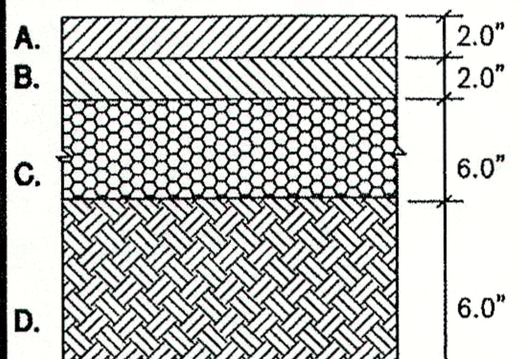
FULL DEPTH PAVEMENT OPTION



A. 2.0" HOT MIX TYPE 8 ASPHALTIC CONCRETE SURFACE COURSE, LADOTD ITEM 501 2000 EDITION. THE ASPHALTIC CONCRETE SHALL INCLUDE COMPACTION TO WITHIN AIR VOID RANGE OF 3 TO 8 PERCENT CALCULATED USING THE MAXIMUM THEORETICAL GRAVITY MIX MEASURED BY LADOTD. THE ASPHALT CEMENT CONTENT BY PERCENT OF TOTAL MIXTURE WEIGHT SHALL FALL WITHIN A TOLERANCE OF +/- 0.5 % ASPHALT CEMENT FOR THE JOB MIX.

B. 2.0" HOT MIX TYPE 5 ASPHALTIC CONCRETE BASE, LADOTD ITEM 501 2000 EDITION. THE ASPHALTIC CONCRETE SHALL INCLUDE COMPACTION TO WITHIN AIR VOID RANGE OF 3 TO 8 PERCENT CALCULATED USING THE MAXIMUM THEORETICAL GRAVITY MIX MEASURED BY LADOTD. THE ASPHALT CEMENT CONTENT BE PERCENT OF TOTAL MIXTURE WEIGHT SHALL FALL WITHIN A TOLERANCE OF +/- 0.5% ASPHALTIC FROM THE JOB MIX DESIGN.

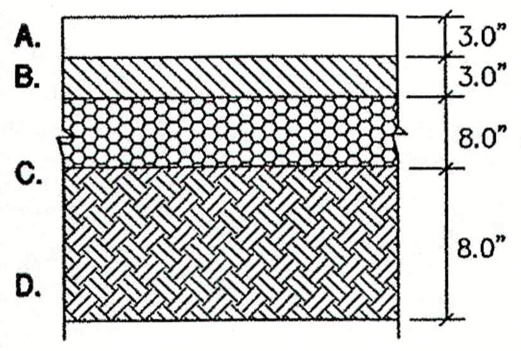
C. 6.0" OF AGGREGATE BASE COURSE SHALL CONSIST OF CRUSHED LIMESTONE IN ACCORDANCE WITH THE LADOTD STANDARD SPECIFICATIONS. THE BASE SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD PROCTOR (ASTM D698) MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN 2 PERCENT OF OPTIMUM MOISTURE CONTENT. TRAFFIC SHALL BE KEPT OFF THE TREATED SUBGRADE FOR ABOUT 7 DAYS TO FACILIATE CURING OF SOIL.

D. 6.0" OF ENGINEERED FILL IN ACCORDANCE WITH THE LADOTD STANDARD SPECIFICATIONS ITEM 304. THE SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD PROCTOR (ASTM D698) MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN -1 TO +3 PERCENT OF OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH THE SITE PREPARATION NOTES.

NOTES:

1) SUBGRADE SOILS SHALL BE SCARIFIED & COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-698 FOR A DEPTH OF AT LEAST 8" BELOW THE SURFACE.
2) ALL FILL SHALL BE FREE OF ORGANIC DELETERIOUS MATERIALS, HAVE A MAXIMUM PARTICLE LESS THAN 4 INCHES.
3) FILL SHALL BE PLACED IN A MAXIMUM OF 8" LOOSE LIFTS & COMPACTED WITHIN 1% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT.
4) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT.

STANDARD DUTY ASPHALTIC PAVEMENT
N.T.S.



A. 3.0" HOT MIX TYPE 8 ASPHALTIC CONCRETE SURFACE COURSE, LADOTD ITEM 501 2000 EDITION. THE ASPHALTIC CONCRETE SHALL INCLUDE COMPACTION TO WITHIN AIR VOID RANGE OF 3 TO 8 PERCENT CALCULATED USING THE MAXIMUM THEORETICAL GRAVITY MIX MEASURED BY LADOTD. THE ASPHALT CEMENT CONTENT BY PERCENT OF TOTAL MIXTURE WEIGHT SHALL FALL WITHIN A TOLERANCE OF +/- 0.5 % ASPHALT CEMENT FOR THE JOB MIX.

B. 3.0" HOT MIX TYPE 5 ASPHALTIC CONCRETE BASE, LADOTD ITEM 501 2000 EDITION. THE ASPHALTIC CONCRETE SHALL INCLUDE COMPACTION TO WITHIN AIR VOID RANGE OF 3 TO 8 PERCENT CALCULATED USING THE MAXIMUM THEORETICAL GRAVITY MIX MEASURED BY LADOTD. THE ASPHALT CEMENT CONTENT BE PERCENT OF TOTAL MIXTURE WEIGHT SHALL FALL WITHIN A TOLERANCE OF +/- 0.5% ASPHALTIC FROM THE JOB MIX DESIGN.

C. 8.0" OF AGGREGATE BASE COURSE SHALL CONSIST OF CRUSHED LIMESTONE IN ACCORDANCE WITH THE LADOTD STANDARD SPECIFICATIONS. THE SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD PROCTOR (ASTM D698) MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN 2 PERCENT OF OPTIMUM MOISTURE CONTENT. TRAFFIC SHALL BE KEPT OFF THE TREATED SUBGRADE FOR ABOUT 7 DAYS TO FACILIATE CURING OF SOIL.

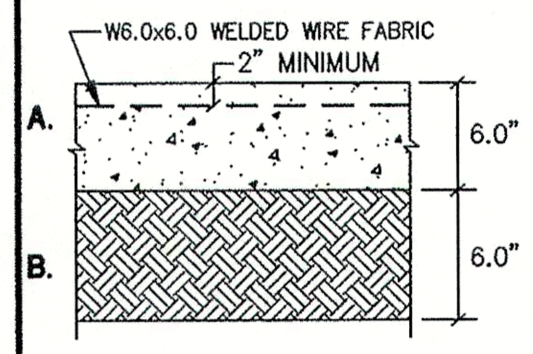
D. 8.0" OF ENGINEERED FILL OR SCARIFIED & COMPACTED NATIVE LEAN CLAY SUBGRADE IN ACCORDANCE WITH THE LADOTD STANDARD SPECIFICATIONS ITEM 304. THE SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD PROCTOR (ASTM D698) MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN -1 TO +3 PERCENT OF OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH THE SITE PREPARATION NOTES.

NOTES:

1) SUBGRADE SOILS SHALL BE SCARIFIED & COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-698 FOR A DEPTH OF AT LEAST 8" BELOW THE SURFACE.
2) ALL FILL SHALL BE FREE OF ORGANIC DELETERIOUS MATERIALS, HAVE A MAXIMUM PARTICLE LESS THAN 4 INCHES.
3) FILL SHALL BE PLACED IN A MAXIMUM OF 8" LOOSE LIFTS & COMPACTED WITHIN 1% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT.
4) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT.

HEAVY DUTY ASPHALTIC PAVEMENT
N.T.S.

CONCRETE PAVEMENT OPTION



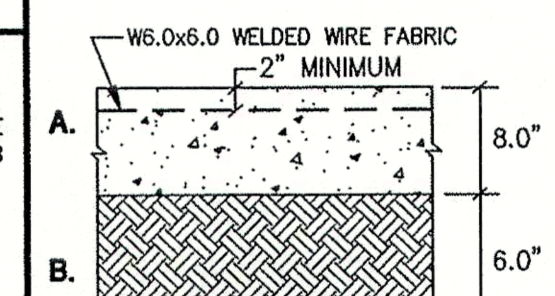
A. 6.0" REINFORCED PORTLAND CEMENT CONCRETE (4000 PSI COMPRESSIVE STRENGTH & A FLEXURAL STRENGTH AT 600 PSI AT 28 DAYS), AND A MINIMUM OF 3% ENTRAINED AIR. THE PORTLAND CEMENT CONCRETE SHALL ALSO CONFORM TO THE REQUIREMENTS FOR PORTLAND CEMENT CONCRETE PAVEMENT IN SECTION 601 & 901 OF THE LADOTD STANDARD SPECIFICATIONS FOR ROADS & BRIDGES.

B. 6.0" OF ENGINEERED FILL IN ACCORDANCE WITH THE LADOTD STANDARD SPECIFICATIONS. THE SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD PROCTOR (ASTM D698) MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN -1 TO +3 PERCENT OF OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH THE SITE PREPARATION NOTES.

NOTES:

1) SUBGRADE SOILS SHALL BE SCARIFIED & COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-698 FOR A DEPTH OF AT LEAST 8" BELOW THE SURFACE.
2) ALL FILL SHALL BE FREE OF ORGANIC DELETERIOUS MATERIALS, HAVE A MAXIMUM PARTICLE LESS THAN 4 INCHES.
3) FILL SHALL BE PLACED IN A MAXIMUM OF 8" LOOSE LIFTS & COMPACTED WITHIN 1% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT.
4) ALL SUBGRADE, BASE & PAVEMENT CONSTRUCTION OPERATIONS SHOULD MEET MINIMUM REQUIREMENTS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT.
5) REINFORCING STEEL SHALL BE #3 BARS SPACED AT 12 INCHES OR #4 BARS SPACED AT 18" ON CENTER IN BOTH DIRECTIONS OR 6.0 X 6.0 WELDED WIRE FABRIC.
6) CONTROL JOINT SPACING SHALL BE A MAXIMUM OF 12 FEET. IF SAWCUT, CONTROL JOINTS SHOULD BE CUT WITHIN 6 TO 12 HOURS OF CONCRETE PLACEMENT.
7) EXPANSION JOINT SPACING SHALL BE A MAXIMUM OF 75 FT.
8) DOWELS AT EXPANSION JOINTS SHALL BE ¾ INCH BARS, 18 INCHES IN LENGTH, WITH ONE END TREATED TO SLIP, SPACED AT 12 INCHES ON CENTERS AT EACH JOINT.

STANDARD DUTY CONCRETE PAVEMENT
N.T.S.



A. 8.0" REINFORCED PORTLAND CEMENT CONCRETE (4000 PSI COMPRESSIVE STRENGTH & A FLEXURAL STRENGTH AT 600 PSI AT 28 DAYS), AND A MINIMUM 3% ENTRAINED AIR. THE PORTLAND CEMENT CONCRETE SHALL ALSO CONFORM TO THE REQUIREMENTS FOR PORTLAND CEMENT CONCRETE PAVEMENT IN SECTION 601 & 901 OF THE LADOTD STANDARD SPECIFICATIONS FOR ROADS & BRIDGES.

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NOTES:

1) SUBGRADE SOILS SHALL BE SCARIFIED & COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-698 FOR A DEPTH OF AT LEAST 8" BELOW THE SURFACE.
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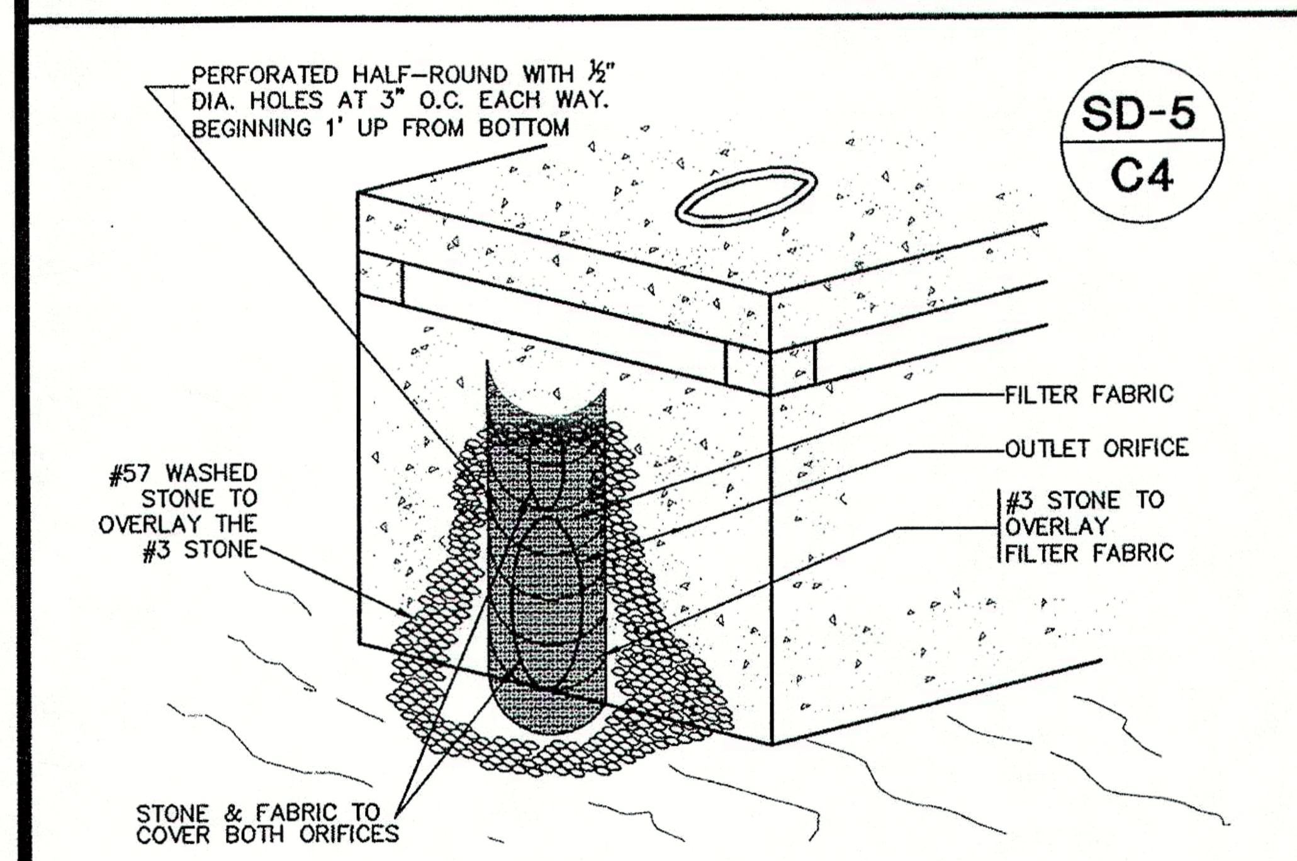
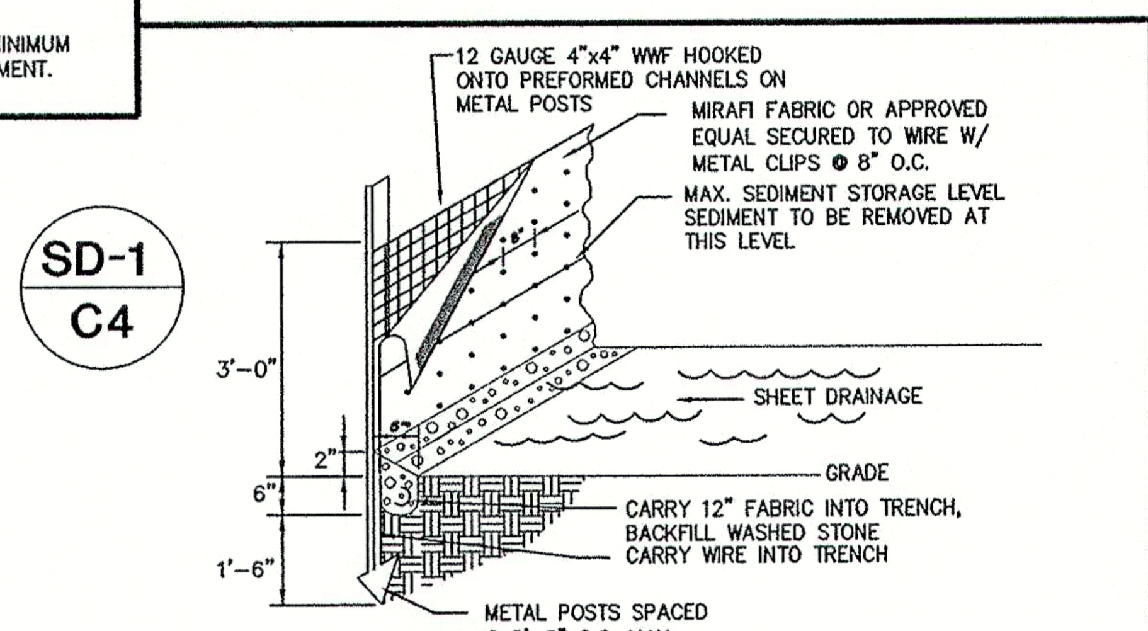
7) EXPANSION JOINT SPACING SHALL BE A MAXIMUM OF 75 FT.
8) DOWELS AT EXPANSION JOINTS SHALL BE ¾ INCH BARS, 18 INCHES IN LENGTH, WITH ONE END TREATED TO SLIP, SPACED AT 12 INCHES ON CENTERS AT EACH JOINT.

HEAVY DUTY CONCRETE PAVEMENT
N.T.S.

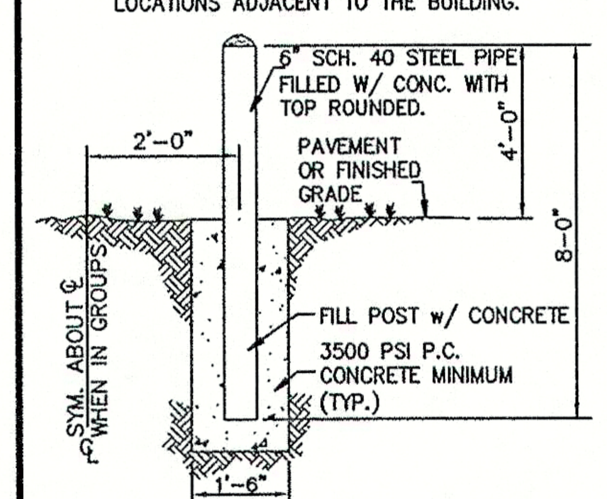


TEMPORARY EROSION CONTROL AT OUTLET STRUCTURE
N.T.S.

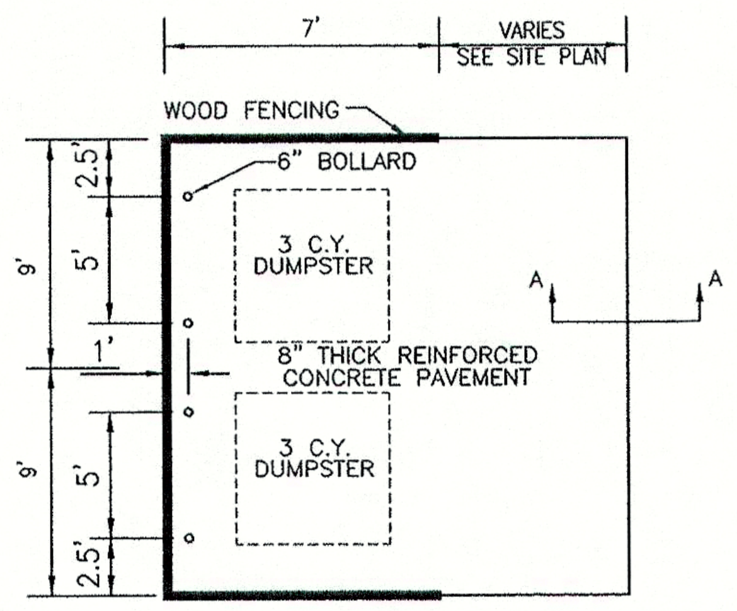


SILT FENCE DETAIL
N.T.S.

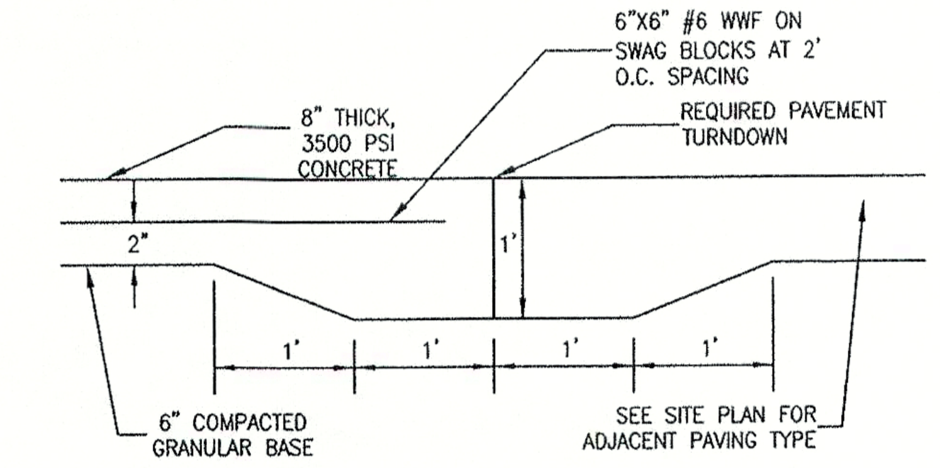
NOTES:
1. ALL PIPES SHALL BE PAINTED TRAFFIC YELLOW
2. REFER TO ARCHITECTURAL PLANS FOR BOLLARD LOCATIONS ADJACENT TO THE BUILDING.



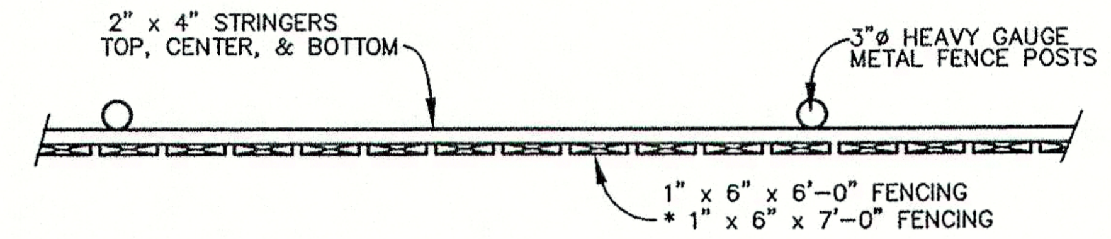
PIPE BOLLARD DETAIL
N.T.S.



WOOD FENCE DUMPSTER ENCLOSURE
N.T.S.



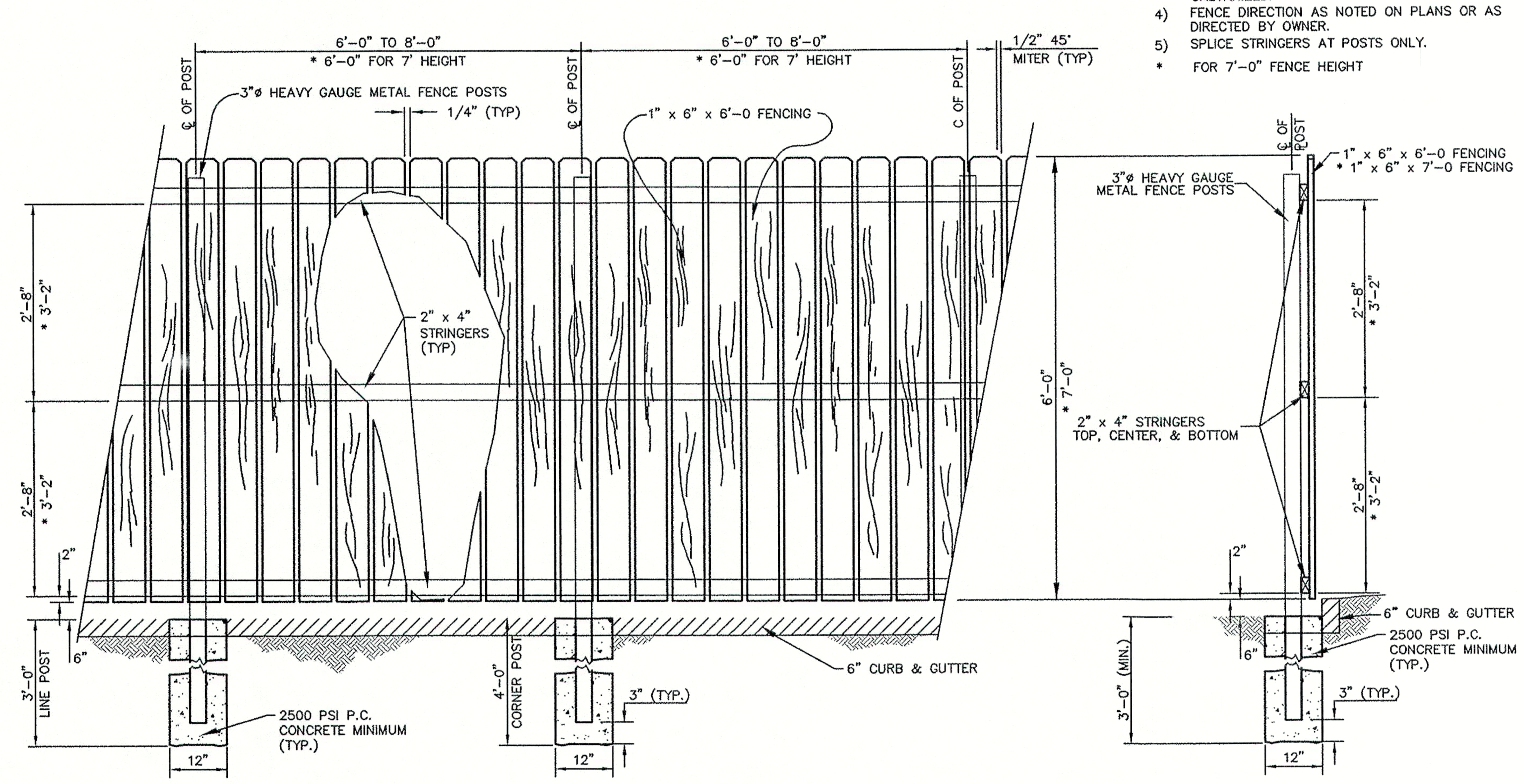
SECTION "A-A"



WOOD FENCE NOTES

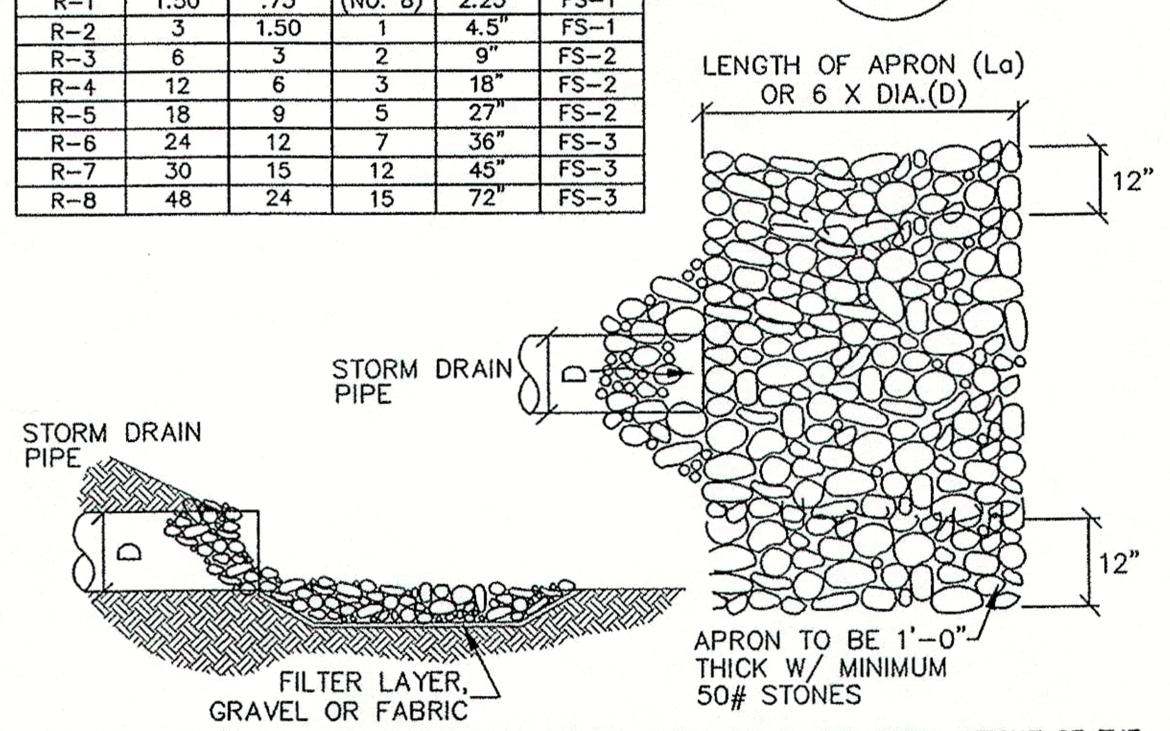
1) ALL STRINGERS SHALL BE OSMOSIS TREATED OR PENTA TREATED PINE, TO BE APPROVED BY ENGINEER.
2) ALL FENCE SIDING SHALL BE UNTREATED CEDAR.
3) ALL METAL FASTENERS SUCH AS BOLTS, NAILS, HASPS, AND ETC. SHALL BE HOT DIPPED GALVANIZED.
4) FENCE DIRECTION AS NOTED ON PLANS OR AS DIRECTED BY OWNER.
5) SPLICE STRINGERS AT POSTS ONLY.

* FOR 7'-0" FENCE HEIGHT



WOOD FENCE DETAIL
N.T.S.

TABLE 5.11 GRADATION OF RIP RAP ROCK					
NSA NUMBER	SIZE IN INCHES				
	MAX.	AVG. (1) D 50	MIN. (2)	(MIN.) BLANKET THICKNESS	FILTER STONE NSA NO. (3)
R-1	1.50	.75	(NO. 8)	2.25"	FS-1
R-2	3	1.50	1	4.5"	FS-1
R-3	6	3	2	9"	FS-2
R-4	12	6	3	18"	FS-2
R-5	18	9	5	27"	FS-2
R-6	24	12	7	36"	FS-3
R-7	30	15	12	45"	FS-3
R-8	48	24	15	72"	FS-3



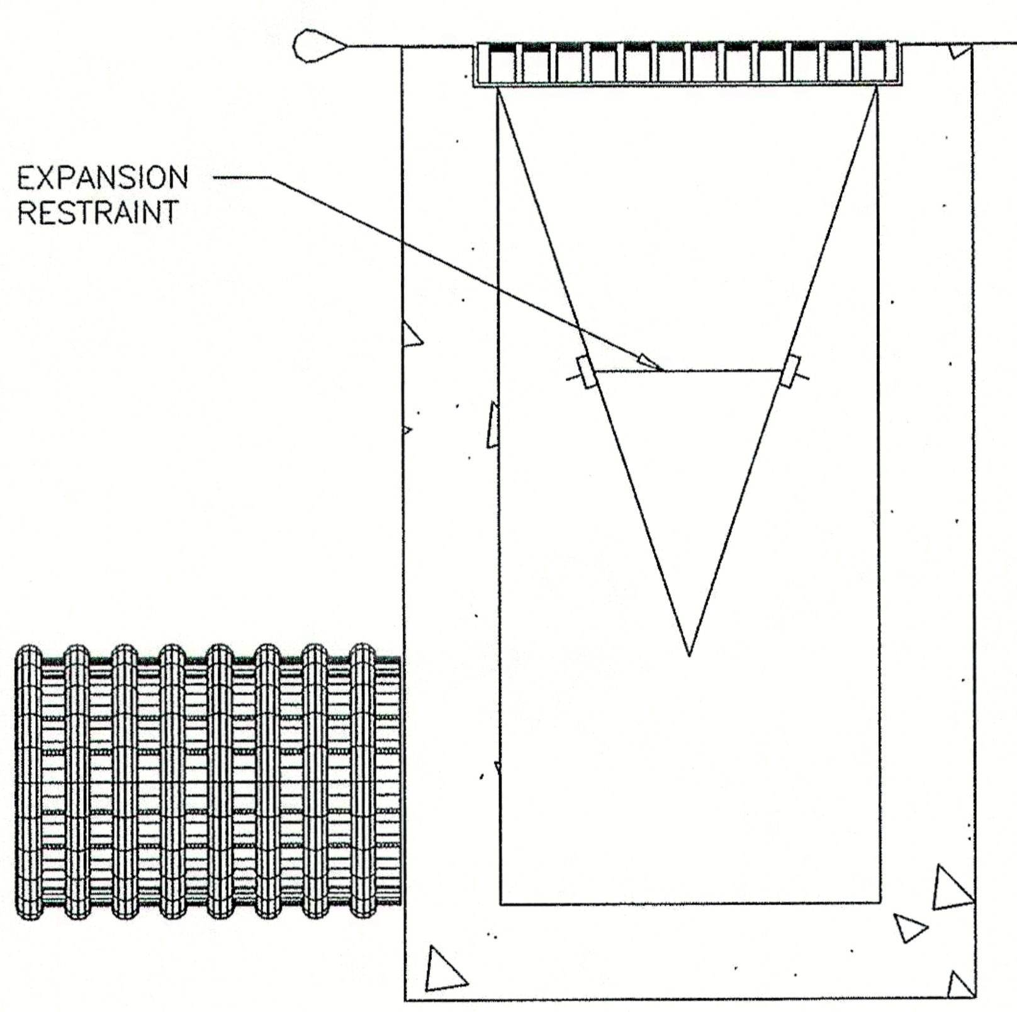
1. "AVERAGE SIZE" IS THAT SIZE EXCEEDED BY AT LEAST 50% OF THE TOTAL WEIGHT OF THE TONNAGE SHIPPED: i.e., 50% OF THE TONNAGE SHALL CONSIST OF PIECES LARGER THAN THE "AVERAGE" SIZE (NORMALLY HALF THE SPECIFIED NOMINAL TOP SIZE).
2. PIECES SMALLER THAN THE MINIMUM SIZE SHOWN SHALL NOT EXCEED 15% OF THE TONNAGE SHIPPED.
3. RIP-RAP SHALL BE GROUTED WITH A NON-SHRINKING GROUT OR UNDERLINED WITH FILTER FABRIC TO PREVENT ROCK & STONE INTEGRATION.
4. RIP-RAP UTILIZED SHALL BE SIZED R-4 OR LARGER. SEE SHEET C-4.
5. FOR LENGTH OF APRON (La), SEE SHEET C-4 (STORMWATER POLLUTION PREVENTION PLAN). OTHERWISE, USE 6 TIMES THE PIPE DIAMETER FOR LENGTH OF RIP RAP APRON.
6. RIP-RAP SHALL BE ON TOP THE CLOTH FILTER DIRECTLY ON THE PREPARED FOUNDATION. OVERLAP THE EDGES BY AT LEAST 12 INCHES, & SPACE ANCHOR PINS EVERY 3 FEET ALONG OVERLAP. BURY THE UPSTREAM END OF THE CLOTH A MINIMUM OF 12 INCHES BELOW GROUND & WHERE NECESSARY, BURY THE LOWER END OF THE CLOTH OR OVERLAP WITH THE NEXT SECTION AS REQUIRED.

RIP RAP DETAIL
NTS

HI-FLOW SILTSACK®
(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

SILT / C4

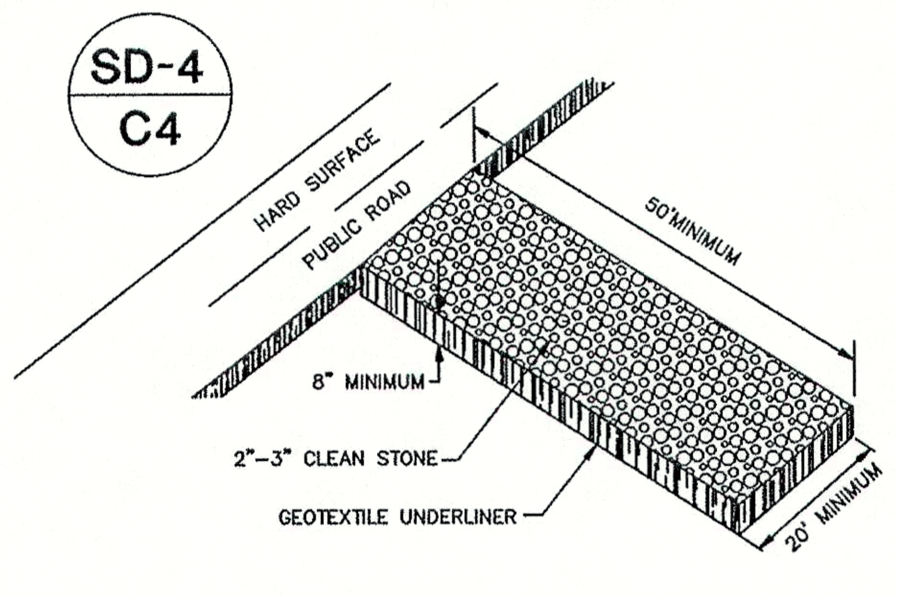
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1



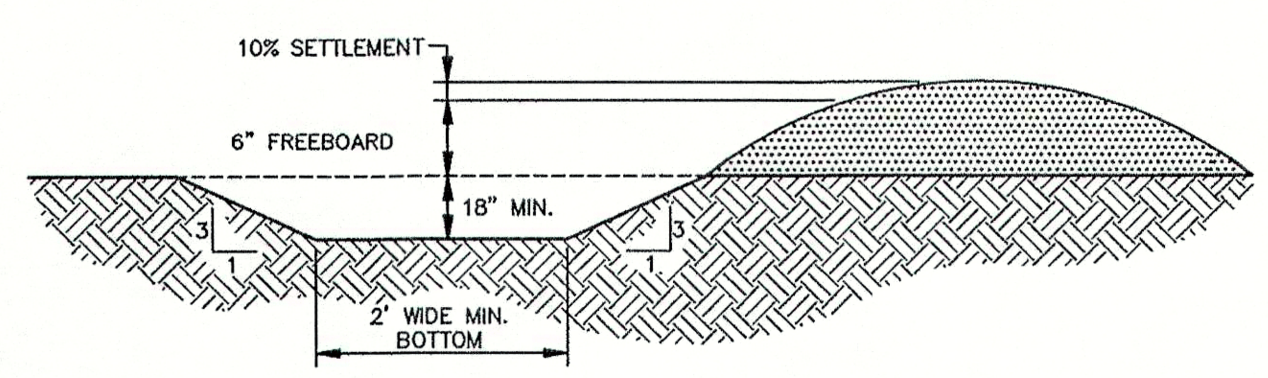
INSTALLATION DETAIL

DETAIL OF INLET SEDIMENT CONTROL DEVICE PAVED AREAS
N.T.S.
(PROTECTION SHALL BE SILTSACK OR APPROVED EQUIVALENT)
SOURCE: SILK SACK.

SILTSACK®
SPECIFICATIONS
NOTE: THE SILTSACK ® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS.



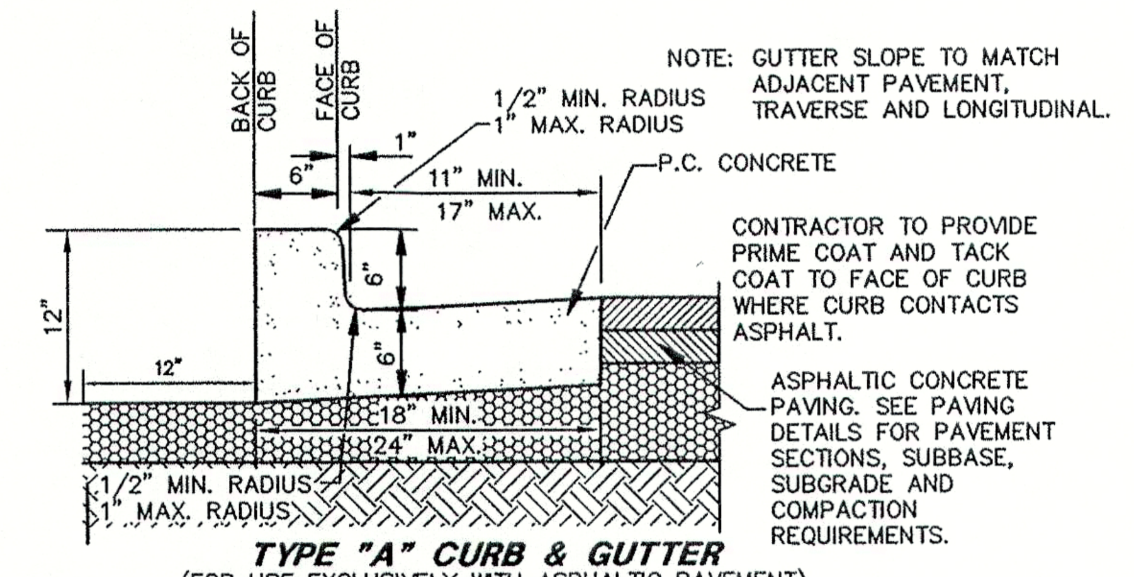
CONSTRUCTION EXIT TEMPORARY
N.T.S.



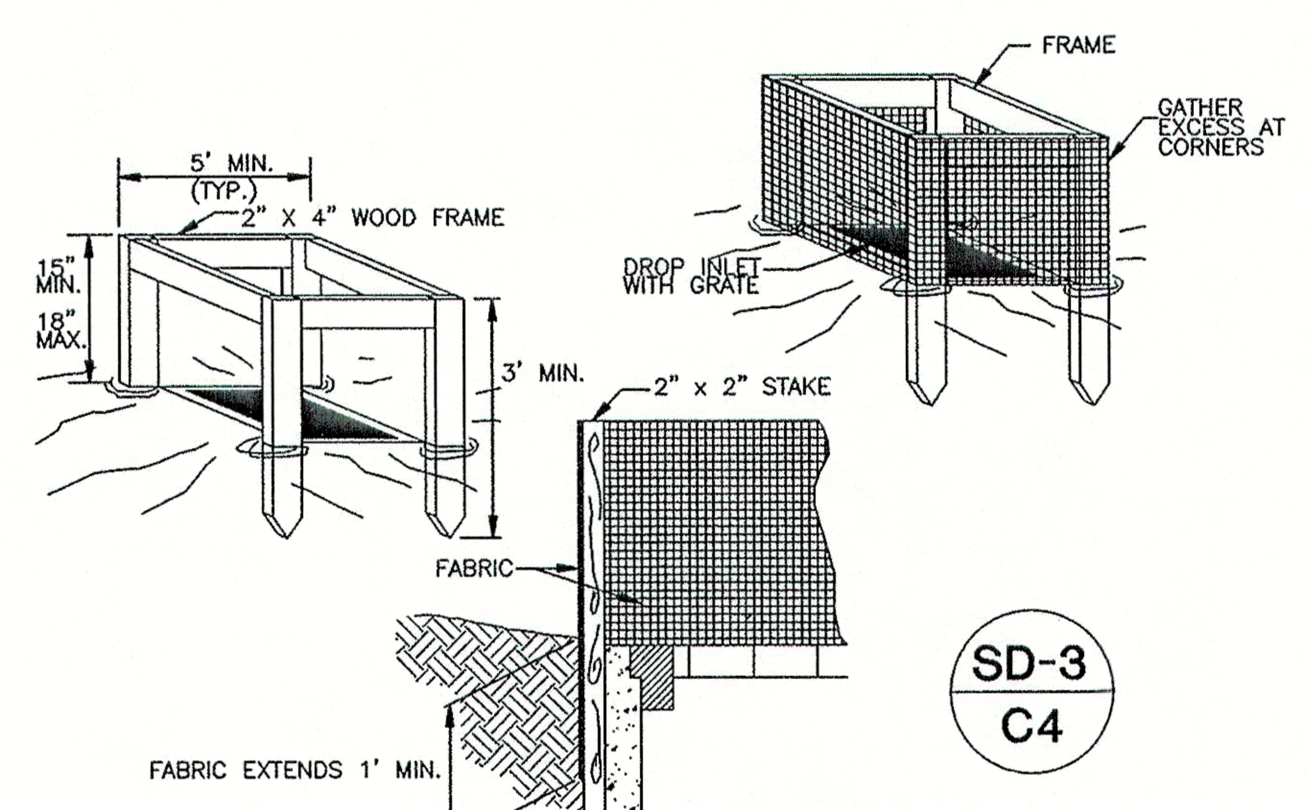
TYPICAL TRAPEZOIDAL DIVERSION

NOTE:
PURPOSE OF THE INTERCEPTOR DITCH IS TO INTERCEPT STORMWATER & SEDIMENTATION FROM DISCHARGING ONTO THE ADJACENT PROPERTY. INTERCEPTOR DITCH IS TO DISCHARGE TO TEMPORARY SEDIMENTATION BASIN.

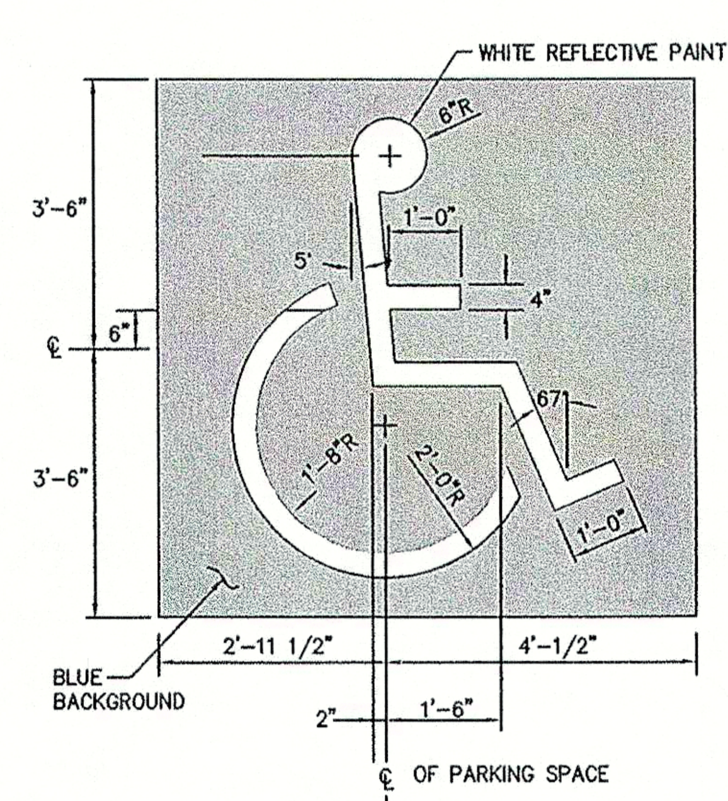
INTERCEPTOR DITCH
N.T.S.



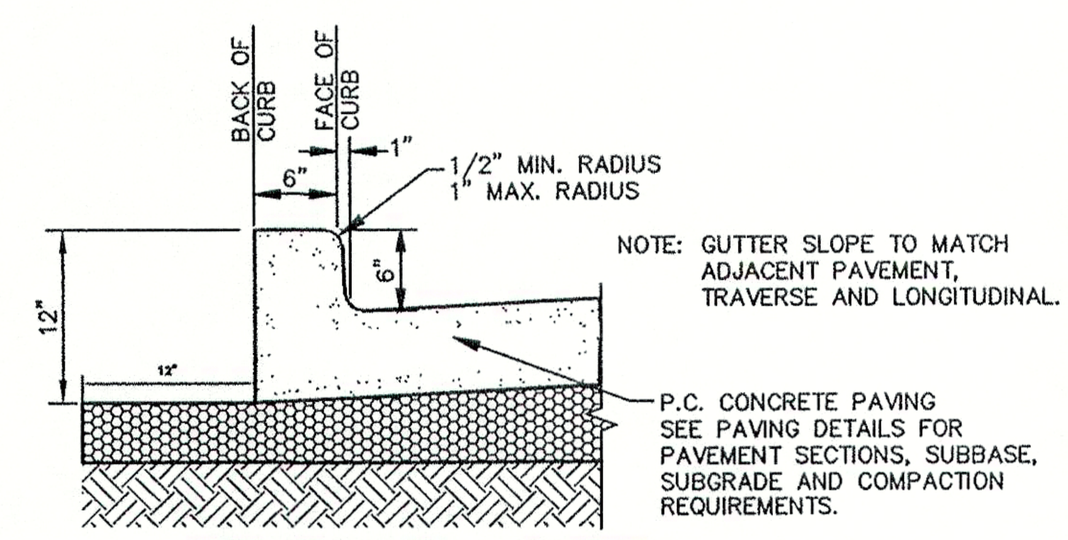
TYPE "A" CURB & GUTTER
(FOR USE EXCLUSIVELY WITH ASPHALTIC PAVEMENT)
N.T.S.



INLET PROTECTION DETAIL
N.T.S.



ACCESSIBLE SYMBOL
N.T.S.



TYPE "B" CURB & GUTTER
(FOR USE EXCLUSIVELY WITH CONCRETE PAVEMENT)
N.T.S.

DETAIL SHEET

DATE	DESCRIPTION	BY
	REVISION	

DDG DUPLANTIS DESIGN GROUP, PC
Respect • Integrity • Client Satisfaction • Excellence
THIBODAUX MANDEVILLE HOUSTON
Civil Engineering • Site Development • Land Planning • Public Works • Architecture
735 N. Causeway Boulevard • Suite 201
Mandeville, Louisiana 70448
Phone: 985.626.9547
Fax: 985.626.0269

SIGNATURE:
DATE: 8-13-07

STAMP
STATE OF LOUISIANA
THOMAS H. BUCKEL
License No. 31022
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

PROPOSED RETAIL DEVELOPMENT
CITY OF BOUTTE
ST. CHARLES PARISH, LOUISIANA

FOR THE SPECTRA GROUP, INC.
MEMPHIS ,TENNESSEE

DRAWN	NMO
CHECKED	THB
DATE	8-10-07
SCALE	AS SHOWN
PROJECT NO.	07-205
FILE:	07-205 D1
SHEET	C-6