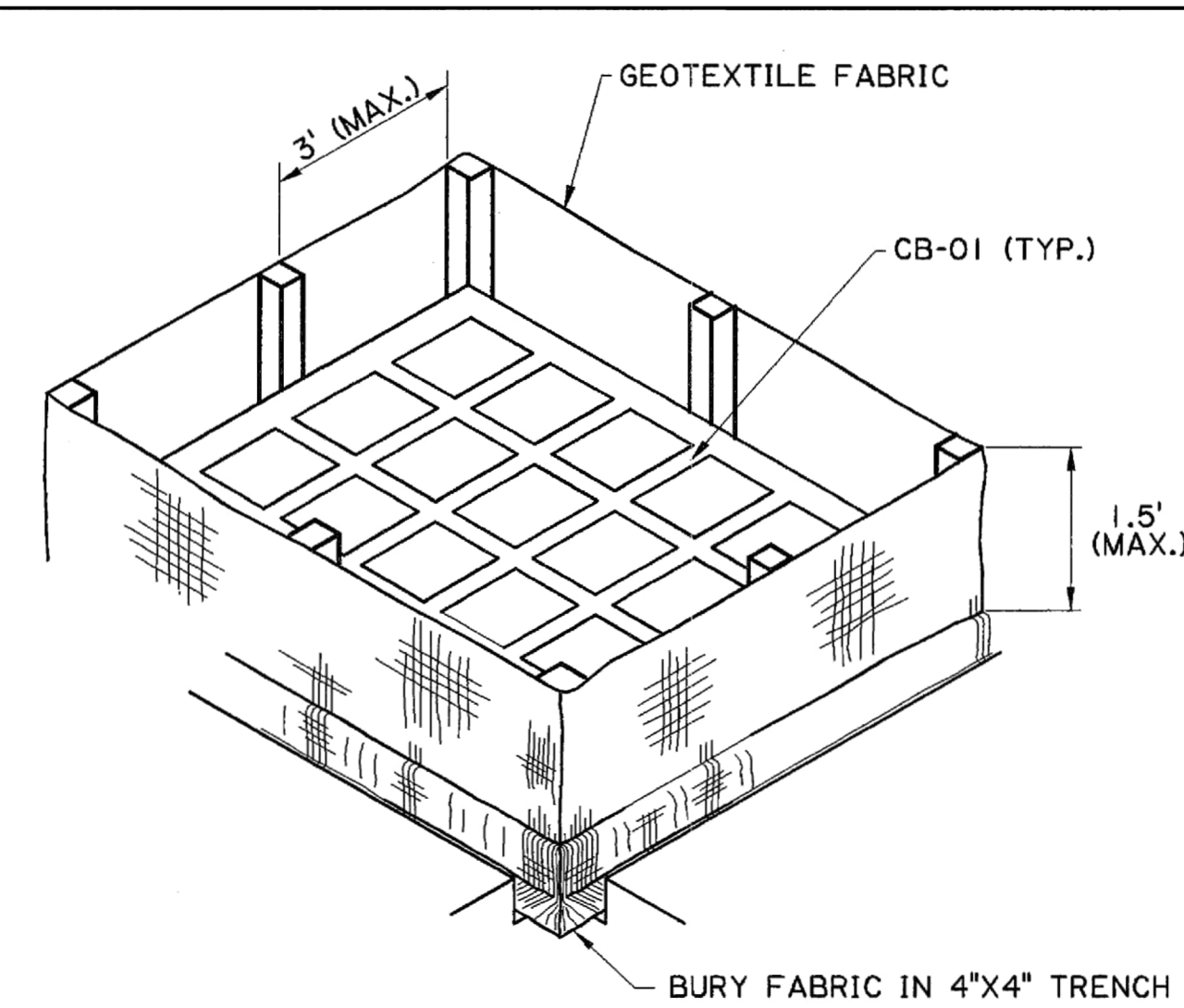
1. USE IN SMALL OPEN CHANNELS WHICH DRAIN 10 ACRES OR LESS
2. DO NOT USE IN A LIVE STREAM
3. USE IN A TEMPORARY DITCH OR SWALE WHICH, BECAUSE OF THEIR SHORT LENGTH OF SERVICE, CANNOT RECEIVE A NON- ERODIBLE LINING
4. USE IN PERMANENT DITCHES OR SWALES WHICH WILL NOT RECEIVE A PERMANENT LINING FOR AN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

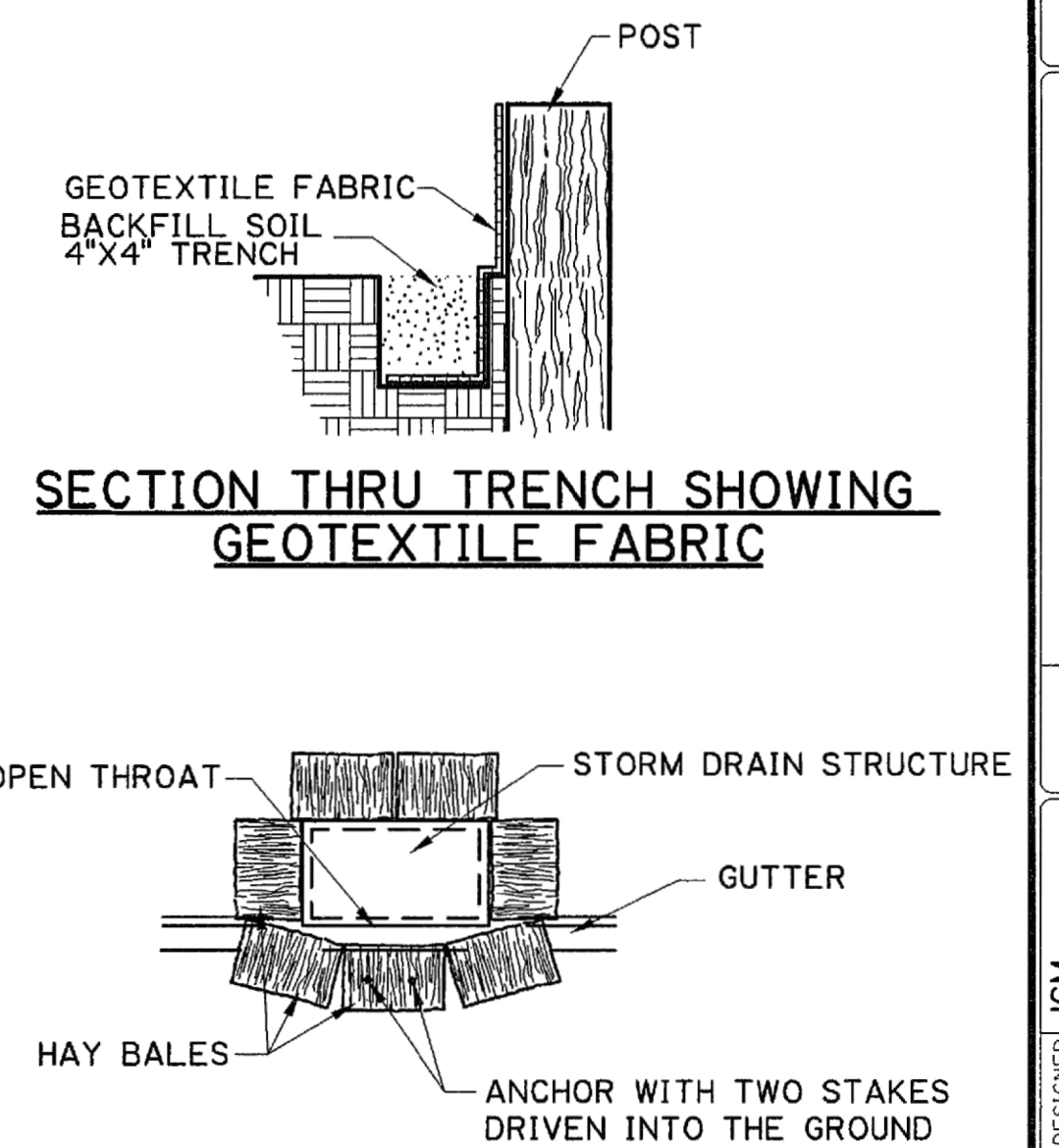
## TEMPORARY SILT FENCE APPLICATION

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



ISOMETRIC VIEW SHOWING  
GEOTEXTILE FABRIC

(BACKFILL SOIL NOT SHOWN)



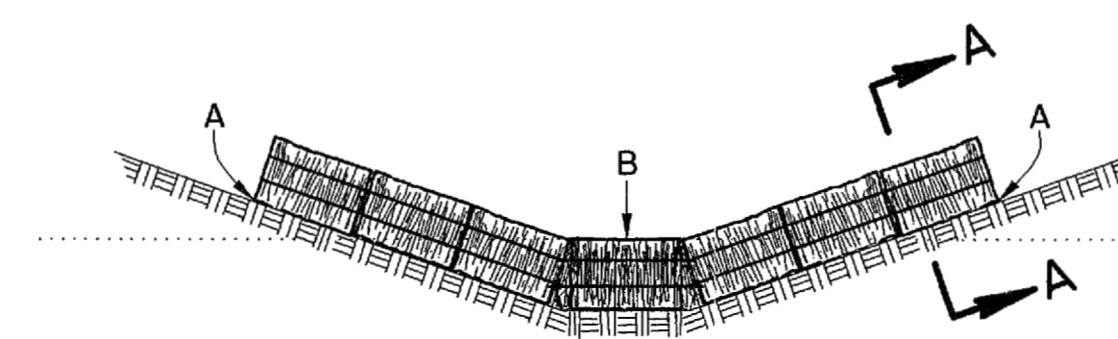
### PLAN SHOWING HAY BALES

PAY ITEM: TEMPORARY HAY OR STRAW BALES

## TEMPORARY INLET SILT TRAP

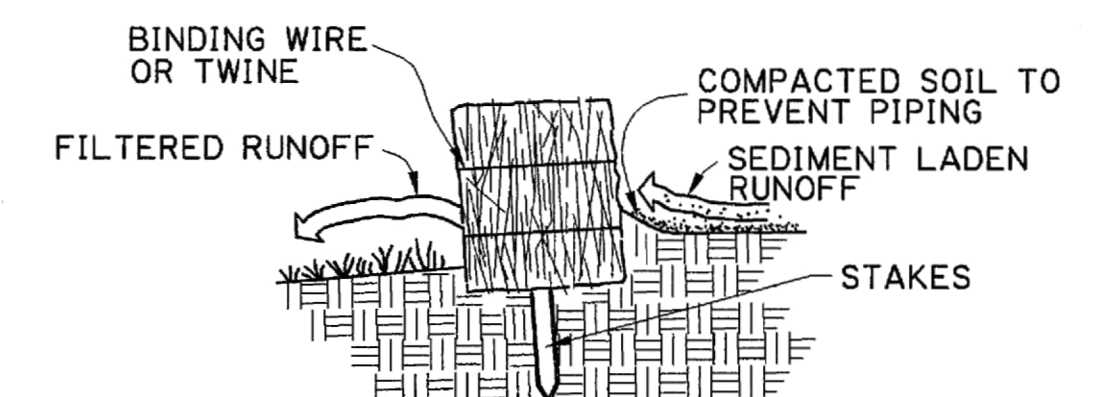
THE TEMPORARY DROP INLET SILT TRAP IS TO BE USED FOR SMALL DRAINAGE AREAS (LESS THAN 1 ACRE) WHERE THE STORM DRAIN IS FUNCTIONAL BEFORE THE AREA IS STABILIZED. THE TRAP CAN BE EITHER GEOTEXTILE FABRIC OR HAY BALES.

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 1/2" 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.



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.

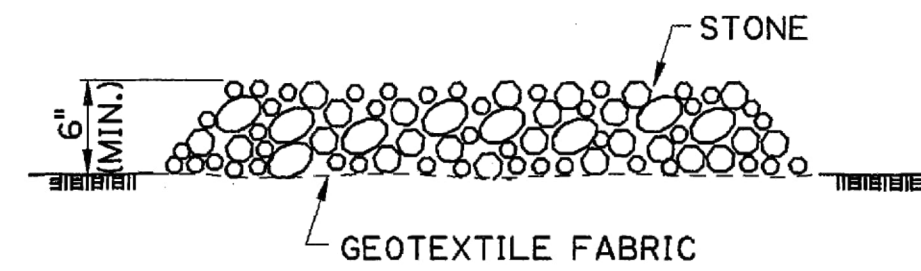
A FEW BASIC DESIGN GUIDELINES FOR THE USE OF A HAY BALE BARRIER ARE:

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

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2025-08-12

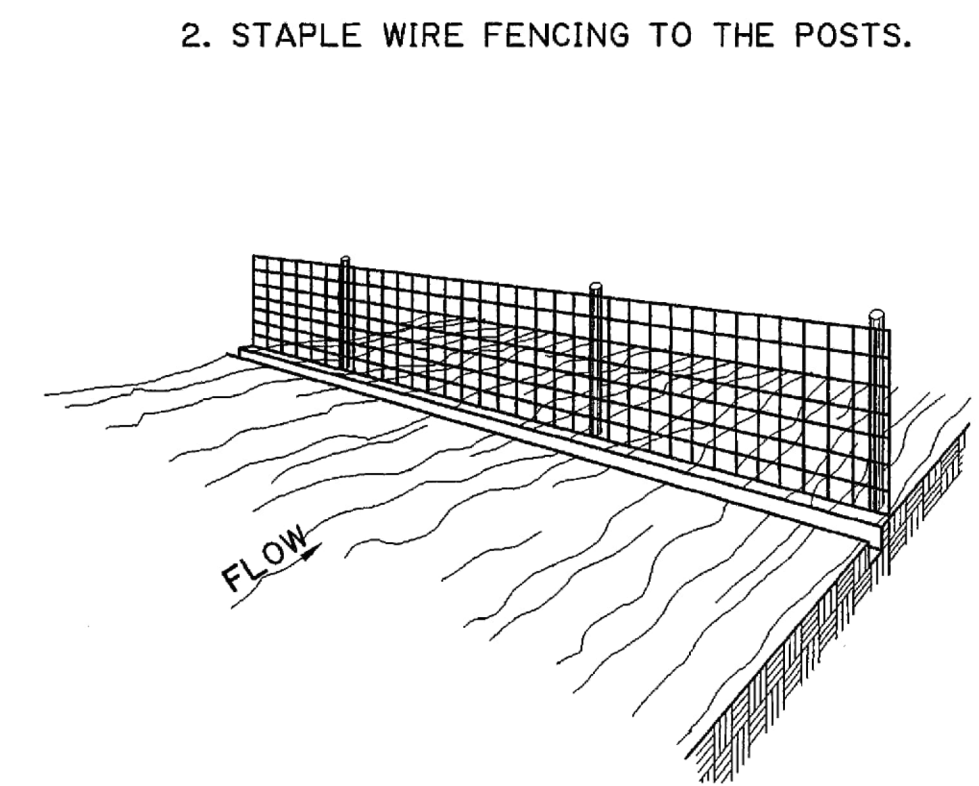


SECTION D-D

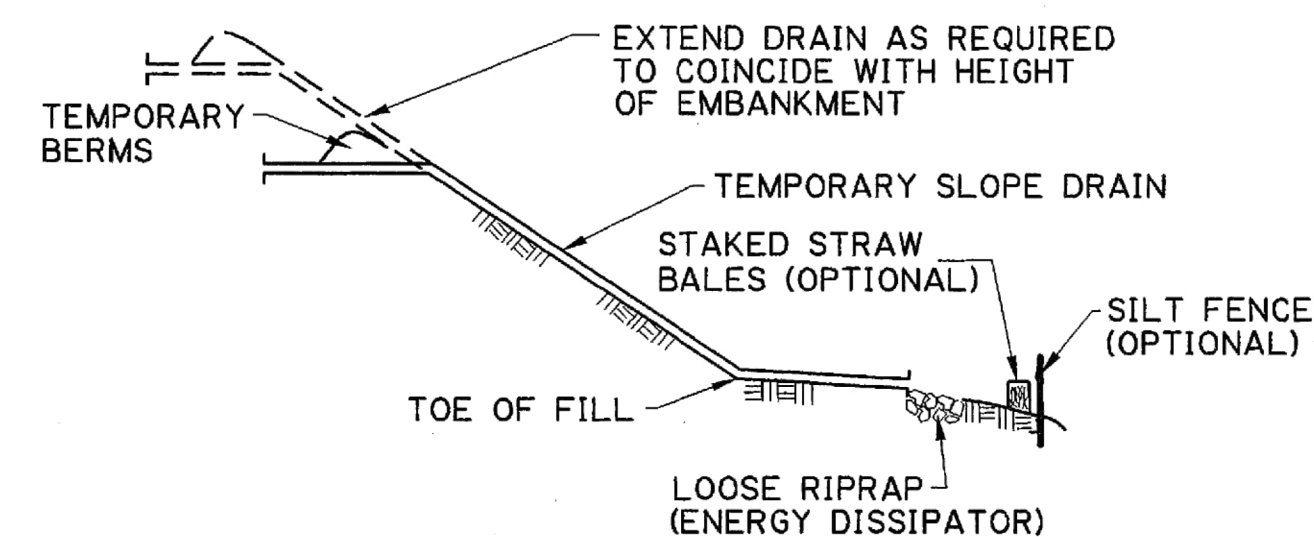
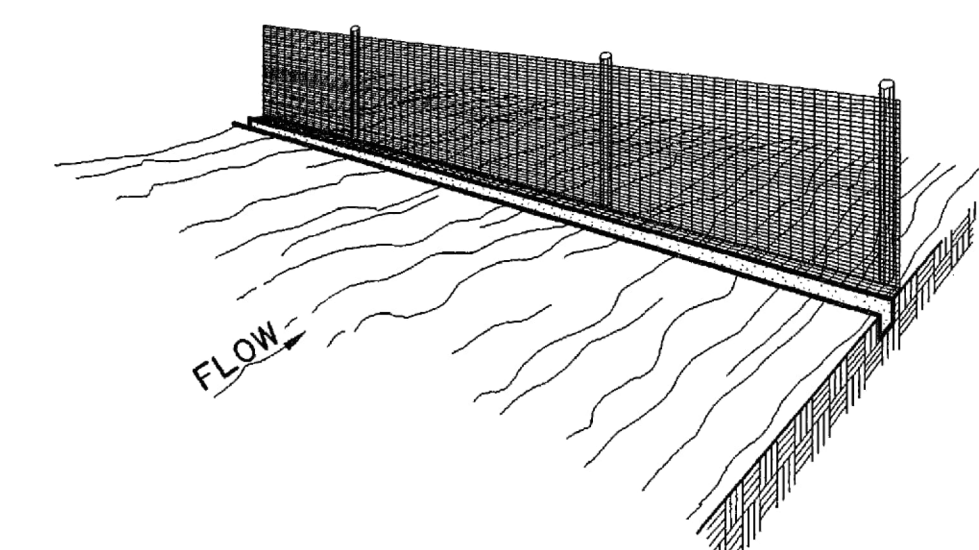
PAY ITEM: TEMPORARY STONE CONSTRUCTION ENTRANCE

TEMPORARY STONE CONSTRUCTION ENTRANCE AND/OR WASH RACK

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.

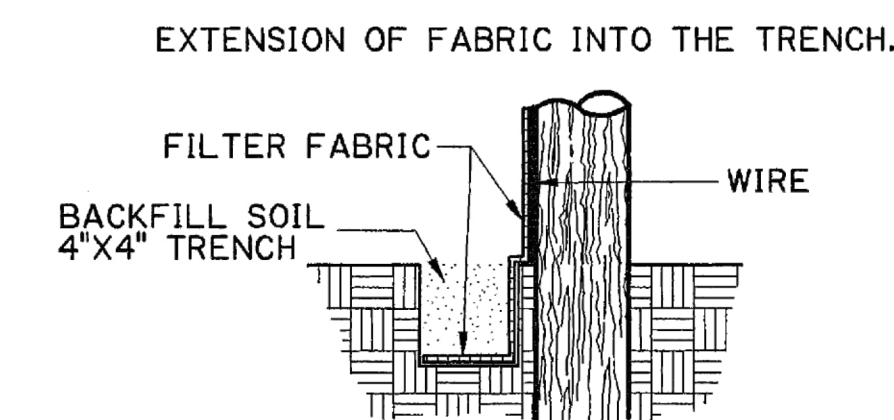


4. BACKFILL AND COMPACT EXCAVATED SOIL.



### PLAN

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.



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



2025-08-12

SILT FENCING IS A TEMPORARY SEDIMENT BARRIER CONSISTING OF A FILTER FABRIC SUPPORTED BY POSTS AND STRETCHED ACROSS AN AREA TO INTERCEPT AND DETAIN SMALL AMOUNTS OF SEDIMENT. THE SILT FENCING SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY EROSION CONTROL. A FEW BASIC GUIDELINES FOR THE USE OF SILT FENCING ARE:

1. USE WHERE EROSION WOULD OCCUR IN THE FORM OF SHEET AND RILL EROSION
2. USE WHERE THE MAXIMUM DRAINAGE AREA BEHIND THE SILT FENCE IS ¼ ACRE PER 100 FEET OF SILT FENCE LENGTH
3. USE WHERE THE MAXIMUM SLOPE LENGTH BEHIND THE BARRIER IS 100 FEET
4. USE THERE THE MAXIMUM GRADIENT BEHIND THE BARRIER IS 2:1
5. DO NOT USE SILT FENCES IN LIVE STREAMS OR IN DITCHES OR SWALES WHERE FLOWS EXCEED ONE CUBIC FOOT PER SECOND

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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.

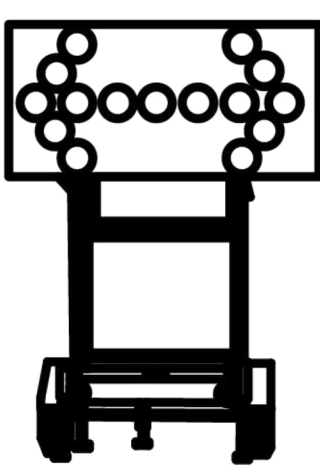
- On Interstates, a minimum of 11 foot lanes shall be maintained. On all other roadways, a 10 foot minimum travel lane should be maintained where practical.
- TTC Standards are not drawn to scale.
- The contractor shall develop an internal traffic control plan approved by the Engineer prior to each phase.
- 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.



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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

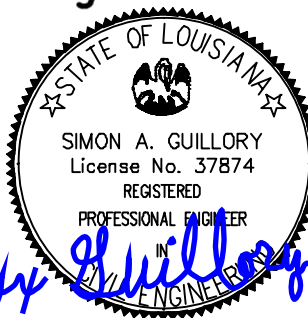
- The Engineer may approve a 10 mph drop in the speed limit for posted speeds of 45 mph or greater and for any construction, maintenance or utility operation that requires one or more of the following:
  - (A) The condition of the traveled way is degraded due to milled surfaces or uneven travel lane 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

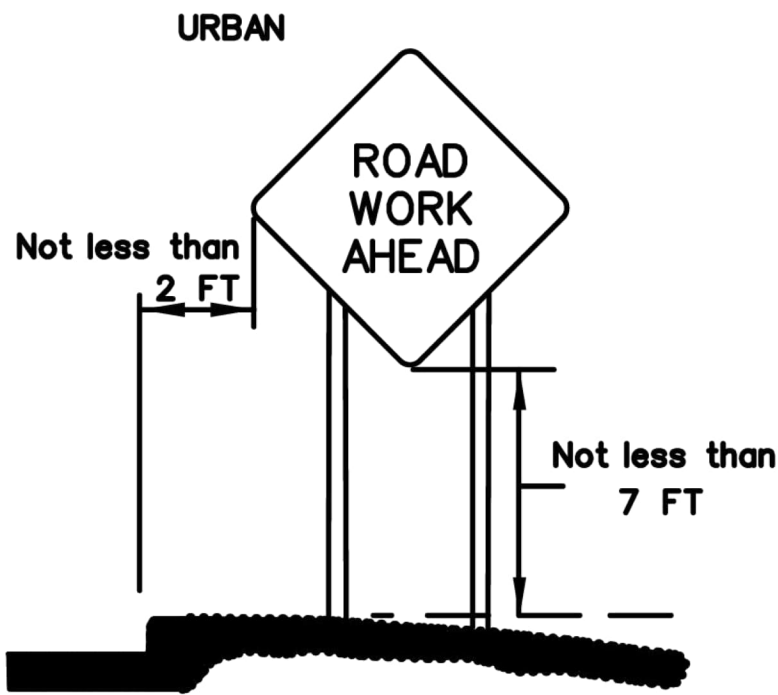
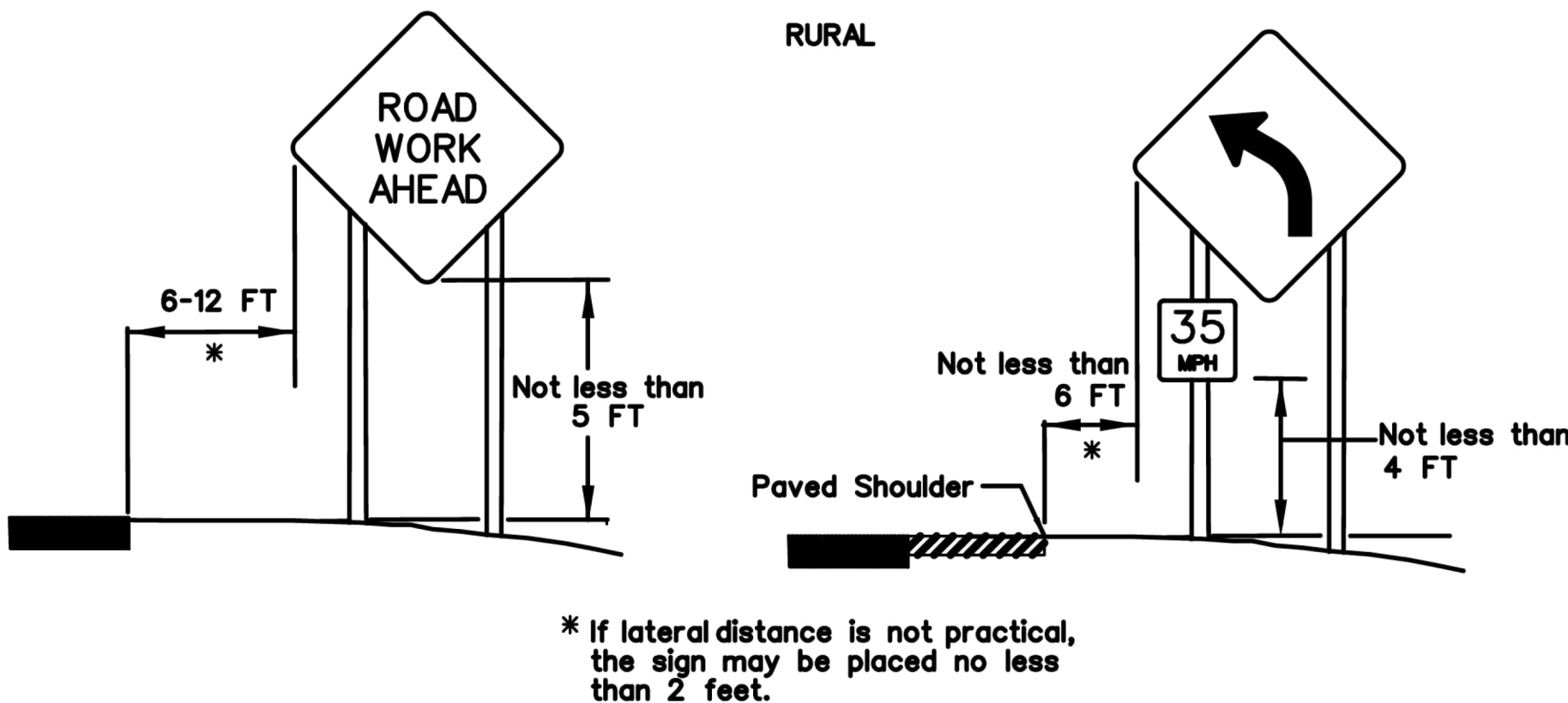


SHEET NUMBER		114	
DESIGN	CHECK	DETAIL	CHECK
REVIEW	SERIES #		
APPROVED BY CHIEF ENGINEER:		DATE: Feb. 7, 2025	
B. BOUCHER		M. RILOVICH	
PARISH		CONTROL SECTION	
STATE		PROJECT	
BARRIER INFORMATION AND MINOR CORRECTIONS			
REVISION OR CHANGE ORDER DESCRIPTION			
4-24 DATE			
NO.			
TTC-00 (A)			
TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET			
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT			
TRAFFIC ENGINEERING			

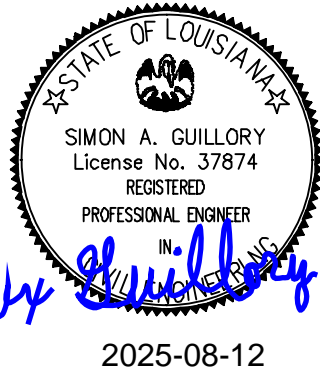
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SIGNS

- 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 rollup 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:



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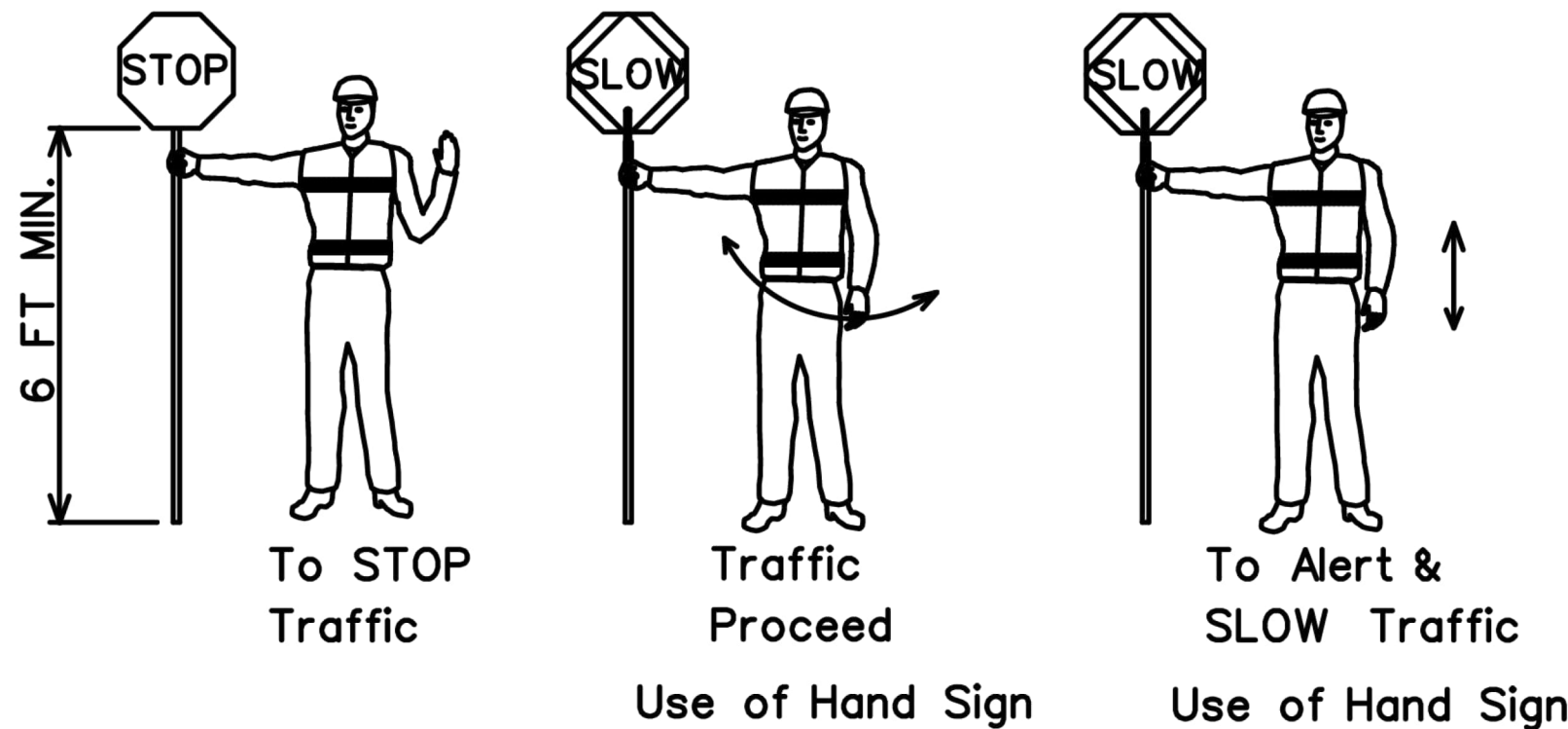


LANE CLOSURES

- 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.
- 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

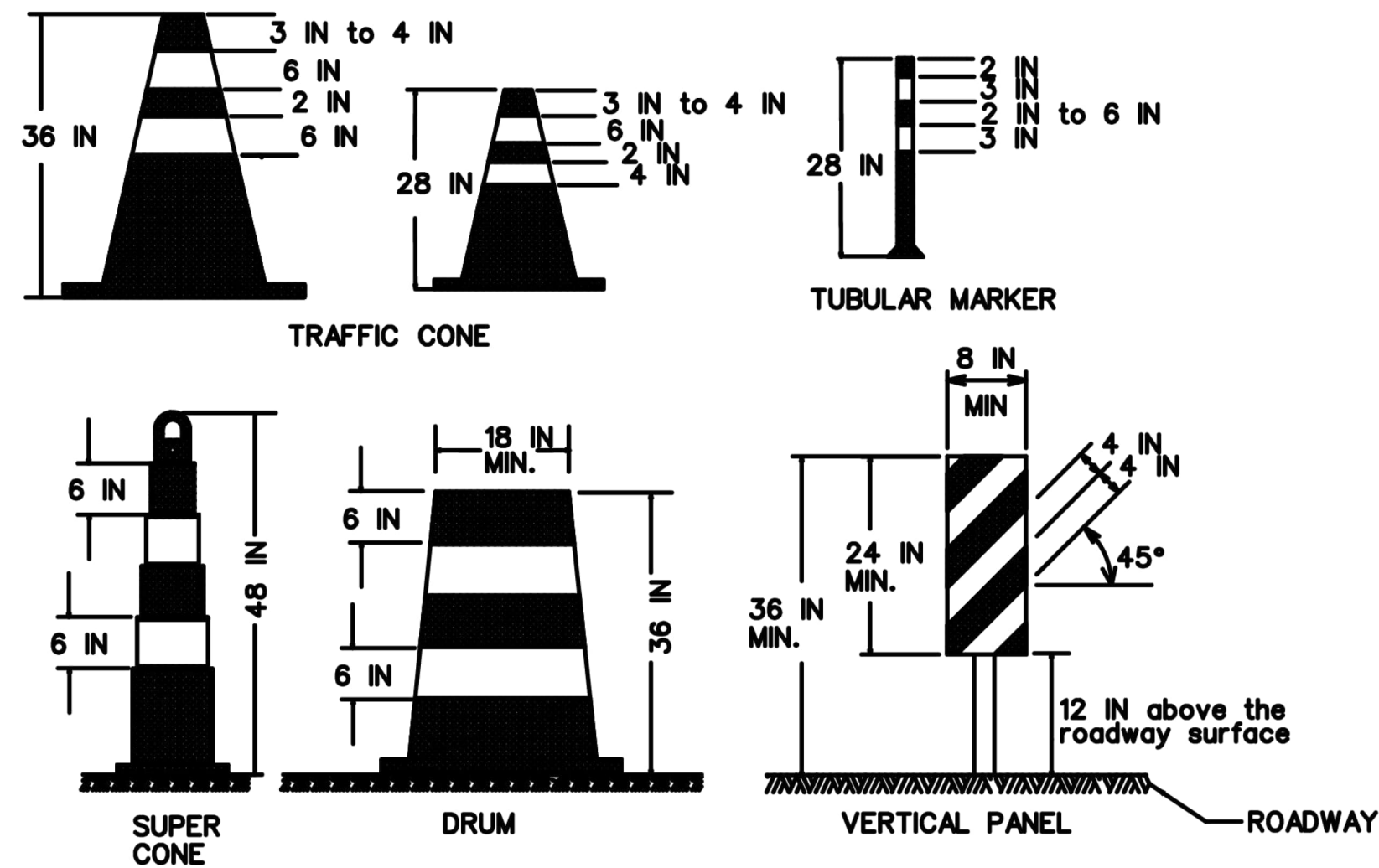
- The contractor shall be responsible for understanding all rules and requirements in the current edition of the following documents:
  - 1) Louisiana Standard Specifications for Roads and Bridges. [http://www.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/Standard\\_Specifications](http://www.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Standard_Specifications)
  - 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](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](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](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](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](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](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/I023.pdf>

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.  
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SHEET NUMBER		115	
DESIGN	CHECK	DETAIL	CHECK
REVIEW	SERIES	REVIEW	SERIES
APPROVED BY CHIEF ENGINEER:		DATE: Feb 7, 2025	
B. BOUCHER		M. RILOVICH	
PARISH		CONTROL SECTION	
STATE		PROJECT	
TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET		TTC-00 (B)	
DOTD		LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT	
TRAFFIC ENGINEERING			

CHANNELIZING DEVICES

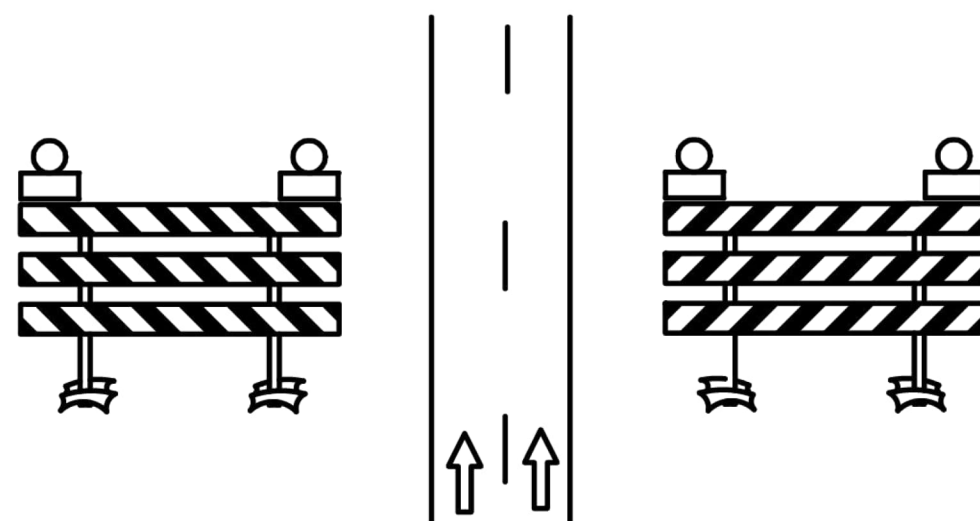
- The following devices may be used as channelizing devices: Tubular Markers, Vertical Panels, Cones, Drums and Super Cones.
- 28 inch traffic cones are not allowed on:
  - 1) Interstates
  - 2) Highways with speeds greater than 40 mph.
- During nighttime operations, 28 inch and 36 inch cones are not 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 1/2 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 1/2 standard spacing.
  - C) **Nighttime Operations:** Drums (at standard spacing) are the only devices allowed.
  - 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.



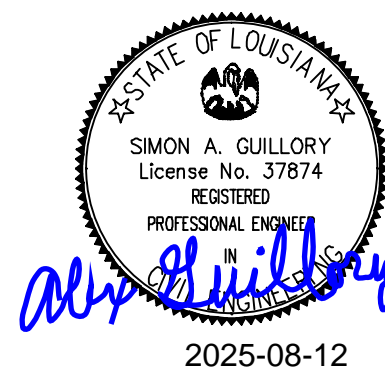
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TYPE III BARRICADES

- 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.



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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.

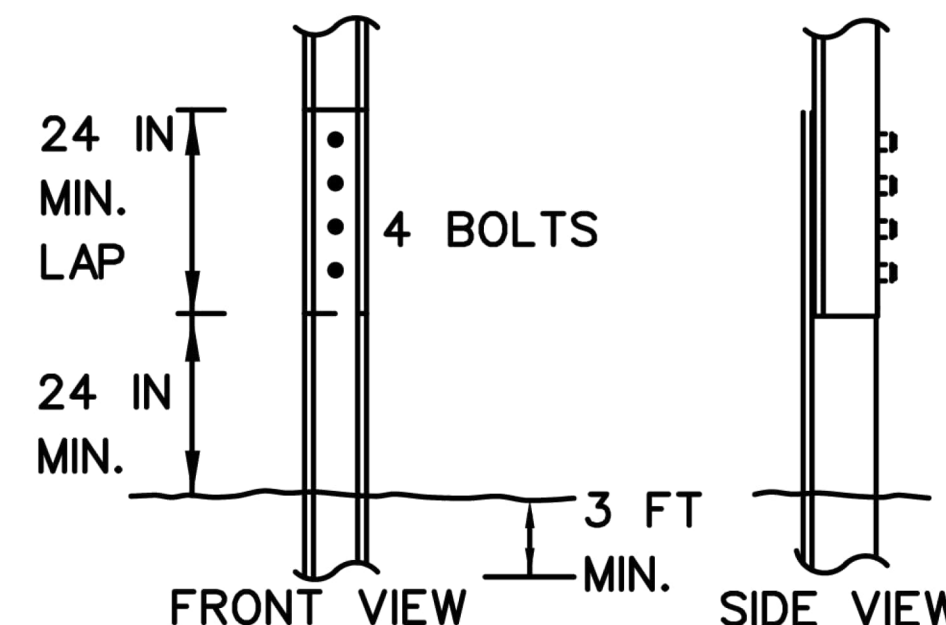
STANDARD DEVICE SPACING AND BUFFER SPACE

SPEED LIMIT (prior to construction) MPH	MERGING TAPER LENGTH (L) Lane Width (FT)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE FT
	9	10	11	12	Along Taper	Along Tangent	
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) MPH	SHIFTING TAPER LENGTH (1/2)L Lane Shift (FT)						STANDARD DEVICE SPACING IN FEET		BUFFER SPACE FT
	2	4	6	8	10	12	Along Taper	Along Tangent	
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) MPH	SHOULDER TAPER LENGTH (1/3)L Shoulder Width (FT)						STANDARD DEVICE SPACING IN FEET		BUFFER SPACE FT
	2	4	6	8	10	12	Along Taper	Along Tangent	
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

116

DESIGN

B. BOUCHER

CHECK

M. RILOVICH

DETAIL

CHECK

REVIEW

SERIES

APPROVED BY CHIEF ENGINEER

DATE

Feb 7, 2025

BRB

BY

4-3-24

DATE

NO.

Q

DOWNSTREAM TAPERS AND MINOR CORRECTIONS

REVISION OR CHANGE ORDER DESCRIPTION

TEMPORARY TRAFFIC CONTROL

GENERAL NOTES SHEET

DOTD

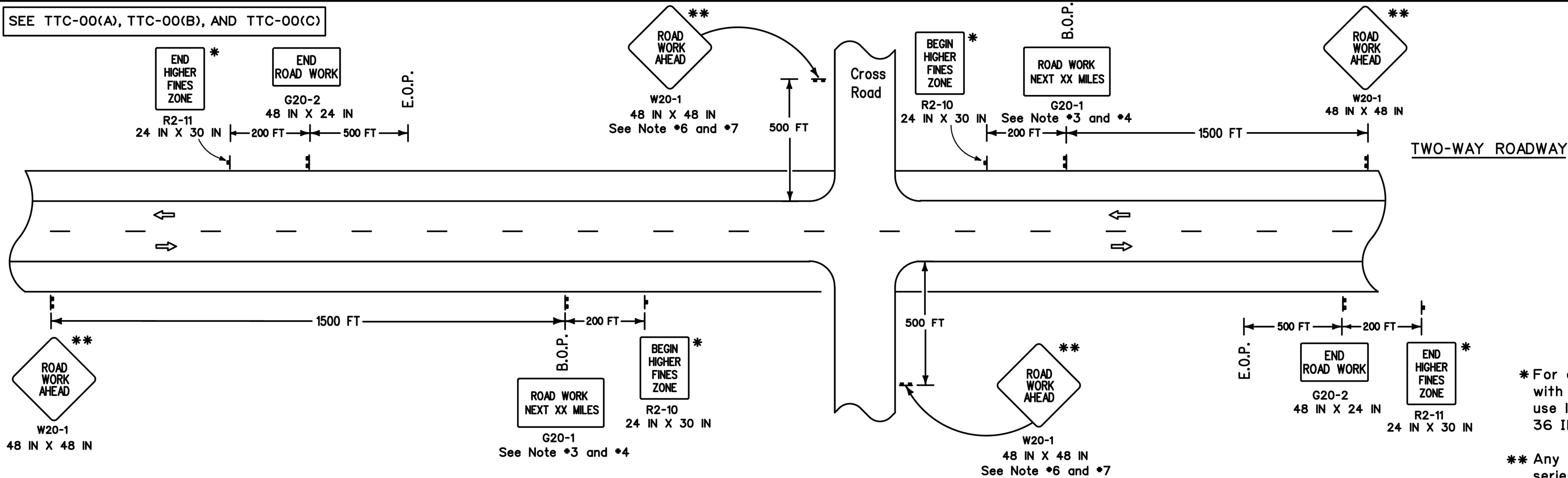
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TRAFFIC ENGINEERING

TTC-00 (C)

Z:\2024\224026 James C Archie Rd Reconstruction\CAD\Plans\DWG\Phase 1\Plan - Standard Plans.dwg 8/12/2025 7:13 AM

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



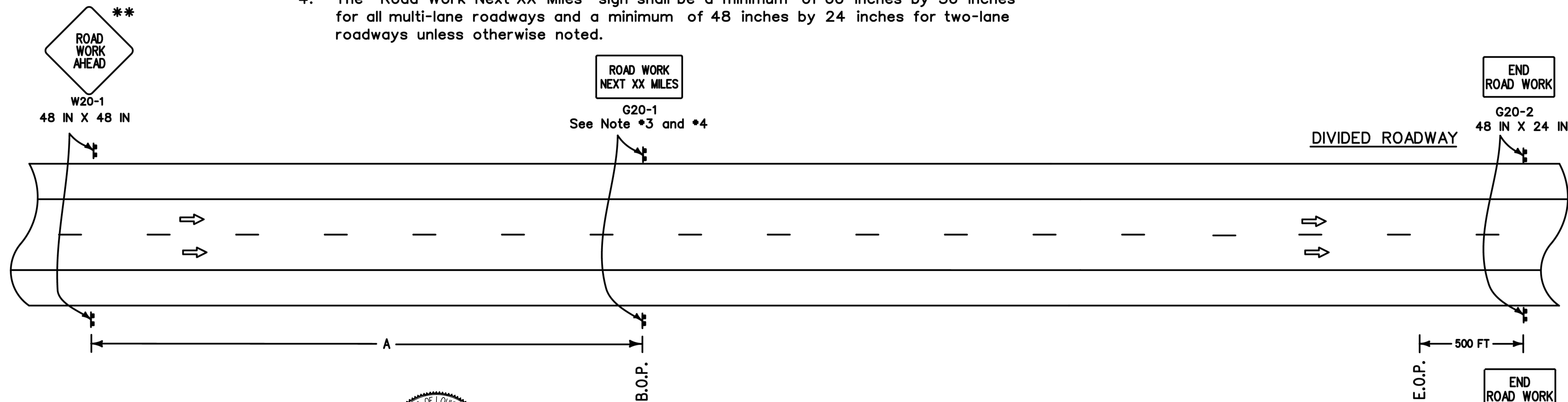
#### NOTES

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.

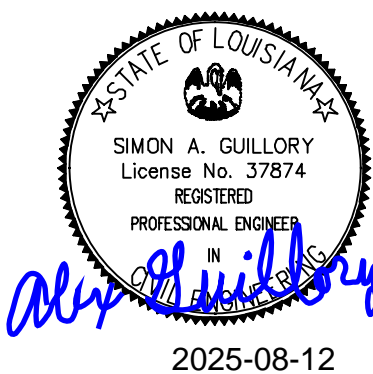
#### LEGEND

- ⬇ Traffic Sign  
⇒ Direction of Travel

- This layout represents the minimum traffic controls required for placement of "Road Work Next XX Miles" and "End Road Work" signs.
- This layout does not replace other TTC Standard Sheets, but is intended as a supplement to the required signing.
- 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.
- 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.
- The "End Road Work" sign shall be placed 500 feet past the End of Project (E.O.P.) limits.
- 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.
- When projects are separated by less than 1 mile, they shall be signed as one project; this may require coordination.



"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."



2025-08-12

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

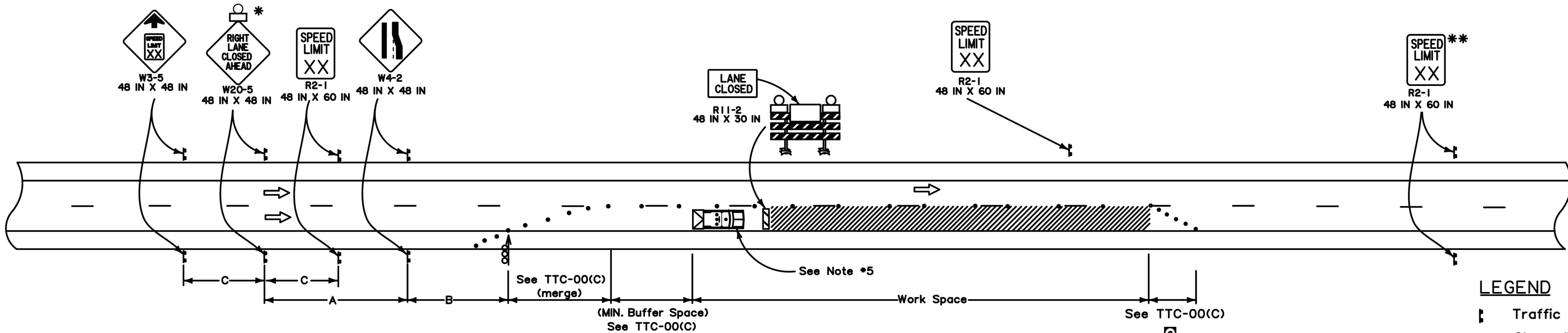
- Sign spacing to be adjusted for Horizontal and Vertical curves.
- For work outside of the traveled way, see TTC-01 and TTC-02.

SHEET NUMBER	117
DESIGN	B. BOUCHER
CHECK	M. RILOVICH
DETAIL	
CHECK	
REVIEW	
SERIES	
APPROVED BY CHIEF ENGINEER:	
DATE:	Feb. 7, 2025
BRB	BY
4-3-24	DATE
NO.	
MINOR CORRECTIONS	
REVISION OR CHANGE ORDER DESCRIPTION	
STATE OF LOUISIANA	
TEMPORARY TRAFFIC CONTROL LAYOUT FOR PLACEMENT OF ROAD WORK NEXT XX MILES AND END ROAD WORK SIGNS	
DOTD	
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT	
TRAFFIC ENGINEERING	

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## RIGHT LANE CLOSURE

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



SPEED LIMIT (prior to construction)	SPACING		
	'A'	'B'	'C'
45 mph	1000 FT	500 FT	500 FT
50 mph	1000 FT	500 FT	500 FT
≥ 55 mph	1640 FT	1000 FT	800 FT

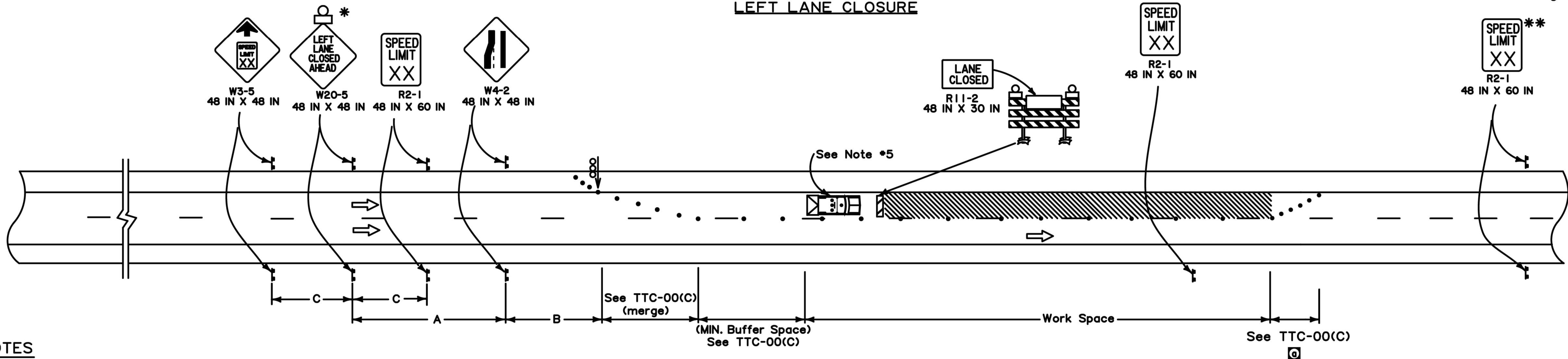
### LEGEND

- Traffic Sign
- Channelizing Devices
- Type III Barricades
- Flashing Arrow Board (Type 'C')
- Work Area
- Type B Light
- Direction of Travel
- Truck with Green/Amber Light and TMA

\* Any sign of the W20-5 series may be used.

\*\* Speed limit is to be returned to legally established speed limit.

## LEFT LANE CLOSURE



### NOTES

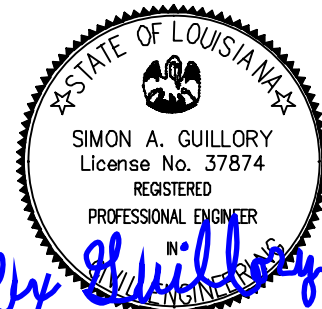
This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C), and TTC-00(D).

- This layout represents the minimum traffic controls required for lane closures on divided highways with speed limits greater than 40 mph. This layout does not cover roadwork where a ramp entrance or an exit taper falls within the work area. For advance signing see TTC-00(D).
- This layout does not illustrate roadwork near a signal or a major intersection.
- Sign spacing may be adjusted due to access conditions of the corridor.
- If speed limit is less than 45 mph, see TTC-10.

- A vehicle with a flashing green/amber light and a truck mounted attenuator shall be used on all interstate projects or 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.
- A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted inside the work zone, adjacent to the open travel lane, and immediately upstream of each operation to facilitate ingress/egress of construction equipment and vehicles. Encroachment shall be held to a minimum.

- A "Road Work Ahead" sign shall be placed within 1000 feet ahead of the entrance ramp nose for any ramp within the area of traffic control signing.

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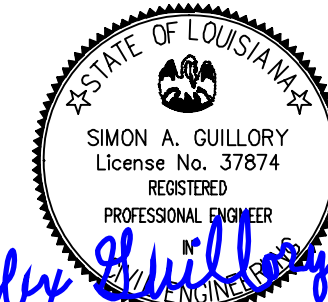


2025-08-12

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.  
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CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

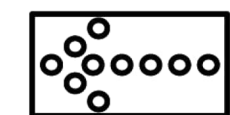
SHEET NUMBER	118
DESIGN	B. BOUCHER
CHECK	M. RILOVICH
DETAIL	
CHECK	
REVIEW	
SERIES	
APPROVED BY CHIEF ENGINEER	
DATE	Feb. 7, 2025
BRB	
BY	
4-5-24	
NO.	
CLARIFY TAPER LENGTHS AND MINOR CORRECTIONS	
REVISION OR CHANGE ORDER DESCRIPTION	
STATE OF LOUISIANA	
TEMPORARY TRAFFIC CONTROL FOR LANE CLOSURES ON DIVIDED HIGHWAYS (Does not include ramp entrance or exit tapers)	
TTC-09	
DOTD	
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT	
TRAFFIC ENGINEERING	

"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."

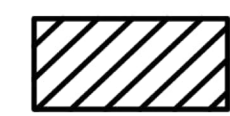


2025-08-12

### LEGEND



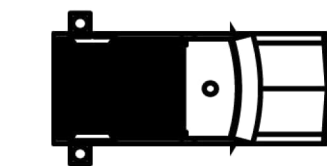
Flashing Arrow Board (Type 'C')



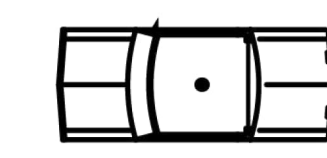
Work Area



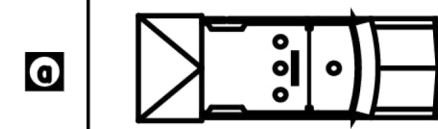
Direction of Travel



Work Vehicle



Police Vehicle with Flashing Lights



Truck with Green/Amber Light and TMA



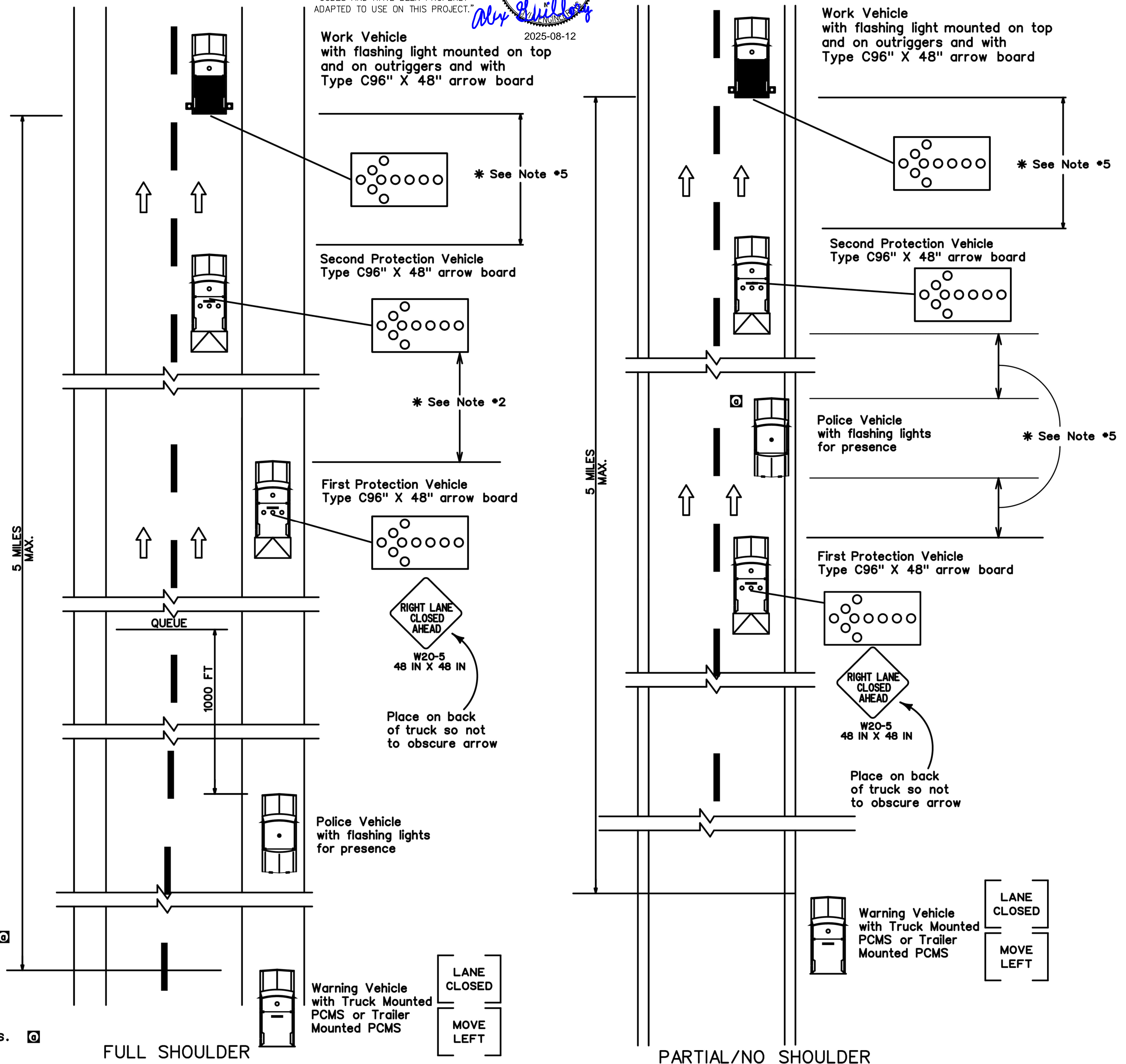
Warning Vehicle with PCMS

### NOTES

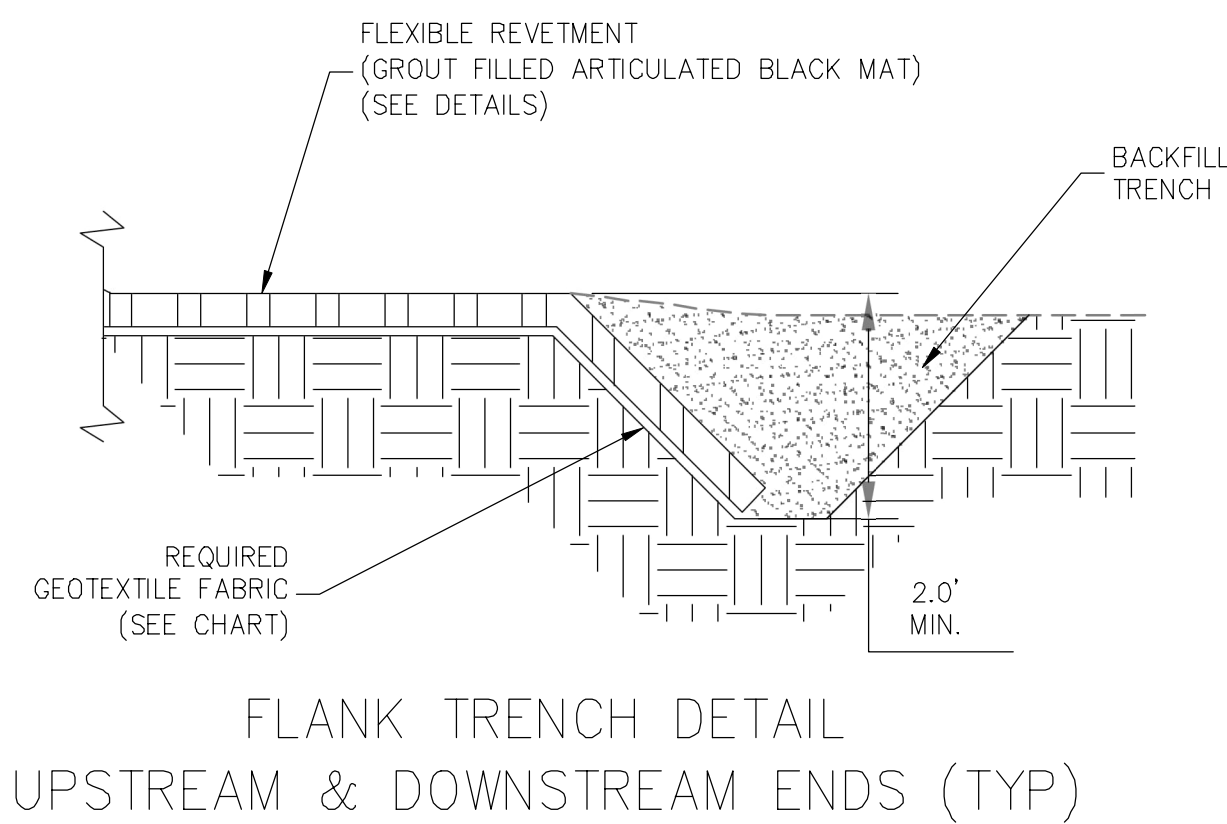
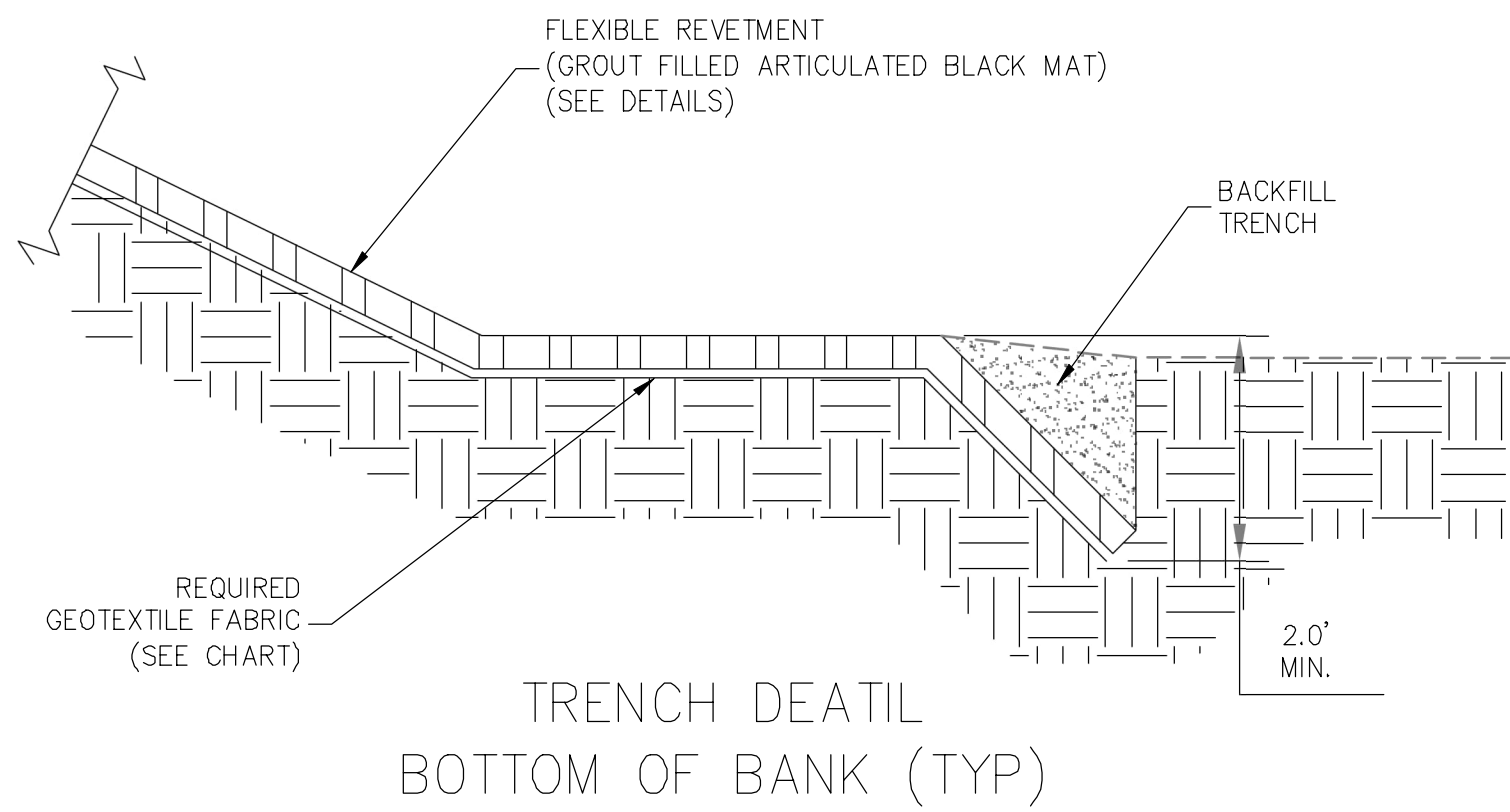
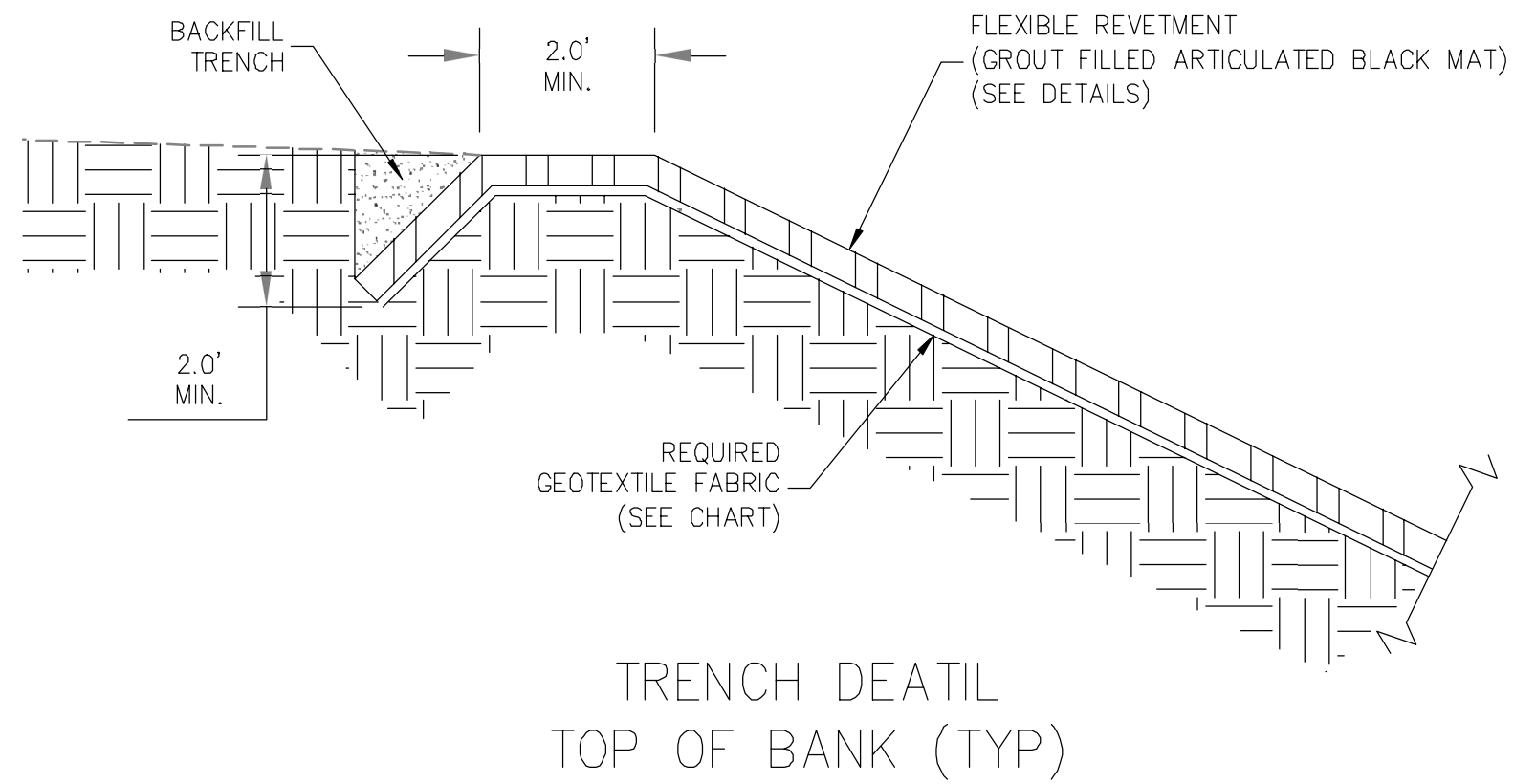
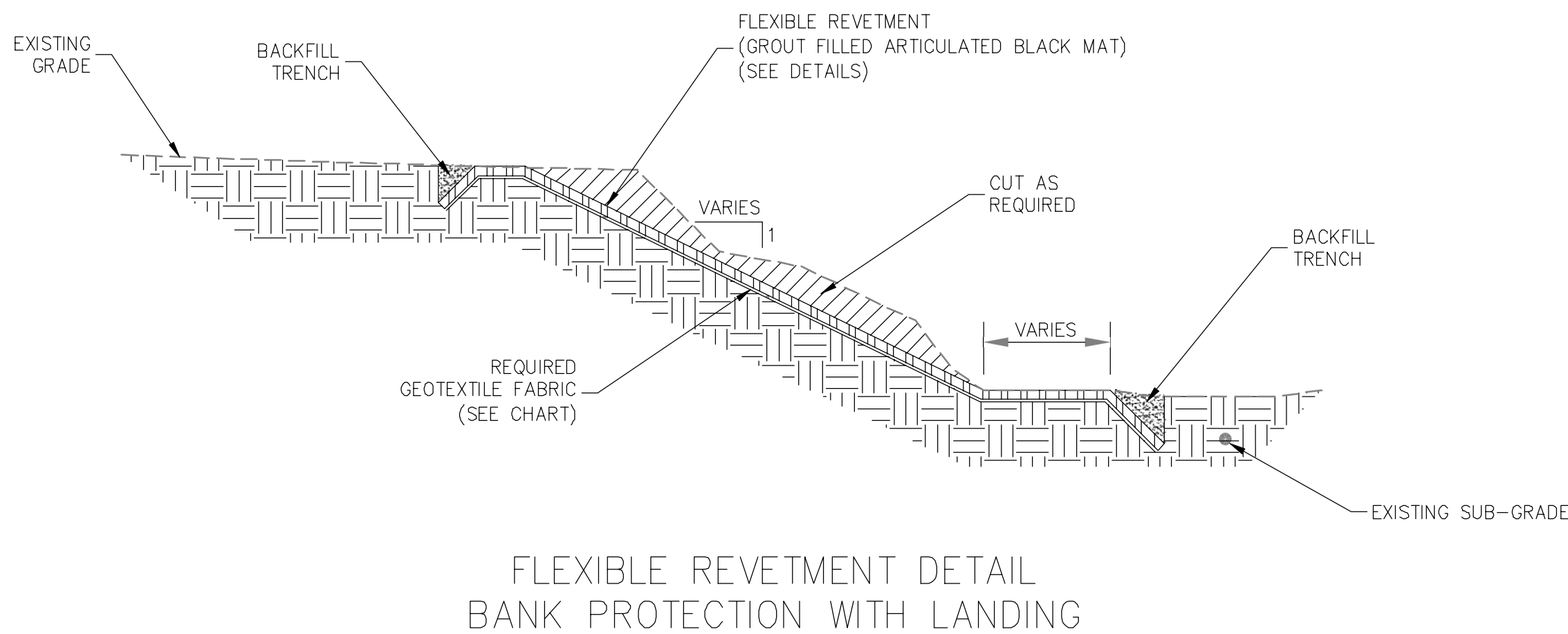
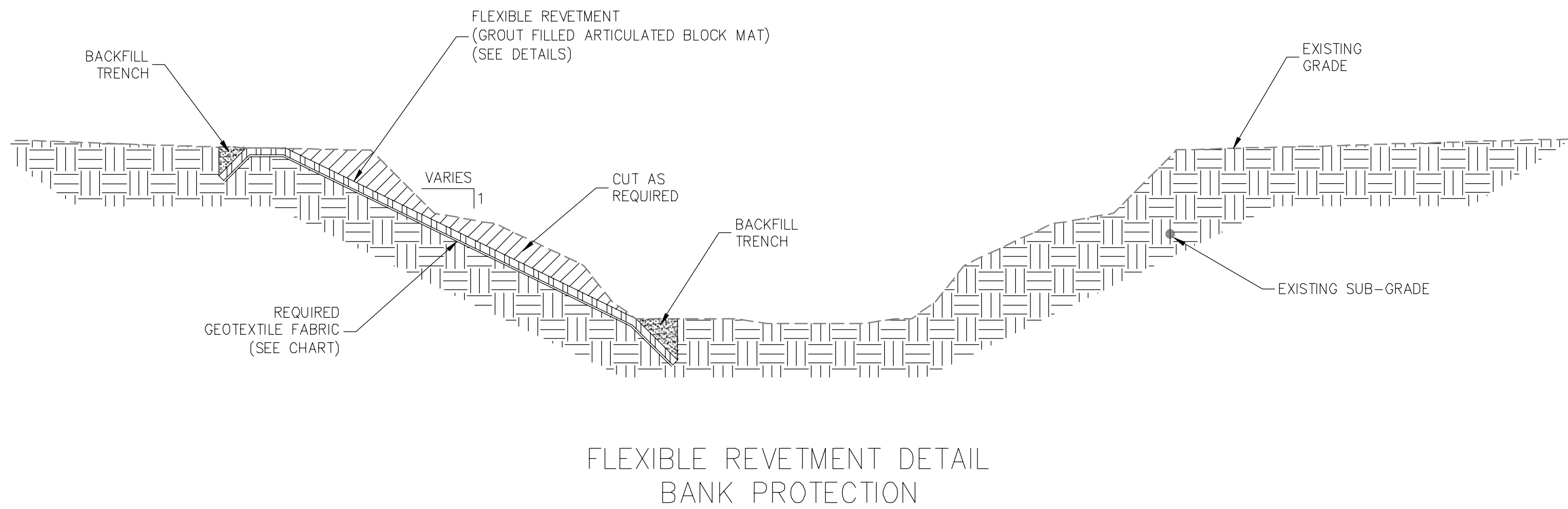
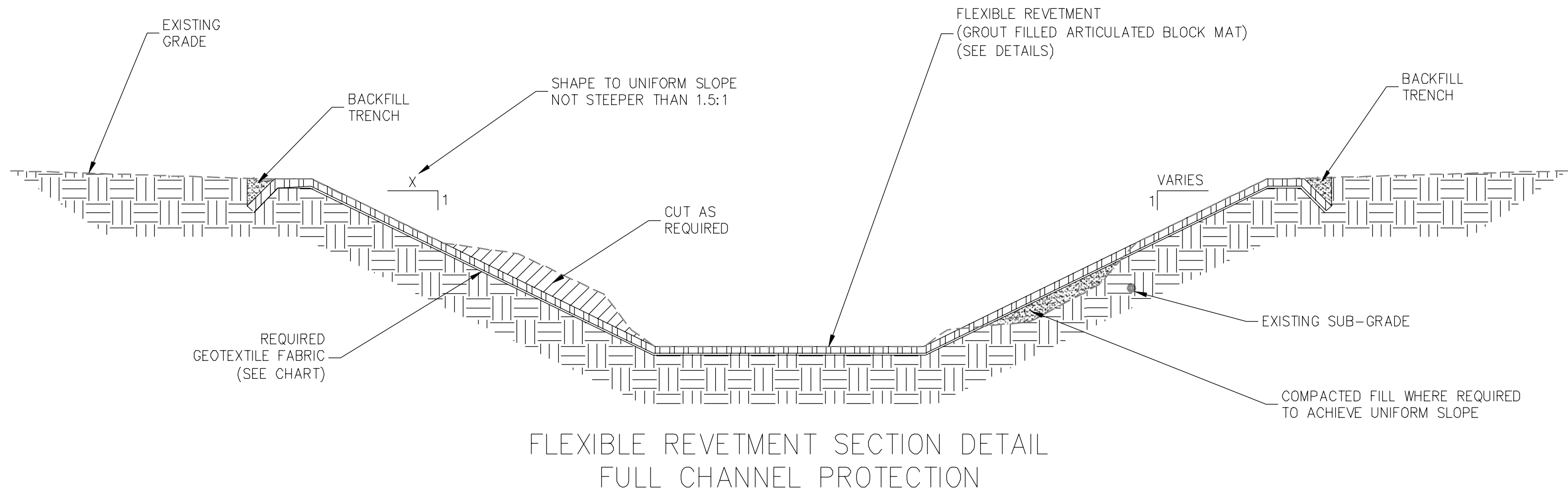
This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B) and TTC-00(C).

- This layout represents the minimum traffic controls required for moving operations, such as striping, street sweeping, etc., on interstates and multi-lane roadways. This layout shall not be used for placing signs or pavement legends along the roadway.
- Distances between vehicles shall vary and should be adjusted due to drying time and sign obstructions such as overpasses and hills.
- Striping operation is shown for the right lane. Left lane operation is the same, but opposite. If the roadway is greater than 2 lanes, a traffic control plan will be designed.
- If a queue greater than 30 minutes (about 2 miles) exists, the contractor shall cease operations and pull over to the shoulder until the queue dissipates.
- The protection vehicles shall be equipped with a flashing green/amber light and a truck mounted attenuator. This vehicle shall move with work operations not to exceed the roll-ahead distance required by the manufacturer plus 100 feet.
- All construction vehicles with flashing lights shall use green/amber colors.

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CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

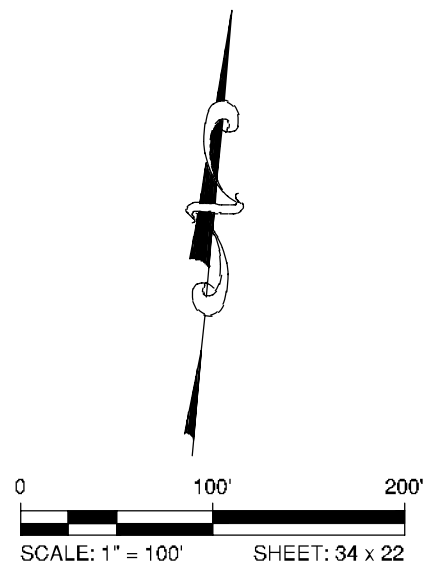


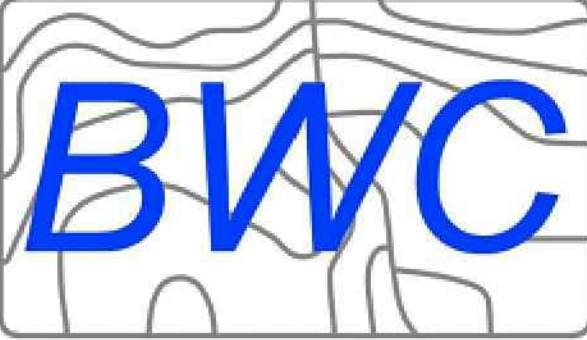
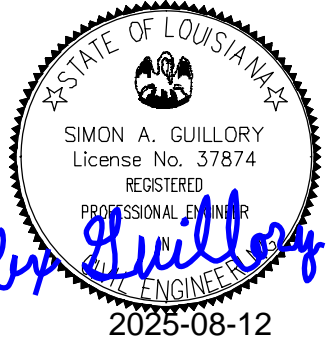
Z:\2024\224026 James C Archie Rd Reconstruction\CAD\Plans\DWG\Phase 1\DETAIL - FLEXIBLE REVETMENT.dwg 8/12/2025 7:13 AM



MINIMUM FILTER FABRIC PROPERTY REQUIREMENTS			
PROPERTY	TEST METHOD	UNITS	VALUES
GRAB TENSILE STRENGTH	ASTM D 4632	LB	90
ELONGATION AT BREAK	ASTM D 4632	%	15
TRAPEZOIDAL TEAR STRENGTH	ASTM D 4533	LB	30
PERMITTIVITY	ASTM D 4491	SEC-1	0.5000

NOTE:  
FILTER FABRIC AS PER ENGINEER'S  
RECOMMENDATIONS. MINIMUM FABRIC REQUIREMENTS  
SHALL BE IN ACCORDANCE WITH MINIMUM FILTER  
FABRIC PROPERTY REQUIREMENTS TABLE.

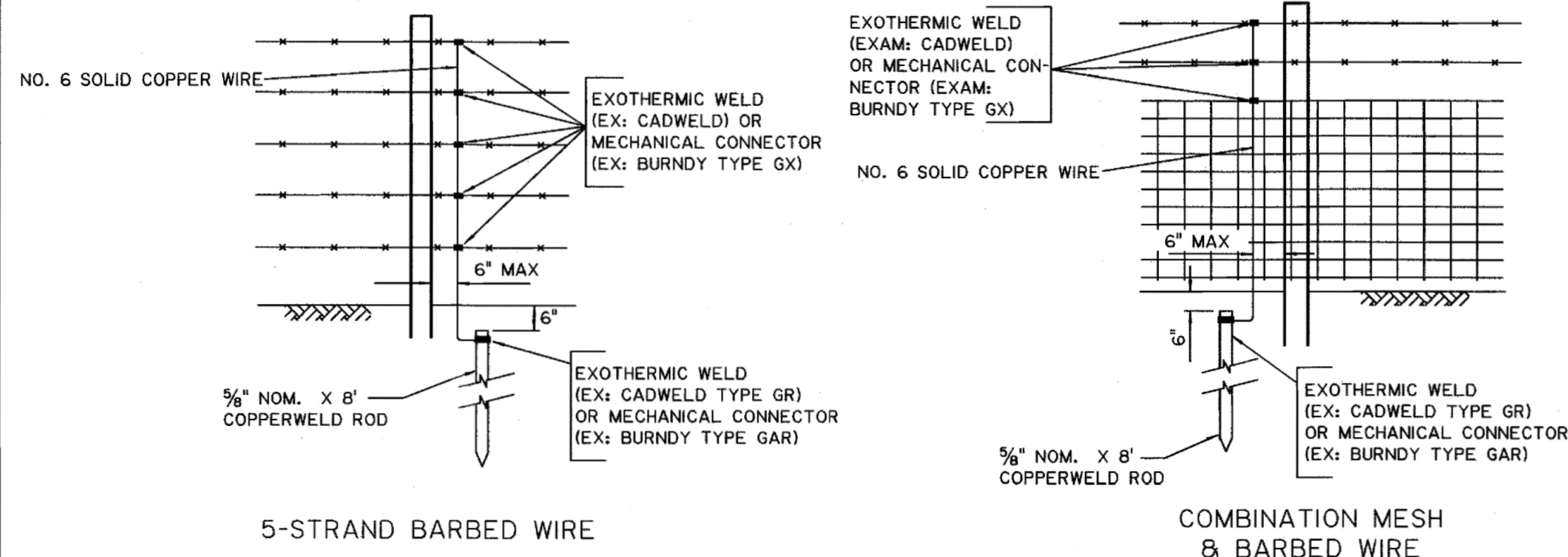
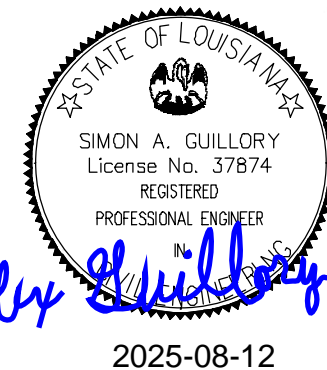


No.	Description	Date
<b>BLUEWING</b> CIVIL CONSULTING, LLC PO BOX 3384 LAFAYETTE, LA 70502 Phone: (337) 419-0911 info@bluewingcivil.com		
		
		
<b>JAMES C. ARCHIE AVE RECONSTRUCTION PHASE I</b>		
<b>FLEXIBLE REVETMENT</b>		
Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER	
Project Number	224026	
Issue Date	AUGUST 2025	
Drawn By	LG	
Checked By	AG	
<b>120</b>		

NOTE: GROUNDING DEVICES ARE TO BE INSTALLED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

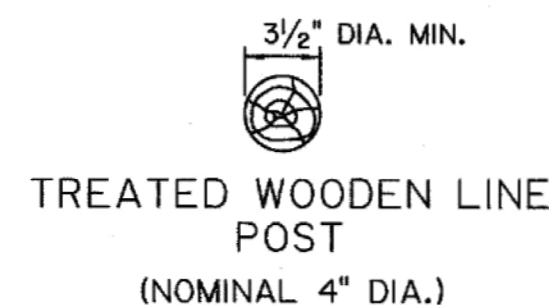
ALL CONNECTION METHODS TO BE APPROVED BY PROJECT ENGINEER.

"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."

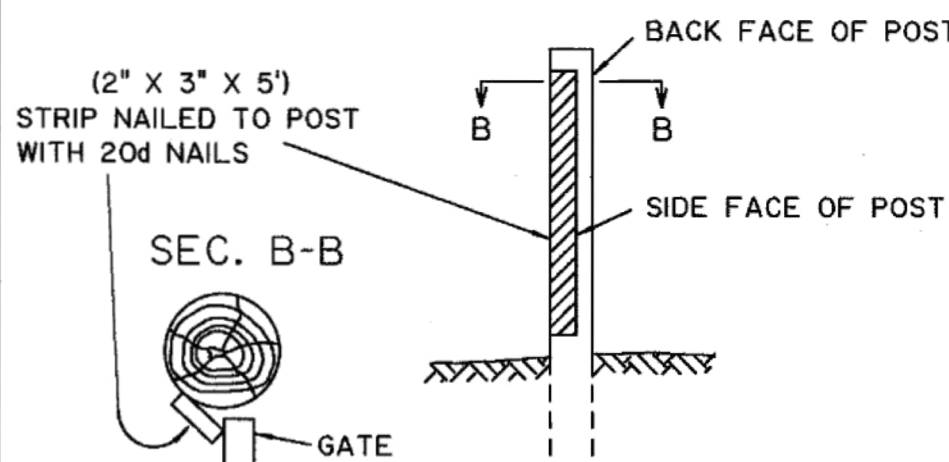


GROUNDING DETAILS

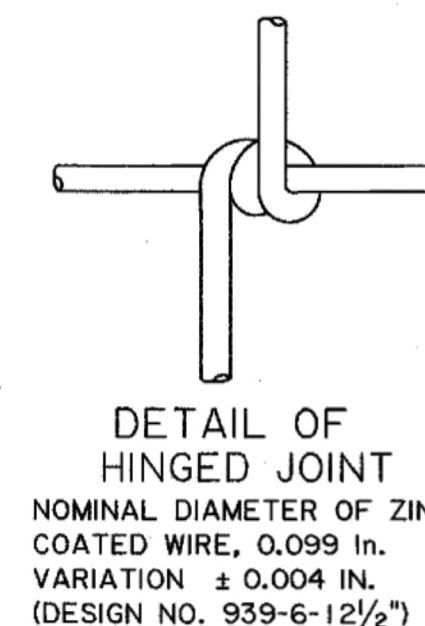
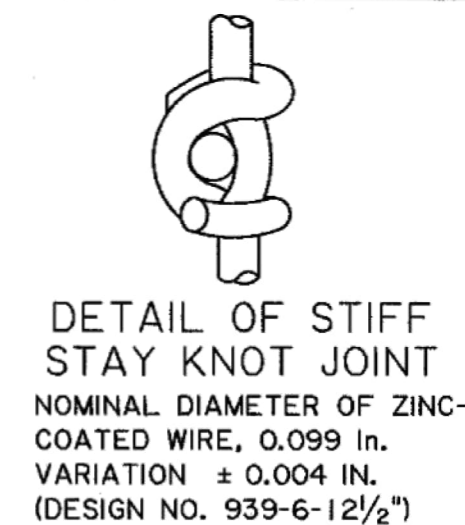
ALL POST DIAMETERS ARE MEAN DIAM. AT SMALL END



NOTE: GATES ARE TO OPEN AWAY FROM HIGHWAY UNLESS OTHERWISE DIRECTED BY ENGINEER.

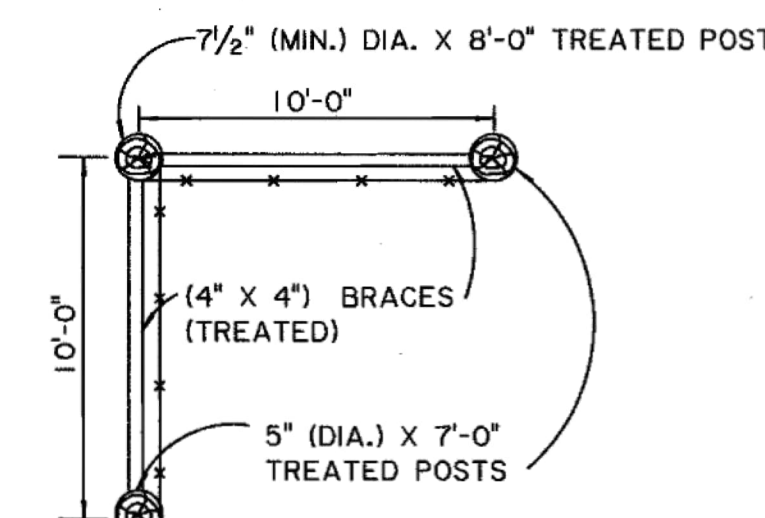
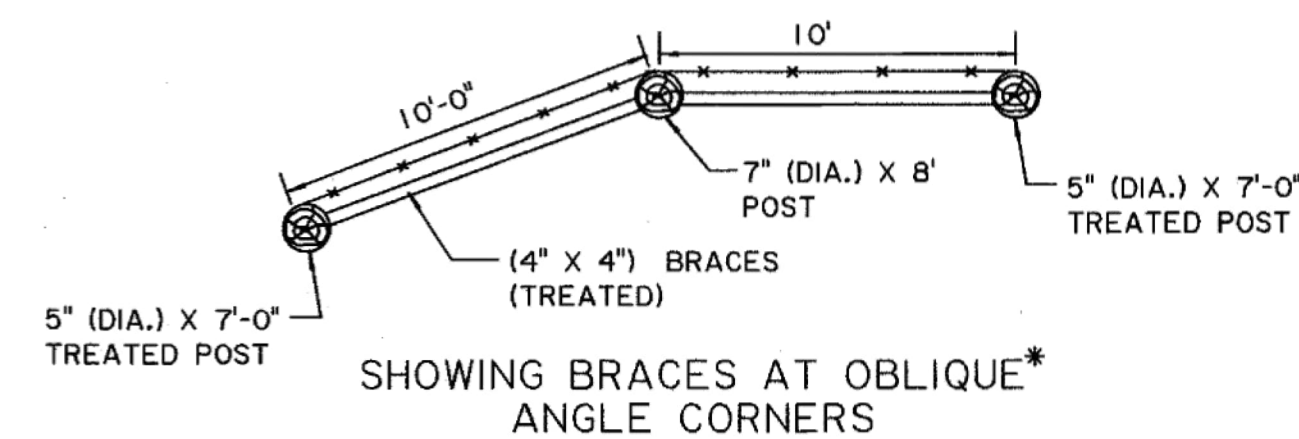
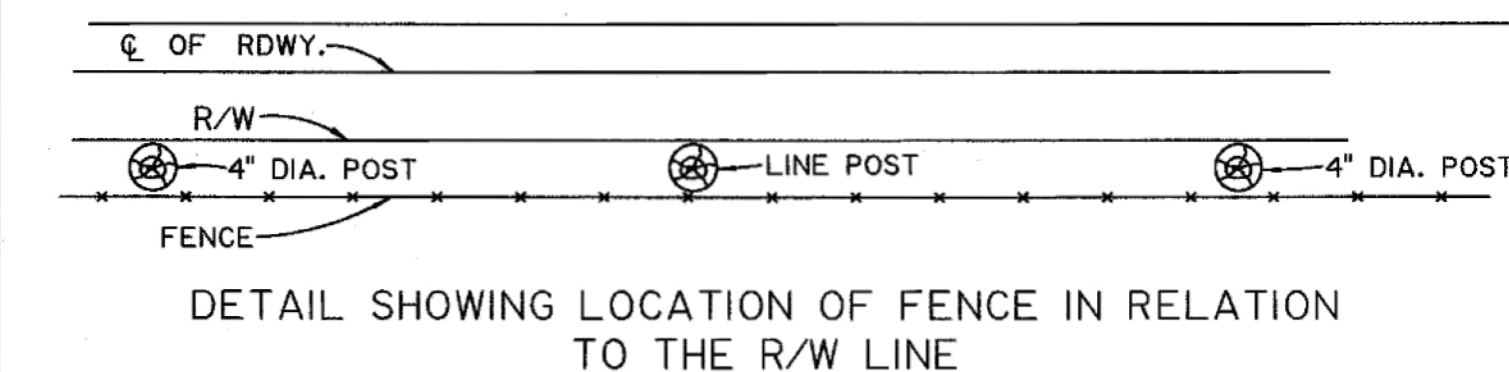


DETAIL AT STOP FOR WOODEN GATE POST

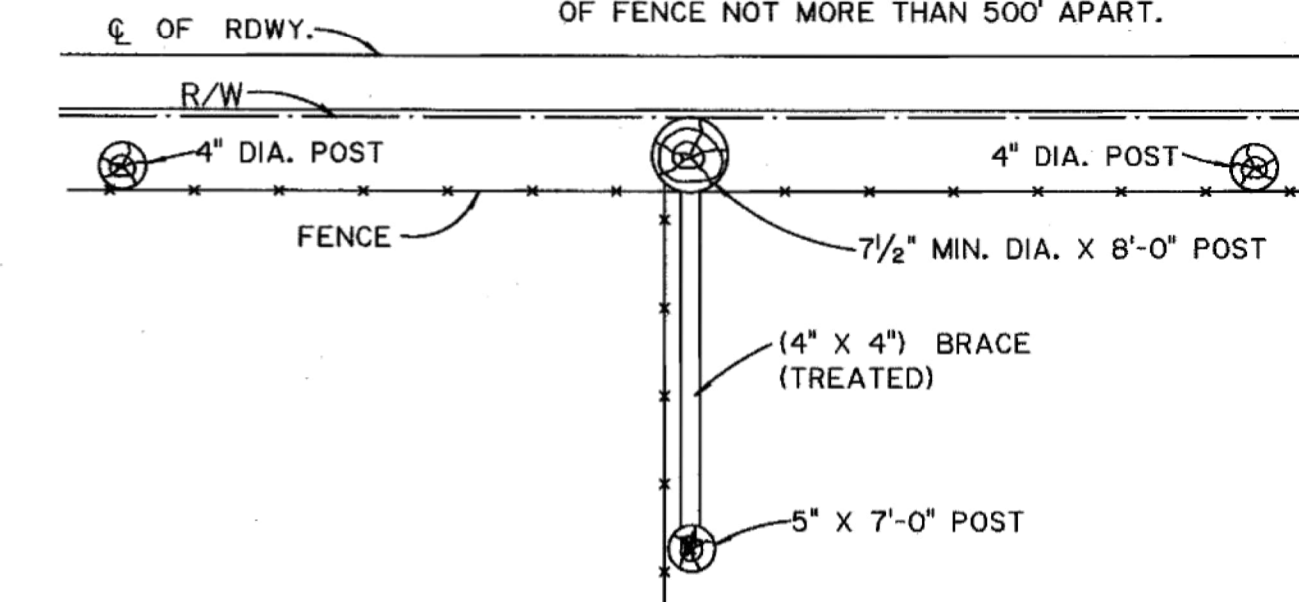


SUGGESTED TYPE SCREW HOOK HINGE FOR WOODEN POST

NOTE: LINE POST TO BE LOCATED OUTSIDE OF R/W LINE. WIRE TO BE PLACED ON OUTSIDE OF R/W, UNLESS OTHERWISE DIRECTED BY ENGINEER OR REQUESTED BY PROPERTY OWNER AND APPROVED BY ENGINEER. FOR CONTROL OF ACCESS, LINE POST TO BE LOCATED WITHIN HIGHWAY R/W.

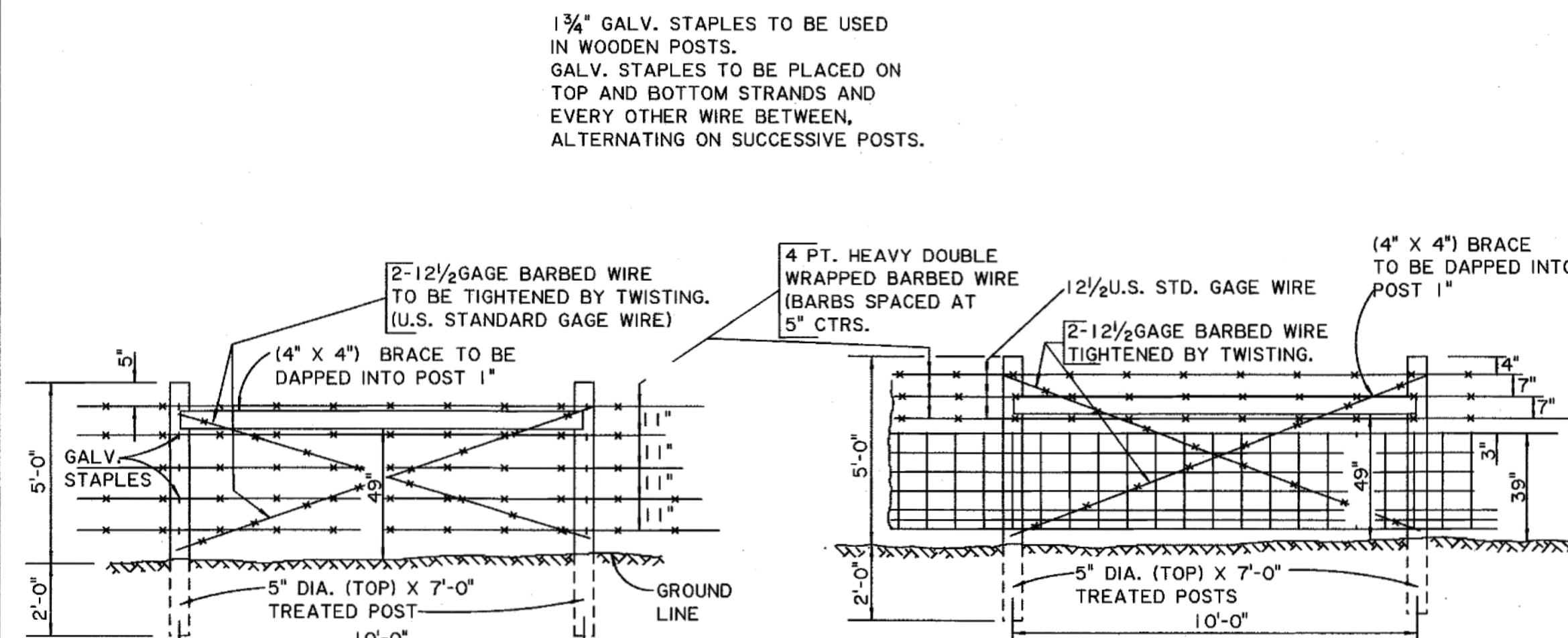


NOTE: BRACES SHALL BE PLACED ON STRAIGHT SECTIONS OF FENCE NOT MORE THAN 500' APART.

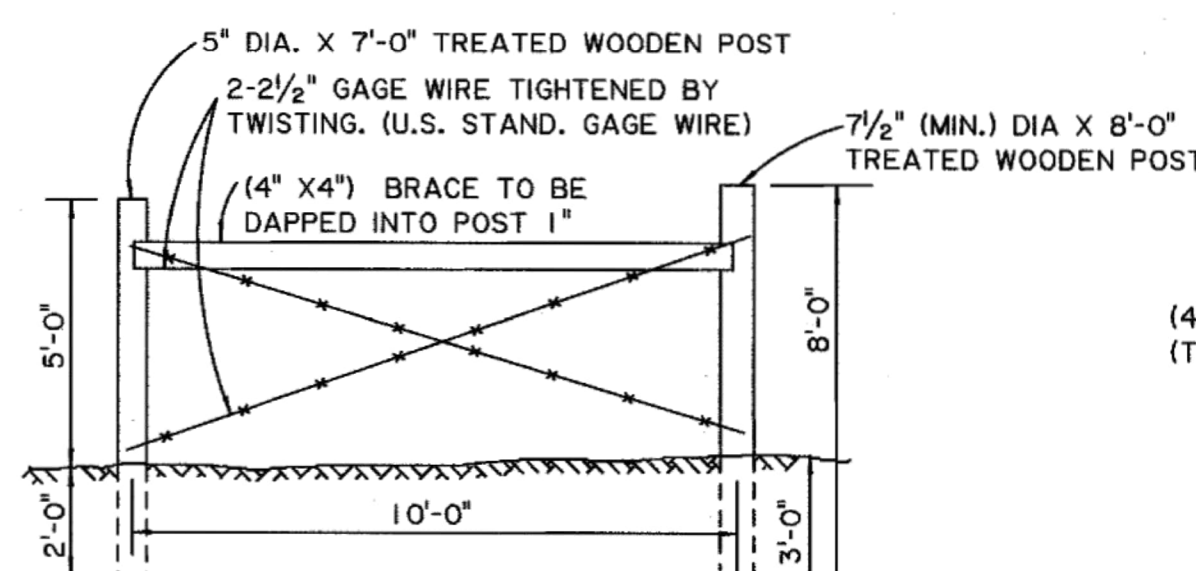


INTERSECTING BRACES ALONG R/W\* TO BE INSTALLED IN FENCES

ALL INTERSECTING FENCES TO BE SECURELY ATTACHED TO FRONTAGE FENCE AS SHOWN HERE.



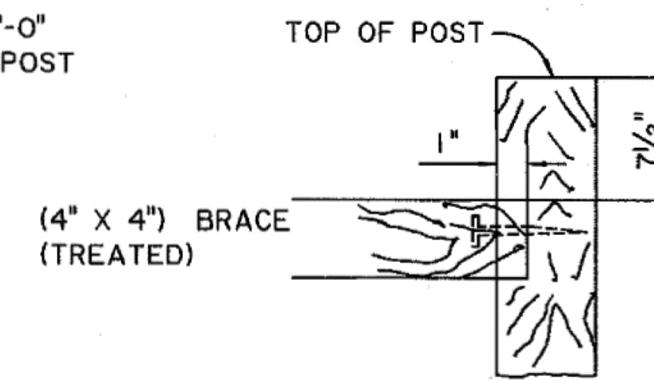
NOTE: METAL LINE POSTS MAY BE USED IN CONJUNCTION WITH WOODEN CORNER GATE AND BRACE POSTS, PROVIDED THAT METAL AND WOODEN POSTS ARE NOT MIXED BETWEEN CORNER POSTS.



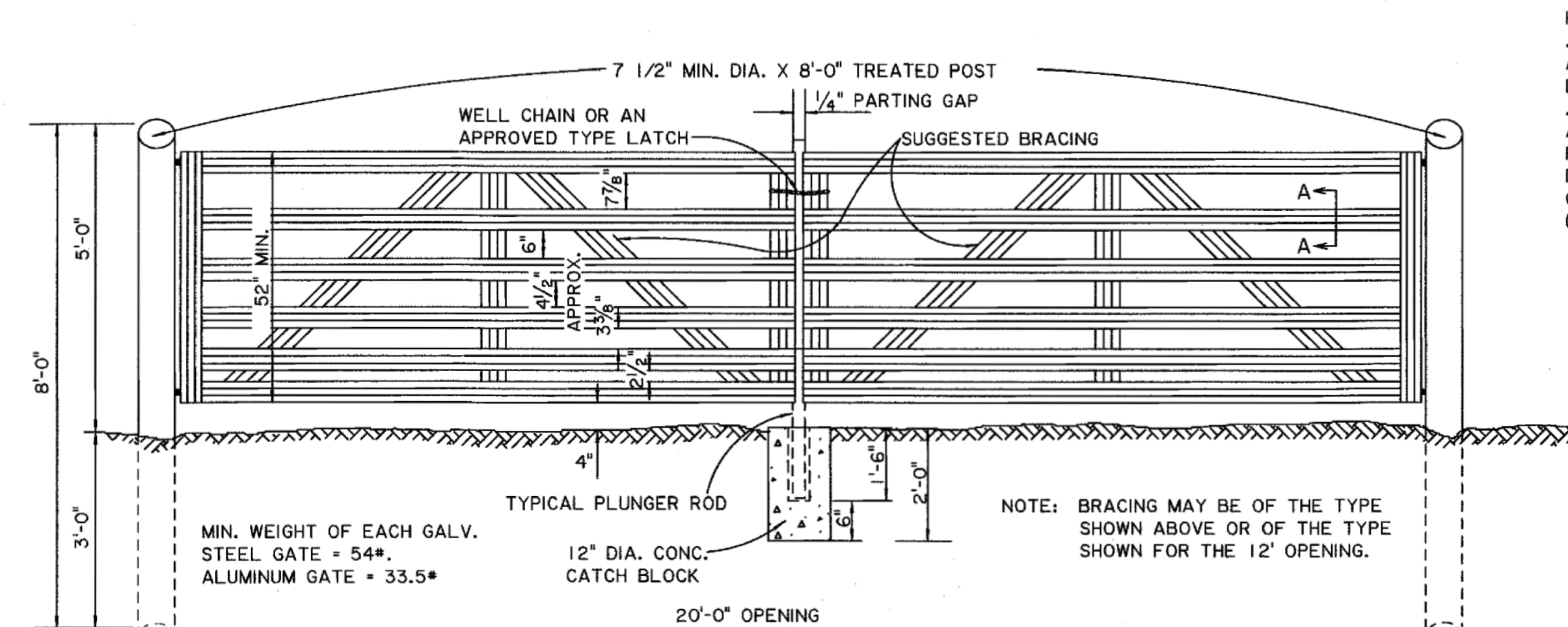
SHOWING BRACES AT GATE\* (BACK VIEW)

BRACING DETAILS

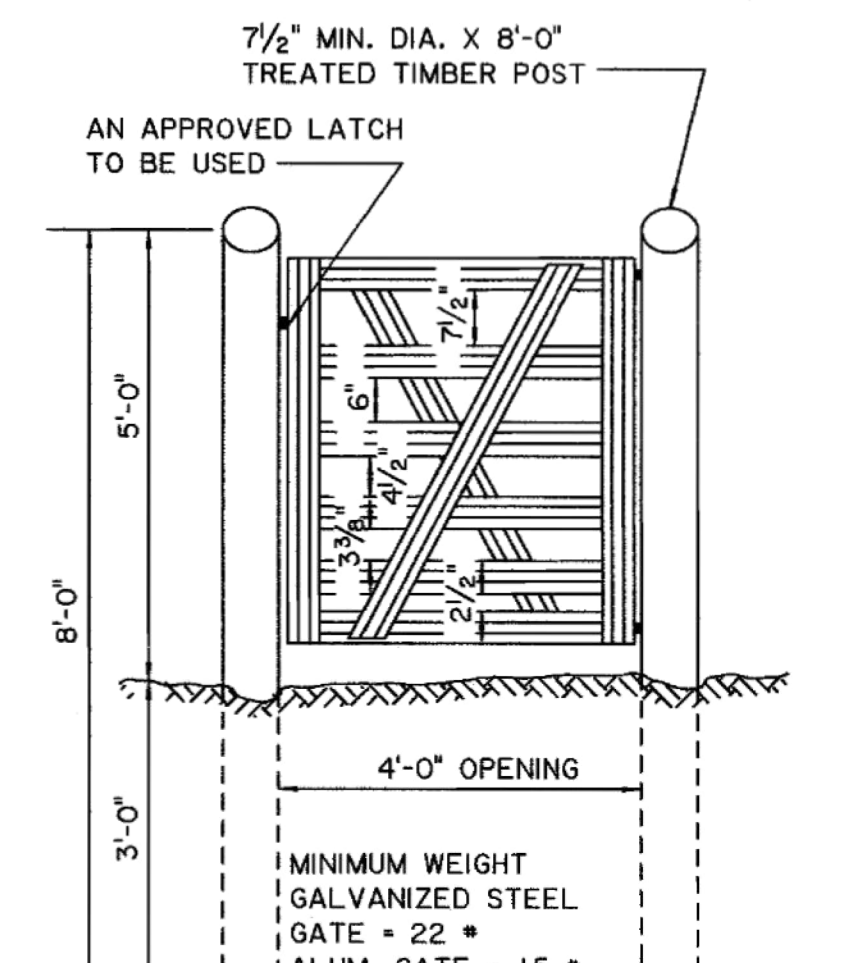
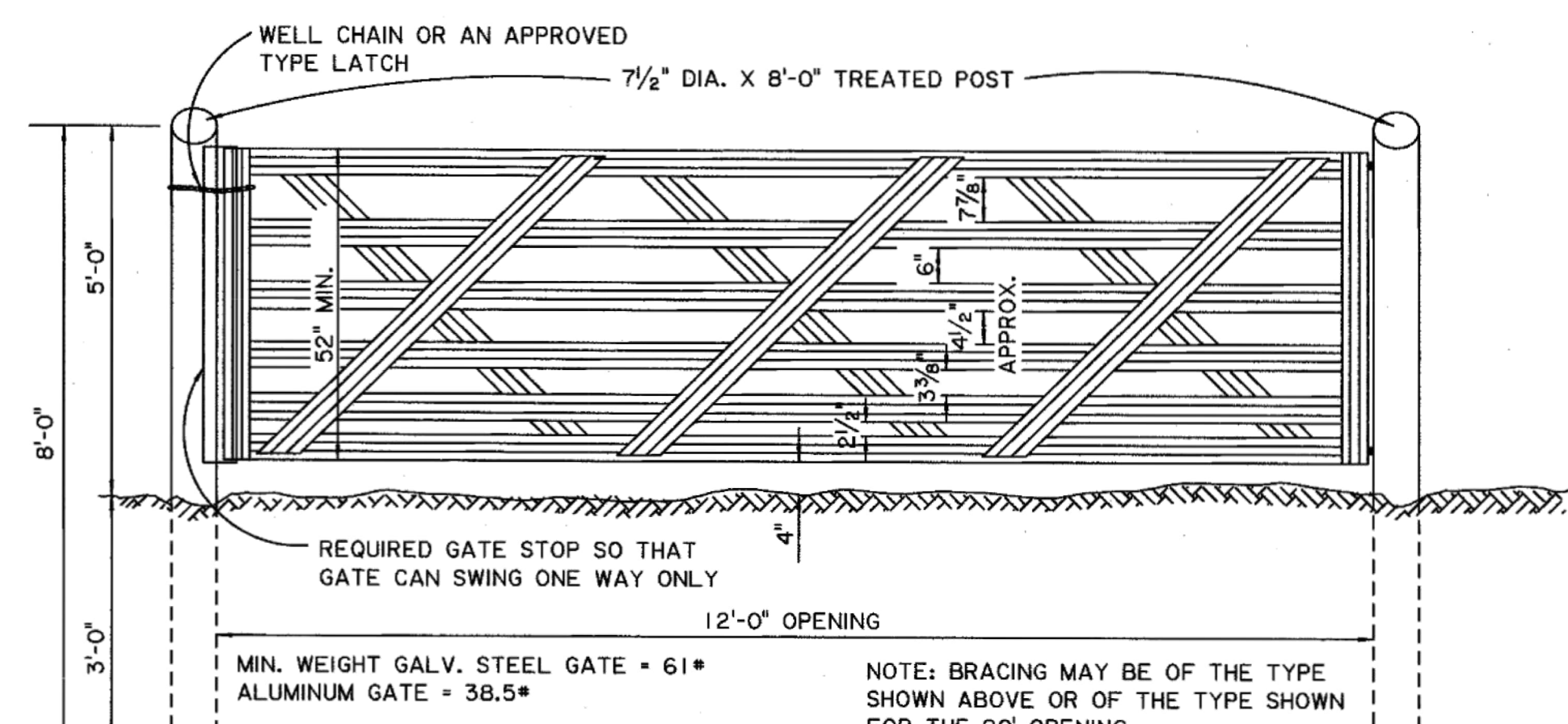
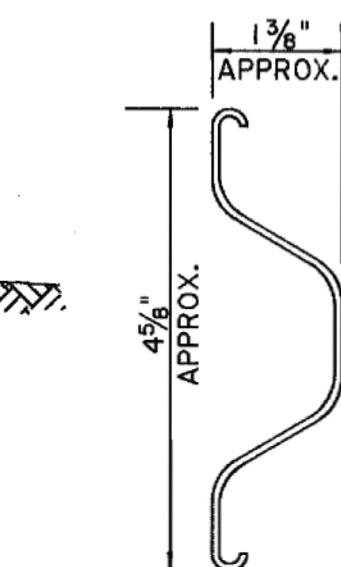
\* NOTE: FOR ALTERNATE METHOD OF BRACING, SEE SHT. 2 OF THIS STANDARD (FN-02).



DETAIL OF BRACE DAPPED INTO POST

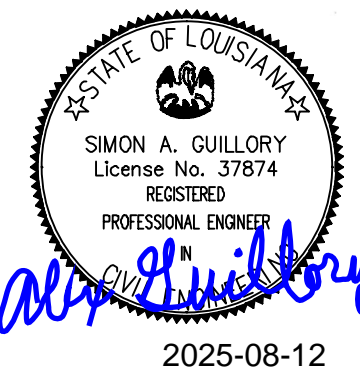


HORIZONTAL PANELS TO BE .051" THICK (MIN.) (FOR ALUM. GATE). VERTICAL AND DIAGONAL BRACES TO BE .040" THICK (MIN.) (FOR ALUM. GATE). HORIZONTAL PANELS, VERTICAL AND DIAGONAL BRACE TO BE .025" THICK (MIN.) (FOR GALV. GATE).

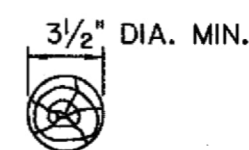


ALL CONNECTION METHODS TO BE APPROVED BY  
PROJECT ENGINEER.

"THESE SPECIAL DETAILS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER. I HAVE DETERMINED THAT THESE PLANS COMPLY WITH ALL APPLICABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT."

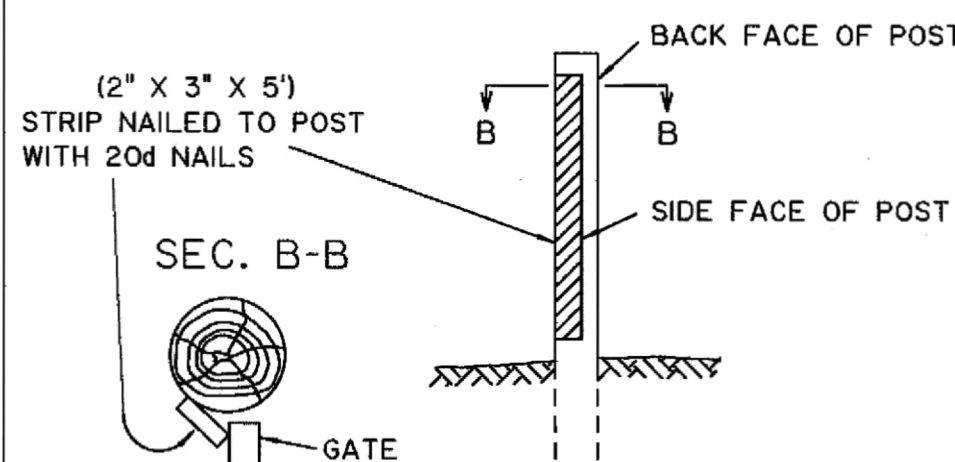


ALL POST DIAMETERS ARE MEAN  
DIAM. AT SMALL END

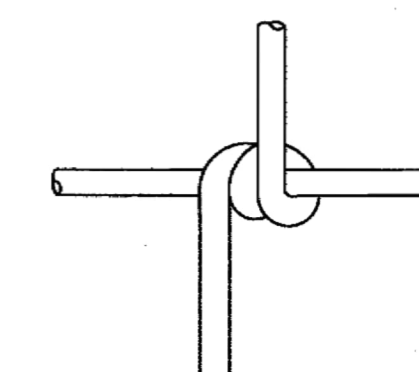


TREATED WOODEN LINE  
POST  
(NOMINAL 4" D.I.A.)

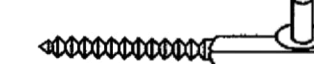
NOTE: GATES ARE TO OPEN AWAY FROM  
HIGHWAY UNLESS OTHERWISE DIRECTED  
BY ENGINEER.



DETAIL AT STOP FOR WOODEN  
GATE POST

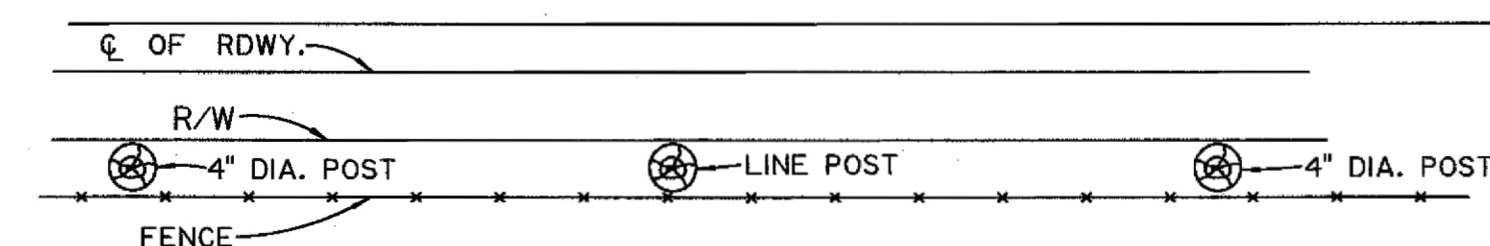


DETAIL OF  
HINGED JOINT  
NOMINAL DIAMETER OF ZINC-  
COATED WIRE, 0.099 in.  
VARIATION  $\pm 0.004$  in.  
(DESIGN NO. 939-6-12 $\frac{1}{2}$ " )

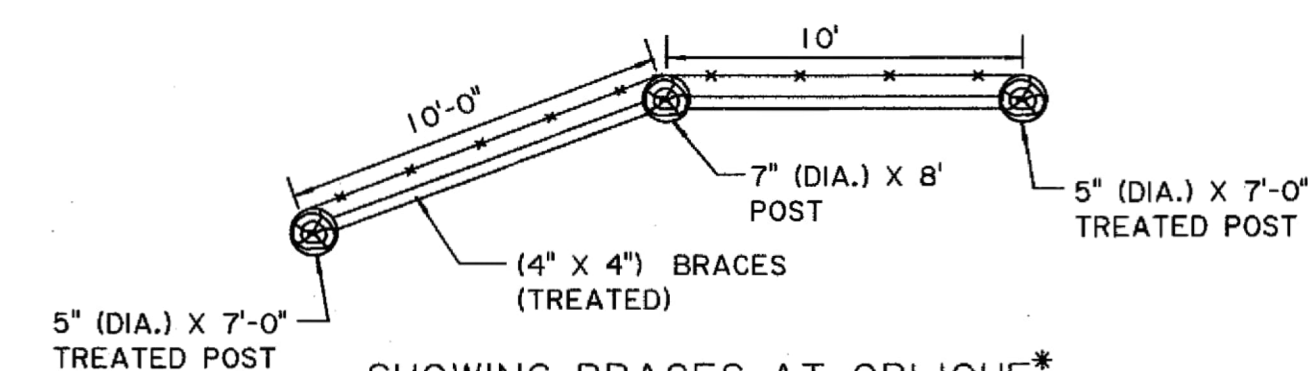


SUGGESTED TYPE SCREW HOOK  
HINGE FOR WOODEN POST  
3/4" X 7 1/2" SCREW HOOK HINGE

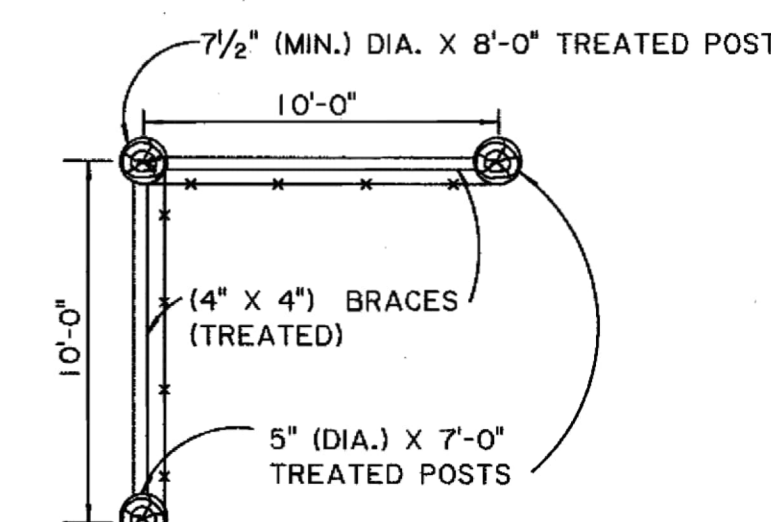
NOTE: LINE POST TO BE LOCATED OUTSIDE OF R/W LINE.  
WIRE TO BE PLACED ON OUTSIDE OF R/W, UNLESS OTHERWISE  
DIRECTED BY ENGINEER OR REQUESTED BY PROPERTY OWNER AND  
APPROVED BY ENGINEER.  
FOR CONTROL OF ACCESS, LINE POST TO BE LOCATED WITHIN HIGHWAY R/W.



DETAIL SHOWING LOCATION OF FENCE IN RELATION  
TO THE R/W LINE

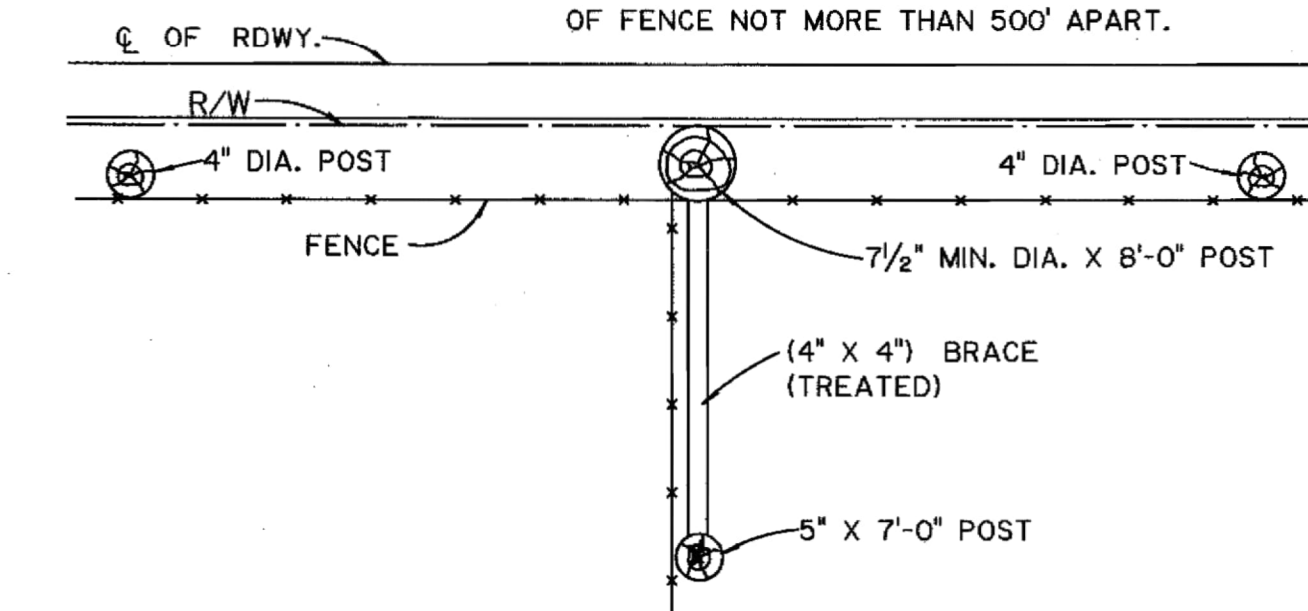


SHOWING BRACES AT OBLIQUE\*  
ANGLE CORNERS



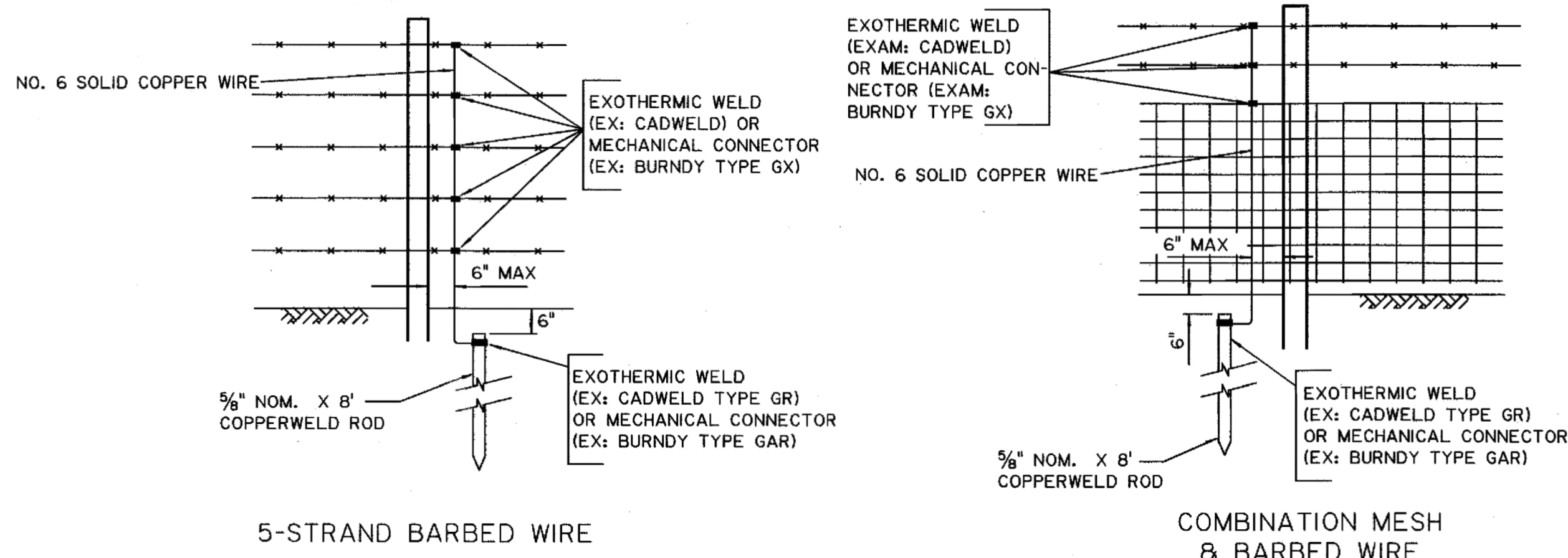
SHOWING BRACES AT  
RIGHT ANGLE CORNERS\*

NOTE: BRACES SHALL BE PLACED ON STRAIGHT SECTIONS  
OF FENCE NOT MORE THAN 500' APART.



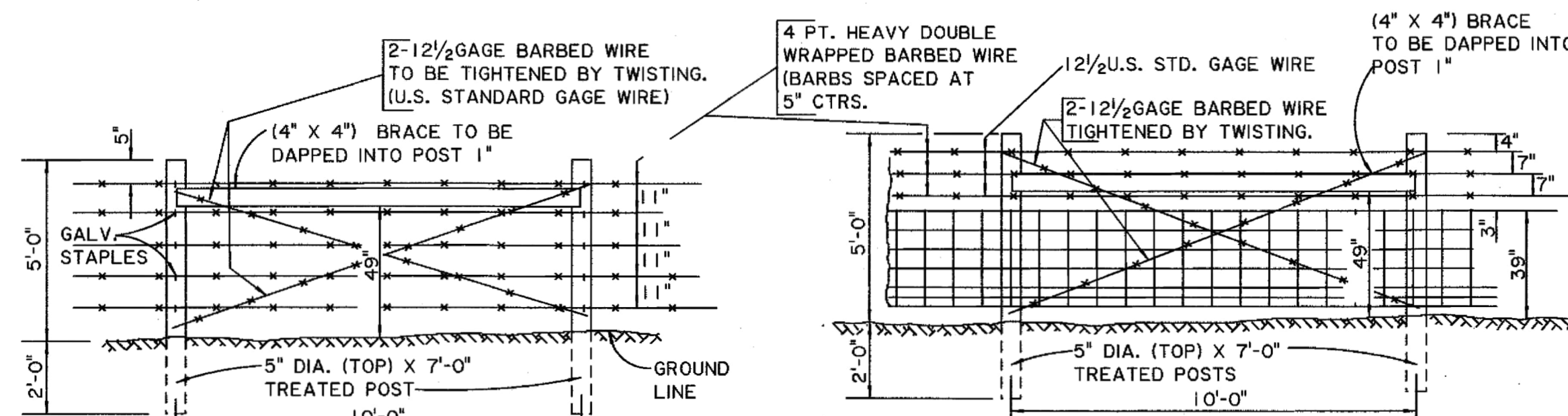
INTERSECTING BRACES ALONG R/W\*  
TO BE INSTALLED IN FENCES

ALL INTERSECTING FENCES TO BE SECURELY ATTACHED  
TO FRONTAGE FENCE AS SHOWN HERE.



## GROUNDING DETAILS

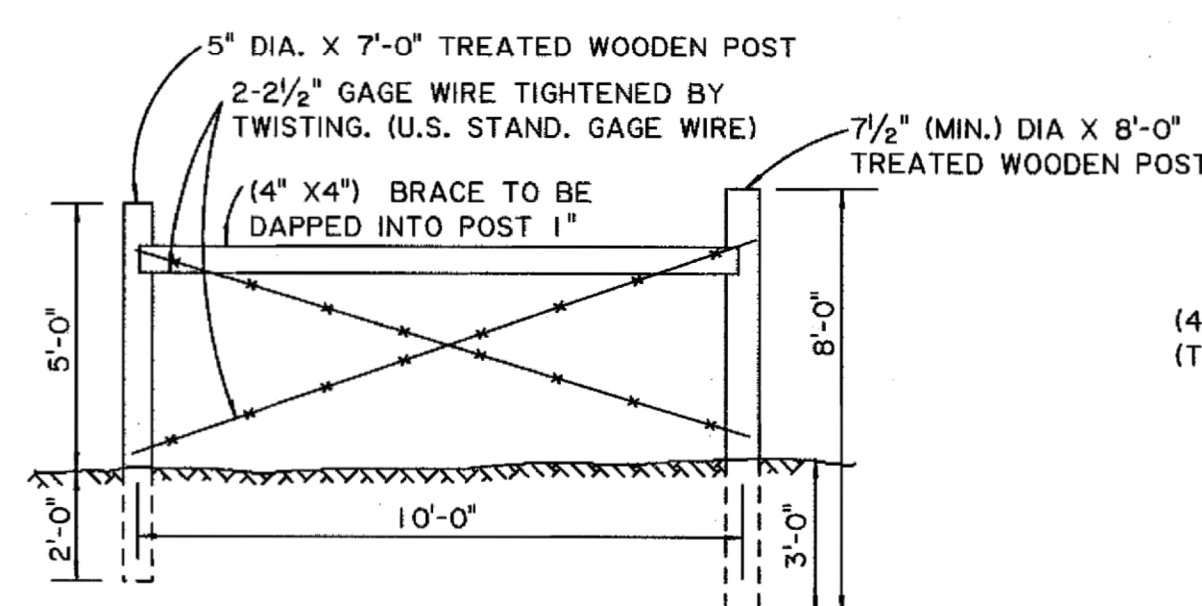
1 3/4" GALV. STAPLES TO BE USED  
IN WOODEN POSTS.  
GALV. STAPLES TO BE PLACED ON  
TOP AND BOTTOM STRANDS AND  
EVERY OTHER WIRE BETWEEN,  
ALTERNATING ON SUCCESSIVE POSTS.



NOTE: BARBED WIRE TO BE  
STAPLED AT EVERY  
POST.

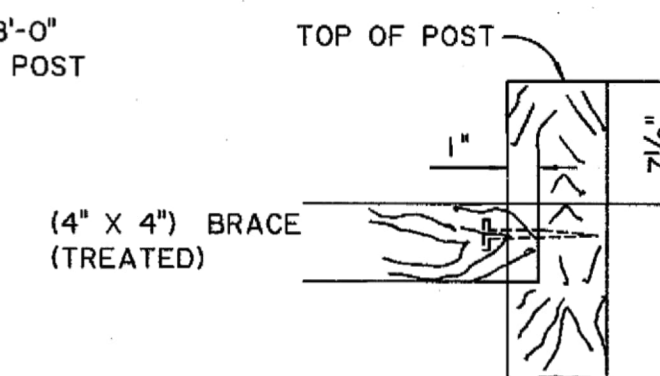
SHOWING BRACES IN STRAIGHT LINE OF FENCE\*

NOTE: ALL LINE POSTS TO BE 7'-0" (MIN.) LENGTH AND SPACED ON 10' CENTERS (MAX.)

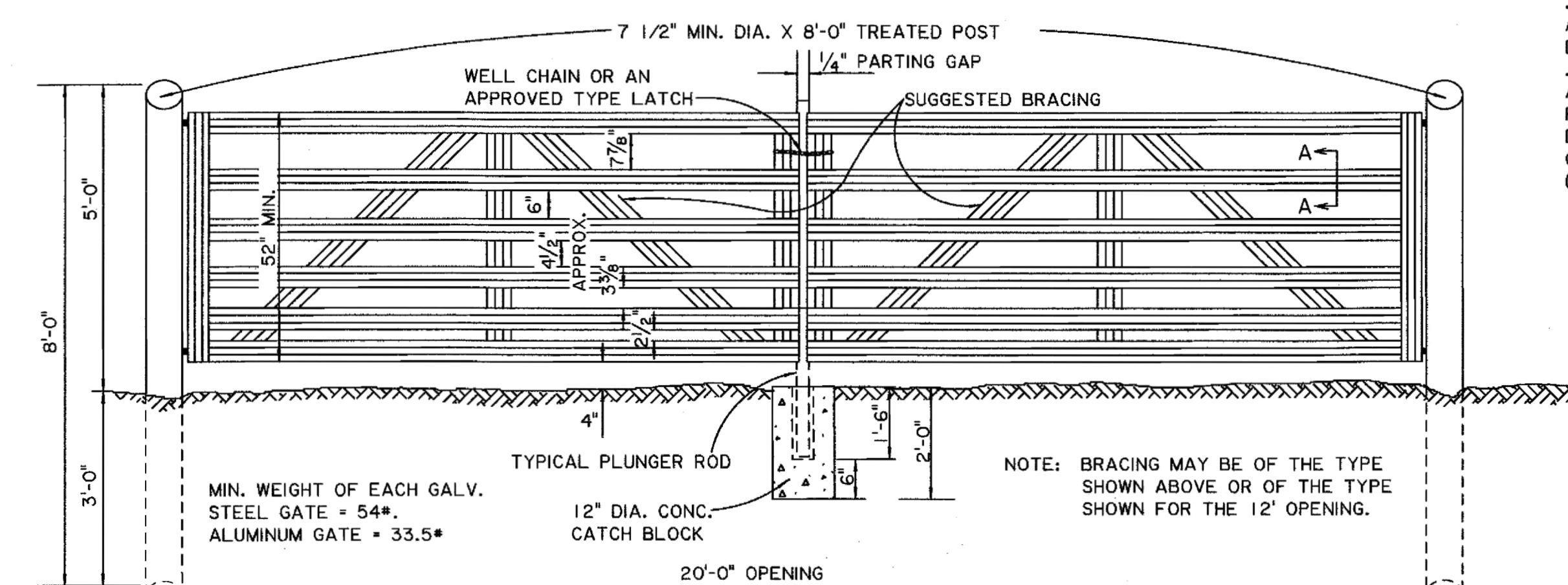


SHOWING BRACES AT GATE \*  
(BACK VIEW)  
(FENCE NOT SHOWN)

BRACING DETAILS

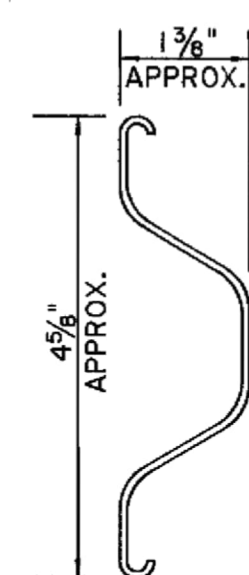


DETAIL OF BRACE  
DAPPED INTO POST

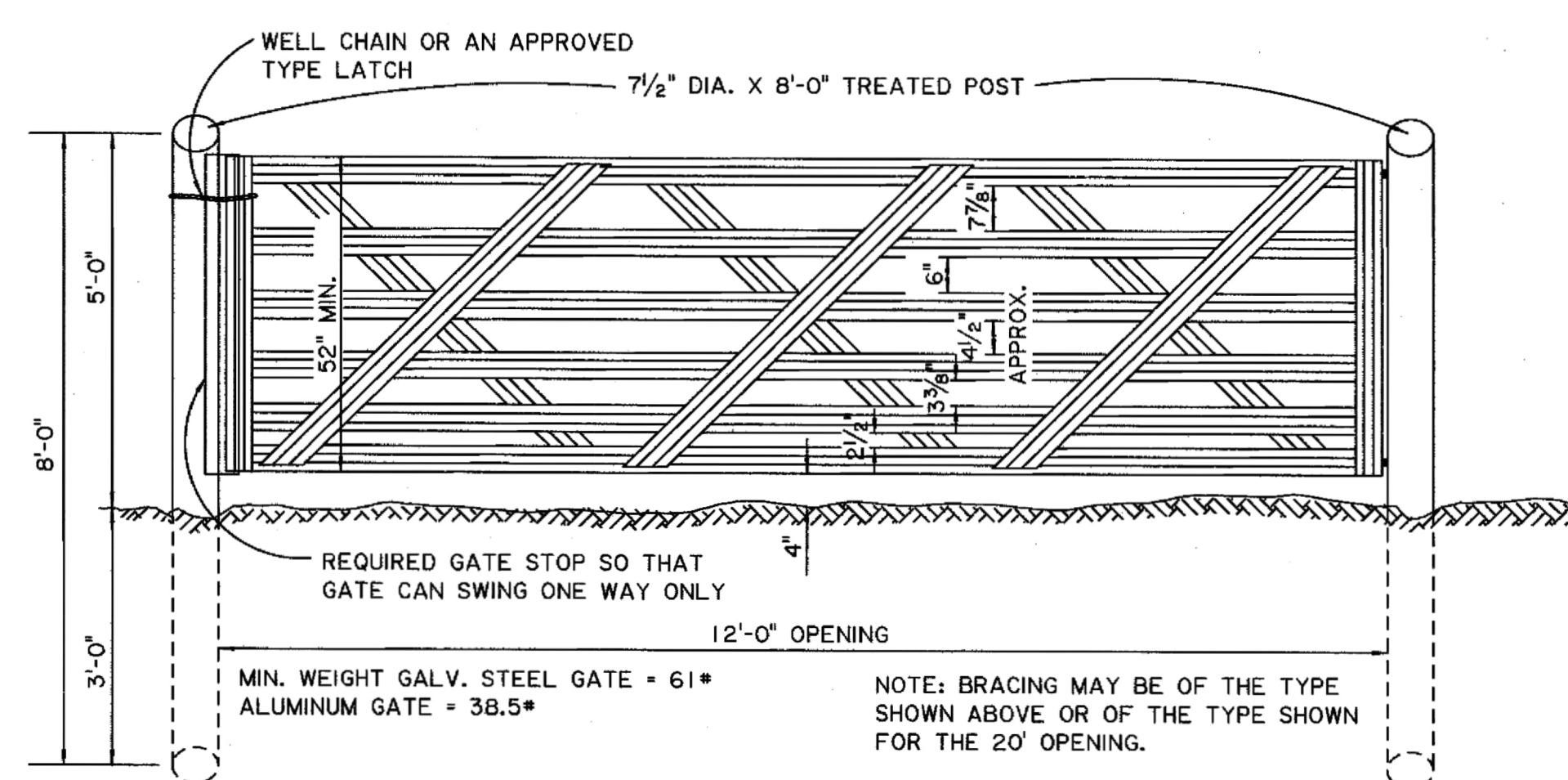


DOUBLE SWINGING DRIVEWAY GATE  
(ALUMINUM OR GALVANIZED STEEL)  
(SUGGESTED TYPE)

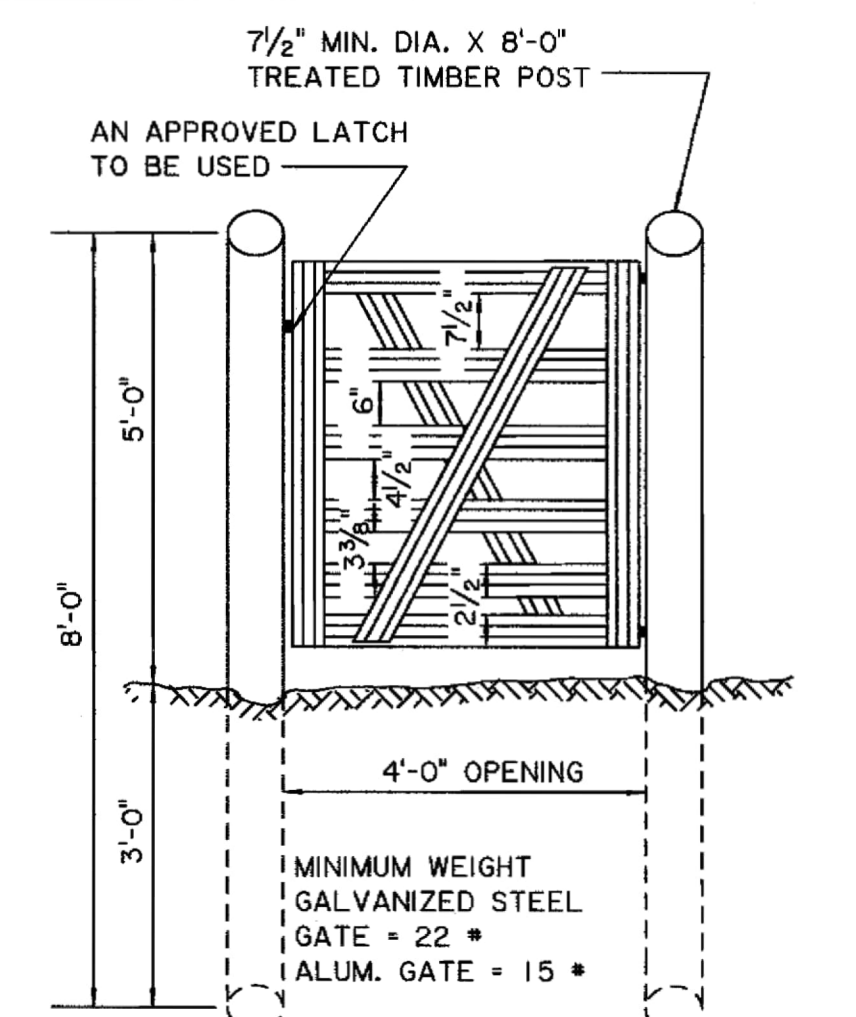
HORIZONTAL PANELS TO BE .051" THICK (MIN.) (FOR ALUM. GATE). VERTICAL AND DIAGONAL BRACES TO BE .040" THICK (MIN.) (FOR ALUM. GATE). HORIZONTAL PANELS, VERTICAL AND DIAGONAL BRACE TO BE 0.025" THICK (MIN.) (FOR GALV. GATE).



TYPICAL SECTION  
THRU PANEL  
SECTION A-A

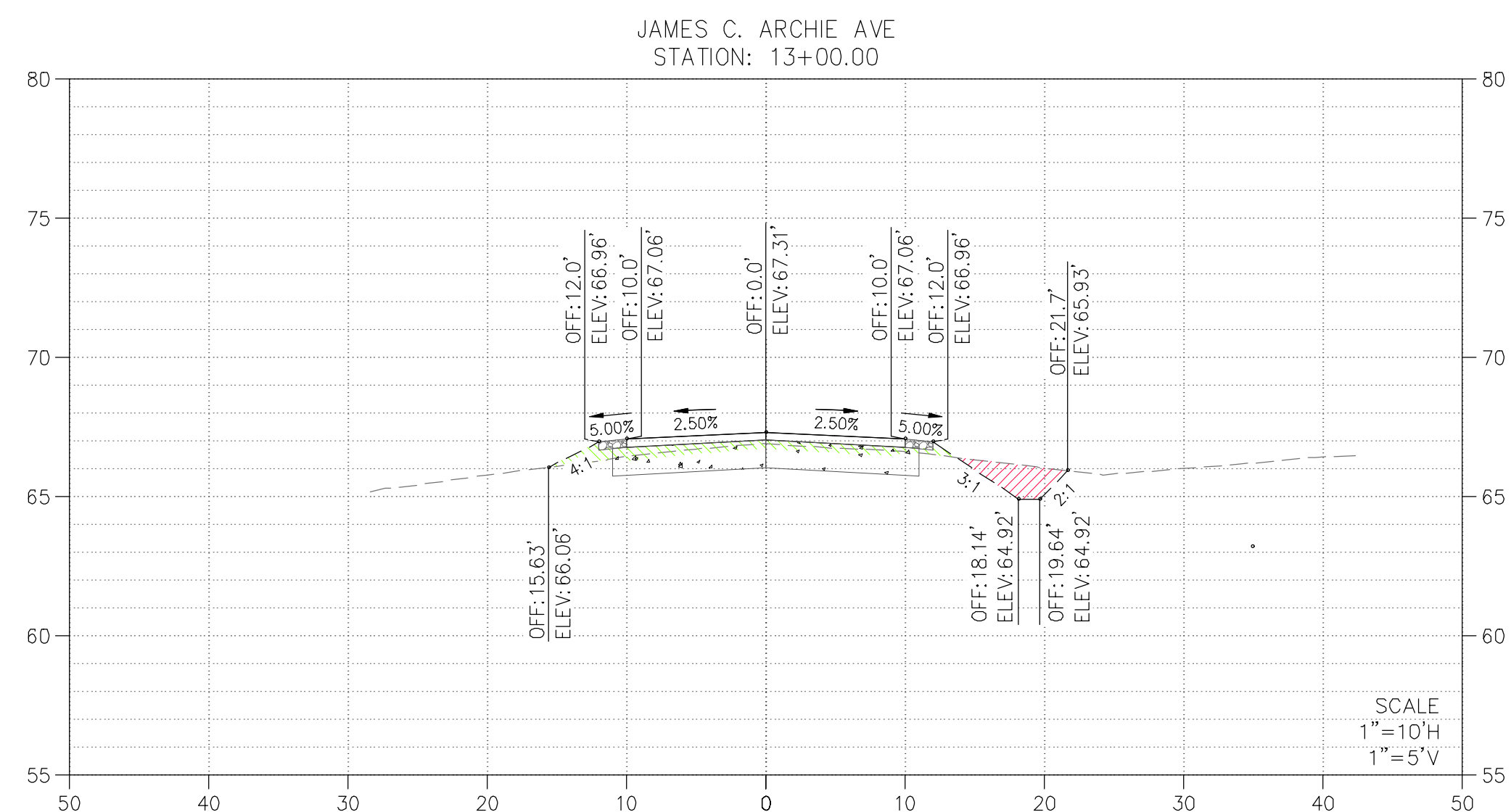
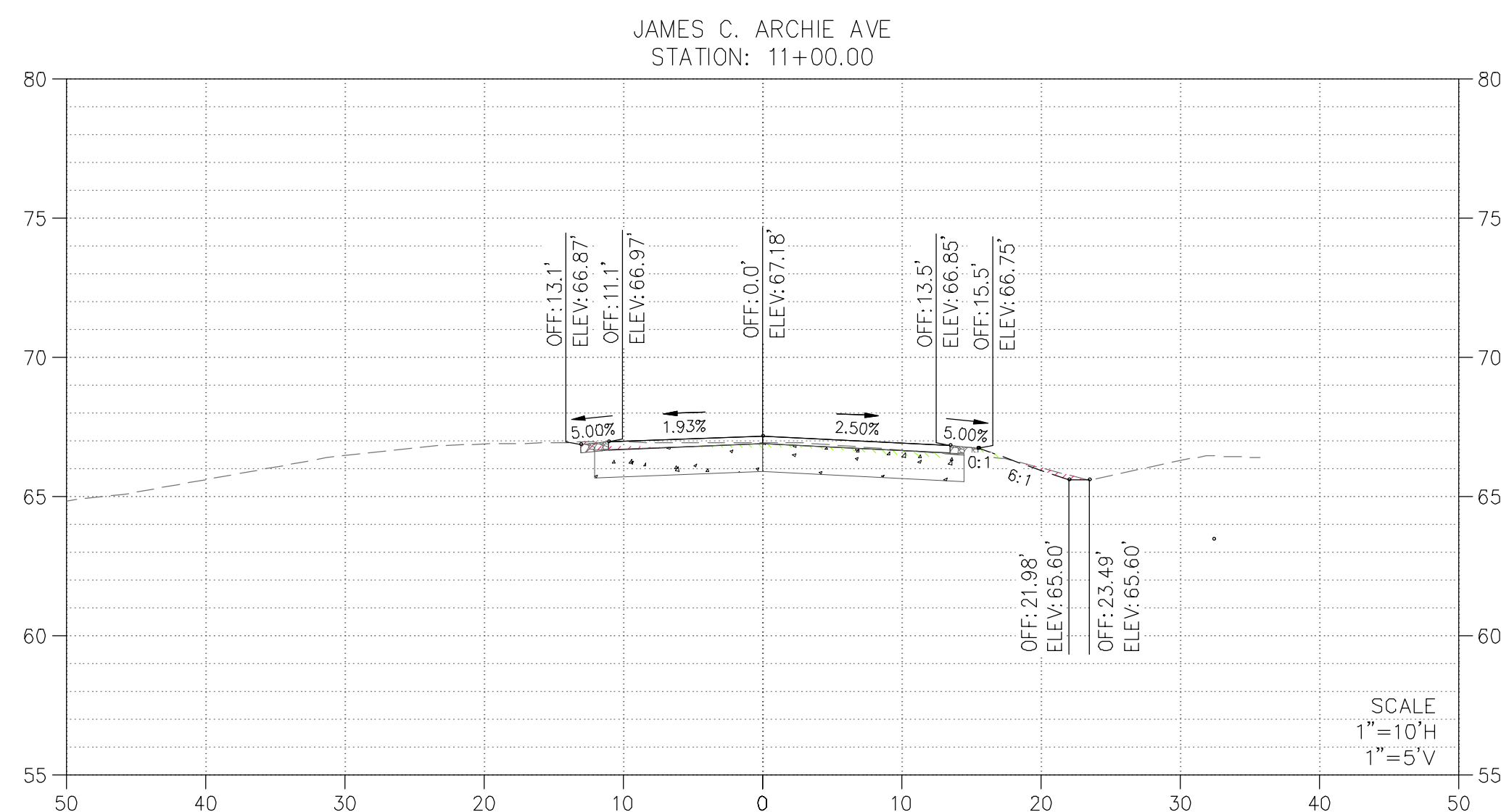
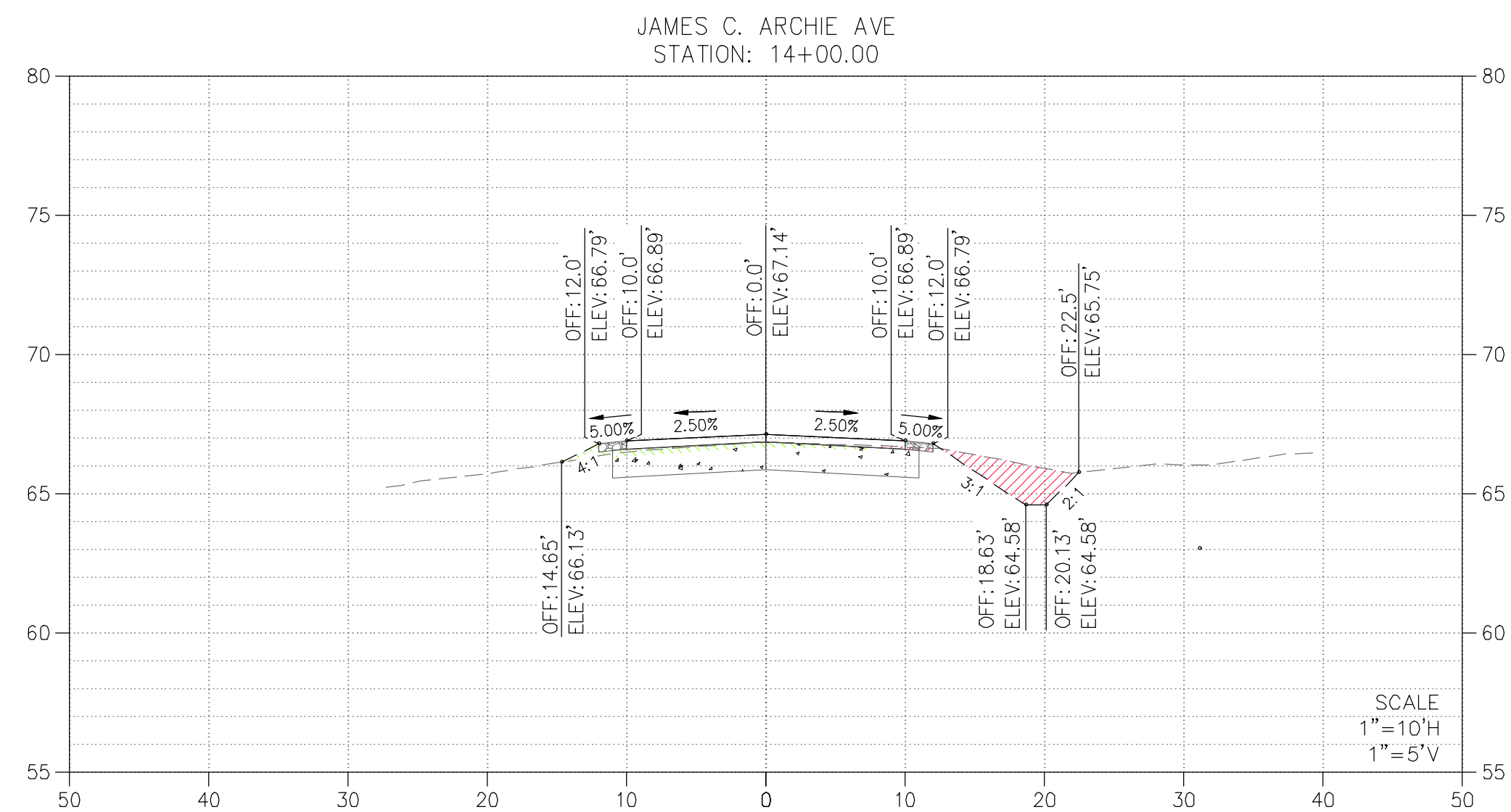
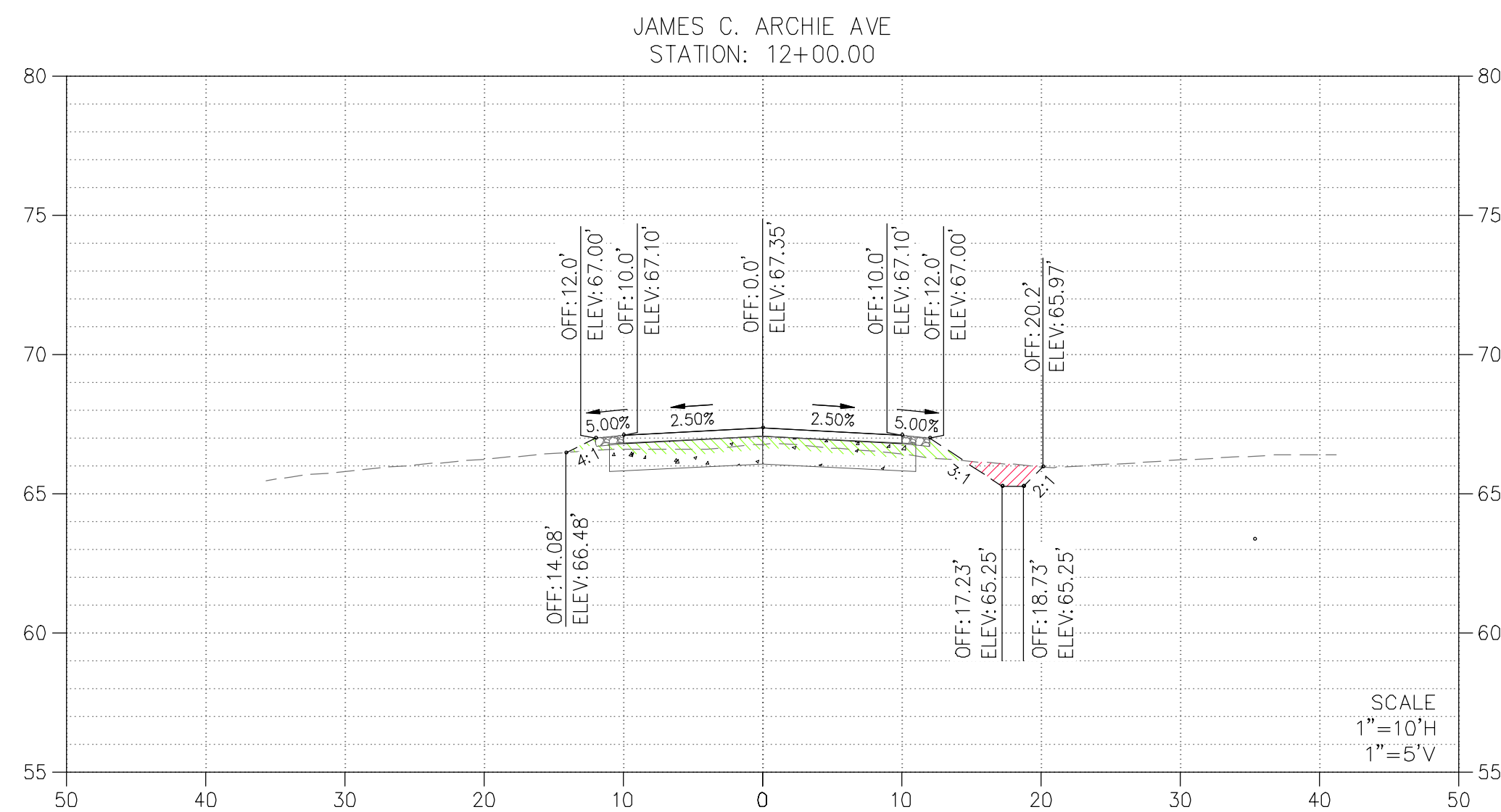


SINGLE SWINGING DRIVEWAY GATE  
(ALUMINUM OR GALVANIZED STEEL)  
(SUGGESTED TYPE)



SINGLE SWINGING WALKGATE  
(ALUMINUM OR GALVANIZED STEEL)  
(SUGGESTED TYPE)

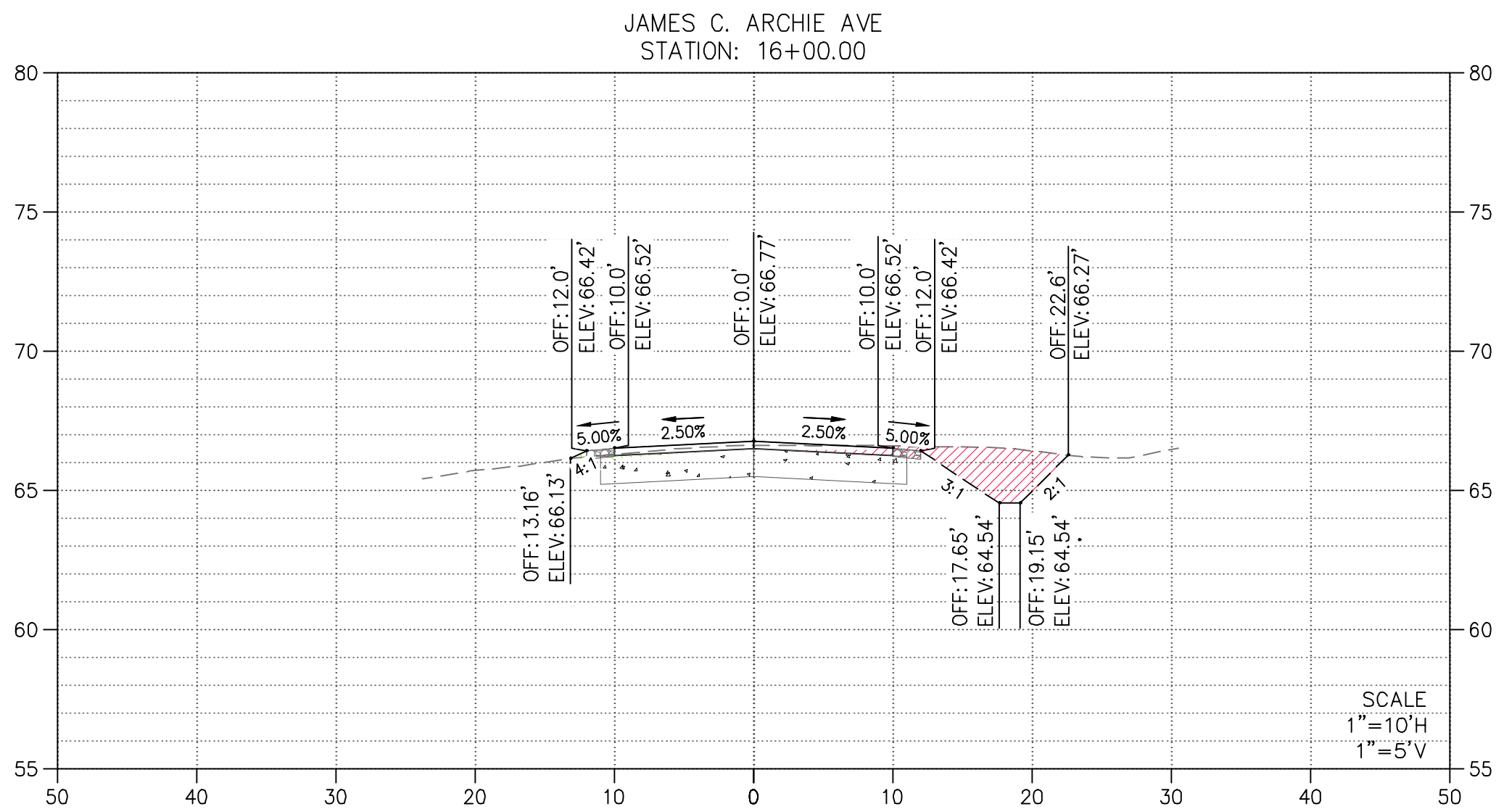




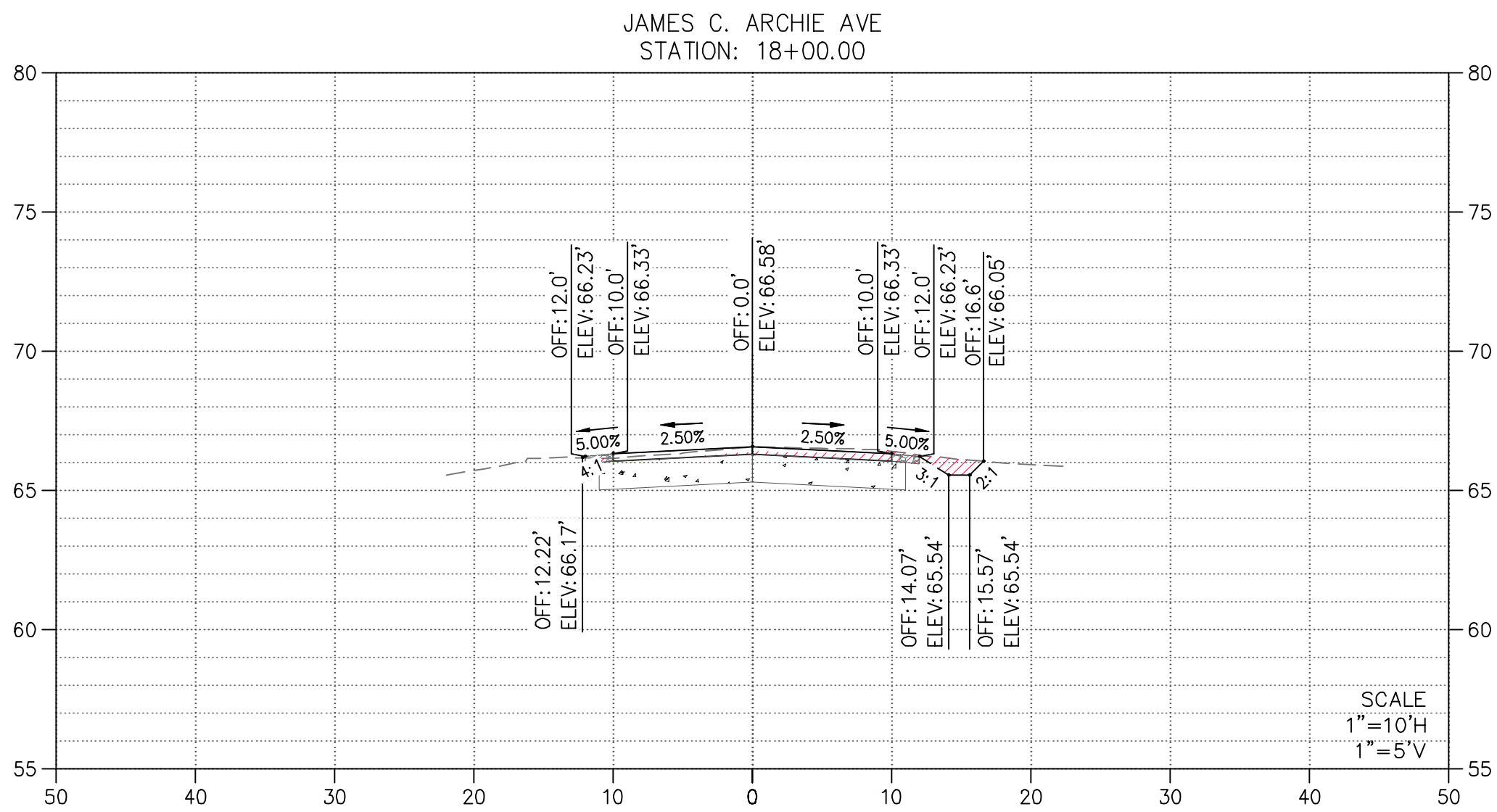
LINE LEGEND

----- EXISTING GRADE  
----- PROPOSED GRADE  
\_\_\_\_\_ PROPOSED ASPHALT

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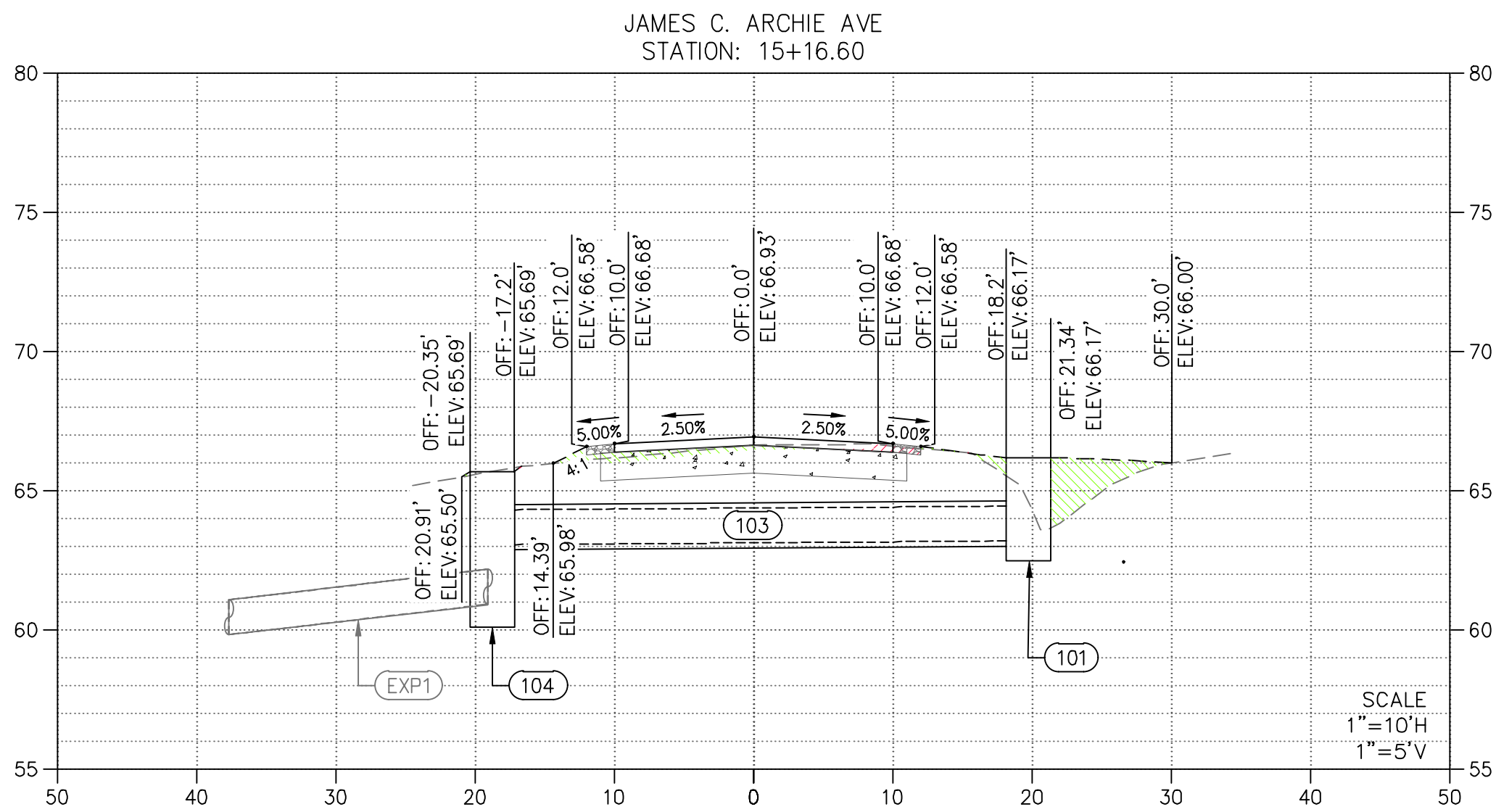
MATERIAL(s) AT STATION 16+00			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	14.42	23.68	93.77
FILL	0.52	23.07	153.23



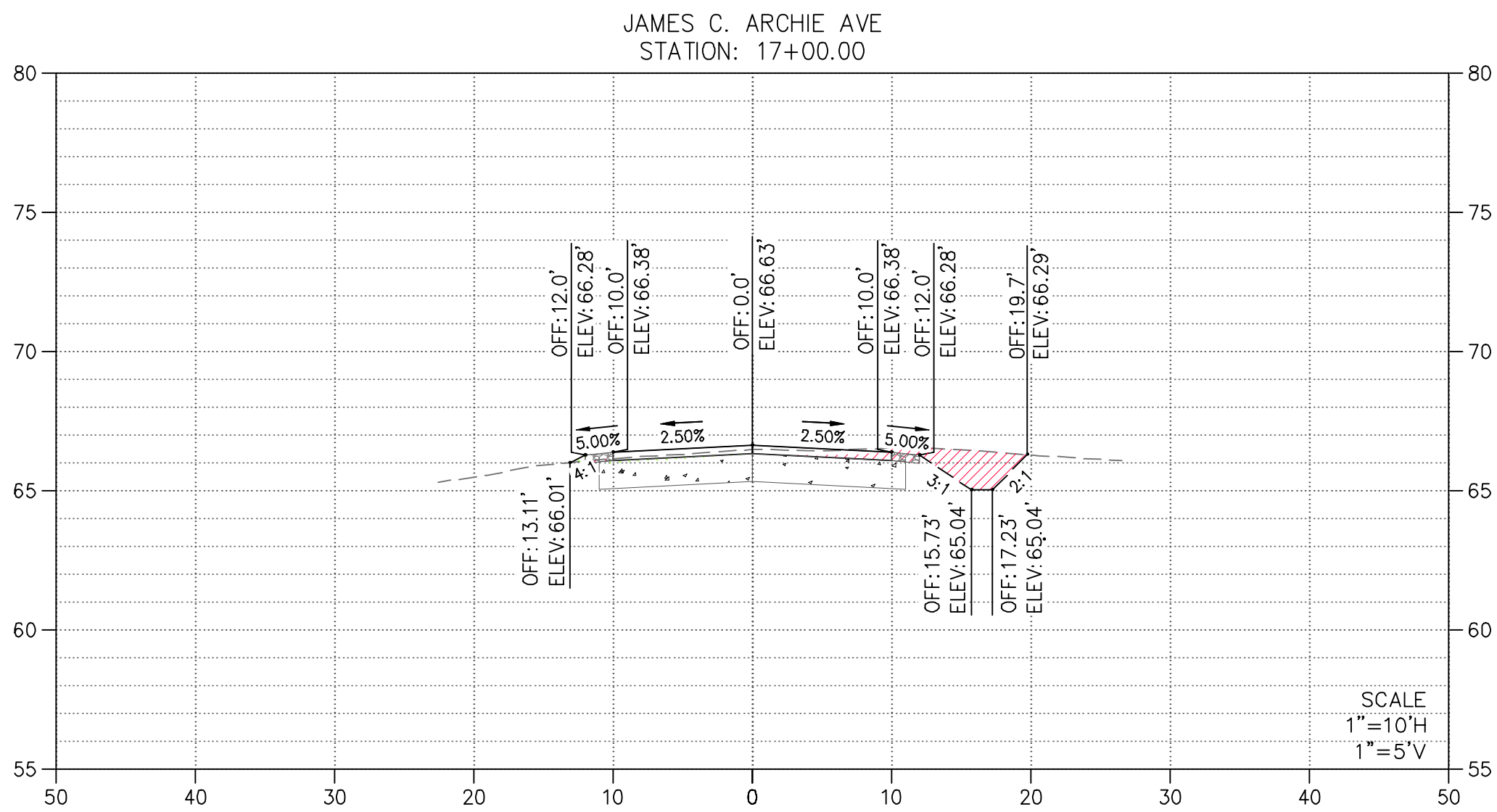
MATERIAL(s) AT STATION 18+00			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	4.97	25.62	162.51
FILL	0.14	1.85	157.63

LINE LEGEND

---	EXISTING GRADE
---	PROPOSED GRADE
---	PROPOSED ASPHALT



MATERIAL(s) AT STATION 15+17			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	0.92	20.23	70.09
FILL	14.42	40.09	130.16



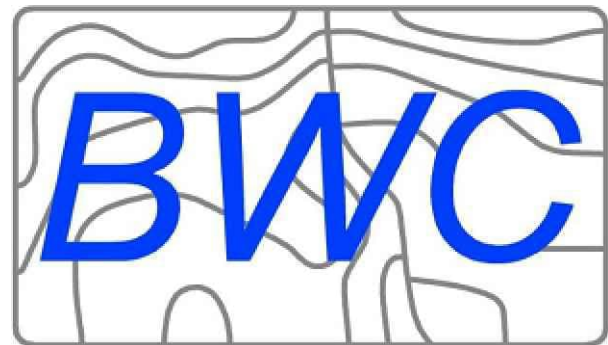
MATERIAL(s) AT STATION 17+00			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	8.87	43.11	136.89
FILL	0.86	2.55	155.78

No.	Description	Date

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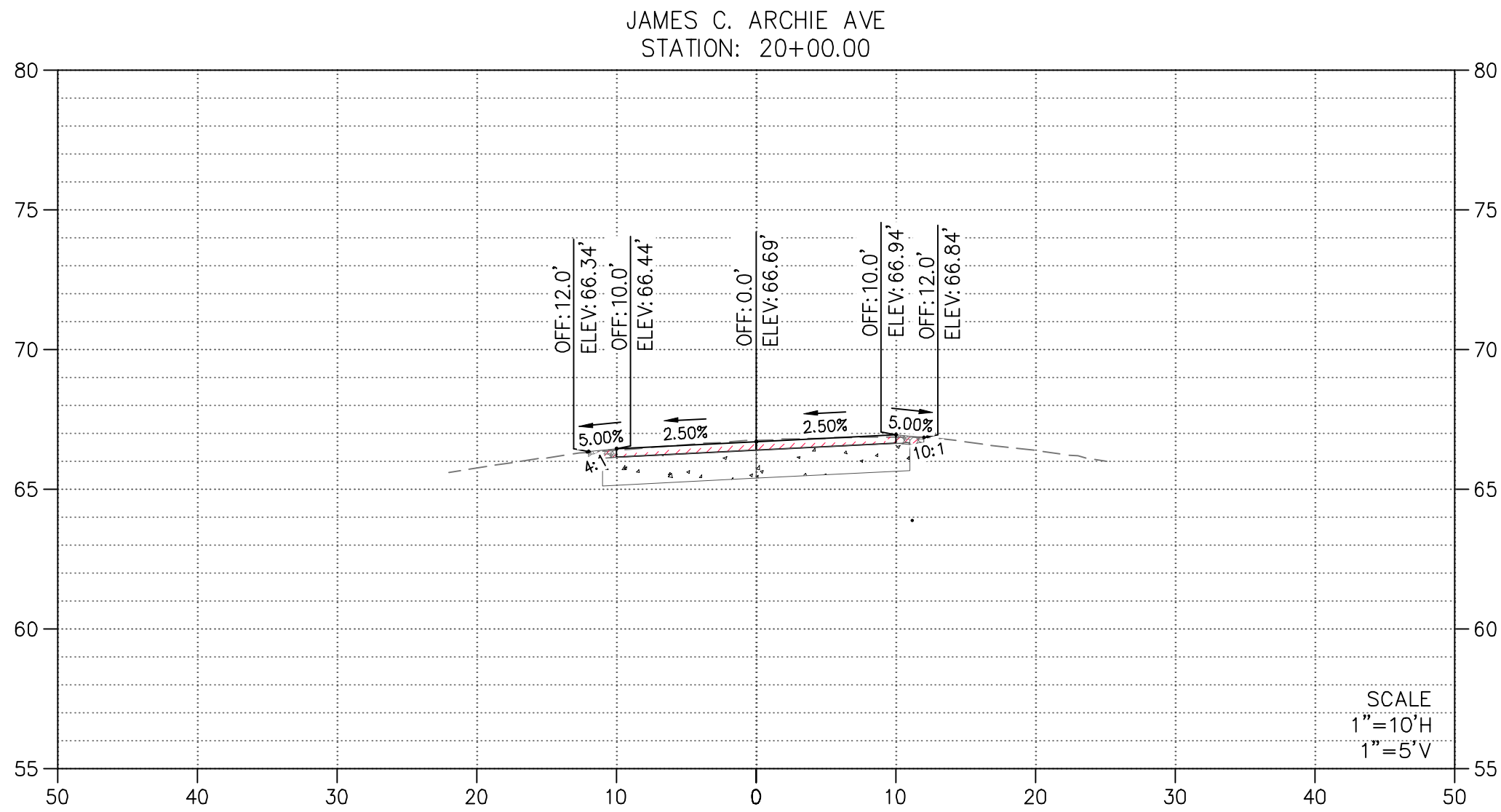
JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I

CROSS SECTIONS

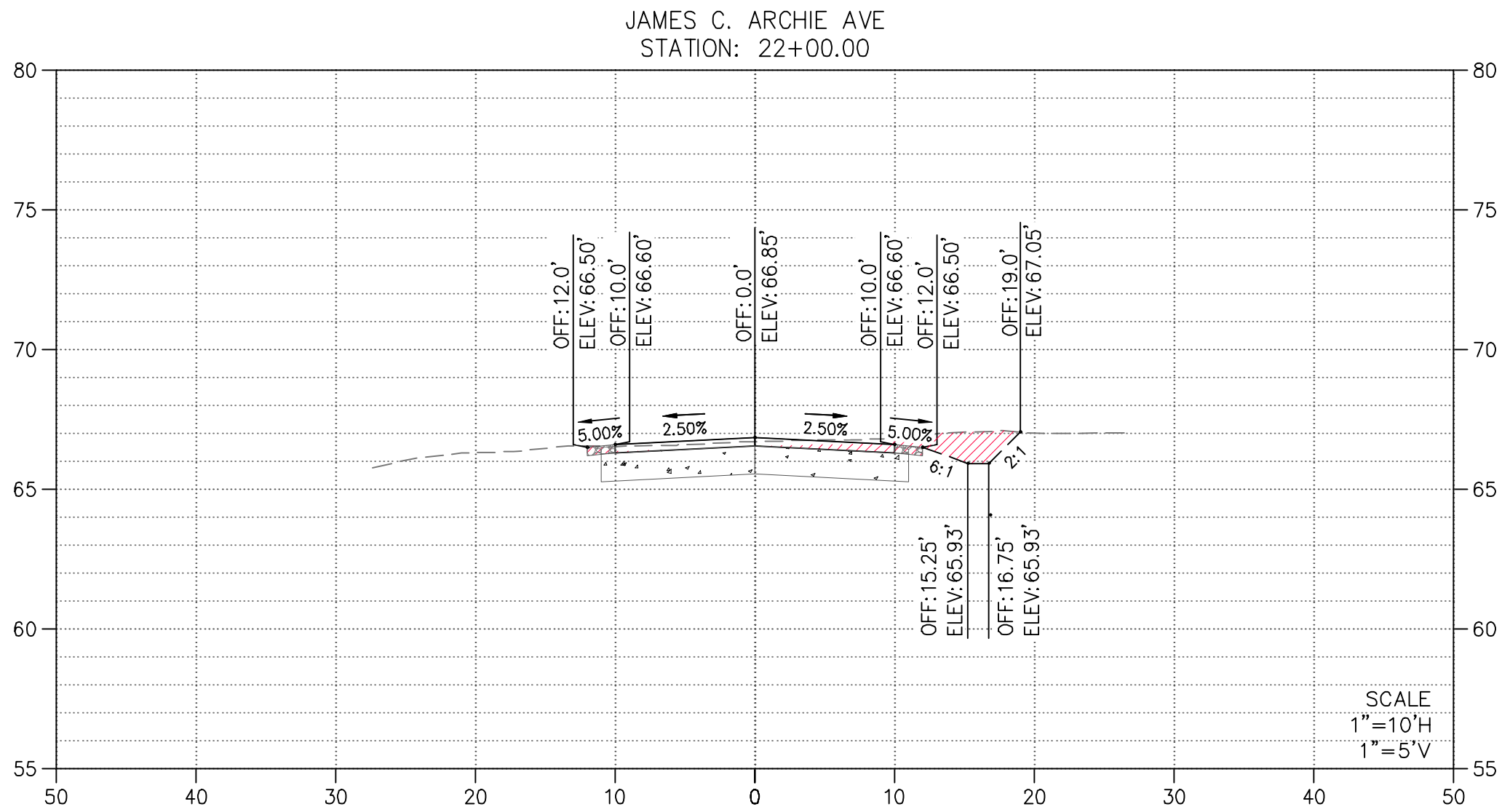
Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER
Project Number	224026
Issue Date	AUGUST 2025
Drawn By	LG
Checked By	AG

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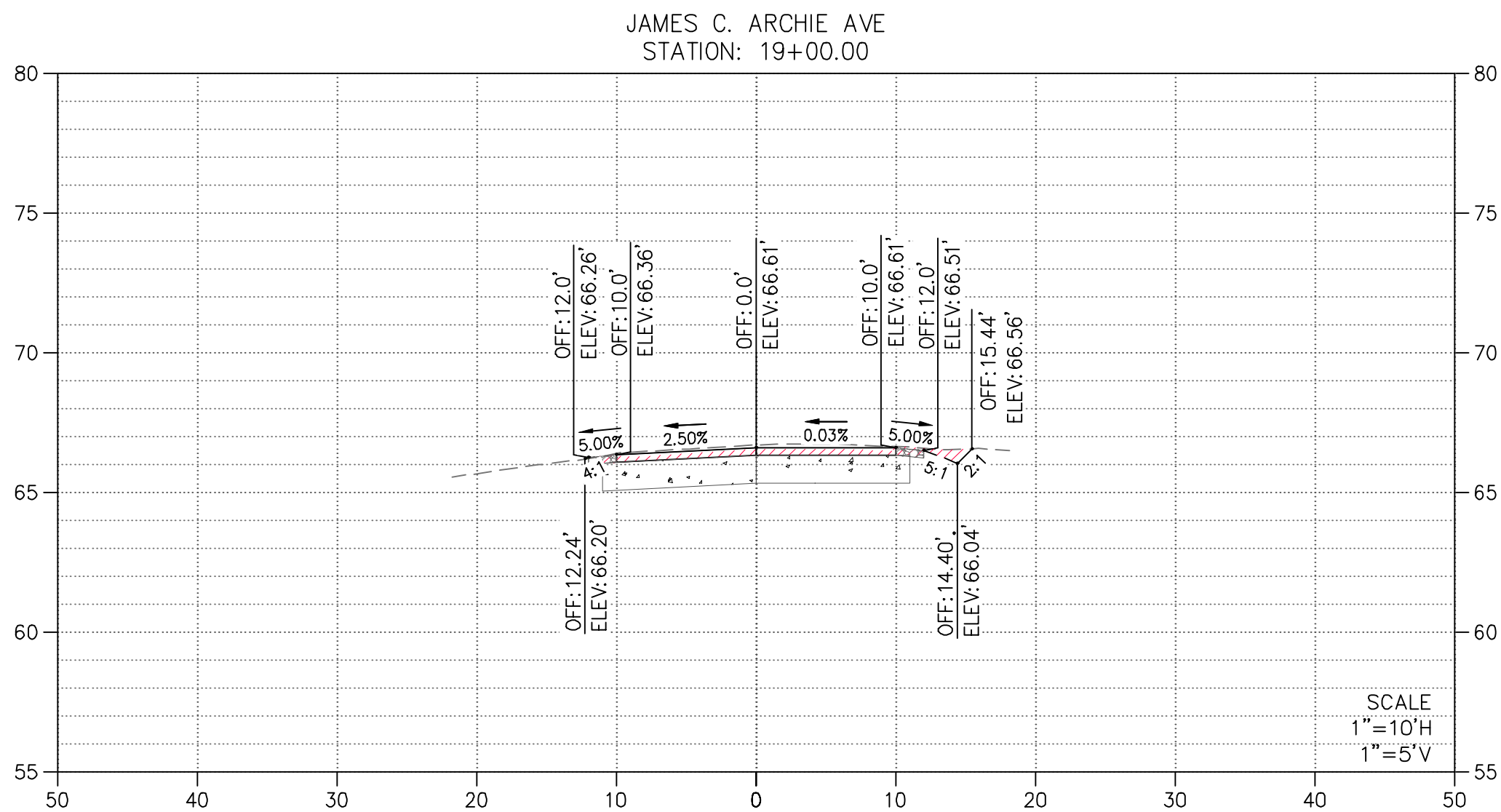
MATERIAL(s) AT STATION 20+00			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	3.89	18.81	202.14
FILL	0.00	0.01	157.92



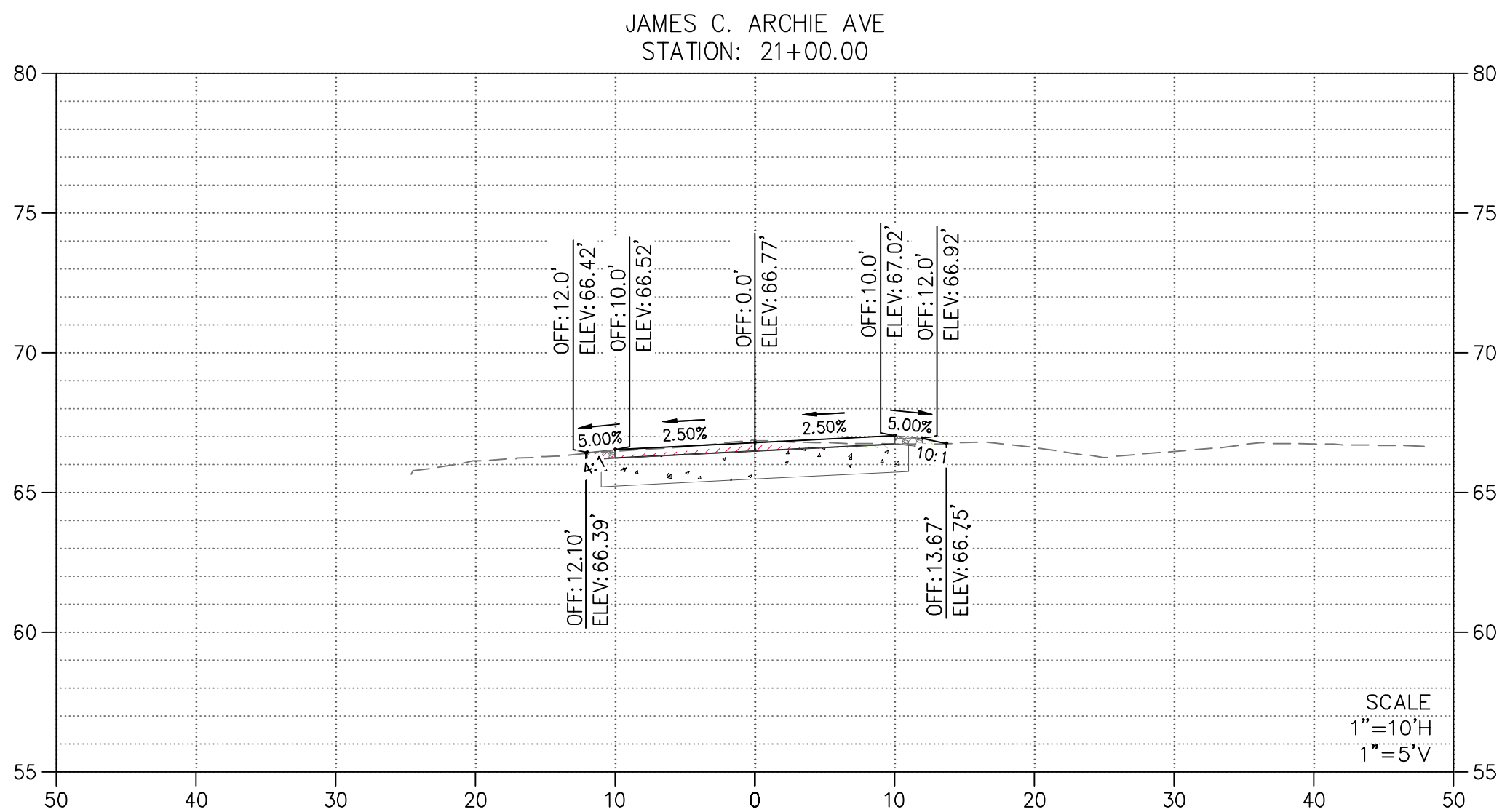
MATERIAL(s) AT STATION 22+00			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	9.10	21.37	235.22
FILL	0.05	1.07	159.98

LINE LEGEND

---	EXISTING GRADE
---	PROPOSED GRADE
---	PROPOSED ASPHALT



MATERIAL(s) AT STATION 19+00			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	6.27	20.82	183.33
FILL	0.00	0.28	157.91



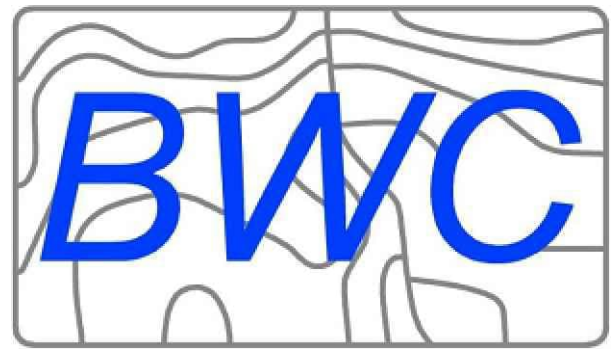
MATERIAL(s) AT STATION 21+00			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	2.44	11.72	213.85
FILL	0.53	0.99	158.91

No.	Description	Date

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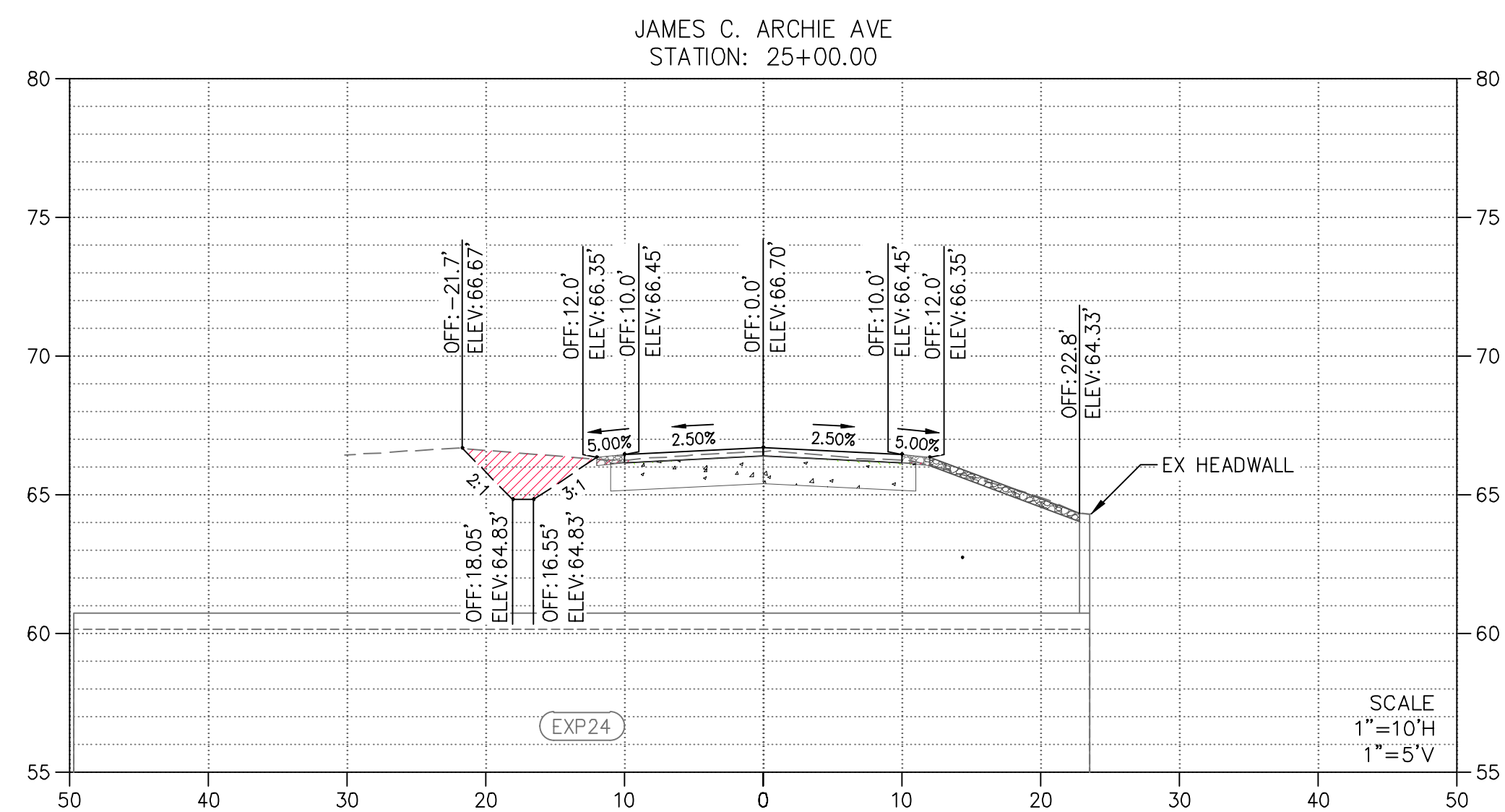
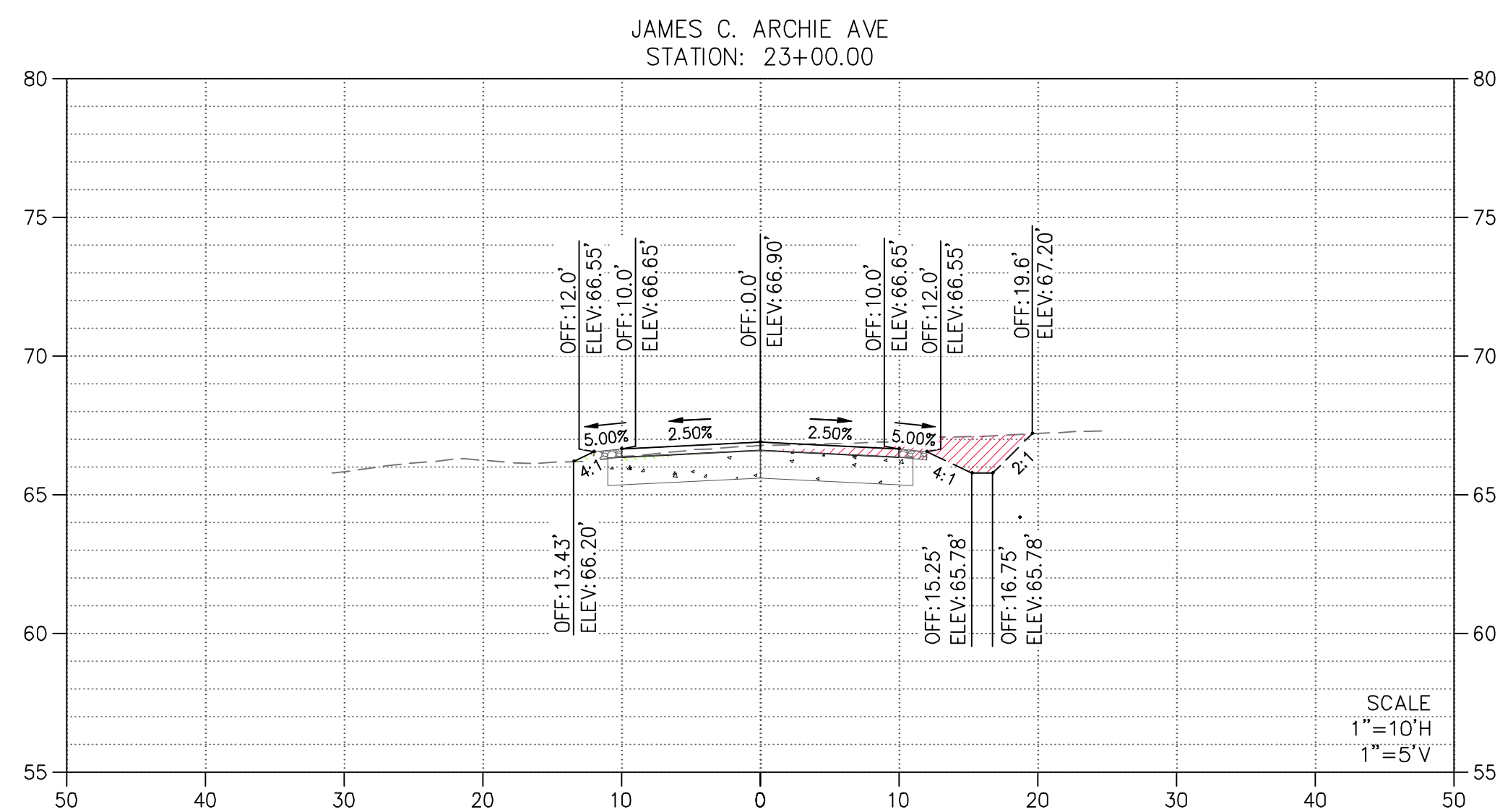
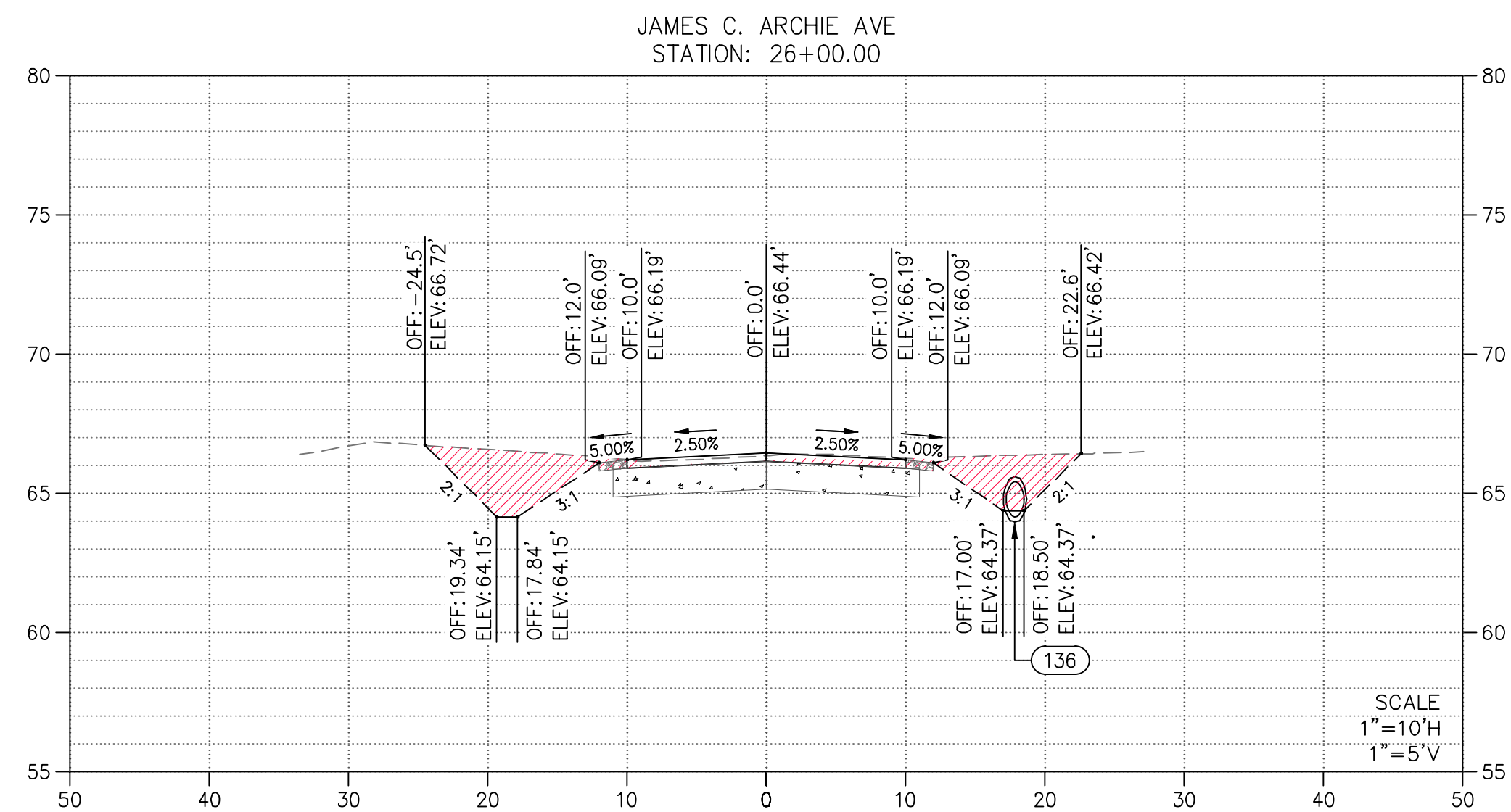
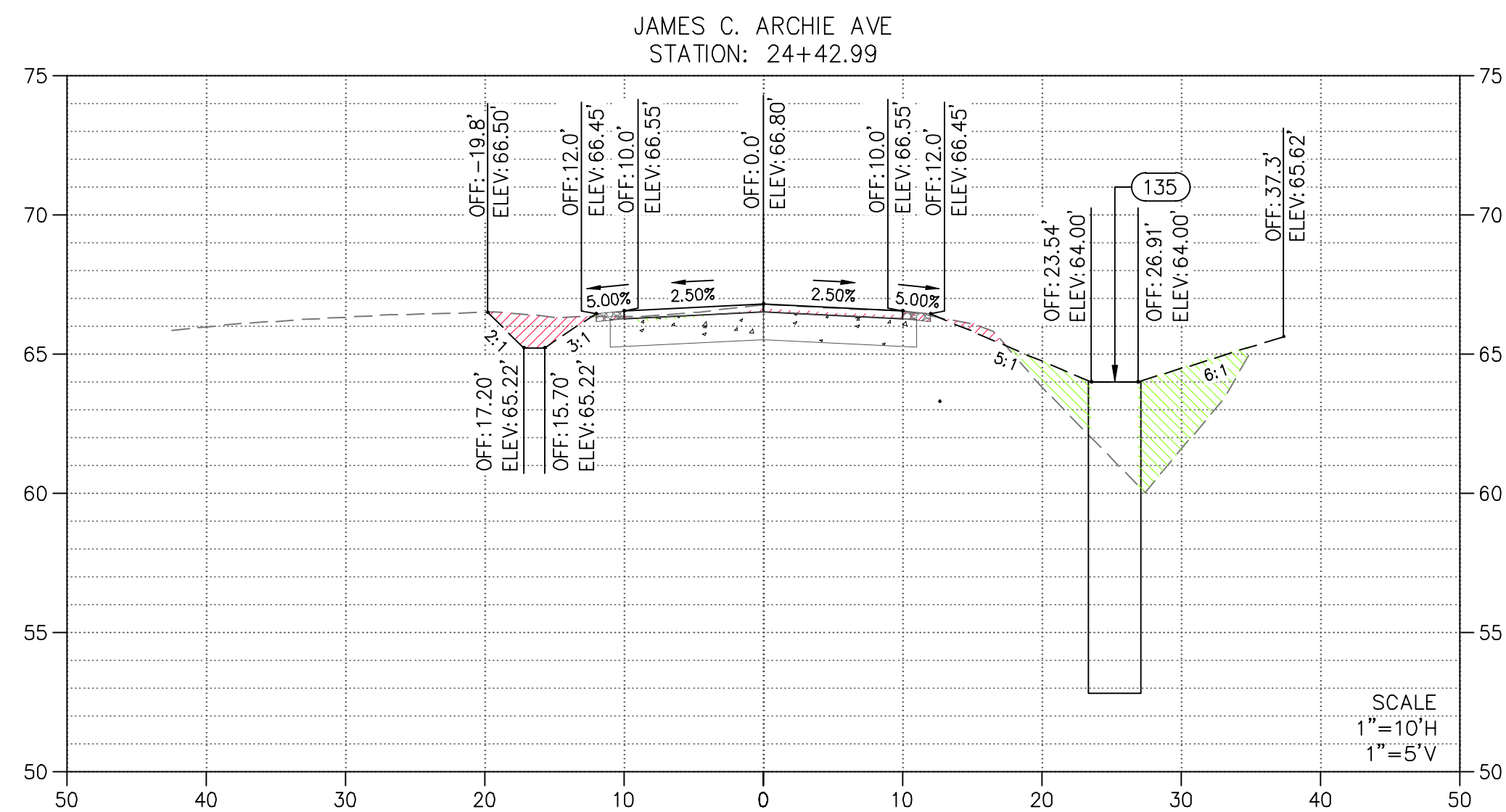


JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I

CROSS SECTIONS

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LINE LEGEND

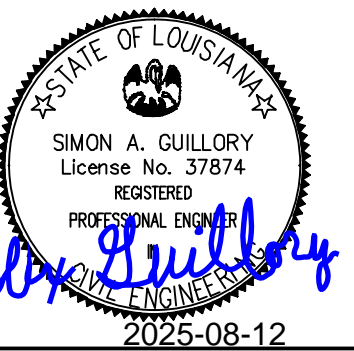
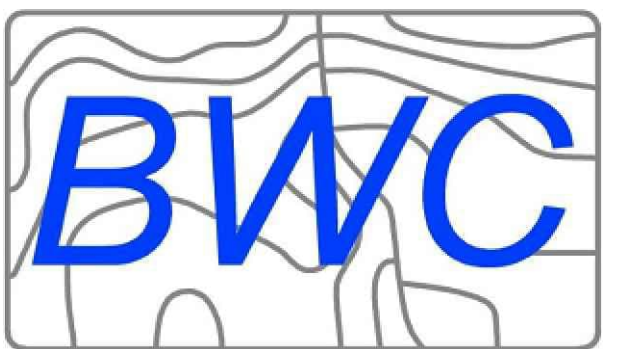
----- EXISTING GRADE  
----- PROPOSED GRADE  
===== PROPOSED ASPHALT

No.	Description	Date

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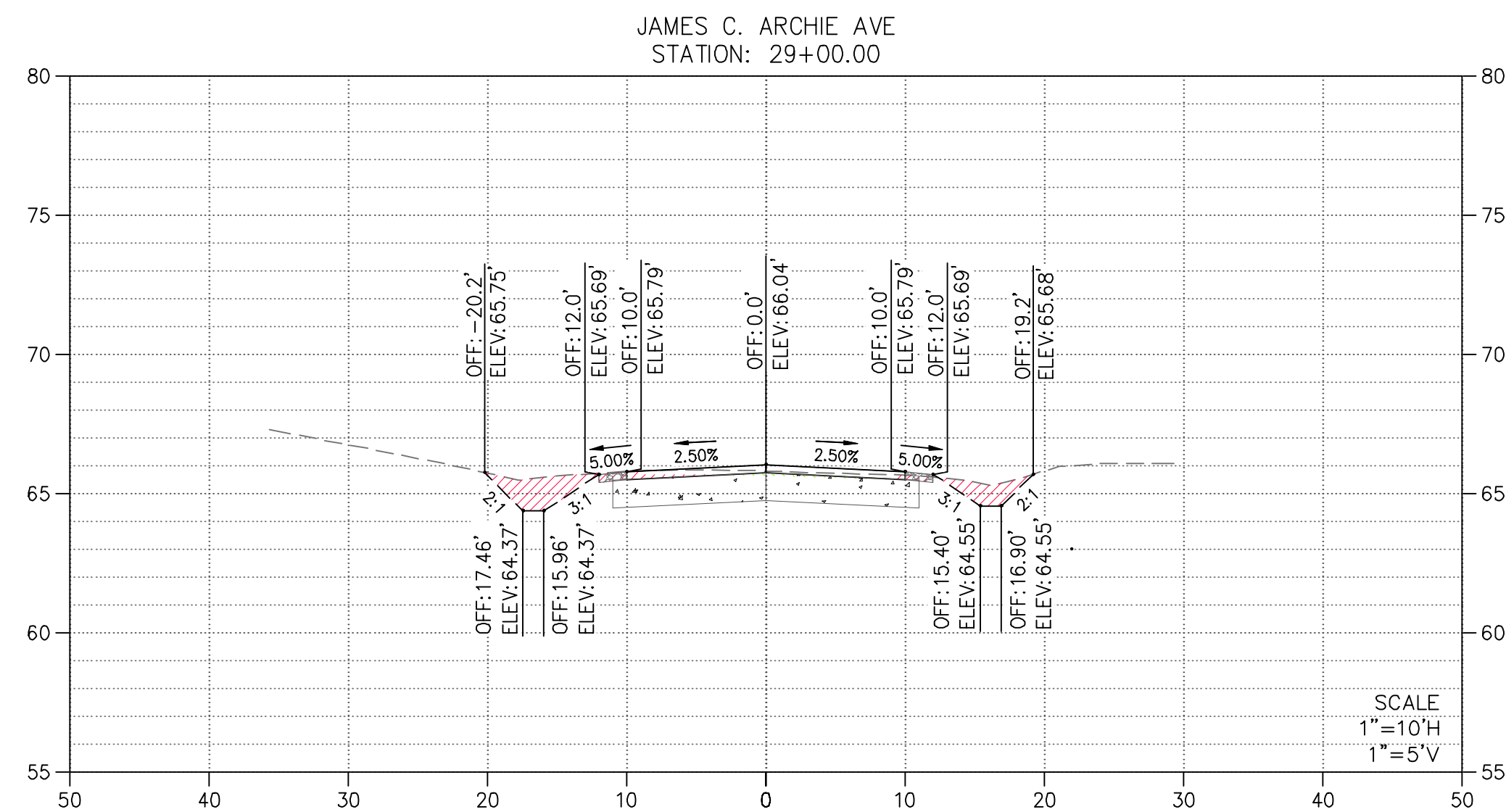
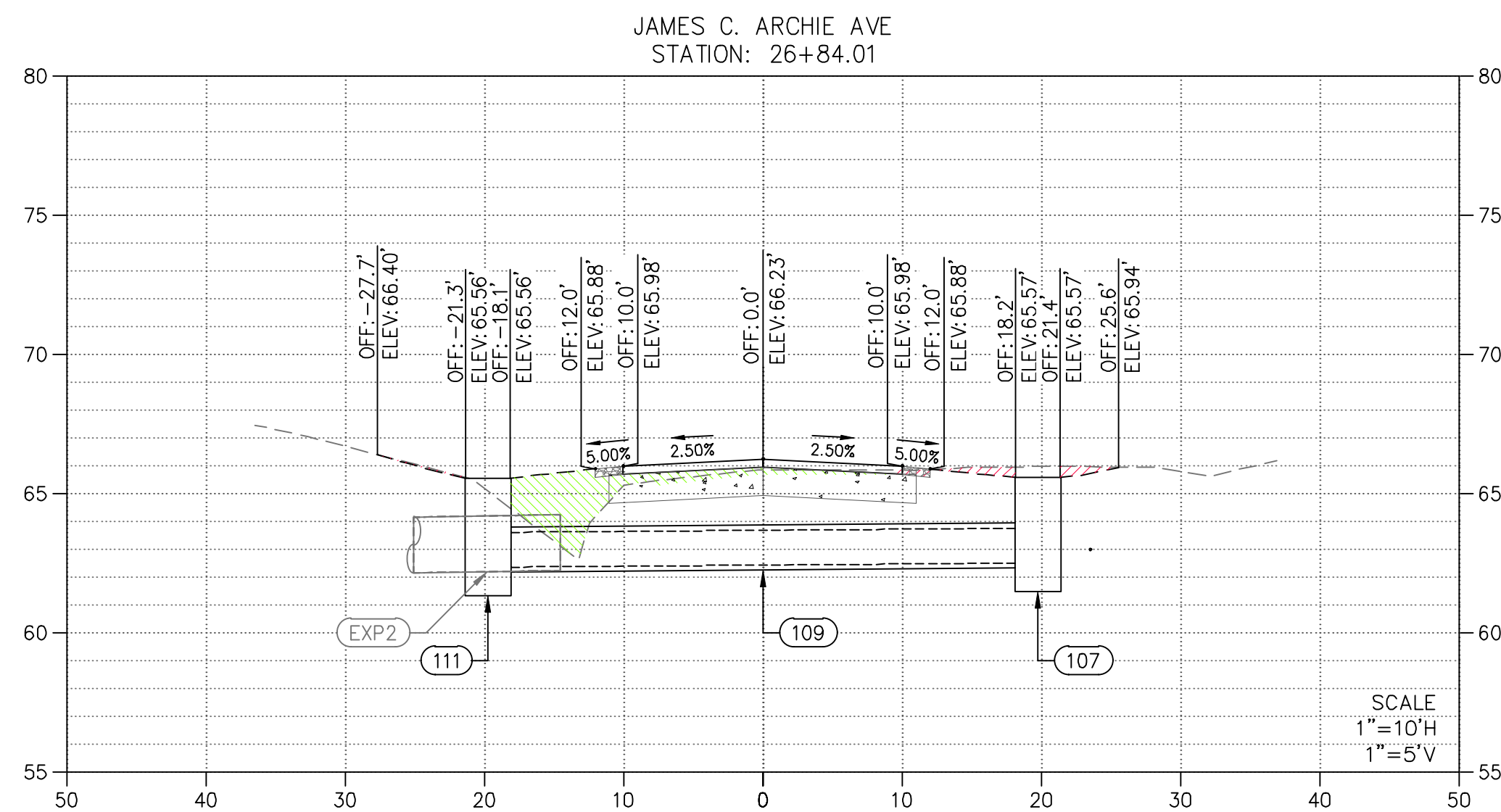
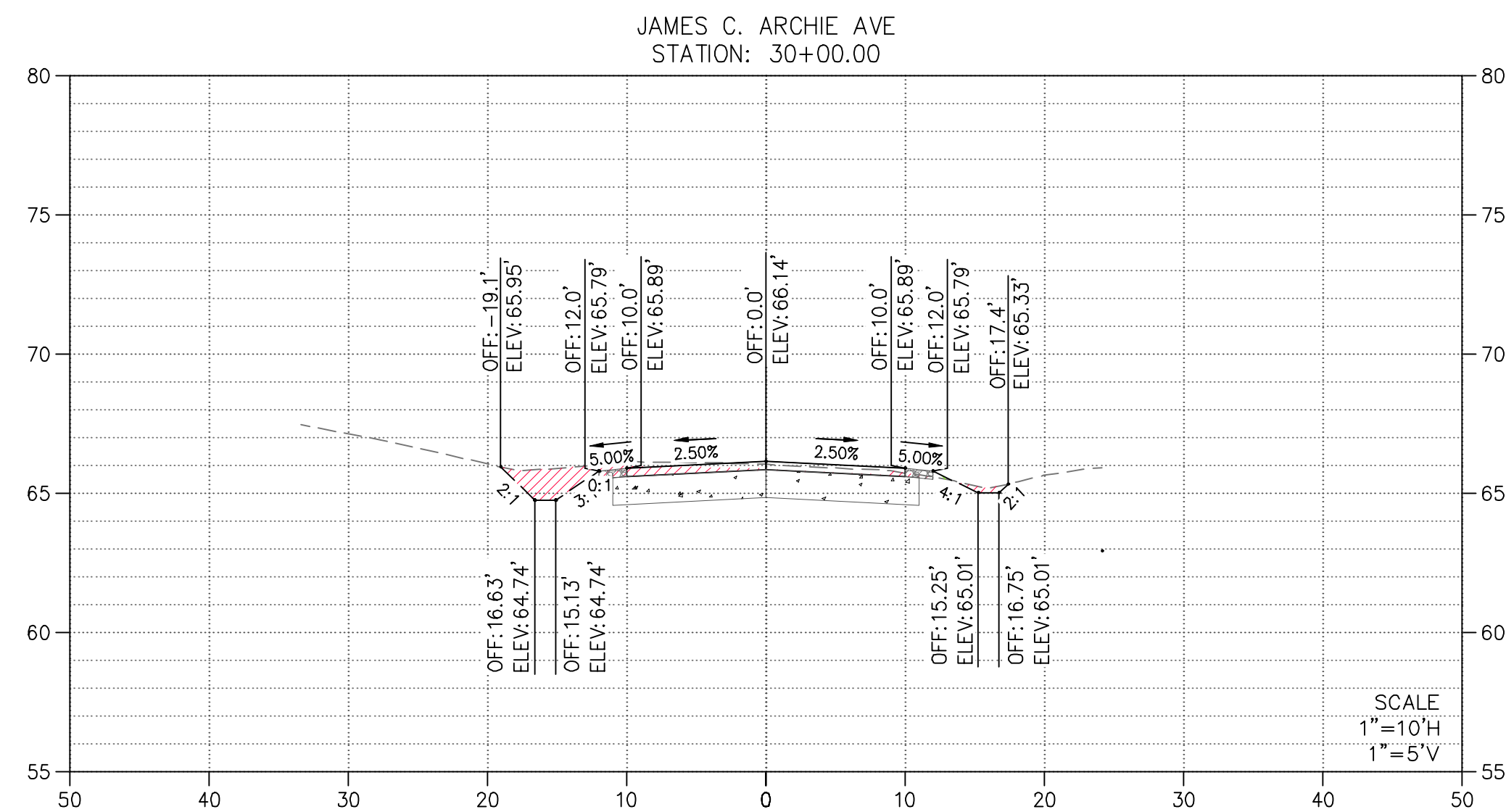
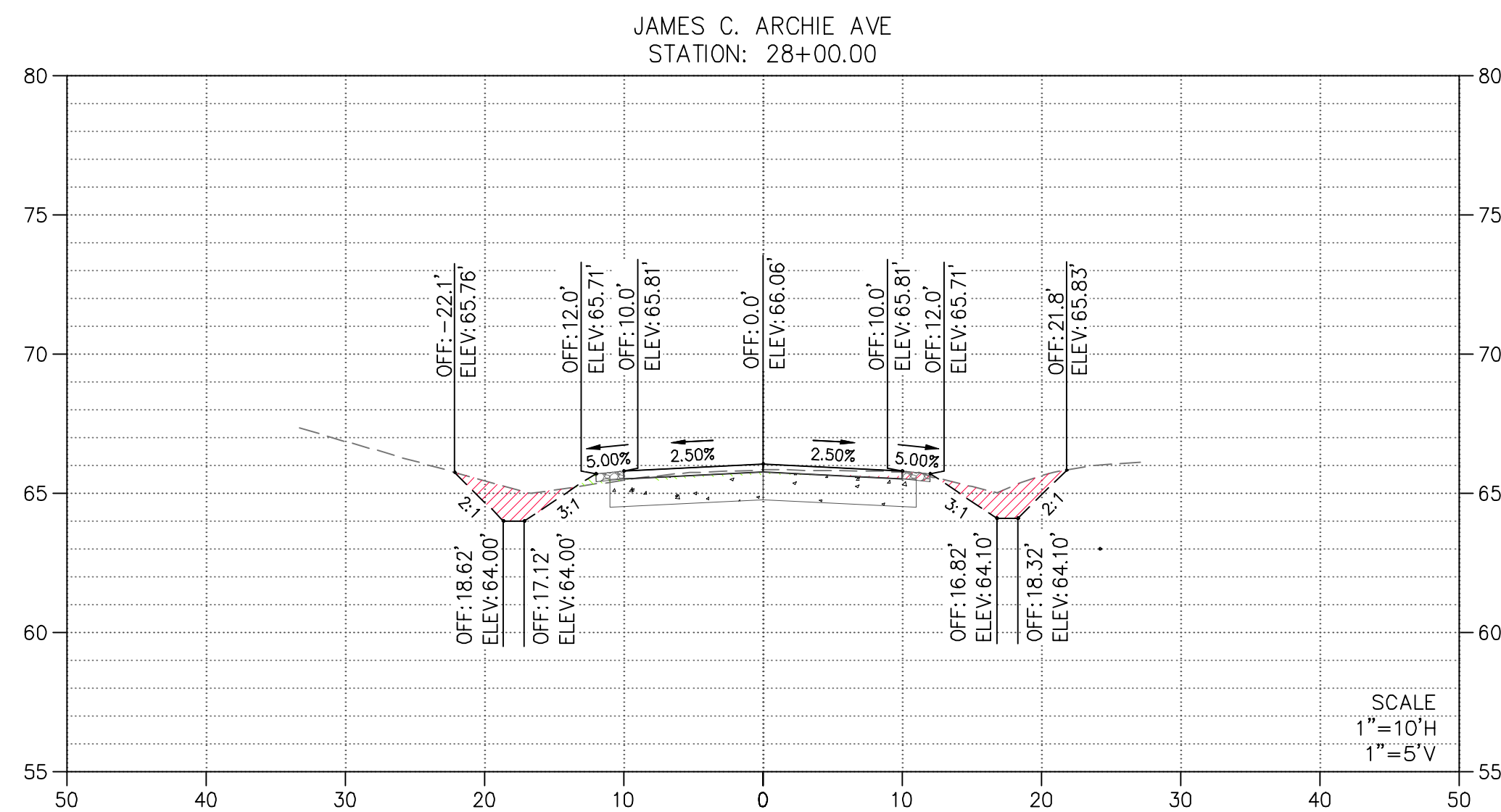


JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I

## CROSS SECTIONS

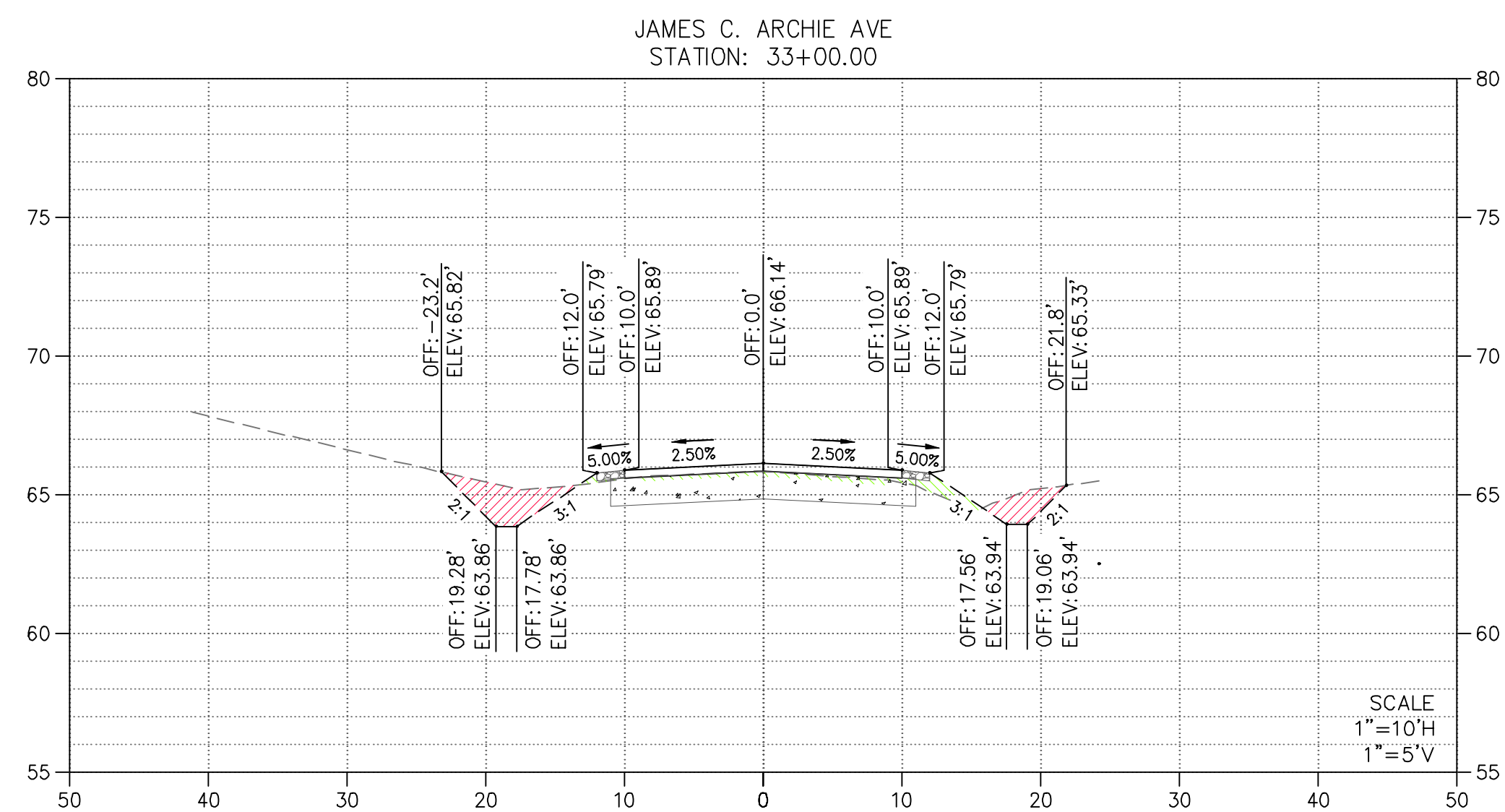
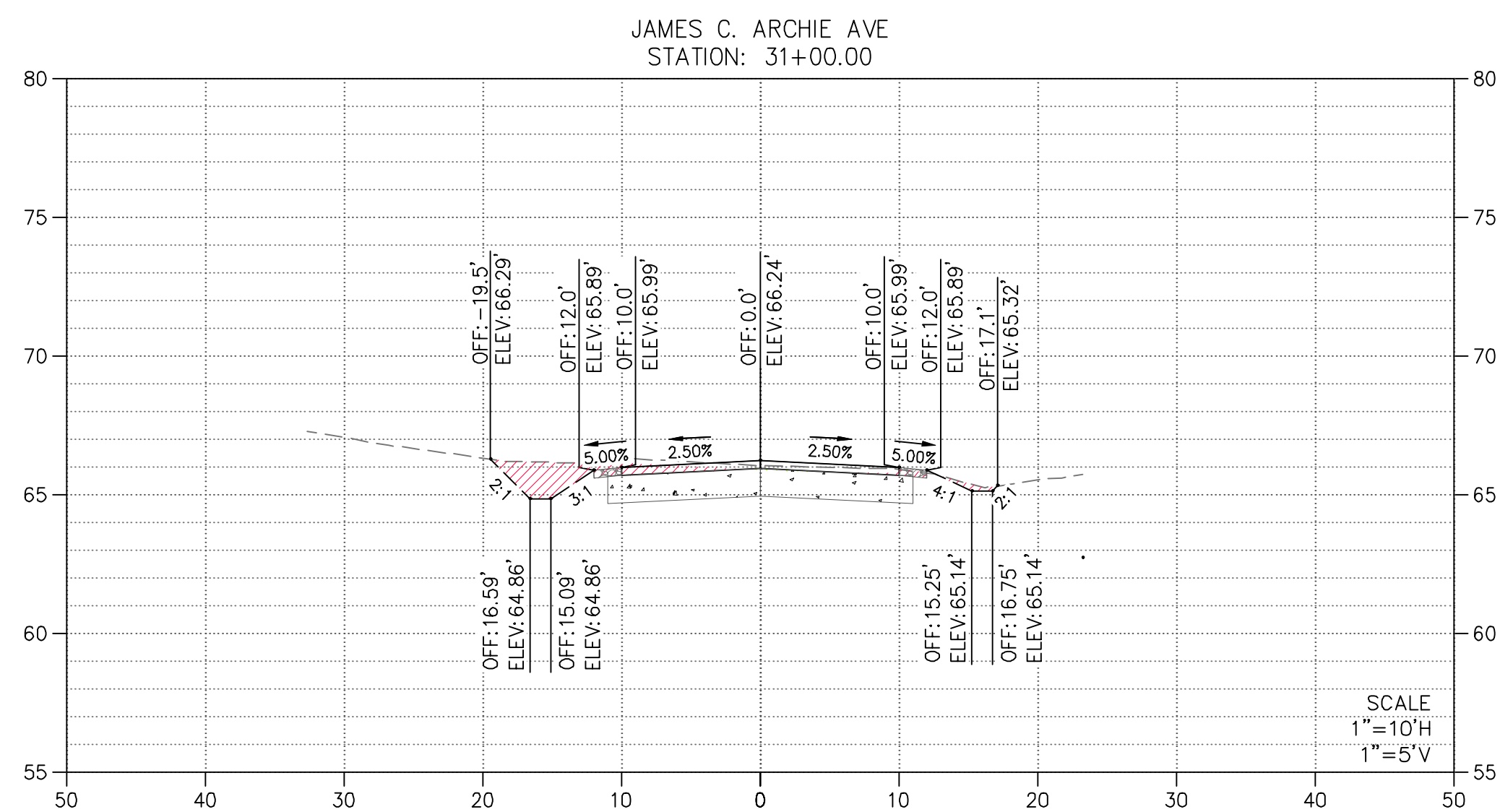
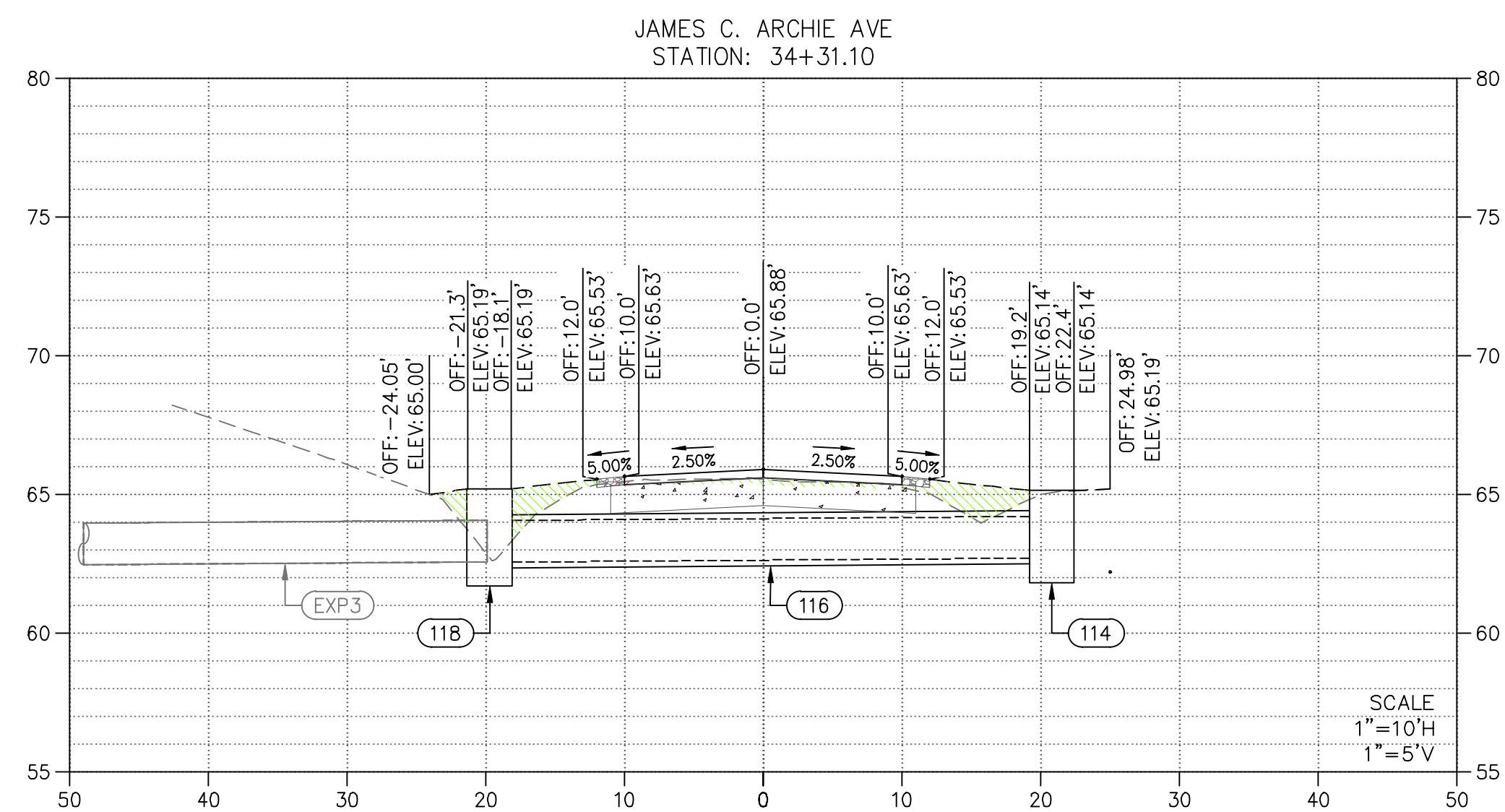
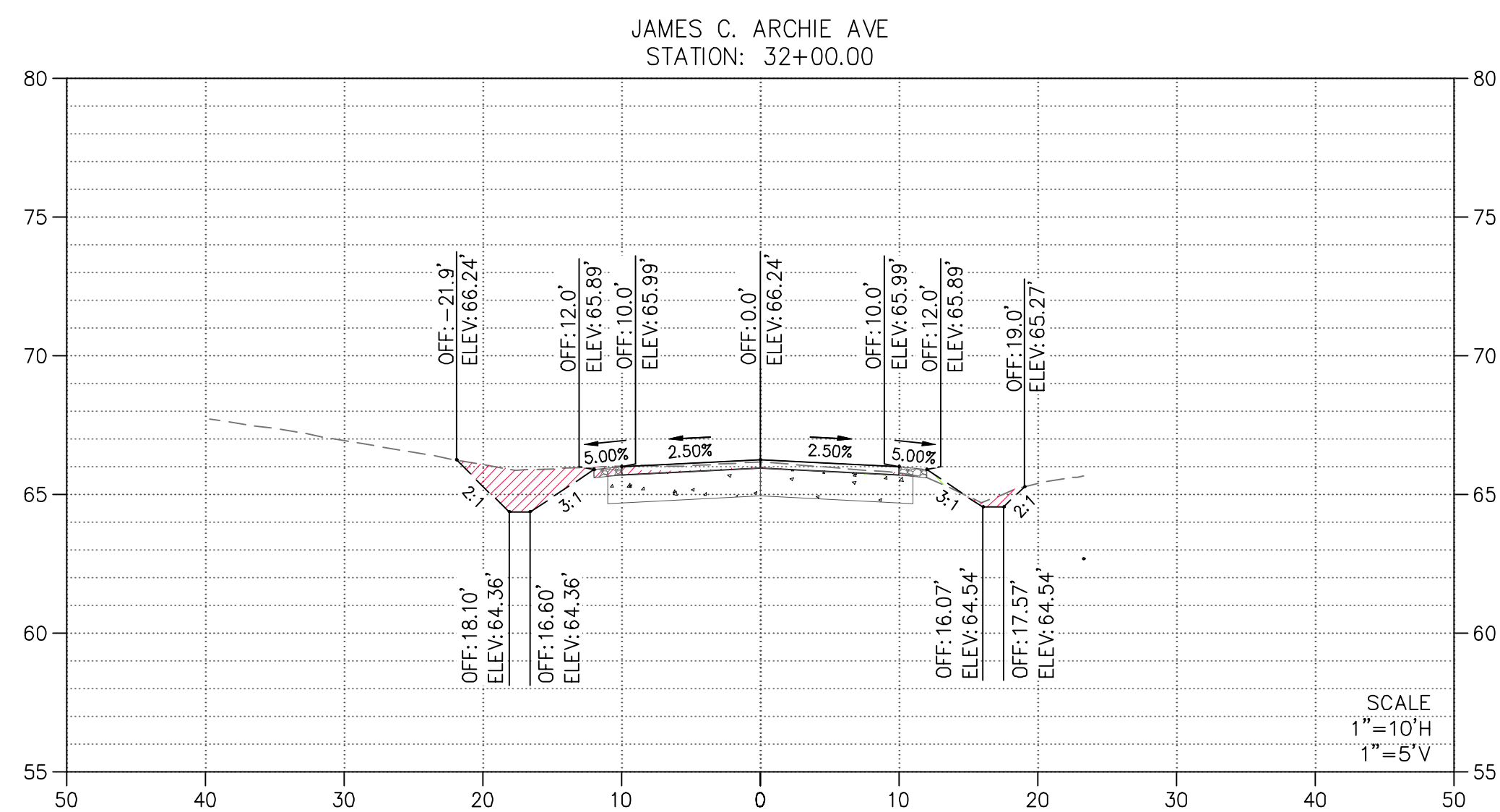
Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER
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Drawn By	LG
Checked By	AG

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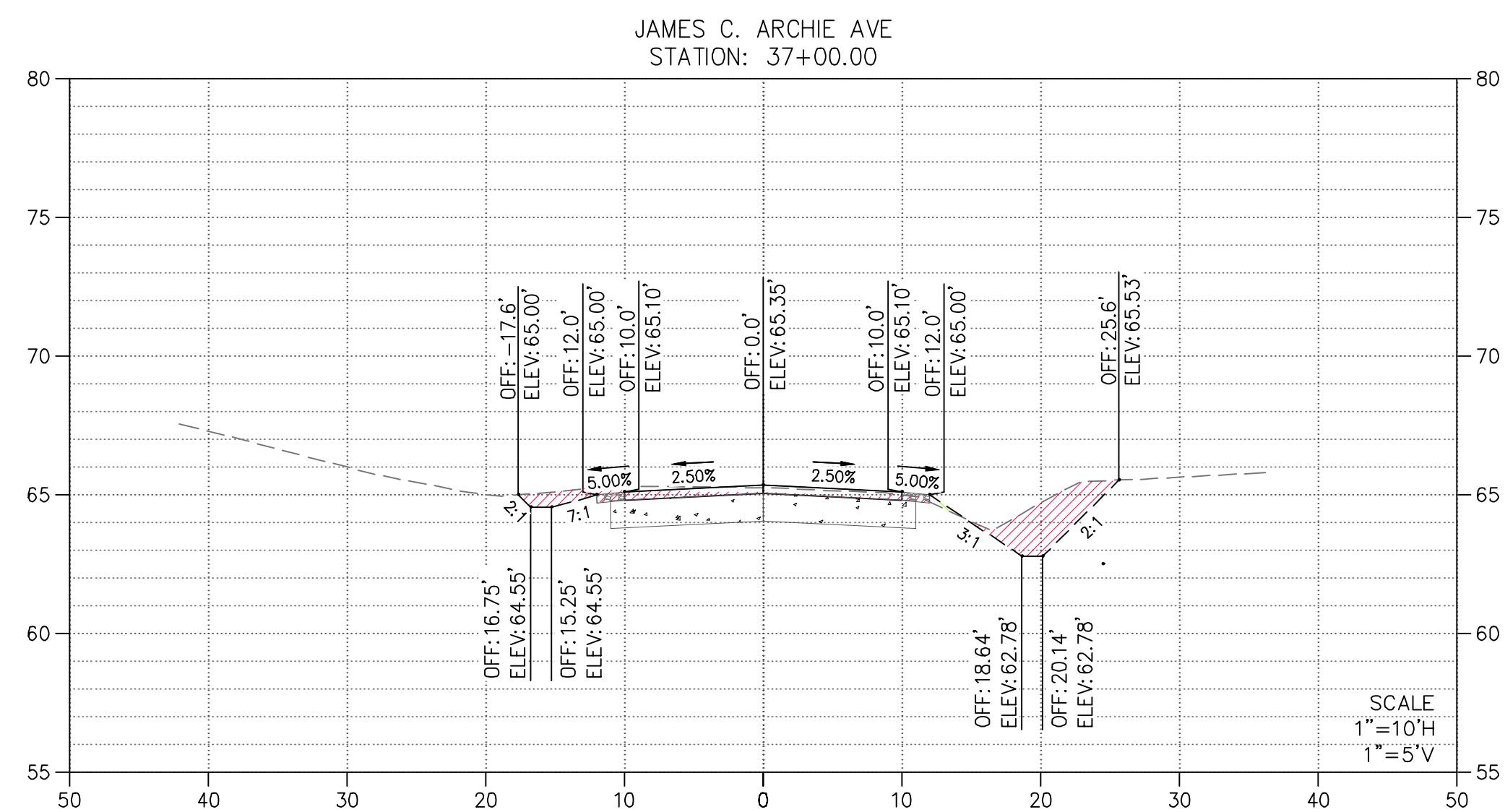
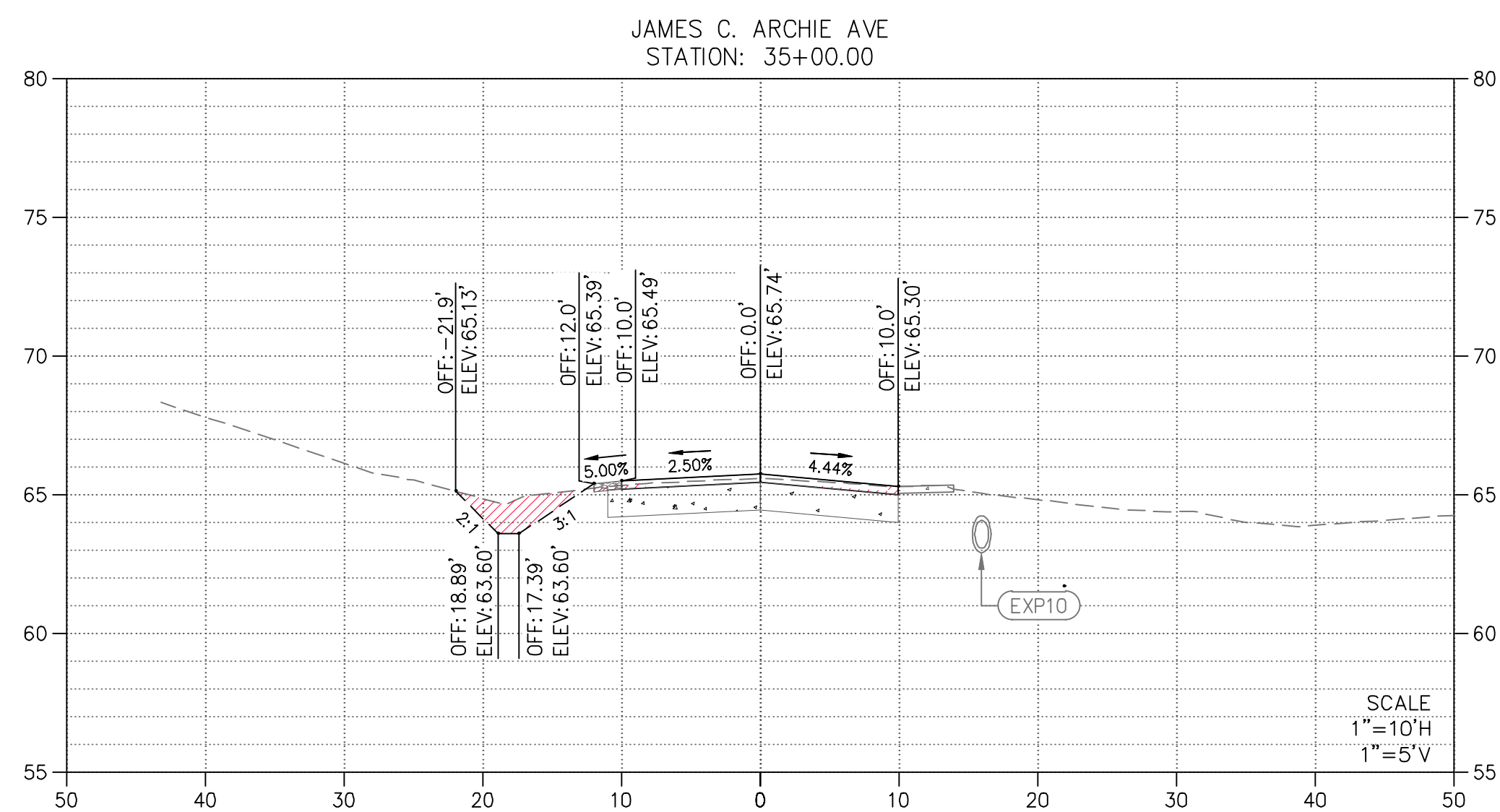
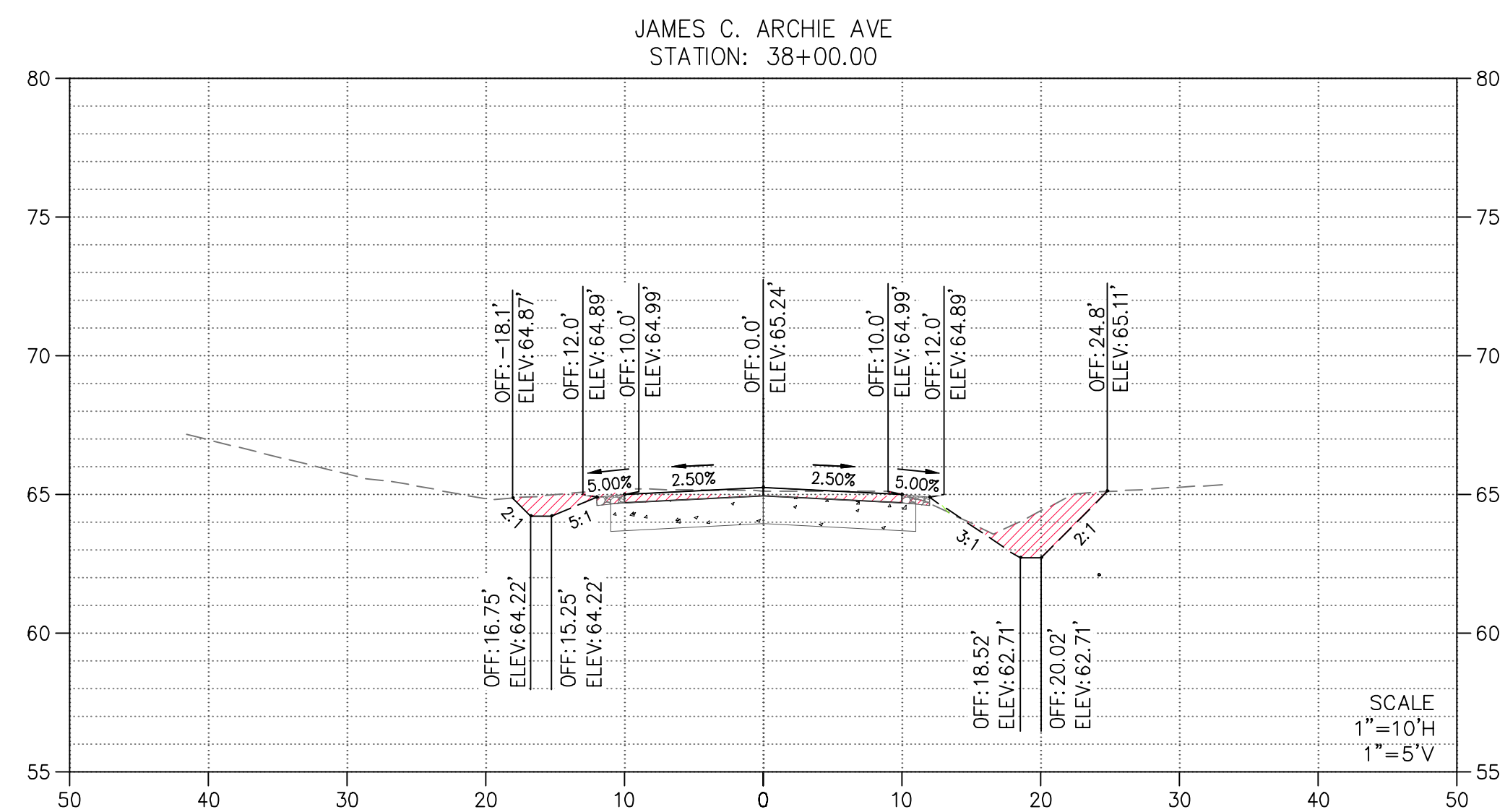
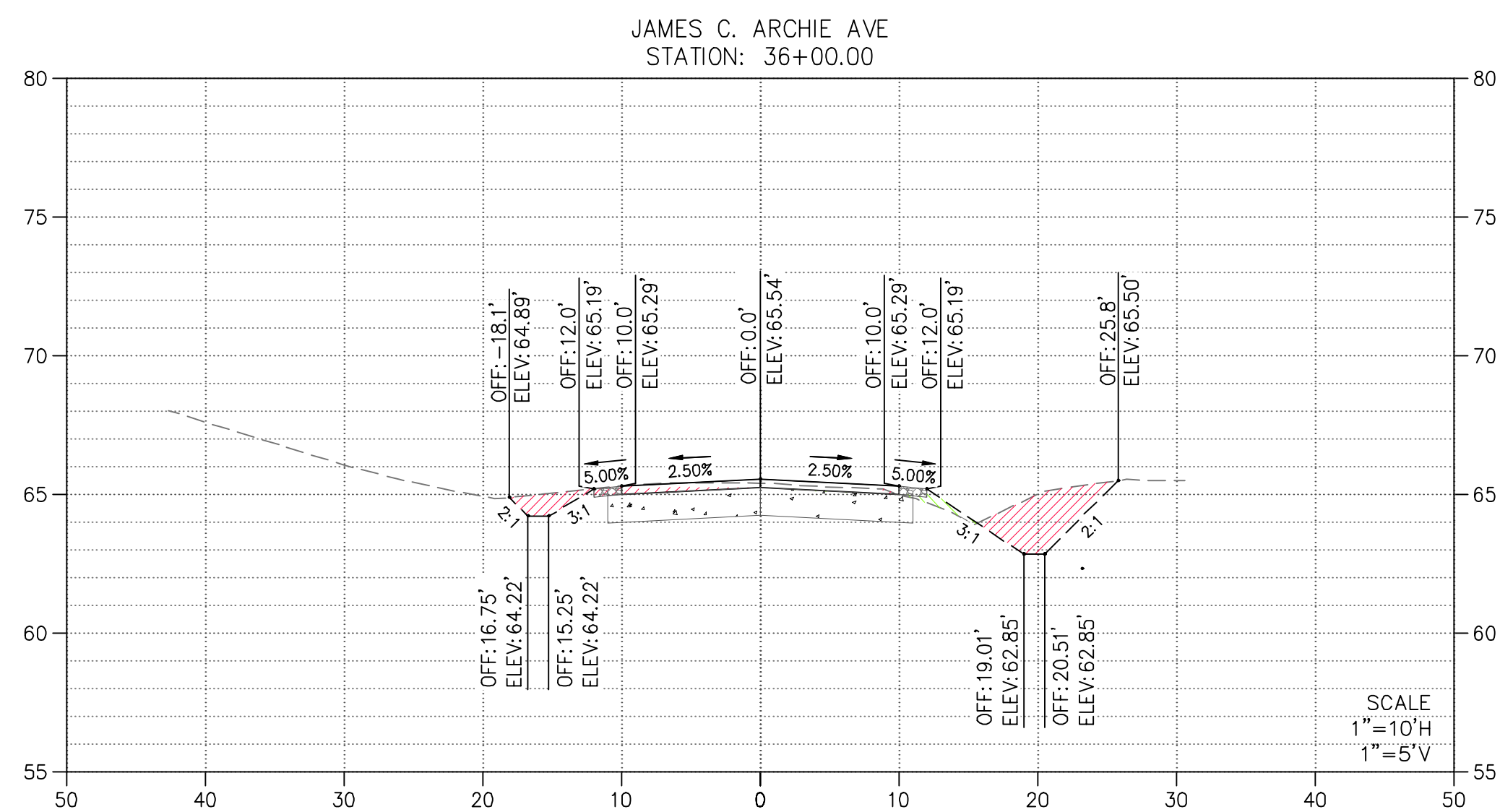


LINE LEGEND

No.	Description	Date	
<div> <div> <div>BLUEWING</div> <div>CIVIL CONSULTING, LLC</div> </div> <div> <div>PO BOX 3384</div> <div>LAFAYETTE, LA 70502</div> </div> <div> <div>Phone: (337) 419-0911</div> <div>info@bluewingcivil.com</div> </div> </div>			
<div>JAMES C. ARCHIE AVE RECONSTRUCTION PHASE I</div>			
<div>CROSS SECTIONS</div>			
Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER		
Project Number	224026		
Issue Date	AUGUST 2025		
Drawn By	LG		
Checked By	AG		
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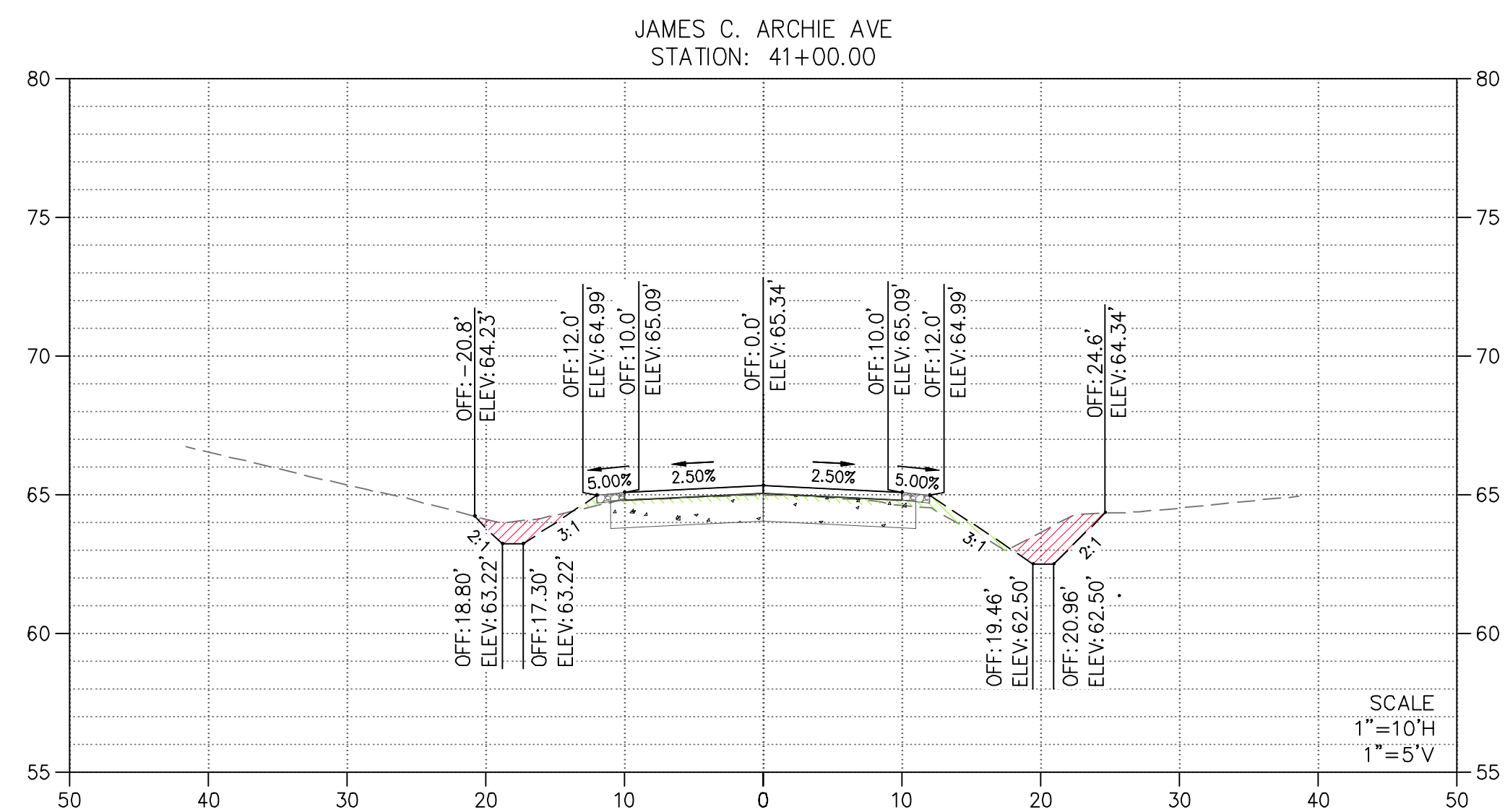
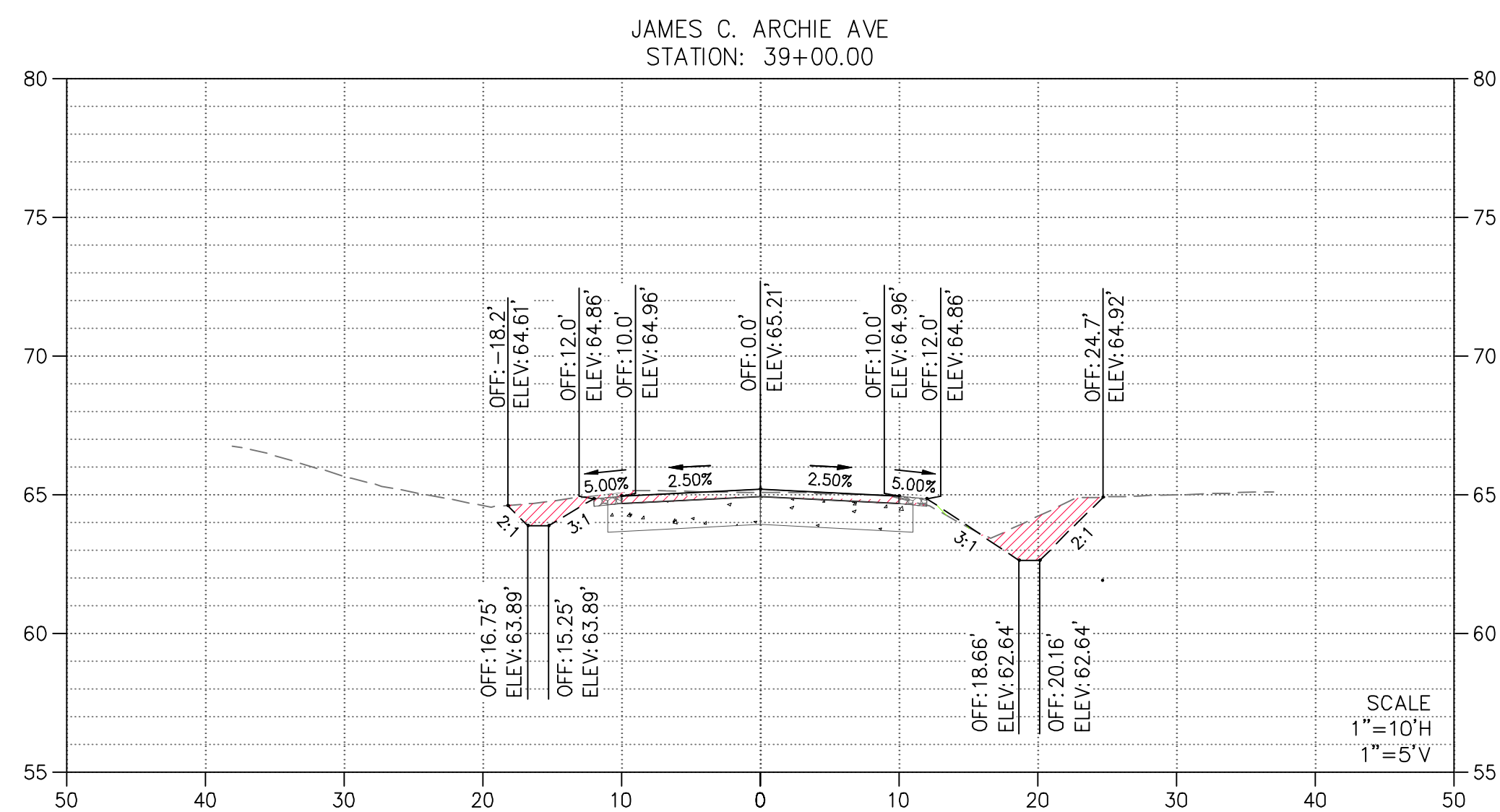
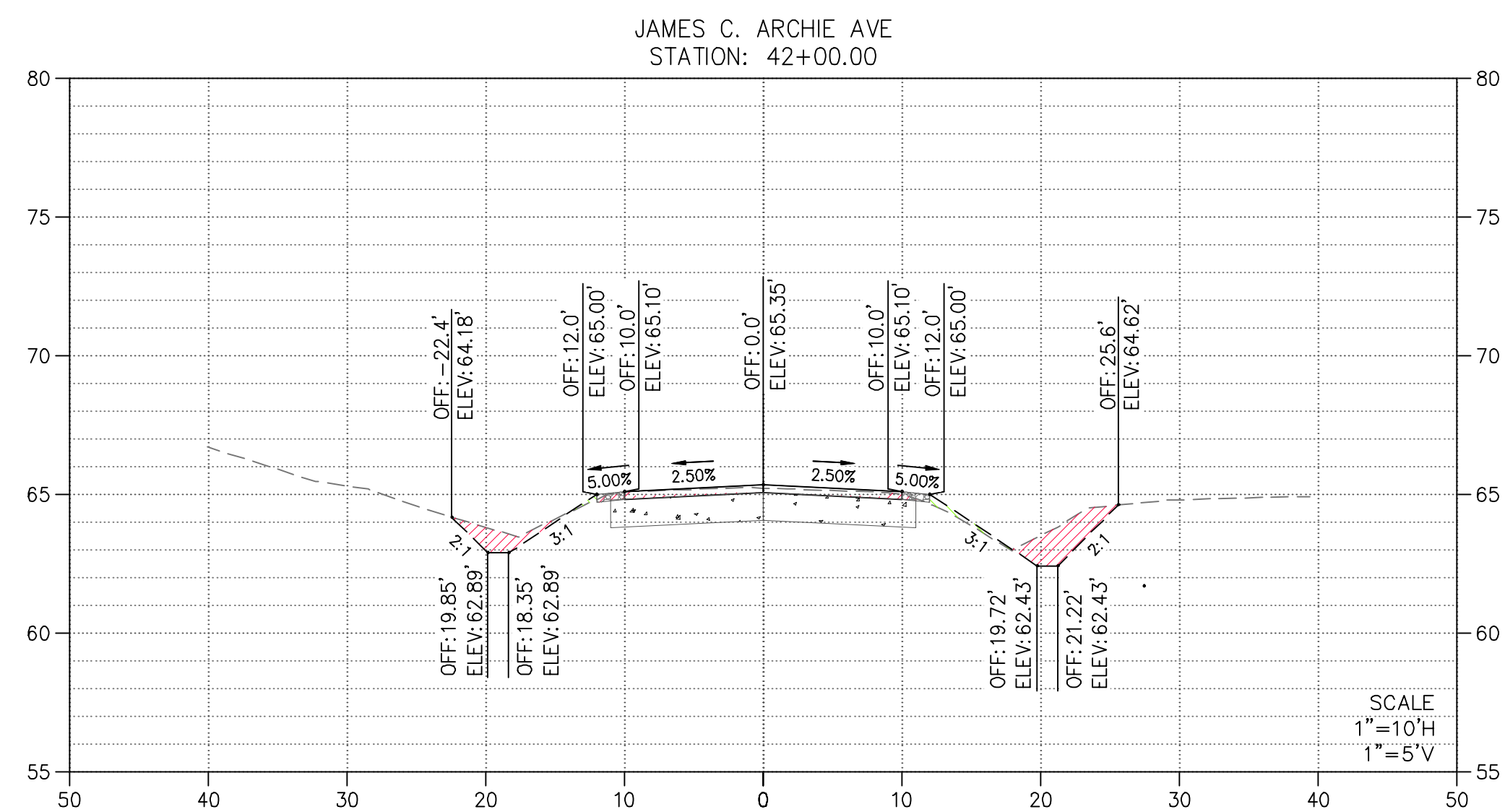
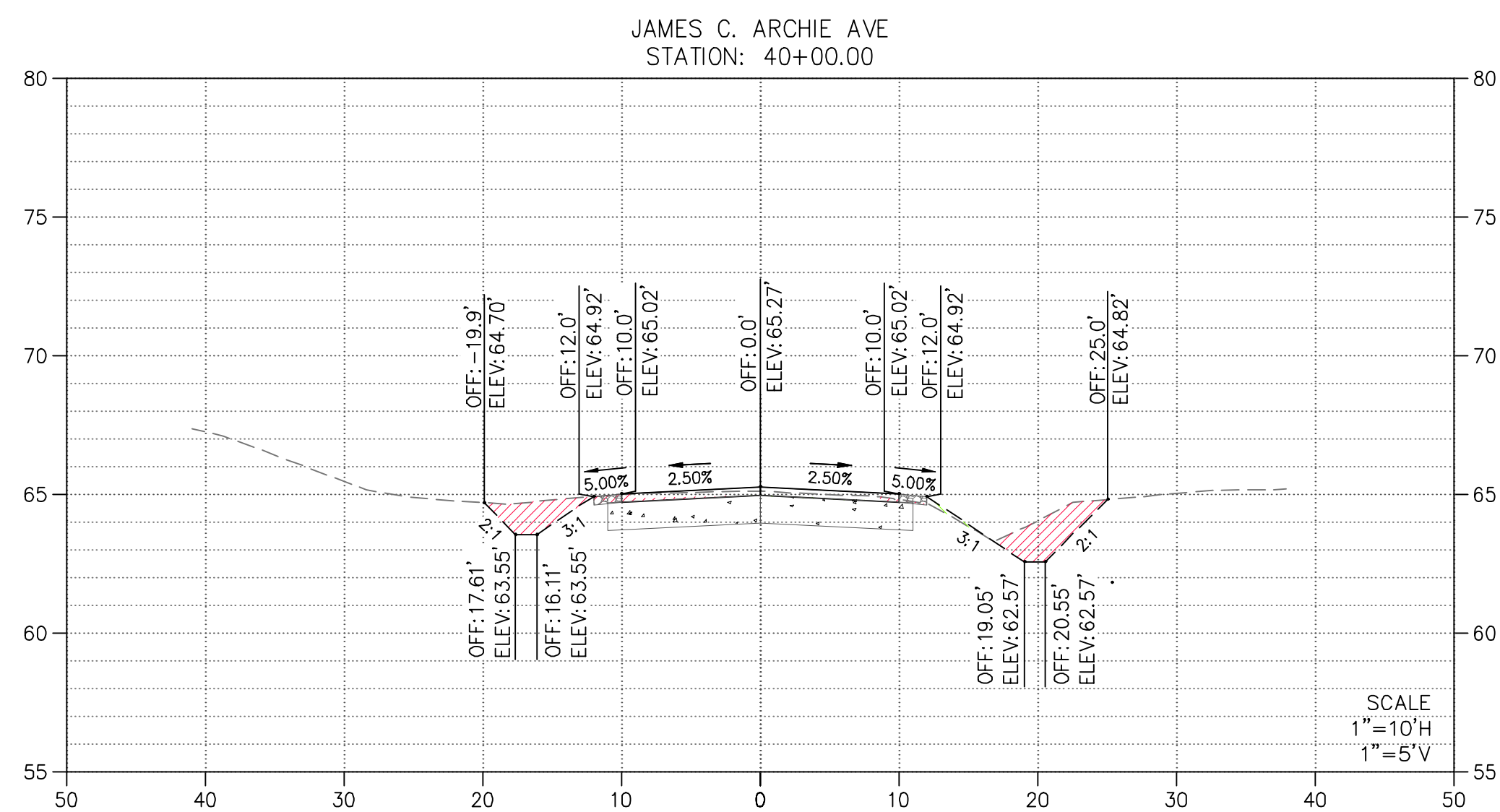


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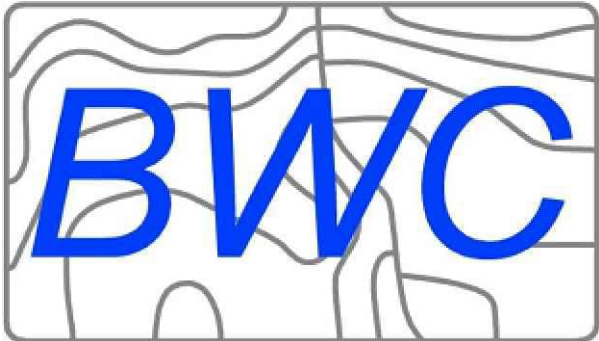
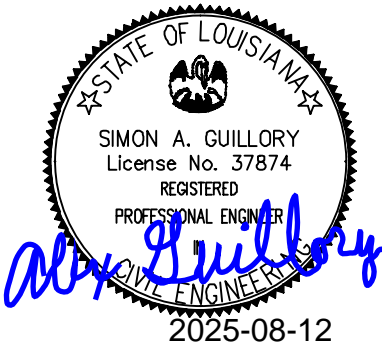


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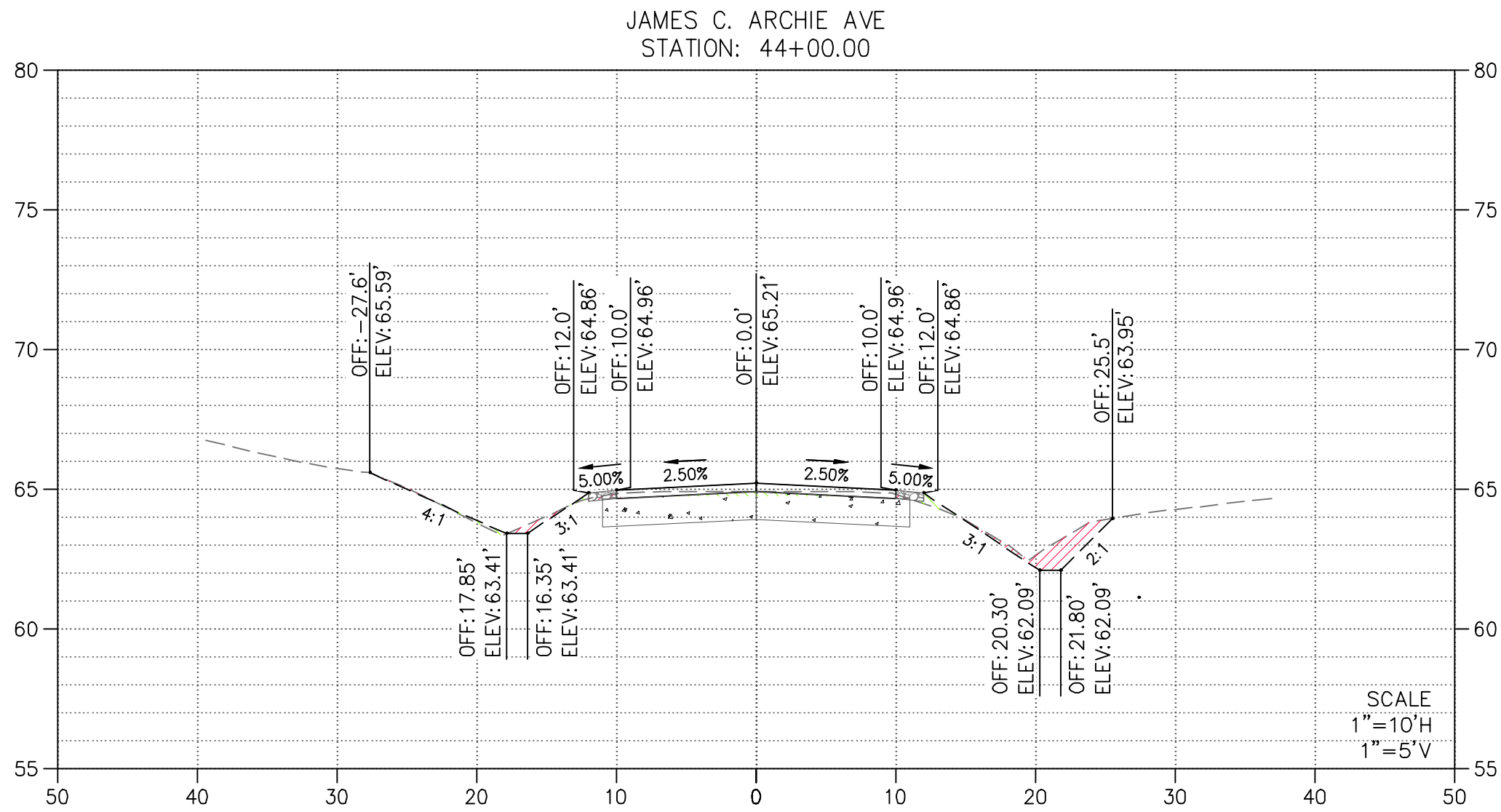
-----	EXISTING GRADE
-----	PROPOSED GRADE
=====	PROPOSED ASPHALT



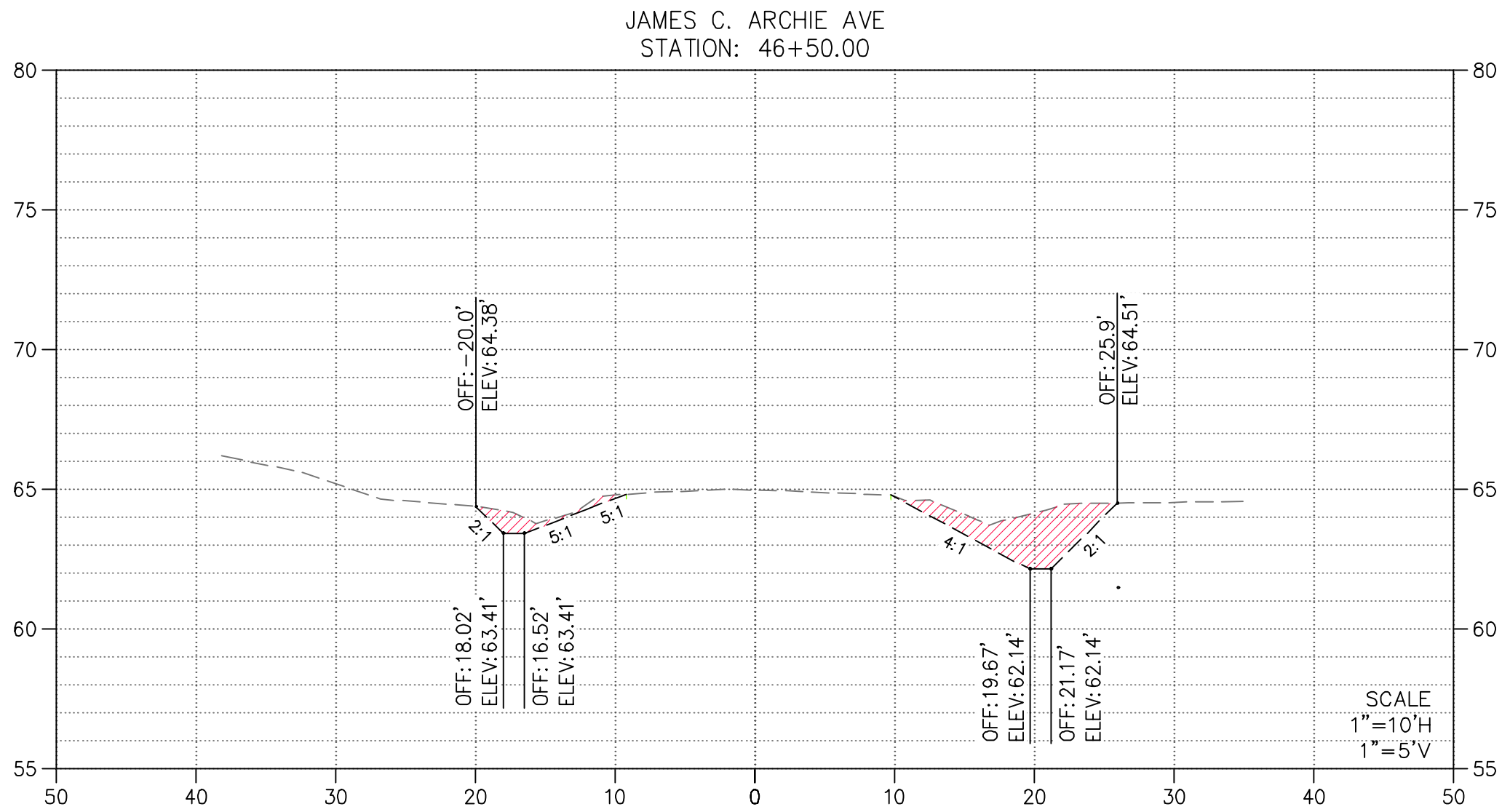
LINE LEGEND

No.	Description	Date			
<div> <div> <div>BLUEWING</div> <div>CIVIL CONSULTING, LLC</div> <div> PO BOX 3384  LAFAYETTE, LA 70502 </div> <div> Phone (337) 419-0911  info@bluewingcivil.com </div> </div> <div>   </div> </div>					
JAMES C. ARCHIE AVE RECONSTRUCTION PHASE I					
CROSS SECTIONS					
Client	SOUTHERN CALIFORNIA STATE COLLEGE AG RESEARCH AND EXTENSION CENTER				
Project Number					224026
Issue Date					AUGUST 2025
Drawn By					LG
Checked By					AG
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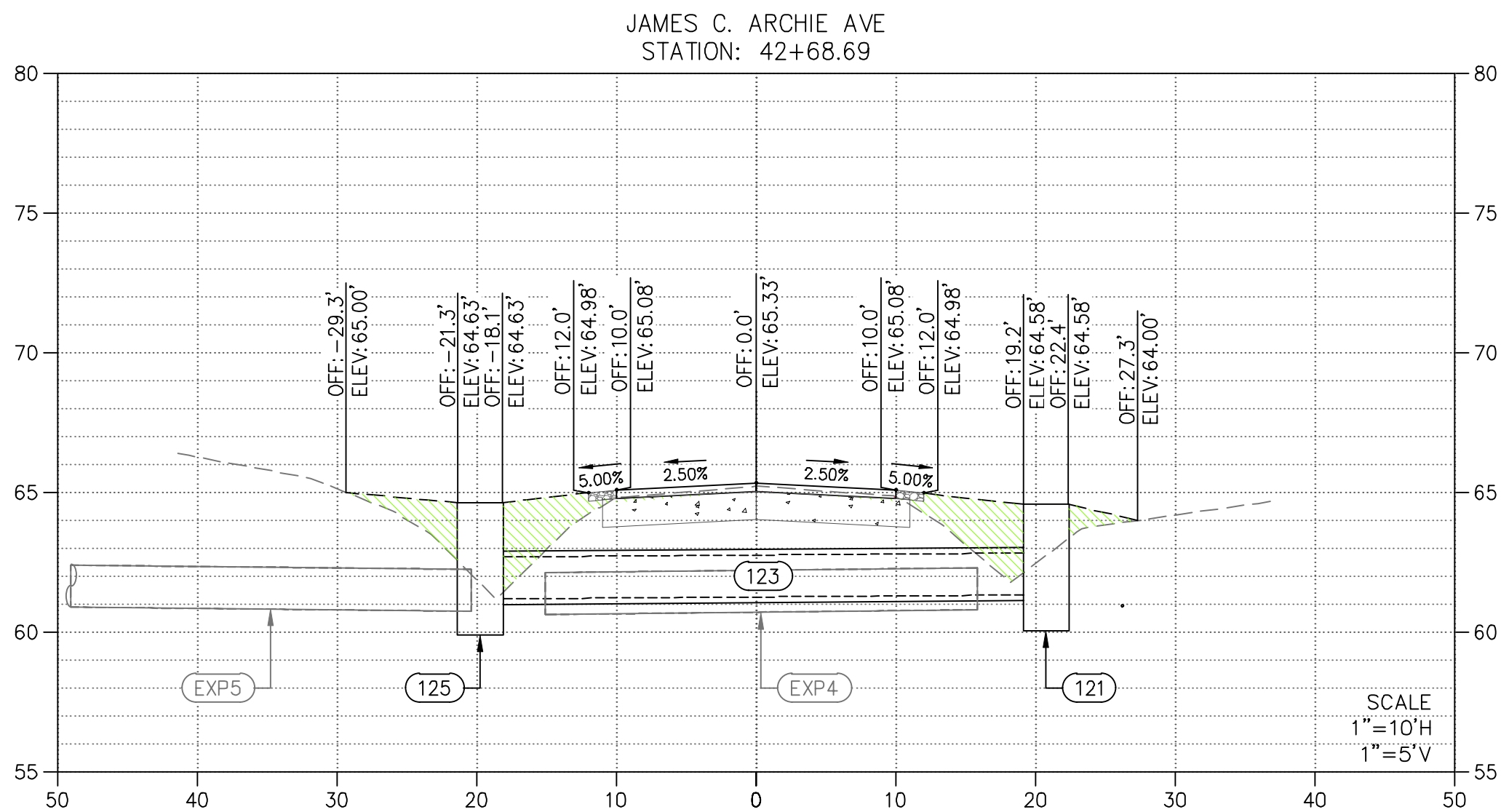
MATERIAL(s) AT STATION 44+00			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	5.84	14.33	1148.13
FILL	2.16	92.00	610.90



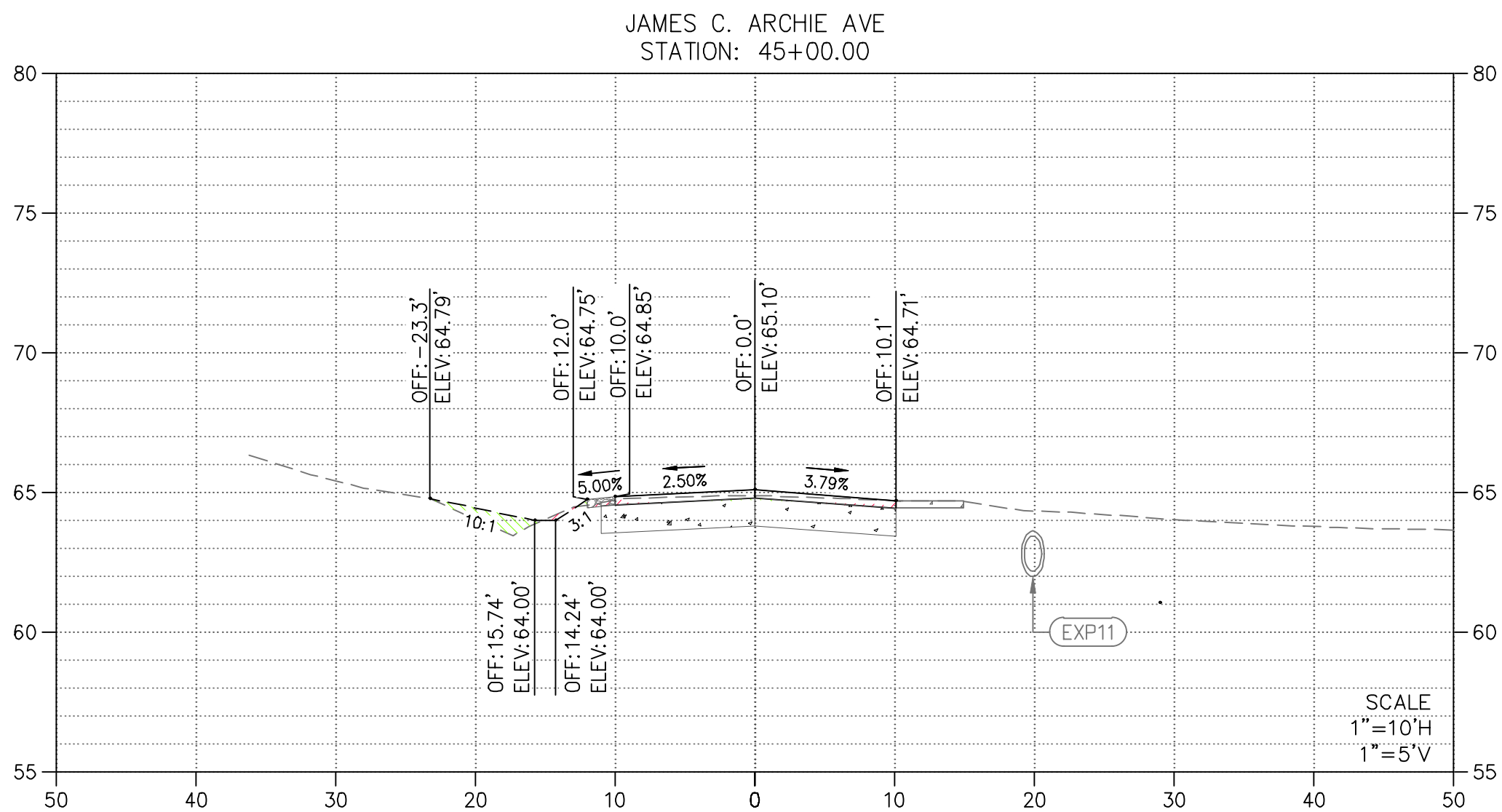
MATERIAL(s) AT STATION 46+50			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	19.36	56.90	1217.94
FILL	0.00	8.96	629.82

LINE LEGEND

----- EXISTING GRADE  
----- PROPOSED GRADE  
----- PROPOSED ASPHALT



MATERIAL(s) AT STATION 42+69			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	0.05	14.85	1133.81
FILL	35.67	46.78	518.89



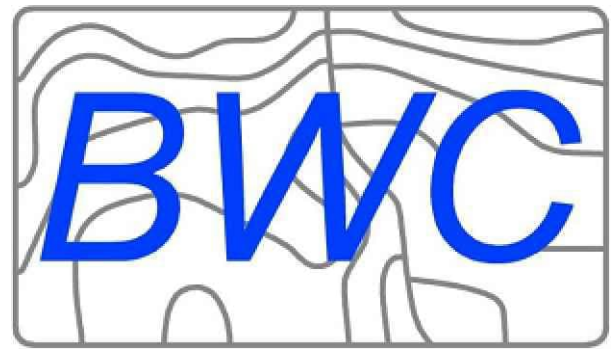
MATERIAL(s) AT STATION 45+00			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	1.12	12.90	1161.03
FILL	3.22	9.97	620.87

No.	Description	Date

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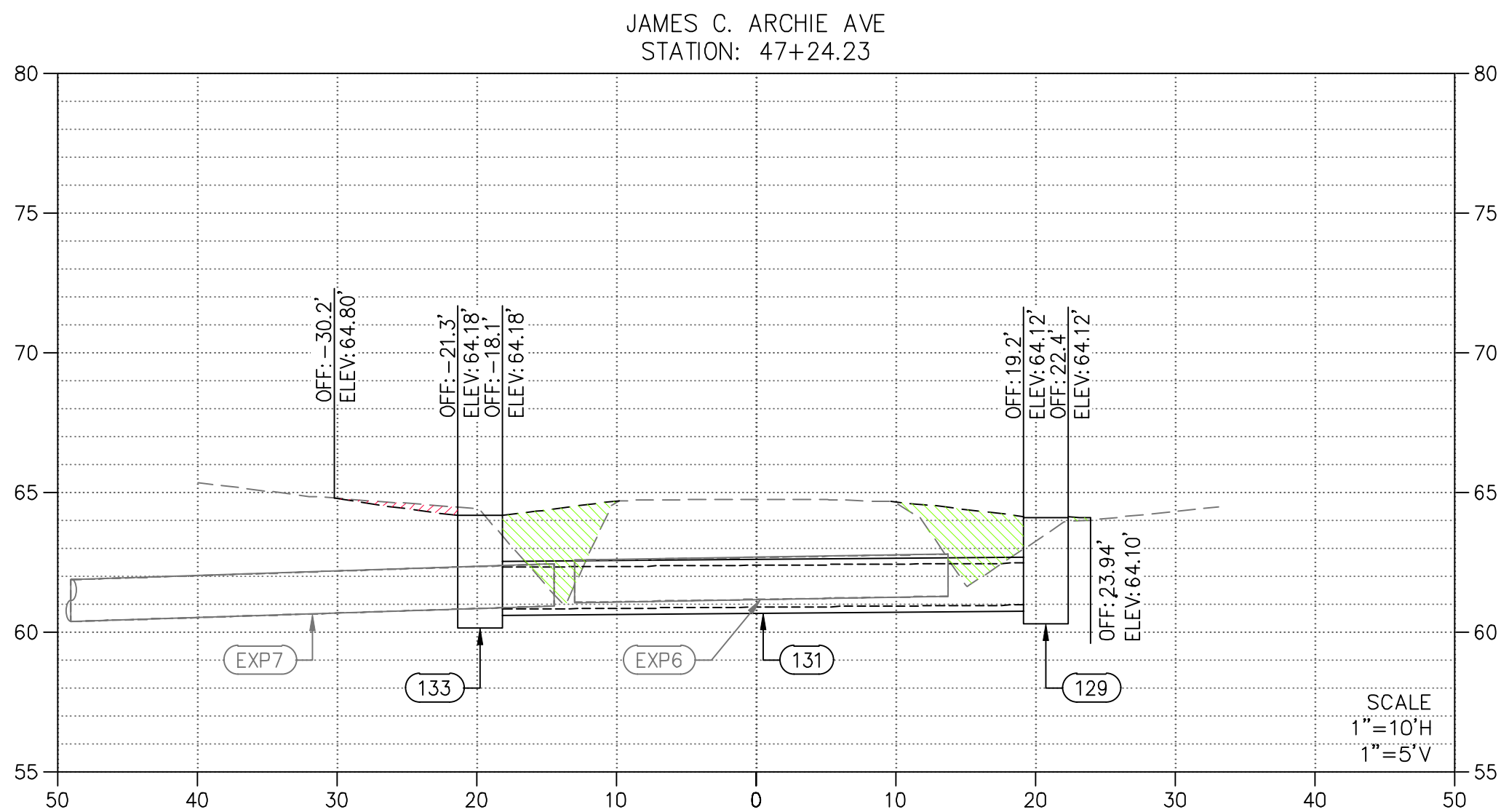
JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I

CROSS SECTIONS

Client	SOUTHERN UNIVERSITY AND A&M COLLEGE AG RESEARCH AND EXTENSION CENTER
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Checked By	AG

409

Z:\2024\224026 James C Archie Rd Reconstruction\CAD\Plans\DWG\Phase 1\Cross Sections.dwg 8/12/2025 7:15 AM



MATERIAL(s) AT STATION 47+24			
MATERIAL NAME	AREA (sq ft)	VOLUME (cu yd)	CUMULATIVE VOLUME (cu yd)
CUT	1.42	28.57	1246.51
FILL	29.87	41.06	670.88

LINE LEGEND

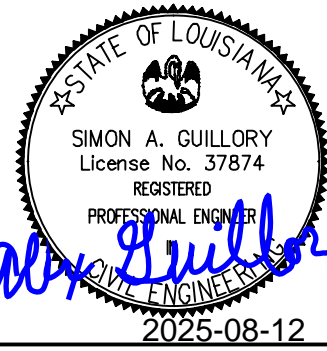
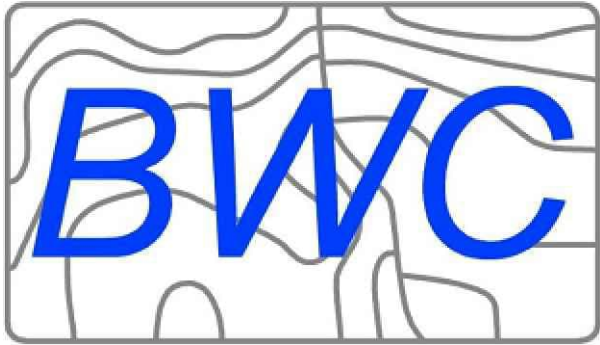
---	EXISTING GRADE
---	PROPOSED GRADE
---	PROPOSED ASPHALT

No.	Description	Date

BLUEWING  
CIVIL CONSULTING, LLC

PO BOX 3384  
LAFAYETTE, LA 70502

Phone: (337) 418-0911  
info@bluewingcivil.com



JAMES C. ARCHIE AVE  
RECONSTRUCTION PHASE I

CROSS SECTIONS

Client SOUTHERN UNIVERSITY AND A&M COLLEGE  
AG RESEARCH AND EXTENSION CENTER

Project Number 224026

Issue Date AUGUST 2025

Drawn By LG

Checked By AG

410

**PRE-BID CONFERENCE & SITE-VISIT: SEPTEMBER 30, 2025 @ 10:30 AM -BID NUMBER 10346**  
**SOUTHERN UNIVERSITY AND A&M COLLEGE- JAMES C. ARCHIE ROAD RECONSTRUCTION PROJECT**  
**PRE-BID & SITE LOCATION: HEAD HOUSE BUILDING-9202 B.A. LITTLE DRIVE-AG CENTER**

**PLEASE PRINT CLEARLY IN THE APPROPRIATE AREAS (IN INK ONLY)**

COMPANY	REPRESENTATIVE (PLEASE PRINT)	ADDRESS (BOX#, STREET, CITY, STATE, ZIP)	EMAIL ADDRESS	PHONE NO.
RJ Daigle	Zach Pellerin	18444 Highland Rd.	Zpellerin@rjdaigle.com	(217) 303-9713
Precision Grading	Masson LeMieux	6255 Double tree BR 70817	Masson @precisiongradingla.com	225 571 5222
ProCivil LLC	John Gray	100 covington st ste 617 <sup>madisonville</sup> 70447	John@Procivilconstruction.com	504 415-0667
Mtrak LLC	Kim Robillard	Po Box 182 Livingston LA 70755	Kim@mttrakllc.com Tony@mttrakllc.com	337-344-8176
Barber Brothers	Buck Barber	2636 Dougherty Dr, Baton Rouge, LA	bbarber@barber-brothers.com	225-223-1505
Barriere Construction Co.	Matthew Roth	1000 E Morris Dr, Hammond, LA	matthew.roth@barriere.com	985-789-9749
C.I.C.	Adam Breaux	1290 GREEN VALLEY RD WASHINGTON, LA 70589	Adam@CIC.LLC	318-715-7492
BWC	Brady Bognes	604 St John St Lafayette, LA 70511	brady@bluewingcivil.com	337-362-0011
BWC	Jacob Roy	604 St. Johnst Lafayette, LA 70511	Jacob@bluewingcivil.com	337-362-0600

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COMPANY	REPRESENTATIVE (PLEASE PRINT)	ADDRESS (BOX#, STREET, CITY, STATE, ZIP)	EMAIL ADDRESS	PHONE NO.
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Wickham Industries	Theo Wickham	11873 Cogswell Dr	twickham@cox.net	(225) 936-4495
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SU AG CENTER	DANNA BROWN	P.O. Box 10010	danna.brown@suagcenter.com	402-216-3061
SU Ag Center	C. Kevin Walsh	P.O. box 10010	Calvin.Walsh@suagcenter.com	337-344-8634
<del>SU FACILITIES</del>	<del>KESTEE WEIR III</del>	<del>SU CAMPUS</del>	<del>KESTEE_WEIR@SU.EDU</del>	<del>225-771-6235</del>
SU Ag Center	ERVIN Antoine	Box 10010 SU Ag Center	ervin_antoine@suagcenter.com	225-954-1464