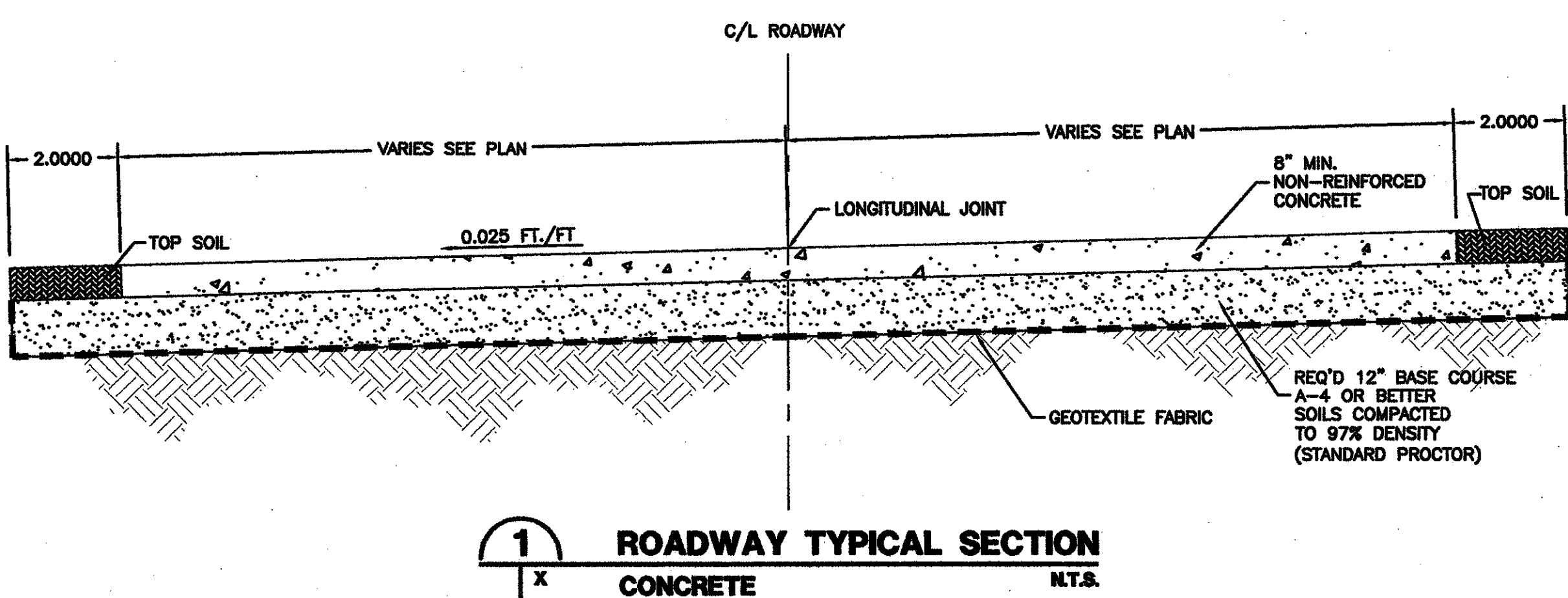


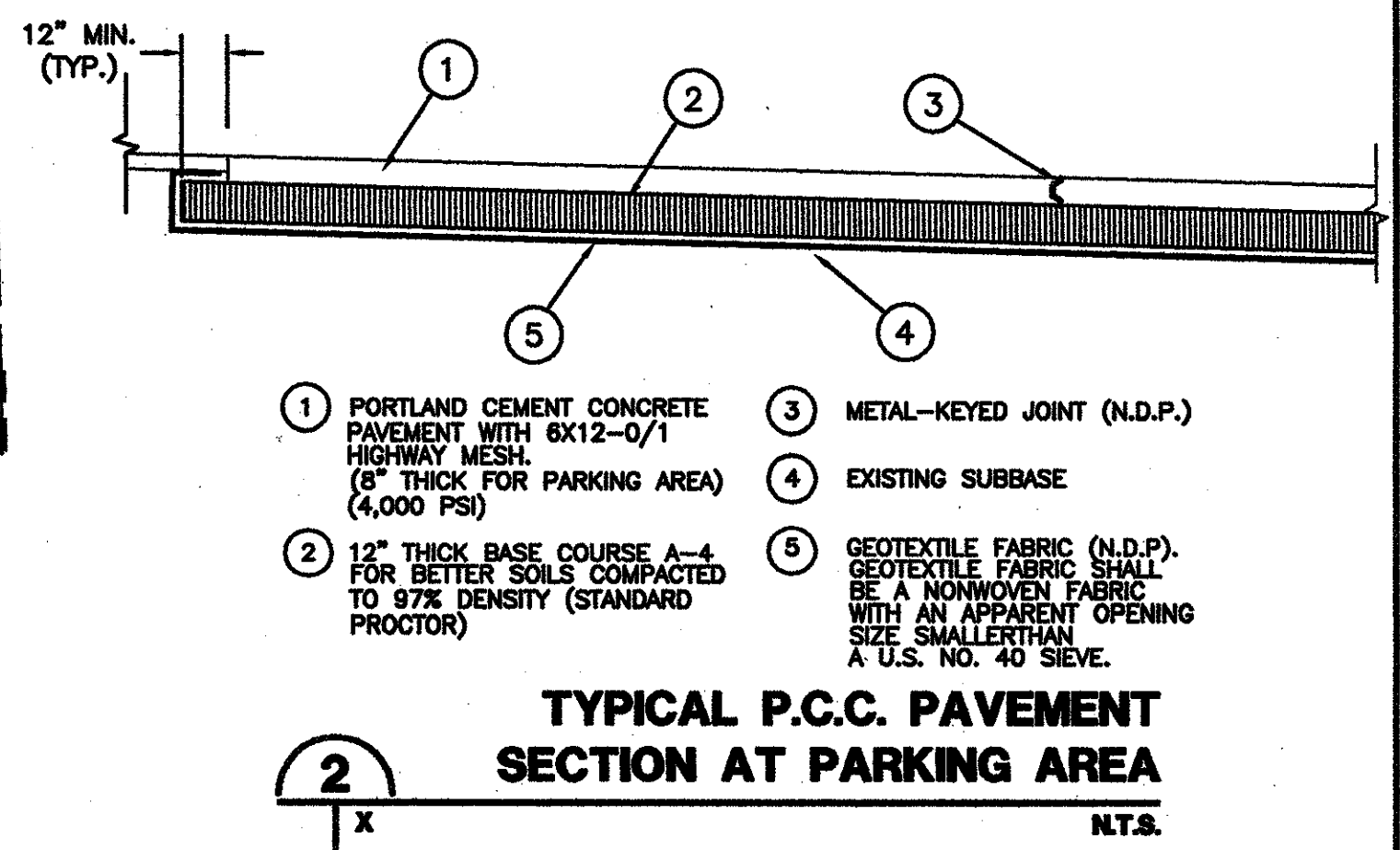
1 TYPICAL CUL-DE-SAC DETAIL PAVING GRADES N.T.S.

2 CUL-DE-SAC DETAIL N.T.S.

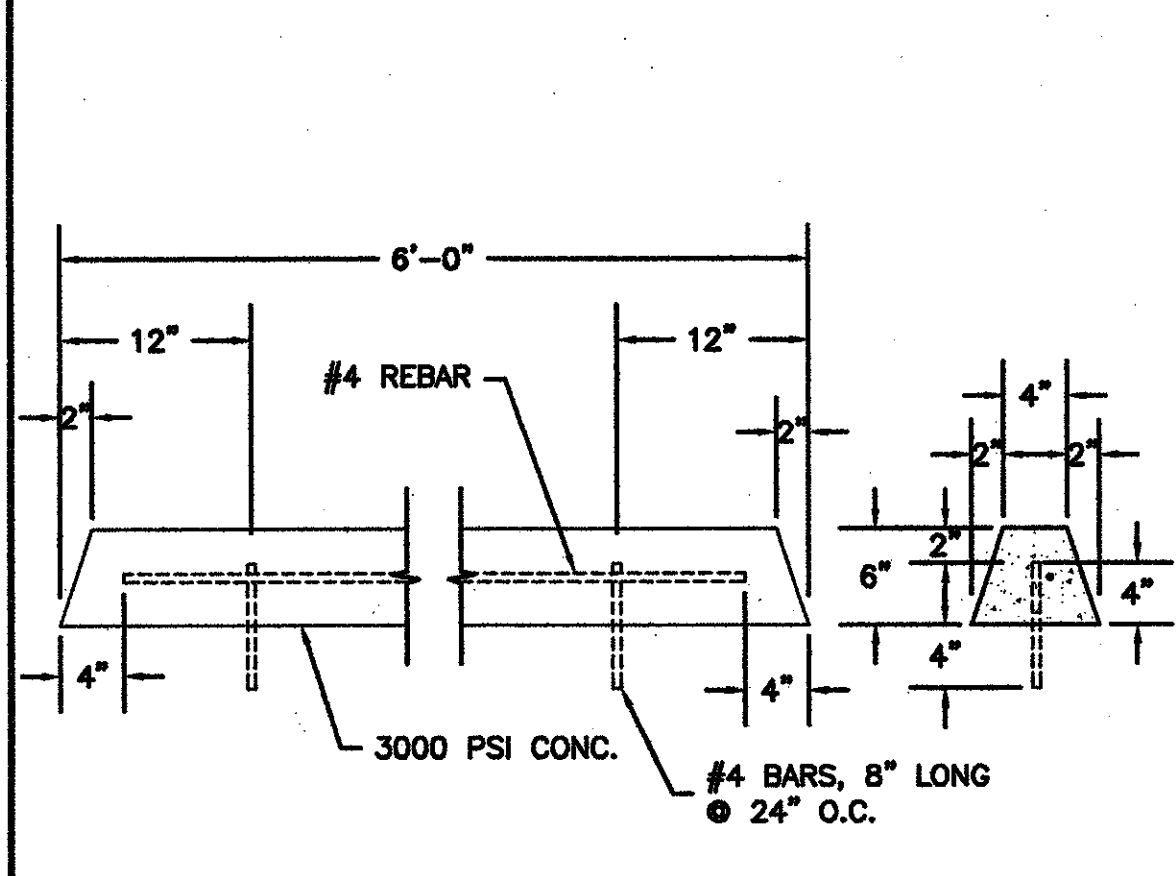
3 SIDE CUL-DE-SAC DETAIL N.T.S.



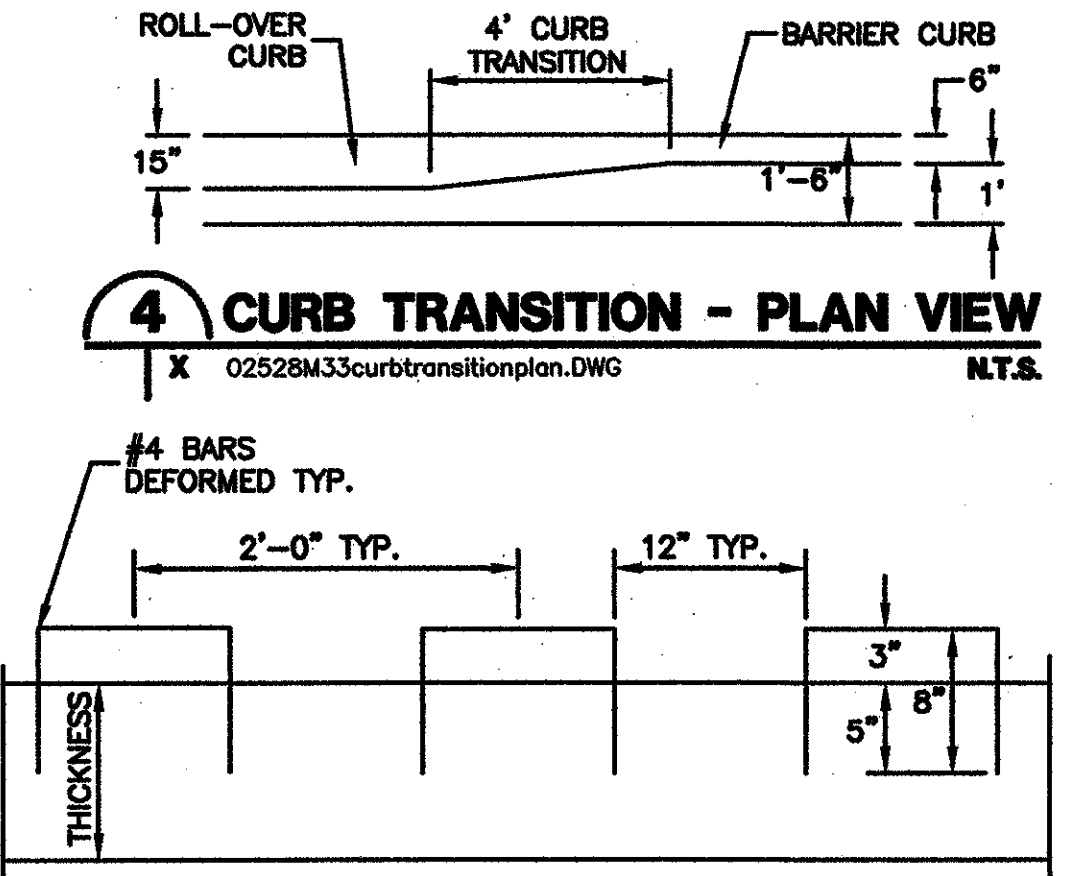
4 ROADWAY TYPICAL SECTION CONCRETE N.T.S.



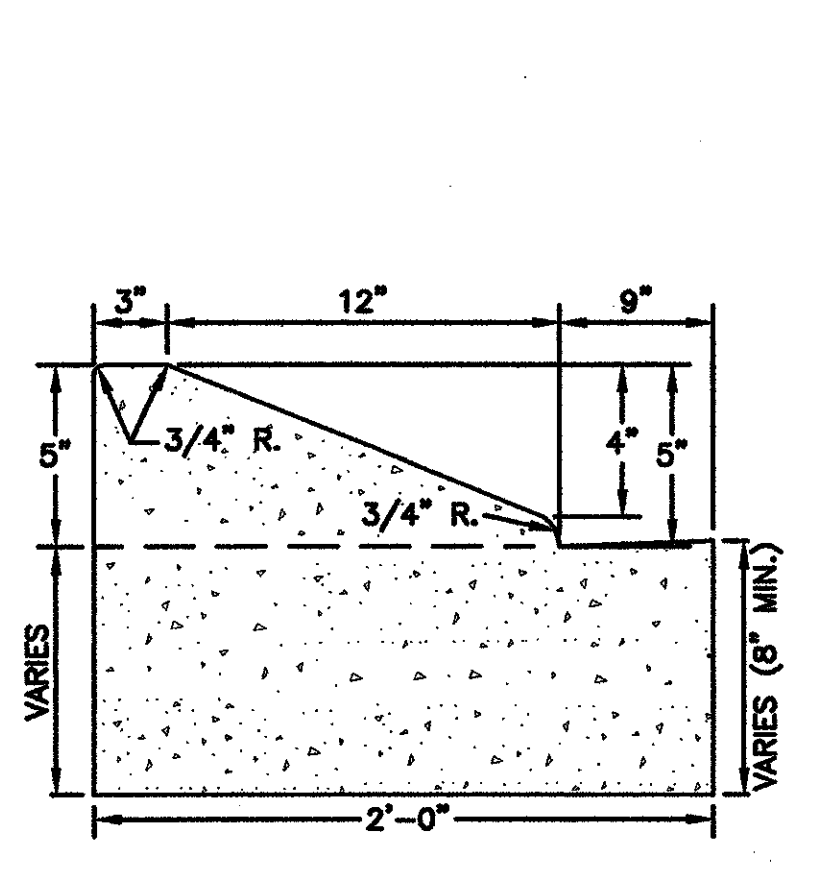
5 TYPICAL P.C.C. PAVEMENT SECTION AT PARKING AREA N.T.S.



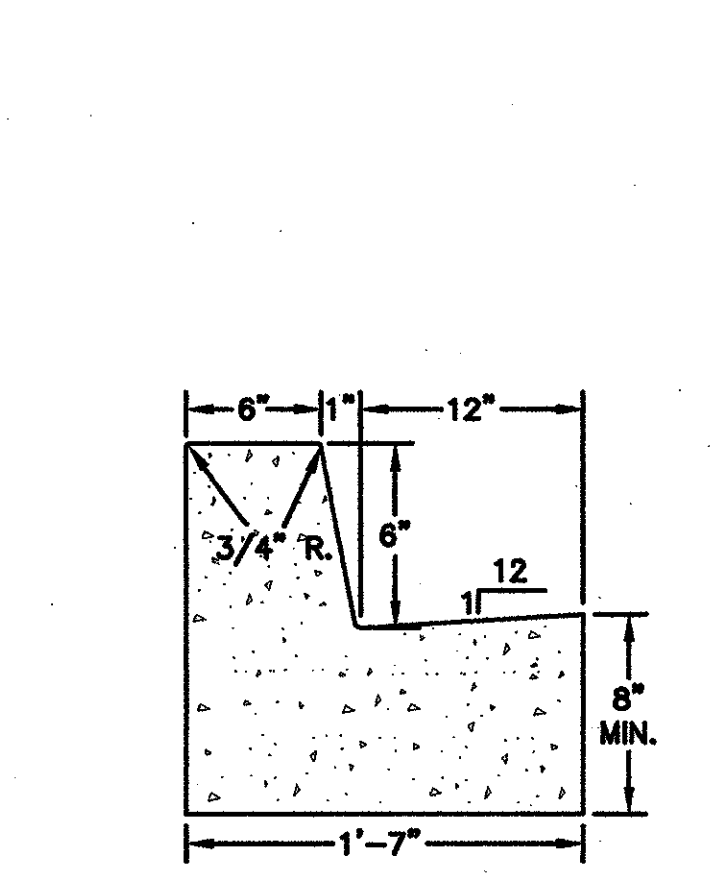
6 WHEEL STOP N.T.S.



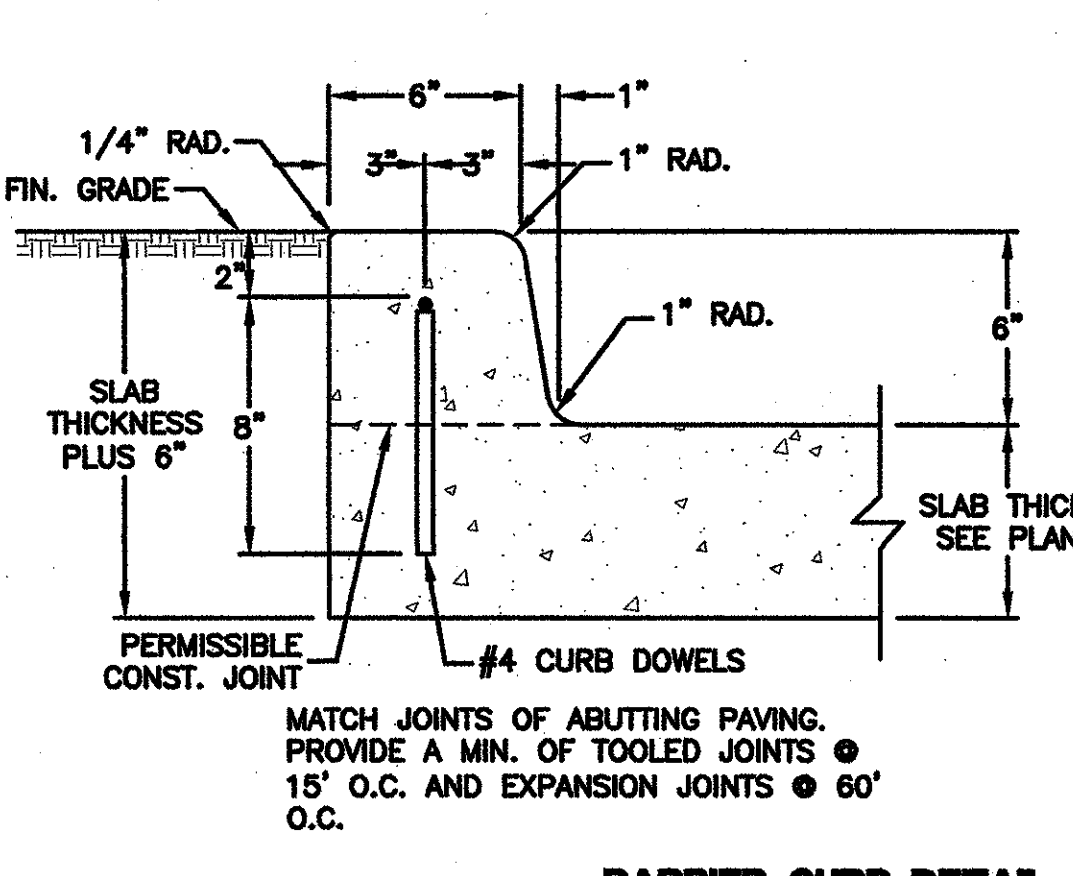
7 CURB TRANSITION - PLAN VIEW N.T.S.



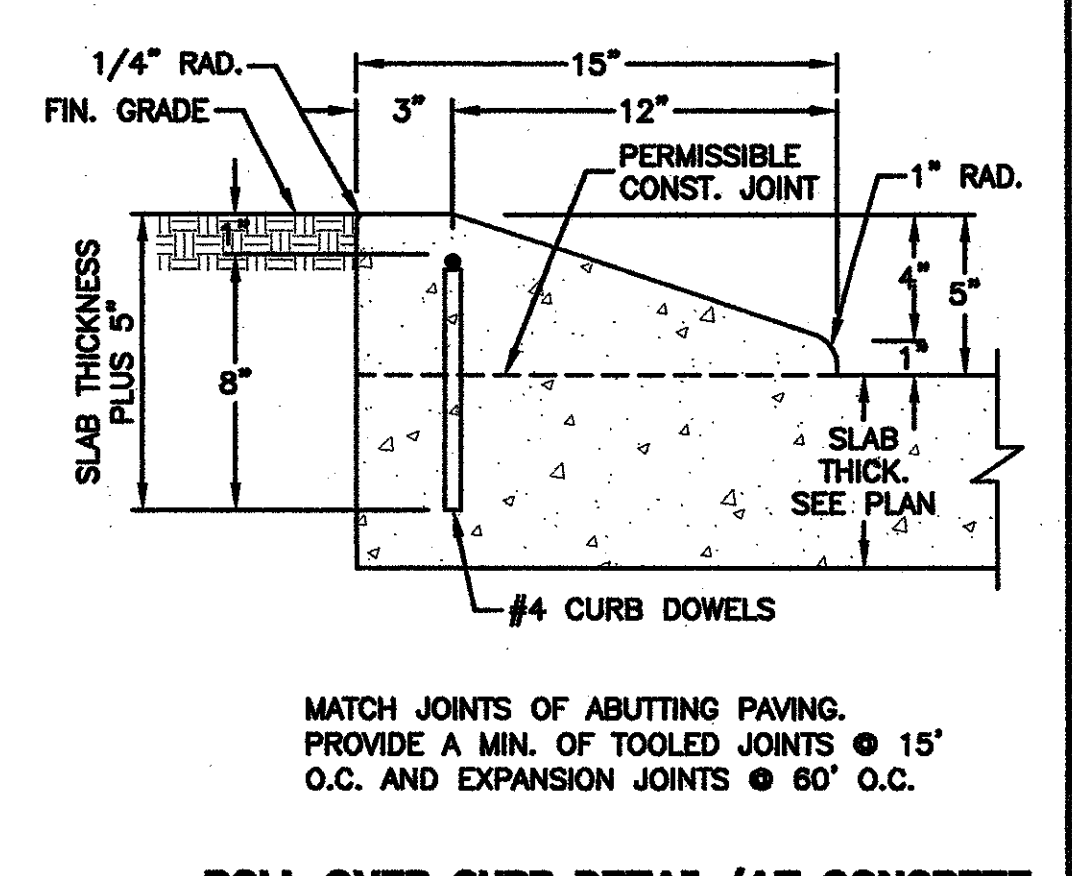
8 5" ROLLOVER TYPE CONCRETE CURB & GUTTER N.T.S.



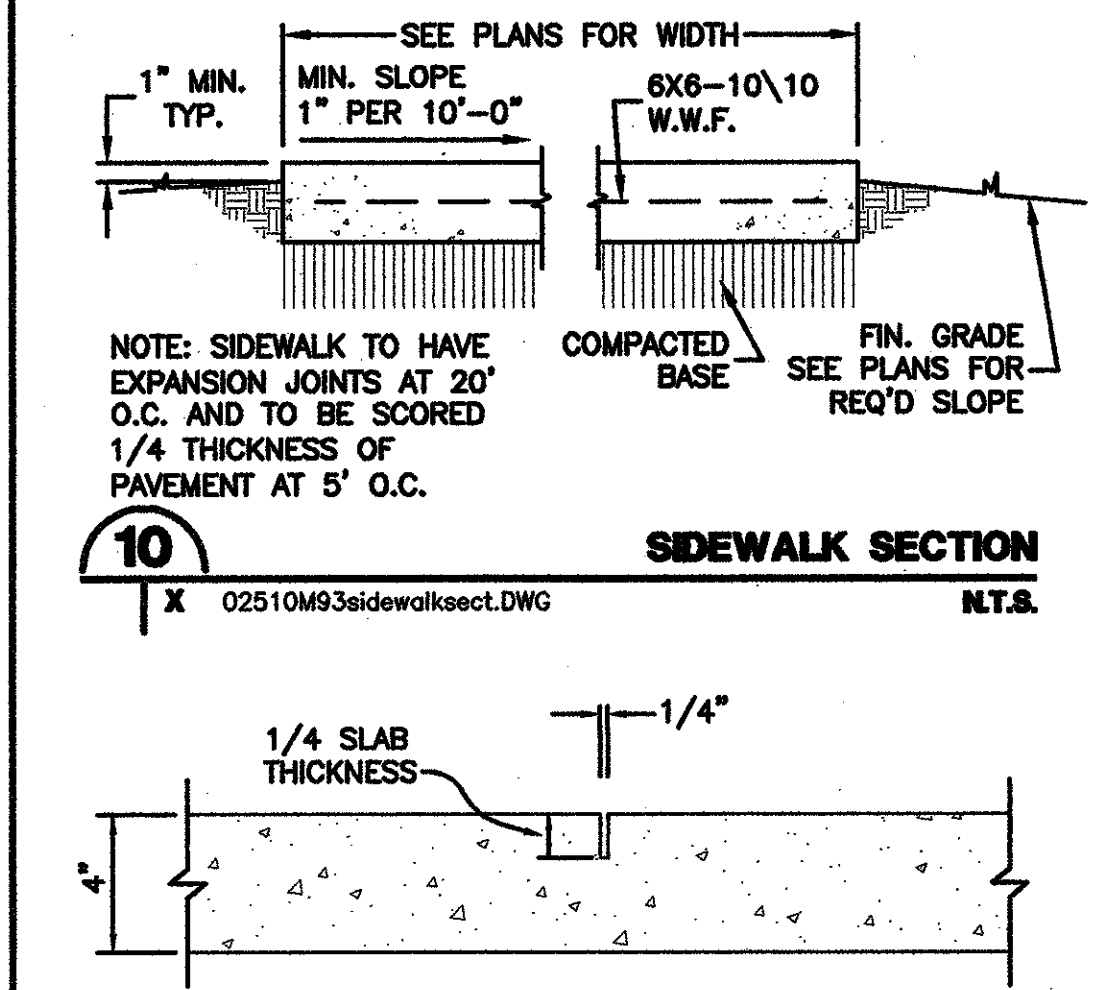
9 6" BARRIER TYPE CONCRETE CURB & GUTTER N.T.S.



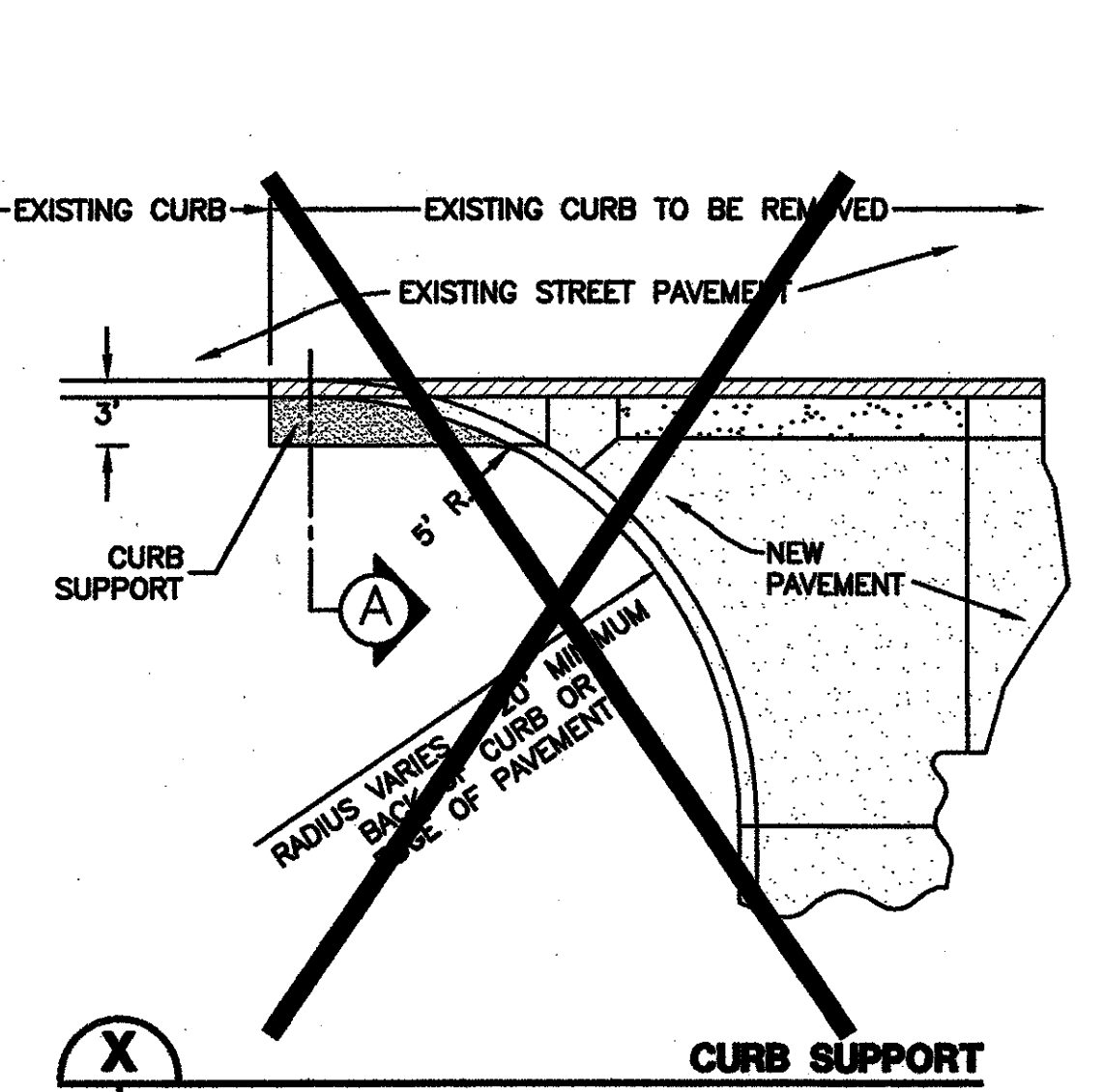
10 BARRIER CURB DETAIL (AT CONCRETE PAVEMENT) N.T.S.



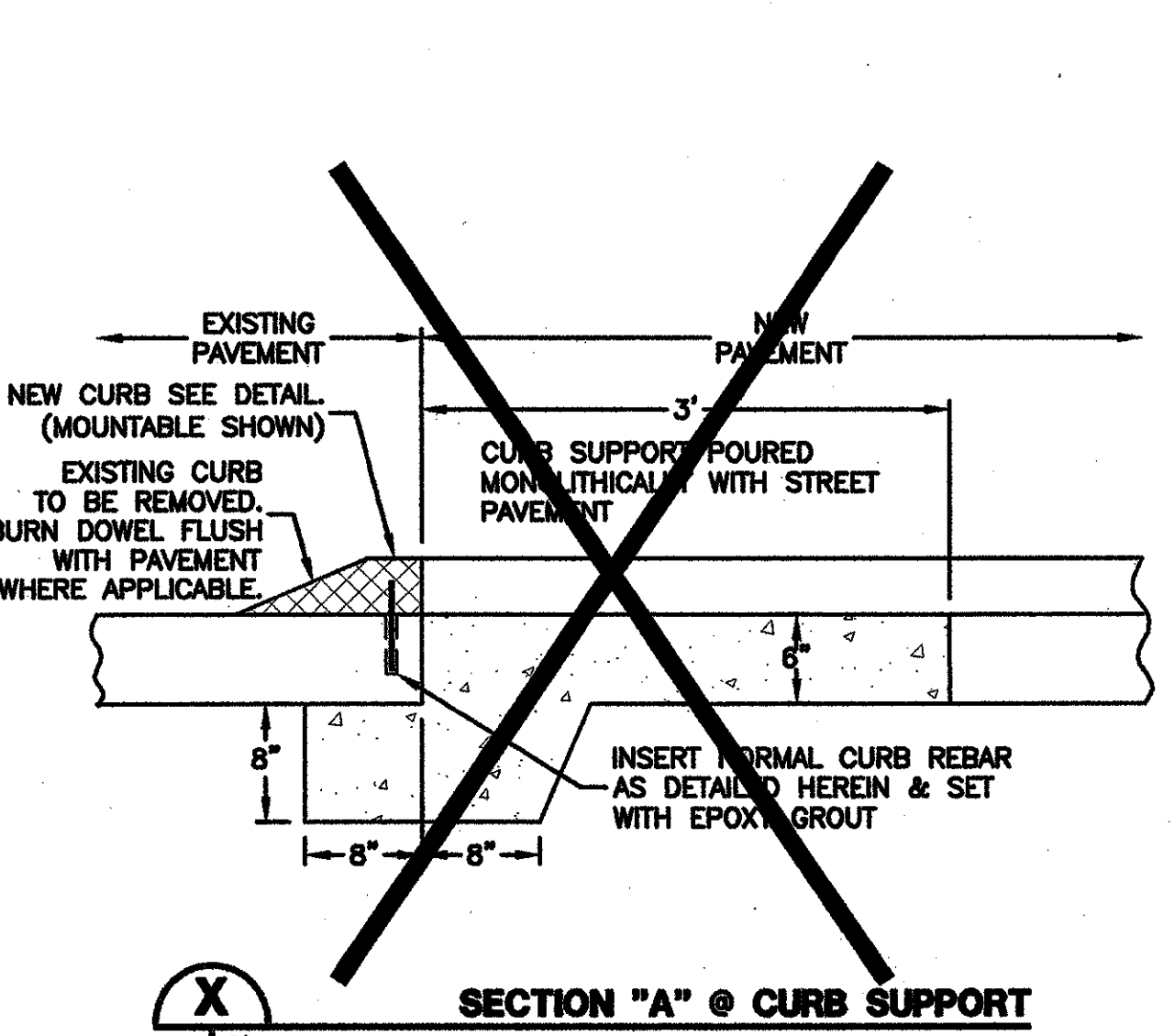
11 ROLL-OVER CURB DETAIL (AT CONCRETE PAVEMENT) N.T.S.



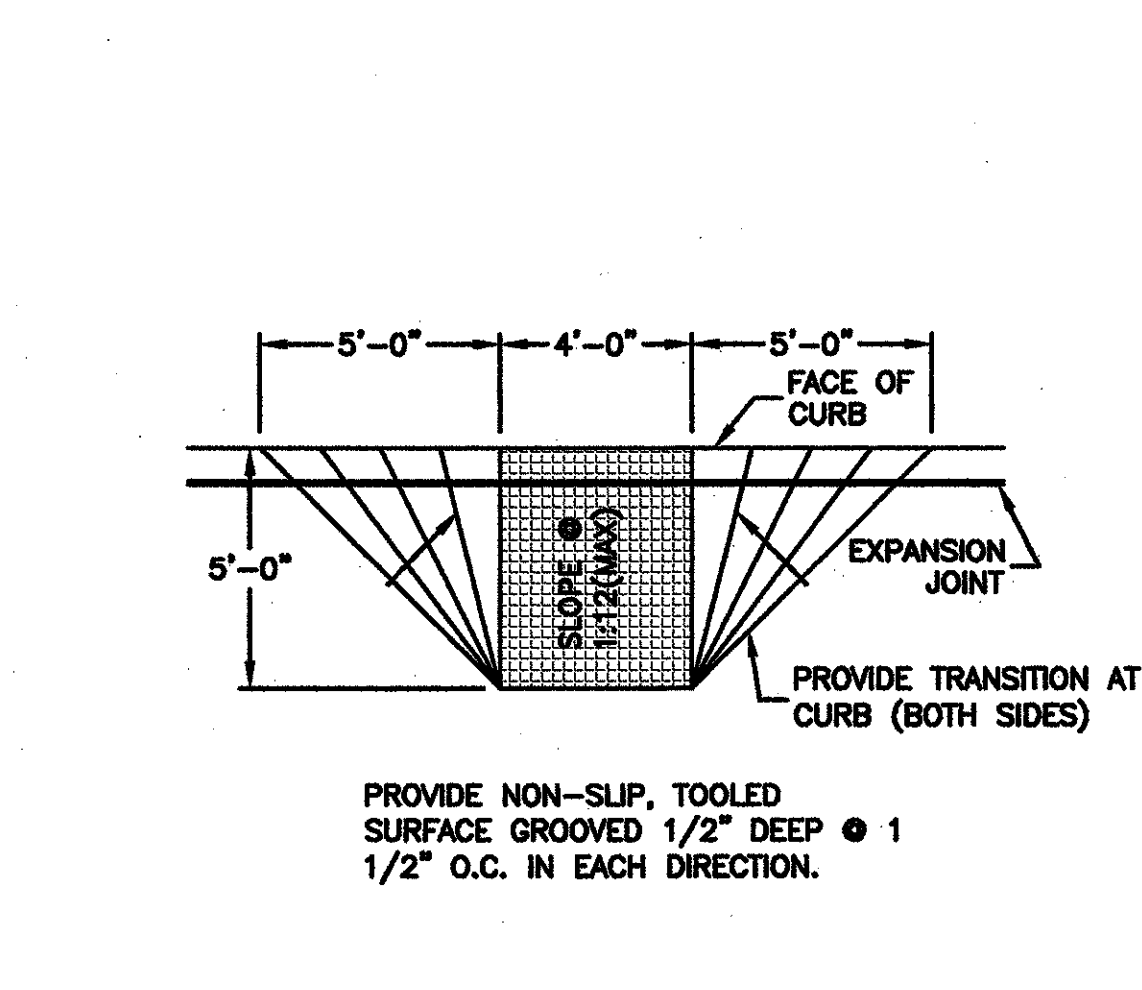
12 SIDEWALK SECTION N.T.S.



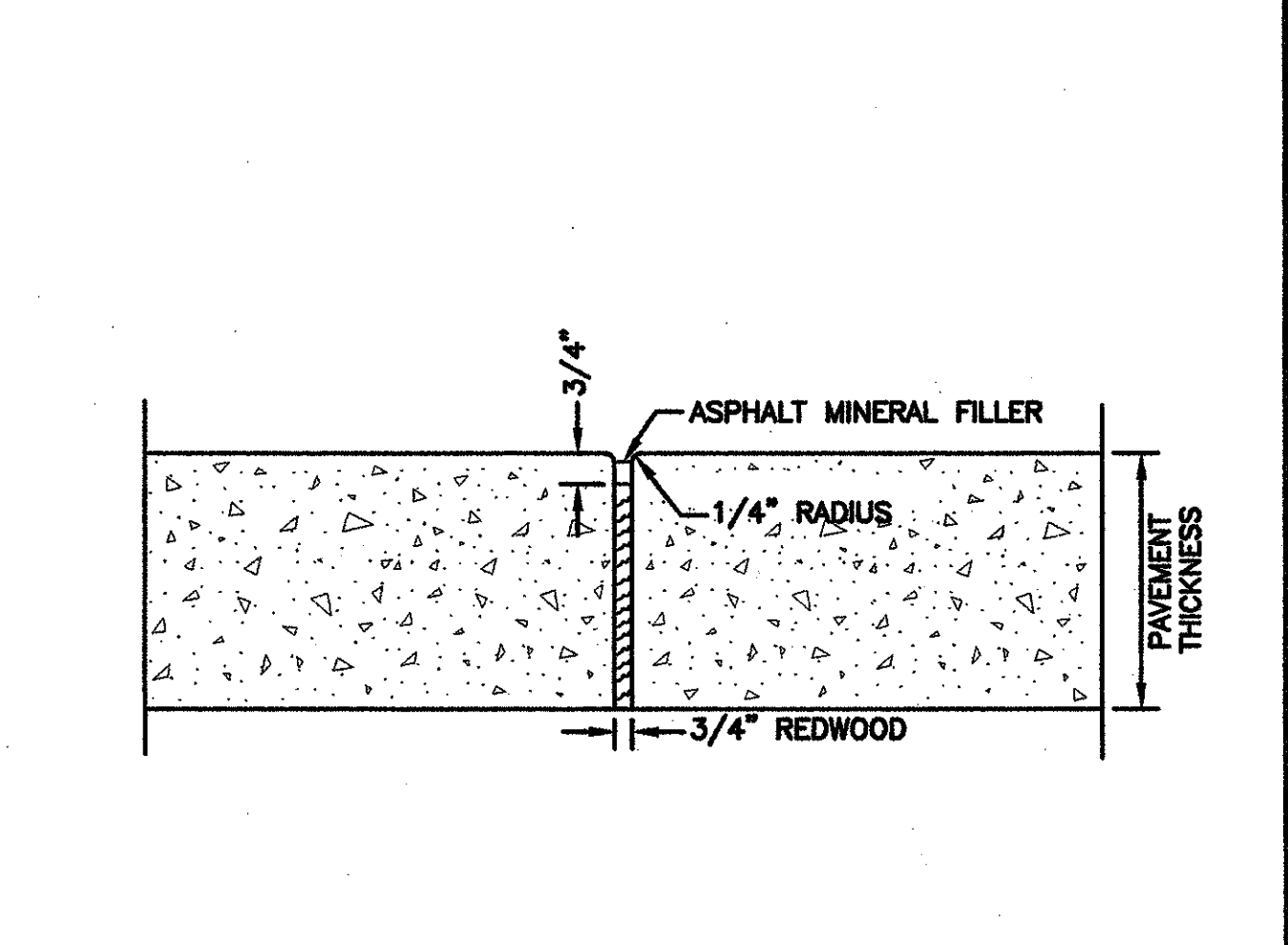
13 CURB SUPPORT N.T.S.



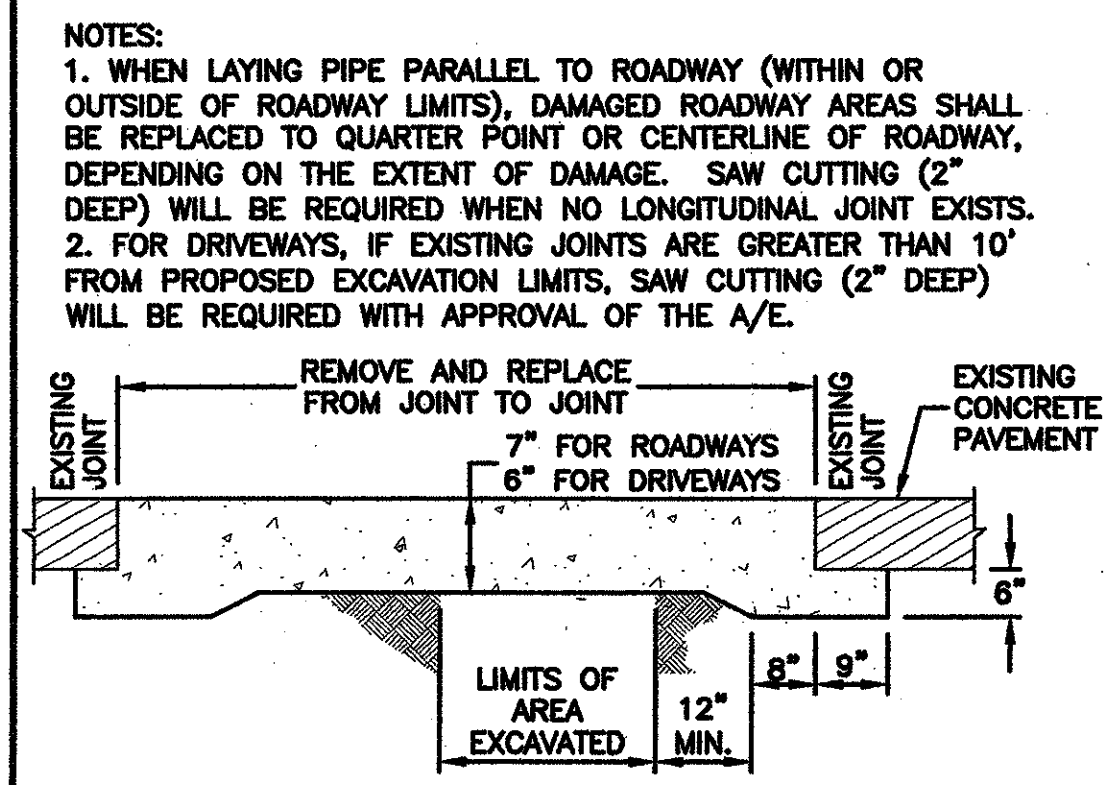
14 SECTION "A" @ CURB SUPPORT N.T.S.



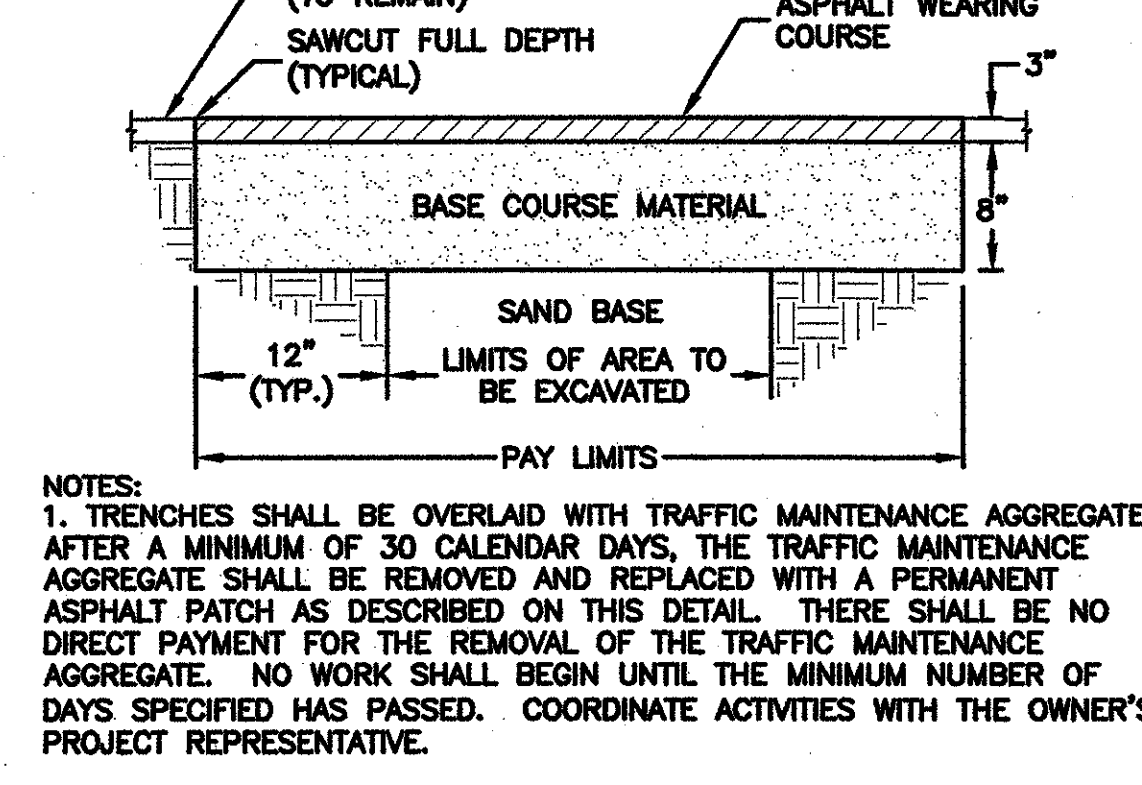
15 ADA ACCESSIBLE CURB RAMP N.T.S.



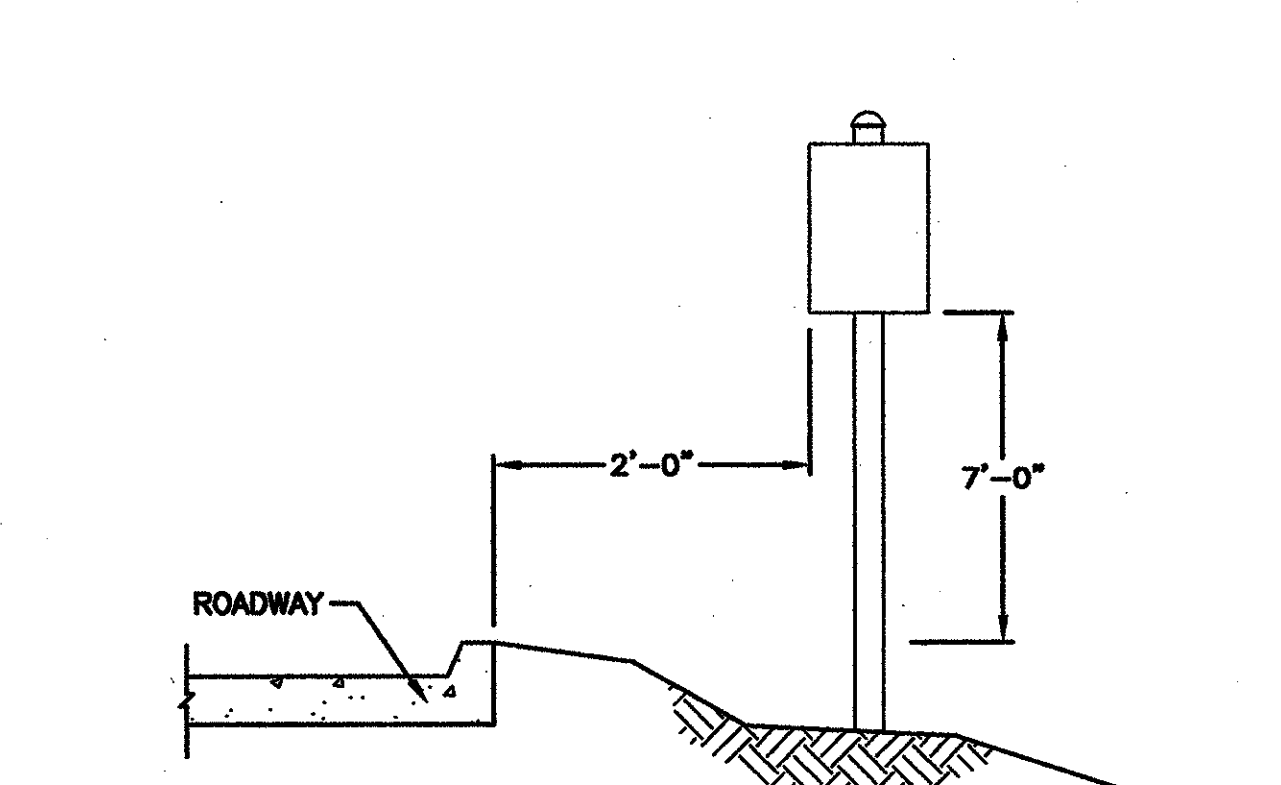
16 EXPANSION JOINT N.T.S.



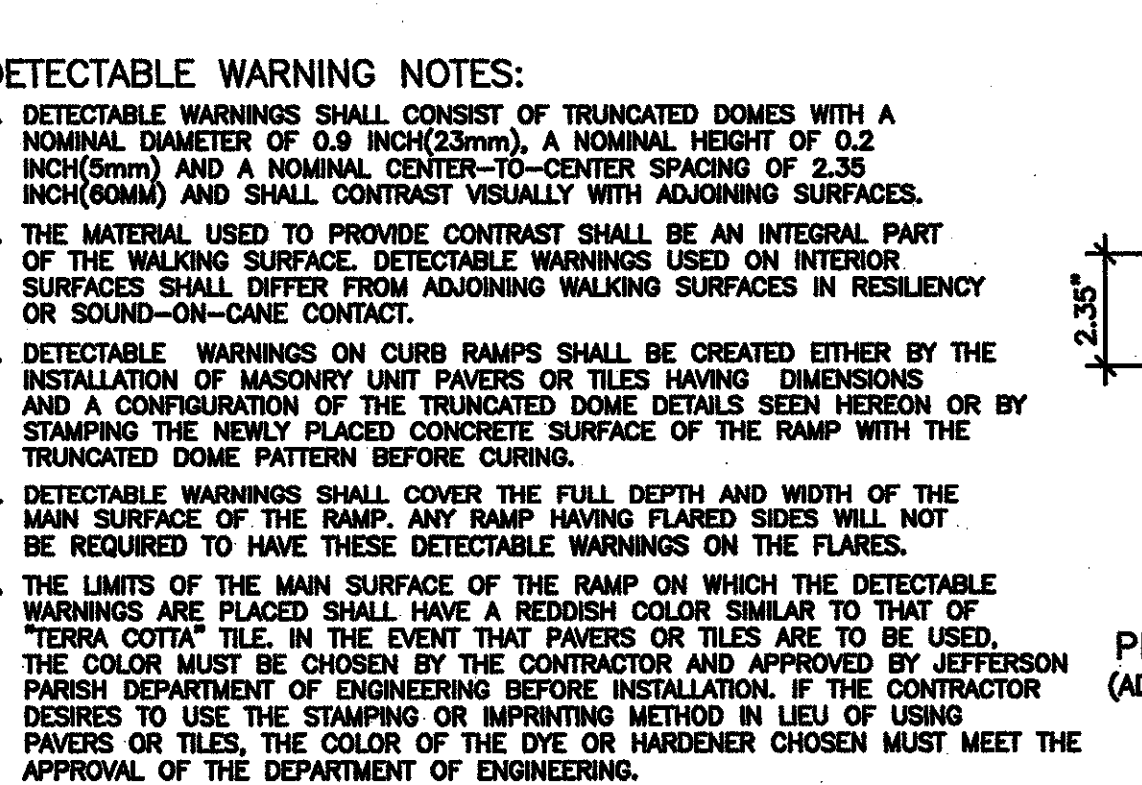
17 PATCHING CUTS IN CONCRETE SURFACES N.T.S.



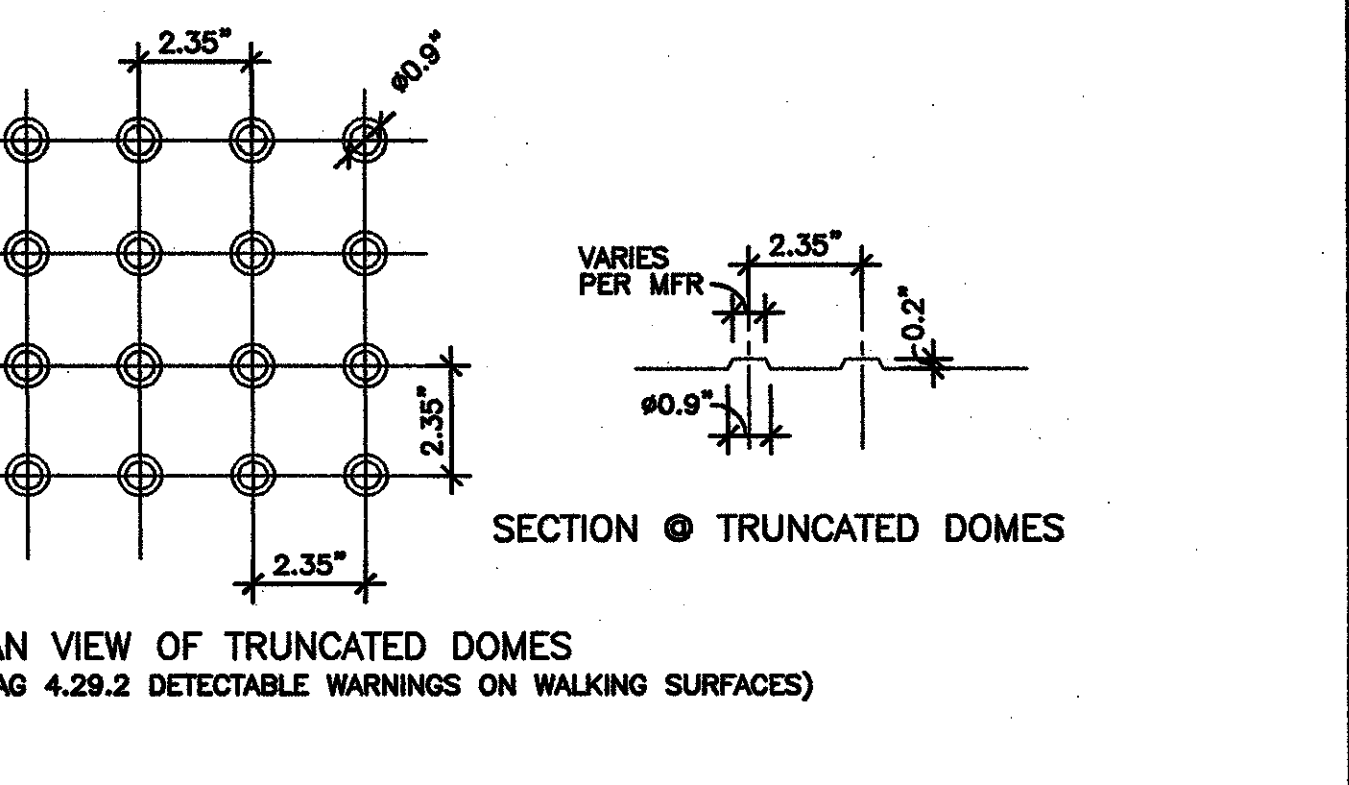
18 ASPHALT REPLACEMENT OVER TRENCH UNDER ROADS N.T.S.



19 SIGN PLACEMENT N.T.S.



20 DETECTABLE WARNING N.T.S.



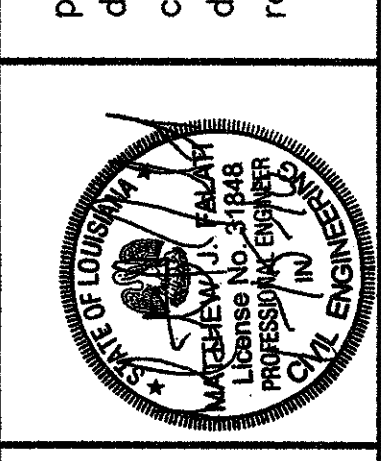
21 PLAN VIEW OF TRUNCATED DOMES (ADAAG 4.29.2 DETECTABLE WARNINGS ON WALKING SURFACES) N.T.S.

NOTES:
1. WHEN LAYING PIPE PARALLEL TO ROADWAY (WITHIN OR OUTSIDE OF ROADWAY LIMITS), DAMAGED ROADWAY AREAS SHALL BE REPLACED TO QUARTER POINT OR CENTERLINE OF ROADWAY, DEPENDING ON THE EXTENT OF DAMAGE. SAW CUTTING (2" DEEP) WILL BE REQUIRED WHEN NO LONGITUDINAL JOINT EXISTS.
2. FOR DRIVEWAYS, IF EXISTING JOINTS ARE GREATER THAN 10' FROM PROPOSED EXCAVATION LIMITS, SAW CUTTING (2" DEEP) WILL BE REQUIRED WITH APPROVAL OF THE A/E.

NOTES:
1. TRENCHES SHALL BE OVERLAID WITH TRAFFIC MAINTENANCE AGGREGATE. AFTER A MINIMUM OF 30 CALENDAR DAYS, THE TRAFFIC MAINTENANCE AGGREGATE SHALL BE REMOVED AND REPLACED WITH A PERMANENT ASPHALT PATCH AS DESCRIBED ON THIS DETAIL. THERE SHALL BE NO DIRECT PAYMENT FOR THE REMOVAL OF THE TRAFFIC MAINTENANCE AGGREGATE. NO WORK SHALL BEGIN UNTIL THE MINIMUM NUMBER OF DAYS SPECIFIED HAS PASSED. COORDINATE ACTIVITIES WITH THE OWNER'S PROJECT REPRESENTATIVE.
2. IF ALONG EDGE OF ROAD, BASE COURSE SHALL EXTEND A MINIMUM OF 1' BEYOND EDGE OF PAVEMENT.

DETECTABLE WARNING NOTES:
1. DETECTABLE WARNINGS SHALL CONSIST OF TRUNCATED DOMES WITH A NOMINAL DIAMETER OF 0.9 INCH (23mm), A NOMINAL HEIGHT OF 0.2 INCH (5mm) AND A NOMINAL CENTER-TO-CENTER SPACING OF 2.35 INCH (60mm) AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
2. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNINGS USED ON INTERIOR SURFACES SHALL DIFFER FROM ADJOINING WALKING SURFACES IN RESILIENCY OR SOUND-ON-CONTACT.
3. DETECTABLE WARNINGS ON CURB RAMPS SHALL BE CREATED EITHER BY THE INSTALLATION OF MASONRY UNIT PAVERS OR TILES HAVING DIMENSIONS AND A CONFIGURATION OF THE TRUNCATED DOME DETAILS SEEN HEREON OR BY STAMPING THE NEWLY PLACED CONCRETE SURFACE OF THE RAMP WITH THE TRUNCATED DOME PATTERN BEFORE CURING.
4. DETECTABLE WARNINGS SHALL COVER THE FULL DEPTH AND WIDTH OF THE MAIN SURFACE OF THE RAMP. ANY RAMP HAVING FLARED SIDES WILL NOT BE REQUIRED TO HAVE THESE DETECTABLE WARNINGS ON THE FLARES.
5. THE LIMITS OF THE MAIN SURFACE OF THE RAMP ON WHICH THE DETECTABLE WARNINGS ARE PLACED SHALL HAVE A REDDISH COLOR SIMILAR TO THAT OF "TERRA COTTA" TILE. IN THE EVENT THAT PAVERS OR TILES ARE TO BE USED, THE COLOR MUST BE CHOSEN BY THE CONTRACTOR AND APPROVED BY JEFFERSON PARISH DEPARTMENT OF ENGINEERING BEFORE INSTALLATION. IF THE CONTRACTOR DESIRES TO USE THE STAMPING OR IMPRINTING METHOD IN LIEU OF USING PAVERS OR TILES, THE COLOR OF THE DYE OR HARDENER CHOSEN MUST MEET THE APPROVAL OF THE DEPARTMENT OF ENGINEERING.

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MEYER ENGINEERS, LTD.
ENGINEER & ARCHITECT

MISCELLANEOUS ROADWAY DETAILS
VAL RISS PARK
MULTI-PURPOSE BUILDING
ST. BERNARD PARISH, OWNER

sheet no. **C3.5**
of ___ sheets