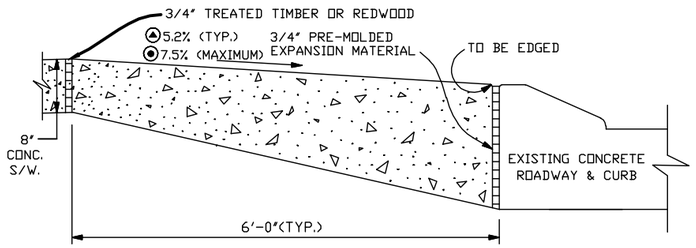
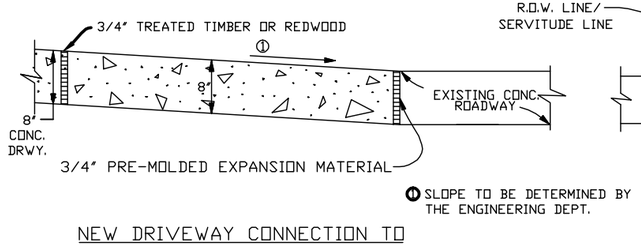


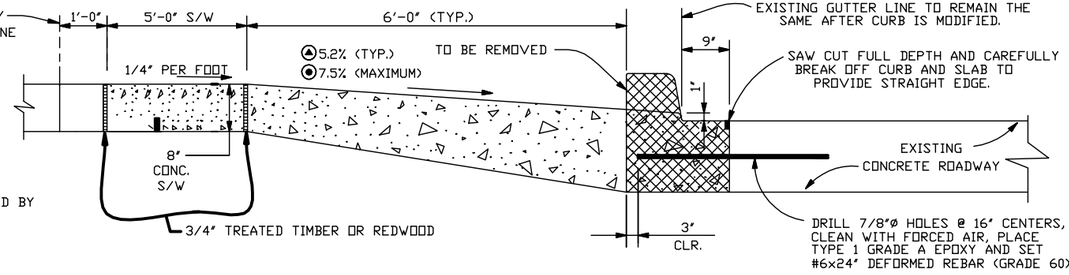
NEW DRIVEWAY CONNECTION TO EXISTING CONCRETE ROADWAY
WITH ROLLOVER CURB (CURB TO REMAIN)
(NOT APPLICABLE TO MAJOR STREETS
WHERE EXISTING CURB HEIGHT EXCEEDS 3")

DETAIL "A"



NEW DRIVEWAY CONNECTION TO
EXISTING CONCRETE ROADWAY WITHOUT CURB

DETAIL "D"

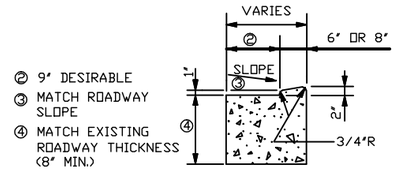


NEW DRIVEWAY CONNECTION TO EXISTING CONCRETE ROADWAY
WITH BARRIER CURB (CURB TO BE REMOVED & REPLACED
WITH MODIFIED ROLLOVER CURB)

DETAIL "B"

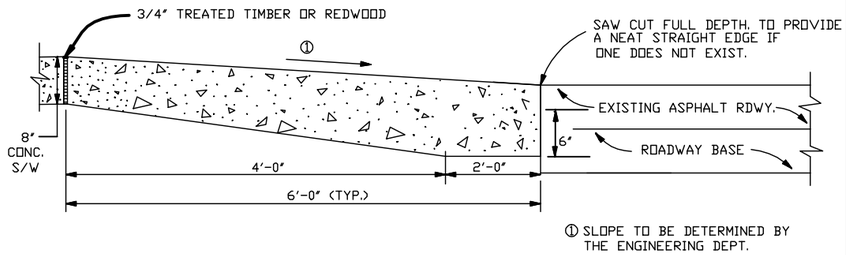
DRIVEWAY SPECIFICATIONS

ALL DRIVEWAYS BETWEEN STREET AND PROPERTY LINE TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE WITH A COMPRESSIVE STRENGTH 4000 P.S.I. IN FOURTEEN (14) DAYS AND A MINIMUM THICKNESS OF EIGHT (8) INCHES.



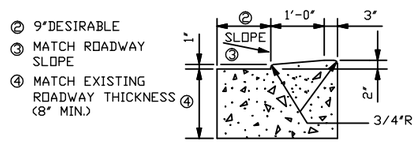
MODIFIED (DEPRESS)
BARRIER CURB & GUTTER

(DRAINAGE TO CURB SHOWN) TO BE USED ON DRIVEWAYS & OTHER AREAS WHICH REQUIRE THE DEPRESSION OF A BARRIER CURB



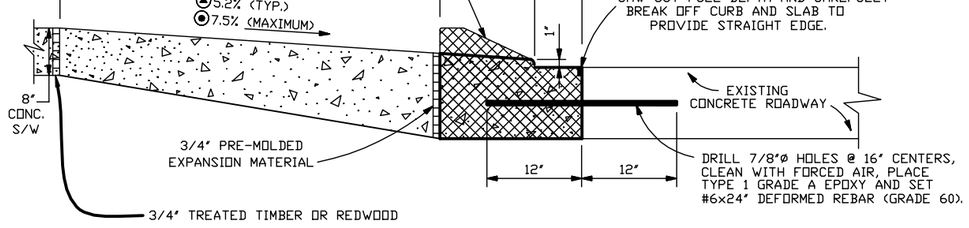
NEW DRIVEWAY CONNECTION TO EXISTING
ASPHALT ROADWAY WITHOUT CURB.

DETAIL "D-D"



MODIFIED (DEPRESS) MOUNTABLE
CURB & GUTTER (PARISH STANDARD)

(DRAINAGE TO CURB SHOWN) TO BE USED ON DRIVEWAYS & OTHER AREAS WHICH REQUIRE THE DEPRESSION OF A BARRIER CURB



NEW DRIVEWAY CONNECTION TO EXISTING CONCRETE ROADWAY
WITH ROLLOVER CURB (CURB TO BE REMOVED & REPLACED
WITH MODIFIED ROLLOVER CURB)
(TO BE USED ON ALL MAJOR STREETS
WHERE EXISTING ROLLOVER CURB HEIGHTS EXCEEDS 3")

DETAIL "C"

NOTED:
PRE-POUR INSPECTIONS ARE REQUIRED. CALL THE DEPARTAMENT OF ENGINEERING AT 504-349-5173 FOR APPOINTMENT.

▲ THE TYPICAL STANDARD DRIVEWAY SLOPE IS 5.2% (5/8" PER FOOT). THE MAXIMUM ALLOWABLE SLOPE IS 7.5% (2 9/32" PER FOOT). ANY DRIVEWAY SLOPE GREATER THAN THE TYPICAL STANDARD SLOPE OF 5.2% (5/8" PER FOOT) MUST BE APPROVED IN WRITING BY MR. ERROL MARTIN, JR., ENGINEERING DIVISION SUPERVISOR, AT 504-349-5173 PRIOR TO CONSTRUCTION.

● DRIVEWAYS MUST BE DESIGNED AND CONSTRUCTED TO PROVIDE FOR A MAXIMUM LONGITUDINAL SIDEWALK SLOPE 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.

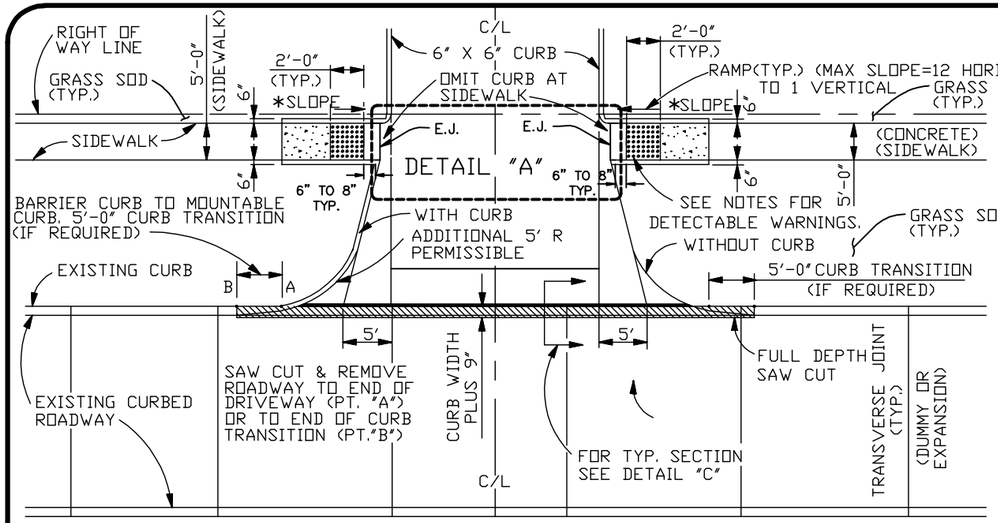
Ⓐ	Ⓑ
1'	5/8"
2'	1 1/4"
3'	1 7/8"
4'	2 1/2"
5'	3 1/8"
6'	3 3/4"
7'	4 3/8"

COMMERCIAL PLAN
OF DETAIL NO. 1
SCALE: N.T.S.

JEFFERSON PARISH
DEPARTMENT OF ENGINEERING

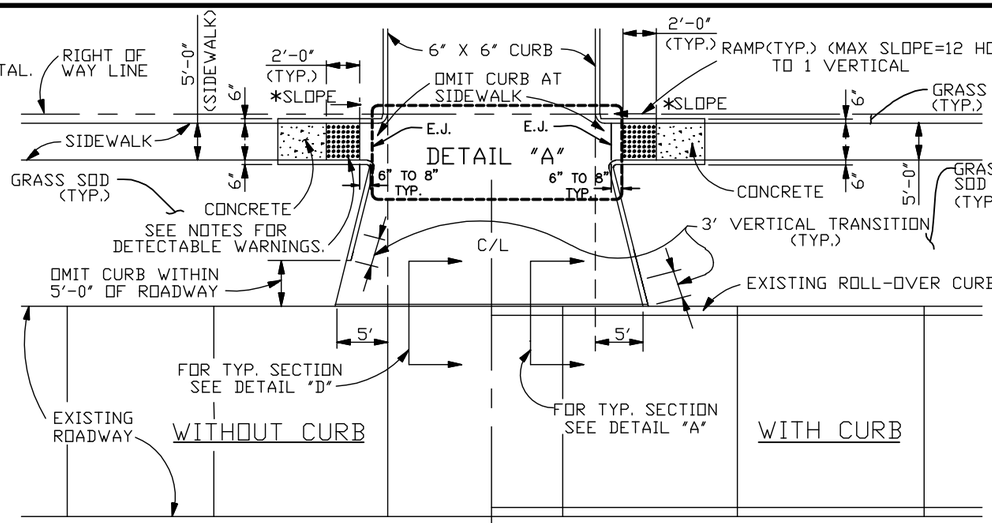
DRAWING TITLE
STANDARD DETAILS FOR CONNECTING DRIVEWAYS TO EXISTING ROADWAYS

DRAWN BY:	T.V.C.	DATED: 08/03/93	REVISED BY:	H.J.W.	DATED: 01/06/00
DWF TO AUTOCAD-LT:	H.J.W.	DATED: 02/14/05	REVISED BY:	H.J.W.	DATED: 06/22/05
REVISED BY:	C.H.S.	DATED: 01/16/09	REVISED BY:	C.H.S.	DATED: 06/03/09
REVISED BY:	C.J.	DATED: 07-6-2010	REVISED BY:	C.J.	DATED: 05/13/11
REVISED BY:	C.J.	DATED: 09-24-15	REVISED BY:	J.W.	DATED: 12-08-15
REVISED BY:	C.H.S.	DATED: 11-19-18	REVISED BY:	C.H.S.	DATED: 02/20/19
REVISED BY:	C.H.S.	DATED: 04/22/19	REVISED BY:	-	DATED: -
REVISED BY:	-	DATED: -	REVISED BY:	-	DATED: -
XCAD:	AUTOCAD. 2012		WIN:	DETAIL-1.DWG	
FILE NUMBER:	ENV-09				



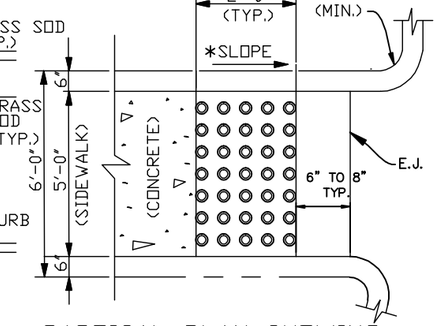
PLAN OF NEW CURBED DRIVEWAY CONNECTING TO CURBED ROADWAY

DETAIL "E"



PLAN OF NEW CURBED DRIVEWAY CONNECTING TO ROADWAY WITH OR WITHOUT CURBS.

DETAIL "F"



PARTICAL PLAN SHOWING 2'-0" OFFSET FOR TRUNCATED DOMES

N.T.S.

*** MAXIMUM RAMP SLOPE**

12 HORIZONTAL
1 VERTICAL
NOT TO EXCEED A RISE GREATER THAN 6 INCHES IN 6 FEET.

DRIVEWAY SPECIFICATIONS

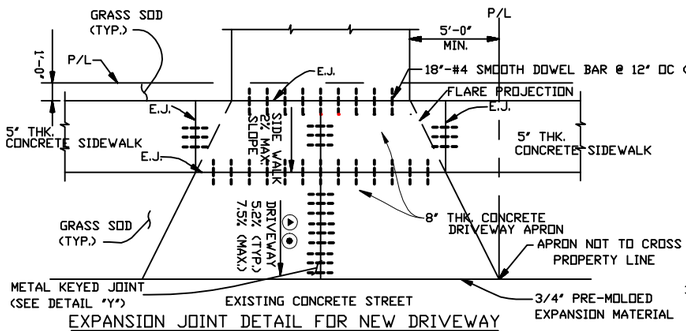
ALL DRIVEWAYS BETWEEN STREET AND PROPERTY LINE TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE, WITH A COMPRESSIVE STRENGTH OF 4,000 P.S.I. IN FOURTEEN (14) DAYS AND A MINIMUM THICKNESS OF EIGHT (8") INCHES.

▲ THE TYPICAL STANDARD DRIVEWAY SLOPE IS 5.2% (5⅛" PER FOOT). THE MAXIMUM ALLOWABLE SLOPE IS 7.5% (7 29/32" PER FOOT). ANY DRIVEWAY SLOPE GREATER THAN THE TYPICAL STANDARD SLOPE OF 5.2% (5⅛" PER FOOT) MUST BE APPROVED IN WRITING BY MR. ERROL MARTIN, JR., ENGINEERING DIVISION SUPERVISOR. AT 504-349-5173 PRIOR TO CONSTRUCTION.

◉ DRIVEWAYS MUST BE DESIGNED AND CONSTRUCTED TO PROVIDE FOR A MAXIMUM LONGITUDINAL SIDEWALK SLOPE 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.

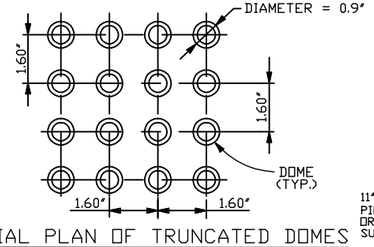
NOTES:

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 CURB RAMPS WITHIN THE STREET R.O.W. SHALL BE CAST-IN PLACE. PREFABRICATED DETECTABLE WARNING UNITS INSTALLED DIRECTLY IN WET CONCRETE. SURFACE APPLIED OR SURFACE MOUNTED SYSTEMS WITH MECHANICAL OR 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.



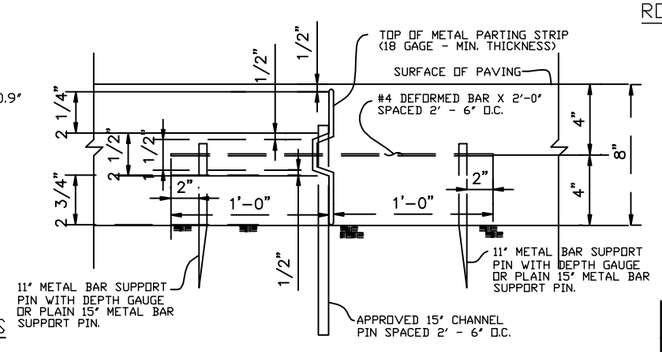
EXPANSION JOINT DETAIL FOR NEW DRIVEWAY

DETAIL "A"
N.T.S.

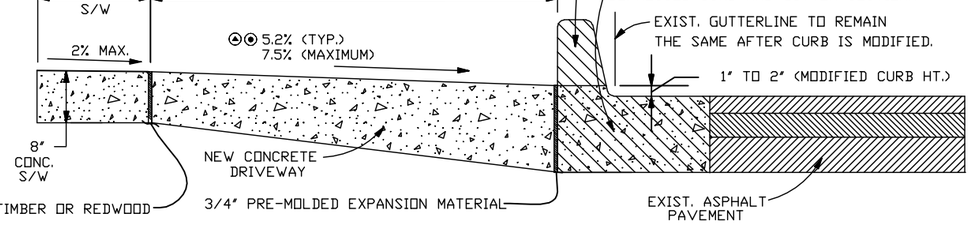


PARTIAL PLAN OF TRUNCATED DOMES

(ADAAG DETECTABLE WARNINGS ON WALKING SURFACES 05/06/02)
N.T.S.



DETAIL "Y"
N.T.S.



NEW DRIVEWAY CONNECTION TO EXISTING ASPHALT ROADWAY WITH CURB AND GUTTER

SCALE: N.T.S.

DETAIL "G"

COMMERCIAL PLAN OF DETAIL NO. 2

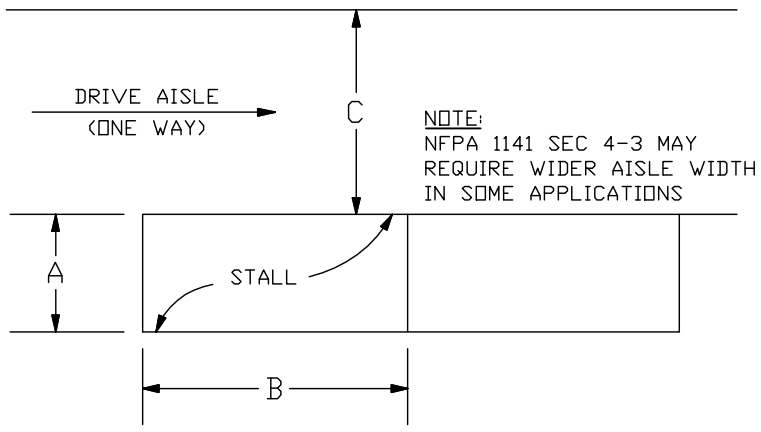
NOTED:
PRE-POUR INSPECTIONS ARE REQUIRED. CALL THE DEPARTAMENT OF ENGINEERING AT 504-349-5173 FOR APPOINTMENT.

JEFFERSON PARISH DEPARTMENT OF ENGINEERING

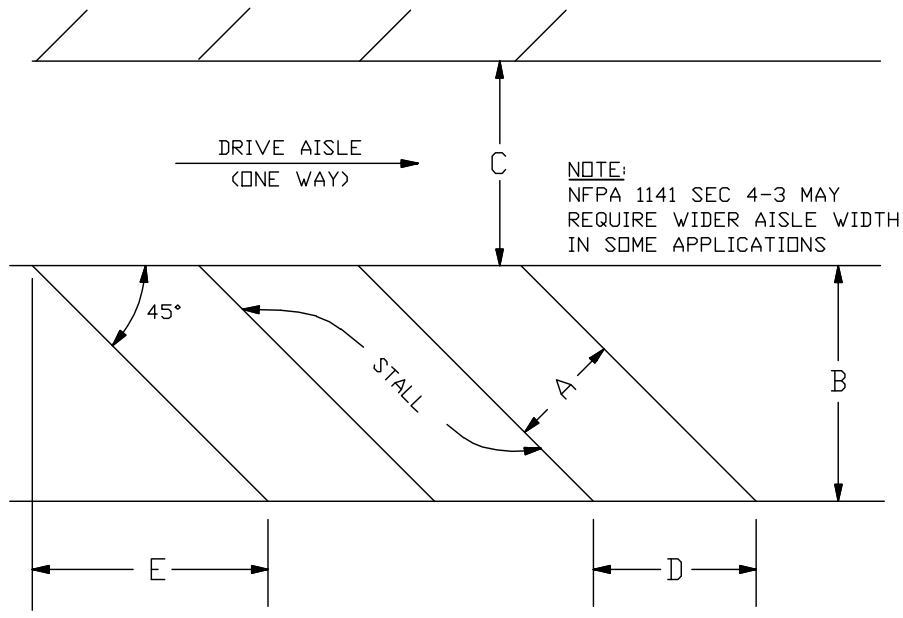
DRAWING TITLE: **STANDARD DETAILS FOR CONNECTING DRIVEWAYS TO EXISTING ROADWAYS**

DRAWN BY:	T.V.C.	DATE: 08/03/93	REVISED BY:	H.J.W.	DATE: 03/31/00
REVISED BY:	H.J.W.	DATE: 07/26/02	REVISED BY:	H.J.W.	DATE: 02/14/05
REVISED BY:	H.J.W.	DATE: 02/16/05	REVISED BY:	H.J.W.	DATE: 06/22/05
REVISED BY:	J.L.	DATE: 06/01/07	REVISED BY:	C.H.S.	DATE: 01/21/09
REVISED BY:	C.J.	DATE: 07/06/10	REVISED BY:	C.J.	DATE: 10/08/10
REVISED BY:	C.J.	DATE: 05/26/11	REVISED BY:	C.J.	DATE: 09/24/15
REVISED BY:	J.W.	DATE: 12/08/15	REVISED BY:	C.H.S.	DATE: 01/28/19
REVISED BY:	C.H.S.	DATE: 02/20/19	REVISED BY:	–	DATE: –
XGDS:	AUTOCAD 2012/LT.		WIN:	DETAIL-2.DWG	
FILE NUMBER:	ENV-09				

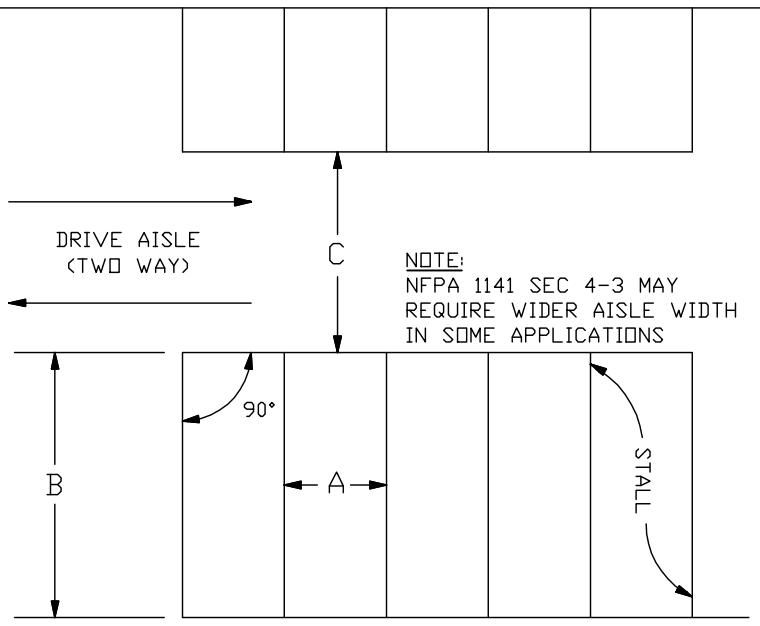
SCALE: N.T.S.



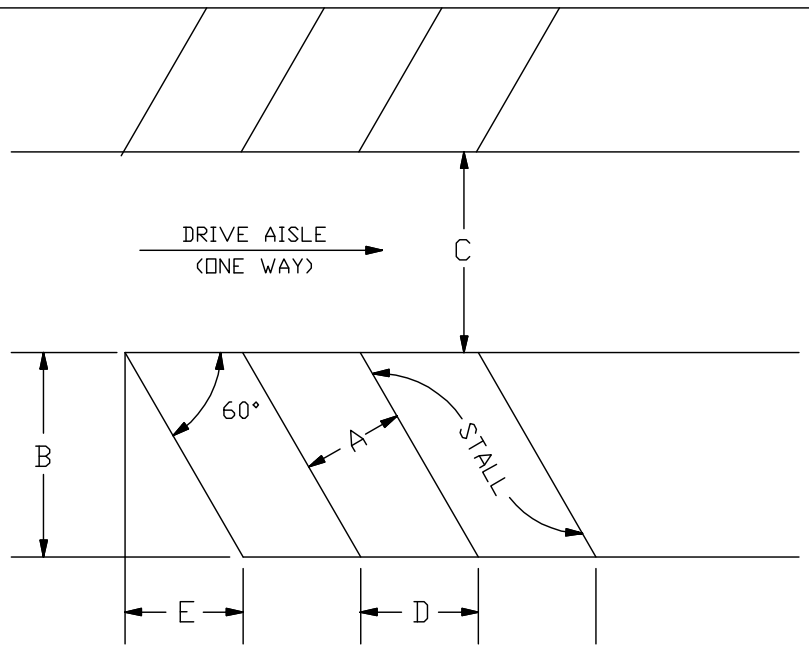
PARALLEL PARKING	"A" STALL WIDTH	"B" STALL LENGTH	"C" MIN. AISLE WIDTH
*(COMPACT)	*8'-0"	20.0	10.0
	8'-6"	23.0	12.0
	9'-0"	23.0	12.0
	9'-6"	23.0	12.0
	10'-0"	23.0	12.0



PARKING ANGLE 45°	"A" STALL WIDTH	"B" AISLE TO END OF STALL	"C" MIN. AISLE WIDTH	"D" STALL WIDTH ON SKEW	"E"
*(COMPACT)	*8'-0"	16.3	13.5	11.6	16.3
	8'-6"	19.4	13.5	12.0	19.4
	9'-0"	19.8	13.0	12.7	19.8
	9'-6"	20.1	13.0	13.4	20.1
	10'-0"	20.5	13.0	14.1	20.5



PARALLEL PARKING 90°	"A" STALL WIDTH	"B" STALL LENGTH	"C" MIN. AISLE WIDTH
*(COMPACT)	*8'-0"	15.0	22.0
	8'-6"	19.0	25.0
	9'-0"	18.0	24.0
	9'-6"	18.0	24.0
	10'-0"	18.0	24.0

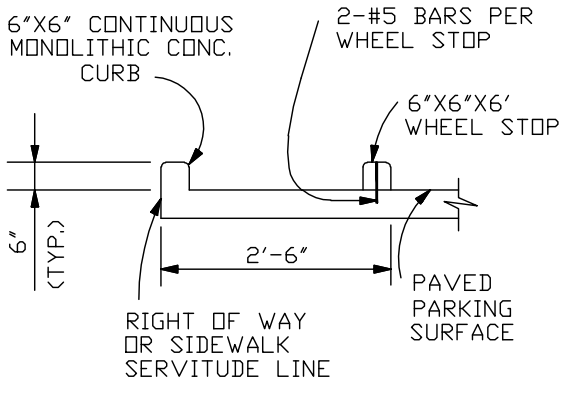


PARKING ANGLE 60°	"A" STALL WIDTH	"B" AISLE TO END OF STALL	"C" MIN. AISLE WIDTH	"D" STALL WIDTH ON SKEW	"E"
*(COMPACT)	*8'-0"	17.0	18.5	9.4	10.1
	8'-6"	20.7	18.5	9.8	11.9
	9'-0"	21.0	18.0	10.4	12.12
	9'-6"	21.2	18.0	11.0	12.24
	10'-0"	21.5	18.0	11.5	12.41

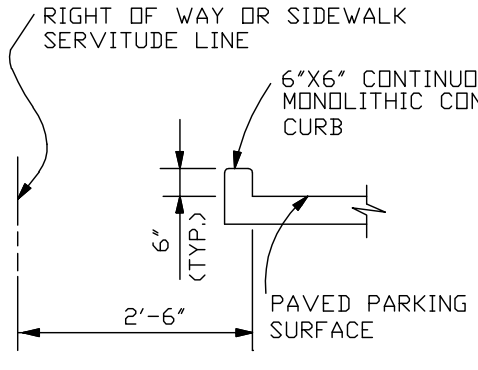
*APPLIES ONLY TO COMPACT PARKING SPACES. SEE COMPREHENSIVE ZONING ORDINANCE.

WHEN THE END OF PARKING STALL ABUTS THE RIGHT OF WAY LINE, OR SIDEWALK SERVITUDE LINE, USE DETAIL "A" OR "B".

DETAIL "A" OR "B" WILL ALSO APPLY IN CASES WHEN PARKING STALL DOES NOT ABUT THE RIGHT OF WAY LINE OR SIDEWALK SERVITUDE LINE, BUT IS WITHIN 10 FEET OF SAID LINE.



DETAIL "A"



DETAIL "B"

NOTE:
PRE-POUR INSPECTIONS ARE REQUIRED. CALL THE DEPARTAMENT OF ENGINEERING AT 504-349-5173 FOR APPOINTMENT.

COMMERCIAL PLAN
OF DETAIL NO. 3

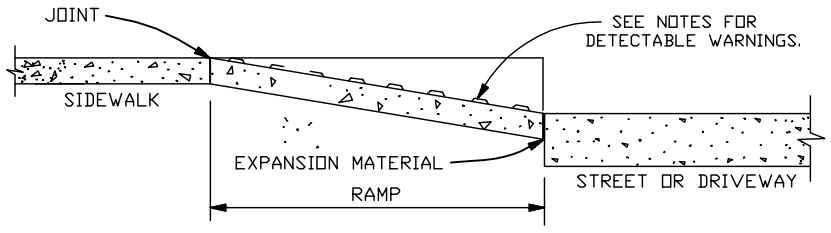
PARKING STALLS MUST BE STRIPED WITH A FOUR (4) INCH CONTRASTING STRIPE (YELLOW ON CONCRETE AND YELLOW OR WHITE ON ASPHALT PARKING LOT).

JEFFERSON PARISH
DEPARTMENT OF ENGINEERING

DRAWING TITLE: TYPICAL SPACE REQUIREMENTS FOR SELF-PARKING AT VARIOUS ANGLES

DRAWN BY: T.V.C.	DATE: 08/12/93	REVISED BY: L.V.H.	DATE: 02/05/98
REVISED BY: L.V.H.	DATE: 10/01/98	REVISED BY: L.V.H.	DATE: 06/06/00
DXF TO AUTOCAD-LT: H.J.W.	DATE: 02/11/05	REVISED BY: H.J.W.	DATE: 06/23/05
REVISED BY: C.H.S.	DATE: 01/27/09	REVISED BY: -	DATE: -
XGDS: AUTOCAD 2000/LT. 2000		WIN: DETAIL-3(2000).DWG	
FILE NUMBER: ENV-09			

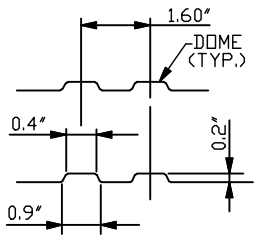
SCALE: N.T.S.



CURB RAMP REQUIREMENTS

ANY SIDEWALK NOT LEVEL WITH A DRIVEWAY OR STREET WILL BE REQUIRED TO HAVE A RAMP WITH A MAXIMUM SLOPE RATIO OF 1 VERTICAL TO 12 HORIZONTAL,NOT TO EXCEED A RISE GREATER THAN 6 INCHES IN 6 FEET.

N.T.S.

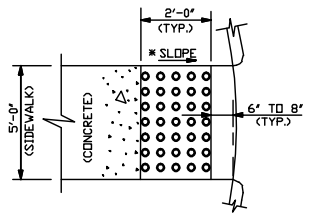


SECTION THRU

TRUNCATED DOMES

(ADAAG DETECTABLE WARNINGS ON WALKING SURFACES 05/06/02)

N.T.S.



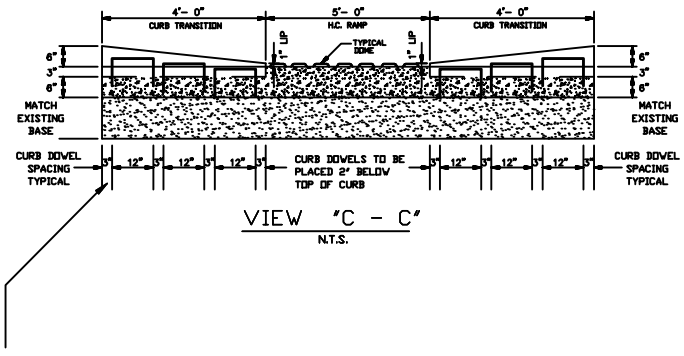
PARTICAL PLAN SHOWING 2'-0" OFFSET FOR TRUNCATED DOMES

N.T.S.

NOTES:

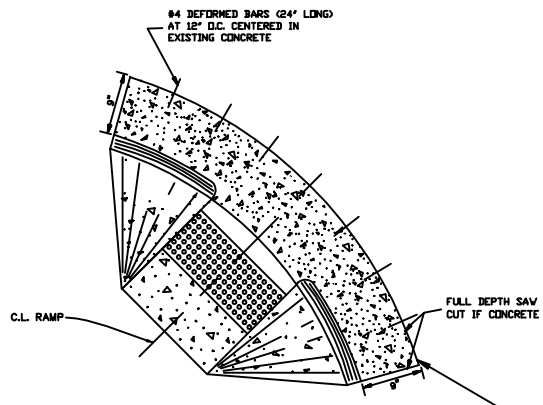
1. TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 INCHES (23 mm) MINIMUM TO 1.4 INCHES (36 mm) MAXIMUM, A TOP DIAMETER OF 50% OF THE BASE DIAMETER MINIMUM TO 65% OF THE BASE DIAMETER MAXIMUM, AND A HEIGHT OF 0.2 INCHES (5 mm).
2. TRUNCATED DOMES IN A DETECTABLE WARNING 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 CURB RAMPS WITHIN THE STREET R.O.W. SHALL BE CAST-IN-PLACE. PREFABRICATED DETECTABLE WARNING UNITS INSTALLED DIRECTLY IN WET CONCRETE. SURFACE APPLIED OR SURFACE MOUNTED SYSTEMS WITH MECHANICAL OR 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.

NOTED:
PRE-POUR INSPECTIONS ARE REQUIRED. CALL THE DEPARTAMENT OF ENGINEERING AT 504-349-5173 FOR APPOINTMENT.



VIEW "C - C"

N.T.S.

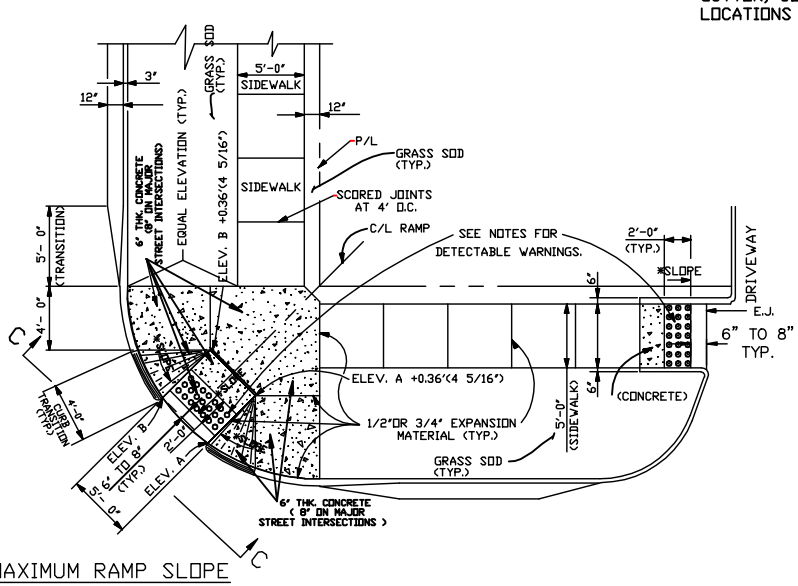


HANDICAPPED RAMP RETROFIT DETAIL

NOTE FOR HANDICAPPED RAMP CONNECTION TO EXISTING ROAD

FOR CONCRETE ROADWAY CONTRACTOR SHALL MAKE FULL DEPTH SAW-CUT TO REMOVE THE PORTION OF EXISTING ROADWAY AND INTEGRAL CONCRETE CURB WITHIN THE LIMITS SHOWN AND REPLACE WITH HANDICAPPED ACCESSIBLE CURBING. IF CURB IS NOT POURED MONOLITHICALLY, CONCRETE WILL NEED TO BE DEPRESSED THREE (3) INCHES AT CURB LOCATIONS TO ALLOW FOR CURB DOWELS.

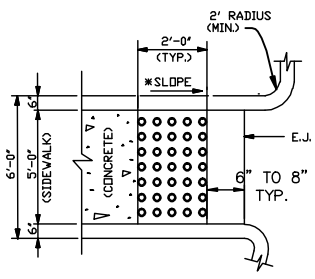
FOR ASPHALT ROADWAY CONTRACTOR SHALL MAKE FULL DEPTH SAW-CUT TO REMOVE EXISTING CURB AND GUTTER (AND POSSIBLE ASPHALT OVERLAY), AND REPLACE WITH HANDICAPPED ACCESSIBLE CURBING. IF CURB IS NOT POURED MONOLITHICALLY WITH GUTTER, CONCRETE WILL NEED TO BE DEPRESSED THREE (3) INCHES AT CURB LOCATIONS TO ALLOW FOR CURB DOWELS.



* MAXIMUM RAMP SLOPE

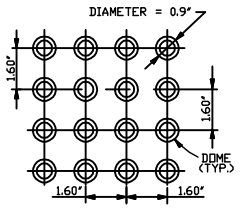
12 HORIZONTAL
1 VERTICAL
NOT TO EXCEED A RISE GREATER THAN 6 INCHES IN 6 FEET.

PLAN OF TYPICAL SIDEWALK WITH RAMP FOR HANDICAPPED



PARTICAL PLAN SHOWING 2'-0" OFFSET FOR TRUNCATED DOMES

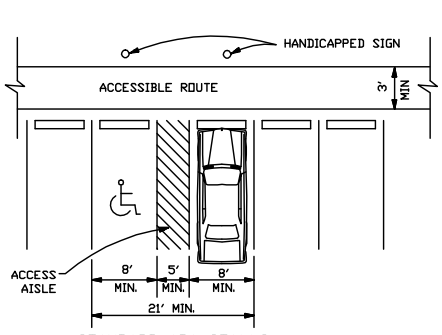
N.T.S.



PARTIAL PLAN OF TRUNCATED DOMES

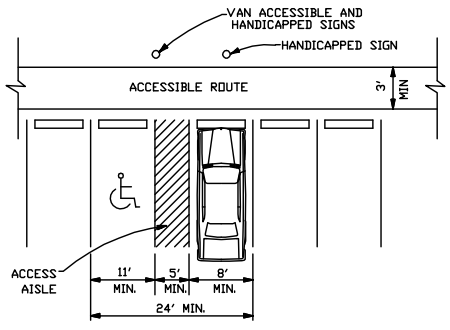
(ADAAG DETECTABLE WARNINGS ON WALKING SURFACES 05/06/02)

N.T.S.



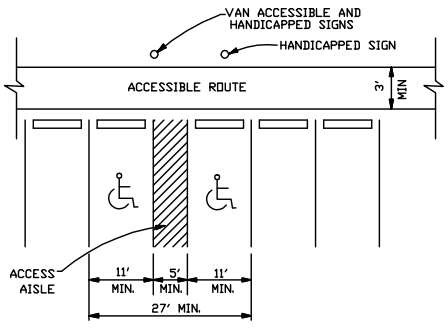
STANDARD ADA STALLS

FIG. A



VAN ACCESSIBLE w/STANDARD ACCESSIBLE STALLS

FIG. B



TWO VAN ADA STALLS

FIG. C

PARKING SPACE REQUIREMENTS

COMMERCIAL PLAN OF DETAIL NO. 5

NOT TO SCALE

NOTE:

PARKING SPACES FOR PHYSICALLY HANDICAPPED PEOPLE SHALL BE AT LEAST 8' WIDE AND SHALL HAVE AN ADJACENT ACCESS AISLE 5' WIDE MINIMUM (SEE FIG. A). PARKING ACCESS AISLE SHALL BE PART OF THE ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE. TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE. PARKED VEHICLE OVERHANGS SHALL NOT REDUCE THE CLEAR WIDTH OF AN ACCESSIBLE CIRCULATION ROUTE. ACCESSIBLE PARKING SPACES SHALL BE DESIGNATED AS RESERVED FOR PHYSICALLY HANDICAPPED PEOPLE BY A SIGN SHOWING THE SYMBOL OF ACCESSIBILITY. SUCH SIGNS SHALL NOT BE OBSCURED BY A VEHICLE PARKED IN THE SPACE.

NOTED:
PRE-POUR INSPECTIONS ARE REQUIRED. CALL THE DEPARTAMENT OF ENGINEERING AT 504-349-5173 FOR APPOINTMENT.

JEFFERSON PARISH
DEPARTMENT OF ENGINEERING

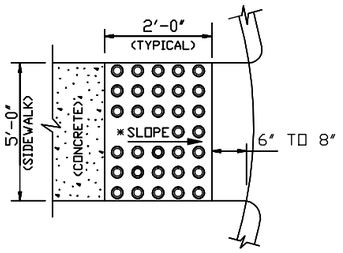
DRAWING TITLE

HANDICAPPED REQUIREMENTS

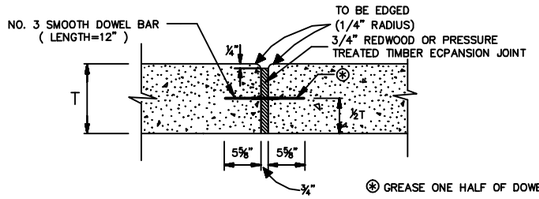
DRAWN BY: T.V.C.	DATE: 08/05/93	REVISED BY: H.J.W.	DATE: 09/26/97
DXF TO AUTOCAD-LT: H.J.W.	DATE: 07/26/02	REVISED BY: H.J.W.	DATE: 02/01/05
REVISED BY: H.J.W.	DATE: 02/16/05	REVISED BY: H.J.W.	DATE: 06/23/05
REVISED BY: J.L.	DATE: 06/01/07	REVISED BY: C.H.S.	DATE: 01/30/09
REVISED BY: J.C.	DATE: 06/25/10	REVISED BY: C.J.	DATE: 06/25/10
REVISED BY: C.J.	DATE: 10/08/10	REVISED BY: C.J.	DATE: 05/13/11
REVISED BY: C.J.	DATE: 09/24/15	REVISED BY: C.H.S.	DATE: 01/28/19
REVISED BY: C.H.S.	DATE: 02/20/19	REVISED BY: C.H.S.	DATE: 04/29/19

XGDS: AUTOCAD 2000/LT. 2000 WIN: DETAIL-5(2000).DWG

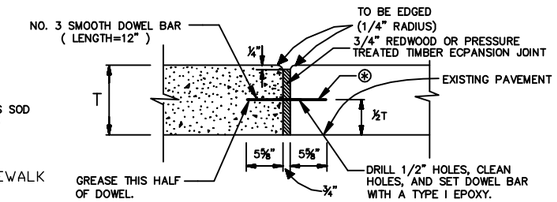
FILE NUMBER: ENV-09



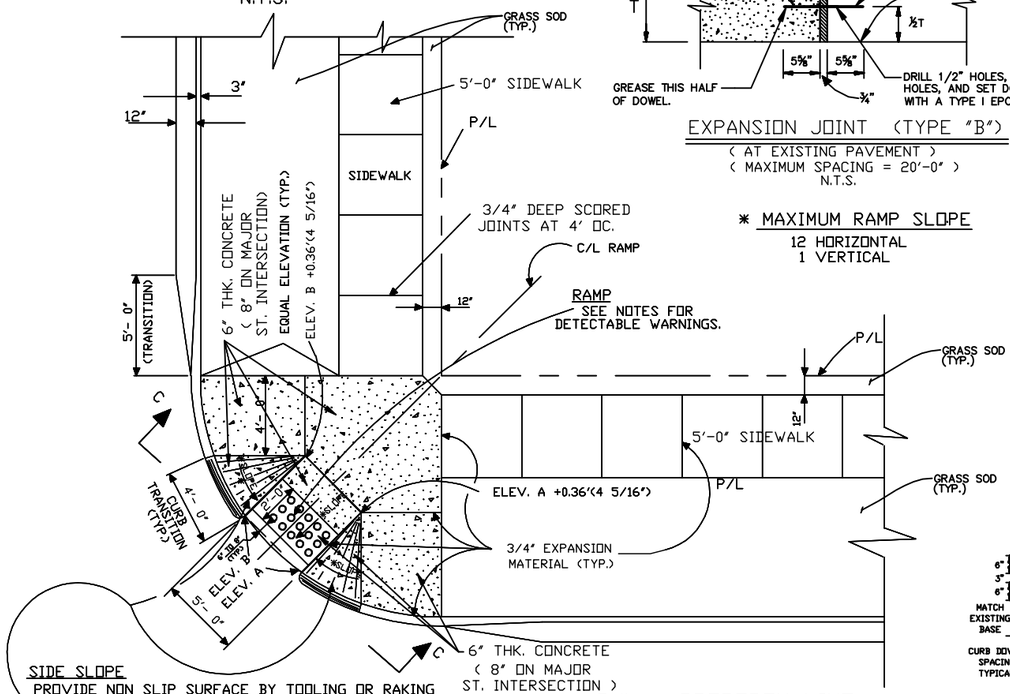
PARTICAL PLAN SHOWING
2'-0" OFF SET FOR
TRUNCATED DOMES
N.T.S.



EXPANSION JOINT (TYPE "A")
(MAXIMUM SPACING = 20'-0")



EXPANSION JOINT (TYPE "B")
(AT EXISTING PAVEMENT)
(MAXIMUM SPACING = 20'-0")
N.T.S.



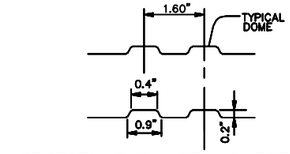
SIDE SLOPE
PROVIDE NON SLIP SURFACE BY TOOLING OR RAKING (1" TO 2" SPACING IN EACH DIRECTION) (GROVES TO BE APPROX. 1/4" DEEP X 1/8" WIDE).

P/L = PROPERTY LINE.

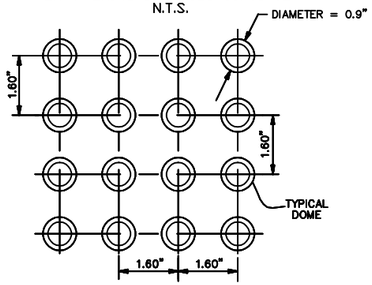
PLAN OF TYPICAL SIDEWALK WITH RAMP FOR HANDICAPPED

N.T.S.

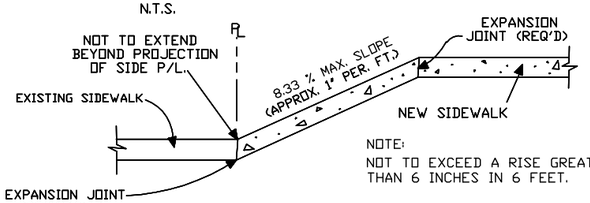
* MAXIMUM RAMP SLOPE
12 HORIZONTAL
1 VERTICAL



SECTION THRU TRUNCATED DOMES
(ADAAG DETECTABLE WARNINGS
ON WALKING SURFACES 05/06/02)
N.T.S.

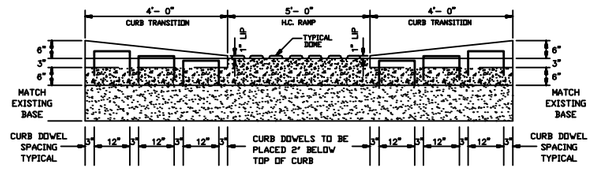


PARTIAL PLAN OF TRUNCATED DOMES
(ADAAG DETECTABLE WARNINGS
ON WALKING SURFACES 05/06/02)
N.T.S.



NOTE:
NOT TO EXCEED A RISE GREATER THAN 6 INCHES IN 6 FEET.

ELEVATION VIEW " A " OF TRANSITION FROM NEW SIDEWALK TO EXISTING SIDEWALK.



VIEW "C - C"
N.T.S.

* 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 PAVERS ACCEPTABLE FOR SINGLE FAMILY HOMES.
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 THICKNESS OF FIVE (5) INCHES.
4. 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 SMOOTH 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 (SEE ELEVATION VIEW "A").

NOTES:

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 CURB RAMPS WITHIN THE STREET R.O.W. SHALL BE CAST-IN-PLACE, PREFABRICATED DETECTABLE WARNING UNITS INSTALLED DIRECTLY IN WET CONCRETE. SURFACE APPLIED OR SURFACE MOUNTED SYSTEMS WITH MECHANICAL OR 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

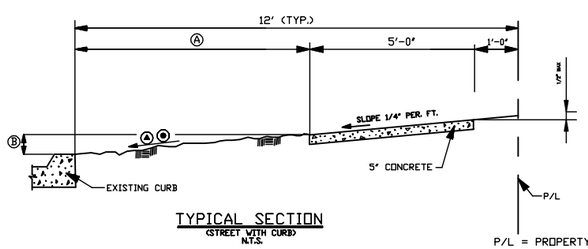
NOTED:
PRE-POUR INSPECTIONS ARE REQUIRED. CALL THE DEPARTAMENT OF ENGINEERING AT 504-349-5173 FOR APPOINTMENT.

JEFFERSON PARISH
DEPARTMENT OF ENGINEERING

DRAWING TITLE
TYPICAL SIDEWALK DETAILS

DRAWN BY:	H.J.W.	DATED:	1992	REVISED BY: T.V.C.	DATED: 08/11/93
REVISED BY:	H.J.W.	DATED:	07/26/02	DXF TO AUTOCAD-LT: H.J.W.	DATED: 01/31/05
REVISED BY:	H.J.W.	DATED:	02/16/05	REVISED BY: H.J.W.	DATED: 06/29/05
REVISED BY:	J.L.	DATED:	06/01/07	REVISED BY: J.L.	DATED: 08/07/07
REVISED BY:	C.H.S.	DATED:	02/18/09	REVISED BY: C.J.	DATED: 07-06-10
REVISED BY:	C.J.	DATED:	10-08-10	REVISED BY: C.J.	DATED: 09-24-15
REVISED BY:	C.H.S.	DATED:	11-19-18	REVISED BY: C.H.S.	DATED: 01/28/19
REVISED BY:	C.H.S.	DATED:	04/22/19	REVISED BY: -	DATED: -
REVISED BY:	-	DATED:	-	REVISED BY: -	DATED: -
XGDS:	AUTOCAD 2000/LT. 2000			WDN: DETAIL-6.DWG	
FILE NUMBER:	ENV-09				

* FOR CONSTRUCTION OF SIDEWALKS ON PUBLIC RIGHT-OF-WAY WHICH TIE TO AN EXISTING ROADWAY WITHOUT AN EXISTING CURB, ELEVATION REQUIREMENTS MUST BE DETERMINED BY THE DEPARTMENT OF ENGINEERING. CONTACT THE DEPARTMENT AT 349-5173 TO ARRANGE FOR DETERMINATION OF THE ELEVATION REQUIREMENTS.



TYPICAL SECTION
(STREET WITH CURB)
N.T.S.

P/L = PROPERTY LINE.

A THE TYPICAL STANDARD SLOPE WITHIN A IS 5.2% (5⁄8" PER FOOT). THE MAXIMUM ALLOWABLE SLOPE WITHIN A IS 7.5% (2 9⁄32" PER FOOT) IN THE VICINITY OF AREAS ADJACENT TO EXISTING OR PROPOSED DRIVEWAYS. ANY SLOPE WITHIN A GREATER THAN THE TYPICAL STANDARD SLOPE OF 5.2% (5⁄8" PER FOOT) MUST BE APPROVED IN WRITING BY MR. ERROL MARTIN, JR., ENGINEERING DIVISION SUPERVISOR. AT 504-349-5173 PRIOR TO CONSTRUCTION.

B DRIVEWAYS MUST BE DESIGNED AND CONSTRUCTED TO PROVIDE FOR A MAXIMUM LONGITUDINAL SIDEWALK SLOPE 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.