

CONCRETE MIX DESIGN
MIX FOR ONE CUBIC YARD OF FIBER-REINFORCED CONCRETE

28 DAY STRENGTH	4000 PSI
CEMENT (ASTM C-150, TYPE III)	4.64 BAGS (436 LBS.)
FLY ASH (ASTM C-618)	1.16 BAGS (109 LBS.)
GRAVEL (ASTM C-33, GRADE A)	1.775 LBS.
WATER (ASTM C-33)	1.226 LBS.
WATER (REDUCER)	30 GALLONS (250 LBS.)
AIR ENTRAINMENT	16.35 LBS.
SPECIFICATIONS	5% BY VOLUME, USE PER MANUFACTURERS
FIBER REINFORCEMENT	1.5 LBS/CY MICROFIBERS, AS SPECIFIED BELOW

FIBER REINFORCEMENT FOR ALL CONCRETE SIDEWALKS AND DRIVEWAYS SHALL BE MATRIX MONOLITHIC MICROFIBER AS MANUFACTURED BY FRIC INDUSTRIES OR APPROVED EQUAL, APPLIED THROUGHOUT THE CONCRETE MIXTURE. ALTERNATE PRODUCTS MUST BE PREAPPROVED BY THE CITY ENGINEER IN WRITING. CELLULOSE (TREATED OR UNTREATED), AR GLASS, NYLON AND POLYESTER FIBERS ARE SPECIFICALLY PROHIBITED FROM USE.

CONTRACTOR SHALL FURNISH ALL MATERIALS, LABOR AND EQUIPMENT NEEDED TO CONSTRUCT HANDICAP RAMPS. AT INTERSECTIONS, MEDIANS, OR AS DIRECTED BY THE CITY ENGINEER, THE CONCRETE USED TO CONSTRUCT THE RAMPS SHALL BE SIX (6) INCH THICK 4000PSI AT 28 DAYS, WHERE NECESSARY OR AS DIRECTED BY THE CITY ENGINEER. EXISTING SIDEWALKS SHALL BE REMOVED AND REPLACED WITH NEW PORTLAND CEMENT CONCRETE SIDEWALKS AND TRUNCATED DOME TILE, AS STIPULATED ACCORDING TO AMERICAN DISABILITY ACT REQUIREMENT.

NOTES:

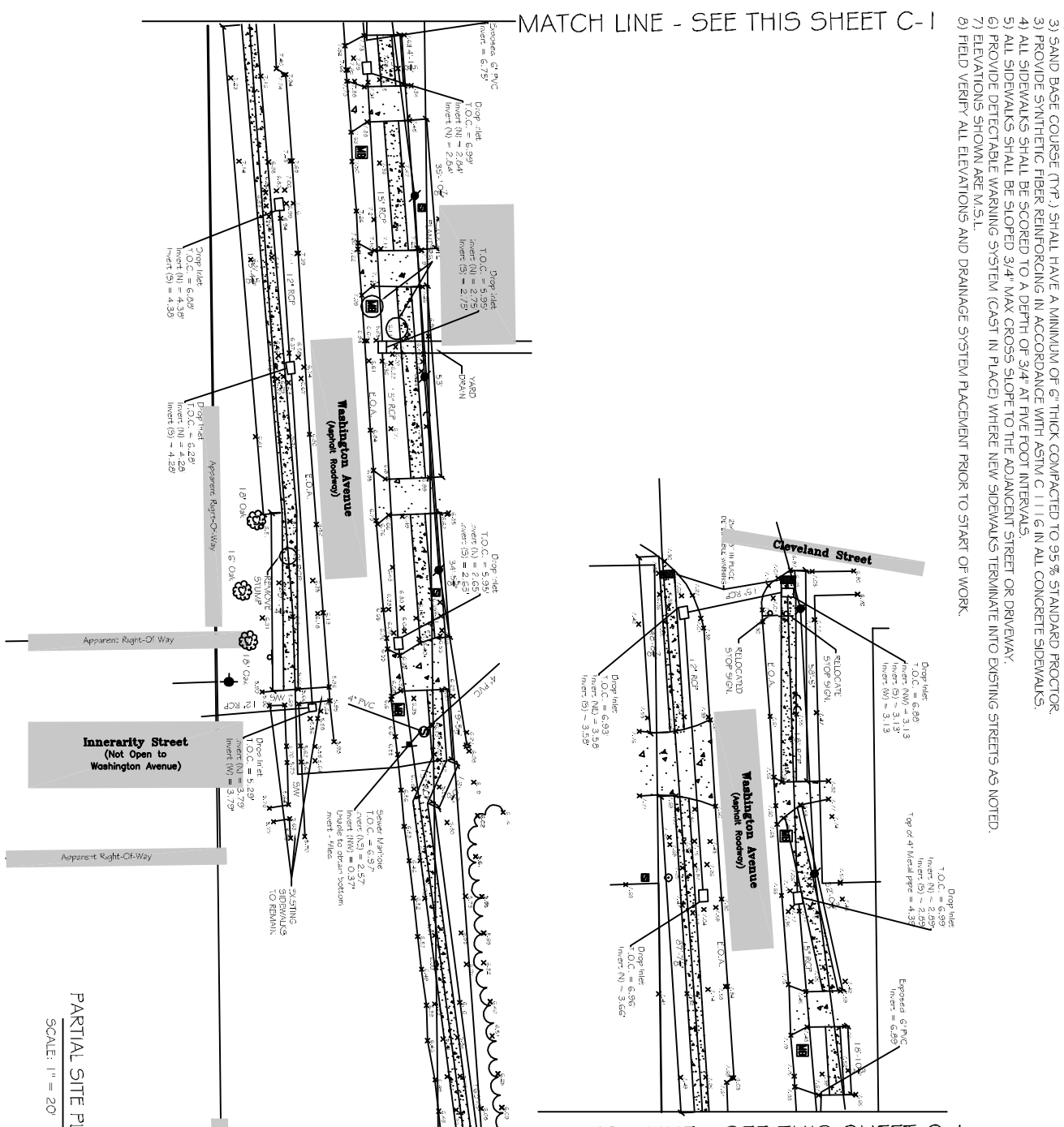
- 1) SIDEWALKS SHALL BE LOCATED AS NOTED. FIELD VERIFY WITH CITY ENGINEERING AND DAMMON ENGINEERING PRIOR TO FORMING.
- 2) ALL SIDEWALKS TO BE PRELIMINARY LOCATE SIDEWALKS IS PERMITTED.
- 3) SAND BASE COURSE (TYPE 3) SHALL HAVE A MINIMUM OF 6" THICK COMPACTED TO 95% STANDARD PROCTOR.
- 4) ALL SIDEWALKS SHALL BE SLOPED TO A DEPTH OF 3/4" AT FIVE FOOT INTERVALS.
- 5) ALL SIDEWALKS SHALL BE SLOPED 3/4" MAX CROSS SLOPE TO THE ADJACENT STREET OR DRIVEWAY.
- 6) PROVIDE DETECTABLE WARNING SYSTEM (CAST IN PLACE) WHERE NEW SIDEWALKS TERMINATE INTO EXISTING STREETS AS NOTED.
- 7) ELEVATIONS SHOWN ARE M.S.L.
- 8) FIELD VERIFY ALL ELEVATIONS AND DRAINAGE SYSTEM PLACEMENT PRIOR TO START OF WORK.

TRAFFIC CONTROLS:
ANY WORK WITHIN THE ROADWAY OR ADJACENT TO THE ROADWAY CAUSING AN INTERFERENCE TO VEHICULAR TRAFFIC REQUIRES PRIOR APPROVAL FROM THE CITY OF SLIDELL, AND MUST CONFORM TO THE REQUIREMENTS SET FORTH BY THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR MUST FURNISH ALL NECESSARY TRAFFIC SIGNS AND/OR BARRICADES AND MAINTAIN THEM DURING CONSTRUCTION ACTIVITY.

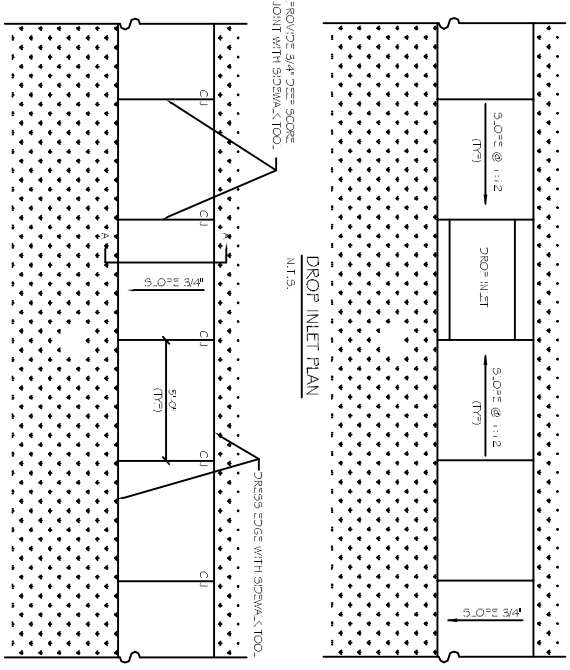
LEGEND

- EXISTING TOPO
- ALL SIDEWALKS INTERSECTING A ROADWAY SHALL BE SLOPED @ 1:12 AND HAVE A DETECTABLE WARNING SYSTEM (CAST IN PLACE)
- NEW 4" SIDEWALK

MATCH LINE - SEE THIS SHEET C-1



MATCH LINE - SEE THIS SHEET C-1



MATCH LINE - SEE SHEET C-2

PARTIAL SITE PLAN
SCALE: 1" = 20'



#	DESCRIPTION	DATE

CITY OF SLIDELL, LA
CDBG SIDEWALK IMPROVEMENTS
WASHINGTON AVE

JOB No: 2164 DATE: 07-10-13
DRAWN BY: CD CHECKED BY: CD

DAMMON ENGINEERING, INC.
Architects & Engineers

CHIEF ENGINEER: EMMETT DAMMON, P.E.
CHIEF ARCHITECT: KEVIN KINCHEN
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PARTIAL SITE PLAN
WASHINGTON AVE

SHEET No: 2 OF 3

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