

Three (3) copies of the drawings must accompany this permit application. When applicable, the following supplement is also required and shall become a part of this permit. Railroad Supplement ENTERED IN COMPUTER FILE

Permit Number 62028661
CONTROL 018 SECTION 03

INITIAL AND DATE

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
PROJECT PERMIT
(Required by State Law) Rev. 5/13
A copy of this permit shall be available at the site where and when work is performed.

Whereas City of Slidell (Print or type name of applicant)

hereinafter termed applicant, requests a permit for the use and occupancy of the right-of-way of State Highway No. 433.11 & Bus 190
in St. Tammany Parish, located as follows:

from: Pontchartrain Dr. (Hwy 11) & Sgt. Alfred Dr. Lat: 30.263488 Long: -89.784534
to: Fremaux Ave (Bus 190) & Sgt. Alfred Dr. Lat: 30.277457 Long: -89.780471
(in Decimal Degrees, e.g. Lat: -30.459, Long: -91.178)

for the installation, operation and maintenance of the following described project (use additional sheets as necessary):
Concrete panel replacements and mill & overlay of Sgt. Alfred Drive. See attached plan sheets.

Estimated number of times this facility will be accessed each year after construction has been completed, including meter readings: _____

By signing this permit, applicant/permittee hereby acknowledges receiving a copy of the permit, the general conditions and standards, and the Standards for Installation of Facilities on State Highways, and agrees to comply with all provisions contained therein and all applicable laws, rules and regulations.

DOTD USE ONLY:

Permit is subject to the following conditions (use additional sheets as necessary):



RECOMMENDED FOR APPROVAL
(Check box if review required)

District Permit Specialist / Date 10-13-16
[Signature]
 District Area Engineer / Date 10-14-16
[Signature]

District Water Resources Engineer / Date 10-13-16
[Signature]

District Engineer (for Designee) / Date 10/5/16
[Signature]

Applicant must notify District Assistant Engineer EN6 Seth DeArmas at phone number: 985-893-6327 prior to beginning work and after work is completed.
Final inspection and approval by: _____

Issue Date: 10-17-16

Installation to be completed by: 4-17-17 (Date)

HEADQUARTERS (original) pc: DISTRICT

Permit must be signed by the owner or lessee of the property. Contractor may NOT acquire permit

(Agency Representative Signature) [Signature] 8/24/16 (Date)

Blaine Ciancy (Name of Person Signing Permit) (Printed or Typed)

Civ. Engineer (Title)

P. O. Box 828 (Street or P. O. Box)

Slidell LA 70459 (City or Town) (State) (Zip Code)

(985) 646-4270 (Telephone Number)

bdandry@cityofslidell.org (E-mail Address)

DOTD APPROVAL [Signature] 10-17-16

Headquarters Right-of-Way Permit Engineer / Date or District Administrator (for Designee) / Date

Print Name LAURET SUAREZ JR

pc: PERMITTEE
Page 1 of 3

The following general conditions and standards shall apply:

FIRST: That, the rights and privileges granted herein shall be nonexclusive and shall not be construed to be any broader than those expressly set out in Acts of the Legislature of the State of Louisiana, regardless of the language used in this permit and that any facilities placed on the highway right-of-way shall be placed in accordance with existing laws and the standards of the Department.

SECOND: That, all facilities thereto, after having been erected, shall at all times be subject to inspection and the right is reserved to require such changes, additions, repairs, relocations and removal as may at anytime be considered necessary to permit the relocation, reconstruction, widening and maintaining of the highway and to provide proper and safe protection to life and property on or adjacent to the highway, or in the interest of safety to traffic on the highway and that the cost of making such changes, additions, repairs and relocations shall be borne by the applicant, and that all of the cost of the work to be accomplished under this permit shall be borne by the permittee who agrees to hold the Department harmless therefor.

THIRD: That, the proposed facilities or their operation or their maintenance shall not unreasonably interfere with the facilities or the operation or maintenance of the facilities of other persons, firms or corporations previously issued permits of use and occupancy, and the proposed facilities shall not be dangerous to persons or property using or occupying the highway or using facilities constructed under previously granted permits of use and occupancy; and that the Department's records of prior permits are available, it being the duty of the applicant to determine the existence and location of all facilities within the highway right-of-way.

FOURTH: That, installations within the highway right-of-way shall be in accordance with applicable provisions contained in the following: AASHTO Guide for Accommodating Utilities within Highway Right of Way, Code of Federal Regulations 23 (CFR 23), National Electrical Safety Code C2, and the 1996 Federal Telecommunications Act. Those facilities not included in the above mentioned documents shall be in accordance with accepted practice. Where standards of the Department exceed those of the above cited codes, the standards of the Department shall apply. The Department reserves the right to modify its policies as may be required if conditions warrant.

FIFTH: That, data relative to the proposed location, relocation and design of fixtures or appurtenances as may be required by the Department shall be furnished to the Department by the applicant free of cost, and that the permit applicant shall make any and all changes or additions necessary to make the proposed facilities thereto satisfactory to the Department.

SIXTH: That, cutting and trimming of trees, shrubs, etc., shall be in accordance with the Department's ED5M IV.2.1.6 and Vegetation Manual, as revised.

SEVENTH: That, the applicant agrees to defend, indemnify, and hold harmless the Department and its duly appointed agents and employees from and against any and all claims, suits, liabilities, losses, damages, costs or expenses, including attorneys' fees sustained by reason of the exercise of this permit, whether or not the same may have been caused by the negligence of the Department, its agents or employees, provided, however, that the provisions of this last clause (whether or not the same may have been caused by the negligence of the Department, its agents or employees) shall not apply to any personal injury or property damage caused by the sole negligence of the Department, its agents or employees, unless such sole negligence shall consist or shall have consisted entirely and only of negligence in the granting of a permit or permits.

EIGHTH: That, the applicant is the owner of the facility for which a permit requested, and is responsible for maintenance of such: and any permit granted by the Department is granted only insofar as the Department had the power and right to grant the same.

NINTH: That, any permit granted by the Department is subject to revocation at any time.

TENTH: That, signing for warning and protection of traffic in instances where workmen, equipment or materials are in close proximity to the roadway surfacing, shall be in accordance with requirements contained in the Department's Manual on Uniform Traffic Control Devices. No vehicles, equipment and/or materials shall operate from, or be parked, stored or stock piled on any highway, median, or in an area extending from the outer edge of the shoulder of the highway on one side to the outer edge of the shoulder of the highway on the opposite side or in the median of any divided highway.

ELEVENTH: That, all provisions and standards contained herein relative to the installation of utilities shall apply to future operation, service and maintenance of utilities.

TWELFTH: That, drainage in highway side and cross ditches must be maintained at all times. The entire highway right-of-way affected by work under a permit must be restored to as good a condition as existed prior to beginning work to the complete satisfaction of the Departments R/W/Permit Engineer.

THIRTEENTH: Any non-metallic or non-conductive underground facility must be installed with a non-corrosive metallic wire or tape placed directly over and on the center of the facility for its entire length within highway right-of-way. Wire or tape must be connected to all facilities.

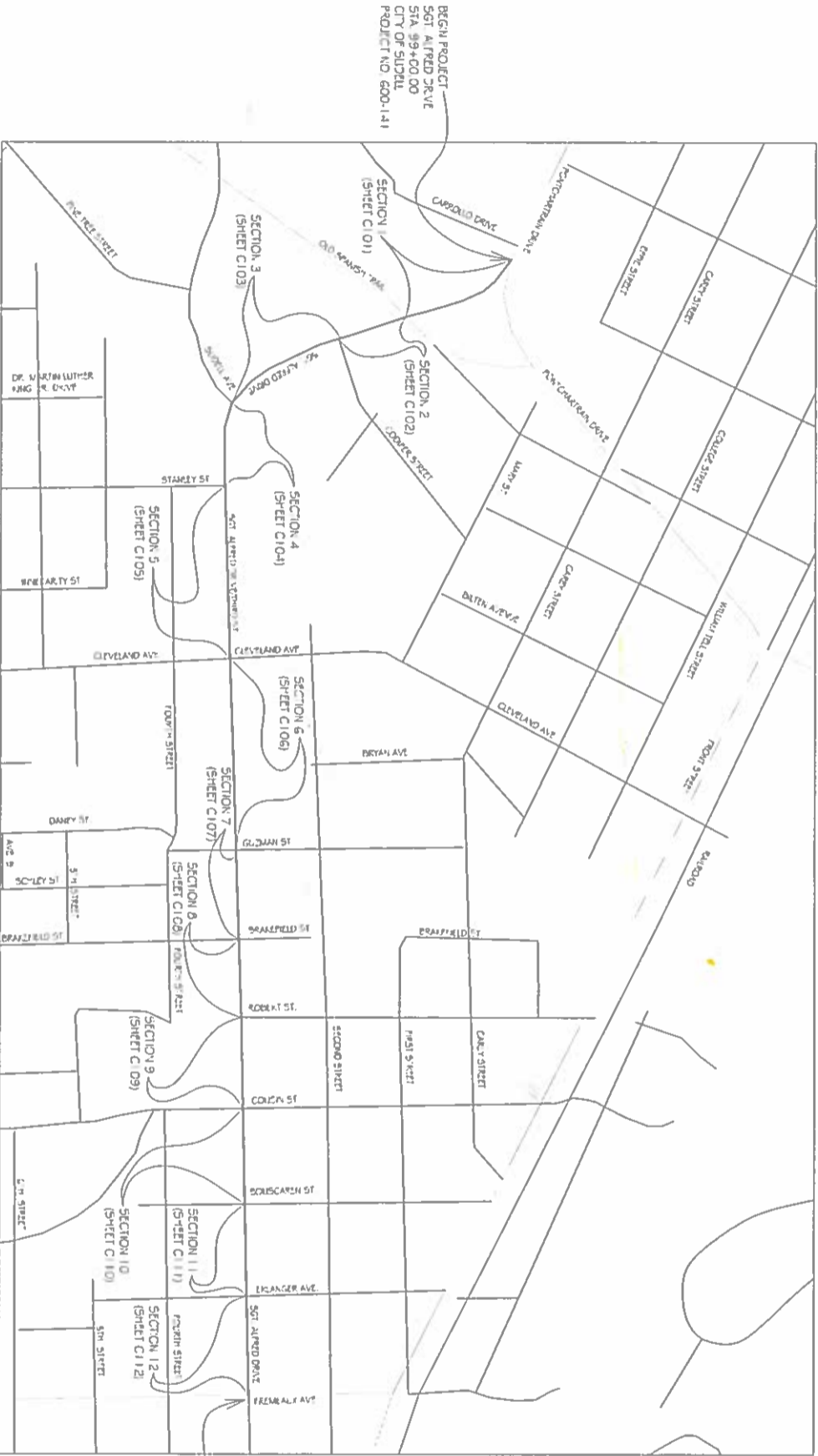
FOURTEENTH: Prior to performing any excavations, the applicant is required to call Louisiana One Call. If installing any underground facilities such as cable or conduits, the applicant must be a member of Louisiana One Call. In addition, the applicant must contact DOTD at 1-800-259-4929 or DOTD-FiberLocates@la.gov at least 24 hours prior to performing any excavation on DOTD Right-of-way (either for installation or maintenance).

STANDARDS FOR INSTALLATION OF FACILITIES ON STATE HIGHWAYS

GENERAL

- (1) All materials and workmanship shall conform to the requirements of the applicable industry code and to Department specifications.
- (2) All safety precautions for the protection of the traveling public must be observed. Undue delay to traffic will not be tolerated.
- (3) All excavations within the limits of the right-of-way shall be backfilled and tamped in six inch layers to the density of the adjacent undisturbed soil. Where sod is removed or destroyed, it shall be replaced within one week. Where existing spoil material is, at the discretion of the Department, unsuitable for backfill, select material shall be furnished in lieu thereof and the existing material disposed of by approved methods.
- (4) Any clearing and grubbing which may be required by the applicant shall be represented by a plan covering any such actions as well as erosion control measures which may be required to vegetate the area under such clearing and grubbing. The applicant is authorized to retain all cleared timber. The applicant shall follow-up with an erosion control, seeding plan approved by DOTD.
- (5) Access to the lines shall be first from the land side, second from the interchange (longitudinally) and third from the highway (to be approved in each instance).
- (6) Repairs under the roadway will not be allowed if such repairs necessitate open cutting the highway. If a problem occurs with a line crossing, the utility company must install a new crossing. The utility company must bear 100% of the cost.
- (7) The DOTD District Permit Office shall be contacted and notified and shall give approval whenever the cable must be accessed, including routine maintenance. For routine maintenance, three (3) days notice shall be given. In emergency situations, as much notice as possible must be given.
- (8) Repeater boxes shall be placed as far outside of the right-of-way as possible, unless where otherwise approved by the Department, and in an area that will allow easy access for maintenance.
- (9) Parallel installations shall be located on a uniform alignment to the right-of-way line and within six (6) inches of the approved alignment.

CITY OF SLIDELL, LOUISIANA PARISH OF ST. TAMMANY SGT. ALFRED DRIVE ROADWAY IMPROVEMENTS CITY PROJECT NO. 600-141



PROJECT LOCATION MAP
SCALE: 1" = 40'-0"

BEGIN PROJECT
SGT. ALFRED DRIVE
STA. 89+00.00
CITY OF SLIDELL
PROJECT NO. 600-141

END PROJECT
SGT. ALFRED DRIVE
STA. 157+21.04
CITY OF SLIDELL
PROJECT NO. 600-141

62028561

SHEET INDEX

SHEET #	SHEET TITLE
C-01	COVER SHEET
C-02	SECTION 1 FROM CHATELAIN DRIVE TO OLD SPAN, SR 1041
C-03	SECTION 2 FROM CHATELAIN DRIVE TO CECILIA STREET
C-04	SECTION 3 FROM CHATELAIN DRIVE TO CECILIA STREET
C-05	SECTION 4 FROM CHATELAIN DRIVE TO CECILIA STREET
C-06	SECTION 5 FROM CHATELAIN DRIVE TO CECILIA STREET
C-07	SECTION 6 FROM CHATELAIN DRIVE TO CECILIA STREET
C-08	SECTION 7 FROM CHATELAIN DRIVE TO CECILIA STREET
C-09	SECTION 8 FROM CHATELAIN DRIVE TO CECILIA STREET
C-10	SECTION 9 FROM CHATELAIN DRIVE TO CECILIA STREET
C-11	SECTION 10 FROM CHATELAIN DRIVE TO CECILIA STREET
C-12	SECTION 11 FROM CHATELAIN DRIVE TO CECILIA STREET
C-13	SECTION 12 FROM CHATELAIN DRIVE TO CECILIA STREET

COVER

**STREET IMPROVEMENTS FOR
CITY OF SLIDELL**

FROM POINT CHATELAIN DRIVE TO FRENCH AVENUE
SHERIFF, LA 70458

JOB NO: 2009-141 DATE: 08/11/09 CO: 141

DRAWN BY: TL CHECKED BY: DMM

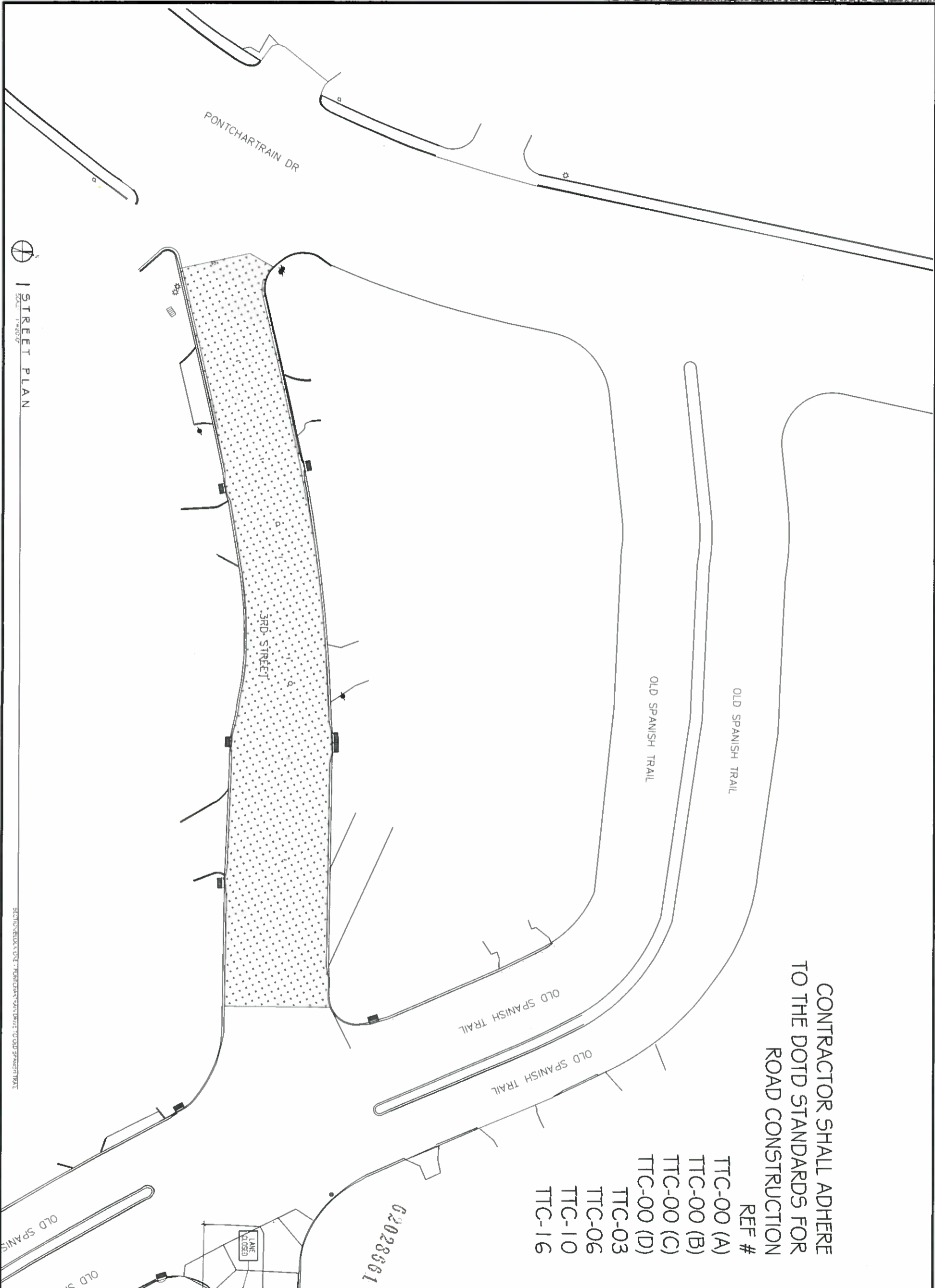


REVISIONS	
#	DESCRIPTION

DAMMON
ENGINEERING, INC.

LOUISIANA & MISSISSIPPI

Chief Engineer: Brian Amick, PE
554 Old Spanish Trail
Slidell, LA 70458
www.dammonengineering.com
info@dammonengineering.com
PH: 985-647-5832 F: 985-641-5950



CONTRACTOR SHALL ADHERE
TO THE DOTD STANDARDS FOR
ROAD CONSTRUCTION

- REF #
- TTC-00 (A)
 - TTC-00 (B)
 - TTC-00 (C)
 - TTC-00 (D)
 - TTC-03
 - TTC-06
 - TTC-10
 - TTC-16

62028361

1" = 50'
STREET PLAN

SECTION ONE - PONTCHARTRAIN DRIVE TO OLD SPANISH TRAIL

PROJECT NO. C101
SHEET NO. 2 OF 13

STREET IMPROVEMENTS FOR
CITY OF SLIDELL

THIRD STREET, ADJACENT DRIVE
FROM PONTCHARTRAIN DRIVE TO TREMAUX AVENUE
SLIDELL, LA 70450

JOB NO. [REDACTED] DATE: 08-25-16
DRAWN BY: [REDACTED] CHECKED BY: [REDACTED]

NO.	DESCRIPTION	REVISIONS	DATE



DAMMON
ENGINEERING, INC.
LOUISIANA & MISSISSIPPI

Chief Engineer: Brian Hezick, PE
514 Old Spanish Trail
Slidell, LA 70458

www.dammonengineering.com
info@dammonengineering.com
PH: 985.649.5632 F: 985.641.3950

GENERAL PROVISIONS

- All temporary traffic control (TTC) devices used shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges, the MUTCD, and shall meet the NCHRP Report 350 or MASH requirements for Test Level 3 devices where applicable.
- Materials used for TTC shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges and, when applicable, the LADOTD OPL.
- No TTC shall be erected 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, TMA's, 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 105.20 of the Louisiana Standard Specifications for Roads and Bridges.)
- Parking of vehicles or unattended equipment, or storage of materials, within the clear zone shall not be permitted unless protected by guard rail or barriers. If the clear zone is not defined on the plan sheets, the Engineer shall verify.
- Immediately upon removal of existing guard rail, 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 guard rail is installed. After removal of the existing guard rail, new guard rail 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.
- All costs associated with crash devices are to be included in item 713-01-00100.
- Sight distance should be considered when placing traffic control devices.
- On all mainline Interstate, a minimum of 1.5 feet of paved shoulder on the left and right side shall be maintained at all times.
- On Interstates, a minimum of 11 foot lanes shall be maintained. On all other roadways, a 10 foot minimum travel lane should be maintained where practical.

TTC Standards are not drawn to scale.

- The contractor shall develop an internal traffic control plan approved by the Engineer prior to each phase.
 - Truck restrictions such as (but not limited to) restricting lanes, oversize loads or times of travel, may be required for narrow lanes or other field conditions.
- PAVEMENT MARKINGS (see OPL)**
- All pavement markings within the limits of the project that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding. (Existing striping shall not be painted over with black paint or covered with tape.)
 - If special pavement markings are needed, they shall be reflectorized, removable, and accompanied by the proper signage.
 - Temporary Raised Pavement Markers may be added to supplement temporary striping in areas of transition, in tapers, in diversions, and in other areas of need as shown in the plans or as directed by the Engineer.
 - Materials and placement of temporary pavement markings shall conform to Section 713 of the Louisiana Standard Specifications for Roads and Bridges. If no pay item exists for temporary markings they shall be installed under item 713-01-00100.
 - Temporary markings installed in the permanent configuration shall comply with LADOTD pavement marking standard plans, MUTCD, and/or the permanent striping plans.
- PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)**
- PCMS shall be used on all Interstate Highways and on all other roadways (where space is available) with an ADT greater than 20,000.
 - When used in advance of a lane closure or a lane shift, the PCMS should be placed on the right hand side of the road a minimum distance of 2 miles in advance of the taper for interstates and to be determined by the Engineer on other highways.
 - For interstates and multi-lane highways, if vehicles are queuing beyond the 2 mile PCMS, an additional PCMS should be placed on the right hand side of the road approximately 5 miles in advance of the taper or at the end of the queue, whichever is greater.
 - PCMS messages shall conform to EDSM V.1.2.1.10 or shall be approved by the DTOE. Messages shall be no more than 3 lines and 2 screens.
 - PCMS should be placed as far from the traveled lane as possible. They shall be shielded by guard rail or barriers. If this is not possible they shall be delineated with one drum at each corner.
 - If the PCMS has to be placed on the shoulder then the contractor shall install a shoulder closure.
 - When the PCMS is not displaying a work zone appropriate message pertaining to the ongoing construction project it shall be shielded by guard rail or barriers, or removed from the clear zone.

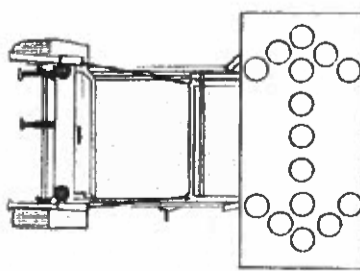
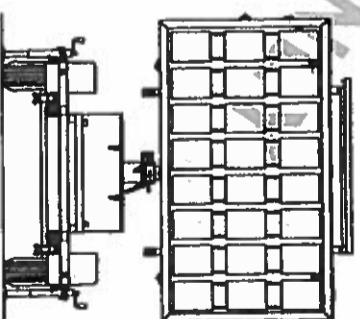
SPEED LIMITS

- The Engineer may approve a 10 mph drop in the speed limit for posted speeds of 45 mph or greater and for any construction, maintenance, or utility operation that requires one or more of the following:
 - (A) The condition of the traveled way is degraded due to milled surfaces or uneven travel lane lines greater than 1.5 inches.
 - (B) Work is in progress in the immediate vicinity of the travel way requiring lane closures or lane width reductions less than 11 feet.
 - (C) Workers present on the shoulder within 2 feet of the edge of the traveled way without barrier protection.
 - The reduced speed zone shall only apply to those portions of the project limits affected. The Engineer may allow **SPEED LIMIT WHEN FLASHING** signs to supplement reduced speed zones.
 - If the speed limit is reduced, speed limit signs shall be placed:
 - (A) beyond major intersections;
 - (B) at one mile intervals in rural areas;
 - (C) at half mile intervals in urban areas.
 - At the end of the reduced speed zone, a speed limit sign displaying the original speed limit prior to construction shall be installed.
 - For all other speed limit reductions not listed above the Project Engineer and the DTOE shall recommend the speed reduction to the Chief Construction Engineer or his appointed designee for approval.
 - If the speed limit is reduced more than 10 mph, placement of the signs shall be re-evaluated according to the MUTCD.
- FLASHING ARROW BOARDS**
- All Flashing Arrow Boards shall be 4 feet by 8 feet and Type C.
 - Flashing Arrow Boards should be placed on the shoulder. When there is no shoulder or median area, the arrow board shall be placed within the closed lane behind the channelizing devices and as close to the beginning of the taper as practical.
 - Flashing arrow boards shall be delineated with retroreflective TTC devices.
 - At no time shall the arrow board encroach in the traveled way. When Flashing Arrow Board signs are not being used, they shall be shielded by guard rail or barriers, or removed.
 - Arrow boards shall only be used for lane reduction tapers and shall not be used for lane shifts.

COPIES ON FILE

ABBREVIATIONS

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



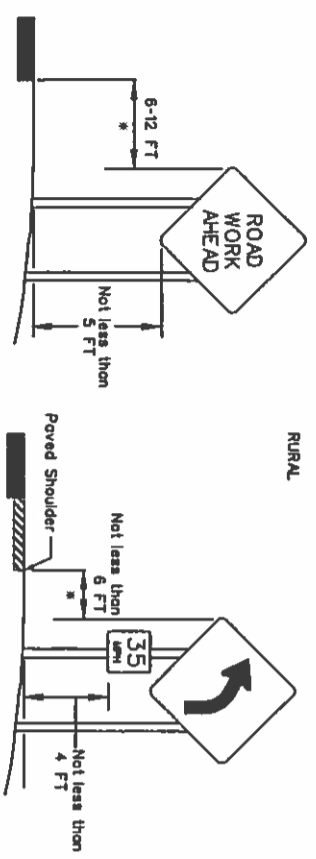
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ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING. ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER. CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

		TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET TTC-00 (A)				DATE: 3/12/13 CHECKED BY: [Signature] REVISION DESCRIPTION:		DESIGNED BY: J. COLVIN CHECKED BY: P. ALLAIN DETAILED BY: M.D. ORDOÑEZ CHECKED BY: J. COLVIN		PARISH: [Blank] FEDERAL PROJECT: [Blank] STATE PROJECT: [Blank]	
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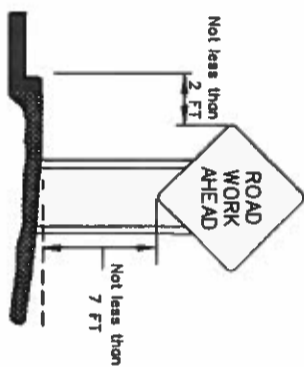
SIGNS

- All signs used for temporary traffic control shall follow the plans, the LADOTD TTC Standards, and the MUTCD.
- Signs shown in the TTC illustrations are typical and may vary with each specific condition.
- One Type B High Intensity light shall be used to supplement the first sign (or pair of signs) that gives warning about a lane closure during nighttime operations (see QPL).
- 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. (Burial is not an acceptable method 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 QPL 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.
- Vinylrollup signs may be used if work zone is in place for 12 hours or less, there are no more than 2 lanes in each direction and if signs meet all size, color, retroreflectivity, and NCHRP 350 Report or MASH requirements.
- All signs shall be visible to the drivers (i.e. no obstructions such as on street parking or other traffic control devices shall block the sign).
- On divided highways, signs shall be placed on the right and the left as shown on the TTC standards.
- 1 foot portable sign stands may be used if the work zone is in place for 12 hours or less, the preconstruction posted speed is less than 45 mph and there are no more than 2 lanes in each direction.
- Sign posts:
 - Signs measuring 10 square feet or less shall be mounted on 1 rigid post
 - Signs over 10 square feet shall be mounted on 2 rigid posts
 - Signs over 20 square feet shall be mounted on at least 3 rigid posts
 - Rigid sign supports shall be driven to a minimum depth of 3 feet. (If splicing is required, see Allowable Lap Splice U-channel post.)
- For sign height, see the Rural and Urban diagrams:



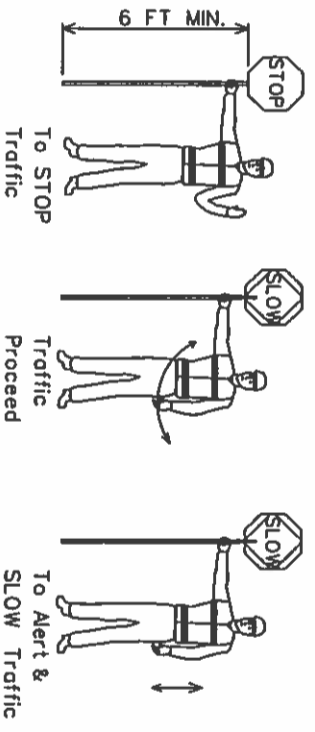
* If lateral distance is not practical, the sign may be placed no less than 2 feet.

URBAN



LANE CLOSURES

- All proposed lane, road, or shoulder closures shall be reviewed by the DTOE and approved by the Engineer.
 - Two lane, two-way highways shall have a maximum work area of two miles; all other roadways shall have a four mile maximum work area.
 - A queue analysis shall be performed prior to approval of lane closures on all Interstates according to EDMS V1.1.4.
 - Closure plans and times shall be turned in to the Engineer for review according to the following:
 - (A) 5 working days minimum if traffic control plan has been approved or is contained in the plans.
 - (B) 10 working days minimum and a traffic control plan must be submitted for lane closures not addressed in the plans.
 - Weekly updates to the DTOE, Project Engineer, the LADOTD TMC operator, and the regional TMC operator (if applicable) will be required for all ongoing lane closures to update the closure status.
 - Daily updates to the DTOE, Project Engineer, and TMC operator (if applicable) will be required for all projects where active closures are in place.
- FLAGGERS**
- All flaggers shall be qualified.
 - The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties.
 - A Qualified Flagger is one that has completed courses such as those offered by ATSSA, AGC, or other courses approved by the LADOTD Work Zone Task Force. The contractor shall be responsible for getting the flagger course approved.
 - When utilized, a flagger shall use a minimum 18 inch octagonal shape sign on a minimum 6 foot stop/slow paddle and wear ANSI Class 2 Lime Green vest during day time operations and ANSI Class 3 Lime Green ensemble during night operations.
 - In all flagging operations, the flagger must be visible from the flagger advance warning sign.
 - Flaggers shall not be used on the Interstate.



REFERENCES

- The contractor shall be responsible for understanding all rules and requirements in the current edition of the following documents:
 - 1) Louisiana Standard Specifications for Roads and Bridges. <http://www.dotd.la.gov/highways/specifications/>
 - 2) Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). <http://mutcd.fhwa.dot.gov/>
 - 3) LADOTD Qualified Products List (QPL) Manual. <http://www.dotd.la.gov/highways/construction/lab/gbl/tableofcontents.shtml>
 - 4) LADOTD Engineering Directives and Standards Manual (EDSM) V1.1.4 - Queue Analysis for Interstate Lane Closures. <http://webmail.dotd.la.gov/ppmemos.nsf>
 - 5) National Cooperative Highway Research Program (NCHRP) Report 350: "Guidelines for Work Zones Traffic Control Devices". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_350-a.pdf
 - 6) NCHRP Report 475: "A Procedure for Assessing and Planning Nighttime Highway Construction and Maintenance". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_475.pdf
 - 7) NCHRP Report 476: "Guidelines for Design and Operation of Nighttime Traffic Control for Highway Maintenance". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_476.pdf
 - 8) NCHRP Report 498: "Illumination Guidelines for Nighttime Highway Work". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_498.pdf
 - 9) American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide.
 - 10) American Traffic Safety Services Association (ATSSA) Quality Guidelines for Work Zone Traffic Control Devices and Features.
 - 11) U.S. Department of Transportation Federal Highway Administration Traffic Control Handbook for Mobile Operations at Night. <http://www.dot.state.il.us/btr/1023.pdf>
 - 12) LADOTD Engineering Directives and Standards Manual (EDSM) V1.2.1.10 - PCMS Approved Construction Message Policy. <http://webmail.dotd.la.gov/ppmemos.nsf>

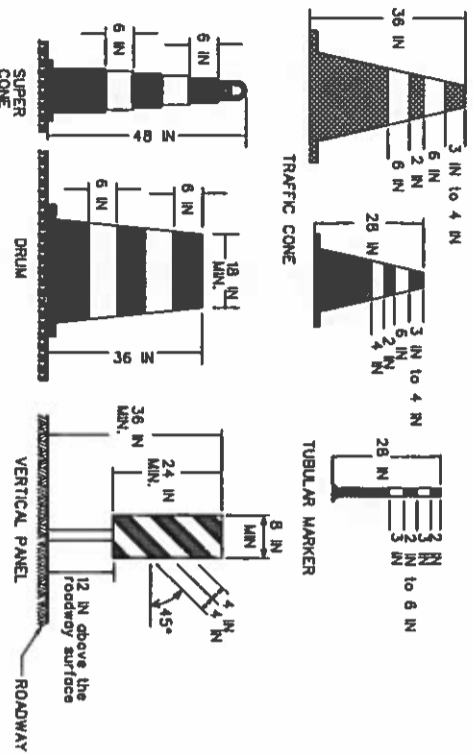
63028601

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.

	TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET TTC-00 (B)		DESIGNED BY: J. COLVIN CHECKED BY: P. ALLAIN	PARISH:
			RETAILED BY: M.D. ORDONNE CHECKED BY: J. COLVIN	FEDERAL PROJECT:
APPROVED BY: [Signature]		DATE: 7 11 13	DATE SHEET: 02/13/2013	STATE PROJECT:

CHANNELIZING DEVICES

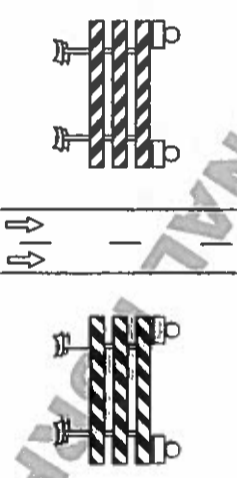
- The following devices may be used as channelizing devices: Tubular Markers, Vertical Panels, Cones, Drums, and Super Cones.
- 28 inch traffic cones are not allowed on:
 - Interstates
 - Highways with speeds greater than 40 mph.
- During nighttime operations 28 inch and 36 inch cones are not allowed.
- Retroreflective material pattern used on super cones shall match that used on drums.
- Tangent Areas:**
 - Standard Spacing:** See Standard Device Spacing and Buffer Space table.
 - Daylight Operations:** Drums and super cones are spaced at standard spacing. All other devices are at 1/2 standard spacing.
 - Nighttime Operations:** Drums and supercones at standard spacing are the only devices allowed.
- Taper Areas:**
 - Standard Spacing:** See Standard Device Spacing and Buffer Space table.
 - Daylight Operations:** Drums are spaced at standard spacing. All other devices are 1/2 standard spacing.
 - Nighttime Operations:** Drums (at standard spacing) are the only devices allowed.
- Type C steady burn lights shall be used on all channelizing devices in the taper as well as the first two devices in the tangent at night, (see the OPL).
- Typical channelizing device lateral placement (do not include when it is used as a divider for opposing directions of traffic) shall be 2 feet off the lane line in the closed lane or shoulder.
- Devices may be adjusted laterally to accommodate ongoing work in the immediate vicinity but must be returned to the closed lane after the work activity has moved.
- Channelizing devices on the lane line shall be of the same type.
- Channelizing devices in each taper shall be of the same type.



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TYPE III BARRICADES

- Only Type III barricades shall be used.
- 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 OPL).
- When signs and lights are to be mounted by the Engineer (see OPL), 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:
 - 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 2,000 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.)
 - before each or group of unfilled holes or holes filled with temporary material.
 - before uncurved concrete.
 - in the closed lane on each side of every intersection and crossover. (Do not block sight distance.)
 - in front of piles of material (dirt, aggregate, broken concrete), culverts, and equipment which is near the work zone.



TTC for DROP-OFFS

NON-INTERSTATE	> 45 MPH	≤ 45 MPH
Average Drop-off	Low Shoulder Sign (Optional)	Low Shoulder Sign (Optional)
≤ 3 IN	Shoulder Drop Off Sign & Edge Lines or (Optional)	Shoulder Drop Off Sign (Optional)
> 3 IN	Shoulder Drop Off Sign & Channelizing Device	No Shoulder Sign & Channelizing Device
≤ 6 IN	No Shoulder Sign, Edge Lines & Channelizing Device	No Shoulder Sign & Channelizing Device
> 6 IN	Concrete Barrier & Edge Lines	No Shoulder Sign & Vertical Panel
≤ 10 IN		
> 10 IN		

INTERSTATE	Low Shoulder Sign (Optional)
Average Drop-off	Low Shoulder Sign (Optional)
≤ 2 IN	Shoulder Drop Off Sign & Edge Lines or (Optional)
> 2 IN	Shoulder Drop Off Sign & Channelizing Device
≤ 6 IN	Shoulder Drop Off Sign, Concrete Barrier & Edge Lines
> 6 IN	

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

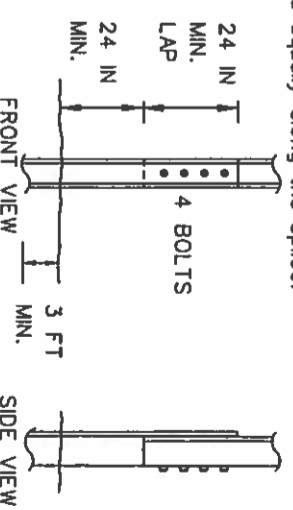
STANDARD DEVICE SPACING AND BUFFER SPACE

SPEED LIMIT (prior to construction)	MERGING TAPER LENGTH (L)			STANDARD DEVICE SPACING (S)			BUFFER SPACE
	Lane Width (FT)	Spacing (FT)	Spacing (FT)	Spacing (FT)	Spacing (FT)		
25	94	105	115	125	20	40	155
30	135	150	165	180	40	80	200
35	184	205	225	245	40	80	250
40	240	267	294	320	40	80	305
45	405	450	495	540	40	80	350
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

SPEED LIMIT (prior to construction)	SHIFTING TAPER LENGTH (1/2)S			STANDARD DEVICE SPACING (S)			BUFFER SPACE
	Lane Width (FT)	Spacing (FT)	Spacing (FT)	Spacing (FT)	Spacing (FT)		
25	9	10	11	12	20	40	155
30	32	35	39	42	40	80	200
35	45	50	55	60	40	80	250
40	62	69	75	82	40	80	305
45	90	89	98	107	40	80	350
50	135	150	165	180	40	80	425
55	150	167	184	200	40	80	495
60	165	184	202	220	40	80	570
65	180	200	220	240	40	80	645
70	195	217	239	260	40	80	730

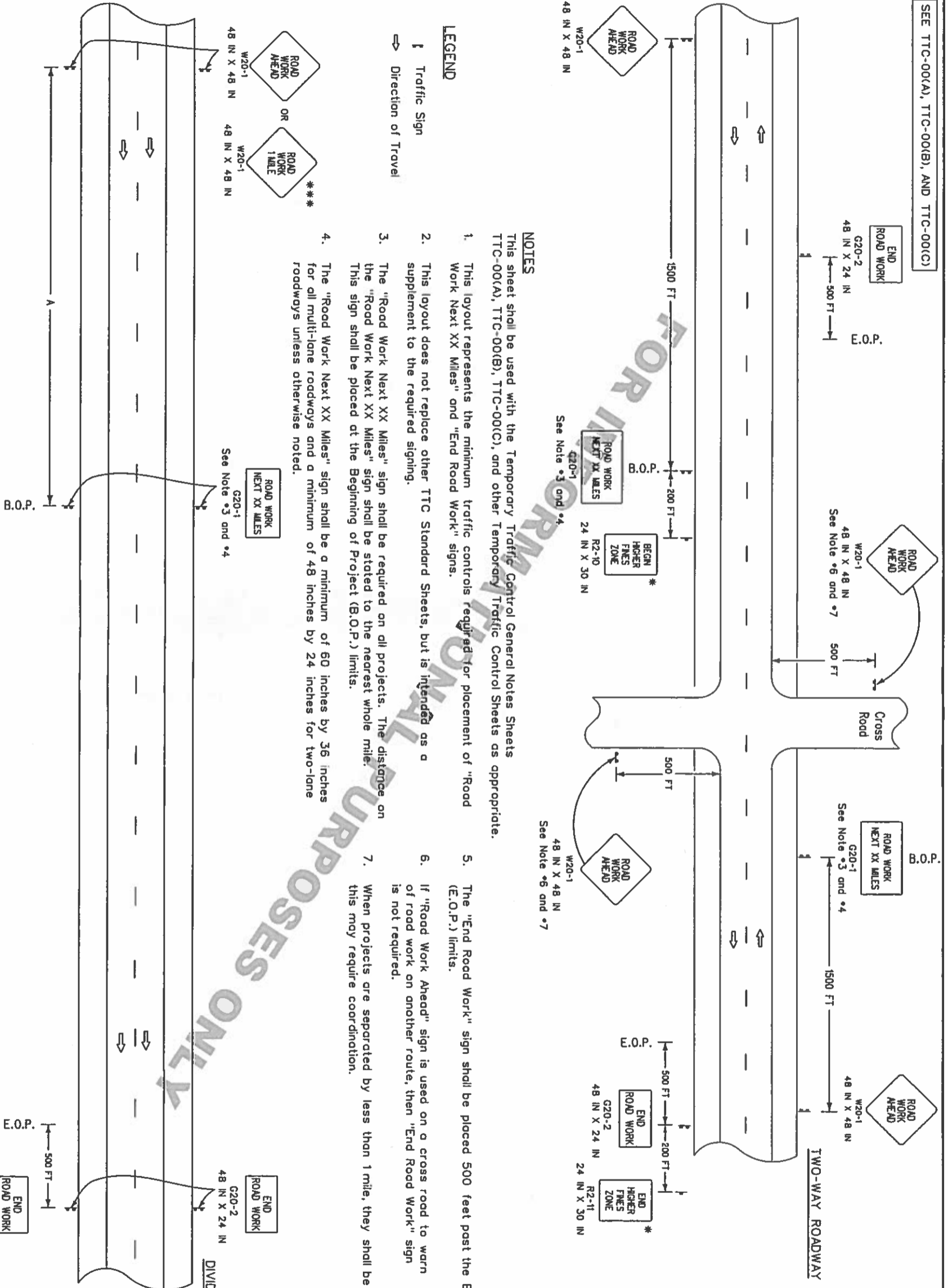
SPEED LIMIT (prior to construction)	SHOULDER TAPER LENGTH (1/3)S			STANDARD DEVICE SPACING (S)			BUFFER SPACE
	Lane Width (FT)	Spacing (FT)	Spacing (FT)	Spacing (FT)	Spacing (FT)		
25	9	10	11	12	20	40	155
30	32	35	39	42	40	80	200
35	45	50	55	60	40	80	250
40	62	69	75	82	40	80	305
45	90	89	98	107	40	80	350
50	135	150	165	180	40	80	425
55	150	167	184	200	40	80	495
60	165	184	202	220	40	80	570
65	180	200	220	240	40	80	645
70	195	217	239	260	40	80	730

- All termination and flagger tapers are 100 feet per lane.
 - (MIN. 6 channelizing devices per lane equally spaced 20 feet apart.)
 - See TTC Standards for flagger taper.
 - See MUTCD for taper formulas.
- ALLOWABLE LAP SPICE 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 3/8 inch diameter hex bolts spaced equally along the splice.



4-2028861

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



NOTES

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

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

*** Speed limit > 45 mph use "Road Work 1 Mile"
 Speed limit ≤ 45 mph use "Road Work Ahead"

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

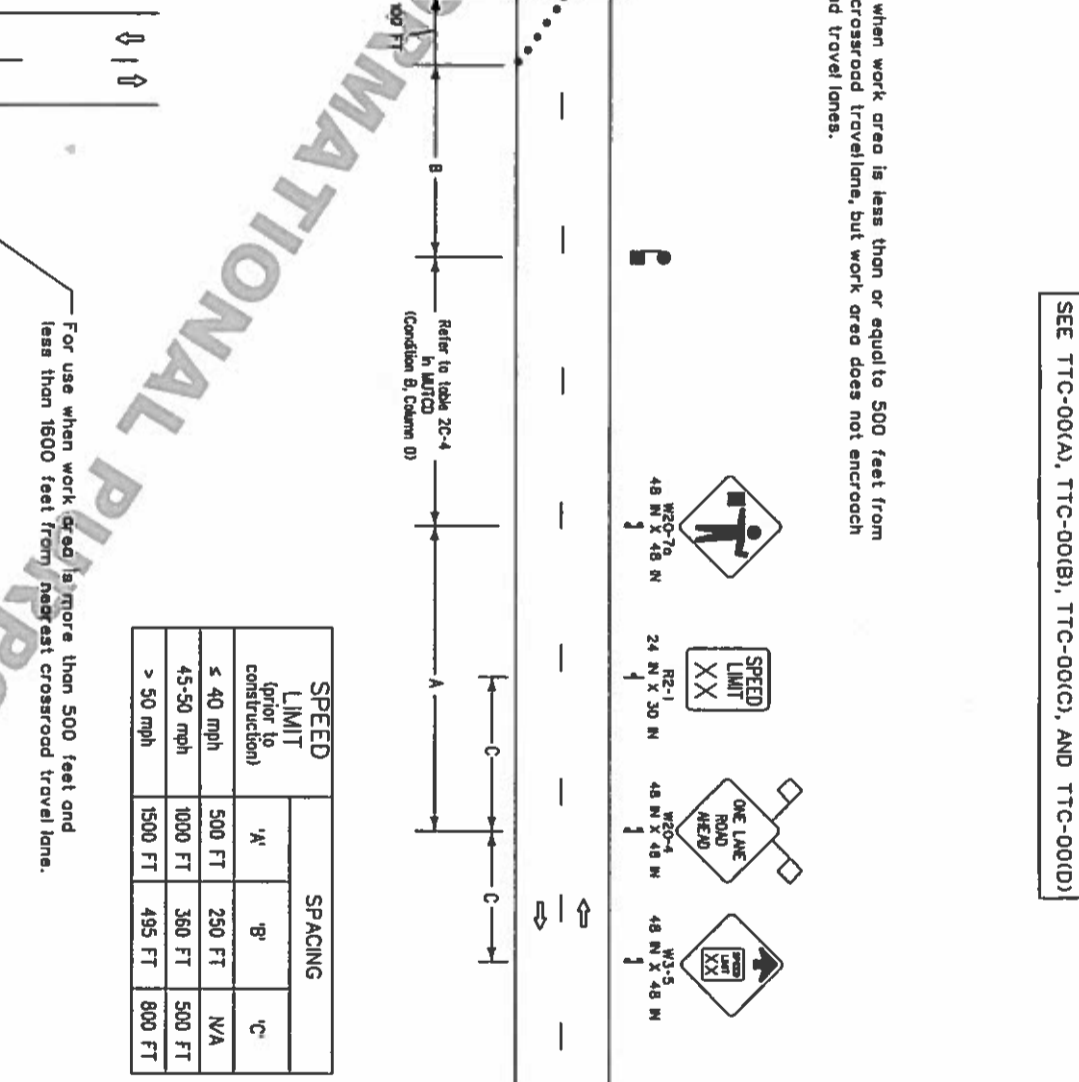
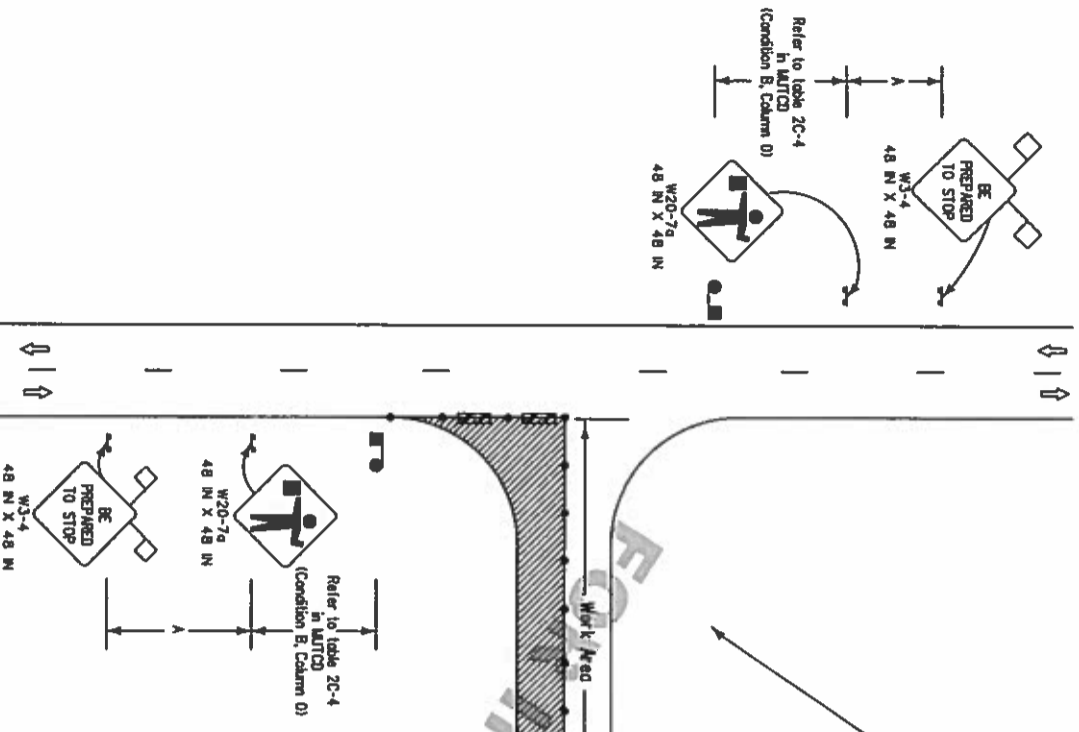
* Sign spacing to be adjusted for Horizontal and Vertical curves.
 * For work outside of the traveled way, see TTC-01 and TTC-02.

02028881

	TEMPORARY TRAFFIC CONTROL LAYOUT FOR PLACEMENT OF ROAD WORK NEXT XX MILES AND END ROAD WORK SIGNS	APPROVED BY 	DATE 3-11-13	DESIGNED J. COLVIN P. ALLAIN	PARISH
	TTC-00 (D)	REVISION DESCRIPTION	BY	CHECKED M.D. ORDOGNE J. COLVIN	FEDERAL PROJECT
TRAFFIC ENGINEERING	DATE 02/13/2013	SHEET	STATE PROJECT	FEDERAL PROJECT	SHEET NUMBER

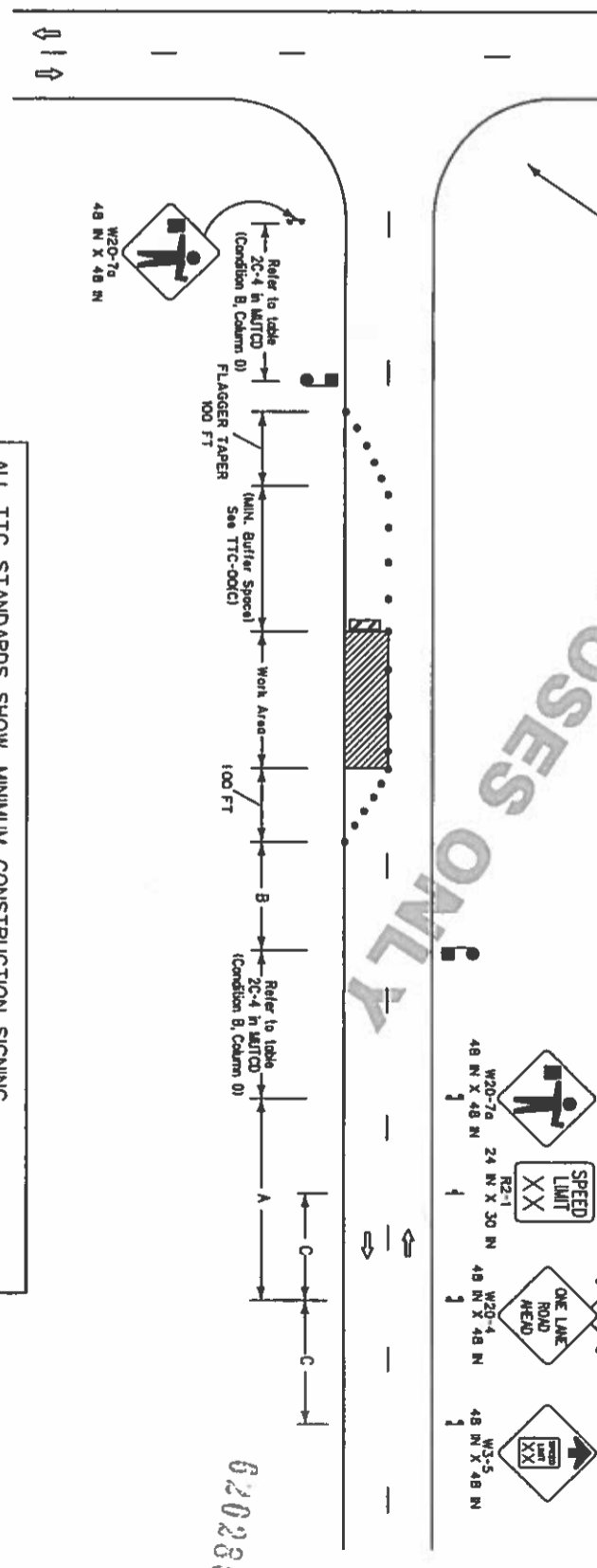
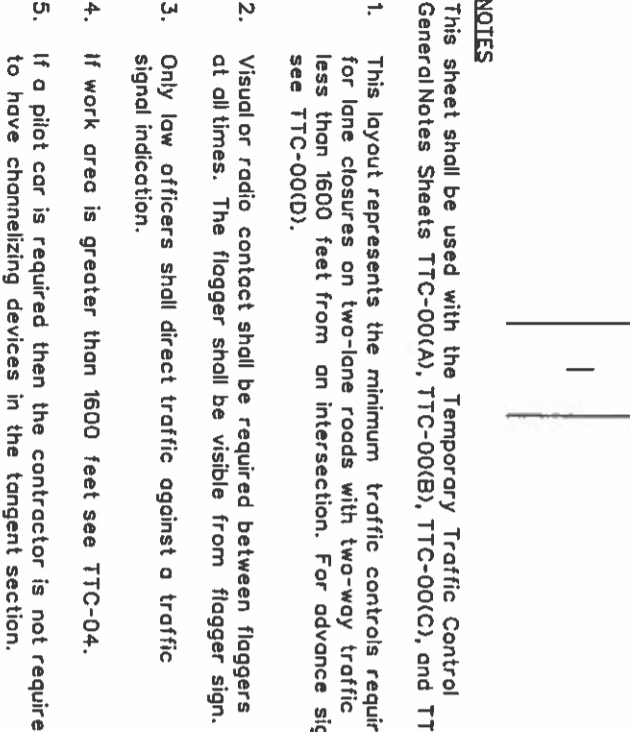
SEE TTC-00(A), TTC-00(B), TTC-00(C), AND TTC-00(D)

For use when work area is less than or equal to 500 feet from nearest crossroad travel lanes, but work area does not encroach crossroad travel lanes.



SPEED LIMIT (prior to construction)	SPACING		
	'A'	'B'	'C'
≤ 40 mph	500 FT	250 FT	N/A
45-50 mph	1000 FT	350 FT	500 FT
> 50 mph	1500 FT	495 FT	800 FT

For use when work area is more than 500 feet and less than 1600 feet from nearest crossroad travel lanes.



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62028501

DOT TEMPORARY TRAFFIC CONTROL LAYOUT FOR LANE CLOSURES ON TWO LANE ROADS WITH TWO-WAY TRAFFIC NEAR INTERSECTIONS (FLAGGING OPERATIONS) TTC-03

APPROVED BY: *[Signature]* DATE: 3/1/15

DESIGNED	J. COLVIN	PARTS#	
CHECKED	P. ALLAIN	FEDERAL PROJECT	
DATE	02/13/2013	STATE PROJECT	

NOTES

- This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C), and TTC-00(D).
- This layout represents the minimum traffic controls required for lane closures on two-lane roads with two-way traffic less than 1600 feet from an intersection. For advance signing see TTC-00(D).
- Visual or radio contact shall be required between flaggers at all times. The flagger shall be visible from flagger sign.
- Only law officers shall direct traffic against a traffic signal indication.
- If work area is greater than 1600 feet see TTC-04.
- If a pilot car is required then the contractor is not required to have channelizing devices in the tangent section.

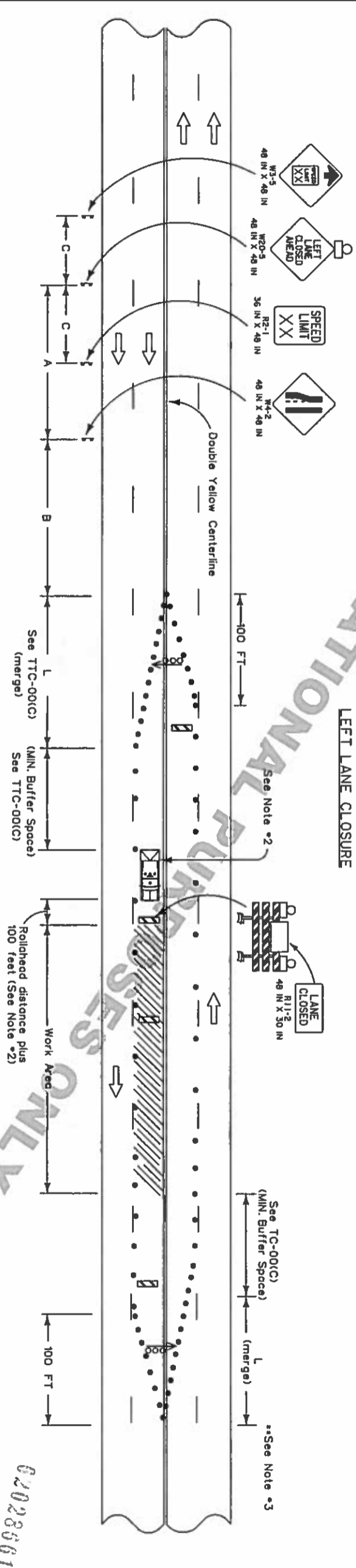
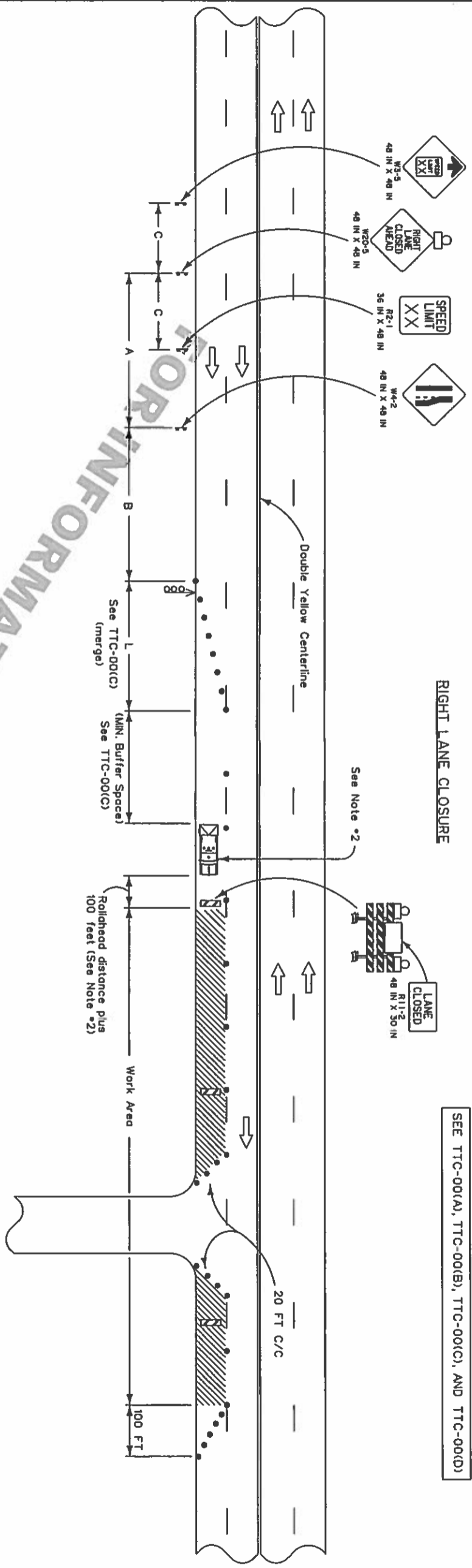
LEGEND

- Traffic Sign
- Channelizing Devices
- Type Barricades
- Work Area
- Flagger
- Type B Light
- Direction of Travel

PILLOT CAR

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

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



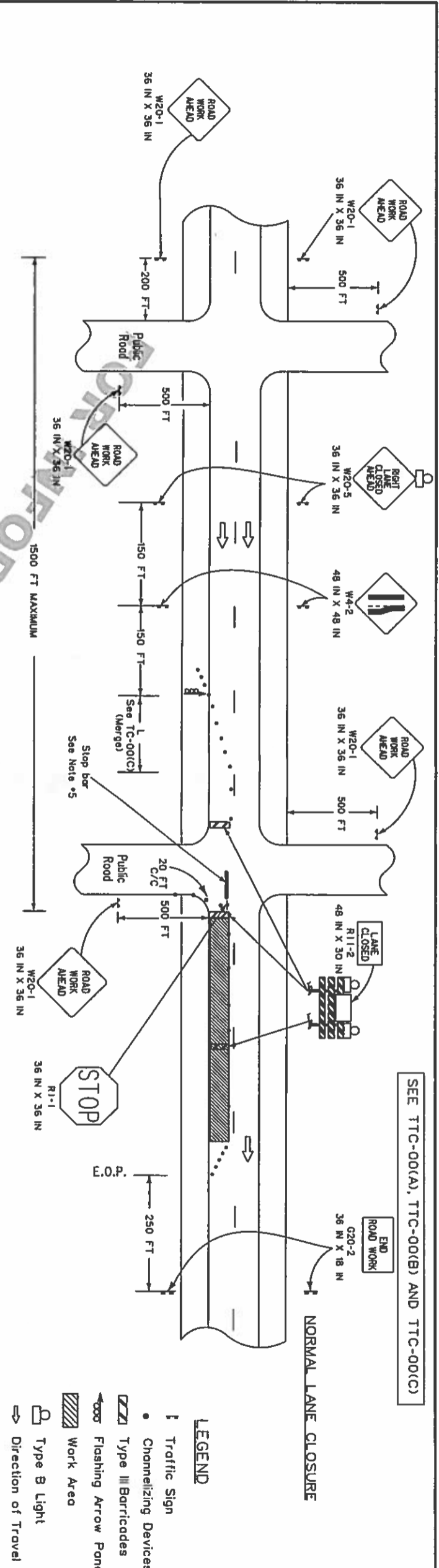
02028661

- LEGEND**
- 1 Traffic Sign
 - Channelizing Devices
 - ▨ Type III Barricades
 - ← Flashing Arrow Panel
 - ▨ Work Area
 - ⬇ Type B Light
 - Direction of Travel
 - ⊠ Truck with Amber Light and TMA

- NOTES**
- This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B), TTC-00(C), and TTC-00(D).
1. This layout represents the minimum traffic controls required for lane closures on a four-lane undivided highway or a roadway with two-way left turn lanes. This is not for roadways with a speed limit of 55 mph or greater prior to construction. For advance signing see TTC-00(D).
 2. A vehicle with a flashing amber light and a truck mounted attenuator shall be used on all roadways with an ADT greater than 20,000 and a pre-construction speed greater than or equal to 40 mph. This vehicle shall move with work operations not to exceed the rollahead distance required by the manufacturer plus 100 feet.
 3. Advance signing shall match that shown for opposite direction.

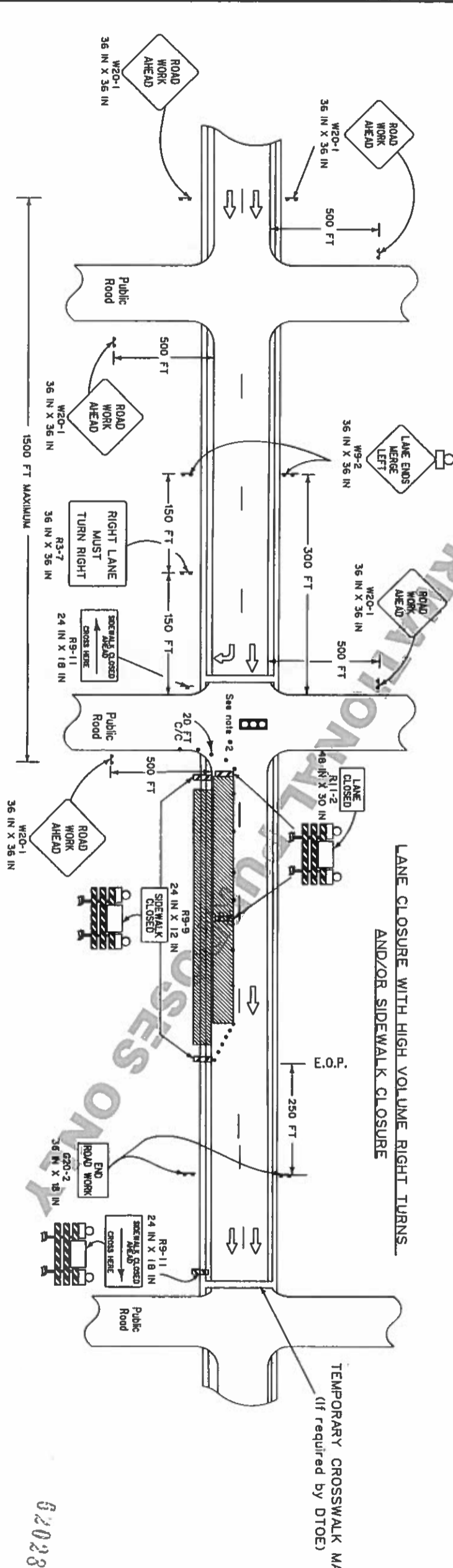
SPEED LIMIT (prior to construction)	SPACING		
	'A'	'B'	'C'
≤ 40 mph	500 FT	250 FT	N/A
45-50 mph	1000 FT	360 FT	500 FT

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

- LEGEND**
- ! Traffic Sign
 - Channelizing Devices
 - ▨ Type III Barricades
 - ▧ Flashing Arrow Panel
 - ▨ Work Area
 - ↔ Type B Light
 - ⇒ Direction of Travel



NOTES

1. This layout represents the minimum traffic controls required for lane closures in areas with a grid layout and with speed limits of 40 mph and below. This layout illustrates roadwork near a signal or a major intersection with or without sidewalks.
2. If a signal is involved in the construction zone, a specific temporary traffic signal timing and phasing plan for each phase of construction shall be developed.
3. Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone.
4. The sign height shall be at least 7 feet in business, commercial, and residential areas and also near parking, pedestrians, bicyclists, or other obstructions.
5. Place Stop bars if work duration is greater than 3 days.
6. Place "Road Work Ahead" sign prior to an intersecting alternate route, no more than 1500 feet from the work area.
7. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features in the existing pedestrian facility as defined in the MUTCD.

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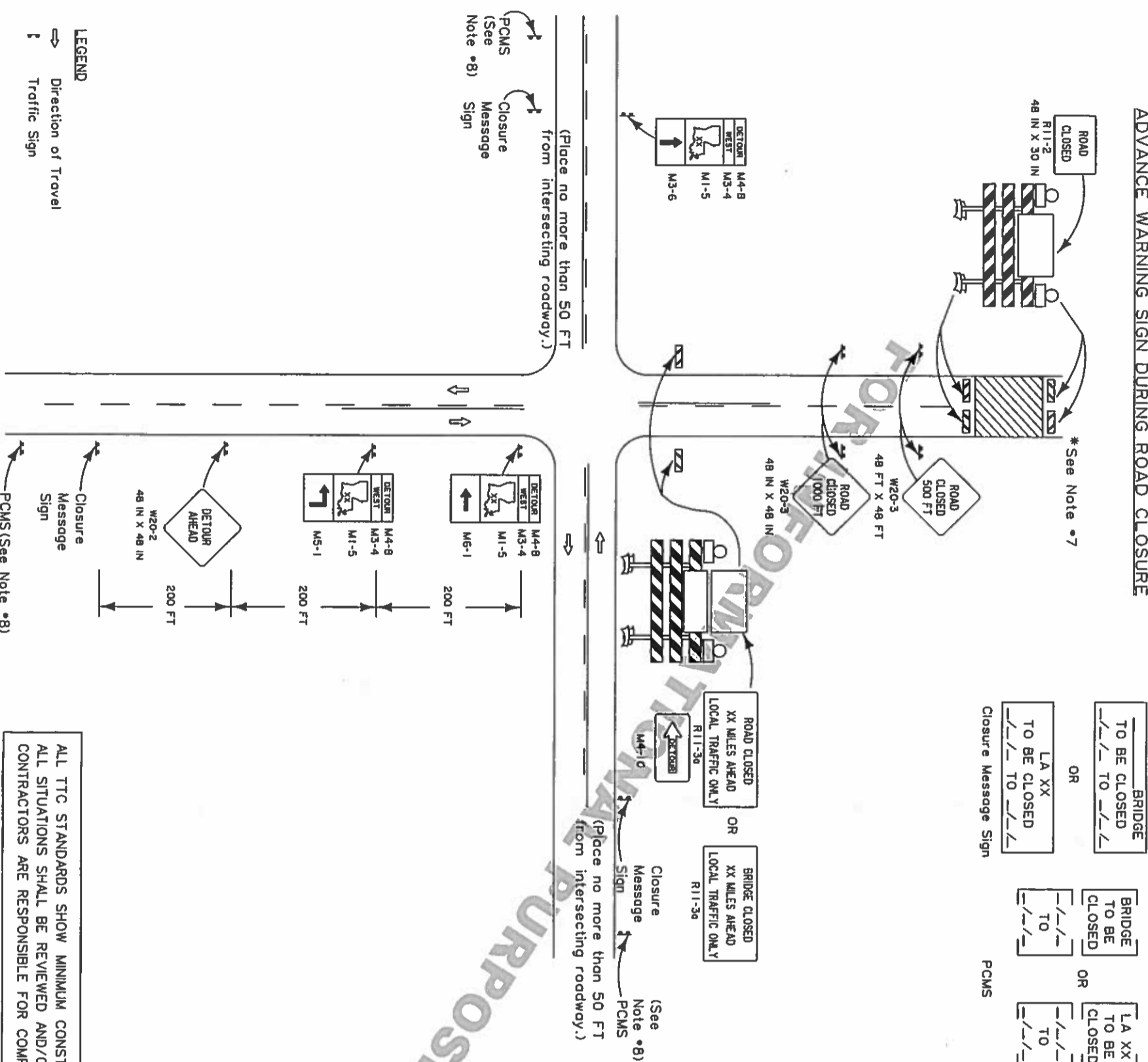
ADVANCE WARNING SIGN DURING ROAD CLOSURE

7 DAYS PRIOR TO ROAD CLOSURE

See Note *4 and *8

DURATION OF ROAD CLOSURE

See Note *4 and *8



- NOTES**
- This sheet shall be used with the Temporary Traffic Control General Notes Sheets TTC-00(A), TTC-00(B) and TTC-00(C).
 - This layout represents the generic traffic controls required for road closure on a two-lane roadway. A specific detour plan with all required signs and routes is required for all detours.
 - Any signs in conflict with detour signing shall be removed or covered.
 - Closure Message Sign or PCMS shall be placed 7 days prior to road closure on all approaches to the closure. This sign shall be placed no farther than 50 FT from the work area to be closed.
 - Closure Message Sign or PCMS shall be placed on all approaches to the closure for the duration of the road closure. Minimum letter size on static signs shall be 8 inches.
 - Detour routes shall only be state-maintained routes, unless the project manager has made an agreement with the road owner.
 - Not all detour signs are shown. The DTOE shall approve all detours. The contractor shall be responsible for placing and maintaining all detour signs. There should be a sign at every decision point.
 - The signing is to be mirrored in the opposite direction.
 - PCMS shall be used in addition to the closure message sign on all highways with an ADT greater than 20,000. Place at a location approved by the Engineer.
 - A complete detour map shall be included with the set of plans. If there are changes in the routing, then the contractor will need to submit to the Engineer for approval.

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

02028501

LEGEND

- BUILDING
- EXISTING RIGHT OF WAY
- SERVICED
- CATCH BASIN
- CULVERT
- DROP INLET, DRAIN LINE
- DROP INLET, DRAIN LINE
- COMMUNICATIONS MANHOLE, LINE
- DRAIN MANHOLE, DRAIN LINE
- ELECTRICAL MANHOLE, ELEC. LINE
- GAS MANHOLE, GAS LINE
- SEWER MANHOLE, SEWER LINE
- TELEPHONE MANHOLE, TELE. LINE
- TRAFFIC MANHOLE, TRAFFIC LINE
- WATER MANHOLE, WATER LINE
- UTILITY POLE / OVERHEAD LINES
- ELECTRIC, TELEPHONE, CABLE TV
- FIBER OPTIC RISER / LINE
- FENCE
- TELCO RISER / PEDestal
- UTILITY CLEANOUT
- UTILITY METER
- UTILITY PEDESTAL
- UTILITY VALVE
- UTILITY VALVE VAULT
- FRC HYDRANT
- LIGHT STANDARD
- TRAFFIC SIGNAL POLE
- CANOPY SUPPORT
- BOLLARD
- SIGN
- TREE
- RESIDENTIAL MAILBOX
- PP DEADMAN

GENERAL NOTES

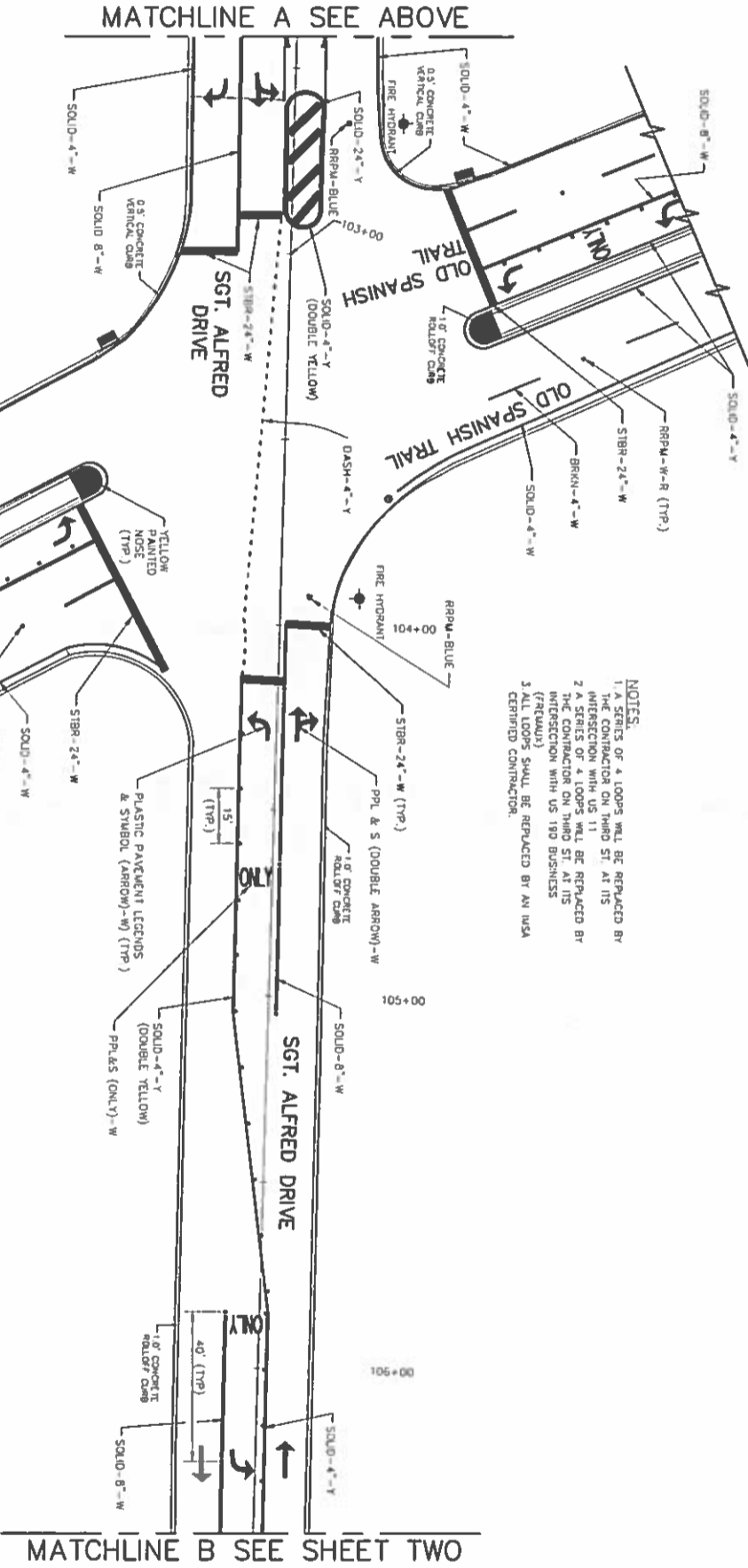
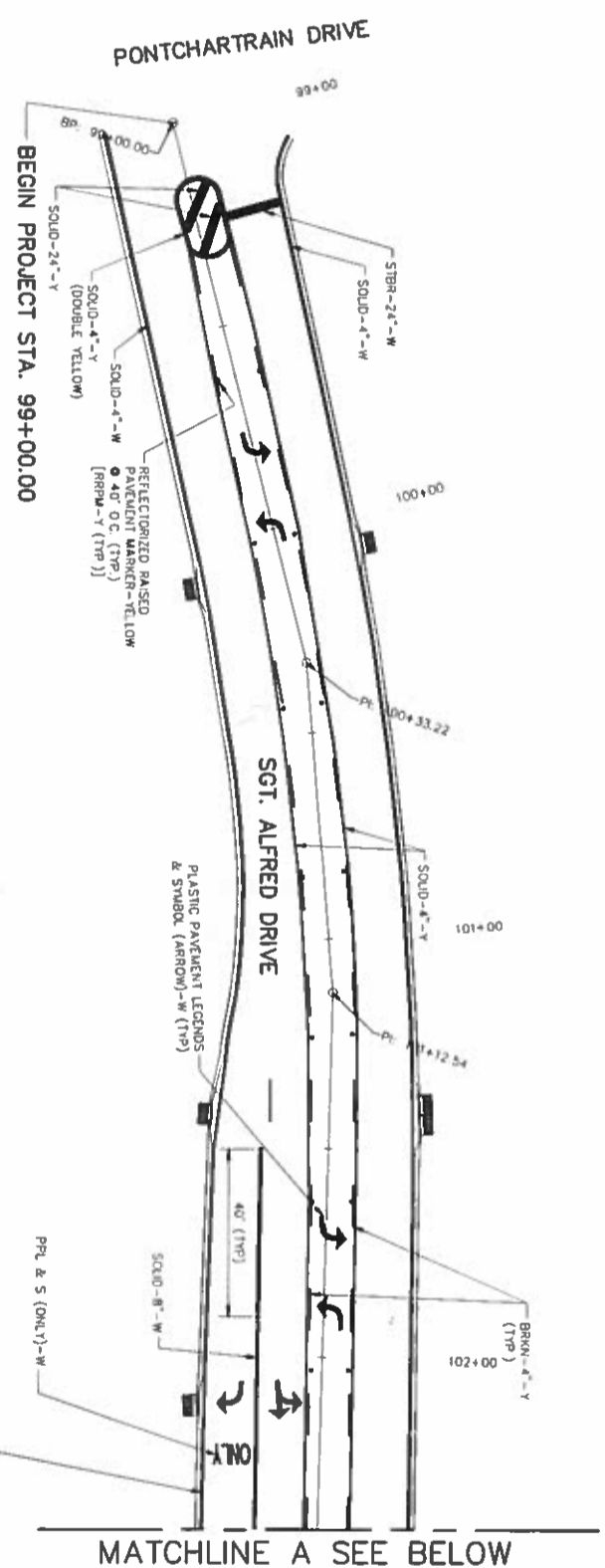
THE LOCATIONS OF UNDERGROUND AND OTHER NONVISIBLE UTILITIES SHOWN HEREON HAVE BEEN DETERMINED FROM DATA EITHER FURNISHED BY THE AGENCIES CONTROLLING SUCH DATA AND/OR EXTRACTED FROM RECORDS MADE AVAILABLE TO US BY THE AGENCIES CONTROLLING SUCH DATA. THE AGENCIES CONTROLLING SUCH DATA ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION HEREON. EACH AGENCY SHOULD BE CONTACTED RELATIVE TO THE PRECISE LOCATION OF ITS UNDERGROUND INSTALLATION PRIOR TO ANY CONSTRUCTION OF THE PROJECT. THE INFORMATION SHOWN HEREON, INCLUDING PRIOR TO EXCAVATION AND DIGGING.

BASIS OF ELEVATION

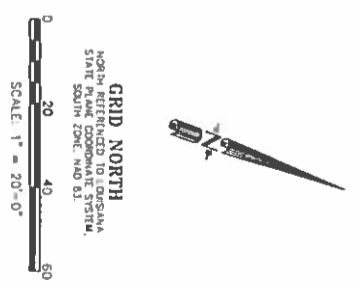
ELEVATIONS SHOWN ON THIS SURVEY ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD83) UTILIZING GEOD 12A. THEY ARE DERIVED FROM GPS OBSERVATIONS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83) THROUGH A CONTROL NETWORK IN ACCORDANCE WITH LOUISIANA RS 50:1731 GOVERNING VERTICAL CONTROL STANDARDS.

SERVITUDES

THE SERVITUDES AND RESTRICTIONS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE SET FORTH IN THE DESCRIPTION FURNISHED US BY THE AGENCIES CONTROLLING SUCH DATA. THE AGENCIES CONTROLLING SUCH DATA ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION HEREON. SEARCHER HAS MADE NO TITLE SEARCH OR PUBLIC RECORD SEARCH IN COMPILING THE DATA FOR THIS SURVEY.



- NOTES:**
1. A SERIES OF 4 LOOPS WILL BE REPLACED BY THE CONTRACTOR ON THIRD ST. AT ITS INTERSECTION WITH SGT. ALFRED DRIVE.
 2. THE CONTRACTOR ON THIRD ST. AT ITS INTERSECTION WITH SGT. ALFRED DRIVE (REMAIN)
 3. ALL LOOPS SHALL BE REPLACED BY AN IN-SITU CERIFIED CONTRACTOR.



- LEGEND:**
- EX WATER METER
 - EX WATER VALVE
 - EX TELEPHONE MANHOLE
 - EX OVERHEAD TRAFFIC SIGNAL
 - EX TRAFFIC SIGN
 - NEW TRAFFIC SIGN
 - TRAFFIC DIRECTION, FOR INFORMATION ONLY
 - THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-4'-W WHITE THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-4'-Y YELLOW THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-8'-W WHITE THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-8'-Y YELLOW THERMOPLASTIC PAVEMENT STRIPING
 - BROKEN-4'-Y YELLOW THERMOPLASTIC PAVEMENT STRIPING
 - DASH-4'-Y YELLOW THERMOPLASTIC PAVEMENT STRIPING
 - CRWK-8'-W THERMOPLASTIC PAVEMENT CROSS WALK
 - SOLID-8'-W WHITE THERMOPLASTIC PAVEMENT STOP BAR
 - SOLID-2'-W WHITE THERMOPLASTIC PAVEMENT STRIPING
 - PPL&S (ARROW)-W THERMOPLASTIC PAVEMENT LEGENDS & SYMBOL (ARROW)-WHITE
 - PPL&S (ONLY)-W THERMOPLASTIC PAVEMENT LEGENDS & SYMBOL (ONLY)-WHITE
 - PPL&S (SCHOOL)-Y THERMOPLASTIC PAVEMENT LEGENDS & SYMBOL (SCHOOL)-YELLOW
 - RRPM-W-R REFLECTORIZED RAISED PAVEMENT MARKER-WHITE-RED
 - RRPM-Y REFLECTORIZED RAISED PAVEMENT MARKER-YELLOW
 - RRPM-Y NONREFLECTORIZED RAISED PAVEMENT MARKER-YELLOW



SGT. ALFRED DRIVE ROADWAY IMPROVEMENTS STRIPING PLANS (SHEET 1 OF 7)

City Project No. 600-141
Date: MAY 2016
Status: AS NOTED
Sheet: 11 OF 22

Infinity
Engineering Consultants, LLC
250 BOURGAINEN STREET, SUITE 302
NEW ORLEANS, LA 70119
Tel: (504) 848-1170

CITY OF SLIDELL ENGINEERING DEPARTMENT

BLAISE CLANCY, P.E. CITY ENGINEER
P.O. BOX 879 SLIDELL, LA 70459
Tel: (985) 848-6124

NO.	DATE	DESCRIPTION	BY
9.7.16	1	GENERAL STRIPING REVISIONS	RAC
		REVISIONS	

LEGEND

- BUILDING
- EXISTING RIGHT OF WAY
- SERVICED
- CATCH BASIN
- CULVERT
- DROP INLET, DRAIN LINE
- DROP INLET, DRAIN LINE
- COMMUNICATIONS MANHOLE, LINE
- DRAIN MANHOLE, DRAIN LINE
- ELECTRICAL MANHOLE, ELEC. LINE
- GAS MANHOLE, GAS LINE
- SEWER MANHOLE, SEWER LINE
- TELEPHONE MANHOLE, TELE. LINE
- TRAFFIC MANHOLE, TRAFFIC LINE
- WATER MANHOLE, WATER LINE
- UTILITY POLE / OVERHEAD LINES
- ELECTRIC, TELEPHONE, CABLE TV
- FIBER OPTIC RISER / LINE
- FENCE
- TELCO RISER / PEDestal
- UTILITY CLEANOUT
- UTILITY METER
- UTILITY PEDestal
- UTILITY VALVE
- UTILITY VALVE VAULT
- PRE HYDRANT
- LIGHT STANDARD
- TRAFFIC SIGNAL POLE
- TRAFFIC LIGHT POWER VAULT
- CANOPY SUPPORT
- BOLLARD
- SIGN
- TREE
- RESIDENTIAL MAILBOX
- PP DEADMAN

GENERAL NOTES

THE LOCATIONS OF UNDERGROUND AND OTHER NONVISIBLE UTILITIES SHOWN HEREON HAVE BEEN DETERMINED FROM DATA EITHER FURNISHED BY THE AGENCIES CONTROLLING SUCH DATA AND/OR EXTRACTED FROM RECORDS MADE AVAILABLE TO US BY THE AGENCIES CONTROLLING SUCH DATA. THE AGENCIES CONTROLLING SUCH DATA ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA. THE SURFACE FEATURES OF LOCATIONS ARE SHOWN AS THEY EXIST. EACH AGENCY SHOULD BE CONTACTED RELATIVE TO THE PRECISE LOCATION OF ITS UNDERGROUND INSTALLATION PRIOR TO ANY EXCAVATION. THE LOCATION OF ANY UNDERGROUND INSTALLATION SHOULD BE DETERMINED PRIOR TO EXCAVATION AND DESIGN.

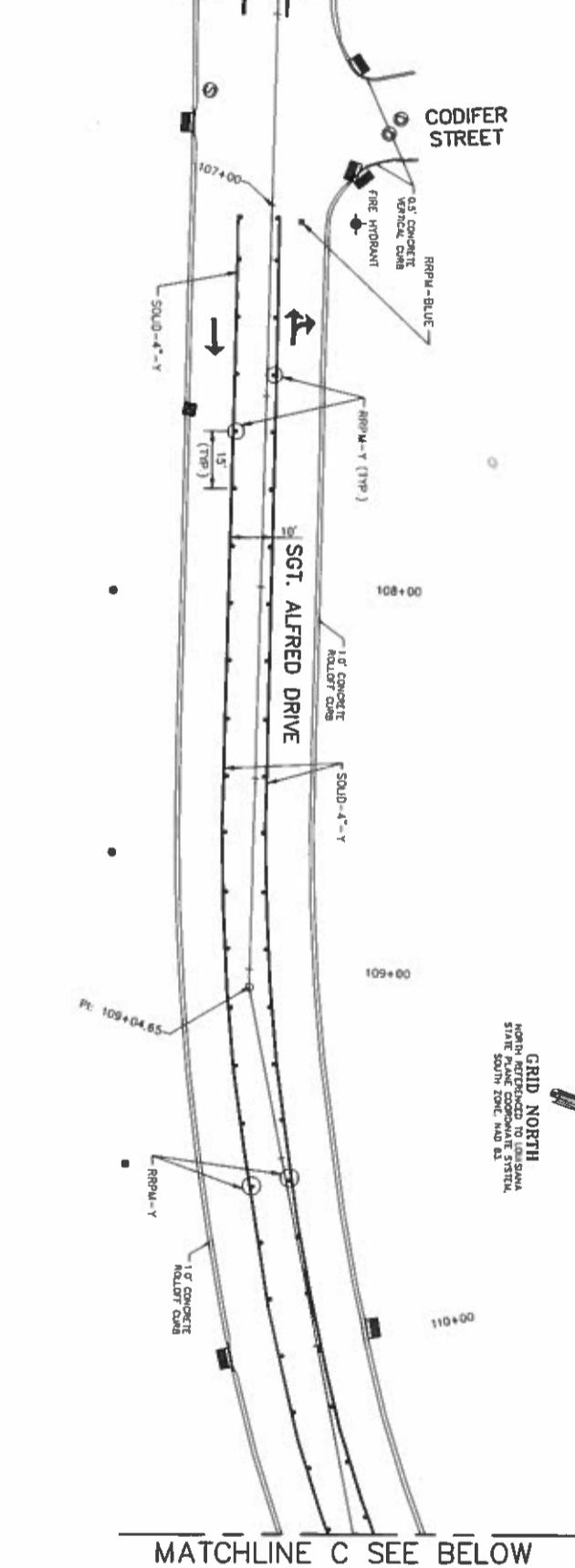
BASIS OF ELEVATION

ELEVATIONS SHOWN ON THIS SURVEY ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) UTILIZING CEAD 12A. THEY ARE DERIVED FROM GPS OBSERVATIONS REFERENCED TO THE REFERENCE STATION AT THE UNIVERSITY OF CALIFORNIA, SURVEYING ENGINEERING CENTER, 421 CHANDLER AVENUE, LOS ANGELES, CA 90095. THE DATUM IS BASED ON THE 1982 MEAN SEA LEVEL STANDARD. THE DATUM IS NOT TO BE USED FOR ANY OTHER PURPOSES. R.S. 50:1731 COVERING VERTICAL CONTROL STANDARDS.

SERVITUDES

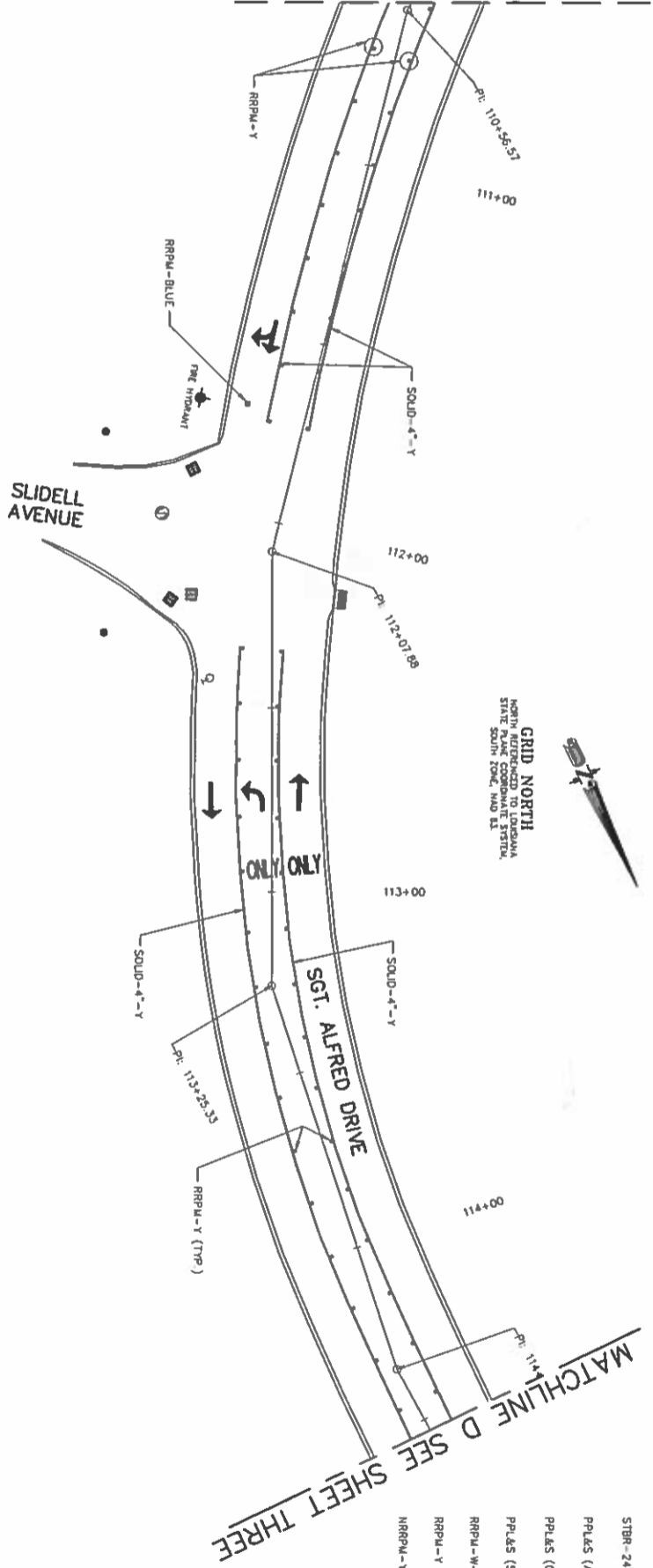
THE SERVITUDES AND RESTRICTIONS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE SET FORTH IN THE DESCRIPTION FURNISHED US BY THE AGENCIES CONTROLLING SUCH DATA. THE AGENCIES CONTROLLING SUCH DATA ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA. THE SURVEYOR HAS MADE NO TITLE SEARCH OR PUBLIC RECORD SEARCH IN COMPILING THE DATA FOR THIS SURVEY.

MATCHLINE B SEE SHEET ONE



MATCHLINE C SEE BELOW

MATCHLINE C SEE ABOVE



MATCHLINE D SEE SHEET THREE

LEGEND

- EX. WATER METER
- EX. WATER VALVE
- EX. TELEPHONE MANHOLE
- TS-TS— EX. OVERHEAD TRAFFIC SIGNAL
- EX. TRAFFIC SIGN
- NEW TRAFFIC SIGN
- TRAFFIC DIRECTION, FOR INFORMATION ONLY
- SOLID-4'-W THERMOPLASTIC PAVEMENT STRIPING
- SOLID-4'-Y THERMOPLASTIC PAVEMENT STRIPING
- SOLID-8'-W THERMOPLASTIC PAVEMENT STRIPING
- SOLID-8'-Y THERMOPLASTIC PAVEMENT STRIPING
- SOLID-2'-W THERMOPLASTIC PAVEMENT STRIPING
- SOLID-2'-Y THERMOPLASTIC PAVEMENT STRIPING
- BRKN-4'-W THERMOPLASTIC PAVEMENT STRIPING
- BRKN-4'-Y THERMOPLASTIC PAVEMENT STRIPING
- DASH-4'-Y THERMOPLASTIC PAVEMENT STRIPING
- DASH-4'-W THERMOPLASTIC PAVEMENT STRIPING
- CRK-8'-W THERMOPLASTIC PAVEMENT CROSS WALK
- SOLID-8'-W THERMOPLASTIC PAVEMENT STOP BAR
- STBR-2'-W THERMOPLASTIC PAVEMENT STOP BAR
- SOLID-2'-W THERMOPLASTIC PAVEMENT LEGENDS
- PLAS (ARROW)-W THERMOPLASTIC PAVEMENT LEGENDS
- PLAS (ARROW)-Y THERMOPLASTIC PAVEMENT LEGENDS
- PLAS (ARROW)-W & SYMBOLS-ARROW-WHITE
- PLAS (ARROW)-Y & SYMBOLS-ARROW-WHITE
- PLAS (SCHOOL)-Y THERMOPLASTIC PAVEMENT LEGENDS
- PLAS (SCHOOL)-W & SYMBOLS-SCHOOL-YELLOW
- RRPM-W-R REFLECTORIZED RAISED PAVEMENT MARKER-WHITE-RED
- RRPM-Y-R REFLECTORIZED RAISED PAVEMENT MARKER-YELLOW
- RRPM-Y-NONREFLECTORIZED RAISED PAVEMENT MARKER-YELLOW

GRID NORTH
NORTH REFERENCED TO LOUISIANA
STATE PLANE COORDINATE SYSTEM,
SOUTH ZONE, NAD 83

GRID NORTH
NORTH REFERENCED TO LOUISIANA
STATE PLANE COORDINATE SYSTEM,
SOUTH ZONE, NAD 83



62028661



CITY OF SLIDELL ENGINEERING DEPARTMENT

FREDDY DREHMAN
256 BOULDER STREET, SUITE 302
(504) 844-1178

BLANE CLARKE, P.E. CITY ENGINEER
P.O. BOX 828 SLIDELL, LA 70458
(504) 844-1111



NO.	DATE	DESCRIPTION	BY

Project Name and Address:
SGT. ALFRED DRIVE
ROADWAY
IMPROVEMENTS
CITY OF SLIDELL, LA

STRIPING PLANS
(SHEET 2 OF 7)

City Project No.: 600-141
Date: MAY 2016
Status: AS NOTED
Sheet: 12 OF 22

LEGEND

- BUILDING
- EXISTING RIGHT OF WAY
- SEWER/STORM
- CATCH BASIN
- CULVERT
- DROP INLET, DRAIN LINE
- DROP INLET, DRAIN LINE
- COMMUNICATIONS MANHOLE, LINE
- DRAIN MANHOLE, DRAIN LINE
- ELECTRICAL MANHOLE, ELEC. LINE
- GAS MANHOLE, GAS LINE
- SEWER MANHOLE, SEWER LINE
- TELEPHONE MANHOLE, TELE. LINE
- TRAFFIC MANHOLE, TRAFFIC LINE
- WATER MANHOLE, WATER LINE
- UTILITY POLE / OVERHEAD LINES
- ELECTRIC, TELEPHONE, CABLE TV
- FIBER OPTIC RISER / LINE
- FENCE
- TELE. RISER / PEDISTAL
- UTILITY CLEANOUT
- UTILITY METER
- UTILITY REGESTAL
- UTILITY VALVE
- UTILITY VALVE VAULT
- FIRE HYDRANT
- LIGHT STANDARD
- TRAFFIC SIGNAL POLE
- TRAFFIC LIGHT POWER VAULT
- CANOPY SUPPORT
- BOLLARD
- SIGN
- TREE
- RESIDENTIAL MAILBOX
- PP DECKMAN

GENERAL NOTES

THE LOCATIONS OF UNDERGROUND AND OTHER NONVISIBLE UTILITIES SHOWN HEREON HAVE BEEN DETERMINED FROM DATA OBTAINED FROM RECORD DRAWINGS, FIELD SURVEY DATA AND/OR EXTRACTED FROM RECORDS MADE AVAILABLE TO US BY THE AGENCIES CONTROLLING SUCH RECORDS. WHERE FOUND, THE SURFACE FEATURES OF LOCATIONS ARE SHOWN. THE ACTUAL NONVISIBLE LOCATIONS MAY VARY FROM THOSE SHOWN HEREON. LOCATIONS OF UTILITIES UNDERGROUND INSTALLATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF SUCH LOCATIONS SHOWN HEREON, INCLUDING PRIOR TO EXCAVATION AND DIGGING.

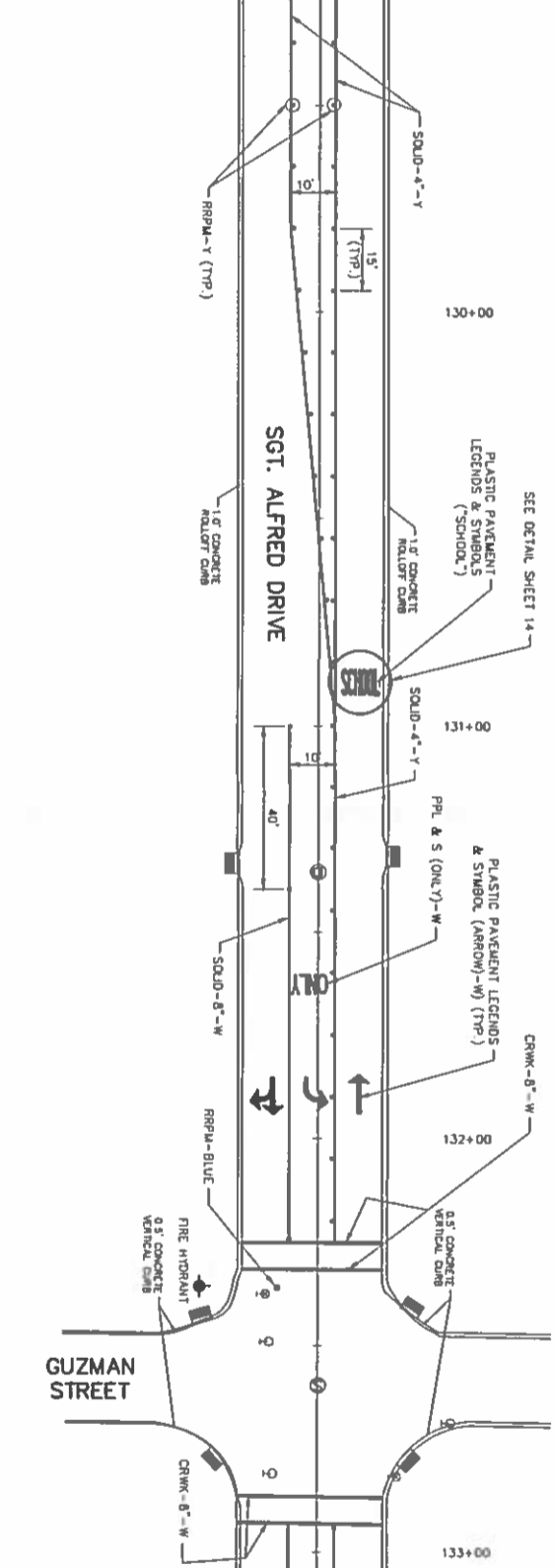
BASIS OF ELEVATION

ELEVATIONS SHOWN ON THIS SURVEY ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD8). UTILITIES LOCATED HEREON ARE REFERENCED TO THE MEAN SEA LEVEL DATUM OF 1988 (MSL) BY THE LOUISIANA STATE UNIVERSITY CONTINUOUSLY OPERATING REFERENCE STATIONS NETWORK IN ACCORDANCE WITH LOUISIANA R.S. 50:173.1 COVERING VERTICAL CONTROL STANDARDS.

SERVITUDES

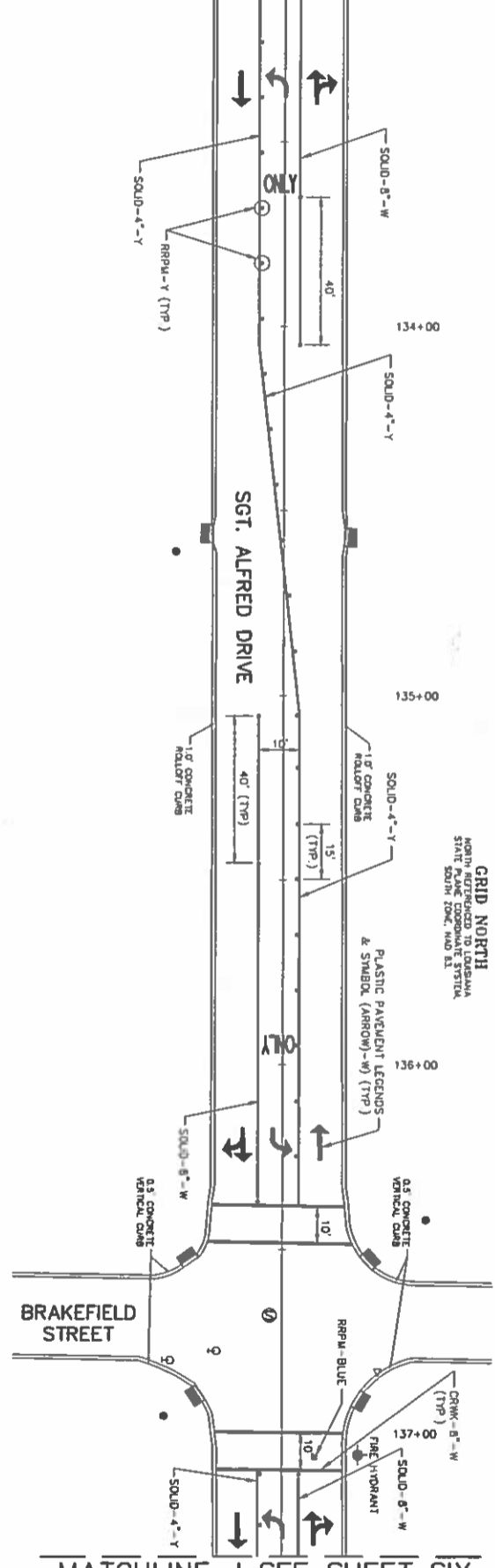
THE SERVITUDES AND RESTRICTIONS SHOWN ON THIS SURVEY ARE BASED ON RECORDS OF RECORDS MADE AVAILABLE TO US AND THERE IS NO REPRESENTATION THAT ALL APPLICABLE SERVITUDES AND RESTRICTIONS ARE SHOWN HEREON. THE SURVEYOR HAS MADE NO TITLE SEARCH OR PUBLIC RECORD SEARCH IN COMPILING THE DATA FOR THIS SURVEY.

MATCHLINE H SEE SHEET FOUR



MATCHLINE I SEE BELOW

MATCHLINE I SEE ABOVE



MATCHLINE J SEE SHEET SIX

GRID NORTH
 NORTH REFERENCED TO LOUISIANA
 STATE PLANE COORDINATE SYSTEM
 SOUTH ZONE, NAD 83

GRID NORTH
 NORTH REFERENCED TO LOUISIANA
 STATE PLANE COORDINATE SYSTEM
 SOUTH ZONE, NAD 83

- LEGEND:**
- EX. WATER METER
 - ⊙ EX. WATER VALVE
 - ⊙ EX. TELEPHONE MANHOLE
 - EX. OVERHEAD TRAFFIC SIGNAL
 - EX. TRAFFIC SIGNAL
 - NEW TRAFFIC SIGN
 - TRAFFIC DIRECTION, FOR INFORMATION ONLY
 - SOLID-8'-W... THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-4'-Y... THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-4'-W... THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-8'-W... THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-8'-W... THERMOPLASTIC PAVEMENT STRIPING
 - BRKN-4'-W... THERMOPLASTIC PAVEMENT STRIPING
 - BRKN-4'-Y... THERMOPLASTIC PAVEMENT STRIPING
 - BROKEN-4'-W... THERMOPLASTIC PAVEMENT STRIPING
 - DASH-4'-Y... THERMOPLASTIC PAVEMENT STRIPING
 - DASH-4'-W... THERMOPLASTIC PAVEMENT STRIPING
 - CRWK-8'-W... THERMOPLASTIC PAVEMENT CROSS WALK
 - SOLID-8'-WHITE
 - STBR-24'-W... THERMOPLASTIC PAVEMENT STOP BAR
 - SOLID-24'-WHITE
 - PPLAS (ARROW)-W... THERMOPLASTIC PAVEMENT LEGENDS & SYMBOLS-ARROW-WHITE
 - PPLAS (ONLY)-W... THERMOPLASTIC PAVEMENT LEGENDS & SYMBOLS-ONLY-WHITE
 - PPLAS (SCHOOL)-Y... THERMOPLASTIC PAVEMENT LEGENDS & SYMBOLS-SCHOOL-YELLOW
 - RRPM-Y-W... REFLECTORIZED RAISED PAVEMENT MARKER-YELLOW-WHITE
 - RRPM-Y... REFLECTORIZED RAISED PAVEMENT MARKER-YELLOW
 - RRPM-Y... REFLECTORIZED RAISED PAVEMENT MARKER-YELLOW



62028661

		CITY OF SLIDELL ENGINEERING DEPARTMENT
Project Name and Address: SGT. ALFRED DRIVE ROADWAY IMPROVEMENTS CITY OF SLIDELL, LA.		FREDY DREHMAN --- MAYOR 250 BOULGARDIN STREET, SUITE 202 (504) 544-1170
City Project No.: 800-141 Date: MAY 2016 Status: AS NOTED Sheet: 15 OF 22		BLAKE CLANCY, P.E. CITY ENGINEER P.O. BOX 829 SLIDELL, LA 70458 (504) 544-6151
Infinity Engineering Consultants, LLC CIVIL STRUCTURAL MECHANICAL ELECTRICAL MARINE NEW ORLEANS, LA 70112 EC PROJECT NO. 14-054		
Drawn: PHAM THE NGUYEN Design/Check: TUNG T. N'WETSON/W. THOMASSIE Approved: TUNG T. N'WETSON	Date: _____ No: _____ Description: _____ Revisions: _____	By: _____

- LEGEND**
- BUILDING
 - EXISTING RIGHT OF WAY
 - SERVICE
 - CATCH BASIN
 - DRAIN MANHOLE, DRAIN LINE
 - COMMUNICATIONS MANHOLE, LINE
 - ELECTRICAL MANHOLE, ELEC. LINE
 - GAS MANHOLE, GAS LINE
 - SEWER MANHOLE, SEWER LINE
 - TELEPHONE MANHOLE, TELE LINE
 - TRAFFIC MANHOLE, TRAFFIC LINE
 - WATER MANHOLE, WATER LINE
 - UTILITY POLE / OVERHEAD LINES
 - FIBER OPTIC RISER / LINE
 - FENCE
 - UTILITY CLEANOUT
 - UTILITY METER
 - UTILITY PEDestal
 - UTILITY VALVE
 - UTILITY VALVE VAULT
 - FIRE HYDRANT
 - LIGHT STANDARD
 - TRAFFIC SIGNAL POLE
 - TRAFFIC LIGHT POWER VAULT
 - CANOPY SUPPORT
 - BOLLARD
 - SIGN
 - TREE
 - RESIDENTIAL MAILBOX
 - PE DEWMAN

GENERAL NOTES

THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN DETERMINED FROM DATA ENTERED BY THE AGENCIES CONTROLLING SUCH DATA AND/OR EXTRACTED FROM RECORDS MADE AVAILABLE TO US BY THE AGENCIES CONTROLLING SUCH RECORDS. WHILE FOUND, THE INFORMATION IS NOT GUARANTEED TO BE COMPLETELY ACCURATE. UNDEGROUND UTILITIES ARE SHOWN AS OF THE DATE OF THE SURVEY. EACH AGENCY SHOULD BE CONTACTED RELATIVE TO THE PRECISE LOCATION OF ITS UNDERGROUND INSTALLATION PRIOR TO ANY REPAIRS TO THE ACCURACY OF SUCH LOCATIONS SHOWN HEREON, INCLUDING PRIOR TO EXCAVATION AND DITCHING.

BASIS OF ELEVATION

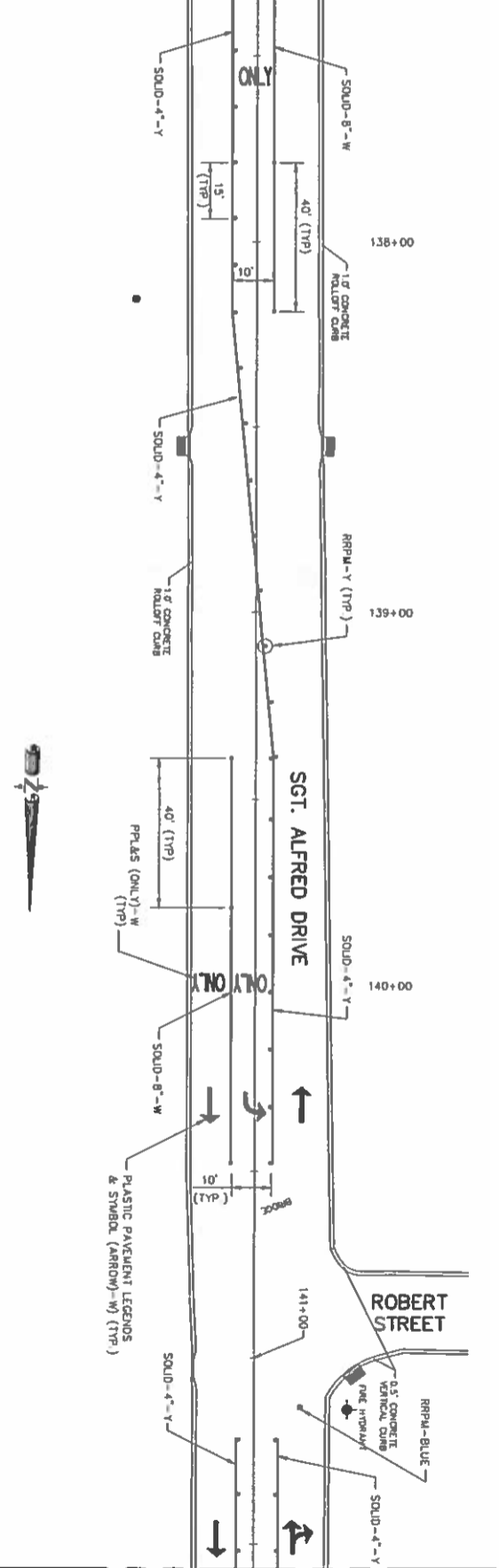
ELEVATIONS SHOWN ON THIS SURVEY ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD83) UTILIZING GEOID DATA DERIVED FROM GPS OBSERVATIONS REFERENCED TO THE LOUISIANA STATE UNIVERSITY CONTINUOUSLY OPERATING REFERENCE STATION, NEW ORLEANS, LOUISIANA (LSUR1). SURVEYING AND CONTROL STANDARDS ARE AS SET FORTH IN THE DESCRIPTION FURNISHED US AND THERE IS NO REPRESENTATION THAT ALL APPLICABLE SURVEYING AND CONTROL STANDARDS HAVE BEEN FULLY SEARCHED IN COMPILING THE DATA FOR THIS SURVEY.

SERVICES

THE SERVICES AND RESTRICTIONS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE SET FORTH IN THE DESCRIPTION FURNISHED US AND THERE IS NO REPRESENTATION THAT ALL APPLICABLE SURVEYING AND CONTROL STANDARDS HAVE BEEN FULLY SEARCHED IN COMPILING THE DATA FOR THIS SURVEY.

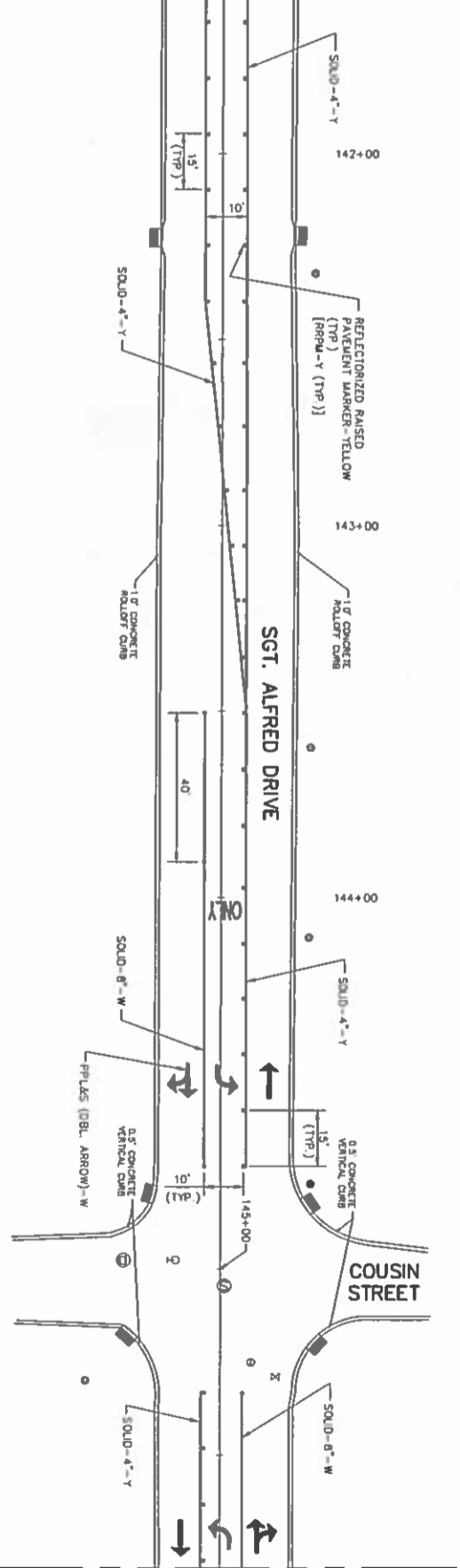
- LEGEND**
- EX. WATER METER
 - EX. WATER VALVE
 - EX. TELEPHONE MANHOLE
 - EX. OVERHEAD TRAFFIC SIGNAL
 - EX. TRAFFIC SIGN
 - NEW TRAFFIC SIGN
 - TRAFFIC DIRECTION, FOR INFORMATION ONLY
 - SOLID-4"-W THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-4"-Y THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-8"-W THERMOPLASTIC PAVEMENT STRIPING
 - SOLID-8"-Y THERMOPLASTIC PAVEMENT STRIPING
 - BRKN-4"-W THERMOPLASTIC PAVEMENT STRIPING
 - BRKN-4"-Y THERMOPLASTIC PAVEMENT STRIPING
 - BROKEN-4"-W THERMOPLASTIC PAVEMENT STRIPING
 - BROKEN-4"-Y THERMOPLASTIC PAVEMENT STRIPING
 - DASH-4"-Y THERMOPLASTIC PAVEMENT STRIPING
 - DASH-4"-W THERMOPLASTIC PAVEMENT STRIPING
 - CRW-8"-W THERMOPLASTIC PAVEMENT CROSS WALK
 - SOLID-8"-WHITE THERMOPLASTIC PAVEMENT STOP BAR
 - STR-24"-W THERMOPLASTIC PAVEMENT STOP BAR
 - SOLID-24"-WHITE THERMOPLASTIC PAVEMENT STOP BAR
 - PLKS (ARROW)-W THERMOPLASTIC PAVEMENT LEGENDS & SYMBOLS-ARROW-WHITE
 - PLKS (ARROW)-Y THERMOPLASTIC PAVEMENT LEGENDS & SYMBOLS-ARROW-YELLOW
 - PLKS (SCHOOL)-Y THERMOPLASTIC PAVEMENT LEGENDS & SYMBOLS-SCHOOL-YELLOW
 - RRM-Y-W REFLECTORIZED RAISED PAVEMENT MARKER-YELLOW-WHITE
 - RRM-Y REFLECTORIZED RAISED PAVEMENT MARKER-YELLOW
 - NRPM-Y NONREFLECTORIZED RAISED PAVEMENT MARKER-YELLOW

MATCHLINE J SEE SHEET FIVE



MATCHLINE K SEE BELOW

MATCHLINE K SEE ABOVE



MATCHLINE L SEE SHEET SEVEN



02028301



CITY OF SLIDELL ENGINEERING DEPARTMENT

FREDDY BRENNAN --- MAYOR
756 BOUGARREN STREET, SUITE 302
(504) 844-4270

BLAINE CLANCY, P.E. CITY ENGINEER
P.O. BOX 879 SLIDELL, LA 70458
748 (504) 848-6124

Project Name and Address	SGT. ALFRED DRIVE ROADWAY IMPROVEMENTS CITY OF SLIDELL, LA.
City Project No.	600-141
Date	MAY 2016
Scale	AS NOTED
Sheet	16 OF 22
Civil Structural Mechanical Electrical Marine	
Design/Check	PHAN THI NGUYEN
Approved	TUNG T. N'VETSON/W. THOMASSE
EC PROJECT NO.	14-254
Date	
Description	
By	
Revisions	



Infinity Engineering Consultants, LLC
NEW ORLEANS, LA
504-394-8548
EC PROJECT NO. 14-254

LEGEND

- BUILDING
- EXISTING RIGHT OF WAY
- SERVITUDE
- CATCH BASIN
- CULVERT
- DROP INLET, DRAIN LINE
- DROP INLET, DRAIN LINE
- COMMUNICATIONS MANHOLE, LINE
- DRAIN MANHOLE, DRAIN LINE
- ELECTRICAL MANHOLE, ELEC. LINE
- GAS MANHOLE, GAS LINE
- SEWER MANHOLE, SEWER LINE
- TELEPHONE MANHOLE, TELE. LINE
- TRAFFIC MANHOLE, TRAFFIC LINE
- WATER MANHOLE, WATER LINE
- UTILITY POLE / OVERHEAD LINES
- ELECTRIC, TELEPHONE, CABLE TV
- FIBER OPTIC RISER / LINE
- FENCE
- TELCO RISER / PEDESTAL
- UTILITY CLEANOUT
- UTILITY METER
- UTILITY PEDESTAL
- UTILITY VALVE
- UTILITY VALVE VAULT
- FIRE HYDRANT
- LIGHT STANDARD
- TRAFFIC SIGNAL POLE
- TRAFFIC LIGHT POWER VAULT
- CANOPY SUPPORT
- BOLLARD
- TREE
- RESIDENTIAL MAILBOX
- PP DECKMAN

GENERAL NOTES

THE LOCATIONS OF UNDERGROUND AND OTHER NONVISIBLE UTILITIES SHOWN HEREIN HAVE BEEN DETERMINED FROM DATA EITHER FURNISHED BY THE AGENCIES CONTROLLING SUCH DATA OR FROM RECORD DRAWINGS AND FIELD SURVEY DATA. THE AGENCIES CONTROLLING SUCH RECORDS WILL BE CONTACTED BY THE ENGINEER FOR ANY CHANGES TO THE DATA. THE ACTUAL LOCATIONS OF UTILITIES MAY VARY FROM THOSE SHOWN HEREIN. THE ENGINEER HAS CONDUCTED VISUAL SURVEYS AND HAS RELIANCE UPON THE UNDERGROUND INSTALLATION PRIOR TO ANY LOCATION OR ITS UNDERGROUND INSTALLATION PRIOR TO ANY HEREON, INCLUDING PRIOR TO EXCAVATION AND OCCUPANCY.

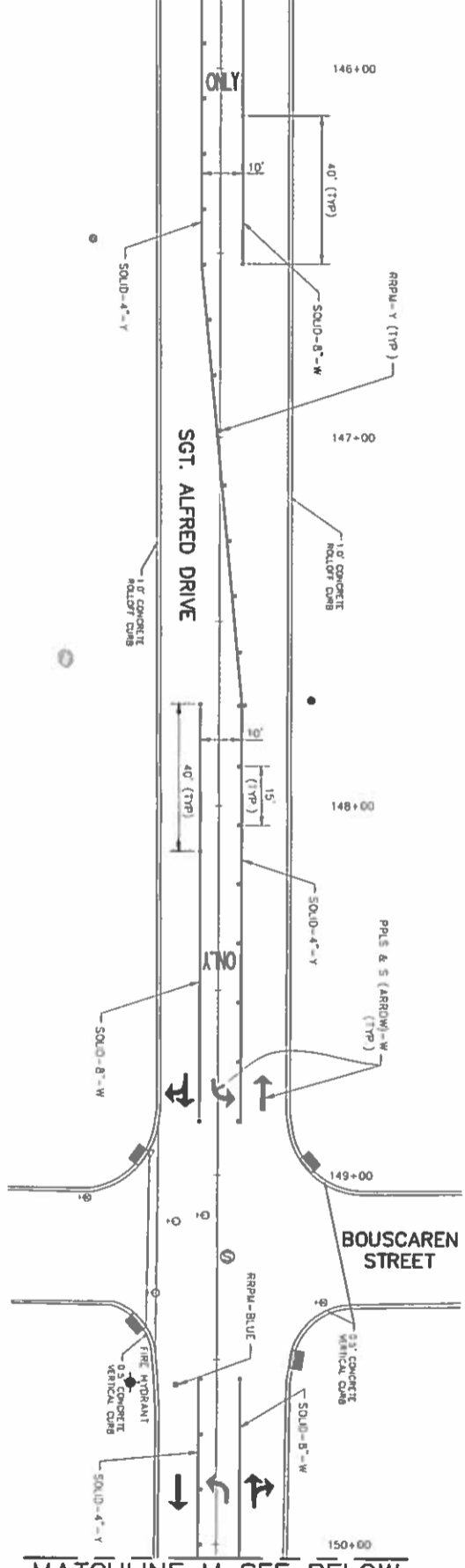
BASIS OF ELEVATION

ELEVATIONS SHOWN ON THIS SURVEY ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) UTILIZING CGD 12A. THEY ARE DERIVED FROM GPS OBSERVATIONS REFERENCED TO THE LOUISIANA STATE UNIVERSITY CONTINUOUSLY OPERATING REFERENCE NETWORK (LSUR) IN MONROE, LOUISIANA. R.S. 50121 GOVERNS VERTICAL CONTROL STANDARDS.

SERVITUDES

THE SERVITUDES AND RESTRICTIONS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE SET FORTH IN THE DESCRIPTION FURNISHED BY THE AGENCIES CONTROLLING SUCH DATA. THE ENGINEER HAS CONDUCTED VISUAL SURVEYS AND HAS RELIANCE UPON THE UNDERGROUND INSTALLATION PRIOR TO ANY SEARCH IN COMPIRING THE DATA FOR THIS SURVEY.

MATCHLINE L SEE SHEET SIX

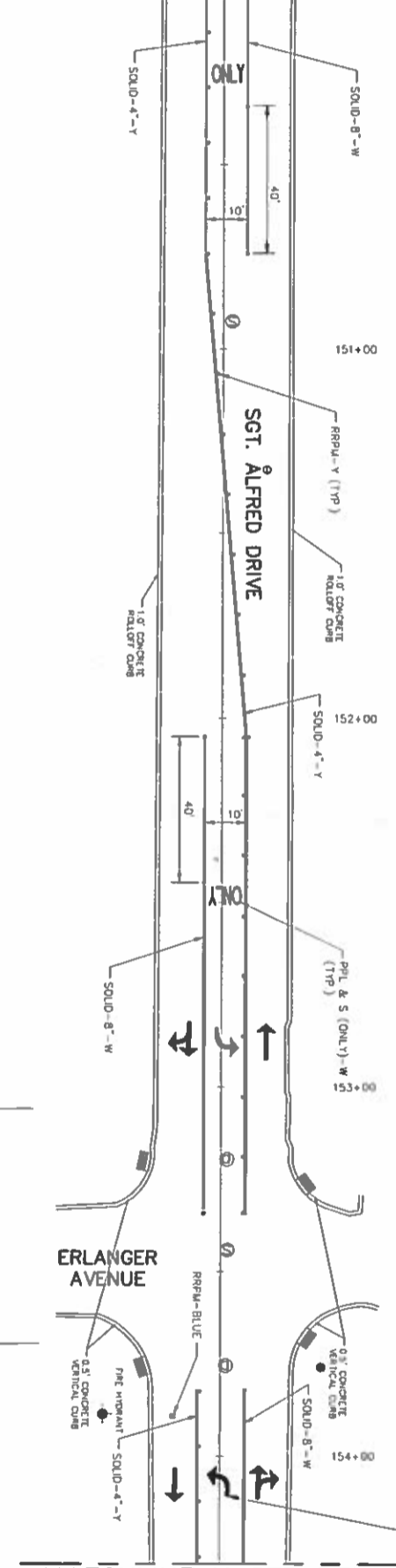


GRID NORTH
NORTH REFERENCED TO LOUISIANA STATE SOUTH COORDINATE AND 83

SCALE 1" = 20'-0"

0 20 40 60

MATCHLINE M SEE ABOVE

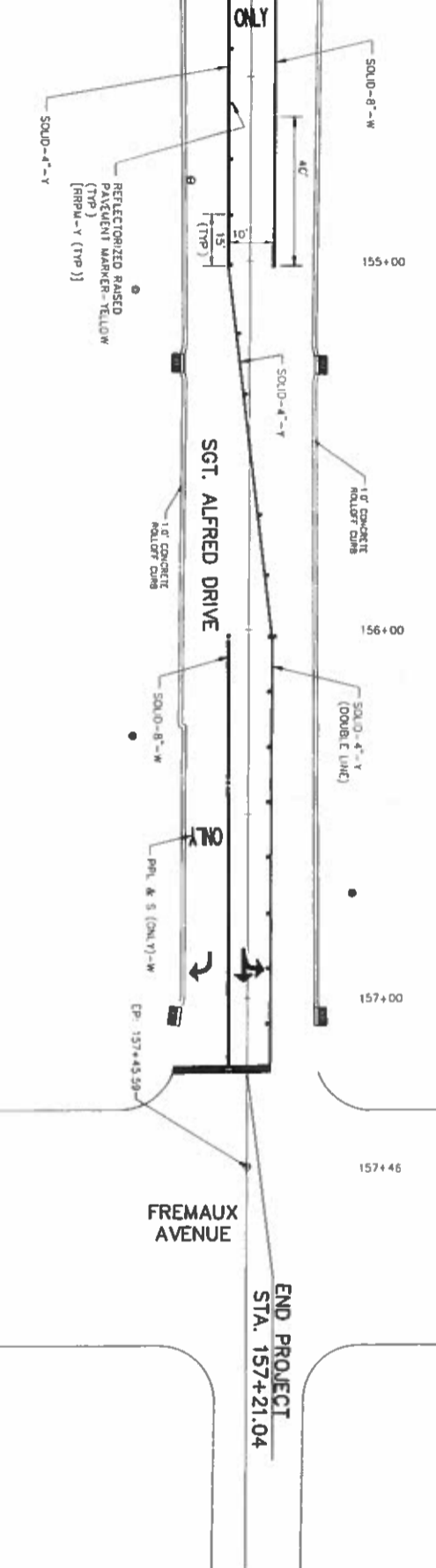


MATCHLINE N SEE BELOW

LEGEND:

- EX WATER METER
- EX WATER VALVE
- EX TELEPHONE MANHOLE
- EX OVERHEAD TRAFFIC SIGNAL
- EX TRAFFIC SIGN
- NEW TRAFFIC SIGN
- TRAFFIC DIRECTION, FOR INFORMATION ONLY
- SOLID-4'-W THERMOPLASTIC PAVEMENT STRIPING
- SOLID-4'-Y THERMOPLASTIC PAVEMENT STRIPING
- SOLID-8'-W THERMOPLASTIC PAVEMENT STRIPING
- SOLID-8'-Y THERMOPLASTIC PAVEMENT STRIPING
- SOLID-8'-WHITE THERMOPLASTIC PAVEMENT STRIPING
- BROKEN-4'-WHITE THERMOPLASTIC PAVEMENT STRIPING
- BROKEN-4'-YELLOW THERMOPLASTIC PAVEMENT STRIPING
- DASH-4'-YELLOW THERMOPLASTIC PAVEMENT STRIPING
- DASH-4'-WHITE THERMOPLASTIC PAVEMENT STRIPING
- CRMK-8'-W THERMOPLASTIC PAVEMENT CROSS WALK
- SOLID-8'-WHITE THERMOPLASTIC PAVEMENT STOP BAR
- STBR-24'-W THERMOPLASTIC PAVEMENT STOP BAR
- SOLID-24'-WHITE THERMOPLASTIC PAVEMENT STOP BAR
- PPL&S (ARROW)-W THERMOPLASTIC PAVEMENT LEGENDS & SYMBOLS-ARROW-WHITE
- PPL&S (ONLY)-W THERMOPLASTIC PAVEMENT LEGENDS & SYMBOLS-ONLY-WHITE
- PPL&S (SCHOOL)-Y THERMOPLASTIC PAVEMENT LEGENDS & SYMBOLS-SCHOOL-YELLOW
- RRPW-Y-W REFLECTORIZED RAISED PAVEMENT MARKER-YELLOW-WHITE
- RRPW-Y REFLECTORIZED RAISED PAVEMENT MARKER-YELLOW
- NRRPW-Y NONREFLECTORIZED RAISED PAVEMENT MARKER-YELLOW

MATCHLINE N SEE ABOVE



END PROJECT STA. 157+21.04

62028561

CITY OF SLIDELL ENGINEERING DEPARTMENT

BLAKE CLANCY, P.E. CITY ENGINEER
P.O. BOX 829 SLIDELL, LA 70459
TEL: (985) 544-6134

FREDDY BRENNAN, MAYOR
250 BOUSCAREN STREET, SUITE 202
(985) 444-4370

NO.	DATE	DESCRIPTION	BY
9.7.16	T	GENERAL STRIPING REVISIONS	RAC

Project Name and Address: **SGT. ALFRED DRIVE IMPROVEMENTS**, CITY OF SLIDELL, LA.

City Seal: **STATE OF LOUISIANA**

Infinity Engineering Consultants, LLC
NEW ORLEANS, LA
EC PROJECT NO. 14-054

Drawn: PHAN THI NGUYEN
Design/Check: TUNG T. N. V. THOMASIE
Approved: TUNG T. N. V. THOMASIE

Project No: 600-141
Date: MAY 2016
Scale: AS NOTED
Sheet: 17 OF 22