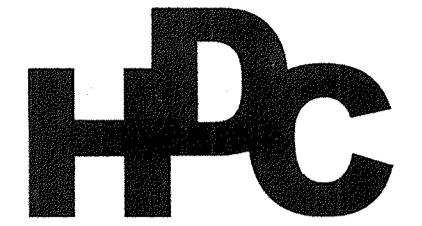


RECONSTRUCTION OF 7TH STREET GAUSE BOULEVARD TO FREMAUX AVENUE CITY OF SLIDELL, LOUISIANA



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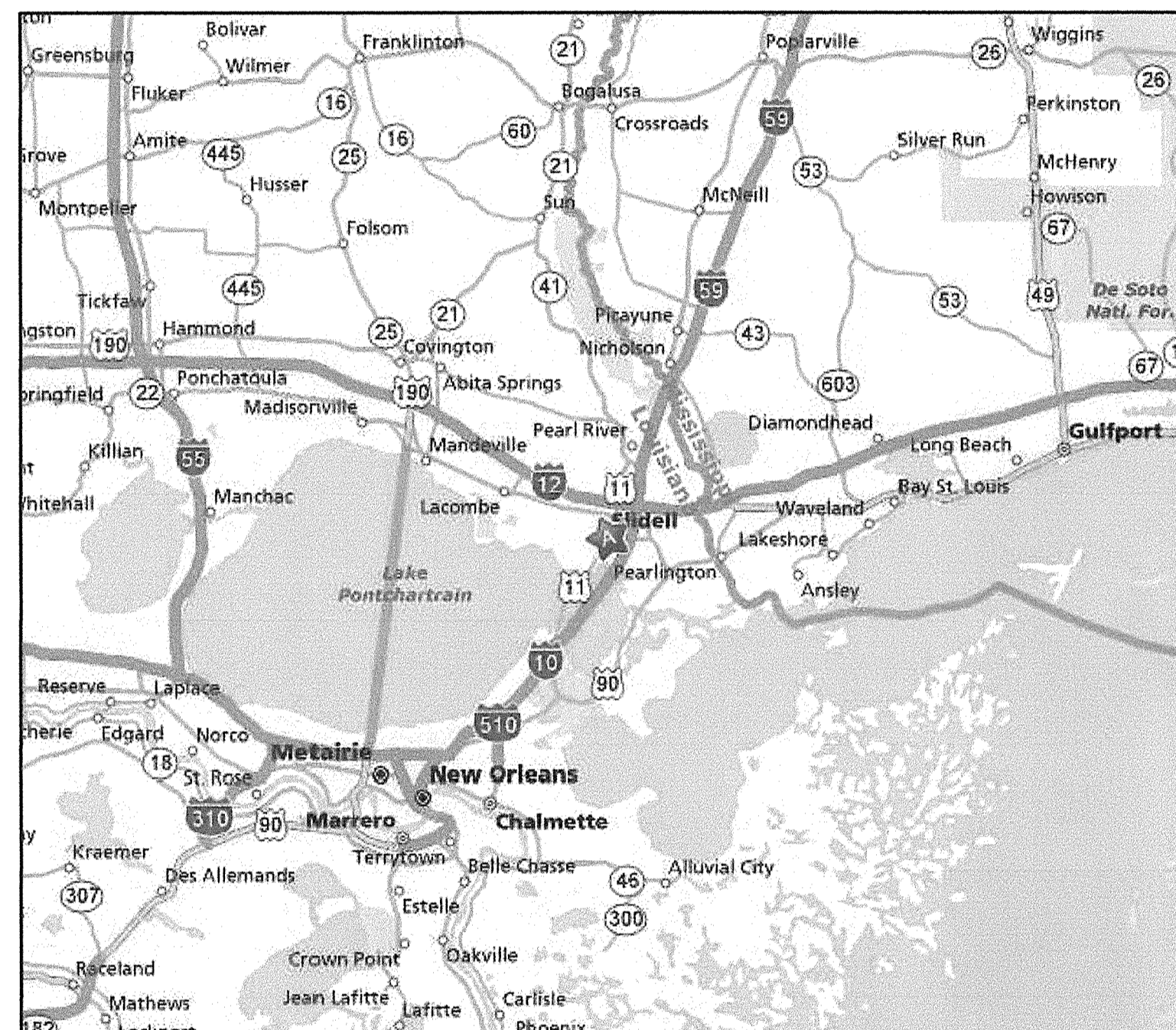
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Sheet Index

Sheet ID	Sheet Title	Sheet Number
T1	Cover Sheet	-----
G1	General Notes And Standards	1 of 27
G2	Project Limits	2 of 27
C1	Asphalt Finished Sections	3 of 27
C2	Plan Profile	4 of 27
C3	Plan Profile	5 of 27
C4	Plan Profile	6 of 27
C5	Plan Profile	7 of 27
C6	Plan Profile	8 of 27
C7	Plan Profile	9 of 27
C8	Plan Profile	10 of 27
C9	Plan Profile	11 of 27
C10	Drainage Details (1 of 3)	12 of 27
C11	Drainage Details (2 Of 3)	13 of 27
C12	Drainage Details (3 Of 3)	14 of 27
C13	Driveway Details	15 of 27
C14	Pavement Markings (1 Of 2)	16 of 27
C15	Pavement Markings (2 Of 2)	17 of 27
C16	Signage (1 Of 2)	18 of 27
C17	Signage (2 Of 2)	19 of 27
C18	Water Service Details	20 of 27
C19	Sewer Service Connection Details	21 of 27
C20	Temporary Traffic Control Notes	22 of 27
C21	Suggested Temporary Traffic Control Plan	23 of 27
C22	Suggested Sequence of Construction	24 of 27
C23	Coring Results	25 of 27
C24	Temporary Erosion Control	26 of 27
C25	Temporary Erosion Control	27 of 27

HDCA Project Number **2010-10**
CITY OF SLIDELL PROJECT NO: **600-115**

PROJECT LOCATION

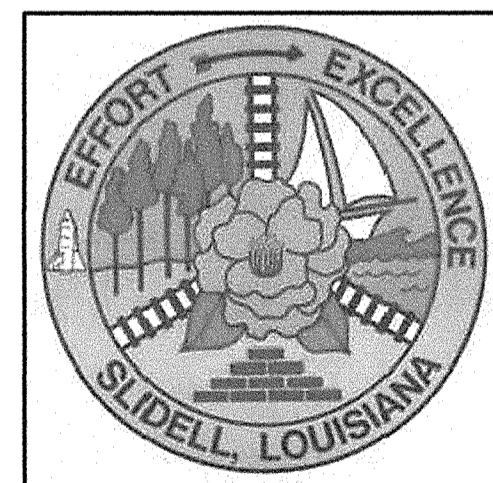


PROJECT AREA



PROJECT AERIAL

PREPARED FOR



MAYOR
FREDDY DRENNAN

CITY ENGINEER
DONNA O'DELL, P.E., P.H.D.

DIRECTOR OF OPERATIONS
MICHAEL NOTO

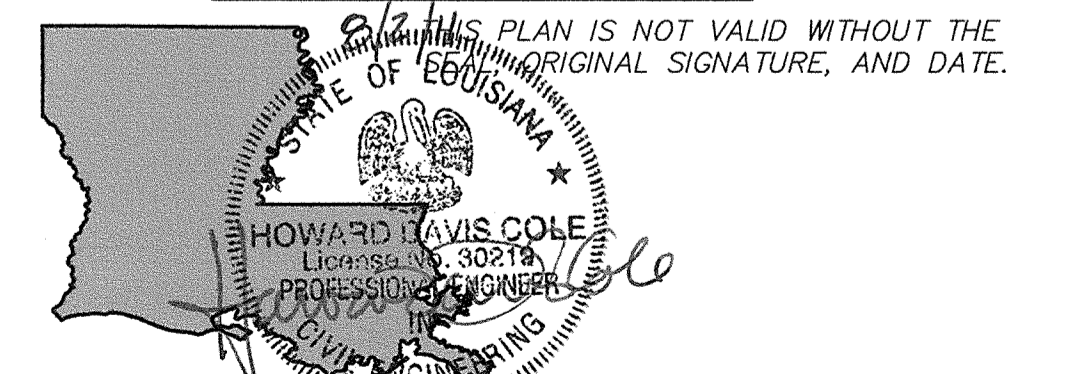
CITY COUNCIL

JOE FRAUGHT	AT-LARGE
KIM HARBISON	AT-LARGE
LIONEL HICKS	DISTRICT A
SAM ABNEY	DISTRICT B
BUDDY LLOYD	DISTRICT C
L. LANDON CUSIMANO	DISTRICT D
SAM CARUSO	DISTRICT E
JAY NEWCOMB	DISTRICT F
BILL BORCHERT	DISTRICT G

CITY OF SLIDELL
DEPARTMENT OF ENGINEERING/
DEPARTMENT OF PUBLIC OPERATIONS
P.O. BOX 828
SLIDELL, LA 70459

BID DOCUMENTS
AUGUST, 2011
VOLUME 2: DRAWINGS

RECOMMENDED FOR APPROVAL

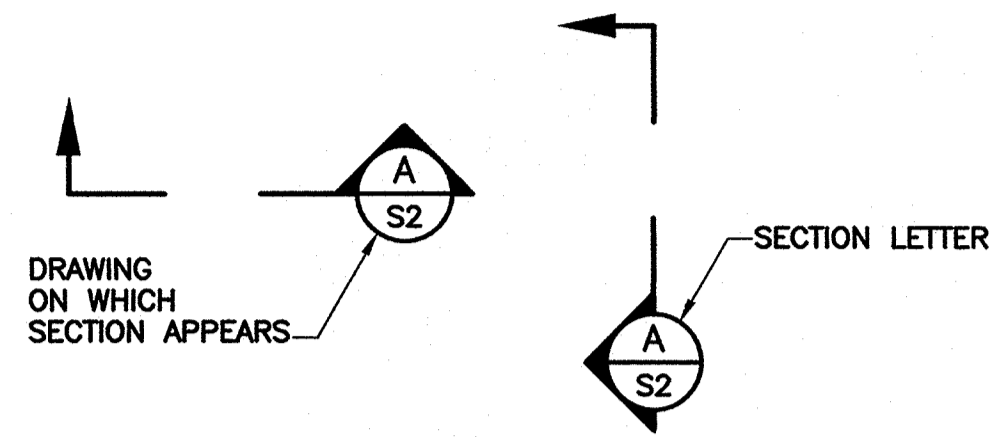


H. DAVIS COLE, P.E. DATE
H. DAVIS COLE & ASSOCIATES, LLC
LOUISIANA LICENSED PROFESSIONAL
ENGINEER NO. 30219

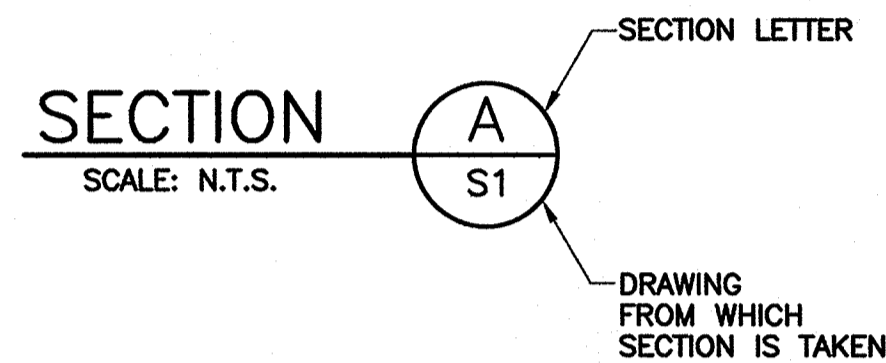
SECTION & DETAIL IDENTIFICATION

SECTION IDENTIFICATION

1) SECTION CUT ON DRAWING "S1"

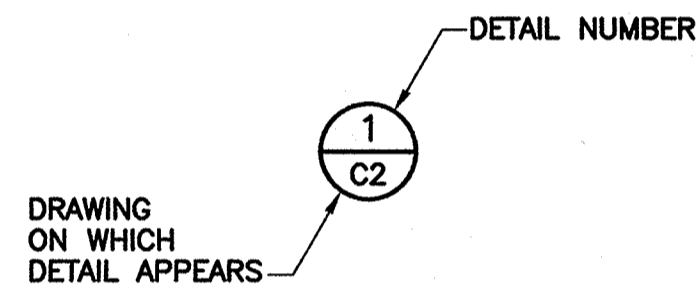


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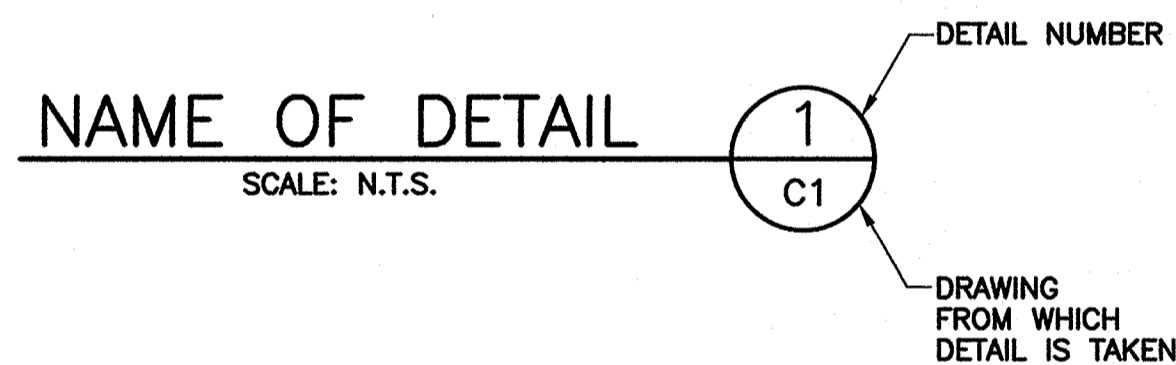


DETAIL IDENTIFICATION

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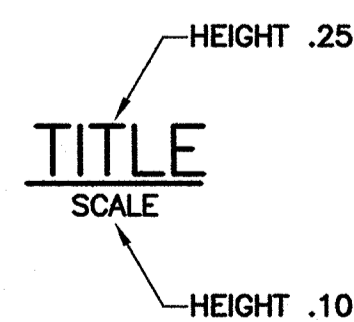


2) DETAIL IDENTIFIED ON DRAWING "C2"



NOTE:
IF PLAN AND SECTION (OR DETAIL) ARE SHOWN ON THE SAME DRAWING, DRAWING NUMBER MAY BE REPLACED BY A LINE.

STANDARD DRAWING TITLE



GENERAL NOTES

GENERAL

- 1) CONTRACTOR TO NOTIFY RESIDENTS OF CONSTRUCTION A MINIMUM OF ONE WEEK PRIOR TO START OF CONSTRUCTION.
- 2) CONTRACTOR SHALL TAKE REASONABLE MEASURES TO AVOID UNNECESSARY NOISE APPROPRIATE FOR THE AMBIENT SOUND LEVELS IN THE AREA DURING WORKING HOURS. ALL CONSTRUCTION MACHINERY & VEHICLES SHALL BE EQUIPPED WITH PRACTICAL SOUND MUFFLING DEVICES, AND OPERATED IN A MANNER TO CAUSE THE LEAST NOISE, CONSISTENT WITH EFFICIENT PERFORMANCE OF THE WORK.
- 3) CONTRACTOR SHALL TAKE REASONABLE MEASURES TO AVOID UNNECESSARY DUST. SURFACES SUBJECT TO CREATING DUST SHALL BE KEPT MOIST WITH WATER OR BY APPLICATION OF CHEMICAL DUST SUPPRESSANT. DUSTY MATERIAL IN PILES OR IN TRANSIT SHALL BE COVERED TO PREVENT BLOWING.
- 4) CONTRACTOR SHALL CONTACT LOUISIANA ONE CALL AND CITY OF SLIDELL THREE (3) WORKING DAYS PRIOR TO BEGINNING OF CONSTRUCTION.
- 5) CONTRACTOR IS RESPONSIBLE FOR CLEANING UP ALL DIRT OFF THE STREET AS A RESULT OF HIS CONSTRUCTION ACTIVITIES DURING CONTRACT PERIOD.
- 6) CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL DAMAGE TO ADJOINING PAVEMENT WHICH RESULTED FROM HIS CONSTRUCTION ACTIVITIES.
- 7) CONTRACTOR IS REQUIRED TO EXTEND SAND/SUB-BASE MINIMUM OF 2 FEET BEYOND THE EDGE OF CONCRETE PAVEMENT OR ONE FOOT OF BASE COURSE (STONE) - 95% FOR ASPHALTIC PAVEMENTS.
- 8) AS IS POSSIBLE WITHOUT COST, THE GUTTER LINE OF THE ROADWAY SHALL BE ADJUSTED FOR SMOOTH FLOW OF SURFACE RUN-OFF TO THE NEAREST DRAINAGE INLET.
- 9) ALL TRAFFIC CONTROL DETAILS SHALL BE APPROVED BY THE TRAFFIC ENGINEER AND DEPARTMENT OF ENGINEERING.

ENGINEERING LAYOUT

- 1) ALL ELEVATIONS SHOWN ON THE PLANS ARE NGVD 88.
- 2) STATIONS ARE TO BE THE BASELINES NOTED. HORIZONTAL CONTROL IS TO LOUISIANA STATE PLANE COORDINATE SYSTEM.
- 3) THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THE PROJECT TEMPORARY BENCH MARKS SHOWN ON PLAN WITH THE PERMANENT BENCH MARK INDICATED.
- 4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT THE WORK AND VERIFYING ALL MEASUREMENTS AND GRADES PRIOR TO BEGINNING OF CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH THE PROJECT CENTERLINE AND ADDITIONAL TEMPORARY BENCH MARKS FOR CONSTRUCTION PURPOSES BEFORE DESTROYING EXISTING MONUMENTS/NAIIS/CROSS CUTS, ETC.
- 5) THE LINES AND GRADES SHOWN ON THE PLANS MAY BE VARIED SLIGHTLY BY THE ENGINEER IN THE FIELD IF CONDITIONS JUSTIFY SUCH A VARIATION. THE CONTRACTOR SHALL NOT BE ENTITLED TO AN EXTRA PAYMENT OTHER THAN WHATEVER INCREASE IN CONTRACT QUANTITIES IS INVOLVED.
- 6) THE CONTRACTOR SHALL BE RESPONSIBLE TO ESTABLISH GRADES FOR SIDE ROADS TO ASCERTAIN POSITIVE DRAINAGE TO THE NEAREST CATCH BASINS OR DROP INLETS WITHOUT PONDING WATER IN ROADWAYS.
- 7) DESIGN CRITERIA IS ASHTO "GREEN BOOK", 2004 ED. DESIGN SPEED = 30 MPH. SSD = 200', K VALUE = 19.0
- 8) CONTRACTOR SHALL RAMP UP/DOWN ("FEATHER UP/DOWN") TO EXISTING FEATURES AS REQUIRED.
- 9) EXISTING STRUCTURES & ITEMS (D.I., S.M.H., ETC.) TO REMAIN UNLESS NOTED OTHERWISE.

EROSION CONTROLS

- 1) CONTRACTOR SHALL PROVIDE TEMPORARY EROSION CONTROLS PER DETAILS INCLUDED WITHIN THESE DRAWINGS.
- 2) COMPENSATION FOR TEMPORARY EROSION CONTROL WILL INCLUDE PURCHASE OF MATERIALS, INSTALLATION, MAINTENANCE, AND REMOVAL OF TEMPORARY EROSION CONTROL MEASURES.
- 3) TEMPORARY EROSION CONTROLS ARE SUBJECT TO REVIEW/INSPECTION BY ENGINEER AND OWNERS REPRESENTATIVE AND ARE SUBJECT TO MODIFICATION AS DIRECTED AT NO ADDITIONAL COST TO OWNER.
- 4) TEMPORARY EROSION CONTROLS ARE OMITTED FROM THE PLAN AND PROFILE FOR CLARITY.

UTILITIES

- 1) IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES BEFORE STARTING CONSTRUCTION.
- 2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING UTILITIES WHICH OCCURS DURING CONSTRUCTION AND SHALL IMMEDIATELY REPORT ANY DAMAGE TO THE UTILITY ENTITIES. ALL REPAIRS OF THE DAMAGED UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR. ALL REPAIR COSTS SHALL BE BORNE BY THE CONTRACTOR.
- 3) ALL PRIVATELY OWNED UTILITY MANHOLES WILL BE ADJUSTED BY THE UTILITY COMPANIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE UTILITY COMPANIES AND REQUEST THE NECESSARY ADJUSTMENTS. THE ABOVE REQUEST SHALL BE MADE AT LEAST 2 WEEKS PRIOR TO CONSTRUCTION IN AREA OF CONFLICT TO ALLOW THE REQUIRED UTILITY COMPANY SUFFICIENT TIME FOR PERFORMING THE WORK.

ROADWAY/ASPHALT PAVING

- 1) ROADWAY RADII ARE MEASURED TO THE EDGE OF PAVING.
- 2) CONTRACTOR SHALL COMPACT AND SHAPE THE TOP 9 INCHES OF THE SUBGRADE PRIOR TO PLACING GEOTEXTILE FABRIC (NO DIRECT PAYMENT).
- 3) ASPHALT TRANSITIONS, RESHAPED DITCHES AND CRUSHED STONE SHOULDERS FOR SIDE STREETS, IF REQUIRED, SHALL BE DONE PER DIRECTION OF THE FIELD ENGINEER AND PAID FOR AT THE CONTRACT UNIT PRICE.
- 4) WHENEVER NEW PAVING INTERSECTS OR MEETS EXISTING PAVING THAT IS TO REMAIN, THE GRADES OF THE NEW PAVING SURFACE SHALL MATCH THE GRADE OF THE EXISTING PAVING.
- 5) WHENEVER REMOVAL OF EXISTING PAVEMENT SURFACING IS REQUIRED IN CONJUNCTION WITH PROPOSED PROFILE GRADE LINE SHOWN ON THE DRAWINGS, THE EXISTING ASPHALT CONCRETE PAVEMENT IMMEDIATELY ADJACENT TO THE EDGE OF THE CONCRETE GUTTER SHALL BE MILLED TO A MAXIMUM DEPTH OF ONE (1") INCH TO OBTAIN A SMOOTH TIE-IN BETWEEN EXISTING AND PROPOSED CONSTRUCTION.
- 6) WHENEVER ADDITIONAL PAVEMENT SURFACING MATERIAL IS REQUIRED, THE ADJACENT CONCRETE GUTTER BOTTOM WILL NOT BE COVERED WITH ASPHALT SURFACING IF THE PROPOSED PROFILE GRADE LINE SHOWN ON THE DRAWINGS IS WITHIN ONE (1") INCH. IN AREAS WHERE THE PROPOSED PROFILE GRADE LINE IS HIGHER THAN THE EXISTING GUTTER BOTTOM BY MORE THAN ONE (1") INCH, THE SURFACE OF THE EXISTING GUTTER BOTTOM OR ROLLING STRIP SHALL BE OVERLAID WITH ASPHALT SURFACING TO THE FACE OF THE CURB.
- 7) THE CONTRACTOR SHALL REMOVE ALL CULVERT PIPES IN DITCHES, METAL GRATES, AND ANY OTHER OBSTRUCTIONS THAT ARE WITHIN THE LIMITS OF THE PROPOSED ROADWAYS (NO DIRECT PAYMENT).
- 8) ALL SALVAGEABLE ROADWAY MATERIALS, AS DIRECTED BY THE ENGINEER SHALL BE DELIVERED TO THE APPROPRIATE LOCATION AS DIRECTED BY THE CITY.
- 9) SAW CUTTING USING A CONCRETE CUTTING TYPE SAW TO MAKE A TRUE STRAIGHT LINE TO A MINIMUM DEPTH OF ONE (1") INCH SHALL BE REQUIRED ALONG THE ENTIRE LIMITS OF THE AFFECTED AREA OF REMOVAL, UNLESS OTHER METHODS ARE AUTHORIZED BY THE ENGINEER AND APPROVED BY THE DEPARTMENT OF ENGINEERING.
- 12) JOB MIX FORMULA (PER LA. D.O.T.D. STANDARDS) AND SPECIFICATIONS.
- 13) ALL CONSTRUCTION MATERIALS, PROCEDURES, TESTING FINISHING, ETC., SHALL CONFORM TO THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES (DOTD) LATEST EDITION. DEVIATIONS FROM THESE SPECIFICATIONS SHALL HAVE TO BE APPROVED BY THE DEPARTMENT OF ENGINEERING.
- 14) EXISTING LOOP DETECTORS AFFECTED DURING CONTRACTOR'S OPERATIONS WILL BE REPLACED IN KIND AT END OF THE PROJECT IN ACCORDANCE WITH DOTD STANDARD SPECIFICATIONS SECTION 736 AT NO DIRECT PAY.

DRIVEWAYS AND SIDEWALKS

- 1) ALL DRIVEWAYS TO BE REPLACED SHALL BE REPLACED IN KIND UNLESS OTHERWISE NOTED.
- 2) THE EXACT LIMITS OF REMOVAL AND REPLACEMENT OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL NOT REMOVE ANY DRIVEWAY WITHOUT PRIOR APPROVAL OF THE ENGINEER.
- 3) IF INDICATED AT INTERSECTIONS WHERE THE SIDEWALK PAVEMENT IS TO REMAIN, HANDICAPPED RAMPS SHALL BE INSTALLED BY SAW CUTTING AND REMOVING ONLY THAT PORTION OF SIDEWALK REQUIRED TO ALLOW FOR CONSTRUCTION OF THE HANDICAPPED RAMPS.
- 4) THE CONTRACTOR IS REQUIRED TO SAW CUT (1" MINIMUM DEPTH) SIDEWALKS, DRIVEWAYS TO INSURE A STRAIGHT LINE BETWEEN OLD AND NEW WORK. (NO DIRECT PAYMENT).
- 5) ALL SIDEWALKS AND DRIVEWAYS DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION, WHICH IN THE OPINION OF THE ENGINEER ARE OUTSIDE OF THE LIMITS OF THE ROADWAY CONSTRUCTION, SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- 6) THE CONTRACTOR SHALL ADJUST THE ELEVATIONS OF THE NEW SIDEWALKS SO AS TO ALLOW DRAINAGE AWAY FROM THE PROPERTY AT ALL TIMES. SIDEWALK ELEVATIONS MAY BE ADJUSTED TO ALLOW DRAINAGE THROUGH DRIVEWAYS AND DEPRESSED CURBS.

HORTICULTURE REQUIREMENTS

- 1) THE CONTRACTOR SHALL COMPLY WITH ALL "HORTICULTURE REQUIREMENTS" WITHIN THE SPECIFICATIONS.
- 2) THE CONTRACTOR SHALL NOTIFY THE CITY PRIOR TO REPLACING ANY UTILITY LINES LOCATED NEAR TREES. IF NECESSARY THE CONTRACTOR SHALL SHORE THE AREA NEAR TREES, USE ROOT GUARDS AND OTHER PRECAUTIONS NECESSARY TO PROTECT THE TREES.
- 3) ALL TREE REMOVALS, BRANCH PRUNING OR ROOT CUTTING SHALL BE PERFORMED BY A LICENSED ARBORIST, APPROVED BY THE CITY.
- 4) ALL EXISTING TREES, SHRUBS AND VEGETATION DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN-KIND OR REPAIRED AT NO DIRECT PAY.
- 5) ALL HOUSE CONNECTIONS WHICH ARE LOCATED WITHIN THE TREE DRIP LINES SHALL BE EXCAVATED BY HAND AT NO DIRECT PAY, NO MECHANICAL TRENCHING WILL BE ALLOWED.
- 6) THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS PRIOR TO TRIMMING ANY TREES LOCATED ON PRIVATE PROPERTY.

TRAFFIC CONTROLS

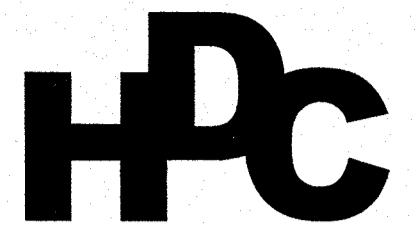
- 1) PRIOR TO BEGINNING OF THE CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO ENGINEER AND THE CITY ENGINEER FOR APPROVAL:
 - a) A LIST OF ALL EXISTING TRAFFIC CONTROL DEVICES (SIGNALS, SIGNS, RAISED MARKERS, PAVEMENT MARKINGS, ETC.) ACCURATELY LOCATED ON SITE PLANS.
 - b) A PLAN FOR THE PROPOSED ROUTE ON WHICH CONSTRUCTION MATERIALS AND EQUIPMENT ARE TO BE TRANSPORTED TO AND FROM THE CONSTRUCTION SITE.
 - c) A DETOUR PLAN SHOWING PROPOSED ROUTES FOR LOCAL TRAFFIC AND TRANSIENT TRAFFIC ON WHICH LOCATION OF DETOUR TRAFFIC CONTROL ZONE OR DEVICES AND CONSTRUCTION WORK ZONE TRAFFIC CONTROL DEVICES ARE SHOWN TRAFFIC CONTROL DEVICES, APPLICATIONS & METHODS SHALL BE IN COMPLIANCE WITH PART IV OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 2) THESE PLANS INCLUDE NAME AND TELEPHONE NUMBER OF RESPONSIBLE PERSONNEL IN CHARGE OF THE PROJECT.
- 3) THE CONTRACTOR SHALL SEEK APPROVAL OF THE ENGINEER AND THE CITY FOR ANY TRAFFIC-RELATED PLAN CHANGES, INCLUDING REMOVAL, RELOCATION, OR ADDITION OF THE CONTROL DEVICES BEFORE OR DURING THE COURSE OF CONSTRUCTION.
- 4) ALL EXISTING TRAFFIC CONTROL DEVICES WHICH ARE IN CONFLICT WITH THE CONSTRUCTION OR WORK ZONE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED BY THE CONTRACTOR. THE REMOVED DEVICES SHALL BE RETURNED TO THE CITY. ALL EXISTING DEVICES LEFT IN THE CONSTRUCTION OR WORK ZONE SHALL BE MAINTAINED IN GOOD CONDITION.
- 5) ALL REMOVED TRAFFIC CONTROL DEVICES SHALL BE RESTORED TO THEIR ORIGINAL POSITION AND ORIENTATION BY THE CONTRACTOR PRIOR TO THE TIME OF THE FINAL INSPECTION (NO DIRECT PAY)
- 6) ALL TRAFFIC CONTROL DEVICES AND THEIR ASSOCIATED HARDWARE (SIGNS, SIGNALS, CONDUITS, CABLES, AND MARKINGS, ETC.) REMOVED OR DAMAGED DURING EXCAVATION OF THIS CONTRACT, OTHER THAN AS PROVIDED IN THIS CONTRACT, SHALL BE REPLACED AT NO COST TO THE CITY.
- 7) ANY DAMAGE CAUSED BY THE CONTRACTOR'S WORK SHALL BE IMMEDIATELY REPORTED BY THE CONTRACTOR TO THE CITY TRAFFIC ENGINEER. REPAIRS SHALL BE PERFORMED BY CONTRACTOR OR CITY FORCES, AT DISCRETION OF THE CITY ENGINEER, WITH ALL ASSOCIATED COSTS PAID BY THE CONTRACTOR.
- 8) THE CONTRACTOR SHALL CONTACT THE CITY'S DEPARTMENT OF ENGINEERING PRIOR TO THE START OF THE JOB FOR TRAFFIC SIGNAL UTILITY MARKINGS AND COORDINATION.
- 9) CARE SHOULD BE TAKEN, AND CLOSURES AVOIDED IF POSSIBLE, WHEN IMPLEMENTING CLOSURES DURING MORNING (6-9 AM) AND EVENING (3-6 PM) PEAK PERIODS.

SEWER & DRAIN LINES

- 1) THE COST FOR DRAINAGE EXCAVATION, BEDDING MATERIAL, SHEETING, BRACING, BACK FILLING, GRADING & HAULING AWAY SURPLUS MATERIALS SHALL BE INCLUDED IN THE UNIT PRICE FOR DRAINAGE PIPES BEING INSTALLED.
- 2) ALL EXISTING HOUSE CONNECTIONS ARE TO BE RECONNECTED TO NEW DRAIN LINES WITH 6" PVC DRAIN LINE. THE HOUSE CONNECTIONS WILL BE ATTACHED TO NEW RCP BY DRILLING THE RCP (NO TAPPING WILL BE ALLOWED) AND USING A RUBBER BOOT OR SAND IMPREGATED PVC BELL TO CONNECT TO THE NEW PVC PIPE. AN ALTERNATE METHOD COULD UTILIZE AN RCP TEE IN THE MAIN LINE WITH A RUBBER BOOT (I.E., KOR-N-SEAL BOOT, OR APPROVED EQUAL) TO CONNECT THE 6" PVC TO THE LATERAL STUB OF THE TEE.
- 3) IN LIEU OF THE ABOVE, AN ALTERNATE METHOD MAY BE UTILIZED BY TYING THE 6" DRAIN HOUSE CONNECTIONS INTO AN 8" COLLECTOR LINE LOCATED BEHIND THE CURB AND TIED INTO THE CATCH BASINS. TO BE INSTALLED AS DIRECTED BY THE D.P.W. REPRESENTATIVE.
- 4) NO 90 DEGREE BENDS WILL BE ALLOWED IN DRAIN HOUSE CONNECTION PIPES
- 5) ON DRAIN POINT REPAIRS, NO BRICK OR CONCRETE COLLARS WILL BE ALLOWED.
- 6) FOR ALL SEWER AND DRAIN REPAIRS, THE CONNECTION OF ANY TWO DISSIMILAR MATERIALS SHALL BE ACCOMPLISHED BY INSTALLATION OF A "NO-HUB" COUPLING CONSISTING OF A NEOPRENE SLEEVE AND BUSHING ADAPTER, TWO STAINLESS STEEL BANDS AND STAINLESS STEEL SCREWS, THE COUPLING SHALL BE MANUFACTURED IN STRICT ACCORDANCE WITH THE CAST IRON SOIL PIPE INSTITUTE SPECIFICATIONS C30, LATEST REVISION, AS MANUFACTURED BY TYLER CLAY PRODUCTS CORP, FERNOCO, OR APPROVED EQUAL.
- 7) DRAIN LINES INDICATED FOR REMOVAL WILL BE REMOVED AND DISPOSED IN A PROPER MANNER. THE CONTRACTOR SHALL BACKFILL THE RESULTING VOID WITH APPROVED COMPACTED BACKFILL MATERIAL AT NO DIRECT PAY.
- 8) MANHOLES AND CATCH BASINS INDICATED TO BE ABANDONED IN PLACE, SHALL BE REMOVED TO THREE (3') FEET BELOW GRADE AND THEN PLUGGED AND FILLED WITH SAND (NO DIRECT PAY)
- 9) THERE WILL BE NO DIRECT PAYMENT FOR TIE-IN NEW OR EXISTING LINES TO ANY MANHOLES, OR DROP INLETS.

DEMOLITION

- 1) CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING PAVING AND UNDERLYING MATERIAL AS MATERIAL AS INDICATED.
- 2) EXISTING PAVING CONSISTS OF ASPHALT PAVING RANGING FROM 4 TO 8 INCHES OF ASPHALT.
- 3) CONTRACTOR SHALL DISPOSE OF ALL WASTE IN A LEGAL MANNER.



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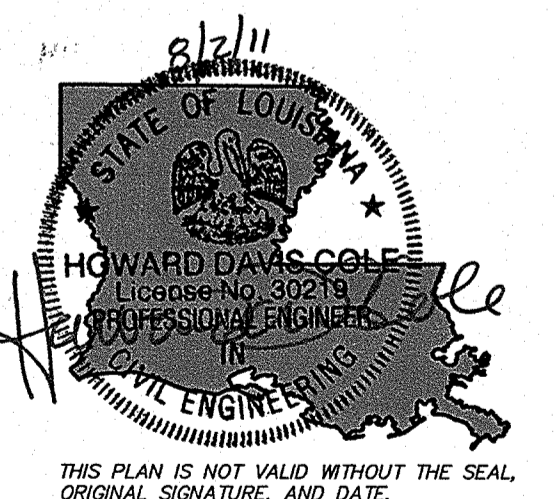
NO.	COMMENT	DATE
1	SCHEMATIC	4/15/11
2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459



Sheet Information
Designed: DAM
Drawn: PSC
Approved: SET
Sheet ID: **G1**
Sheet Set: **1** of **27**
Sheet Name
General Notes/Standards



END PROJECT
NORTH OF GAUSE BLVD.

BEGIN PROJECT
FREMAUX AVE.

NOTE:
THIS SHEET SHOWS SCHEMATIC OVERVIEW
OF PROJECT LIMITS. SEE PLAN AND PROFILE
SHEETS FOR EXACT LIMITS.



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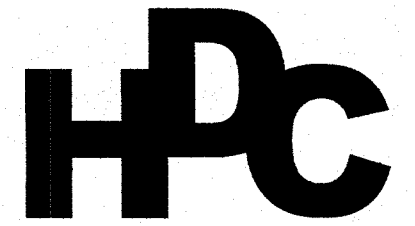


THIS PLAN IS NOT VALID WITHOUT THE SEAL,
ORIGINAL SIGNATURE, AND DATE.

Sheet Information
Designed: DAM
Drawn: PSC
Approved: SET

Sheet ID **G2**
Sheet Set **2** of **27**

Sheet Name
Project Limits



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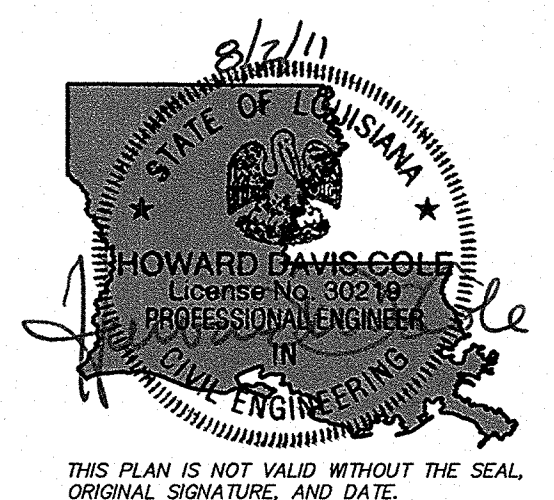
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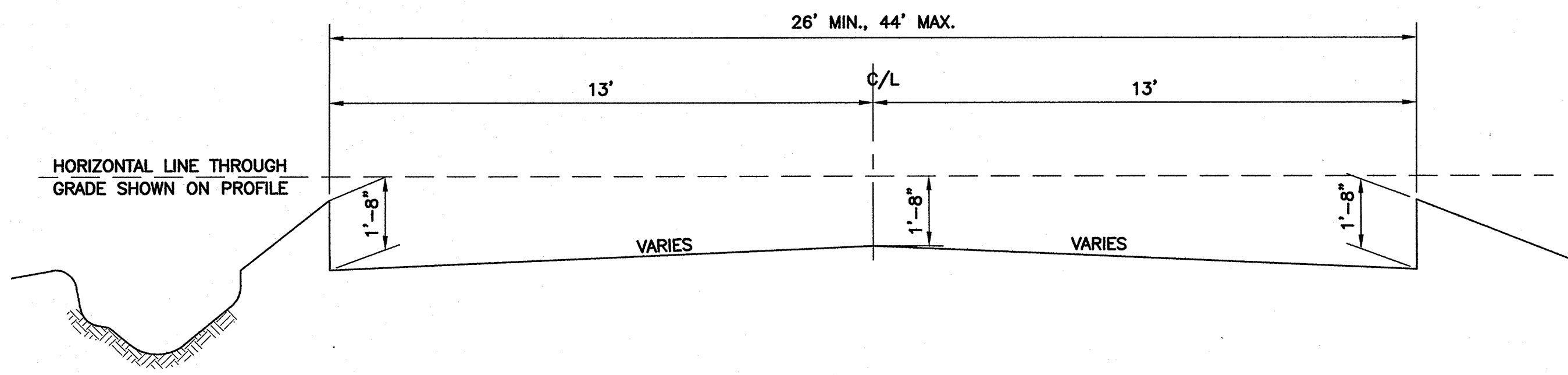
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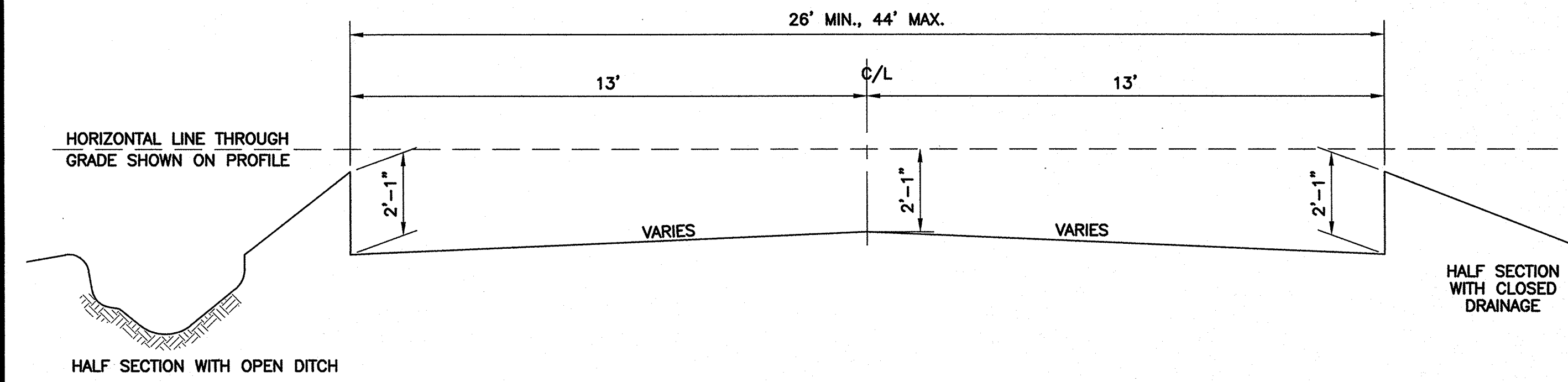
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P.O. Box 828
Slidell, LA 70459



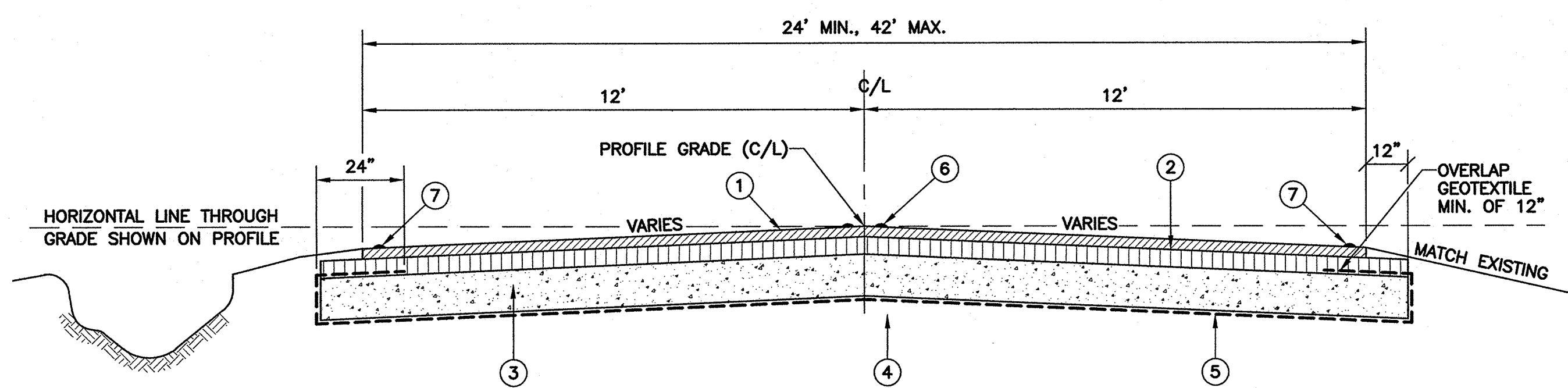
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Drawn: PSC
Approved: SET
Sheet ID **C1**
Sheet Set **3** of **27**
Sheet Name
Asphalt
Finished Sections



TYPICAL FINISHED GRADING SECTION
NOT TO SCALE



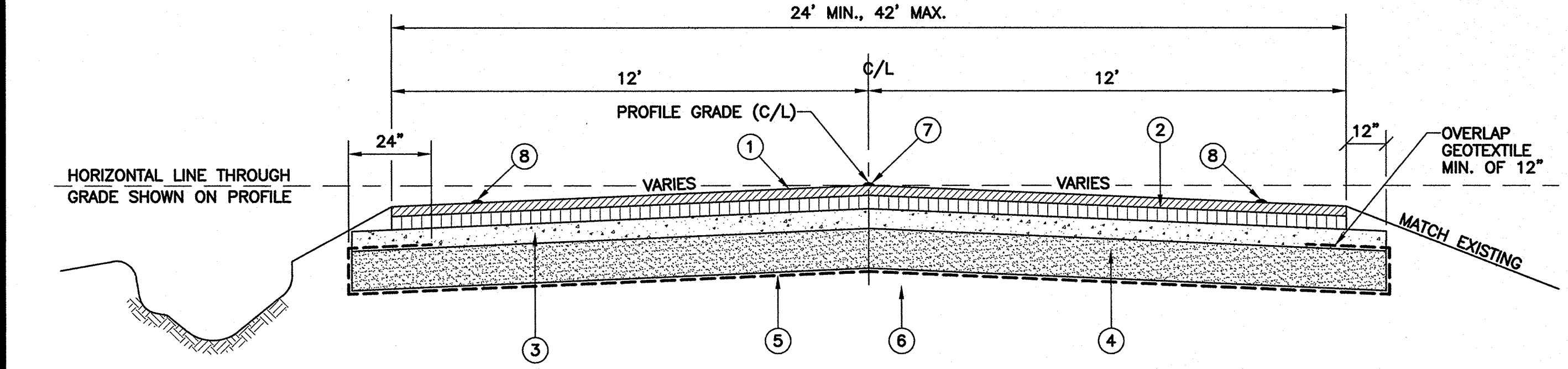
TYPICAL FINISHED GRADING SECTION
NOT TO SCALE



TYPICAL FINISHED SECTION
NOT TO SCALE

- LEGEND:**
- ① 3" ASPHALTIC CONCRETE (WEARING COURSE)
 - ② 5" ASPHALTIC CONCRETE (BINDER COURSE)
 - ③ 12" CLASS II BASE COURSE
 - ④ SCARIFIED AND COMPACTED ROAD BED
 - ⑤ GEOTEXTILE FABRIC
 - ⑥ PAVEMENT STRIPING AND REFLECTORIZED MARKERS
 - ⑦ PAVEMENT STRIPING

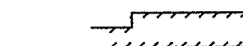
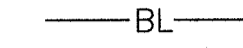


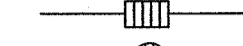

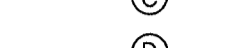

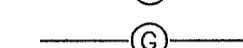
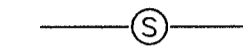
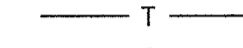
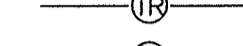


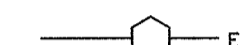
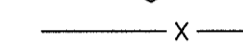
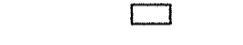
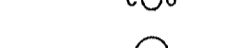
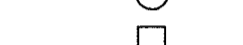



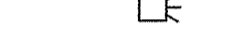
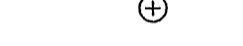
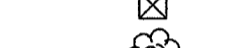
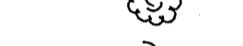








ROADWAY SECTION (BASE BID) **A**
SCALE: N.T.S. C3 THRU C10

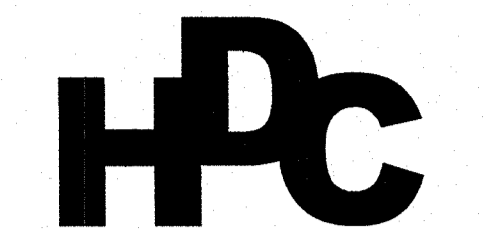
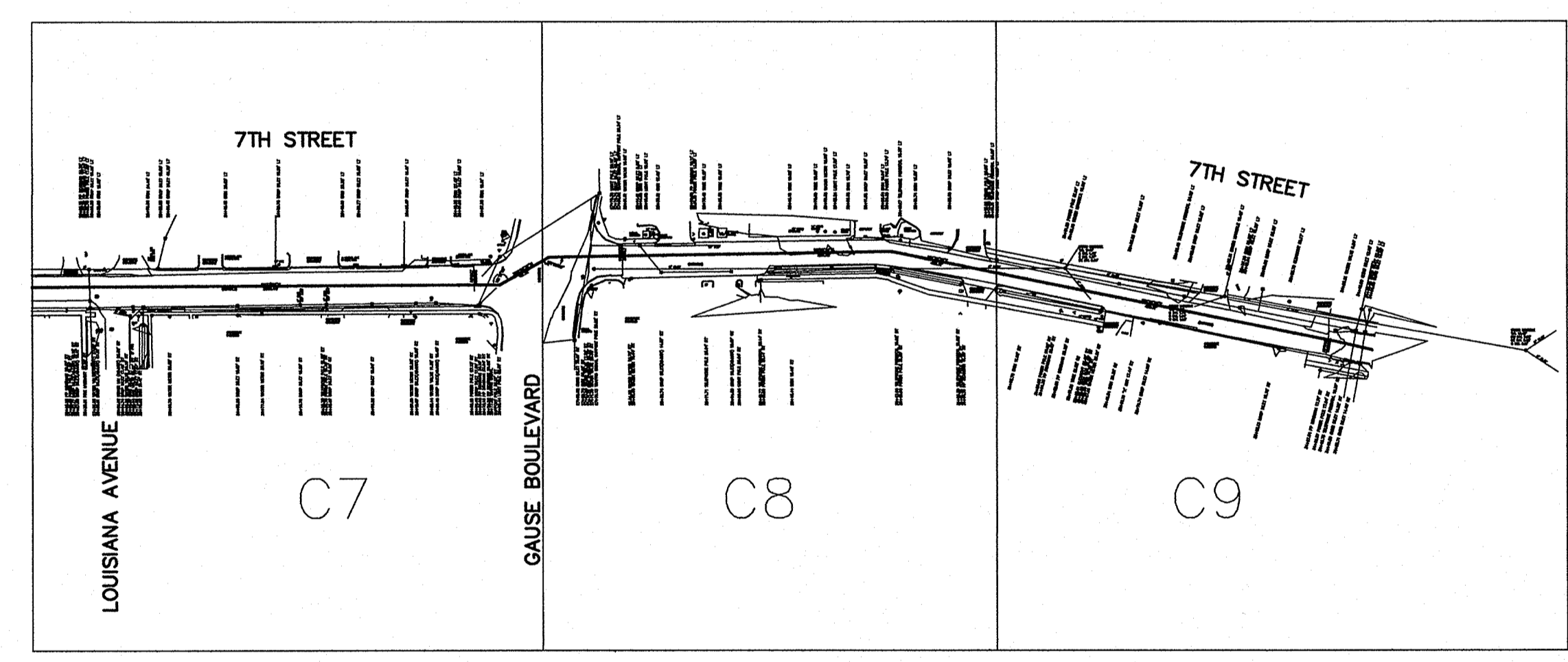
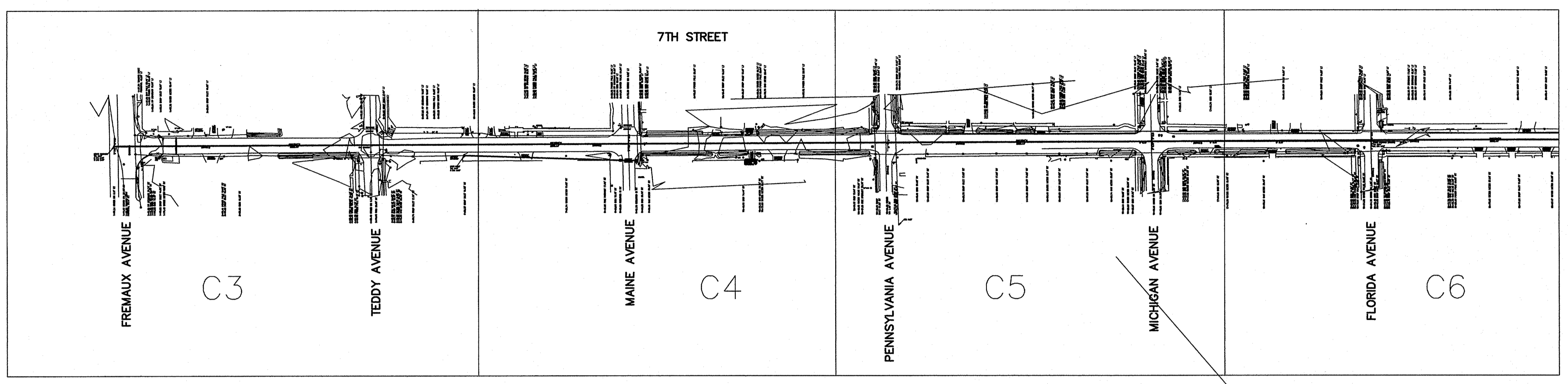
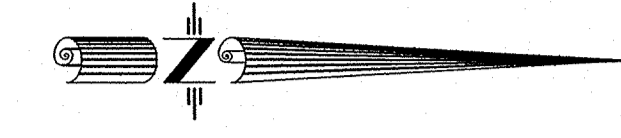


TYPICAL FINISHED SECTION
(DITCH OR CLOSED DRAINAGE)
NOT TO SCALE

- LEGEND:**
- ① 3" ASPHALTIC CONCRETE (WEARING COURSE)
 - ② 4" ASPHALTIC CONCRETE (BINDER COURSE)
 - ③ 6" CLASS II BASE COURSE
 - ④ 12" COMPACTED GRANULAR FILL
 - ⑤ GEOTEXTILE FABRIC
 - ⑥ SCARIFIED AND COMPACTED SUB GRADE
 - ⑦ PAVEMENT STRIPING AND REFLECTORIZED MARKERS
 - ⑧ PAVEMENT STRIPING

ROADWAY SECTION (ALT. BID) **B**
SCALE: N.T.S. C3 THRU C10

-  BUILDING
-  BASELINE
-  EXISTING RIGHT OF WAY
-  CATCH BASIN
-  CULVERT
-  DROP INLET, DRAIN LINE
-  DROP INLET, DRAIN LINE
-  COMMUNICATIONS MANHOLE, COMM. LINE
-  DRAIN MANHOLE, DRAIN LINE
-  ELECTRICAL MANHOLE, ELEC. LINE
-  GAS MANHOLE, GAS LINE
-  SEWER MANHOLE, SEWER LINE
-  TELEPHONE MANHOLE, TELE LINE
-  TRAFFIC MANHOLE, TRAFFIC LINE
-  WATER MANHOLE, WATER LINE
-  UTILITY POLE / OVERHEAD LINES
-  ELECTRIC, TELEPHONE, CABLE TV
-  ELEC TOWER / OVERHEAD LINES
-  FENCE
-  UTILITY BOX
-  UTILITY CLEANOUT
-  UTILITY METER
-  UTILITY PEDESTAL
-  UTILITY VALVE
-  FIRE HYDRANT
-  LIGHT STANDARD
-  TRAFFIC LIGHT
-  SIGN
-  RESIDENTIAL MAILBOX
-  TREE
-  PP DEADMAN
-  WATER METER
-  GAS VALVE
-  CLEANOUT



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Website www.hdaviscole.com
FTP Site [ftp.hdaviscole.com](ftp://ftp.hdaviscole.com)
General Email info@hdaviscole.com

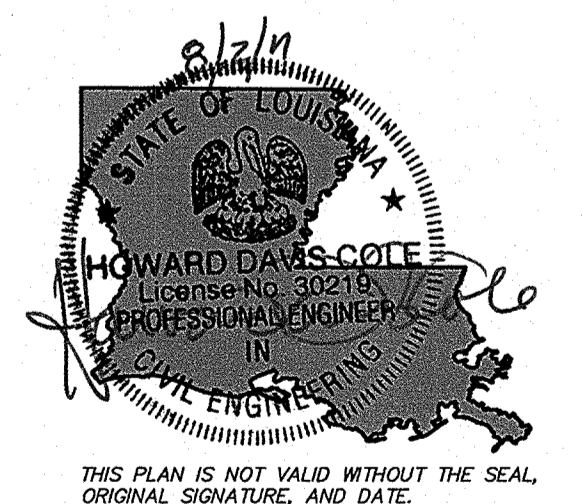
NO.	COMMENT	DATE
1	SCHEMATIC	4/15/11
2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459



THIS PLAN IS NOT VALID WITHOUT THE SEAL, ORIGINAL SIGNATURE, AND DATE.

Sheet Information
Designed: DAM
Drawn: PSC
Approved: SET

Sheet ID **C2**
Sheet Set **4** of **27**

Sheet Name
Plan/Profile
Index

GENERAL NOTES

THE LOCATIONS OF UNDERGROUND AND OTHER NONVISIBLE UTILITIES SHOWN HEREON HAVE BEEN DETERMINED FROM DATA EITHER FURNISHED BY THE AGENCIES CONTROLLING SUCH DATA AND/OR EXTRACTED FROM RECORDS MADE AVAILABLE TO US BY THE AGENCIES CONTROLLING SUCH RECORDS. WHERE FOUND, THE SURFACE FEATURES OF LOCATIONS ARE SHOWN. THE ACTUAL NONVISIBLE LOCATIONS MAY VARY FROM THOSE SHOWN HEREON. EACH AGENCY SHOULD BE CONTACTED RELATIVE TO THE PRECISE LOCATION OF ITS UNDERGROUND INSTALLATION PRIOR TO ANY RELIANCE UPON THE ACCURACY OF SUCH LOCATIONS SHOWN HEREON, INCLUDING PRIOR TO EXCAVATION AND DIGGING.


ALL ELEVATIONS SHOWN REFER TO N.A.V.D. DATUM.
REFERENCE B.M. = 52 V 075 RESET
ELEVATION = 10.6 FEET (2006.81)

The Servitudes and Restrictions shown on this survey are limited to those set forth in the description furnished us and there is no representation that all applicable Servitudes and Restrictions are shown hereon. The surveyor has made no title search or public record search in compiling the data for this survey.

I have consulted the Federal Insurance Administration Flood Hazard Boundary Maps and found this property is not in a Special Flood Hazard Area.

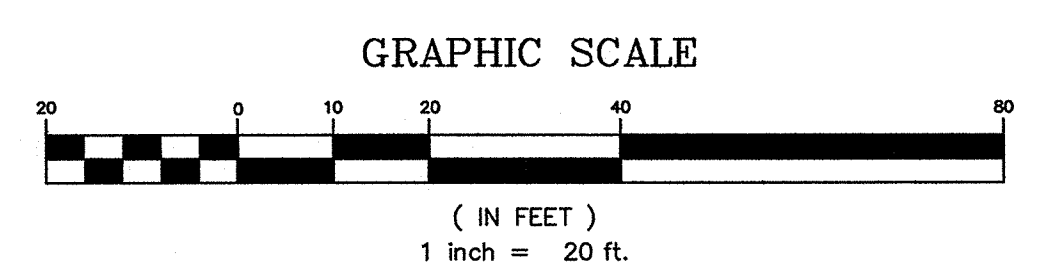
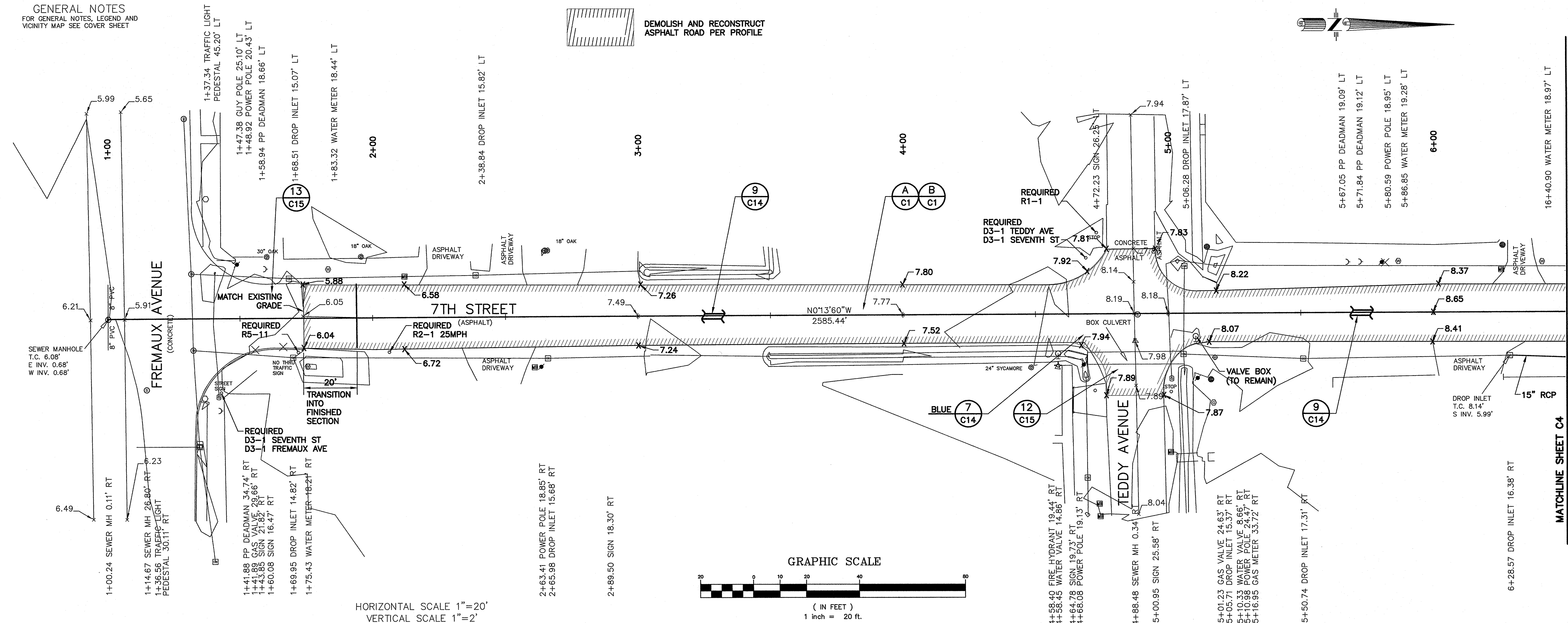
FIRM ZONE: AE
BASE FLOOD ELEV. = 9.00' N.A.V.D. 88
COMMUNITY PANEL NO. 220204 0010 C
MAP DATED/REVISED: APRIL 21, 1999

SURVEY INFORMATION TAKEN FROM SURVEY PREPARED BY BFM CORPORATION, L.L.C., MAY 2011.

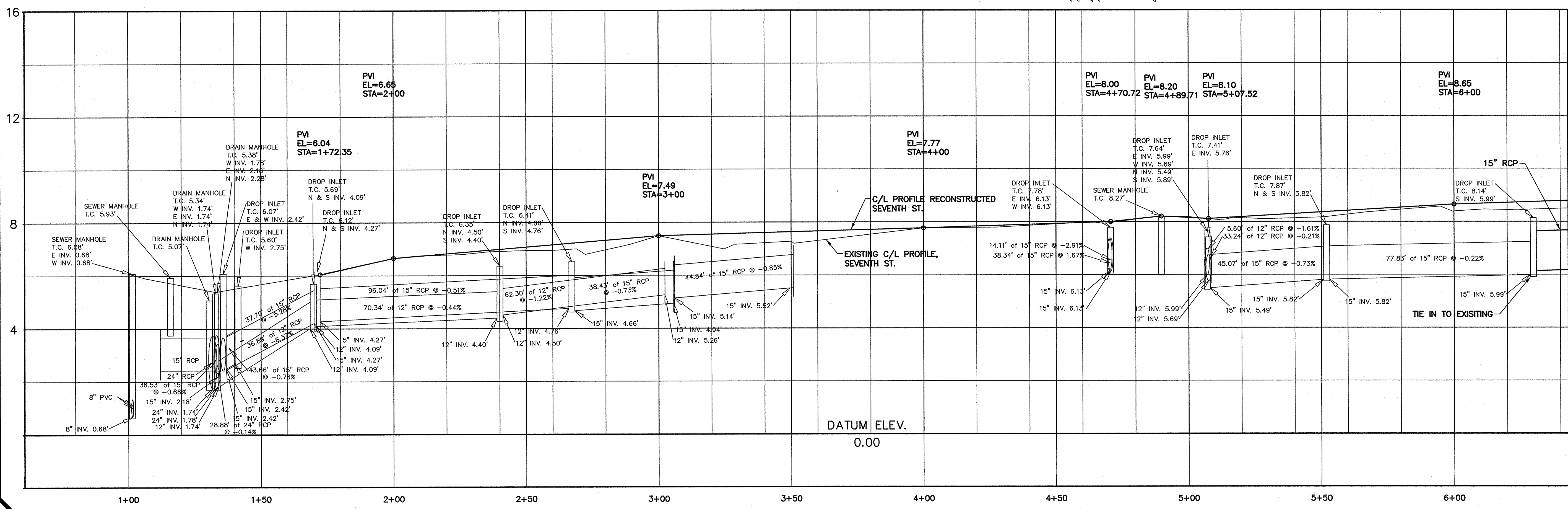
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TICKET NUMBERS: 110134911

GENERAL NOTES
FOR GENERAL NOTES, LEGEND AND
VICINITY MAP SEE COVER SHEET

DEMOLISH AND RECONSTRUCT
ASPHALT ROAD PER PROFILE



HORIZONTAL SCALE 1"=20'
VERTICAL SCALE 1"=2'



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FTP Site ftp.hdaviscole.com
General Email info@hdaviscole.com

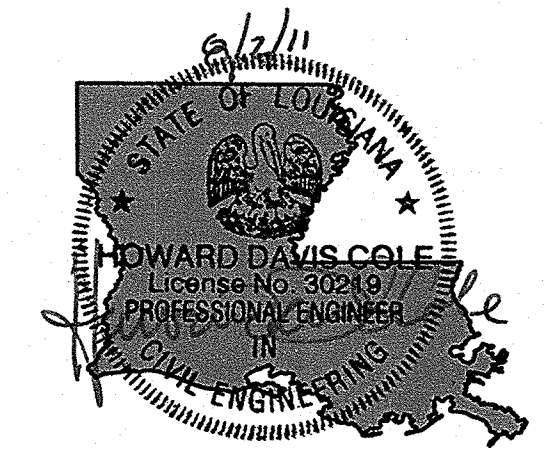
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2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
**Rehabilitation Of
7th Street**

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

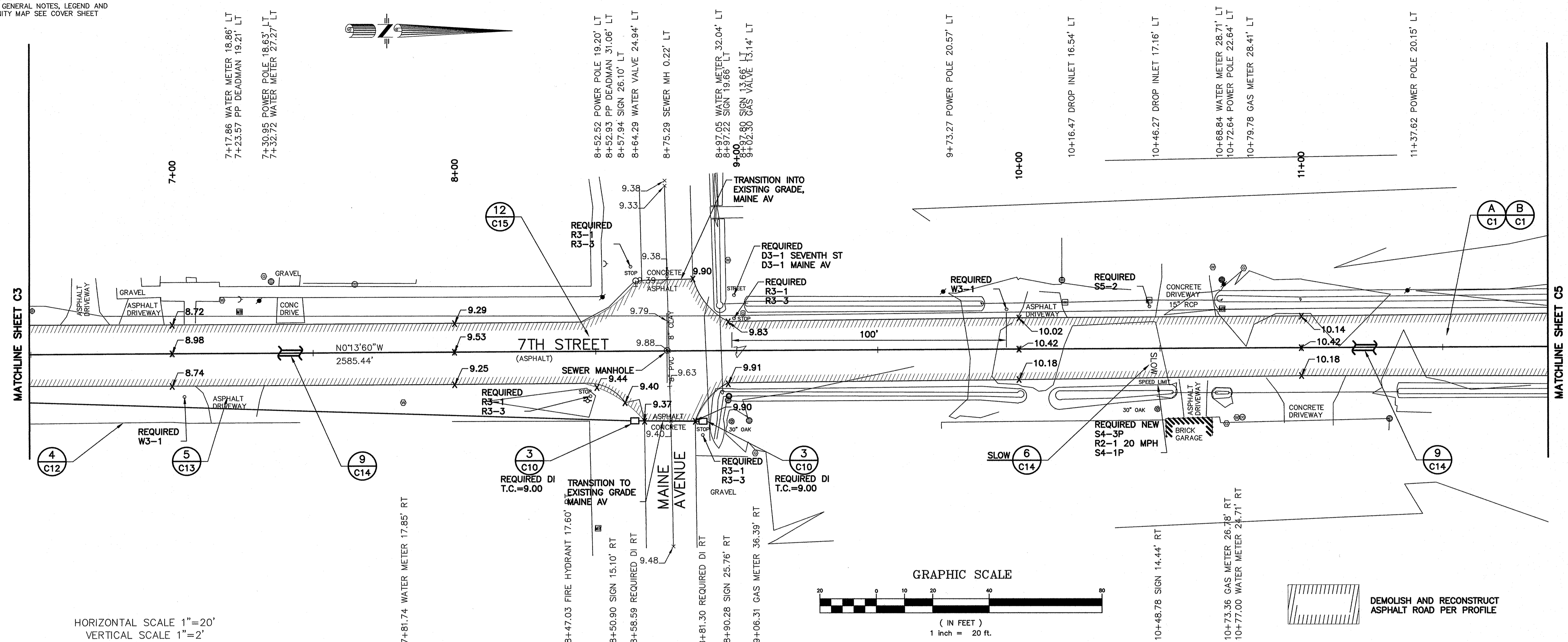
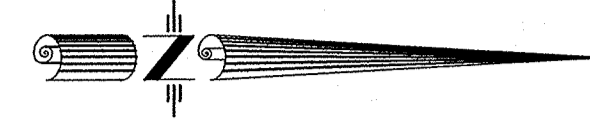
Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459



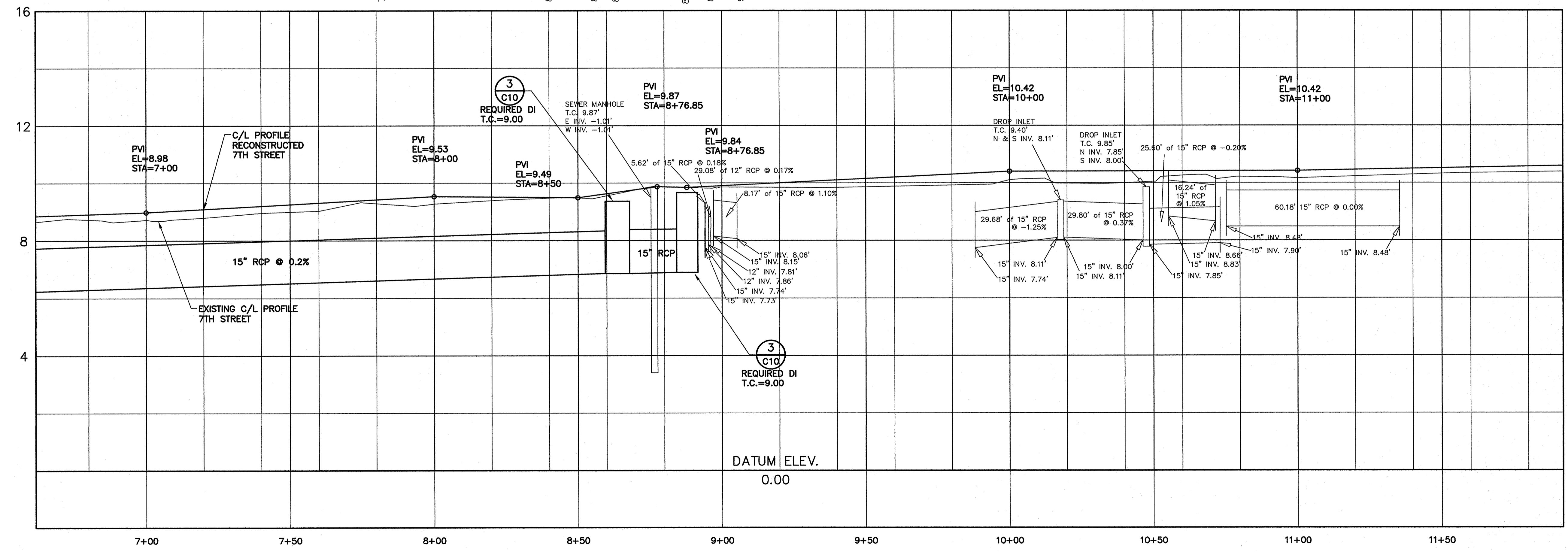
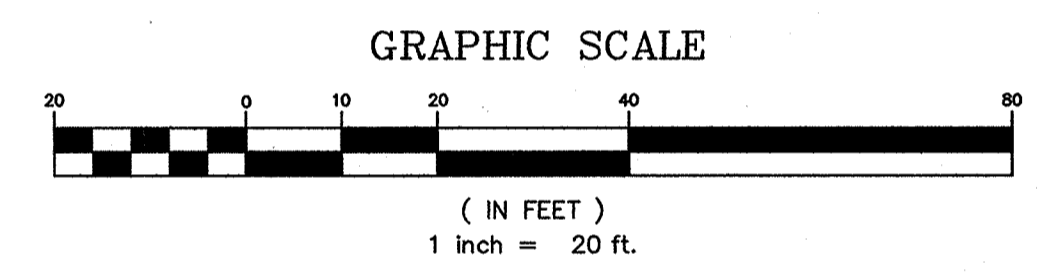
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Approved: SET
Sheet ID **C3**
Sheet Set **5** of **27**
Sheet Name
Plan/Profile

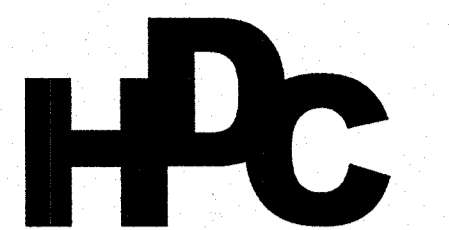
GENERAL NOTES
FOR GENERAL NOTES, LEGEND AND
VICINITY MAP SEE COVER SHEET



HORIZONTAL SCALE 1"=20'
VERTICAL SCALE 1"=2'



DATUM ELEV.
0.00



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Website: www.hdaviscole.com
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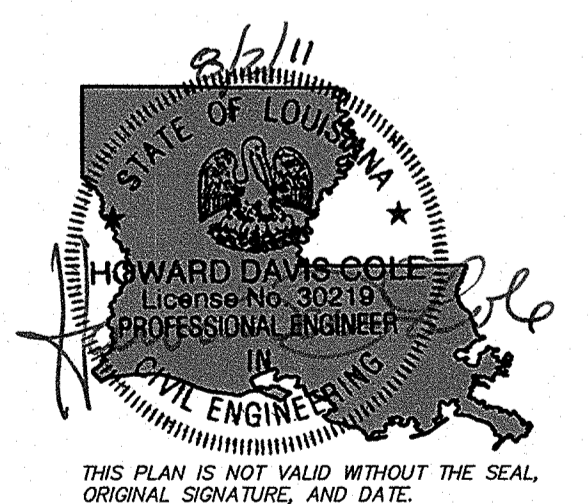
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2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
**Rehabilitation Of
7th Street**

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

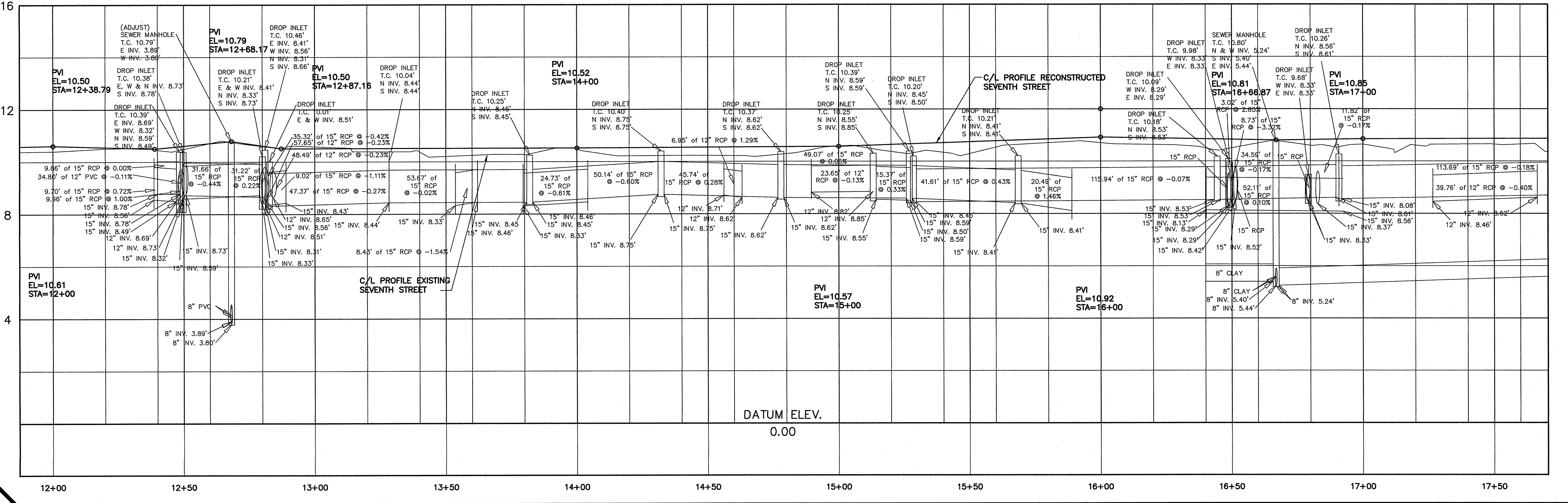
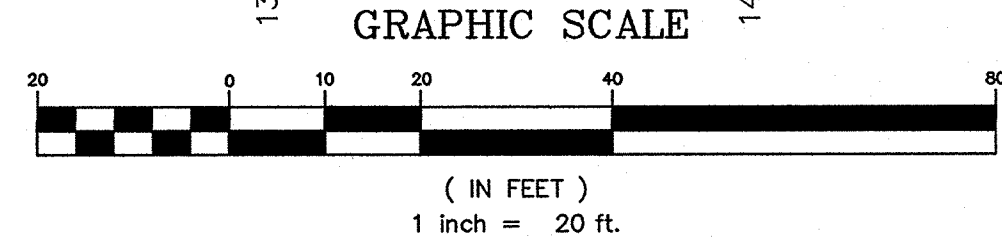
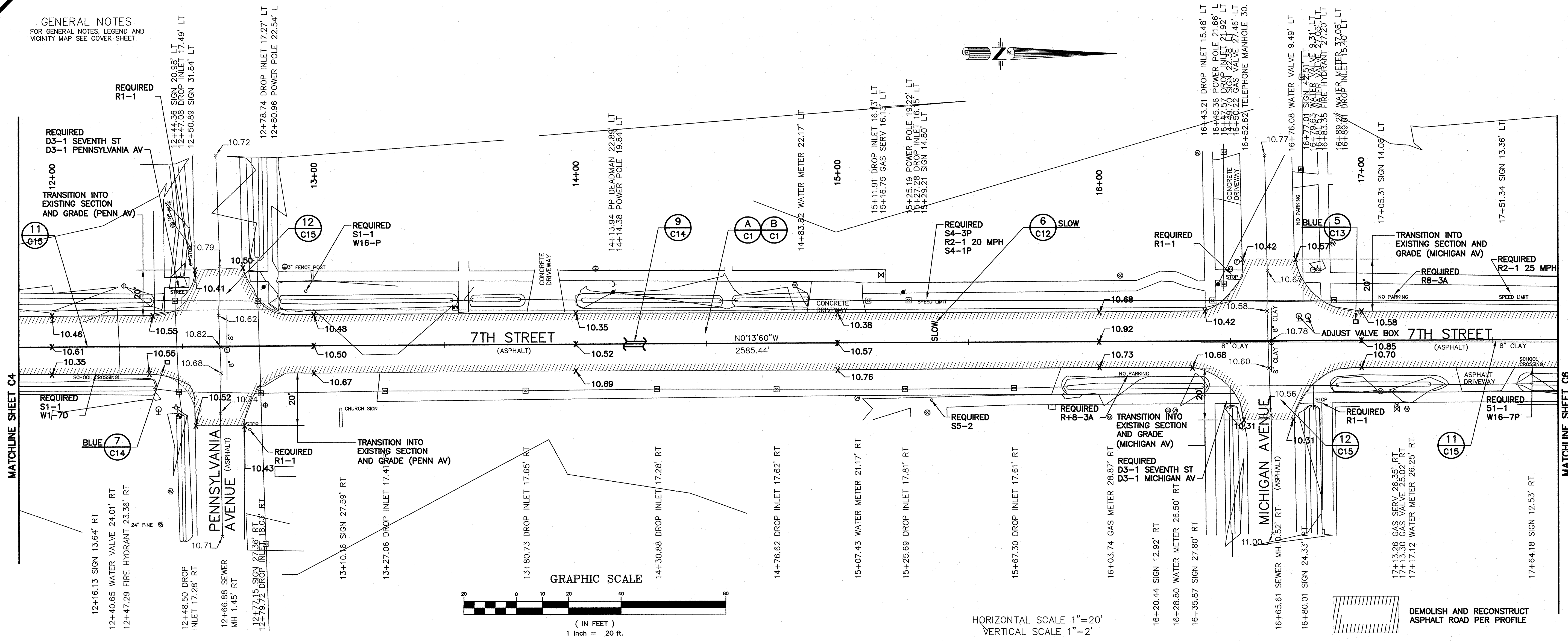
Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459



THIS PLAN IS NOT VALID WITHOUT THE SEAL,
ORIGINAL SIGNATURE, AND DATE.

Sheet Information
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Drawn: PSC
Approved: SET
Sheet ID: **C4**
Sheet Set: **6** of **27**
Sheet Name: *Plan/Profile*

GENERAL NOTES
FOR GENERAL NOTES, LEGEND AND
VICINITY MAP SEE COVER SHEET



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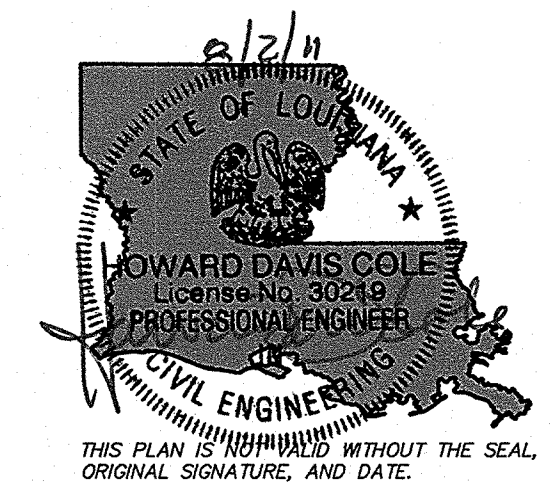
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2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459



Sheet Information
Designed: DAM
Drawn: PSC
Approved: SET
Sheet ID **C5**
Sheet Set **7** of **27**
Sheet Name
Plan/Profile

DEMOLISH AND RECONSTRUCT ASPHALT ROAD PER PROFILE

GENERAL NOTES FOR GENERAL NOTES, LEGEND AND VIGNITY MAP SEE COVER SHEET

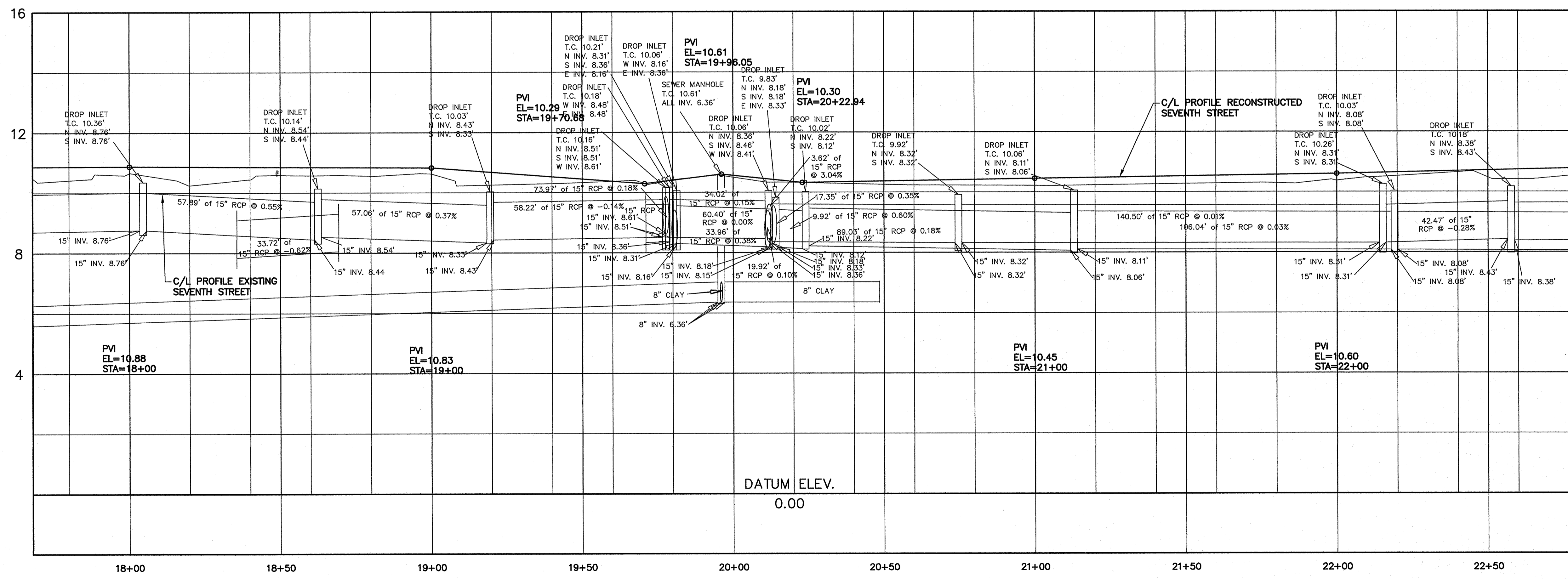
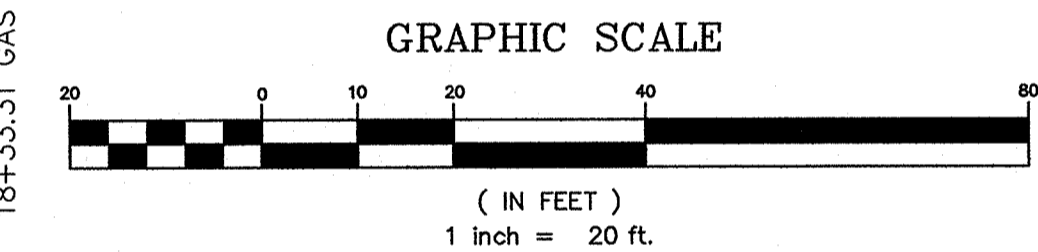
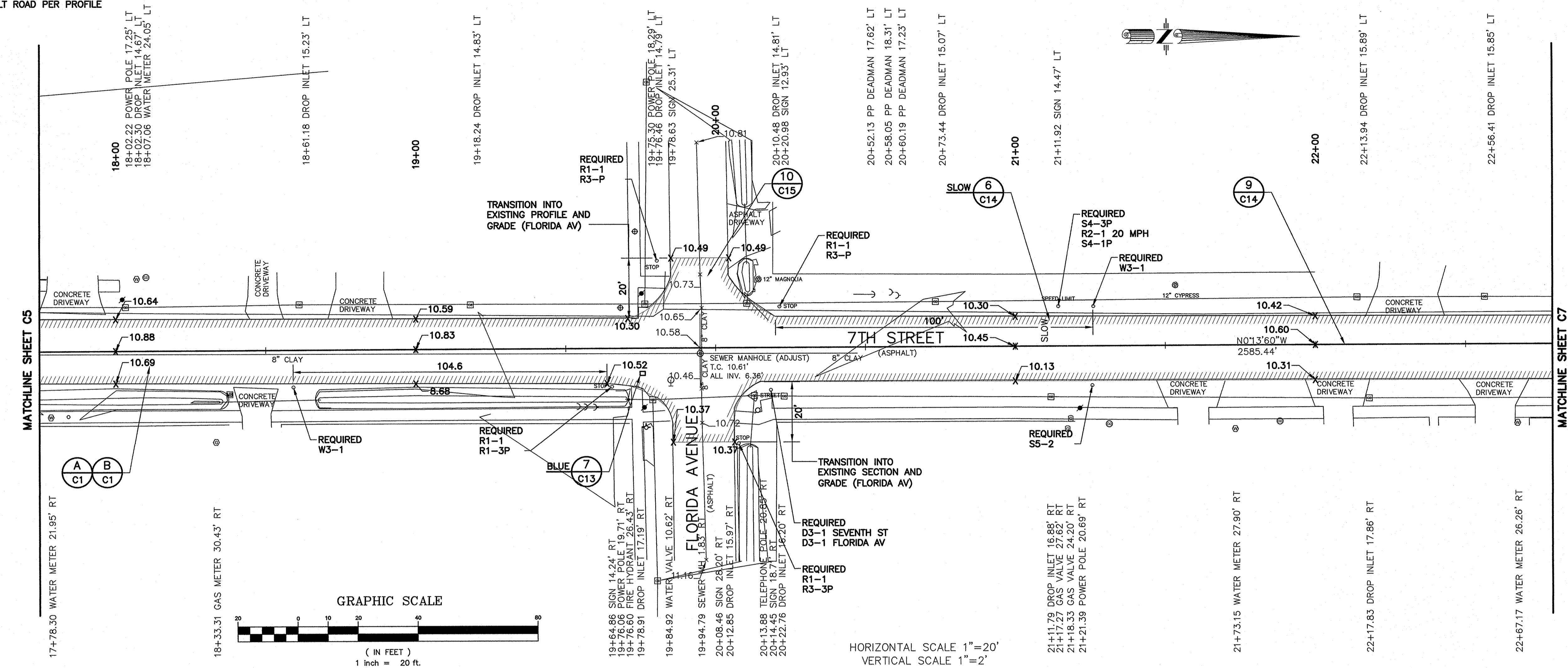


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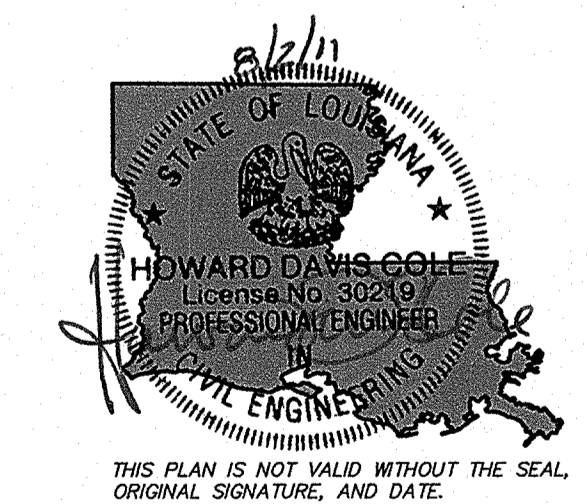
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2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459



Sheet Information
Designed: DAM
Drawn: PSC
Approved: SET

Sheet ID **C6**
Sheet Set **8** of **27**

Sheet Name
Plan/Profile

DEMOLISH AND RECONSTRUCT ASPHALT ROAD PER PROFILE

23+23.15 PP DEADMAN 28.33' LT
23+23.15 POWER POLE 17.60' LT
23+23.15 POWER POLE 17.60' LT
23+26.58 DROP INLET 15.38' LT
23+32.66 SIGN 12.85' LT

23+00

23+78.80 SIGN 24.40' LT

23+86.80 DROP INLET 15.60' LT
23+93.42 DROP INLET 42.20' LT

24+46.12 SIGN 25.03' LT

24+89.75 DROP INLET 16.26' LT

25+48.19 SIGN 23.32' LT

25+59.77 DROP INLET 16.88' LT

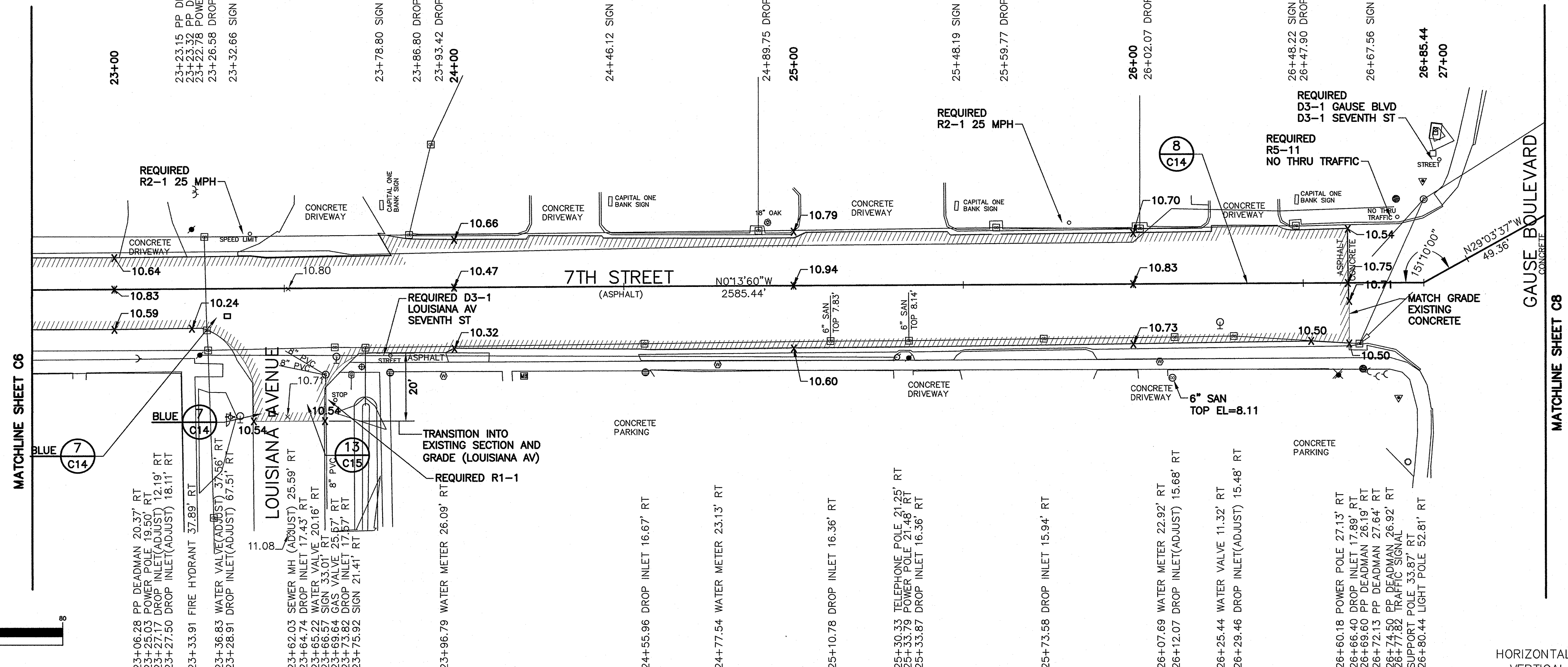
26+02.07 DROP INLET 16.41' LT

26+48.22 SIGN 27.43' LT
26+47.90 DROP INLET 16.96' LT

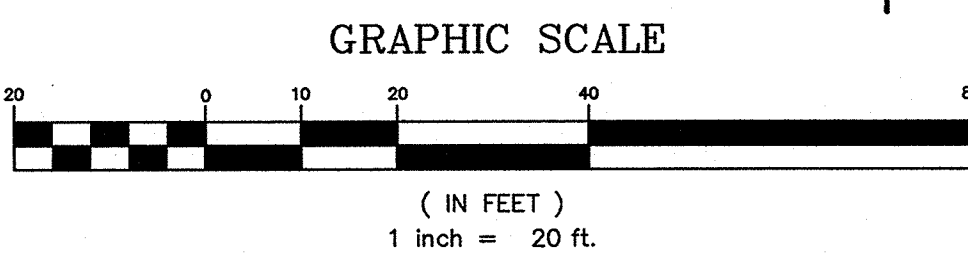
26+67.56 SIGN 19.51' LT

26+85.44

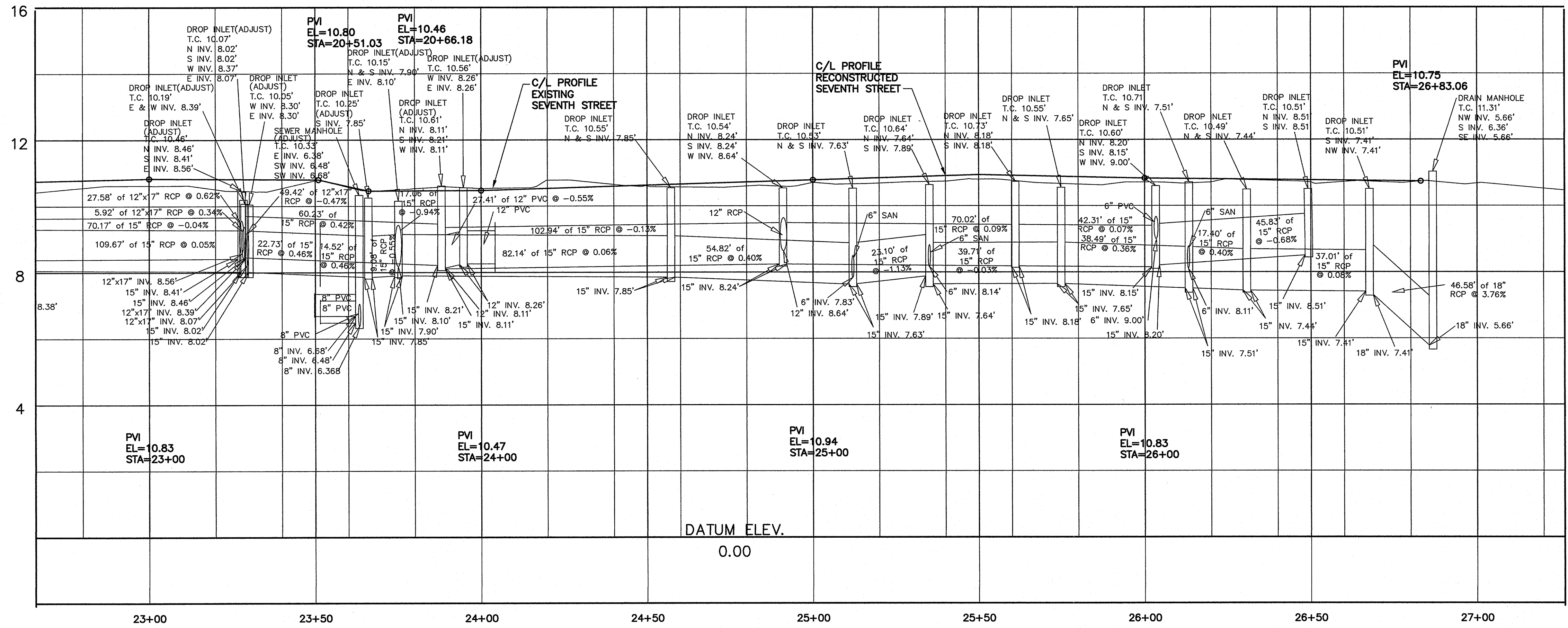
27+00



GENERAL NOTES
FOR GENERAL NOTES, LEGEND AND
VICINITY MAP SEE COVER SHEET



HORIZONTAL SCALE 1"=20'
VERTICAL SCALE 1"=2'



HDC
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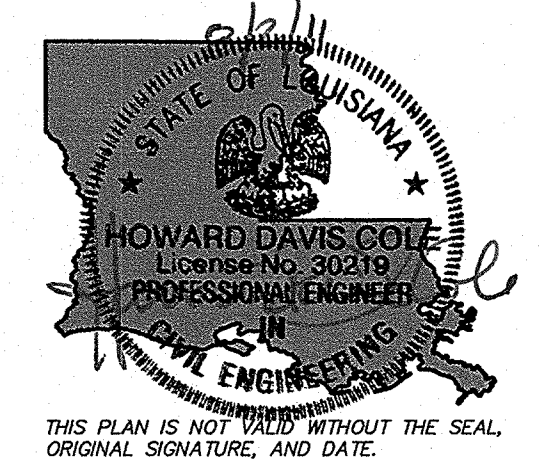
NO.	COMMENT	DATE
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2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
**Rehabilitation Of
7th Street**

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459

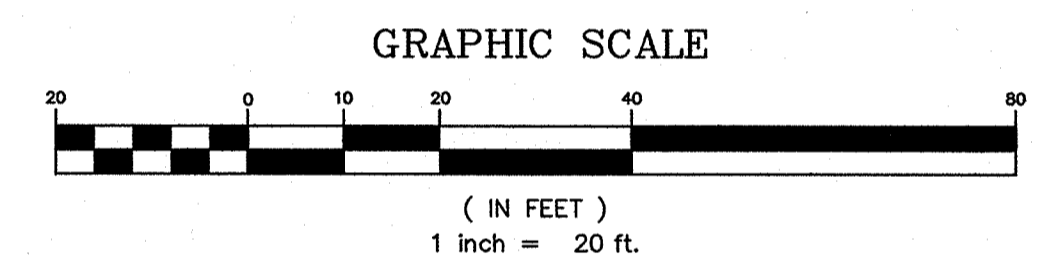
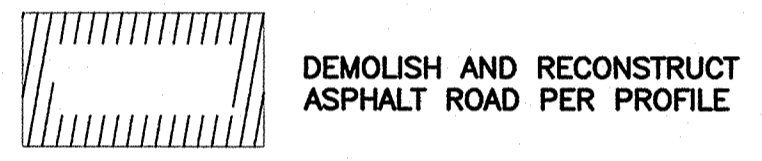
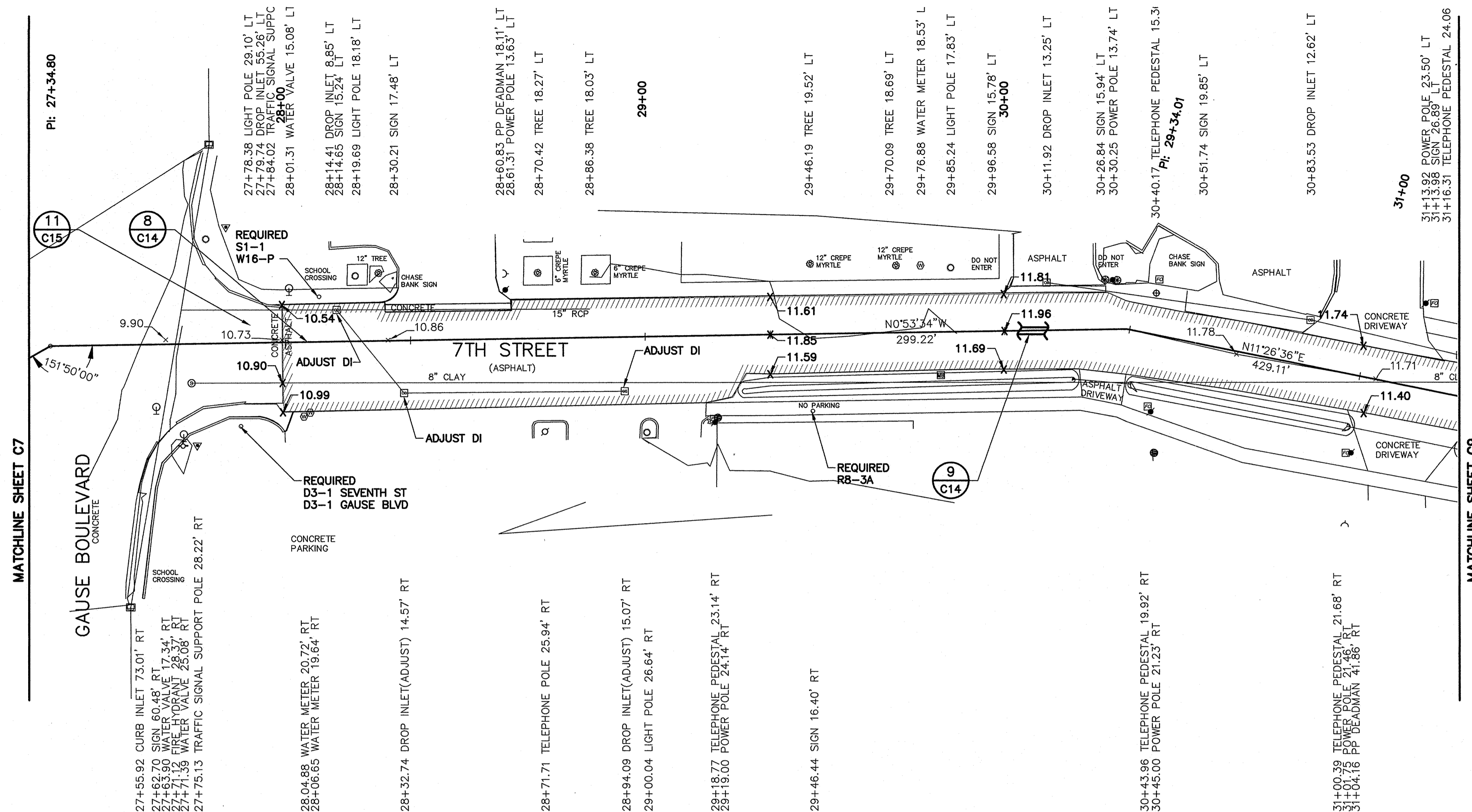


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Drawn: PSC
Approved: SET

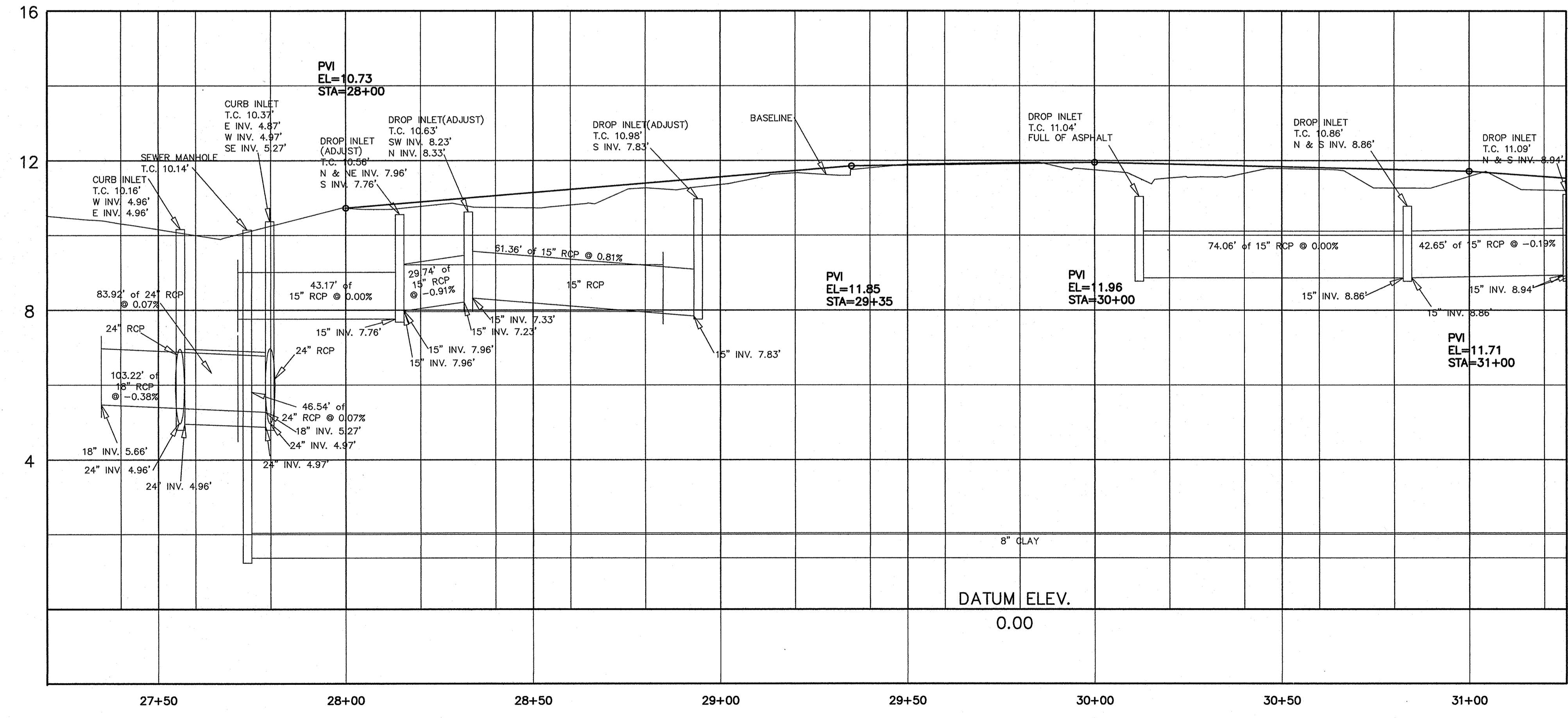
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Sheet Set **9** of **27**

Sheet Name
Plan/Profile

GENERAL NOTES
FOR GENERAL NOTES, LEGEND AND
VICINITY MAP SEE COVER SHEET



HORIZONTAL SCALE 1"=20'
VERTICAL SCALE 1"=2'



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WEBSITE
Website www.hdaviscole.com
FTP Site ftp.hdaviscole.com
General Email info@hdaviscole.com

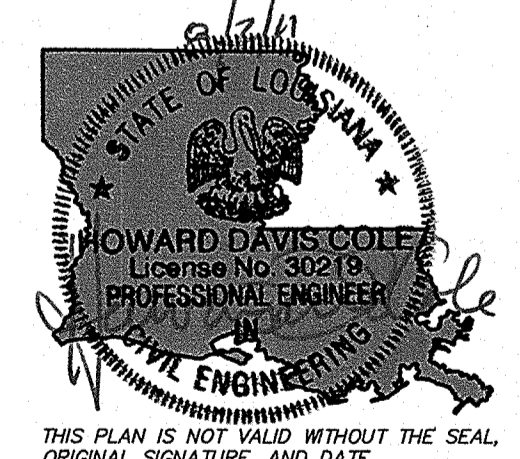
NO.	COMMENT	DATE
1	SCHEMATIC	4/15/11
2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
**Rehabilitation Of
7th Street**

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

Client
*City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459*

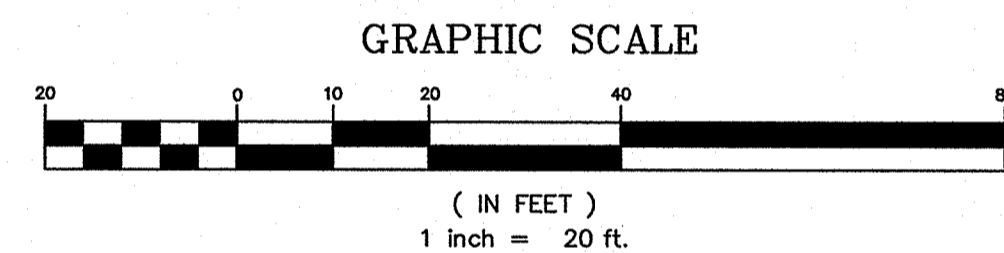
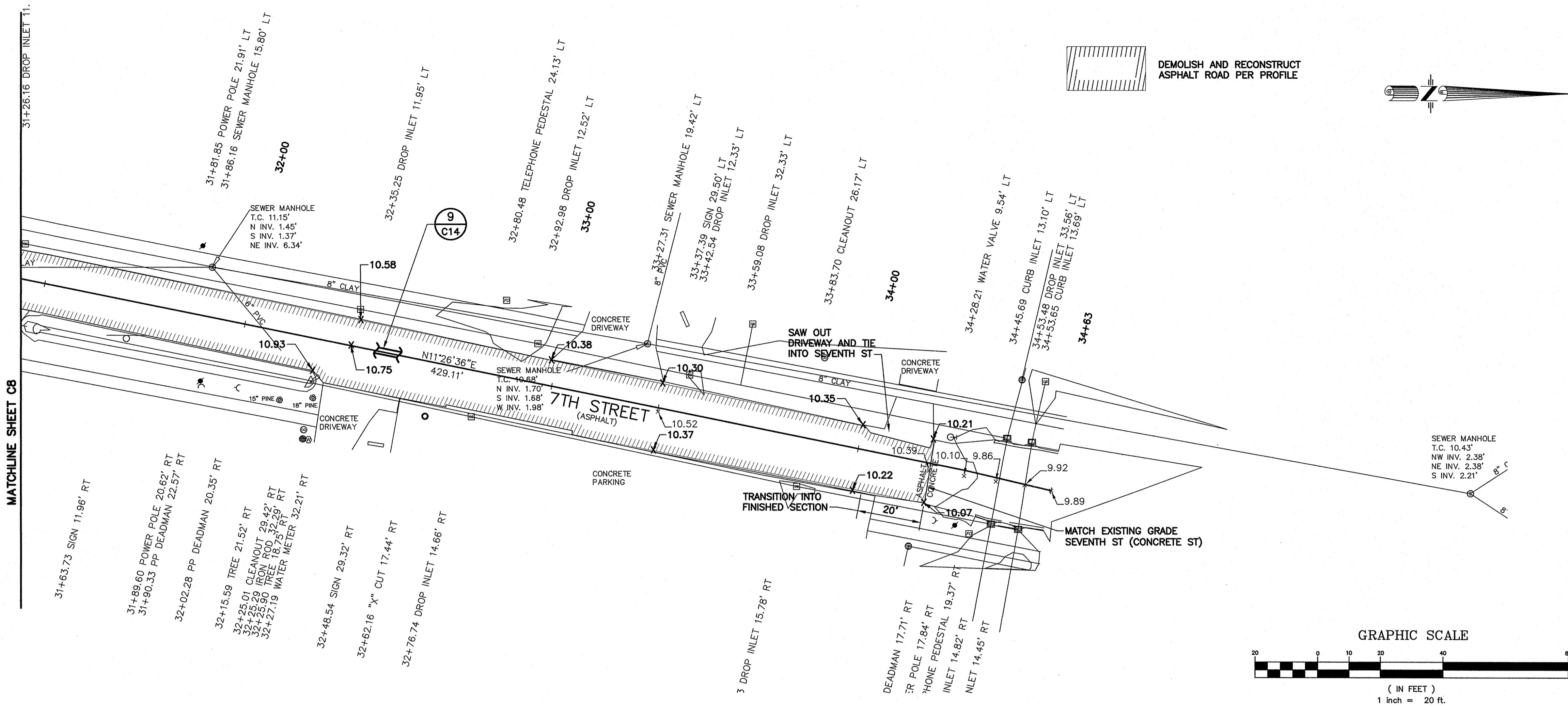


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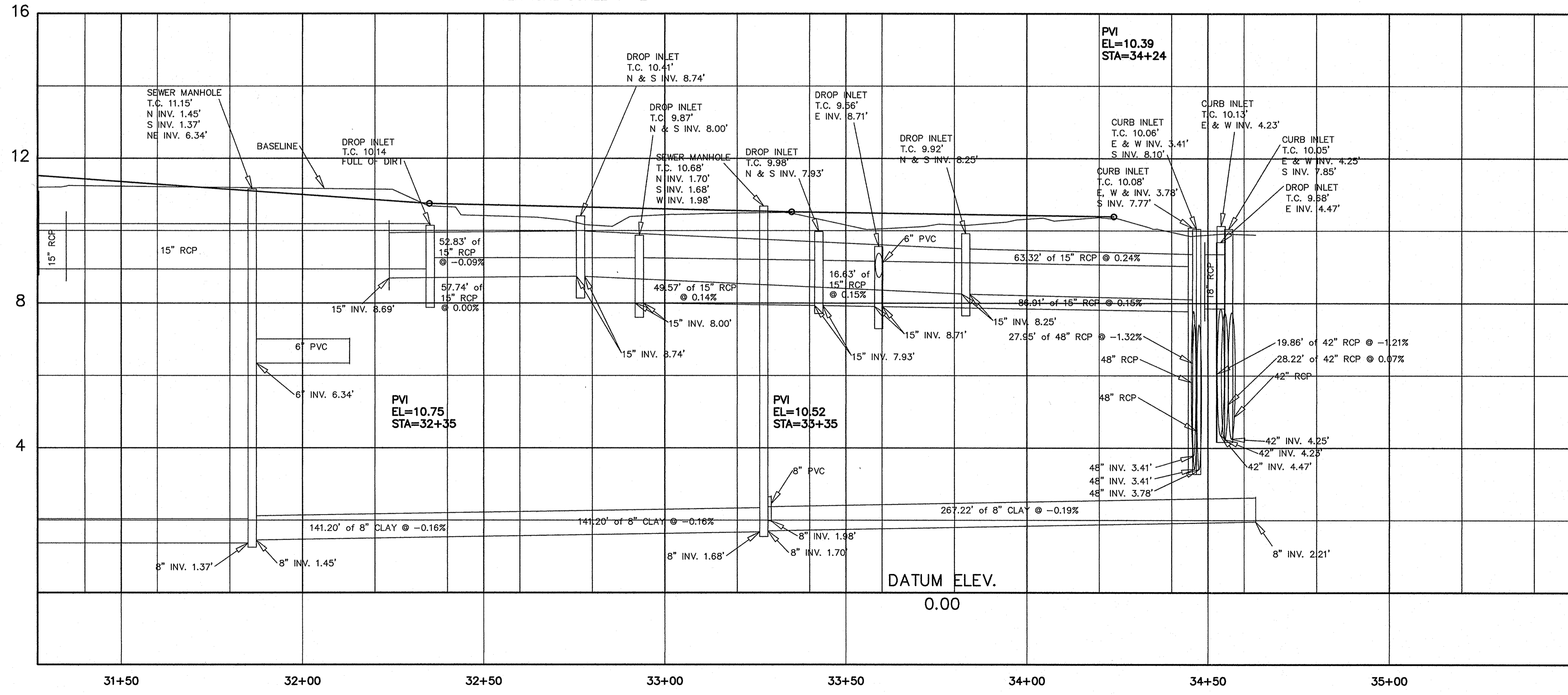
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Sheet ID **C8**
Sheet Set **10 of 27**
Sheet Name
Plan/Profile

GENERAL NOTES
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VICINITY MAP SEE COVER SHEET



HORIZONTAL SCALE 1"=20'
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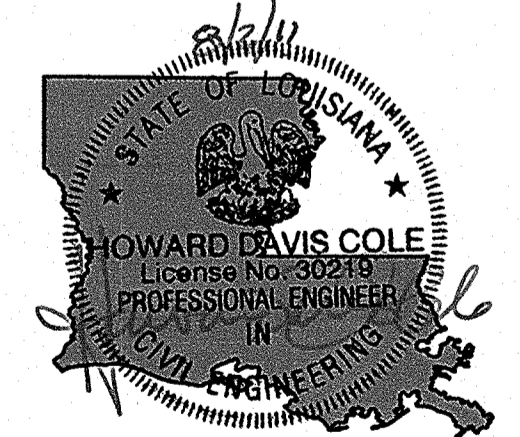
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Project Name
**Rehabilitation Of
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Project Location
City Of Slidell, LA

HDC Project Number
2010-10

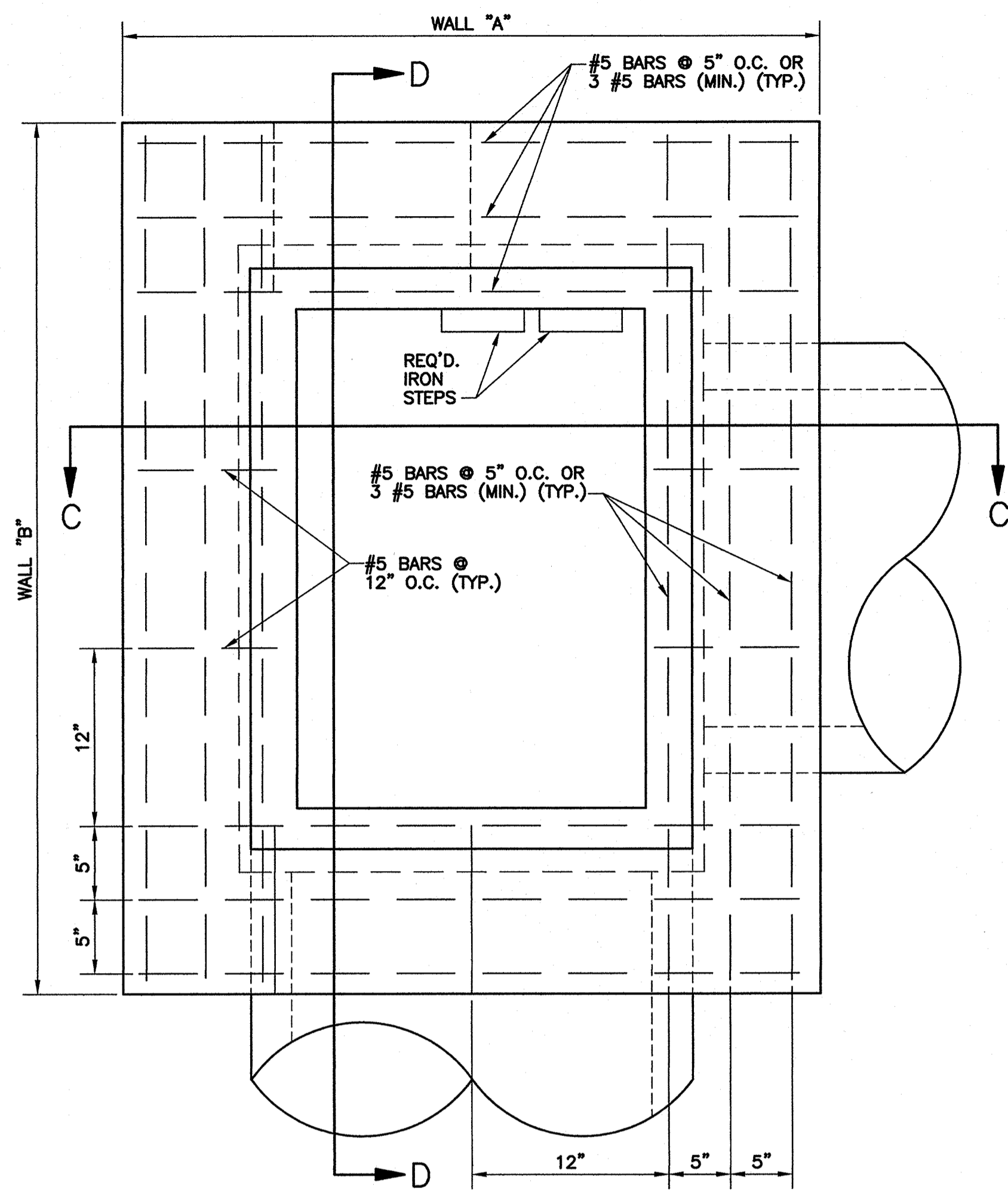
Client
*City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459*



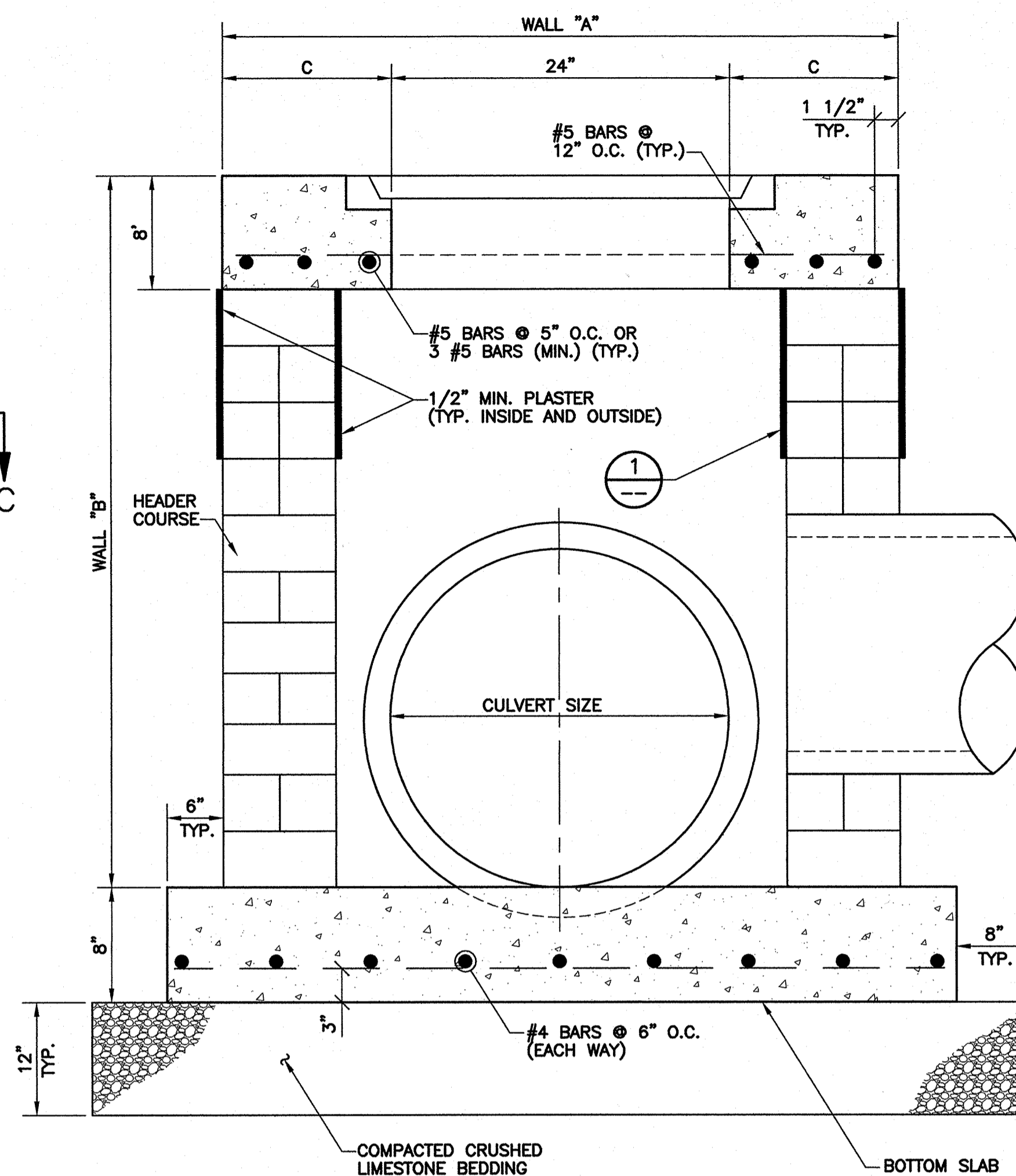
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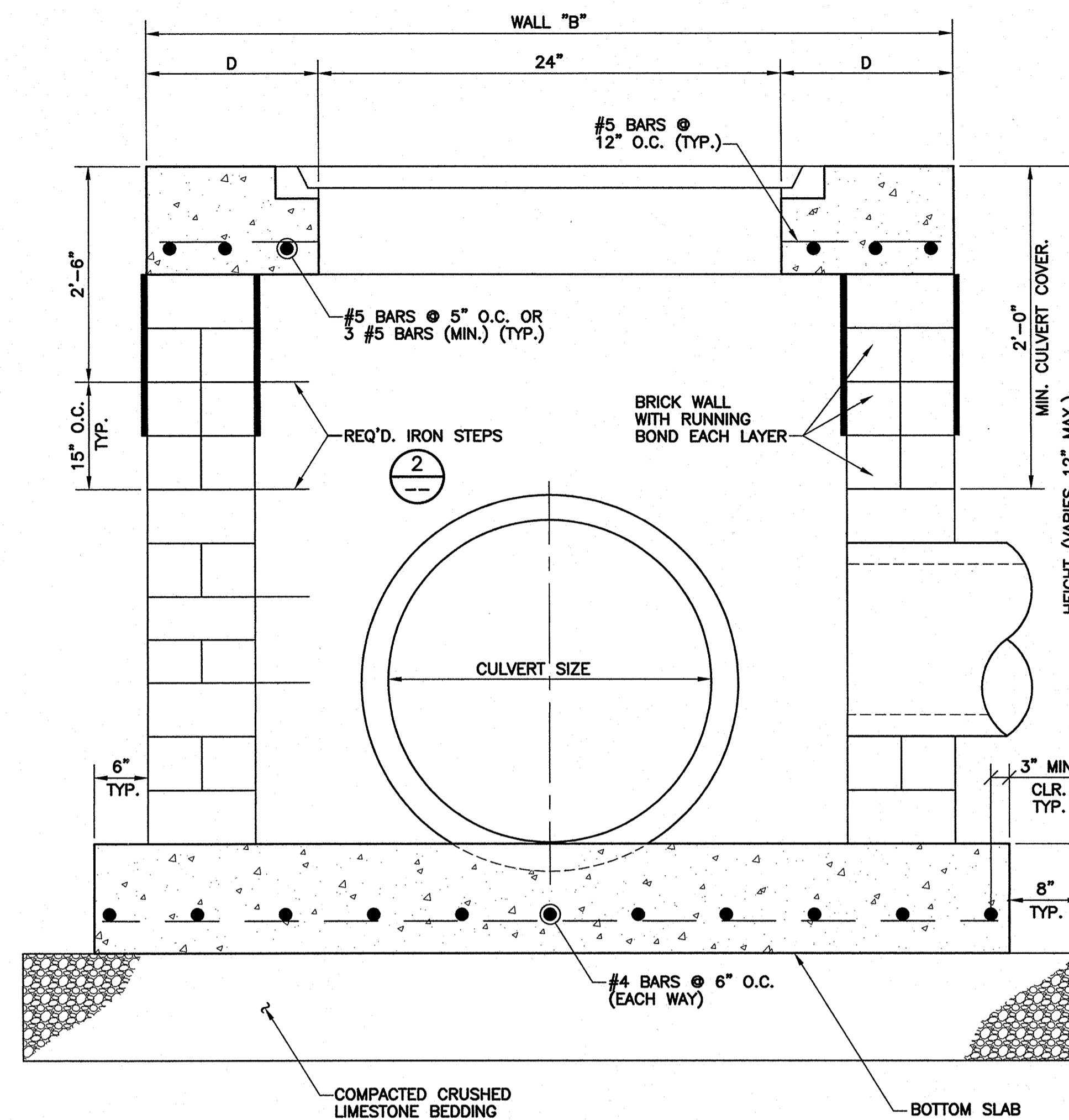
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Sheet Set **11** of **27**
Sheet Name
Plan/Profile



PLAN VIEW



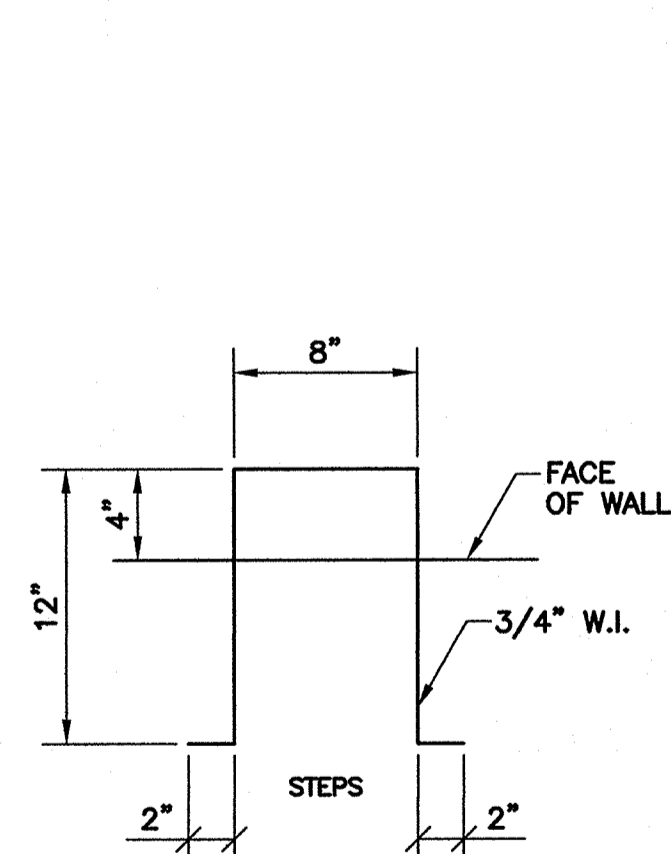
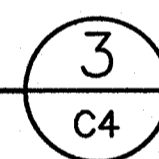
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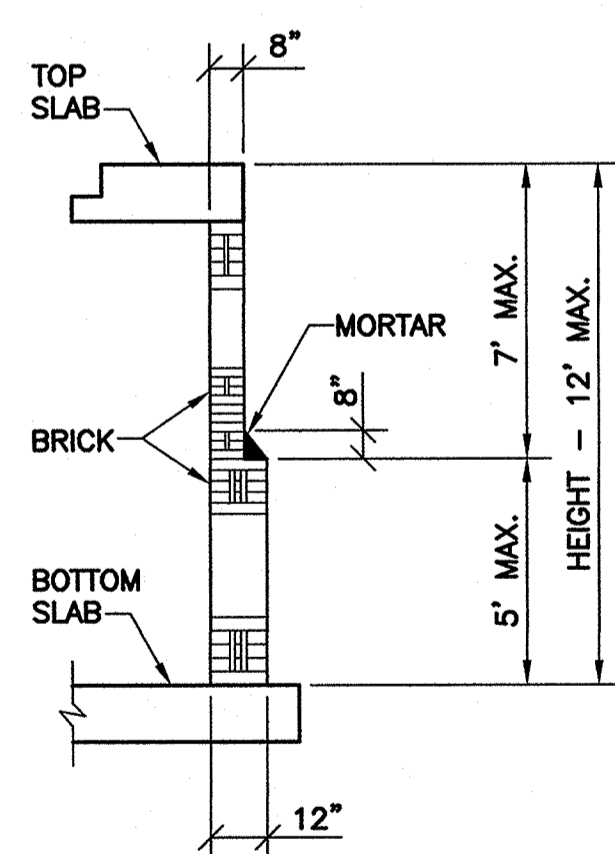
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DROP INLET

SCALE: N.T.S.



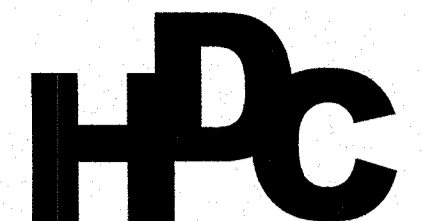
DETAIL 1
SCALE: N.T.S.



DETAIL 2
SCALE: N.T.S.

NOTES:

- 1) CULVERT SIZE SHOWN PERTAIN TO (BELL AND SOCKET) PIPE (UNLESS OTHERWISE SPECIFIED)
- 2) CONCRETE STRENGTH TO BE 3,000 PSI (MIN.) AT 28 DAYS. MASONRY (BRICK) PAVERS TO BE 10,000 PSI.
- 3) DIMENSIONS FOR BOTTOM SLAB A PER DIMENSIONS FOR WALLS "A" AND "B".
- 4) WHEN BOX IS 7'-0" OR LESS IN HEIGHT, WALLS TO BE 8" THICK. WHEN BOX HEIGHT IS GREATER THAN 7'-0" BUT LESS THAN 12'-0", SEE DETAIL "A".
- 5) WIDTH OF SHELL; BEDDING SHALL BE AS PER DIMENSIONS SHOWN FOR WALLS "A" AND "B" PLUS 2'-0".
- 6) ALL MASONRY TO BE LAID WITH RUNNING BOND AND HEADER COURSE (EVERY FOURTH LAYER).
- 7) ALL WALLS TO BE PLASTERED INSIDE AND OUTSIDE (1/2" MIN. THICKNESS).
- 8) ALL GRATES AND FRAMES SHALL BE VULCAN FOUNDRY OR APPROVED EQUAL. ALL CAST IRON TYPE AND WITHOUT PAINT.
- 9) BRICK CATCH BASINS SHALL BE WRAPPED IN GEOTEXTILE FABRIC PRIOR TO BACKFILL.
- 10) CONTRACTOR MAY ELECT TO PROVIDE PRE-CAST CATCH BASINS AT NO ADDITIONAL COST TO OWNER.



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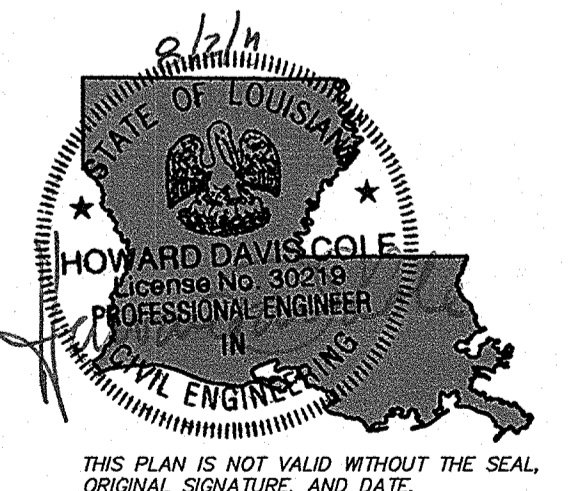
NO.	COMMENT	DATE
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2	100% DESIGN	5/13/11
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Project Name
**Rehabilitation Of
7th Street**

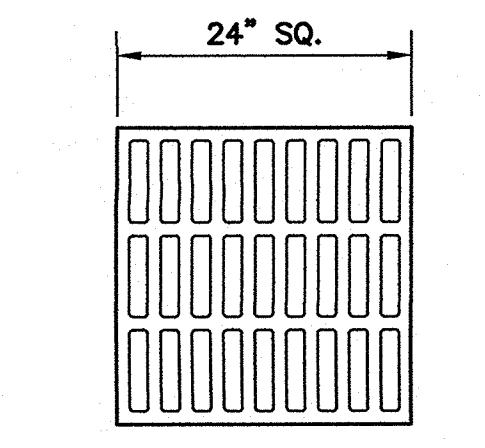
Project Location
City Of Slidell, LA

HDC Project Number
2010-10

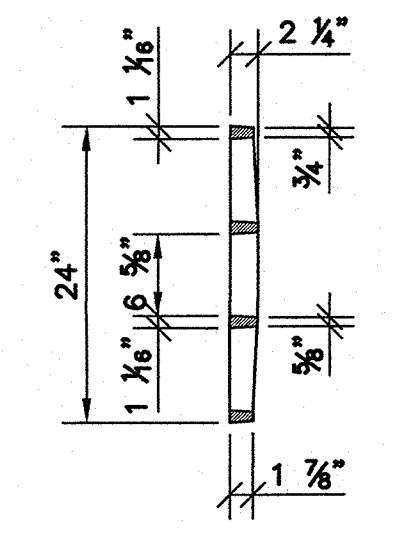
Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459



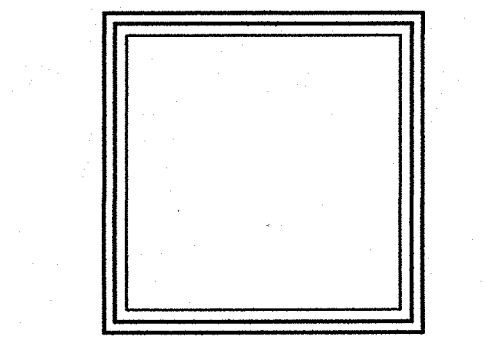
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Drawn: PSC
Approved: SET
Sheet ID: **C10**
Sheet Set: **12** of **27**
Sheet Name
Drainage Details
Sheet 1 of 3



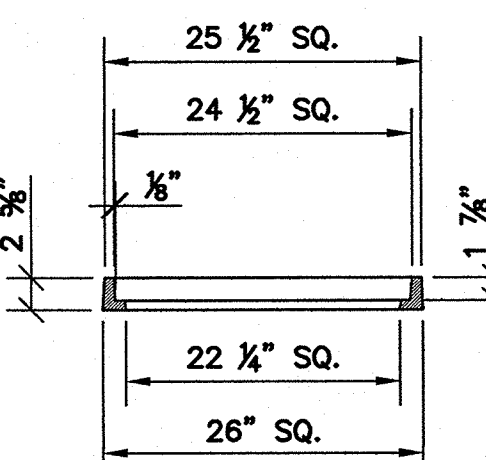
GRATE TOP VIEW



GRATE SECTION



FRAME TOP VIEW



FRAME SECTION

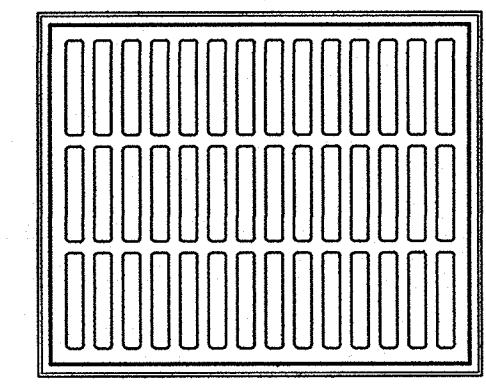
SQUARE D.I.
SCALE: N.T.S.

NOTE:
ALL GREY CASTINGS FOR MANHOLES AND CATCH BASINS OF ALL TYPES SHALL CONFORM TO THE REQUIREMENTS OF A.S.T.M. A-48, CLASS 30, AND SHALL BE FURNISHED WITHOUT PAINT (AASHTO #306-891)

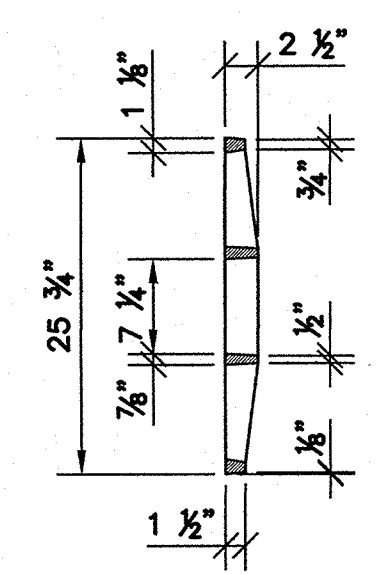
SQUARE GRATE							
CULVERT SIZE	BOTTOM SLAB	TOP SLAB (A & B)	C & D	CULVERT SIZE	BOTTOM SLAB	TOP SLAB	C & D
12" DIA.	4'-2"x4'-2"	3'-2"x3'-2"	7 7/8"	21" DIA.x24" DIA.	5'-0"x5'-0"	4'-6"x4'-6"	15 7/8"
15" DIA.	4'-4"x4'-4"	3'-4"x3'-4"	8 7/8"	27" DIA.x30" DIA.	6'-0"x6'-0"	5'-0"x5'-0"	18 7/8"
18" DIA.	4'-6"x4'-6"	3'-6"x3'-6"	9 7/8"	36" DIA.	6'-6"x6'-6"	5'-6"x5'-6"	21 7/8"

NOTE:
SOLID COVERS ARE AVAILABLE ON REQUEST.

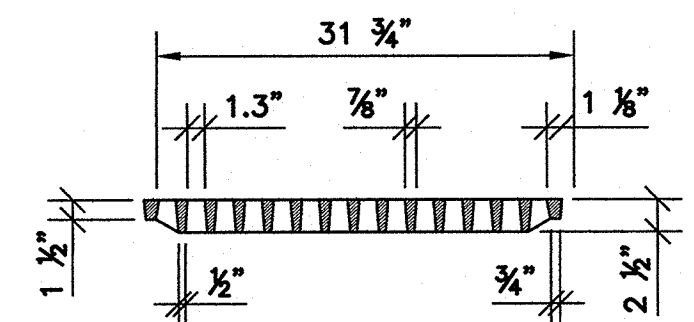
B & S - BELL & SPIGOT
T & G - TONGUE & GROOVE
W.I. = WROUGHT IRON



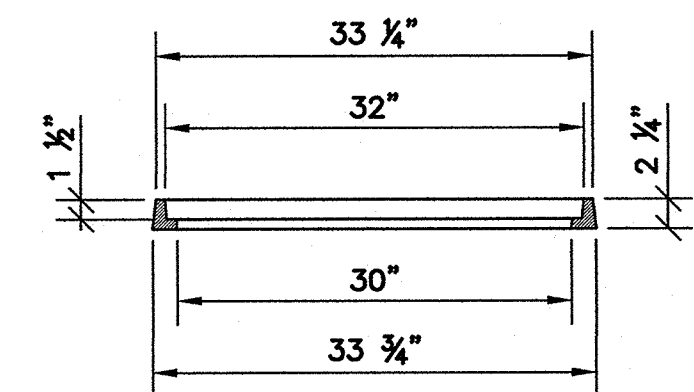
FRAME AND GRATE TOP VIEW



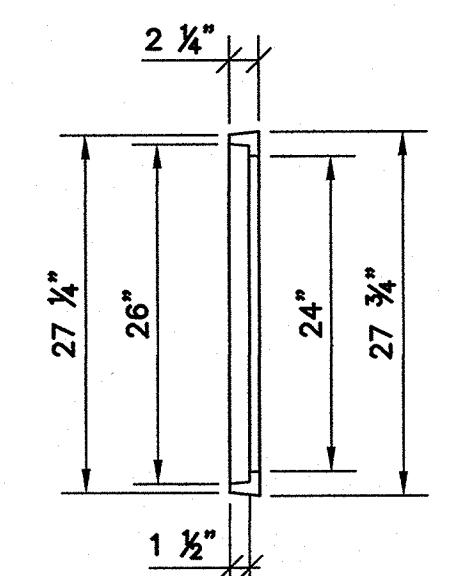
GRATE SECTION



GRATE SECTION



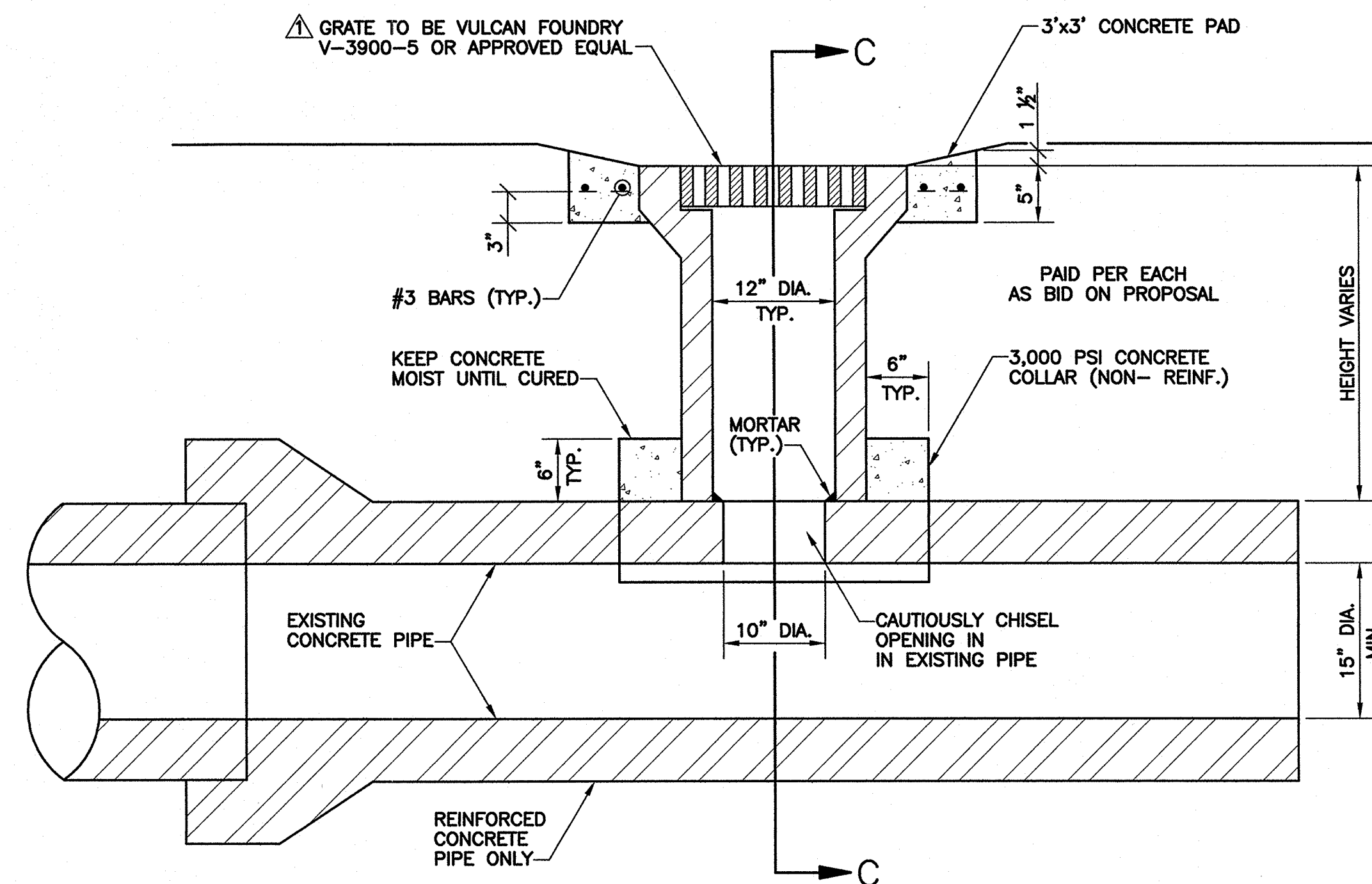
FRAME SECTION



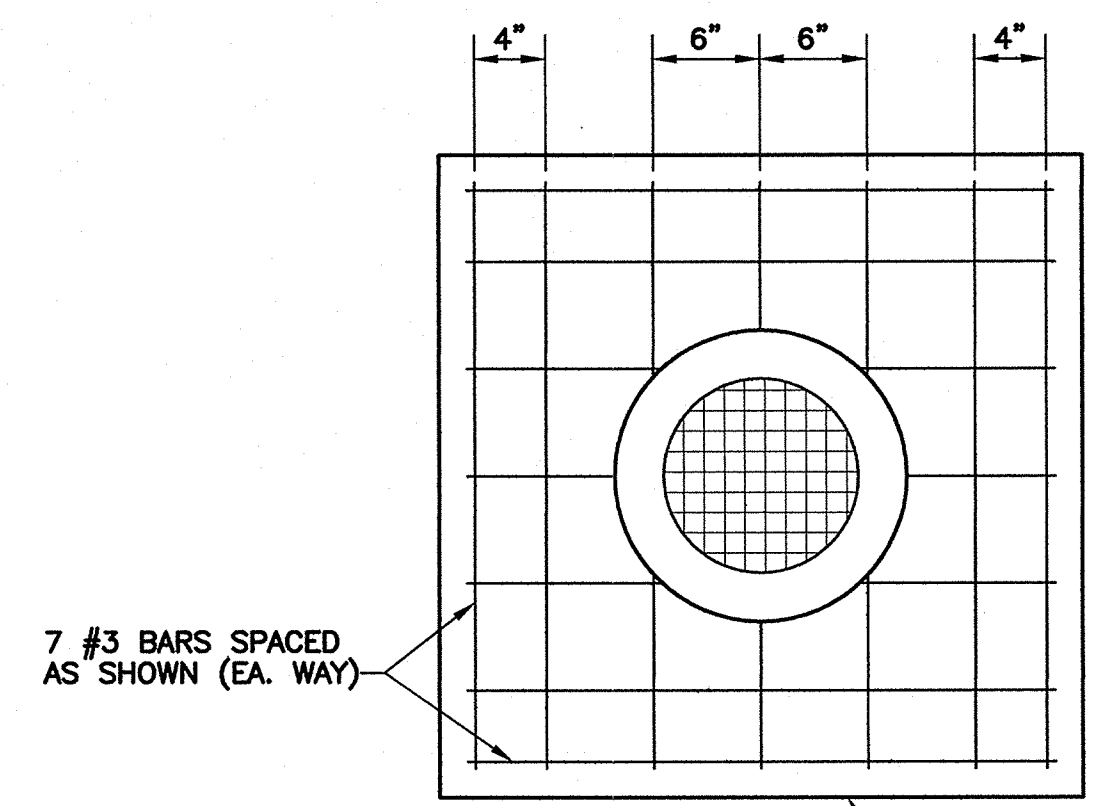
FRAME SECTION

RECTANGULAR D.I.
SCALE: N.T.S.

DROP INLET (CONT.)
SCALE: N.T.S.

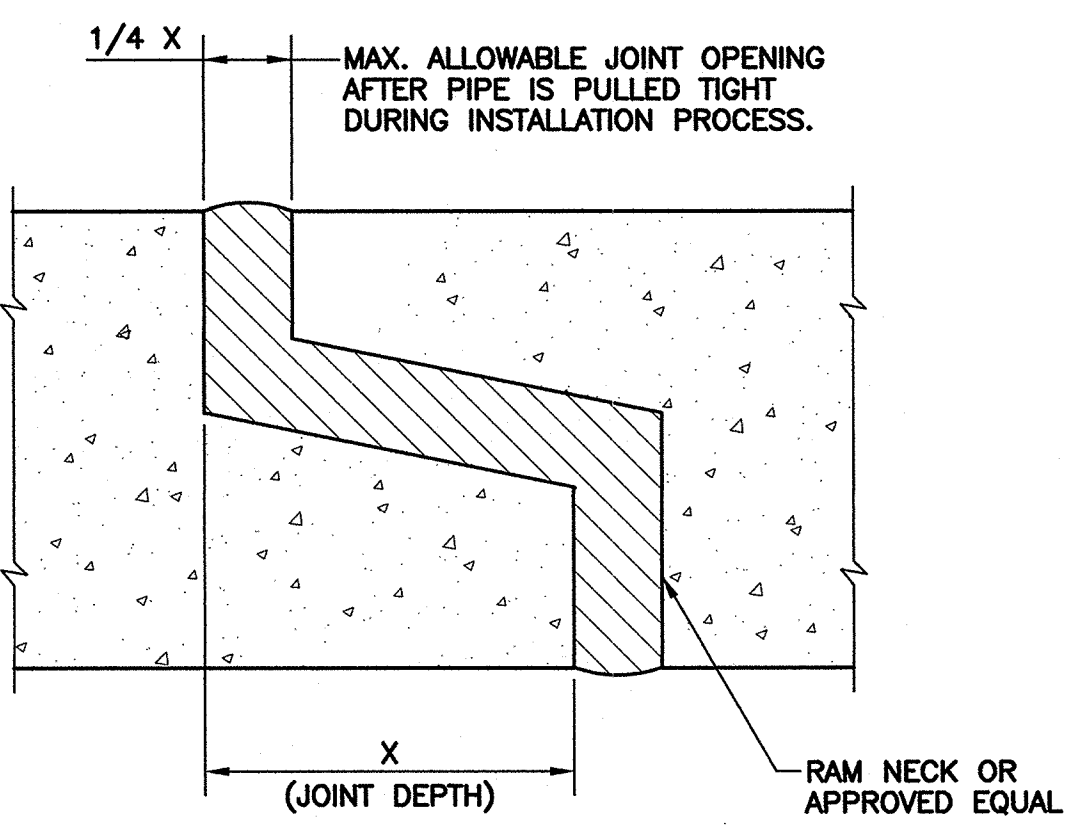


TEE INLET DETAIL
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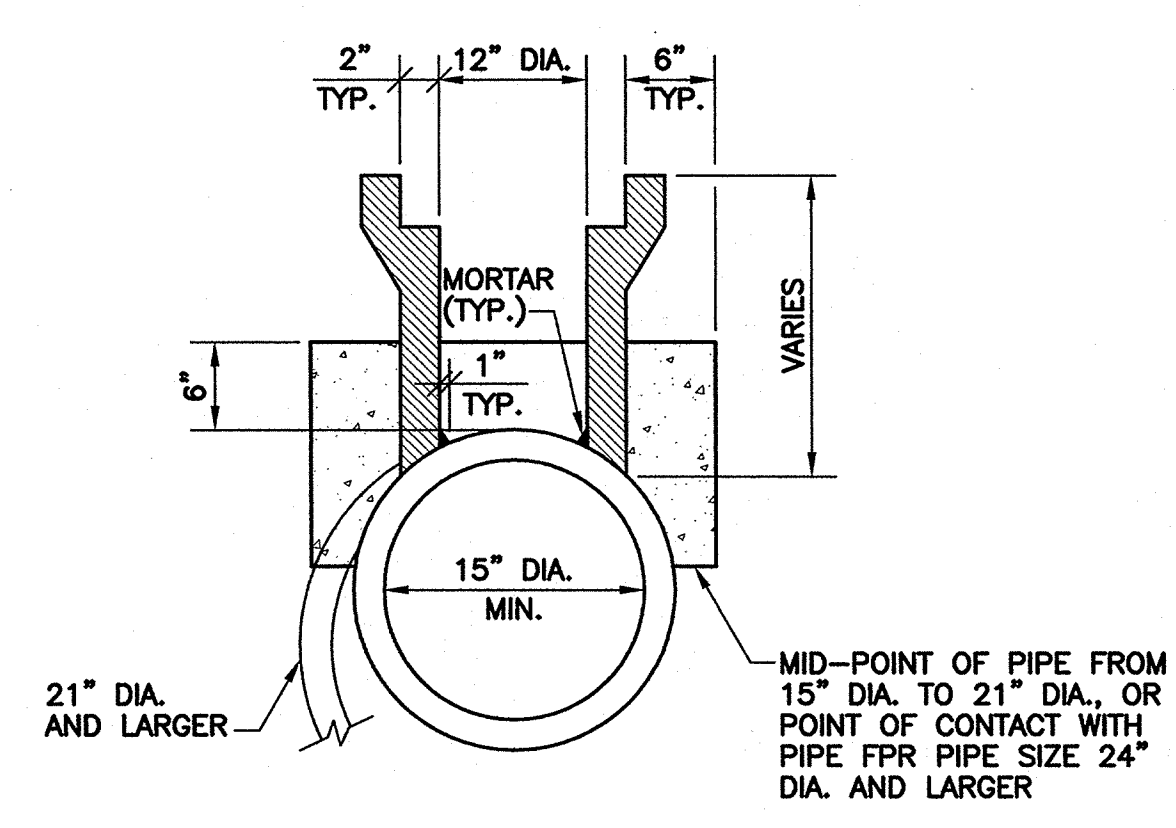


TOP VIEW
SCALE: N.T.S.

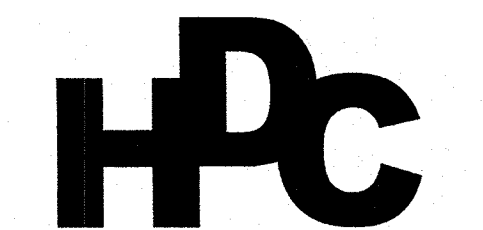
ARCH PIPE (RISE x SPAN)	X (INCHES)	1/4 X (INCHES)
13 1/2" x 22"	2"	1/2"
15 1/2" x 26"	2 1/4"	9/16"
18" x 28 1/2"	3"	3/4"
22 9/16" x 36 1/4"	3 3/4"	15/16"
26 5/8" x 43 3/4"	3"	3/4"
31 5/16" x 51 1/8"	3 1/2"	7/8"
36 x 58 1/2"	4 1/2"	1 1/8"
40 1/4" x 65"	5 1/4"	1 5/16"
45" x 73 1/2"	5"	1 1/4"
54" x 88"	6"	1 1/2"
62 5/8" x 102"	6 1/8"	1 1/2"
77 3/8" x 122"	7"	1 3/4"



APPLICABLE TO TONGUE AND GROOVE PIPE (ARCH PIPE ONLY)
SCALE: N.T.S.



SECTION "C"-C"
SCALE: N.T.S.



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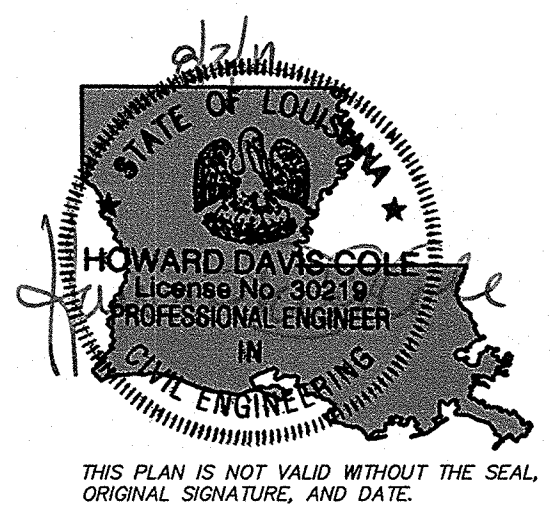
NO.	COMMENT	DATE
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2	100% DESIGN	5/13/11
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Project Name
Rehabilitation Of 7th Street

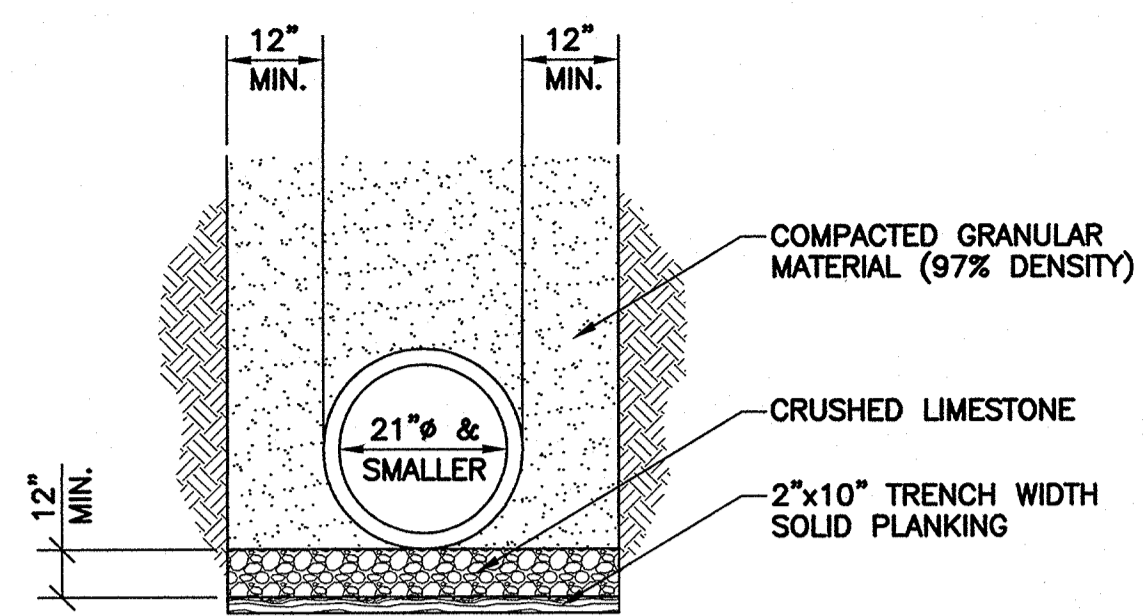
Project Location
City Of Slidell, LA

HDC Project Number
2010-10

Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459

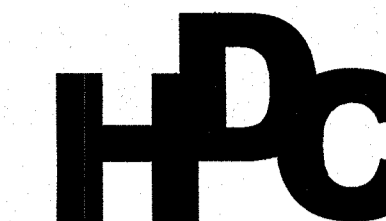
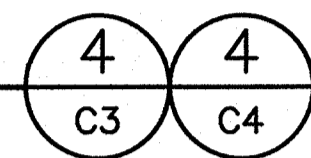


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Designed: DAM
Drawn: PSC
Approved: SET
Sheet ID: **C11**
Sheet Set: **13** of **27**
Sheet Name: **Drainage Details**
Sheet 2 of 3



PIPE BEDDING

SCALE: N.T.S.



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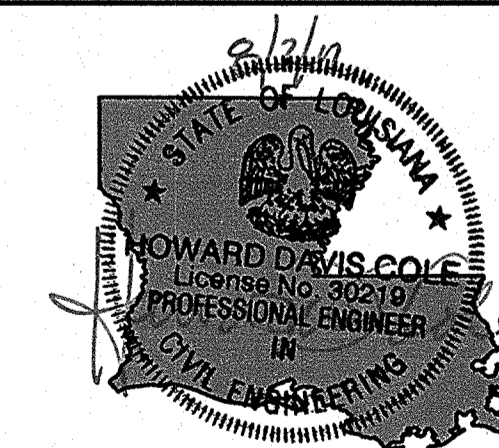
NO.	COMMENT	DATE

Project Name
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Project Location
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HDC Project Number
2010-10

Client
*City of Slidell
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Slidell, LA 70459*

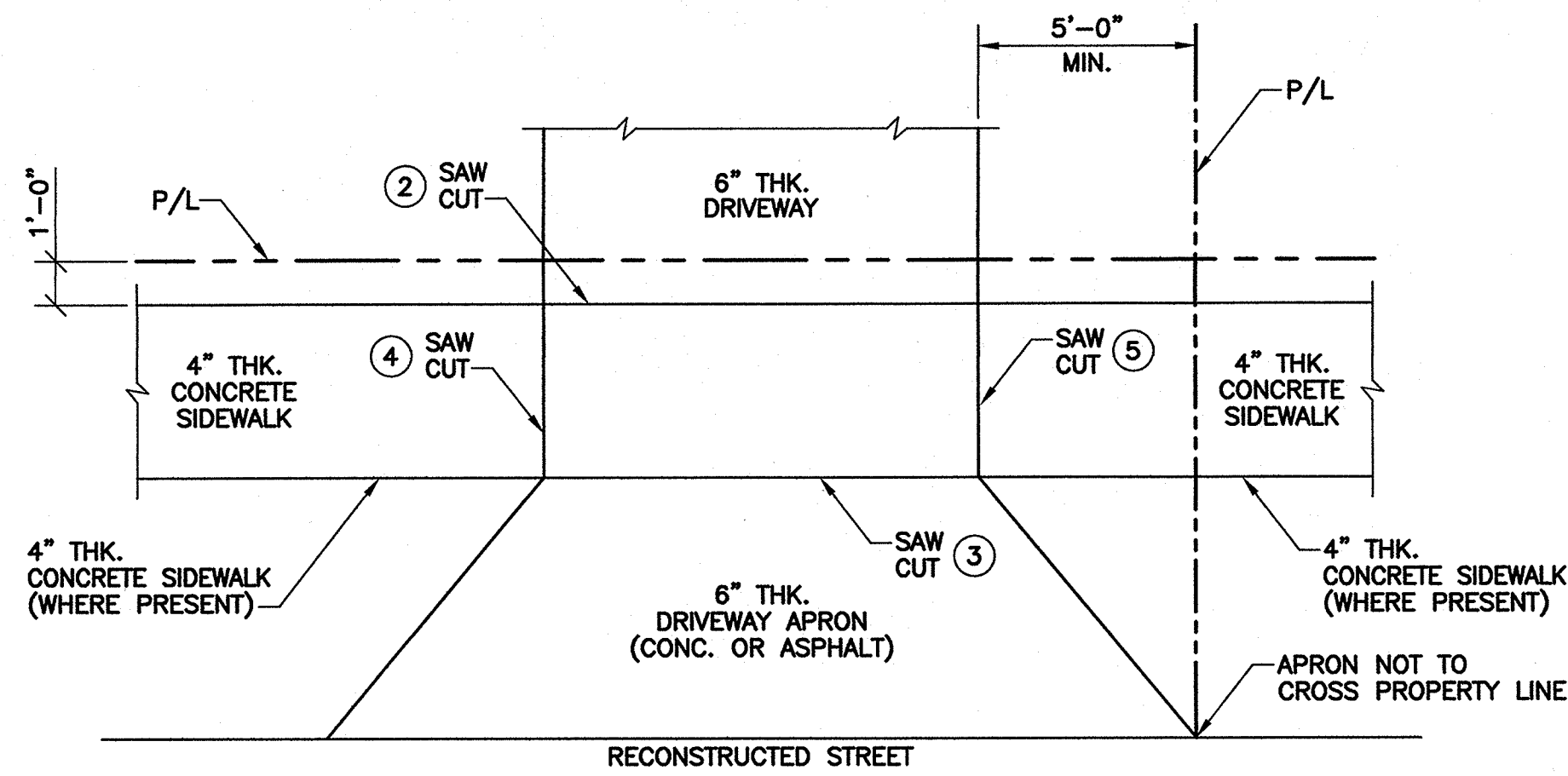


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Approved: SET

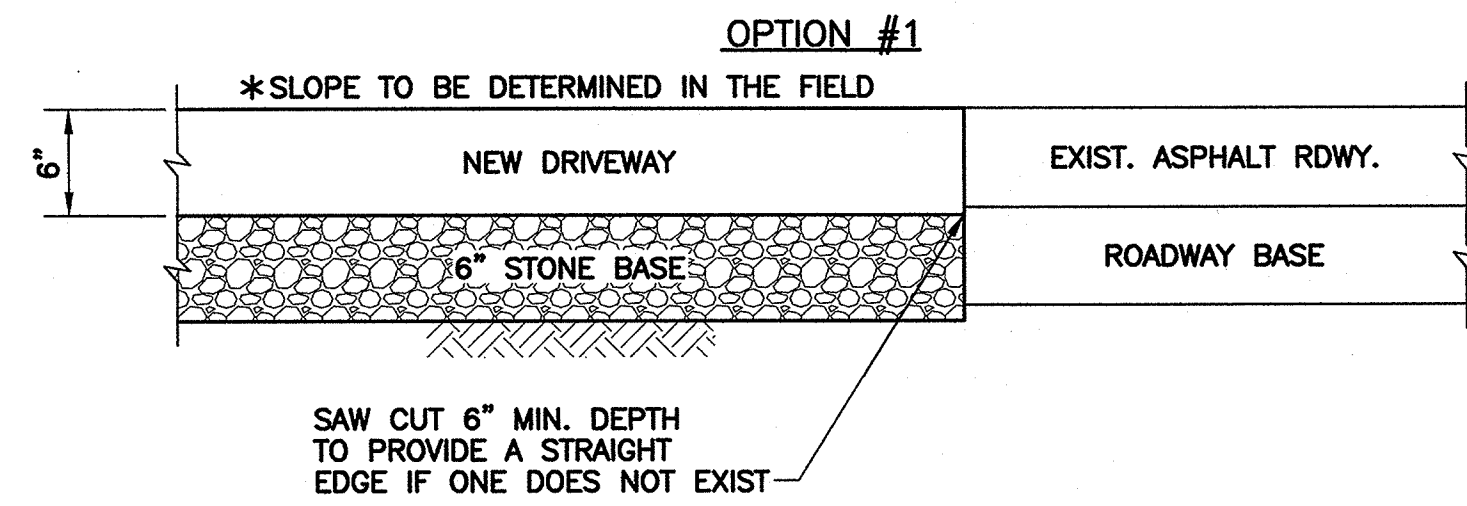
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Sheet Set **14** of **27**

Sheet Name
*Drainage Details
Sheet 3 of 3*



EXPANSION JOINT DETAIL FOR NEW DRIVEWAY

***NOTE:**
FOR CONSTRUCTION OF DRIVEWAYS ON PUBLIC RIGHT-OF-WAY WHICH TIE TO AN EXISTING ROADWAY WITHOUT AN EXISTING CURB, ELEVATION REQUIREMENTS MUST BE DETERMINED BY THE DEPARTMENT OF ENGINEERING. CONTACT THE DEPARTMENT AT (985)646-4270 TO ARRANGE FOR DETERMINATION OF THE ELEVATION REQUIREMENTS.

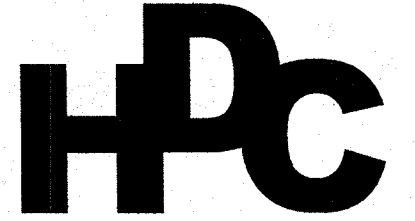


NEW DRIVEWAY CONNECTION TO EXISTING ASPHALT ROADWAY WITHOUT CURB

DRIVEWAY RESTORATION 5
SCALE: N.T.S. C3 THRU C10

RESIDENTIAL DRIVEWAY SPECIFICATIONS

- 1) CONTACT THE DEPARTMENT OF ENGINEERING AT (985)646-4270 PRIOR TO BEGINNING ANY DRIVEWAY CONSTRUCTION. ANY DEVIATION FROM STANDARD DETAILS AND SPECIFICATIONS WILL NEED THE APPROVAL OF THE DIRECTOR OF ENGINEERING.
- 2) ALL DRIVEWAYS SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE AND HAVE A COMPRESSIVE STRENGTH OF THREE THOUSAND (3000) POUNDS PER SQUARE INCH IN 28 TWENTY-EIGHT DAYS.
- 3) ASPHALT AND CONCRETE DRIVEWAYS SHALL HAVE A MINIMUM THICKNESS OF SIX (6) INCHES.
- 4) TYPICAL DRIVEWAYS SHALL BE CONSTRUCTED WITH A MINIMUM DISTANCE OF FIVE (5) FEET FROM THE SIDE PROPERTY LINE AND THE APRON SHALL NOT CROSS THE SIDE PROPERTY LINE.
- 5) DRIVEWAY SHALL BE RECONSTRUCTED WITH SAME DIMENSIONS THAT WERE EXISTING PRIOR TO CONSTRUCTION.
- 7) TRANSITIONS WHERE SIDEWALKS MEET DRIVEWAYS SHALL NOT EXCEED ONE (1) INCH DROP EVERY TWELVE (12) INCHES.
- 8) DRIVEWAYS DAMAGED BY CONSTRUCTION OR AFFECTED BY CHANGE IN GRADE TO BE REPLACED IN KIND (MATERIAL AND DIMENSIONS).



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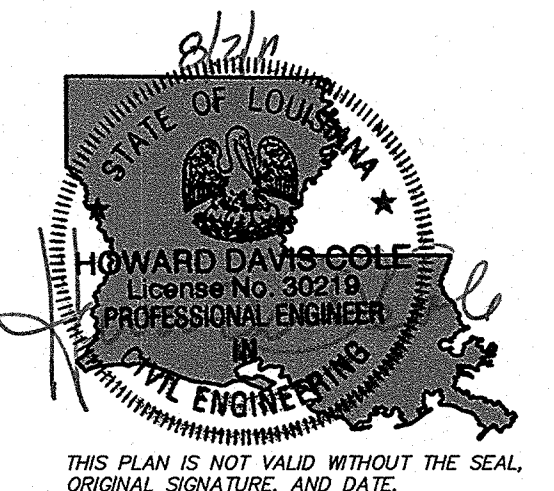
NO.	COMMENT	DATE
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3	REV PER DOTD	6/22/11

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

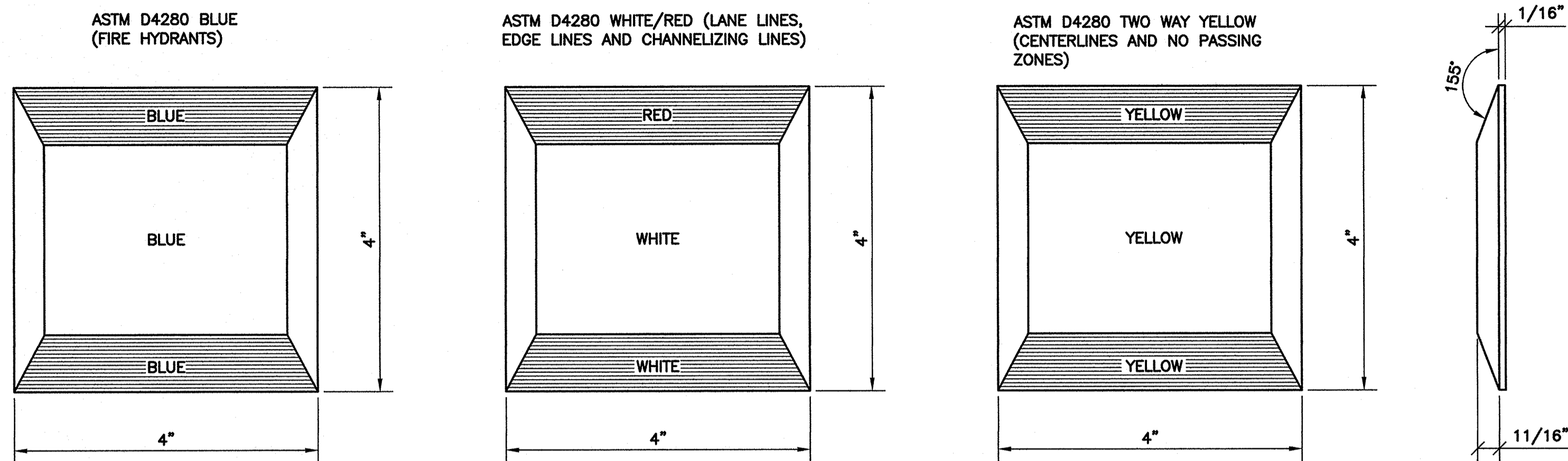
HDC Project Number
2010-10

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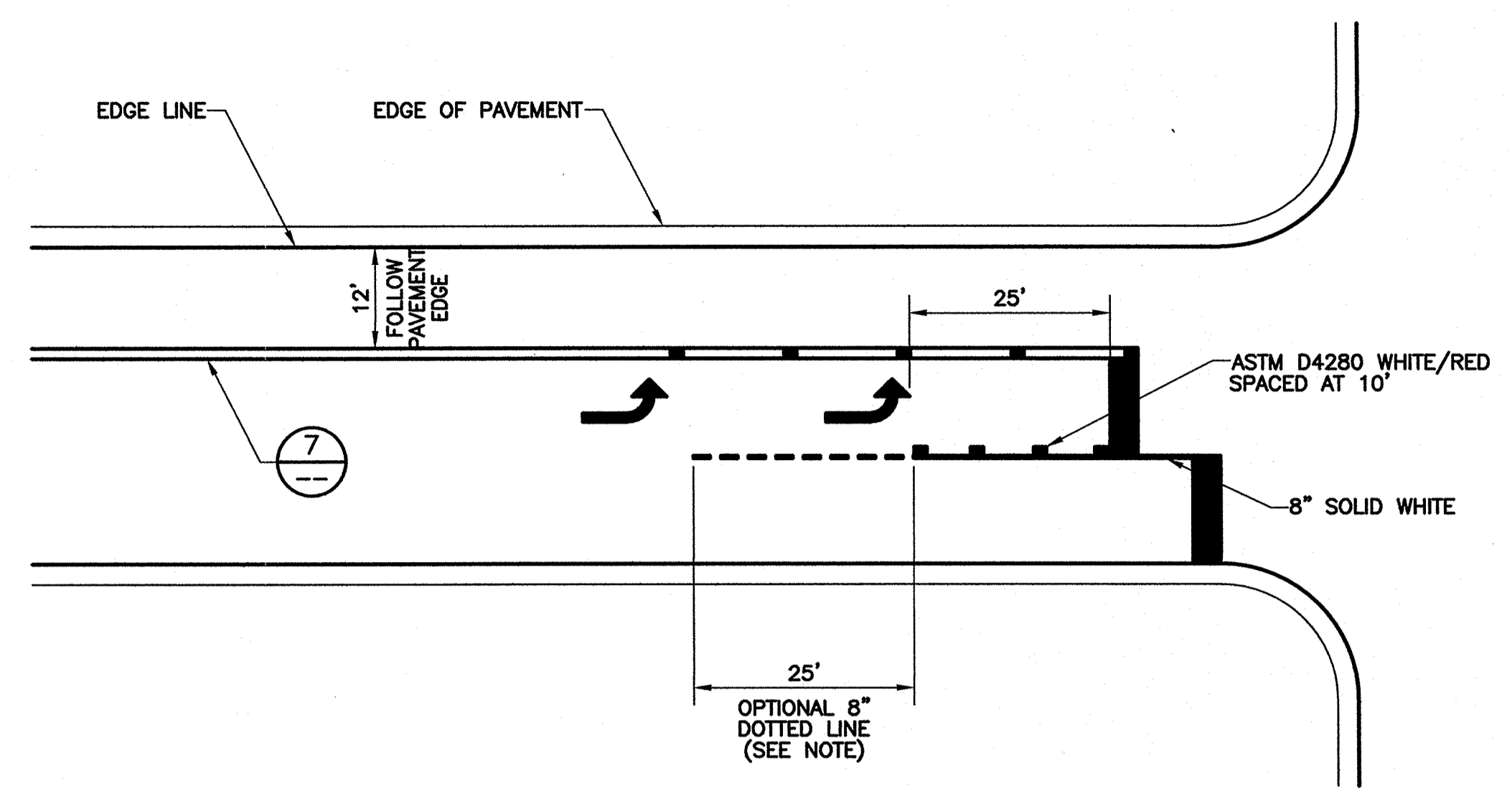


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Drawn: PSC
Approved: SET
Sheet ID **C13**
Sheet Set **15** of **27**
Sheet Name
Driveway Details

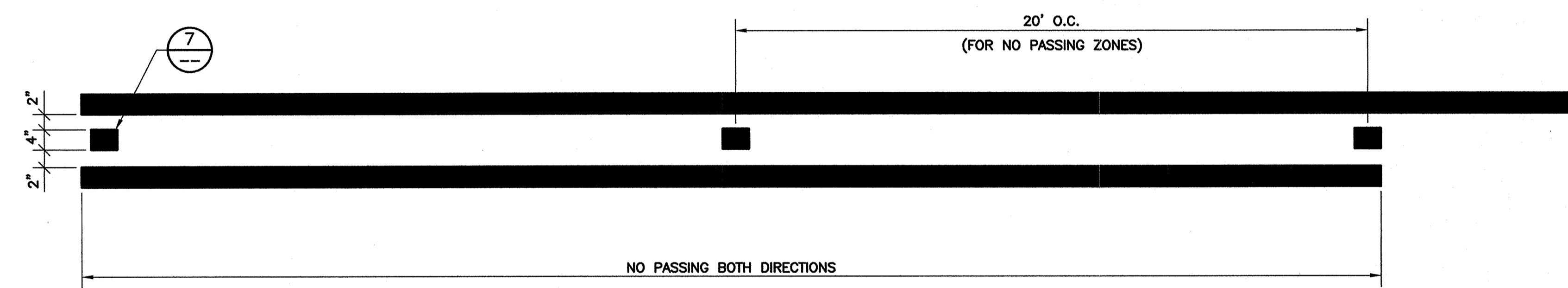


REFLECTORIZED PAVEMENT MARKERS 7
SCALE: N.T.S.

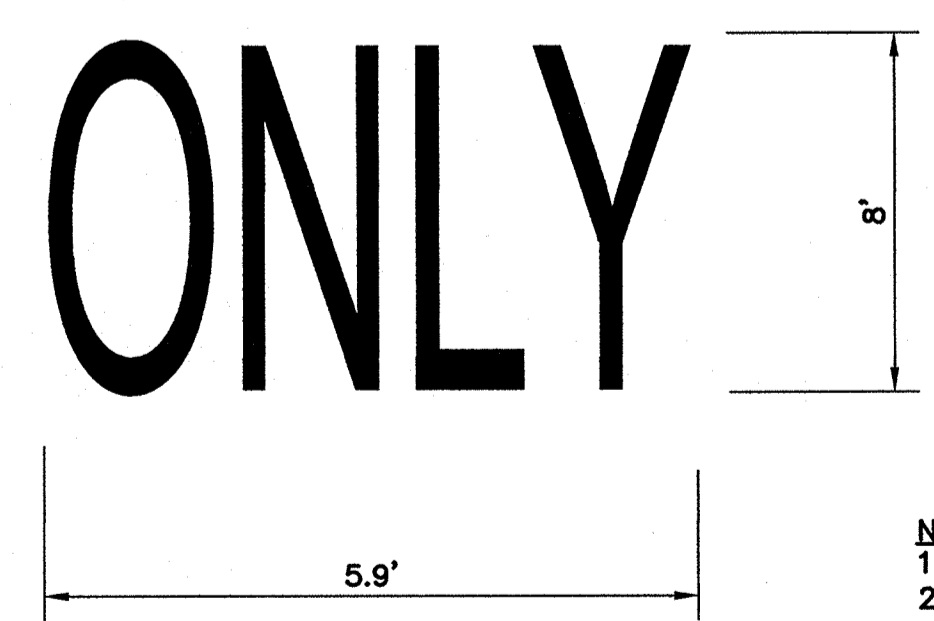


TYPICAL LEFT-HAND TURN LANE MARKING 8 8
SCALE: N.T.S.

NOTE:
IF TURN LANE STORAGE IS GREATER THAN 200', USE TWO TURN
ARROWS PLACED AT 150' PER LDOTD STANDARD PLAN PM-05.



TYPICAL CENTERLINE MARKINGS 9
SCALE: N.T.S. C2 THRU C10

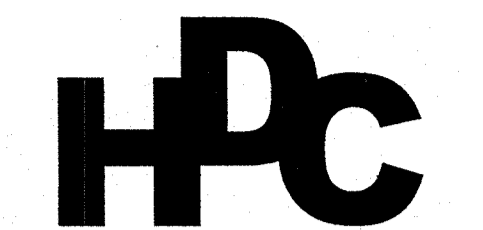


ELONGATED LETTERS FOR PAVEMENT MARKINGS 6 6
SCALE: N.T.S. C4 C4

NOTES
1. SEE OTHER SHEETS FOR LOCATIONS AND TEXT.
2. "ONLY" SHOWN FOR REFERENCE. TEXT MAY BE
"ONLY", "SCHOOL", OR "SLOW", AS SPECIFIED.

PAVEMENT MARKING NOTES

1. PAVEMENT STRIPING AND RAISED REFLECTORS SHALL COMPLY WITH SECTIONS 02461 OF THE SPECIFICATIONS, RESPECTIVELY.
2. EDGE LINES SHALL NOT BE BROKEN FOR MINOR DRIVEWAYS.
3. IF A MINOR STREET HAS EDGE LINES, THE EDGE LINES ON THE MAJOR STREET SHALL WRAP TO MEET THE EDGE LINES ON THE MINOR STREET.
4. STOP BARS SHALL BE 24".
5. EDGE LINES SHALL BE 4".



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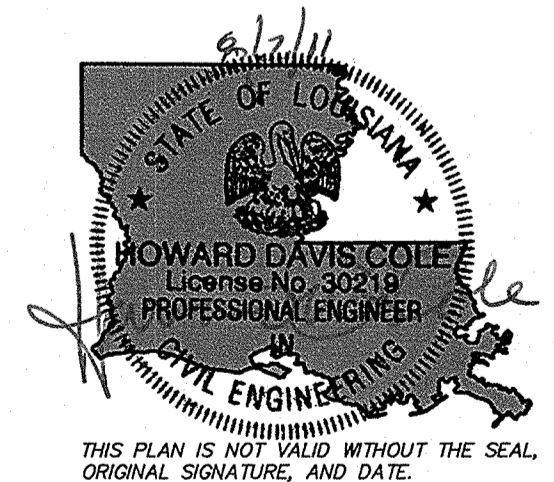
NO.	COMMENT	DATE
1	SCHEMATIC	4/15/11
2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459



Sheet Information
Designed: DAM
Drawn: JAB
Approved: SET
Sheet ID: **C14**
Sheet Set: **16** of **27**
Sheet Name
Pavement Markings
Sheet 1 of 2



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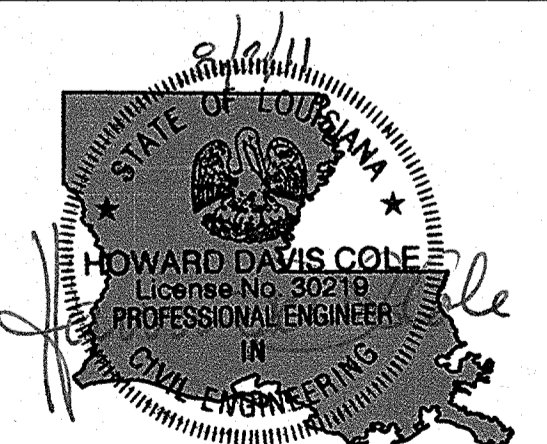
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Project Name
Rehabilitation Of 7th Street

Project Location
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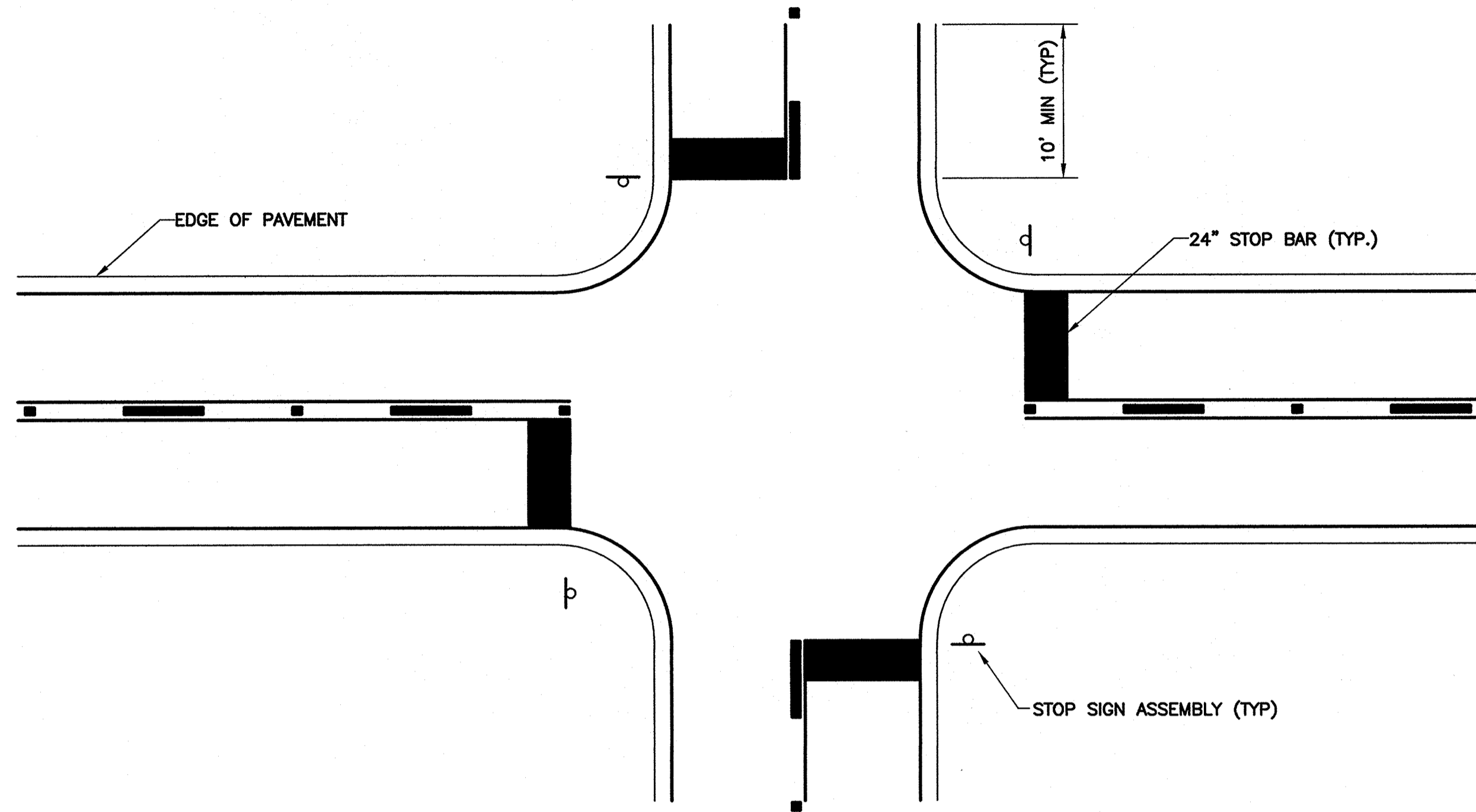
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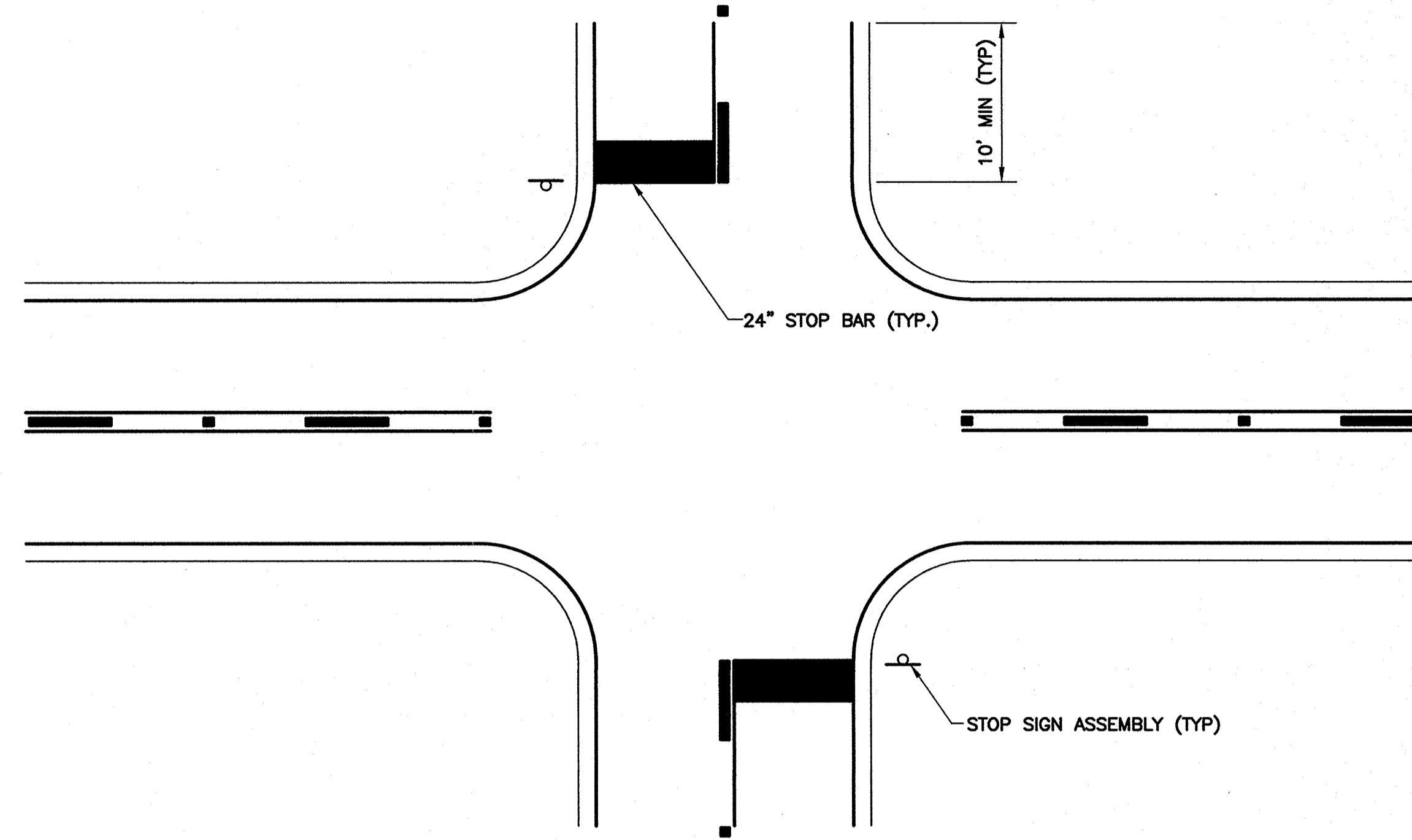


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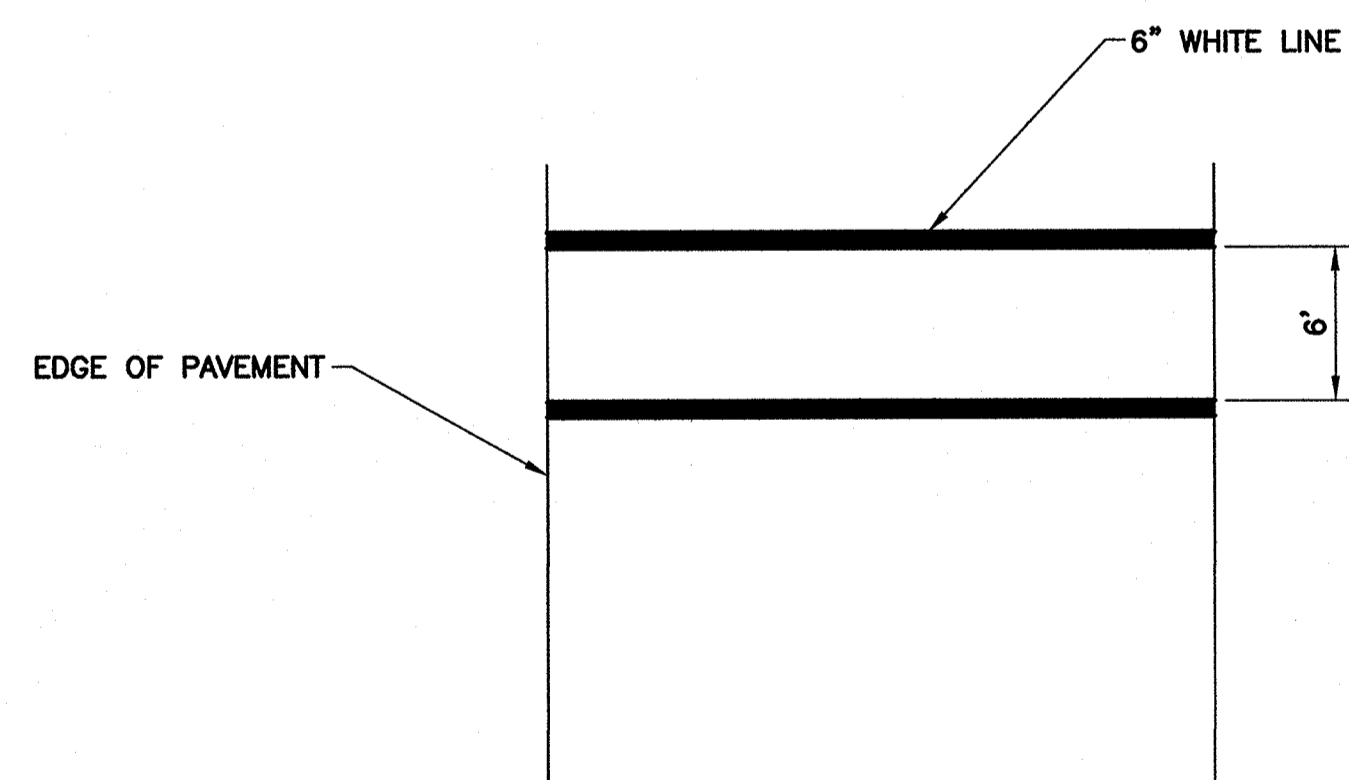
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Drawn: JAB
Approved: SET
Sheet ID: **C15**
Sheet Set: **17** of **27**
Sheet Name
Pavement Markings
Sheet 2 of 2



MARKINGS AT 4-WAY STOP
SCALE: N.T.S. (10 C4) (10 C6)

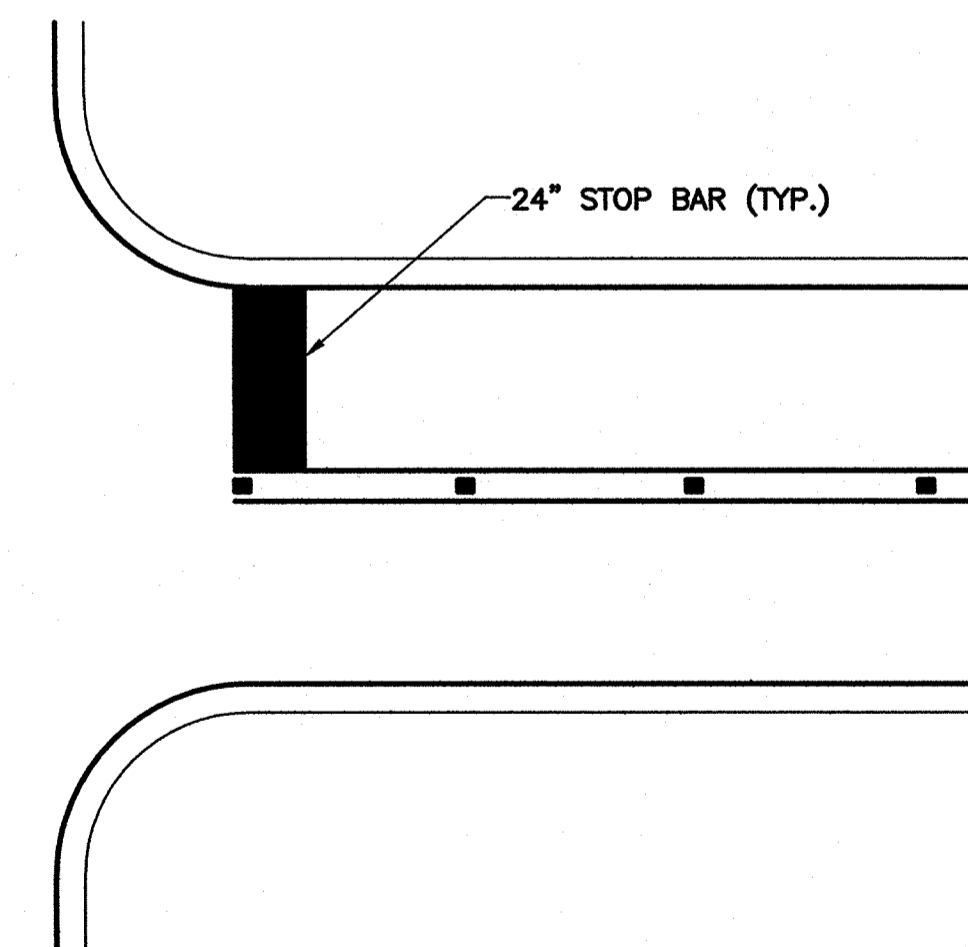


MARKINGS AT 2-WAY STOP
SCALE: N.T.S. (12 C3) (12 C4) (12 C5)



- NOTES:
1) SEE OTHER SHEETS FOR LOCATIONS,
2) CROSSWALK MARKINGS AT THE INTERSECTION OF US 190 (GAUSE BLVD.) AND 7th STREET AND US 190 BUSINESS (FREMAUX AVE.) AND 7th STREET SHALL USE DETAILS AS PER LDOTD STANDARD PLAN PM-08.

CROSSWALK MARKINGS
SCALE: N.T.S. (11 C5) (11 C8)



MARKINGS AT 2 LANES AT SIGNAL STOP
SCALE: N.T.S. (13 C2) (13 C7)

SIGNAGE NOTES

MISCELLANEOUS

1. THE CONTRACTOR SHALL MARK THE DATE OF FABRICATION, SHEETING MANUFACTURER CODE, AND SIZE OF SIGN ON THE BACK OF EACH SIGN WITH AN APPROVED WEATHER RESISTANT PAINT STICK. MARK SHALL BE 2" MINIMUM HEIGHT ON MULTI-POST SIGNS. SEE DETAIL "A" SHEET 7 OF 21.
2. POST HINGE SPLICE ON MULTI-POST SIGNS WITH ALL POSTS CONNECTED BY A SECONDARY SIGN SHALL BE LOCATED BELOW THE SECONDARY SIGN. STUB POST SHALL BE ASSEMBLED TO SIGN POST WITH REQUIRED BOLTS AND ONE FLAT WASHER ON EACH BOLT BETWEEN PLATES PRIOR TO SHIPMENT. POST SPLICE SLIP PLATE SHALL BE ASSEMBLED TO MINIMUM BOLT TENSION IN SHOP PRIOR TO SHIPMENT. SIGN POST SHALL BE SHIPPED TO JOB SITE ASSEMBLED WITH ALL HARDWARE REQUIRED IN PLACE AND SECURED. EXPOSED ENDS OF ALL PIPE SHALL BE CAPPED. USE OF SECTIONS PROVIDING EQUAL OR GREATER STRENGTH FOR ANY MEMBER DESIGNATED ON THE PLANS SHALL BE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.
3. ALL DIMENSIONS REQUIRED FOR SATISFACTORY INSTALLATION SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE FABRICATION. ADJUSTMENTS SHALL BE MADE AS DIRECTED BY THE ENGINEER.
4. ALL ALUMINUM SURFACES PLACED IN CONTACT WITH, OR FASTENED TO UNGALVANIZED STEEL MEMBERS SHALL BE THOROUGHLY COATED WITH AN APPROVED ALUMINUM IMPREGNATED CAULKING COMPOUND. PAINT ALUMINUM SECTIONS IN CONTACT WITH CONCRETE WITH A HEAVY COAT OF AN ALAKI RESISTANT BITUMINOUS PAINT OR A COAT OF ZINC CHROMATE PAINT AND ALLOW TO DRY BEFORE PLACING.
5. EXISTING SIGN POSTS MAY BE RE-USED WITH CONSENT OF ENGINEER.

TREE TRIMMING

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MISCELLANEOUS BRUSH AND TREE TRIMMING TO ALLOW FOR FULL SIGN PRESENTATION AS DIRECTED BY PROJECT ENGINEER.

SIGN LOCATIONS

1. FOR GROUND MOUNTED SIGN INSTALLATIONS, THE ENGINEER MAY ADJUST THE TYPE D AND E SIGN LOCATIONS INDICATED ON THE PLANS. THIS WILL BE ALLOWED TO AVOID PLACEMENT IN DEEP DITCHES, STEEP BACKSLOPES, PROVIDE BETTER MESSAGE PRESENTATION. ANY ADJUSTMENTS MUST BE WITH THE CONCURRENCE OF THE ENGINEER.

SIGN SHEETING

1. UNLESS OTHERWISE REQUIRED, ALL SIGN MATERIAL SHALL BE A MINIMUM ASTM D 4956 TYPE X RETRO-REFLECTIVE SIGN SHEETING. IN ORDER TO OBTAIN AN ACCEPTABLE COLOR MATCH BETWEEN MULTIPLE PANELS ON A GUIDE SIGN, ALL OF THE BACKGROUND SHEETING FOR ANY GUIDE SIGN SHALL BE THE MINIMUM WIDTH OF THE LARGEST PANEL AND SHALL COME FROM THE SAME LOT OR RUN NUMBER FROM THE SHEETING MANUFACTURER UNLESS OTHERWISE APPROVED IN WRITING. RETRO-REFLECTIVE SHEETING SHALL BE APPLIED TO ALL PANELS IN SUCH A MANNER THAT THERE ARE NO HORIZONTAL SPLICES.

BOLTS

1. UNLESS NOTED, ALL THREADED CONNECTIONS SHALL INCORPORATE A LOCKING DEVICE AND HAVE A MINIMUM OF 3 THREADS BEYOND THE NUTS. ALL BOLTS SHALL BE HIGH STRENGTH BOLTS, A.S.T.M. A-325, UNLESS OTHERWISE NOTED. ANCHOR BOLTS SHALL CONFORM TO AASHTO M314, GRADE 55 (OR APPROVED EQUAL) AND BE HOT DIP GALVANIZED TO A.S.T.M. A-153. STAINLESS STEEL FOR BOLTS SHALL CONFORM TO A.S.T.M. DESIGNATION A-320 B8, CLASS 2 TYPE 304, OR A-193 B8, CLASS 2 TYPE 304, UNLESS OTHERWISE NOTED. STAINLESS STEEL NUTS SHALL CONFORM TO A.S.T.M. DESIGNATION A-194, GRADE 8, AND NUTS ARE A.S.T.M. F-467 ALLOY 6061-T6 OR 6262-T9. WHERE BOLTS ARE USED ON BEVELED SURFACES, BEVELED WASHERS SHALL BE PROVIDED TO GIVE FULL BEARING TO THE HEAD AND/OR THE NUT.

GALVANIZING

1. ALL STRUCTURAL STEEL AND MISCELLANEOUS STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH A.S.T.M. DESIGNATION A-123. DAMAGE TO GALVANIZED SURFACES THAT ARE NOT TO BE ENCASED IN CONCRETE SHALL BE REPAIRED IN ACCORDANCE WITH LA STANDARD SPECIFICATIONS SUBSECTION 811.12. ALL BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH A.S.T.M. DESIGNATION A-153. ALL FIELD HOLES IN GALVANIZED MATERIAL SHALL BE TREATED WITH A COLD GALVANIZING COMPOUND FROM LOTD Q.P.L. NO. 23.

STEEL

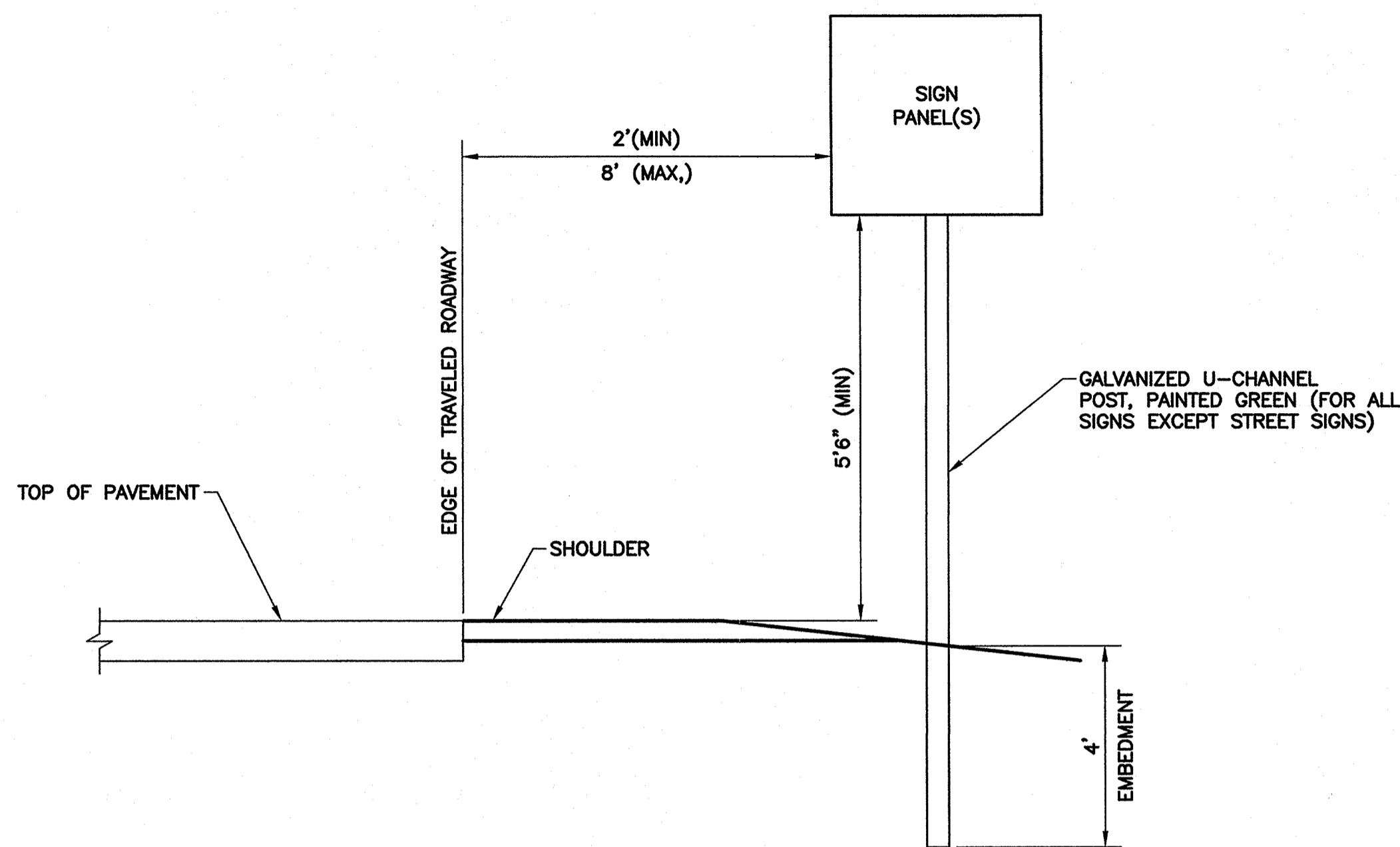
1. STEEL SHALL CONFORM TO A.S.T.M. A-709, GRADE 36. STEEL TUBING SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF A.S.T.M. DESIGNATION A-36 OR HOT-FORMED TUBING (A-501) OR PIPE (A-53) TYPE "E" OR "S", GRADE "B" OR COLD FORMED TUBING (A-500) GRADE "B" OR "C", UNLESS OTHERWISE NOTED.

ALUMINUM

1. ALL ALUMINUM EXCEPT SIGN PANELS SHALL CONFORM TO ASTM B-221, B-308, OR B-429 ALLOY 6061-T6 UNLESS OTHERWISE NOTED. SIGN PANELS SHALL BE .080" THICK ALUMINUM CONFORMING TO ASTM B-209 ALLOY 5052-H38 OR 6061-T6.

DESIGN OF TRAFFIC SIGNS

1. TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTED), LATEST EDITION.



TYPICAL ROAD SIGN PLACEMENT



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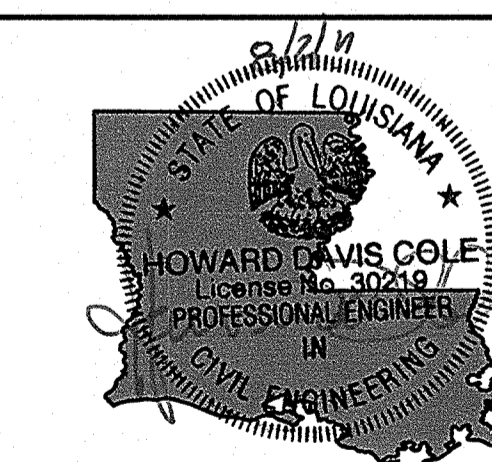
NO.	COMMENT	DATE
1	SCHEMATIC	4/15/11
2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

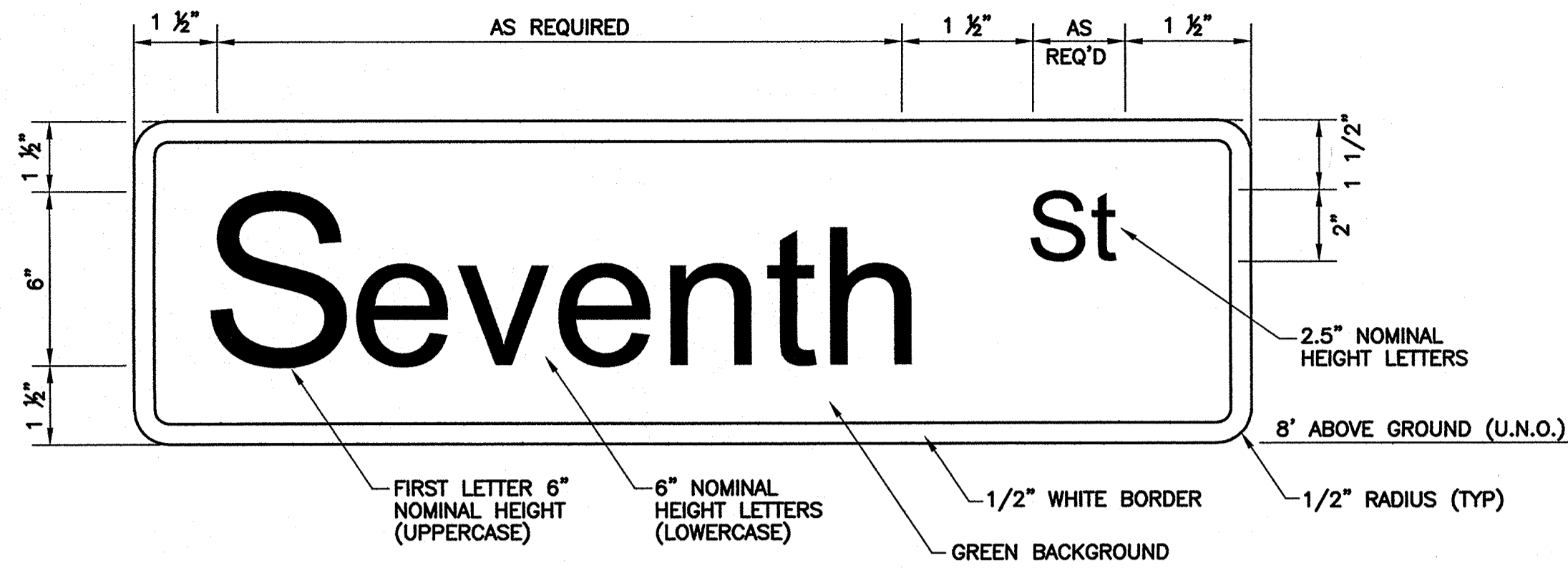
HDC Project Number
2010-10

Client
City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459



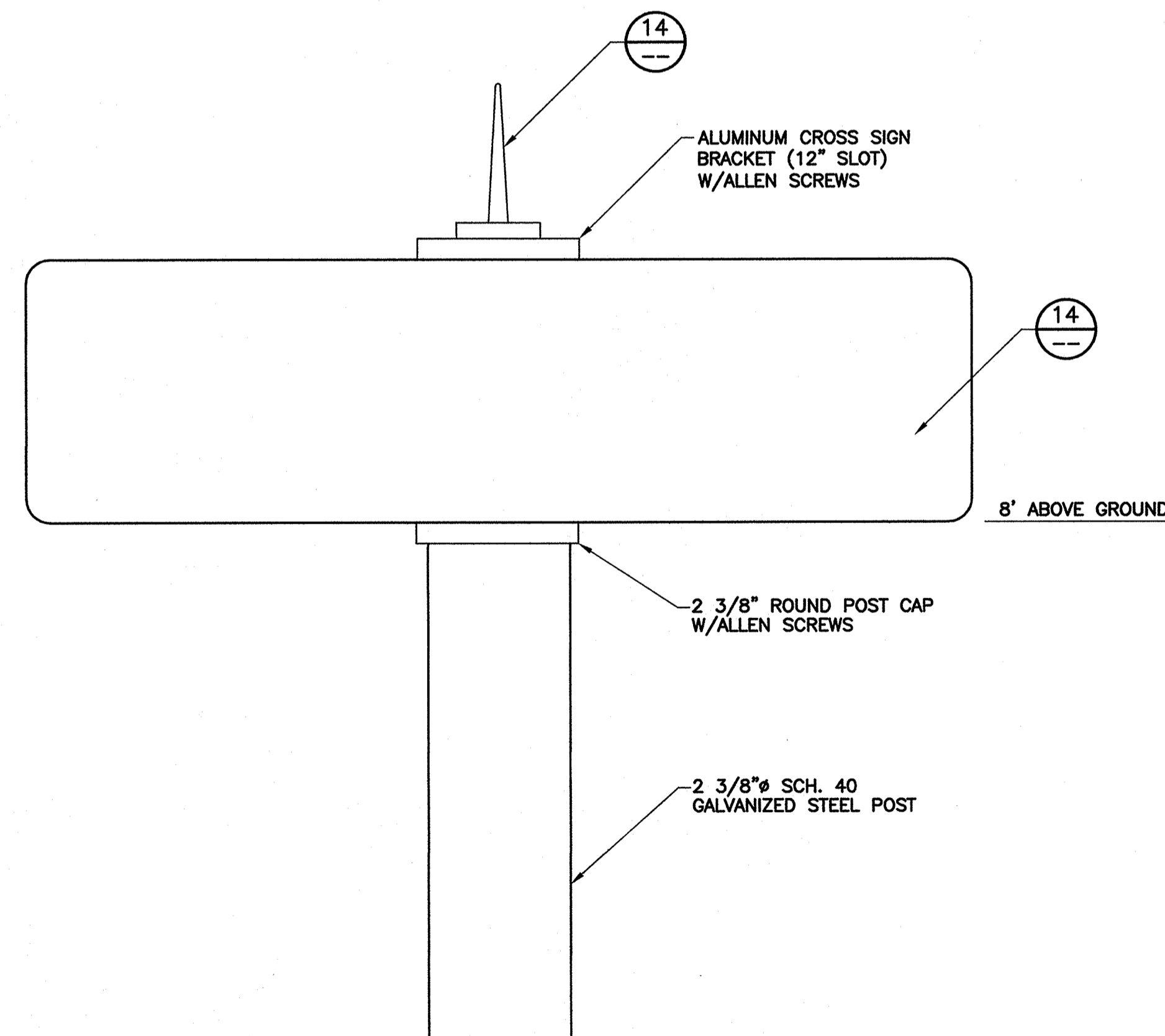
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Sheet Information
Designed: DAM
Drawn: JAB
Approved: SET
Sheet ID **C16**
Sheet Set **18** of **27**
Sheet Name
Signage
Sheet 1 of 2

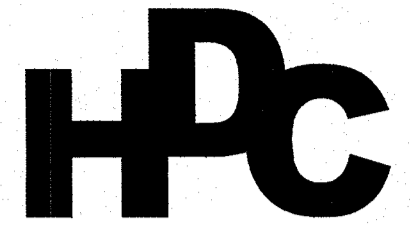


- NOTES:
1. TEXT TO BE FHWA SERIES C.
 2. HEIGHTS AS INDICATED.
 3. ABBREVIATIONS FOR DESIGNATIONS ARE:
AVENUE = AV, STREET = ST, BOULEVARD = BLVD.
 4. SIGNS TO BE RETRO-REFLECTIVE PER MUTED AND SPECIFICATIONS.
 5. INITIAL LETTERS TO BE UPPERCASE PER MUTCD.

STANDARD STREET SIGN (14)
SCALE: N.T.S.



STANDARD STREET SIGN MOUNTING DETAIL
SCALE: N.T.S.



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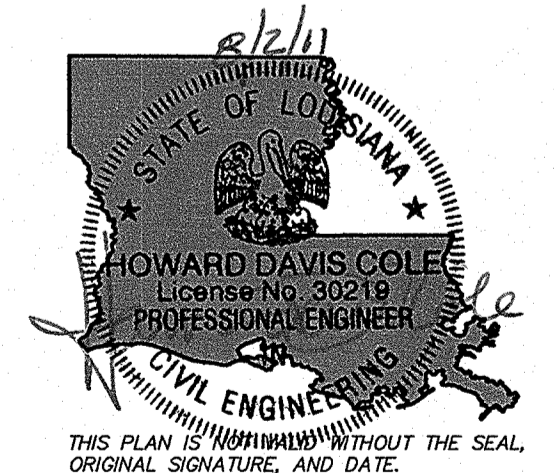
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Project Name
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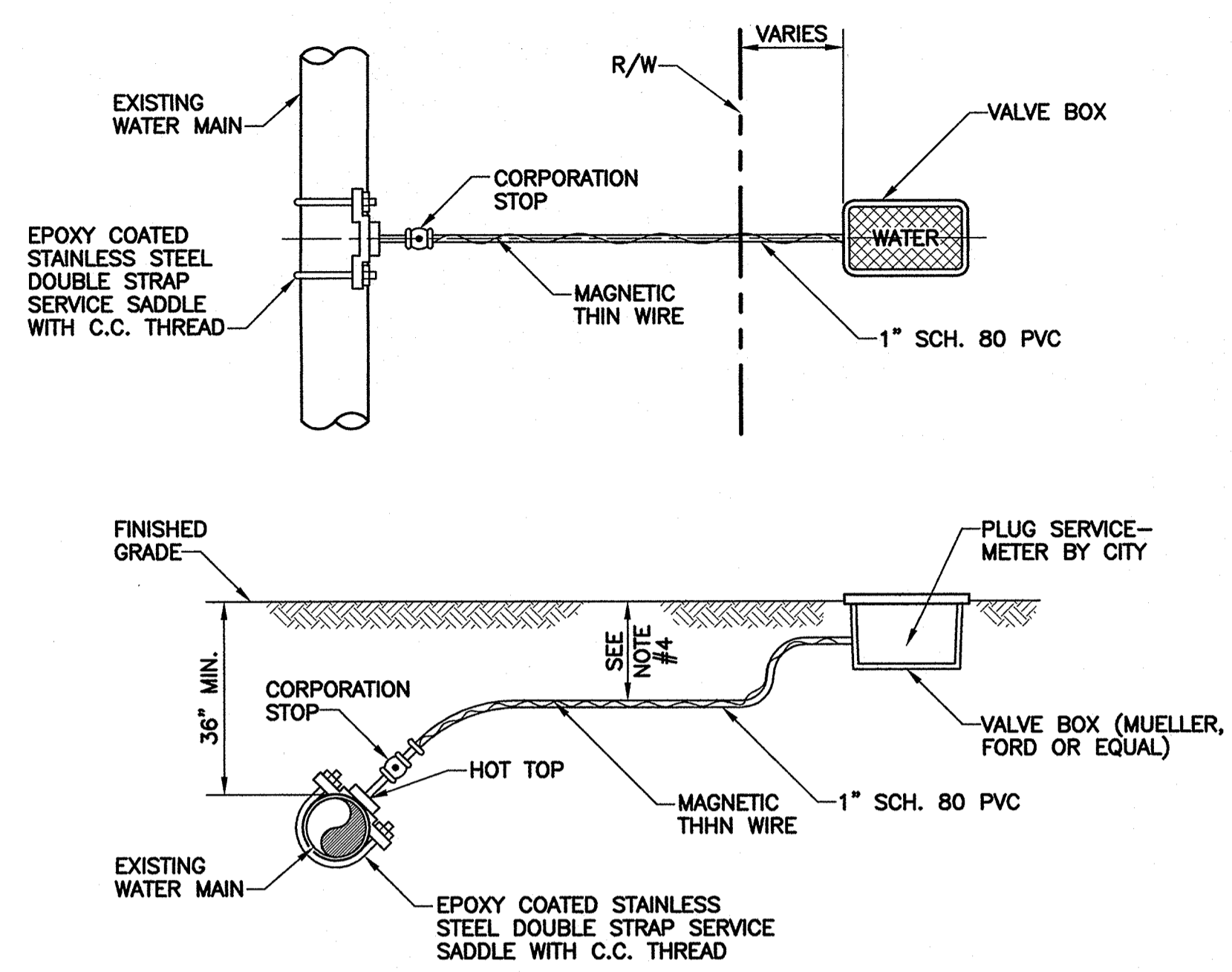
Project Location
City Of Slidell, LA

HDC Project Number
2010-10

Client
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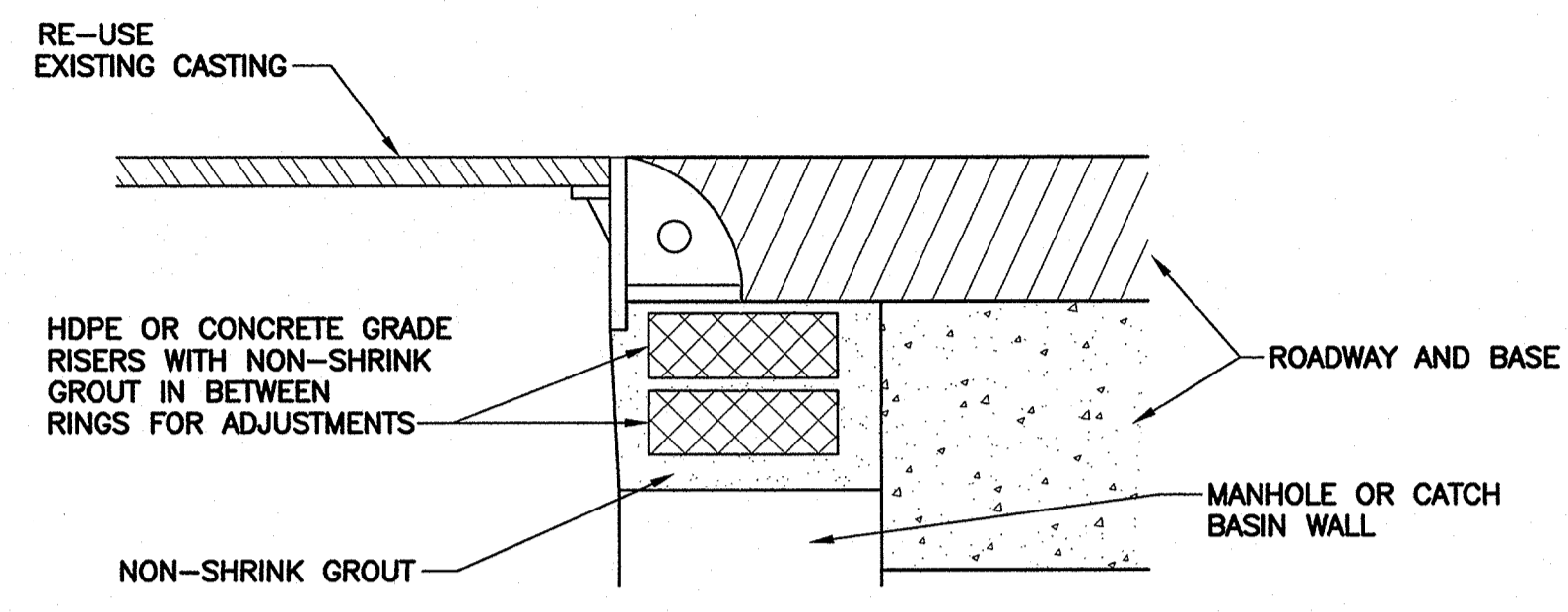


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Approved: SET
Sheet ID: **C17**
Sheet Set: **19** of **27**
Sheet Name: *Signage*
Sheet 2 of 2

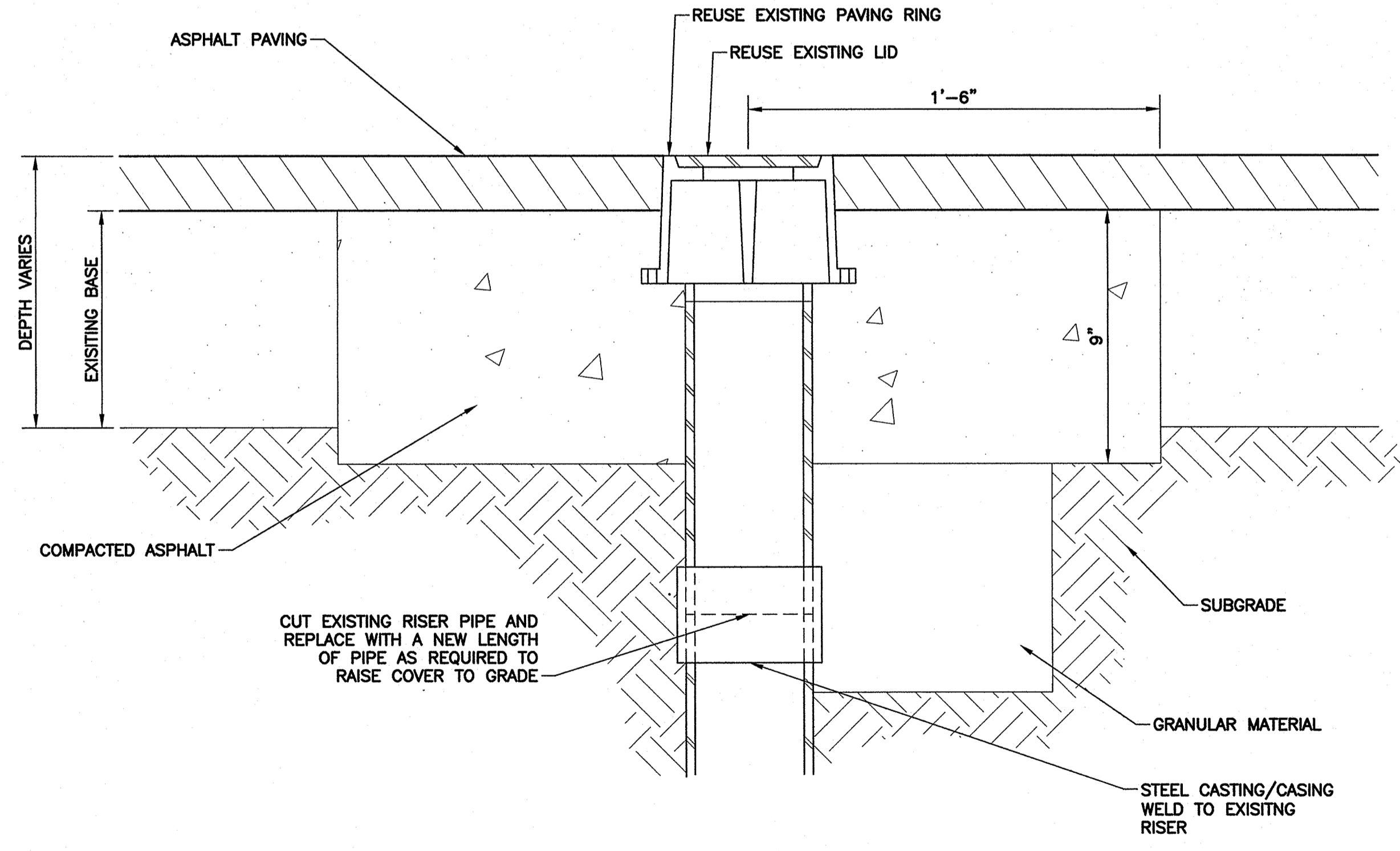


- NOTES:**
1. BLUE 10 GAUGE THHN WIRE SHALL BE ATTACHED TO THE SERVICE LINE.
 2. WHERE SERVICES UNDER PAVEMENT ARE REQUIRED, THE POLYETHYLENE TUBING SHALL BE INSTALLED WITHIN SCHEDULE 40 P.V.C. CASING PIPE.
 3. 1" & 3/4" METER SIZES SHALL REQUIRE A LOCKABLE METER VALVE. (CURB STOP)
 4. MINIMUM COVER IN UNPAVED AREAS IS 18", IN PAVED AREAS OR PLANNED ROADWAYS OR SWALES MINIMUM COVER SHALL BE 36".
 5. LOCATIONS PER OWNERS.

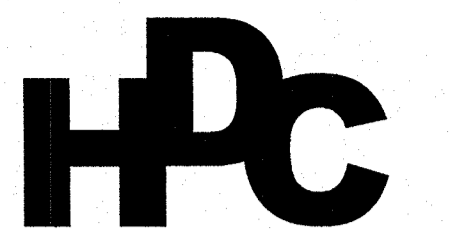
TYPICAL WATER SERVICE CONNECTION DETAIL
NOT TO SCALE



MANHOLE/CATCH BASIN ADJUSTMENT
NOT TO SCALE



TYPICAL ADJUSTMENT DETAIL
(TO BE USED AT DIRECTION OF ENGINEER/OWNER)
NOT TO SCALE



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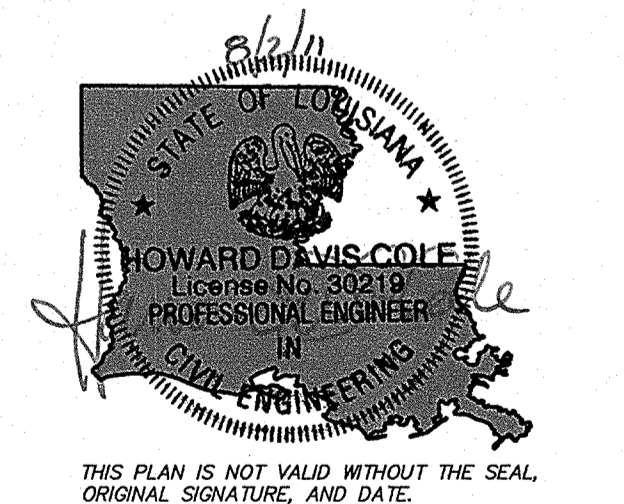
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Project Location
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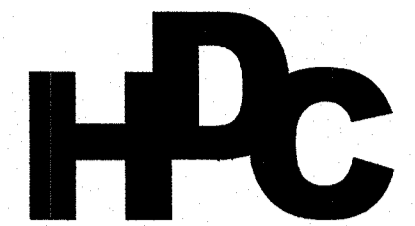
HDC Project Number
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Sheet Information
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Drawn: JAB
Approved: SET
Sheet ID: **C18**
Sheet Set: **20** of **27**
Sheet Name: *Water Service Details*

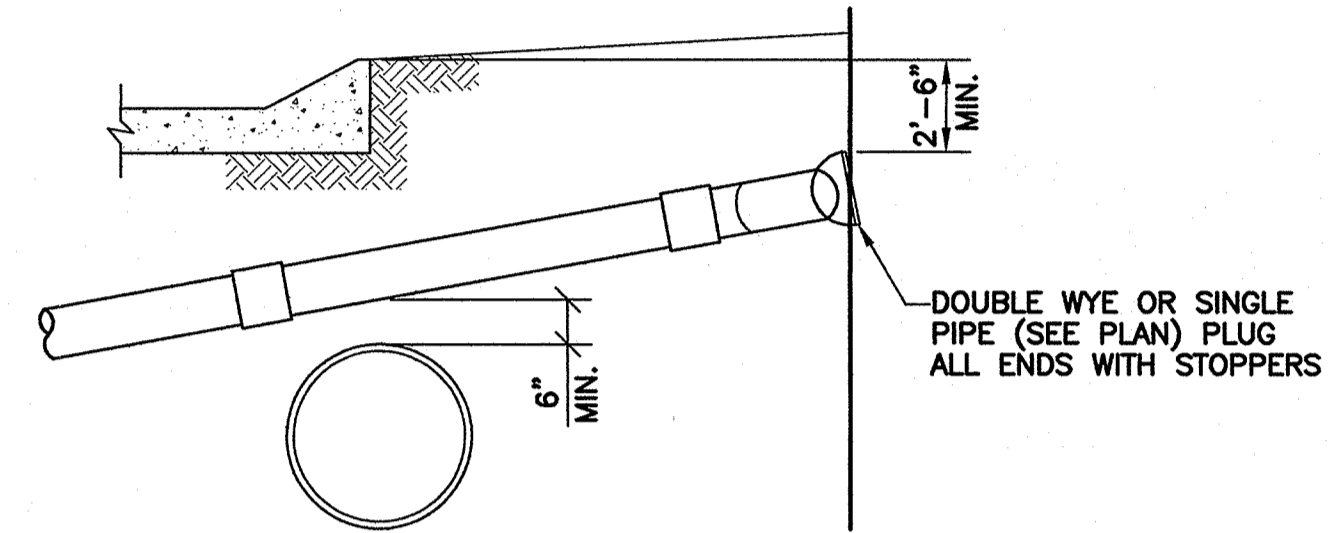
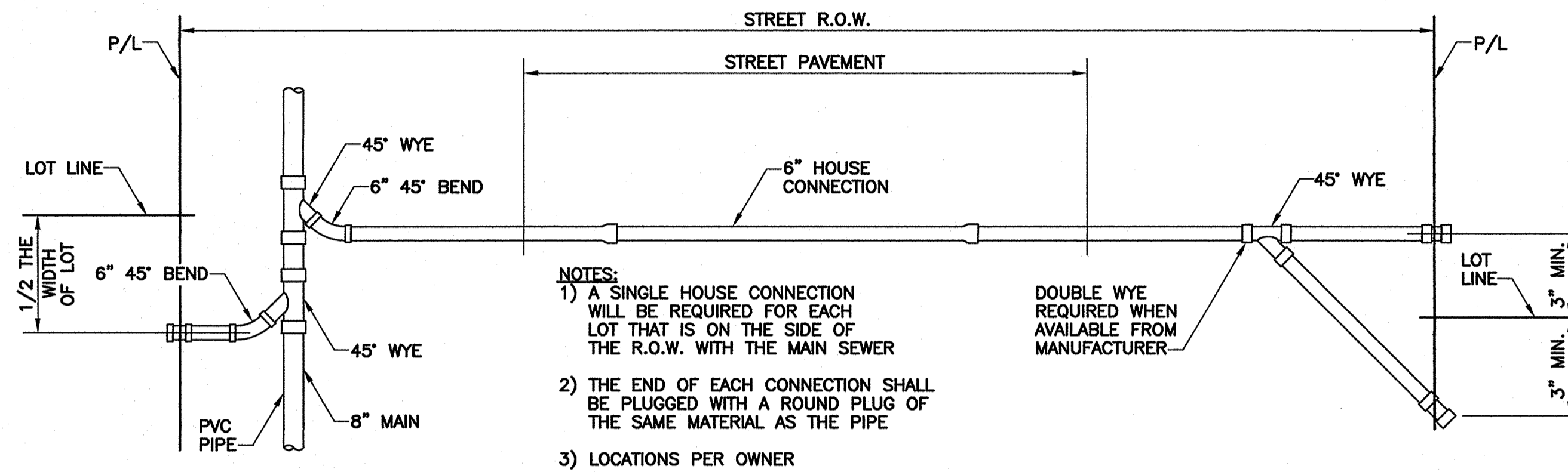


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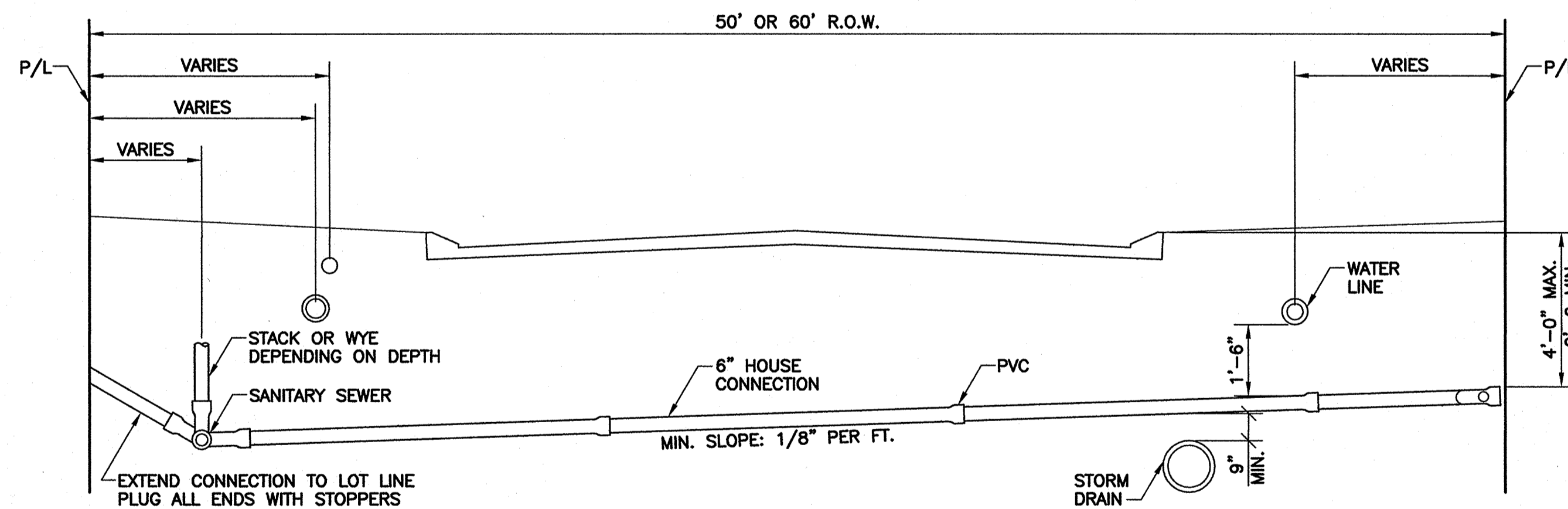


HOUSE CONNECTION OVER DRAIN DETAIL

TYPICAL SEWER HOUSE CONNECTION REQUIREMENTS AND UTILITY LOCATIONS DETAIL

PIPE FOR HOUSE CONNECTION SHALL CONFORM TO SAME MATERIAL TYPE USED IN MAIN LINE

NO.	COMMENT	DATE
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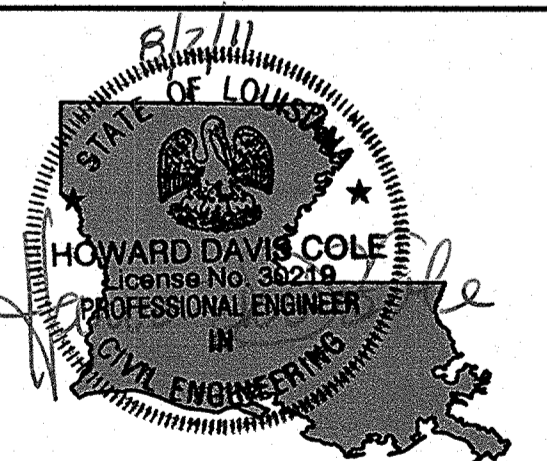
SECTION FOR FOUNDATION SEE NOTE ABOVE

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

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City of Slidell
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Sheet Information
Designed: DAM
Drawn: PSC
Approved: SET
Sheet ID: **C19**
Sheet Set: **21** of **27**
Sheet Name
Sewer Service Connection Details

TEMPORARY TRAFFIC CONTROL NOTES

GENERAL PROVISIONS

- 1.) ALL TEMPORARY TRAFFIC CONTROL (TTC) DEVICES USED SHALL BE IN ACCORDANCE WITH THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, THE MUTCD, AND SHALL MEET THE NCHRP REPORT 350 REQUIREMENTS FOR TEST LEVEL 3 DEVICES.
- 2.) MATERIALS USED FOR TTC SHALL BE IN ACCORDANCE WITH THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES AND, WHEN APPLICABLE, THE LADOTD QPL.
- 3.) NO TTC SHALL BE ERECTED WITHOUT THE APPROVAL OF THE PROJECT ENGINEER AND UNTIL WORK IS ABOUT TO BEGIN, UNLESS THEY ARE COVERED.
- 4.) NO LANE CLOSURES, LANE SHIFTS, DIVERSIONS, OR DETOURS SHALL OCCUR WITHOUT THE APPROVAL OF THE ENGINEER AND CITY.
- 5.) RESPONSIBILITY IS HEREBY PLACED UPON THE CONTRACTOR FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF ALL TTC DEVICES CALLED FOR IN THESE PLANS OR REQUIRED BY THE PROJECT ENGINEER FOR THE PROTECTION OF THE TRAVELING PUBLIC AS WELL AS ALL LADOTD AND CONSTRUCTION PERSONNEL.
- 6.) THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE OF ALL PERMANENT SIGNS, PAVEMENT MARKINGS, AND TRAFFIC SIGNALS LEFT IN PLACE AS ESSENTIAL TO THE SAFE MOVEMENT AND GUIDANCE OF TRAFFIC WITHIN THE PROJECT LIMITS.
- 7.) ANY ADDITIONAL SIGNS SHOWN IN THE MUTCD AND REQUIRED BY THE PROJECT ENGINEER SHALL BE INSTALLED UNDER ITEM 713-01-00100.
- 8.) WHEN A WORK AREA HAS BEEN ESTABLISHED ON ONE SIDE OF THE ROADWAY ONLY, THERE SHALL BE NO CONFLICTING OPERATIONS OR PARKING ON THE OPPOSITE SHOULDER WITHIN 500 FEET OF THE WORK AREA.
- 9.) A LIGHTING PLAN SHALL BE SUBMITTED TO THE ENGINEER 30 DAYS PRIOR TO NIGHT WORK FOR APPROVAL.
- 10.) PARKING OF VEHICLES OR UNATTENDED EQUIPMENT, OR STORAGE OF MATERIALS, WITHIN THE CLEAR ZONE SHALL NOT BE PERMITTED UNLESS PROTECTED BY GUARDRAIL OR BARRIERS. IF THE CLEAR ZONE IS NOT DEFINED ON THE PLAN SHEETS, THE PROJECT ENGINEER SHALL VERIFY. SEE TYPICAL SECTIONS.

SIGNS

- 1.) ALL SIGNS USED FOR TEMPORARY TRAFFIC CONTROL SHALL FOLLOW THE PLANS, THE ADOTD TC DETAILS, AND MUTCD.
- 2.) SIGNS SHOWN IN THE TC ILLUSTRATIONS ARE TYPICAL AND MAY VARY WITH EACH SPECIFIC CONDITION.
- 3.) WHEN PROJECTS ARE SEPARATED BY LESS THAN ONE MILE, THEY SHALL BE SIGNED AS ON PROJECT.
- 4.) ONE TYPE B HIGH INTENSITY LIGHT SHALL BE USED TO SUPPLEMENT THE FIRST SIGN (OR PAIR OF SIGNS) THAT GIVES WARNING ABOUT A LANE CLOSURE DURING NIGHT TIME OPERATIONS (SEE QPL).
- 5.) MESH ROLL UP SIGNS SHALL NOT BE ALLOWED ON ANY PROJECT.
- 6.) CONTRACTOR SHALL USE CAUTION NOT TO DAMAGE EXISTING SIGNS WHICH REMAIN IN PLACE. ANY LADOTD SIGNS DAMAGED BY WORK OPERATIONS SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO OWNER.
- 7.) ALL SIGNS (PERMANENT AND TEMPORARY) SHALL BE REMOVED OR COMPLETELY COVERED WITH A STRONG, LIGHTWEIGHT, OPAQUE MATERIAL WHEN NO LONGER APPLICABLE. (BURLAP IS NOT AN ACCEPTABLE MATERIAL TO COVER SIGNS).
- 8.) AT NO TIME SHALL SIGNS WARNING AGAINST A PARTICULAR OPERATION BE LEFT IN PLACE ONCE THE OPERATION HAS BEEN COMPLETED OR WHERE THE CONDITION HAS BEEN REMOVED.
- 9.) WARNING SIGNS USED FOR TEMPORARY TRAFFIC CONTROLS SHALL MEET THE FOLLOWING GUIDELINES UNLESS OTHERWISE NOTED IN THE PLANS:
 - (A) SIZE SHALL BE 48 INCHES BY 48 INCHES.
 - (B) SEE THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES AND THE QPL FOR SHEETING INFORMATION.
 - (C) LATERAL DISTANCE OF SIGNS SHALL BE A MINIMUM OF 6 FEET FROM THE EDGE OF SHOULDER OR EDGE OF PAVEMENT IF NO SHOULDER EXISTS, AND 2 FEET FROM THE BACK OF CURB IN URBAN AREAS (SEE DIAGRAM).
- 10.) WHEN PORTABLE SIGN FRAMES ARE NOT IN USE THEY SHALL BE REMOVED FROM THE PAVEMENT AND SHOULDER AREA; IF THEY REMAIN, THEY SHALL BE STANDING (DO NOT LAY THE STAND DOWN), FACING AWAY FROM TRAFFIC. IF THE SIGN STAND IS USED ON A BRIDGE IT SHALL BE ATTACHED TO A BRIDGE RAIL.
- 12.) LEFT SIDE MOUNTED SIGNS WILL NOT BE REQUIRED FOR ROADWAYS WITH A CENTER LEFT TURN LANE AND FOR UNDIVIDED ROADWAYS.

LANE CLOSURES

- 1.) ALL PROPOSED LANE, ROAD, OR SHOULDER CLOSURES SHALL BE REVIEWED BY THE ENGINEER AND CITY.
 - 2.) CLOSURE PLANS AND TIMES SHALL BE TURNED IN TO THE ENGINEER FOR REVIEW ACCORDING TO THE FOLLOWING:
 - (A) 5 WORKING DAYS MINIMUM IF TRAFFIC CONTROL PLAN HAS BEEN APPROVED OR IS CONTAINED IN THE PLANS.
 - (B) 10 WORKING DAYS MINIMUM AND A TRAFFIC CONTROL PLAN MUST BE SUBMITTED FOR LANE CLOSURES NOT ADDRESSED IN THE PLANS.
 - 3.) WEEKLY UPDATES TO THE ENGINEER AND CITY REQUIRED FOR ALL ONGOING LANE CLOSURES TO UPDATE THE CLOSURE STATUS.
 - 4.) DAILY UPDATES TO THE ENGINEER, AND CITY WHERE ACTIVE CLOSURES ARE IN PLACE.
- TYPE III BARRICADES**
- 1.) ALL BARRICADES SHALL USE TYPE 3 HIGH INTENSITY SHEETING ON BOTH SIDES OF THE BARRICADE.
 - 2.) ALL TYPE III BARRICADES SHALL BE A MINIMUM OF 8 FEET IN LENGTH AND MUST MEET NCHRP REPORT 350 REQUIREMENTS.
 - 3.) WHEN USED FOR OVERNIGHT CLOSURES, TWO TYPE B HIGH INTENSITY LIGHTS SHALL SUPPLEMENT ALL BARRICADES THAT ARE PLACED IN A CLOSED LANE OR THAT EXTEND ACROSS A HIGHWAY. TWO TYPE A LOW INTENSITY LIGHTS MAY BE USED IN URBAN AREAS IF APPROVED BY THE PROJECT ENGINEER (SEE QPL).
 - 4.) WHEN SIGNS AND LIGHTS ARE TO BE MOUNTED TO A BARRICADE, THEY MUST MEET NCHRP REPORT 350 REQUIREMENTS. TYPE III BARRICADES SHALL BE PLACED:
 - (A) AT THE BEGINNING OF A CLOSED LANE OR SHOULDER AND AT 1,000 FOOT INTERVALS WHERE NO ACTIVE WORK IS ONGOING AND THE LANE MUST REMAIN CLOSED. A MINIMUM OF 2 BARRICADES SHALL BE PLACED IF THE LANE OR SHOULDER CLOSURE IS LESS THAN 2,000 FEET. (ONE BARRICADE SHALL BE PLACED AT THE BEGINNING OF THE LANE CLOSURE AND ONE SHALL BE PLACED IN THE MIDDLE OF THE LANE CLOSURE.)
 - (B) BEFORE EACH OR GROUP OF UNFILLED HOLES OR HOLES FILLED WITH TEMPORARY MATERIAL.
 - (C) BEFORE UNCURED CONCRETE.
 - (D) IN THE CLOSED LANE ON EACH SIDE OF EVERY INTERSECTION AND CROSSOVER.
 - (E) IN FRONT OF PILES OF MATERIAL (DIRT, AGGREGATE, BROKEN CONCRETE), CULVERTS, AND EQUIPMENT WHICH IS NEAR THE WORK ZONE.

REFERENCES

- 1.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR UNDERSTANDING ALL RULES AND REQUIREMENTS IN THE CURRENT EDITION OF THE FOLLOWING DOCUMENTS:
 - (A) LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES.
 - (B) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD).
 - (C) LADOTD QUALIFIED PRODUCTS LIST (QPL) MANUAL.
- 2.) NCHRP REPORT 475: "A PROCEDURE FOR ASSESSING AND PLANNING NIGHTTIME HIGHWAY CONSTRUCTION AND MAINTENANCE"
- 3.) NCHRP REPORT 476: "GUIDELINES FOR DESIGN AND OPERATION OF NIGHTTIME TRAFFIC CONTROL FOR HIGHWAY MAINTENANCE"
- 4.) NCHRP REPORT 498: "ILLUMINATION GUIDELINES FOR NIGHTTIME HIGHWAY WORK"
- 5.) AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) ROADSIDE DESIGN GUIDE
- 6.) AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) QUALITY GUIDELINES FOR WORK ZONE TRAFFIC CONTROL DEVICES AND FEATURES.
- 7.) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION TRAFFIC CONTROL HANDBOOK FOR MOBILE OPERATIONS AT NIGHT.



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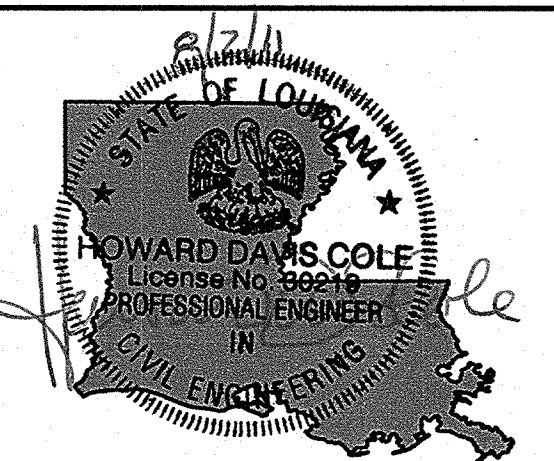
NO.	COMMENT	DATE
1	SCHEMATIC	4/15/11
2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

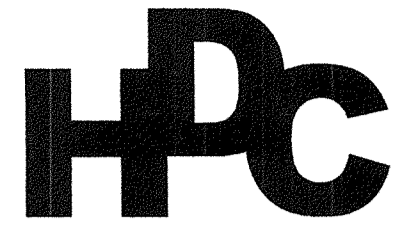
HDC Project Number
2010-10

Client
*City of Slidell
Dept. Of Engineering
P.O. Box 828
Slidell, LA 70459*



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Drawn: JAB
Approved: SET
Sheet ID: **C20**
Sheet Set: **22** of **27**
Sheet Name
Temporary Traffic Control Notes

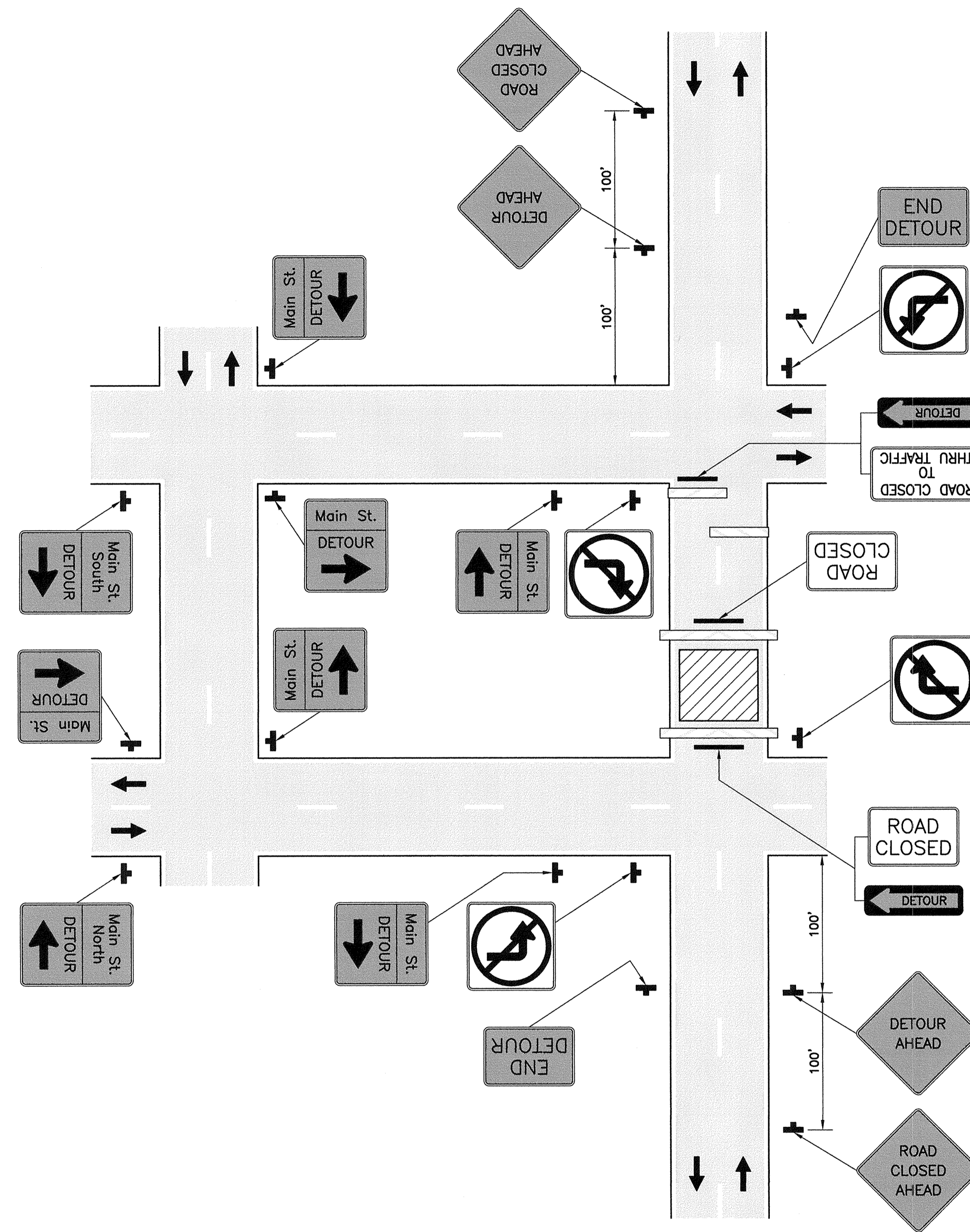


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SUGGESTED DETOUR SIGNAGE DETAIL
SCALE: N.T.S.

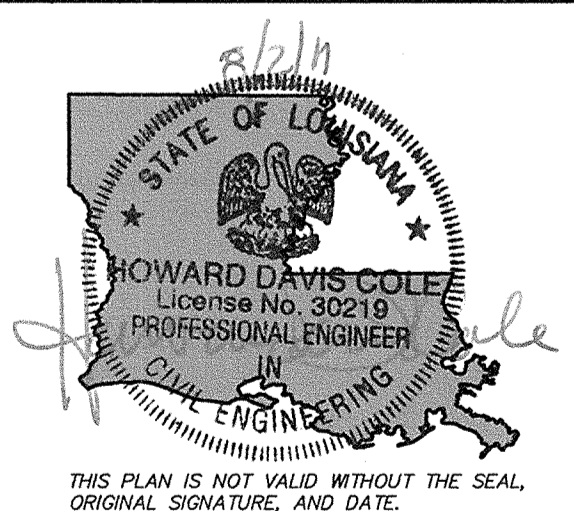
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1	SCHEMATIC	4/15/11
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**Rehabilitation Of
7th Street**

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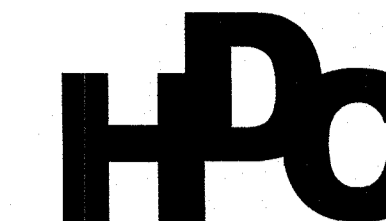
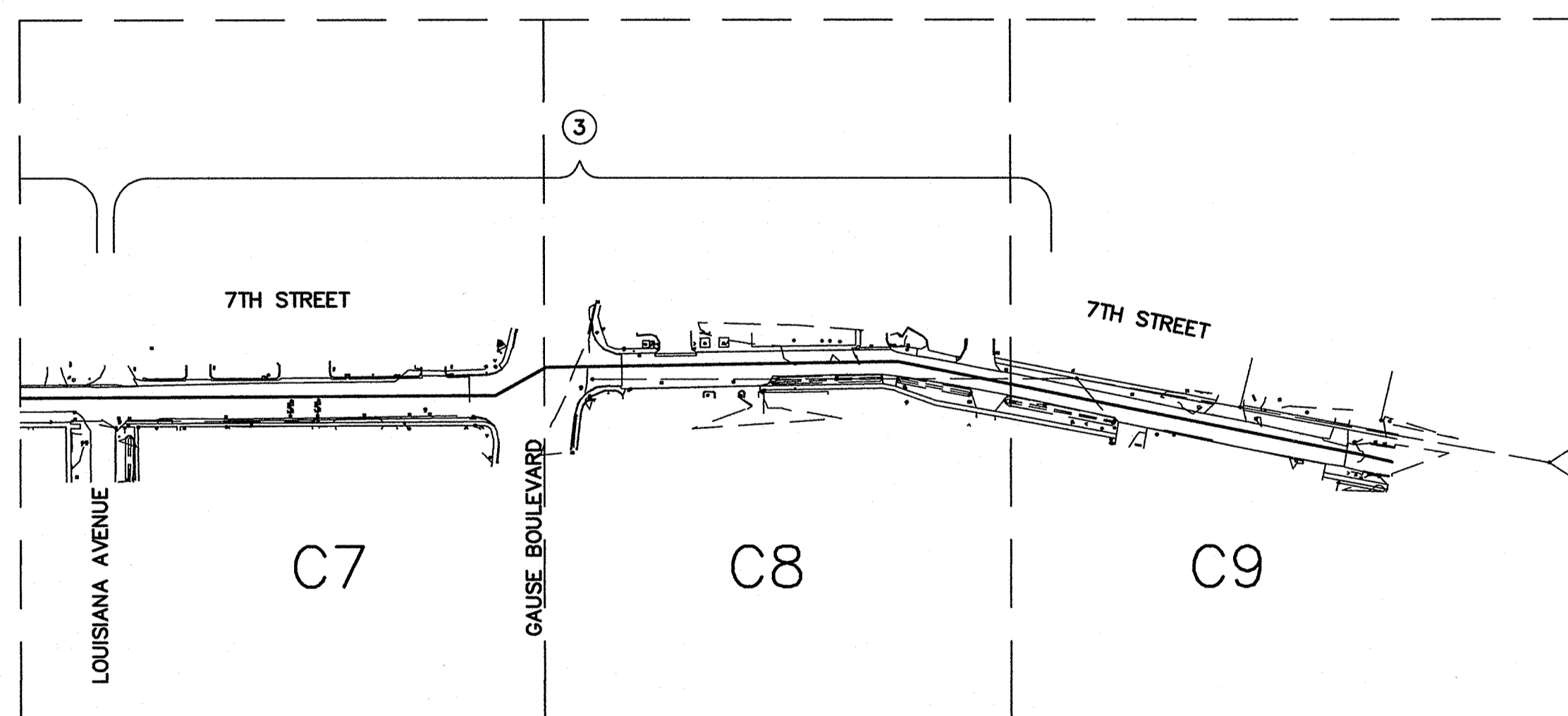
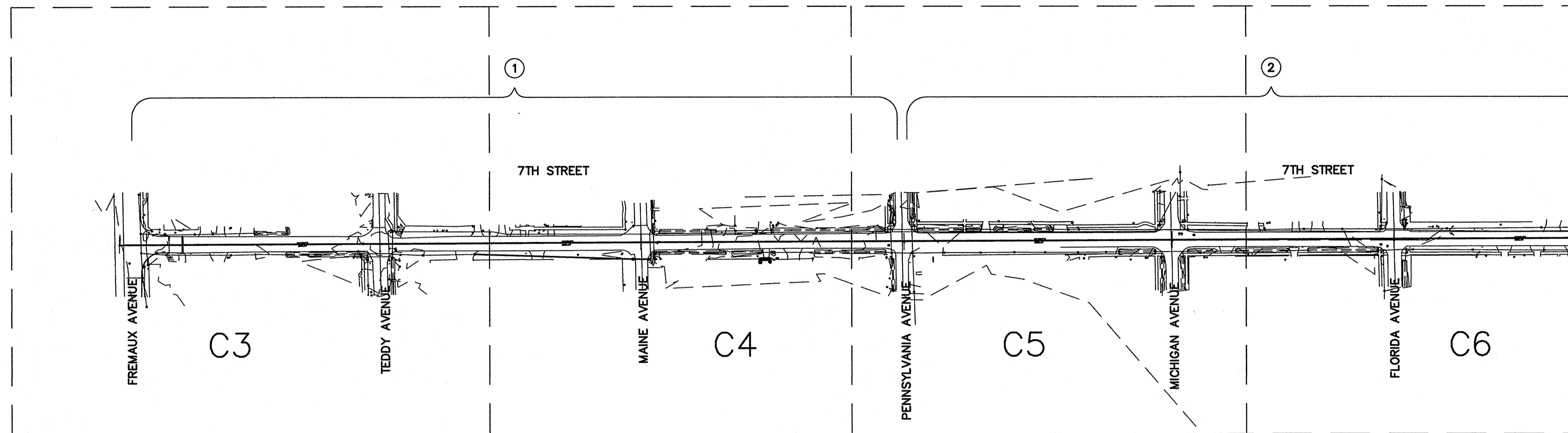
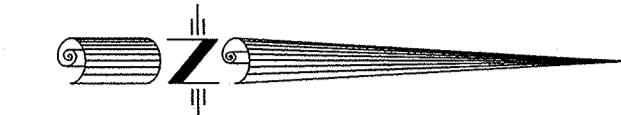
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Designed: DAM
Drawn: PSC
Approved: SET
Sheet ID: **C21**
Sheet Set: **23** of **27**
Sheet Name:
*Suggested Temporary
Traffic Control Plan*

NOTES:

- 1) SEQUENCE OF CONSTRUCTION IS RECOMMENDED. CONTRACTOR MAY SUGGEST ALTERNATIVE SEQUENCE FOR APPROVAL BY ENGINEER/CITY.
- 2) CONTRACTOR SHALL ARRANGE HIS OPERATIONS TO MINIMIZE CLOSURE TIME OF PRIVATE DRIVEWAYS.

SEQUENCE OF CONSTRUCTION:

- ① DEMOLISH/RECONSTRUCT FREMAUX AVENUE TO PENNSYLVANIA AVENUE (INCLUDES CONSTRUCTION OF DRAINAGE IMPROVEMENTS AT MAINE AVENUE).
- ② DEMOLISH/RECONSTRUCT PENNSYLVANIA AVENUE TO LOUISIANA AVENUE
- ③ DEMOLISH/RECONSTRUCT LOUISIANA AVENUE TO ±617 SEVENTH STREET. (NORTH OF GAUSE BLVD.)



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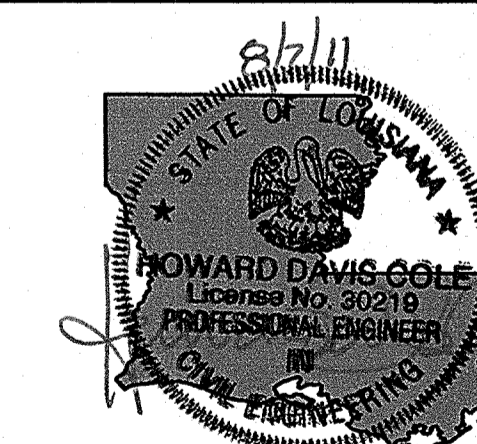
NO.	COMMENT	DATE
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2	100% DESIGN	5/13/11
3	REV PER DOTD	6/22/11

Project Name
Rehabilitation Of 7th Street

Project Location
City Of Slidell, LA

HDC Project Number
2010-10

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City of Slidell
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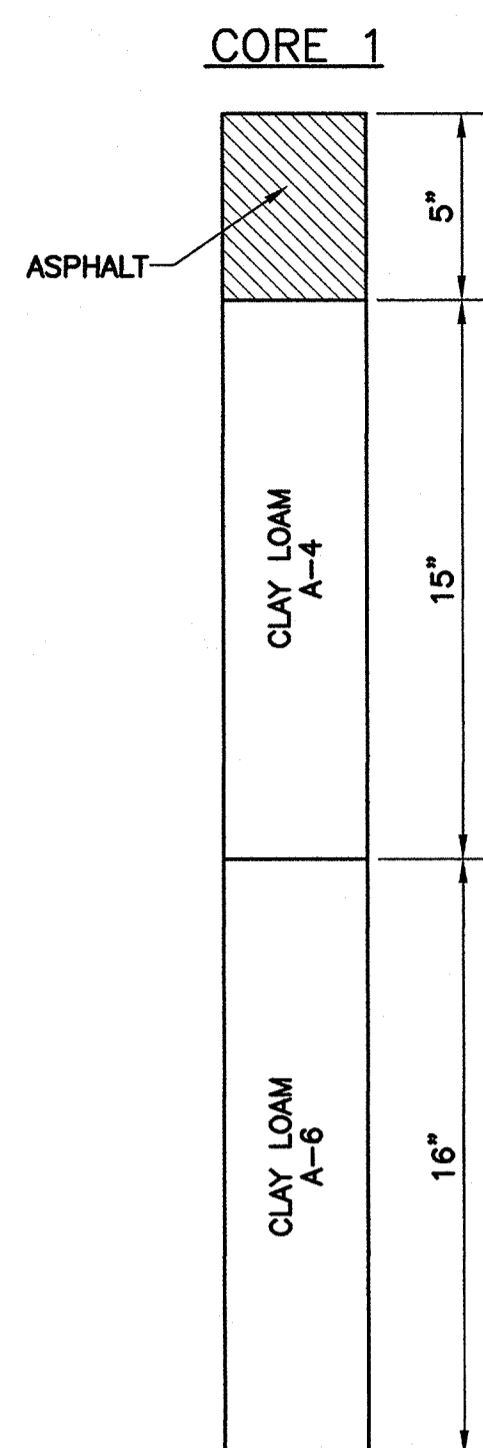
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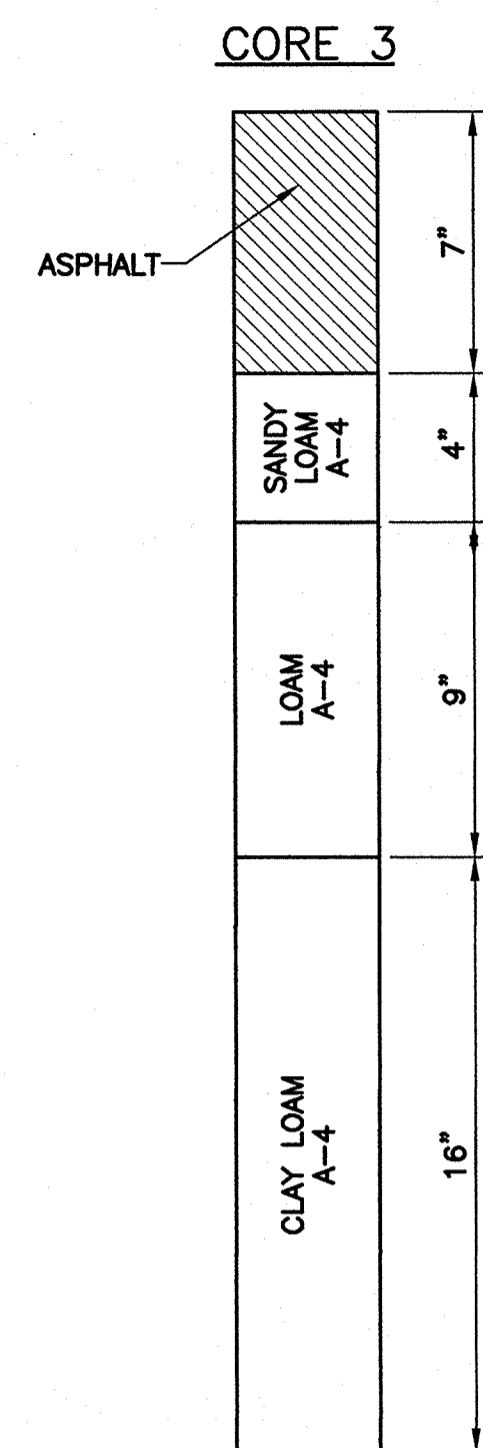
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Sheet Set: **24** of **27**

Sheet Name
Suggested Sequence Of Construction

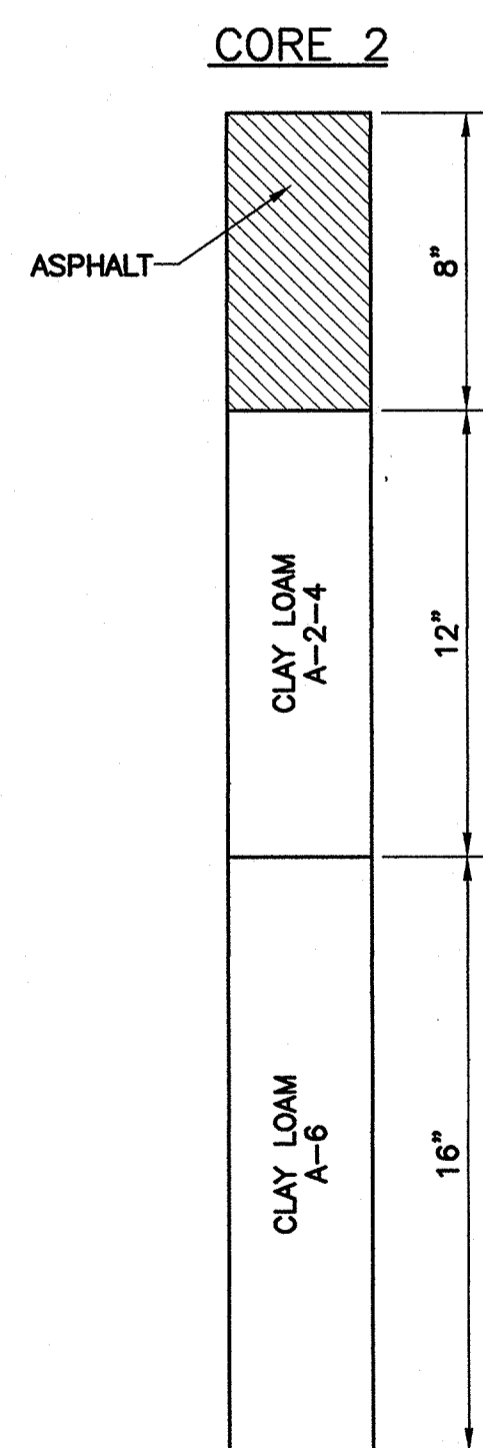
NOTES:
 1) CORING OBTAINED BY OWNER
 2) CONTRACTOR SHOULD REVIEW CORING RESULTS PRIOR TO BID.



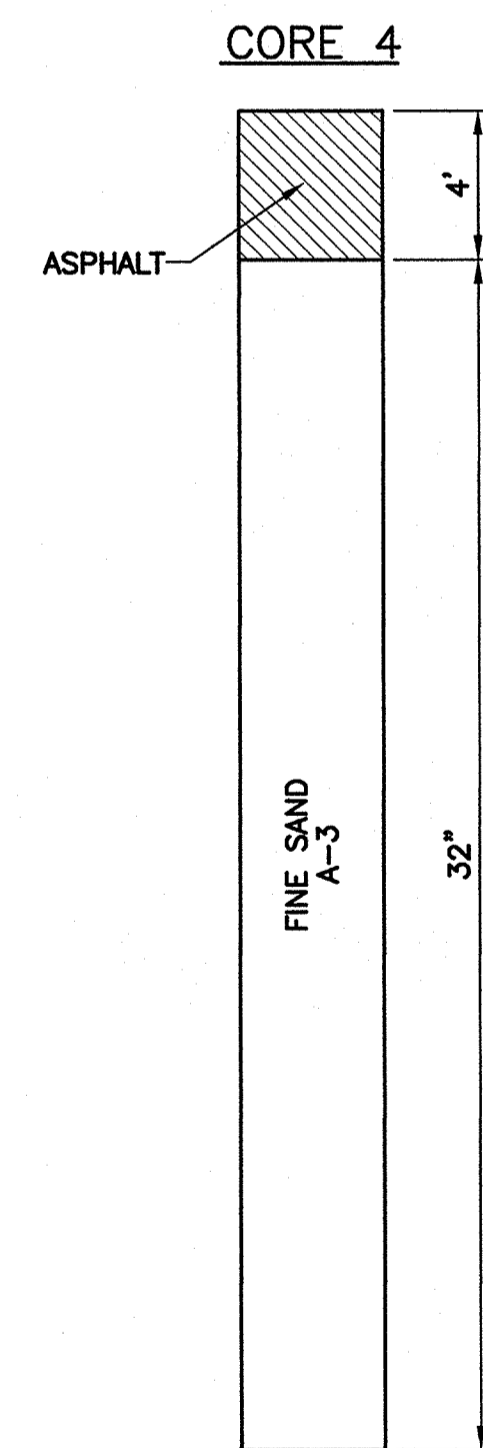
NORTH OF GAUSE BLVD.



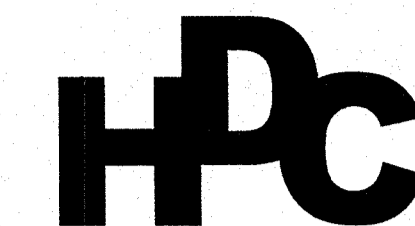
BETWEEN TEDDY AVE. & PENNSYLVANIA AVE.



FREMAUX AVE. & TEDDY AVE.



BETWEEN MICHIGAN AVE. & FLORIDA AVE.



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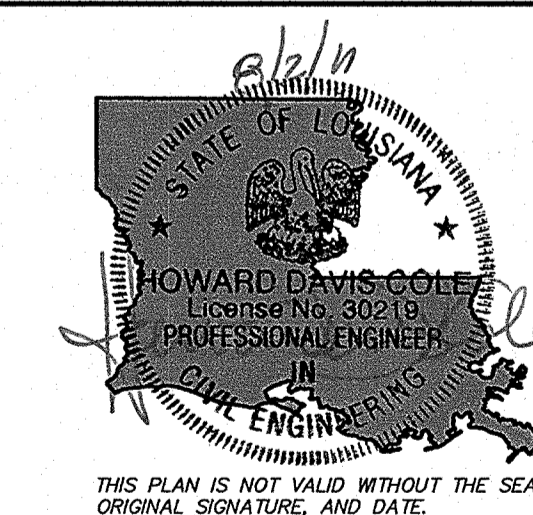
NO.	COMMENT	DATE
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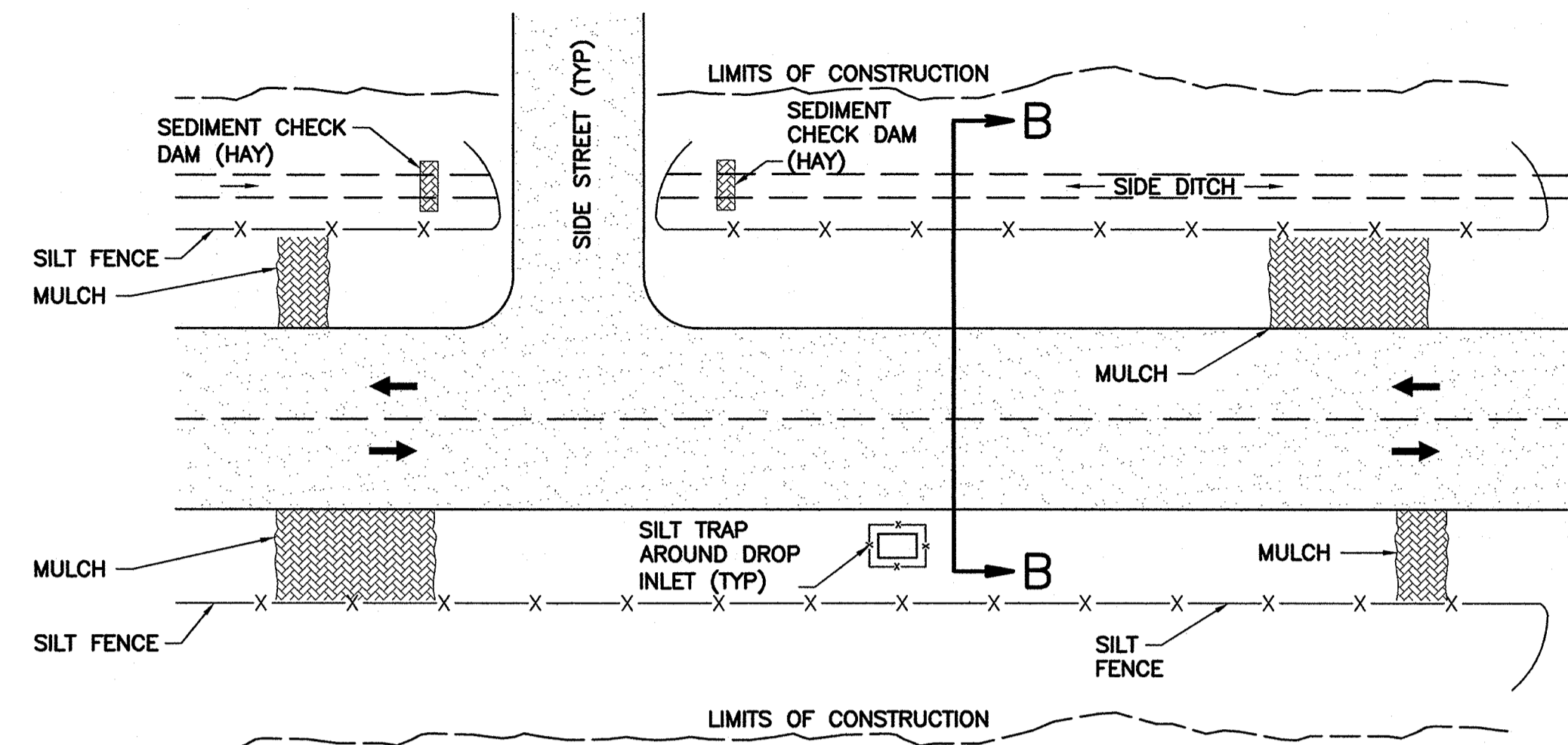
Project Location
 City Of Slidell, LA

HDC Project Number
 2010-10

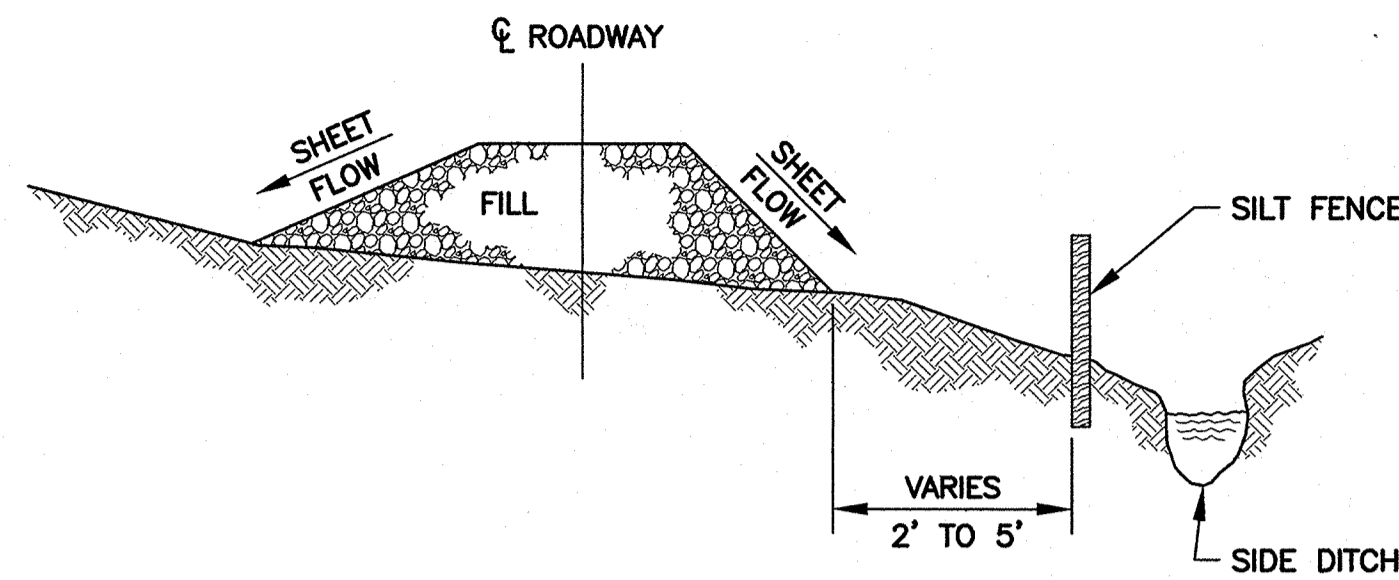
Client
 City of Slidell
 Dept. Of Engineering
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 Slidell, LA 70459



Sheet Information
 Designed: DAM
 Drawn: PSC
 Approved: SET
 Sheet ID: **C23**
 Sheet Set: **25** of **27**
 Sheet Name: *Coring Results*



SCALE: 1/16" = 1'

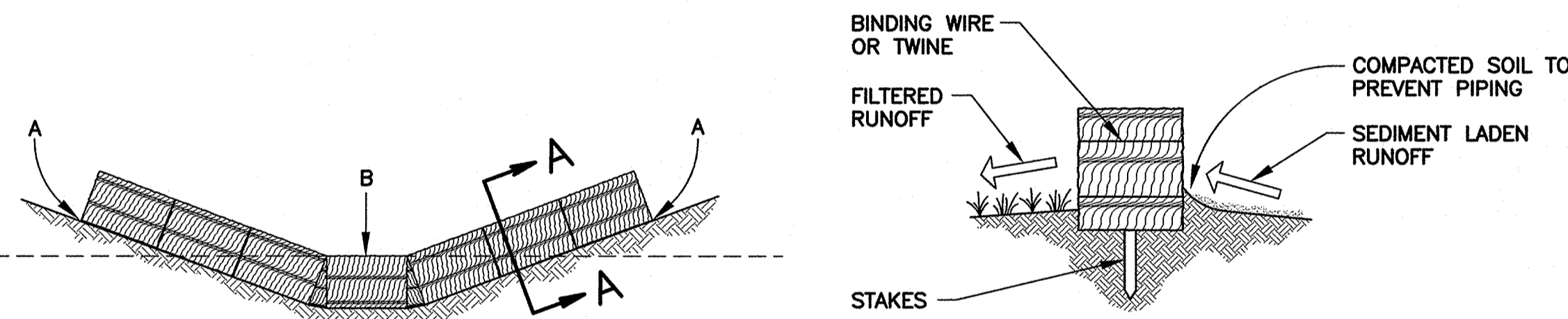
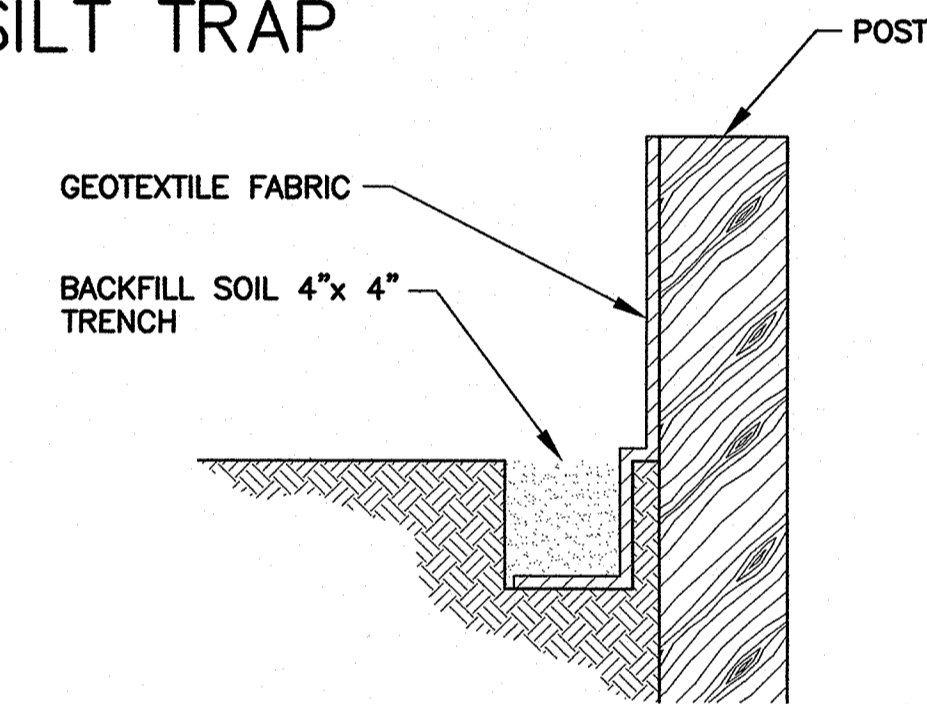
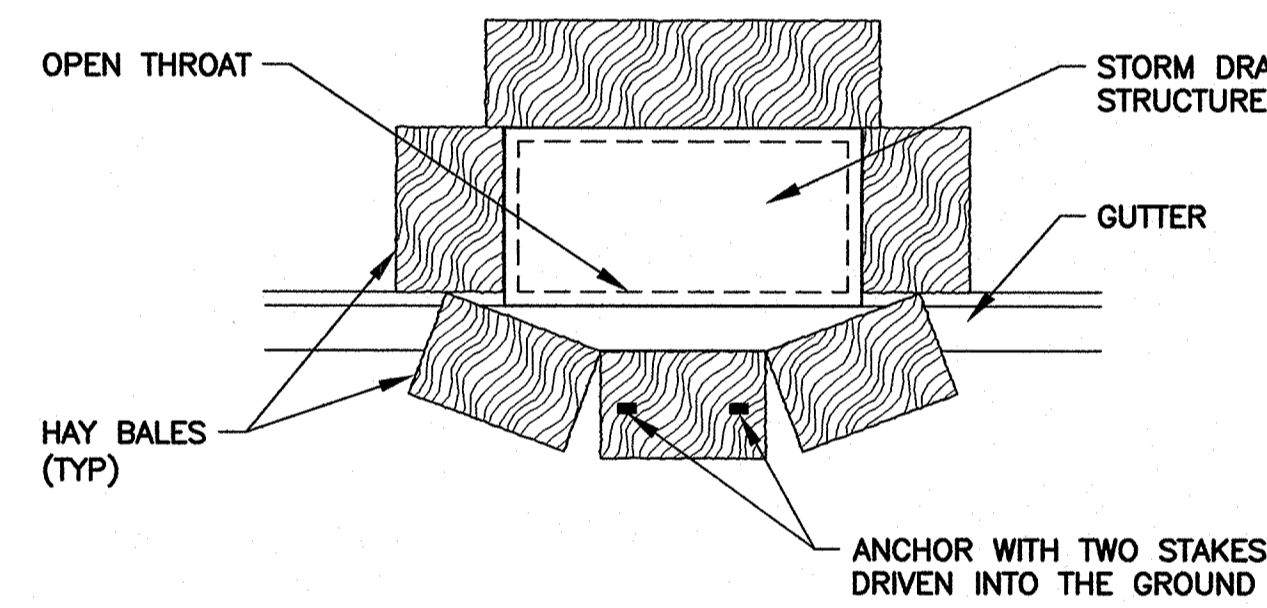


TEMPORARY SILT FENCE APPLICATION

FOR CONSTRUCTION DETAILS AND SPECIFICATIONS, SEE NEXT SHEET

PLAN SHOWING TYPICAL TEMPORARY EROSION CONTROL

TEMPORARY INLET SILT TRAP



ELEVATION

SECTION A-A

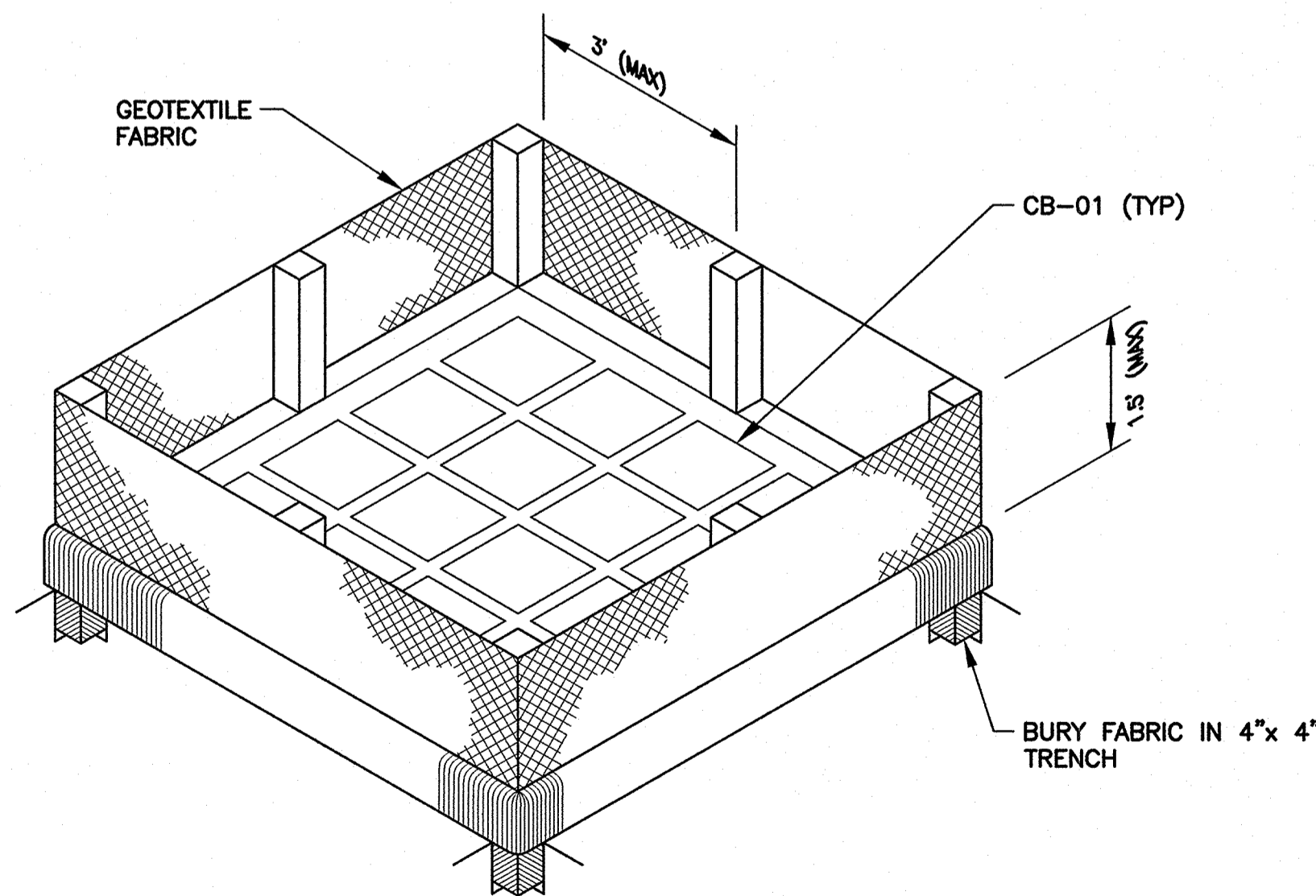
TEMPORARY SEDIMENT CHECK DAM (HAY)

NOTES:

A HAY BALE BARRIER IS A TEMPORARY SEDIMENT BARRIER CONSISTING OF A ROW OF ENTRENCHED AND ANCHORED BALES OF STRAW OR HAY. THE HAY BALE BARRIER IS ALSO USED AS A CHECK DAM TO REDUCE THE VELOCITY IN SMALL DITCHES OR SWALES. THE HAY BALES SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY EROSION CONTROL.

A FEW BASIC DESIGN GUIDELINES FOR THE USE OF A HAY BALE BARRIER ARE:

1. USE WHERE EROSION WOULD OCCUR IN THE FORM OF SHEET AND RILL EROSION
2. USE IN MINOR SWALES OR DITCHES WHERE THE MAXIMUM DRAINAGE AREA IS 2 ACRES
3. ONLY USE WHERE THE EFFECTIVENESS IS REQUIRED FOR LESS THAN 3 MONTHS
4. DO NOT USE IN LIVE STREAMS OR IN SWALES OR DITCHES WHERE THERE IS A POSSIBILITY OF A WASHOUT



ISOMETRIC VIEW SHOWING GEOTEXTILE FABRIC

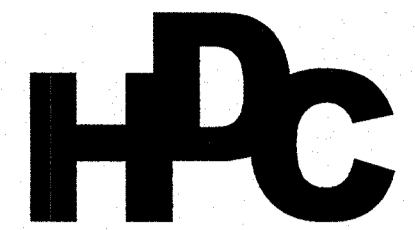
SCALE: 1/2" = 1'

(BACKFILL SOIL NOT SHOWN)

NOTES:

THE TEMPORARY DROP INLET SILT TRAP IS TO BE USED FOR SMALL DRAINAGE AREAS (LESS THAN 1 ACRE) WHERE THE STORM DRAIN IS FUNCTIONAL BEFORE THE AREA IS STABILIZED. THE TRAP CAN BE EITHER GEOTEXTILE FABRIC OR HAY BALES.

1. THE GEOTEXTILE FABRIC SHALL CONFORM TO PROJECT SPECIFICATIONS FOR GEOTEXTILE FABRIC (CLASS G).
2. WOODEN STAKES SUPPORTING THE FABRIC SHALL BE 2"x2" OR 2"x4" WITH A MINIMUM LENGTH OF 3 FEET. THE STAKES SHALL BE SPACED AROUND THE INLET AT A MAXIMUM SPACING OF 3 FEET.
3. THE HEIGHT OF THE FABRIC ABOVE THE INLET SHALL BE LIMITED TO 1.5' AND THE BOTTOM OF THE FABRIC SHALL BE BURIED IN A TRENCH APPROXIMATELY 4" WIDE BY 4" DEEP. THE FABRIC SHALL BE STAPLED TO THE POST WITH 1/2" STAPLES.
4. THE TRAP SHOULD BE INSPECTED REGULARLY AND AFTER EACH STORM. THE SEDIMENT SHOULD BE REMOVED AND EACH STAKE SHOULD BE FIRMLY IN THE GROUND.
5. HAY BALES SHALL BE PLACED SO THAT THE BINDING WIRE OR TWINE IS NOT IN CONTACT WITH THE GROUND.



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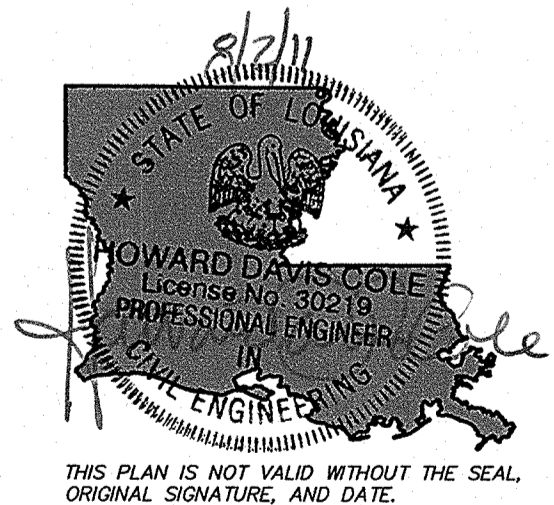
NO.	COMMENT	DATE
1	SCHEMATIC	4/15/11
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Project Name
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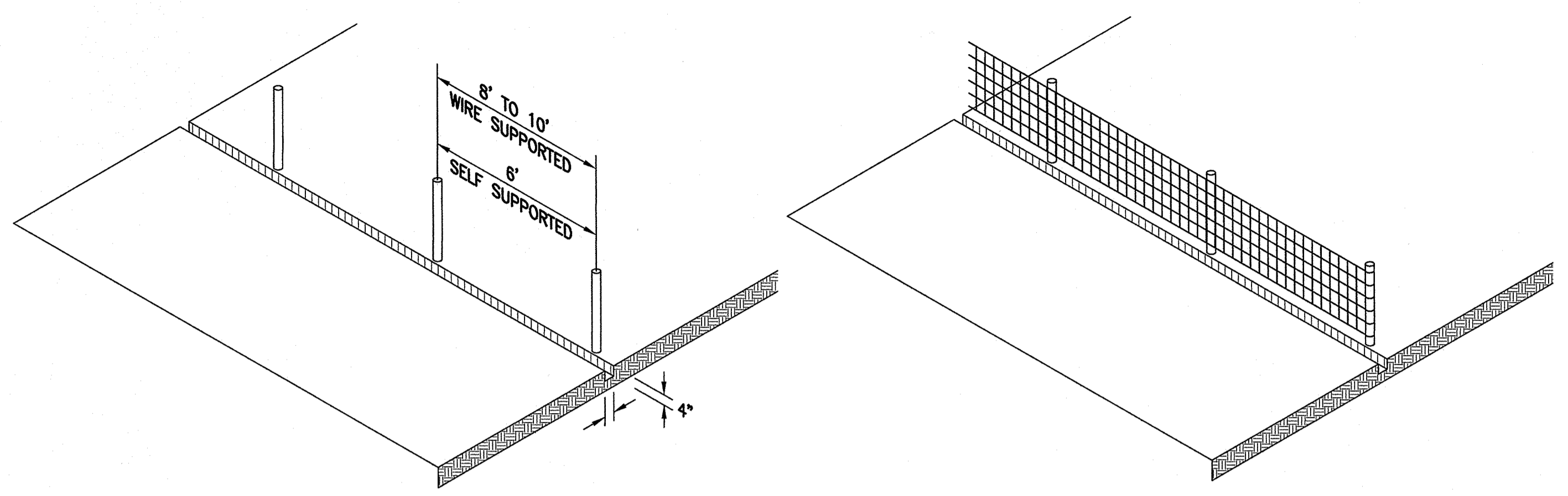
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Approved: SET

Sheet ID: **C24**

Sheet Set: **26** of **27**

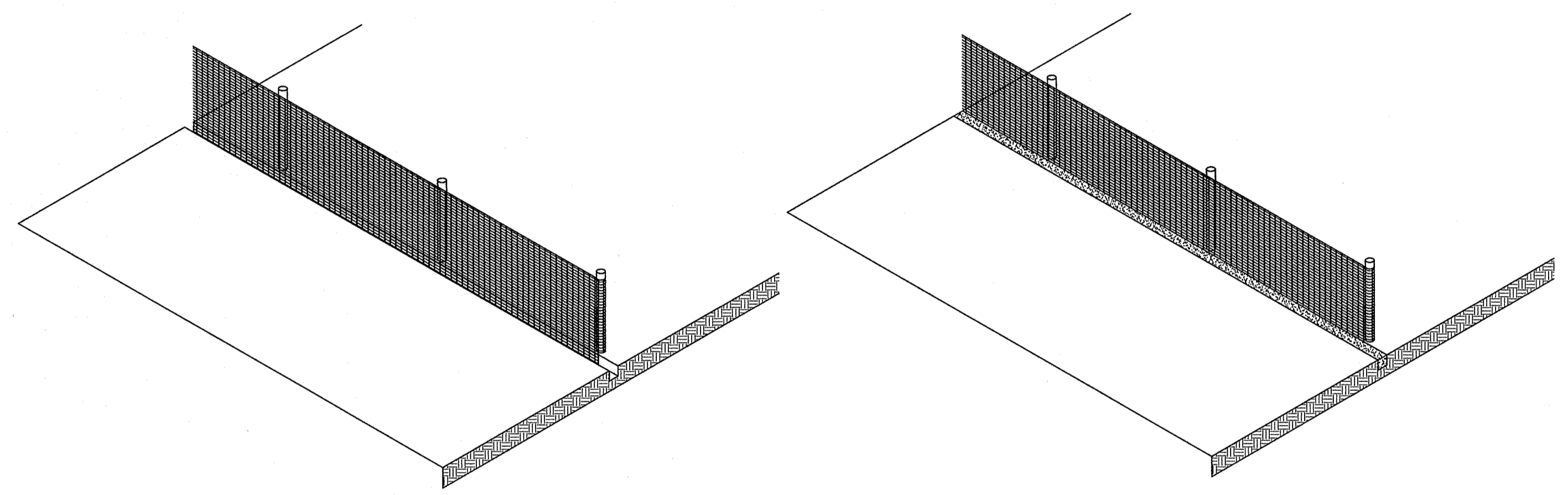
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Temporary Erosion Control Details
Sheet 1 of 2



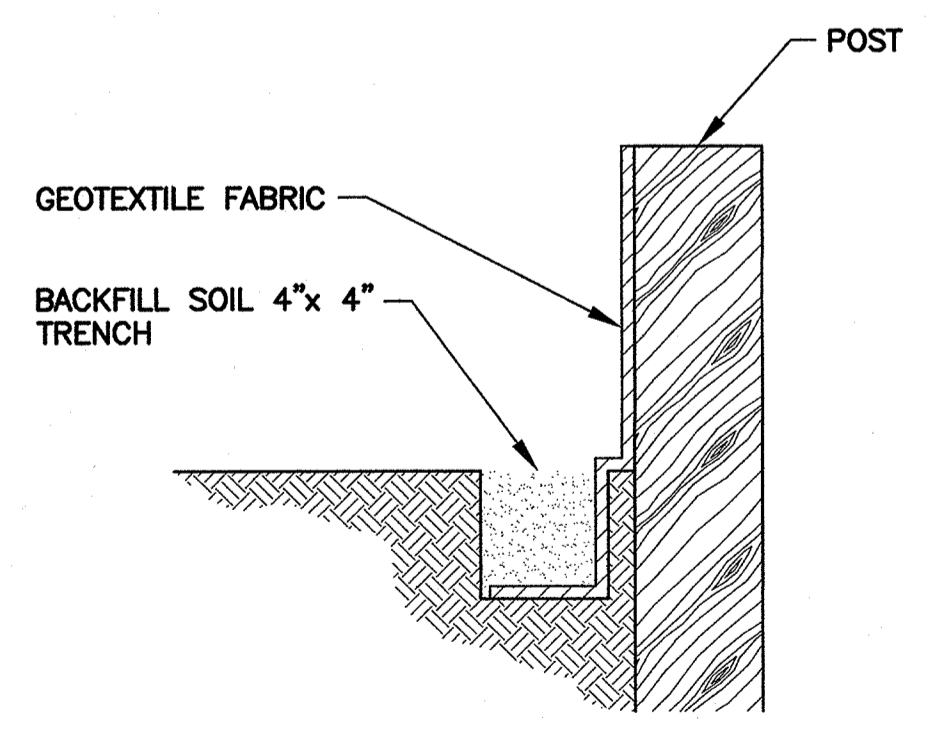
SET POSTS AND EXCAVATE A 4"x4" TRENCH UPSLOPE ALONG THE LINE OF POSTS.

STAPLE WIRE FENCING TO THE POSTS



ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.

BACKFILL AND COMPACT EXCAVATED SOIL



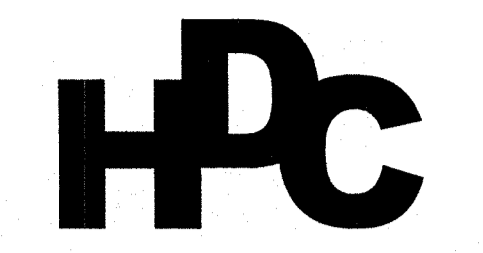
CONSTRUCTION OF TEMPORARY SILT FENCING

(WIRE SUPPORTED SILT FENCE IS SHOWN. SELF SUPPORTED SILT FENCE WILL BE CONSTRUCTED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.)

NOTES:

SILT FENCING IS A TEMPORARY SEDIMENT BARRIER CONSISTING OF A FILTER FABRIC SUPPORTED BY POSTS AND STRETCHED ACROSS AN AREA TO INTERCEPT AND DETAIN SMALL AMOUNTS OF SEDIMENT. THE SILT FENCING SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS FOR TEMPORARY EROSION CONTROL. A FEW BASIC GUIDELINES FOR THE USE OF SILT FENCING ARE:

1. USE WHERE EROSION WOULD OCCUR IN THE FORM OF SHEET AND RILL EROSION.
2. USE WHERE THE MAXIMUM DRAINAGE AREA BEHIND THE SILT FENCE IS 1/4 ACRE PER 100 FEET OF SILT FENCE LENGTH.
3. USE WHERE THE MAXIMUM SLOPE LENGTH BEHIND THE BARRIER IS 100 FEET
4. USE WHERE THE MAXIMUM GRADIENT BEHIND THE BARRIER IS 2:1
5. DO NOT USE SILT FENCES IN LIVE STREAMS OR IN DITCHES OR SWALES WHERE FLOWS EXCEED ONE CUBIC FOOT PER SECOND.



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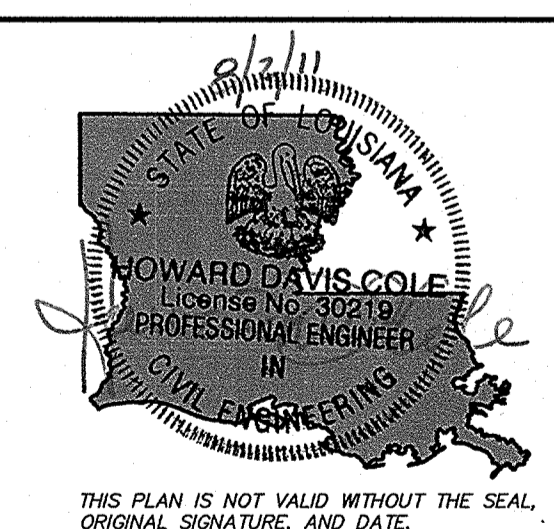
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Sheet ID **C25**
Sheet Set **27** of **27**
Sheet Name
Temporary Erosion Control Details
Sheet 2 of 2