- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE DISCONNECTION OF UTILITY SERVICES TO THE EXISTING BUILDINGS AND ACCESSORY STRUCTURES PRIOR TO DEMOLITION AS NEEDED.
- 2. THE CONTRACTOR IS RESPONSIBLE FOR AND SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE DISCONNECTION, REMOVAL, &/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY TO DETERMINE IF PORTIONS OF UTILITY WORK WILL BE PERFORMED BY THE UTILITY COMPANY'S FORCES & ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR UTILITY DISCONNECTION, REMOVALS/RELOCATIONS, AND PAYING ASSOCIATED FEES & CHARGES UNI ESS OTHERWISE NOTED IN THE PLANS
- 3. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION & REMOVAL OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC, TO FACILITATE THE CONSTRUCTION OF IMPROVEMENTS SHOWN ON THE REMAINING CONSTRUCTION DOCUMENTS. THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS INVOLVED WITH DEMOLITION ACTIVITIES AND IS RESPONSIBLE FOR REMOVING & DISPOSAL OF THE DEBRIS IN AN APPROVED, LAWFUL MANNER. THE CONTRACTOR MAY NOT STORE DEMOLISHED
- MATERIAL ONSITE UNLESS APPROVED IN WRITING BY THE OWNER. 4. EXISTING UTILITIES (INCLUDING METERS, VALVES, ETC.) BEING REMOVED SHALL BE REMOVED, TERMINATED & CAPPED AT THE PROPERTY LINE UNLESS OTHERWISE NOTED IN THE PLANS.
- 5. THE CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO THE EXISTING ADJACENT PROPERTIES AT ALL TIMES. IF UTILITY REMOVAL &/OR RELOCATION WILL AFFECT AN ADJACENT PROPERTY OWNER, THE CONTRACTOR SHALL COORDINATE WITH AFFECTED PARTIES & UTILITY COMPANIES PRIOR TO THE RELOCATION &/OR REMOVAL OF UTILITIES. UTILITY SERVICE SHALL NOT BE INTERRUPTED WITHOUT WRITTEN APPROVAL FROM THE AFFECTED END
- 6. ALL AREAS WHERE PAVEMENT, STRUCTURE SLABS, FOUNDATIONS, UTILITIES, CONDUITS, UTILITY STRUCTURES, AND FACILITIES HAVE BEEN REMOVED SHALL BE BACKFILLED WITH COMPACTED SELECT BACKFILL MATERIAL. SELECT FILL MATERIAL SHALL BE PLACED & COMPACTED PER THE REQUIREMENTS OF SITE PREPARATION NOTES,
- APPLICABLE SPECIFICATIONS & THE OWNERS GEOTECHNICAL ENGINEER. 7. EXISTING FENCES LOCATED IN THE PROJECT AREA SHALL BE DEMOLISHED & REMOVED UNLESS OTHERWISE
- 8. EXISTING MANHOLES, DRAINAGE STRUCTURES, & VALVE BOXES TO REMAIN IN PLACE SHALL BE ADJUSTED TO
- 9. PRIOR TO ANY WORK ONSITE, THE CONTRACTOR SHALL CONTACT THE LOUISIANA ONE CALL SYSTEM AT
- 1-800-272-3020 OR 811. THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY REMOVALS. 10. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY 11. ANY DAMAGE TO EXISTING IMPROVEMENTS TO REMAIN SHALL BE REPLACED AT CONTRACTOR'S EXPENSE.
- REPLACEMENT AND REPAIRS MADE SHALL BE EQUAL TO OR BETTER THAN EXISTING. 12. THE CONTRACTOR SHALL CONTACT THE OWNER AT LEAST 72-HOURS PRIOR TO BEGINNING OF DEMOLITION
- OPERATIONS TO ENSURE ALL SALVAGEABLE MATERIAL DESIRED BY THE OWNER IS REMOVED FROM THE SITE 13. PRIOR TO BEGINNING DEMOLITION, CONTRACTOR SHALL LOCATE AND MARK LIMITS OF CONSTRUCTION. NO
- CONSTRUCTION ACTIVITIES SHALL TAKE PLACE OUTSIDE OF THOSE LIMITS. 14. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION MEETING ON SITE WITH ALL UTILITY COMPANIES
- IMMEDIATELY TO COORDINATE SCHEDULE FOR UTILITY REMOVAL AND RELOCATION. 15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE SITE PRIOR TO SUBMITTING A BID TO DETERMINE
- THE COMPLETE SCOPE OF THE DEMOLITION PROGRAM. 16. CONTRACTOR SHALL COORDINATE WITH OWNER TO DETERMINE IF ANY ITEMS BE SALVAGED OR REMOVED BY
- OTHERS PRIOR TO DEMOLITION. 17. ADEQUATE EROSION CONTROL DEVICES MUST BE INSTALLED PRIOR TO THE START OF DEMOLITION ACTIVITIES UNLESS OTHERWISE NOTED IN THE PLANS OR APPROVED IN WRITING BY THE ENGINEER.
- 18. PRIOR TO THE START OF DEMOLITION AND CONSTRUCTION ACTIVITIES THE CONTRACTOR MUST CALL 811 AND THE LOCAL UTILITY PROVIDERS TO HAVE ALL UTILITIES MARKED WITHIN THE PROJECT AREA. AFTER UTILITIES ARE MARKED, THE CONTRACTOR SHALL PERFORM A PLAN IN HAND WALK THRU OF THE ENTIRE PROJECT AREA AND SHALL CONTACT THE CIVIL ENGINEER IMMEDIATELY IF THERE ARE ANY DEVIATIONS IN THE LOCATIONS OF EXISTING UTILITIES SHOWN IN THE PLANS AND/OR THE PRESENCE OF UTILITIES THAT ARE NOT SHOWN IN THE
- 19. ANY TEMPORARY TRAFFIC CONTROL NEEDED SHALL MEET AND FOLLOW THE REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT STANDARDS AND SPECIFICATIONS.

# **EROSION CONTROL NOTES:**

- 1. SEDIMENT, EROSION CONTROL FACILITIES, AND STORM DRAINAGE FACILITIES SHALL BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION.
- CONTRACTOR SHALL MAINTAIN EROSION CONTROL FACILITIES DURING THE ENTIRE CONSTRUCTION PERIOD.
- FACILITIES ARE NOT TO BE REMOVED UNTIL COMPLETION OF THE PROJECT. ADDITIONAL DEVICES MAY BE REQUIRED AS DEEMED NECESSARY BY GOVERNING AUTHORITIES.
- SILT FENCES SHALL BE CLEANED OR REPLACED WHEN SILT BUILDS UP TO 1' FROM THE BOTTOM OF THE FENCE EROSION CONTROL MEASURES ARE TO BE INSPECTED WEEKLY AND AFTER EACH RAINFALL AND REPAIRED AS
- 6. ALL GRADED AREAS SHALL BE STABILIZED WITH A PERMANENT FAST GROWING COVER AND/OR MULCH UPON COMPLETION OF GRADING OPERATIONS. COMPLETION OF GRADING OPERATIONS DOES NOT MEAN AT THE END OF THE PROJECT. AS SOON AS FINAL GRADES ARE ESTABLISHED IN AN UNPAVED AREA, THE CONTRACTOR SHALL STABILIZE WITH A TEMPORARY GRASS OR PERMANENT SOD. IF A TEMPORARY GRASS IS APPLIED, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO APPLY A PERMANENT SEED OR SOD AT THE PROPER TIME OF YEAR.
- FILL SLOPES SHOULD BE PLANTED AS SOON AS AN AREA OF THE SITE IS BROUGHT TO FINAL GRADE. SURFACE RUNOFF SHALL BE INTERCEPTED AT THE TOP OF TEMPORARY AND PERMANENT SLOPES DURING CONSTRUCTION SO THAT WATER IS NOT ALLOWED TO FLOW OVER THE SLOPE FACE.
- 8. THE GENERAL CONTRACTOR AND THE GRADING CONTRACTOR SHALL REVIEW THEIR GRADING SEQUENCE TO INSURE THAT THE LEAST AMOUNT OF LAND POSSIBLE AT ANY ONE TIME IS DISTURBED WITHOUT PERMANENT
- 10. CONTRACTOR SHALL MAINTAIN SILT FENCES FOR THE DURATION OF THE PROJECT UNTIL ACCEPTED BY THE
- OWNER AT NO EXPENSE TO OWNER. 11. CONTRACTOR SHALL INSPECT ON A DAILY BASIS FOR NEEDED REMOVAL OF ANY ACCUMULATED SILTS, DEBRIS, OR
- REPAIR OF DAMAGED SILT FENCE AT NO ADDITIONAL EXPENSE TO OWNER. 12. PRIOR TO CONSTRUCTION. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN HEREON SHALL BE IN PLACE CLEARING AND GRUBBING OPERATIONS WILL BE ENGAGED IN ONLY AS INFCESSARY TO ALLOW THE PLACEMENT OF EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN HEREON UNTIL ALL SUCH MEASURES
- 13. LAND DISTURBING ACTIVITIES WILL BE KEPT TO A MINIMUM AND WILL NOT EXTEND BEYOND THE LIMITS SHOWN. 14. SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSPECTED ON A DAILY BASIS AND WILL BE REPAIRED. ADJUSTED AND MAINTAINED AS NEEDED OR REQUIRED BY GOVERNING AGENCIES AT NO ADDITIONAL EXPENSE TO THE OWNER TO PROVIDE EROSION AND SEDIMENT CONTROL FOR THE DURATION OF CONSTRUCTION AND UNTIL
- ALL DISTURBED AREAS ARE STABILIZED. 16 ALL EROSION CONTROL MEASURES ARE TEMPORARY DEVICES. THESE TEMPORARY DEVICES SHALL BE REMOVED PRIOR TO COMPLETION OF CONSTRUCTION ONCE STABILIZATION OF ALL GRASSED AREAS ARE COMPLETE. 17. EROSION CONTROL DEVICES SHOWN ON DETAIL SHEET ES-2 ARE THE MINIMUM REQUIRED. CONTRACTOR IS RESPONSIBLE FOR THE IMPLEMENTING ANY AND ALL EROSION CONTROL TECHNIQUES REQUIRED TO PREVENT
- SEDIMENT FROM LEAVING THE PROJECT SITE. 18. THE DEVELOPER, CONTRACTORS, AND LOT OWNERS SHALL CONFORM TO THE TERMS AND CONDITIONS OF THE LOUISIANA DEPARTMENT OF NATURAL RESOURCES (LDNR).
- 19. A CONSTRUCTION SITE NOTICE AS REQUIRED BY THE GENERAL PERMIT MUST BE PROPERLY DISPLAYED ON SITE AT ALL TIMES BY EACH OPERATOR
- 20. IN THE EVENT OF ANY RELEASE OF REPORTABLE QUANTITIES OF HAZARDOUS SUBSTANCES SHALL BE REPORTED IMMEDIATELY TO THE FACILITY OPERATOR AND ENVIRONMENTAL PROTECTION AGENCY (EPA). 21. SHOULD ANY EROSION CONTROL MEASURES BE REMOVED FOR CONSTRUCTION AND/OR ACCESS PURPOSES, THE
- CONTRACTOR SHALL REPLACE ALL MEASURES TO THE APPROPRIATE CONDITION BY THE END OF THE WORK DAY. 22. FLOOD NOTE: IN ACCORDANCE WITH FEMA, FLOOD INSURANCE RATE MAP, PANEL NUMBER 2202000005B OF ST. TAMMANY PARISH, LOUISIANA, LAST REVISED NOVEMBER 19, 1980, THE PROPERTY SHOWN HEREON IS LOCATED IN FLOOD ZONE "A", "B", AND "C".

# BMP MAINTENANCE EROSION NOTES

- 1. ALL MEASURES STATED ON THIS SITE MAP AND IN THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION & SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR THE APPLICABLE PERMIT, WHICHEVER IS MORE STRINGENT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:
- 1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION
- 2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED. 3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE
- REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE FOOT FROM THE BOTTOM OF THE FENCE. 4. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW
- OF MUD ONTO PUBLIC RIGHTS-OF-WAY.
- 5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AREA AS
- 7. PRIOR TO LEAVING THE SITE, ALL VEHICLES SHALL BE CLEANED OF DEBRIS. ANY DEBRIS AND/OR SEDIMENT REACHING THE PUBLIC STREET SHALL BE CLEANED IMMEDIATELY BY A METHOD OTHER THAN FLUSHING.

### SITE PLAN NOTES:

- 1. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF SLOPE  ${\tt PAVING, \ SIDEWALKS, \ EXIT \ PORCHES, \ RAMPS, \ PRECISE \ BUILDING \ DIMENSIONS, \ AND \ EXACT \ BUILDING \ UTILITY}$ ENTRANCE LOCATIONS. 2. ALL UNSURFACED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH, OR SOD, AND WATERED
- UNTIL A HEALTHY STAND OF GRASS IS OBTAINED IN ACCORDANCE WITH THE LANDSCAPE PLANS. TOPOGRAPHIC SURVEY WAS PREPARED ON 10/24/2024 BY RANDALL W. BROWN AND ASSOCIATES, INC.
- 4 CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING BENCHMARK
- ALL WORK SHOWN SHALL BE DONE IN ACCORDANCE WITH THE PLANS. ALL STRIPING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION. 7. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LINE LOCATIONS PRIOR TO ANY CONSTRUCTION. ANY DEVIATIONS FROM THE DESIGN LOCATIONS SHALL BE REPORTED TO THE OWNER OR ENGINEER PRIOR TO
- 8. CONTRACTOR SHALL REFER TO ARCHITECT'S PLANS AND SPECIFICATIONS FOR ENTRY LOCATION OF ALL WATER, SEWER SERVICE, ELECTRICAL, AND TELEPHONE SERVICE. CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO AVOID CONFLICTS AND ASSURE PROPER DEPTHS ARE ACHIEVED AS WELL AS COORDINATING WITH THE REGULATORY AGENCY AS TO THE LOCATION AND TIE-INS/CONNECTIONS TO THEIR
- 9. ALL DIMENSIONS SHOWN TO BUILDING ARE TO OUTSIDE FACE OF BUILDING. 10. ALL NECESSARY PERMITS AND APPROVALS FROM AGENCIES GOVERNING THE CONSTRUCTION OF THIS WORK
- SHALL BE SECURED PRIOR TO BEGINNING CONSTRUCTION. 11. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL AREAS INDICATED TO REMAIN UNDISTURBED OR TO REMAIN AS BUFFERS, ALL PROPERTY CORNERS, AND REPLACING ALL PINS ELIMINATED OR DAMAGED
- 12. CONTRACTOR IS RESPONSIBLE FOR REPAIRS OR DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC., REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS. 13. THE SITE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL UNDERGROUND UTILITIES WITH HIS WORK.
- ALL UNDERGROUND UTILITIES (WATER, SANITARY SEWER, STORM SEWER, ELECTRICAL CONDUIT, AND ANY OTHER MISC. UTILITIES) SHALL BE IN PLACE PRIOR TO THE PLACEMENT OF BASE COURSE MATERIAL, AND THE PLACEMENT OF ANY APPROPRIATE SOIL STABILIZATION TECHNIQUE.
- 14. CONTRACTOR SHALL PROVIDE BOLLARDS FOR PROTECTION OF ALL ABOVE GROUND UTILITIES AND APPURTENANCES ADJACENT TO DRIVE AREAS. 15. CONTRACTOR SHALL MATCH EXISTING PAVEMENT IN GRADE AND ALIGNMENT.
- 16. CONTRACTOR TO REMOVE OR RELOCATE WHEN APPLICABLE, ALL EXISTING BUILDINGS, FOUNDATIONS, AND CONNECTING IMPROVEMENTS, DRAIN PIPES, SANITARY SEWER PIPE, POWER POLES AND GUY WIRES, WATER METERS AND WATER LINES, SIDEWALKS, SIGN POLES, UNDERGROUND GAS, PAVEMENT AND FENCES SHOWN WITHIN CONSTRUCTION LIMITS AND WHERE NEEDED TO ALLOW FOR FILL MATERIAL. CONTRACTOR TO REVIEW
- SITE AS IT RELATES TO DEMOLITION WORK TO INSURE ALL DEMOLITION ITEMS ARE INCLUDED IN THE BASE BID. 17. CONSTRUCTION SHALL COMPLY WITH ALL GOVERNING CODES AND BE CONSTRUCTED TO THE SAME. 18. ANY WORK IN THE RIGHT-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH SAINT TAMMANY PARISH & THE
- LOUISIANA DEPARTMENT OF TRANSPORTATION ENGINEERING STANDARDS & SPECIFICATIONS. 19. FLOOD NOTE: IN ACCORDANCE WITH FEMA, FLOOD INSURANCE RATE MAP, PANEL NUMBER 2202000005B OF ST. TAMMANY PARISH, LOUISIANA, LAST REVISED NOVEMBER 19, 1980, THE PROPERTY SHOWN HEREON IS LOCATED IN FLOOD ZONE "A", "B", AND "C".

### **GRADING NOTES:**

- 1. TOPOGRAPHIC INFORMATION WAS TAKEN FROM THE TOPOGRAPHIC SURVEY INCLUDED AS PART OF THESE CONSTRUCTION DOCUMENTS. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THE CONTRACTOR SHALL HAVE MADE, AT HIS EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR & SUBMIT IT TO THE OWNER FOR REVIEW AND APPROVAL.
- EXISTING AND/OR PROPOSED GRADE CONTOURS ARE SHOWN AT ONE FOOT (1') INTERVALS. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION &/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES & WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE REQUIRED IMPROVEMENTS
- 4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITIES & NOTIFYING THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING CONSTRUCTION.
- 5. CONTRACTOR SHALL VERIFY HORIZONTAL & VERTICAL LOCATION OF ALL EXISTING STORM SEWER STRUCTURES, PIPES, & ALL UTILITIES PRIOR TO CONSTRUCTION. PRIOR TO ORDERING STORM DRAIN STRUCTURES, THE CONTRACTOR SHALL VERIFY THE INVERT OF THE EXISTING STORM DRAIN SYSTEM AT THE TIE IN POINT(S) AND
- NOTIFY THE CIVIL ENGINEER OF ANY DEVIATION TO WHAT IS SHOWN ON THE PLANS CLEARING & GRUBBING LIMITS SHALL INCLUDE ALL AREAS DISTURBED BY GRADING OPERATIONS. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UNDISTURBED AREAS, ALL PROPERTY CORNERS & REPLACING ALL
- PROPERTY CORNER MARKERS ELIMINATED OR DAMAGED DURING CONSTRUCTION.
- 7. THE EARTHWORK FOR ALL PAVEMENT AREAS OUTSIDE OF THE BUILDING FOUNDATIONS & SLABS SHALL BE IN ACCORDANCE WITH THE SITE PREPARATION NOTES. TOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST STANDARD OF OSHA DIRECTIVES OR
- ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION & TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING, & OTHER MEANS OF PROTECTION. THIS TO INCLUDE BUT NOT LIMITED TO, ACCESS & EGRESS FROM ALL EXCAVATION & TRENCHING. CONTRACTOR IS RESPONSIBLE TO COMPLY WITH PERFORMANCE CRITERIA FOR OSHA.
- 9. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING VERTICAL CONTROL INCLUDING THE SETTING OF CONSTRUCTION BENCHMARKS. 10. DUE TO CONTINUAL CHANGES TO FLOOD MAPS THE CONTRACTOR SHALL CONTACT THE PERMIT AUTHORITY PRIOR
- TO THE START OF CONSTRUCTION AND CONFIRM THE NEED (OR LACK OF) FOR AN ELEVATION CERTIFICATE AND SHALL NOTIFY THE OWNER AND CIVIL ENGINEER IF THE MINIMUM REQUIRED FINISH FLOOR ELEVATION OF THE BUILDING IS HIGHER THAN WHAT IS SHOWN ON THE PLANS.
- 11. ADEQUATE DRAINAGE MEASURES MUST BE ESTABLISHED, MAINTAINED, AND TEMPORARILY ADJUSTED AS NEEDED THROUGHOUT CONSTRUCTION TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AND PREVENT ACCUMULATION OF SURFACE WATER. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SUBGRADE CONDITIONS AND PROTECTING THE CONDITION OF PREVIOUSLY PERFORMED EARTHWORK.
- 12. DEWATERING: GROUNDWATER LEVELS CAN FLUCTUATE DEPENDING ON TIME OF YEAR. THE CONTRACTOR SHALL NCLUDE PROVISIONS IN THEIR BASE BID FOR WATER CONTROL DURING CONSTRUCTION INCLUDING (BUT NOT LIMITED TO) DEEP EXCAVATIONS, DEMOLITION, PROOF ROLLING ACTIVITIES, FOUNDATION/FOOTING WORK, PLACEMENT OF FILL, AND INSTALLATION OF SUB-SURFACE IMPROVEMENTS.

# SITE PREPARATION NOTES:

- 1. SITE PREPARATION IS EXPECTED TO INCLUDE, BUT NOT LIMITED TO, DEMOLISHING THE EXISTING STRUCTURES AND PAVEMENT AS WELL AS STRIPPING ANY TOPSOIL WITH ORGANICS AND OTHER DELETERIOUS MATERIALS FROM THE DEVELOPMENT AREA. ANY EXISTING UTILITY LINES SHALL BE LOCATED AND RE-ROUTED AS NECESSARY. HOWEVER, THE STRIPPING DEPTH SHALL BE DETERMINED BY A REPRESENTATIVE OF THE
- GEOTECHNICAL ENGINEER AT THE TIME OF CONSTRUCTION. 2. THE EXPOSED SUBGRADE IN THE BUILDING AND PAVED AREAS SHALL BE PROOFROLLED WITH A RUBBER TIRED VEHICLE WEIGHING ABOUT 20 TONS. SOILS, WHICH ARE OBSERVED TO RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD, SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL. THE PROOFROLLING AND UNDERCUTTING ACTIVITIES SHALL BE WITNESSED BY A REPRESENTATIVE OF THE
- GEOTECHNICAL ENGINEER AND SHALL BE PERFORMED DURING A PERIOD OF DRY WEATHER. AFTER SUBGRADE PREPARATION AND OBSERVATION HAVE BEEN COMPLETED, THE INITIAL LAYER OF FILL SHALL BE PLACED IN A RELATIVELY UNIFORM HORIZONTAL LIFT AND BE ADEQUATELY KEYED INTO THE STRIPPED AND SCARIFIED SUBGRADE SOILS. THE STRUCTURAL FILL SHALL CONSIST OF SANDY CLAYS OR CLAYEY SANDS HAVING A MAXIMUM LIQUID LIMIT OF 40 PERCENT AND A MAXIMUM PLASTICITY INDEX BETWEEN 10 AND 20.
- 4. THE FILL SHALL BE PLACES IN MAXIMUM LIFTS OF 8 INCHES OF LOOSE MATERIALS AND SHALL BE COMPACTED WITHIN ONE (1) PERCENTAGE POINT BELOW AND THREE (3) PERCENTAGE POINTS ABOVE THE OPTIMUM MOISTURE CONTENT. IF WATER MUST BE ADDED, IT SHALL BE UNIFORMLY APPLIED AND THOROUGHLY MIXED INTO THE SOIL BY DISKING OR SCARIFYING. THE FILL PLACED IN THE BUILDING AREA AND PARKING LOT SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698. ADEQUATE DRAINAGE SHALL BE PROVIDED PRIOR TO AND DURING SITE WORK. THE SITE SHALL BE GRADED TO
- 5. THE UPPER SOILS ENCOUNTERED AT THIS SITE ARE EXTREMELY SENSITIVE TO DISTURBANCES CAUSED BY CONSTRUCTION TRAFFIC AND CHANGES IN MOISTURE CONTENT. DURING WET WEATHER PERIODS, AN INCREASE IN THE MOISTURE CONTENT OF THE SOIL CAN CAUSE SIGNIFICANT REDUCTION IN THE SOIL STRENGTH AND SUPPORT CAPABILITIES. IN ADDITION, SOILS THAT BECOME WET MAY BE SLOW TO DRY AND THUS SIGNIFICANTLY RETARD THE PROGRESS OF GRADING AND COMPACTION ACTIVITIES. IT WILL, THEREFORE, BE ADVANTAGEOUS TO PERFORM EARTHWORK AND FOUNDATION CONSTRUCTION ACTIVITIES DURING DRY WEATHER. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING A FIRM AND STABLE SUBGRADE CONDITION. SHOULD THE NEAR SURFACE SOILS BECOME WET, THE CONTRACTOR SHALL BE PREPARED TO MITIGATE THESE CONDITIONS BY REPEATED AERATION AND EXPOSURE TO SUNLIGHT OR BY CHEMICAL TREATMENT. A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEER SHALL BE PRESENT DURING SITE WORK ACTIVITIES TO EVALUATE THE CONDITION OF THE IMPROVED SOIL AND VERIFY THE MATERIAL IS ADEQUATE PRIOR TO
- PLACEMENT OF ADDITIONAL FILL 6. WATER SHALL NOT BE ALLOWED TO COLLECT IN THE FOUNDATION EXCAVATIONS, FLOOR SLAB AREAS, OR ON THE PREPARED SUBGRADE IN THE CONSTRUCTION AREA EITHER DURING OR AFTER CONSTRUCTION. UNDERCUT OR EXCAVATED ARES SHALL BE SLOPED TOWARD ONE CORNER TO FACILITATE REMOVAL OF ANY COLLECTED RAINWATER, GROUNDWATER, OR SURFACE RUNOFF. POSITIVE SITE SURFACE DRAINAGE SHALL BE PROVIDED TO
- REDUCE INFILTRATION OF SURFACE WATER AROUND THE BUILDING. 7. GROUNDWATER WAS ENCOUNTERED BETWEEN 13 AND 20 FEET DURING THE DRILLING OPERATIONS. HOWEVER, IT IS POSSIBLE THAT SEASONAL VARIATIONS WILL CAUSE FLUCTUATIONS OF THE WATER TABLE. ADDITIONALLY. PERCHED WATER MAY BE ENCOUNTERED IN DISCONTINUOUS ZONES WITHIN THE OVERBURDEN SOILS. ANY WATER ACCUMULATION SHALL BE REMOVED FROM THE EXCAVATIONS BY PUMPING. IF EXCESSIVE AND UNCONTROLLED AMOUNTS OF SEEPAGE OCCUR, THE GEOTECHNICAL ENGINEER SHALL BE CONSULTED TO
- PROVIDE ADDITIONAL RECOMMENDATIONS, IF NECESSARY, 8. LABORATORY TEST RESULTS INDICATED THAT THE SOILS ENCOUNTERED AT THE SITE WITHIN THE ACTIVE ZONE EXHIBIT MODERATE SHRINK SWELL POTENTIAL REQUIRING THE PROVISION OF A BUFFER ZONE CONSISTING OF LOW PLASTICITY STRUCTURAL FILL TO MAINTAIN THE POTENTIAL VERTICAL MOVEMENT BELOW ONE (1) INCH.THE ESTIMATED AMOUNT OF VERTICAL MOVEMENT OF A FOUNDATION OR FLOOR SLAB CONSTRUCTED ON SWELLING CLAYS IS REFERRED TO AS THE POTENTIAL VERTICAL RISE (PVR). TO REDUCE THE POTENTIAL FOR SHRINKAGE AND SWELLING OF THE SITE SOILS, IT IS IMPORTANT THAT CONSIDERATION BE GIVEN TO REDUCING THE POTENTIAL FOR MOISTURE CHANGES OF THE SITE SOILS. AT A MINIMUM, POSITIVE DRAINAGE AWAY FROM THE NEW BUILDING SHOULD BE PROVIDED. IF POSITIVE DRAINAGE IS NOT PROVIDED, WATER WILL POND AROUND OR BELOW THE STRUCTURE AND EXCESSIVE TOTAL AND DIFFERENTIAL MOVEMENTS MAY OCCUR. A POTENTIAL VERTICAL RISE (PVR) VALUE OF ABOUT 13/2 INCHES WAS CALCULATED USING THE TEX-124E METHOD ASSUMING AN ACTIVE ZONE OF 10 FEET WHICH IS TYPICAL FOR THE AREA. DUE TO THE EXPANSIVE CHARACTERISTICS OF THE CLAY SOILS ENCOUNTERED IN THE BORINGS, IT IS RECOMMENDED THAT AT LEAST 2 1/2 FEET OF LOW SWELL POTENTIAL COMPACTED STRUCTURAL FILL BE PROVIDED UNDER ANY GRADE SUPPORTED BUILDING PADS AND EXTENDING FOR A DISTANCE OF AT LEAST 5 FEET BEYOND THE BUILDING PERIMETER TO REDUCE THE ESTIMATED PVR TO LESS THAN 1 INCH. PROVISIONS OF THE BUFFER ZONE SHOULD BE ACHIEVED BY UNDERCUTTING, RAISING THE BUILDING FINISHED GRADE OR A COMBINATION OF BOTH. SWELLING OF SHRINKAGE OCCURS IN THE SOILS DUE TO CHANGES IN MOISTURE CONTENT. PONDING OF WATER AROUND THE SLAB MAY ALSO RESULT IN REDUCTION OF SOIL STRENGTH, THEREBY CAUSING MOVEMENTS. IT IS IMPORTANT TO MINIMIZE THE POSSIBILITY OF MOISTURE CONTENT CHANGES BY CONSIDERING THE FOLLOWING PRECAUTIONS:
- 8A) DIRECT SURFACE RUNOFF AWAY FROM THE STRUCTURE BY SLOPING THE SUBGRADE AWAY FROM THE SLAB. 8B) EXTEND PAVING OR OTHER IMPERVIOUS COVERINGS TO THE SLAB EDGE 8C) EXTEND DOWNSPOUTS SO THAT THE DISCHARGE IS AT LEAST 5 FEET FROM THE SLAB.
- 8D) FURTHER INCREASE THE FILL THICKNESS UNDER THE SLAB. 8E) IF SHRUBS OR BUSHES ARE PLACED NEXT TO THE STRUCTURE, AN IMPERVIOUS MEMBRANE SHOULD BE USED TO SEPARATE THE SLAB FROM THE SHRUBS TO LIMIT ANY INFILTRATION OF WATER UNDER THE SLAB. THE MINIMUM DISTANCE BETWEEN A TREE AND THE SLAB SHOULD BE ABOUT ONE-HALF THE EXPECTED HEIGHT OF 8F) GOOD RIGIDITY OF THE BUILDING FOUNDATIONS SHOULD BE ASSURED BY STIFFENING THE WALL FOOTINGS IN ORDER TO MINIMIZE THE DETRIMENTAL EFFECT OF DIFFERENTIAL MOVEMENT.

# STORM DRAINAGE NOTES:

- 1. ALL PIPES ENTERING STORM SEWER STRUCTURES SHALL BE SEALED TO ASSURE CONNECTION AT STRUCTURE IS
- 2. ALL PIPES AND STRUCTURES ON STREET RIGHT-OF-WAY SHALL BE PER LOUISIANA DEPARTMENT OF
- TRANSPORTATION STANDARDS AND SPECIFICATIONS 3 REFERENCE DETAIL SHEETS FOR CONSTRUCTION DETAILS.

# PIPE NOTES:

IN THE DRAINAGE CHART, THE "PIPE TYPE" COLUMN DEFINES THE SIZE AND MATERIAL TYPE OF THE PIPE. WHERE A SPECIFIC PIPE TYPE IS CALLED FOR. THAT SPECIFIC PIPE TYPE MUST BE UTILIZED. WHERE AN ASTERISK (\*) IS SPECIFIED ,THE CONTRACTOR MAY UTILIZE ANY ONE OF THE PIPE TYPES LISTED BELOW. THE #'S LISTED REFER TO

- THE FOLLOWING PIPE TYPES: 1. REINFORCED CONCRETE PIPE (RCP/RCPA)
- 2. POLYVINYL CHLORIDE PIPE (PVC) A-2000 3. HIGH DENSITY POLYETHYLENE PIPE (HDPE OR CPP)

# NOTES: 1. PRIOR TO UTILIZING THIS PIPE OPTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THAT THE

PIPE HAS ADEQUATE COVER PER THE MANUFACTURER'S RECOMMENDATIONS. 2. THE CONTRACTOR SHALL SUBMIT BUOYANCY CALCULATIONS ON ALL RUNS OF PIPE THAT DO NOT UTILIZE CONCRETE PIPE. BUOYANCY CALCULATIONS SHALL BE PREPARED, SIGNED, AND SEALED BY A REGISTERED ENGINEER, SHALL REPRESENT ACTUAL FIELD CONDITIONS, AND SHALL DEMONSTRATE THAT THE PIPE UTILIZED WILL NOT BECOME BUOYANT UNDER ANY CONDITIONS. THE CONTRACTOR MAY ELECT TO PROVIDE A RESTRAINING SYSTEM, DESIGNED BY A REGISTERED ENGINEER, ADEQUATE TO RESIST BUOYANT FORCES WHERE

# STRUCTURE TYPES:

1. DRAINAGE STRUCTURES SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE IN ACCORDANCE WITH DOTD REQUIREMENTS AS FOLLOWS:

AREA INLETS CB-01 (PIPE SIZE 36" & SMALLER) NYLOPLAST BASIN WITH BEEHIVE TYPE GRATE YARD INLETS

CURB INLETS CB-06 (PIPE SIZE 36" & SMALLER) EAST JORDAN V-1501 OR US FOUNDRY USF 646 RING AND CJ COVER OR APPROVED

EQUAL, WITH THE WORD "DRAIN" CAST IN COVER. 10" WIDE FILCOTIN TRENCH DRAIN WITH CLASS "D" GRATE OR APPROVED EQUAL TRENCH DRAIN 2. ALL INLET FRAMES & GRATES SHALL BE EAST JORDAN IRON WORKS V-5775-2 ASSEMBLY OR V5666 GRATE WITH V5766 FRAME.

# **UTILITY NOTES:**

- 1. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITIES AND NOTIFYING THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE
- MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS
- SHOWN ON THE PLANS. 3. CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING STORM SEWER STRUCTURES, PIPES, AND ALL UTILITIES PRIOR TO CONSTRUCTION.
- 4. CONTRACTOR TO REMOVE OR RELOCATE WHEN APPLICABLE, ALL EXISTING BUILDINGS, FOUNDATIONS, EASEMENTS, AND CONNECTING IMPROVEMENTS, DRAIN PIPES, SANITARY SEWER PIPE, POWER POLES AND GUY WIRES, WATER METERS AND WATER LINES, WELLS, SIDEWALKS, SIGN POLES, UNDERGROUND GAS, SEPTIC TANKS, AND ASPHALT, SHOWN AND NOT SHOWN, WITHIN CONSTRUCTION LIMITS AND WHERE NEEDED, TO ALLOW FOR FILL
- MATERIAL, UNLESS OTHERWISE DENOTED, TO BE REMOVED AS UNCLASSIFIED EXCAVATION. 5. CONTRACTOR IS RESPONSIBLE FOR REPAIRS OF DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, UTILITIES, PAVEMENT, STRIPING, CURBS, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS.
- 6. CONTRACTOR SHALL REFER TO ARCHITECTS PLANS AND SPECIFICATIONS FOR ACTUAL LOCATION OF ALL UTILITY ENTRANCES TO INCLUDE SANITARY SEWER LATERALS, DOMESTIC AND FIRE PROTECTION WATER SERVICE, ELECTRICAL, TELEPHONE, CABLE T.V., AND GAS SERVICE. CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO AVOID CONFLICTS AND ASSURE PROPER DEPTHS ARE ACHIEVED AS WELL AS COORDINATING WITH CITY UTILITY REQUIREMENTS AS TO LOCATIONS AND SCHEDULING FOR
- TIE-INS/CONNECTIONS PRIOR TO CONNECTING EXISTING FACILITIES. CONTRACTOR SHALL COORDINATE WITH ARCHITECTURAL PLANS, POWER COMPANY, AND TELEPHONE COMPANY FOR ACTUAL ROUTING OF POWER AND TELEPHONE SERVICE TO BUILDING.
- CONSTRUCTION SHALL COMPLY WITH ALL GOVERNING CODES AND BE CONSTRUCTED TO SAME. SEE SPECIFICATIONS AND DETAIL SHEETS FOR BACKFILLING AND COMPACTION REQUIREMENTS ON UTILITY
- 10. CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST STANDARD OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING, AND OTHER MEANS OF PROTECTION. THIS TO INCLUDE BUT NOT LIMITED TO, ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE
- TO COMPLY WITH PERFORMANCE CRITERIA FOR OSHA. 11. CONTRACTOR SHALL COORDINATE WITH OTHER UTILITIES TO ASSURE PROPER DEPTH AND PREVENT ANY
- 12. THE MINIMUM HORIZONTAL SEPARATION BETWEEN THE CLOSEST TWO POINTS OF THE WATER AND SEWER LINE IS TEN (10) FEET, OR MINIMUM VERTICAL SEPARATION BETWEEN THE CLOSEST TWO POINTS OF THE WATER AND
- SEWER LINE IS EIGHTEEN (18) INCHES. 13. CONTRACTOR SHALL GROUT AROUND ALL PIPE ENTRANCES TO SANITARY SEWER MANHOLES WITH NON-SHRINKING GROUT TO ASSURE CONNECTION IS WATER TIGHT.
- 14. CONTRACTOR SHALL ON ALL UTILITIES, COORDINATE INSPECTION WITH THE APPROPRIATE AUTHORITIES PRIOR TO COVERING TRENCHES AT INSTALLATION. 15. CONSTRUCTION SHALL COMPLY WITH ALL GOVERNING CODES AND REQUIREMENTS. THE CONTRACTOR SHALL
- CONDUCT ALL REQUIRED TESTS TO THE SATISFACTION OF THE RESPECTIVE UTILITY COMPANIES AND OWNERS INSPECTING AUTHORITIES 16. SITE CONTRACTOR TO COORDINATE PROPOSED RECONNECTION OF ALL UTILITIES WITH ARCHITECTURAL PLANS
- AS WELL AS UTILITY COMPANIES AND BUILDING CONTRACTOR. 17. FOR GENERAL NOTES SEE DRAWING C-1. 18. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE
- COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION

# WATER NOTES:

- 1. ALL WORK SHALL BE DONE TO THE CITY OF COVINGTON STANDARD SPECIFICATIONS.
- REFERENCE ARCHITECT'S PLANS FOR ALL BUILDING FIRE SERVICE AND DOMESTIC SERVICE CONNECTION
- CONTRACTOR SHALL CONSTRUCT WATER SERVICES AS SHOWN, AND CONSTRUCT METERS, PITS, AND INSTALL
- CHECK VALVE. 4. ALL SPRINKLER AND DOMESTIC LEADS TO BUILDING SHALL END AT THE FACE OF BUILDING WALL, UNLESS NOTED, AND SHALL BE PROVIDED WITH A TEMPORARY PLUG AT END (FOR OTHERS TO REMOVE AND EXTEND AS
- ALL VERTICAL BENDS ON WATER MAIN SHALL BE RESTRAINED WITH A MECHANICAL JOINT FITTING SUPPLIED WITH THE RETAINER GLANDS. ANY JOINTS 25 FEET OR LESS FROM EITHER SIDE OF VERTICAL BEND SHALL BE
- RESTRAINED WITH A RETAINER GLAND DIMENSIONS SHOWN ARE TO CENTERLINE OF PIPE OR FITTING.
- ALL VALVES SHALL BE INSTALLED IN A CAST IRON VALVE BOX WITH COVER. THRUST BLOCKS SHALL BE PROVIDED AT ALL HORIZONTAL BENDS, TEES, AND FIRE HYDRANTS. SEE DETAIL.
- THE MINIMUM COVER ON WATER MAINS SHALL BE 3 FEET 10. PIPE SIZES 3" AND SMALLER SHALL BE PVC. FITTINGS SHALL BE BRASS. SEE SPECIFICATIONS.
- 11. PIPE SIZES 4" AND LARGER SHALL BE PVC C-900 WATER PIPE. ALL FITTINGS 4" AND LARGER SHALL BE CAST IRON CONFORMING TO ANSI AND AWWA STANDARD SPECIFICATIONS. 12. GATE VALVES 3/4" THROUGH 3" SHALL BE BRONZE WEDGE TYPE GATE VALVE. VALVES SHALL HAVE NON-RISING
- STEM WITH SOLID TEE HEAD OPERATING NUT UNLESS NOTED OTHERWISE. 13. GATE VALVES 4" AND LARGER SHALL BE CAST IRON GATE VALVE WITH PARALLEL DOUBLE DISC. VALVES SHALL HAVE MECHANICAL JOINT ENDS AND NON-RISING STEM WITH SQUARE OPERATING NUT.

# **SANITARY SEWER NOTES:**

- ALL WORK SHALL BE DONE TO THE CITY OF COVINGTON STANDARD SPECIFICATIONS.
- REFERENCE ARCHITECT'S PLANS FOR ALL BUILDING SERVICE CONNECTIONS. CONTRACTOR SHALL PAY ALL FEES AND CHARGES PERTINENT TO SANITARY SEWER CONSTRUCTION AND SHALL COORDINATE WITH CITY OF COVINGTON PRIOR TO COMMENCING WITH CONSTRUCTION.
- ALL STUB-OUTS AND WYE LATERALS SHALL BE PLUGGED WITH A STANDARD TYPE PLUG. SANITARY SEWER PIPE OF DIFFERENT MATERIAL SHALL BE JOINED BY A RUBBER SLEEVE WITH STAINLESS STEEL COUPLING MADE FOR TRANSITIONS FROM ONE MATERIAL TO ANOTHER
  - DIMENSIONS SHOWN ARE TO CENTERLINE OF PIPE OR TO CENTERLINE OF MANHOLE. THE SANITARY SEWER PIPE MATERIAL SHALL BE PVC. SDR 35. SEWER PIPE UNLESS OTHERWISE NOTED ON PLAN.

**GENERAL NOTES** 

GLENN WARREN WOODARD

License No. 49839





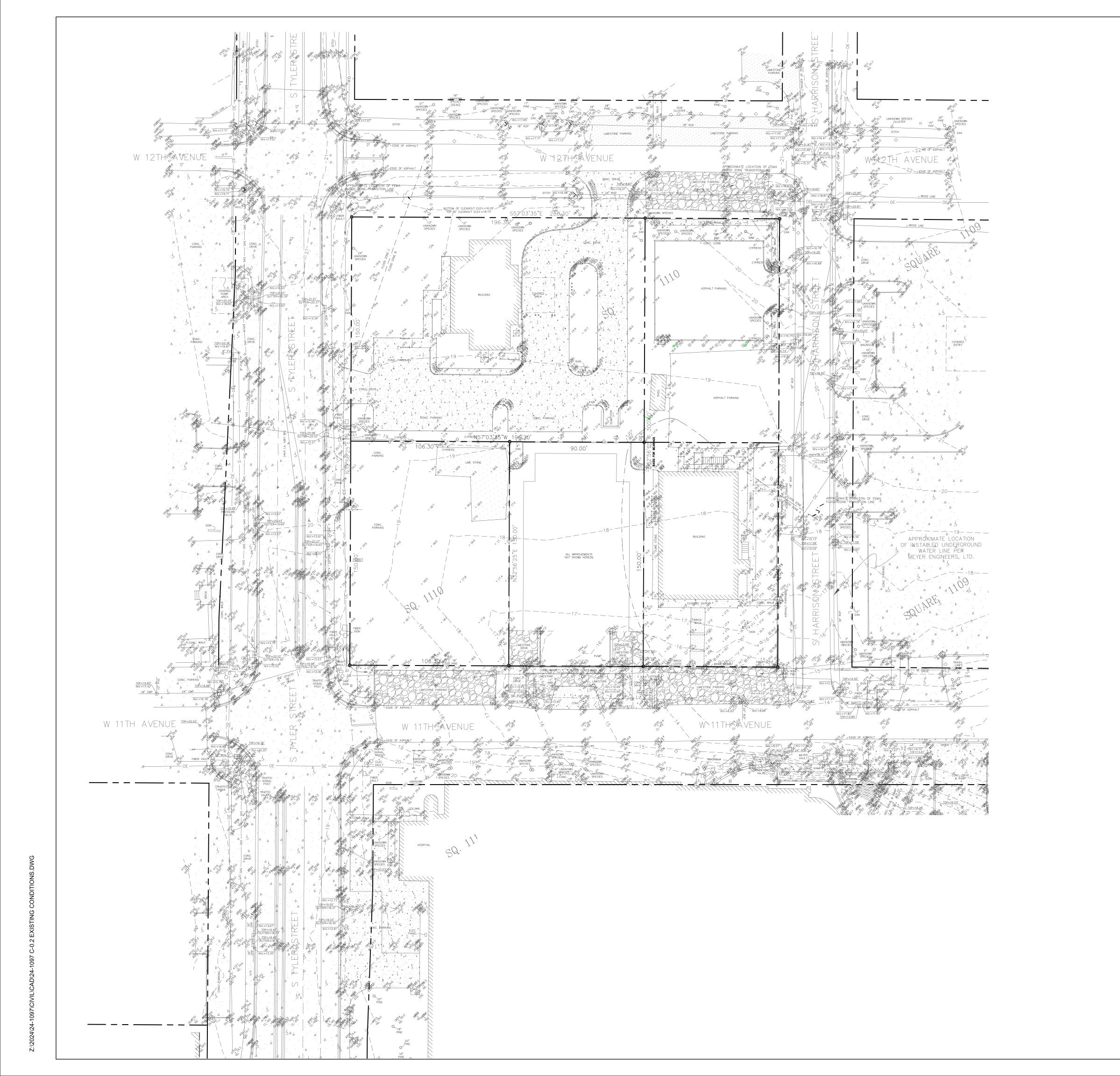
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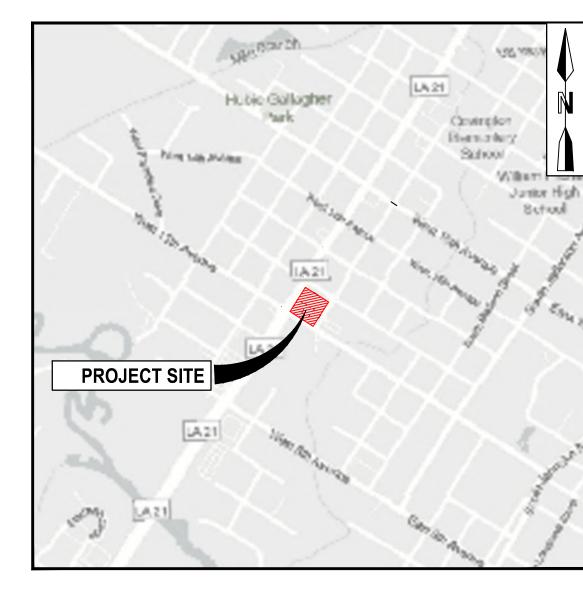
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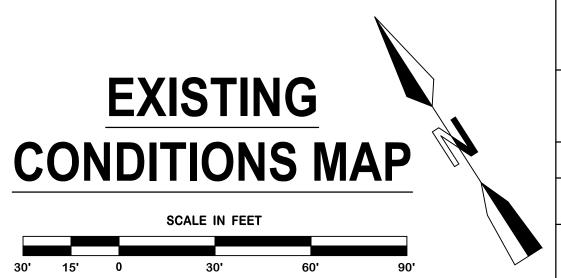


# **VICINITY MAP**

FOUND PROPERTY CORNER (AS NOTED)	0	ELEVATION OF TOP OF STRUCTURE	TOP = 18.00
SET 3/4" IRON ROD (AS NOTED)		ELEVATION OF BOTTOM OF STRUCTURE	INV. = 15.00
FOUND/SET PK NAIL (AS NOTED)	<u>\</u>	EXISTING SPOT ELEVATION	× 10.63
FOUND RIGHT OF WAY MARKER (AS NOTED)		ELEVATION OF TOP OF CURB	18.50 TC
EXISTING POWER POLE	Ø	ELEVATION OF FACE OF CURB	18.00 FC
EXISTING POWER POLE WITH LIGHT	<del>-</del> Ø-	EXISTING GROUND CONTOUR LINE	5
EXISTING PARKING LOT LIGHT	*	EXISTING SEWER MANHOLE	S
EXISTING GUY ANCHOR	$\longrightarrow$	EXISTING SEWER CLEANOUT	C.O. O
EXISTING ELECTRIC PEDESTAL	е	EXISTING GRAVITY SEWER LINE	——-S——-
EXISTING OVERHEAD POWER LINE	——OE——	EXISTING SEWER FORCE MAIN	SFM
EXISTING UNDERGROUND POWER LINE	——UE——	EXISTING DRAINAGE MANHOLE	D
EXISTING TELEPHONE PEDESTAL	T	EXISTING SUBSURFACE DRAINAGE	======
EXISTING TELEPHONE MANHOLE	$\bigcirc$	EXISTING DRAINAGE DROP INLET	
EXISTING TELEPHONE LINE	——т—	EXISTING DRAINAGE CATCH BASIN	
EXISTING CABLE TV PEDESTAL	C	EXISTING FIRE HYDRANT	abla
EXISTING CABLE TV LINE	C	EXISTING WATER METER	WM O
EXISTING GAS METER	GM □	EXISTING WATER VALVE	<b>⊗</b> W∨
EXISTING GAS VALVE	<b>⊗</b> GV	EXISTING WATER LINE	w
EXISTING GAS LINE	——————————————————————————————————————	EXISTING TERRA-COTTA PIPE	8" TC
EXISTING PIPELINE	//	EXISTING REINFORCED CONCRETE PIPE	18" RCP
EXISTING BARB WIRE FENCE LINE	x	EXISTING CORRUGATED METAL PIPE	24" CMP
EXISTING CHAIN LINK LINE		EXISTING POLYVINYL CHLORIDE PIPE	12" PVC
EXISTING WOOD FENCE LINE		EXISTING HIGH DENSITY POLYETHYLENE PIPE	12" HDPE
EXISTING BARRIER POST	igorplus	EXISTING MAILBOX	0

NOTE: TOPOGRAPHIC SURVEY INFORMATION WAS PREPARED AND PROVIDED BY RANDALL W. BROWN & ASSOCIATES, INC.





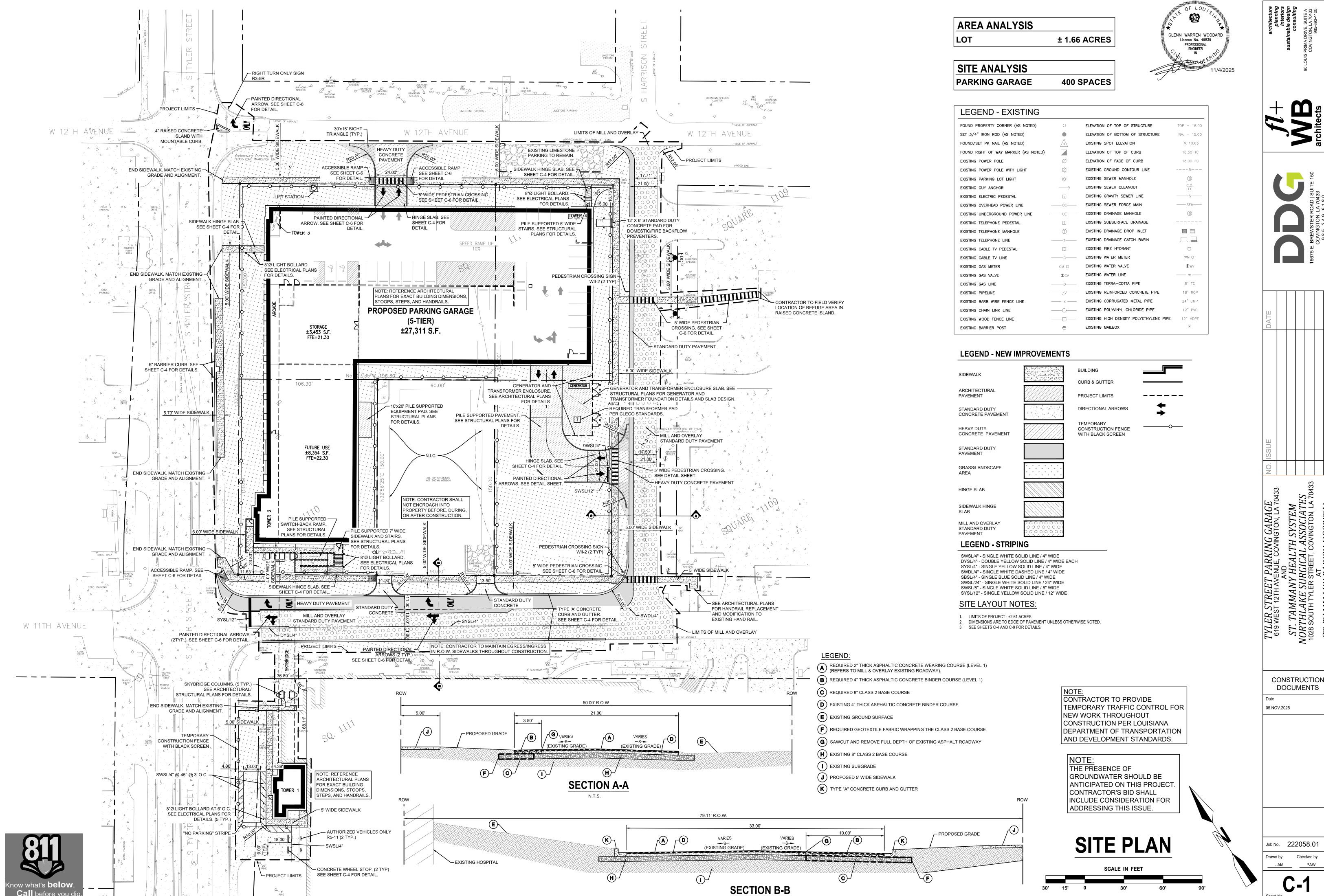
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ST. TAMMANY NORTHLAKE SUR

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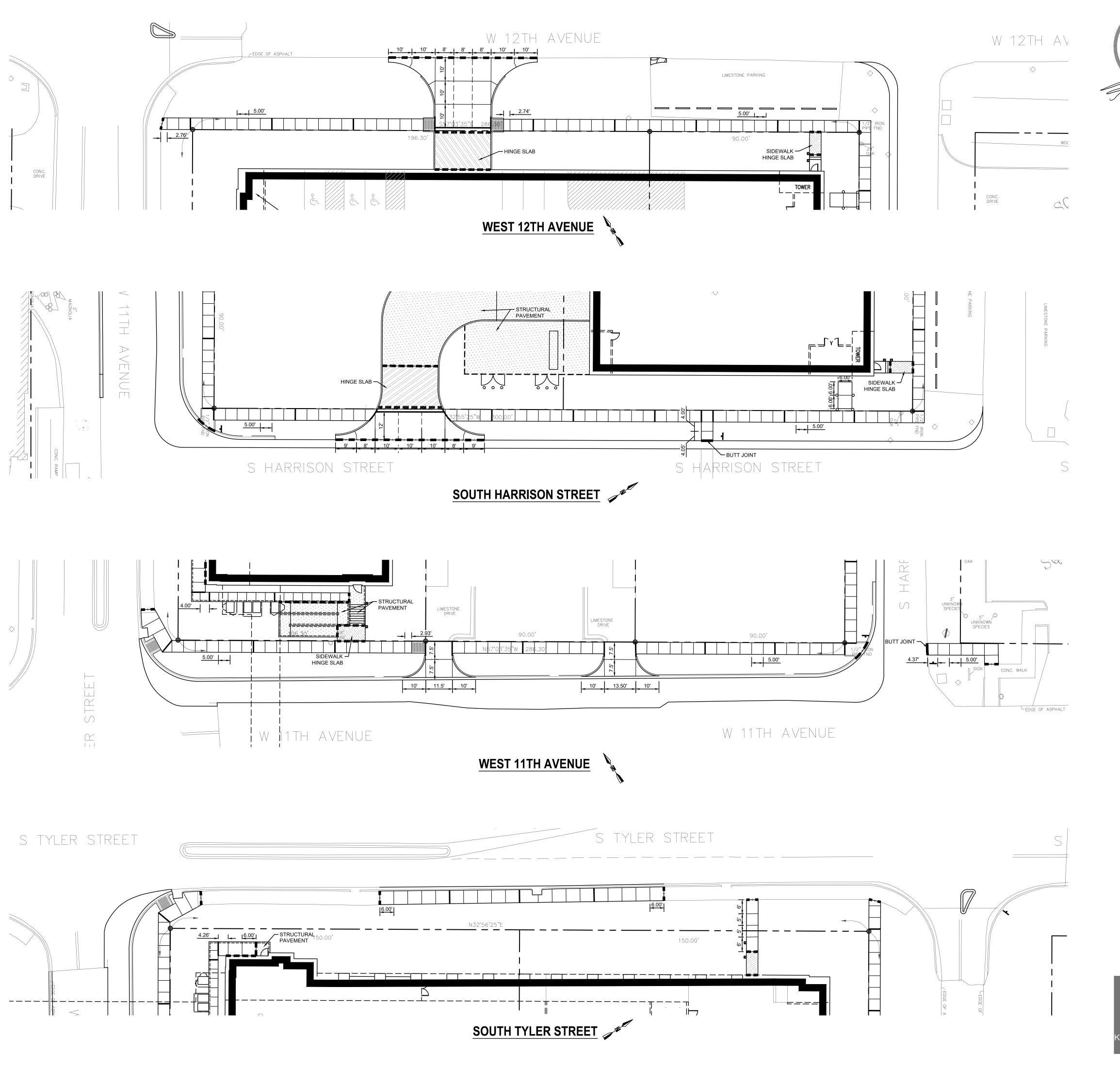
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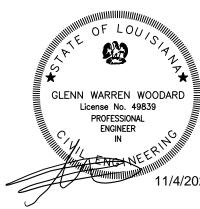
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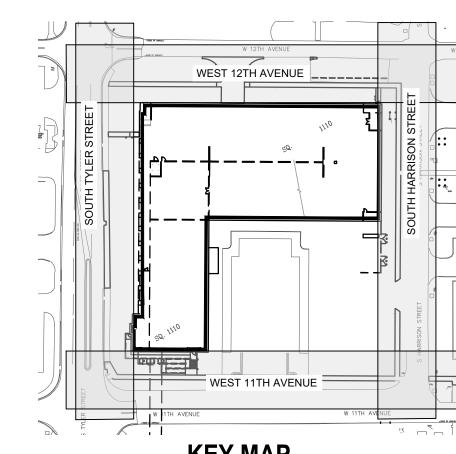


ST. TAMMANY HEALTH SYSTEM NORTHLAKE SURGICAL ASSOCIATE. 1028 SOUTH TYLER STREET, COVINGTON, LA

DOCUMENTS







# KEY MAP SCALE: 1"=100'

LEGEND - EXISTING			
FOUND PROPERTY CORNER (AS NOTED)	0	ELEVATION OF TOP OF STRUCTURE	TOP = 18.00
SET 3/4" IRON ROD (AS NOTED)		ELEVATION OF BOTTOM OF STRUCTURE	INV. = 15.00
FOUND/SET PK NAIL (AS NOTED)		EXISTING SPOT ELEVATION	× 10.63
FOUND RIGHT OF WAY MARKER (AS NOTED)		ELEVATION OF TOP OF CURB	18.50 TC
EXISTING POWER POLE	Ø	ELEVATION OF FACE OF CURB	18.00 FC
EXISTING POWER POLE WITH LIGHT	- <del> </del> Ø-	EXISTING GROUND CONTOUR LINE	5
EXISTING PARKING LOT LIGHT	禁	EXISTING SEWER MANHOLE	S
EXISTING GUY ANCHOR	$\longrightarrow$	EXISTING SEWER CLEANOUT	C.O. O
EXISTING ELECTRIC PEDESTAL	е	EXISTING GRAVITY SEWER LINE	S
EXISTING OVERHEAD POWER LINE	OE	EXISTING SEWER FORCE MAIN	SFM
EXISTING UNDERGROUND POWER LINE	——UE——	EXISTING DRAINAGE MANHOLE	(D)
EXISTING TELEPHONE PEDESTAL	T	EXISTING SUBSURFACE DRAINAGE	======
EXISTING TELEPHONE MANHOLE	$\bigcirc$	EXISTING DRAINAGE DROP INLET	
EXISTING TELEPHONE LINE	——т—	EXISTING DRAINAGE CATCH BASIN	ДД
EXISTING CABLE TV PEDESTAL	C	EXISTING FIRE HYDRANT	Q
EXISTING CABLE TV LINE	C	EXISTING WATER METER	WM O
EXISTING GAS METER	GM □	EXISTING WATER VALVE	<b>⊗</b> W∨
EXISTING GAS VALVE	<b>⊗</b> GV	EXISTING WATER LINE	—— W ——
EXISTING GAS LINE	————G———	EXISTING TERRA-COTTA PIPE	8" TC
EXISTING PIPELINE	//	EXISTING REINFORCED CONCRETE PIPE	18" RCP
EXISTING BARB WIRE FENCE LINE	x	EXISTING CORRUGATED METAL PIPE	24" CMP
EXISTING CHAIN LINK LINE	$-\!\!\!\!-\!\!\!\!\!-\!\!\!\!\!-$	EXISTING POLYVINYL CHLORIDE PIPE	12" PVC
EXISTING WOOD FENCE LINE		EXISTING HIGH DENSITY POLYETHYLENE PIPE	12" HDPE

# **LEGEND - NEW IMPROVEMENTS**

EXISTING BARRIER POST

LONGITUDINAL CONSTRUCTION JOINT (LCJ) WITH METAL KEYWAY	
EXPANSION JOINT (EJ)	
TRANSVERSE CONTRACTION JOINT OR CONSTRUCTION JOINT (TCJ)	
BUTT JOINT (BJ) (SEE SEALANT JOINT DETAIL ON SHEET C-5)	
ISOLATION JOINT (IJ)	
RIIII DING	

NOTES:

1. JOINT SPACING SHALL BE ADJUSTED IN THE FIELD AS NECESSARY TO ACCOMMODATE EXACT

- JOINT SPACING SHALL BE ADJUSTED IN THE FIELD AS NECESSARY TO ACCOMMODATE EXACT LOCATIONS OF MANHOLES, INLET, FLUMES, ETC.
   CONTRACTION JOINTS SPACING SHALL NOT EXCEED 20' FOR 10" CONCRETE PAVEMENT. THE LONG DIMENSION OF RECTANGULAR CONCRETE PANELS SHALL NOT EXCEED 1 1/2 TIMES THE LENGTH OF THE SHORT DIMENSION.
   REFER TO SHEET C-5 FOR CONCRETE JOINT DETAILS.
   JOINT LAYOUT SHALL BE ADJUSTED IN THE FIELD AS DAILY POURING SEQUENCES OCCUR.
   THE CONTRACTOR MAY ELECT TO PLACE PORTLAND CEMENT CONCRETE PAVEMENT MONOLITHICALLY SO THE GUTTER IS INCLUDED WITH THE PAVEMENT SECTION INSTEAD OF HAVING A SEPARATE POUR FOR CONCRETE CURB AND GUITTER
- HAVING A SEPARATE POUR FOR CONCRETE CURB AND GUTTER.

NOTE: CONTRACTOR TO PROVIDE TEMPORARY TRAFFIC CONTROL FOR NEW WORK THROUGHOUT CONSTRUCTION PER LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT STANDARDS.

EXISTING MAILBOX

NOTE: THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR

ADDRESSING THIS ISSUE.



# **SUGGESTED JOINT** LAYOUT PLAN

ST. TAMMANY HEALTH SYSTEM

NORTHLAKE SURGICAL ASSOCIATES

1028 SOUTH TYLER STREET, COVINGTON, LA 7043

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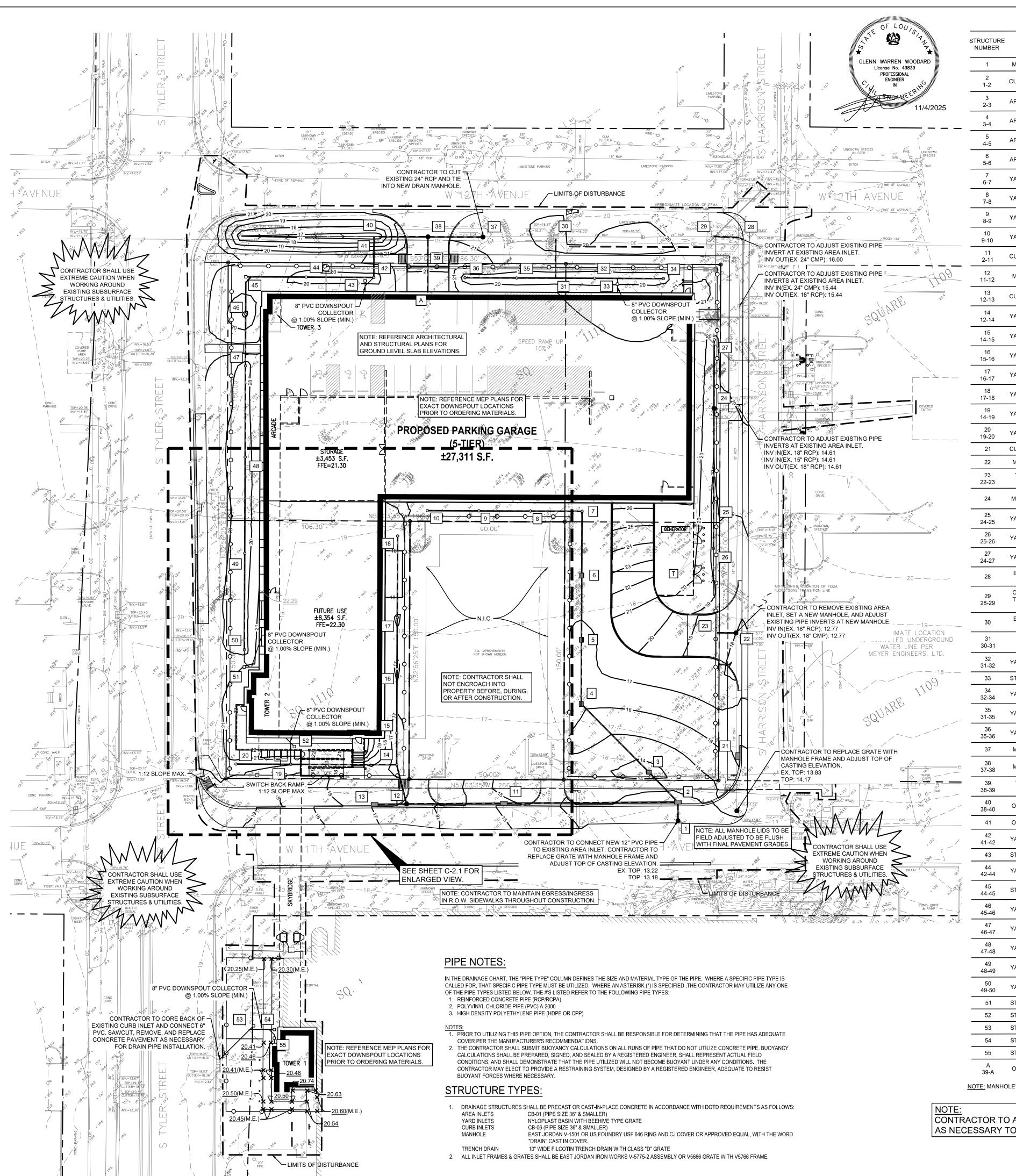
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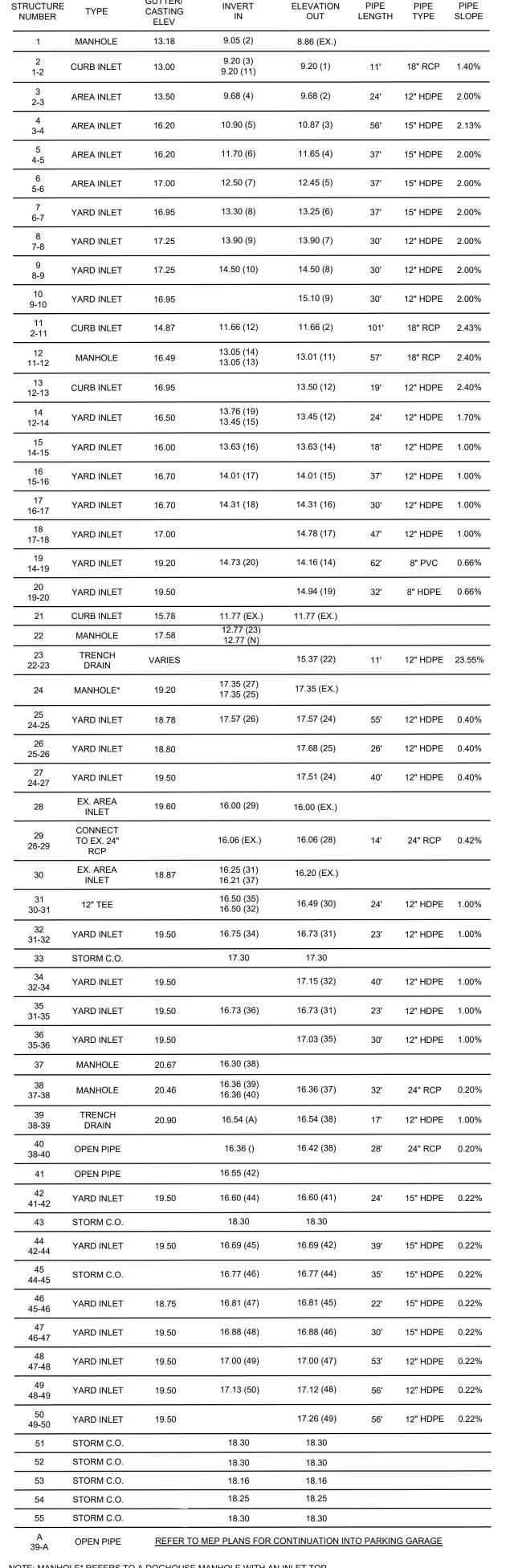
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STRUCTURE TABLE

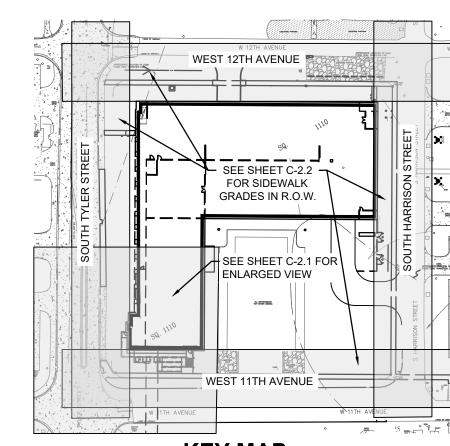
GUTTER/

 $\underline{\mathsf{NOTE}}.$  MANHOLE\* REFERS TO A DOGHOUSE MANHOLE WITH AN INLET TOP.

CONTRACTOR TO ADJUST YARD DRAIN TOPS IN FIELD AS NECESSARY TO PROMOTE POSITIVE DRAINAGE.

SEE SHEET C-2.2 FOR SIDEWALK ow what's **below** GRADES IN THE R.O.W.





# **KEY MAP**

SCALE: 1"=100'

FOUND PROPERTY CORNER (AS NOTED)	0	ELEVATION OF TOP OF STRUCTURE	TOP = 18.00
SET 3/4" IRON ROD (AS NOTED)		ELEVATION OF BOTTOM OF STRUCTURE	INV. = 15.00
FOUND/SET PK NAIL (AS NOTED)	$\bigcirc$	EXISTING SPOT ELEVATION	× 10.63
FOUND RIGHT OF WAY MARKER (AS NOTED)		ELEVATION OF TOP OF CURB	18.50 TC
EXISTING POWER POLE	Ø	ELEVATION OF FACE OF CURB	18.00 FC
EXISTING POWER POLE WITH LIGHT		EXISTING GROUND CONTOUR LINE	5
EXISTING PARKING LOT LIGHT	*	EXISTING SEWER MANHOLE	S
EXISTING GUY ANCHOR	$\longrightarrow$	EXISTING SEWER CLEANOUT	C.O. O
EXISTING ELECTRIC PEDESTAL	е	EXISTING GRAVITY SEWER LINE	———S——
EXISTING OVERHEAD POWER LINE	OE	EXISTING SEWER FORCE MAIN	SFM
EXISTING UNDERGROUND POWER LINE	——UE——	EXISTING DRAINAGE MANHOLE	
EXISTING TELEPHONE PEDESTAL	T	EXISTING SUBSURFACE DRAINAGE	======
EXISTING TELEPHONE MANHOLE	$\bigcirc$	EXISTING DRAINAGE DROP INLET	
EXISTING TELEPHONE LINE	—т	EXISTING DRAINAGE CATCH BASIN	Д
EXISTING CABLE TV PEDESTAL	C	EXISTING FIRE HYDRANT	Q
EXISTING CABLE TV LINE	C	EXISTING WATER METER	WM O
EXISTING GAS METER	GM □	EXISTING WATER VALVE	<b>⊗</b> W∨
EXISTING GAS VALVE	<b>⊗</b> GV	EXISTING WATER LINE	—— W ——
EXISTING GAS LINE	————G———	EXISTING TERRA—COTTA PIPE	8" TC
EXISTING PIPELINE	//	EXISTING REINFORCED CONCRETE PIPE	18" RCP
EXISTING BARB WIRE FENCE LINE	x	EXISTING CORRUGATED METAL PIPE	24" CMP
EXISTING CHAIN LINK LINE		EXISTING POLYVINYL CHLORIDE PIPE	12" PVC
EXISTING WOOD FENCE LINE		EXISTING HIGH DENSITY POLYETHYLENE PIPE	12" HDPE
EXISTING BARRIER POST	$\odot$	EXISTING MAILBOX	

# **LEGEND - NEW IMPROVEMENTS**

SUBSURFACE DRAINAGE DOWNSPOUT COLLECTOR DRAINAGE MANHOLE AREA INLET CURB INLET 8" DIAMETER YARD DRAIN CLEANOUT  $\rightarrow$ SPOT ELEVATION × <u>12.00</u> SPOT ELEVATION (TOP OF PAVEMENT) × 12.00 T.P. × 12.00 T.C. SPOT ELEVATION (TOP OF CURB) SPOT ELEVATION (MATCH EXISTING) × 12.00 M.E. -S-TEMPORARY CONSTRUCTION ---FENCE WITH BLACK SCREEN

> **CONTRACTOR TO PROVIDE** TEMPORARY TRAFFIC CONTROL FOR NEW WORK THROUGHOUT CONSTRUCTION PER LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT STANDARDS.

LIMITS OF DISTURBANCE

NOTE: THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE.

# **OVERALL GRADING**

Job No. 222058.01

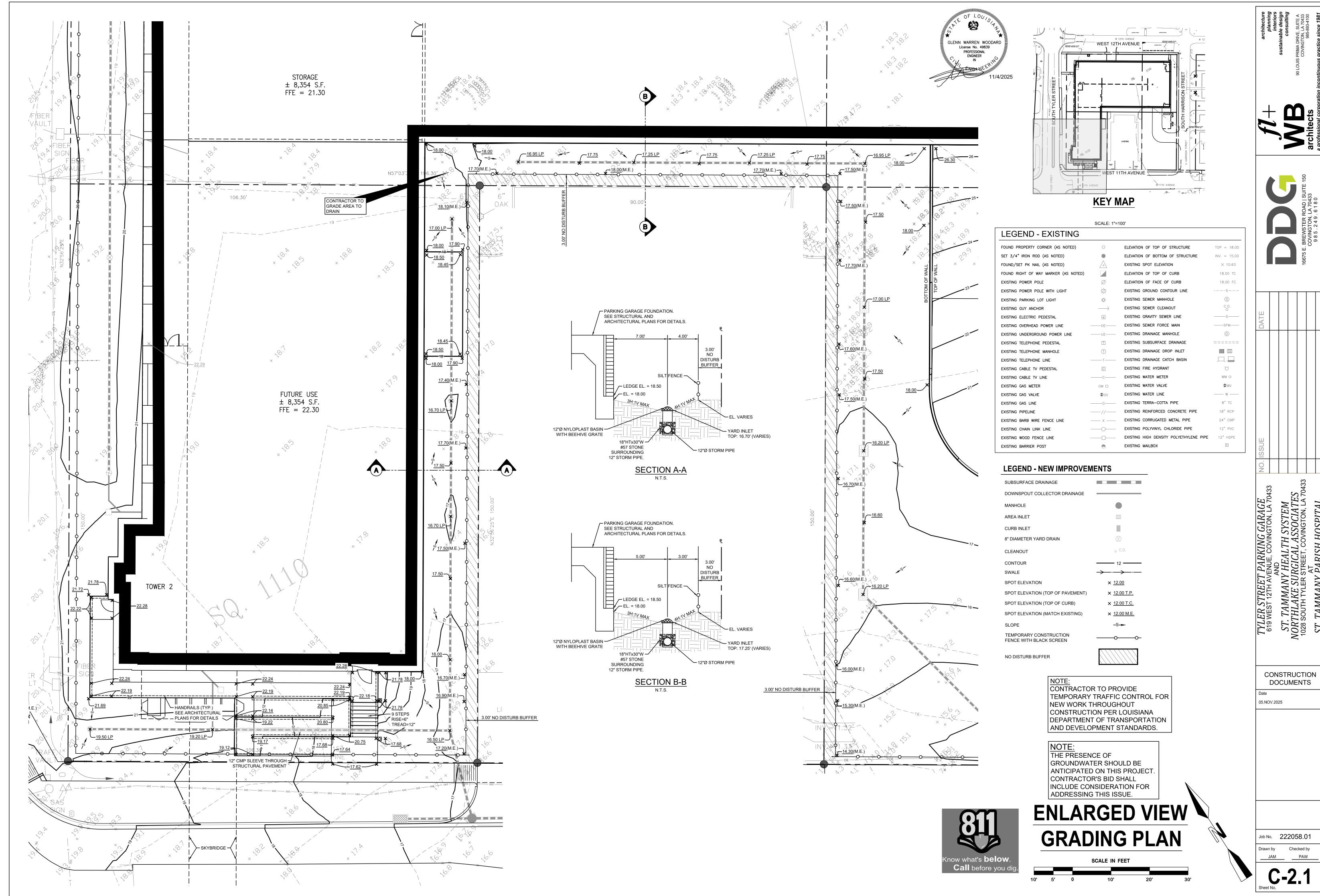
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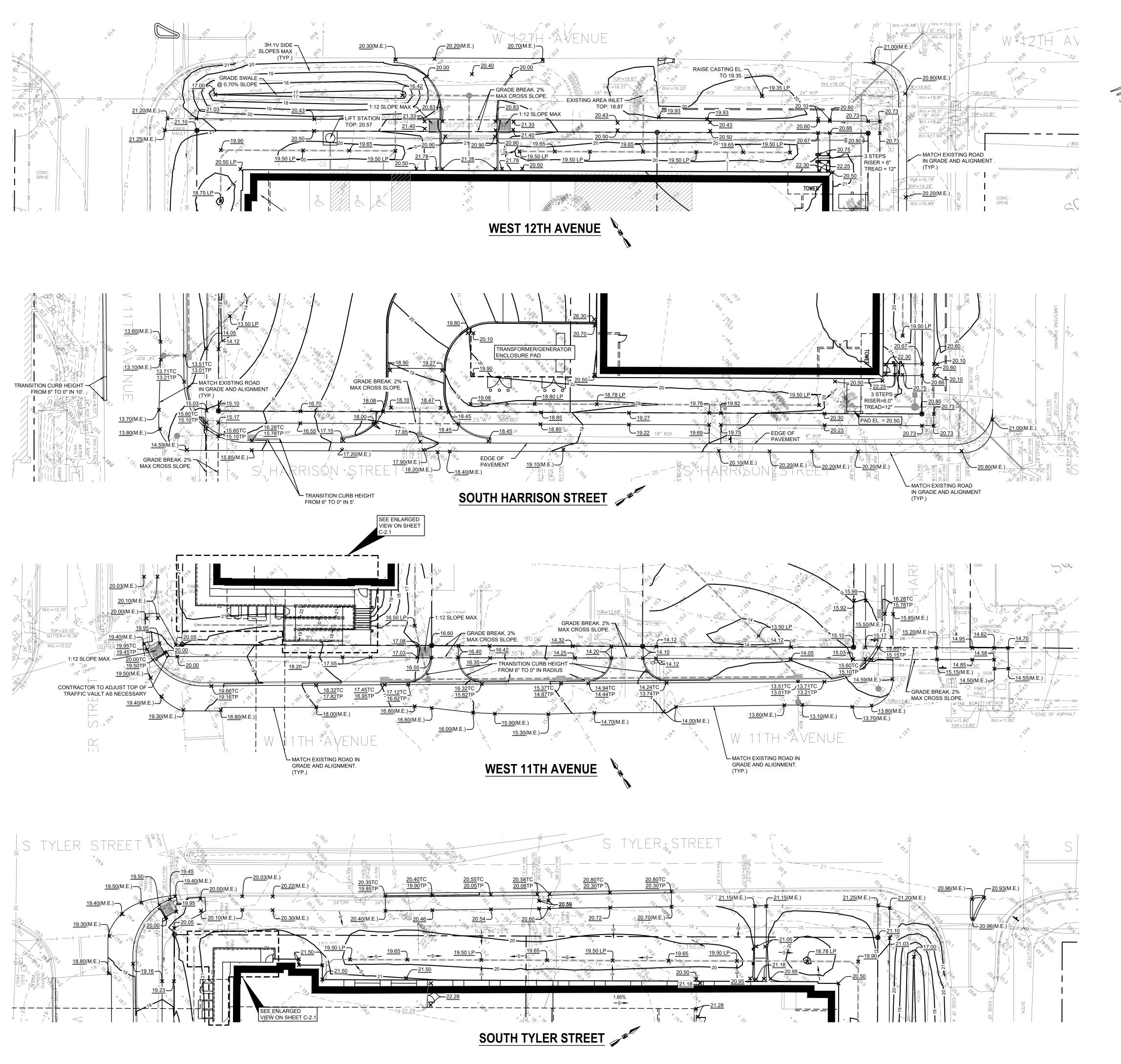
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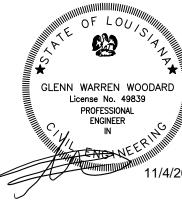
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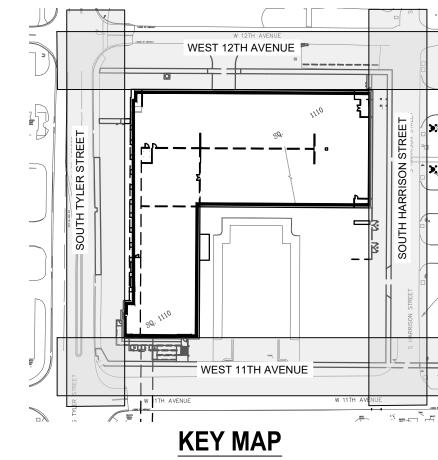
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ST. TAMMANY I









# SCALE: 1"=100'

IF	GEN	ıD.	. FX	IST	INC

FOUND PROPERTY CORNER (AS NOTED)	0	ELEVATION OF TOP OF STRUCTURE	TOP = 18.00
SET 3/4" IRON ROD (AS NOTED)	•	ELEVATION OF BOTTOM OF STRUCTURE	INV. = 15.00
FOUND/SET PK NAIL (AS NOTED)		EXISTING SPOT ELEVATION	× 10.63
FOUND RIGHT OF WAY MARKER (AS NOTED)		ELEVATION OF TOP OF CURB	18.50 TC
EXISTING POWER POLE	Ø	ELEVATION OF FACE OF CURB	18.00 FC
EXISTING POWER POLE WITH LIGHT	-\(\phi\)-	EXISTING GROUND CONTOUR LINE	5
EXISTING PARKING LOT LIGHT	*	EXISTING SEWER MANHOLE	(\$)
EXISTING GUY ANCHOR	$\longrightarrow$	EXISTING SEWER CLEANOUT	C.O. O
EXISTING ELECTRIC PEDESTAL	е	EXISTING GRAVITY SEWER LINE	———S——
EXISTING OVERHEAD POWER LINE	OE	EXISTING SEWER FORCE MAIN	SFM
EXISTING UNDERGROUND POWER LINE	UE	EXISTING DRAINAGE MANHOLE	<b>(D)</b>
EXISTING TELEPHONE PEDESTAL		EXISTING SUBSURFACE DRAINAGE	======
EXISTING TELEPHONE MANHOLE	$\bigcirc$	EXISTING DRAINAGE DROP INLET	
EXISTING TELEPHONE LINE	—т—	EXISTING DRAINAGE CATCH BASIN	
EXISTING CABLE TV PEDESTAL	C	EXISTING FIRE HYDRANT	Ø
EXISTING CABLE TV LINE	C	EXISTING WATER METER	WM O
EXISTING GAS METER	GM □	EXISTING WATER VALVE	<b>⊗</b> W∨
EXISTING GAS VALVE	<b>\$</b> GV	EXISTING WATER LINE	—— W —
EXISTING GAS LINE	G	EXISTING TERRA-COTTA PIPE	8" TC
EXISTING PIPELINE	//	EXISTING REINFORCED CONCRETE PIPE	18" RCP
EXISTING BARB WIRE FENCE LINE	x	EXISTING CORRUGATED METAL PIPE	24" CMP
EXISTING CHAIN LINK LINE		EXISTING POLYVINYL CHLORIDE PIPE	12" PVC
EXISTING WOOD FENCE LINE		EXISTING HIGH DENSITY POLYETHYLENE PIPE	12" HDPE
EXISTING BARRIER POST		EXISTING MAILBOX	

# I EGEND - NEW IMPROVEMENTS

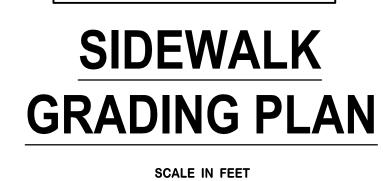
LEGEND - NEW IMPROVEMENTS		
SUBSURFACE DRAINAGE		
DOWNSPOUT COLLECTOR DRAINAGE		
MANHOLE		
AREA INLET		
CURB INLET		
8" DIAMETER YARD DRAIN	$\otimes$	
CLEANOUT	。 C.O.	
CONTOUR	12 —	
SWALE	<del></del>	
SPOT ELEVATION	× <u>12.00</u>	
SPOT ELEVATION (TOP OF PAVEMENT)	× 12.00 T.P.	
SPOT ELEVATION (TOP OF CURB)	× 12.00 T.C.	
SPOT ELEVATION (MATCH EXISTING)	x <u>12.00 M.E.</u>	
SLOPE	-S <del>-</del>	
TEMPORARY CONSTRUCTION FENCE WITH BLACK SCREEN	<del></del>	

# NOTE:

CONTRACTOR TO PROVIDE
TEMPORARY TRAFFIC CONTROL FOR NEW WORK THROUGHOUT CONSTRUCTION PER LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT STANDARDS.

NOTE: THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE.



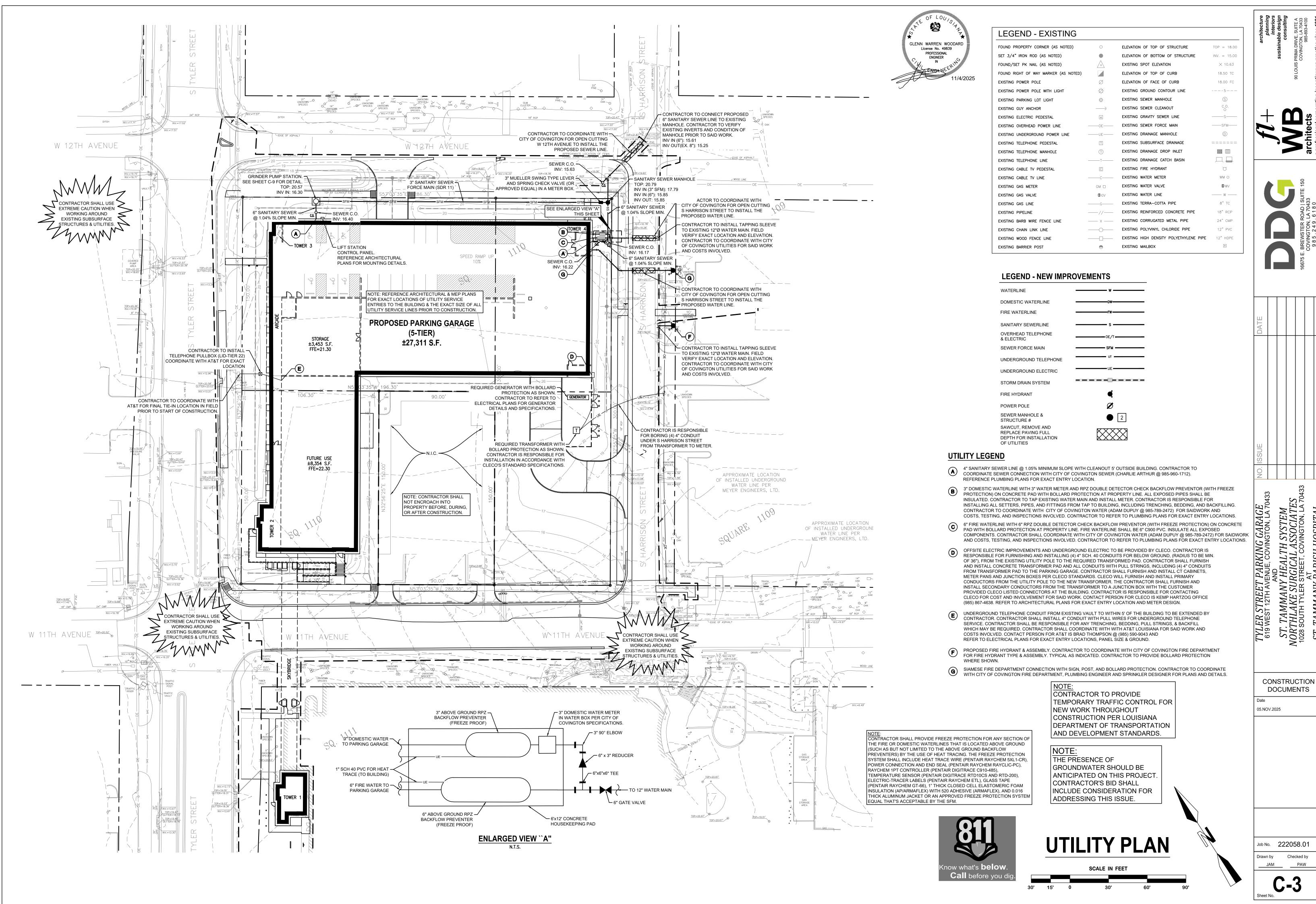


AND
ST. TAMMANY HEALTH SYSTEM
NORTHLAKE SURGICAL ASSOCIATES
1028 SOUTH TYLER STREET, COVINGTON, LA 7043
AT
ST. TAMMANY PARISH HOSPITAL
AD ARE ISSUED AS INSTRUMENTS OF SERVICE. THESE CONSTRUCTION DOCUMENTS 05.NOV.2025

Job No. 222058.01

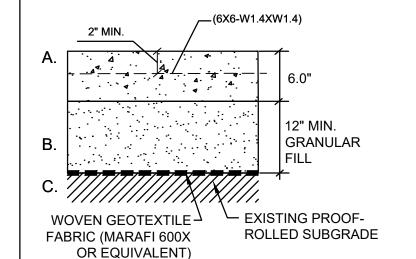
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AT / PARISH HOSPITAL RUMENTS OF SERVICE. THE

 $ST.\ TAMMANY^{t}$ 



# STANDARD DUTY CONCRETE PAVEMENT

WOVEN GEOTEXTILE -

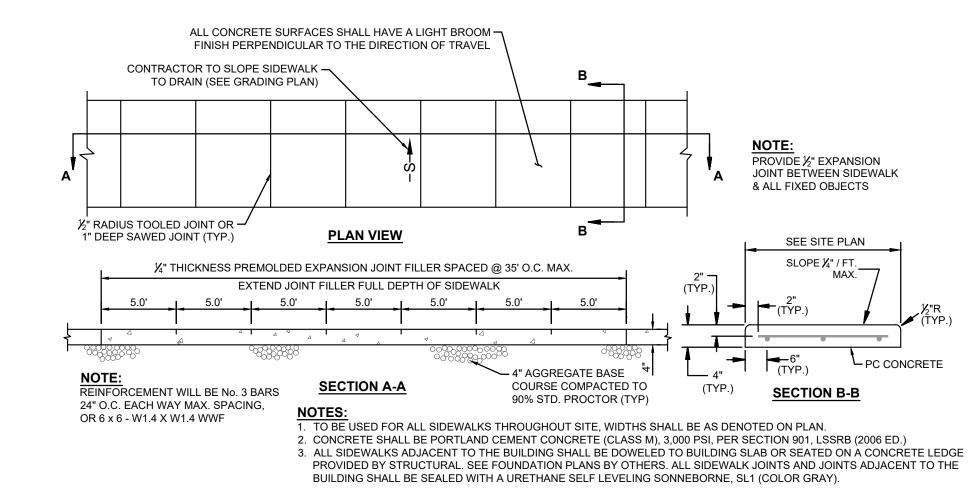
OR EQUIVALENT)

STANDARD DUTY

**ASPHALTIC PAVEMENT** 

FABRIC (MARAFI 600X

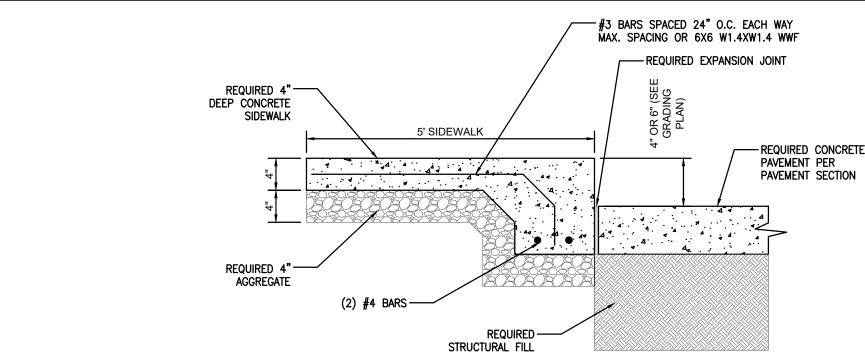
- A. 6.0" PORTLAND CEMENT CONCRETE (4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS) COMPLYING WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR ROADS & BRIDGES. THE PORTLAND CEMENT SHALL ALSO CONFORM TO THE REQUIREMENTS FOR PORTLAND CEMENT CONCRETE PAVEMENT SECTION 601 & 901 OF THE LADOTD STANDARD SPECIFICATIONS FOR ROADS & BRIDGES.
- 12.0" MIN. COMPACTED GRANULAR FILL (SAND). GRANULAR FILL SHALL MEET THE REQUIREMENTS OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION (SECTION 1003.07) AND BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698. WOVEN FABRIC SHALL BE PLACED ON TOP THE EXISTING MATERIAL AND BELOW THE GRANULAR FILL
- 1) THE GRANULAR FILL SHALL BE COMPACTED TO AT LEAST 95% PERCENT OF THE MAXIMUM DRY DENSITY PER ASTM D698. STANDARD PROCTOR AND WITHIN 3% OF THE OPTIMUM MOISTURE CONTENT.
- 2) IF NECESSARY, ALL STRUCTURAL FILL SHALL BE FREE OF ROOTS, CLAY LUMPS, AND OTHER DELETERIOUS MATERIALS CONSISTING OF SANDY CLAYS OR CLAYEY SANDS HAVING A MAXIMUM LIQUID LIMIT OF 40 AND A MAXIMUM PLASTICITY INDEX OF 10 TO 20 PERCENT.
- 3) THE INITIAL LAYER OF FILL SHALL BE PLACED IN A RELATIVELY UNIFORM LOOSE LIFTS AND SHALL BE ADEQUATELY KEY INTO STRIPPED AND SCARIFIED SUBGRADE SOILS. THE FILL SHALL BE PLACED IN 8 INCH LOOSE LIFTS AND COMPACTED TO 95% MAXIMUM DRY DENSITY DETERMINED BY ASTM D698 STANDARD PROCTOR AND WITHIN 1% POINT BELOW AND 3% POINT ABOVE OPTIMUM MOISTURE CONTENT PER ASTM D698.
- 4) EXISTING SUBGRADE SHALL BE PROOF-ROLLED USING A SINGLE AXLE RUBBER TIRED VEHICLE WEIGHING ABOUT 20 TONS. SOILS THAT ARE OBSERVED TO RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL. THE PROOF-ROLLING AND UNDERCUTTING SHALL BE WITNESSED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEER AND PERFORMED DURING PERIODS OF DRY WEATHER.
- 5) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION.
- 6) CONTROL JOINT SPACING SHALL BE A MAXIMUM OF 15 FEET. IF SAWCUT, CONTROL JOINTS SHALL BE CUT WITHIN 6
- TO 12 HOURS OF CONCRETE PLACEMENT. 7) EXPANSION JOINT SPACING SHALL BE A MAXIMUM OF 75 FT.
- 8) DOWELS AT EXPANSION JOINTS SHALL BE  $\frac{3}{2}$  INCH BARS, 18 INCHES IN LENGTH, WITH ONE END TREATED TO SLIP,
- SPACED AT 12 INCHES ON CENTERS AT EACH JOINT. 9) CONSTRUCTION JOINTS SHALL BE DESIGNED IN ACCORDANCE WITH CURRENT PORTLAND CEMENT ASSOCIATION & THE AMERICAN CONCRETE INSTITUTE GUIDELINES. JOINTS SHALL BE SEALED TO REDUCE THE POTENTIAL FOR WATER INFILTRATION INTO PAVEMENT JOINTS & SUBSEQUENT INFILTRATION INTO THE SUPPORTING SOILS. LOAD TRANSFER DEVICES AT THE PAVEMENT JOINTS SHALL BE DESIGNED IN ACCORDANCE WITH ACCEPTED CODES.



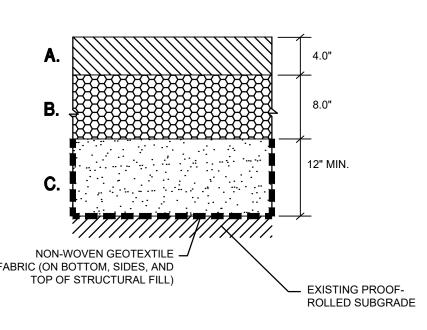
**CONCRETE SIDEWALK** 

### 3.0" (1" WEARING COURSE AND 2" BINDER COURSE) ASPHALT CONCRETE IN ACCORDANCE WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT (LADOTD) STANDARD SPECIFICATIONS FOR ROADS & BRIDGES, SECTION 501 LATEST EDITION, ASPHALT CONCRETE SHALL BE COMPACTED TO A MIN. 95% OF THE DENSITY OF THE LABORATORY MOLDED SPECIMEN. B 8.0" OF CLASS II BASE COURSE MEETING THE REQUIREMENTS OF THE LATEST EDITION OF OUISIANA STANDARD SPECIFICATIONS FOR ROADS & BRIDGES (LSSRB) SECTION 1003.03, & BE COMPACTED TO AT LEAST 95 PERCENT OF THE MAXIMUM DRY DENSITY DETERMINED BY ASTM D698 (STANDARD PROCTOR) 12.0" MIN. STRUCTURAL FILL (PUMPED RIVER SAND). THE STRUCTURAL FILL SHALL BE

- COMPACTED TO AT LEAST 95% OF THE SOIL'S MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698 (STANDARD PROCTOR).
- 1) ALL STRUCTURAL FILL SHALL BE FREE OF ORGANIC AND OTHER DELETERIOUS MATERIALS, LOCALLY AVAILABLE "PUMP" RIVER SAND MAY BE USED AS STRUCTURAL FILL, AND HAVE LESS THAN TEN (10) PERCENT PASSING THE #200 SIEVE.
- 2) FILL SHALL BE PLACED IN A RELATIVELY UNIFORM HORIZONTAL LIFTS AND SHALL BE ADEQUATELY KEYED INTO STRIPPED AND SCARIFIED SOILS.
- 3) EXISTING SUBGRADE IN PARKING AREAS SHALL BE PROOF-ROLLED WITH A TANDEM AXLE DUMP TRUCK OR SIMILAR HEAVILY LOADED RUBBER TIRED VEHICLE. SOILS THAT RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL. THE PROOF ROLLING AND UNDERCUTTING SHALL BE WITNESSED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEER AND SHALL BE PREFORMED DURING PERIODS OF DRY WEATHER.
- 4) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION.



SIDEWALK TURN DOWN DETAIL



STRUCTURAL FILL

**EXISTING PROOF-**

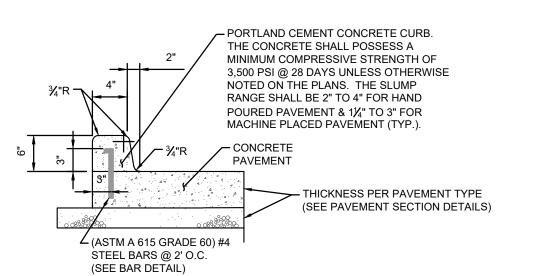
ROLLED SUBGRADE

# **HEAVY DUTY ASPHALTIC PAVEMENT**

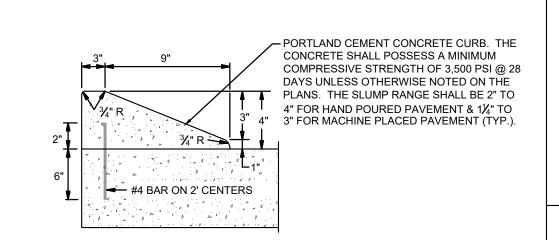
- 2.0" MIX LEVEL 1 (PG-70-22M) WEARING COURSE AND 2.0" MIX LEVEL 1 (PG-70-22A) BINDER COURSE. THE ASPHALTIC CONCRETE SHOULD MEET THE MINIMUM REQUIREMENTS OF THE LATEST EDITION OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (LADOTD) STANDARD SPECIFICATION FOR ROADS & BRIDGES (LSSRB), SECTION 502
- B. 8.0" OF CLASS II BASE COURSE. THE BASE COURSE SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES (LSSRB) SECTION 1003.03.01, AND PLACED IN LOOSE LIFT THICKNESS OF 6" TO 8" INCHES AND COMPACTED TO 95% OF ITS MAXIMUM DRY DENSITY AT ±3% OF OPTIMUM WATER CONTENT IN ACCORDANCE
- C. 12.0" MIN. STRUCTURAL FILL SHALL CONSIST OF LEAN CLAYS, SANDY CLAYS, OR CLAYEY SANDS.

OF DRY WEATHER.

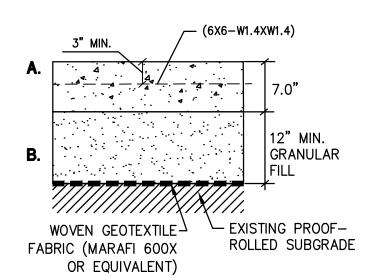
- 1) ALL STRUCTURAL FILL SHALL BE FREE OF WOOD, ROOTS, CLAY LUMPS, AND OTHER DELETERIOUS MATERIALS AND HAVING MAXIMUM ORGANIC CONTENT OF 5% BY WEIGHT.
- 2) THE STRUCTURAL FILL SHALL BE PLACED IN A RELATIVELY UNIFORM LOOSE LIFTS. THE FILL SHALL BE PLACED IN 6 TO 8 INCH LOOSE LIFTS AND COMPACTED TO 95% MAXIMUM DRY DENSITY WITHIN ±3% OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH ASTM D1557.
- 3) EXISTING SUBGRADE SHALL BE PROOF-ROLLED WITH A BULLDOZER, COMPACTOR, OR TRACKED VEHICLE EXERTING A GROUND PRESSURE BETWEEN 10 AND 15 PSI. SOILS THAT ARE OBSERVED TO RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL. THE PROOF-ROLLING AND UNDERCUTTING SHALL BE WITNESSED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEER AND PERFORMED DURING PERIODS OF DRY WEATHER.
- 4) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION.



PIN ON BARRIER CURB DETAIL



STANDARD CONCRETE MOUNTABLE **PIN-ON CURB DETAIL** 

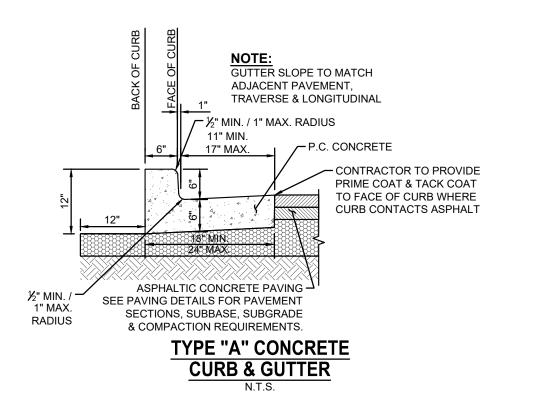


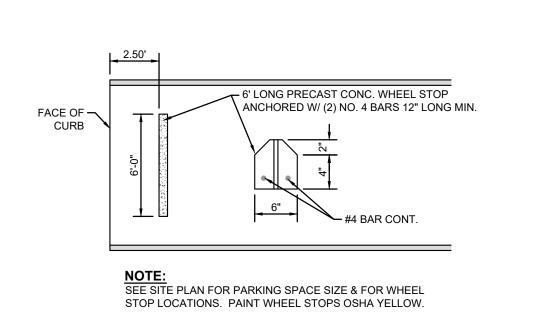
**HEAVY DUTY CONCRETE PAVEMENT** 

- A. 7.0" PORTLAND CEMENT CONCRETE (4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS) COMPLYING WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR ROADS & BRIDGES. THE PORTLAND CEMENT SHALL ALSO CONFORM TO THE REQUIREMENTS FOR PORTLAND CEMENT CONCRETE PAVEMENT SECTION 601 & 901 OF THE LADOTD STANDARD SPECIFICATIONS FOR ROADS & BRIDGES.
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- 1) THE GRANULAR FILL SHALL BE COMPACTED TO AT LEAST 95% PERCENT OF THE MAXIMUM DRY DENSITY PER ASTM D698. STANDARD PROCTOR AND WITHIN 3% OF THE OPTIMUM MOISTURE CONTENT. 2) IF NECESSARY, ALL STRUCTURAL FILL SHALL BE FREE OF ROOTS, CLAY LUMPS, AND OTHER DELETERIOUS
- MATERIALS CONSISTING OF SANDY CLAYS OR CLAYEY SANDS HAVING A MAXIMUM LIQUID LIMIT OF 40 AND A MAXIMUM PLASTICITY INDEX OF 10 TO 20 PERCENT. 3) THE INITIAL LAYER OF FILL SHALL BE PLACED IN A RELATIVELY UNIFORM LOOSE LIFTS AND SHALL BE ADEQUATELY KEY INTO STRIPPED AND SCARIFIED SUBGRADE SOILS. THE FILL SHALL BE PLACED IN 8 INCH LOOSE LIFTS AND
- COMPACTED TO 95% MAXIMUM DRY DENSITY DETERMINED BY ASTM D698 STANDARD PROCTOR AND WITHIN 1% POINT BELOW AND 3% POINT ABOVE OPTIMUM MOISTURE CONTENT PER ASTM D698. 4) EXISTING SUBGRADE SHALL BE PROOF-ROLLED USING A SINGLE AXLE RUBBER TIRED VEHICLE WEIGHING ABOUT 20 TONS. SOILS THAT ARE OBSERVED TO RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL. THE PROOF-ROLLING AND UNDERCUTTING

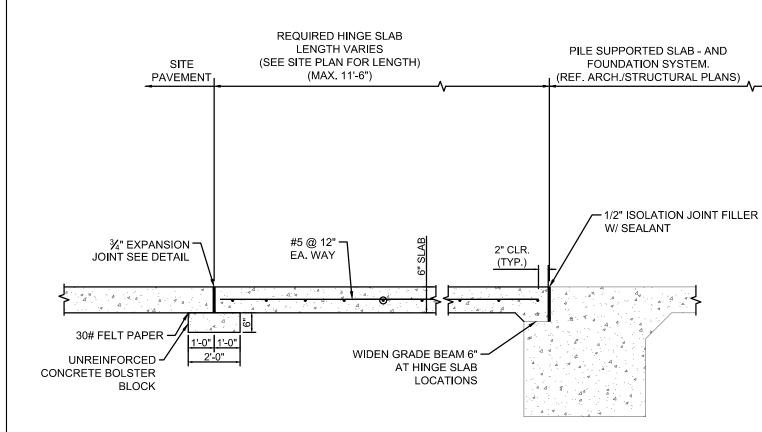
SHALL BE WITNESSED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEER AND PERFORMED DURING PERIODS

- 5) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION.
- 6) CONTROL JOINT SPACING SHALL BE A MAXIMUM OF 15 FEET. IF SAWCUT, CONTROL JOINTS SHALL BE CUT WITHIN 6
- TO 12 HOURS OF CONCRETE PLACEMENT. 7) EXPANSION JOINT SPACING SHALL BE A MAXIMUM OF 75 FT. 8) DOWELS AT EXPANSION JOINTS SHALL BE 1 INCH BARS, 18 INCHES IN LENGTH, WITH ONE END TREATED TO SLIP,
- SPACED AT 12 INCHES ON CENTERS AT EACH JOINT. 9) CONSTRUCTION JOINTS SHALL BE DESIGNED IN ACCORDANCE WITH CURRENT PORTLAND CEMENT ASSOCIATION & THE AMERICAN CONCRETE INSTITUTE GUIDELINES. JOINTS SHALL BE SEALED TO REDUCE THE POTENTIAL FOR WATER INFILTRATION INTO PAVEMENT JOINTS & SUBSEQUENT INFILTRATION INTO THE SUPPORTING SOILS. LOAD TRANSFER DEVICES AT THE PAVEMENT JOINTS SHALL BE DESIGNED IN ACCORDANCE WITH ACCEPTED CODES.

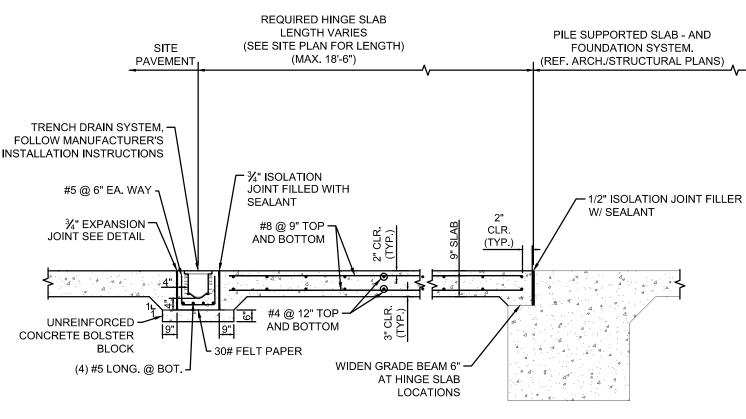




CONCRETE WHEEL STOP



### SIDEWALK HINGE SLAB DETAIL N.T.S.



## HEAVY DUTY PAVEMENT SIDEWALK HINGE SLAB DETAIL

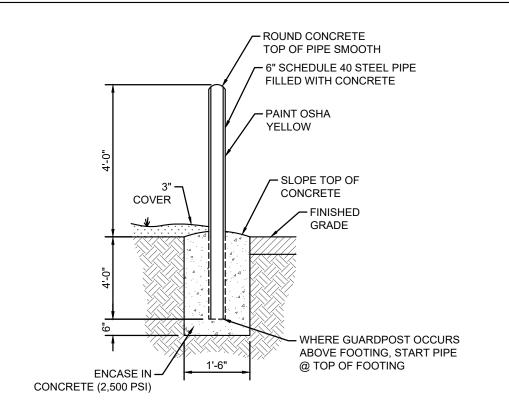
- REINFORCING STEEL GENERAL NOTES ALL REINFORCING STEEL SHALL BE NEW BILLET, ASTM A615 GRADE 60 DEFORMED DOMESTIC BARS, ALL DETAILING.
- FABRICATION, PLACING & SUPPORTING SHALL BE IN ACCORDANCE WITH ACI 318 & CRSI. 2. ALL DOWELS SHALL AS SPECIFIED IN ARCH./STRUCTURAL PLANS. THE MINIMUM SPLICE OF ALL CONTINUOUS BARS SHALL BE 40 BAR DIA. (2'-0" MIN.). PROVIDE OUTSIDE CORNER BARS IN ALL BEAMS, BARS SHALL BE SAME SIZE AS MAIN BEAM STEEL; LAP 30 BAR DIA.
- 3. CLEAR MINIMUM COVERAGE OF CONCRETE OVER REINFORCING BARS SHALL BE AS FOLLOWS: CONCRETE CAST & PERMANENTLY EXPOSED TO EARTH ----- 3" CONCRETE EXPOSED TO EARTH OR WEATHER:

### #6 & LARGER --#5 & SMALLER ----- 11/2" SLABS & BEAMS NOT EXPOSED TO WEATHER OR IN CONTACT WITH GROUND -

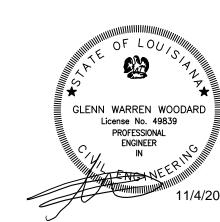
- ALL REINFORCING BARS, W.W.F., BOLTS, DOWELS, INSERTS, ETC., SHALL BE RIGIDLY SECURED IN POSITION PRIOR
- TO PLACING CONCRETE. CONTRACTOR SHALL SUBMIT COMPLETE SHOP & PLACING DRAWINGS & OBTAIN APPROVAL PRIOR TO FABRICATION. ALL REINFORCING BAR HOOKS SHALL BE 90° STANDARD HOOKS.
- REINFORCEMENT SUPPORTED FROM THE GROUND SHALL REST ON PRE-CAST CONCRETE BLOCKS NOT LESS THAN 4 INCH SQUARE, HAVING A COMPRESSIVE STRENGTH EQUAL TO THE SPECIFIED COMPRESSIVE STRENGTH OF THE CONCRETE BEING PLACED OR REINFORCED CHAIRS.

# REINFORCED HINGE SLAB

STORAGE OF REINFORCING STEEL SHALL BE SO AS TO NOT ALLOW MATERIAL TO CONTACT GROUND.

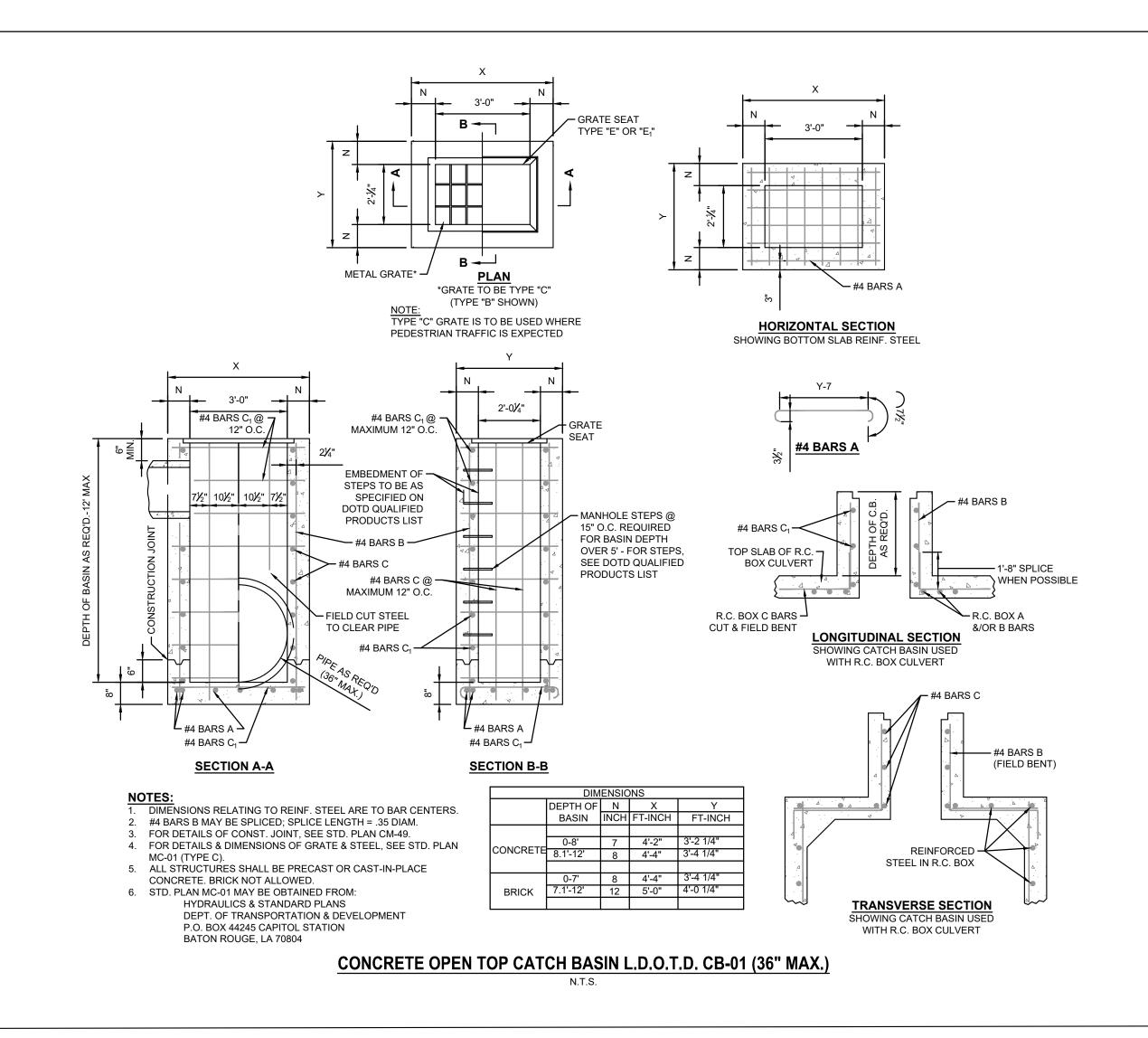


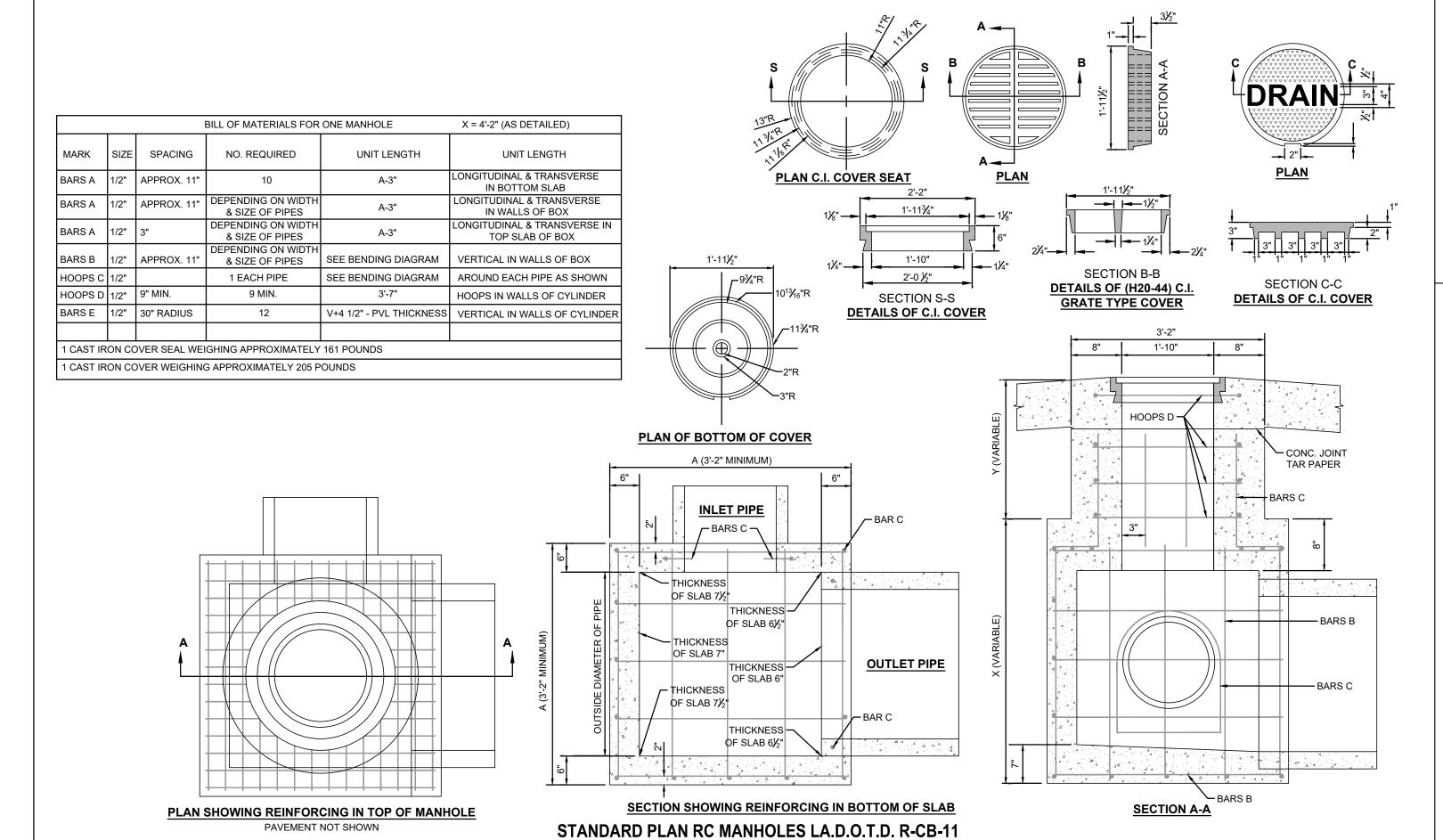
**BOLLARD DETAIL** 

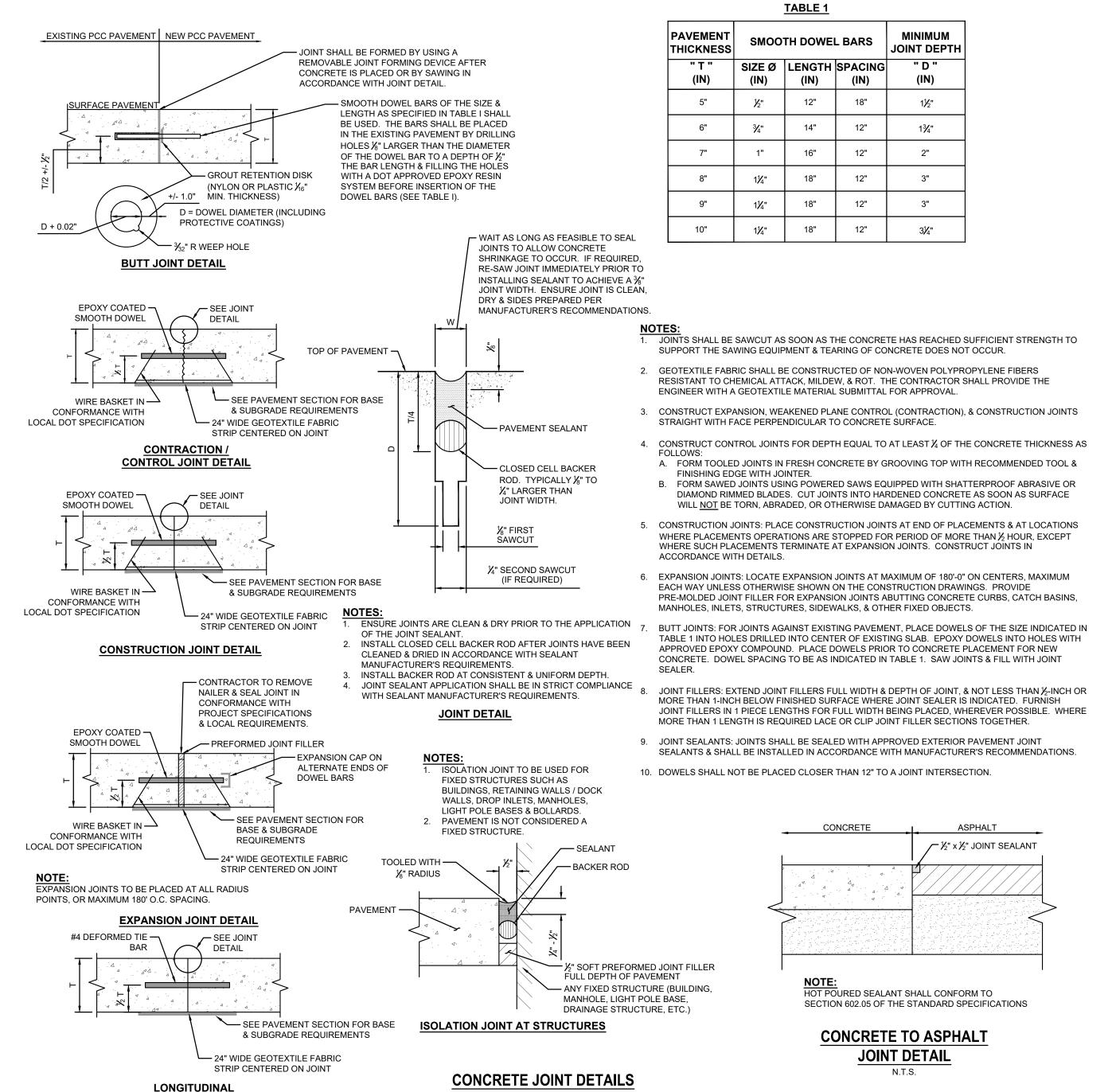


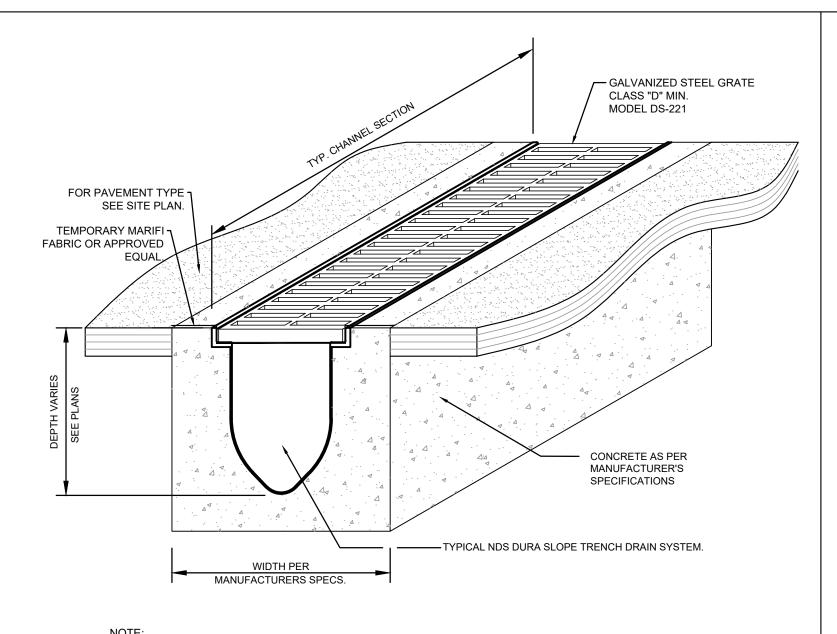
**DETAILS** 

Y HEAL TH SYSTEM JRGICAL ASSOCIATES STREET, COVINGTON, LA 704 GARAGE GTON, LA 70 TAMMANY SUED AS INSTRU ST. TAMMAN NORTHLAKE S 1028 SOUTH TYLE CONSTRUCTION DOCUMENTS 05.NOV.2025 Job No. 222058.01 Checked by PAW









**CONSTRUCTION JOINT DETAIL** 

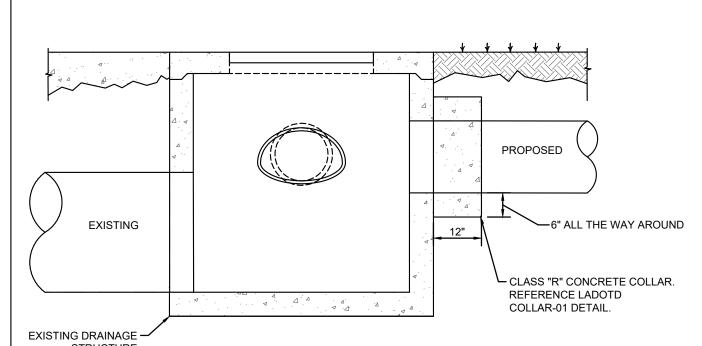
MARAFI FABRIC OR APPROVED EQUAL SHALL BE PLACE BENEATH THE OPENING OF THE TRENCH DRAIN GRATE TO

PREVENT SILT/SEDIMENT FROM ENTERING THE DRAINAGE SYSTEM. UPON HAVING THE SITE STABILIZED, THE FABRIC CAN

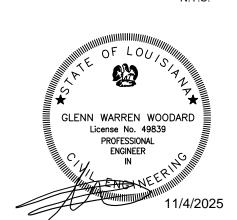
TRENCH DRAIN DETAIL

BE REMOVED.

CONTRACTOR TO REMOVE EXISTING PIPE FROM EXISTING BOX. THEN SAW CUT AN OPENING LARGE ENOUGH TO ACCEPT THE NEW PIPE. VOIDS IN NEW OPENING TO BE FILLED DURING THE INSTALLATION OF THE CONCRETE COLLAR TO ENSURE A WATER TIGHT SEAL. INTERIOR OF BOX WALL TO BE FINISHED WITH NON-SHRINK GROUT.



**EXISTING CATCH BASIN CONNECTION DETAIL** 



**DETAILS** 

AND
ST. TAMMANY HEALTH SYSTEM
NORTHLAKE SURGICAL ASSOCIATES
1028 SOUTH TYLER STREET, COVINGTON, LA 70 PARKING GARAGE ST. TAMMANY PARISH HOSPITAI ARE ISSUED AS INSTRUMENTS OF SERVICE. TH CONSTRUCTION **DOCUMENTS** 05.NOV.2025 Job No. 222058.01 Checked by

## SITE PAVEMENT MARKING SPECIFICATIONS:

THE SPECIFICATIONS BELOW PERTAIN TO PAINTING & MARKING OF PARKING LOT PAVEMENTS, CURBS, GUARD POSTS & LIGHT POLE BASES.

SEE ARCHITECTURAL PLANS & SPECIFICATIONS FOR PAINTED PAVEMENT & MARKINGS WITHIN THE LIMITS OF THE BUILDING FOOTPRINT.

MAINTAIN ACCESS FOR VEHICULAR & PEDESTRIAN TRAFFIC AS REQUIRED FOR OTHER CONSTRUCTION ACTIVITIES. UTILIZE FLAGMEN, BARRICADES, WARNING SIGNS & WARNING LIGHTS AS REQUIRED.

USE TRAINED & EXPERIENCED PERSONNEL IN APPLYING THE PRODUCTS & OPERATING THE EQUIPMENT REQUIRED FOR PROPERLY PERFORMED WORK.

PAINT SHALL BE WATERBORNE OR SOLVENT BORNE, COLORS AS SHOWN OR SPECIFIED ON THE PLANS. PAVEMENT MARKING PAINTS SHALL COMPLY WITH APPLICABLE STATE & LOCAL LAWS ENACTED TO ENSURE COMPLIANCE WITH FEDERAL CLEAN AIR STANDARDS. PAINT MATERIALS SHALL CONFORM TO THE RESTRICTIONS OF THE LOCAL AIR POLLUTION CONTROL DISTRICT.

WATERBORNE PAINT: PAINTS SHALL CONFORM TO FS TT-P-1952.

SOLVENT BORNE PAINT: PAINT SHALL CONFORM TO FS A-A-2886 OR AASHTO M248. PAINT SHALL BE NON-BLEEDING, QUICK-DRYING,& ALKYD PETROLEUM BASE PAINT SUITABLE FOR TRAFFIC-BEARING SURFACE & BE MIXED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS BEFORE APPLICATION FOR COLORS WHITE, YELLOW, BLUE & RED.

EXAMINE THE WORK AREA & CORRECT CONDITIONS DETRIMENTAL TO TIMELY & PROPER COMPLETION OF THE WORK. DO NOT PROCEED UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED.

### **PREPARATION:**

SWEEP & CLEAN SURFACE TO ELIMINATE LOOSE MATERIAL & DUST.

WHERE EXISTING PAVEMENT MARKINGS ARE INDICATED ON CONSTRUCTION DRAWINGS TO BE REMOVED OR WOULD INTERFERE WITH ADHESION OF NEW PAINT, A MOTORIZED ABRASIVE DEVICE SHALL BE USED TO REMOVE THE MARKINGS. EQUIPMENT EMPLOYED SHALL NOT DAMAGE EXISTING PAVING OR CREATE SURFACES HAZARDOUS TO VEHICLE OR PEDESTRIAN TRAFFIC. WITHIN PUBLIC RIGHTS-OF-WAY, THE APPROPRIATE GOVERNING

NEW PAVEMENT SURFACES SHALL BE ALLOWED TO CURE FOR NOT LESS THAN 30 DAYS BEFORE APPLICATION OF MARKING MATERIALS.

IN GENERAL, MARKINGS SHALL NOT BE PLACED OVER EXISTING PAVEMENT MARKING PATTERNS. EXISTING PAVEMENT MARKINGS, WHICH ARE IN GOOD CONDITION BUT INTERFERE OR CONFLICT WITH THE NEWLY APPLIED MARKING PATTERNS, SHALL BE REMOVED. DETERIORATED OR OBSCURED MARKINGS THAT ARE NOT MISLEADING OR CONFUSING OR DO NOT INTERFERE WITH THE ADHESION OF THE NEW MARKING MATERIAL DO NOT REQUIRE REMOVAL. WHENEVER GRINDING, SCRAPING, SANDBLASTING OR OTHER OPERATIONS ARE PERFORMED, THE WORK SHALL BE CONDUCTED IN SUCH A MANNER THAT THE FINISHED PAVEMENT SURFACE IS NOT DAMAGED OR LEFT IN A PATTERN THAT IS MISLEADING OR CONFUSING. WHEN THESE OPERATIONS ARE COMPLETED, THE PAVEMENT SURFACE SHALL BE BLOWN OFF WITH COMPRESSED AIR TO REMOVE RESIDUE & DEBRIS RESULTING FROM THE CLEANING WORK.

APPLY TWO COATS OF PAINT AT MANUFACTURER'S RECOMMENDED RATE, WITHOUT ADDITION OF THINNER, WITH MAXIMUM OF 100 SQUARE FEET PER GALLON OR AS REQUIRED TO PROVIDE A MINIMUM WET FILM THICKNESS OF 15 MILS & DRY FILM THICKNESS OF 7 ½ MILS PER COAT. PAINT SHALL BE APPLIED FOR A TOTAL DRY FILM THICKNESS OF 15 MILS. APPLY WITH MECHANICAL EQUIPMENT TO PRODUCE UNIFORM STRAIGHT EDGES. AT SIDEWALK CURBS & CROSSWALKS, USE STRAIGHTEDGE TO ENSURE UNIFORM, CLEAN, & STRAIGHT STRIPE.

INSTALL PAVEMENT MARKINGS ACCORDING TO MANUFACTURER'S RECOMMENDED PROCEDURES FOR THE SPECIFIED MATERIAL.

FOLLOWING ITEMS SHALL BE PAINTED WITH COLORS NOTED BELOW:

1. PEDESTRIAN CROSSWALKS: WHITE

2. EXTERIOR SIDEWALK CURBS, LIGHT POLE BASES & GUARD POSTS: YELLOW 3. FIRE LANES: RED OR PER LOCAL CODE

4. LANE STRIPING WHERE SEPARATING TRAFFIC MOVING IN OPPOSITE DIRECTIONS: YELLOW 5. LANE STRIPING WHERE SEPARATING TRAFFIC MOVING IN THE SAME DIRECTION: WHITE

6. ADA SYMBOLS: BLUE OR PER LOCAL CODE

### 7. ADA PARKING SPACE MARKINGS AS SHOWN ON THE CONSTRUCTION DRAWINGS. 8. PARKING STALL STRIPING: YELLOW, UNLESS OTHERWISE NOTED ON CONSTRUCTION DRAWINGS

AFTER THE PAINT HAS THOROUGHLY DRIED, VISUALLY INSPECT THE ENTIRE APPLICATION & TOUCH UP AS REQUIRED TO PROVIDE CLEAN, STRAIGHT LINES & SURFACES THROUGHOUT.

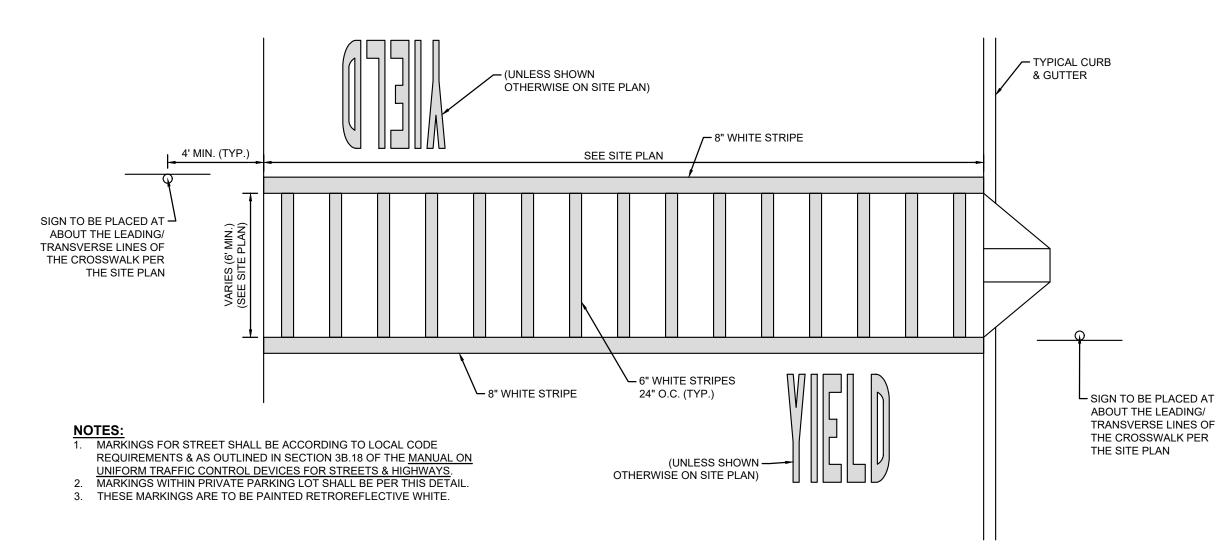
TESTING: TESTING OF WET FILM THICKNESS SHALL BE PERFORMED A MINIMUM OF TWO TIMES ON EACH PARKING ROW (INCLUDING STRIPED ISLANDS) & PEDESTRIAN CROSS WALKS, & A MINIMUM OF ONE TEST ON EACH LANE/ALIGNMENT STRIPING. AT LEAST ONE TEST SHALL BE PERFORMED AFTER REFILLING PAINT STRIPING MACHINE, CHANGING OPERATORS OF STRIPING MACHINE, & CHANGING PAINT TYPES, BRANDS, ETC. THIS SHALL BE PERFORMED IN ADDITION TO THE TESTING STATED ABOVE. THESE TESTS SHALL BE PERFORMED ON EACH COAT APPLIED. TESTING SHALL BE PERFORMED IN ACCORDANCE WITH ASTM D4414.

PLANTED OR OTHER \

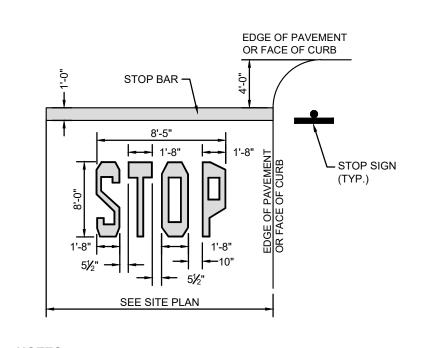
WASTE MATERIALS SHALL BE REMOVED AT THE END OF EACH WORKDAY. UPON COMPLETION OF THE WORK, ALL CONTAINERS & DEBRIS SHALL BE REMOVED FROM THE SITE. PAINT SPOTS UPON ADJACENT SURFACES SHALL BE CAREFULLY REMOVED BY APPROVED PROCEDURES THAT WILL NOT DAMAGE THE SURFACES & THE ENTIRE JOB LEFT CLEAN & ACCEPTABLE.

PLANTED OR OTHER -

NON-WALKING SURFACE



# **CROSSWALK MARKING W/ LONGITUDINAL STRIPES**



# NOTES: 1. WORDS & ARROWS FOR DRIVEWAYS SHALL BE APPLIED IN ACCORDANCE

WITH THE REQUIREMENTS OUTLINED IN SECTION 3B OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS & HIGHWAYS. VORDS & BAR TO BE PAINTED REFLECTIVE WHITE

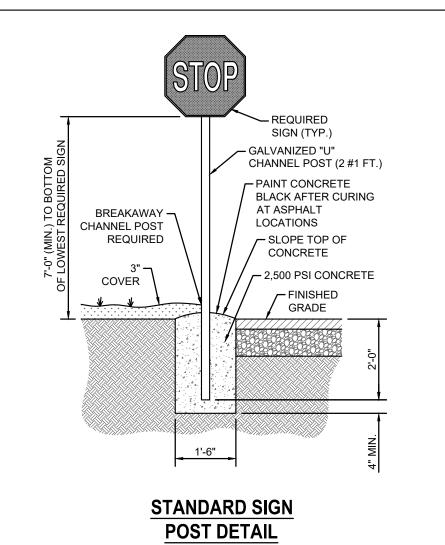
**STOP BAR DETAIL** 

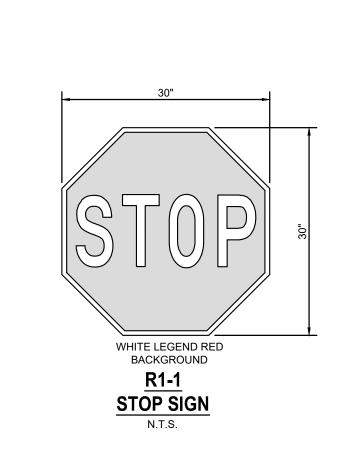
PAINT FACE OF CURB TRANSITION @ FLARED SIDES "A.D.A. BLUE" (TYP. EACH SIDE)

AREA

WARNINGS DETAIL & NOTE 1)

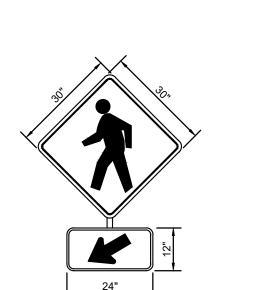
TO SCALE (SEE DETECTABLE





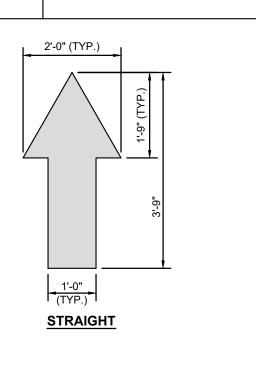


3. ALL LETTERS & SYMBOLS SHALL BE IN CONFORMANCE WITH THE STANDARD ALPHABETS FOR HIGHWAY SIGN & PAVEMENT MARKINGS.



BOTH SIGNS SHALL BE IN ACCORDANCE WITH THE LATEST MUTCD EDITION, WARNING SIGNS W11-2 (TOP) & W16-7P (BOTTOM) WITH A BLACK LEGEND ON À FLUORESCENT YELLOW-GREEN BACKGROUND.

> **PEDESTRIAN CROSSING SIGN**



4'-9" (TYP.) LEFT TURN 4'-9" (TYP.) AN ST. TAMMANY I NORTHLAKE SUR 1028 SOUTH TYLER ST

CONSTRUCTION

DOCUMENTS

Job No. 222058.01

Checked by

05.NOV.2025

ST. TAMMANY
RE ISSUED AS INSTRU

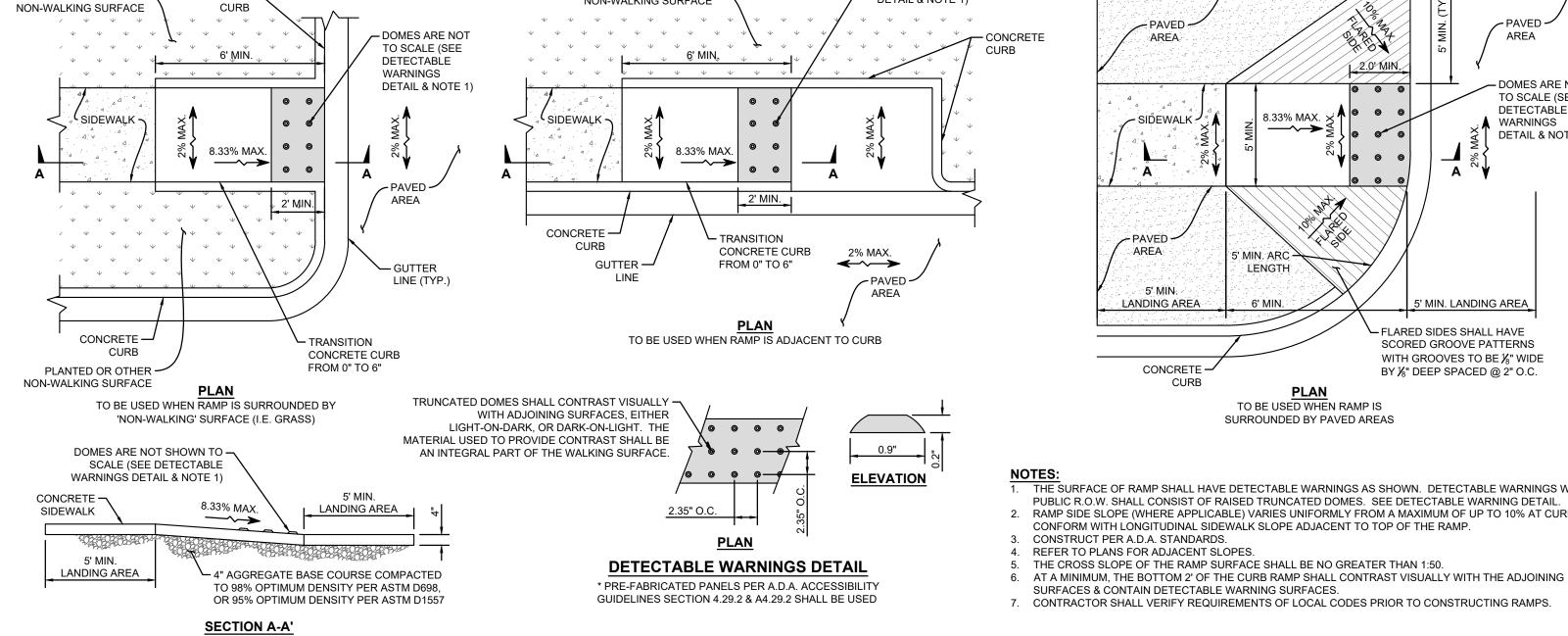
ALL TRAFFIC FLOW ARROWS TO BE SOLID YELLOW REFLECTIVE TRAFFIC PAINT NEW PAVEMENT SURFACES SHALL BE ALLOWED TO CURE AT LEAST 30 DAYS BEFORE APPLICATION OF MARKING MATERIALS.

INSTALL PAVEMENT MARKINGS ACCORDING TO MANUFACTURER'S RECOMMENDATIONS & PROJECT SPECIFICATIONS.

**INTERNAL TRAFFIC FLOW ARROW DETAIL** 



**DETAILS** 



**ADA RAMP IN SIDEWALK DETAIL** 

- DOMES ARE NOT TO SCALE

DETAIL & NOTE 1)

(SEE DETECTABLE WARNINGS

5' MIN. LANDING AREA 5' MIN. LANDING AREA - FLARED SIDES SHALL HAVE SCORED GROOVE PATTERNS WITH GROOVES TO BE 1/8" WIDE CONCRETE -BY ⅓" DEEP SPACED @ 2" O.C. PLAN
TO BE USED WHEN RAMP IS SURROUNDED BY PAVED AREAS THE SURFACE OF RAMP SHALL HAVE DETECTABLE WARNINGS AS SHOWN. DETECTABLE WARNINGS WITHIN PUBLIC R.O.W. SHALL CONSIST OF RAISED TRUNCATED DOMES. SEE DETECTABLE WARNING DETAIL. RAMP SIDE SLOPE (WHERE APPLICABLE) VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 10% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP. . CONSTRUCT PER A.D.A. STANDARDS. REFER TO PLANS FOR ADJACENT SLOPES.

CONCRETE -

8.33% MAX.

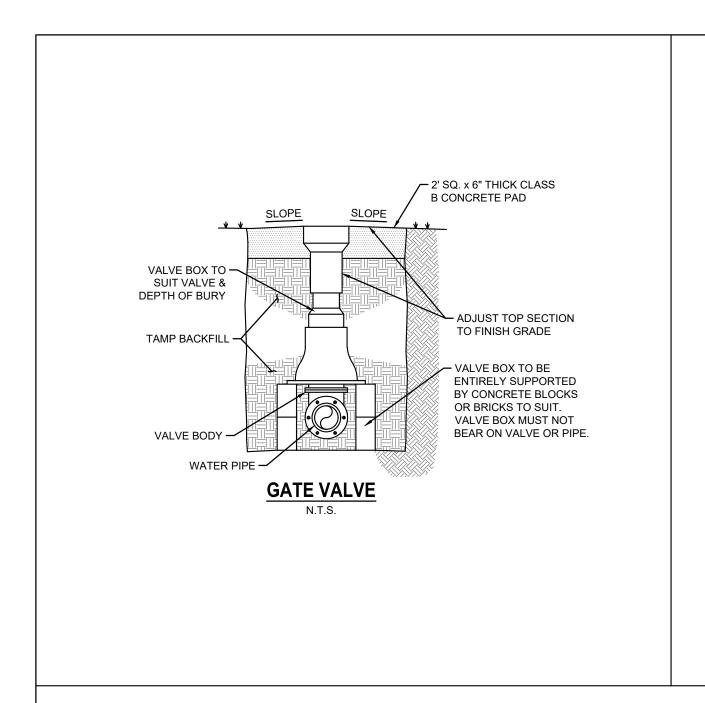
THE CROSS SLOPE OF THE RAMP SURFACE SHALL BE NO GREATER THAN 1:50.

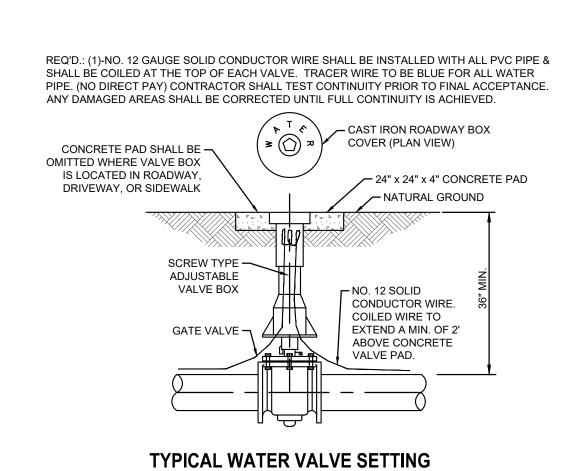
SURFACES & CONTAIN DETECTABLE WARNING SURFACES.

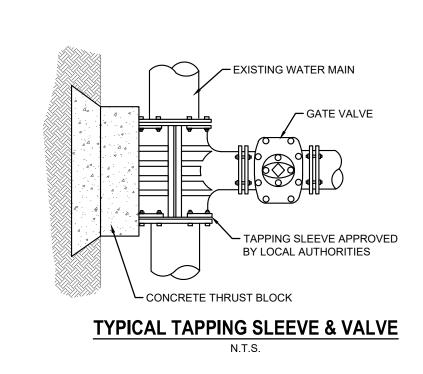
- SIDEWALK

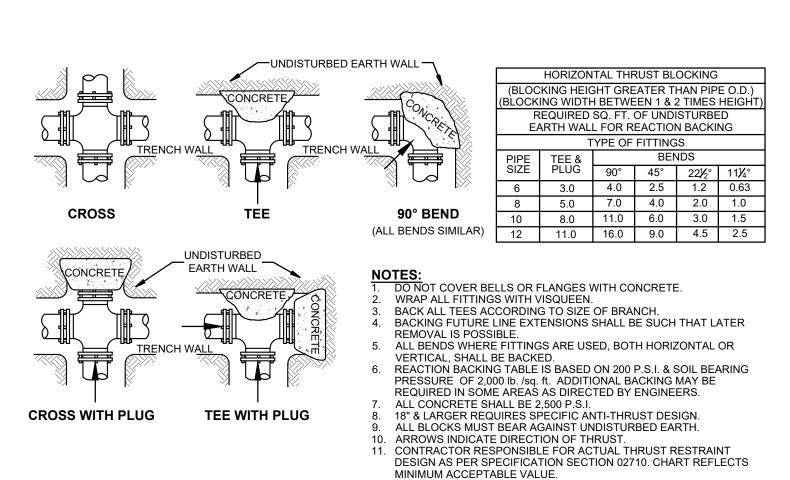
- PAVED -

AREA

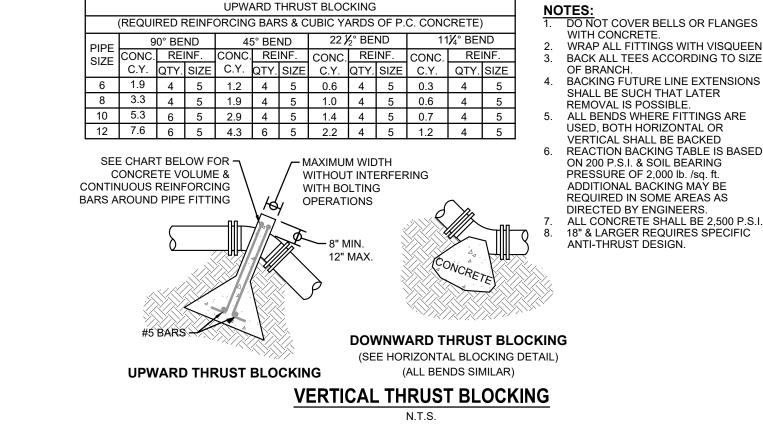


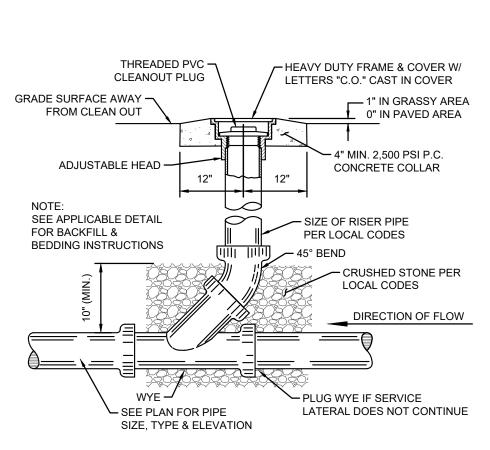




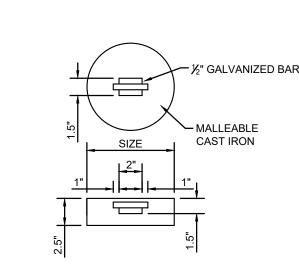


HORIZONTAL THRUST BLOCKING

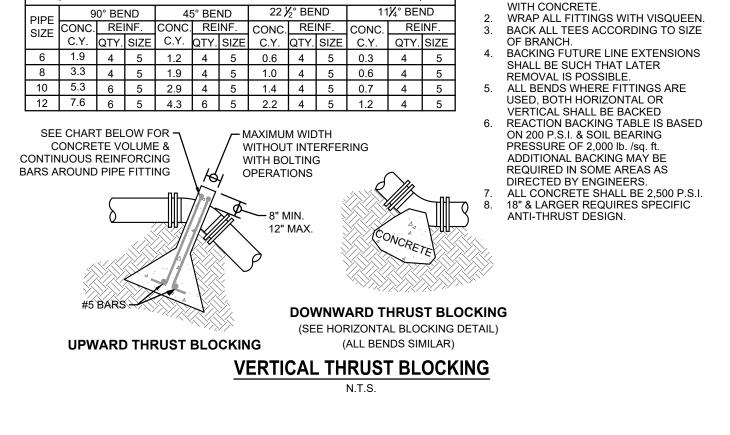


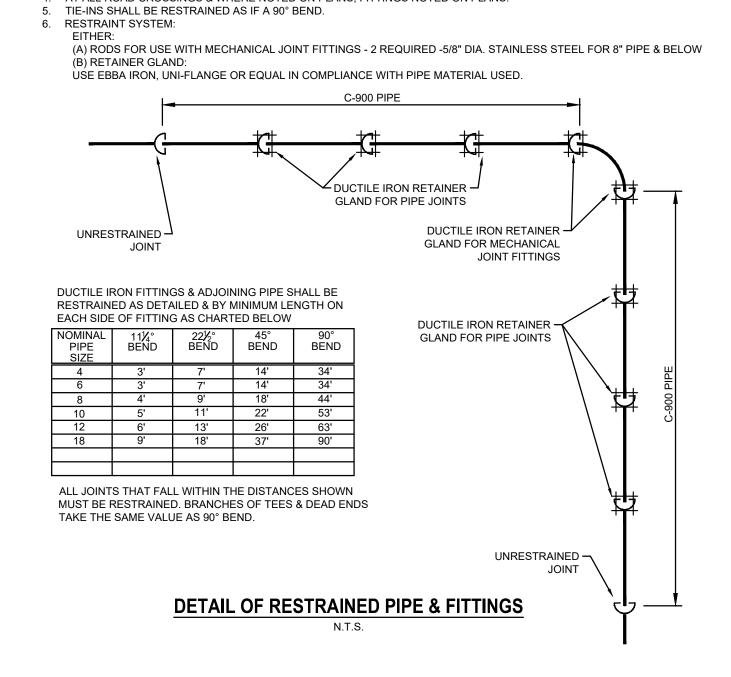


SANITARY SEWER CLEANOUT



**CLEANOUT PLUG DETAIL** 



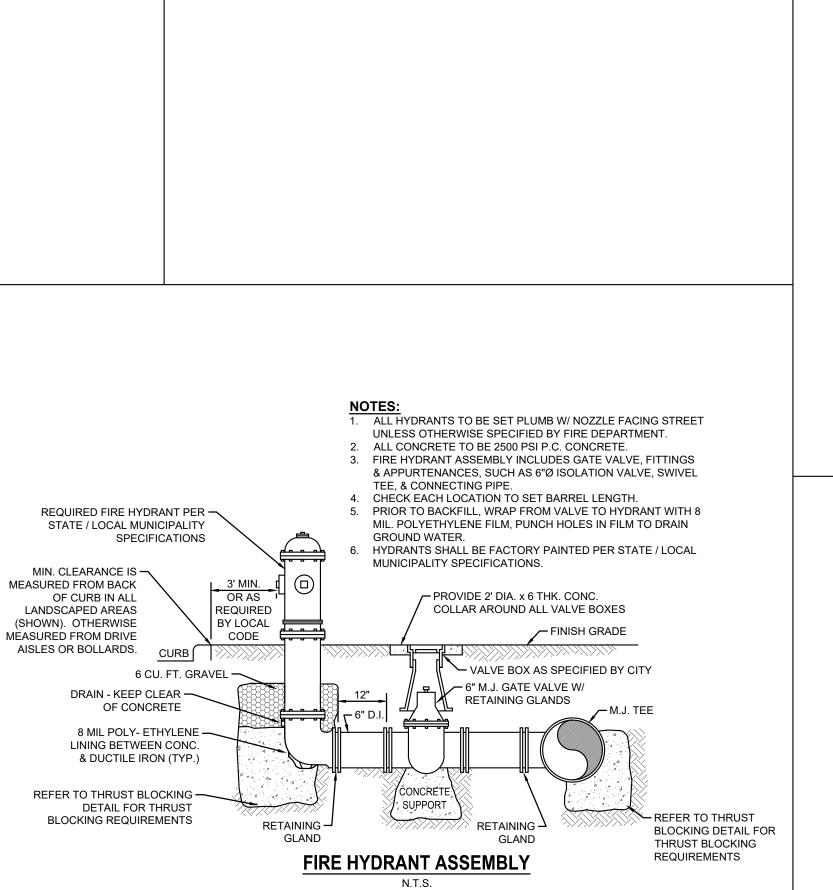


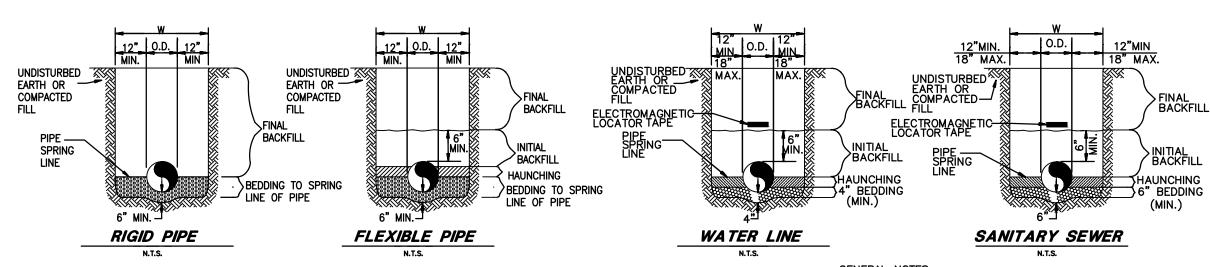
DISTANCES OF RESTRAINTS SHALL BE REQUIRED ON EVERY JOINT(S) ON EACH SIDE OF FITTING, IN ADDITION TO

RESTRAINTS NOT REQUIRED INSIDE OF CASING WHEN FITTING OR PIPE IS RODDED TO CASING ENDS.

RESTRAIN TEE WHEN USED AS A 90° BEND, DEAD END, OR AS NOTED ON PLANS. AT ALL ROAD CROSSINGS & WHERE NOTED ON PLANS, FITTINGS NOTED ON PLANS.

CONCRETE OR TIMBER BLOCKING.





GENERAL NOTES BEDDING SHALL BE CLASS I—A WORKED BY HAND. IF GROUNDWATER IS ANTICIPATED, THEN BEDDING SHALL BE CLASS I-B OR CLASS II COMPACTED TO

95% STANDARD PROCTOR. HAUNCHING SHALL BE WORKED AROUND THE PIPE BY HAND TO ELIMINATE VOIDS AND SHALL BE CLASS I-A OR CLASS I-B OR CLASS II COMPACTED TO 95% PROCTOR. INITIAL BACKFILL SHALL BE CLASS I—A WORKED BY HAND, OR CLASS I-B OR

III COMPACTED AS NOTED IN NOTES 3. AND 4.

CLASS II COMPACTED TO 95% STANDARD PROCTOR. 4. INITIAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS III COMPACTED TO 90% STANDARD PROCTOR. 5. FINAL BACKFILL SHALL BE CLASS I, II, OR

FINAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS IV-A COMPACTED TO 95% STANDARD PROCTOR. ALL MATERIALS ARE CLASSIFIED IN ACCORDANCE WITH ASTM D 2321-LATEST EDITION. ALL MATERIALS SHALL BE INSTALLED IN MAXIMUM 8" LOOSE LIFTS IN ACCORDANCE WITH ASTM D 698. CLASS III AND IV-A MATERIALS SHALL BE COMPACTED NEAR OPTIMUM MOISTURE CONTENT. 9. FILL SALVAGED FROM EXCAVATION SHALL BE FREE OF DEBRIS, ORGANICS AND ROCKS LARGER THAN 3". 10. ALL TRENCH EXCAVATIONS SHALL BE

95% STANDARD PROCTOR. HAUNCHING SHALL BE WORKED AROUND THE PIPE BY HAND TO ELIMINATE VOIDS AND SHALL BE CLASS I-A OR CLASS I-B OR CLASS II COMPACTED TO 95% PROCTOR. INITIAL BACKFILL SHALL BE CLASS I-A WORKED BY HAND, OR CLASS I-B OR CLASS II COMPACTED TO 95% STANDARD PROCTOR. 4. INITIAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS III COMPACTED SLOPED, SHORED, SHEETED, BRACED. OR TO 90% STANDARD PROCTOR. OTHERWISE SUPPORTED IN COMPLIANCE 5. FINAL BACKFILL SHALL BE CLASS I, II, OR WITH OSHA REGULATIONS AND LOCAL III COMPACTED AS NOTED IN NOTES 3. AND

**GENERAL NOTES** FINAL BACKFILL NOT UNDER PAVED AREAS BEDDING SHALL BE CLASS I—A WORKED CAN BE CLASS IV-A COMPACTED TO 95% STANDARD PROCTOR. 7. ALL MATERIALS ARE CLASSIFIED IN ACCORDANCE WITH ASTM D 2321-89. ALL MATERIALS SHALL BE INSTALLED IN MAXIMUM 8" LOOSE LIFTS IN ACCORDANCE WITH ASTM D 698. CLASS III AND IV-A MATERIALS SHALL BE COMPACTED NEAR OPTIMUM MOISTURE CONTENT. 9. FILL SALVAGED FROM EXCAVATION SHALL BE FREE OF DEBRIS, ORGANICS AND ROCKS LARGER THAN 3". 10. ALL TRENCH EXCAVATIONS SHALL BE SLOPED, SHORED, SHEETED, BRACED, OR OTHERWISE SUPPORTED IN COMPLIANCE WITH OSHA REGULATIONS AND LOCAL

ORDINANCES. NOTE: ALL UTILITY TRENCH BACKFILL SHALL CONSIST OF COHESIVE FILL AS LISTED IN THE GEOTECHNICAL ENGINEERING REPORT PREPARED BY EUSTIS ENGINEERING DATED MARCH 2, 2020 AND MEETS THE REQUIREMENTS AS SETFORTH

BY THE USCOE IN THE PONTCHARTRAIN LEVEE DISTRICT LETTER OF NO OBJECTION, WHICH DEFINES THE BACKFILL AS CLAY THAT HAS AN ORGANIC MATERIAL CONTENT LESS THAN 9% AS DETERMINED BY ASTM D2942, METHOD C, A P.I. OF 10 AND HIGHER BY ATTERBERG. LIMITS BY ASTM D4318, AND CLASSIFIED AS EITHER SM, CH OR CL BY ASTM D2487, WITH LESS THAN 35% SAND RETAINED ON THE NO. 200 SIEVE BY ASTM D1140.

BY HAND. IF GROUNDWATER IS

BE CLASS I-B COMPACTED TO

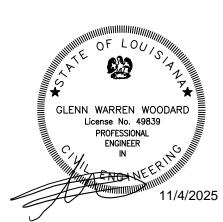
ANTICIPATED. THEN BEDDING SHALL

# STORM SEWER TRENCH AND BEDDING

ORDINANCES.

# UTILITY TRENCH AND BEDDING

CLASS	TYPE	SOIL GROUP SYMBOL D2487	DESCRIPTION
1A	MANUFACTURED AGGREGATES; OPEN-GRADED, CLEAN	NONE	ANGULAR, CRUSHED STONE OR ROCK, CRUSHED GRAVEL, BROKEN CORAL, CRUSHED SLACCINDERS OR SHELLS; LARGE VOID CONTENT, CONTAIN LITTLE OR NO FINES
1B	MANUFACTURED, PROCESSED AGGREGATES: DENSE— GRADED, CLEAN.	NONE	ANGULAR, CRUSHED STONE (OR OTHER CLASS 1A MATERIALS) AND STONE/SAND MIXTURES WITH GRADATIONS SELECTED TO MINIMIZE MIGRATION OF ADJACENT SOILS; CONTAIN LITTLE OR NO FINES (SEEX1.8)
II	COARSE-GRAINED SOILS CLEAN	GW	WELL-GRADED GRAVELS AND GRAVEL-SAND MIXTURES; LITTL OR NO FINES
		GP	POORLY-GRADED GRAVELS AND GRAVEL-SAND MIXTURES; LITTL OR NO FINES
		SW	WELL-GRADED SANDS AND GRAVELY SANDS; LITTLE OR NO FINES
		SP	POORLY-GRADED SANDS AND GRAVELY SANDS; LITTLE OR OR NO FINES
	COARSE-GRAINED SOILS BORDERLINE CLEAN TO W/ FINES	e.g. GW-GC, SP-SM	SANDS AND GRAVELS WHICH ARE BORDERLINE BETWEEN CLEAN AND WITH FINES
III	COARSE-GRAINED SOILS WITH FINES	GM	SILTY GRAVELS, GRAVEL-SAND- SILT MIXTURES
		GC	CLAYEY GRAVELS, GRAVEL— SAND—CLAY MIXTURES
		SM	SILTY SANDS, SAND-SILT MIXTURES
		SC	CLAYEY SANDS, SAND-CLAY MIXTURES
IV-A	FINE-GRAINED SOILS (INORGANIC)	ML	INORGANIC SILTS AND VERY FIN SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS, SILTS WIT SLIGHT PLASTICITY
		CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
IV-B	FINE-GRAINED SOILS (INORGANIC)	МН	INORGANIC SILTS, MICACEOUS OF DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILTS
		СН	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS.
٧	ORGANIC SOILS	OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICIT
		ОН	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILT
	HIGHLY ORGANIC	PT	PEAT AND OTHER HIGH ORGANI SOILS.



# **DETAILS**

Job No. 222058.01 Checked by PAW

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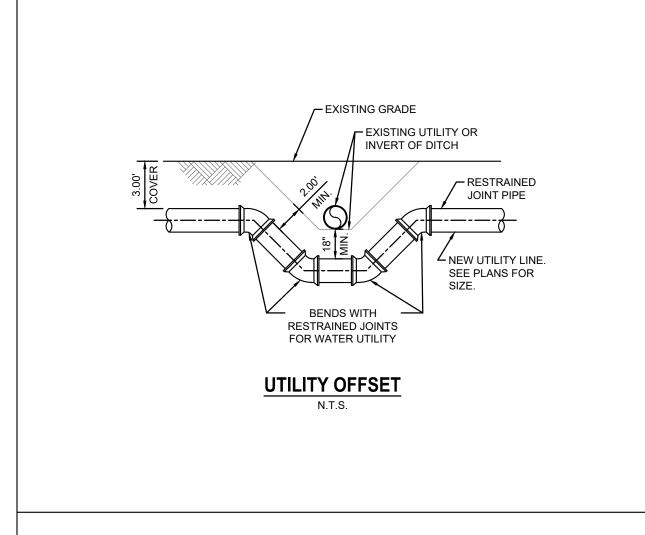
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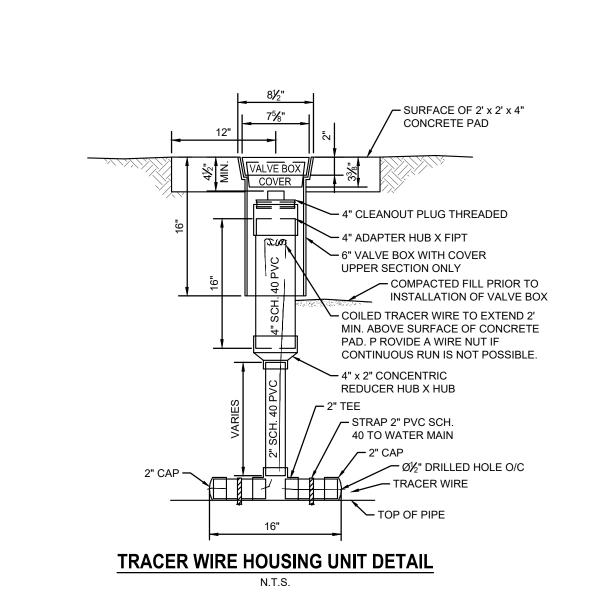
AN ST. TAMMANY I NORTHLAKE SUR 1028 SOUTH TYLER ST

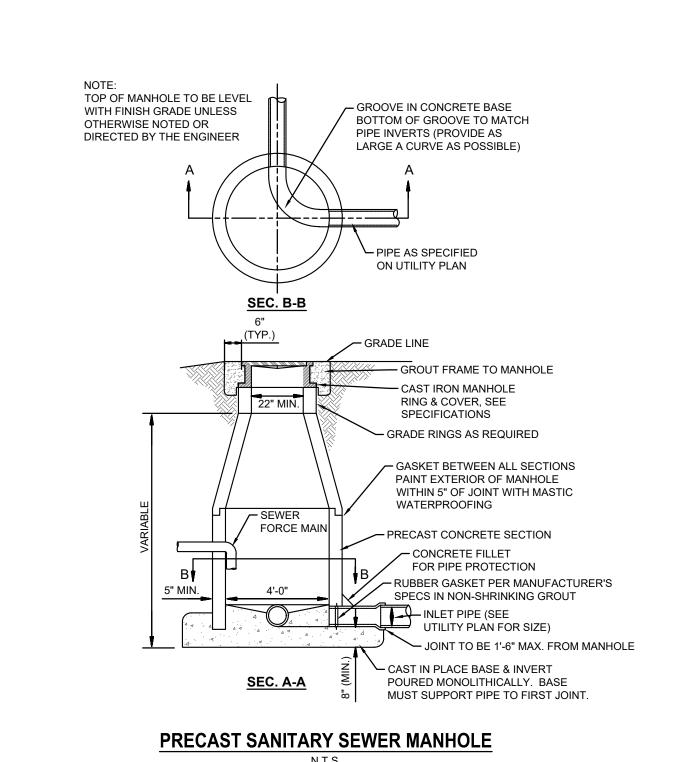
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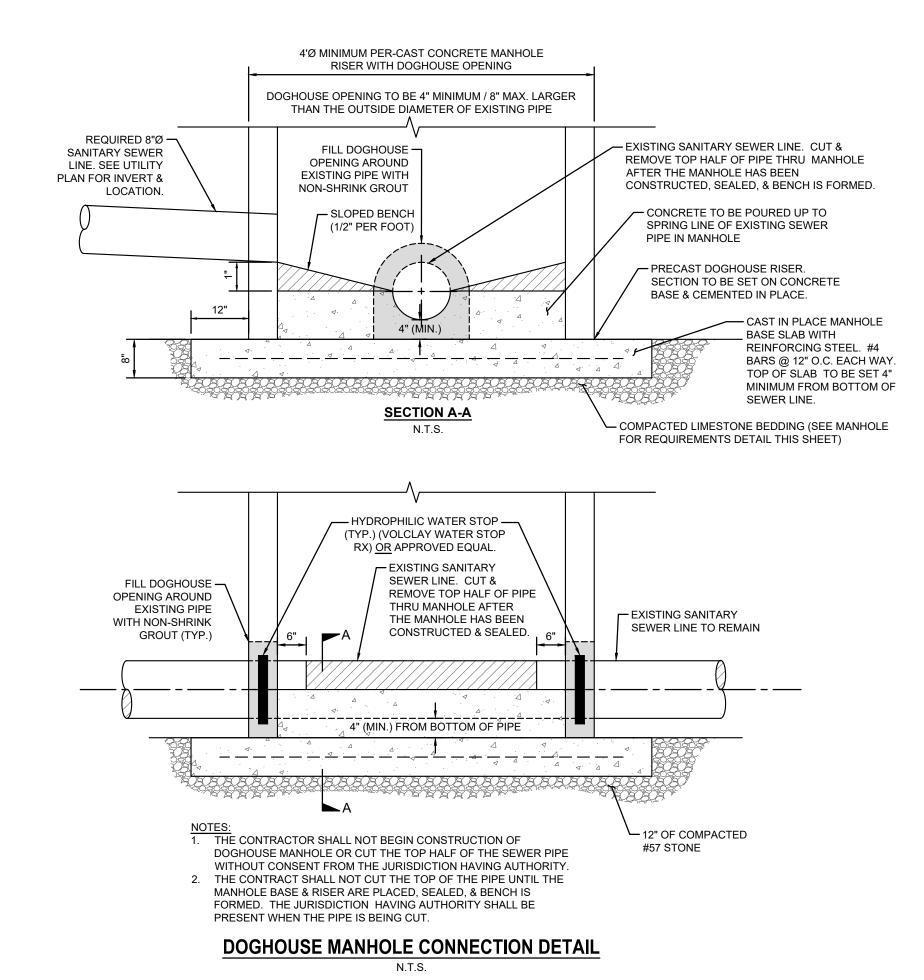
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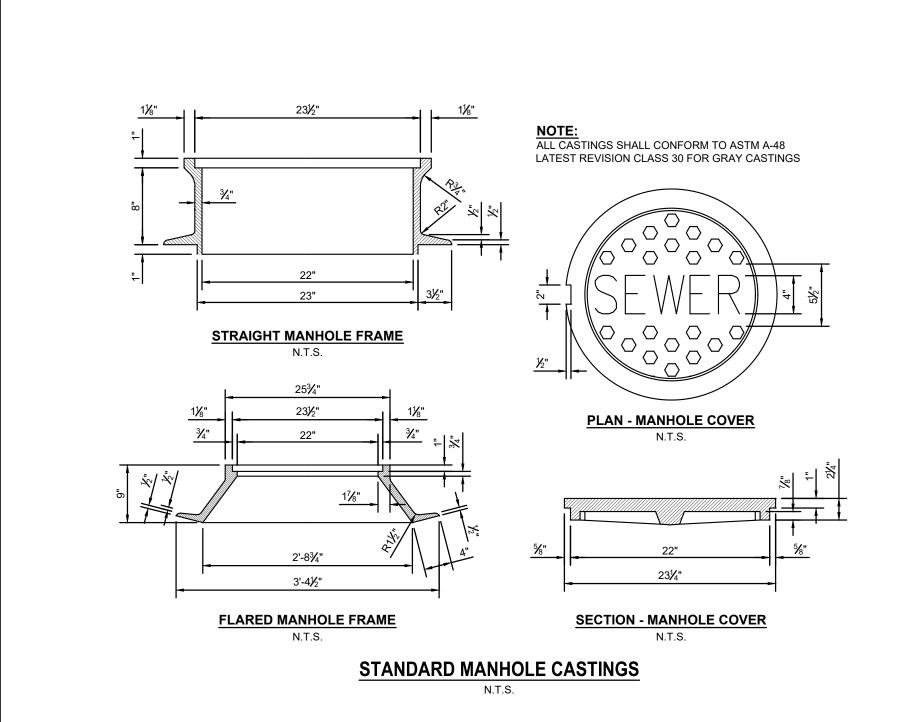
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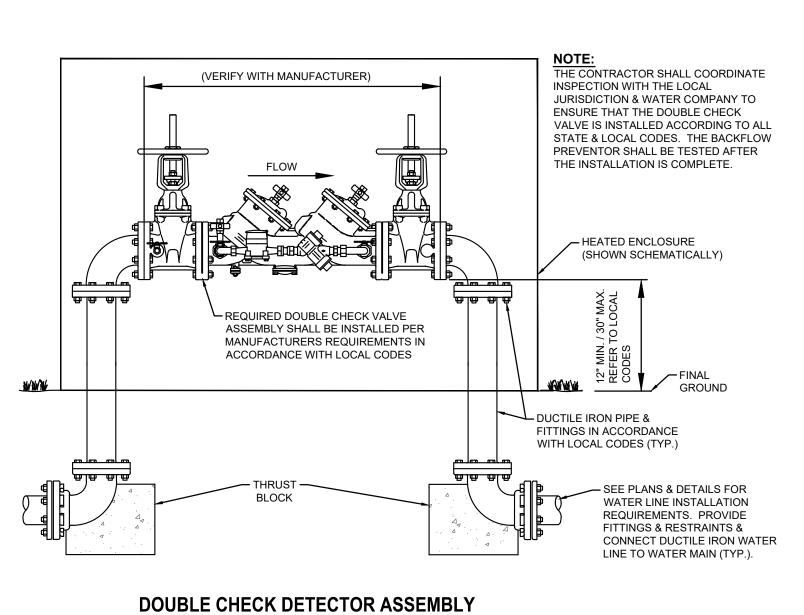


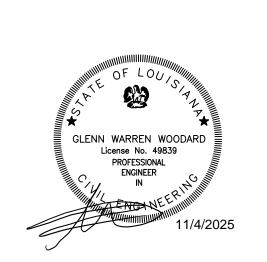












FOR FIRE LINE OUTDOOR INSTALLATION

**DETAILS** 

CONSTRUCTION DOCUMENTS

Date
05.NOV.2025

Job No. 222058.01

Drawn by Checked by
JAM PAW

C-8

Sheet No.

C-8

AND
ST. TAMMANY HEALTH SYSTEM
NORTHLAKE SURGICAL ASSOCIATES
1028 SOUTH TYLER STREET, COVINGTON, LA 7043
AT
ST. TAMMANY PARISH HOSPITAL
ID ARE ISSUED AS INSTRUMENTS OF SERVICE. THESE

- 1. ANY SHEETING AND BRACING AND / OR DEWATERING REQ'D. FOR INSTALLATION OF PUMP
- 2. WET WELL SHALL INCLUDE RADAR INSTRUMENT WITH TRANSMITTER TO CONTROL PANEL: OHMART VEGA PULS 31 WITH ENCAPSULATED ANTENNA 1-12" OR APPROVED EQUAL. 3. WET WELL LIFT HOLES TO BE GROUT SEALED ON EXTERIOR PRIOR TO PLACEMENT OF
- BACKFILL IN CONF. W/FRP MFGRS. REQUIREMENTS. 4. ALL EQUIPMENT, ANCHOR BOLT SIZES, LOCATIONS, CLEARANCES, ETC. SHALL BE IN
- CONFORMANCE WITH THE PUMP MANUFACTURER'S RECOMMENDATIONS. 5. PLACARD TO BE POSTED ON THE CONTROL PANEL AND SUMP STATING THE SUMP
- EQUIPMENT NUMBER/NAME 6. DISCHARGE LINE TO INCLUDE A FLANGED CONNECTION FROM THE NEW LINE TO THE
- EXISTING LINE. THE SPOOL PIECES SHALL BE 316SS MATERIAL 7. ALL CONCRETE SHALL BE CLASS A CONCRETE 4000 PSI UNLESS OTHERWISE INDICATED. 8. WITH THE EXCEPTION OF THE ANTI FLOATATION / WET PIT BOTTOM, CONTINUOUS
- GROUTED RING, BACKFILL, INSTALLATION, ETC., ALL COMPONENTS SHALL BE SUPPLIED BY THE PUMP MANUFACTURER INCLUDING BUT NOT LIMITED TO THE FOLLOWING UNLESS \*PUMPS, PUMP DISCHARGE ANCHORING FITTING, DISCHARGE PIPING, ALL VALVING,
- ALL PUMP STATION PIPING AND FITTINGS, PUMP GUIDE RAIL SYSTEM, INTERMEDIATE GUIDE RAIL BRACKETS, GUIDE ANCHORS, POWER CABLE HOLDERS, LIFTING CHAINS OR CABLES, L.S. FRP WET PIT AND STEEL WET PIT LID, ALUMINUM HATCHES, WET PIT VENT, \*CONTROL PANEL, \*CONTROLS, ETC.
- 9. LIFT STATION INSTALLATION COMPLETE SHALL BE BY CONTRACTOR. CONTRACTOR SHALL PAY FOR ALL DEPOSITS, METER FEES, ETC. TO INSURE APPROVED START UP INSPECTION BY ENGINEER. 10. ALL LIFT STATION PIPING BY PUMP MFGR. SHALL BE SCH. 80 PVC. NPT OR APPROVED
- 11. ELECTRICAL SHALL INCLUDE: CONDUIT SHALL BE RIGID CONSTRUCTION AND OF \( \frac{1}{4} \)" MINIMUM SIZE: CONDUIT LINES TO BE SEALED NEW THE SUMP COVER AND AT THE CONTROL PANEL; FIELD WIRING TO BE #12 MINIMUM SIZE WITH XHHW OR EQUIVALENT
- INSULATION; STARTER SHALL BE CUTLER-HAMER EQUIPMENT; PHOENIX DIGITAL POWER SUPPLY FOR VEGAMET 391; VIGAMET 391 TO POWER VEGA PULS 61; INCLUDE H-O-A SWITCH FOR EACH PUMP OR APPROVED EQUAL. 12. ALARM/MONITORING SHALL INCLUDE: OMNISITE SMARTLIGHT FOR VISUAL ALARM INDICATION (LIGHT OFF DURING NORMAL OPERATION AND LIGHT ON WHEN PROBLEMS ARE SENSED);

GUARDDOG FOR ONLINE MONITORING AND ALARM INDICATION AT REMOTE LOCATIONS (I.E.

ALARM TO PREVENT NUISANCE ALARMS DURING LOSS OF POWER/TRANSMITTER FAILURE

ALARM GENERATES CELL PHONE CALL, TEXT, AND EMAIL); N/C CONTACTS OPEN ON

EVENTS OR APPROVED EQUAL. 13. SUMP COVER TO INCLUDE 1  $-\frac{1}{2}$ " NPT NOZZLE FOR RADAR INSTRUMENT.

SECTION B-B

/PADLOCK

└60″ø BASIN I.D

BAR

16"

TOP VIEW 5.0'

DIA. WETWELL

SECTION B-B

CONTROL CORDS TO CONTROL PANEL.

66"Ø X 1/4" THICK-ALUMINUM TREAD PLATE

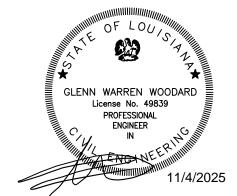
COVERS HAVE A RATING □F 300 LB/ SQ, FT,

SIX (6) 3/8-16 S.S.—

HXHD BOLT ON A

63" DIA. B.C.

2" MUSHROOM VENT-



# LIFT STA. DESIGN DATA: SEWER LIFT STATION NOTES:

INDICATED.

FOLLOWING:

IN PRICE BID FOR STATION.

ANY SHEETING AND BRACING AND / OR DEWATERING REQ'D.

\* ALL EQUIPMENT, ANCHOR BOLT SIZES, LOCATIONS, CLEARANCES, ETC.

PUMPS TO BE 3.0 H.P., 1,750 RPM, 208/280 VOLTS, 3 PHASE,

SHALL BE IN CONFORMANCE WITH THE PUMP MANUFACTURER'S RECOMMENDATIONS.

ALL CONCRETE SHALL BE CLASS A CONCRETE 4000 PSI UNLESS OTHERWISE

WITH THE EXCEPTION OF CONCRETE WET PIT ANTI FLOATATION, CONTINUOUS

GROUTED RING, BACKFILL, INSTALLATION, ETC., ALL COMPONENTS SHALL BE

RAIL SYSTEM, INTERMEDIATE GUIDE RAIL

LIFT STATION INSTALLATION - COMPLETE - SHALL BE BY CONTRACTOR.

CONTRACTOR SHALL PAY FOR ALL DEPOSITS, METER FEES, ETC. TO INSURE APPROVED

THIS DESIGN DOES NOT PROVIDE FOR TRAFFIC LOADING ON WET PIT OR HATCHES

ALL LIFT STATION PIPING AND VALVES BY CONTRACTOR SHALL BE DUCTILE IRON FLANGED JOINT.

BRACKETS, POWER CABLE HOLDERS,

CONTROL PANEL, CONTROLS, ETC.

LIFTING CHAINS OR CABLES,

AND, ALUMINUM HATCHES,

START UP INSPECTION BY PUMP SUPPLIER AND ENGINEER.

SUPPLIED BY THE PUMP MANUFACTURER INCLUDING BUT NOT LIMITED TO THE

CONTACT GEARY CARBINE WITH DELTA PROCESS EQUIPMENT @ (504) 833-7867

FOR INSTALLATION OF PUMP STATION SHALL BE INCLUDED

ALL WET WELL PENETRATIONS SHALL BE WATER TIGHT.

3" DISCHARGE, RATED AT 100 G.P.M. AT 17 T.D.H.

DISCHARGE PIPING.

PUMP GUIDE

# PUMP STATION DESIGN DATA:

5 FT. I.D. ROUND WET PIT =  $\underline{19.63}$  SQ. FT. = 146.87 GAL./FT. OF DEPTH

STORAGE = 30 MINUTES X 11.33 GPM = 339.9 GALLONS.

VERTICAL DEPTH REQUIRED FOR STORAGE =

ELEVATIONS:	MSL (in feet)	IN FEET ABOVE INVERT
INLET	5.73	16.30
HIGH WATER ALARM	4.73	15.30
PUMP #2 (LAG) ON	4.23	14.80
PUMP #1 (LEAD) ON	3.73	14.30
BOTH PUMPS OFF "a"	1.50	12.07
INVERT WET PIT "a"	0	10.57

( "a" <u>18"</u> MINIMUM PUMP SUBMERGENCE)

MINIMUM PUMP REQUIREMENTS:

PUMPS MUST DELIVER A MINIMUM OF 100 GPM. AGAINST A TOTAL DYNAMIC HEAD OF 17 FT. OPERATING WITH RPM NOT EXCEEDING 1,750.

# SUGGESTED PUMP:

THE PUMPS SHALL BE BARNES SOLIDS HANDLING SUBMERSIBLE PUMPS, MODEL 3SCMPA30N4\*, 3.0-HP, @ 1,750-RPM, 208/240-VOLT

DESIGN FLOW = 11.33 GPM.

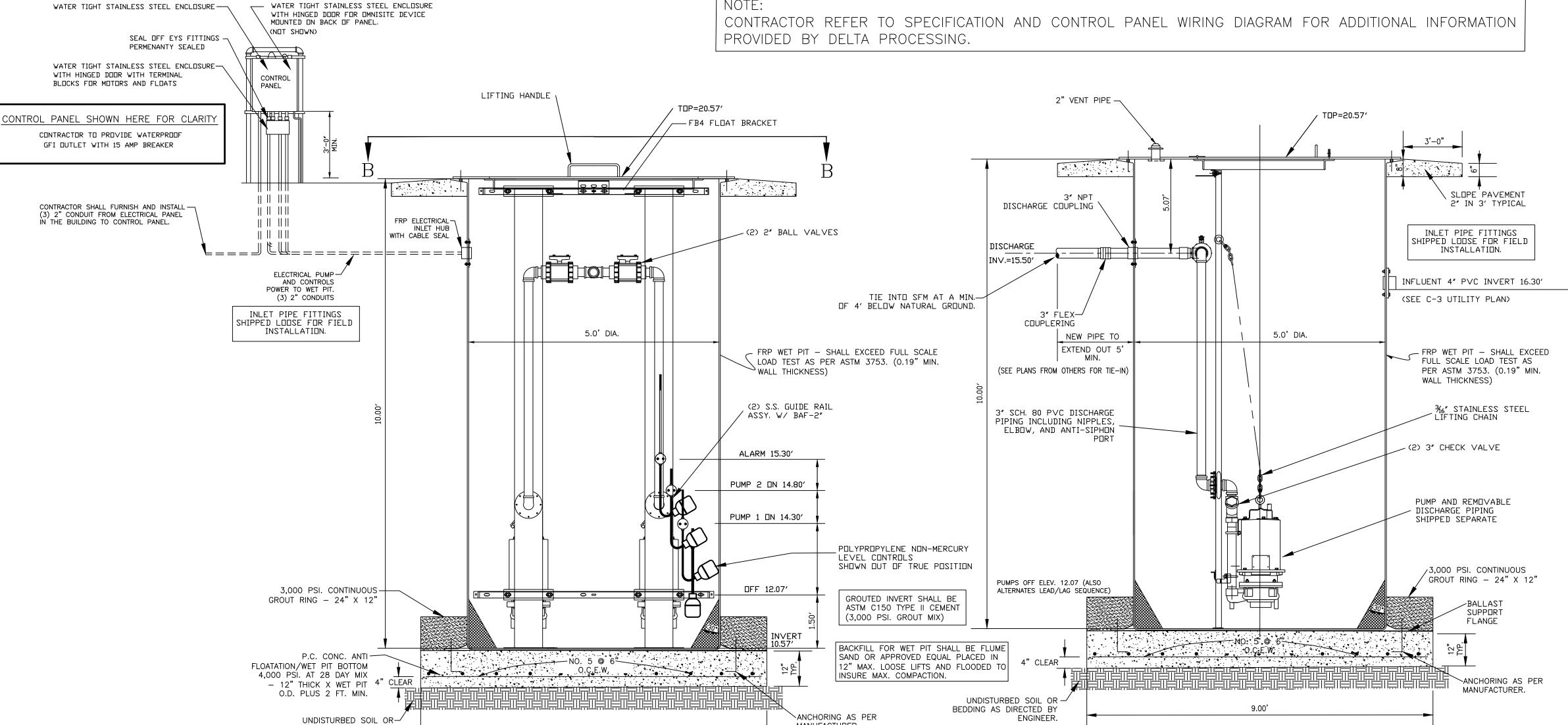
MINIMUM PUMP CYCLE = 3.0 MINUTES.

(at DPF)

339.9 / 146.87 = 2.31FT.

E	ELEVATIONS:	MSL (in feet)	IN FEET ABOVE INVERT
	INLET	5.73	16.30
	HIGH WATER ALARM	4.73	15.30
	PUMP #2 (LAG) ON	4.23	14.80
	PUMP #1 (LEAD) ON	3.73	14.30
	BOTH PUMPS OFF "a"	1.50	12.07
	INVERT WET PIT "a"	0	10.57

WITH 165MM IMPELLER - OR APPROVED EQUAL



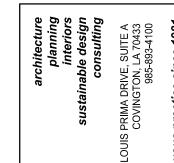
MANUFACTURER.

WET PIT O.D. PLUS 4 FT. - MIN.

BEDDING AS DIRECTED BY

ENGINEER.

STATION SHALL BE INCLUDED IN PRICE BID FOR STATION.





Y HEALTH SYSTEM URGICAL ASSOCIATES R STREET, COVINGTON, LA 704 AT PARISH HOSPITAL JMENTS OF SERVICE. TH PARKING GARAGE NUE, COVINGTON, LA 7 AN ST. TAMMANY E NORTHLAKE SURC 1028 SOUTH TYLER ST TYLER STREET I 619 WEST 12TH AVE ST. TAMMANY

> CONSTRUCTION DOCUMENTS

05.NOV.2025

Job No. 222058.01

Checked by PAW

**DETAILS** 

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.) **②** • 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. under the appropriate NS-700 pay item. • Sight distance should be considered when placing traffic control devices.

the left and right side shall be maintained at all times.

• On all mainline Interstates, a minimum of 1.5 feet of paved shoulder on

• On Interstates, a minimum of 11 foot lanes shall be maintained. On all other roadways, a 10 foot minimum travellane 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

Flare rates for temporary concrete barriers should follow the most current guidance in the AASHTO Roadside Design Guide.

• All pavement markings within the limits of the project or adjacent to the

• If special pavement markings are needed, they shall be reflectorized,

need as shown in the plans or as directed by the Engineer.

removable and accompanied by the proper signage.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

determined by the Engineer on other highways.

be no more than 3 lines and 2 screens.

4th drum alonaside the PCMS.

shall install a shoulder closure.

ROAD WORK

AHEAD

and approved by the Engineer.

according to the following

All flaggers shall be gualified.

during night operations.

approved.

or is contained in the plans.

lane closures to update the closure status.

are qualified to perform flagging duties.

2 FT

or at the end of the queue, whichever is greater.

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

striping in areas of transition, in tapers, in diversions and in other areas of

Temporary markings installed in the permanent configuration shall comply

• PCMS shall be used on all interstate Highways. PCMS shall be used on all

distance of 2 miles in advance of the taper for interstates and to be

• For interstates and multi-lane highways, if vehicles are queuing beyond

hand side of the road approximately 5 miles in advance of the taper

Messages shall display only traffic operational regulatory, warning, and

messages. Messages should only convey information concerning the

They shall be shielded by guardrail or barriers. If this is not possible

• If the PCMS encroaches on the improved shoulder then the contractor

pertaining to the ongoing construction project it shall be shielded by

ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.

CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

• All proposed lane, road or shoulder closures shall be reviewed by the DTOE

• Two lane, two-way highways shall have a maximum work area of two miles:

• A queue analysis shall be performed prior to approval of lane closures on all

(A) 5 working days minimum if traffic control plan has been approved

(B) 10 working days minimum and a traffic control plan must be

submitted for lane closures not addressed in the plans.

and the regional TMC operator (if applicable) will be required for all ongoing

• Daily updates to the DTOE, Project Engineer and TMC operator (if applicable)

• The contractor shall be responsible for training or assuring that all flaggers

by ATSSA or other courses approved by the LADOTD Work Zone Task

• When utilized, a flagger shall use a minimum 18 inch octagonal shape sign

vest during day time operations and ANSI Class 3 Lime Green ensemble

Force. The contractor shall be responsible for getting the flagger course

on a minimum 6 foot stop/slow paddle and wear ANSI Class 2 Lime Green

• A Qualified Flagger is one that has completed courses such as those offered

will be required for all projects where active closures are in place.

• Weekly updates to the DTOE, Project Engineer, the LADOTD TMC operator

Interstates according to Section 6A.1 of the Traffic Engineering Manual.

• Closure plans and times shall be turned in to the Engineer for review

all other roadways shall have a four mile maximum work area.

guard rail or barriers, or removed from the work zone clear zone.

When the PCMS is not displaying a work zone appropriate message

\*\*\*\*\*

ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING

they shall be delineated with a min. 3 drum taper spaced at 20ft with a

• PCMS should be placed as far from the traveled lane as possible

guidance information. PCMS messages shall not display advertising or safety

the 2 mile PCMS, an additional PCMS should be placed on the right

PCMS messages shall be approved by the Engineer Messages shall

problem/situation, location, and recommended driver action.

with LADOTD pavement marking standard plans, MUTCD and/or the

• 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

widening for guardrails.

covered with tape.)

permanent striping plans.

PAVEMENT MARKINGS (see AML)

or times of travel, may be required for narrow lanes or other field conditions.

(A) The condition of the traveled way is degraded due to milled Temporary concrete barrier shall be placed on a paved surface. This paved surface should follow current design criteria used for paved embankment

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

• 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

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; • Temporary Raised Pavement Markers may be added to supplement temporary

SPEED LIMITS

(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

other roadways (where space is available) with an ADT greater than 20,000. • 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.

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.

• Flashing arrow boards shall be delineated with retroreflective

• Arrow boards shall only be used for lane reduction tapers and shall not be used for lane shifts. <u>ABBREVIATIONS</u>

AASHTO .....American Association of State Highway and Transportation Officials ···Average Daily Traffic MAGC. ···Associated General Contractors of America ···Approved Materials List ···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 Developmen

MASH ...AASHTO Manual for Assessing Safety Hardware MUTCD ..Manual on Uniform Traffic Control Devices NCHRP. ..National Cooperative Highway Research Program NHS ..National Highway System ..Portable Changeable Message Sign ..Truck Mounted Attenuator ..Traffic Management Center

Temporary Traffic Control

TTC Standards .. Temporary Traffic Control Standard Plans

DOTE
LOUISIANA DEPARTMEN
TRANSPORTATION & DEVELOPE

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.

VERTICAL PANEL

CHANNELIZING DEVICES

that used on drums.

Space table.

only devices allowed.

tangent at night, (see the AML).

after the work activity has moved.

with a minimum of 6 devices.

• Tangent Areas:

• 28 inch traffic cones are not allowed on:

• The following devices may be used as channelizing devices:

2) Highways with speeds greater than 40 mph.

Tubular Markers, Vertical Panels, Cones, Drums and Super Cones.

• During nighttime operations, 28 inch and 36 inch cones are not

• Retroreflective material pattern used on super cones shall match

A) Standard Spacing: See Standard Device Spacing and Buffer

B) <u>Daylight Operations</u>: Drums and super cones are spaced at

C) <u>Nighttime Operations</u>: Drums and supercones at standard

A) Standard Spacing: See Standard Device Spacing and Buffer

B) <u>Daylight Operations</u>: Drums are spaced at standard spacing.

C) Nighttime Operations: Drums (at standard spacing) are the

D) Downstream Locations & Flaggers: Drums or supercones at

• Type C steady burn lights shall be used on all channelizing

2 feet off the lane line in the closed lane or shoulder.

devices in the taper as well as the first two devices in the

• Typical channelizing device lateral placement (do not include when

• Devices may be adjusted laterally to accomodate ongoing work

• Channelizing devices on the lane line shall be of the same type.

• Channelizing devices in each taper shall be of the same type.

it is used as a divider for opposing directions of traffic) shall be

in the immediate vicinity but must be returned to the closed lane

spacing are the only devices allowed.

All other devices are  $\frac{1}{2}$  standard spacing.

standard spacing. All other devices are at  $\frac{1}{2}$  standard spacing.

20' max spacing. The length of taper shall be between 50' - 100'

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.

(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

(C) before uncured concrete.

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

INTERSTATE Average Drop-oft ≤ 2 IN

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

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  $\frac{5}{16}$  inch diameter hex bolts spaced equally along the splice. 24 IN 1 BOLTS LAP

STANDARD DEVICE SPACING AND BUFFER SPACE

MPH 9 10 11 12 Along Along FT

25 94 105 115 125 20 40 155

30 | 135 | 150 | 165 | 180 | 30 | 60 | 200

35 | 184 | 205 | 225 | 245 | 35 | 70 | 250

40 240 267 294 320 40 80 305

45 405 450 495 540 40 80 360

50 450 500 550 600 40 80 425

55 495 550 605 660 40 80 495

60 540 600 660 720 40 80 570

65 585 650 715 780 40 80 645

70 630 700 770 840 40 80 730

75 675 750 825 900 40 80 820

SHEED SHIFTING TAPER LENGTH (1/2)(L) STANDARD DEVICE SPACES IN FEET SPACES

MPH 2 4 6 8 10 12 Along Along FT

25 | 11 | 21 | 32 | 42 | 52 | 63 | 20 | 40 | 155

30 | 15 | 30 | 45 | 60 | 75 | 90 | 30 | 60 | 200

35 21 41 62 82 102 123 35 70 250

40 27 54 80 107 134 160 40 80 305

45 45 90 135 180 225 270 40 80 360

50 50 100 150 200 250 300 40 80 425

55 55 110 165 220 275 330 40 80 495

60 60 120 180 240 300 360 40 80 570

65 65 130 195 260 325 390 40 80 645

70 70 140 210 280 350 420 40 80 730

SPEED LIMIT SHOULDER TAPER LENGTH (1/3)(L) STANDARD DEVICE SPACE SPACE

MPH 2 4 6 8 10 12 Along Along FT

25 7 14 21 28 35 42 20 40 155

30 | 10 | 20 | 30 | 40 | 50 | 60 | 30 | 60 | 200

35 | 14 | 28 | 41 | 55 | 68 | 82 | 35 | 70 | 250

40 18 36 54 72 89 107 40 80 305

45 30 60 90 120 150 180 40 80 360

50 34 67 100 134 167 200 40 80 425

55 37 74 110 147 184 220 40 80 495

Lane Shift (FT)

MERGING TAPER LENGTH (L) STANDARD DEVICE BUFFER SPACE SPACE

24 IN DOTE **TRAFFIC** SIDE VIEW

each specific condition.

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

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.

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 • All signs shall be visible to the drivers (i.e. no obstructions such as on

⊙ Vinyl roll up signs and 1 foot portable sign stands may be used if work

zone is in place for 3 days or less. Signs or stands may not be used if

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.) In all flagging operations, the flagger must be visible from the flagger • For sign height, see the Rural and Urban diagrams:

> To STOP To Alert & SLOW Traffic Proceed

# 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.

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: Louisiana Standard Specifications for Roads and

Bridges. http://www.dotd.la.gov/Inside\_LaDOTD/Divisions /Engineering/Standard\_Specifications 2) Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

http://mutcd.fhwa.dot.gov/ 3) LADOTD Approved Materials List (AML) Manual. http://wwwsp.dotd.la.gov/Inside\_LaDOTD/Divisions/ Engineering/Materials\_Lab/Pages/Menu\_QPL.aspx

4) LADOTD Traffic Engineering Manual http://wwwsp.dotd.la.gov/lnside\_LaDOTD/

Divisions/Engineering/Traffic\_Engineering/ Misc%20Documents/Traffic%20Engineering%20Manual.pdf 5) National Cooperative Highway Research Program

(NCHRP) Report 350: "Guidelines for Work Zones Traffic Control Devices". http://onlinepubs.trb.org/ Onlinepubs/nchrp/nchrp\_rpt\_350-a.pdf 6) NCHRP Report 475: "A Procedure for Assessing and Planning Nighttime Highway Construction and

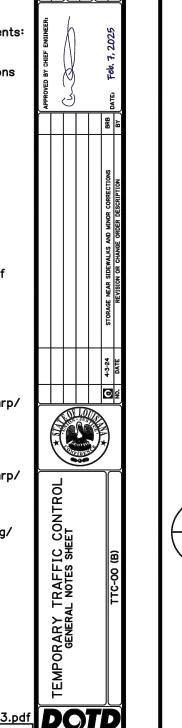
nchrp\_rpt\_475.pdf NCHRP Report 476: "Guidelines for Design and Operation of Nighttime Traffic Control for Highway Maintenance". http://onlinepubs.trb.org/Onlinepubs/nchrp/ nchrp\_rpt\_476.pdf

8) NCHRP Report 498: "Illumination Guidelines for Nighttime Highway Work". http://onlinepubs.trb.org/ Onlinepubs/nchrp/nchrp\_rpt\_498.pdf

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

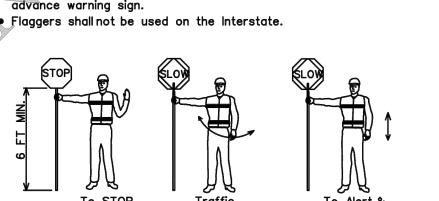
(ATSSA) Quality Guidelines for Work Zone Traffic Control Devices and Features. 11) U.S. Department of Transportation Federal Highway Administration Traffic Control Handbook for Mobile

<u> Operations at Night. http://www.dot.state.il.us/blr/l023.pd</u> 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



### SEE TTC-00(A), TTC-00(B) AND TTC-00(C) ROAD WORK END ROAD WORK WORK SHOULDER NEXT XX MILES G20-2 48 IN X 24 IN 48 IN X 48 IN 48 IN X 48 IN 48 IN X 48 IN **←** 500 FT — ► TWO-WAY ROADWAY PARKING COVING See TTC-00(C) 500 F ROAD WORK AHEAD See drop-off ROAD WORK STREET ST 12TH AV charts on TTC-00(C). SHOULDER WORK WORK AHEAD ROAD WORK ST. TAMI NORTHLAK 1028 SOUTH 1 This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C) NEXT XX MILES TYLER 619 WES G20-1 This layout represents the minimum traffic controls required for workers and equipment operating less than SHOULDER DROP-OFF W21-5 15 feet from the traveled way for more than one hour. Less than one hour, see figure TA-4 of the MUTCD. 48 IN X 48 IN SPACING No signs or barricades are required for equipment operating or work in progress greater than 15 feet from the 'A' 'B' LOW ≤ 40 mph 500 FT 250 FT Work or equipment confined to a spot location (less than 200 feet) shall be marked by channelizing devices spaced at 25 feet or by a vehicle with a green/amber light visible to traffic. Work extending more than 45-50 mph | 1000 FT | 350 FT 200 feet of roadway length shall be marked with appropriate devices spaced as noted on TTC-00(C). ≥ 55 mph | 1500 FT | 500 FT Applicable drop-off sign options are defined on TTC-00(C). Expressway/Interstate 2500 FT 1000 FT CONSTRUCTION The distance on the "Road Work Next XX Miles" sign shall be rounded up to the nearest whole mile. This sign shall device spacing for shoulder closure tapers. DOCUMENTS 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. SHOULDER WORK SHOULDER If horizontal curve radius is less than 300 feet device spacing shall be 25 feet. A vehicle with a flashing green/amber light and a truck mounted attenuator shall be used on all shoulders of all interstates, as well as all roadways with an ADT greater than 20,000 and a pre-construction speed greater ROAD WORK 05.NOV.2025 than or equal to 40 mph. This vehicle shall move with work operations not to exceed the roll-ahead distance NEXT XX MILES 48 IN X 48 IN required by the manufacturer plus 100 feet. DIVIDED ROADWAY 48 IN X 24 IN ROAD WORK <u>LEGEND</u> t Traffic Sign Channelizing Devices | Next XX Milés | <del>| ◀ −</del> See TTC-00(C) (Shoulder) Type III Barricades ROAD WORK Work Area See drop-off |◀────B──── ⇒ Direction of Trave # Any sign of the W20-1 or W21-5 series may be used. charts on TTC-00(C). For divided roadways, these signs are to be placed on Truck with Green/Amber Light LOW SHOULDER WORK both sides of divided highway if shoulder work is being SHOULDER SHOULDER done on left side or if on interstate. 48 IN X 48 IN ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING. 222058.01 W8-17P SHOULDEN ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER. 48 IN X 48 IN 48 IN X 48 IN

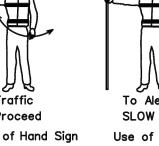
\* If lateral distance is not practical the sign may be placed no less than 2 feet.

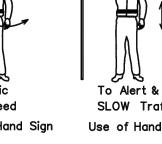


Maintenance". http://onlinepubs.trb.org/Onlinepubs/nchrp/ 10) American Traffic Safety Services Association

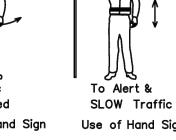
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS LADOTD TTC DETAILS

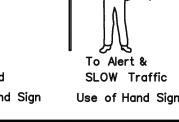
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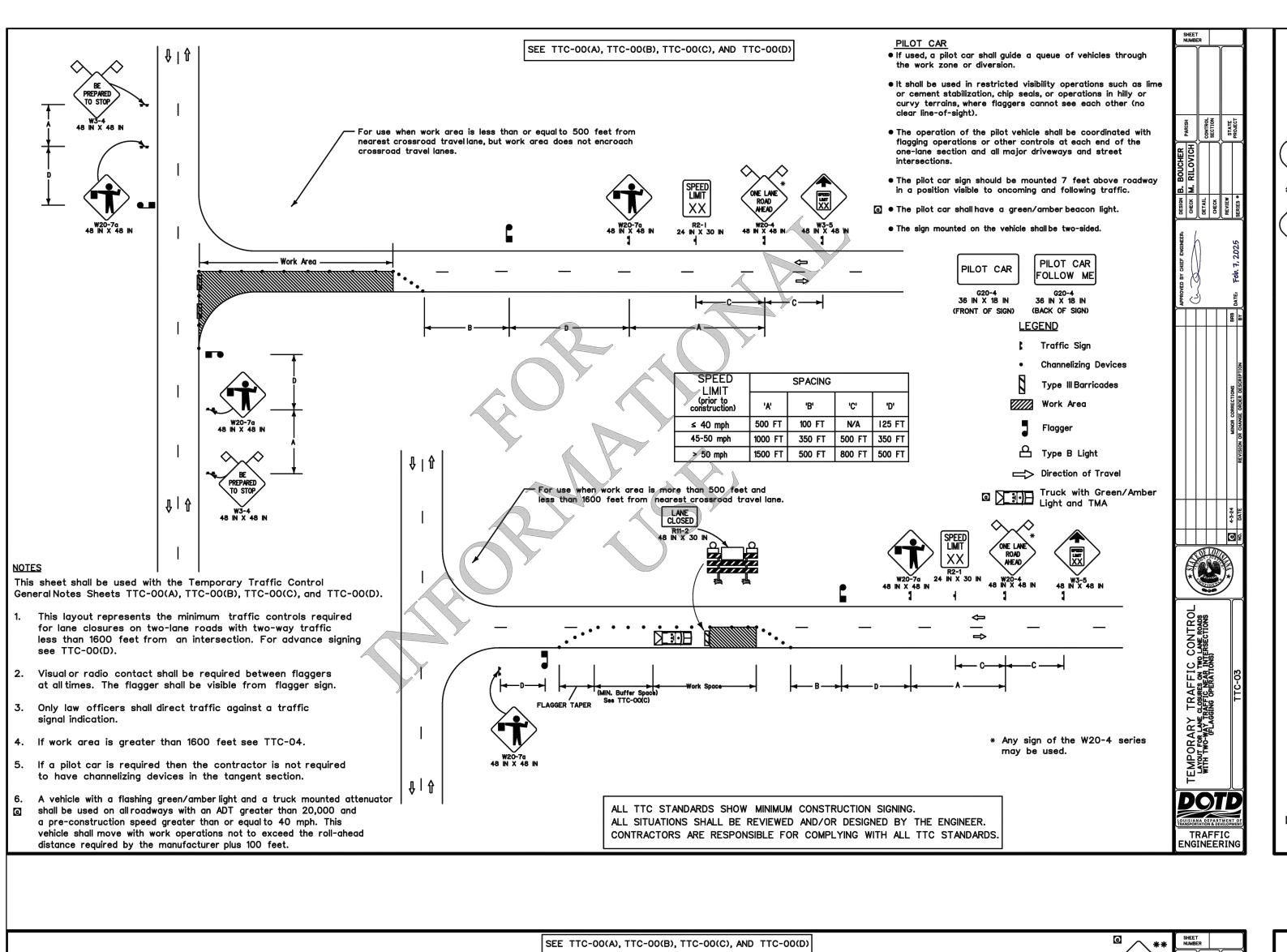


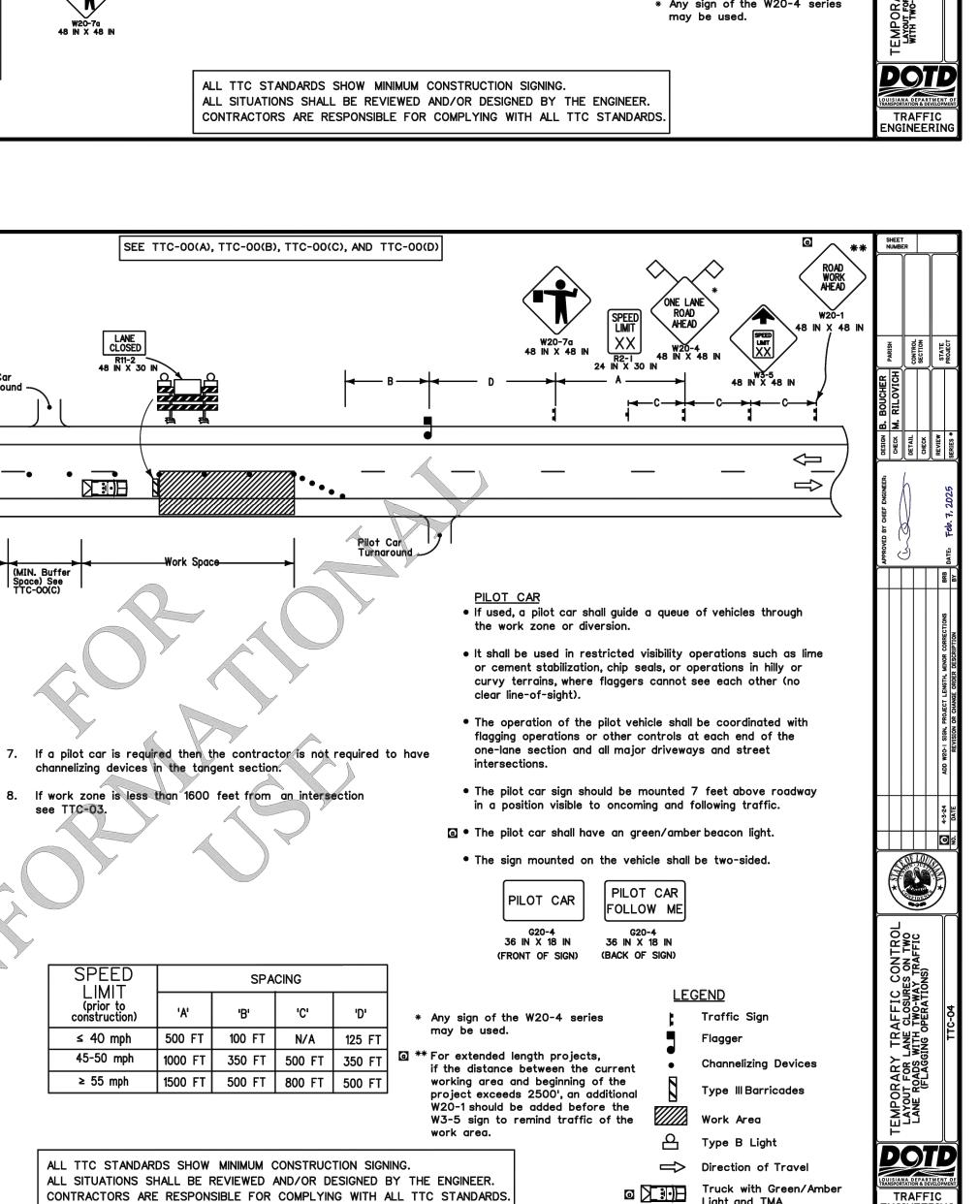


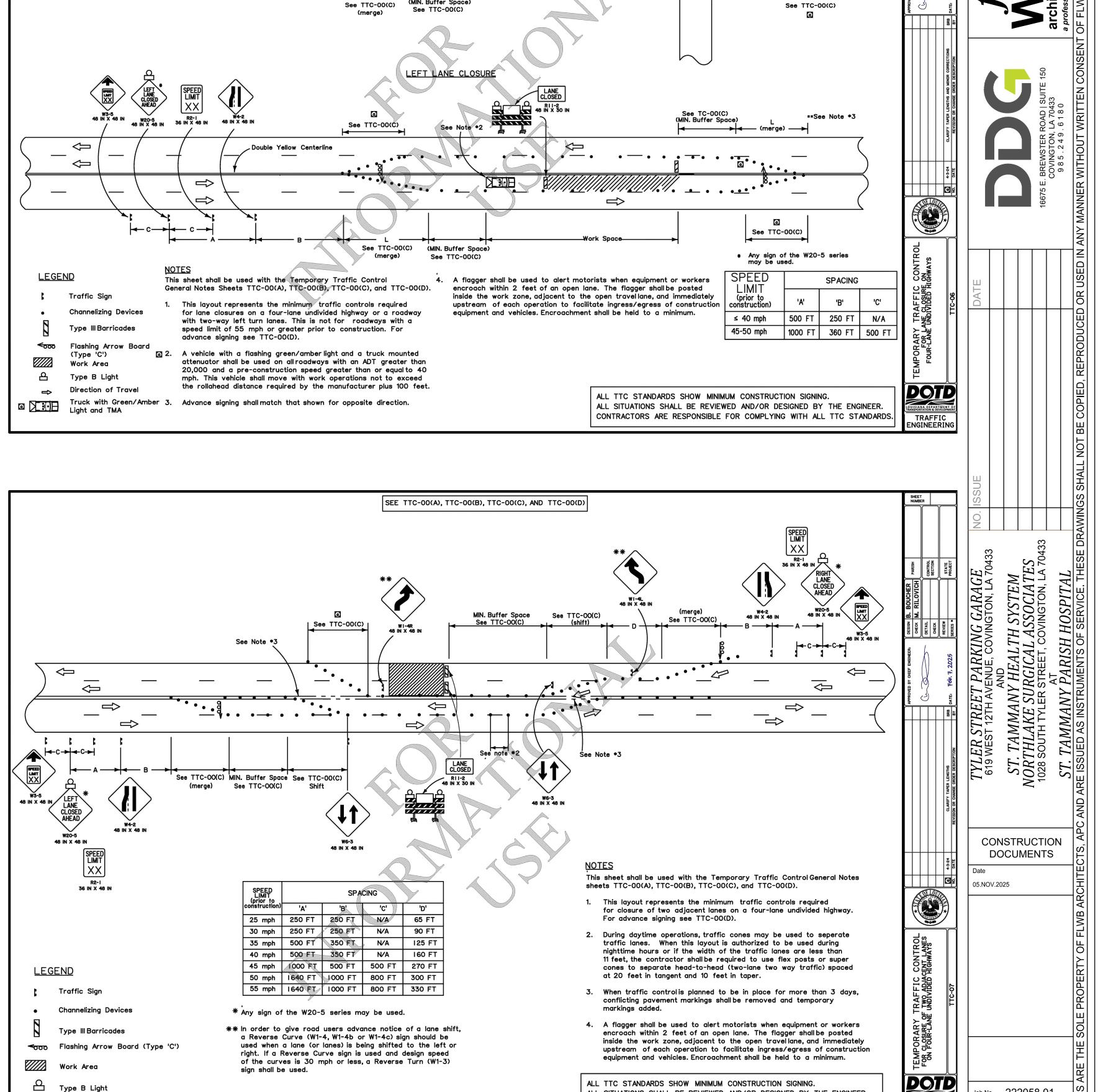












RIGHT LANE CLOSURE

\_\_\_

 $\triangleleft$ 

ouble Yellow Centerline

<del>U</del>

Direction of Travel

 $\Rightarrow$ 

 $\Rightarrow$ 

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

ROAD WORK AHEAD

48 IN X 48 IN

 $| \leftarrow C \longrightarrow | \leftarrow C \longrightarrow | \leftarrow C \longrightarrow |$ 

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).

for lane closures on two-lane roads with two-way traffic greater than 1600 feet from an intersection. For this type of closure either

a flagger or a pilot car will be required. For advance signing see

1. This layout represents the minimum traffic controls required

2. To prevent vehicles from entering the work area against the

flow of traffic, an additional flagger shall be stationed at

each intersection, major driveway, railroad crossing, or

3. For projects in rural areas the distance between flaggers

4. The flagger station shall be near the beginning of the taper

traffic. If sight distance cannot be achieved, the distance

between flaggers may be extended for a short duration.

times. The flagger shall be visible from the flagger sign.

distance required by the manufacturer plus 100 feet.

and shall have adequate sight distance to be visible to oncoming

Visual or radio contact shall be required between flaggers at all

₫ 6. A vehicle with a flashing green/amber light and a truck mounted attenuator

shall be used on all roadways with an ADT greater than 20,000 and

vehicle shall move with work operations not to exceed the roll-ahead

a pre-construction speed greater than or equal to 40 mph. This

crossing within the work area.

(A) 2.5 miles for ADT<2,500

(C) 1.5 miles for ADT>5,000

(B) 2.0 miles for 2,500<ADT<5,000

shall not exceed:

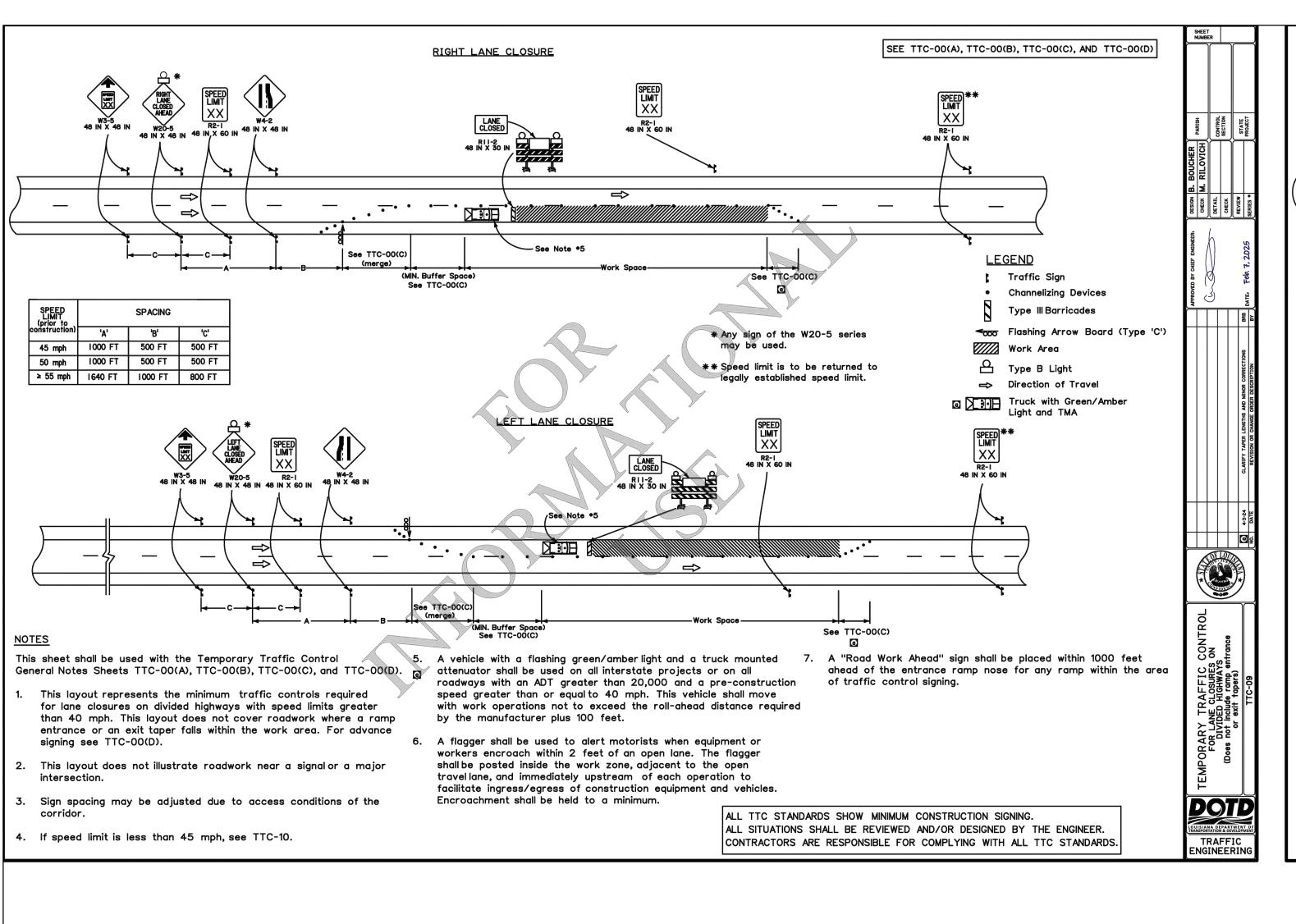
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.

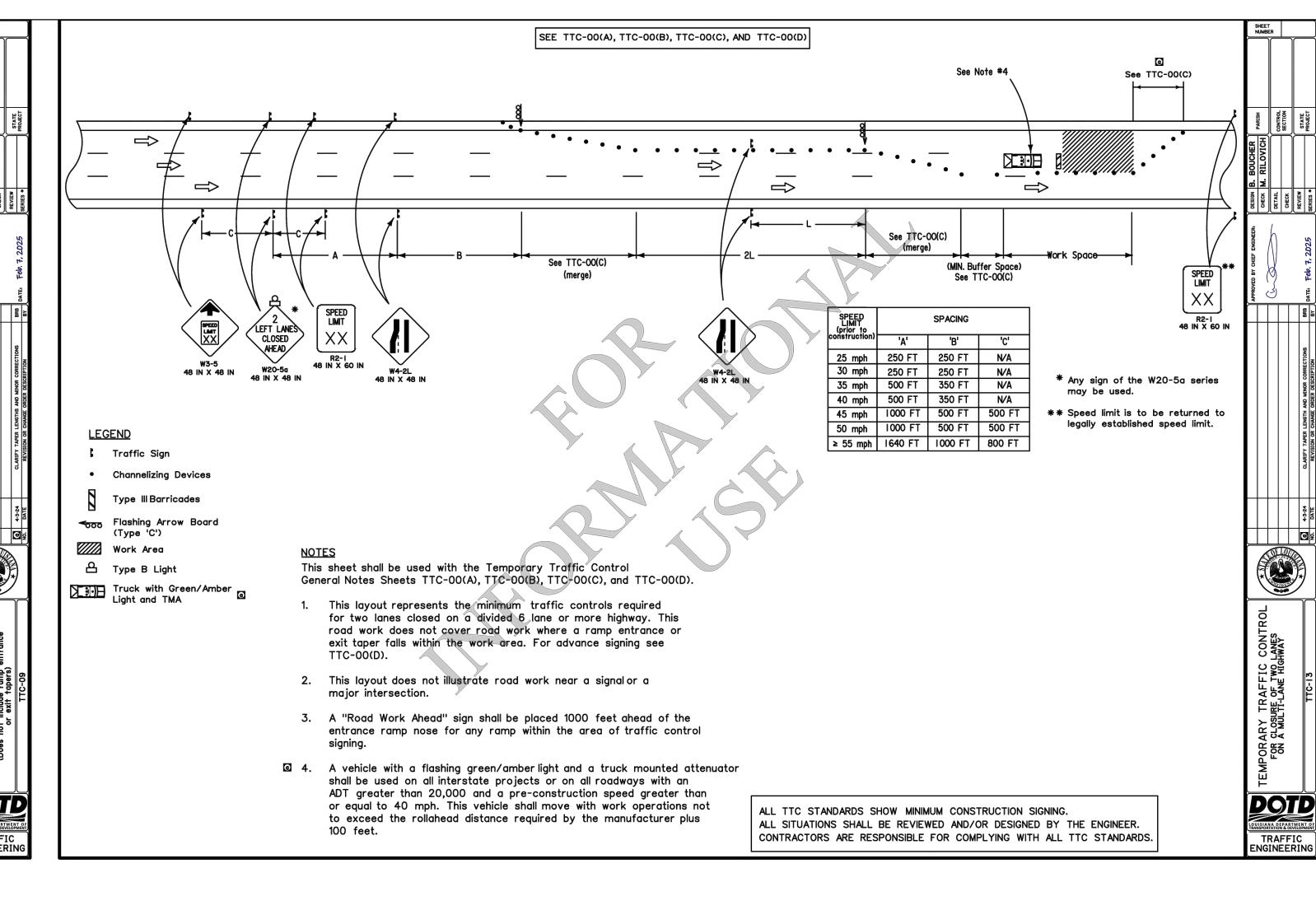
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

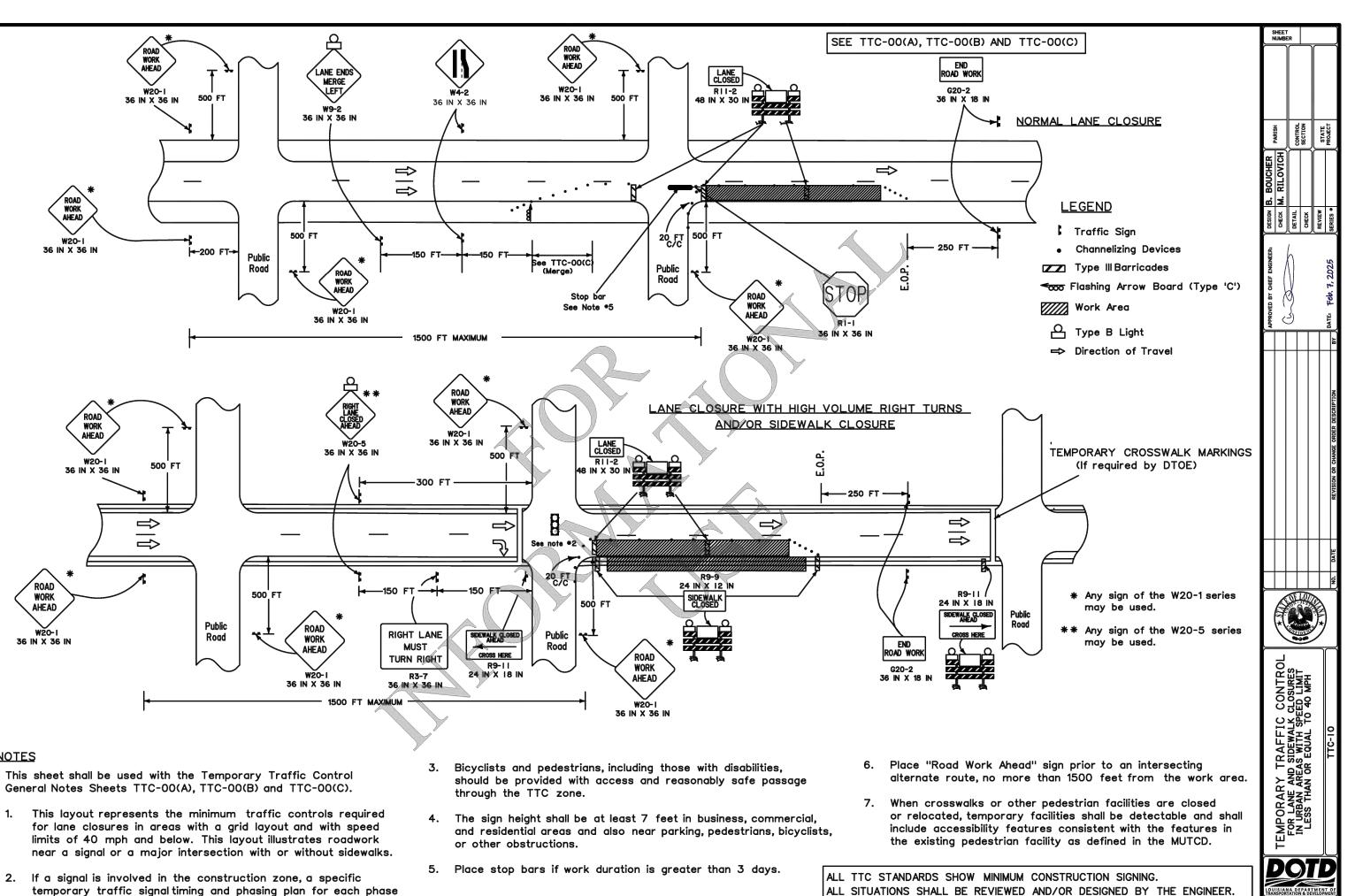
LADOTD TTC DETAILS

222058.01

TRAFFIC

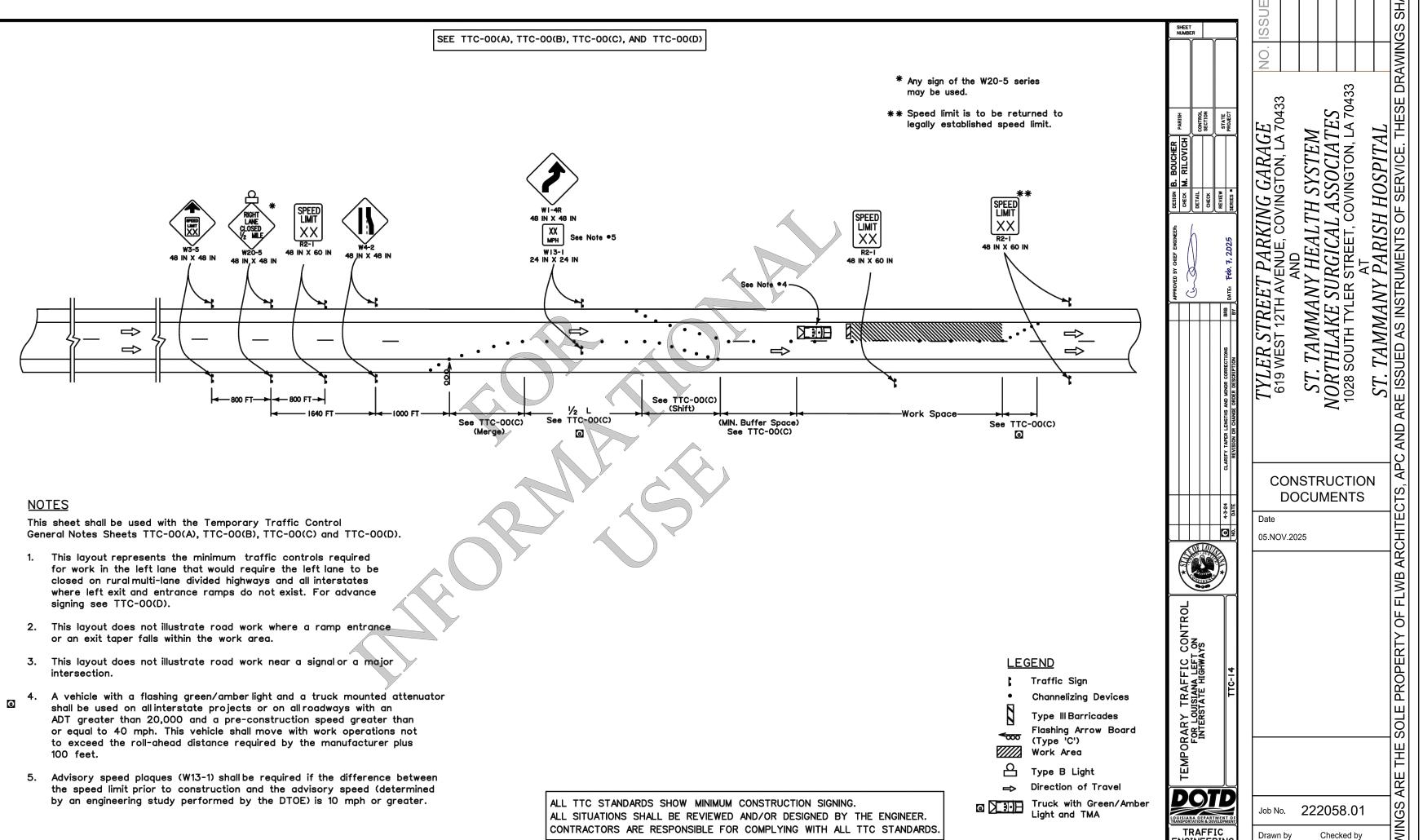






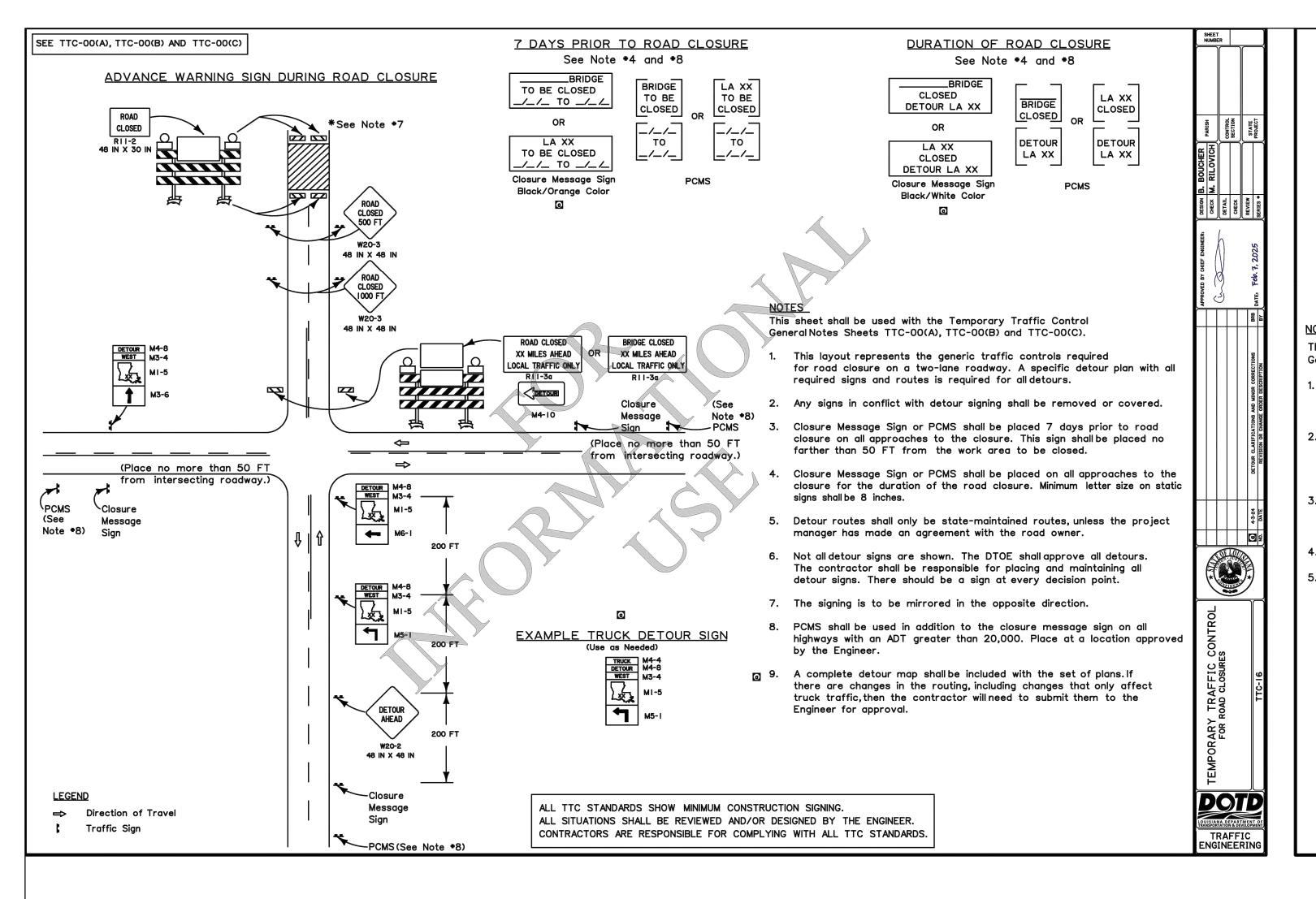
TRAFFIC ENGINEERIN

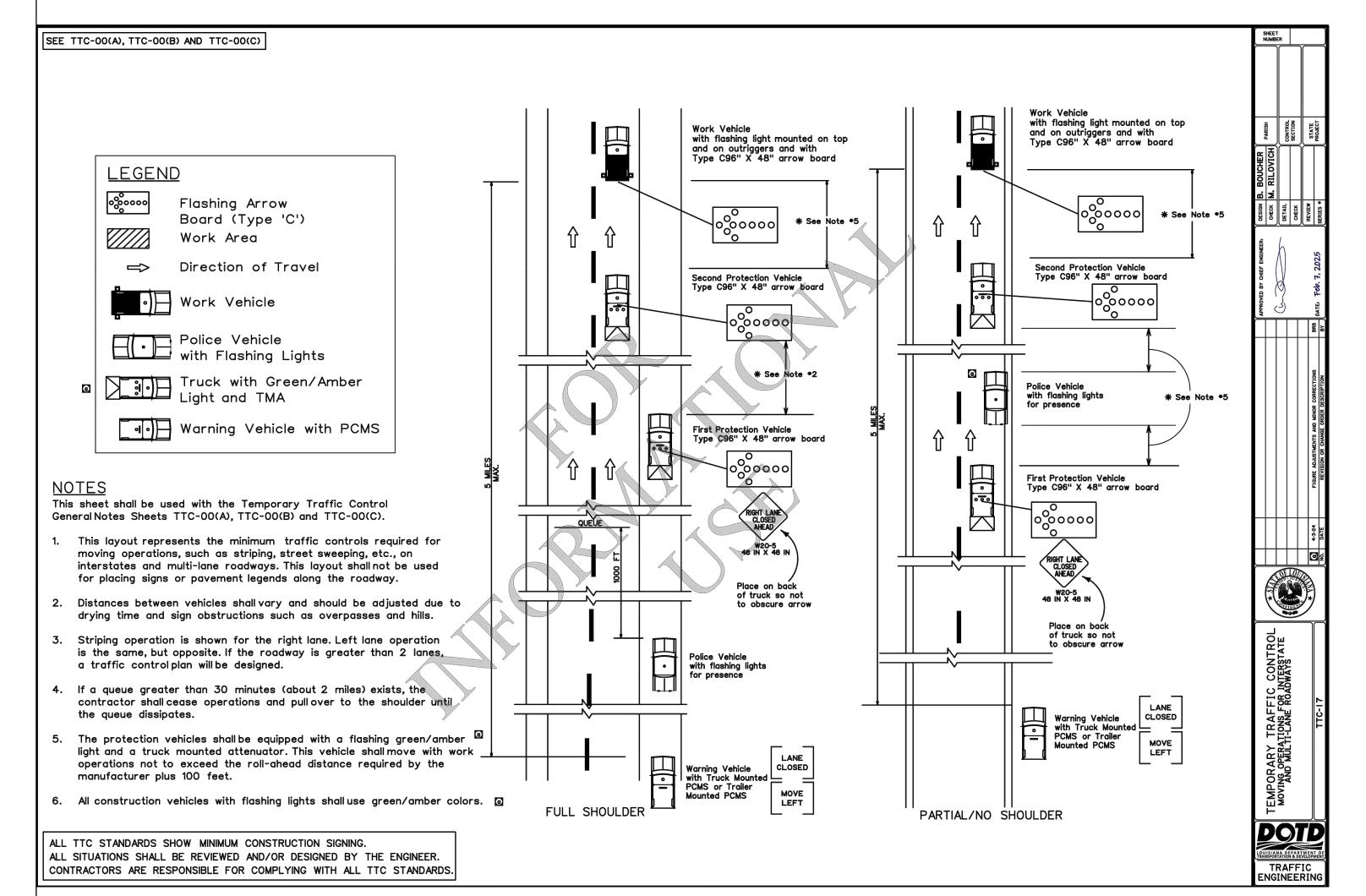
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

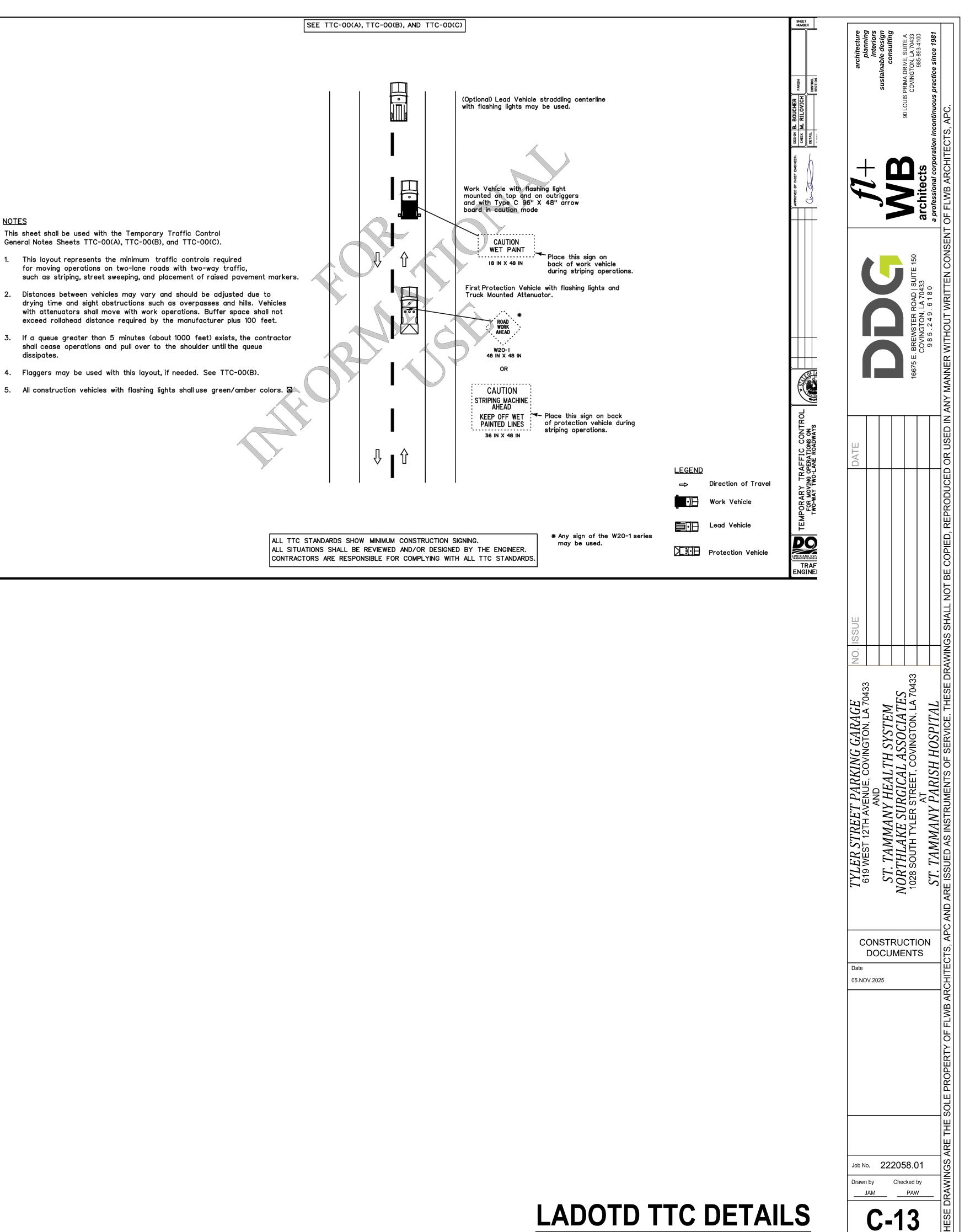


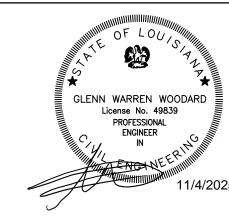
temporary traffic signal timing and phasing plan for each phase

of construction shall be developed.









### **LEGEND - EXISTING** FOUND PROPERTY CORNER (AS NOTED) ELEVATION OF TOP OF STRUCTURE TOP = 18.00SET 3/4" IRON ROD (AS NOTED) ELEVATION OF BOTTOM OF STRUCTURE INV. = 15.00FOUND/SET PK NAIL (AS NOTED) EXISTING SPOT ELEVATION × 10.63 FOUND RIGHT OF WAY MARKER (AS NOTED) ELEVATION OF TOP OF CURB 18.50 TC ELEVATION OF FACE OF CURB EXISTING POWER POLE 18.00 FC EXISTING POWER POLE WITH LIGHT EXISTING GROUND CONTOUR LINE ----5---EXISTING SEWER MANHOLE EXISTING PARKING LOT LIGHT EXISTING GUY ANCHOR EXISTING SEWER CLEANOUT EXISTING GRAVITY SEWER LINE EXISTING ELECTRIC PEDESTAL -----SFM-----EXISTING OVERHEAD POWER LINE EXISTING SEWER FORCE MAIN EXISTING UNDERGROUND POWER LINE EXISTING DRAINAGE MANHOLE EXISTING SUBSURFACE DRAINAGE EXISTING TELEPHONE PEDESTAL ====== EXISTING DRAINAGE DROP INLET EXISTING TELEPHONE MANHOLE $\Box$ EXISTING TELEPHONE LINE EXISTING FIRE HYDRANT EXISTING CABLE TV PEDESTAL WM O EXISTING CABLE TV LINE EXISTING WATER METER **⊗**W∨ EXISTING GAS METER EXISTING GAS VALVE EXISTING WATER LINE ----- W ----EXISTING TERRA-COTTA PIPE 8" TC EXISTING GAS LINE 18" RCP EXISTING PIPELINE EXISTING CORRUGATED METAL PIPE 24" CMP EXISTING BARB WIRE FENCE LIN EXISTING CHAIN LINK LINE EXISTING POLYVINYL CHLORIDE PIPE 12" PVC EXISTING WOOD FENCE LINE EXISTING HIGH DENSITY POLYETHYLENE PIPE 12" HDPE

EXISTING MAILBOX

XXX

 $\times$ 

### **LEGEND - NEW IMPROVEMENTS**

EXISTING SIGNAGE TO BE REMOVED EXISTING POWER POLE TO BE REMOVED

TO BE REMOVED (BY OTHERS)

EXISTING BARRIER POST

LIMITS OF BUILDING

BE REMOVED

EXISTING BUILDING, SLAB, FOUNDATIONS

EXISTING PAVEMENT & CURB AND GUTTER

& APPURTENANCES TO BE REMOVED (BY OTHERS) EXISTING BUILDING, SLAB,

EXISTING PAVEMENT TO BE REMOVED

FOUNDATIONS & APPURTENANCES TO

LIMESTONE PARKING SECTIONS TO BE

**EXISTING CURB & GUTTER** TO BE REMOVED

EXISTING DRAINAGE PIPE TO BE REMOVED

**EXISTING SEWER CLEANOUT** 

TO BE REMOVED

EXISTING CATCH BASIN/DROP INLET TO BE REMOVED

EXISTING TREE TO BE REMOVED (REMOVAL INCLUDES STUMP AND ROOTS)

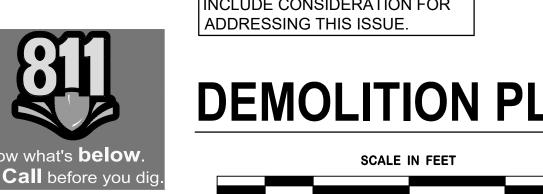
TEMPORARY CONSTRUCTION FENCE WITH BLACK SCREEN

PROJECT LIMITS

CONTRACTOR TO PROVIDE TEMPORARY TRAFFIC CONTROL FOR NEW WORK THROUGHOUT CONSTRUCTION PER LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT STANDARDS

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR





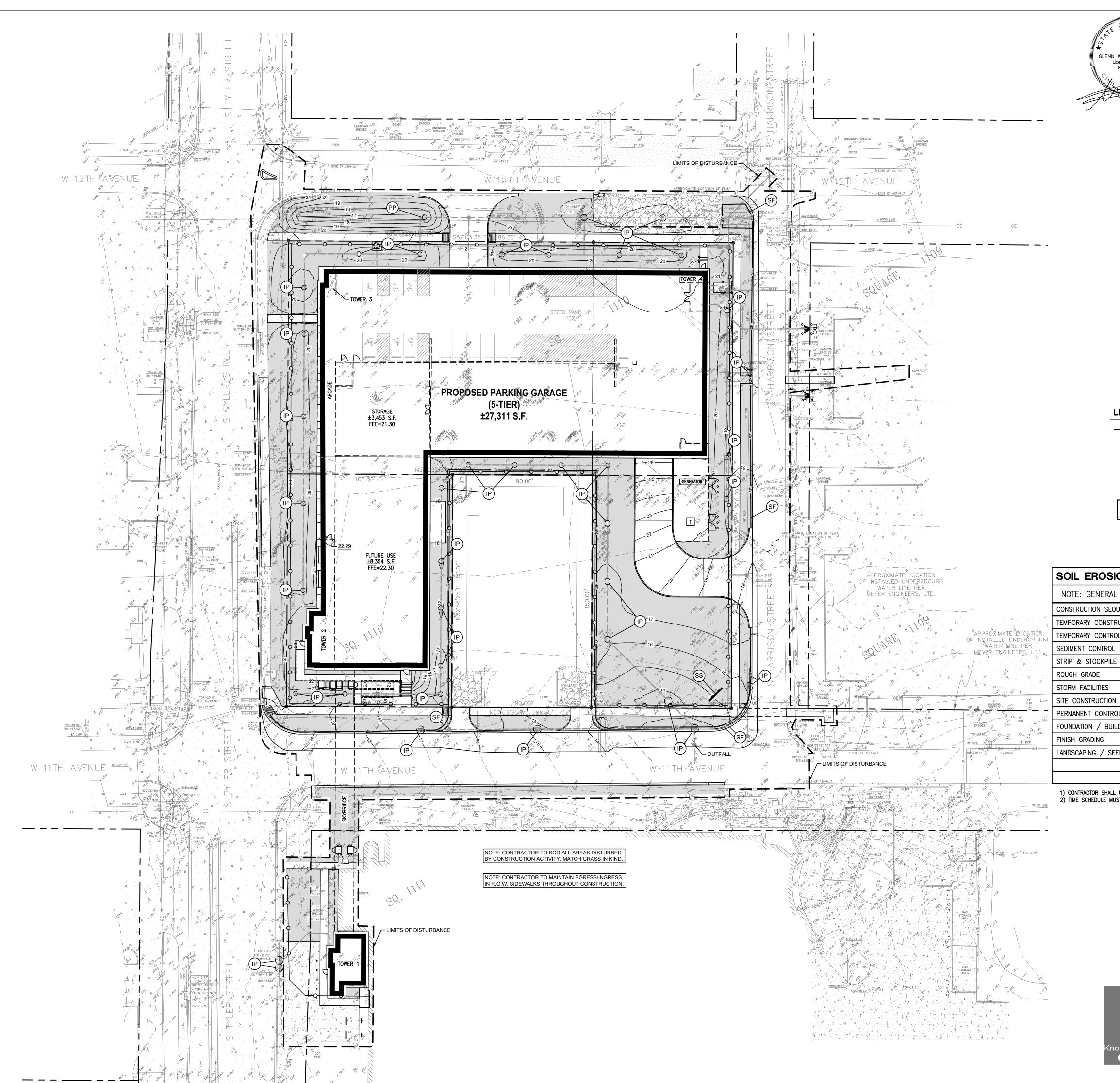
AT Z PARISH HOSPITAL RUMENTS OF SERVICE. TH ST. TAMMANY I NORTHLAKE SUR 1028 SOUTH TYLER ST ST. TAMMANY
RE ISSUED AS INSTRI

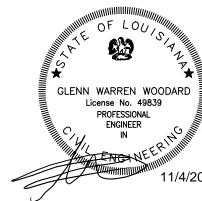
CONSTRUCTION

**DOCUMENTS** 

05.NOV.2025

Job No. 222058.01

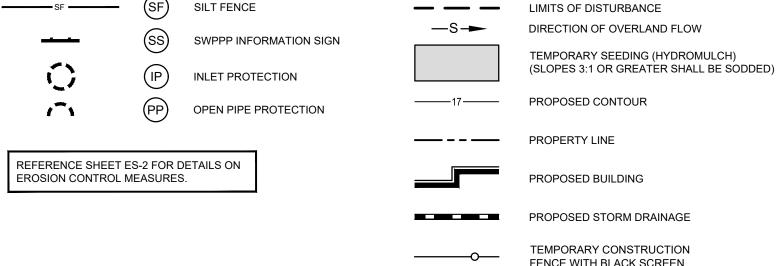




	ACREAGE SUMMARY		
	TOTAL PROJECT AREA	+/- 3.27 ACRES	
	DISTURBED AREA	+/- 3.27 ACRES	
25	UNDISTURBED AREA	+/- 0.00 ACRES	

FOUND PROPERTY CORNER (AS NOTED)	0	ELEVATION OF TOP OF STRUCTURE	TOP = 18.0
SET 3/4" IRON ROD (AS NOTED)	•	ELEVATION OF BOTTOM OF STRUCTURE	INV. = 15.0
FOUND/SET PK NAIL (AS NOTED)	$\wedge$	EXISTING SPOT ELEVATION	× 10.63
FOUND RIGHT OF WAY MARKER (AS NOTED)		ELEVATION OF TOP OF CURB	18.50 TC
EXISTING POWER POLE	Ø	ELEVATION OF FACE OF CURB	18.00 FC
EXISTING POWER POLE WITH LIGHT	<del>\</del>	EXISTING GROUND CONTOUR LINE	5
EXISTING PARKING LOT LIGHT	*	EXISTING SEWER MANHOLE	(\$)
EXISTING GUY ANCHOR	$\longrightarrow$	EXISTING SEWER CLEANOUT	C.O. O
EXISTING ELECTRIC PEDESTAL	е	EXISTING GRAVITY SEWER LINE	——S—
EXISTING OVERHEAD POWER LINE	OE	EXISTING SEWER FORCE MAIN	SFM
EXISTING UNDERGROUND POWER LINE	UE	EXISTING DRAINAGE MANHOLE	(D)
EXISTING TELEPHONE PEDESTAL	T	EXISTING SUBSURFACE DRAINAGE	======
EXISTING TELEPHONE MANHOLE	$\bigcirc$	EXISTING DRAINAGE DROP INLET	
EXISTING TELEPHONE LINE	——т—	EXISTING DRAINAGE CATCH BASIN	口口
EXISTING CABLE TV PEDESTAL	C	EXISTING FIRE HYDRANT	abla
EXISTING CABLE TV LINE	C	EXISTING WATER METER	WM O
EXISTING GAS METER	GM □	EXISTING WATER VALVE	<b>⊗</b> W∨
EXISTING GAS VALVE	<b>⊗</b> GV	EXISTING WATER LINE	—— w —
EXISTING GAS LINE	G	EXISTING TERRA-COTTA PIPE	8" TC
EXISTING PIPELINE	//	EXISTING REINFORCED CONCRETE PIPE	18" RCP
EXISTING BARB WIRE FENCE LINE	x	EXISTING CORRUGATED METAL PIPE	24" CMP
EXISTING CHAIN LINK LINE		EXISTING POLYVINYL CHLORIDE PIPE	12" PVC
EXISTING WOOD FENCE LINE		EXISTING HIGH DENSITY POLYETHYLENE PIPE	12" HDPE
EXISTING BARRIER POST		EXISTING MAILBOX	0

# **LEGEND - NEW IMPROVEMENTS**



# SOIL EROSION/SEDIMENTATION CONTROL OPERATION TIME SCHEDULE

	NOTE: GENERAL CONTRACTOR TO COMPLETE TABLE WITH THEIR SPECIFIC PROJECT SCHEDULE																		
	CONSTRUCTION SEQUENCE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
 I	TEMPORARY CONSTRUCTION EXITS																		
N UN:	TEMPORARY CONTROL MEASURES																		
). <sub>M</sub>	SEDIMENT CONTROL BASINS																		
	STRIP & STOCKPILE TOPSOIL																		
Δ .	ROUGH GRADE																		
	STORM FACILITIES																		
	SITE CONSTRUCTION																		
12" OAK	PERMANENT CONTROL STRUCTURES																		
J OAK  B"  AK	FOUNDATION / BUILDING CONSTRUCTION																		
	FINISH GRADING																		
_ [	LANDSCAPING / SEED / FINAL STABILIZATION																		
								·											

1) CONTRACTOR SHALL UPDATE THE TABLE BY SHADING OR DATING THE APPLICABLE ACTIVITIES AS PROJECT PROGRESSES.
2) TIME SCHEDULE MUST COINCIDE WITH SEQUENCE OF CONSTRUCTION.

NOTE: CONTRACTOR TO PROVIDE TEMPORARY TRAFFIC CONTROL FOR NEW WORK THROUGHOUT CONSTRUCTION PER LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT STANDARDS

NOTE: THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR





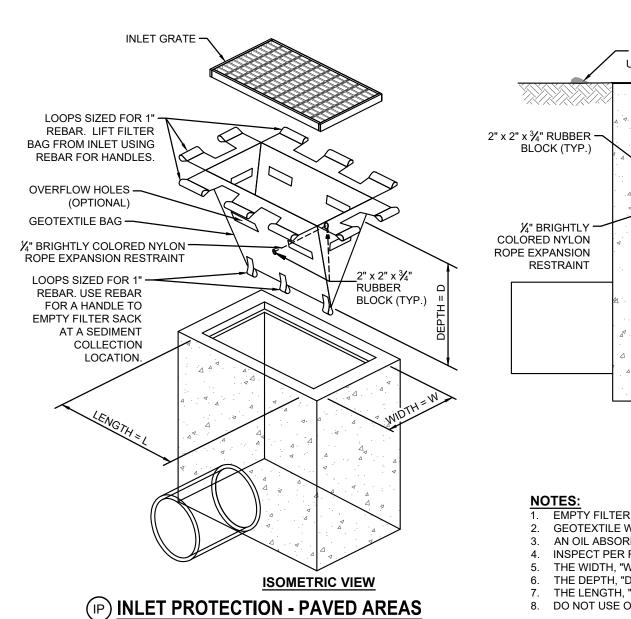


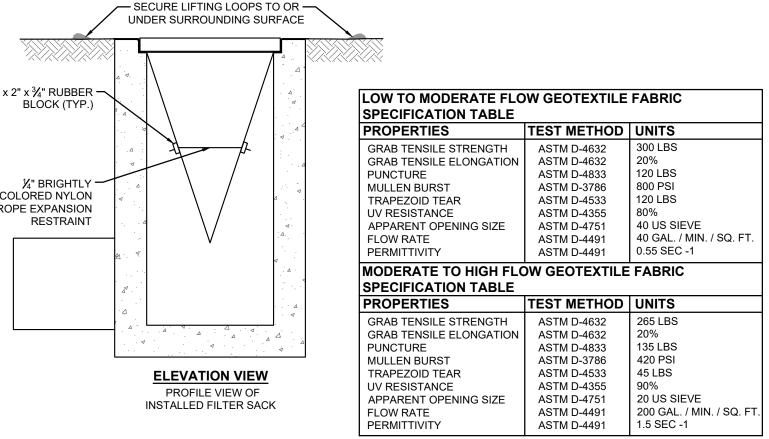
AND
ST. TAMMANY HEALTH SYSTEM
NORTHLAKE SURGICAL ASSOCIATES
1028 SOUTH TYLER STREET, COVINGTON, LA 70 ST. TAMMANY PARISH HOSPITAL ARE ISSUED AS INSTRUMENTS OF SERVICE. THE

CONSTRUCTION DOCUMENTS

05.NOV.2025

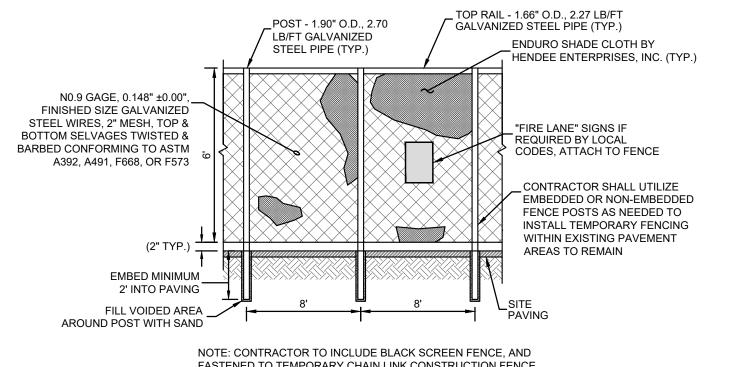
Job No. 222058.01

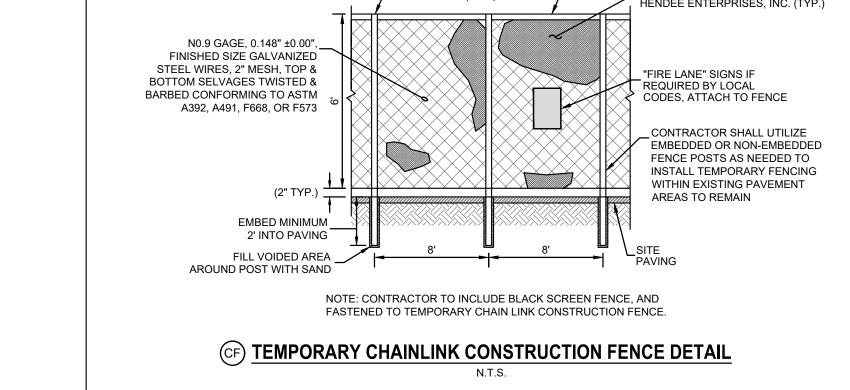


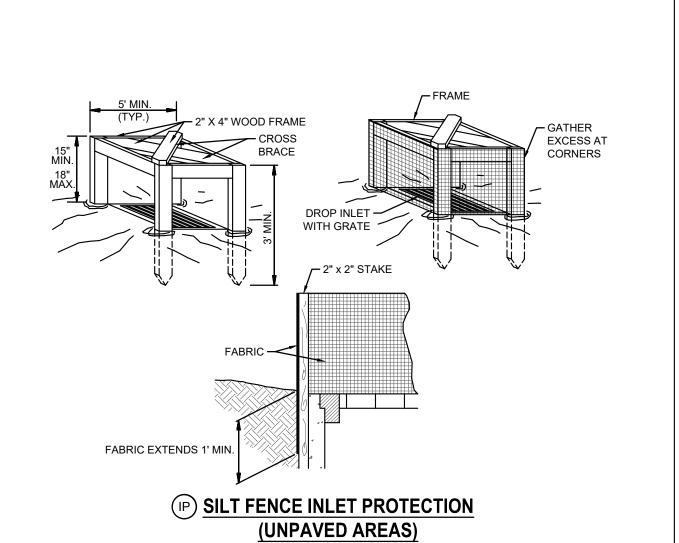


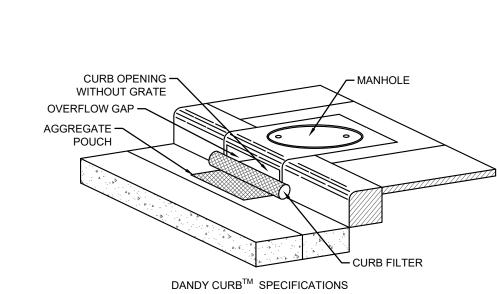
EMPTY FILTER SACK WHEN BRIGHTLY COLORED EXPANSION RESTRAINT CAN NO LONGER BE SEEN.

- 2. GEOTEXTILE WILL BE A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS REQUIREMENTS IN THE SPECIFICATIONS TABLE. AN OIL ABSORBENT PAD OR PILLOW CAN BE PURCHASED WHEN OIL SPILLS ARE A CONCERN. INSPECT PER REGULATORY REQUIREMENTS.
- THE WIDTH, "W", OF THE FILTER SACK WILL MATCH THE INSIDE WIDTH OF THE GRATED INLET BOX. THE DEPTH, "D", OF THE FILTER SACK WILL BE BETWEEN 18 INCHES & 36 INCHES.
- THE LENGTH, "L", OF THE FILTER SACK WILL MATCH THE INSIDE LENGTH OF THE GRATED INLET BOX.
- 8. DO NOT USE ON ROADWAYS WHERE PONDING MAY CAUSE TRAFFIC HAZARDS.

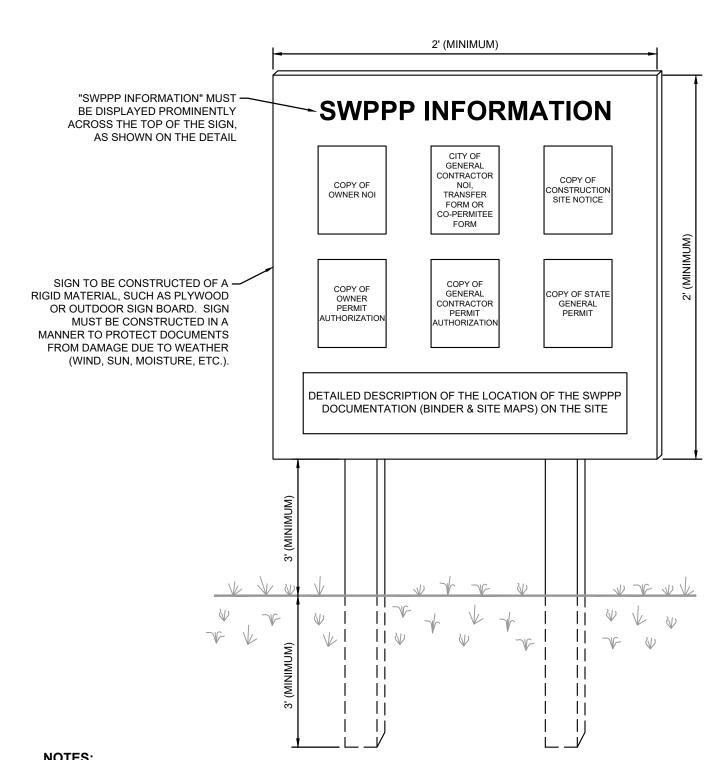








(OR APPROVED EQUAL BY ENGINEER) NOTE: THE DANDY CURB WILL BE MANUFACTURED IN THE U.S.A. FROM A WOVEN MONOFILAMENT FABRIC THAT MEETS OR EXCEEDS THE MANUFACTURER SPECIFICATIONS.



NOTES:

1. THE SWPPP INFORMATION SIGN MUST BE LOCATED IN A PROMINENT, PUBLICLY ACCESSIBLE LOCATION NEAR THE MAIN

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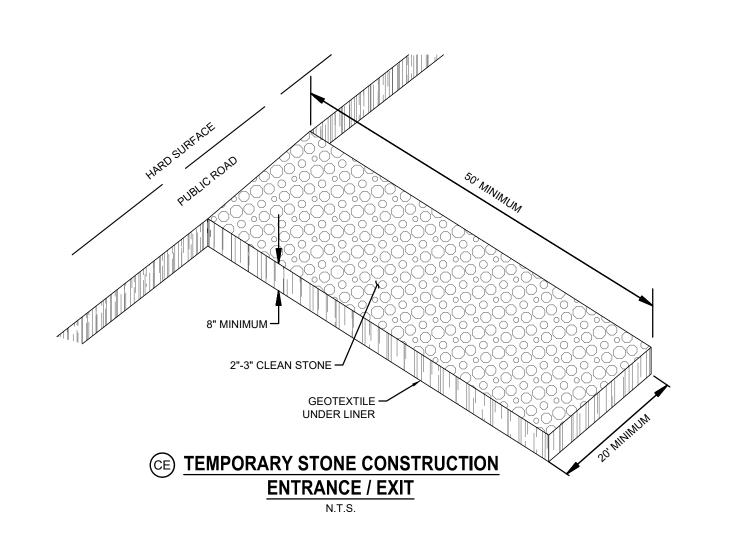
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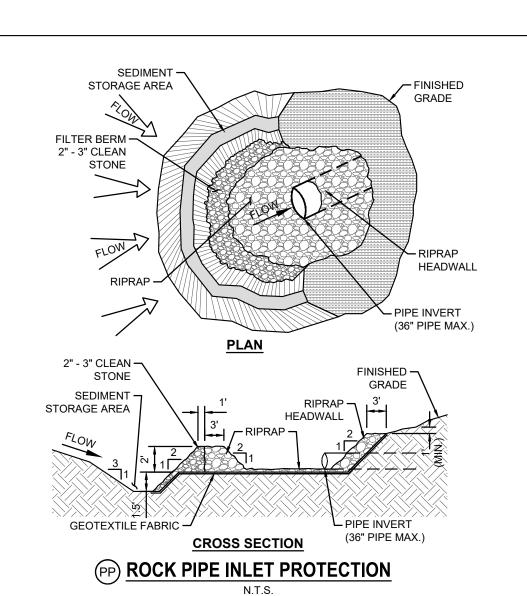
1. THE SWPPP INFORMATION SIGN MUST BE LOCATED IN A PROMINENT PUBLICLY ACCESSIBLE TO THE MAIN

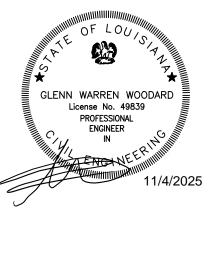
1. THE SWPPP INFORMATION SIGN MUST BE LOCATED IN A PROMINENT PUBLICLY ACCESSIBLE TO THE MAIN PUBLICLY ACCESSIBLE TO THE MAIN PUBLICLY PUBLICLY PUBLICLY ACCESSIBLE TO THE MAIN PUBLICLY ENTRANCE OF THE SITE, SUCH THAT THE DOCUMENTATION CAN BE READ WITHOUT ACCESSING THE JOBSITE, BUT NOT OBSTRUCTING VIEWS AS TO CAUSE A TRAFFIC SAFETY HAZARD.

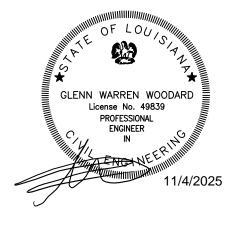
- ALL POSTED DOCUMENTS MUST BE MAINTAINED IN A CLEARLY READABLE CONDITION AT ALL TIMES. 3. ALL PAGES OF NOTICES OF INTENT & PERMIT AUTHORIZATIONS MUST BE POSTED. THE CONTRACTOR MAY UTILIZE ACCESSIBLE WATERPROOF FOLDERS TO STORE THESE DOCUMENTS IF IT WILL BE DIFFICULT TO POST ALL PAGES
- SIGN AS REQUIRED BY THE GOVERNING AGENCIES. 5. SUBSEQUENT PERMIT MODIFICATION REQUESTS OR RENEWAL APPLICATIONS & THEIR ASSOCIATED AUTHORIZATIONS
- OR RESPONSES SHALL BE POSTED ON THE SWPPP SIGN. 6. SIGN SHALL BE LOCATED OUTSIDE OF PUBLIC RIGHT-OF-WAY & EASEMENTS UNLESS APPROVED BY THE GOVERNING
- 7. CONTRACTOR IS RESPONSIBLE FOR ENSURING STABILITY OF THE SWPPP INFORMATION SIGN.

(SS) SWPPP INFORMATION SIGN









WOVEN WIRE FENCE (MIN. 141/2

GAUGE, MAX. 6" MESH SPACING)



SECTION A-A

ALONG BOTTOM OF TRENCH NOTES:

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. 2. GEOTEXTILE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP & MID SECTION. 3. WHEN TWO SECTIONS OF GEOTEXTILE ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY SIX INCHES & FOLDED.

POSTS: STEEL EITHER T OR U TYPE

1. AMOCO 1198 2. BELTECH 810 3. MIRAFI 130X

4. LING GTF 190 5. SI 915 SC

EXTEND WIRE FENCE A

MIN. OF 2" INTO TRENCH

- EMBEDDED GEOTEXTILE FABRIC MIN 6" INTO GROUND W/ 6" LAID

WOVEN WIRE, 141/2 GA. 6" MAX. MESH OPENING

4. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. 5. ALL SILT FENCE SHALL INCLUDE WIRE SUPPORT UNLESS INDICATED OTHERWISE.

COMPACTED -

BACKFILL

WOVEN WIRE FENCE —

COMPACTED BACKFILL

TRENCH

(MIN. 14½ GAUGE, MAX.

6" MESH SPACING) WITH GEOTEXTILE COVER

FINISH GRADE -

UNDISTURBED -

GROUND

(SF) SEDIMENTATION SILT FENCE WITH WIRE SUPPORT

FENCE:

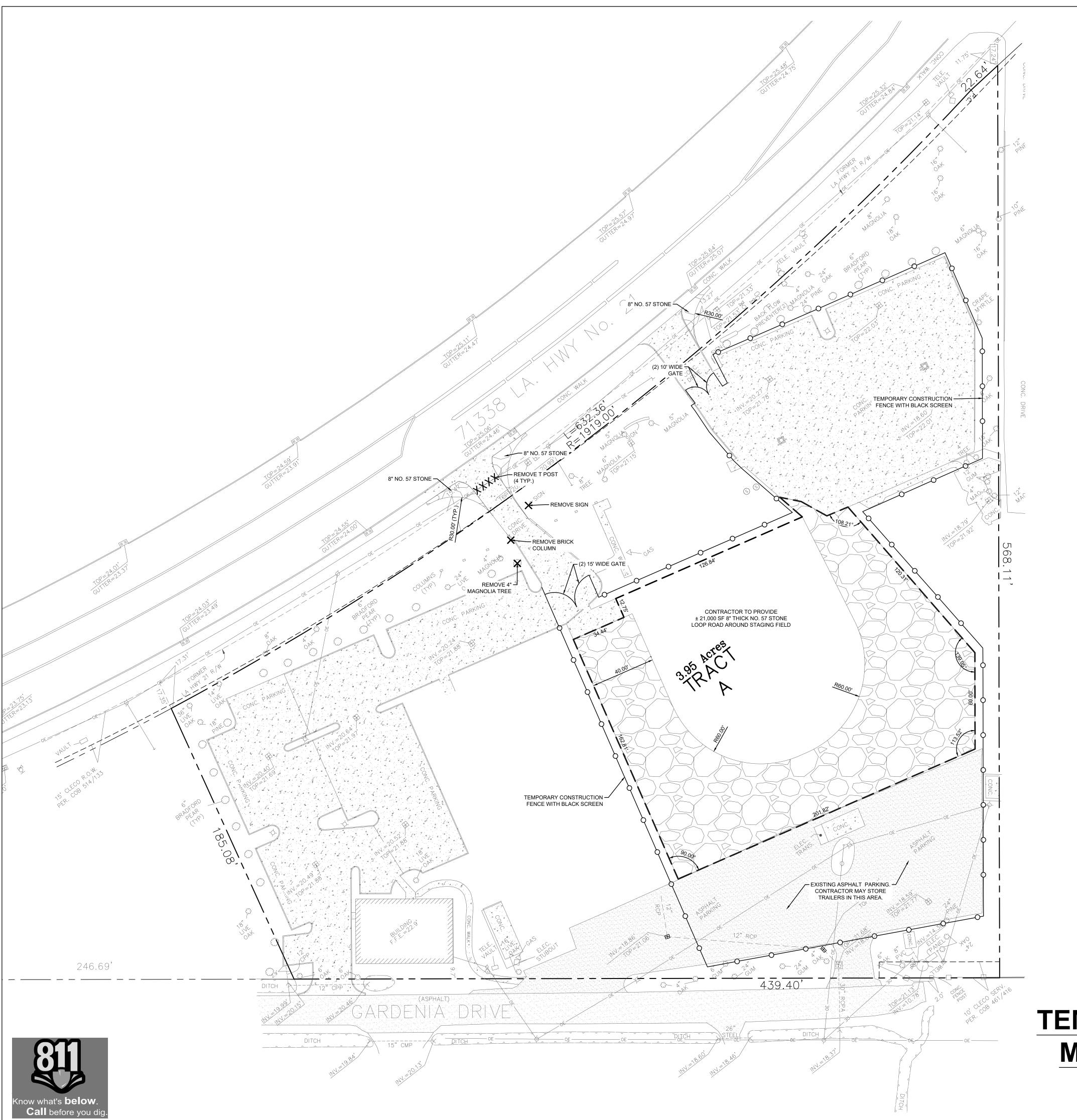
CONSTRUCTION **DOCUMENTS** 

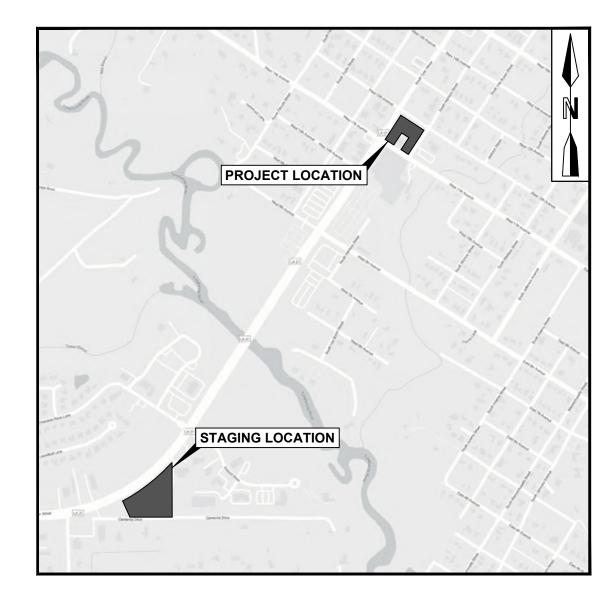
05.NOV.2025

Job No. 222058.01 Checked by

**EROSION CONTROL** 

**DETAILS** 





# VICINITY MAP

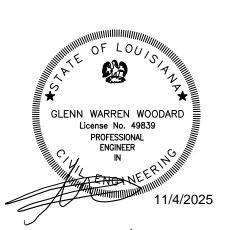
FOUND PROPERTY CORNER (AS NOTED)	0	ELEVATION OF TOP OF STRUCTURE	TOP = 18.00
SET 3/4" IRON ROD (AS NOTED)		ELEVATION OF BOTTOM OF STRUCTURE	INV. = 15.00
FOUND/SET PK NAIL (AS NOTED)		EXISTING SPOT ELEVATION	× 10.63
FOUND RIGHT OF WAY MARKER (AS NOTED)		ELEVATION OF TOP OF CURB	18.50 TC
EXISTING POWER POLE	Ø	ELEVATION OF FACE OF CURB	18.00 FC
EXISTING POWER POLE WITH LIGHT	<del>-</del> Ø-	EXISTING GROUND CONTOUR LINE	5
EXISTING PARKING LOT LIGHT	*	EXISTING SEWER MANHOLE	(\$)
EXISTING GUY ANCHOR	$\longrightarrow$	EXISTING SEWER CLEANOUT	C.O. O
EXISTING ELECTRIC PEDESTAL	е	EXISTING GRAVITY SEWER LINE	——S—
EXISTING OVERHEAD POWER LINE	OE	EXISTING SEWER FORCE MAIN	SFM
EXISTING UNDERGROUND POWER LINE	——UE——	EXISTING DRAINAGE MANHOLE	<b>D</b>
EXISTING TELEPHONE PEDESTAL	T	EXISTING SUBSURFACE DRAINAGE	======
EXISTING TELEPHONE MANHOLE	$\bigcirc$	EXISTING DRAINAGE DROP INLET	
EXISTING TELEPHONE LINE	T	EXISTING DRAINAGE CATCH BASIN	
EXISTING CABLE TV PEDESTAL	C	EXISTING FIRE HYDRANT	Q
EXISTING CABLE TV LINE	C	EXISTING WATER METER	WM O
EXISTING GAS METER	GM □	EXISTING WATER VALVE	⊗w∨
EXISTING GAS VALVE	<b>⊗</b> GV	EXISTING WATER LINE	—— W ——
EXISTING GAS LINE	G	EXISTING TERRA-COTTA PIPE	8" TC
EXISTING PIPELINE		EXISTING REINFORCED CONCRETE PIPE	18" RCP
EXISTING BARB WIRE FENCE LINE	x	EXISTING CORRUGATED METAL PIPE	24" CMP
EXISTING CHAIN LINK LINE	<del></del>	EXISTING POLYVINYL CHLORIDE PIPE	12" PVC

# **LEGEND - NEW IMPROVEMENTS**

8" THICK NO. 57 STONE

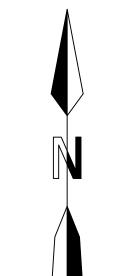
TEMPORARY
CONSTRUCTION FENCE
WITH BLACK SCREEN

LIMITS OF STAGING FIELD — — —



# TEMPORARY CONSTRUCTION MATERIAL STAGING PLAN

HORIZONTAL SCALE IN FEET



Job No. 222058.01

Drawn by Checked by

JAM PAW

Short No.

CONSTRUCTION DOCUMENTS

05.NOV.2025