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ARCHITECTURE

ENGINEERING

STUDIES

PLANNING

INVESTIGATION

EXPERT WITNESS

PARK DRIVE
IMPROVEMENTS

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

PAVING
PLAN

REV:

SCALE: AS NOTED

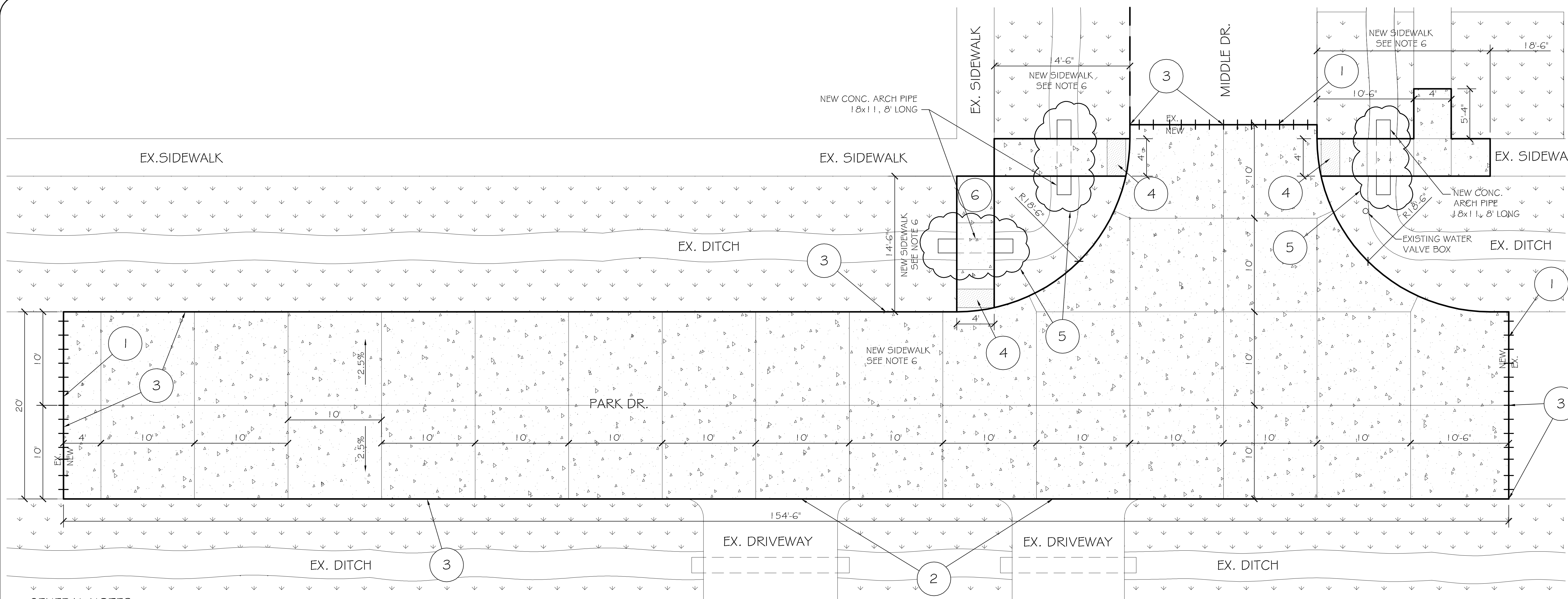
JOB#:

DATE: 5-25-11

SHEET

C-1

OF



GENERAL NOTES:

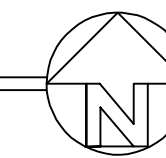
- 1) ALL NEW CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS AND A MINIMUM THICKNESS OF 6". CONCRETE MIX SHALL BE IN ACCORDANCE WITH THE LATEST REVISION OF ASTM C-150 TYPE 1.
- 2) CONCRETE MIX TO INCLUDE SYNTHETIC FIBER REINFORCING IN ACCORDANCE WITH ASTM C 1399. MACRO SYNTHETIC FIBERS SHALL PROVIDE A MIN. AVERAGE RESIDUAL STRENGTH OF 162 PSI @ 3LB. PER CUBIC YARD, AND 216 PSI @ 4LB. PER CUBIC YARD.
- 3) ALL CONVENTIONAL REINFORCING STEEL SHALL MEET ASTM-A615 (GRADE 60).
- 4) ALL REINFORCING STEEL AND MESH 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) IT IS RECOMMENDED THAT THE SERVICES OF A GEOTECHNICAL ENGINEER BE OBTAINED TO DETERMINE THE CONDITION OF THE EXISTING SUBGRADE MATERIAL AND TO OBSERVE THE PROOFROLLING OF ANY BASE MATERIAL.
- 6) ALL SUB GRADE FILL SHALL BE SELECT GRANULAR MATERIAL COMPACTED TO 95% STANDARD PROCTOR DENSITY IN A MAXIMUM OF 6" LIFTS.
- 7) CONTRACTOR SHALL CONTACT THEIR REGULATORY DEPARTMENT OF ENGINEERING PRIOR TO CONDUCTING ANY WORK.
- 8) ANY WORK WITHIN THE ROADWAY OR ADJACENT TO THE ROADWAY CAUSING AN INTERFERENCE TO VEHICULAR TRAFFIC REQUIRES PRIOR APPROVAL FROM THE CITY TRAFFIC ENGINEERING DIVISION, AND 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.

SPECIFIC NOTES: #

- 1) WHERE NEW CONCRETE ABUTTS EXISTING ROAD, STRIP ANY EXISTING JOINT MATERIAL AND DOWEL INTO EXISTING PAVEMENT W/ 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 18"x11" CONCRETE ARCH TYPE DRAIN PIPE WITH INVERTS MATCHING EXISTING ELEVATION. PROVIDE A MINIMUM PIPE BEDDING OF 6" THICK, HIGH PLASTICITY INDEX (PI) 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 WITH CONCRETE MIX SIMILAR TO STREET MIX. 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.

PAVING PLAN

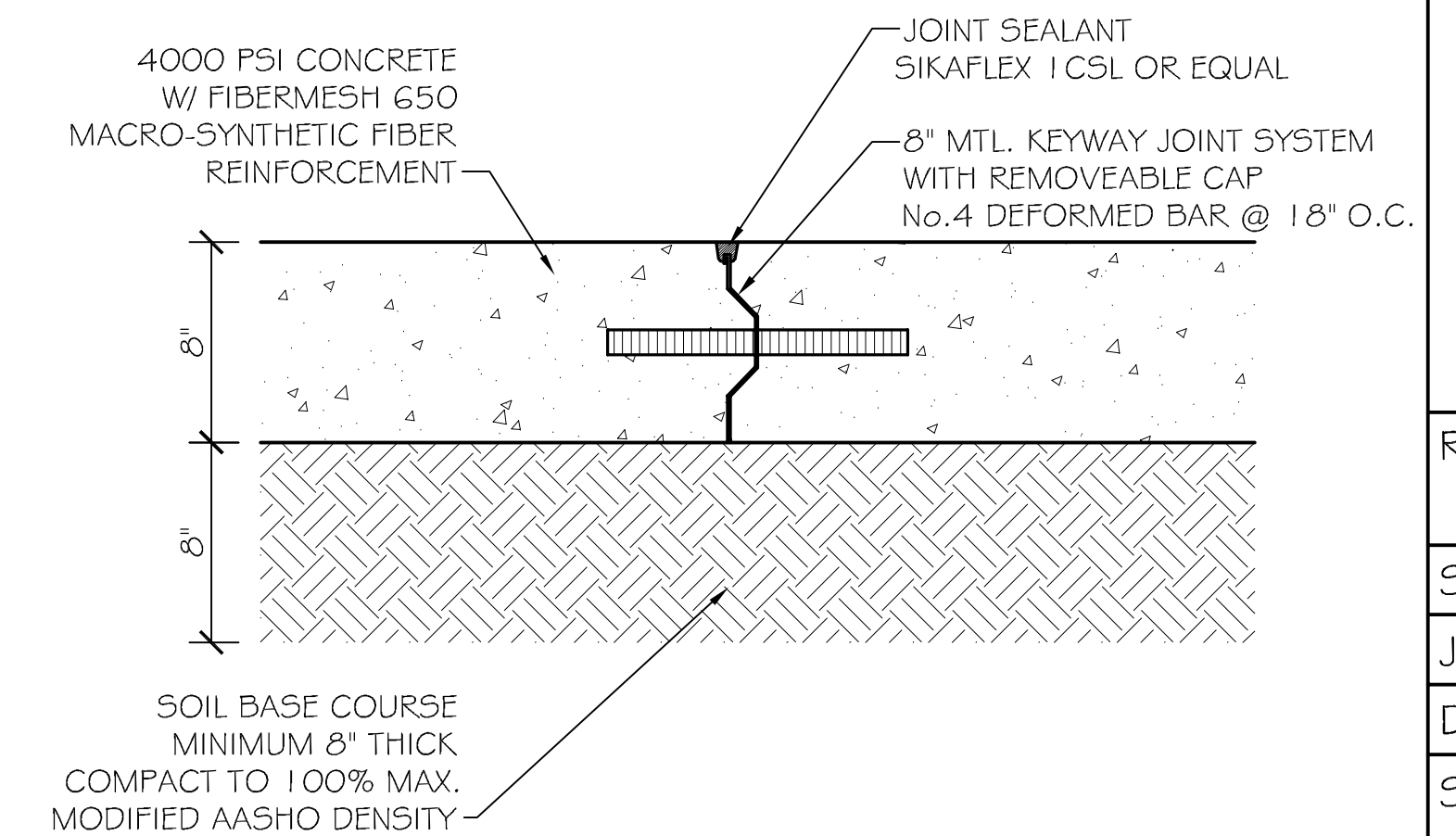
SCALE: 3/16"=1'-0"



TOTAL CONCRETE AREA = 3650 SQ.FT.
TOTAL CONCRETE VOLUME = 90.1 CU.YD.

SCOPE OF WORK

DEMOLITION, REMOVAL AND REPLACEMENT OF APPROX. 90.1 CUBIC YARDS OF EXISTING CONCRETE PAVEMENT TO IMPROVE SAFETY AND FUNCTIONALITY OF THE STREETS.



PAVEMENT JOINT DETAIL

N.T.S.