

**DAMMON**  
ENGINEERING, INC.

CHIEF ENGINEER  
EMMETT  
DAMMON, P.E.

CHIEF ARCHITECT  
ROBERT  
WILTSE

554 OLD SPANISH TRAIL  
SLIDELL, LA. 70458  
OFFICE: 985-649-5832  
FAX: 985-641-5950

WEBSITE:  
WWW.DAMMONENGINEERING.COM

EMAIL:  
DAMMONENG@BELLSOUTH.NET

ARCHITECTURE

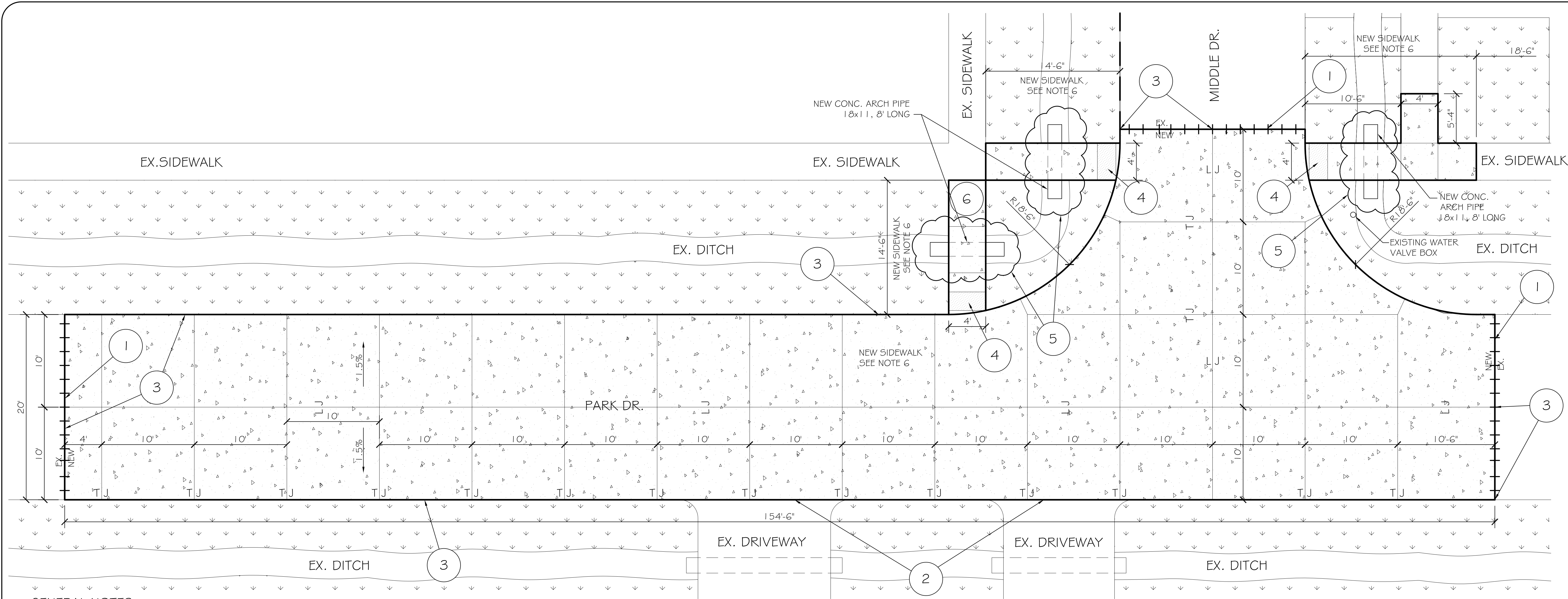
ENGINEERING

STUDIES

PLANNING

INVESTIGATION

EXPERT WITNESS



**GENERAL NOTES:**

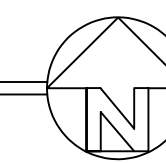
- 1) ALL NEW CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS AND A MINIMUM THICKNESS OF 8" (STREETS) AND 4" (SIDEWALKS). CONCRETE MIX SHALL BE IN ACCORDANCE WITH THE LATEST REVISION OF ASTM C-150 TYPE 1.
- 2) CONCRETE MIX TO INCLUDE SYNTHETIC FIBER REINFORCING IN ACCORDANCE WITH ASTM C 1399. MACRO SYNTHETIC FIBERS SHALL PROVIDE A MIN. AVERAGE RESIDUAL STRENGTH OF 162 PSI @ 3LB. PER CUBIC YARD, AND 216 PSI @ 4LB. PER CUBIC YARD.
- 3) ALL REINFORCING STEEL SHALL MEET ASTM-A615 (GRADE 60).
- 4) ALL REINFORCING STEEL SHALL BE SECURELY SUPPORTED TO PREVENT BOTH VERTICAL AND HORIZONTAL MOVEMENT DURING CONCRETE PLACEMENT. ALL CONTROL AND EXPANSION JOINTS SHALL BE LOCATED AND INSTALLED AS SHOWN ON THE PAVING PLAN AND IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- 5) ALL PIPE BEDDING AND BACKFILL SHALL BE SELECT GRANULAR MATERIAL COMPACTED TO 100% MAX. MODIFIED AASHO DENSITY IN A MAXIMUM OF 6" LIFTS. USE HIGH PLASTICITY INDEX (PI) AT THE END LOCATION OF NEW PIPES TO PREVENT EROSION.
- 6) CONTRACTOR SHALL CONTACT THE CITY OF SLIDELL CITY ENGINEER PRIOR TO CONDUCTING ANY WORK.
- 7) ANY WORK WITHIN THE ROADWAY OR ADJACENT TO THE ROADWAY CAUSING AN INTERFERENCE TO VEHICULAR TRAFFIC MUST CONFORM TO THE REQUIREMENTS SET FORTH BY THE UNIFORM MANUAL OF TRAFFIC CONTROL DEVICES OF THE STATE OF LOUISIANA. THE CONTRACTOR MUST FURNISH ALL NECESSARY TRAFFIC SIGNS AND/OR BARRICADES AND MAINTAIN THEM DURING CONSTRUCTION ACTIVITY. THE ROADWAY MAY BE CLOSED TO VEHICULAR TRAFFIC. RESIDENTS ABUTTING THE WORK AREA, AND AN ADDITIONAL 6 HOUSES BEYOND THE WORK AREA, MUST BE NOTIFIED OF ANY ROAD CLOSURES.

**SCOPE OF WORK**

DEMOLITION, REMOVAL AND REPLACEMENT OF EXISTING CONCRETE STREET, SIDEWALKS AND CULVERTS TO IMPROVE SAFETY AND FUNCTIONALITY OF THE STREETS.

**PAVING PLAN**

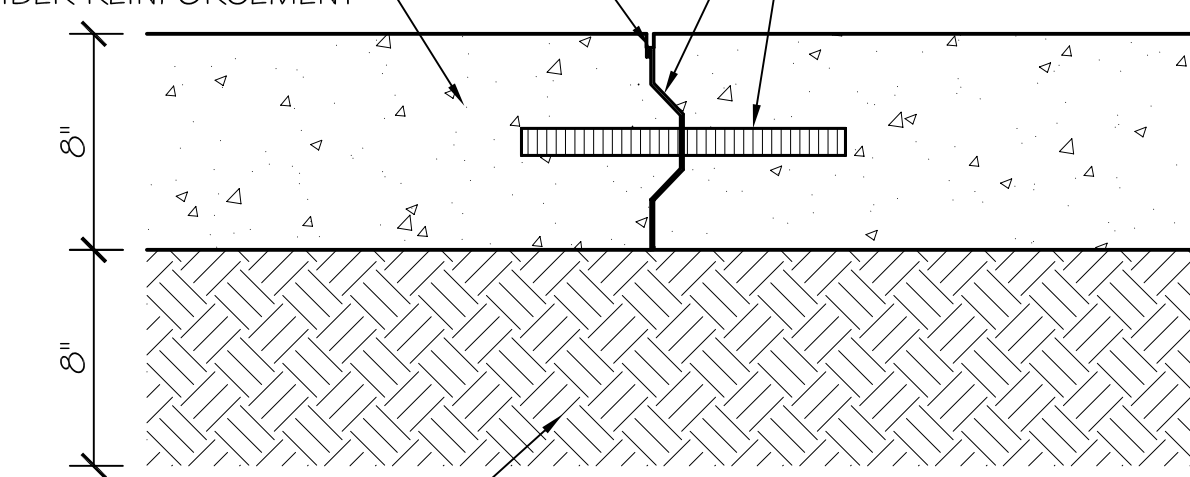
SCALE: 3/16" = 1'-0"



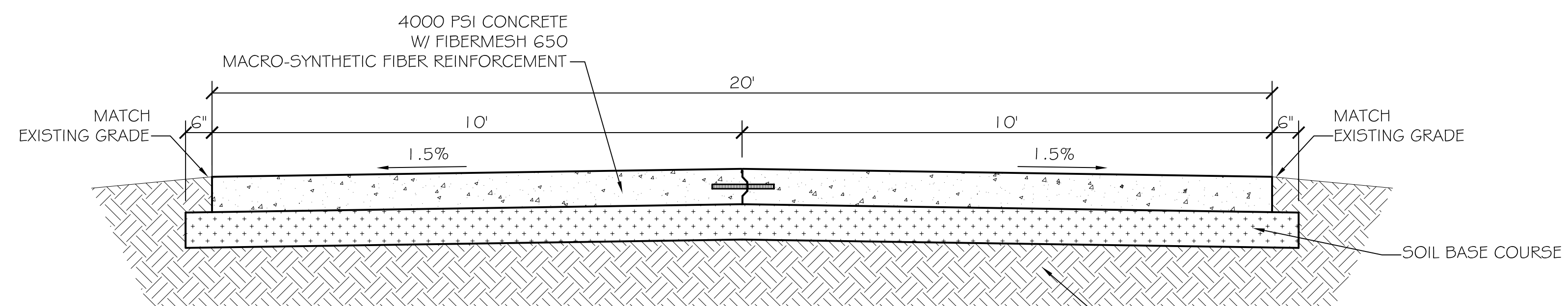
**SPECIFIC NOTES: #**

- 1) WHERE NEW CONCRETE ABUTTS EXISTING ROAD, STRIP ANY EXISTING JOINT MATERIAL AND DOWEL INTO EXISTING PAVEMENT W/ 1/2" L No.5 SMOOTH ROD @ 18" O.C. DRILL 3/4" Ø HOLE, FILL WITH GROUT AND INSERT DOWEL IN A MANNER AS TO ENSURE THAT NO VOIDS EXIST.
- 2) WHERE NEW CONCRETE ABUTTS EXISTING DRIVEWAY OR SIDEWALK PROVIDE COLD JOINT.
- 3) ELEVATION OF NEW CONCRETE AT CROWN AND EDGE OF ROAD SHALL MATCH THE EXISTING CONCRETE ELEVATIONS AND ACCOMMODATE EXISTING DRAINAGE PATTERN.
- 4) TRUNCATED DOME DETECTABLE WARNING SYSTEM MINIMUM 24"x48" SHALL BE PROVIDED EVERYWHERE SIDEWALKS TRANSITION TO STREETS.
- 5) EXCAVATE AND DISPOSE OF EXISTING CONCRETE 15" Ø PIPE. PROVIDE NEW 18x11 CONCRETE ARCH TYPE DRAIN PIPE WITH INVERTS MATCHING EXISTING ELEVATION. PROVIDE A MINIMUM PIPE BEDDING OF 6" THICK, GRANULAR FILL. BACKFILL NEW CULVERT WITH SIMILAR MATERIAL IN A MANNER TO MINIMIZE EROSION AND PROVIDE COMPACTED BASE COURSE FOR NEW SIDEWALK ABOVE.
- 6) DEMO AND REMOVE PORTION OF EXISTING SIDEWALK AS SHOWN. INSTALL NEW 4" THICK SIDEWALK AS SHOWN. PROVIDE 3/4" DEEP SCORE JOINT WITH SIDEWALK TOOL @ 5' O.C. ELEVATION ON NEW SIDEWALK SHALL MATCH THE ADJOINING SIDEWALK ELEVATION AND SLOPE UNIFORMLY TO ADJACENT STREET ELEVATION NOT TO EXCEED 12:1 SLOPE.

EXPOSED MTL. KEYWAY  
4000 PSI CONCRETE W/ FIBERMESH 650  
MACRO-SYNTHETIC FIBER REINFORCEMENT  
8" MTL. KEYWAY JOINT SYSTEM  
LONGITUDINAL JOINTS: No.5 DEFORMED DOWEL ROD 24" L @ 24" O.C.  
TRANSVERSE JOINTS: No.5 SMOOTH DOWEL ROD 24" L @ 24" O.C.



SOIL BASE COURSE MINIMUM 8" THICK  
COMPACT TO 100% MAX. MODIFIED AASHO DENSITY.  
**PAVEMENT JOINT DETAIL**  
N.T.S.



**ROADWAY SECTION**

N.T.S.

PARK DRIVE  
IMPROVEMENTS

INTERSECTION OF  
PARK DR. AND  
MIDDLE DRIVE  
SLIDELL, LA  
70458

PAVING  
PLAN

REV:

SCALE: AS NOTED

JOB#: 2115

DATE: 06-06-11

SHEET

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