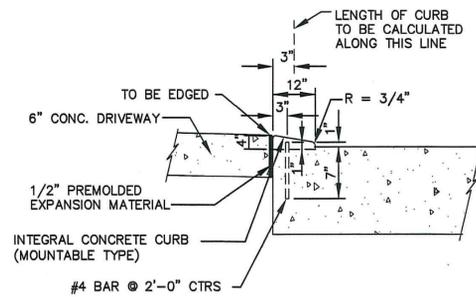
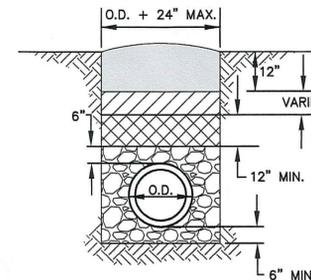


TYPICAL CONCRETE ROADWAY PAVEMENT BUTT JOINT
(NO DIRECT PAY ITEM)



CURB DETAIL



LEGEND

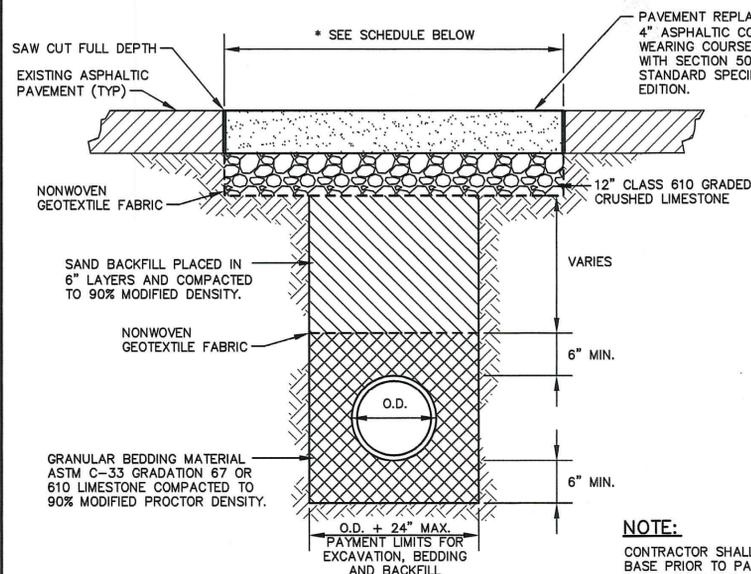
- FINAL BACKFILL IS THE MATERIAL THAT IS PLACED IN THE UPPER TWELVE INCHES (12") OF THE TRENCH AFTER DENSIFICATION OF THE INTERMEDIATE TRENCH BACKFILL. ACCEPTABLE FINAL BACKFILL MATERIALS ARE THE SAME AS INTERMEDIATE BACKFILL.
- INTERMEDIATE BACKFILL IS THE MATERIAL THAT IS PLACED ABOVE THE INITIAL BACKFILL EXTENDING UP TO THE FINAL BACKFILL. ACCEPTABLE INTERMEDIATE BACKFILL MATERIALS ARE USEABLE EXCAVATED SOIL (NO DIRECT PAY).
- INITIAL BACKFILL IS THE MATERIAL THAT IS ABOVE THE BEDDING MATERIAL TO A DISTANCE OF ONE FOOT ABOVE THE PIPE. ACCEPTABLE INITIAL BACKFILL IS USEABLE EXCAVATED SOILS (NO DIRECT PAY).
- BEDDING IS THE MATERIAL THAT IS A MINIMUM OF SIX INCHES (6") UNDER THE PIPE UP TO A LEVEL OF SIX INCHES (6") ABOVE THE PIPE. BEDDING MATERIAL SHALL BE WELL GRADED STONE MEETING THE REQUIREMENTS OF ASTM DESIGNATION C-33 GRADATION NO. 67 OR 610 LIMESTONE. (NO DIRECT PAY)

NOTES:

1. INITIAL BACKFILL SHALL BE HAND PLACED AND CAREFULLY TAMPED IN 6" LAYERS TO A HEIGHT OF NOT LESS THAN 12" ABOVE THE TOP OF THE BEDDING MATERIAL. THE REMAINING TRENCH MAY BE MACHINE BACKFILLED, EXCEPT UNDER STREET, DRIVES, WALKS, OR OTHER PAVED AREAS.
2. MATERIAL TO BE USED AS BEDDING, INITIAL BACKFILL, INTERMEDIATE, AND FINAL BACKFILL SHALL BE COMPACTED TO 90% MODIFIED PROCTOR DENSITY.

PIPE TRENCH DETAIL FOR SANITARY SEWER POINT REPAIR AND NEW GRAVITY SANITARY SEWER MAINS OUTSIDE OF PAVED AREAS

N.T.S.



ASPHALT PAVEMENT

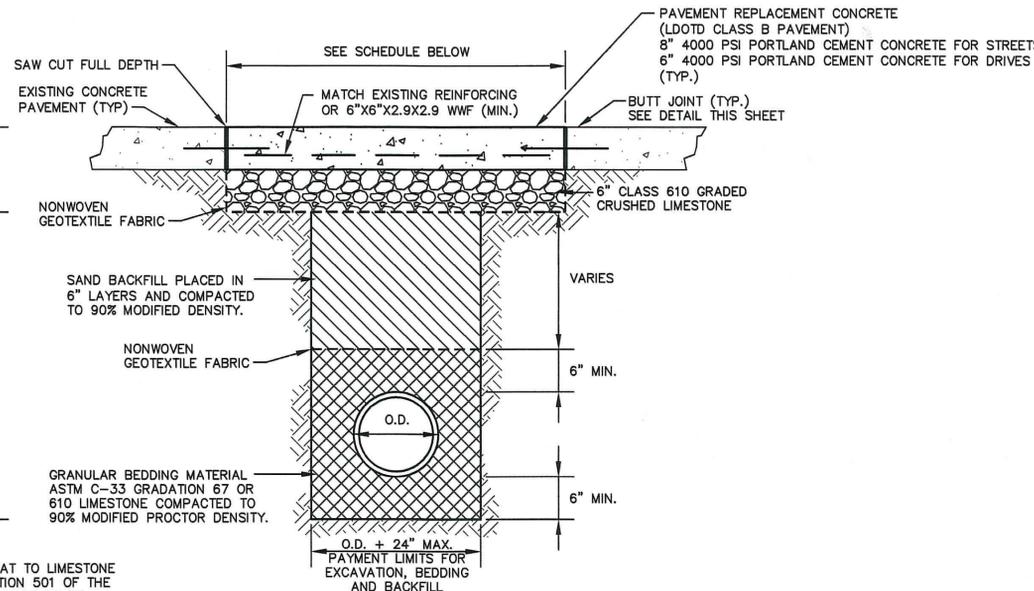
NOTE:

CONTRACTOR SHALL APPLY AN ASPHALT PRIME COAT TO LIMESTONE BASE PRIOR TO PAVING IN ACCORDANCE WITH SECTION 501 OF THE LDOT STANDARD SPECIFICATIONS. COST OF PRIME COAT TO BE INCLUDED IN PRICE OF PAVEMENT.

PAVEMENT REMOVAL & REPLACEMENT FOR GRAVITY SEWER PIPE AND SEWER SERVICE LINE CROSSINGS

NOTE:

THIS DETAIL SHALL APPLY TO ALL TRENCHES UNDER OR ADJACENT AND AFFECTING STREETS, DRIVES, WALKS OR OTHER PAVED AREAS.



CONCRETE PAVEMENT

NOTES:

1. ALL PAVEMENT, BASE AND EXCAVATED MATERIAL REMOVED FROM THE PROJECT SHALL BE DISPOSED OFFSITE BY THE CONTRACTOR. THE DISPOSAL SITE SHALL BE EITHER AN APPROVED DISPOSAL FACILITY OR AN APPROVED UPLAND SITE. THE CONTRACTOR SHALL NOT DISPOSE OF ANY PROJECT MATERIALS IN AREAS DESIGNATED AS WETLANDS.
2. ASPHALTIC CONCRETE PAVEMENT REPLACEMENT TO MATCH EXISTING PAVEMENT THICKNESS OR SHALL BE MINIMUM 4" THICKNESS OF MIX TYPE AS SPECIFIED.
3. CONTRACTOR TO REMOVE AND REPLACE CONCRETE PAVEMENT SLABS AS SHOWN. IF CONCRETE PAVEMENT JOINT (OR EDGE OF ROAD/BACK OF CURB) IS WITHIN 2', REMOVE PAVEMENT TO JOINT LINE. REUSE EXISTING DOWELS IF NOT DAMAGED DURING PAVEMENT REMOVAL. REPLACE ALL DAMAGED DOWELS WITH 1/2"x2'-0" DEFORMED BARS ON 2'-0" CENTERS W/EPOXY.
4. ASPHALT OR CONCRETE PAVEMENT OR IMPROVED GRANULAR SURFACE REMOVED IN EXCESS OF LIMITS SHOWN SHALL BE REPLACED BY THE CONTRACTOR, AT NO ADDITIONAL COST TO THE OWNER.
5. WATER SHALL NOT BE PERMITTED IN TRENCH DURING CONSTRUCTION. DEWATER AS NECESSARY.
6. GEOTEXTILE FABRIC SHALL BE OVERLAPPED 8" MINIMUM.
7. IF THE LIMITS OF THE PIPE TRENCH FALL WITHIN 5' OF ANY ASPHALTIC OR PORTLAND CEMENT CONCRETE ROADWAY, THE FINAL BACKFILL MATERIAL SHALL BE SAND, OTHERWISE USABLE EXCAVATED SOILS ARE ACCEPTABLE.
8. BEDDING AND BACKFILL NEEDED IN EXCESS OF LIMITS SHOWN SHALL BE PROVIDED BY THE CONTRACTOR, AT NO ADDITIONAL COST TO THE OWNER.
9. PAY LIMITS OF SURFACE RESTORATION ON UNIMPROVED SURFACES SHALL BE LIMITED TO THE WIDTH OF THE TRENCH AS SPECIFIED ON THE DRAWINGS.
10. FINAL EDGES ALONG PAVEMENT REMOVAL LIMITS SHALL BE STRAIGHT, CLEAN, SOLID, VERTICAL FACES FREE FROM LOOSE MATERIAL PRIOR TO PAVEMENT RESTORATION. SAWCUTTING AT LIMITS SHOWN SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.
11. IMPROVED GRANULAR SURFACE LIMITS SIMILAR TO CONCRETE PAVEMENT LIMITS.
12. DAMAGES TO PAVEMENT CAUSED BY CONTRACTOR OPERATIONS BEYOND THESE LIMITS SHALL BE REMOVED & REPLACED AS DIRECTED BY THE ENGINEER & TO THE SATISFACTION OF THE OWNER AT NO EXTRA PAY TO THE CONTRACTOR.
13. CONTRACTOR SHALL PROVIDE MAINTENANCE AGGREGATE AT ALL BACKFILLED TRENCHES ON ROADWAYS AND MAINTAIN AT ALL TIMES PRIOR TO PLACEMENT OF PERMANENT SURFACE. COST FOR MAINTENANCE AGGREGATE SHALL BE INCLUDED IN THE PRICE FOR PAVEMENT REMOVAL AND REPLACEMENT.

GENERAL CONSTRUCTION NOTES:

DO NOT SCALE DRAWINGS FOR EXACT CONSTRUCTION LOCATIONS. REPAIR LOCATIONS SHOWN ARE FOR GENERAL INFORMATIONAL PURPOSES ONLY. FOR DETAILS ON POINT REPAIR LOCATIONS AND MANHOLE LINING USE SEWER MAINLINE REHABILITATION TABLES AND MANHOLE REHABILITATION TABLES ASSOCIATED WITH EACH DRAWING.

UTILITY WARNING

The Contractor is advised that existing overhead and underground utilities such as (but not limited to) electrical lines and poles, telephone cable, gas lines, water lines, and sanitary sewers exist in the rights-of-way where the proposed improvements are to be installed, all in accordance with the provisions of R.S. 38:2223. It shall be the Contractor's responsibility to protect these existing utilities during the construction of the work to be installed under this Contract and any damage to the existing utilities caused by the negligent acts of the Contractor shall be repaired by the Contractor at his expense. The Contractor shall contact Louisiana One (1) Call (1-800-272-3020) a minimum of 48 hours prior to beginning construction in the work area.

PATCHING CUTS IN STREETS SCHEDULE		
DEPTH CODE	EXCAVATION DEPTH	REPLACEMENT PAVEMENT WIDTH "*" (REFLECTS ALLOWABLE PAY LIMITS - ANY REMOVAL BEYOND THESE LIMITS AT NO EXTRA PAY)
A	0-6'	4'
B	6.1'-8.0'	5'
C	8.1'-10'	6'
D	10.1'-12'	7'
E	12.1'-14'	8'
F	14.1'-16'	10'

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ST. JOHN THE BAPTIST PARISH

OWNER

WASTEWATER LINE REHABILITATION
MISCELLANEOUS DETAILS

TITLE

DESIGNED: GWB
DRAWN: JAL
CHECKED: CMH
APPROVED: GWB

SCALE: NOT TO SCALE
DATE: JANUARY 2013



PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
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PROJECT NO. 10929-2
SHEET NO. 12

