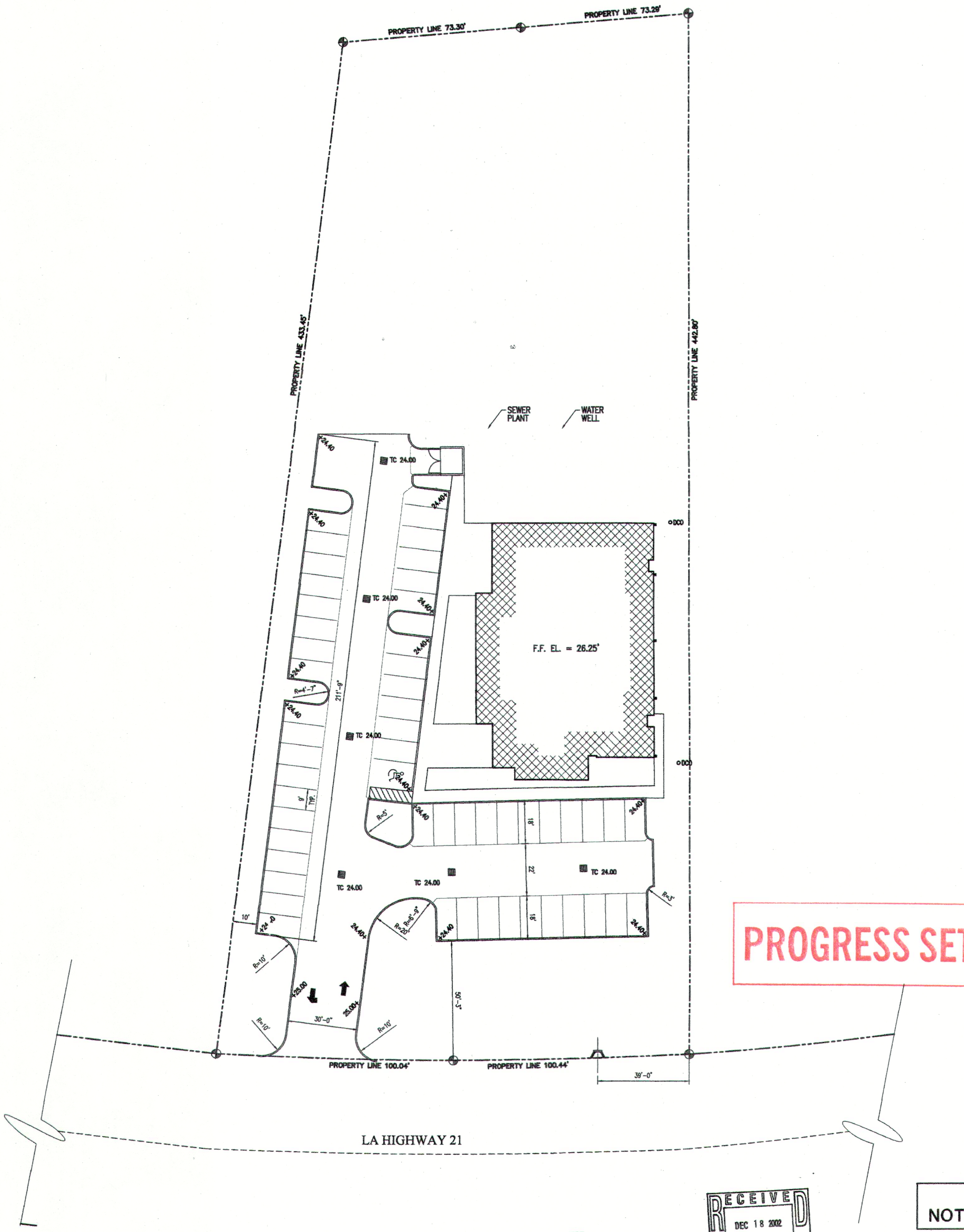

2 CIVIL SITE PLAN
C1.01
1"=20'-0"

NORTH

1 GENERAL NOTES
C1.01

CIVIL GENERAL NOTES

1. DIMENSIONS AND CONDITIONS TYING INTO OR GOVERNED BY EXISTING CONSTRUCTION ARE APPROXIMATE AND ARE NOT PURPORTED TO BE CORRECT. VERIFY EXISTENCE AND LOCATION OF ALL SURFACE AND SUBSURFACE STRUCTURES, UTILITIES, DEPTHS AND INVERTS PRIOR TO COMMENCING WORK. NOTIFY THE ARCHITECT IF CONDITIONS VARY FROM THOSE SHOWN.

2. ELEVATIONS ARE IN FEET, N.A.V.D. 88. SEE SURVEY FOR REFERENCE BENCH MARK.

3. OBTAIN AND PAY FOR INSPECTIONS, LICENSES, PERMITS AND APPROVALS REQUIRED BY GOVERNING AUTHORITIES AND INSTALL ALL WORK IN COMPLIANCE THEREOF.

4. DRAIN, SEWER AND WATER LINES ARE SHOWN IN SCHEMATIC DETAIL ONLY. IT IS NOT POSSIBLE TO DETAIL EVERY OFFSET, ELBOW, TEE, WYE, ETC., THAT MAY BE REQUIRED. PROVIDE COMPLETE WORKING UTILITY SYSTEMS.

5. SEE ARCHITECTURAL AND PLUMBING DRAWINGS FOR CONTINUATION OF UTILITIES WITHIN 5'-0" OF BUILDINGS.

6. WHERE NOTED, REFERENCED STANDARD SPECIFICATION SHALL BE THE ST. TAMMANY PARISH DEPARTMENT OF PUBLIC WORKS AND / OR THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES (LATEST EDITION). IN THE CASE OF A CONFLICT, THE MORE STRINGENT SHALL APPLY.

7. FIELD VERIFY LOCATION OF EXISTING STORM DRAINAGE PIPES AND THE ELEVATIONS SHOWN ON THE SURVEY. REPORT ANY DISCREPANCIES IMMEDIATYELY TO THE ARCHITECT.

8. PROVIDE CONSTRUCTION ZONE TRAFFIC CONTROL PER LDOTD STANDARDS WHEN WORKING IN THE VICINITY OF THE HIGHWAT.

DRAINAGE

1. PROVIDE DRAINAGE STRUCTURES AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE LATEST STANDARDS OF THE ST. TAMMANY PARISH DEPARTMENT OF PUBLIC WORKS AND / OR THE LATEST LADOTD STANDARDS. IN THE CASE OF A CONFLICT, THE MORE STRINGENT SHALL APPLY..

2. COORDINATE WORK WITH UTILITY AND CODE COMPLIANCE AUTHORITIES. ARRANGE FOR INSPECTION OF WORK PRIOR TO COVERING.

3. DRAIN LINES UNDER ROADWAYS SHALL HAVE A MINIMUM OF 2'-6" COVER FROM THE TOP OF PIPE TO TOP OF PAVEMENT STRUCTURE. ALL OTHER DRAIN LINES SHALL HAVE A MINIMUM OF 1'-0" COVER FROM THE TOP OF PIPE TO FINISHED GRADE.

4. ROUND PIPE 12" OR LARGER IN DIAMETER SHALL BE REINFORCED CONCRETE PIPE CONFORMING TO ASTM C76, CLASS III, WALL "B".

5. ROUND PIPE 10" OR SMALLER IN DIAMETER SHALL BE PVC CONFORMING TO ASTM D3034 SDR 35.

6. JOINTS SHALL BE TYPE 2 WITH RUBBER GASKETS CONFORMING TO ASTM C443.

EARTHWORK

1. EXCAVATION SHALL INCLUDE THE REMOVAL OF MATERIAL ENCOUNTERED TO SUBGRADE ELEVATIONS INDICATED AND SUBSEQUENT DISPOSAL OF MATERIALS REMOVED.

2. STRIP EXISTING GROUND SURFACE OF VEGETATION, ROOTS, LOOSE TOPSOIL, DEBRIS, STUMPS, ORGANIC MATTER AND ANY OTHER DELETERIOUS MATERIALS.

3. PROOFROLL SUBGRADE TO IDENTIFY WEAK AREAS. EXCAVATE WEAK AREAS AND BACKFILL WITH SELECT FILL.

4. SELECT FILL SHALL BE NON-PLASTIC, HYDRAULICALLY PUMPED SAND AND FREE OF ROOTS, CLAY LUMPS, AND OTHER DELETERIOUS MATERIALS WITH NO MORE THAN 10% BY WEIGHT OF MATERIAL PASSING A U.S. STANDARD NO. 200 SIEVE.

5. COMPACT SELECT FILL TO AT LEAST 95% OF ITS MAXIMUM DRY DENSITY NEAR OPTIMUM WATER CONTENT IN ACCORDANCE WITH ASTM D698.

6. ALL CLEARING, FILLING, AND COMPACTION OPERATIONS SHALL BE ACCOMPLISHED DURING PERIODS OF DRY WEATHER ONLY.

ASPHALTIC AND PORTLAND CEMENT CONCRETE PAVING

1. WHERE NEW PAVING IS TO MEET EXISTING, PROVIDE A SAW CUT TO INSURE A STRAIGHT JOINT. SAW CUT A MINIMUM 1-1/2" DEEP. BREAK THE REMAINDER OF CONCRETE BY CONVENTIONAL MEANS WITHOUT DAMAGING CONCRETE TO REMAIN.

2. PROVIDE ENGINEERING FABRIC IN ACCORDANCE WITH SECTION 1019,01 OF THE STANDARD SPECIFICATIONS, CLASS B, C OR D.

3. COARSE AGGREGATE BASE MATERIAL SHALL BE RECYCLED PORTLAND CEMENT CONCRETE OR STONE CONFORMING TO STANDARD SPECIFICATION SECTION C302. COMPACT TO 95% OF MAXIMUM DRY DENSITY NEAR OPTIMUM WATER CONTENT.

4. PORTLAND CEMENT CONCRETE PAVEMENT SHALL CONFORM TO SECTION C601 OF THE STANDARD SPECIFICATIONS AND SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI.

5. FORM WEAKENED PLANES IN SIDEWALK BY A JOINTING TOOL OR OTHER ACCEPTABLE MEANS. SPACE WEAKENED PLANES EQUAL TO THE WIDTH OF THE SIDEWALK. ALIGN EXPANSION JOINTS IN SIDEWALK WITH JOINTS IN CURB.

6. DEFORMED STEEL BARS SHALL BE GRADE 60 AND SHALL CONFORM TO ASTM A615. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185. DOWEL BARS SHALL BE PLAIN BARS CONFORMING TO ASTM A615. PAINT FOR DOWEL BARS SHALL CONFORM TO AASHTO DESIGNATION M72.

7. PROVIDE HANDICAPPED RAMPS ACCORDING TO DEPARTMENT OF PUBLIC WORKS STANDARD PLANS. COORDINATE LOCATION OF RAMPS WITH PARISH.

8. PROVIDE DETECTABLE WARNING SURFACE ON ALL CURB RAMPS. DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP.

9. PROVIDE DETECTABLE WARNING SURFACE WHERE PEDESTRIAN AND VEHICULAR AREAS ARE NOT OTHERWISE SEPARATED BY A CURB, RAILING OR OTHER STRUCTURAL ELEMENT. DETECTABLE WARNING SURFACE SHALL BE A MINIMUM 36 INCHES WIDE AND SHALL BE *CONTINUOUS BETWEEN PEDESTRIAN AND VEHICULAR AREAS.*

10. DETECTABLE WARNING SURFACE SHALL CONSIST OF RAISED TRUNCATED DOMES, 0.9 INCHES IN NOMINAL DIAMETER, 0.2 INCHES IN NOMINAL HEIGHT, CENTERED 2.35 INCHES APART.

11. FORM DETECTABLE WARNING SURFACE WITH VISUALLY CONTRASTING COLORED MATERIAL FROM ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. MATERIAL USED TO PROVIDE CONTRASTING COLOR SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.

PROGRESS SET

JOINTS

1. SUBMIT A JOINTING PLAN TO THE ENGINEER FOR PRIOR APPROVAL. JOINTING PLAN SHALL CONFORM TO THE RECOMMENDATIONS OF THE PORTLAND CEMENT ASSOCIATION AND THE FOLLOWING NOTES.

2. PROVIDE JOINTING THAT BREAKS THE PAVEMENT INTO NEARLY SQUARE SEGMENTS. PROVIDE LONGITUDINAL JOINTS IN DRIVEWAYS AND ROADWAYS THAT DELINEATE LANES OF TRAFFIC.

3. FORM CONTROL JOINTS BY ONE OF THE FOLLOWING METHODS: SAWING, PREMOLDED FILLER OR FULL-DEPTH CONSTRUCTION JOINTS. JOINT DEPTH SHALL BE A MINIMUM OF ONE-FOURTH THE SLAB THICKNESS.

4. PROVIDE ISOLATION JOINTS TO ISOLATE FIXED OBJECTS ABUTTING OR WITHIN THE PAVED AREA. PROVIDE PREMOLDED JOINT FILLER FOR THE FULL DEPTH OF CONCRETE.

5. JOINTS SHALL BE CONTINUOUS ACROSS ENTIRE PAVED AREA, UNLESS INTERRUPTED BY *FULL-DEPTH PREMOLDED JOINT FILLER.* EXTEND JOINTS COMPLETELY THROUGH CURBS. CLEAN AND SEAL JOINT OPENINGS WIDER THAN 1/4 INCH BEFORE OPENING TO TRAFFIC.

6. WHERE NEW PAVING MEETS EXISTING, ALIGN JOINTS IN NEW PAVEMENT WITH EXISTING.

RECEIVED DEC 18 2002 GARCIA BRENNER STROMBERG

PROGRESS
NOT FOR CONSTRUCTION

BID SET

MORPHY MAKOFSKY INCORPORATED (504)488-1317 JOB NO. 02104

REVISIONS

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SEAL

SITE PLAN

TULANE / HONTAS MEDICAL CENTER

PROJECT #: 21409

SHEET #: C-1.01

PRINT DATE:

DEC 23 2002

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