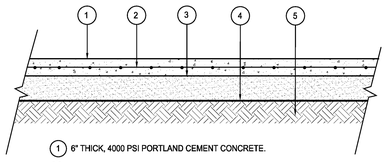
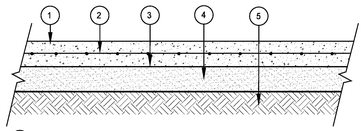


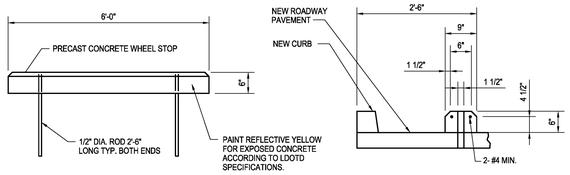
1. 6" THICK, 4000 PSI PORTLAND CEMENT CONCRETE.
2. 6x6 W6.5xW6.5 WELDED WIRE FABRIC
3. 12" MIN. THICKNESS RIVERSAND FILL COMPACTED TO MIN. 95% OF THE MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT PER ASTM D-698.
4. GEOTEXTILE FABRIC PLACED DIRECTLY OVER PREPARED BASE. FABRIC SHALL COMPLY WITH LA. D.O.T.D. STANDARD SPEC. SECTION 1019 (2006 EDITION OR LATEST EDITION)
5. PROOF ROLL NATURAL SUBGRADE.

1 / C4.10 — LIGHT–DUTY CONCRETE PAVEMENT — N.T.S.

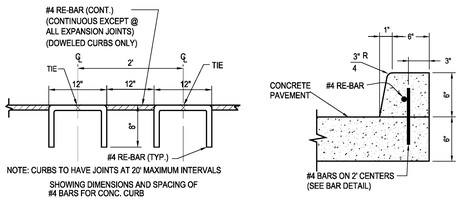


1. 8" THICK, 4000 PSI PORTLAND CEMENT CONCRETE.
2. 4x4 W6xW6 WELDED WIRE FABRIC
3. 12" MIN. THICKNESS RIVERSAND FILL COMPACTED TO MIN. 95% OF THE MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT PER ASTM D-698.
4. GEOTEXTILE FABRIC PLACED DIRECTLY OVER PREPARED BASE. FABRIC SHALL COMPLY WITH LA. D.O.T.D. STANDARD SPEC. SECTION 1019 (2006 EDITION OR LATEST EDITION)
5. PROOF ROLL NATURAL SUBGRADE.

2 / C4.10 — SECTION – HEAVY–DUTY CONCRETE PAVEMENT — N.T.S.

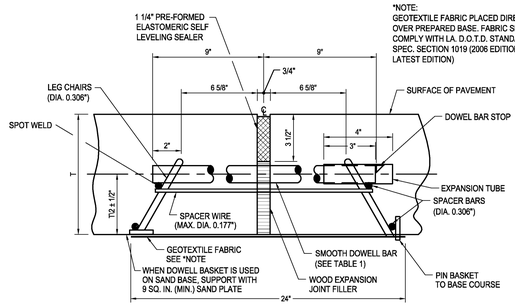


3 / C4.10 — PRECAST CONCRETE WHEEL STOP — N.T.S.



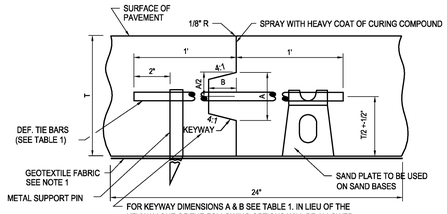
BAR DETAIL

4 / C4.10 — DOWELED BARRIER CURB — N.T.S.



*NOTE:
GEOTEXTILE FABRIC PLACED DIRECTLY OVER PREPARED BASE. FABRIC SHALL COMPLY WITH LA. D.O.T.D. STANDARD SPEC. SECTION 1019 (2006 EDITION OR LATEST EDITION)

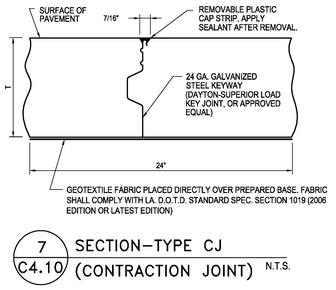
5 / C4.10 — SECTION–TYPE EJ (TRANSVERSE EXPANSION JOINT) — N.T.S.



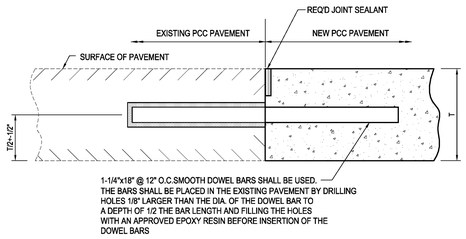
FOR KEYWAY DIMENSIONS A & B SEE TABLE 1. IN LIEU OF THE KEYWAY ONE OF THE FOLLOWING OPTIONS WILL BE ALLOWED:
A. INSTALL TIE BARS OF THE SIZE SHOWN IN TABLE 1 AT 1/2 THE SPACING.
B. INSTALL TIE BARS 1/4" LARGER THAN THE DIAMETER SHOWN IN TABLE 1 AT THE SAME SPACING.

NOTE:
1. GEOTEXTILE FABRIC PLACED DIRECTLY OVER PREPARED SUBGRADE. FABRIC SHALL COMPLY WITH LA. D.O.T.D. STANDARD SPEC. SECTION 1019 (2000 EDITION OR LATEST EDITION)
2. SAND PLATES ARE TO BE USED ON BOTH SIDES OF THE JOINT ON SAND BASES. METAL SUPPORT PINS MAY BE USED ON BOTH SIDES OF THE JOINT IN OTHER AREAS.

6 / C4.10 — SECTION–TYPE LCJ (LONGITUDINAL CONSTRUCTION JOINT) — N.T.S.



7 / C4.10 — SECTION–TYPE CJ (CONTRACTION JOINT) — N.T.S.



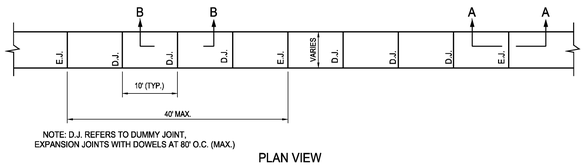
8 / C4.10 — SECTION–TYPE BJ (TRANSVERSE BUTT JOINT) — N.T.S.

TABLE 1 (ALL DIMENSIONS IN INCHES)										
PAVEMENT THICKNESS	SMOOTH DOWEL BARS ⊗			DEF. TIE BARS ⊠			MINIMUM DEPTH OF JOINT ◢		KEYWAY ✻	
T △	SIZE	LENGTH	SPACING	SIZE	LENGTH	SPACING	TCJ & CJ ±1/4"	LJ ±1/4"	A ±1/4"	B ±1/4"
7 OR LESS	1	18	12	1/2	24	24	2-1/2	2-1/2	1	1-1/4
8	1-1/4	18	12	5/8	30	36	2-1/2	3	2-1/2	1-1/4

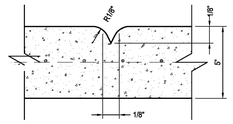
△ "T" IS THE THICKNESS AT PAVEMENT EDGE.

1. CONCRETE
   A.C.I. 301-89 SPECIFICATIONS, NORMAL WEIGHT. (LATEST REVISION)
2. CONCRETE COMPRESSIVE STRENGTH AT 28 DAYS
   4,000 P.S.I., UNLESS OTHERWISE NOTED
   BEAM STRENGTH AT 28 DAYS- 650 P.S.I. MIN.
3. REINFORCING STEEL
   BARS - A.S.T.M. A615, WELDED WIRE MESH - A.S.T.M. A185.
4. GRADE OF REINFORCING STEEL
   GRADE 60.
5. REINFORCING DETAILS
   A.C.I. 315 STANDARDS.
6. ALL WORK SHALL CONFORM TO REQUIREMENTS OF THE CITY OF NEW ORLEANS DEPT. OF PUBLIC WORKS, IF MORE RESTRICTIVE.
7. PAVING AND INCIDENTAL WORK SHALL CONFORM TO LOUISIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, LATEST EDITION,

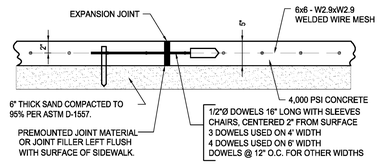
CONCRETE AND REINFORCEMENT NOTES



PLAN VIEW

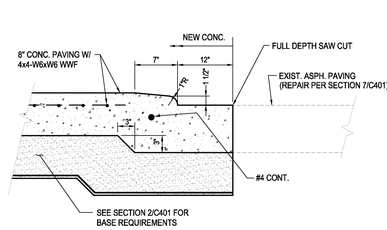


SECTION B–B (DUMMY JOINT)

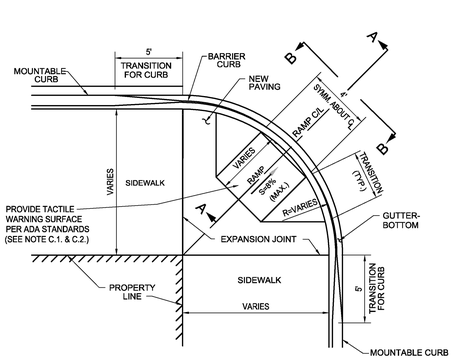


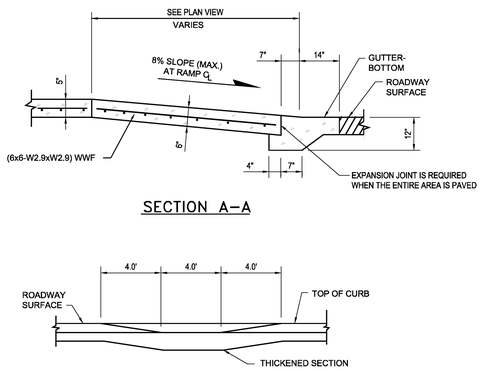
SECTION A–A (EXPANSION JOINT)

9 / C4.10 — CONCRETE SIDEWALK PAVEMENT (NON–PILE SUPPORTED) — N.T.S.

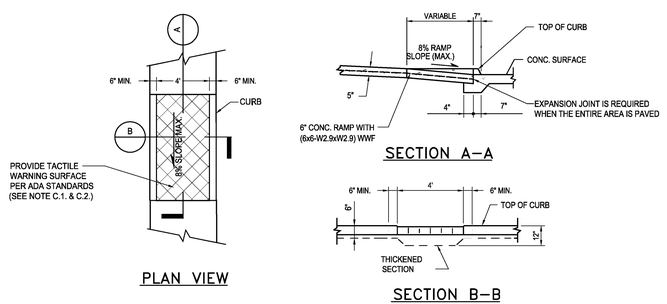


10 / C4.10 — 1 1/2" DEPRESSED DRIVEWAY CURB — N.T.S.





11 / C4.10 — CONCRETE HANDICAP RAMP TYPE "A" — N.T.S.



12 / C4.10 — CONCRETE HANDICAP RAMP TYPE "B" — N.T.S.

HANDICAP RAMP NOTES:

A. LOCATION
1. AS SHOWN ON DRAWINGS.
2. ACTUAL LOCATION OF RAMPS MAY VARY AS DIRECTED BY THE ENGINEER TO ACCOMMODATE EXISTING SITE CONDITIONS.
3. TRUNCATED DOMES SHALL EXTEND THE FULL WIDTH AND DEPTH OF RAMP.

B. CONSTRUCTION
1. THE SLOPE OF THE RAMP SHALL NOT EXCEED 8%.
2. SLOPE OF FLARED CURB RAMP SIDES SHALL NOT EXCEED 1:10
3. THE WIDTH OF THE RAMP SHALL NOT BE LESS THAN 4' BUT MAY EXCEED THIS WHERE NECESSARY.
4. SURFACE TEXTURE: THE "DETECTABLE WARNING" SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP. SEE NOTES C1 & C2.
5. ALL CONCRETE TO BE 4000 psi EXCEPT AS OTHERWISE INDICATED.

C. DETECTABLE WARNINGS
1. DETECTABLE WARNINGS, i.e. RAISED TRUNCATED DOMES (B.4.) SHALL BE USED BETWEEN PEDESTRIAN CIRCULATION AREAS AND VEHICULAR CIRCULATION OR PARKING AREAS.
2. RAISED TRUNCATED DOMES SHALL BE .9 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 ADJOINING 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. (ADAAG, 1994 ED.) CONTRACTOR TO PROVIDE THE ARCHITECT WITH A SAMPLE OF TRUNCATED DOMES TILE FOR APPROVAL.

Eskew+Dumez+Ripple
ARCHITECTURE
ENVIRONMENTS
URBAN DESIGN

TRANSFIGURATION OF THE LORD
CHURCH RENOVATIONS

212 PRENTISS AVENUE
NEW ORLEANS, LOUISIANA 70122

Date: 7 JULY 2010

STATE OF LOUISIANA
RYAN M. FLANAGAN
License. No. 35577
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

E+D+R No. 09007
Drawn By: HENAO
Drawing Title:
TYPICAL SECTIONS
& DETAILS

Sheet No:
C4.10