

@ DRIVEWAYS MUST BE DESIGNED AND CONSTRUCTED TO PROVIDE FOR A MAXIMUM LONGITUDINAL SIDEWALK SLIPE OF 8.33% (1' PER FOOT), NOT TO EXCEED A RISE GREATER THAN 6 INCHES IN 6 FEET, WHICH INCLUDES THE LONGITUDINAL TRANSITION FROM NEW SIDEWALK TO EXISTING SIDEWALK LOCATED AT THE ADJACENT PROPERTY LINE.

LOPE 1/4" PER. FT

5" CONCRETE -

P/L = PROPERTY LINE

* SPECIFICATIONS *

- 1. CONTACT THE DEPARTMENT OF ENGINEERING, 349-5173 OR 736-6500 PRIOR TO BEGINNING ANY SIDEWALK CONSTRUCTION.
- 2. ALL SIDEWALK SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE(PCC), CONCRETE OR BRICK
- 3. ALL (PCC) SIDEWALK CONSTRUCTED FOR RESIDENTAL DWELLING SHALL HAVE A MINIMUM THICKNESS OF FOUR (4) INCHES AND ALL (PCC) SIDEWALKS CONSTRUCTED FOR COMMERICAL BUILDINGS SHALL HAVE A MINIMUM
- PORTLAND CEMENT CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF FOUR THOUSAND (4,000) POUNDS PER SQUARE INCH IN FOURTEEN (14) DAYS.
- 5. ALL SIDEWALKS SHALL BE CONSTRUCTED AT A DISTANCE OF ONE (1) FOOT FROM THE PROPERTY LINE UNLESS OTHERWISE ALLOWED BY THE DIRECTOR OF THE DEPARTMENT OF ENGINEERING.
- 6. ALL SIDEWALKS SHALL HAVE A MINIMUM WIDTH OF FOUR (4) FEET.
- 7. ALL (PCC) SIDEWALK SHALL HAVE EXPANSION JOINTS NO FURTHER APART THAN TWENTY (20) FEET. EXPANSION JOINTS SHALL BE CONSTRUCTED OF THREE-FOURTHS INCH THICK TREATED (ROT-RESISTANT) TIMBER OR REDWOOD WITH MINIMUM OF THREE NO. 3 SHOOTH DOWELS. THROUGH EACH SIDE (SEE EXPANSION TYPE "A" & "B").
- 8. ALL (PCC) SIDEWALKS SHALL BE SCORED AT FOUR (4) FOOT INTERVALS TO A DEPTH OF 3/4".
- 9. ALL CORNERS SHALL BE FORMED BY EXPANSION JOINTS (SEE PLAN OF CORNER AT LEFT).
- 10. ALL (PCC) EDGES SHALL BE TOOLED TO ONE-FOURTH (1/4) INCH RADIUS.
- 11. TRANSITION RAMPS CONSTRUCTED WHERE NEW SIDEWALK MEETS EXISTING SIDEWALK SHALL HAVE A MAXIMUM SLOPE OF 8.33 %, (1" DROP EVERY 12"). NOT TO EXCEED A RISE GREATER THAN 6 INCHES IN 6 FEET, SUCH RAMPS SHALL NOT EXTEND BEYOND THE PROJECTED SIDE PROPERTY LINES AND SHALL HAVE AN EXPANSION JOINT AT TOP OF SLOPE, PLACE EXPANSION JOINT AT BOTTOM OF SLOPE IF POSSIBLE
 - 1. TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 INCHES (23 mm) MINIMUM TO 1.4 INCHES (36 mm) MAXIMUM, A TOP DIAMETER OF 50% OF THE BASE DIAMETER MINIMUM TO 65% OF THE BASE DIAMETER MAXIMUM, AND A HEIGHT OF 0.2 INCHES (5 mm).
 - 2. TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A CENTER-TO-CENTER SPACING OF 1.6 INCHES (41 mm) MINIMUM AND 2.4 INCHES (61 mm) MAXIMUM, AND A BASE-TO-BASE SPACING OF 0.65 INCHES (16 mm) MINIMUM, MEASURED BETWEEN THE MOST ADJACENT DOMES ON SQUARE GRID.
 - 3. TRUNCATED DOMES ON CURR RAMPS WITHIN THE STREET ROLW. SHALL BE CAST-IN-PLACE, PREFABRICATED DETECTABLE WARNING LINITS INSTALLED DIRECTLY IN WET CONCRETE. SURFACE APPLIED OR SURFACE MOUNTED SYSTEMS WITH MECHANICAL DR ADHESIVE ANCHORAGE ARE NOT ACCEPTABLE.
 - 4. TRUNCATED DOMES SHALL COVER AT LEAST 2 FEET IN DEPTH AND EXTEND FULL WIDTH 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'. THE COLOR MUST BE APPROVED BY JEFFERSON PARISH DEPARTMENT OF ENGINEERING.
 - 6. STAMPING OF TRUNCATED DOMES WITHIN THE R.O.W. WILL NOT BE ALLOWED.

COMMERCIAL PLAN OF DETAIL NO. 6

PRE-POUR INSPECTIONS ARE REQUIRED, CALL THE DEPARTAMENT OF ENGINEERING AT 504-349-5173 FOR

5'

6'

7′

3%″

3¾"

4%"

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REVISED		H.J.W.	DATE	07/26/02	DOF TO AUTO	H.J.W.	BATE	01/31/05	
REVISED	341	H.J.W.	DATE	02/16/05	REVISED BY	H.J.W.	BATE	06/29/05	
REVISED	BY	J.L.	DATE	06/01/07	REVISED BY	J.L.	DATE	08/07/07	
REVISED	BY	C.H.S.	DATE	02/18/09	REVISED BY	C.J.	BATE	07-06-10	
REVISED		C.J.	DATE	10-08-10	REVISED BY:	C.J.	BATE	09-24-15	
REVISED	BY	C.H.S.	DATE	11-19-18	REVISED BY:	C.H.S.	BATE	01/28/19	
REVISED	BY	_	DATE	_	REVISED BY:	_	DATE	_	
REVISED	BY	-	DATE	-	REVISED BY:	-	BATE	-	
XGDS:	ΑU	TOCAD	2000	D/LT. 2000	WIN	DETAIL-6.DWG			
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