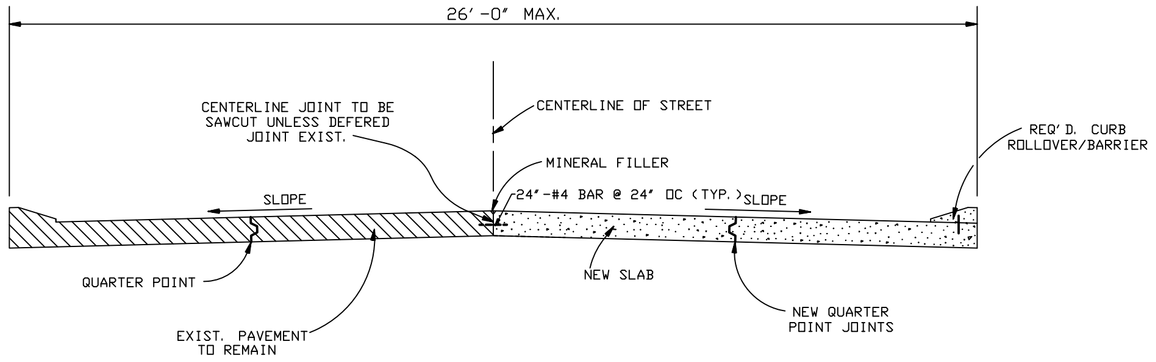
ROADWAY RESTORATION

CONCRETE PAVEMENTS

A. REPLACEMENT OF QUARTER POINT JOINTED SLABS



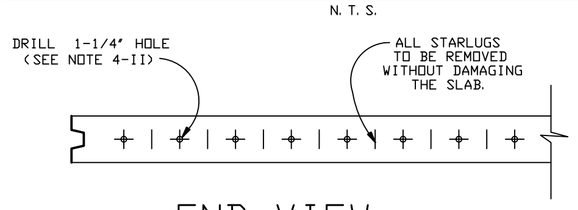
SECTION THRU STREET
(REPLACEMENT OF CENTERLINE)
N. T. S.

NOTE:

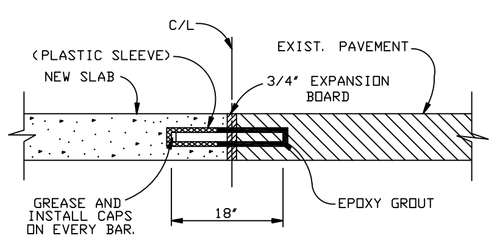
1. IF TRENCH IS BETWEEN THE EDGE OF THE ROAD AND 1ST. QUARTER POINT, REMOVE SLABS TO THE QUARTER POINT AND REPLACE THE SECTION TO GRADE AND THICKNESS AS SPECIFIED, AND FORM BUTT JOINT.
2. IF TRENCH IS BETWEEN THE CURB AND CENTERLINE OF SLAB, PAST THE QUARTER POINT, SAW CUT THE PAVEMENT ALONG CENTERLINE, REMOVE HALF THE SLAB, REPLACE HALF SLAB WITH NEW CONCRETE TO SPECIFIED THICKNESS AND FORM A BUTT JOINT ALONG CENTERLINE.
3. EXISTING SLOPE MAY BE PARABOLIC OR TANGENT. SLOPE OF THE NEW SLAB SHALL MATCH THE EXISTING SLAB.

B. REPLACING JOINT WITH DAMAGED STARLUG SITUATION

N. T. S.



END VIEW
N. T. S.



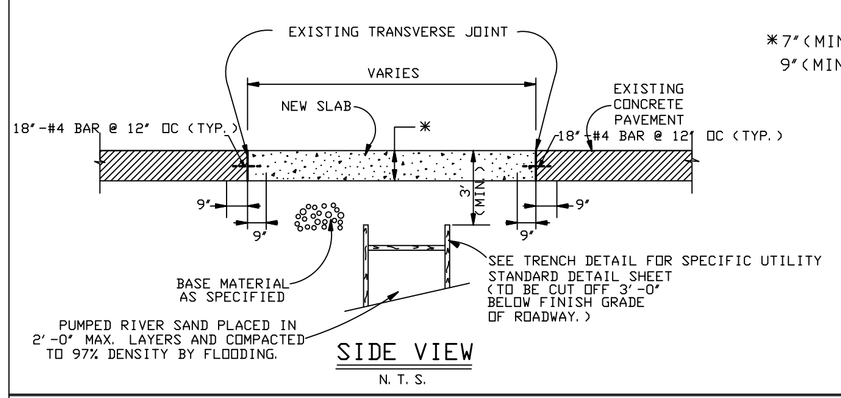
DOWEL BAR DETAIL
N. T. S.

NOTE: (CONT.)

4. INSTALLING DOWEL BARS AT JOINTS.
   I. REMOVE ALL OF THE STARLUGS FROM THE EXISTING SECTION OF CONCRETE WITHOUT DAMAGING THE SLAB.
   II. DRILL 1-1/4" HOLE 12" IN LENGTH BETWEEN STARLUG LOCATIONS IN THE EXISTING SLAB AT CENTER OF SLAB.
   III. INSERT A 1 1/8" ROUND SMOOTH DOWEL BAR, 18" LONG, 9" DEEP INTO THE DRILLED HOLE AND GROUT WITH APPROVED EPOXY GROUT.
   IV. GREASE THE REMAINDER OF THE DOWEL BAR AND SLIP A 4" PLASTIC SLEEVE FILLED WITH GREASE OVER END OF BAR AS SHOWN IN DETAIL.
   V. POUR THE NEW SLAB WITH SMOOTH DOWEL BARS IN POSITION.
   VI. DO NOT TOE CONCRETE UNDER EXPANSION JOINT.
   VII. IF THE EXPANSION BOARD IS DAMAGED AND CANNOT BE SALVAGED, REMOVE THE BOARD AND REPLACE.

C. CONCRETE REPLACEMENT OVER TRENCH

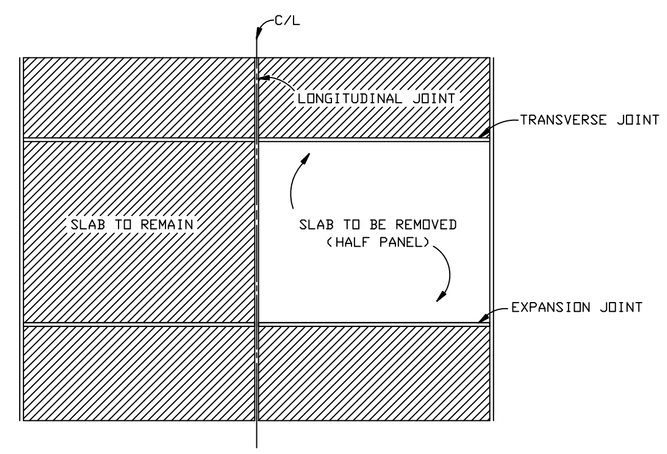
N. T. S.



*7" (MIN.) THK. (MINOR STREET)
9" (MIN.) THK. (MAJOR STREET)

SIDE VIEW
N. T. S.

D. REPLACEMENT OF HALF PANEL SLABS

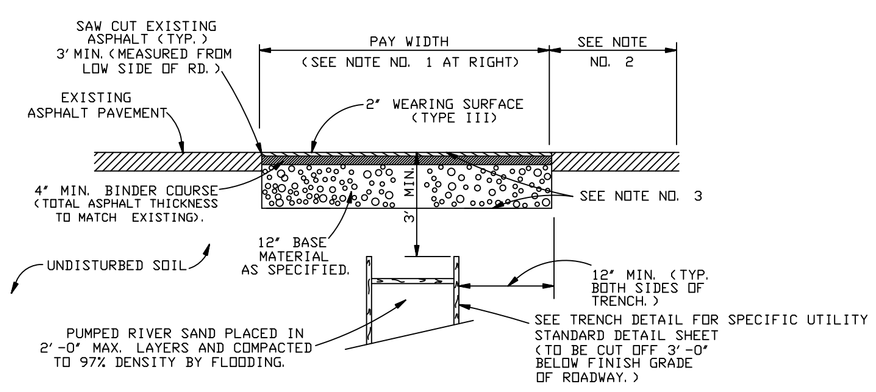


PLAN VIEW
N. T. S.

NOTES: (CONT.)

5. REMOVE THE SLAB JOINT TO JOINT.
6. REPLACE EXPANSION JOINT, TRANSVERSE OR LONGITUDINAL JOINT AS NEEDED.
7. REWORK THE BASE TO GRADE.
8. FILL UNEVEN SPOTS, DRESS THE AREA WITH RIVER SAND AND RECOMPACT..
9. POUR THE NEW SLAB TO REQUIRED GRADE AND APPROPRIATE THICKNESS.
10. REPAIR THE ADJOINING DAMAGED AREAS. AS NEEDED, WITH EPOXY OR OTHER APPROVED MEANS.
11. REMOVE CONCRETE SLAB, JOINT TO JOINT.
12. LONGITUDINAL JOINTS SHALL BE RESTORED IN ACCORDANCE WITH JEFFERSON PARISH STANDARD PLANS.

ASPHALT PAVEMENTS



ASPHALT REPLACEMENT OVER TRENCH
N. T. S.

NOTES:

1. DAMAGE TO STREET CAUSED BY CONTRACTOR'S OPERATIONS BEYOND PAY LIMITS SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST TO THE OWNER.
2. IF LESS THAN 2' FROM EDGE OF CUT TO EDGE OF ROAD, REMOVE ALL ROAD FROM WITHIN THE STRIP AND INCLUDE IN THE PAY WIDTH.
3. CONTRACTOR SHALL BACKFILL WITH BASE MATERIAL AND 6" OF ASPHALT BINDER COURSE TO EXISTING GRADE AND MAINTAIN AREA AS A RIDING SURFACE FOR A MINIMUM OF ONE MONTH OR AS DIRECTED BY THE ENGINEER AND APPROVED BY JEFFERSON PARISH DEPARTMENT OF PUBLIC WORKS. ASPHALT BINDER MATERIAL SHALL BE REMOVED FROM TRENCH AND EXPOSED SURFACE MECHANICALLY COMPACTED TO REQUIRED COMPACTION PRIOR TO ASPHALT PLACEMENT.
4. WEARING COURSE MIX MAY BE USED AS A BINDER BUT NOT VICE-VERSA.

GENERAL:

1. CONTRACTOR IS RESPONSIBLE FOR CLEANING UP ALL DIRT OFF THE STREET AS A RESULT OF HIS CONSTRUCTION ACTIVITIES DURING CONTRACT PERIOD.
2. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL DAMAGE TO ADJOINING PAVEMENT WHICH RESULTED FROM HIS CONSTRUCTION ACTIVITIES.
3. BRIDGE APPROACH SLABS OR SLABS AT SPECIAL LOCATIONS SHALL BE DESIGNED TO ACCOMMODATE FIELD REQUIREMENTS AND CONDITIONS, SUBJECT TO APPROVAL BY THE DEPARTMENT OF PUBLIC WORKS.
4. CONTRACTOR IS REQUIRED TO EXTEND SAND BASE/SUB-BASE MINIMUM OF 2 FEET BEYOND THE EDGE OF CONCRETE PAVEMENT OR ONE FOOT OF BASE COURSE (STONE) - 95% FOR ASPHALTIC PAVEMENTS.
5. CONCRETE MIX FOR CURBING SHALL BE THE SAME AS THAT OF THE ROADWAY.
6. AS IS POSSIBLE WITHOUT COST, THE GUTTER LINE OF THE ROADWAY SHALL BE ADJUSTED FOR SMOOTH FLOW OF SURFACE RUN-OFF TO THE NEAREST DRAINAGE INLET.
7. ALL TRAFFIC CONTROL DETAILS SHALL BE APPROVED BY THE TRAFFIC ENGINEERING DIVISION OF THE OFFICE OF PUBLIC WORKS ENGINEERING.

CONCRETE ROADWAY

1. ALL CONCRETE ROADWAY DIRECTLY AFFECTED BY CONSTRUCTION OR DAMAGED AS THE RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REMOVED AND REPLACED FROM JOINT TO JOINT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER AND APPROVED BY JEFFERSON PARISH DEPARTMENT OF PUBLIC WORKS.
2. TRANSVERSE (EXPANSION OR CONTRACTION) LONGITUDINAL AND CONSTRUCTION JOINTS SHALL ALL BE INSTALLED IN ACCORDANCE WITH JEFFERSON PARISH DEPARTMENT OF PUBLIC WORKS STANDARD DETAILS. IN CASES WHERE THE SECTION OF ROADWAY TO BE RESTORED ABUTS AN EXISTING ROADWAY. ALL TRANSVERSE AND LONGITUDINAL JOINTS SHALL LINE UP AND BE OF THE SAME TYPE AS THE EXISTING JOINTS (EXPANSION, CONTRACTION, ETC.) AND, IN ADDITION, INCLUDE THE MINIMUM NUMBER AND SPACING OF EXPANSION JOINTS SHOWN IN THE STANDARDS.
3. PRIOR TO RESTORATION OF THE ROADWAY, THE ENGINEER SHALL FORWARD TO THE DEPARTMENT OF PUBLIC WORKS A CONCRETE MIX SUBMITTAL PREPARED BY A REPUTABLE TESTING LABORATORY FOR THEIR APPROVAL.
4. THE THICKNESS OF THE CONCRETE PAVEMENT IS SEVEN INCHES FOR MINOR STREETS AND NINE INCHES FOR MAJOR STREES. ALL CONCRETE PAVEMENT SHALL BE NON-REINFORCED.
5. THE FINAL ROADWAY SHALL HAVE 'DRAG FINISH' AS STIPULATED UNDER LOUISIANA 'STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES' LATEST EDITION, UNLESS A TINE FINISH EXIST.
6. DENSITY TESTS WILL BE REQUIRED FOR ALL ROADWAY BASE MATERIALS WHERE REQUIRED IN THE CONTRACT. THE CONTRACTOR SHALL NOT BE ALLOWED TO RESTORE THE ROADWAY UNTIL ALL DENSITY TESTS HAVE BEEN COMPLETED AND THE RESULTS MEET DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS.
7. THE CONTRACTOR SHALL GIVE A MINIMUM NOTICE OF 24 HOURS (EXCLUDING WEEKENDS AND HOLIDAYS) TO THE ENGINEER AND THE ASSIGNED TESTING LABORATORY PRIOR TO THE POURING OF ANY CONCRETE FOR ROADWAY RESTORATION.
8. CONCRETE REQUIREMENTS:
   A. 7 SACKS OF CEMENT PER CUBIC YARD
   B. 2" TO 4" SLUMP RANGE
   C. THE ATTAINMENT OF A COMPRESSIVE STRENGTH OF 4,000 PSI MIN. IS DESIRABLE WITHIN THREE (3) DAYS OF THE POUR (IF STREET IS TO BE OPENED)
9. THE PAVEMENT SHALL NOT BE OPENNED TO TRAFFIC UNTIL A COMPRESSIVE STRENGTH OF 4,000 PSI IS ATTAINED. IN NO CASE SHALL THE PAVEMENT BE OPENED TO TRAFFIC WITHIN A THREE (3) DAY PERIOD AFTER THE CONCRETE HAS BEEN PLACED.
10. DENSITY REQUIREMENTS (STANDARD PROCTOR)
    A. BASE COURSE (SAND) - 97%
    B. BASE COURSE (STONE) - 95%
    C. SUB-BASE (SAND) - 97%
11. TESTING REQUIREMENTS:
    A. ONE BASE THICKNESS VERIFICATION PER 600 SQUARE YARDS OR FRACTION THEREOF.
    B. ONE DENSITY TEST ON SUB-BASE (IF APPLICABLE) AND BASE MATERIAL PER 600 SQUARE YARDS OR FRACTION THEREOF.
    C. ONE SLUMP TEST MINIMUM PER 100 CUBIC YARDS OF CONCRETE OR FRACTION THEREOF.
    D. FOUR (4) CYLINDERS MINIMUM PER 100 CUBIC YARDS OF CONCRETE OR FRACTION THEREOF.
    E. ONE PAVEMENT CORE FOR THICKNESS VERIFICATION PER 600 SQUARE YARDS OF PAVEMENT OR FRACTION THEREOF.

    ADDITIONAL DENSITIES, SLUMP, CYLINDERS, CORES, ETC., WILL BE REQUIRED FOR ISOLATED AREAS.
12. THERE SHALL BE NO COST ADJUSTMENT OR ACCEPTANCE FOR PAVEMENT THICKNESS DEFICIENCIES. IF THE CONCRETE CORE IS LESS THAN SPECIFIED, TWO ADDITIONAL CORES ON THE SAME SLAB WITHIN A 5' RADIUS MUST BE TAKEN. IF ONE OF THESE CORES IS LESS THAN SPECIFIED, THEN THE ENTIRE PANEL (JOINT TO JOINT) MUST BE REMOVED AND ADDITIONAL CORES ON OTHER ADJACENT PANELS WITHIN THE CORE RANGE (600 SQUARE YARDS) MUST BE TAKEN AND THE SAME PROCEDURE FOLLOWED.
13. ALL CONSTRUCTION MATERIAL AND PROCEDURES SHALL CONFORM TO THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES (DOTD) LATEST EDITION UNLESS OTHERWISE SPECIFIED. DEVIATIONS FROM THESE SPECIFICATIONS SHALL HAVE TO BE APPROVED BY JEFFERSON PARISH DEPARTMENT OF PUBLIC WORKS.
14. ALL STRUCTURES WITHIN THE PAVEMENT AREA SHALL BE ISOLATED (BOXED OUT) BY MEANS OF AN APPROVED CIRCULAR, SQUARE OR RECTANGULAR JOINT AROUND THEM.

ASPHALT ROADWAY

1. SAW CUTTING USING A CONCRETE CUTTING TYPE SAW TO MAKE A TRUE STRAIGHT LINE TO A MINIMUM DEPTH OF ONE (1) INCH SHALL BE REQUIRED ALONG THE ENTIRE LIMITS OF THE AFFECTED AREA OF REMOVAL, UNLESS OTHER METHODS ARE AUTHORIZED BY THE ENGINEER AND APPROVED BY THE DEPARTMENT OF PUBLIC WORKS.
2. REQUIREMENTS 3 AND 10 SPECIFIED UNDER CONCRETE ROADWAY (ABOVE) SHALL ALSO APPLY FOR ASPHALT.
3. JOB MIX FORMULA (PER LA. D.O.T.D. STANDARDS)
4. ALL CONSTRUCTION MATERIALS, PROCEDURES, TESTING, FINISHING, ETC., SHALL CONFORM TO THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES (DOTD) LATEST EDITION. DEVIATIONS FROM THESE SPECIFICATIONS SHALL HAVE TO BE APPROVED BY JEFFERSON PARISH DEPARTMENT OF PUBLIC WORKS.

NOTES:

THIS TYPICAL ROADWAY RESTORATION PLAN WILL BE IN CONJUNCTON WITH THE FOLLOWING:

TYPICAL ROADWAY DETAILS
SHEET 1 OF 2 REVISED 04/24/15
SHEET 2 OF 2 REVISED 04/24/15

TYPICAL DRAINAGE DETAILS
SHEET 1 OF 3 REVISED 07/11/13
SHEET 2 OF 3 REVISED 07/11/13
SHEET 3 OF 3 REVISED 7/11/13

TYPICAL SIDEWALK DETAIL
SHEET 1 OF 1 REVISED 04/24/15

TYPICAL WATER DETAILS
SHEET 1 OF 1 REVISED 01/08/15

TYPICAL SEWER DETAIL
SHEET 1 OF 2 REVISED 03/23/15
SHEET 2 OF 2 REVISED 12/08/15

TYPICAL (RCP), (RCPA) & PVC) PIPE TRENCH DETAILS
SHEET 1 OF 1 REVISED 02/10/15

JEFFERSON PARISH
DEPARTMENT OF ENGINEERING

DRAWING TITLE
TYPICAL ROADWAY RESTORATION DETAIL

DRAWN BY:	T.V.C.	DATE: 05/18/94	REVISED BY:	H.J.W.	DATE: 07/13/01
REVISED BY:	H.J.W.	DATE: 04/29/03	DXF TO AUTOCAD-LT:	H.J.W.	DATE: 01/21/04
REVISED BY:	H.J.W.	DATE: 08/18/04	REVISED BY:	H.J.W.	DATE: 04/20/05
REVISED BY:	C.J.	DATE: 05/13/11	REVISED BY:	C.J.	DATE: 07/18/12
REVISED BY:	C.J.	DATE: 07/11/13	REVISED BY:	C.J.	DATE: 05/24/15
REVISED BY:	--	DATE: --	REVISED BY:	--	DATE: --
REVISED BY:	--	DATE: --	REVISED BY:	--	DATE: --
XGSS:	AUTOCAD LT. 2004		VIN:	ROADRES1.DWG	
FILE NUMBER:	2925C				

SHT 1 OF 1