Program Delivery Plan

Sanitary Sewer Overflow (SSO) Control and Wastewater Facilities Program

Prepared for

City of Baton Rouge/East Baton Rouge Parish
Department of Public Works

Prepared by

CH2MHILL

in association with

Sigma Consulting Group, Inc.

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Acronyms and Abbreviations

BOD	Biochemical Oxygen Demand
BPS	Booster Pump Station
BTRSSO	Baton Rouge Sanitary Sewer Overflow
CCTV	Closed Circuit Television
C-P	City of Baton Rouge, Parish of East Baton Rouge
DPW	Department of Public Works
IAP	Immediate Action Projects
I/I	inflow and infiltration
MG	Millions Gallons
mgd	million gallons per day
MH	manhole
NPDES	National Pollutant Discharge Elimination System
OandPA	Outreach and Public Awareness Program
PDP	Program Delivery Plan
PHF	peak hourly flow
PM	Project Manager
PMT	Program Management Team
PS	Pump Station
RDI	Rainfall Dependent Infiltration
RDII	Rain Dependent Inflow and Infiltration
RMAP1	Remedial Measures Action Plan 1
RMAP2	Remedial Measures Action Plan 2
SEP	Supplementary Environmental Projects
SSO	Sewer System Overflow
TF/SC	trickling filter/solids contact
TSS	Total Suspended Solids
VFD	Variable Frequency Drive
WWTP	Wastewater Treatment Plant

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Executive Summary

Overview

The City of Baton Rouge, Parish of East Baton Rouge (C-P) has contracted with CH2M HILL to prepare a Program Delivery Plan (PDP). This PDP provides a summary of the Sewer System Overflow (SSO) and Wastewater Facilities Program. The three parts of the program are:

- Comprehensive rehabilitation projects
- Capacity improvement projects
- Wastewater treatment and storage improvements

This PDP describes a total of 94 projects to be constructed in seven years at an estimated total cost of $1.1 billion in 2008 dollars. These costs include construction, design engineering, construction engineering and management, and program management. Costs stated herein do not include costs of city staff participation and projects previously undertaken by the C-P, such as Remedial Measures Action Plan (RMAP1) projects.

The goals of the program include the following activities:

- Reduce excess wet weather flows that cause SSOs
- Rehabilitate the collection system
- Increase the hydraulic capacity of the collection system
- Accommodate growth in project areas
- Comply with wastewater treatment plant National Pollutant Discharge Elimination System (NPDES) permit
- Comply with the terms of the Consent Decree

The Consent Decree, Civil Action 01-978-B-M3, United States of America and State of Louisiana versus City of Baton Rouge, Parish of East Baton Rouge states that the Collection System Remedial Program projects shall be completed by December 31, 2014.

In the preparation of the PDP, the locations of known overflows are given highest priority in order to reduce the frequency of these overflows. Areas of the collection system that were found to have excessive levels of infiltration or inflow are identified for rehabilitation. Hydraulic capacity improvement projects are sized to accommodate predicted peak wet weather flows and anticipated growth in the project areas. Peak wet weather flows were predicted based on a 2-year frequency, 12-hour duration design storm previously selected. Figure ES-1 shows the ten hydraulic basins used in the evaluation of the program.

Program Description

Rehabilitation Projects

Sewer system rehabilitation projects will be implemented to repair or replace components of the system that are defective and permit excessive infiltration and inflow.

The rehabilitation portion of the program consists of 26 construction projects located throughout the C-P. The first projects will begin in 2008, and the last project is scheduled for completion in 2014. Four to six projects will begin construction each year. Design and construction will be continuous through 2014. Approximately 5 million feet of the gravity sewer will be inspected in these rehabilitation projects.

The areas selected for rehabilitation are shown on Figure ES-2. Projects within these areas are described in detail in the body of this plan. The estimated total project cost of the rehabilitation projects is $296 million in 2008 dollars.

Capacity Improvement Projects

Capacity improvement projects have been defined based on three factors:

1. Computer "InfoWorks Model" comparison of existing capacity to predicted peak wet weather flows
2. Physical evidence of inadequate capacity based on C-P Department of Public Works (DPW) records
3. Predicted growth in demand for wastewater capacity

Capacity projects include replacement of inadequately sized gravity sewers and force mains as well as rehabilitation or replacement of pump stations.

Projects located nearest to the wastewater treatment plants are, in general, scheduled for the earlier years in the program.

The capacity improvements portion of the program consists of 57 projects located throughout the C-P. The first projects started in 2007, and the last project is scheduled for completion in 2014. Seven to twelve projects will begin construction every year from 2008 through 2013, and design and construction will be continuous through 2014. Approximately 380,000 linear feet of gravity sewer, 570,000 linear feet of force main, and 150 pump stations (PSs) will be upgraded as a part of the capacity projects.

Figure ES-3 shows the location of the capacity improvement projects. Projects within these areas are described in detail in the body of this plan. The estimated total project cost of the capacity improvement projects is $570 million in 2008 dollars.

Wastewater Treatment Improvements/Storage Projects

The PDP includes reservoir storage and repumping projects at four locations, as noted in Table ES-1.

TABLE ES-1
Reservoir Storage and Repumping Projects

Location	Storage Volume
Choctaw Drive	25 MG
Hooper Road	10 MG
Central WWTP Area	15 MG
South WWTP	20 MG

The wet weather treatment capacity of the South WWTP will be expanded to accommodate the predicted peak flow of 200 million gallons per day (mgd) after peak shaving storage.

In addition to the wet weather improvement and storage projects, five "immediate action" projects will be undertaken at the South WWTP. The purpose of those projects is to assist the plant in complying with current discharge limits. These projects are described in the body of this report.

The South WWTP immediate action projects' design work started in 2007 with construction scheduled to begin in 2008. The South WWTP wet weather projects and the Choctaw and Central storage projects will start design in 2008 with construction proceeding in 2009. The Hooper Road storage project is scheduled in subsequent years. Storage and treatment locations are shown on Figure ES-3. Project budget for wastewater treatment and storage projects is $233 million.

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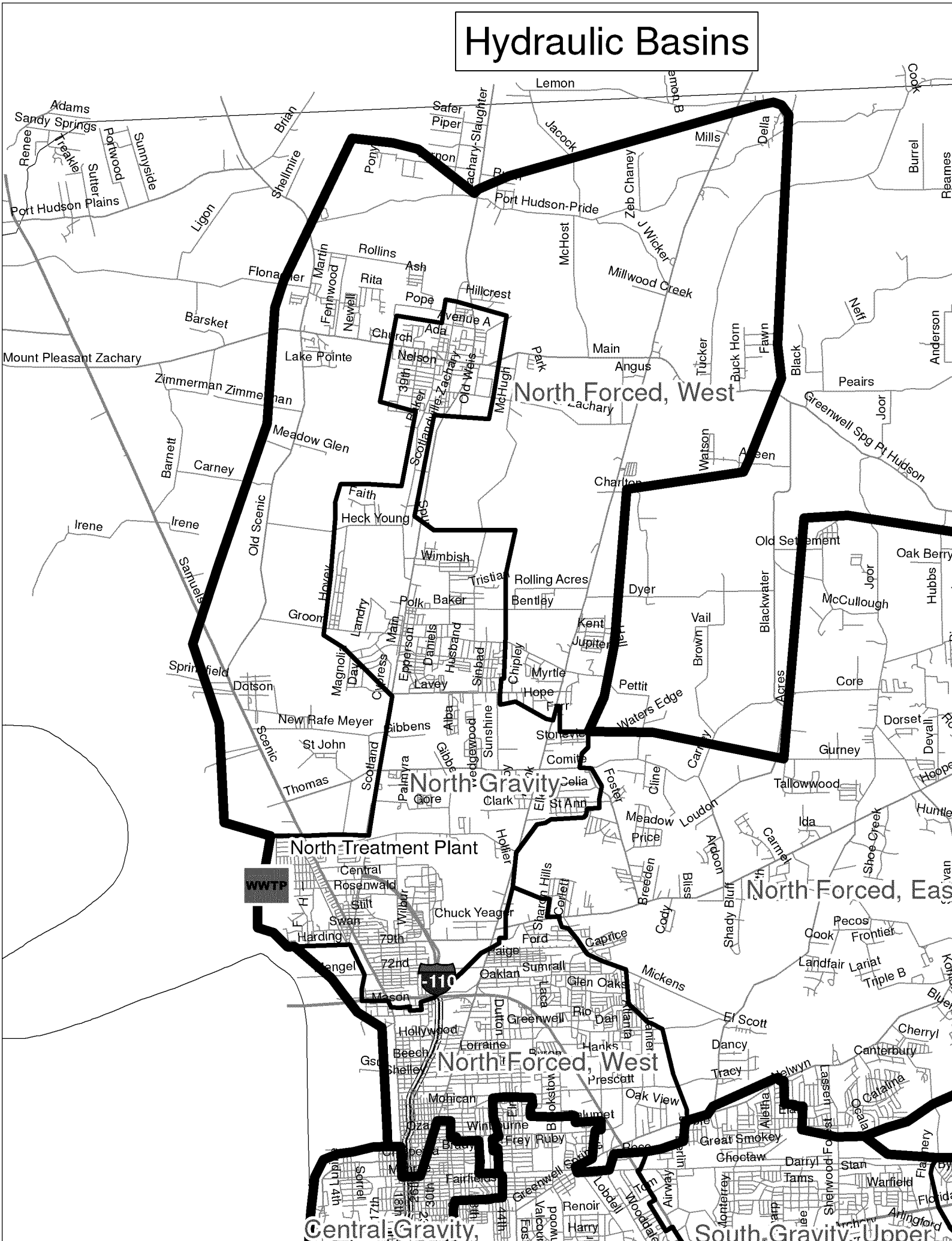
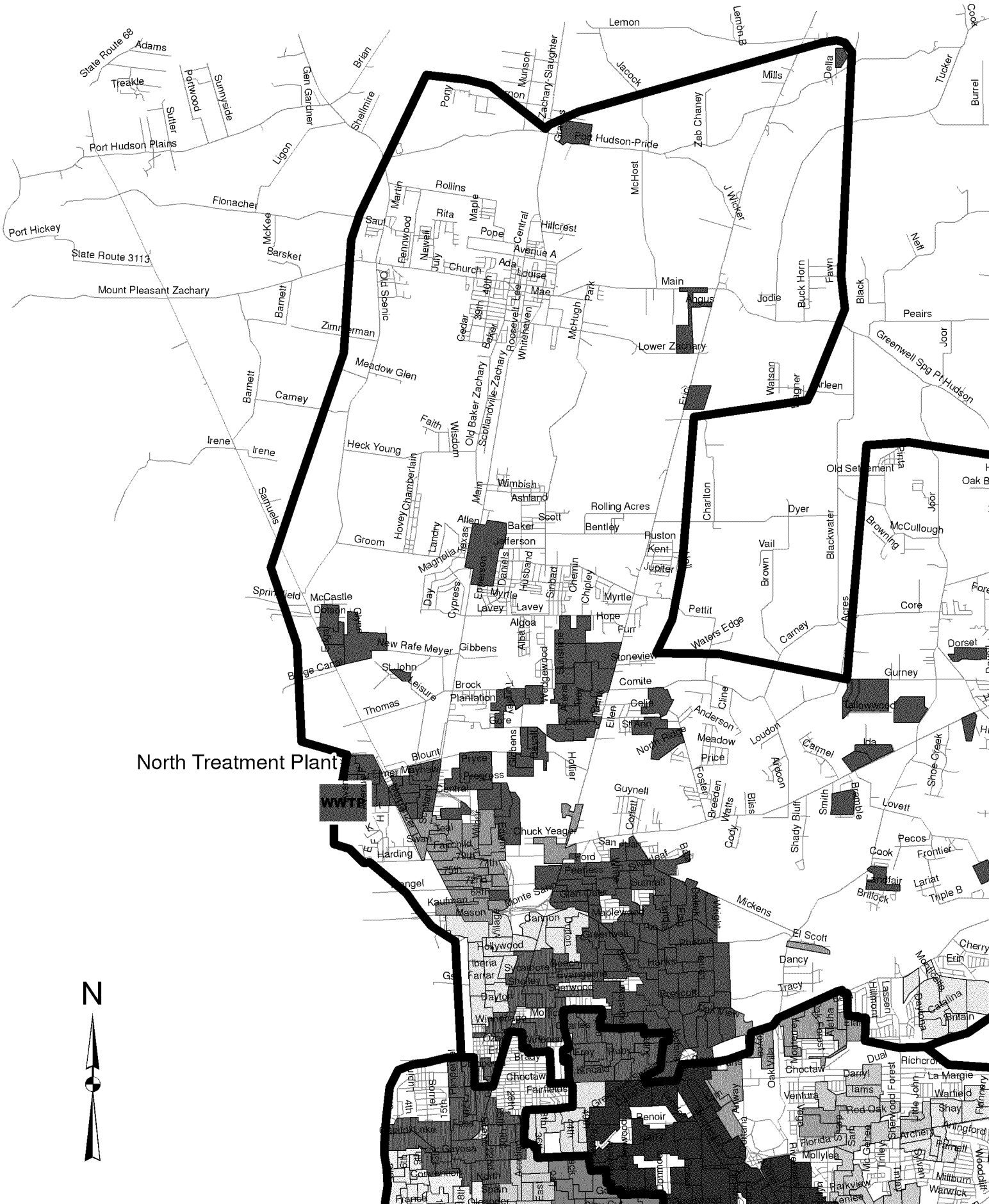
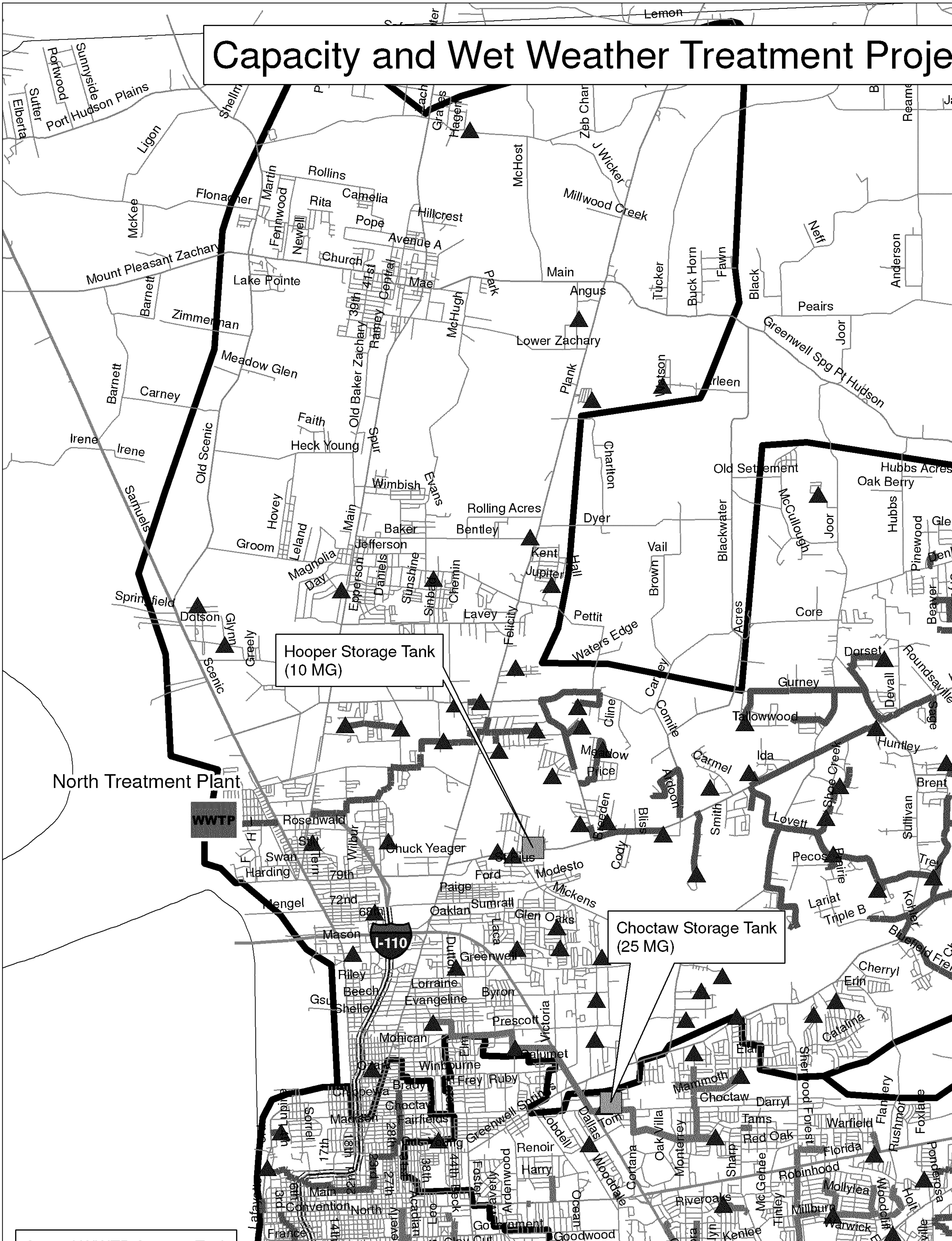

Hydraulic Basins
North Forced, West
North Gravity
North Treatment Plant
WWTP
North Forced, East
North Forced, West
Central Gravity
South Gravity Upper
110
Lemon
Adams
Sandy Springs
Renee
Treakle
Sutter
Portwood
Sunnyside
Port Hudson Plains
Brian
Shellmire
Ligon
Safer
Piper
Zachary-Slaughter
Jacock
Mills
Della
Burrel
Reames
Port Hudson-Pride
Zeb Chaney
J Wicker
McHost
Millwood Creek
Rollins
Ash
Martin
Fenwood
Newell
Rita
Pope
Hillcrest
Avenue A
Ada
Church
Nelson
39th
Old Wells
McHugh
Park
Main
Angus
Tucker
Buck Horn
Fawn
Black
Neff
Anderson
Barsket
Mount Pleasant Zachary
Lake Pointe
Zimmerman
Zachary
Pears
Greenwell Spg Pt Hudson
Joor
Meadow Glen
Barnett
Carney
Scotland
Watson
Aileen
Charlton
Faith
Heck Young
Irene
Old Scenic
Samuels
Wimbish
Tristian
Rolling Acres
Dyer
Old Settlement
Oak Berry
Hubbs
McCullough
Hovey
Groom
Landry
Polk
Baker
Bentley
Main
Emerson
Daniels
Husband
Sinbad
Chipley
Myrtle
Hope
Kent
Jupiter
Vail
Brown
Blackwater
Springfield
Dotson
Magnolia
Day
Cypress
Lavey
Pettit
Core
Acres
Waters Edge
New Rafe Meyer
Gibbens
Alba
Sunshine
Dorset
Devall
Scenic
St John
Scotland
Palmyra
Gibbs
Edgewood
Comite
Gurney
Thomas
Gore
Clark
Elk
St Ann
Celia
Foster
Cline
Carney
Tallowwood
Meadow
Loudon
Price
Ida
Carmel
Ardoon
Shoe Creek
Hollier
Central
Rosenwald
Stilt
Swan
Harding
Wilbur
Chuck Yeager
Sharon Hills
Cortell
Breeden
Bliss
Cody
Shady Bluff
Pecos
Cook
Frontier
Landfair
Lariat
Triple B
Mickens
79th
72nd
Ford
Caprice
Paige
Sumrall
Oaklan
Glen Oaks
Mason
Dutton
Greenwell
Rio
Dan
Atlanta
Tanner
El Scott
Cherryl
Canterbury
Hollywood
Beech
Lorraine
Hanks
Dancy
Tracy
Prescott
Oak View
Mohican
Melwyn
Lassen
Alletha
Ocala
Great Smokey
Choctaw
Darryl
Stan
Tams
Warfield
Florida
Arlington
Frey
Ruby
Fairfield
Greenwell Springs
Lobdell
Renoir
Harry
Airway
Monterrey
Sherwood Forest
Woodlake
30th
17th
18th
Sorrell
Lobdell
Vaccaro
Foster
Harp
Lee

Rehabilitation Project Areas




Capacity and Wet Weather Treatment Proje
North Treatment Plant
WWTP
Hooper Storage Tank
(10 MG)
Choctaw Storage Tank
(25 MG)
I-110
Lemon
Port Hudson Plains
Mount Pleasant Zachary
Greenwell Spg Pt Hudson
Millwood Creek
Lower Zachary
Old Baker Zachary
Old Scenic
Rolling Acres
Old Settlement
Hubbs Acres
Oak Berry
Chuck Yeager
Rosenwald
Glen Oaks
Greenwell Springs
Mammoth
Choctaw
Riveroaks
Goodwood

SECTION 1

Overview

1.1 Background

The purpose of the Baton Rouge Sewer System Overflow (BTRSSO) program is to reduce sanitary sewer overflows while planning for the future. The City of Baton Rouge, Parish of East Baton Rouge (C-P) entered into a Consent Decree (Civil Action 01-978-B-M3, United States of America and State of Louisiana versus C-P) with the United States Environmental Protection Agency (EPA) and the State of Louisiana to take remedial actions in the collection system to reduce Sewer System Overflows (SSOs) by December 31, 2014. The Consent Decree details requirements for several components, including the following:

- Supplementary Environmental Projects (SEP)
- Remedial Measures Action Plan 1 (RMAP1)
- Remedial Measures Action Plan 2 (RMAP2)
- Preventive Maintenance
- Sewer Rehabilitation and Inspection
- Outreach and Public Awareness (O&PA) Program

This document constitutes a revised RMAP2. Other portions of the Consent Decree are addressed in other documents.

1.2 Major Program Goals

The major goals of the program include:

- Reduce excess wet weather flows that cause SSOs
- Rehabilitate the collection system
- Increase the hydraulic capacity of the collection system
- Accommodate growth in project areas
- Comply with wastewater treatment plant National Pollutant Discharge Elimination System (NPDES) permit
- Comply with the terms of the Consent Decree

The Consent Decree states that the remedial measures must be complete by December 31, 2014. The preparation of the Program Delivery Plan (PDP) took into account the locations of known overflows to assure that the projects defined would reduce the frequency of these overflows. Areas of the collection system found to have defects were also identified for rehabilitation.

1.3 Program Description

The three types of projects identified for implementation are designated comprehensive rehabilitation projects, capacity improvement projects, and wastewater treatment improvement/storage projects. The following paragraphs define each project type.

1.3.1 Comprehensive Rehabilitation Projects

Areas targeted for sewer pipe rehabilitation work are those in which flow monitoring has indicated the highest levels of inflow and infiltration (I/I). Comprehensive rehabilitation projects will proceed using a process developed and implemented by the Program Management Team (PMT) in association with Department of Public Works (DPW) technical staff. The I/I reduction plan for these projects has the following goals:

- Identify and reduce stormwater inflow sources into sanitary sewers
- Identify and reduce Rainfall Dependent Infiltration (RDI) sources in sanitary sewers
- Reduce overflow events
- Increase the sewer system useful life
- Minimize public inconvenience

The process chosen for rehabilitation and/or reconstruction is generally referred to as "Find and Fix." As the process description suggests, there are two phases to the process. The first is to find or identify areas that require rehabilitation or reconstruction, and the second is to determine the best engineering solution to fix the problem. After the "Find" phase, some portions of the system may not require rehabilitation. In those portions of the system, the Engineer will recommend No Action. The overall approach to the Rehabilitation program is to complete the following tasks:

1. Obtain basin data and perform basin field observations.
2. Perform I/I testing and inspection, including
   - Flow monitoring assessment
   - Smoke testing
   - Manhole inspection
   - Closed circuit television inspection
3. Prepare I/I reduction plan.
4. Prepare plans, specifications, and cost estimates.
5. Implement I/I reduction construction.
6. Evaluate I/I reduction results. Compare to pre-rehabilitation flow monitoring.
7. Implement additional I/I reduction, if goals are not met.

Flow monitoring is an integral part of the overall rehabilitation and reconstruction portion of the program and will be an ongoing process. Pre-construction flow monitoring is required to establish existing conditions. Post-construction flow data will gauge the effectiveness of the rehabilitation and reconstruction. Flow monitoring will continue for the duration of the program to calibrate the rehabilitation progress.

1.3.2 Capacity Improvement Projects

Capacity improvement projects will reduce hydraulic bottlenecks in the system and convey wet weather flows to new upstream storage facilities and ultimately to the wastewater treatment plants (WWTPs). These projects will include installation of larger pipes or constructing parallel pipes to increase conveyance capacity, as well as replacement of pump stations to handle future wet weather peak flows.

1.3.3 Wastewater Treatment Improvement/Storage Projects

Design and construction of WWTP wet weather improvement projects will occur early in the program to store and treat wet weather flows. Wastewater treatment projects at the South WWTP include the following:

- Immediate Action Projects (IAPs) for dry weather permit compliance
- Master Plan for all C-P treatment plants including the South WWTP
- Wet weather flow capacity increases to 200 million gallons per day (mgd) with hydraulic peak shaving.

The South WWTP immediate action projects and wet weather project are included in this document and are part of the new RMAP2. Master plan projects will be described in a separate document and funded separately.

Storage projects will be designed and constructed early in the program to store wet weather flows upstream in the basins and then release flows back into the system after the wet weather event has passed. Storage facilities will be sized to store the peak flow from a two year frequency, 12-hour duration storm event, assuming rehabilitation projects are complete.

1.4 Project Delivery Summary

The projects have been scheduled for both design and construction activities based on funding considerations, and placed into a resource-loaded schedule shown in Table 1-1 and depicted graphically as Figure 1-1. Figure 1-2 presents the schedule for pre-construction and construction activities for all the program projects.

Note: Financial analysis and funding schedules are prepared by the C-P DPW and are not a part of this document.

1.5 Report Contents

The content of this report is summarized below:

- Section 2, Planning Description, presents the process used to define the projects in this document.
- Section 3, South Basin Projects, describes the projects located in the South Basin. GIS maps that show locations of the work included in each project are located at the end of each project summary. The South Basin is the collection system that collects and conveys flow to the South WWTP.

- Section 4, Central Basin Projects, describes projects that are located in the Central Basin and collect and convey flow to the Central WWTP.
- Section 5, North Basin Projects, details projects that are located in the North Basin and collect and convey flow to the North WWTP.

TABLE 1-1
Project Funding Schedule
Program Delivery Plan

Comprehensive Rehabilitation Projects						
		2007		2008		
Project Description						
SFL-R-0001 (Jefferson Hwy - HooShooToo Road)						
Estimated Find Work			$	-		
Estimated Survey			$	-		
Estimated Design Engineering			$	-		
Estimated Construction			$	2,250,000		
Estimated SDC			$	-		
Project Sub-Total	$	-	$	2,250,000	$	
SGL-R-0002 (Staring Lane - Boone Drive)						
Estimated Find Work			$	470,000		
Estimated Survey			$	38,000		
Estimated Design Engineering			$	320,000		
Estimated Construction			$	5,600,000		
Estimated SDC			$	500,000		
Project Sub-Total	$	-	$	6,900,000	$	
SGL-R-0001 (Gardere Lane - Burbank Road)						
Estimated Find Work			$	430,000		
Estimated Survey			$	38,000		
Estimated Design Engineering			$	290,000		
Estimated Construction			$	5,100,000		
Estimated SDC			$	460,000		
Project Sub-Total	$	-	$	6,300,000	$	
SGU-R-0001 (Oak Villa Blvd - Choctaw Street)						
Estimated Find Work			$	460,000		
Estimated Survey			$	38,000		
Estimated Design Engineering			$	320,000		
Estimated Construction			$	5,600,000		
Estimated SDC			$	500,000		
Project Sub-Total	$	-	$	6,900,000	$	
NFW-R-0001 (Brookstown Road - Evangeline Street)						
Estimated Find Work					$	
Estimated Survey					$	
Estimated Design Engineering					$	
Estimated Construction					$	
Estimated SDC					$	
Project Sub-Total	$	-	$	-	$	

TABLE 1-1

Project Funding Schedule

Program Delivery Plan

Comprehensive Rehabilitation Projects

Project Description	2007	2008	
SGU-R-0002 (Sharp Road - Florida Blvd)			
Estimated Find Work			$
Estimated Survey			$
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
CGS-R-0001 (Foster Drive - Government Street)			
Estimated Find Work			$
Estimated Survey			$
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
SGL-R-0003 (Kenilworth Blvd - Boone Drive)			
Estimated Find Work			$
Estimated Survey			$
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
NGS-R-0001 (Elm Grove Garden Road - Harding Blvd)			
Estimated Find Work			$
Estimated Survey			$
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
SGC-R-0001 (Bluebonnet Blvd - Jefferson Hwy)			
Estimated Find Work			$
Estimated Survey			$
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
NGS-R-0002 (Scotland Avenue - Progress Road)			
Estimated Find Work			$
Estimated Survey			$
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$

TABLE 1-1

Project Funding Schedule

Program Delivery Plan

Comprehensive Rehabilitation Projects

Project Description	2007	2008	
NFE-R-0001 (Silverleaf Road - Ford Street)			
Estimated Find Work			$
Estimated Survey			$
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
CGS-R-0002 (Highland Road - Washington Street)			
Estimated Find Work			$
Estimated Survey			$
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
CGS-R-0003 (Stanford Avenue - Morning Glory Road)			
Estimated Find Work			
Estimated Survey			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGC-R-0002 (Airline Highway - Goodwood Blvd)			
Estimated Find Work			
Estimated Survey			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
CGS-R-0004 (Acadian Thruway - Claycut Road)			
Estimated Find Work			
Estimated Survey			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
CGS-R-0005 (Acadian Thruway - Perkins Road)			
Estimated Find Work			
Estimated Survey			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$

TABLE 1-1

Project Funding Schedule

Program Delivery Plan

Comprehenisve Rehabilitation Projects

Project Description	2007	2008
SFU-R-0001 (Antioch Road - Chadsford Drive)		
Estimated Find Work		
Estimated Survey		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
SFL-R-0002 (Jones Creek Road - Tiger Bend Road)		
Estimated Find Work		
Estimated Survey		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
CGN-R-0001 (Scenic Highway - Spanish Town Road)		
Estimated Find Work		
Estimated Survey		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
SFL-R-0003 (Siegen Lane - Interstate 10)		
Estimated Find Work		
Estimated Survey		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
NFW-R-0002 (Interstate 110 - Hollywood Street)		
Estimated Find Work		
Estimated Survey		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
SGC-R-0003 (Ardenwood Drive - Winboume Street)		
Estimated Find Work		
Estimated Survey		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -

TABLE 1-1

Project Funding Schedule

Program Delivery Plan

Comprehenisve Rehabilitation Projects

	2007	2008	
Project Description			
SGU-R-0003 (Flannery Road - Florida Blvd)			
Estimated Find Work			
Estimated Survey			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
CGN-R-0002 (East Boulevard - Government Street)			
Estimated Find Work			
Estimated Survey			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGC-R-0004 (North 38th Street - Gus Young Avenue)			
Estimated Find Work			
Estimated Survey			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
Rehab Engineering Retainer Contracts			
Estimated Design Engineering		$ 1,500,000	
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ 1,500,000	$
WWCS Evaluation & Management Project (06-WC-AR-0064)			
Estimated Design Engineering			
Estimated Construction		$ 2,056,430	
Estimated SDC		$ -	
Project Sub-Total	$ -	$ 2,056,430	$
Comprehensive Rehabilitation Estimated Total Project Cost	**$ -**	**$ 26,000,000**	**$**
Estimated Program Management for Comprehensive Rehab	**$ -**	**$ 1,200,000**	**$**
Comprehensive Rehabilitation Estimated Total Program Cost	**$ -**	**$ 27,000,000**	**$**

TABLE 1-1
Project Funding Schedule
Program Delivery Plan
Capacity Improvement Projects

Project Description	2007	2008	
CGN-C-0001 (Capital Lake Drive - Gayosa Street)			
Estimated Design Engineering	$ 460,000		
Estimated Construction		$ 6,600,000	
Estimated SDC		$ 400,000	
Project Sub-Total	$ 460,000	$ 7,000,000	$
CGS-C-0001 (Roosevelt Street Area - PS1 Improvements)			
Estimated Design Engineering	$ 560,000		
Estimated Construction		$ 8,000,000	
Estimated SDC		$ 480,000	
Project Sub-Total	$ 560,000	$ 8,480,000	$
NFE-C-0001 (Gurney Road - Joor Road)			
Estimated Design Engineering	$ 290,000		
Estimated Construction		$ 4,200,000	
Estimated SDC		$ 250,000	
Project Sub-Total	$ 290,000	$ 4,450,000	$
NFE-C-0002 (Multiple Pump Stations - Lovett Rd. Area)			
Estimated Design Engineering	$ 320,000		
Estimated Construction		$ 4,500,000	
Estimated SDC		$ 270,000	
Project Sub-Total	$ 320,000	$ 4,770,000	$
NFE-C-0003 (Comite Road - Foster Road)			
Estimated Design Engineering	$ 200,000		
Estimated Construction		$ 2,800,000	
Estimated SDC		$ 170,000	
Project Sub-Total	$ 200,000	$ 2,970,000	$
NFE-C-0004 (Foster Road - Hooper Road)			
Estimated Design Engineering	$ 370,000		
Estimated Construction		$ 5,300,000	
Estimated SDC		$ 320,000	
Project Sub-Total	$ 370,000	$ 5,620,000	$
NFW-C-HWY61 (Highway 61/Zachary/Baker)			
Estimated Design Engineering		$ 2,900,000	
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ 2,900,000	$
CGN-C-0003 (South Boulevard - St. Joseph Street)			
Estimated Design Engineering		$ 410,000	
Estimated Construction		$ 5,800,000	
Estimated SDC		$ 350,000	
Project Sub-Total	$ -	$ 6,560,000	$

TABLE 1-1
Project Funding Schedule
Program Delivery Plan
Capacity Improvement Projects

Project Description	2007	2008	
CGN-C-0004 (Downtown Area - PS10 & PS59 Improvements)			
Estimated Design Engineering		$ 430,000	
Estimated Construction		$ 6,200,000	
Estimated SDC		$ 370,000	
Project Sub-Total	$ -	$ 7,000,000	$
CGN-C-0005 (Downtown Area - PS15, PS19, & PS60 Improvements)			
Estimated Design Engineering		$ 390,000	
Estimated Construction		$ 5,600,000	
Estimated SDC		$ 340,000	
Project Sub-Total	$ -	$ 6,330,000	$
CGS-C-0004 (Highland Road - Buchanan Street)			
Estimated Design Engineering		$ 200,000	
Estimated Construction		$ 2,900,000	
Estimated SDC		$ 170,000	
Project Sub-Total	$ -	$ 3,270,000	$
SGC-C-PS119 (Citiplace/Essen Area - PS119 & Forcemain Improvements)			
Estimated Design Engineering		$ 200,000	
Estimated Construction		$ 2,800,000	
Estimated SDC		$ 170,000	
Project Sub-Total	$ -	$ 3,170,000	$
NFW-C-0005 (Airline Highway - Victoria Drive)*			
Estimated Design Engineering		$ 980,000	
Estimated Construction		$ 14,000,000	
Estimated SDC		$ 840,000	
Project Sub-Total	$ -	$ 15,820,000	$
NFW-C-0006 (McClelland Drive - Glen Oaks Drive)*			
Estimated Design Engineering		$ 1,300,000	
Estimated Construction		$ 18,000,000	
Estimated SDC		$ 1,100,000	
Project Sub-Total	$ -	$ 20,400,000	$
NFW-C-0008 (Multiple PS - Airline Hwy - Greenwell Street)*			
Estimated Design Engineering		$ 510,000	
Estimated Construction		$ 7,300,000	
Estimated SDC		$ 440,000	
Project Sub-Total	$ -	$ 8,250,000	$
NGS-C-0001 (Progress Rd - Baton Rouge Metro Airport)*			
Estimated Design Engineering		$ 700,000	
Estimated Construction		$ 10,000,000	
Estimated SDC		$ 600,000	
Project Sub-Total	$ -	$ 11,300,000	$

TABLE 1-1

Project Funding Schedule

Program Delivery Plan

Capacity Improvement Projects

Project Description	2007	2008	
SFL-C-0002 (Perkins/Old Perkins Area - Booster Pump Station 514 Improvements)**			
Estimated Design Engineering		$ 700,000	
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ 700,000	$
SFL-C-0004 (Multiple PS - Jefferson Hwy - Highland Rd)**			
Estimated Design Engineering		$ 120,000	
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ 120,000	$
SFL-C-0005 (Highland Road - Burbank Drive)			
Estimated Design Engineering		$ 900,000	
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ 900,000	$
SFL-C-0006 (Nicholson Dr - Highland Rd - Perkins Rd)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
SGL-C-0005 (Perkins Road - Dahlia Street)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
CGN-C-0002 (25th Street - North Acadian Thruway)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
CGS-C-0006 (Government St - South Acadian Thruway)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
NGS-C-0002 (Plank Road - Kleinpeter Road)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$

TABLE 1-1
Project Funding Schedule
Program Delivery Plan
Capacity Improvement Projects

Project Description	2007	2008	
SFU-C-0005 (O'Neal Lane - Jones Creek Road)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
SFU-C-0006 (O'Neal Lane - Tiger Bend Road)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
CGS-C-0002 (University Lake Area - PS2, PS5, & PS6 Improvements)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
CGS-C-0003 (Acadian/Clay Cut Area - PS3 & PS4 Improvements)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
SFL-C-0001 (Multiple PS - Nicholson Dr - Brightside Dr)			
Estimated Design Engineering			$
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ -	$
SGC-C-PS58 (Staring Lane FM & PS 58 Improvements)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGC-C-0002 (Airline Highway - Jefferson Highway)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$

TABLE 1-1
Project Funding Schedule
Program Delivery Plan
Capacity Improvement Projects

Project Description	2007	2008	
SGL-C-0001 (Essen/Staring Area - PS57 Improvements)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGC-C-0003 (Essen Lane - Interstate 12)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGL-C-0002 (Multiple PS - Highland Road - Kenilworth Parkway)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGU-C-0001 (Multiple PS - Florida Blvd - Sherwood Forest Blvd)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
NGS-C-0003 (Multiple PS - Plank Road - Thomas Road)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
NGS-C-0004 (Multiple PS - Plank Road - Harding Boulevard)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
NFW-C-0009 (Multiple PS - Highway 61 - Plank Road)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SFU-C-0002 (Multiple PS - Jones Creek Rd - Tiger Bend Rd)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$

TABLE 1-1
Project Funding Schedule
Program Delivery Plan
Capacity Improvement Projects

Project Description	2007	2008	
SGU-C-0002 (Airline Highway - Interstate 12)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGU-C-0003 (Florida Boulevard - Sherwood Forest Boulevard)			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGU-C-0004 (Goodwood Boulevard - South Flannery Road)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
NFW-C-0001 (Joor Road - Greenwell Springs Road)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
NFW-C-0007 (Plank Road - Port Hudson Pride Road)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGL-C-0003 (Essen Lane - Highland Road)			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SGU-C-0005 (Oak Villa Boulevard - Monterey Boulevard)			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
CGS-C-0005 (Stanford Avenue - Ferndale Avenue)			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$

TABLE 1-1
Project Funding Schedule
Program Delivery Plan
Capacity Improvement Projects

Project Description	2007	2008
NFE-C-0006 (Lovett Road - Greenwell Springs Road)		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
SGL-C-0004 (Highland Road - Lee Drive)		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
NFE-C-0005 (Multiple PS - Hooper Rd - Greenwell Springs Rd)		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
NFE-C-0007 (Multiple Booster PS - Hooper Rd - Lovett Rd)		
Estimated Design Engineering		$
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
NFW-C-0010 (Multiple PS - Prescott Rd - Greenwell Springs Rd)		
Estimated Design Engineering		$
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
SFU-C-0001 (Multiple PS - Jefferson Hwy - Park Forest Dr)		
Estimated Design Engineering		$
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
SFU-C-0003 (Multiple PS - O'Neal Ln - S. Harrells Ferry Rd)		
Estimated Design Engineering		$
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -
SFU-C-0004 (Multiple PS - O'Neal Ln - S. Harrells Ferry Rd)		
Estimated Design Engineering		
Estimated Construction		
Estimated SDC		
Project Sub-Total	$ -	$ -

TABLE 1-1

Project Funding Schedule

Program Delivery Plan

Capacity Improvement Projects

Project Description	2007	2008	
SGC-C-0001 (Airline/Florida Boulevard Area - PS 30 Improvements & New PS)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
SFL-C-0003 (Multiple PS - Burbank Drive - Siegen Lane)			
Estimated Design Engineering			
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
Capacity Improvement Estimated Total Project Cost	**$ 2,200,000**	**$ 120,000,000**	**$ 1**
Estimated Program Management for Capacity Improvement	**$ 100,000**	**$ 5,400,000**	**$**
Capacity Improvement Estimated Total Program Cost	**$ 2,300,000**	**$ 125,000,000**	**$ 1**

TABLE 1-1
Project Funding Schedule
Program Delivery Plan
Wastewater Treatment/Storage Projects

Project Description	2007	2008	
NFW-C-0004 (Hooper Storage)			
Estimated Design Engineering			$
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ -	$
CGS-C-0007 (Central Storage/Equalization)			
Estimated Design Engineering		$ 1,700,000	
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ 1,700,000	$
STP-C-0001 (South WWTP)			
Estimated Design Engineering		$ 6,300,000	
Estimated Construction			
Estimated SDC			
Project Sub-Total	$ -	$ 6,300,000	$
NFW-C-0002 (Choctaw Storage)			
Estimated Design Engineering		$ 2,500,000	
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ 2,500,000	$
NFW-C-0003 (Choctaw Storage PS)			
Estimated Design Engineering		$ 400,000	
Estimated Construction			$
Estimated SDC			$
Project Sub-Total	$ -	$ 400,000	$
SSO Odor Control NWWTP (07-TP-BD-0030)			
Estimated Design Engineering	$ 100,610		
Estimated Construction		$ 2,756,120	
Estimated SDC			
Project Sub-Total	$ 100,610	$ 2,756,120	$
SWWTP Screening Improvements (06-WT-TP-0059)			
Estimated Design Engineering	$ 80,000		
Estimated Construction		$ 992,000	
Estimated SDC		$ -	
Project Sub-Total	$ 80,000	$ 992,000	$
SWWTP Primary Treatment Improvements (06-WT-TP-0060)			
Estimated Design Engineering	$ 430,000		
Estimated Construction		$ 4,874,000	
Estimated SDC		$ -	
Project Sub-Total	$ 430,000	$ 4,874,000	$

TABLE 1-1

Project Funding Schedule

Program Delivery Plan

Wastewater Treatment/Storage Projects

Project Description	2007	2008	
SWWTP Trickling Filter Improvements (06-WT-TP-0061)			
Estimated Design Engineering	$ 600,000		
Estimated Construction		$ 14,230,000	
Estimated SDC		$ -	
Project Sub-Total	$ 600,000	$ 14,230,000	$
SWWTP Effluent Pumping Improvements (06-WT-TP-0062)			
Estimated Design Engineering	$ 75,000		
Estimated Construction		$ 525,000	
Estimated SDC		$ -	
Project Sub-Total	$ 75,000	$ 525,000	$
SWWTP Sludge Handling Improvements (06-WT-TP-0063)			
Estimated Design Engineering	$ 332,000		
Estimated Construction		$ 4,740,000	
Estimated SDC		$ -	
Project Sub-Total	$ 332,000	$ 4,740,000	$
WWTP/Storage Estimated Total Project Cost	**$ 1,600,000**	**$ 39,000,000**	**$**
Estimated Program Management for WWTP/Storage	**$ 70,000**	**$ 1,800,000**	**$**
WWTP/Storage Estimated Total Program Cost	**$ 1,700,000**	**$ 41,000,000**	**$**
Total Estimated Program Cost (2008 Dollars)	**$ 4,000,000**	**$ 193,000,000**	**$ 2**
Total Estimated Program Cost (Considering 3% Inflation Rate)	**$ 4,000,000**	**$ 194,000,000**	**$ 3**

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* These projects will be delivered as one combined project.

** These projects will be delivered as one combined project.

FIGURE 1-1
Program Funding Schedule
Program Delivery Plan

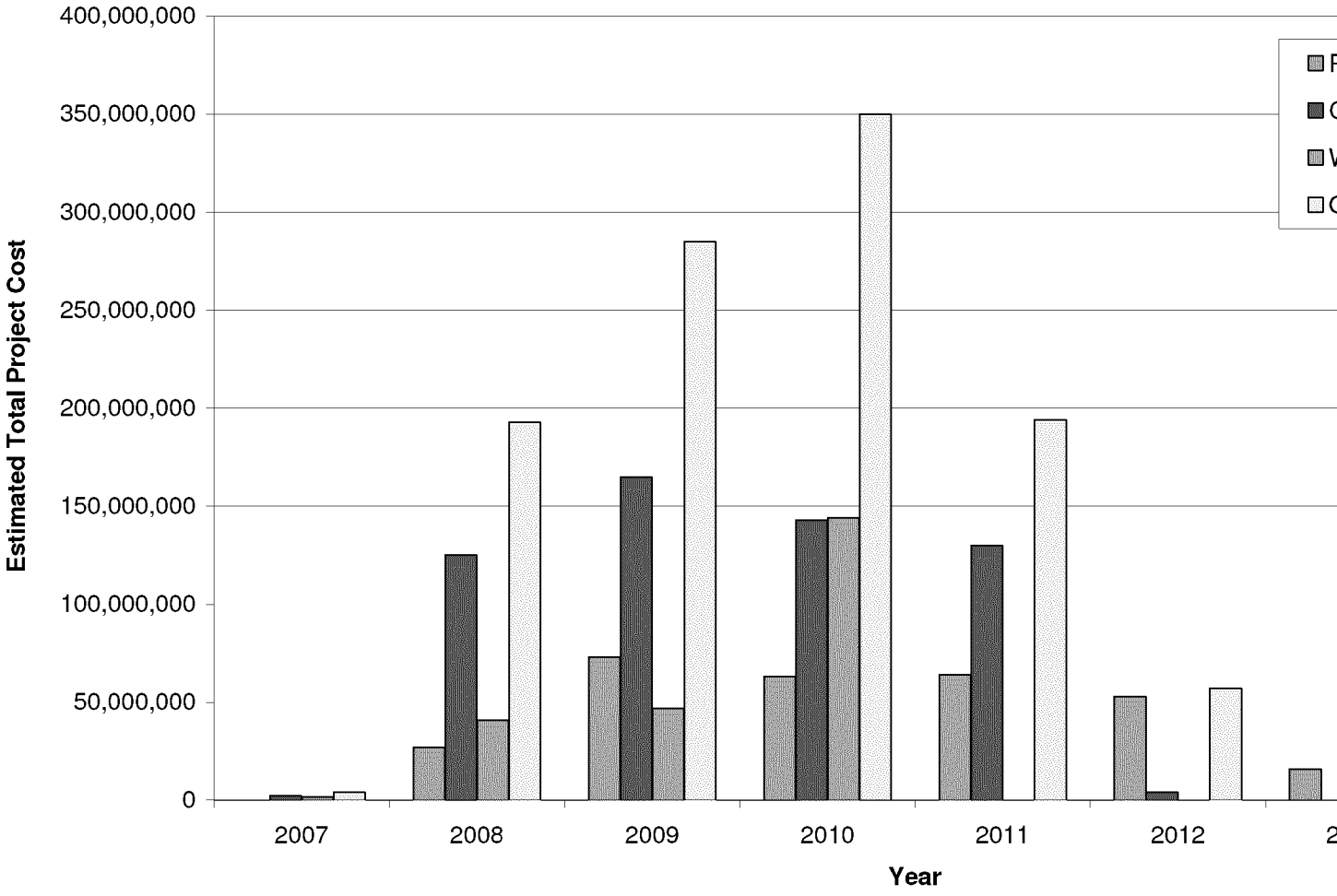

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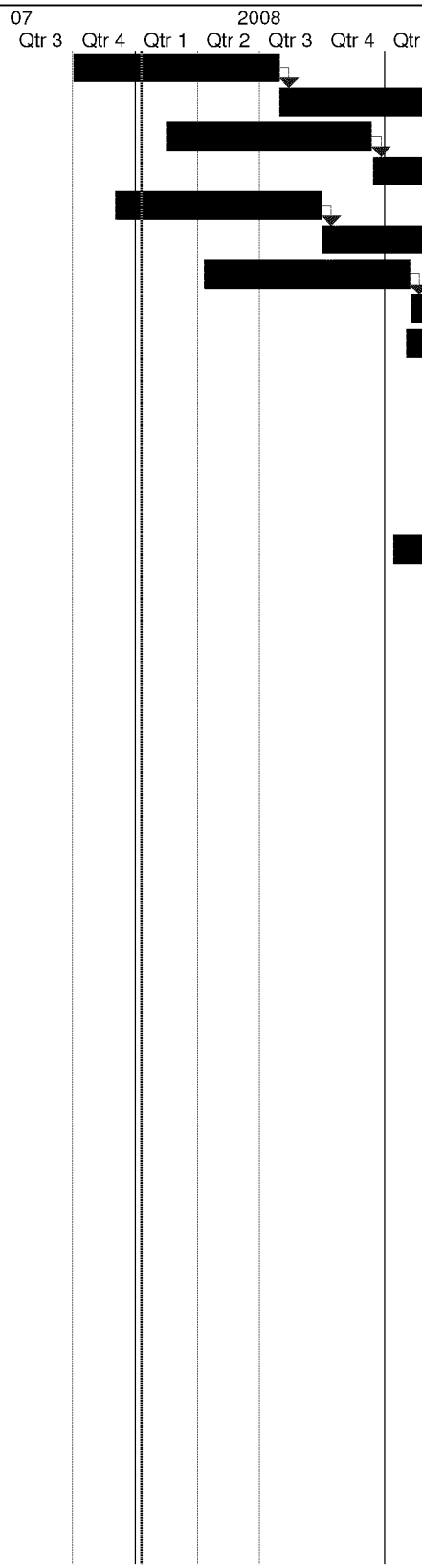
FIGURE 1-2
Schedule of Projects

ID	Task Name
1	SFL-R-0001 (Jefferson Hwy - HooShooToo Road) - pre-construction
2	SFL-R-0001 (Jefferson Hwy - HooShooToo Road) - construction
3	SGL-R-0002 (Staring Lane - Boone Drive) - pre-construction
4	SGL-R-0002 (Staring Lane - Boone Drive) - construction
5	SGL-R-0001 (Gardere Lane - Burbank Road) - pre-construction
6	SGL-R-0001 (Gardere Lane - Burbank Road) - construction
7	SGU-R-0001 (Oak Villa Blvd - Choctaw Street) - pre-construction
8	SGU-R-0001 (Oak Villa Blvd - Choctaw Street) - construction
9	NFW-R-0001 (Brookstown Road - Evangeline Street) - pre-construction
10	NFW-R-0001 (Brookstown Road - Evangeline Street) - construction
11	SGU-R-0002 (Sharp Road - Florida Blvd) - pre-construction
12	SGU-R-0002 (Sharp Road - Florida Blvd) - construction
13	CGS-R-0001 (Foster Drive - Government Street) - pre-construction
14	CGS-R-0001 (Foster Drive - Government Street) - construction
15	SGL-R-0003 (Kenilworth Blvd - Boone Drive) - pre-construction
16	SGL-R-0003 (Kenilworth Blvd - Boone Drive) - construction
17	NGS-R-0001 (Elm Grove Garden Road - Harding Blvd) - pre-construction
18	NGS-R-0001 (Elm Grove Garden Road - Harding Blvd) - construction
19	SGC-R-0001 (Bluebonnet Blvd - Jefferson Hwy) - pre-construction
20	SGC-R-0001 (Bluebonnet Blvd - Jefferson Hwy) - construction
21	NGS-R-0002 (Scotland Avenue - Progress Road) - pre-construction
22	NGS-R-0002 (Scotland Avenue - Progress Road) - construction
23	NFE-R-0001 (Silverleaf Road - Ford Street) - pre-construction
24	NFE-R-0001 (Silverleaf Road - Ford Street) - construction
25	CGS-R-0002 (Highland Road - Washington Street) - pre-construction
26	CGS-R-0002 (Highland Road - Washington Street) - construction
27	CGS-R-0003 (Stanford Avenue - Morning Glory Road) - pre-construction
28	CGS-R-0003 (Stanford Avenue - Morning Glory Road) - construction
29	SGC-R-0002 (Airline Highway - Goodwood Blvd) - pre-construction
30	SGC-R-0002 (Airline Highway - Goodwood Blvd) - construction
31	CGS-R-0004 (Acadian Thruway - Claycut Road) - pre-construction
32	CGS-R-0004 (Acadian Thruway - Claycut Road) - construction
33	CGS-R-0005 (Acadian Thruway - Perkins Road) - pre-construction
34	CGS-R-0005 (Acadian Thruway - Perkins Road) - construction
35	SFU-R-0001 (Antioch Road - Chadsford Drive) - pre-construction
36	SFU-R-0001 (Antioch Road - Chadsford Drive) - construction
37	SFL-R-0002 (Jones Creek Road - Tiger Bend Road) - pre-construction
38	SFL-R-0002 (Jones Creek Road - Tiger Bend Road) - construction
39	CGN-R-0001 (Scenic Highway - Spanish Town Road) - pre-construction
40	CGN-R-0001 (Scenic Highway - Spanish Town Road) - construction
41	SFL-R-0003 (Siegen Lane - Interstate 10) - pre-construction
42	SFL-R-0003 (Siegen Lane - Interstate 10) - construction
43	NFW-R-0002 (Interstate 110 - Hollywood Street) - pre-construction
44	NFW-R-0002 (Interstate 110 - Hollywood Street) - construction



Project: Figure 1-2
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Task
Split
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FIGURE 1-2
Schedule of Projects

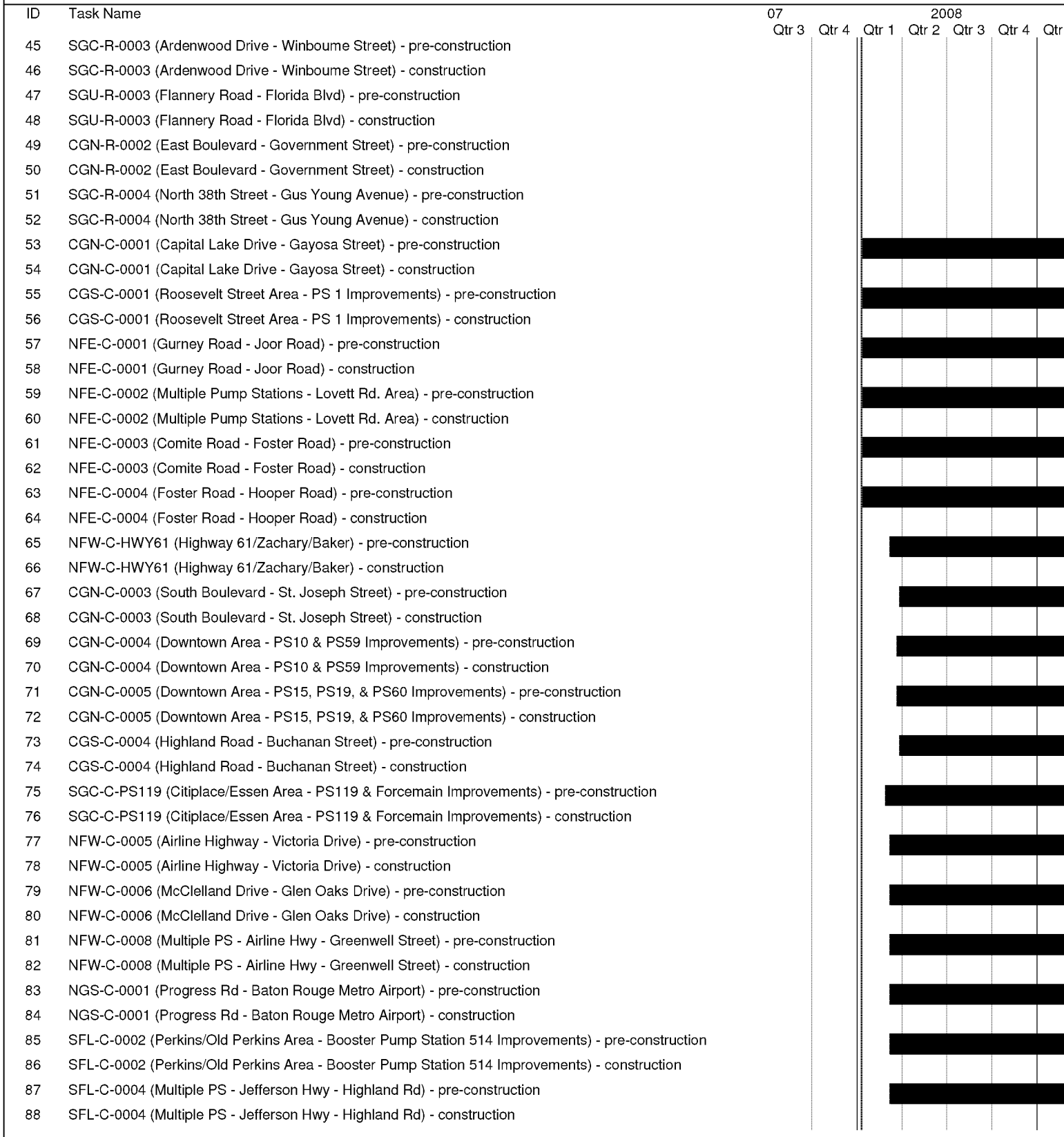
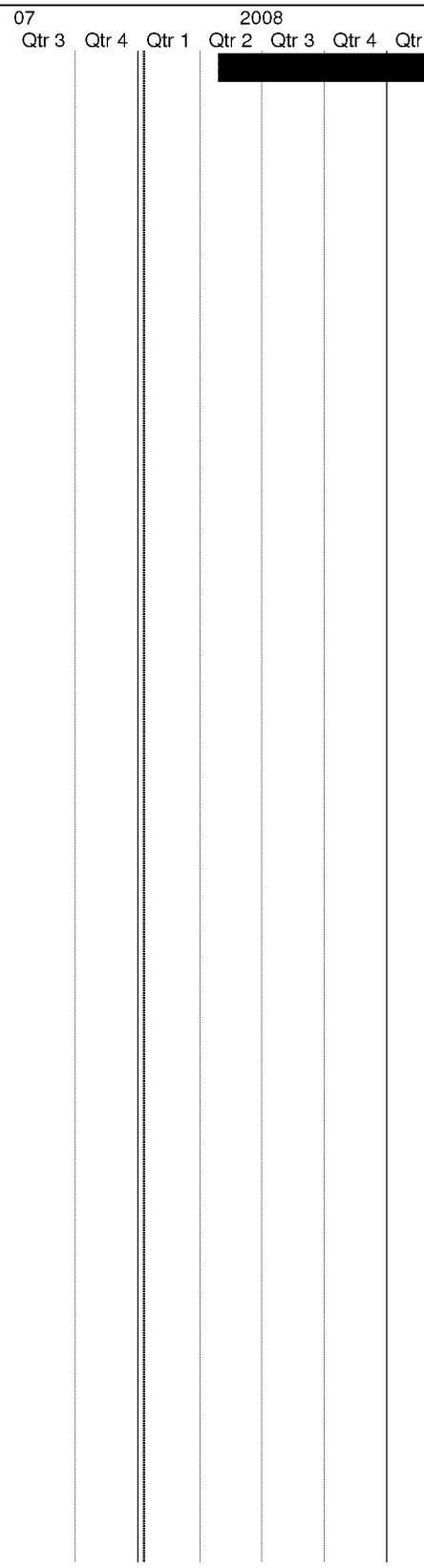


FIGURE 1-2
Schedule of Projects

ID	Task Name
89	SFL-C-0005 (Highland Road - Burbank Drive) - pre-construction
90	SFL-C-0005 (Highland Road - Burbank Drive) - construction
91	SFL-C-0006 (Nicholson Dr - Highland Rd - Perkins Rd) - pre-construction
92	SFL-C-0006 (Nicholson Dr - Highland Rd - Perkins Rd) - construction
93	SGL-C-0005 (Perkins Road - Dahlia Street) - pre-construction
94	SGL-C-0005 (Perkins Road - Dahlia Street) - construction
95	SFU-C-0005 (O'Neal Lane - Jones Creek Road) - pre-construction
96	SFU-C-0005 (O'Neal Lane - Jones Creek Road) - construction
97	SFU-C-0006 (O'Neal Lane - Tiger Bend Road) - pre-construction
98	SFU-C-0006 (O'Neal Lane - Tiger Bend Road) - construction
99	CGN-C-0002 (25th Street - North Acadian Thruway) - pre-construction
100	CGN-C-0002 (25th Street - North Acadian Thruway) - construction
101	CGS-C-0006 (Government St - South Acadian Thruway) - pre-construction
102	CGS-C-0006 (Government St - South Acadian Thruway) - construction
103	CGS-C-0002 (University Lake Area - PS2, PS5, & PS6 Improvements) - pre-construction
104	CGS-C-0002 (University Lake Area - PS2, PS5, & PS6 Improvements) - construction
105	CGS-C-0003 (Acadian/Clay Cut Area - PS3 & PS4 Improvements) - pre-construction
106	CGS-C-0003 (Acadian/Clay Cut Area - PS3 & PS4 Improvements) - construction
107	NGS-C-0002 (Plank Road - Kleinpeter Road) - pre-construction
108	NGS-C-0002 (Plank Road - Kleinpeter Road) - construction
109	SFL-C-0001 (Multiple PS - Nicholson Dr - Brightside Dr) - pre-construction
110	SFL-C-0001 (Multiple PS - Nicholson Dr - Brightside Dr) - construction
111	SGC-C-PS58 (Staring Lane FM & PS 58 Improvements) - pre-construction
112	SGC-C-PS58 (Staring Lane FM & PS 58 Improvements) - construction
113	SGC-C-0002 (Airline Highway - Jefferson Highway) - pre-construction
114	SGC-C-0002 (Airline Highway - Jefferson Highway) - construction
115	SGL-C-0001 (Essen/Staring Area - PS57 Improvements) - pre-construction
116	SGL-C-0001 (Essen/Staring Area - PS57 Improvements) - construction
117	SGC-C-0003 (Essen Lane - Interstate 12) - pre-construction
118	SGC-C-0003 (Essen Lane - Interstate 12) - construction
119	SGL-C-0002 (Multiple PS - Highland Road - Kenilworth Parkway) - pre-construction
120	SGL-C-0002 (Multiple PS - Highland Road - Kenilworth Parkway) - construction
121	SGU-C-0001 (Multiple PS - Florida Blvd - Sherwood Forest Blvd) - pre-construction
122	SGU-C-0001 (Multiple PS - Florida Blvd - Sherwood Forest Blvd) - construction
123	SFU-C-0002 (Multiple PS - Jones Creek Rd - Tiger Bend Rd) - pre-construction
124	SFU-C-0002 (Multiple PS - Jones Creek Rd - Tiger Bend Rd) - construction
125	NGS-C-0003 (Multiple PS - Plank Road - Thomas Road) - pre-construction
126	NGS-C-0003 (Multiple PS - Plank Road - Thomas Road) - construction
127	NGS-C-0004 (Multiple PS - Plank Road - Harding Boulevard) - pre-construction
128	NGS-C-0004 (Multiple PS - Plank Road - Harding Boulevard) - construction
129	NFW-C-0009 (Multiple PS - Highway 61 - Plank Road) - pre-construction
130	NFW-C-0009 (Multiple PS - Highway 61 - Plank Road) - construction
131	SGU-C-0002 (Airline Highway - Interstate 12) - pre-construction
132	SGU-C-0002 (Airline Highway - Interstate 12) - construction



Project: Figure 1-2
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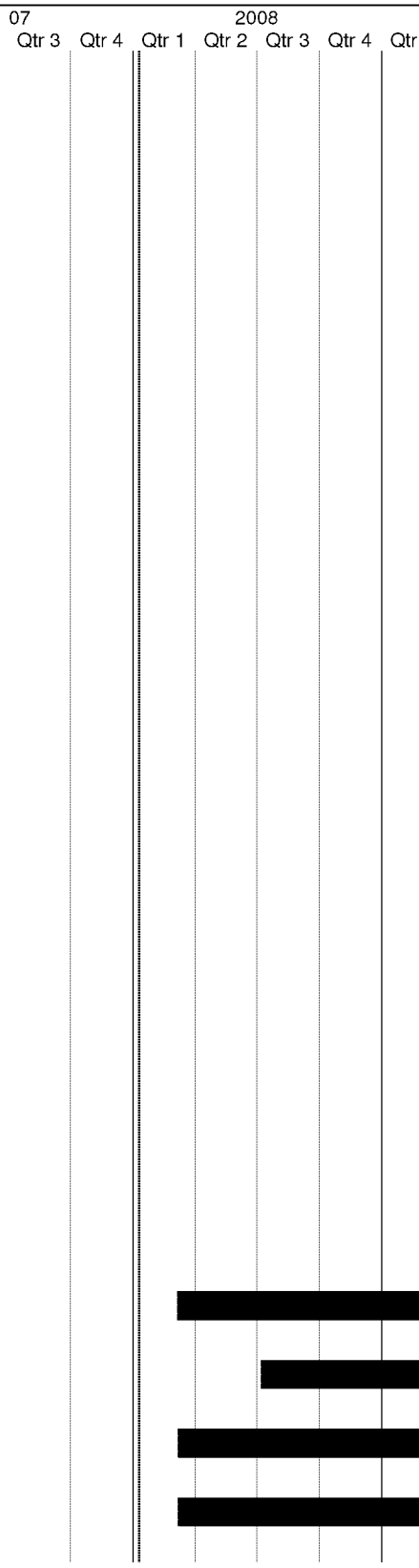
FIGURE 1-2
Schedule of Projects

ID	Task Name
133	SGU-C-0003 (Florida Boulevard - Sherwood Forest Boulevard) - pre-construction
134	SGU-C-0003 (Florida Boulevard - Sherwood Forest Boulevard) - construction
135	SGU-C-0004 (Goodwood Boulevard - South Flannery Road) - pre-construction
136	SGU-C-0004 (Goodwood Boulevard - South Flannery Road) - construction
137	NFW-C-0001 (Joor Road - Greenwell Springs Road) - pre-construction
138	NFW-C-0001 (Joor Road - Greenwell Springs Road) - construction
139	NFW-C-0007 (Plank Road - Port Hudson Pride Road) - pre-construction
140	NFW-C-0007 (Plank Road - Port Hudson Pride Road) - construction
141	SGL-C-0003 (Essen Lane - Highland Road) - pre-construction
142	SGL-C-0003 (Essen Lane - Highland Road) - construction
143	SGU-C-0005 (Oak Villa Boulevard - Monterey Boulevard) - pre-construction
144	SGU-C-0005 (Oak Villa Boulevard - Monterey Boulevard) - construction
145	SGL-C-0004 (Highland Road - Lee Drive) - pre-construction
146	SGL-C-0004 (Highland Road - Lee Drive) - construction
147	CGS-C-0005 (Stanford Avenue - Ferndale Avenue) - pre-construction
148	CGS-C-0005 (Stanford Avenue - Ferndale Avenue) - construction
149	NFE-C-0006 (Lovett Road - Greenwell Springs Road) - pre-construction
150	NFE-C-0006 (Lovett Road - Greenwell Springs Road) - construction
151	NFE-C-0005 (Multiple PS - Hooper Rd - Greenwell Springs Rd) - pre-construction
152	NFE-C-0005 (Multiple PS - Hooper Rd - Greenwell Springs Rd) - construction
153	NFE-C-0007 (Multiple Booster PS - Hooper Rd - Lovett Rd) - pre-construction
154	NFE-C-0007 (Multiple Booster PS - Hooper Rd - Lovett Rd) - construction
155	NFW-C-0010 (Multiple PS - Prescott Rd - Greenwell Springs Rd) - pre-construction
156	NFW-C-0010 (Multiple PS - Prescott Rd - Greenwell Springs Rd) - construction
157	SFU-C-0001 (Multiple PS - Jefferson Hwy - Park Forest Dr) - pre-construction
158	SFU-C-0001 (Multiple PS - Jefferson Hwy - Park Forest Dr) - construction
159	SFU-C-0003 (Multiple PS - O'Neal Ln - S. Harrells Ferry Rd) - pre-construction
160	SFU-C-0003 (Multiple PS - O'Neal Ln - S. Harrells Ferry Rd) - construction
161	SFU-C-0004 (Multiple PS - O'Neal Ln - S. Harrells Ferry Rd) - pre-construction
162	SFU-C-0004 (Multiple PS - O'Neal Ln - S. Harrells Ferry Rd) - construction
163	SGC-C-0001 (Airline/Florida Boulevard Area - PS 30 Improvements) - pre-construction
164	SGC-C-0001 (Airline/Florida Boulevard Area - PS 30 Improvements) - construction
165	SFL-C-0003 (Various PS - Burbank Drive - Siegen Lane) - pre-construction
166	SFL-C-0003 (Various PS - Burbank Drive - Siegen Lane) - construction
167	NFW-C-0004 (Hooper Storage) - pre-construction
168	NFW-C-0004 (Hooper Storage) - construction
169	CGS-C-0007 (Central Storage/Equalization) - pre-construction
170	CGS-C-0007 (Central Storage/Equalization) - construction
171	STP-C-0001 (South WWTP) - pre-construction
172	STP-C-0001 (South WWTP) - construction
173	NFW-C-0002 (Choctaw Storage) - pre-construction
174	NFW-C-0002 (Choctaw Storage) - construction
175	NFW-C-0003 (Choctaw Storage PS) - pre-construction
176	NFW-C-0003 (Choctaw Storage PS) - construction



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SECTION 2

Planning Description

2.1 Planning Overview

This section describes the process used to define the projects outlined in the following sections of this report. This planning was necessary to meet the goals of the City of Baton Rouge, Parish of East Baton Rouge (C-P) for a sewer system rehabilitation and replacement program for reduction of sewer system overflows (SSOs).

2.2 Comprehensive Rehabilitation Planning

Rainfall dependent infiltration/inflow (RDII) is the major cause of wet weather related capacity deficiencies. Previously conducted concurrent monitoring of flow and rainfall throughout the wastewater collection system during several rainfall events of different magnitudes was used to characterize RDII and predict the system's wet weather response to rainfall.

The collected data were then used to set up and calibrate a computational BTRSSO hydraulic model of the Baton Rouge collection and transmission system. Each sub-catchment or drainage area was evaluated to establish the share of the rainfall that is predicted to enter the sewer system. Sub-catchments in which the RDII was excessive are scheduled for rehabilitation.

The sub-catchments selected for rehabilitation were then arranged into 26 projects. Sections 3, 4, and 5 of this report describe the comprehensive rehabilitation projects.

The sub-catchments selected for rehabilitation will undergo a review of the rehabilitation work already completed by the DPW. Portions of the sub-catchments that have been previously rehabilitated will be deleted from the individual rehabilitation projects.

2.3 Capacity Improvement Planning

Capacity improvement planning for the SSO program is based on evaluating and replacing those facilities in the collection system where the BTRSSO hydraulic modeling and field information indicate that the existing collection or transmission system is inadequate to handle the future peak wet weather flows appropriately.

For this analysis, the C-P was divided into ten hydraulically independent basins in order to separate the collection and transmission systems for analysis. The program management team (PMT) developed a process for evaluating the BTRSSO hydraulic model and analyzing its output. The PMT utilized planning and design criteria as a basis for the process overview.

The PMT prepared and used a 12-step hydraulic basin analysis method throughout the planning process. The 12-step process included the following components:

1. Dynamic model runs for evaluation of the capacity of existing pipes with predicted post-rehabilitation flows
2. Steady state calculations for evaluation of required pipe capacity
3. Dynamic models runs for evaluation of existing pipes with future flows added to post-rehabilitation flows
4. Steady state calculations for evaluation of required pipe capacity with future flows
5. Test of the revised model for its ability to handle future wet weather flows
6. Evaluation of the model output for acceptable design criteria and physical evidence of overflows
7. Documentation of project list
8. DPW endorsement
9. Prioritization of projects
10. Development of planning level cost estimates
11. Determine projects for reduction of existing SSOs
12. Definition of projects

Based up these steps, the projects, described in Sections 3, 4, and 5 of this report, were developed.

2.4 Wastewater Treatment/Storage Planning

The wastewater treatment planning process has been ongoing since 2006 and will continue into 2008. The following documents describe the planning efforts:

- Technical Memorandum entitled, Addressing Existing Noncompliance Issues and Future Wet-weather Flow Management Requirements for the South Wastewater Treatment Plant: Summary of Findings and Recommendations (CH2M HILL, 2006).
- South Wastewater Treatment Plant Immediate Action Plan Basis of Design Report (CH2M HILL, 2007).
- Comprehensive Master Plan for Wastewater Treatment and Collection for the C-P (in progress).

This document describes the immediate action projects and wet weather capacity project for the South WWTP only. **No wet weather capacity projects are required at either the Central or North plants.** Other improvements at the treatment plants are not a part of this plan. At the conclusion of the preparation of the master plan, the scope and funding of treatment improvements will be considered by the C-P.

Storage for shaving of peak hydraulic flows in the system is employed to reduce the scope and cost of downstream capacity projects and treatment plant capacity. Storage facilities are reservoirs that retain wet weather flows for a short time until the wet weather period is past. At the end of the wet weather period, the flow is returned to the collection system for transport and treatment. Each storage facility is sized for the 2-year frequency, 12-hour duration event. The storage facilities will be used in any significant rain event in the future.

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SECTION 3

South Basin Projects

Section 3 presents summaries of the South Gravity System Comprehensive Rehabilitation Projects, the South Gravity System Capacity Improvement Projects, the South Forcemain System Comprehensive Rehabilitation Projects, the South Forcemain System Capacity Improvement Projects, and the South WWTP Projects. These projects are shown on Figures 3-1 and 3-2.

The project summaries presented herein represent the information available during this initial planning period. The PDP will be revisited on an annual basis and revised as necessary based on results of additional hydraulic wastewater modeling, immediate needs, DPW and public input, and other factors.

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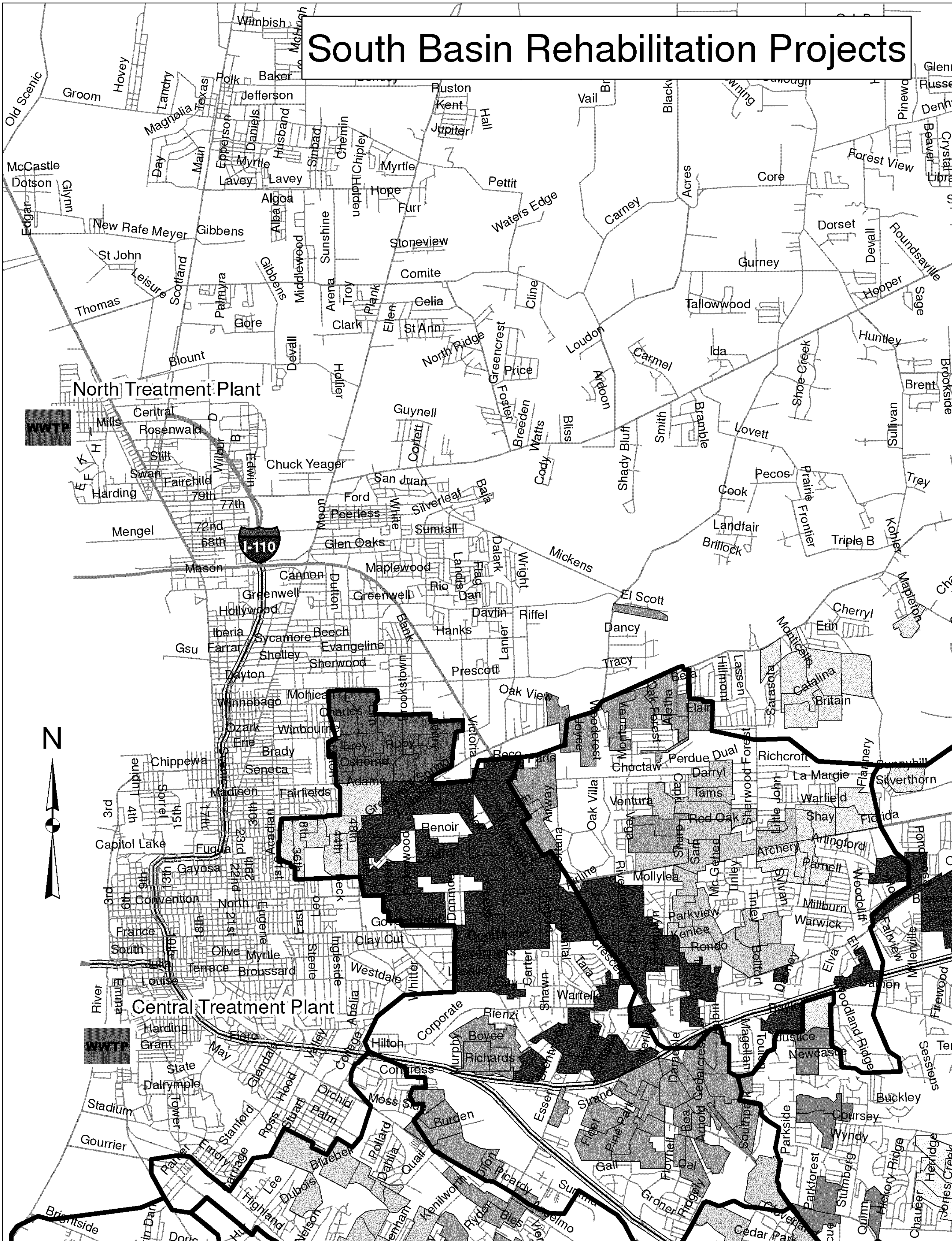
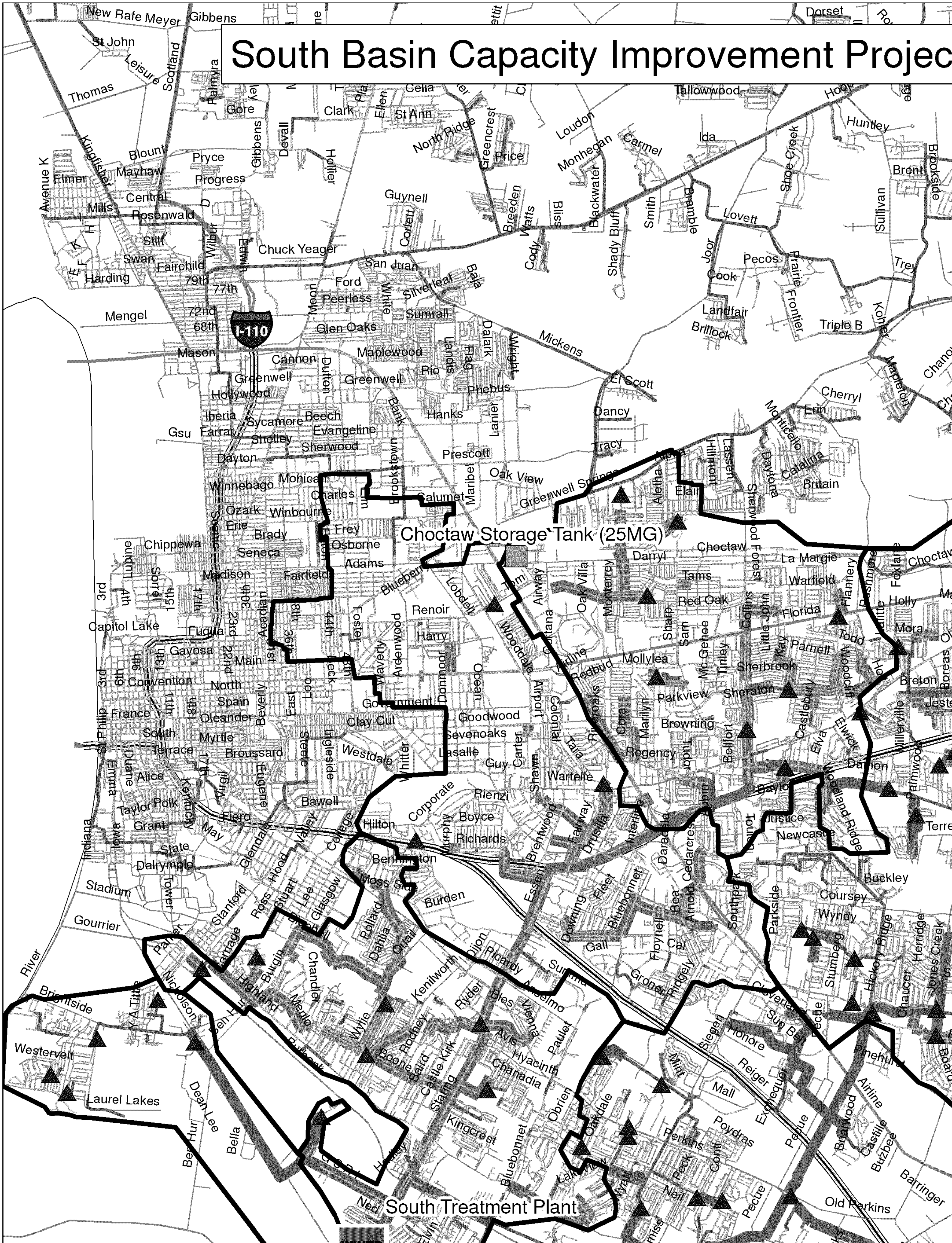
South Basin Rehabilitation Projects




South Basin Capacity Improvement Projec
Choctaw Storage Tank (25MG)
South Treatment Plant
I-110

3.1 South Gravity System Comprehensive Rehabilitation Projects

3.1.1 SGC-R-0001, SGC-R-0002, SGC-R-0003, SGC-R-0004, SGL-R-0001, SGL-R-0002, SGL-R-0003, SGU-R-0001, SGU-R-0002, SGU-R-0003

Project Description

The sanitary sewer system comprehensive rehabilitation projects consist of improvements to various components of the collection system to reduce the amount of I/I that enter into the system.

Purpose

The purpose of comprehensive sewer rehabilitation is to correct defects in the system such as offset pipe joints, collapsed pipe sections, leaking manholes, and direct inflow sources. The water that enters the system through the defects is a major contributor to sanitary sewer overflows. Comprehensive rehabilitation of the collection system will contribute to alleviating sanitary sewer overflows by reducing infiltration and inflow.

Location

There are ten projects located primarily within the South Gravity Basin. The location of the projects is shown on the maps following this section.

Scope of Project

The first phase of comprehensive rehabilitation projects will be the physical inspection of the pipes and manholes including closed circuit television (CCTV) inspection of all pipes. Smoke testing will also be included in the physical inspection phase.

The data collected by the physical inspection contractor will be analyzed and, based on that analysis, a listing of recommended repairs with associated construction costs will be generated.

An engineering firm will then complete preparation of construction documents for project bidding.

The construction of comprehensive rehabilitation projects will typically include the following components.

- Replacement of pipes
- Point repair of pipes
- Rehabilitation of pipes by cured in place liners
- Rehabilitation or replacement of sewer manholes
- Repair of sewer laterals to the property line

Cost

The estimated construction cost for each project is presented in Table 3-1. These costs are based on preliminary estimates of the amounts of each component of the system that will

require repair or replacement. During the physical inspection phase, the actual condition of the components will be assessed and appropriate methods recommended. At that time, the cost estimate for each project will be revised.

TABLE 3-1
Estimated Construction Costs for South Gravity System Comprehensive Rehabilitation Projects

Project Description	Construction Cost
SGC-R-0001 Bluebonnet Boulevard-Jefferson Highway	$14,000,000
SGC-R-0002 Airline Highway-Goodwood Boulevard	$25,000,000
SGC-R-0003 Ardenwood Drive-Winbourne	$4,900,000
SGC-R-0004 North 38th Street-Gus Young Avenue	$3,800,000
SGL-R-0001 Gardere Lane-Burbank Road	$5,100,000
SGL-R-0002 Starring Lane-Boone Drive	$5,600,000
SGL-R-0003 Kenilworth Boulevard-Boone Drive	$5,400,000
SGU-R-0001 Oak Villa Boulevard-Choctaw Street	$5,600,000
SGU-R-0002 Sharp Road-Florida Boulevard	$8,000,000
SGU-R-0003 Flannery Road-Florida Boulevard	$8,300,000

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 0.5 1 Miles

N

PUBLIC WORKS

SGC-R-0001

Proj #10 Bluebonnet Blvd. - Jefferson Hwy.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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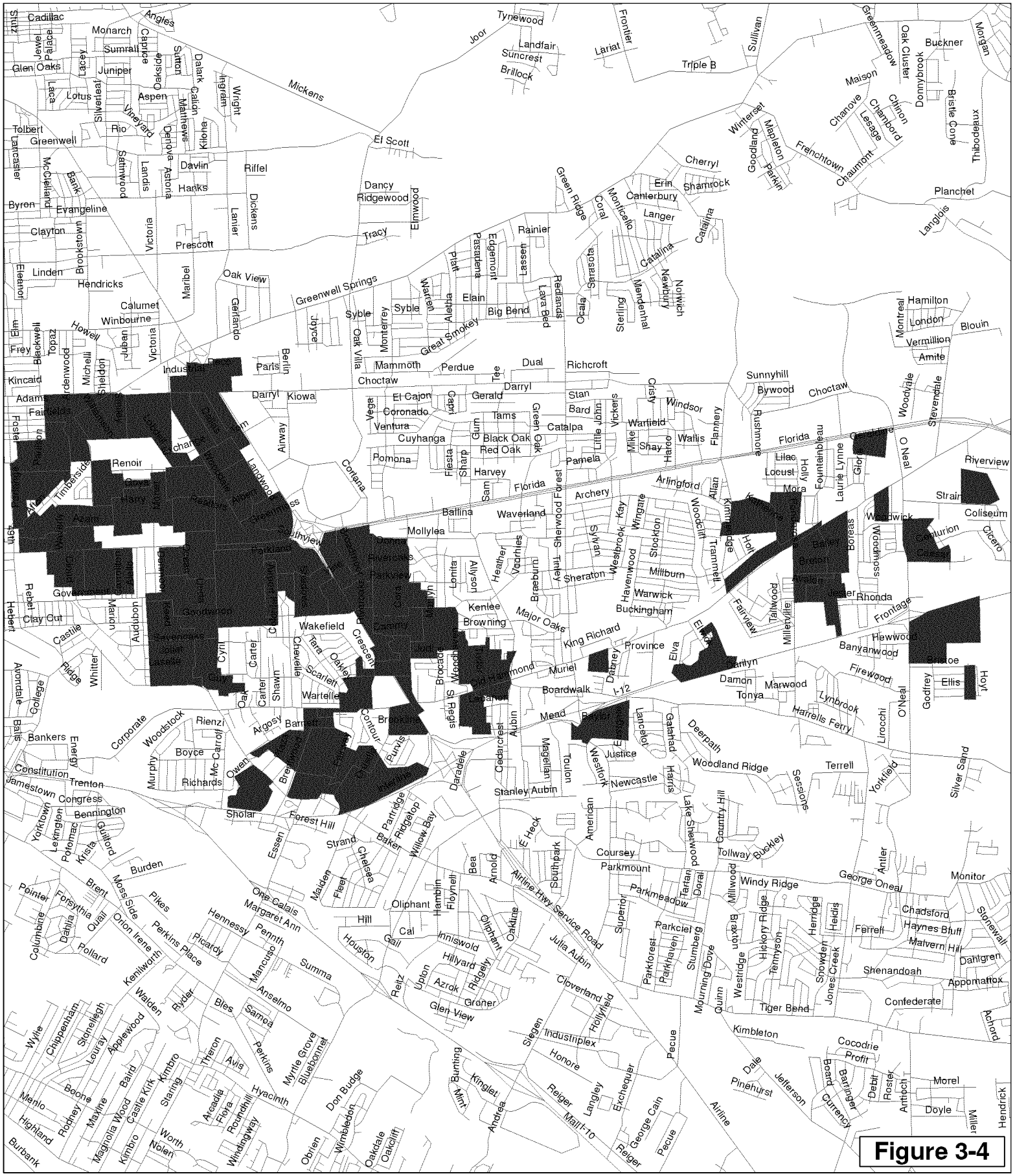

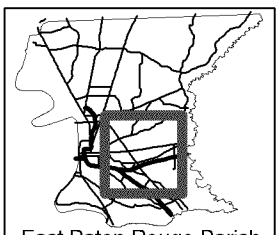

Legend

Area Designated for Physical Inspection

0 1 2 Miles

N

PUBLIC WORKS

SGC-R-0002

Proj #15 Airline Hwy. - Goodwood Blvd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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Figure 3-5

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 500 1,000 Feet

N

PUBLIC WORKS

SGC-R-0003

Proj #23Ardenwood Dr.- Winbourne St.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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Figure 3-6

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 500 1,000 Feet

N

PUBLIC WORKS

SGC-R-0004

Proj #26 N. 38th St. - Gus Young Ave.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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Figure 3-7

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

SGL-R-0001

Proj #3 Gardere Ln. - Burbank Rd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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Figure 3-8

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

SGL-R-0002

Proj #2 Staring Ln - Boone Dr.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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Figure 3-9

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

SGL-R-0003

Proj #8 Kenilworth Blvd. - Boone Dr.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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Figure 3-10

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

SGU-R-0001

Proj #4 Oak Villa Blvd. - Choctaw St.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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Figure 3-11

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

PUBLIC WORKS

SGU-R-0002

Proj #6 Sharp Rd. - Florida Blvd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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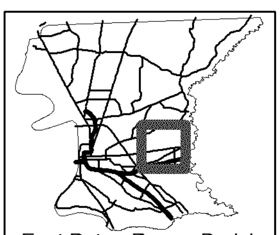

Legend

Area Designated for Physical Inspection

0 0.5 1 Miles

N

PUBLIC WORKS

SGU-R-0003

Proj #24 Flannery Rd. - Florida St.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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3.2 South Gravity System Capacity Improvements Projects

3.2.1 SGU-C-0001 (Multiple PSs - Florida Boulevard - Sherwood Forest Boulevard)

Project Description

Purpose of the Project / Project Background: Project SGU-C-0001 includes upgrades of PS13, PS16, PS18, PS21, PS31, PS50, PS51, and PS66 to alleviate SSOs at and near the PS as well as in their respective upstream basins. The BTRSSO hydraulic model also predicts PS capacity exceedances for the future peak wet weather flow scenario.

Location: PS13 is located near the intersection of Elizabeth Drive and River Oaks Drive. The majority of the area contributing to the PS is residential.

PS16 is located near the intersection of Great Smokey Avenue and JoAnne Drive. The majority of the area contributing to the PS is industrial.

PS18 is located at the intersection of Monterrey Avenue and Swingalong Avenue. The majority of the area contributing to the PS is residential.

PS21 is located off Florida Boulevard near the intersection of Shelby Drive. The majority of the area contributing to the PS is commercial and residential.

PS31 is located just south of Goodwood Boulevard, on the east side of the drainage canal near Havenwood Boulevard. The majority of the area contributing to the PS is residential.

PS50 is located at the intersection of Major Oaks Road and Sherwood Forest Boulevard. The majority of the area contributing to the PS is residential.

PS51 is located off Sierra Vista Drive near the intersection of Cuyahanga Parkway. The majority of the area contributing to the PS is residential.

PS66 is located off Comal Drive near the intersection of Erlanger Drive. The majority of the area contributing to the PS is residential.

Scope: PS13 has an existing total maximum capacity of 1.5 million gallons per day (mgd). According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 2.0 mgd.

PS16 has an existing total maximum capacity of 1.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 1.9 mgd.

PS18 has an existing total maximum capacity of 0.9 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 1.2 mgd.

PS21 has an existing total maximum capacity of 2.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.5 mgd, and the peak future wet weather flow is 2.5 mgd.

PS31 has an existing total maximum capacity of 3.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.9 mgd, and the peak future wet weather flow is 15.6 mgd.

PS50 has an existing total maximum capacity of 10.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 2.5 mgd, and the peak future wet weather flow is 32 mgd. The PS50 location has limited room for expansion. Relocation may be required in order to expand this PS.

PS51's future wet weather peak flow is 15 mgd. This PS will pump 5.8 mgd downstream toward the treatment plant. New wet weather pumps will direct the remainder of the flow to a new storage basin on Choctaw Drive, northwest of the South Gravity Upper system.

PS66 has an existing total maximum capacity of 1.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 4 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $13,000,000.

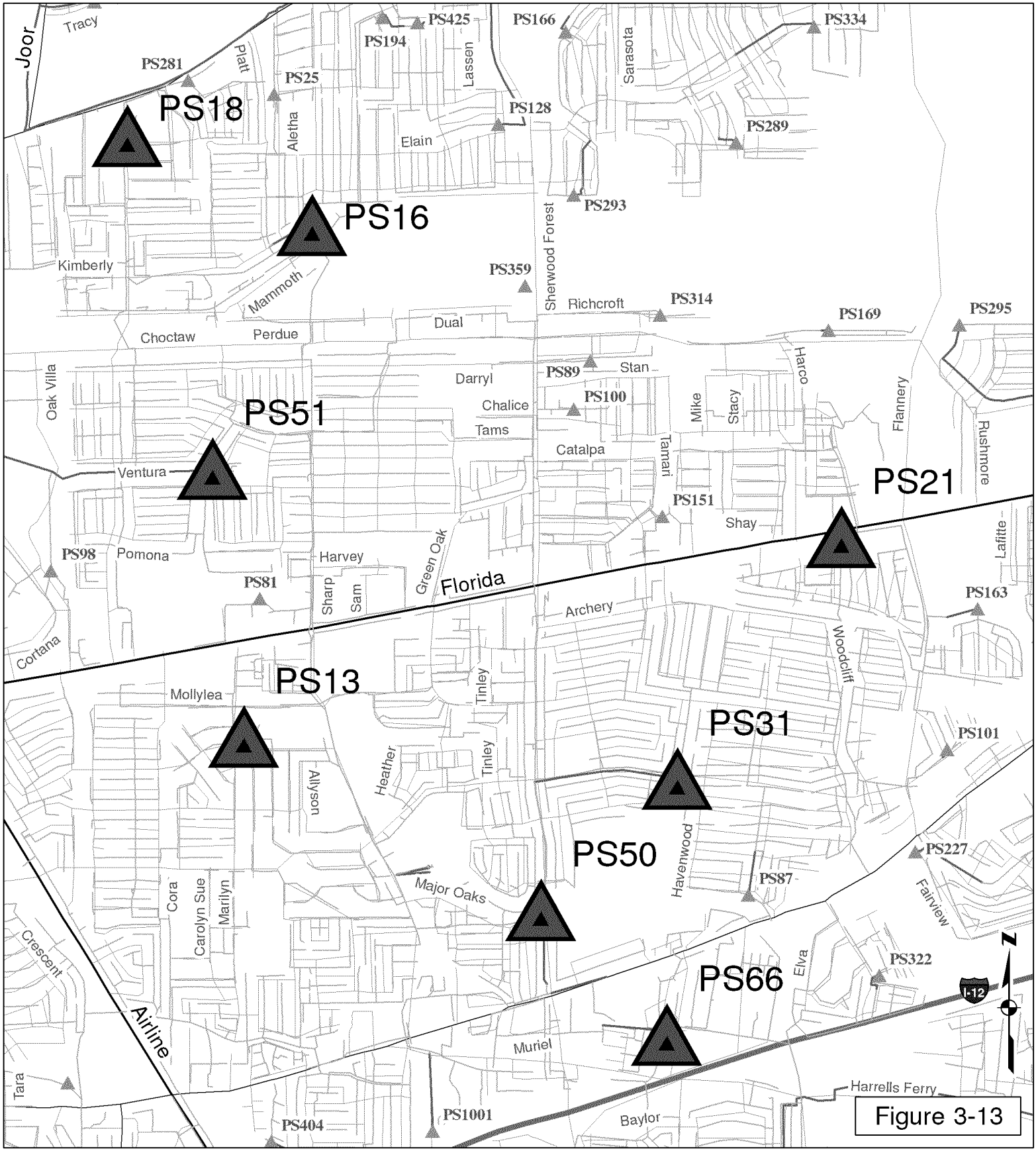

Figure 3-13

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,500 3,000 Feet

PUBLIC WORKS

SGU-C-0001

Project Vicinity Map

Baton Rouge Sewer Program

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3.2.2 SGU-C-0002 (Airline Highway - Interstate 12)

Project Description

Purpose of the Project / Project Background: The SGU-C-0002 project includes the installation of a gravity sewer in the South Gravity Upper Basin and construction of a new forcemain at PS66 and PS50.

Location: The gravity portions of the SGU-C-0002 project are located near the intersections of Airline Highway with Old Hammond Highway and Interstate 12.

Gravity segment 058-01868 to 058-01862 travels down Parkview Drive to Airline Highway for an approximate length of 840 feet. Segment 058-01862 to 058-02386 travels down Airline Highway for approximately 4,100 feet.

Gravity segment 058-02851 to 058-02833 starts near the corner of Parkview Drive and Cora Drive, traveling southerly parallel to Cora Drive approximately 1,100 feet. Segment 058-02833 to 058-02677 goes southerly, crosses over Cora Drive, and then goes southerly for an approximate length of 1,200 feet.

Gravity segment 058-02475 to 058-02478 is an approximate 830-foot segment along Airline Highway, south of Old Hammond Highway.

Gravity segment 058-02571 to 058-01395 is an approximate 3,500-foot long segment that starts on Bronzebush Avenue near Cedarcrest Avenue. The segment goes northerly and then turns westerly to manhole 058-02478 on Old Hammond Highway near Silverest Avenue.

Gravity segment 058-00016 to 058-00011E starts at the end of the PS66 forcemain and goes westerly for approximately 780 feet. Segment 058-00011E to 058-02653 is located to the east of Sherwood Forest Boulevard, travels westerly and then northerly for a total of approximately 1,100 feet.

Gravity segment 066-00006 to PS66 is 1,611 feet long and starts on the south side of Interstate 12 near Eastgate Drive, crosses Interstate 12, going northerly to PS66 near Comal Drive and Erlanger Drive.

Gravity segment 066-00147 to 066-00088 starts at Woodland Ridge Boulevard (Boulevard)., going northerly across Interstate 12, next traveling westerly to Boulevard de Providence. This segment is approximately 3,400 feet long. Segment 066-00088 to PS66 goes from Boulevard de Providence westerly to PS66 for a length of approximately 1,700 feet.

The PS66 forcemain runs from PS66 on Comal Drive westward to the termination of the forcemain at manhole 058-00016E on Sherwood Meadow Drive.

Project SGU-C-0002 includes the construction of a new forcemain from the upgraded PS50, which terminates at the edge of the South Gravity Upper Basin. The segment of forcemain to be built under project SGU-C-0002 starts at PS50 at the corner of Sherwood Forest Boulevard and Major Oaks Drive, travels southerly in the right-of-way (ROW) for Sherwood Forest Boulevard, and terminates at the manifold with the new PS forcemain near Jefferson Highway and Interstate 12. The manifold forcemains then continue as one larger forcemain to PS58. The new PS forcemain and the forcemain to PS58 will be constructed under project

SGC-C-0003. The construction of the joined segment of forcemain is also to be built under Project SGC-C-0003.

Scope: Gravity segment 058-01868 to 058-01862 is currently an 8-inch line to be replaced with a 12-inch line, with an approximate length of 830 feet. Segment 058-01862 to 058-02386 is a 15-inch line to be replaced with an 18-inch line. This segment is approximately 4,100 feet.

Gravity segment 058-02851 to 058-02833 is currently an 8-inch line that will be replaced with a 15-inch line. This segment is approximately 1,100 feet. Segment 058-02833 to 058-02677 is a 15-inch line that will be replaced with a 21-inch line. This segment is approximately 1,200 feet.

Gravity segment 058-02475 to 058-02478 is currently an 8-inch line that will be replaced with a 12-inch line. This segment is approximately 800 feet.

Segment 058-02571 to 058-01395 is an 8-inch line that will be replaced with a 15-inch line. This segment is approximately 3,500 feet.

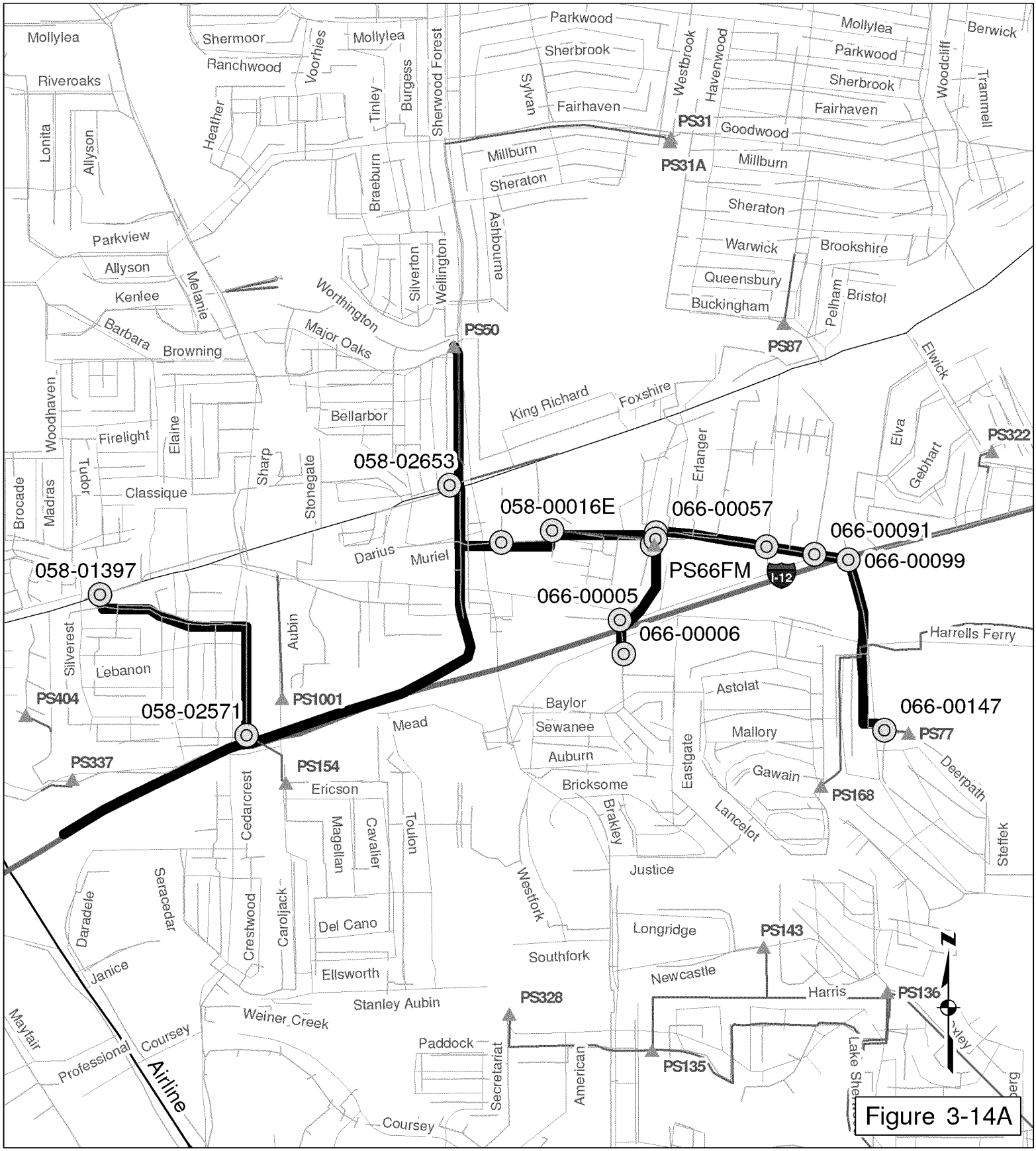
Gravity segment 058-00016E to 058-00011E is currently a 12-inch line that will be replaced with a 21-inch line. This segment is approximately 700 feet. Segment 058-00011E to 058-02653 is currently a 12- and 15-inch line that will be replaced with a 24-inch line. This segment is approximately 1,400 feet.

Gravity segment 066-00006 to 066-00001A is currently an 8-inch line and will be replaced with a 15-inch line. This segment is approximately 1,600 feet. Gravity segment 066-00147 to 066-00088 is currently a 10-inch and 12-inch line that will be replaced with an 18-inch line. This segment is approximately 3,400 feet. Segment 066-00088 to PS66 is a 12-inch line that will go to a 21-inch line. This segment is approximately 1,700 feet.

The PS66 forcemain is currently an 8-inch forcemain that will be replaced with a 12-inch forcemain. This forcemain is approximately 1,300 feet long

The new PS50 forcemain will be 42-inches in diameter. This forcemain will be approximately 16,800 feet. The SGU-C-0002 project includes the construction of a new forcemain from the upgraded PS50, which terminates at the edge of the South Gravity Upper Basin at the manifold of the forcemain from the new PS, which will be built under the SGC-C-0003 project. In addition, PS50 will be upgraded under the SGU-C-0001 project. The construction of the new SGU-C-0002 project will have to be coordinated with the PS50 upgrade and the forcemains under the SGC-C-0003 project.

Total Estimated Construction Cost is $11,000,000.



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 900 1,800 Feet

PUBLIC WORKS

SGU-C-0002

Project Vicinity Map

Baton Rouge Sewer Program

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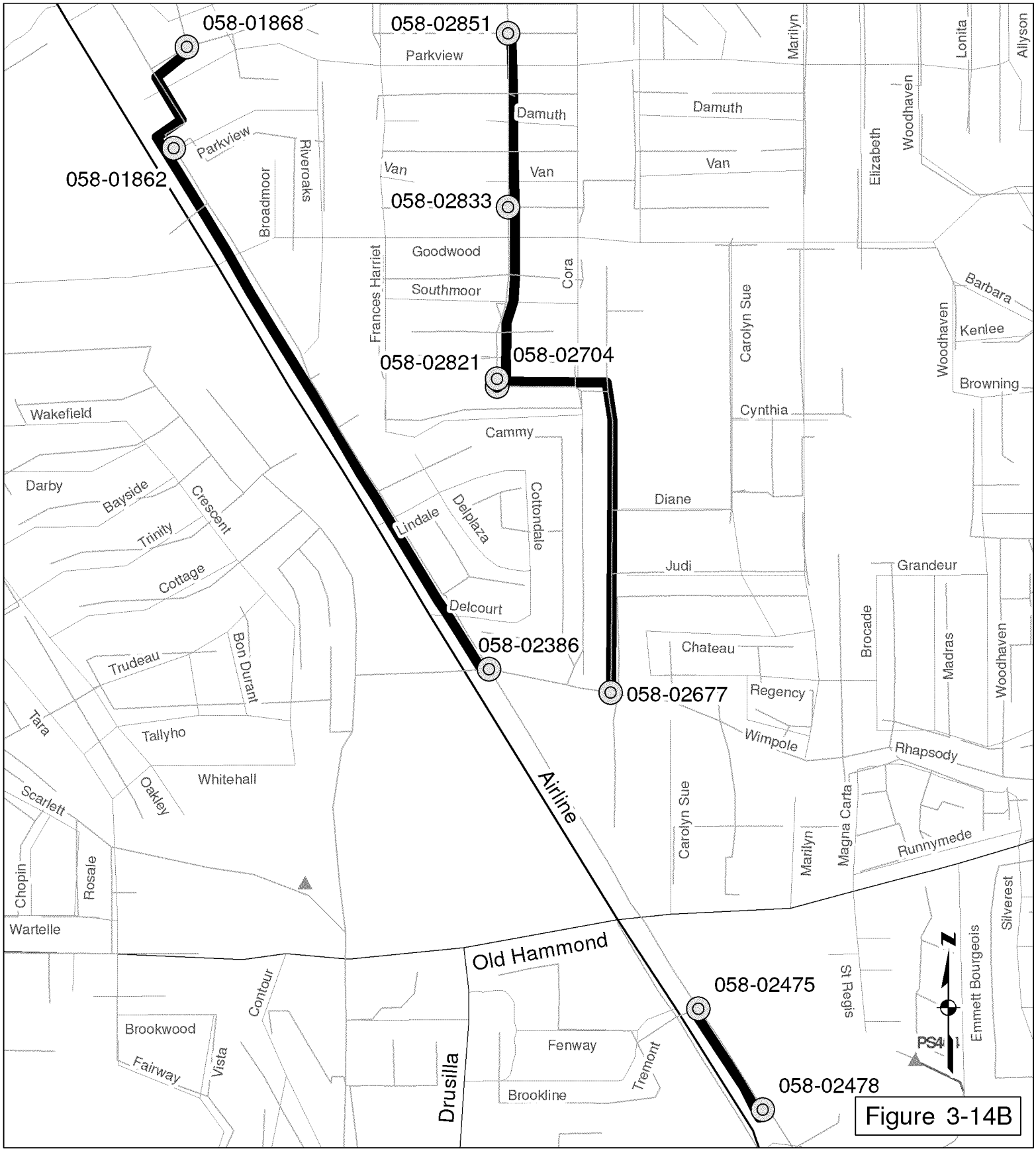

Figure 3-14B

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

SGU-C-0002

Project Vicinity Map

Baton Rouge
Sewer Program

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3.2.3 SGU-C-0003 (Florida Boulevard - Sherwood Forest Boulevard)

Project Description

Purpose of the Project / Project Background: The SGU-C-0003 project includes the upgrade of approximately 13,000 feet of gravity sewer to alleviate SSOs in the South Gravity Upper Basin.

The gravity sewer upgrades will work in conjunction with the forcemain and PS upgrades in the South Gravity Basin projects to alleviate chronic SSOs at the PSs and in the gravity basins upstream of the PSs.

Location: The gravity sewer replacements that comprise the SGU-C-0003 project are located near the intersections of Florida Boulevard and Sherwood Forest Drive.

Gravity segment 050-00619 to 050-00682 starts on Sharp Lane and turns right on Tams Drive for an approximate length of 1,000 feet.

Gravity segment 013-00002 to 013-00001 is an approximate 150-foot section located near the intersection of Elizabeth Drive with River Oaks Drive. Segment 013-00049 to PS13 is an approximate 800-foot long segment that starts at the corner of Marilyn Drive and Mollylea Drive and turns northeasterly of River Oaks Drive to its end at PS13. PS13 will be upgraded as part of the SGU-C-0001 project.

Segment 050-00480 to 050-00924 starts northwesterly of the intersection of River Oaks Drive and Woodhaven Street, goes easterly on River Oaks Drive, and terminates at Sharp Road. This segment is approximately 2,000 feet.

Segment 050-00203 to 050-00837 is an approximate 1,800-foot long segment along Goodwood Boulevard between Sherwood Forest Boulevard to halfway between Sylvan Drive and Westbrook Drive.

Segment 050-00392 to 050-00280 is an approximate 2,400-foot long segment that starts on Pamela Drive, westerly on Glenda Drive, and terminates at Sherwood Forest Drive. Segment 050-00280 to 050-00272 is approximately 1,200-feet long and is located along Sherwood Forest Drive, terminating just north of Florida Boulevard. Segment 050-00272 to 050-00212 starts on Sherwood Forest Drive just north of Florida Boulevard and goes southerly for approximately 3,700 feet until the intersection of Mollylea Drive and Sherwood Forest Drive.

Scope: Gravity segment 050-00619 to 050-00682 is currently a 15-inch line that will be replaced with a 24-inch line.

Gravity segment 013-00002 to 013-00001 is an 8-inch line that will be replaced with 12-inch line in this project. This segment is approximately 150-feet. Segment 013-00049 to PS13 is currently an 8-inch and 10-inch line that will be replaced with a 15-inch line. This segment is approximately 800 feet. Segment 013-00049 terminates at PS13, to be replaced under the SGU-C-0001 project. The replacement of this segment should be coordinated with that project.

Segment 050-00480 to 050-00924 is currently between 8 and 12 inches in diameter. This line will be replaced with 15-inch gravity sewer. This segment is approximately 2,000 feet.

Segment 050-00203 to 050-00837 is currently an 18-inch line that will go to a 42-inch line. This segment is approximately 1,800 feet.

Segment 050-00392 to 050-00280 will go from a 12-inch line to a 21-inch line in this project. This segment is approximately 2,400 feet. Segment 050-00280 to 050-00272 is a 15-inch or 18-inch line that goes to a 24-inch line. This segment is approximately 1,200 feet. Segment 050-00272 to 050-00212 goes from a 24-inch line to a 30-inch line in this project. This segment is approximately 3,700 feet. Segment 050-00272 to 050-00212 crosses Florida Boulevard at Sherwood Forest Boulevard.

Total Estimated Construction Cost is $5,500,000.

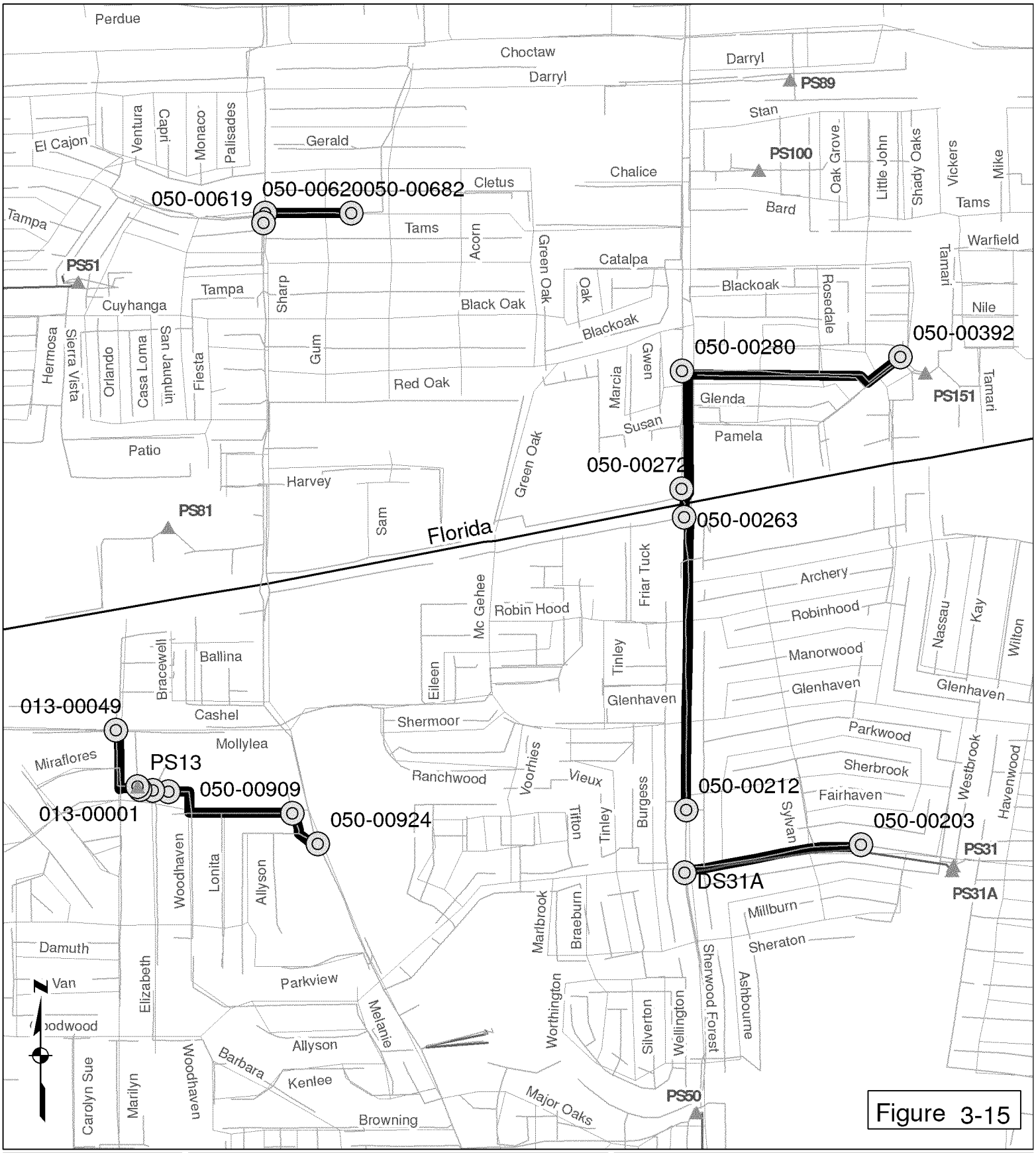
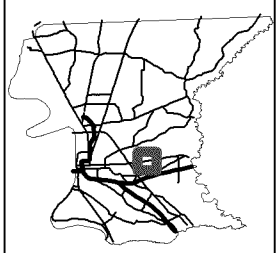


Figure 3-15



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 Feet

PUBLIC WORKS

SGU-C-0003

Project Vicinity Map

Baton Rouge Sewer Program

3.2.4 SGU-C-0004 (Goodwood Boulevard - South Flannery Road)

Project Description

Purpose of the Project / Project Background: The SGU-C-0004 project includes the upgrade of approximately 16,000 feet of gravity sewer to alleviate SSOs in the South Gravity Upper Basin.

The gravity sewer upgrades will work in conjunction with the forcemain and PS upgrades in the South Gravity Basin projects to alleviate chronic SSOs at the PSs and in the gravity basins upstream of the PSs.

Location: The gravity sewer replacements that comprise the SGU-C-0004 project are located between Florida Boulevard and Old Hammond Highway, and to the east and west, Sherwood Forest Drive and Flannery Road.

Gravity segment 021-00009 to PS21 is approximately 2,000 feet long, starting on Windsor Drive and going southerly across Florida Boulevard.

Gravity segment 101-00024 to PS101 is approximately 2,000 feet long, starting at the intersection of Darwin Avenue and Flannery Road, going southerly on Flannery Road, then southeasterly along Brinwood Avenue to PS101.

Gravity segment 031-00035 to 031-00030 starts on Little John Drive between Robinhood Drive and Manorwood Drive, going southerly to Mollylea Drive. This segment is approximately 1,100 feet long. Segment 031-00030 to PS31, which is approximately 2,600 feet long, starts on Mollylea Drive and travels easterly along the drainage canal, next turns in a southerly along the canal and Westbrook Road to PS31, which is on Goodwood Boulevard. PS31 will be replaced as part of the SGU-C-0001 project.

Gravity segment 031-00378 to 031-00006 is approximately 80 feet long and is located at the intersection of Mollylea Drive and Westbrook Avenue and travels northerly to halfway between Mollylea Drive and Glenhaven.

Gravity segment 031-00442 to 031-00435 is approximately 670 feet long and is located on Goodwood Boulevard and follows Goodwood Boulevard between Brinwood Avenue and Flannery Road.

Gravity segment 031-00435 to 031-00237 is approximately 930 feet long, starting near the corner of Goodwood Boulevard and Flannery Road, turning slightly southerly, and then continuing westerly on the south side of Goodwood Boulevard. Segment 031-00237 to 031-00132 is approximately 260 feet long and is located near the corner of Trammell Drive and Camelot Avenue and travels in a southeasterly direction. Segment 031-00132 to 031-00112 is approximately 550 feet long and is located off Trammell Drive and travels northerly along Trammell Drive, then turns in a westerly direction to the intersection of Fairhaven Road and Woodcliff Road.

Segment 031-00112 to PS31 travels westerly along Goodwood Boulevard. This segment is approximately 3,400 feet long.

Segment 031-00270 to 031-00112 is located on the east side of Woodcliff Drive, starting at Robinhood Drive in the north and ending at Goodwood Boulevard. This segment is approximately 2,600 feet long.

Scope: Gravity segment 021-00009 to PS21 is currently between 12 and 15 inches in diameter and will be upgraded to 18-inches in diameter. The segment is approximately 2,100 feet. Gravity segment 021-00009 to PS21 crosses Florida Boulevard. The SGU-C-0001 project includes the upgrade of PS21, and the replacement of this gravity section will need to be coordinated with the PS upgrade.

Gravity segment 101-00024 to PS101 is currently an 8-inch line that will be upgraded to a 10-inch line. This segment is approximately 2,000 feet.

Gravity segment 031-00035 to 031-00030 is an 8-inch line that will be upgraded to a 15-inch line. This segment is approximately 1,100 feet. Segment 031-00030 to PS31 is currently an 8 to 12 inch line that will be upgraded to a 21-inch line. This segment is approximately 2,600 feet. Segment 031-00030 to PS31 and 031-00112 to PS31 will be influenced by the SGU-C-0001 project, in which PS31 will be upgraded.

Gravity segment 031-00378 to 031-00006 is an 8-inch line that will be upgraded to a 12-inch line with a length of approximately 80 feet. Gravity segment 031-00378 to 031-00006 crosses a drainage canal.

Gravity segment 031-00442 to 031-00435 is currently an 8-inch line that will be upgraded to a 10-inch line. This segment is approximately 670 feet.

Gravity segment 031-00435 to 031-00237 is currently 8-inch and 12-inch lines that will be upgraded to a 12-inch diameter pipe. This segment is approximately 930 feet. Segment 031-00237 to 031-00132 is a 10-inch diameter pipe that will be upgraded to a 15-inch diameter. This segment is approximately 260 feet. Segment 031-00132 to 031-00112 is between 10 and 12 inches in diameter, and will be upgraded to an 18-inch diameter pipe. This segment is approximately 550 feet long.

Segment 031-00112 to PS31 is currently 21-inches in diameter and will be upgraded to a diameter of 42-inches. This segment is approximately 3,400 feet.

Segment 031-00270 to 031-00112 is an 18-inch line that will be upgraded to a 24-inch line. This segment is approximately 2,600 feet.

Total Estimated Construction Cost is $6,100,000.

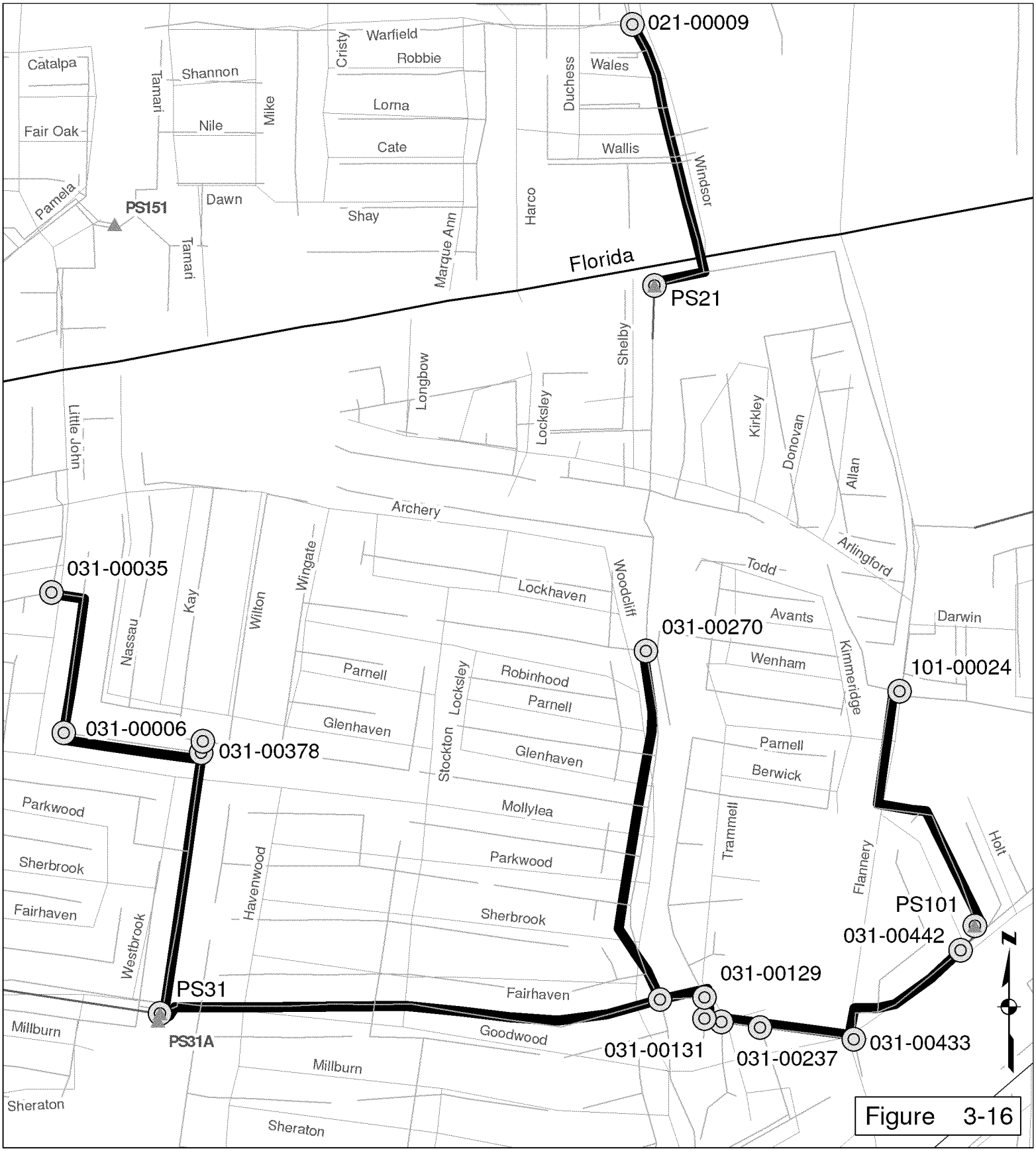


Figure 3-16

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

SGU-C-0004

Project Vicinity Map

Baton Rouge Sewer Program

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3.2.5 SGU-C-0005 (Oak Villa Boulevard - Monterey Boulevard)

Project Description

Purpose of the Project / Project Background: The SGU-C-0005 project includes the upgrade of approximately 20,000 feet of gravity sewer and approximately 12,000 feet of forcemain to alleviate SSOs in the South Gravity Upper Basin.

The gravity sewer and forcemain upgrades will work in conjunction with the PS upgrades in the South Gravity Basin projects to alleviate chronic SSOs at the PSs and in the gravity basins upstream of the PSs.

Location: The gravity sewer replacements that comprise the SGU-C-0005 project are located northeast of Airline Highway and Florida Boulevard, and along Sherwood Forest Boulevard south of Florida Boulevard.

Gravity segment 051-00222 to 051-00196 is located west of Monterrey Drive between Kimberly Way and Great Smokey Avenue.

Gravity segment 016-00002 to PS16 is located at the eastern end of Great Smokey Avenue.

Gravity segment 051-00467 to 051-00196 is located along Monterrey Drive between Syble Drive and Great Smokey Avenue. Gravity segment 051-00196 to 051-00169 is located along Monterrey Drive between Great Smokey Avenue and Chalma Avenue. Segment 051-00169 to 051-00168 is located on Monterrey Avenue between Chalma Avenue and Mammoth Avenue.

Gravity segment 051-00168 to 051-00070 starts at Monterrey Drive and Mammoth Avenue and continues almost straight south through a residential neighborhood to the north side of the drainage canal south of Ventura Drive. Segment 051-00070 to PS51 runs directly east along the north side of the drainage channel to PS51.

Gravity segment DS16 to 051-00169 starts at the intersection of Kings Canyon Drive and Great Smokey Avenue. The segment drops south behind the row of houses on the south side of Great Smokey Avenue, heading northeast behind four houses before it doubles back on its same path and goes southwest and then straight west behind the houses south of Great Smokey Avenue. It ends at manhole 051-00169 on Monterrey Drive.

Gravity segment 051-00364B to 051-00070 is located north of a drainage canal, running west to east, which is just south of Ventura Drive. Segment 051-00369 to 051-00364B is approximately 1,600 feet long and is located above the drainage canal, starting at Airway Drive on the west.

Gravity segment 050-00837 to 050-00300A is located along Sherwood Forest Boulevard between Goodwood Boulevard and PS50, which is located just north of Major Oaks Drive.

The SGU-C-0005 project also includes the construction of two forcemains. One is the replacement of the PS16 forcemain. This forcemain is located along Great Smokey Drive near JoAnne Drive. The second forcemain will pump wet weather flow from PS51 to a new storage basin near Choctaw Drive, which is to be built under the NFW-C-0002 project. This will start at PS51, which is located near the corner of Cuyahanga Parkway and Sierra Vista

Drive, then travel west along a drainage canal. The new forcemain will then travel north along Airline Highway to Choctaw Drive.

Scope: Gravity segment 051-00169 to 051-00196 is a 12-inch line that will be upgraded to an 18-inch line. This segment is approximately 1,400 feet.

Gravity segment 016-00002 to PS16 is a 10-inch diameter sewer line that will be upgraded to an 18-inch diameter line. This segment is approximately 380 feet. This segment will be influenced by the SGU-C-0001 project, in which PS16 will be upgraded.

Gravity segment 051-00467 to 051-00196 is currently 12-inches in diameter and will be upgraded to 18 inches in diameter. This segment is approximately 1,500 feet long. Gravity segment 051-00196 to 051-00169 is currently 15 inches in diameter and will be upgraded to 21 inches in diameter. This segment is approximately 260 feet. Segment 051-00169 to 051-00168 is a 15-inch line that will be replaced with a 24-inch line. This segment is approximately 680 feet.

Gravity segment 051-00168 to 051-00070 is currently 15 inches in diameter and will be upgraded to 30 inches in diameter. This segment is approximately 3,300 feet. Segment 051-00070 to PS51 is currently 18 inches in diameter and will be upgraded to 42 inches in diameter. This segment is approximately 1,500 feet. This segment crosses Choctaw Drive and the railway just north of Choctaw Drive. In addition, this segment will need to be coordinated with the PS51 upgrade as part of the SGU-C-0001 project.

Gravity segment DS16 to 051-00169 is a 10-inch line that will be upgraded to an 18-inch line. This segment is approximately 3,200 feet long.

Gravity segment 051-00364B to 051-00070 is a 15-inch line that will be upgraded to a 24-inch line. This segment is approximately 3,300 feet long. Segment 051-00369 to 051-00364B is 15 inches in diameter and will be upgraded to a 21-inch line. This segment is approximately 1,600 feet long.

Gravity segment 050-00837 to 050-00300A is a 24-inch line that will be upgraded to a 42-inch line. This segment is approximately 2,600 feet long.

The PS16 forcemain is a 6-inch forcemain that will be upgraded to an 8-inch forcemain. This segment is approximately 1,000 feet long.

The new PS51 forcemain to the new storage basin off of Choctaw Drive will be an 18-inch forcemain. This segment is approximately 11,000 feet long.

Total Estimated Construction Cost is $9,500,000.

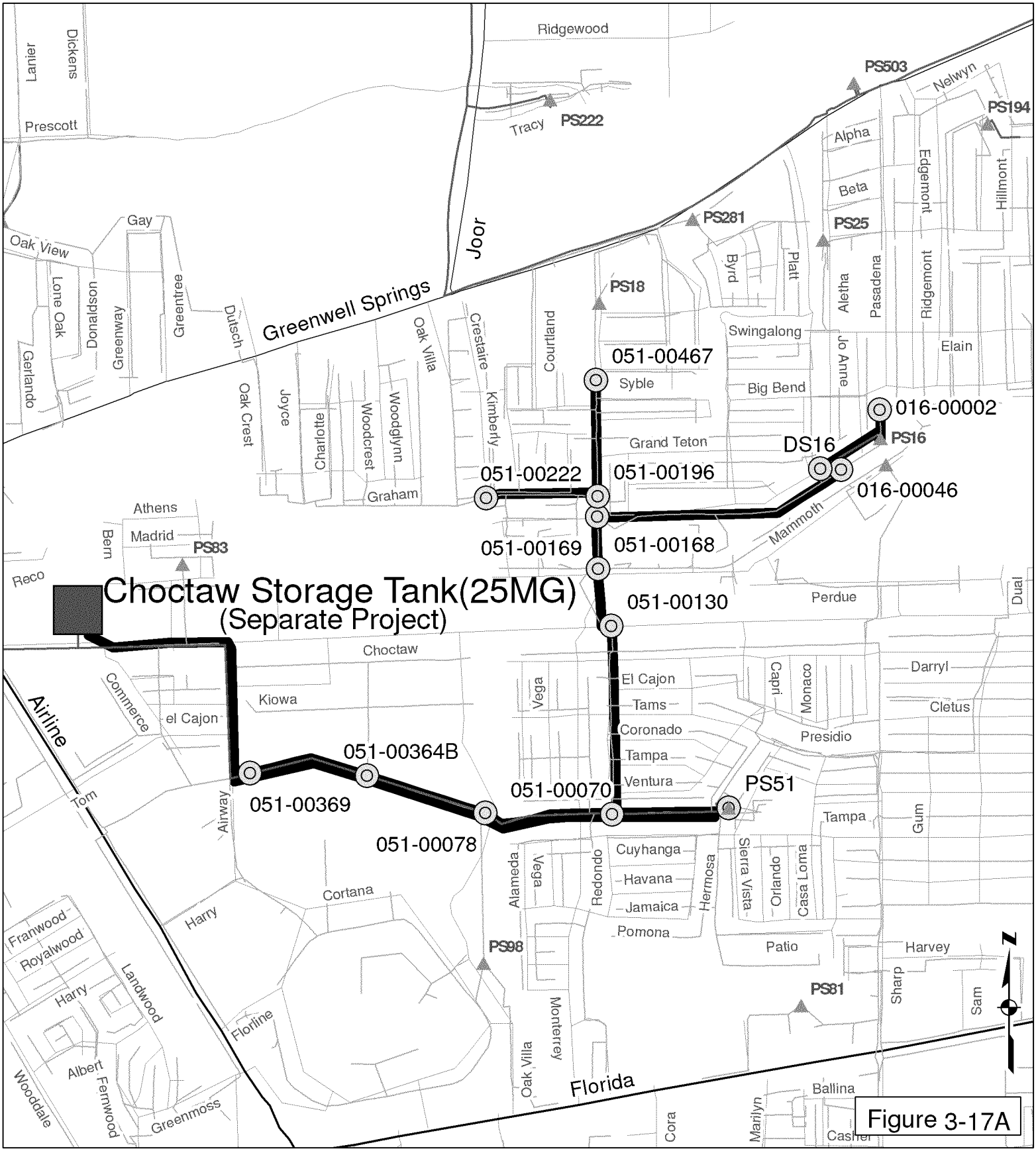

Figure 3-17A

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,000 2,000 Feet

PUBLIC WORKS

SGU-C-0005

Project Vicinity Map

Baton Rouge
Sewer Program

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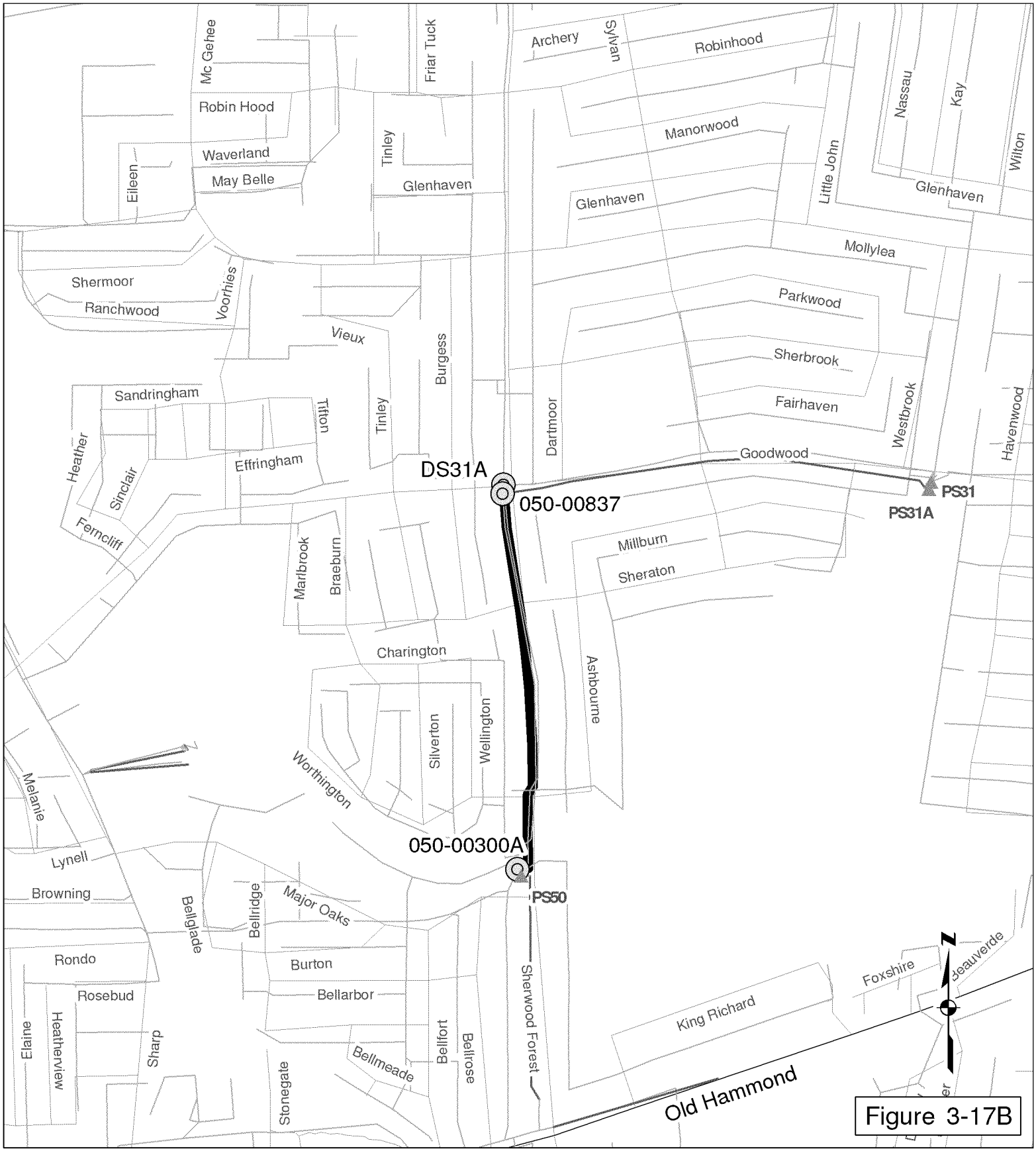
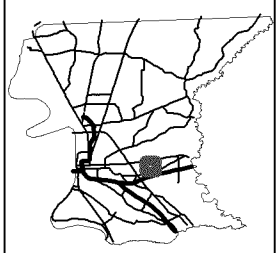


Figure 3-17B



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

SGU-C-0005

Project Vicinity Map

Baton Rouge
Sewer Program

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3.2.6 SGC-C-0001 (Airline/Florida Boulevard - PS30 Improvements)

Project Description

Purpose of the Project / Project Background: The SGC-C-0001 project includes the upgrade of PS30 and the construction of a new PS to alleviate SSOs at and near the PSs as well as in their respective upstream basins. The BTRSSO hydraulic model of the East Baton Rouge system predicts a PS capacity exceedance for the future peak wet weather flow scenario.

Location: PS30 is located off Tom Drive near the intersection with Dallas Drive. The majority of the area contributing to the PS is industrial.

The new PS is to be located north of the intersection of Tara Boulevard and Old Hammond Highway. This PS will be located in the park north of Old Hammond Highway. The majority of the area contributing to the PS is residential.

Scope: PS30 is scheduled to be upgraded due to the presence of overflows at the PS. An existing 8-inch force main exits the PS and connects downstream to the South Gravity Lower system.

The BTRSSO hydraulic model predicts the existing and future wet weather peak flows to be 0.9 mgd, and the existing and future wet weather head to be 25 feet. The model, which contains the most complete information on the capacities and operation of the PSs, shows this PS to be operating on only one pump. The model shows overflows occurring during wet weather events. PS30 needs to be upgraded to handle existing and future peak wet weather flows.

A new 30 mgd PS will be located at manhole 058-01106, conveying all flow from the gravity system upstream directly to PS58 through a new 30-inch force main to be constructed. This will be done in order to relieve the gravity lines downstream of this manhole. The peak wet weather head will be 250 feet.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model. The existing dry weather head and peak future wet weather head were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $ 4,400,000.

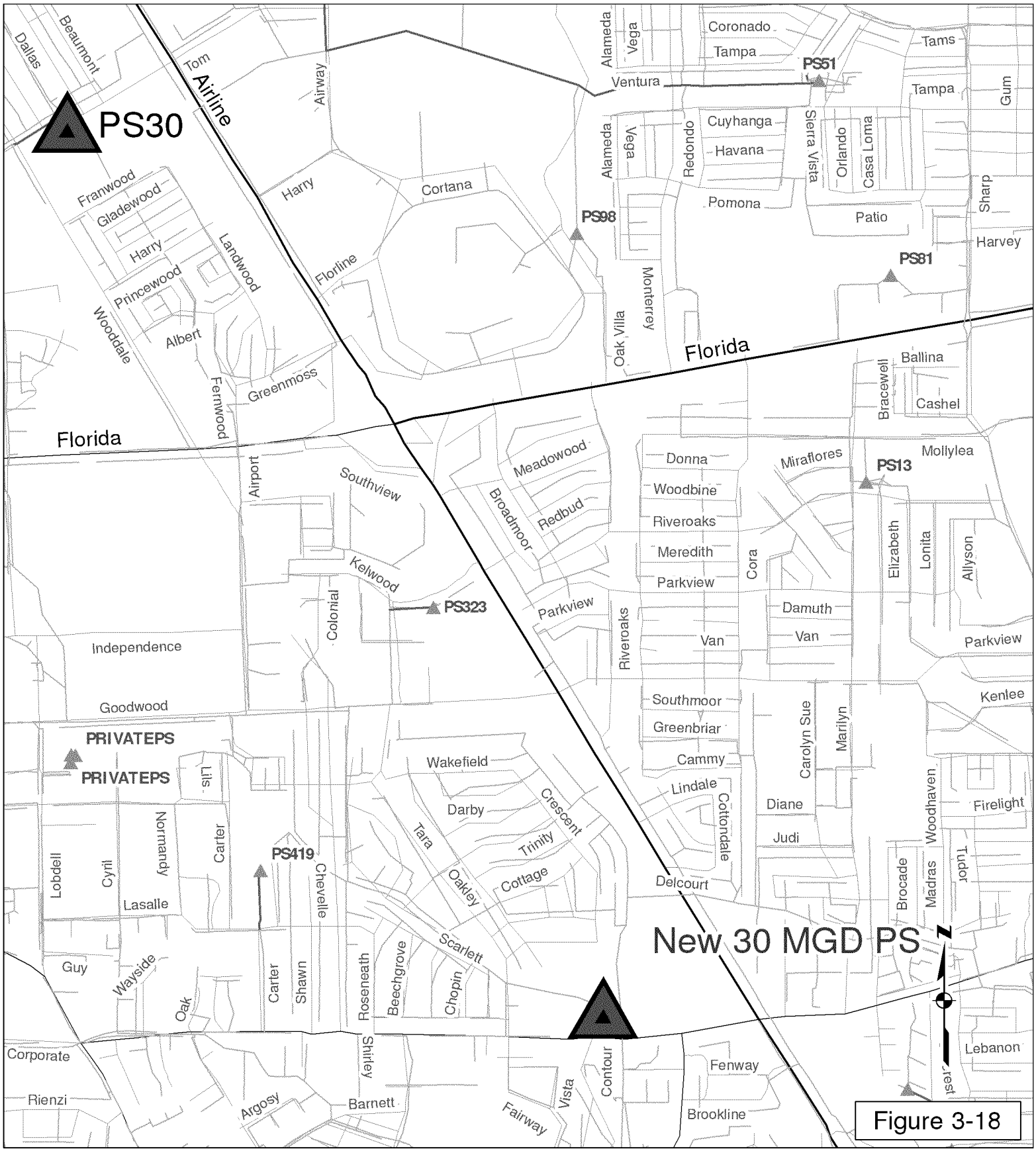

Figure 3-18

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,000 2,000 Feet

PUBLIC WORKS

SGC-C-0001

Project Vicinity Map

Baton Rouge Sewer Program

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3.2.7 SGC-C-0002 (Airline Highway - Jefferson Highway)

Project Description

Purpose of the Project / Project Background: The SGC-C-0002 project includes the upgrade of approximately 24,000 feet of gravity sewer to alleviate SSOs in the South Gravity Central basin.

The gravity sewer upgrades will work in conjunction with the forcemain and PS upgrades in the South Gravity Basin projects to alleviate SSOs at the PSs and in the gravity basins upstream of the PSs.

Location: The interceptors to be replaced under the SGC-C-0002 project are located near the intersection of highways Interstate 10 and Interstate 12 and north toward Airline Highway.

Gravity segment 058-00036 to 058-00015 starts at McCarroll Drive north of Interstate 12, crosses Interestate 12, then travels east to Essen Lane. The segment terminates on Essen Lane just north of Essen Heights Court.

Gravity segment 058-00586 to 058-00523 starts near the intersection of Seracedar Street and Cedarcrest Avenue and travels south on Cedarcrest Avenue. Section 058-00523 to 058-00501 goes south on Cedarcrest Avenue and over Airline Highway. Section 058-00501 to 058-00479 travels from manhole 058-00501 southwest to the intersection of Bea Drive and Mayfair Drive. The line then goes south on Bea Drive to Jefferson Highway. It then travels south to Landsbury Avenue.

Gravity segment PS250DS to 058-00479 goes from the lift station PS250, along Landsbury Avenue, past Hackberry Drive, and beyond the end of Landsbury Lane. Segment 058-00479 to 058-00490 goes from manhole 058-00479, along a drainage canal to the west, and ends at Inniswold Road. Segment 058-00490 to 058-00017 starts at Inniswold Road, continues along the canal to Bluebonnet Road, then goes south on Bluebonnet Road. At the intersection of Oliphant Road and Bluebonnet Road, the segment goes west to the drainage canal west of Drusilla Drive. The segment then goes north along the canal, crosses the canal, and ends at 058-00017.

Scope: Gravity segment 058-00036 to 058-00015 is currently an 18-inch line that will be replaced with a 24-inch line. This segment is approximately 6,300 feet long. This segment includes a crossing of Interstate 12.

Gravity segment 058-00586 to 058-00523 is currently a 12-inch line that will be upgraded to an 18-inch line. This segment is approximately 1,900 feet long. Section 058-00523 to 058-00501 is currently a 12-inch and 15-inch line that will be upgraded to a 21-inch line. This segment is approximately 640 feet. Section 058-00501 to 058-00479 is a 15-inch line that will be upgraded to 27-inch. This segment is approximately 2,700 feet.

Gravity segment PS250DS to 058-00479 is currently an 8-inch and 15-inch line and will be upgraded to an 18-inch line. This segment is approximately 1,100 feet long. Segment 058-00479 to 058-00490 is a 15-inch and 18-inch line that will be upgraded to a 36-inch line. This segment is approximately 1,900 feet. Segment 058-00490 to 058-00017 is an 18-inch and 24-inch line that will be upgraded to a 42-inch line. This segment is approximately 8,200 feet. Segment 058-00490 to 058-00017 has a canal crossing near Drusilla Drive.

Total Estimated Construction Cost is $11,000,000.

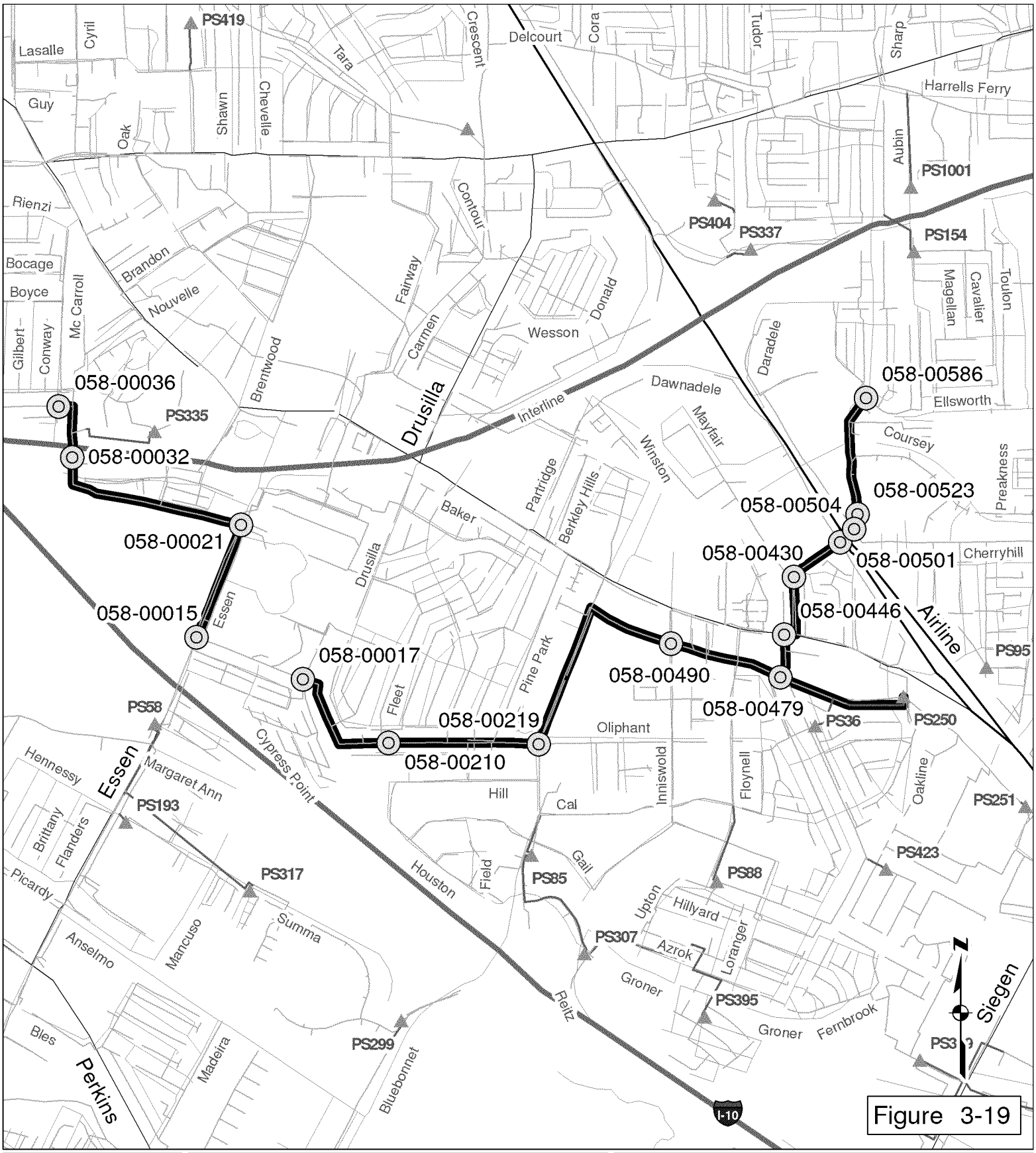


Figure 3-19

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,000 2,000 Feet

PUBLIC WORKS

SGC-C-0002

Project Vicinity Map

Baton Rouge
Sewer Program

3.2.8 SGC-C-0003 (Essen Lane - Interstate 12)

Project Description

Purpose of the Project / Project Background: The SGC-C-0003 project includes the upgrade of approximately 10,000 feet of gravity sewer and approximately 12,000 feet of forcemain to alleviate SSOs in the South Gravity Central basin.

The gravity sewer and forcemain upgrades will work in conjunction with the PS upgrades in the South Gravity Basin projects to alleviate chronic SSOs at the PSs and in the gravity basins upstream of the PSs.

Location: Gravity segment 058-01310 to 058-00935 is approximately a 2,000-foot long section that starts at Harry Drive and Donmoor Avenue and goes southerly along Donmoor Avenue to Florida Boulevard.

Gravity segment 058-01830 to 058-01826 is approximately a 530-foot long section that runs on the westerly side of Fernwood Avenue south to Florida Boulevard, and then runs easterly for about 100 feet along the north side of Florida Boulevard.

Gravity segment 058-01335 to 058-00890 is approximately 460 feet long, starting on Lils Court and going northerly past the end of Lils Court, then turning easterly past Carter Avenue. Gravity segment 058-00890 to 058-01132 starts south of Thurman Drive, just north of the drainage canal. The segment then goes northerly on Thurman Drive. This segment is approximately 450 feet long.

Gravity segment 058-05074 to 058-050006 starts on Murphy Drive north of Richards Drive. This segment goes southerly for approximately 370 feet. Segment 058-05006 to 058-00349, starts south of Richards Drive and runs southerly for approximately 270 feet to the north side of Interstate 12.

Gravity segment 058-00369 to 058-00004B starts on Marcel Avenue east of the intersection with Barnett Drive. The segment travels easterly down Marcel Avenue, then southeasterly across a golf course, terminating just east of Fairway Drive. This segment is approximately 2,900 feet long.

Gravity segment 058-01171 to 058-01159 starts on Brentwood Drive at the edge of a golf course, then goes easterly to Fairway Drive. This segment is approximately 1,800 feet long.

Gravity segment 058-00497 to 058-00499 is an approximately 520 feet long section along Bluebonnet Road between Jefferson Highway and French Village Avenue.

Gravity segment 058-00481 to 058-00482 is approximately 290 feet long, running north on Floynell Drive from Ridgely Road to the drainage canal.

Gravity segment 058-00172 to 058-00173 is approximately 330 feet long, beginning on the south side of Florida Boulevard at Marquette Avenue and going east. Gravity segment 058-00173 to 058-00940A is approximately 130 feet long and crosses Florida Boulevard.

The SGC-C-0003 project includes the construction of two sections of forcemain to be manifolded together with the new PS50 forcemain constructed under the SGU-C-0002 project. The forcemains in the SGC-C-0003 projectinclude a forcemain running from the new

PS located near manhole 058-000364 to the manifold site and a forcemain from the manifold site to PS58. The forcemain from the new PS (built under the SGC-C-0001 project) is approximately 6,500 feet long and starts at Tara Boulevard north of Old Hammond Highway and runs south down Fairway Drive. The forcemain then joins with the forcemain built in the SGU-C-0002 project on the north side of Jefferson Highway and Interstate 12. The forcemain from the manifold site to PS58 is approximately 5,600 feet long and starts near the intersection of Jefferson Highway and Interstate 12, goes west along the Interstate 12 ROW, and travels southerly down the ROW of Essen Lane to the wetwell of PS58 on Essen Lane.

Scope: Gravity segment 058-01310 to 058-00935 is currently a 10-inch line that will be upgraded to 18 inches. This segment is approximately 2,000 feet long.

Gravity segment 058-01830 to 058-01826 is currently a 10-inch and 15-inch line that will be upgraded to 21 inches. This segment is approximately 530 feet long.

Gravity segment 058-01335 to 058-00890 is currently an 8-inch and 10-inch line that will be upgraded to a 15-inch line. This segment is approximately 460 feet. Gravity segment 058-00890 to 058-01132 is a 12-inch line that will be upgraded to 18 inches. This segment is approximately 450 feet long. This segment includes a drainage canal crossing.

Gravity segment 058-05074 to 058-05006 is an 8-inch line that will be upgraded to 15 inches. This segment is approximately 370 feet. Segment 058-05006 to 058-00349 is a 12-inch line that will be upgraded to an 18-inch line. This segment is approximately 270 feet long.

Gravity segment 058-00369 to 058-00004B is an 18-inch line that will be upgraded to a 24-inch line. This segment is approximately 2,900 feet long. A portion of these gravity segments go through a golf course.

Gravity segment 058-01171 to 058-01159 is an 8-inch line that will be upgraded to 12-inches. This segment is approximately 1,800 feet long.

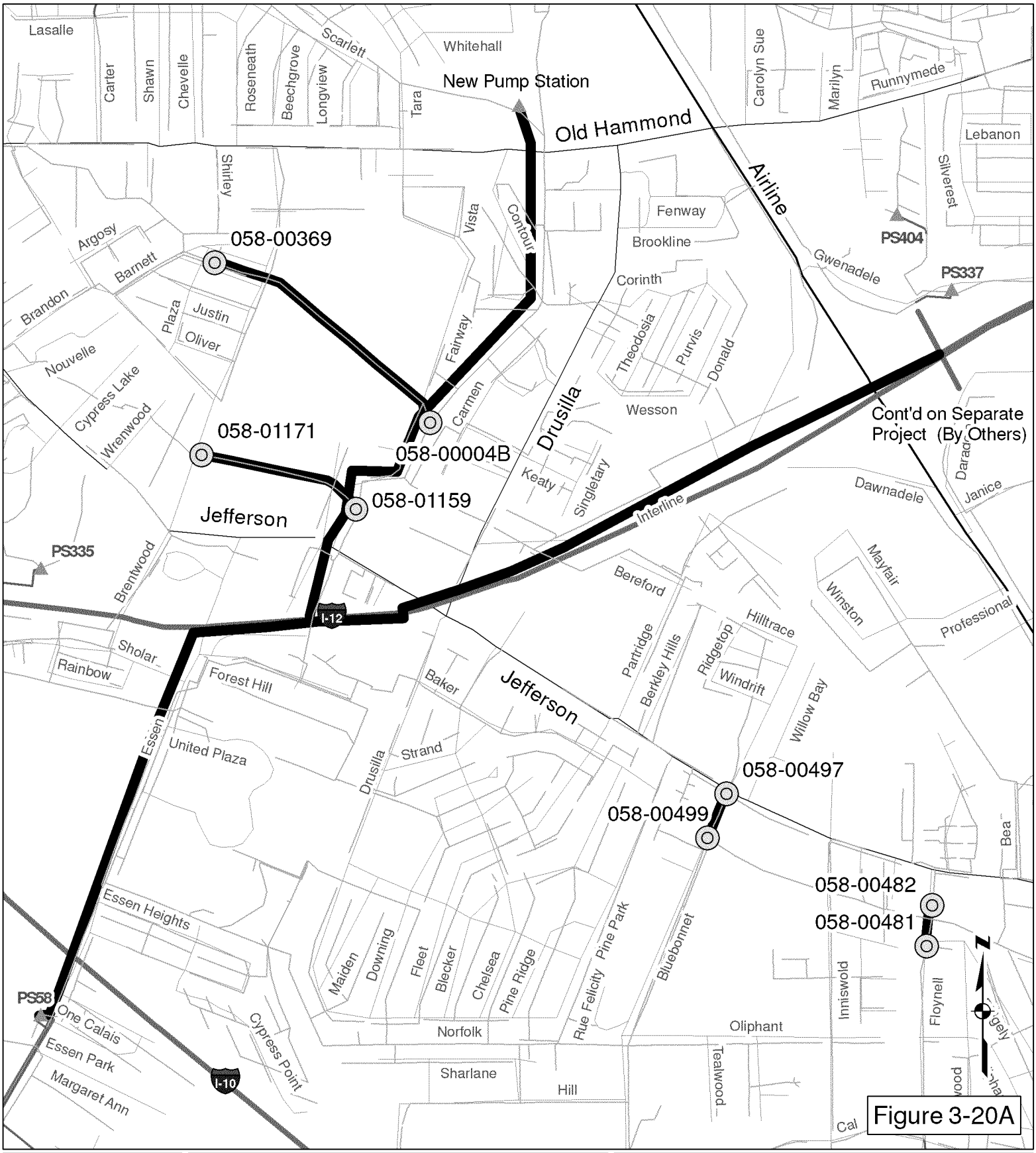
Gravity segment 058-00497 to 058-00499 is currently an 8-inch and will be upgraded to 12 inches. This segment is approximately 520 feet long.

Gravity segment 058-00481 to 058-00483 is currently an 8-inch line that will be upgraded to 12 inches. This segment is approximately 290 feet long.

Gravity segment 058-00172 to 058-058-00173 is currently an 8-inch line that will be upgraded to 10 inches. This segment is approximately 330 feet. Gravity segment 058-00173 to 058-00940A is an 8-inch line that will be upgraded to 12-inches (including a crossing under Florida Boulevard). This segment is approximately 130 feet long.

The forcemain from the new PS to the manifold is to be 30 inches in diameter, and the forcemain from the manifold to PS58 is to be 48 inches in diameter. The approximate lengths of these forcemains are 6,500 and 5,600 feet, respectively. The two forcemain segments built under this project will manifold with the new PS50 forcemain to be constructed under the SGU-C-0002 project. In addition, upgrades at PS58 to be constructed under the SGC-C-P58/Staring Lane project must be accounted for in the design and construction of the forcemains. The new forcemain from the manifold site to PS58 crosses both Interstate 12 and Interstate 10.

Total Estimated Construction Cost is $6,700,000.



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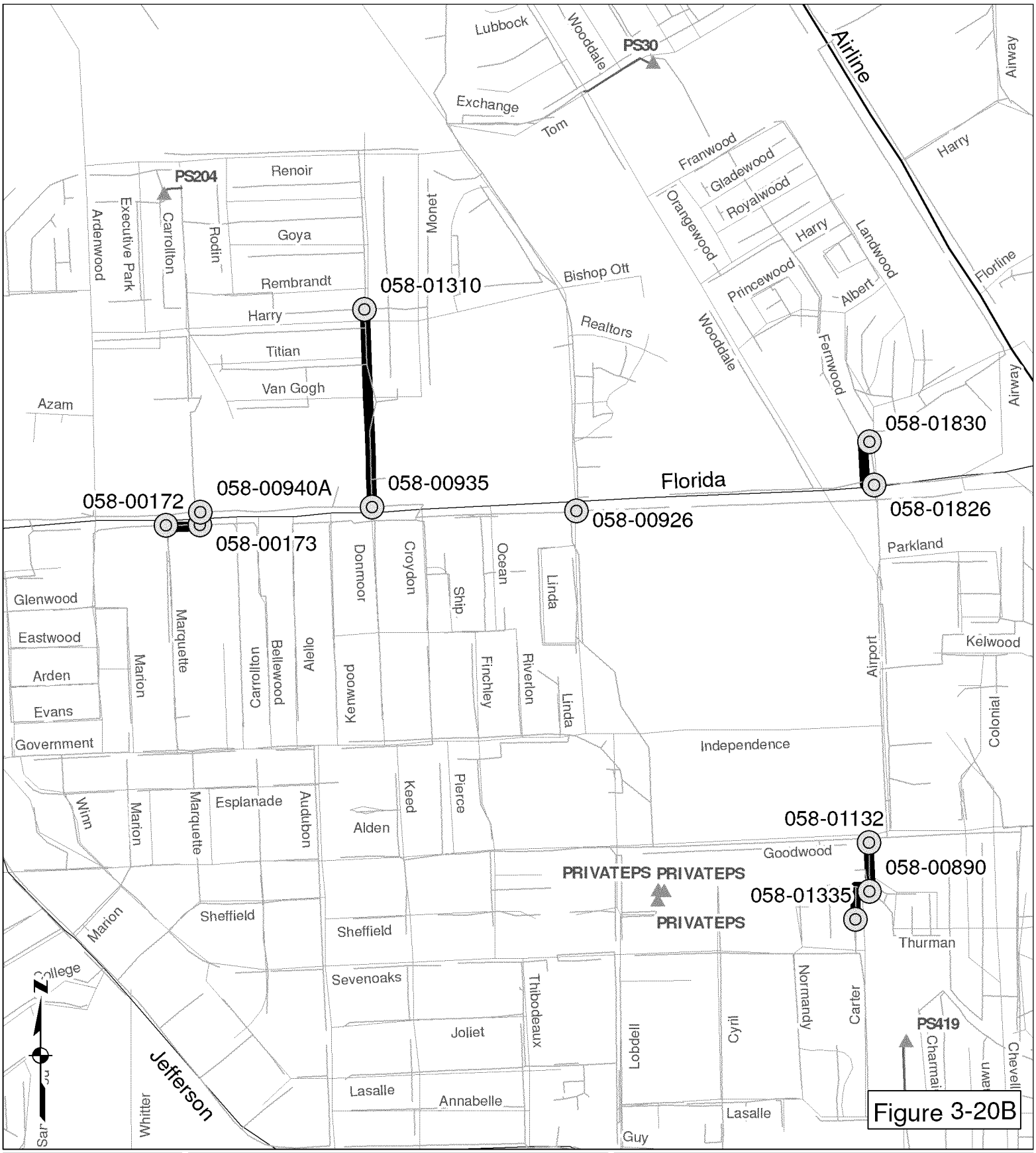

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 Feet

PUBLIC WORKS

SGC-C-0003

Project Vicinity Map

Baton Rouge Sewer Program

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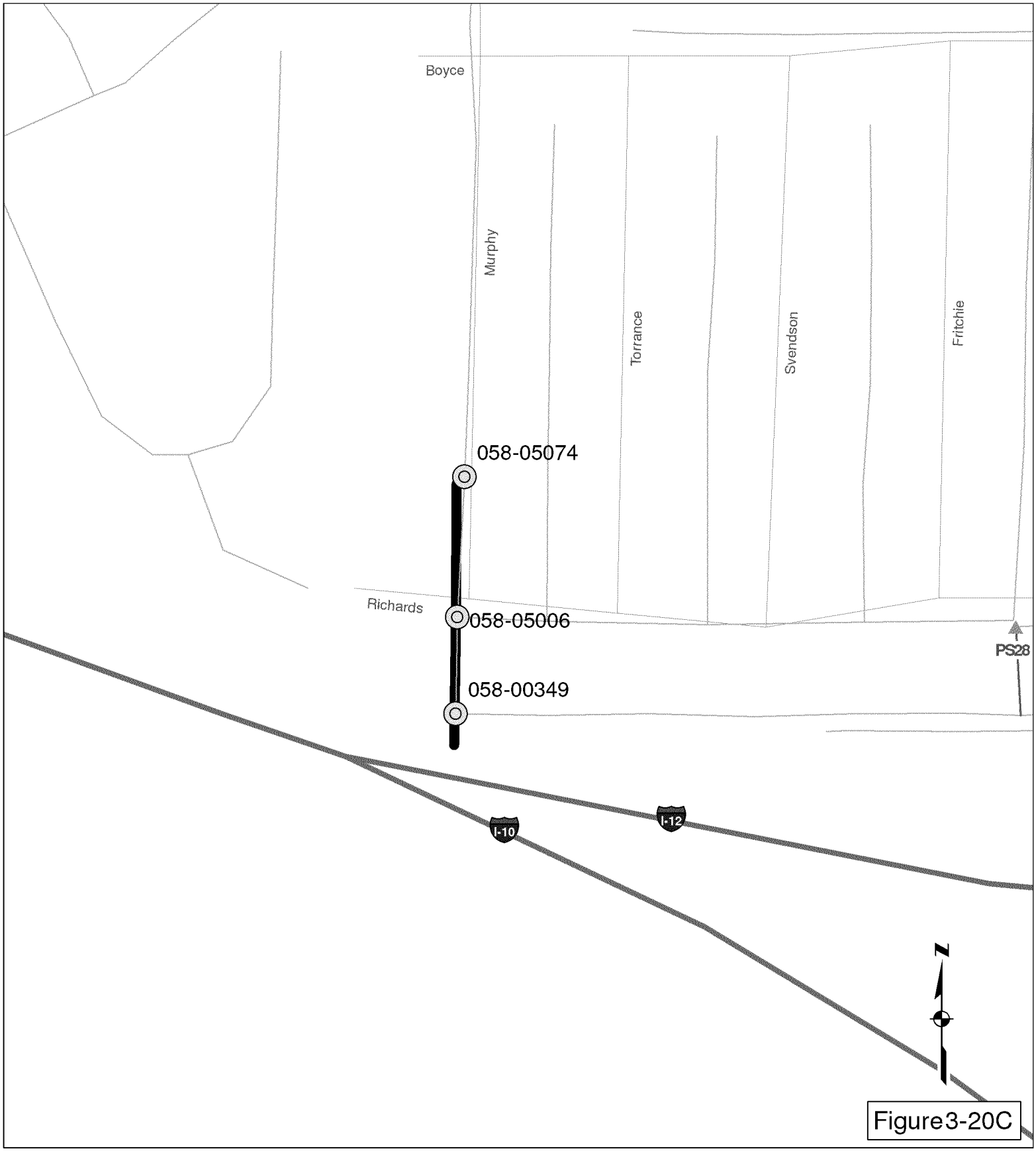

Figure3-20C

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 250 500 Feet

PUBLIC WORKS

SGC-C-0003

Project Vicinity Map

Baton Rouge
Sewer Program

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3.2.9 SGC-C-PS58 (Staring Lane FM - PS58 Improvements)

Project Description

Purpose of the Project / Project Background: The SGC-C-PS58/Staring Lane project includes the replacement of PS58 and the construction of a new forcemain from the upgraded PS58 to PS61 at the South WWTP. The purpose of this project is to relieve SSOs at PS58 as well as in the respective upstream basins. The construction of the direct forcemain between PS58 and PS61 alleviates the existing downstream gravity pipe, and allows the capacity needed for future flows in the Staring Lane area.

The BTRSSO hydraulic model predicts a PS58 capacity exceedance for the current peak flow and the future peak wet weather flow.

Location: PS58 is located at the intersection of Essen Lane and Essen Park. The area contributing to the PS is a mix of residential, commercial, and industrial.

The new forcemain from PS58 to PS61 starts at the intersection of Essen Lane and Essen Park and goes in a southerly direction along Essen Lane, continuing on Staring Lane after Perkins Road, where the name of the road changes from Essen Lane to Staring Lane. Staring Lane ends at the intersection with Highland Road, and at that point, the forcemain continues straight beyond Highland Road to PS61.

Scope: The current capacity of PS58 is 35 mgd, while the future predicted wet weather peak is 126 mgd. An existing 32-inch forcemain carries flow to a downstream gravity sewer, which is then pumped at downstream PS57. The dry weather flow of 34 mgd from PS58 will continue to be pumped down the existing forcemain to the gravity sewer. The wet weather flow will be pumped down the new 65-inch diameter, 22,000-foot long forcemain to PS61 through a separate set of pumps.

Note: The existing total maximum capacity for the PS was obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $30,900,000.

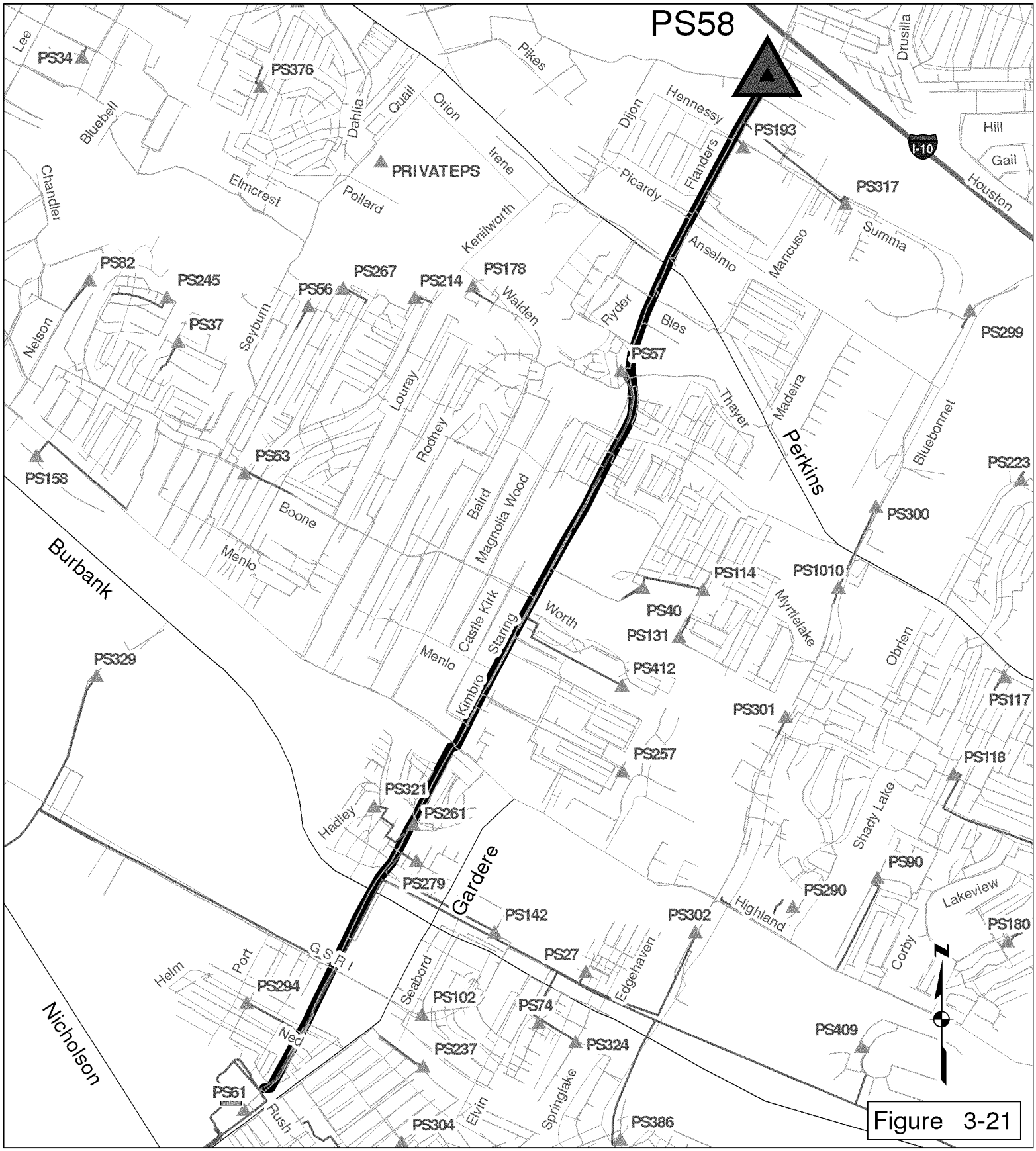
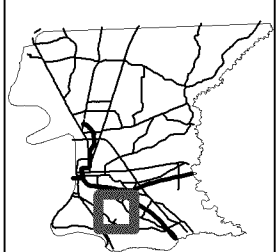


Figure 3-21



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,500 3,000 Feet

PUBLIC WORKS

SGC-C-PS58

Project Vicinity Map

Baton Rouge Sewer Program

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3.2.10 SGC-C-PS119 (Citiplace/Essen Area PS119 Forcemain Improvements)

Project Description

Purpose of the Project / Project Background: The SGC-C-PS119 project includes the upgrade of PS119 and the construction of a new 10,500 foot-long force main from PS119 to PS58.

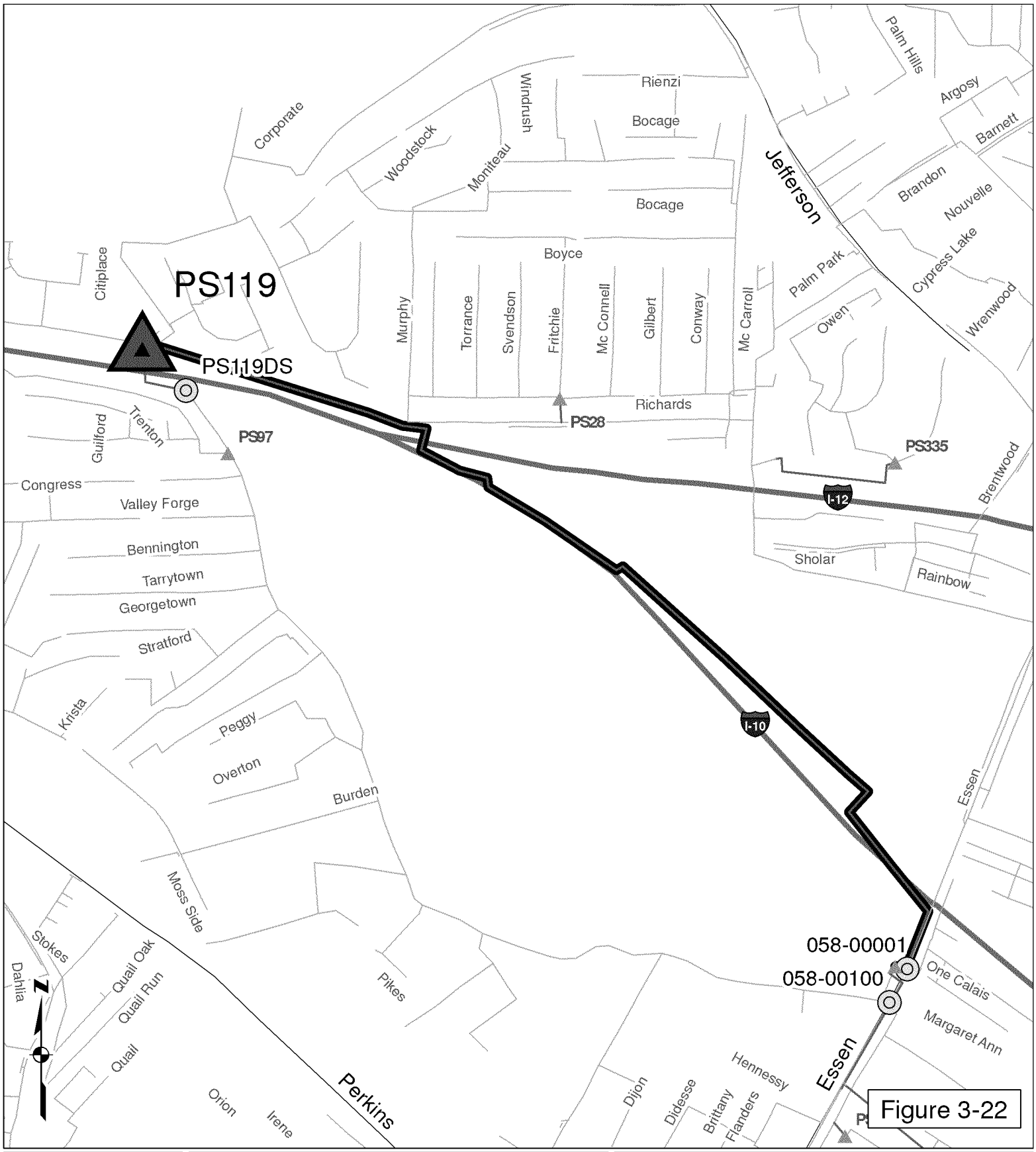
Location: PS119 is located on the north side of Highway I-10 on the western side of the creek near the movie theater and Citiplace Drive. The area contributing to this PS is mostly commercial.

The new forcemain from PS119 to PS58 starts on the west side of the creek north of I-10, then goes easterly along the right of way of highway I-10. The force main then runs southeasterly underneath both lanes of Interstate 12, and under the exit ramp from Interstate 10 west-bound to Interstate 12 eastbound. The new force main then travels southeasterly along the ROW for Interstate 10. The force main crosses under Interstate 10 through an existing tunnel underneath the highway on the property of the Rural Life Museum, then follows along the ROW for Essen Lane to PS58, which is located at Essen Lane and Essen Park.

Scope: PS119 has an existing total maximum capacity of 3.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.0 mgd, and the future wet weather flow is 3.5 mgd. The existing dry weather head at the PS is 22 feet and the peak future wet weather head is 50 feet. PS119 is to be replaced due to future head requirements.

New forcemain segment PS119 to PS58 will be an 18-inch line, approximately 10,500 feet long.

Total Estimated Construction Cost is $2,800,000.



East Baton Rouge Parish

Legend

Proposed
- New Pump Stations
- New Force Main
- New Gravity Main
- New Storage Facility

Existing
- Exist. Gravity
- Exist. Forcemain
- Exist. Pump Station
- Manholes\Nodes

Streets
- Interstate
- Major Arterial
- Major Collector

0 500 1,000 Feet

PUBLIC WORKS

SGC-C-PS119

Project Vicinity Map

Baton Rouge
Sewer Program

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3.2.11 SGL-C-0001 (Essen/Staring Area PS57 Improvements)

Project Description

Purpose of the Project / Project Background: The SGL-C-0001 project includes the upgrade of PS57 to alleviate SSOs at and near the PS and in the respective upstream basin. The BTRSSO hydraulic model predicts a PS capacity exceedance for the future peak wet weather flow.

The PS upgrades will work in conjunction with the forcemain and gravity sewer upgrades in the Central Gravity Basin projects to alleviate chronic SSOs at the PSs and in the gravity basins upstream of the PSs.

Location: PS57 is located along Staring Lane, south of the intersection with Town South Avenue. The area contributing to the PS is a mix of residential, commercial, and sparsely populated wooded areas.

Scope: PS57 has an existing total maximum capacity of 36.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 13 mgd, and the peak future wet weather flow is 61.5 mgd.

Note: The total maximum capacity for the PS was obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $7,700,000.

Figure 3-22

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

SGL-C-0001

Project Vicinity Map

Baton Rouge Sewer Program

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3.2.12 SGL-C-0002 (Multiple PSs at Highland Road and Kenilworth Parkway)

Project Description

Purpose of the Project / Project Background: The SGL-C-0002 project includes the upgrade of PS120, PS329, PS40, PS53, PS56, and PS68 to alleviate SSOs at and near the PSs and in their respective upstream basins. The hydraulic model predicts a PS capacity exceedance for the future peak wet weather flow.

The PS upgrades will work in conjunction with the forcemain and gravity sewer upgrades in the Central Gravity Basin projects to alleviate chronic SSOs at the PS and in the gravity basins upstream of the PSs

Location: PS120 is located off Helvetia Drive near the intersection with Bancroft Way. The majority of the area contributing to the PS is residential.

PS329 is located off Kenilworth Parkway near the intersection with Burbank Drive. The majority of the area contributing to the PS is a sparsely settled residential and industrial area.

PS40 is located off Southlawn Drive near the intersection with Arcadia Drive. The majority of the area contributing to the PS is residential.

PS53 is located off Boone Avenue near the intersection with Chippenham Drive. The majority of the area contributing to the PS is residential.

PS56 is located at the end of Chandler Drive, near the intersection of Chandler Drive with Highland Park Drive. The majority of the area contributing to the PS is residential.

PS68 is located off Burbank Drive southeast of the intersection of Jennifer Jean Drive and Burbank Drive. The majority of the area contributing to the PS is industrial and commercial.

Scope: PS120 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 1.1 mgd.

PS329 has an existing total maximum capacity of 1.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 2.1 mgd. Project SGL-C-0003 includes the replacement of the PS329 discharge forcemain with a 10-inch. Therefore, these two projects will need to be coordinated.

PS40 has an existing total maximum capacity of 1.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 1.3 mgd. The PS requires upgrading due to a higher future head condition.

PS53 has an existing total maximum capacity of 8.7 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.4 mgd, and the peak future wet weather flow is 26.2 mgd. Design of the forcemain under project SGL-C-0003 will need to be coordinated with this project. In addition, the current PS53 location has limited space for upgrade. In order to upgrade this PS, a new location may have to be found.

PS56 has an existing total maximum capacity of 1.8 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.4 mgd, and the peak future wet weather flow is 11 mgd.

PS68 has an existing total maximum capacity of 1.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 2.0 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $8,100,000.

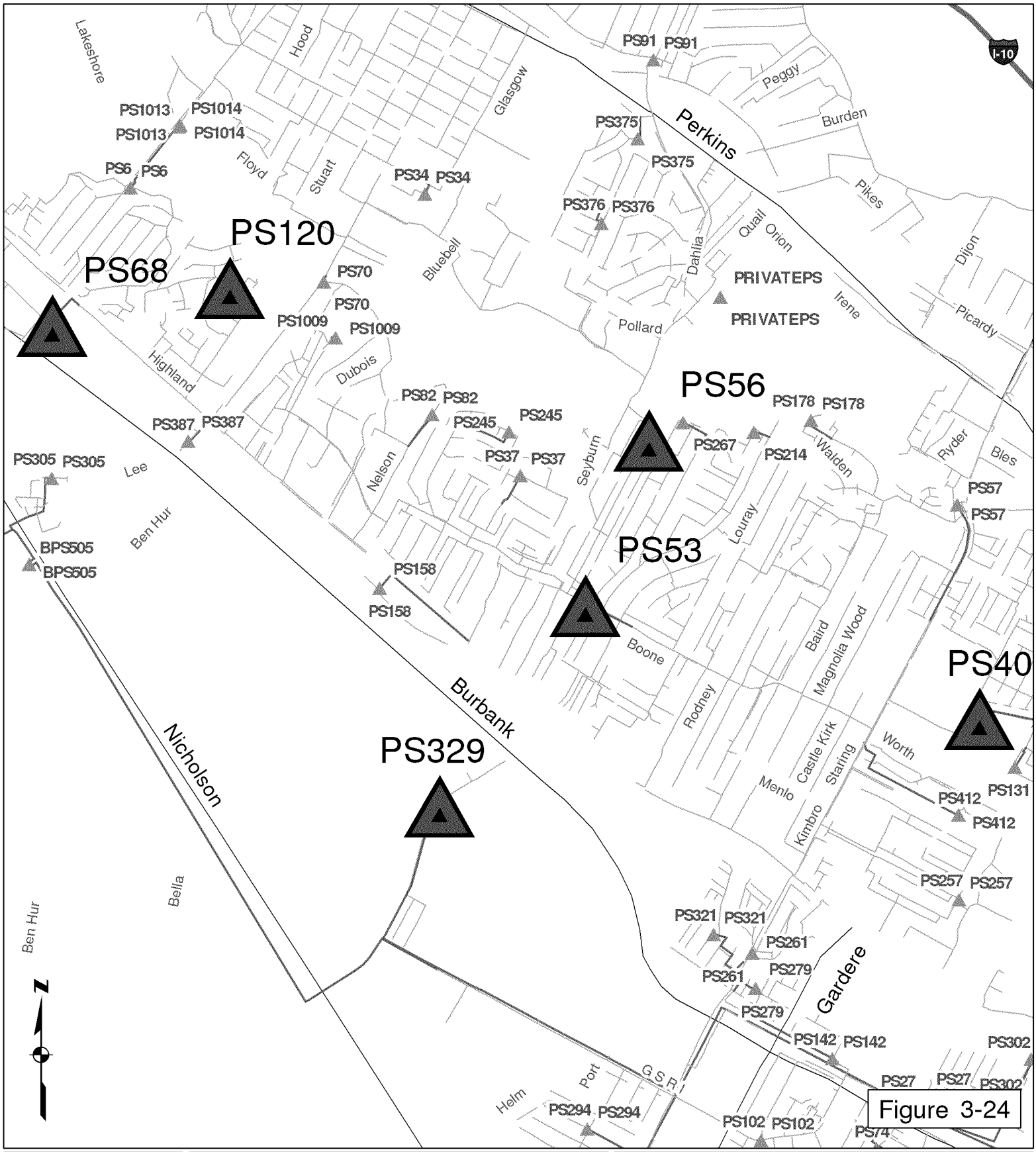

Figure 3-24

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,500 3,000 Feet

PUBLIC WORKS

SGL-C-0002

Project Vicinity Map

Baton Rouge Sewer Program

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3.2.13 SGL-C-0003 (Essen Lane - Highland Road)

Project Description

Purpose of the Project / Project Background: The SGL-C-0003 project includes the upgrade of approximately 28,000 feet of gravity sewer and 5,100 feet of forcemain upgrades to alleviate SSOs in the South Gravity Lower basin.

The gravity sewer and forcemain upgrades will work in conjunction with the PS upgrades in the South Gravity Basin projects to alleviate chronic SSOs at the PS and in the gravity basins upstream of the PS.

Location: The SGL-C-0003 project interceptor upgrades are bounded roughly by I-10 in the north, Nicholson Drive in the south, Winterhue Drive in the east, and Wylie Drive in the west.

Gravity segment 057-00147 to 057-00117 is approximately a 2,200-foot long section that starts at Chandler Drive near Applewood Drive and runs in a northeasterly direction between Applewood Road and Rodney Drive. The section then turns southeasterly and goes under a water channel to Thoreau Drive and Baird Drive. Gravity segment 057-00117 to 057-00080 is approximately a 700-foot long segment that starts at Thoreau Drive and Baird Drive, and goes north along Baird Drive and back over the water channel. This segment bends east along the water channel, then goes north parallel to Walden Road.

Gravity segment 057-00080 to 057-00003 starts southeast of the intersection of Walden Road and Applewood Road and runs in an easterly direction over a drainage canal toward Lake Calais Court. It then runs parallel to Clear Lake Avenue south of the houses on that street. The segment then goes in an easterly direction to the west side of Staring Lane. This segment is approximately 2,200 feet long. Segment 057-00003 to 057-00001 is approximately a 180-foot segment that runs northerly along Staring Lane to PS57.

Gravity segment 057-00330 to 057-05069 is approximately 460 feet long and starts on Madeira Drive between Perkins Road and Vienna Avenue and goes southeasterly from the road to the back of the houses on the east side of the road. The segment then turns southwesterly and ends just north of Perkins Road. Segment 057-05069 to 057-00367 is approximately 170 feet long, starting north of Perkins Road and going southwesterly to the southern side of Perkins Road.

Gravity segment 057-00367 to 057-00368 is approximately a 190-foot long section that runs from Perkins Road in a westerly direction on the north side of a drainage canal. Gravity segment 057-00367 to 057-00368 follows the northern side of the drainage canal west and north to Staring Lane.

Gravity segment 050-00012 to PS40 is approximately 1,200-foot long. This segment is located along Elysian Drive and goes in a southwesterly direction past Southlawn Drive. The segment then goes in a southeasterly direction to the PS.

Gravity segments 329-00016 to 329-00008 and 329-00008 to PS329 are located in a wooded area off GSRI Avenue. 329-00016 to 329-00008 is approximately 1,700 feet long and runs northerly from Tracy Lee Drive. Segment 329-00008 to PS329 is an approximately 280-foot section that runs northerly to PS329. Downstream of the PS102 forcemain, approximately

930 feet of gravity sewer will be replaced as segment PS102DS to 061-00364. This segment is located along GSRI Road, starting at Seaboard Drive and running northwesterly past Gardere Lane.

Gravity segment 302-05073 to 302-05052 is approximately 660 feet long and runs down Lakeview Drive. The segment goes in a southeasterly direction to the corner of Lakeview Drive and Oak Hills Parkway. Segment 302-05052 to 302-05031 is approximately 1,700 feet long, starting at Lakeview Drive and Oak Hills Parkway. The segment goes in a southerly direction down Oak Hills Parkway, cutting southwesterly to Pastureview Drive. The segment continues southeasterly past Pastureview Drive to Willow End Drive, which it follows easterly to Mossy Oak Avenue. It then turns southerly and ends at Highland Road.

Segment 302-05031 to 302-05010 goes westerly along Highland Road for approximately 1,800 feet to manhole 302-05010, which is halfway between Huntington Drive and Grand Lakes Drive. Segment 302-05010 to 302-05007A runs along Highland Road for approximately 1,000 feet to the intersection of highland Road and Rue de Laplace. Segment 302-05007A to 302-05004 is approximately 1,200 feet long, starting at Rue de Laplace and running up Highland Road westerly to Shady Lake Place. Segment 302-05004 to 302-05002 is approximately 1,500 feet long, running along Highland Road between Shady Lake Place and Bluebonnet Boulevard.

Gravity sewer replacement 061-00102 to 061-00407 is approximately 5,300 feet long is located on Boone Avenue between the first manhole southeast of Daventry Drive and ending at Staring Lane.

Gravity segment 061-00351 to 061-00302 is approximately 1,500 feet long, starting south of the cul-de-sac of Southlawn Drive and going westward to Staring Lane.

The PS329 forcemain will be replaced under this project. This forcemain is approximately 4,300 feet long. It starts at PS329, which is located in a wooded area in a northerly direction from GSRI Avenue, then runs south to GSRI Avenue, and turns easterly on GSRI Avenue to Gulf South Parkway.

The PS53 forcemain starts at Chippenham Drive and runs easterly along Boone Avenue for approximately 1,200 feet past Daventry Drive.

Scope: Gravity segment 057-00147 to 057-00117 is currently 10 inches in diameter and will be upgraded to a 15-inch diameter pipe. This segment is approximately 2,200 feet. Gravity segment 057-00117 to 057-00080 is currently between 10 and 12 inches in diameter and will be upgraded to an 18-inch diameter. This segment is approximately 700 feet. In addition, this segment goes underneath a water channel.

Gravity segment 057-00080 to 057-00003 is a 12-inch pipe that will be upgraded to 21 inches. This segment is approximately 2,200 feet. Long. Segment 057-00003 to 057-00001 is currently 24 inches in diameter and will be upgraded to 42 inches in diameter. This segment is approximately 180 feet long. In addition, this segment includes a crossing of a drainage canal.

Gravity segment 057-00330 to 057-05069 will be upgraded from 8 inches to 15 inches. This segment is 460 feet long. Segment 057-05069 to 057-00367 goes from 10 inches to 15 inches in diameter. This segment is approximately 170 feet. Gravity segment 057-00367 to 057-00368 is

currently a 10-inch diameter pipe that will go to an 18-inch pipe. This segment is approximately 190 feet. Segment 057-00367 to 057-00368 will be upgraded from a 10-inch diameter to a 21-inch diameter. This segment is approximately 700 feet.

Segment 050-00012 to PS40 will be upgraded from 8 inches to 15 inches in diameter. This segment is approximately 1,200 feet. PS40 will be upgraded under project SGL-C-0002.

Gravity segments 329-00016 to 329-00008 will be upgraded from 10 inches to 15 inches, and 329-00008 to PS329 will go from a 10-inch diameter to an 18-inch diameter pipe. This entire segment is approximately 2,000 feet, including approximately 1,700 feet of 15-inch pipe and approximately 300 feet of 18-inch pipe.

Gravity segment PS102DS to 061-00364 will be upgraded from an 8-inch diameter to a 15-inch diameter pipe. This segment is approximately 930 feet long.

Gravity segment 302-05073 to 302-05052 is an 8-inch line that will be replaced with a 12-inch line. This segment is approximately 660 feet. Segment 302-05052 to 302-05031 is 8 inches in diameter and will be upgraded to a 15-inch diameter. This segment is approximately 1,700 feet long. Segment 302-05031 to 302-05010 is a 15 to 18-inch diameter line that will go to an 18-inch line. This segment is approximately 1,800 feet long. Segment 302-05010 to 302-05007A goes from an 18-inch line to a 24-inch line. This segment is approximately 950 feet long. Segment 302-05007A to 302-05004 is upgraded from 18 inches to 24 inches, and segment 302-05004 to 302-05002 is upgraded from 18 inches to 27 inches. These segments are approximately 1,200 feet and 1,500 feet long, respectively.

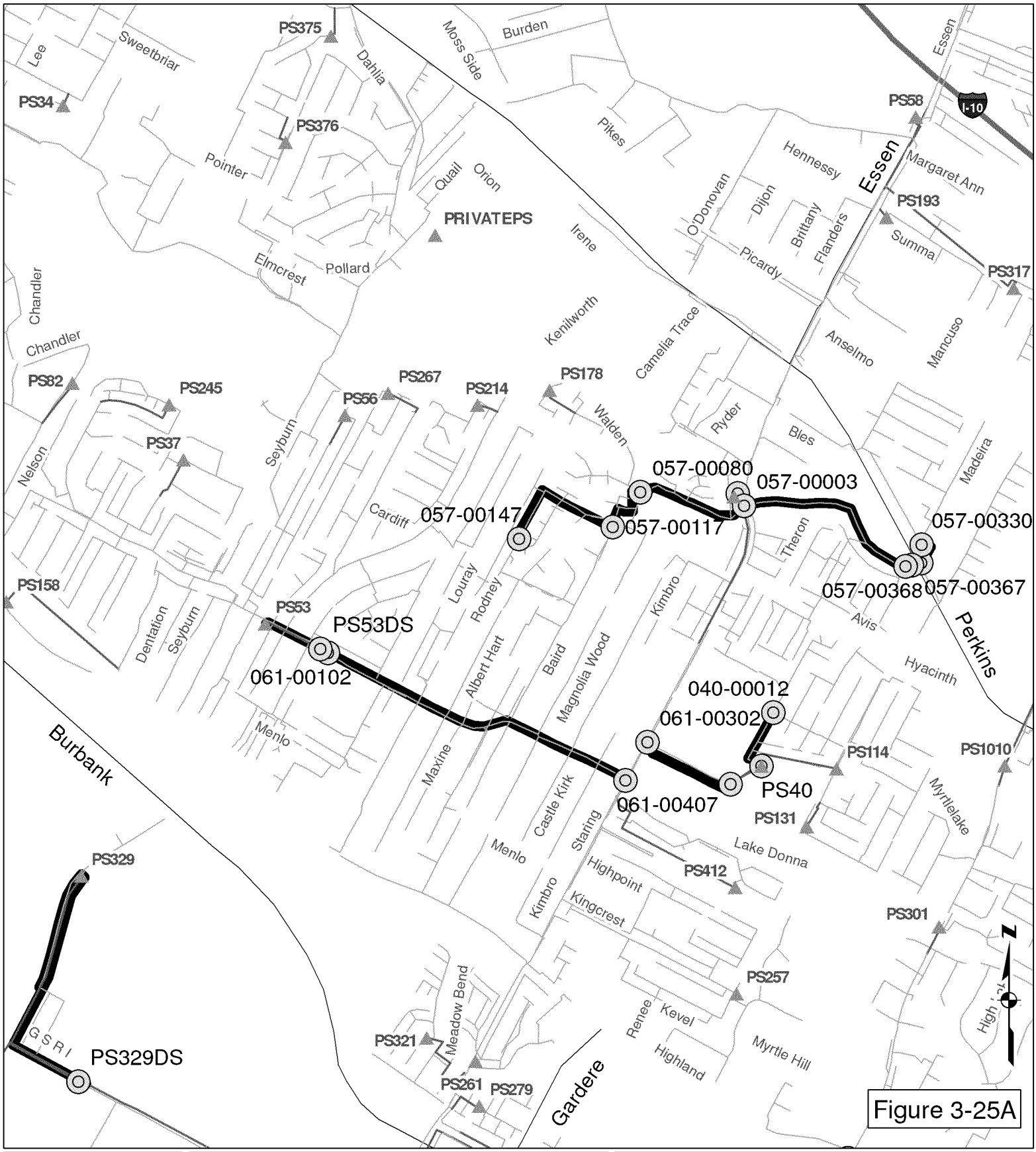
Gravity segment 061-00102 to 061-00407 will be upgraded from a 36-inch diameter to a 54-inch diameter. This segment is approximately 5,300 feet long.

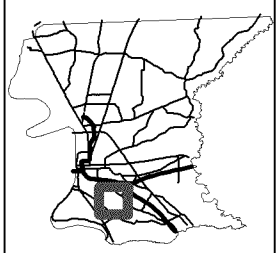
Gravity segment 061-00351 to 061-00302 is currently a 12-inch diameter pipe that will be upgraded to an 18-inch diameter pipe. This segment is approximately 1,500 feet long.

The PS329 forcemain will be upgraded from an 8-inch to a 10-inch diameter. This segment is approximately 4,300 feet long.

The PS53 forcemain will be upgraded from 18 inches to 24 inches. This segment is approximately 1,200 feet long.

Total Estimated Construction Cost is $12,000,000





East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,000 2,000 Feet

PUBLIC WORKS

SGL-C-0003

Project Vicinity Map

Baton Rouge
Sewer Program

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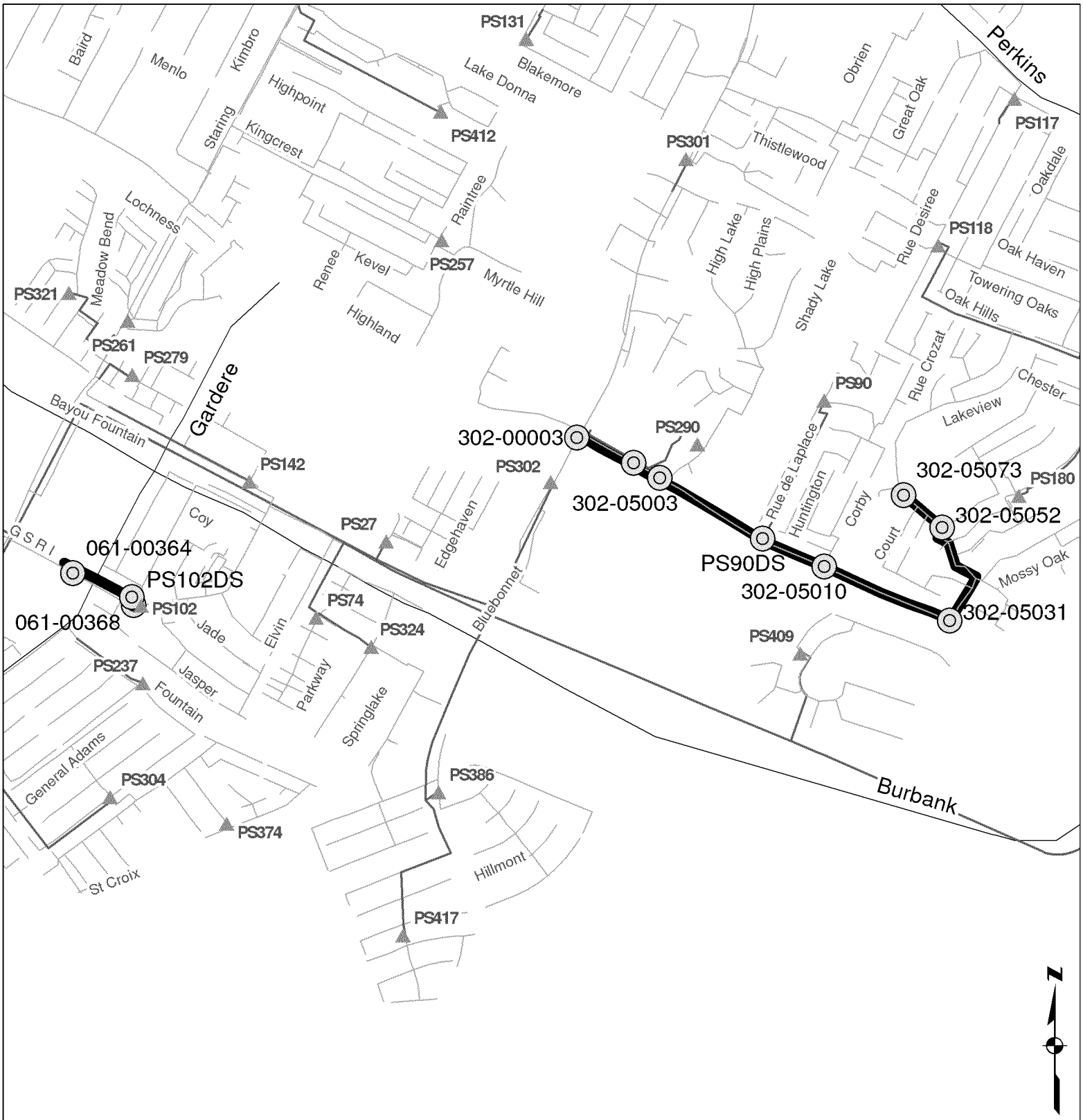

Figure 3-25B

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,000 2,000 Feet

PUBLIC WORKS

SGL-C-0003

Project Vicinity Map

Baton Rouge Sewer Program

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3.2.14 SGL-C-0004 (Highland Road - Lee Drive)

Project Description

Purpose of the Project / Project Background: The SGL-C-0004 project includes the upgrade of approximately 21,000 feet of gravity sewer to alleviate SSOs in the South Gravity Lower basin.

The gravity sewer upgrades will work in conjunction with the forcemain and PS upgrades in the South Gravity Basin to alleviate chronic SSOs at the PSs and in the gravity basins upstream of the PS

Location: The SGL-C-0004 project includes upgrades of gravity interceptors near Highland Road between Bromley Road in the east and Delgado Drive in the west.

Gravity segment PS56DS to 053-00003 is approximately a 2,900-foot long section located between Wylie Drive and Highland Park Drive. The northern boundary of this line is Chandler Avenue and the southern boundary is Boone Avenue.

Gravity segments 053-00180 to 053-00179 and 053-00179 to 053-00177 are located between Stoneleigh Drive and Kenilworth Parkway, bounded by Watford Avenue on the north and Leycester Drive on the south. Gravity segment 053-00180 to 053-00179 is approximately 390 feet long and 053-00179 to 053-00177 is approximately 1,400 feet long.

Segment 053-00177 to 053-00168 is approximately 330 feet long and is located at the corner of Stoneleigh Drive and Leycester Drive. Segment 053-00168 to 053-00144 runs through backyards between Kentworth Parkway and Chippenham Drive between Leycester Drive and Boone Avenue. This segment is approximately 1,600 feet long.

Gravity segment 053-00421 to 053-00407 is approximately 3,500 feet long. It starts on Highland Road between Henry Adams Road and Clara Drive and runs in a southeasterly direction down Highland Road to manhole 053-00407, which is just past Lee Drive. Segment 053-00407 to 053-00316 starts on Highland Road just past Lee Drive and runs in a south-easterly direction to Burgin Avenue. At Burgin Avenue, this segment goes in a northeasterly direction. At Boston Street, it turns southeasterly again. At McDonald Avenue, the line turns to go northeasterly, then turns again southeasterly onto Menlo Drive. The segment goes down Menlo Drive to manhole 053-00316, which is halfway between Leeward Drive and Sunset Boulevard. This segment is approximately 3,500 feet long.

Segment 053-00316 to 053-00014 starts on Menlo Drive halfway between Leeward Drive and Sunset Boulevard and goes southeasterly along Menlo Drive past the intersection of Nelson Drive with Menlo Drive. The segment continues past the end of Menlo Drive behind a line of houses, and then the segment turns northerly to manhole 053-00014, which is northwest of Woodstone Drive.

Gravity segment 053-00012A starts northwest of Woodstone Court and travels southeasterly direction along a drainage canal between Woodgate Court and Millgate Place to manhole 053-00003, which is located on Boone Avenue halfway between Wylie Drive and Highland Park Drive.

Gravity segment 053-00429 to 053-00410 is approximately a 1,800-foot long segment that runs parallel to Bancroft Way, set off southeasterly half a block. The segment starts northeast of Timbercove Street and ends at Highland Road.

Scope: Gravity segment PS56DS to 053-00003 is currently an 18-inch diameter pipe that will be upgraded to a 24-inch diameter pipe. This segment is approximately 2,900 feet long. In addition, this segment includes a canal crossing.

Segment 053-00179 to 053-00177 is a 10-inch line that will be replaced with a 15-inch line. This segment is approximately 1,400 feet. Segment 053-00177 to 053-00168 is 10 inches in diameter that will be upgraded to 18 inches in diameter. This segment is approximately 330 feet long. Segment 053-00168 to 053-00144 is currently a 10-inch diameter pipe that will be replaced with a 21-inch pipe. This segment is approximately 1,600 feet long.

Gravity segment 053-00421 to 053-00407 is a 12-inch pipe that will be upgraded to an 18-inch pipe. This segment is approximately 3,500 feet long. Segment 053-00407 to 053-00316 will be upgraded from 12-inch or 18-inch diameter to a 24-inch diameter pipe. This segment is approximately 3,500 feet long. Segment 053-00316 to 053-00014 will be upgraded from an 18-inch pipe to a 27-inch pipe. This segment is approximately 1,800 feet long. Segment 053-00014 to 053-00012A will go from an 18-inch diameter to a 30-inch diameter pipe. This segment is approximately 470 feet long. Segment 053-00012A to 053-00003 is currently a 24-inch diameter pipe that will be upgraded to a 36-inch diameter pipe. This segment is approximately 3,200 feet long. In addition, this segment includes a canal crossing.

Gravity segment 053-00429 to 053-00410 is currently 12 inches in diameter and will be upgraded to an 18-inch diameter pipe. This segment is approximately 1,800 feet long.

Total Estimated Construction Cost is $8,000,000

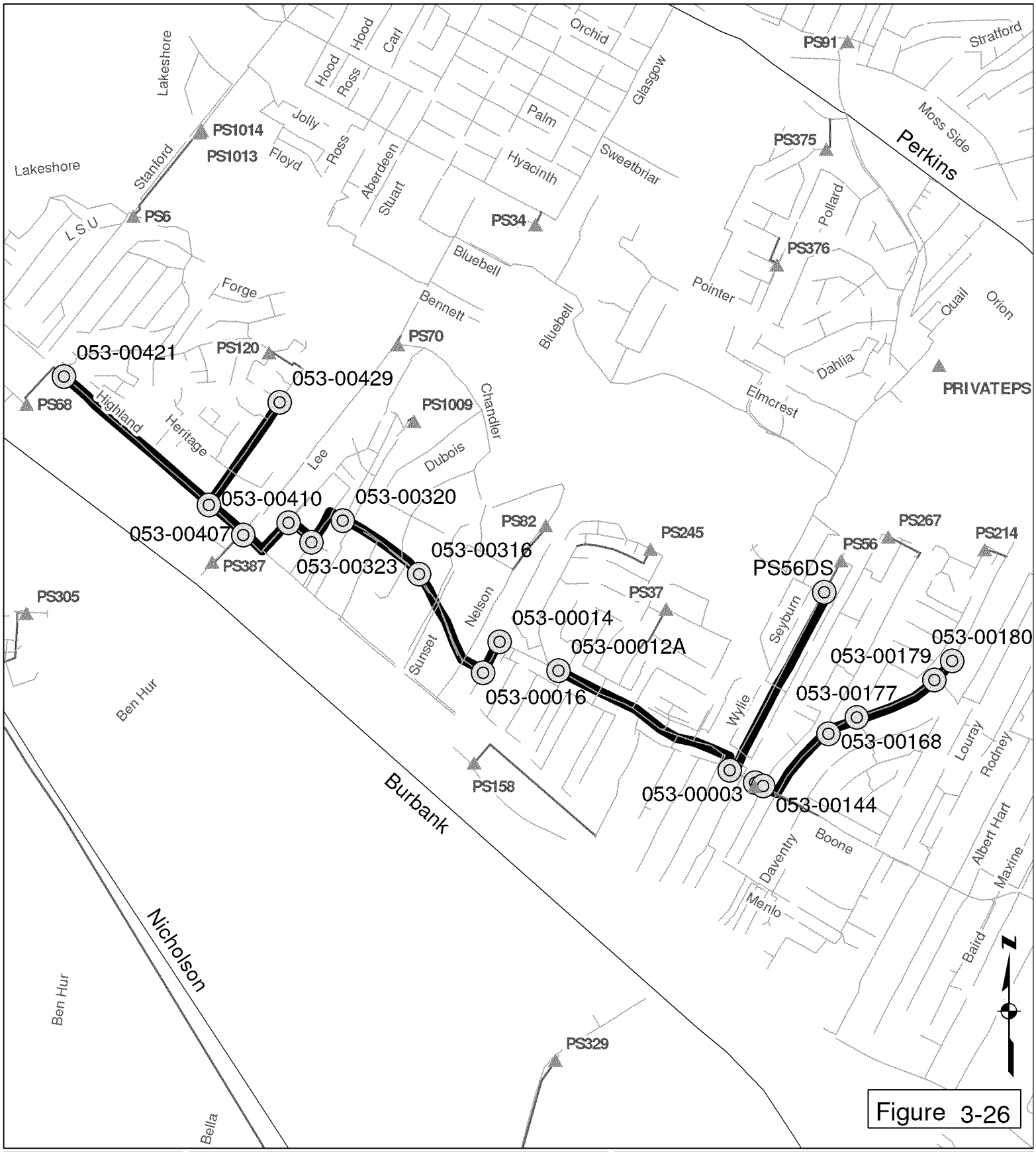

Figure 3-26

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,000 2,000 Feet

PUBLIC WORKS

SGL-C-0004

Project Vicinity Map

Baton Rouge Sewer Program

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3.2.15 SGL-C-0005 (Perkins Road - Dahlia Street)

Project Description

Purpose of the Project / Project Background: The SGL-C-0005 project includes the upgrade of approximately 20,000 feet of gravity sewer to alleviate SSOs in the South Gravity Lower basin.

The gravity sewer upgrades will work in conjunction with the PS upgrades in the South Gravity Basin projects to alleviate chronic SSOs at the PSs and in the gravity basins upstream of the PSs.

Location: The SGL-C-0005 project includes gravity sewer replacements in the area of Perkins Road and Burbank Drive.

Gravity segment 056-00133H to 056-00153 is located in a wooded area, starting south of Belvedere Drive and progressing in an easterly direction through the woods south of Elmcrest Drive and Pollard Parkway. This segment is approximately 3,800 feet long.

Segment 056-00208 to 056-00133H starts at Lee Drive south of Bennett Drive. The segment travels in a northeasterly direction, then goes easterly on Bluebell Drive. This segment continues easterly beyond the end of Bluebell Drive through a wooded area to manhole 056-00133H, which is south of Belvedere Drive. This segment is approximately 4,200 feet long.

Gravity segment 056-00148 to PS56 is approximately 970 feet long, starting in the wooded area north of Chandler Drive and traveling in a southeasterly direction to PS56, which is located off Chandler Drive west of its intersection with Highland Park Drive. Segment 056-00153 to 056-00148 is approximately 700 feet long. This segment starts south of the Christian Life Academy off Quail Drive and continues in a southwesterly direction to manhole 056-00148 in a wooded area.

Gravity segment PS70DS to 056-00208 is located along Lee Drive north of the drainage canal north of PS70. This segment is approximately 790 feet long.

Gravity segment 091-00004 to 091-00001 is approximately 700 feet long and is located along Concord Avenue between Yorktown Drive and Brandywine Drive. Segment 091-00074 to 091-00006 is approximately 1,300 feet long. This segment begins on Valley Creek Drive and continues southeasterly through a wooded area to the intersection of Concord Avenue and Congress Boulevard.

Segment 056-00011 to 056-00153 is approximately 1,300 feet long, starting near the intersection of Pollard Parkway and Quail Drive, and traveling southwest to manhole 056-00153. This segment goes through the Christian Life Academy complex.

Gravity segment 056-00052C to 056-00018 is approximately 4,600 feet long. The segment starts at the intersection of Perkins Road and Pollard Parkway and parallels the drainage canal to the northeast of Dahlia Avenue as the segment goes in a southeasterly direction to manhole 056-00031.

Segment 056-00052G to 056-00052C is approximately 830 feet long. It begins downstream of the PS91 forcemain near the corner of Moss Point Drive and Moss Side Lane, then continues southeasterly on the south side of the drainage canal to the north side of Perkins Road.

Segment 056-00152 to 056-00011 is located just south of the intersection of Pollard Parkway with Quail Drive. It is approximately 330 feet long.

Scope: Gravity segment 056-00133H to 056-00153 is currently a 15-inch diameter pipe that will be upgraded to a 24-inch diameter pipe. This segment is approximately 3,800 feet long. Segment 056-00208 to 056-00133H is a 12-inch to 15-inch diameter pipe that will be upgraded to a 21-inch diameter pipe. This segment is approximately 4,200 feet long.

Gravity segment 056-00148 to PS56 is currently an 18-inch line that will be upgraded to a 36-inch line. This segment is approximately 970 feet. Segment 056-00153 to 056-00148 will be upgraded from 15-inch or 18-inch line to a 30-inch line. This segment is approximately 700 feet long. Gravity segment 056-00148 to PS56 will be influenced by Project SGL-C-0002 in which PS56 will be upgraded. Segment 056-00208 to 056-00133H includes a crossing of a drainage channel.

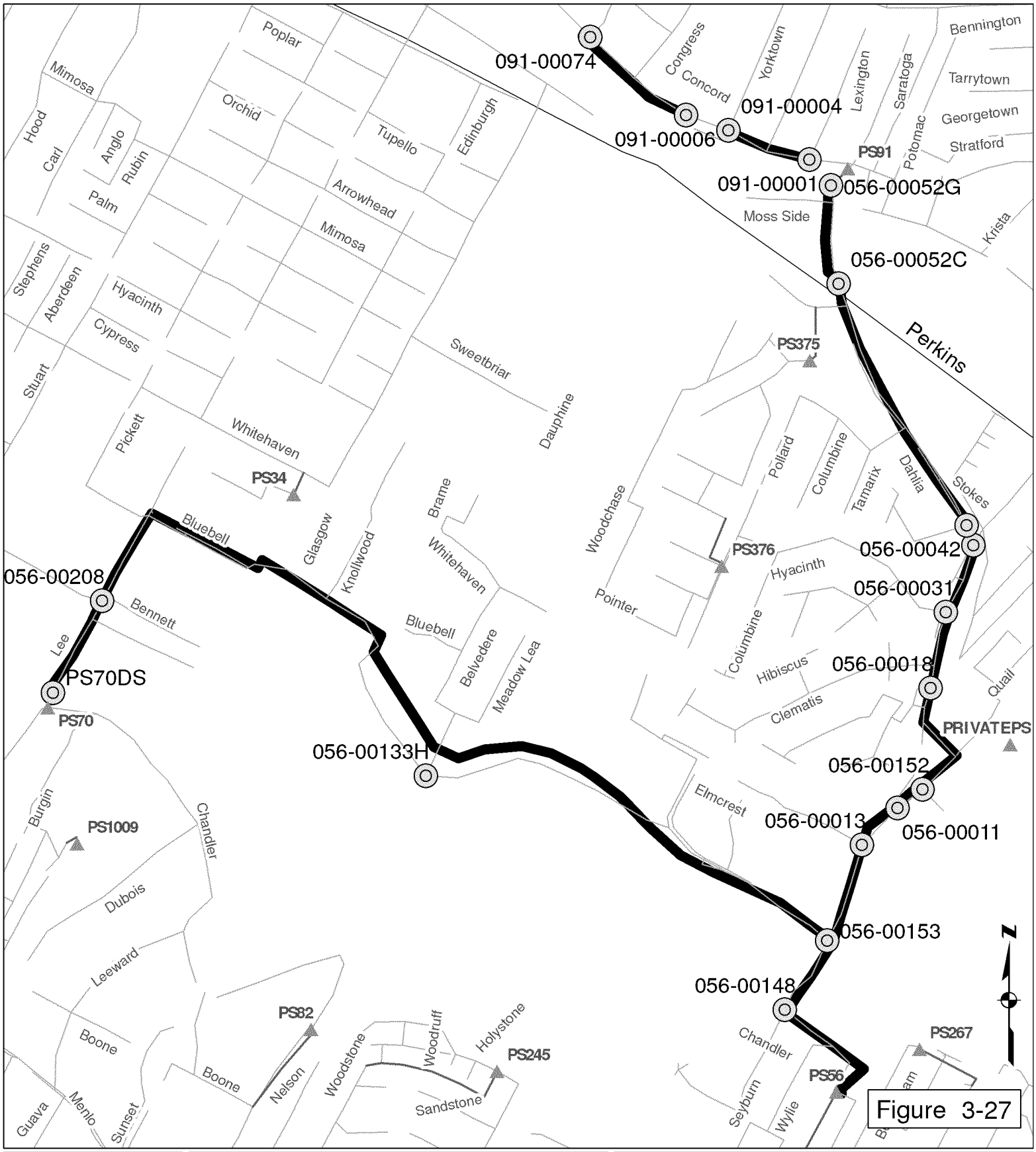
Gravity segment PS70DS to 056-00208 is currently a 12-inch line that will be replaced with an 18-inch line. This segment is approximately 790 feet long.

Gravity segment 091-00004 to 091-00001 is a 12-inch pipe that will be upgraded to an 18-inch pipe. This segment is approximately 700 feet. Segment 091-00074 to 091-00006 will be upgraded from a 10-inch diameter pipe to a 15-inch diameter pipe. This segment is approximately 1,300 feet long.

Segment 056-00011 to 056-00153 is a 15-inch pipe that will be upgraded with a 30-inch pipe. This segment is approximately 1,300 feet long.

Gravity segment 056-00052C to 056-00018 is a 12-inch or 15-inch pipe that will be upgraded to a 21-inch pipe. This segment is approximately 4,600 feet. Gravity segment 056-00052G to 056-00052C will be upgraded from a 12-inch diameter to an 18-inch diameter pipe. This segment is approximately 830 feet long. Gravity segment 056-00052C to 056-00018 includes a crossing of Perkins Road. Segment 056-00152 to 056-00011 is currently 15 inches in diameter and will be upgraded to 24 inches in diameter. This segment is approximately 330 feet long.

Total Estimated Construction is $6,900,000



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3.3 South Forcemain System Comprehensive Rehabilitation Projects

3.3.1 SFL-R-0001, SFL-R-0002, SFL-R-0003, AND SFU-R-0001

Project Description

The sanitary sewer system comprehensive rehabilitation projects consist of improvements to various components of the sewer collection system to reduce the amount of rainwater and groundwater that leak into the system.

Purpose

The purpose of the comprehensive sewer rehabilitation is to correct defects in the system such as offset pipe joints, collapsed pipe sections, leaking manholes, and direct inflow sources. The water that enters the system through the defects can contribute to sanitary sewer overflows. Comprehensive rehabilitation of the collection system will contribute to alleviating sanitary sewer overflows by reducing I/I.

Location

There are four projects located primarily within the South Forcemain Basin. The locations of the projects are shown on the attached maps.

Scope of Project

The first phase of comprehensive rehabilitation projects will be the physical inspection of the pipes and manholes including closed circuit television inspection of all pipes. Smoke testing may also be included in the physical inspection phase.

The data collected by the physical inspection contractor will be analyzed and based on that analysis, a listing of recommended repairs with associated construction costs will be generated.

An engineering firm will then complete detailed design and preparation of construction documents for project bidding.

The construction of rehabilitation projects will typically include the following components.

- Replacement of pipes
- Point repair of pipes
- Rehabilitation of pipes by cured in place liners
- Rehabilitation or replacement of sewer manholes
- Repair of sewer laterals to the property line

Cost

The estimated construction cost for each project is presented in Table 3-2. These costs are based on preliminary estimates of the amounts of each component of the system that will require repair or replacement. During the physical inspection phase, the actual condition of

the components will be assessed and appropriate methods recommended. At that time, the cost estimate for each project will be revised.

TABLE 3-2
Estimated Construction Costs for South Forcemain System Comprehensive Rehabilitation Projects

Project Description	Construction Cost
SFU-R-0001-Antioch Road-Chadsford Drive	$8,100,000
SFL-R-0001-Jefferson Highway-Hoo Shoo Too Road	$2,250,000
SFL-R-0002-Jones Creek Road-Tiger Road	$5,400,000
SFL-R-0003-Siegen Lane-Interstate 10	$6,400,000

Figure 3-28

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 500 1,000 Feet

N

PUBLIC WORKS

SFL-R-0001

Proj #1 Jefferson Hwy - Hoo Shoo Too Rd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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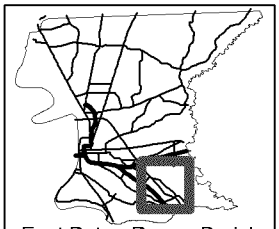

Legend

Area Designated for Physical Inspection

0 0.5 1 Miles

N

PUBLIC WORKS

SFL-R-0002

Proj #19 Jones Creek Rd. - Tiger Bend Rd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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Figure 3-30

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

SFL-R-0003

Proj #21 Siegen Ln. - Interstate 10

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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Figure 3-31

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

SFU-R-0001

Proj #18 Antioch Rd. - Chadsford Dr.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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3.4 South Forcemain System Capacity Improvements Projects

3.4.1 SFL-C-0001 (Multiple PSs – Nicholson Drive – Brightside Drive)

Project Description

Purpose of the Project / Background Information: The project includes upgrades to PS236, PS336, PS311, Booster Pump Station (BPS) 505, PS107. The upgrades will work in conjunction with the forcemain upgrades in the South Forced Lower Basin project to alleviate chronic SSOs at the PSs, in the forcemains exiting the PSs, and in the gravity areas upstream of the PSs.

The upgrades will also allow the PSs to handle future peak wet weather flows that are predicted by the model.

Location: A description of the location of each PS and its contributing area is provided below.

PS236 is located south of Brightside Road, east of Riverbend Road and west of Nicholson Road. The majority of the area contributing to the PS is residential.

PS336 is located west of Nicholson Road and west of Riverbend Road. The majority of the area contributing to the PS is residential.

PS311 is located along Twelve Oaks Road east of Riverbend Road. The majority of the area contributing to the PS is residential and commercial.

BPS505 is located west of the intersection of Oleson Road and Brightside Road. The area contributing to the PS is a combination of commercial and residential.

PS107 is located north of Brightside Road and west of Nicholson Road. The site is located north of Earl Gross. The majority of the area contributing to the PS is residential and commercial.

The attached maps show approximate PS locations.

Scope: PS236 has an existing total maximum capacity of 0.9 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.8 mgd, and the peak future wet weather flow is 7.6 mgd.

PS336 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 1.5 mgd.

PS311 has an existing total maximum capacity of 0.8 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 1.8 mgd.

BPS505 has an existing total maximum capacity of 7.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.9 mgd, and the peak future wet weather flow is 10.8 mgd.

PS107 has an existing total maximum capacity of 1.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.4 mgd, and the peak flow wet weather flow is 1.4 mgd. In addition to the flow exceedance, the wet weather discharge head is higher than the existing PS can handle.

Note: The total maximum capacities for the PS were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $5,200,000

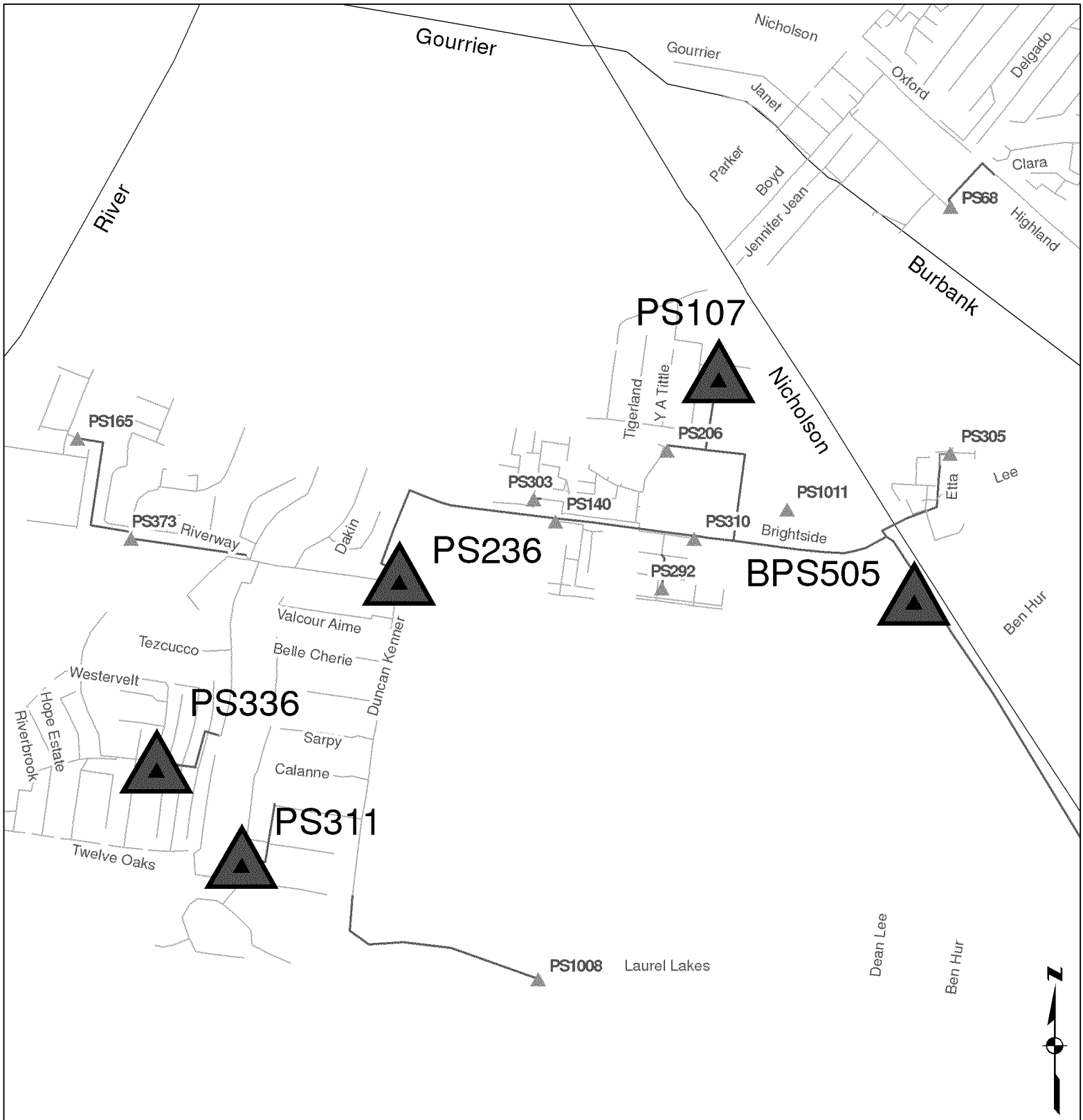

Figure 3-32

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,000 2,000 Feet

PUBLIC WORKS

SFL-C-0001

Project Vicinity Map

Baton Rouge
Sewer Program

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3.4.2 SFL-C-0002 (Perkins/Old Perkins Area BPS514 Improvements)

Project Description

Purpose of the Project / Background Information: The purpose of this project is to upgrade BPS514 to handle revised flow and head requirements. These upgrades will work in conjunction with the forcemain upgrades in the South Forced Lower Basin project to alleviate chronic SSOs at the PSs, in the forcemains exiting the PSs, and in the gravity areas upstream of the PSs.

Location: A description of the location of each PS and the area that contributes to each is provided below.

BPS514 is located east of the intersection of Pecue Lane and Old Perkins Road. The majority of the area contributing to the PS is a combination of residential and commercial.

Scope: According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 15.3 mgd, and the peak future wet weather flow is 83 mgd. The PS will be ungraded accordingly.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $10,000,000

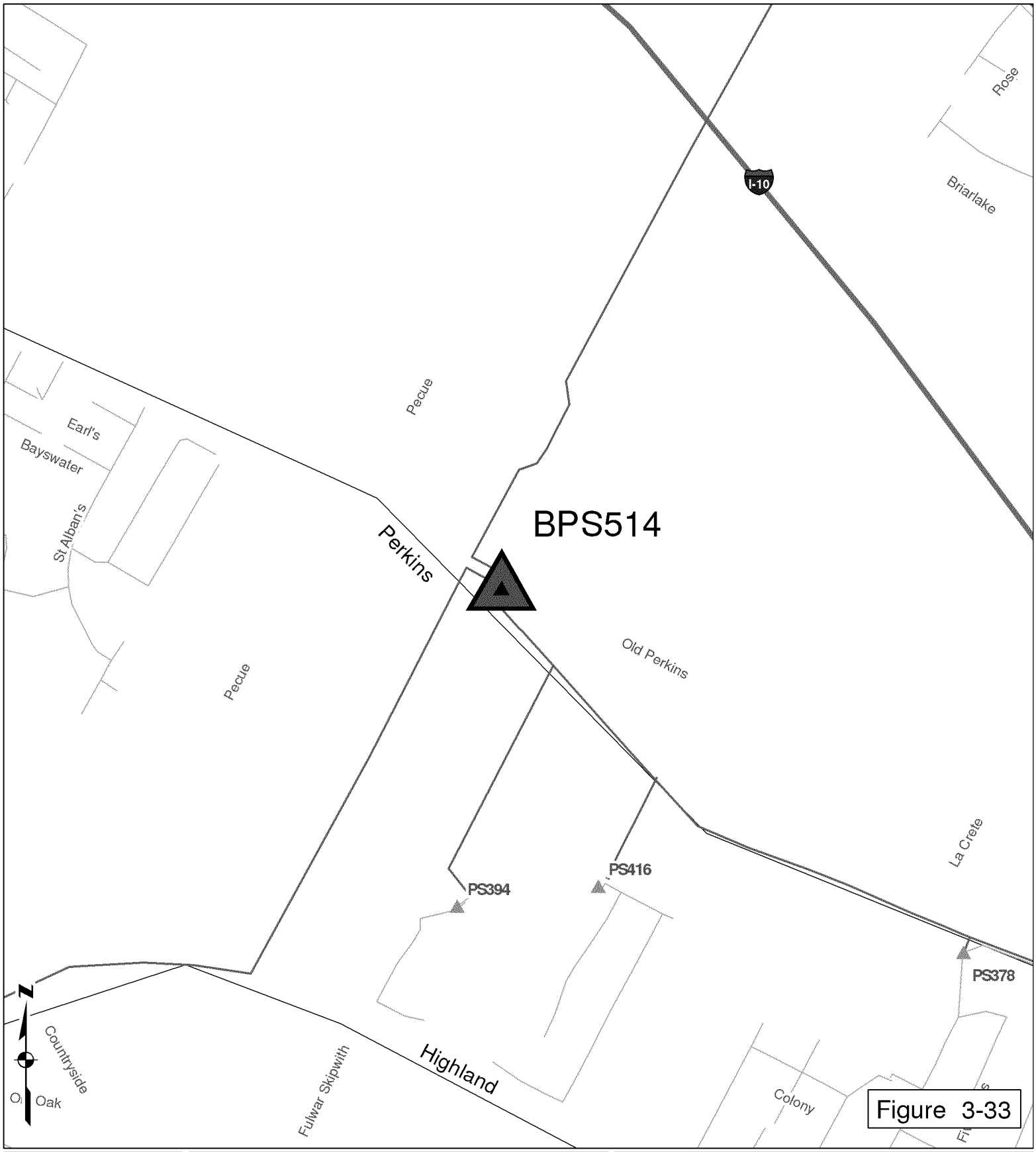

Figure 3-33

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 500 1,000 Feet

PUBLIC WORKS

SFL-C-0002

Project Vicinity Map

Baton Rouge
Sewer Program

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3.4.3 SFL-C-0003 (Multiple PSs - Burbank Drive – Siegen Lane)

Project Description

Purpose of the Project / Background Information: The following PSs will be upgraded in this project: PS 118, PS221, PS358, BPS999, PS239, and PS229. The upgrades will work in conjunction with the forcemain upgrades in the South Forced Lower Basin projects to alleviate chronic SSOs at the PSs, in the forcemains exiting the PSs, and in the gravity areas upstream of the PSs.

The upgrades will also allow the PSs to handle the future peak wet weather flows that are predicted by the model.

Location: A description of the location of each PS and the area that contributes to each is provided below.

PS118 is located south of Old Perkins Road west of Rue Crozet, east of Rue Desiree, and south of Rue Le Bouef. The majority of the area contributing to the PS is residential.

PS221 is located south of Old Perkins Road, west of Barkley, and east of Mirkwood. The majority of the area contributing to the PS is residential and commercial.

PS358 is located along Old Perkins Road west of Oakbrook Road. The majority of the area contributing to the PS is a combination of residential and commercial.

BPS999 is a BPS located along Siegen Road south of Quail Ridge. The area contributing to the PS is residential.

PS239 is located east of Siegen Road and west of Woodleigh. The majority of the area contributing to the PS is residential.

PS229 is located west of Pecue Road, south of Old Perkins, and north of Cottage Oak. The majority of the area contributing to the PS is residential.

Scope: PS118 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 1.2 mgd.

PS221 has an existing total maximum capacity of 1.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 1.4 mgd.

PS358 has an existing total maximum capacity of 0.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.5 mgd.

BPS999 has an existing total maximum capacity of 9.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 3.9 mgd, and the peak future wet weather flow is 11 mgd.

PS239: PS239 has an existing total maximum capacity of 0.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.2 mgd.

PS229: PS229 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 1.1 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $3,800,000

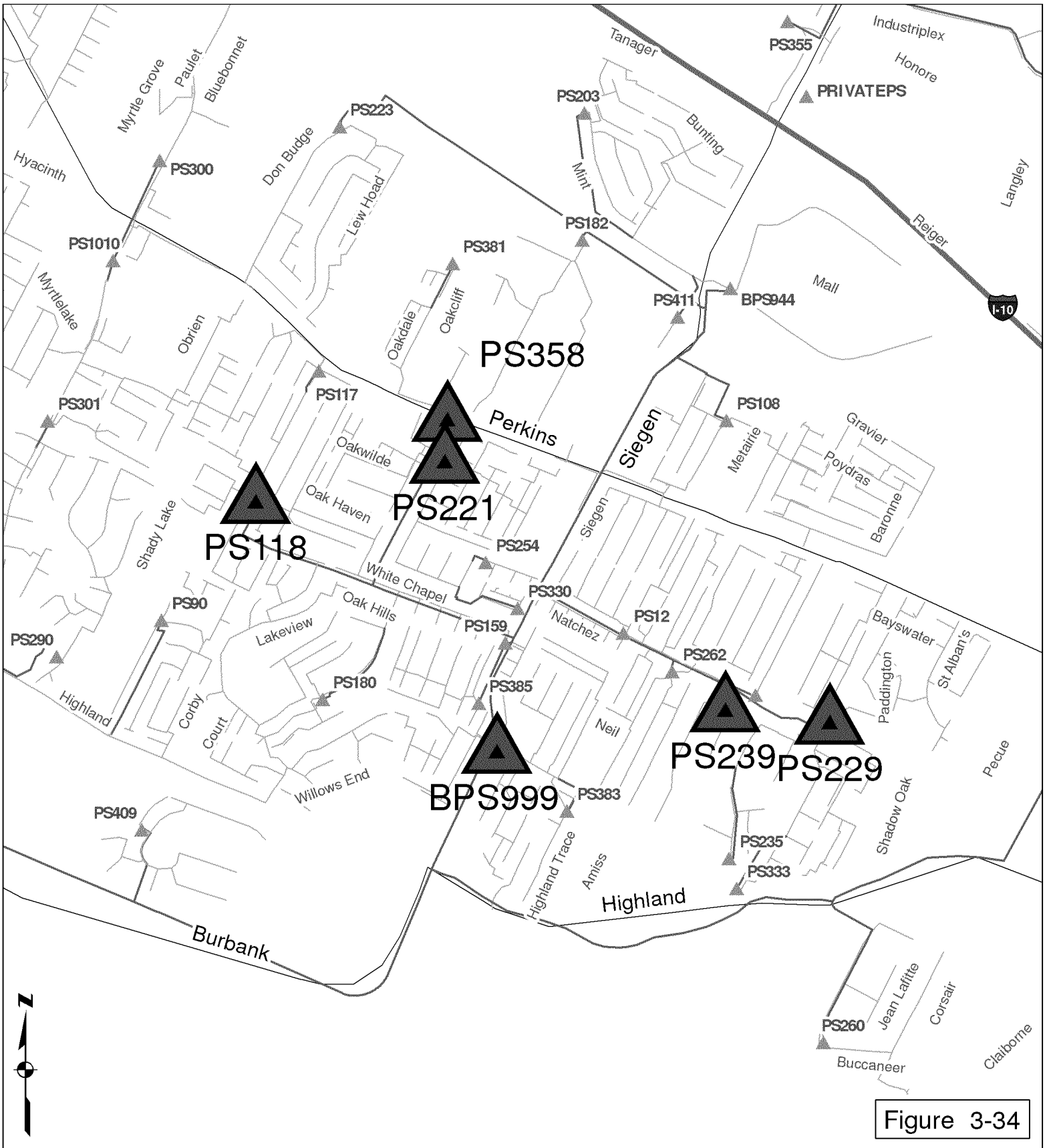

Figure 3-34

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,000 2,000 Feet

PUBLIC WORKS

SFL-C-0003

Project Vicinity Map

Baton Rouge
Sewer Program

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3.4.4 SFL-C-0004 (Multiple PSs – Jefferson Highway and Highland Road)

Project Description

Purpose of the Project / Background Information: The following PSs will be upgraded in this project: PS182, PS223, PS431, PS327, PS353, PS278, PS372, and PS365. The upgrades will work in conjunction with the forcemain upgrades in the South Forced Lower Basin projects to alleviate chronic SSOs at the PSs, in the forcemains exiting the PSs, and in the gravity areas upstream of the PSs.

The upgrades will also allow the PSs to handle the future peak wet weather flow that is predicted by the model.

Location: A description of the location of each PS and the area that contributes to each is provided below.

PS182 is located approximately 1,300 feet north of the north end of YMCA Plaza Drive. The PS is located near a large drainage channel and the majority of the area contributing to the PS is residential.

PS223 is located north of the intersection of Don Budge Avenue and Backcourt Drive. The majority of the area contributing to the PS is residential.

PS431 is located northwest of the intersection of Castle Ridge Avenue and Jefferson Highway. The area contributing to the BPS is residential.

PS327 is located approximately 350 northwest of the intersection of Alder Drive and Crepe Myrtle Drive. The majority of the area contributing to the PS is residential.

PS353 is located west of the intersection of Azalea Lakes Avenue and Lake Iris Avenue. The majority of the area contributing to the PS is residential.

PS278 is located near the south end of Bainbridge Avenue. The majority of the area contributing to the PS is residential.

PS372 is located approximately 150 feet south of the intersection of West Lake Terrace Drive and Lake Tulip Avenue. The area contributing to the PS is residential.

PS365 is located near the intersection of Sugar Mill Avenue and Umbehagen Lane. The area contributing to the PS is residential.

Scope: PS182 has an existing total maximum capacity of 0.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 0.7 mgd.

PS223 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 0.9 mgd.

PS431. Limited data exist on this PS. Further investigation is required to determine if upgrades are needed.

PS327 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 0.5 mgd.

PS353 has an existing total maximum capacity of 0.7 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.5 mgd, and the peak future wet weather flow is 0.8 mgd.

PS278 has an existing total maximum capacity of 0.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 1.1 mgd.

PS372 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 0.8 mgd.

PS365 has an existing total maximum capacity is 2.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 2.1 mgd, and the peak future wet weather flow is 5.9 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $1,700,000

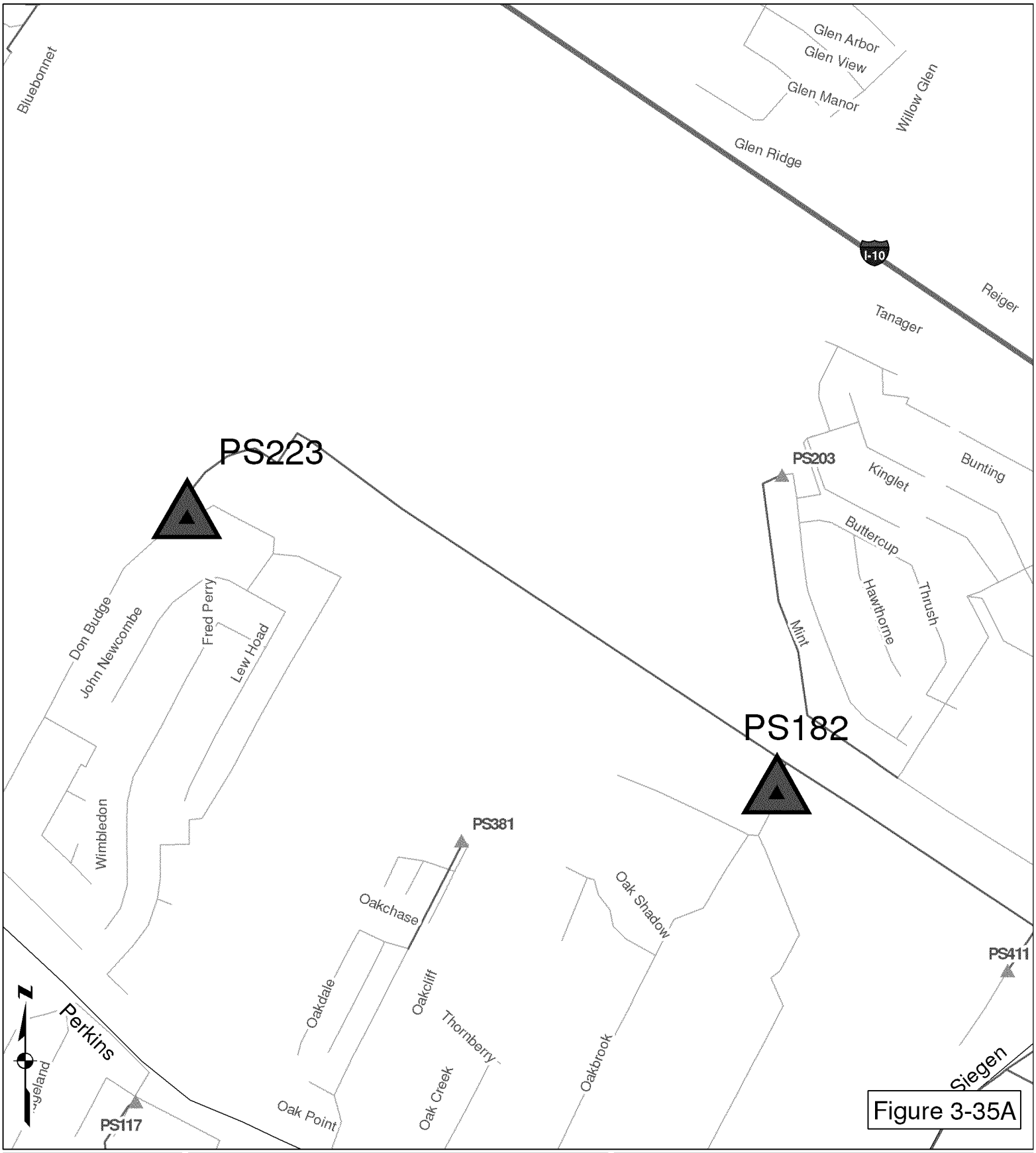

Figure 3-35A

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 500 1,000 Feet

PUBLIC WORKS

SFL-C-0004

Project Vicinity Map

Baton Rouge
Sewer Program

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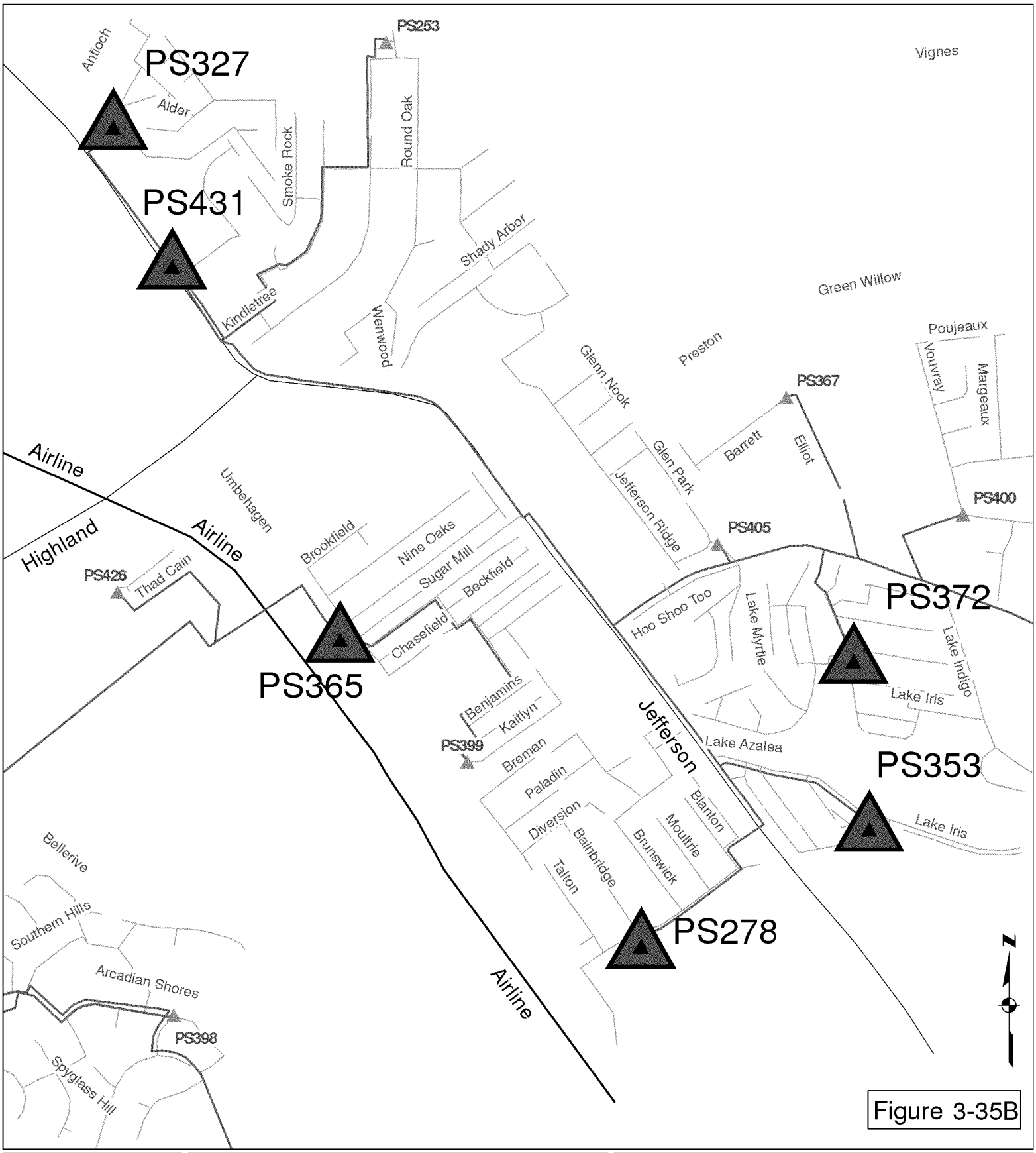
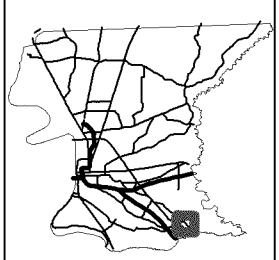


Figure 3-35B



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 750 1,500 Feet

PUBLIC WORKS

SFL-C-0004

Project Vicinity Map

Baton Rouge
Sewer Program

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3.4.5 SFL-C-0005 (Highland Road – Burbank Drive)

Project Description

Purpose of the Project / Background Information: The SFL-C-0005 project consists of forcemain upgrades in the South Forced Lower Basin. This project includes the upsizing of approximately 45,000 feet of forcemain in an area that extends north to the intersection of Jefferson Highway and Tiger Bend Road and continues south to the South WWTP on Gardere Lane. The upgrades are designed to alleviate chronic SSOs at the pump stations and increase the forcemain capacity. The upgrades range in size from 48-inchto 60-inch diameter.

Location

This project involves the replacement of portions of the South Forced Lower forcemain system. A majority of the contributing flows are from residential areas. The forcemain upgrades can be broken into the following two segments:

Segment 1

Segment 1 begins at manhole SS271 near the intersection of Kimbleton Avenue and Jefferson Highway. Upon leaving the pump station the forcemain travels south through a servitude along the east edge of the Briarwood Golf Club for approximately 2,800 feet before turning slightly east. At this point, the forcemain crosses the golf club for approximately 1,300 feet before crossing Airline Highway. After crossing Airline Highway, the forcemain continues approximately 8,300 feet south past PS435, past I-10 to manhole SS446 at a manifold intersection near BPS514. The forcemain resumes downstream of BPS514 and continues south approximately 4,000 feet before reaching Highland Road. From this point, the forcemain follows Highland Road west for approximately 11,000 feet before reaching Burbank Drive. At this point, the forcemain follows Burbank Drive south then west for approximately 6,600 feet to manhole SS519.

Segment 2

Segment 2 begins at manhole SS98 near the intersection of Burbank Drive and Bluebonnet Boulevard. From here the forcemain continues west along Burbank Drive for approximately 4,700 feet before turning south on Gardere Lane. From this intersection, the forcemain continues approximately 6,900 feet to the South WWTP.

Scope

Segment 1 upgrades approximately 13,000 feet of 42-inch to 48-inch diameter pipe from SS271 to BPS514 as well as approximately 14,000 feet of 42-inch to 54-inch diameter pipe from BPS514 to SS467. There are two roadway crossings - Airline Highway and I-10, 1 golf course - Briarwood Golf Club, and one drainage feature crossing.

Segment 2 upgrades approximately 15,000 feet of 48-inch to 54-inch diameter pipe from SS467 to SS428 and approximately 3,700 feet of 48-inch to 60-inch diameter pipe from SS428 to the South WWTP. There are approximately eight roadways/streets crossings and two drainage features crossings.

Total Estimated Construction Cost is $13,000,000

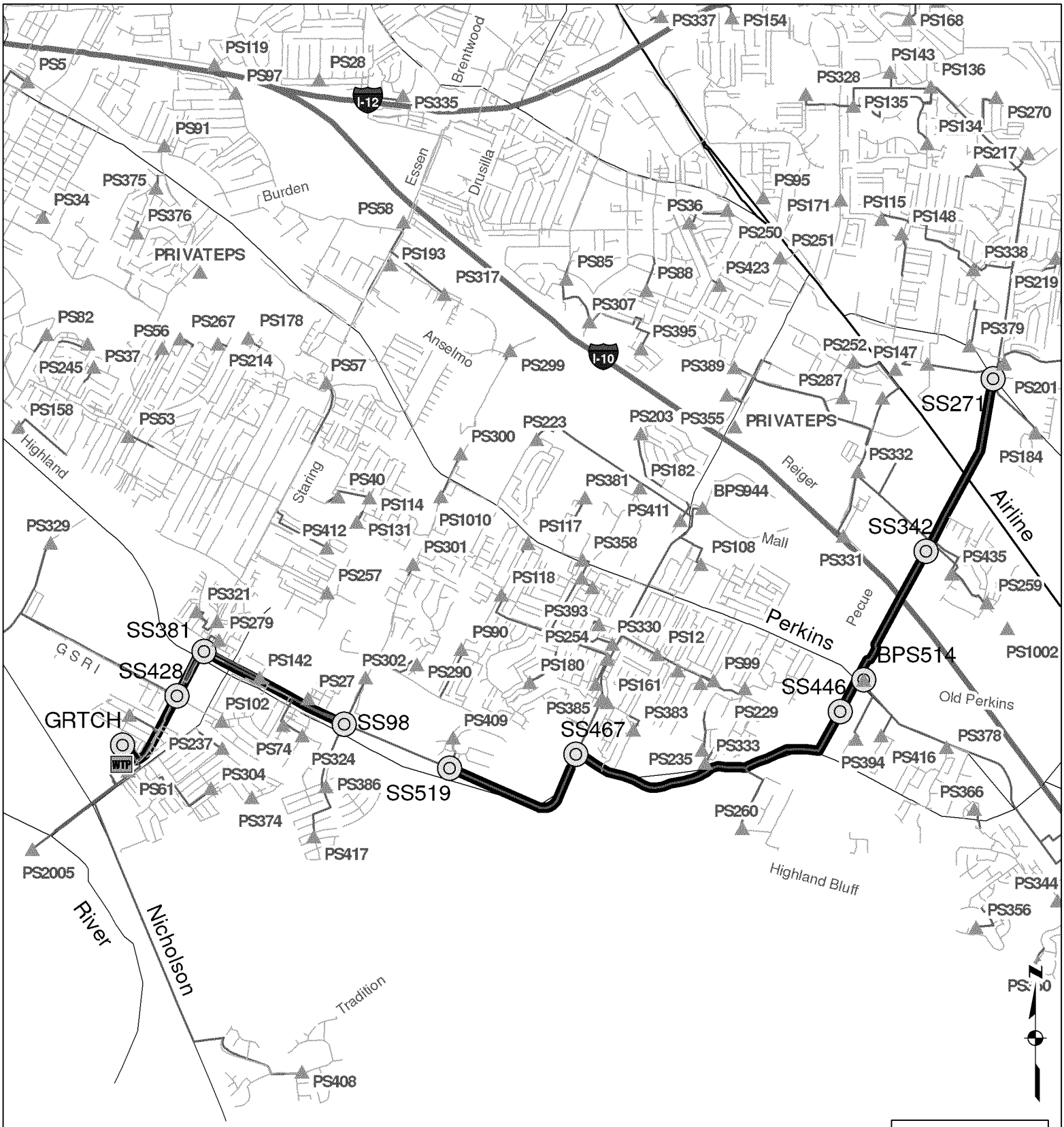

Figure 3-36

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 0.5 1 Miles

PUBLIC WORKS

SFL-C-0005

Project Vicinity Map

Baton Rouge
Sewer Program

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3.4.6 SFL-C-0006 (Nicholson Drive – Highland Road – Perkins Road)

Project Description

Purpose of the Project / Background Information: The SFL-C-0006 project consists of forcemain and gravity upgrades in the South Forced Lower Basin. This project includes the upsizing of approximately 95,000 feet of forcemain and 4,000 feet of gravity mains in an area that extends north to the intersection of Jefferson Highway and Tiger Bend Road and continues south to the South WWTP on Gardere Lane. The upgrades are designed to alleviate chronic SSOs at the pump stations and increase the gravity main capacity. The upgrades range in size from 6 to 24-inch diameter.

Location

This project involves the replacement of portions of the South Forced Lower forcemain and gravity systems. A majority of the contributing flows are from residential areas. The upgrades can be broken into the following segments:

Segment 1

Segment 1 consists of a forcemain that starts at the intersection of Exchequer Drive and Little Caymen Drive, which is manhole SS325. The forcemain leaves manhole SS325 in a northerly direction following Exchequer Drive, which turns into Lakeland Park, to Airline Highway. From Airline Highway, the forcemain turns in a northwesterly direction following Airline Highway to Cloverland Drive. The forcemain continues to follow Cloverland Drive to PS252.

Segment 2

Segment 2 consists of a forcemain that starts on Siegen Lane between Cedar Park and Industrialplex Boulevard at manhole SS517. The forcemain leaves node SS517 in an easterly direction following Industrialplex Boulevard to Exchequer Drive. At Exchequer Drive, the forcemain turns in a southerly direction following Exchequer Drive then turns in an easterly direction cuts through a field to Pecue Lane. The forcemain continues in an easterly direction, crossing Pecue Lane, to Briarwood Road and ends at PS259.

Segment 3

Segment 3 consists of a forcemain and a gravity line. The forcemain starts at node SS459, which is on Jefferson Highway between Lake Iris Road and Lake Azalea Drive. The forcemain exits in a southeasterly direction following Jefferson Highway then turns southwesterly following Pecan Creek Lane. The forcemain continues in this direction crossing Blanton Avenue, Moultrie Avenue, and Brunswick Drive to PS278, which is on Bainbridge Avenue. The gravity line starts at manhole 278-00029, which is on Brunswick Avenue and travels in a southeasterly direction to manhole 278-00028, which is at the intersection of Macon Drive and Brunswick Avenue.

Segment 4

Segment 4 consists of a forcemain and a gravity line. The forcemain starts at manhole SS471, which is close to Highland Road between Airline Highway and Perkins Road, and travels in a northeasterly direction along Highland Road to Airline Highway to manhole SS449. From manhole SS449, the forcemain crosses Airline Highway to Umbehagen Lane and follows Umbehagen Lane to PS365FM, which is on Umbehagen Lane. The gravity line starts at

manhole 365-01007, which is on Jefferson Highway between Chasefield Avenue and Nine Oaks Avenue, and travels in a southerly direction between Beckfield Avenue and Sugar Mill Avenue to manhole 365-00001Z, which is next to PS365.

Segment 5

Segment 5 consists of two forcemain sections. The first section starts at node SS507, on Highlandia Drive off Highland Road. The forcemain exits node SS507 in a northeasterly direction crossing I-10 and Perkins Road then turning easterly to node SS502, which is at the end of Gardere Lake Court. The forcemain continues in an easterly direction following Perkins Road to PS382FM, which is at the intersection of Santa Marie Avenue and Trent Jones Drive. The second forcemain section starts at a common node SS502 and travels in a northeasterly direction to Spyglass Hill Drive then follows Arcadian Shores Avenue to PS398.

Segment 6

Segment 6 consists of a forcemain that starts at node SS397, which is at the intersection of Old Perkins Road and Perkins Road, and travels in an easterly direction following Perkins Road to Highland Road. The forcemain crosses Highland Road and follows Highlandia Drive and continues in a southeasterly direction to PS343FM, which is near Lakeway Avenue and Amelia Drive.

Segment 7

Segment 7 consists of a forcemain that starts at node SS479, which is at the intersection of Highland Road and Jean Lafitte Avenue, the forcemain follows Jean Lafitte Avenue to PS260FM.

Segment 8

Segment 8 consists of a gravity line that starts at manhole 108-00047, which is at the corner of Meadowbrook Avenue and Meadowmere Drive, and travels in a southerly direction along Meadowbrook Avenue to the corner of Meadowbrook and Meadowlane Drive. The gravity line turns westerly along Meadowlane Drive to manhole 108-00008, which is between Meadowlane Drive and Perkins Road.

Segment 9

Segment 9 consists of a forcemain that starts at node SS312, which is on the corner of Lew Hoad Avenue, and travels to PS223, which is at the intersection of Roy Emerson Drive and Don Budge Avenue.

Segment 10

Segment 10 consists of two forcemains. The first forcemain sections start at node SS286, which is at the corner of Brightside Drive and Brightside View Drive, and travels westerly along Brightside Drive then turns southerly to PS236, which is between Brightside Drive and Valcour Aime Avenue. The second forcemain starts at node SS428 between Gardere Lane and Starboard Drive and travels along GSRI Road to Nicholason Drive, which is node SS380. From node SS380, the forcemain travels in a northwesterly direction along Nicholson Drive to BPS505, which is between Brightside Drive and Dean Lee Drive.

Segment 11

Segment 11 consists of a forcemain that starts at node SS370, which is at the intersection of Jefferson Highway and Kindletree Drive and travels northerly along Kindletree Drive then

turns easterly along Waterleaf Avenue, then turns northerly again along Round Oak Drive to PS253FM, which is at the end of Round Oak Drive.

Segment 12

Segment 12 consists of a forcemain that starts at node SS400, which is at the end of Scotland Court and travels in a southeasterly direction to PS229FM, which is at the end of Brookhollow Drive.

Segment 13

Segment 13 consists two forcemain sections. The first section starts at node SS371, which is at corner of Twisted Oak Lane and Oak Hills Parkway, and travels along Oak Hills Parkway to node SS385, which is at Siegen Lane. The second forcemain section starts at node SS467, which is at the intersection of Siegen Lane and Highland Road, and travels northerly along Siegen Lane to PS99908, which is between Siegen Lane and Quail Ridge Avenue.

Scope

Segment 1 upgrades approximately 6,000 feet of 8-inch to 12-inch diameter forcemain from PS252FM to SS325. There are approximately two roadway crossings.

Segment 2 upgrades approximately 3,600 feet of 12-inch to 14-inch diameter forcemain from SS518 to SS340. Upgrade approximately 9,200 feet of 10-inch to 14-inch diameter forcemain from SS517 to SS518, and upgrade approximately 3,400 feet of 6-inch to 8-inch diameter forcemain from PS259 to SS340. There are approximately five roadway crossings.

Segment 3 upgrades approximately 2,600 feet of 6-inch to 8-inch diameter forcemain from PS278FM to SS459 and upgrade approximately 270 feet of 8-inch to 12-inch diameter gravity sewer from 278-00029 to 278-00028. There are approximately three roadway crossings.

Segment 4 upgrades approximately 2,200 feet of 18-inch to 24-inch diameter gravity sewer from 365-01007 to 365-00001Z. Upgrade approximately 40 feet of 10-inch to 14-inch diameter forcemain from PS365FM to SS444. Upgrade approximately 4,700 feet of 14-inch to 16-inch diameter forcemain from SS444 to SS471. There are approximately two roadway crossings (one major, Airline Highway) and one drainage ditch.

Segment 5 upgrades approximately 2,000 feet of 4-inch to 6-inch diameter forcemain from PS382FM to SS502. Upgrade approximately 1,900 feet of 8-inch to 12-inch diameter pipe forcemain from section SS502 to SS489. Upgrade approximately 3,900 feet of 16-inch to 18-inch diameter forcemain from SS489 to SS507 and upgrade approximately 3,100 feet of 8-inch to 10-inch diameter forcemain from PS398 to SS502. There are approximately five roadway crossings (two major crossing I-10 and Perkins Rd.) and one railroad crossing.

Segment 6 upgrades approximately 9,300 feet of 18-inch to 24-inch diameter forcemain from SS426 to SS458 and upgrades approximately 6,600 feet of 12-inch to 16-inch diameter forcemain from PS343FM to SS507. There are approximately three roadway crossings (one major crossing, Highland Road).

Segment 7 upgrades approximately 2,800 feet of 4-inch to 6-inch diameter pipe forcemain from PS260FM to SS479. There is one roadway crossing (one1 major crossing, Highland Road).

Segment 8 upgrades approximately 1,500 feet of 8-inch to 12-inch diameter gravity sewer from 108-00001 to 108-00047, 108-00001 to 108-00003, 108-00003 to 108-00005 and 108-00005 to 108-00008. There are approximately two roadway crossings.

Segment 9 upgrades approximately 1,800 feet of 6-inch to 8-inch diameter pipe forcemain from PS223 to SS312. There is approximately one railroad crossing, and one near Dunham School.

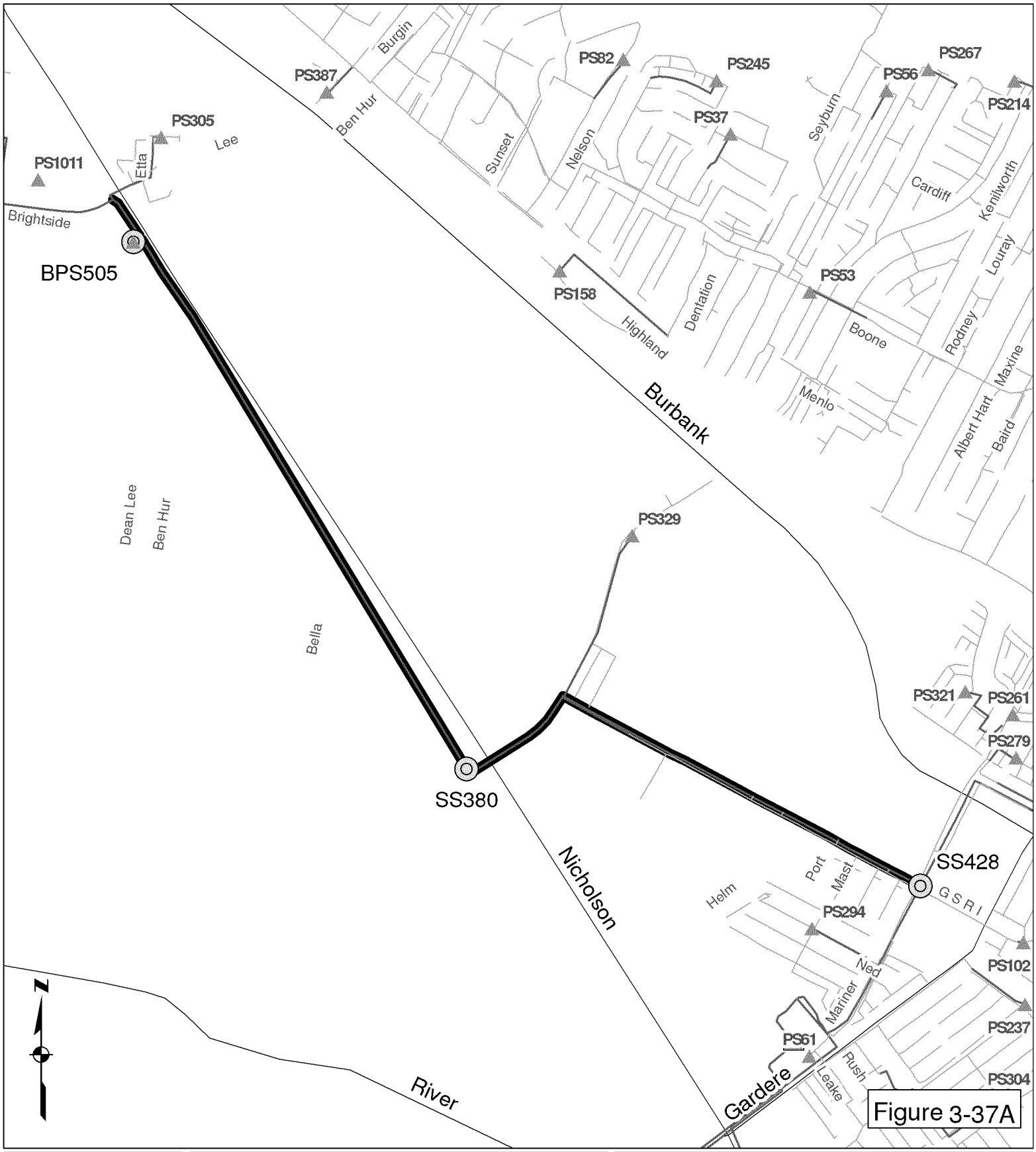
Segment 10 upgrades approximately 1,000 feet of 10-inch to 16-inch diameter pipe forcemain from PS236 to SS272. Upgrade approximately 3,600 feet of 14-inch to 16-inch diameter forcemain from SS272 to SS286 and upgrade approximately 19,000 feet of 20-inch to 24-inch diameter forcemain from SS380 to SS428 and BPS505 to SS380. There are approximately nine roadway crossings (one major crossing, Nicholson Drive).

Segment 11 upgrades approximately 4,100 feet of 6-inch to 8-inch diameter forcemain from PS253FM to SS370. There are approximately three roadway crossings.

Segment 12 upgrades approximately 1,700 feet of 6-inch to 8-inch diameter forcemain from PS229FM to SS400. No crossings have been noted.

Segment 13 upgrades approximately 2,400 feet of 10-inch to 12-inch diameter forcemain from SS371 to SS385 and approximately 2,400 feet of 18-inch to 24-inch diameter forcemain from PS99908 to SS467. There is one major roadway crossing of Siegen Lane.

Total Estimated Construction Cost is $11,000,000



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,500 3,000 Feet

PUBLIC WORKS

SFL-C-0006

Project Vicinity Map

Baton Rouge Sewer Program

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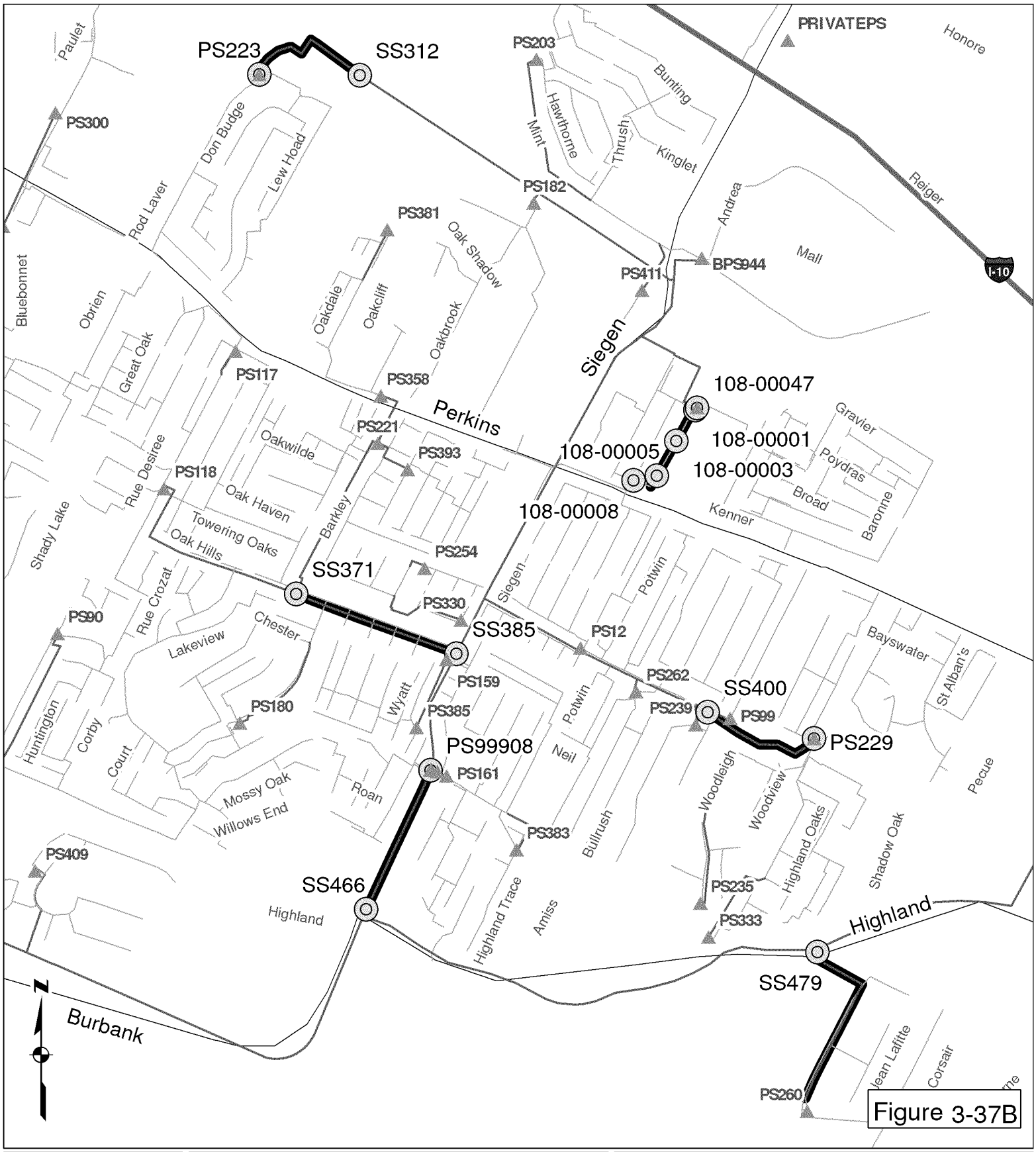

Figure 3-37B

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,000 2,000 Feet

PUBLIC WORKS

SFL-C-0006

Project Vicinity Map

Baton Rouge
Sewer Program

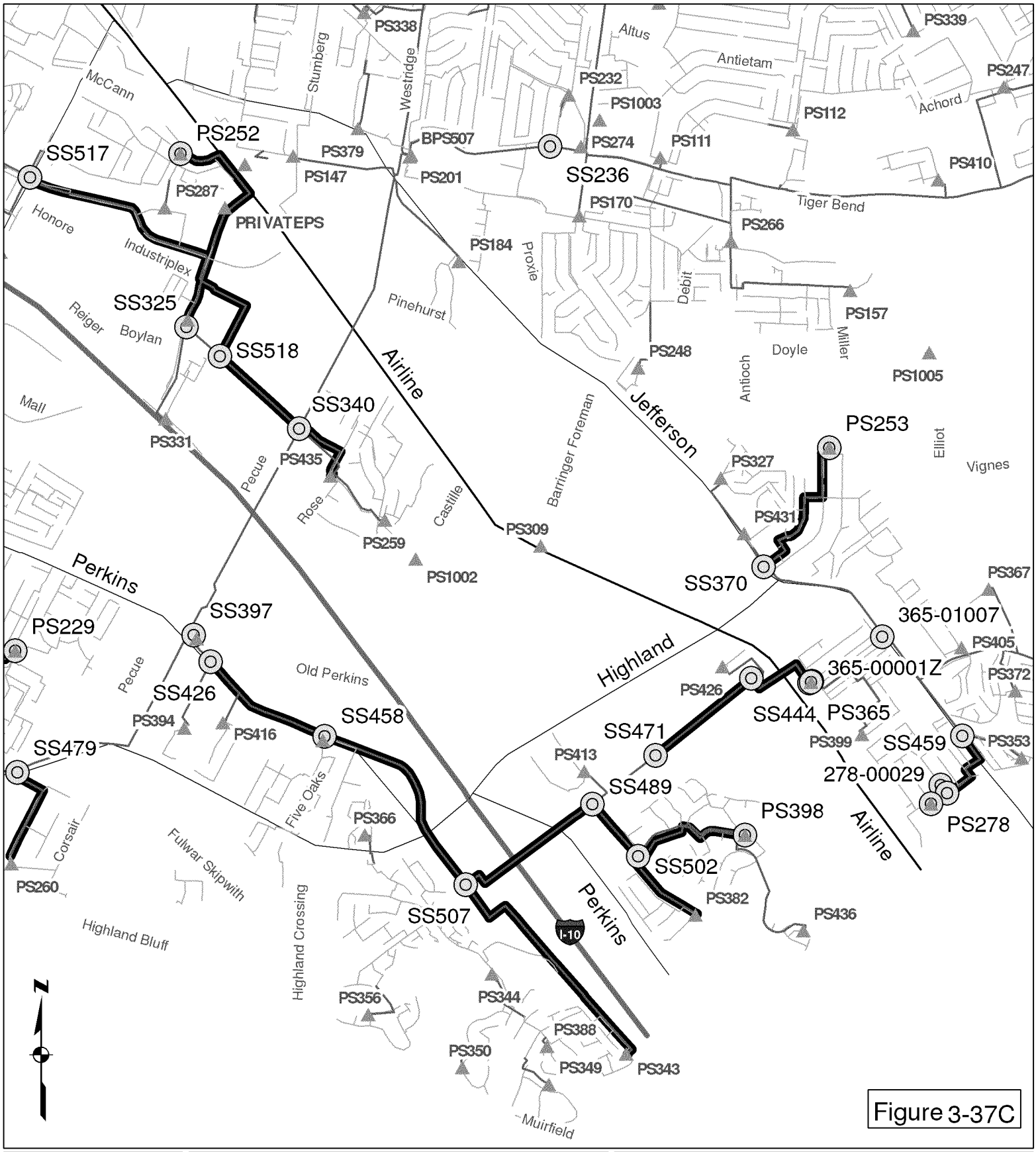

Figure 3-37C

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,500 3,000 Feet

PUBLIC WORKS

SFL-C-0006

Project Vicinity Map

Baton Rouge
Sewer Program

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3.4.7 SFU-C-0001 (Multiple PS – Jefferson Highway – Park Forest Drive)

Project Description

Purpose of the Project / Background Information: The PSs to be upgraded in this project consist of the following: PS 115, PS148, PS338, PS379, PS201, and BPS507. The upgrades will work in conjunction with the forcemain upgrades in the South Forced Upper Basin projects to alleviate chronic SSOs at the PSs, in the forcemains exiting the PSs, and in the gravity areas upstream of the PSs.

The upgrades will also allow the PSs to handle the future peak wet weather flows that are predicted by the model.

Location: The location of each PS and corresponding contributing area is described below.

PS148 is located along Parkforest Drive, South of Parkmeadow Avenue. The majority of the area contributing to the PS is residential.

PS338 is located north of Quail Meadow Drive and near the intersection of Quail Meadow Drive and Golden Pheasant Court. The majority of the area contributing to the PS is residential.

PS379 is located on Jefferson Highway, approximately 600 feet west of the intersection with Tiger Bend. The area contributing to the PS is a combination of commercial and residential.

PS201 is located south of Tiger Bend Road, approximately 850 feet east of the intersection with Jefferson Highway. The area contributing to the PS is a combination of commercial and residential.

BPS507 is located near PS201 south of Tiger Bend Road, approximately 850 feet east of the intersection with Jefferson Highway. The area contributing to the BPS is a combination of commercial and residential.

Scope: PS148 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 0.9 mgd.

PS338 has an existing total maximum capacity of 1.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.1 mgd, and the peak future wet weather flow is 1.5 mgd.

PS379 has an existing total maximum capacity of 0.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 0.4 mgd. Due to increased head, the PS must be upgraded.

PS201 has an existing total maximum capacity of 0.8 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.3 mgd, and the peak future wet weather flow is 1.9 mgd.

BPS507 has an existing total maximum capacity of 29 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 29 mgd, and the peak future wet weather flow is 65 mgd.

Note: The total maximum capacities for the pump stations were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $9,900,000

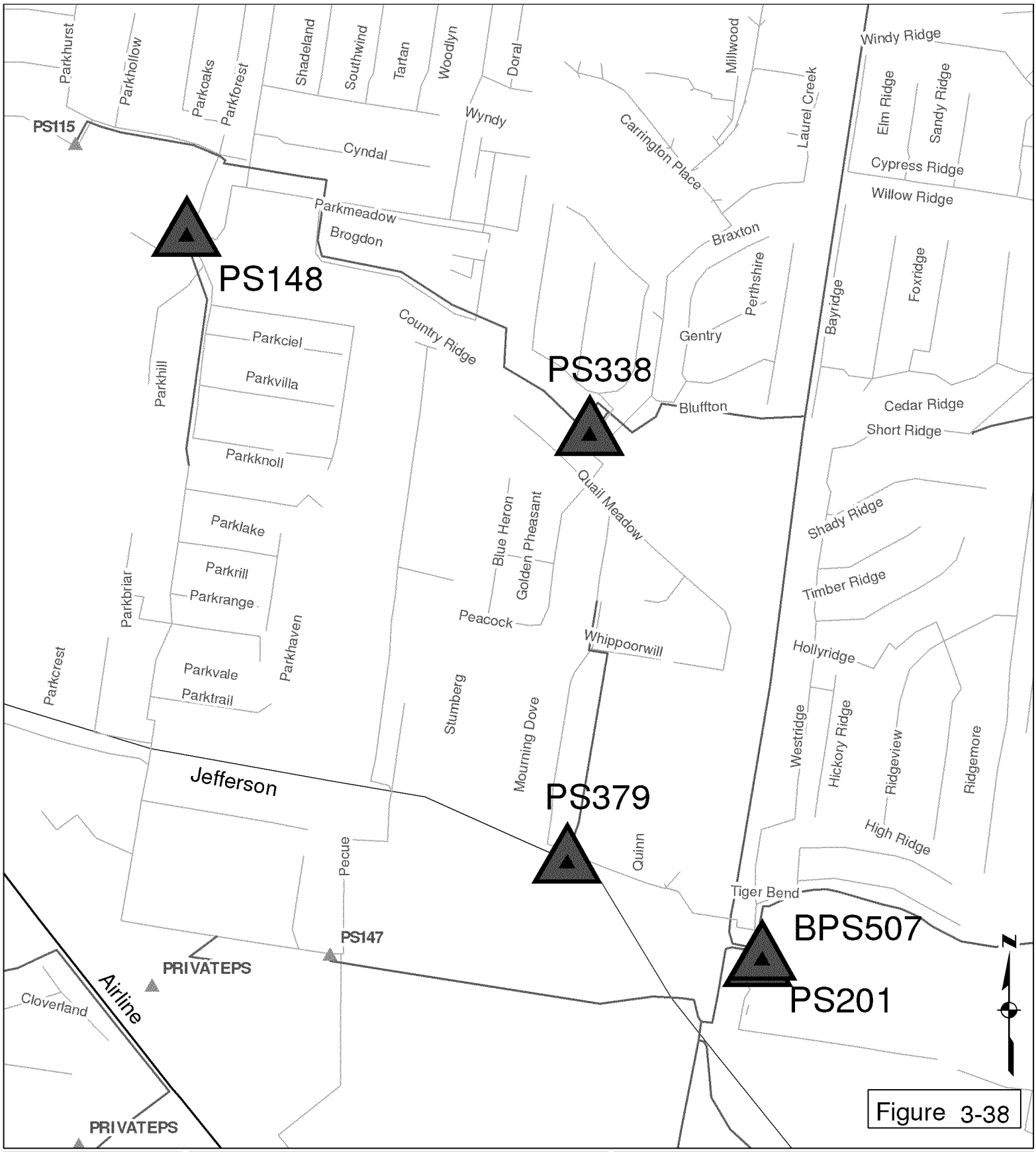
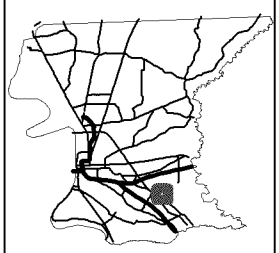


Figure 3-38



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 500 1,000 Feet

PUBLIC WORKS

SFU-C-0001

Project Vicinity Map

Baton Rouge Sewer Program

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3.4.8 SFU-C-0002 (Multiple PSs – Jones Creed Road – Tiges Bend Road)

Project Description

Purpose of the Project / Background Information: The following PSs will be upgraded in this project: BPS777, PS172, PS112, PS274, and PS170. These upgrades will work in conjunction with the forcemain upgrades in the South Forced Upper Basin projects to alleviate chronic SSOs at the PSs, in the forcemains exiting the PSs, and in the gravity areas upstream of the PSs.

The upgrades will also allow the PSs to handle future peak wet weather flows that are predicted by the model.

Location: A description of the location of each PS and the area that contributes to each is provided below.

BPS777 is located near PS308. The majority of the area contributing to the BPS is residential.

PS172 is located near the intersection of Ferrell Avenue and Guymon Avenue. The majority of the area contributing to the PS is residential and commercial.

PS112 is located near the intersection of Confederate Avenue and Chattanooga Drive, near Antioch Park. The majority of the area contributing to the PS is residential and commercial.

PS274 is located near the intersection of Jones Creek Road and Tiger Bend Road. The majority of the area contributing to the PS is residential and commercial.

PS170 is located approximately 200 feet southwest of the intersection of Barrington Road and Point Chenier Avenue. The majority of the area contributing to the PS is residential.

Scope: PS274 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.8 mgd, and the peak future wet weather flow is 4.0 mgd.

PS170 has an existing total maximum capacity of 0.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 3.8 mgd, and the peak future wet weather flow is 6.5 mgd.

PS112 has an existing total maximum capacity of 1.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.0 mgd, and the peak future wet weather flow is 2.2 mgd.

BPS777 has an existing total maximum capacity of 21 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 21 mgd, and the peak future wet weather flow is 37 mgd.

PS172 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.4 mgd, and the peak future wet weather flow is 0.7 mgd.

Note: The total maximum capacities for the PS were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $8,300,000

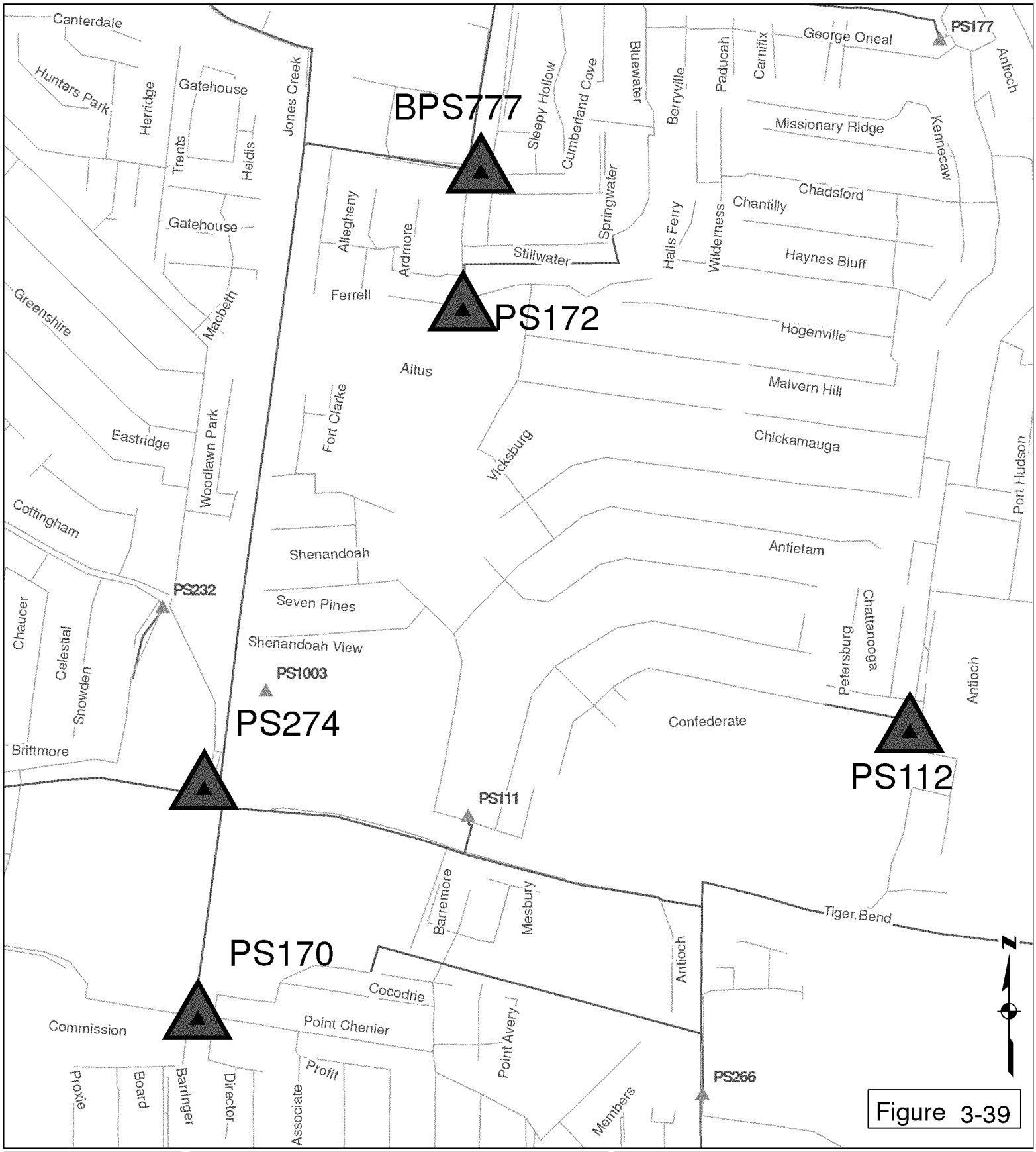

Figure 3-39

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 500 1,000 Feet

PUBLIC WORKS

SFU-C-0002

Project Vicinity Map

Baton Rouge Sewer Program

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3.4.9 SFU-C-0003 (Multiple PSs – O'Neal Lane – S. Harrells Ferry Road)

Project Description

Purpose of the Project / Background Information: The following PSs will be upgraded in this project: BPS889, PS402, PS174, PS162, PS224, PS139, PS345, and PS149. The upgrades will work in conjunction with the forcemain upgrades in the South Forced Upper Basin projects to alleviate chronic SSOs at the PSs, in the forcemains exiting the PSs, and in the gravity areas upstream of the PSs.

The upgrades will also allow the PSs to handle future peak wet weather flows that are predicted by the model.

The PSs in this project are located north of the SFU-C-0002 project PSs.

Location: A description of the location of each PSs and the area that contributes to each is provided below.

BPS889 is located approximately 200 feet north of the north end of King Bradford Drive. The majority of the area contributing to the BPS is residential.

PS162 is located east of the intersection of General Prentiss Avenue and President Davis Drive. The majority of the area contributing to the PS is residential.

PS224 is south of Banyanwood Avenue near the intersection of Balsawood Drive. The majority of the area contributing to the PS is residential.

PS139 is south of Firewood Drive and approximately 250 feet northeast of the intersection of Stonewood Drive and Firewood Drive. The majority of the area contributing to the PS is residential.

PS149 is located near the intersection of Hoyt Drive and Bristoe Avenue. The majority of the area contributing to the PS is residential.

Scope: BPS889 has an existing total maximum capacity of 16 mgd. According to the BTRSSO hydraulic model, the peak future wet weather flow is 31 mgd.

PS162 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.5 mgd, and the peak future wet weather flow is 1.4 mgd.

PS139 has an existing total maximum capacity of 0.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 0.8 mgd.

PS149 has an existing total maximum capacity of 0.7 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 1.1 mgd.

PS224 has an existing total maximum capacity of 1.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 2.7 mgd.

Note: The total maximum capacities for the pump stations were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $6,900,000

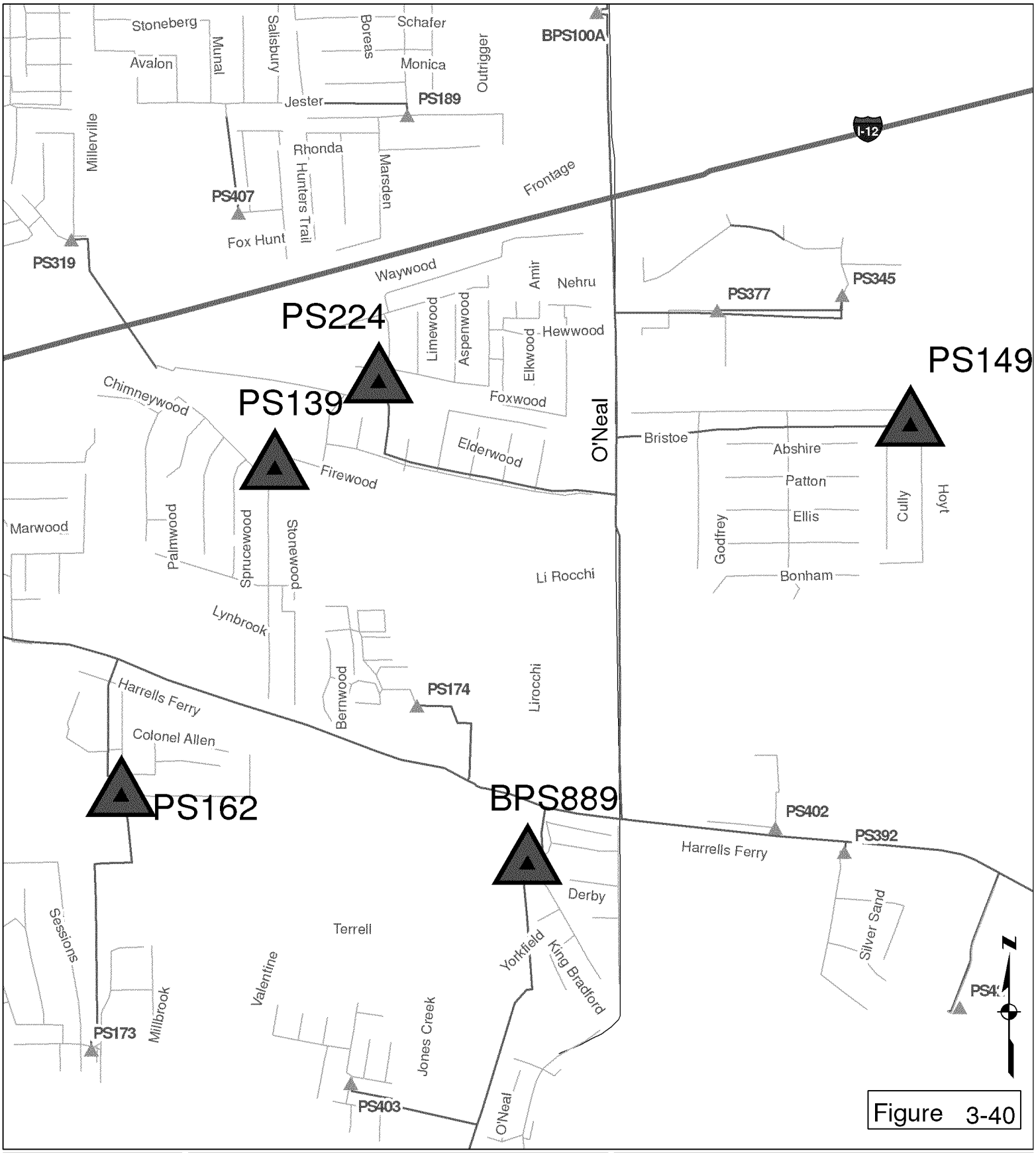
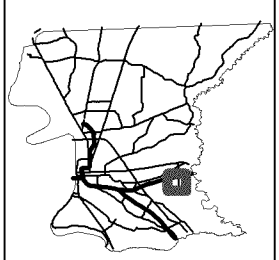


Figure 3-40



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 750 1,500 Feet

PUBLIC WORKS

SFU-C-0003

Project Vicinity Map

Baton Rouge Sewer Program

3.4.10 SFU-C-0004 (Muptiple PSs – O'Neal Lane – South Harrell's Ferry Road)

Project Description

Purpose of the Project / Background Information: The following PSs will be upgraded in this project: PS247, PS391, PS316, PS211, PS296, PS156, BPS100A, PS227, PS175, PS326, PS153, and PS41. The upgrades will work in conjunction with the forcemain upgrades in the South Forced Upper Basin projects to alleviate chronic SSOs at the pump stations, in the force-mains exiting the pump stations, and in the gravity areas upstream of the pump stations. The upgrades will also allow the pump stations to handle the future peak wet weather flows that are predicted by the model.

The PSs in this project are located north of the SFU-C-0002 project PSs.

Location: A description of the location of each PS and the area that contributes to each is provided below.

PS247 is located approximately 400 feet south of the end of Harness Road. The majority of the area contributing to the PS is residential.

PS391 is located approximately 200 feet east of the intersection of South Harrell's Ferry Road and White Shadow Drive. The majority of the area contributing to the PS is residential.

PS316 is located on Woodlake Drive, approximately 1,400 feet south of the intersection of Woodlake Drive and South Harrell's Ferry Road. The majority of the area contributing to the PS is residential.

PS211 is located on Woodlake Drive, approximately 200 feet north of the intersection of Woodlake Drive and Creek Round Avenue. The majority of the area contributing to the PS is residential.

PS296 is located in a servitude approximately 200 feet east of the intersection of North Shore Drive and Bull Run Drive. The majority of the area contributing to the PS is residential.

PS156 is located east of the intersection of Woodbrook Drive and South Harrell's Ferry Road. The majority of the area contributing to the PS is residential.

BPS100A is located east of O'Neal Lane and approximately 400 feet north of the intersection with Commercial Avenue. The majority of the area contributing to the PS is residential.

PS227 is located approximately 280 feet south of the intersection of Old Hammond Highway and South Flannery Road. The majority of the area contributing to the PS is residential.

PS175 is near Lafitte Street Park. The majority of the area contributing to the PS is residential.

P3S26 is located at the east end of Lake Park Avenue. The majority of the area contributing to the PS is residential.

PS153 is located north of the cul-de-sac end of Woodvale Drive. The majority of the area contributing to the PS is residential.

PS41 is located approximately 150 feet west of the intersection of West Amite Drive and South Amite Drive. The majority of the area contributing to the PS is residential.

Scope: PS247 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.7 mgd, and the peak future wet weather flow is 2.5 mgd.

PS391 has an existing total maximum capacity of 0.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 0.5 mgd.

PS316 has an existing total maximum capacity of 0.7 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is unknown, and the peak future wet weather flow is 4.2 mgd.

PS211 has an existing total maximum capacity of 1.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.2 mgd, and the peak future wet weather flow is 3.8 mgd.

PS296 has an existing total maximum capacity of 0.8 mgd. According to the BTRSSO hydraulic model, the peak future wet weather flow is 2.0 mgd.

PS156 has an existing total maximum capacity of 0.8 mgd. According to the BTRSSO hydraulic model, the peak future wet weather flow is 0.9 mgd. The increased head condition requires the pump station to be upgraded.

BPS100A has an existing total maximum capacity of 8.0 mgd. According to the BTRSSO hydraulic model, the peak future wet weather flow is 16 mgd.

PS227 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.4 mgd, and the peak future wet weather flow is 0.5 mgd. The increased head condition requires the pump station to be upgraded.

PS175 has an existing total maximum capacity of 0.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 1.5 mgd.

PS326 has an existing total maximum capacity of 0.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.4 mgd, and the peak future wet weather flow is 0.6 mgd.

PS153 has an existing total maximum capacity of 0.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 1.0 mgd.

PS41 has an existing total maximum capacity of 0.7 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 0.6 mgd. The increased head condition requires the pump station to be upgraded.

Note: The total maximum capacities for the pump stations were obtained from the DPW *Field Pump Station Maintenance* reference guide. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $8,100,000

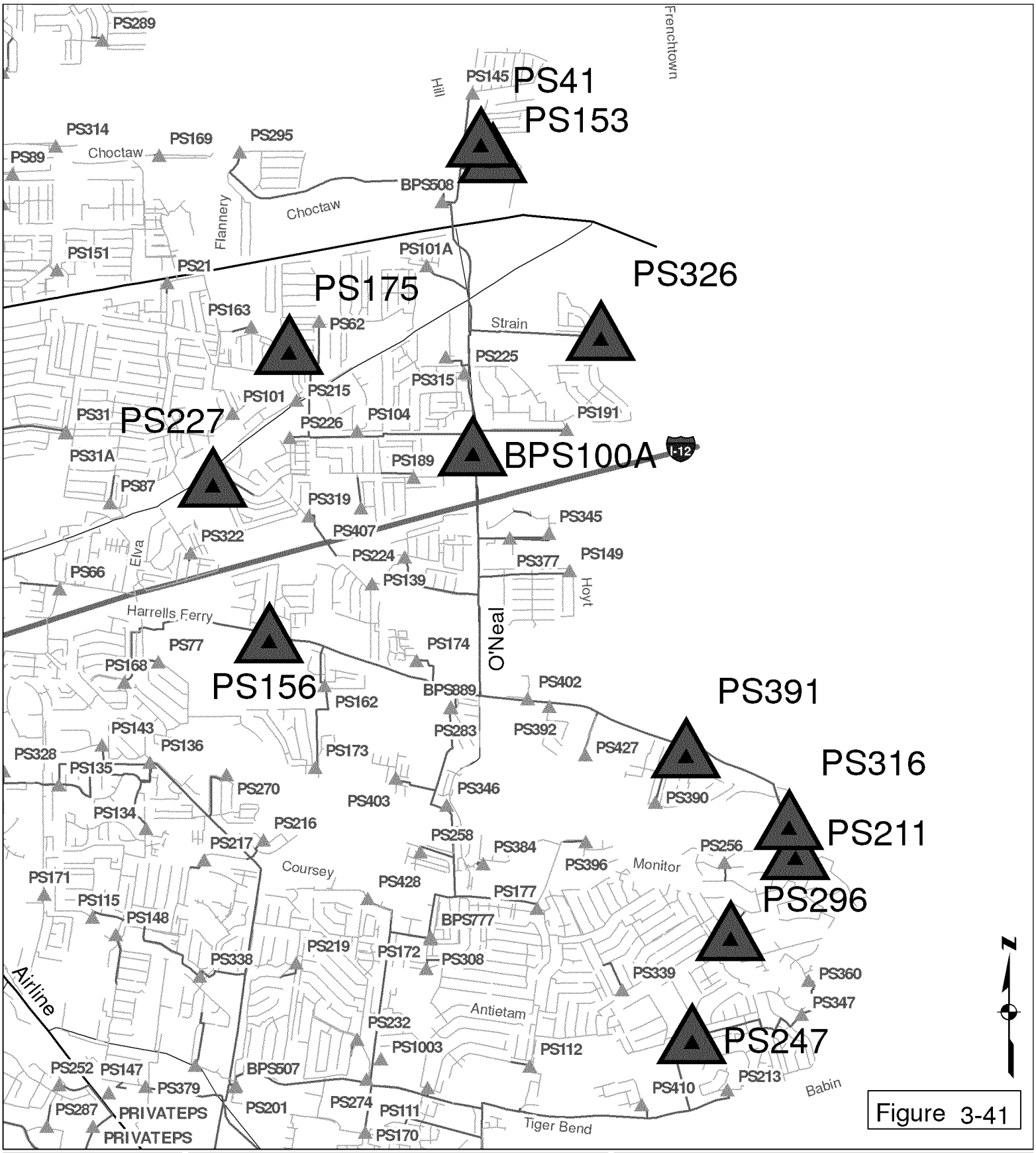


Figure 3-41

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 2,500 5,000 Feet

PUBLIC WORKS

SFU-C-0004

Project Vicinity Map

Baton Rouge
Sewer Program

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3.4.11 SFU-C-0005 (O'Neal Lane – Jones Creek Road)

Project Description

Purpose of the Project / Background Information: Project SFU-C-0005 consists of gravity main upgrades in the South Forced Upper Basin. This project includes the upsizing of approximately 31,000 feet of gravity main in an area that extends north of Florida Boulevard to the Monticello Subdivision and continues south to include the Shenandoah and Old Jefferson areas of East Baton Rouge Parish. The upgrades are designed to alleviate chronic SSOs at PSs and increase the gravity main capacity. The upgrades range in size from 12 to 24-inches in diameter.

Location

This project involves the replacement of portions of the South Forced Upper gravity main system. A majority of the contributing flows are from residential areas. The gravity main upgrades can be broken into the following segments:

Segment 1

Segment 1 begins at manhole 062-00064 located near the intersection of Bonnie Drive and Marjorie Drive. From this location, the gravity main travels westerly for approximately 650 feet near Marjorie Drive. At this point, the main turns northwest and continues for approximately 380 feet before turning south near Nancy Drive. The main then continues generally west for approximately 1,000 feet before joining PS 62, which is located in a servitude north of the intersection of Patricia Dale Drive and Laurie Lynn Drive.

Segment 2

Segment 2 begins at PS 104, located in a servitude west of the intersection of Woodlong Drive and Riverdale Avenue East. From this location, the gravity main continues south for approximately 200 feet where it enters another east/west servitude and turns west. The gravity main travels approximately 1,300 feet to the west before turning south into another servitude located southeast of the intersection of Boreas Drive and Woodlore Drive.

Segment 2 then continues approximately 650 feet south before turning east into a servitude located between Schafer Avenue and Schnebelen Avenue. Segment 2 continues approximately 850 feet east before turning south and traveling approximately 500 feet into a servitude located south of Rhonda Avenue. From this point, the gravity main travels east approximately 1,200 feet to manholes 146-00031, where it joins and receives flow from another gravity main.

A separate part of Segment 2 is located upstream between manholes 189-00022 and PS 189. This part of Segment 2 is located north of Rhonda Avenue and begins at manhole 189-00022 and extends approximately 200 feet west to PS 189.

Segment 3

Segment 3 begins at manhole 191-00065 near the intersection of Catiline Place and Caesar Avenue and travels east for approximately 530 feet before reaching manhole 191-00001 in a servitude where it connects to another gravity main.

Segment 4

Segment 4 has two gravity mains that combine. The first segment begins at manhole 224-00091 and continues approximately 500 feet east to PS 224. This main is located west of the cul-de-sacs for Banyanwood Ave and Westwood Court.

The second segment begins at manhole 224-00063, which is located near the intersection of Firewood Drive and Stonewood Drive. The main then travels north and then east for approximately 1,300 feet to manhole 224-00057 where it combines with the aforementioned main.

Segment 5

Segment 5 begins at manhole 211-00051, which is located near the intersection of Lost Oak Drive and West Piney Point Avenue. From this location, the gravity main travels generally north for approximately 970 feet before reaching manhole 211-00057 near Woodlake Drive. The main upsize continues along Woodlake Drive for approximately 2,300 feet to manhole 211-00001 where it joins another gravity main.

Segment 6

Segment 6 begins at manhole 177-00179 near Kennesaw Drive and continues east for approximately 40 feet to manhole 177-00180. At this location, the main travels north in a servitude for approximately 1,000 feet before joining another gravity main at node 177-00025.

Segment 7

Segment 7 begins at manhole 177-00282 located in a servitude between Ferrell Avenue and Harrell's Ferry Drive. From this location, it continues northerly for approximately 1,600 feet before turning east. From this point, the main continues approximately 1,200 feet to manhole 177-00257.

Segment 8

Segment 8 consists of two mains separated by PS 112 and a forcemain. The first segment upstream of PS 112 begins at manhole 112-00002 in a servitude west of Antioch Boulevard. From this location, the gravity main continues south for approximately 1,000 feet to PS 112.

The main resumes downstream of PS 112 at manhole 110-00113, which is located near the intersection of Shenandoah Avenue and Petersburg Drive. From this point, the main travels west in a servitude for approximately 2,200 feet to manhole 110-00094. At this manhole, the main turns south, crosses the Shenandoah Country Club, and continues for approximately 1,700 feet to PS 111.

Segment 9

Segment 9 begins at manhole 274-00009 near the intersection of Greenshire Avenue and North Snowden Avenue. From this point, the gravity main heads south and continues for approximately 1,300 feet to manhole 274-00005. From this point, the gravity main heads south and east for approximately 450 feet to manhole 274-00003, which is located in a servitude between Snowden Avenue and Jones Creek Road.

Segment 10

Segment 10 has three gravity mains that converge near PS 170.

The first segment begins at manhole 170-00015, which is located near the south end of Chaucer Street. From there, it continues south for approximately 1,300 feet and crosses Tiger Bend Road before turning east near Kimbleton Avenue. After turning east, the gravity main travels approximately 1,550 feet east and south to manhole 170-00002 near PS 170.

The second segment begins at manhole 170-00167 near the north end of Board Road. From there, it continues approximately 750 feet north and east to node 170-00001 near PS 170.

The third segment begins at manhole 170-00110 near the intersection of Vice President and Profit Avenue and continues north for approximately 150 feet before reaching manhole 170-00039. From this node, the main turns west and continues approximately 1,800 feet before ending at manhole 170-00001 near PS 170.

Segment 11

Segment 11 begins at manhole 148-00056 near the intersection of Brogden Lane and Country Ridge Avenue. From there, the gravity main travels west approximately 1,050 feet before turning southwest. The gravity main continues approximately 300 feet to manhole 148-00038. From this location, it continues west for approximately 70 feet before turning south and then back north as it generally follows a drainage feature toward manhole 148-00034, which feeds into PS 148 near the intersection of Parklawn Avenue and Parkforest Drive.

Scope

Segment 1 upgrades approximately 190 feet of 12-inch to 18-inch diameter gravity sewer from 062-00002 to PS62, upgrades approximately 1,400 feet of 10-inch to 15-inch diameter gravity sewer from 062-00014 to 062-00002, and 062-00048 to 062-00014, and upgrades approximately 470 feet of 10-inch to 12-inch diameter gravity sewer from 062-00064 to 062-00048. There is one roadway crossing.

Segment 2 upgrades approximately 1,500 feet of 12-inch to 18-inch diameter gravity sewer from 146-00001 to PS104, and upgrades approximately 2,200 feet of 10-inch to 18-inch diameter gravity sewer from 146-00018 to 146-00001. Approximately 920 feet of 10-inch to 15-inch diameter gravity sewer will be upgraded from 146-00031 to 146-00018 and approximately 210 feet of 8-inch to 18-inch diameter gravity sewer will be upgraded from 189-00022 to PS189. There are approximately four roadway crossings.

Segment 3 upgrades approximately 540 feet of 8-inch to 12-inch diameter gravity sewer from 191-00065 to 191-00001. There are no roadway crossings noted.

Segment 4 upgrades approximately 12 feet of 12-inch to 18-inch diameter gravity sewer from 224-00001 to PS224, approximately 2,300 feet of 8-inch to 18-inch diameter gravity sewer from 224-00057 to 224-00001, 224-00091 to 224-00057, 224-00060 to 224-00057 and 224-00060 to 224-00057. There is one roadway crossing noted.

Segment 5 upgrades approximately 970 feet of 12-inch to 18-inch diameter gravity sewer from 211-00051 to 211-00047, approximately 460 feet of 10-inch to 18-inch diameter gravity sewer from 211-00047 to 211-00039, approximately 150 feet of 12-inch to 24-inch diameter gravity sewer from 211-00039 to 211-00038. Upgrade approximately 260 feet of 12-inch to 18-inch diameter gravity sewer from 211-00038 to 211-00037, and approximately 1,500 feet of 12-inch to 21-inch diameter gravity pipe sewer gravity from 211-00037 to 211-00001. There is

one drainage crossing and one roadway crossing noted (alignment adjacent to water features).

Segment 6 upgrades approximately 1,100 feet of 8-inch to 15-inch diameter gravity sewer from 177-00025 to 177-00021, 177-00179 to 177-00025 and 177-00180 to 177-00179. There are two roadway crossings noted.

Segment 7 upgrades approximately 2,900 feet of 10-inch to 12-inch diameter pipe gravity sewer from 177-00282 to 177-00257. There are four roadway crossings noted.

Segment 8 upgrades approximately 4,800 feet of 10-inch to 18-inch diameter gravity sewer from 112-00002 to PS112, 112-00013 to 112-00002, 110-00088 to 110-00001, 110-00094 to 110-00088, 110-00107 to 110-00094, 110-00110 to 110-00107 and 110-00113 to 110-00110. Approximately 70 feet of 10-inch to 21-inch diameter gravity sewer will be upgraded from 110-00001 to PS111. There may be special requirements at the Shenandoah Golf Club.

Segment 9 upgrades approximately 460 feet of 10-inch to 18-inch diameter gravity sewer from 274-00004 to 274-00003 and 274-00005 to 274-00004, and upgrades approximately 1,300 feet of 10-inch to 15-inch diameter gravity sewer from 274-00009 to 274-00005. There is one roadway crossing noted.

Segment 10 upgrades approximately 60 feet of 15-inch to 21-inch diameter gravity sewer from 170-00001 to PS170, approximately 770 feet of 10-inch to 21-inch diameter gravity sewer from 170-00023A to 170-00035, approximately 330 feet of 10-inch to 18-inch diameter gravity sewer from 170-00037 to 170-00036, approximately 700 feet of 8-inch to 18-inch diameter gravity sewer from 170-00039 to 170-00037, approximately 150 feet from 8-inch to 15-inch diameter gravity sewer from 170-00110 to 170-00039, approximately 600 feet of 10-inch to 18-inch diameter gravity sewer from 170-00167 to 170-00001, and approximately 2,900 feet of 10-inch to 15-inch diameter gravity sewer from 170-00005 to 170-00002 and 170-00015 to 170-00005. There are two roadway crossings and two drainage crossings noted.

Segment 11 upgrades approximately 2,100 feet of 8-inch to 12-inch diameter gravity sewer from 148-00038 to 148-00034 and 148-00056 to 148-00038. There is one drainage crossing noted.

Total Estimated Construction Cost is $8,900,000

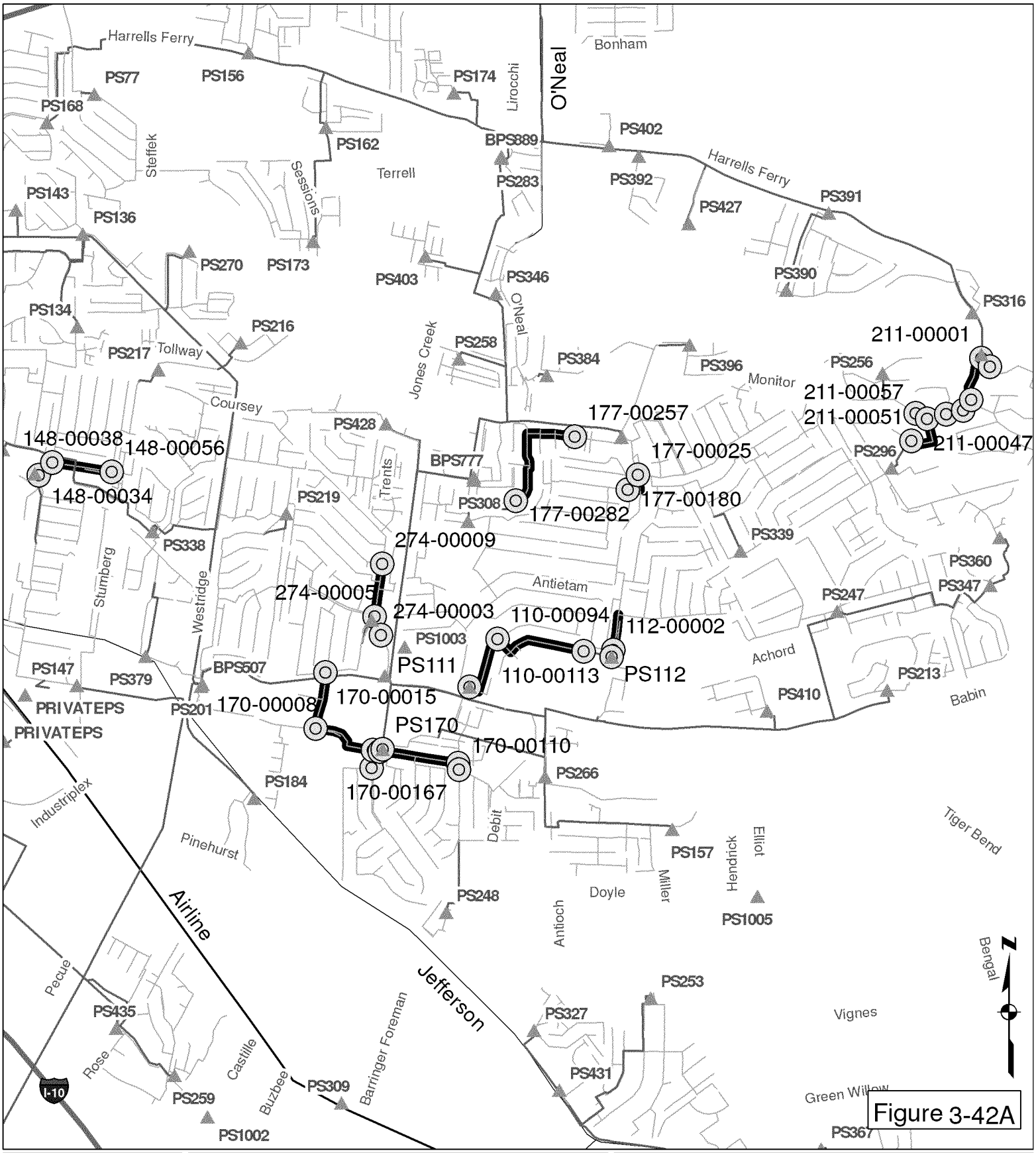
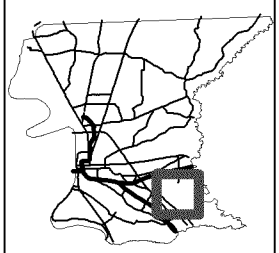


Figure 3-42A



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,500 3,000 Feet

PUBLIC WORKS

SFU-C-0005

Project Vicinity Map

Baton Rouge
Sewer Program

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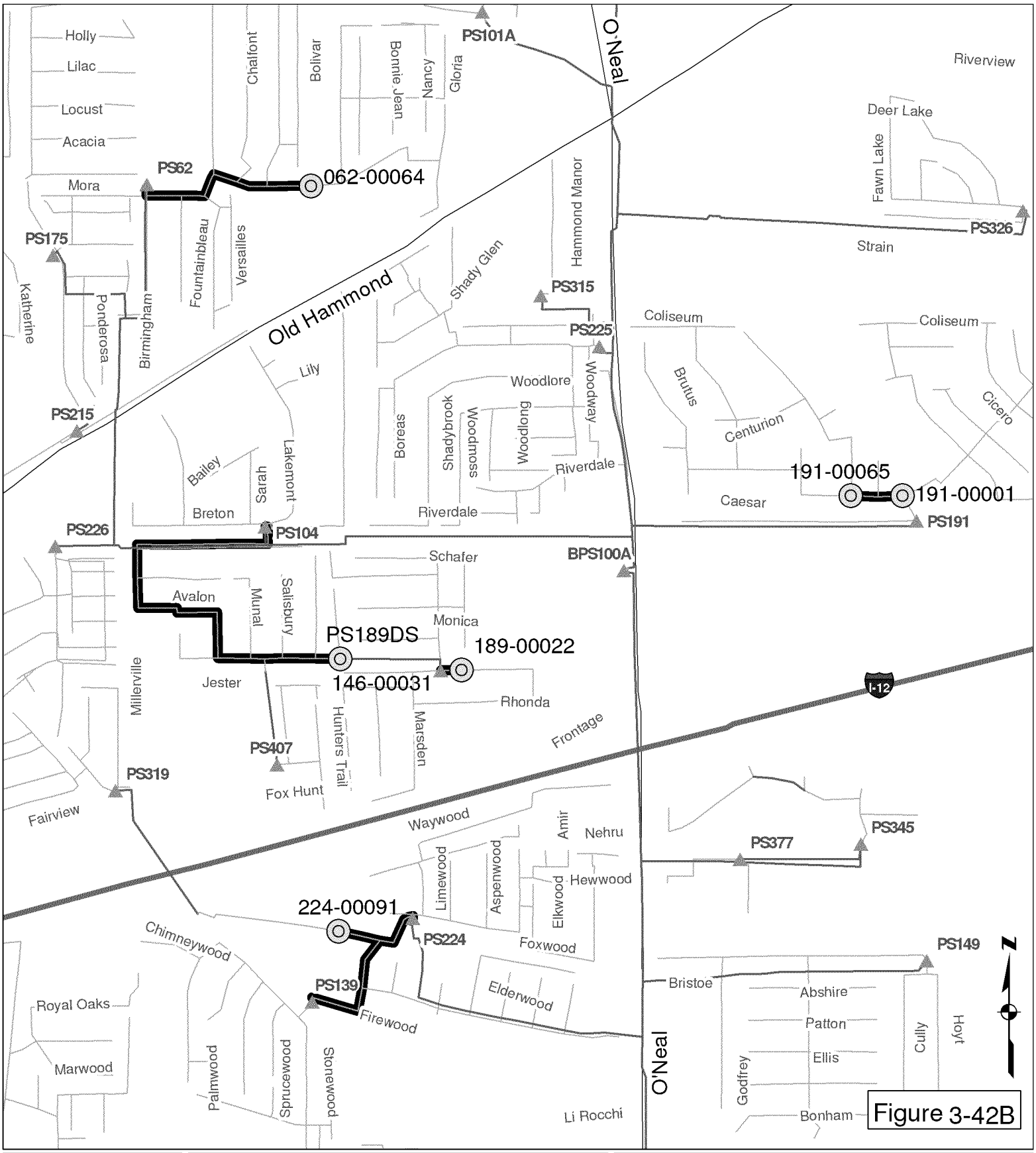

Figure 3-42B

East Baton Rouge Parish

Legend

Proposed
- New Pump Stations
- New Force Main
- New Gravity Main
- New Storage Facility

Existing
- Exist. Gravity
- Exist. Forcemain
- Exist. Pump Station
- Manholes\Nodes

Streets
- Interstate
- Major Arterial
- Major Collector

0 750 1,500 Feet

PUBLIC WORKS

SFU-C-0005

Project Vicinity Map

Baton Rouge Sewer Program

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3.4.12 SFU-C-0006 (O'Neal Lane – Tiger Bend Road)

Project Description

Purpose of the Project / Background Information: The SFU-C-0006 project consists of forcemain upgrades in the South Forced Upper Basin. This project includes the upsizing of approximately 78,000 feet of forcemain in an area that extends north of Florida Boulevard to the Monticello Subdivision and continues south to include the Shenandoah and Old Jefferson areas of East Baton Rouge Parish. The upgrades are designed to alleviate chronic SSOs at the pump stations and increase the forcemain capacity. The upgrades range in size from 6 to 42-inches in diameter.

Location

This project involves the replacement of portions of the South Forced Upper manifolded forcemain system. A majority of the contributing flows are from residential areas. The forcemain upgrades can be broken into the following segments:

Segment 1

Segment 1 begins outside the property boundary of PS 153. Upon leaving the pump station, the forcemain travels southwest for approximately 800 feet along Woodvale Drive to the intersection of Woodvale Drive and Mockingbird Lane where it then travels 545 feet to the west, where it enters a manifold intersection with an existing 12-inch forcemain.

Segment 2

Segment 2 begins outside the property boundary of PS 101. Upon leaving the pump station, the forcemain travels southeast for approximately 1,700 feet before reaching node SS50 at O'Neal Drive, where it manifolds into a larger forcemain.

Segment 3

Segment 3 begins outside the property boundary of PS 104. Upon leaving the pump station, the forcemain travels south for approximately 200 feet to node SS68 and enters a servitude where it turns east and follows the servitude for approximately 3,800 feet to node SS64, where it intersects a manifold forcemain at O'Neal Lane.

Segment 3 also includes a separate forcemain that begins outside the property boundary of BPS100A. Upon leaving the pump station, the forcemain travels east for approximately 200 feet to node SS75 where it intersects a manifold forcemain at O'Neal Lane.

Segment 4

Segment 4 begins outside the property boundary of PS224. Upon leaving PS 224, the forcemain travels south for approximately 900 feet before reaching Firewood Drive.

At Firewood Drive, the forcemain turns east and follows the ROW for approximately 2,300 feet to the intersection of O'Neal Lane where it manifolds with node SS96. From node SS96, the forcemain continues south along O'Neal Lane for approximately 3,200 feet to node SS129, where it intersects a manifold forcemain at Harrell's Ferry Road.

Segment 4 also includes another forcemain upsize that terminates at node SS129. From its termination at node SS129, the forcemain continues approximately 900 feet east along South Harrell's Ferry Road to SS132 and then another approximately 1,350 feet east to node SS135.

Segment 5

Segment 5 begins outside the property boundary of PS 173. Upon leaving PS 222, the forcemain travels generally north for approximately 2,800 feet before reaching node SS130 where it continues approximately 300 feet north to PS162. The forcemain upsize continues north of PS162 and travels approximately 1500 feet north to the intersection of Harrell's Ferry Road where it manifolds with node SS109.

Segment 5 also includes another forcemain that begins at BPS889 and continues approximately 120 feet south to node SS148.

Segment 6

Segment 6 begins outside the property boundary of PS211. Upon leaving PS211, the forcemain travels approximately 1,100 feet north along Woodlake Drive to manhole 316-00001 near PS316.

The forcemain upsizing resumes outside the northern property boundary of PS 316. Upon leaving PS 316, the forcemain travels north along Woodlake Drive for approximately 2,000 feet to node SS173 and the intersection of South Harrell's Ferry Road. At South Harrell's Ferry Road, the forcemain turns west and continues for approximately 5,600 feet to manhole SS147 where it ties into a larger forcemain, which continues along South Harrell's Ferry Road.

Segment 7

Segment 7 begins outside the property boundary of PS 296. Upon leaving PS 296, the forcemain travels approximately 400 feet north and east where it crosses West Piney Point Avenue. It then continues approximately 500 feet further north and east to manhole 211-00051 where it discharges into a gravity main.

Segment 8

Segment 8 begins outside the property boundary of PS347. Upon leaving PS347, the forcemain travels approximately 500 feet west between South Shore Drive and Double Tree Drive and into a servitude. At this point, the forcemain continues approximately 500 feet along the servitude and then heads southwest toward the intersection of Double Tree Drive and Feather Nest Lane. The forcemain continues approximately 400 feet into another servitude located between Double Tree Drive and Wildlife Way Drive and then turns northwest. The forcemain follows the servitude for approximately 450 feet to a point located between Hagerstown Drive and Double Tree Drive. The forcemain then continues west in a servitude, crossing Hagerstown Drive, for approximately 2,400 feet to manhole 247-00001, which then ties into PS247.

Segment 8 continues outside the property boundary of PS247. Upon leaving PS247, the forcemain travels approximately 800 feet west in a servitude to East Achord Road. At East Achord Road, the forcemain turns south and travels approximately 2,100 feet to manhole SS274 where it ties into a larger manifold forcemain, which continues along Tiger Bend Road.

Segment 9

Segment 9 begins outside the property boundary of PS213. Upon leaving PS213, the forcemain travels approximately 250 feet south to Tiger Bend Road where it then turns west and continues approximately 1,200 feet to manhole SS274.

At node SS274, Segment 9 receives flow from Segment 8 and continues west along Tiger Bend Road for approximately 1,500 feet to node SS282 where it receives flow from a 4-inch forcemain and increases in size.

From node SS282, the forcemain continues west along Tiger Bend Road for approximately 6,200 feet to the intersection of Antioch Road where it turns south and then continues approximately 250 feet to node SS275.

From SS275, the forcemain turns west again and continues approximately 1,800 feet in a servitude to node SS265 where it receives flow from a 10-inch forcemain and increases in size.

From SS265 the forcemain continues approximately 1,900 feet west to node SS248 near PS274.

The segment 9 forcemain resumes outside the property boundary of PS274. Upon leaving the PS, the forcemain travels approximately 100 feet south to SS241.

From SS241, the forcemain increases in size and continues approximately 4,600 feet west to BPS507.

From BPS507, Segment 9 resumes and continues approximately 200 feet west before turning south and continuing approximately 800 feet to manholeSS268 near Jefferson Highway.

Segment 9 also includes a forcemain that begins at PS112 and continues west to manhole110-00113 near Shenandoah Avenue.

Segment 10

Segment 10 begins at node SS196 located at George O'Neal Road and approximately 170 feet east of the intersection of Cumberland Cove Drive. The forcemain continues west for approximately 650 feet before turning south into a servitude. The forcemain then continues south for approximately 1,500 feet before entering the property boundary of BPS777.

The forcemain then continues approximately 1,200 feet west to node SS522 near Jones Creek Road.

From manhole SS522, the forcemain turns south and continues approximately 4,800 feet to node SS243 where it ties into a larger manifold forcemain near PS274.

Segment 11

Segment 11 begins outside the property boundary of PS258. Upon leaving the PS, the forcemain travels approximately 50 feet north before turning east into a servitude and continuing for approximately 1,200 feet to manhole SS192 where it intersects a manifold forcemain in a servitude between Springwood Avenue and Charleston Villa Drive.

Segment 12

Segment 12 begins at manhole SS214, which is located in a servitude near the intersection of Cedar Ridge Avenue and Bayridge Drive. From node SS214, the forcemain travels approximately 3,500 feet south and crosses Tiger Bend Road before turning east for approximately 250 feet and ending at node SS247. At this location, it intersects a manifold forcemain near BPS507.

Segment 13
Segment 13 begins at manhole SS168 near PS136 and continues approximately 2,700 feet southeast in a servitude to node SS186 where it joins a forcemain.

Segment 14
Segment 14 begins outside the boundary of PS172. Upon leaving the pump station, the forcemain travels approximately 300 feet north and across Ferrell Avenue before turning east into a servitude located between Stillwater Avenue and Ferrell Avenue. The forcemain continues in the servitude for approximately 900 feet before turning north. The forcemain continues north for approximately 300 feet to manholePS172DS where it joins a forcemain.

Segment 15
Segment 15 begins outside the property boundary of PS170. Upon leaving the PS, the forcemain travels approximately 200 feet north to manhole SS291 where it joins a forcemain in a servitude west of Barringer Road.

Segment 16
Segment 16 begins outside the boundary of PS 148 at manhole PS148FM, east of the intersection of Parkview Church Road and Superior Drive. From that location, the forcemain travels approximately 1,500 feet south and east to node 147-00057A where it joins a manifold forcemain.

Segment 16 also includes a forcemain that begins outside the property boundary of PS 147. Upon leaving the PS, the forcemain travels approximately 3,000 feet south and west to manhole SS268 where it joins a manifold forcemain near Jefferson Highway.

Scope
Segment 1 upgrades approximately 1,300 feet of 4-inch to 6-inch diameter forcemain from PS153 to SS11. There are no roadway crossings noted in this segment.

Segment 2 upgrades approximately 1,700 feet of 6-inch to 8-inch diameter forcemain from PS101 to SS32. There are no roadway crossings noted in this segment.

Segment 3 upgrades approximately 220 feet of 10-inch to 16-inch diameter forcemain from PS104 to SS69, approximately 3,800 feet of 16-inch to 24-inch diameter forcemain from SS69 to SS64 and approximately 200 feet of 18-inch to 24-inch diameter forcemain from BPS100A to SS75. There are no roadway crossings noted in this segment.

Segment 4 upgrades approximately 3,300 feet of 10-inch to 12-inch diameter pipe forcemain from PS224 to SS96. Upgrades approximately 3,200 feet of 24-inch to 30-inch diameter pipe forcemain from SS96 to SS129 and upgrades approximately 2,300 feet of 14-inch to 16-inch diameter pipe forcemain from SS135 to SS129. There is one drainage crossing and one roadway crossing in this segment noted.

Segment 5 upgrades approximately 3,100 feet of 4-inch to 6-inch diameter forcemain from PS173 to PS173DS, approximately 1,500 feet of 6-inch to 8-inch diameter forcemain from PS162 to SS109, and approximately 120 feet of 24-inch to 30-inch diameter pipe from BPS889 to SS148. There is one drainage crossing and one roadway crossing noted in this segment.

Segment 6 upgrades approximately 1,100 feet of 6-inch to 14-inch diameter forcemain from PS211 to 316-00001, approximately 1,300 feet of 8-inch to 14-inch diameter forcemain from

PS316 to SS173, and approximately 6,300 feet of 10-inch to 14-inch diameter pipe from SS173 to SS147. There is one drainage crossing and five roadway (alignment adjacent to water features) crossings in this segment.

Segment 7 upgrades approximately 880 feet of 6-inch to 8-inch diameter forcemain from PS296 to 211-00051. There are three roadway (alignment adjacent to water features) crossings in this segment.

Segment 8 upgrades approximately 3,100 feet of 4-inch to 8-inch diameter forcemain from PS347 to SS222, approximately 1,100 feet of 6-inch to 8-inch diameter forcemain from SS222 to 247-00001, and approximately 3,100 feet of 8-inch to 12-inch diameter forcemain from PS247 to SS274. There are three roadway (alignment adjacent to water features) crossings in this segment.

Segment 9 upgrades approximately 1,400 feet of 4-inch to 6-inch diameter forcemain from PS213 to SS274, 1,600 feet of 10-inch to 12-inch diameter forcemain from SS274 to SS282, 7,300 feet of 12-inch to 16-inch diameter forcemain from SS282 to SS265, 1,900 feet of 16-inch to 24-inch diameter forcemain from SS265 to SS248, 600 feet of 6-inch to 10-inch diameter forcemain from PS112 to 110-00113, 110 feet of 8-inch to 12-inch diameter forcemain from PS274 to SS241, and 5,600 feet of 36-inch to 42-inch diameter forcemain from SS241 to SS268. There are seven roadway crossings in this segment.

Segment 10 upgrades approximately 2,100 feet of 30-inch to 36-inch diameter forcemain from SS196 to BPS777. Upgrade approximately 100 feet of 24-inch to 36-inch diameter pipe forcemain from BPS777 to SS207 and upgrade approximately 6,000 feet of 30-inch to 36-inch diameter pipe forcemain from SS207 to SS243. There are approximately nine roadway crossings in this segment.

Segment 11 upgrades approximately 1,200 feet of 4-inch to 6-inch diameter forcemain from PS258 to SS192. There are no roadway crossings noted in this segment.

Segment 12 upgrades approximately 3,800 feet of 16-inch to 24-inch diameter forcemain from SS214 to SS247. There is one roadway crossing in this segment.

Segment 13 upgrades approximately 2,700 feet of 14-inch to 16-inch diameter forcemain from SS168 to SS186. There are three roadway crossings noted in this segment.

Segment 14 upgrades approximately 1,500 feet of 4-inch to 6-inch diameter pipe forcemain from PS172 to PS172DS. There are two roadway crossings noted in this segment.

Segment 15 upgrades approximately 200 feet of 10-inch to 14-inch diameter forcemain from PS170 to SS291. There are no roadway crossings noted in this segment.

Segment 16 upgrades approximately 1,500 feet of 4-inch to 6-inch diameter forcemain from PS148 to 147-00057A, and 3,000 feet of 8-inch to 10-inch diameter forcemain from PS147 to SS268. There is one possible drainage crossing and four roadway (alignment adjacent to water features) crossings noted in this segment.

Total Estimated Construction Cost is $6,900,000

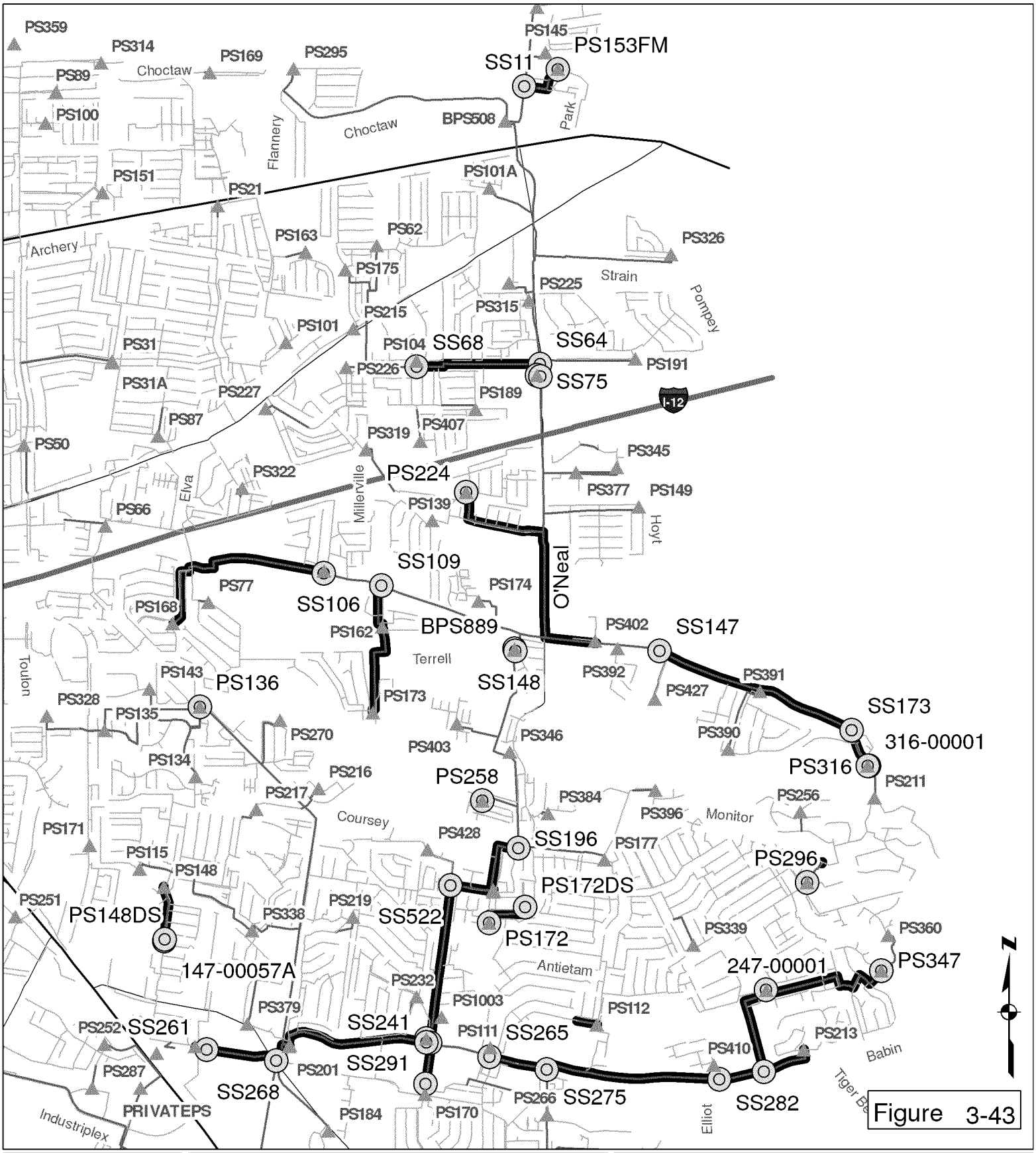

Figure 3-43

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 2,500 5,000 Feet

PUBLIC WORKS

SFU-C-0006

Project Vicinity Map

Baton Rouge Sewer Program

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3.5 South WWTP Projects

3.5.1 STP – C- 0001 South WWTP Wet Weather Improvements

Project Description

Purpose of the Project / Background Information: Existing unit processes at the South WWTP have been designed and constructed to process a hydraulic capacity of 119 mgd. The predicted peak hydraulic flow to this facility after improvements to collection and conveyance infrastructure is 300 mgd. Therefore, wet-weather flow management is required. Improvements required for processing wet-weather flows are presented herein.

Location: The South WWTP is located at 2850 South Gardere Lane, and its outfall is located at geographical coordinates of latitude 30° 20′ 27″ north and longitude 91° 08′ 52″ west.

Scope: The South WWTP will be upgraded to process wet-weather flows up to 300 mgd. Influent flows will be equalized to allow not more than a 200-mgd maximum flow to the treatment facilities. Twenty million gallons of equalization storage will be provided for this purpose. Either a new raw sewage PS sized to process the anticipated Peak Hourly Flow (PHF) of 300 mgd, or a new PS that supplements off-site pumping is recommended. The wastewater treatment train will be upgraded to process 200 mgd by a conversion to the trickling filter/solids contact (TF/SC) process. Flows in excess of 200 mgd will be pumped to the storage basin. Because the storage basin will receive raw sewage, the system should be constructed with low-maintenance cleaning facilities such as a hydrant(s) for wash down, booster pumps where water pressure is not sufficient, and other facilities to provide for automated tank cleaning.

Raw sewage pumped from the proposed 300 mgd raw-sewage pump station to the process train will be directed into a new headworks facility sized to process 200 mgd. Both of the existing headworks facilities will be demolished and replaced by this single system. The proposed headworks will screen and degrit the influent wastewater.

From the headworks, preliminary treated wastewater up to 119 mgd will flow by gravity to the existing primary clarifiers. Flows in excess of 119 mgd (up to 81 mgd) will flow from the headworks to the proposed solids contact basins. Under this scenario, up to 119 mgd of preliminary treated wastewater will flow from the headworks through the primary clarifiers and TFs. The upgraded secondary treatment process will contain both TFs and SC basins. Normally, flows up to 119 mgd will be pumped into the TFs and then be pumped into the SC basins (the TF recirculation PS will be improved to serve as an intermediate pump station capable of managing the entire wet-weather process capacity).

A snail removal structure such as a pit and dedicated pump circuit must be constructed between the TFs and SC basins. Settled solids in the secondary clarifiers will be returned to the head of the SC basins or diverted to existing biosolids handling facilities with a proposed return/waste sludge PS. Blowers will provide process air to the SC basin.

Additional final settling capabilities must also be provided to manage the 200 mgd wet-weather flow condition. The existing chlorine contact basin, effluent PS, and outfall piping

will require expansion. These improvements are schematically represented in the attached process flow diagram. Principal project elements include the following:

- Construct 300-mgd raw sewage PS
  - Below-grade concrete wet well-type structure. No building.
  - Submersible pumps operating from variable frequency drives (VFDs)
  - Electrical building to house electrical systems and controls
  - Facility includes discharge flow meter
  - Facility is covered and includes odor control provisions
- Construct covered storage for flows in excess of 200 mgd
  - Circular lined above-ground tanks
  - Bottom slab contains channels to convey return flow to raw sewage PS
  - Facility is mixed and cleaned by water cannons
  - Odor control facilities included
- Construct 200-mgd headworks
  - Elevated facility, constructed of cast in place concrete
  - Facility contains both screening and grit removal equipment
  - Six screening channels assumed
  - Four PISTA® Grit units are assumed
  - A splitter box is constructed on the end of the headworks structure to split plant flow between the dry-weather and wet-weather process trains during wet-weather events. Structure splits flow at 119-mgd to dry-weather train, and 81-mgd to wet-weather train.
- Construct Solids Contact Basin (200 mgd)
  - Above grade rectangular concrete structure
  - Aeration blowers located outdoors on a concrete slab adjacent the basins. Blowers are covered with a shed-type structure.
  - Fine bubble diffused aeration system
  - Return activated and waste activated sludge pump stations for sludge return from the final settling tanks to the solids contact basins, and for sludge wasting to the gravity thickeners
  - A splitter box is constructed on the end of the solids contact basins to distribute the flow between the existing and proposed final settling tanks. The splitter box splits 70-mgd to the force-main final settling tanks, 50-mgd to the gravity-train final settling tanks, and the remaining 81-mgd of wet-weather flow to the proposed final settling tanks (two at 160-foot diameter).
- Construct two additional final settling tanks at 160-foot diameter each.

- Expand existing chlorine contact basin
  - Add on to existing basins for the additional wet-weather flow
  - Basins are cast in place concrete, below grade structure sized for the 80-mgd wet-weather flow
- Construction of an expanded effluent PS (120 mgd → 200 mgd)
  - Existing PS will continue to be used to discharge the 120 mgd dry weather flow
  - New PS will be constructed adjacent to, and contiguous with the new chlorine contact basin
  - PS will consist of vertical turbine pumps mounted on a concrete slab. Discharge piping and flow metering will be above grade.
- Construction of parallel effluent pipeline and river outfall structure
- Yard piping
- Site work
- Demolition
  - Two headworks structures
  - Gravity train influent PS
  - Gravity train wet-weather PS
  - Gravity train effluent PS
  - Methane storage/power conversion facilities
  - Miscellaneous yard piping and electrical

Total Estimated Construction Cost is $90,000,000

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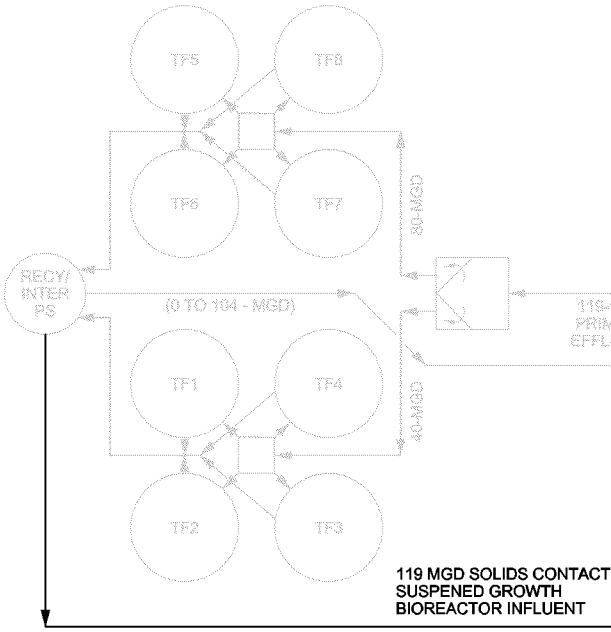
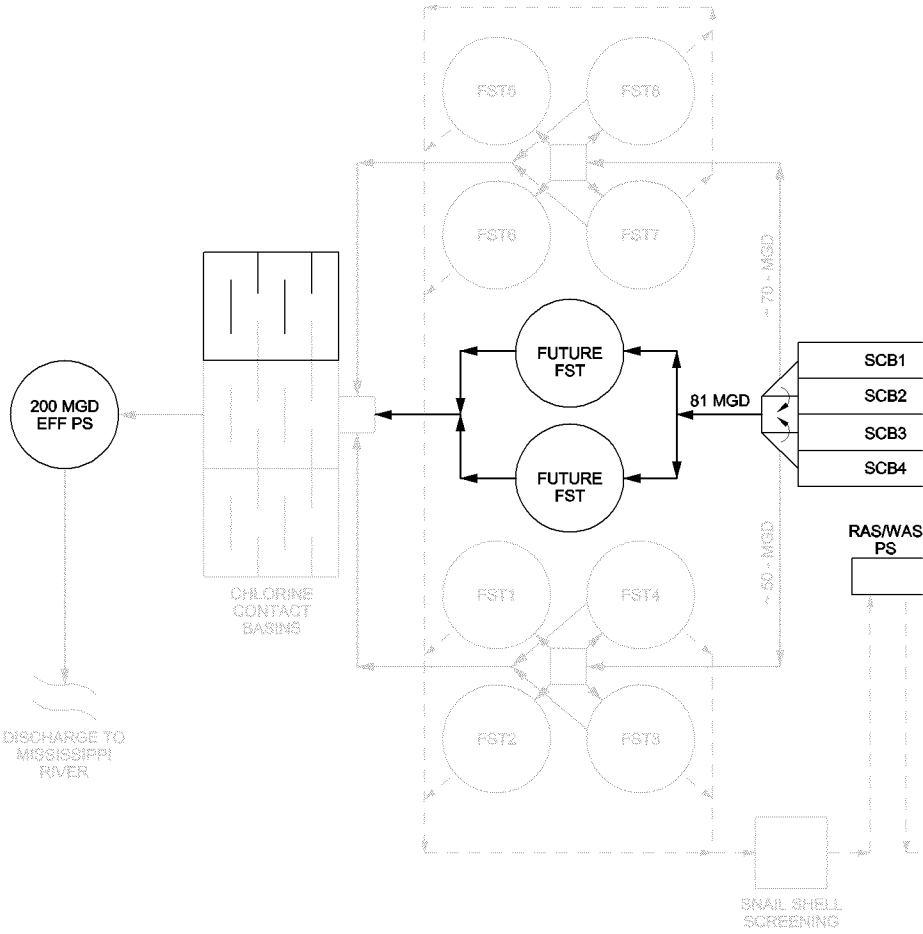
LEGEND

AND	-	ANAEROBIC DIGESTER
EFF	-	EFFLUENT
GT	-	GRAVITY THICKENER
GBT	-	GRAVITY BELT THICKENER
INTER	-	INTERMEDIATE
MGD	-	MILLION GALLONS PER DAY
PST	-	PRIMARY SETTLING TANK
PS	-	PUMP STATION
RAS	-	RETURN ACTIVATED SLUDGE
RECY	-	RECYCLE
RS	-	RAW SEWAGE
FST	-	FINAL SETTLING TANK
SCB	-	SOLIDS CONTACT BASIN
TF	-	TRICKLING FILTER
TFE	-	TRICKLING FILTER EFFLUENT
WAS	-	WASTE ACTIVATED SLUDGE
———	-	LIQUID
– – – –	-	SLUDGE





3.5.2 South WWTP Immediate Action Projects

Project Description

Purpose of the Project/Project Background: The South WWTP is under consent decree due to NPDES Permit violations related to total suspended solids (TSS) and biochemical oxygen demand (BOD). The WWTP is presently required to maintain a 30-mg TSS/L and 30-mg BOD/L monthly average and 45-mg TSS/L and 45-mg BOD/L weekly average discharge standard.

A number of improvement projects will be implemented to assist the plant in complying with its effluent permit limits. These improvements will be implemented early in the program to bring the plant into compliance as soon as possible.

Location: The South WWTP is located at 2850 South Gardere Lane.

Scope: The improvement projects have been grouped together for their implementation. Each grouping of projects is described below.

Screening Improvements
The existing bar screens on the gravity side of the plant are frequently out of service due to mechanical failure. The reduced preliminary treatment allows for rags and other large material to accumulate in downstream treatment facilities, such as the primary settling tanks, which then causes process mechanical equipment failure in the said processes.

In this project, two new screens will be installed in available openings. A conveyor extension will be provided to tie the screens into the existing conveyor and disposal system.

Primary Treatment Improvements

Primary treatment improvements will be implemented to improve the reliability of the primary settling tanks and consistently meet BOD and TSS effluent limits.

The first project element includes the addition of ferric chloride and polymer injection systems for enhanced BOD/TSS removal. This element includes installation of chemical storage and feed systems on both the gravity and forcemain trains of the plant.

The second project element includes various improvements to the primary settling tanks to improve their mechanical reliability. There are six existing tanks. Several of these tanks currently experience significant down time due to issues with mechanical reliability. DPW operations staff also experience difficulty in removing sludge from the clarifiers, which could be associated with issues such as improper collector mechanism speed, pump capacities, pump cycle times, or a combination thereof. The following improvements have been identified for enhanced operational reliability:

- **Repair/Replace clarifier mechanisms and components**. Improvements include replacement of boards, wear strips, sprockets, drives, and expansion joints. Some clarifiers may require new chain. Evaluate appropriateness of mechanism speed. Some of this work will have electrical system impacts which require design.

- **Replace existing sludge pumps**. The current piston pumps have significant maintenance problems. New pumps will be installed. Pump capacities and cycle times will be evaluated to ensure sludge removal design criteria are met.
- **Replace large inlet plug valves on clarifiers 1, 2, 3, and 4.** Existing valves (32 valves total) are maintenance intensive. These valves will be replaced.

The third project element includes the addition of flow control/flow measurement devices at several splitter boxes. The plant has several structures designed to split the flow between process trains, and between discrete basins. These flow splits occur by gravity flow over weir gates. Currently, there is no means to monitor or control the flow splits, or determine proper distribution to downstream facilities. To improve this, weir gate electric actuators and level (flow) elements will be installed at splitter boxes No. 1 and 2.

Trickling Filter Improvements

The secondary treatment process consists of two separate trickling filter, final settling tank, and effluent PS trains. An upstream splitter box receives flow from the primary clarifiers, and splits it to the two secondary trains. The following improvements have been identified to assist in achieving permit compliance.

- **Trickling Filter Recirculation PS, Electrical Building, Piping Interconnection, and Flow Control.** A new recirculation pump station is required to maintain proper wetting rates on the trickling filters. The PS will intercept trickling filter effluent, and pump it to the primary effluent pump station where it will be combined with primary effluent and fed to the trickling filters through the trickling filter splitter box. A preliminary estimate of the pump station capacity indicates a required flow range of 20 to 100 mgd. In addition to the new recirculation PS and hydraulic and process improvements require that the two final settling tank complexes be interconnected with piping so that they are all available for use in receiving trickling filter effluent from both the gravity and the force main sides of the plant. In order to achieve this interconnectivity and flow control, a dynamic hydraulic evaluation needs to be performed to determine specific piping layout and the type of flow control to be implemented. Preliminary investigations indicate that a flow control and flow meter valve vault (or similar flow control/splitting scheme) may need to be installed upstream of each final settling tank complex. The required hydraulic evaluation will determine how the system will be controlled and tied into the remainder of the plant system.
- **Primary Effluent PSs Improvements**. There are two existing primary effluent PSs, with two separate wet wells. The wet wells are hydraulically connected by an existing pipe. The pumps operate off various wet well levels to pump primary effluent to the trickling filter splitter box. The new trickling filter recirculation PS will discharge into the primary effluent PSs' wet wells. A hydraulic, electrical, and control system evaluation is required for this entire system to determine required modifications to the PSs. The hydraulic evaluation needs to be comprehensive in nature, and include trickling filter recirculation PS, primary effluent pump stations, and final settling tank flow control elements as a comprehensive hydraulic system.

Effluent Pumping Improvements

Ground settlement has caused wiring, piping, and pump operational problems in the effluent pump station. In this task, potential causes will be evaluated, and improvements identified to stabilize the PS.

Sludge Handling Improvements

Recommended improvements to the sludge handling systems are as follows:

- **Gravity Thickeners and Thickened Sludge PS Rehabilitation**. The gravity thickener complex has not been in service for many years. The complex needs to be rehabilitated so that primary and secondary sludge can be evacuated in a timely manner from process facilities, and allow for thickening prior to anaerobic digestion. The thickened sludge will enhance the digestion unit process. In addition, a persistent flooding problem has rendered much of the equipment inoperable. Recommended improvements include replacing gravity thickeners, rehabilitating/replacing sludge PS components, and improving site grading to reduce the potential of flooding.
- **Snail Shell Screening Improvements**. The existing snail shell screening system is not in service. Its purpose is to remove snails from the secondary sludge. DPW believes that its pumps are undersized for the required sludge flow. New pumps will be selected and the facility will be put back into service.
- **Final Settling Tank Sludge Withdrawal Improvements**. Sludge pumps from each settling tank complex discharge through a common header. DPW believes that the pumps do not have significant capacity to pump against the resulting head, resulting in sludge buildup in the settling tanks. The sludge pumping hydraulics will be evaluated and improvements made to improve sludge withdrawal.

Total Estimated Construction Cost is $25,400,000

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SECTION 4

Central Basin Projects

Section 4 presents summaries of the Central Gravity System Comprehensive Rehabilitation Projects, the Central Gravity System Capacity Improvement Projects, and the Central Storage Projects. These projects are shown on Figures 4-1 and 4-2.

The project summaries presented herein represent the information available during this initial planning period. The PDP will be revisited on an annual basis and revised, as necessary, based on results of additional hydraulic wastewater modeling, immediate needs, DPW and public input, and other factors.

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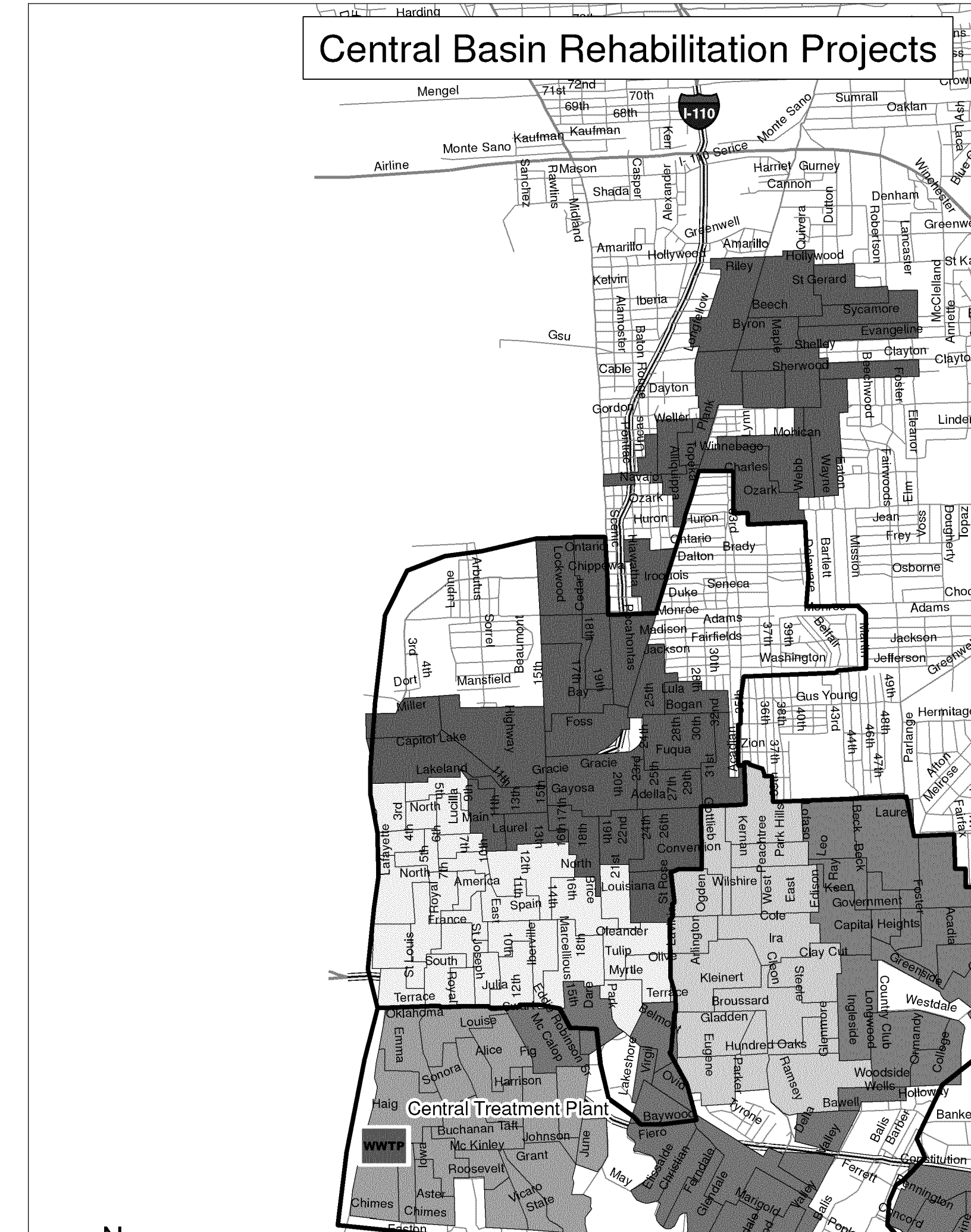
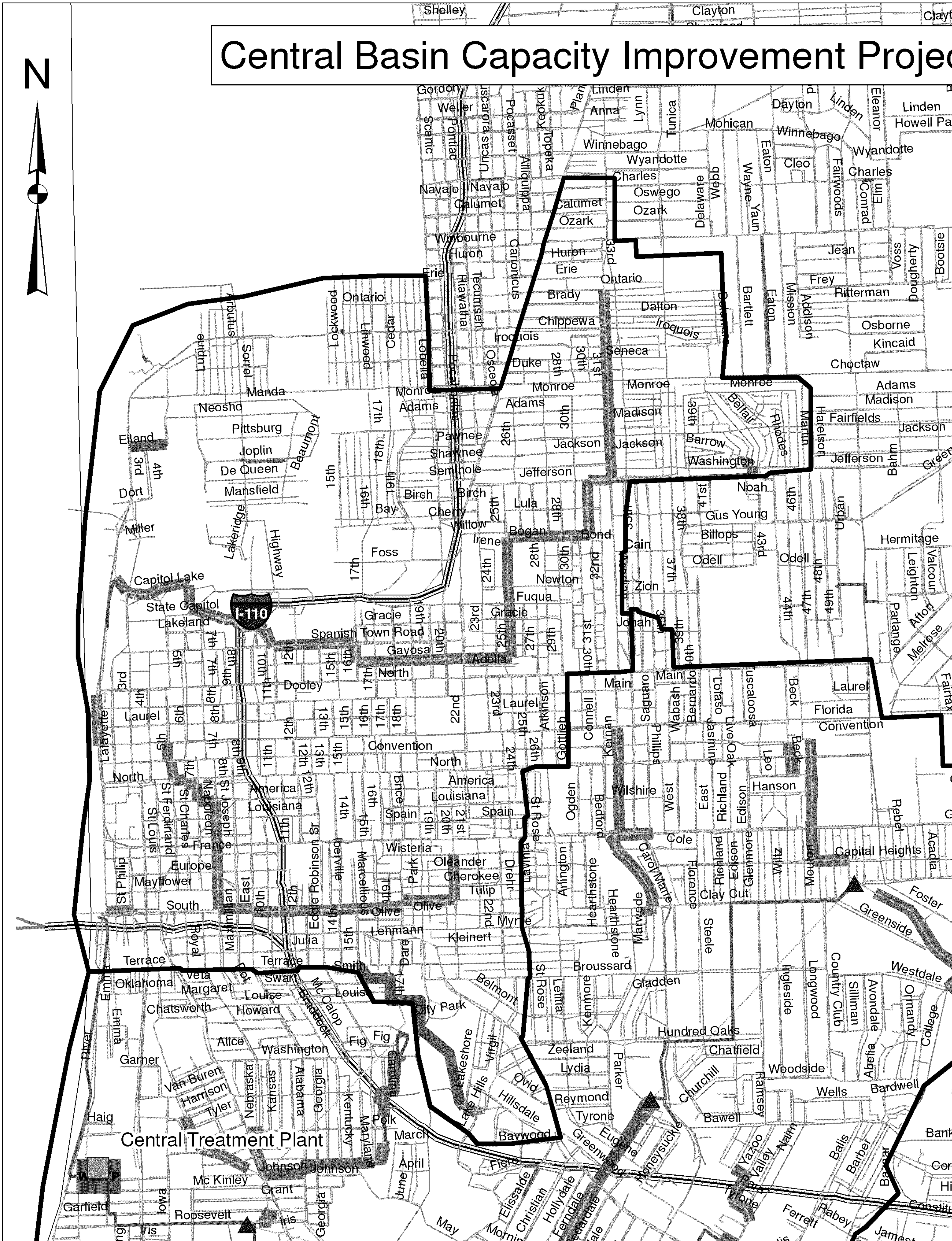
Central Basin Rehabilitation Projects




Central Basin Capacity Improvement Projec
N
I-110
Central Treatment Plant
WWTP
Shelley
Clayton
Gordon
Weller
Linden
Anna
Dayton
Mohican
Winnebago
Wyandotte
Charles
Navajo
Calumet
Oswego
Ozark
Cleo
Delaware
Webb
Huron
Erie
Ontario
Brady
Chippewa
Iroquois
Seneca
Duke
Monroe
Adams
Madison
Jackson
Jefferson
Fairfields
Barrow
Washington
Noah
Gus Young
Billops
Cain
Odell
Zion
Bogan
Bond
Fuqua
Newton
Gracie
Adella
Spanish Town Road
Gayosa
North
Dooley
Main
Laurel
Florida
Convention
America
Louisiana
Spain
Wisteria
Oleander
Cherokee
Tulip
Olive
South
Lehmann
Kleinert
Myrtle
Julia
Terrace
Smith
Oklahoma
Margaret
Louise
Howard
Chatsworth
City Park
Belmont
Broussard
Gladden
Hundred Oaks
Chatfield
Zeeland
Lydia
Reymond
Tyrone
Bawell
Baywood
Lakeshore
Lake Hills
Hillsdale
Ovid
Greenwood
Eugene
Honeysuckle
Capital Heights
Clay Cut
Foster
Greenside
Westdale
Woodside
Wells
Bardwell
Hermitage
Capitol Lake
State Capitol
Lakeland
Eiland
Dort
Miller
Manda
Neosho
Pittsburg
Joplin
De Queen
Mansfield
Foss
Birch
Bay
Cherry
Willow
Irene
Alice
Garner
Haig
Van Buren
Harrison
Tyler
Johnson
Mc Kinley
Grant
Roosevelt
Garfield
Iris
March
April
June
May
Fig
Polk

4.1 Central Gravity System Comprehensive Rehabilitation Projects

4.1.1 CGS-R-0001, CGS-R-0002, CGS-R-0003, CGS-R-0004, CGS-R-0005, CGN-R-0001 AND CGN-R-0002

Project Description

The sanitary sewer system comprehensive rehabilitation projects consist of improvements to various components of the collection system to reduce the amount of infiltration and inflow that enter the system.

Purpose

The purpose of comprehensive rehabilitation is to correct defects in the system such as offset pipe joints, collapsed pipe sections, leaking manholes, and direct inflow sources. The water that enters the system through the defects is a major contributor to SSOs. Comprehensive rehabilitation of the collection system will contribute to alleviating SSOs.

Location

There are seven rehabilitation projects located within the Central Gravity Basin. The locations of the projects are shown on the attached maps.

Scope of Project

The first phase of comprehensive rehabilitation projects will consist of the physical inspection of the pipes and manholes including CCTV inspection. Smoke testing may also be included in the physical inspection phase.

The data collected by the physical inspection contractor will be analyzed and, based on that analysis, a listing of recommended repairs with associated construction costs will be generated.

An engineering firm will then complete detailed design and preparation of construction documents for project bidding.

The construction of comprehensive rehabilitation projects will typically include the following components:

- Replacement of pipes
- Point repair of pipes
- Rehabilitation of pipes by cured in place pipe liners
- Rehabilitation or replacement of manholes
- Repair of sewer laterals to the property line

Cost

The estimated construction cost for each project is presented in Table 4-1. These costs are based on preliminary estimates of the amounts for each component of the system that will require repair or replacement. During the physical inspection phase, the actual condition of

the components will be assessed and appropriate methods recommended. At that time, the cost estimate for each project will be revised.

TABLE 4-1
Estimated Construction Costs for Central Gravity System Comprehensive Rehabilitation Projects

Project Description	Construction Cost
CGS-R-0001-Foster Drive-Government Street	$6,900,000
CGS-R-0002-Highland Road-Washington Street	$8,400,000
CGS-R-0003-Stanford Avenue-Morning Glory Road	$7,200,000
CGS-R-0004-Acadian Thruway-Claycut Road	$7,800,000
CGS-R-0005-Acadian Thruway-Perkins Road	$4,100,000
CGN-R-0001-Scenic Highway-Spanish Town Road	$18,000,000
CGN-R-0002- East Boulevard-Government Street	$10,000,000

Figure 4-3

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

PUBLIC WORKS

CGS-R-0001

Proj #7 Foster Dr. - Government St.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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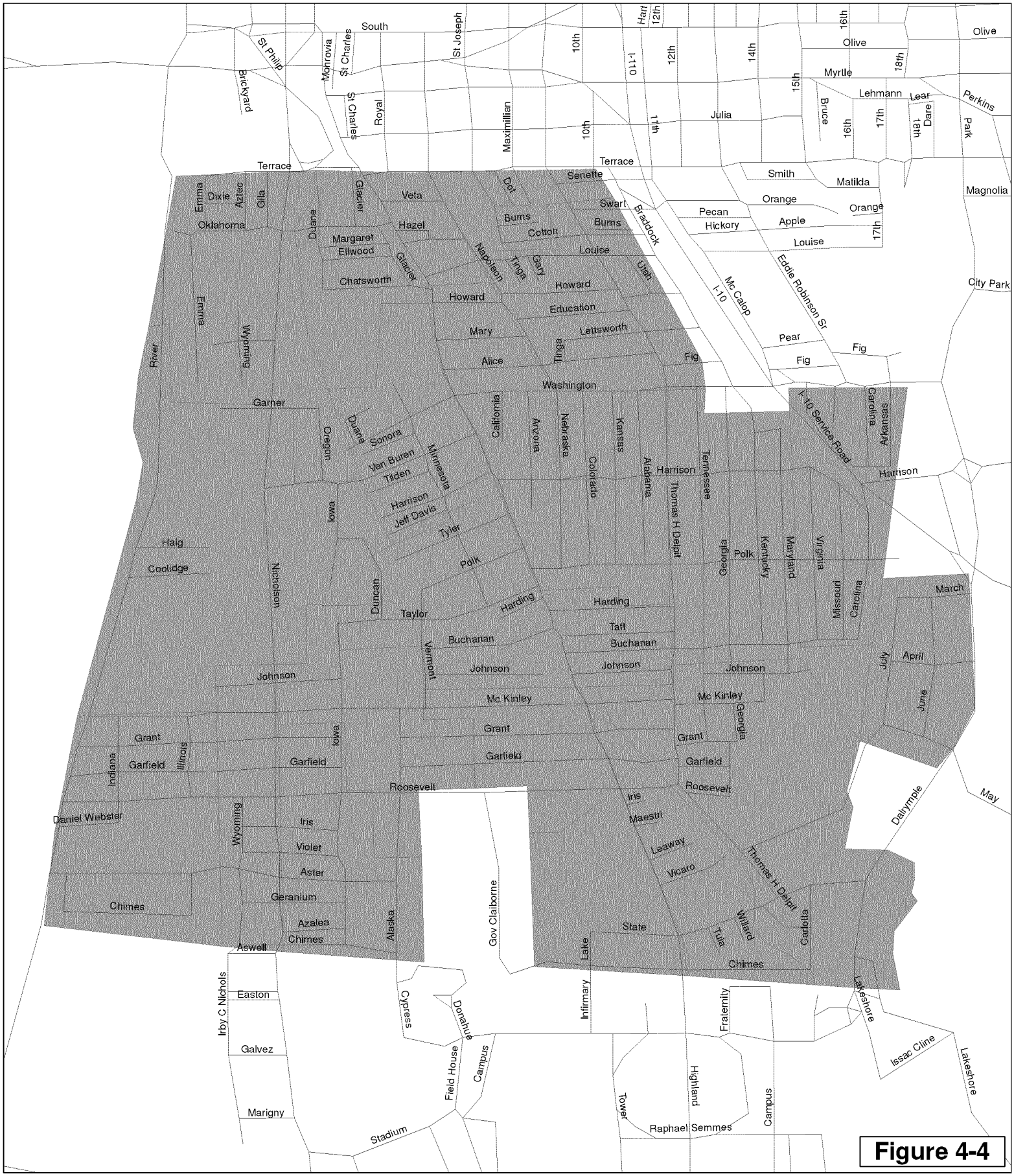

Figure 4-4

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

CGS-R-0002

Proj #13 Highland Rd. - Washington St.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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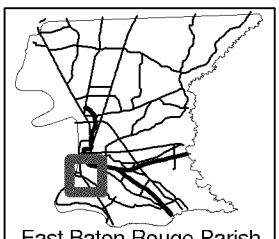

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

CGS-R-0003

Proj #14 Stanford Ave. - Morning Glory Rd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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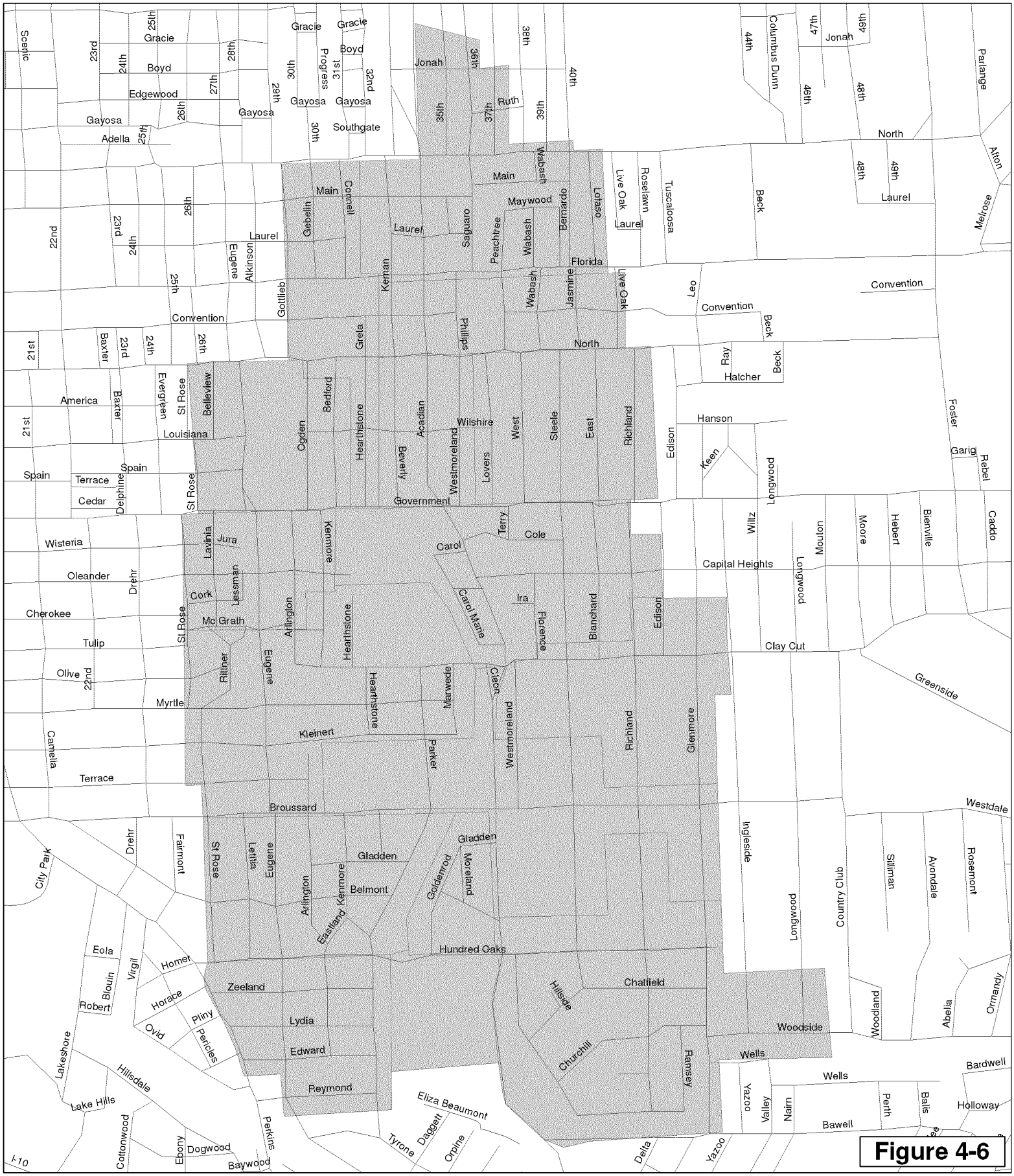

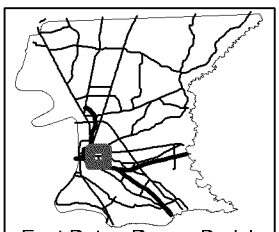

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

CGS-R-0004

Proj #16 Acadian Thruway - Claycut Rd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

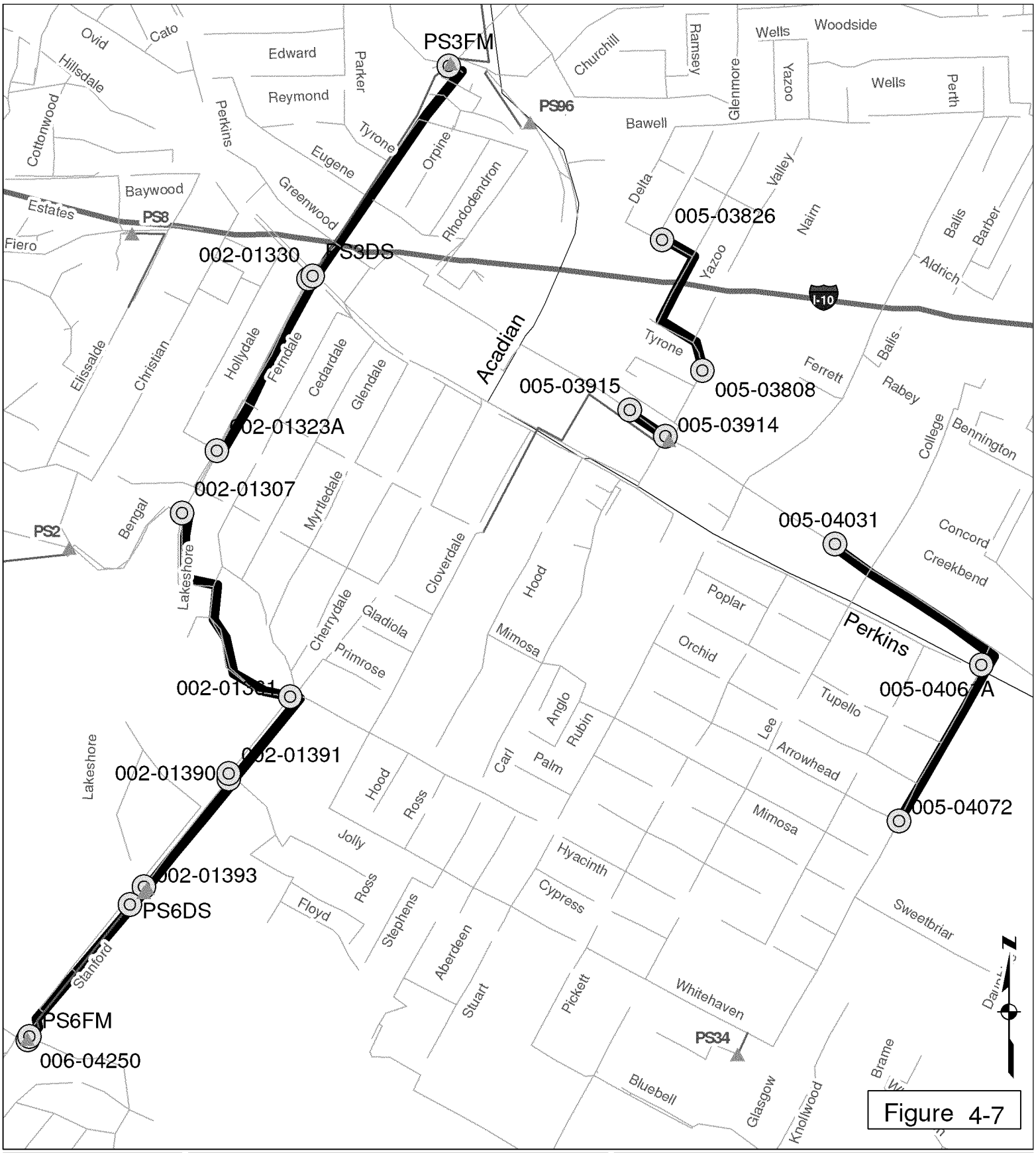

Figure 4-7

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 600 1,200 Feet

PUBLIC WORKS

CGS-C-0005

Project Vicinity Map

Baton Rouge
Sewer Program

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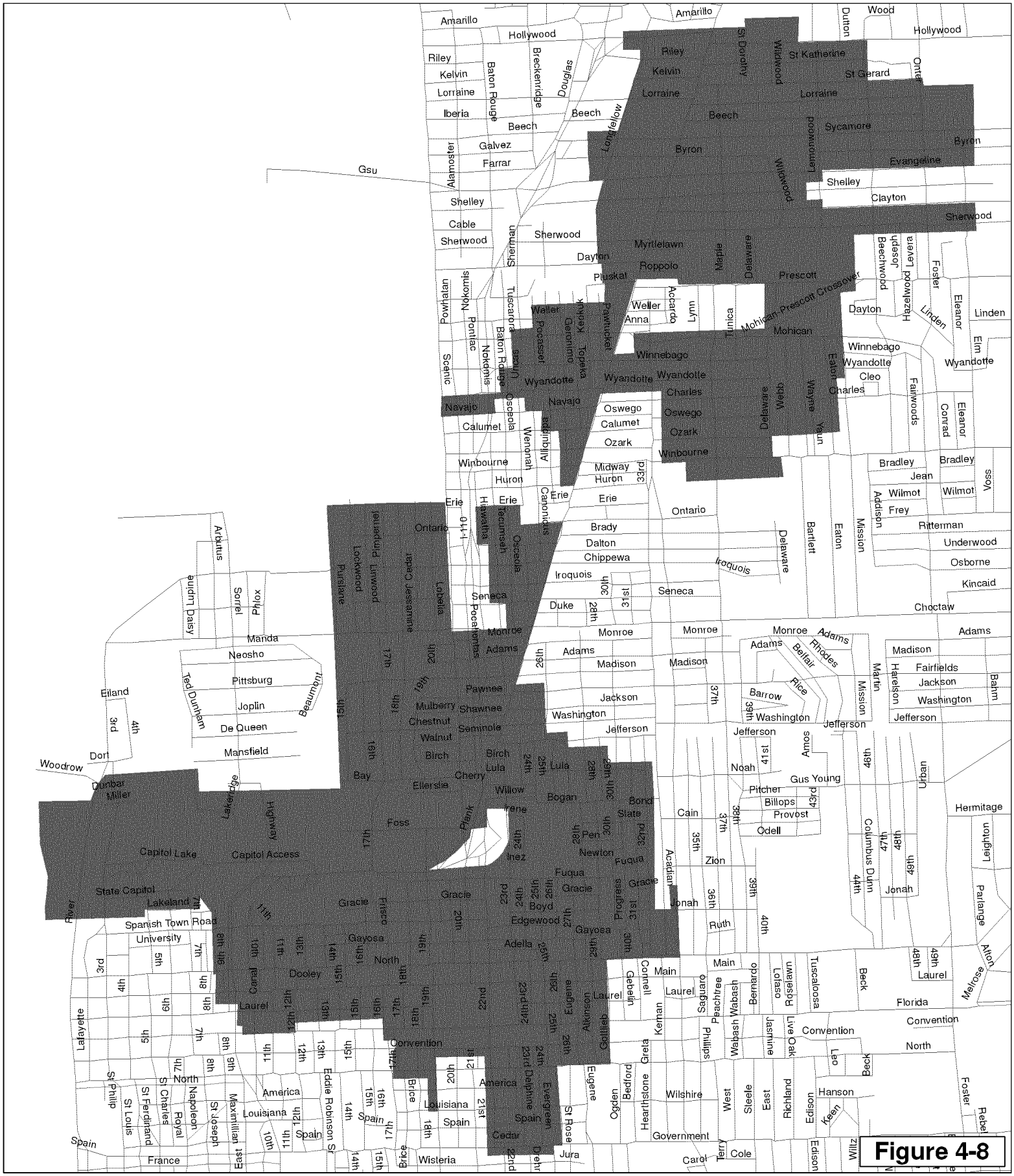
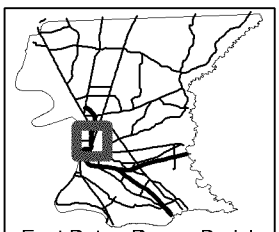


Figure 4-8



East Baton Rouge Parish

Legend

▨ Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

CGN-R-0001

Proj #20 Scenic Hwy. - Spanish Town Rd.

Project Vicinity Map

BATON ROUGE
SEWER PROGRAM

PUBLIC WORKS

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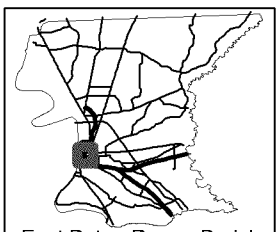
Figure 4-9



East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

CGN-R-0002

Proj #25 East Blvd. - Government St.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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4.2 Central Gravity System Capacity Improvements Projects

4.2.1 CGN-C-0001 (Capital Lake Drive – Gayosa Street)

Project Description

Purpose of the Project / Background Information: The purpose of this project is to increase the capacity of the gravity trunk sewer upstream of PS60 to assist in transferring high flows to the pump station. This project also includes increasing the capacity of the sewer forcemain exiting PS19 along Eiland Drive.

Location: PS60 is located along River Road north of State Capitol Drive. The majority of the area contributing to the pump station is residential and commercial. Tracing upstream from PS60, the trunk sewer goes in a southeasterly direction where it intersects Capitol Lake Drive, then continues in an easterly direction paralleling Capitol Lake Drive. At such time that this trunk sewer reaches the northern boundary of Armory Park, the line turns south to its intersection with State Capitol Drive. From this point, the trunk sewer meanders in a southeasterly direction out of the street rights-of-way into wooded areas to a point west of Interstate 110 and north of Spanish Town Road. At this location, the trunk sewer crosses under Interstate 110 to the northern end of North 10th Street. The trunk sewer then traverses down North 11th Street to Boyd Avenue where it turns easterly along Boyd Avenue. The trunk sewer continues along Boyd Avenue to North 16th Street where it turns south along North 16th Street to its intersection with Gayosa Street. At Gayosa Street, the trunk sewer turns easterly along Gayosa Street to the project termination point at North 23rd Street.

PS19 is located on Eiland Drive near the intersection of 4th Street. The majority of the area contributing to the PS is residential. The sewer forcemain exits the PS and continues downstream in a westerly direction along Eiland Drive to the intersection of Eiland Drive and 3rd Street. At this point, the sewer forcemain transfers flow to manhole PS19DS.

Scope: The entire gravity sewer replacement project consists of approximately 9,300 feet of trunk sewer and 860 feet of forcemain.

From PS60 to manhole 060-06962, the sewer is currently a 36-inch line. This portion, approximately 4,400 feet, is scheduled to be replaced with a 48-inch line. This portion of the project requires the replacement of a gravity trunk line from an area west of Interstate 110 and north of Spanish Town Road to the northern end of North 10th Street. Approximately 500 lf of 48-inch line will need to be tunneled under I-110 with an average depth of 20 feet.

The remaining 4,800 feet of line programmed to be replaced is approximately 4,700 feet of 30-inch line from manhole 060-06962 to manhole 060-07135 and manhole 060-07143 to manhole 060-07158, and approximately 100 lf of 24-inch line from manhole 060-060-07135 to manhole 060-060-07143. These segments of pipe will be upsized to a 42-inch line.

An existing 8-inch forcemain exits the PS19 and connects downstream to manhole PS19DS. Approximately 860 lf of forcemain is scheduled for upgrade to a 12-inch forcemain.

Note: The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model. The existing dry weather head and peak future wet weather head were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $6,600,000

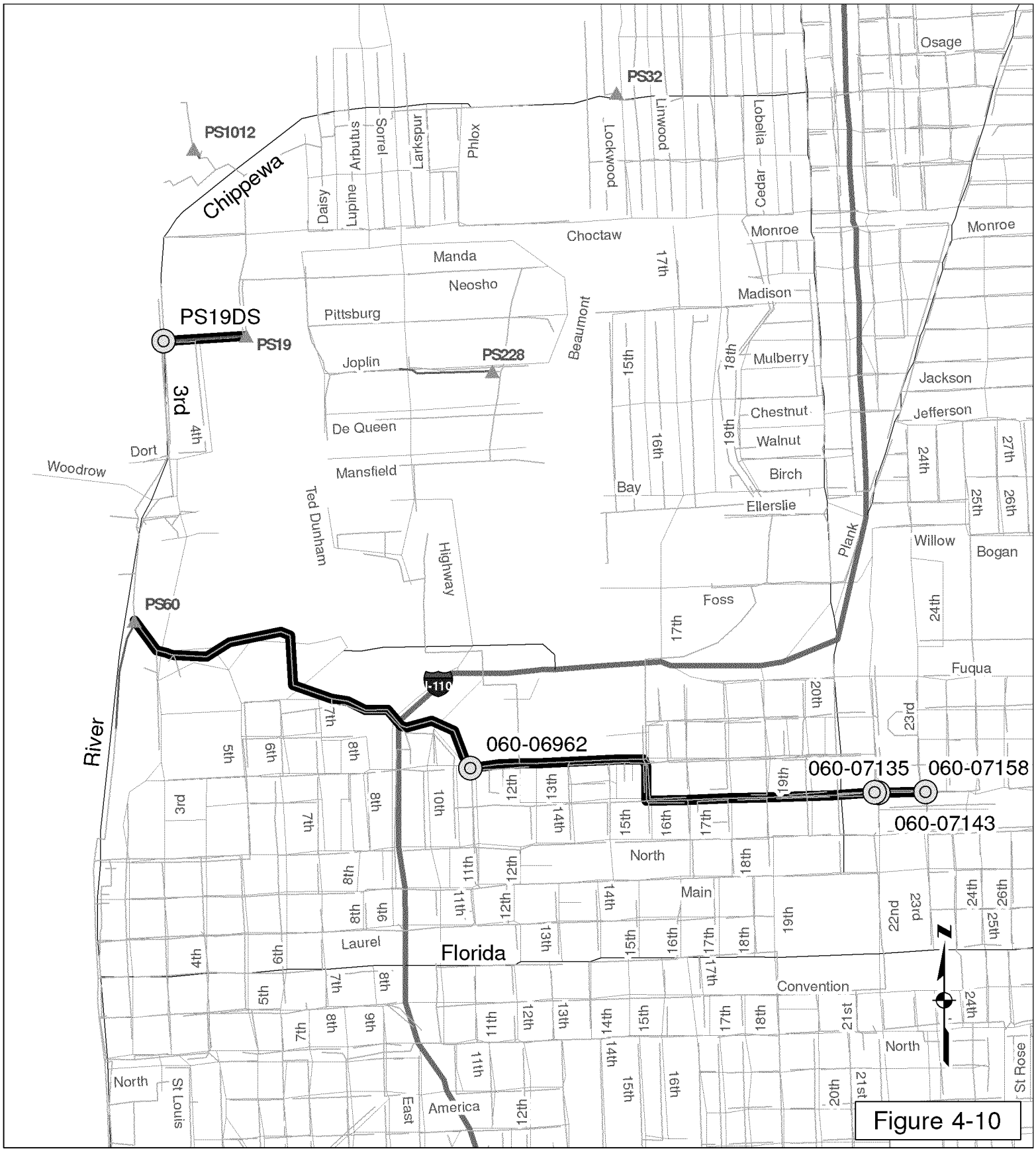

Figure 4-10

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 750 1,500 Feet

PUBLIC WORKS

CGN-C-0001

Project Vicinity Map

Baton Rouge Sewer Program

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4.2.2 CGN-C-0002 (25th Street – North Acadian Thruway)

Project Description

Purpose of the Project / Background Information: The purpose of the CGN-C-0002 project is to increase the capacity of the gravity trunk sewer upstream of manhole 060-07159 to assist in transferring high flows to PS60 and alleviate SSOs.

The CGN-C-0002 project also includes increasing the capacity of the gravity trunk sewer upstream of PS 15 to manhole 015-05119 to alleviate SSO problems. This increase in capacity will assist in transferring flows to PS 15.

Location: Manhole 060-07159 is located along Gayosa Street, east of 23rd Street. The majority of the contributing area is residential and commercial. Tracing upstream from this manhole, the trunk sewer exits the manhole in an easterly direction, then intersects 25th Street, where it continues in a northerly direction paralleling 25th Street. At such time that this trunk sewer crosses Fuqua Street, it continues in a northerly direction below a recreational sports field until the trunk sewer reaches Bogan Walk Street. The trunk sewer then travels in an easterly direction and travels up 31st Street to Jefferson Street. At this point, the trunk sewer travels in an easterly direction to North Acadian Thruway where it turns in a northerly direction and parallels North Acadian Thruway to the project termination point at Brady Street.

PS15 is located along Washington Street, south of the intersection of Washington Street and West Belfair Drive. The majority of the area contributing to the PS is residential and commercial. Going upstream from PS15, the trunk sewer exits the PS in a northerly direction where it intersects Washington Street. It then crosses West Belfair Avenue in a north-westerly direction. The trunk sewer turns back to a northeasterly direction following West Belfair Avenue to the project termination point of manhole 015-05119.

Scope: The entire gravity sewer replacement project consists of approximately 11,000 feet of 26 to 47-foot-deep trunk sewer.

From manhole 060-07159 to manhole 060-07486, the sewer is currently approximately 6,400 lf of 24-, 21-, and 18-inch line. This portion is scheduled to be replaced with 27-inch line.

From manhole 060-07486 to manhole 060-07544, the sewer is approximately 900 lf of 18-inch line. This portion is scheduled to be replaced with 24-inch line.

From manhole 060-07544 to manhole 060-07619, the sewer is approximately 2,100 lf of 18-, 15-, and 12-inch line. This portion is scheduled to be replaced with 21-inch line.

From manhole 060-07619 to manhole 060-07642, the sewer is approximately 950 lf of 12- and 10-inch line. This portion is scheduled to be replaced with 18-inch line.

From PS15 to manhole 015-05119, the sewer is approximately 500 lf of 10-inch line. This portion is scheduled to be replaced with 18-inch line.

Note: The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $4,700,000

Figure 4-11

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 750 1,500 Feet

PUBLIC WORKS

CGN-C-0002

Project Vicinity Map

Baton Rouge Sewer Program

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4.2.3 CGN-C-0003 (South Boulevard – St. Joseph Street)

Project Description

Purpose of the Project / Background Information: The purpose of this project is to increase the capacity of the gravity sewers upstream of PS10 and PS59. This project will also serve to increase the capacity of the sewer forcemain exiting PS10 along East Lakeshore Drive to assist in transferring flows to the gravity trunk sewer upstream of PS59.

Location: PS59 is located south of the intersection of River Road and South Boulevard, beneath the I-10 Mississippi River Bridge. The majority of the area contributing to the pump station is residential and commercial. Tracing upstream from the PS59, the trunk sewer travels in an easterly direction parallel to South Boulevard. At such time that this trunk sewer reaches 18th Street, the line turns north to its intersection with Tulip Street. From this point, the trunk sewer turns to an easterly direction paralleling Tulip Street. At the intersection of Tulip Street and 21st Street, the trunk sewer turns to a northerly direction along 21st street and continues to the intersection of Wisteria Street, the project termination point.

At the intersection of South Boulevard and St. Joseph Street, a branch of the above trunk sewer turns in a northerly direction and continues north along St. Joseph Street to the intersection of America Street. At this point, the trunk sewer turns in a westerly direction and continues west along America Street to the intersection of Napoleon Street. The trunk sewer turns in a northerly direction and continues north along Napoleon Street to the intersection of North Boulevard East, where it takes a westerly turn. The trunk sewer continues west along North Boulevard East to the intersection of Royal Street. At this point, the trunk sewer continues north along Royal Street to the intersection of North Boulevard West. The trunk sewer turns in a westerly direction along North Boulevard West to the intersection of 5th Street, where it takes a northerly turn. The trunk sewer continues north along 5th Street to the intersection of Florida Boulevard, the project termination point.

Tracing upstream from PS59, the trunk sewer travels in a northerly direction crossing the intersection of South Street and River Road. The trunk sewer continues in a northerly direction along River Road until reaching the middle of the block between North Street and Main Street, the project termination point.

The PS10 is located on East Lakeshore Drive at the southeastern corner of City Park. The majority of the area contributing to the PS is residential. The forcemain exits PS10 in a southeasterly direction along East Lakeshore Drive to the intersection of Lake Hills Parkway. At this point, the forcemain turns in a northerly direction up Lake Hills Parkway to the project termination point, manhole 010-04925.

Scope: The entire gravity sewer replacement project consists of approximately 13,000 feet of deep trunk sewer.

From manhole 059-05857 to manhole 059-06088, approximately 560 feet of sewer is currently 24-inch line. This portion is scheduled to be replaced with 36-inch line.

From manhole 059-06045 to manhole 059-06532, approximately 3,000 feet of sewer is currently 12- and 10-inch line. This portion is scheduled to be replaced with 24-inch line.

From manhole 059-06532 to manhole 059-06445, approximately 2,200 feet of sewer is currently 12- and 10-inch line. This portion is scheduled to be replaced with 21-inch line.

From manhole 059-06445 to manhole 059-06395, approximately 960 feet of existing sewer is currently 10-inch line. This portion is scheduled to be replaced with 15-inch line.

From manhole 059-06045 to manhole 059-06128, approximately 1,300 feet of sewer is currently 21- and 15-inch line. This portion is scheduled to be replaced with 27-inch line.

From manhole 059-06128 to manhole 059-06236, approximately 940 feet of sewer is currently 18-inch line. This portion is scheduled to be replaced with 24-inch line.

From manhole 059-06236 to manhole 059-06172, approximately 2,200 feet of sewer is currently 10-inch line. This portion is scheduled to be replaced with 15-inch line.

From manhole 059-05872 to manhole 059-05878, approximately 1,100 feet of sewer is currently 36-, 30-, and 27-inch line. This portion is scheduled to be replaced with 42-inch line.

From PS 10 to manhole 010-04900, approximately 100 feet of sewer is currently 10-inch line. This portion is scheduled to be replaced with 21-inch line.

From manhole 010-04900 to manhole 010-04925, approximately 420 feet of sewer is currently 10-inch line. This portion is scheduled to be replaced with 18-inch line.

An existing 8-inch forcemain exits PS10 and then connects downstream to manhole PS10DS. Approximately 4,500 feet of forcemain is scheduled for upgrade to a 12-inch forcemain.

Note: The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $5,800,000

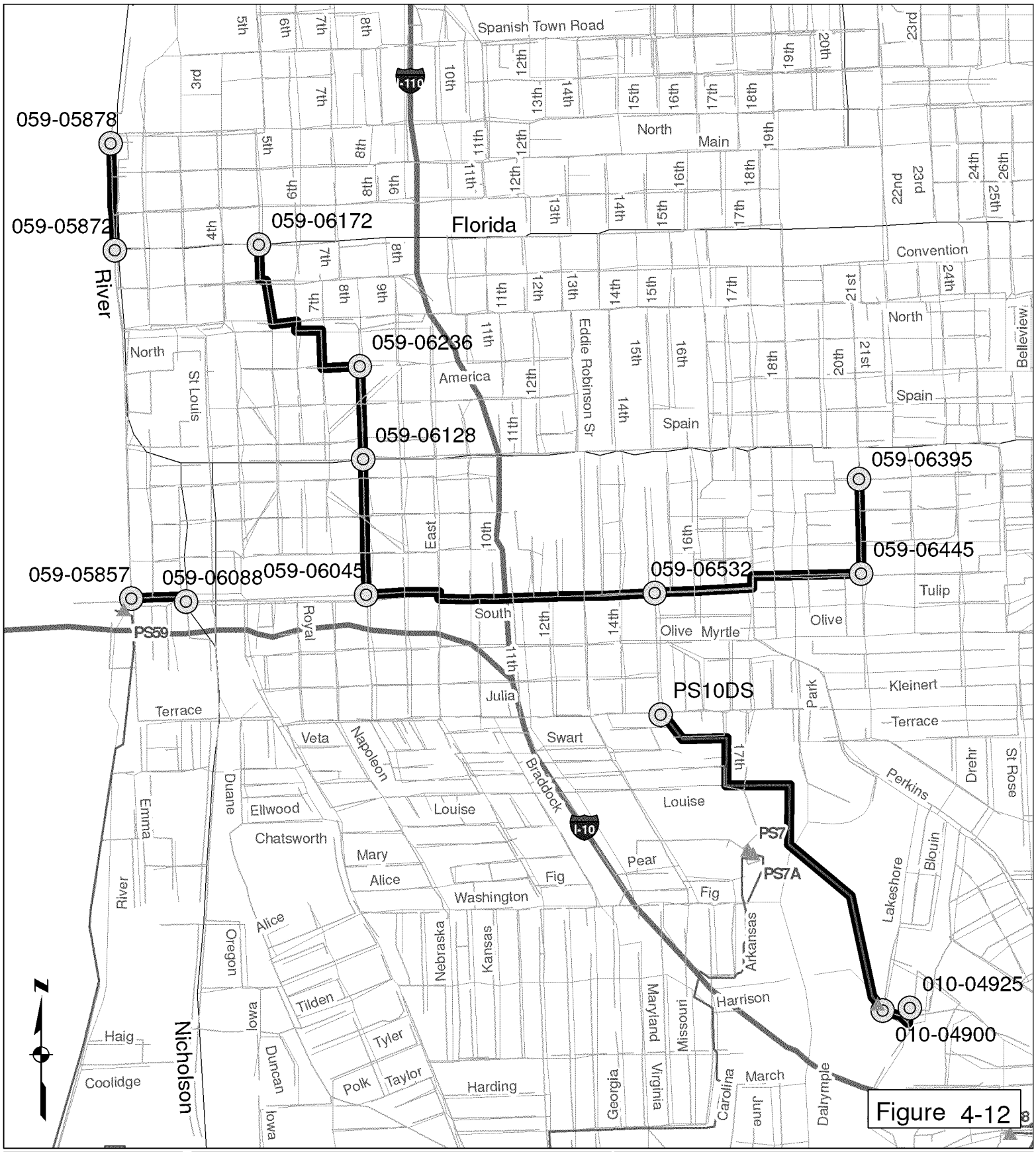

Figure 4-12

East Baton Rouge Parish

Legend

Proposed
- New Pump Stations
- New Force Main
- New Gravity Main
- New Storage Facility

Existing
- Exist. Gravity
- Exist. Forcemain
- Exist. Pump Station
- Manholes\Nodes

Streets
- Interstate
- Major Arterial
- Major Collector
- A4

0 1,000 2,000 Feet

PUBLIC WORKS

CGN-C-0003

Project Vicinity Map

Baton Rouge Sewer Program

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4.2.4 CGN-C-0004 (Downtown Area – PS10 and PS59 Improvements)

Project Description

Purpose of the Project / Project Background: Project CGN-C-0004 includes the upgrade of PS10 and PS59 to alleviate SSOs at and near the PS as well as in their respective upstream basins.

Location: PS10 is located on East Lakeshore Drive at the southeastern corner of City Park. The majority of the area contributing to the PS is residential.

PS59 is located south of the intersection of River Road and South Boulevard, beneath the I-10 Mississippi River Bridge. The majority of the area contributing to the PS is residential and commercial. This PS pumps flow from the Central Gravity North Basin to the Central WWTP.

Scope: PS10 has an existing total maximum capacity of 0.7 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 2.6 mgd.

PS59 has an existing total maximum capacity of 11.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 5.9 mgd, and the peak future wet weather flow is 36 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW Field Pump Station Maintenance Pump Station Booklet. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $6,200,000

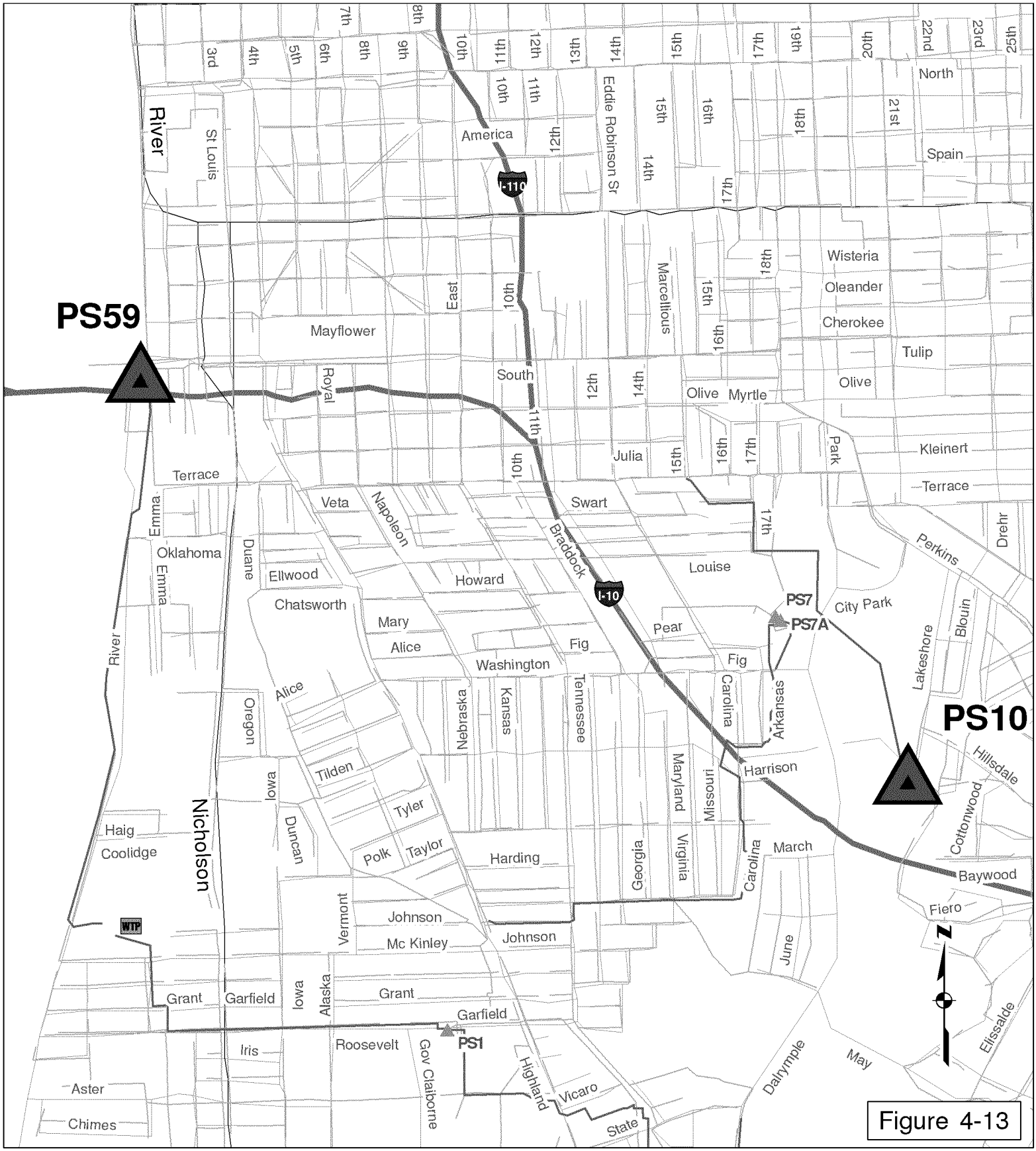

Figure 4-13

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 750 1,500 Feet

PUBLIC WORKS

CGN-C-0004

Project Vicinity Map

Baton Rouge Sewer Program

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4.2.5 CGN-C-0005 (Downtown Area – PS15, PS19, and PS60 Improvements)

Project Description

Purpose of the Project / Project Background: The CGN-C-0005 project includes the upgrade of PS15, PS19, and PS60 to alleviate SSOs at and near the PSs as well as in their respective upstream basins. The BTRSSO hydraulic model predicts a PS capacity exceedance for the future peak wet weather flow.

Location: PS15 is located along Washington Street, south of the intersection of Washington Street and West Belfair Drive. The majority of the area contributing to the PS is residential and commercial.

PS19 is located on Eiland Drive near the intersection of 4th Street. The majority of the area contributing to the PS is residential.

PS60 is located along River Road North, north of State Capitol Drive. The majority of the area contributing to the PS is residential and commercial.

Scope: PS15 has an existing total maximum capacity of 1.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 2.7 mgd.

PS19 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 5.9 mgd.

PS60 has an existing total maximum capacity of 6.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 2.5 mgd, and the peak future wet weather flow is 24.2 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW Field Pump Station Maintenance Pump Station Booklet. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $5,600,000

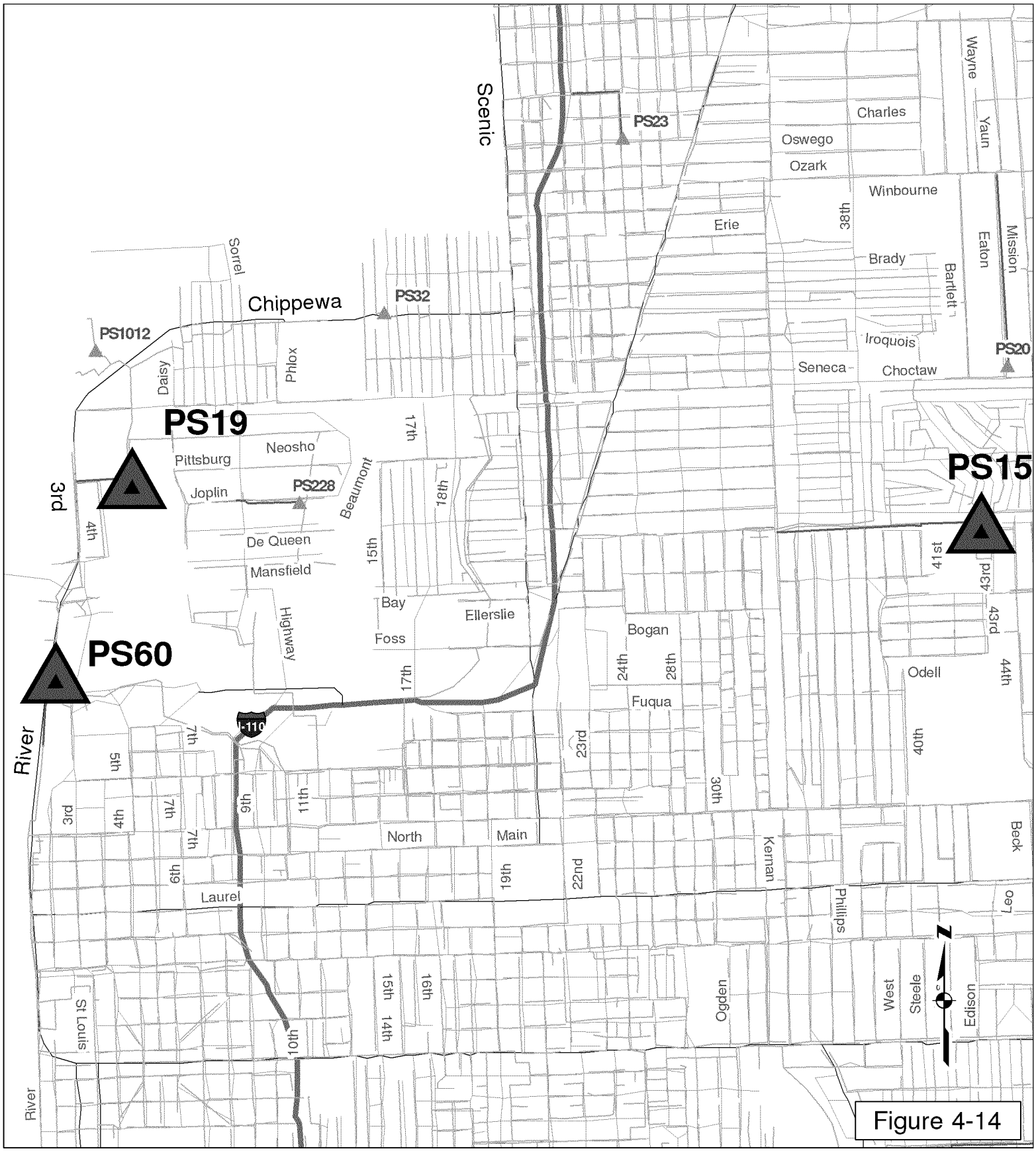

Figure 4-14

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,100 2,200 Feet

PUBLIC WORKS

CGN-C-0005

Project Vicinity Map

Baton Rouge Sewer Program

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4.2.6 CGS-C-0001 (Roosevelt Street Area – PS1 Improvements)

Project Description

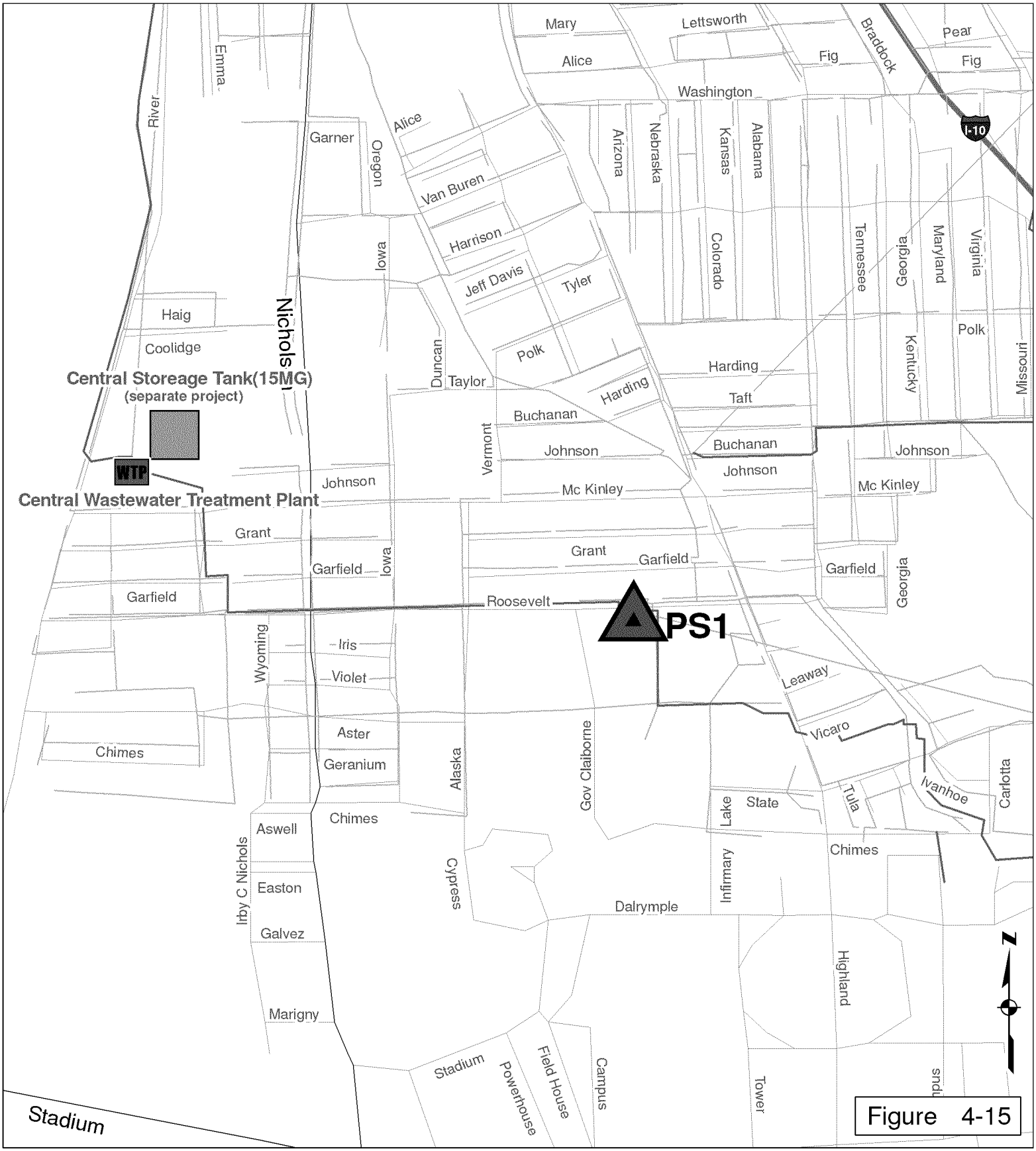
Purpose of the Project / Project Background: Project CGS-C-0001 includes the upgrade of PS1 to alleviate SSOs at and near the PS as well as in upstream basins. The BTRSSO hydraulic model also predicts a PS capacity exceedance for the future peak wet weather flow.

Location: The PS1 is located on Roosevelt Street near the intersection with Governor Clairborne Drive. This PS transfers flows from the entire Central Gravity South Basin to the Central WWTP.

Scope: PS1 has an existing total maximum capacity of 13.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 6.0 mgd, and the peak future wet weather flow is 63.5 mgd.

PS1 is located on the edge of a parking lot. The current boundaries of the site are not enough to house the expanded PS, but portions of the parking lot could be obtained to expand the PS at its current location.

Total Estimated Construction Cost is $8,000,000



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 750 1,500 Feet

PUBLIC WORKS

CGS-C-0001

Project Vicinity Map

Baton Rouge
Sewer Program

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4.2.7 CGS-C-0002 (University Lake Area – PS2, PS5, and PS6 Improvements)

Project Description

Purpose of the Project / Project Background: The CGS-C-0002 project includes the upgrade of PS2, PS5, and PS6 to alleviate SSOs at and near the PSs as well as in their respective upstream basins.

Location: PS2 is located on Clay Cut Bayou between Bienville Street and Hebert Street. The majority of the area contributing to the PS is residential.

PS5 is located on Valley Street between Eugene Street and Perkins Road. The PS is located in a commercial area, but the area contributing to the PS is commercial and residential.

PS6 is located on Stanford Avenue, across from the intersection of Stanford Avenue with Lakeshore Drive. The area contributing to the PS is residential.

Scope: PS2 has an existing total maximum capacity of 5.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.4 mgd, and the peak future wet weather flow is 13.3 mgd.

PS66 has an existing total maximum capacity of 1.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 6.5 mgd.

PS66 has an existing total maximum capacity of 0.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 4.2 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance Pump Station Booklet*. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $6,800,000

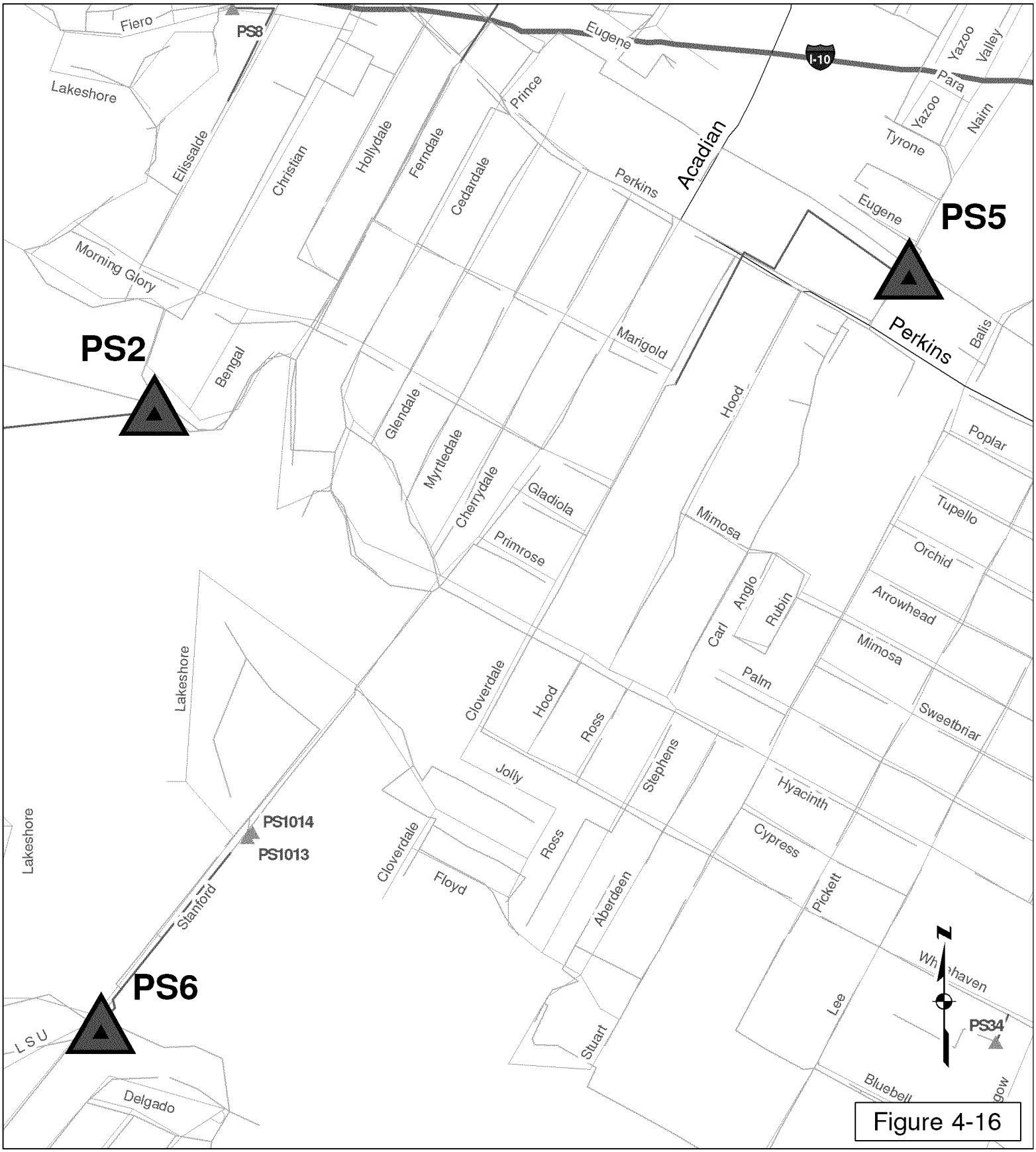

Figure 4-16

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

CGS-C-0002

Project Vicinity Map

Baton Rouge
Sewer Program

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4.2.8 CGS-C-0003 (Acadian/Clay Cut Area – PS3 and PS4 Improvements)

Project Description

Purpose of the Project / Project Background: The CGS-C-0003 project includes the upgrade of PS3 and PS4 to alleviate SSOs at and near the PSs as well as in their respective upstream basins. The BTRSSO hydraulic model predicts a PS capacity exceedance for the future peak wet weather flow.

Location: PS3 is located off theAcadian Thruway north of the intersection with Bawell Street. The area contributing to the PS is residential and commercial.

PS4 is located on Clay Cut Road between Bienville Street and Hebert Street. The majority of the area contributing to the PS is residential.

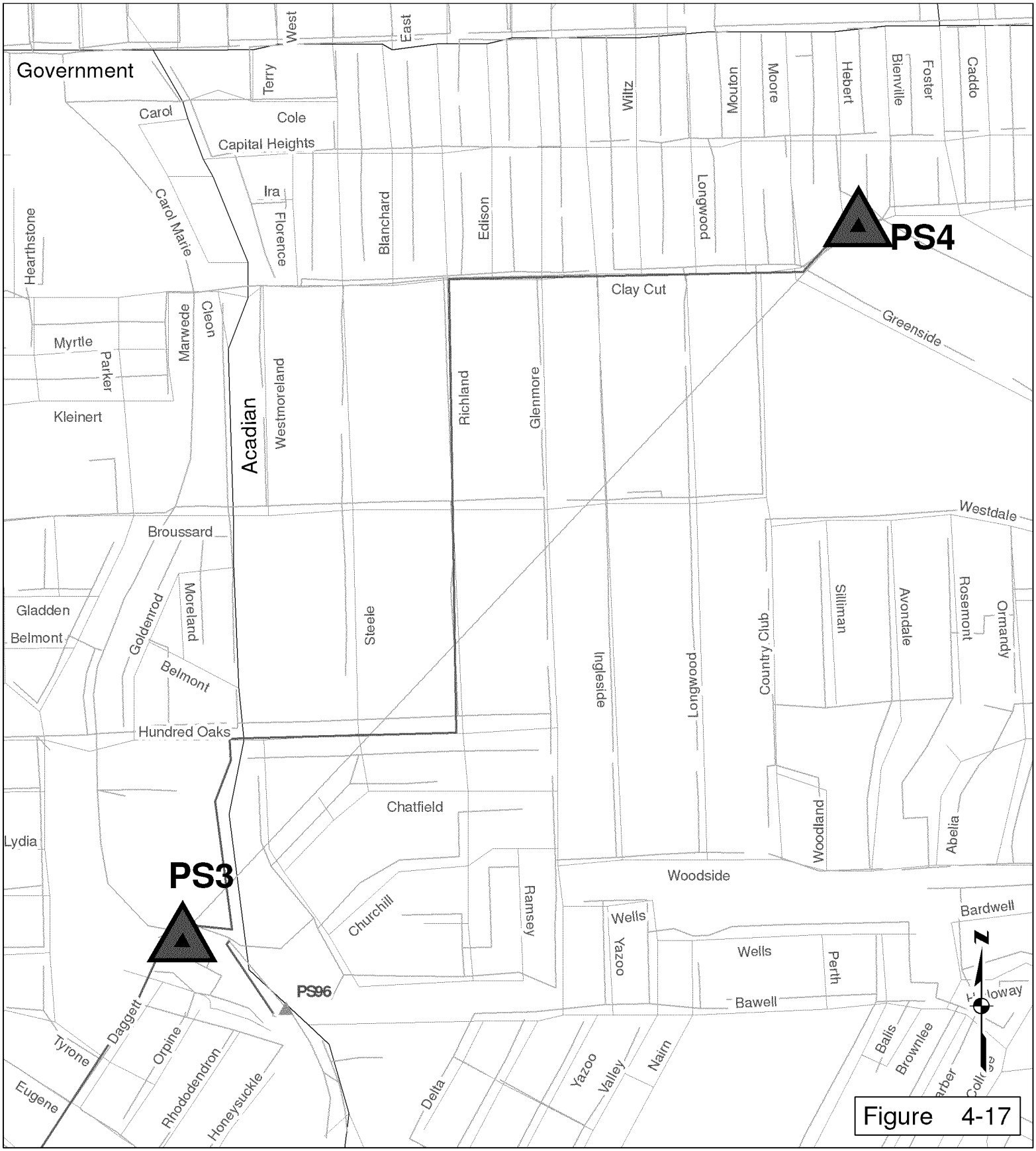
Scope: PS3 has an existing total maximum capacity of 5.7 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 2.3 mgd, and the peak future wet weather flow is 27.5 mgd.

PS4 has an existing total maximum capacity of 5.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.4 mgd, and the peak future wet weather flow is 13.3 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance Pump Station Booklet.* The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

The PS3 forcemain will be replaced under project CGS-C-0005. Upgrade of this PS will need to coordinate with the installation of the new forcemain.

Total Estimated Construction Cost is $6,100,000



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4.2.9 CGS-C-0004 (Highland Road – Buchanan Street)

Project Description

Purpose of the Project / Project Background: The CGS-C-0004 project includes the upgrade of approximately 6,600 feet of open cut gravity sewer and approximately 400 feet of tunneled gravity sewer to alleviate SSOs in the Central Gravity South basin.

Location: The CGS-C-0004 project gravity sewer upgrades are located in a region bounded by Carolina Street and Arkansas Street in the east, Washington Street in the north, Nicholson Drive in the west, and McKinley Street in the south.

Gravity segment 001-00155 to 001-00151 is approximately 260 feet long and starts west of the intersection of Highland Road and Garfield Street. This segment runs south to Roosevelt Street. Segment 001-00151 to 001-00150 then runs west for approximately 220 feet.

Gravity segment 001-00293 to 001-00292 is approximately 60 feet long and is the crossing of Highland Road at Johnson Street. Segment 001-00312 to 001-00293 is approximately 1,500 feet long, starting on Buchanan Street and Georgia Street and going west to Thomas H Delpit Drive, then south one block on Thomas H Delpit Drive and west on Johnson Street to the junction with Highland Road.

Gravity segment 001-00369 starts on Carolina Street between Polk Street and Buchanan Street, goes south on Carolina, and then goes west on Buchanan Street to Georgia Street. The total length is 1,505 feet. Segment PS7DS to 001-00373 is 1,554 feet long, 400 feet of which is tunneled under Highway I-10 near Harrison Street. This segment starts at Washington Street east of Arkansas Street. It goes west along Washington Street, then south on Arkansas Street, and west to Carolina Street at the southern end of Arkansas Street. The segment then travels south under Interstate 10, and then continues on Carolina Street south to Polk Street.

A 14-foot long section of gravity sewer between 001-00425A and 001-00425 will be replaced under this project. This segment is located along Polk Street, the beginning point of the segment between Colorado Street and Nebraska Street, and the end point is between Nebraska Street and Highland Road.

Gravity segment 001-00425 to 001-00293 starts on Polk Street between Nebraska Street and Highland Road, travels west on Polk Street, then southeasterly along Highland Road to Johnson Street. This segment is approximately 1,100 feet long.

Gravity segment 001-00029 to 001-00007 is approximately 750 feet long and is located on Aster Street, starting east of Alaska Street and ending at Governor Claiborne Street.

Scope: Gravity segment 001-00155 to 001-00151 will be upgraded from a 24-inch to a 42-inch diameter line with an approximate length of 260 feet. Segment 001-00151 to 001-00150 will be upgraded from a 42-inch to a 48-inch diameter line with an approximate length of 220 feet.

Segment 001-00293 to 001-00292 is currently an 18-inch line and will be upgraded to a 24-inch line with an approximate length of 60 feet. Gravity segment 001-00312 to 001-00293 will be upgraded from 15 inches to 21 inches in diameter with an approximate length of 1,500 feet. Segment 001-00369 to 001-00312 will go from a 10-inch to an 18-inch diameter with an approximate length of 1,500 feet. Segment PS70DS to 001-00373 will be upgraded from a

10-inch diameter to a 12-inch diameter with an approximate length of 1,600 feet. Approximately 400 feet of segment PS50DS to 001-00373 requires tunnelling under Interstate 10.

Gravity segment 001-00425A to 001-00425 is currently an 8-inch line and will be replaced with a 10-inch line with an approximate length of 14 feet. Segment 001-00425 to 001-00293 is now an 8 to 10-inch diameter line and will be upgraded to a 15-inch diameter line with an approximate length of 1,100 feet.

The section of gravity sewer that goes from manholes 001-00029 to 001-00007 will be upgraded from 15 inches in diameter to 21 inches in diameter. The segment length is approximately 750 feet.

Total Estimated Construction Cost is $2,900,000

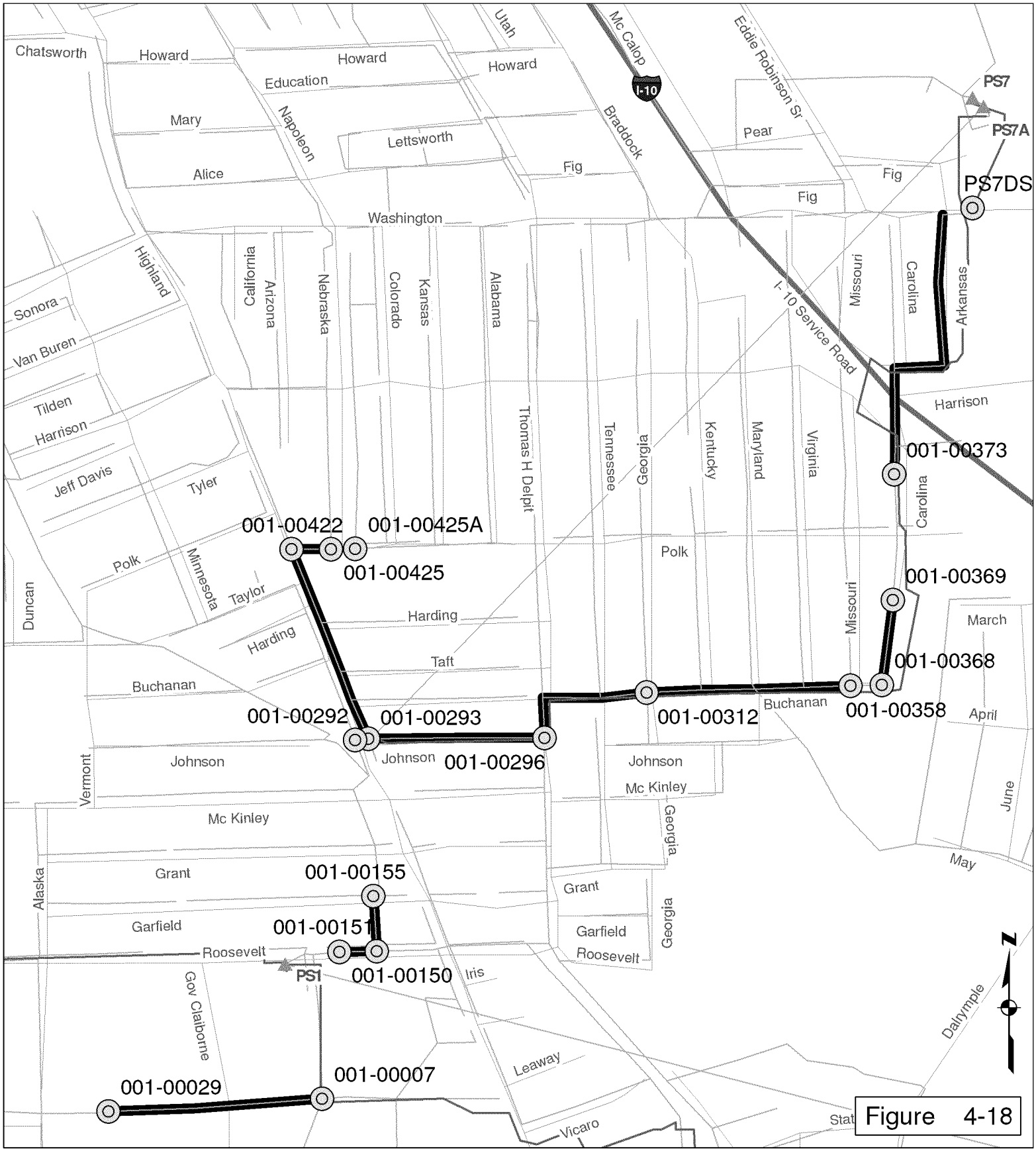

Figure 4-18

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

CGS-C-0004

Project Vicinity Map

Baton Rouge Sewer Program

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4.2.10 CGS-C-0005 (Stanford Avenue – Ferndale Avenue)

Project Description

Purpose of the Project / Project Background: Project CGS-C-0005 includes the upgrade of approximately 11,000 feet of gravity sewer and approximately 3,500 feet of forcemain to alleviate SSOs in the Central Gravity South basin.

Location: Project CGS-C-0005 includes upgrades of interceptors in the general area near Interestate 10 bounded by Glasgow Avenue in the east, Stadium Drive in the South, Ferndale Avenue in the west, and Bawell Street in the north.

The replacement of gravity sewer between manholes 005-03826 and 005-03808 is approximately 1,100 feet long, but includes approximately 400 feet of tunneled sewer under Interstate 10. This segment starts at the southern end of Mississippi Street, and travels southeasterly to Yazoo Street. The segment then goes across Interstate 10 to follow Yazoo Street south of Interstate 10. At Tyrone Street, the segment turns to go southeasterly along Tyrone Drive, ending at Nairn Drive.

Gravity segment 005-04061 to 005-04031 starts at Perkins Road and Glasgow Avenue, goes northeasterly nearly parallel to the Perkins Road right of way, and ends past the intersection of College Drive and Perkins Road. This segment is approximately 2,000 feet long. Segment 005-04072 to 005-04061 is approximately 1,600 feet long, starting at Glasgow Avenue and Arrowhead Street, and traveling up Glasgow Avenue to Perkins Road.

The gravity segment between manholes 005-03915 to 005-03914 is approximately 400 feet long and starts parallel to Eugene Street on the south side of the street. The segment then runs southeasterly parallel to Eugene Street to Valley Street.

Gravity segment 002-01361 to 002-01307 is approximately 2,100 feet long, beginning on Acadian Thruway at Hyacinth Avenue and meandering along Hyacinth Avenue and Lakeshore Drive to a point just south of the intersection of Lakeshore Drive and Morning Glory Avenue.

The gravity segment between manholes 006-04250 to PS6 is approximately a 40-foot long segment on Stanford Avenue immediately upstream of PS6.

Gravity segment 002-01323 to 002-01323A is 341 feet long and is located on Ferndale Avenue between Marigold Avenue and Hollydale Avenue. Segment 002-1330 to 002-1330 runs down Ferndale Avenue for 1,260 feet between Perkins Road and Marigold Avenue.

Gravity segment 002-01390 to 002-01361 goes from South Lakeshore Drive to Hyacinth Avenue along Stanford Avenue for a total length of approximately 800 feet. Segment 002-01393 to 002-01390 runs for approximately 1,200 feet along Stanford Avenue between Lakeshore Drive and South Lakeshore Drive.

Project CGS-C-0005 includes the replacement of the PS3 and PS6 forcemains. The PS3 forcemain is approximately 1,600 feet long. It begins at PS3, which is located off Acadian Thruway north of the intersection with Bawell Street, and travels southwesterly down Daggett Avenue to Perkins Road.

The PS6 forcemain runs along Stanford Avenue from Stadium Drive to Lakeshore Drive and is approximately 1,000 feet long.

Scope: Gravity segment 005-03826 to 005-03808 is currently a 10-inch line that will be upgraded to a 15-inch diameter line with an approximate length of 1,500 feet. The replacement of gravity sewer between manholes 005-03826 to 005-03808 includes approximately 400 feet of tunneled 15-inch sewer underneath Highway I-10 at Yazoo Street.

Gravity segment 005-04061 to 005-04031 is currently a 12 to 15-inch line and will be upgraded to a 21-inch line with an approximate length of 2,000 feet. Segment 005-04072 to 005-04061 will be upgraded from a 12-inch line to a 15-inch line with an approximate length of 1,600 feet.

The gravity segment between manholes 005-03915 to 005-03914 will be upgraded from an 8-inch diameter to a 12-inch diameter line. This segment is approximately 400 feet long.

Gravity segment 002-01361 to 002-01307 is a 27-inch line, which will be replaced with a 42-inch line. This segment is approximately 2,200 feet long.

The gravity segment between manholes 006-04250 to PS6 will be upgraded from a 10-inch line to a 21-inch line. This segment is approximately 40 feet long.

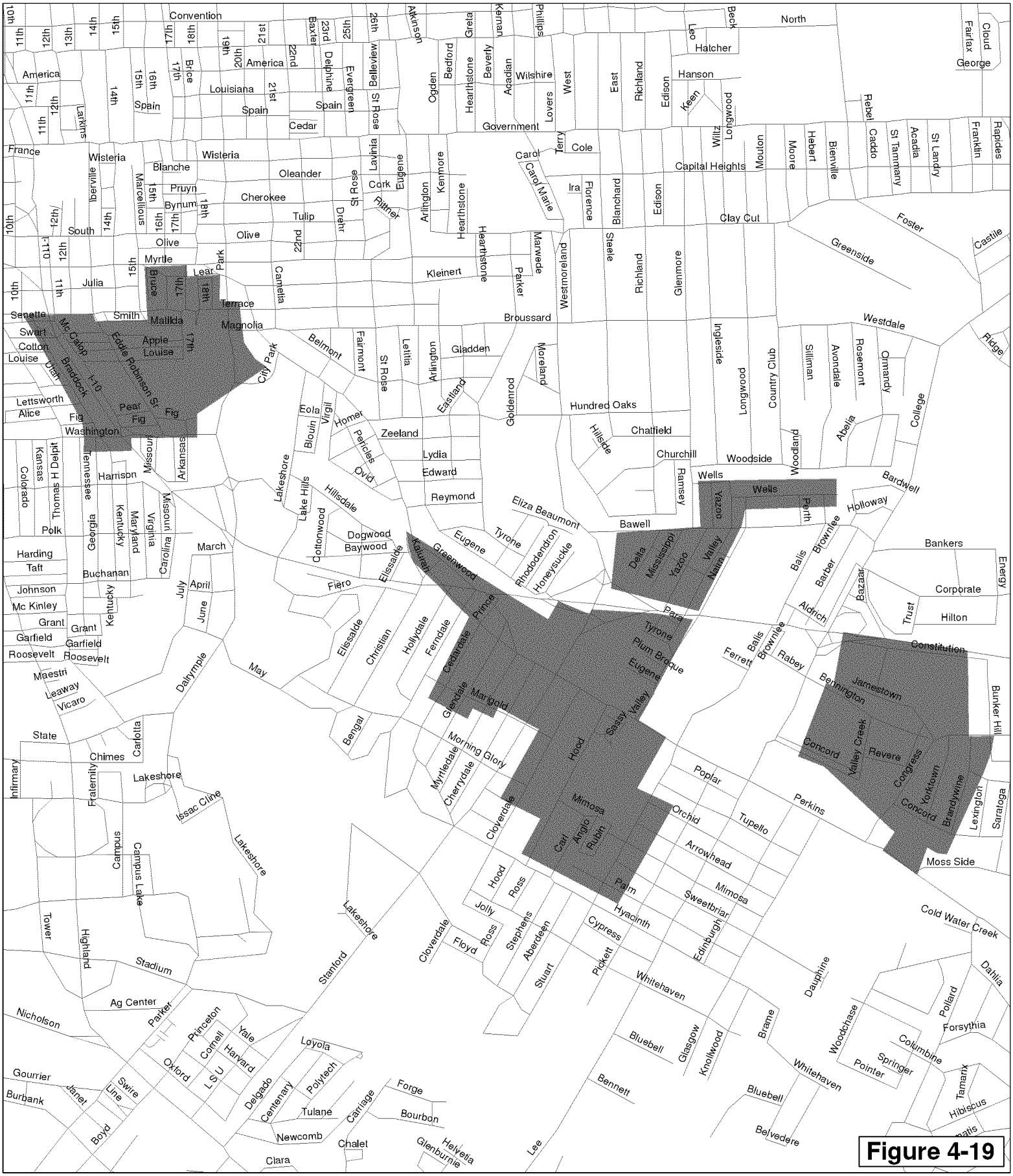
Gravity segment 002-01323 to 002-01323A is a 30-inch line that will be replaced with a 42-inch line with an approximate length of 400 feet. Segment 002-1330 to 002-1330 is a 30-inch line that will be upgraded to a 54-inch line with an approximate length of 1,300 feet.

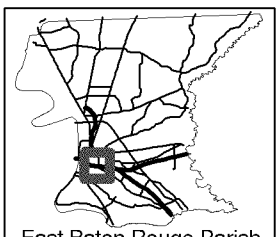
Gravity segment 002-01390 to 002-01361 will be upgraded from an 18-inch diameter line to a 24-inch diameter line with an approximate length of 800 feet. Segment 002-01393 to 002-01390 will go from a 15 to 18-inch line to a 21-inch line with an approximate length of 1,200 feet.

The forcemain at PS3 is currently 24 inches in diameter and will be upgraded to a diameter of 30 inches with an approximate length of 2,100 feet. The PS6 forcemain will be upgraded from 8 inches to 12 inches with an approximate length of 1,400 feet.

Note: PS6 will be upgraded under the CGS-C-0002 project and PS3 will be upgraded under the CGS-C-0003 project. Construction of the PS3 and PS6 forcemains and the replacement of 006-04250 to PS6 under the CGS-C-0005 projects will need to be coordinated with the upgrade of the PSs.

Total Estimated Construction Cost is $6,200,000





Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

CGS-R-0005

Proj #17 Acadian Thruway - Perkins Rd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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4.2.11 CGS-C-0006 (Government Street – South Acadian Thruway)

Project Description

Purpose of the Project / Project Background: Project CGS-C-0006 includes the upgrade of approximately 12,000 feet of open cut gravity to alleviate SSOs in the Central Gravity South basin.

Location: Project CGS-C-0006 consists of gravity sewer replacements between Florida Boulevard in the north, Jefferson Highway in the east, Westdale Boulevard and Broussard Avenue in the south, and Hearthstone Drive in the west.

Gravity segment 004-03006 to 004-02955 is approximately 1,400 feet long and starts on Government Street just west of Mouton Street. The line then goes south to Capitol Heights Avenue, then travels east on Capital Heights Avenue to Hebert Street. Segment 004-03029 to 004-03006 starts east of the east end of Hatcher Avenue on the east side of the drainage canal, running south along the drainage canal to Government Street. This segment is approximately 1,100 feet long. Segment 004-03045 to 004-03029 is approximately 810 feet long and starts at the intersection of Convention Street and Beck Street. The segment goes south on Beck Street to Hatcher Avenue, and then east on Hatcher Avenue to manhole 004-03029.

On the north side of the drainage canal between South Foster Drive and Greenside Lane, gravity segment 004-03269 to 004-03279 runs parallel between College Drive and Clay Cut Road. This segment is approximately 2,300 feet long. Segment 004-3199 to 03269 is approximately 290 feet long and is located on South Ridge Road northwest of College Drive. Gravity segment 004-03201 to 004-03199 is approximately 700 feet long and is located on College Drive between Westdale Drive and the north side of the drainage canal.

The gravity segment 003-02039 to 003-02035 runs between Cole Drive and Clay Cut Road along the west side of the drainage canal west of Carol Marie Drive. This segment is approximately 1,200 feet long. The segment from 003-02084 to 003-02039 is approximately 400-foot long segment running northwesterly from the intersection of the drainage canal and Cole Drive, and ending at Government Street. Segment 003-02203 to 003-02084 is approximately 230 feet long and is located on Government Street between Beverly Drive and Hearthstone Drive. Segment 003-02203B to 003-02203 is approximately 680-foot long section of gravity sewer between Westmoreland Drive and Beverly Drive on Government Street.

Gravity segment 003-02286 to 003-02203 runs along Beverly Drive between Florida Boulevard and Government Street and is approximately 2,300 feet long.

Segment 003-02035 to 003-01927 is an approximately 250-foot long section that runs northerly from Clay Cut Road on the west side of the drainage canal near Cleon Avenue. Gravity segment 003-01929 to 003-1927 is an approximately 180-foot long section on Clay Cut Road between Marwede Avenue and the drainage canal west of Cleon Avenue.

The replacement of the approximate 330-foot long gravity segment 004-03191 to 004-03199 will continue northwesterly beyond South Ridge Drive from the intersection with College Drive.

Scope: Gravity segment 004-03006 to 004-02955 is 15 inches in diameter and will be replaced with a 24-inch diameter line with an approximate length of 1,500 feet. Segment 004-03029 to 004-03006 will be upgraded from a 12-inch to a 21-inch diameter with an approximate length

of 1,100 feet. Segment 004-03045 to 004-03029 is currently an 8-inch to 10-inch diameter line and will be upgraded to a 12-inch diameter line with an approximate length of 810 feet.

Gravity segment 004-03269 to 003-03279 includes replacing approximately 2,300 feet of 15 to 18-inch gravity sewer with a 27-inch diameter line. Segment 004-3199 to 03269 is currently 18 inches in diameter and will be upgraded to 21 inches in diameter with an approximate length of 290 feet. Gravity segment 004-03201 to 004-03199 will be upgraded from an 18-inch to a 21-inch diameter with an approximate length of 470 feet. Gravity segment 004-03201 to 004-03199 includes a crossing of a drainage canal.

Gravity segment 003-02039 to 003-02035 will be upgraded from an 18-inch line to a 27-inch with an approximate length of 1,200 feet. The segment from 003-02084 to 003-02039 is 18 inches in diameter and will be upgraded to 24 inches in diameter with an approximate length of 400 feet. Segment 003-02203 to 003-02084 is currently 12 inches in diameter and will be upgraded to 18 inches in diameter with an approximate length of 230 feet. Segment 003-02033B to 003-02033 will be upgraded from an 8-inch to a 12-inch diameter with an approximate length of 680 feet.

The gravity sewer replacement from manhole 003-02286 to 003-02203 will be upgraded from an 8- and 10-inch diameter to a 15-inch diameter. This segment is approximately 2,300 feet.

Gravity segment 003-02035 to 003-01927 is currently an 18-inch diameter and will be replaced with a 27-inch diameter. This segment is approximately 250 feet.

Segment 003-01929 to 003-01927 is 10 inches in diameter and will be upgraded to a 12-inch diameter. This segment is approximately 180 feet.

Gravity segment 004-03191 to 004-03199 will be upgraded from a 15-inch to an 18-inch diameter. This segment is approximately 330 feet.

Total Estimated Construction Cost is $4,500,000

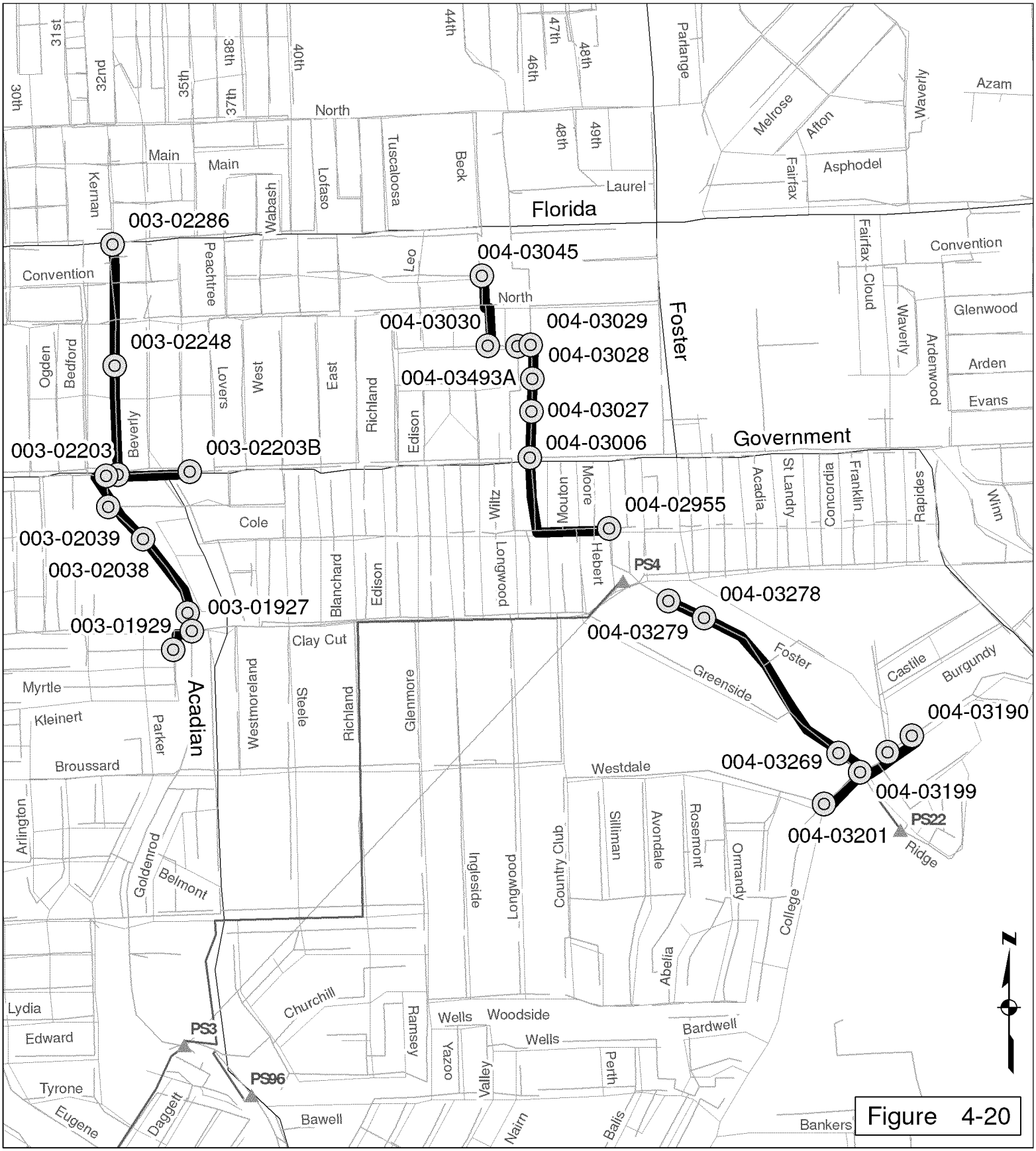

Figure 4-20

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 750 1,500 Feet

PUBLIC WORKS

CGS-C-0006

Project Vicinity Map

Baton Rouge Sewer Program

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4.2.12 CGS-C-0007 (Central Storage/Equalization)

Project Description

Purpose of the Project / Project Background: The CGS-C-0007 project will consist of a storage tank facility to reduce peak flows to the Central WWTP. The approximate peak hydraulic capacity of the Central WWTP is 65 mgd, and the sum of the future peak wet weather flows from the Central Gravity North and Central Gravity South basins is 101 mgd. The 15 million-gallon (MG) storage facility will attenuate the Central Gravity North flows, allowing the sum of flows to remain within the capacity of the Central WWTP.

The storage facility will work in conjunction with the forcemain and gravity sewer upgrades in the Central Gravity Basin projects to alleviate chronic SSOs at the PSs and in the gravity basins upstream of the Central WWTP area.

Location: The 15-MG storage facility is to be located either on the property of the Central WWTP or on an unused parking lot next to the plant.

Scope: The storage facility will be located downstream of the transition of the PS59 forcemain to a gravity interceptor, just upstream of the Central WWTP. Pumps will be built with the new facility in order to convey the flow from the facility back to the collection system.

Total Estimated Construction Cost is $24,000,000

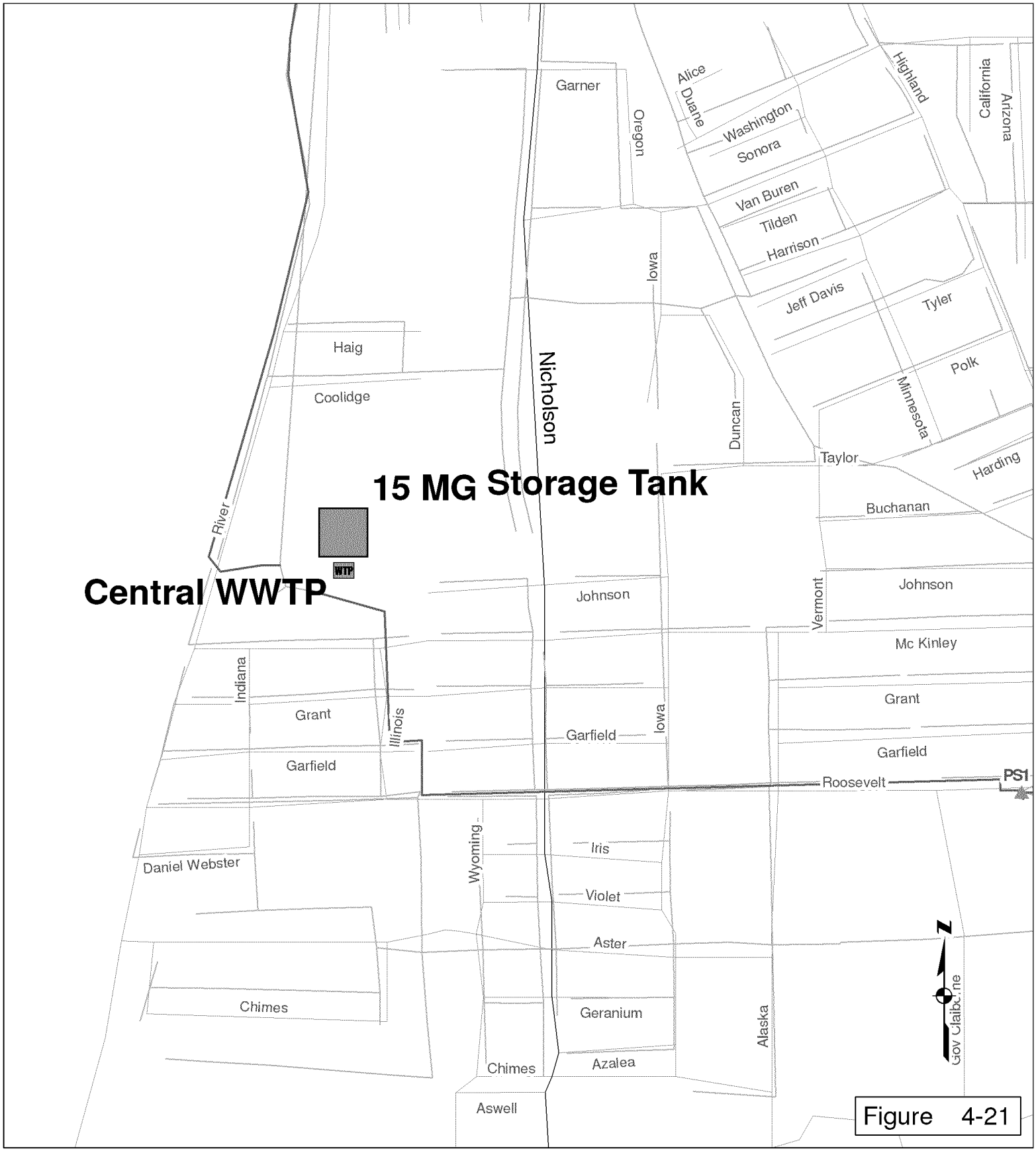

Figure 4-21

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

CGS-C-0007

Project Vicinity Map

Baton Rouge Sewer Program

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SECTION 5

North Basin Projects

Section 5 presents summaries of the North Gravity System Comprehensive Rehabilitation Projects, the North Gravity System Capacity Improvements, the North Forcemain System Rehabilitations Projects, and the North Forcemain Capacity Improvement Projects. These projects are shown on Figures 5-1 and 5-2.

The project summaries presented herein represent the information available during this initial planning period. The PDP will be revisited on an annual basis and revised as necessary based on results of additional hydraulic wastewater modeling, immediate needs, DPW and public input, and other factors.

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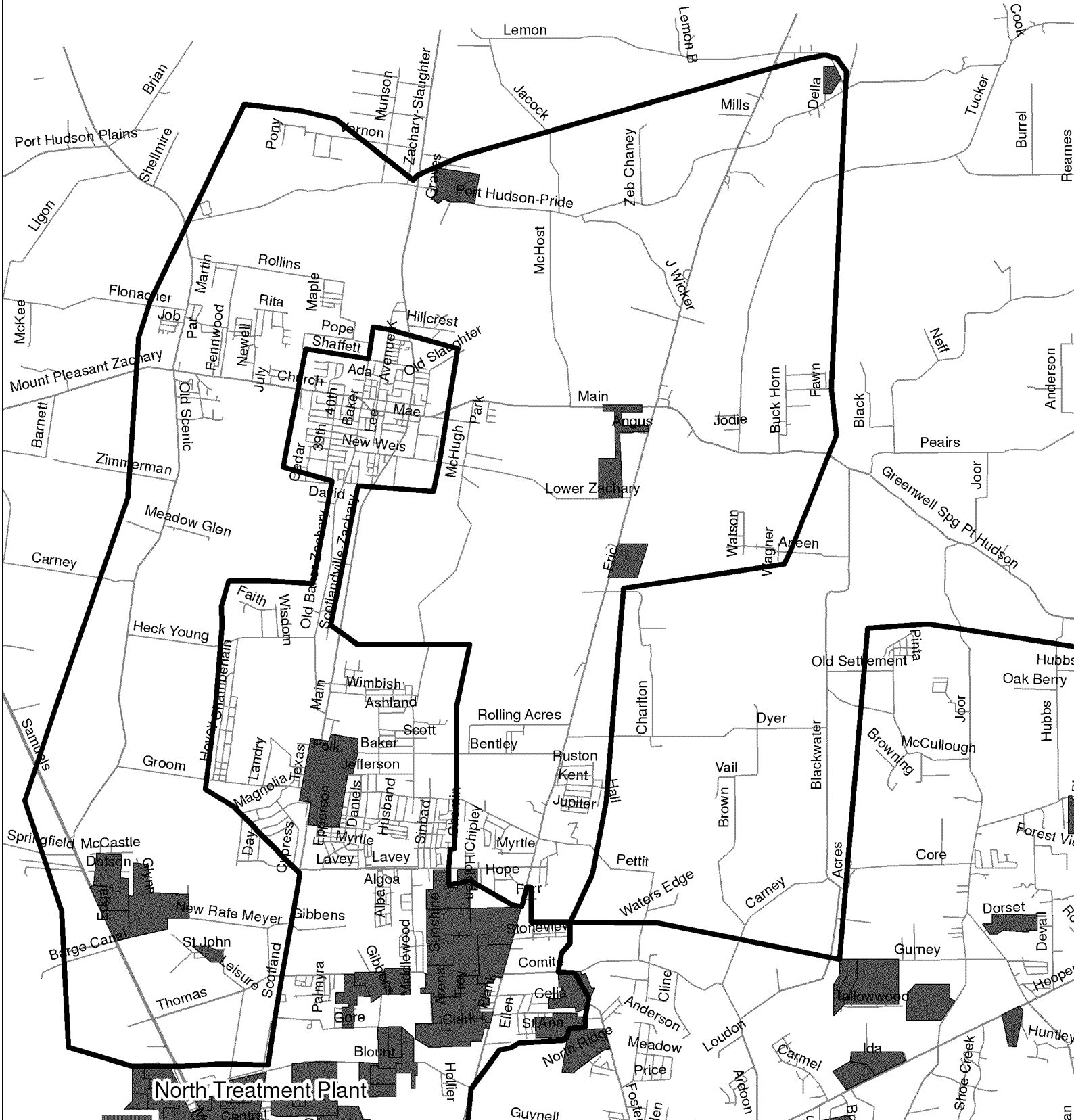
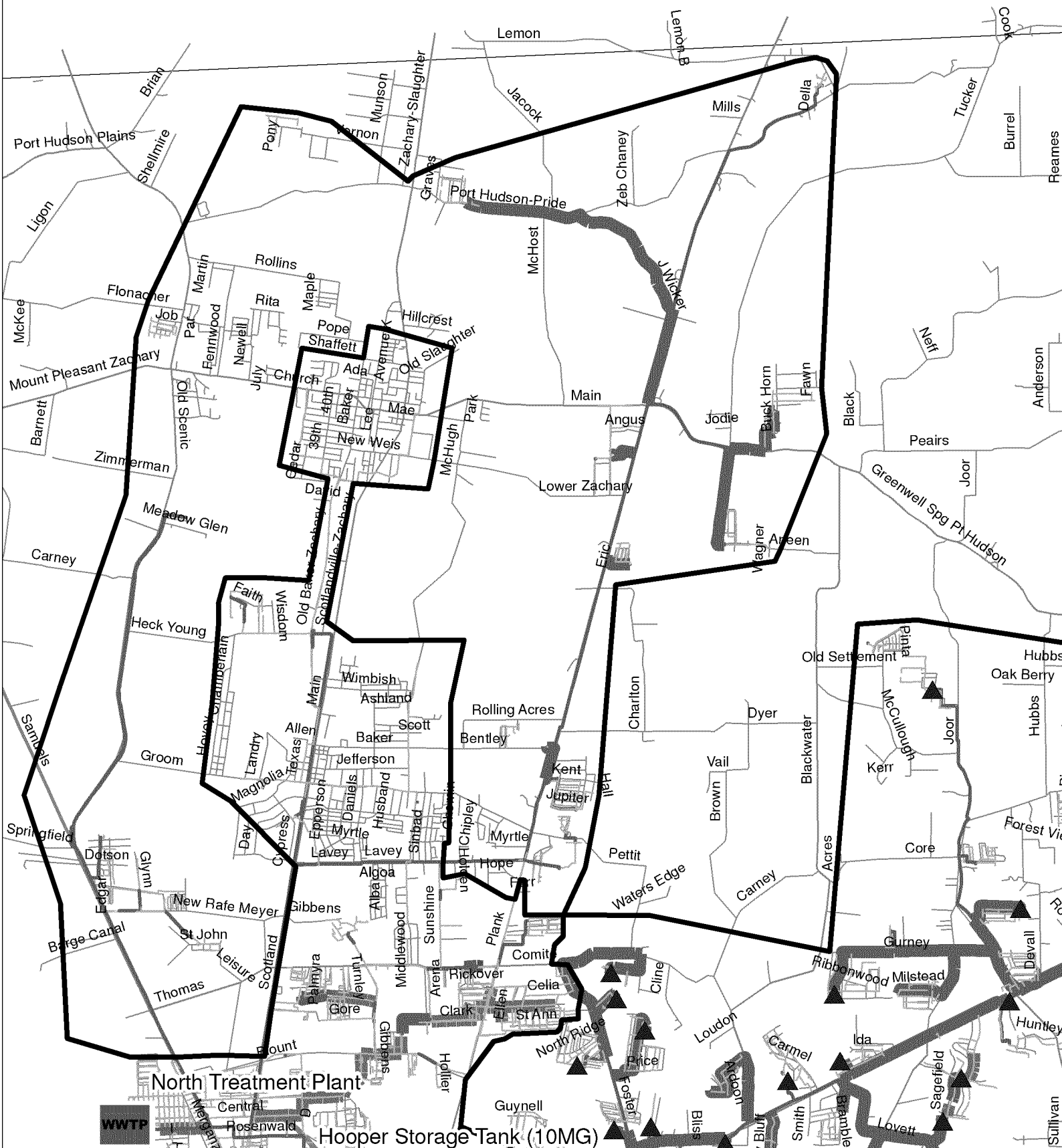
North Basin Rehabilitation Projects



North Basin Capacity Improvement Projec



5.1 North Gravity System Comprehensive Rehabilitation Projects

5.1.1 NGS-R-0001 AND NGS-R-0002

Project Description

The comprehensive sewer rehabilitation projects consist of improvements to various components of the sewer collection system to reduce the amount of rainwater and groundwater that leak into the system.

Purpose

The purpose of the comprehensive sewer rehabilitation projects is to correct defects in the system such as offset pipe joints, collapsed pipe sections, leaking manholes, and direct inflow sources. The water that enters the system through the defects is a major contributor to SSOs. Comprehensive rehabilitation of the collection system will assist in alleviating SSOs.

Location

There are two projects located within the North Gravity Basin. The attached maps show the project locations.

Scope of Project

The first phase of comprehensive rehabilitation projects will be the physical inspection of the pipes and manholes including CCTV inspection. Smoke testing may also included in the physical inspection phase.

The data collected by the physical inspection contractor will be analyzed and, based on that analysis, a listing of recommended repairs with associated construction costs will be generated.

An engineering firm will then complete detailed design and preparation of construction documents for project bidding.

The construction of rehabilitation projects will typically include the following components:

- Replacement of pipes
- Point repair of pipes
- Rehabilitation of pipes by cured in place pipe liners
- Rehabilitation or replacement of manholes
- Repair of sewer laterals to the property line

Cost

The estimated construction costs for each project are presented in Table 5-1. These costs are based on preliminary estimates of the amounts of each component of the system that will require repair or replacement. During the physical inspection phase, the actual condition of the components will be assessed and appropriate methods recommended. At that time, the cost estimate for each project will be revised.

TABLE 5-1
Estimated Construction Costs for the North Gravity System Comprehensive Rehabilitation Projects

Project Description	Construction Cost
NGS-R-0001 –Elm Grove Garden Road-Harding Boulevard.	$8,600,000
NGS-R-0002 –Scotland Avenue-Progress Road	$7,400,000

Figure 5-3

East Baton Rouge Parish

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

NGS-R-0001

Proj #9 Elm Grove Garden Rd. Harding Blvd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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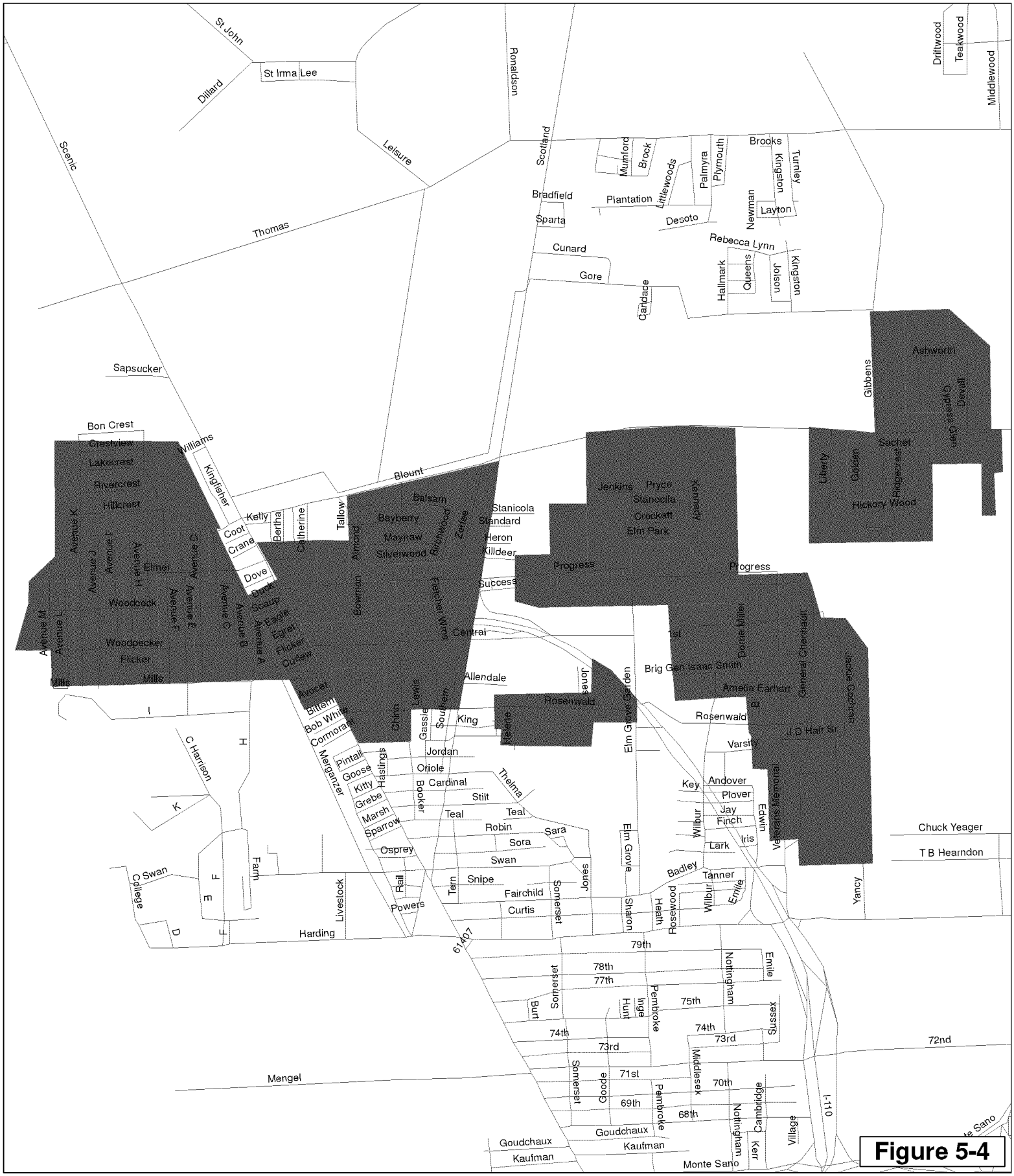

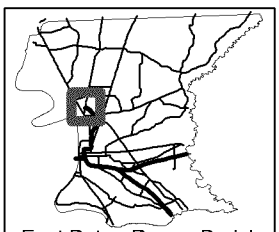

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

NGS-R-0002

Proj #11 Scotland Ave. - Progress Rd.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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5.2 North Gravity System Capacity Improvements Projects

5.2.1 NGS-C-0001 (Progress Road – Baton Rouge Metro Airport)

Project Description

Purpose of the Project / Background Information: The purpose of this project is to increase the capacity of the gravity trunk sewer upstream of PS46 to alleviate chronic SSOs in the gravity basin upstream of the PS. This increase in capacity will assist in transferring flows to the PS.

Location: Gravity segment 046-00002 to 046-00004 runs down Mills Avenue for approximately 280 feet, starting at Avenue L and ending at Avenue K.

Gravity segment 046-00008 to 046-00016 runs down Mills Avenue for approximately 3,000 feet, starting at Avenue G and ending at Scenic Highway.

Gravity segment 046-00025 to 046-00065 goes down Central Road for approximately 2,800 feet, turns north on Elm Grove Garden for approximately 800 feet, heads east on Progress Road for approximately 1,600 feet crossing the Baton Rouge Metropolitan Airport for approximately 1,000 feet, then turns north on Liberty Road for approximately 1,400 feet, then east on Blount Road for approximately 2,000 feet, then turns north on Devall Lane for approximately 1,000 feet.

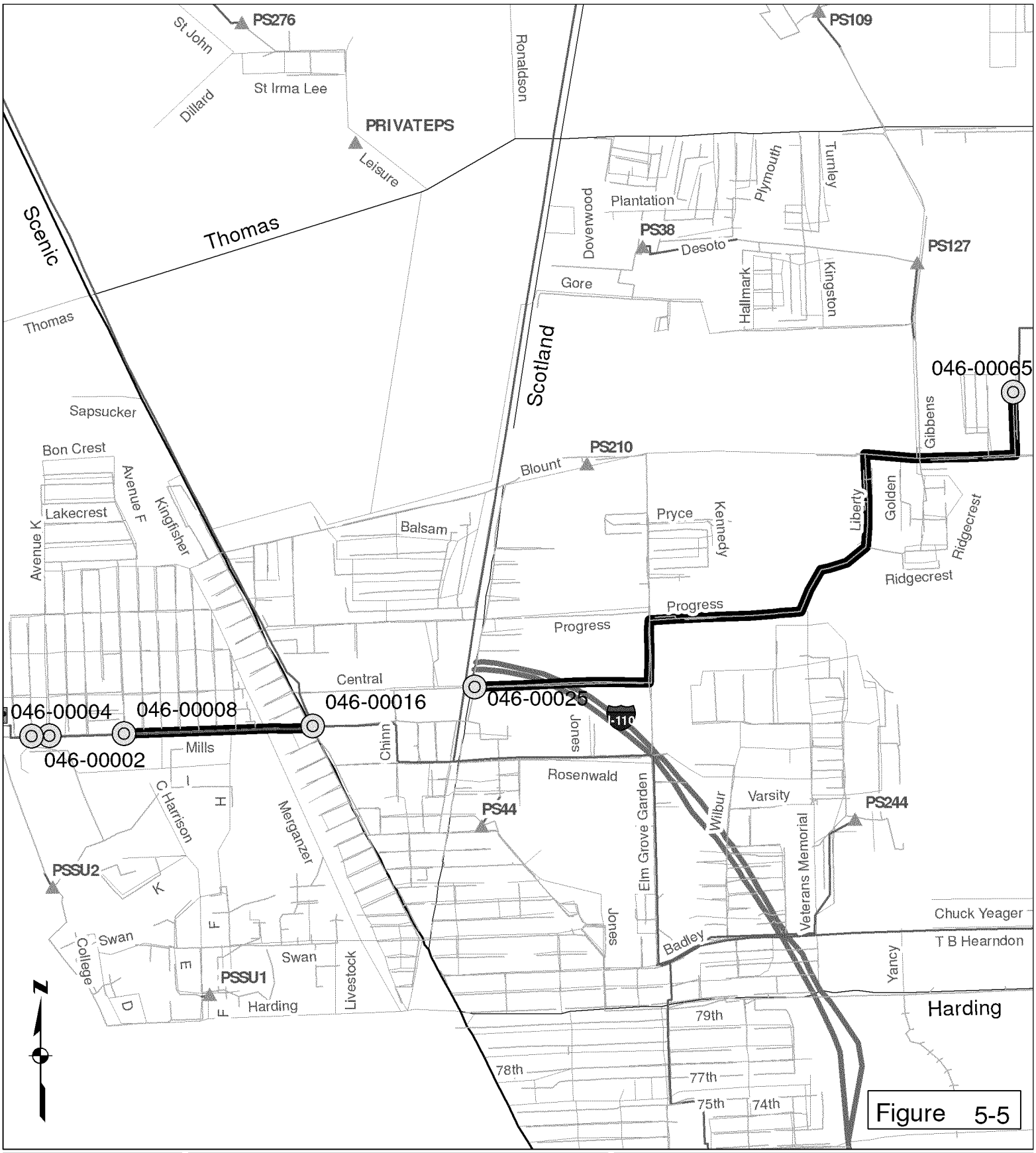
Scope: Gravity segment 046-00002 to 046-00004 is currently a 54-inch line to be replaced with a 66-inch line; approximate length is 280 feet.

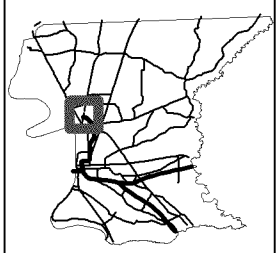
Gravity segment 046-00008 to 046-00016 is currently a 54-inch line to be replaced with a 66-inch line; approximate length is 3,000 feet.

Gravity segment 046-00025 to 046-00038 is currently a 36-inch line to be replaced with a new 42-inch line. Gravity segment 046-00038 to 046-00064 is currently a 42-inch line to be replaced with a new 42-inch line at a new slope to improve system hydraulics; approximate length is 8,200 feet.

Gravity segment 046-00064 to 046-00065 is currently 36-inches in diameter and will be replaced with a 42-inch diameter line. The approximate length is 340 feet.

Total Estimated Construction Cost is $10,000,000





East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 Feet

PUBLIC WORKS

NGS-C-0001

Project Vicinity Map

Baton Rouge Sewer Program

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5.2.2 NGS-C-0002 (Plank Road – Kleinpeter Road)

Project Description

Purpose of the Project / Background Information: The purpose of this project is to increase the capacity of the gravity trunk sewer upstream of PS45 to alleviate chronic SSOs in the gravity basin upstream of the PS. This increase in capacity will assist in transferring flows to PS45.

This project will also increase the capacity of the gravity trunk sewer upstream of PS127 to manhole PS38DS to alleviate chronic SSOs in the gravity basin upstream of the PS.

In addition, the capacity of the sewer forcemain exiting PS240 will be increased to assist in transferring flows downstream to PS241.

Increase the capacity of the sewer forcemain exiting PS38 to assist in transferring flows to the gravity trunk sewer upstream of PS127.

Increase the capacity of the sewer forcemain exiting PS45 to assist in transferring flows to the gravity trunk sewer upstream of PS46.

Increase the capacity of the sewer forcemain exiting PS65 to assist in transferring flows to the gravity trunk sewer upstream of PS63.

Location: Gravity segment PS45 to 045-00020 travels down Clark Street, turns on Nimitz Street, then follows Halsa Street and turns north at the intersection of Plante Road for approximately 4,200 feet.

Gravity segment 045-00014 to 045-00109 branches off the main line midway up Nimitz Street, crossing Troy Street for approximately 2,000 feet.

Gravity segment 045-00020 to 045-00179 runs on Kleinpeter Road and turns south between Plant Road and Ellen Drive for approximately 640 feet.

Gravity segment PS127 to PS38DS runs down north of Gore Road for approximately 1,100 feet.

Forcemain segment PS240 to PS240DS runs down Comite for approximately 1,200 feet.

Forcemain segment PS38 to PS38DS runs down Cunard Street for approximately 1,700 feet.

Forcemain segment PS45 to PS45DS runs down Clark Street for approximately 2,500 feet.

Forcemain segment PS65 to PS65DS runs down Old Baker Zackary Road for approximately 1,100 feet.

Scope: Gravity segment PS45 to 045-00001 is currently an 18-inch line to be replaced with a 42-inch line; approximate length 65 feet.

Gravity segment 045-00001 to 045-00007 is currently an 18-inch line to be replaced with a 30-inch line; approximate length 1,500 feet.

Gravity segment 045-00007 to 045-00020 is currently an 18-inch line to be replaced with a 27-inch line; approximately length 2,600 feet.

Gravity segment 045-00014 to 045-00109 is currently an 8-inch line to be replaced with a 12-inch line; approximately length 2,000 feet.

Gravity segment 045-00020 to 045-00024 is currently 18 inches for 750 feet. Gravity segment 045-00024 to 045-00026 is currently 12 inches for 90 feet.

Gravity segment 045-00020 to 045-00026 is currently a 12-inch line to be replaced with a 24-inch line; approximate length 850 feet, gravity segment 045-00026 to 045-00179 is currently a 12-inch line to be replaced with an 18-inch line; approximately length 1,000 feet.

Gravity segment PS127 to 127-00015A is currently a 12-inch line to be replaced with a 21-inch line, approximately 1,500 feet.

Gravity segment 127-00015A to 127-00020 is currently an 8-inch and 12-inch pipe to be replaced with a 15-inch line, approximately 970 feet.

Gravity segment 127-00020 to PS38DS is currently an 8-inch line to be replaced with a 12-inch line; approximate length 100 feet.

Forcemain segment PS240 to PS240DS is currently an 8-inch line to be replaced with a 10-inch line; approximate length 1,200 feet.

Forcemain segment PS38 to PS38DS is currently a 6-inch line to be replaced with an 8-inch line; approximate length 1,700 feet.

Forcemain segment PS45 to PS45DS is currently a 20-inch line to be replaced with a 30-inch line; approximately length 2,500 feet.

Forcemain segment PS65 to PS65DS is currently a 12-inch line to be replaced with a 16-inch line; approximate length 1,100 feet.

Total Estimated Construction Cost is $6,100,000

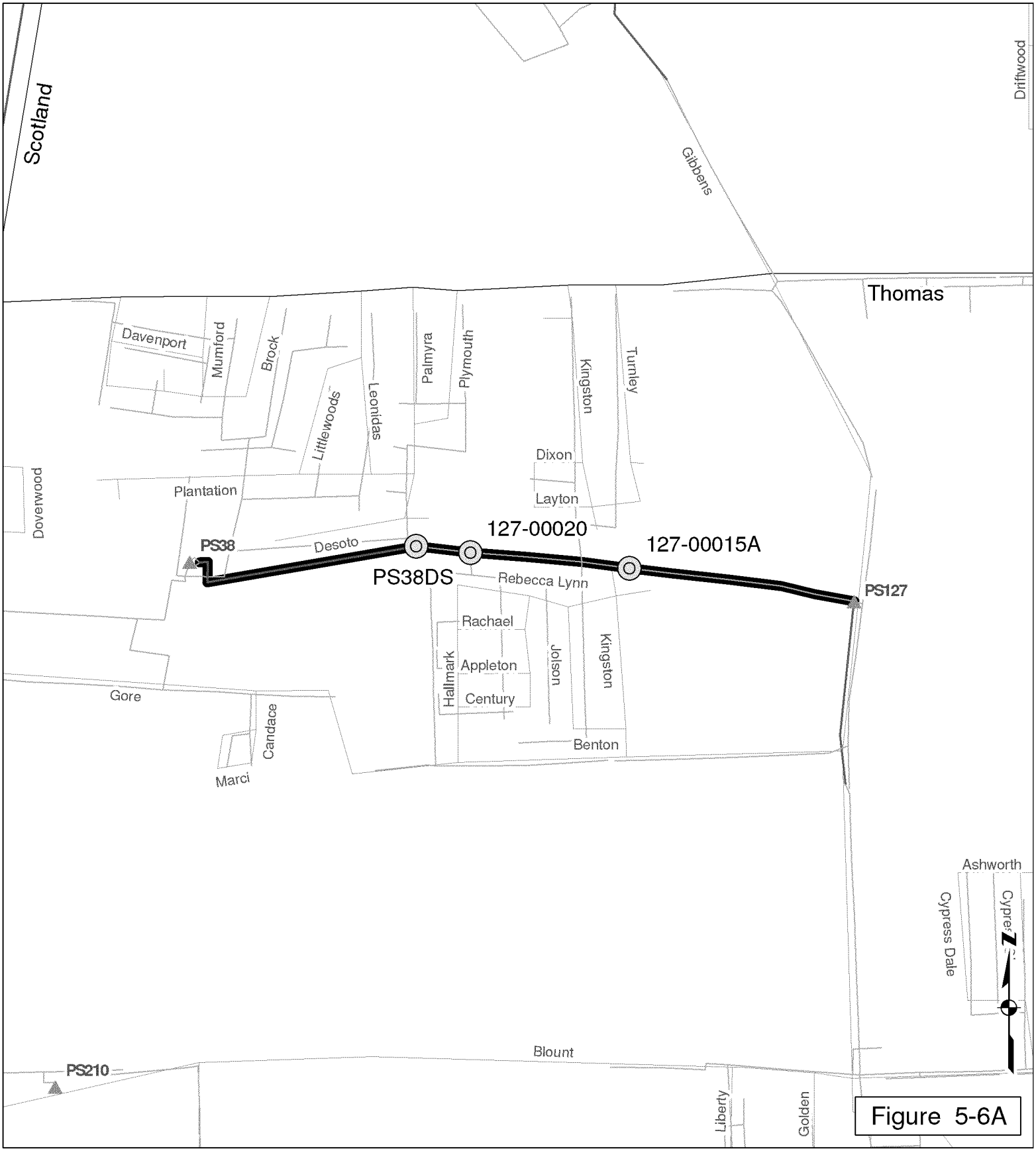

Figure 5-6A

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

NGS-C-0002

Project Vicinity Map

Baton Rouge Sewer Program

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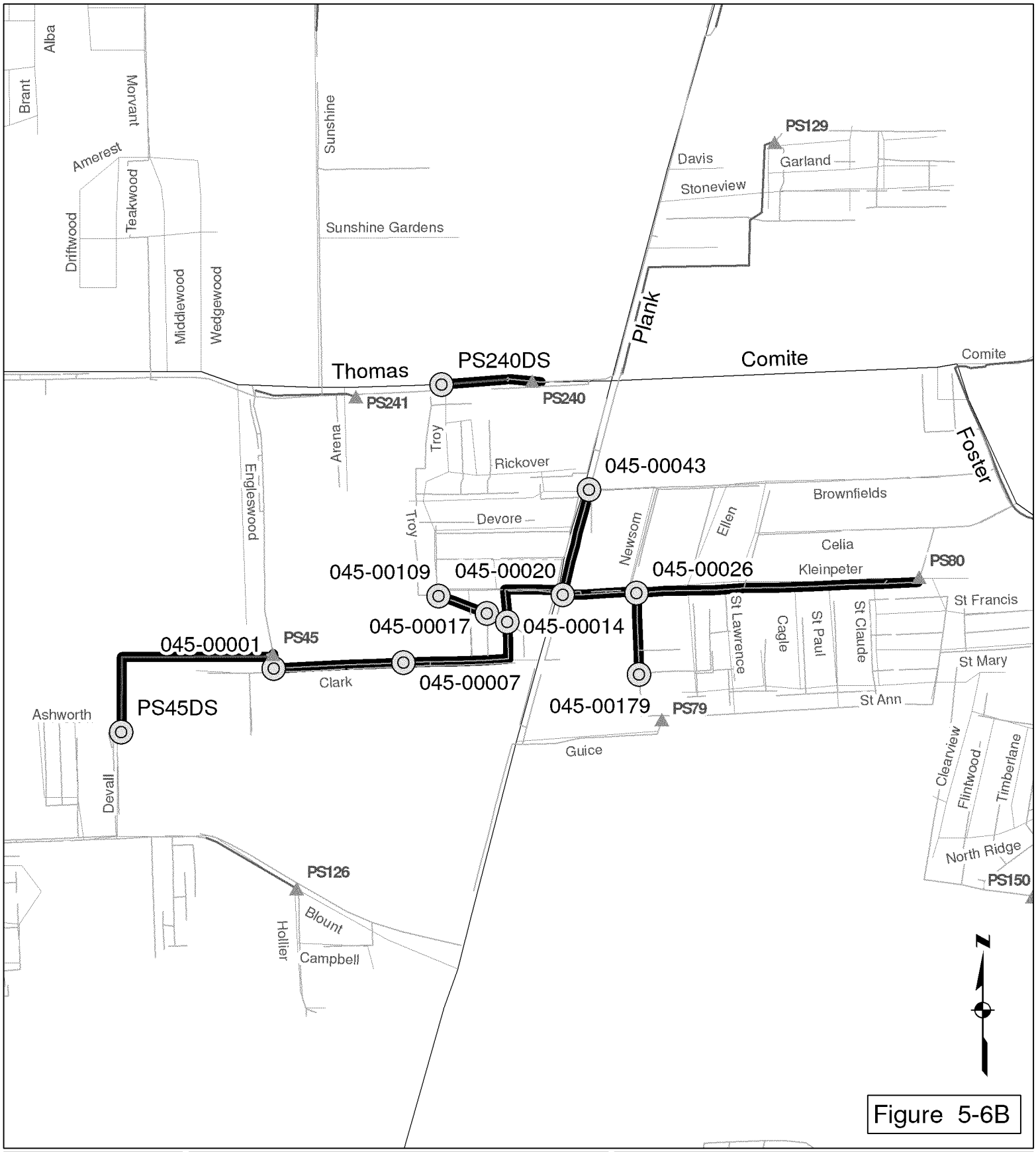
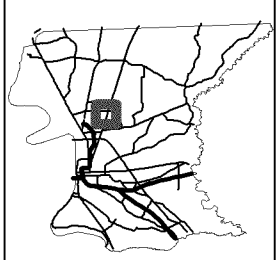


Figure 5-6B



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,000 2,000 Feet

PUBLIC WORKS

NGS-C-0002

Project Vicinity Map

Baton Rouge Sewer Program

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5.2.3 NGS-C-0003 (Multiple PSs – Plank Road – Thomas Road)

Project Description

Purpose of the Project / Project Background: Project NGS-C-0003 includes the replacement of PS127, PS129, PS240, PS241, PS38, PS63, and PS64 to alleviate SSOs at and near the PSs as well as in their respective upstream basins.

Location: PS127 is located on the western side of Gibbens Road, approximately 1,000 feet north of the intersection of Gore Road and Gibbens Road. The majority of the area contributing to the PS is residential and commercial.

PS129 is located at the intersection of Wynell Drive and Lebrent Avenue in Baker, Louisiana. The majority of the area contributing to the PS is residential and commercial.

PS240 is located west of the intersection of Comite Street and Plank Road. The majority of the area contributing to the PS is residential and commercial.

PS241 is located at the intersection of Thomas Road and Arena Drive. The majority of the area contributing to the PS is residential and commercial.

PS38 is located southwest of the western end of DeSoto Drive near Clifford Seymour Senior Park. The majority of the area contributing to the PS is residential and commercial.

PS63 is located approximately 500 lf south of the intersection of Groom Road and Georgia Street in Baker, Louisiana. The majority of the area contributing to the PS is residential and commercial.

PS64 is located east of the intersection of Cypress Street and South Street in Baker, Louisiana. The majority of the area contributing to the PS is residential and commercial.

Scope: PS127 has an existing total maximum capacity of 2.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.9 mgd, and the peak future wet weather flow is 2.3 mgd. The existing dry weather head is 25 feet, and the peak future wet weather head is 49 feet. PS127 to be replaced due to future head requirements.

PS129 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.4 mgd. The existing dry weather head at the PS is 18.5 feet, and the peak future wet weather head is 62 feet. PS129 to be replaced due to future head requirements.

PS240 has an existing total maximum capacity of 1.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.4 mgd, and the peak future wet weather flow is 2.9 mgd.

PS241 has an existing total maximum capacity of 2.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.5 mgd, and the peak future wet weather flow is 2. 5 mgd. The existing dry weather head at the PS is 14.2 feet, and the peak future wet weather head is 134 feet. PS244 to be replaced due to future head conditions.

PS38 has an existing total maximum capacity of 2.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet

weather flow is 1.6 mgd. The existing dry weather head at the PS is 14.4 feet, and the peak future wet weather head is 85.9 feet after the proposed forcemain replacement. PS38 will be replaced due to future head conditions.

PS63 has an existing total maximum capacity of 10.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 4.7 mgd, and the peak future wet weather flow is 28.9 mgd.

PS64 has an existing total maximum capacity of 1.9 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.2 mgd, and the peak future wet weather flow is 3.1 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance Pump Station Booklet*. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model. The existing dry weather head and peak future wet weather head were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $8,100,000

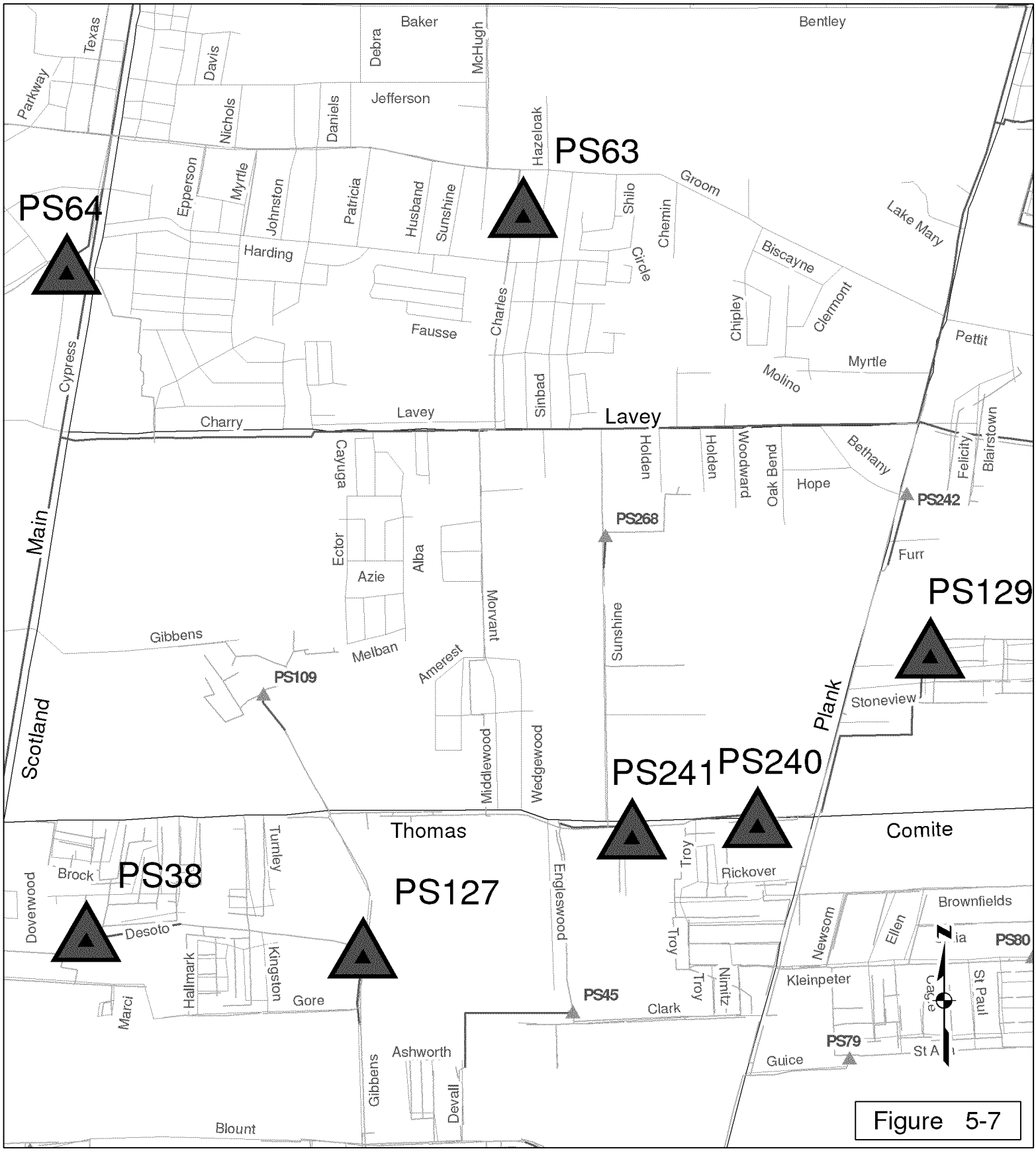
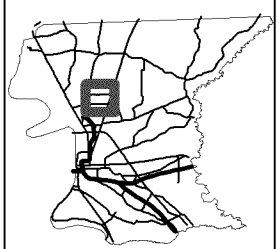


Figure 5-7



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,200 2,400 Feet

PUBLIC WORKS

NGS-C-0003

Project Vicinity Map

Baton Rouge Sewer Program

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5.2.4 NGS-C-0004 (Multiple PSs – Plank Road – Harding Boulevard)

Project Description

Purpose of the Project / Project Background: Project NGS-C-0004 includes the upgrade of PS244, PS44, PS45, PS75, and PS80. The PS upgrades will work in conjunction with the forcemain and gravity sewer upgrades in the North Gravity Basin projects to alleviate chronic SSOs at the PSs and in the gravity basins upstream of the PSs.

Location: PS244 is located at the intersection of Captain Ryan Drive and General Chennault Drive. The majority of the area contributing to the PS is residential and commercial.

PS44 is located at the intersection of Oriole Street and Thelma Street. The majority of the area contributing to the PS is residential and commercial.

PS45 is located at the intersection of Grandberry Street and Clark Street. The majority of the area contributing to the PS is residential and commercial.

PS75 is located approximately 200 feet west of the intersection of 72nd Avenue and Yorkshire Street. The majority of the area contributing to the PS is residential and commercial.

PS80 is located at the intersection of St. Peter Avenue and Kleinpeter Road. The majority of the area contributing to the PS is residential and commercial.

Scope: PS244 has an existing total maximum capacity of 1.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.4 mgd, and the peak future wet weather flow is 0.8 mgd. The existing dry weather head at the PS is 26 feet, and the peak future wet weather head is 67.5 feet. PS244 will be replaced due to future head requirements.

PS44 has an existing total maximum capacity of 16.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 4.0 mgd, and the peak future wet weather flow is 12.3 mgd. The existing dry weather head at the PS is 26.5 feet, and the peak future wet weather head is 18.7 feet. PS44 will be replaced due to future head requirements.

PS45 has an existing total maximum capacity of 13.9 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 6.3 mgd, and the peak future wet weather flow is 34.8 mgd.

PS75 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 0.6 mgd. The existing dry weather head at the PS is 10.5 feet, and the peak future wet weather head is 21.6 feet after the proposed forcemain replacement. PS75 will be replaced due to future head requirements.

PS80 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 1.1 mgd. The existing dry weather head at the PS is 21.8 feet and the peak future wet weather head is 45.8 feet. PS80 is to be replaced due to future head requirements.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance Pump Station Booklet*. The existing dry weather flow and peak future wet

weather flow were obtained from the BTRSSO hydraulic model. The existing dry weather head and peak future wet weather head were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $6,500,000

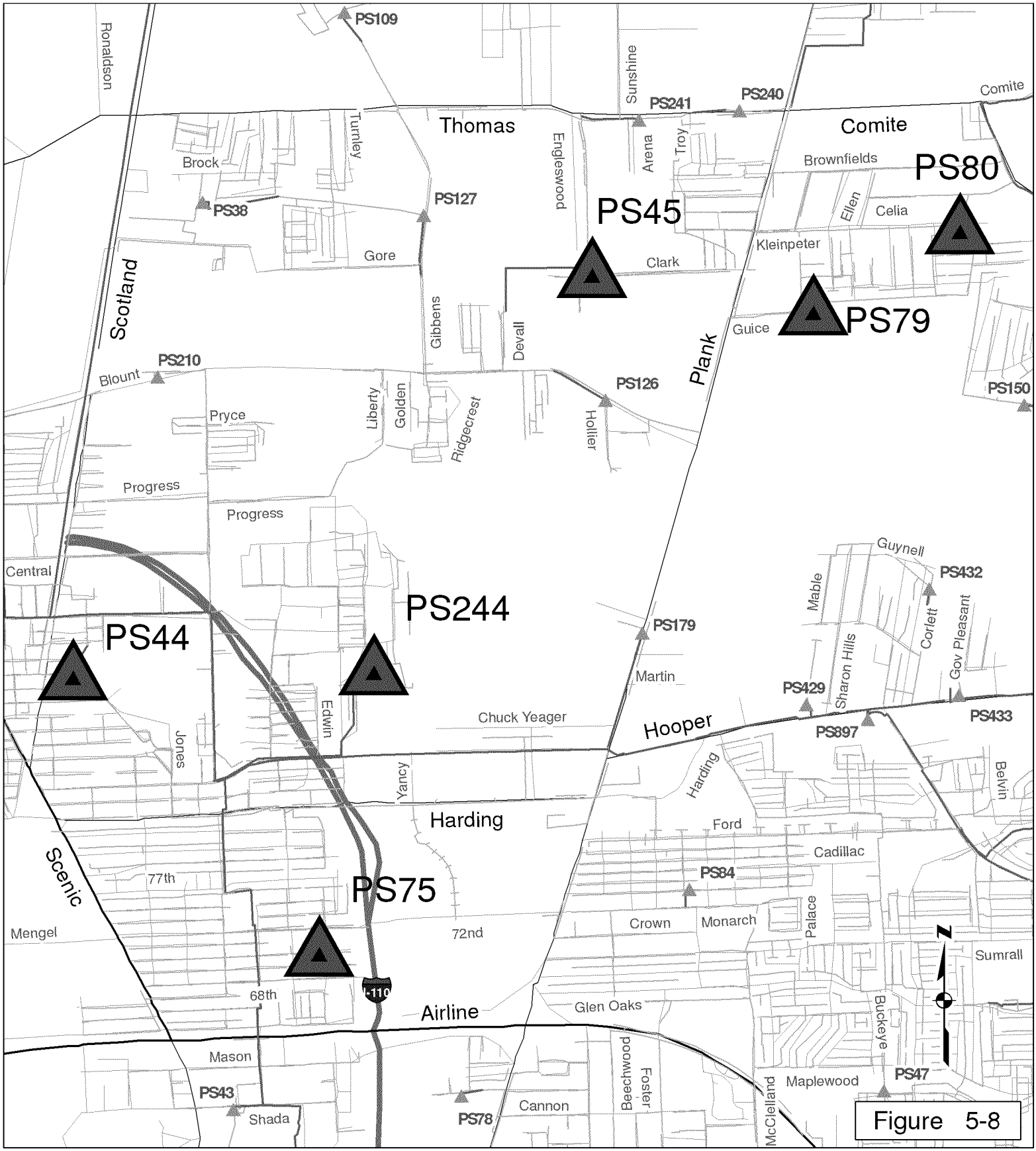

Figure 5-8

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,500 3,000 Feet

PUBLIC WORKS

NGS-C-0004

Project Vicinity Map

Baton Rouge Sewer Program

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5.3 North Forcemain System Comprehensive Rehabilitation Projects

5.3.1 NFW-R-0001, NFW-R-0002, AND NFE-R-0001

Project Description

The sanitary sewer system comprehensive rehabilitation projects consist of improvements to various components of the sewer collection system to reduce the amount of rainwater and groundwater that leak into the system.

Purpose

The purpose of the comprehensive sewer rehabilitation is to correct defects in the system such as offset pipe joints, collapsed pipe sections, leaking manholes, and direct inflow sources. The water that enters the system through the defects is a major contributor to SSOs. Comprehensive rehabilitation of the collection system will contribute to alleviating SSOs.

Location

There are three projects located within the North Forcemain Basin. The attached maps show the locations of the projects.

Scope of Project

The first phase of comprehensive rehabilitation projects will be the physical inspection of the pipes and manholes including CCTV inspection of pipes. Smoke testing may also be included in the physical inspection phase.

The data collected by the physical inspection contractor will be analyzed and based on that analysis a listing of recommended repairs with associated construction costs will be generated.

An engineering firm will then complete detailed design and preparation of construction documents for project bidding.

The construction of rehabilitation projects will typically include the following components.

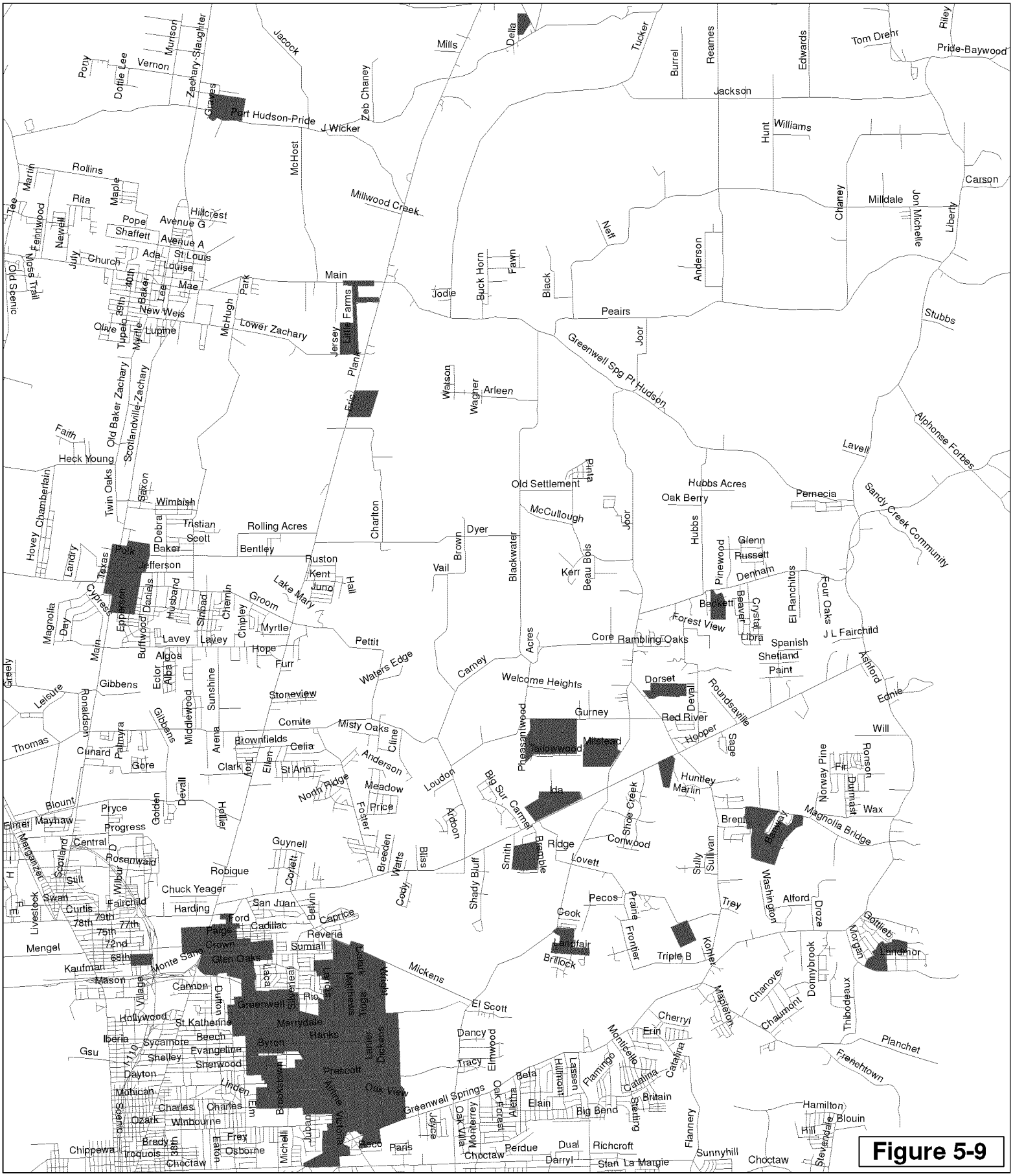
- Replacement of pipes
- Point repair of pipes
- Rehabilitation of pipes by cured in place pipe liners
- Rehabilitation or replacement of manholes
- Repair of sewer laterals to the property line

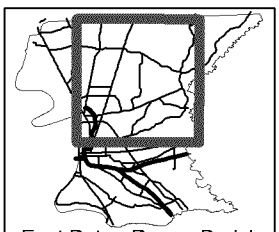
Cost

The estimated costs for each project are presented in Table 5-2. These costs are based on preliminary estimates of the amounts of each component of the system that will require repair or replacement. During the physical inspection phase, the actual condition of the components will be assessed and appropriate methods recommended. At that time, the cost estimate for each project will be revised.

TABLE 5-2
Estimated Construction Costs for North Forcemain System Comprehensive Rehabilitation Projects

Project Descriptions	Construction Cost
NFW-R-001-Brookstown Road-Evangeline Street	$23,000,000
NFW-R-002-Interstate 110-Hollywood Street	$6,300,000
NFE-R-001-Silverleaf Road-Ford Street	$11,000,000





Legend

Area Designated for Physical Inspection

0 1 2 Miles

N

PUBLIC WORKS

NFW-R-0001

Proj #5 Brookstown Rd. - Evangeline St.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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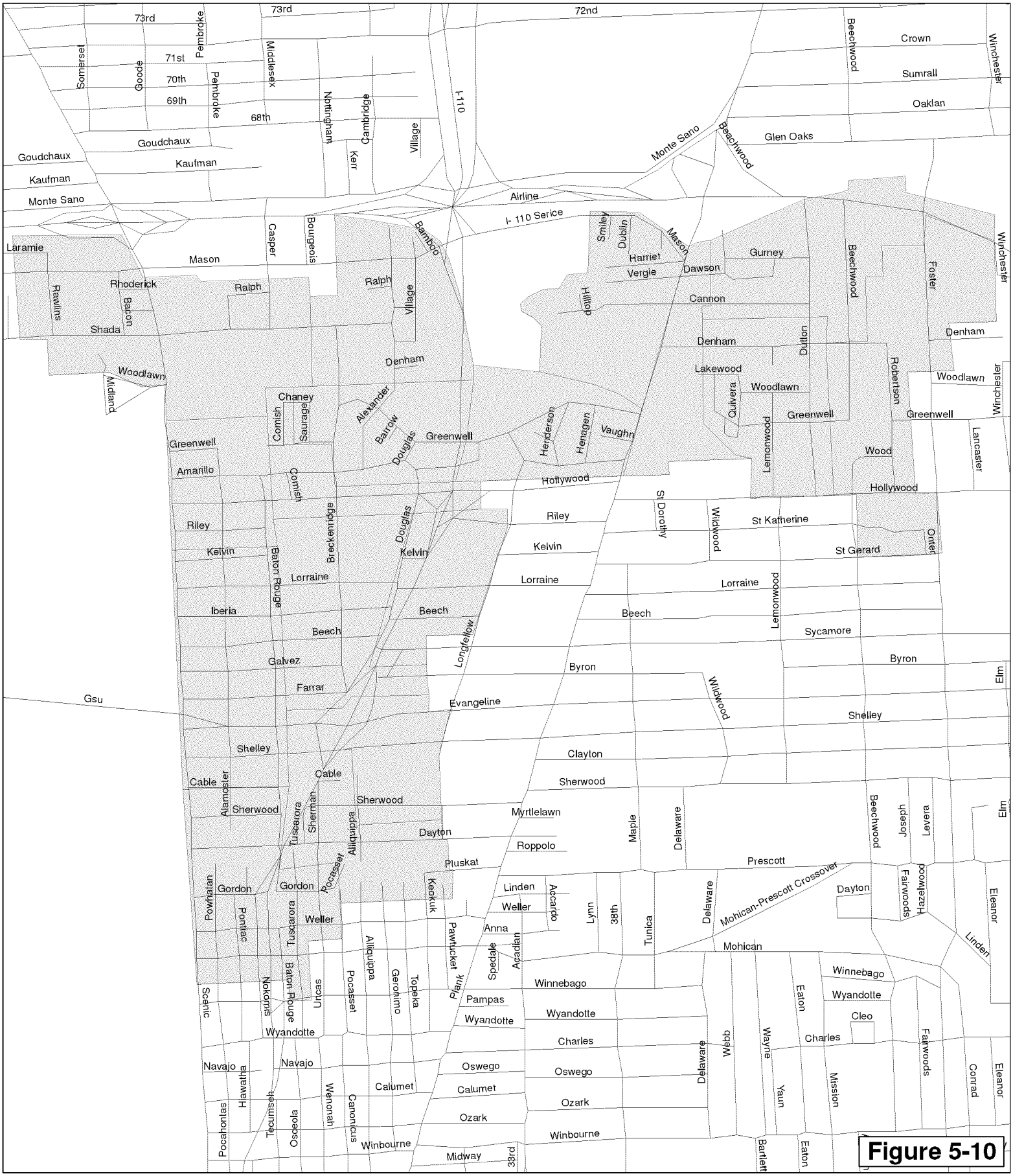

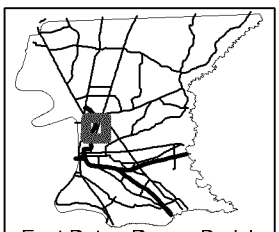

Legend

Area Designated for Physical Inspection

0 1,000 2,000 Feet

N

PUBLIC WORKS

NFW-R-0002

Proj #22 Interstate 110 - Hollywood St.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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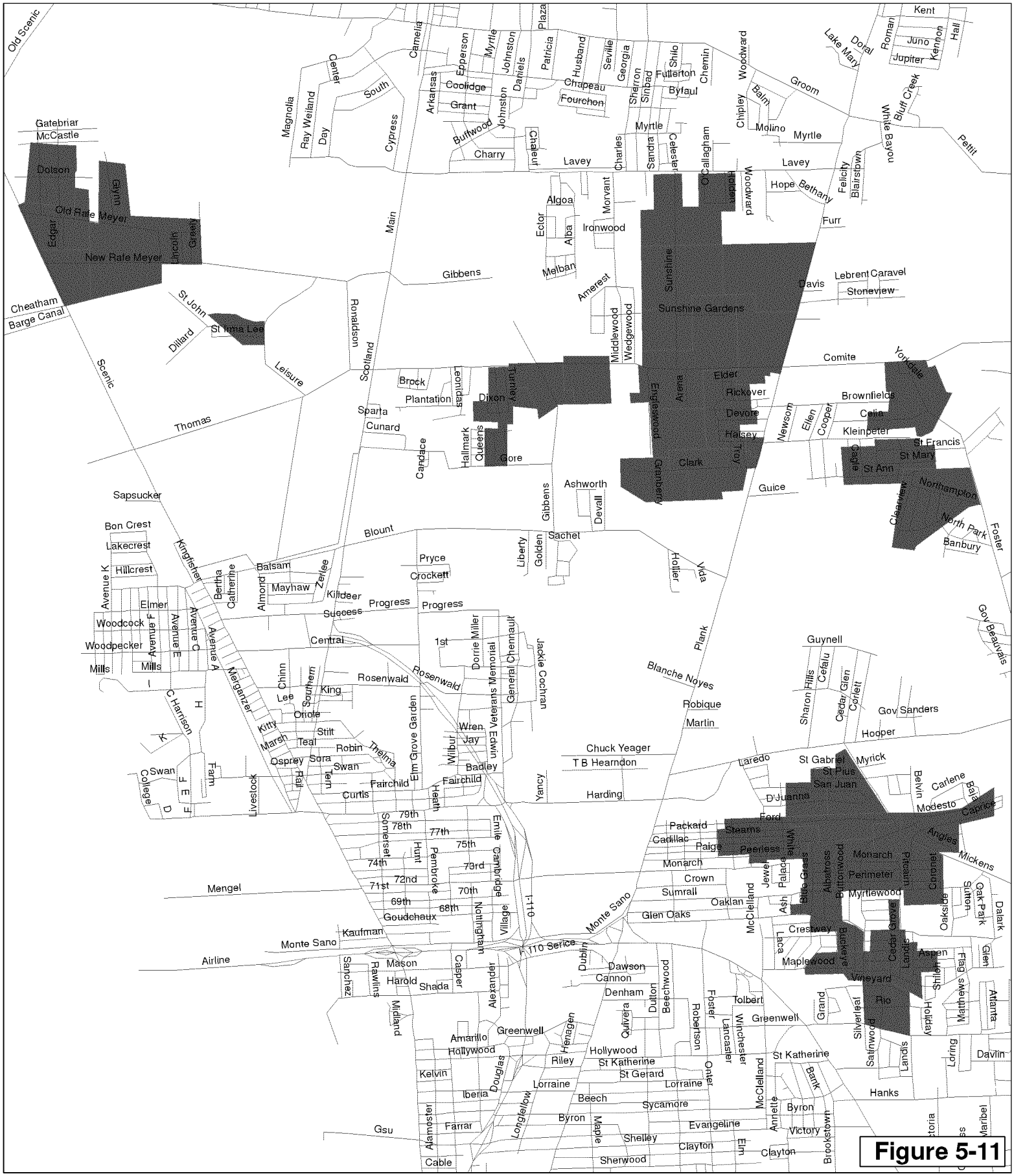

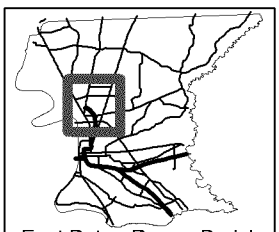

Legend

Area Designated for Physical Inspection

0 0.5 1 Miles

N

PUBLIC WORKS

NFE-R-0001

Proj #12 Silverleaf Rd. - Ford St.

Project Vicinity Map

BATON ROUGE SEWER PROGRAM

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5.4 North Forcemain System Capacity Improvements Projects

5.4.1 NFE-C-0001 (Gurney Road – Joor Road)

Project Description

Purpose of the project/ Project Background: The purpose of Project NFE-C-0001 is to replace PS176 to alleviate SSOs at and near the PS, as well as upgrading the forcemains exiting PS176 and PS284. In addition, the model predicts a PS capacity exceedance for the future peak wet weather flow.

Location:PS176 is located on the south side of Tallowwood Avenue between the intersections of Pheasantwood Drive and Partridgewood Drive. The majority of the area contributing to the PS is residential.

Forcemain segment PS176 to NS6157 travelsdown Partridgewood Drive to Gurney Road and terminates at Sullivan Road for approximately 11,000 feet.

Forcemain segment PS284 to NS6156 travels down Arrowood Avenue, then proceeds up Joor Road and terminates at Gurney Road for approximately 6,700 feet.

Scope: PS176 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 2.9 mgd.

Forcemain segment PS176 to NS6172 is currently a 6-inch line to be replaced with a 12-inch line approximately 1,800 feet long, forcemain segment NS6172 to PS501 is currently an 8-inch line to be replaced with a 12-inch line, approximately 75 feet. Forcemain segment PS501FM to NS6157 is currently a 10-inch line to be replaced with a 16-inch line approximately 7,000 feet long.

Forcemain segment PS284 to NS6156 is currently a 6-inch line to be replaced with an 8-inch line, approximately 6,700 feet.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance Pump Station Booklet.* The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $4,200,000

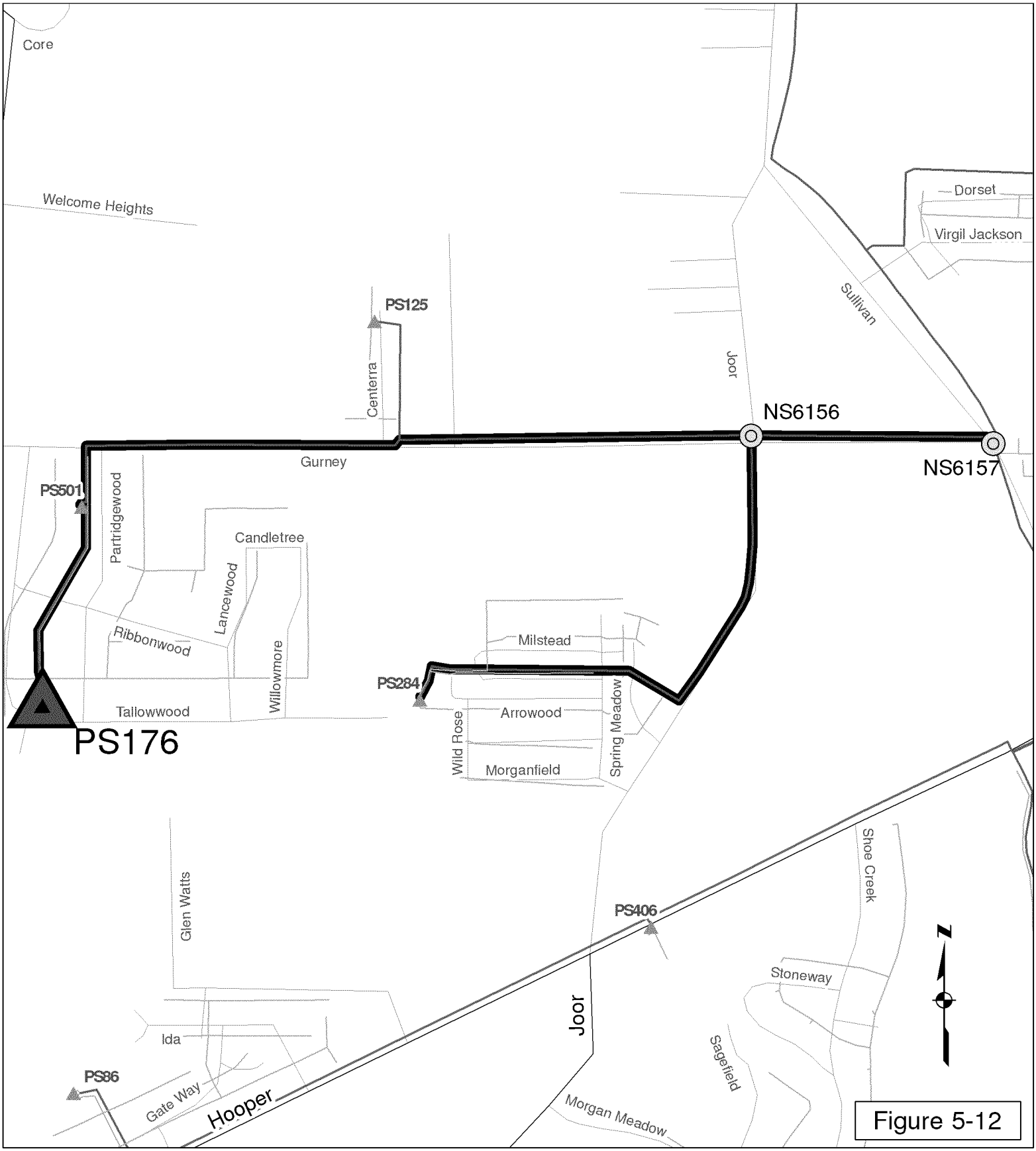
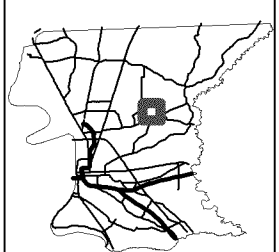


Figure 5-12



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 750 1,500 Feet

PUBLIC WORKS

NFE-C-0001

Project Vicinity Map

Baton Rouge
Sewer Program

5.4.2 NFE-C-0002 (Multiple PSs – Lovett Road Area)

Project Description

Purpose of the Project/Project Background: The purpose of Project NFE-C-0002 is to replace PS230, PS282, and PS187 PSs to alleviate SSOs at and near the PS, as well as the forcemains exiting these PSs.

Location: PS230 is located along Morgan Meadow Avenue, east of the intersection of Morgan Meadow Avenue and Shoe Creek Drive. Forcemain segment PS230 to PS230DS goes down Morgan Meadow Avenue. The approximate length of this segment is 1,200 feet.

Gravity segment PS230 to 230-00009 goes down Morgan Meadow Avenue then turns on Sagefield Drive and terminates. The approximate length of this segment is 2,100 feet.

PS282 is located at the end of Regent Avenue, east of the intersection of Regent Avenue and Trendale Drive. The majority of the area contributing to the PS is residential. Forcemain segment PS282 to PS601 goes through a wooded area crossing an unnamed channel, then turns and follows the channel bank and terminates near Brighton Avenue. The approximate length of this segment is 1,100 feet.

PS187 is located at the end of Clear Oak Avenue, just east of the intersection of Clear Oak Avenue and Oak Meadow Drive. The majority of the area contributing to the PS is residential. Forcemain segment PS187 to NS6402 goes down Clear Oak Avenue then turns on Woods Edge Drive and terminates at Lovett Road; approximate length of 1,100 feet.

Scope: PS230: PS230 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the existing peak future wet weather flow is 1.4 mgd.

Forcemain segment PS230 to PS230DS is currently a 6-inch line to be replaced with an 8-inch line, approximately 1,200 feet.

Gravity segment PS230 to 230-00009 is currently an 8-inch line to be replaced with a 12-inch line, approximately 2,100 feet.

PS187: PS187 has an existing total maximum capacity of 0.2 mgd. According to BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the existing peak future wet weather flow is 0.6 mgd.

Forcemain segment PS187 to NS6402 is currently a 4-inch line to be replaced with a 6-inch line, approximately 1,100 feet.

Note: The total maximum capacities for the PSs were obtained from the DPW Field Pump Station Maintenance Pump Station Booklet. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $4,500,000

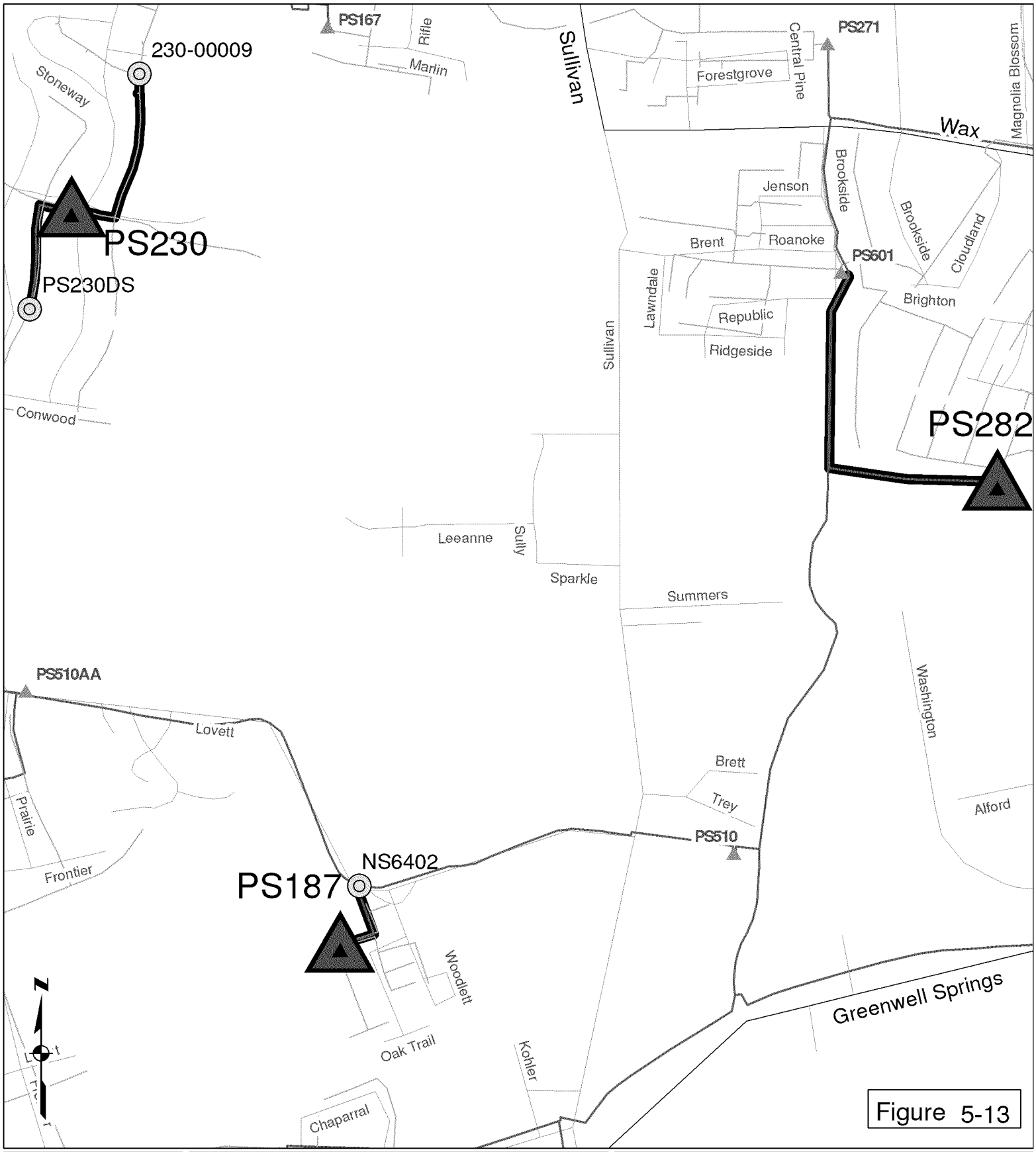


Figure 5-13

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 Feet

PUBLIC WORKS

NFE-C-0002

Project Vicinity Map

Baton Rouge Sewer Program

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5.4.3 NFE-C-0003 (Comte Road – Foster Road)

Project Description

Purpose of the project/Project Background: The purpose of the NFE-C-0003 project is to replace PS291 and PS246 PSs to alleviate SSOs at and near the PS, as well as the forcemains exiting these PSs. In addition, the model predicts a PS capacity exceedance for the future peak wet weather flow.

Location: PS291 PS is located along Misty Oaks Avenue, west of the intersection of Misty Oaks Avenue and Lazy Oak Drive. The majority of the area contributing to the PS is residential.

Forcemain segment PS291 to NS6232 goes down Misty Oaks Avenue, then turns on Whispering Oaks Avenue, then proceeds on Comite Road, then onto Foster Road, and terminates just north of North Park. The approximate length of this segment is 14,000 feet.

PS246 is located at the eastern end of Holly Fern Avenue, east of the intersection of Holly Fern Avenue and Green Gate Drive. The majority of the area contributing to the PS is residential.

Forcemain segment PS246 to NS6211 runs down Green Gate Drive and terminates at Foster Road for approximately 1,800 feet. The approximate length of this segment is 1,800 feet.

Scope:

PS291 has an existing total maximum capacity of 0.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.3 mgd.

Forcemain segment PS291 to NS6163 is currently a 4-inch line will be replaced with a 6-inch line, approximately 3,000 feet.

NS6163 to NS6232 is currently a 6-inch line to be replaced with an 8-inch line, approximately 11,000 feet.

PS246 has an existing total maximum capacity of 0.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 0.4 mgd.

Forcemain segment PS246 to NS6211 is currently a 4-inch line to be replaced with a 6-inch line, approximately 1,800 feet.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance Pump Station Booklet*. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $2,800,000

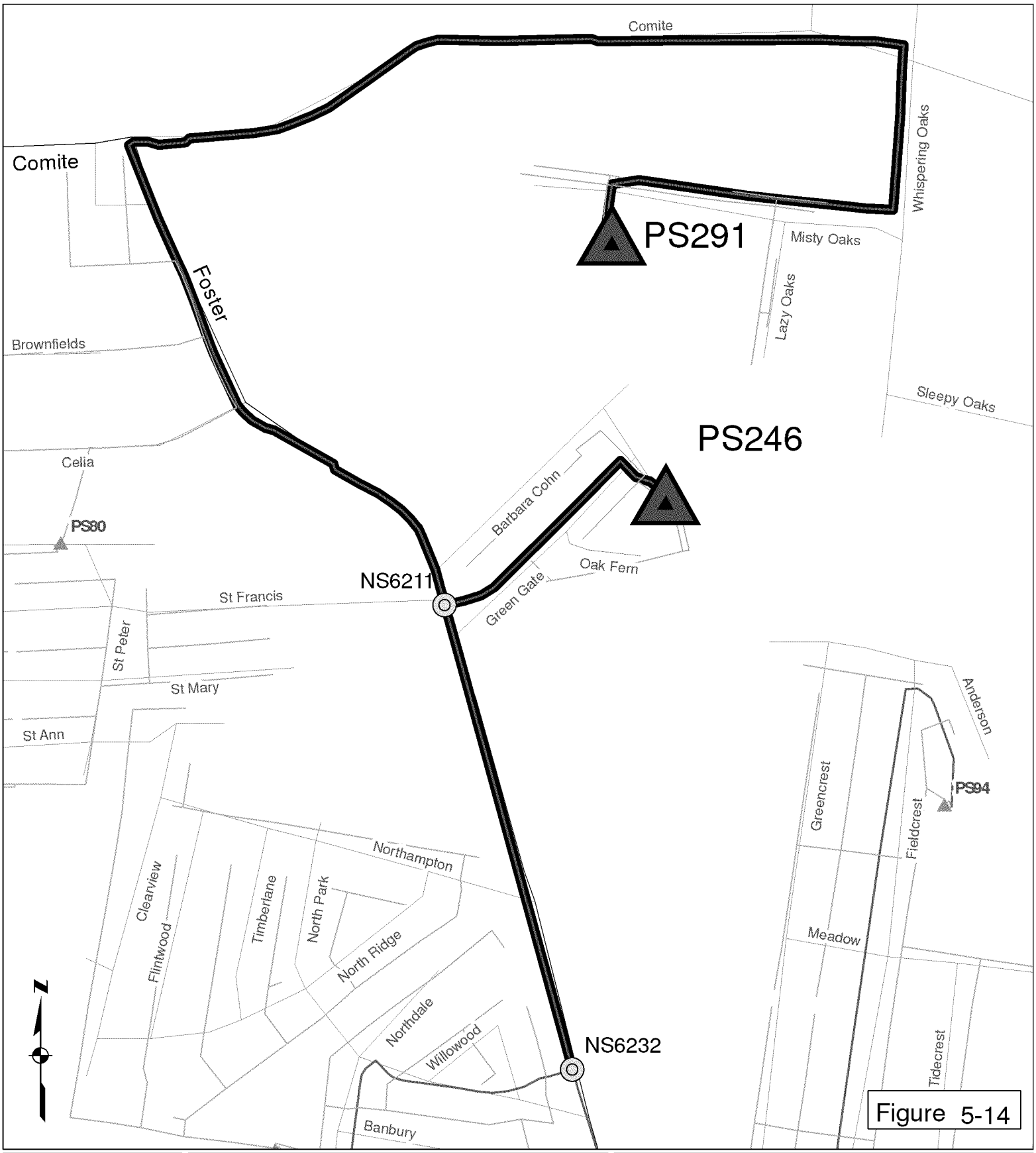

Figure 5-14

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1000 Feet

PUBLIC WORKS

NFE-C-0003

Project Vicinity Map

Baton Rouge
Sewer Program

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5.4.4 NFE-C-0004 (Foster Road – Hooper Road)

Project Description

Purpose of the Project / Background Information: The purpose of Project NFE-C-0004 is to increase the capacity of the STN forcemain system and the manifold PS forcemains along Foster Road and Hooper Road to assist in transferring high flows to the main STN forcemain along Hooper Road.

Location: Forcemain segment PS94 to NS6251 goes down Anderson Avenue, turning on Fieldcrest Drive onto Price Avenue to Windcrest Avenue and terminates at Foster Road; approximate length is 5,300 feet.

Forcemain segment PS255 to NS6289 goes down Ardoon Drive then onto Blackwater Road and terminates at Hooper Road; approximate length is 7,600 feet.

Forcemain segment PS196 to NS6281 goes down Shady Bluff Drive and terminates at Hooper Road; approximate length is 5,200 feet.

Forcemain segment BPS507 to NS6247 goes down Hooper Road and terminates approximately 600 feet east of Lovett Road; approximate length is 12,000 feet.

Forcemain segment BPS511 to NS6334 goes down Hooper Road and terminates at Foster Road; approximate length is 5,600 feet.

Forcemain segment NS6306 to NS6334 goes down Foster Road and terminates at Hooper Road; approximate length is 1,200 feet.

Scope: Forcemain segment PS94 to NS6251 is currently a 6-inch line will be replaced with an 8-inch line, approximately 5,300 feet.

Forcemain segment PS255 to NS6289 is currently a 6-inch line will be replaced with an 8-inch line, approximately 7,600 feet.

Forcemain segment PS196 to NS6281 is currently a 4-inch line will be replaced with a 6-inch line, approximately 5,200 feet.

Forcemain segment BPS507 to NS6247 is currently a 20-inch line will be replaced with a 24-inch line, approximately 6,500 feet.

Forcemain segment BPS511 to NS6326 is currently a 24-inch line will be replaced with a 36-inch line, approximately 2,700 feet.

Forcemain segment NS6326 to NS6334 is currently a 30-inch line will be replaced with a 36-inch line, approximately 3,000 feet.

Forcemain segment NS6306 to NS6334 is currently a 12-inch line will be replaced with a 14-inch line, approximately 1,200 feet.

Total Estimated Construction Cost is $5,300,000

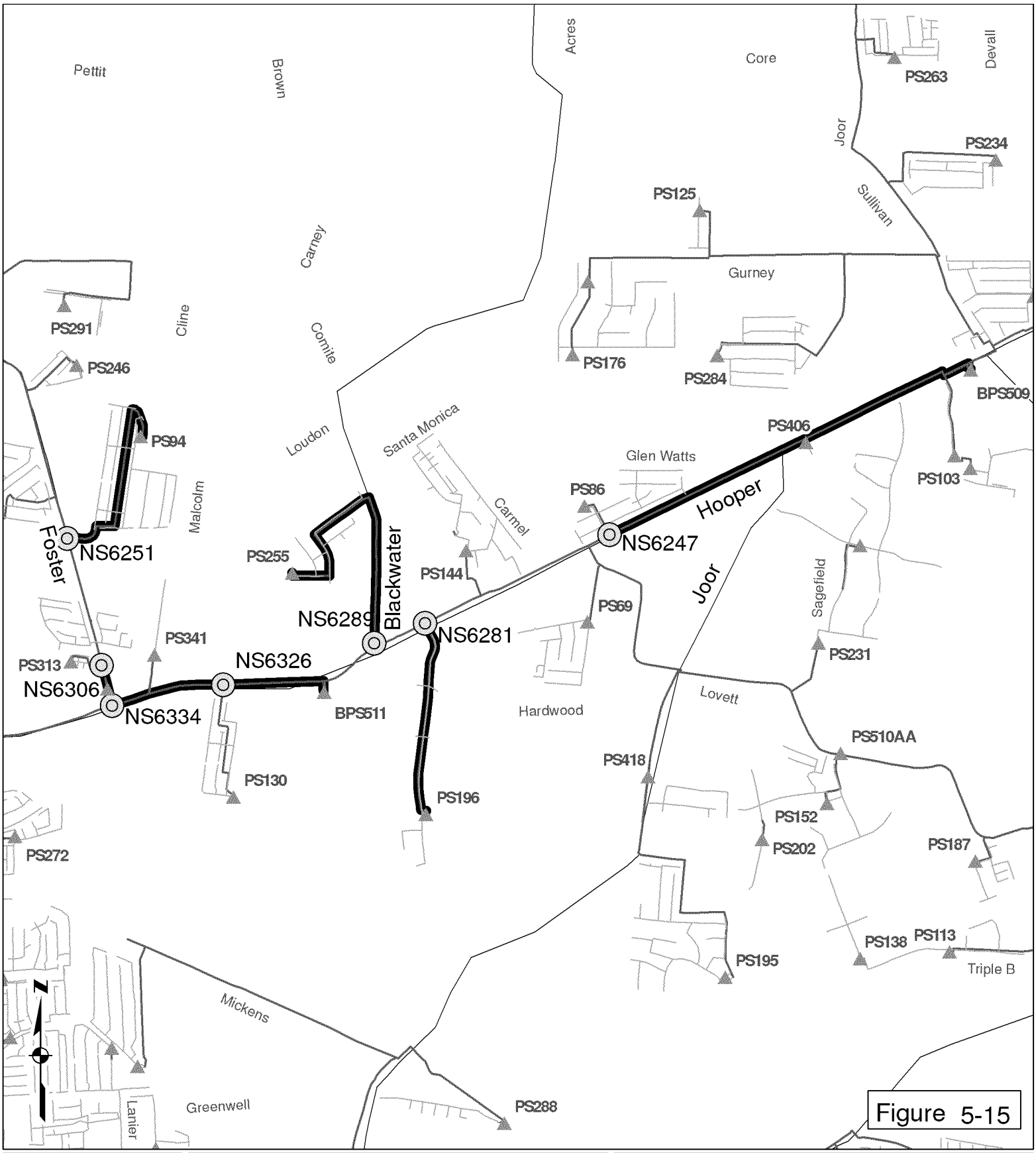

Figure 5-15

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	

0 1,500 3,000 Feet

PUBLIC WORKS

NFE-C-0004

Project Vicinity Map

Baton Rouge
Sewer Program

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5.4.5 NFE-C-0005 (Multiple PSs – Hooper Road – Greenwell Springs Road)

Project Description

Purpose of the Project / Background Information: The purpose of the NFE-C-0005 project is to replace PS150, PS94, PS341, PS313, PS144, PS86, PS234, PS218, PS271, PS249, PS280, PS164, PS285, PS196, PS231, and PS207 to alleviate SSOs. In addition, the model predicts a PS capacity exceedance for the future peak wet weather flow.

Location: PS150 is located on North Park Avenue off Northdale Drive.

PS94 is located on Fieldcrest Drive off Anderson Avenue.

PS341 is located on Breeden Drive off Hooper Road.

PS313 is located on Summer Place Avenue off Foster Road.

PS144 is located on La Jolla Court off Carmel Drive.

PS86 is located on Hooper Road between Lovett Road and Allena Drive.

PS234 is located on Dorset Avenue off Farnham Avenue.

PS218 is located on Weyanoke Drive off Solitude Lane.

PS271 is located on Central Place Drive off Central Woods Avenue.

PS249 is located on Durmast Drive off Way Road.

PS280 is located on Bellingrath Lakes Avenue off Greenwell Springs Road.

PS164 is located on Stoneridge Drive off Donnybrook Avenue.

PS285 is located on Bristle Cone Court off Evergreen Hills Avenue.

PS196 is located on Shady Bluff Drive off Hooper Road.

PS231 is located on Shoe Creek Drive off Morgan Creek Avenue.

PS 207 is located on Red Maple Drive off West Post Oak Court.

Scope: PS150 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.0 mgd, and the peak future wet weather flow is 1.0 mgd.

PS94 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 1.1 mgd.

PS341 has an existing total maximum capacity of 0.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.2 mgd.

PS313 has an existing total maximum capacity of 0.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.2 mgd.

PS144 has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.4 mgd, and the peak future wet weather flow is 1.1 mgd.

PS86 has an existing total maximum capacity of 0.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.5 mgd, and the peak future wet weather flow is 0.9 mgd.

PS234 has an existing total maximum capacity of 0.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.7 mgd.

PS218 has an existing total maximum capacity of 0.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 0.7 mgd.

PS271 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 1.0 mgd.

PS249 has an existing total maximum capacity of 0.9 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 1.6 mgd.

PS280 has an existing total maximum capacity of 0.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.2 mgd. The existing dry weather head at the PS is 47.7 feet and the peak future wet weather head is 105.8 feet. PS280 is scheduled to be replaced due to future head requirements.

PS164 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.8 mgd.

PS285 has an existing total maximum capacity of 0.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.3 mgd.

PS196 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.6 mgd.

PS231 has an existing total maximum capacity of 0.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 3.6 mgd.

PS207 has an existing total maximum capacity of 0.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.7 mgd.

Total Estimated Construction Cost is $4,500,000

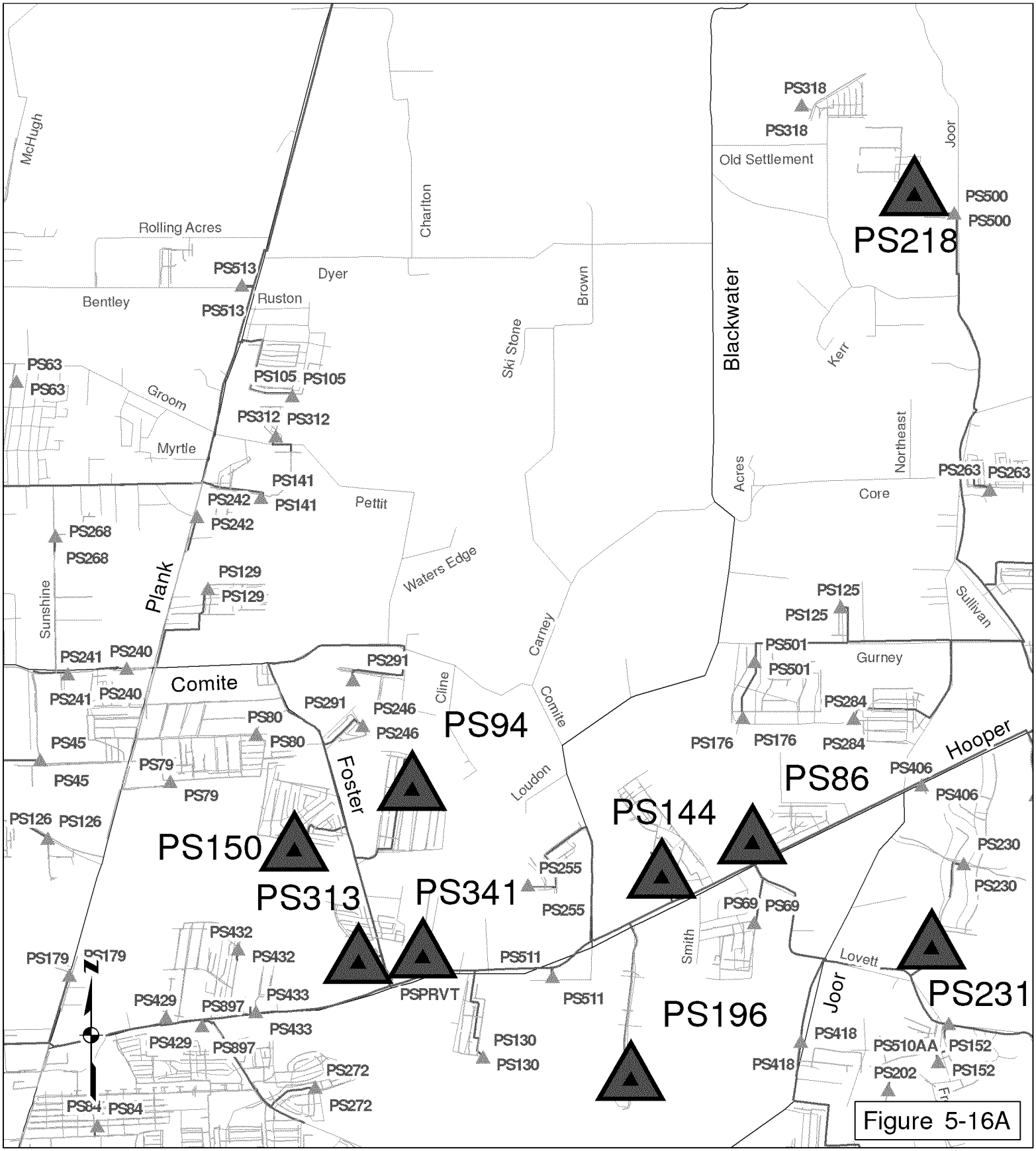

Figure 5-16A

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 2,500 5,000 Feet

PUBLIC WORKS

NFE-C-0005

Project Vicinity Map

Baton Rouge Sewer Program

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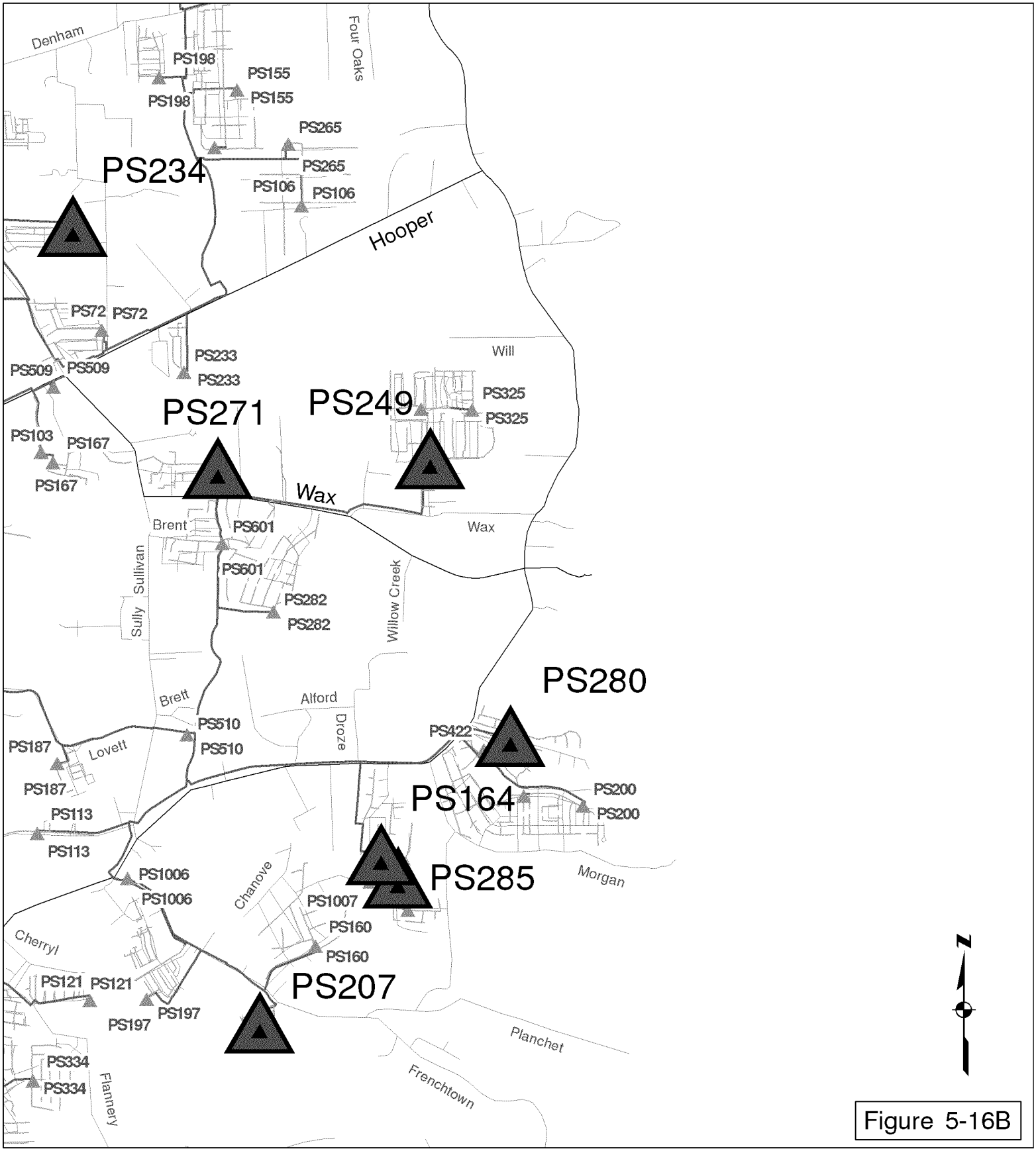
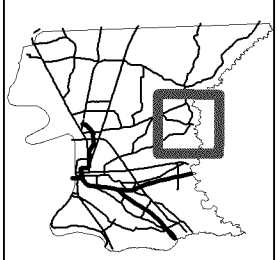


Figure 5-16B



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 2,500 5,000 Feet

PUBLIC WORKS

NFE-C-0005

Project Vicinity Map

Baton Rouge Sewer Program

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5.4.6 NFE-C-0006 (Lovett Road – Greenwell Springs Road)

Project Description

Purpose of the Project / Background Information: The purpose of the NFE-C-0006 project is to increase the capacity of the forcemain system in the North East Forcemain Basin to assist in transferring peak flows to the main STN sewer along Hooper Road and to increase the capacity of the gravity sewer systems upstream of PS155, PS195, PS200, and PS231. The gravity sewer replacement will work to alleviate chronic SSOs in the gravity basins upstream of these PSs.

Location: Forcemain segment PS181 to NS6088 goes down Pinewood Drive to Denham Road and terminates at Beaver Road. The approximate length of this segment is 1,800 feet.

Forcemain segment PS233 to NS6189 goes down Sage Road then turns at Hooper Road and terminates at Sullivan Road. The approximate length of this segment is 6,500 feet.

Gravity segment PS155 to 155-00037 goes down Crystal Drive and terminates at Libra Avenue. The approximate length of this segment is 2,200 feet.

Forcemain segment PS155 to NS6103 goes down Taurus Road and terminates at Beaver Road. The approximate length of this segment is 1,900 feet.

Forcemain segment PS106 to NS6128 goes down Palomino Drive, turns on Shetland Avenue, and terminates in a field below Beaver Road. The approximate length of this segment is 5,500 feet.

Forcemain segment PS234 to NS6189 goes down Dorset Road turns on Sullivan Road and terminates at Hooper Road. The approximate length of this segment is 8,700 feet.

Forcemain segment PS249 to NS6239 goes down Durmast Drive, turns on Way Road, and terminates at Brookside Road. The approximate length of this segment is 9,100 feet.

Forcemain segment PS601 to NS6393 goes down through the woods parallel to Sullivan Road and terminates at Joor Road. The approximate length of this segment is 6,600 feet.

Forcemain segment PS200 to NS6252 goes down Gottlieb Road turns on Greenwell Springs Road, turns on Lovett Road, and terminates at Hooper Road. The approximate length of this segment is 37,300 feet.

Gravity segment PS200 to 200-00011 goes down Keystone Avenue and terminates at Bridgeport Drive. The approximate length of this segment is 370 feet.

Forcemain segment PS285 to NS6404 goes down Stoneridge Drive and terminates at Greenwell Springs Road; approximate length is 5,300 feet.

Forcemain segment PS113 to NS6431 goes down Triple B Road and terminates on Sullivan Road. The approximate length of this segment is 6,000 feet.

Forcemain segment PS160 to NS6419 goes down Chaumont Road turns on Frenchtown Road to Greenwell Springs Road and terminates at Sullivan Road. The approximate length of this segment is 11,100 feet.

Forcemain segment PS207 to NS6489 goes down Country Road, turns on Frenchtown Road, and terminates at Chaumont Road. The approximate length of this segment is 1,600 feet.

Forcemain segment PS152 to NS6381 goes north and terminates at Pecos Road. The approximate length of this segment is 500 feet.

Forcemain segment PS231 to NS6328 goes through some woods and terminates at Lovett Road. The approximate length of this segment is 1,700 feet.

Gravity segment PS231 to 231-00015 goes down Cornwood Avenue, turns onto Sagefield Drive. The approximate length of this segment is 1,500 feet.

Forcemain segment PS195 to NS6808 goes down Stoneshire Road, turns on Landfair Road, then onto Burtcliff Road, turns on Tynwood Road, then terminates on Lovett Road. The approximate length of this segment is 11,000 feet.

Gravity segment PS195 to 195-00004 goes down Bretshire Drive and terminates. The approximate length of this segment is 1,000 feet.

Forcemain segment PS69 to NS6257 goes down Tanglewood Road and terminates at Lovett Road. The approximate length of this segment is 1,500 feet.

Scope: Forcemain segment PS181 to NS6088 is currently a 6-inch line, which is to be replaced with an 8-inch line approximately 1,800 feet.

Forcemain segment PS233 to NS6165 is currently a 4-inch line, which is to be replaced with a 6-inch line. The approximate length of this segment is 2,100 feet.

Forcemain segment NS6165 to NS6189 is currently an 18-inch line, which to be replaced with a 24-inch line. The approximate length of this segment is 4,300 feet.

Gravity segment PS155 to 155-00013 is currently a 10-inch line, which is to be replaced with a 15-inch line approximately 320 feet.

Gravity segment 155-00013 to 155-00031 is currently an 8-inch line, which is to be replaced with a 12-inch line. The approximate length of this segment is 1,200 feet.

Gravity segment 155-00031 to 155-00037 is currently an 8-inch line, which to be replaced with a 10-inch line. The approximate length of this segment is 700 feet.

Force main segment PS155 to NS6103 is currently an 8-inch line to be replaced with a 10-inch line. The approximate length of this segment is 1,900 feet.

Forcemain segment PS106 to NS6134 is currently a 6-inch line to be replaced with a 10-inch line. The approximate length of this segment is 3,500 feet

Forcemain segment NS6134 to NS6128 is currently an 8 inch line to be replaced with a 10-inch line. The approximate length of this segment is 3,000 feet.

Forcemain segment PS234 to NS6150 is currently a 4-inch line to be replaced with an 8-inch line. The approximate length of this segment is 3,400 feet

Forcemain segment NS6150 to NS6157 is currently a 10-inch line to be replaced with a 12-inch line. The approximate length of this segment is 2,300 feet.

Forcemain segment NS6157 to NS6189 is currently a 14-inch line to be replaced with a 24-inch line. The approximate length of this segment is 3,000 feet

Forcemain segment PS249 to NS6239 is currently an 8-inch line to be replaced with a 10-inch line. The approximate length of this segment is 9,100 feet.

Forcemain segment PS601 to NS6393 is currently a 12-inch line to be replaced with a 16-inch line. The approximate length of this segment is 6,600 feet.

Forcemain segment PS200 to NS6395 is currently a 4-inch line to be replaced with a 10-inch line. The approximate length of this segment is 1,900 feet.

Forcemain segment NS6395 to NS6406 is currently a 10 inch line. The approximate length of this segment is 1,900 feet.

Forcemain segment NS6406 to NS6419 is currently a 12-inch line to be replaced with a 16-inch line. The approximate length of this segment is 6,000 feet.

Forcemain segment NS6419 to NS6793 is currently a 14-inch line to be replaced with an 18-inch line. The approximate length of this segment is 6,400 feet.

Forcemain segment NS6393 to NS6402 is currently an 18-inch line to be replaced with a 30-inch line. The approximate length of this segment is 4,400 feet.

Forcemain segment NS6328 to NS6308 is currently a 20-inch line to be replaced with a 30-inch line. The approximate length of this segment is 10,000 feet.

Forcemain segment NS6308 to NS6252 is currently a 24-inch line to be replaced with a 30-inch line. The approximate length of this segment is 5,000 feet.

Gravity segment PS200 to 200-00011 is currently an 8-inch line, which to be replaced with a 12-inch line. The approximate length of this segment is 370 feet.

Forcemain segment PS285 to PS164 is currently a 6-inch line to be replaced with an 8-inch line. The approximate length of this segment is 1,300 feet

Forcemain segment PS164 to NS6406 is currently a 6-inch line to be replaced with an 8-inch line. The approximate length of this segment is 4,000 feet.

Forcemain segment PS113 to NS6419 is currently a 6-inch line to be replaced with an 8-inch line. The approximate length of this segment is 3,300 feet

Forcemain segment NS6419 to NS6431 is currently a 12-inch line to be replaced with a 16-inch line. The approximate length of this segment is 2,700 feet.

Forcemain segment PS160 to NS6489 is currently a 6-inch line to be replaced with a 10-inch line. The approximate length of this segment is 2,800 feet

Forcemain segment NS6489 to NS6472 is currently an 8-inch line to be replaced with a 14-inch line. The approximate length of this segment is 2,500 feet.

Forcemain segment NS6472 to NS6419 is currently a 10-inch line to be replaced with a 16-inch line. The approximate length of this segment is 6,100 feet.

Forcemain segment PS207 to NS6489 is currently a 4-inch line to be replaced with an 8-inch line. The approximate length of this segment is 1,600 feet.

Forcemain segment PS152 to NS6381 is currently a 4-inch line to be replaced with a 6-inch line. The approximate length of this segment is 500 feet.

Forcemain segment PS231 to NS6328 is currently a 6-inch line to be replaced with a 12-inch line. The approximate length of this segment is 1,700 feet.

Gravity segment PS231 to 231-00013 is currently an 8-inch line to be replaced with a 15-inch line. The approximate length of this segment is 1,000 feet

Gravity segment 231-00013 to 231-00015 is currently an 8-inch line to be replaced with a 12-inch line. The approximate length of this segment is 500 feet.

Forcemain segment PS195 to NS6308 is currently an 8-inch line to be replaced with a 14-inch line. The approximate length of this segment is 11,000 feet.

Gravity segment PS195 to 195-00004 is currently an 8-inch line to be replaced with a 12-inch line. The approximate length of this segment is 1,000 feet.

Forcemain segment PS69 to NS6257 is currently a 6-inch line to be replaced with an 8-inch line. The approximate length of this segment is 1,500 feet.

Total Estimated Construction Cost is $15,000,000

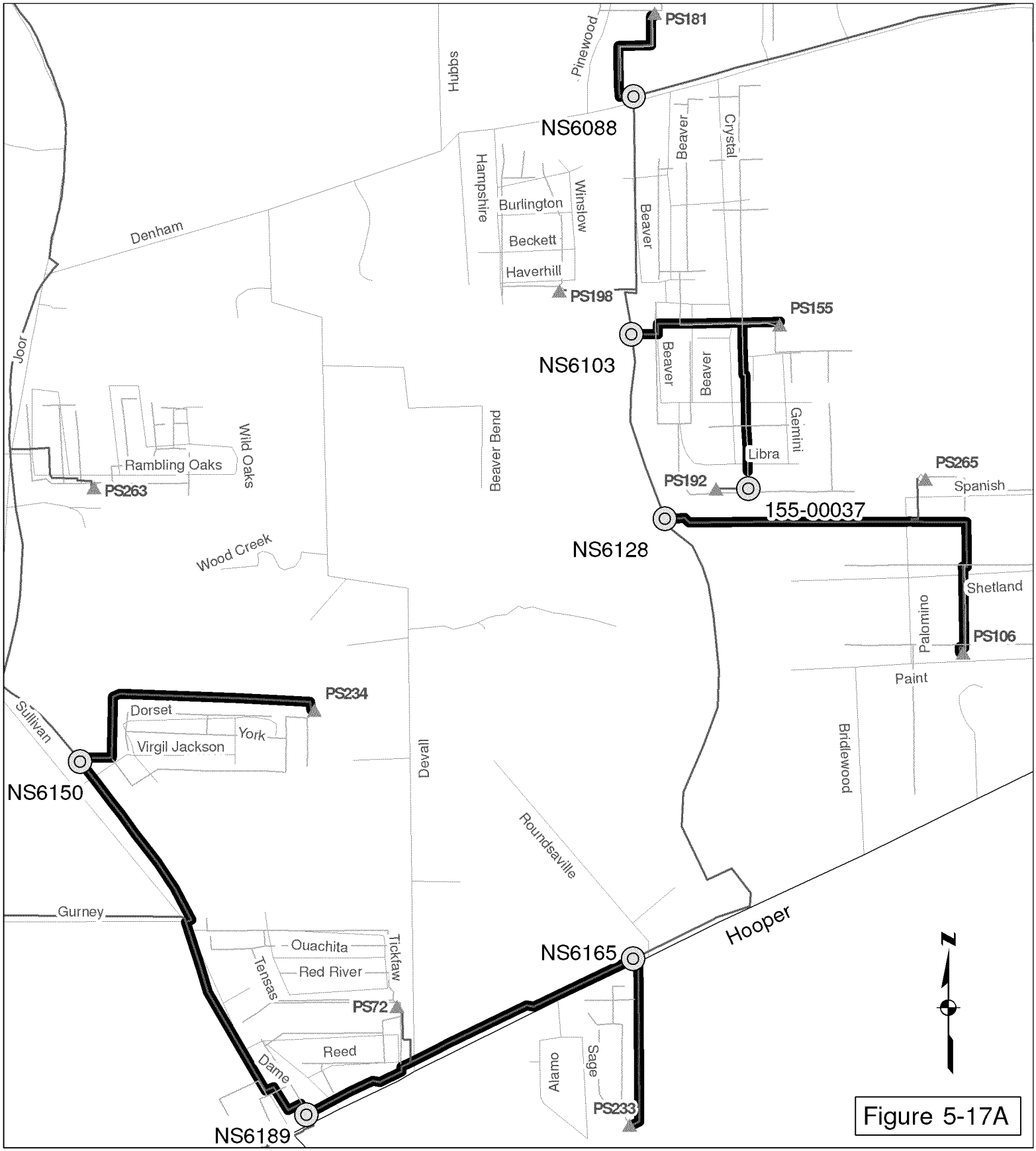
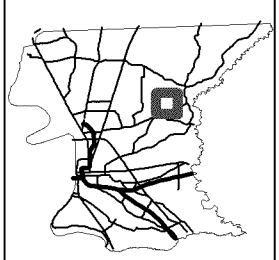


Figure 5-17A



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 900 1,800 Feet

PUBLIC WORKS

NFE-C-0006

Project Vicinity Map

Baton Rouge Sewer Program

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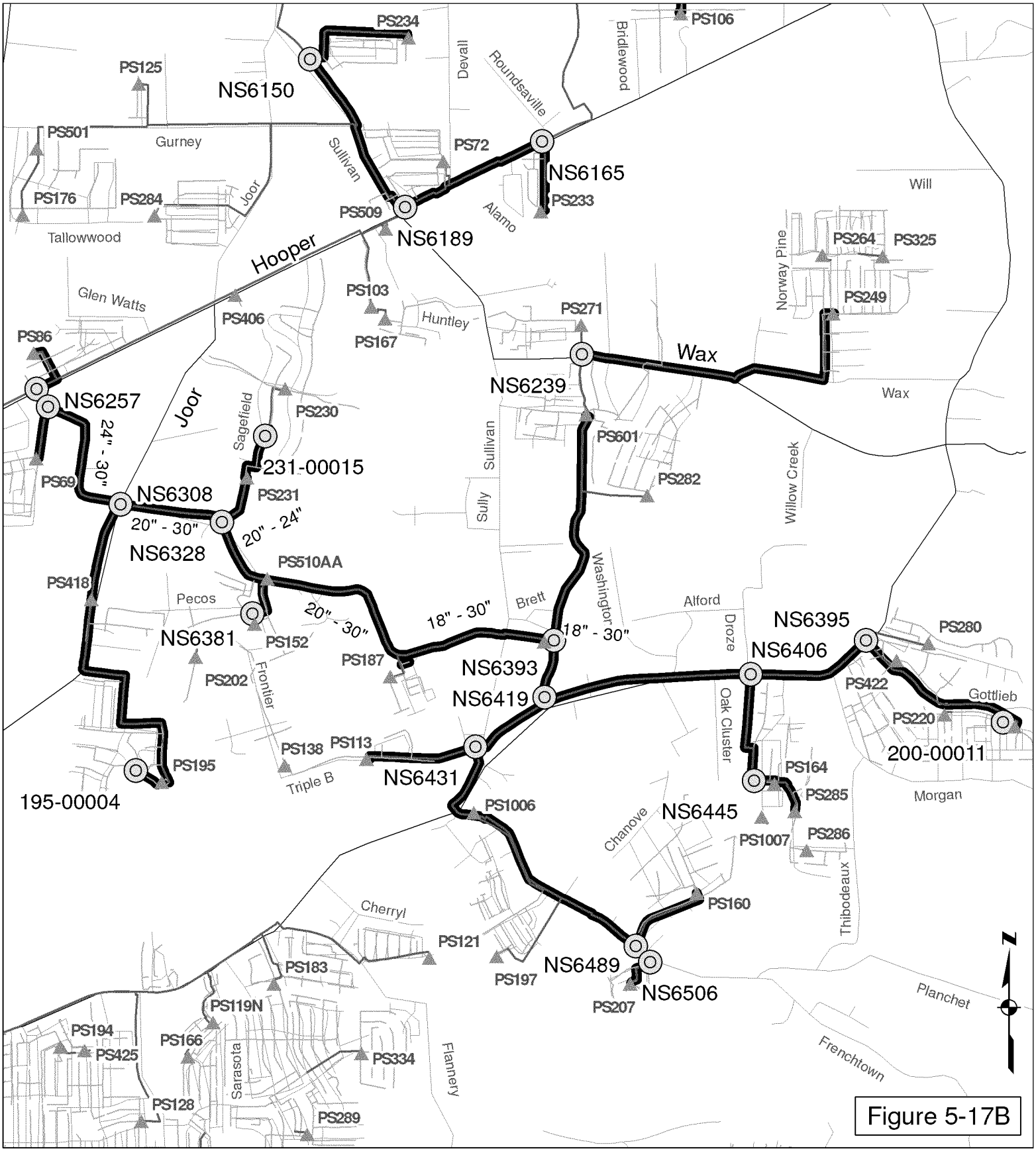

Figure 5-17B

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

12000 Feet

PUBLIC WORKS

NFE-C-0006

Project Vicinity Map

Baton Rouge
Sewer Program

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5.4.7 NFE-C-0007 (Multiple BPSs – Hooper Road – Lovett Road)

Project Description

Purpose of the Project / Background Information: The purpose of the NFE-C-0007 project is to replace BPS509 and BPS511, and construct BPS510AA to alleviate SSOs. This project will also require the abandonment of BPS510.

Location: BPS509 is located on Hooper Road between Sullivan Road and Lazy Lake Drive.

BPS511 is located on Hooper Road between Hickcock Drive and Blackwater Road.

BPS510AA is to be located at the end of Lovett Road, which is off Hooper Road, and will replace the existing BPS510, which is currently located at the end of Lovett Road east of Sullivan Road.

Scope: BPS509 has an existing total maximum capacity of 7.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.1 mgd, and the peak future wet weather flow is 14.4 mgd.

BPS511 has an existing total maximum capacity of 12.8 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 2.8 mgd, and the peak future wet weather flow is 33.0 mgd.

BPS510AA will be a new BPS. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.2 mgd, and the peak future wet weather flow is 14.1 mgd.

Total Estimated Construction Cost is $9,400,000

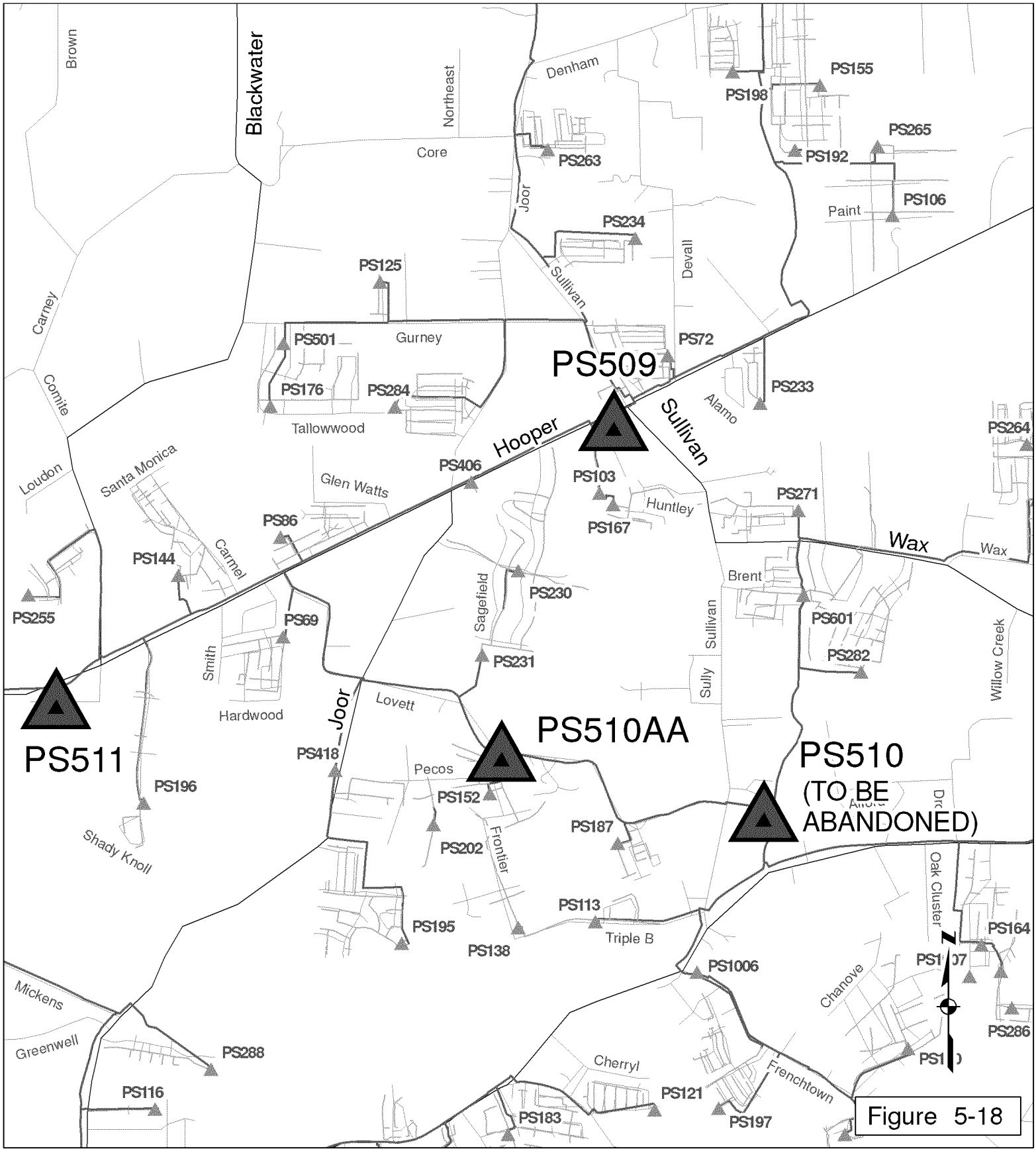

Figure 5-18

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 2,250 4,500 Feet

PUBLIC WORKS

NFE-C-0007

Project Vicinity Map

Baton Rouge Sewer Program

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5.4.8 NFW-C-0001 (Joor Road – Greenwell Springs Road)

Project Description

Purpose of the Project / Background Information: The NFW-C-0001 project involves the design and construction of forcemain upgrades in the North Forced West Basin. This project includes the upsizing of approximately 24,000 feet of forcemain in the Shamrock Gardens and Bryan Estates areas. The upgrades are designed to alleviate chronic SSOs at the PSs and increase the forcemain capacity. The upgrades range in size from 6 to 24-inch diameter.

Location: This project involves the replacement of portions of the North Forced West manifold forcemain system. A majority of the contributing flows are from residential areas. The forcemain upgrades are broken into seven segments as described below:

Segment 1

Segment 1 begins outside the property boundary of PS183. Upon leaving the PS, the forcemain travels north for approximately 50 feet before reaching Canterbury Drive.

At Canterbury Drive, the forcemain turns east and follows the road for approximately 225 feet to the intersection of Canterbury Drive and Greenforrest Drive.

At Greenforrest Drive, the forcemain turns northward and follows the road for approximately 1,500 feet to the intersection of Greenforrest Drive and Highway 37. At this point, the forcemain travels under Highway 37 and manifolds into a larger forcemain at manhole NS6485.

Segment 2

Segment 2 begins outside the property boundary of PS 119. Upon leaving the PS, the forcemain travels west for approximately 50 feet before reaching Sarasota Drive.

At Sarasota Drive, the forcemain turns north and follows the road for approximately 1,000 feet to the intersection of Sarasota Drive and Coral Drive.

At Coral Drive, the forcemain turns northward and follows the road for approximately 500 feet to the intersection of Coral Drive and Highway 37. At this point, the forcemain travels under Highway 37 and manifolds into a larger forcemain at Node NS6509.

Segment 3

Segment 3 begins outside the property boundary of BPS503 and travels south for approximately 150 feet before reaching Highway 37.

At Highway 37, the forcemain turns west and follows the north ROW for approximately 6,000 feet to the intersection of Highway 37 and Joor Road.

At Joor Road, the forcemain turns north and follows the east ROW for approximately 7,600 feet to the intersection of Joor Road and Mickins Road (manhole NS6461). Along this stretch, the forcemain crosses a drainage canal south of Tracy Avenue and manifolds with Segment 5 (Tracy Avenue) and Segment 6 (Dancy Avenue).

Segment 4

Segment 4 begins at the intersection of Joor Road and Mickens Road (manhole NS6438). At this point, the line travels northwest along Mickens Road for approximately 7,000 feet to Node NS6438, located at the intersection of Mickens Road and Lanier Drive.

Segment 5

Segment 5 begins outside the property boundary of PS222. Upon leaving PS222, the forcemain travels north for approximately 50 feet before reaching Tracy Avenue.

At Tracy Avenue, the forcemain turns west and follows the road for approximately 1,000 feet to manhole NS6550, located near the intersection of Tracy Avenue and Joor Road. At this manhole, the forcemain manifolds into a larger forcemain (Segment 4), which runs along the west ROW.

Segment 6

Segment 6 begins outside the property boundary of PS116 and the forcemain travels west along Dancy Avenue for approximately 650 feet to manhole NS 6500, located near the intersection of Dancy Avenue and Joor Road. At this manhole, the forcemain manifolds into a larger forcemain (Segment 4), which runs along the west ROW.

Segment 7

Segment 7 begins outside the property boundary of PS288. Upon leaving PS288, the forcemain travels northwest along an electrical servitude for approximately 2,650 feet to its intersection with Joor Road.

At Joor road, the forcemain turns south for approximately 250 feet to manhole NS6461, located near the intersection of Mickens Road and Joor Road. At this manhole, the forcemain manifolds into a larger forcemain that runs along the west ROW.

Scope: The existing 4-inch forcemain connecting PS288 to NS6461 will be replaced with a 6-inch forcemain. The approximate length of this segment is 3,400 feet.

The existing 14-inch forcemain connecting NS6500 and NS6438 will be replaced with a 24-inch forcemain. The approximate length of this segment is 10,000 feet.

The existing 3-inch forcemain connecting PS116 and NS6500 will be replaced with a 4-inch forcemain. The approximate length of this segment is 2,100 feet.

The existing 18-inch forcemain connecting NS6550 to NS6500 will be replaced with a 24-inch forcemain. The approximate length of this segment is 2,300 feet.

The existing 4-inch forcemain connecting PS222 and NS6550 will be replaced with a 6-inch forcemain. The approximate length of this segment is 1,100 feet.

The existing 14-inch forcemain connecting PS503 with NS6550 will be replaced with a 24-inch forcemain. The approximate length of this segment is 8,500 feet.

The existing 8-inch forcemain connecting PS119 and NS6509 will be replaced with a 10-inch forcemain. The approximate length of this segment is 1,600 feet.

The existing 14-inch forcemain connecting NS6512 and NS6485 will be replaced with a 16-inch forcemain. The approximate length of this segment is 1,600 feet to the intersection of Sarasota Drive and Coral Drive.

The existing 14-inch forcemain connecting PS183 and NS6485 will be replaced with a 16-inch forcemain. The approximate length of this segment is 160 feet.

The project will require three jack and bore crossings of Highway 37. The locations are at the intersections of North Flannery Road and Highway 37 (Segment 1), Greenforrest Drive and Highway 37 (Segment 2), and Coral Drive and Highway 37 (Segment 3). It is estimated that each of the crossings will be approximately 8 feet deep and 120 feet in length. Additionally, the forcemain along Joor Road (Segment 4) crosses two drainage channels. It is estimated that each channel is approximately 50 feet wide by 20 feet deep.

Total Estimated Construction Cost is $3,700,000

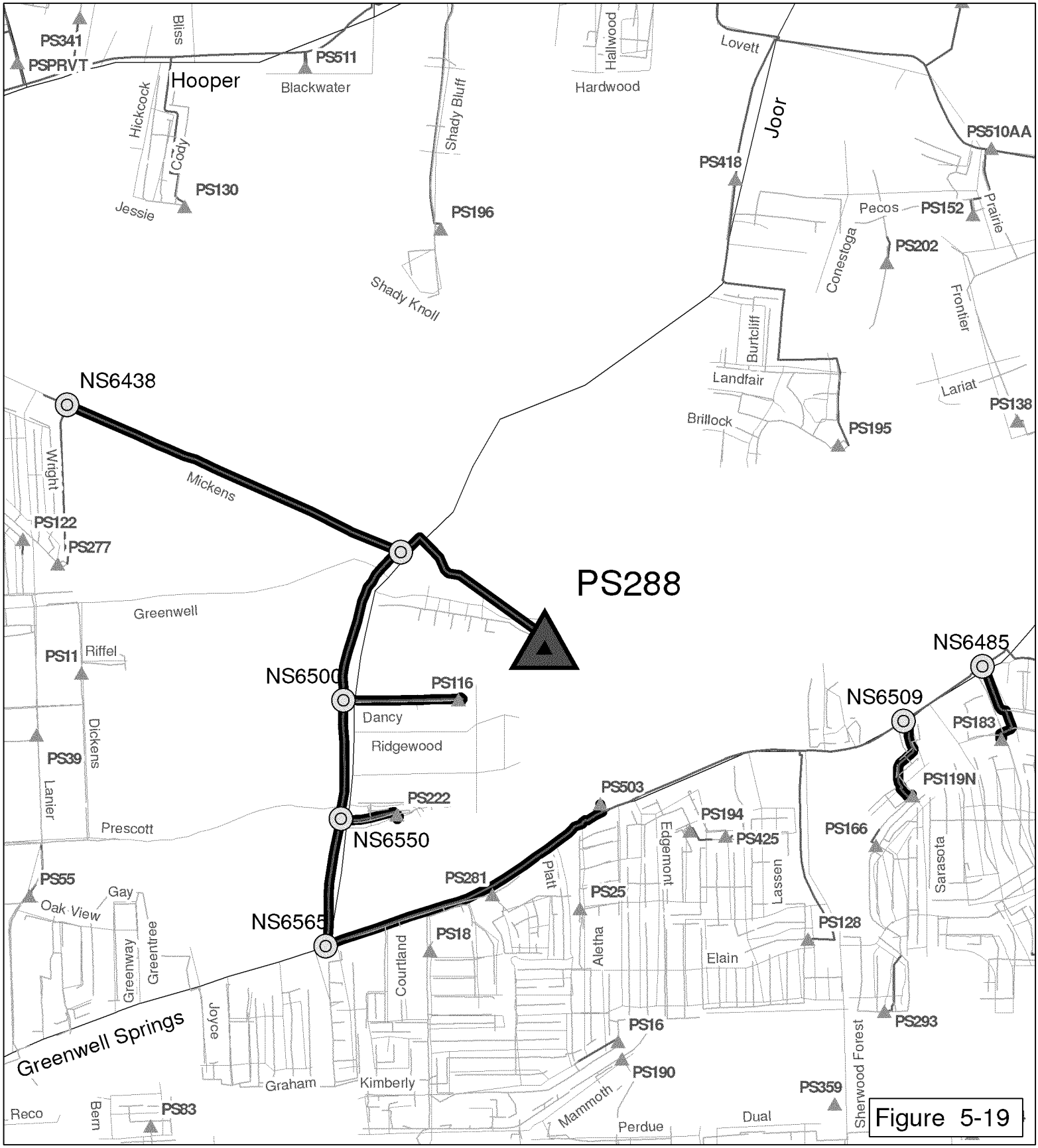

Figure 5-19

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,000 2,000 Feet

PUBLIC WORKS

NFW-C-0001

Project Vicinity Map

Baton Rouge Sewer Program

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5.4.9 NFW-C-0002 (Choctaw Storage)

Project Description

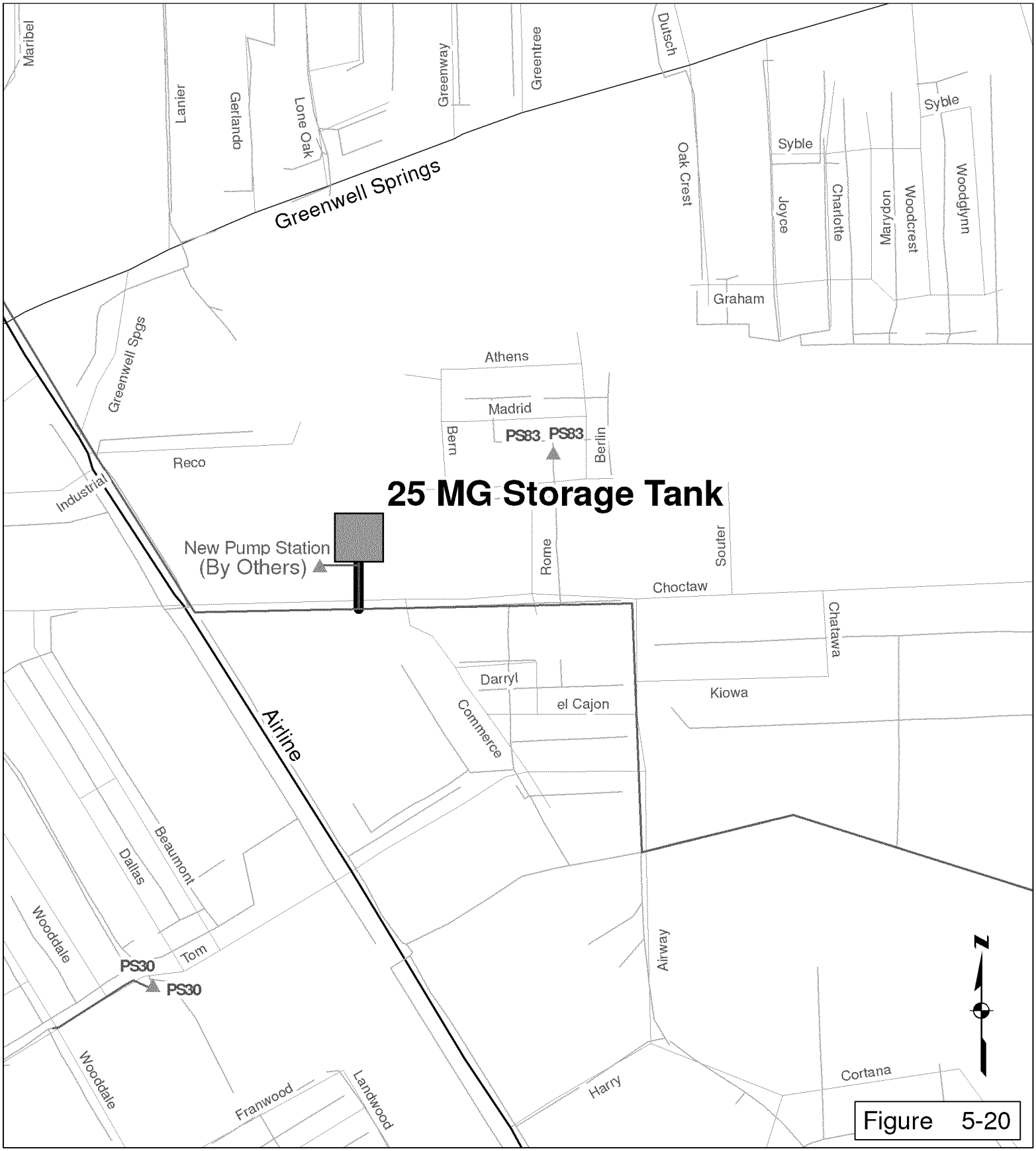
Purpose of the Project / Background Information: The NFW-C-0002 project involves the design and construction of a 25-MG storage facility (Choctaw Storage Facility) in west-central Baton Rouge Parish. The purpose of this facility is to detain peak wet weather flows during a storm event, and release them back into the collection system when demand is lower. The storage facility will operate in conjunction with adjacent sewer upgrades to transfer peak wet weather flows to and from the storage unit.

Construction of the storage facility will eliminate approximately 6.5 miles of pipe replacement, reduce the overall pipe diameter for the remaining sewer projects, and eliminate the need to increase the capacity of the North Waste Water Treatment Plant.

Location: The location of the 25 MG storage facility is near the northwest corner of the intersection of Airline Highway and South Choctaw Drive. The C-P already owns the parcel of land.

Scope: This project includes the design of the storage facility. The associated PS will be designed by a separate consultant as described in Project Description NFW-C-0003.

Total Estimated Construction Cost is $36,000,000



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

NFW-C-0002

Project Vicinity Map

Baton Rouge
Sewer Program

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5.4.10 NFW-C-0003 (Choctaw Storage PS)

Project Description

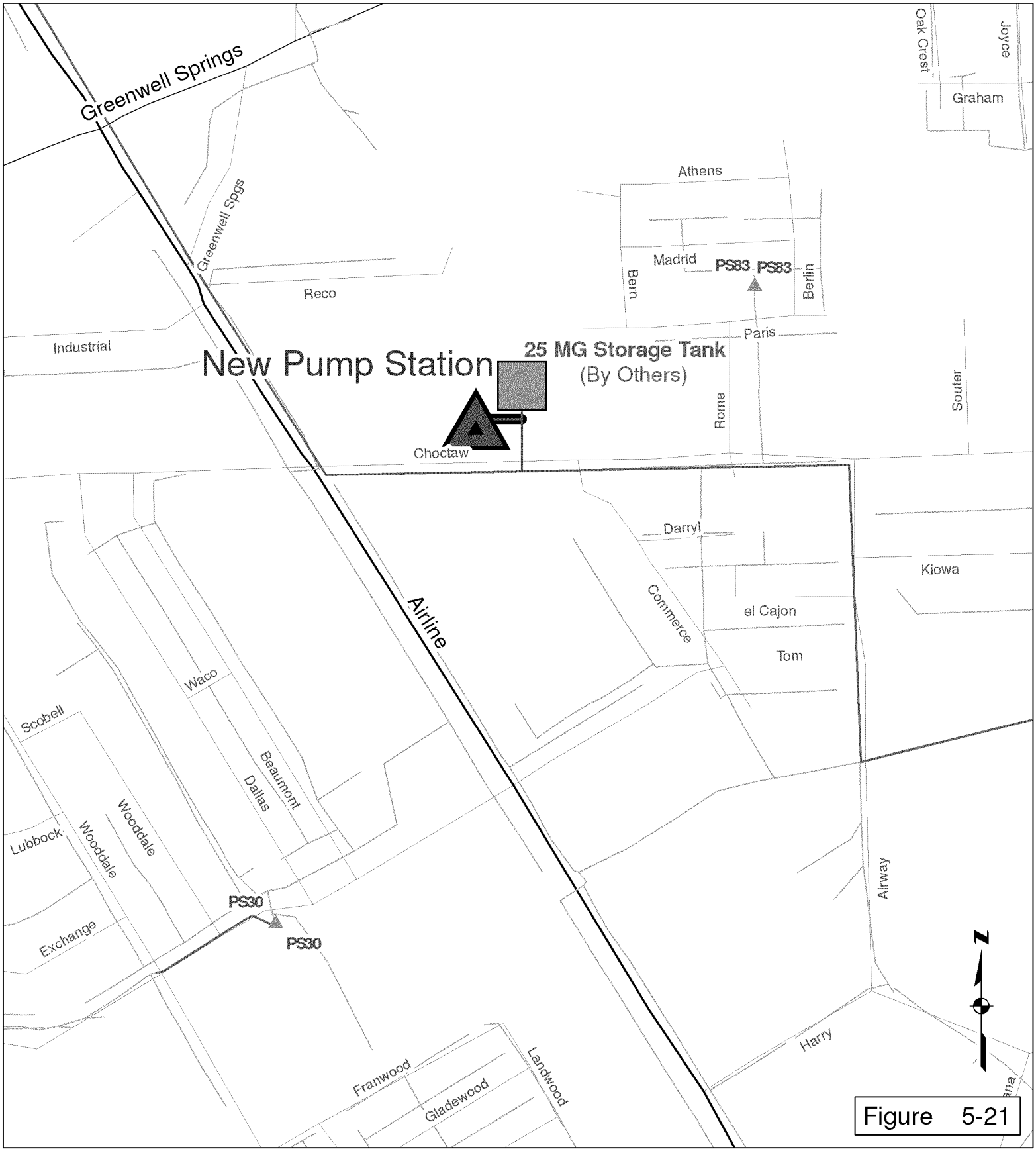
Purpose of the Project / Background Information: The NFW-C-0003 project involves the design and construction of a transfer PS in west-central Baton Rouge Parish. This facility will work in conjunction with the Choctaw Storage Facility (NFW-C-0002), which detains peak wet weather flows during a storm event, and release them back into the collection system when demand is lower. The PS in this project will return stored flow to the North Basin once the peak flow event has passed.

The PS will be capable of returning a maximum flow of 35 mgd to the collection system from the storage facility.

Location: The proposed location of the PS is adjacent to the storage facility near the northwest corner of the intersection of Airline Highway and South Choctaw Drive. The C-P already owns the parcel of land.

Scope: The project includes design of the PS and coordination with the storage facility design consultant regarding design interfaces and common elements.

Total Estimated Construction Cost is $5,000,000



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

NFW-C-0003

Project Vicinity Map

Baton Rouge
Sewer Program

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5.4.11 NFW-C-0004 (Hooper Storage)

Project Description

Purpose of the Project / Background Information: The NFW-C-0004 project involves the design and construction of a 10-MG storage facility (Hooper Drive Facility) in northwest Baton Rouge Parish. The purpose of this facility is to detain peak wet weather flows during a storm event, and release them back into the collection system when demand is lower.

Construction of the storage facility will eliminate the need for approximately 13,200 feet of pipe replacement, reduce the overall pipe diameter for the remaining sewer projects, and eliminate the need to increase the capacity of the North Waste Water Treatment Plant.

Location: The proposed location of the storage facility is near the northwest corner of the intersection of Hooper Drive (Highway 408) and Mickens Road. The storage facility location may move slightly; however, according to the modeled flows, this is generally the ideal location. The city does not own the land at this location.

Scope: The project scope includes the design of the storage facility and associated pumping systems to transfer flows in and out of the facility.

Total Estimated Construction Cost is $16,000,000

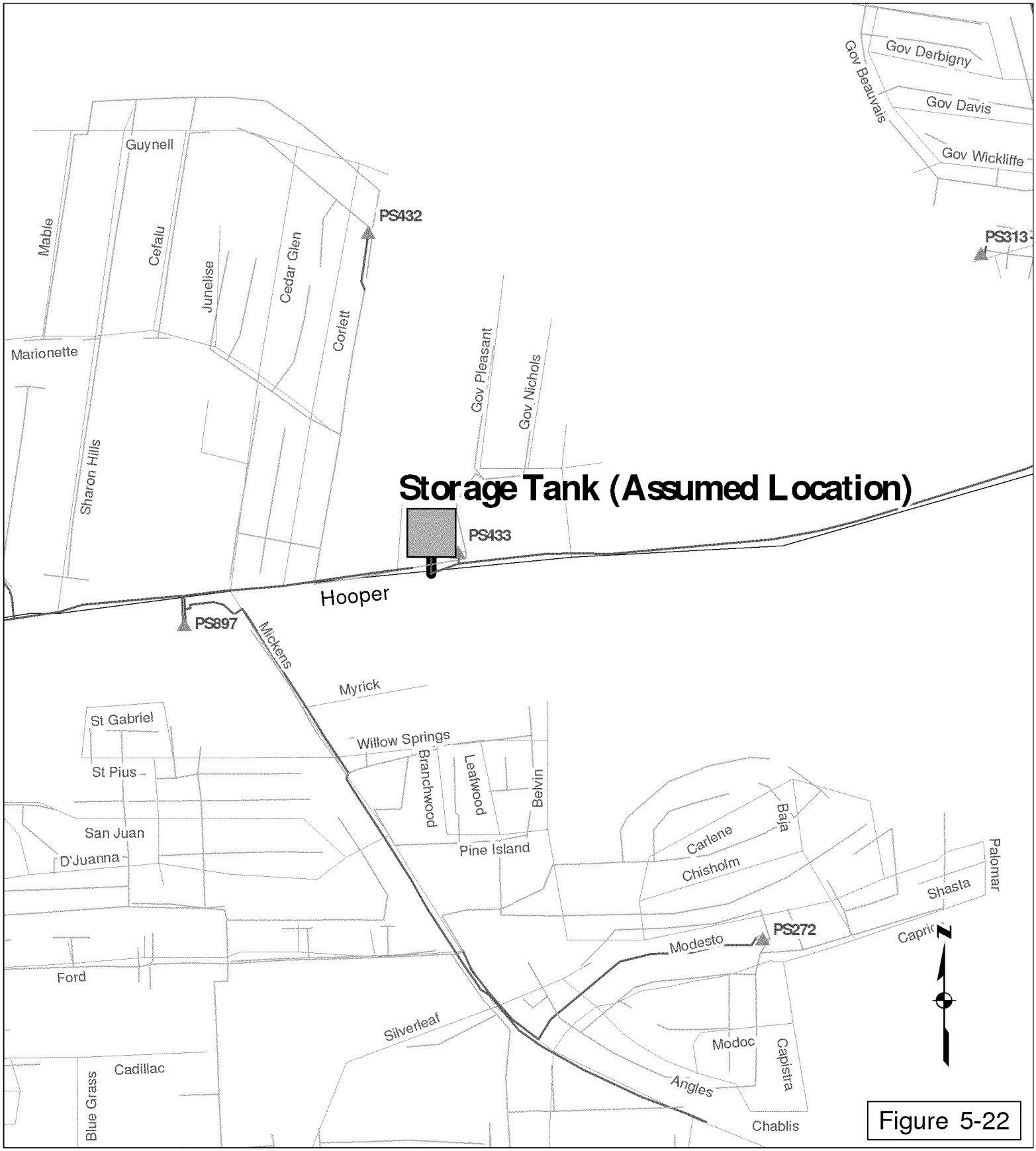
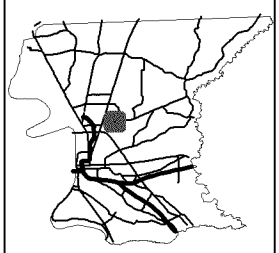


Figure 5-22



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 500 1,000 Feet

PUBLIC WORKS

NFW-C-0004

Project Vicinity Map

Baton Rouge Sewer Program

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5.4.12 NFW-C-0005 (Airline Highway – Victoria Drive)

Project Description

Purpose of the Project / Project Background: The NFW-C-0005 project involves the design and construction of upgrades to the collection system in the North Forced West Basin. This project includes upgrading portions of the forcemain system and the gravity collection system located in the areas served by PS39 PS52, and PS55. The improvements include upsizing 13,000 feet of forcemain and 23,000 feet of the gravity sewer. Additionally, approximately 10,000 feet of new forcemain will be constructed to connect PS52 to the proposed 25-MG storage tank (the NFW-C-0002 project).

The upgrades are designed to alleviate chronic SSOs in the collection system and at the PSs, as well as increase the system capacity. The forcemain improvements range in size from 6- to 36-inch diameter. The gravity collection system upgrades range from 8- to 72-inch diameter.

Location: This project involves the replacement of portions of the manifold forcemain and upgrading the gravity collection system. The contributing flows are from a mix of residential, commercial, and industrial areas. The upgrades can be broken into the following seven segments:

Segment 1

Segment 1 begins outside the property boundary of PS277. Upon leaving the PS, the forcemain travels north along Wright Drive for approximately 2,600 feet before traveling northwest through an open field for 500 feet to Node NS6438, located west of the intersection of Lanier Drive and Mickens Road.

Segment 2

Segment 2 begins outside the property boundary of PS 52. Upon leaving the PS, the forcemain travels east along and existing gravity line servitude for approximately 2,700 feet before reaching Airline Highway.

At Airline Highway, the forcemain turns southeast and follows the road for approximately 4,700 feet to the intersection of Airline Highway and South Choctaw Drive.

At South Choctaw Drive, the forcemain turns east and follows the road for approximately 1,500 feet. At this point, the forcemain turns north and enters the PS (NFW – C- 0002 project) associated with the new 25 MG storage tank (NFW - C – 0003 project).

Segment 3

Segment 3 begins at manhole 039-00035 located at Phebus Drive. From this point, the gravity line travels east for approximately 850 feet to manhole 039-00008.

At manhole 039-00008, the gravity line connects with a larger trunk line. The trunk line runs south for approximately 2600 feet along an existing servitude to PS 39. The inverts along this segment are approximately 10 feet to 15 feet deep.

Segment 4

Segment 4 begins at manhole 055-00105B located west of intersection of Gay Drive and Greentree Drive. From this point, the gravity line travels northwest and follows the

drainage canal for approximately 1,500 feet to manhole 055-00034. The inverts along this segment are approximately 10 feet to 15 feet deep.

Segment 5

Segment 6 begins at manhole 35-00030 located north of the drainage canal near the intersection of Dalark Drive and Maplewood Drive. From this point, the gravity line travels southwest along the drainage canal for approximately 700 feet to PS35. The inverts along this segment are approximately 10 feet to 15 feet deep.

Segment 6

Segment 5 begins at manhole PS35DS located north of the drainage canal near the intersection of Maplewood Drive and East Fairlane Drive. From this point, the gravity line travels south along an existing drainage canal for approximately 1,200-feet to manhole 52-00280 located near the intersection of the drainage canal and Greenwall Street.

At manhole 052-00280, the gravity line turns west and follows Greenwall Street for approximately 500-feet to manhole 52-00268, located near the intersection of Greenwall Street and Landis Drive.

At manhole 052-00268 the gravity line turns south and follows Landis Drive for approximately 2,000 feet before turning east on Hanks Drive.

At the intersection of Landis Drive and Hanks Drive, the gravity line turns east and follows Hanks Drive for approximately 800 feet to manhole 052-00245, located at the intersection of Hanks Drive and Victoria Drive.

At manhole 052-00245 the gravity line turns south and follows Victoria Drive for approximately 4,100 feet as the road turns west under Airline Highway and follows and existing servitude. The line continues west on the servitude for approximately 2,700 to PS 52. The inverts along this segment are approximately 10 feet to 20 feet deep.

Segment 7

Segment 7 begins at manhole 052-00019 south of the intersection of Victoria Drive and Windborne Avenue. From this point, the Gravity line travels north for approximately 1,500 feet to manhole 052-00014, located near the intersection of Victoria Drive and Airline Highway.

At manhole 52-00014, the gravity line turns northwest and follows Airline Highway for approximately 550 feet to manhole 052-00012.The inverts along this segment are approximately 15 feet to 20 feet deep.

Scope: A new forcemain will be constructed running from PS55DS to the new 25 MG storage tank that will be constructed as part of project NFW-C-0002. The forcemain will be a 36-inch pipe and the overall length will be approximately 10,000 feet.

The existing 6-inch forcemain connection between PS277 and NS6485 will be replaced with an 8-inch pipe. The approximate length of this segment is 3,100 feet.

The existing 8-inch forcemain connection between PS55DS and PS55 will be replaced with a 10-inch forcemain. The approximate length of this segment is 1,100 feet.

Existing gravity sewers that will be replaced in PS39 service area range in size from 10 inch to 12 inch. The new gravity sewers will range in size from 18 inch to 24 inch. The approximate length of these segments is 3,400 feet.

Existing gravity sewers that will be replaced in PS52 service area range in size from 8 inch to 48 inch. The new gravity segments will range in size from 18 inch to 72 inch. The approximate length of these segments is 18,000 feet.

Existing gravity sewers that will be replaced in PS55 service area range in size from 8 inch to 10 inch. The new gravity segments will be 12 inch. The approximate length of these segments is 1,500 feet.

The project will require two jack and bore crossings of Airline Highway. Both locations are at Airline Highway near Victoria Drive (Segment 2, Segment 6). It is estimated that each of the crossings will be approximately 8 feet deep and 200 feet in length. Segment 2 will also require a jack and bore under the approach and exit ramps at the intersection of Choctaw Drive and Airline Highway.

Additionally, three drainage channel crossings will be required for Segment 6, one between Maplewood Drive and Greenwell street, one south of Victoria drive (east of Airline Highway), and one on an existing servitude (west of Airline Highway). It is estimated that each channel is approximately 50 feet wide by 20 feet deep.

Total Estimated Construction Cost is $14,000,000

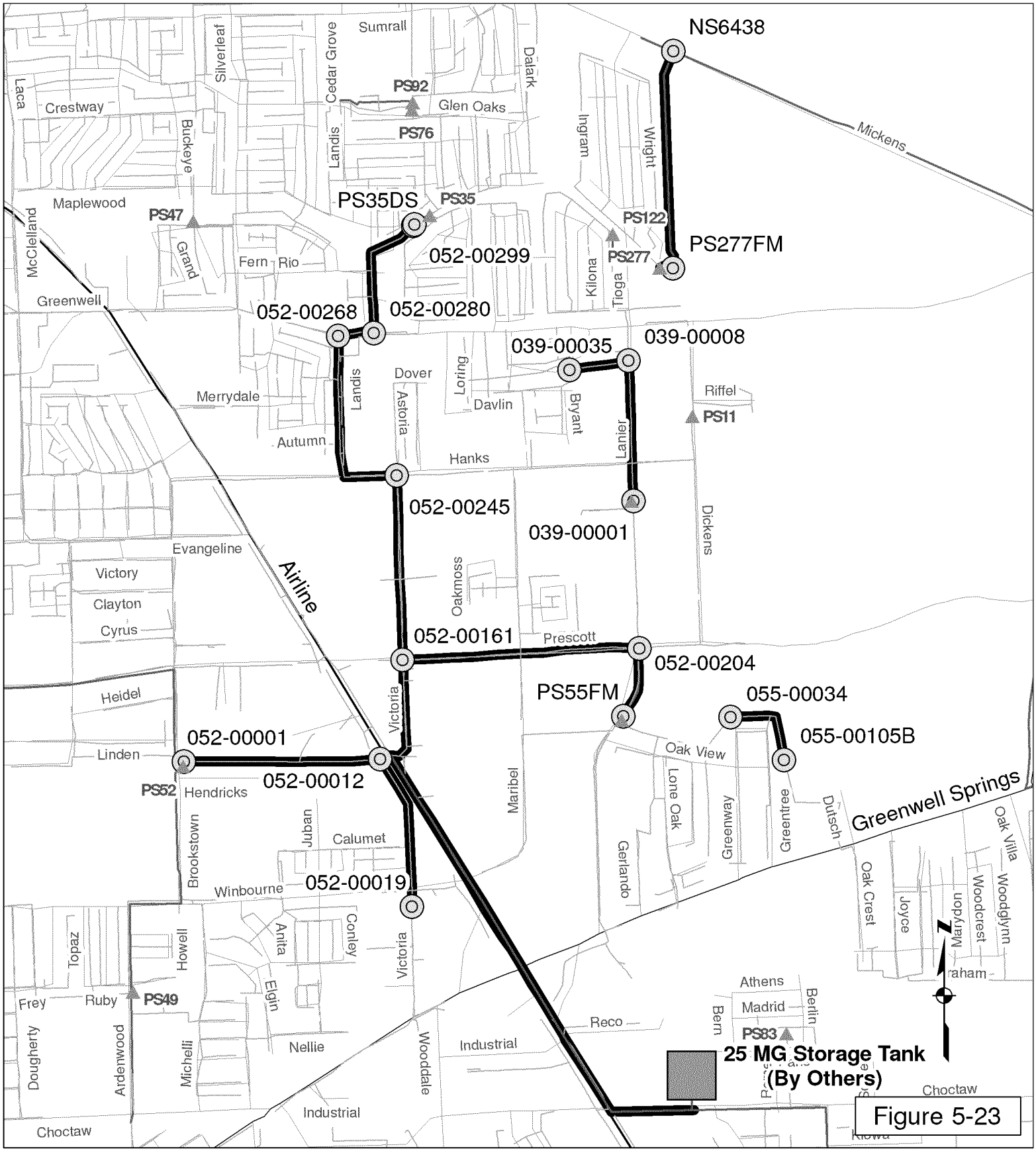

Figure 5-23

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,000 2,000 Feet

PUBLIC WORKS

NFW-C-0005

Project Vicinity Map

Baton Rouge
Sewer Program

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5.4.13 NFW-C-0006 (McClelland Drive – Glen Oaks Drive)

Project Description

Purpose of the Project / Background Information: Project NFW-C-0006 involves the design and construction of gravity sewer line upgrades in the North Forced West Basin. This project includes the upsizing of approximately 42,700 feet of gravity sewer in East Baton Rouge Parish located within the service areas of PS24, PS47, PS 52, and PS54. The upgrades are designed to alleviate chronic SSOs at the PSs and range in size from 8 to 42-inch diameter.

Location: This project involves the replacement of portions of the gravity collection system. The contributing flows are from a mix of residential, commercial, and industrial areas. The upgrades are described by the following segments:

Segment 1

Segment 1 begins at manhole 047-00264 located near the intersection of Silverleaf Avenue and Angle Avenue. From this point, the gravity line travels west for approximately 450 feet to the intersection of Silverleaf Avenue and Mickens Road.

At Mickens Road the gravity line travels southeast for approximately 300 feet to manhole 047-00043

The inverts along this segment are approximately 5 feet to 10 feet deep.

Segment 2

Segment 2 begins at manhole 047-00021 located adjacent to an existing drainage canal near North Buttonwood Drive. At this point, the gravity line travels south along the existing drainage channel for approximately 3,700 feet before reaching PS47.

The inverts along this segment are approximately 5 feet to 15 feet deep.

Segment 3

Segment 3 begins at manhole PS92DS located at near the intersection of Landis Drive and Glen Oaks Drive. From this point, the gravity line travels west for approximately 130-feet to manhole 047-00556.

At manhole 047-00556, the gravity line generally runs south along an existing drainage canal for approximately 1,900 feet as the line generally curves to the west before reaching manhole 047-00474.

At manhole 047-00556, the gravity line runs generally west for approximately 2,250 feet before reaching 047-00460. During this stretch the lines crosses the drainage canal several times to pick up flows from adjacent neighborhoods.

The inverts along this segment are approximately 10 feet to 15 feet deep.

Segment 4

Segment 4 begins at manhole 052-00582 located west of intersection of Monarch Avenue and Stutz Street. From this point, the gravity line travels west and follows an existing servitude for approximately 1,300 feet to an existing drainage canal.

At this point, the gravity line turns south and follows the drainage canal to McClelland street where the line continues south for approximately 8,500 feet to the intersection of McClelland Street and Evangeline Street.

At Evangeline Street, the line turns east and follows the roadway for approximately 2,100 feet to the manhole 052-00145 which is located at the intersection of Evangeline Street and East Brookstown Drive.

At manhole 052-00145, the gravity line turns south and follows East Brookstown Drive for approximately 4,000 feet to 052-00400.

The inverts along this segment are approximately 10 feet to 20 feet deep.

Segment 5

Segment 6 begins at manhole 052-000881 which is west of intersection of Plank Road and Crown Avenue. From this point, the gravity line travels southwest along Crown Avenue approximately 1,100 feet to manhole 052-000541, located at the intersection of Crown Avenue and Beachwood Drive.

At manhole 052-000541 the gravity turns south and travels along Beachwood Drive for approximately 1,100 feet to manhole 052-000757, located in an existing servitude south of Glenn Oaks Drive.

At manhole 052-000757 the gravity turns east and travels along the servitude for approximately 2,600 feet before joining a larger trunk line (Segment 4) at manhole 052-000556D.

The inverts along this segment are approximately 10 feet to 15 feet deep.

Segment 6

Segment 6 begins at manhole 054-00027 located south of Cannon Street. From this point, the gravity line travels south for approximately 1,200-feet to manhole 054-00009, located near Greenwell Street.

At manhole 054-00009, the gravity line turns east and follows Greenwell Street for approximately 900 feet to PS54.

The inverts along this segment are approximately 10 feet to 15 feet deep.

Segment 7

Segment 7 begins at PS54DS located west of the intersection of Lancaster Drive and Greenwall Street. At this point, the gravity line travels east along Greenwall Street for approximately to 1,600 to manhole 052-000710, located near the intersection of Greenwall Street and Winchester Avenue.

At manhole 054-00009, the gravity line turns south and follows Winchester Avenue for approximately 900-feet to the intersection of Winchester Avenue and Hollywood Street.

At this point, the gravity turns east and travels along the Hollywood Street for approximately 950 feet before joining a larger trunk line (Segment 4) at manhole 052-000021.

The inverts along this segment are approximately 15 feet to 20 feet deep.

Segment 8

Segment 8 begins at manhole 024-00186 which is located east of the intersection of Plank Road and Beech Street. At this point, the gravity line travels east along Beech Street for approximately 2,400 feet to manhole 024-000182, located near the intersection of Beech Street and an existing servitude.

At manhole 24-000182, the gravity line turns south and follows the servitude and then Wildwood Parkway for approximately 2,000-feet to PS24.

The inverts along this segment are approximately 15 feet to 20 feet deep.

Segment 9

Segment 9 begins at manhole 024-00186 which is located west of the intersection of Beech Street and Lemonwood Drive. At this point, the gravity line travels west along Beech Street for approximately for approximately 850 feet to manhole 24-000182, located near the intersection of Beech Street and Lemonwood Avenue.

The inverts along this segment are approximately 15 feet to 20 feet deep.

Segment 10

Segment 10 begins at manhole 024-000528 which is located west of the intersection of Wyandotte Street and North Acadian Throughway. At this point, the gravity line travels west along Wyandotte Street for approximately for approximately 1,200 feet to the intersection of Wyandotte Street and Delaware Street.

At this point, the gravity line turns north and follows the Delaware Street for approximately 850-feet to manhole 024-000514, located near Delaware Street and Mohican Street.

At manhole 024-000514, the gravity line turns west and follows the Mohican Street for approximately 1,300-feet to manhole 024-000498.

The inverts along this segment are approximately 15 feet to 20 feet deep.

Scope: Existing gravity segments in PS24 service area that will be replaced range in size from 8 inch to 21 inch. The replacement pipe will range in size from 12 inch to 27 inch. The total length of the replacement segments in this area total approximately 6,500 feet.

Existing gravity segments in PS47 service area that will be replaced range in size from 8 inch to 24 inch. The replacement pipes will range in size from 12 inch to 42 inch. The total length of the replacement segments in this area total approximately 11,000 feet.

Existing gravity segments in PS52 service area that will be replaced range in size from 8 inch to 36 inch. The replacement pipe will range in size from 12 inch to 48 inch. The replacement segments in this area total approximately 23,000 feet.

Existing gravity segments in PS54 service area that will be replaced range in size from 8 inch to 15 inch. The replacement pipe will range in size from 18 inch to 24 inch. The replacement segments in this area total approximately 2,200 feet.

Total Estimated Construction Cost is $18,000,000

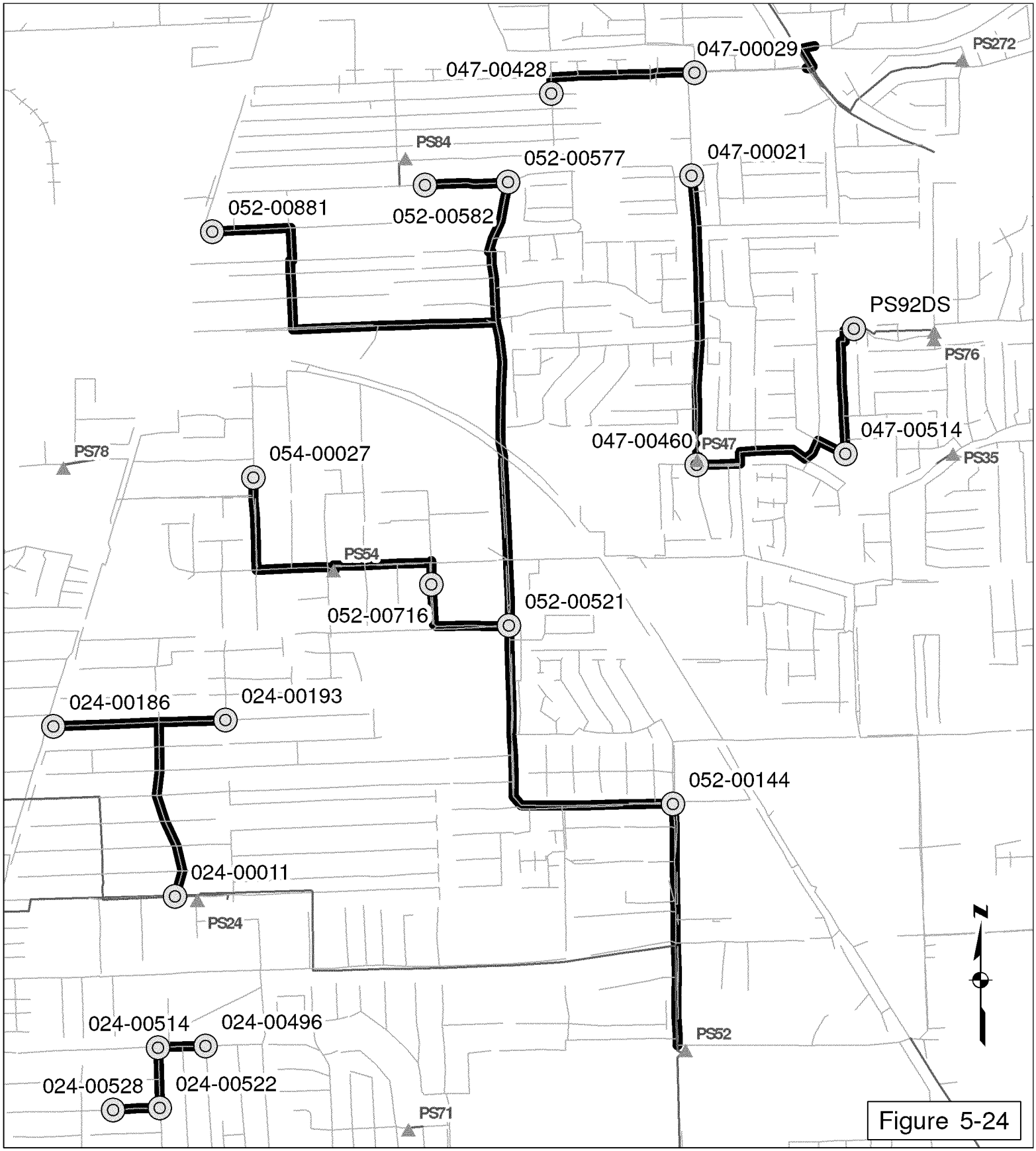
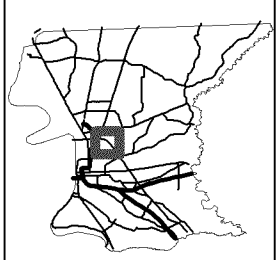


Figure 5-24



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,500 3,000 Feet

PUBLIC WORKS

NFW-C-0006

Project Vicinity Map

Baton Rouge
Sewer Program

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5.4.14 NFW-C-0007 (Plank Road – Port Hudson Pride Road)

Project Description

Purpose of the Project / Background Information: The NFW-C-0007 project involves the design and construction of forcemain upgrades in the North Forced West Basin. This project includes the upsizing of approximately 36,000 feet of forcemain in East Baton Rouge Parish. The upgrades are designed to alleviate chronic SSOs at the PSs and increase the forcemain capacity. The upgrades range in size from 6 to 20-inch diameter.

Location: This project involves the replacement of portions of the North Forced West manifold forcemain system. A majority of the contributing flows are from residential areas. The forcemain upgrades can be broken into the following six segments:

Segment 1

Segment 1 begins outside the property boundary of PS513. Upon leaving the PS, the forcemain travels east for approximately 400 feet along Bentley Drive to the intersection of Bentley Drive and Plank Road

At Plank Road, the forcemain turns southwest and follows the road for approximately 1,800 feet to Node NS6087, located near the intersection of Plank Road and Kent Drive.

Segment 2

Segment 2 begins outside the property boundary of PS371. Upon leaving the PS, the forcemain travels north for approximately 50 feet west before reaching Danielle Avenue.

At Danielle Avenue, the forcemain turns west and follows the road for approximately 1,000 feet to the intersection of Danielle Avenue and Eric Drive.

At Eric Drive, the forcemain turns northward and follows the road for approximate 50 feet to the intersection of Eric Drive and an existing servitude. At this point the forcemain travels west for approximately 500 feet to manhole NS6049, located on the west side of Plank Road, and manifolds into the larger forcemain which runs along Plank Road.

Segment 3

Segment 3 begins outside the property boundary of PS123. Upon leaving the PS, the forcemain travels west for approximately 50 feet before reaching Tucker Road.

At Tucker Road, the forcemain turns north and follows the road for approximately 5,600 feet to node NS6033, located near the intersection of Tucker Road and Zachary Deerford Road.

Segment 4

Segment 4 begins outside the property boundary of PS320. Upon leaving PS320, the forcemain travels west for approximately 50 feet before reaching Buckhorn Drive.

At Buckhorn Drive forcemain turns south and follows the roadway for approximately 1,600 feet as Buckhorn Drive turns to the west and intersects with Deercreek Drive.

At Deercreek Drive, the forcemain turns south and follows roadway for approximately 1,000 feet to the intersection of Deercreek Drive and Greenwell Spring Point Road.

At Greenwell Spring Point Road the forcemain turns west and follows the road for approximately 2,000 feet to manhole NS6035, located near the intersection of Tucker Road and Greenwell Spring Point Road.

Segment 5

Segment 5 begins near the intersection of Plank Road and WJ Wicker Road. At this point, the forcemain travels along plank road for 8,500 feet to PSOXLF.

Segment 6

Segment 6 begins outside the property boundary of PS 124. Upon leaving PS 124, the forcemain travels south for approximately 50 feet before reaching Port Hudson Pride Road.

At Port Hudson Pride Road, the forcemain turns east and follows the roadway for approximately 6,600 feet to manhole NS6015, which is located south of the intersection of Port Hudson Pride Road and WJ Wicker Road.

At WJ Wicker Road the forcemain turns southeast and follows the roadway for approximately 8,500 feet to manhole NS6022, located near the intersection of WJ Wicker Road and Plank Road.

Scope: The existing 18-inch forcemain connecting BPS 513 and NS6087 will be replaced with a 20-inch forcemain. The approximate length of this segment is 2,500 feet.

The existing 4-inch forcemain connecting PS371 and NS6049 will be replaced with a 6-inch forcemain. The approximate length of this segment is 1,600 feet.

The existing 6-inch forcemain connecting PSOXLF and NS6037 will be replaced with a 10-inch forcemain. The approximate length of this segment is 1,500 feet.

The existing 6-inch forcemain connecting PS123 and NS6033 will be replaced with an 8-inch forcemain. The approximate length of this segment is 6,100 feet.

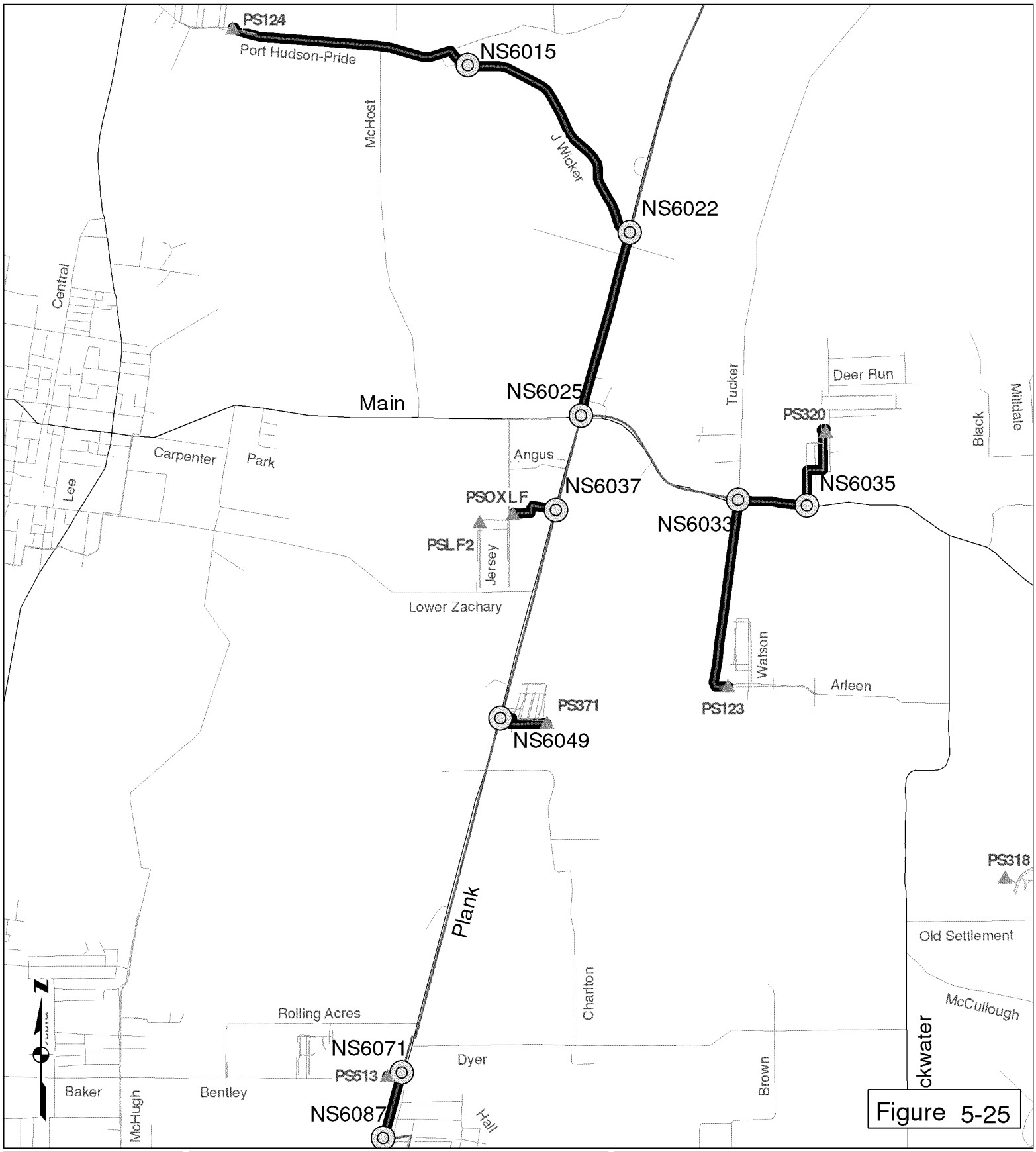
The existing 6-inch forcemain connecting PS320 and NS6033 will be replaced with an 8-inch forcemain. The approximate length of this segment is 3,000 feet.

The existing 10-inch forcemain connecting NS6022 and NS6025 will be replaced with a 14-inch forcemain. The approximate length of this segment is 5,800 feet.

The existing 10-inch forcemain connecting NS6011 and NS6022 will be replaced with a 12-inch forcemain. The approximate length of this segment is 15,000 feet.

The existing 6-inch forcemain connecting PS124 and NS6011 will be replaced with an 8-inch forcemain. The approximate length of this segment is 30 feet.

Total Estimated Construction Cost is $3,600,000



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

500 Feet

PUBLIC WORKS

NFW-C-0007

Project Vicinity Map

Baton Rouge
Sewer Program

5.4.15 NFW-C-0008 (Multiple PSs – Airline Highway – Greenwell Street)

Project Description

Purpose of the Project / Project Background: The NFW-C-0008 project includes the upgrade of PS47, PS92, PS35, PS39, PS55, PS54, and PS23. These upgrades are required to alleviate SSOs at and near the PSs as well as in their respective upstream basins.

The PS upgrades will work in conjunction with the forcemain and gravity sewer upgrades to alleviate chronic SSOs at the PSs and in the associated gravity lines upstream of the PSs.

Location: PS47 is located off North Grand Court. PS92 is located off Glen Oaks Drive, between Landis Drive and Pontotoc Street. PS35 is off Maplewood Drive, between East Fairlane Court and Flag Street. PS39 is off Lanier Drive, between Hanks Drive and Prescott Drive. PS55 is off Lanier Drive, between Oak View Drive and Prescott Drive. PS54 is off Greenwell Street, between North Foster Drive and Beechwood Drive. PS23 is off Canonicus Street, between Calumet Street and Navajo Street.

Scope: PS47 has an existing total maximum capacity of 10.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 4.0 mgd, and the peak future wet weather flow is 14.8 mgd.

PS92 has an existing total maximum capacity of 0.7 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.14 mgd, and the peak future wet weather flow is 1.0 mgd.

PS35 has an existing total maximum capacity of 1.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.5 mgd, and the peak future wet weather flow is 2.3 mgd.

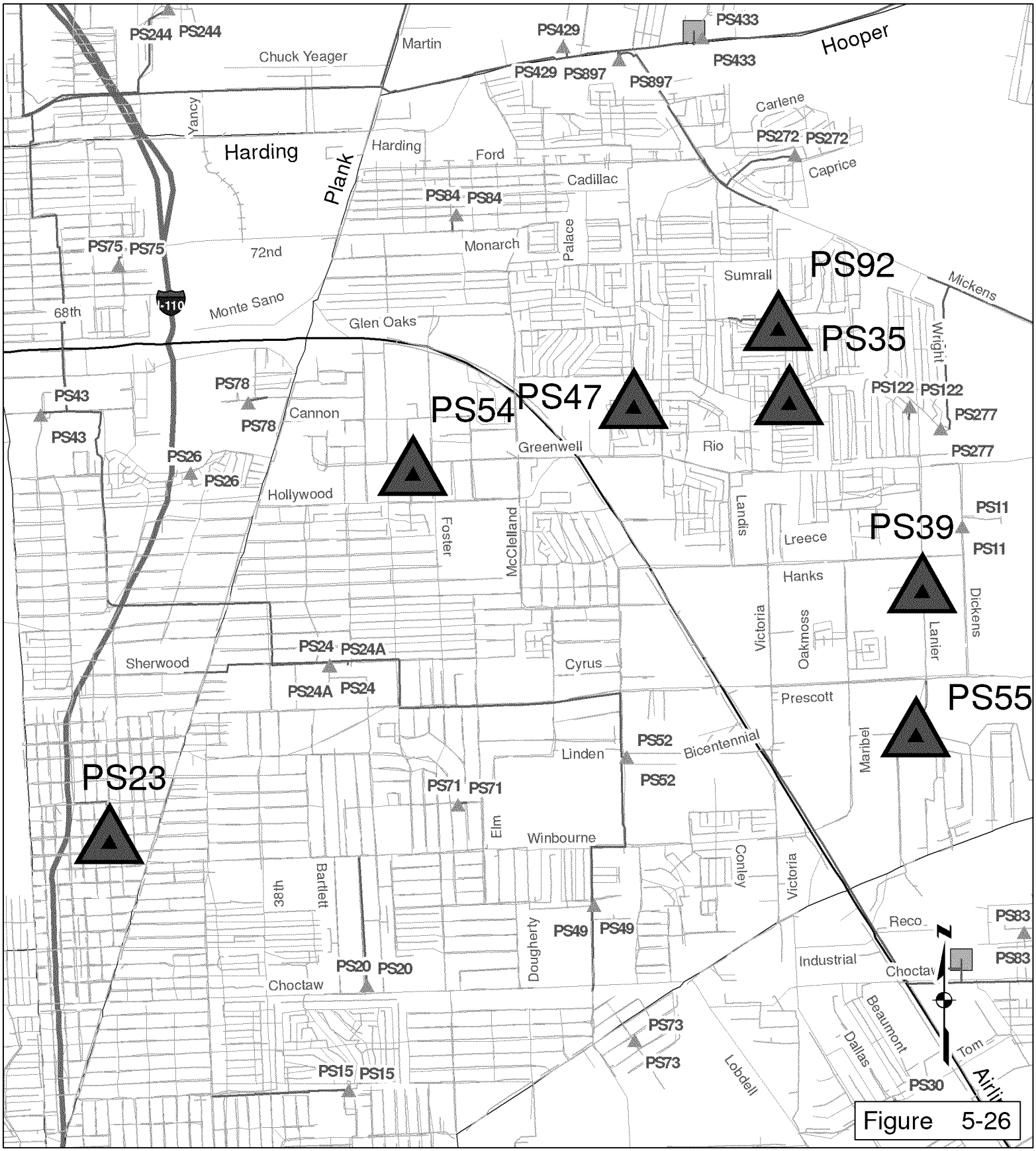
PS39 has an existing total maximum capacity of 0.9 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 3.2 mgd.

PS55 has an existing total maximum capacity of 2.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 3.3 mgd.

PS54 has an existing total maximum capacity of 1.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.2 mgd, and the peak future wet weather flow is 6.0 mgd.

PS23 has an existing total maximum capacity of 2.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.6 mgd, and the peak future wet weather flow is 2.8 mgd.

Total Estimated Construction Cost is $7,300,000



East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,500 3,000 Feet

PUBLIC WORKS

NFW-C-0008

Project Vicinity Map

Baton Rouge Sewer Program

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5.4.16 NFW-C-0009 (Multiple PSs – Highway 61 – Plank Road)

Project Description

Purpose of the Project / Project Background: Project NFW-C-0009 includes the upgrade of PS243, PS275, PS105, BPS513, {S371, PSOXLF, PS123, PS124, PS429, PS897, and PS43. These upgrades are required to alleviate SSOs at and near the PSs as well as in their respective upstream basins.

Location: PS243 is located at the end of Northgate Drive. PS275 is located at the corner of Old Rafe Meyer Road and Glynn Road. Ps105 is located on Jupiter Drive, which is off Roman Drive. The BPS513 is located on Bentley Drive , which is off Plank Road. PS371 is located off Danielle Avenue. PSOXLF is located at the corner of Little Farms Drive and Jersey Drive. PS123 is located on Arleen Avenue. PS124 is located on the corner of Port Hudson Pride Road and Hagen Drive. PS429 is located on Hooper Ridge Boulevard. PS897 is located on Hooper Road, which is between McClelland Drive and Mickens Road. PS43 is located at the intersection of Ralph Street and Shada Avenue.

Scope: PS243 requires an increase in capacity. A proposed 14-inch forcemain exits the PS, and then connects downstream to the north STN system. PS243 has an existing total maximum capacity of 0.9 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.5 mgd, and the peak future wet weather flow is 3.9 mgd.

PS275 requires an increase in capacity. An existing 10-inch forcemain exits the PS, and then connects downstream to the north STN system. PS275 has an existing total maximum capacity of 1.0 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 2.3 mgd.

PS105 is scheduled to be upsized to handle the increased future head on the PS. An existing 8-inch forcemain exits the PS, and then connects downstream to the north STN system. PS105 has an existing total maximum capacity of 1.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 0.4 mgd. Due to the increased head condition, this PS will be replaced.

BPS513 is scheduled to be upsized to handle the increased future head on the PS. A proposed 20-inch forcemain exits the PS, and then connects downstream to the north STN system. BPS513 has an existing total maximum capacity of 10.7 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.3 mgd, and the peak future wet weather flow is 4.7 mgd.

PS371 is scheduled to be upsized to handle increased future head on the PS. This will require a PS replacement. A proposed 6-inch forcemain exits the PS, and then connects downstream to the north STN system. PS371 has an existing total maximum capacity of 0.5 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.02 mgd, and the peak future wet weather flow is 0.40 mgd. Due to the increased head condition, this PS will be replaced.

PSOXLF is scheduled to be a PS replacement. A proposed 10-inch forcemain exits the PS, and then connects downstream to the north STN system. According to the BTRSSO

hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 1.8 mgd.

PS123 requires an increase in capacity. A proposed 8-inch forcemain exits the PS, and then connects downstream to the north STN system. PS123 has an existing total maximum capacity of 0.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.05 mgd, and the peak future wet weather flow is 0.6 mgd.

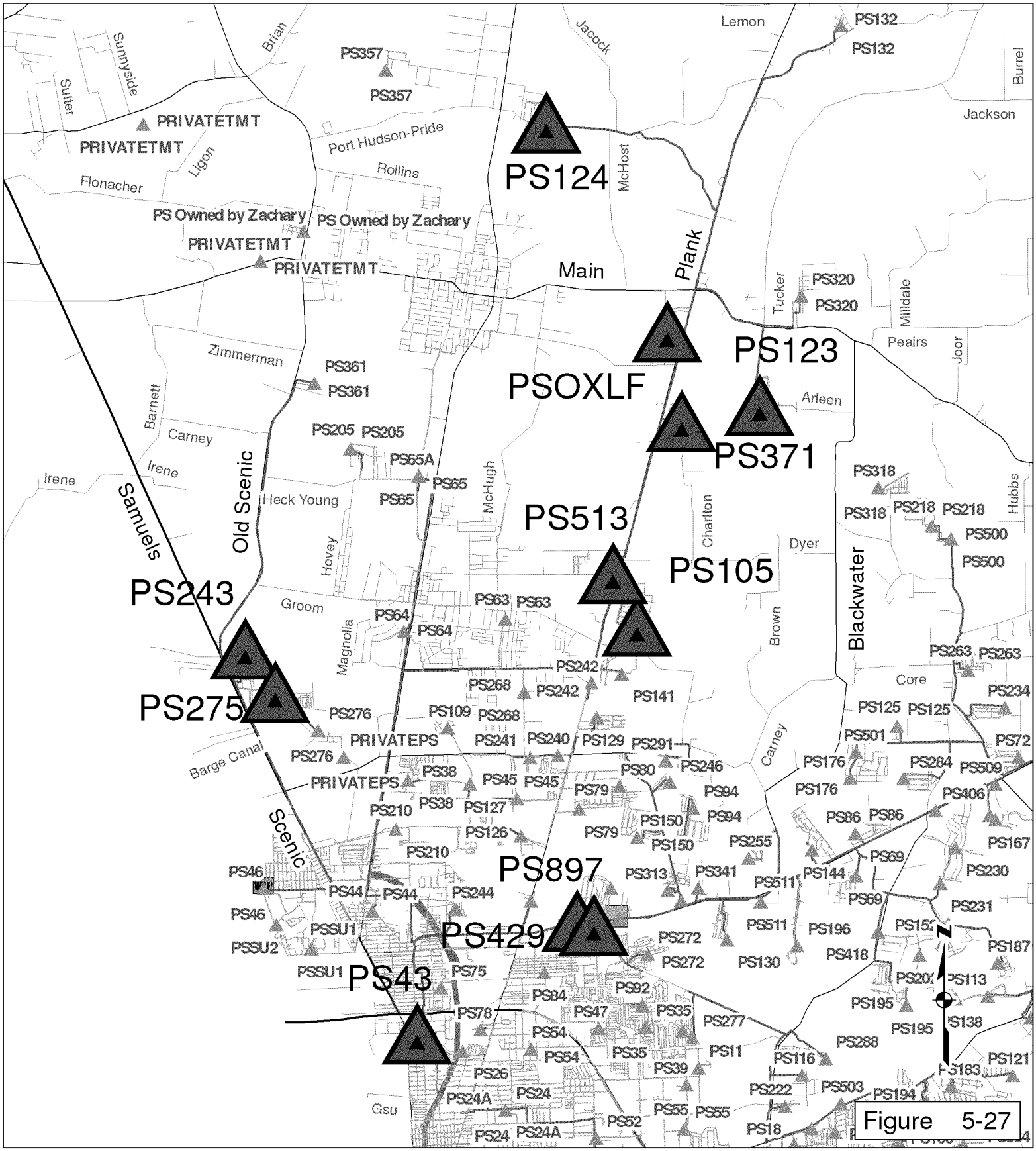
PS124 requires an increase in capacity. A proposed 8-inch forcemain exits the PS, and then connects downstream to the north STN system. PS124 has an existing total maximum capacity of 0.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.1 mgd, and the peak future wet weather flow is 1.2 mgd.

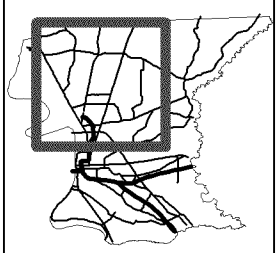
PS429 is scheduled to be a PS replacement. An existing 6-inch forcemain exits the PS, and then connects downstream to the north STN system. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.01 mgd, and the peak future wet weather flow is 0.02 mgd.

PS897 requires an increase in capacity. An existing 36-inch forcemain exits the PS, and then connects downstream to the north STN system. PS897 has an existing total maximum capacity of 22.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 5.7 mgd, and the peak future wet weather flow is 31.1 mgd.

PS43 requires an increase in capacity. An existing 42-inch forcemain exits the PS, and then connects downstream to the north STN system. PS43 has an existing total maximum capacity of 10.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 4.5 mgd, and the peak future wet weather flow is 10.8 mgd.

Total Estimated Construction Cost is $9,800,000





East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 5,000 10,000 Feet

PUBLIC WORKS

NFW-C-0009

Project Vicinity Map

Baton Rouge Sewer Program

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5.4.17 NFW-C-0010 (Multple PSs – Prescott Road – Greenwell Springs Road)

Project Description

Purpose of the Project / Project Background: The NFW-C-0010 project includes the upgrade of PS24A, PS52, PS277, PS503, PS119N, PS24, PS116, PS222, and PS183. These upgrades are required to alleviate SSOs at and near the PSs as well as in their respective upstream basins.

Location: PS 24 and PS24A are located along Sherwood Street between the intersections of Wildwood Parkway and Lemonwood Drive. PS52 is located along side of East Brookstown Drive, north of intersection with Hendricks Avenue and south of the intersection with Linden Street. PS277 is located at the end of Wright Drive. PS503 is located along Greenwell Springs Road between intersections Aletha Drive and Pasadena Drive. PS119N is located on Sarasota Drive between Biscayne Drive and Flamingo Drive. PS116 is located at the end of Dancy Avenue. PS222 is located near the intersection of Prescott Road and Tracy Avenue. PS183 is located off Canterbury Drive between the intersections of Greenforest Drive and Monticello Boulevard.

Scope: PS24 is scheduled to be upsized to handle increased future head on the PS. An existing 16-inch forcemain exits the PS, and then connects downstream to the north STN system. PS24 has an existing total maximum capacity of 5.8 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 3.5 mgd, and the peak future wet weather flow is 2.4 mgd. Flows in excess of this are handled by overflow PS PS 24A.

PS24A is an overflow PS receiving excess flow from PS24. PS24A is scheduled to be upsized to handle increased future head on the PS. An existing 18-inch forcemain exits the PS, and then connects downstream to the north STN system. PS24A has an existing total maximum capacity of 8.5 mgd. The peak future wet weather flow is 7.0 mgd. There is no dry weather flow since this is an overflow PS.

PS52 requires an increase in capacity. An existing 30-inch forcemain exits the PS, and then connects downstream to the north STN system. PS52 has an existing total maximum capacity of 17.4 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 5.5 mgd, and the peak future wet weather flow is 27.0 mgd.

PS277 requires an increase in capacity. A proposed 8-inch forcemain exits the PS, and then connects downstream to the north STN system. PS277 has an existing total maximum capacity of 0.3 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.1 mgd, and the peak future wet weather flow is 0.9 mgd.

PS503 requires an increase in capacity. A proposed 30-inch forcemain exits the PS, and then connects downstream to the north STN system. PS503 has an existing total maximum capacity of 4.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 1.1 mgd, and the peak future wet weather flow is 6.6 mgd.

PS119N requires an increase in capacity. A proposed 10-inch forcemain exits the PS, and then connects downstream to the north STN system. PS119N has an existing total maximum capacity of 0.6 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.8 mgd, and the peak future wet weather flow is 1.2 mgd.

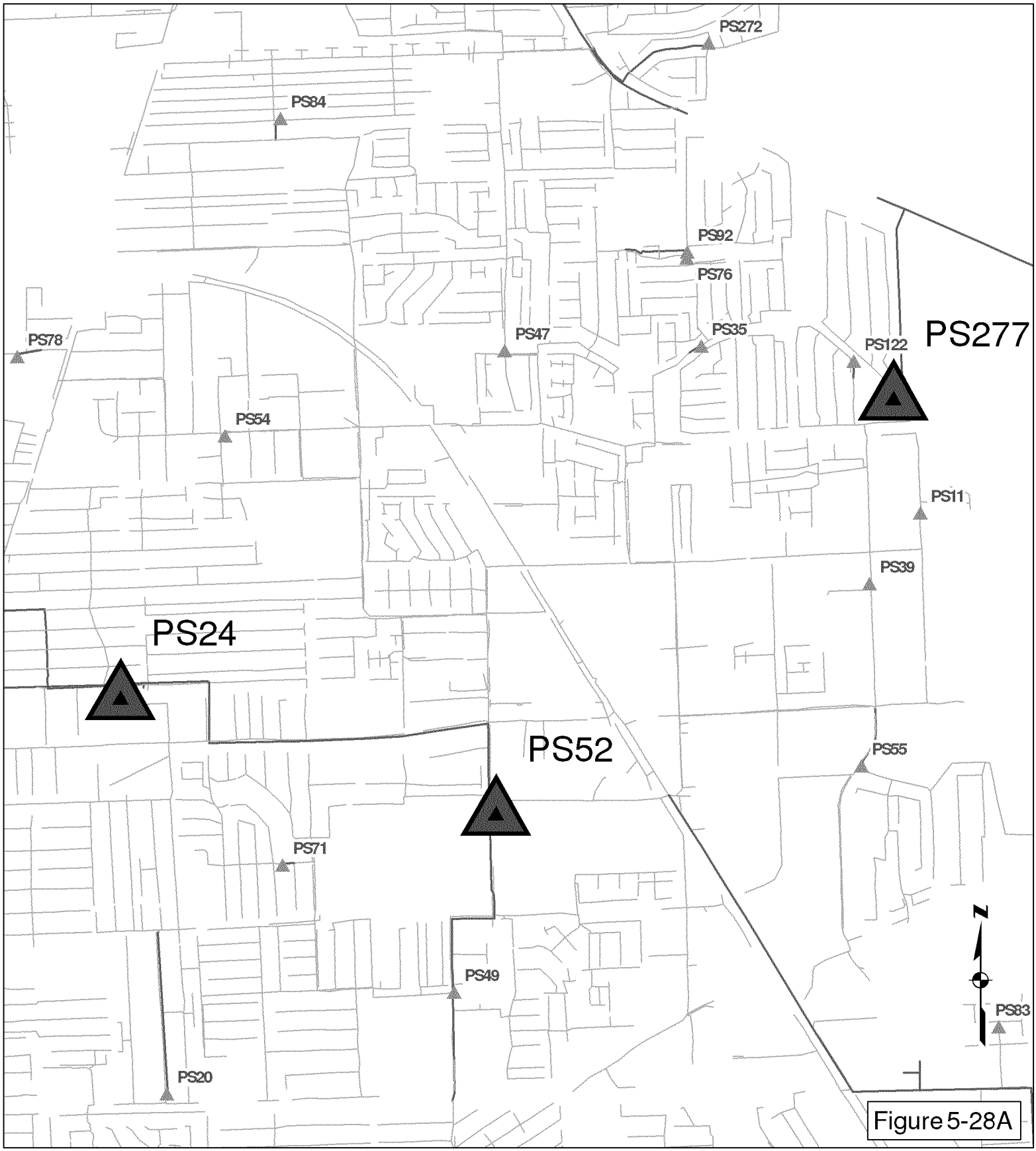
PS116 is scheduled to be upsized to handle increased future head on the PS. A proposed 4-inch forcemain exits the PS, and then connects downstream to the north STN system. PS116 has an existing total maximum capacity of 0.1 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow to the PS is 0.03 mgd, and the peak future wet weather flow is 0.1 mgd.

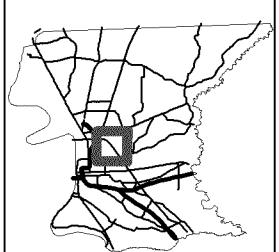
PS222 is scheduled to be upsized to handle increased future head on the PS. A proposed 6-inch forcemain exits the PS, and then connects downstream to the north STN system. PS222 has an existing total maximum capacity of 0.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow is 0.04 mgd, and the peak future wet weather flow is 0.23 mgd.

PS183 requires an increase in capacity. A proposed 16-inch forcemain exits the PS, and then connects downstream to the north STN system. PS183 has an existing total maximum capacity of 2.2 mgd. According to the BTRSSO hydraulic model, the existing dry weather flow is 0.5 mgd and the peak future wet weather flow is 3.3 mgd.

Note: The total maximum capacities for the PSs were obtained from the DPW *Field Pump Station Maintenance Pump Station Boolet*. The existing dry weather flow and peak future wet weather flow were obtained from the BTRSSO hydraulic model.

Total Estimated Construction Cost is $8,300,000





East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,500 3,000 Feet

PUBLIC WORKS

NFW-C-0010

Project Vicinity Map

Baton Rouge Sewer Program

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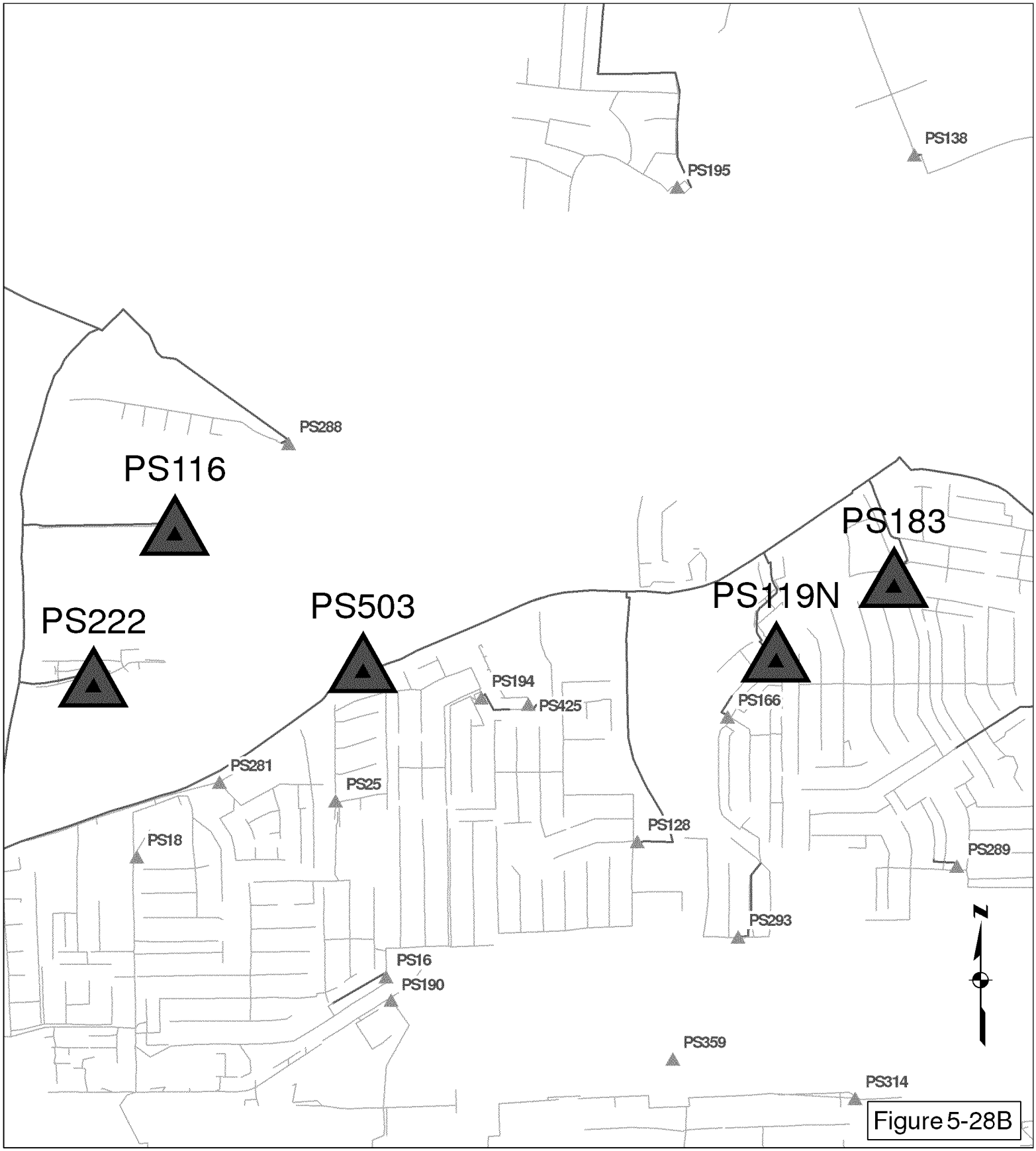

Figure 5-28B

East Baton Rouge Parish

Legend

Proposed	Existing	Streets
New Pump Stations	Exist. Gravity	Interstate
New Force Main	Exist. Forcemain	Major Arterial
New Gravity Main	Exist. Pump Station	Major Collector
New Storage Facility	Manholes\Nodes	A4

0 1,100 2,200 Feet

PUBLIC WORKS

NFW-C-0010

Project Vicinity Map

Baton Rouge Sewer Program

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5.4.18 NFW-HW61 (Highway 61/Zachary/Baker)

Project Description

Purpose of the Project / Project Background: The purpose of the NFW-C-HWY61 project is to increase the capacity of the PSs, forcemains, and gravity sewers to alleviate chronic SSOs in the gravity basins upstream of the PSs. The increase in capacity will assist in transferring flows to the North WWTP.

Scope: The NFW-C-HWY61 project involves the design and construction of upgrades to the collection system in the North Forced West Basin. This project includes upgrading portions of the forcemain system and the gravity collection system. This project also includes the design and construction of a wastewater storage/equalization facility at the Red Mud Lakes area in the northwest part of the Parish. The storage/equalization facility will alternate flow to the North WWTP, allowing the sum of flows to remain within the current capacity of the treatment plant.

Total Estimated Construction Cost $41,300,000

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