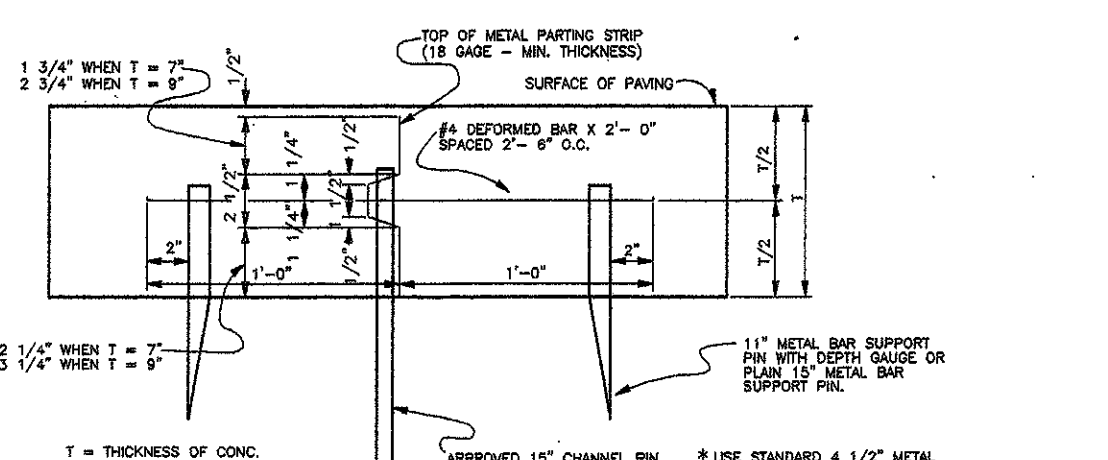
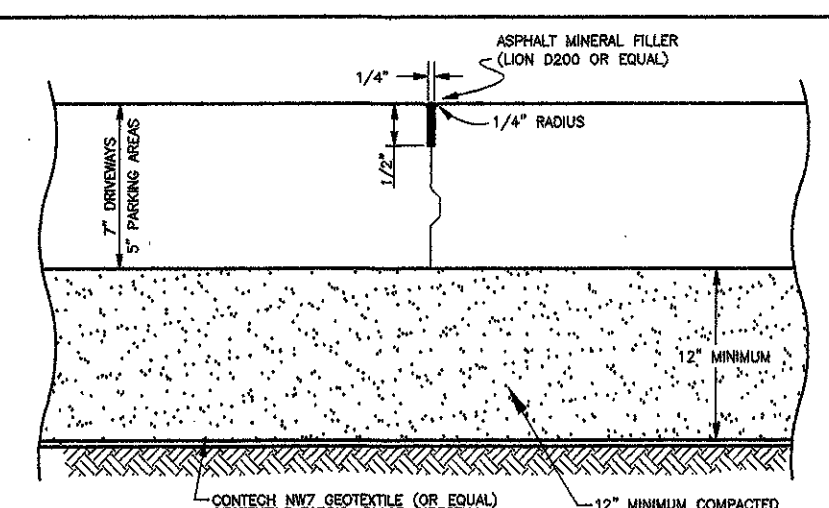


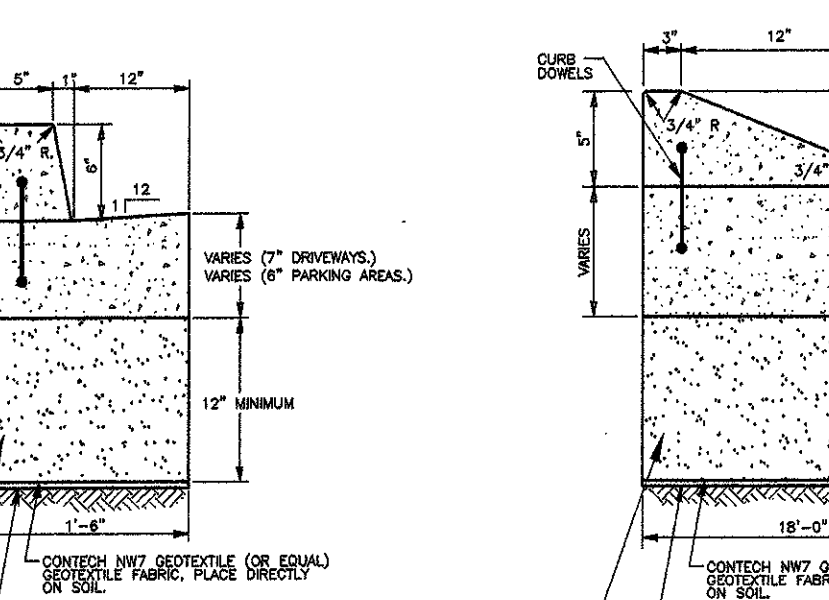
OBLIQUE VIEW METAL PARTING STRIP FOR DEFORMED LONGITUDINAL JOINT
N.T.S.



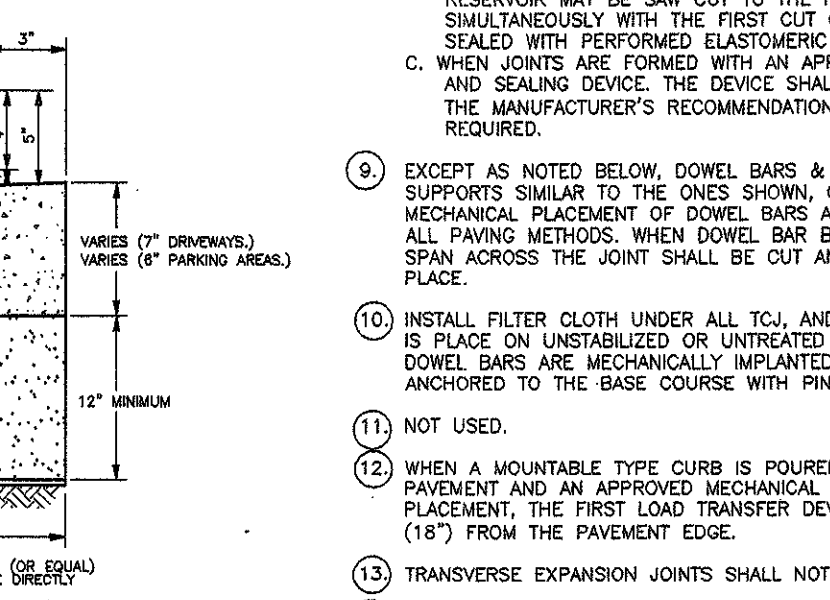
DEFORMED LONGITUDINAL JOINT
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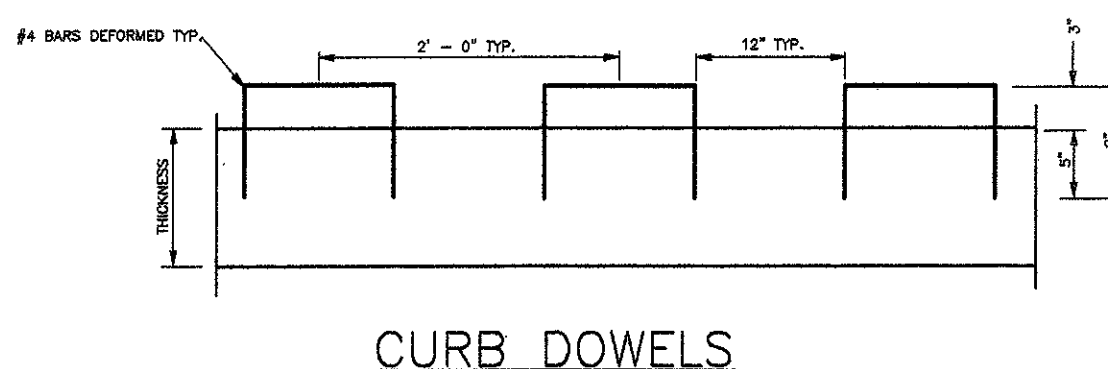
TYPICAL CONTROL JOINT
(APPLICABLE TO 6" AND 7" P.C.C. PAVEMENT. ONLY ±15'0.0.)
N.T.S.



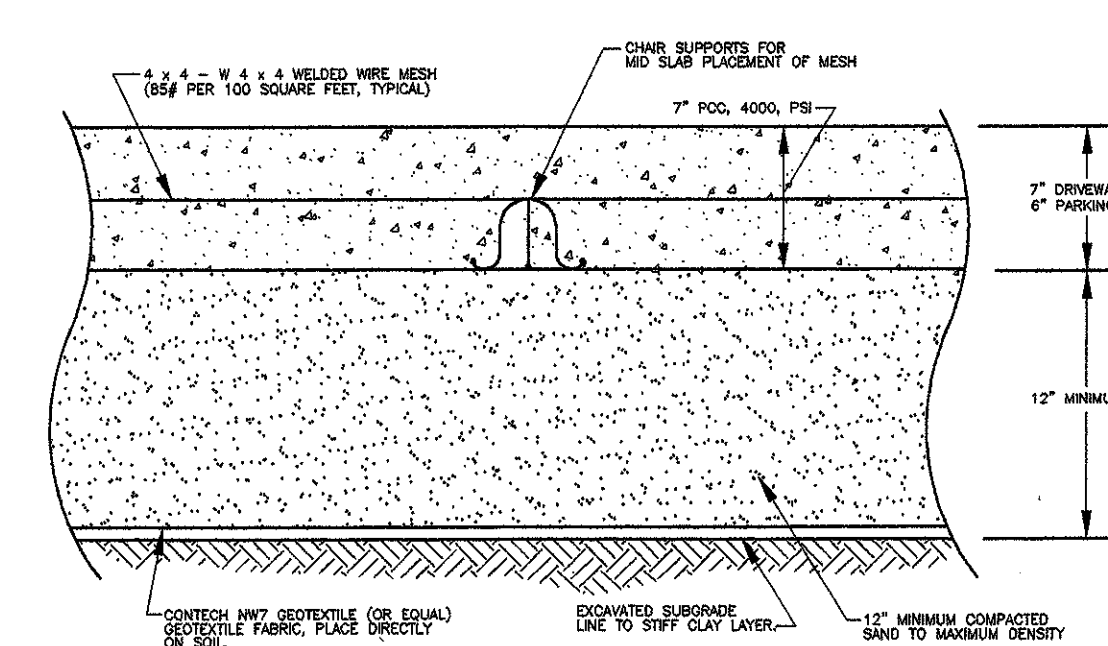
6" BARRIER TYPE CONCRETE CURB & GUTTER
N.T.S.



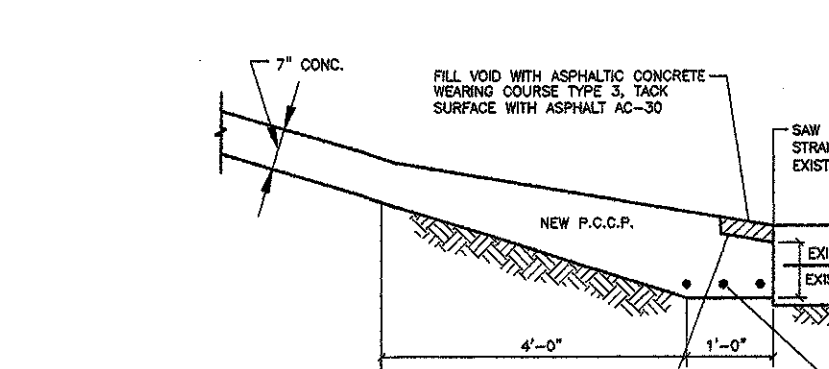
5" ROLLOVER TYPE CONCRETE CURB & GUTTER
N.T.S.



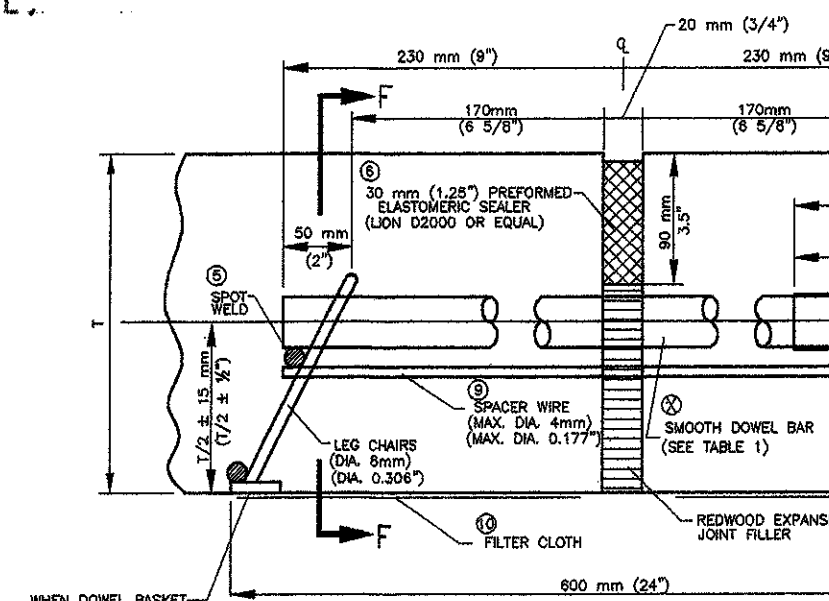
CURB DOWELS
N.T.S.



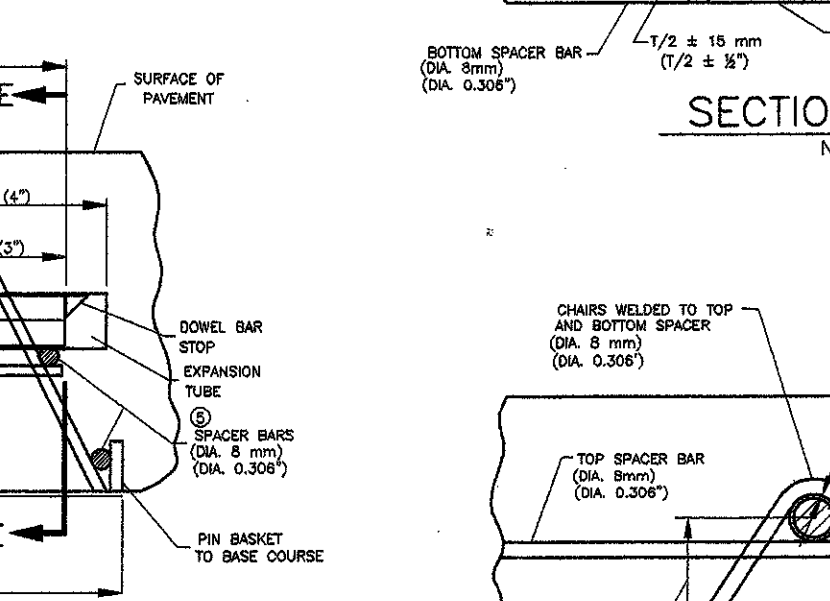
SECTION OF BUTT JOINT (TYPE BJ)
N.T.S.



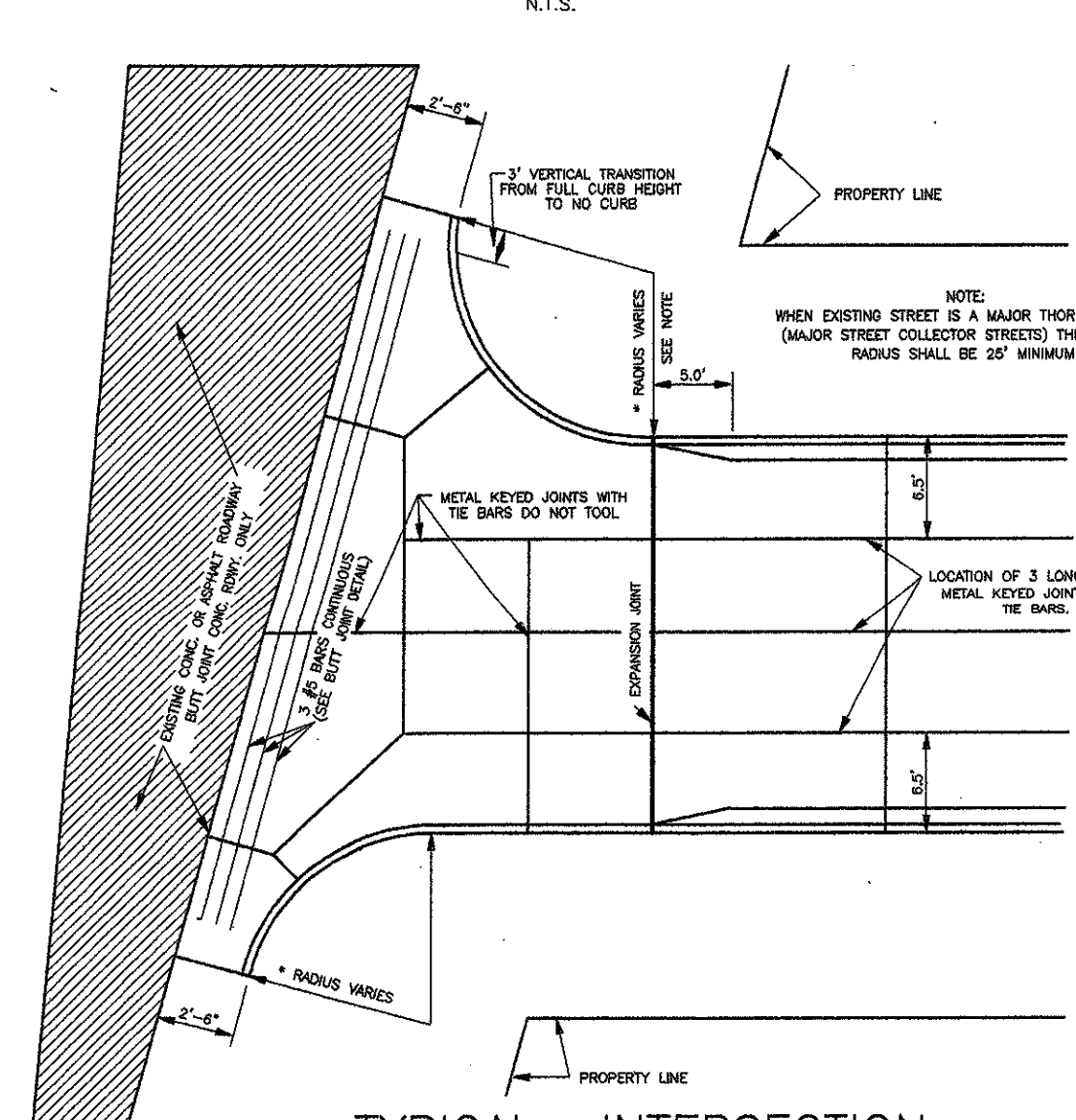
SECTION F-F
N.T.S.



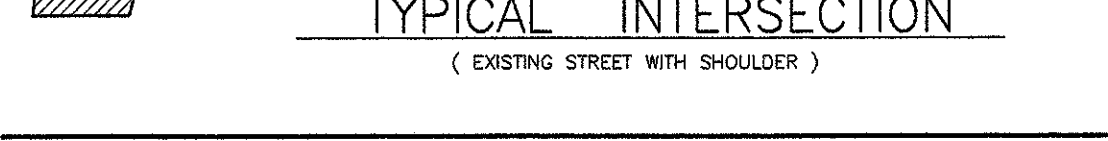
SECTION A-A (TRANSVERSE EXPANSION JOINT)
N.T.S.



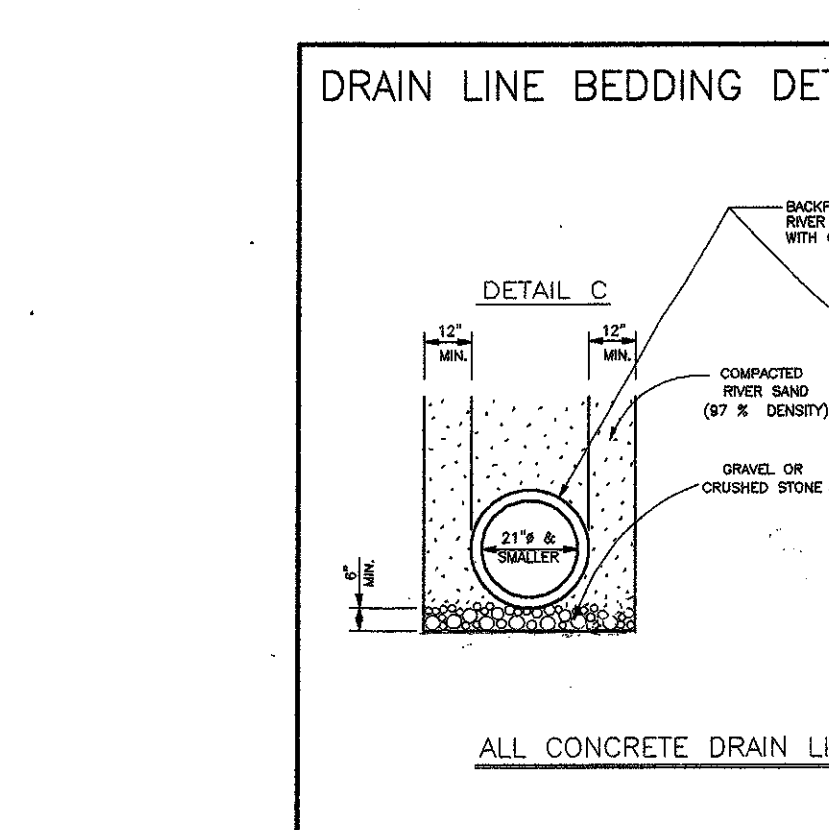
SECTION E-E
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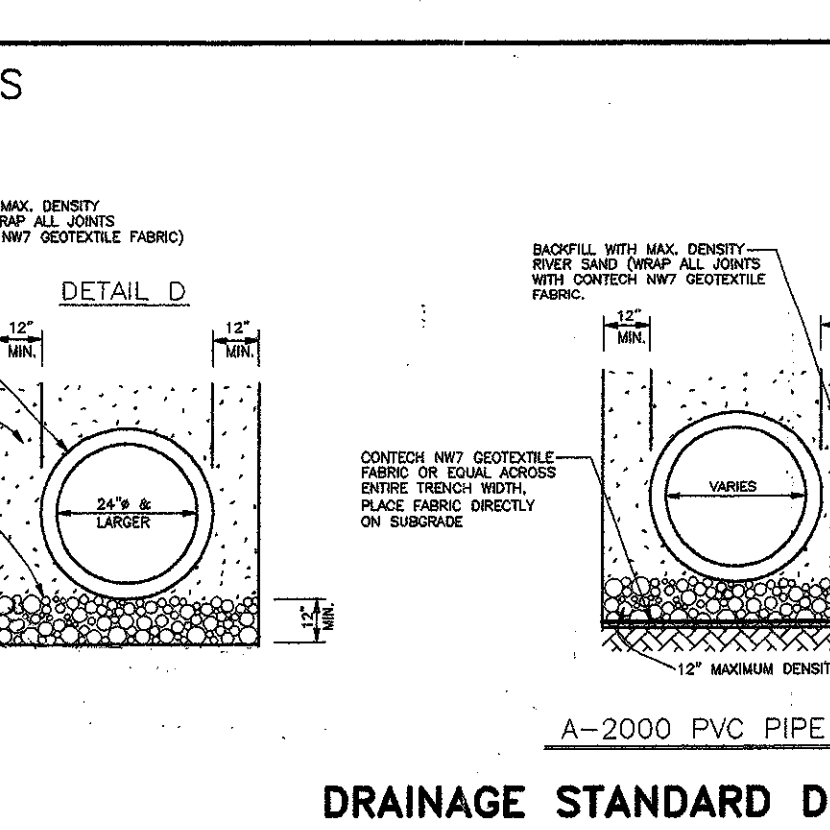
TYPICAL PAVEMENT SECTION
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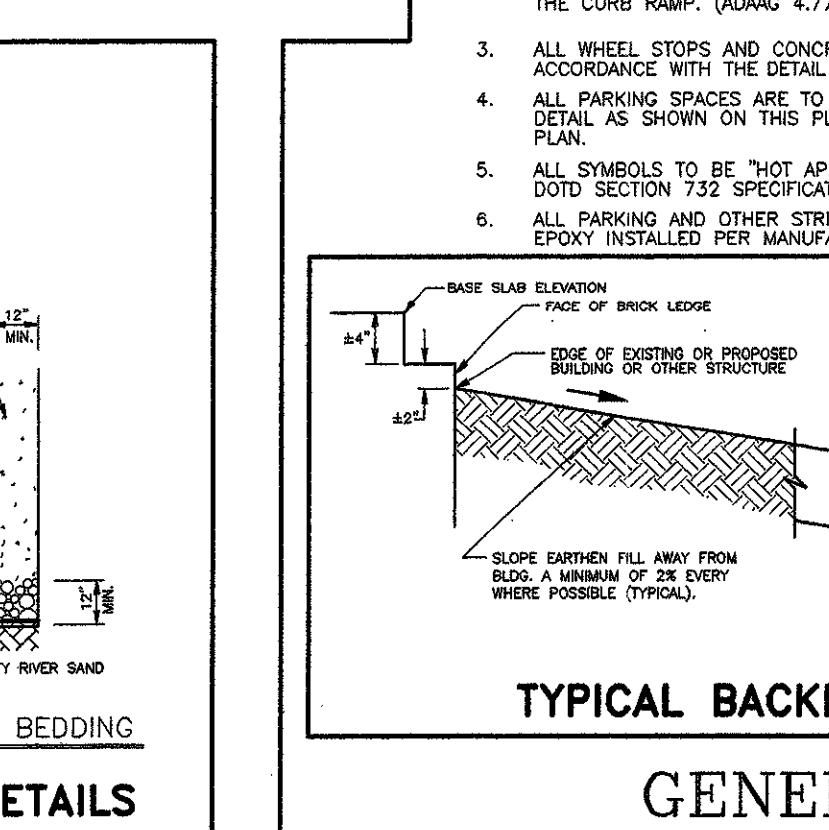
TYPICAL INTERSECTION (EXISTING STREET WITH SHOULDER)
N.T.S.



ALL CONCRETE DRAIN LINES



DRAINAGE STANDARD DETAILS



TYPICAL BACKFILL AND GRADE SECTION

TYPICAL NOTES FOR CONCRETE PAVEMENT JOINTS

- PAVEMENT EDGES SHALL BE SLIGHTLY ROUNDED TO APPROXIMATELY 5 mm (1/8")
- REASONABLE TOLERANCES TO ALL DIMENSIONS WILL BE ALLOWED
- NOT USED.
- ALL JOINTS ARE TO BE USED WHERE SHOWN ON THIS SHEET OR AS SHOWN ELSEWHERE IN THE DRAWINGS OR AS DIRECTED BY THE ENGINEER.
- ON TYPE EJ JOINTS, ARC WELD ALTERNATE ENDS OF DOWEL BARS TO DOWEL BASKETS AND PLACE EXPANSION TUBES ON ALTERNATE ENDS OF DOWEL BARS.
- TYPE EJ JOINTS SHALL BE SEALED WITH ELASTOMERIC JOINT SEALER. THE SEALER SHALL HAVE A NOMINAL WIDTH OF 30 mm (1-1/8") BEFORE COMPRESSION. JOINTS SHALL BE CLEANED PRIOR TO SEALING.
- TYPE EJ JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH DEFORMED LONGITUDINAL JOINT (SECTION 2-4) (TYPE L).
- TYPE TL OR CJ JOINTS MAY BE FORMED AND SEALED BY ANY OF THE METHODS LISTED BELOW. ALL JOINTS SHALL BE FORMED OR SAW CUT TO THE DEPTH SHOWN IN TABLE 1, AND SHALL BE CLEANED IMMEDIATELY PRIOR TO SEALING.
 - WHEN JOINTS ARE FORMED WITH A REMOVABLE FORMING DEVICE, THE JOINTS SHALL BE SEALED WITH PERFORMED ELASTOMERIC SEALER OR SILICONE SEALER. THE SEALER RESERVOIR SHALL BE SAW CUT TO THE REQUIRED WIDTH AND DEPTH.
 - WHEN JOINTS ARE FORMED BY SAWING, THE INITIAL CUT SHALL BE SAWS WITH A 3 mm (1/8") MIN. WIDTH BLACKENED BASE (PUMPED CONCRETE) AS SOON AS THE CONCRETE HAS HARDENED SUFFICIENTLY TO PERMIT CUTTING THE CONCRETE WITHOUT CHIPPING, SPALLING OR TEARING AND SHALL BE COMPLETED PRIOR TO DEVELOPMENT OF RANDOM CRACKING. THE SEALER RESERVOIR MAY BE SAW CUT TO THE REQUIRED WIDTH AND DEPTH SIMULTANEOUSLY WITH THE FIRST CUT OR ANY TIME LATER. JOINTS SHALL BE SEALED WITH PERFORMED ELASTOMERIC SEALER OR SILICONE SEALER.
 - WHEN JOINTS ARE FORMED WITH AN APPROVED PERMANENT JOINT FORMING AND SEALING DEVICE, THE DEVICE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND NO ADDITIONAL SEALER IS REQUIRED.
- EXCEPT AS NOTED BELOW, DOWEL BARS & TIE BARS SHALL BE HELD IN PLACE BY SUPPORTS SIMILAR TO THE ONES SHOWN, OR APPROVED EQUALS. APPROVED MECHANICAL PLACEMENT OF DOWEL BARS AND TIE BARS WILL BE ALLOWED WITH ALL PAVING METHODS. WHEN DOWEL BAR BASKETS ARE USED, SPACER WIRES THAT SPAN ACROSS THE JOINT SHALL BE CUT AND REMOVED AFTER STAKING BASKETS IN PLACE.
- INSTALL FILTER CLOTH UNDER ALL TCJ, AND EJ JOINTS WHEN CONCRETE PAVEMENT IS PLACED ON UNSTABILIZED OR UNTRATED BASE COURSE OR SUBBASE. WHEN DOWEL BARS ARE MECHANICALLY IMPLANTED, THE FILTER CLOTH SHALL BE ANCHORED TO THE BASE COURSE WITH PINS.
- NOT USED.
- WHEN A MOUNTABLE TYPE CURB IS POURED MONOLITHIC WITH THE CONCRETE PAVEMENT AND AN APPROVED MECHANICAL DEVICE IS USED FOR LOAD TRANSFER PLACEMENT, THE FIRST LOAD TRANSFER DEVICE SHALL BE INSTALLED 450 mm (18") FROM THE PAVEMENT EDGE.
- TRANSVERSE EXPANSION JOINTS SHALL NOT BE USED FOR CONSTRUCTION JOINTS.
- WHEN PLASTIC OR EPOXY COATED DOWEL BARS ARE USED, THE NEXT SMALLER SIZE OF DOWEL BARS MAY BE USED AT UNCHANGED SPACING. (IN ENGLISH UNITS: THE DOWEL BAR SIZE MAY BE REDUCED BY 1/8").

TABLE 1 (ENGLISH UNITS)
(ALL DIMENSIONS IN INCHES)

PAVEMENT THICKNESS	DOWEL BARS		DEF. TIE BARS		DEPTH OF JOINT		KEYWAY	
	SIZE	LENGTH SPACING	SIZE	LENGTH SPACING	TOL. & QTY.	LI.	AN	AN
7 OR LESS	1/2"	18 12 3/4"	3/8"	24 36 2 1/2"	2 1/2"	1 1/2"	3/4"	3/4"
8	1 1/8"	18 12 5/8"	3/8"	30 36 2 1/2"	3 1/2"	2 1/2"	1 1/2"	1 1/2"
9	1 1/4"	18 12 5/8"	3/8"	30 36 2 1/2"	3 1/2"	3 1/2"	1 1/2"	1 1/2"
10	1 1/2"	18 12 5/8"	3/8"	30 36 2 1/2"	3 1/2"	3 1/2"	1 1/2"	1 1/2"
11	1 3/4"	18 12 5/8"	3/8"	30 36 2 1/2"	4 1/2"	4 1/2"	1 1/2"	1 1/2"
12	1 7/8"	18 12 5/8"	3/8"	30 36 2 1/2"	4 1/2"	4 1/2"	1 1/2"	1 1/2"
13	2"	18 12 5/8"	3/8"	30 36 2 1/2"	5 1/2"	5 1/2"	1 1/2"	1 1/2"
14	2 1/4"	18 12 5/8"	3/8"	30 36 2 1/2"	5 1/2"	5 1/2"	1 1/2"	1 1/2"

- FOR CONG. SHOULDERS, DOWEL BAR SPACING SHALL BE 24" OR LESS
- FOR CONG. SHOULDERS, "T" IS THICKNESS AT THE PAVEMENT EDGE.

PAVING NOTES

- CONTEH N70 GEOTEXTILE (OR EQUAL) GEOTEXTILE FABRIC SHALL BE PLACED UNDER ALL PROPOSED PAVEMENT SECTIONS. THE FABRIC SHOULD BE PLACED DIRECTLY ON THE UNDISTURBED SOIL AFTER EXCAVATION AND BEFORE PLACEMENT OF BASE MATERIALS.
- CONCRETE MIX DESIGN-COMPRESSIVE SHALL BE PROPORTIONED TO PRODUCE A MINIMUM COMPRESSIVE STRENGTH OF FOUR THOUSAND (4,000) P.S.I. AT TWENTY-EIGHT (28) DAYS. THE MINIMUM CEMENT CONTENT SHALL BE FIVE AND ONE-HALF (5-1/2) BAGS (94 LBS./BAO) OF CEMENT PER CUBIC YARD WITH A MAXIMUM WATER-CEMENT RATIO (W/C) OF 0.55. THE MAXIMUM SLUMP OF THE CONCRETE SHALL RANGE FROM (2) INCHES TO FIVE (5) INCHES WHEN USING A VIBRATING SCREEN AND FROM ONE (1) INCH TO TWO AND ONE-HALF (2-1/2) INCHES WHEN USING A SLIP FORMER.
- ONE SET OF THREE (3) CYLINDERS SHALL BE MADE FOR EACH FIFTY (50) CUBIC YARDS OF CONCRETE PLACED. CYLINDERS SHALL BE BROKEN AT SEVEN (7) AND TWENTY-EIGHT (28) DAYS. ONE DENSITY TEST SHALL BE TAKEN FOR EACH TWO THOUSAND (2000) SQUARE YARDS OF BASE.
- TESTING LABORATORY SHALL BE SELECTED BY THE OWNER.
- PAVEMENT SHALL NOT BE OPENED TO TRAFFIC UNTIL 21 DAYS AFTER PLACEMENT WITHOUT THE APPROVAL OF THE ENGINEER.
- ALL DRAINAGE AND SEWERAGE STRUCTURES WITHIN THE PAVEMENT AREA SHALL BE BOXED OUT.
- BASE COURSE: THE CONTRACTOR SHALL EXCAVATE AND INSTALL A TWELVE (12") THICK MINIMUM THICKNESS BASE COURSE (PUMPED RIVER SAND). COMPACT AND GRADE AS REQUIRED. KEEP TRAFFIC OFF THE BASE FOR 72 HRS. REPAIR ANY SECTION OF TRAFFIC OFF OF THE BASE FOR 72 HRS. REPAIR ANY SECTION OF BASE THAT FALLS DURING PAVING OPERATIONS WITH CRUSHED STONE.
- ALL SUBGRADE MATERIAL WHICH WILL NOT SATISFACTORILY COMPACT SHALL BE REMOVED AND REPLACED WITH MATERIAL THAT WILL COMPACT SATISFACTORILY. TOP 4" INCHES SHALL BE COMPACTED TO SIX STANDARD PROCTOR. WHERE THE SUBGRADE IS OF NON-UNIFORM COMPACTED NATURE, IT SHALL BE SCARIFIED TO A DEPTH OF 8" FOR ITS FULL WIDTH AND THE MATERIAL SPREAD AND BROUGHT TO LINE AND GRADE AND COMPACTED AS SPECIFIED ABOVE.
- WHERE EXISTING GRADES ARE LOW, CONTRACTOR SHALL BE REQUIRED TO FILL THESE AREAS WITH WELL COMPACTED PUMPED RIVER SAND UP TO THE PROPOSED GRADES.
- CONTRACTOR SHALL PROVIDE MEANS FOR TEMPORARY DRAINAGE DURING CONSTRUCTION.
- CONTRACTOR TO AVOID EXPOSING NEWLY PLACED UTILITIES TO CONSTRUCTION AND CONCRETE TRUCK AXLE LOADS. WHERE THIS IS NOT POSSIBLE, CONCRETE PUMP TRUCK TO BE USED TO PREVENT CONSTRUCTION TRAFFIC DAMAGE TO UTILITIES.
- ALL RADI SHALL BE 20' MINIMUM UNLESS SHOWN OTHERWISE.
- UNLESS OTHERWISE SHOWN, ALL PARKING PAVEMENT SHALL BE 6" THICK. ALL DRIVEWAY AREAS SHALL BE 8" THICK. THICKNESS WILL BE VERIFIED BY CORES STRUCKED AT 200' INTERVALS.
- SUBGRADE PREPARATION: THE EXISTING GROUND SURFACE IN THE PROJECT AREA SHOULD BE STRIPPED OF ALL TREES, ROOTS, VEGETATION, LOOSE TOPSOIL, DEBRIS, ORGANIC MATTER, AND ANY OTHER DELETERIOUS MATERIALS. STRIPPING SHOULD BE TO THE MINIMUM ALLOWABLE DEPTH OF 12" UNLESS OTHERWISE SPECIFIED. TO REMOVE ALL VEGETATION AND ROOTS, AND TO REACH FIRM UNDISTURBED SOIL, ALL DEPRESSIONS AND WHEEL RIM MARKS SHALL BE CLEANED AND BACKFILLED. THE PROJECT AREA SHOULD THEN BE PROFILESSED WITH A HEAVY WHEELED VEHICLE TO IDENTIFY ANY SOFT SPOTS. THESE AREAS SHOULD BE UNDOCTED TO FIRM SOIL AND BACKFILLED WITH SELECT FILL.
- CONSTRUCTION, ONCE THE AREA IS CLEARED, AND PREPARED, CONSTRUCTION OF THE PAVEMENT SHOULD PROCEED EXPEDITIOUSLY. THIS WILL MINIMIZE THE POTENTIAL FOR SIGNIFICANT GROUND WATER DECLINE IF CONSTRUCTION OCCURS DURING WET WEATHER. CONVERSELY, THIS WILL MINIMIZE THE POTENTIAL FOR SIGNIFICANT GROUND WATER INCREASES IF CONSTRUCTION OCCURS DURING PERIODS OF EXTENDED DRAINFALL.
- DESIGN TRAFFIC DATA: TRAFFIC DATA WAS PROVIDED AS 10 TO 12 SCHOOL BUSES TWICE DAILY FOR THIS SCHOOL BUS DRIVEWAY AND DROP-OFF AREA. THE SCHOOL BUSES HAVE 10-KIP SINGLE FRONT AXLE LOADS AND 18-KIP SINGLE REAR AXLE LOADS. THE PAVEMENT IN THE PARKING AREA WILL ACCOMMODATE APPROXIMATELY 200 LIGHT WHEELED VEHICLES WITH 2-KIP SINGLE FRONT AXLE LOADS AND 5-KIP SINGLE REAR AXLE LOADS PER DAY. THE DRAWINGS AND SERVICES WILL ACCOMMODATE THE PARKING LOT TRAFFIC IN ADDITION TO TWO SANITATION TRUCKS AND THREE TO FOUR SMALL DELIVERY TRUCKS PER WEEK AND 100 ADDITIONAL LIGHT WHEELED VEHICLES. THE SANITATION TRUCKS HAVE 14-KIP SINGLE FRONT AXLE LOADS AND 44-KIP SINGLE REAR AXLE LOADS. THE SMALL DELIVERY TRUCKS HAVE 8-KIP SINGLE FRONT AXLE LOADS AND 15-KIP SINGLE REAR AXLE LOADS. THIS TRAFFIC DATA WAS CONVERTED TO EQUIVALENT 18-KIP SINGLE AXLE LOAD APPLICATIONS (E) USING AASHTO EQUIVALENCY FACTORS FOR RIGID AND FLEXIBLE PAVEMENTS.
- RIGID PAVEMENT FOR DRIVEWAYS, SERVICEWAYS, AND BUS DROP-OFF LANES SHALL BE COMPRESSED 97% PORTLAND CEMENT CONCRETE AND SHALL BE COMPRISED OF 6 INCHES OF PORTLAND CEMENT CONCRETE.
- CONCRETE 28-DAY COMPRESSIVE STRENGTH SHALL BE 4,000 PSI TO GIVE THE PAVEMENT ADEQUATE FLEXURAL STRENGTH.
- THE CONCRETE SHOULD BE UNDERLAIN BY AT LEAST 12 INCHES OF COMPACTED SAND. THE SAND FILL SHOULD CONFORM TO THE MATERIAL AND REQUIREMENTS GIVEN IN THE SAND SUBBASE SECTION TO BE COMPACTED TO A MINIMUM OF 95% OF ITS MAXIMUM DRY DENSITY NEAR OPTIMUM MOISTURE USING ASTM D 1557.
- GRADES SHOULD PROVIDE FOR ADEQUATE DRAINAGE TO PREVENT SATURATION OF SAND FILL BENEATH THE PAVEMENT. ALL JOINTS SHOULD BE SEALED TO PREVENT INFILTRATION OF WATER.

GENERAL NOTES

- ALL WORK MUST CONFORM TO THE REQUIREMENTS OF ST. CHARLES PARISH AND OTHER SUCH PARISH OR STATE STANDARDS THAT MAY BE APPLICABLE.
- THE LOCATION SHOWN ON THE PLANS OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL CAREFULLY VERIFY THESE LOCATIONS AND TAKE WHATEVER PRECAUTIONS NECESSARY TO AVOID DAMAGE TO THE EXISTING UTILITIES.
- STREET AND TRAFFIC SIGNS TO BE INSTALLED AS REQUIRED AND AT THE LOCATIONS INDICATED.
- BENCH MARKS: THE CONTRACTOR SHALL BE REQUIRED TO SET A MINIMUM OF (2) TWO TEMPORARY CONSTRUCTION BENCH MARKS FROM THE REFERENCED AND RECOGNIZED "PERMANENT" BENCH MARK. THE CONTRACTOR MUST CHECK BETWEEN BENCH MARKS PRIOR TO COMMENCING CONSTRUCTION AND DURING CONSTRUCTION, REGULARLY RECONFIRMING BENCH MARK ELEVATIONS. ANY DISCREPANCY IN ELEVATION OR MOVEMENT OF BENCH MARKS MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
- REFERENCE BENCH MARK SHALL BE PROVIDED BY THE OWNER.
- ANY WORK IN ROADWAY OR ADJACENT TO THE ROADWAY SHALL BE STAGED AS REQUIRED TO ALLOW FOR CONTINUOUS TRAFFIC FLOW. ANY AND ALL WORK CHANGING AN INTERFERENCE TO VEHICULAR TRAFFIC REQUIRES PRIOR NOTIFICATION TO THE ST. CHARLES PARISH PUBLIC WORKS DEPARTMENT.
- SELECT FILL: A SELECT FILL MATERIAL SHOULD BE USED AS FILL FOR THE SITE AND TO BACKFILL DEPRESSIONS AND AREAS WHICH ARE UNDOCTED. THE FILL SHOULD BE NON-PLASTIC AND FREE OF ALL ROOTS, WOOD, AND OTHER DELETERIOUS MATERIALS. NO MORE THAN 10% BY WEIGHT OF FILL SHOULD BE FINER THAN #20 MESH SIEVE. PRIOR TO TRANSPORTING STRUCTURAL FILL TO THE SITE, A SAMPLE FROM THE BORROW PIT SHOULD BE TESTED TO VERIFY ITS CONFORMANCE TO THE SPECIFICATIONS.
- COMPACTED FILL: SELECT STRUCTURAL FILL USED AS BACKFILL OR FORM FILL SHOULD BE SPREAD IN LOOSE LIFTS OF 8 TO 12 INCHES AND COMPACTED TO AT LEAST 95% OF ITS MAXIMUM DRY DENSITY NEAR OPTIMUM WATER CONTENT IN ACCORDANCE WITH ASTM D 698. WHEN SUPPLYING STRUCTURAL FILL TO THE SITE, THE CONTRACTOR SHALL PROVIDE A LETTER OF GUARANTEE TO THE OWNER. THE SELECT FILL SHOULD BE COMPACTED TO 95% OF ITS MAXIMUM DRY DENSITY NEAR OPTIMUM WATER CONTENT. SELECT FILL OR GENERAL FILL OR GENERAL FILL USED FOR NON-STRUCTURAL GRADING SHOULD BE SPREAD IN LOOSE LIFTS OF 10 TO 12 INCHES AND COMPACTED BY SEVERAL PASSES OF A BULLDOZER.
- DENSITY TESTS SHOULD BE PERFORMED ON EACH LIFT OF THE COMPACTED STRUCTURAL FILL TO DETERMINE IF THE CONTRACTOR HAS ACHIEVED THE RECOMMENDED DENSITY. ALL CLEARING, FILLING, AND COMPACTING OPERATIONS SHOULD BE ACCOMPLISHED DURING PERIODS OF DRY WEATHER. THE CONTRACTOR SHOULD EXERCISE CAUTION DURING AND AFTER HOLDING PERIODS OF WEATHER TO ENSURE SUBSOIL SUPPORT IS NOT DEGRADED BY CONSTRUCTION OPERATIONS.
- ALL OCCUPIED STRUCTURE SLABS TO BE AT ELEVATIONS ESTABLISHED BY FEMA OR HIGHER. PER OWNER SURVEYOR, THIS AREA IS WITHIN FLOOD ZONE X AND THEREFORE ALL STRUCTURE SLABS TO BE A MINIMUM OF 12" ABOVE ADJACENT CENTER LINE.

GENERAL NOTES & MISCELLANEOUS DETAILS

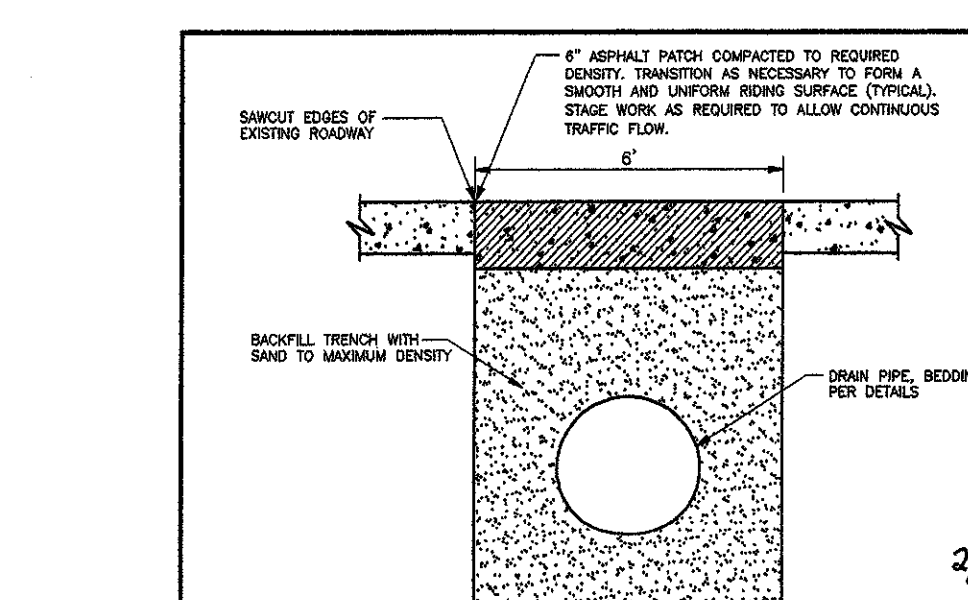
- PARKING STALLS MUST BE STRIPED WITH A 4-INCH CONTRASTING STRIPE (YELLOW ON CONCRETE AND YELLOW OR WHITE ON ASPHALT PARKING LOT).
- HANDICAP PARKING SPACES TO BE DESIGNATED BY BLUE STRIPES & OTHER A BLUE SYMBOL ON A WHITE BACKGROUND OR A WHITE SYMBOL ON A BLUE BACKGROUND. HANDICAP PARKING SPACES SHALL REQUIRE THE INSTALLATION OF THE PROPER SIGNAGE. DETECTABLE WARNINGS ARE ALSO REQUIRED. THE ONLY ACCEPTABLE FORM OF DETECTABLE WARNING IS THE (RAISED) TRUNCATED DOME. THE DOMES SHALL BE .2 INCHES IN NOMINAL DIAMETER, .2 INCHES IN NOMINAL HEIGHT, AND CENTERED 2.35 INCHES APART. THE AREA REQUIRED TO HAVE A DETECTABLE WARNING SHALL VISUALLY CONTRAST IN COLOR WITH ADJACENT SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE THE CONTRASTING COLOR SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNINGS ARE REQUIRED AT CURB RAMP. NOTE THAT A "CURB RAMP" IS A SHORT RAMP CUTTING THROUGH A CURB OR BUILT UP TO IT. GENERALLY THESE ARE RAMPS WITHOUT HANDRAILS THAT TRANSITION FROM VEHICULAR AREAS TO A PEDESTRIAN AREA. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP. (ADAAG 4.7.7)
- ALL WHEEL STOPS AND CONCRETE CURBS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL SHOWN ON THIS PLAN.
- ALL PARKING SPACES ARE TO BE LAID OUT IN ACCORDANCE WITH THE TYPICAL DETAIL AS SHOWN ON THIS PLAN, UNLESS OTHERWISE INDICATED ON THIS PLAN.
- ALL SYMBOLS TO BE "HOT APPLIED" THERMO PLASTIC IN ACCORDANCE WITH DOTD SECTION 732 SPECIFICATIONS.
- ALL PARKING AND OTHER STRIPING SHALL BE SHERWIN WILLIAMS TRAFFIC EPOXY INSTALLED PER MANUFACTURER'S REQUIREMENTS.

DRAINAGE NOTES

- ROUND CONCRETE PIPE SHALL CONFORM IN ALL RESPECTS TO THE LATEST SPECIFICATIONS OF ASTM C-76, CLASS II, WALL 12" AND SHALL BE BELL AND SPOCKET WITH RUBBER 1" RING JOINTS.
- CONCRETE ARCH PIPE SHALL CONFORM IN ALL RESPECTS TO THE LATEST PROVISIONS OF ASTM C-506, CLASS II, AND SHALL BE TONGUE AND GROOVE JOINTS WITH COLD APPLIED PERFORMED PLASTIC SEALING COMPOUND CONFORMING IN ALL RESPECTS TO FEDERAL SPECIFICATIONS SS-00210 (GSA-FSS) DATED JULY 26, 1965, OR LATEST REVISIONS.
- A-2000 PVC DRAIN PIPE SHALL BE USED (ONLY WITH WRITTEN APPROVAL OF THE ARCHITECT) PROVIDED A MINIMUM COVER OF 12" IS OBTAINED EVERYWHERE.
- ALL TRENCHES FOR PIPE WITHIN AND OUTSIDE OF THE STREET RIGHT-OF-WAY SHALL BE MUCKED OUT TO FIRM SOIL AND BACKFILLED WITH PUMPED RIVER SAND.
- ALL PIPE JOINTS SHALL BE WRAPPED WITH A 36" WIDE PIECE OF PLASTIC FILTER CLOTH (DOTD SPEC. 1018.15) CENTERED ON THE JOINT AND LAPPED ON ITSELF 36". FILTER CLOTH SHALL BE CONTEH N70 GEOTEXTILE OR EQUAL.
- THE CONTRACTOR SHALL PREPARE AND FURNISH THE ENGINEER WITH AN AS-BUILT ELEVATION PLAN SHOWING PAVEMENT GRADATIONS, TOP OF CASTING ELEVATION AND INVERTS OF ALL DRAINAGE STRUCTURES UPON COMPLETION.
- PRECAST DRAIN MANHOLES MAY BE USED ON THIS PROJECT. HOWEVER, CONTRACTOR SHALL BE RESPONSIBLE FOR LOWERING THE TOP OF THE MANHOLE AS REQUIRED FOR POSITIVE SITE DRAINAGE. ALL MODIFICATIONS TO PRECAST CONCRETE BASINS SHALL BE APPROVED BY THE ENGINEER.
- MINIMUM DRAINAGE PIPE COVER IS 12" FROM TOP OF RIGID PAVEMENT PER MANUFACTURER'S REQUIREMENTS. WRAP JOINTS WITH FABRIC AND LAP 36". CONCRETE PIPE SHALL BE USED EVERYWHERE POSSIBLE. HOWEVER, A-2000 PVC DRAIN PIPE MAY BE SUBSTITUTED AS LONG AS 12" OF COVER CAN BE MAINTAINED AND WITH WRITTEN APPROVAL OF THE ARCHITECT.
- BEDDING FOR A-2000 SHALL BE A MINIMUM OF 12" OF COMPACTED SAND PLACED ON CONTEH N70 GEOTEXTILE (OR EQUAL). BACKFILL ENTIRE PIPE DIAMETER WITH COMPACTED SAND AND WRAP JOINTS IN ACCORDANCE WITH NOTE ABOVE.
- CONCRETE STRENGTH OF DRAIN BASINS TO BE 4,000 P.S.I. (MINIMUM) AT 28 DAYS.
- BRICK DRAIN BASINS MAY ALSO BE USED ON THIS PROJECT, WHEN BOX IS 7'0" OR LESS IN HEIGHT. USE ONE LAYER OF BRICK. WHEN BOX IS 7'0" BUT LESS THAN 12'0", USE TWO LAYERS OF BRICK.
- ALL MASONRY IS TO BE LAID WITH RUNNING BOND AND HEADER COURSE (EVERY FOURTH LAYER).
- ALL WALLS ARE TO BE PLASTERED 1/2" THICK, INSIDE AND OUTSIDE.
- 6" THICK LIMESTONE BEDDING FOUNDATION SHALL BE REQUIRED UNDER ALL MANHOLES AND BASINS.
- WHEN THE DEPTH OF BOX OR MANHOLE IS 4' OR GREATER, THE INSTALLATION OF STEPS WILL BE REQUIRED IN ACCORDANCE WITH PUBLIC WORKS STANDARDS.
- SLOPE EARTHEN BACKFILL (TYPICAL) A MINIMUM OF 2% TO CURB OR OTHER DRAINAGE FEATURE (SWALE, CATCH BASIN, ETC.) AND AWAY FROM BUILDING.
- FIELD ADJUST ALL TOP OF CASTING (TOC) ELEVATIONS FOR CATCH BASINS AS REQUIRED FOR POSITIVE DRAINAGE TO THE STREET OR DRAINAGE STRUCTURE.
- ALL WORK AND MATERIALS SHALL BE APPROVED BY THE SITE ARCHITECT.
- THE LOCATION SHOWN ON THE PLANS OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL CAREFULLY VERIFY THESE LOCATIONS AND TAKE WHATEVER PRECAUTIONS NECESSARY TO AVOID DAMAGE TO THE EXISTING UTILITIES.
- ALL EXISTING UTILITIES WITHIN PROPOSED FILL AREA FOOT PRINT SHALL BE MUCKED OUT INTO GOOD SOIL. IS REACHED OR 24" MINIMUM, AND BACKFILLED WITH COMPACTED SAND AND WRAP JOINTS IN ACCORDANCE WITH NOTE ABOVE.
- CUT A MINIMUM OF 12" OF EXISTING TOPSOIL BEFORE PLACEMENT OF FABRIC, SAND AND STONE. STOCKPILE CUT MATERIAL ON SITE AT A LOCATION CONVENIENT FOR LATER ACCESS ONLY IF APPROVED BY THE ARCHITECT.
- WHERE POORLY DRAINAGE (SOFT) AREAS EXIST, EXCAVATE AS REQUIRED TO GET TO CONSOLIDATED CLAY LAYER. SHOULD REQUIRED EXCAVATION EXCEED 24", CONTACT CIVIL ENGINEER IMMEDIATELY BEFORE PROCEEDING TO BACKFILL.
- UNLESS SHOWN OTHERWISE, ALL DRAIN BASINS GRATES AND FRAMES SHALL BE EAST JORDAN IRON WORKS, INC. 5-728 WITH SLOTTED GATE AND FRAME.
- FILL AND SLOPE EARTHEN TOPSOIL AS REQUIRED FOR POSITIVE DRAINAGE BETWEEN ALL BASINS.
- DRAINAGE: THE INITIAL STEP TO PREPARE THE SITE FOR CONSTRUCTION SHOULD BE ESTABLISHING ADEQUATE TEMPORARY AND PERMANENT DRAINAGE TO PREVENT PONDING OF WATER AND ASSURE PROPER DRAINAGE OF ALL DRAINAGE STRUCTURES. THIS MAY BE ACCOMPLISHED BY GRADING THE SITE TO ENSURE POSITIVE DRAINAGE. WATER AWAY FROM THE FOUNDATION AND PAVEMENT AREAS.
- ALL DOWNSPOUTS DRAINING RAINFALL FROM THE STRUCTURES' ROOFS SHOULD BE CONNECTED TO DRAINAGE WHICH DISCHARGE INTO A DRAINAGE SYSTEM. WATER SHOULD NOT BE ALLOWED TO COLLECT NEAR THE FOUNDATION OR PAVEMENT AREAS.

GENERAL NOTES

- ALL WORK MUST CONFORM TO THE REQUIREMENTS OF ST. CHARLES PARISH AND OTHER SUCH PARISH OR STATE STANDARDS THAT MAY BE APPLICABLE.
- THE LOCATION SHOWN ON THE PLANS OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL CAREFULLY VERIFY THESE LOCATIONS AND TAKE WHATEVER PRECAUTIONS NECESSARY TO AVOID DAMAGE TO THE EXISTING UTILITIES.
- STREET AND TRAFFIC SIGNS TO BE INSTALLED AS REQUIRED AND AT THE LOCATIONS INDICATED.
- BENCH MARKS: THE CONTRACTOR SHALL BE REQUIRED TO SET A MINIMUM OF (2) TWO TEMPORARY CONSTRUCTION BENCH MARKS FROM THE REFERENCED AND RECOGNIZED "PERMANENT" BENCH MARK. THE CONTRACTOR MUST CHECK BETWEEN BENCH MARKS PRIOR TO COMMENCING CONSTRUCTION AND DURING CONSTRUCTION, REGULARLY RECONFIRMING BENCH MARK ELEVATIONS. ANY DISCREPANCY IN ELEVATION OR MOVEMENT OF BENCH MARKS MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
- REFERENCE BENCH MARK SHALL BE PROVIDED BY THE OWNER.
- ANY WORK IN ROADWAY OR ADJACENT TO THE ROADWAY SHALL BE STAGED AS REQUIRED TO ALLOW FOR CONTINUOUS TRAFFIC FLOW. ANY AND ALL WORK CHANGING AN INTERFERENCE TO VEHICULAR TRAFFIC REQUIRES PRIOR NOTIFICATION TO THE ST. CHARLES PARISH PUBLIC WORKS DEPARTMENT.
- SELECT FILL: A SELECT FILL MATERIAL SHOULD BE USED AS FILL FOR THE SITE AND TO BACKFILL DEPRESSIONS AND AREAS WHICH ARE UNDOCTED. THE FILL SHOULD BE NON-PLASTIC AND FREE OF ALL ROOTS, WOOD, AND OTHER DELETERIOUS MATERIALS. NO MORE THAN 10% BY WEIGHT OF FILL SHOULD BE FINER THAN #20 MESH SIEVE. PRIOR TO TRANSPORTING STRUCTURAL FILL TO THE SITE, A SAMPLE FROM THE BORROW PIT SHOULD BE TESTED TO VERIFY ITS CONFORMANCE TO THE SPECIFICATIONS.
- COMPACTED FILL: SELECT STRUCTURAL FILL USED AS BACKFILL OR FORM FILL SHOULD BE SPREAD IN LOOSE LIFTS OF 8 TO 12 INCHES AND COMPACTED TO AT LEAST 95% OF ITS MAXIMUM DRY DENSITY NEAR OPTIMUM WATER CONTENT IN ACCORDANCE WITH ASTM D 698. WHEN SUPPLYING STRUCTURAL FILL TO THE SITE, THE CONTRACTOR SHALL PROVIDE A LETTER OF GUARANTEE TO THE OWNER. THE SELECT FILL SHOULD BE COMPACTED TO 95% OF ITS MAXIMUM DRY DENSITY NEAR OPTIMUM WATER CONTENT. SELECT FILL OR GENERAL FILL OR GENERAL FILL USED FOR NON-STRUCTURAL GRADING SHOULD BE SPREAD IN LOOSE LIFTS OF 10 TO 12 INCHES AND COMPACTED BY SEVERAL PASSES OF A BULLDOZER.
- DENSITY TESTS SHOULD BE PERFORMED ON EACH LIFT OF THE COMPACTED STRUCTURAL FILL TO DETERMINE IF THE CONTRACTOR HAS ACHIEVED THE RECOMMENDED DENSITY. ALL CLEARING, FILLING, AND COMPACTING OPERATIONS SHOULD BE ACCOMPLISHED DURING PERIODS OF DRY WEATHER. THE CONTRACTOR SHOULD EXERCISE CAUTION DURING AND AFTER HOLDING PERIODS OF WEATHER TO ENSURE SUBSOIL SUPPORT IS NOT DEGRADED BY CONSTRUCTION OPERATIONS.
- ALL OCCUPIED STRUCTURE SLABS TO BE AT ELEVATIONS ESTABLISHED BY FEMA OR HIGHER. PER OWNER SURVEYOR, THIS AREA IS WITHIN FLOOD ZONE X AND THEREFORE ALL STRUCTURE SLABS TO BE A MINIMUM OF 12" ABOVE ADJACENT CENTER LINE.



TYPICAL ASPHALT PATCH DETAIL

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DATE: SEPT. 11, 2008
CD-1705