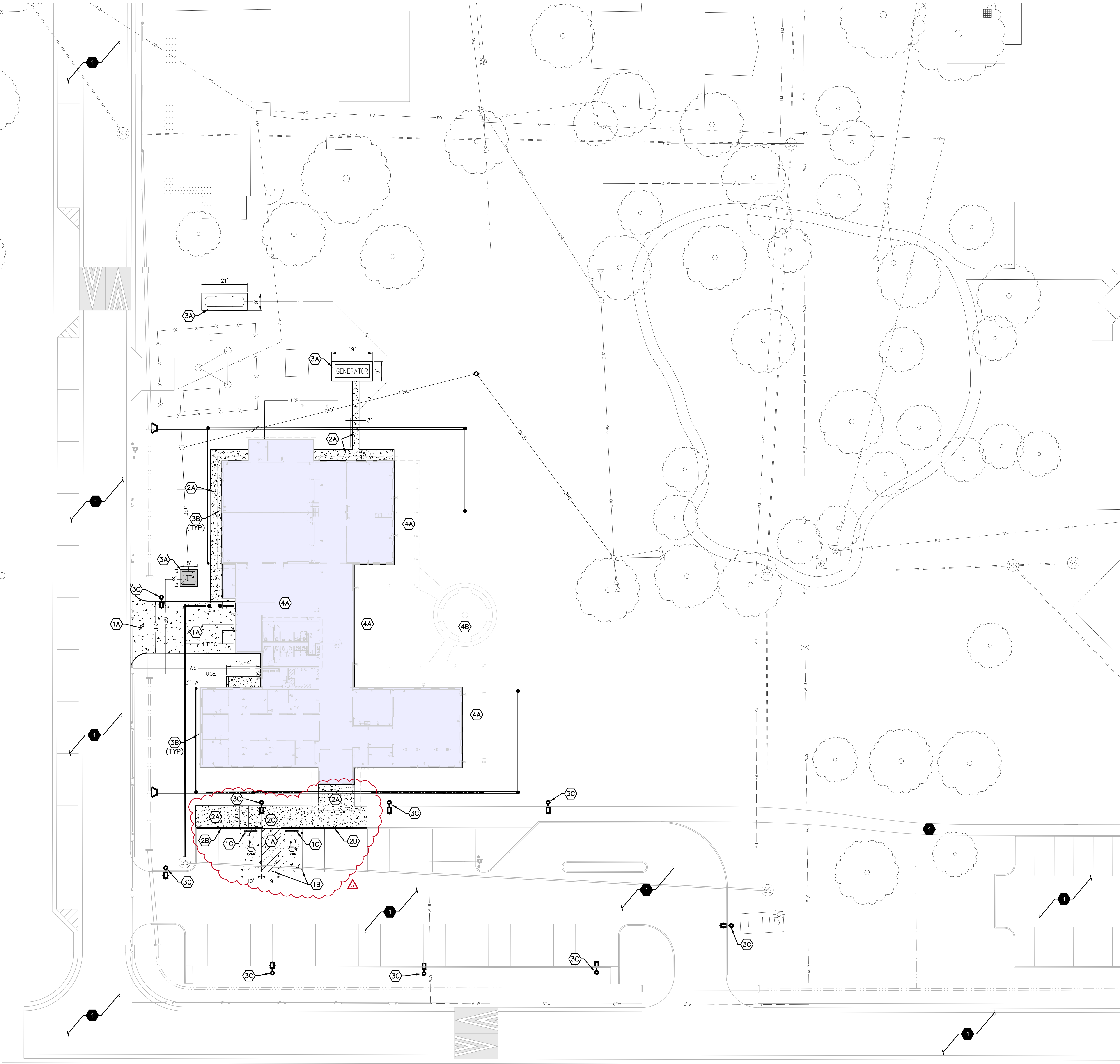


THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.



## GENERAL NOTES- SITE PLANS

- USE CAUTION WHEN COMPLETING DEMOLITION IN AREA OF EXISTING PAVEMENT AND CURBING SO AS NOT TO DISTURB OR DAMAGE EXISTING UNDERGROUND UTILITIES.
- ANY UNEXPECTED FILLS OR UNDERGROUND FACILITIES THAT ARE ENCOUNTERED SHALL BE REMOVED AND THE EXCAVATION THOROUGHLY CLEANED PRIOR TO BACKFILL PLACEMENT AND/OR CONSTRUCTION.
- PRIOR TO DISCONNECTING AND/OR REMOVING ANY EXISTING UTILITY APPURTENANCE, CONTRACTOR SHALL COORDINATE WITH OWNER & UTILITY COMPANY REGARDING APPROPRIATE DISCONNECTION PRACTICES.
- CONTRACTOR SHALL VERIFY GRATE ELEVATIONS OF ALL EXISTING CATCH BASINS, STORM PIPES, ETC. WITHIN PROJECT LIMITS. CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO OWNER'S ENGINEER IMMEDIATELY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY ITEMS DAMAGED DURING CONSTRUCTION, INCLUDING PLANT MATERIAL NOT DESIGNATED FOR REMOVAL.
- ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL UTILITY STANDARDS, LOCAL CODES, AND STATE CODES. GENERAL CONTRACTOR TO BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH NEW UTILITY SERVICE, INCLUDING WATER, FIRE, IRRIGATION, ELECTRIC, CABLE, TELEPHONE, ETC.
- IF ANY DISCREPANCIES ARE FOUND BETWEEN CIVIL SHEETS, CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY FOR DIRECTION.
- USE CAUTION WHEN COMPLETING DEMOLITION IN AREA OF EXISTING PAVEMENT AND CURBING SO AS NOT TO DISTURB OR DAMAGE EXISTING UNDERGROUND UTILITIES.

## UTILITY NOTE

THE LOCATION OF UNDERGROUND UTILITIES SHOWN ARE BASED ON OBSERVED EVIDENCE AND AVAILABLE SURVEY. LACKING EXCAVATION, THE EXACT LOCATION OR UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. OTHER UTILITIES MAY EXIST AND NOT BE SHOWN HEREON. CONTRACTOR SHALL NOTIFY OWNER IMMEDIATELY UPON DISCOVERY OF ANY UTILITY NOT SHOWN.

## KEYNOTES:

- ROADWAY CONSTRUCTION:
  - INSTALL CONCRETE PAVEMENT SECTION WHERE INDICATED BY HATCH PATTERN. SEE DETAIL 1, SHEET C6.01.
  - RE-PAINT PARKING STRIPING TO ACCOMMODATE NEW PARKING LAYOUT. SEE DETAIL 4, SHEET C6.02.
  - INSTALL CONCRETE WHEEL STOP PER DETAIL 5, SHEET C6.02.
- SIDEWALK CONSTRUCTION:
  - CONSTRUCT CONCRETE SIDEWALK @ 2.0% MAX. CROSS SLOPE WHERE INDICATED BY HATCH PATTERN AND TO DIMENSIONS SHOWN. SEE DETAIL 2, SHEET C6.01.
  - CONSTRUCT CONCRETE CURB AND SIDEWALK PER DETAILS 1 & 2, SHEET C6.02.
  - CONSTRUCT HANDICAP RAMP IN LOCATION SHOWN. SEE DETAIL 3, SHEET C6.02.
- UTILITIES:
  - INSTALL CONCRETE UTILITY EQUIPMENT PAD PER DIMENSIONS SHOWN.
  - INSTALL DOWNSPOUT BOOT AND CONNECT TO ADJACENT STORM HEADER PIPE PER DETAIL 5, SHEET C6.01.
  - INSTALL LIGHT POLE AND BASE IN APPROXIMATE LOCATION SHOWN. SEE ELECTRICAL PLANS FOR DETAILS. CONDUIT AND WIRING SHALL BE INSTALLED VIA DIRECTIONAL DRILLING BENEATH EXISTING PAVEMENT WHEN FEASIBLE.
- MISCELLANEOUS STRUCTURES:
  - PROPOSED BUILDING AND COVERED PATIO. SEE ARCHITECTURAL PLANS.
  - PROPOSED LANDSCAPE ELEMENT. SEE LANDSCAPING PLANS.

## KEYNOTES: (NOT INCLUDED IN THIS CONTRACT)

- ROADWAY/PARKING/SIDEWALK INFRASTRUCTURE NOT INCLUDED IN AS PART OF THIS CONTRACT. NOTED ITEMS WILL BE IN PLACE PRIOR TO CONSTRUCTION.

## PAVEMENT LEGEND

- |  |  |
|--|--|
|  | CONCRETE PAVEMENT SECTION<br>7" CLASS A 4000 PSI CONCRETE PAVEMENT<br>4" DGA (No. 610 LIMESTONE)<br>COMPACTED SUBGRADE               |
|  | STANDARD DUTY CONCRETE SIDEWALK SECTION<br>4" CLASS A 3500 PSI CONCRETE PAVEMENT<br>4" DGA (No. 610 LIMESTONE)<br>COMPACTED SUBGRADE |
|  | CONCRETE UTILITY EQUIPMENT PAD SECTION<br>8" CLASS A 4000 PSI CONCRETE<br>4" DGA (No. 610 LIMESTONE)<br>COMPACTED SUBGRADE           |

## PAVEMENT NOTES

- ALL MATERIALS AND INSTALLATION SHOULD MEET THE CURRENT LADOT STANDARD SPECIFICATIONS FOR ROADS & BRIDGES (LSRB).
- GRADED AGGREGATE BASE SHOULD BE COMPACTED TO A MINIMUM OF 98% OF THE MATERIAL'S MODIFIED PROCTOR (ASTM D-1557, METHOD C) MAXIMUM DRY DENSITY.
- WHERE BASE COURSE THICKNESS EXCEEDS 6 INCHES, THE MATERIAL SHOULD BE PLACED AND COMPACTED IN TWO OR MORE LIFTS OF EQUAL THICKNESS.
- PROPER JOINT SPACING WILL BE REQUIRED FOR PCC PAVEMENT TO PREVENT EXCESSIVE SLAB CURLING AND SHRINKAGE CRACKING. JOINTS SHOULD BE SEALED TO PREVENT ENTRY OF FOREIGN MATERIAL AND DOWELED WHERE NECESSARY FOR LOAD TRANSFER.
- CONCRETE FOR RIGID PAVEMENTS SHOULD HAVE A MIN. 28-DAY COMPRESSIVE STRENGTH OF 4,000 PSI, AND BE PLACED WITH A MAXIMUM SLUMP OF 4 INCHES.



COUSHATTA TRIBE OF LOUISIANA

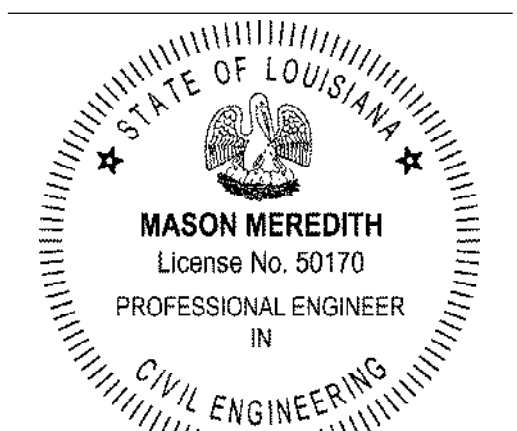
CTLA - EDUCATION BUILDING

1940 CC BEL ROAD  
ELTON, LA 70532

Issue: 2025.02.05

Revised: 2025.02.21

LAYOUT PLAN



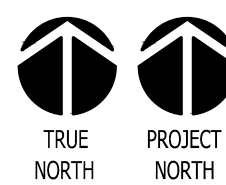
ENGINEER

LIC#: 50170

Proj #: 24.0002607.000

C2.01

NOT RELEASED FOR CONSTRUCTION



TRUE NORTH  
PROJECT NORTH