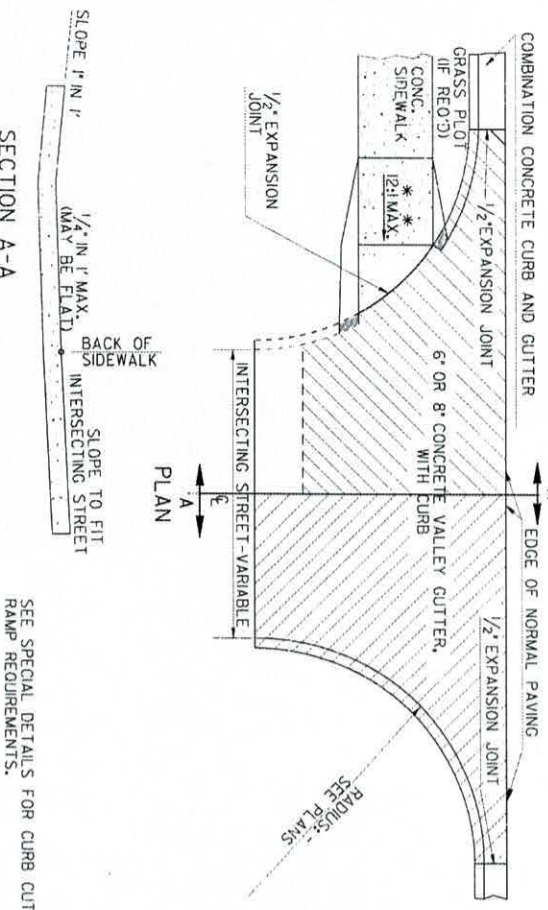
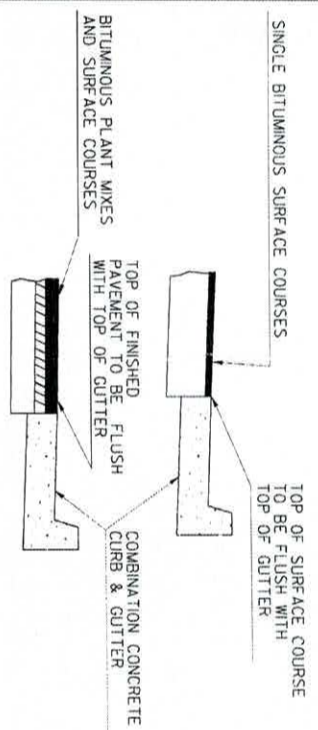


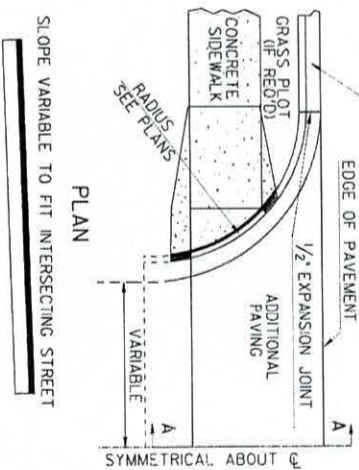
DETAIL OF CONCRETE VALLEY GUTTER WITH CURB



DETAIL OF PLACING PAVEMENT ADJACENT TO GUTTER

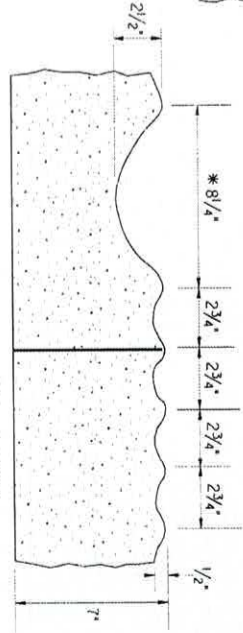
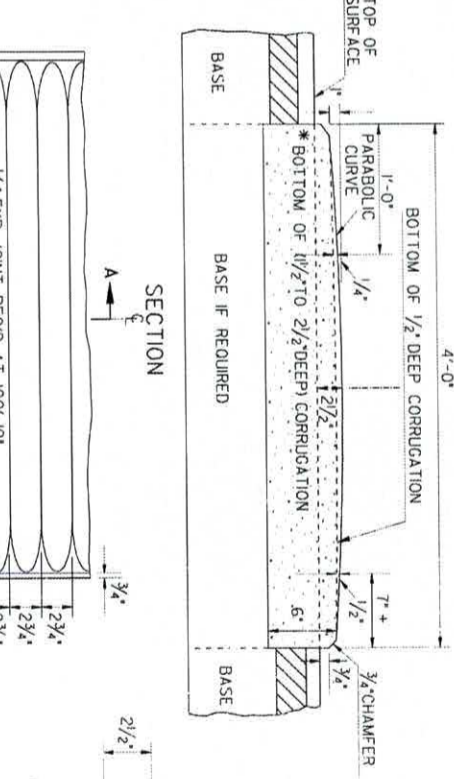


DETAIL OF ADDITIONAL PAVING AT STREET INTERSECTION



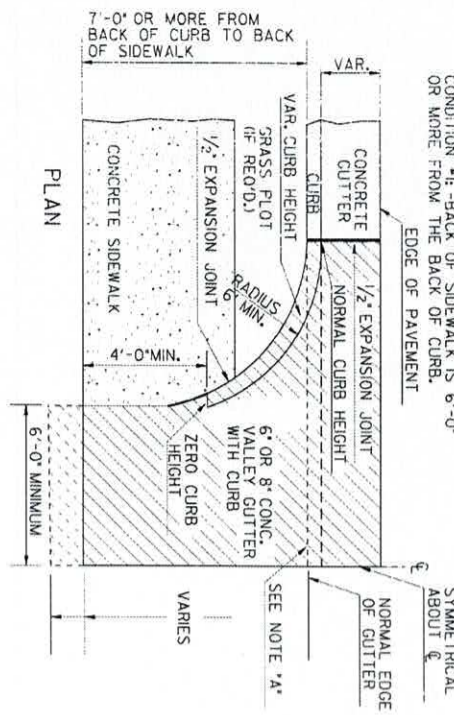
NOTE:
ADDITIONAL PAVING TO EXTEND TO END OF RETURN WHEN NO CONCRETE SIDEWALK IS SET UP.
** SEE SPECIAL DETAILS FOR CURB CUT RAMP REQUIREMENTS.

DETAIL OF 4' CORRUGATED CONCRETE MEDIAN



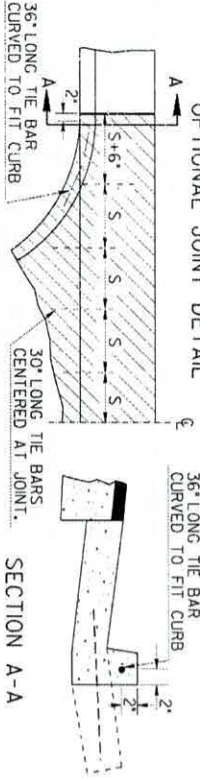
* APPLIES ONLY TO SUPERELEVATED CURVES, INCLUDING TRANSITIONS.

DETAIL OF 6' OR 8' CONCRETE VALLEY GUTTER AT DRIVE WITHOUT CURB



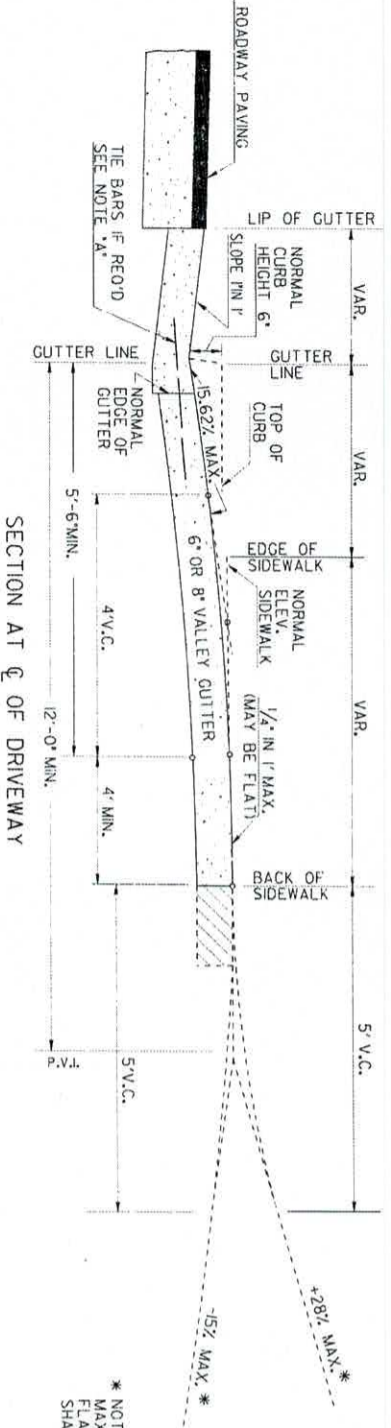
NOTE: **
CONSTRUCTION JOINT OPTIONAL: -WHEN IMPLEMENTED *4 TIE BARS WILL BE CONSIDERED AS SHOWN BELOW TO BE INCLUDED IN UNIT PRICE FOR VALLEY GUTTER. IF CURB IS POURED THROUGH VALLEY GUTTER THE TOP PORTION WILL BE REMOVED BEFORE SETTING TO MATCH GRADE OF VALLEY GUTTER.

OPTIONAL JOINT DETAIL



CONDITION #1: -BACK OF SIDEWALK IS 7'-0" OR MORE FROM BACK OF CURB.
ZERO CURB HT. TO BE A MINIMUM OF 3'-2" FROM GUTTER LINE. IF CURB TRANSITION EXTENDS PAST EDGE OF SIDEWALK, THE TOP OF THE VARIABLE HEIGHT CURB IS TO REMAIN FLUSH WITH THE TOP OF THE SIDEWALK THROUGHOUT TRANSITION, ZERO CURB HEIGHT WILL BE A MINIMUM OF 4'-0" FROM BACK OF SIDEWALK.

SECTION A-A



SECTION AT CL OF DRIVEWAY

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

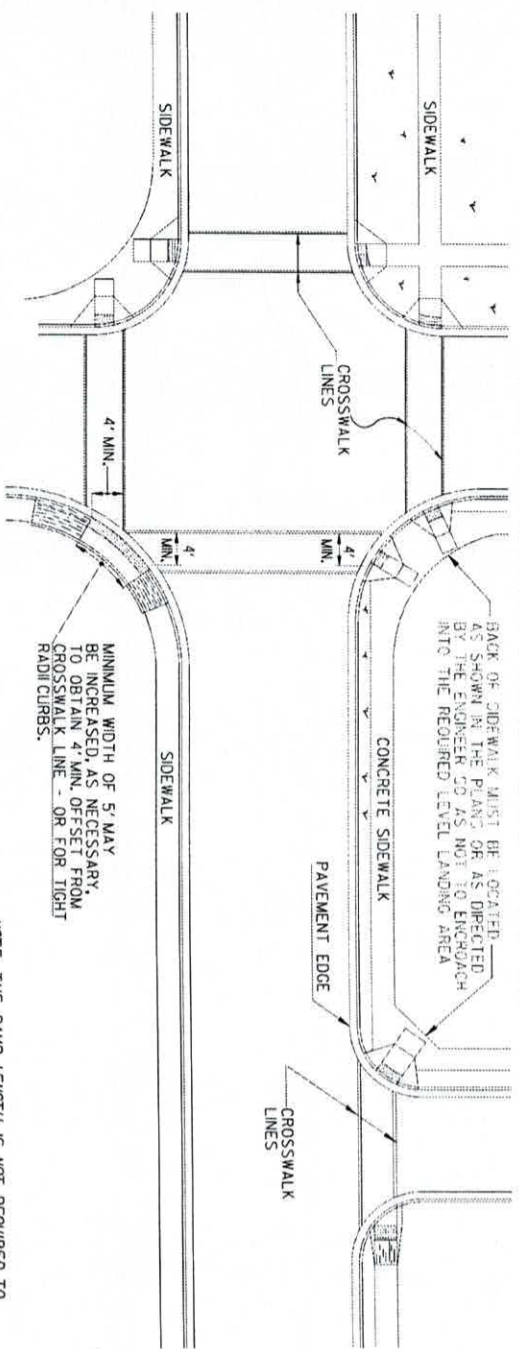
This Detail Replaces Ga Standard 9031J

Guidelines for Usage On Metric Projects

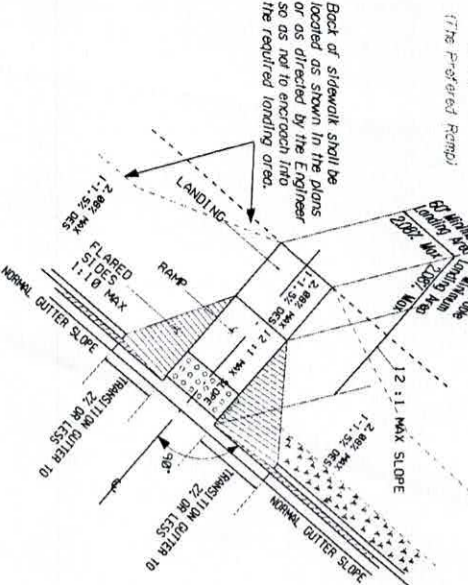
When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following: *Rounded-Off 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.

DATE	2-2-03
REVISION	2-2-03
REVISION	4-3-02
REVISION	4-3-02
BY	
DEPARTMENT OF TRANSPORTATION	
STATE OF GEORGIA	
SPECIAL DETAIL	
CONCRETE VALLEY GUTTER AT STREET INTERSECTION	
6' OR 8' CONCRETE VALLEY GUTTER AT DRIVE	
PLACING PAVEMENT ADJACENT TO GUTTER	
ADDITIONAL PAVING AT STREET INTERSECTION	
4' CORRUGATED CONCRETE MEDIAN	
MARCH 12, 2002	
A2	

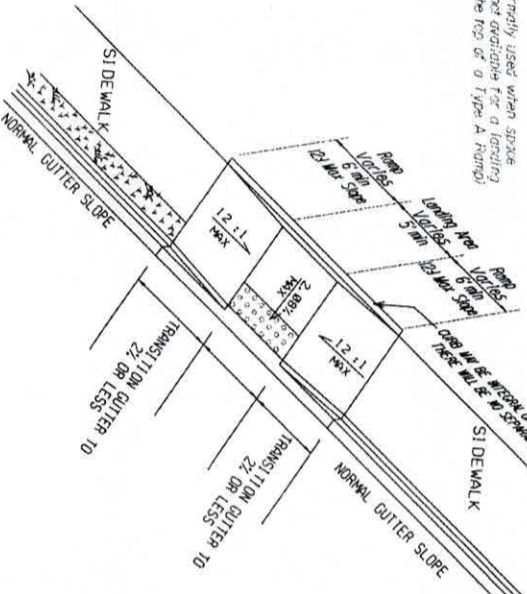
TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW



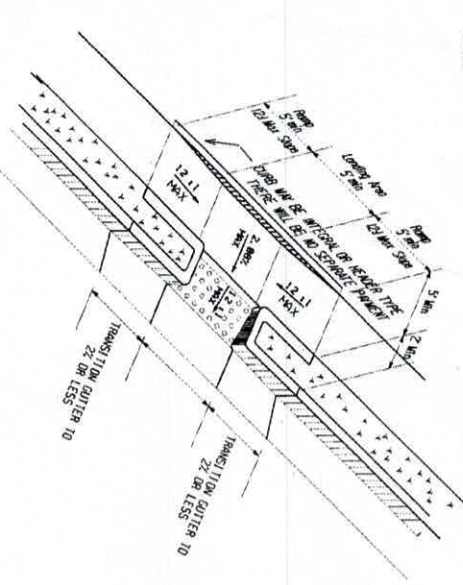
Type A



Type B

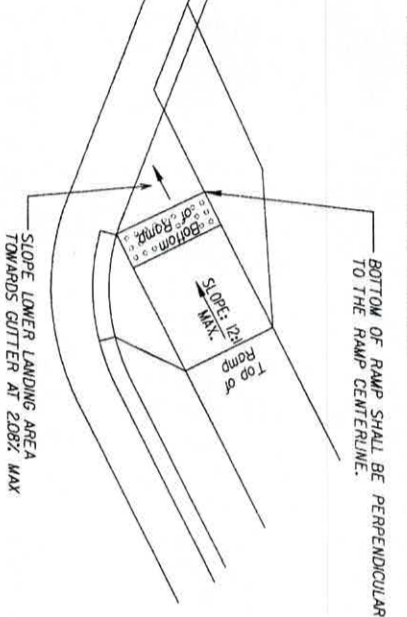


Type C

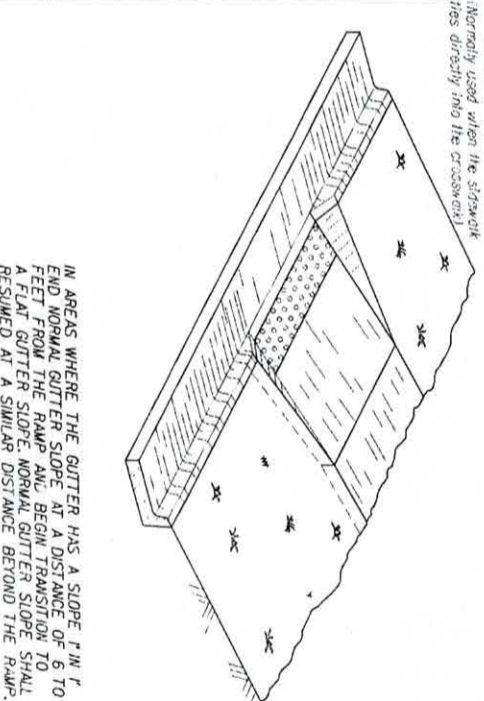


Skewed Ramp Details

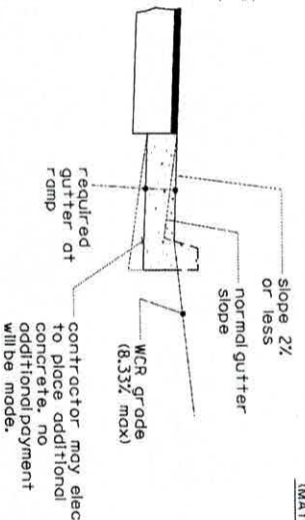
(Applies to Type A & Type D Ramps Only)



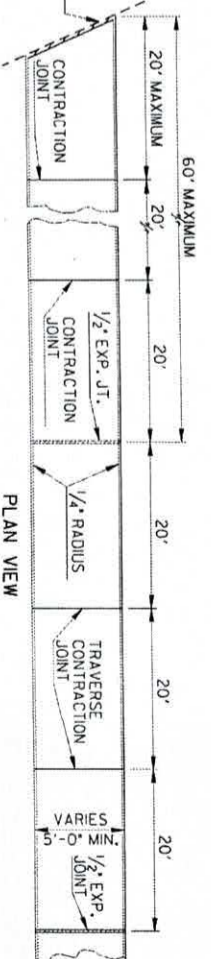
Type D



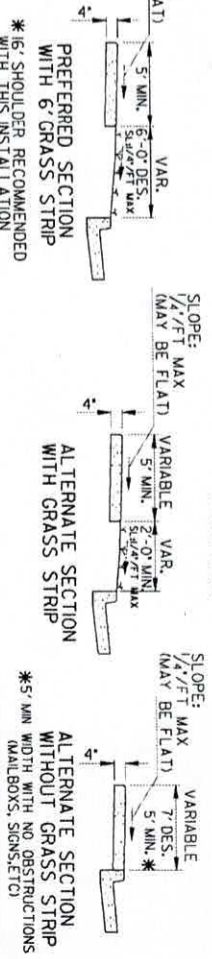
GUTTER TRANSITION DETAIL



CONCRETE SIDEWALK DETAILS



PLAN VIEW



NOTES FOR CONCRETE SIDEWALKS

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

NOTES FOR CURB CUT RAMPS:

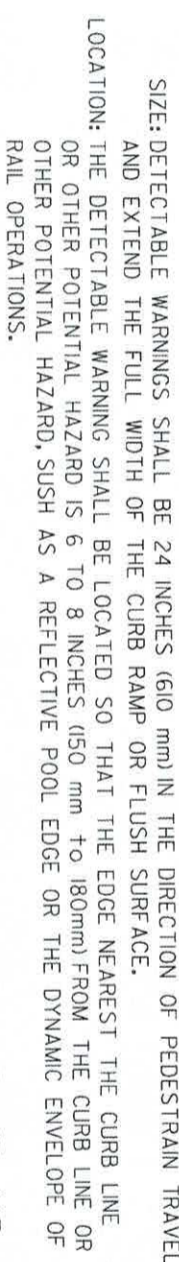
1. CURB CUT RAMPS WILL BE LOCATED AS FOLLOWS UNLESS PLANS OR CONTRACT SPECIFY OTHERWISE:
 - a) AT ALL PEDESTRIAN CROSSWALKS WHERE CURB IS CONSTRUCTED OR REPLACED, OR AT INTERSECTIONS.
 - b) WHERE THE SIDEWALK, CONCRETE OR UNPAVED, IS INTERRUPTED BY THE CURB AT TURNOUTS.
 - c) AT OTHER LOCATIONS SUCH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

This Detail Replaces Ga Standard 9031W

Guidelines for Usage On Metric Projects

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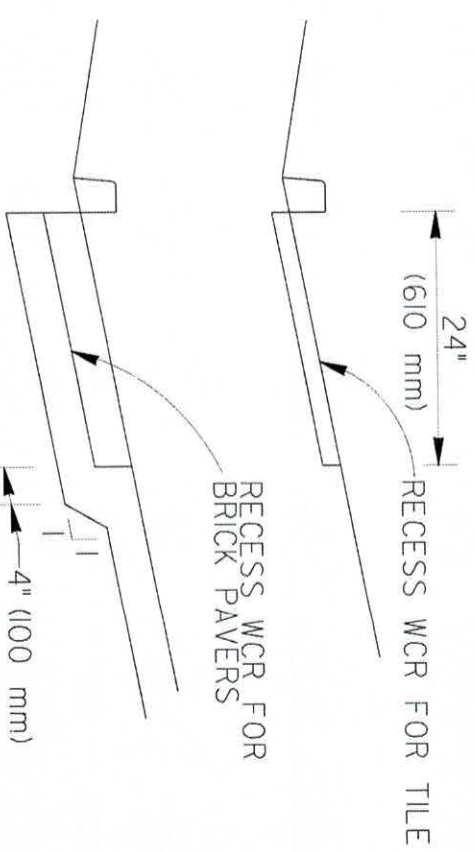
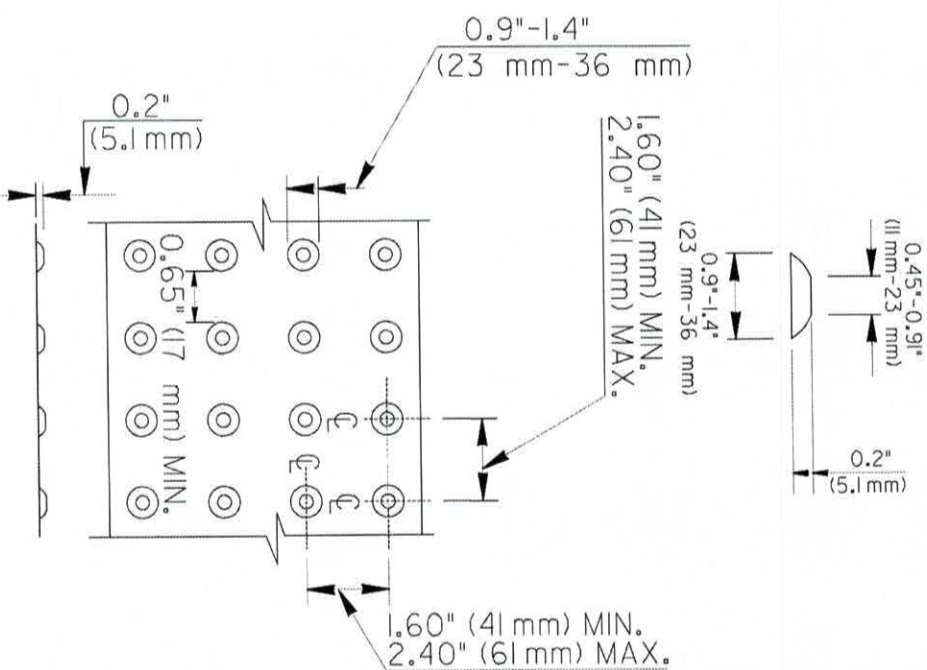
REV.	TRUNCATED DOMES	DATE	REVISION	NO SCALE	MARCH 12, 2002
5-10-06	REVISED	2-21-03	REVISED		
2-10-03	REVISED	7-29-02	REVISED		
5-29-02	REVISED	5-23-02	REVISED		
5-23-02	REVISED	5-13-02	REVISED		
4-29-02	REVISED	4-11-02	REVISED		
4-11-02	REVISED	4-3-02	REVISED		
5-28-02	REVISED				
DEPARTMENT OF TRANSPORTATION					
STATE OF GEORGIA					
SPECIAL DETAIL					
CONCRETE SIDEWALK DETAILS					
CURB CUT (WHEELCHAIR) RAMPS					
A3					



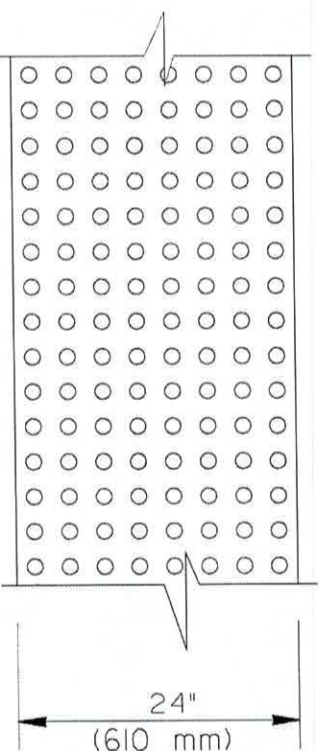
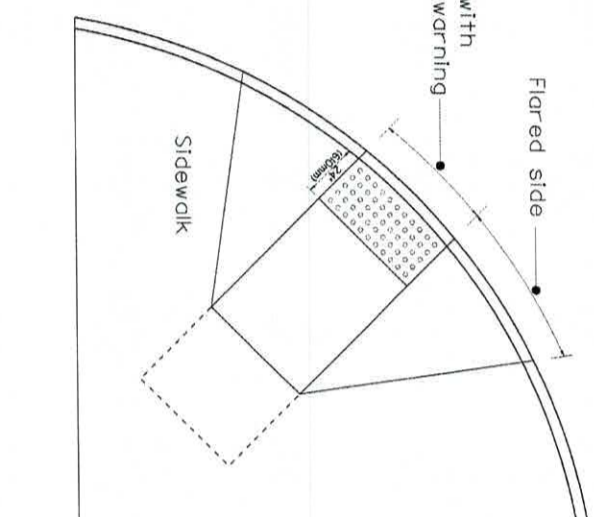
DOMES SIZE AND SPACING: TRUNCATED DOMES SHALL HAVE A BASE DIAMETER OF 0.9 INCH TO 1.4 INCH (23mm-36mm) AT THE TOP OF THE DOME AND A DIAMETER OF 0.9 INCH TO 1.4 INCH (23mm-36mm) AT THE TOP OF THE TOP DIAMETER

THE BOTTOM, A DIAMETER OF 0.45 INCH TO 0.5 INCH (MINIMUM-25mm) TO THE TOP OF THE DOME 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.



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



GLO	REVISEDTRUNCATED DOMES AND NOTES.	5-10-06
	REVISED	11-14-02
BY	REVISION	7-29-02
	DATE	
DEPARTMENT OF TRANSPORTATION		
STATE OF GEORGIA		
SPECIAL DETAIL		
DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS		
NO SCALE		
		A4

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.