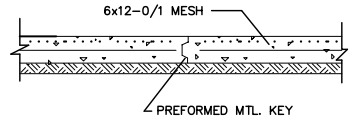
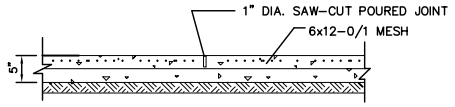
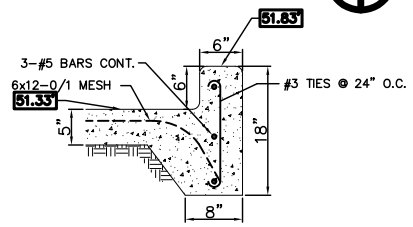


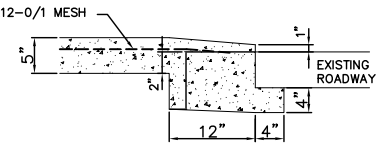
CONSTRUCTION JOINT CC
N. T. S.



CONTRACTION JOINT CE
N. T. S.

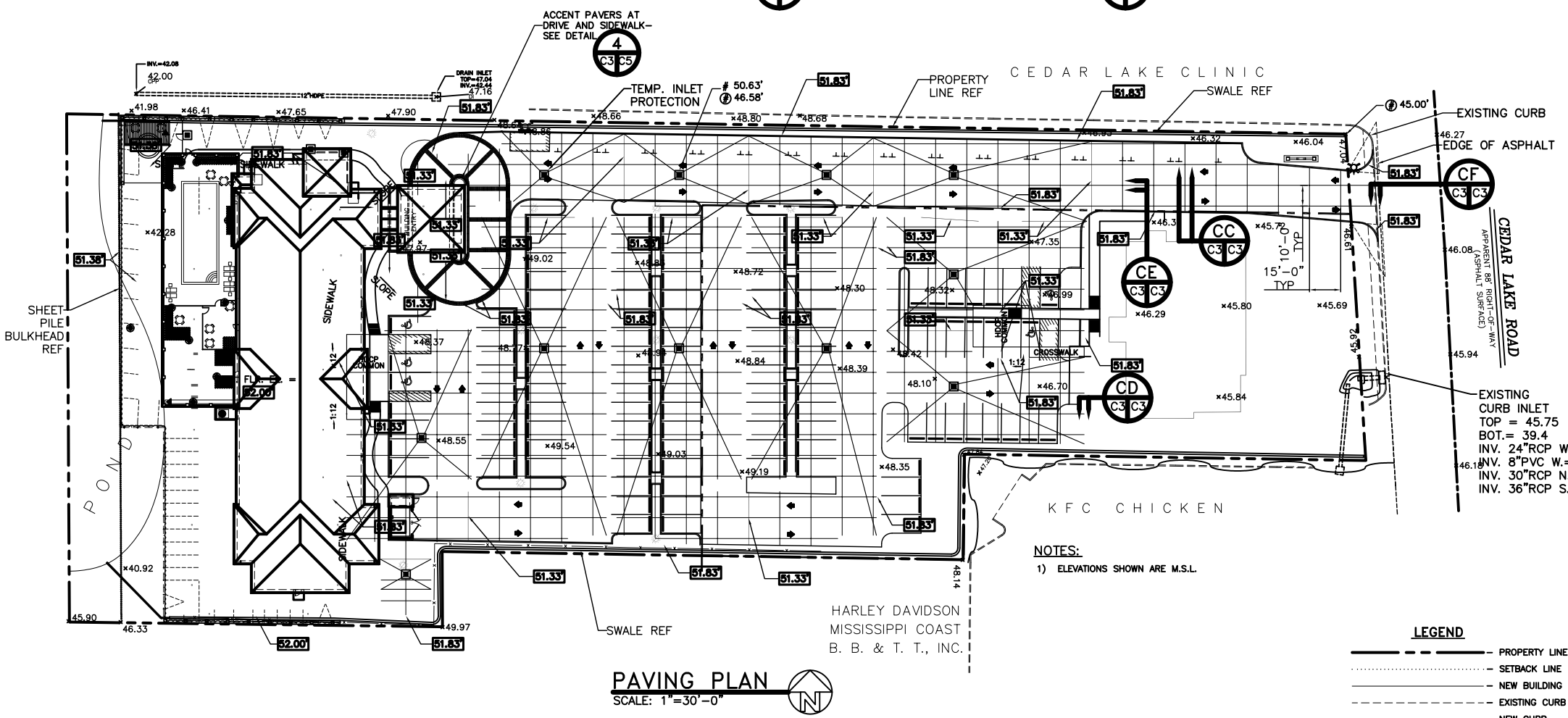


TYPICAL CURB DETAIL CD
SCALE: 1" = 1'-0"



DRIVEWAY SECTION CF
SCALE: 1" = 1'-0"

PROJECT:	La Quinta Biloxi				
DRAINAGE RUN OFF CALCULATIONS – RATIONAL METHOD					
PRIOR DEVELOPMENT 10 Year Frequency					
Q_0 = CIA					
Watertight Surfaces	c(1) = 0.9		0	sqft =	0.000 Acres
Gravel Surface	c(2) = 0.21		0	sqft =	0.000 Acres
Green Space	c(3) = 0.35		125821	sqft =	2.888 Acres
Summary	c = 0.35		125821	sqft =	2.888 Acres
Duration (D) = Time of concentration (TC) TC = .7039(L^.3917)/(c^-1.1395)(S^-.1988) where	L = 615 c = 0.35 S = 0.3252	Runoff length ft Runoff coef Percent Slope		Elev diff = 2	
Therefore and from Rainfall Intensity Table	TC = D = 35.70 I = 4.80	minutes or in/hr			
	Q_0 = 4.849 cfs	RUNOFF LIMIT 80%		4.664 cfs	
POST DEVELOPMENT 10 Year Frequency					
Q_0 = CIA					
Watertight Surfaces	c(1) = 0.9		78002	sqft =	1.802 Acres
Gravel Surface	c(2) = 0.21		0	sqft =	0.000 Acres
Green Space	c(3) = 0.35		47319	sqft =	1.086 Acres
Summary	c = 0.69		125821	sqft =	2.888 Acres
D = Time of concentration (TC) TC = .7039(L^.3917)/(c^-1.1395)(S^-.1988) where	L = 476 c = 0.69 S = 0.0020	Runoff length ft Runoff coef Percent Slope		Elev diff = 0.25	
Therefore and from Rainfall Intensity Table	TC = D = 21.41 I = 7.60	minutes or in/hr			
	Q_0 = 15.216 cfs				
RESULTS					
DETENTION REQUIRED Q_0-Q_1			11.122 cfs		
ONE HOUR DETENTION			40036.9 cuft		
DETENTION DIMENSIONS	WIDTH LENGTH DEPTH		197 feet 358 feet 0.57 feet		
DISCHARGE END AREA CALCULATIONS					
Q = cA(2gH)^1/2	where Q is allowable run off				
Allowable run off	Q =	4.004 cfs			
Friction loss factor	c =	0.89 coefficient			
Acceleration	g =	32.2 ft/Msec			
Height above invert	If H =	2.75 feet			
End area	A =	0.31 sqft			
REQUIRED CONDUIT =		7.59 Inch diameter			



PAVING PLAN
SCALE: 1"=30'-0"

NOTES:

1) ELEVATIONS SHOWN ARE M.S.L.

SIDEWALKS

1. ALL SIDEWALKS SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE WITH A COMPRESSIVE STRENGTH OF 2,500 P.S.I. IN TWENTY-EIGHT DAYS AND A MIN. THICKNESS OF FIVE INCHES.
2. ALL SIDEWALKS TO HAVE A WIDTH OF FIVE FEET AND SHALL BE CONSTRUCTED AS PER THE LOCATION SHOWN ON THIS PLAN.
3. ALL SIDEWALKS SHALL BE SCORED TO A DEPTH OF 3/4" AT FOUR FOOT INTERVALS WITH EXPANSION JOINTS PLACED AT TWENTY FOOT INTERVALS.
4. EXPANSION JOINTS SHALL BE CONSTRUCTED OF 1/2" THICK PRE-MOLDED EXPANSION MATERIAL WITH ALL CORNERS TO BE FORMED BY EXPANSION JOINTS.
5. ANY SIDEWALK OR ACCESSIBLE ROUTE THAT IS NOT AT A LEVEL ELEVATION AT IT'S INTERSECTION WITH A DRIVEWAY OR STREET WILL BE REQUIRED TO INSTALL A CURB RAMP AT A MAX. SLOPE OF 1:12 WITH A MAX. RISE OF 30" AND A MIN. LEVEL STRAIGHT CURB SEGMENT OF 48".
6. THE TEXTURE OF THE DRIVEWAY AND INTERSECTION HANDICAP RAMPS SHALL BE CONSTRUCTED OF A NON-SLIP SURFACE. ACCOMPLISHED BY "BROOMING" THE RAMP SURFACE AND GROOVING ONE INCH SPACING AT RIGHT ANGLE DIRECTIONS. GROOVES TO BE APPROXIMATELY 1/4" x 1/8" INCH WIDE.
7. SIDEWALK SHALL BE SLOPED 1" TOWARDS THE STREET.
8. CONTRACTOR SHALL CONTACT THE DEPARTMENT OF ENGINEERING PRIOR TO ANY WORK DONE WITHIN THE COUNTY OR CITY RIGHT OF WAY OR SERVITUDE.

PARKING LOT

1. ALL DRIVEWAYS BETWEEN STREET AND PROPERTY LINE SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE WITH A COMPRESSIVE STRENGTH OF 4,000 P.S.I. IN TWENTY-EIGHT DAYS AND A MIN. THICKNESS OF SIX INCHES.
2. ALL DRIVEWAYS BETWEEN STREET AND PROPERTY LINE CONNECTING WITH AN EXISTING ROADWAY TO BE CONSTRUCTED IN ACCORDANCE WITH DETAIL AS SHOWN ON THIS PLAN.
3. EXACT LOCATIONS OF ROADWAY AND DRIVEWAY CURBING WILL BE DETERMINED IN THE FIELD BY A REPRESENTATIVE OF THE DEPARTMENT OF ENGINEERING.
4. CONTRACTOR SHALL CONTACT THE DEPARTMENT OF ENGINEERING PRIOR TO THE FORMING OF THE DRIVEWAYS CONNECTING TO THE ROADWAY.

DRIVEWAYS

5. PARKING STALLS MUST BE STRIPED WITH A FOUR INCH CONTRASTING STRIPE (YELLOW ON CONCRETE AND YELLOW OR WHITE ON ASPHALT PARKING LOT).
6. HANDICAP PARKING SPACE TO BE DESIGNATED BY BLUE STRIPING & EITHER A BLUE SYMBOL ON A WHITE BACKGROUND OR A WHITE SYMBOL ON A BLUE BACKGROUND. HANDICAP PARKING STALL REQUIRES THE INSTALLATION OF THE PROPER SIGNAGE.
7. ALL WHEEL STOPS AND CONCRETE CURBS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL SHOWN ON THIS PLAN.
8. ALL PARKING SPACES TO BE LAID OUT AS SHOWN ON THIS PLAN UNLESS OTHERWISE INDICATED.

LA QUINTA PARKING
1 PER ROOM + 2/ OFFICE
257 ROOMS, 89 PARKING SPACES REQUIRED
PER BILOXI L.D.O., SEC. 23-15-2
PG. 281

PROPOSED PARKING
1 PER 150 S.F.=
29 PARKING SPACES REQUIRED
PER BILOXI L.D.O., SEC. 23-15-2
PG. 280

TRAFFIC CONTROLS

ANY WORK IN THE ROADWAY OR ADJACENT TO THE ROADWAY CAUSING AN INTERFERENCE TO VEHICULAR TRAFFIC REQUIRES PRIOR NOTIFICATION TO THE COUNTY OR CITY TRAFFIC ENGINEERING DIVISION AND COMFORMITY TO THE REQUIREMENTS OF THE UNIFORM MANUAL ON TRAFFIC CONTROL DEVICES OF THE STATE OF MISSISSIPPI. THE CONTRACTOR MUST FURNISH ALL NECESSARY TRAFFIC SIGNS AND/ OR BARRICADES AND MAINTAIN THEM DURING CONSTRUCTION ACTIVITY.

LEGEND

- PROPERTY LINE
- SETBACK LINE
- NEW BUILDING
- EXISTING CURB
- NEW CURB
- CONTROL JOINT
- SLOPE LINE
- 15" DRAIN LINE
- SHEET PILE BULKHEAD WITH CAP
- HANDICAPPED PARKING
- CATCH BASIN W/ TEMPORARY INLET PROTECTION
- TEMPORARY SILT FENCE
- ×45.69 – EXISTING ELEVATIONS
- # X.X' – TOP OF GRATE
- @ X.X' – INVERT ELEVATION
- X.X' – NEW ELEVATION'
- DIRECTIONAL FLOW

REVISED: 04-06-06

PAVING PLAN

DR. EDUARDO HERNANDEZ
CEDAR LAKE ROAD
BILOXI, MISSISSIPPI

LA QUINTA INN & SUITES

DAMMON ENGINEERING. INC.
1095 FLORIDA AVENUE 985-646-5532 SLIDELL, LA. 70458
DAMMONENGINEERING.COM

SCALE:AS NOTED
FILE:
JOB NO. 1694
DATE:11-01-05
SHEET C.3P
OF