

# Sewerage & Water Board of NEW ORLEANS

625 ST. JOSEPH STREET NEW ORLEANS, LA 70165 • 504-529-2837 OR 52-WATER www.swbno.org

## Addendum No. 1

Date: 11/4/2024

Your reference is directed to **Contract Number**: <u>2024-SWB-100 (Contract 2154)</u> for 24" Waterline Replacement Decatur St. (Dumaine St. – Governor Nicholls St.) St. Peter St. (Chartres St. – Royal St.) which is scheduled to open at <u>11:30 a.m.</u> **CST** on <u>December 4, 2024</u> for SWBNO Engineering Department.

This addendum provides for the following:

- 1) Advertisement Heading Correction
- 2) Missing Pages and Drawings Consisting of Appendixes
  - a) Appendix C
  - b) Appendix D
  - c) Appendix F

1. Advertisement Heading Correcton:

#### a. REMOVE LANGUAGE:

The Sewerage and Water Board of New Orleans is requesting bids for the West Power Complex Water and Drainage line Tie-ins including the water supply tie-in at the water main near Claiborne Avenue and associated piping to tie-in the water supply at the two tie-in locations installed under Contract 1415 – one tie-in in the southeast corner of the C8 basin, and one on the west side of the C7 basin in the levee (Monticello Avenue). Contract 1443 also includes stormwater drainage installation from the tie-in location as installed by Contract 1415, connecting to a box culvert in Claiborne Avenue.

#### b. REPLACE LANGUAGE WITH:

This Project consists of the installation of a new 24" waterline on Decatur St. and St. Peter St. from Dumaine St. to Governor Nicholls St. on Decatur St. and from Charters St. to Royal St. on St. Peter St. along with associated line stops, temporary waterlines, water valves, tie-ins at cross streets, service connections, etc. Also included is a full street reconstruction from the described limits including new concrete roadway pavement, sub-surface drainage system replacement, new sidewalk, and lining of the existing gravity sewer lines with new sewer service connections.

- 2. Replacement Appendixes
  - a. Appendix C (Pages 3-43)
  - b. Appendix D (Pages 44-55)

c. Appendix F (Pages 56-58)

The above revisions shall be incorporated in and take precedence over any conflicting part of the original proposal documents. This addendum is hereby officially made a part of the referenced proposal.

This addendum consists of 60 (60) pages.

\*\*\* END OF ADDENDUM \*\*\*

# APPENDIX C

Standard Drawings
Sewerage and Water Board of New Orleans

# Sewerage and Water Board of New Orleans

# **Standard Drawings**



Revised October 25, 2018

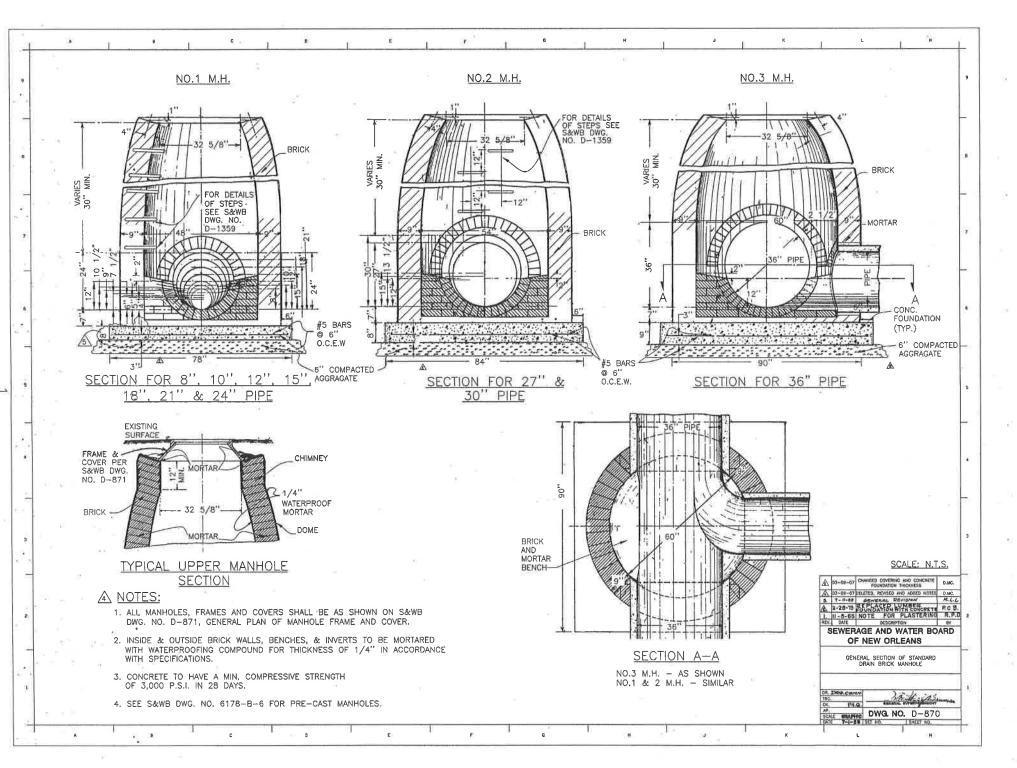
# INDEX OF STANDARD DRAWINGS

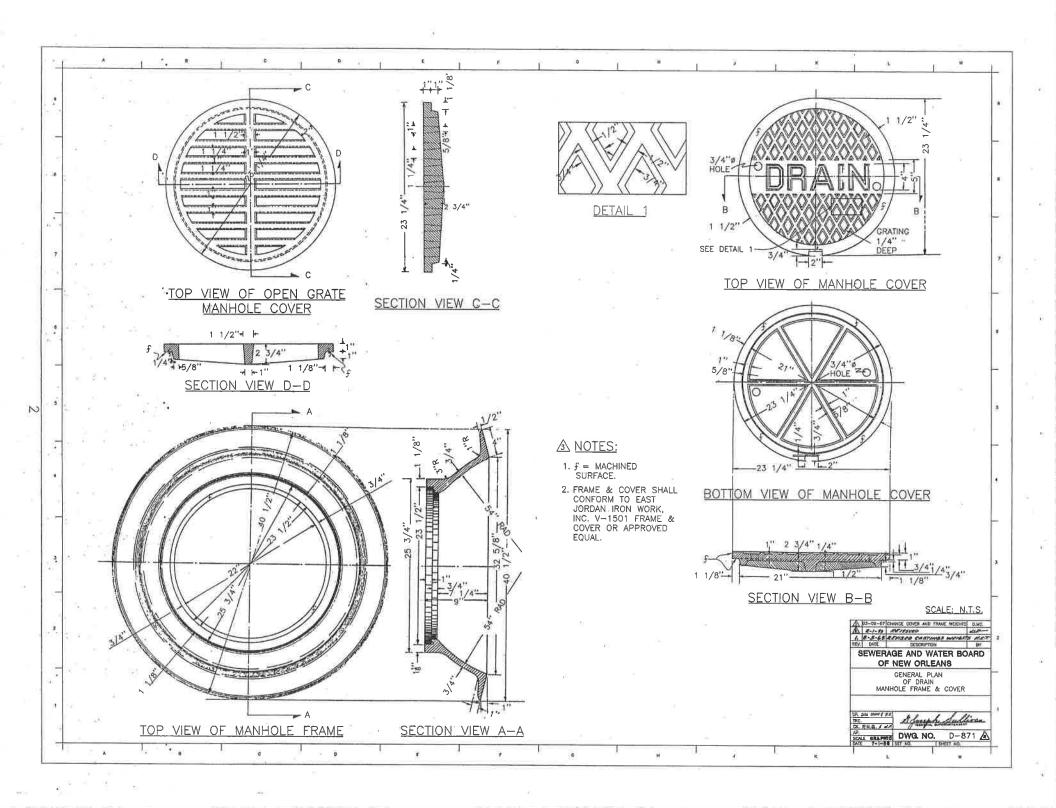
1. D-870	General section of standard drain brick manhole
2. D-871	General plan of drain manhole frame & cover
3. D-873	Detail of standard single vertical catch basin #1, 2 & 3
4. D-873A	Detail of standard double vertical catch basin
5. D-1359	Detail of steps for concrete & brick manholes
6. 2445-F-2	Rectangular frame and cover for meter or valve
7. 3143-E-1	Detail of sewer and water manhole castings
8. D-3264	Detail of standard 24"x 30" clear opening drop inlet catch basin
9. D-3340	Detail of standard manhole for circular pipe larger than 36"
10. D-3431-A	Detail of standard single mountable catch basin
11. D-3431-B	Detail of standard double mountable catch basin
12. D-3809	Typical sections of concrete pipe bedding from 12" to 42" pipe
13. D-3810	Typical sections of concrete pipe bedding from 48" to 72" pipe
14. D-3933	Typical sections of reinforced concrete arch pipe bedding from 22"x13 1/2" to 65"x 40"
15. D-3934	Typical sections of reinforced concrete arch pipe bedding from 73"x 45" to 122"x 78"
16. D-3937	Detail of standard manholes for large concrete arch pipe
17. 4697-E5-A	Typical standard and non-standard open trench sections for sewer pipe installation
18. 6178-B-6	Typical sewer brick manhole and drop manhole
19. 6178-B-6A	Typical pre-cast concrete manhole
20. 6179-F-2	Hydrant setting, details of valve box and cover, and valve manhole

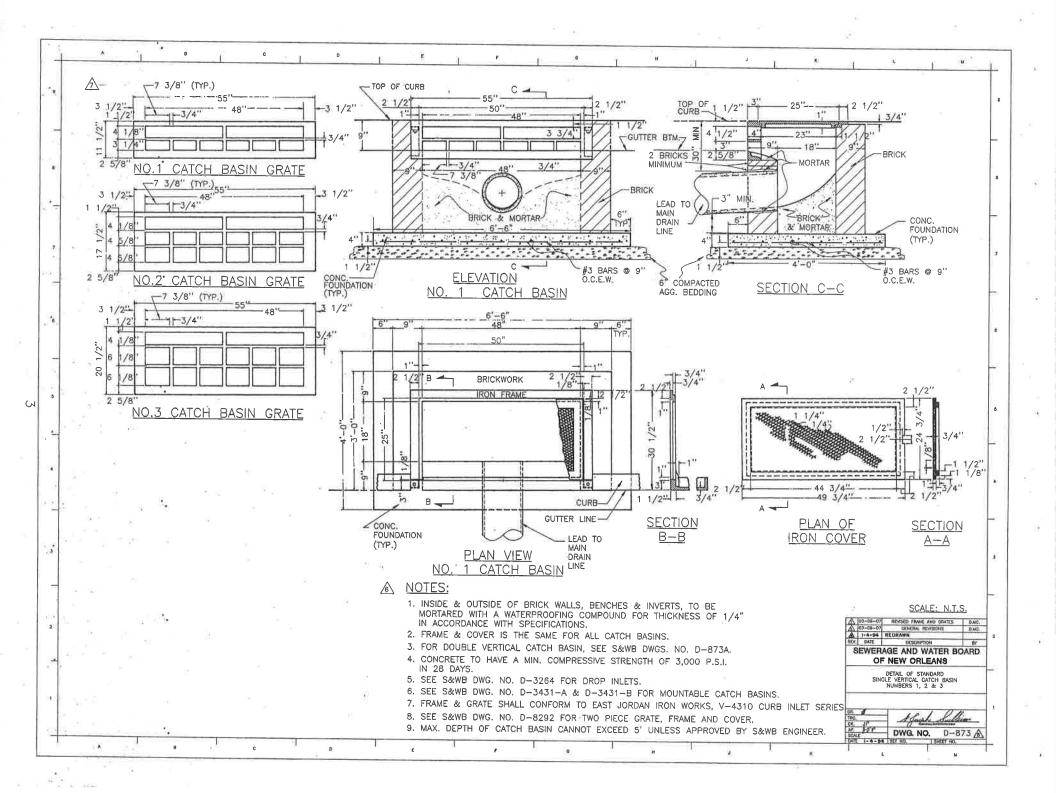
21. 6312-E5-A Typical sewer service connection for sewer main less than or equal to 8" deep 22. 6312-E5-B Typical sewer service connection for sewer main greater than 8' deep Test connection on new water mains (4" to 16") flushing and chlorination 23. 7004-W Pressure test connection on new water mains (18" and larger), flushing and 24. 7005-W chlorination 25. 7134A-W Typical water service connection Water meter service connection for 5/8" and 1" fixed meter box 26. 7134-W Special fabricated steel cover for canal cleanout manhole 27. 7165-D 2" & 1 1/2" meter service connection 28. 7332-W Typical sewer and drain siphon detail & pipe/wall connections 29. 8178-SD 30. 8180-SD Manhole adjustment and rehabilitation Vertical catch basin two piece grate, frame and cover ductile iron 31. 8292-D Single combination catch basin - manhole structure 32. 8319-D Above ground assembly-fire and domestic 33. 8353-W1 Above ground assembly-fire only 34. 8353-W2

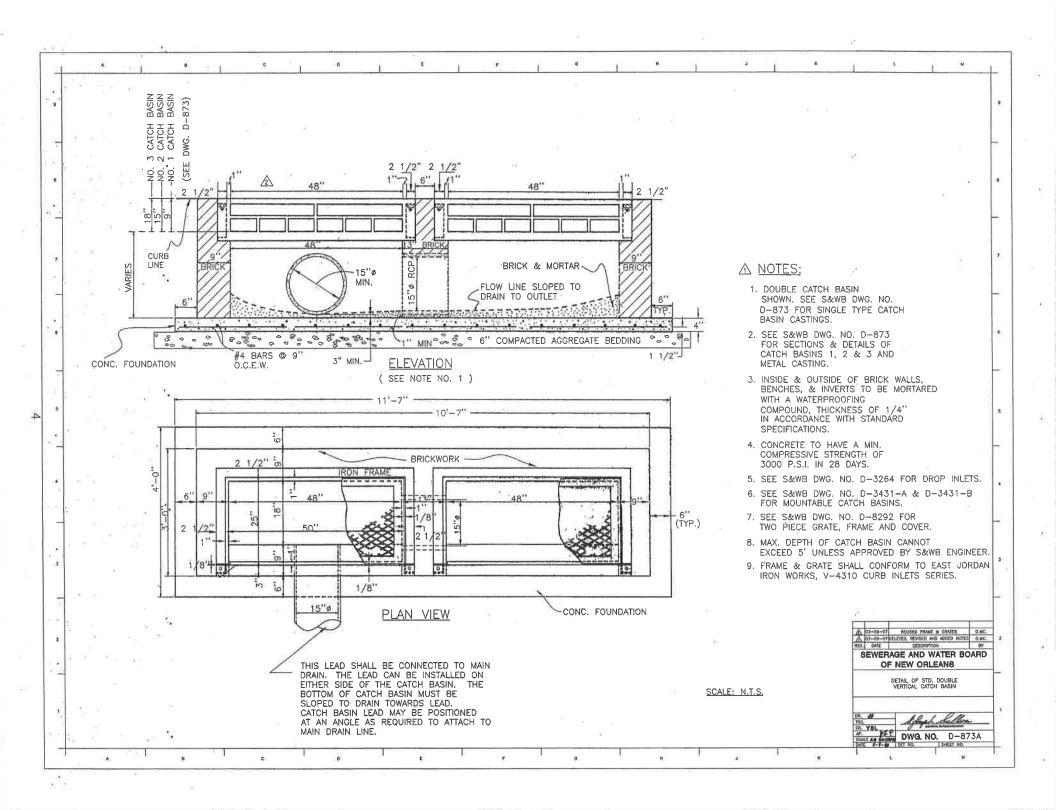
Above ground assembly-domestic only

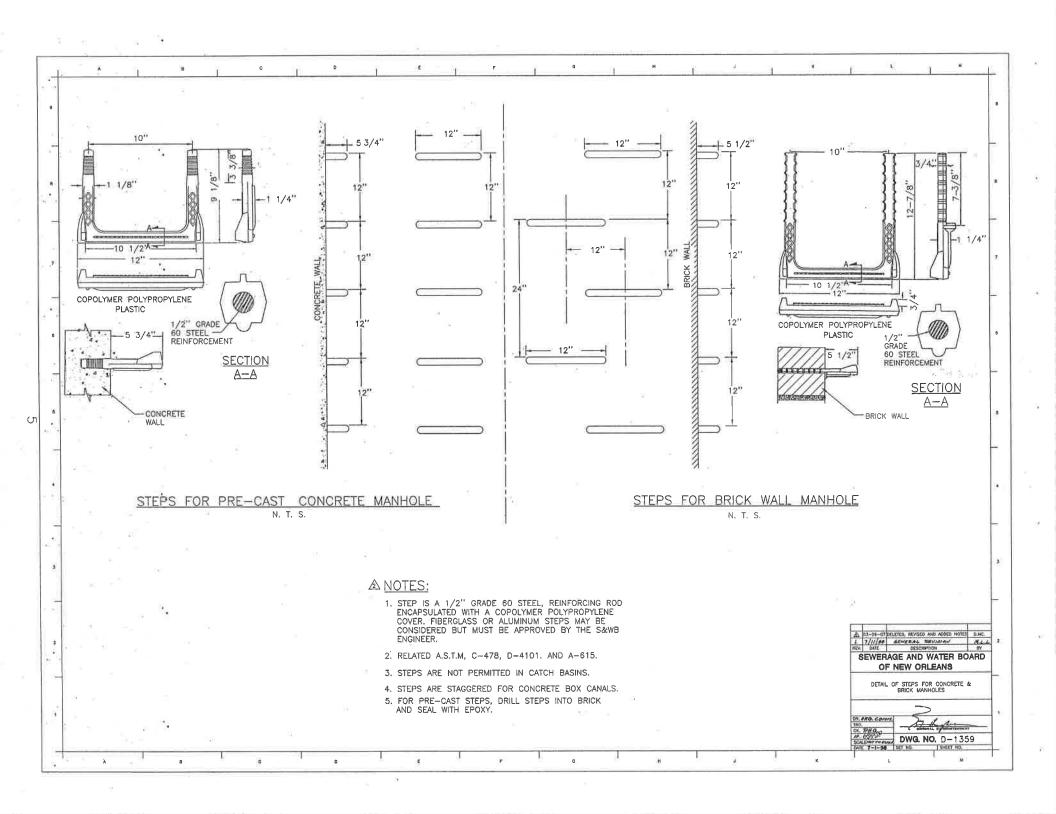
35. 8353-W3

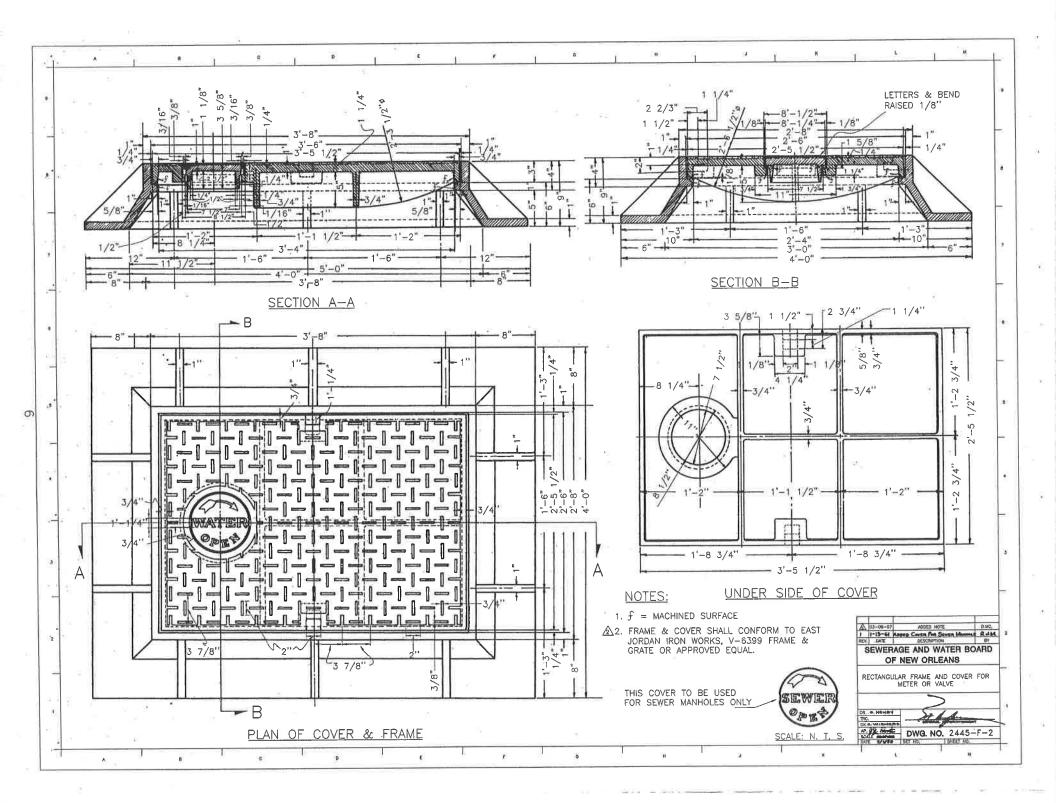


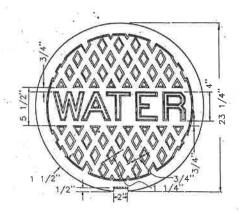




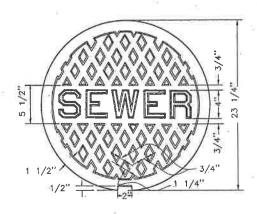




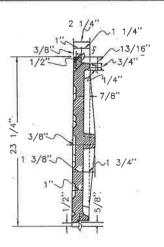




TOP VIEW OF WATER MANHOLE COVER

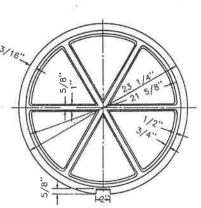


TOP VIEW OF SEWER MANHOLE COVER

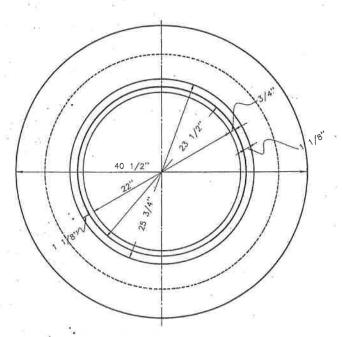


CROSS SECTION OF

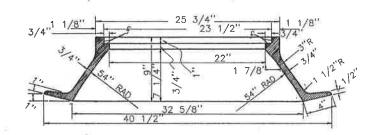
MANHOLE COVER
(SEWER & WATER)



BOTTOM VIEW OF MANHOLE COVER (SEWER & WATER)



PLAN OF FLARING FRAME MANHOLE



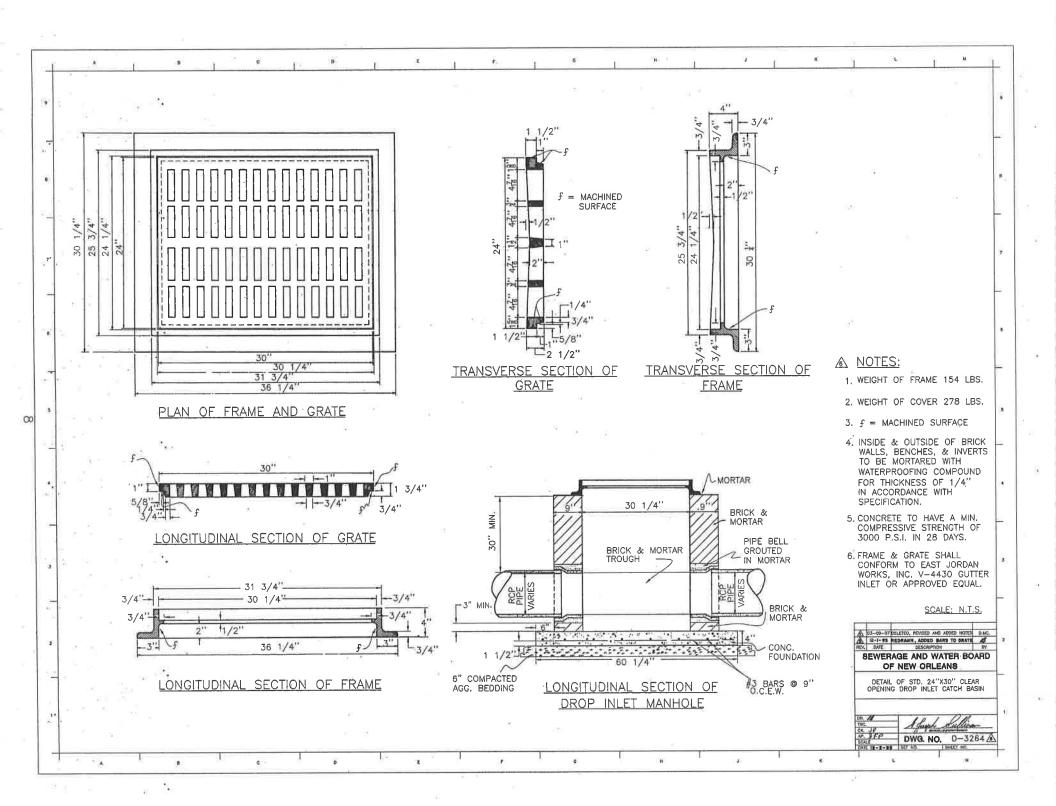
CROSS SECTION OF FLARING
MANHOLE FRAME
(SEWER & WATER)

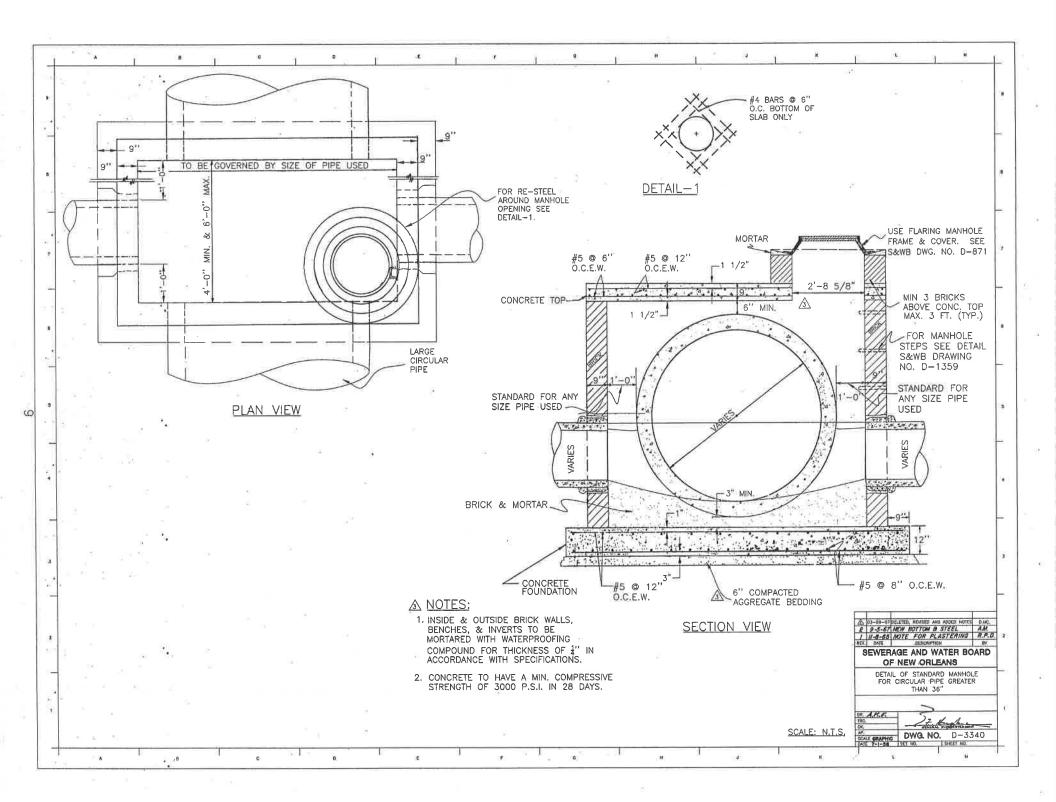
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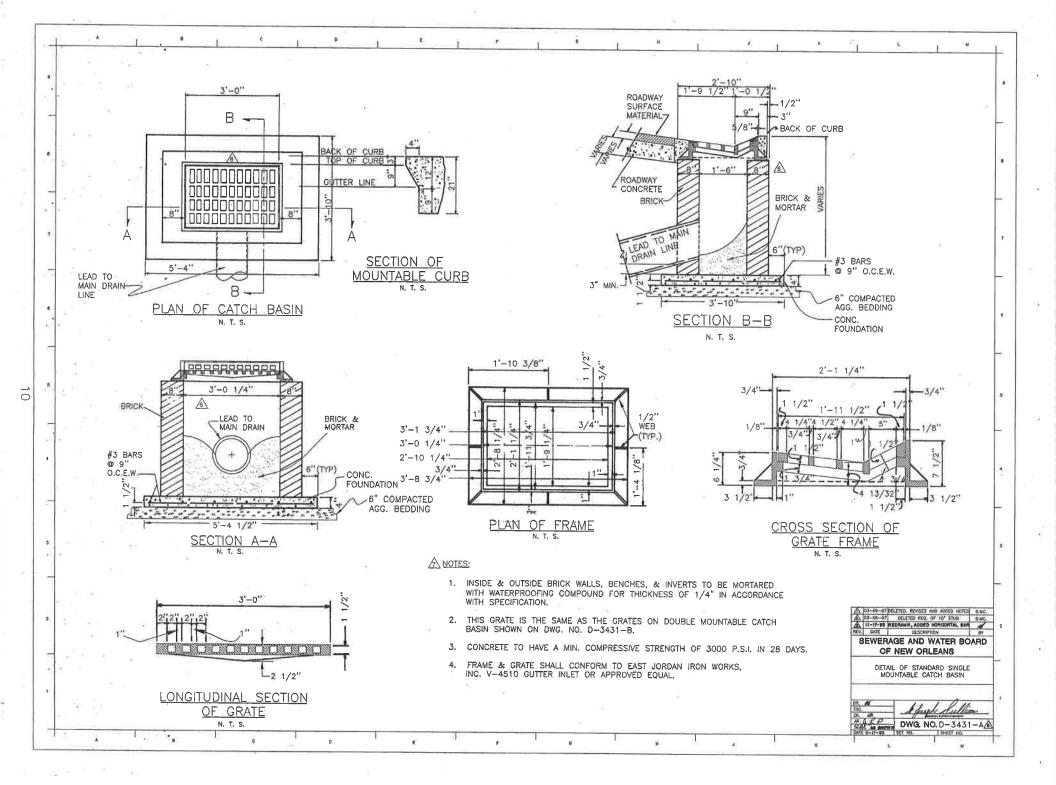
- 1. f = MACHINED SURFACE
- FRAME & COVER SHALL CONFORM TO EAST JORDAN IRON WORKS, V-1501 FRAME AND COVER.

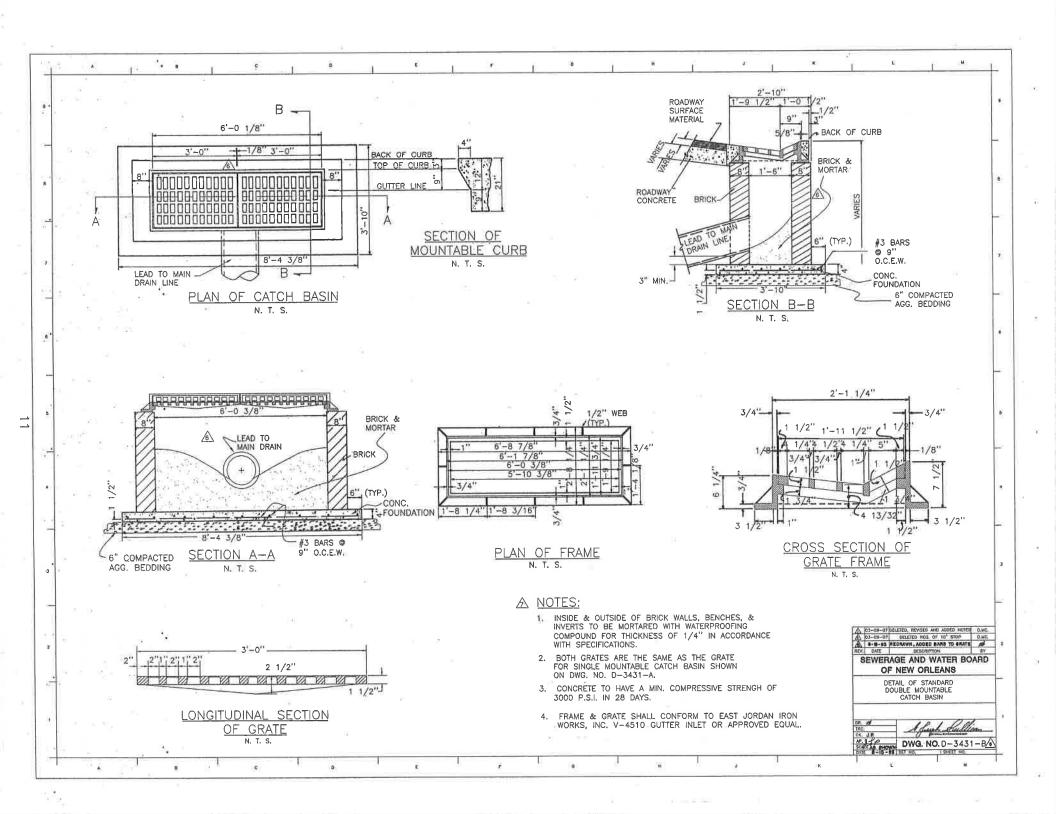


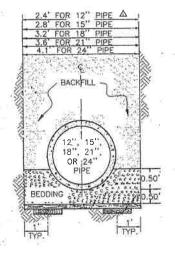
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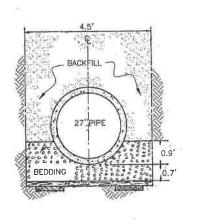


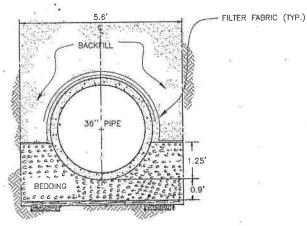




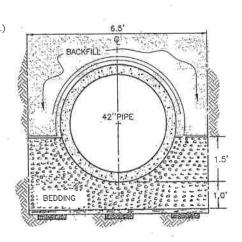




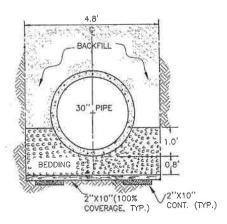




2



CONCRETE PIPE BEDDING SECTIONS FROM 12" TO 42"



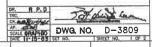
## A NOTES:

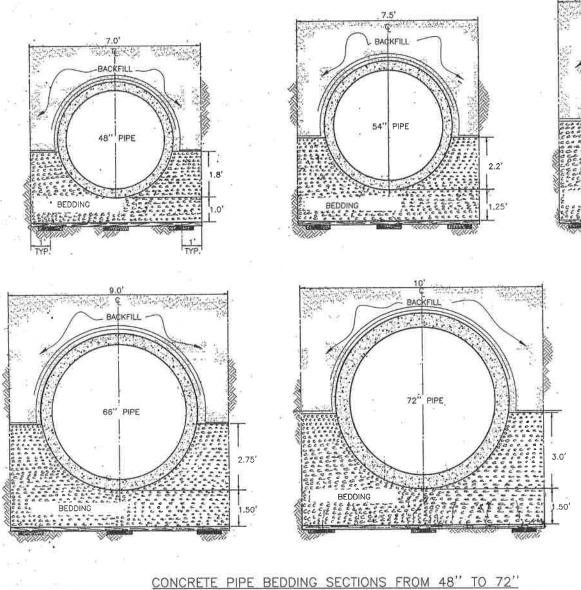
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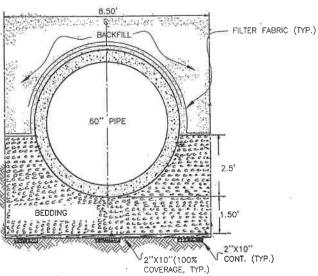
- 1. SECTIONS TO BE APPLICABLE FOR SIZE PIPE BEING INSTALLED.
- 2. FOUNDATION LUMBER SHALL CONSIST OF A CONTINUOUS TRANSVERSE LAYER OF 2" BOARDS (MIN. 8" WIDE) ON 2"X10" SILLS DRIVEN INTO SOIL.
- 3. BEDDING SHALL BE PUMPED SAND, INSTALLED IN 12" LIFTS AND COMPACTED TO 95% OF MAX. DENSITY FOR PIPES 36" AND GREATER, BEDDING SHALL BE COMPACTED AGGREGATE.
- 4. BACKFILL MATERIAL TO BE PUMPED SAND INSTALLED IN 12" LIFTS AND COMPACTED TO 95% OF MAX. DENSITY.
- 5. IF THE WORKING SURFACE OF SOIL BENEATH THE PIPE IS CONSIDERED UNACCEPTABLE BY THE S&WB INSPECTOR, THE SOIL MUST BE REMOVED DOWN TO STABLE AND ACCEPTABLE MATERIAL, AND REPLACED WITH COMPACTED PUMPED SAND.
- 6. ALL PIPE JOINTS TO BE WRAPPED WITH 2' WIDE FILTER CLOTH WITH 3 FT. MIN. OVERLAP.
- 7. ALL PIPE TO BE RCP CLASS III UNLESS OTHERWISE NOTED.



TYPICAL SECTIONS OF CONCRETE PIPE BEDDING FROM 12" TO 42" PIPE

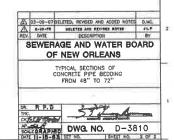




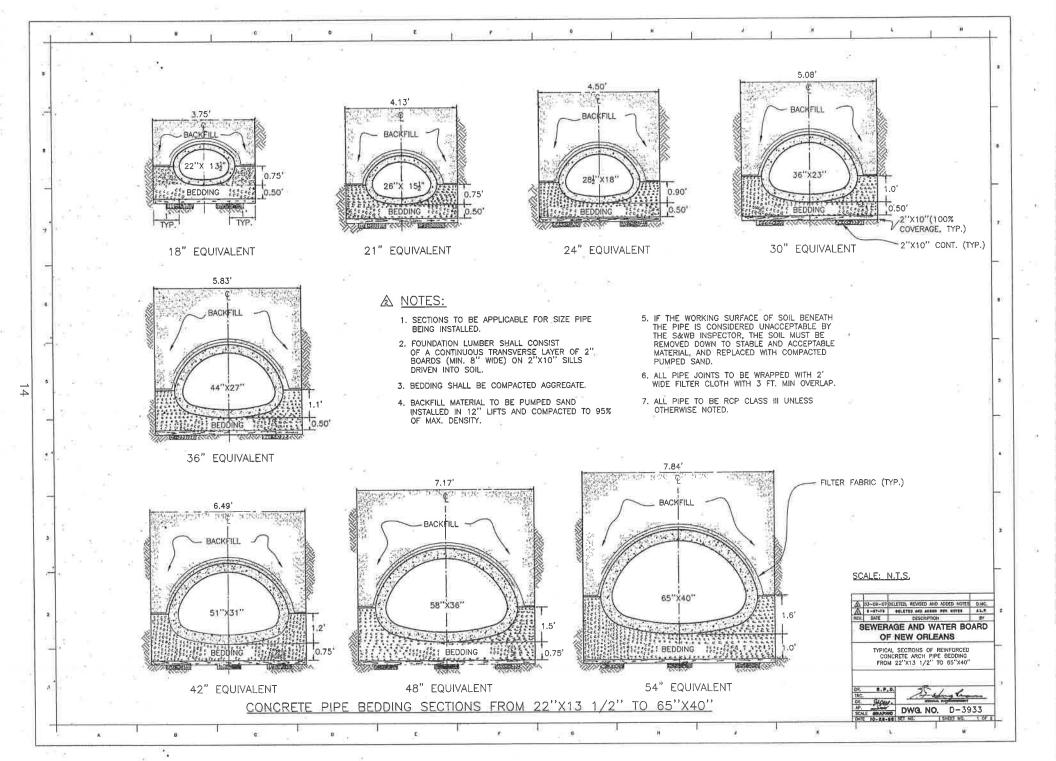


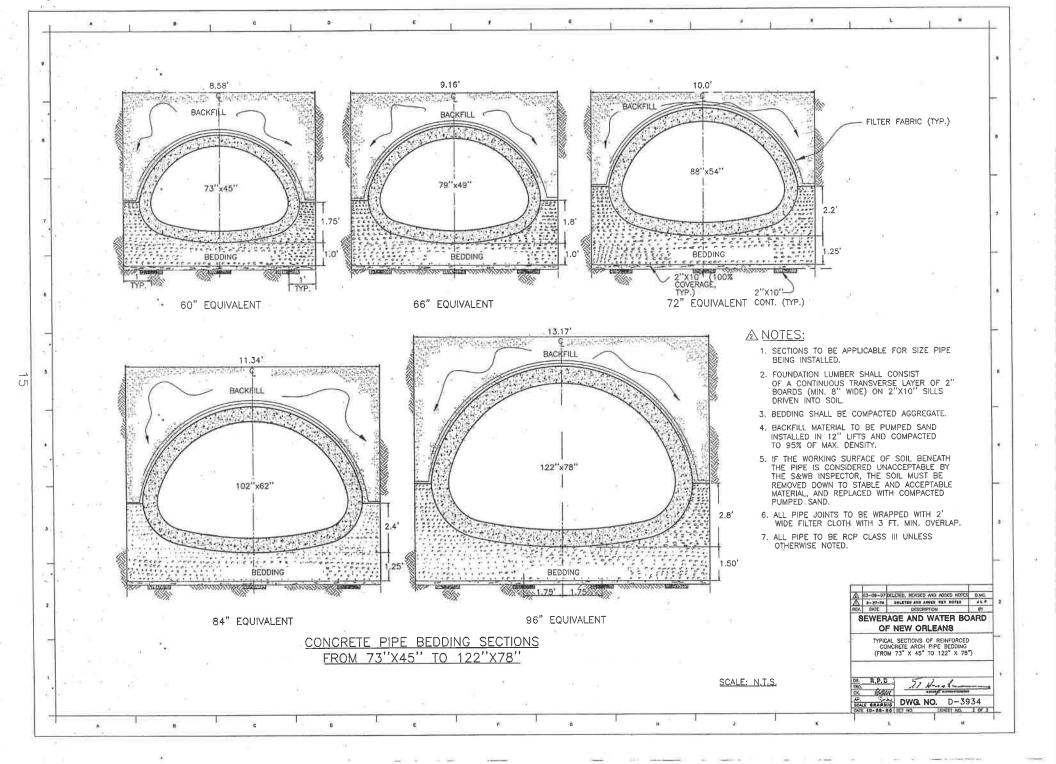
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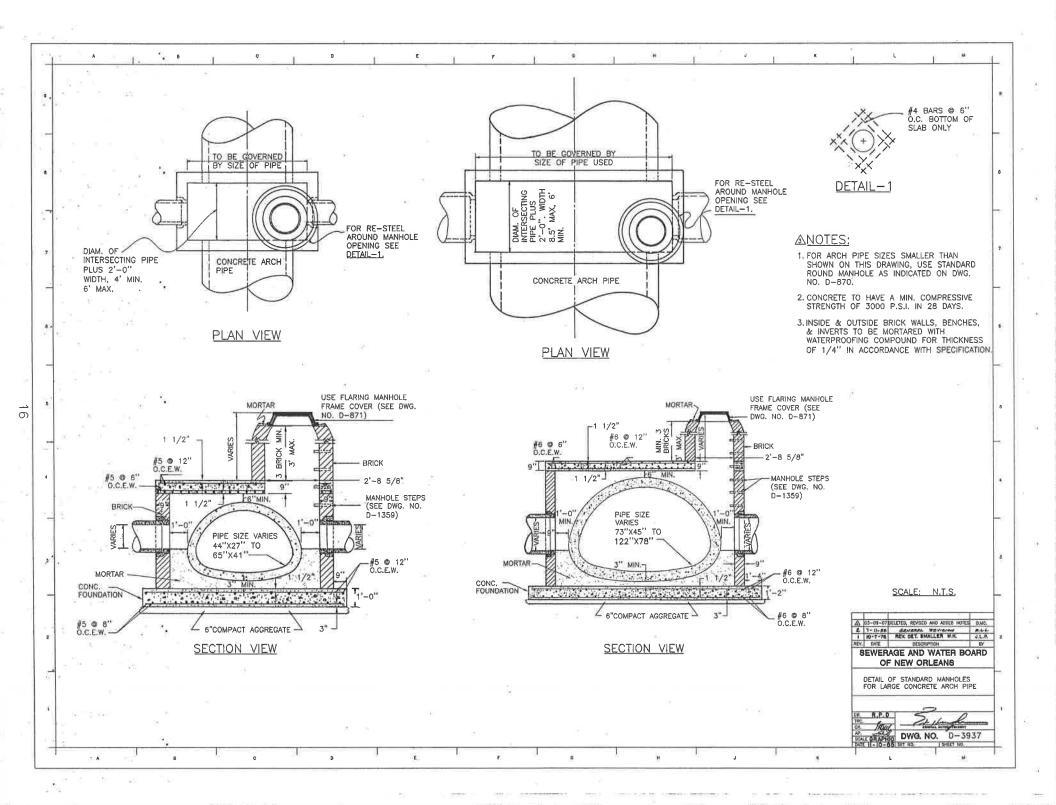
- 1. SECTIONS TO BE APPLICABLE FOR SIZE PIPE BEING INSTALLED.
- FOUNDATION LUMBER SHALL CONSIST.
   OF A CONTINUOUS TRANSVERSE LAYER OF 2"
   BOARDS (MIN. 8" WIDE) ON 2"X10" SILLS
   DRIVEN INTO SOIL.
- 3. BEDDING SHALL BE COMPACTED AGGREGATE.
- BACKFILL MATERIAL TO BE PUMPED SAND INSTALLED IN 12" LIFTS AND COMPACTED TO 95% MAX. DENSITY.
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- ALL PIPE JOINTS TO BE WRAPPED WITH 2' WIDE FILTER CLOTH WITH 3 FT. MIN. OVERLAP.
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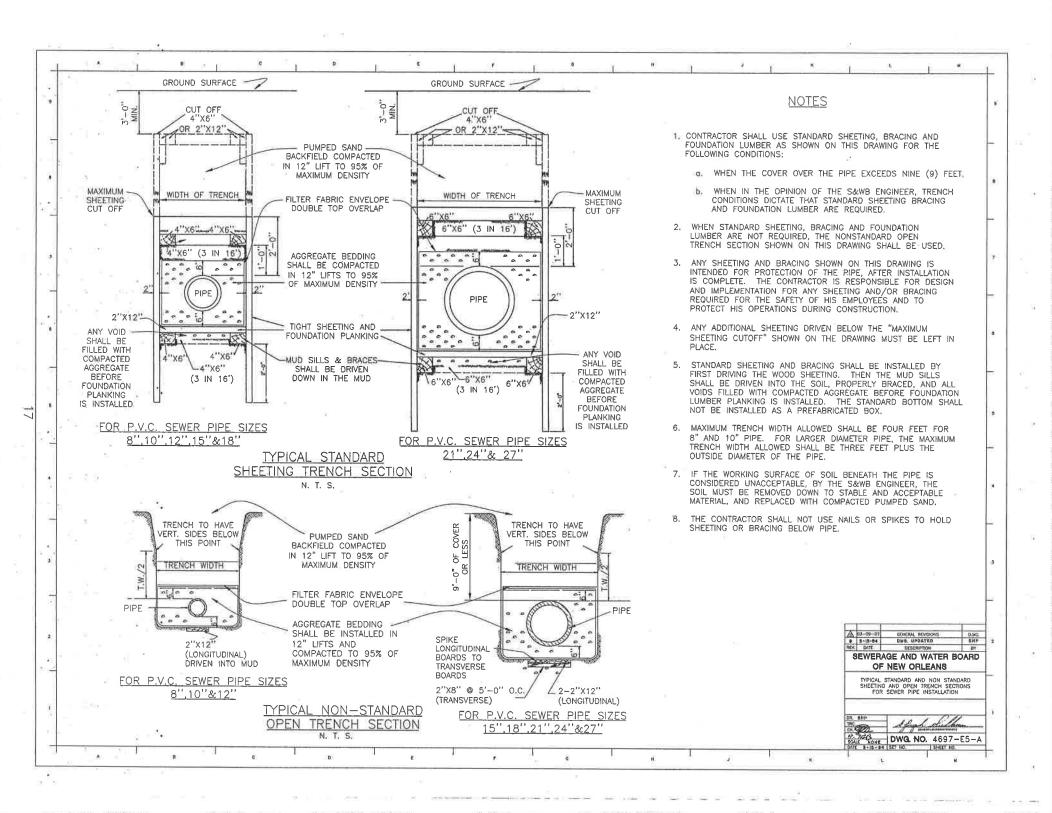


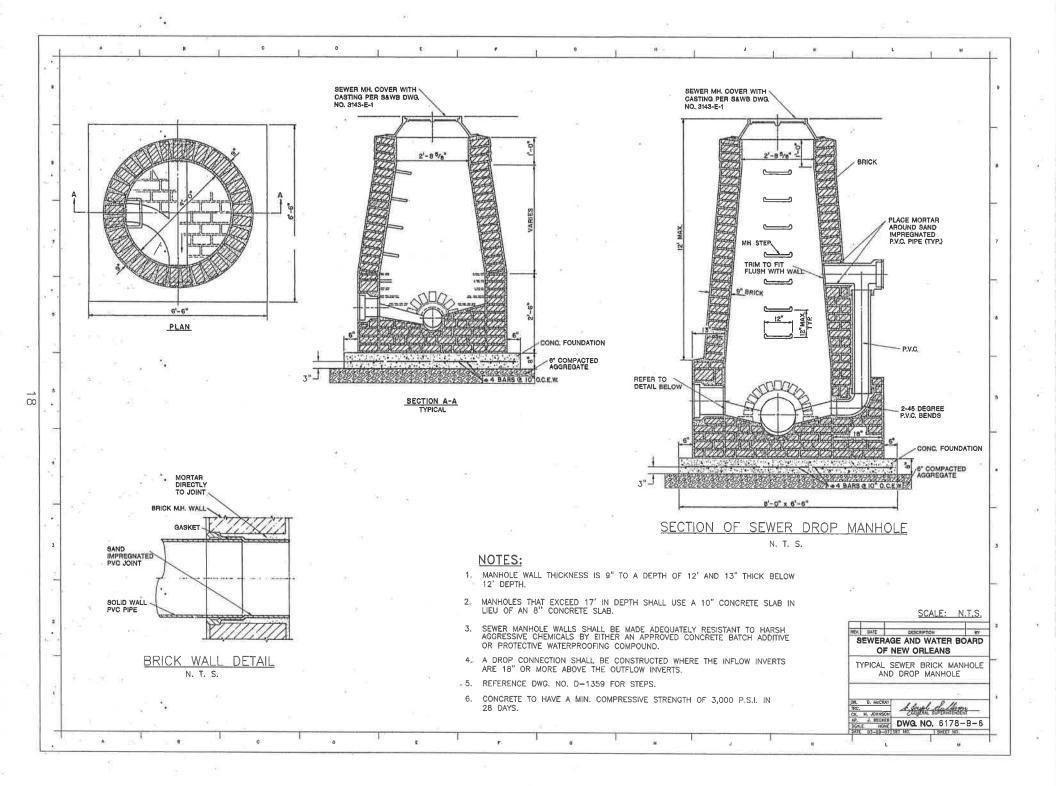
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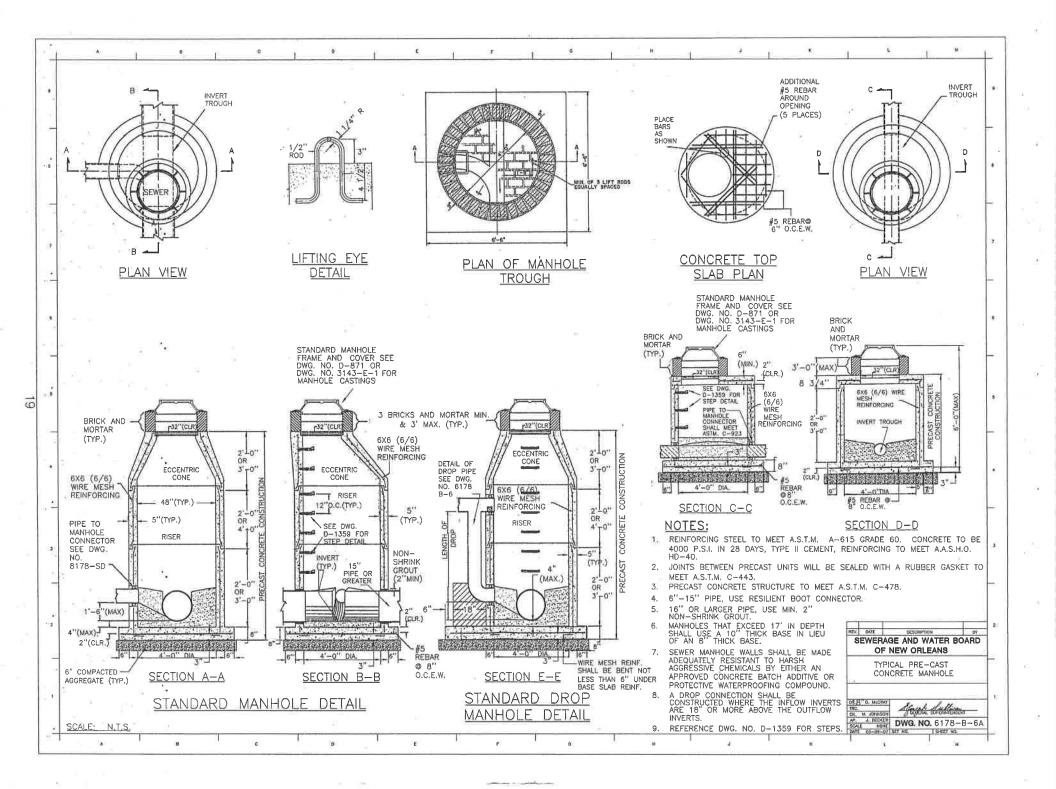


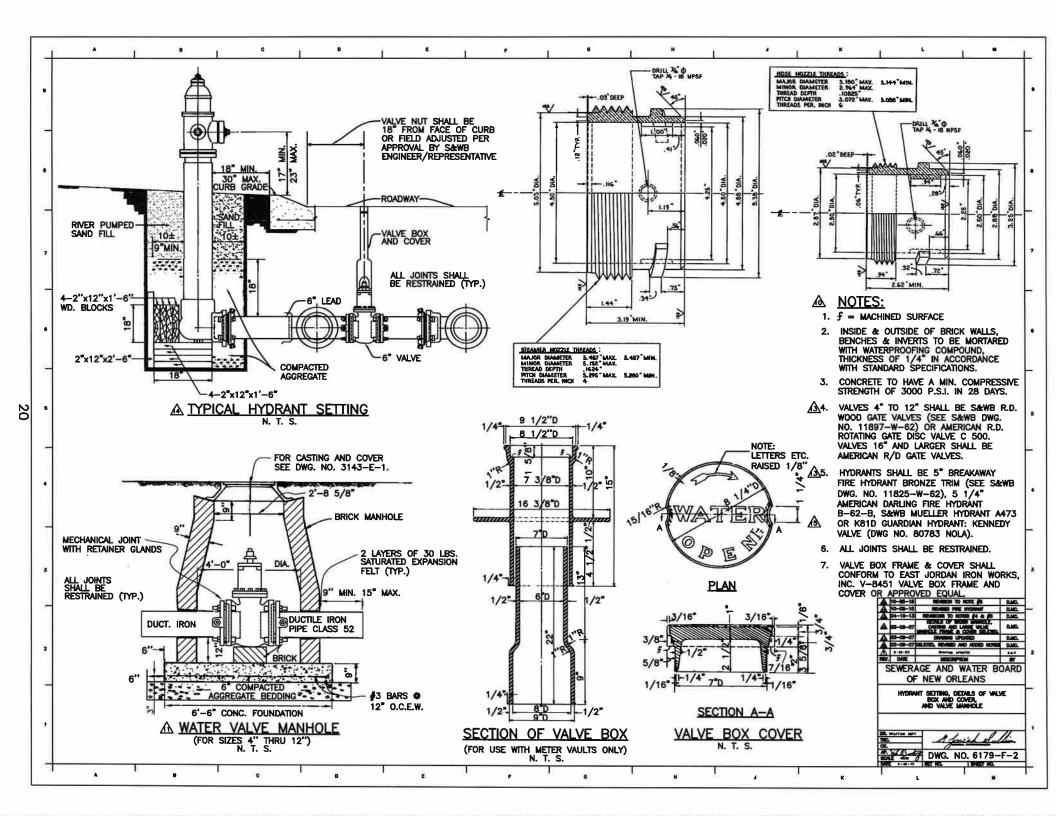


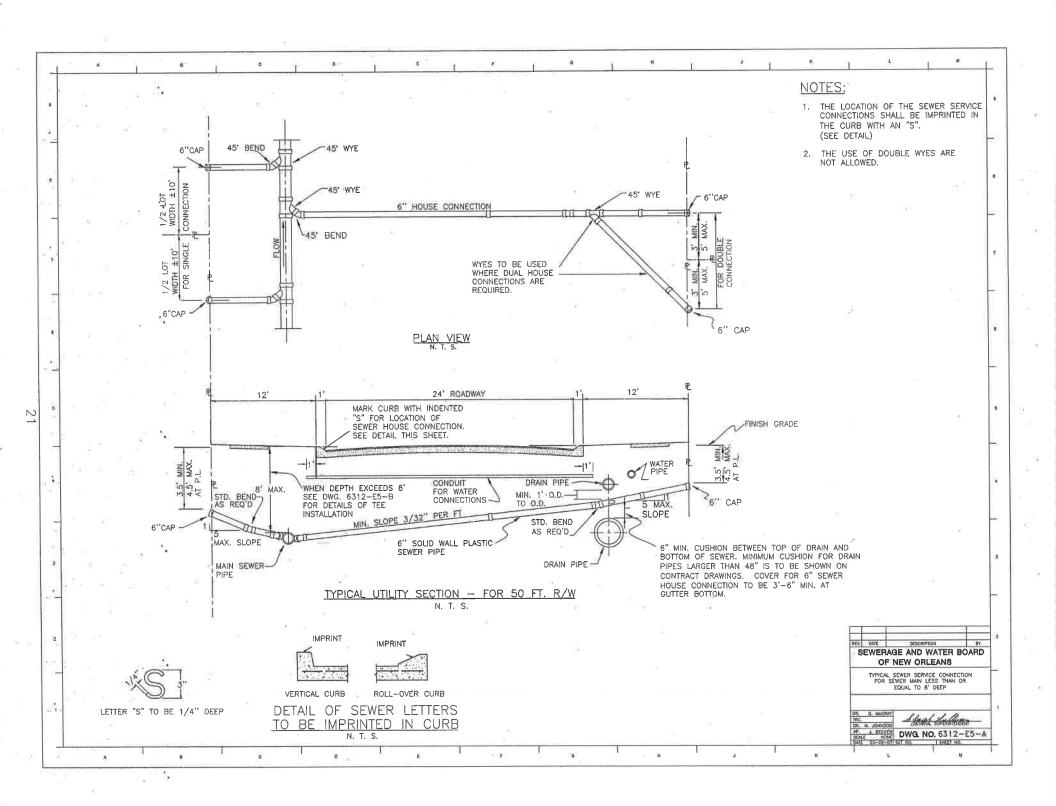


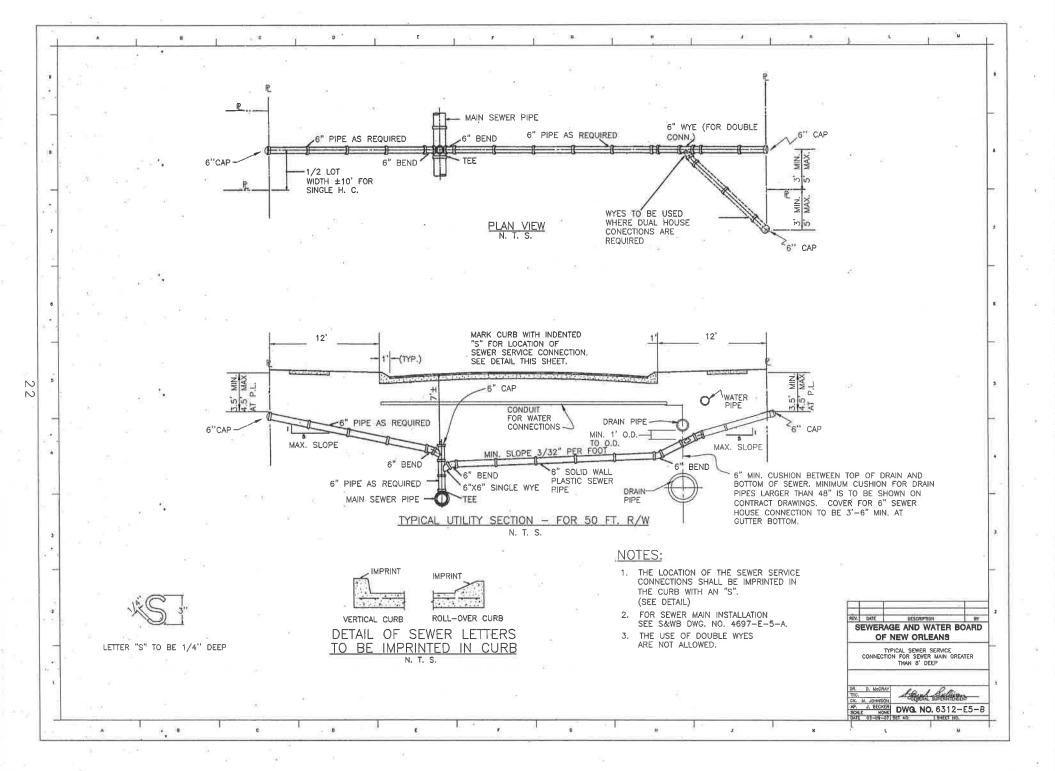


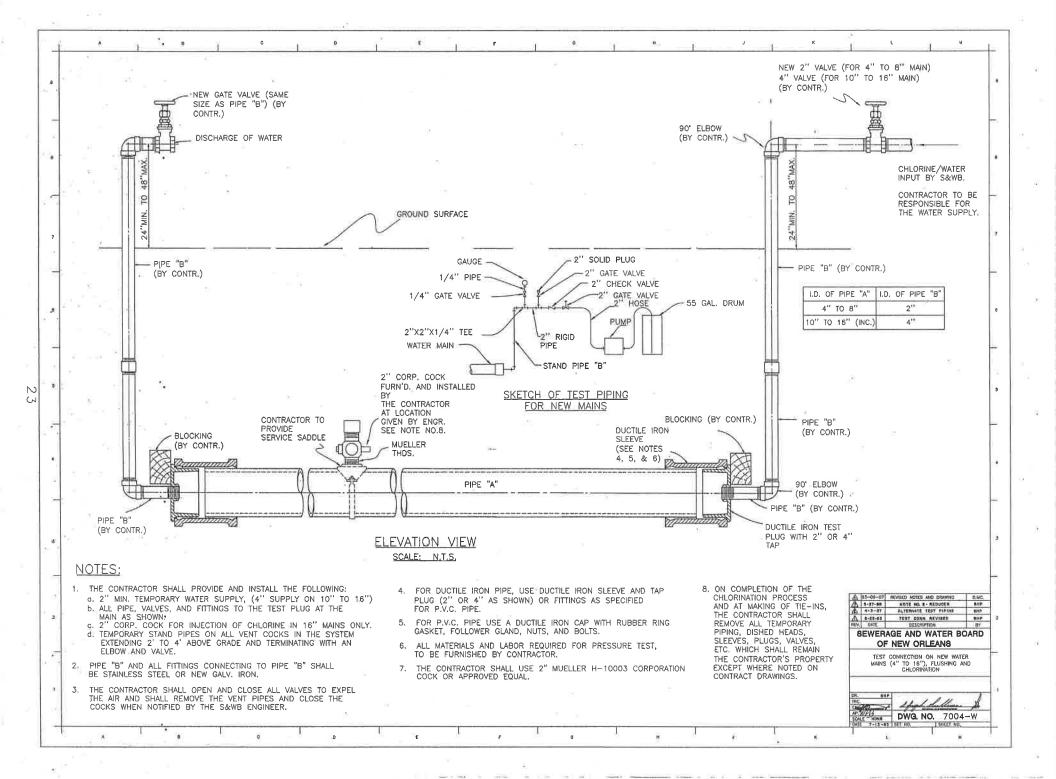


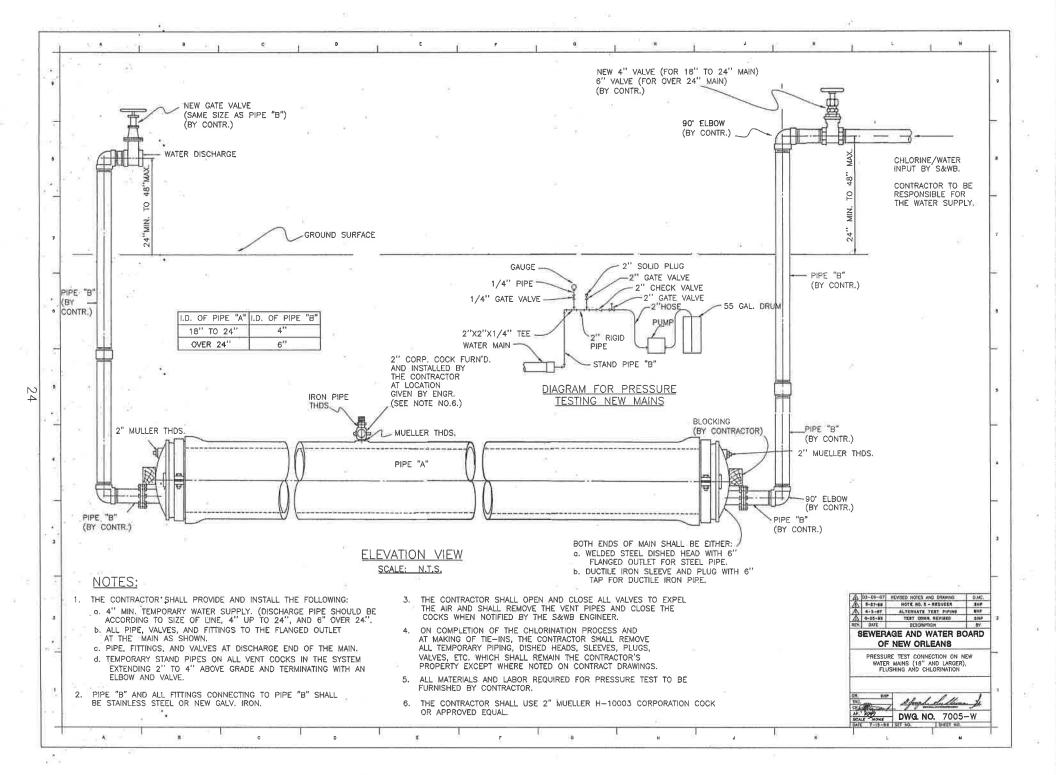


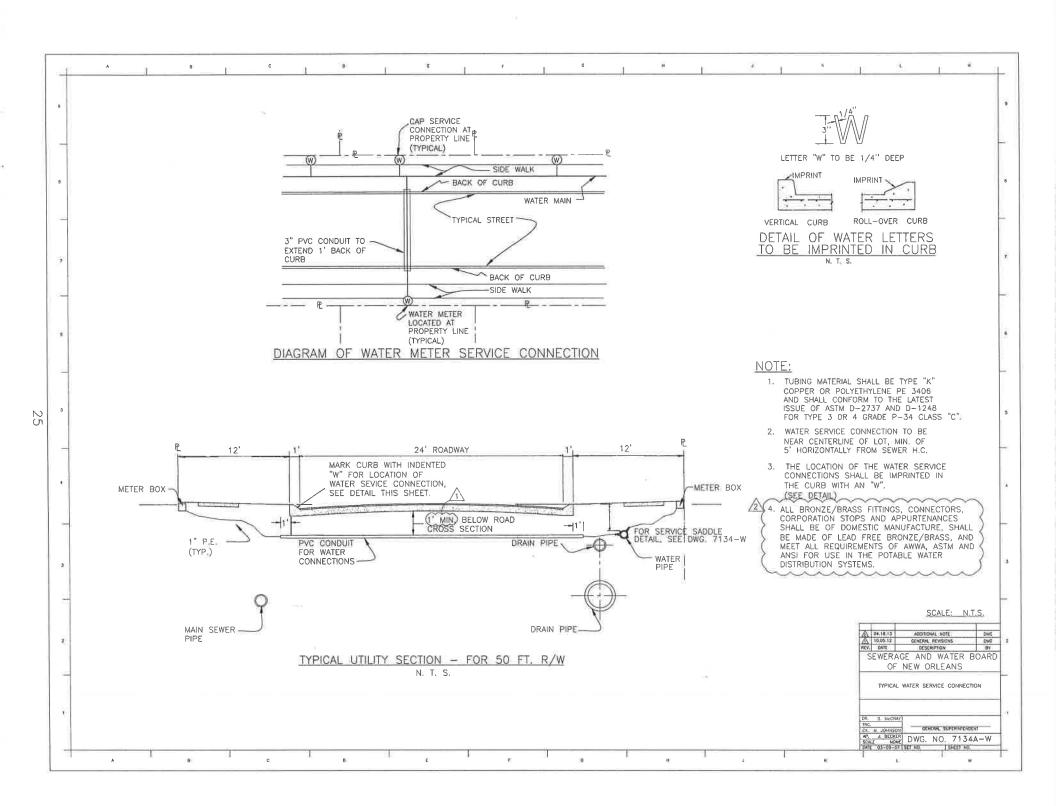


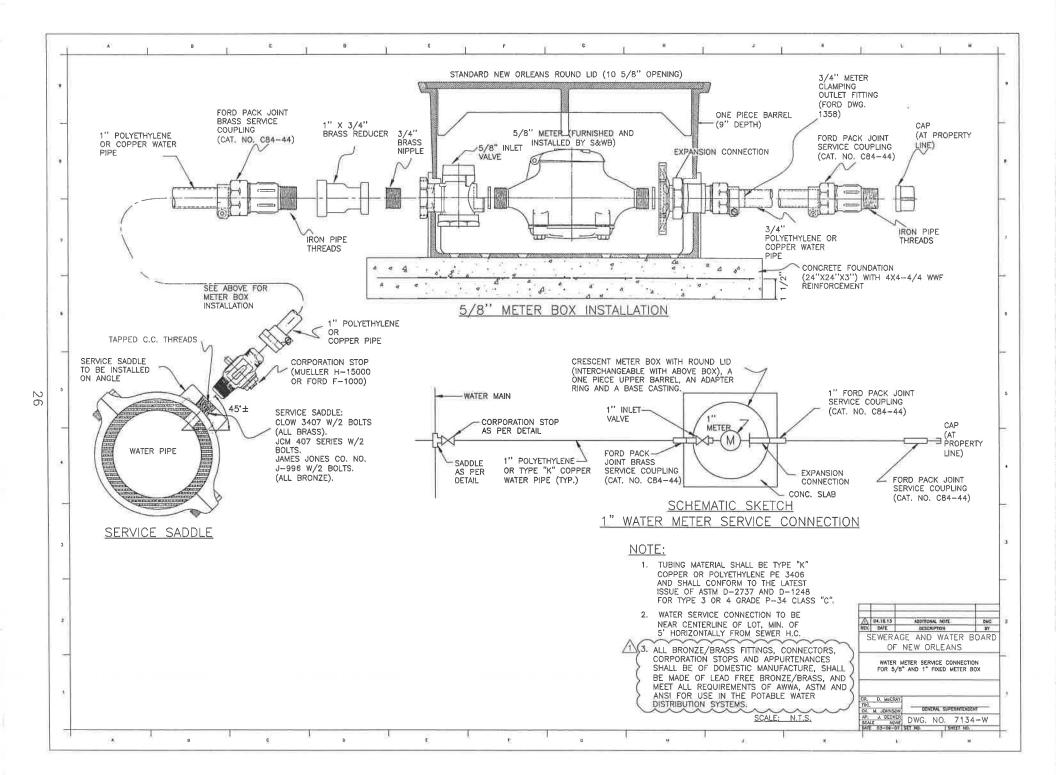


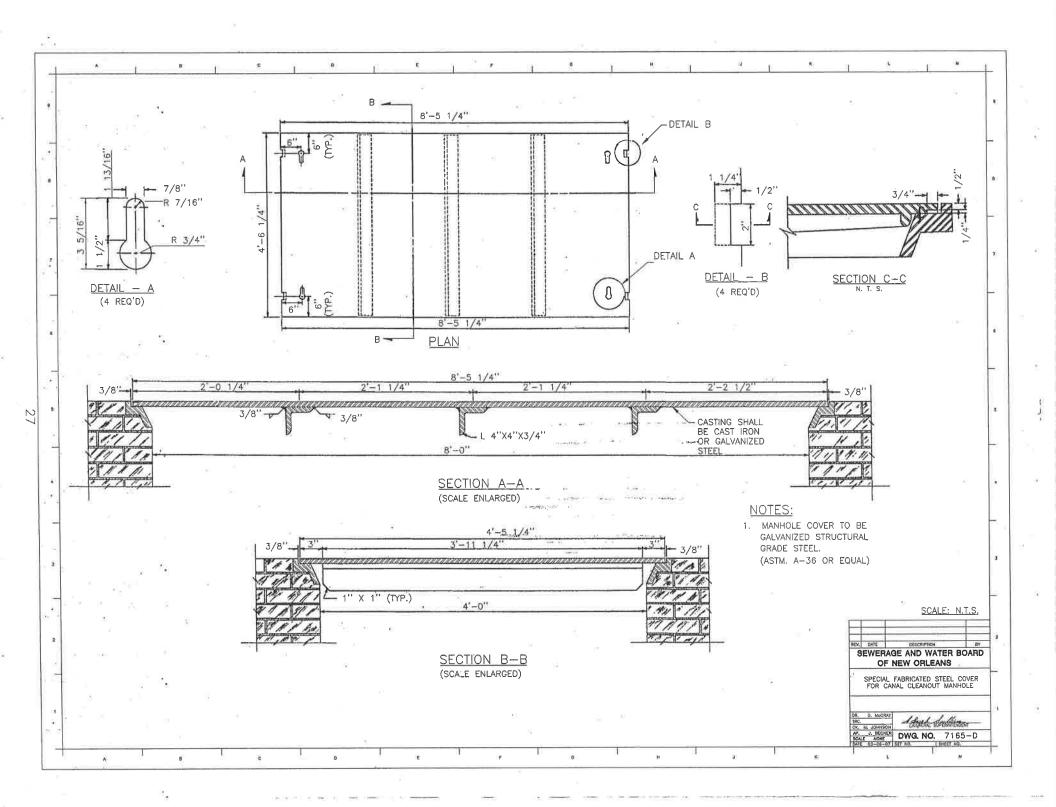


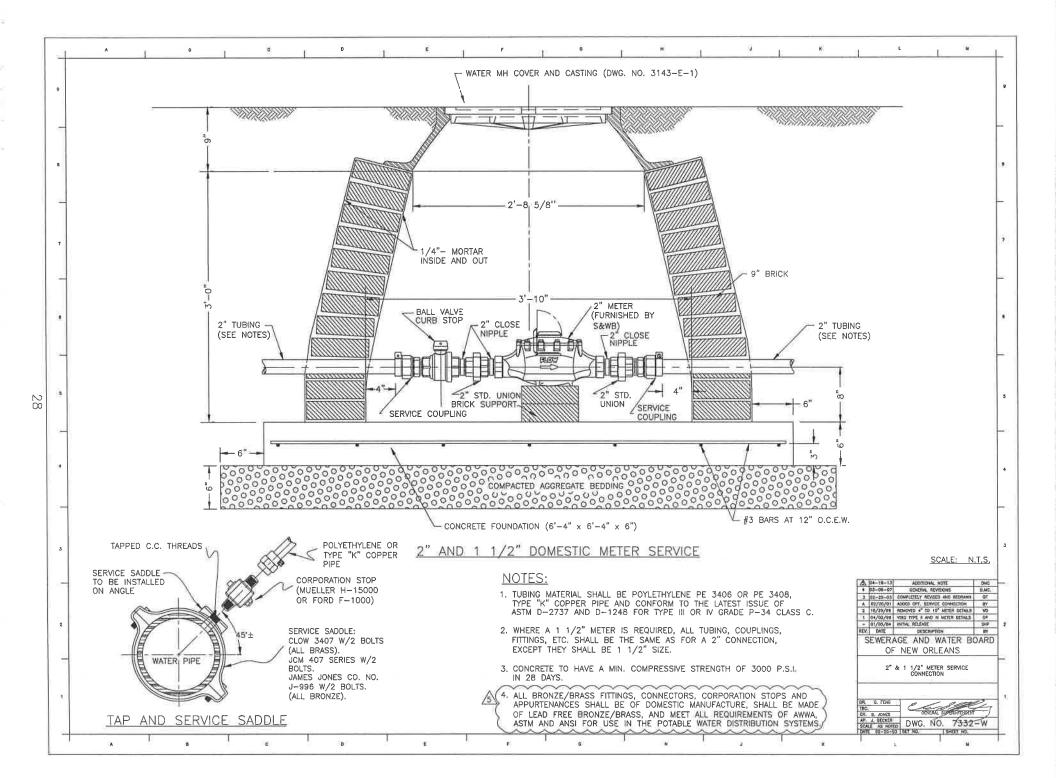


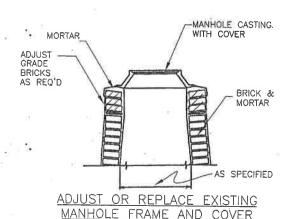


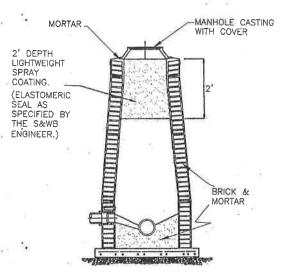




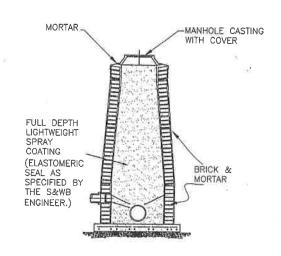








MANHOLE REHABILITATION 2' DEPTH WITH SPRAY APPLED STRUCTURAL CEMENTITIOUS LINER

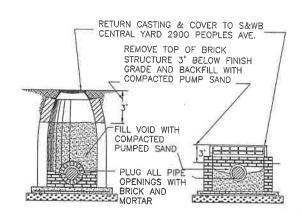


NOTES:

1. LOCATION OF LINER MAY VARY AS SPECIFIED BY THE S&WB ENGINEER.

G

MANHOLE REHABILITATION FULL DEPTH WITH SPRAY APPLIED STRUCTURAL CEMENTITIOUS LINER

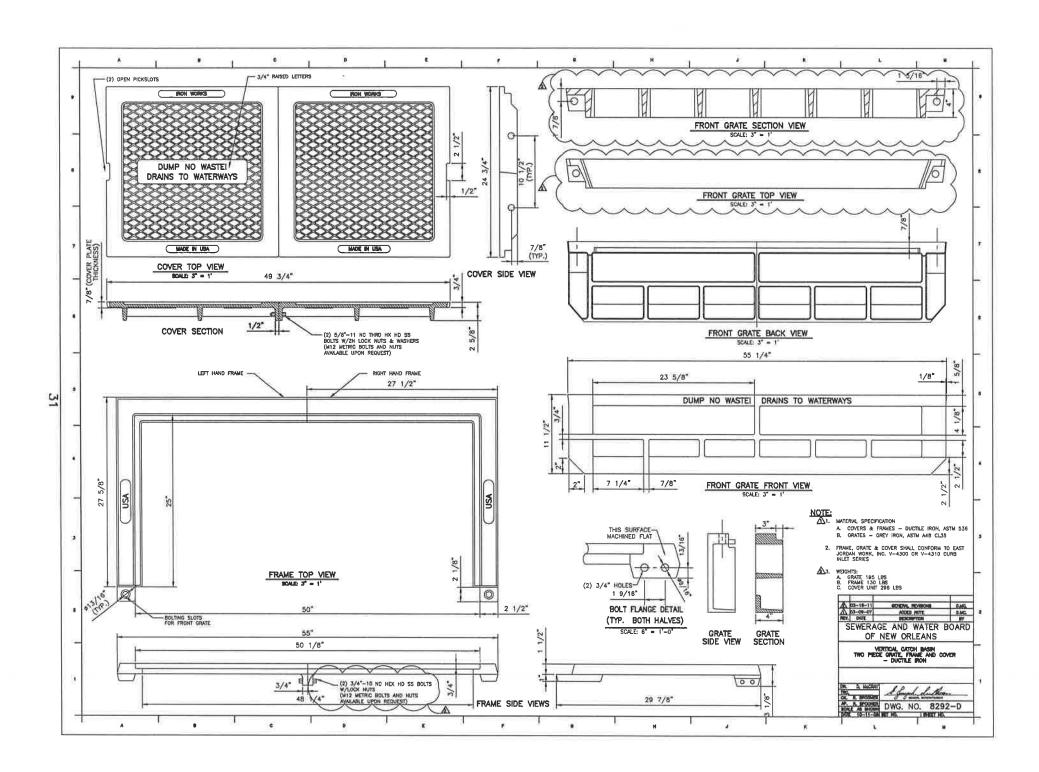


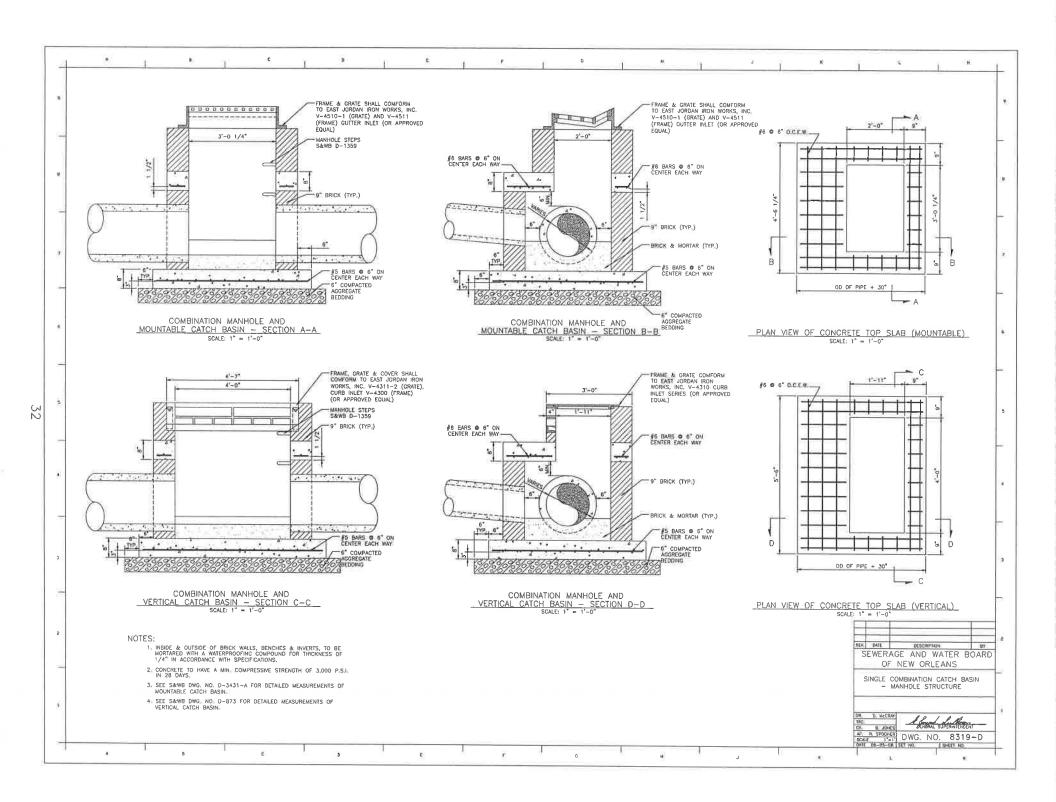
TYPICAL ABANDON MANHOLE AND CATCH BASIN DETAIL

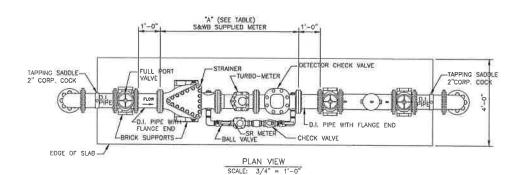
SCALE: N.T.S. SEWERAGE AND WATER BOARD OF NEW ORLEANS MANHOLE ADJUSTMENT AND REHABILITATION U. BECKER DWG. NO. 8180-SD

I SHEET NO.

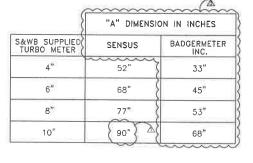
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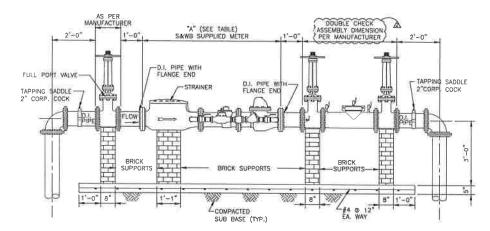






6





#### SCALE: 3/4" = 1'-0"

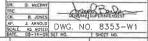
#### NOTES:

- THE METER SHALL BE INSTALLED AS RECEIVED FROM THE S&WB METER DEPARTMENT AND MAY NOT BE MODIFIED IN ANY MANNER.
- 2. THE METER LOCATION SHALL NOT EXCEED 15' INSIDE THE PROPERTY LINE.
- 3. BACKFLOW PREVENTERS MUST BE LISTED AND CERTIFIED IN ACCORDANCE WITH THE UNIVERSITY OF SOUTHERN CALIFORNIA (USC) FOUNDATION FOR CROSS—CONNECTION CONTROL AND HYDRAULIC RESEARCH.
- 4. CONTRACTOR TO VERIFY WHICH TYPE OF METER WILL BE SUPPLIED BY THE S&WB METER DEPARTMENT.

4	06/10/13	CENERAL NEVIGORS	DMC
1	05/02/13	DEHEMAL REVISIONS	BMC
A	01/26/11	MENSED "A" DIMENSION IN INCHES FOR 10"	DIVE
NCY.	DATE	DESCRIPTION	By
S		AGE AND WATER BO	ARC

FIRE AND DOMESTIC

ABOVE GROUND ASSEMBLY DETAIL

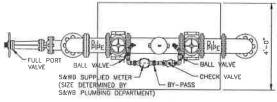


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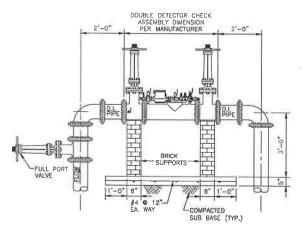
. .

6





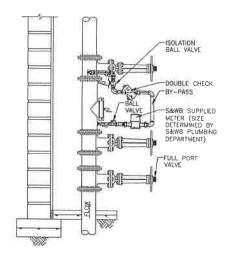
PLAN VIEW SCALE: 3/4" = 1'-0"



DOUBLE DETECTOR CHECK ASSEMBLY BACKFLOW PREVENTER DETAIL HORIZONTAL INSTALLATION SCALE: 3/4" = 1'-0"

#### NOTES:

- THE METER SHALL BE INSTALLED AS RECEIVED FROM THE S&WB METER DEPARTMENT AND MAY NOT BE MODIFIED IN ANY MANNER.
- THE METER LOCATION SHALL NOT EXCEED 15' INSIDE THE PROPERTY LINE.
- 3. DOMESTIC SERVICE CAN BE TAPPED BEFORE FULL PORT VALVE.
- 4. BACKFLOW PREVENTERS MUST BE LISTED AND CERTIFED IN ACCORDANCE WITH THE UNIVERSITY OF SOUTHERN CALIFORNIA (USC) FOUNDATION FOR CROSS—CONNECTION CONTROL AND HYDRAULIC RESEARCH.



DOUBLE DETECTOR CHECK ASSEMBLY BACKFLOW PREVENTER DETAIL VERTICAL INSTALLATION SCALE: 3/4" = 1'-0"

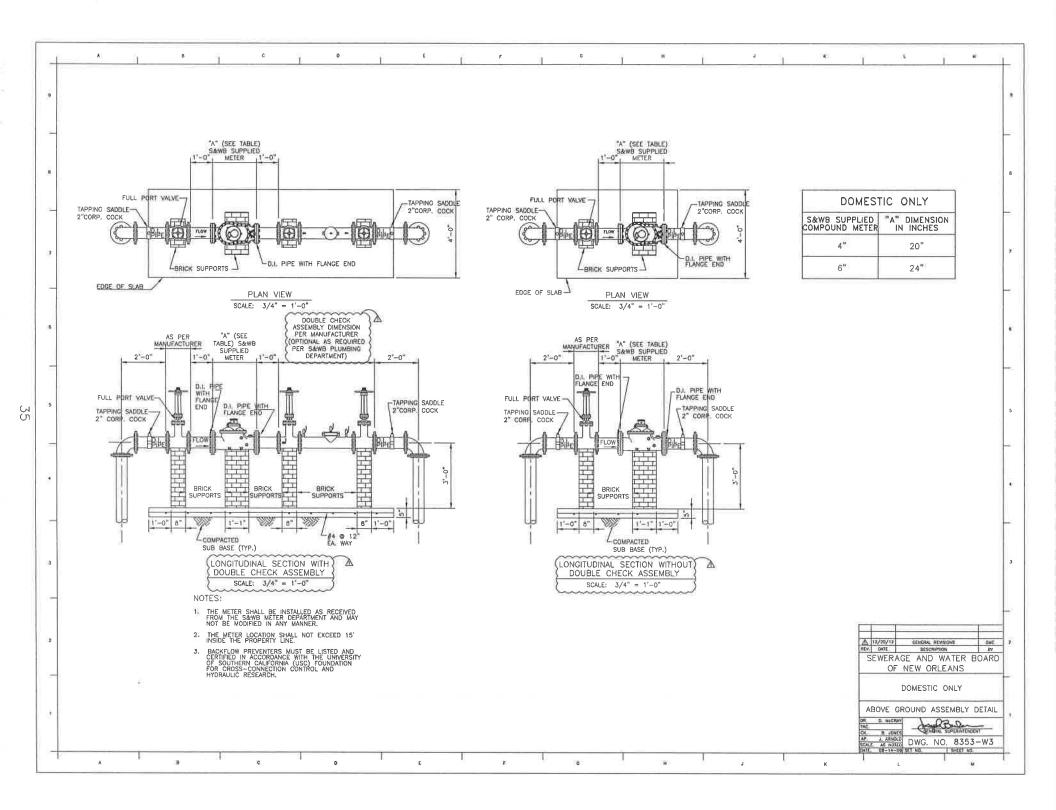
> SEWERAGE AND WATER BOARD OF NEW ORLEANS

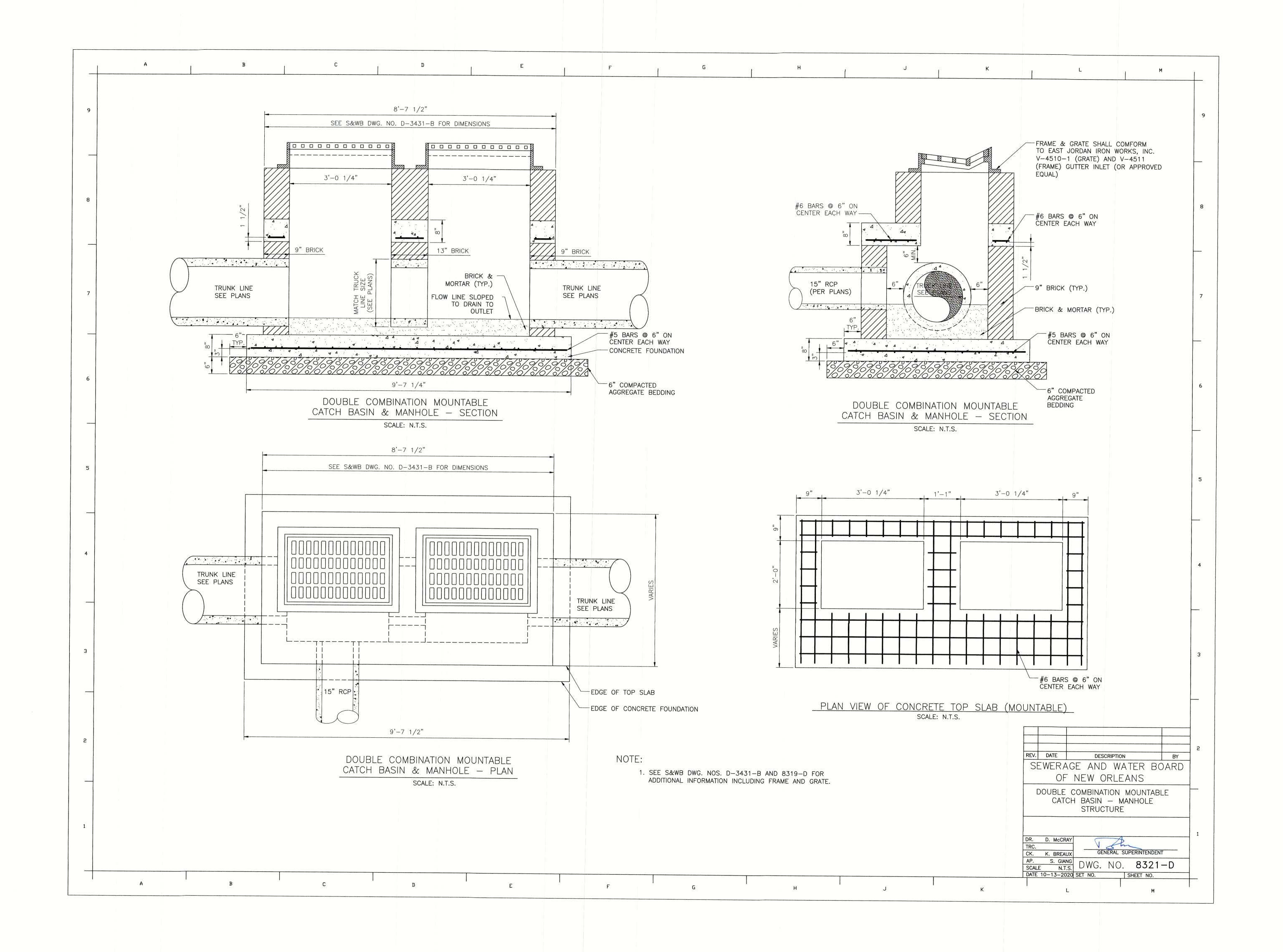
> > FIRE ONLY

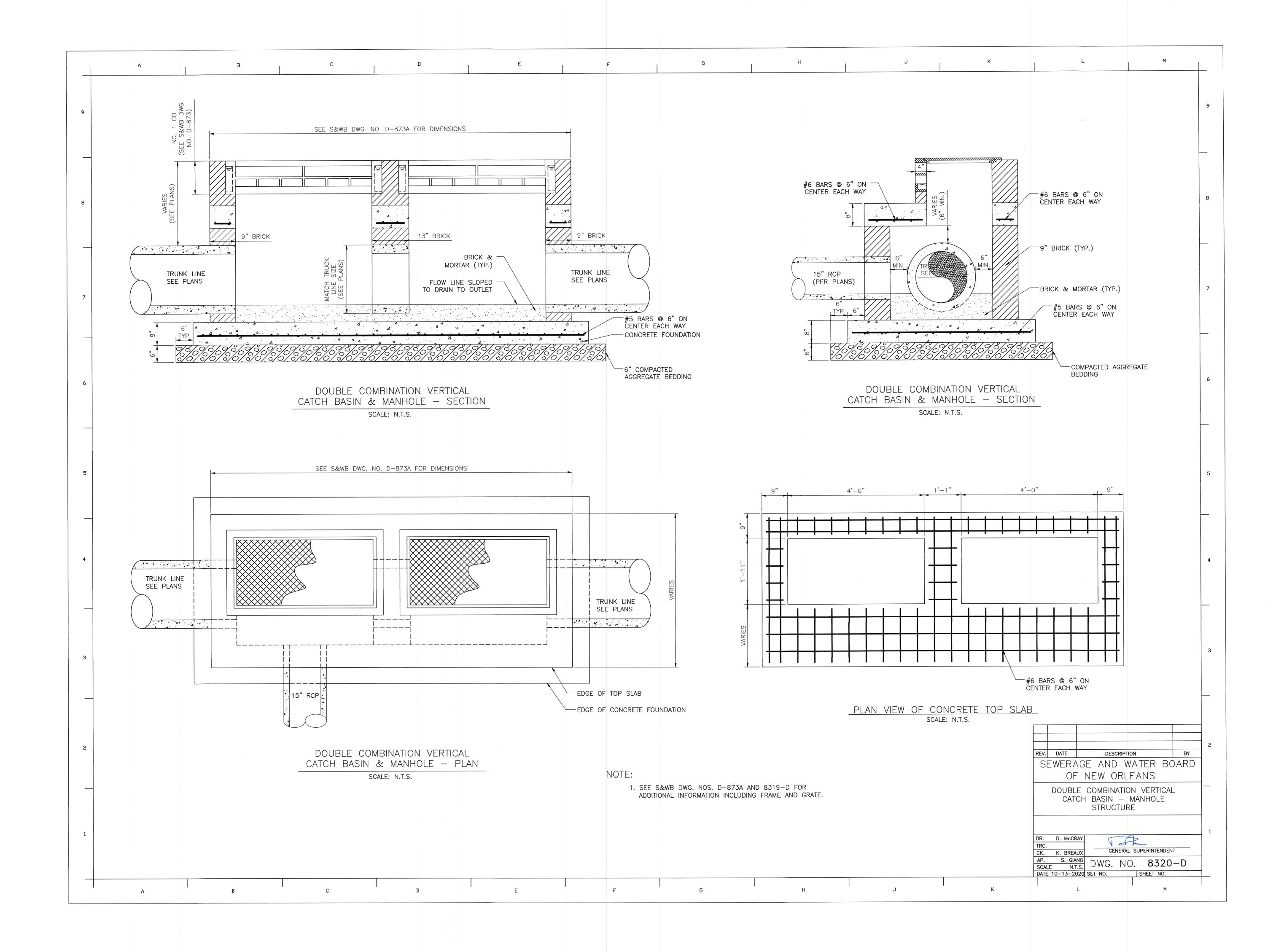
ABOVE GROUND ASSEMBLY DETAIL

SCALE. AS NOTED DWG. NO. 8353-W2

G

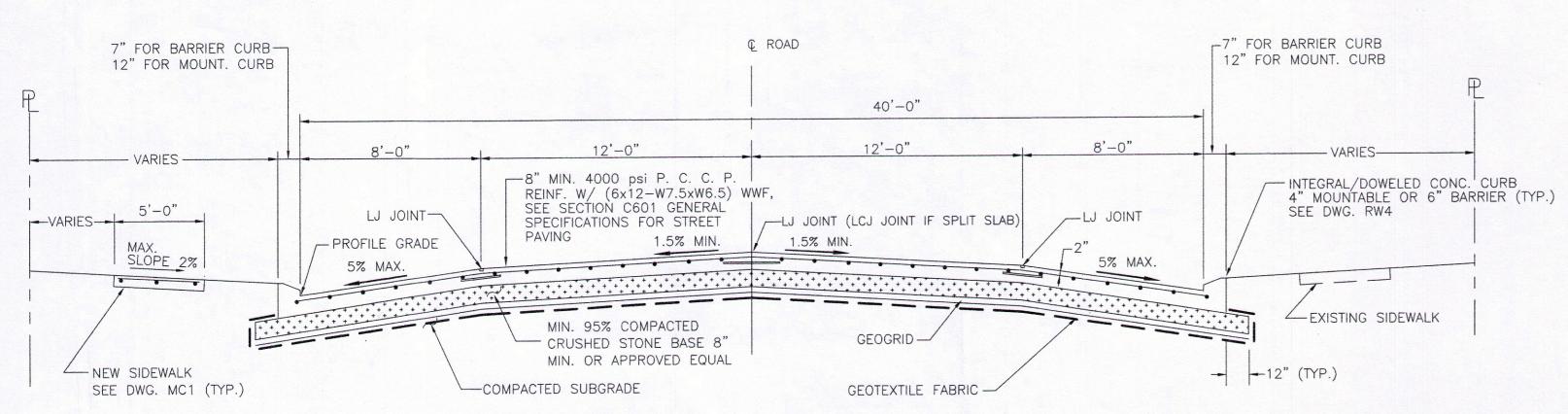




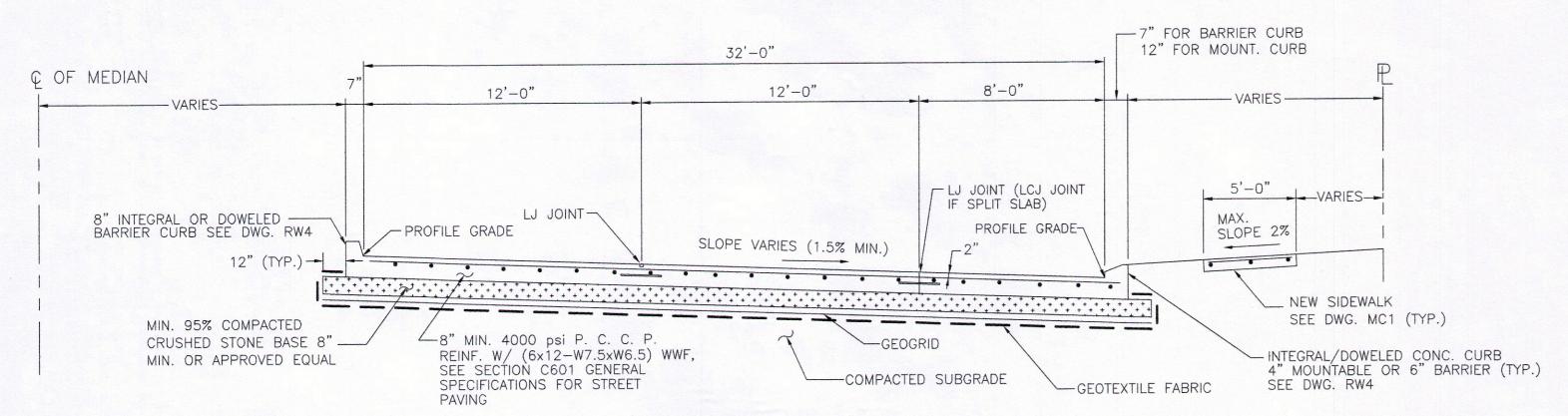


## APPENDIX D

Standard Drawings
City of New Orleans Dept. of Public Works

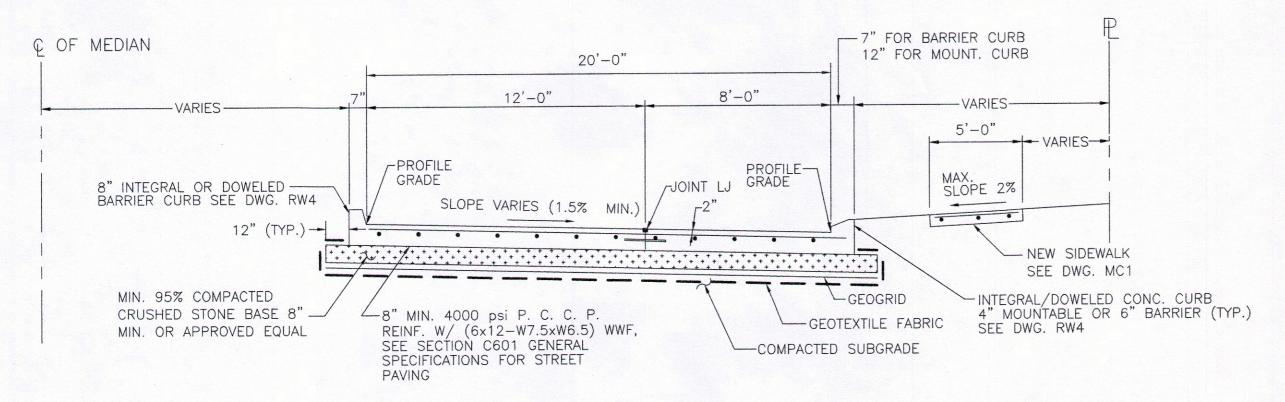


TYPICAL ROADWAY SECTION - 40'-0" RDWY. - P. C. C. P. (REINFORCED)



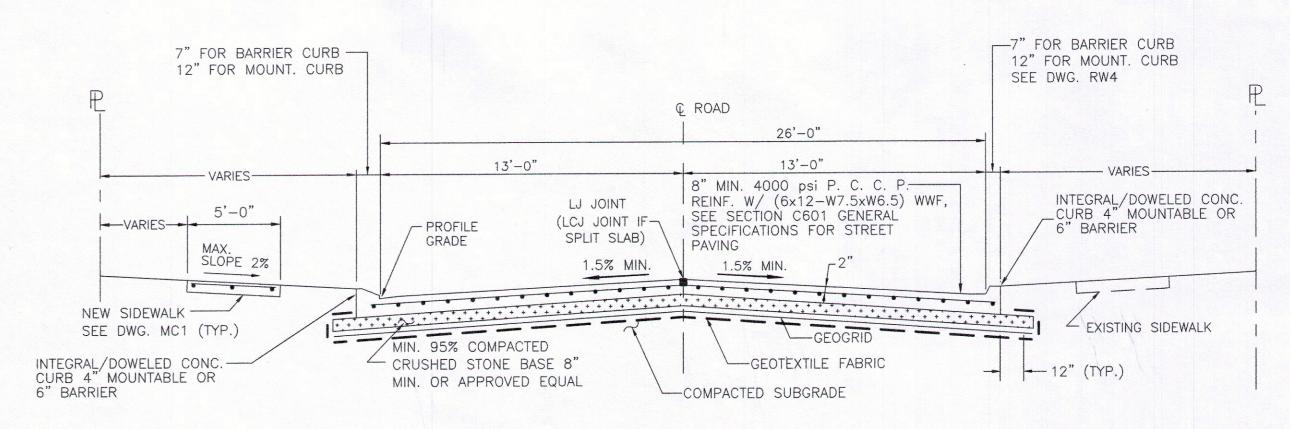
TYPICAL HALF SECTION - 32'-0" ROADWAY - P. C. C. P. (REINFORCED)

N.T.S.



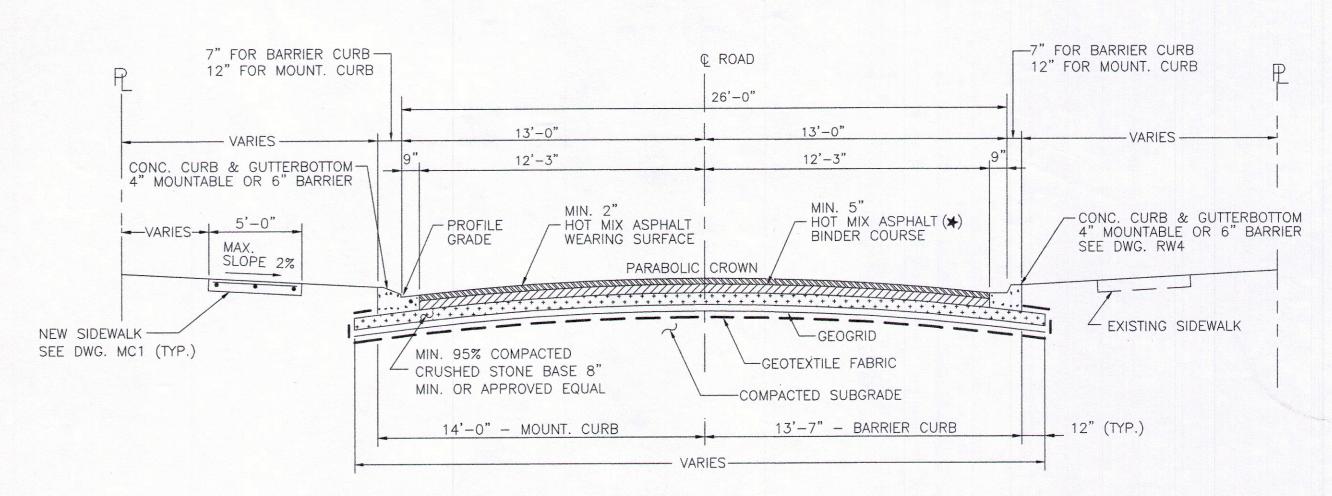
TYPICAL HALF SECTION - 20'-0" ROADWAY - P. C. C. P. (REINFORCED)

N.T.S.



TYPICAL ROADWAY SECTION - 26'-0" RDWY. - P.C.C.P. (REINFORCED)

N.T.S.

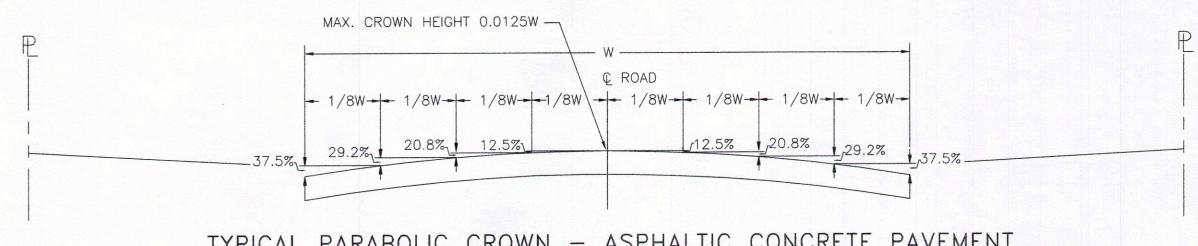


TYPICAL ROADWAY SECTION - 26'-0" RDWY. - ASPHALTIC CONCRETE PAVEMENT

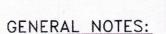
MIN. THICKNESS = 7" TOTAL ASPHALTIC CONCRETE

N.T.S.

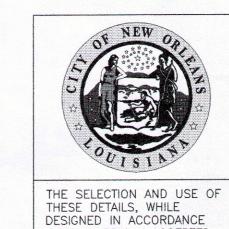
(★) PROVIDE TACK COAT(S) BETWEEN ASPHALT LAYER(S)



TYPICAL PARABOLIC CROWN - ASPHALTIC CONCRETE PAVEMENT N.T.S.



- (1) NEW SIDEWALK SHALL BE 4" REINFORCED PORTLAND CEMENT CONCRETE 3000 PSI. SIDEWALK SHALL BE 6" REINFORCED P.C.C. AT DRIVEWAYS.
- (2) NEW CURB AND GUTTERBOTTOM SHALL BE 4000 PSI REINFORCED PORTLAND CEMENT CONCRETE.
- (3) SEE DRAWINGS RW2 AND RW3 FOR JOINT DETAILS AND PLACEMENT.



WITH GENERALLY ACCEPTED

ENGINEERING DIVISION TYPICAL ROADWAY SECTIONS

CITY OF NEW ORLEANS

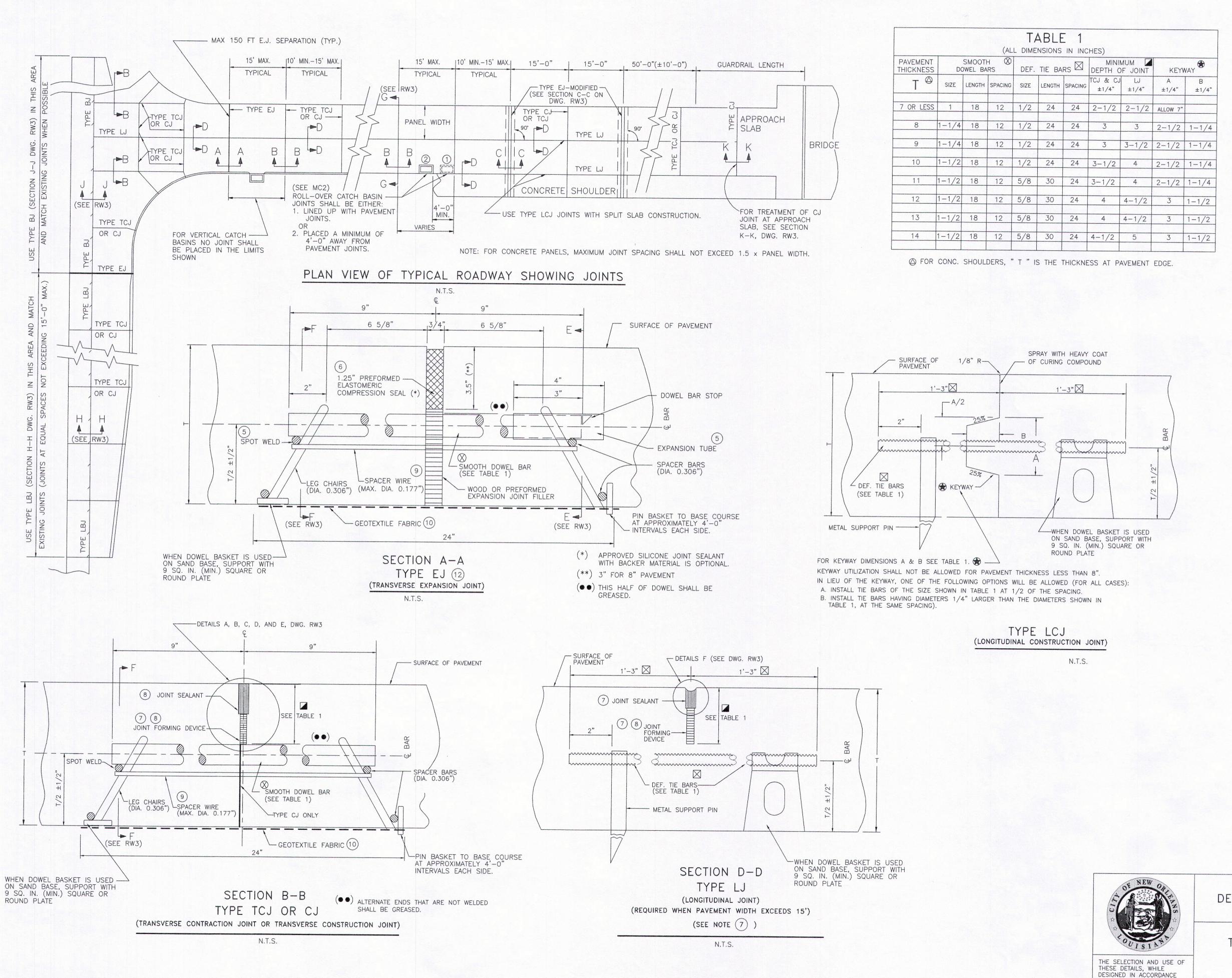
DEPARTMENT OF PUBLIC WORKS

FOR STREET CONSTRUCTION



ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE M.T. B.V. R.S. B.J. A.Y. RESPONSIBILITY OF THE USER N. SCHNEIDER AND SHOULD NOT BE USED WITHOUT CONSULTING A APPROVED MARK D. JERNICAN, DIRECTOR SCALE 2 3 2015 AS NOTED LOUISIANA REGISTERED PROFESSIONAL ENGINEER.

(4) ROADWAY MAXIMUM SLOPE MUST MEET AASHTO STANDARD.



GENERAL STREET CONSTRUCTION NOTES:

1 PAYEMENT EDGES SHALL BE SLIGHTLY ROUNDED TO APPROXIMATELY

2 ASPHALTIC CONCRETE JOINING P.C.C.P. OR ASPHALTIC CONCRETE SHOULDER: THE ASPHALT JOINT SHALL BE SAW CUT AND CONSTRUCTED IN ACCORDANCE WITH SECTION I—I, DRAWING RW3.

(3) FOR SECTIONS C-C, E-E, F-F, G-G, H-H, I-I, J-J, AND K-K SEE DRAWING RW3.

4 ALL JOINTS ARE TO BE USED WHERE SHOWN ON THIS SHEET OR AS SHOWN ELSEWHERE IN THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER.

ON TYPE EJ JOINTS, SPOT WELD ALTERNATE ENDS OF DOWEL BARS TO DOWEL BASKETS AND PLACE EXPANSION TUBES ON FREE ENDS OF DOWEL BARS, (SECTION A-A).

TYPE EJ JOINTS SHALL BE SEALED WITH PREFORMED ELASTOMERIC COM-PRESSION JOINT SEALS CONFORMING TO SUBSECTION 1005.03 OF DOTD "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES", LATEST EDITION. THE SEALS SHALL HAVE A NOMINAL WIDTH OF 1-1/4" BEFORE COMPRESSION. JOINTS SHALL BE CLEANED PRIOR TO SEALING.

(7) FOR DESIGN SPEEDS OF 45 MPH OR GREATER:

A. TYPE LJ JOINTS SHALL BE SAW CUT AND CONSTRUCTED AS IN DETAIL "F" DRAWING RW3. THE JOINT SHALL BE SAW CUT AND CLEANED PRIOR TO SEALING WITH A JOINT SEALANT CONFORMING TO SUBSECTION 1005.02(b) OR (c) OF THE AFOREMENTIONED DOTD SPECIFICATIONS.

B. TYPE TCJ OR CJ SHALL BE SAW CUT AS SHOWN IN DETAIL "C" OR "D" DRAWING RW3 AND TO THE DEPTH SHOWN IN TABLE 1. THE JOINT SHALL BE SAND BLASTED AND CLEANED IMMEDIATELY PRIOR TO SEALING. THE INITIAL CUT SHALL BE MADE WITH 1/8" MINIMUM BLADE. THE SEALANT SHALL BE A PREFORMED ELASTOMERIC SEAL IN ACCORDANCE WITH SUBSECTION 1005.03 OR A SILICONE SEALANT IN ACCORDANCE WITH SUBSECTION 1005.02(c) OF THE AFOREMENTIONED DOTD SPECIFICATIONS.

8 FOR DESIGN SPEEDS OF LESS THAN 45 MPH:

A. TYPE LJ JOINTS SHALL BE SAW CUT AS DESCRIBED IN 7(A).

B. TYPE TCJ OR CJ SHALL BE CONSTRUCTED AS FOLLOWS:

(1) CONSTRUCTED AS DESCRIBED IN 7(B).(2) WITH A REMOVABLE FORMING DEVICE AS SHOWN IN DETAILS "A" AND "B" DRAWING RW3. THE JOINT SHALL BE SAND BLASTED

AND CLEANED IMMEDIATELY PRIOR TO SEALING AND MAY REQUIRE SAWING TO ACHIEVE PROPER RESERVOIR DIMENSIONS.

(3) WITH A COMBINATION JOINT FORMER/SEALER AS SHOWN IN DETAIL "E" DRAWING RW3. THE SEALER SHALL CONFORM TO SUBSECTION 1005.04 AND BE INSTALLED IN ACCORDANCE WITH

SUBSECTION 1005.04 AND BE INSTALLED IN ACCORDANCE WITH SUBSECTION 601.09(c)(3) OF THE AFOREMENTIONED DOTD SPECIFICATIONS AND NO ADDITIONAL SEALANT IS REQUIRED.

9 EXCEPT AS NOTED BELOW, DOWEL BARS & TIE BARS SHALL BE HELD IN PLACE BY SUPPORTS SIMILAR TO THE ONES SHOWN, OR APPROVED EQUALS. APPROVED MECHANICAL PLACEMENT OF DOWEL BARS AND TIE BARS WILL BE ALLOWED WITH ALL PAVING METHODS. WHEN DOWEL BAR BASKETS ARE USED, APPROXIMATELY THE CENTER 7" OF SPACER

REMOVED AFTER STAKING BASKETS IN PLACE.

10 INSTALL GEOTEXTILE FABRIC UNDER ALL TCJ, CJ, AND EJ JOINTS WHEN CONCRETE PAVEMENT IS PLACED ON UNSTABILIZED OR UNTREATED BASE COURSES OR SUBBASES. WHEN DOWEL BARS ARE MECHANICALLY IMPLANTED, THE GEOTEXTILE FABRIC SHALL BE ANCHORED TO THE BASE

WIRES, THAT SPANS ACROSS THE JOINT, SHALL BE CLIPPED AND

COURSE WITH PINS.

(1) WHEN CONSTRUCTING CONCRETE CURB AND GUTTER ADJACENT TO NEW P.C.C. PAVEMENT, USE TYPE LCJ JOINT. WHEN ADJACENT TO EXISTING P.C.C. PAVEMENT, USE TYPE LBJ JOINT. THE FIRST LOAD TRANSFER

DEVICE SHALL BE INSTALLED 18" FROM THE PAVEMENT EDGE.

12) TRANSVERSE EXPANSION JOINTS SHALL NOT BE USED FOR CONSTRUCTION JOINTS.

(13) CONCRETE SHOULDERS:

A. CONSTRUCT TCJ JOINTS IN ACCORDANCE WITH SECTION B—B.

B. CONSTRUCT LCJ JOINTS IN ACCORDANCE WITH TYPE LCJ DETAIL
ON THIS SHEET AND LJ JOINTS IN ACCORDANCE WITH SECTION D—D.

C. USE THE MAXIMUM SHOULDER THICKNESS WHEN DETERMINING DOWEL
BAR AND TIE BAR SIZES IN TABLE 1.

D. WHEN SKEWED JOINTS ARE USED ON MAINLINE PAVING THE SHOULDER TCJ JOINTS MAY BE SKEWED OR CONSTRUCTED AT 90°.

E. SHOULDER JOINTS AND JOINT MATERIALS WILL MATCH THE MAINLINE.

F. HEIGHT OF DOWEL BASKETS WILL BE BASED ON THE SHOULDER THICKNESS. ALSO VARYING HEIGHT DOWEL BASKETS WILL BE ALLOWED.

14) TIE BARS SHALL NOT BE PLACED WITHIN 18" OF CONTRACTION OR EXPANSION JOINTS.

15 FOR REINFORCED STEEL, SEE DOTD SPECIFICATIONS SECTION 1009

CITY OF NEW ORLEANS

DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION

TYPICAL ROADWAY SECTIONS
FOR
STREET CONSTRUCTION

APPROVED MARK D. JERNIGAN PIRECTOR

M.T. B.V. R.S. B.J. A.Y.

SCALE

AS NOTED

WITH GENERALLY ACCEPTED

PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER

AND SHOULD NOT BE USED WITHOUT CONSULTING A

LOUISIANA REGISTERED

PROFESSIONAL ENGINEER.

ENGINEERING PRINCIPLES AND DRAWN B

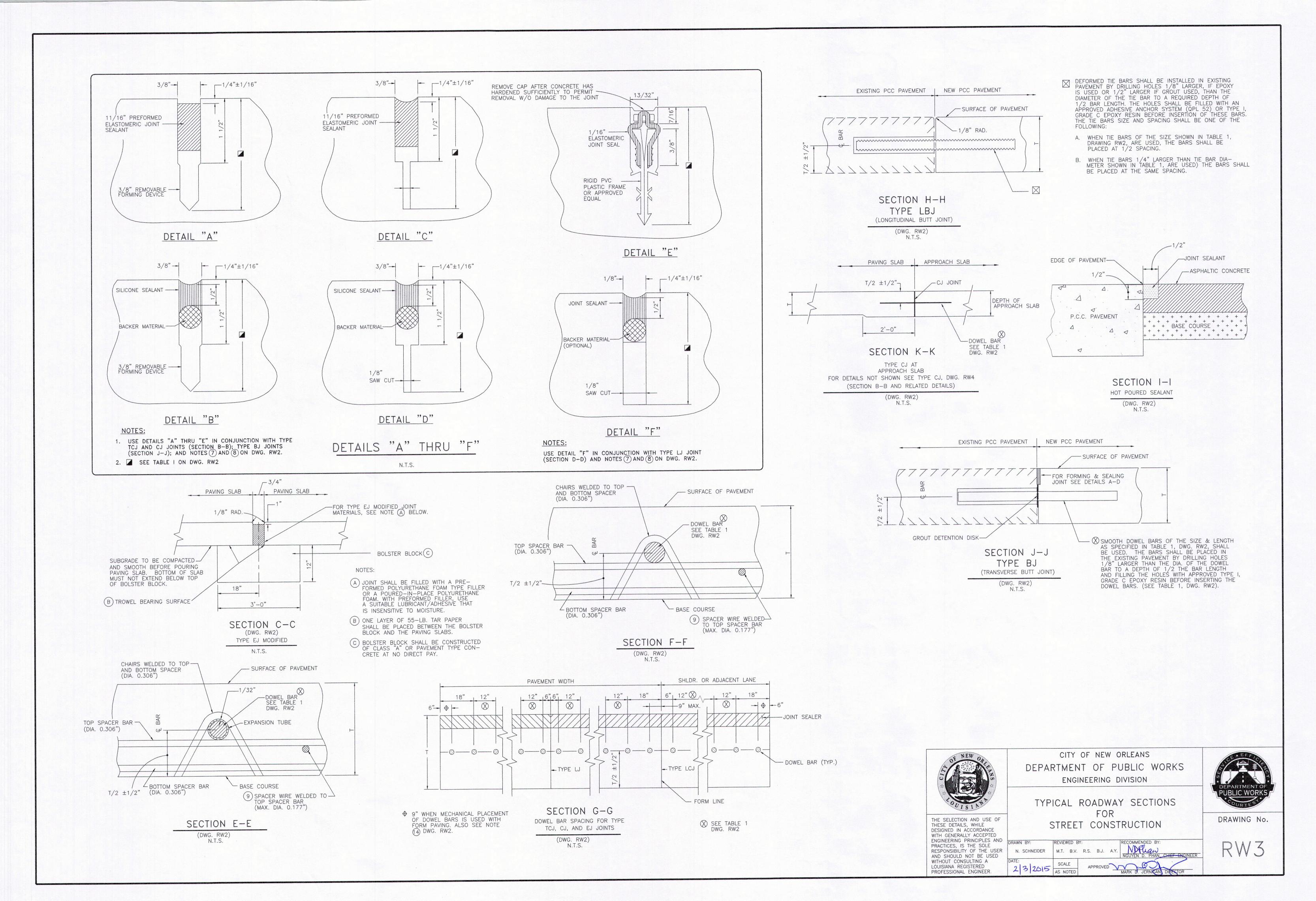
N. SCHNEIDER

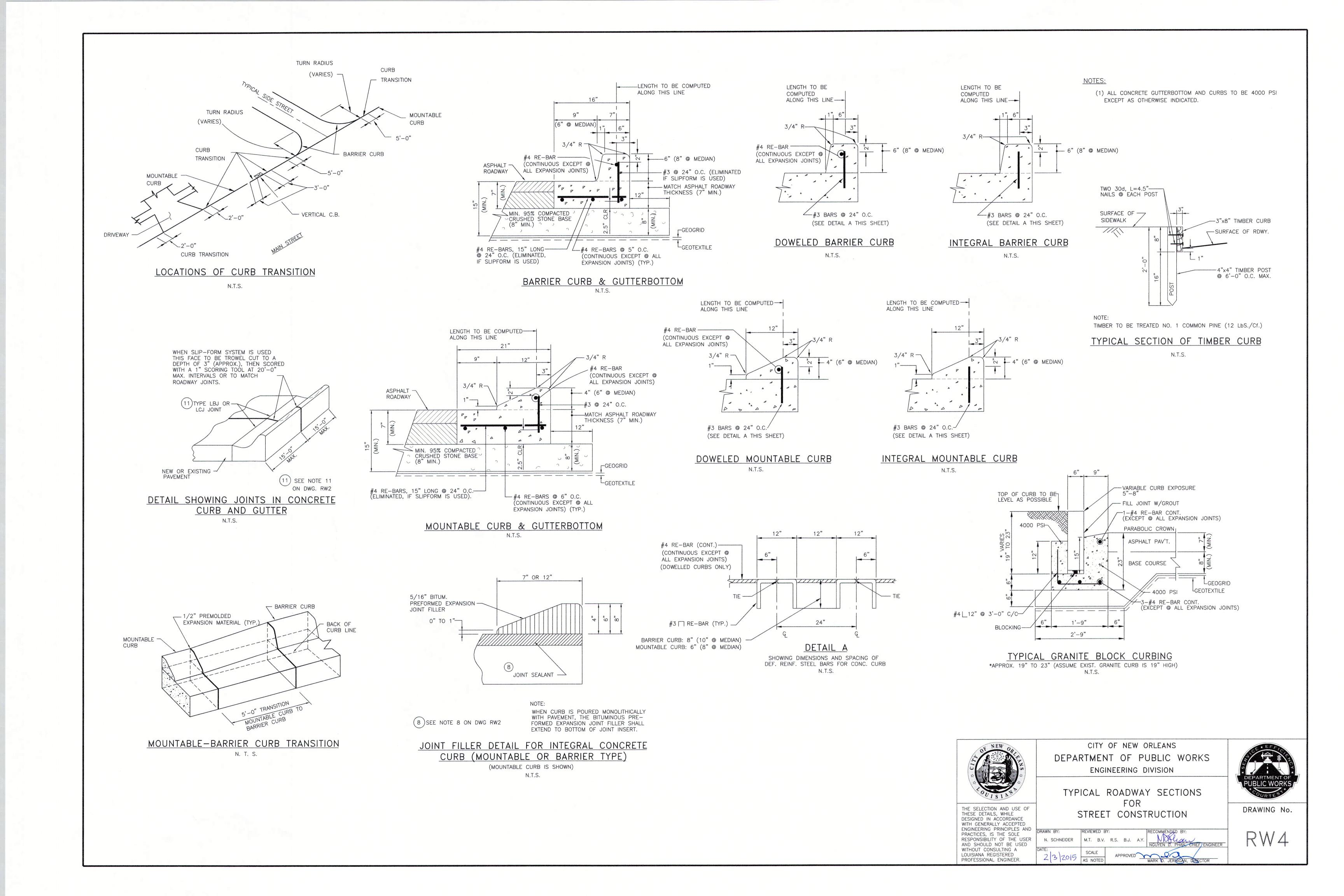
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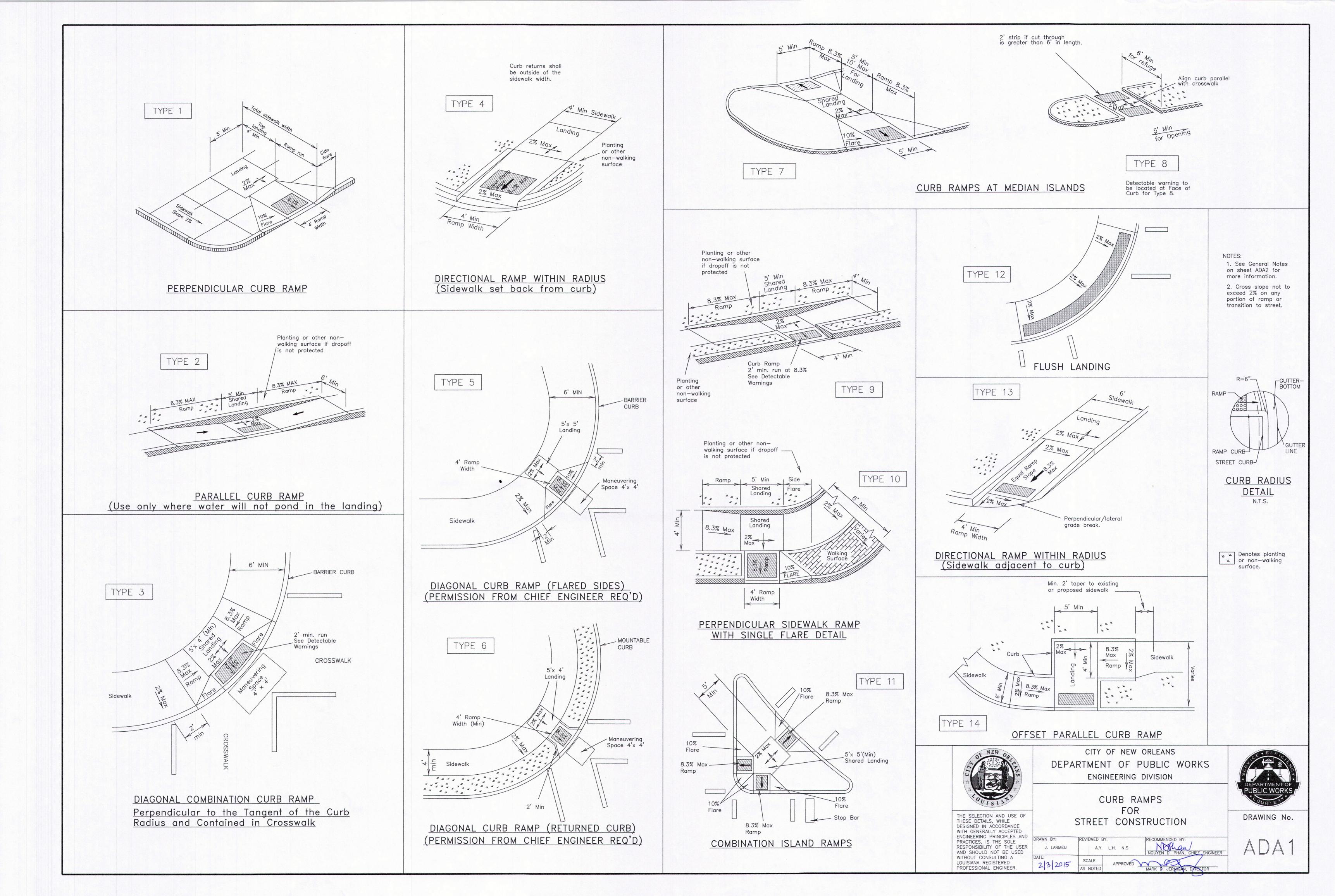
DEPARTMENT OF PUBLIC WORKS

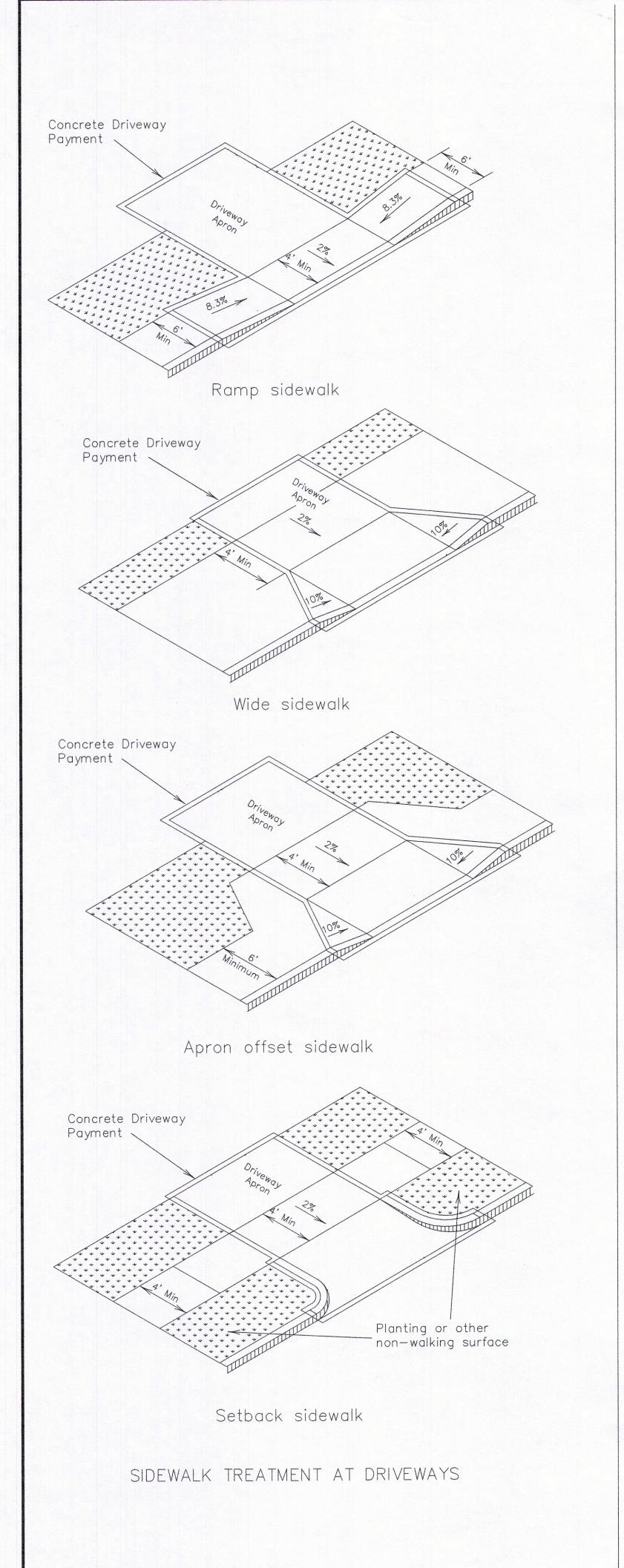
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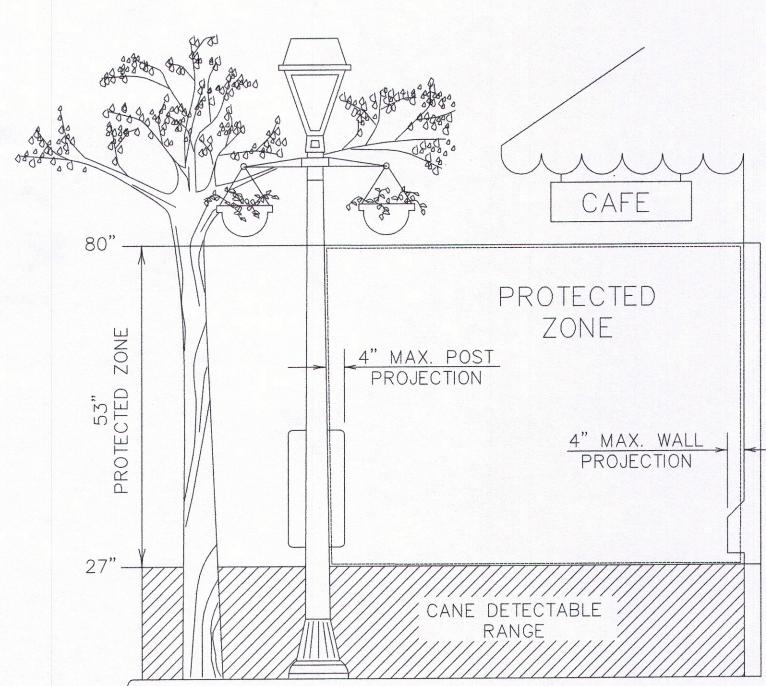
RW2





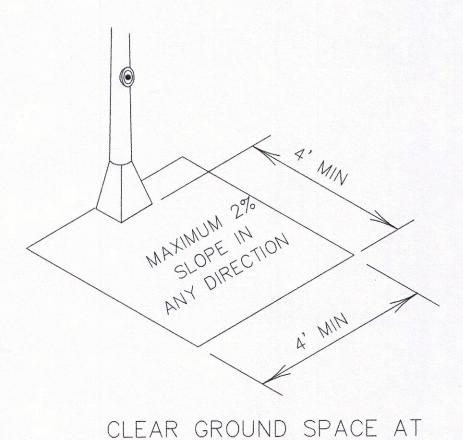




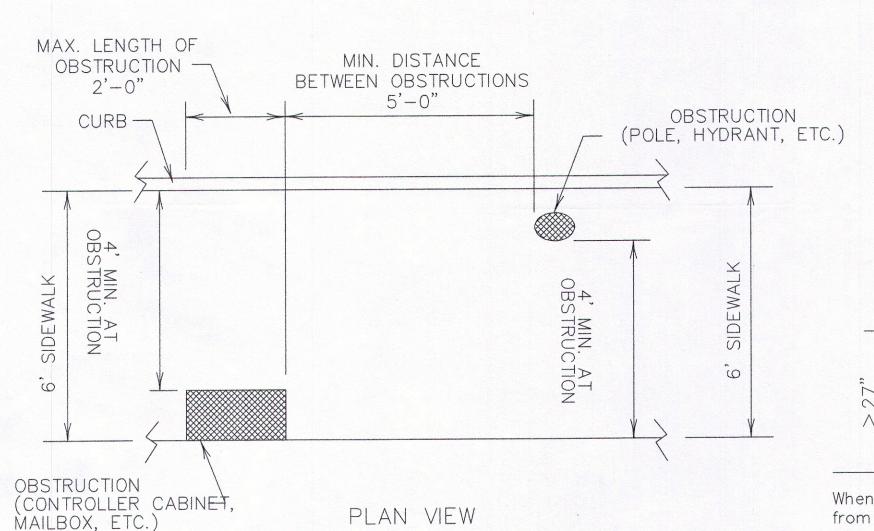


### PROTECTED ZONE

In pedestrian circulation area, maximum 4" projection for post or wall mounted objects between 27"and 80" above the surface.



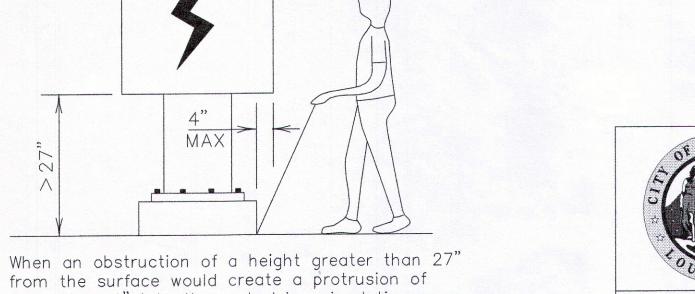
PEDESTRIAN PUSH BUTTON



PLACEMENT OF STREET FIXTURES (ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' x 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.)

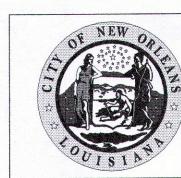
Pedestrian Facilities General Notes

- 1. All slopes shown are maximum allowable. The least possible slope that will still drain properly should be used.
- 2. The minimum sidewalk width is 4', unless otherwise regulated. Where the sidewalk is adjacent to back of a barrier curb, the sidewalk width shall be 6'. Where a 4' sidewalk cannot be provided due to site constraints, a minimum 3' sidewalk with 5' x 5' passing areas at intervals not to exceed 200 ft is required.
- 3. Changes in the level of sidewalk should be no more than 1/4". Changes in level greater than 1/4" but equal to or less than 1/2" may be beveled at a 1:2 maximum slope. Any change of level greater than 1/2" requires a ramp.
- 4. The maximum desirable slope of a curb ramp shall be 8.33% (1:12). Ramp length or grade of approach sidewalks may be adjusted as directed by the Project Engineer. In alterations, curb ramp slope(s) may be 10% for a maximum rise of 6" or 12.5% for a maximum rise of 3". Curb ramps in alterations need not exceed 6' in length.
- 5. Maneuvering space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
- 6. Maximum allowable cross slope on sidewalk and ramp surfaces is 2%; desired cross slope is 1.5%.
- 7. The desirable landing dimensions are 5' x 5' with a maximum 2% slope in any direction. If a level landing of at least 3' width cannot be provided, perpendicular curb ramps should not be used.
- 8. Curb ramps with returned curbs may only be used where pedestrians would not normally walk across the ramp. Otherwise, flared sides shall be provided.
- 9. All concrete surfaces shall receive a light broom finish unless noted otherwise in the plans.
- 10. Separate curb ramps and landings from adjacent sidewalk and any other elements with premold or board joint of 3/4" unless otherwise directed by the Project Engineer.
- 11. Tooled joints are required at all sidewalk ramp or driveway slope break lines.
- 12. Provide a smooth transition where the curb ramps connect to the street.
- 13. Ramp textures must include truncated domed surfaces. Textures are required to be detectable underfoot. Surfaces that would allow water to accumulate are prohibited. Shaded areas indicate locations of detectable warnings. (Color: light reflective value and texture contrast)
- 14. Note that where sidewalks intersect with streets, detectable warning systems are required at all street crossings.
- 15. Ramps providing access to buildings shall follow the applicable requirements of the Public Right of Way Accessibility Guidelines (PROWAG).
- 16. To serve as a pedestrian refuge area, raised medians should be a minimum of 6' wide, 10' desirable. Medians should be designed to provide accessible passage over or through them.
- 17. Small channelization islands, which cannot provide a minimum 5' x 5' landing at the top of ramps, shall be cut through level with the surface of the street.
- 18. On street parking will not be allowed within 20' of any crosswalks.
- 19. Drainage structures in close proximity to curb ramps should be located on the upstream side of the ramp.
- 20. Traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items shall be placed so as not to obstruct the accessible route.
- 21. Street grades and cross—slopes shall be as shown elsewhere in the plans; however, parabolic crowns may require adjustment in crosswalk areas to limit crosswalk grade to 5%.
- 22. Where existing driveway is in good condition and meets slope requirements, construct only as much as required for satisfactory connection with new work.
- 23. Where gravel driveways occur, at least 10' of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the
- 24. Cross walk dimensions and crosswalk markings shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, ramps shall be aligned with theoretical crosswalks or as directed by the Project Engineer.
- 25. Where crosswalks occur, a 24" solid white line shall be placed across all approach lanes to indicate the point behind which vehicles are to stop. Stop bars shall be placed at a minimum 4' in advance of a crosswalk.
- 26. Driveways, sidewalks, and ramps shall be constructed and paid for in accordance with the applicable sections of the Standard Specifications. The limits of payment for handicap ramps shall include but not be limited to curb transition, detectable warning system, gutter, landing and base.
- 27. Though the least possible grade should be used to maximize accessibility, where it is structurally impractical to achieve ADA compliance, the running slope of sidewalks and crosswalks within the public right-of-way, may follow the grade of the parallel roadway without invoking variances or landings or handrails. Where a continuous grade greater than 5% must be provided, handrails may be desirable on one or both sides of the sidewalk to improve accessibility.



more than 4" into the pedestrian circulation area, THE SELECTION AND USE OF THESE DETAILS, WHILE DESIGNED IN ACCORDANCE construct additional curb or foundation at the bottom to provide a maximum 4" overhang. WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER AND SHOULD NOT BE USED

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"



WITHOUT CONSULTING A LOUISIANA REGISTERED

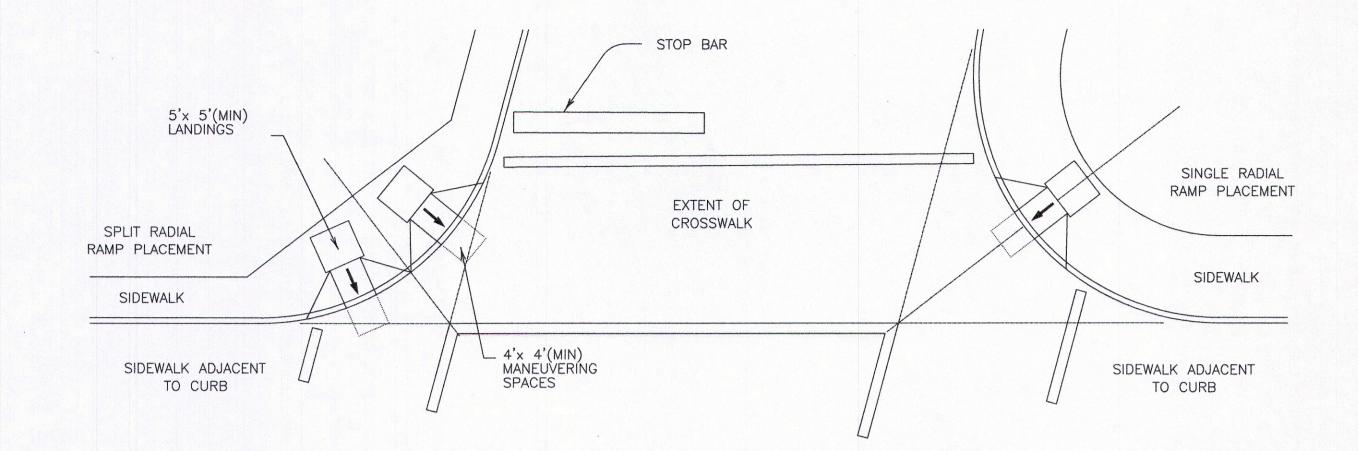
PROFESSIONAL ENGINEER.

CITY OF NEW ORLEANS DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

> CURB RAMPS FOR STREET CONSTRUCTION



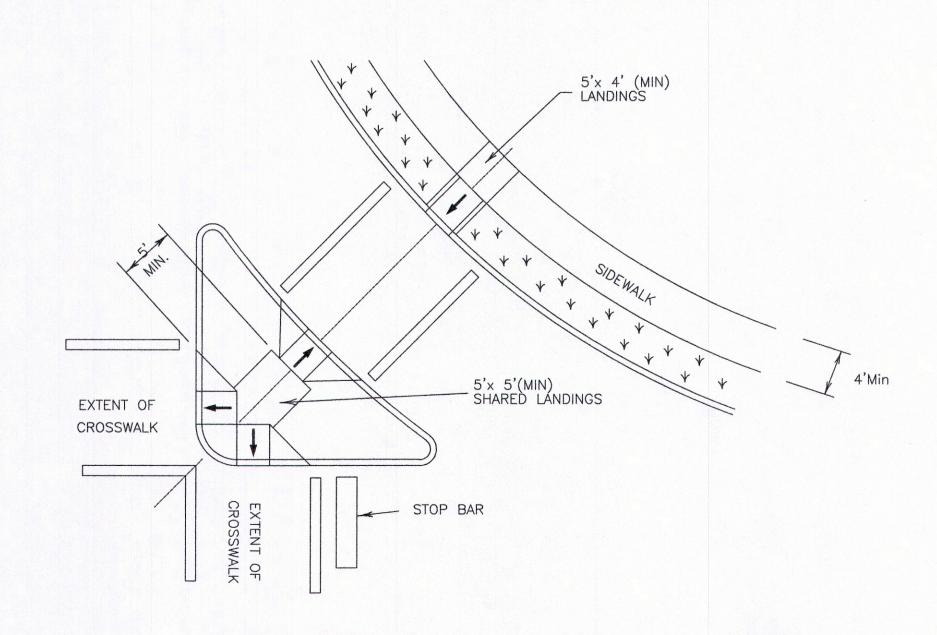
A.Y. L.H. N.S. 2 3 2015 AS NOTED



SKEWED INTERSECTION WITH "LARGE" RADIUS

5'x 5'(MIN) LANDINGS EXTENT OF SIDEWALK CROSSWALK + + + + + SIDEWALK SIDEWALK ADJACENT SIDEWALK REMOTE 4'x 4'(MIN) MANEUVERING TO CURB FROM CURB SPACES

SKEWED INTERSECTION WITH "SMALL" RADIUS



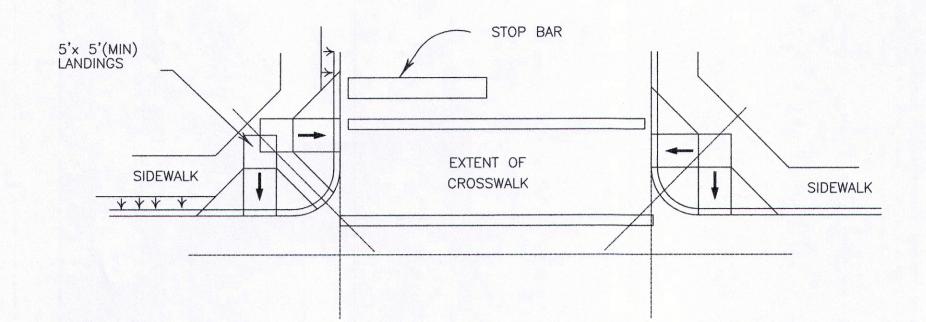
AT INTERSECTION W/FREE RIGHT TURN & ISLAND

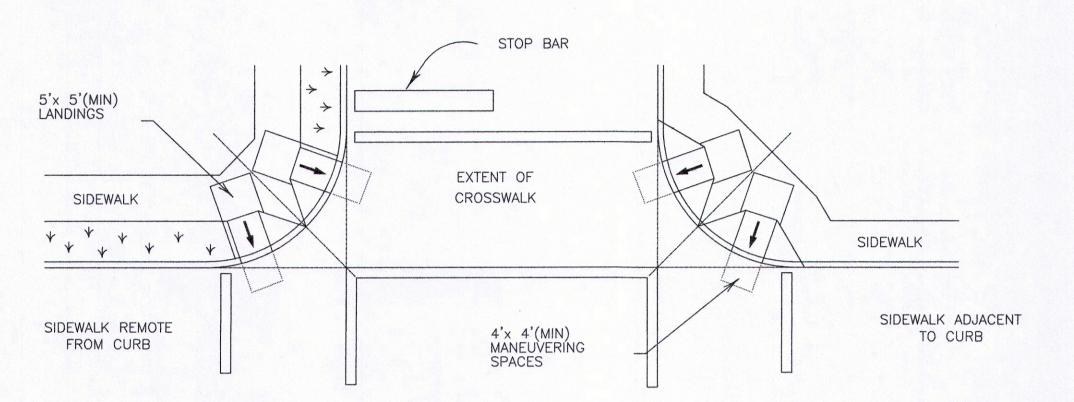
### General Note:

Ramps are shown here without detectable warnings for simplicity. Detectable warnings are required at the locations shown on Sheet ADA1 and in accordance with the details shown elsewhere herein below.

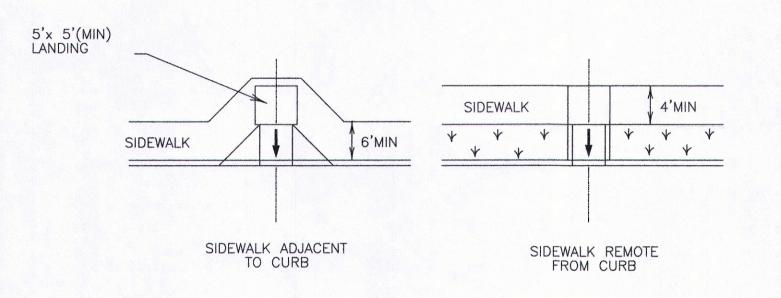
Striping (Crosswalks and stop bars) is shown for reference

See PM1 for Striping Layout.

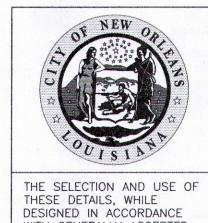




NORMAL INTERSECTION



MID-BLOCK PLACEMENT PERPENDICULAR RAMPS



WITH GENERALLY ACCEPTED

ENGINEERING PRINCIPLES AND

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LOUISIANA REGISTERED PROFESSIONAL ENGINEER.

DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

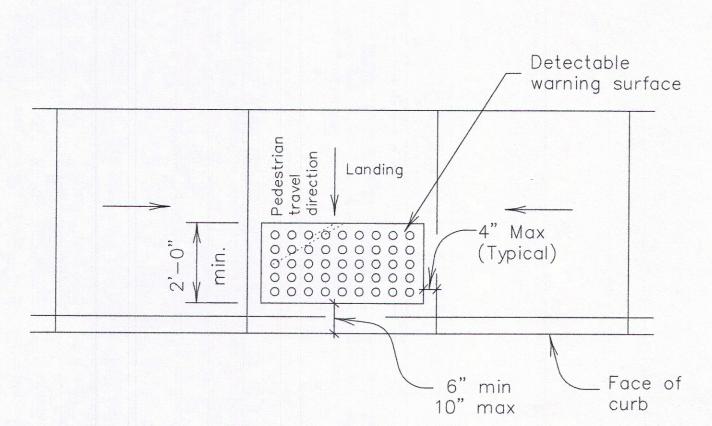
INTERSECTION LAYOUT FOR

CITY OF NEW ORLEANS

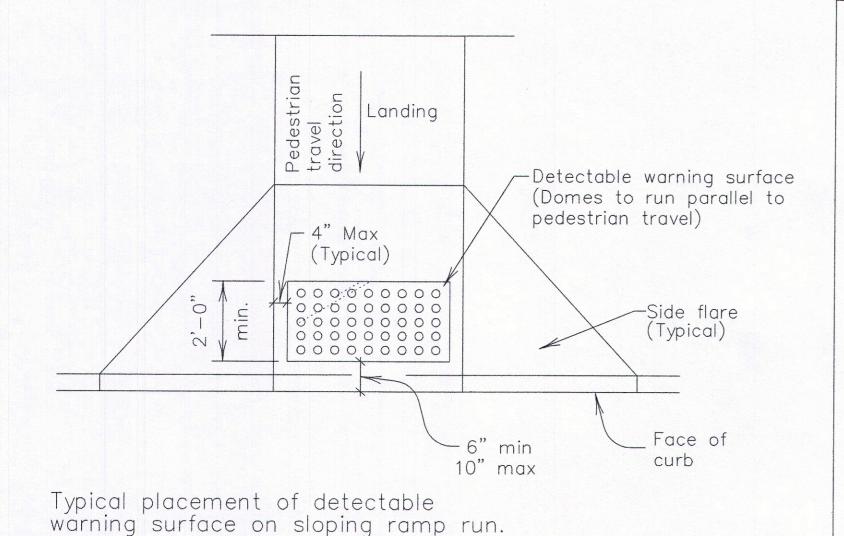
STREET CONSTRUCTION A.Y. L.H. N.S.

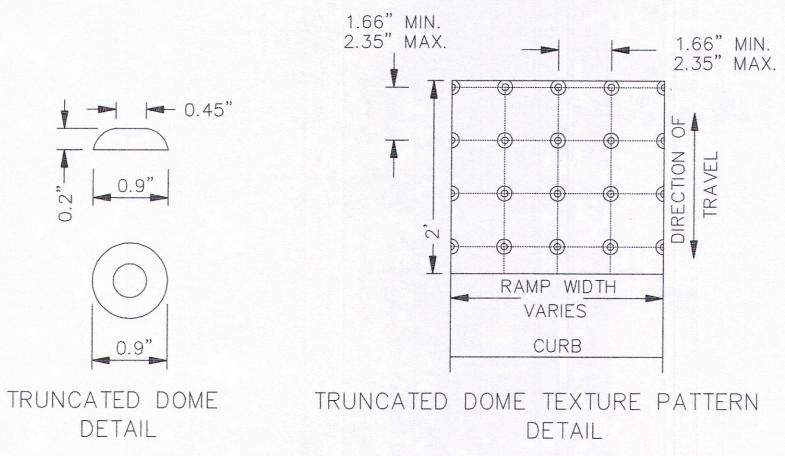


J. LARMEU APPROVED MARK D JERNIGAN DIRECTOR SCALE 2 3 2015 AS NOTED

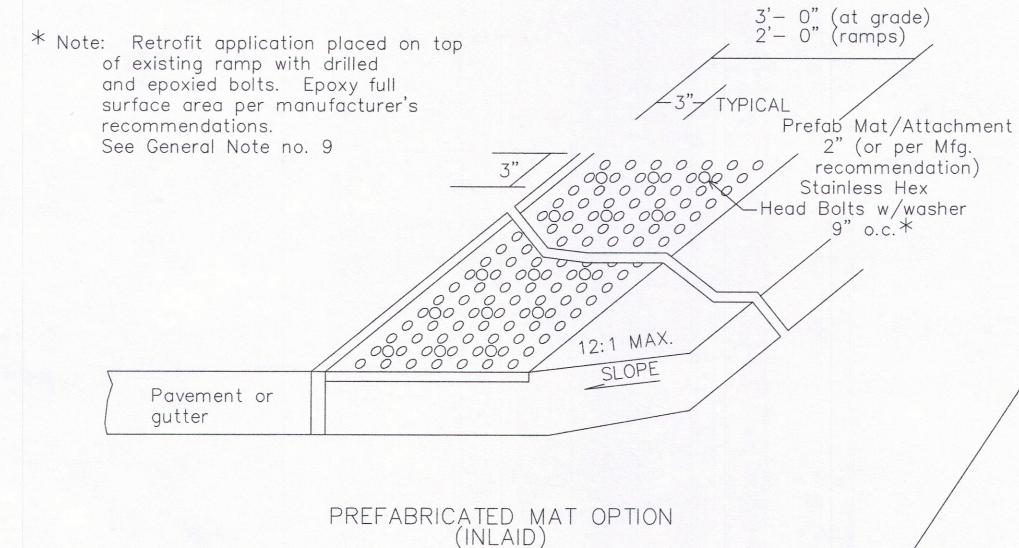


Typical placement of detectable warning surface on landing at street edge.





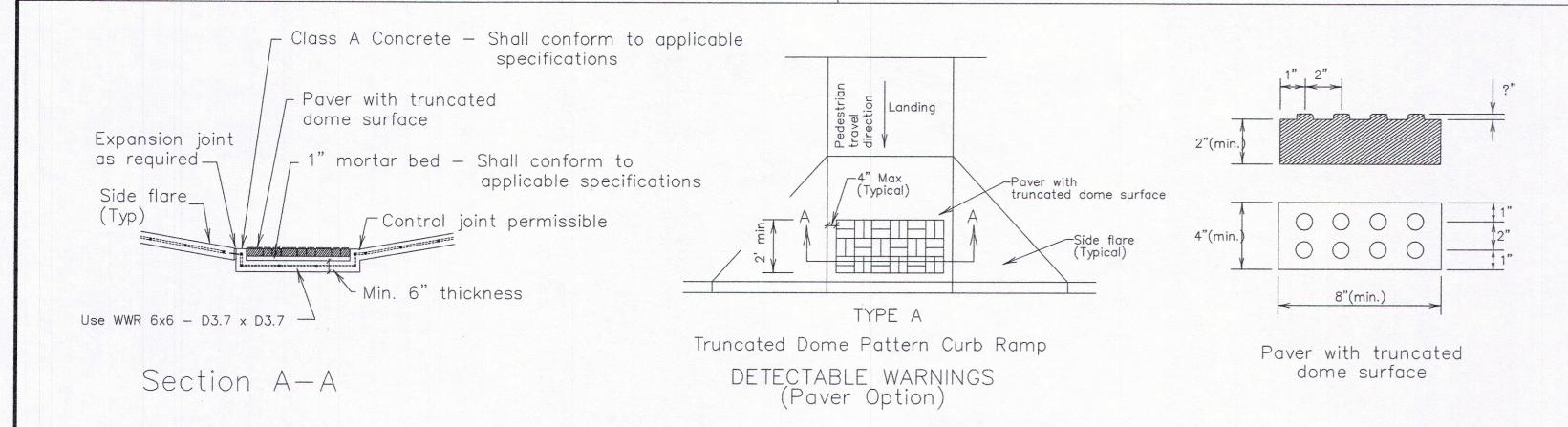
Note: Place truncated domes detectable warning texture in the lower 2' of throat of ramp only and a 3' wide pattern at "at-grade" sidewalk intersections with roadways. Domes shall be arranged in a square in-line pattern only as shown.



Expansion material

Pavement or

gutter



### General Notes for Paver Option

Paver units shall meet all requirements of the applicable ASTM standards. Layout pattern shall be appropriate for size paver used. 4" x 8" pavers shall be laid out in a 2 x 2 basket weave pattern. 12" x 12" pavers shall be laid out in a block pattern.

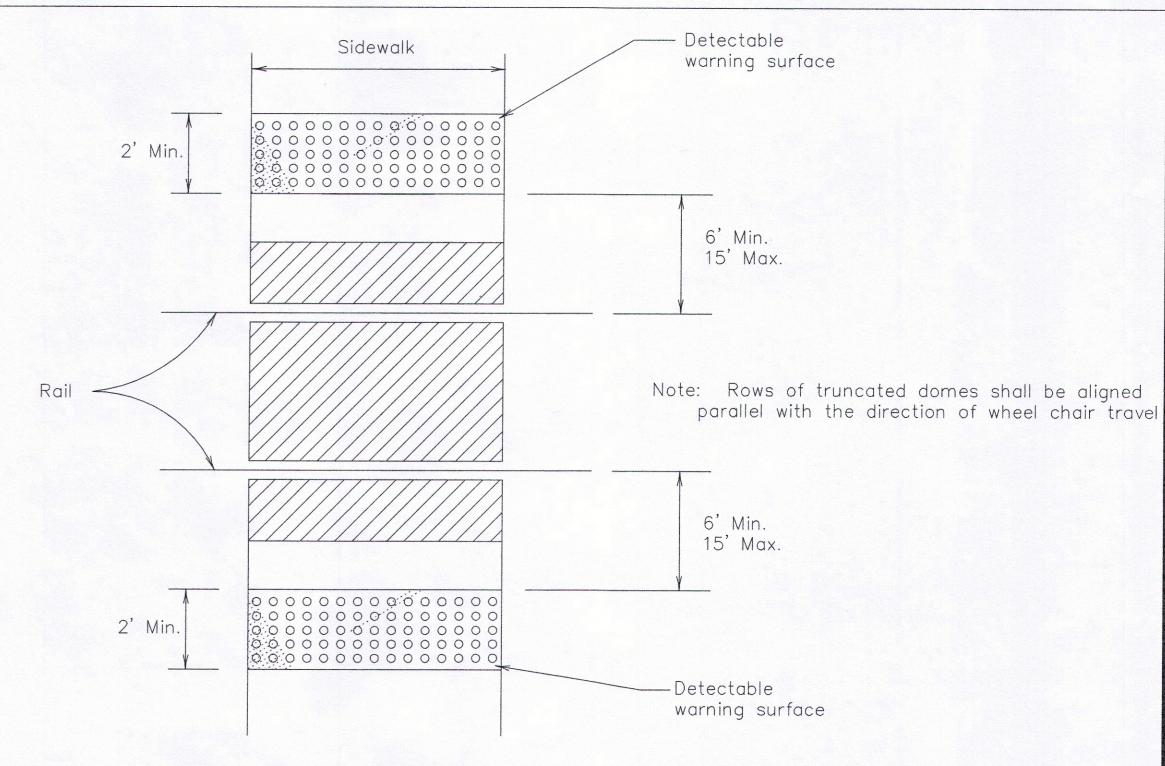
Paver units shall have a truncated dome top surface for detectable warning to pedestrians.

Paver units shall be saw cut only and any cut unit shall not be less than 25 percent of a full unit.

Truncated Dome System shall be paid for in accordance with the applicable sections of the Standard Specifications.

### Detectable Warnings General Notes

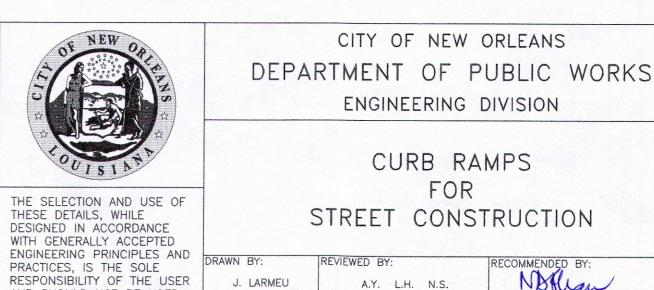
- 1. For PROWAG compliance, detectable warning surfaces must be provided on all pedestrian curb ramps, medians and pedestrian refuge islands, railroad crossings and at grade sidewalk intersections with roadways.
- 2. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with ADA guidelines. The surface must contrast visually with adjoining surfaces, including side flares, in accordance with applicable sections of the Standard Specifications. Color for detectable warning surface shall be gray unless otherwise specified in the plans or by the project engineer.
- 3. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
- 4. Align truncated domes in the direction of pedestrian travel when entering the street.
- 5. Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel and extend the full width of the throat of the curb ramp or landing where the pedestrian access route enters the street.
- 6. Detectable warning surfaces shall be located so that the edge nearest the curb line is a minimum of 6" and maximum of 10" from the extension of the face of curb. Detectable warning surfaces may be curved along the corner radius. On flush median openings or depressed corners, truncated domes to be located along face of curb.
- 7. Detectable warning surfaces (truncated domes) may be stamped, constructed of brick pavers or inlaid prefabricated mats attached by epoxy adhesive and mechanical attachment.
- 8. For stamped applications, the detectable warning surface will be stamped and stained in accordance with manufacturer's recommendations. However, the following criteria shall be used for the concrete mix design in the overall construction of handicap ramps:
  - -Average compressive strength: 4000 psi
- -Aggregate gradation: Type B pavement gradation
- -Minimum cement content: 600 pounds per cubic yard
- -Maximum water/cement ratio: 0.40 -Total air content: 5% (+/-2%)
- -Maximum slump: 6 inches
- -Curing: The exposed plain concrete (non-color stained concrete) surface should have a white pigment curing compound applied in such a manner that the surface and any exposed sides are evenly and uniformly covered to resemble a white sheet of paper. In no case should the application of curing compound be less than 1 gallon per 100 square feet.
- 9. Any retrofit application must have beveled edges on the sides with approach pedestrian traffic.
- 10. Where the ends of the bottom grade break are behind the back of curb and distance from either end of the bottom grade break to the back of curb is more than 5'-0", detectable warning surfaces shall be placed on the lower landing at the back of curb.



LOCATION OF DETECTABLE SURFACE AT RAILROAD CROSSINGS

AND SHOULD NOT BE USED WITHOUT CONSULTING A

LOUISIANA REGISTERED PROFESSIONAL ENGINEER.



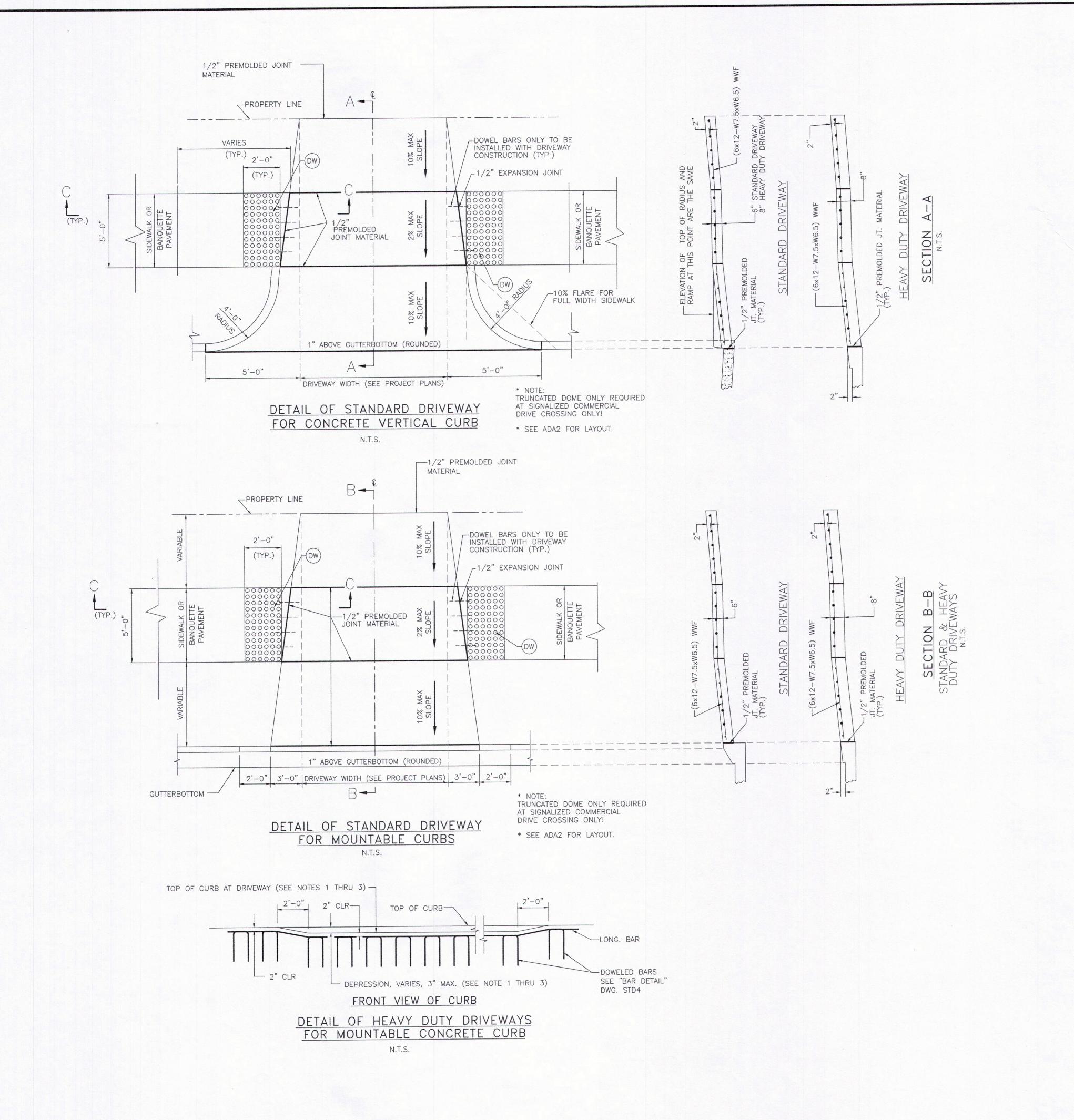
2 3 2015 SCALE AS NOTED

APPROVED MARK DI JERNIGAN, DIRP



DRAWING No.

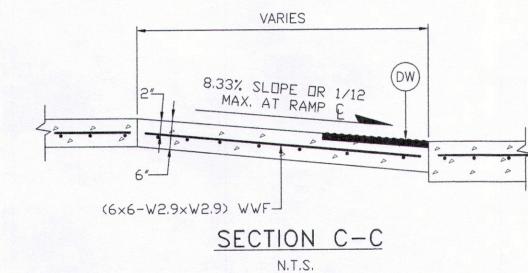
ADA4

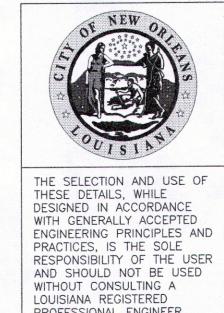


NOTES (\*):

- (1) FOR STANDARD DRIVEWAYS: DEPRESS ONLY WHEN DIRECTED BY THE FIELD ENGINEER.
- (2) FOR HEAVY DUTY DRIVEWAYS: DEPRESS 3" AS SHOWN.
- (3) MAXIMUM DRIVEWAY SLOPE IS 10%. ANYTHING EXCEEDING 10% SHOULD BE APPROVED BY THE DEPARTMENT.
- (4) DETECTABLE WARNINGS, i.e. RAISED TRUNCATED DOMES SHALL BE USED AT SIGNALIZED COMMERCIAL DRIVEWAYS ONLY.
- (5) RAISED TRUNCATED DOMES SHALL BE 0.9 INCHES IN NOMINAL DIAMETER, 0.2 INCHES IN NOMINAL HEIGHT, AND CENTERED 2.35 INCHES APART. THE AREA REQUIRED TO HAVE A DETECTABLE WARNING SHALL VISUALLY CONTRAST IN COLOR AND SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. (PROWAG, LATEST ED.)
- (6) RAISED TRUNCATED DOMES SHALL BE 24" x 48" (MIN.) SYSTEMS. THE TILE TYPE, SIZE, SHAPE, INSTALLATION METHODS, ETC., MUST BE APPROVED BY THE D.P.W. BEFORE THE CONTRACTOR ORDERS HIS MATERIALS.
- (7) MAINTAIN SIDEWALK ELEVATION THRU DRIVEWAYS.

(DW) DETECTABLE WARNINGS (DARK GREY) (ADA) TRUNCATED DOME TILE (TYP.) AS PER APPROVAL OF D.P.W. SEE NOTES (4) THRU (6).





PROFESSIONAL ENGINEER.

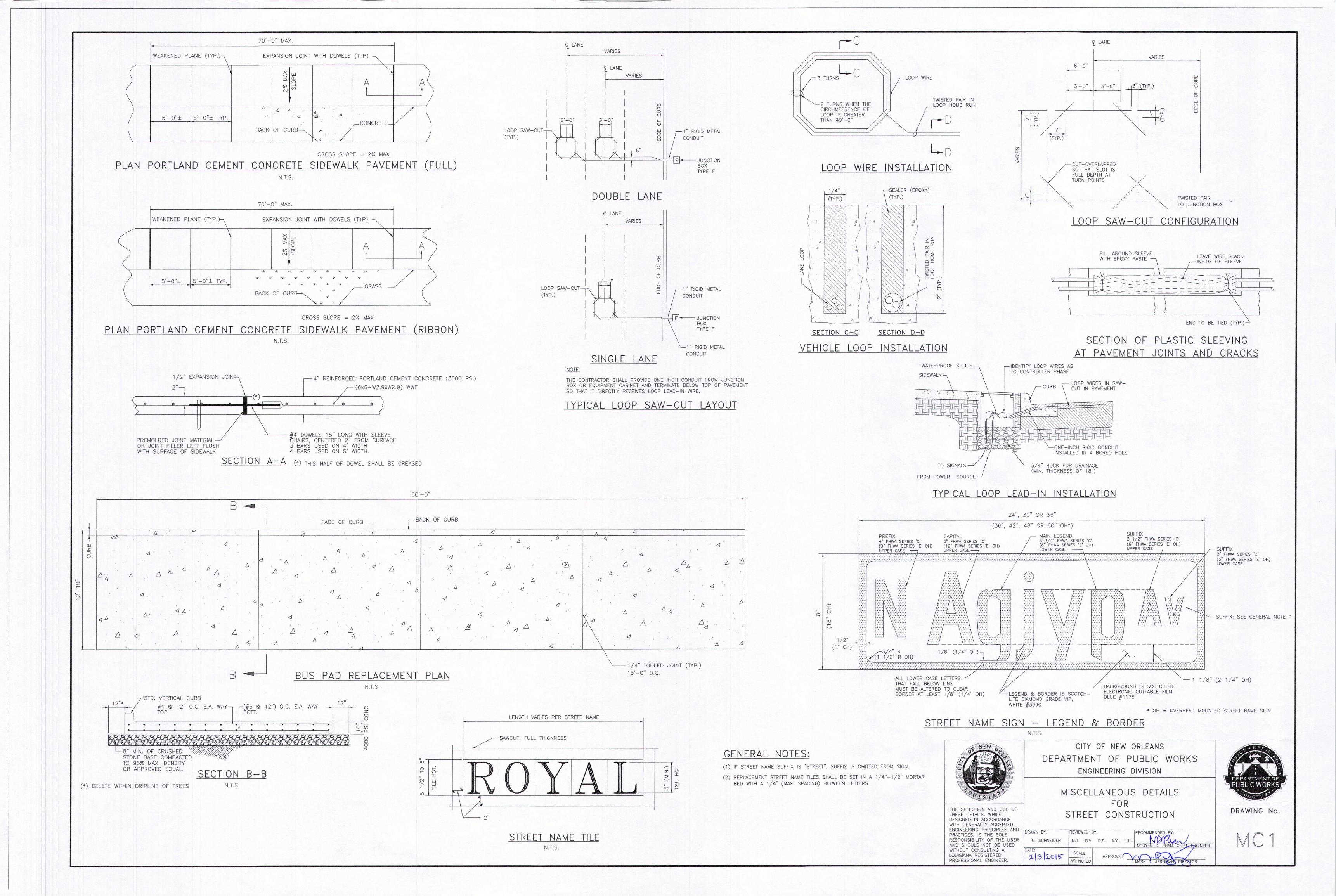
CITY OF NEW ORLEANS DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

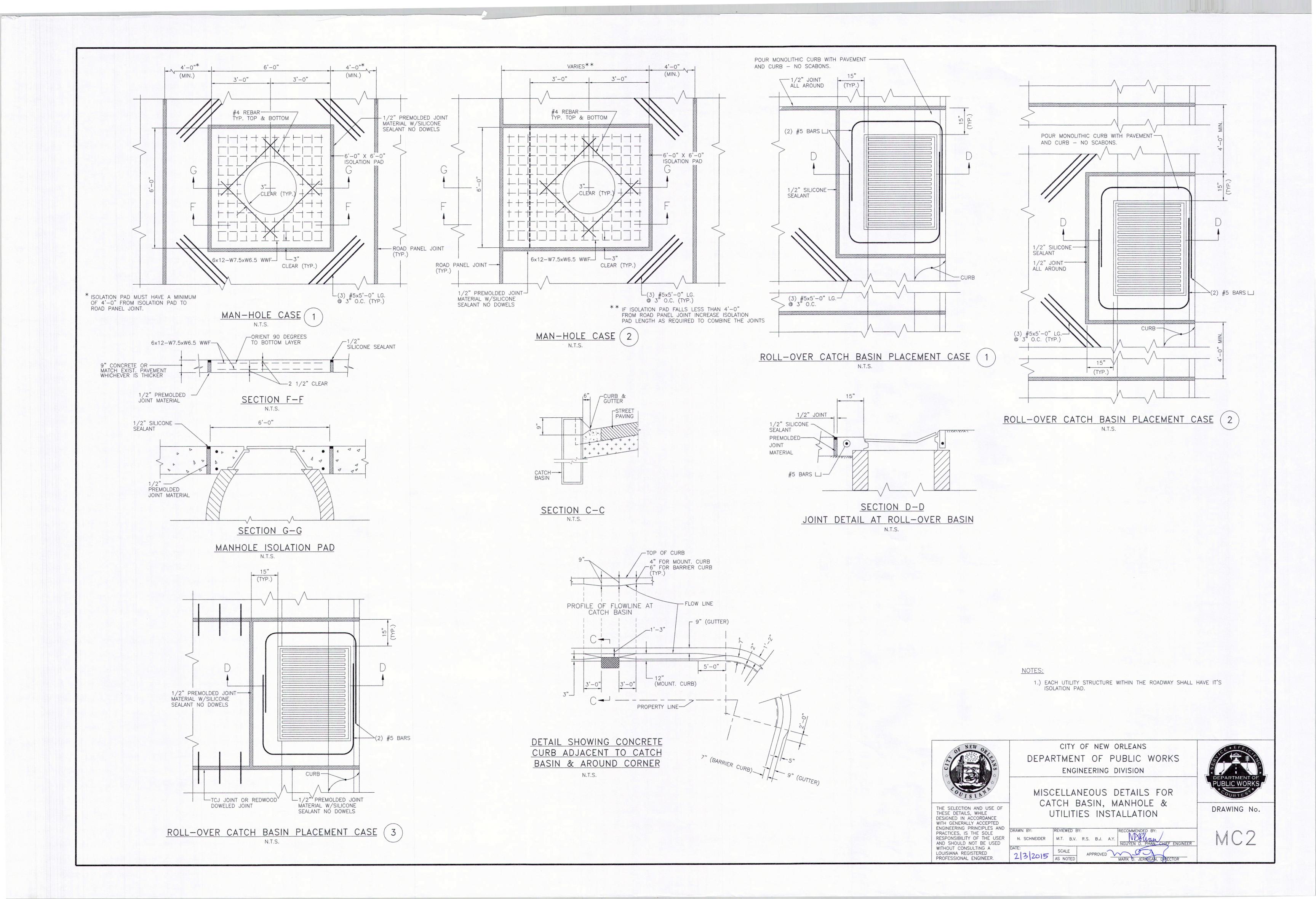
SCALE AS NOTED

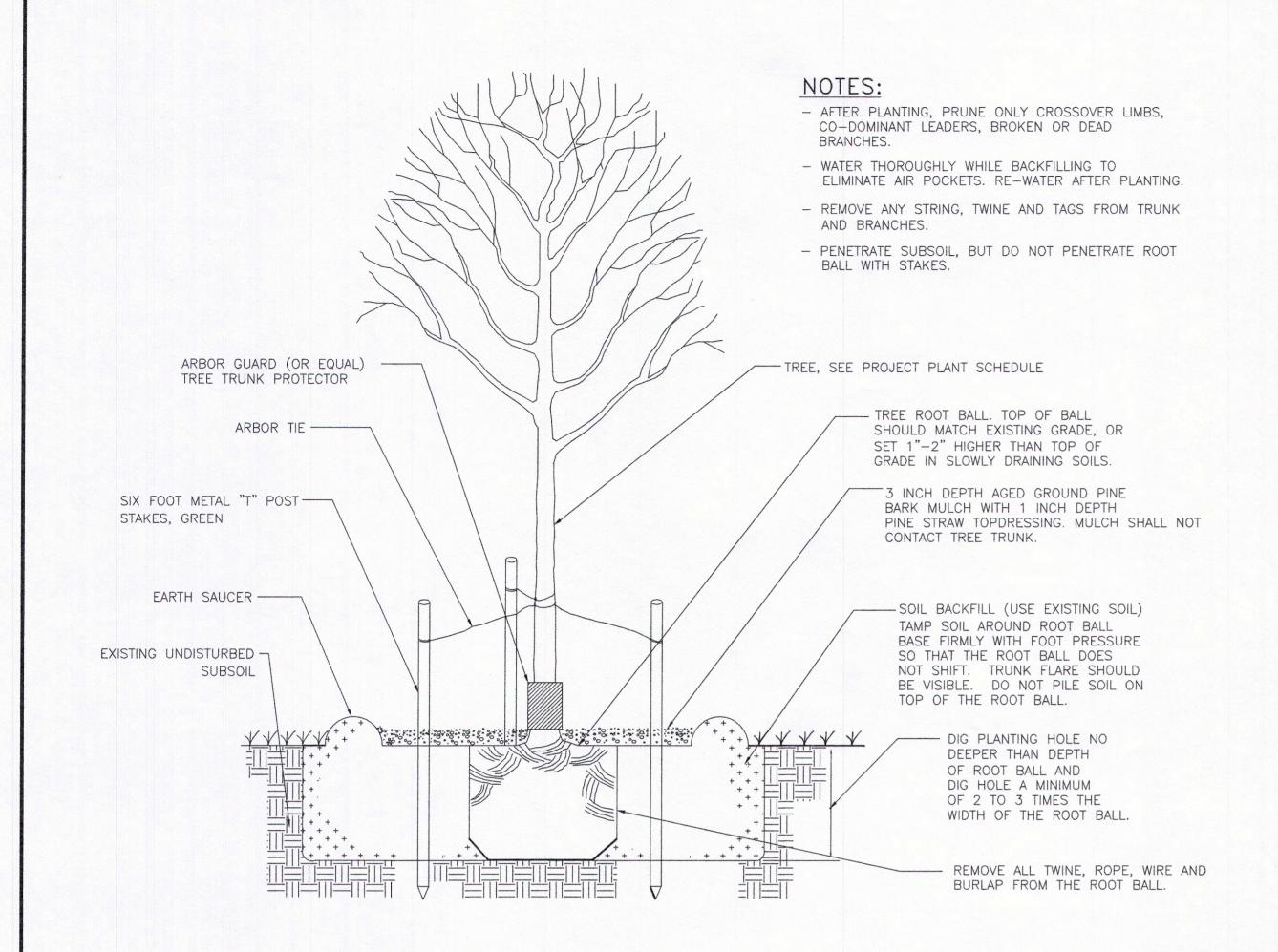
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STANDARD DRIVEWAYS FOR STREET CONSTRUCTION

DRAWING No.





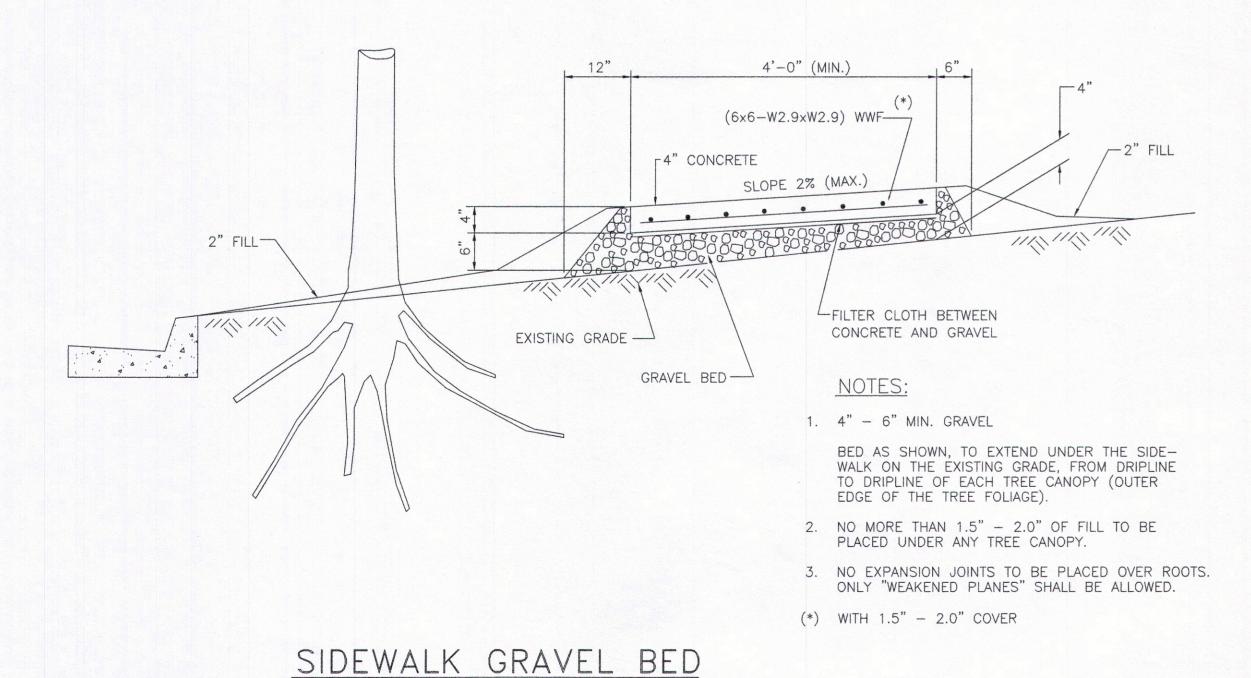


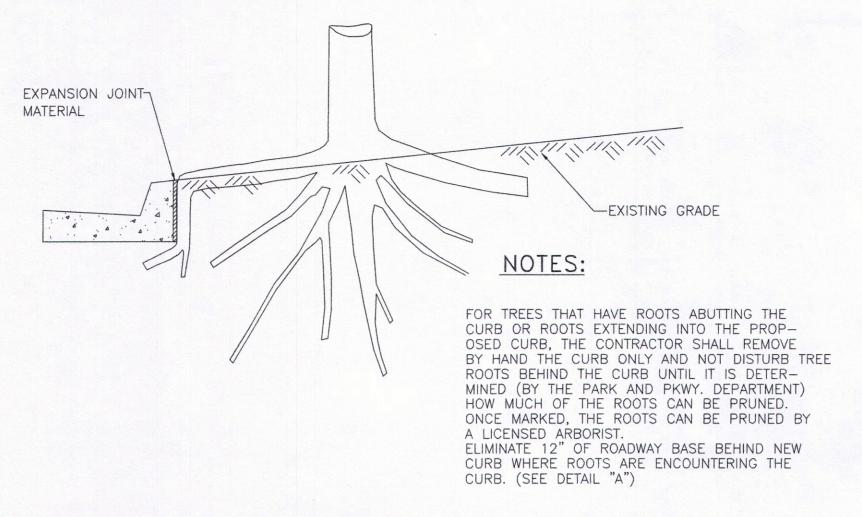
# TREE PLANTING DETAIL

N. T. S.

REQ'D. AT EACH TREE LOCATION

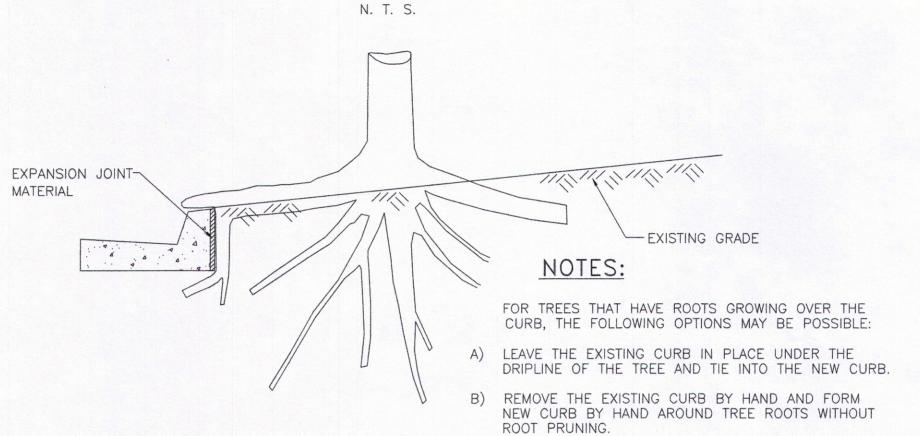
N. T. S.





### TYPICAL DIAGRAM NO.

TREE ROOTS GROWING BEHIND EXISTING OR PROPOSED CURBS



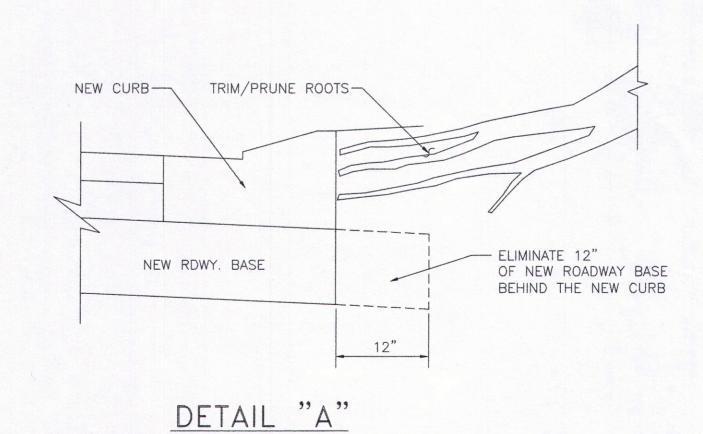
C) REMOVE THE EXISTING CURB BY HAND, PRUNE ROOTS AS MARKED BY THE DEPARTMENT OF PARKS & PARKWAYS.

FORM AND POUR NEW CURB.

### TYPICAL DIAGRAM NO. 2

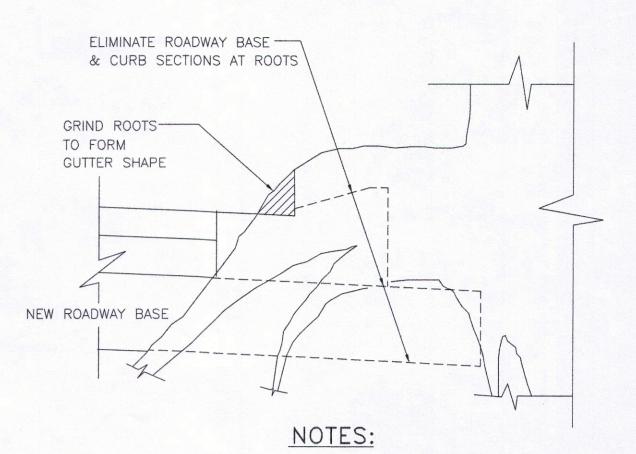
TREE ROOTS GROWING OVER CURB

N. T. S.



# DETAIL FOR ROOT PRUNING AT CURBS

REFER TO "TYPICAL DIAGRAM NO. 1" N.T.S.



WHERE BIG ROOTS EXTEND INTO ROADWAY SECTION, ELIMINATE ROADWAY BASE AND CURB SECTIONS AT ROOTS, AND GRIND ROOTS TO FORM GUTTER SHAPE MATCHING ADJOINING CONCRETE GUTTERS AS PER DIRECTION OF THE DEPARTMENT OF PARKS & PARKWAYS

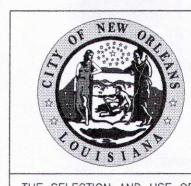
### TYPICAL DIAGRAM NO. 3

TREE ROOTS EXTENDING INTO PROPOSED ROADWAY SECTION

N. T. S.

### GENERAL NOTES:

- (1) THE CONTRACTOR IS RESPONSIBLE FOR HIRING A LICENSED ARBORIST TO PRUNE TREE ROOTS ON CITY TREES. ALL TREE ROOTS OF CITY OWNED TREES. DAMAGED DURING REMOVAL OF CURBS, SIDEWALKS AND DRIVEWAYS SHALL BE ROOT PRUNED. ALL TREE ROOTS DAMAGED DURING ANY EXCAVATION OPERATIONS, YARD DRAINS, COLLECTOR LINES, ETC. SHALL BE ROOT PRUNED.
- (2) ALL PROJECTS REQUIRE ON-SITE INSPECTION BY THE DEPARTMENT OF PARKS & PARKWAYS AND THE ARBORIST TO DETERMINE THE EXTENT OF ROOT PRUNING THAT WILL BE REQUIRED OR ALLOWED.
- (3) FERTILIZATION ONLY IF SPECIFIED BY DEPARTMENT OF PARKS & PARKWAYS ARBORIST, THE TREE ROOTS PRUNED DUE TO CONSTRUCTION SHALL BE FERTILIZED USING A WATER SOLUBLE FERTILIZER INJECTED INTO THE SOIL. THE MINIMUM ACCEPTABLE N-P-K RATIO SHALL BE 30-5-5. THE NUTRIENT COMPLEX AND RATIO (GAL/SQ. FT.) MUST BE APPROVED BY THE URBAN FORESTER OVERSEEING THE PROJECT.
- (4) ONLY IF SPECIFIED BY THE DEPARTMENT OF PARKS & PARKWAYS, MYCOORHIZAL FUNGAL INOCULATE TREATMENT SHALL BE APPLIED TO CONSTRUCTION DAMAGED TREE ROOT ZONES AS APPROVED BY THE URBAN FORESTER FROM THE PARK AND PARKWAYS DEPARTMENT.
- (5) TERMITE TREATMENT ALL TREE ROOTS PRUNED DUE TO CONSTRUCTION SHALL BE TREATED FOR TERMITES WITH A TERMITICIDE APPROVED BY THE URBAN FORESTER.
- (6) ALL TREES SHALL BE IRRIGATED AND MULCHED AS INDICATED IN THE SECTION 02480, "LANDSCAPE PROTECTION DURING CONSTRUCTION".
- (7) ONLY IF SPECIFIED BY THE DEPARTMENT OF PARKS & PARKWAYS, CAMBISTAT GROWTH REQULATOR OR EQUIVALENT SHALL BE APPLIED TO THE TREES AS PER THE DIRECTION OF THE URBAN FORESTER OVERSEEING THE PROJECT.



CITY OF NEW ORLEANS DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

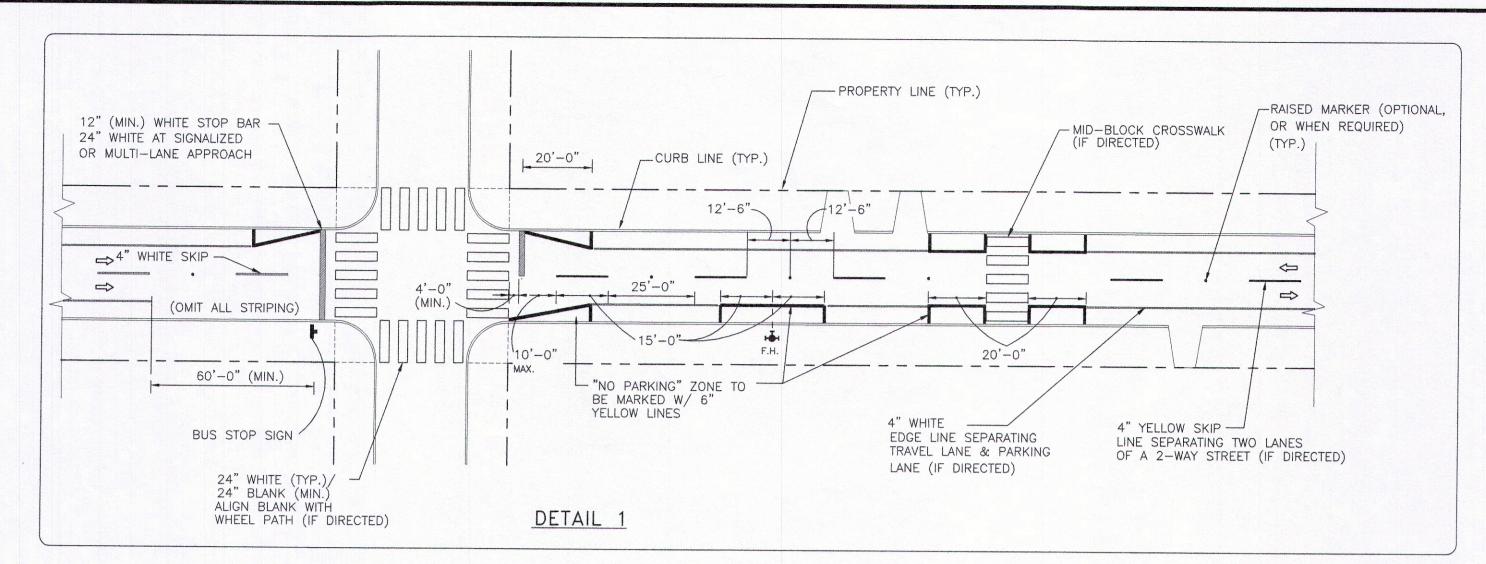
MISCELLANEOUS DETAILS FOR TREE PLANTING & ROOT PRUNING

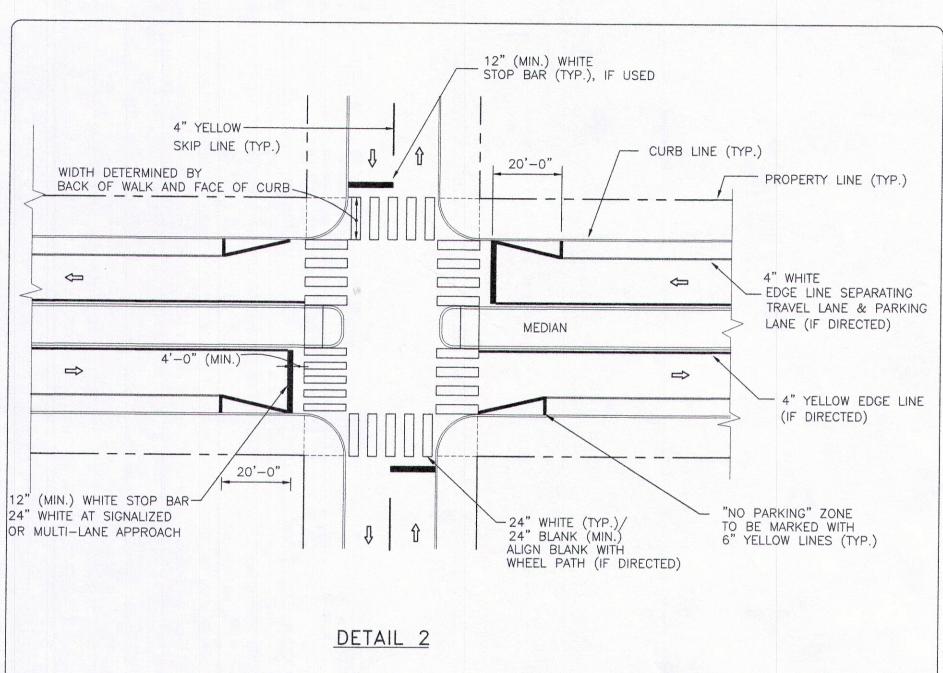
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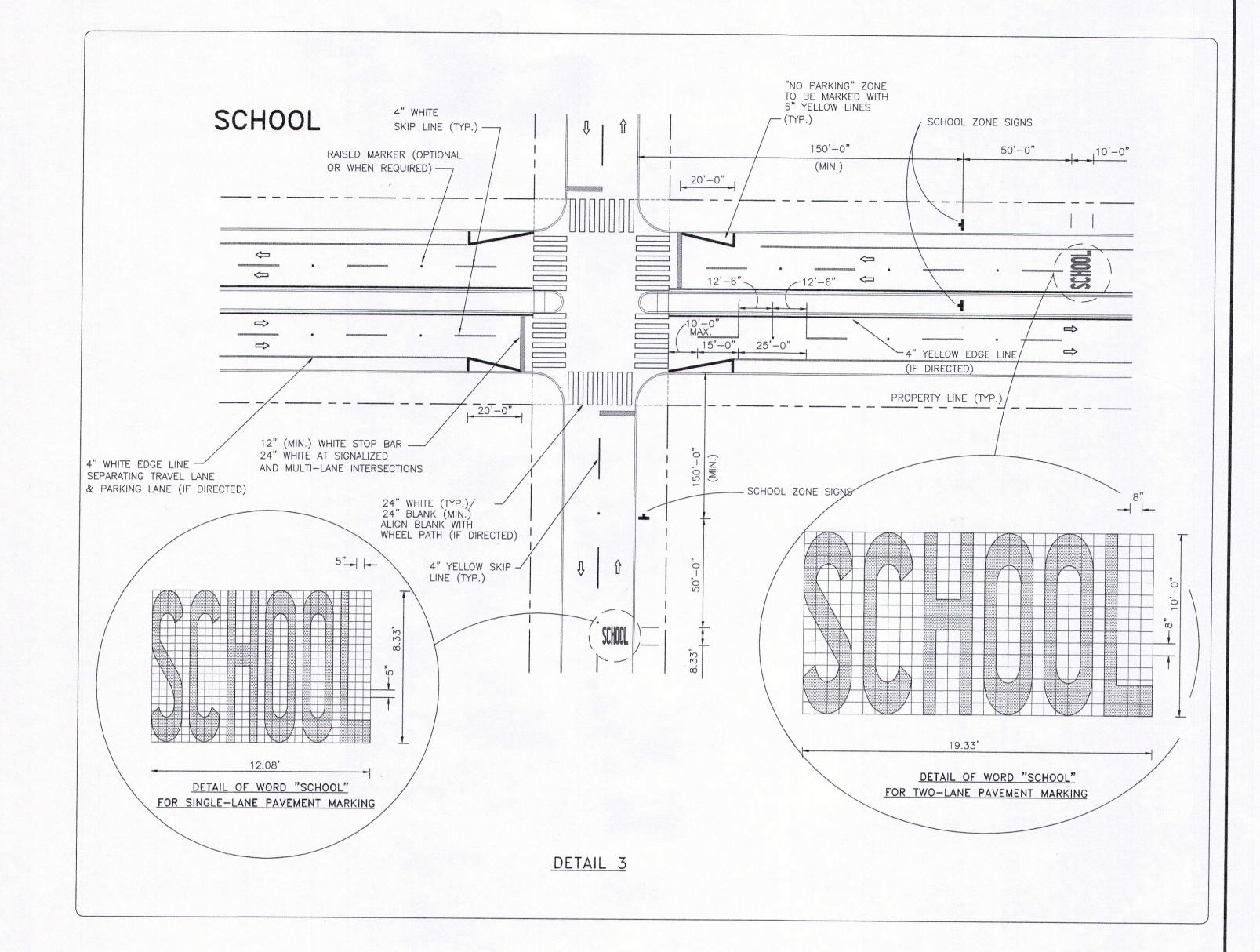
THE SELECTION AND USE OF THESE DETAILS, WHILE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND REVIEWED BY PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER M.T. B.V. R.S. B.J. A.Y.

SCALE

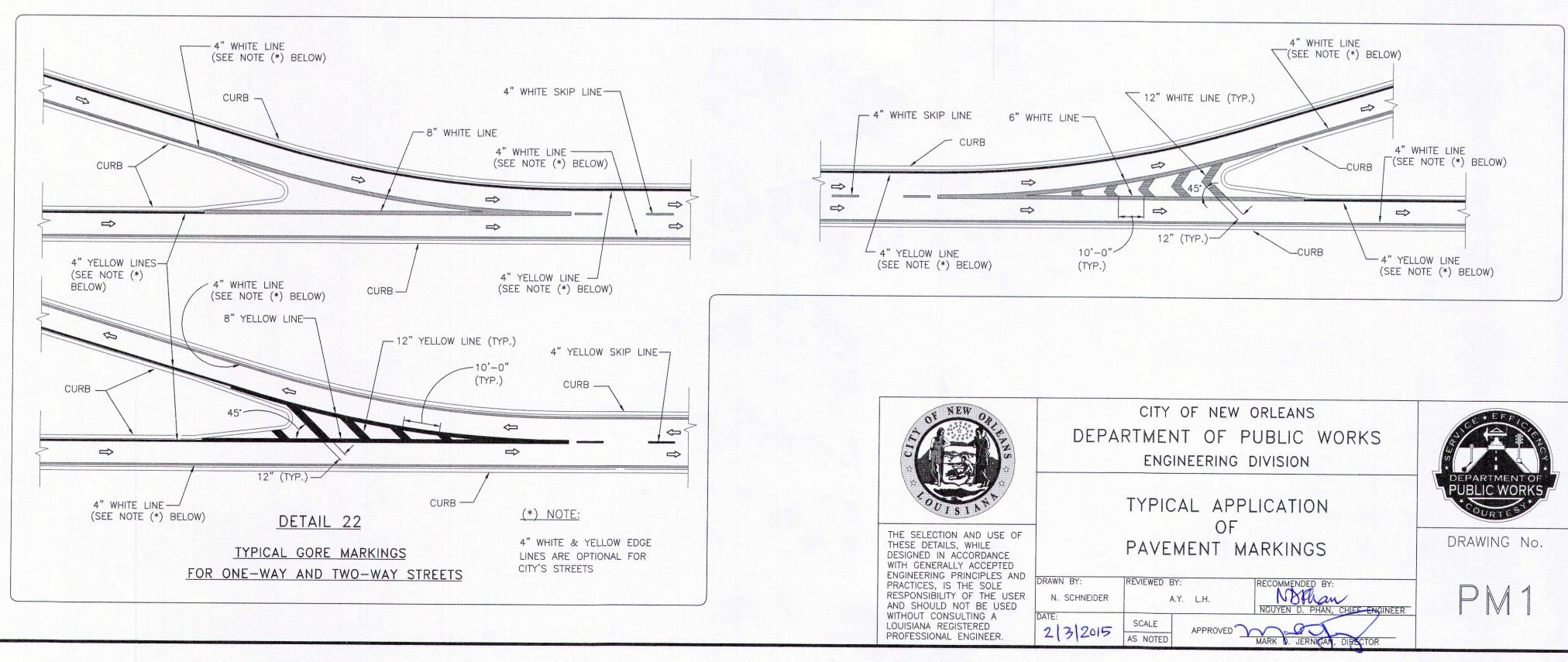
AND SHOULD NOT BE USED WITHOUT CONSULTING A LOUISIANA REGISTERED 2/3/2015 AS NOTED PROFESSIONAL ENGINEER.



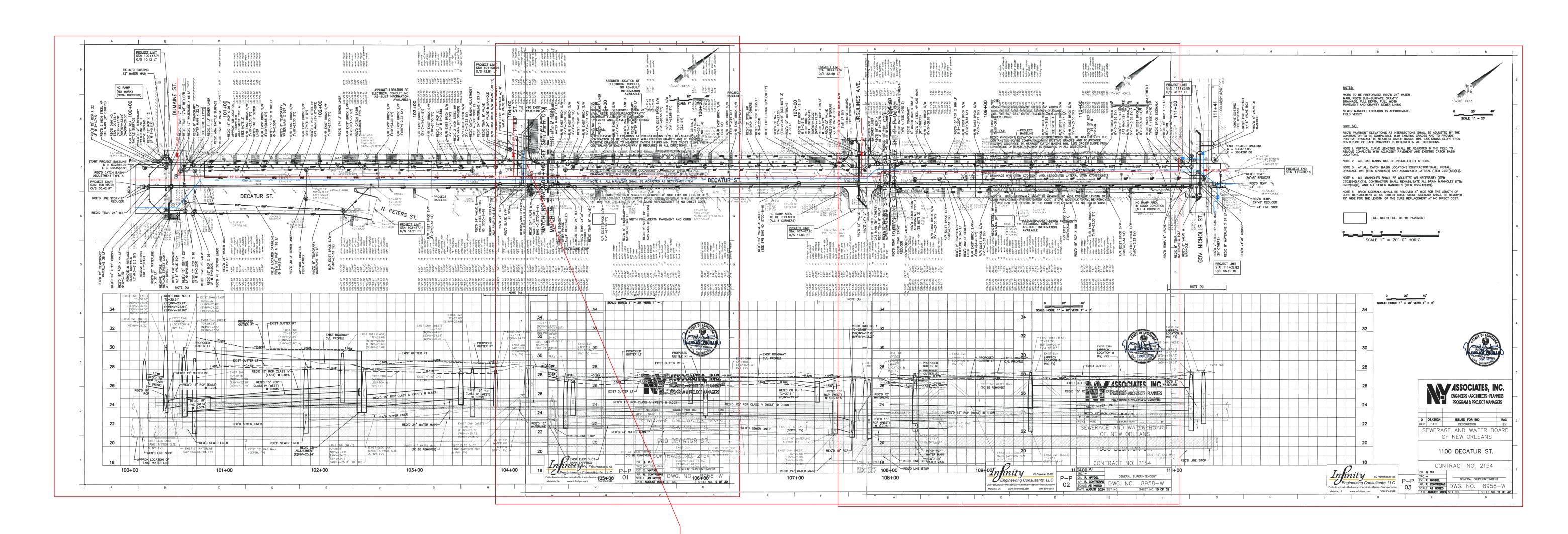


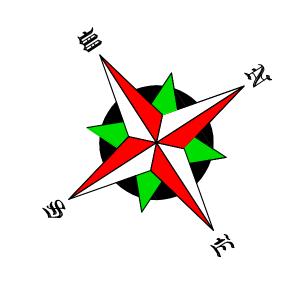


DESCRIPTION	COLOR	WIDTH	APPLICATION	
SINGLE BROKEN	WHTE	4"	SEPARATION OF TRAVEL LANES IN THE SAME DIRECTION; INDICATE THAT IT IS PERMISSIBLE TO CROSS THE LINE TO CHANGE LANES; i. e., LANE LINES ON MULTILANE ROADWAYS.	
	YELLOW	4"	SEPARATION OF TRAVEL LANES IN OPPOSITE DIRECTIONS; INDICATE THAT PASSING IS ALLOWED IN BOTH DIRECTIONS; i. e., CENTERLINE ON TWO LANE, TWO WAY ROADWAYS.	
SINGLE SOLID	WHITE	4"	SEPARATION OF TRAVEL LANES OR SEPARATION OF TRAVEL LANE AND SHOULDER; INDICATE THAT CROSSING THE LINE IS DISCOURAGED; i. e., LANE LINES AT INTERSECTION APPROACHES OR RIGHT EDGE LINES.	
		6"	SEPARATION OF A MOTOR VEHICLE TRAVEL LANE FROM A BIKE TRAVEL LANE.	
		8"	DELINEATION OF LOCATION WHICH INDICATES CROSSING IS STRONGLY DISCOURAGED; i. e., SEPARATION OF TURN LANES FROM THROUGH LANES OR GORE AREAS AT RAMP TERMINALS.	
	YELLOW	4"	DELINEATION OF LEFT EDGE LINES ON DIVIDED ROADWAYS, ONE-WAY ROADS AND RAMPS.	
DOUBLE SOLID	WHITE	4"-4"-4"	SEPARATION OF TRAVEL LANES IN THE SAME DIRECTION; INDICATE THAT IT IS PROHIBITED TO CROSS THE LINES; e. g., PROHIBIT LANE CHANGES ON THE APPROACH TO AN OBSTRUCTION IN THE ROADWAY BETWEEN TWO LANES IN THE SAME DIRECTION	
	YELLOW	4"-4"-4"	SEPARATION OF TRAVEL LANES IN OPPOSITE DIRECTIONS, WHICH INDICATE THAT PASSING IS NOT ALLOWED IN EITHER DIRECTION. LEFT TURN MANEUVERS ACROSS THIS MARKING ARE PERMITTED. ALSO USED IN ADVANCE OF OBSTRUCTIONS WHICH MAY BE PASSED ONLY ON THE RIGHT SIDE.	
SOLID PLUS BROKEN	YELLOW	4"-2"-4"	SEPARATION OF TRAVEL LANES IN OPPOSITE DIRECTIONS; INDICATE THAT PASSING IS ALLOWED FOR VEHICLES ADJACENT TO THE BROKEN LINE, BUT PROHIBITED FOR VEHICLES ADJACENT TO SOLID LINE. USED ON TWO—WAY ROADWAYS WITH TWO OR THREE LANES. ALSO USED TO DELINEATE EDGES OF A TWO—WAY LEFT TURN LANES (SOLID ON THE OUTSIDE, BROKEN LINES ON THE INSIDE).	
DOUBLE BROKEN	YELLOW	4"-4"-4"	DELINEATES THE EDGES OF REVERSIBLE LANES.	
SINGLE DOTTED	вотн	4"	AN EXTENSION OF A LANE LINE OR CENTERLINE THROUGH AN INTERSECTION OR A CURVED DOTTED LINE THROUGH AN INTERSECTION TO HELP GUIDE TURNING VEHICLES AS THEY MOVE THROUGH THEIR TURN. MAY EXTEND AN EDGELINE, ESPECIALLY WHERE THE ROAD WIDENS FOR AN ADDED LANE FOR DECELERATION OR FOR TURNING.	
	WHITE	8"	SEPARATION OF THROUGH LANE AND AUXILIARY LANE OR DROPPED LANE.	
	WHITE	6"	CROSSWALK EDGE LINES AT MINOR INTERSECTIONS, IF DIRECTED	
TRANSVERSE		12"	STOP BARS AT MINOR INTERSECTIONS CROSSWALK EDGE LINES AT MAJOR INTERSECTIONS, IF DIRECTED	
		24"	STOP BARS AT MAJOR INTERSECTIONS HIGH-VISIBILITY, LONGITUDINAL CROSSWALK STRIPING	
DIAGONAL	WHITE	12"	CROSSHATCH MARKINGS, PLACED AT AN ANGLE OF 45° AT VARYING DISTANCES APART, ON SHOULDERS OR CHANNELIZATION ISLANDS TO ADD EMPHASIS TO THESE ROADWAY FEATURES.	



# **APPENDIX F**Proposed Entergy Gas Mains





INSPECTOR'S SIGN-OFF SHEET

ALL MAINS INSTALLED

ALL SERVICES INSTALLED

ALL MAINS / SERVICES TEED

ALL MAINS ODORIZED

TRACER WIRE CHECKED

AREA CHECKED FOR LEAKS

VALVE HAND HOLES POSITIONED CORRECTLY

ALL VALVES IN OPEN POSITION

ALL SERVICES TRANSFERRED TO HP

ANY SERVICES SKIPPED?

ANY SERVICE ADDED?

POST CONRUCTION SITE INSPECTION COMPLETE

PROPOSED WATER
MAIN AND EXISTING
GAS CONFLICT

	LEGEND	ENTERGY-METRO DISTRIBUTION & OPERATIONS GAS ENGINEERING - NEW ORLEANS
PROPOSED VALVE  EXISTING VALVE	EXISTING HP STL GAS MAIN PROPOSED GAS MAIN	DECATUR - DUMAINE TO GOV. NICHOLLS
		GAS MAIN & SERVICE INSTALLATION
		entergy
		WR: XXXXXXX WR TYPE: GHIGHWY CEA: C5MG400XXX
		DRAWN BY: JPR   DESIGNER: JPR (504) 593-3489   SCALE: 1:50
		DESIGN DATE: 9/18/2024 SHEET: 1 OF 1

