

- GENERAL NOTES:**
1. SITE PLAN, PROPOSED BUILDING, AND PARKING LAYOUT SHOWN WERE PROVIDED BY ARCHITECTS.
 2. REFERENCE ARCHITECTURAL PLANS FOR BUILDING, SITE SIGNAGE, SITE LIGHTING, IRRIGATION AND APPURTENANCES.
 3. SEE THIS SHEET FOR SITE DIMENSIONING. DIMENSIONS ARE EDGE OF PAVEMENT (EP) UNLESS OTHERWISE NOTED.
 4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF BUILDING, SIGNAGE, CANOPIES, ETC.
 5. CONTRACTOR SHALL NOTIFY LA ONE CALL TO LOCATE AND MARK EXISTING UTILITIES PRIOR TO WORK BEGINNING. LOCATIONS OF UTILITIES SHOWN ON PLANS ARE ONLY APPROXIMATE AND SHALL BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.
 6. CONTRACTOR SHALL USE AND MAINTAIN PROPER EROSION CONTROL MEASURES THROUGHOUT THE PROJECT AND FOLLOW STANDARD PRACTICES.
 7. CONTRACTOR SHALL MAINTAIN PROPER CONSTRUCTION SIGNING IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)—LATEST EDITION AT ALL TIMES.
 8. CONTRACTOR SHALL COORDINATE ALL WORK WITHIN PUBLIC R/W'S OR EASEMENTS WITH CITY OF CARENCRO AND DOTD.
 9. CONTRACTOR SHALL NOTIFY AND OBTAIN APPROVAL FROM CITY OF CARENCRO & DOTD AT LEAST 48HRS. PRIOR TO ANY LANE CLOSURE DURING LANE CLOSURES PROPER FLAG MEN AND SIGNAGE SHALL BE UTILIZED AS REQUIRED BY MUTCD—LATEST EDITION.
 10. CONTRACTOR SHALL REFER TO DRAINAGE AND UTILITY PLANS FOR UNDERGROUND PIPING LOCATION AND DEPTHS.
 11. GENERAL SITE WORK, ALL MATERIALS, INSTALLATION PROCEDURES AND TESTING PROCEDURES SHALL MEET OR EXCEED THE LOCAL MUNICIPALITIES STANDARD SPECIFICATIONS LATEST EDITION. THIS WORK SHALL INCLUDE BUT NOT BE LIMITED TO EARTHWORK, DRAINAGE PIPES AND STRUCTURES, BASE COURSE, PAVEMENT, SIDEWALKS, STRIPING, ETC.
 12. SELECT FILL MATERIAL CONFORMING TO THE GEOTECHNICAL REPORT WILL BE REQUIRED TO ACHIEVE THE REQUIRED SITE GRADES. SITE TO BE STRIPPED OF ORGANICS AS PER GEOTECHNICAL REPORT.
 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, DEPTH, AND SIZE OF ALL EXISTING UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO EXCAVATION AND SHALL BE LIABLE FOR ANY DAMAGE CAUSED BY FAILURE TO COMPLY WITH THESE INSTRUCTIONS.
 14. PROPOSED FINISHED GRADE ELEVATIONS REFERENCE TOP OF PAVEMENT UNLESS OTHERWISE NOTED.
 15. ALL UNPAVED AREAS SHALL BE GRADED FOR POSITIVE DRAINAGE.
 16. HYDROSEEDING AND/OR SODDING SHALL COMPLY WITH LANDSCAPING PLAN.
 17. CONTRACTOR SHALL MAINTAIN PROPER SITE DRAINAGE DURING CONSTRUCTION AS NOT TO NEGATIVELY EFFECT PROJECT OR ADJACENT PROPERTIES.
 18. CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH SITE PRIOR TO BID AND ACQUAINT HIMSELF THOROUGHLY WITH ALL EXISTING FACILITIES AND CONDITIONS. FAILURE TO DO SO SHALL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING THE PROJECT TO MEET THE CONDITIONS.
 19. ALL SIDEWALKS MUST BE A.D.A. COMPLIANT.
 20. ALL SIGNS, PAVEMENT MARKING, SHOWN AND REQUIRED SHALL BE PER MUTCD LATEST EDITION AND WHERE APPLICABLE SHALL BE ADA COMPLIANT.
 21. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND OFFSITE DISPOSAL OF ALL CONCRETE, ASPHALT, VEGETATION, TREES, EXCAVATED MATERIAL AND OTHER DEBRIS FROM CONSTRUCTION ACTIVITIES UNDER THIS CONTRACT. DISPOSAL OF SAME SHALL BE IN CONFORMANCE WITH CITY REGULATIONS.
 22. ALL DROP INLET TOPS SHALL BE FIELD VERIFIED AND ADJUSTED IF NEEDED TO ENSURE POSITIVE DRAINAGE.
 23. STORM DRAINAGE PIPE (SDP) SHALL BE REINFORCED CONCRETE PIPE (RCP), OR REINFORCED CONCRETE ARCH PIPE (RCPA).
 24. CONTRACTOR SHALL COORDINATE EXACT LOCATION AND DEPTHS OF UTILITIES AND ROOF DRAIN CONNECTIONS WITH BUILDING CONTRACTOR.
 25. PRIOR TO FINAL INSPECTION, ALL DRAINAGE PIPE AND STRUCTURES SHALL BE CLEANED OF ANY DEBRIS AND SILT.
 26. CIVIL PLANS ARE FOR DESIGN OF WATER, SEWER, COMMUNICATION CONDUIT TO BE BEYOND 5' OF PROPOSED BUILDING. FOR CONNECTIONS AND SERVICES INSIDE OF BUILDING REFER TO MECHANICAL AND ELECTRICAL PLANS.
 27. SEE ARCHITECTURAL SITE PLAN FOR ADDITIONAL INFORMATION INCLUDING TRAFFIC ROUTING THRU SITE.
 28. ALL DISTANCES AND RADIUS CALLOUTS (RXX.X') FOR CIVIL SITE PLAN ARE TO EDGE OF PAVEMENT AND/OR GUTTERLINE.
 29. SELECT FILL SHALL HAVE A MAXIMUM LIQUID LIMIT OF 35 AND A MAXIMUM PLASTIC INDEX (PI) OF 15 AND BE IN COORDINATION WITH LASSRB (2016 EDITION) SECTION 203.06.
 30. CARENCRO CITY HALL EXTENSION FINISHED FLOOR ELEVATION TO BE 45.50'.

TOTAL PARKING SPACES (INCLUDING HANDICAPPED)	
29	BASE BID SITES
+2	ALTERNATE BID SITES
+25	200 BLOCK OF EAST ST. PETER STREET PARKING
56	*TOTAL PARKING SITES

* REQUIRED PARKING PER THE 11,381 SQ.FT. IS 46 PARKING STALLS

LEGEND

EXISTING 1" GAS LINE	— GAS — GAS —
EXISTING WATER LINE	— EX W — EX W —
EXISTING FENCE	— O — O —
EXISTING OVERHEAD ELECTRIC	— OHW — OHW —
EXISTING TELEPHONE LINE	— T — T —
EXISTING SEWER LINE	— S — S —
EXISTING RIGHT OF WAY	— — — — —
EXISTING LIGHT POLES	— ☀ —
DESIGN BOLLARDS **	— O —

THIS IS AN ALTERNATE CALLOUT. IT IS NOT PART OF THE BASE BID. SEE SPECIFICATION SECTION 01030—ALTERNATES FOR A COMPLETE DESCRIPTION OF ALL ALTERNATES.

** SEE ARCHITECTURE DRAWINGS FOR DESIGN DETAILS

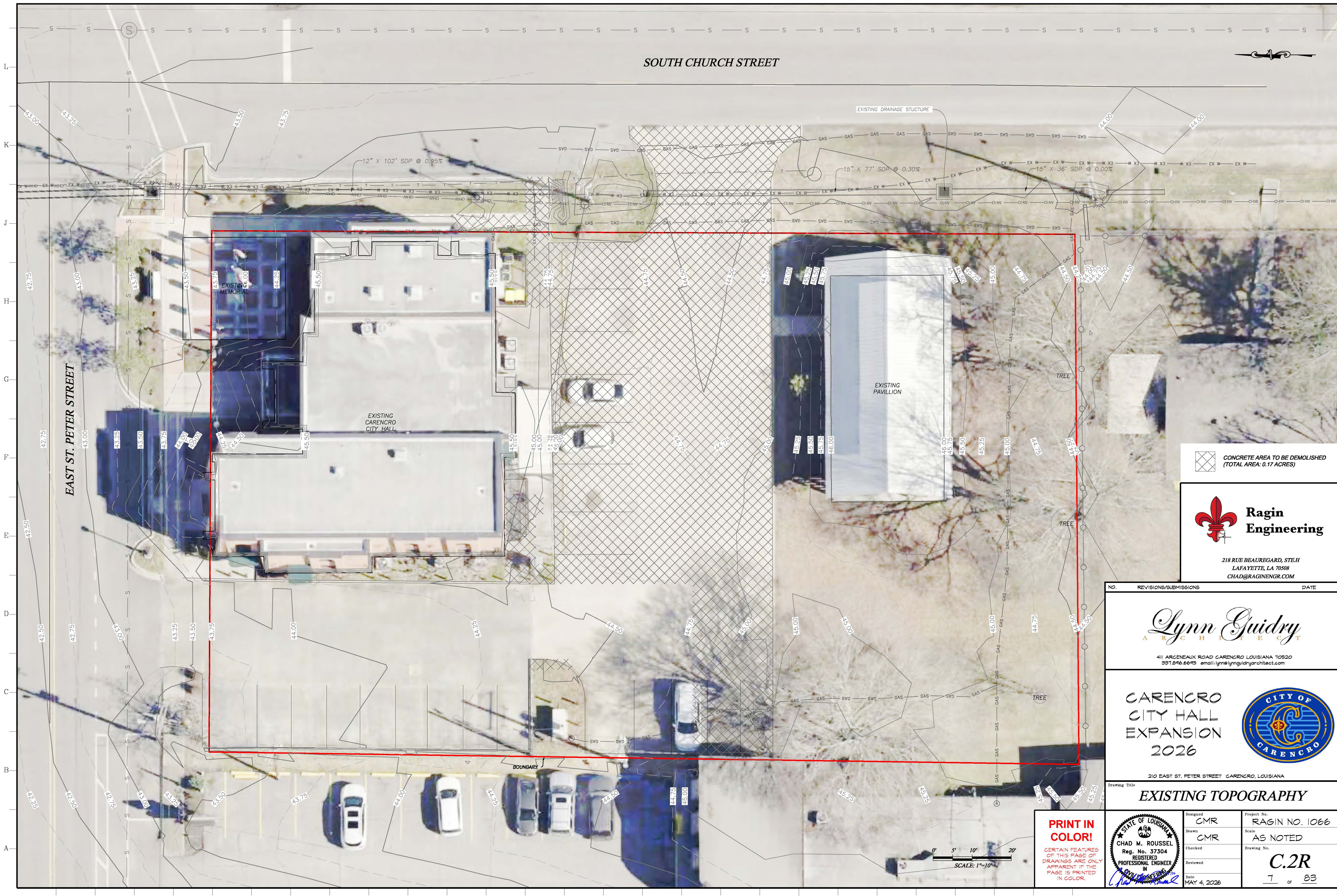
NOTE:
TBM #1 TAKEN FROM SURVEY INFORMATION OF PROPERTY OWNED BY THE CITY OF CARENCRO, BY BRADFORD H. MILLETT, SIGNED 12/2/2025



Ragin Engineering

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<p>CARENCRO CITY HALL EXPANSION 2026</p> <p>210 EAST ST. PETER STREET CARENCRO, LOUISIANA</p>		
<p>Drawing Title CIVIL SITE PLAN</p>		
	Designed CMR	Project No. RAGIN NO. 1066
	Drawn CMR	Scale AS NOTED
	Checked	Drawing No. C.1R2
	Reviewed	6 of 83
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CONCRETE AREA TO BE DEMOLISHED
(TOTAL AREA: 0.17 ACRES)

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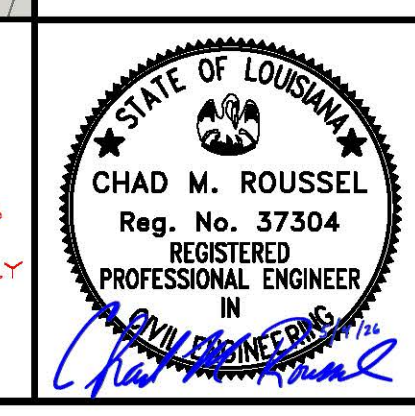
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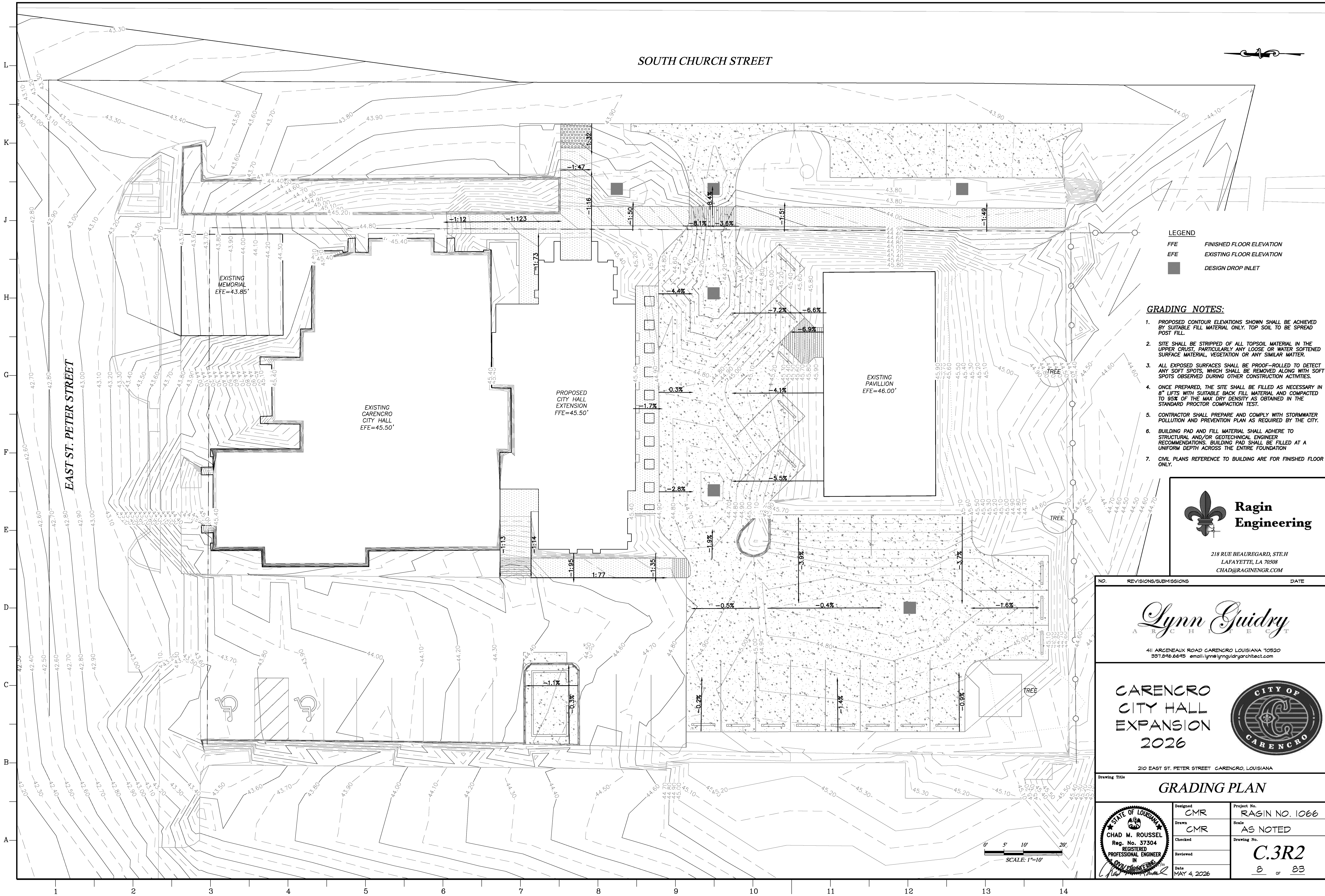
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210 EAST ST. PETER STREET CARENCRO, LOUISIANA



Drawing Title
EXISTING TOPOGRAPHY

PRINT IN COLOR! CERTAIN FEATURES OF THIS PAGE OF DRAWINGS ARE ONLY APPARENT IF THE PAGE IS PRINTED IN COLOR.	Designed CMR	Project No. RAGIN NO. 1066
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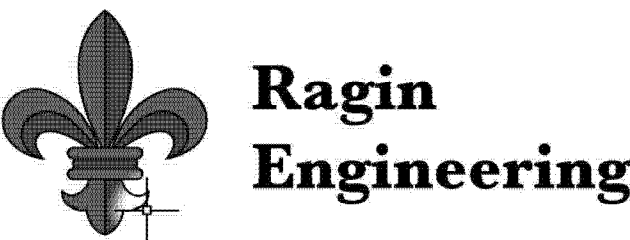




- LEGEND**
- FFE FINISHED FLOOR ELEVATION
EFE EXISTING FLOOR ELEVATION
■ DESIGN DROP INLET

GRADING NOTES:

1. PROPOSED CONTOUR ELEVATIONS SHOWN SHALL BE ACHIEVED BY SUITABLE FILL MATERIAL ONLY. TOP SOIL TO BE SPREAD POST FILL.
2. SITE SHALL BE STRIPPED OF ALL TOPSOIL MATERIAL IN THE UPPER CRUST, PARTICULARLY ANY LOOSE OR WATER SOFTENED SURFACE MATERIAL, VEGETATION OR ANY SIMILAR MATTER.
3. ALL EXPOSED SURFACES SHALL BE PROOF-ROLLED TO DETECT ANY SOFT SPOTS, WHICH SHALL BE REMOVED ALONG WITH SOFT SPOTS OBSERVED DURING OTHER CONSTRUCTION ACTIVITIES.
4. ONCE PREPARED, THE SITE SHALL BE FILLED AS NECESSARY IN 8" LIFTS WITH SUITABLE BACK FILL MATERIAL AND COMPACTED TO 95% OF THE MAX DRY DENSITY AS OBTAINED IN THE STANDARD PROCTOR COMPACTION TEST.
5. CONTRACTOR SHALL PREPARE AND COMPLY WITH STORMWATER POLLUTION AND PREVENTION PLAN AS REQUIRED BY THE CITY.
6. BUILDING PAD AND FILL MATERIAL SHALL ADHERE TO STRUCTURAL AND/OR GEOTECHNICAL ENGINEER RECOMMENDATIONS. BUILDING PAD SHALL BE FILLED AT A UNIFORM DEPTH ACROSS THE ENTIRE FOUNDATION
7. CIVIL PLANS REFERENCE TO BUILDING ARE FOR FINISHED FLOOR ONLY.



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ARCHITECT

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**CARENCRO
CITY HALL
EXPANSION
2026**

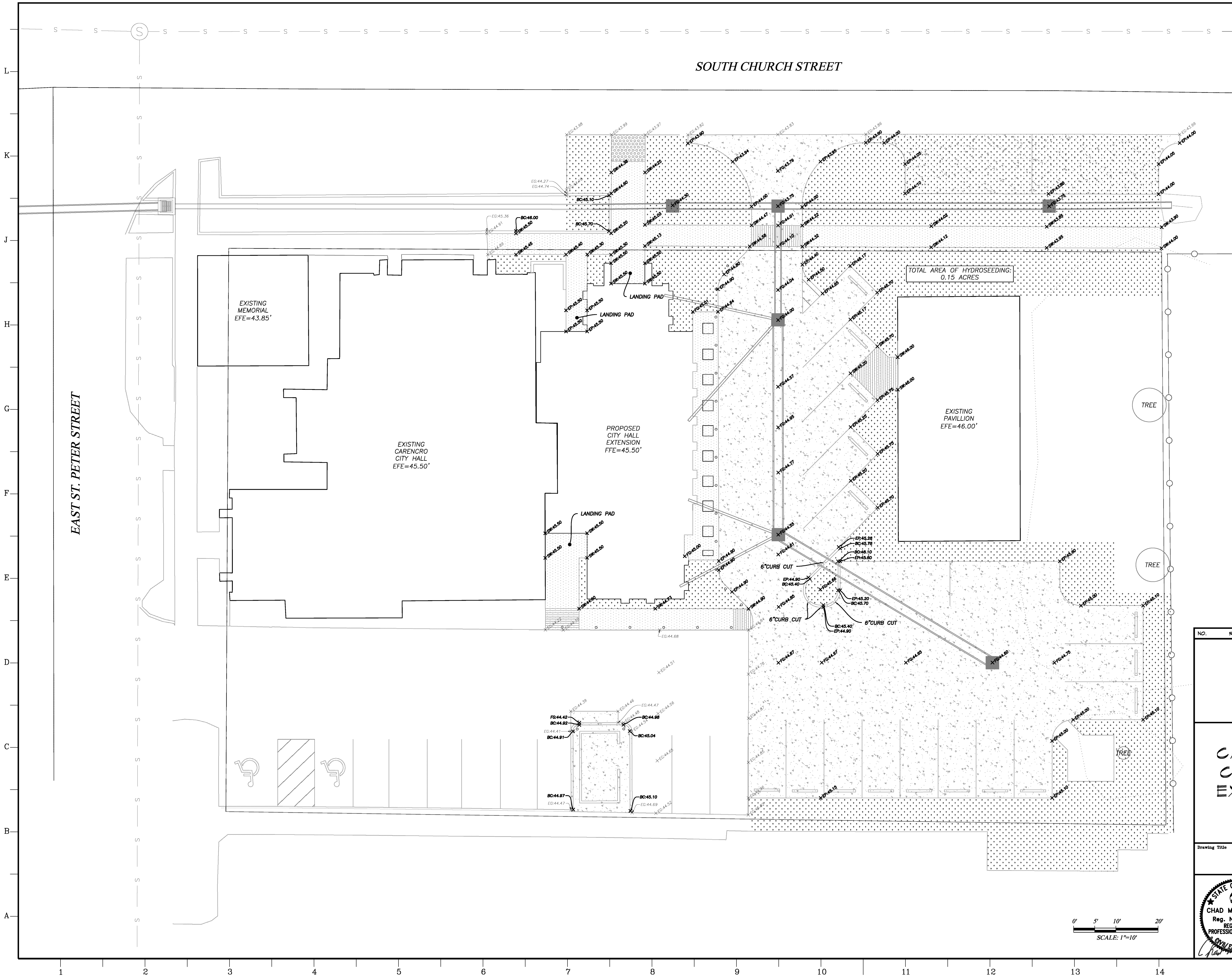


210 EAST ST. PETER STREET CARENCRO, LOUISIANA

Drawing Title
GRADING PLAN

	Designed CMR	Project No. RAGIN NO. 1066
	Drawn CMR	Scale AS NOTED
	Checked	Drawing No. C.3R2
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0' 5' 10' 20'
SCALE: 1"=10'



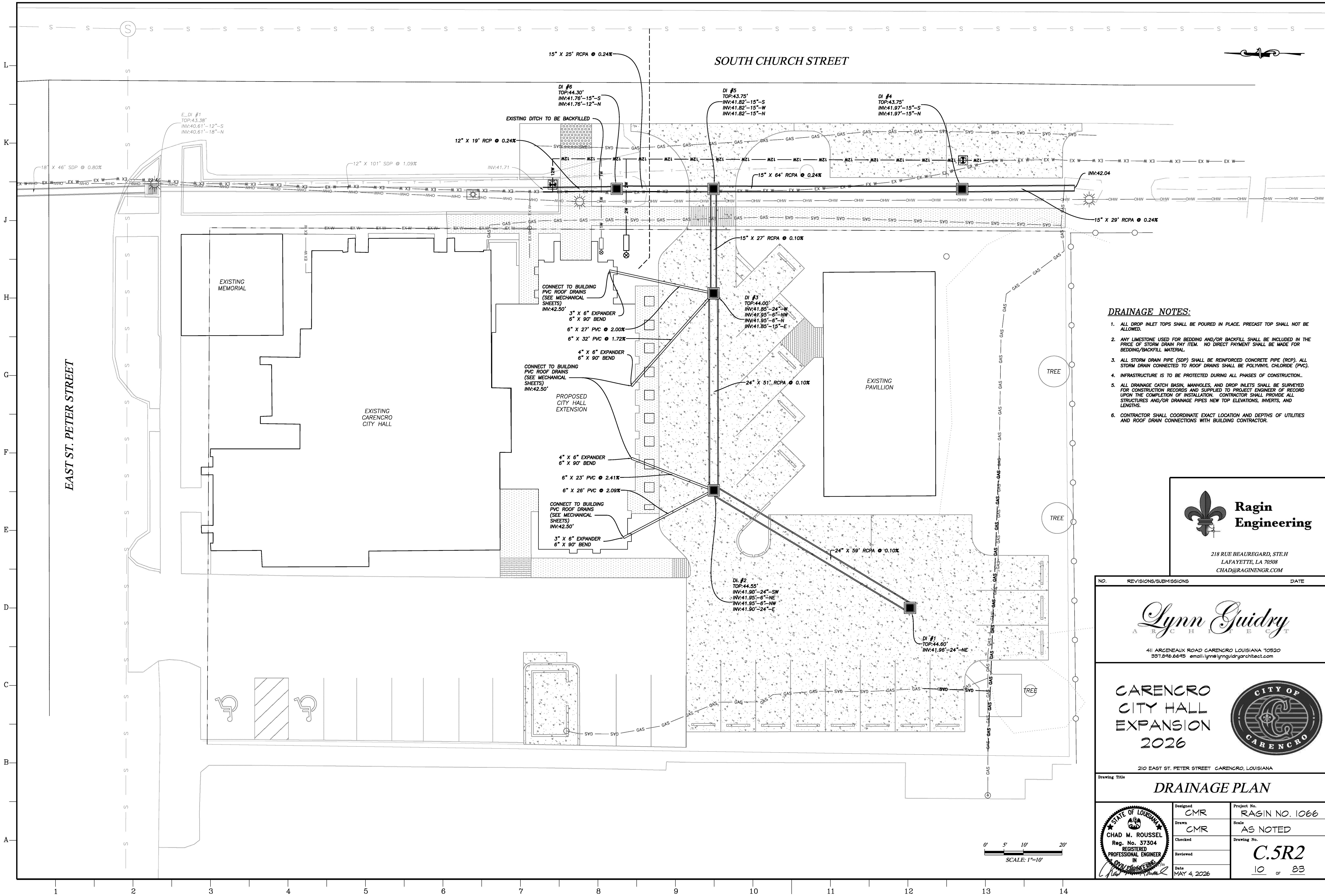
- LEGEND**
- EP EDGE OF PAVEMENT ELEVATION
 - SW TOP OF SIDEWALK ELEVATION
 - FG FINISHED GRADE ELEVATION
 - EG EXISTING GRADE ELEVATION
 - FFE FINISHED FLOOR ELEVATION
 - EFE EXISTING FLOOR ELEVATION
 - DESIGN DROP INLET
 - AREA TO BE HYDROSEEDING

- GRADING NOTES:**
- PROPOSED CONTOUR ELEVATIONS SHOWN SHALL BE ACHIEVED BY SUITABLE FILL MATERIAL ONLY. TOP SOIL TO BE SPREAD POST FILL.
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 - CIVIL PLANS REFERENCE TO BUILDING ARE FOR FINISHED FLOOR ONLY.

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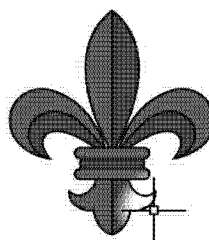
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210 EAST ST. PETER STREET CARENCRO, LOUISIANA		
GRADING PLAN		
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DRAINAGE NOTES:

1. ALL DROP INLET TOPS SHALL BE POURED IN PLACE. PRECAST TOP SHALL NOT BE ALLOWED.
2. ANY LIMESTONE USED FOR BEDDING AND/OR BACKFILL SHALL BE INCLUDED IN THE PRICE OF STORM DRAIN PAY ITEM. NO DIRECT PAYMENT SHALL BE MADE FOR BEDDING/BACKFILL MATERIAL.
3. ALL STORM DRAIN PIPE (SDP) SHALL BE REINFORCED CONCRETE PIPE (RCP). ALL STORM DRAIN CONNECTED TO ROOF DRAINS SHALL BE POLYVINYL CHLORIDE (PVC).
4. INFRASTRUCTURE IS TO BE PROTECTED DURING ALL PHASES OF CONSTRUCTION.
5. ALL DRAINAGE CATCH BASIN, MANHOLES, AND DROP INLETS SHALL BE SURVEYED FOR CONSTRUCTION RECORDS AND SUPPLIED TO PROJECT ENGINEER OF RECORD UPON THE COMPLETION OF INSTALLATION. CONTRACTOR SHALL PROVIDE ALL STRUCTURES AND/OR DRAINAGE PIPES NEW TOP ELEVATIONS, INVERTS, AND LENGTHS.
6. CONTRACTOR SHALL COORDINATE EXACT LOCATION AND DEPTHS OF UTILITIES AND ROOF DRAIN CONNECTIONS WITH BUILDING CONTRACTOR.



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<div>CARENCRO CITY HALL EXPANSION 2026</div> <div>210 EAST ST. PETER STREET CARENCRO, LOUISIANA</div>		
<div>CITY OF CARENCRO</div>		
Drawing Title DRAINAGE PLAN		
<div>STATE OF LOUISIANA CHAD M. ROUSSEL Reg. No. 37304 REGISTERED PROFESSIONAL ENGINEER IN LOUISIANA</div>	Designed CMR	Project No. RAGIN NO. 1066
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WATER NOTES

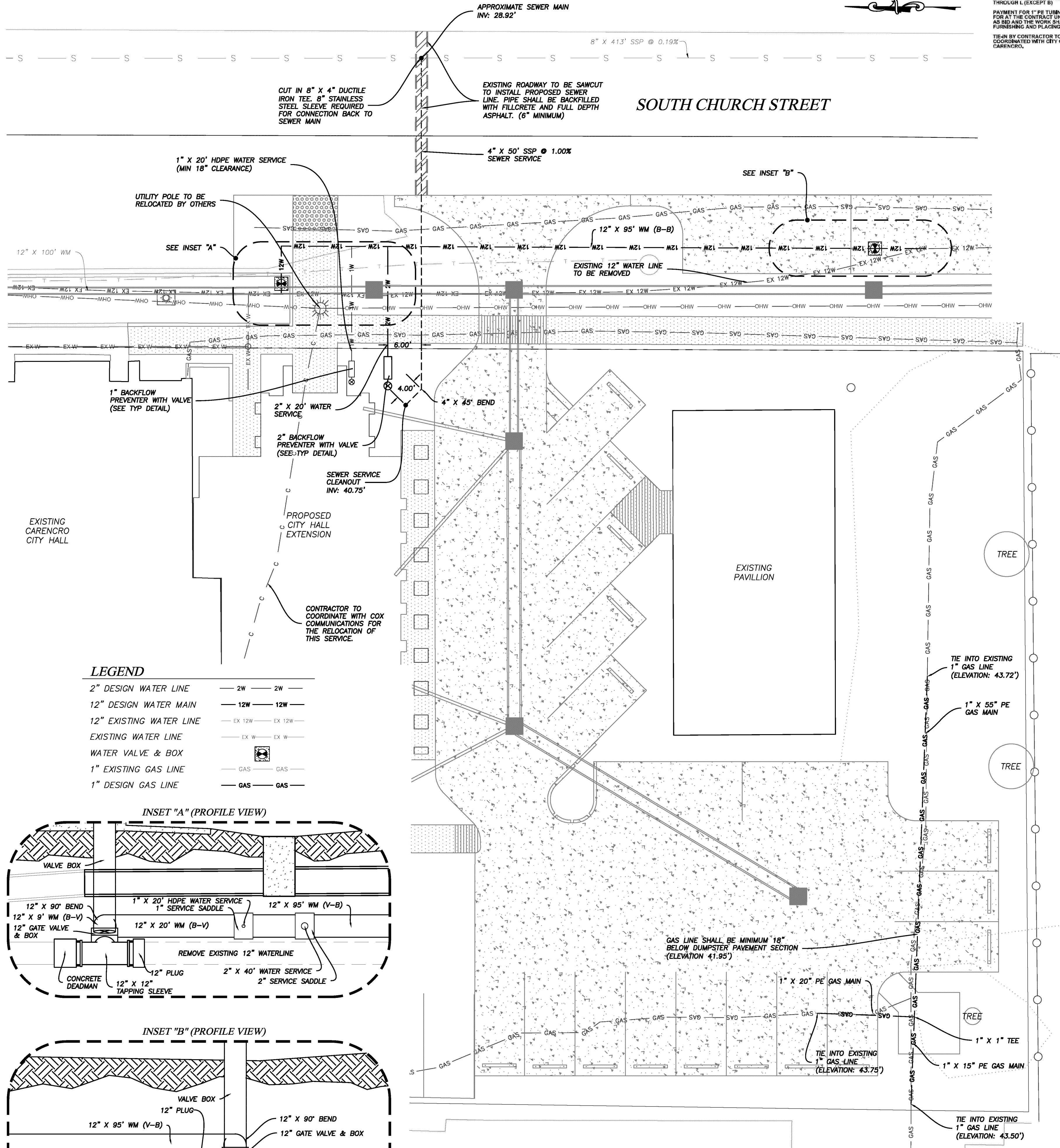
- ALL UTILITY TIE IN SHALL BE COORDINATED WITH CITY.
- CONTRACTOR SHALL CONTACT LA-ONE CALL PRIOR TO ANY EXCAVATION TO VERIFY ALL UTILITIES.
- 6" HORIZONTAL SEPARATION AND 18" VERTICAL SEPARATION MUST BE MAINTAINED BETWEEN WATER AND SEWER MAIN LINES.
- ALL WATER LINES UNDER ROADWAYS SHALL BE FUSIBLE PVC OR PE PIPE. WHEN PE IS USED, THE WATER MAIN SHALL BE UPSIZED (12" TO 14").
- ALL UTILITY TIE IN LOCATIONS SHALL BE COORDINATED WITH BUSTER BROUSSARD, CITY OF CARENCRO, 337-896-8481.
- ALL WATER LINES CROSSING THE ROADWAY SHALL BE INSTALLED BY BORING. IF ROADWAY CROSSING ARE INSTALLED BY OPEN CUT, THEN ALL TRENCHES SHALL BE BACKFILLED WITH FILLCRETE OR 810 LIMESTONE.
- ALL NEW PIPES AND FITTINGS SHALL CONFORM TO THE REDUCED LEAD REQUIREMENTS OF ACT 362 OF 2011 (LRS 40:1299.27.1 "LOW LEAD IN WATER DISTRIBUTION SYSTEMS" AND LOUISIANA HOUSE BILL 471 OF THE HOUSE SESSION).
- MEGALUGS SHALL BE INSTALLED AT ALL FITTINGS.
- NO FITTING, JOINTS OR GATE VALVES SHALL BE INSTALLED UNDER ROADWAY OR CURBING.
- ALL PRODUCTS SHALL BE 100% DOMESTIC AND MADE IN THE U.S.A.
- DETECTION WIRE:
 - A HMW-PE BAWG SOLID COPPER DETECTION/DIRECT BURY WIRE SHALL BE PLACED ABOVE THE CENTER OF ALL PIPE FOR ITS ENTIRE LENGTH.
 - ATTACH WIRE TO ALL FIXTURES AND APPURTENANCES TO ENSURE CONTINUOUS FLOW OF ELECTRICAL CURRENT
 - SPLICES IN DETECTION WIRE SHALL BE INSTALLED IN A DIRECT BURY LUG PLUS (AQUA) SPLICE KIT AS MANUFACTURED BY DRYCON WATERPROOF CONNECTORS OR APPROVED EQUAL
 - DETECTION WIRE SHALL BE INSTALLED THROUGH BOTTOM OF METER BOXES.
- BLUE RAISED PAVEMENT MARKERS SHALL BE PLACED IN DRIVEWAY IN FRONT OF ALL FIRE HYDRANTS.
- CONTRACTOR SHALL COORDINATE EXACT LOCATION OF FITTINGS FOR TIE-IN LOCATIONS WITH THE CITY OF CARENCRO.

SEWER NOTES

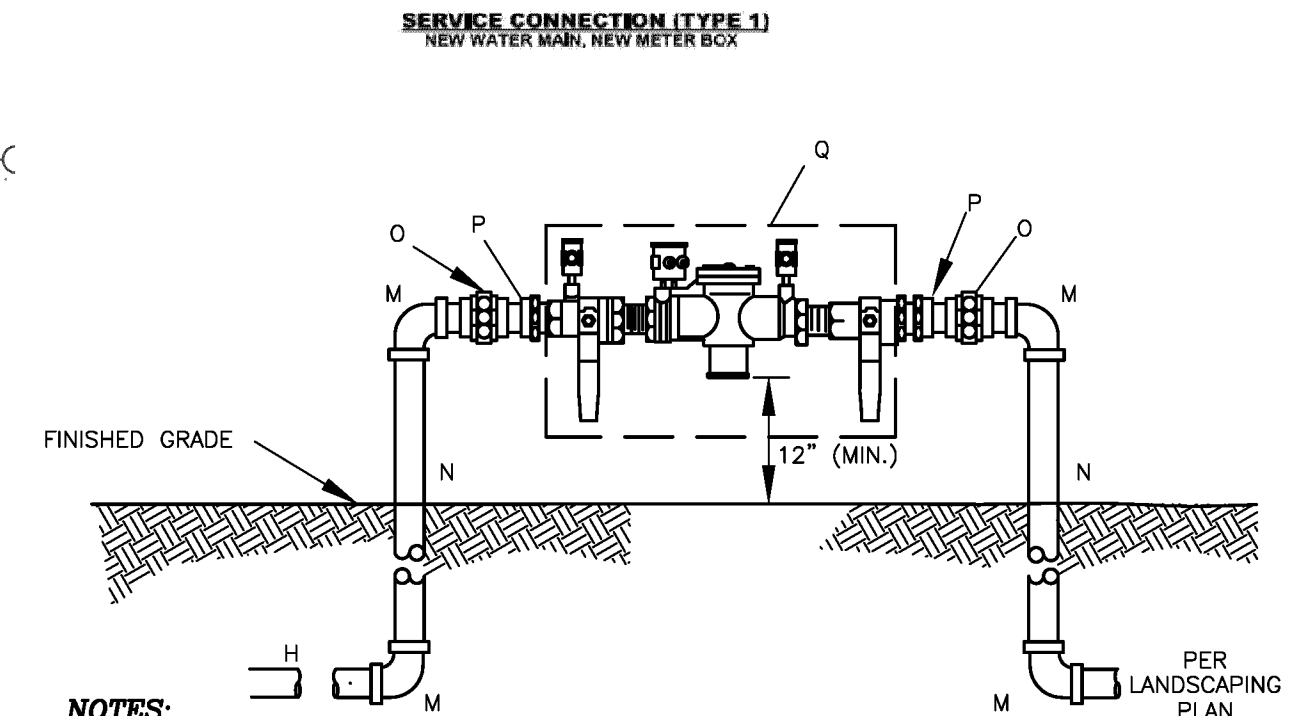
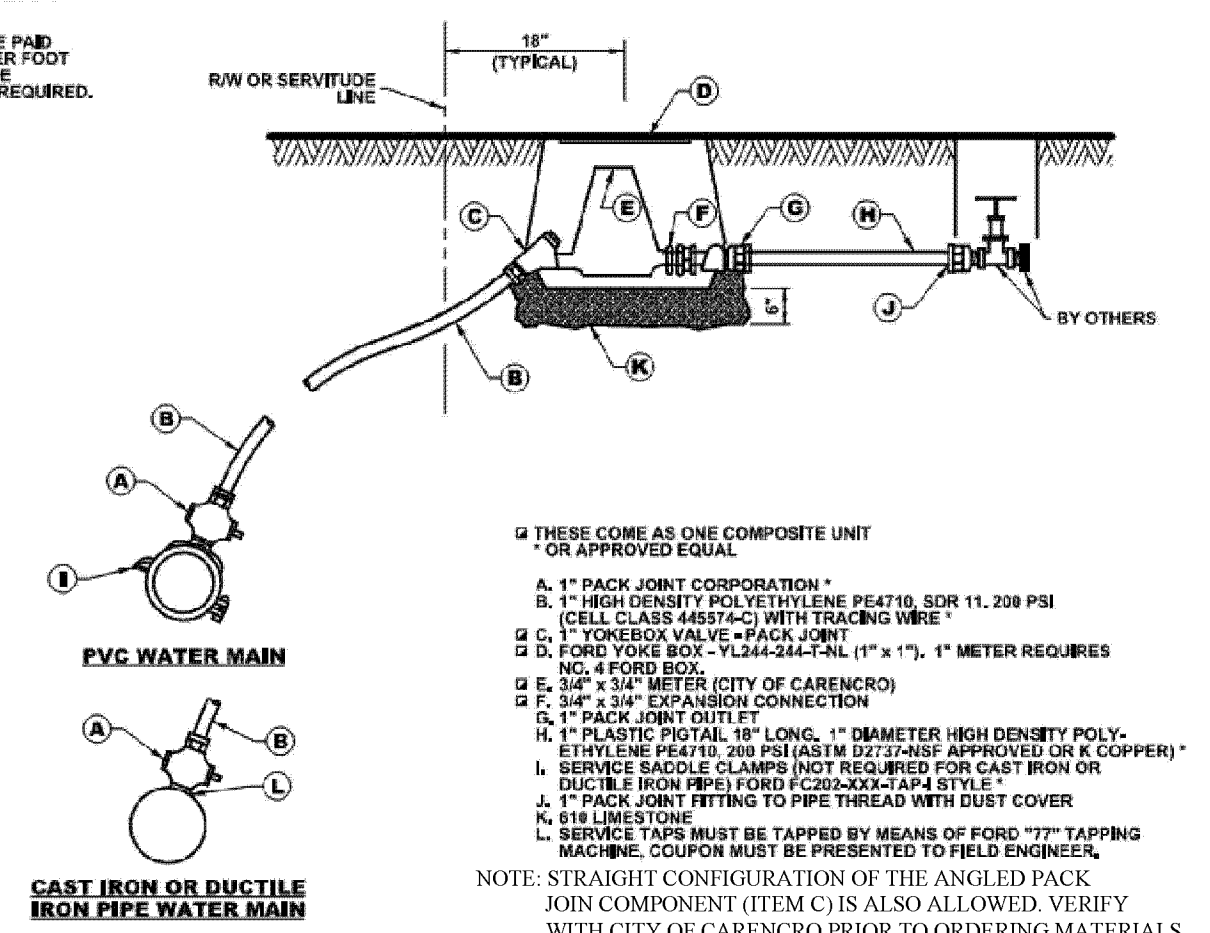
- SEWER AND WATER MAINS SHALL BE LAID IN SEPERATE TRENCHES WITH NOT LESS THAN 6 FEET HORIZONTAL SEPARATION WHEN INSTALLED IN PARALLEL. CROSSING WATER AND SEWER MAINS SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 18 INCHES.
- INSTALL ACCORDING TO LOCAL MUNICIPALITIES CURRENT SPECIFICATIONS AND DETAILS.
- WHERE PLANS CONFLICT WITH THE SPECIFICATIONS, THE PLANS SHALL SUPERSEDE THE SPECIFICATIONS.
- AT ALL CONNECTIONS OF GRAVITY INFLUENT LINES AND PIPES AT WALLS OF MANHOLE A FLEXIBLE WATERTIGHT BOOT SHALL BE INSTALLED. BOOT SHALL COMPLY WITH ASTM C923, "RESILIENT CONNECTORS BETWEEN REINFORCE CONCRETE MANHOLE STRUCTURES AND PIPE" BOOT SHALL BE A-LOK PRODUCT, PRESS BOOT, PRESS SEAL, PSX, KOR-N-SEAL, OR APPROVED EQUAL. JOINT MATERIAL SHALL BE O-RING GASKETS FOR MANHOLES.
- ALL SEWER LINE SHALL BE INSIDE EXISTING RIGHT-OF-WAY OR SERVITUDE AND TO BE OWNED, OPERATED, AND MAINTAINED BY CITY.
- THE SYSTEM MUST COMPLY WITH ALL ORDINANCES AND REQUIREMENTS OF THE CITY OF CARENCRO. THIS INCLUDES, BUT IS NOT LIMITED TO, TELEVISION INSPECTION OF ENTIRE SEWER SYSTEM FOR REVIEW BY THE CITY ENGINEER PRIOR TO ACCEPTANCE OF THE CONSTRUCTED IMPROVEMENTS.
- ALL SEWER SYSTEM TEST REPORTS SHALL BE SUBMITTED TO THE CITY (E.G. PRESSURE TESTING, AIR/VACUUM TEST, ETC.)
- THE CITY MUST BE PROVIDED WITH RECORD DRAWING UPON COMPLETION OF THE PROJECT. THE CONSTRUCTION RECORDS OF SEWER SYSTEM MUST INCLUDE LABELED WYE/SERVICE LOCATIONS BASED ON THE TELEVISION INSPECTION, WITH THE CORRECT SEWER LENGTHS AND ANY CHANGES IN THE SYSTEM CONFIGURATION.
- A SEWER CLEANOUT MUST BE INSTALLED AT ALL SERVICE BENDS.
- ALL SEWER LINES CROSSING THE ROADWAY SHALL BE INSTALLED BY BORING. IF ROADWAY CROSSING ARE INSTALLED BY OPEN CUT, THEN ALL TRENCHES SHALL BE BACKFILLED WITH FILLCRETE OR 810 LIMESTONE.
- ALL NEW PIPES AND FITTINGS SHALL CONFORM TO THE REDUCED LEAD REQUIREMENTS OF ACT 362 OF 2011 (LRS 40:1299.27.1 "LOW LEAD IN WATER DISTRIBUTION SYSTEMS" AND LOUISIANA HOUSE BILL 471 OF THE HOUSE SESSION.)
- ANY SEWER SERVICES INSTALLED ON EXISTING SEWER MAINS, THE SEWER MAIN MUST BE VIDEO INSPECTED AFTER THE TAP IS COMPLETE; THIS VIDEO MUST BE INCLUDED WITH THE POST-CONSTRUCTION VIDEOS OF THE NEW SEWER SYSTEM.
- MANHOLE DROP SHALL BE INSTALLED IN ALL MAINS & SERVICES THAT ENTER MANHOLE AT 2' OR GREATER.
- ALL UTILITY TIE IN LOCATIONS SHALL BE COORDINATED WITH BUSTER BROUSSARD, CITY OF CARENCRO, 337-896-8481.
- NO FERNOCO FITTINGS SHALL BE ALLOWED.
- ALL SEWER PIPE (ALL DEPTHS) SHALL BE ANSI/ASTM D 3034, SDR 26, 12364 PVC CELL CLASSIFICATIONS IN ACCORDANCE WITH ASTM D 1784 (HEAVY WALL).

GAS NOTES

- 1" GAS LINES TO BE PE GAS PIPE (PE2406---DR11 WITH 8 AWG DETECTION WIRE) UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL HAVE SOMEONE AVAILABLE TO RECEIVE CALLS AND DISPATCH PROPER PERSONNEL AND EQUIPMENT ON A TWENTY---FOUR (24) HOUR BASIS FOR EMERGENCIES.
- IN NO CASE SHALL THE CONTRACTOR RECEIVE ADDITIONAL COMPENSATION DUE TO THE LOCATION OF EXISTING UTILITIES IN RELATION TO THE FINAL LOCATION OF PROPOSED LINES AND APPURTENANCES.
- THOROUGH BACKFILL COMPACTION IS REQUIRED THROUGHOUT THE PROJECT AT NO COST TO OWNER. TRENCH SHALL BE BACKFILLED IN 8" LIFTS OR LAYERS, AND LEFT IN A SLIGHTLY CROWNED CONDITION UNTIL FINAL DRESS---UP WORK. CONTRACTOR MUST RESTORE ALL EXCAVATIONS TO AS GOOD OR BETTER CONDITION THAN EXISTING CONDITION. BACKFILLED WORK AREA SURFACES MUST REMAIN IN A NEAT AND TIDY CONDITION (FREE OF DEBRIS AND CLUMPS). BACKFILL IN UTILITY EASEMENTS SHALL BE COMPACTED TO 100% OF DENSITY OF SURROUNDING MATERIAL. BACKFILL IN ROAD R/W SHALL BE MECHANICALLY COMPACTED BY A VIBRATORY COMPACTOR OR OTHER APPROVED MECHANICAL TAMPERS. TAPPING WITH A BACKHOF SHALL NOT BE ACCEPTABLE IN ROAD R/W. BACKFILL IN ROAD R/W SHALL BE COMPACTED TO 100% OF DENSITY OF SURROUNDING MATERIAL (MINIMUM OF 90% OF MAXIMUM DENSITY).
- CONTRACTOR TO PROVIDE CONSTRUCTION SIGNS AND BARRICADES AS REQUIRED BY MUTCD.
- CONTRACTOR TO SHORE AND BRACE POWER POLES ADJACENT TO THE PROPOSED GAS LINE (NO DIRECT PAYMENT).
- THERE SHALL BE NO DIRECT PAYMENT FOR EXTRA BURY WHEN REQUIRED.
- DETECTION WIRE TO BE INSTALLED ON ALL PE GAS PIPE. BROKEN DETECTION WIRE SHALL BE REPAIRED AT NO COST TO OWNER PRIOR TO ACCEPTANCE OF THE PROJECT.
- ALL GAS LINES SHALL HAVE A MINIMUM COVER OF 36".
- CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF 49 CFR PART 199 PIPELINE SAFETY REGULATION FOR DRUG AND ALCOHOL TESTING.
- CONTRACTOR SHALL DEMONSTRATE COMPLIANCE WITH 49 CFR PART 192 SUBPART N (QUALIFICATION OF PIPELINE PERSONNEL) OPERATOR QUALIFICATION REQUIREMENTS BEFORE STARTING WORK.



PAY ITEM NOTE
PAYMENT FOR SERVICE CONNECTION (TYPE 1) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH AS NOTED AND THE WORK SHALL INCLUDE FURNISHING AND PLACING ITEM A THROUGH L (EXCEPT B)
PAYMENT FOR 1" PE TUBING SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT AS NOTED AND THE WORK SHALL INCLUDE FURNISHING AND PLACING ITEM B AS REQUIRED.
TIE-IN BY CONTRACTOR TO BE COORDINATED WITH CITY OF CARENCRO.



BACKFLOW PREVENTION

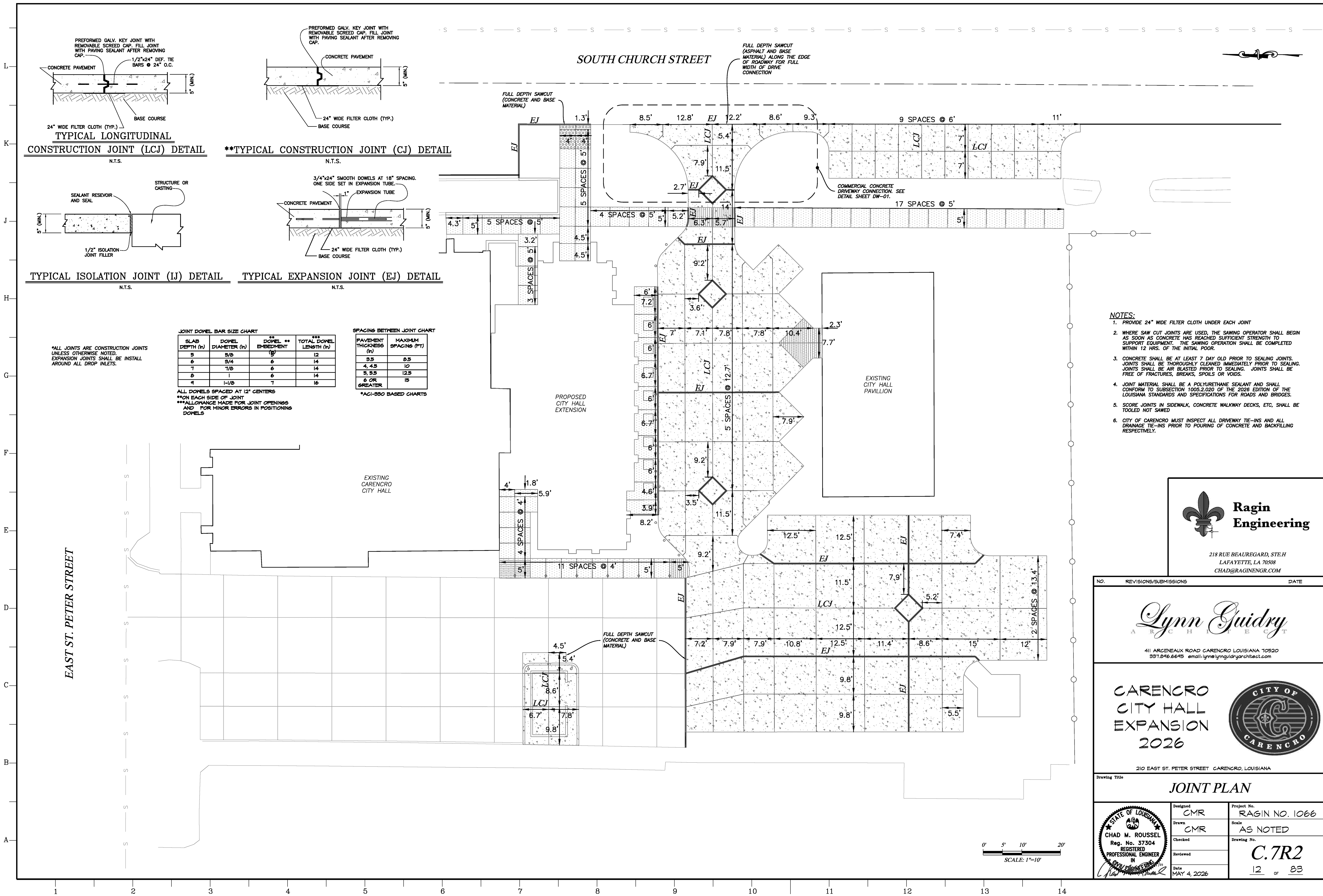


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CARENCRO CITY HALL EXPANSION 2026		
210 EAST ST. PETER STREET CARENCRO, LOUISIANA		
Drawing Title UTILITY PLAN		
Designed CMR	Project No. RAGIN NO. 1066	
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Checked	Drawing No. C.6R2	
Reviewed	Date MAY 4, 2026	

STATE OF LOUISIANA
CHAD M. ROUSSEL
Reg. No. 37304
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING

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TYPICAL LONGITUDINAL CONSTRUCTION JOINT (LCJ) DETAIL
N.T.S.

****TYPICAL CONSTRUCTION JOINT (CJ) DETAIL**
N.T.S.

TYPICAL ISOLATION JOINT (IJ) DETAIL
N.T.S.

TYPICAL EXPANSION JOINT (EJ) DETAIL
N.T.S.

JOINT DOVEL BAR SIZE CHART

SLAB DEPTH (in)	DOVEL DIAMETER (in)	DOVEL ** EMBEDMENT (in)	TOTAL DOVEL LENGTH (in)
5	3/8	9	12
6	3/4	6	14
7	7/8	6	14
8	1	6	14
9	1-1/8	7	16

SPACING BETWEEN JOINT CHART

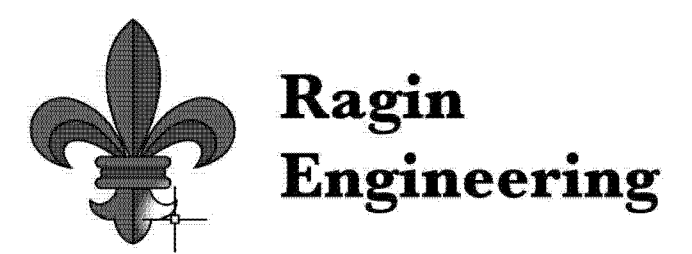
PAVEMENT THICKNESS (in)	MAXIMUM SPACING (FT)
5.5	8.5
4, 4.5	10
5, 5.5	12.5
6 OR GREATER	15

*ALL JOINTS ARE CONSTRUCTION JOINTS UNLESS OTHERWISE NOTED. EXPANSION JOINTS SHALL BE INSTALLED AROUND ALL DROP INLETS.

ALL DOVELS SPACED AT 12" CENTERS
*ON EACH SIDE OF JOINT
***ALLOWANCE MADE FOR JOINT OPENINGS AND FOR MINOR ERRORS IN POSITIONING DOVELS

*ACI-930 BASED CHARTS

- NOTES:**
1. PROVIDE 24" WIDE FILTER CLOTH UNDER EACH JOINT
 2. WHERE SAW CUT JOINTS ARE USED, THE SAWING OPERATOR SHALL BEGIN AS SOON AS CONCRETE HAS REACHED SUFFICIENT STRENGTH TO SUPPORT EQUIPMENT. THE SAWING OPERATION SHALL BE COMPLETED WITHIN 12 HRS. OF THE INITIAL POOR.
 3. CONCRETE SHALL BE AT LEAST 7 DAY OLD PRIOR TO SEALING JOINTS. JOINTS SHALL BE THOROUGHLY CLEANED IMMEDIATELY PRIOR TO SEALING. JOINTS SHALL BE AIR BLASTED PRIOR TO SEALING. JOINTS SHALL BE FREE OF FRACTURES, BREAKS, SPOILS OR VOIDS.
 4. JOINT MATERIAL SHALL BE A POLYURETHANE SEALANT AND SHALL CONFORM TO SUBSECTION 1005.2.020 OF THE 2026 EDITION OF THE LOUISIANA STANDARDS AND SPECIFICATIONS FOR ROADS AND BRIDGES.
 5. SCORE JOINTS IN SIDEWALK, CONCRETE WALKWAY DECKS, ETC. SHALL BE TOOLED NOT SAWED
 6. CITY OF CARENCRO MUST INSPECT ALL DRIVEWAY TIE-INS AND ALL DRAINAGE TIE-INS PRIOR TO POURING OF CONCRETE AND BACKFILLING RESPECTIVELY.



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CARENCRO CITY HALL EXPANSION 2026



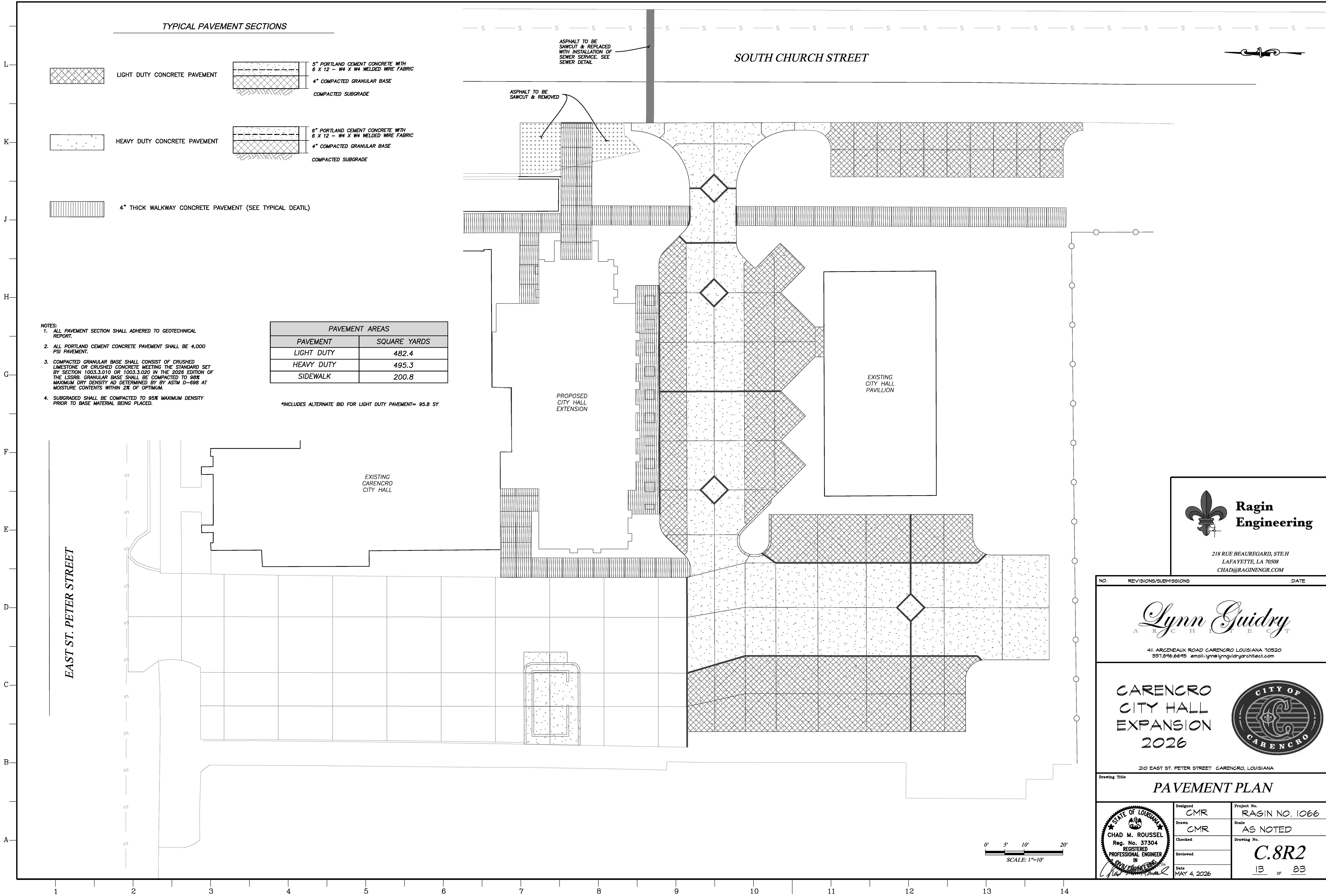
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Drawing Title

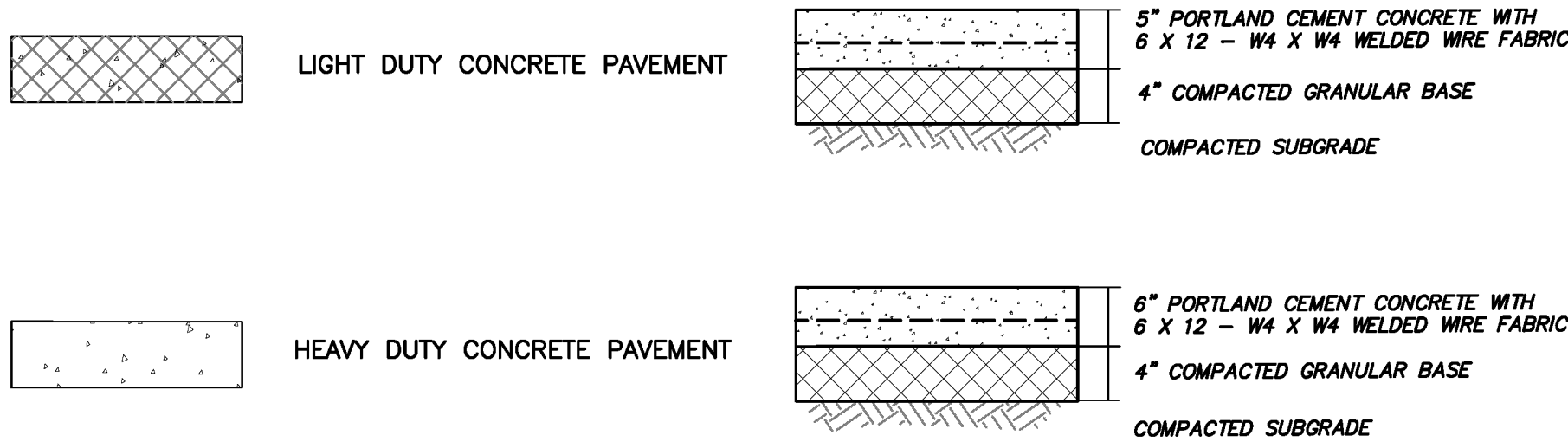
JOINT PLAN

	Designed	CMR	Project No.	RAGIN NO. 1066
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0' 5' 10' 20'
SCALE: 1"=10'



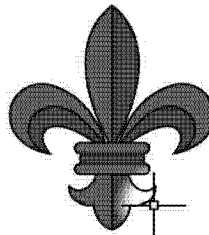
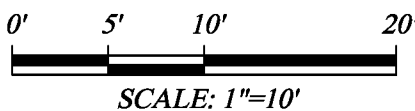
TYPICAL PAVEMENT SECTIONS



- NOTES:
1. ALL PAVEMENT SECTION SHALL ADHERED TO GEOTECHNICAL REPORT.
 2. ALL PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE 4,000 PSI PAVEMENT.
 3. COMPACTED GRANULAR BASE SHALL CONSIST OF CRUSHED LIMESTONE OR CRUSHED CONCRETE MEETING THE STANDARD SET BY SECTION 1003.3.010 OR 1003.3.020 IN THE 2026 EDITION OF THE LSSRB. GRANULAR BASE SHALL BE COMPACTED TO 98% MAXIMUM DRY DENSITY AS DETERMINED BY BY ASTM D-698 AT MOISTURE CONTENTS WITHIN 2% OF OPTIMUM.
 4. SUBGRADE SHALL BE COMPACTED TO 95% MAXIMUM DENSITY PRIOR TO BASE MATERIAL BEING PLACED.

PAVEMENT AREAS	
PAVEMENT	SQUARE YARDS
LIGHT DUTY	482.4
HEAVY DUTY	495.3
SIDEWALK	200.8

*INCLUDES ALTERNATE BID FOR LIGHT DUTY PAVEMENT= 95.8 SY



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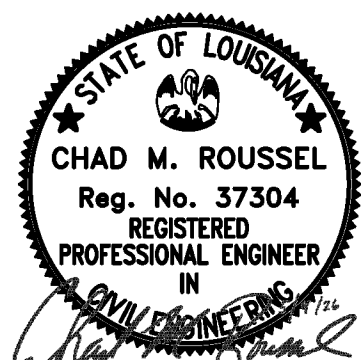
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210 EAST ST. PETER STREET CARENCRO, LOUISIANA

Drawing Title

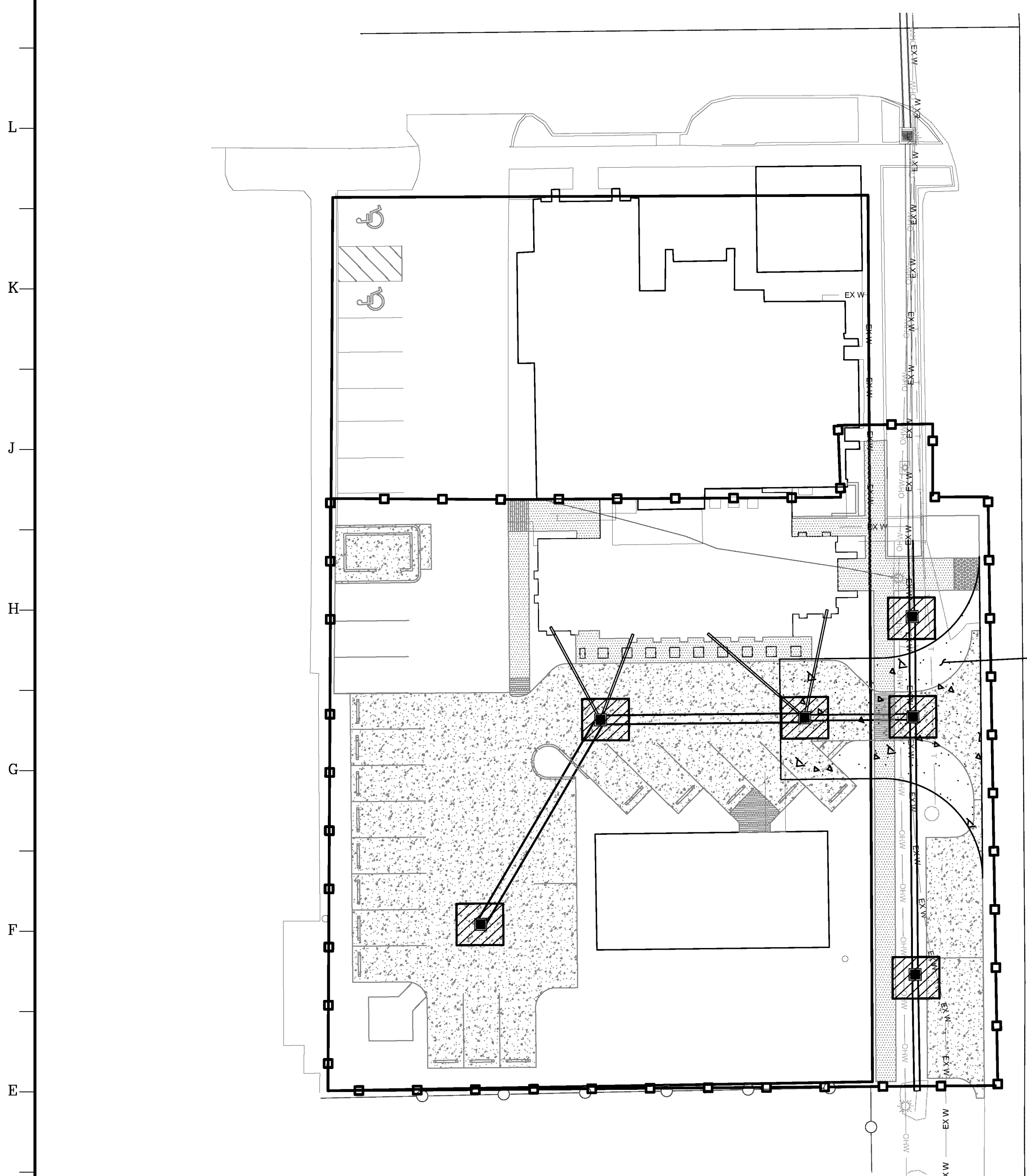
PAVEMENT PLAN



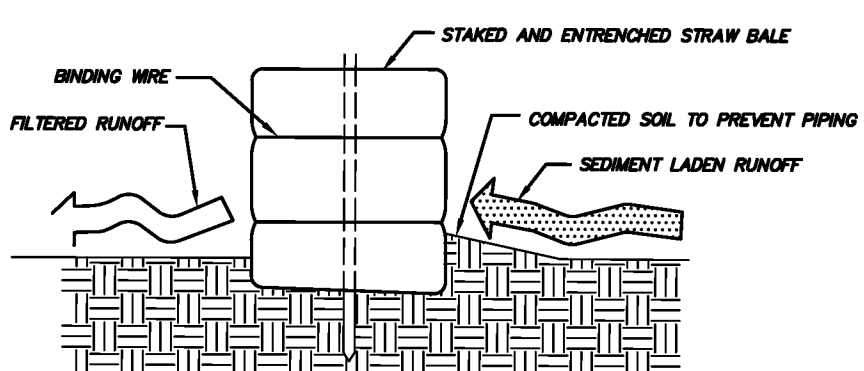
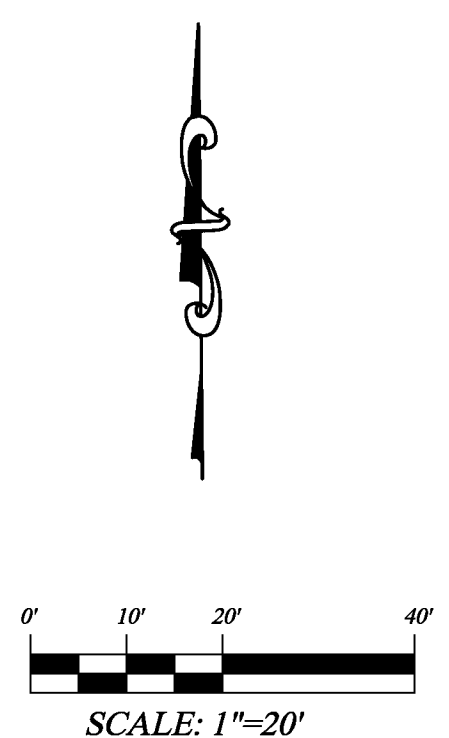
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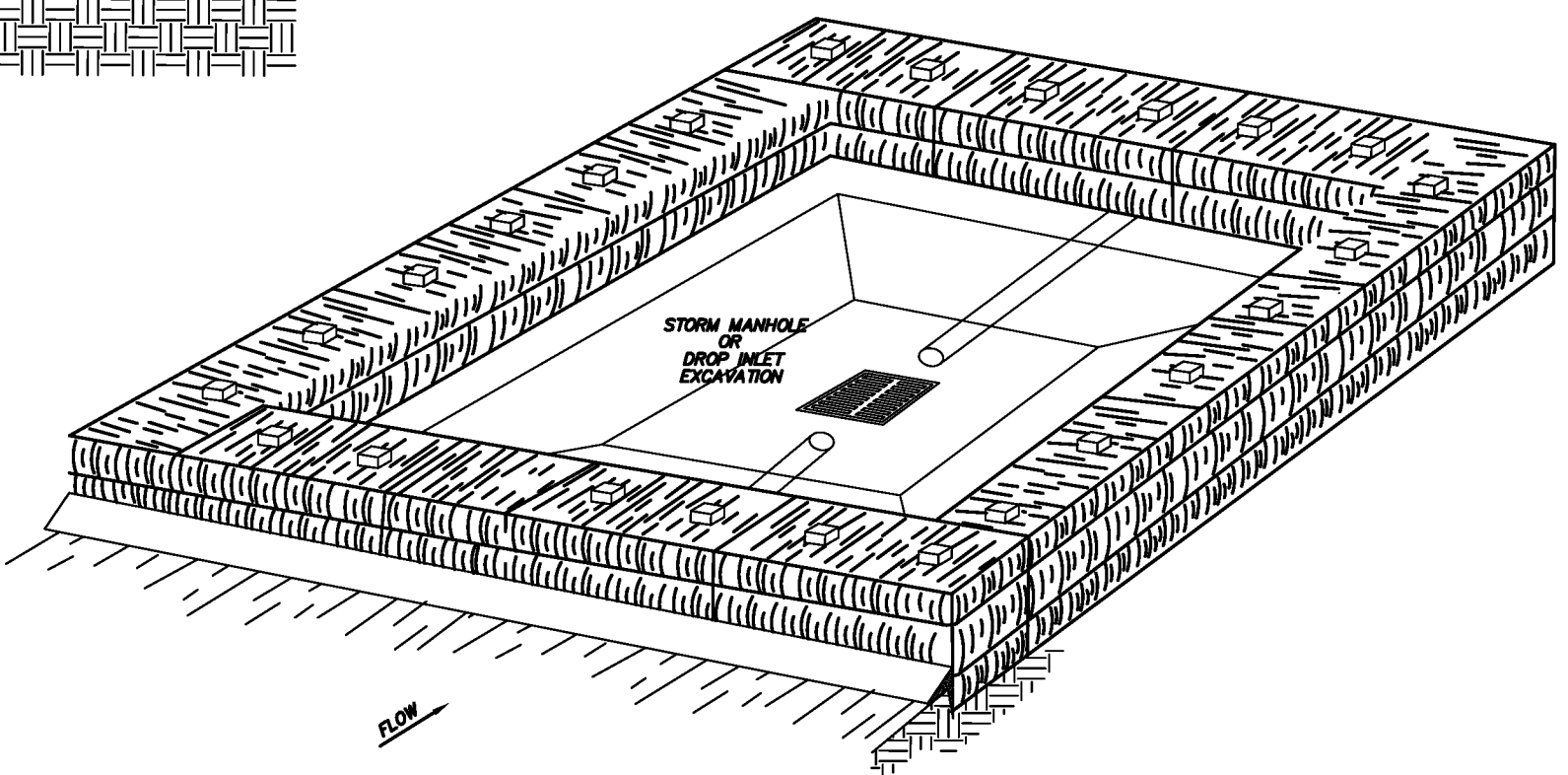




REQ'D 30' TEMPORARY LIMESTONE CONSTRUCTION INGRESS & REGRESS (50' X 30') TO BE CONSTRUCTED AFTER CONCRETE DEMOLITION



CONTRACTOR TO INSTALL 3' HIGH HAY BALES AROUND PIPE DISCHARGE PREVENT SILT FROM LEAVING THE SITE.

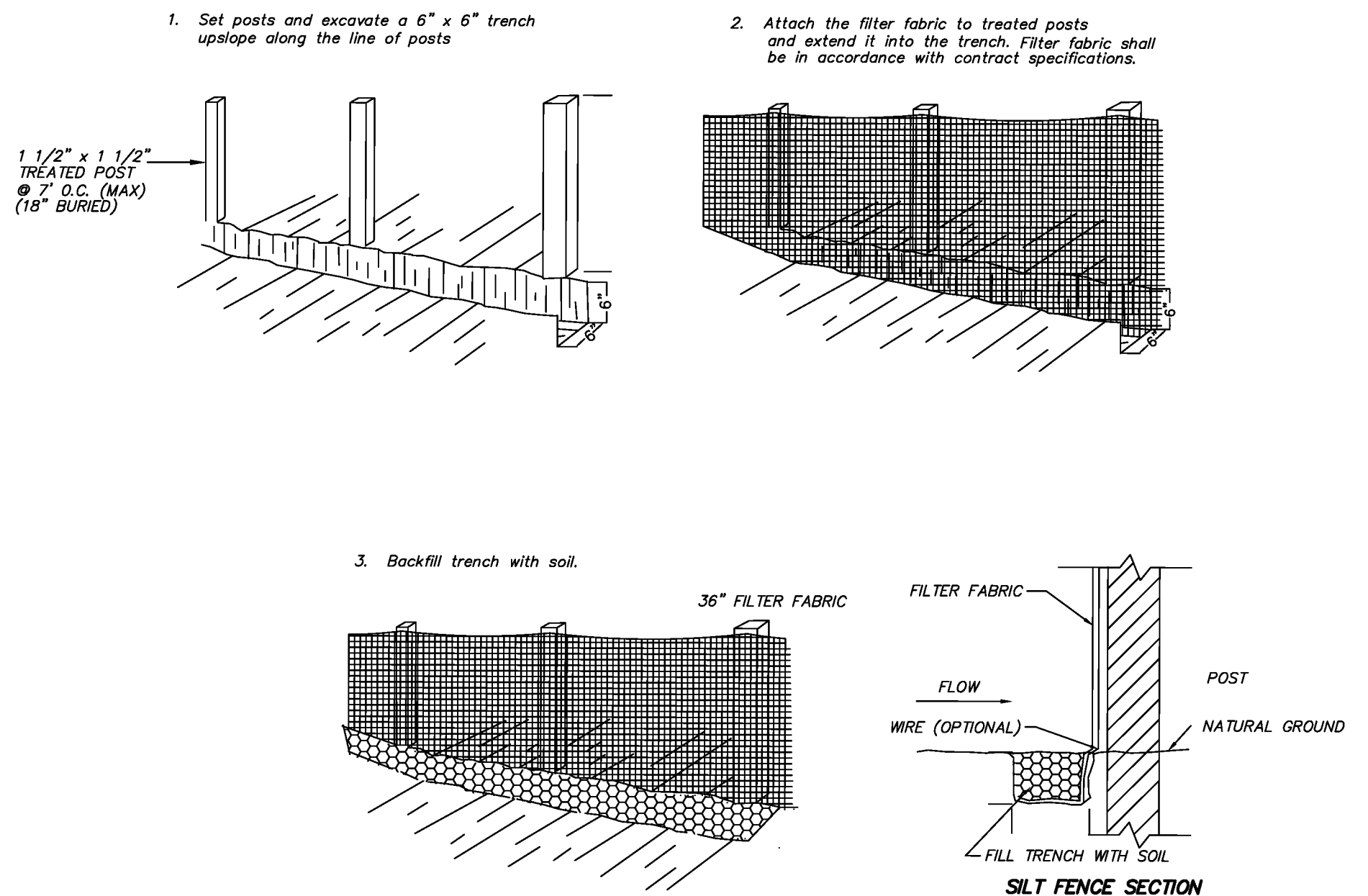


DETAIL OF STRAW BALE BARRIER *

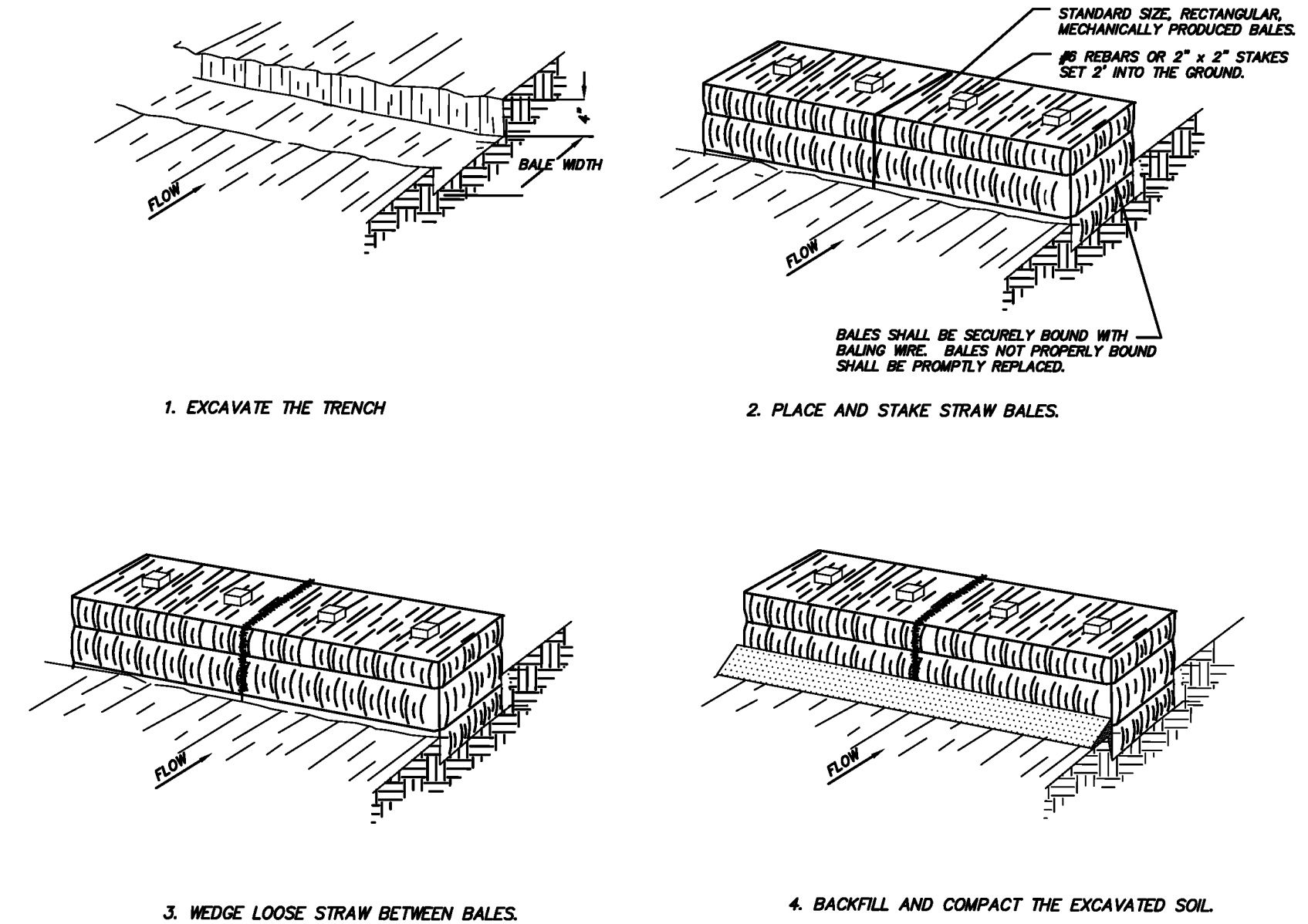
*CONTRACTOR MAY USE 6 OZ. FILTER FABRIC WRAPPED AROUND DROP INLET GRATE IN LIEU OF STRAW BALES AFTER DROP INLETS ARE IN PLACE. CONTRACTOR SHALL MAINTAIN FABRIC FREE OF MUD AND TRASH.

EROSION CONTROL NOTES

- PRIOR TO ANY OTHER CONSTRUCTION, A STABILIZED CONSTRUCTION EXIT SHALL BE CONSTRUCTED AT EACH POINT OF ENTRY TO OR EXIT FROM THE SITE.
- IMMEDIATELY AFTER THE ESTABLISHMENT OF CONSTRUCTION ENTRANCES, ALL PERIMETER EROSION CONTROL DEVICES AND STORM WATER MANAGEMENT DEVICES SUCH AS HAY BALES, ETC. SHALL BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION AND MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED.
- ADDITIONAL EROSION CONTROL DEVICES SHALL BE INSTALLED IMMEDIATELY AFTER GROUND DISTURBANCE OCCURS. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE FINAL PROPOSED DRAINAGE PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- THE LOCATIONS OF EROSION CONTROL DEVICES SHALL BE ADJUSTED AS CONSTRUCTION PROGRESSES TO MAINTAIN A FUNCTIONING EROSION CONTROL SYSTEM.
- ANY FAILURE OF ANY EROSION CONTROL DEVICE TO FUNCTION AS INTENDED FOR ANY REASON SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- EROSION CONTROL DEVICES SHALL BE INSPECTED AT LEAST WEEKLY AND AFTER EACH RAIN AND REPAIRED BY GENERAL CONTRACTOR.
- EROSION CONTROL DEVICES SHALL BE CLEANED WHEN SILT EXCEEDS 12" IN DEPTH.
- EROSION CONTROL DEVICES SHALL BE REPAIRED AS NECESSARY TO MAINTAIN A FUNCTIONING EROSION CONTROL SYSTEM.
- EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT COVER IS ESTABLISHED AND THEN WHEN DIRECTED BY THE OWNERS, ARCHITECT AND CIVIL ENGINEER.
- ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 21 DAYS SHALL BE STABILIZED WITH TEMPORARY SEEDING.
- ALL DISTURBED AREAS WITH SLOPES 2:1 OR FLATTER WHICH ARE NOT STABILIZED BY OTHER MEASURES SHALL BE SEEDED.
- ADDITIONAL EROSION CONTROL MEASURES WILL BE INSTALLED IF DEEMED NECESSARY BY ON-SITE INSPECTION.
- CONTRACTOR SHALL REMOVE ALL DIRT AND TRASH FROM NEW AND EXISTING PIPES WHICH MAY BE DISPOSED DURING CONSTRUCTION.



SILT FENCING



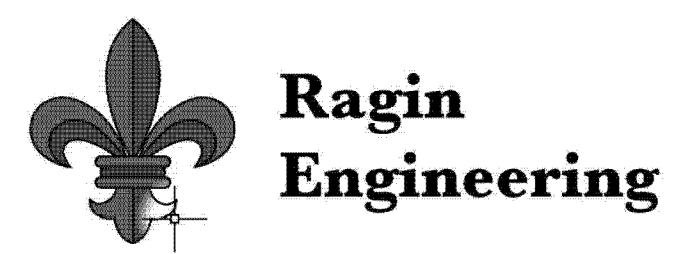
HAY BALES

STABILIZED CONSTRUCTION ENTRANCE

- STONE SIZE - USE MSHA SIZE NO. 2 (2 1/2" TO 1") OR AASHTO DESIGNATION M43, SIZE NO. 2 (2 1/2" TO 1 1/2"). USE CRUSHED STONE.
- LENGTH - AS EFFECTIVE, BUT NOT LESS THAN 50 FEET.
- WIDTH - NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS, OR 12' WHICH EVER IS GREATER.
- WASHING - WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ON TO PUBLIC RIGHT OF WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATER COURSE THROUGH USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.
- MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ON TO PUBLIC RIGHT OF WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ON TO PUBLIC RIGHTS OF WAY MUST BE IMMEDIATELY REMOVED.
- CONTRACTOR TO INSTALL TEMPORARY HOSE BIB AT CONSTRUCTION ENTRANCE TO WASH EQUIPMENT.

LEGEND

- SILT FENCE
- HAY BALES
- BIOSWALE/DETENTION PONDS
- AREA TO BE HYDROSEEDING



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CARENCO
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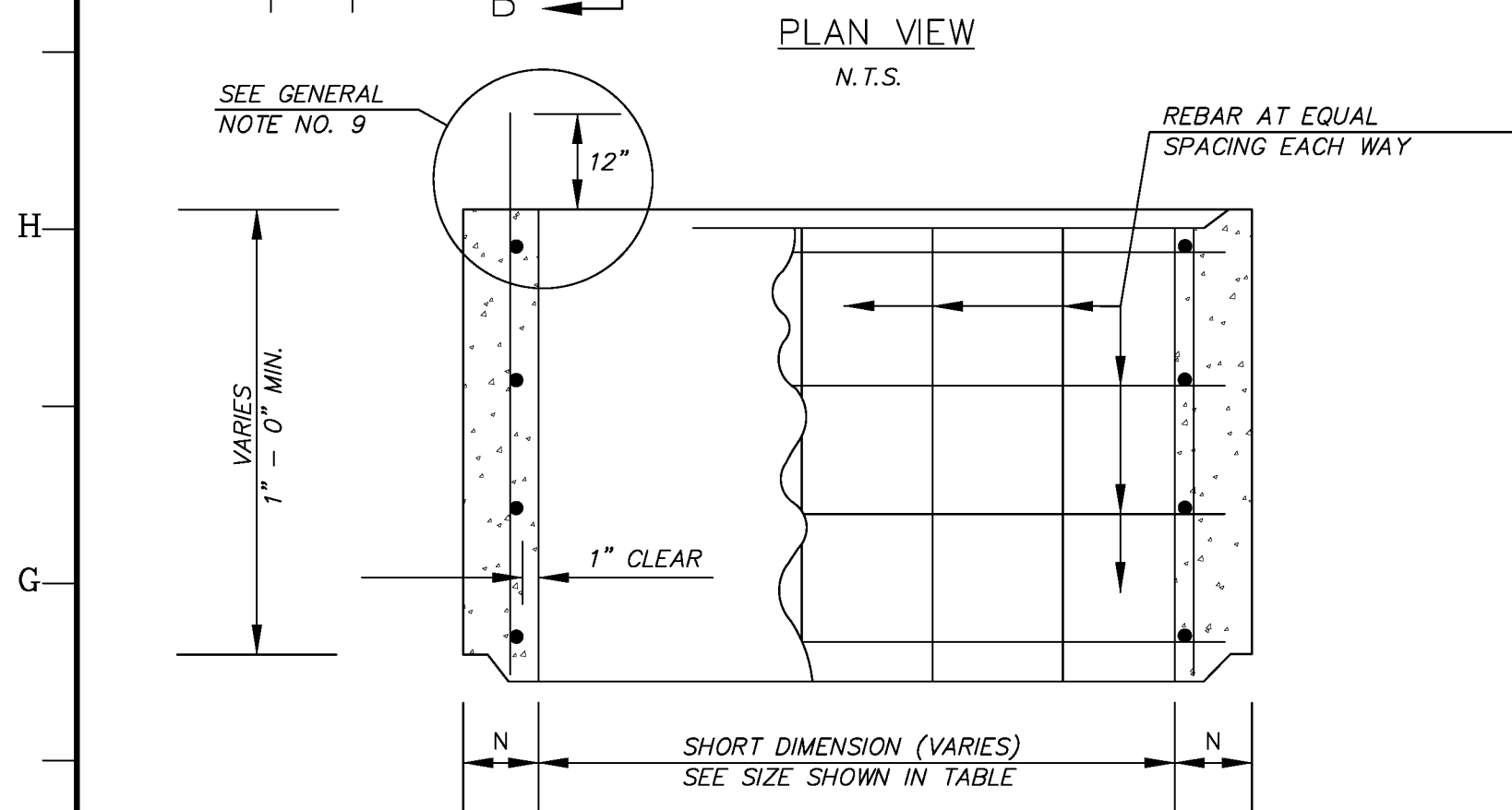
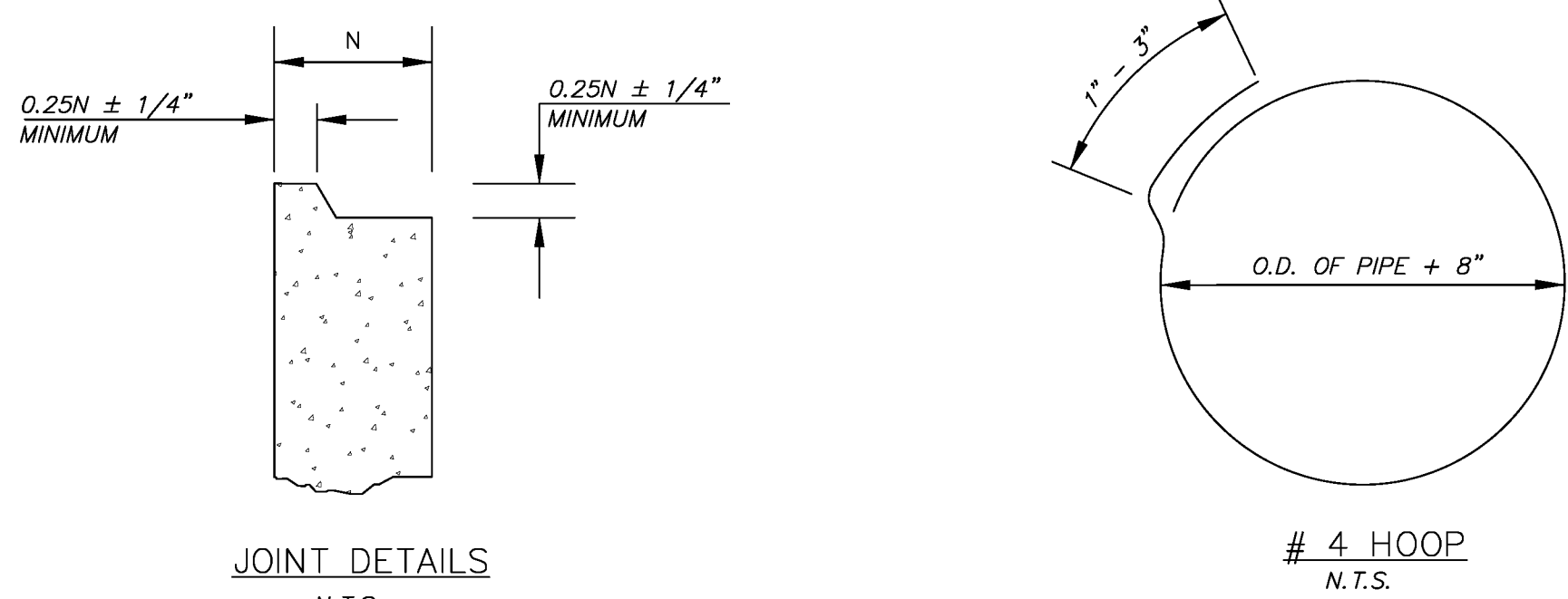
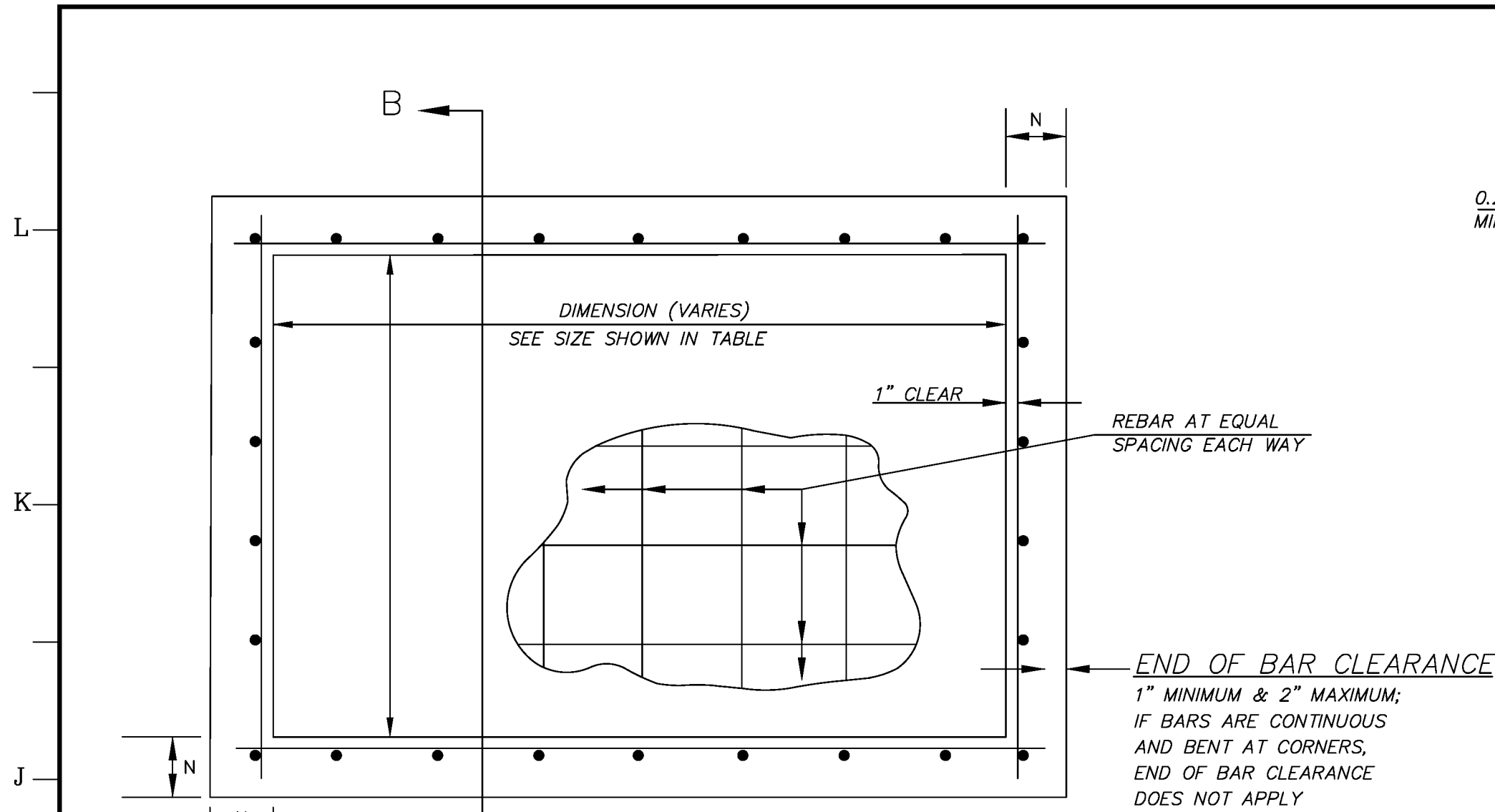
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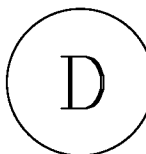
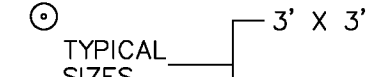


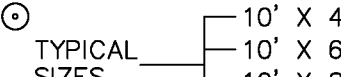




EROSION CONTROL PLAN



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Reviewed	
Date	MAY 4, 2026

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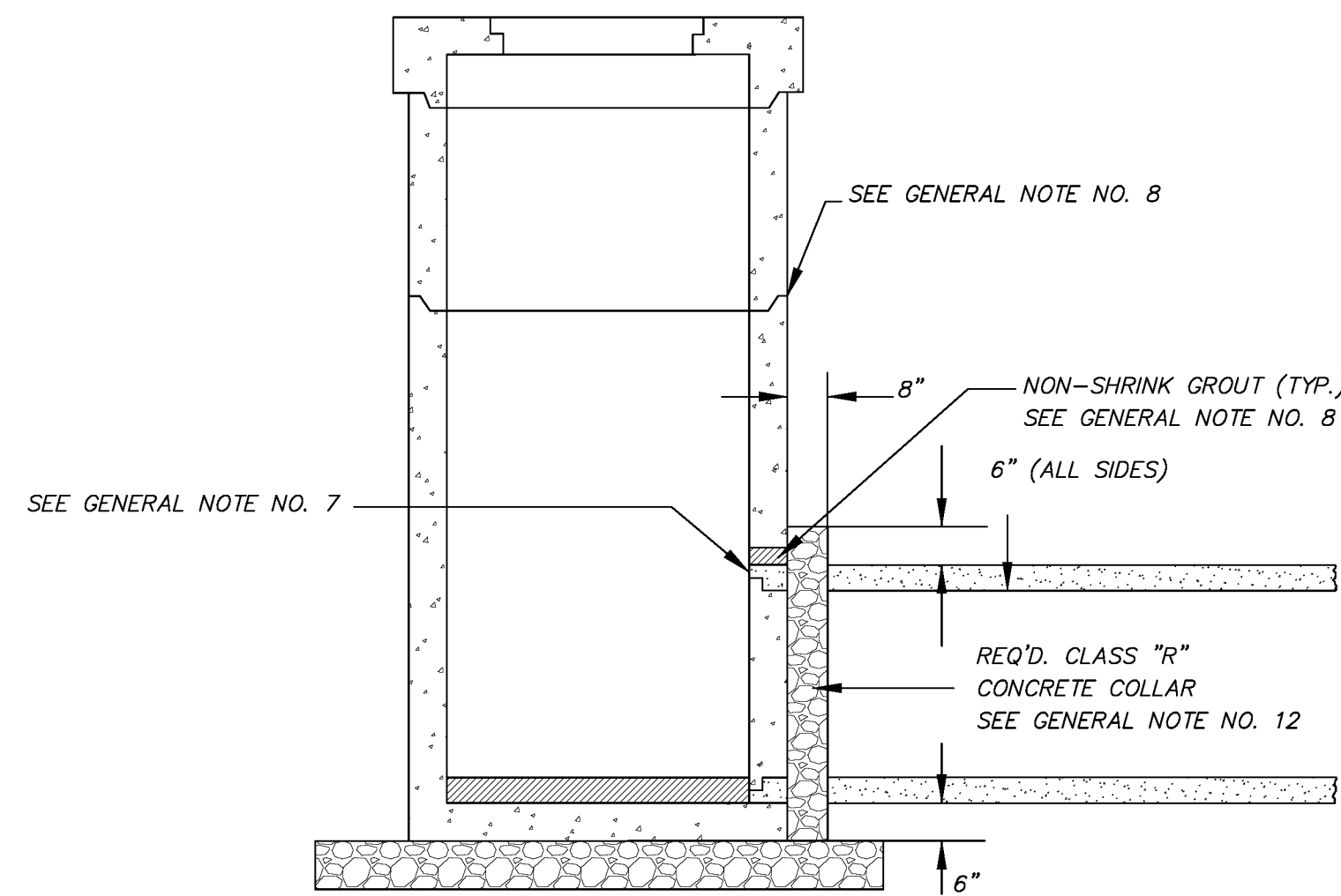
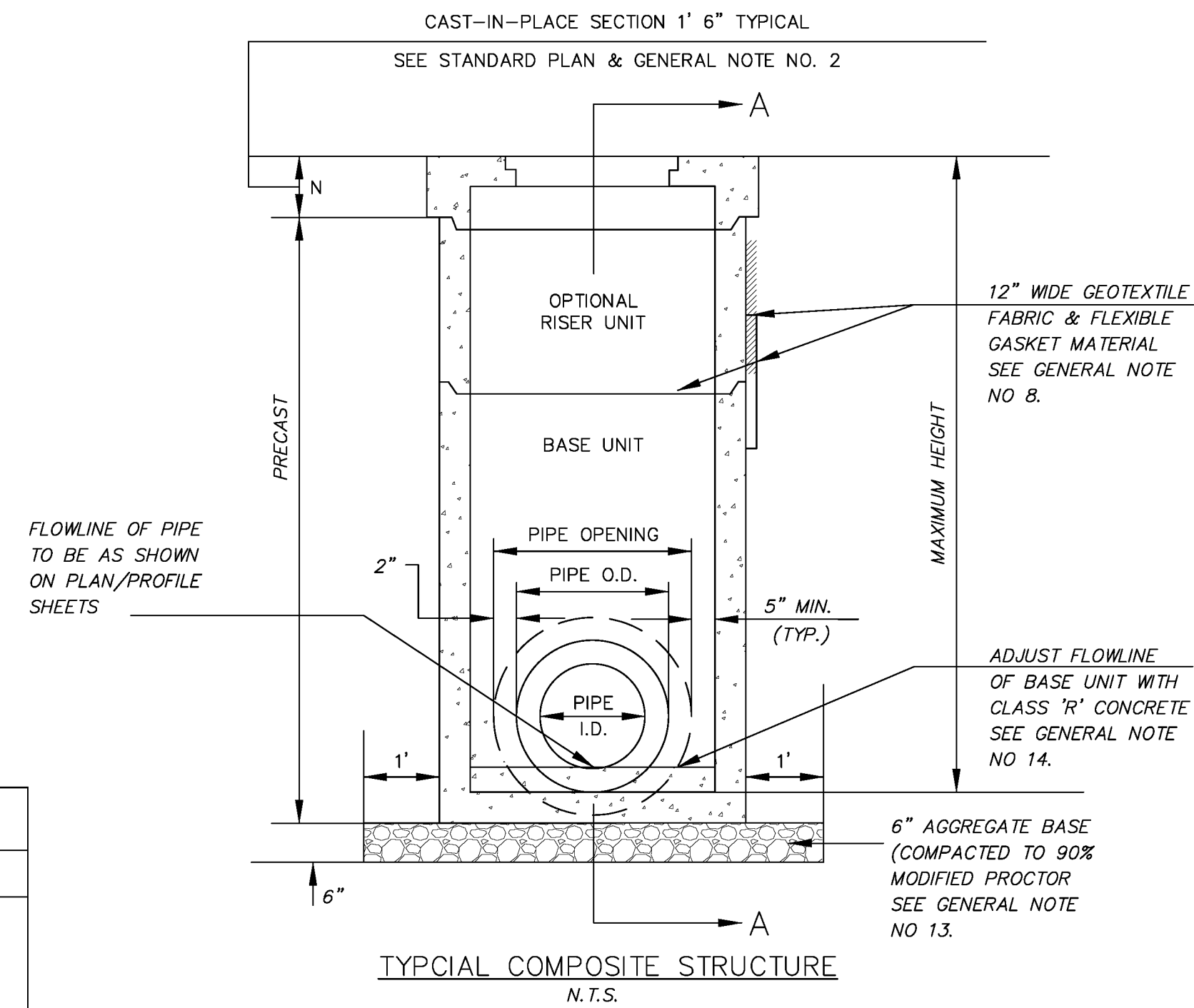


PRECAST UNITS FOR CATCH BASINS & MANHOLES																								
	4' MAX DIMENSION				6' MAX DIMENSION			8' MAX DIMENSION			10' MAX DIMENSION													
																								
	MAX. HT.	N	BAR SIZES	SPACING*	As 	BAR SIZES	SPACING*	As 	BAR SIZES	SPACING*	As 	BAR SIZES	SPACING*	As 										
															FEET	INCHES	INCHES	IN ² /FT	INCHES	IN ² /FT	INCHES	IN ² /FT	INCHES	IN ² /FT
8	6	4	12	0.20	4	8	0.30	4	5.5	0.44	5	5.5	0.68											
14	6	4	9	0.27	4	9	0.40	5	5	0.74	5	4.0	0.93											
20	6	4	7	0.34	4	4.5	0.53																	

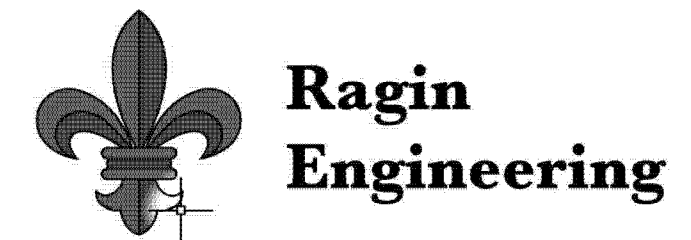
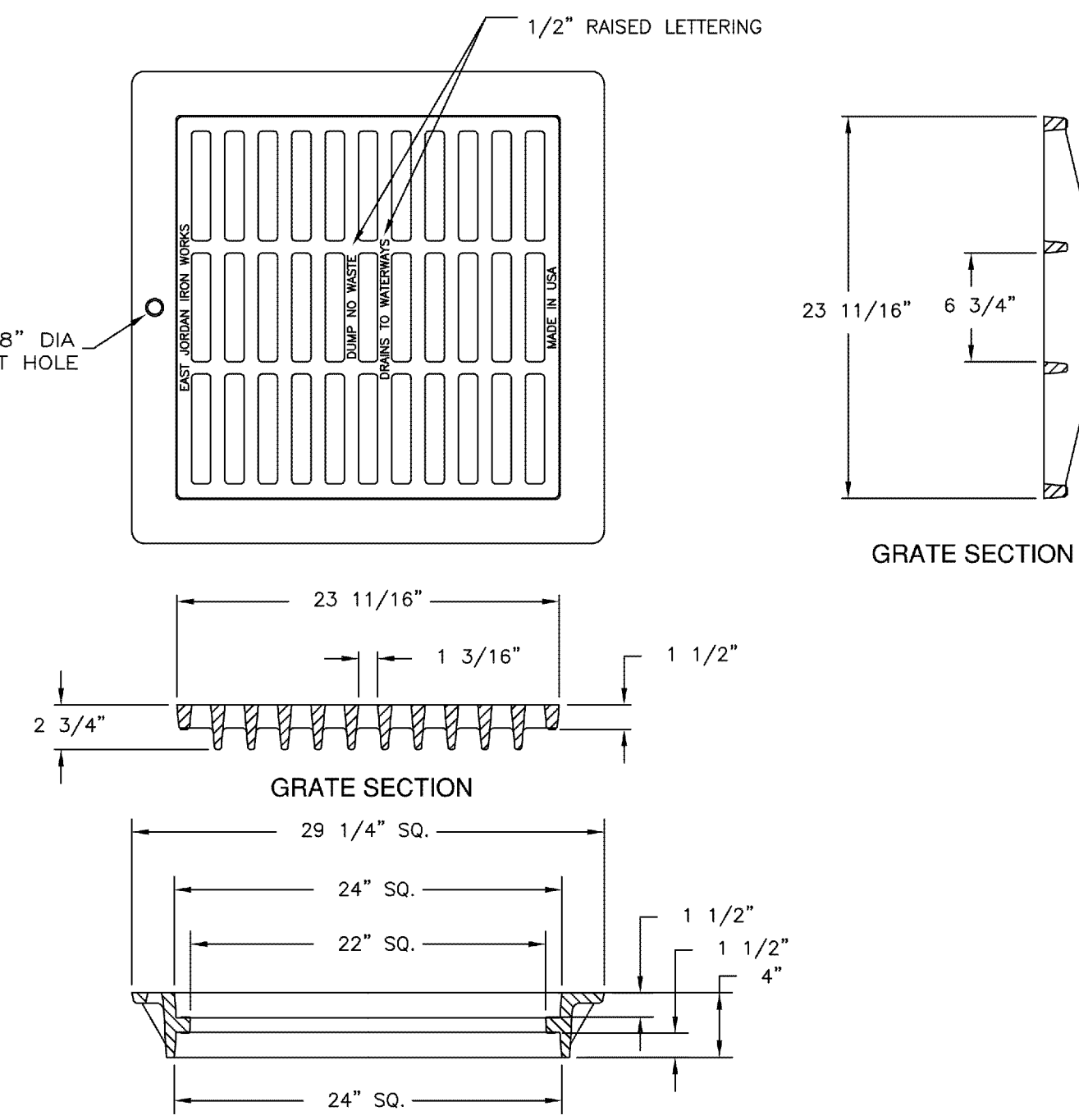
OTHER SIZES ARE ACCEPTABLE AS LONG AS THE DIMENSIONS DO NOT EXCEED THE MAXIMUM DIMENSIONS.
BAR SPACING APPLIES TO BOTH DIRECTIONS AND AT ALL LOCATIONS.
BAR SIZES AND SPACING MAY DIFFER FROM VALUES SHOWN, BUT THE AREA OF STEEL (As) SHALL BE EQUAL TO OR GREATER THAN VALUE SHOWN, AND BAR SPACING SHALL NOT EXCEED 12 INCHES.
NOTE: WELDED WIRE FABRIC IS NOT APPROVED AS A SUBSTITUTE FOR STANDARD REINFORCEMENT BARS.

GENERAL NOTES:

- PRECAST UNITS SHALL BE CAST MONOLITHICALLY.
- THESE PRECAST UNITS ARE TO BE USED AS THE LOWER PORTION OF A COMPOSITE STRUCTURE. THE CAST-IN-PLACE FINISHING DETAILS ARE SHOWN ON THE OTHER STANDARD PLANS.
- CONCRETE SHALL BE CLASS "A" AND SHALL ATTAIN A MINIMUM COMPRESSION STRENGTH OF 4000 PSI BEFORE ACCEPTANCE & SHIPPING OF UNITS. REINFORCING STEEL TO BE GRADE 60.
- PIPE OPENING TO BE FORMED FOR CIRCULAR OR ARCH PIPE.
- PIPE OPENING TO BE O.D. OF PIPE + 4 ± 1/2".
- PIPE TO BE GROUTED IN AFTER INSTALLATION OF CONCRETE COLLAR CAST.
- ALL PIPES TO BE CUT FLUSH WITH INSIDE OF DRAINAGE INLET.
- JOINTS BETWEEN PRECAST UNITS TO BE SEALED WITH FLEXIBLE PLASTIC GASKET MATERIAL AND WRAPPED WITH A 12" WIDTH OF GEOTEXTILE FABRIC (SEE LA-DOTD OPL).
- JOINT BETWEEN CAST-IN-PLACE SECTION AND PRECAST UNIT TO BE TONGUE AND GROOVE AND SEALED WITH TYPE II GRADE A EPOXY (SEE LA-DOTD OPL) OR FLAT JOINT WITH A MINIMUM OF 12" NO. 4 BARS AT 12" CTRS. (MAX.) EXTENDED ABOVE THE JOINT.
- CONTRACTOR TO SUBMIT SHOP DRAWINGS AND RECEIVE APPROVAL FROM PROJECT ENGINEER PRIOR TO UTILIZING A PRECAST CONCRETE STRUCTURE.
- IN THE EVENT A PRECAST DRAINAGE STRUCTURE WILL NOT BE ABLE TO BE UTILIZED AT A SPECIFIC LOCATION DUE TO EITHER A UTILITY CONFLICT, FIELD CHANGE BROUGHT ABOUT BY AN UNFORESEEN CONDITION OR A CHANGE IN GRADE OF THE STORM DRAINAGE DUE TO AN UNFORESEEN CONDITION, AND THE PRECAST DRAINAGE STRUCTURE HAS BEEN FABRICATED PRIOR TO THE DISCOVERY OF EITHER THE CONFLICT OR FIELD CHANGE, MINOR MODIFICATIONS TO THE PRECAST STRUCTURE MAY BE ALLOWED TO ACCOMMODATE THE CHANGE/CONFLICT UPON RECEIVING WRITTEN APPROVAL FROM THE ENGINEER, WITH NO ADDITIONAL COMPENSATION. SHOULD THE CONFLICT OR FIELD CHANGE REQUIRE MAJOR MODIFICATIONS AS DETERMINED BY THE ENGINEER, THE CONTRACTOR SHALL REPLACE THE PRECAST STRUCTURE WITH A CAST-IN-PLACE STRUCTURE AT NO ADDITIONAL COST. NOTE: ONLY THE STRUCTURE UTILIZED WILL BE CONSIDERED A PAY ITEM.
- CONCRETE COLLAR TO BE PROVIDED AT NO DIRECT PAY. THE COST OF THE CONCRETE COLLAR IS TO BE INCLUDED IN THE COST OF THE PRECAST DRAINAGE STRUCTURE.
- 6" AGGREGATE BASE TO BE PROVIDED AT NO DIRECT PAY. THE COST OF THE CONCRETE COLLAR IS TO BE INCLUDED IN THE COST OF THE PRECAST DRAINAGE STRUCTURE. AGGREGATE SHALL CONFORM TO THE REQUIREMENTS FOR BEDDING MATERIAL UNDER SECTION 726 OF THE LAFAYETTE CONSOLIDATED GOVERNMENT STANDARD SPECIFICATIONS.
- CONCRETE USED TO ADJUST FLOWLINE OF THE BASE UNIT IS TO BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.
- ALL PRECAST UNITS MUST BE FABRICATED BY A MFG. APPROVED AND LISTED ON THE LA-DOTD QUALIFIED PRODUCTS LIST.
- PLEASE REFER TO SHEETS 40 FOR MC-01 TYPE K MANHOLE COVER.

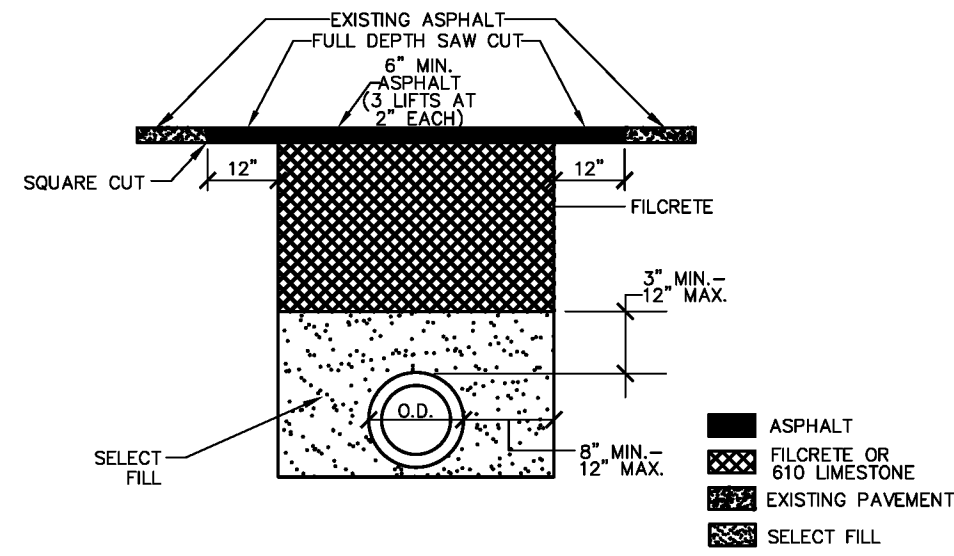


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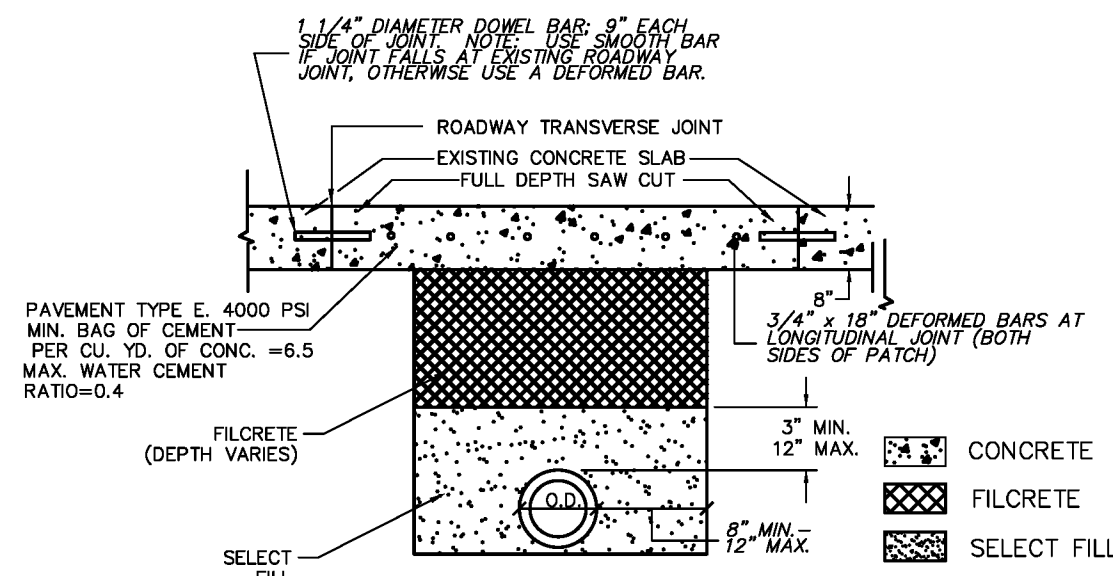


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CARENCRO CITY HALL EXPANSION 2026		
210 EAST ST. PETER STREET CARENCRO, LOUISIANA		
Drawing Title DROP INLET DETAIL		
Designed CMR	Project No. RAGIN NO. 1066	
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TYPICAL STREET CUT REPAIR FOR ASPHALT STREETS



TYPICAL STREET REPAIR FOR UTILITY LINE REHABILITATION FOR CONCRETE STREETS

NOTES:

- HOT MIX ASPHALT TO BE COMPACTED TO 92% DENSITY MINIMUM, FOR A MINIMUM OF FOUR INCHES (4") THICK, CONSTRUCTED IN TWO (2) - TWO INCH (2") LIFTS.
- FILCRETE MIX SHALL MEET THE GOVERNING REVIEW AGENCY'S STANDARD.
- SELECT FILL MUST BE COMPACTED IN 8" LIFTS TO 95% DENSITY FOR EACH LIFT. A VIBRATORY COMPACTOR WILL BE REQUIRED.
- TACK COAT TO BE APPLIED PRIOR TO ASPHALT LAYING.
- ALL PAVEMENT STRIPING AND/OR RAISED PAVEMENT REFLECTORS DESTROYED SHALL BE REPLACED. MATERIAL AND INSTALLATIONS SHALL MEET LOCAL MUNICIPALITY MUNICIPALITY STANDARD SPECIFICATIONS FOR THESE ITEMS.

EXISTING CONCRETE MUST BE DRILLED & DOWELED BEFORE NEW CONCRETE IS POURED. DOWEL BARS AT TRANSVERSE JOINTS MUST BE 1 1/4" IN DIAMETER, 18" LONG WITH 9" EPOXYED INTO EXISTING CONCRETE SPACED AT 12" ON CENTER. USE SMOOTH DOWEL BARS AT EXISTING ROADWAY JOINT ONLY. OTHERWISE USE DEFORMED DOWEL BARS. DOWEL BARS AT LONGITUDINAL JOINT MUST BE 3/4" IN DIAMETER DEFORMED BARS, 18" LONG WITH 9" EPOXYED INTO EXISTING CONCRETE. MUST BE 18" ON CENTER ALONG LONGITUDINAL SIDES OF STREET CUT PATCH.

CONCRETE TEST CYLINDERS SHALL BE MADE BY THE CONTRACTOR OR TESTING LABORATORY AT CONTRACTOR'S EXPENSE, AND BREAK RESULTS SHALL BE FORWARDED TO THE GOVERNING REVIEW AGENCY'S PUBLIC WORKS DEPARTMENT. TRAFFIC MAY BE PUT ON CONCRETE PATCH WHEN PSI STRENGTH IS REACHED.

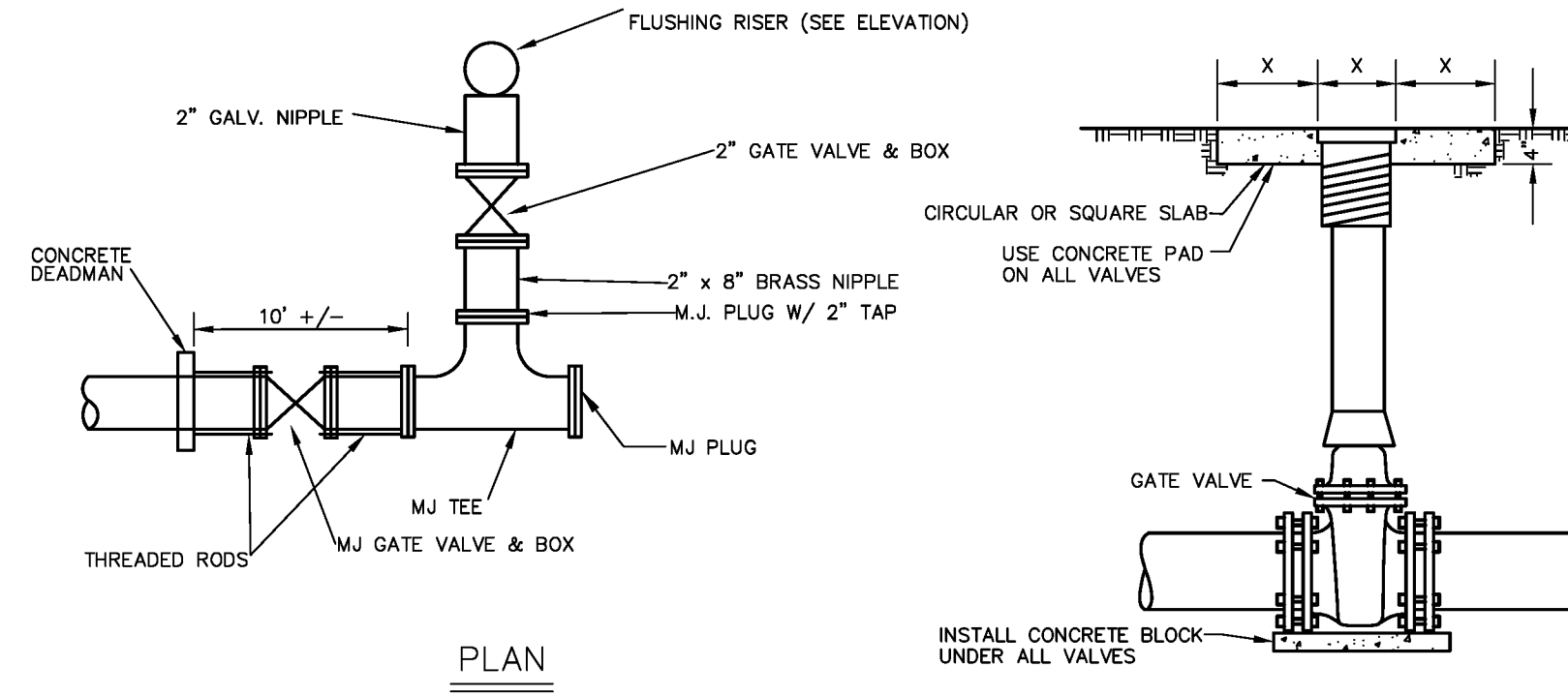
A BROOM FINISH IS REQUIRED AND CONCRETE CURED BY AN APPROVED METHOD.

FILCRETE MIX SHALL MEET THE GOVERNING REVIEW AGENCY'S STANDARDS AND SHALL BE POURED FLUSH WITH EXISTING CONCRETE ROADWAY SURFACE.

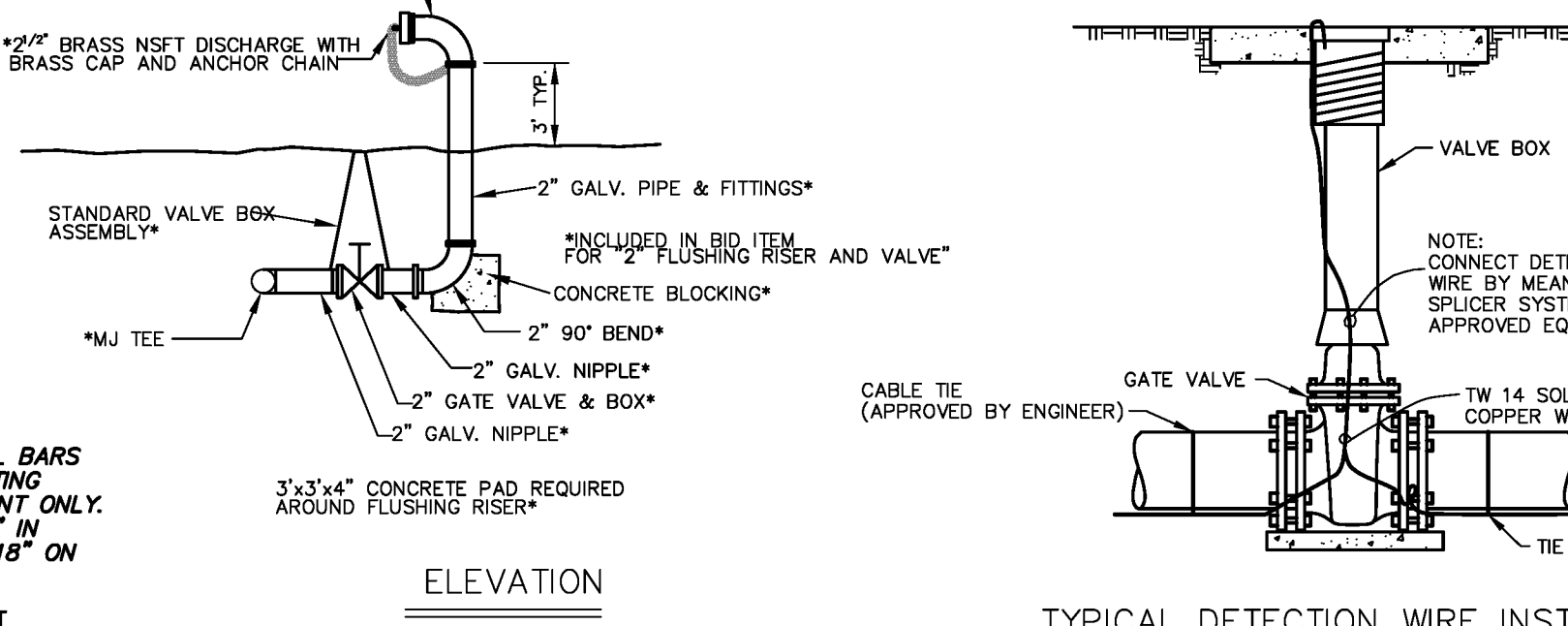
ALL NEW JOINTS SHALL CONFORM TO THE EXISTING JOINTS.

SELECT FILL MUST BE COMPACTED IN 8" LIFTS TO 95% DENSITY FOR EACH LIFT. A VIBRATORY COMPACTOR WILL BE REQUIRED.

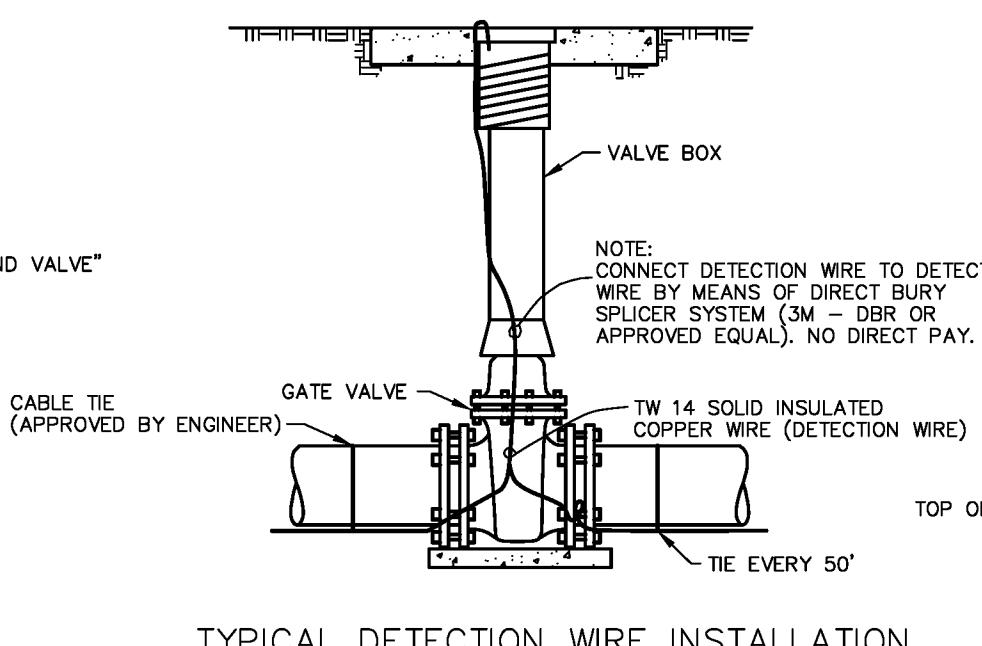
ALL PAVEMENT STRIPING AND/OR RAISED PAVEMENT REFLECTIONS DESTROYED SHALL BE REPLACED. MATERIAL AND INSTALLATION SHALL MEET THE GOVERNING REVIEW AGENCY'S STANDARD SPECIFICATIONS FOR THESE ITEMS.



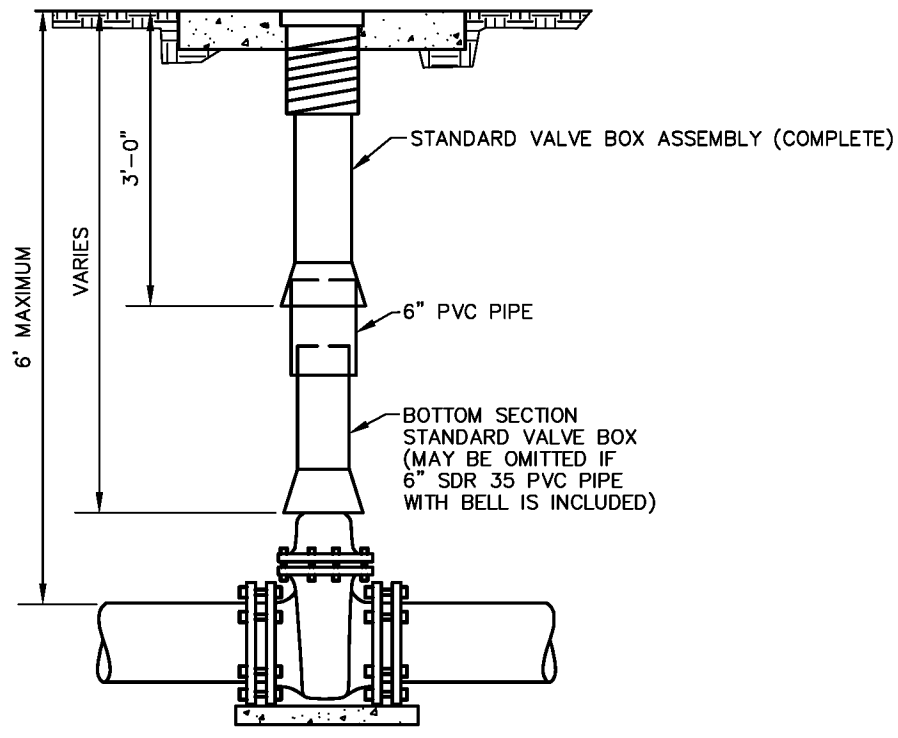
TYPICAL 2" FLUSHING RISER AND VALVE



TYPICAL VALVE & BOX INSTALLATION

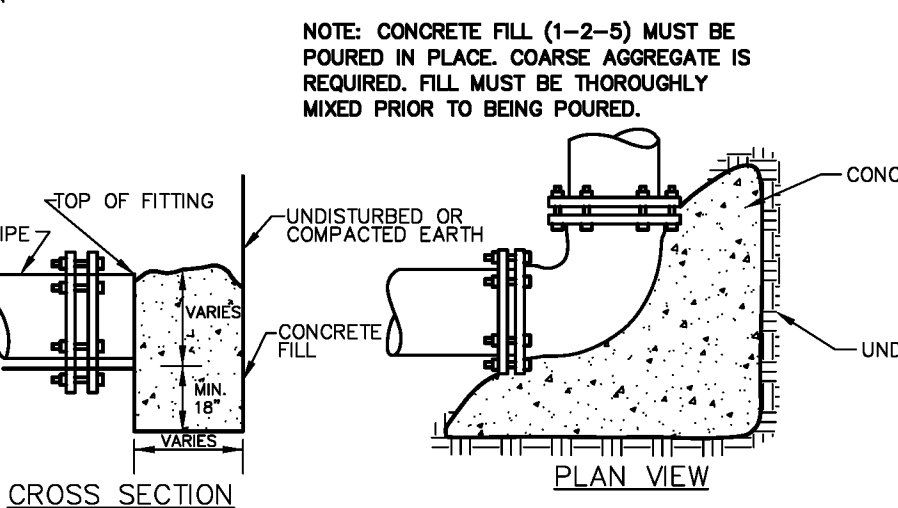


TYPICAL DETECTION WIRE INSTALLATION



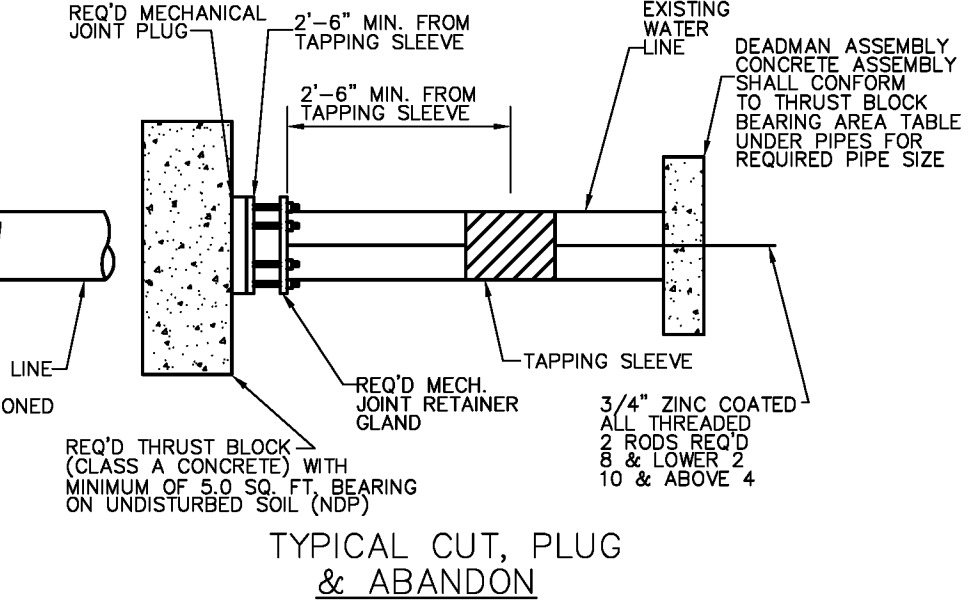
TYPICAL VALVE & BOX INSTALLATION BELOW NORMAL BURY

NO VALVE WILL BE INSTALLED ON A SECTION OF MAIN WITH GREATER THAN 6" OF COVER WITHOUT SPECIFIC APPROVAL FROM THE ENGINEER.

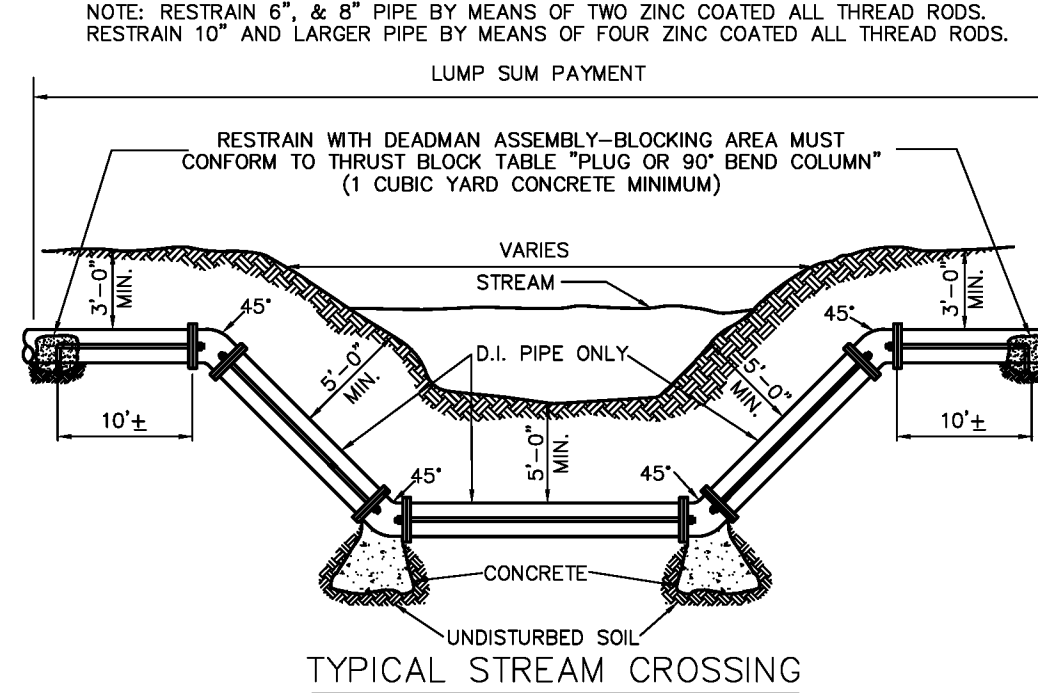


TYPICAL THRUST BLOCKING FOR ALL BENDS 6" AND LARGER

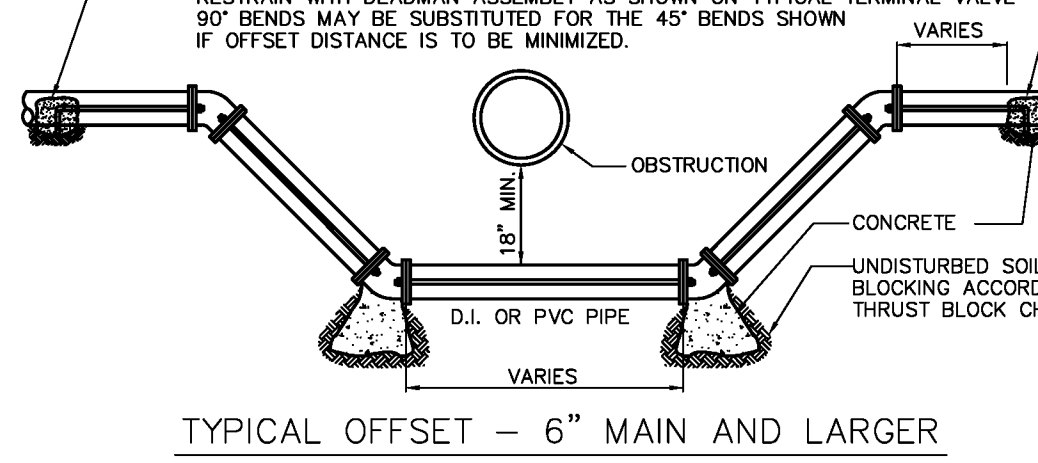
PIPE SIZE	PLUG OR 90° BEND	45° BEND	22-1/2° BEND	TEE
6"	3	2	1.5	3
8"	5	2.5	2	4
10"	7	4	3	5
12"	10	6	5	7
16"	14	8	7	10
18"	18	12	9	14



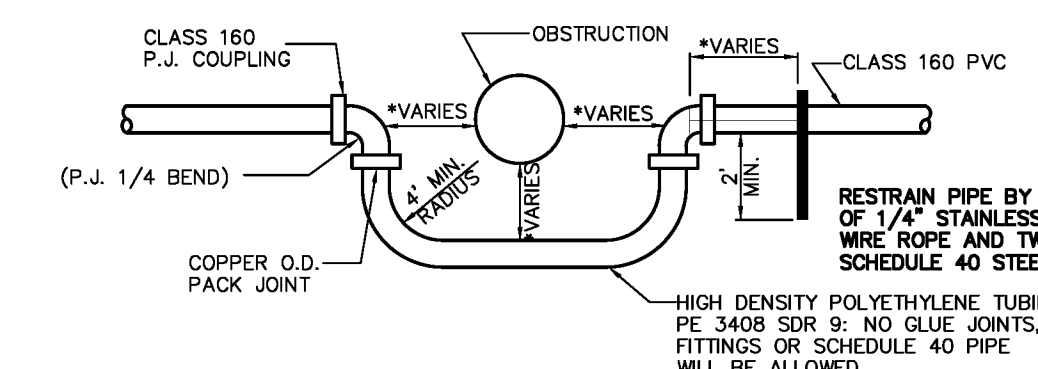
TYPICAL CUT, PLUG & ABANDON



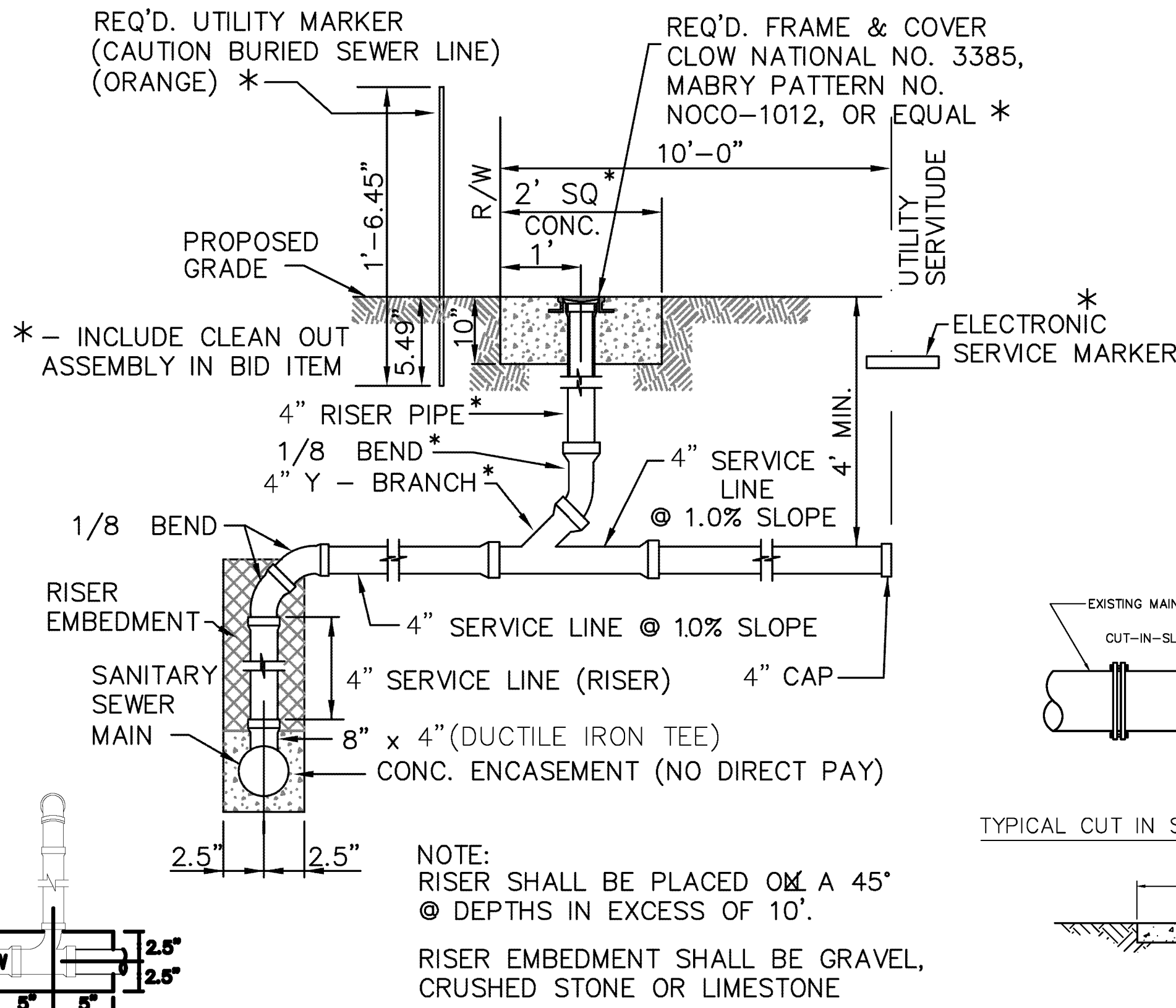
TYPICAL STREAM CROSSING



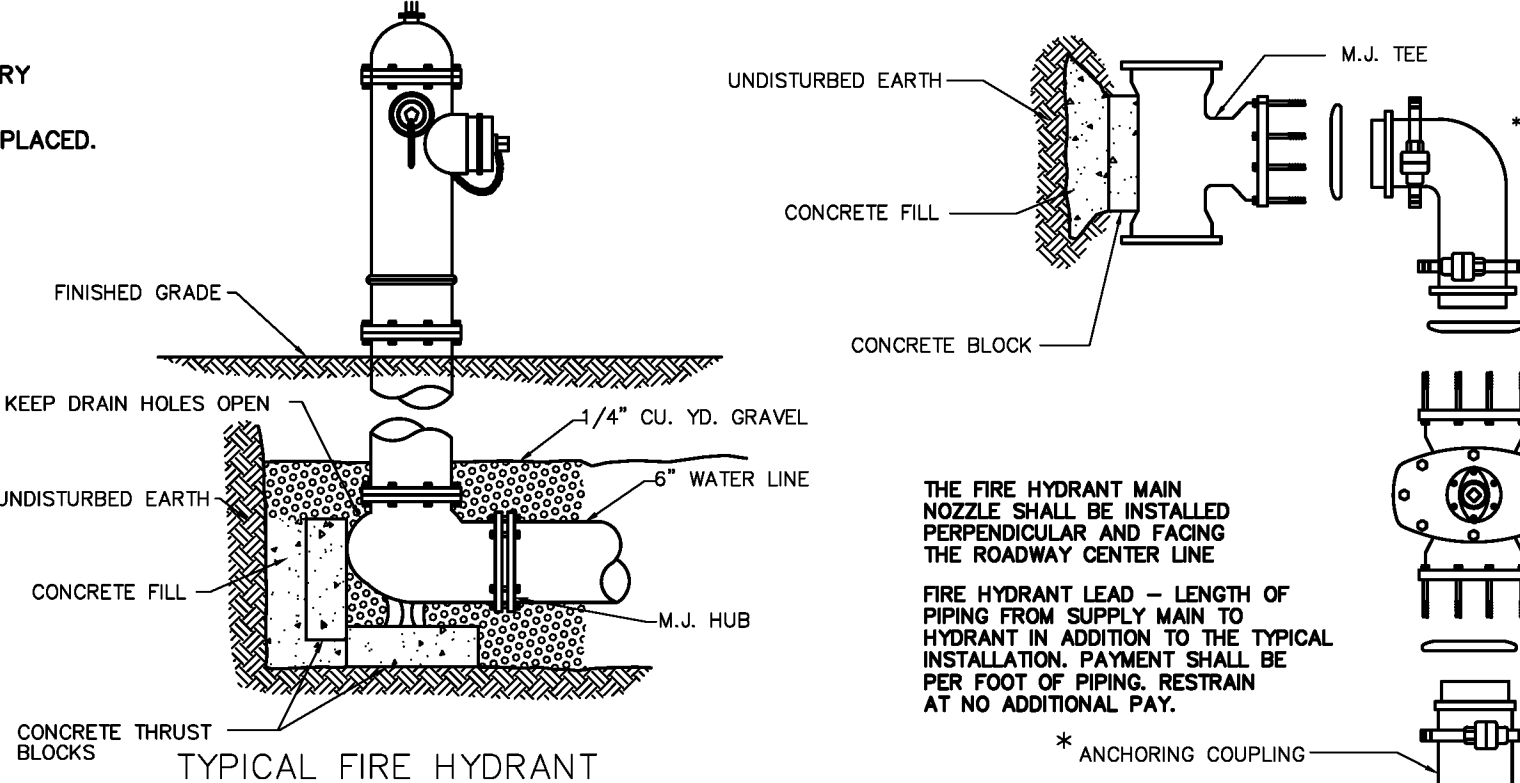
TYPICAL OFFSET - 6" MAIN AND LARGER



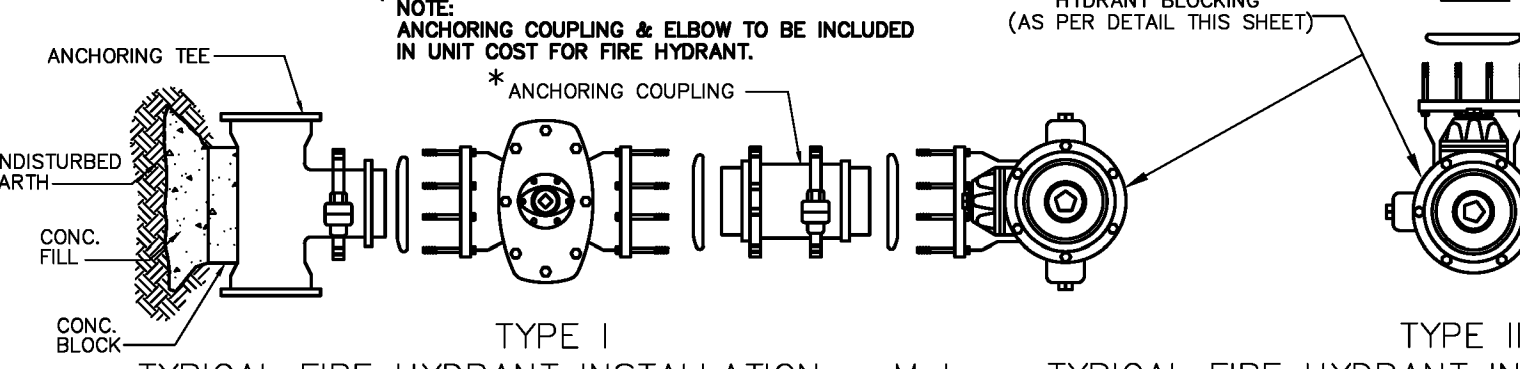
TYPICAL OFFSET/STREAM CROSSING 2" MAIN



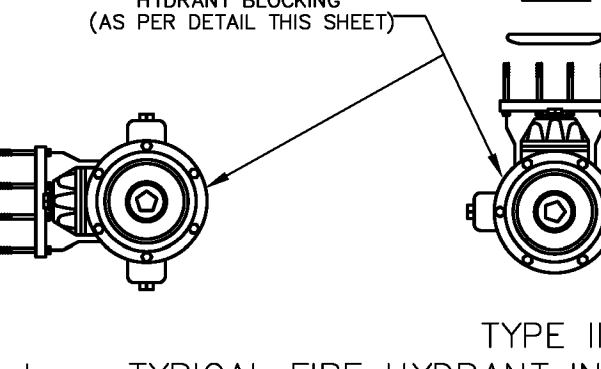
CONNECTION WHERE SEWER MAIN IS MORE THAN 6' DEEP



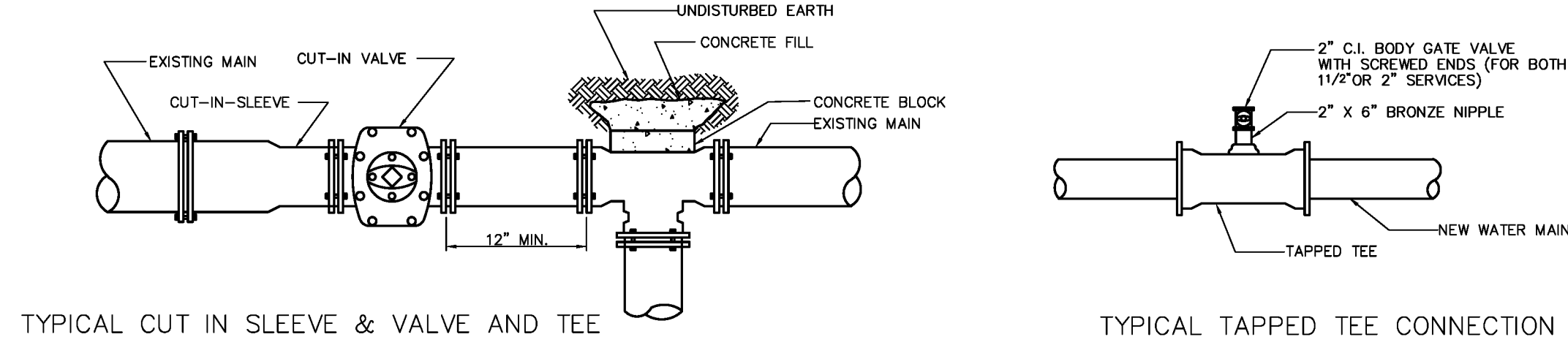
TYPICAL FIRE HYDRANT



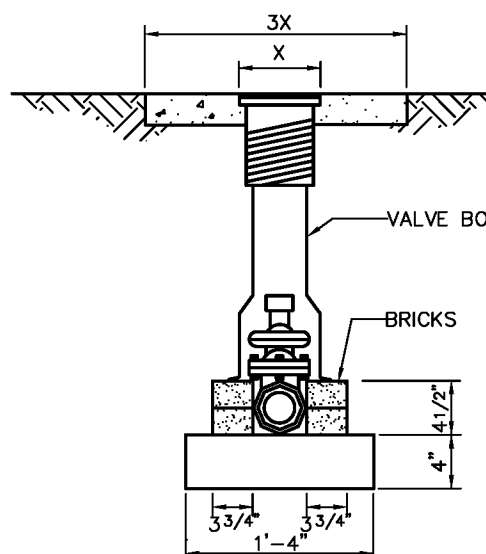
TYPICAL FIRE HYDRANT INSTALLATION - M.J.



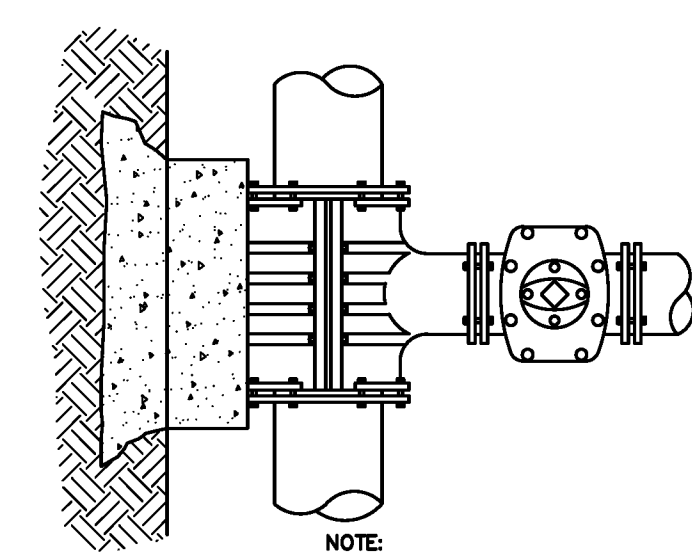
TYPICAL FIRE HYDRANT INSTALLATION - M.J.



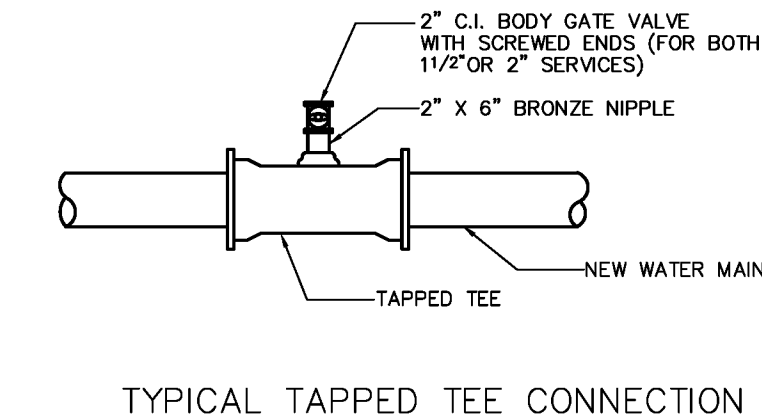
TYPICAL CUT IN SLEEVE & VALVE AND TEE



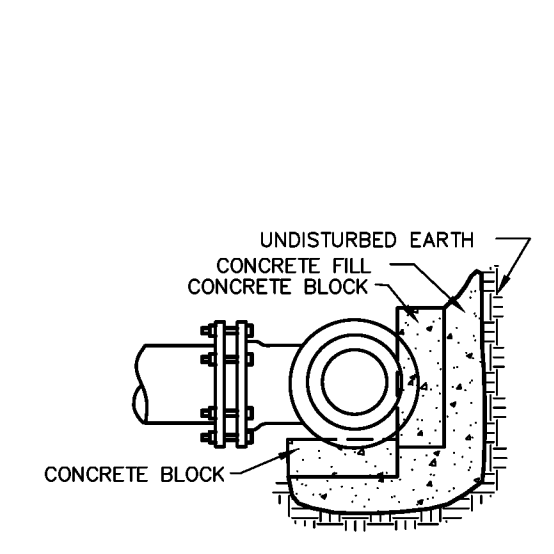
TYPICAL 2" VALVE & BOX INSTALLATION



TYPICAL TAPPING SLEEVE & VALVE



TYPICAL TAPPED TEE CONNECTION



THRUST BLOCKS AT TEES

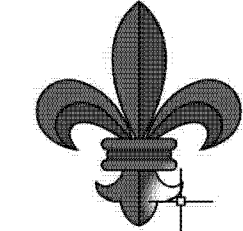
GENERAL:

NO VALVE SHALL BE OPERATED TO ALLOW WATER TO BE TRANSMITTED FROM A MUNICIPALITY UTILITY SYSTEM SOURCE WITHOUT THE DIRECT SUPERVISION OF THE GOVERNING MUNICIPALITY. VIOLATORS WILL BE PROSECUTED.

DEAD END MAINS MUST BE RESTRAINED BY MEANS A CONCRETE DEADMAN SYSTEM.

REQUIREMENTS

- ALL FIRE HYDRANTS AND VALVE BOXES SHALL BE INSTALLED TO MATCH THE FINISHED ELEVATION/GRADE.
- ALL FITTINGS, VALVES AND FIRE HYDRANTS MUST BE SUPPORTED THROUGHOUT BY CONCRETE BLOCKING.
- BOLTS MUST BE OPERABLE (FREE OF CONCRETE).
- ALL FITTINGS, VALVES AND FIRE HYDRANTS, PIPE AND SERVICE TUBING MUST CONFORM TO THE CURRENT MUNICIPALITY SPECIFICATIONS
- RESTRAIN FITTINGS TO CASINGS.
- ALL INSTALLATIONS STANDARDS/METHODS NOT SPECIFICALLY STATED IN THE CURRENT MUNICIPALITY UTILITIES SYSTEM'S SPECIFICATIONS MUST ADHERE TO THE STANDARD OF JURISDICTION (AWWA, NFPA, MANUFACTURER STANDARDS).



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NO.	REVISIONS/SUBMISSIONS	DATE
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CARENCRO CITY HALL EXPANSION 2026

210 EAST ST. PETER STREET CARENCRO, LOUISIANA

WATER & SEWER DETAILS

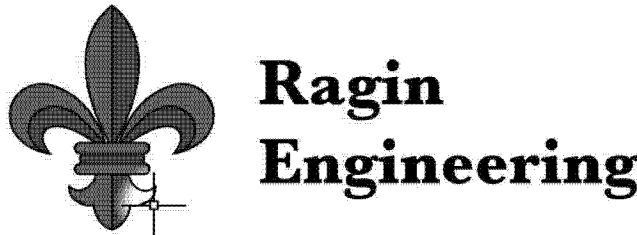
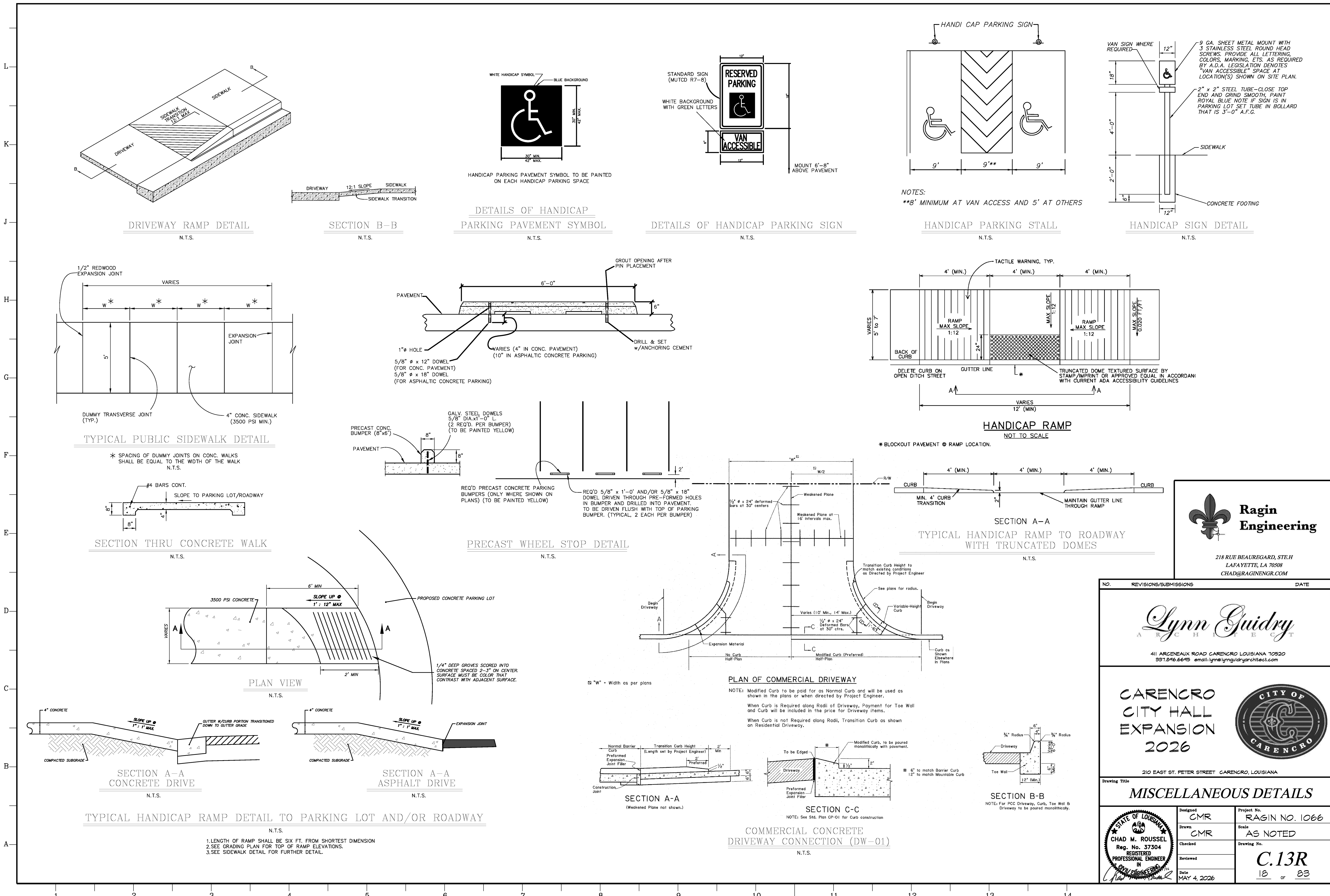
Designed **CMR** Project No. **RAGIN NO. 1066**

Drawn **CMR** Scale **AS NOTED**

Checked **CMR** Drawing No. **C.12R**

Reviewed **CMR** 17 of 83

Date **MAY 4, 2026**



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NO.	REVISIONS/SUBMISSIONS	DATE
<div>Lynn Guidry ARCHITECT</div> <div>411 ARCEAUX ROAD CARENCRO LOUISIANA 70520 337.846.6645 email:lynn@lynnguidryarchitect.com</div>		
<div>CARENCRO CITY HALL EXPANSION 2026</div> <div>210 EAST ST. PETER STREET CARENCRO, LOUISIANA</div>		
Drawing Title MISCELLANEOUS DETAILS		
<div>STATE OF LOUISIANA CHAD M. ROUSSEL Reg. No. 37304 REGISTERED PROFESSIONAL ENGINEER IN LOUISIANA</div>	Designed CMR	Project No. RAGIN NO. 1066
	Drawn CMR	Scale AS NOTED
	Checked	Drawing No. C.13R
	Reviewed	18 of 83
Date MAY 4, 2026		

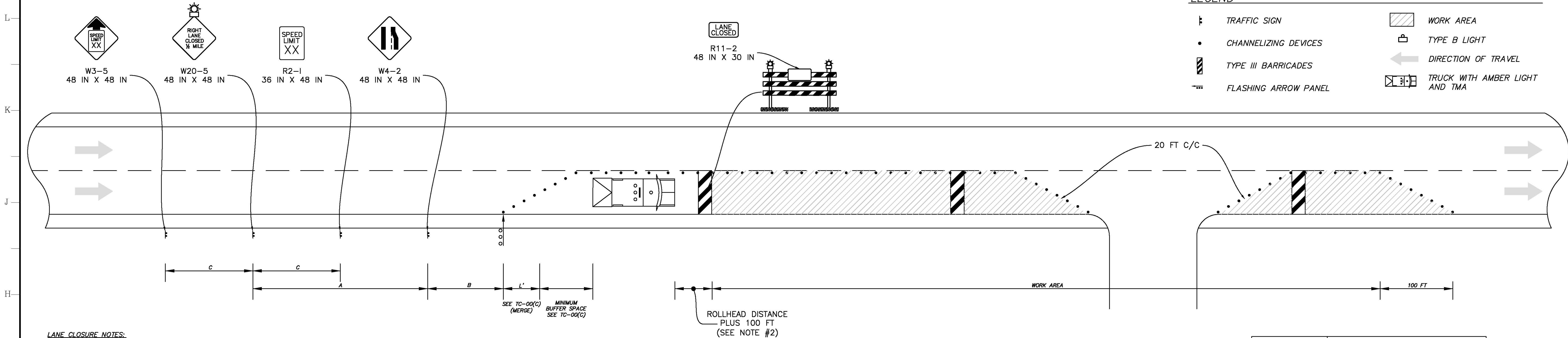
ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TCC STANDARDS.

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

LANE CLOSURE

LEGEND

- | | | | |
|--|----------------------|--|--------------------------------|
| | TRAFFIC SIGN | | WORK AREA |
| | CHANNELIZING DEVICES | | TYPE B LIGHT |
| | TYPE III BARRICADES | | DIRECTION OF TRAVEL |
| | FLASHING ARROW PANEL | | TRUCK WITH AMBER LIGHT AND TMA |



LANE CLOSURE NOTES:

THIS SHEET SHALL BE USED WITH THE TEMPORARY TRAFFIC CONTROL GENERAL NOTES SHEETS TTC-00(A), TTC-00(B), TTC-00(C), AND TTC-00(D).

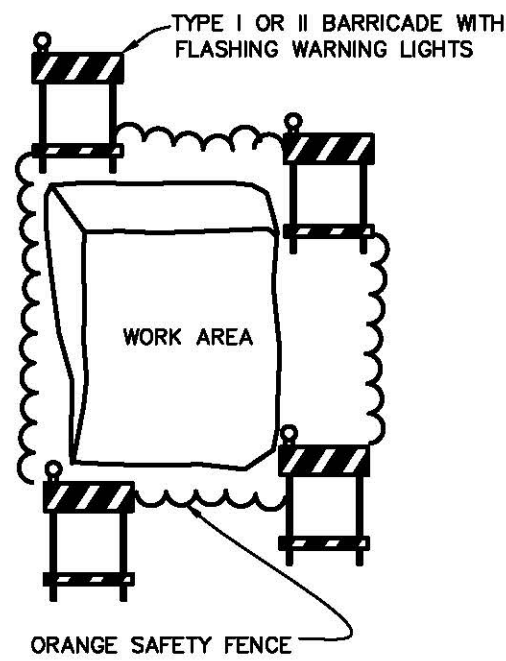
- THIS LAYOUT REPRESENTS THE MINIMUM TRAFFIC CONTROLS REQUIRED FOR LANE CLOSURES ON A FOUR-LANE UNDIVIDED HIGHWAY OR ROADWAY WITH TWO WAY LEFT TURN LANES. THIS IS NOT FOR ROADWAYS WITH A SPEED LIMIT OF 55 MPH OR GREATER PRIOR TO CONSTRUCTION. FOR ADVANCE SIGNING SEE TTC-00(D).
- A VEHICLE WITH A FLASHING 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.
- ADVANCE SIGNING SHALL MATCH THAT SHOWN FOR OPPOSITE DIRECTION.

SPEED LIMIT (PRIOR TO CONSTRUCTION)	SPACING		
	'A'	'B'	'C'
< OR = 40 MPH	500 FT	250 FT	N/A
45-50 MPH	1000 FT	360 FT	500 FT

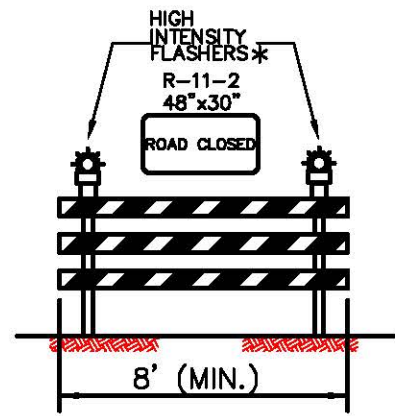
ROAD CLOSURE

ROAD CLOSURE GENERAL NOTES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ERECTION AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES REQUIRED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OPERATIONS.
- ALL TRAFFIC CONTROL DEVICES REQUIRED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OPERATIONS SHALL BE PLACED IN ACCORDANCE WITH LA DOTD TRAFFIC CONTROL STANDARDS TC-00, TC-03, TC-06 AND WITH PART VI OF THE MUTCD 2009 EDITION, OR AS REQUIRED BY THE PROJECT ENGINEER IF DEEMED NECESSARY FOR THE SAFE AND/OR EFFICIENT MOVEMENT OF VEHICLES AND PEDESTRIANS THROUGH THE WORK AREA.
- CONSTRUCTION EQUIPMENT AND/OR MATERIALS SHALL NOT BE LEFT UNATTENDED ALONG THE ROADWAY OR OVERNIGHT, EXCEPT WITH SPECIFIC WRITTEN PERMISSION OF THE PROJECT ENGINEER.
- ONLY PLASTIC OR WOODEN BARRICADES SHALL BE USED. METAL BARRICADES ARE SPECIFICALLY PROHIBITED. 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.
- SIGNING SHOWN IN PLANS REPRESENTS MINIMUM CONSTRUCTION SIGNING REQUIREMENTS ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADDITIONAL SIGNING AND/OR TRAFFIC CONTROL DEVICES AS REQUIRED BY MUTCD AT NO ADDITIONAL COST.
- ACCESS TO PRIVATE AND PUBLIC PROPERTY SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS.
- TRAFFIC CONTROL DEVICES SHALL BE COVERED OR REMOVED WHEN THERE IS NO ACTIVITY IN THE WORK AREA OR WHEN CONDITIONS THAT REQUIRE A CERTAIN DEVICE NO LONGER EXIST.
- NO EXISTING TRAFFIC SIGNS SHALL BE REMOVED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY TRAFFIC SERVICES SECTION AT 291-8566 IMMEDIATELY UPON INSTALLATION OF THE REQUIRED WORK AREA TRAFFIC CONTROLS. PERSONNEL FROM THE TRAFFIC SERVICES SECTION WILL REMOVE OR COVER ANY EXISTING TRAFFIC SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION ACTIVITIES OR WORK AREA TRAFFIC CONTROL.
- A 48-HOUR ADVANCED NOTICE TO LOG IS REQUIRED PRIOR TO ANY OF THE ROAD CLOSURES.
- ACCESS TO ST. PETER ROMAN CATHOLIC CHURCH TO REMAIN OPEN DURING THE ENTIRE EXTENT OF ROAD CLOSURE.

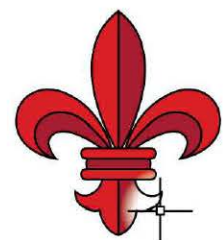


OVERNIGHT BARRICADE DETAIL FOR EXCAVATIONS BEYOND TRAVEL LANE



TYPE III BARRICADES (TYP.)
* ON ALL BARRICADES

WORK AREA



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NO. REVISIONS/SUBMISSIONS DATE

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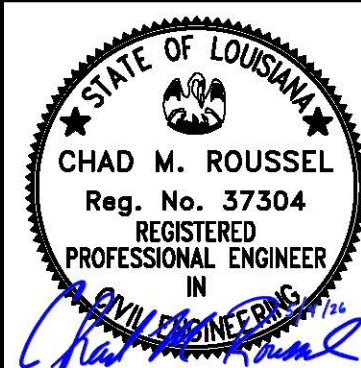
CARENCRO
CITY HALL
EXPANSION
2026



210 EAST ST. PETER STREET CARENCRO, LOUISIANA

Drawing Title

TRAFFIC CONTROL PLAN



Designed	CMR	Project No.	RAGIN NO. 1066
Drawn	CMR	Scale	AS NOTED
Checked		Drawing No.	C.14R
Reviewed		Date	19 of 83
Date	MAY 4, 2026		

PRINT IN COLOR!

CERTAIN FEATURES OF THIS PAGE OF DRAWINGS ARE ONLY APPARENT IF THE PAGE IS PRINTED IN COLOR.

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- K—

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- E—**

D—

C—

B—

- A—




**Ragin
Engineering**

NO.	REVISIONS/SUBMISSIONS	DATE
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337.896.6695 email:lynne@lynnauldruarchitect.com

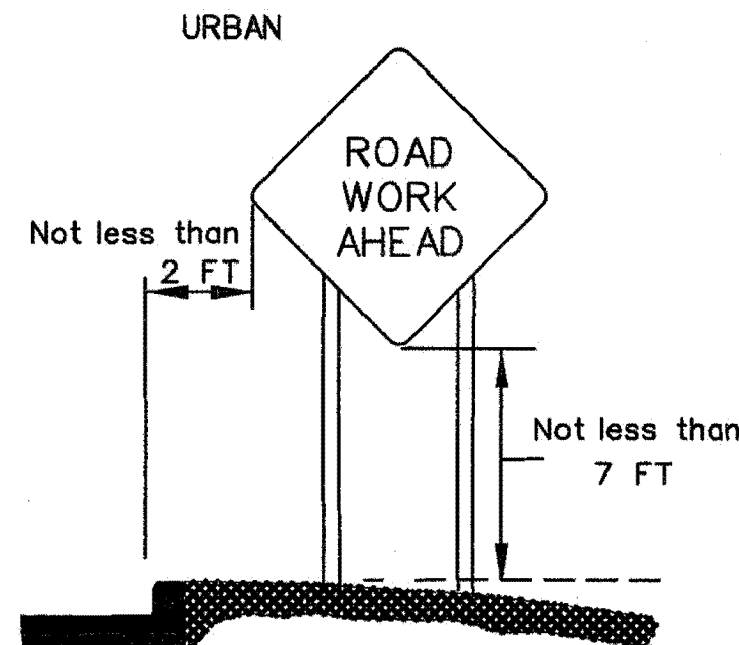
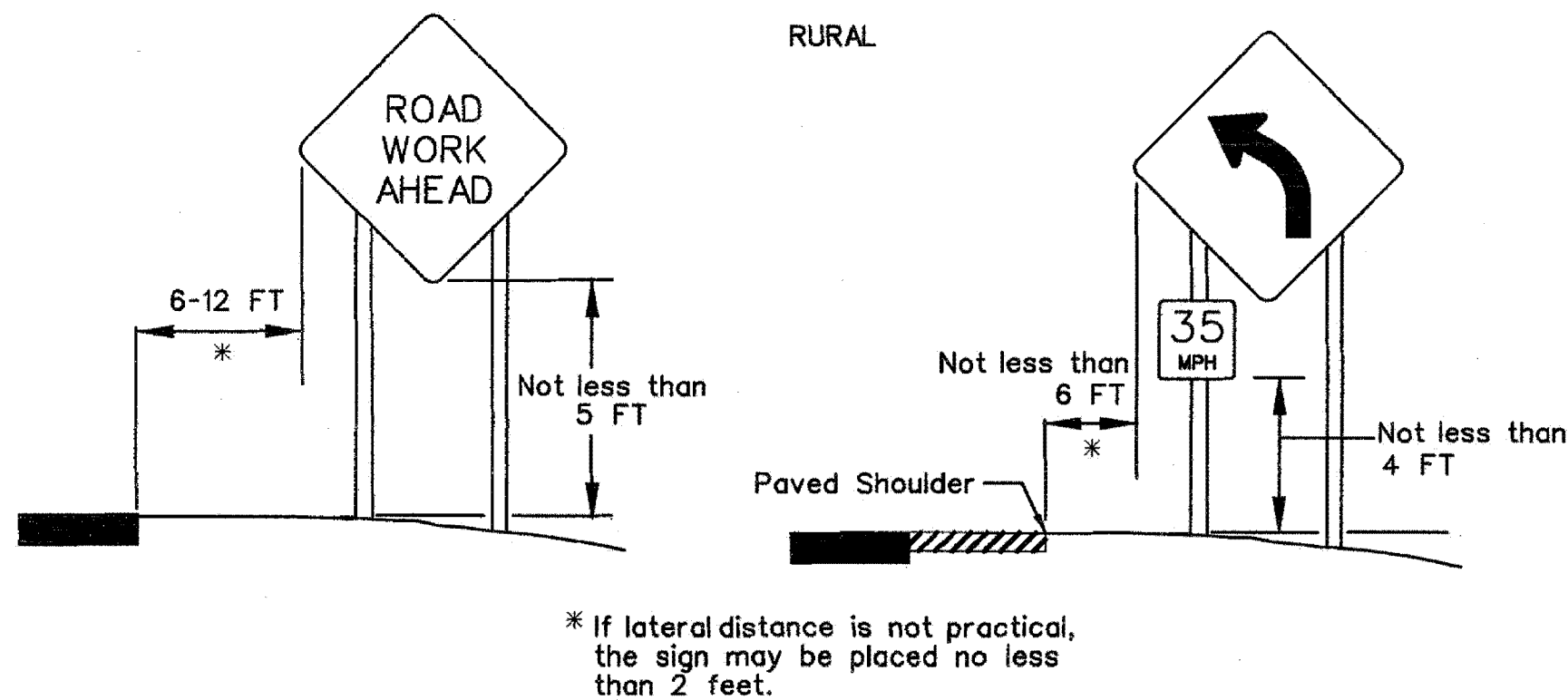
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	Designed	<u>CMR</u>	Project No.	<u>RAGIN NO. 1066</u>
	Drawn	<u>CMR</u>	Scale	<u>AS NOTED</u>
	Checked		Drawing No.	<u>C.15</u>
	Reviewed		Date	<u>20</u> OF <u>83</u> <u>MAY 4, 2026</u>

C.15
20 83

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. (Burlap is not an acceptable material to cover signs).
- At no time shall signs warning against a particular operation be left in place once the operation has been completed or where the condition has been removed.
- Warning signs used for temporary traffic controls shall meet the following guidelines unless otherwise noted in the plans:
 - (A) size shall be 48 inches by 48 inches.
 - (B) see the Louisiana Standard Specifications for Roads and Bridges and the 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.
- Vinyl rollup 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:

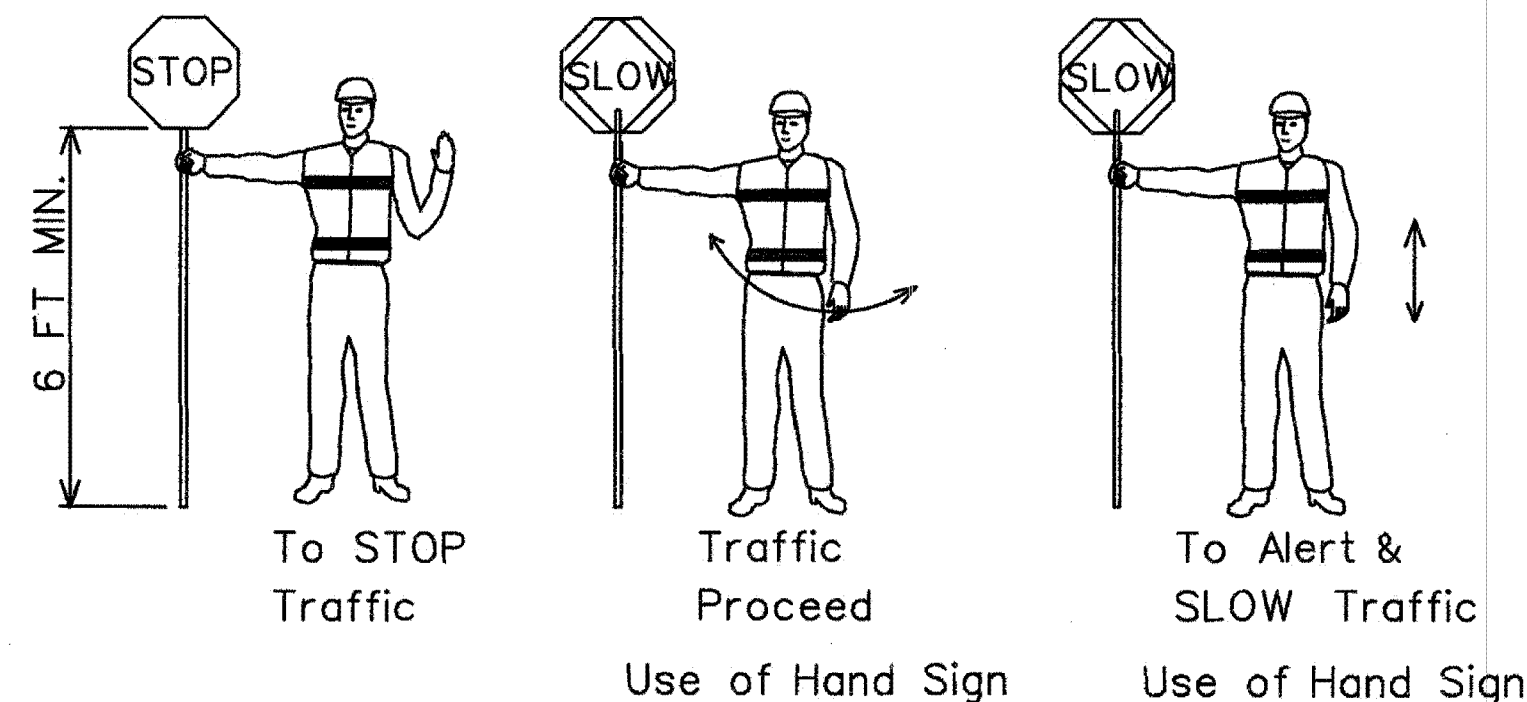


LANE CLOSURES

- 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 EDSM VI.1.1.4.
- 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

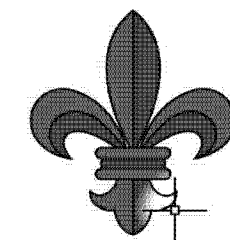
- All flaggers shall be qualified.
- The contractor shall be responsible for training or assuring that all flaggers are qualified to perform flagging duties.
- A Qualified Flagger is one that has completed courses such as those offered by ATSSA, AGC, or other courses approved by the LADOTD Work Zone 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/qpl/tableofcontents.shtml>
 - 4) LADOTD Engineering Directives and Standards Manual (EDSM) VI.1.1.4 - 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/blr/I023.pdf>
 - 12) LADOTD Engineering Directives and Standards Manual (EDSM) VI.2.1.10 - PCMS Approved Construction Message Policy. <http://webmail.dotd.la.gov/ppmemos.nsf>

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.



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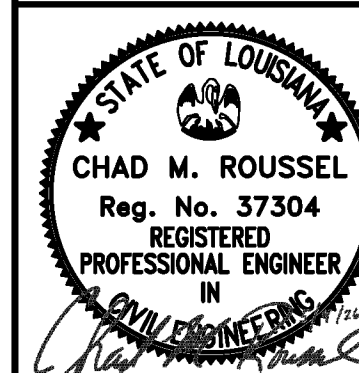
CARENCRO CITY HALL EXPANSION 2026



210 EAST ST. PETER STREET CARENCRO, LOUISIANA

Drawing Title

TTC-001(B)

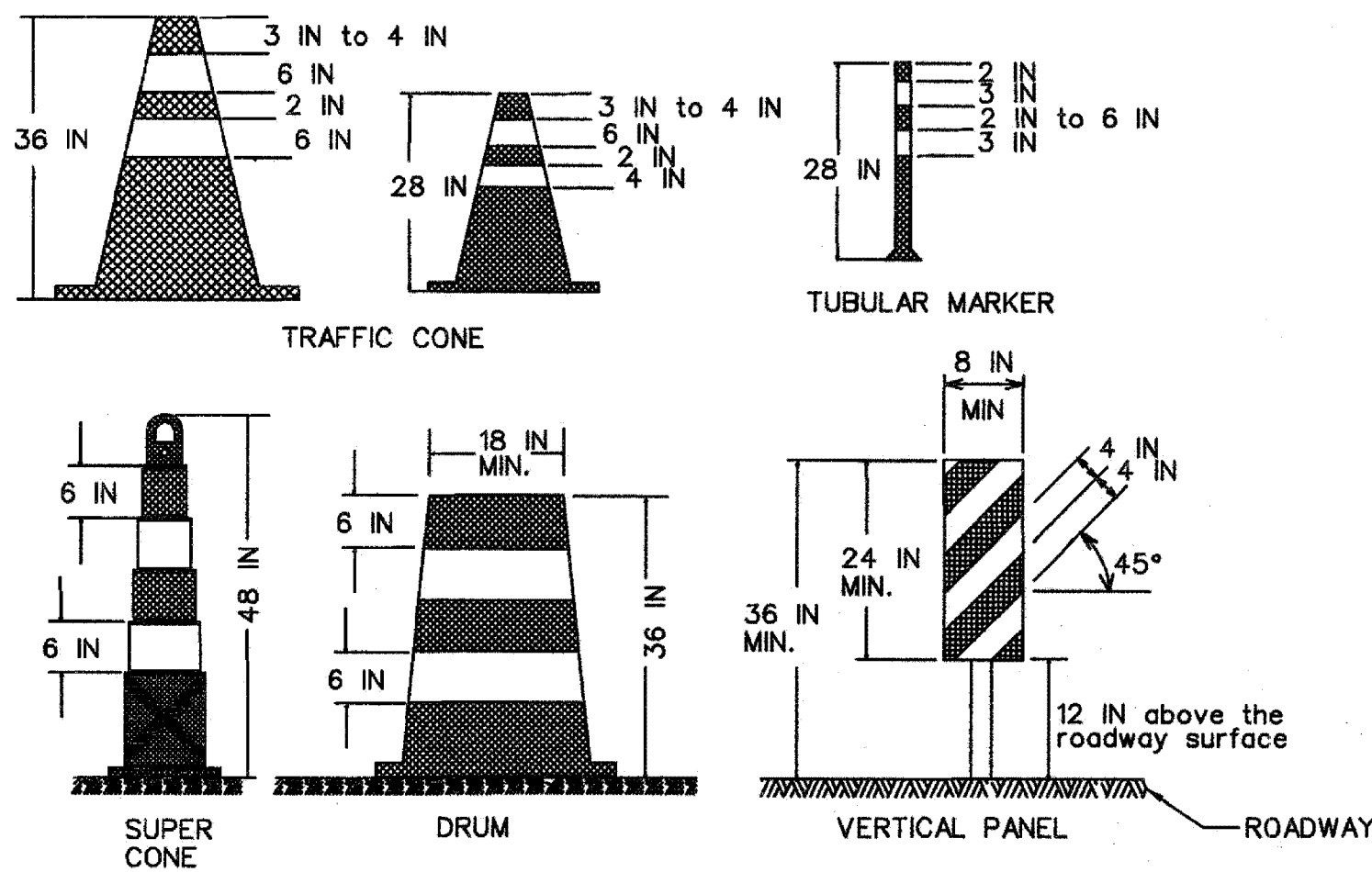


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Drawn **CMR**
Checked
Reviewed
Date **MAY 4, 2026**

Project No. **RAGIN NO. 1066**
Scale **AS NOTED**
Drawing No. **C.16**
21 of **83**

CHANNELIZING DEVICES

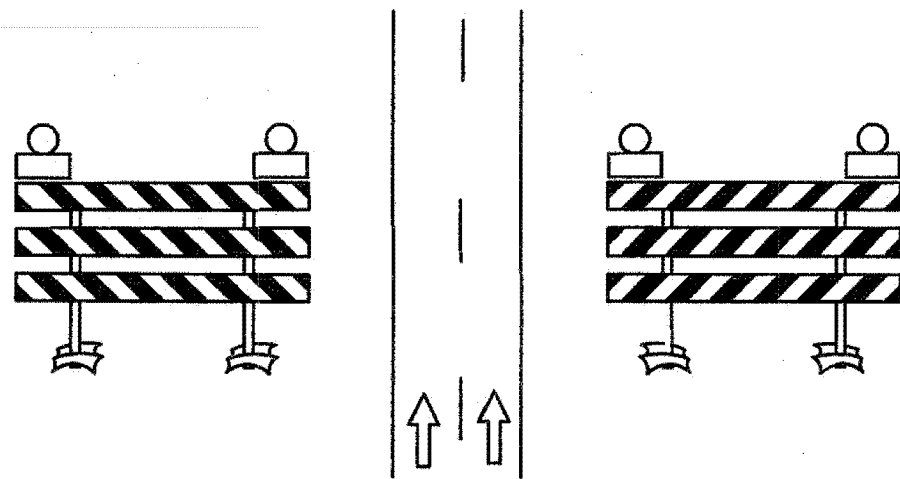
- The following devices may be used as channelizing devices: Tubular Markers, Vertical Panels, Cones, Drums, and Super Cones.
- 28 inch traffic cones are not allowed on:
 - Interstates
 - Highways with speeds greater than 40 mph.
- During nighttime operations 28 inch and 36 inch cones are not allowed.
- 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 QPL).
- Typical channelizing device lateral placement (do not include when it is used as a divider for opposing directions of traffic) shall be 2 feet off the lane line in the closed lane or shoulder.
- Devices may be adjusted laterally to accomodate ongoing work in the immediate vicinity but must be returned to the closed lane after the work activity has moved.
- Channelizing devices on the lane line shall be of the same type.
- Channelizing devices in each taper shall be of the same type.



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TYPE III BARRICADES

- Only Type III barricades shall be used.
- 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 QPL).
- When signs and lights are to be mounted to a barricade, they must meet NCHRP Report 350 or MASH requirements.
- A truck with a TMA may be substituted for a barricade when workers are present.
- Barricades shall be placed:
 - (A) at the beginning of a closed lane or shoulder and at 1,000 foot intervals where no active work is ongoing and the lane must remain closed. A minimum of 2 barricades shall be placed if the lane or shoulder closure is less than 2,000 feet. (One barricade shall be placed at the beginning of the lane closure after the buffer space and one shall be placed in the middle of the lane closure.)
 - (B) before each or group of unfilled holes or holes filled with temporary material.
 - (C) before uncured concrete.
 - (D) in the closed lane on each side of every intersection and crossover. (Do not block sight distance.)
 - (E) in front of piles of material (dirt, aggregate, broken concrete), culverts, and equipment which is near the work zone.



TTC for DROP-OFFS

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

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

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

STANDARD DEVICE SPACING AND BUFFER SPACE

SPEED LIMIT (prior to construction)	MERGING TAPER LENGTH (L)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE
	Lane Width (FT)				Along Taper	Along Tangent	
MPH	9	10	11	12	Along Taper	Along Tangent	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	360
50	450	500	550	600	40	80	425
55	495	550	605	660	40	80	495
60	540	600	660	720	40	80	570
65	585	650	715	780	40	80	645
70	630	700	770	840	40	80	730

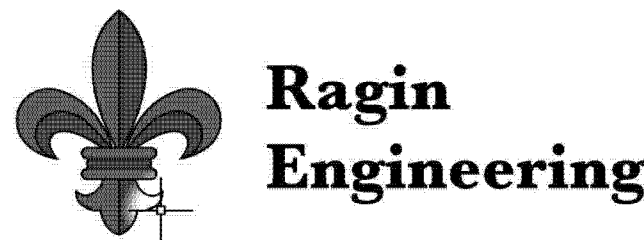
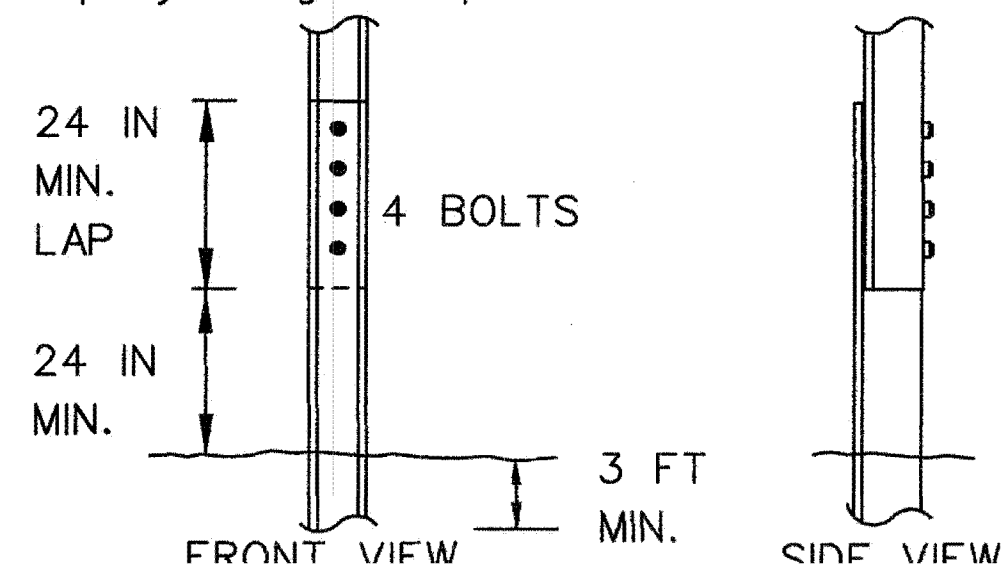
SPEED LIMIT (prior to construction)	SHIFTING TAPER LENGTH (1/2)(L)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE
	Lane Width (FT)				Along Taper	Along Tangent	
MPH	9	10	11	12	Along Taper	Along Tangent	FT
25	47	53	58	63	20	40	155
30	68	75	83	90	40	80	200
35	92	103	113	123	40	80	250
40	120	134	147	160	40	80	305
45	203	225	248	270	40	80	360
50	225	250	275	300	40	80	425
55	248	275	303	330	40	80	495
60	270	300	330	360	40	80	570
65	293	325	358	390	40	80	645
70	315	350	385	420	40	80	730

SPEED LIMIT (prior to construction)	SHOULDER TAPER LENGTH (1/3)(L)				STANDARD DEVICE SPACING IN FEET		BUFFER SPACE
	Lane Width (FT)				Along Taper	Along Tangent	
MPH	9	10	11	12	Along Taper	Along Tangent	FT
25	32	35	39	42	20	40	155
30	45	50	55	60	40	80	200
35	62	69	75	82	40	80	250
40	80	89	98	107	40	80	305
45	135	150	165	180	40	80	360
50	150	167	184	200	40	80	425
55	165	184	202	220	40	80	495
60	180	200	220	240	40	80	570
65	195	217	239	260	40	80	645
70	210	234	257	280	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 SPLICE FOR U-CHANNEL POST

- U-Channel posts may be spliced where long lengths are required. The upper section shall overlap the lower section by at least 24 inches. The bottom edge of the upper section of the splice shall be a minimum of 24 inches above the ground. The spliced sections shall be secured with at least four 5/16 inch diameter hex bolts spaced equally along the splice.



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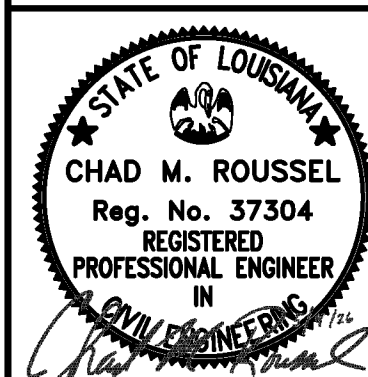
CARENCRO
CITY HALL
EXPANSION
2026



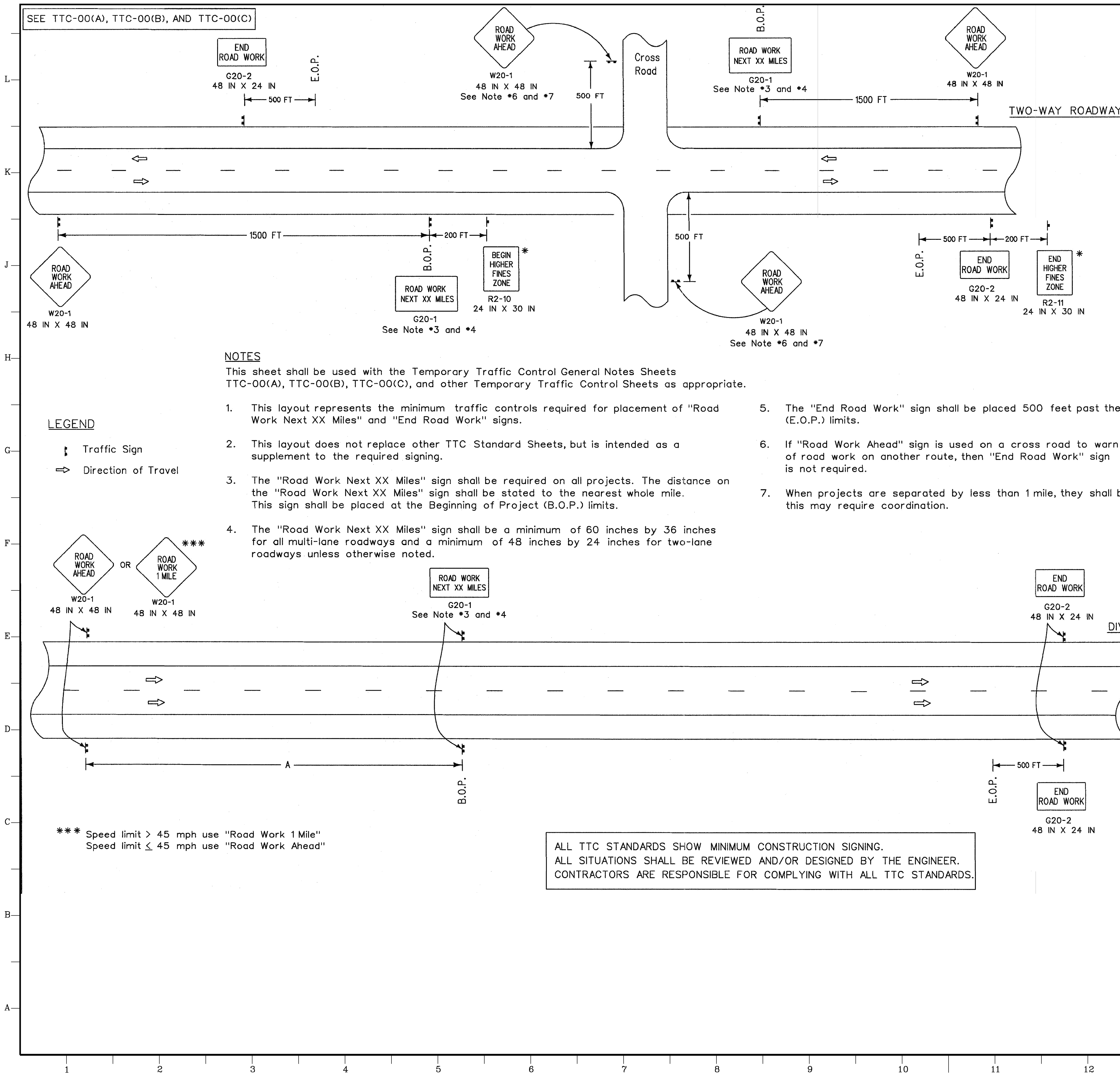
210 EAST ST. PETER STREET CARENCRO, LOUISIANA

Drawing Title

TTC-001(C)



Designed CMR	Project No. RAGIN NO. 1066
Drawn CMR	Scale AS NOTED
Checked	Drawing No. C.17
Reviewed	22 of 83
Date MAY 4, 2026	



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

END
ROAD WORK

G20-2
48 IN X 24 IN

500 FT

E.O.P.

ROAD
WORK
AHEAD

W20-1
48 IN X 48 IN
See Note *6 and *7

500 FT

Cross
Road

ROAD WORK
NEXT XX MILES

G20-1
See Note *3 and *4

1500 FT

ROAD
WORK
AHEAD

W20-1
48 IN X 48 IN

TWO-WAY ROADWAY

ROAD
WORK
AHEAD

W20-1
48 IN X 48 IN

1500 FT

B.O.P.

ROAD WORK
NEXT XX MILES

G20-1
See Note *3 and *4

BEGIN
HIGHER
FINES
ZONE *

R2-10
24 IN X 30 IN

500 FT

ROAD
WORK
AHEAD

W20-1
48 IN X 48 IN
See Note *6 and *7

500 FT

END
ROAD WORK

G20-2
48 IN X 24 IN

200 FT

END
HIGHER
FINES
ZONE *

R2-11
24 IN X 30 IN

* For divided roadways
with speeds \geq 50 mph
use larger sign,
36 IN X 48 IN.

NOTES

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

LEGEND

- Traffic Sign
- Direction of Travel

- This layout represents the minimum traffic controls required for placement of "Road Work Next XX Miles" and "End Road Work" signs.
- This layout does not replace other TTC Standard Sheets, but is intended as a supplement to the required signing.
- The "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.
- The "Road Work Next XX Miles" sign shall be a minimum of 60 inches by 36 inches for all multi-lane roadways and a minimum of 48 inches by 24 inches for two-lane roadways unless otherwise noted.
- The "End Road Work" sign shall be placed 500 feet past the End of Project (E.O.P.) limits.
- If "Road Work Ahead" sign is used on a cross road to warn of road work on another route, then "End Road Work" sign is not required.
- When projects are separated by less than 1 mile, they shall be signed as one project; this may require coordination.

ROAD WORK AHEAD OR ROAD WORK 1 MILE ***
W20-1 48 IN X 48 IN W20-1 48 IN X 48 IN

ROAD WORK
NEXT XX MILES

G20-1
See Note *3 and *4

END
ROAD WORK

G20-2
48 IN X 24 IN

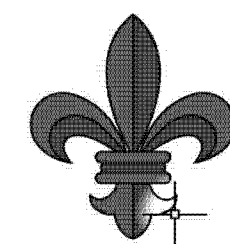
DIVIDED ROADWAY

*** Speed limit $>$ 45 mph use "Road Work 1 Mile"
Speed limit \leq 45 mph use "Road Work Ahead"

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

SPEED LIMIT (prior to construction)	SPACING
\leq 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.



**Ragin
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NO.	REVISIONS/SUBMISSIONS	DATE
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CARENCRO CITY HALL EXPANSION 2026		
210 EAST ST. PETER STREET CARENCRO, LOUISIANA		
Drawing Title TTC-001(D)		
Designed CMR	Project No. RAGIN NO. 1066	
Drawn CMR	Scale AS NOTED	
Checked	Drawing No. C.18	
Reviewed	23 of 83	
Date MAY 4, 2026		