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CIVIL

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PROPOSED CONSTRUCTION PLANS FOR ASCENSION PARISH WATER SECTOR PROGRAM (ROUND 1) FOR ASCENSION PARISH, LOUISIANA AP PROJECT NO. PM-21-09-002 M&C PROJECT NO. 08391-0010



STATE OF LOUISIANA

N.T.S.

PLAN SHEETS M-01 - M-10 (INCLUSIVE)
PREPARED BY AND RECOMMENDED
FOR APPROVAL

David K. Brown
David K. Brown, P.E.
OWEN & WHITE, INC.

2/24/2023
Date

PLAN SHEETS E-01 - E-04 (INCLUSIVE)
PREPARED BY AND RECOMMENDED
FOR APPROVAL

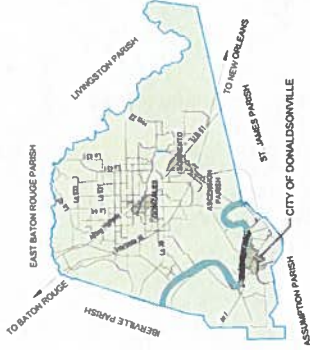
Michael Lee Terrell
Michael Lee Terrell, P.E.
PARISH ENGINEERING, INC.

2/24/2023
Date

PLAN SHEETS G1 - G5 (INCLUSIVE), C1-C9
(INCLUSIVE), CT1-CT5 (INCLUSIVE), AND
T1-T7 (INCLUSIVE)
PREPARED BY AND RECOMMENDED
FOR APPROVAL

David A. Ensel
David A. Ensel, P.E.
MCKIM & CREED, LLC

2/24/2023
Date



VICINITY MAP

N.T.S.

ASCENSION PARISH

PARISH PRESIDENT

CLINT COMTMENT

COUNCIL MEMBERS

ALVIN THOMAS JR.
JOEL ROBERT
TODD TURNER
COREY ORGERON
DEMPSEY LAMBERT
CHASE MELANCON
AARON LAWLER
TERI CASSO
DAL WAGUESPACK
JOHN CAGNIOLATTI
MICHAEL MASON

COUNCILMAN, DISTRICT 1
COUNCILMAN, DISTRICT 2
COUNCILMAN, DISTRICT 3
COUNCILMAN, DISTRICT 4
COUNCILMAN, DISTRICT 5
COUNCILMAN, DISTRICT 6
COUNCILMAN, DISTRICT 7
COUNCILMAN, DISTRICT 8
COUNCILMAN, DISTRICT 9
COUNCILMAN, DISTRICT 10
COUNCILMAN, DISTRICT 11

ASCENSION PARISH WATER SECTOR PROGRAM (ROUND 1)

TITLE AND INDEX SHEET

AKKIM & CREED
(225) 444-2223
www.mckimcreed.com
1003 L. Poydras Ave.
Greensboro, LA 70707-0278



Client:
Project:
ASCENSION
PARISH WATER
SECTOR
PROGRAM
(ROUND 1)

Drawn by:
Date:
Checked by:



Date: FEBRUARY 2023
Project No.: 08391-0010
Drawn By: SAT
Checked By: DAE
Sheet:

G1

PRIOR TO WORK COMMENCEMENT, THE CONTRACTOR IS RESPONSIBLE FOR FINAL VERIFICATION OF THE LOCATION OF THE EXISTING UTILITIES ON THESE PLANS. THE CONTRACTOR SHALL CONTACT LA ONE CALL (811) 247-2700 TO OBTAIN THE LOCATION OF ALL EXISTING UTILITIES. THE CITY OF DONALDSONVILLE TO HAVE ALL UTILITIES LOCATED PRIOR TO CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH ALL THE UTILITY COMPANIES TO ENSURE ALL AREAS OF CONSTRUCTION ARE MARKED PRIOR TO PIPE COMMENCEMENT OF ANY EXCAVATION.

18. ANY REQUIRED PAVEMENT RESTORATION ACCORDING TO ASPHALT AND CONCRETE PAVEMENT DETAILS SHOWN IN THESE PLANS, ANY OTHER AFFECTED PAVEMENTS SHALL ALSO BE RESTORED ACCORDING TO THE SAME DETAILS. ANY PATCHING SHALL BE AS SHOWN BY THE CROSS-HATCHING ON THE PLANS OR AS LIMITED BY THE PLANT TRENCH DETAILS WHERE RESTORATION LIMITS ARE NOT SHOWN ON THE PLANS. IT IS THE INTENT OF THE CONTRACT DOCUMENTS THAT RESTORATION WORK ON THIS PROJECT TO MINIMIZE THE AMOUNT OF PAVEMENT THAT WILL HAVE TO BE REMOVED AND RESTORED.
19. THE CONTRACTOR SHALL INSTALL ALL ISOLATION AND/OR TAPPING VALVES IN ACCORDANCE WITH PLAN DETAILS. ALL UNDERGROUND VALVES SHALL HAVE VALVE BOXES AND A CONCRETE PAD. THE COST OF BOXES AND PADS SHALL BE INCLUDED IN THE OVERALL COST OF THE VALVE.
20. FOR ALL STATE A, TOWNSHIP, ROADS, TOWNSHIP, TRAFFIC CONTROL ROAD CLOSURES SHALL BE IN ACCORDANCE WITH THE DRAWINGS AND LEADOTO STANDARDS. CONTRACTOR SHALL COORDINATE TRAFFIC CONTROL ON STATE ROADS WITH THE LEADOTO TRAFFIC DIVISION.
21. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR LOCAL TRAFFIC AND EMERGENCY VEHICLES FOR ALL PUBLIC ROADWAYS UNDER CONSTRUCTION AND SHALL PROVIDE TEMPORARY DRIVEWAY ACCESS AT NO DIRECT PAY.
22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND PERFORMING TRAFFIC CONTROL IN ACCORDANCE WITH DOTD STANDARDS (SEE SHEETS 11 TO 17 OF PLANS) AND ANY REQUIREMENTS SET FORTH WITHIN DOTD PROJECT PERMITS.
23. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFICATION OF ALL OVERHEAD UTILITIES PRIOR TO CONSTRUCTION, REGARDLESS OF WHETHER SUCH UTILITIES ARE INDICATED ON THE PLANS OR NOT. THE CONTRACTOR SHALL VERIFY EQUIPMENT CLEARANCE OF ALL OVERHEAD UTILITIES PRIOR TO CONSTRUCTION. NEARBY UTILITIES, IN ADDITION, THERE ARE A NUMBER OF OVERHEAD POWER LINES IN CLOSE PROXIMITY TO THE WATER VALVE AND PIPE INSTALLATIONS FOR THIS PROJECT. SHOULD ANY POWER OR OTHER UTILITY POLES REQUIRE BRACING DURING THE COURSE OF CONSTRUCTION, THIS WORK WILL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE OWNER.
24. ALL NECESSARY FITTINGS, BENDS, REDUCERS, BEND FLANGES, AND ANY OTHER NECESSARY APPURTENANCES REQUIRED TO PERFORM WATER CONNECTIONS AND/OR TO MAKE THIS SYSTEM COMPLETELY FUNCTIONAL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE PAID ACCORDING TO "DUCTILE IRON FITTINGS LISTED IN THE SPECIFICATIONS" SECTION OF THE SPECIFICATIONS OR FURTHER DETAILED IN THE DRAWINGS. MEASUREMENT AND PAYMENT SECTION OF THE SPECIFICATIONS OR FURTHER DETAILED IN THE DRAWINGS.
25. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND PAYING FOR ALL NECESSARY FITTINGS, CORPORATION STOPS, PRESSURE GAUGES, PUMPS, CONNECTIONS, BEND FLANGES, TAPS, PLUGS, WATER LINES. THIS SHALL BE AT NO ADDITIONAL COST TO THE OWNER.
26. THE CONTRACTOR IS RESPONSIBLE FOR THE FLUSHING, CHLORINATION AND TESTING OF ALL WATER LINE INSTALLATIONS FOR CORROSION PROTECTION. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY ADDITIONAL PADS AND/OR VALVES FOR WATER SAMPLERS WILL BE COORDINATED AND PAID BY THE CONTRACTOR.
27. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH PIA NO LESS THAN 48 HOURS PRIOR TO WHERE LAB WORK IS REQUIRED. CONTRACTOR IS TO USE CONTACT PROVIDED BELOW FOR ALL COORDINATION (UNLESS OTHERWISE DESIGNATED BY THE OWNER):
- DEAN THOMASON, (225) 464-6253, dean.thomason@aggrv.us
28. ALL PROPOSED SHUTDOWNS OF THE WATER SYSTEM FOR CHLORINATION, TESTING, TIE-IN, ETC., MUST BE SUBMITTED TO PARISH UTILITIES OF ASCENSION AND THE PROJECT ENGINEER FOR APPROVAL AT LEAST 48 HOURS IN ADVANCE OF SUCH WORK. ANY WEEKEND WORK MUST BE APPROVED BY THE OWNER BY THE SCHEDULES FOR SUCH WORK WILL BE DESIGNATED BY PARISH UTILITIES OF ASCENSION OFFICIALS.
29. PROJECT MOBILIZATION SHALL BE AS OUTLINED IN THE SPECIFICATIONS, INCLUDING THE BID FORM AND AS DEFINED BY THE MEASUREMENT AND PAYMENT SECTION SPECIFICALLY. THE CONTRACTOR SHALL EXPECT TO HAVE TO MOVE FROM LOCATION TO LOCATION WITHIN THE PROJECT AREA TO COMPLETE THE WORK. ALL ADDITIONAL WATER METERS, VALVES, AND PIPES DISCOVERED OR IDENTIFIED FOR REPLACEMENT WILL NOT BE JUSTIFICATION FOR ADDITIONAL MOBILIZATION FEES, REGARDLESS OF WHETHER SUCH WORK IS OUT OF SEQUENCE WITH THE CONTRACTOR'S ORIGINAL SCHEDULE OF WORK.
30. ALL FINAL VALVE AND FIRE HYDRANT LOCATIONS MUST BE VERIFIED AND APPROVED BY PIA PERSONNEL, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR FAILURE TO DO SO ON THE PART OF THE CONTRACTOR. THIS COULD RESULT IN NONPAYMENT IF VALVES AND/OR FIRE HYDRANTS ARE NOT PLACED IN LOCATIONS ACCEPTABLE TO THE OWNER.
31. ALL AREAS DISTURBED BY THE CONTRACTOR, HIS FORCE, AND/OR HIS SUBCONTRACTORS SHALL BE RETURNED TO THEIR ORIGINAL PRE-CONSTRUCTION CONDITION. CONSTRUCTION OF ANY AREAS ARE TO BE COMPLETED WITHIN THE SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY GRASS AREAS DISTURBED DURING CONSTRUCTION WILL REQUIRE APPLICATION OF FERTILIZER AND GRASS SEED UPON COMPLETION OF WORK IN THE AREA. THE CONTRACTOR SHALL REFER TO THE PROJECT SPECIFICATIONS FOR FURTHER INFORMATION.
32. AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL PROVIDE TO OWNER A COMPLETE SET OF RECORD DRAWINGS IDENTIFYING COORDINATES (LATITUDE, LONGITUDE) OF ALL NEW WATER VALVES, AND LINE BENDS AND FITTINGS. SUCH RECORDS SHALL BE STORED IN THE SOFTWARE THAT IS REQUIRED BY THE SPECIFICATIONS FOR EASY DATA TRANSFER AT A LATER DATE BY THE PARISH INTO THEIR CURRENT GIS SYSTEM.
33. ALL ENTRY/EXIT PITS SHOWN ON PLANS ARE NOT SHOWN TO SCALE FOR PURPOSES OF CLARITY ON THE PLANS.
34. ALL RECORD BENDS WITHIN THE LIMITS OF HDB OR LBS SHOULD BE INCLUDED AS PART OF THE LINEAR FOOT OF RECORD BENDS. RECORD BENDS SHALL BE IDENTIFIED BY THE CONTRACTOR AND THE OWNER.
35. ALL EXPLORATORY EXCAVATION LOCATIONS ARE NOT SHOWN TO SCALE FOR PURPOSES OF CLARITY ON THE PLANS. EXPLORATORY EXCAVATION LOCATIONS MUST BE APPROVED BY ENGINEER PRIOR TO SUCH WORK BEING PERFORMED. FAILURE TO DO SO MAY RESULT IN NONPAYMENT FOR SUCH WORK.

1. PERFORM EXPLORATORY EXCAVATION TO LOCATE THE EXISTING WATER MAINS AND DETERMINE THE POSITION OF TIE-IN POINTS WITH ASSISTANCE FROM THE ENGINEER.
2. MAKE THE HOT TAPS SO THAT THE ENDS OF THE HDD INSTALLED PIPE CAN BE DETERMINED.

3. INSTALL THE HID PORTION S OF THE NEW WATER MAINS.
4. ATTACH THE M adapters AND 90° BENDS TO THE TAPPING VALVES.
5. CONNECT THE HID INSTALLED PIPE TO THE 90° BENDS OR OTHER FITTINGS IDENTIFIED IN THE HOT TAP DETAILS.
6. PERFORM TIE-INS AS DESIGNATED IN PLANS.
7. CONSTRUCT BOOSTER STATION WITH ANCLLARY WORK.
8. COMPLETE PIPE PRESSURE TESTING AND CHLORINATION IN ACCORDANCE WITH LOCAL AND STATE GUIDELINES.
9. COMPLET FTS SITE GRADING, CLEANUP, ETC. TO CLOSE OUT PROJECT.



**ASCENSION PARISH WATER SECTOR
PROGRAM (ROUND 1)**

**GENERAL NOTES AND
SEQUENCE OF CONSTRUCTION**

[illegible]

Date:	FEBRUARY 2023
Project No.:	06301-001
Grown By:	SJT
Checked By:	DAE

HOT TAP - TYPE B

1. RIVER SAND MAY BE UTILIZED BY CONTRACTOR FOR GRANULAR MATERIAL.
2. THIS DETAIL IS ONLY TO BE UTILIZED IN POOR SOIL CONDITIONS. THIS SECTION MUST BE APPROVED FOR USE BY THE ENGINEER OR HIS FIELD REPRESENTATIVE PRIOR TO ITS USE IN THE FIELD ACCORDING TO THE BID ITEM PRICES FOR PIPE INSTALLATION IN POOR SOIL CONDITIONS. SHOULD THIS DETAIL NOT BE NEEDED, CONTRACTOR WILL BE PAID ACCORDING BID ITEM PRICES FOR PIPE INSTALLATION IN TYPICAL SOIL CONDITIONS.

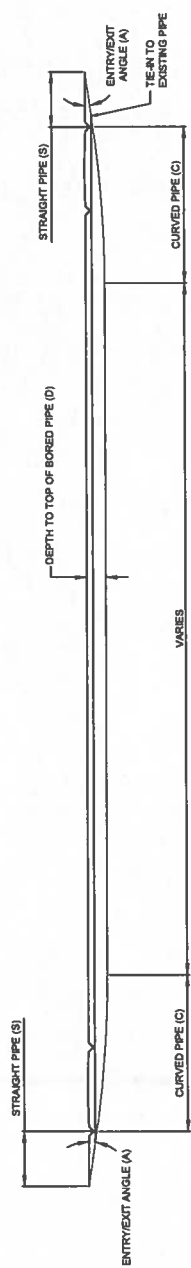


TABLE OF HDD BORE DIMENSIONS

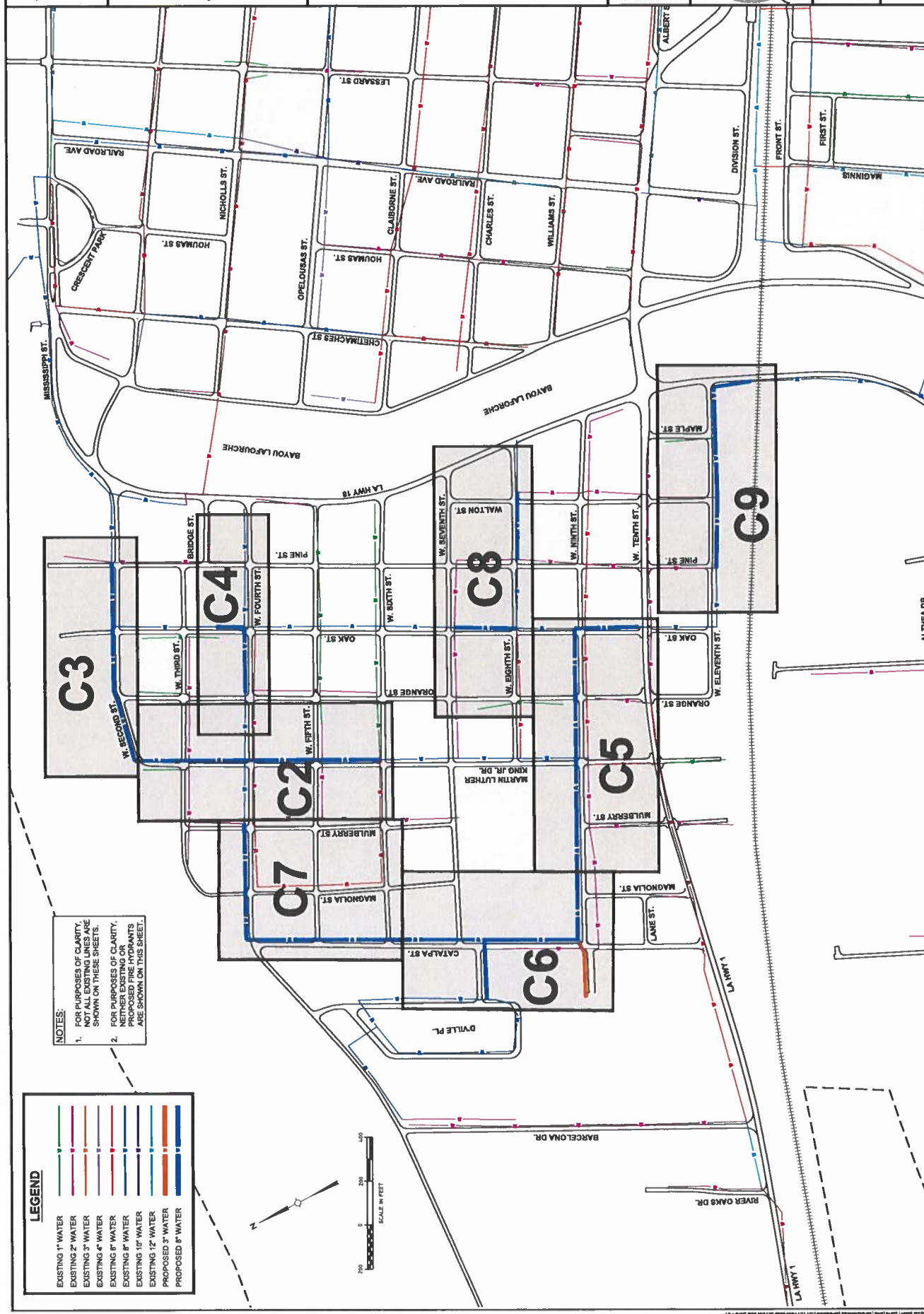
DEPTH TO TOP OF PIPE (D) FT	ENTRY/EXIT ANGLE (A) DEGREES	ENTRY/EXIT STRAIGHT PIPE (S) FT	CURVED PIPE LENGTH (C) FT
6	8	17.44	50.38
	10	N/A	N/A
	12	N/A	N/A
8	8	31.87	50.38
	10	13.82	82.86
	12	N/A	N/A
10	8	46.90	50.38
	10	25.18	82.86
	12	9.21	75.28

NOTE:

N/A INDICATES THAT THE STRAIGHT LENGTH IS TOO SHORT FOR STABILIZING THE DRILL PATH SO THIS ENTRY ANGLE IS NOT APPLICABLE FOR THE INSTALLED PIPE DEPTH.



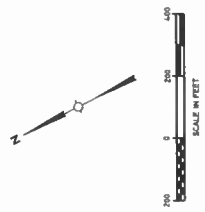
8 TYPICAL HDD BORING DETAIL
 1" = 20'

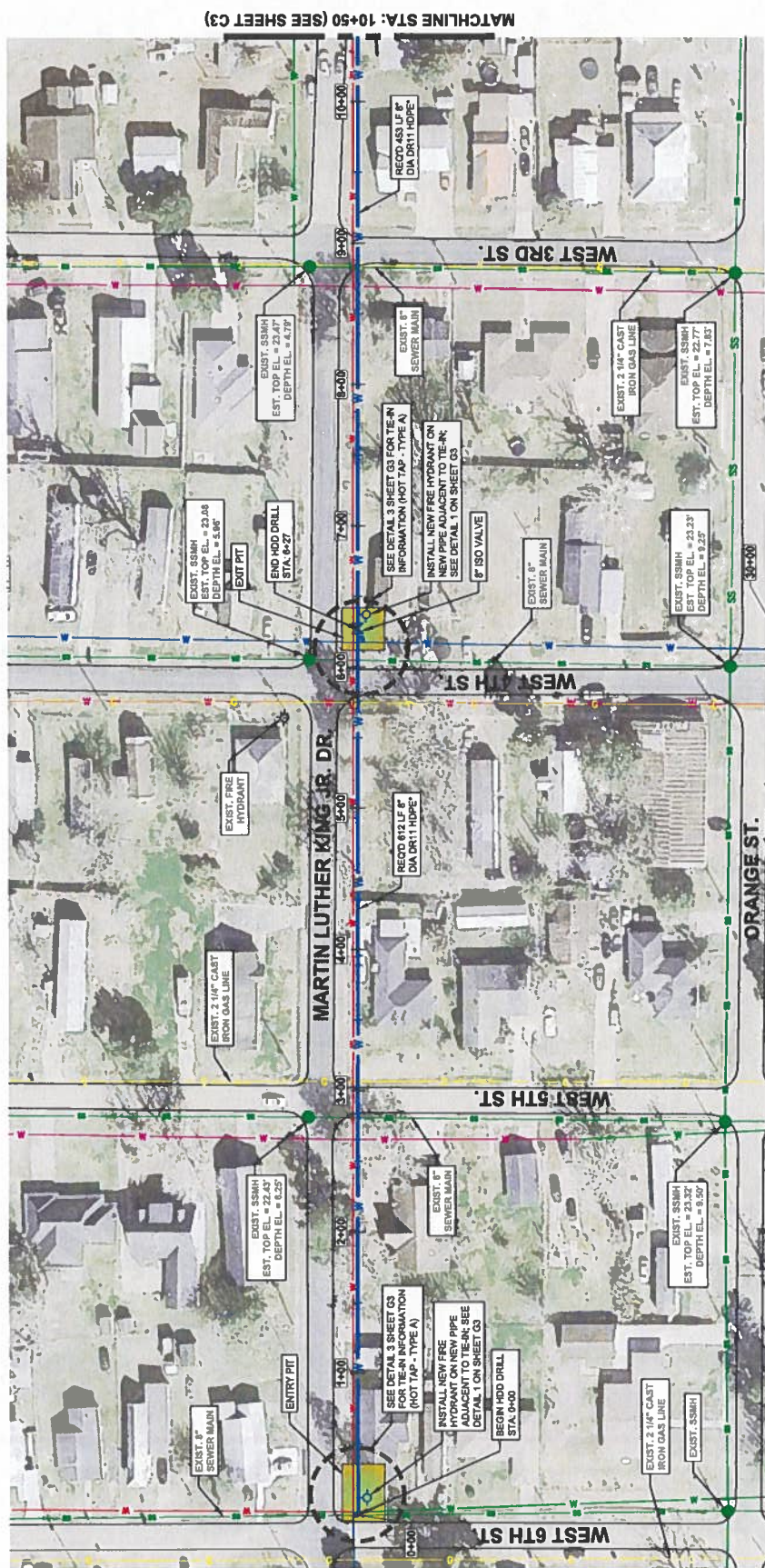


NOTES:
 1. FOR PURPOSES OF CLARITY, NOT ALL EXISTING LINES ARE SHOWN ON THESE SHEETS.
 2. FOR PURPOSES OF CLARITY, PROPOSED FIRE HYDRANTS ARE SHOWN ON THIS SHEET.

LEGEND

- EXISTING 1" WATER
- EXISTING 2" WATER
- EXISTING 3" WATER
- EXISTING 4" WATER
- EXISTING 6" WATER
- EXISTING 8" WATER
- EXISTING 10" WATER
- EXISTING 12" WATER
- PROPOSED 1" WATER
- PROPOSED 2" WATER
- PROPOSED 3" WATER
- PROPOSED 4" WATER
- PROPOSED 6" WATER
- PROPOSED 8" WATER
- PROPOSED 10" WATER
- PROPOSED 12" WATER





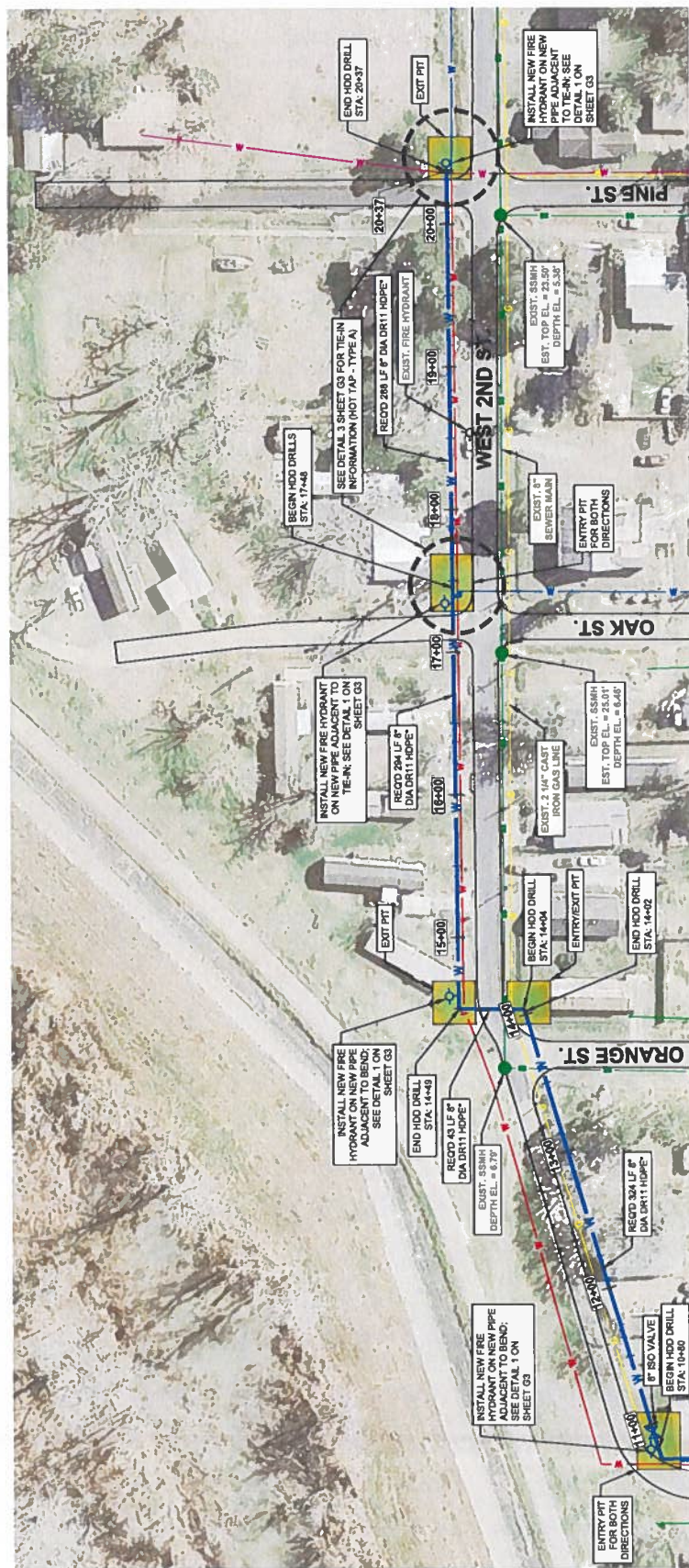
LEGEND

- | EXIST. 1" WATER | PROPOSED 3" WATER |
|------------------|-----------------------|
| EXIST. 2" WATER | PROPOSED 6" WATER |
| EXIST. 3" WATER | EXIST. GAS LINE |
| EXIST. 4" WATER | EXIST. SEWER MAIN |
| EXIST. 6" WATER | EXIST. SSNH |
| EXIST. 8" WATER | EXIST. FIRE HYDRANT |
| EXIST. 10" WATER | PROPOSED FIRE HYDRANT |
| EXIST. 12" WATER | PROPOSED ISO VALVE |



BEFORE BIDDING PRIOR TO WORK COMMENCEMENT, THE CONTRACTOR IS RESPONSIBLE FOR FINAL VERIFICATION OF THE LOCATION OF THE UTILITIES SHOWN IN THESE PLANS. THE CONTRACTOR SHALL CALL LOUISIANA ONE CALL (811 OR 800-372-3280) AND ASCENSION PARISH DEPARTMENT OF PUBLIC WORKS TO HAVE THE UTILITIES LOCATED PRIOR TO CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE UTILITY COMPANIES FOR ALL AFEAS OF CONSTRUCTION.

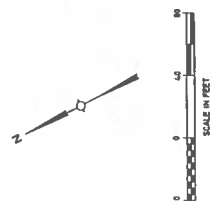
* ALL FOOTAGES FOR HDPE PIPING ARE FROM ENTRY TO EXIT IN ALL CASES. EVEN IF IT EXTENDS TO ANOTHER PAGE.



**MATCH LINE STA: 10+50
(SEE SHEET C2)**

LEGEND

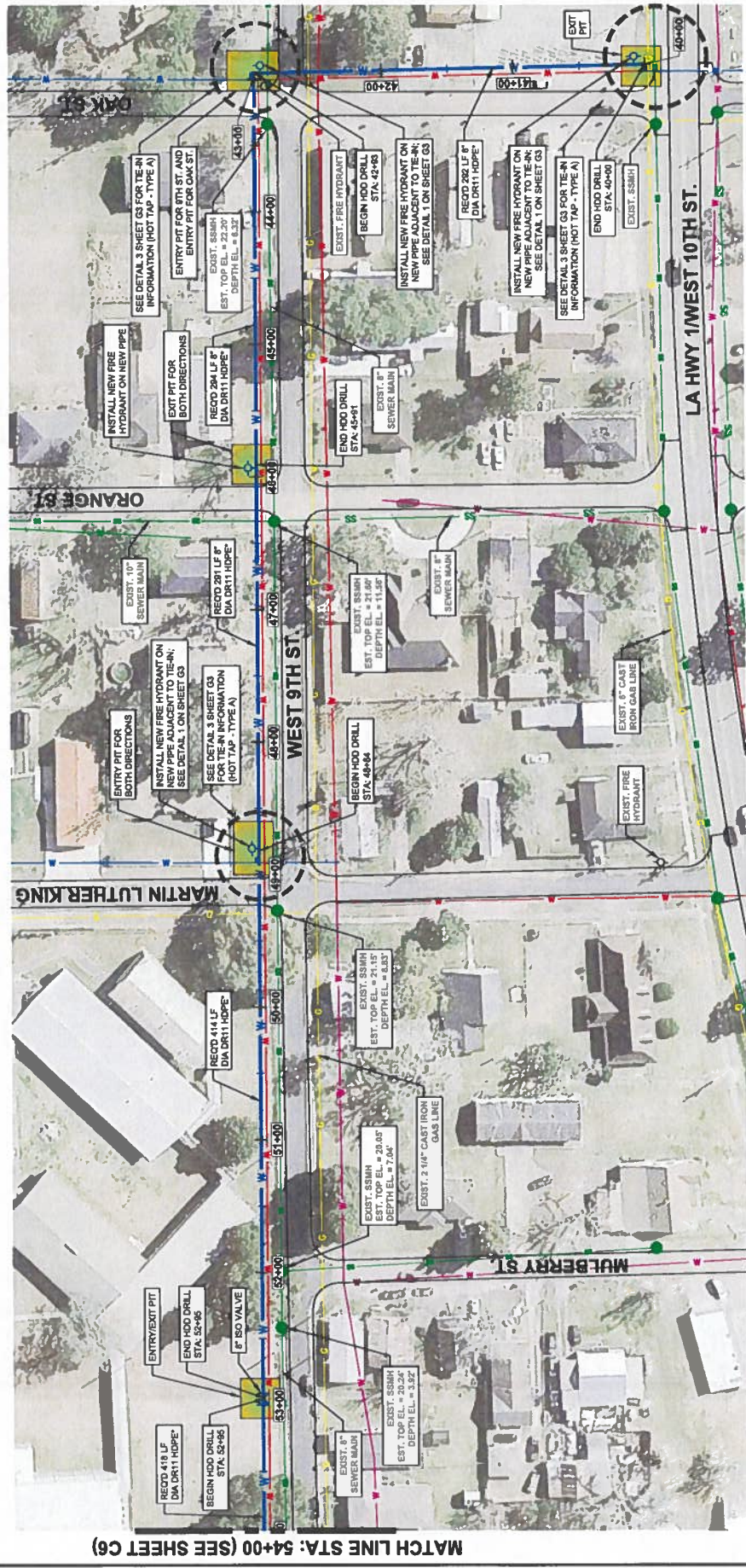
- | | |
|------------------|-----------------------|
| EXIST. 1" WATER | PROPOSED 3" WATER |
| EXIST. 2" WATER | PROPOSED 6" WATER |
| EXIST. 3" WATER | EXIST. GAS LINE |
| EXIST. 4" WATER | EXIST. SEWER MAIN |
| EXIST. 5" WATER | EXIST. SSMH |
| EXIST. 6" WATER | EXIST. FIRE HYDRANT |
| EXIST. 10" WATER | PROPOSED FIRE HYDRANT |
| EXIST. 12" WATER | PROPOSED ISO VALVE |



PRIOR TO WORK COMMENCEMENT, THE CONTRACTOR IS RESPONSIBLE FOR FINAL VERIFICATION OF THE LOCATION OF THE UTILITIES SHOWN IN THESE PLANS. THE CONTRACTOR SHALL CALL LOUISIANA ONE CALL (811 OR 800-372-5269) AND CANCEL/RENEWAL PARISH DEPARTMENT OF PUBLIC WORKS TO LOCATE THE UTILITIES LOCATED PRIOR TO CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE UTILITY COMPANIES FOR ALL AREAS OF CONSTRUCTION.

ALL FOOTAGES FOR HDPE PIPING ARE FROM ENTRY TO EXIT IN ALL CASES, EVEN IF IT EXTENDS TO ANOTHER PAGE.





LEGEND

	PROPOSED 3\"/>
	PROPOSED 8\"/>
	PROPOSED 12\"/>
	PROPOSED 1\"/>
	PROPOSED 2\"/>
	PROPOSED 4\"/>
	PROPOSED 6\"/>
	PROPOSED 8\"/>
	PROPOSED 10\"/>
	PROPOSED 12\"/>
	PROPOSED 3\"/>
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	PROPOSED 8\"/>
	PROPOSED 10\"/>
	PROPOSED 12\"/>

LA 811
 1-800-4-A-811
 www.811.com

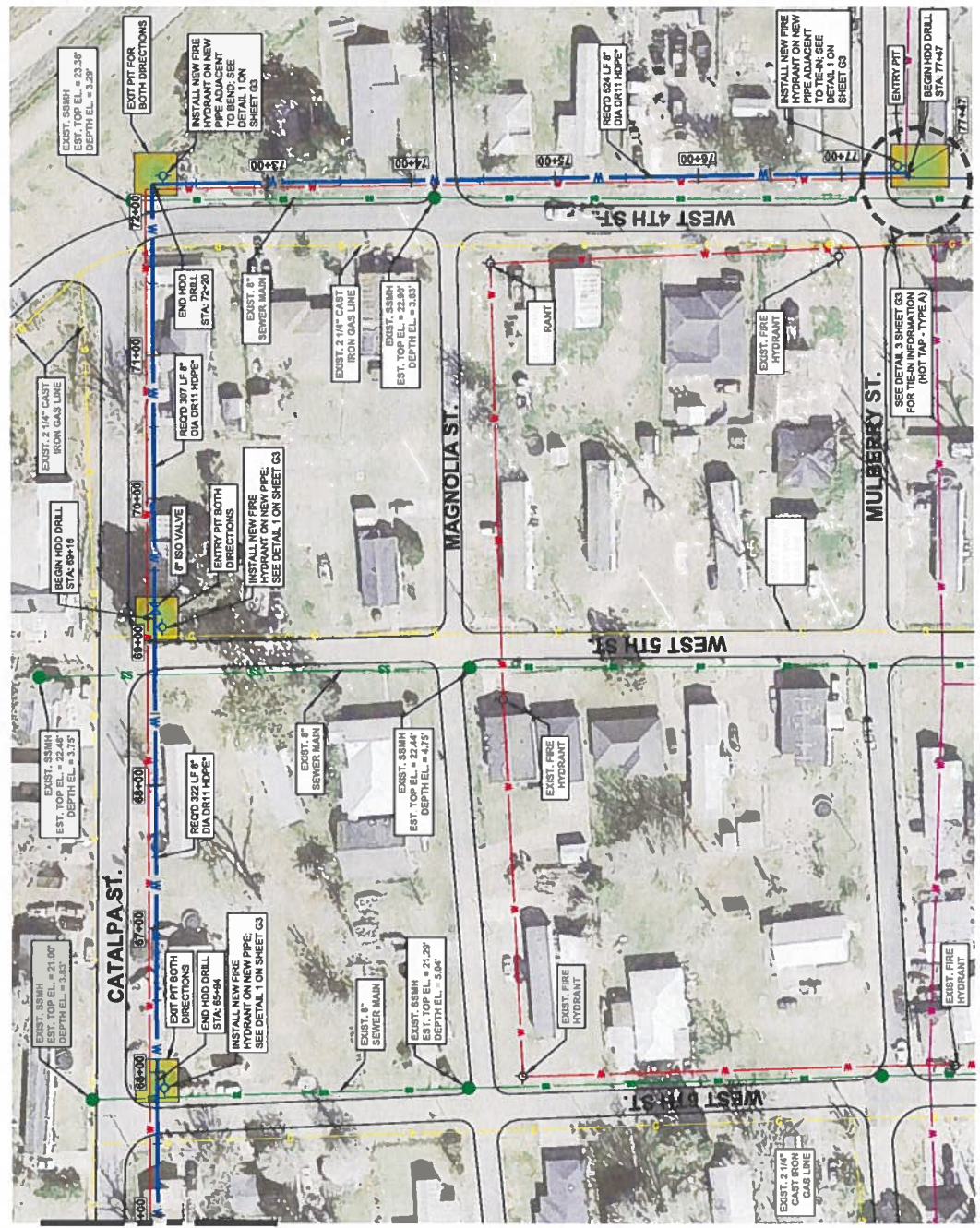
* ALL FOOTAGES FOR HOPE PIPING ARE FROM ENTRY TO EXIT IN ALL CASES, EVEN IF IT EXTENDS TO ANOTHER PAGE.



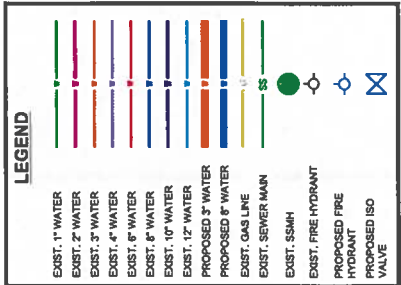
PRIOR TO WORK COMMENCEMENT, THE CONTRACTOR IS RESPONSIBLE FOR FINAL VERIFICATION OF THE LOCATION OF THE UTILITIES SHOWN IN THESE PLANS. THE CONTRACTOR SHALL CALL (811 OR 800-473-3320) AND ASCERTAIN PARISH DEPARTMENT OF PUBLIC WORKS TO HAVE THE UTILITIES LOCATED PRIOR TO CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE UTILITY COMPANIES FOR ALL AREAS OF CONSTRUCTION.

ALL FOOTAGES FOR HDPE PIPING ARE FROM ENTRY TO EXIT IN ALL CASES. EVEN IF IT EXTENDS TO ANOTHER PAGE.

C6



MATCH LINE STA: 65+00
 (SEE SHEET C6)



* ALL FOOTAGES FOR HOPE PIPING ARE FROM ENTRY TO EXIT IN ALL CASES, EVEN IF IT EXTENDS TO ANOTHER PAGE.

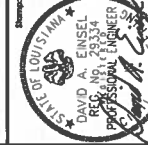
BEFORE TO WORK COMMENCEMENT, THE CONTRACTOR IS RESPONSIBLE FOR FINAL VERIFICATION OF ALL UTILITIES SHOWN ON THIS PLAN. THE CONTRACTOR SHALL CALL LOUISIANA ONE CALL (811 OR 800-272-3020) AND ASCENSION PARISH DEPARTMENT OF PUBLIC WORKS TO HAVE THE UTILITIES LOCATED AND MARKED PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES FOR ALL AREAS OF CONSTRUCTION.



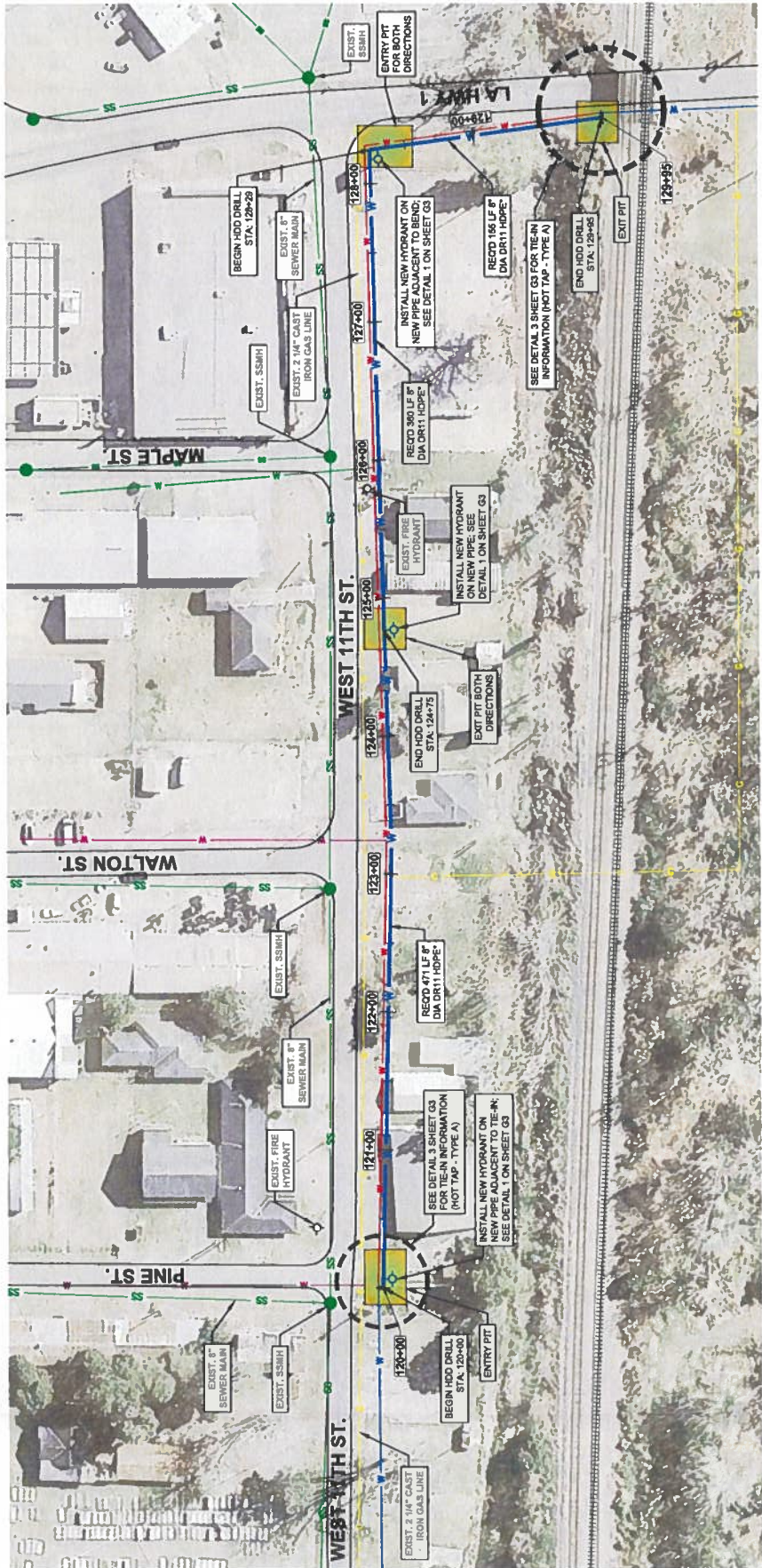


Project:
 ASCENSION
 PARISH WATER
 SECTOR
 PROGRAM
 (ROUND 1)

Drawn by:
 PLAN VIEW (STA: 120+00 TO STA: 129+95)
Ascention Parish Water Sector Program (Round 1)

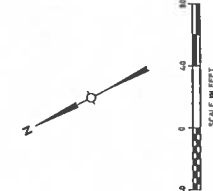


Date: FEBRUARY 2023
Project No.: 0081-0019
Drawn by: DJT
Checked by: DAE
Sheet: C9



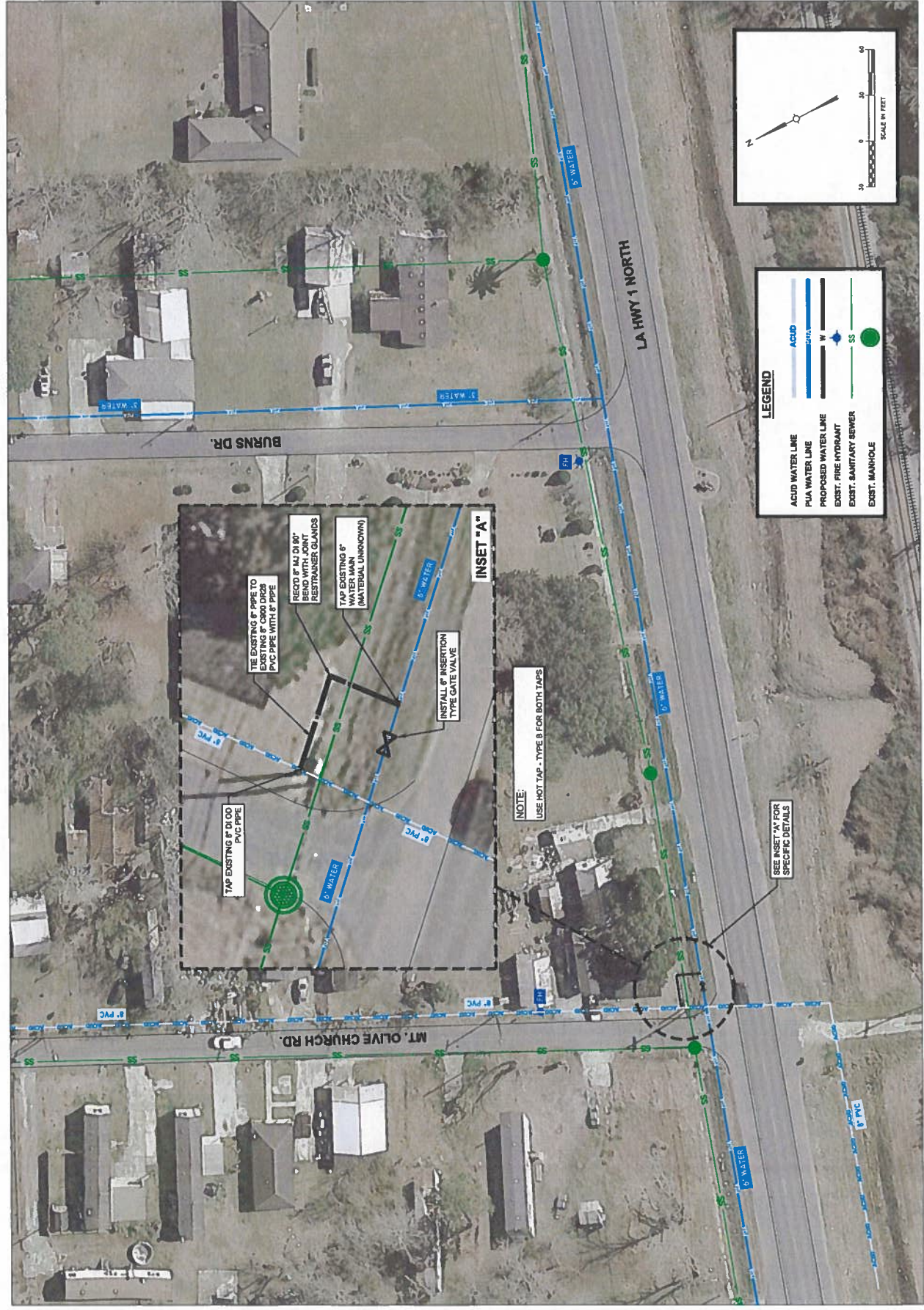
LEGEND

	EXIST. 1" WATER		PROPOSED 3" WATER
	EXIST. 2" WATER		PROPOSED 6" WATER
	EXIST. 3" WATER		EXIST. GAS LINE
	EXIST. 4" WATER		EXIST. SEWER MAIN
	EXIST. 6" WATER		EXIST. SSMH
	EXIST. 8" WATER		EXIST. FIRE HYDRANT
	EXIST. 10" WATER		PROPOSED FIRE HYDRANT
	EXIST. 12" WATER		PROPOSED ISO VALVE



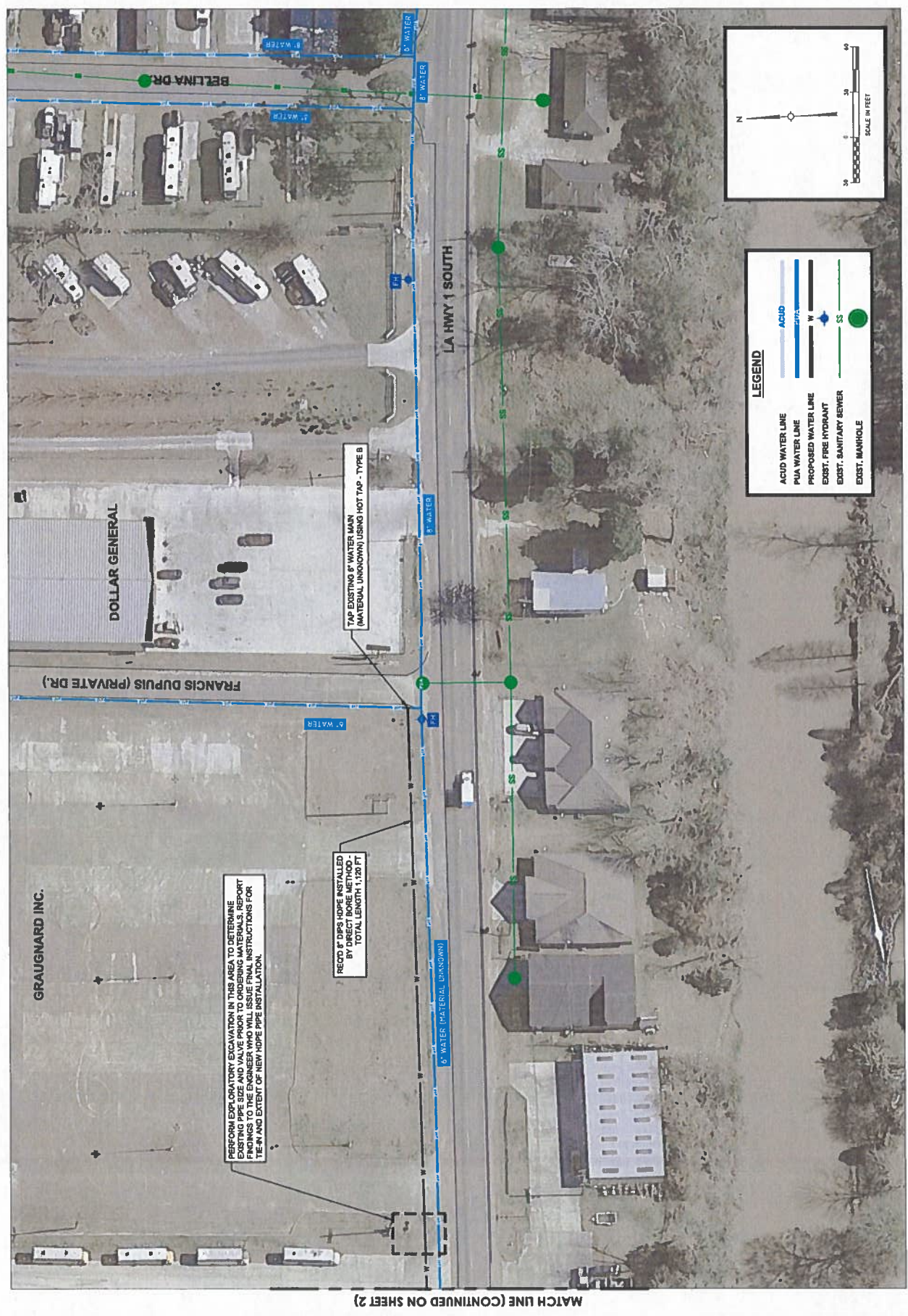
811
 PRIOR TO WORK COMMENCEMENT, THE CONTRACTOR IS RESPONSIBLE FOR CALLING 811 TO LOCATE ALL EXISTING UTILITIES. THE CONTRACTOR SHALL CALL 811 OR 800-377-ASD1 AND THE ASCENSION PARISH DEPARTMENT OF PUBLIC WORKS TO HAVE THE UTILITIES LOCATED AND MARKED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE UTILITY COMPANIES FOR ALL AREAS OF CONSTRUCTION.

* ALL FOOTAGES FOR HOPE PIPING ARE FROM ENTRY TO EXIT IN ALL CASES, EVEN IF IT EXTENDS TO ANOTHER PAGE.

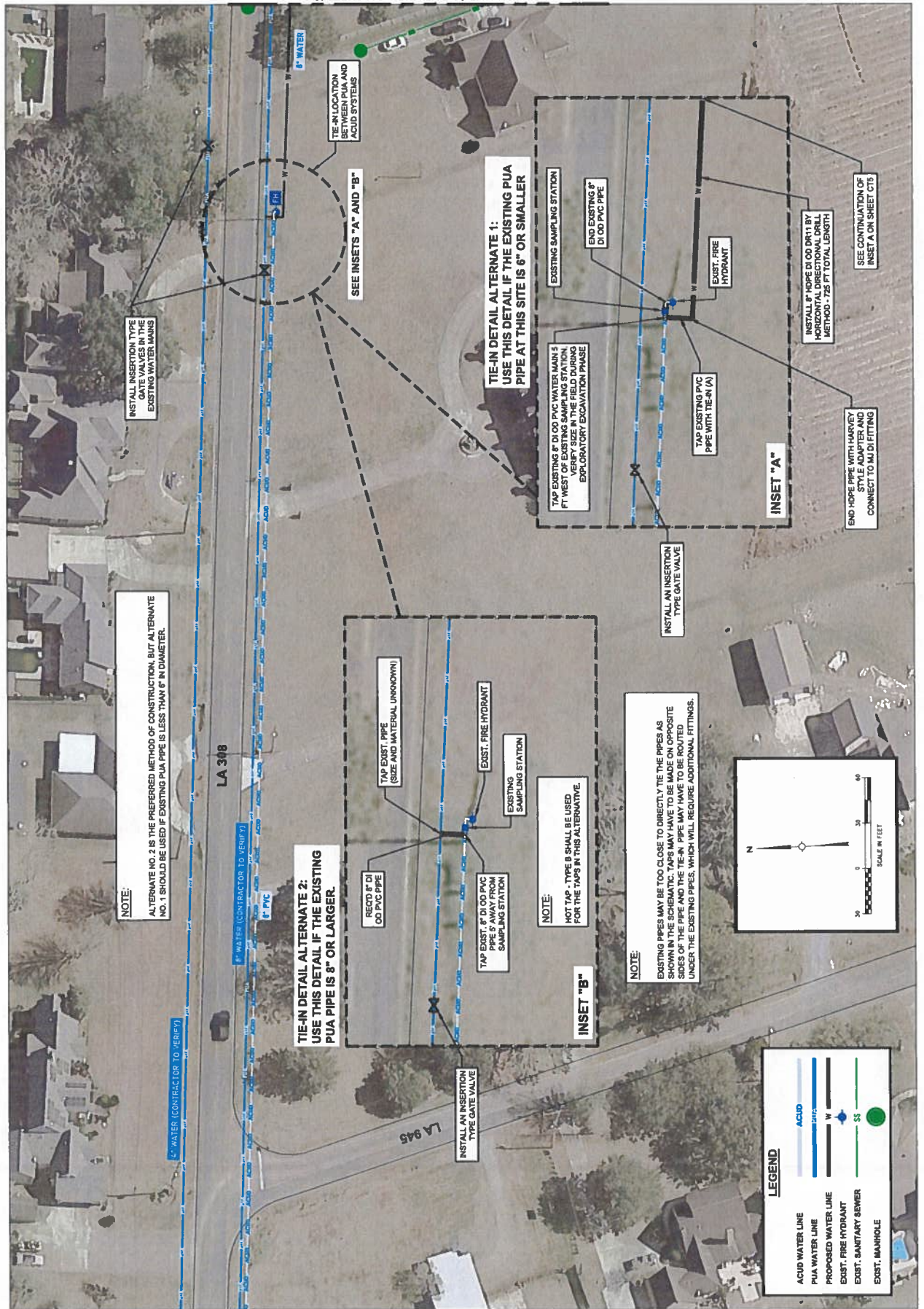




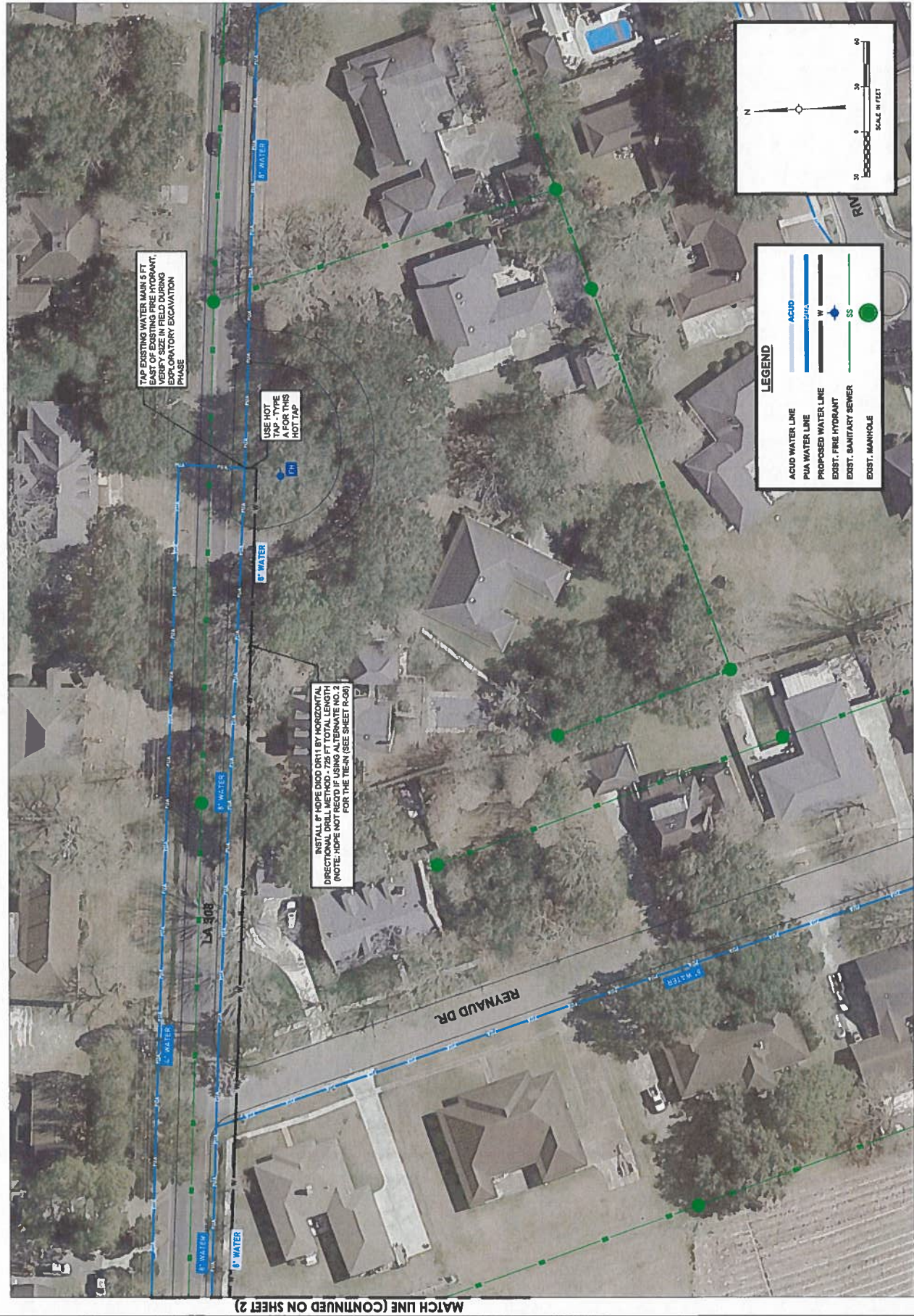
MATCH LINE (CONTINUED ON SHEET CT3)



MATCH LINE (CONTINUED ON SHEET 2)



MATCH LINE (CONTINUED ON SHEET 2)

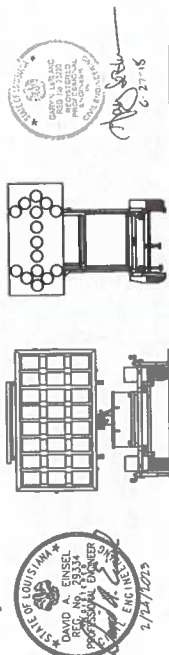


GENERAL PROVISIONS

- All temporary traffic control (TTC) devices used shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges, the MUTCD, and shall meet the NCHRP Report 350 or MASH requirements for Test Level 3 devices where applicable.
- Materials used for TTC shall be in accordance with the Louisiana Standard Specifications for Roads and Bridges and, when applicable, the LADOTD AML.
- Placement of TTC devices shall not commence without the approval of the Engineer and until work is about to begin, unless they are covered.
- No lane closures, lane shifts, diversions or detours shall occur without the approval of the Engineer.
- Responsibility is hereby placed upon the contractor for the installation, maintenance and operation of all TTC devices called for in these plans or required by the Engineer for the protection of the traveling public as well as all LADOTD and construction personnel.
- The contractor shall also be responsible for the maintenance of all permanent signs, pavement markings, and traffic signals left in place as essential to the safe movement and guidance of traffic within the project limits unless noted in the plans.
- The DTOE shall serve as a technical advisor to the Engineer for all traffic control matters.
- The Chief Construction Engineer or his appointed designee shall approve all signs and situations not addressed in the plans based on the recommendations of the Project Engineer and the DTOE. All changes shall be noted in all project traffic control diaries.
- The Chief Construction Engineer or his appointed designee shall approve all design speeds of diversions or shifts, if it differs from design plans, based on the recommendations of the Project Engineer and the DTOE.
- All temporary traffic control plans shall comply with the Transportation Management Plan.
- Any additional signs shown in the MUTCD and required by the Engineer shall be installed under item 713-01-00100.
- Neither work activity nor storage of equipment, vehicles, TMAs, or materials shall occur within the buffer space.
- When a work area has been established on one side of the roadway only, there shall be no conflicting operations or parking on the opposite shoulder within 500 feet of the work area.
- A lighting plan shall be submitted to the Engineer 30 days prior to night work for approval. (See section 105.20 of the Louisiana Standard Specifications for Roads and Bridges.)
- Parking of vehicles or unattended equipment or storage of materials, within the clear zone shall not be permitted unless protected by guardrail or barriers. If the clear zone is not defined on the plan sheets, the Engineer shall verify.
- Immediately upon removal of existing guardrail, the contractor shall install and maintain an NCHRP Report 350 or MASH approved device to protect the blunt end of the bridge or column until new guardrail is installed. After removal of the existing guardrail, new guardrail should be installed within seven (7) days. On non-NHS routes with shoulders less than 8 feet wide: If an NCHRP 350 Report Test Level 3 or MASH device is required but the field conditions of the roadway cannot support a Test Level 3 device, then a Test Level 2 device can be substituted in its place upon approval by the Engineer. If utilized, a TMA is allowed for a maximum of 72 hours.
- All costs associated with crash devices are to be included in item 713-01-00100.
- Sight distance should be considered when placing traffic control devices. On all mainline interstates, a minimum of 1.5 feet of paved shoulder on the left and right side shall be maintained at all times.

THESE STANDARD PLANS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED, AND I HEREBY CERTIFY THAT THEY COMPLY WITH THE REQUIREMENTS OF THE LADOTD AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT.

- On interstates, a minimum of 11 foot lanes shall be maintained. On all other roadways, a 10 foot minimum travel lane should be maintained where practical.
 - TTC Standards are not down to scale.
 - The contractor shall develop an internal traffic control plan approved by the Engineer prior to each phase.
 - Truck restrictions such as (but not limited to) restricting lanes, oversize loads or times of travel, may be required for narrow lanes or other field conditions.
- PAVEMENT MARKINGS (see AML)**
- All pavement markings within the limits of the project or adjacent to the project limits that are in conflict with the project signing or the required traffic movements shall be removed from the pavement by blast cleaning or grinding. Existing striping shall not be painted over with black paint or covered with tape.
 - If special pavement markings are needed, they shall be reflectorized, removable and accompanied by the proper signage.
 - Temporary Raised Pavement Markers may be added to supplement temporary striping in areas of transition, in tapers, in diversions and in other areas of need as shown in the plans or as directed by the Engineer.
 - Materials and placement of temporary pavement markings shall conform to Section 713 of the Louisiana Standard Specifications for Roads and Bridges. If no pay item exists for temporary markings, they shall be installed under item 713-01-00100.
 - Temporary markings installed in the permanent configuration shall comply with LADOTD pavement marking standard plans, MUTCD and/or the permanent striping plans.
 - PCMS shall be used on all Interstate Highways. PCMS shall be used on all other roadways (where space is available) with an ADT greater than 20,000.
 - When used in advance of a lane closure or a lane shift, the PCMS should be placed on the right hand side of the road a minimum distance of 2 miles in advance of the taper for interstates and to be determined by the Engineer on other highways.
 - For interstates and multi-lane highways, if vehicles are queuing beyond the 2 mile PCMS, an additional PCMS should be placed on the right hand side of the road approximately 5 miles in advance of the taper or at the end of the queue, whichever is greater.
 - PCMS messages shall be approved by the DTOE. Messages shall be no more than 3 lines and 2 screens.
 - Messages shall display only traffic operational, regulatory, warning, and guidance information. PCMS messages shall not display advertising or safety messages. Messages should only convey information concerning the problem/situation, location, and recommended driver action.
 - PCMS should be placed as far from the traveled lane as possible. They shall be shielded by guardrail or barriers. If this is not possible they shall be delineated with a min. 3 drum taper spaced at 20ft with a 4th drum alongside the PCMS.
 - If the PCMS encroaches on the improved shoulder then the contractor shall install a shoulder closure.
 - When the PCMS is not displaying a work zone appropriate message pertaining to the ongoing construction project it shall be shielded by guard rail or barriers, or removed from the clear zone.



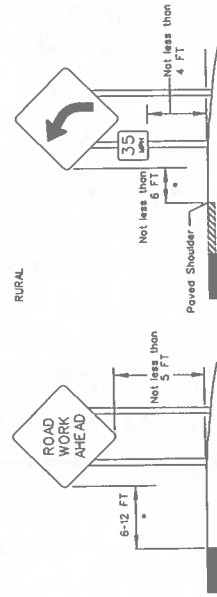
ALL TTC STANDARDS SHOW MINIMUM CONSTRUCTION SIGNING.
ALL SITUATIONS SHALL BE REVIEWED AND/OR DESIGNED BY THE ENGINEER.
CONTRACTORS ARE RESPONSIBLE FOR COMPLYING WITH ALL TTC STANDARDS.

SPEED LIMITS

- The Engineer may approve a 10 mph drop in the speed limit for posted speeds of 45 mph or greater and for any construction, maintenance or utility operation that requires one or more of the following:
 - (A) The condition of the traveled way is degraded due to milled surfaces or uneven travel lane lines greater than 1.5 inches.
 - (B) Work is in progress in the immediate vicinity of the travel way requiring lane closures or lane width reductions less than 11 feet.
 - (C) Workers present on the shoulder within 2 feet of the edge of the traveled way without barrier protection.
 - The reduced speed zone shall only apply to those portions of the project limits affected. The Engineer may allow SPEED LIMIT WHEN FLASHING signs to supplement reduced speed zones.
 - If the speed limit is reduced, speed limit signs shall be placed:
 - (A) beyond major intersections;
 - (B) at one mile intervals in rural areas;
 - (C) at half mile intervals in urban areas.
 - At the end of the reduced speed zone, a speed limit sign displaying the original speed limit prior to construction shall be installed.
 - For all other speed limit reductions not listed above, the Project Engineer and the DTOE shall recommend the speed reduction to the Chief Construction Engineer or his appointed designee for approval.
 - If the speed limit is reduced more than 10 mph, placement of the signs shall be re-evaluated according to the MUTCD.
- FLASHING ARROW BOARDS**
- All Flashing Arrow Boards shall be 4 feet by 8 feet and Type C.
 - Flashing Arrow Boards should be placed on the shoulder. When there is no shoulder or median area, the arrow board shall be placed within the closed lane behind the channelizing devices and as close to the beginning of the taper as practical.
 - Flashing arrow boards shall be delineated with retroreflective TTC devices.
 - At no time shall the arrow board encroach in the traveled way. When Flashing Arrow Board signs are not being used, they shall be shielded by guard rail or barriers, or removed.
 - Arrow boards shall only be used for lane reduction tapers and shall not be used for lane shifts.
- ABBREVIATIONS**
- AASHTO American Association of State Highway and Transportation Officials
- ADT Average Daily Traffic
- AGCI Associated General Contractors of America
- AML Approved Materials List
- ANSI American National Standards Institute
- ATSSA American Traffic Safety Services Association
- B.O.P. Beginning of Project
- DTOE District Traffic Operations Engineer
- E.O.P. End of Project
- LADOTD Louisiana Department of Transportation and Development
- MASH MASH Manual for Assessing Safety Hardware
- MUTCD Manual on Uniform Traffic Control Devices
- NCHRP National Cooperative Highway Research Program
- NHS National Highway System
- PCMS Portable Changeable Message Sign
- TMA Truck Mounted Attenuator
- TTC Traffic Management Center
- TTC Temporary Traffic Control
- TTC Standards Temporary Traffic Control Standard Plans

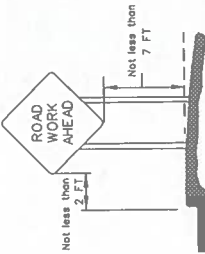
SIGNS

- 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 AML).
- Mesh rollup signs shall not be allowed on any project.
- Contractor shall use caution not to damage existing signs which remain in place. Any LADOTD signs damaged by work operations shall be replaced by the contractor under item 713-01-00100.
- All signs (permanent and temporary) shall be removed or completely covered with a strong, lightweight, opaque material when no longer applicable. (Burlap is not an acceptable material to cover signs).
- At no time shall signs warning against a particular operation be left in place once the operation has been completed or where the condition has been removed.
- Warning signs used for temporary traffic controls shall meet the following guidelines unless otherwise noted in the plans:
 - (A) size shall be 48 inches by 48 inches.
 - (B) see the Louisiana Standard Specifications for Roads and Bridges and the AML for sheeting information.
 - (C) lateral distance of signs shall be a minimum of 6 feet from the edge of shoulder or edge of pavement if no shoulder exists and 2 feet from the back of curb in urban areas (see diagram).
- When portable sign frames are not in use, they shall be moved to an area inaccessible to traffic and not visible to the driver.
- Left side mounted signs will not be required for roadways with a center left turn lane and for undivided roadways.
- 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 14 hours or less and there are no more than 2 lanes in each direction.
- Sign posts:
 - Signs measuring 10 square feet or less shall be mounted on 1 rigid post
 - Signs over 10 square feet shall be mounted on 2 rigid posts
 - Signs over 20 square feet shall be mounted on at least 3 rigid posts
 - Rigid sign supports shall be driven to a minimum depth of 3 feet. (If splicing is required, see Allowable Lap Splice U-channel Post.)
- For sign height, see the Rural and Urban diagrams:



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

URBAN

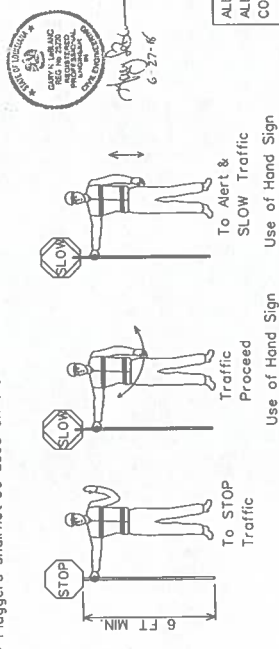


LANE CLOSURES

- All proposed lane, road or shoulder closures shall be reviewed by the DTOE and approved by the Engineer.
- Two lane, two-way highways shall have a maximum work area of two miles; all other roadways shall have a four mile maximum work area.
- A queue analysis shall be performed prior to approval of lane closures on all Interstates according to Section 6A.1 of the Traffic Engineering Manual.
- Closure plans and times shall be turned in to the Traffic 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 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.



PEDESTRIAN CONSIDERATIONS

- If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided either through the TTC zone or a designated alternate route.
- Pedestrians should be provided with a convenient and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s).
- Advance notification of sidewalk closures shall be provided by the maintaining agency.

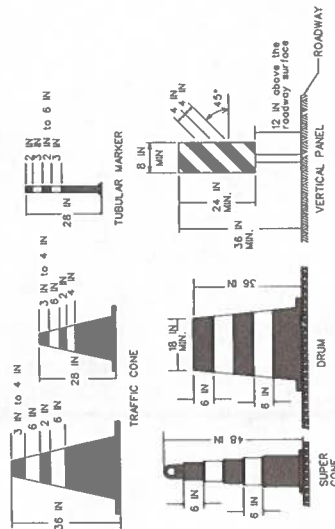
REFERENCES

- 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 Approved Materials List (AML) Manual. http://wwwsp.dotd.la.gov/inside_LaDOTD/Divisions/Engineering/Materials_Lab/Pages/Menu_QPL.aspx
 - 4) LADOTD Traffic Engineering Manual http://wwwsp.dotd.la.gov/inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Misc/200Documents/Traffic/200Engineering/20Manual.pdf
 - 5) National Cooperative Highway Research Program (NCHRP) Report 350: "Guidelines for Work Zones Traffic Control Devices". http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_350-a.pdf
 - 6) NCHRP Report 475: "A Procedure for Assessing and Planning Nighttime Highway Construction and 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/brr/i023.pdf>

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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 AML).
 - Typical channelizing device lateral placement (do not include when it is used as a divider for opposing directions of traffic) shall be 2 feet off the lane line in the closed lane or shoulder.
 - Devices may be adjusted laterally to accommodate ongoing work in the immediate vicinity but must be returned to the closed lane after the work activity has moved.
 - Channelizing devices on the lane line shall be of the same type.
 - Channelizing devices in each taper shall be of the same type.

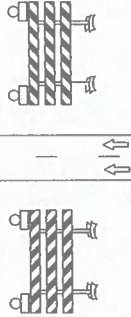


THESE STANDARD PLANS HAVE BEEN PROPERLY EXAMINED BY ME, THE UNDERSIGNED PROFESSIONAL ENGINEER, I HAVE DETERMINED THESE PLANS COMPLY WITH ALL ACCEPTABLE CODES AND HAVE BEEN PROPERLY ADAPTED TO USE ON THIS PROJECT.

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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 AML).
- When signs and lights are to be mounted to a barricade, they must meet NCHRP Report 350 or MASH requirements.
- A truck with a TMA may be substituted for a barricade when workers are present.
- Barricades shall be placed:
 - 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.)
 - Before each or group of unfilled holes or holes filled with temporary material.
 - Before uncured concrete.
 - In the closed lane on each side of every intersection and crossover. (Do not block sight distance.)
 - In front of piles of material (dirt, aggregate, broken concrete), culverts and equipment which is near the work zone.



TTC for DROP-OFFS

NON-INTERSTATE	
Average Drop-off	Current Posted Speed (Prior to Construction)
≤ 3 IN	Low Shoulder Sign (Optional)
> 3 IN	Shoulder Drop Off Sign & Edge Lines or Shoulder Drop Off Sign & Channelizing Device
≤ 6 IN	No Shoulder Sign, Edge Lines & Vertical Panel
> 6 IN	Concrete Barrier (if drop off is < 12 FT from edge of travel lane) & Edge Lines
≤ 10 IN	No Shoulder Sign & Vertical Panel
> 10 IN	Vertical Panel
INTERSTATE	
Average Drop-off	Low Shoulder Sign (Optional)
≤ 2 IN	Shoulder Drop Off Sign & Edge Lines or Shoulder Drop Off Sign & Channelizing Device
> 2 IN	Concrete Barrier (if drop off is < 12 FT from edge of travel lane) & Edge Lines
≤ 6 IN	Shoulder Drop Off Sign & Channelizing Device
> 6 IN	Concrete Barrier (if drop off is < 12 FT from edge of travel lane) & 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 (mph)	MERGING TAPER LENGTH (L)				BUFFER SPACE			
	Lane Width (FT)				Spaced in Feet			
MPH	9	10	11	12	Along Travel	Along Travel	Along Travel	Along Travel
25	94	106	115	125	20	40	155	
30	135	150	165	180	30	60	200	
35	184	205	225	245	35	70	250	
40	240	267	294	320	40	80	305	
45	405	450	495	540	40	80	360	
50	450	500	550	600	40	80	425	
55	495	550	605	660	40	80	495	
60	540	600	660	720	40	80	570	
65	585	650	715	780	40	80	645	
70	630	700	770	840	40	80	730	
75	675	750	825	900	40	80	820	

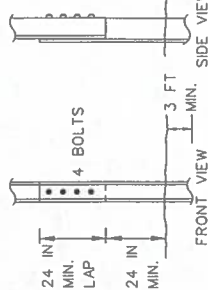
SPEED LIMIT (mph)	SHIFTING TAPER LENGTH (L)				BUFFER SPACE			
	Lane Shift (FT)				Spaced in Feet			
MPH	2	4	6	8	10	12	Along Travel	Along Travel
25	11	21	32	42	52	63	20	40
30	15	30	45	60	75	90	30	60
35	21	41	62	82	102	123	35	70
40	27	54	80	107	134	160	40	80
45	35	70	105	140	175	210	45	90
50	45	90	135	180	225	270	40	80
55	55	110	165	220	275	330	40	80
60	65	130	195	260	325	390	40	80
65	75	150	225	300	375	450	40	80
70	85	170	255	340	420	500	40	80
75	95	190	285	380	470	560	40	80

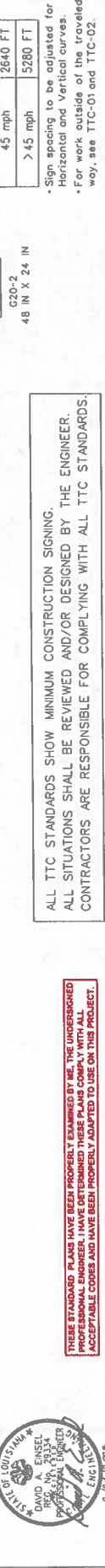
SPEED LIMIT (mph)	SHOULDER TAPER LENGTH (L)				BUFFER SPACE			
	Shoulder Width (FT)				Spaced in Feet			
MPH	2	4	6	8	10	12	Along Travel	Along Travel
25	7	14	21	28	35	42	20	40
30	10	20	30	40	50	60	30	60
35	14	28	42	56	70	84	35	70
40	18	36	54	72	90	108	40	80
45	23	46	69	92	115	138	45	90
50	28	56	84	112	140	168	40	80
55	33	66	99	132	165	198	40	80
60	38	76	114	152	190	228	40	80
65	43	86	129	172	215	258	40	80
70	48	96	144	192	240	288	40	80
75	53	106	159	212	265	318	40	80

- All termination and taper tapers are 100 feet.
- (MIN. 6 channelizing devices per lane equally spaced 20 feet apart.)
- See TTC Standards for taper formulas.
- See MUTCD for taper formulas.

ALLOWABLE LAP SPICE FOR U-CHANNEL POST

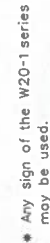
- U-Channelposts may be spliced where long lengths are required. The upper section shall overlap the lower section by at least 24 inches. The bottom edge of the upper section of the splice shall be a minimum of 24 inches above the ground. The spliced sections shall be secured with at least four 3/8 inch diameter hex bolts spaced equally along the splice.





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

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

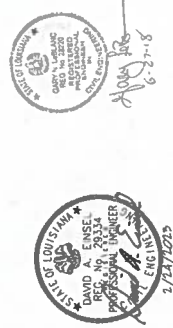
1. This layout represents the minimum traffic controls required for workers and equipment operating more than 15 feet from the travel way.
2. If the operation results in equipment or other vehicles being parked closer than 15 feet to the travelway, but not within the roadway, each vehicle shall have an amber light.
3. When a work area has been established on one side of the roadway only, there shall be no parking on the opposite shoulder within 500 feet of the work area.
4. Other signs may be used in place of the "Road Work Ahead" sign, such as W21-8 (Mowing), W21-7 (Utility), or W21-6 (Survey) when applicable.

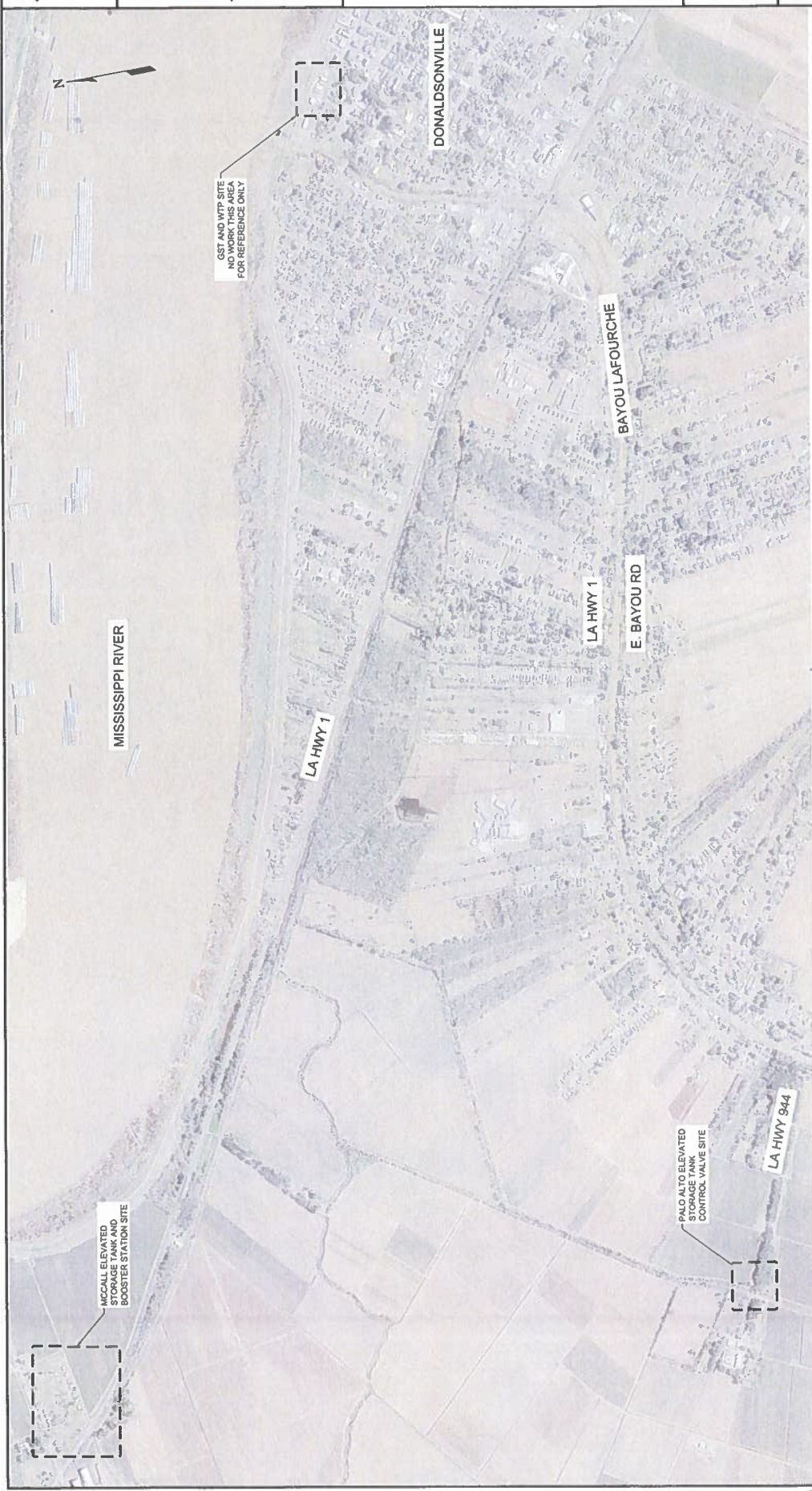
SPEED LIMIT (prior to construction)	SPACING
≤ 40 mph	'A'
45-50 mph	500 FT
≥ 55 mph	1000 FT
	1500 FT

 Traffic Sign
 Work Area
 Direction of Travel
 Truck with Amber Light

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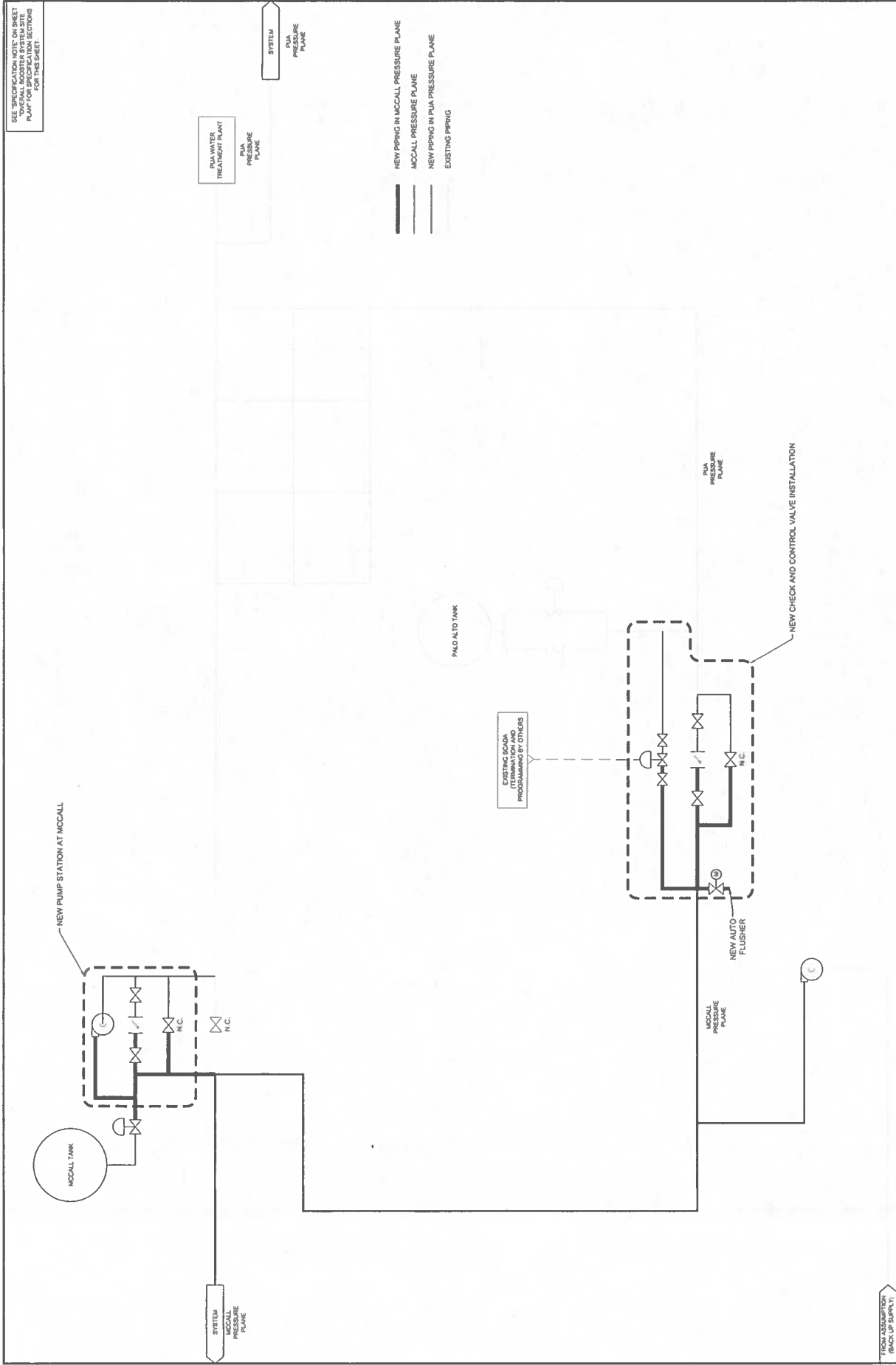
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1 OVERALL BOOSTER SYSTEM SITE PLAN
 SCALE: 1"=650'
 0 25 50 Feet

SPECIFICATION NOTES
 FOR THE FOLLOWING DRAWING SHEETS:
 M-01 - OVERALL BOOSTER SYSTEM SITE
 M-02 - BOOSTER SYSTEM SCHEMATIC
 M-03 - BOOSTER SYSTEM PADS
 M-04 - BOOSTER TIE IN PIPING PLAN
 M-05 - EXISTING MCCALL BOOSTER SITE
 M-06 - EXISTING MCCALL BOOSTER SITE
 M-07 - EXISTING PALO ALTO SITE
 M-08 - PROPOSED PALO ALTO SITE PLAN
 M-09 - PIPE RESTRAINT
 M-10 - PIPING DETAILS
 COVERED IN THE SPECIFICATION SECTIONS GOVERN, WHERE ITEMS IN THE SHEETS ABOVE ARE NOT COVERED IN THE SPECIFICATION SECTIONS LISTED BELOW, OTHER SECTIONS MAY APPLY.
 31.20.00 EARTH MOVING
 33.11.00 WATER UTILITY PIPING
 33.12.00 WATER UTILITY EQUIPMENT
 46.03.00 WATER UTILITY CONTROL VALVE
 46.03.04 BOOSTER PUMP STATION
 APPENDIX MCCALL BOOSTER STATION SYSTEM CONTROL NARRATIVE



BOOSTER SYSTEM SCHEMATIC

M-02

Date:	FEBRUARY 2023
Project No.	08091-0010
Drawn By:	LHS
Checked By:	DWK
Sheet:	

Stamp: 

No.	Date	Description
Services:		

**ASCENSION PARISH WATER SECTOR
PROGRAM (ROUND 1)**

BOOSTER SYSTEM SCHEMATICS

Project:
ASCENSION
PARISH WATER
SECTOR
PROGRAM
(ROUND 1)



McKIM & CREED
ENGINEERING SURVEYING PLANNING

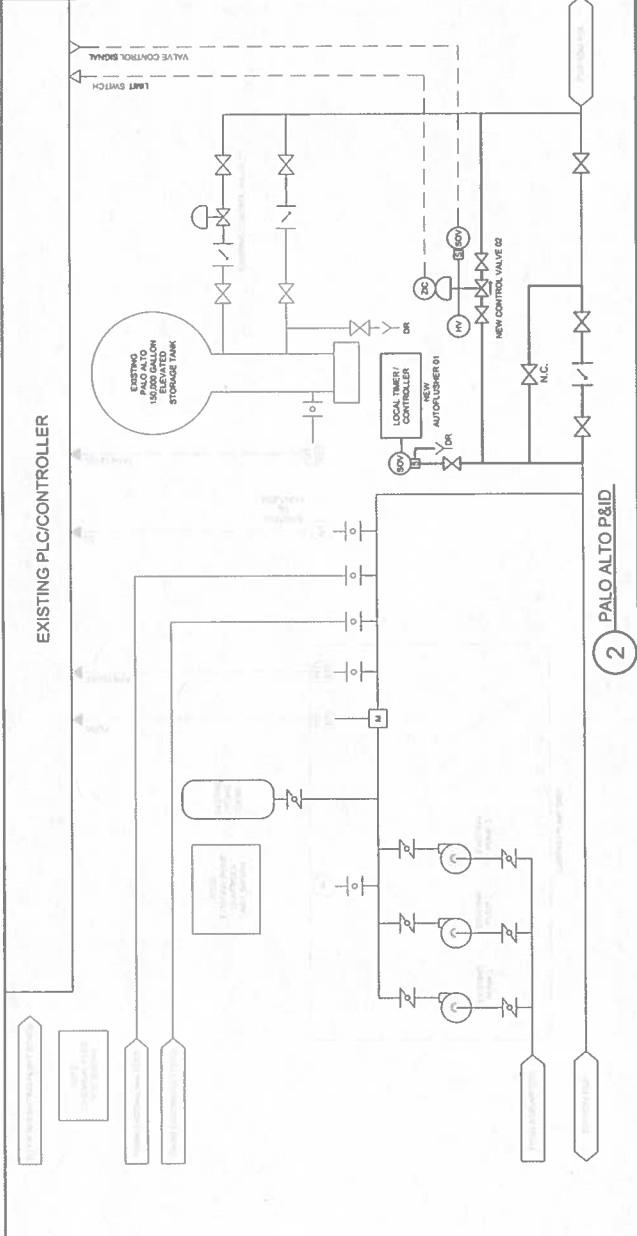
(215) 644-4323
www.mckimcreed.com
1022 S. Puente Ave.
Concord, CA 94027-0298

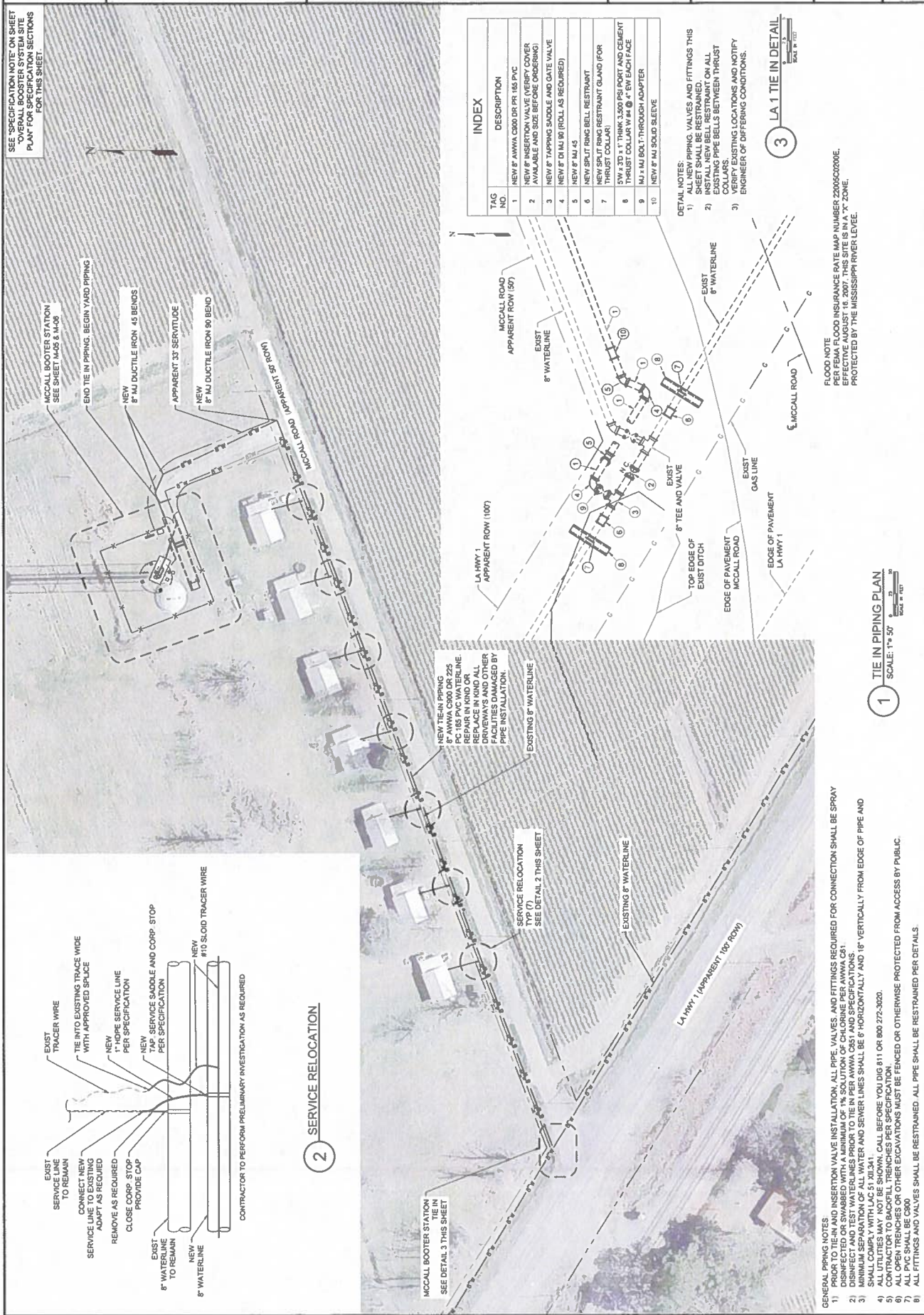
SEE "SPECIFICATION NOTE" ON SHEET
"OVERALL BOOSTER SYSTEM SITE
PLAN" FOR SPECIFICATION SECTIONS
FOR THIS SHEET.

FROM ASSUMPTION

PROJECT 1128 OLA INC 11282 LOCAL 60028 STATION CAB 112822 DWD 11-03

ABBREVIATION	DESCRIPTION	SYMBOL	DESCRIPTION
PI	PRESSURE INDICATOR		Ball Valve
FIT	FLOW INDICATING TRANSMITTER		Gate Valve
FC	FLOW CONTROLLER		Plug Valve
S	SOLENOID		Float Valve
ZIT	POSITION INDICATING TRANSMITTER		Pinch Valve
LSH	LEVEL SWITCH-HIGH		Pneumatic Actuator
SOV	SOLENOID OPERATED VALVE		Diaphragm Control Valve (w/ hand actuator)
HSC	HAND SPEED CONTROLLER		Battery Valve
NC	NORMALLY CLOSED		Check Valve
NO	NORMALLY OPEN		Solenoid
PII	PRESSURE INDICATING TRANSMITTER		Flow Meter
ZSC	POSITION SWITCH CLOSED		New Process Line
ZSO	POSITION SWITCH OPEN		Existing Process Line
MCC	MOTOR CONTROL CENTER		Electrical Signal
HSP	HIGH SERVICE PUMP		Pneumatic Line
AIT	ANALYZER INDICATING TRANSMITTER		Power
HS	HAND SWITCH		AI Analog Signal (4-20 mA) in
WIT	WEIGHT INDICATING TRANSMITTER		AO Analog Signal (4-20 mA) out
YIS	STATE INDICATING SWITCH		DI Digital Signal (120 VAC) in
AAH	ANALYZER ALARM HIGH		DO Digital Signal (120 VAC) out
AAW	ANALYZER ALARM WARNING		Interlock
PBL	PRESSURE SWITCH LOW		Centrifugal Pump
PRV	PRESSURE RELIEF VALVE		Air Orient Diaphragm Pump
DR	DRUM		Mixing Pump (Diaphragm or Peristaltic)
NI ₅	AMMONIA		Motor
Cl ₂	CHLORINE		Point Switch
FCI	FREE CHLORINE		Water Level
TC	THERMOCOIL		Cam-top quick connection
SIC	SILICONE		Flare
SI	-		Drain
BD	-		
SP	-		
FT	FLOW TRANSMITTER		
FI	FLOW INDICATOR		
HQA	HAND OFF AUTO		
MOV	MOTOR OPERATED VALVE		
ARV	AIR RELEASE VALVE		
LIT	LEVEL INDICATING TRANSMITTER		
VFD	VARIABLE FREQUENCY DRIVE		
PSC	-		
EL	ELEVATION		
TCC	TOP OF CONCRETE		
CMU	CONCRETE MASONRY UNIT		
PL	FLANGE		





SEE SPECIFICATIONS AND NOTES ON SHEET
"GENERAL BOOSTER SYSTEM SITE
PLAN" FOR DISSEMINATION SECTIONS
FOR THIS SHEET



Client:



Project:

ASCENSION
PARISH WATER
SECTOR
PROGRAM
(ROUND 1)

ASCENSION PARISH WATER SECTOR
PROGRAM (ROUND 1)
EXISTING MCCALL BOOSTER SITE PLAN

Drawn by:

Sheet:

Rev.

Date

Description

Stamp:



Date:

Project No.:

Drawn By:

Checked By:

Sheet:

Project No.:

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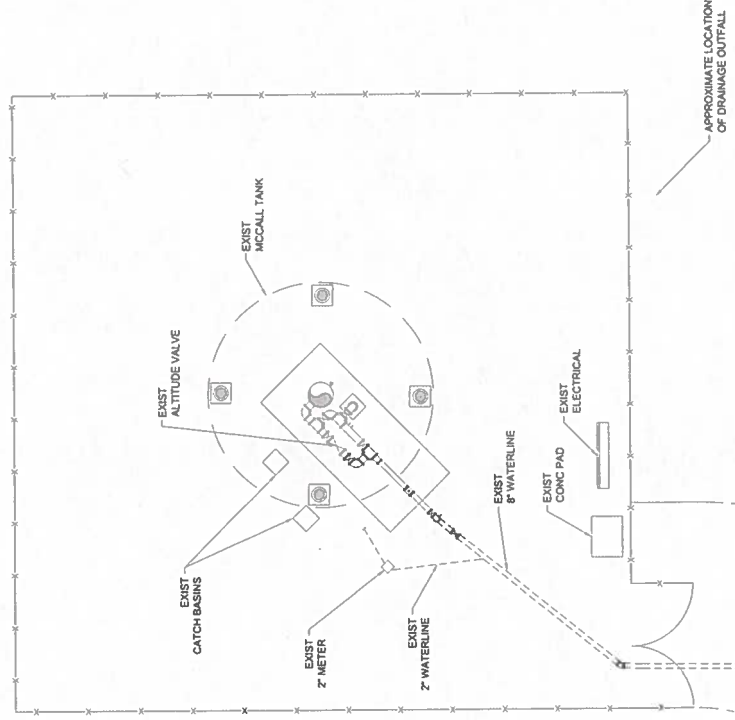
Project No.:

Drawn By:

Checked By:

FLOOD NOTE
PER FEMA FLOOD INSURANCE RATE MAP NUMBER 22005C0200E,
EFFECTIVE AUGUST 18, 2007, THIS SITE IS IN A "X" ZONE,
PROTECTED BY THE MISSISSIPPI RIVER LEVEE.

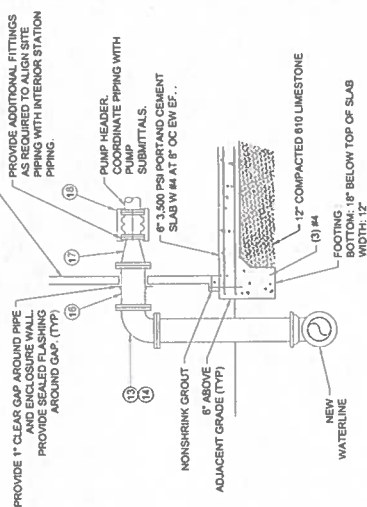
1 EXISTING SITE PLAN
SCALE: 1"=10'





1. SPRING VALVES AND FITTINGS SHOWN ON THIS SHEET SHALL BE RESTRAINED.
2. LESTERSTONE GRANULAR DRIVE FROM SITE TO MCCALL ROAD WITH 8" OF COMPACTED #10 LESTERSTONE OVER NON WOVEN GEOTEXTILE FABRIC. TOP WITH 7" OF LESTERSTONE.
3. IF CULVERT DRIVEWAY CHANGERS AT MCCALL ROAD IS DAMAGED, REPLACE IN HAND.
4. SLOPE PUMP STATION ENCLOSURE SLAB TO 2.5% TOWARD DRAINAGE.
5. INSTALL ENCLOSURE BOTTOM TO 1" BELOW NON-SHRINK GROUT TO 30 ENCLOSURE.
6. SITE ENCLOSURE SLAB SO THAT SUFFICIENT ROOM IS AVAILABLE FOR ANCHOR BOLTS.
7. CONTACT OWNER'S OPERATOR A MINIMUM OF 7 DAYS PRIOR TO WORK ON THIS SITE. COORDINATE AS REQUIRED.

— ENCLOSURE WALL



2 PUMP ENCLOSURE
NTS

FLOOD NOTE
PER FEMA FLOOD INSURANCE RATE MAP NUMBER 22005C02006E,
EFFECTIVE AUGUST 16, 2007, THIS SITE IS IN A "X" ZONE,
PROTECTED BY THE MISSISSIPPI RIVER LEVEE.

1 PROPOSED SITE PLAN
SCALE: 1"=10'

SEE SPECIFICATION SECTION 05-0000
FOR SPECIFICATION SECTIONS
FOR THIS SHEET



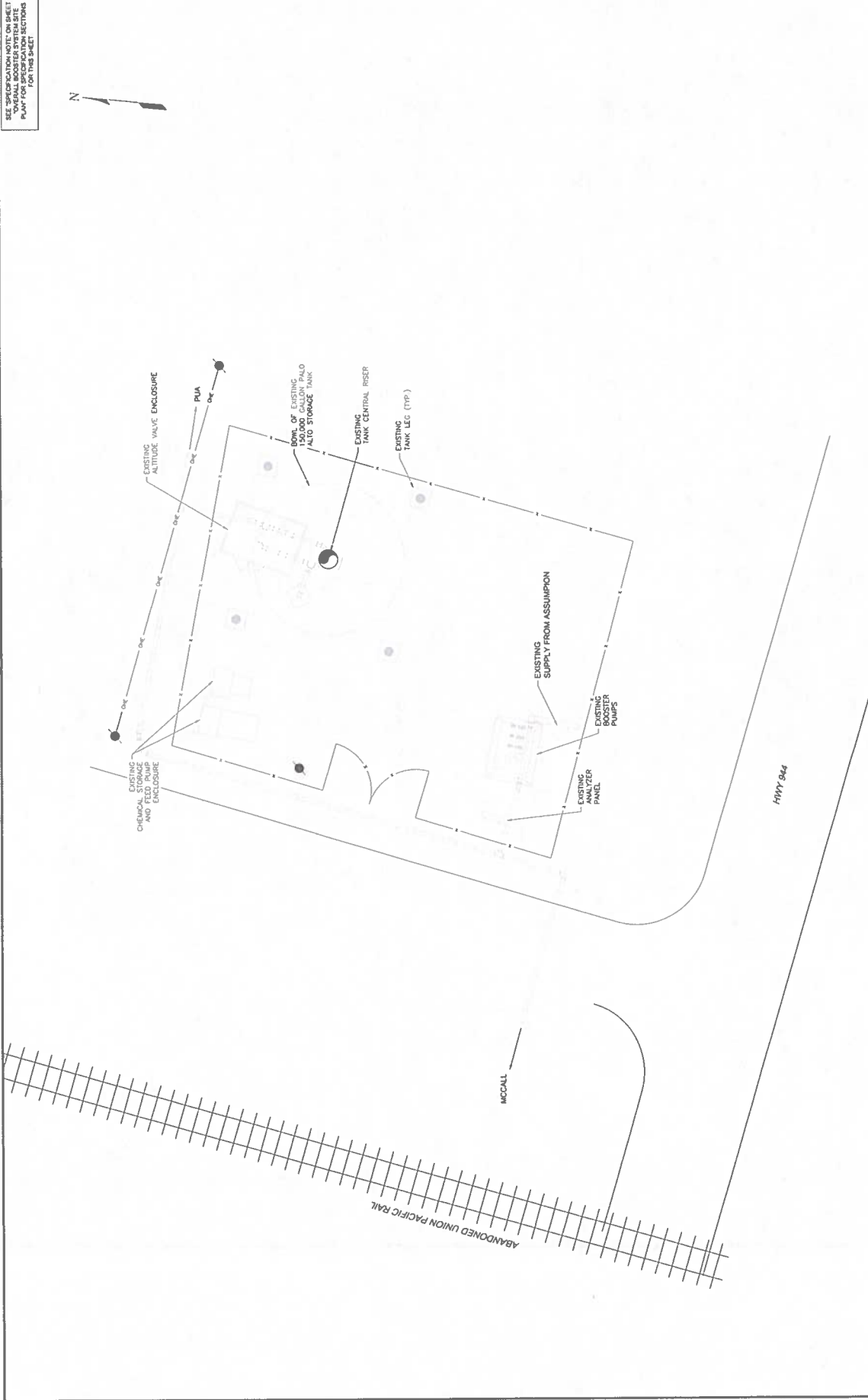
Project:
**ASCENSION
PARISH WATER
SECTOR
PROGRAM
(ROUND 1)**

EXISTING PALO ALTO SITE PLAN
ASCENSION PARISH WATER SECTOR
PROGRAM (ROUND 1)

No.	Date	Description



Date: FEBRUARY 2023
Project No.: 02011-0010
Drawn By: LHS
Checked By: DWK
Sheet: M-07



FLOOD NOTE
PER FEMA FLOOD INSURANCE RATE MAP NUMBER 220502000E, EFFECTIVE AUGUST 16, 2007, THIS SITE IS IN "A" ZONE. HOWEVER, THE GROUND SURFACE ELEVATION OUTSIDE OF THE "A" ZONE IS APPROXIMATELY THE SAME AS THE "A" ZONE.

1 EXISTING PALO ALTO SITE PLAN
SCALE: 1"=650'
Sheet # 122

SEE SPECIFICATION NOTE ON SHEET
PLANT FOR SPECIFICATION SECTIONS
FOR THIS SHEET



Project:
**ASCENSION
PARISH WATER
SECTOR
PROGRAM
(ROUND 1)**

Proposed PAJO ALTO SITE PLAN
ASCENSION PARISH WATER SECTOR
PROGRAM (ROUND 1)

No.	Date	Description



Date: FEBRUARY 2023
Project No.: 08201-0010
Drawn By: LMS
Checked By: DMK
Sheet: **M-08**

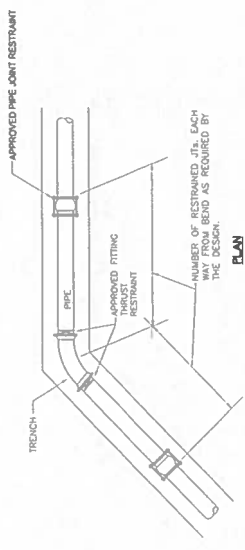
FLOOD NOTE
PER FEMA FLOOD INSURANCE
RATE MAP NUMBER
22005C0200E, EFFECTIVE
DATE 08/01/2010, THE
PROJECT SITE IS LOCATED
IN A "X" ZONE. HOWEVER, THE
GROUND SURFACE ELEVATION
OUTSIDE OF THE "X" ZONE IS
APPROXIMATELY THE SAME AS
THE "X" ZONE. THEREFORE, NEW
CONTROL VALVE WILL BE
INSTALLED 3" ABOVE THE
EXISTING GRADE.



1 PROPOSED PAJO ALTO SITE PLAN
SCALE: 1"=5'-0"

INDEX	
TAG NO.	DESCRIPTION
1	2" MI SLEEVE
2	2" MI TEE
3	2" MI GATE VALVE
4	2" MI CHECK VALVE
5	2" MI 90° BEND
6	2" MI PLUG VALVE
7	2" DIP
8	2" 22.5° BEND
9	2" MI 11.25° BEND
10	2" FL WP BEND
11	2" DIP PE + FL SPOOL
12	8 X 6 DI FL + FL REDUCER
13	2" FL AMMA GATE VALVE
14	2" CONTROL VALVE PER SPECIFICATION. SEE NOTES
15	304 STAINLESS STEEL ADJUSTABLE FLANGE PIPE SUPPORT STANDOFF OR CORP STOP
16	2" TAPPING SADDLE AND CORP STOP
17	2" HOSE SERVICE TUBING ADAPT AS REQUIRED
18	2" 300 GPM AUTO FLUSHER
19	2" 300 GPM AUTO FLUSHER ENCLOSURE DETAIL AS SHOWN IN DETAIL 3 TIE-IN PIPING PLAN. MACCALL BOOSTER STATION VALVES AND PIPING ARE NOT UNRESTRAINED JOINTS.
20	USE CONCRETE THRUST COLLAR DETAIL AS SHOWN IN DETAIL 3 TIE-IN PIPING PLAN. MACCALL BOOSTER STATION VALVES AND PIPING ARE NOT UNRESTRAINED JOINTS.

- NOTES
- 1) ALL NEW PIPING, VALVES, AND FITTINGS ON THIS SHEET SHALL BE RESTRAINED.
 - 2) THE 2" 300 GPM AUTO FLUSHER VALVE A ENCLOSURE SHALL BE INSTALLED AT A MINIMUM OF 3" ABOVE FLOOR OF EXISTING ENCLOSURE. DRAIN TO BUILDING EXTERIOR.
 - 3) THE 2" 300 GPM AUTO FLUSHER VALVE A ENCLOSURE SHALL BE INSTALLED AT A MINIMUM OF 3" ABOVE FLOOR OF EXISTING ENCLOSURE. DRAIN TO BUILDING EXTERIOR.
 - 4) THE 2" 300 GPM AUTO FLUSHER VALVE A ENCLOSURE SHALL BE INSTALLED AT A MINIMUM OF 3" ABOVE FLOOR OF EXISTING ENCLOSURE. DRAIN TO BUILDING EXTERIOR.



RESTRAINED JOINTS

MINIMUM RESTRAINED JOINT LENGTH

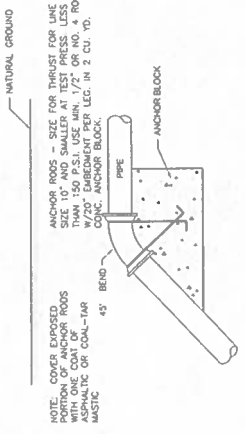
VALUES LISTED ARE FOR 150 P.S.I. INTERNAL PRESSURE. THE TABLE IS FOR PVC AND POLY-ETHYLENE PIPE. DUCTILE IRON PIPE WITH TYPE 3 BEDDING, PIPE BEDDED IN 4 INCHES MINIMUM LOOSE SOIL AND LIGHTLY CONSOLIDATED BACKFILL TO THE TOP OF PIPE.

NOMINAL PIPE DIAMETER	90°	45°	22 1/2°	11 1/3°	BRANCH OFF VALVES, HOPE CONNECTIONS
4"	28	12	5	3	35
6"	40	17	8	4	48
8"	53	22	11	5	64
10"	65	26	13	6	76
12"	72	30	14	7	86
14"	83	34	17	8	100
16"	95	38	19	9	114
18"	104	43	21	10	125
20"	114	47	23	11	137
24"	132	55	26	13	158
30"	150	62	30	15	180
36"	180	74	36	18	216

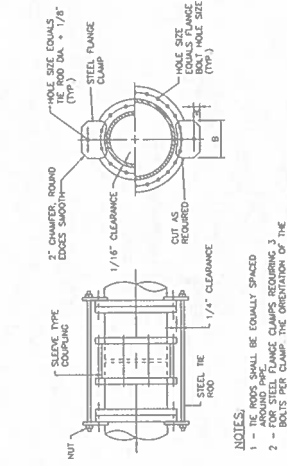
NOTES:

NOTES:

- PROVIDE THRUST RESTRAINT FOR ALL PRESSURE PIPES SIZE 4 INCH AND LARGER.
- FOR TEST PRESSURES 300psi AND GREATER, RESTRAIN ALL DEFLECTIONS OF 3" AND GREATER.
- FOR TEST PRESSURES LESS THAN 300 PSI, RESTRAINT ALL DEFLECTIONS OF 1/2" AND GREATER.
- PROVIDE THRUST RESTRAINT FOR ALL PRESSURE PIPES SIZE 4 INCH AND LARGER, VALVES, AND FITTINGS JOINED BY ADJACENT PIPE LENGTHS OF LESS THAN 10 FEET.
- PROVIDE THRUST RESTRAINT FOR ALL PRESSURE PIPES SIZE 2 INCH AND LARGER FOR OPERATOR TORQUE AND THRUST WHEN CLOSED WITH PRESSURE FROM OTHER SIDE.
- SIZE THRUST RESTRAINTS FOR TEST PRESSURES OR PIPE PRESSURE RATING, NOT OPERATING PRESSURES.
- WATER PIPE JOINT RESTRAINTS WILL BE PAID PER EACH ACCORDING TO SIZE. CONTRACTOR WILL ONLY BE PAID FOR FULL LENGTH JOINTS RESTRAINED.
- ONLY RESTRAINED TYPE PIPE JOINTS ALLOWED.
- RESTRAINTS SHALL INCLUDE AND UTILIZE RESTRAINT JOINT CONNECTORS. NO ADDITIONAL PAYMENT WILL BE MADE FOR RESTRAINT JOINT DEVICES UTILIZED ON FITTINGS. PAYMENT FOR RESTRAINT JOINT DEVICES ON ALL FITTINGS SHALL BE INCLUDED IN THE COST FOR FITTINGS.



ANCHOR BLOCK FOR VERTICAL 45° BENDS



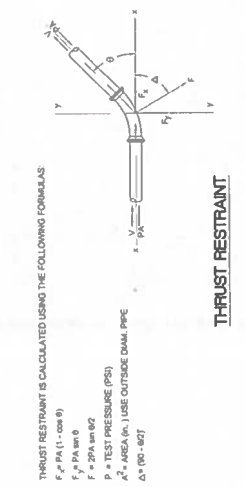
NOTES:

NOTES:

- THE RODS SHALL BE EQUALLY SPACED.
- FOR STEEL FLANGE CLAMPS REQUIRING 3 BOLTS PER CLAMP, THE ORIENTATION OF THE BOLTS SHALL BE AS SHOWN IN THE DETAIL. THE DETAILING IS PICTORIAL ONLY. EXACT DETAILING SHALL BE DETERMINED BY STANDARD FLANGE DETAILING.
- THE BOLTS FOR THE SLEEVE TYPE COUPLING, THE STEEL FLANGE CLAMP, THE RODS AND THE ANCHOR BLOCK IN THIS DETAIL SHALL BE GALVANIZED.

PIPE SIZE	TENDONS		THICKNESS	FLANGE CLAMP	
	NO.	DI.		NO. OF FLANGE BOLTS PER CLAMP	"B"
6"	2	1/2"	1/2"	2	7 3/4"
8"	2	5/8"	1/2"	2	8 5/8"
10"	2	3/4"	1/2"	2	7 3/4"
12"	2	1"	1/2"	2	8 1/2"
14"	2	1 1/8"	3/4"	2	9"
16"	2	1 1/4"	7/8"	3	12 1/4"
18"	2	1 3/8"	7/8"	3	12 1/2"
20"	3	1 3/8"	1"	2	12 1/2"
24"	4	1 3/8"	1"	2	12 1/2"
30"	4	1 3/4"	1"	3	12 1/2"
36"	6	1 3/4"	1 1/4"	2	12 1/2"
42"	6	1 3/4"	1 1/4"	3	12 1/2"
48"	8	1 3/4"	1 1/4"	3	12 1/2"

F DRESSER COUPLING W/ RESTRAINT RODS



THRUST RESTRAINT

RESULTANT FORCE F

$F = 2PA \sin \theta/2 = \text{THRUST IN POUNDS AT 100 P.S.I. TEST PRESSURE}$

NOMINAL PIPE DIAMETER	DEAD END NO.	5.50°	11 1/4°	22 1/2°	45°	90°
4"	1810	178	355	705	1385	2560
6"	3728	367	733	1459	2862	5208
8"	6432	631	1251	2509	4923	8006
10"	9877	960	1887	3775	7407	12465
12"	13865	1343	2683	5308	10414	17353
14"	18285	1794	3564	7133	13995	23569
16"	23179	2333	4691	9276	18295	30407
18"	28579	2754	5462	10870	21328	36407
20"	34643	3365	6483	12804	25047	43121
24"	52779	5130	10248	20084	40714	73833
30"	80625	7891	15765	31274	61587	113237
36"	115028	11304	23042	44843	88181	162829
42"	155328	15300	30487	60671	118041	218948
48"	200803	19887	39730	79887	155134	286554
54"	250873	25126	50185	99894	195068	362138

FOR OTHER PRESSURES, i.e., 150 PSI, MULTIPLY THE ABOVE VALUES BY 1.5; FOR 200 PSI BY 2.0; FOR 300 PSI BY 3.0; FOR 400 PSI BY 4.0; FOR 500 PSI BY 5.0; FOR 600 PSI BY 6.0; FOR 700 PSI BY 7.0; FOR 800 PSI BY 8.0; FOR 900 PSI BY 9.0; FOR 1000 PSI BY 10.0.

HORIZONTAL COMPONENT F x

$F_x = PA(1 - \cos \theta) = \text{THRUST IN POUNDS AT 100 P.S.I. TEST PRESSURE}$

NOMINAL PIPE DIAMETER	DEAD END NO.	5.50°	11 1/4°	22 1/2°	45°	90° AND DEAD END
4"	1810	178	355	705	1385	1810
6"	3728	367	733	1459	2862	3728
8"	6432	631	1251	2509	4923	6432
10"	9877	960	1887	3775	7407	9877
12"	13865	1343	2683	5308	10414	13865
14"	18285	1794	3564	7133	13995	18285
16"	23179	2333	4691	9276	18295	23179
18"	28579	2754	5462	10870	21328	28579
20"	34643	3365	6483	12804	25047	34643
24"	52779	5130	10248	20084	40714	52779
30"	80625	7891	15765	31274	61587	80625
36"	115028	11304	23042	44843	88181	115028
42"	155328	15300	30487	60671	118041	155328
48"	200803	19887	39730	79887	155134	200803
54"	250873	25126	50185	99894	195068	250873

ALLOWABLE LATERAL BEARING PRESSURE OF SOIL

BEARING PRESSURE LBS/ SQ. FT. (A.S.T.M. D-1586)

SOIL	STANDARD PENETRATION RESISTANCE (A.S.T.M. D-1586)	BEARING PRESSURE LBS/ SQ. FT.
MOCK AND GRAVEL	<2	0
STIFF CLAY	4-8	500
MEDIUM CLAY	8-18	800
STIFF CLAY	18-30	1500
LOOSE SAND	4-10	500
DENSE SAND OR MED. SAND AND GRAVEL	10-30	1500
DENSE SAND AND GRAVEL CEMENTED W/ CLAY	30-50	2000
SHALE, HARD PM	OVER-60	3000

* USE RESTRAINED JOINT FITTINGS, THE ROD ANCHORS, TREATED TAPER PILES, CONCRETE THRUST COLLARS OR FRICTION SLAB



**ASCENSION
 PARISH WATER
 SECTOR
 PROGRAM
 (ROUND 1)**

**ASCENSION PARISH WATER SECTOR
 PROGRAM (ROUND 1)
 MCCALL ELECTRICAL SITE PLAN**

Rev	Date	Description



Date:	FEBRUARY 2023
Project No.:	0839-0010
Drawn By:	SPG
Checked By:	MLT
Sheet:	E-01

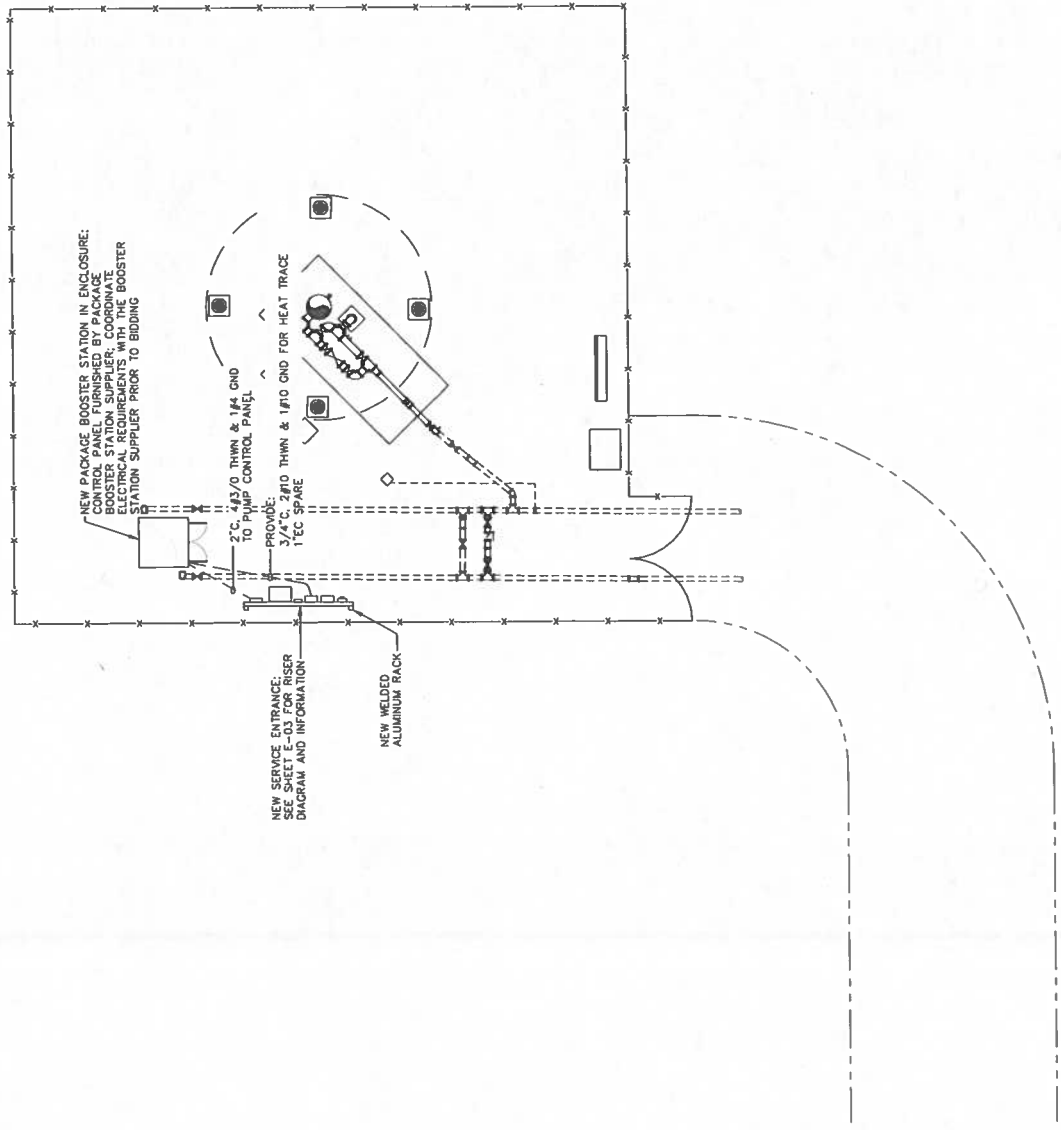


SYMBOL SCHEDULE

	POWER PANEL
	ELECTRICAL CONDUIT ROUTED UNDERGROUND CONDUIT IN WALL OR EXPOSED DUKES CONDUIT NO. OF WIRES
	JUNCTION BOX

ELECTRICAL GENERAL NOTES

1. ALL ELECTRICAL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE. ALL WORK SHOWN IS NEW UNLESS NOTED OTHERWISE.
2. THE CONDUIT SYSTEM, ALL ELECTRICAL EQUIPMENT, ALL STEEL STRUCTURES MOTOR FRAMES ETC. SHALL BE CONNECTED TO THE ELECTRICAL SYSTEM PER ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE.
3. ALL EQUIPMENT LOCATIONS SHALL BE VERIFIED IN THE FIELD WITH MECHANICAL TRADES. CONDUIT ROUTING AND EQUIPMENT LOCATION SHALL BE COORDINATED WITH THE OWNER'S REPRESENTATIVE DURING CONSTRUCTION.
4. LOCATIONS OF CONDUITS, BOXES, FITTINGS, ETC. ARE INDICATED BY THE ELECTRICAL CONTRACTOR. THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL CONDUITS, SERVICES, FITTINGS, AND EQUIPMENT. THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE TIMELY DELIVERY AND PROPER INSTALLATION OF ALL ELECTRICAL EQUIPMENT, (I.E. CONTROL PANELS, AREA LIGHTING, ETC.)
5. BEFORE INSTALLATION, THE ELECTRICAL CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL CONDUITS, SERVICES, FITTINGS, AND EQUIPMENT. THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE TIMELY DELIVERY AND PROPER INSTALLATION OF ALL ELECTRICAL EQUIPMENT, (I.E. CONTROL PANELS, AREA LIGHTING, ETC.)
6. ENCLOSURE, JUNCTION BOXES, RECEPTACLES AND ALL OTHER ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE. THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL CONDUITS, SERVICES, FITTINGS, AND EQUIPMENT. THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE TIMELY DELIVERY AND PROPER INSTALLATION OF ALL ELECTRICAL EQUIPMENT, (I.E. CONTROL PANELS, AREA LIGHTING, ETC.)
7. MINIMUM CONDUIT SIZE IS 3/4" ALL EXPOSED CONDUIT SHALL BE RIGID STEEL AND ALL DUCT BANK CONDUIT SHALL BE SCHEDULE 40 PVC UNLESS NOTED OTHERWISE.
8. THE ELECTRICAL CONTRACTOR SHALL COORDINATE WITH THE MECHANICAL CONTRACTOR AND CAREFULLY REVIEW THE MECHANICAL CONTRACTOR'S DRAWINGS AND SPECIFICATIONS TO BE THE ELECTRICAL CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL WIRE AND CONDUIT NEEDED FOR ELECTRICAL EQUIPMENT AND CONDUIT LOCATIONS ARE PROVIDED EVEN IF NOT SPECIFICALLY CALLED FOR IN THE PLANS AND SPECIFICATIONS.
9. THERE SHALL BE WARNING LABELS LOCATED ON THE FRONT OF EACH ELECTRICAL ENCLOSURE. SEE SIGNAGE DETAIL ON SHEET E-02.
10. CONTRACTOR SHALL COORDINATE ALL ASPECTS OF NEW SERVICE INCLUDING LOAD TUNING, WITH UTILITY COMPANY AND INCLUDE ALL COSTS IN BID.
11. WARNING TAPE SHALL BE INSTALLED 12 TO 18 INCHES BELOW GRADE OVER ALL CONDUITS.
12. PROVIDE 1/4" MINIMUM DIAMETER PULL ROPE PULL ROPE SHALL NOT BE NYLON STRING.
13. FOR SERVICE ENTRANCE CONDUITS, UTILIZE LONG RADIUS (36") CONDUIT BENDS.
14. ALL CONDUIT RISERS FROM UNDERGROUND SHALL HAVE RIGID METAL ELLS AND RISERS.
15. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES. AVOID INTERFERENCE OF EXISTING UTILITIES NOT INCLUDED IN THIS PROJECT.
16. SETSCREW CONDUIT FITTINGS SHALL NOT BE PERMITTED.
17. CONTRACTOR SHALL MAKE ALL NECESSARY REVISIONS TO THE ELECTRICAL DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL COORDINATE WITH THE SUPPLIER OF SUCH EQUIPMENT PRIOR TO ORDERING. THE CONTRACTOR SHALL INCLUDE ALL ASSOCIATED COSTS IN BID.



1 PROPOSED ELECTRICAL SITE PLAN
 SCALE: 1"=10'



**ASCENSION
PARISH WATER
SECTOR
PROGRAM
(ROUND 1)**

**ASCENSION PARISH WATER SECTOR
PROGRAM (ROUND 1)**

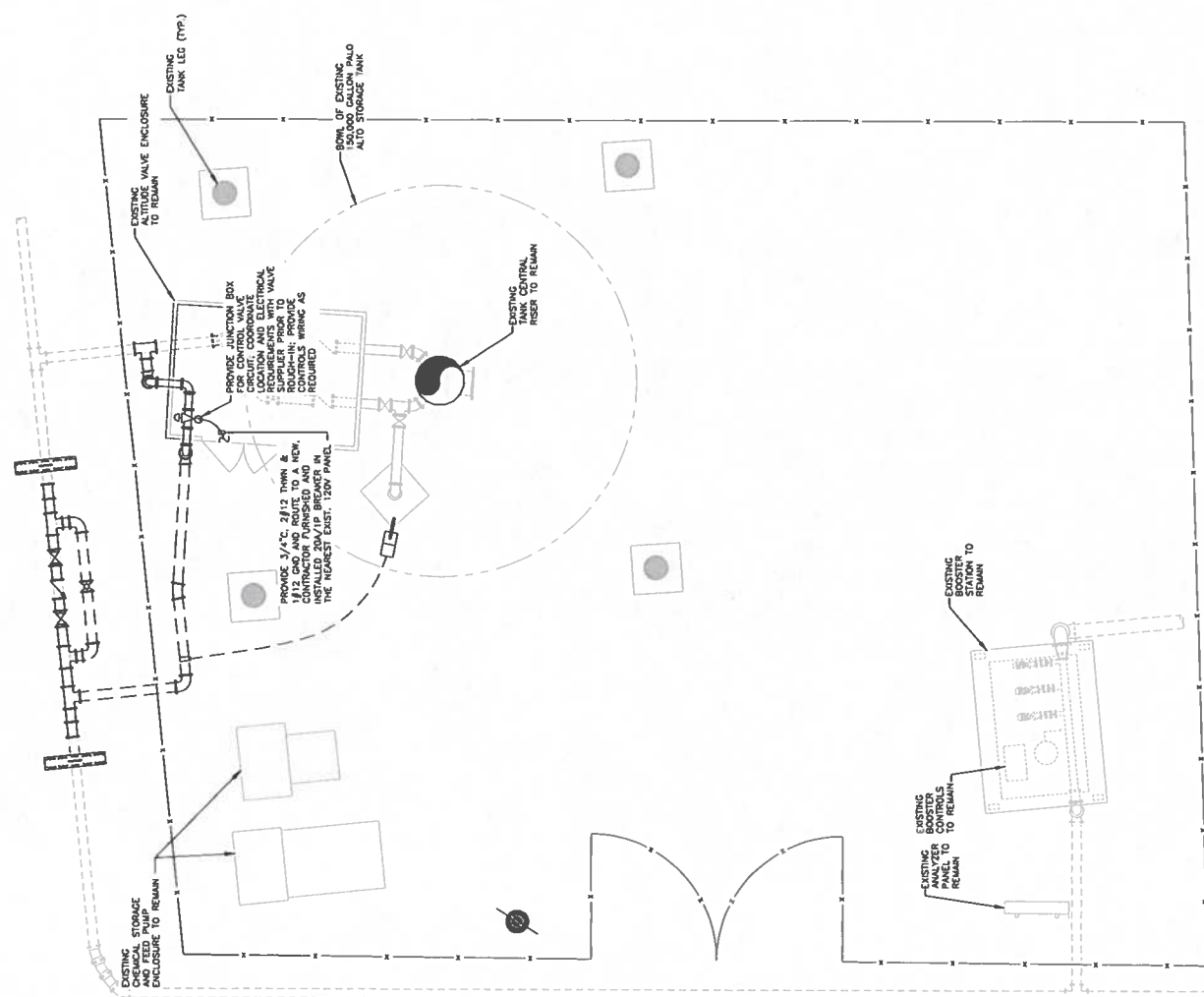
PALO ALTO ELECTRICAL SITE PLAN

Rev.	Date	Description



Date:	FEBRUARY 2023
Project No.:	0287-0018
Drawn By:	SPD
Checked By:	MLT

E-02



1 PROPOSED PALO ALTO ELECTRICAL SITE PLAN
SCALE: 1"=5'-0"

0' 20' 40'

PARSONS ENGINEERING
3000 Independence Park Drive
Austin, Texas, TX 78759
parsons@parsons.com



4 SIGNAGE DETAIL
NOT TO SCALE

BY QUALIFIED PERSONNEL

SIGNAGE DETAIL

RECEIPTABLE SHALL BE
APPLICATION #A1A40133-400
OR PRIOR APPROVED EQUIVALENT

3 **GENERATOR RECEPTACLE DETAILS**
NOT TO SCALE

3 **GENERATOR RECEPTACLE DETAILS**
NOT TO SCALE

