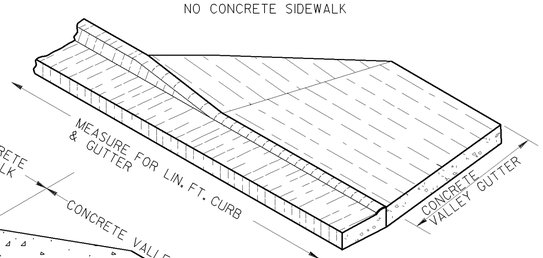
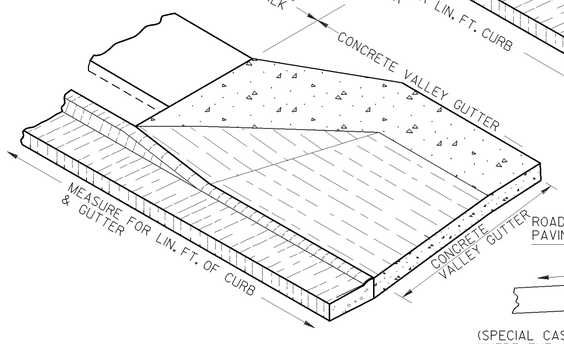
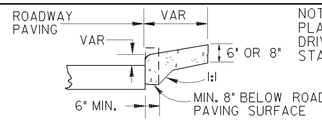
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

PICTORIAL SECTION
NO CONCRETE SIDEWALK

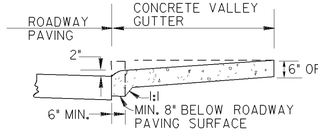


PICTORIAL SECTION
DRIVEWAY & CONRETE SIDEWALK



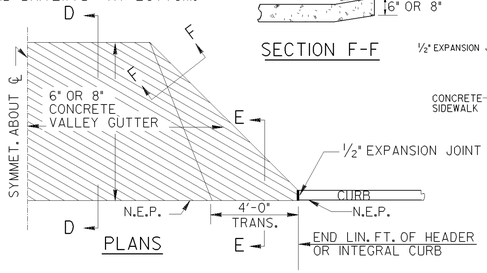


SECTION E-E

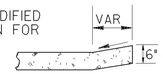


SECTION D-D

NOTE:
PLAN VIEW DETAILS NOT SHOWN FOR MODIFIED DRIVES WILL BE SIMILAR TO THAT SHOWN FOR STANDARD DRIVEWYS AT BOTTOM.

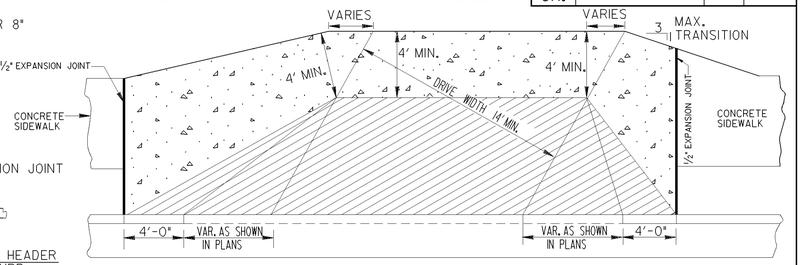


PLANS



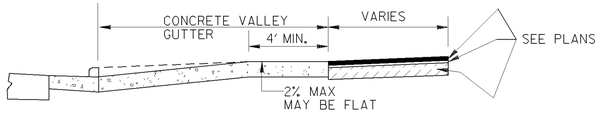
SECTION F-F

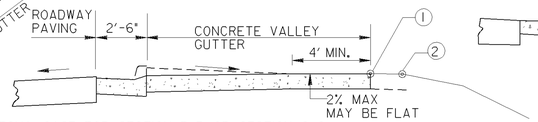
NOTE: DRIVEWAYS WILL NOT BE SKEWED EXCEPT WHERE PERPENDICULAR ALIGNMENT IS NOT FEASIBLE.



DRIVE ENTRANCE MODIFIED FOR SKEW

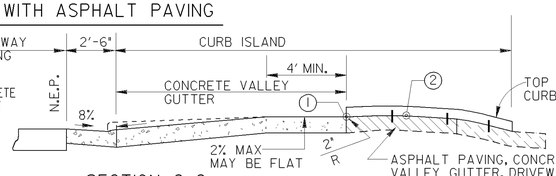
DRIVE MODIFIED FOR HEADER OR INTEGRAL CURB ALONG ROADWAY





(SPECIAL CASE FOR SECTION B-B OR SECTION C-C: WHERE THE SHOULDER OR SIDEWALK IS SLOPED AWAY FROM THE ROAD)

SECTION WITH ASPHALT PAVING

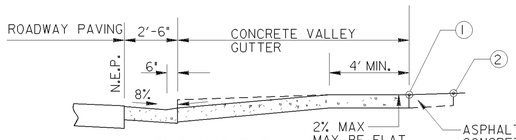


SECTION C-C

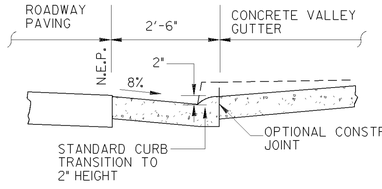
① IS THE BACK OF SIDEWALK SURFACE GRADE OR THE SHOULDER SURFACE GRADE 10'-0" BACK OF THE CURB, SLOPE OF THE CONCRETE VALLEY GUTTER WILL BE SUCH THAT THE BACK OF THE DRIVEWAY TAPER WILL BE THE SAME ELEVATION.

② IS BEGINNING OF DRIVEWAY TIE-IN.

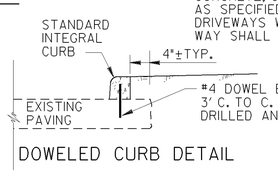
NOTE: ① AND ② MAY COINCIDE



SECTION B-B



NOTE:
ALTERNATES TO THE CURB ISLAND DESIGN SHOWN HERE MAY BE SPECIFIED IN THE PLANS.



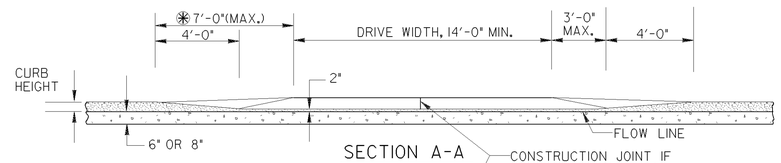
DOWELED CURB DETAIL

GENERAL NOTES:

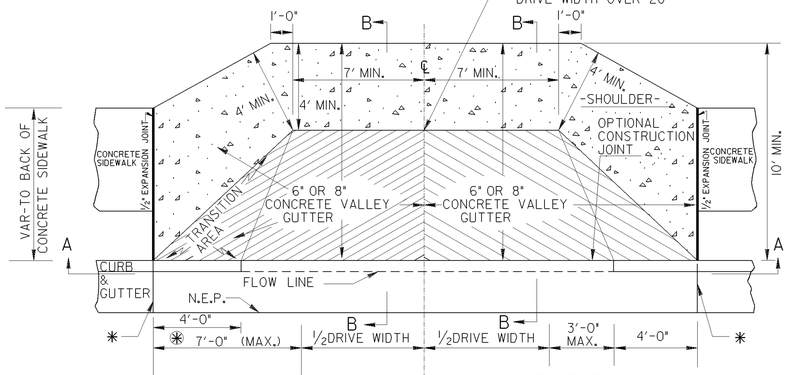
1. QUANTITIES SHALL BE MEASURED AS FOLLOWS:
   (A) CONCRETE CURB & GUTTER ALONG ROADWAY---
   LIN. FT. OF CURB & GUTTER SHALL BE MEASURED FOR PAYMENT CONTINUOUS THRU THE DRIVE ENTRANCES. PAYMENT FOR CURB & GUTTER SHALL INCLUDE DAPPING DOWN THE TOP PORTION OF THE CURB. SQ. YDS. OF CONCRETE VALLEY GUTTER SHALL BE MEASURED FOR PAYMENT TO THE BACK OF THE CURB LINE.
   (B) HEADER (OR INTEGRAL) CURB ALONG ROADWAY---
   LIN. FT. OF CURB SHALL BE MEASURED FOR PAYMENT TO THE BEGINNING OF DRIVE WAY. SQ. YDS. OF CONCRETE VALLEY GUTTER SHALL BE MEASURED FOR PAYMENT TO THE EDGE OF THE ROADWAY PAVING.
2. N.E.P. IS DEFINED AS THE POINT WHERE THE ROADWAY PAVING MEETS THE CURB & GUTTER, OR HEADER CURB, OR FACE OR THE INTEGRAL CURB.
3. DRIVES RECONSTRUCTED SHALL BE REPLACED IN KIND, I.E, ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND PAVED TO THE RIGHT OF WAY LINE.
4. SEE STANDARD 9032-B FOR DETAILS OF CONCRETE CURB & GUTTER, HEADER CURBS AND DOWELED INTEGRAL CURBS.
5. WIDTHS OF COMMERCIAL DRIVEWAYS SHALL COMPLY WITH CURRENT "RULES AND REGULATIONS FOR DRIVEWAY AND ENCROACHMENT CONTROL". WIDTHS OF RESIDENTIAL NON-COMMERCIAL DRIVEWAYS SHALL BE AS SPECIFIED IN THE PLANS.
6. THE SLOPE OF THE "TRANSITION AREA" OF THE CONCRETE VALLEY GUTTER SHALL NOT BE STEEPER THAN 8% (12:1) WHERE SIDEWALKS ARE LOCATED.
7. MAXIMUM DRIVEWAY GRADES SHOWN BELOW ARE INTENDED FOR RESIDENTIAL DRIVEWAYS WHERE FLATTER GRADES ARE NOT FEASIBLE. GRADES FOR COMMERCIAL DRIVEWAYS OR FOR TRUCKS SHALL NOT BE GREATER THAN 11% UNLESS SPECIFIED OTHERWISE.

Guidelines For Usage On Metric Projects

When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following "Rounded-Off" conversion factors: 1" =25mm, 4"=100mm, and 12" or 1' =300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.



SECTION A-A



✱ CONSTRUCTION JOINT NOT REQUIRED IF THE OPTIONAL CONSTRUCTION JOINT IS PROVIDED AT BACK OF THE CURB.

HALF SECTION
SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.
℄

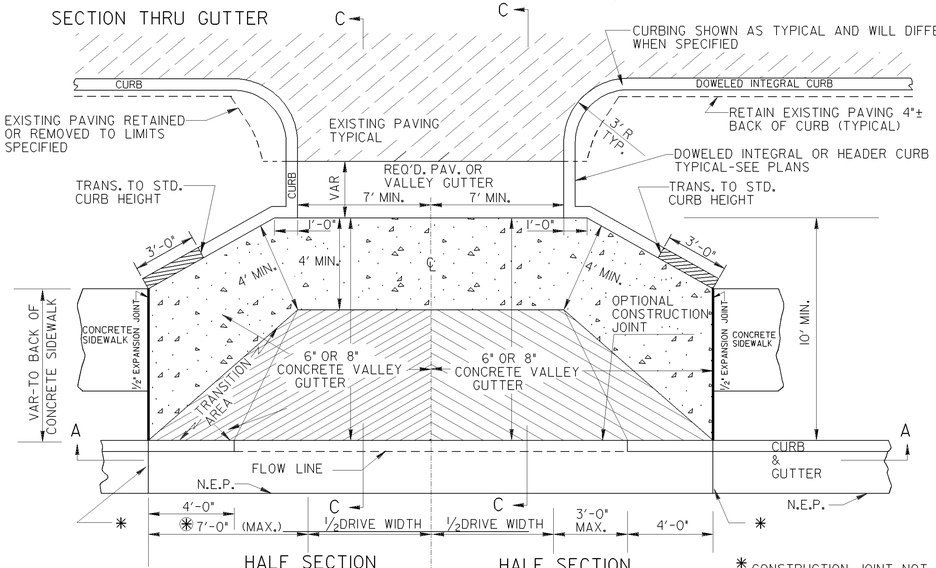
PLAN

HALF SECTION

PLAN

RESIDENTIAL, COMMERCIAL OR NON-COMMERCIAL DRIVE

SECTION THRU GUTTER



HALF SECTION
SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.
℄

PLAN

HALF SECTION

PLAN
(SHOWN ADJACENT TO EXISTING PAVED PARKING AREA)

DRIVEWAY WITH CURB ISLAND

✱ CONSTRUCTION JOINT NOT REQUIRED IF THE OPTIONAL CONSTRUCTION JOINT IS PROVIDED BACK OF CURB.

✱ 7'-0" OR DISTANCE EQUAL TO THAT FROM BACK OF CURB TO BACK OF SIDEWALK, WHICHEVER IS LESSER

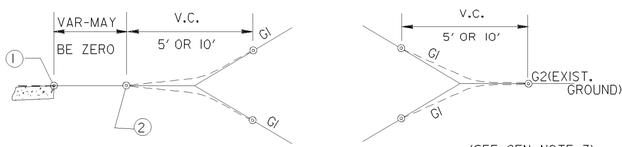
① IS THE BACK OF SIDEWALK SURFACE GRADE OR THE SHOULDER SURFACE GRADE 10'-0" BACK OF THE CURB, SLOPE OF THE CONCRETE VALLEY GUTTER WILL BE SUCH THAT THE BACK OF THE DRIVEWAY TAPER WILL BE THE SAME ELEVATION.

② IS BEGINNING OF DRIVEWAY TIE-IN.

NOTE: ① AND ② MAY COINCIDE

V.C.	MAXIMUM GI	
	CUT	FILL
5'	27%	16.67%
10'	28%	27%

V.C.	GI-G2 (MAX. ALGEBRAIC GRADE CHANGE)	
	SAG	CREST
5'	21%	25%
10'	25%	36%



MAXIMUM DRIVEWAY GRADES (SEE GEN. NOTE 7)

This Detail Replaces Ga Standard 6050

NUMBER	DATE	REVISION	BY
	7-2-11	REV. PAVEMENT NOTES, REV.	GLO
	4-11-02	12" TO 14" MIN., REV. SWALK	
	4-3-02	REVISED	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

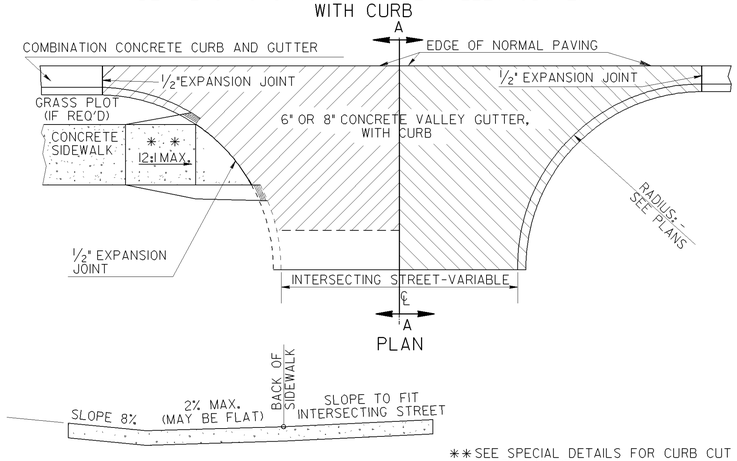
CONSTRUCTION DETAIL
DRIVEWAYS WITH TAPERED ENTRANCES CONCRETE VALLEY GUTTERS

NO SCALE — MARCH 12, 2002

NUMBER A1

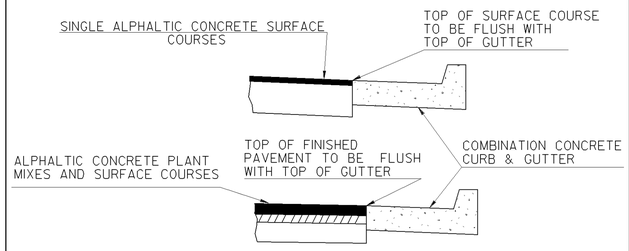
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

DETAIL OF 6" OR 8" CONCRETE VALLEY GUTTER WITH CURB

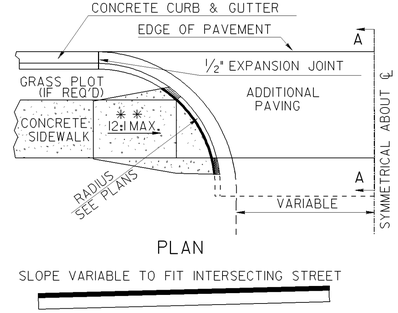


**SEE SPECIAL DETAILS FOR CURB CUT RAMP REQUIREMENTS.

DETAIL OF PLACING PAVEMENT ADJACENT TO GUTTER



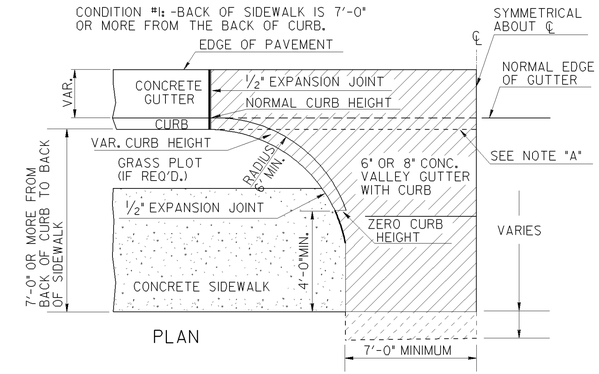
DETAIL OF ADDITIONAL PAVING AT STREET INTERSECTION



NOTE:
ADDITIONAL PAVING TO EXTEND TO END OF RETURN WHEN NO CONCRETE SIDEWALK IS SET UP.

**SEE SPECIAL DETAILS FOR CURB CUT RAMP REQUIREMENTS.

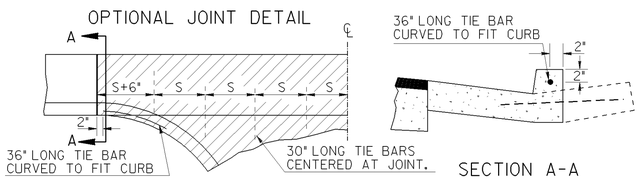
DETAIL OF 6" OR 8" CONCRETE VALLEY GUTTER WITHOUT CURB



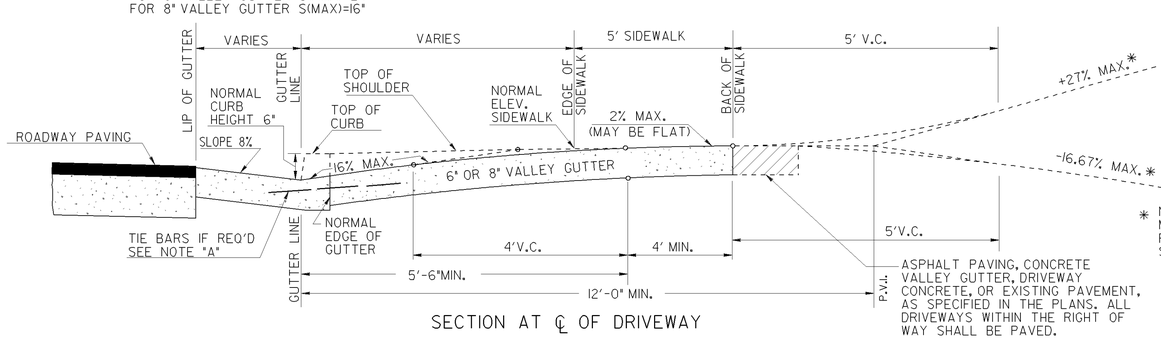
CONDITION "I-BACK OF SIDEWALK IS 7'-0" OR MORE FROM BACK OF CURB.

ZERO CURB HT. TO BE A MINIMUM OF 3'-2" FROM GUTTER LINE. IF CURB TRANSITION EXTENDS PAST EDGE OF SIDEWALK. THE TOP OF THE VARIABLE HEIGHT CURB IS TO REMAIN FLUSH WITH THE TOP OF THE SIDEWALK THROUGHT OUT TRANSITION. ZERO CURB HEIGHT WILL BE A MINIMUM OF 4'-0" FROM BACK OF SIDEWALK.

NOTE: "A"
CONSTRUCTION JOINT OPTIONAL: -WHEN IMPLEMENTED #4 TIE BARS WILL BE REQUIRED AS SHOWN BELOW TO BE INCLUDED IN UNIT PRICE FOR VALLEY GUTTER. IF CURB IS POURED THROUGH VALLEY GUTTER, THE TOP PORTION WILL BE REMOVED BEFORE SETTING TO MATCH GRADE OF VALLEY GUTTER.



FOR 6" VALLEY GUTTER S(MAX)=24"
FOR 8" VALLEY GUTTER S(MAX)=16"

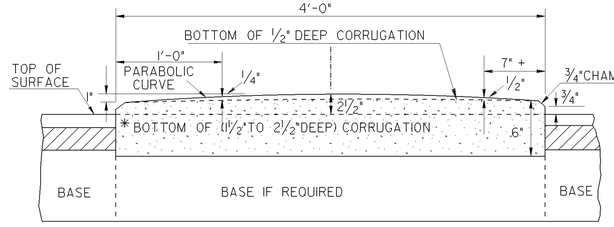


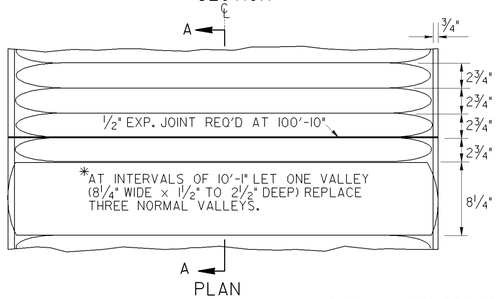
*PERCENTAGE OF ASCENDING GRADE MAY BE INCREASED AT A DISTANCE OF 23' FROM THE GUTTER LINE.

*PERCENTAGE DESCENDING GRADE MAY BE INCREASED AT A DISTANCE 18' FROM THE GUTTER LINE.

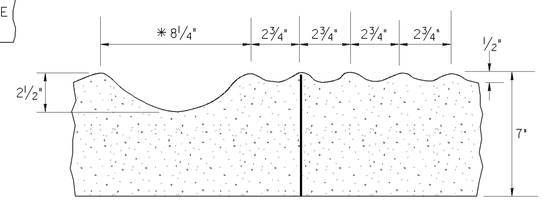
* NOTE:
MAXIMUM DRIVEWAY GRADES SHOWN ABOVE ARE INTENDED FOR RESIDENTIAL DRIVEWAYS WHERE FLATTER GRADES ARE NOT FEASIBLE. GRADES FOR COMMERCIAL DRIVEWAYS OR FOR TRUCKS SHALL NOT BE GREATER THAN 11% UNLESS SPECIFIED OTHERWISE.

DETAIL OF 4' CORRUGATED CONCRETE MEDIAN





*APPLIES ONLY TO SUPERELEVATED CURVES, INCLUDING TRANSITIONS.



SEE SPECIAL DETAILS FOR DETAILS OF CONCRETE SIDEWALK.

This Detail Replaces Ga Standard 9031J

Guidelines For Usage On Metric Projects

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BY	REVISION	DATE
GLO	ADDED PAVEMENT NOTE, REV. DRIVEWAY SECTION	7-21-11
GLO	REV. PAVEMENT NOTES	2-21-03
	REVISED	4-11-02
	REVISED	4-3-02

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL

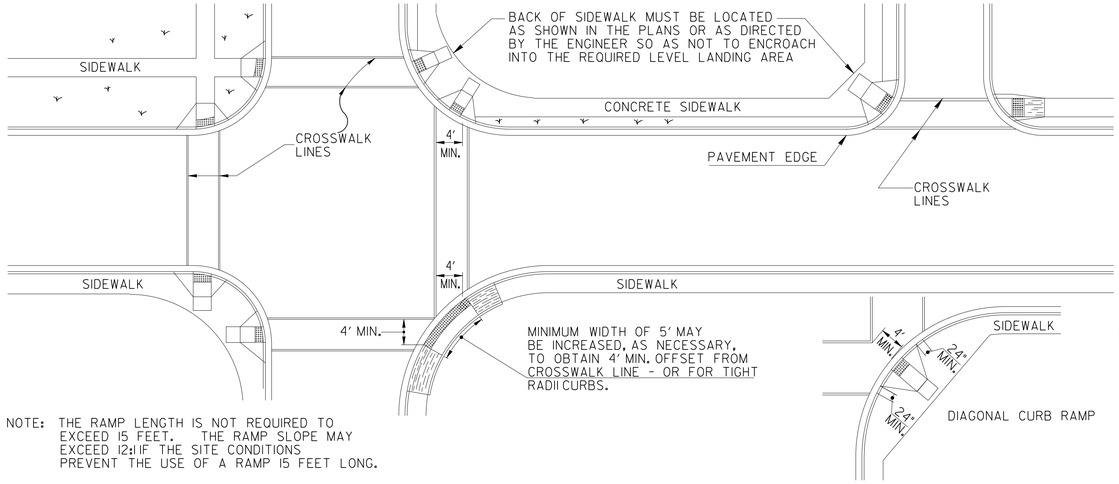
CONCRETE VALLEY GUTTER AT STREET INTERSECTION
6" OR 8" CONCRETE VALLEY GUTTER AT DRIVE
PLACING PAVEMENT ADJACENT TO GUTTER
ADDITIONAL PAVING AT STREET INTERSECTION
4' CORRUGATED CONCRETE MEDIAN

NO SCALE — MARCH 12, 2002

NUMBER A2

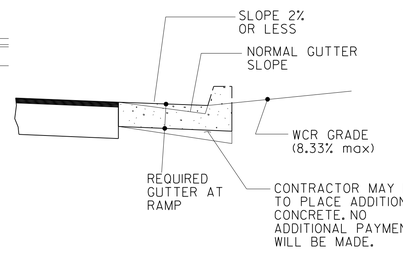
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW

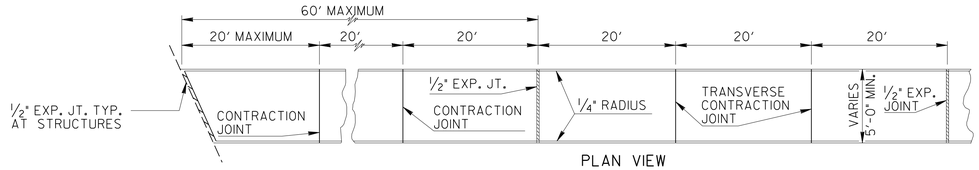


NOTE: THE RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET. THE RAMP SLOPE MAY EXCEED 12:1 IF THE SITE CONDITIONS PREVENT THE USE OF A RAMP 15 FEET LONG.

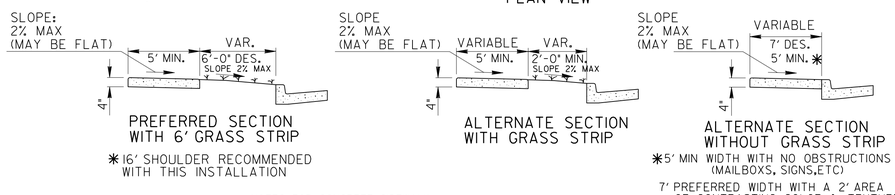
GUTTER TRANSITION DETAIL



CONCRETE SIDEWALK DETAILS



PLAN VIEW



NOTES FOR CONCRETE SIDEWALK:

A. CONCRETE TO BE PLACED 4" THICK AND FINISHED WITH TAMPS, WOOD FLOATS AND STIFF-BRISTLE BROOMS.
B. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 20 FT. INTERVALS. ALL EDGES TO BE ROUNDED TO 1/4" RADIUS.
C. 1/2" EXPANSION JOINTS SHALL BE PLACED, WHERE SIDEWALK TIE INTO A STRUCTURE OR TERMINATE AT CURB, RAMPS OR DRIVEWAYS AND AT 60' INTERVALS.

NOTES FOR CURB CUT RAMPS:

1. CURB CUT RAMPS WILL BE LOCATED AS FOLLOWS UNLESS PLANS OR CONTRACT SPECIFY OTHERWISE.
   a) AT ALL PEDESTRIAN CROSSWALKS WHERE CURB IS CONSTRUCTED OR REPLACED.
   b) WHERE THE SIDEWALK, CONCRETE OR UNPAVED, IS INTERRUPTED BY THE CURB AT TURNOUTS OR AT INTERSECTIONS.
   c) AT OTHER LOCATIONS SUCH AS HOSPITALS, NURSING HOMES, REST AREAS, ETC.. WHERE THE CURB WOULD OTHERWISE BE AN OBSTRUCTION TO THE PHYSICALLY DISABLED.
2. RAMPS WILL BE CONSTRUCTED FROM CONCRETE. SPECIFICATIONS FOR RAMPS WILL BE THE SAME AS FOR CONCRETE SIDEWALK. RAMPS SHALL HAVE EITHER A ROUGH OR A TEXTURED FINISH.
3. DROP INLETS ARE NOT TO BE LOCATED DIRECTLY IN FRONT OF RAMPS. CATCH BASINS SHOULD BE LOCATED AT LEAST 10 FT. FROM RAMPS WHEN FEASIBLE.
4. WHERE RAMPS ARE LOCATED IN RADII, THE DIMENSIONS SHOWN FOR RAMP WIDTHS AND TAPERS ARE MEASURED PERPENDICULAR TO THE RAMP AND NOT ALONG THE CURVE.
5. WHERE UTILITY STRUCTURES CONFLICT, WHERE SIDEWALK GEOMETRY VARIES, AT SKEWED INTERSECTIONS, OR IN OTHER SPECIAL CASES, THE RAMP DESIGNS MAY BE MODIFIED BY THE DESIGNER OR ENGINEER, PROVIDED THAT THE WIDTH REMAINS A MINIMUM OF 48 INCHES, AND NO SLOPE ON THE ACCESSIBLE PART OF THE RAMP IS STEEPER THAN 12:1.
6. LIN. FT. OF CURB AND GUTTER WILL INCLUDE THE TRANSITIONED CURB IN FRONT OF RAMPS. SQ. YDS. OF CONCRETE SIDEWALK AND CONCRETE MEDIAN PAVING WILL INCLUDE RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR CURB RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR SAWING AND REMOVING EXISTING SIDEWALK OR CURB WHERE NECESSARY FOR RAMP CONSTRUCTION.
7. WHEN A CURB RAMP IS PLACED ON EXISTING PAVEMENT. THE PAVEMENT SHALL BE REMOVED TO PROVIDE A MINIMUM THICKNESS OF 3 INCHES OF CONCRETE AT ALL LOCATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVAL OF THE PAVEMENT.
8. DETECTABLE WARNING SURFACES ARE REQUIRED ON ALL INTERSECTIONS WITH PUBLIC STREETS, SIGNALIZED COMMERCIAL DRIVEWAYS, AND COMMERCIAL DRIVEWAYS WITH AN AADT OF 25 VPD.

This Detail Replaces Ga Standard 9031W

Guidelines For Usage On Metric Projects

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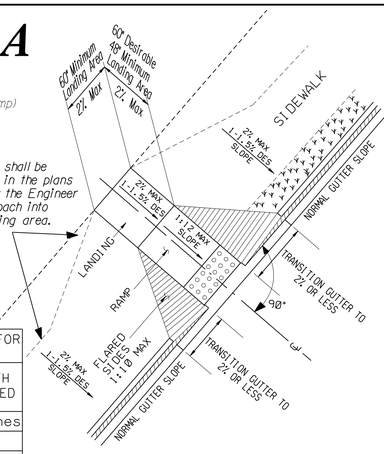
Type A

(Perpendicular)

(The Preferred Ramp)

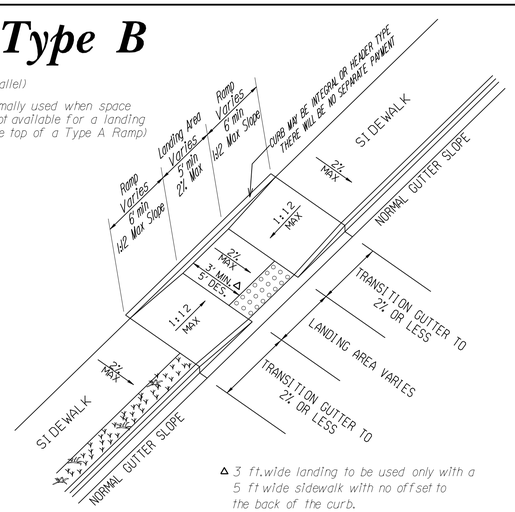


LENGHT REQUIRED FOR A 1:10 SLOPE	
DIFFERENCE IN HEIGHT	LENGTH REQUIRED
1 inch	10 inches
2 inches	1'-8"
3 inches	2'-6"
4 inches	3'-4"
5 inches	4'-2"
6 inches	5 feet

Type B

(Parallel)

(Normally used when space is not available for a landing at the top of a Type A Ramp)

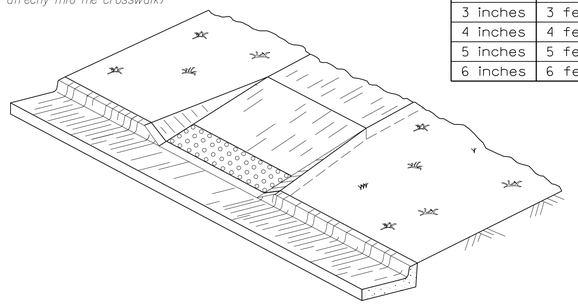


Δ 5 ft. wide landing to be used only with a 5 ft wide sidewalk with no offset to the back of the curb.

Type D

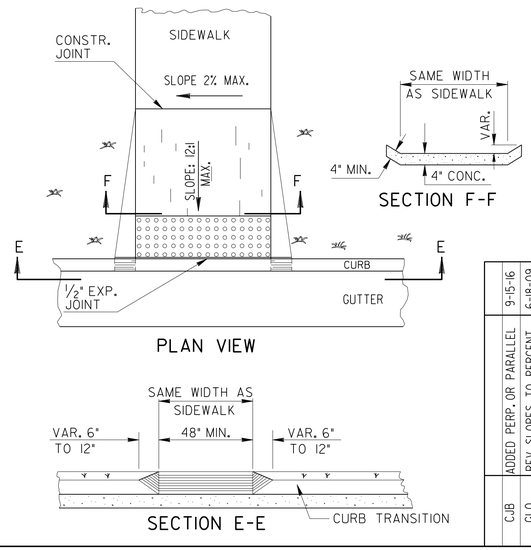
(Perpendicular)

(Normally used when the sidewalk ties directly into the crosswalk)



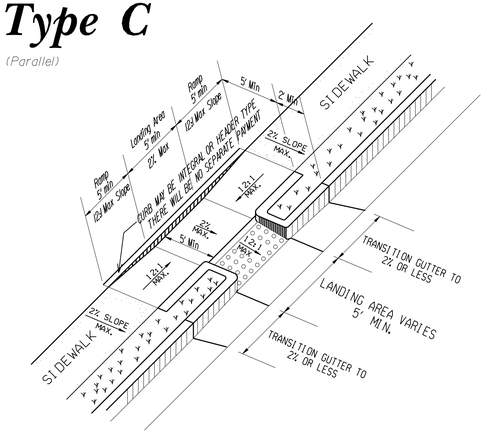
LENGHT REQUIRED FOR A 1:12 SLOPE	
DIFFERENCE IN HEIGHT	LENGTH REQUIRED
1 inch	1 foot
2 inches	2 feet
3 inches	3 feet
4 inches	4 feet
5 inches	5 feet
6 inches	6 feet

IN AREAS WHERE THE GUTTER HAS A SLOPE 1" IN 1' END NORMAL GUTTER SLOPE AT A DISTANCE OF 6 TO 10 FEET FROM THE RAMP AND BEGIN TRANSITION TO A FLAT GUTTER SLOPE. NORMAL GUTTER SLOPE SHALL BE RESUMED AT A SIMILAR DISTANCE BEYOND THE RAMP.



Type C

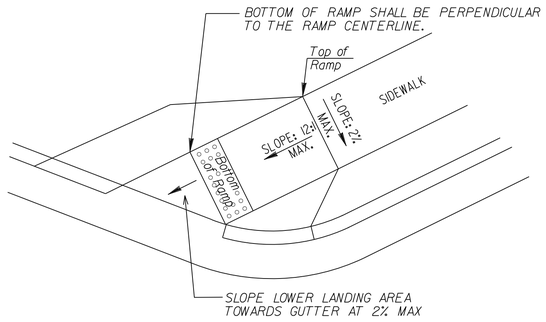
(Parallel)



Skewed Ramp Details

(Applies to Type A Type D Ramps Only)

WHEN THE RAMP CENTERLINE IS NOT PERPENDICULAR TO THE CURB A LEVEL LANDING AREA WITH SLOPES LESS THAN 2% MUST BE PROVIDED AT THE BOTTOM OF THE RAMP.



DATE	REVISION	
9-15-16	ADDED PERP. OR PARALLEL	CJB
6-18-09	REV. SLOPES TO PERCENT AND ADDED 12:1 & 10:1 CHART.	GLO
5-10-06	ADDED GEN. NOTE NO. 8.	
2-21-03	REV. TRUNCATED DOMES	GLO
2-10-03	REVISED	
7-29-02	REVISED	
5-29-02	REVISED	
5-23-02	REVISED	
5-13-02	REVISED	
4-29-02	REVISED	
4-11-02	REVISED	
4-3-02	REVISED	
3-28-02	REVISED	

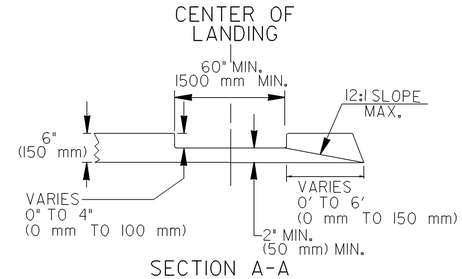
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL DETAIL
CONCRETE SIDEWALK DETAILS
CURB CUT (WHEELCHAIR) RAMPS

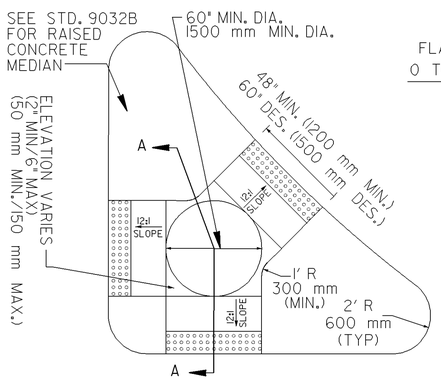
NO SCALE MARCH 12, 2002

NUMBER A3

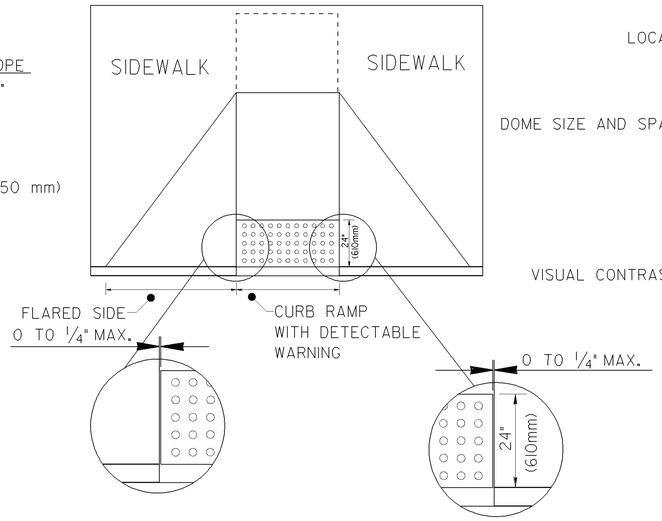
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



SECTION A-A



CONCRETE ISLAND WITH ELEVATED CUT THROUGH

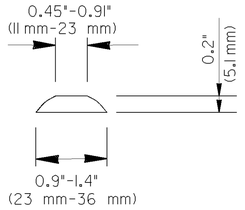


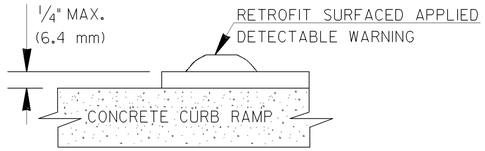
SIZE: DETECTABLE WARNINGS SHALL BE 24 INCHES (610 mm) IN THE DIRECTION OF PEDESTRAIN TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.

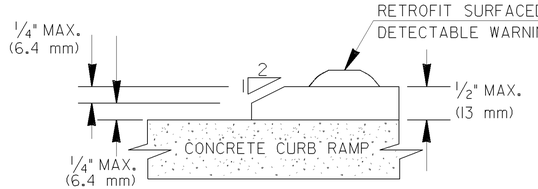
LOCATION: THE DETECTABLE WARNING SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD IS 6 TO 8 INCHES (150 mm to 180mm) FROM THE CURB LINE OR OTHER POTENTIAL HAZARD, SUSH AS A REFLECTIVE POOL EDGE OR THE DYNAMIC ENVELOPE OF RAIL OPERATIONS.

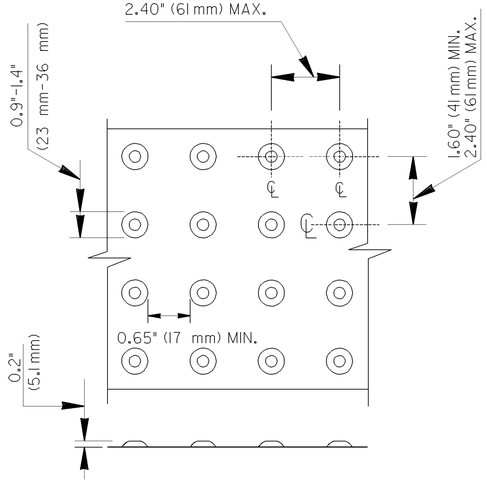
DOME SIZE AND SPACING: TRUNCATED DOMES SHALL HAVE A BASE DIAMETER OF 0.9 INCH TO 1.4 INCH (23mm-36mm) AT THE BOTTOM, A DIAMETER OF 0.45 INCH TO 0.91 INCH (11mm-23mm) AT THE TOP, THE TOP DIAMETER SHALL BE A MINIMUM OF 50% AND A MAXIMUM OF 65% OF THE BASE DIAMENTER, A HEIGHT OF 0.2 INCH (5.1mm) AND A CENTER-TO-CENTER SPACING OF 2.40 INCHES (61mm) DESIRABLE 1.60 INCHES (41mm) MINIMUM MEASURED ALONG ONE SIDE OF A SQUARE ARRANGEMENT. DOMES SHALL HAVE A SQUARE ARRANGEMENT. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.

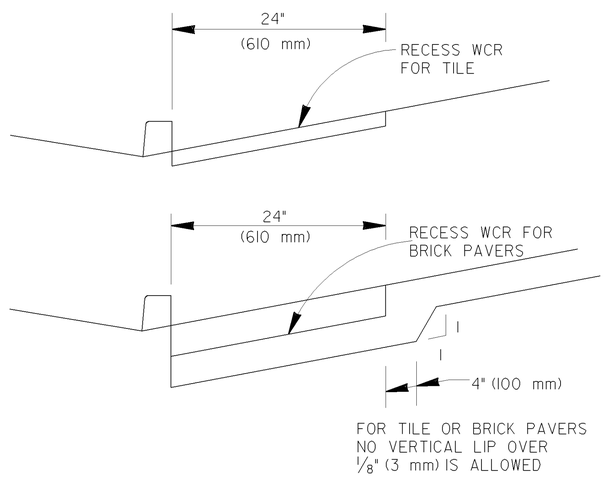
VISUAL CONTRAST: DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT WALKING SURFACE EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE VISUAL CONTRACT SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING SURFACE.



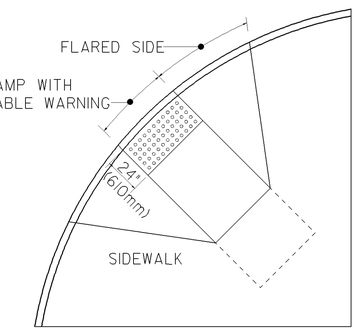




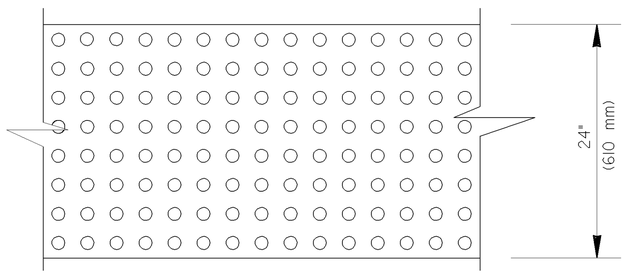




FOR TILE OR BRICK PAVERS NO VERTICAL LIP OVER 1/8" (3 mm) IS ALLOWED



DETAIL FOR DETECTABLE WARNING AT CUT-THRU CONCRETE ISLAND



NO SEPARATE PAYMENT WILL BE MADE FOR THE DETECTABLE WARNINGS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK (OR CURB CUT RAMP IF THE ITEM IS INCLUDED IN THE PROPOSAL).

FOR CUT-THRU ISLANDS AND EXISTING RAMPS, WHERE NO SIDEWALK OR CURB CUT RAMPS ARE IN THE PROPOSAL. THE COST OF THE DETECTABLE WARINGS SHALL BE INCLUDED IN THE OVERALL BID PRICE SUBMITTED.

MATERIALS:

NEW CONSTRUCTION

THE DETECTABLE WARNINGS SHALL BE MADE OF MATERIALS SPECIFIED ON QPL 87.

RETROFIT OF EXISTING RAMPS

SURFACED APPLIED MATERIALS WILL ONLY BE APPROVED TO BE USED ON EXISTING WHEELCHAIR RAMPS.

INSTALLATION:

BRICK PAVERS SHALL BE SET IN A WET MORTAR BED. THE BED SHALL BE PLACED ON CONCRETE. THE CONCRETE SHALL BE A MINIMUM OF 4" THICK.

CERAMIC TILE SHALL BE EPOXIED IN PLACE OR SET IN A WET MORTAR BED. MANUFACTURER RECOMMEND ADHESIVE OR FASTENER SHALL BE USED IN THE INSTALLATION.

ALL OTHER MATERIALS SHALL BE INSTALLED ACCORDING TO MANUFACTURES DETAILS OR INSTRUCTION.

GENERAL NOTES:

RETROFIT SURFACED APPLIED MATERIALS ONLY:

1. CHANGES IN LEVEL OF 1/4" (6.4 mm) HIGH MAXIMUM SHALL BE PERMITTED VERTICALLY ON SURFACED APPLIED MATERIALS.
2. CHANGES IN LEVEL BETWEEN 1/4" (6.4 mm) HIGH MINIMUM AND 1/2" (13mm) HIGH MAXIMUM SHALL BE BELEVELED WITH A SLOPE NOT STEEPER THAN 2:1.

BY	DATE	REVISION
GLO	6-18-09	ADDED RETROFIT DETAIL AND ADDED ALT. RAMP DETAIL AND GEN. NOTES
GLO	10-2-06	ADDED TOLERANCE TO DTL.
GLO	5-10-06	REVISEDTUNCATED DOMES AND NOTES.
	11-14-02	REVISED
	7-29-02	REVISED

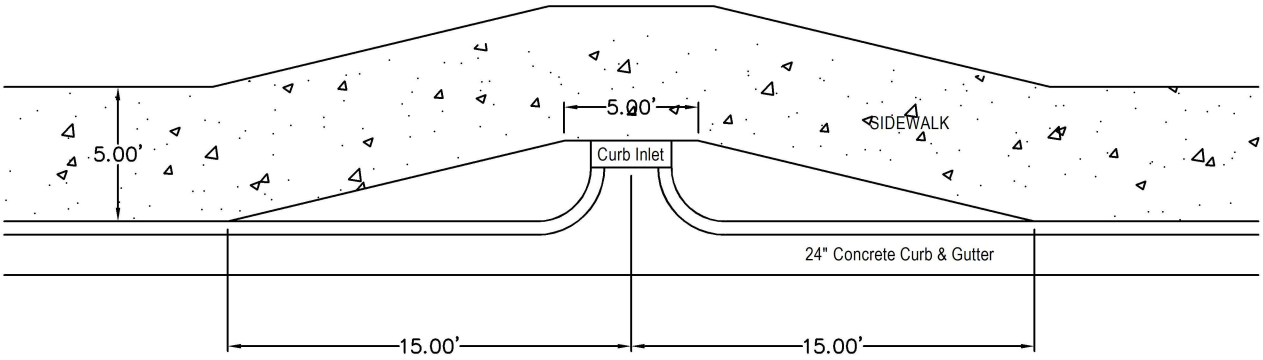
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL DETAIL

DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS

NO SCALE — MARCH 12, 2002

NUMBER A4

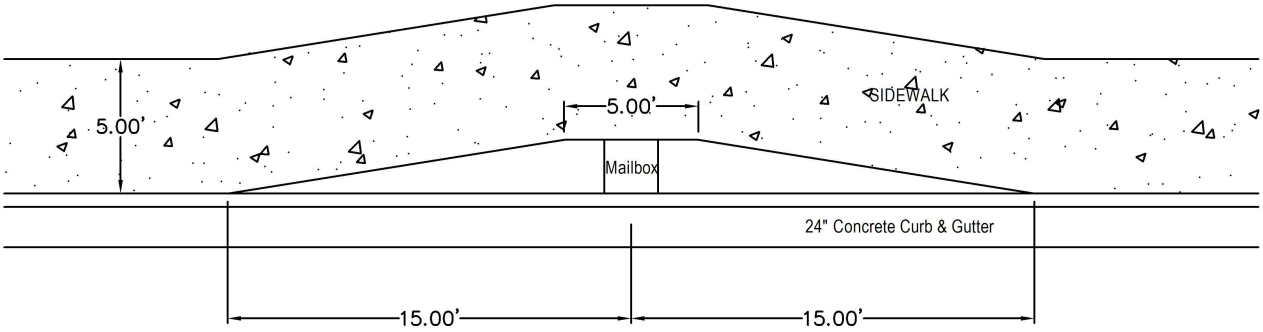


Barrington Hall Drive

Asphalt

Typical Sidewalk At Curb Inlet

NTS



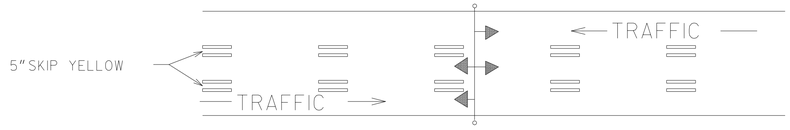
Barrington Hall Drive

Asphalt

Typical Sidewalk At Mailbox

NTS

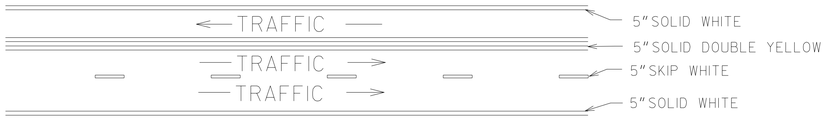
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



REVERSIBLE LANE SIGN OR SIGNAL SYSTEM REQUIRED

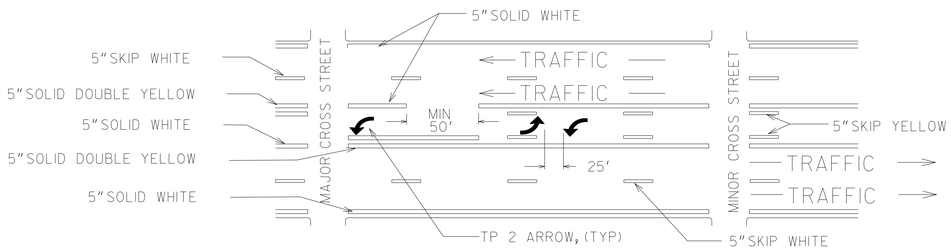
TWO-WAY TRAFFIC WITH A REVERSIBLE CENTER LANE

TWO-WAY TRAFFIC WHERE MOTORISTS IN A SINGLE LANE ARE PERMITTED TO PASS

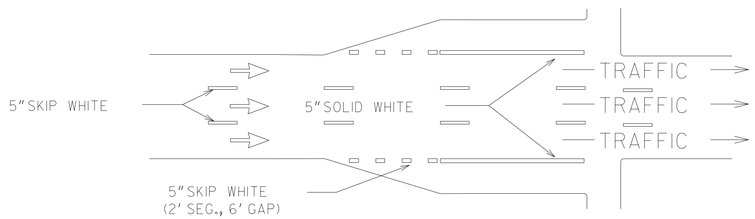


TWO-WAY TRAFFIC WHERE MOTORISTS IN A SINGLE LANE ARE NOT PERMITTED TO PASS

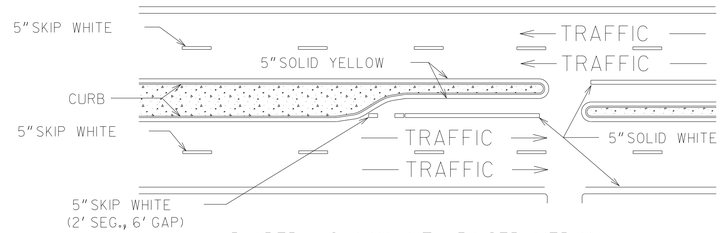
TWO-LANE, TWO-WAY TRAFFIC WITH PASSING PERMITTED



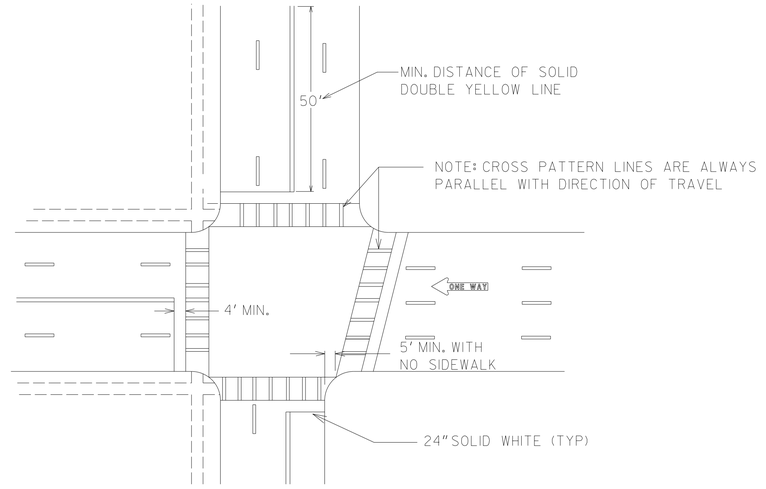
MULTI-LANE, TWO-WAY TRAFFIC WITH SINGLE LANE, TWO-WAY LEFT TURN CHANNELIZATION



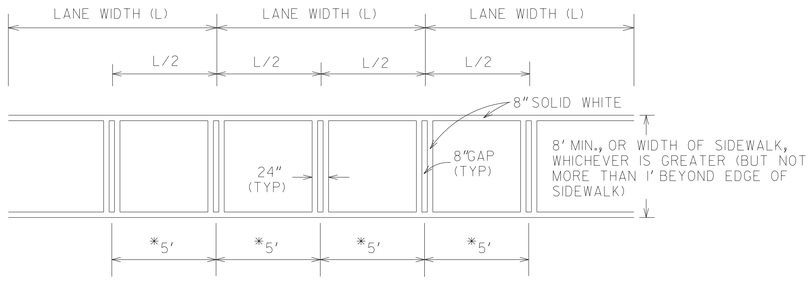
ONE-WAY TRAFFIC WITH ADDED TURN LANES



DIVIDED HIGHWAY WITH RAISED MEDIAN



TYPICAL LOCATION OF CROSSWALKS AND STOP BARS



*USE WHERE THE LANE WIDTH EXCEEDS 12'
OR WHERE LANE LINES HAVE BEEN OMITTED

CROSSWALK DETAIL

GENERAL NOTES:

1. SPACING BETWEEEN DOUBLE LINES SHALL BE EQUAL TO THE LINE WIDTH.
2. EDGE LINES SHALL BE PLACED A MINIMUM OF 4 INCHES FROM THE NORMAL EDGE OF PAVEMENT.
3. CONTRAST MARKINGS FOR SKIP STRIPING SHALL BE AS SHOWN IN DETAIL T-IIB.

	9-15-16	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
	ADDED GENERAL NOTE 3	REVISION	CONSTRUCTION DETAILS PAVEMENT MARKING PLACEMENT NON-LIMITED ACCESS ROADWAY
			NO SCALE — JANUARY 2000
	CDR	BY	DESIGNED ____ DRAWN ____ TRACED ____ CHECKED ____ — NUMBER T-IIA

Hayes, John

From: Floyd, Nigel
Sent: Tuesday, July 30, 2024 12:34 PM
To: Hayes, John; Vo, Tri
Subject: RE: Signing Requirements for Crosswalks

John,

The advance crosswalk sign should be a W11-2 with a W16-9P advisory plate.

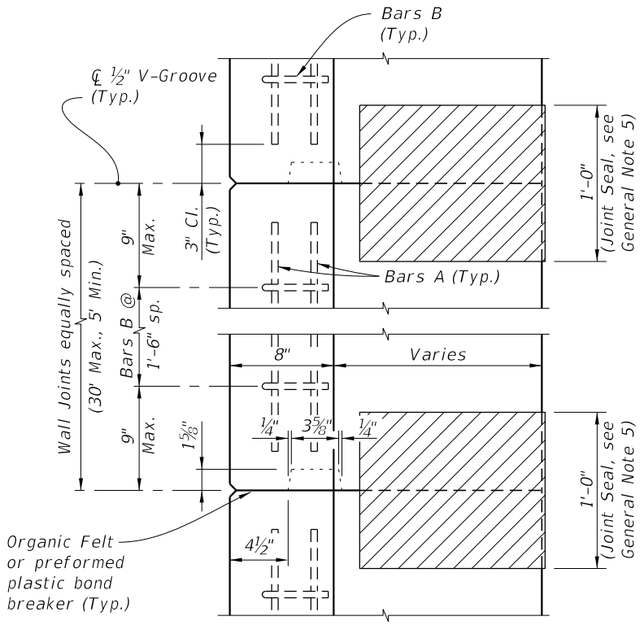
The sign at the crosswalk should be a W11-2A with a W16-7PR or PL representing left or right.

The advance warning sign should be installed 150' to 200' in advance of the crosswalk.

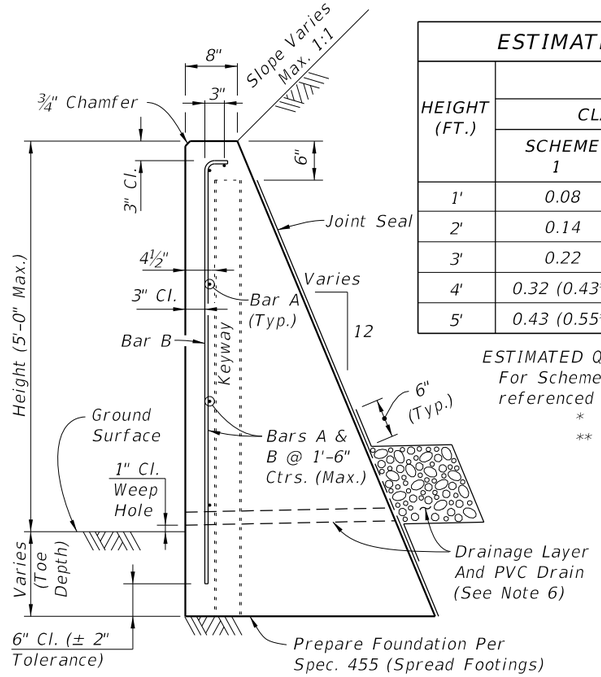
Nigel B. Floyd
Macon-Bibb County
Traffic Engineer.

Phone: 478-621-6660
Email: nfloyd@maconbibb.us
780 Third Street
Macon, Georgia 31201

www.maconbibb.us



KEYWAY & WALL JOINT DETAIL
(TOP VIEW)



TYPICAL SECTION
C-I-P CONCRETE GRAVITY WALL

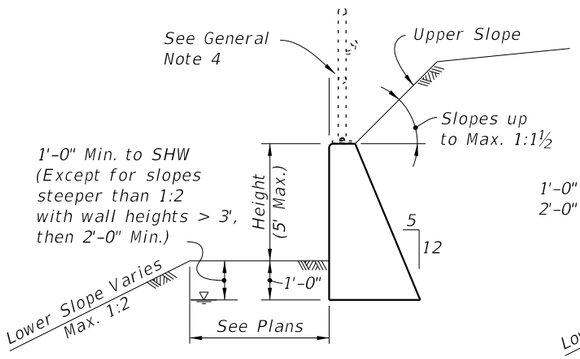
ESTIMATED QUANTITIES FOR C-I-P WALL

HEIGHT (FT.)	PER LINEAR FOOT OF WALL				WEEP HOLES & DRAIN REQD.
	CLASS NS CONCRETE (CY)			REINF. STEEL (LB.)	
	SCHEME 1	SCHEME 2	SCHEME 3**		
1'	0.08	0.11 (0.20*)	0.03	3 (4*)	No
2'	0.14	0.20 (0.32*)	0.09	4 (5*)	No
3'	0.22	0.32 (0.47*)	0.29	5 (6*)	Yes
4'	0.32 (0.43*)	0.47 (0.65*)	0.43	6 (7*)	Yes
5'	0.43 (0.55*)	0.65 (0.85*)	0.60	7 (8*)	Yes

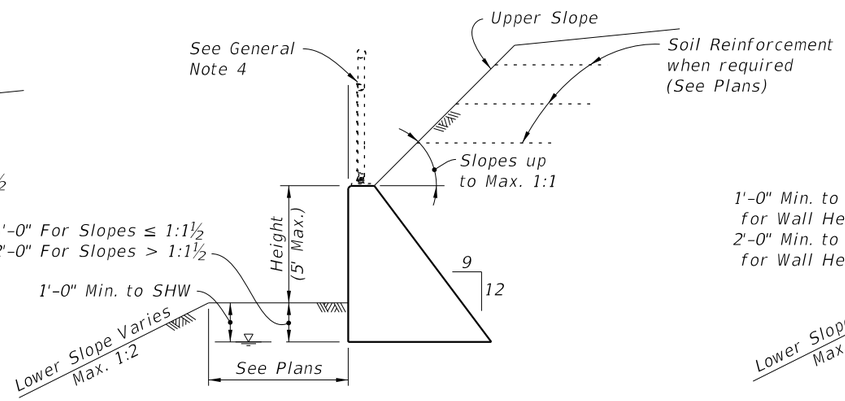
ESTIMATED QUANTITIES NOTES:
For Scheme 3 Junction Slab and Traffic Railing see the referenced Index for estimated quantities.
* Quantity for 2'-0" Toe Depth.
** Quantity for Scheme 3 assumes 1'-3" thick coping above Gravity Wall.

GENERAL NOTES

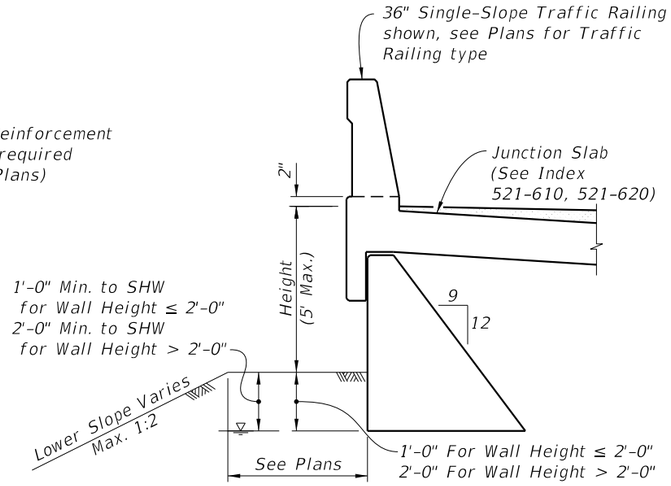
1. C-I-P Gravity Walls constructed as extensions of reinforced concrete retaining walls, except walls of proprietary designs, shall have the same face texture and finish as the reinforced concrete retaining wall.
2. Concrete for Gravity Wall shall be Class NS per Section 347. Concrete for Scheme 3 Junction Slab and Traffic Railing shall be Class II per Section 346, unless otherwise specified in the plans.
3. Reinforcing steel shall meet the requirements of Specification Section 931 (Grade 40 or 60). Smooth or Deformed Welded Wire Reinforcement (WWR) may be substituted on an equal area basis. Do not increase bar/wire spacing for Grade 60 reinforcing steel or WWR.
4. When required, for adjunct guiderail, see Index 515-070 or 515-080 as appropriate. For adjunct Type B fence see Index 550-002.
5. Joint Seal: Organic Felt bond breaker in accordance with Specification Section 400 or Type D-5 geotextile fabric in accordance with Specification Section 985. Mop all contact surfaces of concrete and Organic Felt or geotextile fabric with cut-back asphalt. Stop Organic Felt or geotextile fabric 6" below top of wall.
6. Provide a continuous 1'x1' clean gravel or crushed rock drain for wall heights 3 ft. and higher. Wrap drainage layer as shown, with Type D-3 geotextile fabric in accordance with Specification Section 985. Provide 8"x8" galvanized mesh with ¼" openings, at the inside end of the PVC Drain Pipe. Provide 2" Ø PVC Drain Pipe (Sch. 40) at 10 ft. max. spacing (when Drainage Layer is required). Locate outermost edge of Drain Pipe a minimum of 2'-0" from wall joints.
7. Cost of reinforcing steel, face texture, finish, joint seal, drain pipes, drainage layer, galvanized mesh and geotextile fabric to be included in the Contract Unit Price for Concrete Class NS, Gravity Wall. Cost of concrete for Junction Slab in Scheme 3, to be included in Contract Unit Price for Concrete Traffic Railing Barrier With Junction Slab. Adjunct railings or fences to be paid for separately.



SCHEME 1
(No Traffic Loading Effects & Upper Slopes ≤ 1:1½)



SCHEME 2
(With Traffic Loading or Upper Slopes > 1:1½)

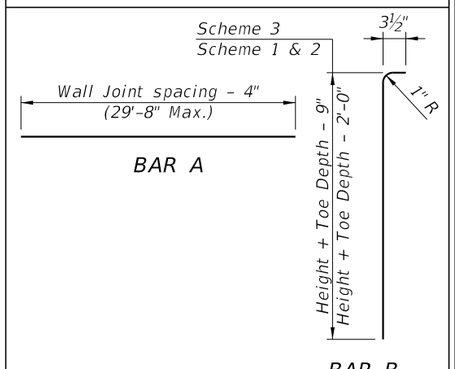


SCHEME 3
(With Traffic Railing)

BILL OF REINFORCING STEEL

MARK	SIZE	LENGTH
A	4	As Reqd.
B	4	As Reqd.

BAR BENDING DIAGRAM



NOTES:
1. All bar dimensions are out to out.
2. Lap splices for Bars A must be a minimum of 1'-10".

1:07:06 PM
9/21/2021

LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2022-23 STANDARD PLANS	GRAVITY WALL	INDEX	SHEET
11/01/17					400-011	1 of 1