

CITY OF ROSWELL TRANSPORTATION DEPARTMENT PLAN AND PROFILE OF PROPOSED SADDLE CREEK DRIVE CROSSING

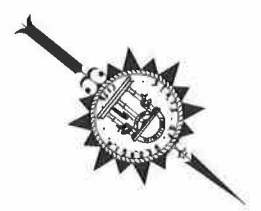
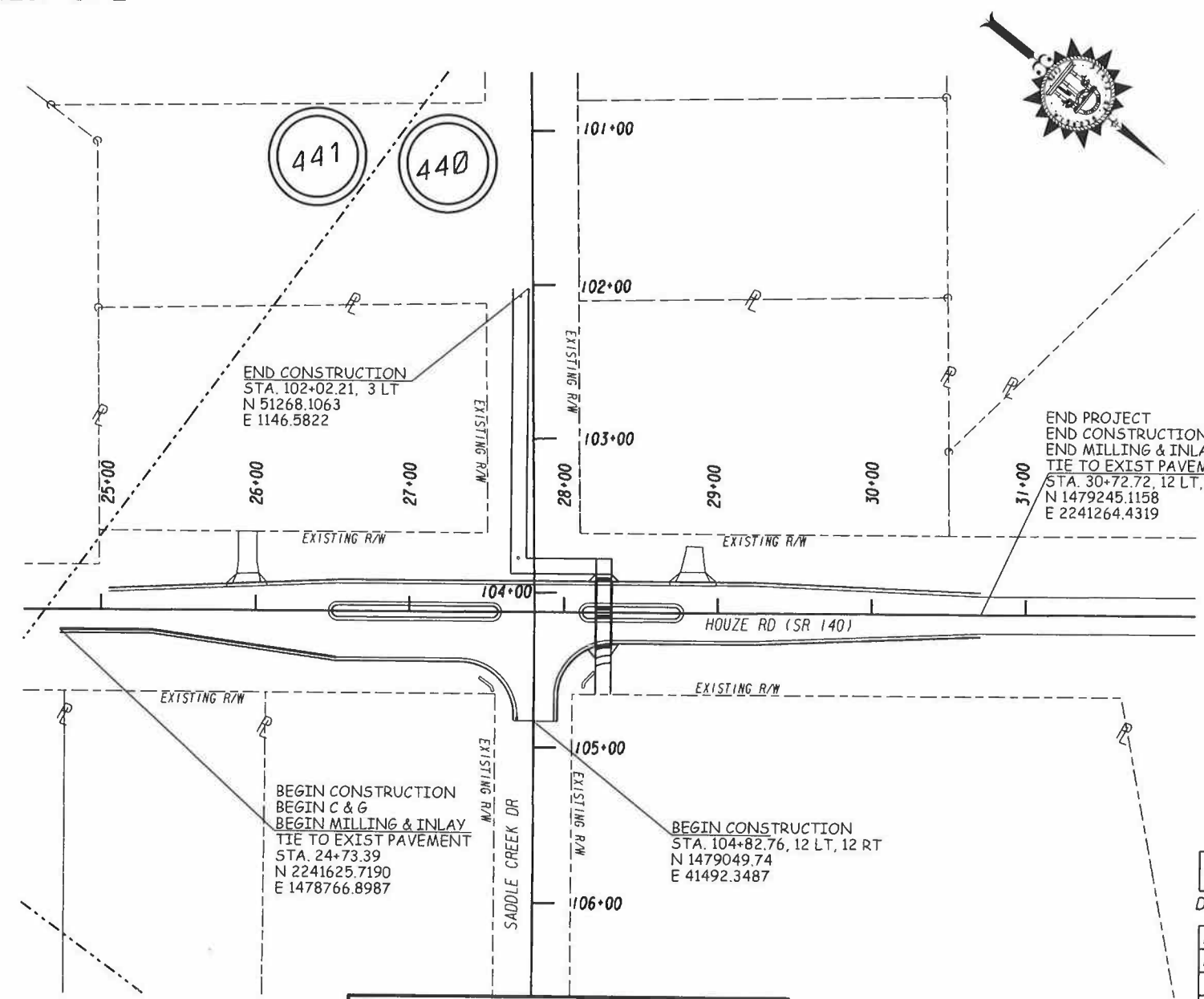


PROJECT SITE

LOCATION SKETCH

SPEED LIMIT: 35 MPH

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983/1994 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.



CITY OF ROSWELL
DEPARTMENT OF TRANSPORTATION
3E HILL STREET, SUITE 235
ROSWELL, GA 30075
770-594-6420

PREPARED BY:

DESIGN



THE DATA TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

LENGTH OF PROJECT	
	MILES
NET LENGTH OF ROADWAY	0.11
NET LENGTH OF BRIDGES	0.00
NET LENGTH OF PROJECT	0.11
NET LENGTH OF EXCEPTIONS	0.00
GROSS LENGTH OF PROJECT	0.11



DATE	CHIEF ENGINEER
PLANS COMPLETED 08-03-2018	
REVISIONS	

GENERAL NOTES

1. A NOTICE OF INTENT IS NOT REQUIRED FOR THIS PROJECT.
2. ALL CONSTRUCTION WILL BE ACCOMPLISHED UNDER TRAFFIC UNLESS SPECIFIED OTHERWISE.
3. ALL TRAFFIC CONTROL MUST FOLLOW MUTCD PART 6 "TEMPORARY TRAFFIC CONTROL."
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY RESULTING BROKEN WATER, SANITARY SEWER PIPE OR OTHER UTILITIES DURING CONSTRUCTION.
5. ALL EXISTING WATER, SANITARY SEWER PIPE AND OTHER UTILITIES SHALL BE RETAINED UNLESS OTHERWISE NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER.
6. THE CONTRACTOR SHALL DISPOSE OF ALL GUARDRAIL, WOOD STRAIN POLES, AND SIGNS ONCE THEY HAVE BEEN REMOVED. BURIAL OF THESE ITEMS WILL NOT BE ALLOWED WITHIN THE PROJECT LIMITS.
7. PAYMENT FOR ALL REMOVALS SHALL BE INCLUDED IN THE OVERALL BID PRICE FOR GRADING COMPLETE.
8. ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED SHALL BE PLACED IN KIND, I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND AGGREGATE SURFACE COURSE FOR DIRT DRIVES. DRIVEWAY RELOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA. THE CONTRACTOR SHALL CONSTRUCT NEW DRIVEWAYS TO MATCH THE ACTUAL FIELD LOCATION OF EXISTING DRIVEWAYS OR AS LOCATED IN THE PLANS. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHERWISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. THE CONTRACTOR SHALL OBTAIN THE APPROVAL FROM THE ENGINEER PRIOR TO MAKING ANY REVISIONS TO LOCATION, WIDTH, AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. REQUIRED DRIVEWAY EASEMENTS NOT SHOWN ON THE PLANS SHALL BE ACQUIRED. DRIVES SHALL BE CONSTRUCTED USING:
 - ASPHALT - 1.5" ASPH CONC 9.5mm SUPERPAVE (165 LB/SY)
GRADED AGGREGATE BASE, 6"
 - CONCRETE - RESIDENTIAL DRIVEWAY CONCRETE, 6" THICK
COMMERCIAL DRIVEWAY CONCRETE, 8" THICK
9. WARNING SURFACES FOR RAMPS SHALL BE FEDERAL STANDARD 595 COLOR FS 20109 (DARK RED IN COLOR), CAST-IN-PLACE DETECTABLE WARNING TILE.
10. TOTAL DISTURBED AREA = 0.45 ACRES
TOTAL PROJECT AREA = 0.87 ACRES

STANDARD SIGNS GENERAL NOTES

1. ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR THE SPECIFIC ITEM.
2. ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD), LATEST EDITION, AND ANY APPLICABLE CITY OF ROSWELL STANDARDS.
3. ALL INSTALLATION MATERIALS AND METHODS SHALL COMPLY WITH THE CURRENT GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS AND/OR SPECIAL PROVISIONS.
4. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
5. ALL SIGNS SHALL HAVE TYPE II RETROREFLECTIVE SHEETING EXCEPT SCHOOL RELATED SIGNS, WITH THEIR REQUIRED PLAQUES AND ADVISORY NAME BLADES, WHICH SHALL HAVE FLUORESCENT YELLOW/GREEN COLOR AND TYPE II SHEETING.
6. TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
7. TYPE 11 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3P, R5-1, R5-1A, R5-1B).
8. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW GREEN REFLECTIVE SHEETING SHALL BE USED FOR SCHOOL ZONE (S1-1, S2-1, S3-1, S4-3, AND THE TOP PORTION OF THE S5-1) SIGNS, BICYCLE CROSSING (W11-1) SIGNS, AND PEDESTRIAN CROSSING (W11-2 AND W11A-2) SIGNS. SIGNS WITHIN THE SAME ASSEMBLY AS THE SCHOOL ZONE, SIGNS SPECIFICALLY LISTED ABOVE AND ALL REGULATORY SIGNS PLACED AS PART OF THE SCHOOL ZONE SIGNING SHALL HAVE TYPE II (VERY HIGH INTENSITY) REFLECTIVE SHEETING BACKGROUNDS OF THE APPROPRIATE COLOR.
9. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL WARNING SIGNS.
10. ALL SIGNS SHALL BE ON 5052-H38 FLAT ALUMINUM ALLOY (0.080 GAUGE THICKNESS) WITH ROUNDED CORNERS. ALL SIGNS SHALL MEET OR EXCEED ASTM D 4956 SPECIFICATIONS FOR RETROREFLECTIVITY. SIGN COLORS SHALL BE MATCHED VISUALLY AND BE WITHIN THE COLOR TOLERANCE LIMITS SHOWN ON THE APPROPRIATE HIGHWAY COLOR TOLERANCE CHARTS ISSUED BY THE FHWA UTILIZING THE INSTRUCTIONS THEREON.

UTILITY OWNER	SERVICE	CONTACT NUMBERS	SHEET NUMBERS
AT&T	COMMUNICATIONS	JOE ORDWAY (706) 701-6078	24-001 to 24-003
AGL RESOURCES	NATURAL GAS	ROBERT STACHLER rstachle@southernco.com	24-001 to 24-003
COBB EMC	ELECTRICITY	NATHAN SUTTON (678) 898-0455	24-001 to 24-003
COMCAST	COMMUNICATIONS	CHRISTOPHER BATES Christopher_Bates2@comcast.com	24-001 to 24-003
CHARTER COMMUNICATION	COMMUNICATIONS	JIMMY PRICE (404) 597-2712	24-001 to 24-003
FULTON COUNTY	WATER & SEWER	ABUL HOWLADER (404) 612-7537	24-001 to 24-003
GEORGIA POWER	ELECTRICITY	JOHN GAY (404)291-0622	24-001 to 24-003
ROSWELL D. O. T.	TRAFFIC SIGNALS	DERRICK CROWDER (678) 639-7546	24-001 to 24-003

STANDARD SIGNS GENERAL NOTES (CONT'D)

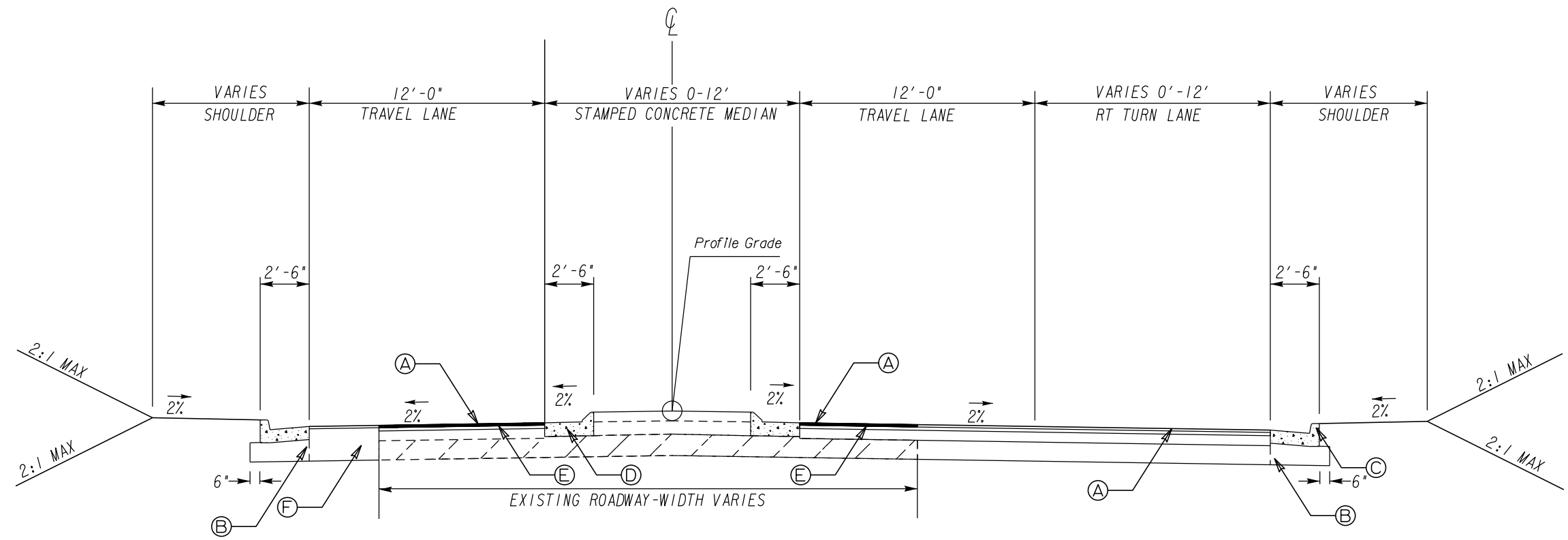
11. SIGN ERECTION STATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS OF THE MUTCD, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR WITHOUT PRIOR APPROVAL FROM CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL SIGNS/POSTS/PAVEMENT MARKINGS THAT ARE DUPLICATED OR CONTRARY TO THESE PLANS.
13. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING TRAFFIC CONTROL SIGNS THROUGHOUT CONSTRUCTION. THIS INCLUDES CLEANING AND REPLACEMENT OF EXISTING SIGNS SHOULD THESE SIGNS NEED CLEANING, REPAIR OR REPLACEMENT DURING CONSTRUCTION.
14. ALL SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED ON PLANS.

UTILITIES GENERAL NOTES

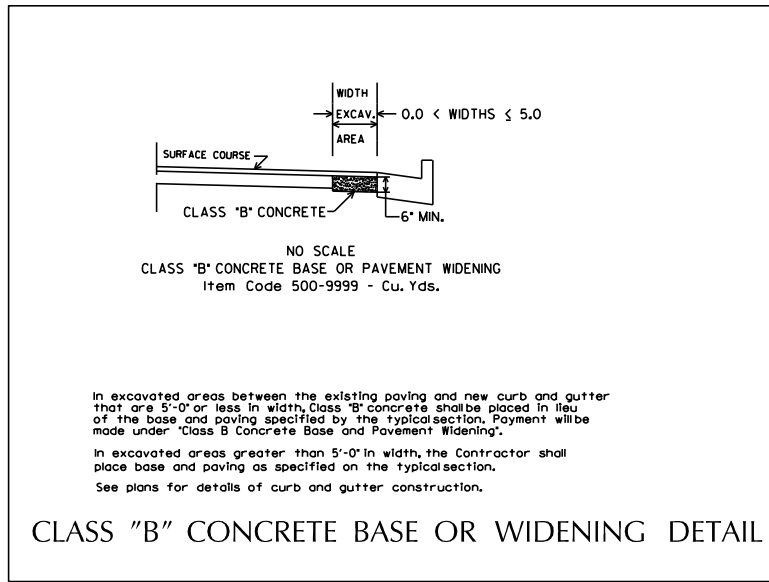
1. A FIELD VERIFICATION OF HORIZONTAL AND VERTICAL ALIGNMENTS OF EXISTING WATER AND SEWER LINES SHALL BE PERFORMED BY THE CONTRACTOR BEFORE CONSTRUCTION. TO BE INCLUDED IN BID PRICE.
2. ALL WATER VALVES, WATER METER BOXES AND SEWER MANHOLES SHALL BE ADJUSTED TO THE PROPOSED GRADE. TO BE INCLUDED IN BID PRICE.



REVISION DATES		GENERAL NOTES	
		SADDLE CR DR. CROSSING	
CHECKED:	DATE:	CHECKED:	DATE:
BACKCHECKED:	DATE:	CORRECTED:	DATE:
CORRECTED:	DATE:	VERIFIED:	DATE:
		DRAWING No. 04-0001	



TYPICAL SECTION
 HOUZE ROAD (SR 140)
 STA 24+73.39 TO 30+72.72



- (A) ASPHALT CONCRETE 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL AND H LIMED 165 LB/SY
- (B) GRADED AGGREGATE BASE, 6 INCH INCL MATL
- (C) 8"X30" CONC. CURB & GUTTER GA. STD. 9032 B. TYPE 2
- (D) CONC. DOWELED INTEGRAL CURB, TP 7, INCL DOWELS
- (E) VARIABLE DEPTH MILL
- (F) CLASS B CONC. BASE OR PAVEMENT WIDENING



N. T. S.

REVISION DATES		TYPICAL SECTIONS	
		SADDLE CREEK DR. CROSSING	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	05-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

SUMMARY OF QUANTITIES

TRAFFIC CONTROL
LUMP

GRADING COMPLETE
LUMP

ROADWAY PAVING ITEMS		
ITEM DESCRIPTION	UNITS	QUANTITY
GR AGGR BASE CRS. INCL MATL	TON	276
RECYCLED ASPH CONC 12.5 MM SUPERPAVE. GP 2 ONLY. INCL BITUM MATL & H LIME	TON	191
BITUM TACK COAT	GAL	162
MILL ASPH CONC PVMT. 1 1/2 IN DEPTH	SY	2304
DRIVEWAY CONCRETE, 6 IN TK	SY	108
CONC SIDEWALK, 6 IN	SY	296
CONCRETE MEDIAN, 6 IN	SY	123
CONC VALLEY GUTTER, 6 IN	SY	4
CONC DOWELLED INTEGRAL CURB, TP 7	LF	369
CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	1202
SAWED JOINTS IN EXIST PAVEMENTS - ASPHALT	LF	262
CLASS B COLOR STAMPED CONCRETE	SY	123
CLASS B CONC. BASE OR PVMT WIDENING	CY	52
BOLLARDS	EA	2

DRAINAGE ITEMS		
ITEM DESCRIPTION	UNITS	QUANTITY
SIDE DRAIN PIPE, 15 IN. H 1-10	LF	42
FLARED END SECTION 15 IN. SIDE DRAIN	EA	2
FLARED END SECTION 15 IN. SIDE DRAIN	EA	2

SIGNING, MARKING & SIGNAL QUANTITIES		
ITEM DESCRIPTION	UNITS	QUANTITY
REMOVE SIGN	EA	2
RESET SIGN	EA	3
HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	24
HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	SF	92
GALV STEEL POSTS, TP 7	LF	62
PAVEMENT MARKING, ARROW, TP 2	EA	2
THERMOPLASTIC SOLID TRAF STRIPE, 5 IN. WHITE	LF	1553
THERMOPLASTIC SOLID TRAF STRIPE, 5 IN. YELLOW	LF	1726
THERMOPLASTIC SOLID TRAF STRIPE, 24 IN. WHITE	LF	23
THERMOPLASTIC SOLID TRAF STRIPE, 8 IN. WHITE	LF	170
THERMOPLASTIC SKIP TRAF STRIPE, 5 IN. WHITE	GLF	120
RECTANGULAR RAPID BEACON (3 DOUBLE-SIDED ASSEMBLIES)	LS	1

EROSION CONTROL QUANTITIES		
ITEM DESCRIPTION	UNITS	QUANTITY
TEMPORARY GRASSING	AC	1
MULCH	TN	15
MAINTENANCE OF TEMPORARY SILT FENCE, TYPE C	LF	176
TEMPORARY SILT FENCE, TYPE C	LF	352
BARRIER FENCE (ORANGE)	LF	60
SOD	SY	27



REVISION DATES		SUMMARY QUANTITIES	
		SADDLE CREEK DR. CROSSING	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	06-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

441

CHRIS & JENNIFER BURGE

CHRIS & JENNIFER BURGE

DONALD B. & REBA H. SHACKELFORD

441

440

DAVID JABALEY

DAVID JABALEY

BEGIN 30" CONC. C&G/TAPER
STA 25+04.99, 12' LT

SEE GDOT DETAIL A-1.

389' TO NEXT DRIVEWAY

EXISTING R/W

SSD 440' MIN

HOUZE RD (SR 140)

20+00

21+00

22+00

23+00

24+00

P.C. 22+13.04

P.T. 23+14.62

P.I. 22+63.83

BEGIN 30" CONC. C&G
STA 24+73.39, 12' RT

BEGIN TAPER
STA 25+32.99, 12' RT

EXISTING R/W

EXISTING R/W

WOODS LINE

EXISTING R/W

RANDALL T. & KIMBERLY ANN HOLLIS

CHARLES HOSNA & DENISE KAROLL

OZZY & GENE RODRIGUEZ

474

MICHAEL J BETS & MARIA DEL MAR

MICHAEL J BETZ & MARIA DEL MAR

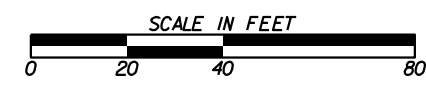
BEGIN CONSTRUCTION
BEGIN C & G
BEGIN MILLING & INLAY
TIE TO EXIST PAVEMENT
STA. 24+73.39
N 2241625.7190
E 1478766.8987

RICHARD M. & FRANCES M. BECKER

MATCH LINE STA. 26+00
SEE DWG. NO. 13-0002

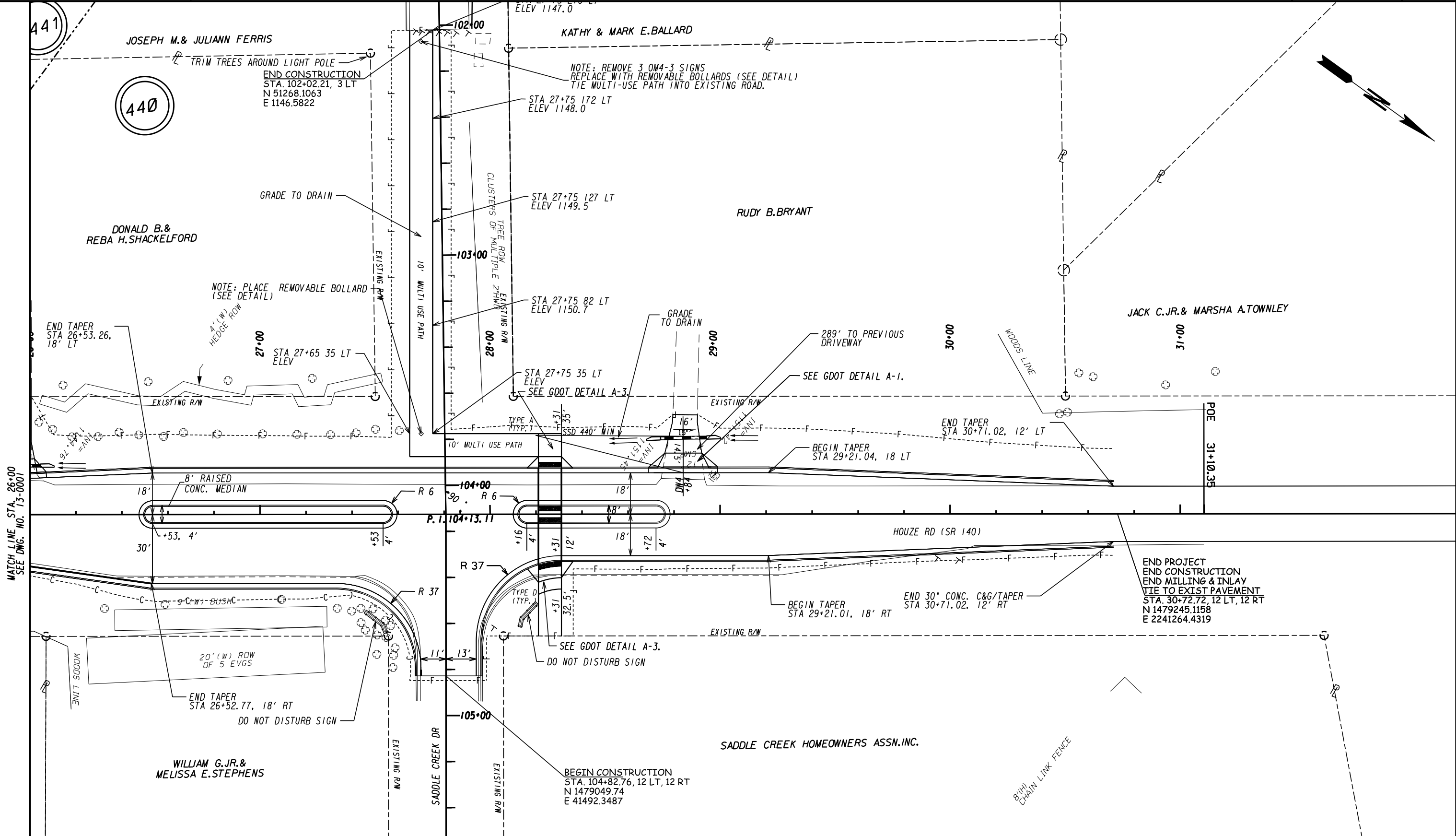
PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS.....BLA	
END LIMIT OF ACCESS.....ELA	
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	



REVISION DATES	

CONSTRUCTION PLAN			
SADDLE CREEK DR. CROSSING			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	13-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

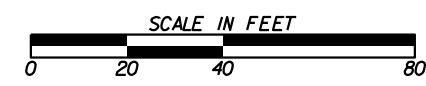


PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

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BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 REQ'D R/W & LIMIT OF ACCESS
 ORANGE BARRIER FENCE
 ESA - ENV. SENSITIVE AREA
 (SEE ERIT TABLE)

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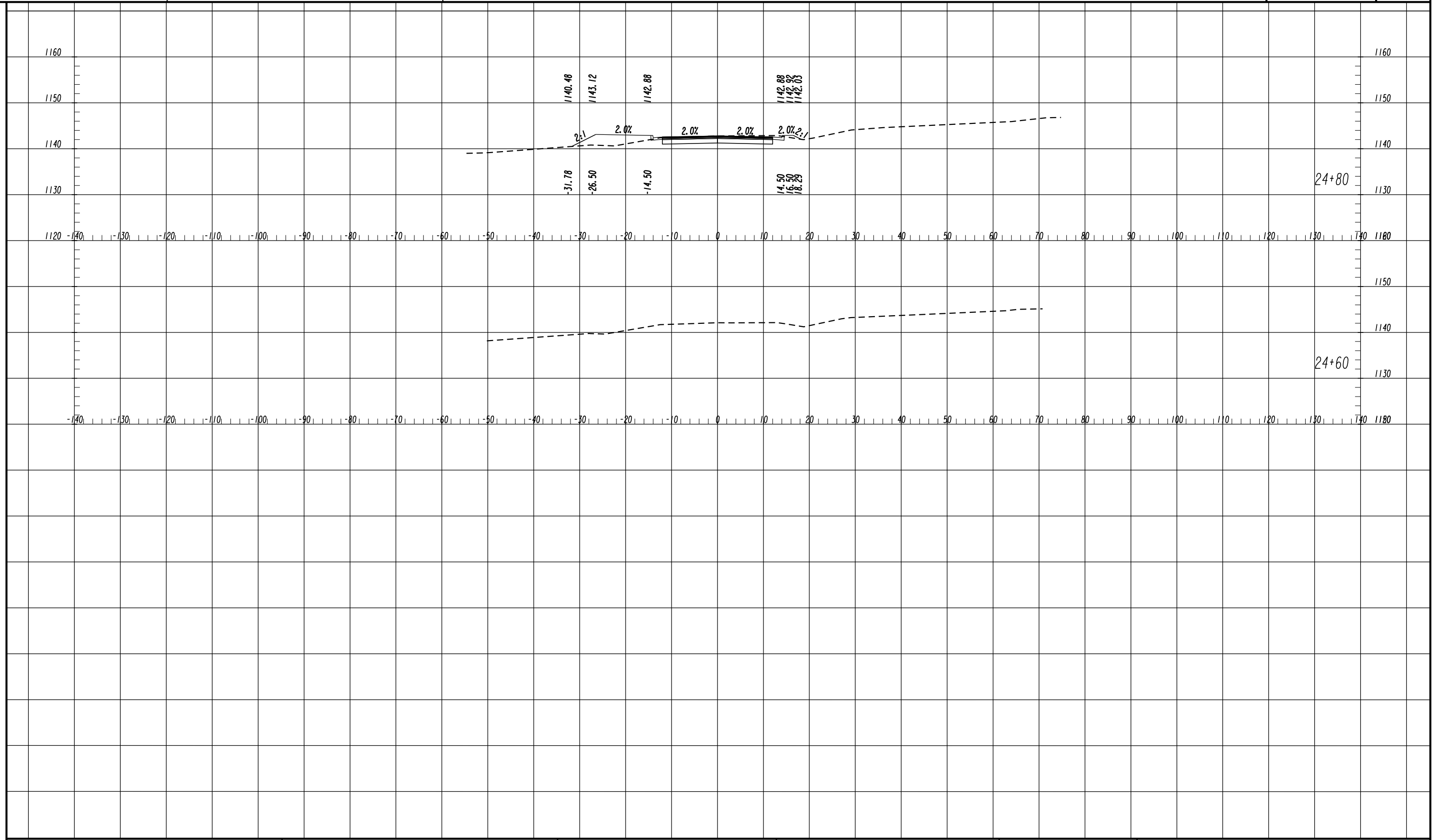


REVISION DATES

CONSTRUCTION PLAN

SADDLE CREEK DR. CROSSING

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	



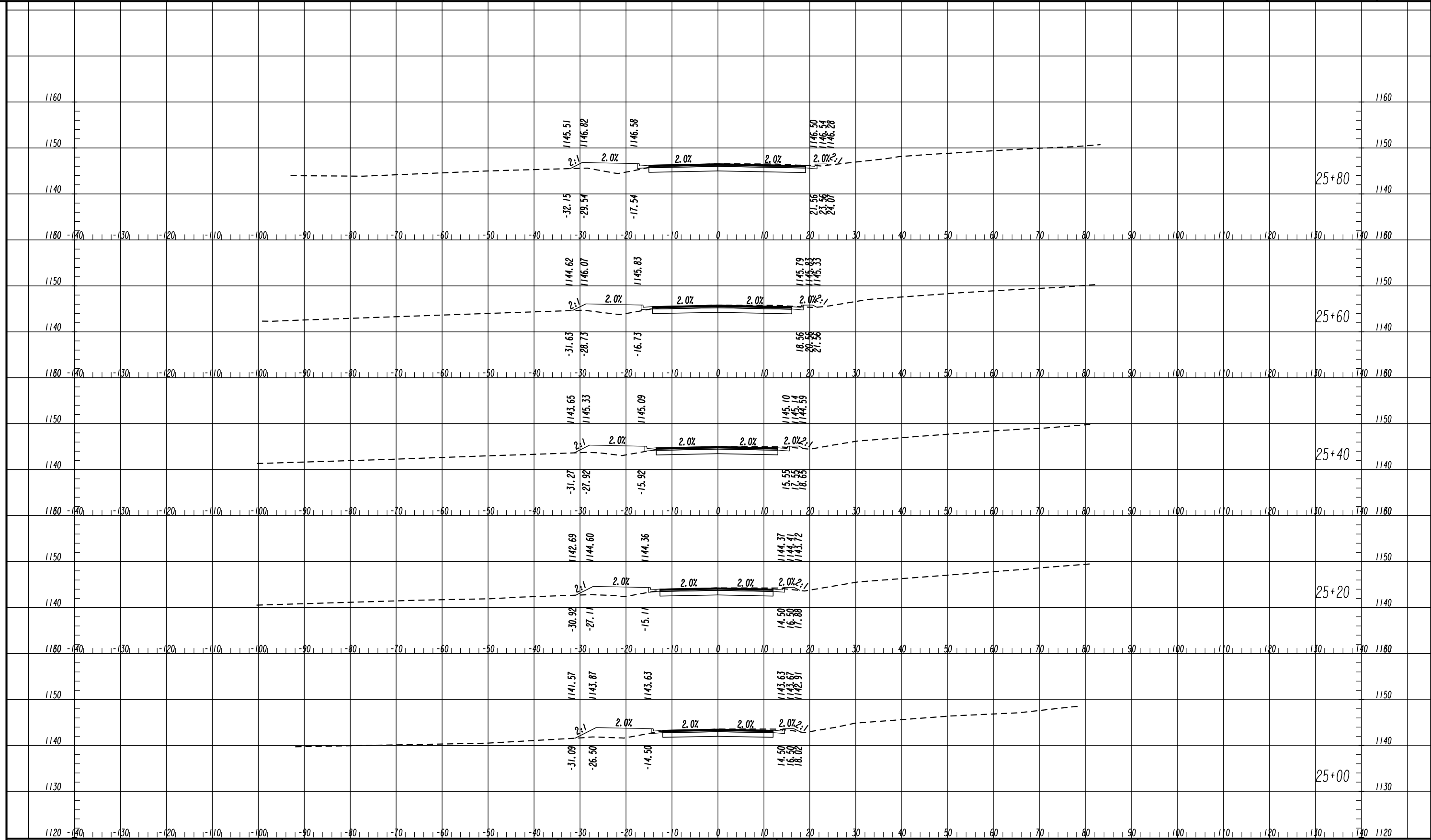
SCALE
1 INCH = 10 FT VERTICAL
1 INCH = 10 FT HORIZONTAL

REVISION DATES

NO.	DATE	DESCRIPTION

CROSS SECTIONS
SADDLE CREEK DR. CROSSING

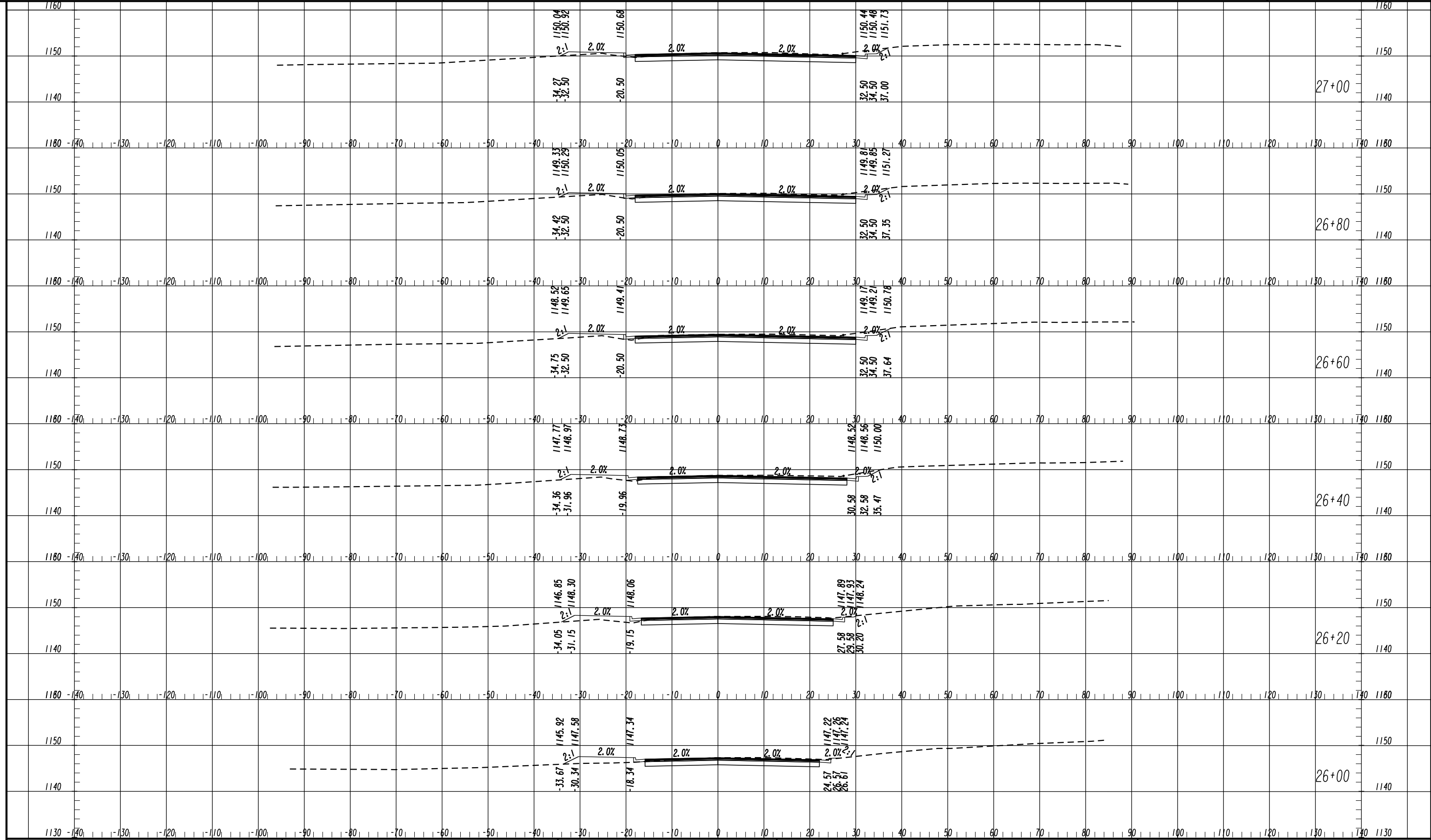
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BACKCHECKED:	DATE:	23-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



SCALE
1 INCH = 10 FT VERTICAL
1 INCH = 10 FT HORIZONTAL

REVISION DATES	

CROSS SECTIONS			
SADDLE CREEK DR. CROSSING			
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			23-0002



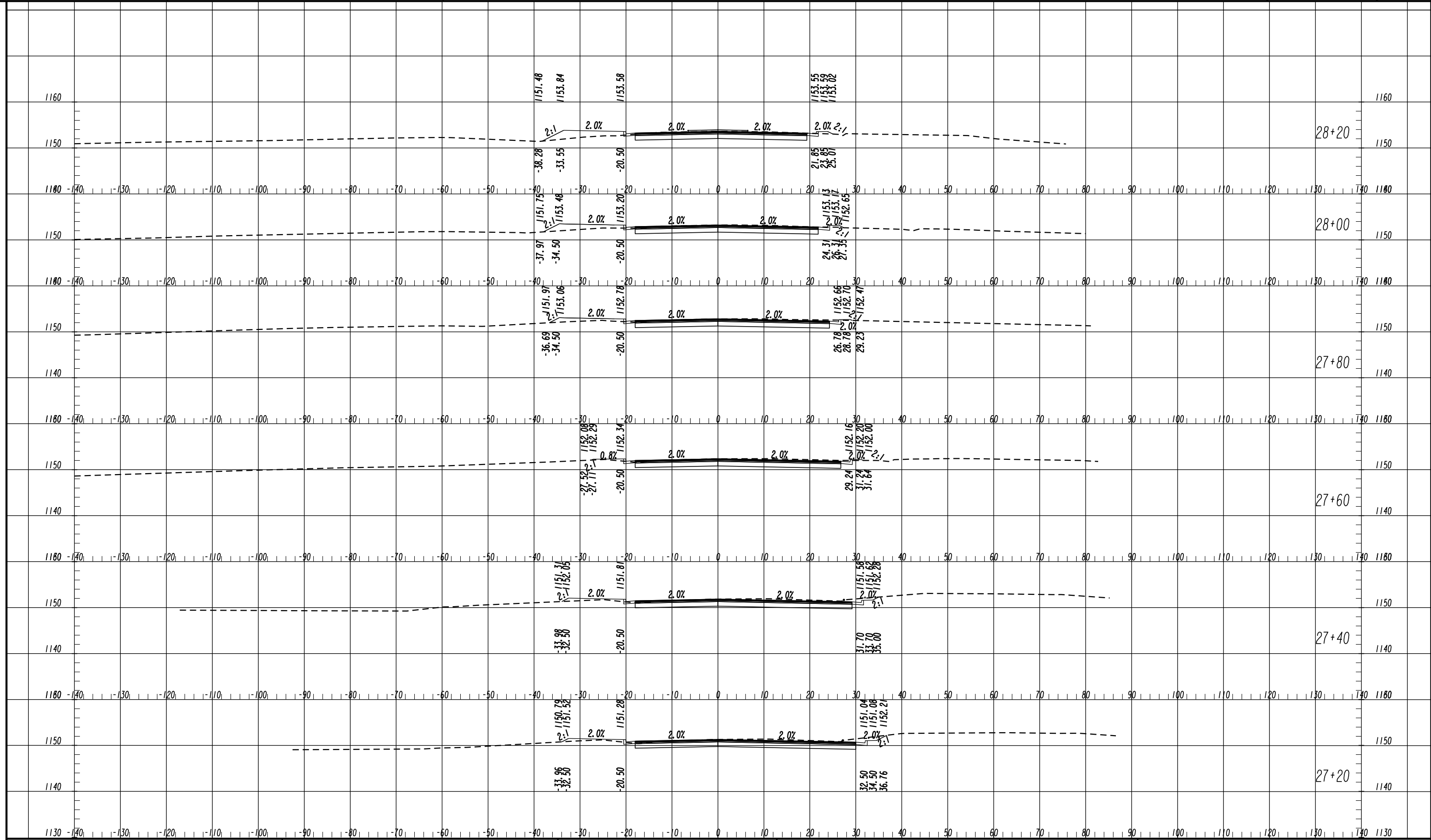
SCALE
1 INCH = 10 FT VERTICAL
1 INCH = 10 FT HORIZONTAL

REVISION DATES

NO.	DATE	DESCRIPTION

CROSS SECTIONS
SADDLE CREEK DR. CROSSING

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BACKCHECKED:	DATE:	23-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

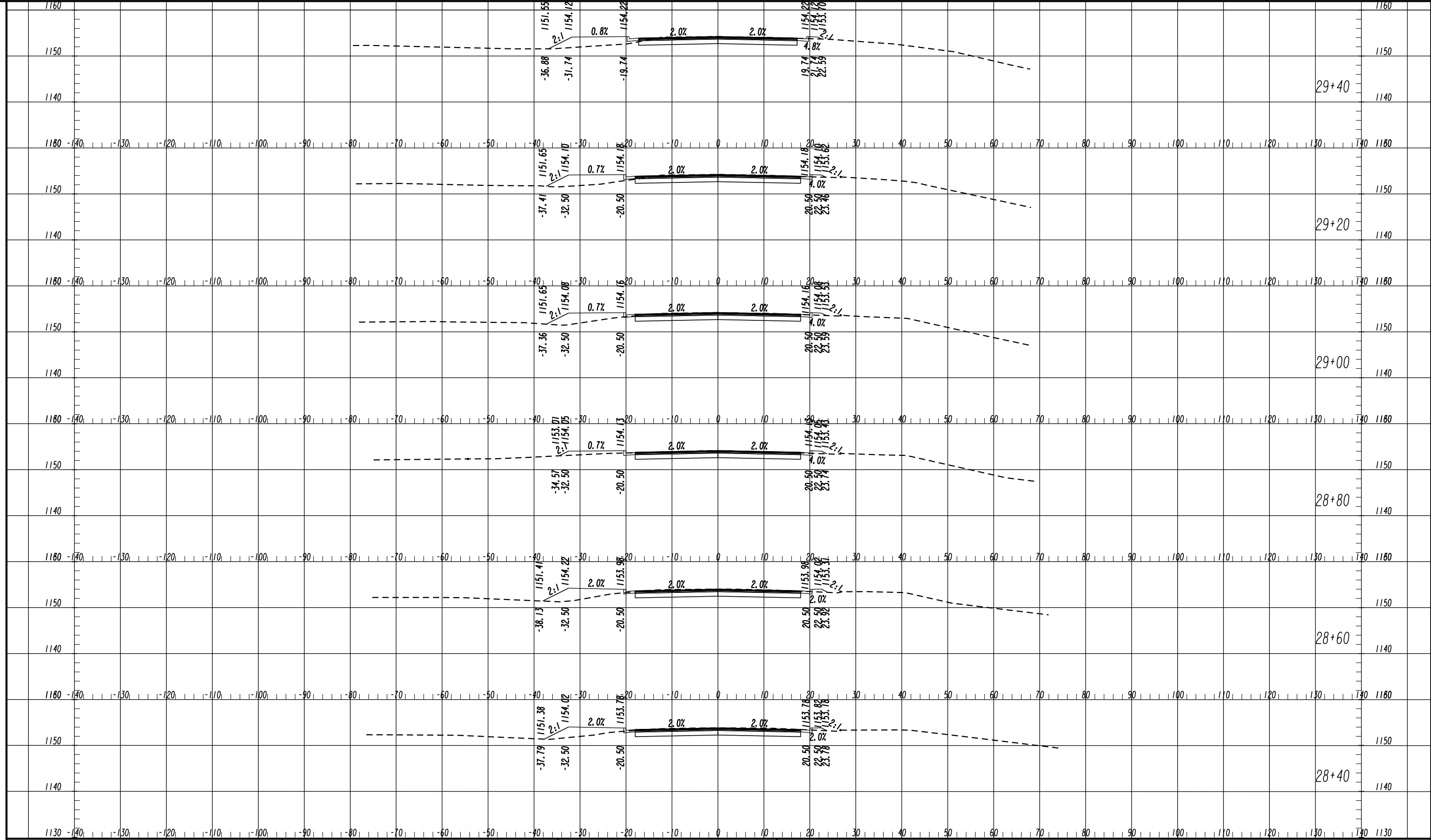


SCALE
1 INCH = 10 FT VERTICAL
1 INCH = 10 FT HORIZONTAL

REVISION DATES

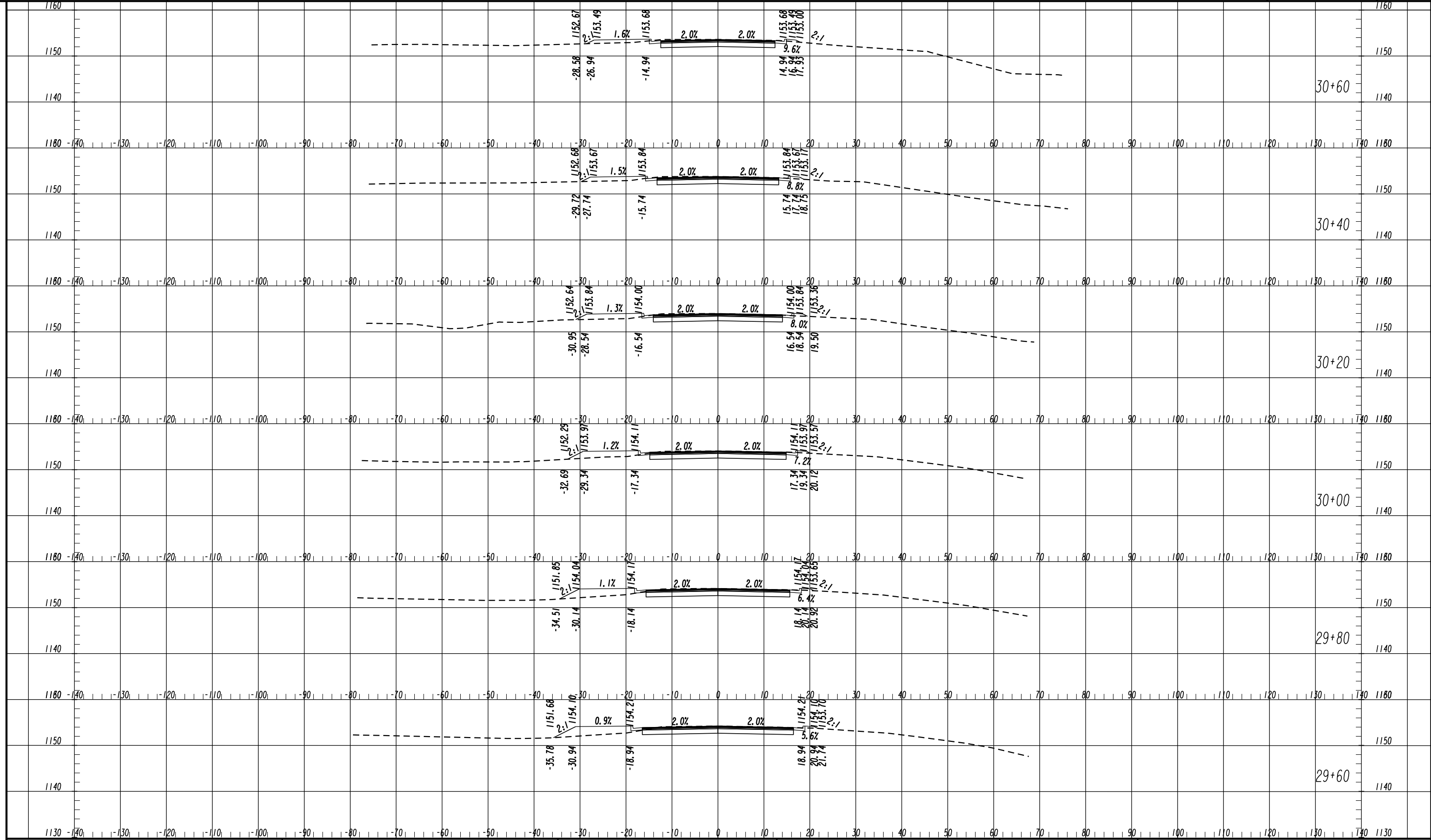
CROSS SECTIONS
SADDLE CREEK DR. CROSSING

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	23-0004
CORRECTED:	DATE:	
VERIFIED:	DATE:	



SCALE
1 INCH = 10 FT VERTICAL
1 INCH = 10 FT HORIZONTAL

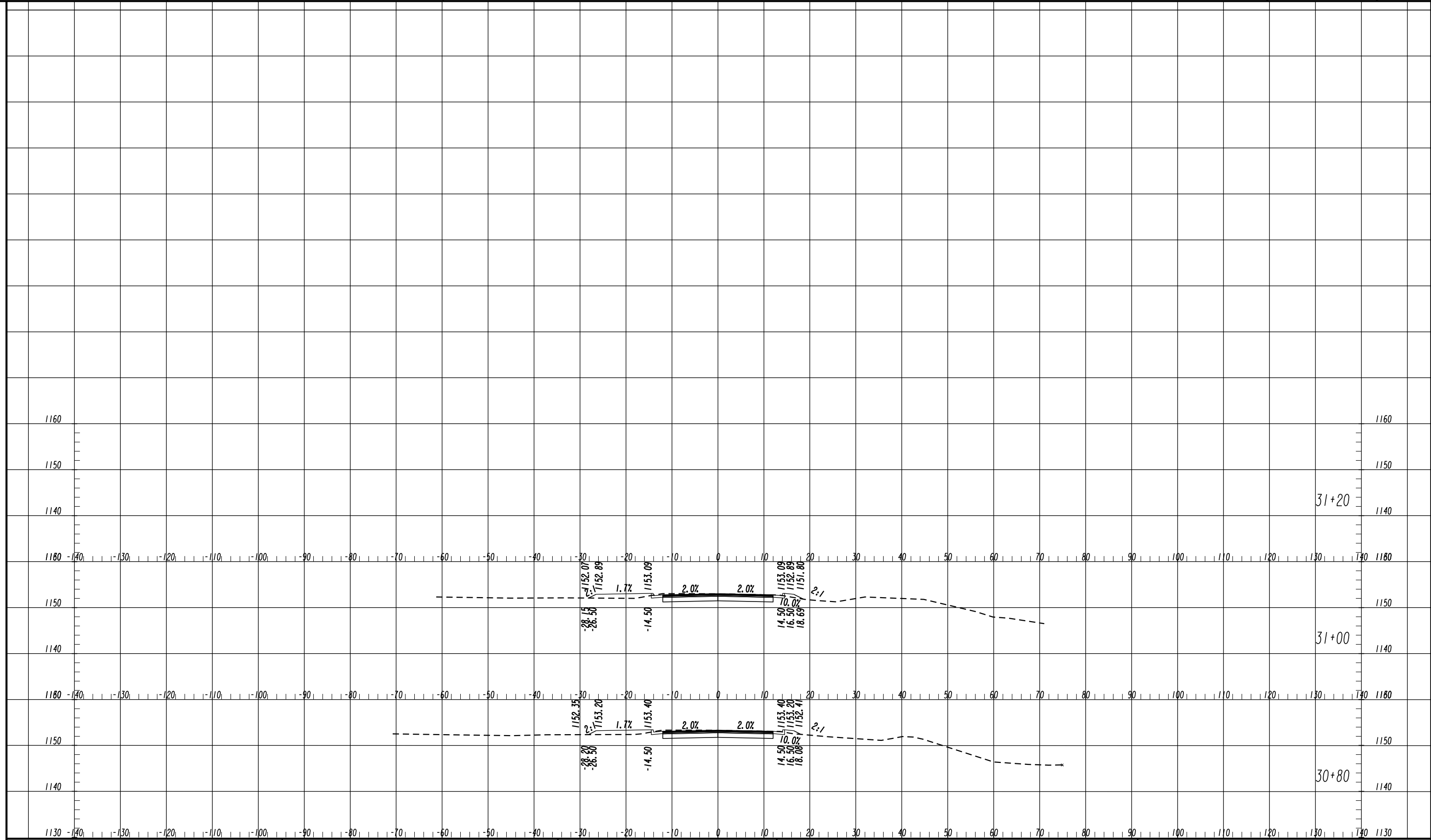
REVISION DATES		CROSS SECTIONS	
		SADDLE CREEK DR. CROSSING	
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			23-0005



SCALE
 1 INCH = 10 FT VERTICAL
 1 INCH = 10 FT HORIZONTAL

REVISION DATES	

CROSS SECTIONS			
SADDLE CREEK DR. CROSSING			
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			23-0006



SCALE
1 INCH = 10 FT VERTICAL
1 INCH = 10 FT HORIZONTAL

REVISION DATES	

CROSS SECTIONS		
SADDLE CREEK DR. CROSSING		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	23-0007
CORRECTED:	DATE:	
VERIFIED:	DATE:	

441

441

440

474

ASPHALT
=1124.58

BEGIN 30" CONC. C&G/TAPER
STA 25+04.99, 12' LT
5" DOUBLE LINE
SOLID YELLOW (TYP.)

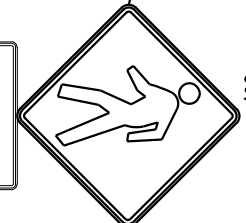
REQD 101 SY THERMOPLASTIC
TRAFFIC STRIPING
YELLOW DETAIL 'B'
TYPE 3 RPM

BEGIN 30" CONC. C&G/TAPER
STA 24+73.30, 12' RT

5" SOLID WHITE
(TYP.)

5" SKIP WHITE
LINE (2'-6")

AHEAD

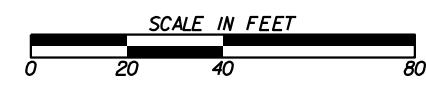


W11-2 (36" X 36")
W16-9P (18" X 30")
+30, 17' RT

MATCH LINE STA. 26+00
SEE DWG. NO. 27-0002

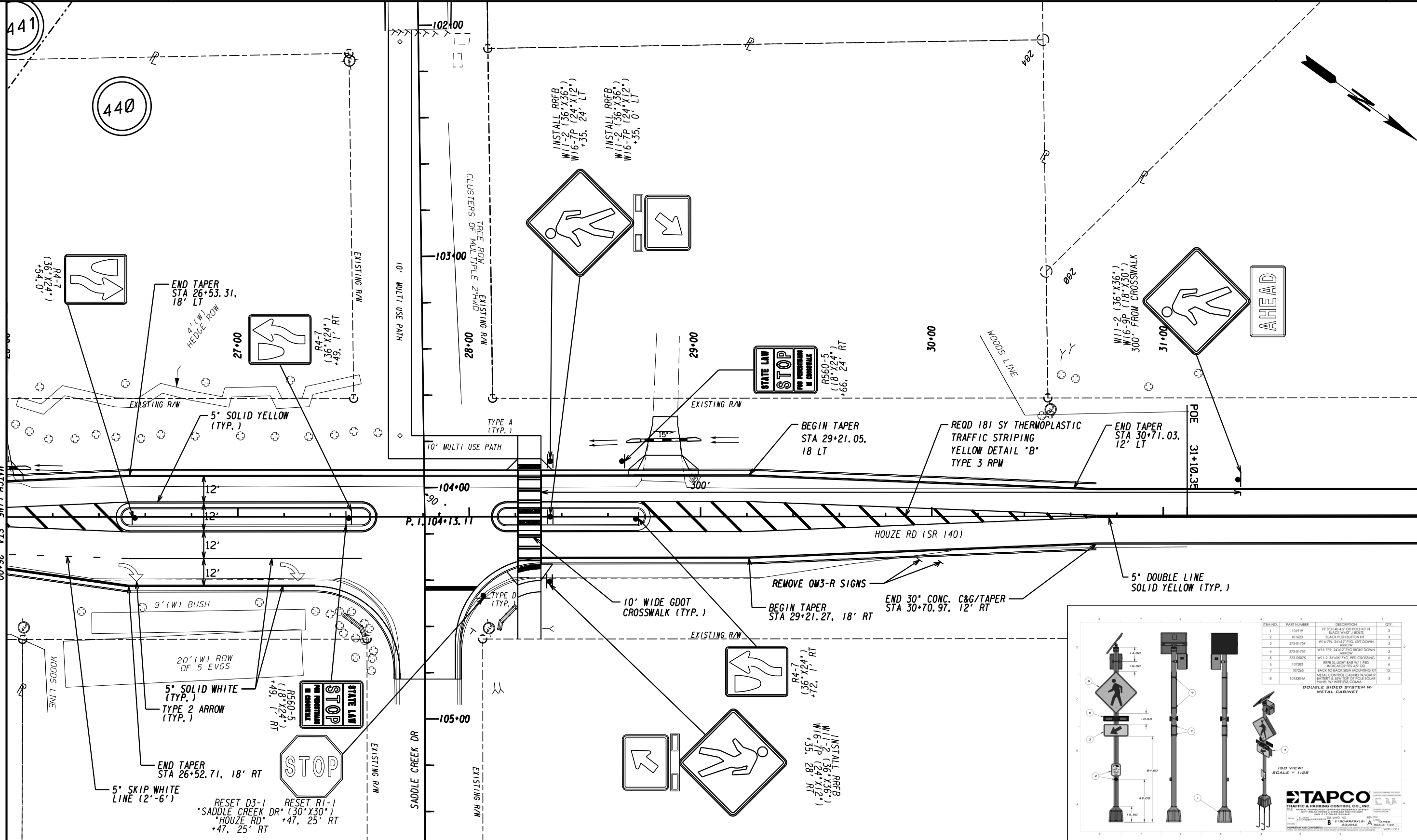
PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS.....BLA	
END LIMIT OF ACCESS.....ELA	
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	



REVISION DATES	

SIGNAL PLANS			
SADDLE CREEK DR. CROSSING			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	27-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



MATCH LINE STA. 26+00
SEE DWG. NO. 27-0001

ITEM NO.	PART NUMBER	DESCRIPTION	QTY
1	101919	18" SIGN 48" X 48" POLE KIT IN BLACK W/AD. LABELS	3
2	101400	BLACK PUSH BUTTON KIT	3
3	379-01759	W/18" PRE-SLAVED FIBER OPTIC DOWN ARROWS	3
4	379-01757	W/18" PRE-SLAVED FIBER OPTIC DOWN ARROWS	3
5	379-05975	W/12" 36" SOUP FIBER OPTIC DOWN ARROWS	6
6	101380	RRFB XL LIGHT BAR W/ 1 FIBER OPTIC BAR AT END	4
7	101265	BACK TO BACK SIGN MOUNTING KIT	12
8	101530M	PANEL CONTROL CABINET W/ BATTERY & LOW TOP OF POLE SOLAR PANEL W/ 18" X 36" PANEL	3

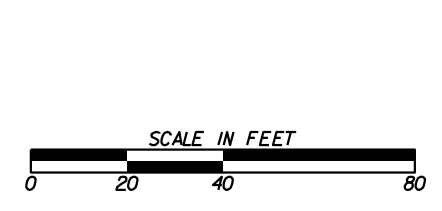
DOUBLE SIDED SYSTEM W/ METAL CABINET

1/8" VIEW
SCALE = 1/8"

STAPCO
TRAFFIC & PARKING CONTROL CO., INC.
1000 W. GUNN RD. SUITE 100
ROSWELL, GA 30076
TEL: 770-576-1100
WWW.STAPCO.COM

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

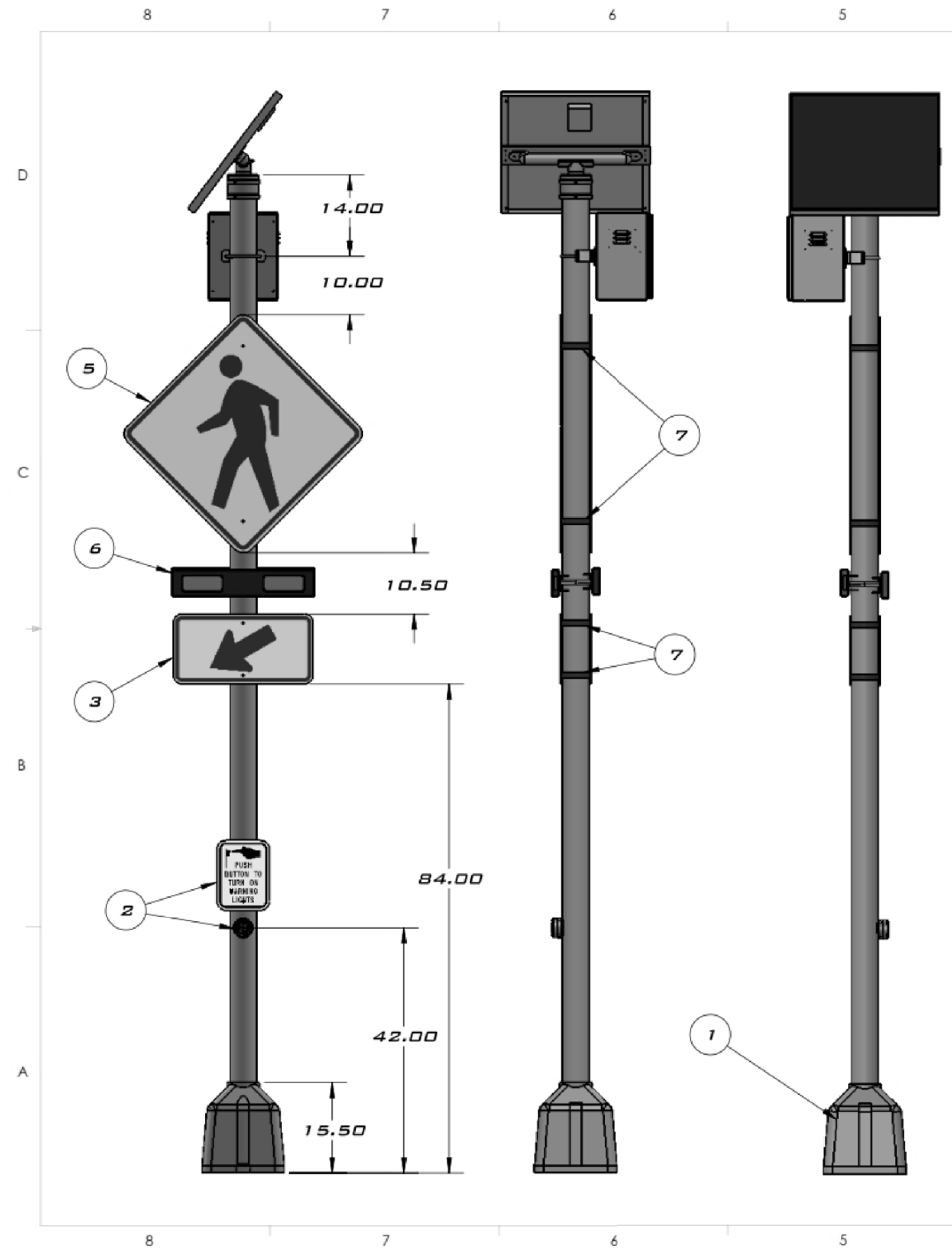
BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)



REVISION DATES

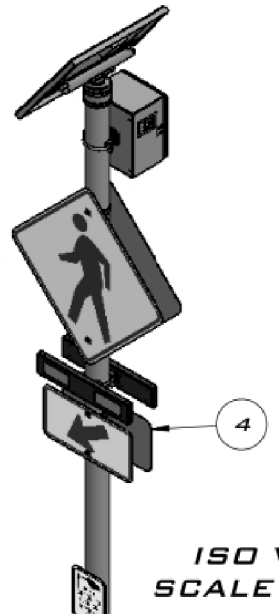
SIGNAL PLANS
SADDLE CREEK DR. CROSSING

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	101919	15' SCH 40 4.5" OD POLE KIT IN BLACK W/42" J-BOLTS	3
2	101620	BLACK PUSH BUTTON KIT	3
3	373-01759	W16-7PL, 24"x12" FYG, LEFT DOWN ARROW	3
4	373-01757	W16-7PR, 24"x12" FYG RIGHT DOWN ARROW	3
5	373-05075	W11-2, 36"x36" FYG, PED CROSSING	6
6	107383	RRFB XL LIGHT BAR W/ 1 PED INDICATOR FITS 4.5" OD	6
7	107265	BACK TO BACK SIGN MOUNTING KIT	12
8	101530-M	METAL CONTROL CABINET W/40AHR BATTERY & 55W TOP OF POLE SOLAR PANEL W/ WIRELESS COMM.	3

**DOUBLE SIDED SYSTEM W/
METAL CABINET**



TAPCO
TRAFFIC & PARKING CONTROL CO., INC.

TITLE: RRFB-XL PUSHBUTTON ACTIVATED CROSSWALK SYSTEM WITH SOLAR POWER & WIRELESS TECHNOLOGY, INCL 2 13' POLES (DOUBLE)

DRAWN: ALLISON KAVANAUGH 10/25/2013
CHECKED: _____
SIZE DWG. NO. B 2180-RRFBXLS-DOUBLE
REV A

PROPRIETARY AND CONFIDENTIAL THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TAPCO. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TAPCO IS PROHIBITED.

UNLESS OTHERWISE SPECIFIED:
TOLERANCE UNLESS OTHERWISE SPECIFIED:

DECIMAL	MM	INCH
F	±0.25	±0.1
XX	±0.76	±0.03
XXX	±0.381	±0.015
ANGULAR		±0.5°

INTERPRET GEOMETRIC TOLERANCING PER:

FINISH MATERIAL VARIES
SCALE: 1:20

SHEET 1 OF 1

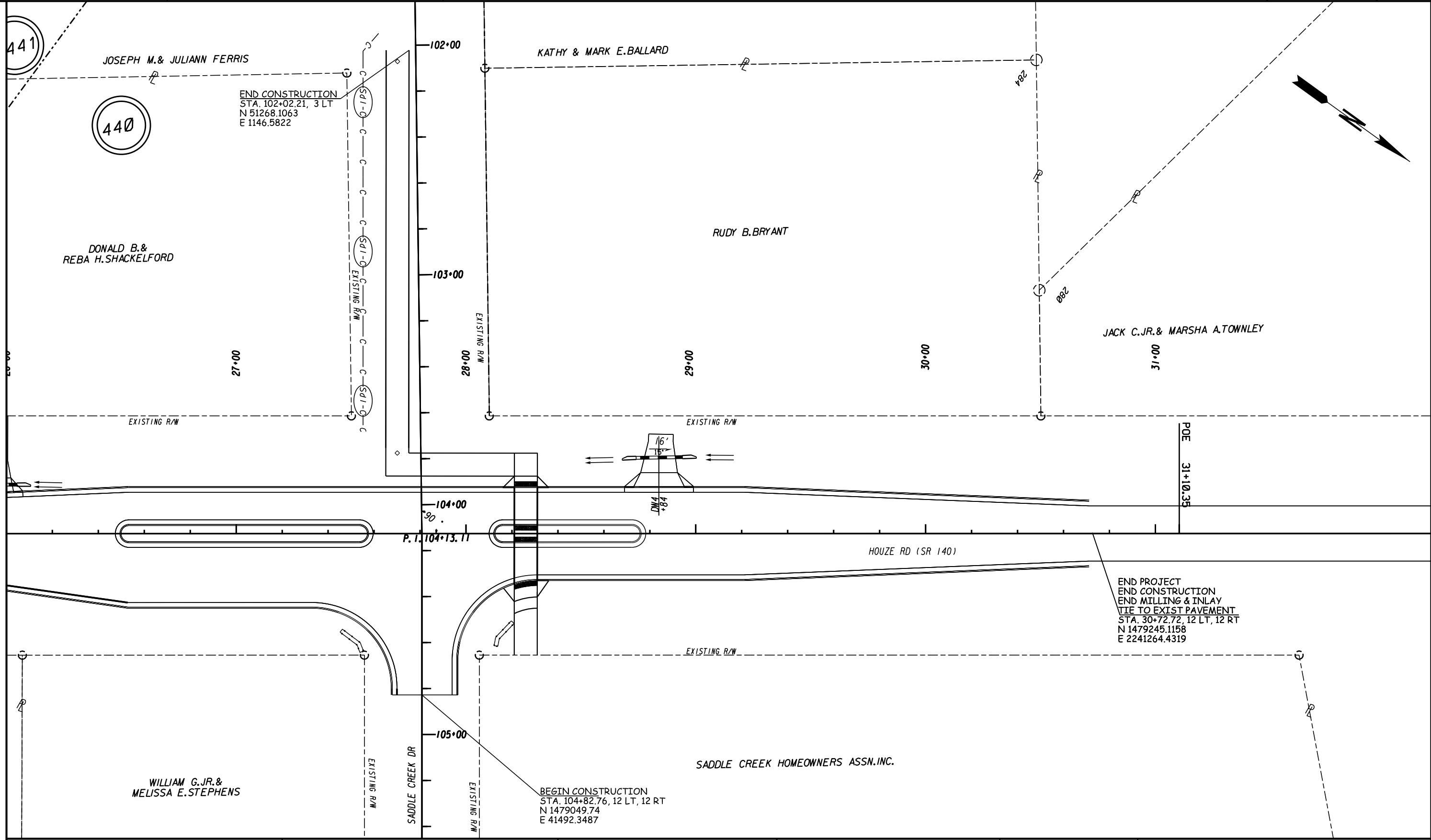


NOT TO SCALE

REVISION DATES	

SIGNAL PLANS
SADDLE CREEK DR. CROSSING

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	



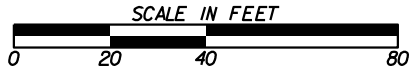
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END CONSTRUCTION
END MILLING & INLAY
TIE TO EXIST PAVEMENT
STA. 30+72.72, 12 LT, 12 RT
N 1479245.1158
E 2241264.4319

BEGIN CONSTRUCTION
STA. 104+82.76, 12 LT, 12 RT
N 1479049.74
E 41492.3487

END CONSTRUCTION
STA. 102+02.21, 3 LT
N 51268.1063
E 1146.5822

PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR	---
& MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

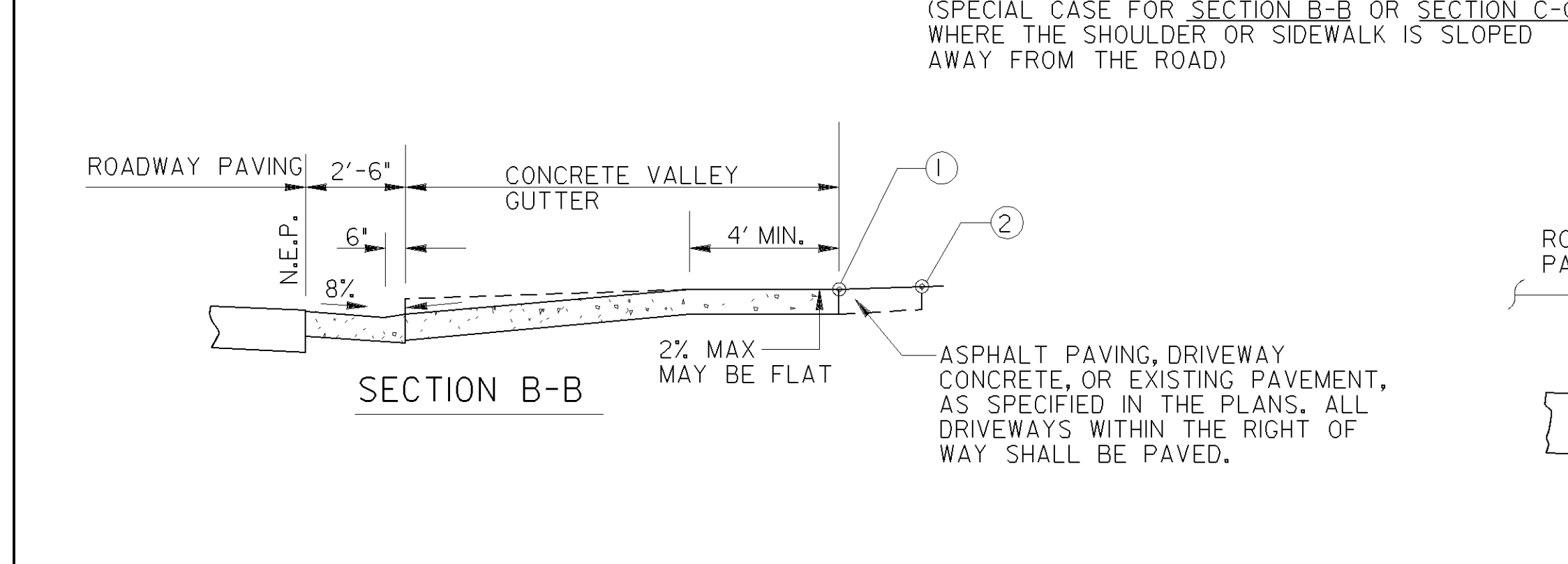
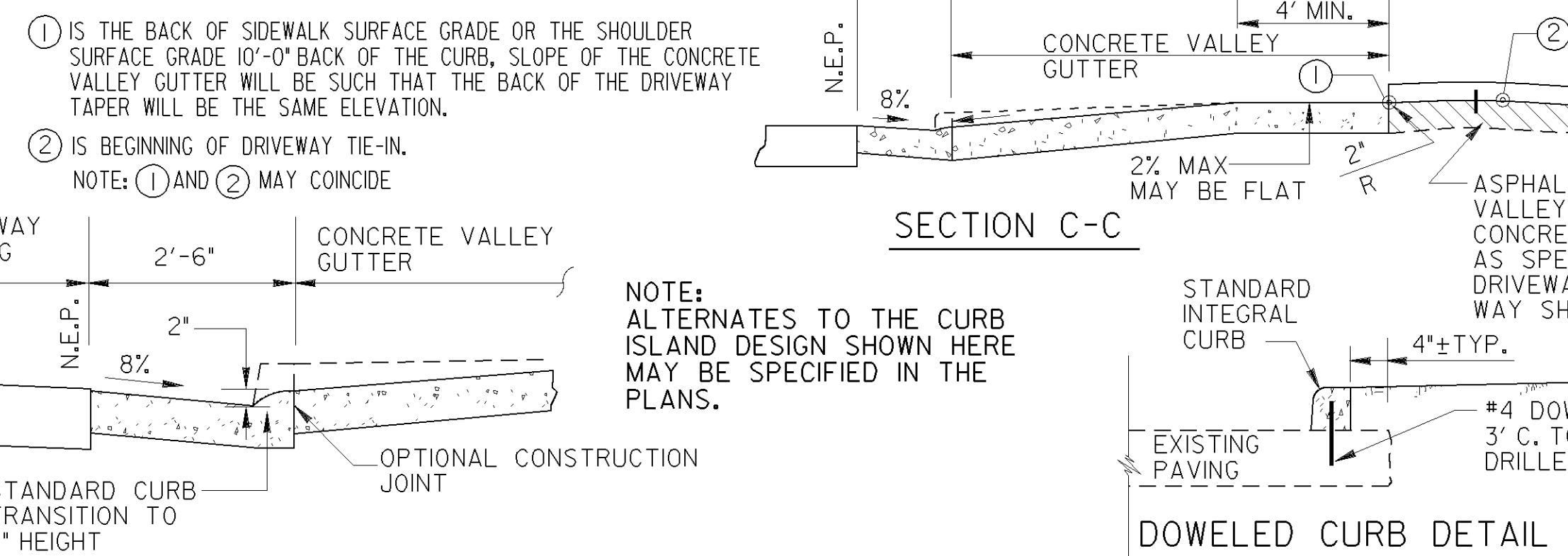
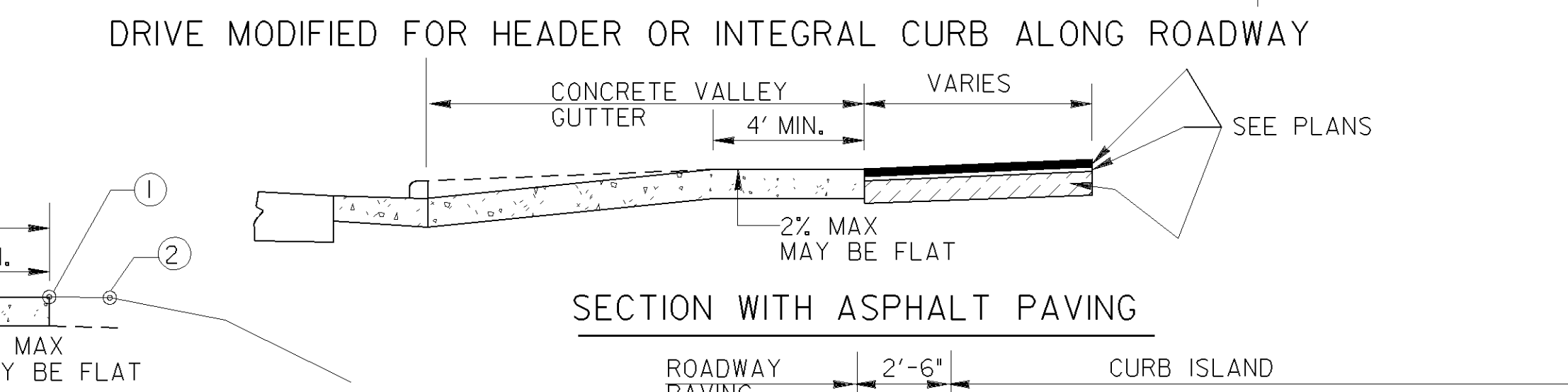
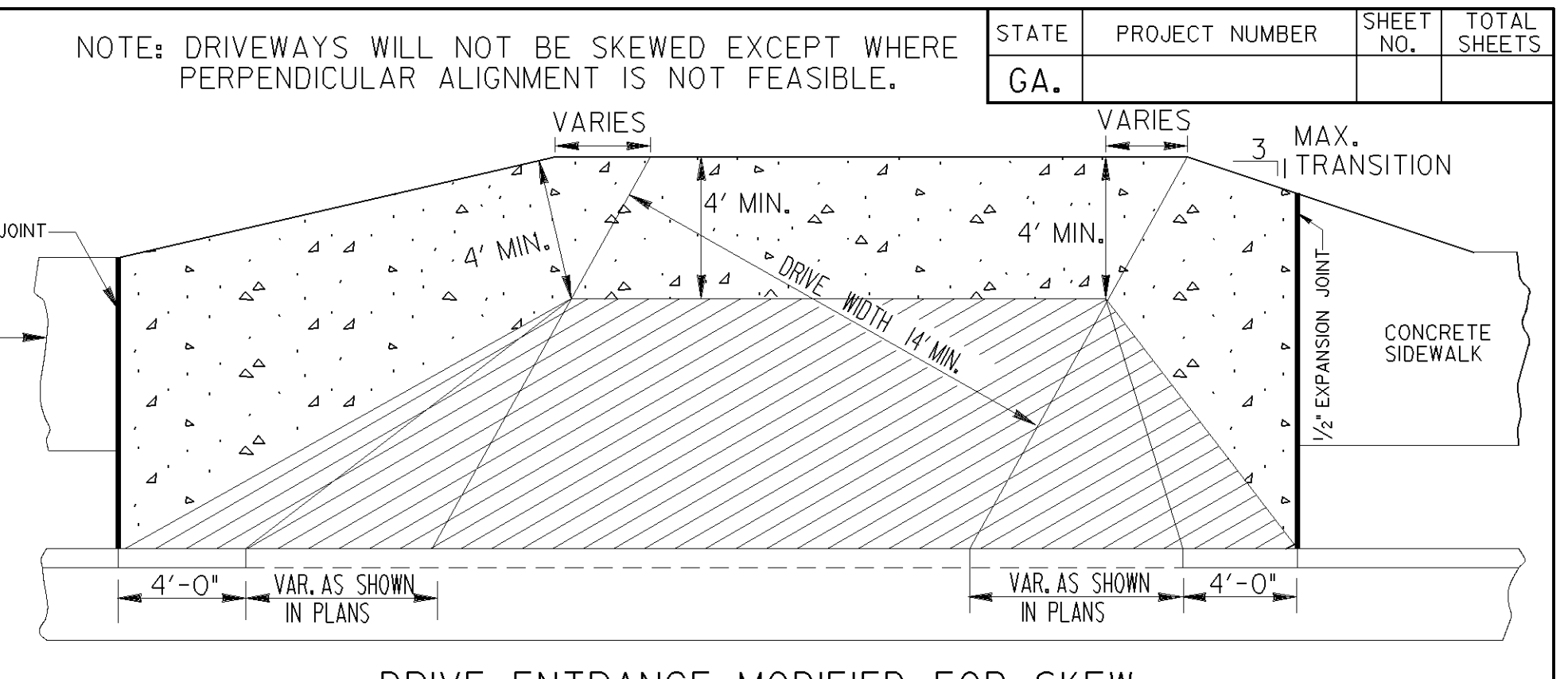
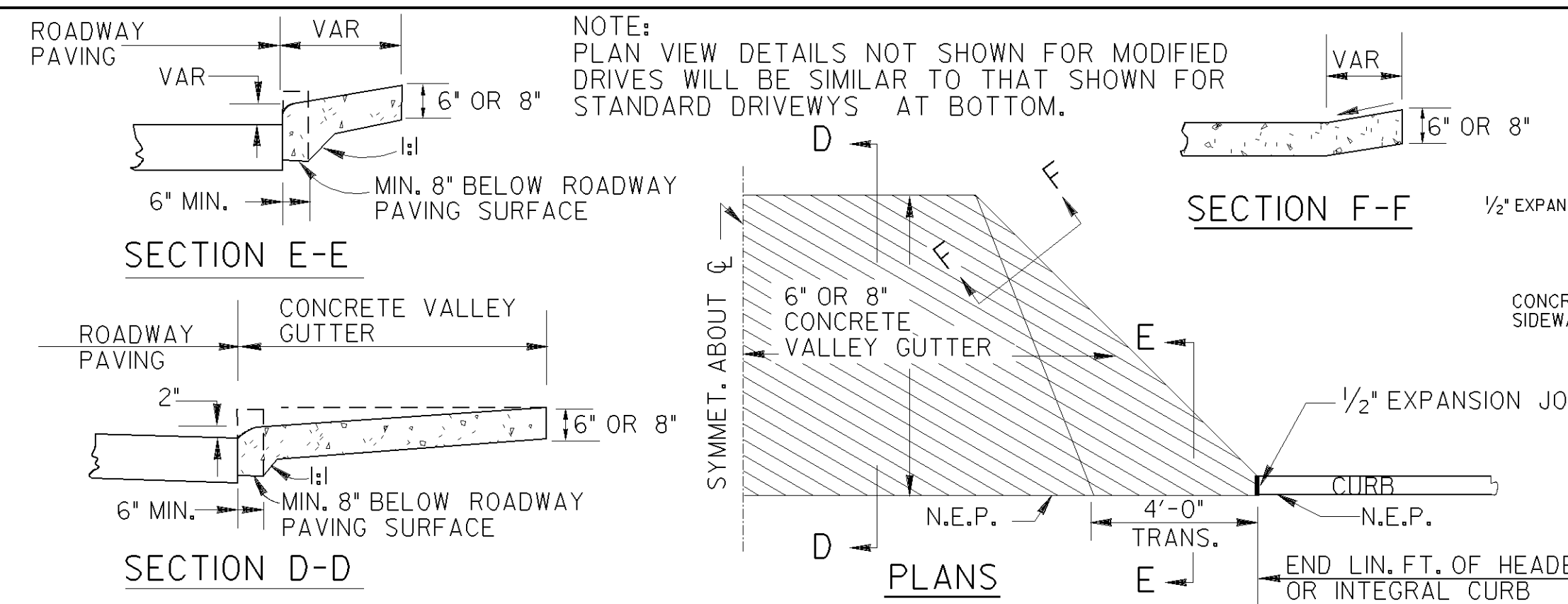
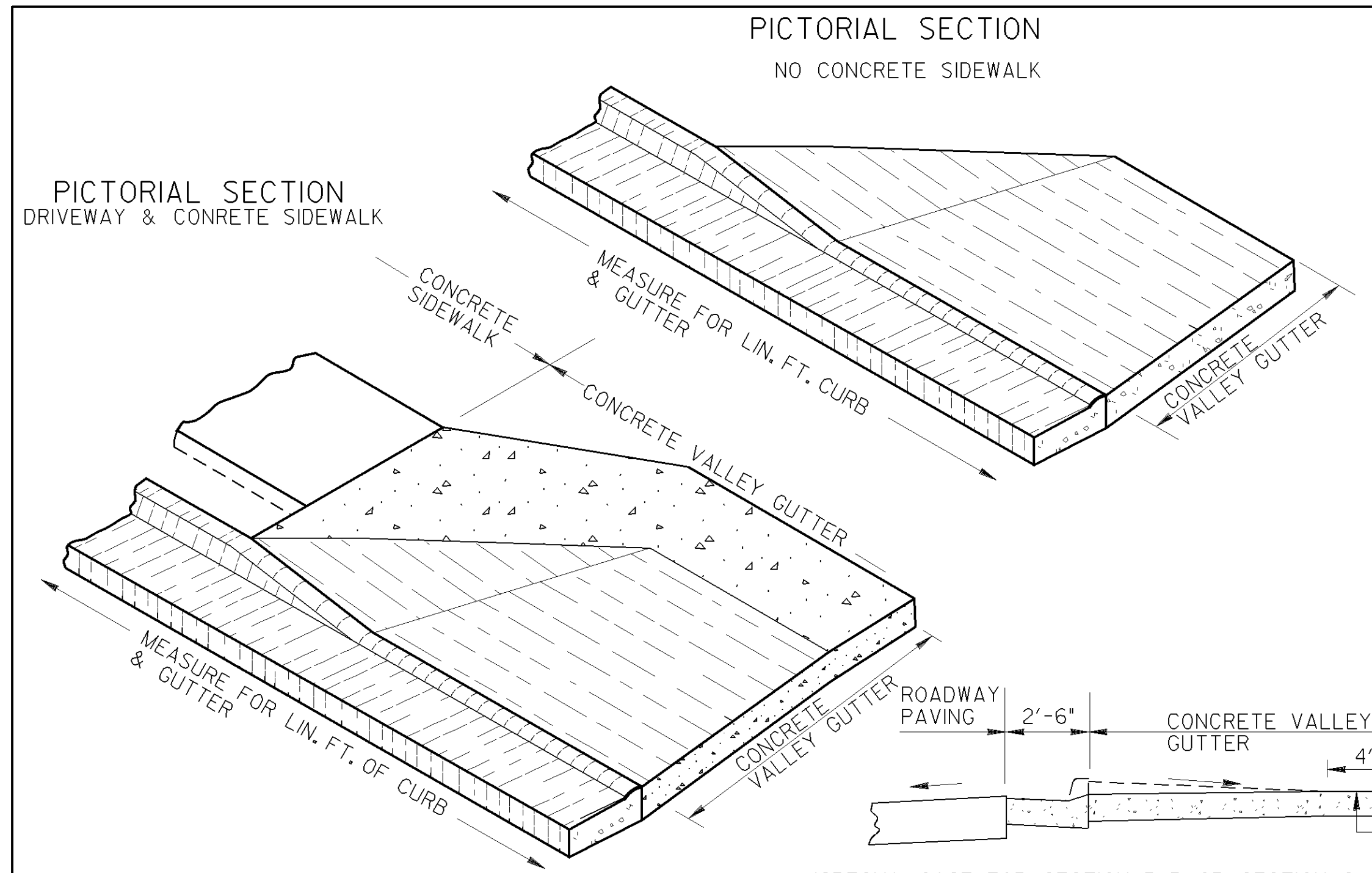
BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---
ORANGE BARRIER FENCE	---
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	---



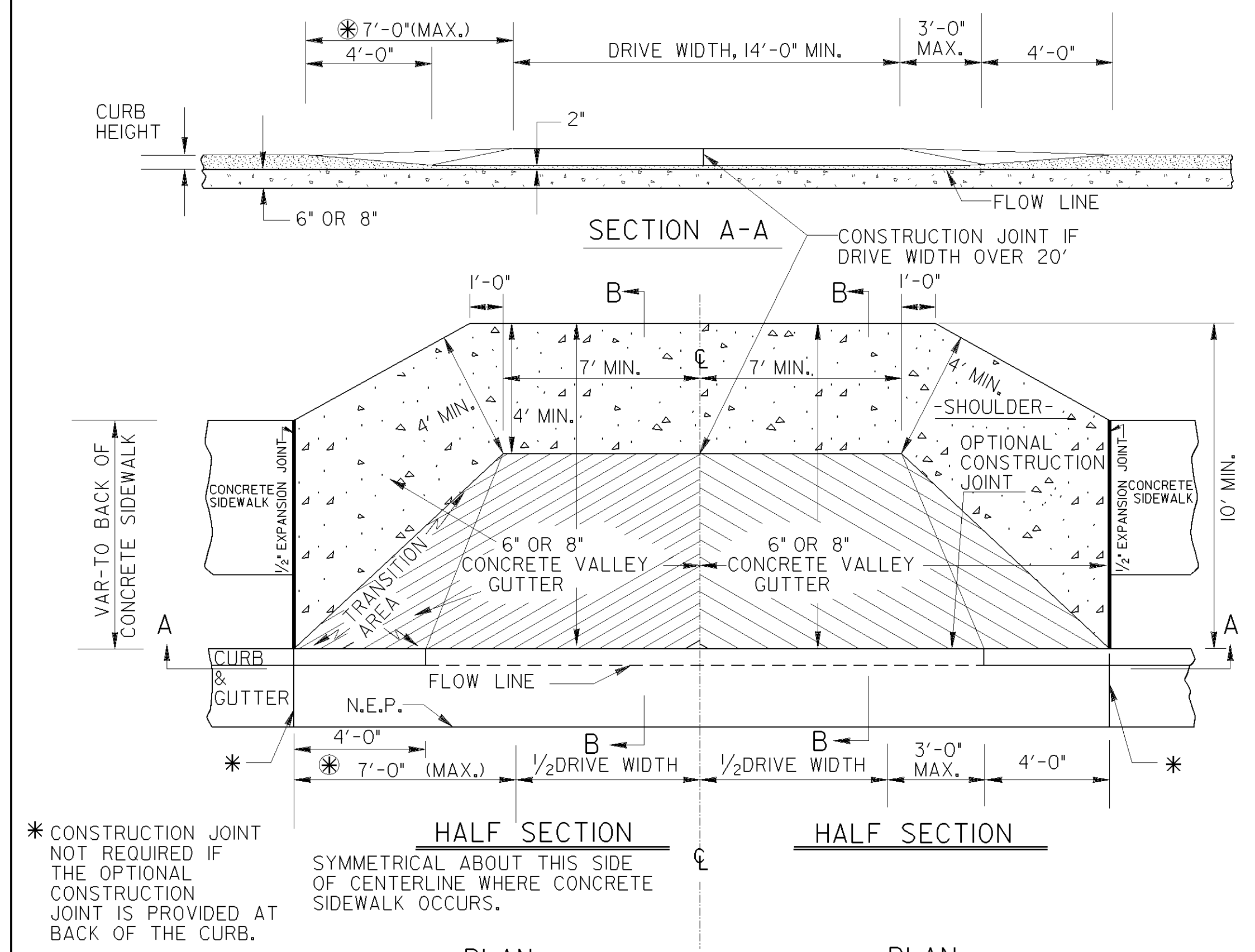
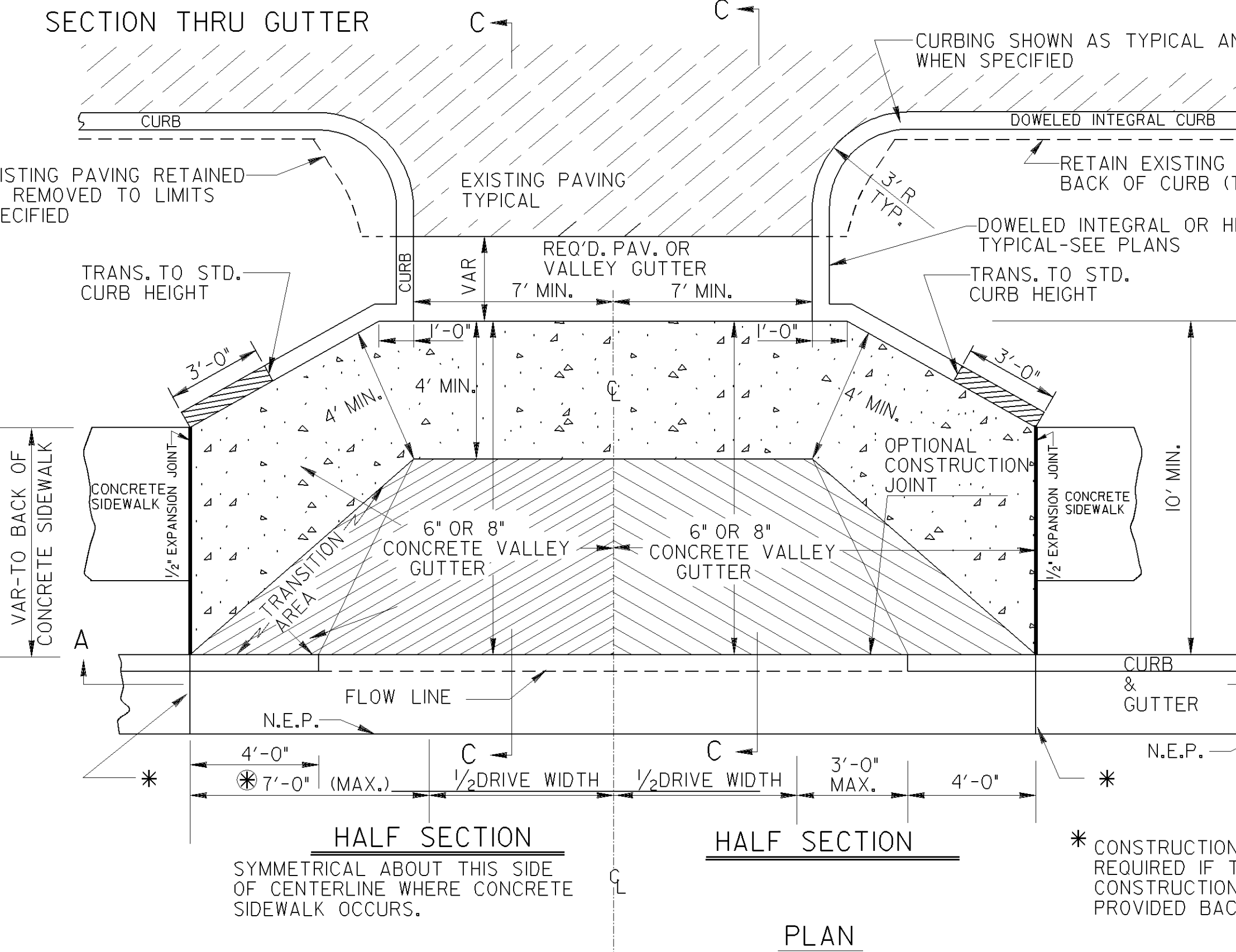
REVISION DATES	

BMP LOCATION DETAILS		
SADDLE CREEK DR. CROSSING		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	54-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



- GENERAL NOTES:**
- 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.
 - N.E.P. IS DEFINED AS THE POINT WHERE THE ROADWAY PAVING MEETS THE CURB & GUTTER, OR HEADER CURB, OR FACE OF THE INTEGRAL CURB.
 - DRIVES RECONSTRUCTED SHALL BE REPLACED IN KIND, I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND PAVED TO THE RIGHT OF WAY LINE.
 - SEE STANDARD 9032-B FOR DETAILS OF CONCRETE CURB & GUTTER, HEADER CURBS AND DOWELED INTEGRAL CURBS.
 - 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.
 - THE SLOPE OF THE "TRANSITION AREA" OF THE CONCRETE VALLEY GUTTER SHALL NOT BE STEEPER THAN 8% (2:1) WHERE SIDEWALKS ARE LOCATED.
 - 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.



RESIDENTIAL, COMMERCIAL OR NON-COMMERCIAL DRIVE
 * CONSTRUCTION JOINT NOT REQUIRED IF THE OPTIONAL CONSTRUCTION JOINT IS PROVIDED AT BACK OF THE CURB.
 SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.

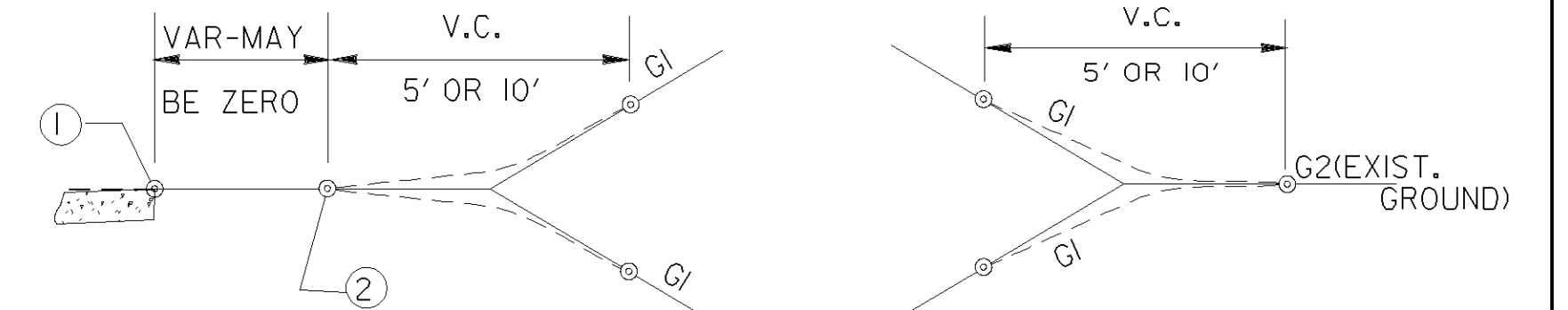
DRIVEWAY WITH CURB ISLAND (SHOWN ADJACENT TO EXISTING PAVED PARKING AREA)
 * CONSTRUCTION JOINT NOT REQUIRED IF THE OPTIONAL CONSTRUCTION JOINT IS PROVIDED BACK OF CURB.
 SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.

Guidelines For Use 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" = 300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

- 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.
 - IS BEGINNING OF DRIVEWAY TIE-IN.
- NOTE: ① AND ② MAY COINCIDE

V.C.	GI	
	CUT	FILL
5'	27%	16.61%
10'	28%	27%

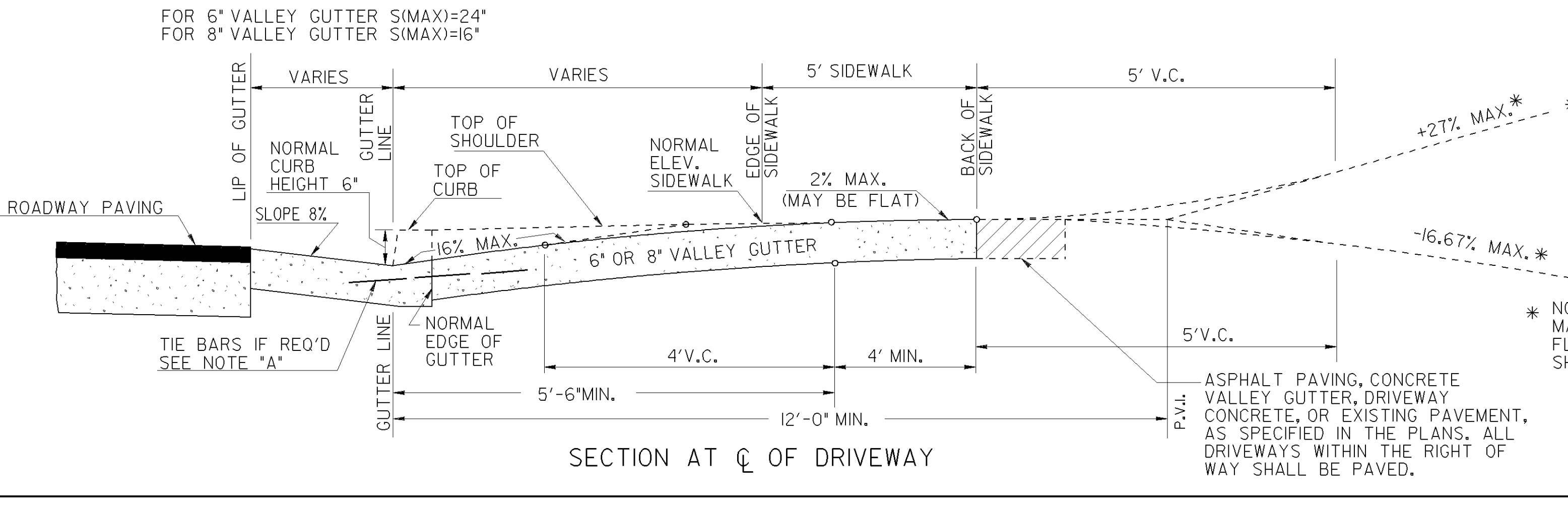
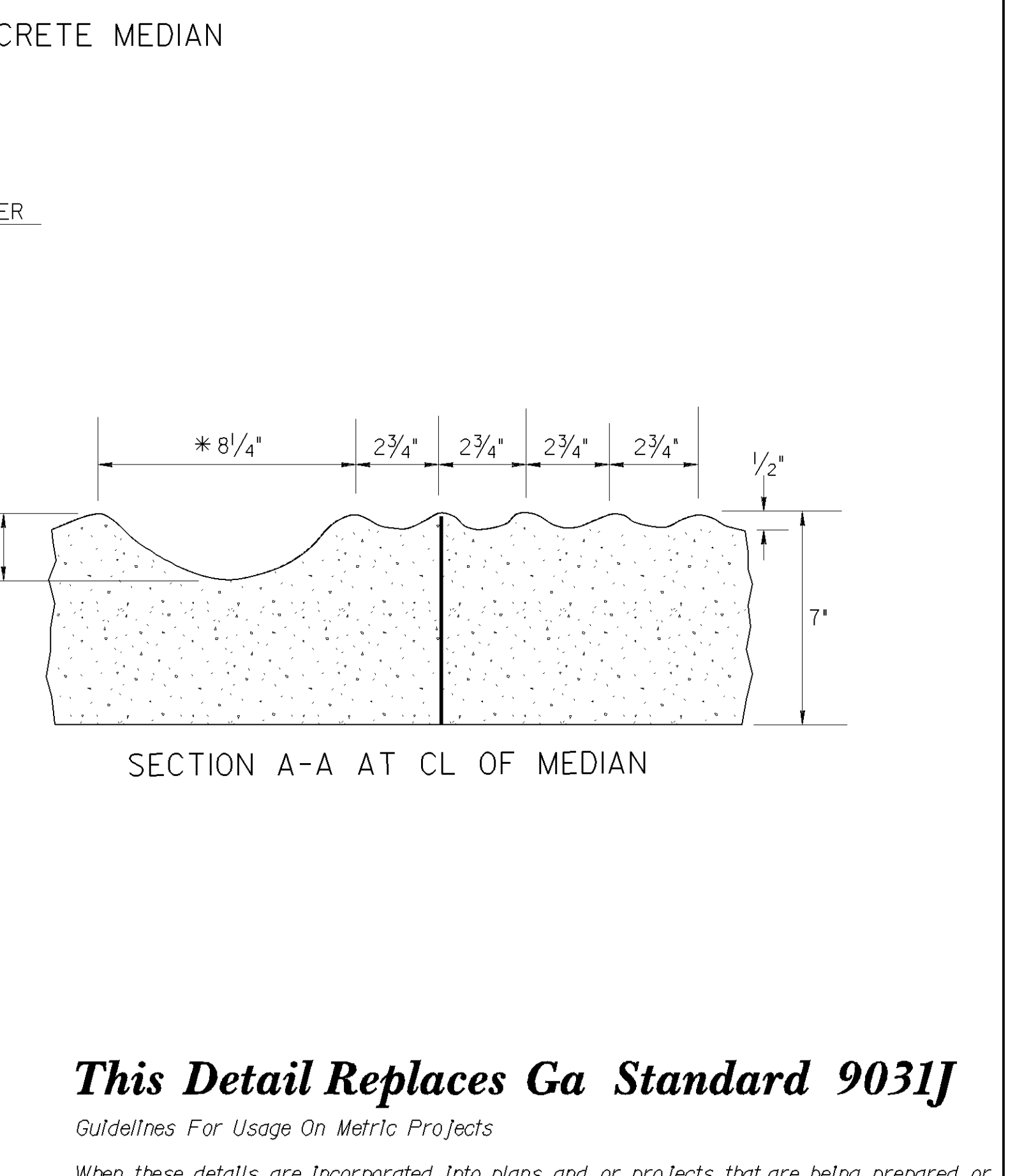
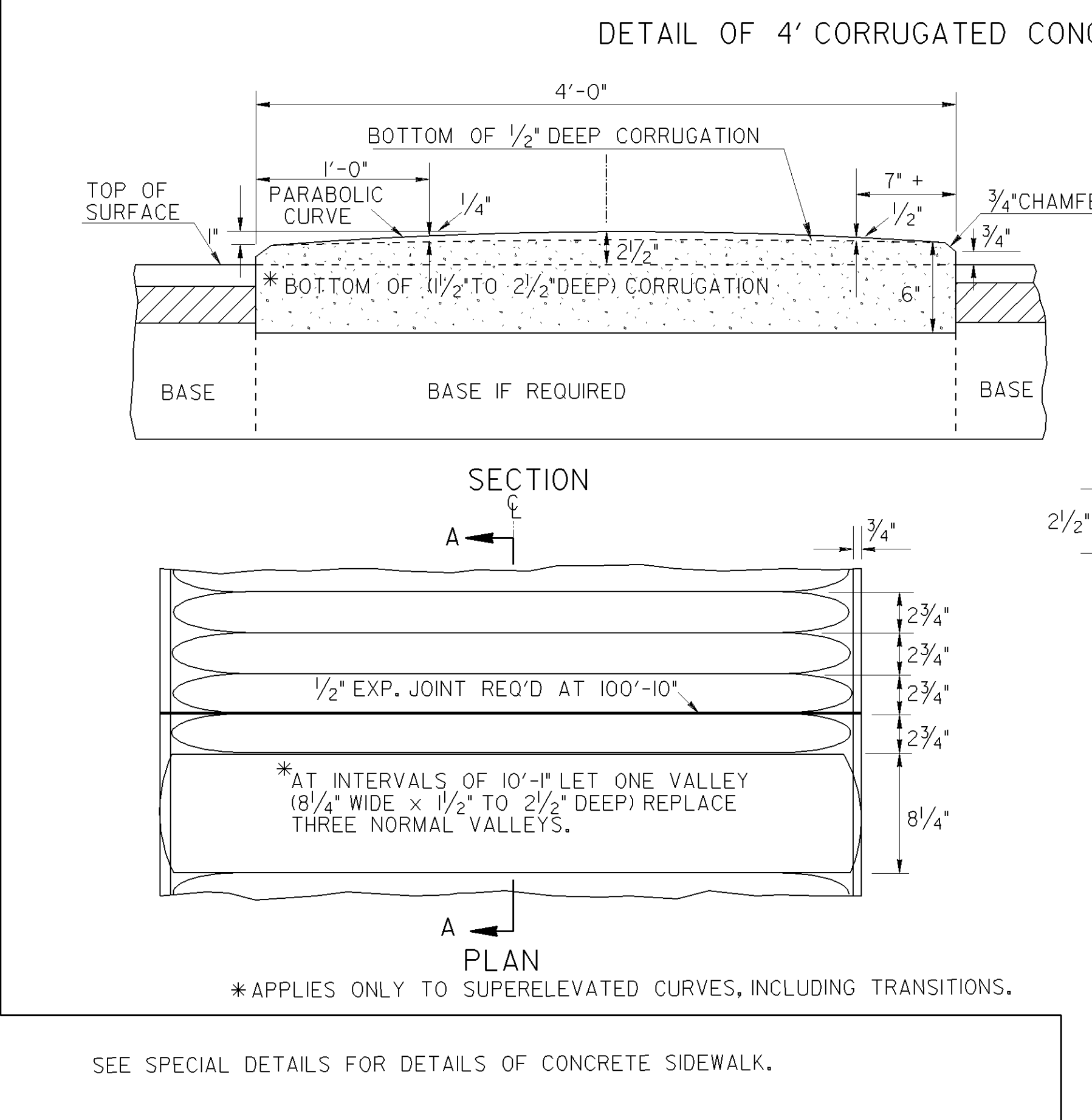
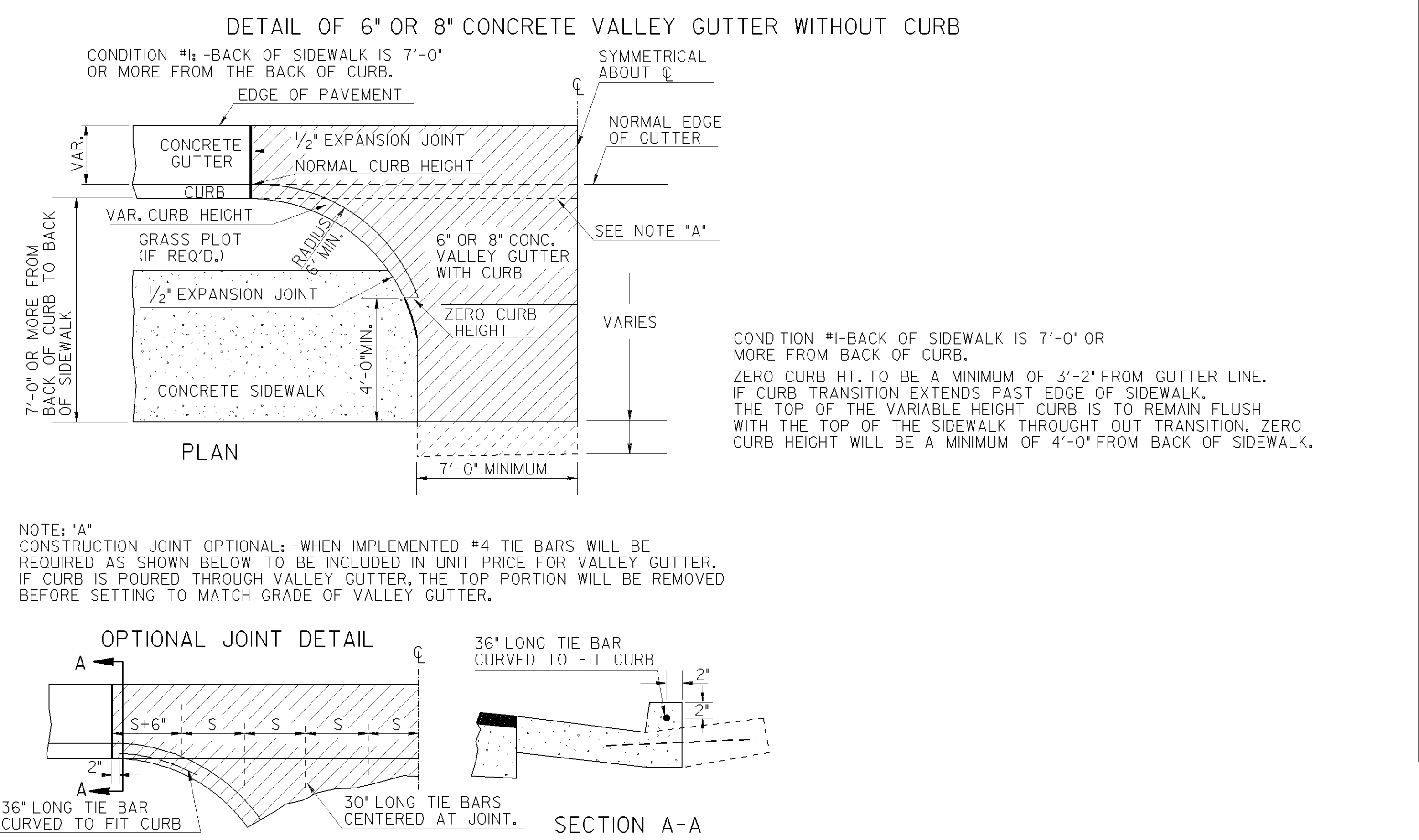
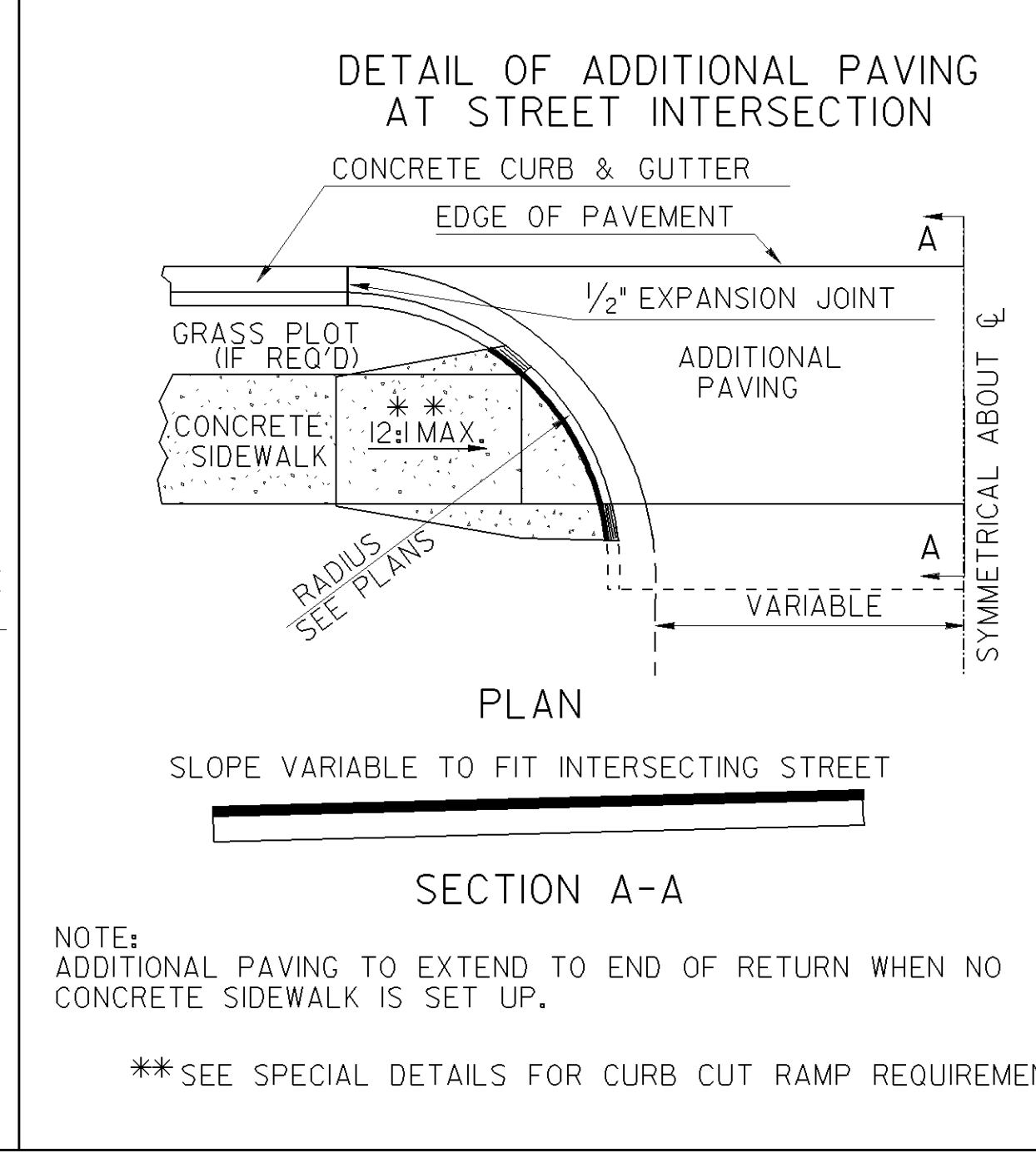
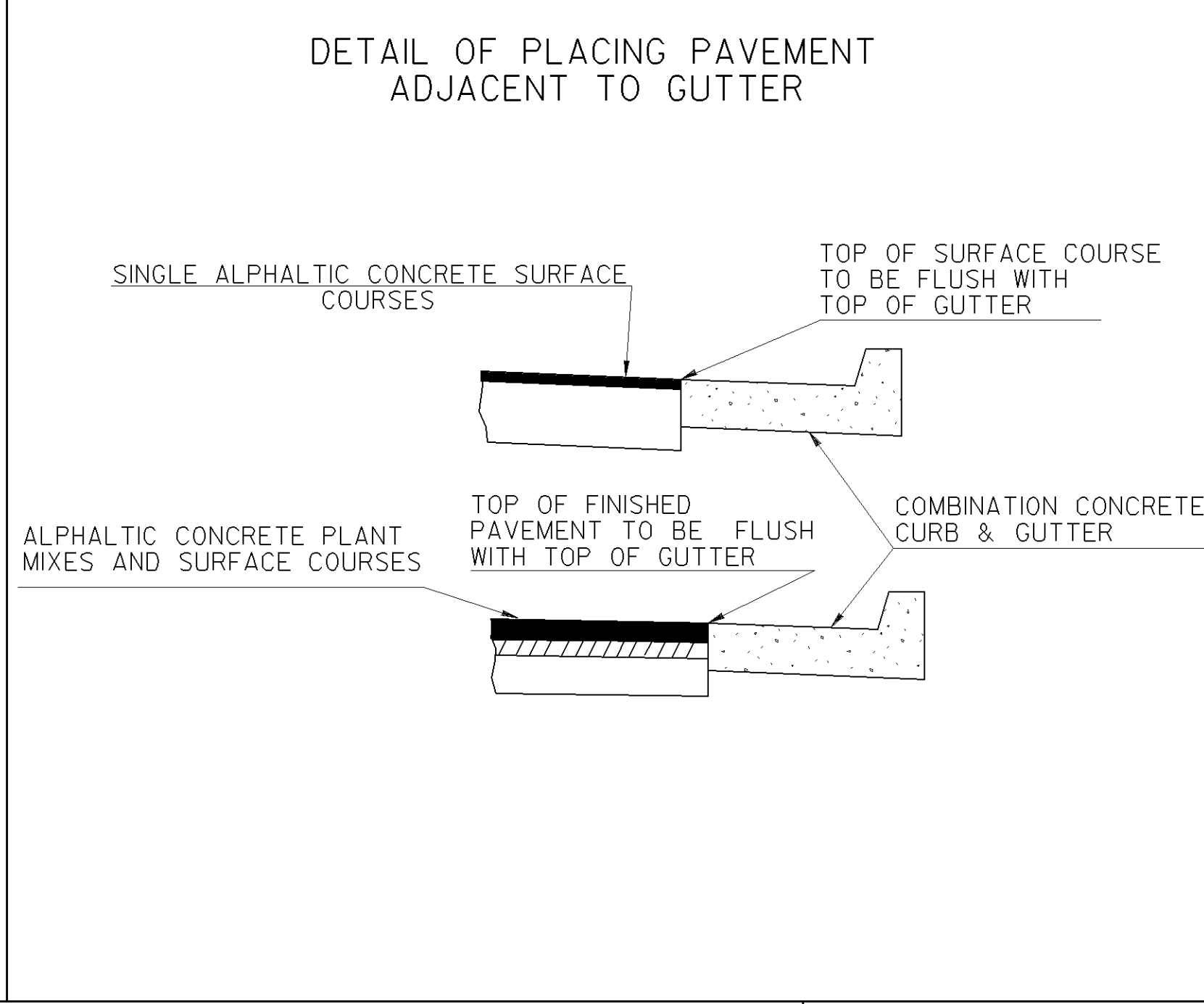
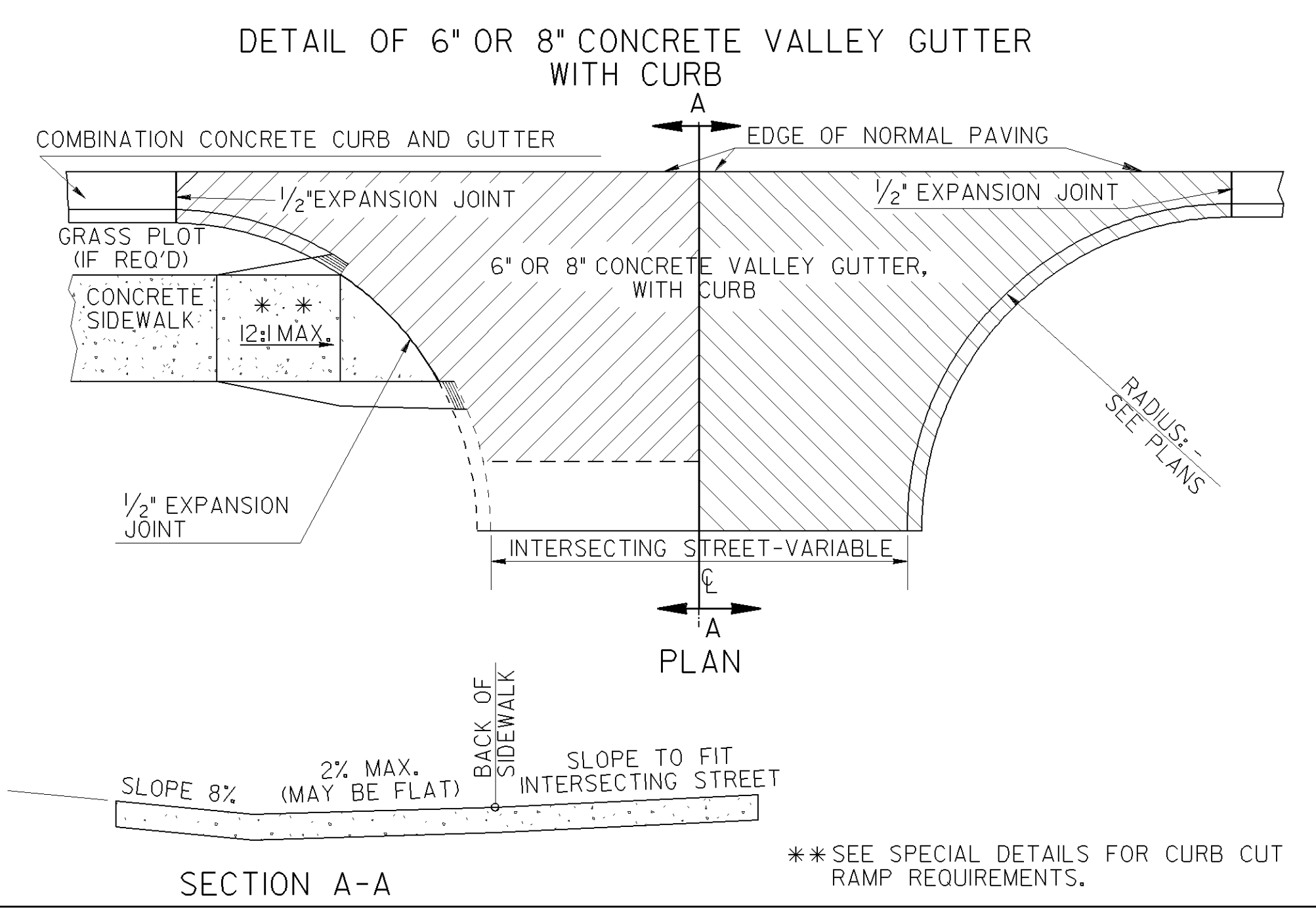
V.C.	GI-G2 (MAX. ALGEBRAIC GRADE CHANGE)	
	SAG	CREST
5'	21%	25%
10'	25%	36%



This Detail Replaces Ga Standard 6050
 DEPARTMENT OF TRANSPORTATION
 STATE OF GEORGIA

REV. PAVEMENT NOTES, REV.	7-21-11	DATE	
12' TO 14' MIN., REV. SWALK	4-11-02	DATE	
REVISED	4-3-02	DATE	
BY		REVISION	
NO SCALE			MARCH 12, 2002
NUMBER			AI

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



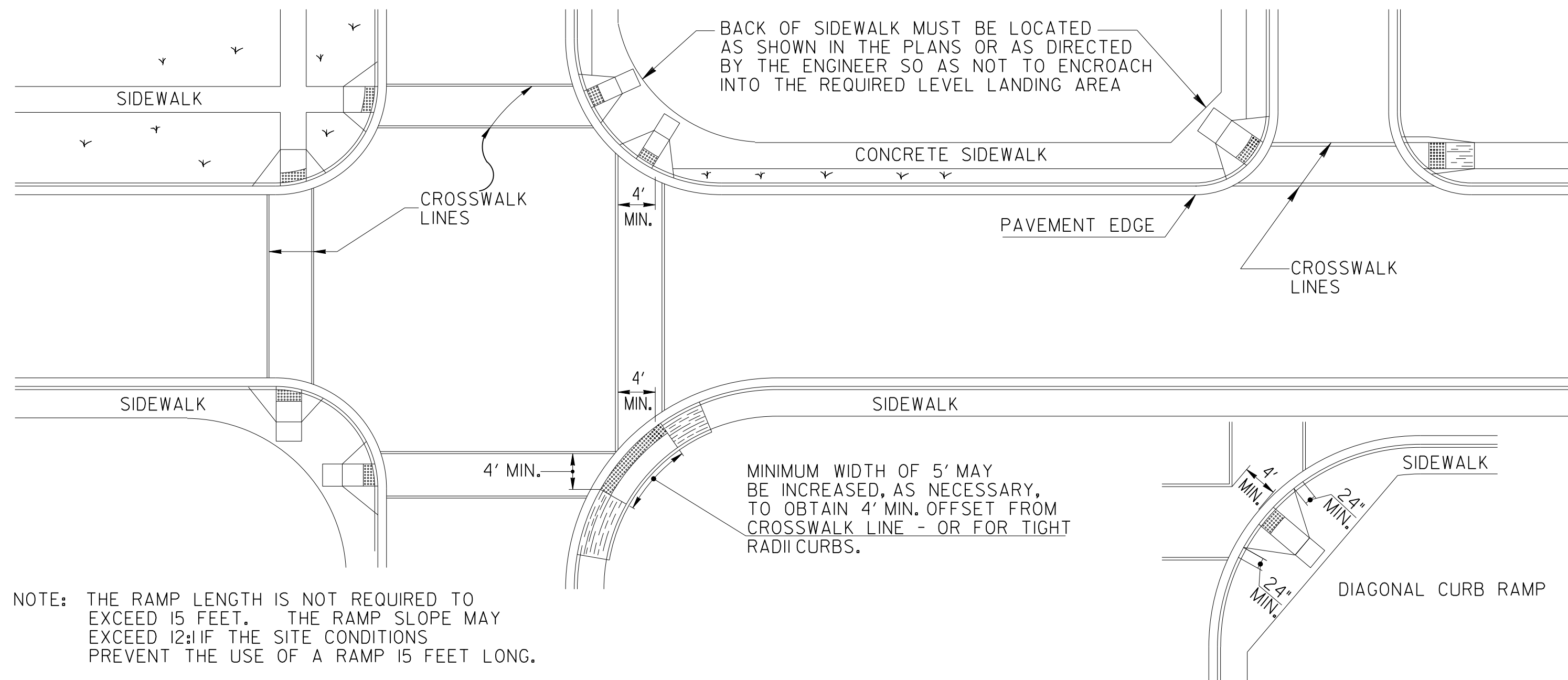
This Detail Replaces Ga Standard 9031J

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.

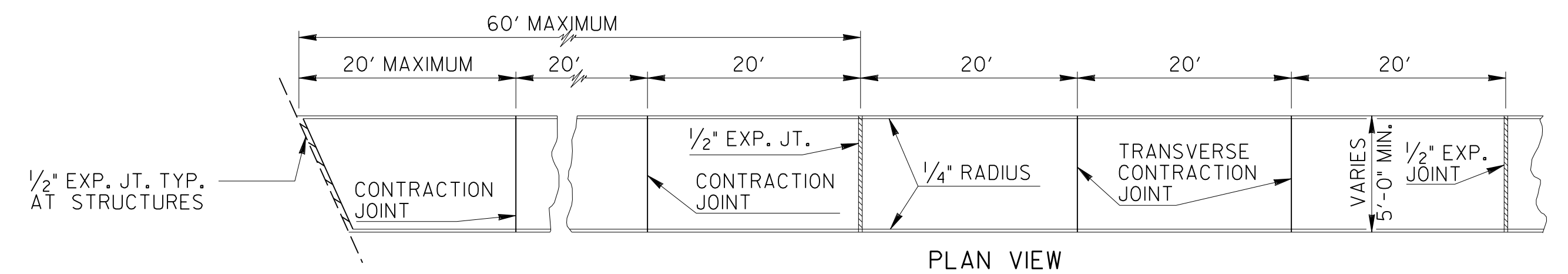
ADDED PAVEMENT NOTE, REV	7-21-11	DEPARTMENT OF TRANSPORTATION
DRIVEWAY SECTION		STATE OF GEORGIA
REV. PAVEMENT NOTES	2-21-03	CONSTRUCTION DETAIL
REVISED	4-11-02	CONCRETE VALLEY GUTTER AT STREET INTERSECTION
REVISED	4-3-02	6" OR 8" CONCRETE VALLEY GUTTER AT DRIVE
REVISED		PLACING PAVEMENT ADJACENT TO GUTTER
BY		ADDITIONAL PAVING AT STREET INTERSECTION
		4' CORRUGATED CONCRETE MEDIAN
		NO SCALE
		MARCH 12, 2002
		NUMBER
		A2

TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW

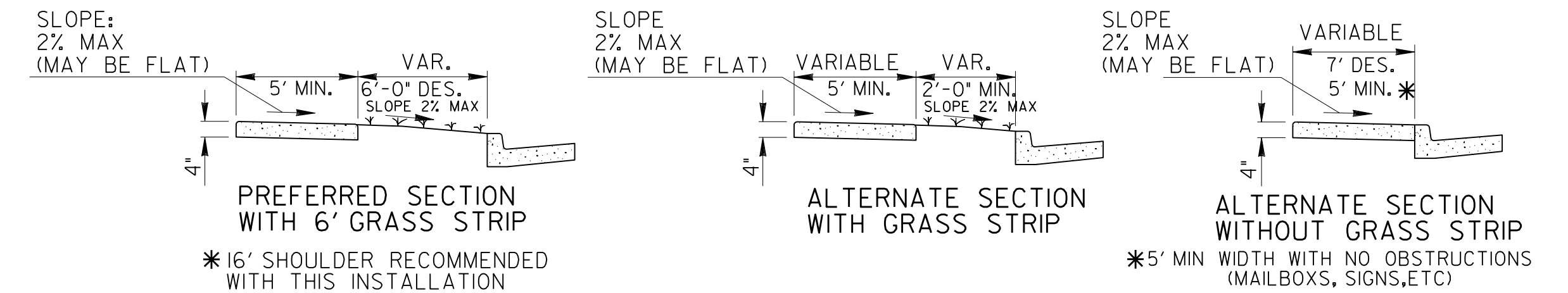
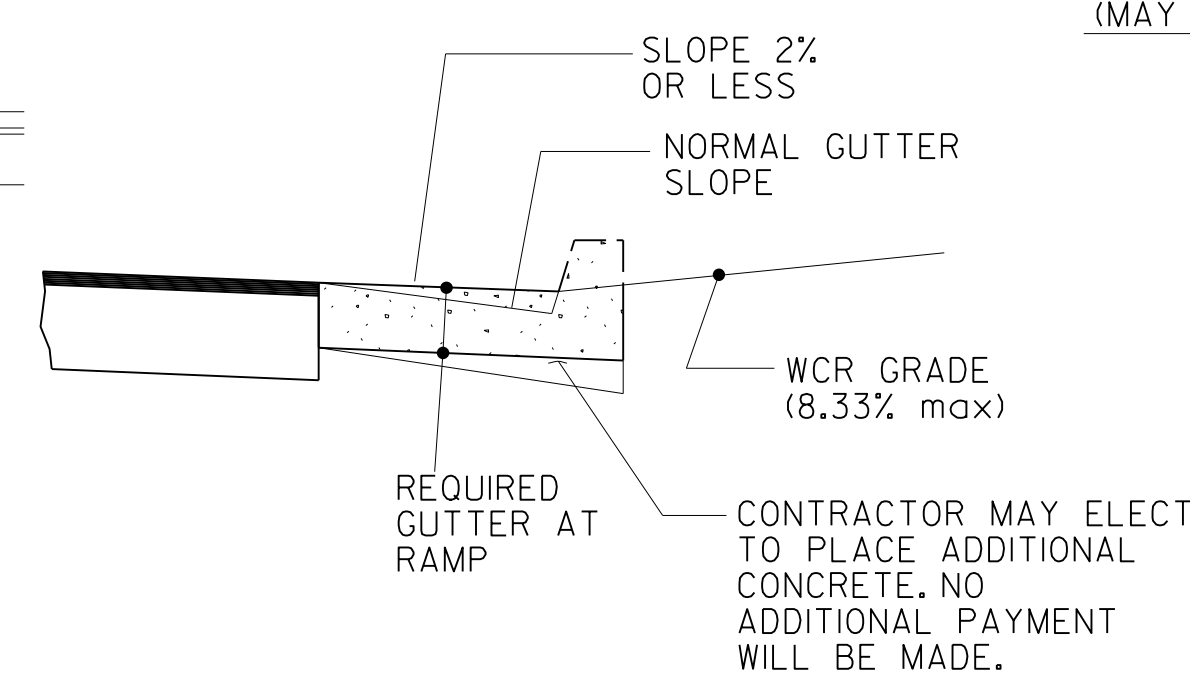


NOTE: THE RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET. THE RAMP SLOPE MAY EXCEED 12% IF THE SITE CONDITIONS PREVENT THE USE OF A RAMP 15 FEET LONG.

CONCRETE SIDEWALK DETAILS



GUTTER TRANSITION DETAIL



NOTES FOR CONCRETE SIDEWALK:

- CONCRETE TO BE PLACED 4" THICK AND FINISHED WITH TAMPS, WOOD FLOATS AND STIFF-BRISTLE BOOMS.
- TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 20 FT. INTERVALS. ALL EDGES TO BE ROUNDED TO 1/4" RADIUS.
- 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:

- CURB CUT RAMPS WILL BE LOCATED AS FOLLOWS UNLESS PLANS OR CONTRACT SPECIFY OTHERWISE.
 - AT ALL PEDESTRIAN CROSSWALKS WHERE CURB IS CONSTRUCTED OR REPLACED.
 - WHERE THE SIDEWALK, CONCRETE OR UNPAVED, IS INTERRUPTED BY THE CURB AT TURNOUTS OR AT INTERSECTIONS.
 - AT OTHER LOCATIONS SUCH AS HOSPITALS, NURSING HOMES, REST AREAS, ETC., WHERE THE CURB WOULD OTHERWISE BE AN OBSTRUCTION TO THE PHYSICALLY DISABLED.
- 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.
- 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.
- 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.
- 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 IN. FT. OF CURB AND GUTTER WILL INCLUDE THE TRANSITIONED CURB IN FRONT OF RAMPS. SO, 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.
- 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.
- 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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LENGTH REQUIRED FOR A 1:10 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

Type A

(Perpendicular)
(The Preferred Ramp)

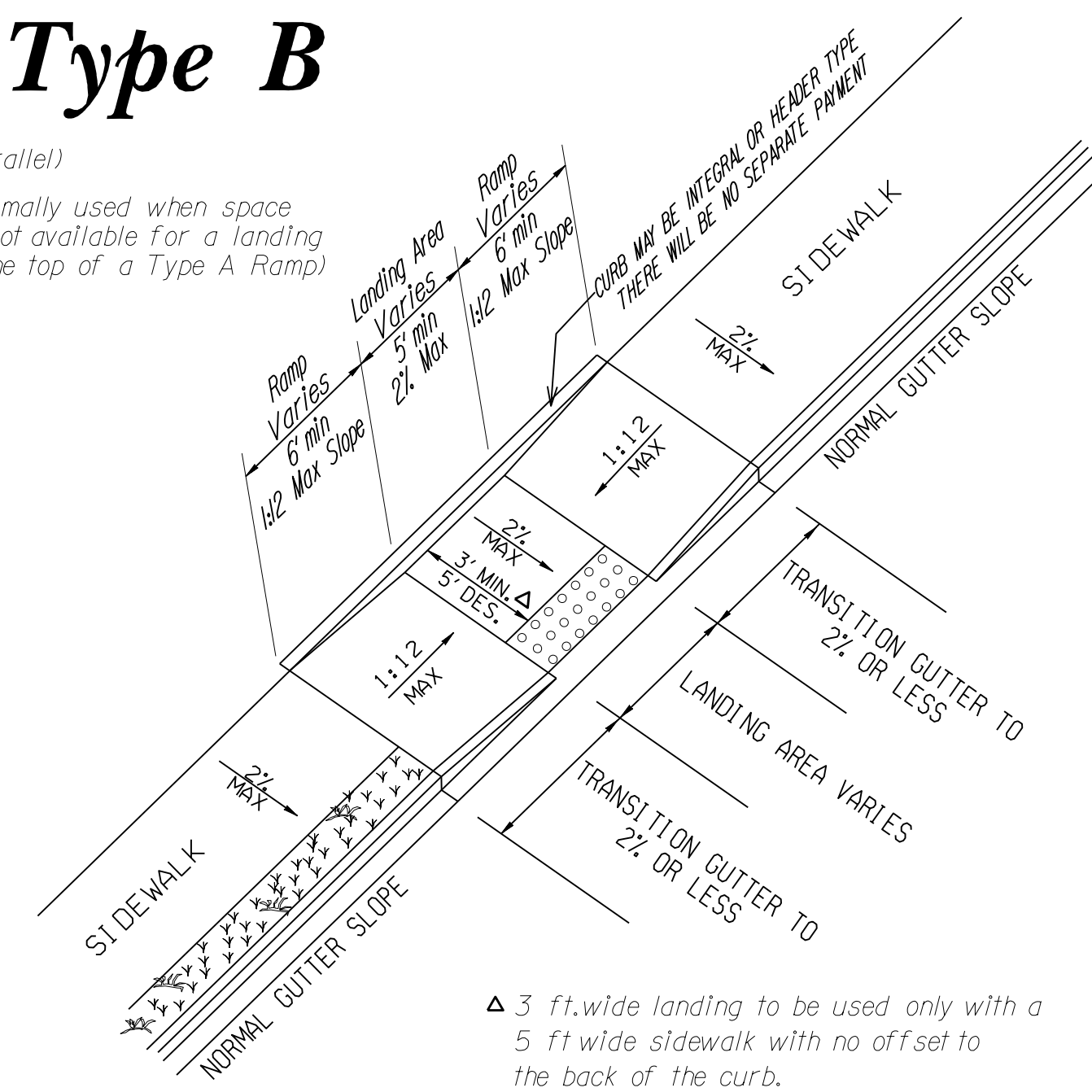
Back of sidewalk shall be located as shown in the plans or as directed by the Engineer so as not to encroach into the required landing area.

LENGTH 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)

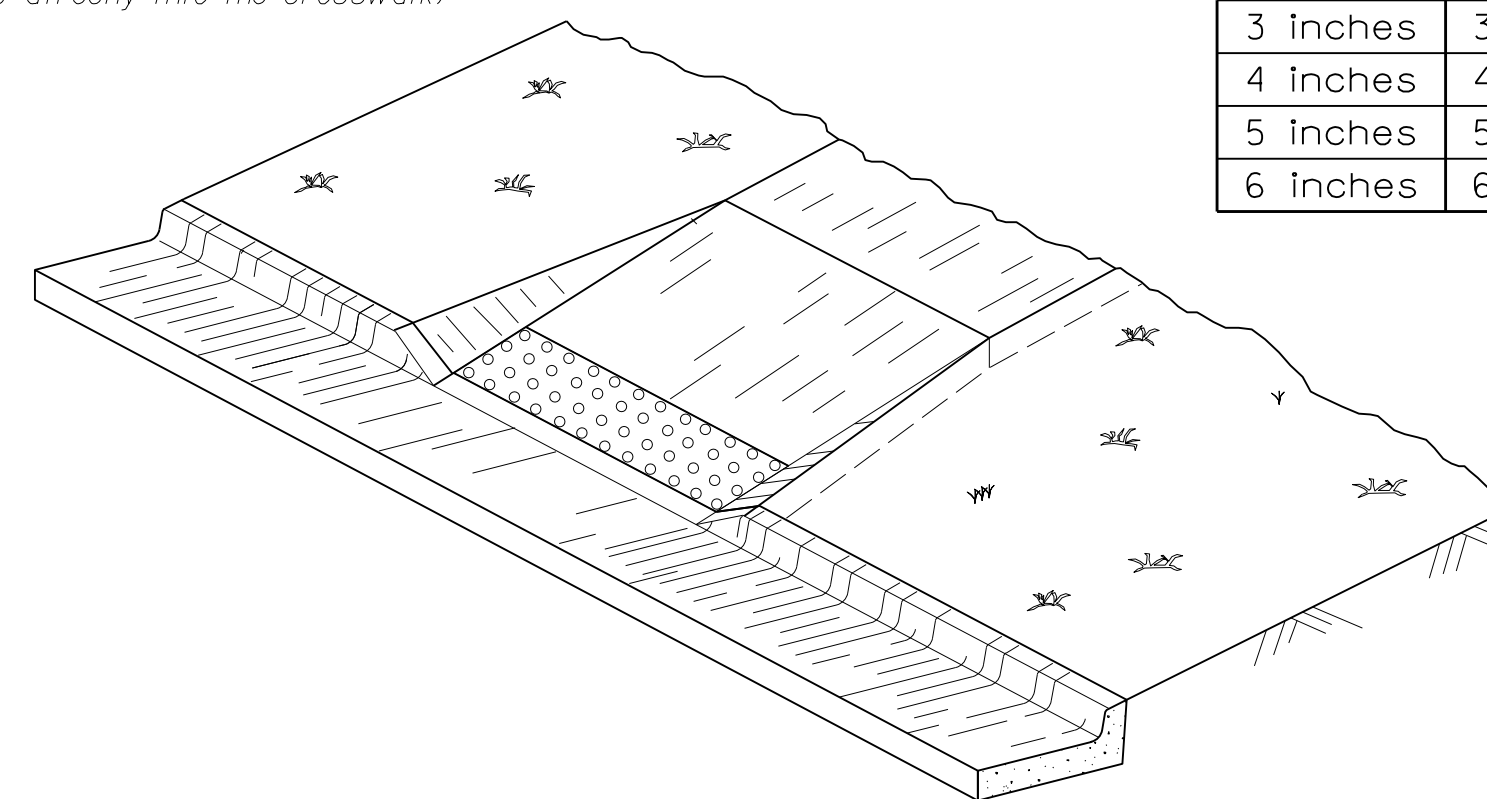
(Normally used when space is not available for a landing at the top of a Type A Ramp)



Type D

(Perpendicular)

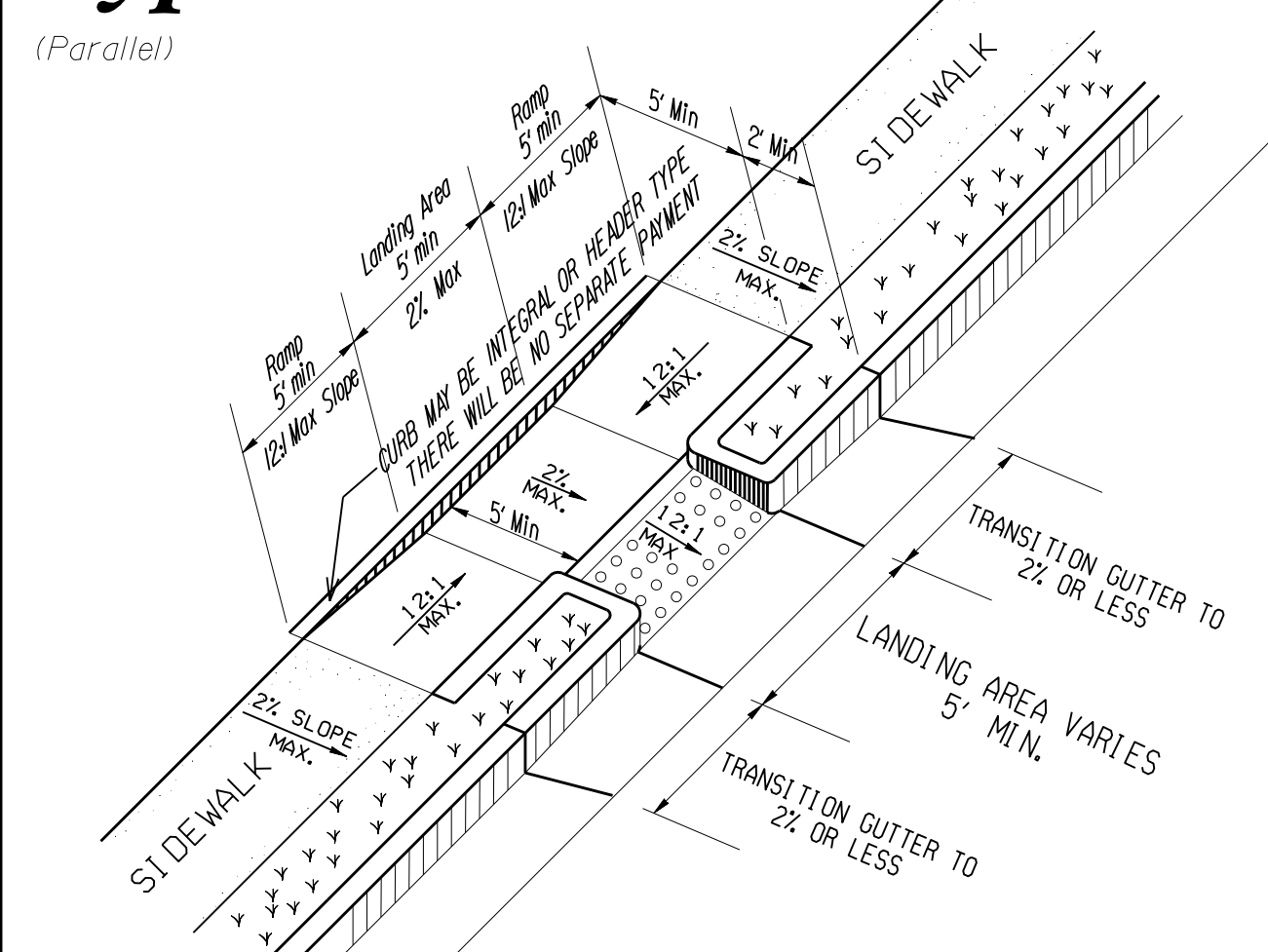
(Normally used when the sidewalk ties directly into the crosswalk)



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

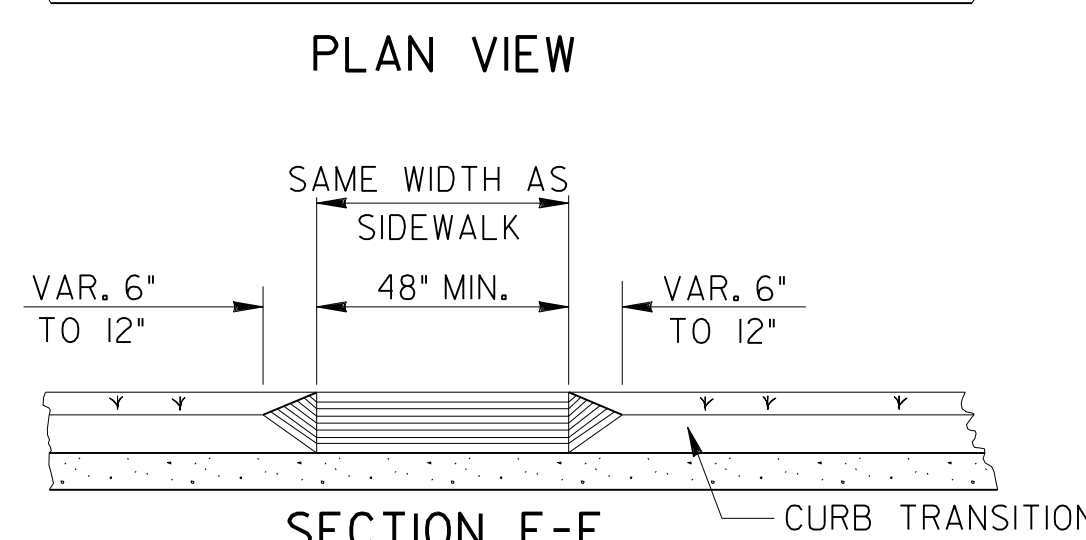
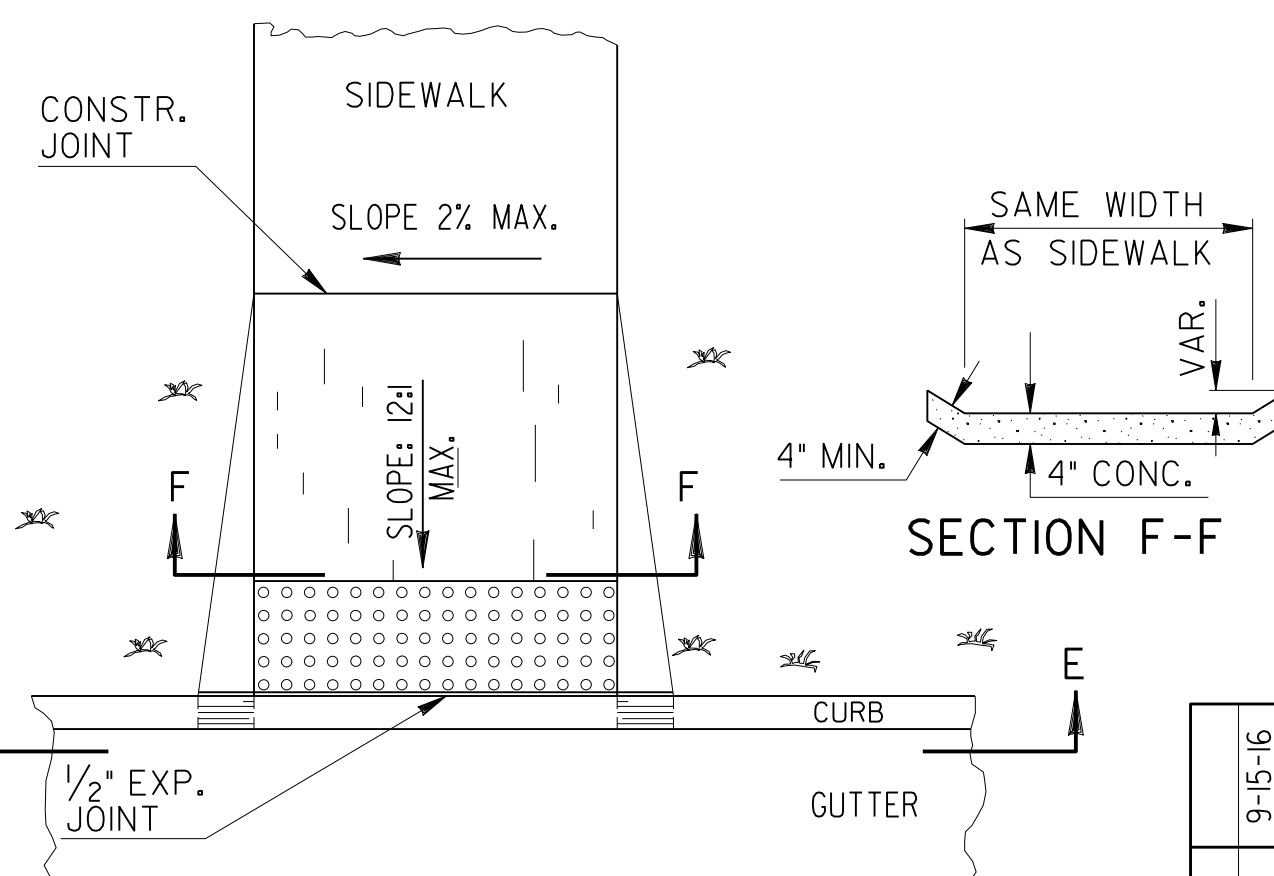
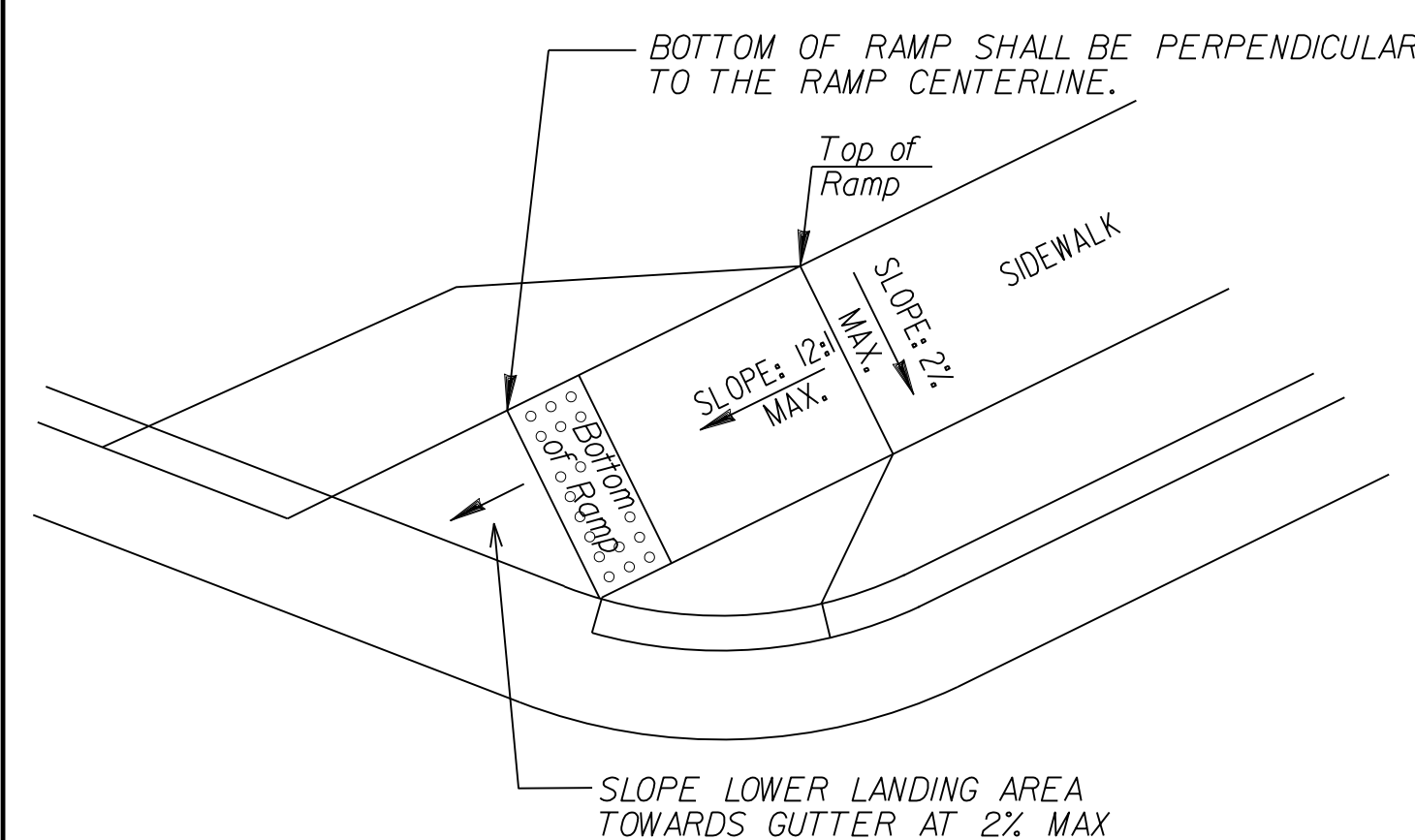
(Parallel)



Skewed Ramp Details

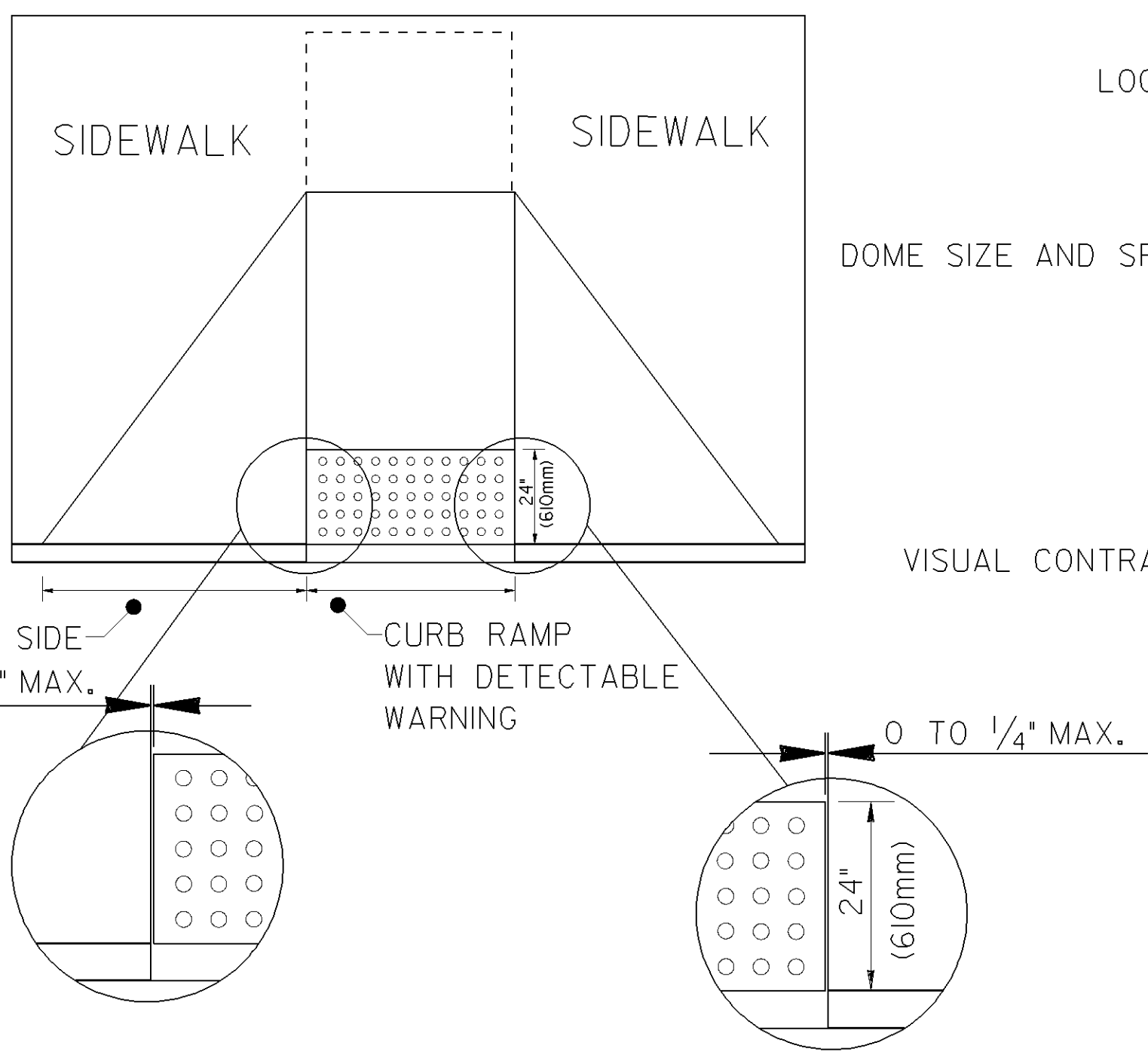
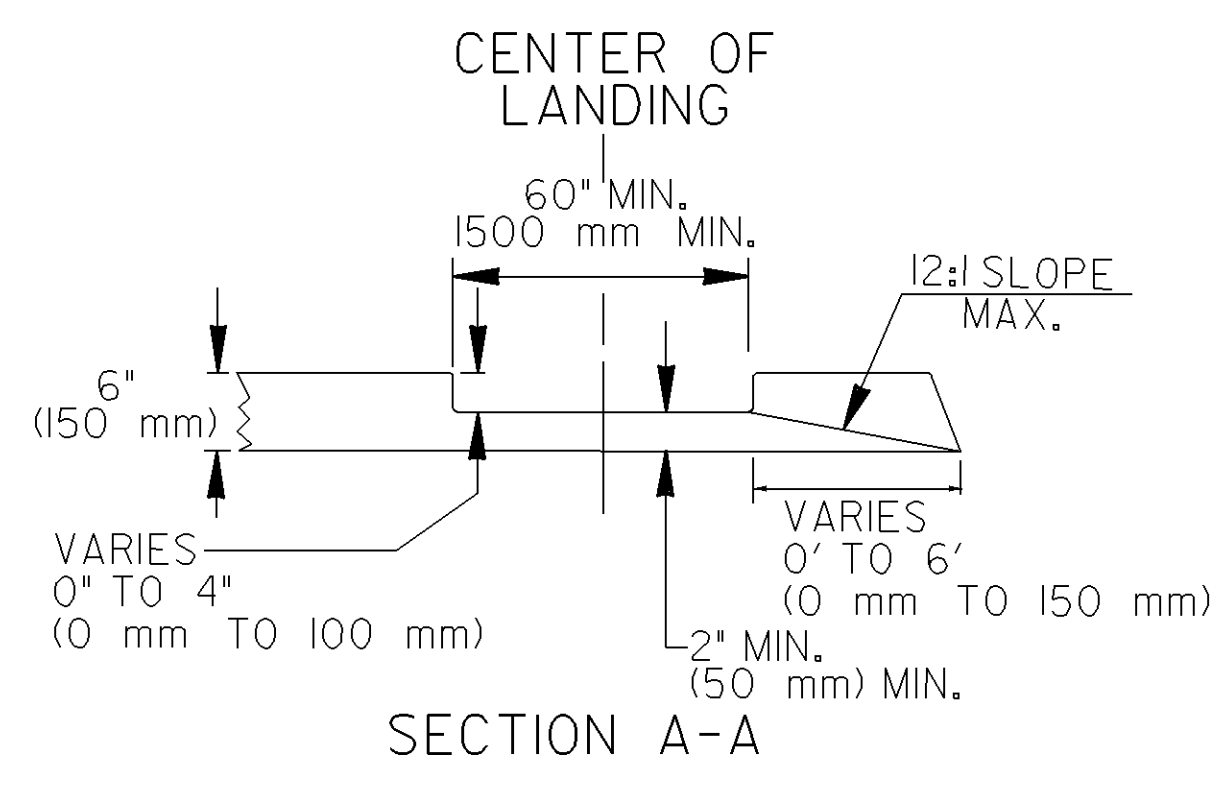
(Applies to Type A Type D Ramps Only)

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.



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA										
SPECIAL DETAIL CONCRETE SIDEWALK DETAILS CURB CUT (WHEELCHAIR) RAMPS										
NO	REVISION	DATE	NO SCALE							MARCH 12, 2002
9-15-16	REVISED	5-10-06								
6-18-09	REVISED	2-21-03								
6-18-09	REVISED	2-10-03								
6-18-09	REVISED	7-29-02								
6-18-09	REVISED	5-29-02								
6-18-09	REVISED	5-23-02								
6-18-09	REVISED	5-13-02								
6-18-09	REVISED	4-29-02								
6-18-09	REVISED	4-11-02								
6-18-09	REVISED	4-3-02								
6-18-09	REVISED	3-28-02								
NUMBER A3										

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

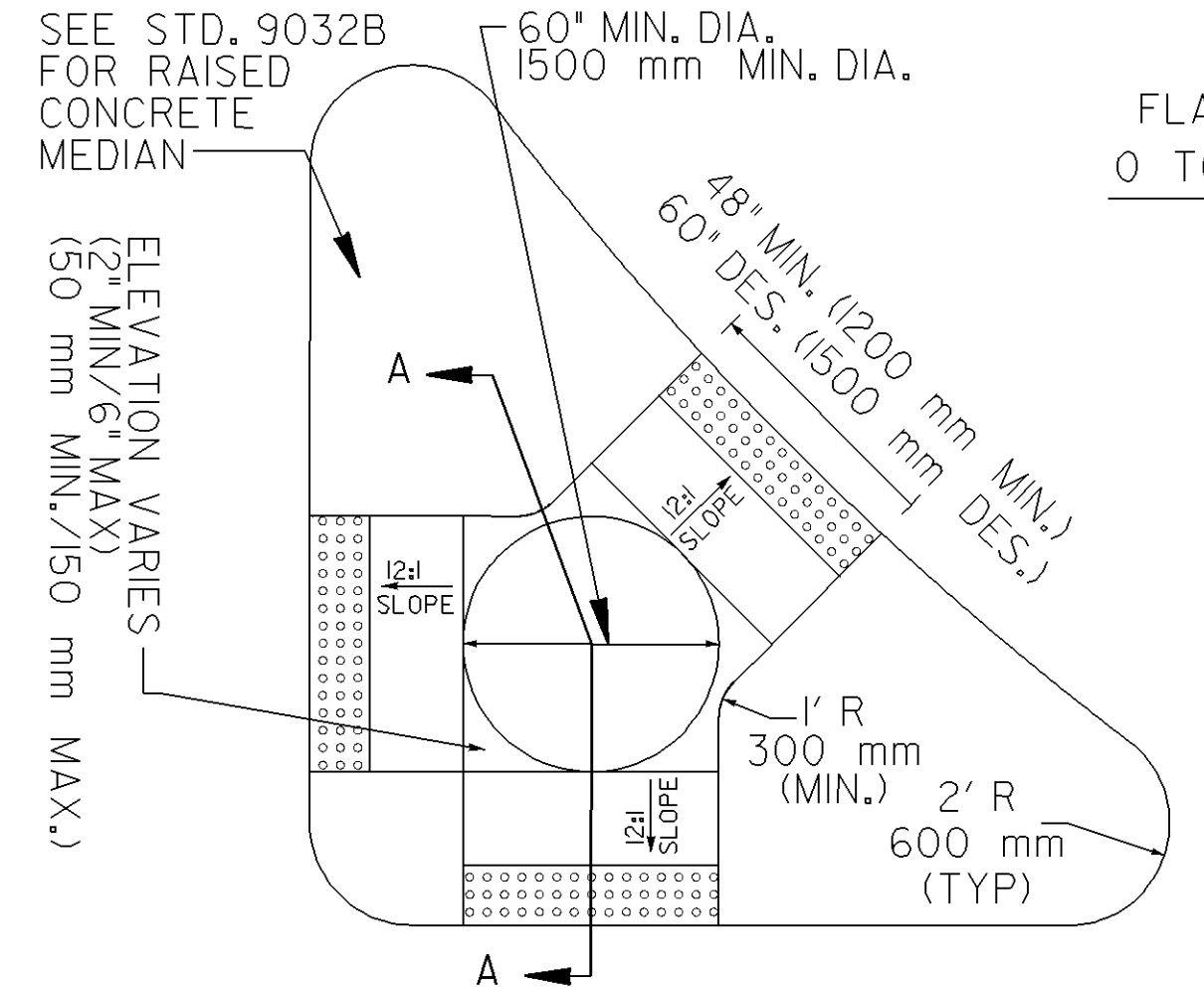


SIZE: DETECTABLE WARNINGS SHALL BE 24 INCHES (610 mm) IN THE DIRECTION OF PEDESTRAIN TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.

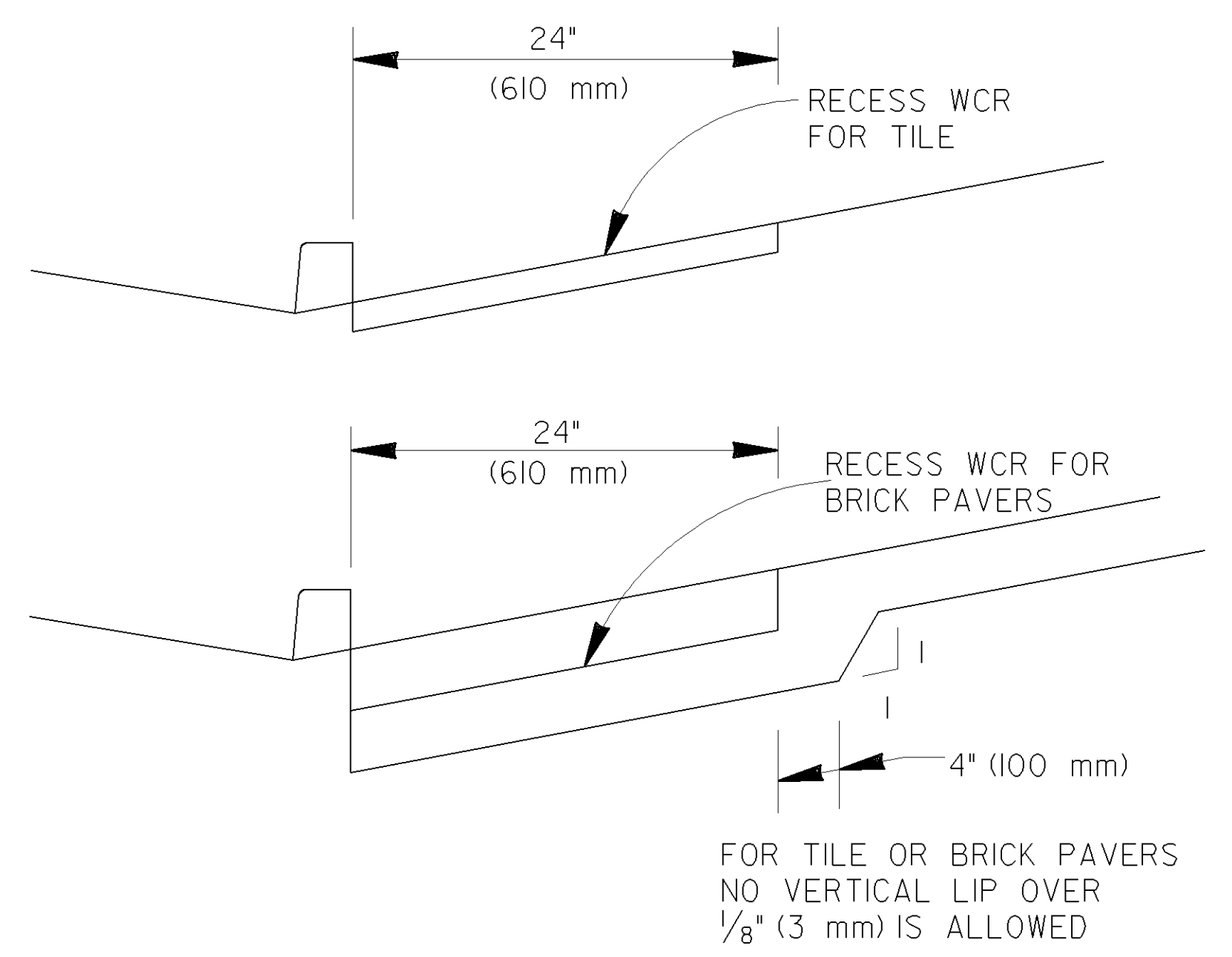
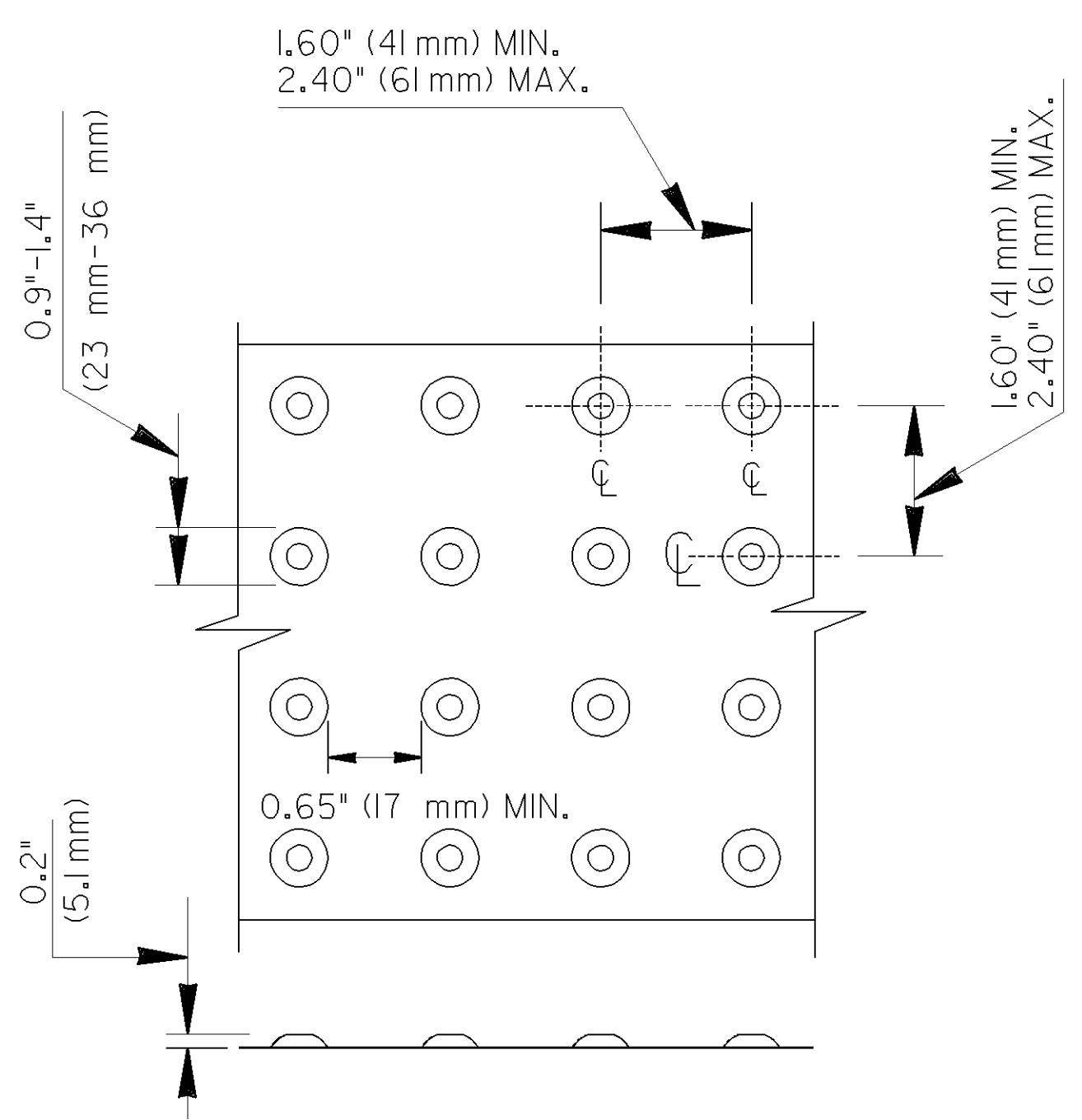
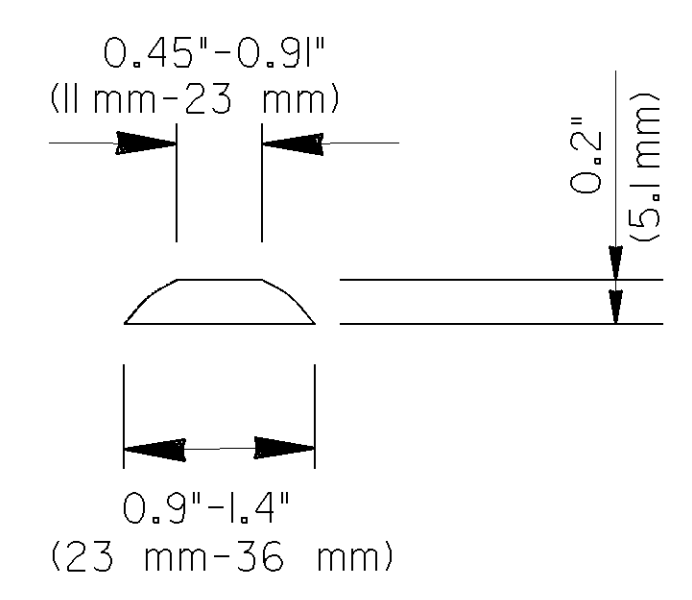
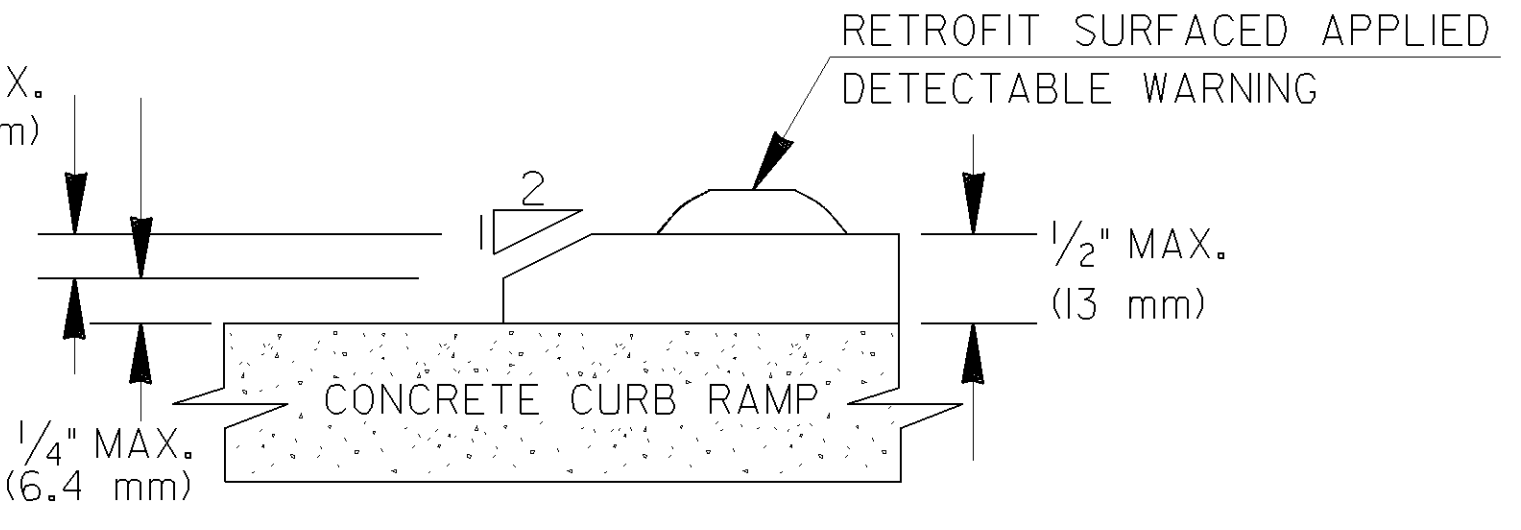
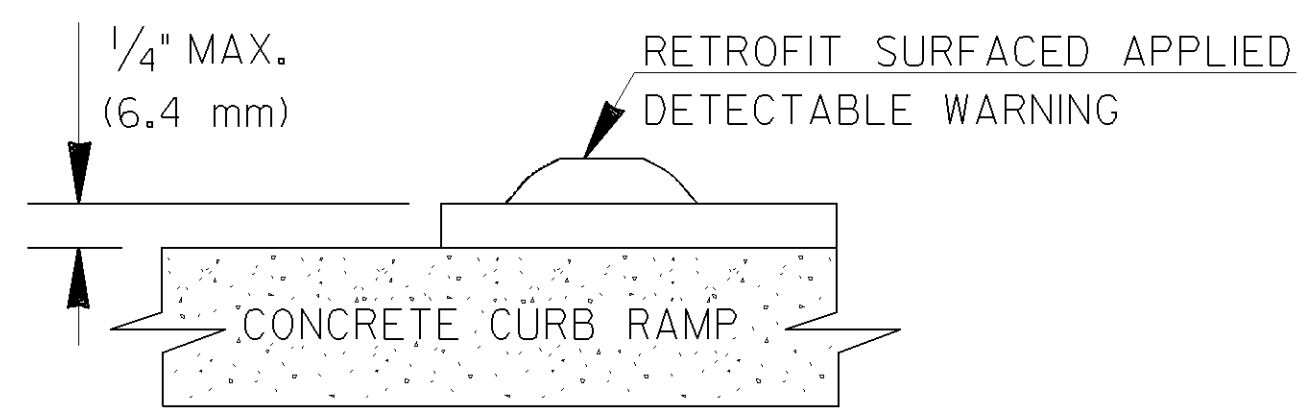
LOCATION: THE DETECTABLE WARNING SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD IS 6 TO 8 INCHES (150 mm TO 180mm) FROM THE CURB LINE OR OTHER POTENTIAL HAZARD, SUCH AS A REFLECTIVE POOL EDGE OR THE DYNAMIC ENVELOPE OF RAIL OPERATIONS.

DOMES 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 DIAMETER, 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 CONTRAST SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING SURFACE.



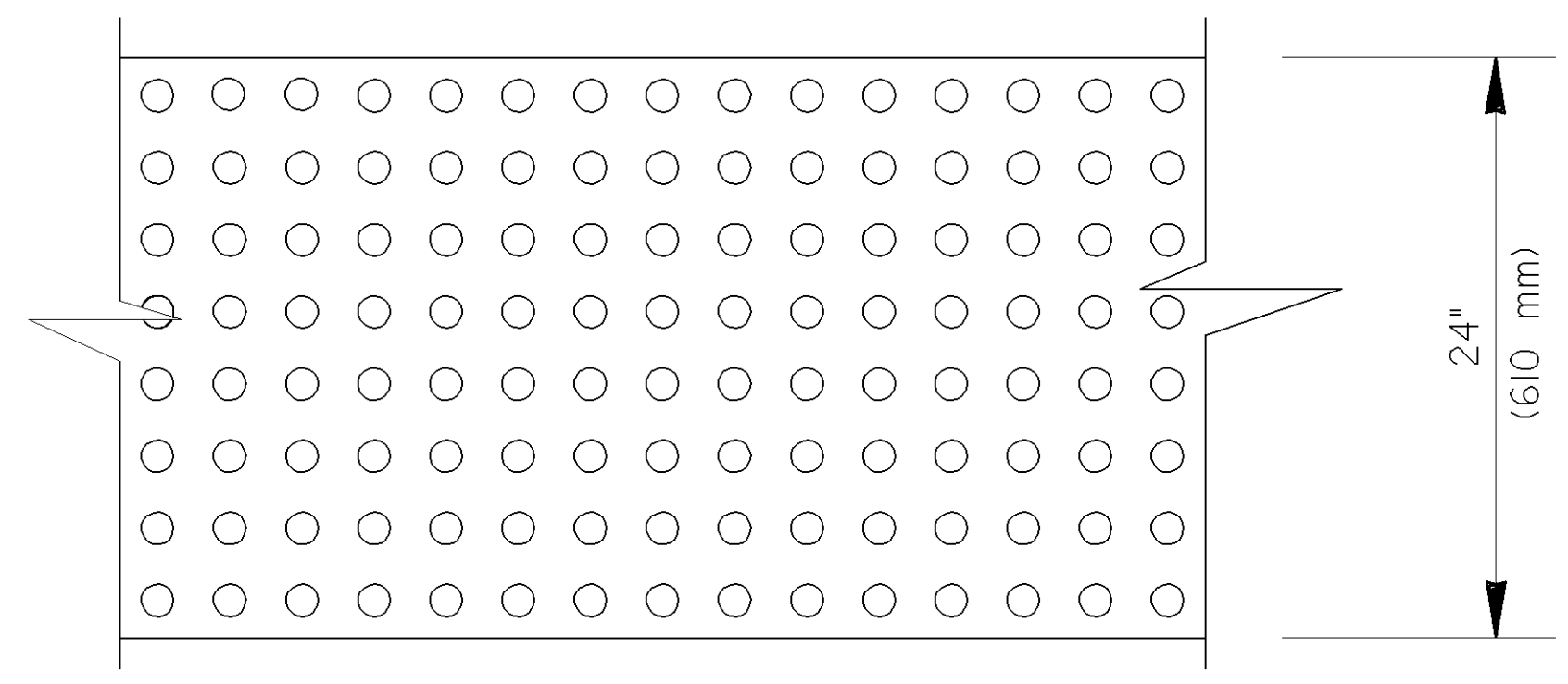
CONCRETE ISLAND WITH ELEVATED CUT THROUGH



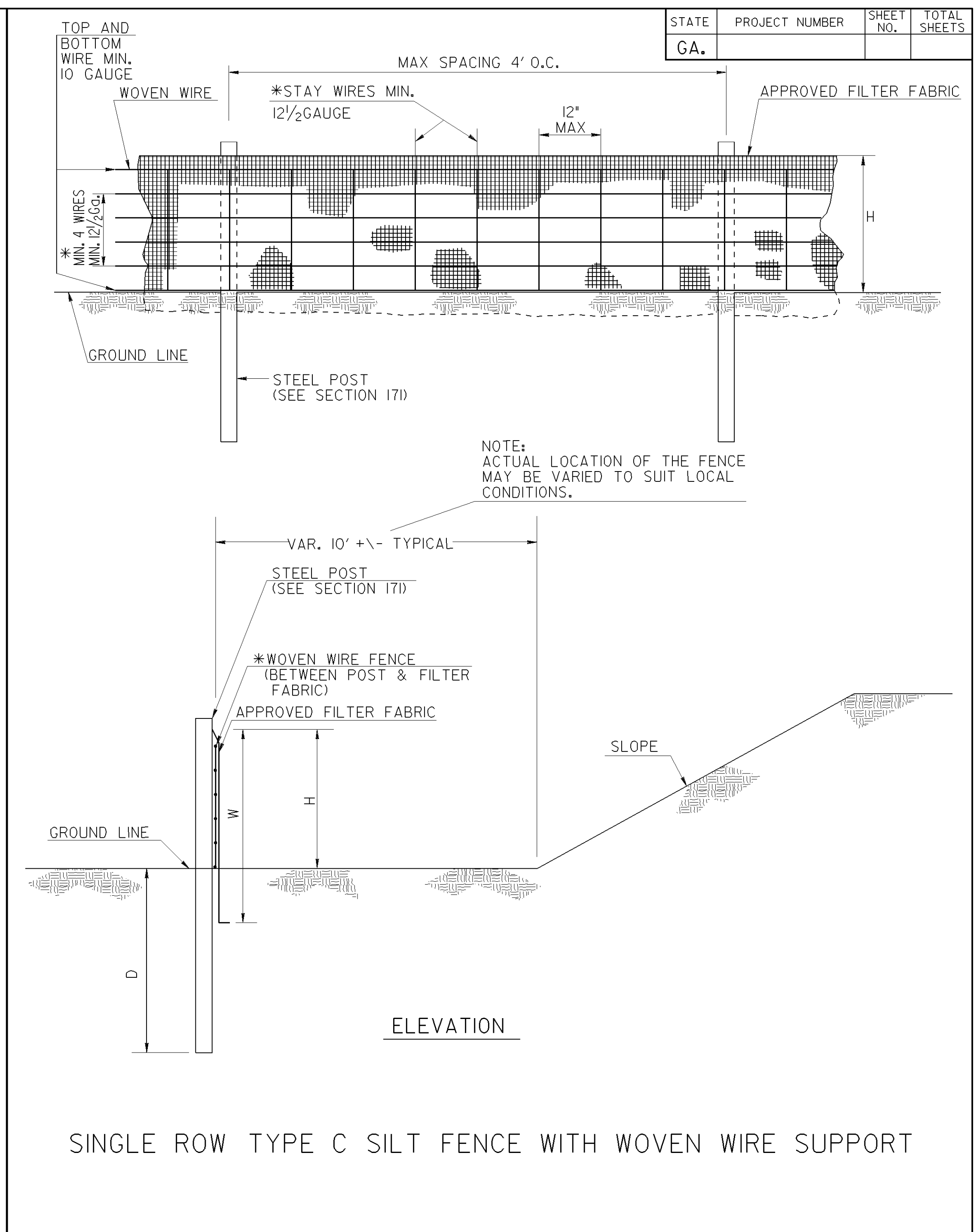
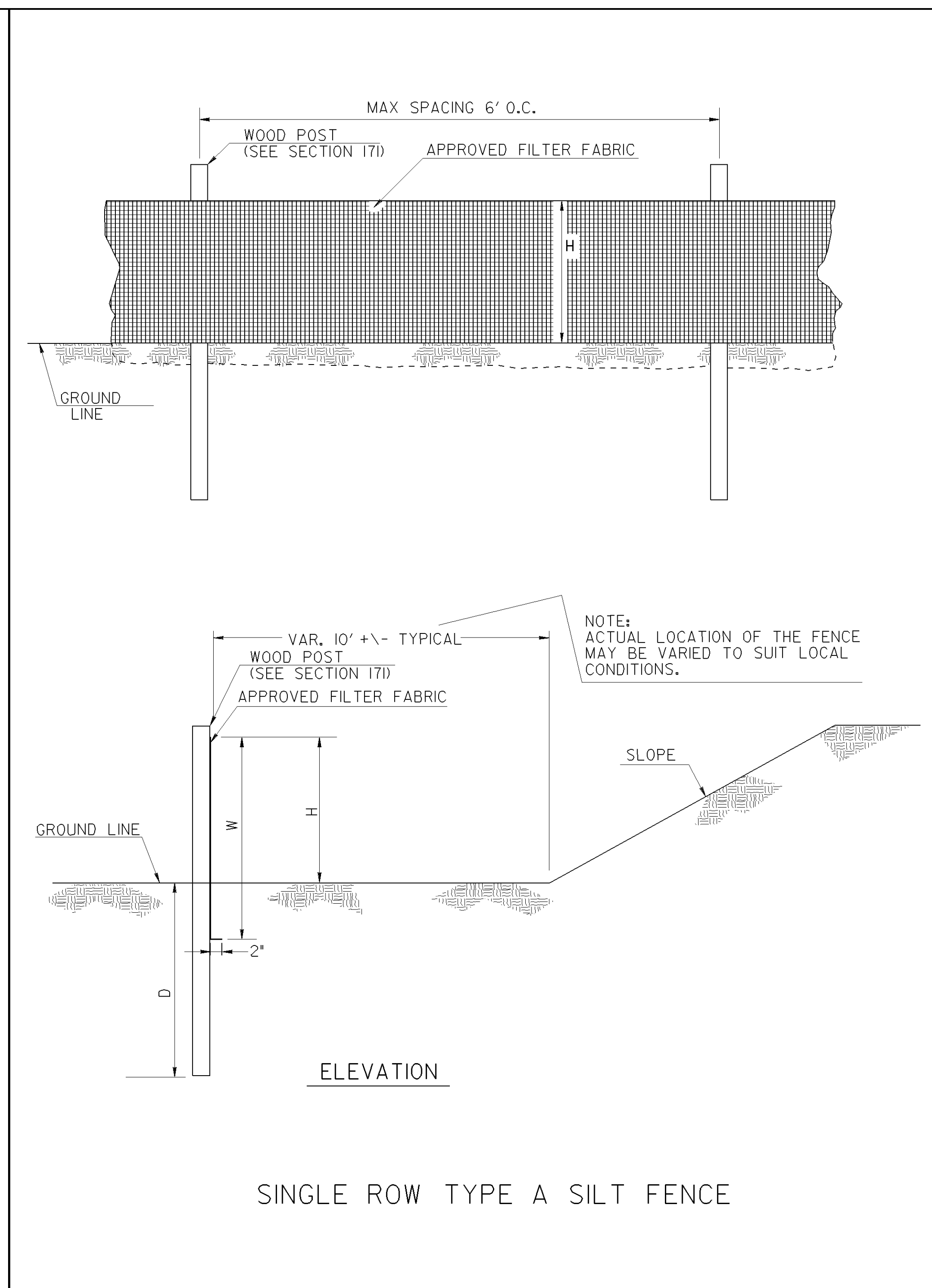
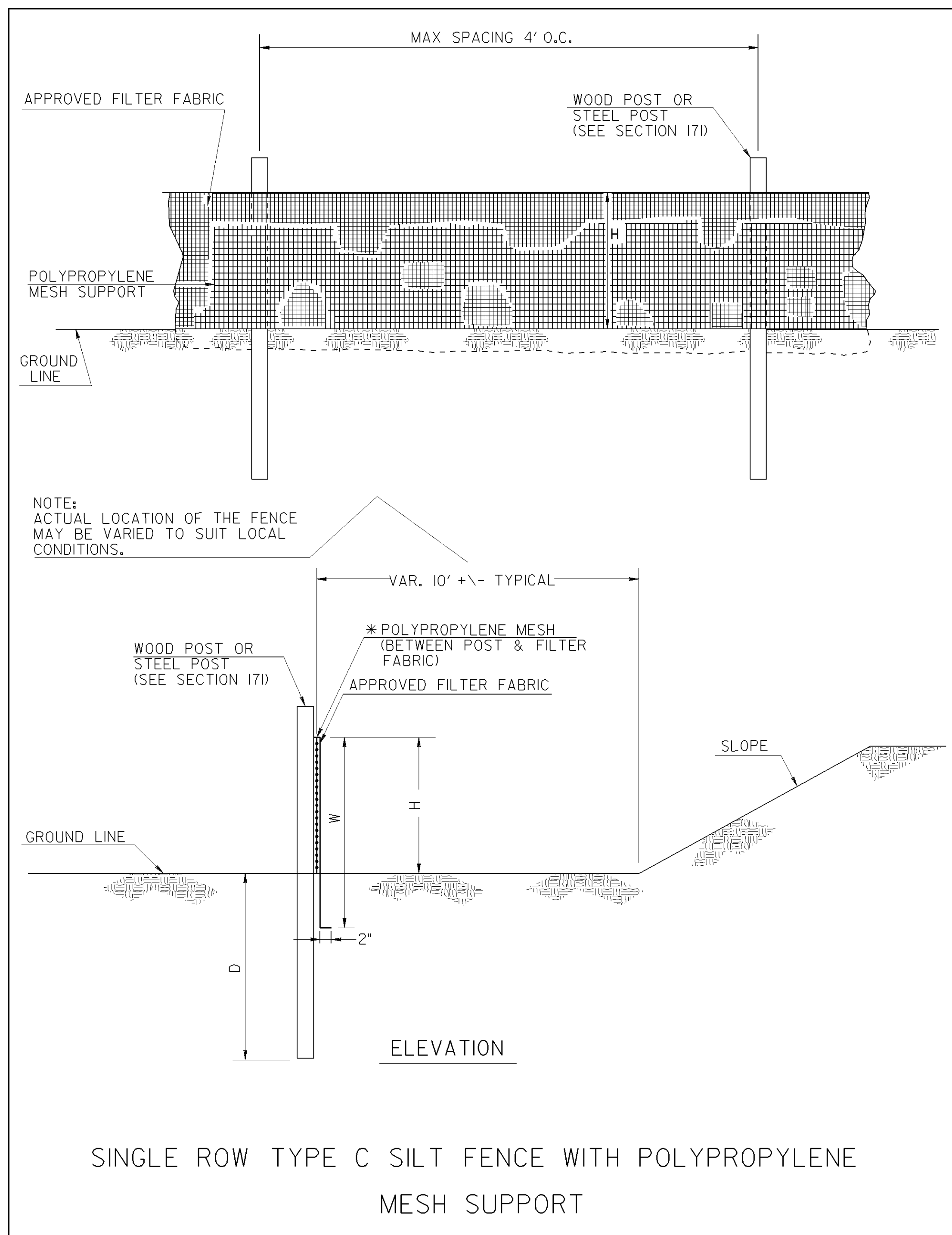
NO SEPARATE PAYMENT WILL BE MADE FOR THE DETECTABLE WARNINGS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK (OR CURB CUT RAMP IF THE ITEM IS INCLUDED IN THE PROPOSAL).

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

DETAIL FOR DETECTABLE WARNING AT CUT-THRU CONCRETE ISLAND



6-18-09		DATE		DEPARTMENT OF TRANSPORTATION	
ADDED RETROFIT DETAIL		REVISION		STATE OF GEORGIA	
AND ADDED ALT. RAMP		REVISION		SPECIAL DETAIL	
DETAIL AND GEN. NOTES		REVISION		DETECTABLE WARNING SURFACE	
ADDED TOLERANCE TO DTL.		REVISION		TRUNCATED DOME SIZE, SPACING	
REVISED TOLERANCE TO DTL.		REVISION		AND ALIGNMENT REQUIREMENTS	
REVISED TOLERANCE TO DTL.		REVISION		NO SCALE	
REVISED TOLERANCE TO DTL.		REVISION		MARCH 12, 2002	
REVISED TOLERANCE TO DTL.		REVISION		NUMBER	
REVISED TOLERANCE TO DTL.		REVISION		A4	

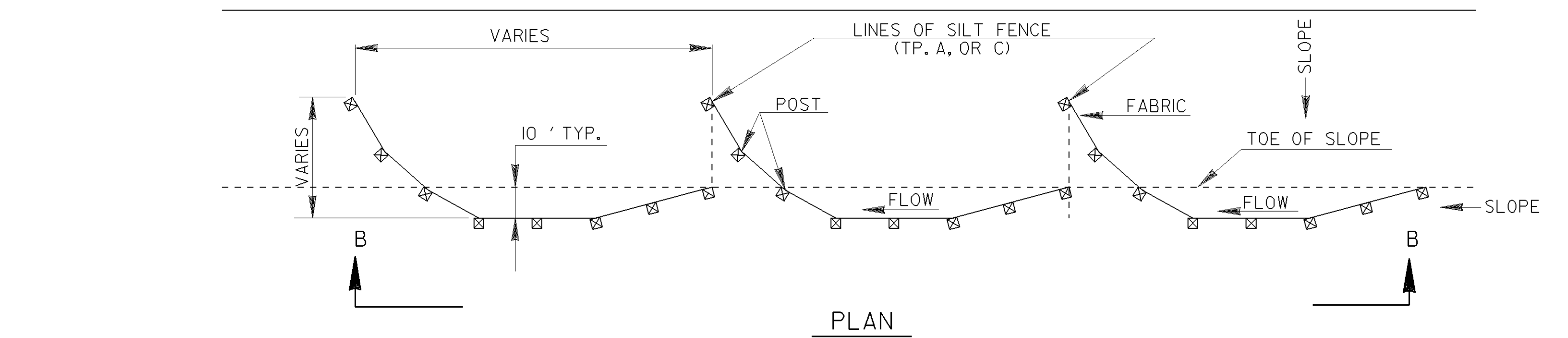
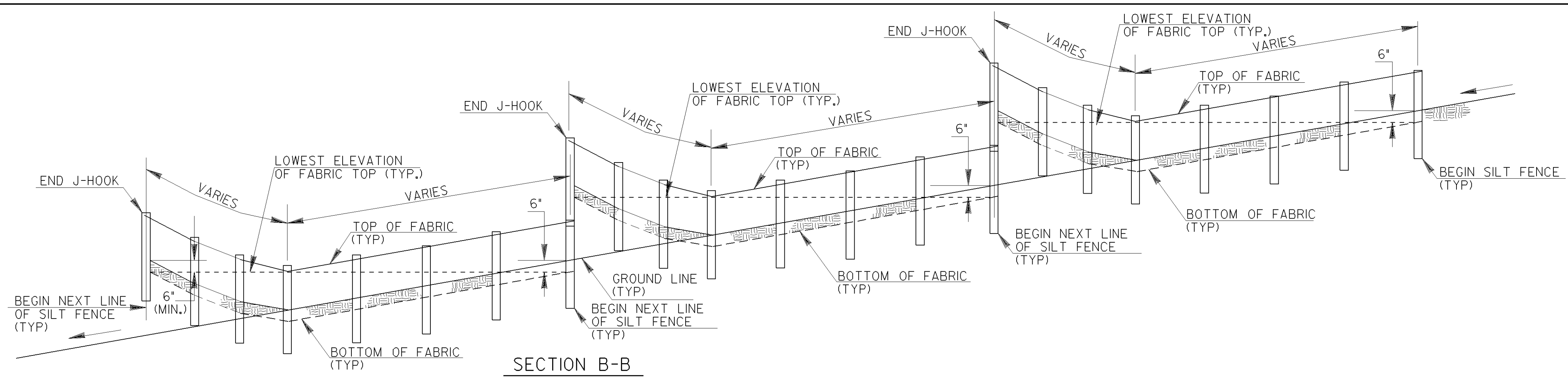


FENCE TYPE	POST LENGTH	H	D	W	TYPICAL USES
TYPE "A"	4 FT.	2'-4"	1'-6"	3'-0"	
TYPE "C"	4 FT.	2'-4"	1'-6"	3'-0"	AT BRIDGE END ROLLS, DOUBLE ROW ALONG STREAMS, WETLANDS AND ENVIRONMENTALLY SENSITIVE AREAS FOR USE OF THIS MATERIAL IN FABRIC CHECKDAMS SEE D-24D.

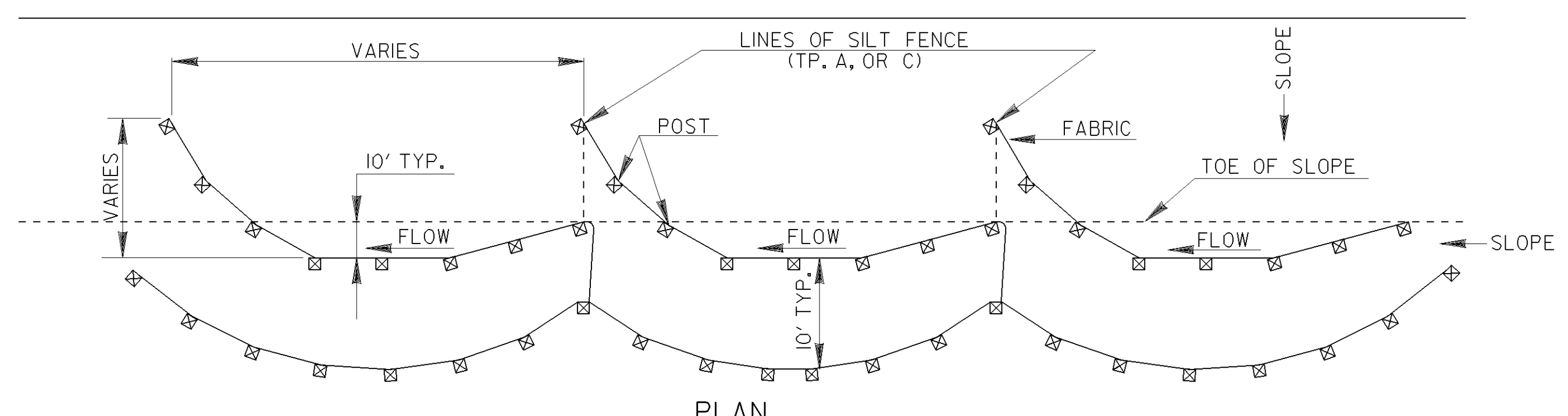
- NOTES:
1. WIRE STAPLES SHALL BE AT LEAST 17 GAUGE, WITH LEGS AT LEAST 1/2 INCHES LONG AND A CROWN AT LEAST 3/4 INCHES WIDE. NAILS SHALL BE AT LEAST 14 GAUGE, 1 INCH LONG, WITH BUTTON HEADS AT LEAST 3/4 INCHES WIDE.
 2. NAILS OR STAPLES SHALL BE EVENLY PLACED WITH AT LEAST 5 PER POST FOR TYPE A FENCE AND 4 PER POST FOR TYPE C FENCE.
 3. THE VERTICAL WIRES FOR THE WOVEN WIRE SUPPORT FENCE SHALL HAVE A MAXIMUM SPACING OF 12 INCHES. THE TOP AND BOTTOM WIRES SHALL BE AT LEAST 10 GAUGE AND ALL OTHER WIRES SHALL BE AT LEAST 12 1/2 GAUGE.
 4. TEMPORARY SILT FENCE INSTALLATION IS DIFFERENT THAN THE SILT RETENTION BARRIER INSTALLATION.
 5. SEE SECTION 171 FOR SILT FENCE SPECIFICATIONS.
 6. SEE SECTION 894 FOR FENCING SPECIFICATIONS.
 7. SEE QPL-36 FOR A LIST APPROVED SILT FENCE FABRIC.
 8. TEMPORARY SILT FENCE SHALL NOT BE PLACED WITHIN STATE WATERS UNLESS PERMITTED.

DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION		CONSTRUCTION DETAILS TEMPORARY SILT FENCE	
BY		NO SCALE	REV. AND REDRAWN JAN. 2011
		NUMBER D-24A (SHEET 1 OF 4)	

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



PLAN
SINGLE ROW SILT FENCE

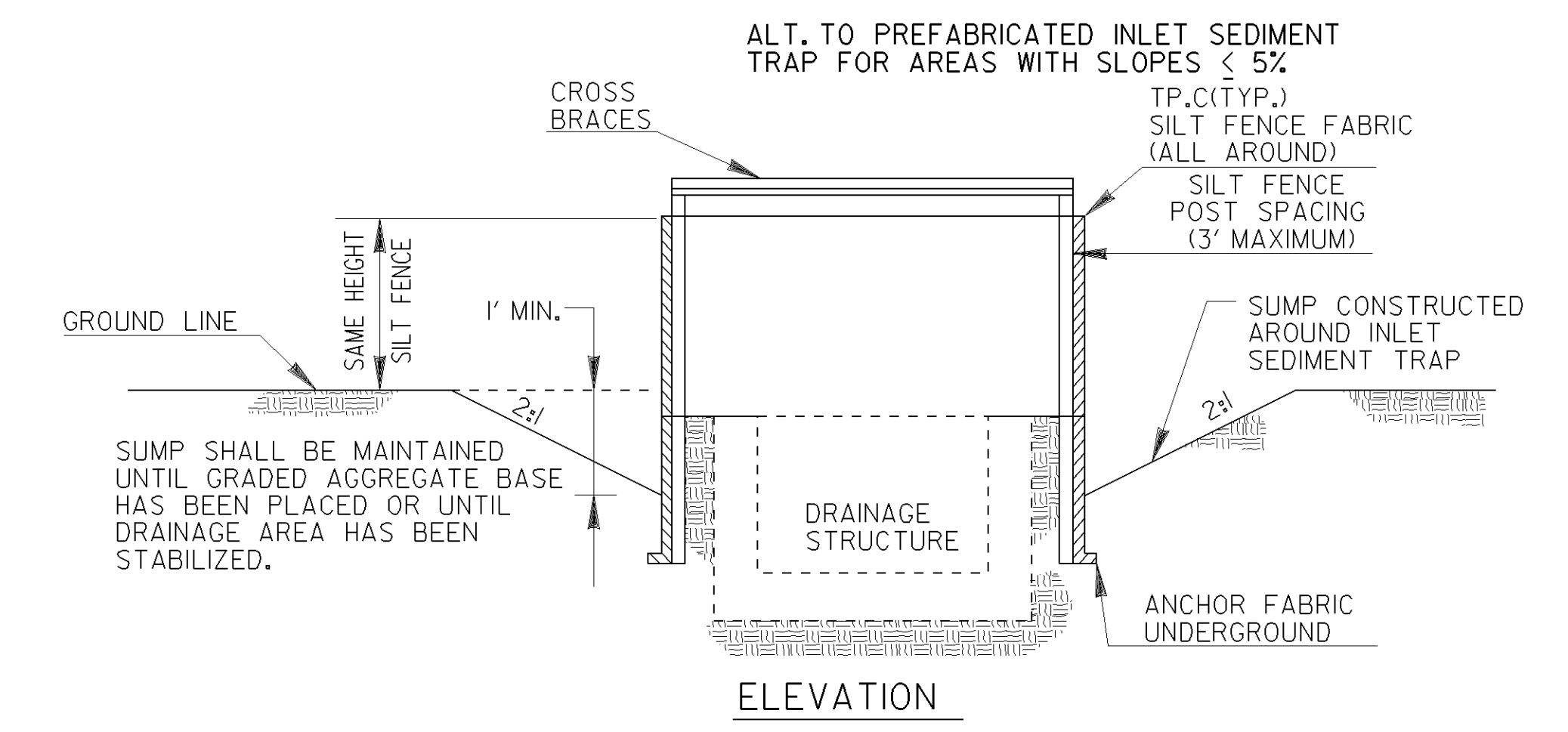


PLAN
DOUBLE ROW SILT FENCE

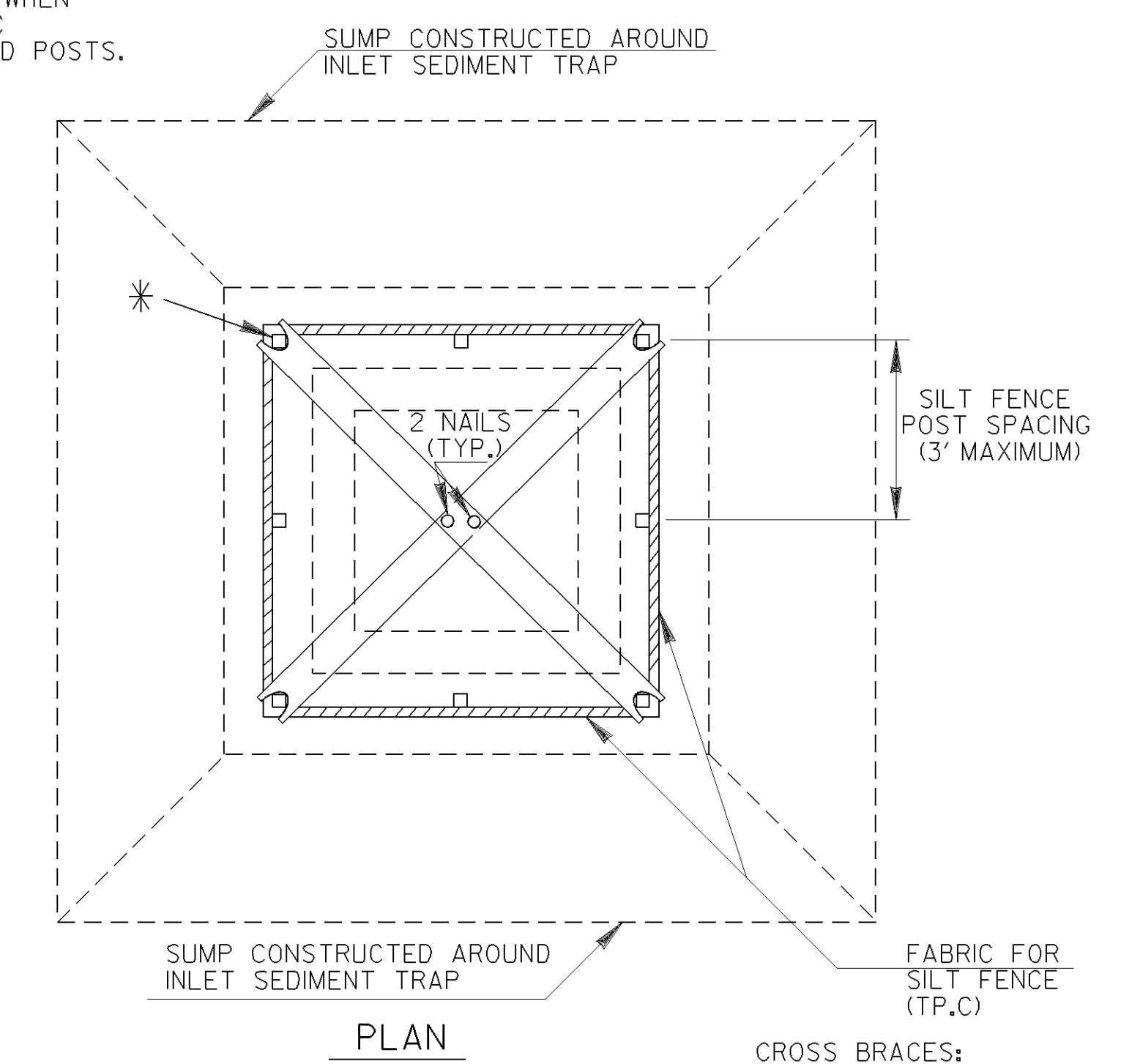
TYPICAL J HOOK SPACING		
SLOPE PERCENT	TYPE OF SILT FENCE	MINIMUM SPACING (FEET)
1% TO 2%	TYPE A	100' ±
2% TO 3%	TYPE A	50' ±
3% TO 4%	TYPE C	50' ±
4% TO 5%	TYPE C	25' ±

NOTE:
 1. IF THE GRADE IS BETWEEN 0 TO 1 PERCENT, THE SILT FENCE SHALL BE PLACED ACROSS THE DITCH.
 2. TEMPORARY SILT FENCE SHALL NOT BE PLACED WITHIN STATE WATERS.

TYPICAL LOCATION AROUND DROP INLETS



* CROSS BRACING REQUIRED WHEN USING "ALTERNATE" TYPE C PRODUCTS WHICH USE WOOD POSTS.



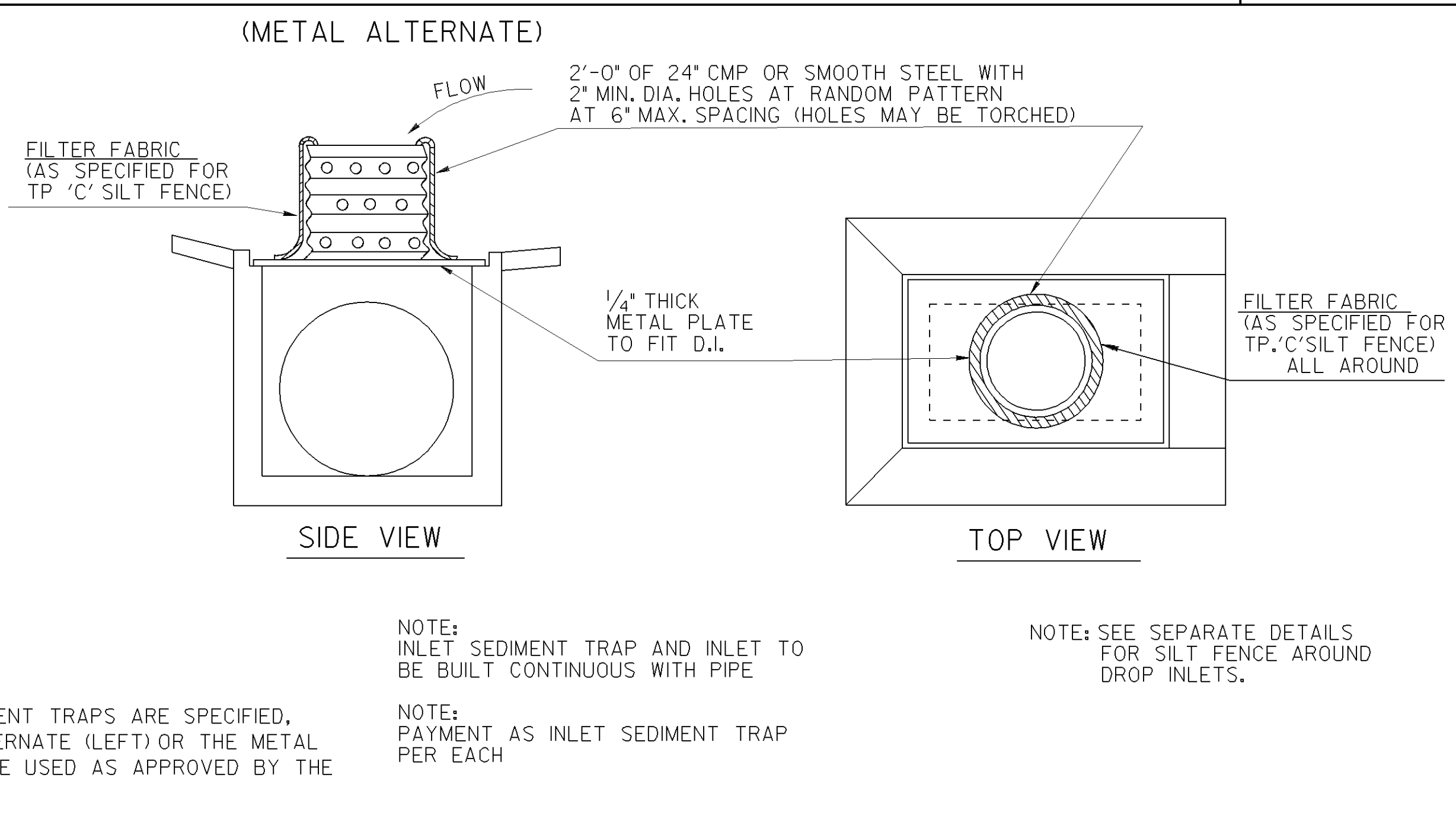
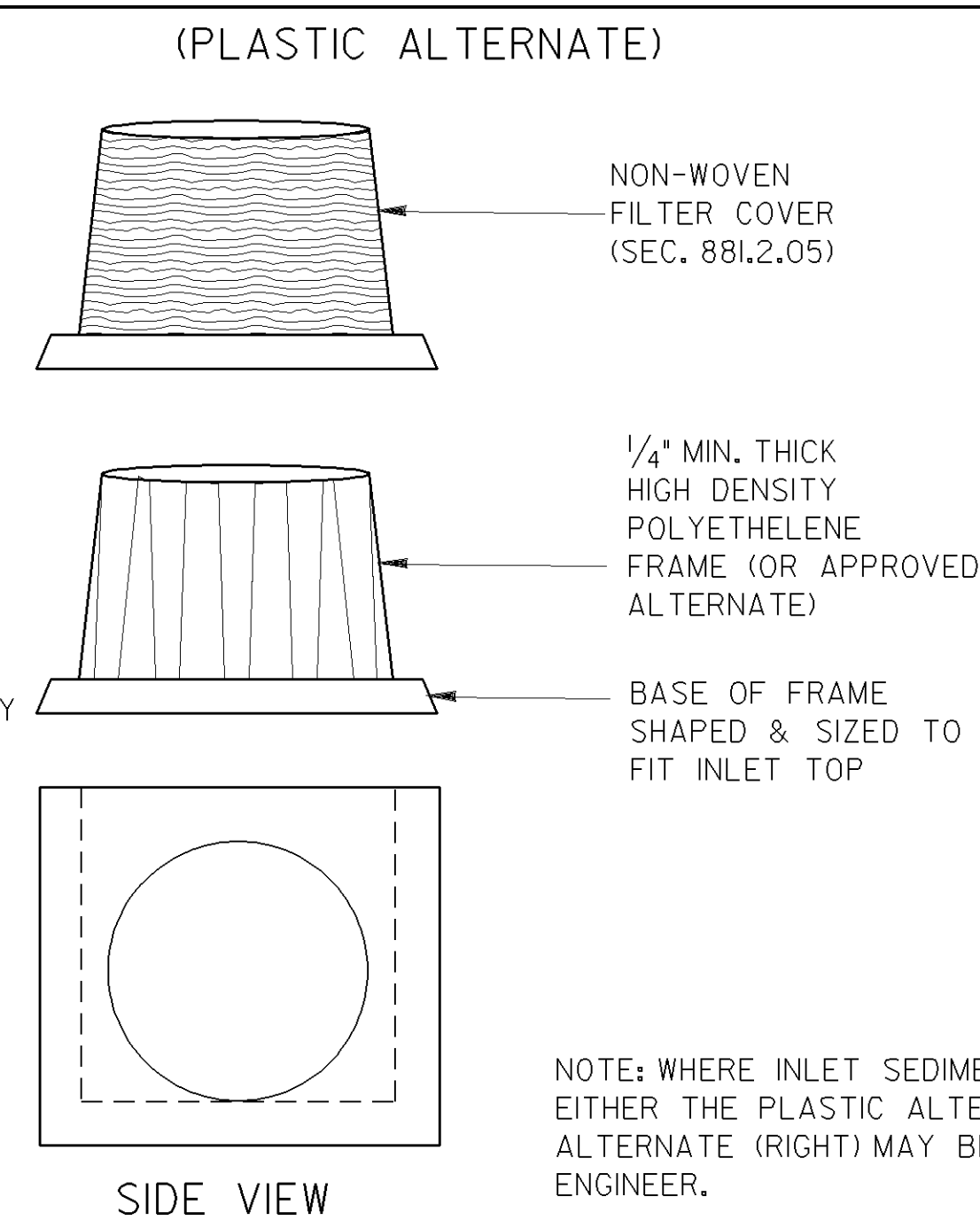
NOTE:
 PAYMENT AS INLET SEDIMENT TRAP PER EACH.
 NOTE:
 SEE SEPARATE SHEET ENTITLED "TEMPORARY SILT FENCE DETAILS" FOR SILT FENCE ERECTION DETAILS.

NOTE:
 THE DRAINAGE AREA ENTERING THE INLET SEDIMENT TRAP SHALL BE NO GREATER THAN ONE ACRE.

TYPICAL CONSTRUCTION SEQUENCE FOR INLET SEDIMENT TRAP ALTERNATE

- EXCAVATE APPROXIMATELY 4" TO 6" BELOW THE TOP OF THE INLET STRUCTURE.
- PLACE THE FRAME ONTO THE INLET STRUCTURE, ENSURING PROPER SEATING OF FRAME TO STRUCTURE.
- SLIDE THE FILTER OVER THE FRAME.
- FILL THE FILTER POCKETS WITH SOIL, #57 GRAVEL OR EQUIVALENT. THE FILTER POCKETS SHOULD BE COMPLETELY FILLED TO ENSURE A GOOD SEAL BETWEEN THE GROUND AND INLET STRUCTURE.
- BACK FILL AROUND THE FRAME AND FILTER ASSEMBLY IS NOT REQUIRED TO COMPLETE INSTALLATION; HOWEVER, BACK FILLING MAY BE NECESSARY TO COMPLETE EXCAVATION REQUIREMENTS FOR THE SITE.

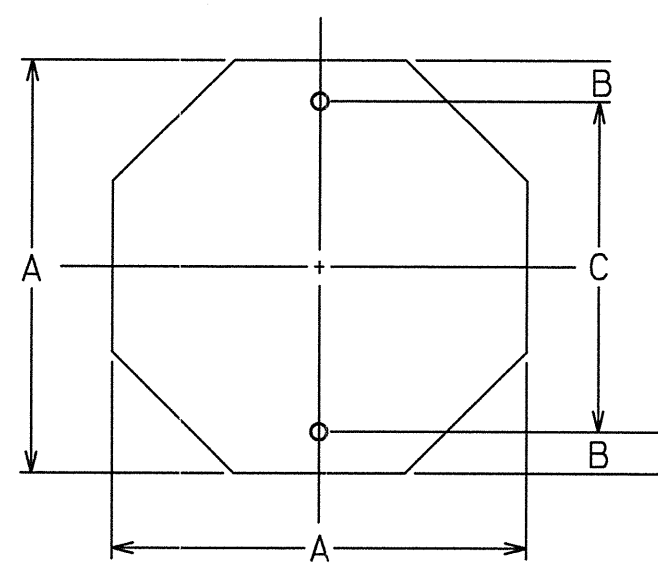
NOTE:
 INLET SEDIMENT TRAP ALTERNATE SHALL BE AS APPROVED BY THE GA. D.O.T. OFFICE OF MATERIALS & RESEARCH. DETAILS & SPECIFICATIONS NOT SHOWN ARE PER THE MANUFACTURER'S REQUIREMENTS.



INLET SEDIMENT TRAP - FOR DROP INLETS

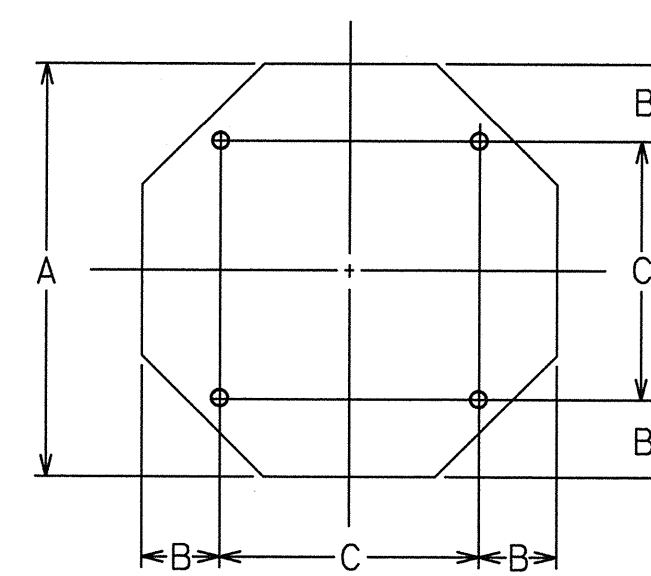
DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION		CONSTRUCTION DETAILS TEMPORARY SILT FENCE J-HOOK, INLET SEDIMENT TRAPS	
BY		NO SCALE	JANUARY 2011
			NUMBER D-24C (SHEET 3 OF 4)

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

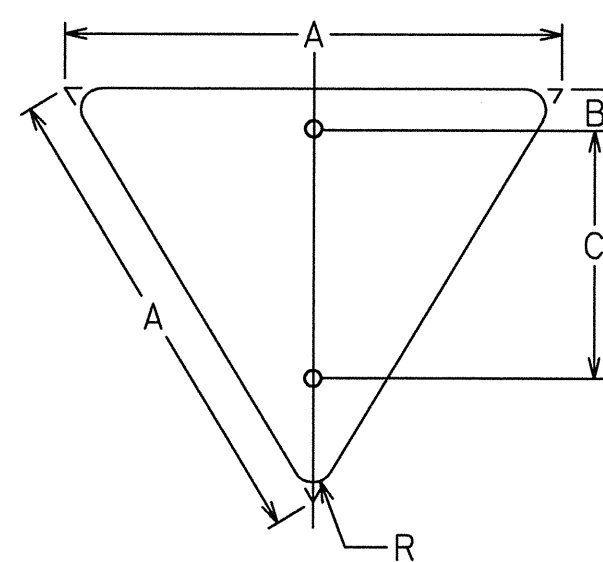


OCTAGON

A	B	C
24	3	18
30	3	24
36	3	30

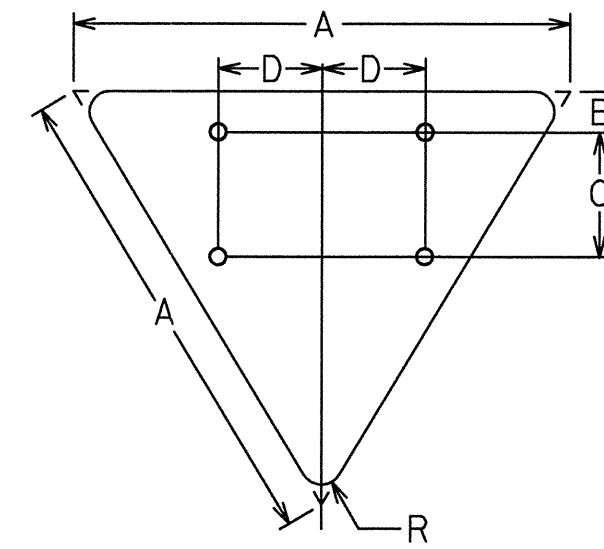


A	B	C
48	9	30

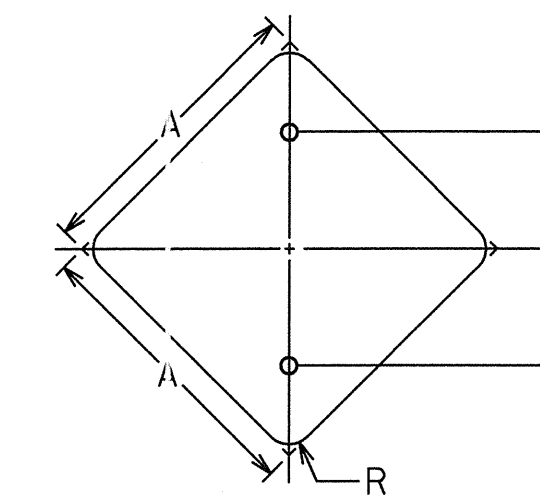


EQUILATERAL TRIANGLE

A	B	C	R
30	3	18	1 1/2
36	3	21	2
48	3	27	3

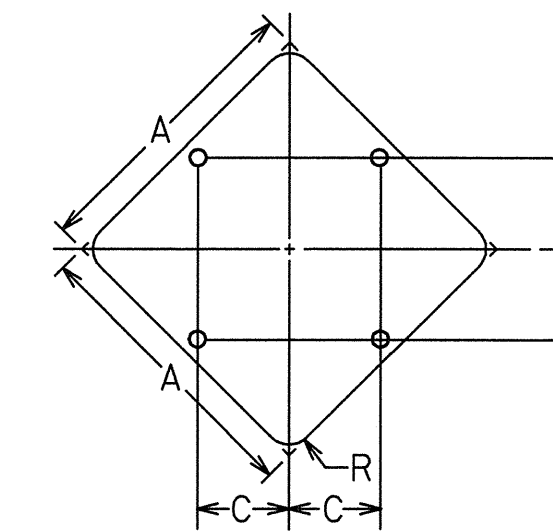


A	B	C	D	R
60	3	18	15	3



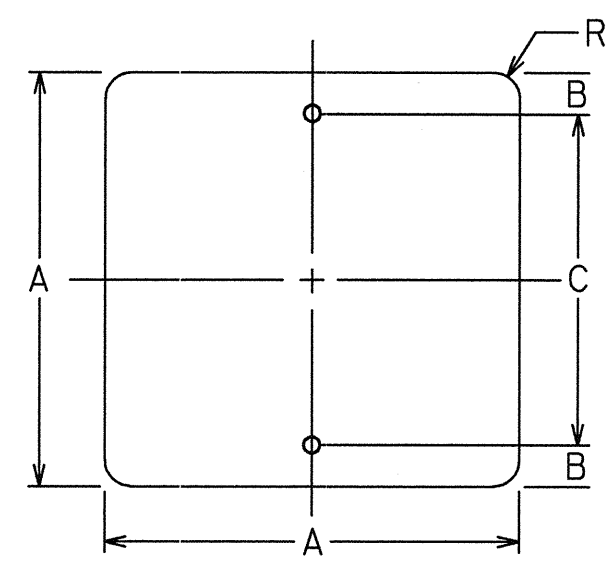
DIAMOND

A	B	R
24	12	1 1/2
30	15	1 7/8
36	18	2 1/4



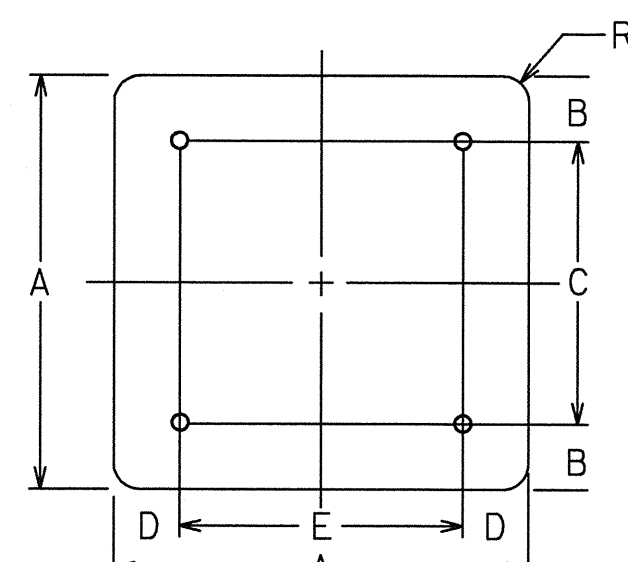
A	B	C	R
36	10	10	2 1/4
48	15	15	3
60	18	18	3 3/4

* FOR TWO POST ERECTION

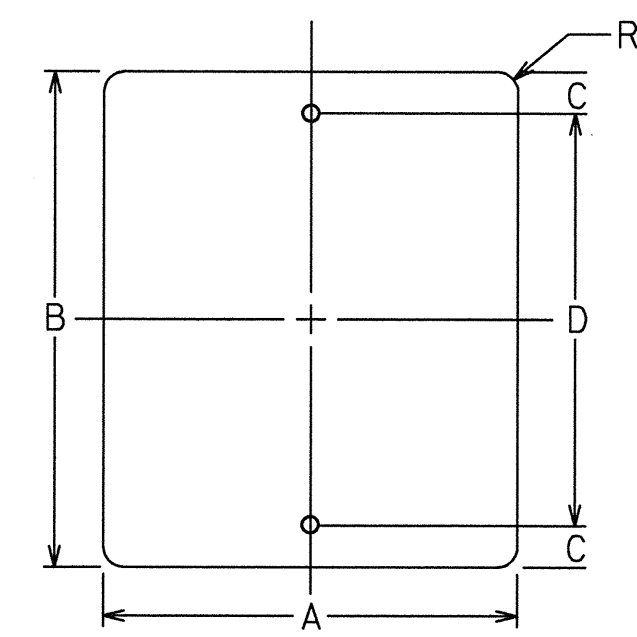


SQUARE

A	B	C	R
18	3	12	1 1/2
24	3	18	1 1/2
30	3	24	1 7/8

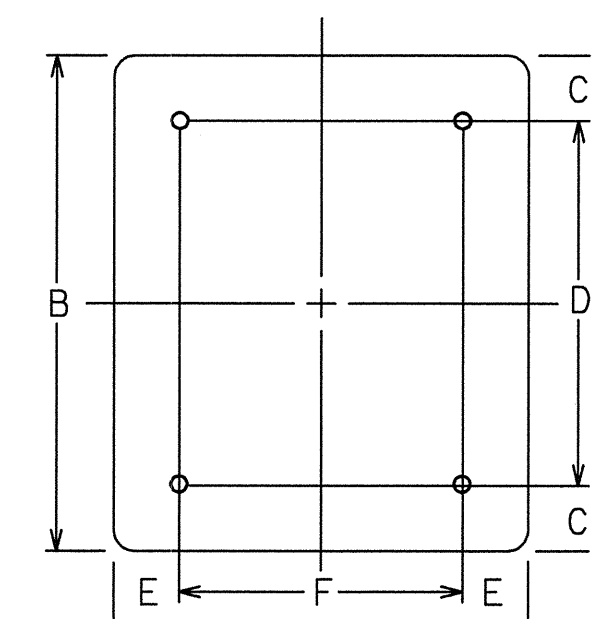


A	B	C	D	E	R
36	6	24	6	24	2 1/4
48	6	36	6	36	3

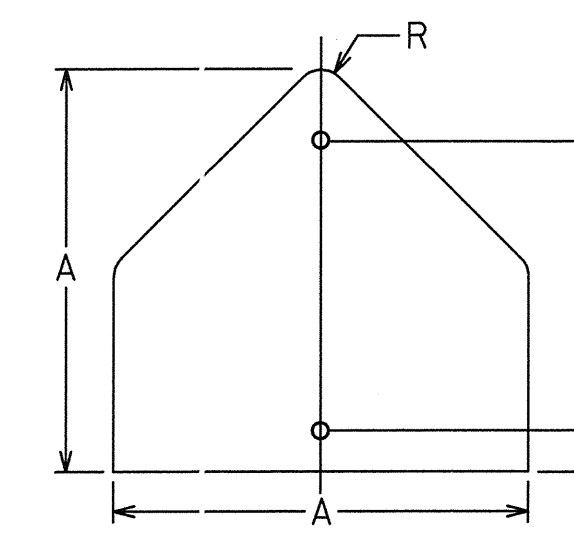


VERTICAL RECTANGLE

A	B	C	D	R
12	18	1 1/2	15	1 1/2
18	24	3	18	1 1/2
24	30	3	24	1 1/2
30	36	3	30	1 7/8

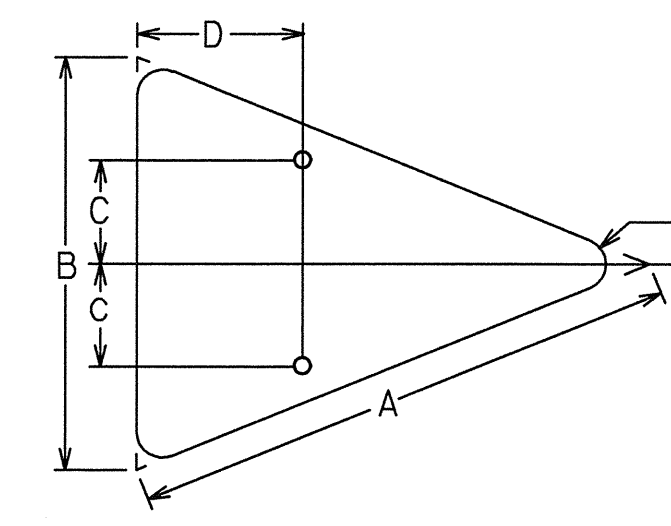


A	B	C	D	E	F	R
36	48	6	36	6	24	2 1/4
48	60	6	48	9	30	3



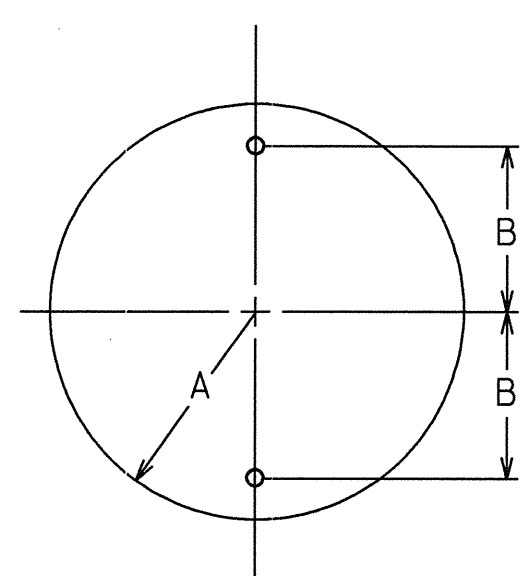
PENTAGON

A	B	C	R
30	21	3	1 7/8
36	24	3	2 1/4



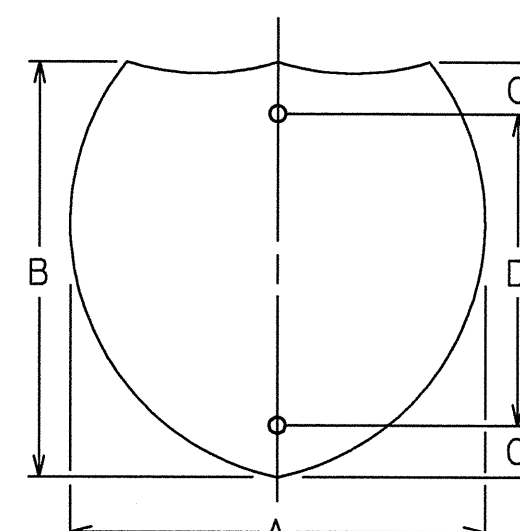
ISOSCELES TRIANGLE

A	B	C	D	R
40	30	7 1/2	12	1 7/8
48	36	9	15	2 1/4



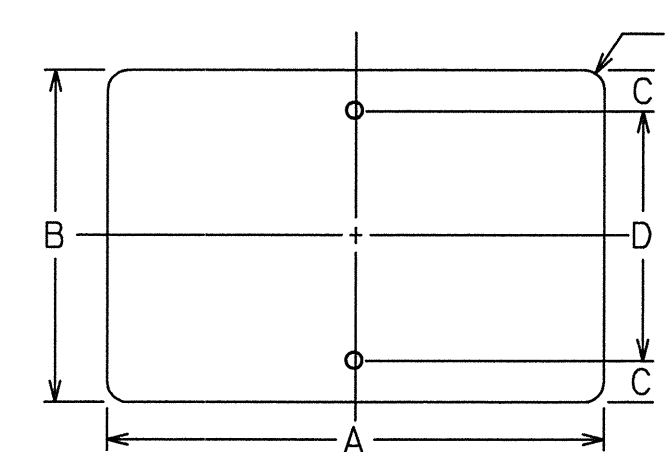
CIRCLE

A	B
15	12
18	15



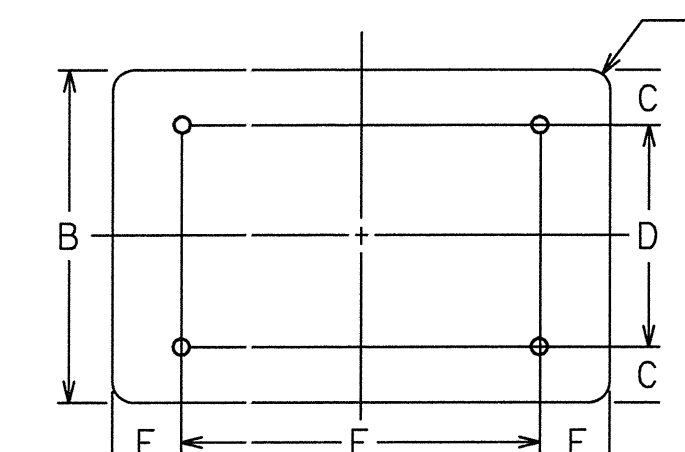
INTERSTATE SHIELD

A	B	C	D
24	24	3	18
30	24	3	18
36	36	6	24
45	36	6	24



HORIZONTAL RECTANGLE

A	B	C	D	R
21	15	1 1/2	12	1 1/2
24	12	1 1/2	9	1 1/2
24	18	3	12	1 1/2
30	15	1 1/2	12	1 1/2
30	24	3	18	1 1/2
36	12	1 1/2	9	1 1/2
36	24	3	18	1 1/2
48	12	1 1/2	9	1 1/2
48	24	3	18	1 7/8



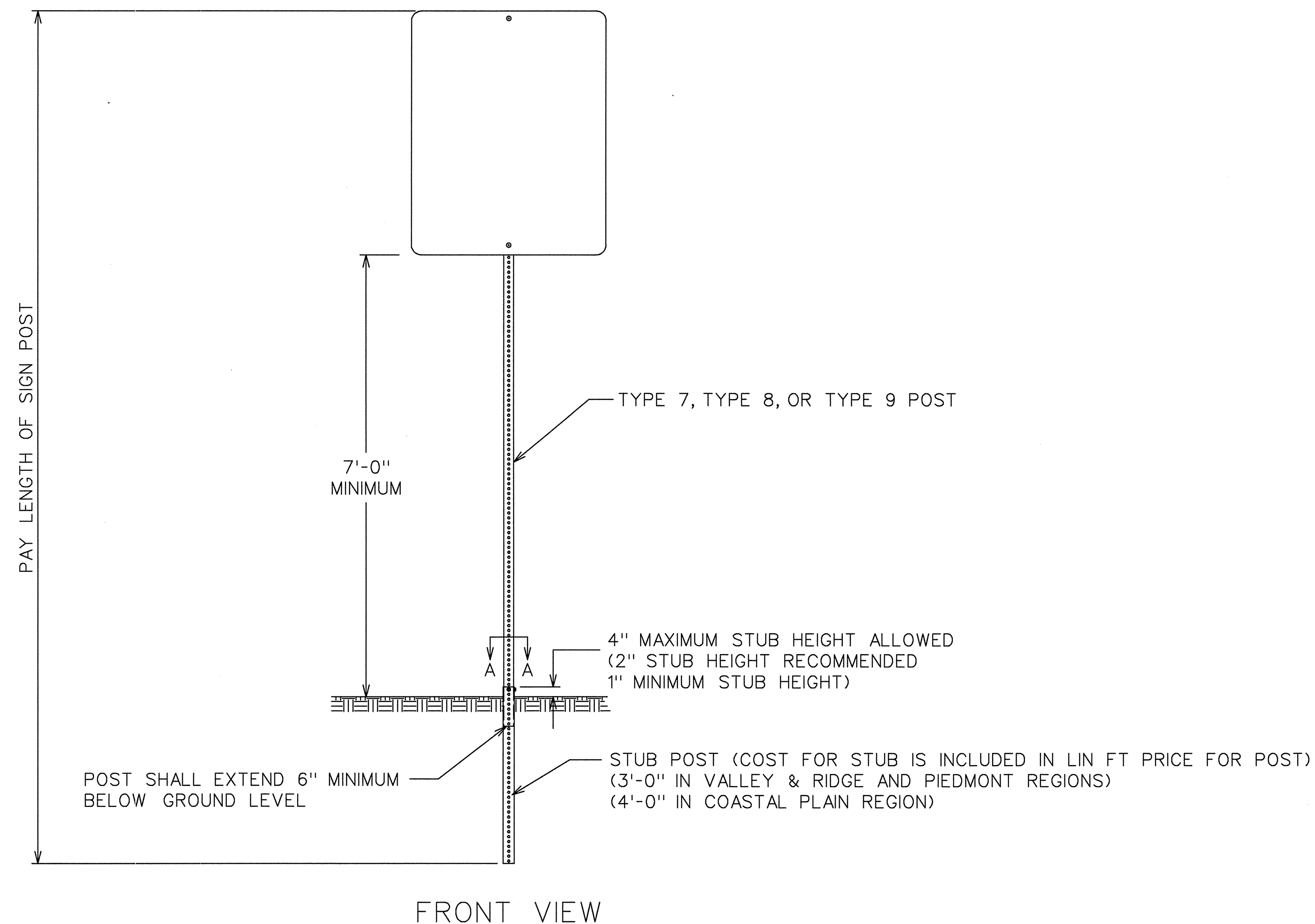
A	B	C	D	E	F	R
48	36	6	24	9	30	2 1/4
60	24	3	18	12	36	1 1/2
60	36	6	24	12	36	2 1/4

DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN

DETAILS OF SIGN PLATES

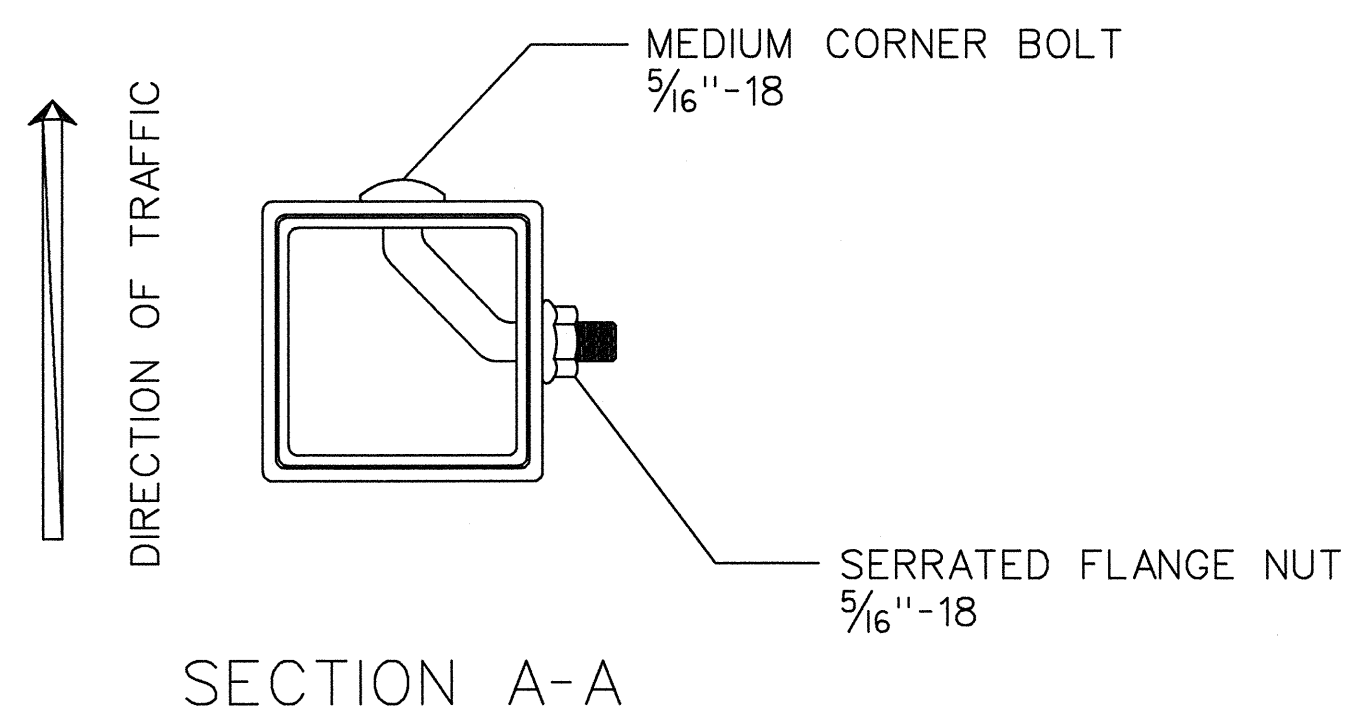
NO SCALE JANUARY 2000

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



FRONT VIEW

POST	STUB SIZE
TYPE 7	2 1/4" x 2 1/4"
TYPE 8	2 3/4" x 2 3/4"
TYPE 9	2 1/2" x 2 1/2"



SECTION A-A

SIGN POST SELECTION CHART

70 MPH Wind Load Chart + 15% Gust Factor

Sign Centroid	SLIP BASE NOT REQUIRED				GROUND MOUNTED BREAKAWAY SIGN SUPPORT REQUIRED				
	TYPE 7 2" 14 ga.		TYPE 9 2-1/4" 14 ga	TYPE 8 2-1/2" 12 ga.	TYPE 8 2-1/2" 12 ga.		TYPE 8 w / TYPE 9 Insert* 2-1/2" 12 ga. w / 2-1/4" 14 ga.		
	1 Post	2 Post	1 Post	1 Post	2 Post	3 Post	1 Post	2 Post	3 Post
	SQUARE FOOTAGE				SQUARE FOOTAGE				
6'	13.50	27.00	19.25	30.00	60.00	90.00	49.25	98.50	147.75
7'	11.60	23.20	16.50	25.75	51.50	77.25	42.25	84.50	126.75
8'	10.15	20.30	14.45	22.55	45.10	67.65	37.00	74.00	111.00
9'	9.00	18.00	12.85	20.00	40.00	60.00	32.85	65.70	98.55
10'	8.10	16.20	11.55	18.00	36.00	54.00	29.55	59.10	88.65
11'	7.40	14.80	10.50	16.40	32.80	49.20	26.90	53.80	80.70
12'	6.80	13.60	9.65	15.00	30.00	45.00	24.65	49.30	73.95
13'	6.25	12.50	8.90	13.85	27.70	41.55	22.75	45.50	68.25
14'	5.80	11.60	8.25	12.90	25.80	38.70	21.15	42.30	63.45
15'	5.00	10.00	7.45	10.10	20.20	30.30	16.55	33.10	49.65
16'	4.70	9.40	6.05	9.45	18.90	28.35	15.50	31.00	46.50
17'	4.40	8.80	5.70	8.90	17.80	26.70	14.60	29.20	43.80
18'	4.15	8.30	5.40	8.40	16.80	25.20	13.80	27.60	41.40
19'	3.95	7.90	5.10	7.95	15.90	23.85	13.05	26.10	39.15
20'	3.75	7.50	4.85	7.55	15.10	22.65	12.40	24.80	37.20

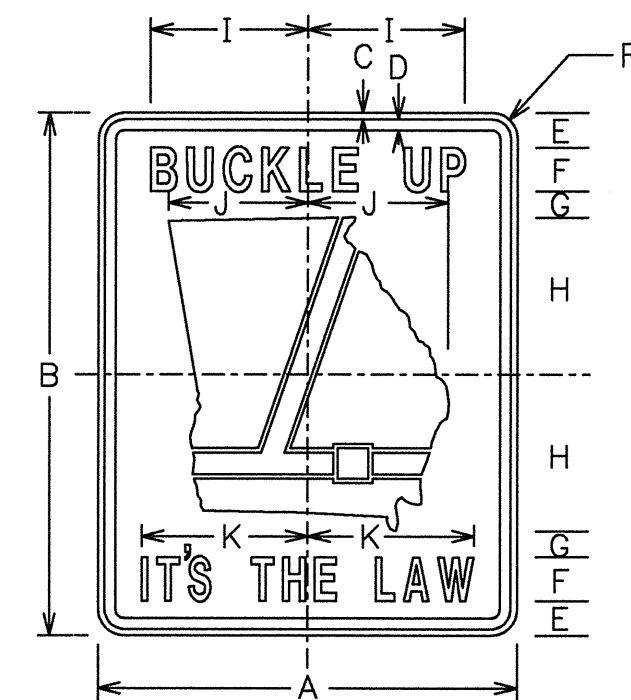
SIGN CENTROID IS DISTANCE FROM GROUND LEVEL TO BOTTOM OF SIGN PLUS HALF THE HEIGHT OF SIGN.
 EXAMPLE: 24" X 48" SIGN THAT IS 7 FEET FROM GROUND TO BOTTOM OF SIGN. ADD HALF OF 48" (24" OR 2 FT) PLUS 7 FT. = 9' CENTROID.

SIGN PLATE SHALL NOT EXCEED 48" IN WIDTH ON A SINGLE POST.

* TYPE 9 INSERT SHALL BE A CONTINUOUS POST INSERTED INTO THE TYPE 8 POST WHERE REQUIRED. THE INSERT POST SHALL EXTEND FROM THE BOTTOM OF THE SLIP BASE UPPER ASSEMBLY TO 4" BELOW THE BOTTOM OF THE SIGN. THE INSERT POST SHALL NOT EXTEND ABOVE THE BOTTOM OF THE SIGN. PAYMENT FOR THE INSERT POST SHALL BE PER LINEAR FOOT OF TYPE 9 POST.

GROUND MOUNTED BREAKAWAY SIGN SUPPORT WILL BE MEASURED AND PAID FOR SEPARATELY. THE COST FOR THIS WORK SHALL INCLUDE THE UPPER AND LOWER ASSEMBLY, STUB POST, CLASS "A" CONCRETE, ALL HARDWARE NECESSARY TO COMPLETE THE INSTALLATION, AND BE INCLUDED IN THE BID PRICE SUBMITTED FOR ITEM 636-3010.

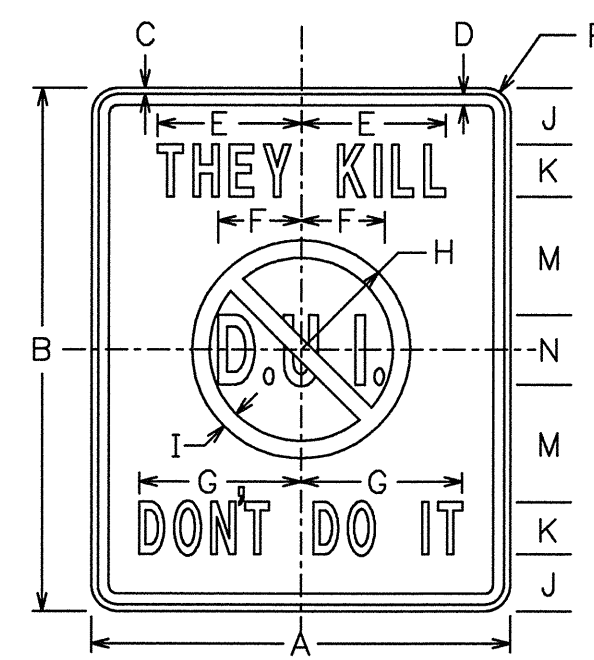
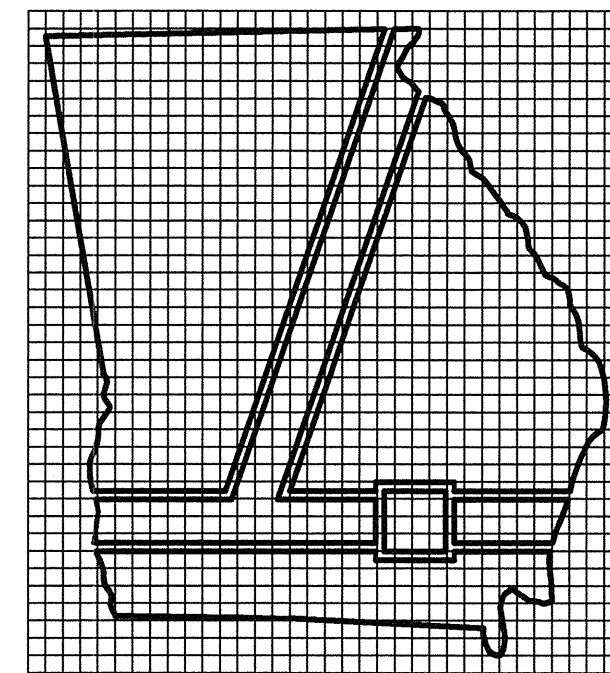
DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
		NO SCALE JULY 2002



R560-1

SIGN	DIMENSIONS (INCHES)												
	A	B	C	D	E	F	G	H	I	J	K	R	
MIN & STD	30	36	1/2	3/4	2 1/2	3C	1 1/2	11	8 1/2	10	11	1 7/8	
FWY	48	60	3/4	1 1/4	4	5C	3	18	15 1/2	16	18	3	

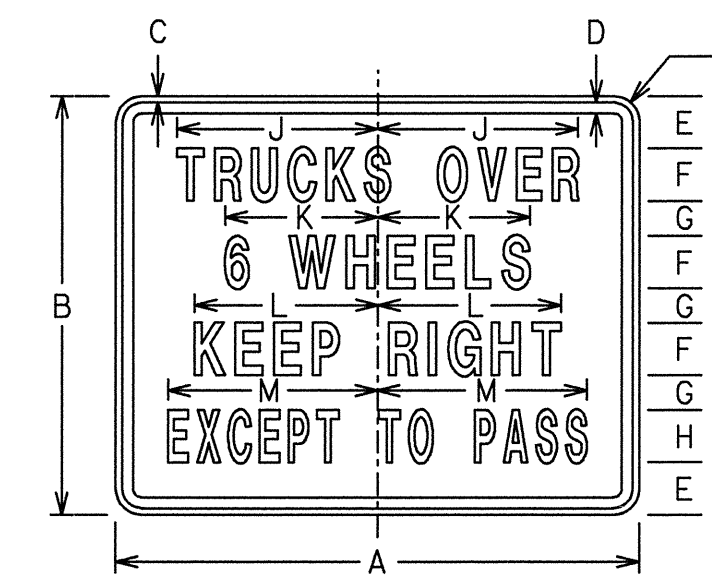
COLORS
 STATE SHIELD & BORDER - RED (REFL)
 LEGEND & BELT - BLACK (NON-REFL)
 BACKGROUND - WHITE (REFL)



R560-2

SIGN	DIMENSIONS (INCHES)														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	P
MIN & STD	30	36	1/2	3/4	11	5	12 1/2	7 1/2	1 1/4	4	4C	3	4 1/2	5C	1 7/8
FWY	48	60	3/4	1 1/4	16 1/2	9 1/2	18 1/2	12 1/2	2	6 1/2	6C	5	8 1/2	8C	3

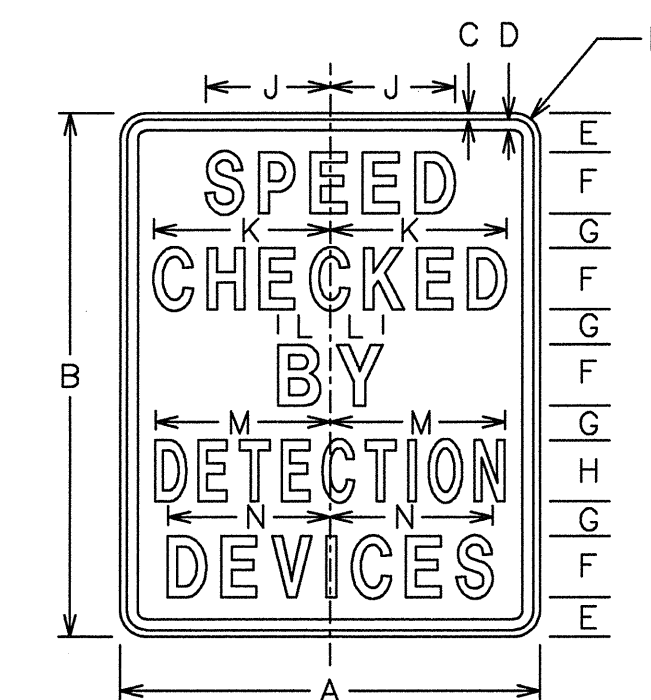
COLORS
 CIRCLE & DIAGONAL - RED (REFL)
 LEGEND & BORDER - BLACK (NON-REFL)
 BACKGROUND - WHITE (REFL)



R560-3

SIGN	DIMENSIONS (INCHES)														
	A	B	C	D	E	F	G	H	J	K	L	M	R		
MIN & STD	36	30	1/2	3/4	3 1/2	3 1/2	C	3	3 1/2	8	14	10	11 1/2	14 1/2	1 7/8
FWY	60	48	3/4	1 1/4	6	6C	4	6B	23	17 1/2	21	24	3		

COLORS
 LEGEND & BORDER - BLACK (NON-REFL)
 BACKGROUND - WHITE (REFL)



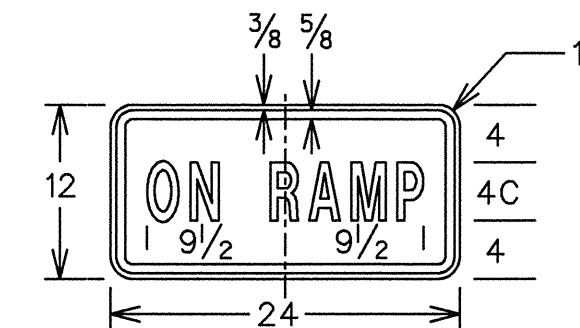
I550-1

SIGN	DIMENSIONS (INCHES)													
	A	B	C	D	E	F	G	H	J	K	L	M	N	R
MIN & STD	30	36	1/2	3/4	4	4D	2	4C	8 3/16	11 3/16	3 3/16	11 7/16	10 5/8	1 7/8
FWY	48	60	3/4	1 1/4	4 1/2	7D	4	7C	14 5/16	20 3/16	6	20	16 3/8	3

COLORS
 LEGEND & BORDER - BLACK (NON-REFL)
 BACKGROUND - WHITE (REFL)

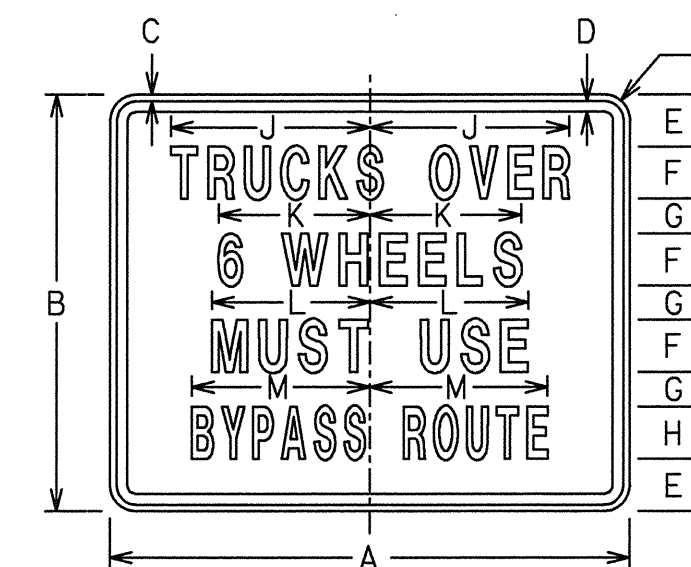
THE I550-1 SIGN SHALL BE ERECTED:

- ON EVERY HIGHWAY THAT COMPRISES A PART OF THE STATE HIGHWAY SYSTEM AT THAT POINT ON THE HIGHWAY WHICH INTERSECTS THE STATE LINE.
- AT THE TERMINI OF EVERY HIGHWAY THAT COMPRISES A PART OF THE STATE HIGHWAY SYSTEM WHICH BEGINS OR ENDS WITHIN THE STATE BOUNDARIES.
- ON EVERY HIGHWAY THAT COMPRISES A PART OF THE STATE HIGHWAY SYSTEM AT THAT POINT ON THE HIGHWAY WHERE TRAFFIC FROM OUTSIDE THE COUNTY FIRST ENTERS A COUNTY THAT HAS A PERMIT TO OPERATE SPEED DETECTION DEVICES, AND
- ON EVERY HIGHWAY THAT COMPRISES A PART OF THE STATE HIGHWAY SYSTEM AT THAT POINT ON THE HIGHWAY WHERE TRAFFIC FIRST ENTERS THE CORPORATE LIMITS OF ANY MUNICIPALITY THAT HAS A PERMIT TO OPERATE SPEED DETECTION DEVICES.



R8-3aP

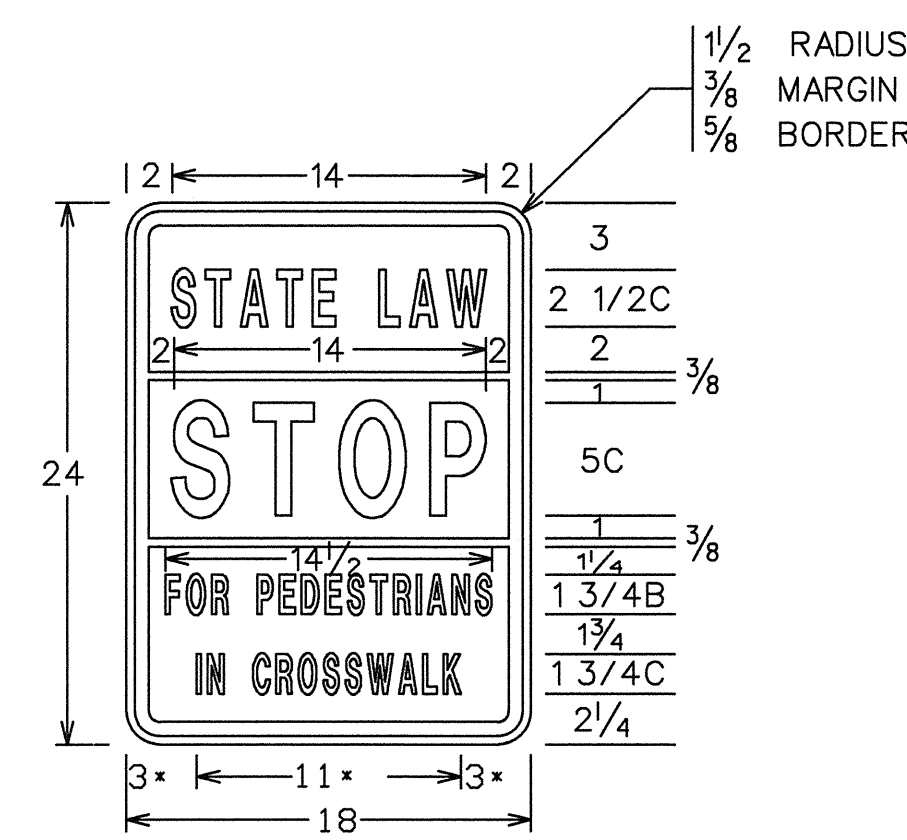
COLORS
 LEGEND & BORDER - RED (REFL)
 BACKGROUND - WHITE (REFL)



R560-4

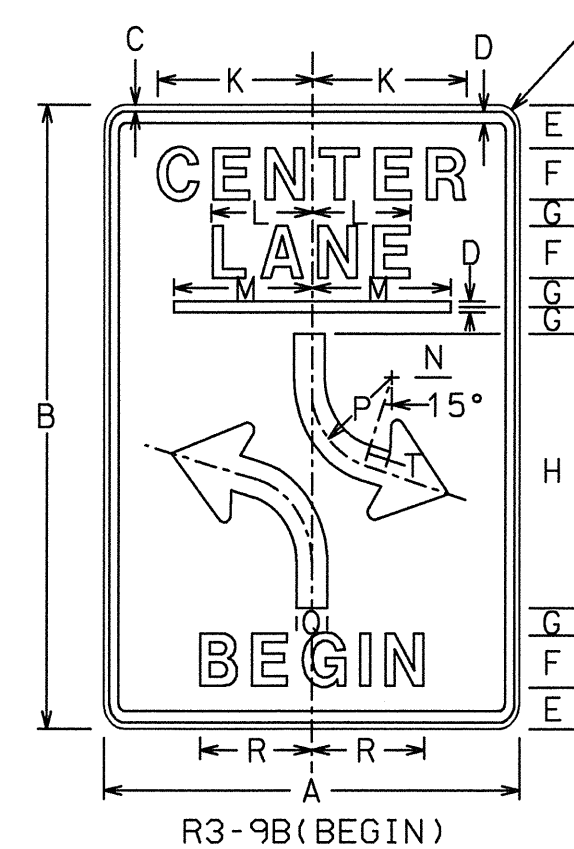
SIGN	DIMENSIONS (INCHES)														
	A	B	C	D	E	F	G	H	J	K	L	M	R		
MIN & STD	36	30	1/2	3/4	3 1/2	3 1/2	C	3	3 1/2	8	14	10	10	12 1/2	1 7/8
FWY	60	48	3/4	1 1/4	6	6C	4	6C	23	17 1/2	17 1/2	25 1/2	3		

COLORS
 LEGEND & BORDER - BLACK (NON-REFL)
 BACKGROUND - WHITE (REFL)



R560-5

COLORS
 LEGEND & BORDER - BLACK (NON-REFL)
 WORD "STOP" - RED (REFL)
 BACKGROUND - WHITE (REFL)



R3-9B(BEGIN)

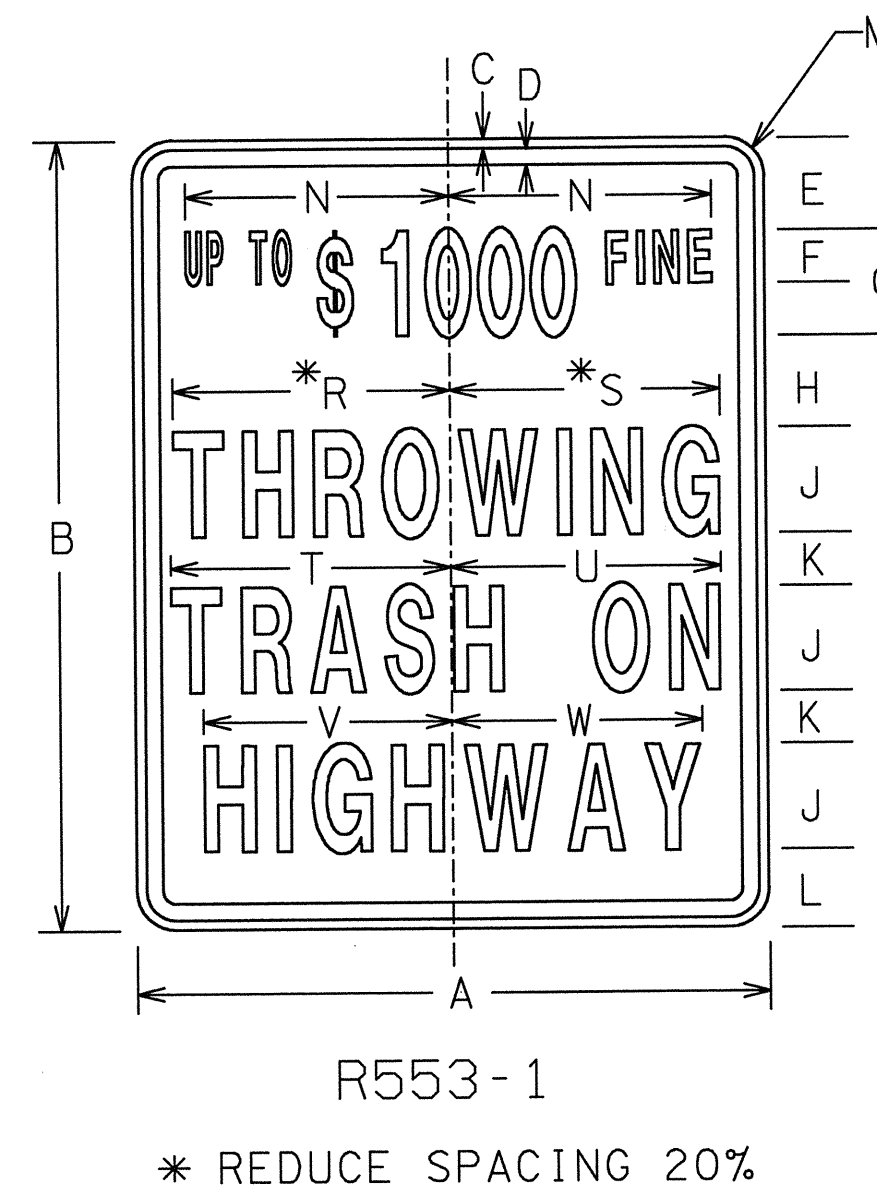
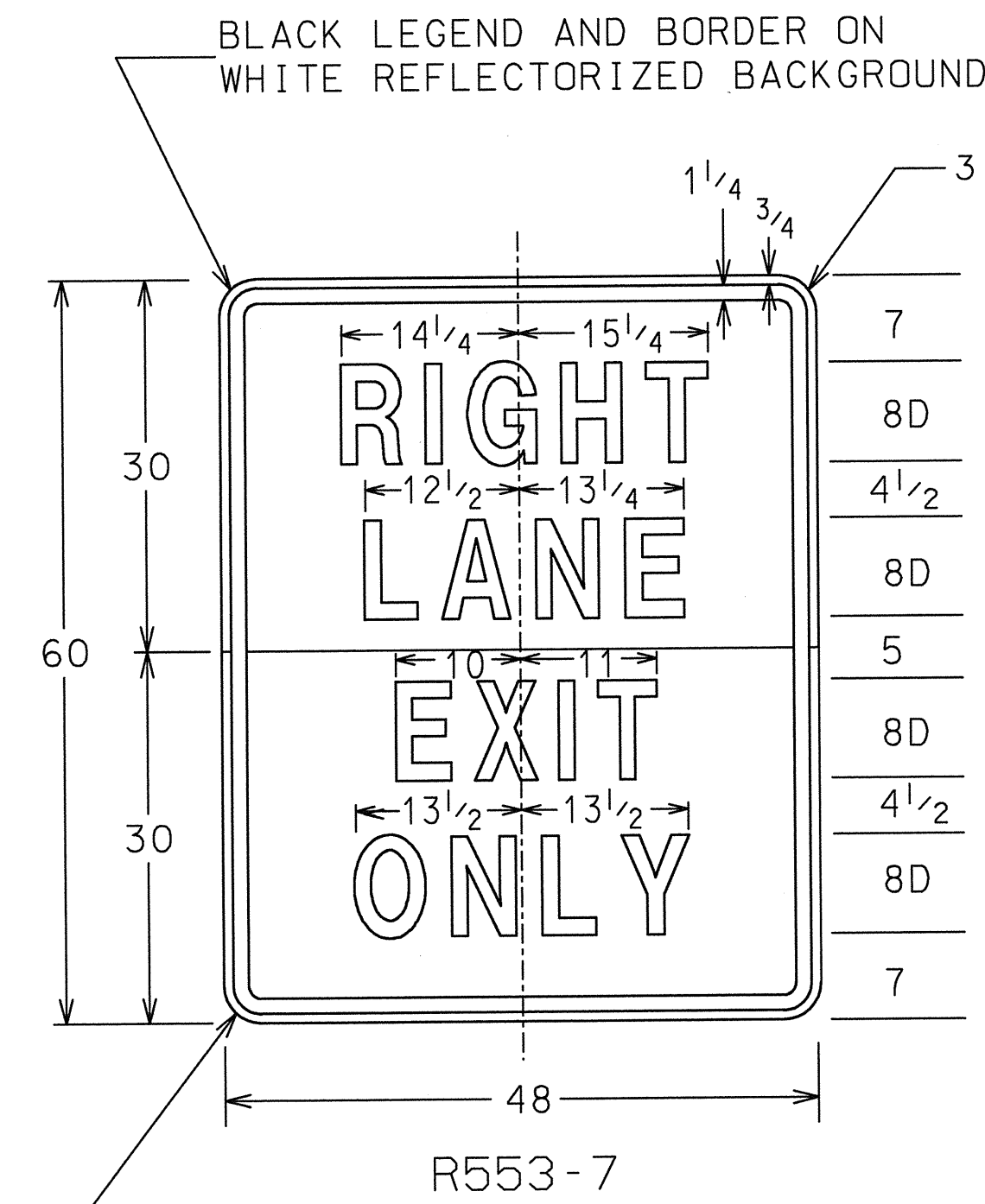
END
I S I S I

R3-9B(END)

SIGN	DIMENSIONS (INCHES)																	
	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	S	T
STD & MIN	24	36	3/8	5/8	2 1/2	3E	1 1/2	16	1 1/2	8 1/16	5 3/4	8	2 1/2	6	2	6 3/16	4 3/16	1 1/2
SPECIAL	36	48	5/8	7/8	3 1/2	5E	1 1/2	20	2 1/4	14 1/16	9 1/2	12	3	8	3	7 1/16	4 5/16	2

COLORS
 LEGEND & BORDER - BLACK (NON-REFL)
 BACKGROUND - WHITE (REFL)

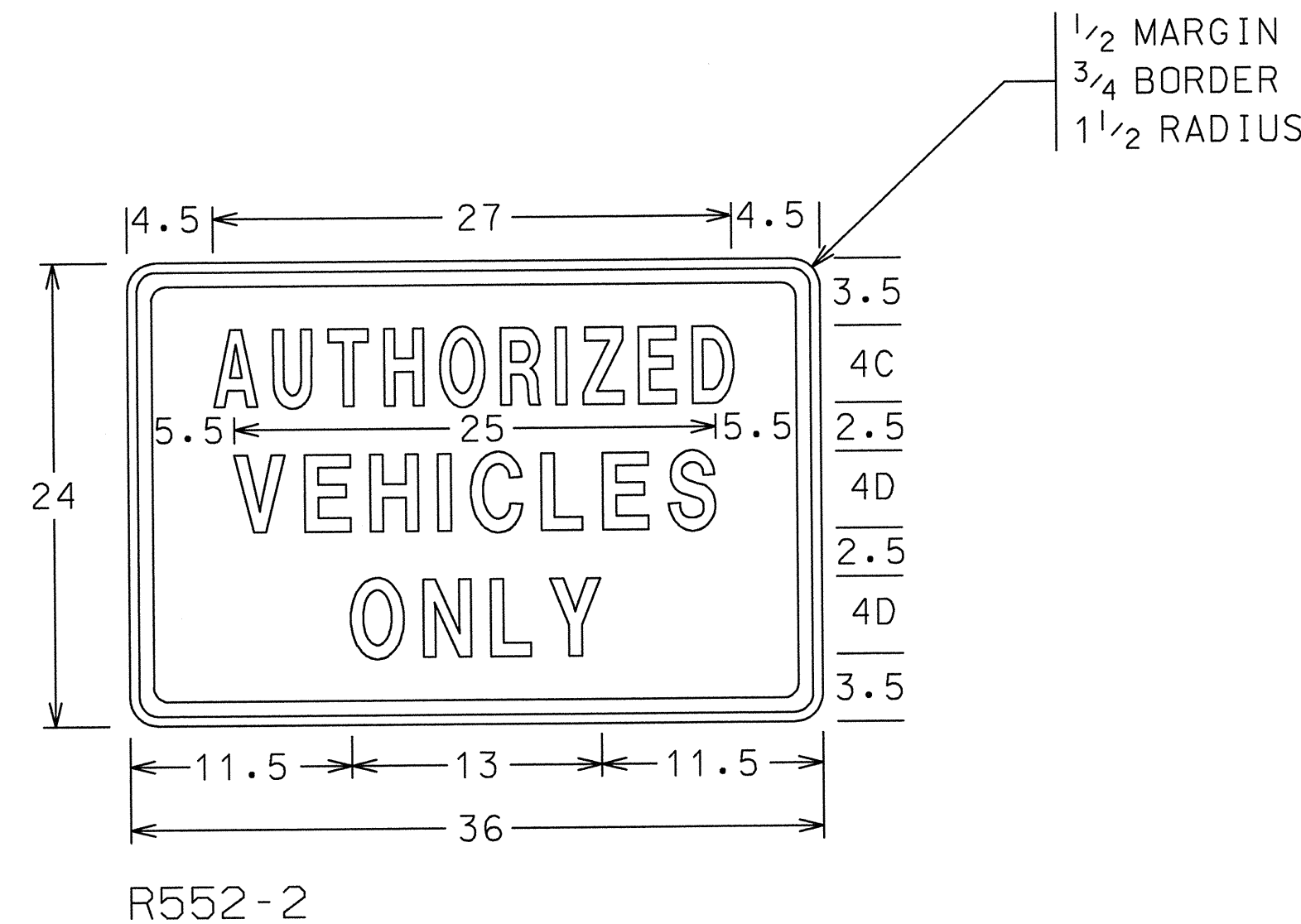
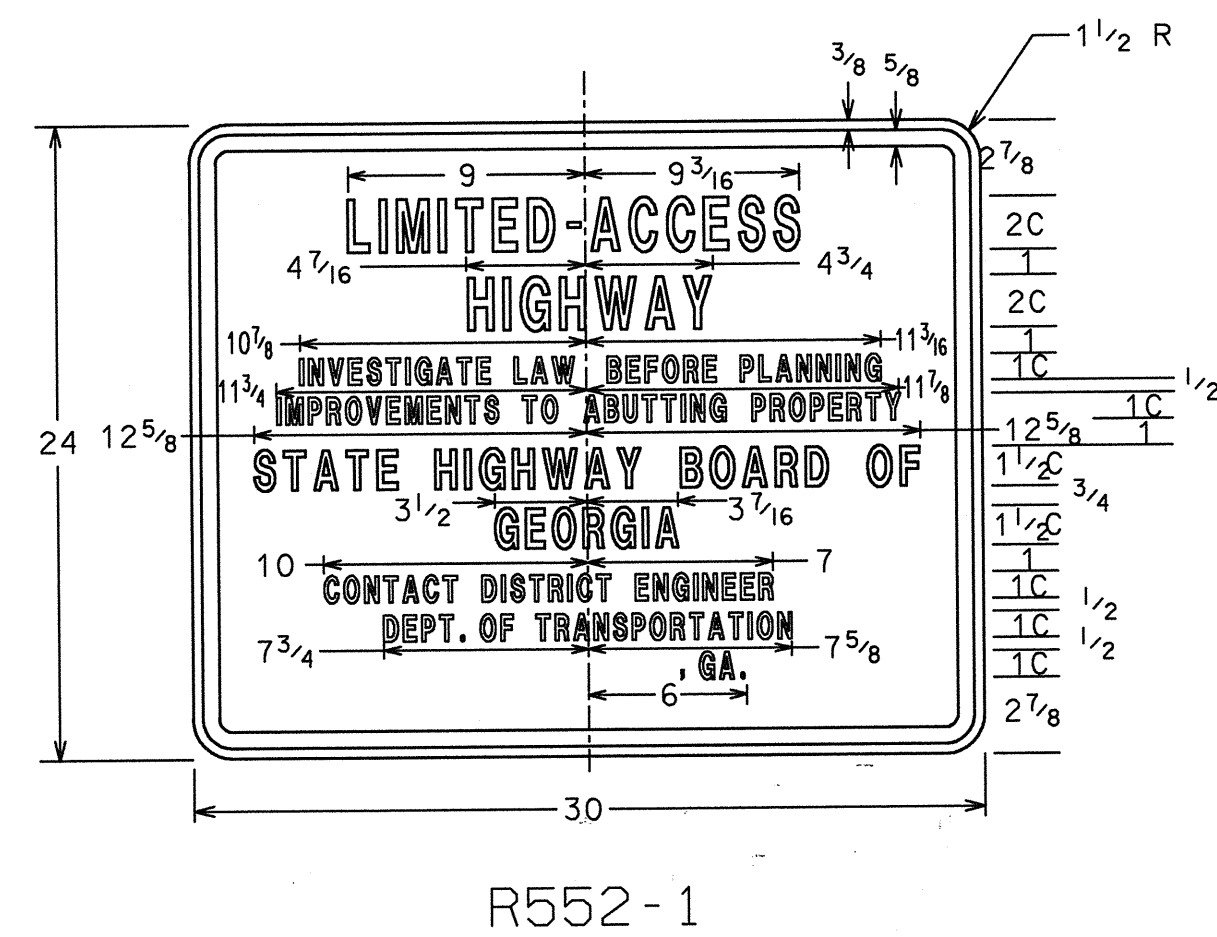
DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
5-24-00	ADDED R9-8 DETAIL	DETAILS OF REGULATORY SIGNS SHEET 1 OF 2
1-21-03	DELETED R1-4 SIGNS	
1-21-03	REV SIGN CODES FOR R3-9 SIGNS	
		NO SCALE
		JANUARY 2000



BLACK LEGEND AND BORDER ON YELLOW REFLECTORIZED BACKGROUND

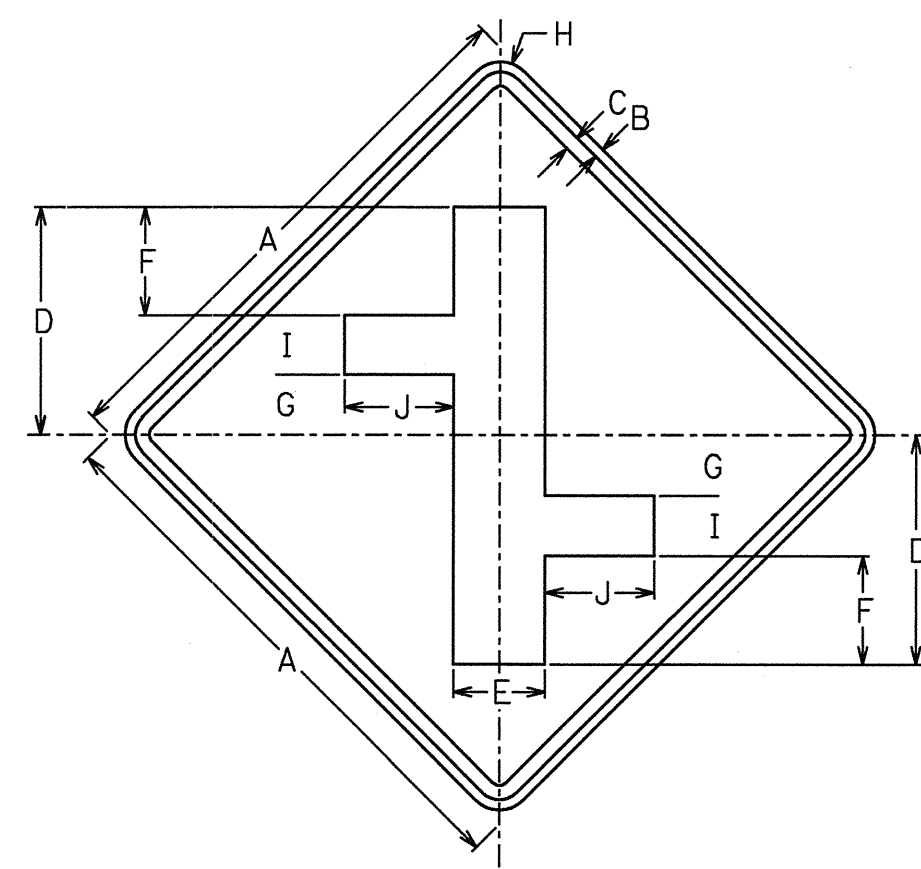
SIGN	DIMENSIONS (INCHES)																		
	A	B	C	D	E	F	G	H	J	K	L	M	N	R	S	T	U	V	W
STD & MIN	24	30	3/8	5/8	3 1/2	2B	4C	3 1/2	4C	2	3	1 1/2	10	10 1/2	10 1/4	10 3/4	10 1/8	9 3/8	9 1/2
EXPWY	36	48	5/8	7/8	6	3B	6C	6	6C	3	6	2 1/4	15	15 3/4	15 3/8	16 1/8	15 3/16	14 1/16	14 1/4
FWY	48	60	3/4	1 1/4	7	4B	7C	8	8C	4	6	3	20	21	20 1/2	21 1/2	20 1/4	18 3/4	19

SIGN	DIMENSIONS (INCHES)															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
STD & MIN	24	30	3/8	5/8	3 5/8	4D	2 1/4	4E	8 3/4	9 1/4	4	6 3/4	7 1/4	9 1/4	9 3/4	1 1/2
EXPWY	36	48	5/8	7/8	6	6D	4	6E	13 1/4	13 3/4	5 1/2	10 3/4	10 1/4	14 1/4	14 3/4	2 1/4
FWY	48	60	3/4	1 1/4	7 1/4	8D	4 1/2	8E	17 1/8	17 1/8	7	14 3/8	13 5/8	18 3/8	19 3/8	3



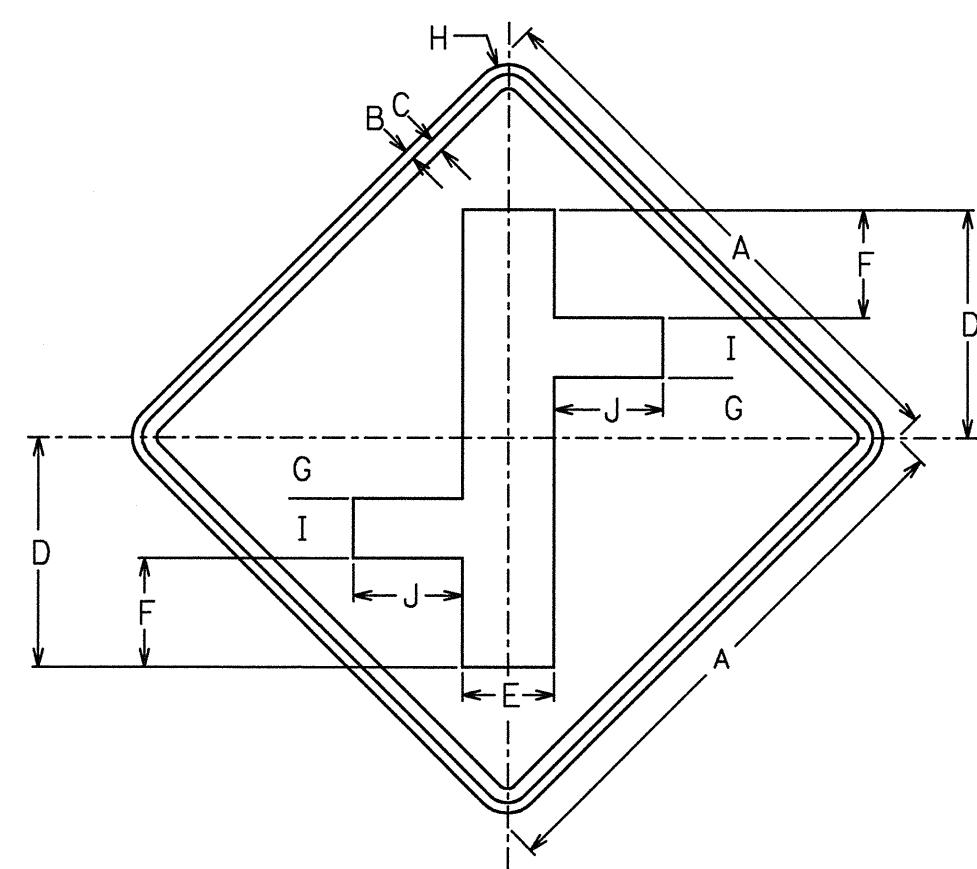
- 4 3
- GAINSVILLE
- 2 1/4 3
- TENNILLE
- 4 1/16 3
- THOMASTON
- 1 1/16 3
- TIPTON
- 3/16 3
- JESUP
- 5 3/8 3
- CARTERSVILLE
- 1 3/4 3
- ATLANTA

DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
		DETAILS OF REGULATORY SIGNS SHEET 2 OF 2
		NO SCALE
		JANUARY 2000



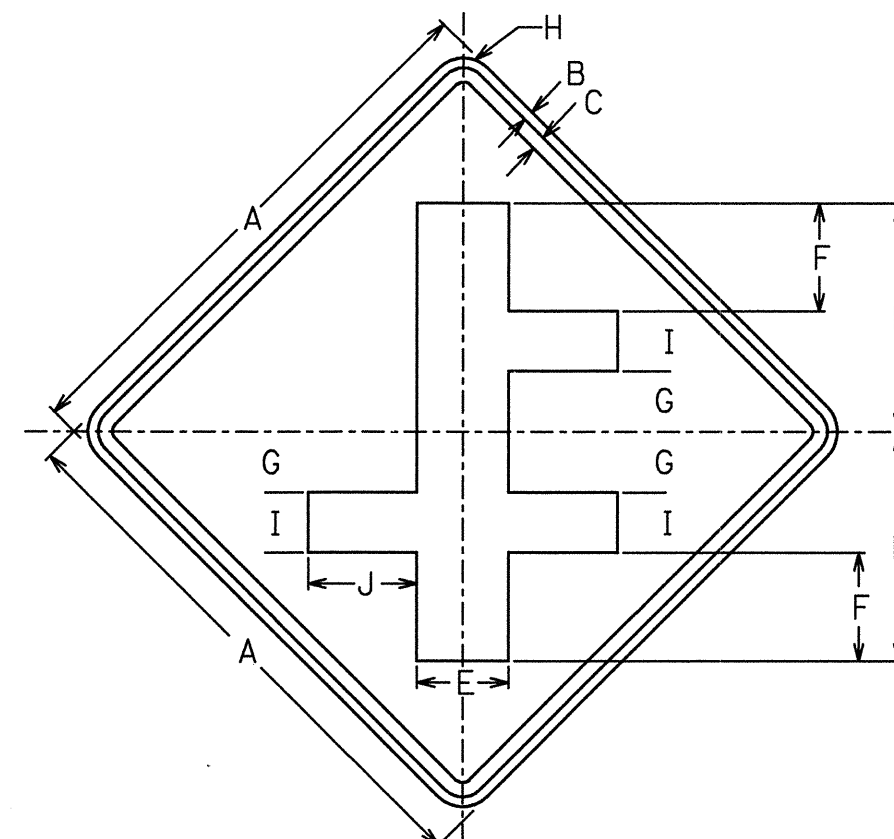
W552-1

SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	I	J
STD & MIN	30	1/2	3/4	12 1/2	5	6	3 1/4	1 1/8	3 1/4	6
EXPWY	36	5/8	7/8	15	6	7	4	2 1/4	4	7
FWY	48	7/8	1 1/4	20	8	9 1/2	5 1/4	3	5 1/4	9 1/2



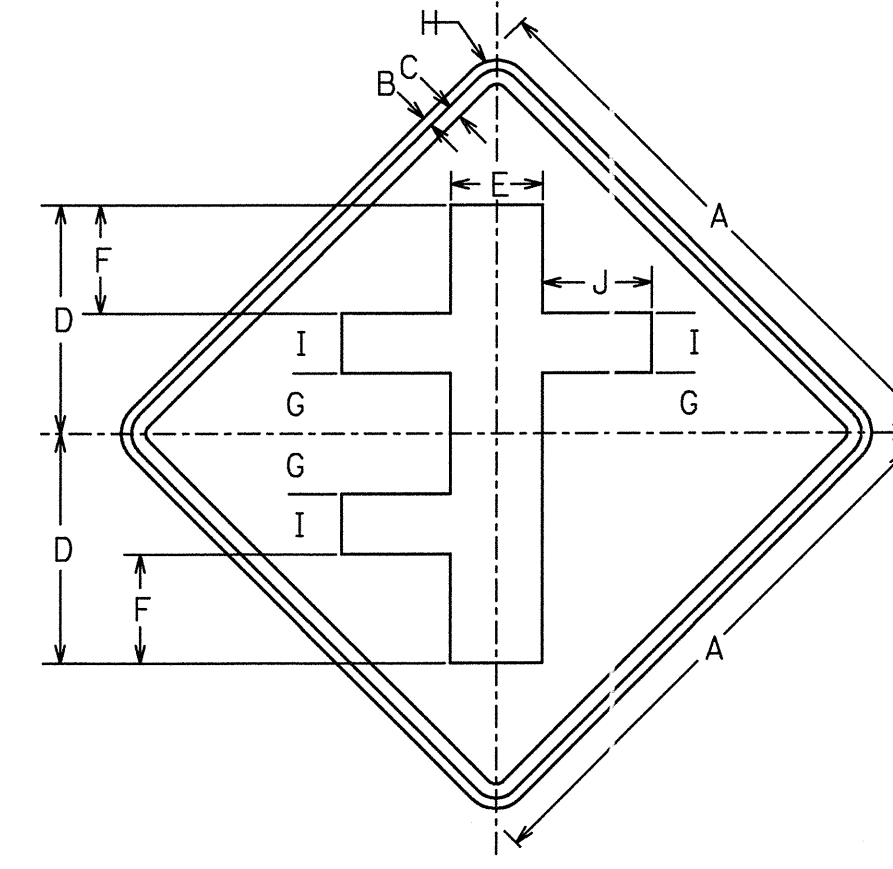
W552-2

SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	I	J
STD & MIN	30	1/2	3/4	12 1/2	5	6	3 1/4	1 1/8	3 1/4	6
EXPWY	36	5/8	7/8	15	6	7	4	2 1/4	4	7
FWY	48	7/8	1 1/4	20	8	9 1/2	5 1/4	3	5 1/4	9 1/2



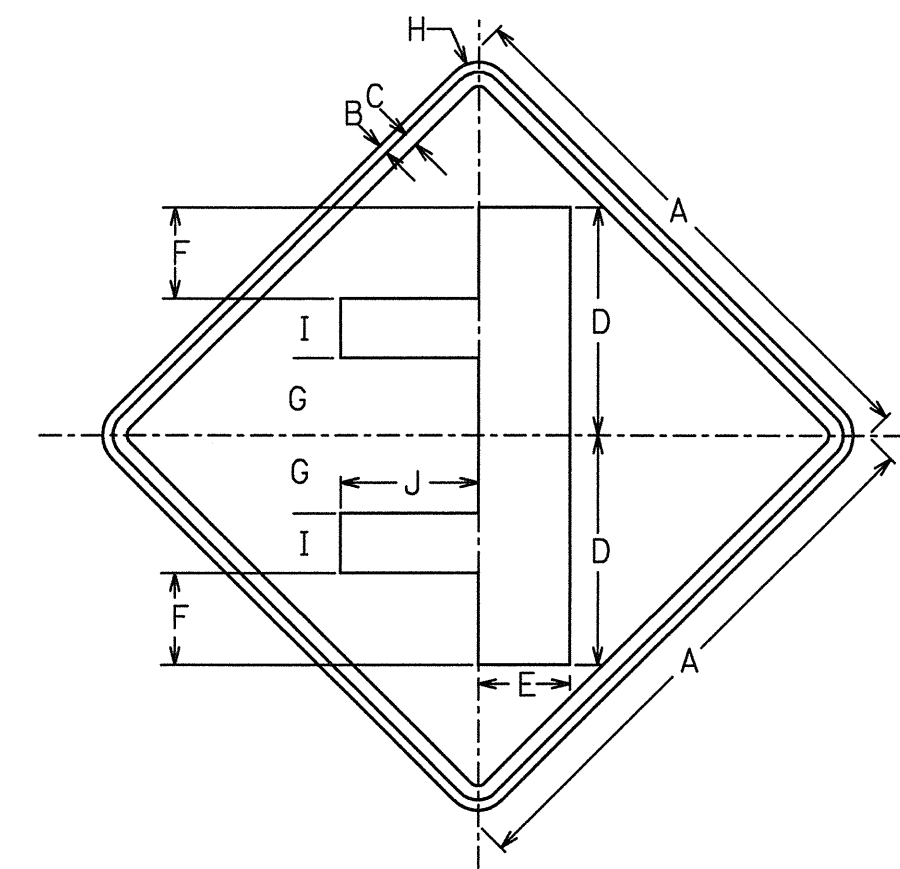
W552-3

SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	I	J
STD & MIN	30	1/2	3/4	12 1/2	5	6	3 1/4	1 1/8	3 1/4	6
EXPWY	36	5/8	7/8	15	6	7	4	2 1/4	4	7
FWY	48	7/8	1 1/4	20	8	9 1/2	5 1/4	3	5 1/4	9 1/2



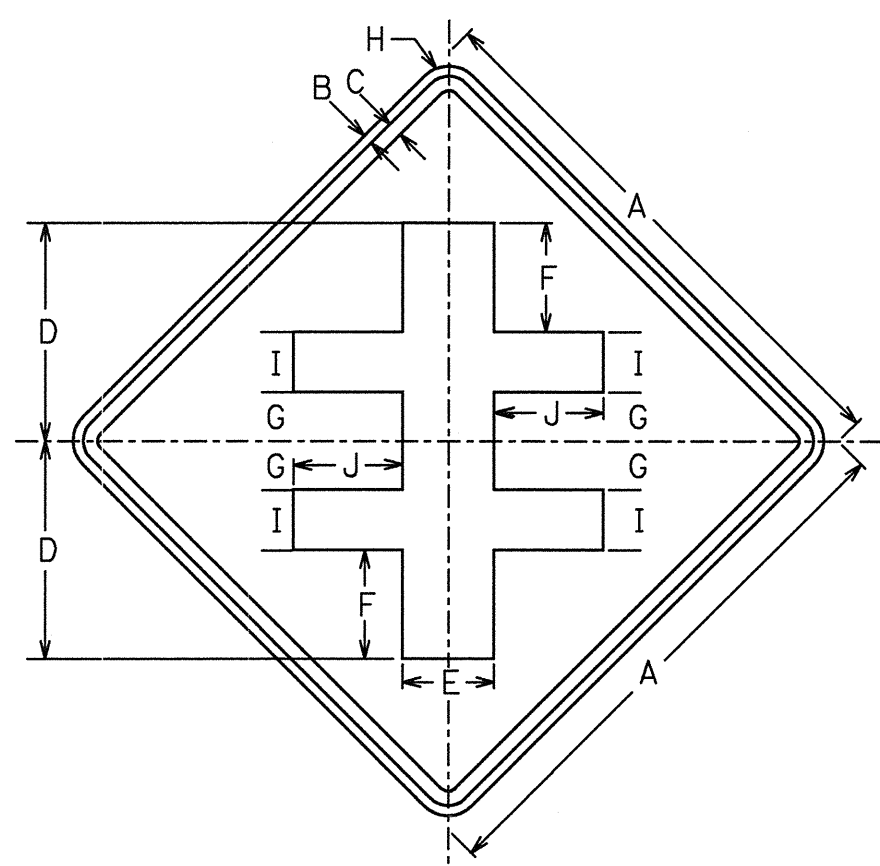
W552-4

SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	I	J
STD & MIN	30	1/2	3/4	12 1/2	5	6	3 1/4	1 1/8	3 1/4	6
EXPWY	36	5/8	7/8	15	6	7	4	2 1/4	4	7
FWY	48	7/8	1 1/4	20	8	9 1/2	5 1/4	3	5 1/4	9 1/2



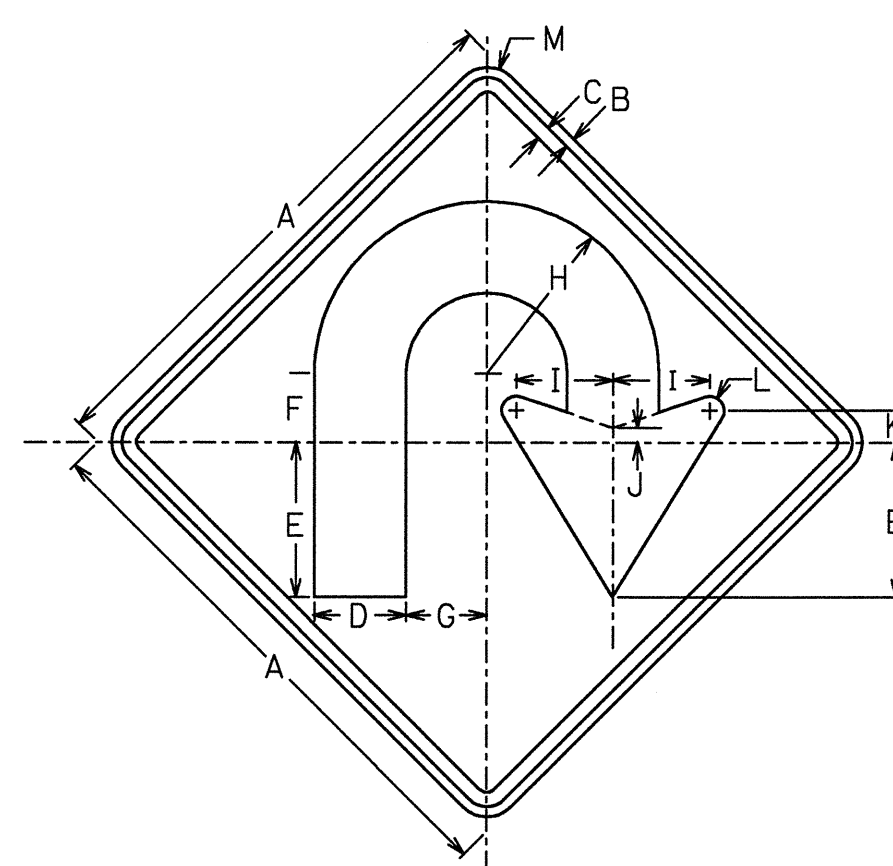
W552-5

SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	I	J
STD & MIN	30	1/2	3/4	12 1/2	5	5	4 1/4	1 1/8	3 1/4	8
EXPWY	36	5/8	7/8	15	6	6	5	2 1/4	4	10
FWY	48	7/8	1 1/4	20	8	8	6 3/4	3	5 1/4	12



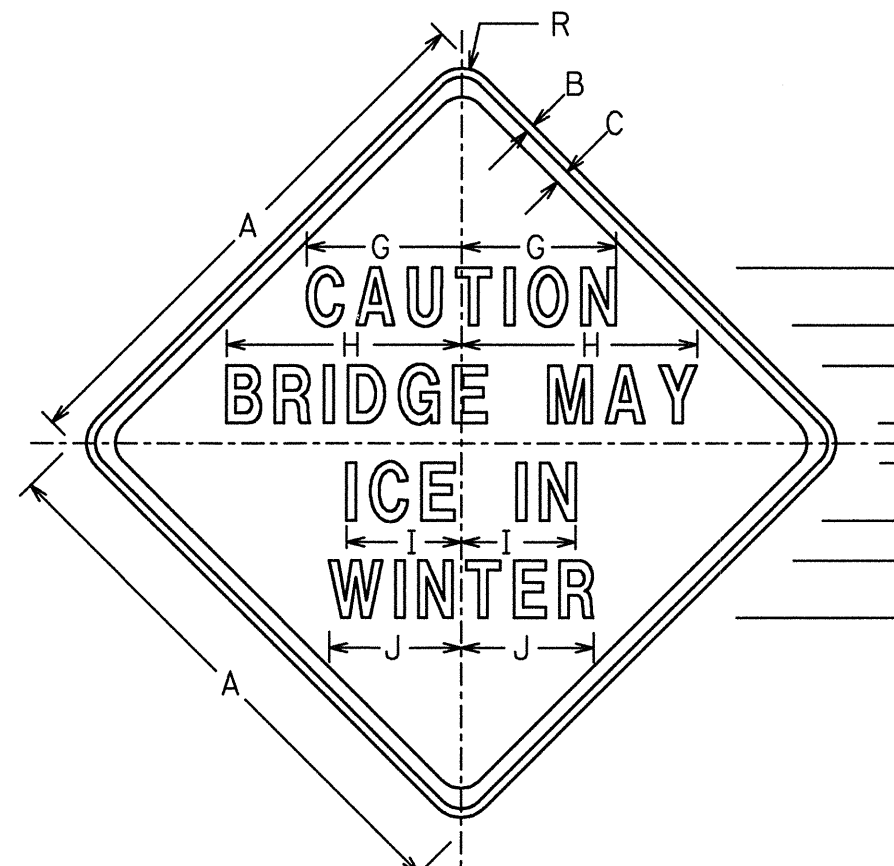
W552-6

SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	I	J
STD & MIN	30	1/2	3/4	12 1/2	5	5	3 1/4	1 1/8	3 1/4	6
EXPWY	36	5/8	7/8	15	6	7	4	2 1/4	4	7
FWY	48	7/8	1 1/4	20	8	9 1/2	5 1/4	3	5 1/4	9 1/2



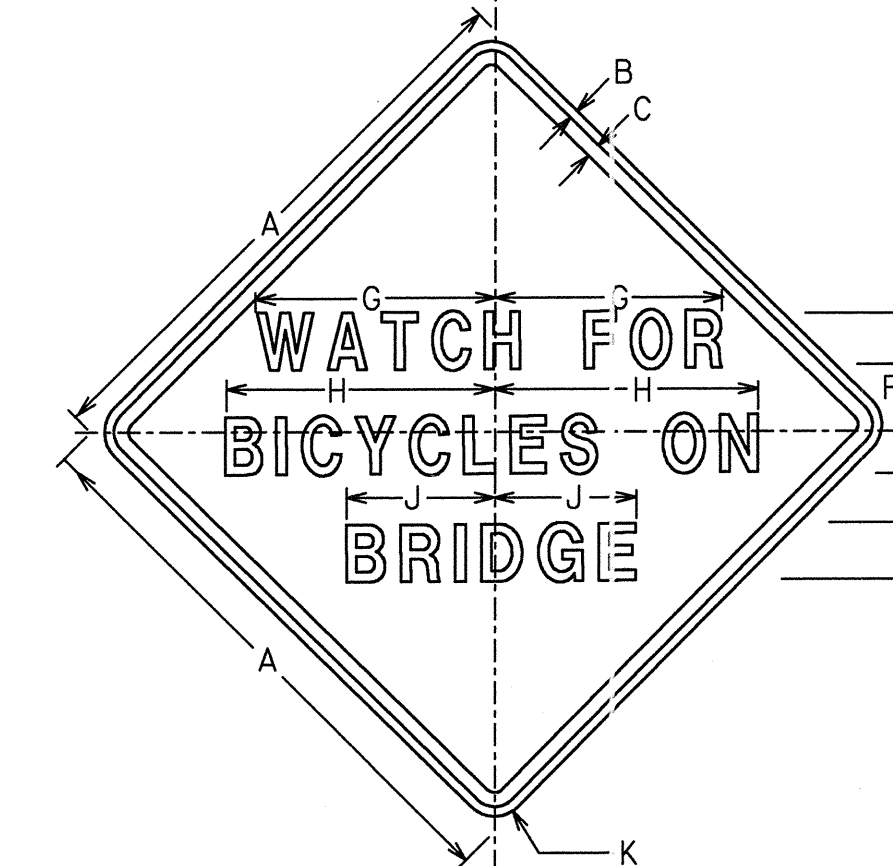
W551-1

SIGN	DIMENSIONS (INCHES)												
	A	B	C	D	E	F	G	H	I	J	K	L	M
STD & MIN	30	1/2	3/4	5	8 1/2	3 3/4	4 3/8	9 3/8	5 3/4	3 1/4	1 5/8	3 1/4	1 7/8
EXPWY	36	5/8	7/8	6	10	4 1/2	5 1/4	11 1/4	6 1/8	1 5/8	2 3/16	1 5/8	2 1/4
FWY	48	7/8	1 1/4	8	13 1/2	6	7	15	8 1/16	1 1/4	2 3/4	1 1/4	3



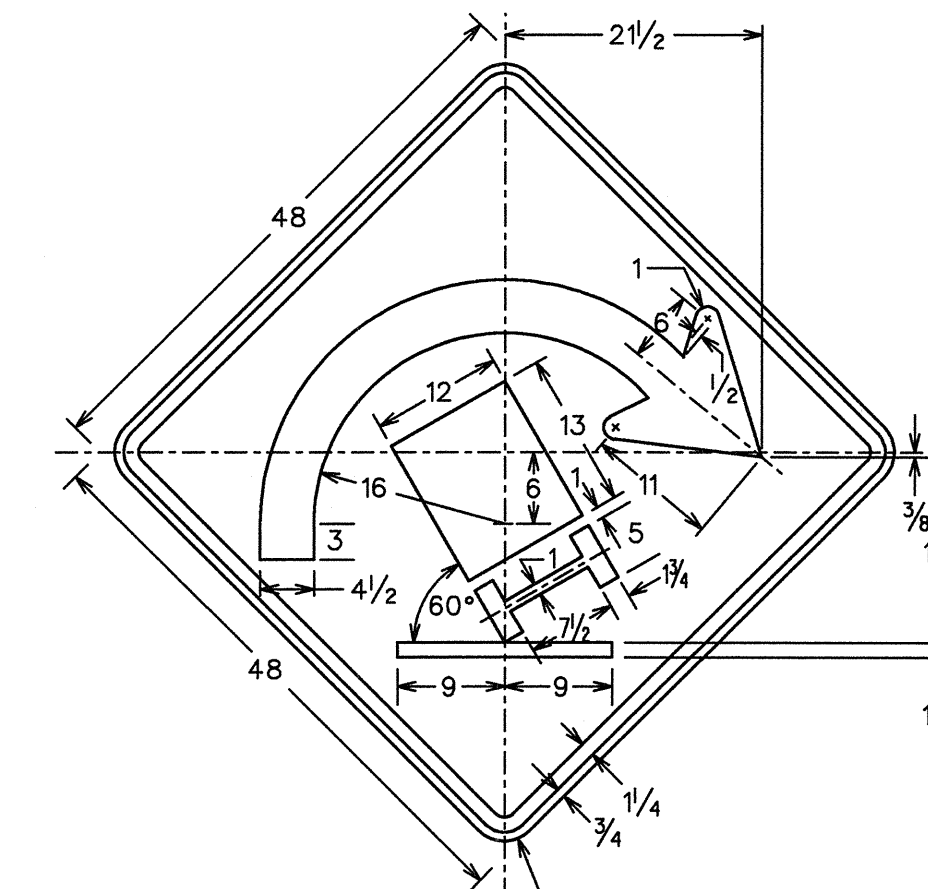
W560-1

SIGN	DIMENSIONS (INCHES)											
	A	B	C	D	E	F	G	H	I	J	R	
MIN & STD	30	1/2	3/4	3D	2 3/16	1 3/32	8	12 1/2	6	7	1 7/8	
EXPWY	36	5/8	7/8	4D	2 5/8	1 5/16	11	16 1/2	8	9	2 1/4	
FWY	48	3/4	1 1/4	5D	3 1/2	1 3/4	13 1/2	20 1/2	10	11 1/2	3	



W560-2

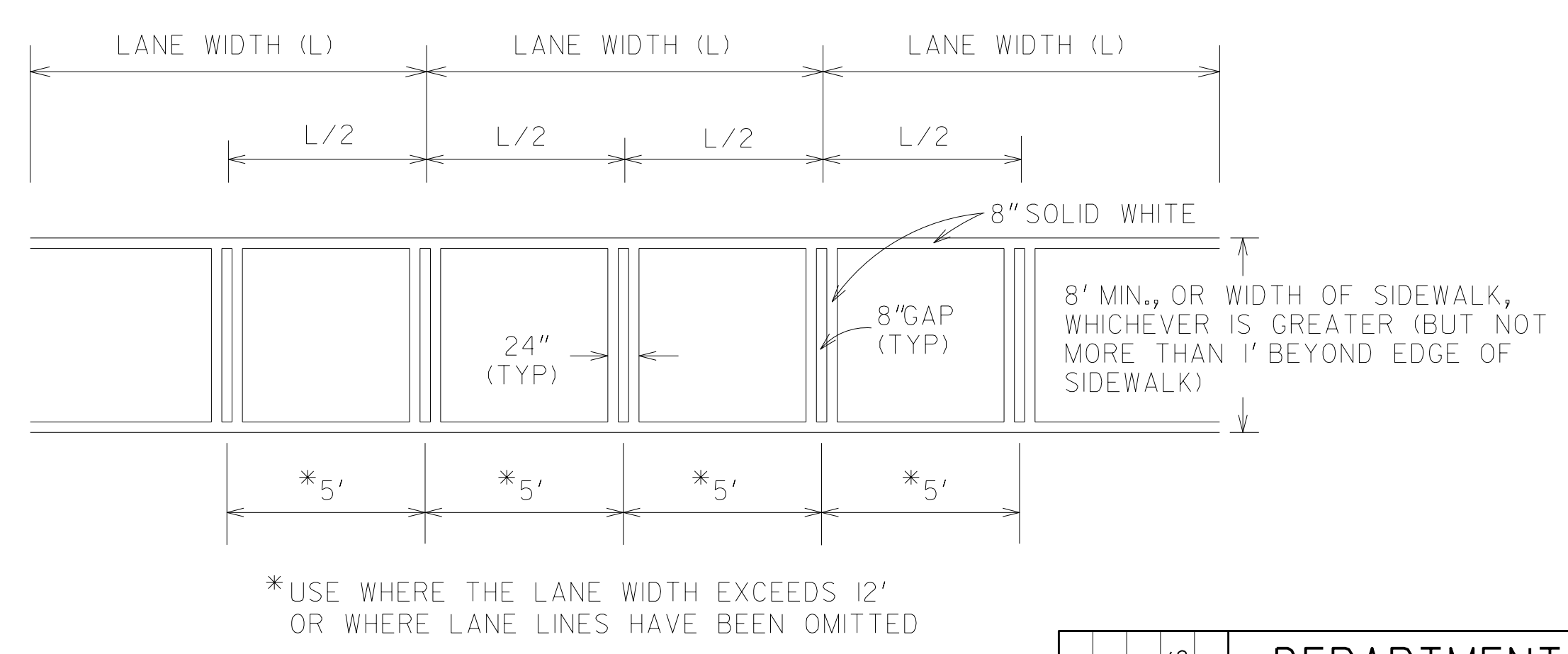
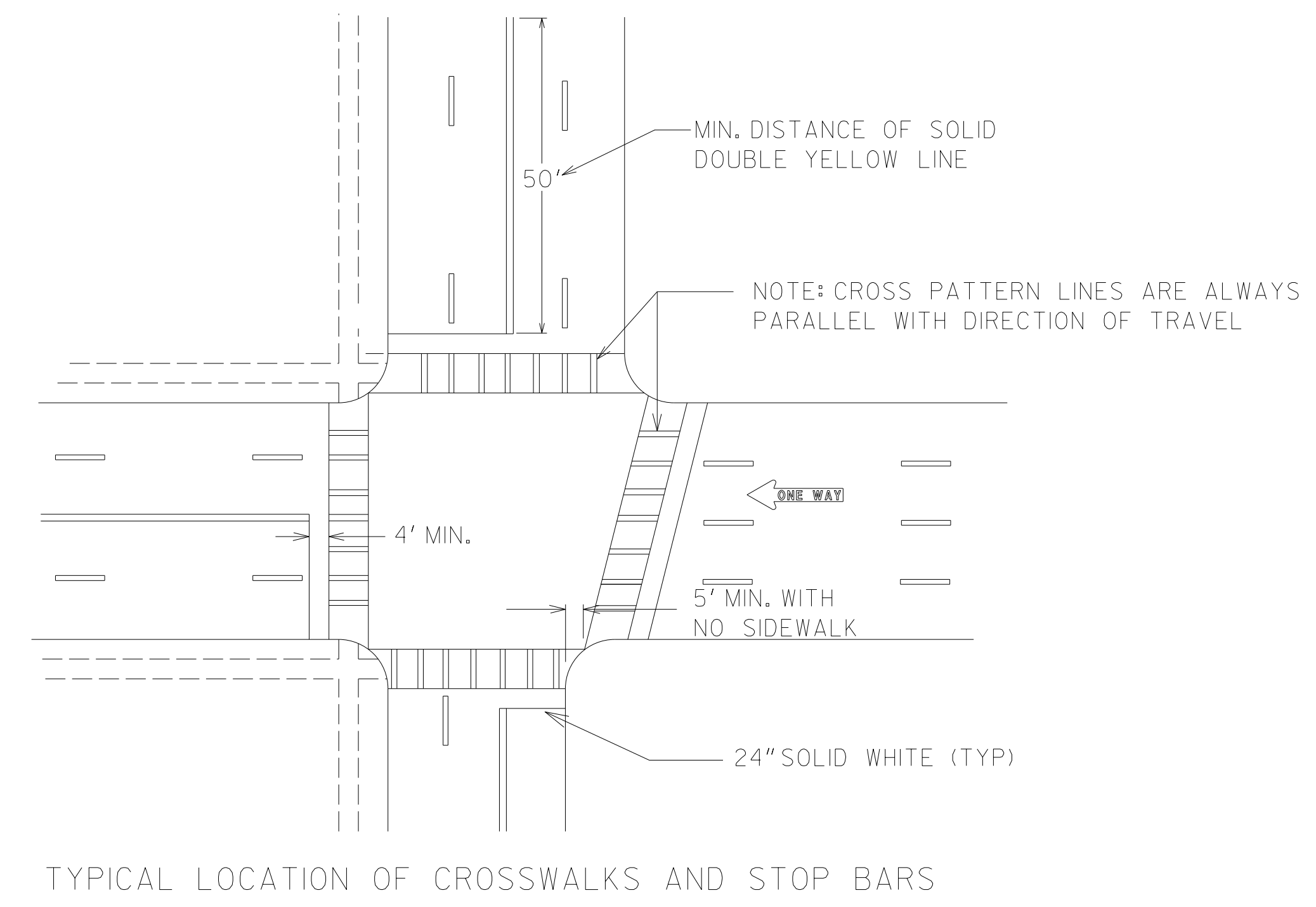
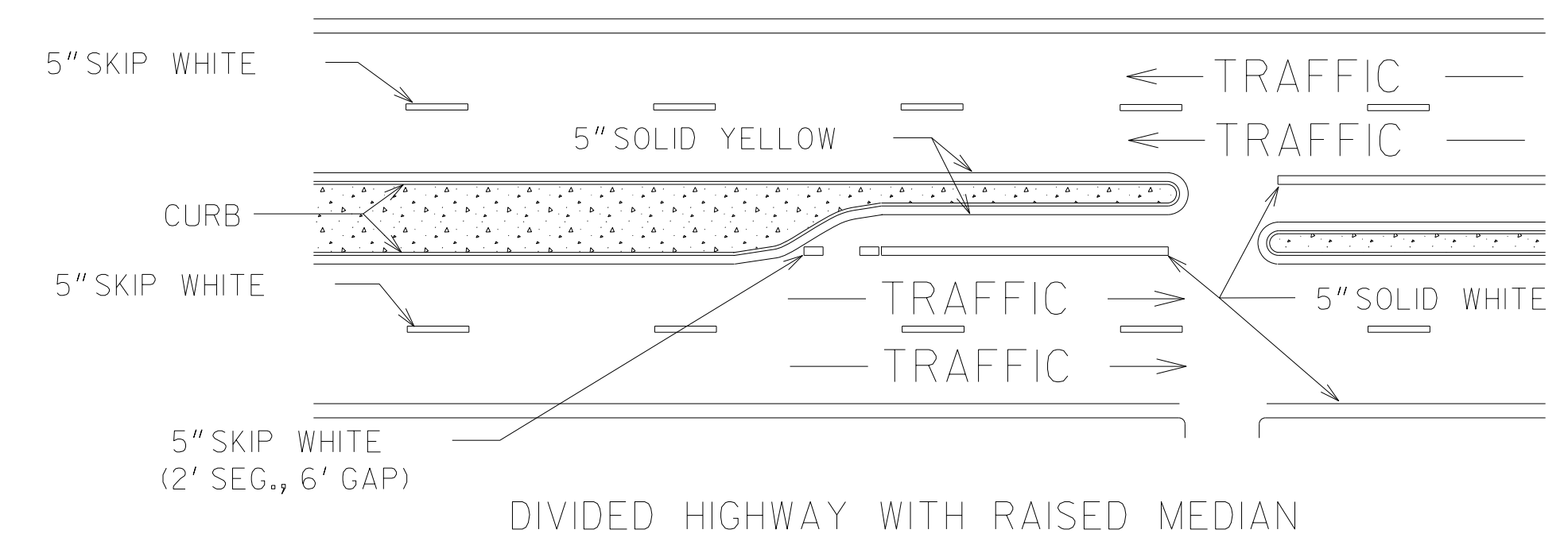
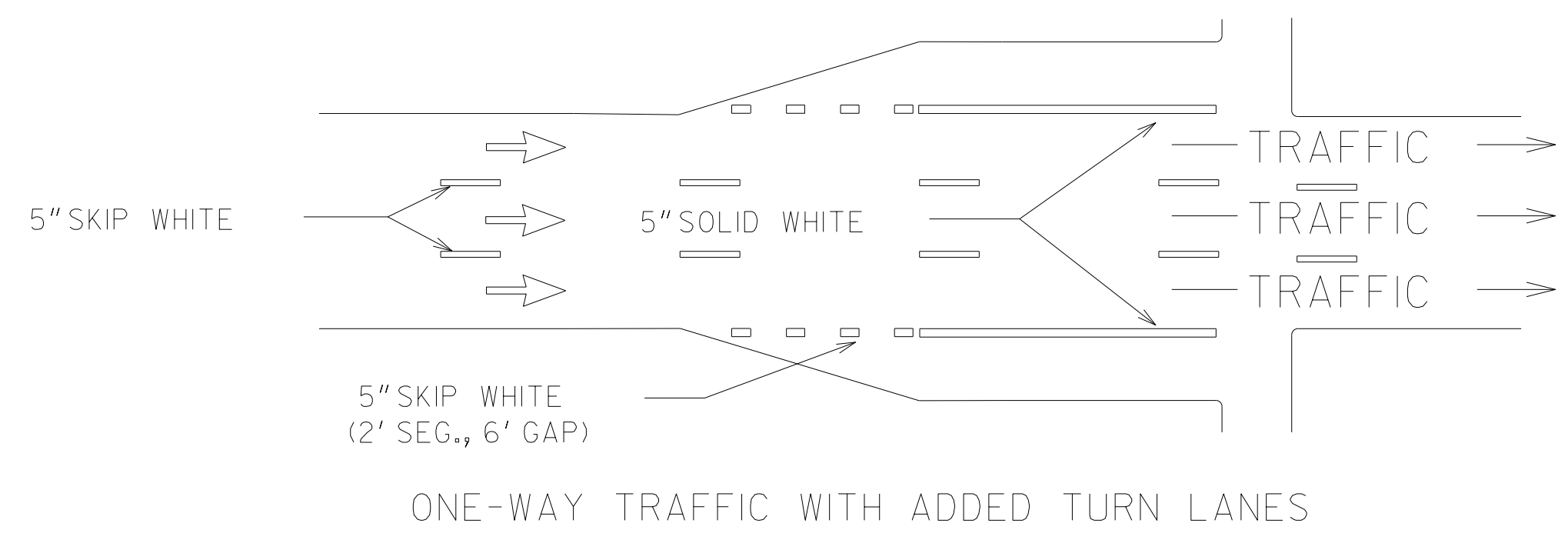
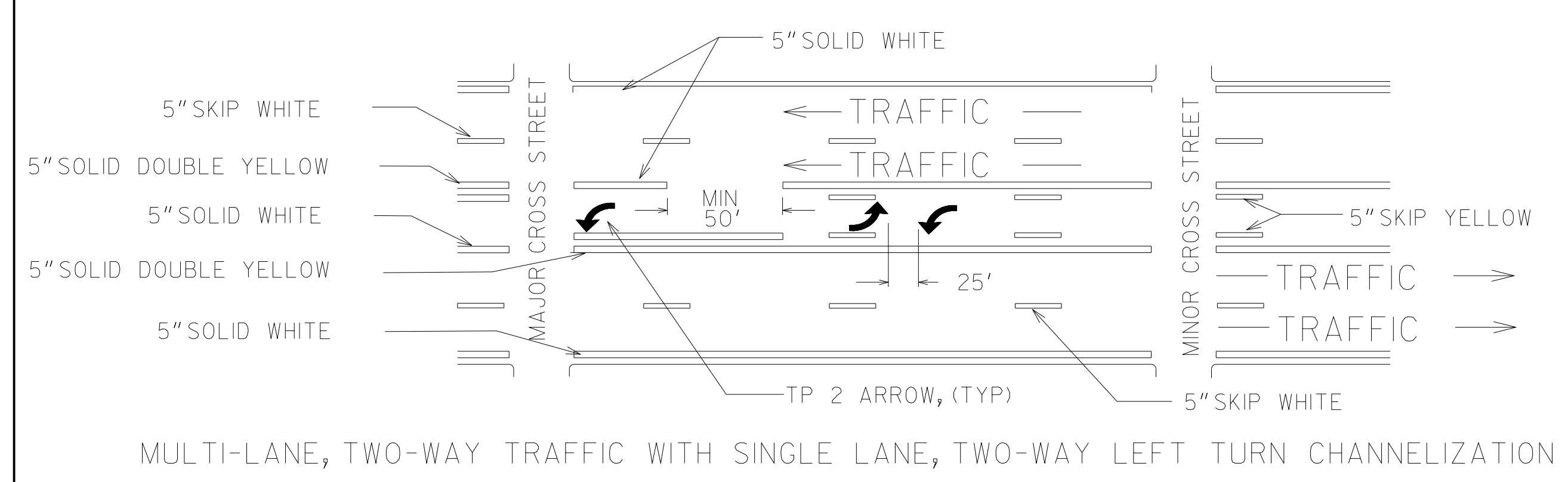
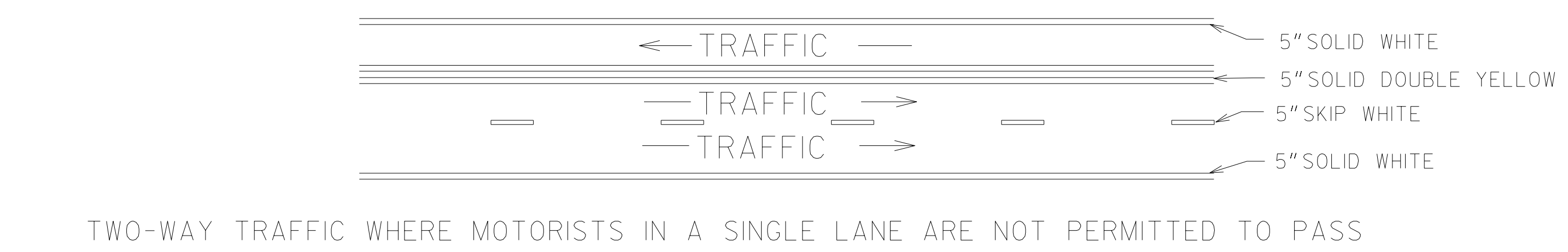
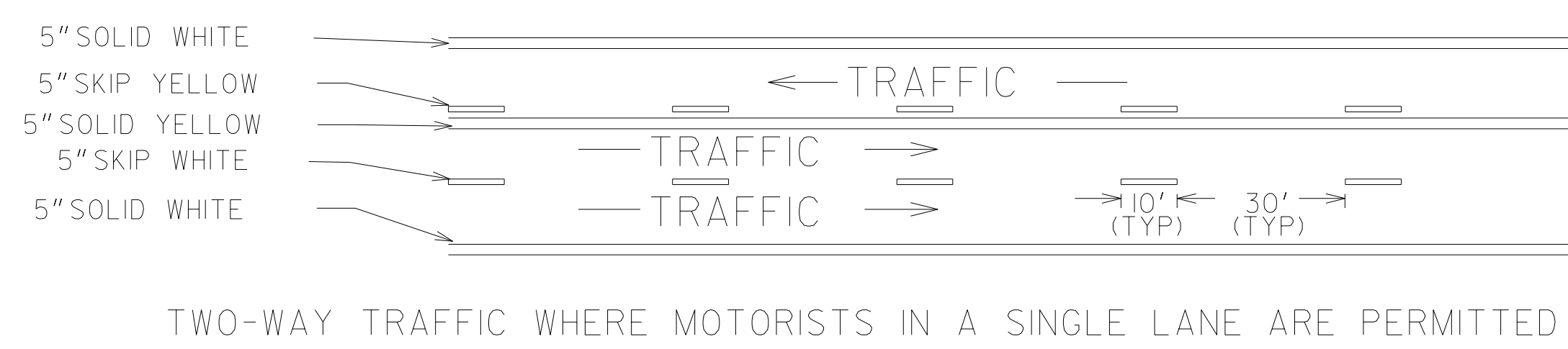
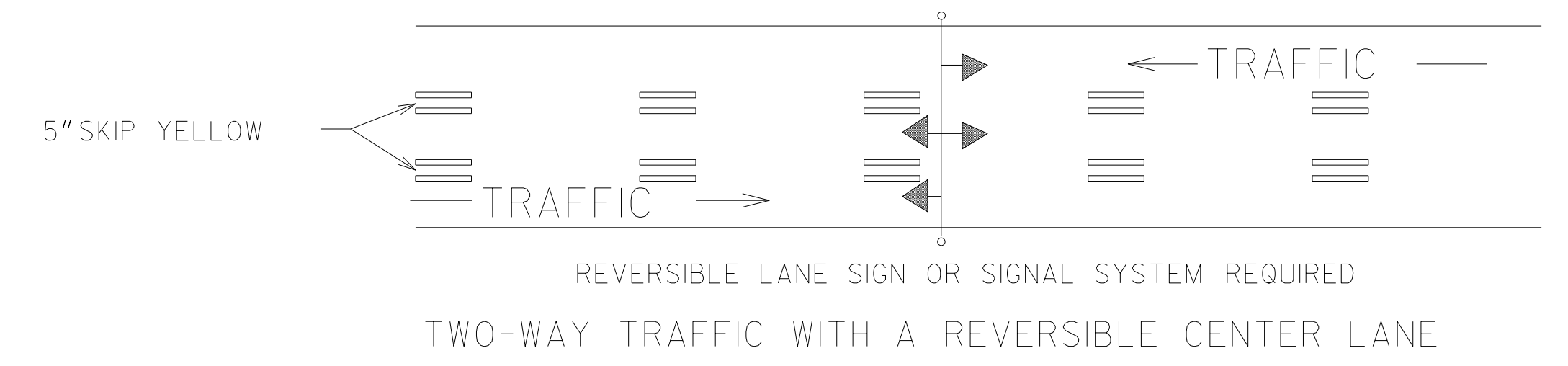
SIGN	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	J	K	
MIN & STD	30	1/2	3/4	3C	1 1/2	1 3/16	9 1/2	11 1/2	6	1 7/8	
EXPWY	36	5/8	7/8	4C	3 1/4	2	13	15	7 1/2	2 1/4	



W560-3

SIGNS SHALL HAVE YELLOW REFLECTORIZED BACKGROUNDS WITH BLACK LEGENDS, BORDERS, AND SYMBOLS.

DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
		DETAILS OF WARNING SIGNS
		NO SCALE
		JANUARY 2000

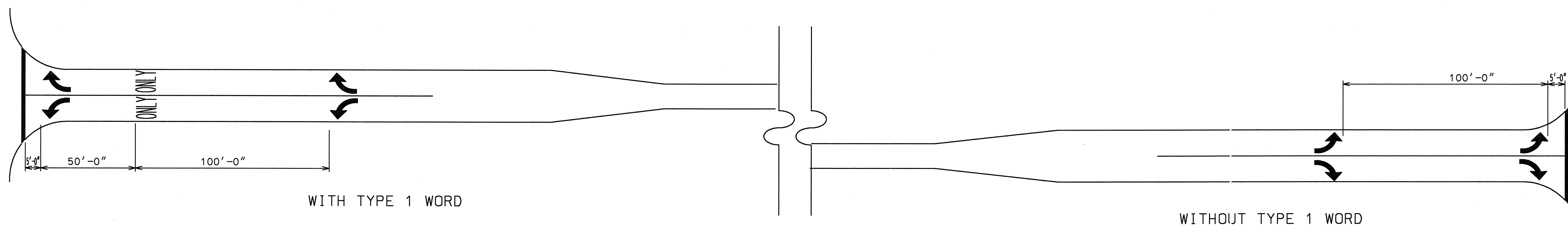


- GENERAL NOTES:
1. SPACING BETWEEN DOUBLE LINES SHALL BE EQUAL TO THE LINE WIDTH.
 2. EDGE LINES SHALL BE PLACED A MINIMUM OF 4 INCHES FROM THE NORMAL EDGE OF PAVEMENT.
 3. CONTRAST MARKINGS FOR SKIP STRIPING SHALL BE AS SHOWN IN DETAIL T-IIA.

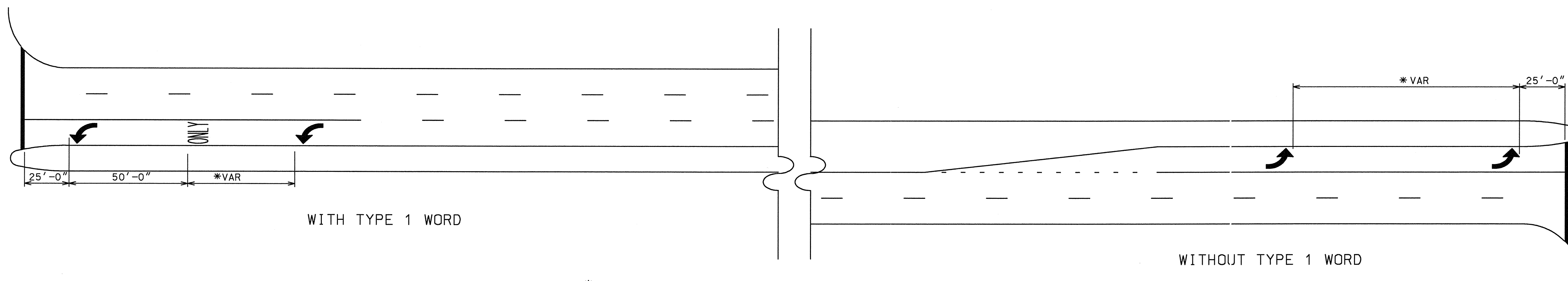
		9-15-16	DATE	DEPARTMENT OF TRANSPORTATION	
				STATE OF GEORGIA	
		3	REVISION	CONSTRUCTION DETAILS	
				PAVEMENT MARKING PLACEMENT	
				NON-LIMITED ACCESS ROADWAY	
				NO SCALE	JANUARY 2000
CDR	BY	DESIGNED	____	NUMBER	
		DRAWN	____	T-IIA	
		TRACED	____		
		CHECKED	____		

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

EXIT RAMP

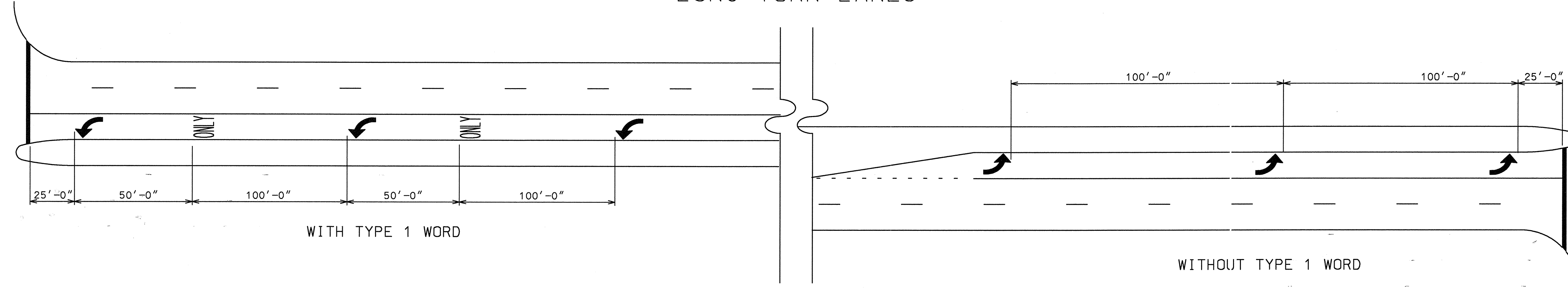


SHORT TURN LANES



* ADJUST TO MEET LOCAL CONDITIONS (NOT LESS THAN 50' NOR MORE THAN 100')

LONG TURN LANES



GENERAL NOTES:

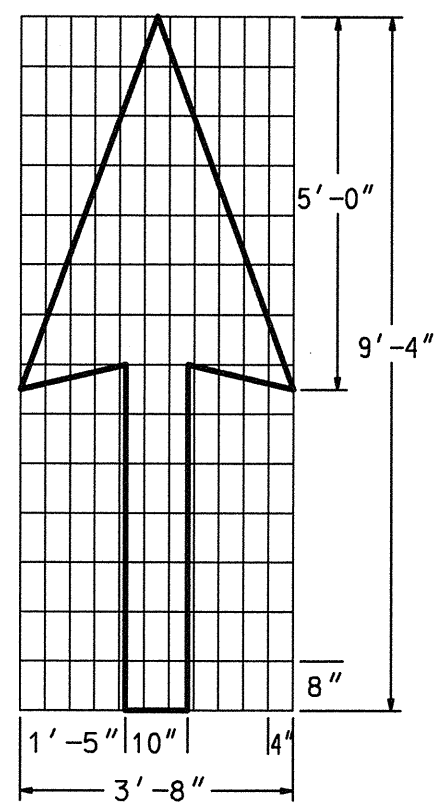
1. SPACING OF TYPE 2 ARROW IS REPRESENTATIVE OF SPACING FOR TYPE 1, TYPE 3, TYPE 4, & TYPE 5 ARROWS.
2. ALL TURNING LANES SHALL HAVE A MINIMUM OF 2 ARROWS.
3. GROUND MOUNTED OR OVERHEAD SIGNING SHALL BE SUPPLEMENTED BY TYPE 1 WORD.

DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN

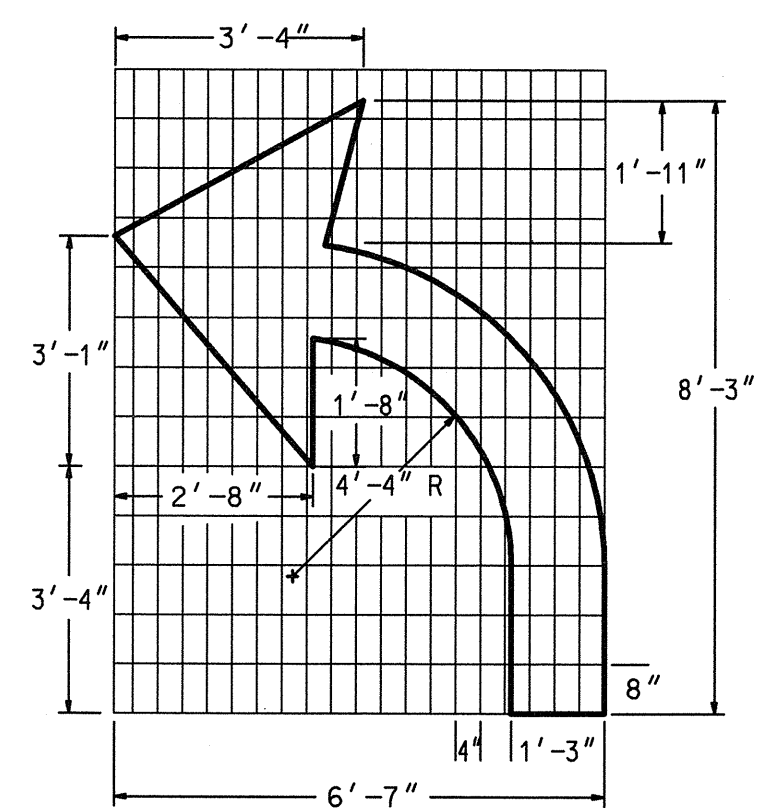
DETAILS OF PAVEMENT MARKING ARROW LOCATION

NO SCALE JANUARY 2000

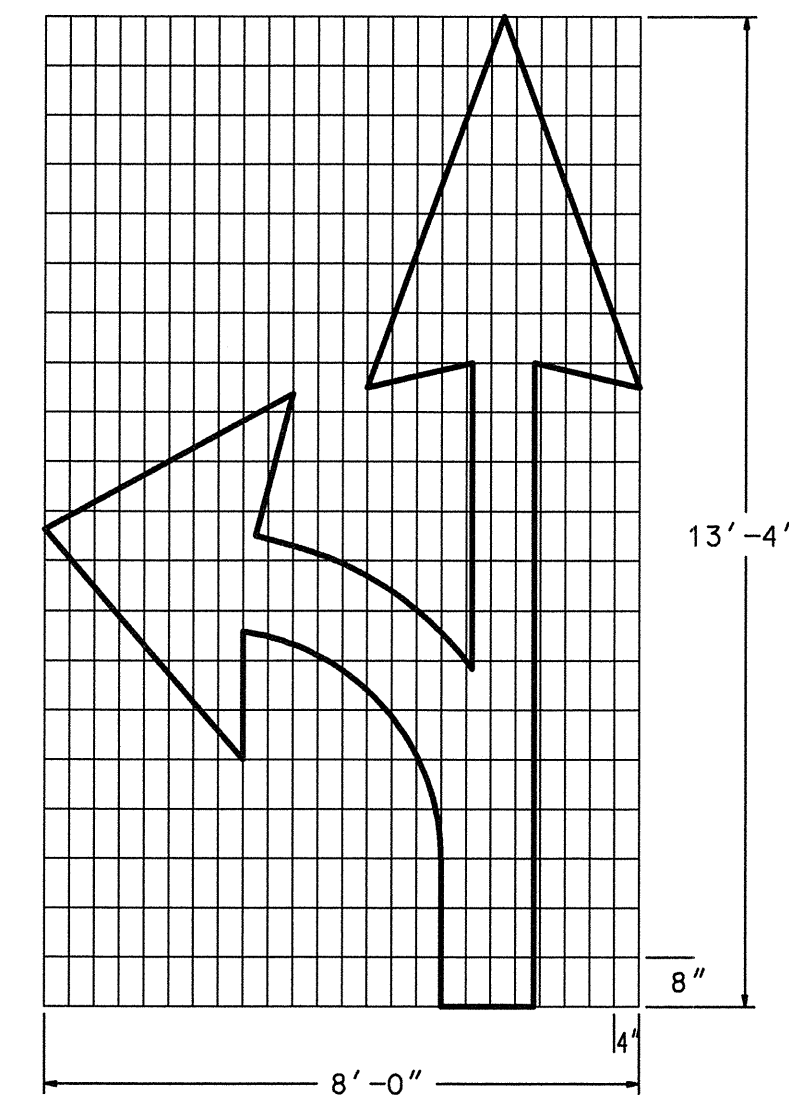
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



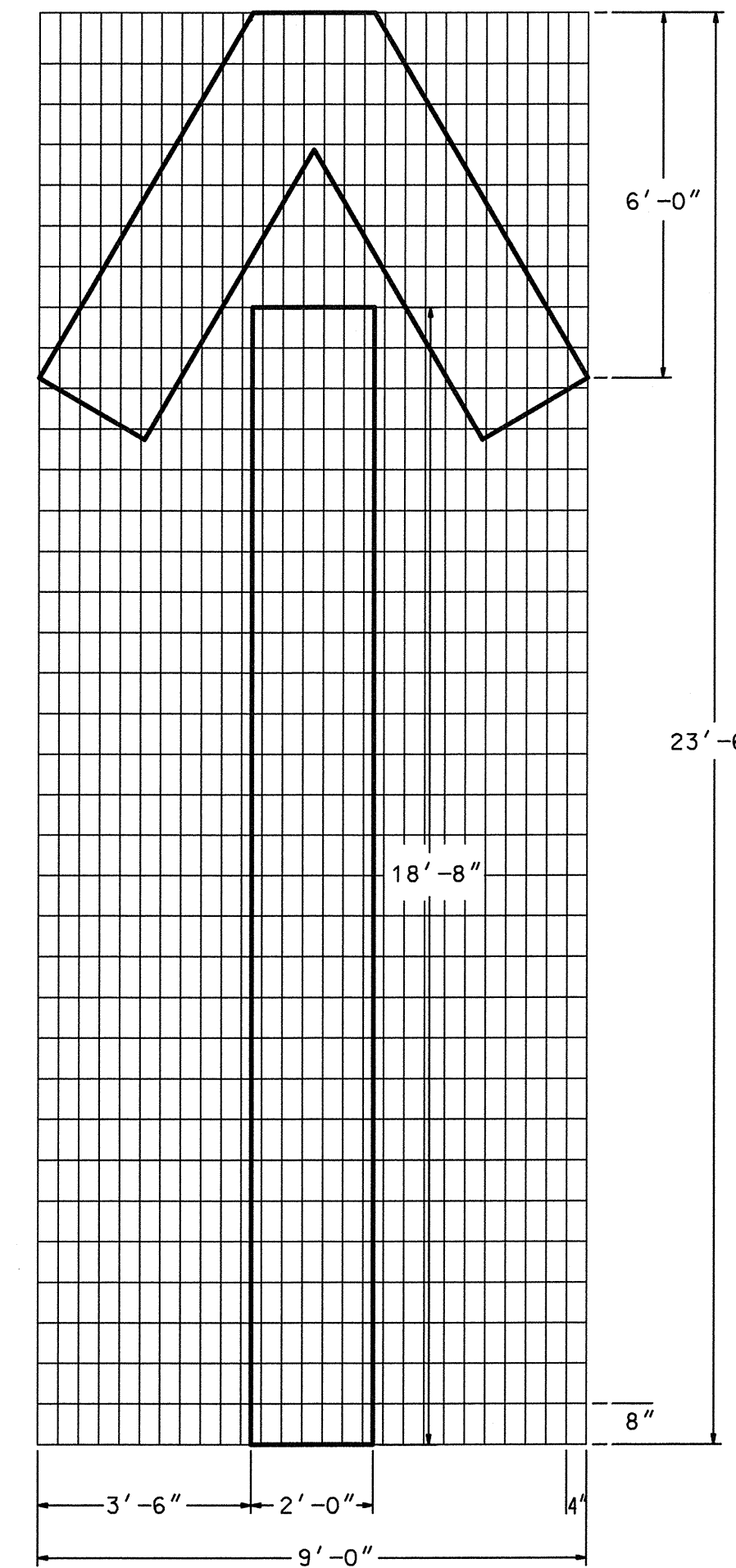
PAVEMENT MARKING, ARROW, TYPE 1
WHITE
(12.0 SQ. FT.)



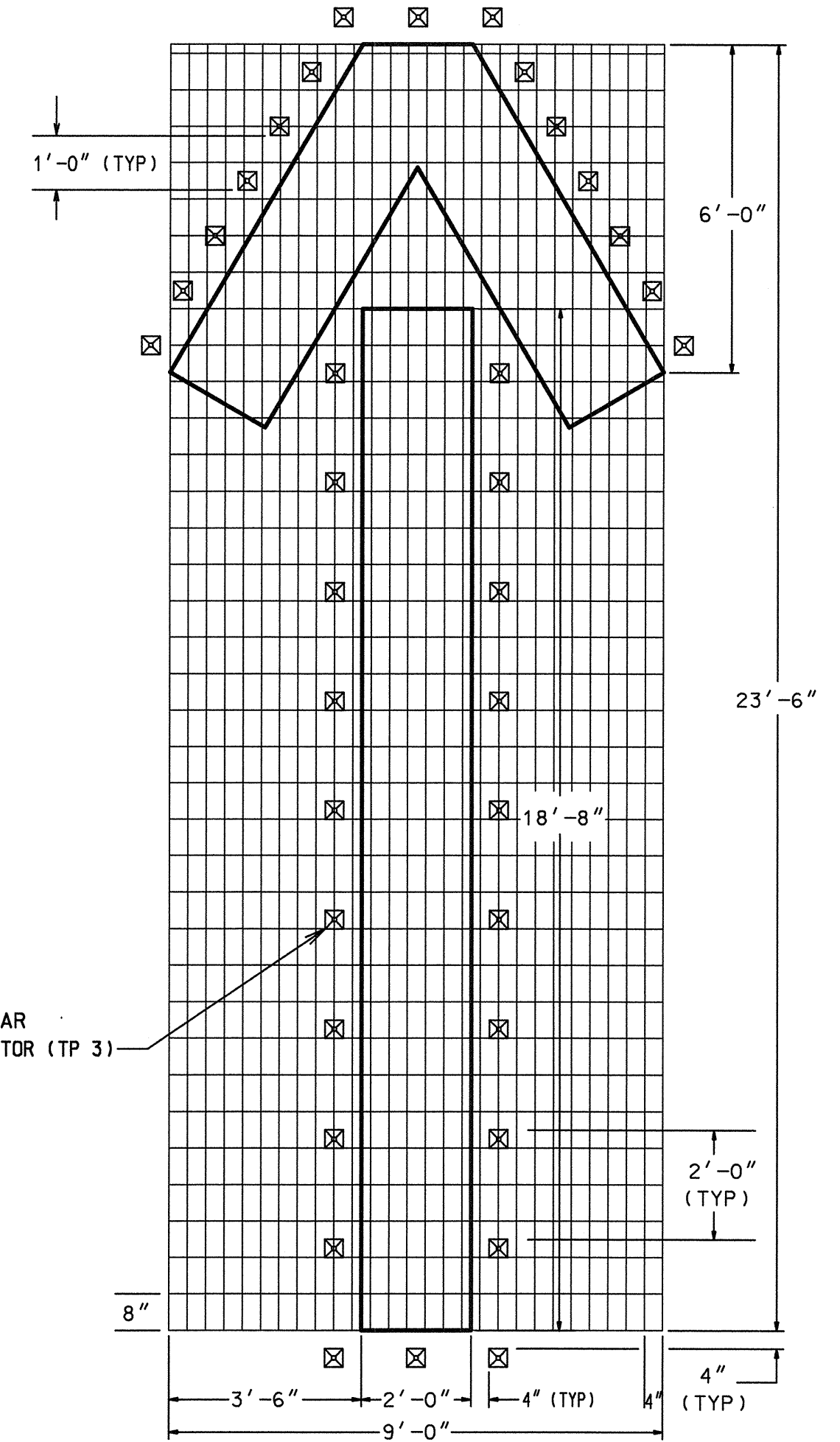
PAVEMENT MARKING, ARROW, TYPE 2
WHITE
(16.0 SQ. FT.)



PAVEMENT MARKING, ARROW, TYPE 3
WHITE
(28.5 SQ. FT.)

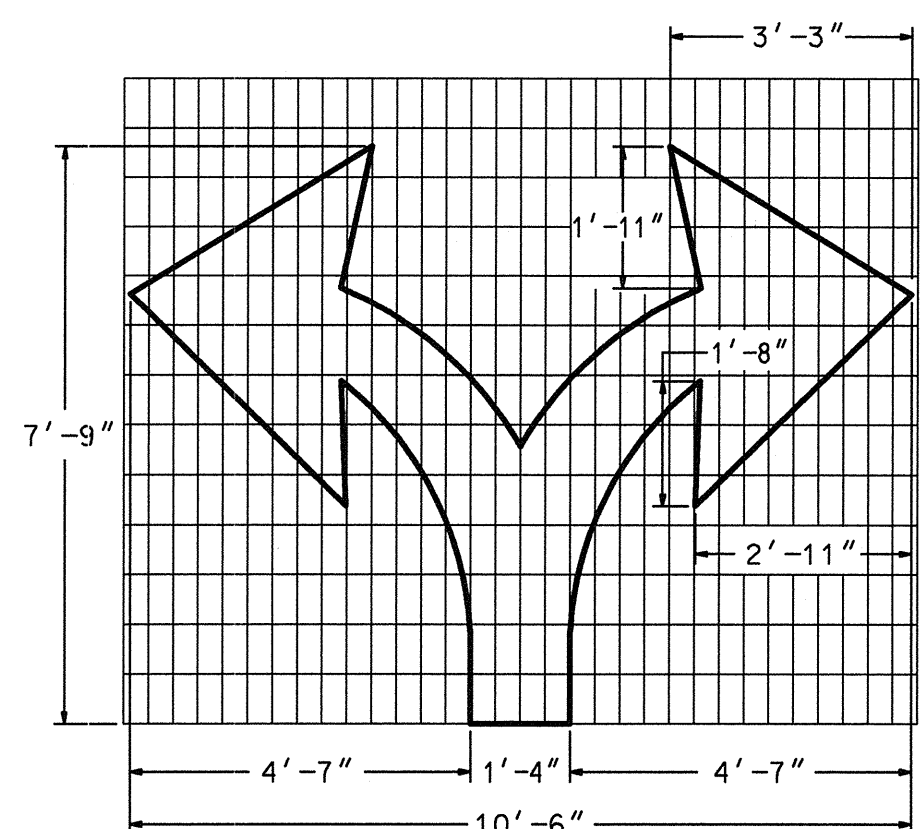


PAVEMENT MARKING, ARROW, TYPE 4
WHITE
(64.5 SQ. FT.)

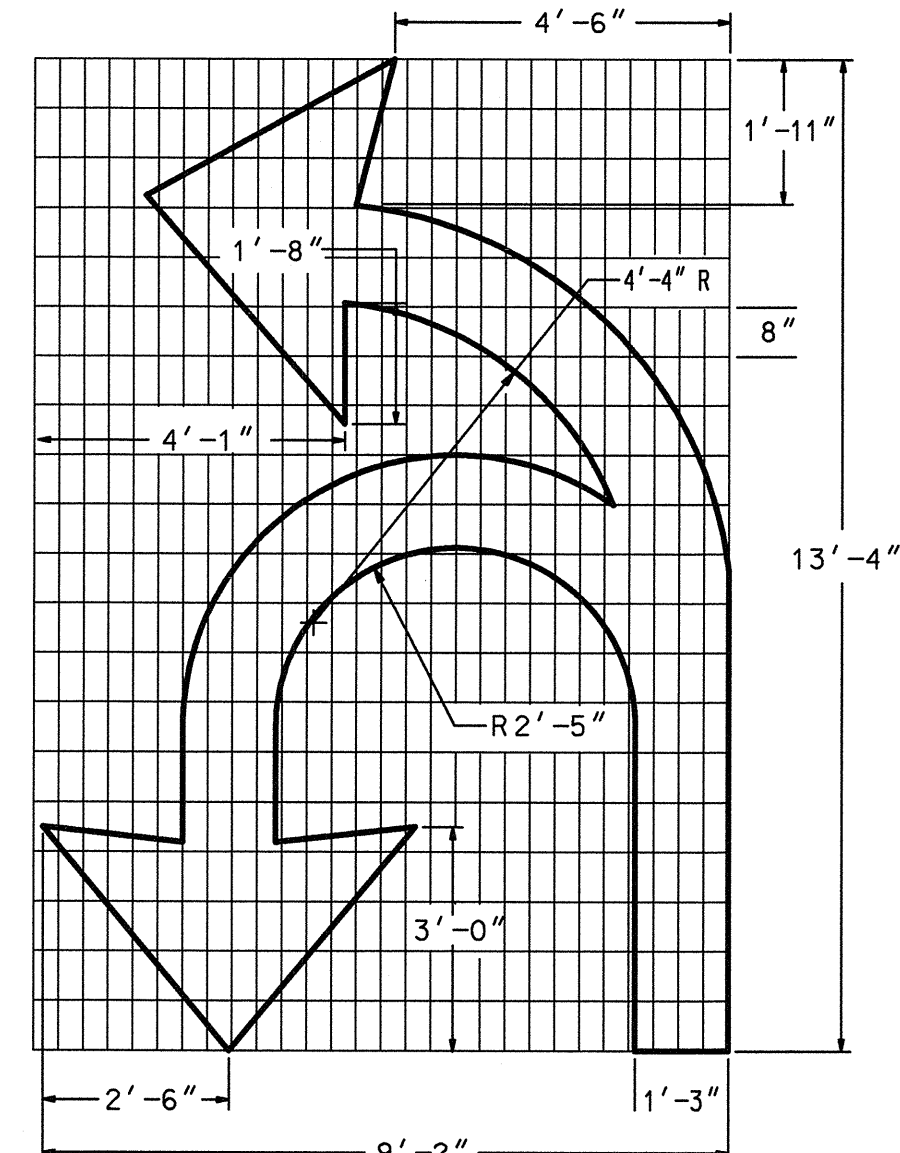


PAVEMENT MARKING, ARROW, WRONG WAY
WHITE
(64.5 SQ. FT.)

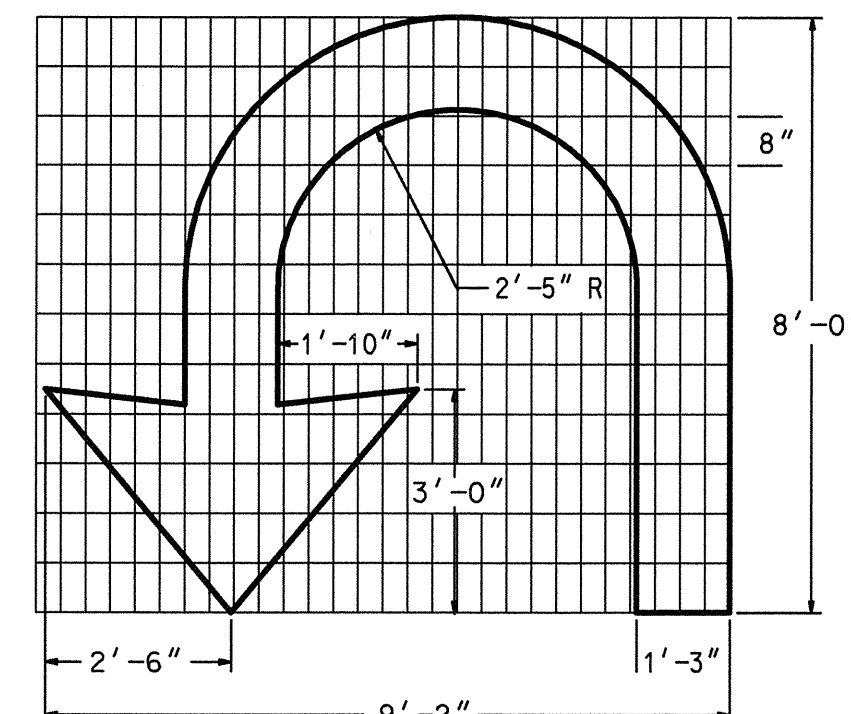
ARROW- WHITE REFLECTORIZED PAINT THERMOPLASTIC, AS SPECIFIED BY GEORGIA STANDARD SPECIFICATIONS, SECTION 655.



PAVEMENT MARKING, ARROW, TYPE 5
WHITE
(25.5 SQ. FT.)



PAVEMENT MARKING, ARROW, TYPE 6
WHITE
(42.0 SQ. FT.)

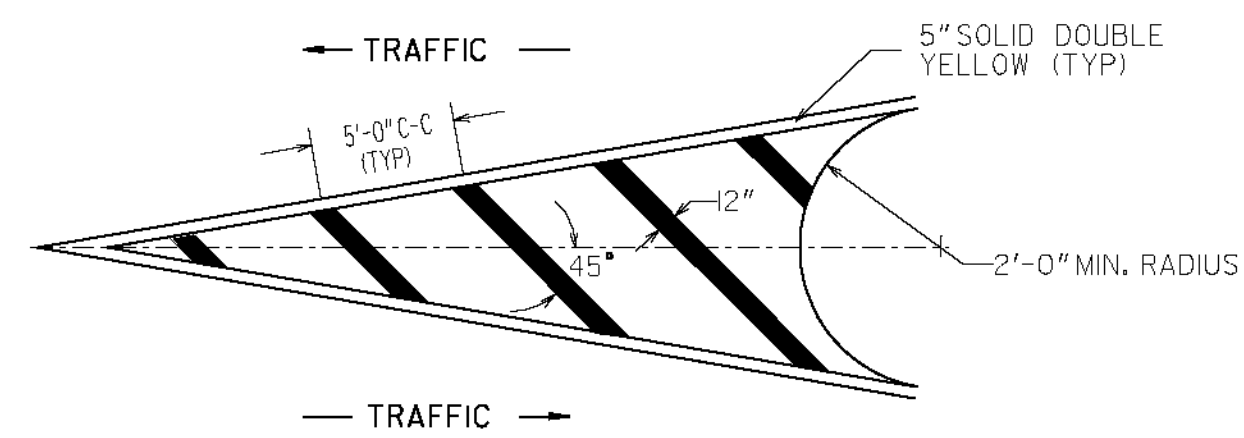


PAVEMENT MARKING, ARROW, TYPE 7
WHITE
(26.0 SQ. FT.)

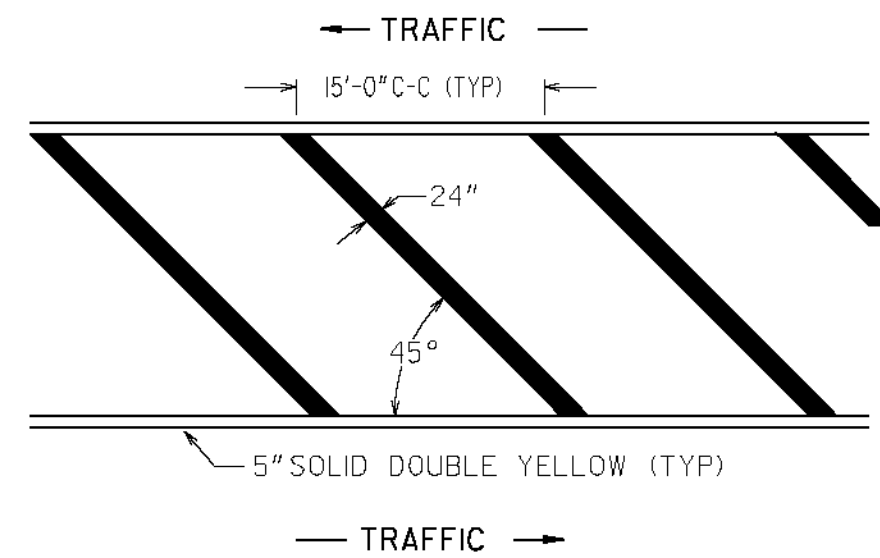
DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
4-11-00	CHANGED LOCATION OF RPMS ON WRONG WAY ARROW	

DETAILS OF
PAVEMENT MARKINGS-ARROWS
NO SCALE JANUARY 2000

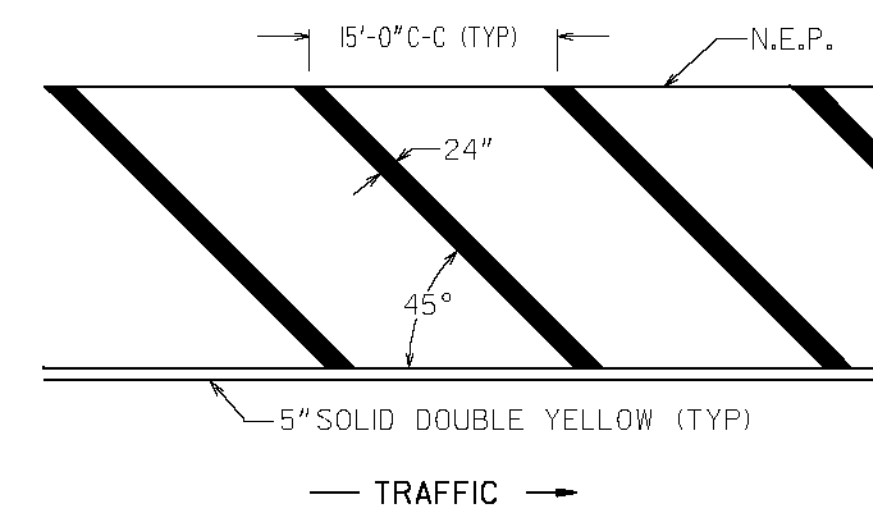
DETAIL "A" (YELLOW)



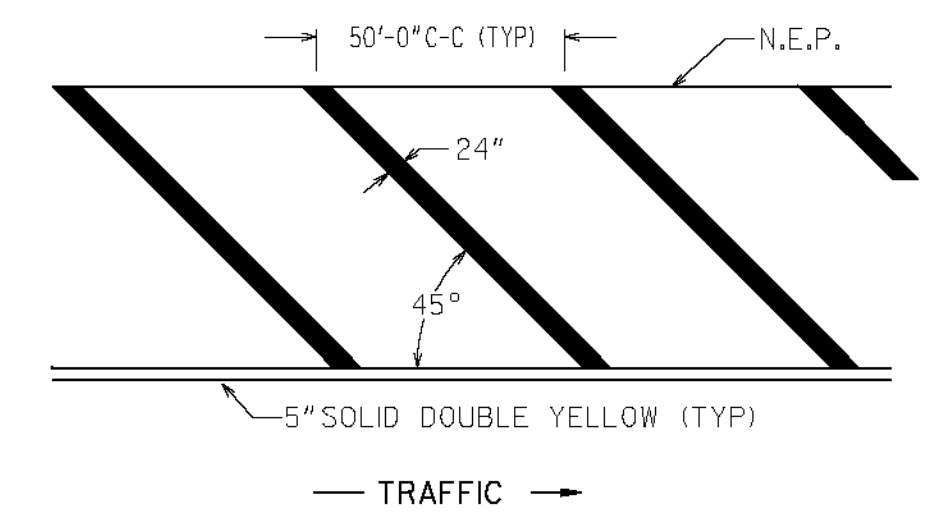
DETAIL "B" (YELLOW)



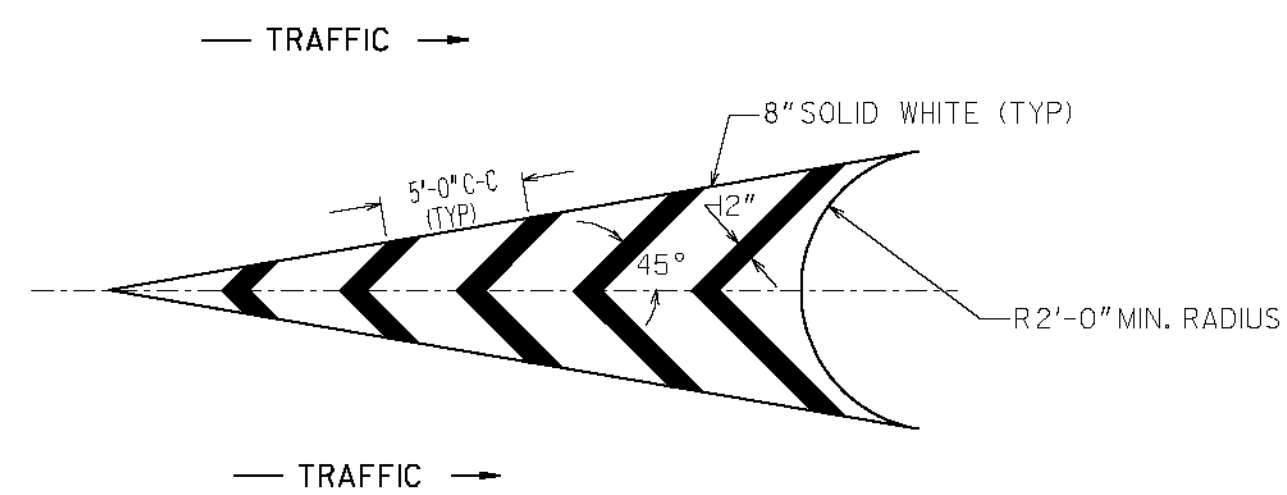
DETAIL "C" (YELLOW)



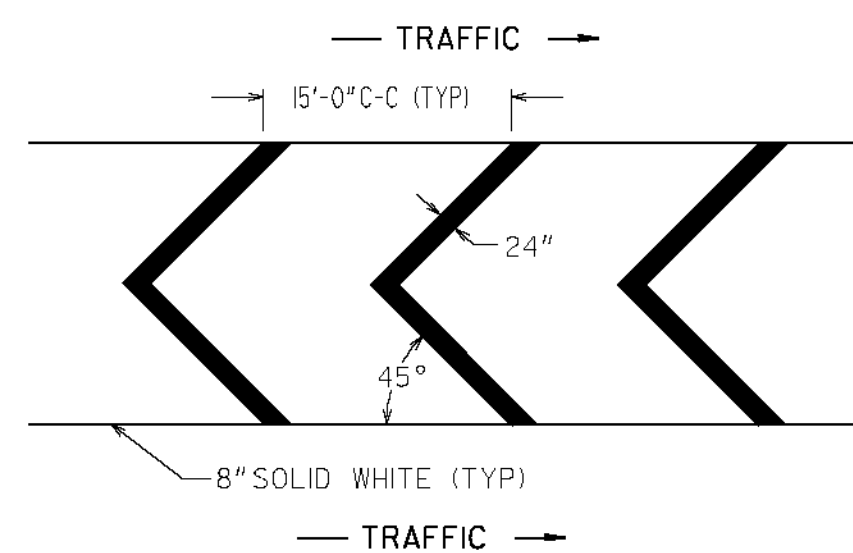
DETAIL "D" (YELLOW)



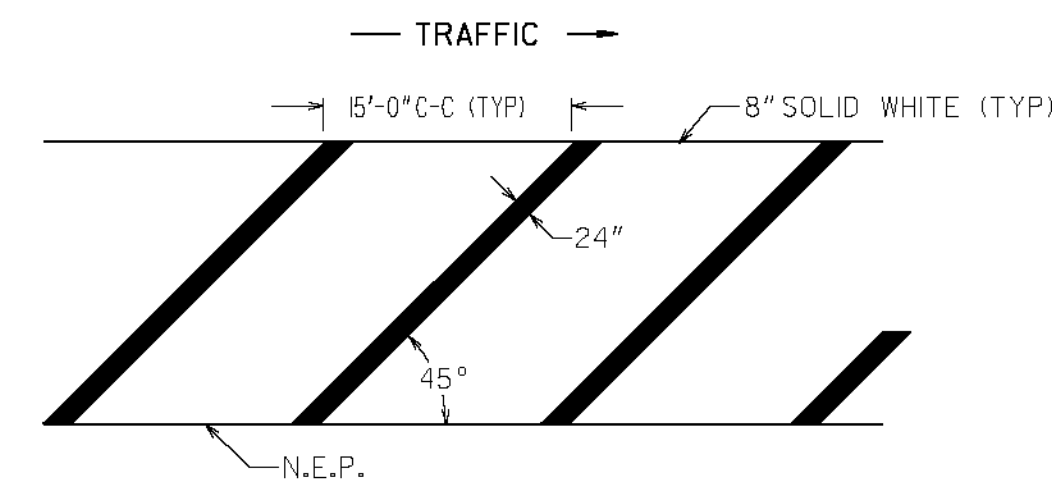
DETAIL "A" (WHITE)



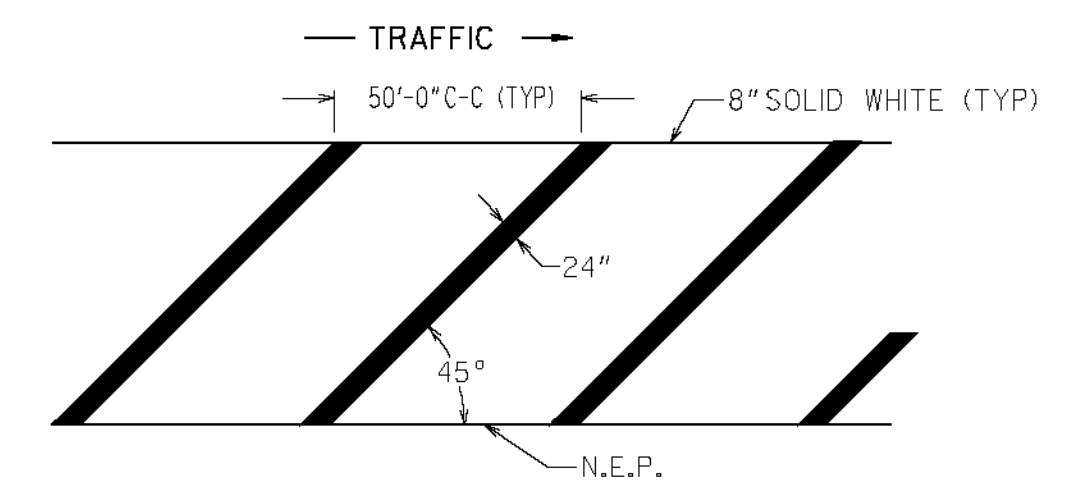
DETAIL "B" (WHITE)



DETAIL "C" (WHITE)



DETAIL "D" (WHITE)



GENERAL NOTES:

1. FOR YELLOW STRIPING, THE SQUARE YARDS SHOWN ON PLAN, SUMMARY AND DETAILED ESTIMATE SHEETS INCLUDE THE AREA WITHIN THE BORDERS AND THE 5" SOLID DOUBLE YELLOW BORDER.
2. FOR WHITE STRIPING, THE SQUARE YARDS SHOWN ON PLAN, SUMMARY AND DETAILED ESTIMATE SHEETS INCLUDES THE AREA WITHIN THE BORDERS AS WELL AS THE 8" SOLID WHITE BORDER.

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

- NO SCALE -

DATE	REVISIONS
6/25/04	Modified general note 1
1/18/05	CHANGED BORDER
11/21/08	Modified general note 1

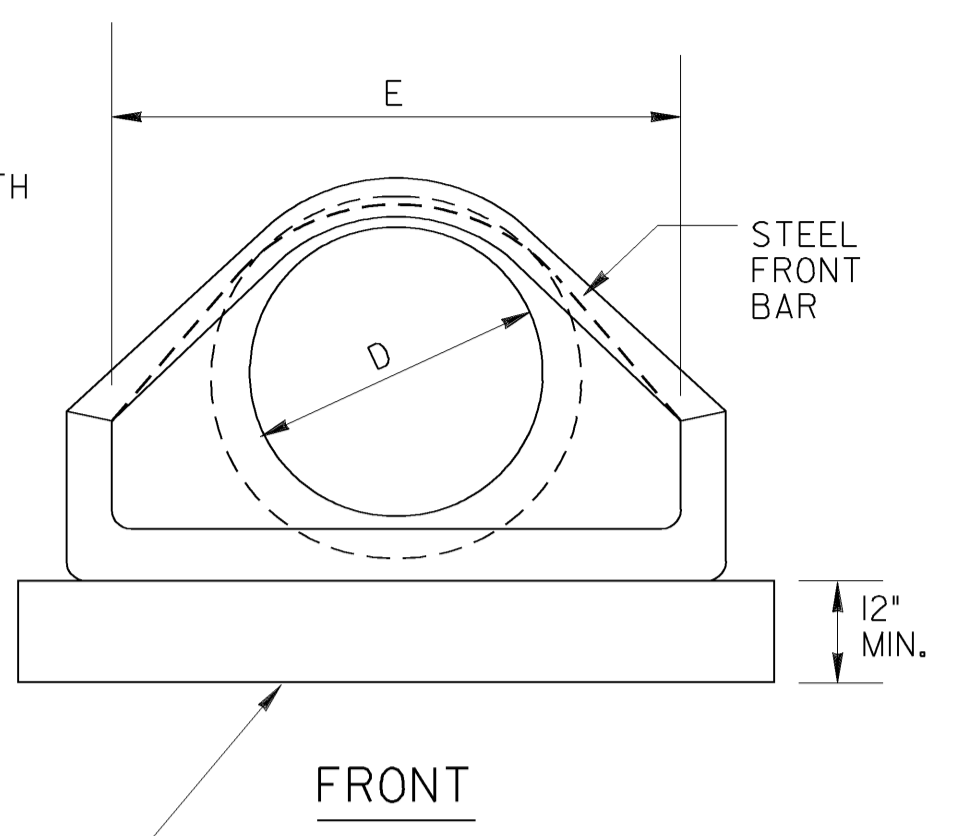
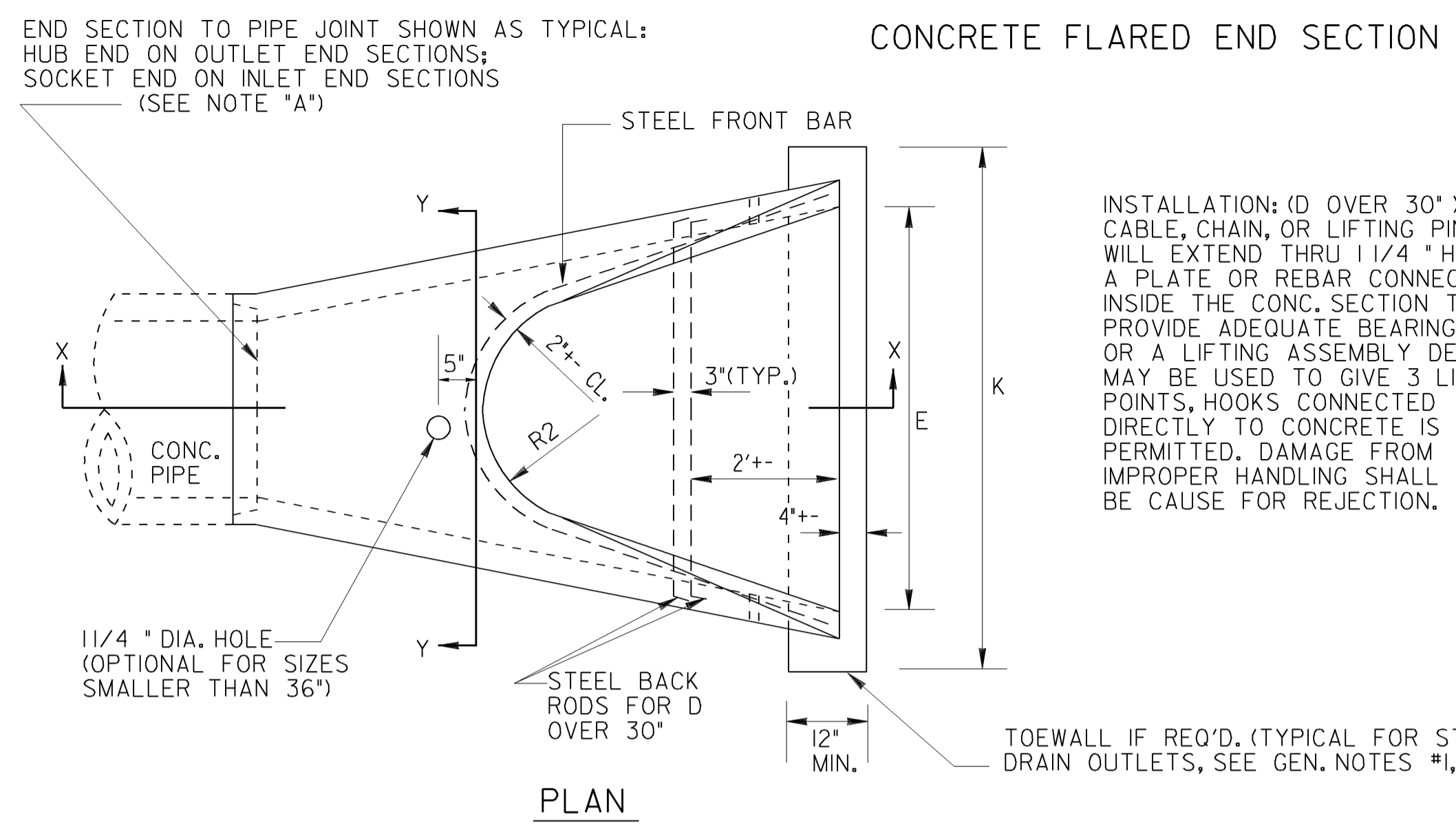
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: TRAFFIC OPERATIONS
SIGNING AND MARKING PLANS

DETAIL OF PAVEMENT MARKING
HATCHING
JANUARY 2000

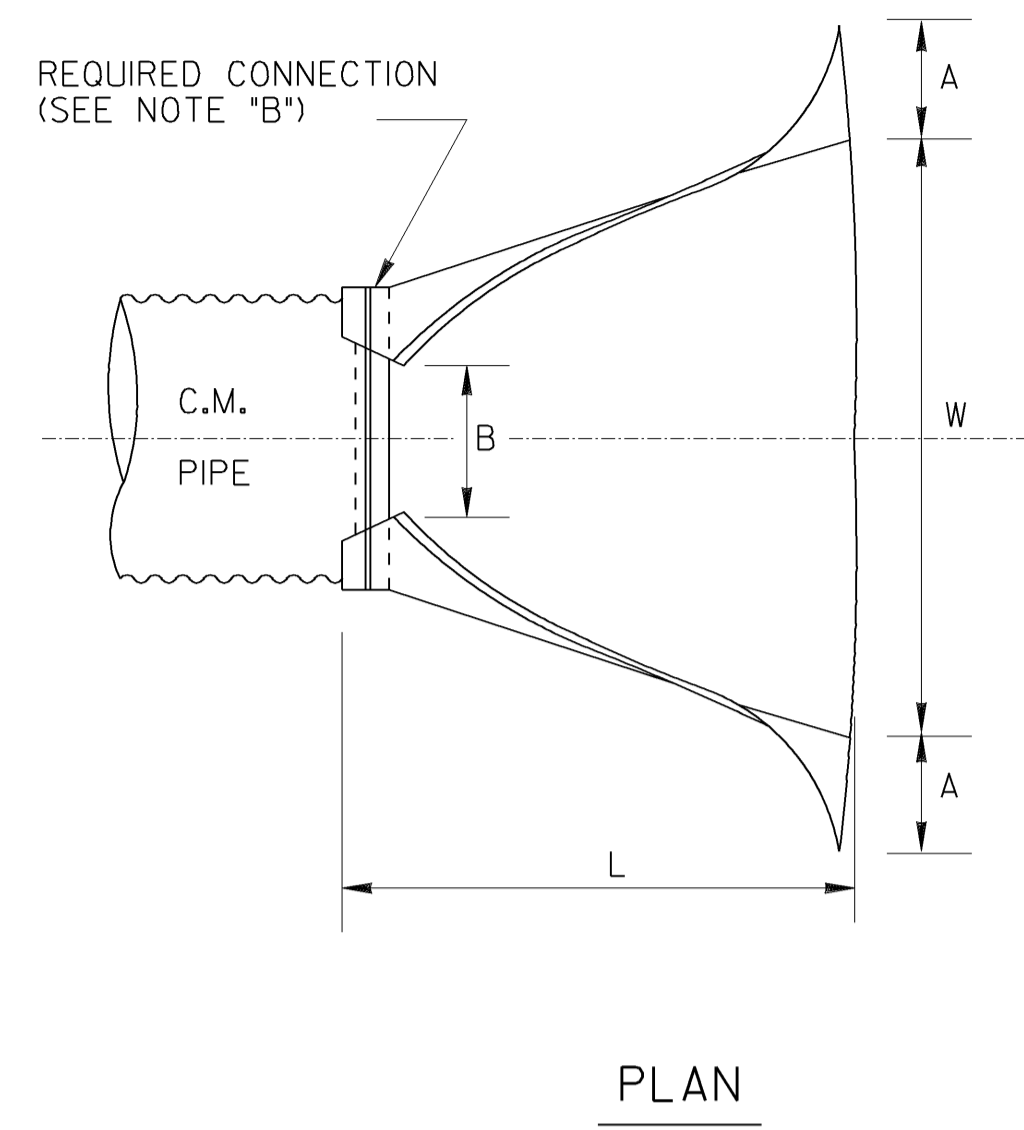
NUMBER
T -14

T-14

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



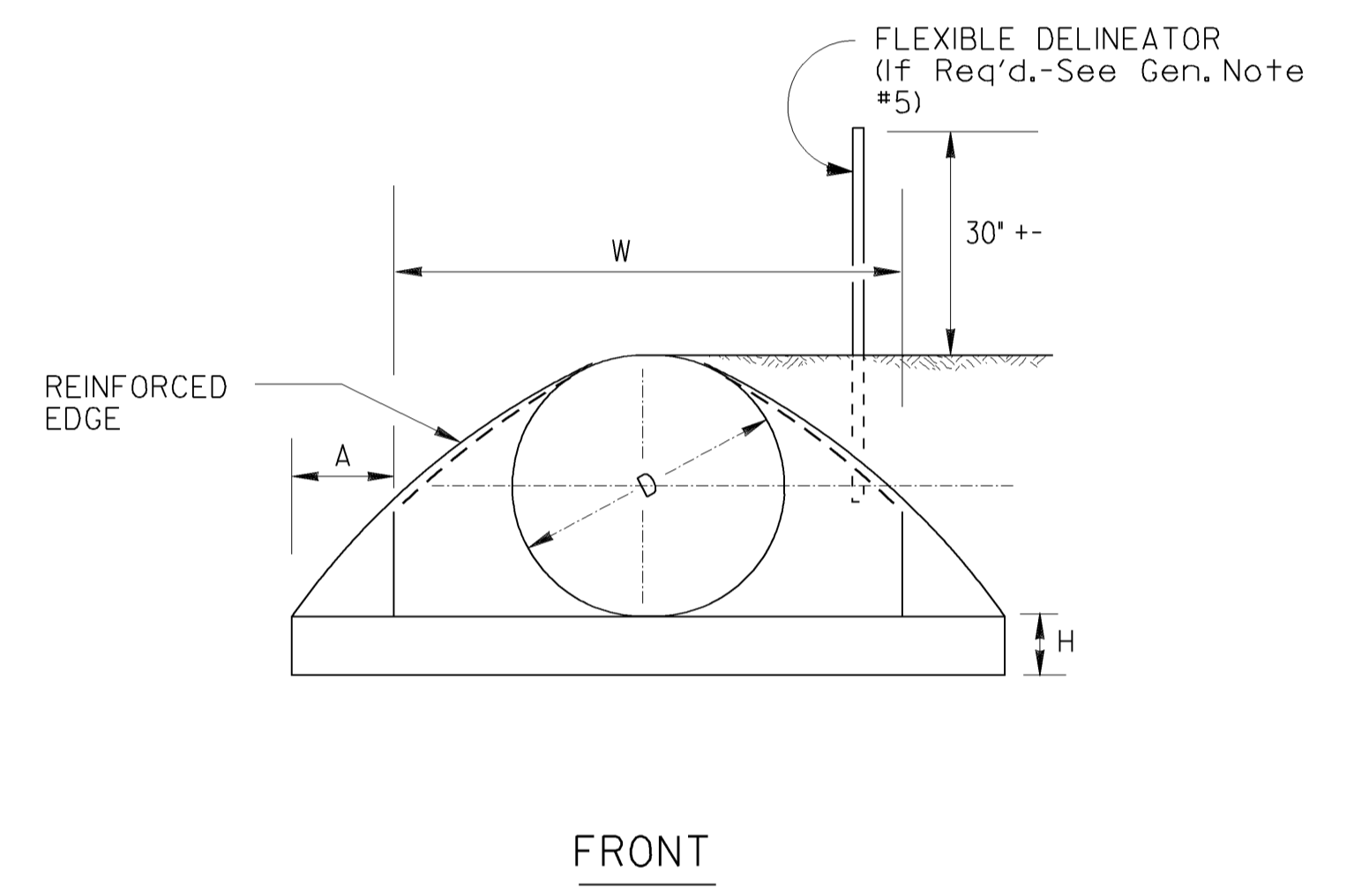
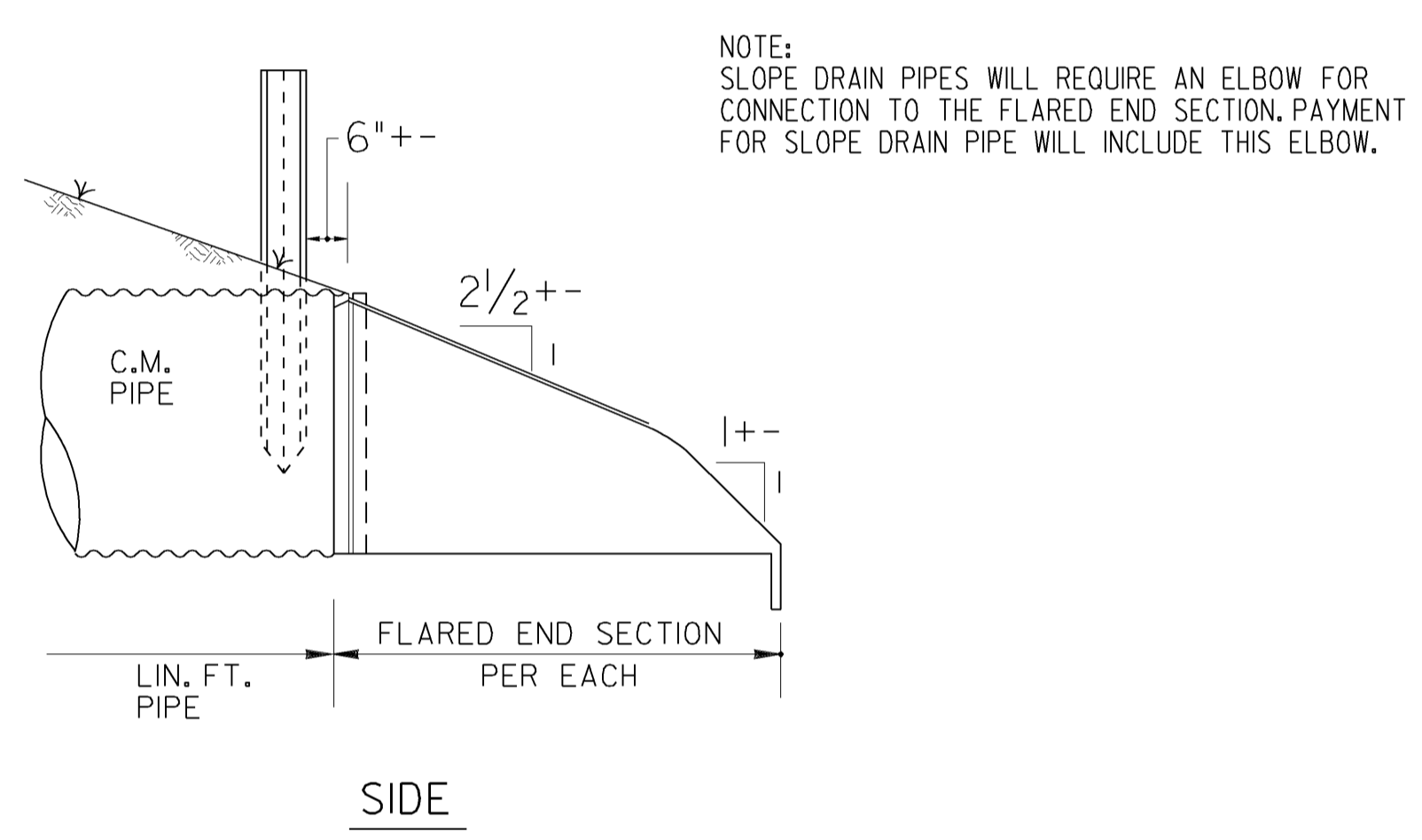
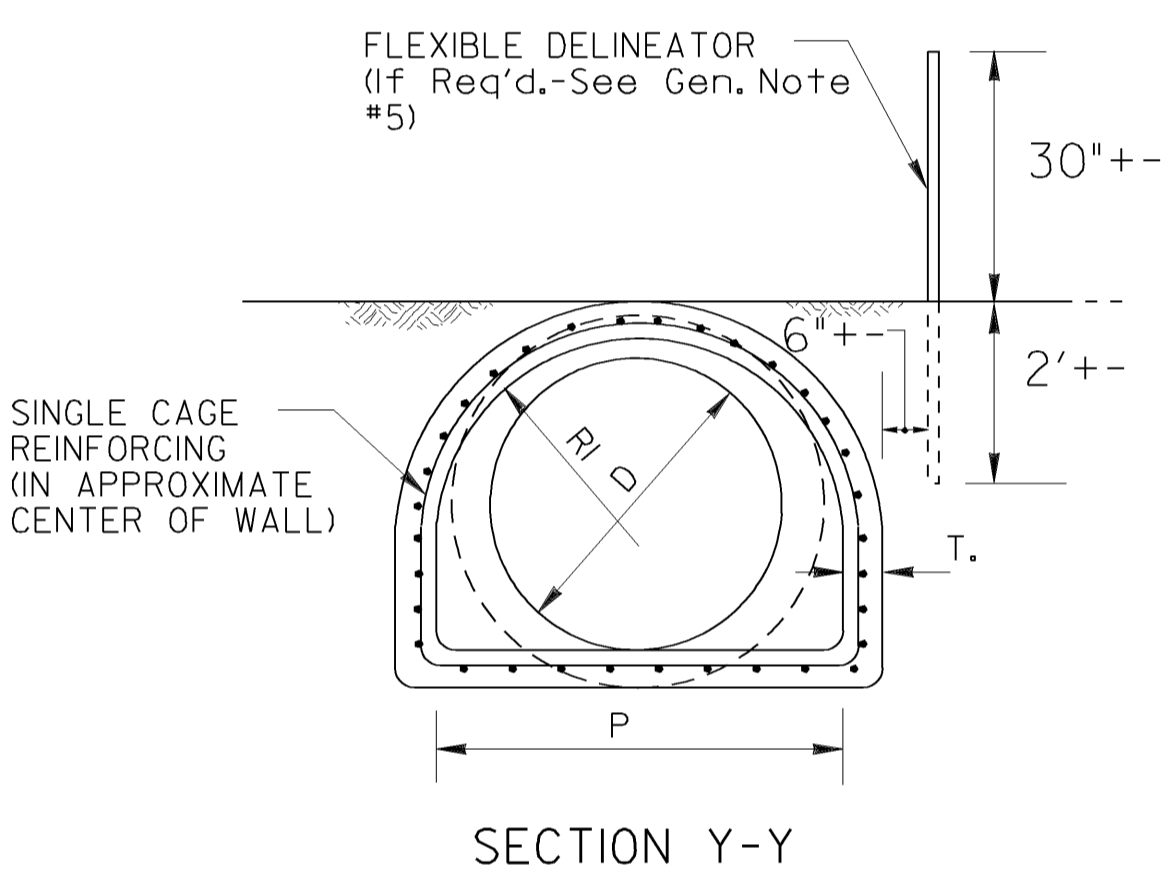
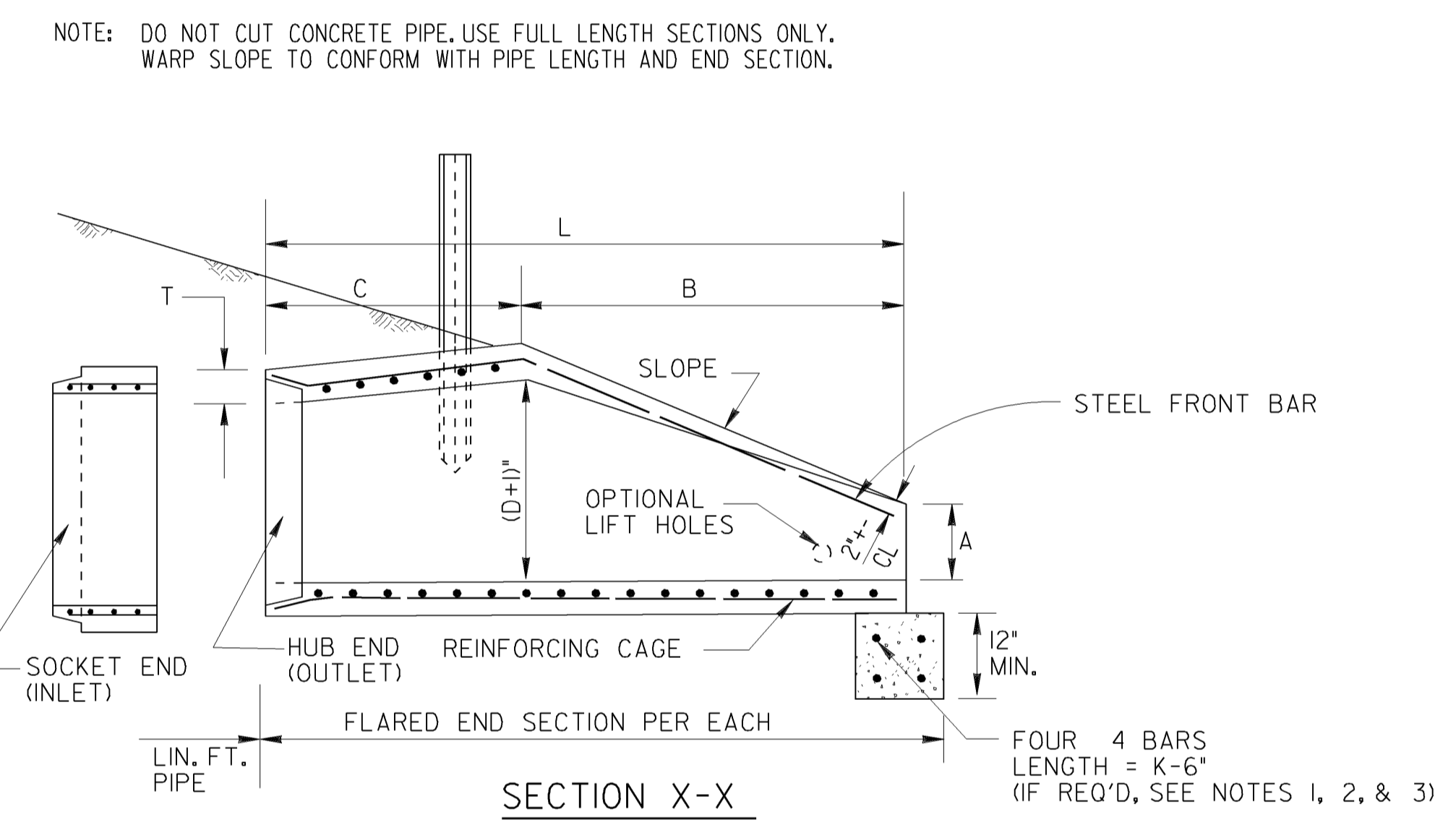
METAL FLARED END SECTION (USE ONLY WITH COR. METAL PIPE)



NOTE: GALVANIZED STEEL FLARED END SECTIONS ARE TO BE USED ONLY WITH CORRUGATED STEEL PIPE AND ALUMINUM FLARED END SECTIONS ARE TO BE USED ONLY WITH CORRUGATED ALUMINUM PIPE UNLESS OTHERWISE APPROVED BY D.O.T. OFFICE OF MATERIALS AND TESTS.

PIPE SIZE "D"	THICKNESS		A	B	H	L	W
	GALV. STEEL	ALUM.	A= 0.4D +- 1"	B=0.5 D +- 1"	H=0.25D +- 1" (MIN.6")	L=L.67D +- 1/2"	W=2.0D +- 2"
12"	.064"	.060"	5'	6'	6'	1'8"	2'0"
15"	.064"	.060"	6'	7'	6'	2'3"	2'6"
18"	.064"	.060"	7'	9'	6'	2'6"	3'0"
24"	.064"	.060"	9'	1'0"	6'	3'4"	4'0"
30"	.079"	.105"	1'0"	1'3"	7'	4'2"	5'0"
36"	.079"	.105"	1'2"	1'6"	9'	5'0"	6'0"
42"	.109"	.164"	1'5"	1'9"	10'	5'10"	7'0"

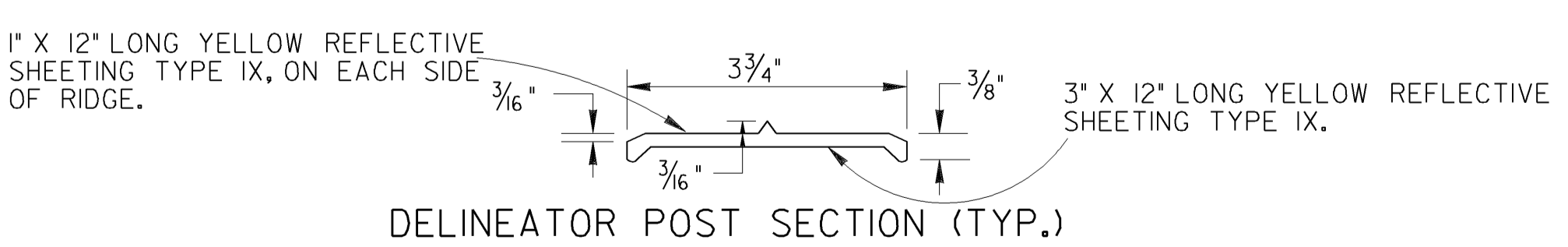
NOTE: WHERE METAL FLARED END SECTIONS ARE USED WITH MULTIPLE PIPE LINES, THE STANDARD SPACING BETWEEN PIPES (S=D OR 3 FT.) MAY HAVE TO BE INCREASED (S=1.75 D TYPICAL), TO PREVENT OVERLAP OF END SECTION WINGTIPS. SEE ALSO STD. 10300.



SPECIAL NOTE: FLARED END SECTIONS ARE NORMALLY LIMITED TO USE OUTSIDE THE CLEAR ZONE OR BEHIND BARRIER AND WHERE HYDRAULICS PERMIT. SEE OTHER STANDARDS OR DETAILS FOR TAPERED HEADWALLS, SAFETY SLOPE END SECTIONS OR OTHER PIPE END STRUCTURES.

GENERAL NOTES :

- TOEWALLS ARE REQ'D. FOR OUTLETS OF CONC. STORM DRAINS, EXCEPT WHERE DITCH PAVING OR OTHER EROSION PROTECTION IS PROVIDED OR WHERE THE OUTLET VELOCITY IS LESS THAN 8 FT./SEC. TOEWALLS ARE NOT REQUIRED FOR SIDE DRAINS, SLOPE DRAINS OR INLETS OF STORM DRAINS THIS CRITERIA MAY BE VARIED WHERE SPECIFIED BY THE DESIGNER OR THE ENGINEER.
- TOEWALLS WILL BE PAID FOR AS CU. YDS. OF CLASS "A" OR "B" CONCRETE. CONTRACTOR MAY ELECT TO CONSTRUCT TOE WALL WITH SAND CEMENT BAG RIPRAP OR STONE RIPRAP TO SAME MINIMUM DIMENSIONS WITH NO ADDITIONAL PAYMENT.
- PRECAST TOEWALLS SHALL BE CL. "A" CONCRETE; CAST-IN-PLACE TOEWALLS MAY BE CL. "A" OR "B" CONCRETE AND MAY BE TRENCH FORMED. WHERE PLANS ITEMIZE ONE CLASS OF CONCRETE AND CONTRACTOR ELECTS TO USE OTHER CLASS, NO ADDITIONAL PAYMENT IS MADE. NO PAYMENT IS MADE FOR STEEL IN TOEWALL.
- CENTERLINE OF FLARED END SECTION WILL ALIGN WITH CENTERLINE OF PIPE, IF PIPE IS SKEWED, THE EMBANKMENT SLOPE WILL BE WARPED TO CONFORM WITH END SECTION.
- FLEXIBLE DELINEATORS SHALL BE REQUIRED AT CROSS DRAIN FLARED END SECTIONS, BOTH INLET AND OUTLET. PAYMENT FOR FLARED END SECTION WILL INCLUDE DELINEATORS, SEE DETAIL AND NOTES BELOW. DELINEATORS NOT REQ'D. FOR SIDE DRAIN, SLOPE DRAIN, OR LONG PIPE.



NOTE: DELINEATOR POST SHALL CONFORM TO SEC. 911 FOR FLEXIBLE DELINEATOR POST EXCEPT REFLECTIVE SHEETING IS NOT REQUIRED AND LENGTH IS 4'-6" FROM TOP TO BOTTOM POINT. ALTERNATES PERMITTED IF APPROVED BY D.O.T. LABORATORY.

SPECIAL NOTE : PIPE SIZES (D) ARE "NOMINAL-MINIMUM" INSIDE DIAMETERS IN ACCORDANCE WITH GEORGIA STANDARD FOR PIPE CULVERTS. "D" DIMENSION FOR FLARED END SECTION SHALL EQUAL THE "D" DIMENSION FOR CONNECTING PIPE CULVERT.

- NOTE "B": THE CONNECTION BETWEEN METAL FLARED END SECTION AND C.M. PIPE WILL BE ONE OF THE FOLLOWING:
- A STRAP BAND OR THREADED ROD PROVIDED BY THE MANUFACTURER WILL LOCK END SECTION ONTO PIPE. A CORRUGATION AT THE PIPE AND WILL BE NON-SPIRALED (PERPENDICULAR TO CL OF PIPE)
 - A DIMPLE BAND COLLAR WILL BE SHOP BOLTED TO END SECTION. PIPE WILL BE INSERTED INTO BAND COLLAR TO MEET THE END SECTION.
 - A STUB PIPE WILL BE RIVITED TO THE END SECTION AND THE MAIN PIPE CONNECTED TO THE STUB WITH A NORMAL CONNECTING BAND.
 - OTHER TYPE CONNECTION IF RECOMMENDED BY MANUFACTURER AND APPROVED BY THE D.O.T.

DIMENSIONS AND REINFORCING FOR CONCRETE FLARED END SECTIONS (+- 1" TOLERANCE)											OUTLET TOEWALL (IF REQ'D)		
PIPE DIA	FRONT BAR	BACK RODS	SLOPE +-	A	B	C	L	E	P	R1	R2	K = E + 2'	CU.YDS. CONC.
12"	1-#3 x 5' 4"	NOT REQ'D.	2.2%	4"	2'0"	4' 1"	6' 1"	2'0"	1'8"	10"	9"	4'-0"	.148
15"	1-#3 x 6' 0"	NOT REQ'D.	2.2%	6"	2'3"	3'10"	6' 1"	2'6"	2'0"	1'0"	11"	4'-6"	.167
18"	1-#3 x 7' 2"	NOT REQ'D.	2.2%	9"	2'3"	3'10"	6' 1"	3'0"	2'5"	1'4"	1'0"	5'-0"	.185
24"	1-#3 x 9' 10"	NOT REQ'D.	2.4%	10"	3'8"	2' 6"	6' 2"	4'0"	2'9"	1'5"	1'2"	6'-0"	.222
30"	1-#4 x 11' 8"	NOT REQ'D.	2.4%	12"	4'6"	1' 8"	6' 2"	5'0"	3' 1"	1'6"	1'3"	7'-0"	.259
36"	1-#4 x 13' 10"	2-#4 x 6' 3"	2.4%	15"	5'3"	2' 11"	8' 2"	6'0"	4'0"	2'0"	1'8"	8'-0"	.296
42"	1-#4 x 13' 10"	2-#4 x 7' 4"	2.4%	21"	5'3"	2' 11"	8' 2"	6'6"	4'6"	2'4"	1'10"	8'-6"	.315

NOTE: SPECIFIED REINFORCING IS MINIMAL AND MAY BE INCREASED AT PRODUCERS OPTION TO AID CASTING & HANDLING. ALTERNATE REINFORCEMENT PERMITTED IF APPROVED.

NOTE: "C" AND "L" DIMENSION MAY BE MEASURED TO EITHER END OF JOINT CONNECTION AT PIPE.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD FLARED END SECTIONS FOR PIPES

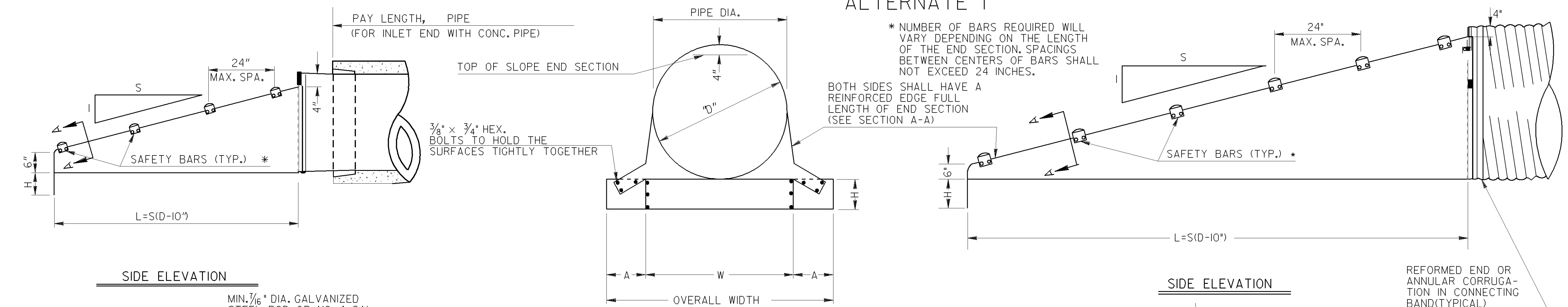
NO SCALE REV. & REDR. SEPT., 1999

REV.	DATE	BY	CHK.	DES.	REV.	RETR.	CHK.
6-9-06				(SUBMITTED) <i>[Signature]</i>			
				STATE ROAD & AIRPORT DESIGN ENGINEER			
				(APPROVED) <i>[Signature]</i>			
				CHIEF ENGINEER			

NUMBER 1120

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

ALTERNATE 1



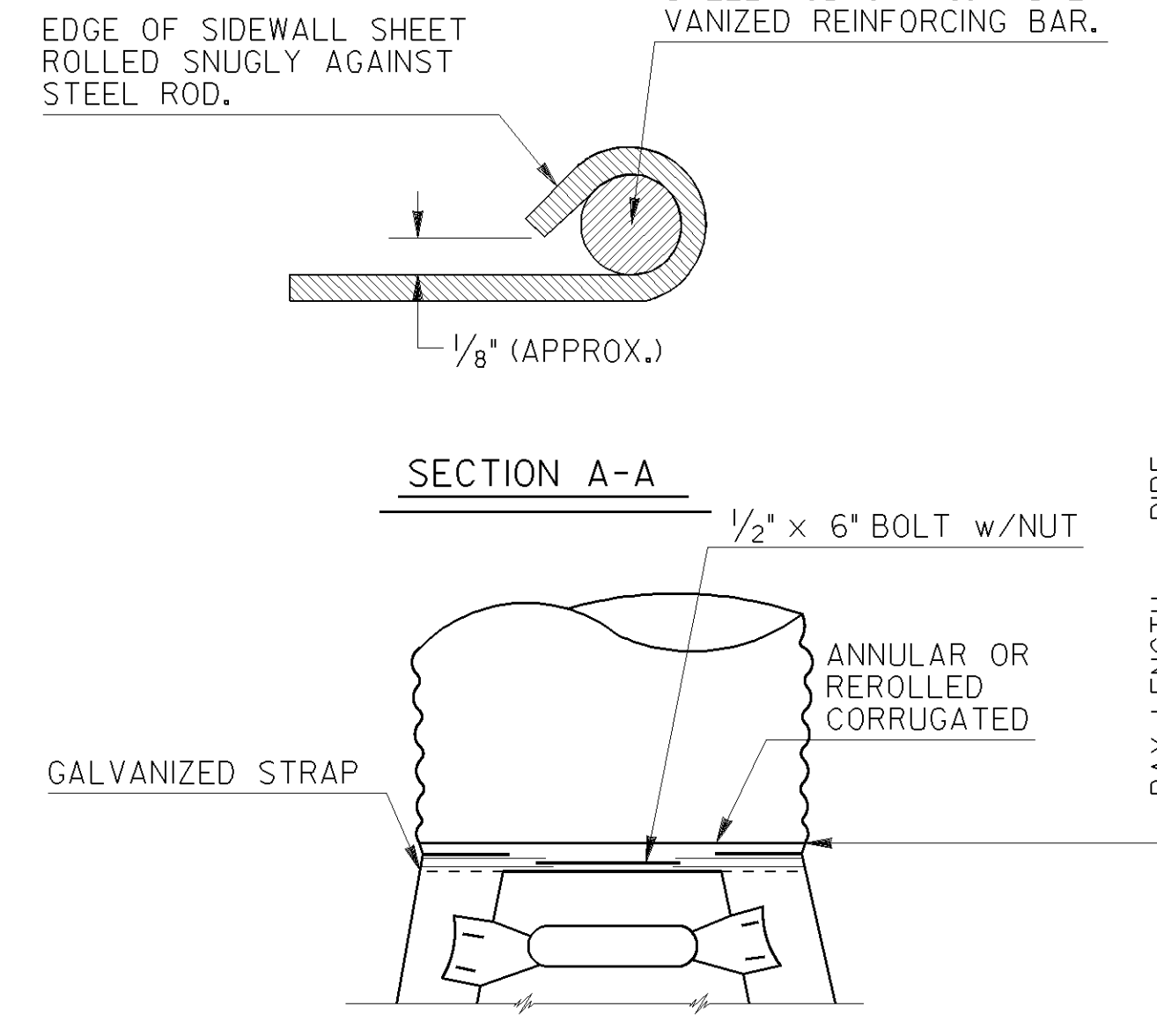
GENERAL NOTES ALTERNATE 1

GALVANIZED STEEL SHEET
USE GALVANIZED STEEL SHEET CONFORMING TO AASHTO M 218.

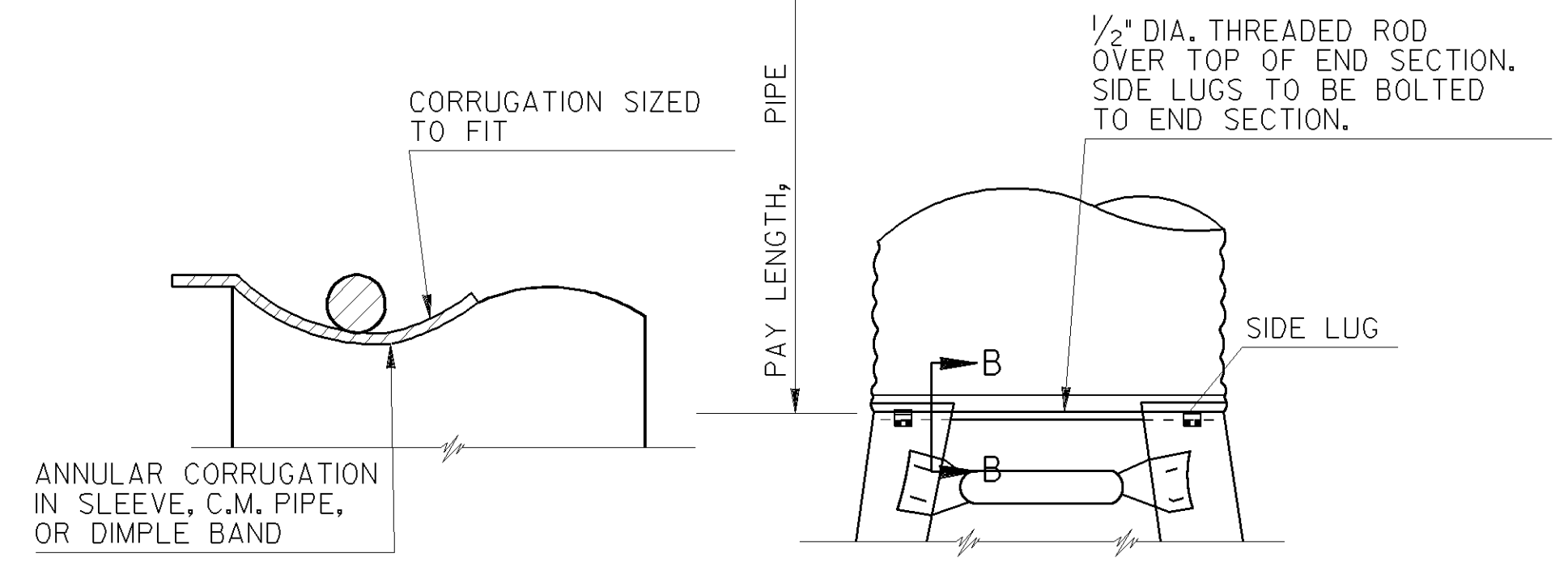
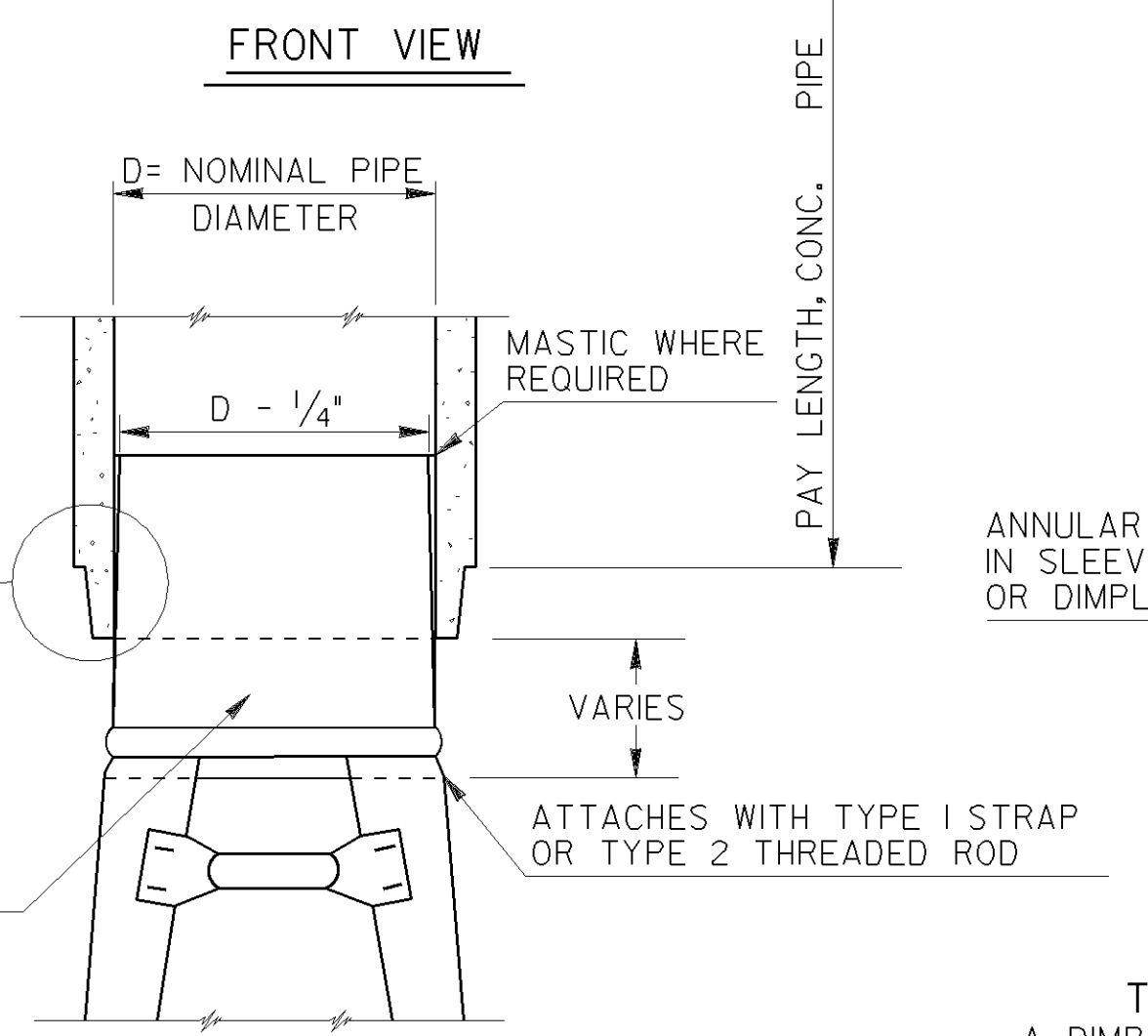
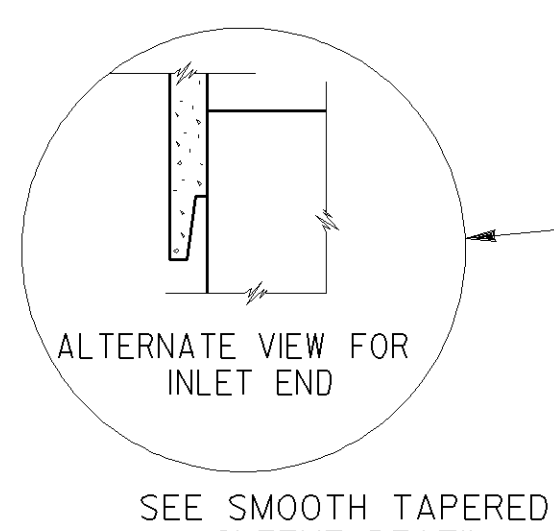
CONNECTORS
PAYMENT FOR END SECTION SHALL INCLUDE CONNECTION OF THE TYPE REQUIRED FOR THE SIDE DRAIN USED.

SAFETY BARS
SHALL BE 3" SCHEDULE 40 GALVANIZED STEEL PIPE. PIPE TO BE GALVANIZED AFTER FORMING. SAFETY BAR(S) SHALL BE REQUIRED FOR ALL SAFETY END SECTIONS.

MISCELLANEOUS DETAILS
DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE MANUFACTURER'S REQUIREMENTS, SUBJECT TO APPROVAL BY THE D.O.T.'S LABORATORY. A SAMPLE MUST BE SUBMITTED TO PRE-QUALIFY THE PRODUCT.

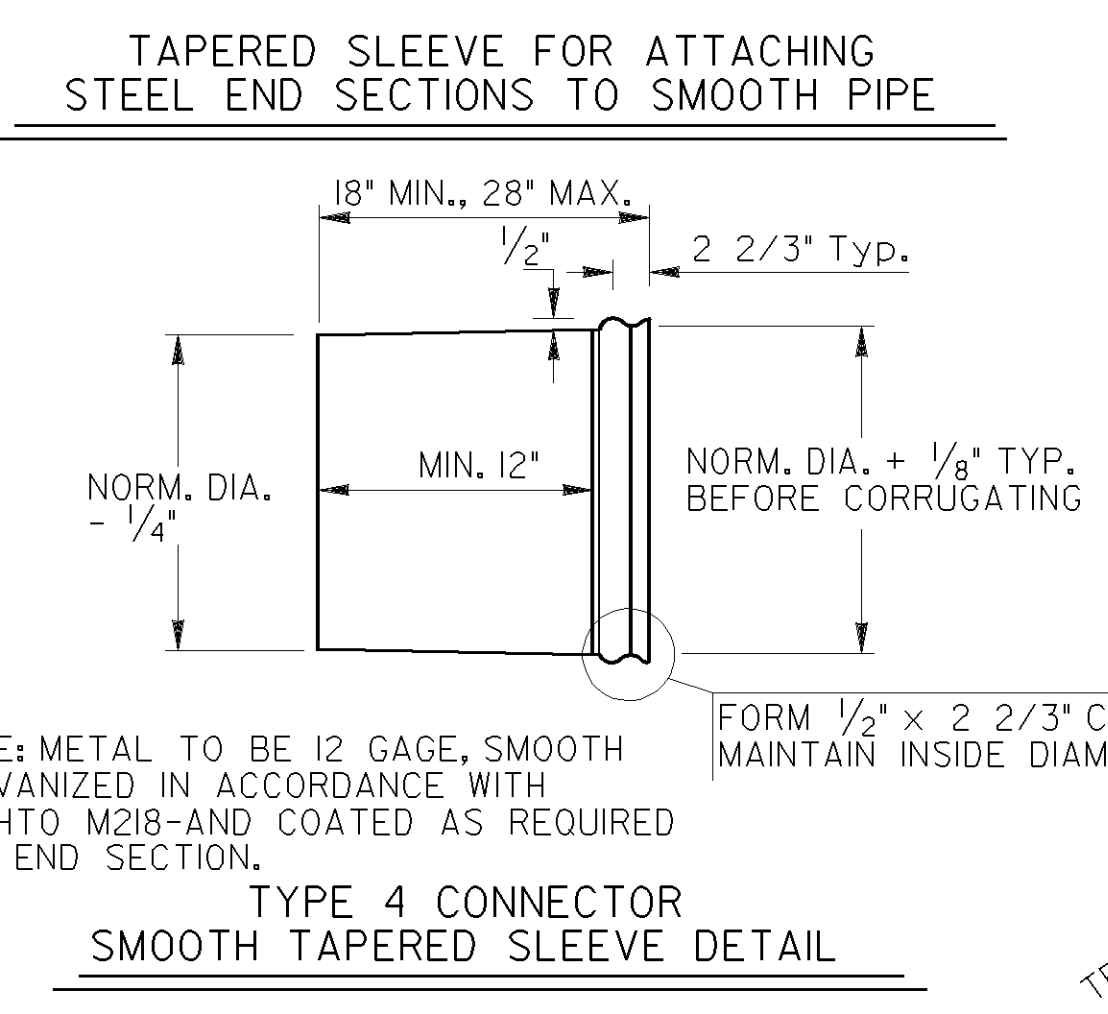
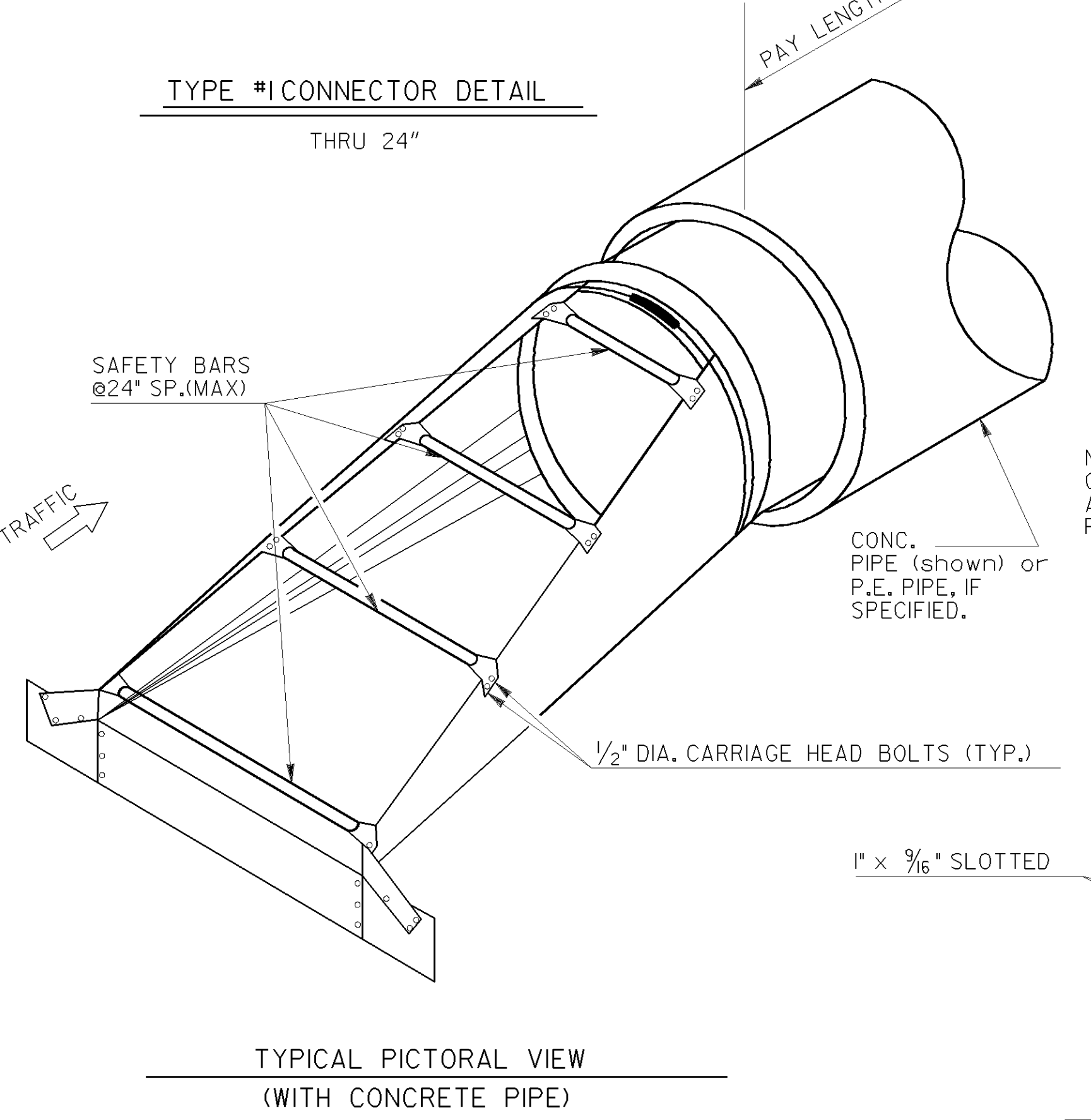


NOTE:
Payment for Safety End Section shall include Tapered Sleeve.



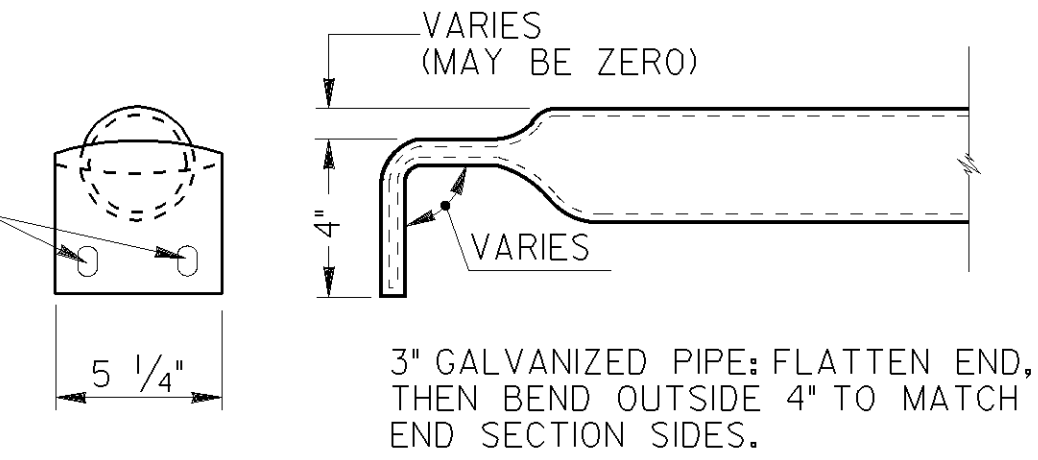
SIZES, DIMENSIONS, AND THICKNESSES										
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (INCHES)				* L DIMENSION			
	IN.	GAGE	A	H	W D+6"	OVERALL WIDTH	SLOPE (S:H)	LENGTH (IN.)	SLOPE (S:H)	LENGTH (IN.)
15	.064	16	8	6	21	37	4:1	20	6:1	30
18	.064	16	8	6	24	40	4:1	32	6:1	48
24	.064	16	8	6	30	43	4:1	56	6:1	84
30	.109	12	12	9	36	60	4:1	80	6:1	120
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228

*SEE STD. NO. 903IT FOR SLOPES AT SIDE ROAD OR AT DRIVES.

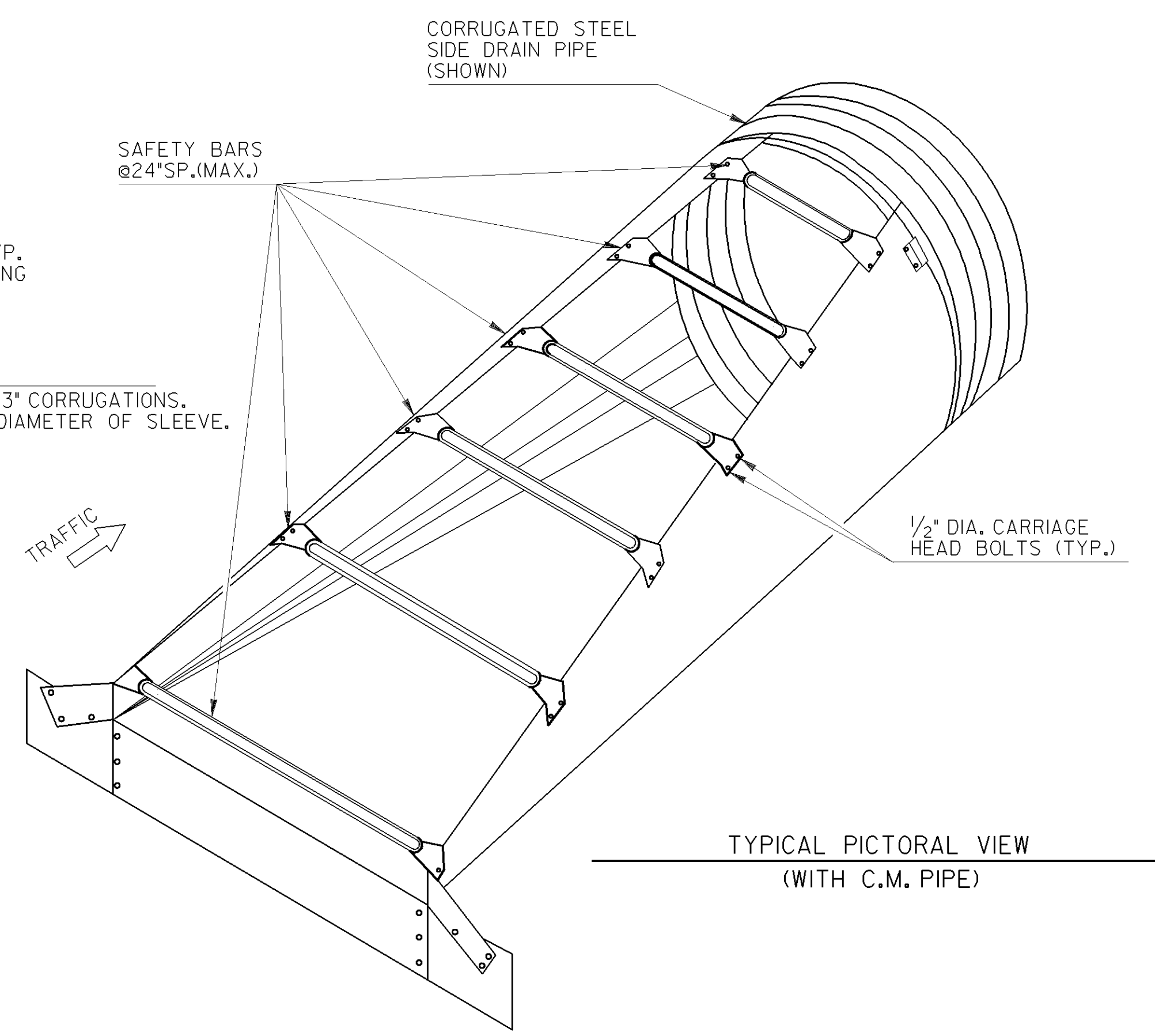


NOTE: METAL TO BE 12 GAGE, SMOOTH GALVANIZED IN ACCORDANCE WITH AASHTO M218-AND COATED AS REQUIRED FOR END SECTION.

**TYPE 4 CONNECTOR
SMOOTH TAPERED SLEEVE DETAIL**



TYPICAL DETAIL OF SAFETY BARS



**TYPICAL PICTORAL VIEW
(WITH C.M. PIPE)**

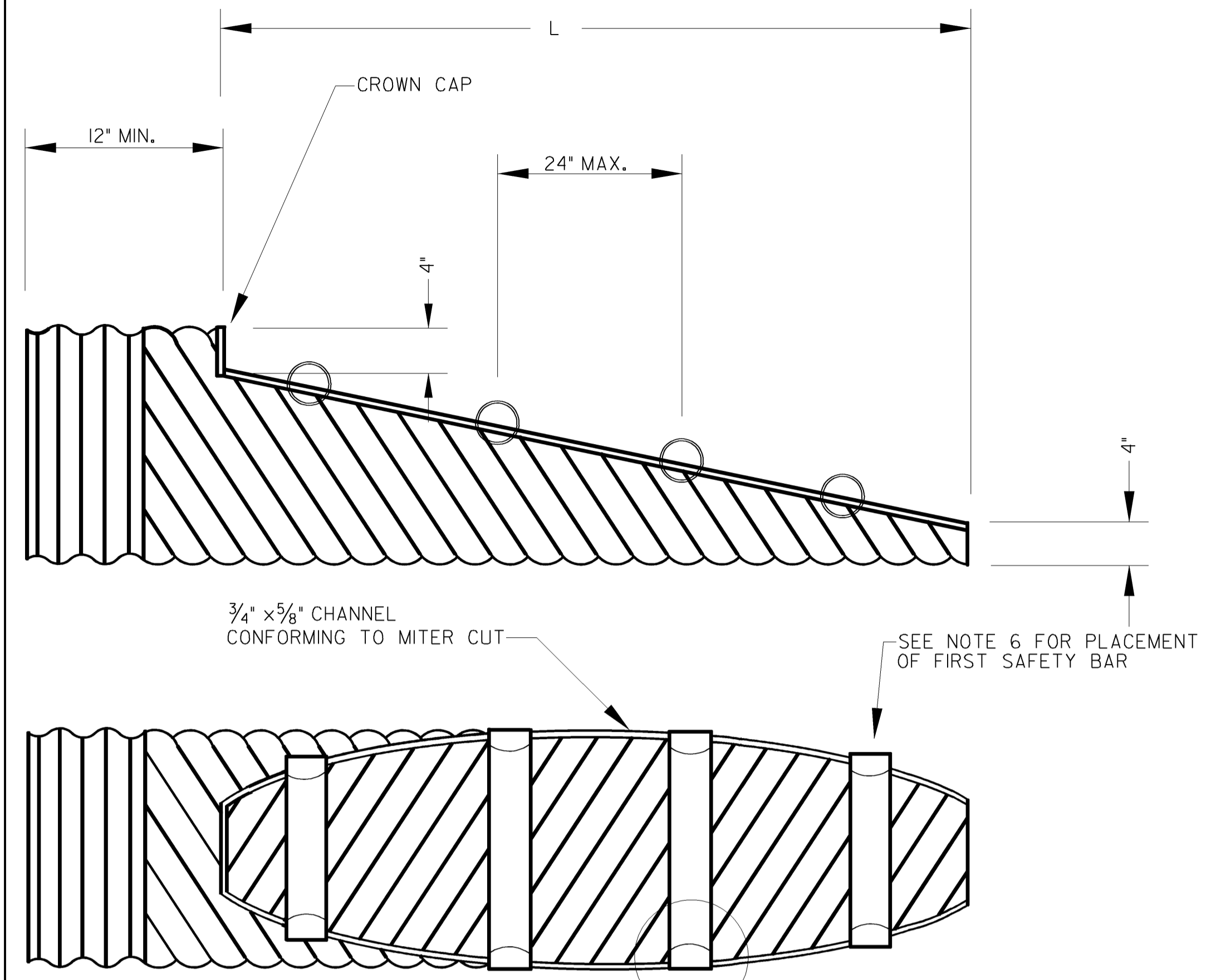
SPECIAL NOTE:

WHERE THE LENGTH OF DITCH OR THE DISTANCE BETWEEN TOE POINTS OF END SECTIONS ON SEPARATE INSTALLATIONS WOULD BE LESS THAN 30 FT., CONTINUED S.D. PIPE WITH AN INTERMEDIATE INLET OR OTHER ALTERNATE MAY BE SPECIFIED INSTEAD.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA STANDARD SAFETY END SECTION (METAL) (FOR SIDE DRAIN PIPE-OR FOR STORM DRAIN PIPE PARALLEL TO MAINLINE) ALTERNATE 1 NO SCALE SEPT., 1993			
1-28-05 REVISED GENERAL NOTES CONVERTED TO STANDARD	12-14-94 PAY ITEM REVISION	11-18-94 GEN. REVISION	12-20-93 REFER TO STD. 903I-T REVISION
G.L.O. R.M.J. R.M.L. BY	DESIGNED _____ DRAWN _____ TRACED _____ CHECKED _____	(SUBMITTED) <i>B. A. Stettin</i> STATE ROAD & AIRPORT DESIGN ENGINEER (APPROVED) <i>O. J. Stettin</i> CHIEF ENGINEER	NUMBER 1122 SHEET 1 OF 3

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS

ALTERNATE 2



END TREATMENT DIMENSIONS FOR ARCHED METAL PIPE				
PIPE DIA. (INCHES)	GAGE	SHEET THICKNESS (INCHES)	*4:1 SLOPE L DIMENSION	*6:1 SLOPE L DIMENSION
17" x 13"	16	.064"	1'-8"	2'-6"
21" x 15"	16	.064"	2'-4"	3'-6"
24" x 18"	16	.064"	3'-4"	5'-0"
28" x 20"	16	.064"	4'-0"	6'-0"
35" x 24"	14	.079"	5'-4"	8'-0"
42" x 29"	14	.079"	7'-0"	10'-6"
49" x 33"	14	.079"	8'-4"	12'-6"
57" x 38"	12	.109"	10'-0"	15'-0"
64" x 43"	12	.109"	11'-8"	17'-6"
71" x 47"	10	.138"	13'-0"	19'-6"

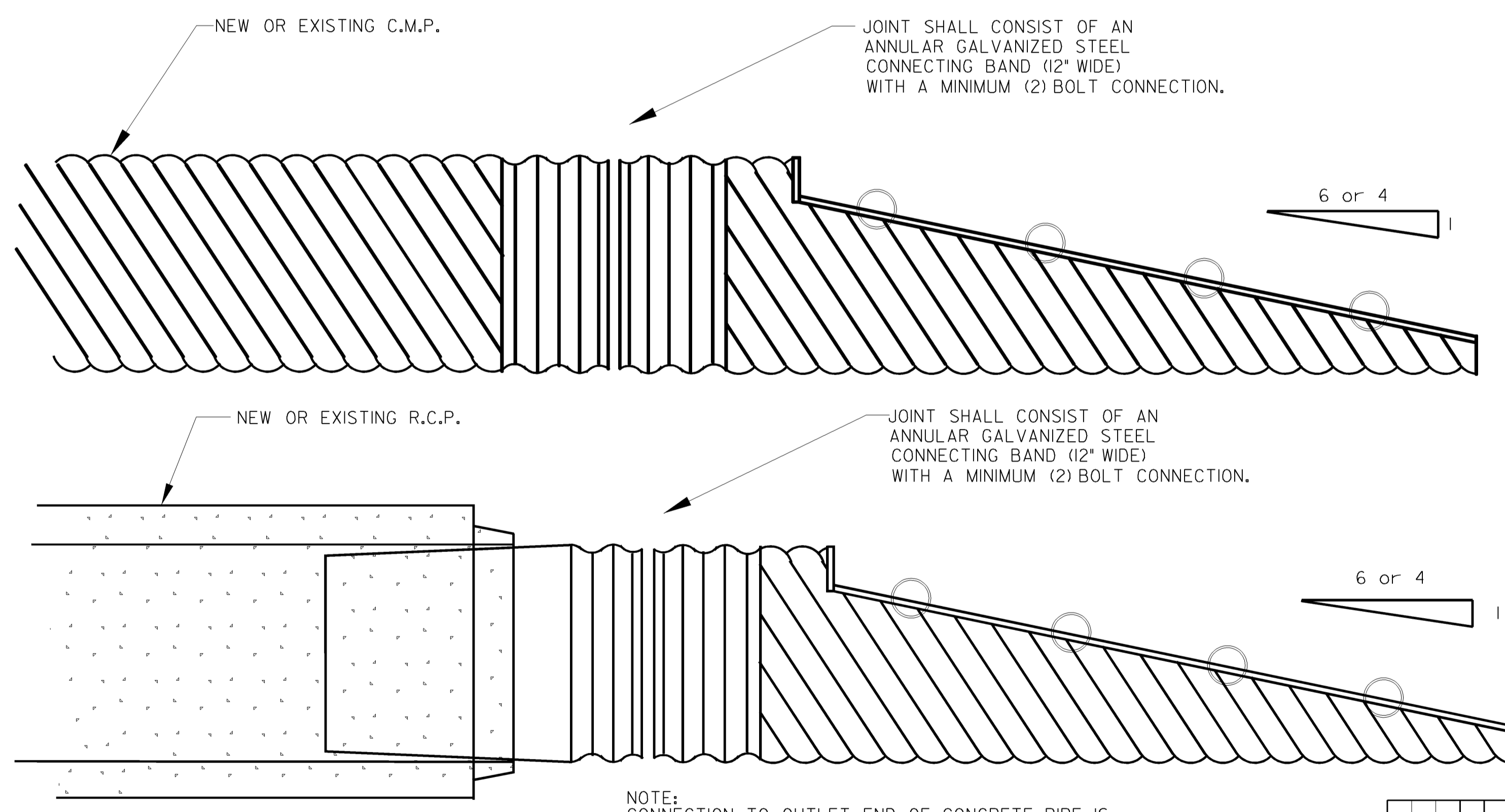
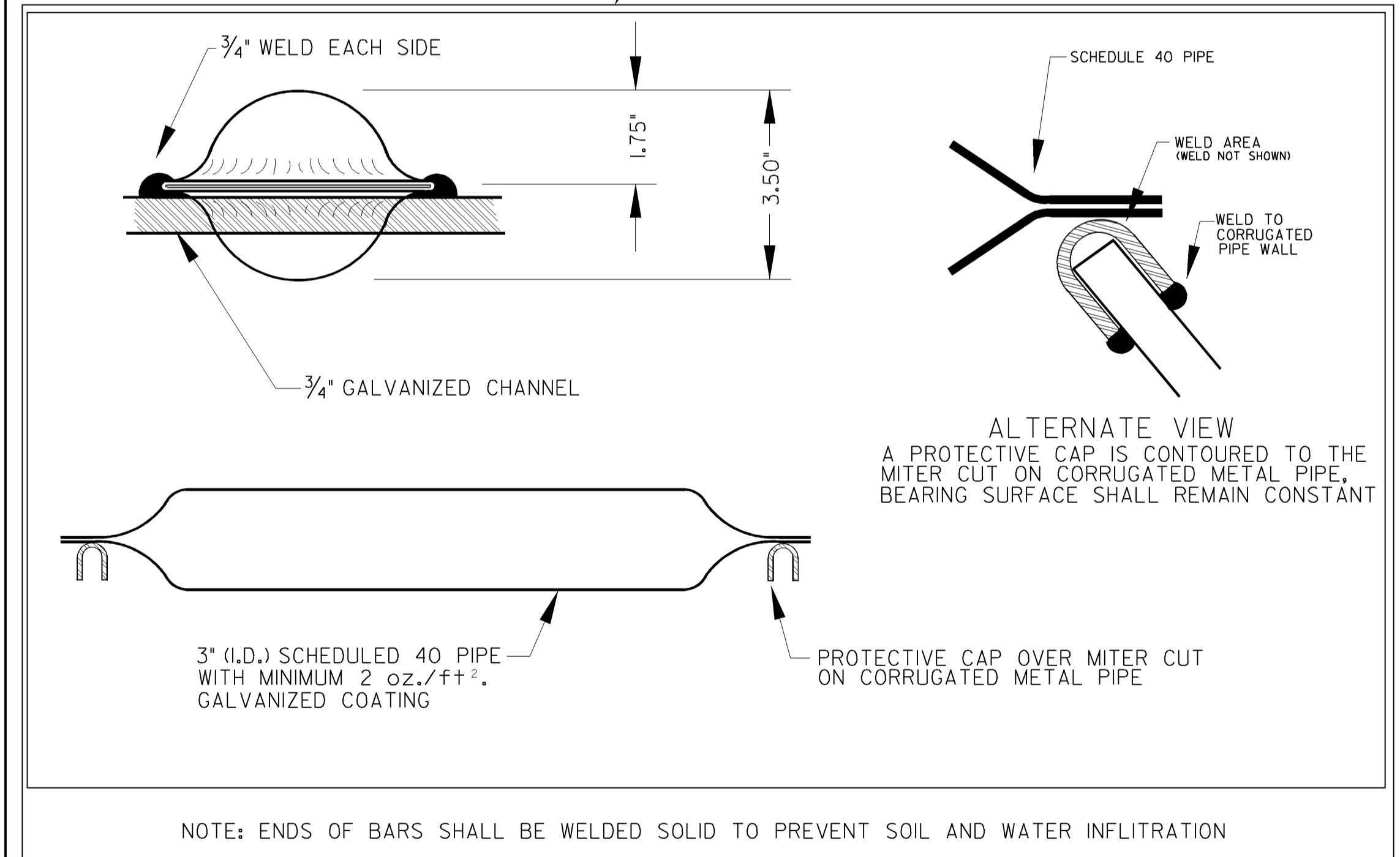
END TREATMENT DIMENSIONS FOR CIRCULAR METAL AND CIRCULAR CONCRETE PIPES				
PIPE DIA. (INCHES)	GAGE	SHEET THICKNESS (INCHES)	*4:1 SLOPE L DIMENSION	*6:1 SLOPE L DIMENSION
15"	16	.064"	2'-4"	3'-6"
18"	16	.064"	3'-4"	5'-0"
21"	16	.064"	4'-4"	6'-6"
24"	16	.064"	5'-4"	8'-0"
30"	16	.064"	7'-4"	11'-0"
36"	16	.064"	9'-4"	14'-0"
42"	14	.079"	11'-4"	17'-0"
48"	14	.079"	13'-4"	20'-0"
54"	14	.079"	15'-4"	23'-0"
60"	12	.109"	17'-4"	26'-0"

* SEE STD. NO. 9031T FOR SLOPES AT SIDE ROAD OR AT DRIVES.

* SEE STD. NO. 9031T FOR SLOPES AT SIDE ROAD OR AT DRIVES.

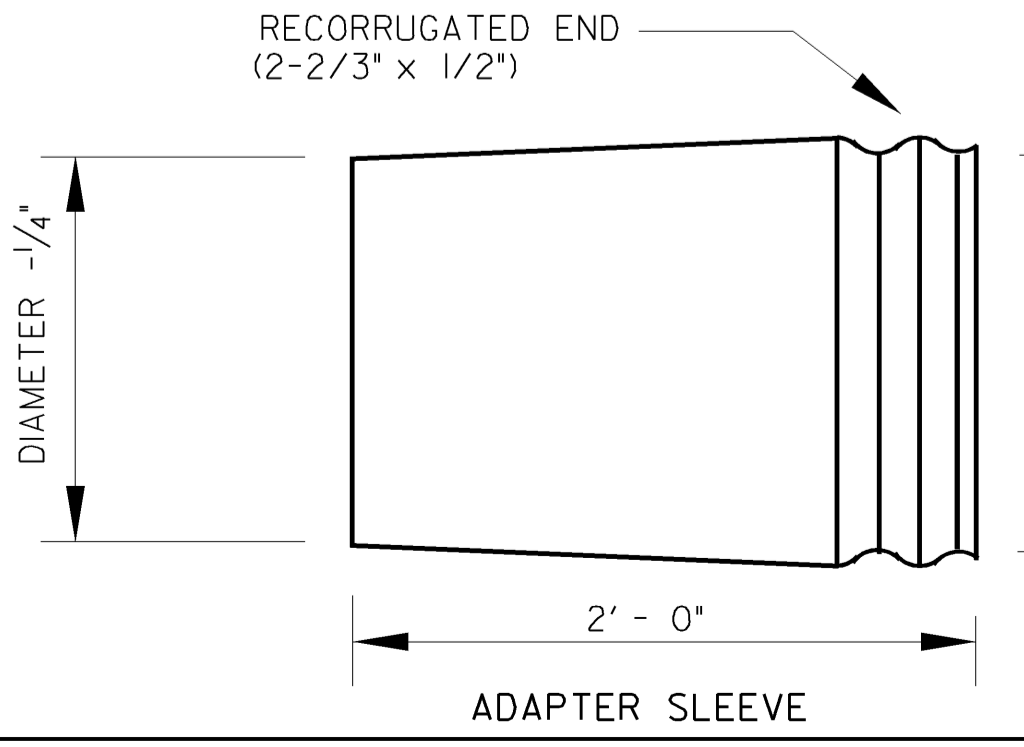
GENERAL NOTE ALTERNATE 2:

1. THE MATERIAL USED IN FABRICATION OF SLOPED END SECTION SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M 218 (GALVANIZED STEEL)
2. SLOPED END SECTIONS SHALL BE FORMED FROM FULL CIRCLE PIPE, MAY BE FORMED INTO PIPE ARCHES, WHERE SPECIFIED, AND SHALL MEET ALL REQUIREMENTS FOR CORRUGATION, GAGE, AND OTHER FABRICATION REQUIREMENTS.
3. THE EXPOSED EDGE CUT ON THE TOP SHALL BE COVERED WITH A PROTECTIVE CAP OVERLAPPING THE TOP OF THE ARCH BY NOT LESS THAN 3/8 INCH. THE 4 TO 1 OR 6 TO 1 BEVEL SHALL BE ENCASED WITH A PROTECTIVE CAP OVERLAPPING EACH SIDE OF THE CUT BY NOT LESS THAN 3/8 INCH. THE PROTECTIVE CAP IS TO BE THE SAME MATERIAL AS THE PIPE AND MINIMUM 1/4 GAGE (.079"). PROTECTIVE CAPS SHALL BE WELDED WITH 1/2 INCH WELDS ALTERNATING FROM SIDE TO SIDE OF THE CAP AT 12 INCH INTERVALS. WELDS SHALL BE AT THE ENDS OF ALL CAPS, REGARDLESS OF SPACING. REPAIR DAMAGED GALVANIZED COATINGS IN ACCORDANCE WITH GDOT STANDARD SPECIFICATIONS SECTION 645.
4. CONNECTIONS OF GALVANIZED STEEL END TREATMENTS TO CORRUGATED ALUMINUM OR ALUMINIZED STEEL PIPE MUST UTILIZED A POLYMER COATED GALVANIZED STEEL BAND MEETING THE REQUIREMENTS OF AASHTO M 256 84.
5. ADAPTER SLEEVE IS TO BE CONSTRUCTED OF GALVANIZED STEEL CONFORMING TO THE REQUIREMENTS OF AASHTO M 218, MINIMUM 12 GAGE (.109") MATERIAL.
6. BOTTOM SAFETY BAR SHALL HAVE A MAXIMUM CLEARANCE OF 5" WHEN MEASURED FROM THE BOTTOM OF THE INSTALLED BAR TO INSIDE CREST OF PIPE CORRUGATION.



SPECIAL NOTE:

WHERE THE LENGTH OF DITCH OR THE DISTANCE BETWEEN TOE POINTS OF THE END SECTION ON SEPARATE INSTALLATIONS WOULD BE LESS THAN 30 FT., CONTINUED S.D. PIPE WITH AN INTERMEDIATE INLET OR OTHER ALTERNATE MAY BE SPECIFIED INSTEAD.

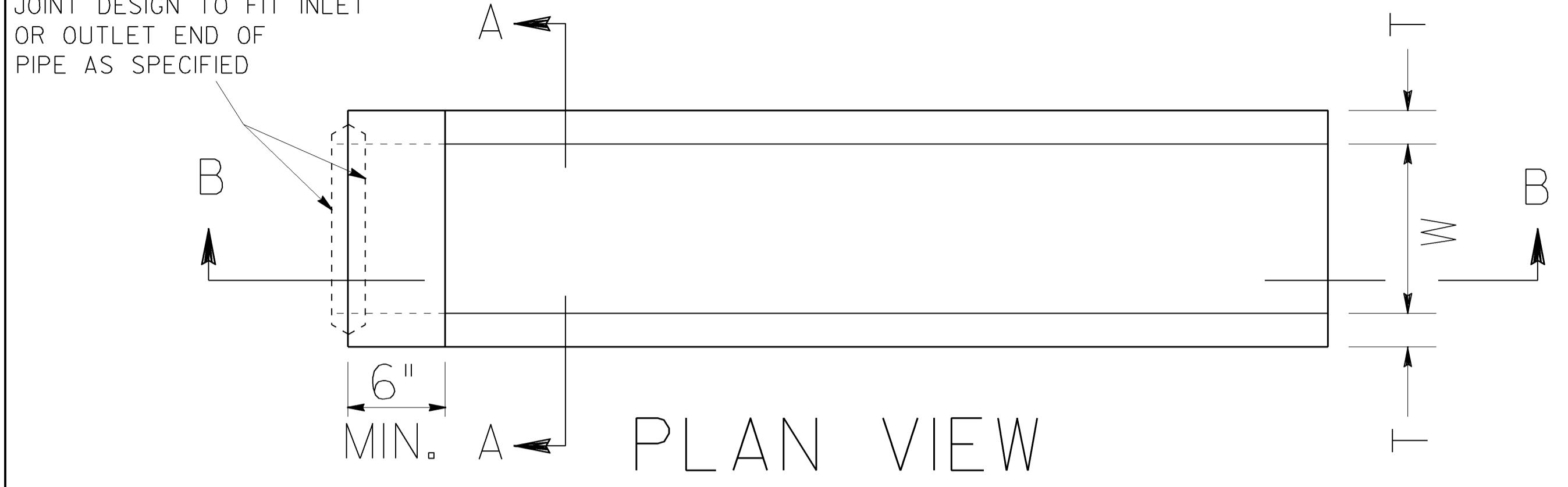


NOTE: CONNECTION TO OUTLET END OF CONCRETE PIPE IS ILLUSTRATED. CONNECTION TO INLET END WILL BE PERFORMED IN THE SAME MANNER.

DATE		DEPARTMENT OF TRANSPORTATION	
REVISION		STATE OF GEORGIA	
BY		STANDARD SAFETY END SECTION (METAL)	
CHECKED		(FOR SIDE DRAIN PIPE-OR FOR STORM DRAIN PIPE PARALLEL TO MAINLINE) ALTERNATE 2	
DESIGNED		NO SCALE	
DRAWN		JAN. 2005	
TRACED		NUMBER 1122	
CHECKED		SHEET 2 OF 3	

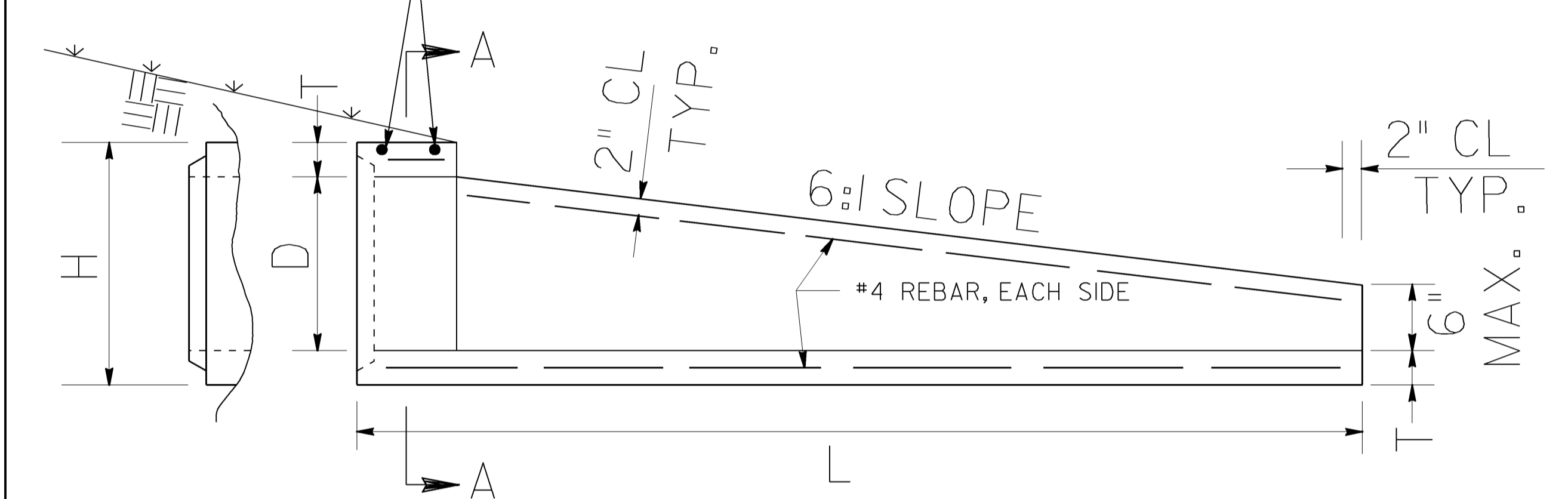
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

JOINT DESIGN TO FIT INLET OR OUTLET END OF PIPE AS SPECIFIED

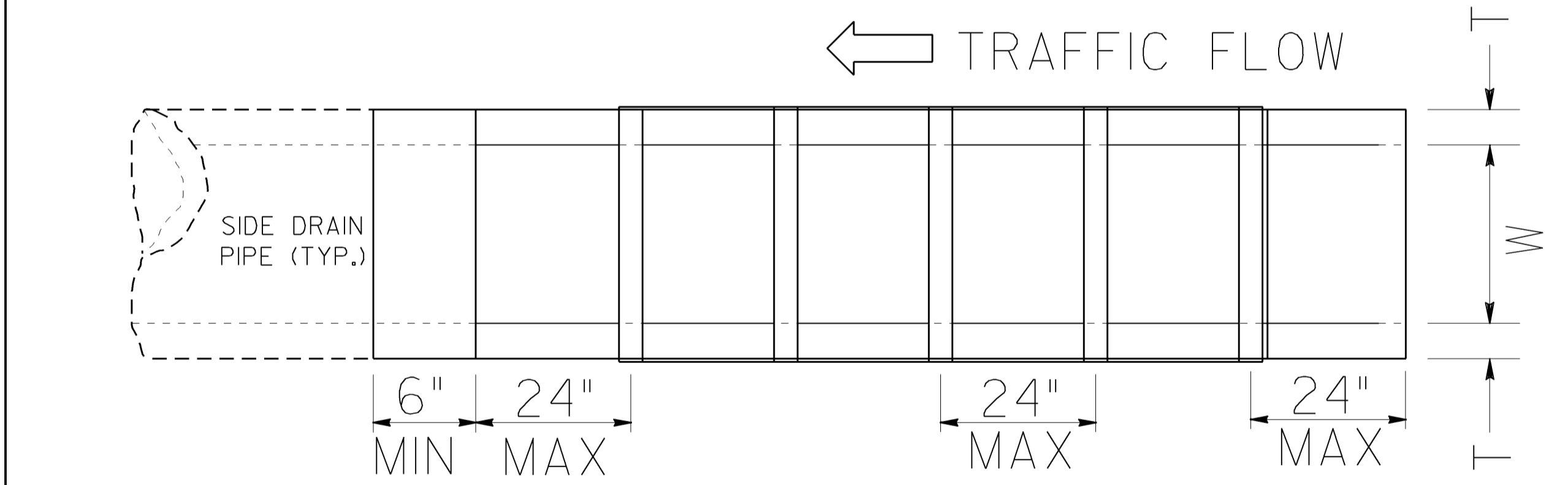


PLAN VIEW

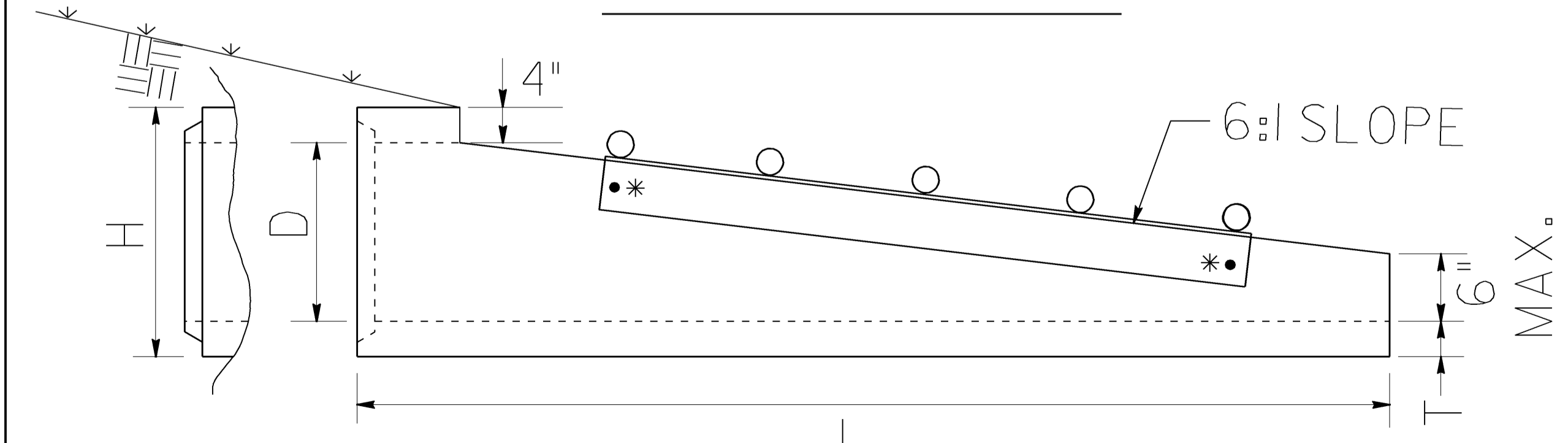
MIN. 2 LINES OF CIRCUM. REINF. (BAR GRATE NOT SHOWN)



SECTION B-B



PLAN VIEW

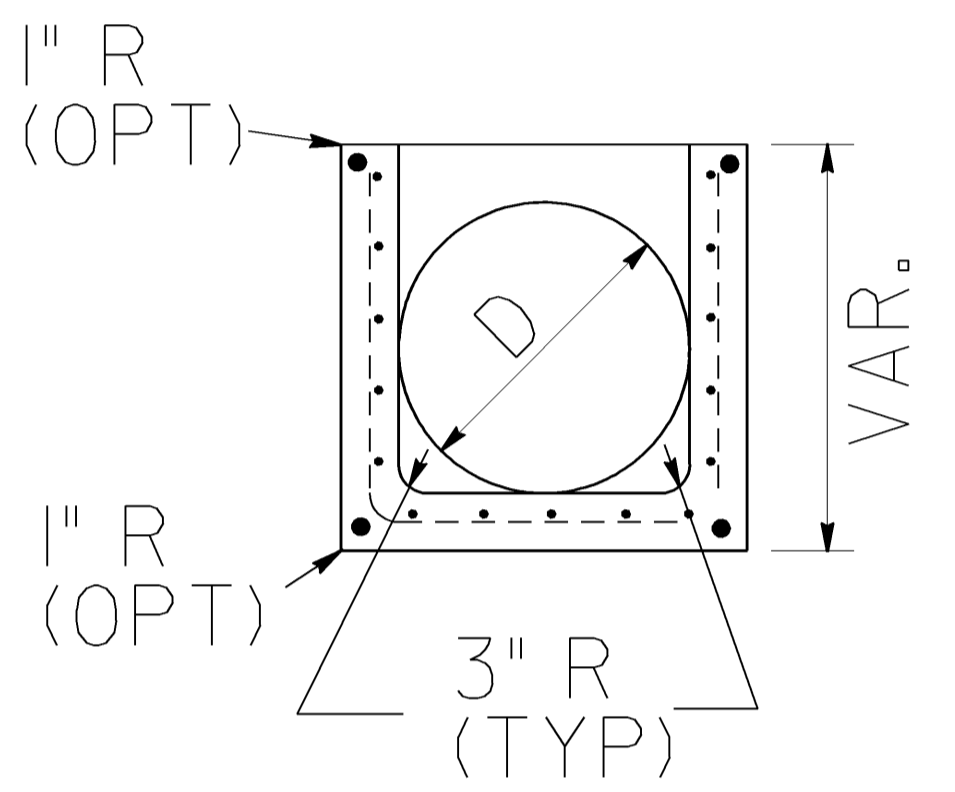


SIDE VIEW

* 5/8" GALV. HEX HEAD BOLT, WASHER & NUT (FOUR) CONNECTIONS

ALTERNATE 3

PIPE DIA	T (MIN)	D	H	L
15"	3"	15"	21"	4'-6"
18"	3"	18"	24"	6'-0"
24"	3"	24"	30"	9'-0"
30"	4"	30"	38"	12'-6"
36"	4"	36"	44"	15'-6"
42"	4"	42"	50"	18'-6"
48"	5"	48"	58"	22'-0"



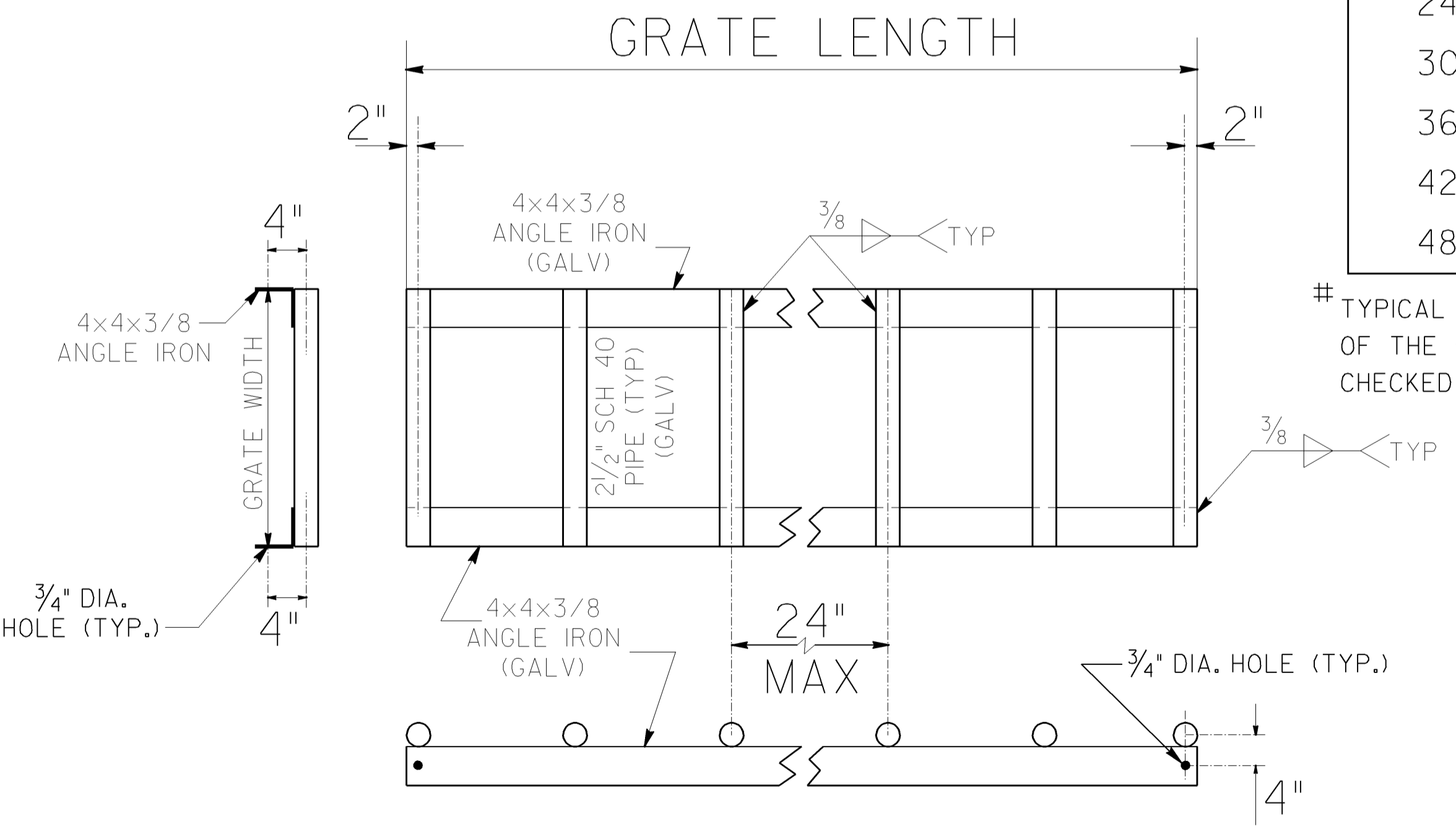
SECTION A-A

GENERAL NOTES:

1. CONCRETE STRENGTH SHALL BE 4000 PSI MINIMUM
2. REINFORCING SHALL BE PER AASHTO M170, CLASS II REINFORCED CONCRETE PIPE, PLUS ONE #4 BAR TOP AND BOTTOM, EACH SIDE.
3. WALLS MAY HAVE 1/4" TAPER. WALL THICKNESSES SHOWN ARE THE MINIMUM.
4. LIFT HOLES MAY BE PROVIDED IN THE SIDE WALLS FOR HANDLING.
5. END SECTION JOINT WILL BE A MATCHED FIT TO THE ADJOINING PIPE JOINT AT ALL INLET AND OUTLET ENDS. NON-FITTING JOINTS WILL REQUIRE A BUILT-IN-PLACE REINFORCED COLLAR CONNECTION WITH NO ADDITIONAL PAYMENT.
6. ALL END SECTIONS FOR PIPES WITH "D" OVER 24" ON SINGLE LINES WILL HAVE GALV. SAFETY BARS, SPACED NOT MORE THAN 24" ON CENTERS, AND INSTALLED PERPENDICULAR TO THE MAINLINE TRAFFIC FLOW. ALL END SECTIONS FOR MULTIPLE LINE PIPES WILL HAVE GRATES.
7. TYPICAL USE OF SAFETY END SECTIONS IS AT THE ENDS OF PIPES UNDER DRIVEWAYS OR SIDEROADS WHERE THE PIPE CULVERT IS PARALLEL TO THE MAINLINE AND FALLS INSIDE THE MAINLINE CLEAR ZONE WIDTH.

D	(MIN) GRATE LENGTH	GRATE WIDTH (TYP) #
15"	2'-4"	1'-9 5/8"
18"	2'-4"	2'-0 5/8"
24"	6'-4"	2'-6 5/8"
30"	8'-6"	3'-2 5/8"
36"	12'-4"	3'-8 5/8"
42"	14'-6"	4'-2 5/8"
48"	18'-4"	4'-10 5/8"

TYPICAL GRATE WIDTHS SHOWN ARE MEASURED FROM INSIDE TO INSIDE OF THE 3/8" THICK ANGLE IRON. GRATE FIT WITH END SECTION SHALL BE CHECKED BEFORE DELIVERY.



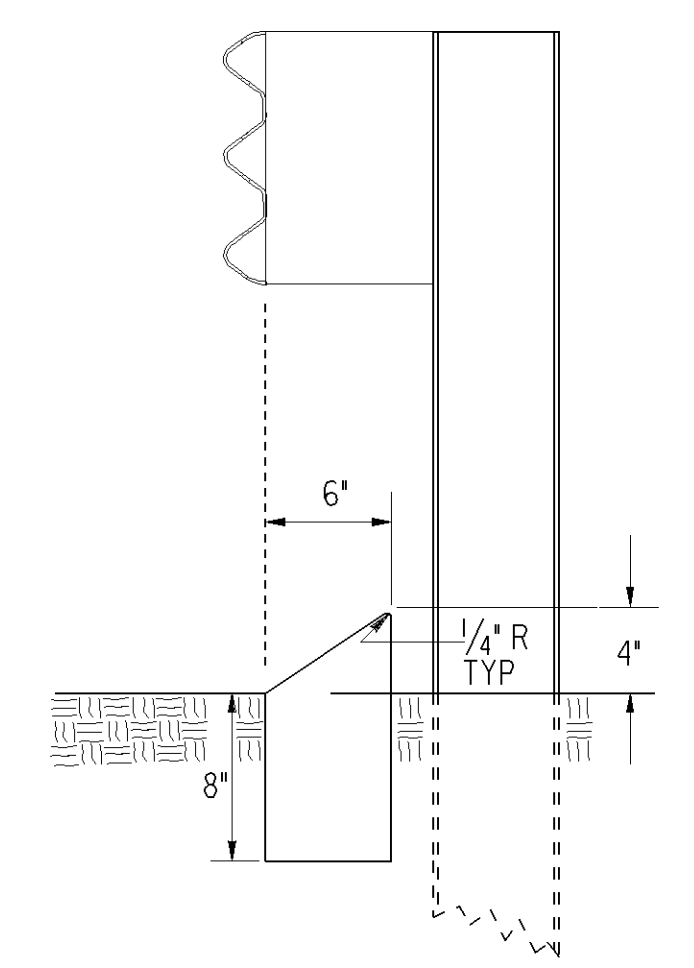
GALVANIZED SAFETY GRATE DETAIL

I-28-05 DATE		DEPARTMENT OF TRANSPORTATION	
REVISION		STATE OF GEORGIA	
REVISED TO 1122 PAGE 3		STANDARD SAFETY END SECTION (CONCRETE)	
BY		(FOR SIDE DRAIN PIPE-OR FOR STORM DRAIN PIPE PARALLEL TO MAINLINE) ALTERNATE 3	
G.L.O.		NO SCALE	
DESIGNED		OCT., 2000	
DRAWN		(SUBMITTED) <i>[Signature]</i>	
TRACED		STATE ROAD & AIRPORT DESIGN ENGINEER	
CHECKED		(APPROVED) <i>[Signature]</i>	
		NUMBER 1122	
		SHEET 3 OF 3	

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

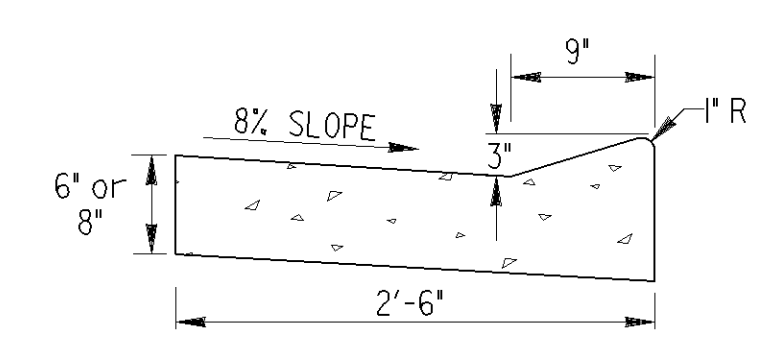
RAISED EDGE WITH CONCRETE GUTTER

FACE OF CURB MUST ALIGN WITH BACK EDGE OF GUARDRAIL AND THE FACE OF THE OFFSET BLOCK.



TYPE 8

TYPE 8 CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 4012C.

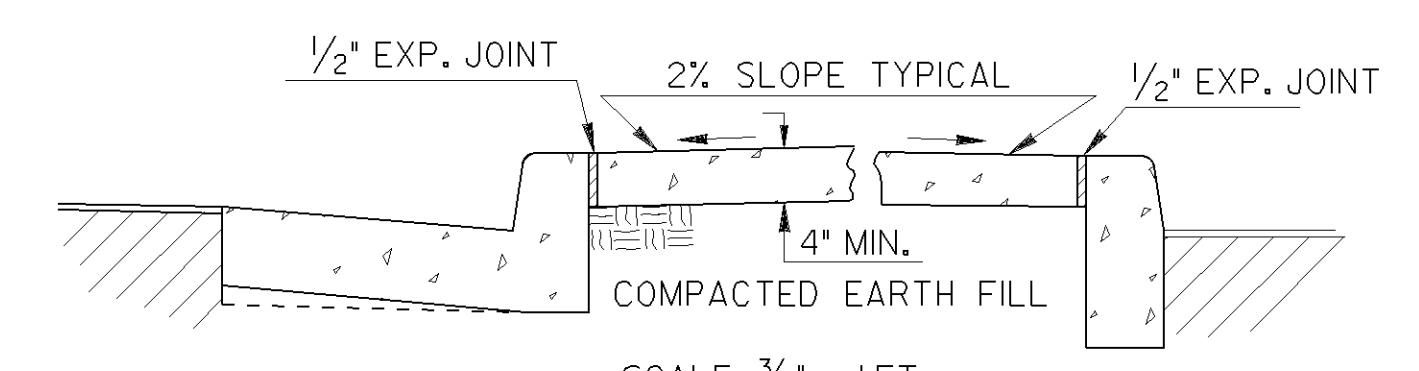


SCALE: 1" = 1 FT.

RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED MONOLITHIC WITH GUTTER. JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

CONCRETE MEDIAN (Between Curbs)

NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.



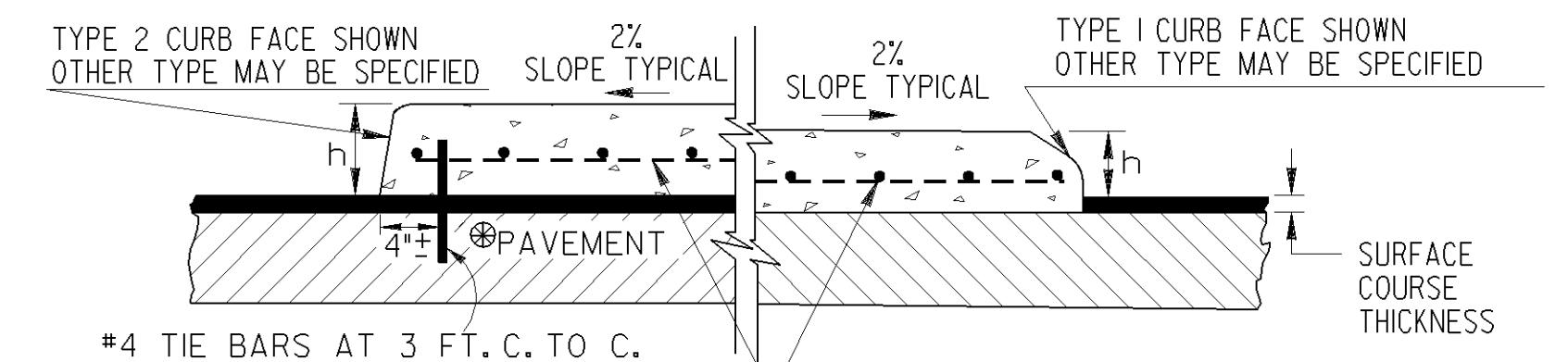
SCALE: 3/4" = 1 FT.

NOTE: WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

CONCRETE MEDIANS (Integral)

SCALE: 1" = 1 FT.

-WITH TIE BARS- -WITHOUT TIE BARS-

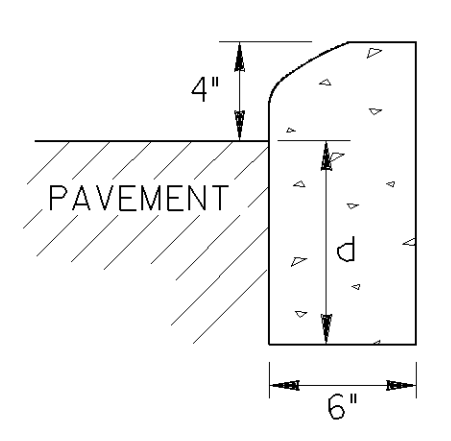


#4 TIE BARS AT 3 FT. C. TO C.

#3 BARS AT 12" C. TO C. BOTH WAYS OR 6 x 6-W2.9 x W2.9 WELDED WIRE FABRIC OR 4 x 4-W2.0 x W2.0 WELDED WIRE FABRIC

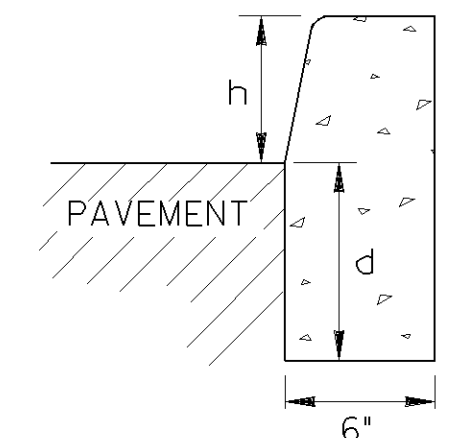
NOTE: IF FINAL SURFACE COURSE IS PRESENT OR MUST BE INSTALLED BEFORE THE CONCRETE MEDIAN CAN BE INSTALLED, THEN DOWELED IN CONCRETE MEDIAN IS REQUIRED.

CONCRETE HEADER CURBS

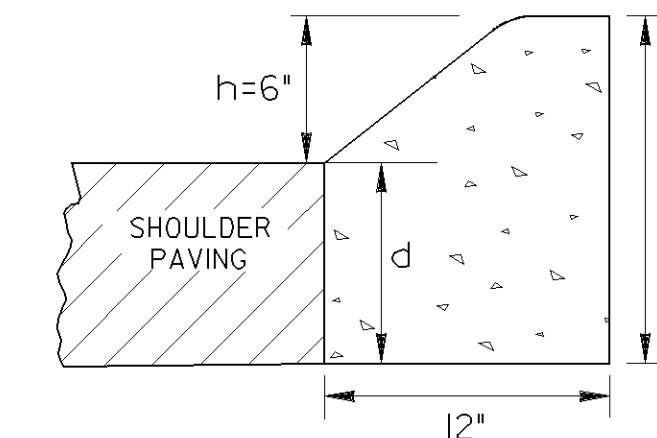


TYPE 1

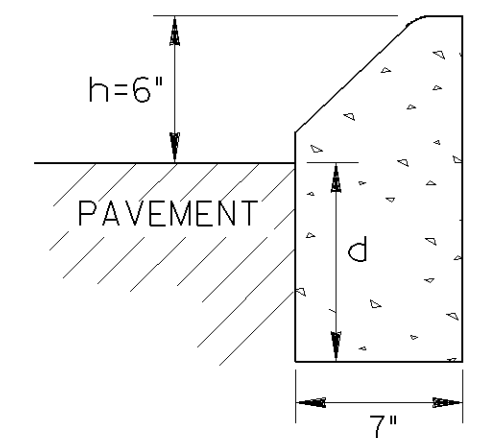
CURB TYPE	h	d
1	4"	6" min.
2	6"	8" min.
3	8"	10" min.
4	10"	12" min.
6	6"	7" min.
7	6"	8" min.
9	4"	8" min.



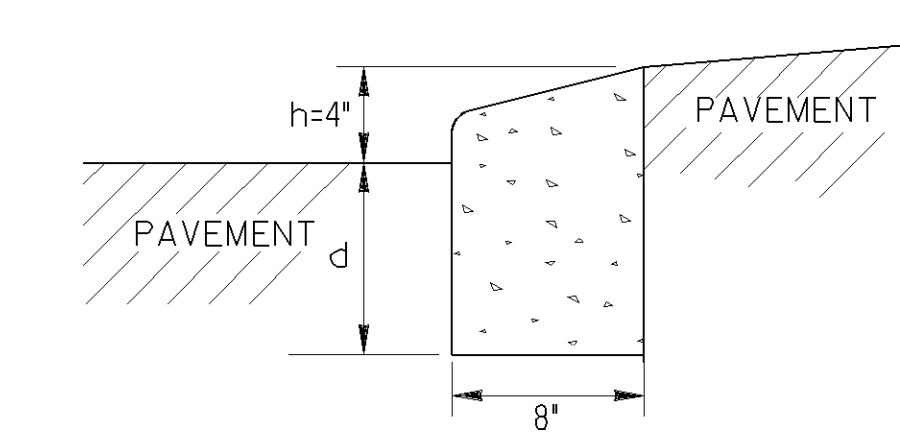
TYPE 2, 3 OR 4



TYPE 6



TYPE 7



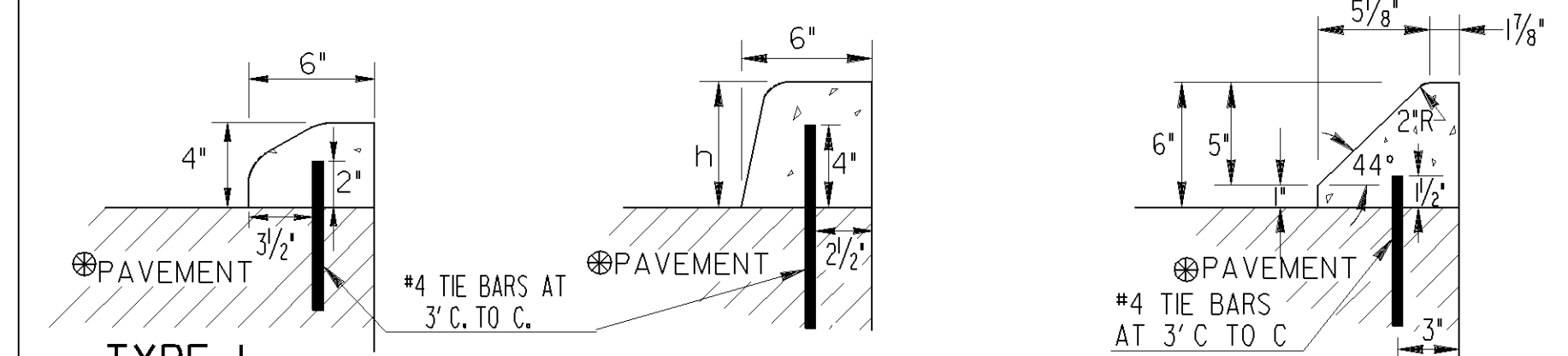
TYPE 9 TRUCK APRON IN ROUNDABOUTS

THE DIMENSION d MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVEMENT TYPICAL SECTION.

SCALE: 1 1/2" = 1 FT.

CONCRETE DOWELED INTEGRAL CURBS

SCALE: 1" = 1 FT.



TYPE 1

TYPE 2, 3 OR 4

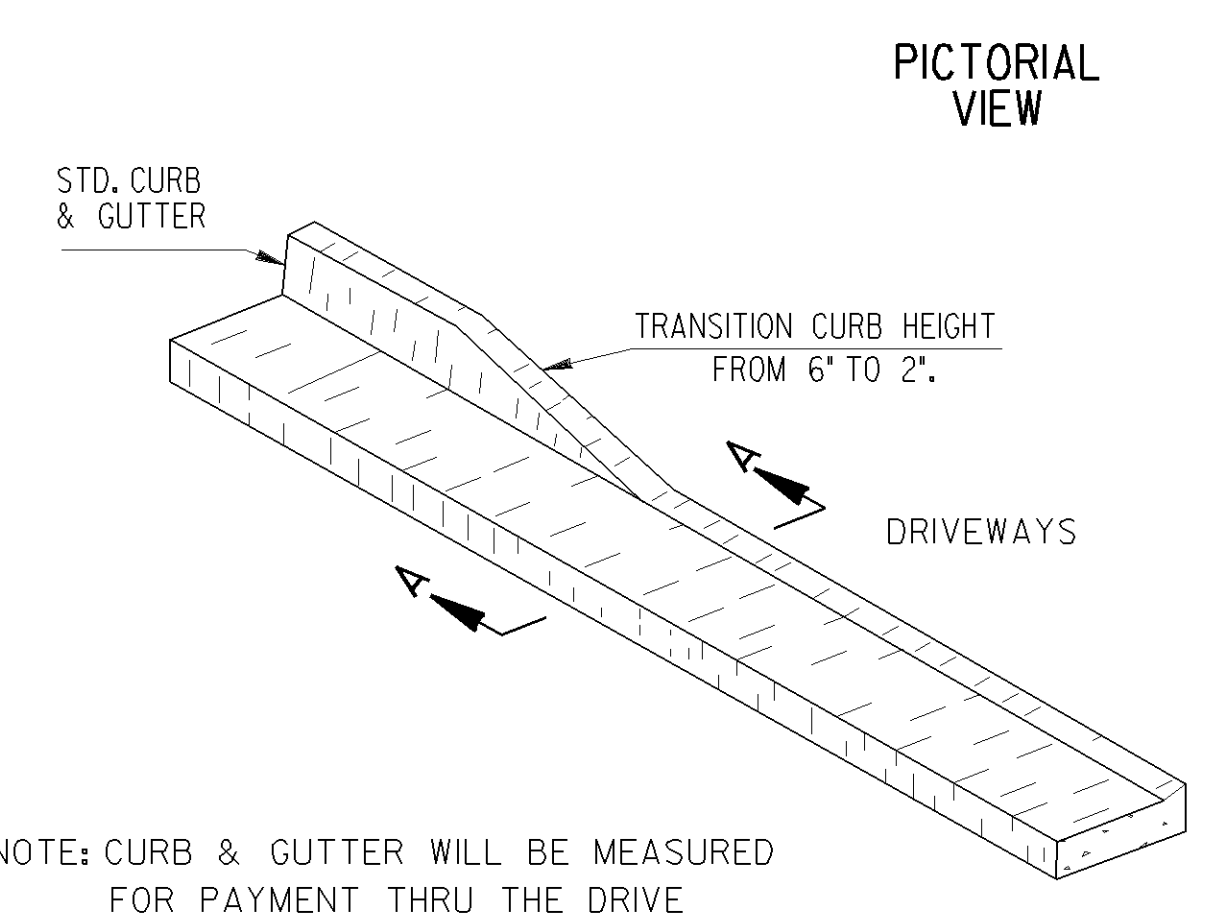
TYPE 7

- NOTES:
- CONCRETE CURB CAN BE INSTALLED AFTER INITIAL SET AS LONG AS TIE BARS ARE DRILLED INTO UNDERLYING CONCRETE PAVEMENT.
 - CONCRETE CURB CAN BE INSTALLED BEFORE INITIAL SET WITH DOWELS THAT ARE DRIVEN INTO UNDERLYING CONCRETE PAVEMENT.
 - JOINTS IN CURB AND CONCRETE MEDIAN WILL MATCH THOSE IN THE CONCRETE PAVEMENT.
 - ALL TYPES OF CONCRETE CURB CAN BE PLACED ON ASPHALT PAVEMENTS WHERE TIE BARS MAY BE EITHER DRIVEN OR DRILLED INTO THE UNDERLYING PAVEMENT. CONTRACTION JOINTS SHALL BE CONSTRUCTED IN CURB OR CONCRETE MEDIAN AT 20 FT. SPACING.

CURB TYPE	MINIMUM TIE BAR LENGTHS (FOR CONC. DOWELED CURBS OR CONC. MEDIAN)	
	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	8"
2, 3 or 4	8"	12"
7	6"	8"

NOTE: TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT, (AASHTO M-31)

DETAILS OF RECESSED CURB FOR DRIVEWAYS
NO SCALE

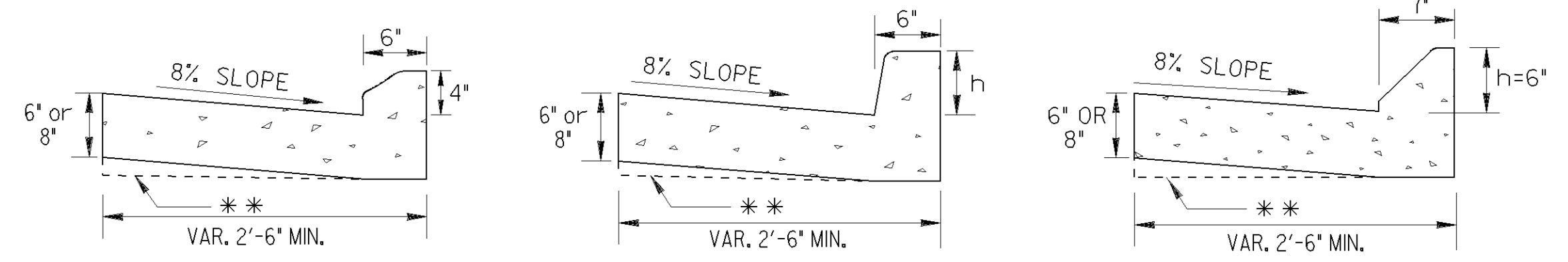


PICTORIAL VIEW

SECTIONAL VIEW SECTION A-A

(SEE SEPARATE CONSTRUCTION DETAILS FOR DRIVEWAYS)

CONCRETE CURB & GUTTER



TYPE 1

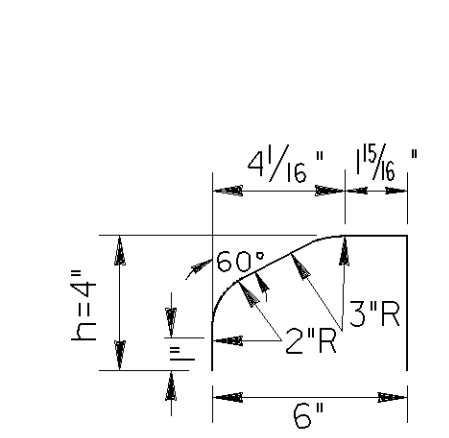
TYPE 2, 3 OR 4

TYPE 7

** AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

SCALE: 1" = 1 FT.

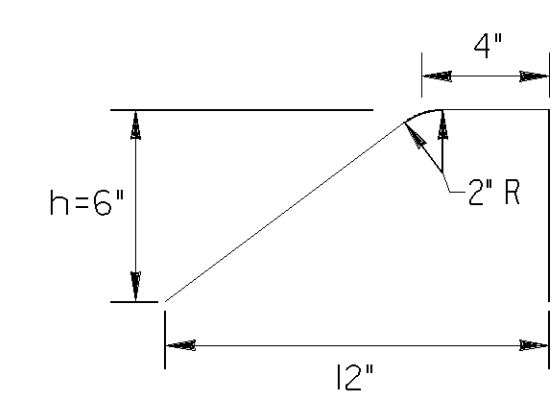
CURB FACE DESIGN



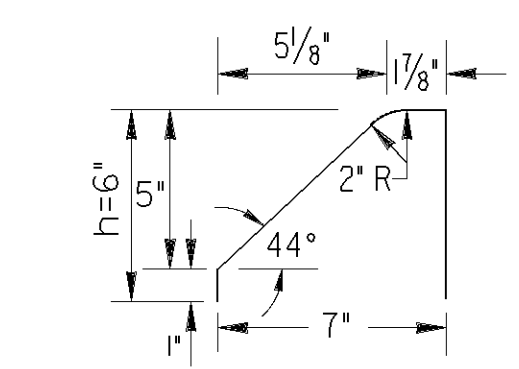
TYPE 1

TYPE	h
1	4"
2	6"
3	8"
4	10"
6	6"
7	6"
9	4"

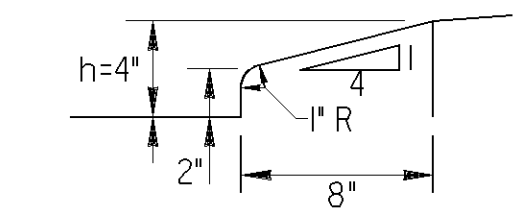
TYPE 2, 3 OR 4



TYPE 6



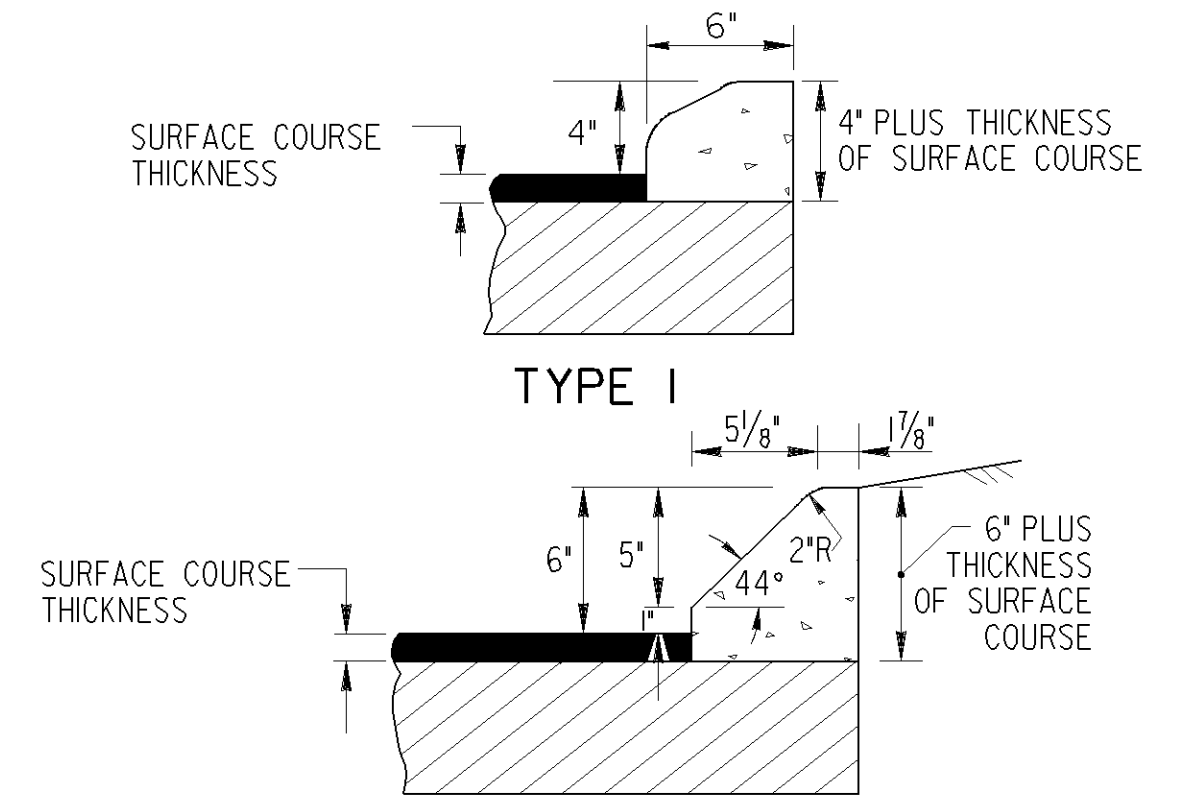
TYPE 7



TYPE 9

SCALE: 2" = 1 FT.

CONCRETE INTEGRAL CURB



TYPE 1

TYPE 7

SCALE: 1 1/2" = 1 FT.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
CONCRETE CURB & GUTTER
CONCRETE CURBS, CONCRETE MEDIANS

SCALE: AS SHOWN REVISED AND REDRAWN OCT. 2011

TC	REV. TYPE 9 CURB DETAIL & REV. OVERALL LAYOUT	11-5-11	DATE
GLO	REV. MEDIAN NOTE AND ADDED TYPE 9 CURB DETAIL	1-27-11	DATE
BY	ADDED TYPE 9 CURB DETAIL	3-03	DATE
BY	REVISION		

DES. (SUBMITTED) *Bruce A. Steg*
STATE DESIGN POLICY ENGINEER
TRA. (APPROVED) *Dorell M. Pim*
CHIEF ENGINEER

NUMBER
9032B

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

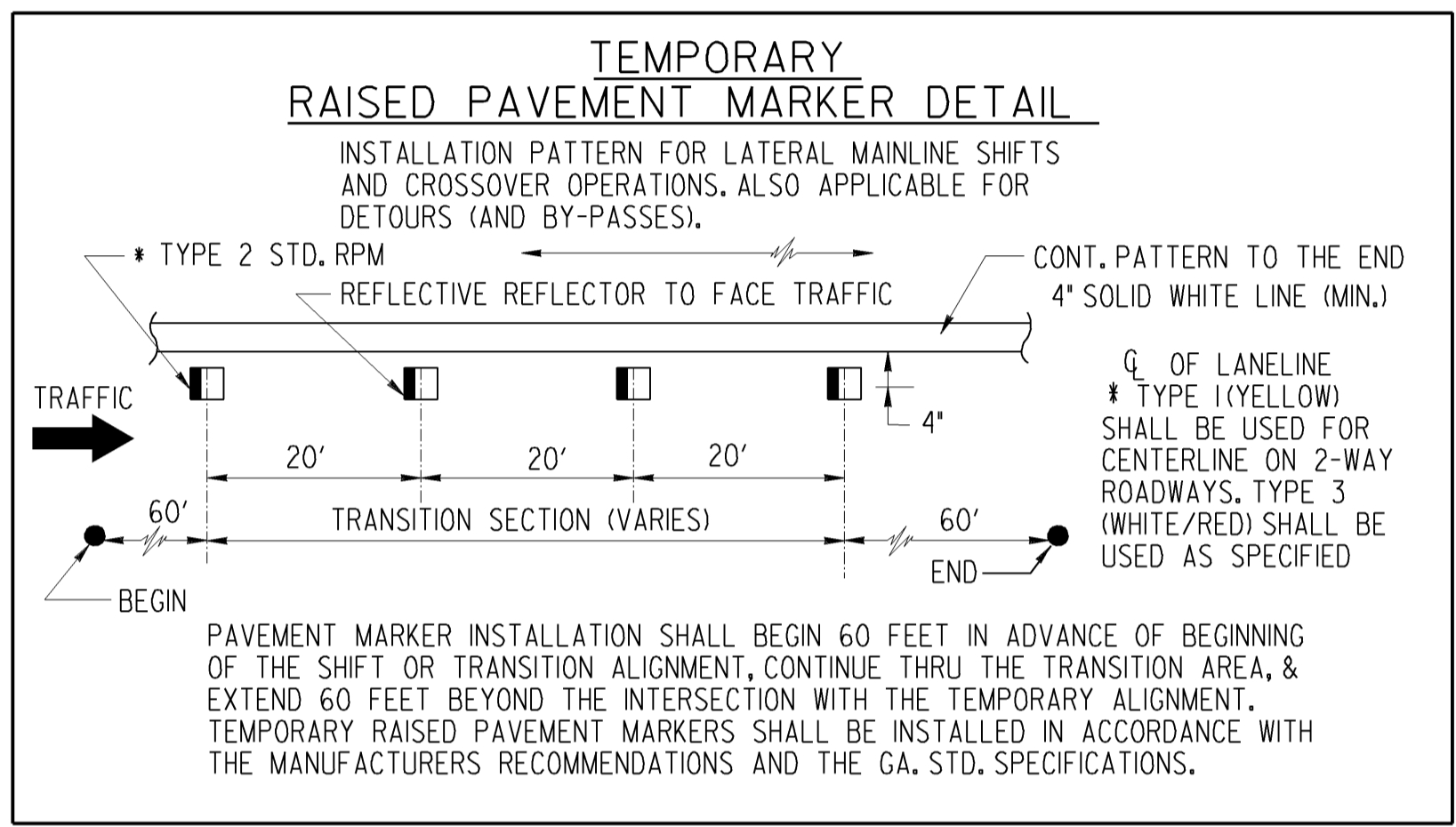
GENERAL NOTES :

- ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS; THE MUTCD; THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. (SEE SECTION 150)
- ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF 10 FEET ABOVE THE LEVEL OF PAVEMENT EDGE FOR DIRECTIONAL TRAFFIC OF TWO (2) LANES OR LESS AND A MINIMUM OF 7 FEET FOR DIRECTIONAL OF THREE (3) OR MORE LANES. ALL PORTABLE SIGNS AND SIGN MOUNTING DEVICES UTILIZED IN THE WORK SHALL BE NCHRP 350 COMPLIANT. PORTABLE SIGNS MAY BE USED WHEN THE DURATION OF THE WORK IS LESS THAN 3 DAYS.
- WHEN THE CONSTRUCTION AREA HAS ENTRANCE/EXIT RAMP OR INTERSECTIONS, WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE WITH THE LEAST AMOUNT OF INCONVENIENCE AS POSSIBLE. ADDITIONAL CHANNELIZATION AND SIGNING SHALL BE INSTALLED, AS REQUIRED, TO ALLOW TRAFFIC TO REMAIN AS OPERATIONAL AS POSSIBLE. WHEN ENTRANCE RAMP/INTERSECTIONS ARE INOPERABLE, FLAGGERS WILL BE UTILIZED TO CONTROL AND PROHIBIT MOVEMENT INTO THE PROJECT AT THAT POINT UNTIL CONSTRUCTION HAS CLEARED THE RESTRICTION SUFFICIENT TO RETURN TO OPERATIONAL STATUS.
- FOR NIGHT TIME OPERATIONS, DRUMS SHALL HAVE, FOR THE LENGTH OF THE TAPER ONLY, A SIX (6") INCH ORANGE REFLECTORIZED TOP STRIPE ON EACH DRUM IN THE TAPER AS REQUIRED IN SECTION 150. SPACING OF DEVICES SHALL BE AS SHOWN. DURING DAYLIGHT HOURS, CONES (28" MIN.) MAY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA.
- SIGN LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS BUT MUST BE WITHIN THE LIMITATIONS SET FORTH IN THE MUTCD.
- A PORTABLE SELF-SUSTAINED SEQUENTIAL OR FLASHING ARROW SIGN SHALL BE USED AT THE BEGINNING OF EACH LANE CLOSURE ON MULTI-LANE HIGHWAYS. ARROW PANELS SHALL NOT BE USED ON TWO-LANE TWO-WAY HIGHWAYS EXCEPT IN CAUTION MODE.
- WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTERIM SIGNS THAT ARE PERMANENTLY MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
- PROJECT SIGNS W20-1, G20-1 & G20-2 FOR THIS PROJECT SHALL BE COORDINATED WITH ADJACENT CONSTRUCTION PROJECTS. ONLY ONE SET OF SIGNS IS REQUIRED IN EACH DIRECTION FOR THE TOTAL LENGTH OF ALL PROJECTS- AT THE BEGINNING OF THE FIRST PROJECT AND AT THE ENDING OF THE LAST PROJECT. ADVANCE CONSTRUCTION SIGNS ARE NOT REQUIRED ON INTERMEDIATE PROJECTS, UNLESS CONSTRUCTION ON THE ADJACENT PROJECTS IS COMPLETED BEFOREHAND, THEN PROJECT CONSTRUCTION SIGNS WILL BE ADDED AS NECESSARY.
- ALL THE COST OF THE MATERIALS, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL SECTION 150, LUMP SUM, WHEN SHOWN AS A PAYMENT ITEM IN THE PROPOSAL. OTHERWISE, ALL THE COST WILL BE INCLUDED IN THE OVER-ALL BID SUBMITTED, EXCEPT ON CERTAIN PROJECTS SOME ITEMS MAY BE PAID FOR SEPARATELY BY THE UNIT WHEN SPECIFIED ON THE PLANS AND IN THE PROPOSAL.
- FOR FREEWAY CONSTRUCTION THE CONTRACTOR SHALL ARRANGE HIS WORK SO THAT THERE IS AN EXIT GORE SIGN AND AN EXIT DIRECTION SIGN IN PLACE FOR ALL EXIT RAMP AT ALL TIMES.
- ALL CROSSROADS, SIDEROADS, RAMPS OR OTHER ENTRANCES TO MAINLINE CONSTRUCTION SHALL REQUIRE W20-1 SIGNS LOCATED AS SHOWN IN THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- MARKINGS AND/OR SIGNS IN CONFLICT WITH INTERIM TRAFFIC CONTROL SHALL BE REMOVED, RELOCATED OR COVERED; APPLICABLE EXISTING AND INTERIM MARKINGS AND/OR SIGNING SHALL BE MAINTAINED PER SECTION 150.
- ANY CHANNELIZING DEVICES (DRUMS OR BARRICADES) IN CONFLICT WITH CONCRETE BARRIERS SHALL BE OMITTED.
- CONTRACTOR SHALL PROVIDE THE NECESSARY TRAFFIC CONTROL DURING THE TIE-IN OPERATION.
- THE TRAFFIC CONTROL DEVICES SHOWN FOR ANY STAGE CONSTRUCTION SHALL REMAIN IN PLACE AND BE UTILIZED SO LONG AS NECESSARY FOR THE FOLLOWING STAGES AND SHALL BE REMOVED IMMEDIATELY WHEN NO LONGER REQUIRED. THE DEVICES MAY OR MAY NOT BE SHOWN ON THE PLANS FOR THESE FOLLOWING STAGES, REFER TO THE PLAN SHEET FOR THE INITIAL STAGE FOR THESE TRAFFIC CONTROLS.
- EXISTING GUIDE SIGNS SHALL REMAIN IN PLACE SO LONG AS THEY DO NOT CONFLICT WITH THE CONSTRUCTION OF THIS PROJECT. WHEN IN CONFLICT, THEY SHALL BE RELOCATED ON TEMPORARY POSTS AT THE LOCATION AS DIRECTED BY THE ENGINEER. ANY DISTANCE SHOWN ON THE SIGN SHALL BE ADJUSTED ACCORDINGLY. IF THE SIGNS CANNOT BE RELOCATED, THEN THE SIGN SHALL BE REMOVED AND STORED AT A PLACE DESIGNATED BY THE ENGINEER. IF NEITHER OF THE ABOVE CAN BE DONE, THEN THE CONTRACTOR SHALL PROVIDE INTERIM GUIDE SIGNS AS COVERED IN SECTION 150.
- (a) ON PROJECTS WITH LOW OR SOFT SHOULDERS, THE CONTRACTOR SHALL ERECT IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS "LOW/SOFT SHOULDER" WARNING SIGNS AT THE PROJECT TERMINII, AT INTERVALS NOT TO EXCEED 1 MILE AND IMMEDIATELY PAST EACH CROSSROAD.

(b) WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION, THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PICK UP, TRANSPORT, AND ERECT. THE DEPARTMENT WILL LATER REMOVE AND RETAIN THE SIGNS.

STANDARD LEGEND

- STRIPED DRUM
- ▨ TYPE III BARRICADES
- ⊗ SPECIAL BARRICADE WITH BI-DIRECTIONAL, TYPE "C" STEADY BURNING LIGHT OR HIGHWAY SIGN AS SPECIFIED (SEE DETAIL)
- ⋮ SEQUENTIAL OR FLASHING ARROW
- |— PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ PERMANENT TYPE POST MOUNTED SIGN
- ⊕ TEMPORARY POST MOUNTED SIGN
- Ⓚ PORTABLE MOUNTED SIGN - FLAGS NOT REQUIRED
- ▨ WORK AREA
- ▲ TRAFFIC CONE - 28" MIN. - (DAYTIME USE ONLY)
- FLAGGER WITH STOP-SLOW PADDLE
- ⊞ TRAFFIC IMPACT ATTENUATOR (CRASH CUSHION)
- TYPE I CLEAR (WHITE) DELINEATOR - SINGLE FACE
- TYPE I YELLOW DELINEATOR - SINGLE FACE
- TYPE I CLEAR (WHITE) DELINEATOR DOUBLE FACE
- TYPE I YELLOW DELINEATOR DOUBLE FACE



3-30-06		4-24-01		DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISED GENERAL NOTES AND LEGEND, DELETED TWO DETAILS.		SPEC. BAR. SH. SPEC.		REVISION		STANDARD TRAFFIC CONTROL GENERAL NOTES, STANDARD LEGEND, MISCELLANEOUS DETAILS	
GLO		BY		NO SCALE			
DES. _____		(SUBMITTED) <i>[Signature]</i>		STATE ROAD & AIRPORT DESIGN ENGINEER		NUMBER 9100	
DRW. _____		(APPROVED) <i>[Signature]</i>		CHIEF ENGINEER			
TRA. _____							
CHK. _____							

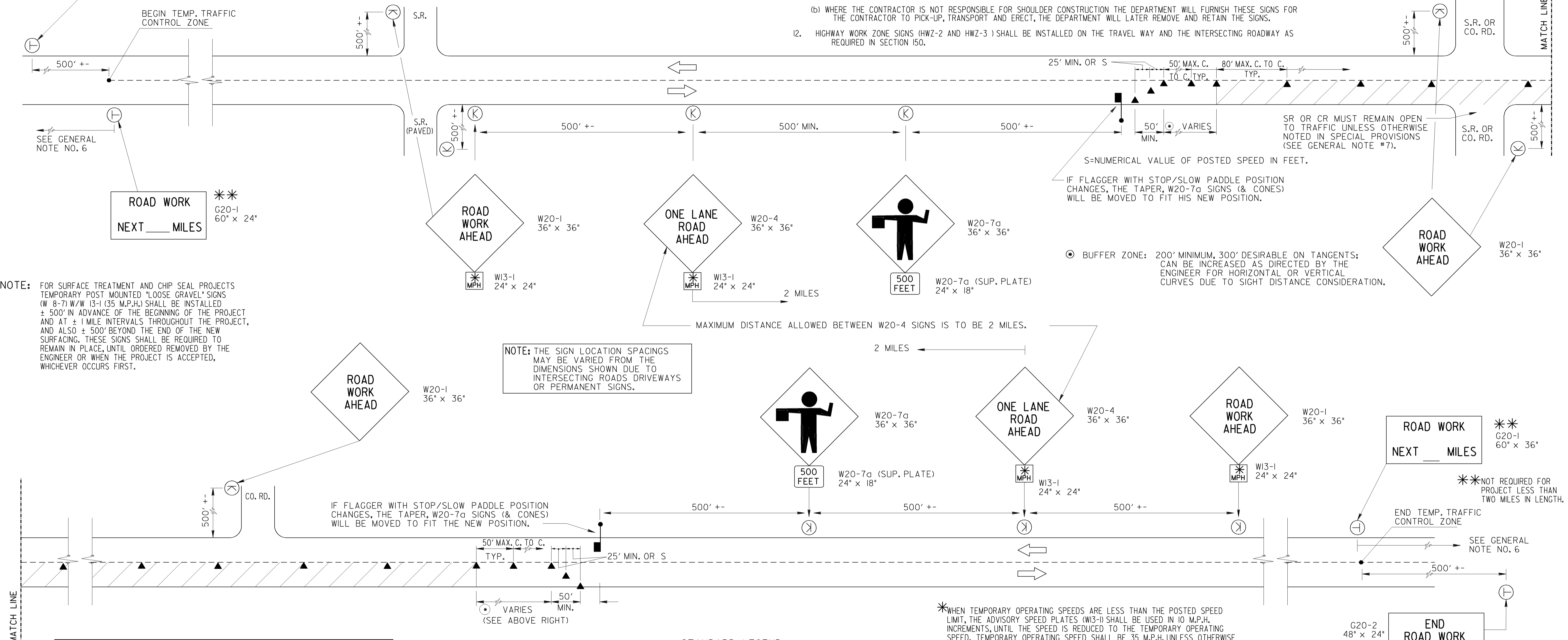
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

GENERAL NOTES:

- ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS; THE MUTCD; THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. (SEE SECTION 150)
- ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF 1 FOOT ABOVE THE LEVEL OF PAVEMENT EDGE FOR DIRECTIONAL TRAFFIC OF TWO (2) LANES OR LESS AND A MINIMUM OF 7 FEET FOR DIRECTIONAL OF THREE (3) OR MORE LANES. ALL PORTABLE SIGNS AND SIGN MOUNTING DEVICES UTILIZED IN THE WORK SHALL BE NCHRP 350 COMPLIANT. PORTABLE SIGNS MAY BE USED WHEN THE DURATION OF THE WORK IS LESS THAN 3 DAYS.
- WHEN THE CONSTRUCTION AREA HAS ENTRANCE/EXIT RAMP OR INTERSECTIONS, WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE WITH THE LEAST AMOUNT OF INCONVENIENCE AS POSSIBLE. ADDITIONAL CHANNELIZATION AND SIGNING SHALL BE INSTALLED, AS REQUIRED, TO ALLOW TRAFFIC TO REMAIN AS OPERATIONAL AS POSSIBLE. WHEN ENTRANCE RAMP/INTERSECTIONS ARE INOPERABLE, FLAGGERS WILL BE UTILIZED TO CONTROL AND PROHIBIT MOVEMENT INTO THE PROJECT AT THAT POINT UNTIL CONSTRUCTION HAS CLEARED THE RESTRICTION SUFFICIENT TO RETURN TO OPERATIONAL STATUS.

- FOR NIGHT TIME OPERATIONS, DRUMS SHALL HAVE, FOR THE LENGTH OF THE TAPER ONLY, A SIX (6) INCH ORANGE REFLECTORIZED TOP STRIPE ON EACH DRUM IN THE TAPER AS REQUIRED IN SECTION 150. SPACING OF DEVICES SHALL BE AS SHOWN. DURING DAYLIGHT HOURS, CONES (28" MIN.) MAY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA.
- SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED IN SECTION 150.
- FLAGGERS SHALL BE PROVIDED AS NECESSARY TO PROHIBIT WRONG DIRECTION OF TRAFFIC THRU WORK AREAS.
- WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTERIM SIGNS THAT ARE PERMANENT MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
- PAYMENT FOR TRAFFIC CONTROL SHALL BE PER SECTION 150.
- PAVEMENT MARKINGS FOR TEMPORARY TRAFFIC CONTROL, IF REQUIRED, SHALL BE IN ACCORDANCE WITH SECTION 150 AND AS DIRECTED BY THE ENGINEER OR SHOWN IN THE PLANS.
- (a) ON PROJECTS WITH LOW OR SOFT SHOULDERS, THE CONTRACTOR SHALL ERECT IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS "LOW/SOFT SHOULDER" WARNING SIGNS AT THE PROJECT TERMINI, AT INTERVALS NOT TO EXCEED ONE MILE AND IMMEDIATELY PAST EACH CROSSROAD.
- (b) WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PICK-UP, TRANSPORT AND ERECT, THE DEPARTMENT WILL LATER REMOVE AND RETAIN THE SIGNS.
- HIGHWAY WORK ZONE SIGNS (HWZ-2 AND HWZ-3) SHALL BE INSTALLED ON THE TRAVEL WAY AND THE INTERSECTING ROADWAY AS REQUIRED IN SECTION 150.

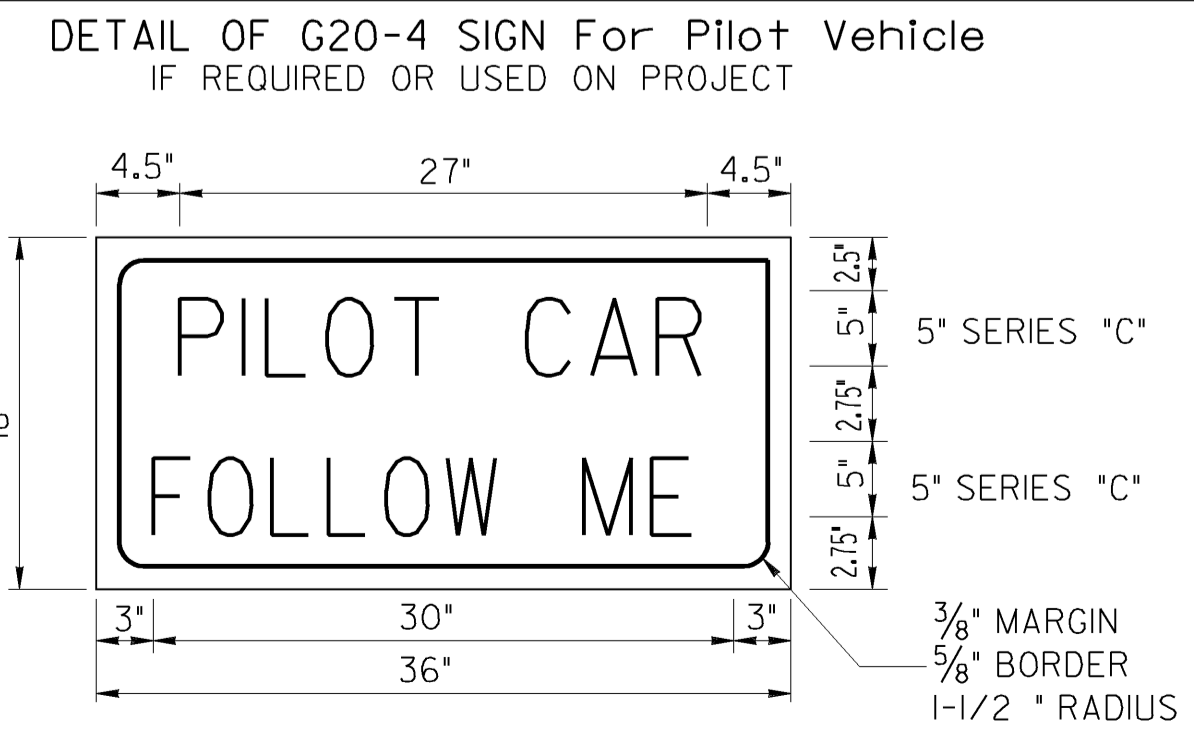
G20-2
48" x 24"
END ROAD WORK



NOTE: FOR SURFACE TREATMENT AND CHIP SEAL PROJECTS TEMPORARY POST MOUNTED "LOOSE GRAVEL" SIGNS (W 8-7) W/W 13-1 (35 M.P.H.) SHALL BE INSTALLED ± 500' IN ADVANCE OF THE BEGINNING OF THE PROJECT AND AT ± 1 MILE INTERVALS THROUGHOUT THE PROJECT, AND ALSO ± 500' BEYOND THE END OF THE NEW SURFACING. THESE SIGNS SHALL BE REQUIRED TO REMAIN IN PLACE, UNTIL ORDERED REMOVED BY THE ENGINEER OR WHEN THE PROJECT IS ACCEPTED, WHICHEVER OCCURS FIRST.

NOTE: THE SIGN LOCATION SPACINGS MAY BE VARIED FROM THE DIMENSIONS SHOWN DUE TO INTERSECTING ROADS DRIVEWAYS OR PERMANENT SIGNS.

*WHEN TEMPORARY OPERATING SPEEDS ARE LESS THAN THE POSTED SPEED LIMIT, THE ADVISORY SPEED PLATES (W13-1) SHALL BE USED IN 10 M.P.H. INCREMENTS, UNTIL THE SPEED IS REDUCED TO THE TEMPORARY OPERATING SPEED. TEMPORARY OPERATING SPEED SHALL BE 35 M.P.H. UNLESS OTHERWISE DETERMINED BY THE ENGINEER.



STANDARD LEGEND

- STRIPED DRUM
- PERMANENT TYPE POST MOUNTED SIGN (7' MOUNT HEIGHT)
- ⊕ TEMPORARY POST MOUNTED SIGN - (7' MOUNT HEIGHT)
- Ⓚ PORTABLE MOUNTED SIGN - MINIMUM HEIGHT OF 1 FT. ABOVE THE EDGE OF PAVEMENT; INSTALLED AS PER NCHRP 350 TESTING REQUIREMENTS.
- ▨ WORK AREA
- ▲ TRAFFIC CONE - 28" MIN. - DAYTIME USE ONLY
- FLAGGER WITH STOP-SLOW PADDLE

REMOVED FLAGS AND REV. 3-30-06		DATE	
GENERAL NOTES REV. SIGN G20-2A TO G20-2.		REVISION	
GLO		BY	
DES. _____		STATE ROAD & AIRPORT DESIGN ENGINEER	
DRW. _____		(APPROVED) <i>[Signature]</i>	
TRA. _____		CHIEF ENGINEER	
CHK. _____			

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE HIGHWAY

NO SCALE REV. & REDR. JULY, 1999

NUMBER
9102