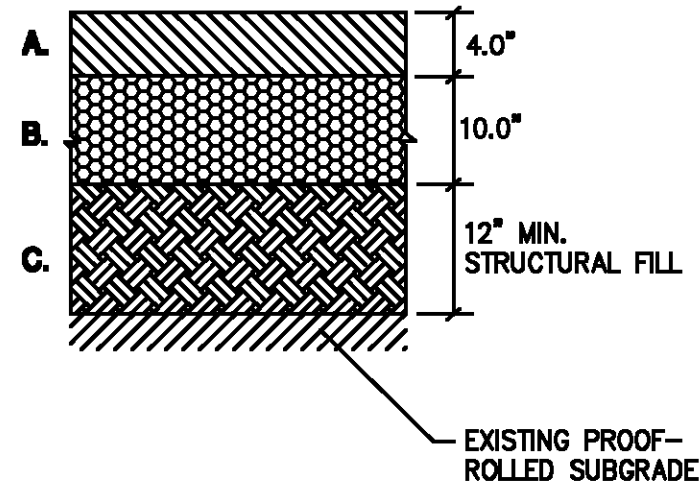


- A.** 3.0" (2-1/2" LIFTS) OF TYPE 3 ASPHALTIC CONCRETE WEARING COURSE WITH INCIDENTAL PAVING PG 64-22 LIQUID ASPHALT (AGGREGATE 1/2" TO 3/4" MAX) IN ACCORDANCE WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT (LADOTD) STANDARD SPECIFICATIONS FOR ROADS & BRIDGES, SECTION 501 OF THE 2000 EDITION.
- B.** 6.0" OF COMPACTED 610 LIMESTONE BASE. THE CRUSHED LIMESTONE BASE SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF LOUISIANA STANDARD SPECIFICATIONS FOR ROADS & BRIDGES (LSSRB) SECTION 1003.03, & BE COMPACTED TO AT LEAST 95 PERCENT OF THE MAXIMUM DRY DENSITY DETERMINED BY ASTM D698 (STANDARD PROCTOR) WITHIN 3 PERCENT OF OPTIMUM MOISTURE CONTENT.
- C.** 12.0" MIN. STRUCTURAL FILL. THE STRUCTURAL FILL SHALL BE COMPACTED TO AT LEAST 95% OF THE SOIL'S MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698 (STANDARD PROCTOR) AND WITHIN THE RANGE OF 1% BELOW TO 3% ABOVE THE OPTIMUM MOISTURE CONTENT VALUE.

- NOTES:**
- 1) ALL STRUCTURAL FILL SHALL BE FREE OF ORGANIC AND OTHER DELETERIOUS MATERIALS, HAVE A MAXIMUM PARTICLE SIZE LESS THAN 2 INCHES, A LIQUID LIMIT LESS THAN 40, AND A PLASTICITY INDEX LESS THAN 18. SANDY CLAY OR CLAYEY SANDS ARE RECOMMENDED FOR USE AS STRUCTURAL FILL. THE ON-SITE SILTY SANDS MAY BE SUITABLE FOR USE AS FILL.
  - 2) FILL SHALL BE PLACED IN A MAXIMUM OF 8" LOOSE LIFTS & COMPACTED WITHIN 1% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT VALUE. IF WATER MUST BE ADDED, IT SHALL BE UNIFORMLY APPLIED AND THOROUGHLY MIXED INTO THE SOIL BY DISKING OR SCARPING.
  - 3) EXISTING SUBGRADE IN PARKING AREAS SHALL BE PROOF-ROLLED WITH A LOADED TANDUM AXLE DUMP TRUCK OR SIMILAR HEAVY RUBBER Tired VEHICLE. SOILS THAT RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL.
  - 4) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION.

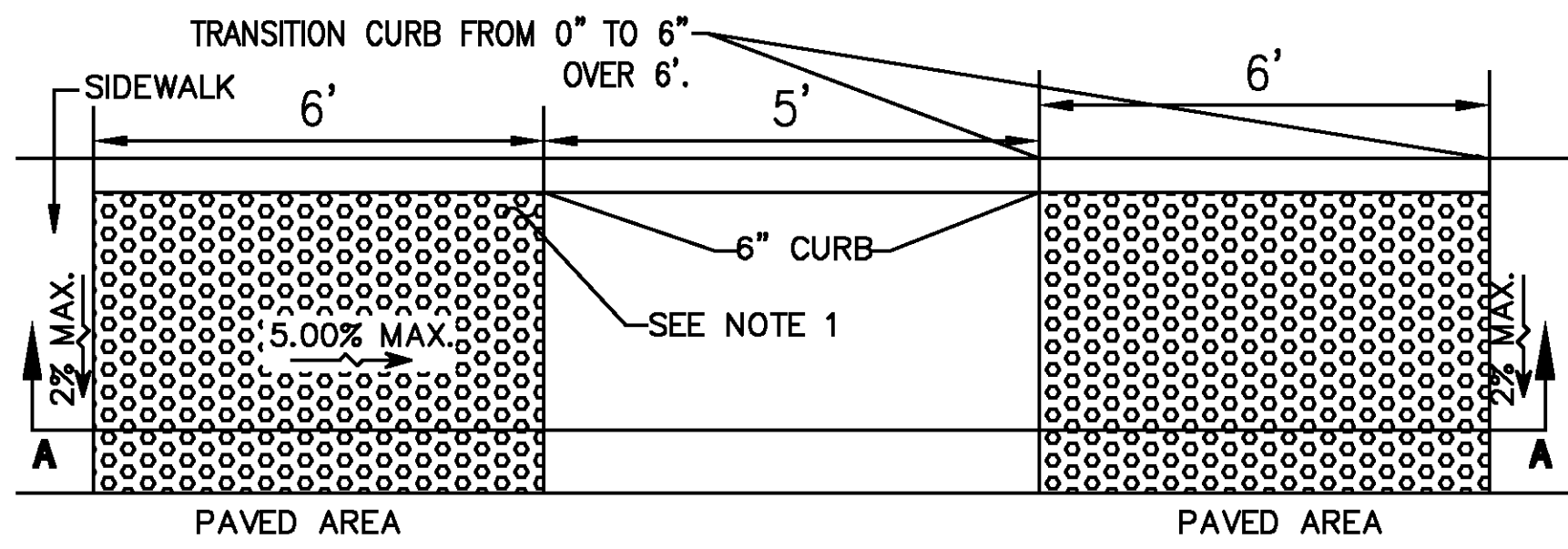
**STANDARD DUTY ASPHALTIC PAVEMENT**  
N.T.S.



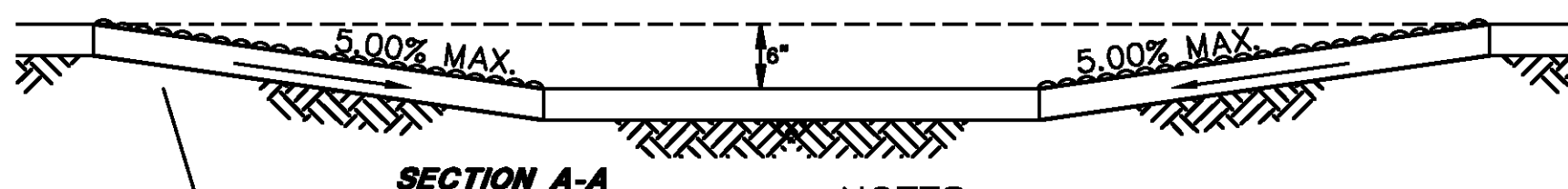
- A.** 4.0" (2-2/3" LIFTS) OF TYPE 3 ASPHALTIC CONCRETE WEARING COURSE WITH INCIDENTAL PAVING PG 64-22 LIQUID ASPHALT (AGGREGATE 1/2" TO 3/4" MAX) IN ACCORDANCE WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT (LADOTD) STANDARD SPECIFICATIONS FOR ROADS & BRIDGES, SECTION 501 OF THE 2000 EDITION.
- B.** 10.0" OF COMPACTED 610 LIMESTONE BASE. THE CRUSHED LIMESTONE BASE SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF LOUISIANA STANDARD SPECIFICATIONS FOR ROADS & BRIDGES (LSSRB) SECTION 1003.03, & BE COMPACTED TO AT LEAST 95 PERCENT OF THE MAXIMUM DRY DENSITY DETERMINED BY ASTM D698 (STANDARD PROCTOR) WITHIN 3 PERCENT OF OPTIMUM MOISTURE CONTENT.
- C.** 12.0" MIN. STRUCTURAL FILL. THE STRUCTURAL FILL SHALL BE COMPACTED TO AT LEAST 95% OF THE SOIL'S MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698 (STANDARD PROCTOR) AND WITHIN THE RANGE OF 1% BELOW TO 3% ABOVE THE OPTIMUM MOISTURE CONTENT VALUE.

- NOTES:**
- 1) ALL STRUCTURAL FILL SHALL BE FREE OF ORGANIC AND OTHER DELETERIOUS MATERIALS, HAVE A MAXIMUM PARTICLE SIZE LESS THAN 2 INCHES, A LIQUID LIMIT LESS THAN 40, AND A PLASTICITY INDEX LESS THAN 18. SANDY CLAY OR CLAYEY SANDS ARE RECOMMENDED FOR USE AS STRUCTURAL FILL. THE ON-SITE SILTY SANDS MAY BE SUITABLE FOR USE AS FILL.
  - 2) FILL SHALL BE PLACED IN A MAXIMUM OF 8" LOOSE LIFTS & COMPACTED WITHIN 1% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT VALUE. IF WATER MUST BE ADDED, IT SHALL BE UNIFORMLY APPLIED AND THOROUGHLY MIXED INTO THE SOIL BY DISKING OR SCARPING.
  - 3) EXISTING SUBGRADE IN PARKING AREAS SHALL BE PROOF-ROLLED WITH A LOADED TANDUM AXLE DUMP TRUCK OR SIMILAR HEAVY RUBBER Tired VEHICLE. SOILS THAT RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL.
  - 4) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION.

**HEAVY DUTY ASPHALTIC PAVEMENT**  
N.T.S.



**PLAN VIEW**

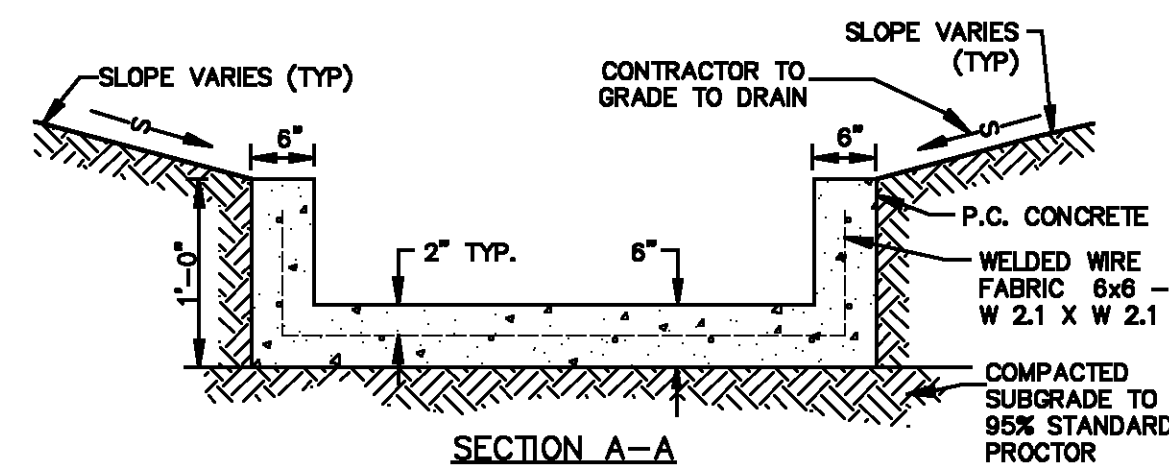


**SECTION A-A**

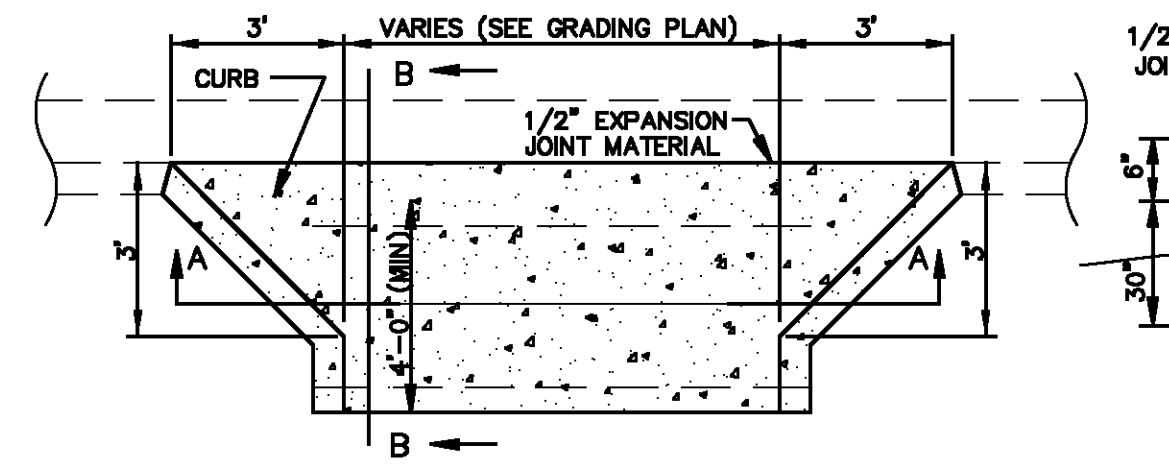
**NOTES:**

1. WHERE SHOWN AS DOTTED PATTERN, THE SURFACE OF RAMP SHALL HAVE A TERRA COTTA RED TRUNCATED DOME BRICK MAT, SET FLUSH WITH TOP OF CONCRETE SURFACE AND INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
2. CONSTRUCT PER A.D.A. STANDARDS.

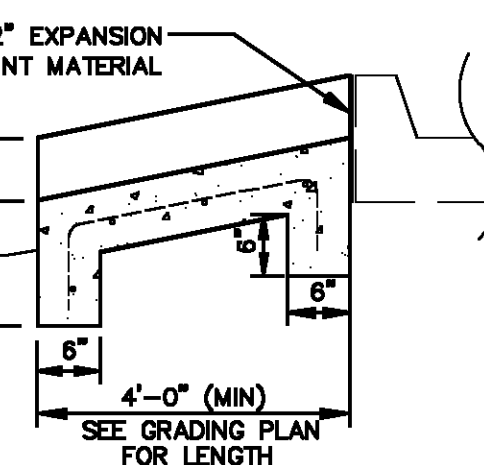
**ADA RAMP IN SIDEWALK**  
N.T.S.



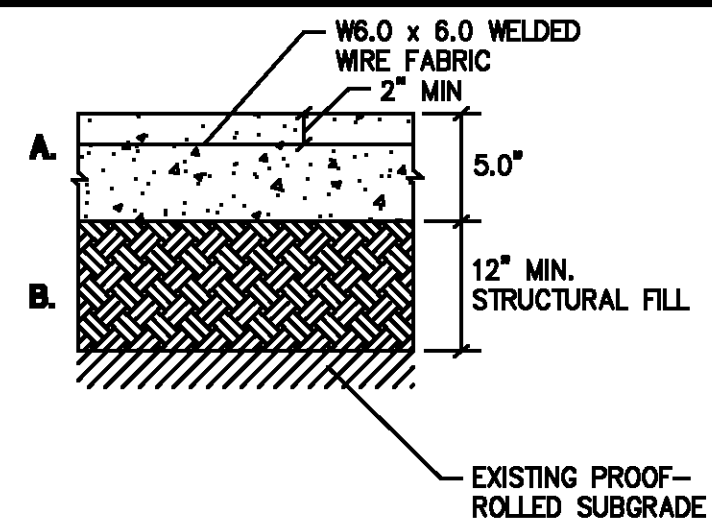
**SECTION A-A**



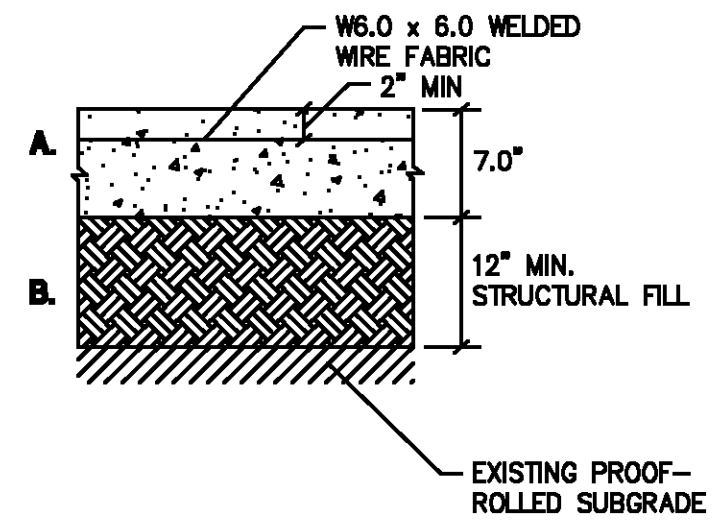
**CONCRETE FLUME**  
N.T.S.



**SECTION B-B**



**STANDARD DUTY CONCRETE PAVEMENT**  
N.T.S.



**HEAVY DUTY CONCRETE PAVEMENT**  
N.T.S.

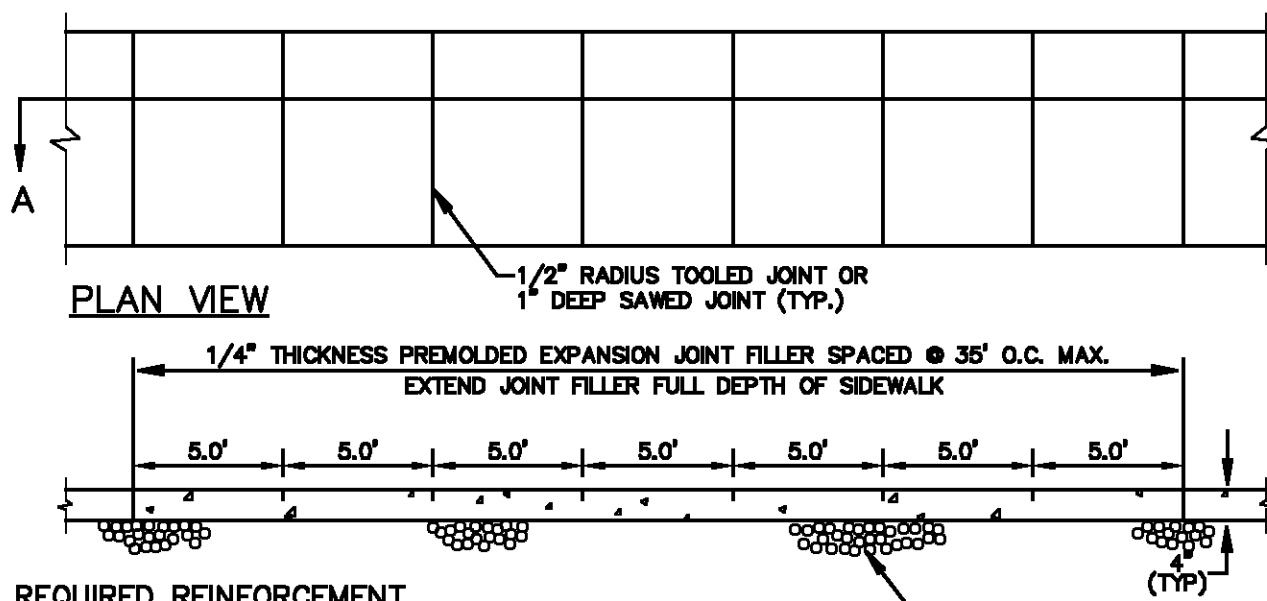
- A.** 5.0" REINFORCED PORTLAND CEMENT CONCRETE TYPE B (4000 PSI COMPRESSIVE STRENGTH & A FLEXURAL STRENGTH AT 550 PSI AT 28 DAYS) COMPLYING WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR ROADS & BRIDGES. THE CONCRETE SHALL ALSO BE DESIGNED WITH 5+/- PERCENT ENTRAINED AIR. THE PORTLAND CEMENT SHALL ALSO CONFORM TO THE REQUIREMENTS FOR PORTLAND CEMENT CONCRETE PAVEMENT SECTION 601 & 901 OF THE LADOTD STANDARD SPECIFICATIONS FOR ROADS & BRIDGES.
- B.** 12.0" MIN. COMPACTED GRANULAR STRUCTURAL FILL. GRANULAR FILL SHALL MEET THE REQUIREMENTS OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION AND BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698.

- NOTES:**
- 1) ALL STRUCTURAL FILL SHALL BE FREE OF ORGANIC AND OTHER DELETERIOUS MATERIALS, HAVE A MAXIMUM PARTICLE SIZE LESS THAN 2 INCHES, A LIQUID LIMIT LESS THAN 40, AND A PLASTICITY INDEX LESS THAN 18. SANDY CLAY OR CLAYEY SANDS ARE RECOMMENDED FOR USE AS STRUCTURAL FILL. THE ON-SITE SILTY SANDS MAY BE SUITABLE FOR USE AS FILL.
  - 2) FILL SHALL BE PLACED IN A MAXIMUM OF 8" LOOSE LIFTS & COMPACTED WITHIN 1% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT VALUE. IF WATER MUST BE ADDED, IT SHALL BE UNIFORMLY APPLIED AND THOROUGHLY MIXED INTO THE SOIL BY DISKING OR SCARPING.
  - 3) EXISTING SUBGRADE IN PARKING AREAS SHALL BE PROOF-ROLLED WITH A LOADED TANDUM AXLE DUMP TRUCK OR SIMILAR HEAVY RUBBER Tired VEHICLE. SOILS THAT RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL.
  - 4) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION.
  - 5) CONTROL JOINT SPACING SHALL BE A MAXIMUM OF 12 FEET. IF SAWCUT, CONTROL JOINTS SHALL BE CUT WITHIN 6 TO 12 HOURS OF CONCRETE PLACEMENT.
  - 6) EXPANSION JOINT SPACING SHALL BE A MAXIMUM OF 75 FT.
  - 7) DOWELS AT EXPANSION JOINTS SHALL BE 3/4" INCH BARS, 18 INCHES IN LENGTH, WITH ONE END TREATED TO SLIP, SPACED AT 12 INCHES ON CENTERS AT EACH JOINT.

- A.** 7.0" REINFORCED PORTLAND CEMENT CONCRETE TYPE B (4000 PSI COMPRESSIVE STRENGTH & A FLEXURAL STRENGTH AT 550 PSI AT 28 DAYS) COMPLYING WITH THE LOUISIANA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR ROADS & BRIDGES. THE CONCRETE SHALL ALSO BE DESIGNED WITH 5+/- PERCENT ENTRAINED AIR. THE PORTLAND CEMENT SHALL ALSO CONFORM TO THE REQUIREMENTS FOR PORTLAND CEMENT CONCRETE PAVEMENT SECTION 601 & 901 OF THE LADOTD STANDARD SPECIFICATIONS FOR ROADS & BRIDGES.
- B.** 12.0" MIN. COMPACTED GRANULAR STRUCTURAL FILL. GRANULAR FILL SHALL MEET THE REQUIREMENTS OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION AND BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698.

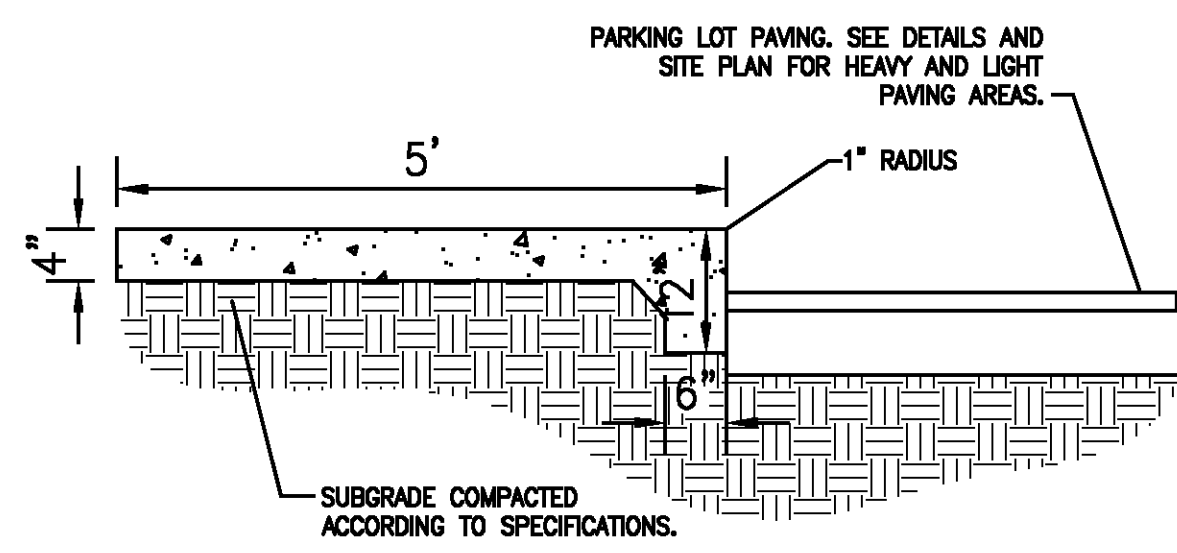
- NOTES:**
- 1) ALL STRUCTURAL FILL SHALL BE FREE OF ORGANIC AND OTHER DELETERIOUS MATERIALS, HAVE A MAXIMUM PARTICLE SIZE LESS THAN 2 INCHES, A LIQUID LIMIT LESS THAN 40, AND A PLASTICITY INDEX LESS THAN 18. SANDY CLAY OR CLAYEY SANDS ARE RECOMMENDED FOR USE AS STRUCTURAL FILL. THE ON-SITE SILTY SANDS MAY BE SUITABLE FOR USE AS FILL.
  - 2) FILL SHALL BE PLACED IN A MAXIMUM OF 8" LOOSE LIFTS & COMPACTED WITHIN 1% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT VALUE. IF WATER MUST BE ADDED, IT SHALL BE UNIFORMLY APPLIED AND THOROUGHLY MIXED INTO THE SOIL BY DISKING OR SCARPING.
  - 3) EXISTING SUBGRADE IN PARKING AREAS SHALL BE PROOF-ROLLED WITH A LOADED TANDUM AXLE DUMP TRUCK OR SIMILAR HEAVY RUBBER Tired VEHICLE. SOILS THAT RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL.
  - 4) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION.
  - 5) CONTROL JOINT SPACING SHALL BE A MAXIMUM OF 12 FEET. IF SAWCUT, CONTROL JOINTS SHALL BE CUT WITHIN 6 TO 12 HOURS OF CONCRETE PLACEMENT.
  - 6) EXPANSION JOINT SPACING SHALL BE A MAXIMUM OF 75 FT.
  - 7) DOWELS AT EXPANSION JOINTS SHALL BE 3/4" INCH BARS, 18 INCHES IN LENGTH, WITH ONE END TREATED TO SLIP, SPACED AT 12 INCHES ON CENTERS AT EACH JOINT.

(CITY OF SLIDELL ROW ONLY)

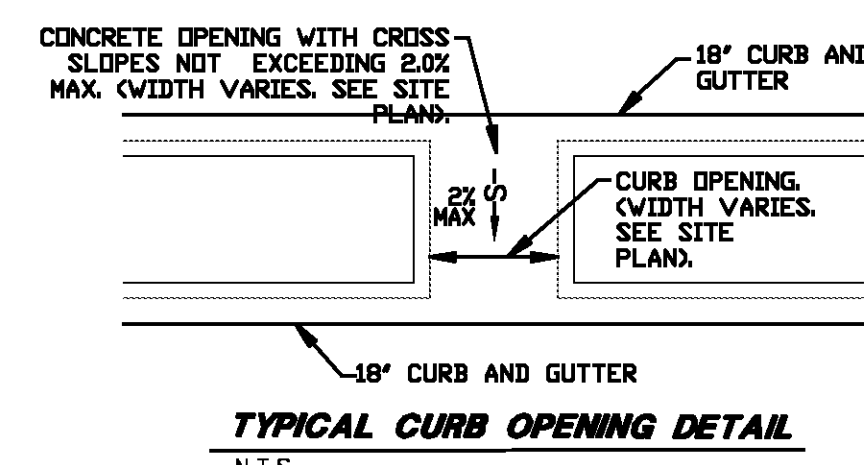


**CONCRETE SIDEWALK**  
N.T.S.

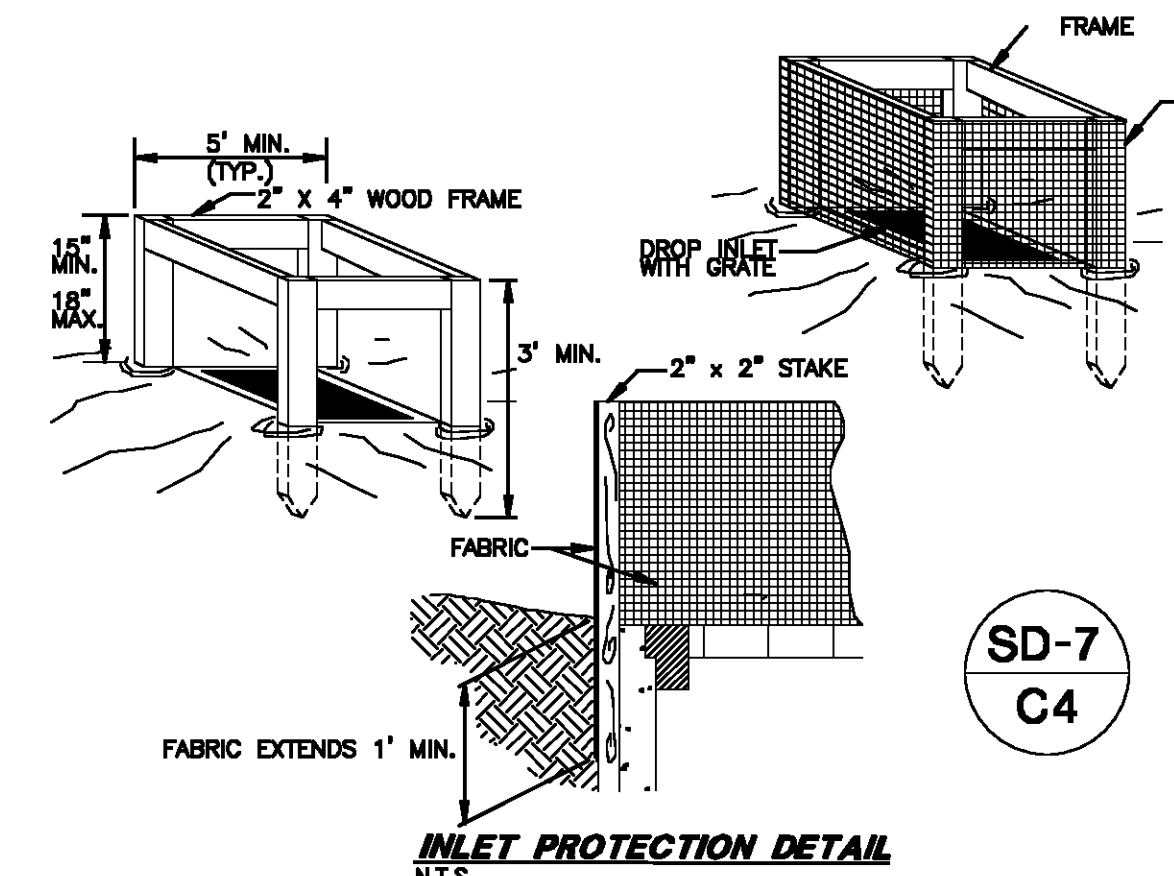
- NOTE:** WHERE REQUIRED REINFORCEMENT WILL BE NO. 3 BARS 24" O.C. EACH WAY MAX. SPACING, OR 6 X 6 - W1.4 X W1.4 WWF



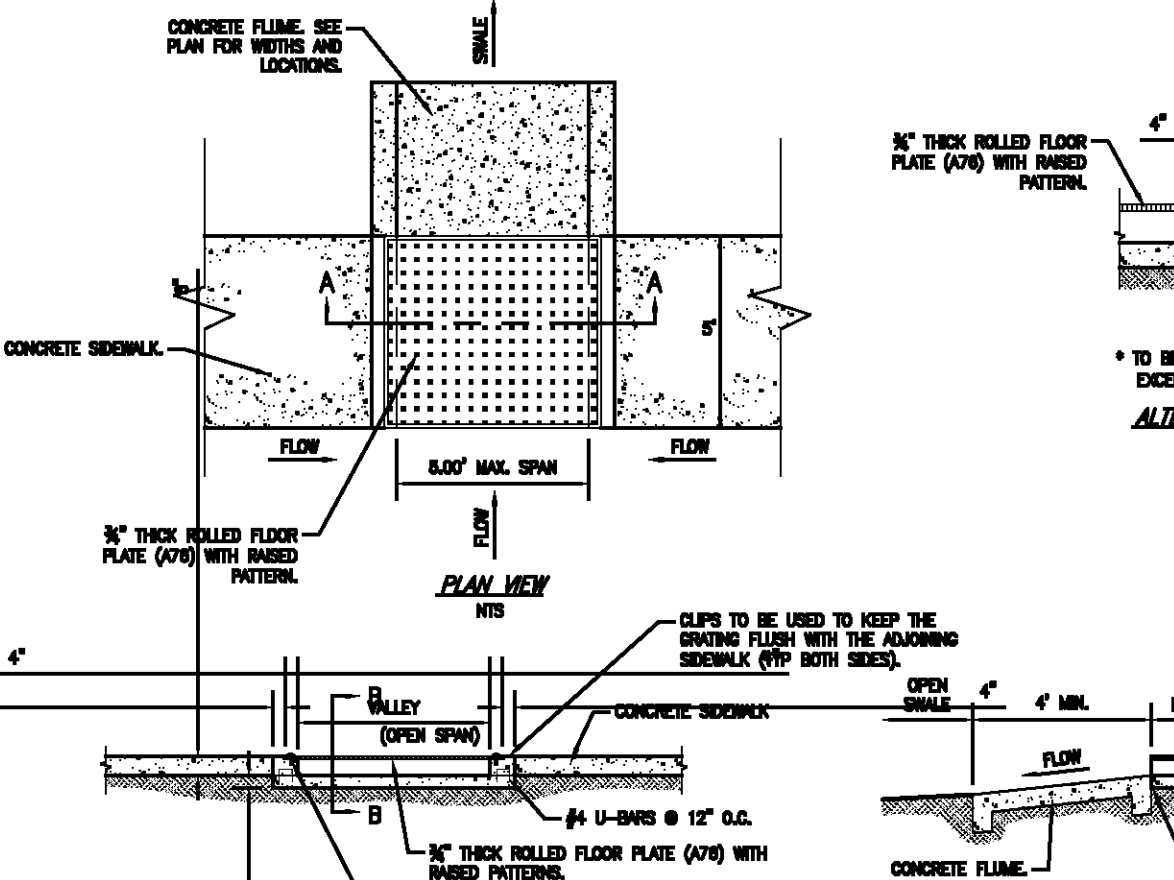
**TURNDOWN SIDEWALK**  
N.T.S.



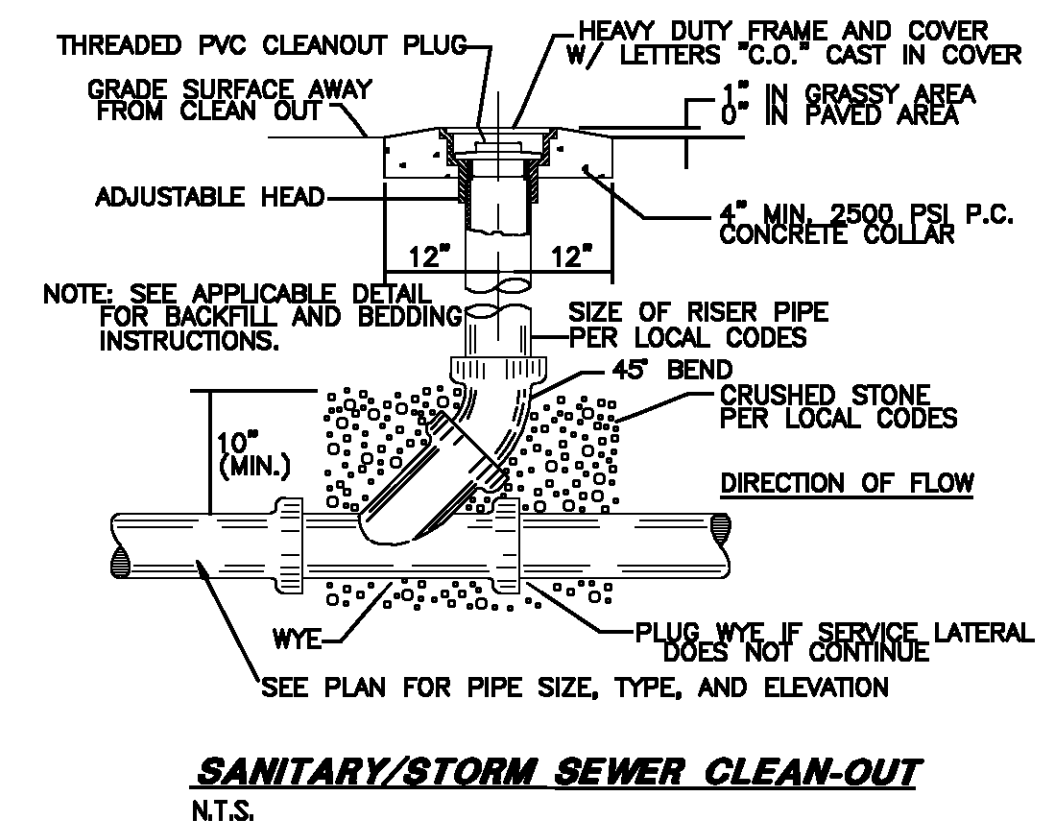
**TYPICAL CURB OPENING DETAIL**  
N.T.S.



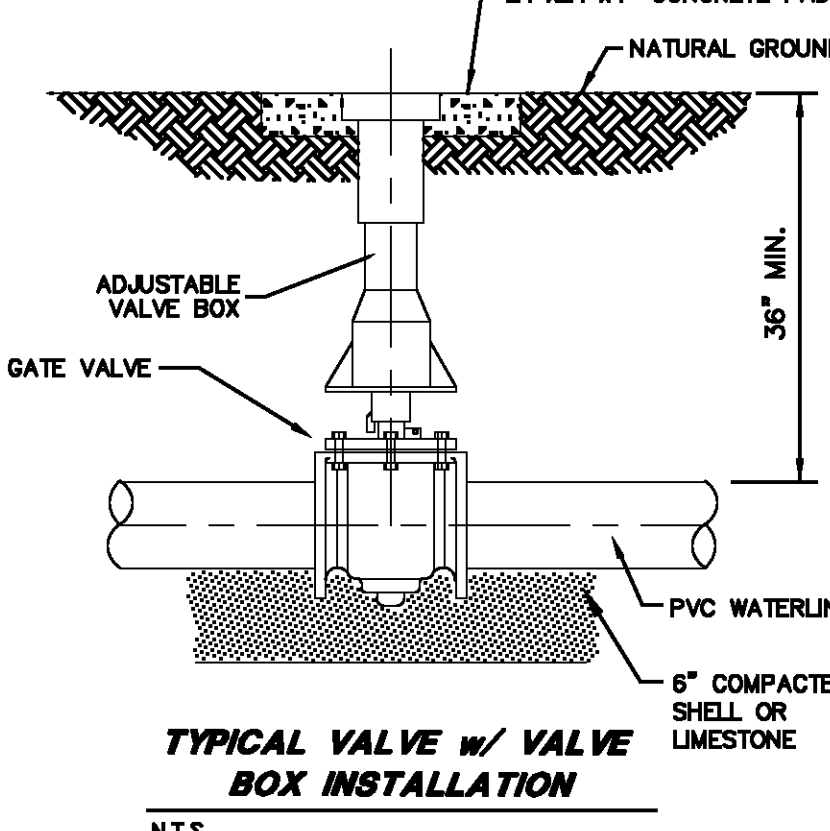
**INLET PROTECTION DETAIL**  
N.T.S.



**SIDEWALK FLUME DETAIL**  
N.T.S.

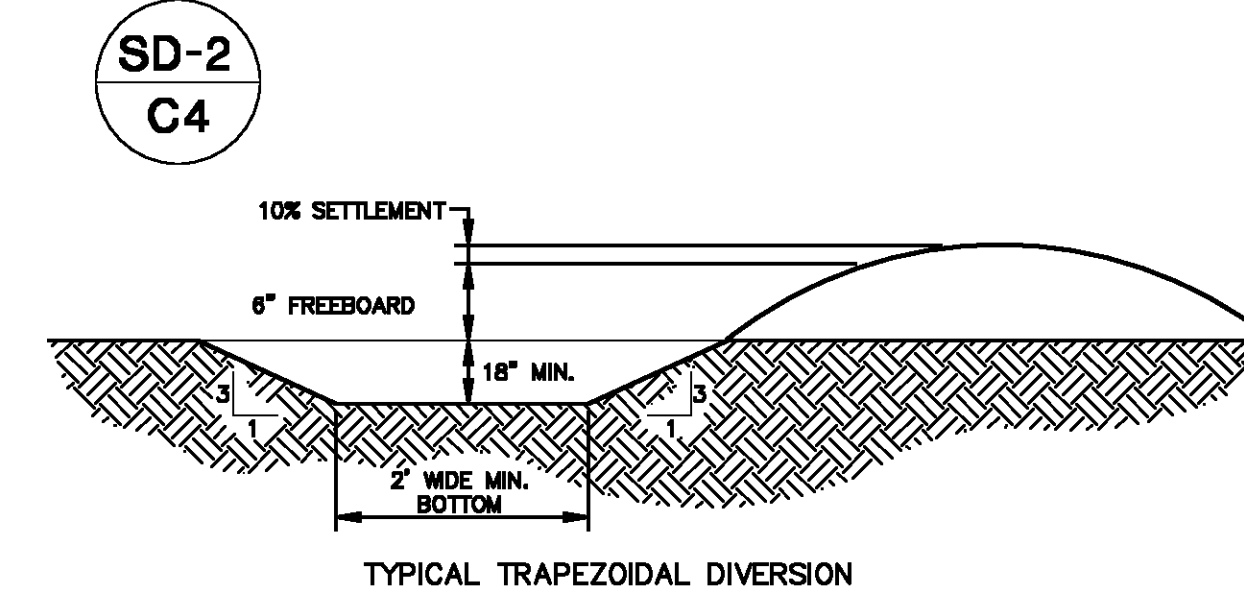


**SANITARY/STORM SEWER CLEAN-OUT**  
N.T.S.

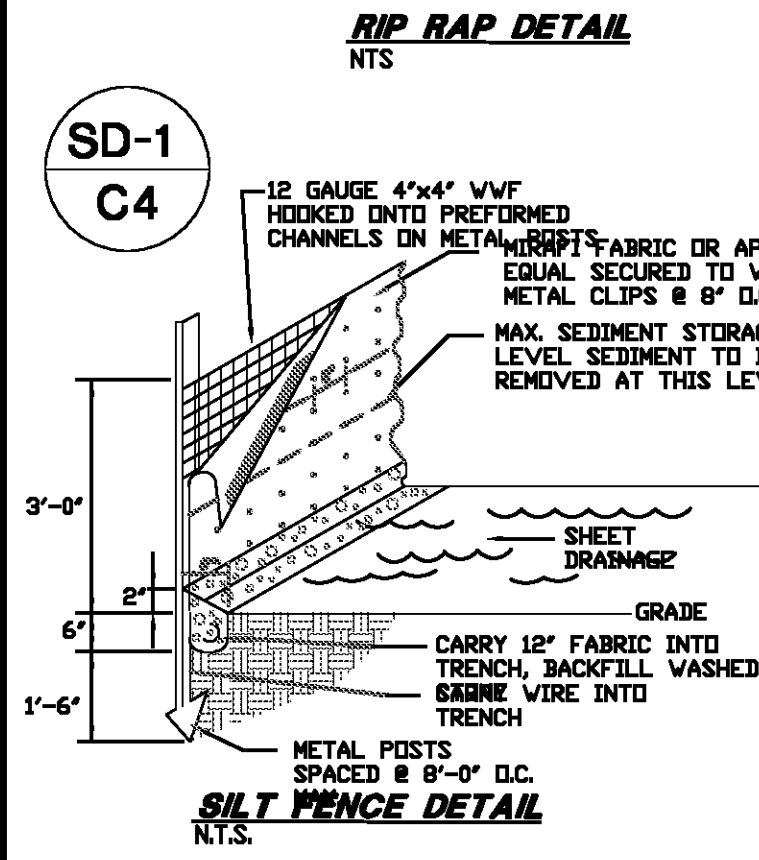


**TYPICAL VALVE W/ VALVE BOX INSTALLATION**  
N.T.S.

\* IF VALVE IS TO BE INSTALLED IN PAVED AREA, VALVE TOP IS TO BE SET AT FINISHED PAVEMENT GRADE.



**INTERCEPTOR DITCH**  
N.T.S.



**RIP RAP DETAIL**  
N.T.S.

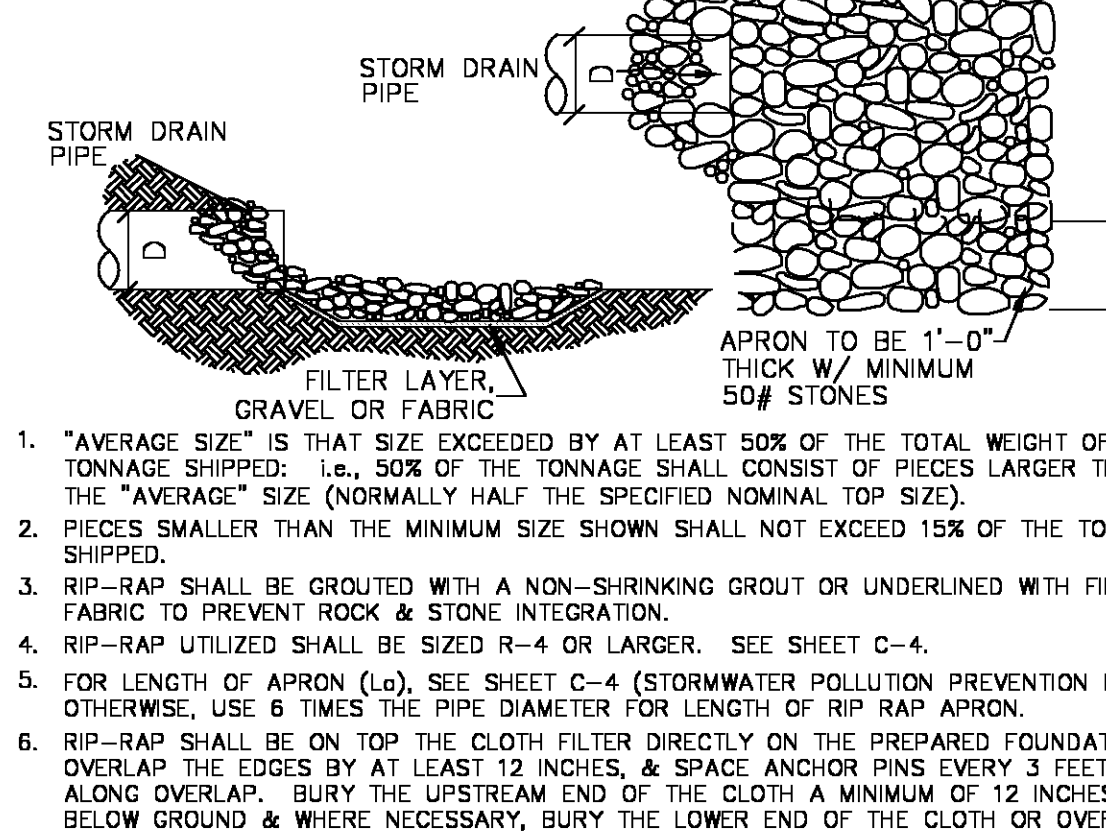
**SD-1 C4**

**SILT FENCE DETAIL**  
N.T.S.

TABLE 3.11 GRADATION OF RIP RAP ROCK

NSA NUMBER	SIZE IN INCHES		MIN. BLANKET THICKNESS	FLAT STONE PER SQ. YD.
	MAX.	AVG. (1) (2)		
R-1	1.50	.75	2.25"	FS-1
R-2	3	1.50	4.5"	FS-1
R-3	6	3	9"	FS-2
R-4	12	6	18"	FS-2
R-5	18	9	27"	FS-2
R-6	24	12	36"	FS-3
R-7	30	15	45"	FS-3
R-8	48	24	72"	FS-3

**SD-5 C4**



1. "AVERAGE SIZE" IS THAT SIZE EXCEEDED BY AT LEAST 50% OF THE TOTAL WEIGHT OF THE TONNAGE SHIPPED. I.E., 50% OF THE TONNAGE SHALL CONSIST OF PIECES LARGER THAN THE "AVERAGE" SIZE (NOMINALLY HALF THE SPECIFIED NOMINAL TOP SIZE).
2. PIECES SMALLER THAN THE MINIMUM SIZE SHOWN SHALL NOT EXCEED 15% OF THE TONNAGE SHIPPED.
3. RIP-RAP SHALL BE GROUTED WITH A NON-SHRINKING GROUT OR UNDERLINED WITH FILTER FABRIC TO PREVENT ROCK & STONE INTEGRATION.
4. RIP-RAP UTILIZED SHALL BE SIZED R-4 OR LARGER. SEE SHEET C-4.
5. FOR LENGTH OF APRON (L<sub>a</sub>), SEE SHEET C-4 (STORMWATER POLLUTION PREVENTION PLAN). OTHERWISE, USE 6 TIMES THE PIPE DIAMETER FOR LENGTH OF RIP RAP APRON.
6. RIP-RAP SHALL BE ON TOP OF THE CLOTH FILTER DIRECTLY ON THE PREPARED FOUNDATION. OVERLAP THE EDGES BY AT LEAST 12 INCHES, & SPACE ANCHOR PINS EVERY 3 FEET ALONG OVERLAP. BURY THE UPSTREAM END OF THE CLOTH A MINIMUM OF 12 INCHES BELOW GROUND & WHERE NECESSARY, BURY THE LOWER END OF THE CLOTH OR OVERLAP WITH THE NEXT SECTION AS REQUIRED.

REVISION	BY

**DDG**  
DUPLANTIS DESIGN GROUP, PC  
CIVIL ENGINEERING ARCHITECTURE  
34 LOUIS PRIMA DRIVE COVINGTON, LA 70433  
WWW.DDGP.COM PHONE: 985-449-6186 FAX: 985-449-6190  
THIBODAUX | COVINGTON | HOUSTON | BATON ROUGE | LOUISIANA

PROGRESS SET - FOR REVIEW ONLY  
Issued 07/08/14  
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SPRINGS AT FREMAUX TOWN CENTER  
SLIDELL, LOUISIANA  
ST. TAMMANY PARISH  
FOR CONTINENTAL 294 FUND LLC  
MEMONIEE FALLS, WI

DRAWN DGS  
CHECKED DEB  
ISSUED DATE 8/23/14  
ISSUED FOR PERMITTING  
PROJECT NO. 14-248  
FILE 14-248 DETAILS  
SHEET D-1

**DETAIL SHEET**