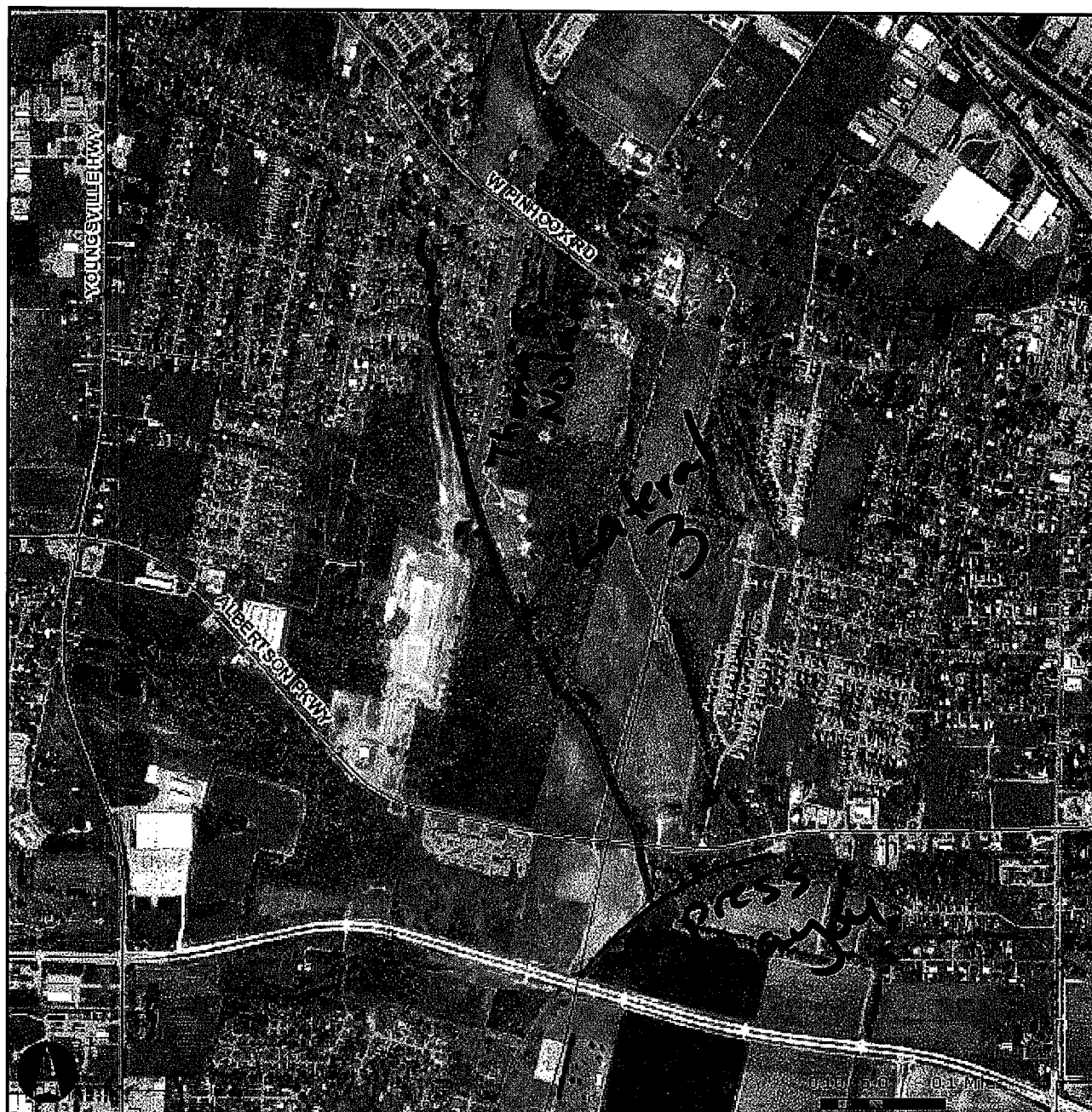


Map



Street Centerlines



Lafayette Regional Airport



Major Streets



Railroads



Council Districts

☐ Andy Naquin

☐ Brandon Shelvin

☐ Don Bertrand

☐ Jared Bellard

☐ Jay Castille

☐ Keith Patin

Council Districts (continued)

☐ Kenneth Boudreaux

☐ Kevin Naquin

☐ William Theriot

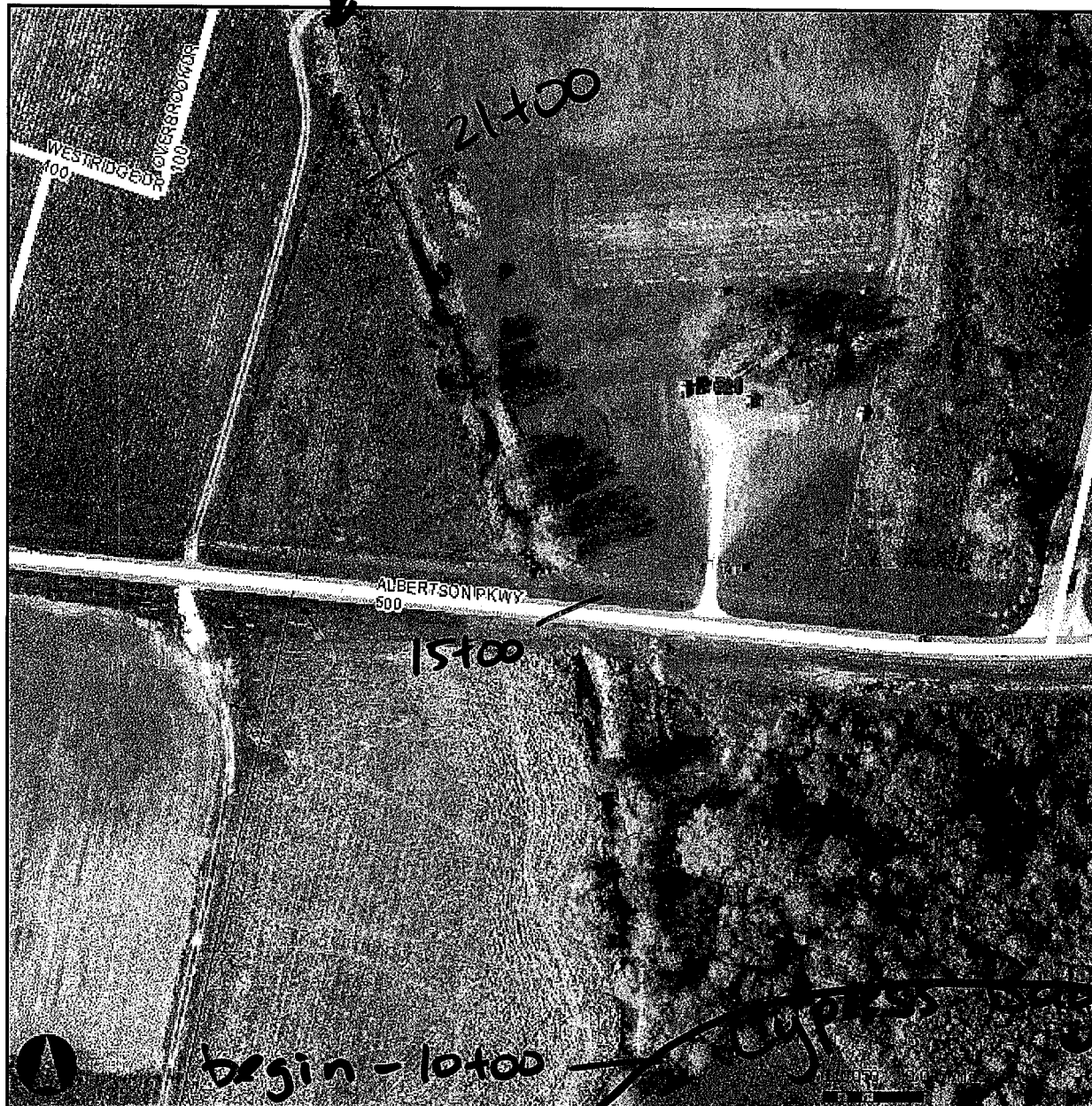
2011 Aerials

☒ Red: Band_1

☒ Green: Band_2

☒ Blue: Band_3

Map



Street Centerlines



Building Addresses

Street Centerlines

Lafayette Regional Airport



Railroads



Council Districts

☐ Andy Naquin☐ Brandon Shelvin☐ Don Bertrand☐ Jared Bellard☐ Jay Castille

Council Districts (continued)

☐ Keith Patin☐ Kenneth Boudreaux☐ Kevin Naquin☐ William Theriot

2011 Aerials

☒ Red: Band_1☒ Green: Band_2☒ Blue: Band_3

Map

Lateral 3



Street Centerlines



Building Addresses

Street Centerlines

Lafayette Regional Airport



Railroads



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☐ Brandon Shelvin

☐ Don Bertrand

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☒ Green: Band_2

☒ Blue: Band_3

Map

↙ Lateral 3



Street Centerlines



Building Addresses

Street Centerlines

Lafayette Regional Airport



Railroads



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Council Districts (continued)

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☐ Kenneth Boudreaux

☐ Kevin Naquin

☐ William Theriot

2011 Aerials

☒ Red: Band_1

☒ Green: Band_2

☒ Blue: Band_3

Map

↖ Lateral 3



Street Centerlines



Building Addresses

Street Centerlines

Lafayette Regional Airport



Railroads



Council Districts

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Council Districts (continued)

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2011 Aerials

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- ☒ Blue: Band_3

Map



Street Centerlines



Building Addresses

Street Centerlines

Lafayette Regional Airport



Railroads



Council Districts

- ☐ Andy Naquin
- ☐ Brandon Shelvin
- ☐ Don Bertrand
- ☐ Jared Bellard
- ☐ Jay Castille

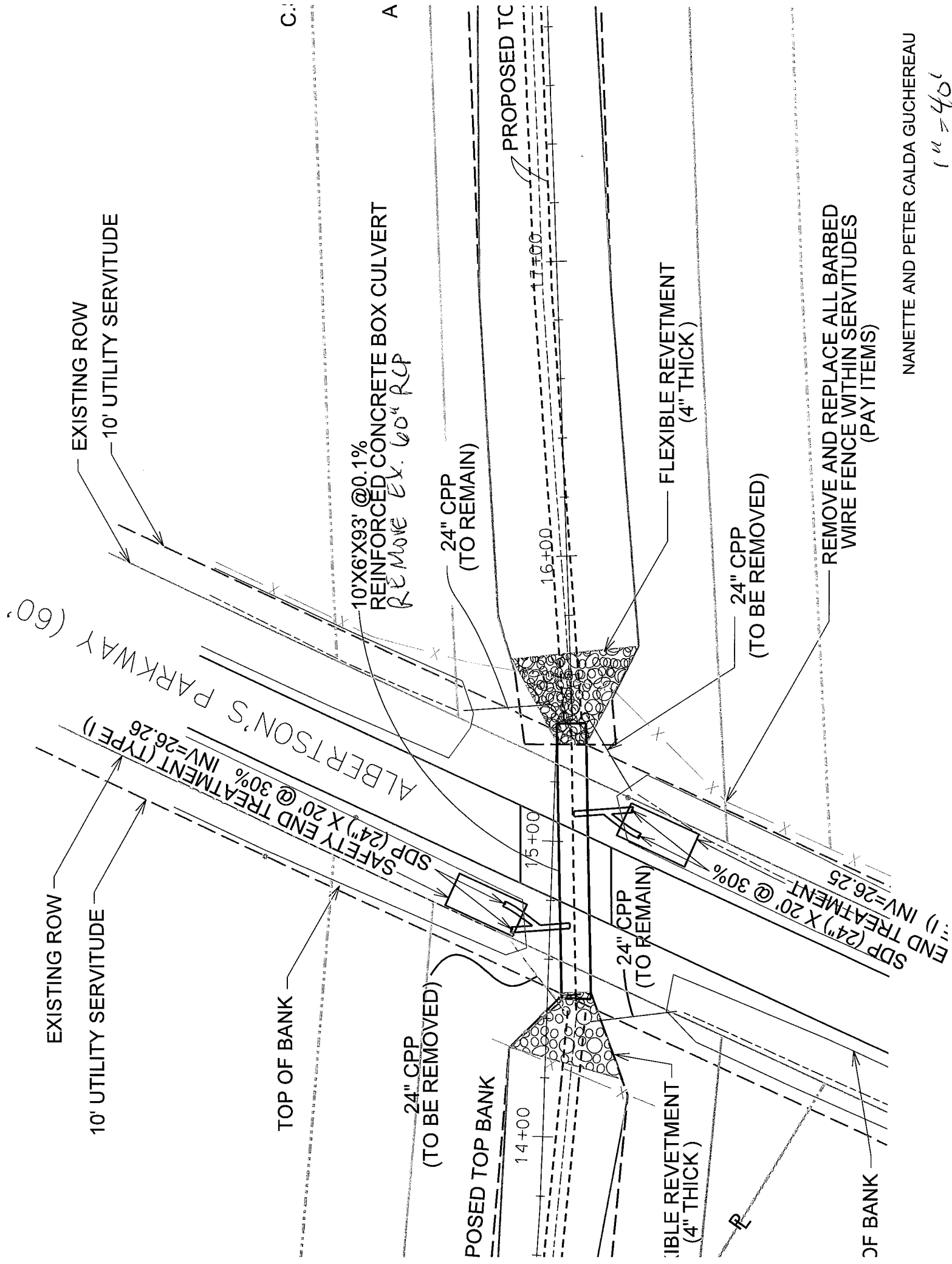
Council Districts (continued)

- ☐ Keith Patin
- ☐ Kenneth Boudreaux
- ☐ Kevin Naquin
- ☐ William Theriot

2011 Aerials

- ☒ Red: Band_1
- ☒ Green: Band_2
- ☒ Blue: Band_3

Lateral
3



NANETTE AND PETER CALDA GUCHEREAU

1" = 40'

14.07.2011

SAWCUT ASPHALT PAVEMENT (FULL)

STING TOP BANK

EXIBLE
VETMENT
THICK)

REQ'D 48" RCPA 104
x 60' @ 0.2%

REQ'D DI 202
TOP: 27.89
INV: 22.95

15" CMP TO BE
REMOVED

REGRADE
DITCH TO
0.1% FOR 13'

REGRADE
0.2% F(

REQ'D 48" RCPA
x 56' @ 0.2%

SERVITUDE
REMOVE PIPE
AS NECESSARY
AND CAP AT
BOTH ENDS

EXISTING 30" CMPS, 36"
CMP, AND DI TO BE
REMOVED

**REMOVE PIPE
AS NECESSARY
AND CAP AT
BOTH ENDS**

TION

RIP RAP

SAWCUT ASPHALT
EMENT (FULL DEPTH) (TYP.)

102 REQ'D 24" SDP x
8' @ 0.3%
INV. 24.92

REQ'D. 48" RCPC x32"
@ 0.2% BACKFILLED
WITH FILCRETE

$\psi = 45^\circ$

TO BE HYDROSEE

REMOVE EXISTING 15" RCP AND PATCH EXISTING CATCH BASIN (N.D.P.)

TO REMAIN

2-EXIST. 36" RCP ON LEFT TO REMAIN

REGRADE DITCH TO 0.25% FOR 250'

20' x 20' RIP RAP (30 LB.)

REQ'D. 42" RCPC x 8' @ 0.25%

EXIST. 36" RCP ON RIGHT TO BE REMOVED

REMOVE EXIST. DI
REQ'D. CB-02
TOP-28.01
INV. 23.54
TIE IN EXIST. 15" RCP (N.D.P.)

SAWCUT ASPHALTIC CONCRETE (FULL DEPTH) PAVEMENT PATCHING

108 REQ'D. 42" RCPC x 30' @ 0.25%

TIE IN EXISTING 15" RCP (N.D.P.)

204 REQ'D. CB-02
TOP-28.00
INV. 23.20

109 REQ'D. 42" RCPC x 76' @ 0.25%

205 REQ'D. CB-02
TOP-28.00
INV. 23.81

110 REQ'D. 42" RCPC x 56' @ 0.25%

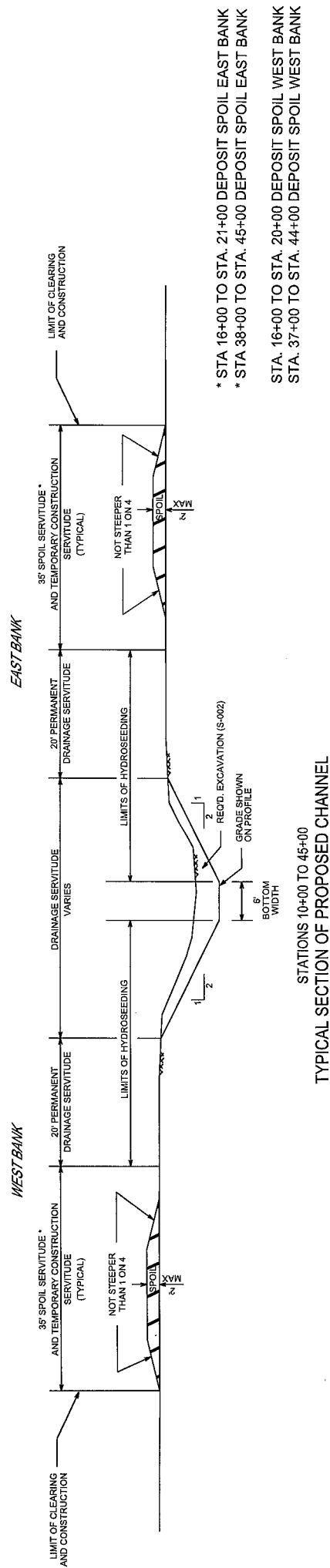
206 REQ'D. CB-02
TOP-28.00
INV. 23.95

111 REQ'D. 42" RCPC x 16' @ 0.25%
INV. 24.01

20' x 20' RIP RAP (30 LB.)

REGRADE DITCH TO 0.1% FOR 230'

11-50

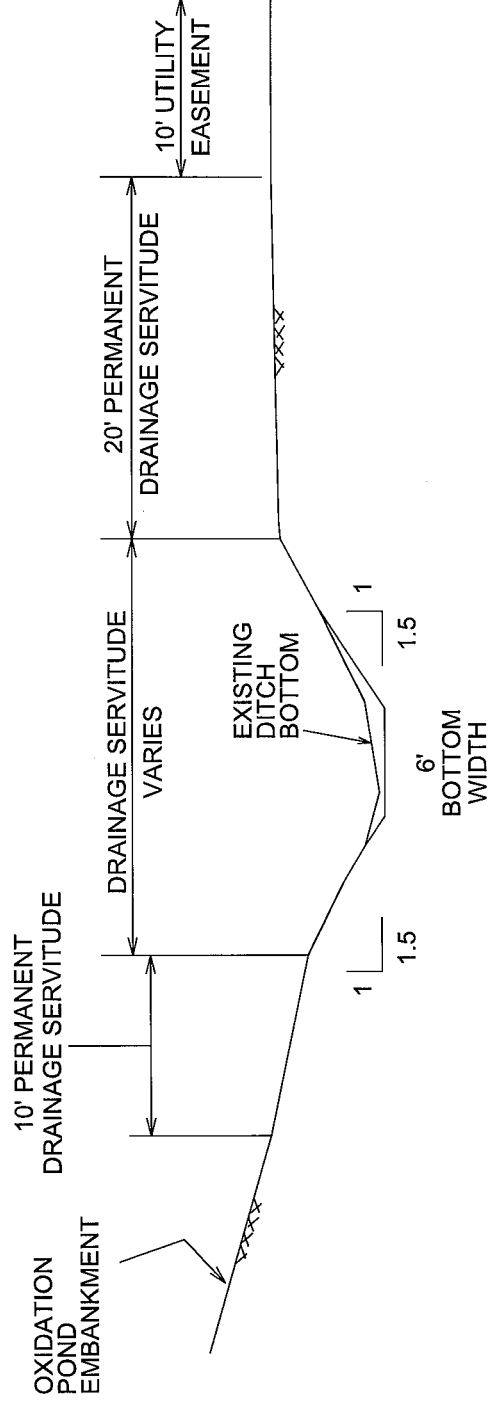


* STA 16+00 TO STA. 21+00 DEPOSIT SPOIL EAST BANK
 * STA 38+00 TO STA. 45+00 DEPOSIT SPOIL EAST BANK
 STA. 16+00 TO STA. 20+00 DEPOSIT SPOIL WEST BANK
 STA. 37+00 TO STA. 44+00 DEPOSIT SPOIL WEST BANK

TRANSITION FROM 1:2 SIDE SLOPES TO 1:1.5 SIDE SLOPES STA. 45+00 TO 46+00

WEST BANK

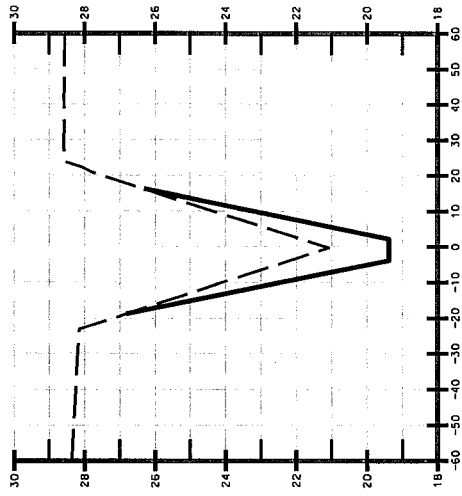
EAST BANK



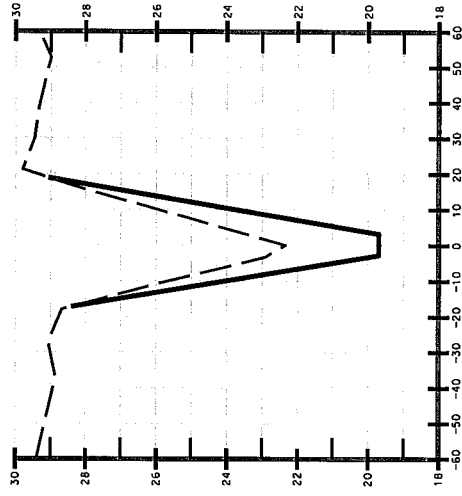
STATIONS 46+00 TO 63+15

TYPICAL SECTION OF PROPOSED CHANNEL

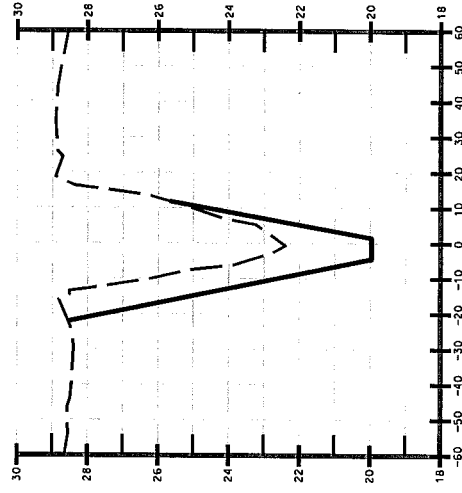
--- EXISTING CROSS SECTION
 — PROPOSED CROSS SECTION



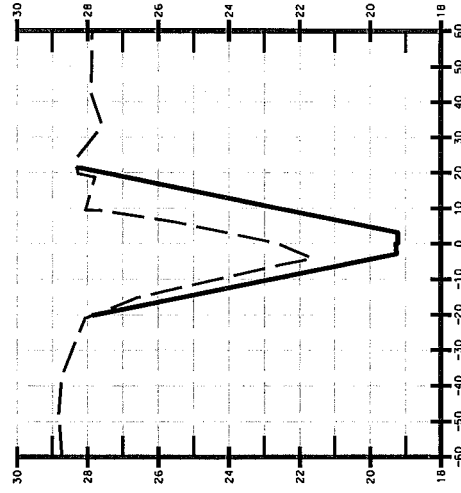
10+80



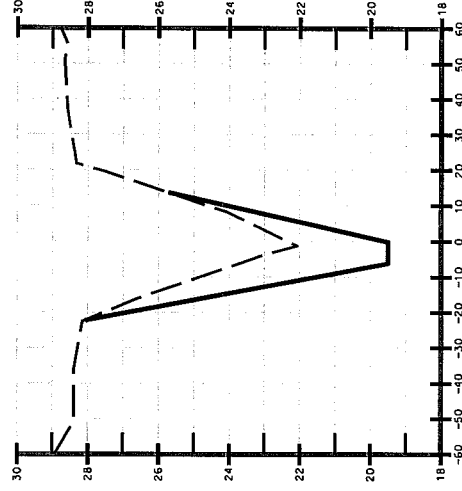
14+00



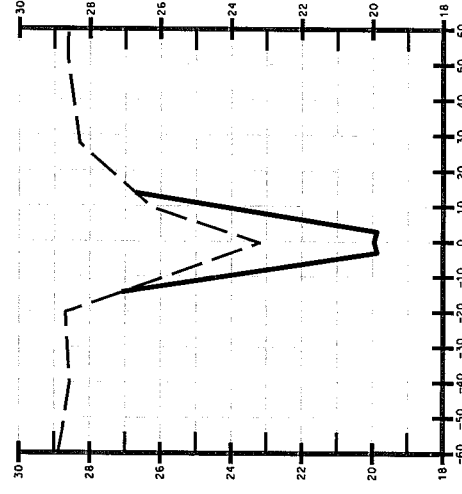
16+60



9+20



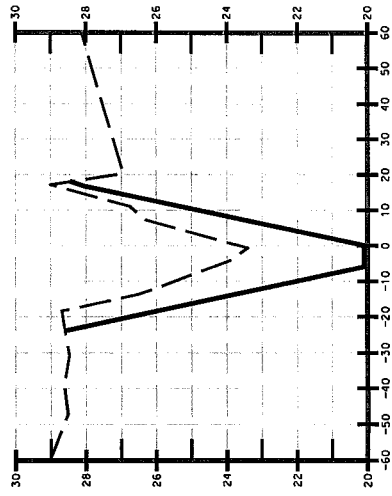
12+00



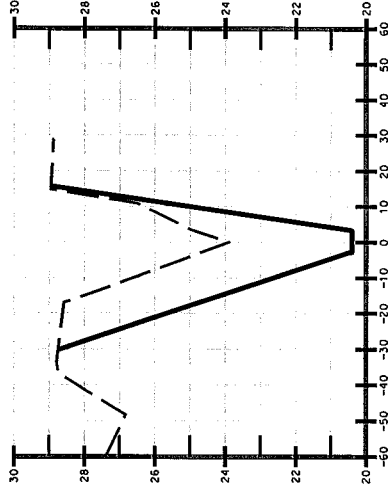
15+80

STA 15+00 - X'ING AT ALBERTSON PKWY.

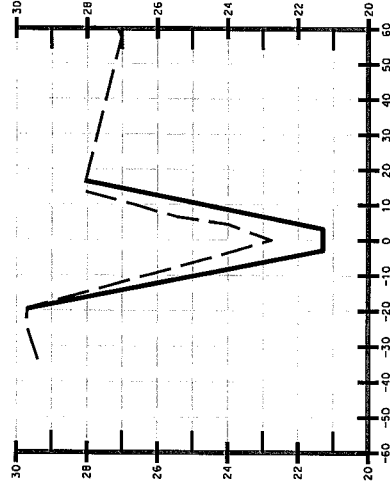
EXISTING CROSS SECTION
PROPOSED CROSS SECTION



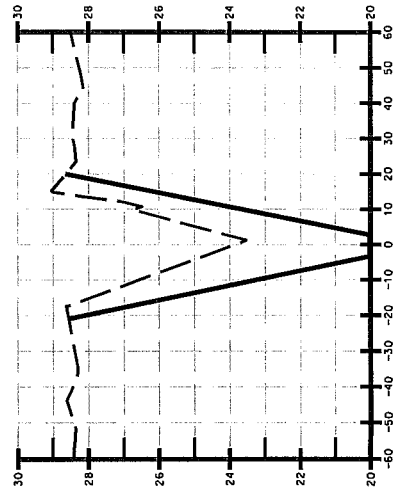
18+00



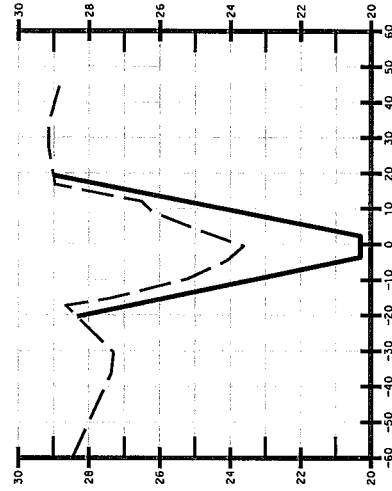
21+00



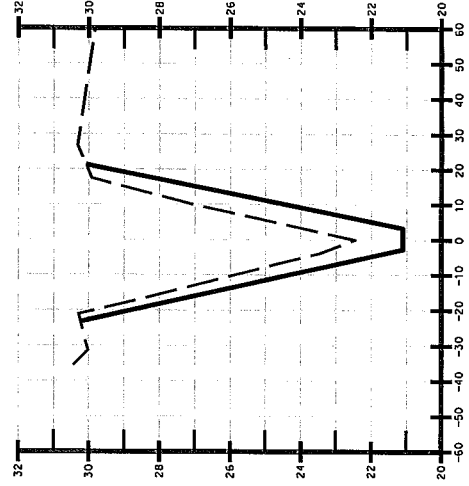
30+00



17+20

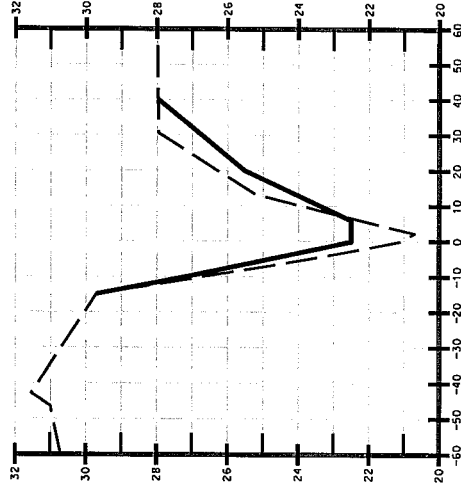


20+00

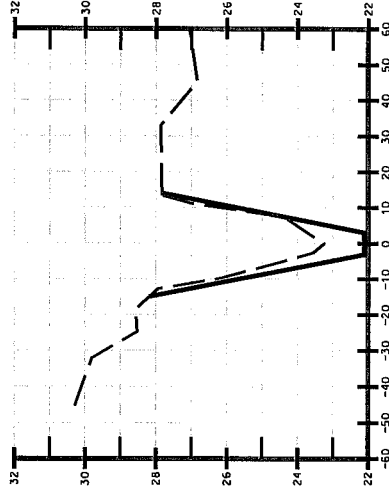


28+00

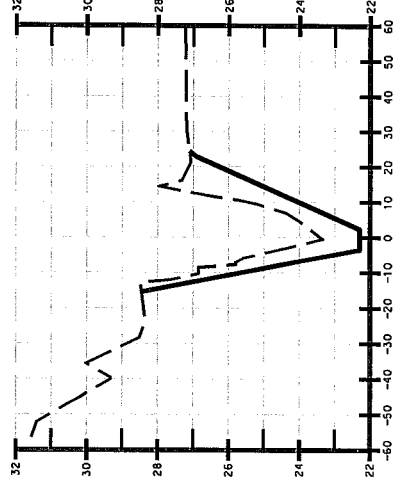
EXISTING CROSS SECTION
PROPOSED CROSS SECTION



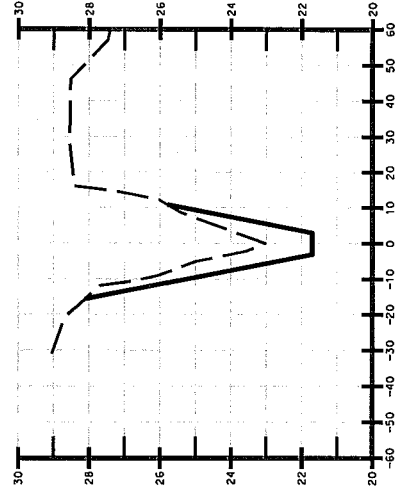
42+00



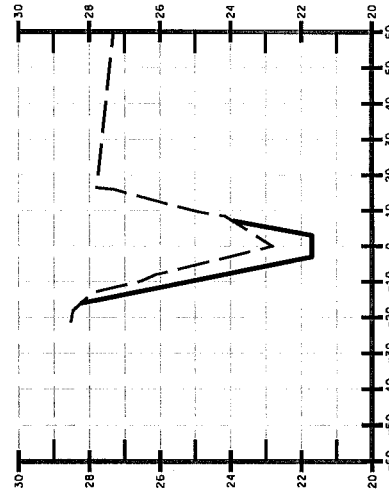
38+00



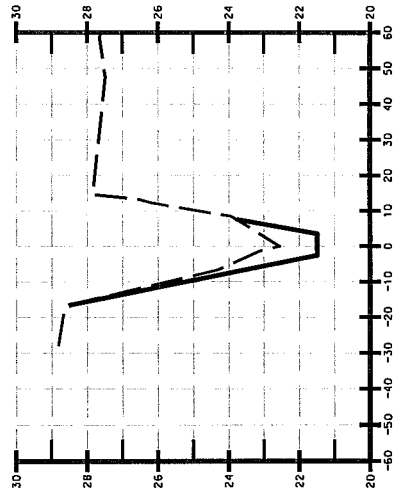
40+00



36+00

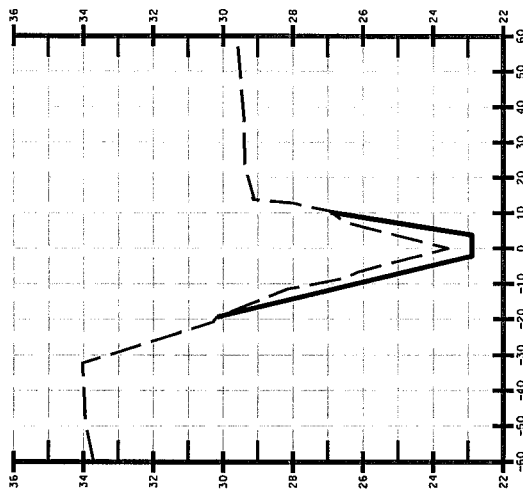


34+00

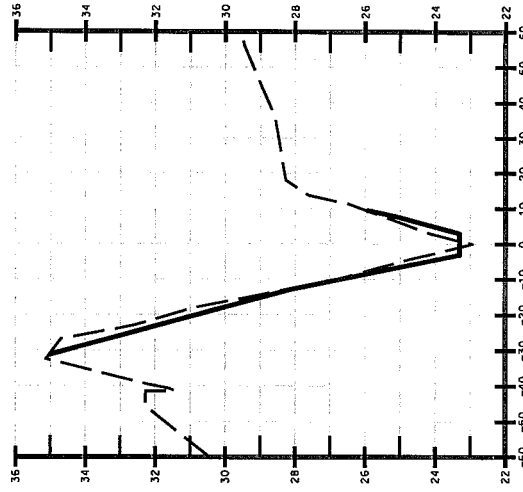


32+00

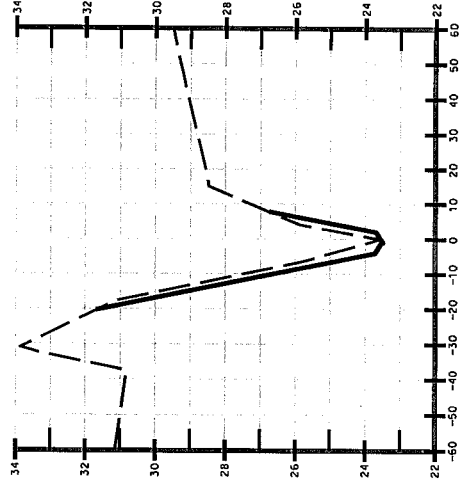
--- EXISTING CROSS SECTION
 — PROPOSED CROSS SECTION



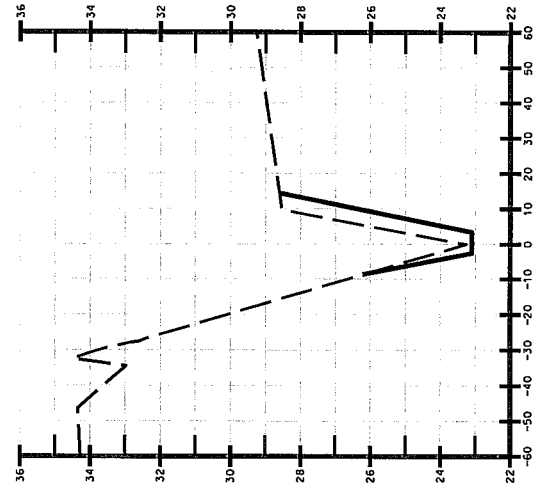
46+00



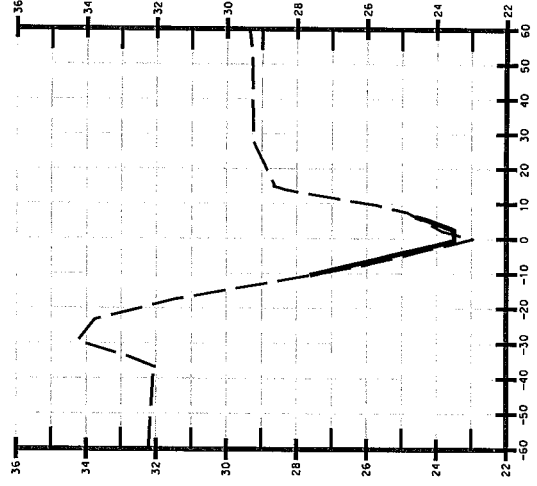
50+00



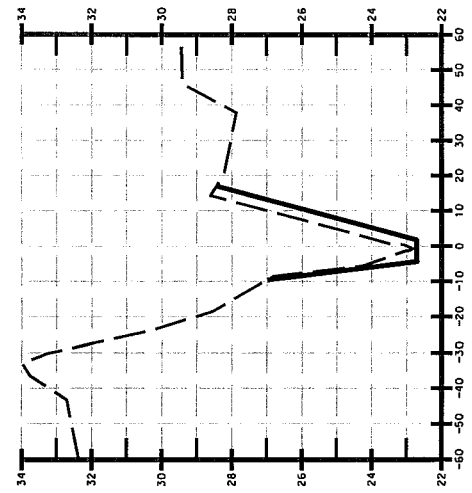
54+00



48+00

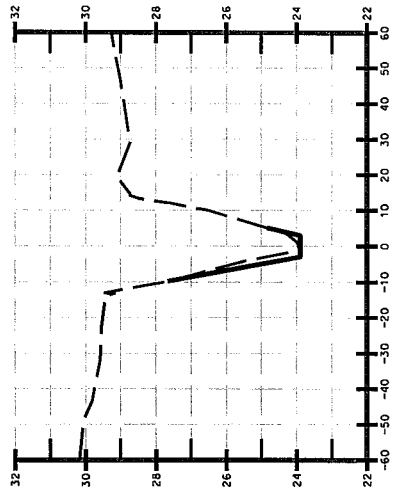


52+00

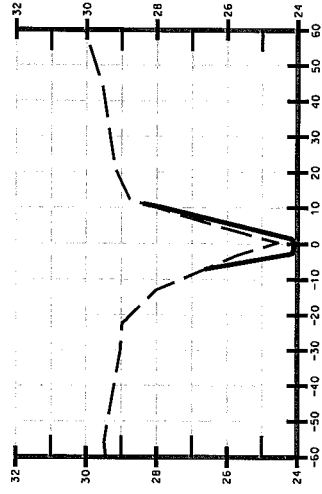


44+00

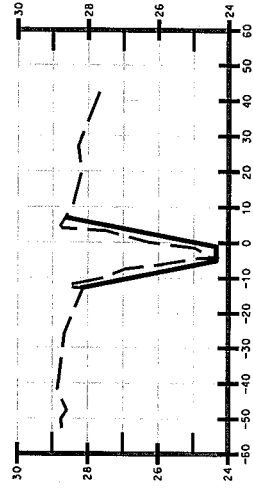
--- EXISTING CROSS SECTION
 — PROPOSED CROSS SECTION



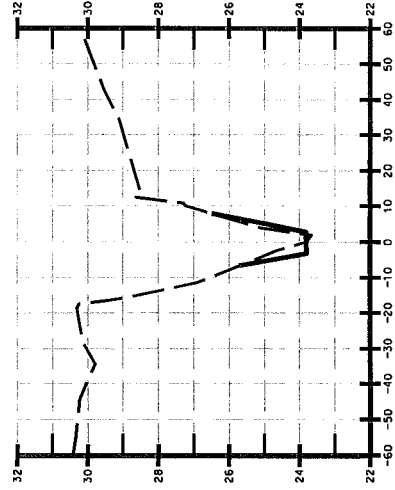
56+00



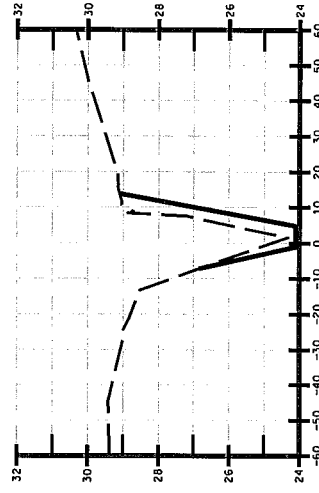
58+40



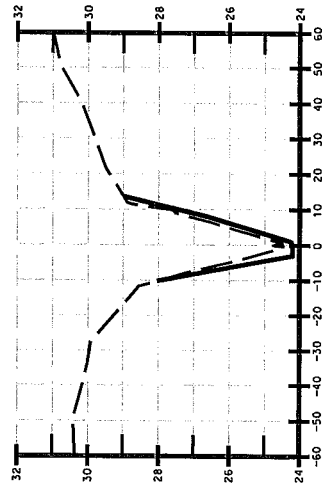
60+50



55+00

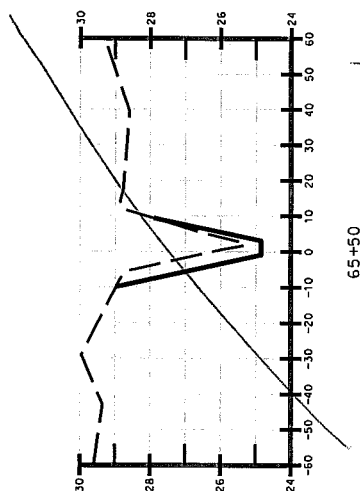


58+00

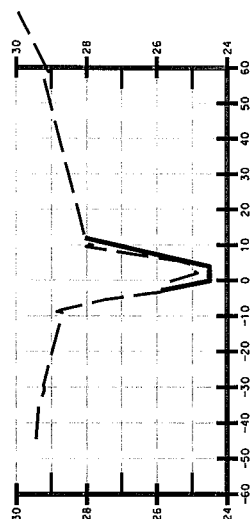


59+00

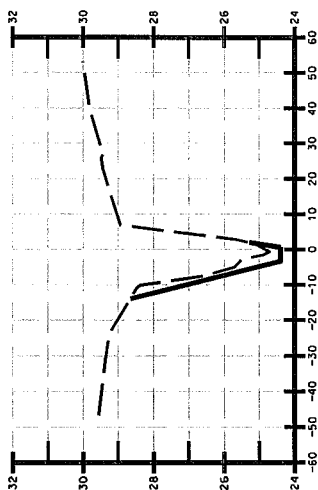
--- EXISTING CROSS SECTION
 — PROPOSED CROSS SECTION



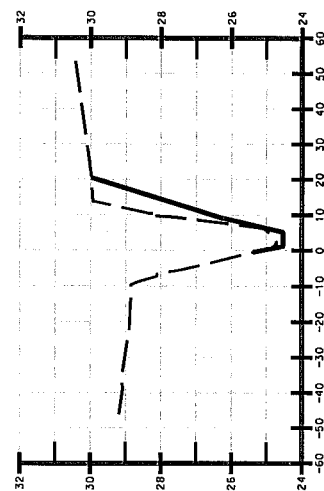
Culverts on Brigante
 begin at STA 64+40.



62+00



61+00



62+40