

STANDARD PLANS TO BE USED ON THIS PROJECT

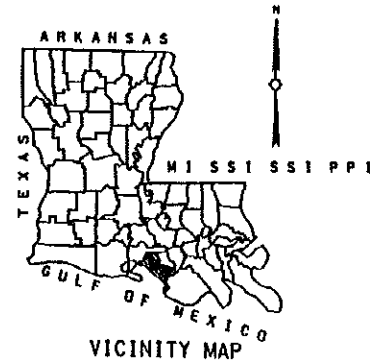
DW -04 09-16-82  
 GR-200 06-04-01  
 MB-01 01-14-92  
 PM-01 01-21-98  
 RS-31 06-01-83

STATE OF LOUISIANA  
 DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
 PLANS OF PROPOSED

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
STP-5102(503)	239-31-0012	ST. MARY	1

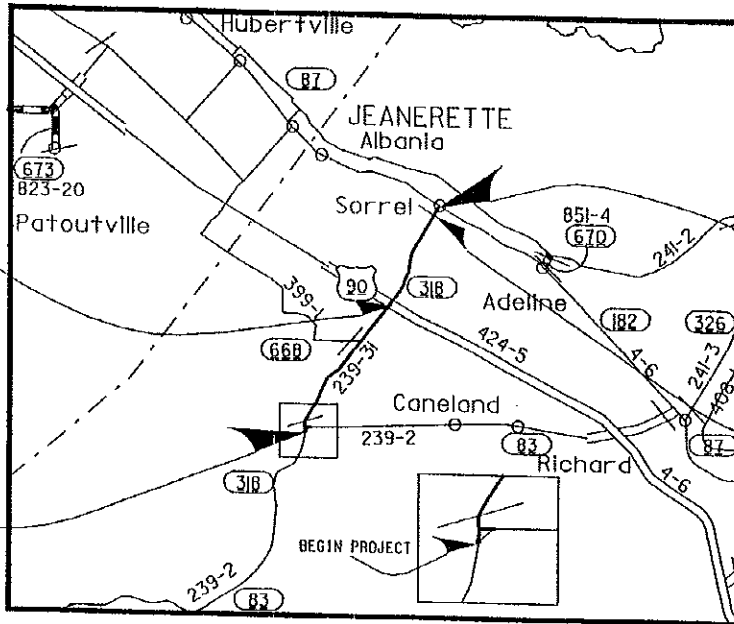
STATE HIGHWAY

F.A.P. STP-5102(503)  
 STATE PROJECT NO. 239-31-0012  
 JCT LA 83 TO JCT LA 182 (SORREL)  
 LA 318  
 ST. MARY PARISH



EXCEPTION (US 90)  
 STA. 146+93 TO 149+00

BEGIN STATE PROJECT  
 NO. 239-31-0012  
 C.S. LOG MILE 0.00  
 STATION 0+00



END STATE PROJECT  
 NO. 239-31-0012  
 C.S. LOG MILE 4.77  
 STATION 252+05

RR CROSSING (10') EXCEPTION  
 STA. 239+47 TO 239+57

CEMENT TREATED BASE  
 WITH ASPHALT OVERLAY  
 2003 A.A.D.T. = 1,875  
 PROJECTED A.A.D.T. (18 YEARS) = 2,050  
 D = 55%  
 K = 10%  
 T = 8%



J-1(Revised 11/21/2003)

NO.	DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED
2	11-17-03	1, 3, 7, 8, 17-21	11-20-03	N.K.I.	11-15-03	[Signature]
1	11-5-03	1, 8-10	11-05-03	N.K.I.	11-5-03	[Signature]

The 2000 Louisiana DOTD Standard Specifications for Roads and Bridges, as amended by the Project Specifications, shall govern on this project.

RECOMMENDED FOR APPROVAL

DISTRICT DESIGN, WATER RESOURCES & DEVELOPMENT ENGINEER

DISTRICT ADMINISTRATOR

APPROVED  
 CHIEF ENGINEER

DATE 10.3.03

AS BUILT

State Project	Parish	Sheet No.
239-31-0012	St. Mary	2

LENGTH OF PROJECT

Description Sta. to Sta.	Algebraic Sum of All Equations Feet	Gross Length Feet	Exception Feet	Bridge Length		Roadway Length	
				Feet	Miles	Feet	Miles
0+00 to 252+05		25,205				25,205	
146+93 to 149+00 *			207			-207	
239+47 to 239+57 **			10			-10	
Total Length of Bridges							
Total Length of Roadway						24,988	
Total Miles					4.732		

\* US 90

\*\* Railroad crossing

*als j RÖ*

AS BLM

STATE PROJECT NO.	PARISH	SHEET NO.
239-31-0012	ST. MARY	2 3

## LOCATION DESCRIPTION

THE PROJECT BEGINS AT C.S. LOG MILE 0.00 (STATION 00+00.0) AT JCT LA 83 AND PROCEEDS NORTHERLY ALONG LA 318 TO C.S. LOG MILE 4.77 (STATION 252+05) TO JCT. LA 182 (SORREL).

1-2 THE SCOPE OF THIS PROJECT IS TO COLD PLANE THE EXISTING ASPHALTIC CONCRETE SURFACING, CONSTRUCT A 12" CEMENT TREATED BASE COURSE, OVERLAY WITH 2" OF ASPHALTIC CONCRETE BINDER COURSE FOLLOWED BY 1 1/2" OF ASPHALTIC CONCRETE WEARING COURSE, AND INSTALL TRAFFIC MARKINGS.

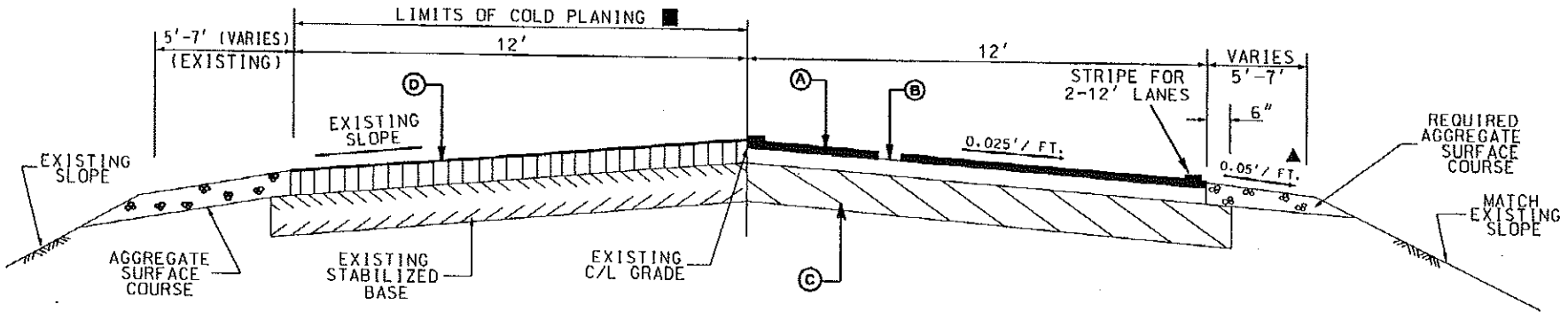
NOTES: (1) LOUISIANA ONE CALL SHOULD BE NOTIFIED AT LEAST SEVENTY-TWO (72) HOURS PRIOR TO ANY CONSTRUCTION.

*Chic J. D'O* ✓

AS BUILT

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2 THE CONTRACTOR SHALL RETAIN 50% (4889 yd<sup>3</sup>) OF THE RAP MATERIAL GENERATED FROM COLD PLANING. RAP MATERIAL NOT RETAINED BY THE CONTRACTOR SHALL BE HAULED AND STOCKPILED AT THE D.O.T.D. MAINTENANCE YARD IN NEW IBERIA. THE COST OF HAULING AND STOCK PILING TO BE INCLUDED IN ITEM 509-01.



**TYPICAL HALF SECTION FOR COLD PLANING**

**TYPICAL HALF SECTION FOR PROPOSED ROADWAY**

- (A) 1-1/2" ASPHALTIC CONCRETE WEARING COURSE (SUPERPAVE LEVEL 1)
- (B) 2" ASPHALTIC CONCRETE BINDER COURSE (SUPERPAVE LEVEL 1)
- (C) CEMENT TREATED BASE COURSE (12 INCH THICK)(5% BY VOLUME) ☒
- 2 (D) COLD PLANE EXISTING ASPHALTIC CONCRETE (4.25" AND 6.75" DEPTH) ■

- ▲ QUANTITY FOR SHOULDERS BASED ON 3-1/2" X 6' AVERAGE EACH SIDE.
- ☒ AFTER COLD PLANING AND PRIOR TO CEMENT TREATMENT, EXISTING BASE COURSE IS TO BE PULVERIZED IN ACCORDANCE WITH THE 2000 STANDARD SPECIFICATIONS AND THE MATERIAL DISTRIBUTED OVER THE ENTIRE ROADWAY CROWN TO SLOPES AS SHOWN ON TYPICAL SECTIONS. COST TO BE INCLUDED IN ITEM S-001.
- 2 ■ ALL EXISTING ASPHALTIC CONCRETE PAVEMENT IS TO BE COLD PLANED FROM THE ROADWAY. AT STATIONS 0+00 TO 146+93 THE EXISTING DEPTH OF ROADWAY IS 4.25" AVERAGE. AT STATIONS 149+00 TO 252+05 THE EXISTING DEPTH OF ROADWAY 6.75" AVERAGE.

NOTES:

- (1) 20-yr ESAL's = 420,000
- (2) ANY EXISTING SIGNS, POSTS, ETC. THAT CONFLICT WITH AND/OR ARE DAMAGED OR DESTROYED BY CONSTRUCTION PROCEDURES SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT NO EXPENSE TO THE DEPARTMENT, AS DIRECTED BY THE PROJECT ENGINEER.
- (3) SLOPES AND DITCHES ARE TO BE CLEANED OF ALL EXCESS MATERIAL AND DEBRIS RESULTING FROM THE CONSTRUCTION PROCESS AND SHALL BE REMOVED UPON COMPLETION TO THE SATISFACTION OF THE PROJECT ENGINEER.
- (4) CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE TO THE SATISFACTION OF THE PROJECT ENGINEER.
- (5) SUB-BASE LIME TREATMENT TO BE USED FOR SOIL CONDITIONING TO CREATE A WORKING TABLE AND WHERE HIGH SILT AND MOISTURE CONTENTS ARE ENCOUNTERED DURING CONSTRUCTION AS DIRECTED BY THE PROJECT ENGINEER. THE LIME TREATMENT SHALL BE APPLIED TO 1/2 OF THE ROADWAY AT A TIME BY WINDROWING THE TOP 12" OF MATERIAL TO THE OTHER HALF OF THE ROADWAY PRIOR TO THE LIME TREATMENT. REVERSE PROCEDURE FOR THE OTHER HALF. RESULTS OF SOIL BORINGS ON THE DESIGN INFORMATION SHEETS INDICATE A POSSIBLE NEED FOR SUB-BASE LIME TREATMENT OF APPROXIMATELY 75% OF THE LENGTH OF THE PROJECT (QUANTITY TO BE USED AS NEEDED, AS DETERMINED BY THE PROJECT ENGINEER).

J-3(Revised 11/21/2003)

2	11-17-03	NOTES ADDED AND CHANGED, QUANTITIES CHANGED	HMR
	DATE	REVISION	APPROVED

*Chi J. Lee*

AS BUILT

R.A.P.	STATE PROJECT	PARISH	SHEET NO.
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### SUPERELEVATION VALUES FOR RURAL OVERLAY

D	30 MPH				35 MPH				40 MPH				45 MPH				50 MPH				55 MPH				60 MPH			
	R		L		R		L		R		L		R		L		R		L		R		L		R		L	
	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.	MIN.	DES.
0° 15'	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.		
0° 30'	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.		
0° 45'	N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	N.C.			N.C.	R.C.		160	N.C.	R.C.		175	N.C.	R.C.		175
1° 00'	N.C.	N.C.			N.C.	N.C.			N.C.	R.C.		125	N.C.	R.C.		140	N.C.	R.C.		150	N.C.	R.C.		160	N.C.	R.C.		175
2° 00'	N.C.	R.C.		100	N.C.	R.C.		110	N.C.	.028		125	N.C.	.035		140	N.C.	.040		150	N.C.	.028		160	N.C.	.030		175
3° 00'	N.C.	R.C.		100	N.C.	.033		110	N.C.	.040		125	N.C.	.050		140	N.C.	.040		150	N.C.	.050		160	N.C.	.055		175
4° 00'	N.C.	.033		100	N.C.	.042		110	N.C.	.051		125	N.C.	.062		140	N.C.	.057		150	R.C.	.069	165	180	R.C.	.077	175	210
5° 00'	N.C.	.040		100	N.C.	.051		115	N.C.	.061		130	R.C.	.073	140	165	R.C.	.083	150	200	.042	.092	165	235	.078	.098	210	270
6° 00'	N.C.	.046		100	N.C.	.058		125	N.C.	.070		150	R.C.	.081	140	185	.036	.092	150	220	.077	.096	185	245	.080	.100	215	270
7° 00'	N.C.	.053		100	N.C.	.065		130	R.C.	.078	125	160	R.C.	.088	140	200	.062	.098	150	240	.080	.100	205	255				
8° 00'	N.C.	.058		110	R.C.	.072	115	145	R.C.	.084	125	180	.040	.092	140	210	.080	.100	190	240								
9° 00'	N.C.	.063		120	R.C.	.077	115	155	R.C.	.089	125	190	.068	.095	155	215												
10° 00'	N.C.	.068		120	R.C.	.081	115	160	.036	.094	125	200	.080	.100	180	220												
11° 00'	N.C.	.072		130	R.C.	.085	115	165	.058	.097	125	200																
12° 00'	R.C.	.076	100	140	R.C.	.088	115	175	.077	.099	170	210																
13° 00'	R.C.	.080	100	140	.033	.090	115	175	.080	.100	170	210																
14° 00'	R.C.	.083	100	150	.050	.092	115	180																				
16° 00'	R.C.	.089	100	160	.075	.095	120	185																				
18° 00'	.028	.093	100	170	.080	.100	160	190																				
20° & UP	.050	.100	100	180																								

NOTES: LENGTHS OF SUPERELEVATION RUNOFFS ARE SHOWN FOR TWO-LANE ROADWAYS. FOR FOUR-LANE ROADWAYS, RUNOFF LENGTH SHOULD BE INCREASED AS DIRECTED BY THE PROJECT ENGINEER.

EXCEPTIONS TO THE MINIMUM SUPERELEVATION VALUES SHOWN MAY BE MADE WITH PROPER JUSTIFICATION BY THE PROJECT ENGINEER.

R=RATE OF SUPERELEVATION (FT. PER FT.)  
 L=LENGTH OF SUPERELEVATION RUNOFF  
 D=DEGREE OF CURVE  
 MPH=MILES PER HOUR (DESIGN SPEED).  
 MIN.=MINIMUM DESIGN  
 DES.=DESIRABLE DESIGN  
 N.C.=NORMAL CROWN SECTION  
 R.C.=REMOVE ADVERSE CROWN, SUPERELEVATE AT NORMAL CROWN SLOPE

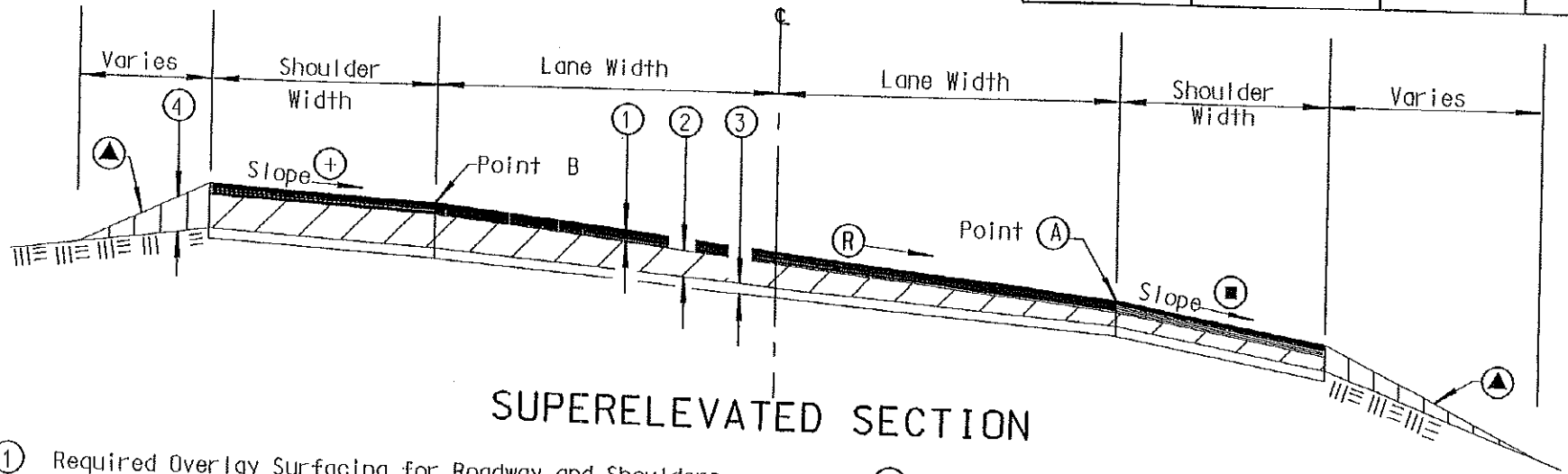
*Chif. E*

SUPERELEVATION REQUIREMENTS FOR OVERLAYING RURAL HIGHWAYS

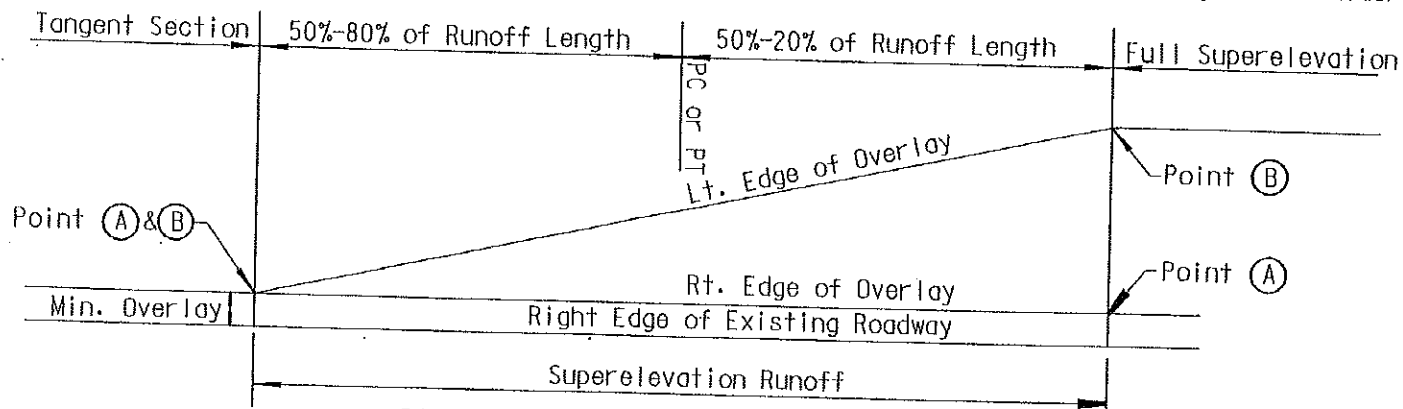
DATE: MARCH, 1990

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F.A.P.	STATE PROJECT	PARISH	SHEET NO.
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- ① Required Overlay Surfacing for Roadway and Shoulders
- ② Required Leveling (To Achieve Superelevation)
- ③ Existing Surfacing on Roadway and Shoulders
- ④ Required Borrow for Side Slopes
- Ⓡ Rate of Superelevation (Ft. Per Ft.)
- Ⓜ Cross Slope, R)  
0.05'/Ft. Min. (Shall Not Be Less Than The Roadway
- ▲ Slope to be as Directed by the Project Engineer
- ⊕ The Maximum Algebraic Difference in Cross Slope Between Roadway and Shoulder Shall Be 7%.

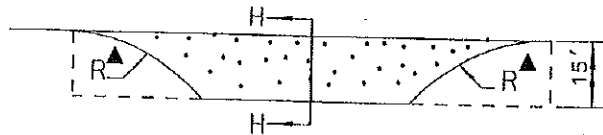


**SUPERELEVATION DIAGRAM**  
(FOR RIGHT CURVATURE)

*ch + 20*

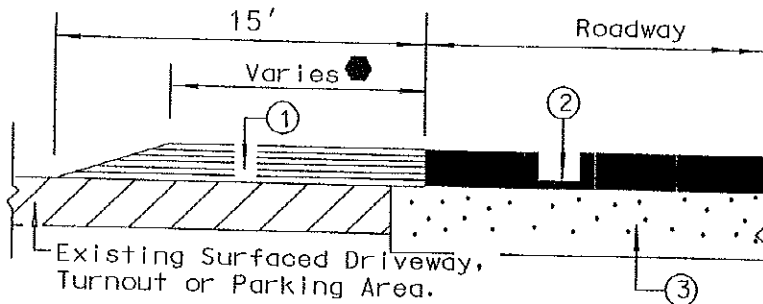
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R.A.P.	STATE PROJECT	PARISH	SHEET NO.
STP-5102(503)	239-31-0012	ST. MARY	87



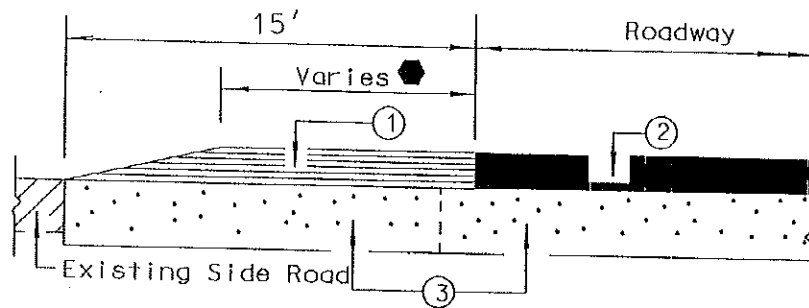
DETAIL OF APRON AT TURNOUT (TYPICAL)

▲ Match Existing Radius



SURFACING DETAIL (SECTION H-H)

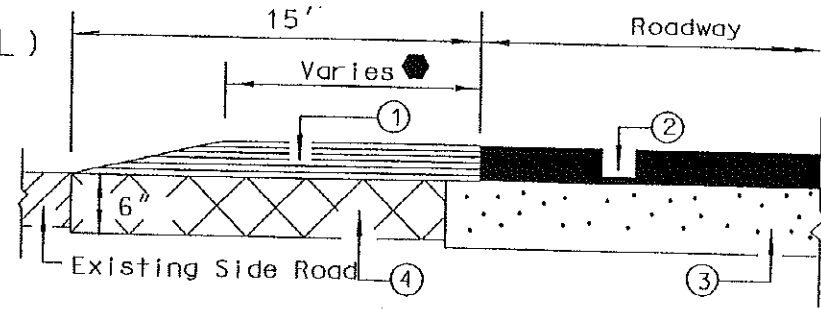
To Apply: For Existing Surfaced Turnouts.



BASE AND SURFACING DETAIL (SECTION H-H)

To Apply: Where Existing Turnout Requires Stabilized Base.

Note: Use Details Applicable To This Project.  
July, 1988



BASE AND SURFACING DETAIL (SECTION H-H)

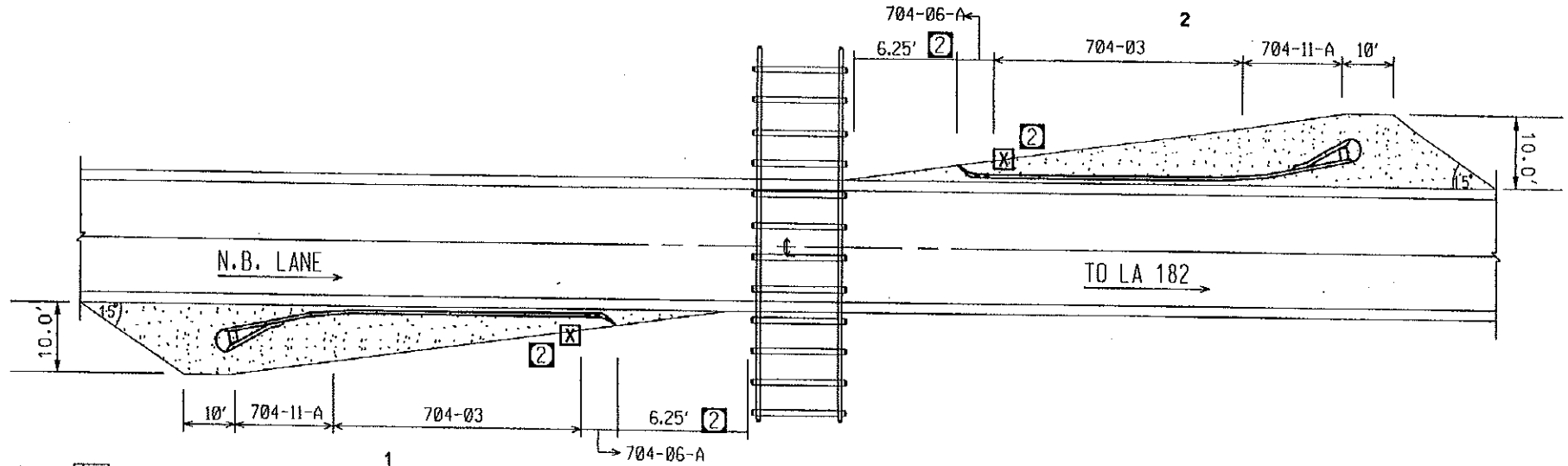
To Apply: Where Existing Turnout Requires Asphaltic Concrete Base.

◆ As Determined By The Project Engineer.

- ① Incidental Paving Wearing Course Depth to Match Roadway Overlay (To Apply to Existing and New Paved Turnouts) Quantity Included in Item No. 502-01-D.
- ② Superpave Asphaltic Concrete (Course and Type as Shown on Roadway Typical Section)
- ③ Base Course (as shown on Roadway Typical Section)
- ④ Superpave Asphaltic Concrete Wearing Course or at the Option of the Contractor, Shoulder Mix May be Used. Also, When Paved Aprons are Placed in Two Lifts, Binder Course May be Used in the First Lift. (To Apply to New Turnouts) Quantity Included in Item 502-01-D.

*Chief - Paul* ✓

<b>F.A.P.</b>	<b>STATE PROJECT</b>	<b>PARISH</b>	<b>SHEET NO.</b>
STP-5102(503)	239-31-0012	ST. MARY	18



NOTES: [2] [X] GUARD RAIL ASPHALT PAVING AREA (6" DEPTH)  
 [2] [X] CONCRETE BASE OF TRAFFIC GATE

**SUMMARY OF GUARD RAIL ITEMS AND LENGTH LAYOUTS**

DIRECTION LANE	ROUTE NO.	704-03	704-06-A	704-11-A	X	Y	Z
		BLOCKED OUT GUARD RAIL	GUARD RAIL ANCHOR SECTIONS (TRAILING END)	GUARD RAIL END TREATMENT (FLARED)			
		LIN FT.	LIN FT.	EACH	LIN FT.	LIN FT.	LIN FT.
[2] NB LANE (1)	LA 318	87.5'	6.25'	1	100.0'	10.65'	20.69'
[2] SB LANE (2)	LA 318	87.5'	6.25'	1	100.0'	10.65'	20.69'
SHEET TOTAL		175.0' ✓	12.5' ✓	2 ✓			

J-7 (Revised 11/21/2003)

[2] 11-17-03	DRAWING AND DIMENSIONS CHANGED	HMR
DATE	REVISION	APPROVED

*Handwritten signature: Cl. J. Rie ✓*



*Final*

## SUMMARY OF ESTIMATED QUANTITIES

(SHEET 1 OF 2 SHEETS)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
202-02-H	REMOVAL OF GUARD RAIL ◆	LINEAR FOOT	233 ✓
203-08	BORROW (VEHICULAR MEASUREMENT) ♣	CUBIC YARD	<del>2,688</del> 0 ✓
② 203-08-A	BORROW (VEHICULAR MEASUREMENT)(SELECTED SOILS)	CUBIC YARD	<del>48</del> 266.6 ✓
304-01	LIME □	TON	793.35 0 ✓
304-04-D	LIME TREATMENT (TYPE D) (12" THICK) □	SQUARE YARD	<del>60,371</del> 0 ✓
401-02	AGGREGATE SURFACE COURSE (ADJUSTED VEHICULAR MEASUREMENT) ►	CUBIC YARD	<del>553</del> 2,606.6 ✓
502-01-A	SUPERPAVE ASPHALTIC CONCRETE (LEVEL 1)	TON	13,838.0 14,707.67 ✓
502-01-D	SUPERPAVE ASPHALTIC CONCRETE, INCIDENTAL PAVING (LEVEL A) ■	TON	2,534.0 785.13 ✓
② 509-01	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	<del>66,664</del> 67,782.5 ✓
② 509-02	CONTRACTOR RETAINED RECLAIMED ASPHALTIC PAVEMENT ♣	CUBIC YARD	<del>4,889</del> - 2,630 ✓
701-02-J	CROSS DRAIN PIPE ARCH (60" EQUIV. RCPA) Σ	LINEAR FOOT	64 ✓
② 704-03	BLOCKED OUT GUARD RAIL	LINEAR FOOT	175.0 ✓
704-06-A	GUARD RAIL ANCHOR SECTIONS (TRAILING END)(SINGLE THRIE BEAM)	LINEAR FOOT	12.5 ✓
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	2 ✓
① 710-01	FLOWABLE FILL	CUBIC YARD	<del>275</del> 75 ✓

I-8(Revised 11/21/2003)

◆ ALL SALVAGEABLE MATERIAL SHALL BE HAULED TO THE D.O.T.D. MAINTENANCE YARD IN FRANKLIN AND STORED, AS DIRECTED BY THE PROJECT ENGINEER. UNSALVAGEABLE MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF BEYOND THE LIMITS OF R/W.

♣ TO BE USED FOR EMBANKMENT WIDENING FOR GUARD RAILS AT BRIDGE SITES AND FOR BACKFILLING EXISTING DRAINAGE STRUCTURES WHERE EROSION HAS OCCURRED AT PIPE ENDS. THIS BORROW MATERIAL SHALL MEET BLANKET MATERIAL SPECIFICATIONS. ALL WORK SHALL BE AS DIRECTED BY AND TO THE SATISFACTION OF THE PROJECT ENGINEER. ALL BORROW PITS SHALL BE LOCATED NO CLOSER THAN 300' TO ANY NATURAL STREAM BED.

□ SUB-BASE LIME TREATMENT SHALL BE USED TO CREATE A WORKING TABLE WHERE HIGH MOISTURE CONDITIONS ARE ENCOUNTERED DURING CONSTRUCTION AS DIRECTED BY THE PROJECT ENGINEER. THE LIME TREATMENT SHALL BE APPLIED TO 1/2 OF THE ROADWAY AT A TIME BY WINDROWING THE TOP 12" OF MATERIAL TO THE OTHER HALF OF THE ROADWAY PRIOR TO LIME TREATMENT. REVERSE PROCEDURE FOR THE OTHER HALF. RESULTS OF SOIL BORINGS ON THE DESIGN INFORMATION SHEETS INDICATE A POSSIBLE NEED FOR SUB-BASE LIME TREATMENT ON APPROXIMATELY 75% OF THE LENGTH OF THE PROJECT. (QUANTITY TO BE USED AS NEEDED, AS DETERMINED BY THE PROJECT ENGINEER.)

► TO BE USED FOR AGGREGATE RAMPS AND DRIVES, AS DIRECTED BY THE PROJECT ENGINEER.

■ ASPHALTIC CONCRETE OVERLAY SHALL EXTEND 15' ON ALL PAVED TURNOUTS TRANSITIONING DOWN TO MEET EXISTING GRADE. LENGTH MAY BE EXTENDED AS REQUIRED FOR SUITABLE GRADE TRANSITIONS. QUANTITY FOR MAIL STOPS BASED ON 6" DEPTH AND INCLUDES ASPHALT FOR CONTINUOUS MAILSTOP PAVING WHERE MAILBOXES ARE LOCATED WITHIN 200' OF EACH OTHER.

♣ THE CONTRACTOR SHALL RETAIN 50% (4889 C.Y.) OF THE R.A.P. MATERIAL GENERATED FROM COLD PLANING. R.A.P. MATERIAL NOT RETAINED BY THE CONTRACTOR SHALL BE HAULED AND STOCKPILED AT THE D.O.T.D. MAINTENANCE YARD IN NEW IBERIA. COST OF HAULING AND STOCKPIILING TO BE INCLUDED IN 509-01.

Σ THE PIPE SHALL BE LAYED THROUGH ONE-HALF OF THE ROADWAY AT A TIME. THE COST OF THE REMOVAL OF EXISTING PIPE SHALL BE INCLUDED IN ITEM 701-02-J.

②	11/17/03	ADDED ITEM TO SHEET, CHANGED QUANTITY	H.M.R
①	11/5/03	ADDED ITEM TO SHEET	N.K.I
	DATE	REVISION	APPROVED

*Chi J. [Signature]*

AS ELM

*Final*  
**SUMMARY OF ESTIMATED QUANTITIES**

(SHEET 2 OF 2 SHEETS)

①

①

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
713-01 ✓	TEMPORARY SIGNS & BARRICADES	LUMP SUM	100% LUMP ✓ 9,000.00 TC
713-03-C ✓	TEMPORARY PAVEMENT MARKINGS (8" WIDTH)	LINEAR FOOT	7676 0 ✓
713-03-D ✓	TEMPORARY PAVEMENT MARKINGS (12" WIDTH)	LINEAR FOOT	72 0 ✓
713-03-E ✓	TEMPORARY PAVEMENT MARKINGS (24" WIDTH)	LINEAR FOOT	246 0 ✓
713-04-A ✓	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE) (4" WIDTH) (4' LENGTH)	MILE	44.862 9.702 ✓
713-04-B ✓	TEMPORARY PAVEMENT MARKINGS (BROKEN LINE) (4" WIDTH) (10' LENGTH)	MILE	9.884 3.967 ✓
713-05-A ✓	TEMPORARY PAVEMENT MARKINGS (SOLID LINE) (4" WIDTH)	MILE	11.919 3.700 ✓
713-06-D ✓	TEMPORARY PAVEMENT LEGENDS AND SYMBOLS (RR CROSSING)	EACH	2 0 ✓
722-02 ✓	PROJECT SITE LABORATORY (EQUIPPED)	EACH	1 ✓
724-01-B ✓	PAVEMENT PATCHING [12" MINIMUM THICKNESS]	SQUARE YARD	54 0 ✓
727-01 ✓	MOBILIZATION	LUMP SUM	100% LUMP ✓ 14,000.00 TC
729-16-B ✓	OBJECT MARKER ASSEMBLY (TYPE 2) ▲	EACH	50 46 ✓
729-16-C ✓	OBJECT MARKER ASSEMBLY (TYPE 3) Ω	EACH	4 2 ✓
731-02 ✓	REFLECTORIZED RAISED PAVEMENT MARKERS	EACH	630 ✓
732-01-C ✓	PLASTIC PAVEMENT STRIPING (8" WIDTH)	LINEAR FOOT	7676 0 ✓
732-01-D ✓	PLASTIC PAVEMENT STRIPING (12" WIDTH)	LINEAR FOOT	24 0 ✓
732-01-E ✓	PLASTIC PAVEMENT STRIPING (24" WIDTH)	LINEAR FOOT	72 66.2 ✓
732-02-A ✓	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH)	MILE	11.692 13.258 ✓
732-03-A ✓	PLASTIC PAVEMENT STRIPING (BROKEN LINE) (4" WIDTH)	MILE	4.426 4.067 ✓
732-04-D ✓	PLASTIC PAVEMENT LEGENDS & SYMBOLS (RR CROSSING)	EACH	2 ✓
735-01 ✓	MAILBOXES ●	EACH	82 79 ✓
735-02 ✓	MAILBOX SUPPORTS (SINGLE) Φ	EACH	44 74 ✓
735-03 ✓	MAILBOX SUPPORTS (DOUBLE) Φ	EACH	44 3 ✓
735-04 ✓	MAILBOX SUPPORTS (MULTIPLE) Φ	EACH	3 0 ✓
740-01 ✓	CONSTRUCTION LAYOUT	LUMP SUM	100% LUMP ✓ 10,000.00 TC
S-001 ✓	CEMENT TREATED BASE COURSE (12 INCH DEPTH) ≡	SQUARE YARD	71,078 72,810.3 ✓

- TO BE USED AT THE RAILROAD TRACKS WITHIN 10' OF EACH SIDE
- ▲ TO BE USED FOR CROSS DRAINS, AS DIRECTED BY THE PROJECT ENGINEER. (ALL SALVAGEABLE OBJECT MARKERS SHALL BE HAULED TO THE D.O.T.D MAINTENANCE YARD IN FRANKLIN AND REMAIN THE PROPERTY OF D.O.T.D.)
- Ω TO BE USED FOR GUARD RAILS, AS DIRECTED BY THE PROJECT ENGINEER. (ALL SALVAGEABLE OBJECT MARKERS SHALL BE HAULED TO THE D.O.T.D MAINTENANCE YARD IN FRANKLIN AND REMAIN THE PROPERTY OF D.O.T.D.)
- ALL MAILBOXES THAT DO NOT COMPLY WITH UNITED STATES POSTAL SERVICE REGULATIONS AND DAMAGED BOXES, AS DETERMINED BY THE PROJECT ENGINEER SHALL BE REMOVED AND REPLACED WITH APPROVED CRASH TESTED BOXES OF EQUAL SIZE. QUANTITY INCLUDES 82 SMALL MAILBOXES. ALSO 37 NEWSPAPER TUBES ARE TO BE RE-MOUNTED ON APPROVED POSTS AT NO DIRECT PAY.
- Φ ALL MAILBOX SUPPORTS ARE TO BE REPLACED WITH CRASH TESTED & USPS APPROVED SUPPORTS AND SHALL BE A MINIMUM LENGTH OF 54".
- ≡ THIS QUANTITY SHALL BE 5% BY VOLUME.

I-9(Revised 11/12/2003)

① 11-05-03 REMOVED ITEM FROM SHEET, ADDED ITEM N.K.I. AS BUILT Chf - 20

STATE PROJECT	PARISH	SHEET NO.
239-31-0012	ST. MARY	//

*Final*  
SUMMARY OF ESTIMATED QUANTITIES

(SHEET 3 OF 3 SHEETS)

ITEM NO.	DESCRIPTON	UNIT	QUANTITY
<del>305-01-A</del>	Subgrade Treatment (12" Thick)(4% Cement)	Squard Yard	<del>70,626.3</del> ✓
S-002 ✓	Additional Cold Planing Expenses	Lump Sum	✓100% ✓
001-00-R-B ✓	<i>Rebate for Asphalt Concrete</i>	Each	✓2,033.51 ✓

19,789.32<sup>TC</sup>

*Chif. DO ✓*

AS BUILT

J-10(Revised 11/12/2003)

F.A.P.	STATE PROJECT NO.	PARISH	SHEET NO.
STP-5102(503)	239-31-0012	ST. MARY	10 / 12

### SUMMARY OF DRAINAGE STRUCTURES

STATION	DESCRIPTION	TYPE	REPLACE RCPA (LIN.FT.)
97+71	REMOVE EXISTING CMPA		
	REPLACE PIPE [1- 60 " EQUIV. RCPA] X 64'	CDPA	64.0 ✓
<b>TOTALS:</b>			64.0 ✓

**MATERIAL TYPE ABBREVIATIONS**

CDPA	- CROSS DRAIN PIPE ARCH
CMPA	- CORRUGATED METAL PIPE ARCH
RCP	- REINFORCED CONCRETE PIPE

**PH AND RESISTIVITY TABLE**

STATION	PH	RESISTIVITY
97+75	7.6(S), 7.7(W)	900(S), 400(W)

- NOTE(S):**
- (1) THE FLOWABLE FILL AT STA. 97+71 WAS CALCULATED ON A TYPICAL SECTION WITH AN 8' BOTTOM AND 1:1 SIDE SLOPES AND TO A HEIGHT OF APPROXIMATELY 2.5' ABOVE THE TOP OF THE PIPE (THE BOTTOM OF THE LIME TREATED SUB-BASE). THESE DIMENSIONS ARE THEORETICAL AND ARE TO BE ADJUSTED IN THE FIELD AS NEEDED AS DIRECTED BY THE PROJECT ENGINEER.
  - (2) THE COST OF THE REMOVAL OF EXISTING PIPE SHALL BE INCLUDED IN ITEM 701-02-J.
  - (3) CONTRACTOR SHALL HAUL ALL MATERIAL DEEMED SALVAGEABLE BY THE PROJECT ENGINEER TO THE D.O.T.D. MAINTENANCE YARD IN FRANKLIN FOR STORAGE. UNSALVAGEABLE MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF BEYOND THE LIMITS OF THE RIGHT OF WAY.

*[Handwritten signature]*

*Chit - RQ*

① 11-05-03 CHANGED NOTES N.K.I.

AS BUILT

F.A.P.	STATE PROJECT NO.	PARISH	SHEET NO.
STP-5102(503)	239-31-0012	ST. MARY	11 / 13

### BASE AND SURFACING (ROADWAY)

APPROX. BEGINNING STATION	APPROX. ENDING STATION	DESCRIPTION	LENGTH (FEET)	CEMENT TREATED BASE COURSE (12" DEPTH)		SUPERPAVE ASPHALTIC CONCRETE (LEVEL 1)			
				WIDTH (FEET)	SQUARE YARDS	WIDTH (FEET)	SQUARE YARDS	2" BINDER COURSE (TONS)	1-1/2" WEARING COURSE (TONS)
00+00	146+93	ROADWAY	14,693	25.0	40,813.9	24.0	39,181.3	4,505.9	3,379.4
146+93	149+00	EXCEPTION - US 90	207	--	--	--	--	--	--
149+00	239+47	ROADWAY	9,047	25.0	25,130.6	24.0	24,125.3	2,774.4	2,080.8
239+47	239+57	EXCEPTION - RAILROAD CROSSING	10	--	--	--	--	--	--
239+57	252+05	ROADWAY	1,248	25.0	3,466.7	24.0	3,328.0	382.7	287.0
5+25		ROADWAY (TIE IN TO LA 83)	600	25.0	1,666.7	24.0	1,600.0	184.0	138.0
<del>ALLOWED FOR PAVED SHOULDERS UNDER GUARD RAILS:</del>									
<del>ASPHALT SUB-TOTALS:</del>									
<del>TOTALS:</del>									
					71,077.8				13,838.0

#### ASPHALT FOR ITEM NO. 502-01-D

ALLOWED FOR DRIVES TO BE CONSTRUCTED:..... 550.2 TONS	ALLOWED FOR TURNOUTS TO BE CONSTRUCTED:..... 384.9 TONS
ALLOWED FOR DRIVES TO BE OVERLAID:..... 88.2 TONS	ALLOWED FOR TURNOUTS TO BE OVERLAID:..... 66.3 TONS
ALLOWED FOR MAILSTOPS:..... 1444.4 TONS	

**TOTALS.....2534.0 TONS**

- NOTES: (1) SUPERPAVE ASPHALTIC CONCRETE QUANTITY BASED ON 115 LBS./SQ.YD./IN. THICKNESS.  
(2) REQUIRED TRANSITIONS TO BE AS DIRECTED BY THE PROJECT ENGINEER.

*Item 305-01-A, Subgrade Layer (Cement Treated) (12" Thick); Refer to Book 186-110 pgs. 10 + 11*  
*Item 502-01-A, Superpave Asphaltic Concrete (Level 1); Refer to Book 186-109 pg. 14*  
*Item 502-01-D, Superpave Asphaltic Concrete, Incidental Paving (Level A); Refer to Book 186-110, pgs. 66 + 67*

*Chic J. [Signature]*

111

AS BUILT

**GENERAL PROVISIONS**

All Temporary Traffic Control Devices used shall be in accordance with the LeDOTD Standard Specifications for Roads and Bridges, the Manual on Uniform Traffic Control Devices (MUTCD), and shall meet the National Cooperative Highway Research Program (NCHRP) 350 for Test Level 3 requirements.

Materials used for Temporary Traffic Controls shall be in accordance with the LeDOTD Standard Specifications for Roads and Bridges and when applicable the LeDOTD Qualified Products List (QPL).

No temporary traffic controls shall be erected without the approval of the Project Engineer and until work is about to begin.

No lane closures, lane shifts, or detours shall occur without the authorization and presence of the Project Engineer.

Responsibility is hereby placed upon the contractor for the installation, maintenance, and operation of all temporary traffic control devices called for in these plans or required by the Project Engineer for the protection of the traveling public as well as all Department and construction personnel.

The contractor shall also be responsible for the maintenance of all permanent signs and pavement markings left in place as essential to the safe movement and guidance of traffic within the project limits.

The District Traffic Operations Engineer (DTOE) shall serve as a technical advisor to the Project Engineer for all Traffic Control matters.

**SPEED LIMITS**

Speed limits shall be lowered by 10 mph for any construction, maintenance, or utility operation that requires one or more of the following:

(A) the condition of the original highway is degraded due to milled surfaces or uneven pavements;

(B) work is in progress in the immediate vicinity of the travel way requiring lane closures, lane width reductions, or low speed detours; (C) workers present on the shoulder within 2' of the edge of traveled way without barrier protection.

The reduced speed zones shall only apply to those portions of the project limits affected.

At the end of the reduced speed zone, a speed limit sign displaying the original speed limit before construction shall be installed.

If conditions warrant, the District Traffic Operations Engineer may authorize the reduction of the speed limit by more than 10 mph.

**TYPE III BARRICADES**

All barricades shall use Class 3 High Intensity Sheeting on both sides of the barricade.

All Type III Barricades shall be a minimum of 8 feet in length and must meet NCHRP 350 requirements.

When signs and lights are to be mounted to a barricade, they must meet NCHRP 350 requirements.

**LIGHTING (see QPL)**

Lighting shall supplement all barricades that are placed in a closed lane or that extend across a highway. Two Type B High Intensity lights shall be used per lane closed in rural areas. In urban areas two Type A Low Intensity Lights may be used where adequate ambient lighting is available.

One Type E High Intensity light shall be used to supplement the first sign for pair of signs that gives warning about a lane closure during night time operations.

Type C steady burn lights shall be used on all channelizing devices in the taper as well as the first two devices in the transition.

**SIGNS**

All signs used for temporary traffic controls shall follow the Department's Traffic Control (TC) details and the MUTCD.

Signs shown in the TC illustrations are typical and may vary with each specific condition.

More appropriate signing for a specific condition may be required or substituted with the approval of the Project Engineer and reviewed by the District Traffic Operations Engineer.

When projects are separated by less than one mile, they shall be signed as one project or as directed by the Project Engineer. At no time shall signs warning against a particular operation be left in place once the operation has been completed or when the obstacles has been removed.

Signs over 10 sq ft shall be mounted on two post and signs over 20 sq ft shall be mounted on at least three post.

Signs shall have a minimum of two bolts per post.

Permanent signs no longer applicable or in conflict shall be removed or covered with a strong, lightweight, opaque material.

Warning signs used for temporary traffic control, shall meet the following guidelines unless otherwise noted in the plans:

(A) size shall be 48" x 48", (B) see the Department's Standard Specifications and the QPL for sheeting information, (C) a minimum of a 2 lb U-Channel post may be used driven to a maximum depth of 3', (D) sign height above roadway surface shall be 7' urban and 8' rural, (E) lateral distance of signs shall be a minimum of 6' from the edge of shoulder or edge of pavement if no shoulder exist and 2' from the back of curb in urban areas.

Vinyl Roll Up signs will be allowed for short term (less than 12 hours) daytime work provided that they meet all size, color, retroreflectivity requirements, and NCHRP 350.

Rollup signs shall not be used when workers are not present. Mesh rollup signs shall not be allowed.

All signs shall be removed or covered in a manner approved by the Project Engineer when no longer applicable.

Contractor shall use caution not to damage existing signs which remain in place. Any DOTD signs damaged by work operations shall be replaced at the contractor's expense.

**CHANNELIZING DEVICES**

The following devices may be used:

Tubular Markers, Vertical Panels, Cones, Drums, and Super Cones. Drums (at standard spacing) and Super Cones (at standard spacing) are the only devices allowed to be used in taper areas on the Interstate system.

The spacing of channelizing devices in a taper should not exceed a distance in feet equal to 1.0 times the speed limit in mph (with a maximum of 50 feet).

The spacing of channelizing devices in a tangent should not exceed a distance in feet equal to 2.0 times the speed limit in mph (with a maximum of 100 feet).

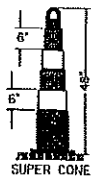
Retroreflective material pattern used on super cones shall match that used on drums.



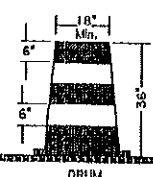
Traffic Cone



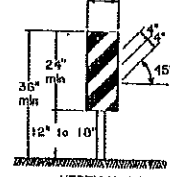
Tubular Marker



SUPER CONE



DRUM



VERTICAL PANEL

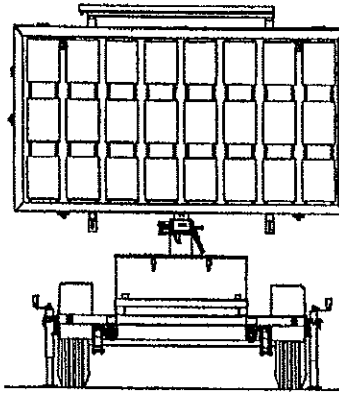
**DYNAMIC MESSAGE SIGNS**

Dynamic Message Signs (DMS) shall be used on all Interstate Highways and on all other roadways with an ADT greater than 20,000.

When used in advance of a lane closure or a lane shift, the DMS should be placed on the right hand side of the road a minimum distance of 2 miles in advance of the taper.

If vehicles are queuing beyond the 2 mile DMS, an additional DMS should be placed on the right hand side of the road a minimum distance of 5 miles in advance of the taper.

Standard Dynamic Message Sign messages shall be approved by the Project Engineer.



**FLASHING ARROW PANELS**

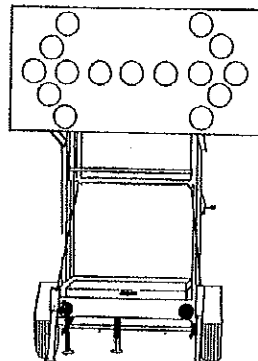
Flashing Arrow Panels shall be used for lane closures on all facilities with 2 or more lanes in a single direction and a speed limit greater than 35 mph.

When used, flashing arrow panels should be located on the shoulder at the beginning of the taper.

Where the shoulder width is limited, the flashing arrow panel should be placed within the closed lane as close to the beginning of the taper as practical.

All Flashing Arrow Panels used on high speed roadways (45 mph and greater) shall be 4' x 8' Type G.

When no longer needed, the arrow panel shall be removed from the right-of-way or adequately protected by a NCHRP 350 approved method.



**PAVEMENT MARKINGS (see QPL)**

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 topot.)

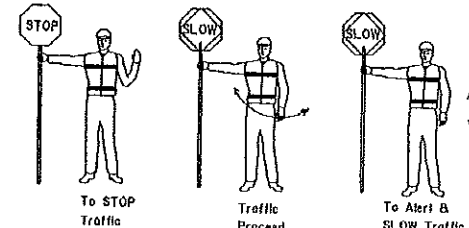
If, in the opinion of the Project Engineer, special pavement markings are needed, they shall be reflectorized, removable, and accompanied by the proper signage.

Temporary Raised Pavement Markers (RPMs) may be added to supplement temporary striping in areas of transition, in tapers, in detours, and in other areas of road as directed by the Project Engineer.

Materials and placement of temporary pavement markings shall conform to section 713 of the Standard Specifications. If no pay item exists, temporary markings will be considered incidental to traffic control.

**FLAGGERS**

When utilized, a flagger shall use a minimum 18 inch sign on a minimum 6' stop/slow paddle and wear ANSI Class 3 Lime Green colored vest. In all flagging operations, the flagger must be visible from flagger advance warning sign. Flaggers shall be properly trained.

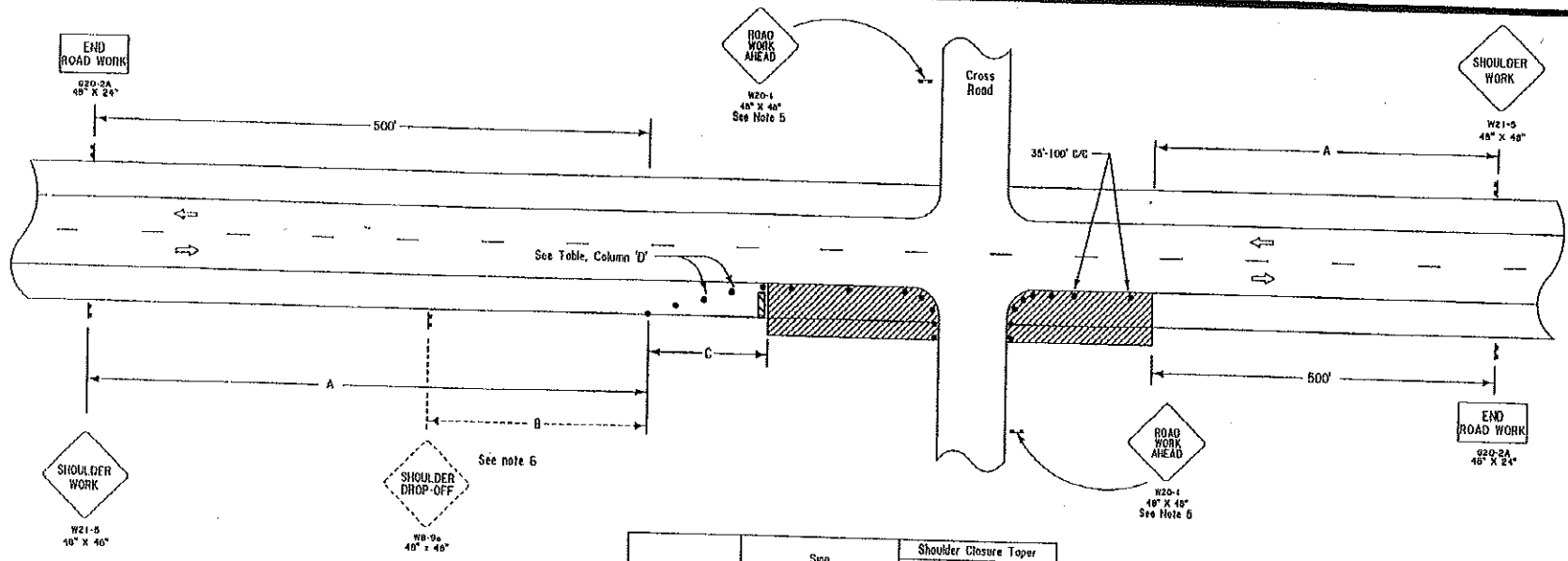


Use of Hand Sign

STATE OF LOUISIANA  
CHARLES W. ADAMS, JR.  
REG. NO. 27440  
REGISTERED PROFESSIONAL ENGINEER  
IN  
CIVIL ENGINEERING

*Charles W. Adams, Jr.*  
6/1/03

SHEET NUMBER 12	
PROJECT: ST. MARY	DATE: 2-13-01
DESIGNED BY: C. ADAMS	CHECKED BY: C. ADAMS
DRAWN BY: C. ADAMS	DATE: 2-13-01
SCALE: AS SHOWN	PROJECT NO: 213-31-0012
TRAFFIC CONTROL GENERAL NOTES SHEET	
TRAFFIC ENGINEERING	



SPEED LIMIT	Sign Spacing		Shoulder Closure Taper	
	'A'	'B'	Minimum Taper Length	Maximum Device Spacing
35 mph	500'	250'	100'	25'
45 mph	1000'	350'	200'	45'
≥55 mph	1500'	500'	250'	50'

If horizontal curve radius is less than 300', devices spacing shall be 25'.

**LEGEND**

- Traffic Sign
- Channelizing Devices
- Work Area
- Type III Barricades

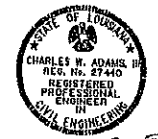
J-13

**NOTES**

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

- THIS LAYOUT REPRESENTS TRAFFIC CONTROLS REQUIRED FOR WORKERS AND EQUIPMENT OPERATING WITHIN THE CLEAR ZONE FOR MORE THAN 1 HOUR. LESS THAN 1 HOUR, SEE FIG. TA-4 OF THE MUTCD. PORTABLE SIGNS MAY BE USED FOR WORK LASTING LESS THAN 3 DAYS.
- NO SIGNS OR BARRICADES ARE REQUIRED FOR EQUIPMENT OPERATING OR WORK IN PROGRESS OUTSIDE THE CLEAR ZONE.
- SIGNS AND BARRICADES SHALL BE COVERED OR REMOVED DURING NONWORKING HOURS UNLESS A DROP-OFF OR PHYSICAL OBSTRUCTION REMAINS WITHIN THE CLEAR ZONE.
- CONES MAY BE USED AS CHANNELIZING DEVICES ALONG THE WORK AREA DURING DAYLIGHT HOURS ONLY.
- WHERE NO SHOULDER DROP-OFF EXISTS:
  - 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 YELLOW REVOLVING LIGHT OR YELLOW STROBE LIGHT VISIBLE TO ONCOMING TRAFFIC.
  - WORK EXTENDING MORE THAN 200 FEET OF ROADWAY LENGTH SHALL BE MARKED WITH APPROPRIATE DEVICES SPACED AS NOTED IN THE TABLE
- SHOULDER DROP-OFFS
  - WHEN A SHOULDER DROP-OFF GREATER THAN 2" BUT LESS THAN 6" EXISTS, A "SHOULDER DROP-OFF" SIGN WILL FOLLOW THE "SHOULDER WORK" SIGN, WHEN THE DROP-OFF EXCEEDS 6", THE "SHOULDER DROP-OFF" SIGN SHALL BE REPLACED BY A "NO SHOULDER" SIGN.
  - NO DROP-OFFS GREATER THAN A NOMINAL 10 INCHES SHALL BE PERMITTED DURING NONWORKING HOURS UNLESS A PORTABLE BARRIER IS USED.
- SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
- 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 TEMPORARY EDGE LINE SHALL BE PLACED AT THE PAVEMENT EDGE ADJACENT TO THE DROP-OFF DURING NONWORKING HOURS.
- ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
- MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE DEPARTMENT.

*Handwritten signature/initials*

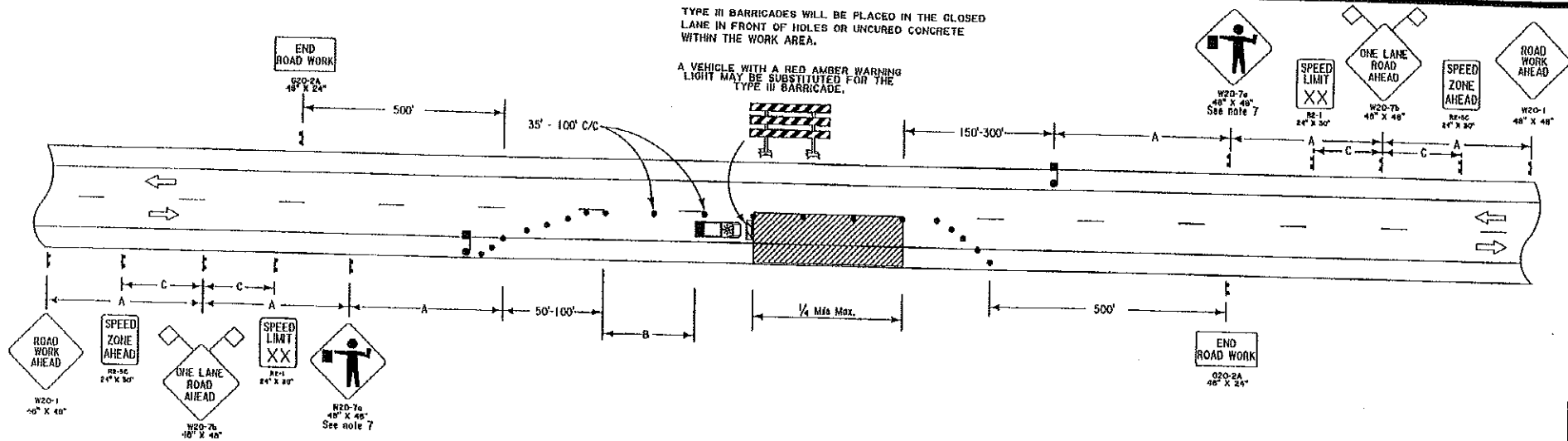


*Charles W. Adams III*  
6/1/03

PROJECT NUMBER: 133-31-0012  
 SHEET: 13  
 PROJECT: ST. MARY  
 DESIGNER: C. ADAMS  
 CHECKED: P. ALLAIN  
 DRAWN: S. SOUTHERS  
 DATE: 06/02/03  
 SCALE: AS SHOWN  
 PROJECT: 133-31-0012  
 SHEET: 13  
 STATE: LA  
 TITLE: TRAFFIC CONTROL LAYOUT FOR WORK LESS THAN 15' FROM THE TRAVELED LANE  
 TRAFFIC ENGINEERING

TYPE III BARRICADES WILL BE PLACED IN THE CLOSED LANE IN FRONT OF HOLES OR UNCURED CONCRETE WITHIN THE WORK AREA.

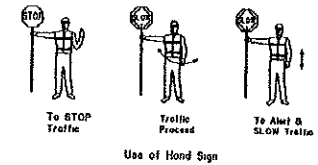
A VEHICLE WITH A RED AMBER WARNING LIGHT MAY BE SUBSTITUTED FOR THE TYPE III BARRICADE.



SPEED LIMIT (See note 5)	Approximate Sign Spacing		
	*A*	*B*	*C*
35 mph	500'	100'-200'	N/A
45 mph	1000'	100'-200'	500'
55 mph	1600'	200'-300'	800'

SIGN SPACING TO BE ADJUSTED FOR HORIZONTAL & VERTICAL CURVES.

**FLAGGERS**  
WHEN UTILIZED, A FLAGGER SHALL USE A MINIMUM 6' STOP/SLOW PADDLE AND WEAR ANSI CLASS 3 LIME GREEN COLORED VEST. IN ALL FLAGGING OPERATIONS, THE FLAGGER MUST BE VISIBLE FROM FLAGGER SIGN. FLAGGERS SHALL BE PROPERLY TRAINED.



J-14

**NOTES**

- THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".
1. CONDITIONS REPRESENTED ARE FOR WORK WHICH REQUIRES CLOSING TRAFFIC LANES DURING DAYLIGHT HOURS ONLY. PORTABLE SIGNS MAY BE USED FOR WORK LASTING LESS THAN 3 DAYS.
  2. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO CONTRACTOR PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.
  3. CHANNELIZING DEVICES MAY BE PLACED UP TO 2' BEYOND CENTER-LINE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. TRAVELED LANE IS NEVER TO BE REDUCED BELOW A 10' WIDTH. CHANNELIZING DEVICES SHALL BE RETURNED TO THE CENTERLINE WHEN THE WORK ACTIVITY HAS PASSED.
  4. SPACING OF CHANNELIZING DEVICES IN THE TAPER SHOULD BE NO MORE THAN 20'. A MINIMUM OF 5 CHANNELIZING DEVICES ARE TO BE USED IN THE TAPER.
  5. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
  6. TO PREVENT VEHICLES FROM ENTERING THE WORK AREA AGAINST THE FLOW OF TRAFFIC, AN ADDITIONAL FLAGGER SHALL BE STATIONED AT EACH INTERSECTION, MAJOR DRIVEWAY, RAILROAD CROSSING OR CROSSING WITHIN THE WORK AREA.
  7. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN THE FLAGGERS AT ALL TIMES.

**LEGEND**

- Traffic Sign
- Flagger
- Channelizing Devices
- Type III Barricades
- Work Area

PROJECT NUMBER: 14

PROJECT: ST. MARY

DATE: 07/23/03

DESIGNED BY: ADAMS

CHECKED BY: ADAMS

IN CHARGE: ADAMS

DATE: 07/23/03

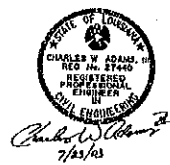
PROJECT: 233-31-0012

TRAFFIC CONTROL LAYOUT FOR LANE CLOSURE LESS THAN 1/4 MILE IN LENGTH

TC-02

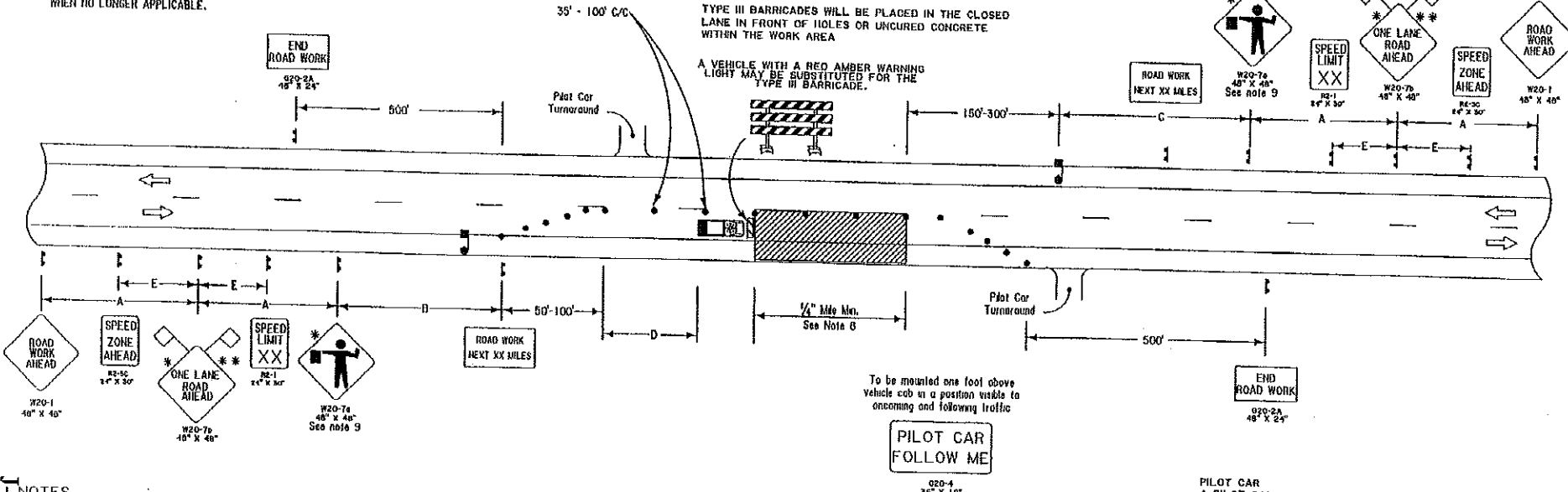
TRAFFIC ENGINEERING

*Chas. W. Adams*





\* REMOVE OR COVER WHEN NO LONGER APPLICABLE  
 \*\* REPLACE WITH "ROAD WORK 1/2 MILE" WHEN NO LONGER APPLICABLE.



**NOTES**

THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)"

1. WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO CONTRACTOR PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA
2. CHANNELIZING DEVICES MAY BE PLACED UP TO 2' BEYOND CENTERLINE ONLY AT SPECIFIC LOCATIONS WHERE ACTUAL WORK ACTIVITY IS TAKING PLACE. TRAVELED LANE IS NEVER TO BE REDUCED BELOW 10' CHANNELIZING DEVICES SHALL BE RETURNED TO THE CENTERLINE WHEN THE WORK ACTIVITY HAS PASSED
3. SPACING OF CHANNELIZING DEVICES IN THE TAPER SHOULD BE NO MORE THAN 20' A MINIMUM OF 5 CHANNELIZING DEVICES ARE TO BE USED IN THE TAPER.
4. SPEED LIMIT REFERS TO THE LEGALLY ESTABLISHED SPEED LIMIT BEFORE CONSTRUCTION.
5. TO PREVENT VEHICLES FROM ENTERING THE WORK AREA AGAINST THE FLOW OF TRAFFIC, AN ADDITIONAL FLAGGER SHALL BE STATIONED AT EACH INTERSECTION, MAJOR DRIVEWAY, RAILROAD CROSSING OR CROSSING WITHIN THE WORK AREA.
6. "B" AND "C" DISTANCES ARE TO REMAIN AS NEAR MINIMUM VALUES AS WORK PERMITS. HOWEVER, TO BE ABLE TO MOVE THE WORK AREA WITHOUT MOVING THE ADVANCE SIGNING "B" AND "C" DISTANCES MAY BE VARIED WITHIN THE LIMITS OF THE TABLE. MAXIMUM MOVEMENT CAN BE ACHIEVED BY SETTING ONE "B" OR "C" VALUE AT THE MINIMUM AND THE OTHER VALUE AT ITS MAXIMUM.
7. WITH THE APPROVAL OF THE ENGINEER, THE LENGTH OF THE WORK AREA MAY, FOR A SHORT DURATION, BE CHANGED TO AS MUCH AS ONE-HALF MILE MAXIMUM TO IMPROVE THE SIGHT DISTANCE TO THE FLAGGER. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN THE FLAGGERS AT ALL TIMES.

8. FOR PROJECTS IN RURAL AREAS THE DISTANCE BETWEEN FLAGGERS SHALL NOT EXCEED 2.5 MILES FOR A D.T. (AVERAGE DAILY TRAFFIC) OF LESS THAN 2,500 AND 2.0 MILES FOR A.D.T. FROM 2,500 TO 5,000. DISTANCE BETWEEN FLAGGERS SHALL NOT EXCEED 1.5 MILES FOR A.D.T. GREATER THAN 5,000 VEHICLES
9. THE CONTRACTOR MAY EXTEND THE LANE CLOSURE UP TO 1.0 MILE WITH THE FOLLOWING PROVISIONS:
  - (A) THE LANE CLOSURE EXTENSION IS PERMITTED ONLY DURING NON-PEAK HOURS
  - (B) ONCE THE TRAFFIC CONTROL DEVICES HAVE BEEN PLACED TO EXTEND THE LANE CLOSURE, THE TRAFFIC CONTROL DEVICES AT THE BEGINNING OF THE TRAFFIC CONTROL SHALL BE MOVED DOWNSTREAM TO LIMIT THE WORK AREA TO THE DISTANCE DEFINED IN NOTE 9.
10. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
11. MINIMUM CONSTRUCTION SIGNING: ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE DEPARTMENT.

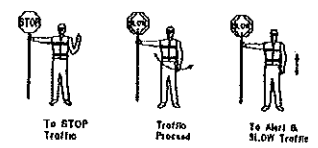
SPEED LIMIT (See note 5)	Approximate Sign Spacing			
	"A"	"B" or "C" Range (See Note 7)	"D"	"E"
35 mph	500'	500'-3000'	100'-200'	N/A
45 mph	1000'	1000'-3000'	100'-200'	500'
55 mph	1500'	1000'-3000'	200'-300'	800'

**LEGEND**

- Traffic Sign
- Flagger
- Channelizing Devices
- Type III Barricades
- Work Area

**PILOT CAR**  
 A PILOT CAR SHALL BE USED TO GUIDE A QUEUE OF VEHICLES THROUGH THE TEMPORARY TRAFFIC CONTROL ZONE OR DETOUR. IT SHALL BE USED IN, BUT NOT LIMITED TO, RESTRICTED VISIBILITY OPERATIONS SUCH AS LIME OR CEMENT STABILIZATION, CHIP BEALS, OR OPERATIONS IN HILLY TERRAINS. THE OPERATION OF THE PILOT VEHICLE MAY BE COORDINATED WITH FLAGGING OPERATIONS OR OTHER CONTROLS AT EACH END OF THE ONE-LANE SECTION.

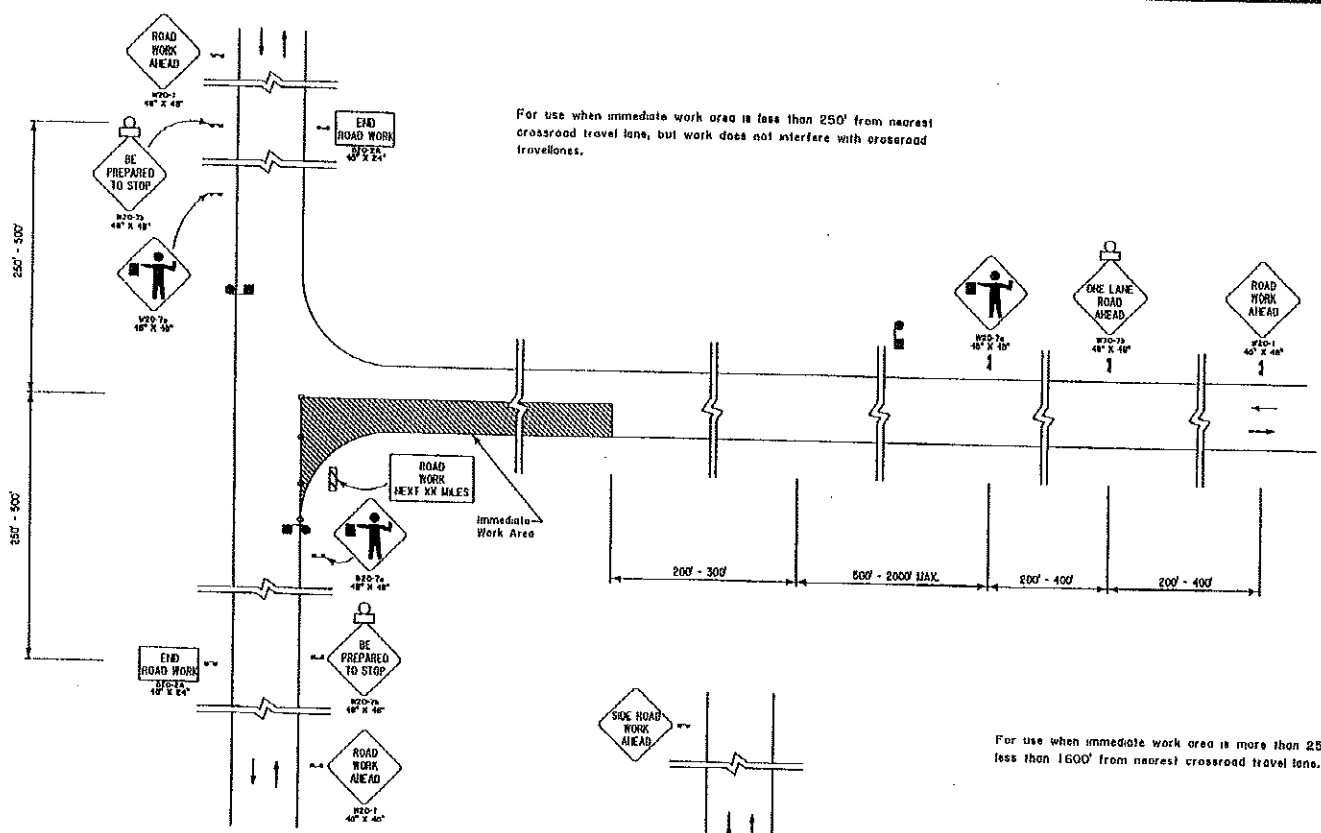
**FLAGGERS**  
 WHEN UTILIZED, A FLAGGER SHALL USE A MINIMUM 6' STOP/SLOW PADDLE AND WEAR ANSI CLASS 3 LIME GREEN COLORED VEST. IN ALL FLAGGING OPERATIONS, THE FLAGGER MUST BE VISIBLE FROM FLAGGER SIGN. FLAGGERS SHALL BE PROPERLY TRAINED.



Use of Hand Sign  
*Chief*

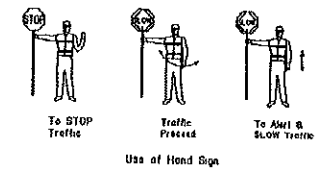


PROJECT NUMBER: 15  
 PROJECT: 153-31-0012  
 SHEET: 15  
 CONTRACT: ST. MARY  
 DESIGNER: ADAMS  
 CHECKED: ALLAIN  
 DRAWN: EDWARDS  
 DATE: 07/25/03  
 SCALE: AS SHOWN  
 T.C.-03  
 TRAFFIC CONTROL FOR LANE CLOSURE GREATER THAN 1/4 MILE IN LENGTH (SUITABLE FOR MOVING OPERATIONS)  
 TRAFFIC ENGINEERING



For use when immediate work area is less than 250' from nearest crossroad travel lane, but work does not interfere with crossroad travel lanes.

**FLAGGERS**  
 WHEN UTILIZED, A FLAGGER SHALL USE A MINIMUM 6' STOP/SLOW PADDLE AND WEAR ANSI CLASS 3 LIME GREEN COLORED VEST IN ALL FLAGGING OPERATIONS, THE FLAGGER MUST BE VISIBLE FROM FLAGGER SIGN. FLAGGERS SHALL BE PROPERLY TRAINED.

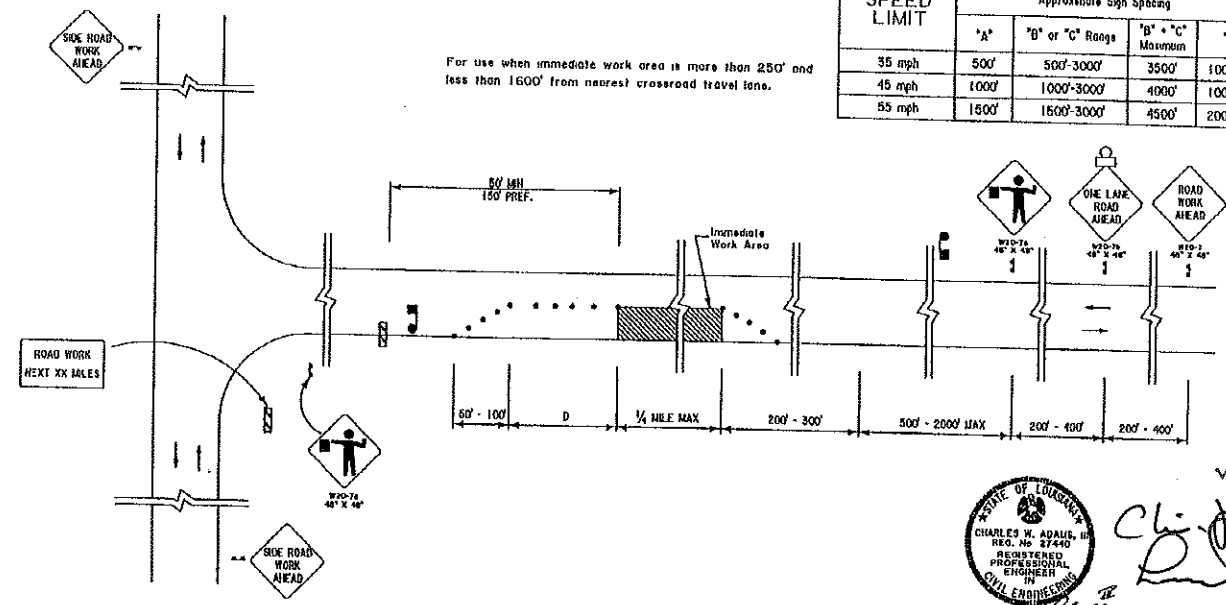


Use of Hand Sign

**LEGEND**

- ⊠ Traffic Sign
- Channelizing Devices
- ▨ Type III Barricades
- ▨ Work Area
- ♩ Flagger

SPEED LIMIT	Approximate Sign Spacing			
	"A"	"B" or "C" Range	"B" + "C" Maximum	"D"
35 mph	500'	500'-3000'	3500'	100'-200'
45 mph	1000'	1000'-3000'	4000'	100'-200'
55 mph	1500'	1500'-3000'	4500'	200'-300'



For use when immediate work area is more than 250' and less than 1600' from nearest crossroad travel lane.

**NOTES**  
 THIS SHEET SHALL BE USED WITH THE "TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEET (TC-00)".

1. IF REDUCED SPEED LIMIT IS REQUIRED, APPLICABLE SPEED LIMIT TO BE DETERMINED IN THE FIELD, TO BE AS HIGH AS PRACTICABLE AND NEVER LOWER THAN 20 MPH.
2. VISUAL OR RADIO CONTACT SHALL BE REQUIRED BETWEEN THE FLAGGERS AT ALL TIMES.
3. ANY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED.
4. MINIMUM CONSTRUCTION SIGNING; ANY ADDITIONAL SIGNS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND REQUIRED BY THE PROJECT ENGINEER SHALL BE AT NO ADDITIONAL COST TO THE DEPARTMENT.
5. ANY SIGN NOT APPLICABLE FOR NIGHT TIME USE SHALL BE EITHER REMOVED OR COVERED AT THE END OF EACH DAY.

STATE OF LOUISIANA  
 CHARLES W. ADAMS, III  
 REG. NO. 27440  
 REGISTERED PROFESSIONAL ENGINEER  
 IN  
 CIVIL ENGINEERING

*Handwritten signature and initials*

PROJECT NO. 2298-31-0012  
 SHEET NO. 18  
 CONTRACTOR: ST. MARY  
 PROJECT: I-70/55 INTERCHANGE  
 DATE: 08/02/03  
 DRAWN BY: C. ADAMS  
 CHECKED BY: C. ADAMS  
 SCALE: AS SHOWN  
 PROJECT LOCATION: I-70/55 INTERCHANGE  
 PROJECT DESCRIPTION: TRAFFIC CONTROL LAYOUT FOR LANE CLOSURES DURING OVERPASS HIGHWAY BUILDING OPERATIONS AND MOVING OPERATIONS  
 SHEET NO. 18 OF 15  
 DATE: 08/02/03

PROJECT NO.

PARISH

SHEET NO.

239-31-0012

ST. MARY

17 19

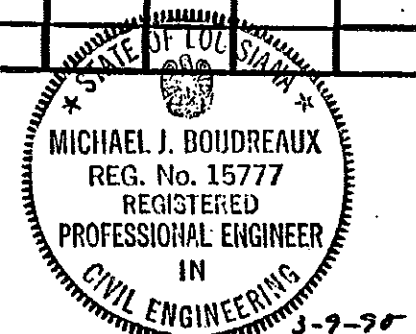
## DESIGN INFORMATION

\* Pavement Depth not accurate. (Refer to P.C. #6)

PROJECT NUMBER OR CONTROL SECTION 239-31TOTAL LENGTH 4.74 MILESROUTE NO. LA. 318

CONTROL SECTION	PAVEMENT			OVERLAY			BASE			SUB-BASE WIDTH			SHOULDER SURFACE			SHOULDER			
	LOG MILE	TYPE	* DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH
0.1	A.C.	6 1/2"	24'4"					S.C.	4 1/4"		S-2	10 3/4"-3'							
0.3	A.C.	6"	23'3"					S.C.	5"		S-3	3'-5'							
0.5	A.C.	5 1/2"	23'9"					S.C.	7 1/2"		S-2	11'-3'							
0.7	A.C.	8"	23'7"					S.C.	6"		S-3	3'-5'							
0.9	A.C.	10 1/2"	23'2"					*			S-2	14'-3'							
											S-5	3'-5'							
											S-2	10 1/2"-3'							
											S-3	3'-5'							

J117 (Revised 11/21/2003)

DESCRIBE STARTING AND ENDING LOCATIONS IN THIS SPACE: PROJECT BEGINS AT JCT LA 83, THENCE NORTHEASTERLY ALONG LA. 318 TO JCT. LA. 182 A DISTANCE OF 4.74 MILES.A.C. - ASPHALTIC CONCRETES.C. - SOIL CEMENT\* - DENOTES NO SOIL CEMENT WAS FOUND.S-2 STY. CLAY LOAM A-6(16) LL-29 PI-9 SILT-59% ORGANIC-2% M.C.-20.1%S-3 GRAV. STY. CL. & ORG. A-6(16) LL-38 PI-18 SILT-51% ORGANIC-3% M.C.-20.6%S-4 SILTY CLAY A-6(13) LL-34 PI-14 SILT-62% ORGANIC-2% M.C.-20.7%S-5 SILTY CLAY A-6(16) LL-38 PI-17 SILT-50% ORGANIC-2% M.C.-30.3%

*Michael J. Boudreaux*  
DISTRICT LABORATORY ENGINEER

②	11/17/2003	SHEET ADDED	H.M.R.
	DATE	REVISION	APPROVED

*Chis J. L...*

SHEET NO. 1 OF 5

DISTRICT 03 LAB INFORMATION

### DESIGN INFORMATION

\* Pavement Depth not accurate. (Refer to P.C.#6)

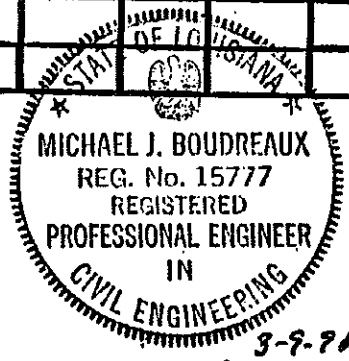
PROJECT NUMBER OR CONTROL SECTION 239-31 TOTAL LENGTH 4.74 MILES ROUTE NO. LA. 318

CONTROL SECTION	PAVEMENT			OVERLAY			BASE			SUB-BASE WIDTH			SHOULDER SURFACE			SHOULDER				
	LOG MILE	TYPE	*DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	
1.1	A.C.	4"	23'9"					SC.	7 3/4"											
1.3	A.C.	3"	23'2"					SC.	8 1/4"											
1.5	A.C.	4"	24'2"					SC.	8 1/2"											
1.7	A.C.	3 1/2"	23'8"					SC.	8"											
1.9	A.C.	3"	24'0"					SC.	6 1/2"											

J-8 (Revised 11/1/2003)

DESCRIBE STARTING AND ENDING LOCATIONS IN THIS SPACE: PROJECT BEGINS AT JCT. LA. 83, THENCE  
NORTHEASTERLY ALONG LA. 318 TO JCT. LA. 182 A DISTANCE OF 4.74 MILES.

- AC. - ASPHALTIC CONCRETE
- SC. - SOIL CEMENT
- S-7 - SILTY CLAY LOAM A-6(08) LL-31 PI-12 SILT-54% ORGANIC-2% M.C.-16.7%
- S-8 GRAV. SILTY CLAY A-6(09) LL-30 PI-11 SILT-58% ORGANIC-2% M.C.-25.9%
- S-9 GRAV. LT. STY. CL. & ORG. A-7-6(14) LL-48 PI-22 SILT-26% ORGANIC-4% M.C.-26.3%
- S-10 GRAV. HVY. CLAY & ORG. A-7-6(32) LL-68 PI-39 SILT-17% ORGANIC-5% M.C.-47.4%
- S-11 HVY. CLAY & ORG. A-7-6(43) LL-66 PI-37 SILT-28% ORGANIC-3% M.C.-40.6%



*Michael J. Boudreaux*  
 DISTRICT LABORATORY ENGINEER

②	11/17/2003	SHEET ADDED	H.M.R.
	DATE	REVISION	APPROVED

*Ch. J. L. L. ✓*

PROJECT NO.	PARISH	SHEET NO.
239-31-0012	ST. MARY	19 21

### DESIGN INFORMATION

\* Pavement depth not accurate. (Refer to P.C. #6)

PROJECT NUMBER OR CONTROL SECTION 239-31 TOTAL LENGTH 4.74 MILES ROUTE NO. LA. 318

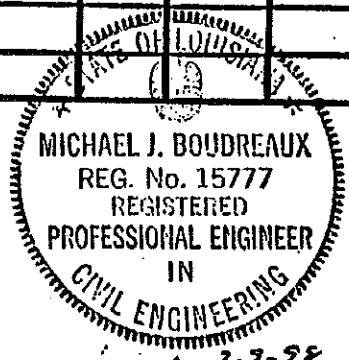
CONTROL SECTION	PAVEMENT			OVERLAY			BASE			SUB-BASE WIDTH			SHOULDER SURFACE			SHOULDER			
	LOG MILE	TYPE	*DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH
2.1	A.C.	7"	24'3"					S.C.	3 1/2"		S-13	10 1/2"-3'							
2.5	A.C.	4"	24'1"					S.C.	7 3/4"		S-14	3'-5'							
2.7	A.C.	4"	24'2"					S.C.	8"		S-15	11'-3'							
2.9	A.C.	5 1/2"	24'3"					S.C.	7"		S-16	3'-5'							
											S-15	10 1/2"-3'							
											S-17	3'-5'							

J-19 (Revised 11/21/2003)

DESCRIBE STARTING AND ENDING LOCATIONS IN THIS SPACE: PROJECT BEGINS AT JCT. LA. R3, THENCE  
NORTHEASTERLY ALONG LA. 318 TO JCT. LA. 182 A DISTANCE OF 4.74 MILES.

A.C. - ASPHALTIC CONCRETE  
S.C. - SOIL CEMENT

- S-13 GRAV. LT. STY. CL. & ORG. A-7(19) LL-46 PI-23 SILT-38% ORGANIC-4% M.C.-25.5%
- S-14 GRAV. MED STY. CL. & ORG. A-7(15) LL-48 PI-23 SILT-27% ORGANIC-4% M.C.-33.4%
- S-15 SILTY CLAY & ORG. A-6(13) LL-34 PI-15 SILT-55% ORGANIC-3% M.C.-24.9%
- S-16 SILTY CLAY A-6(19) LL-40 PI-19 SILT-56% ORGANIC-2% M.C.-24.3%
- S-17 GRAV. STY. CL. & ORG. A-6(09) LL-34 PI-13 SILT-45% ORGANIC-3% M.C.-26.2%



Michael J. Boudreaux  
 DISTRICT LABORATORY ENGINEER

② 11/17/2003	SHEET ADDED	H.M.R.
DATE	REVISION	APPROVED

SHEET NO. 3 OF 5  
 DISTRICT 03 LAB INFORMATION

PROJECT NO.	PARISH	SHEET NO.
239-31-0012	ST. MARY	20 22

### DESIGN INFORMATION

\* Pavement Depth not accurate. (Refer to P.C. #6)

PROJECT NUMBER OR CONTROL SECTION 239-31 TOTAL LENGTH 4.74 MILES ROUTE NO. LA. 318

CONTROL SECTION	PAVEMENT			OVERLAY			BASE			SUB-BASE WIDTH			SHOULDER SURFACE			SHOULDER				
	LOG MILE	TYPE	* DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	
3.1	A.C.	7 1/2"	23'8"					S.C.	7"		S-19	14 1/2"-3'								
3.3	A.C.	7"	24'0"					S.C.	7"		S-19	14"-3'								
3.5	A.C.	9 3/4"	23'1"					*			S-21	9 3/4"-3'								
3.7	A.C.	6 1/2"	23'6"					S.C.	7"		S-21	13 1/2"-3'								
3.9	A.C.	5 1/4"	24'2"					S.C.	11 1/2"		S-21	16 1/2"-3'								
											S-20	3'-5'								

J-200 (Revised 11/21/2003)

DESCRIBE STARTING AND ENDING LOCATIONS IN THIS SPACE: PROJECT BEGINS AT JCT. LA. 83, THENCE  
NORTHEASTERLY ALONG LA. 318 TO JCT. LA. 182 A DISTANCE OF 4.74 MILES.

A.C. - ASPHALTIC CONCRETE

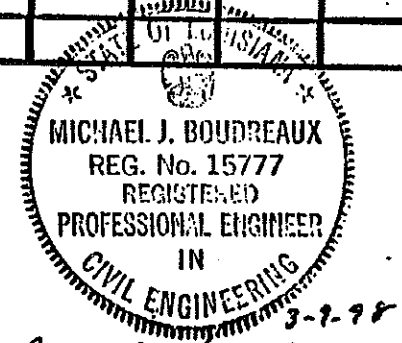
S.C. - SOIL CEMENT

\* - DENOTES NO SOIL CEMENT WAS FOUND

S-19 GRAV. LT. STY. CL & ORG. A-6(07) LL-35 PI-14 SILT-39% ORGANIC-3% M.C.-18.7%

S-20 SILTY CLAY & ORG. A-6(12) LL-34 PI-13 SILT-58% ORGANIC-3% M.C.-25.8%

S-21 LT. STY. CL & ORG. A-7-6(15) LL-41 PI-18 SILT-44% ORGANIC-3% M.C.-26.7%



*Michael J. Boudreaux*  
 DISTRICT LABORATORY ENGINEER

②	11/17/2003	SHEET ADDED	H.M.R.
	DATE	REVISION	APPROVED

*Ch. J. Paul*

SHEET NO.	<u>4</u>	OF	<u>5</u>
DISTRICT 03 LAB INFORMATION			

PROJECT NO.	PARISH	SHEET NO.
239-31-0012	ST. MARY	21 23

### DESIGN INFORMATION

\* Pavement depths not accurate. (Refer to PC #6)

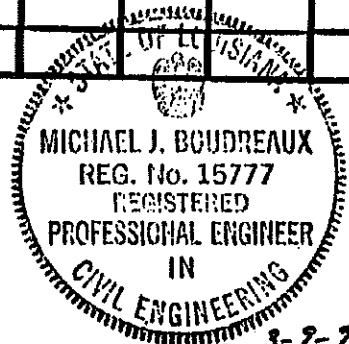
PROJECT NUMBER OR CONTROL SECTION 239-31 TOTAL LENGTH 4.74 MILES ROUTE NO. LA-318

CONTROL SECTION	PAVEMENT			OVERLAY			BASE			SUB-BASE WIDTH			SHOULDER SURFACE			SHOULDER				
	LOG MILE	TYPE	*DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	WIDTH	
4.1	A.C.	6 <sup>3/4"</sup>	24'4"					S.C.	7 <sup>1/2"</sup>		S-23	14 <sup>1/4"</sup> -3'								
4.3	A.C.	8"	23'10"					S.C.	6"		S-24	3'-5'								
4.5	A.C.	7 <sup>1/2"</sup>	23'10"					S.C.	7 <sup>1/4"</sup>		S-23	14'-3'								
4.7	A.C.	6 <sup>1/2"</sup>	24'2"					S.C.	6 <sup>3/4"</sup>		S-24	3'-5'								
											S-25	14 <sup>3/4"</sup> -3'								
											S-26	3'-5'								
											S-23	13 <sup>1/4"</sup> -3'								
											S-24	3'-5'								

J-21 (Revised 11/21/2008)

DESCRIBE STARTING AND ENDING LOCATIONS IN THIS SPACE: PROJECT BEGINS AT JCT. LA. 83, THENCE  
NORTHEASTERLY ALONG LA. 318 TO JCT. LA. 182 A DISTANCE OF 4.74 MILES.

- A.C. - ASPHALTIC CONCRETE
- S.C. - SOIL CEMENT
- S-23 - GRAV. SY. CL. U. A-4(07) LL-33 PI-10 SILT-55% ORGANIC-2% M.C.-23.0%
- S-24 - SY. CL. & ORG. A-7-6(25) LL-47 PI-24 SILT-50% ORGANIC-3% M.C.-26.9%
- S-25 - GRAV. CT. SY. CL. & ORGANIC A-6(05) LL-36 PI-14 SILT-30% ORGANIC-3% M.C.-18.8%
- S-26 - MED SY. CL. & ORG. A-7-6(29) LL-53 PI-27 SILT-39% ORGANIC-4% M.C.-33.8%



*Michael J. Boudreaux*  
 DISTRICT LABORATORY ENGINEER

② 11/17/2003	SHEET ADDED	H.M.R.
DATE	REVISION	APPROVED

SUBMIT

Cl: J. [Signature]

SHEET NO. 5 OF 5  
 DISTRICT 03 LAB INFORMATION