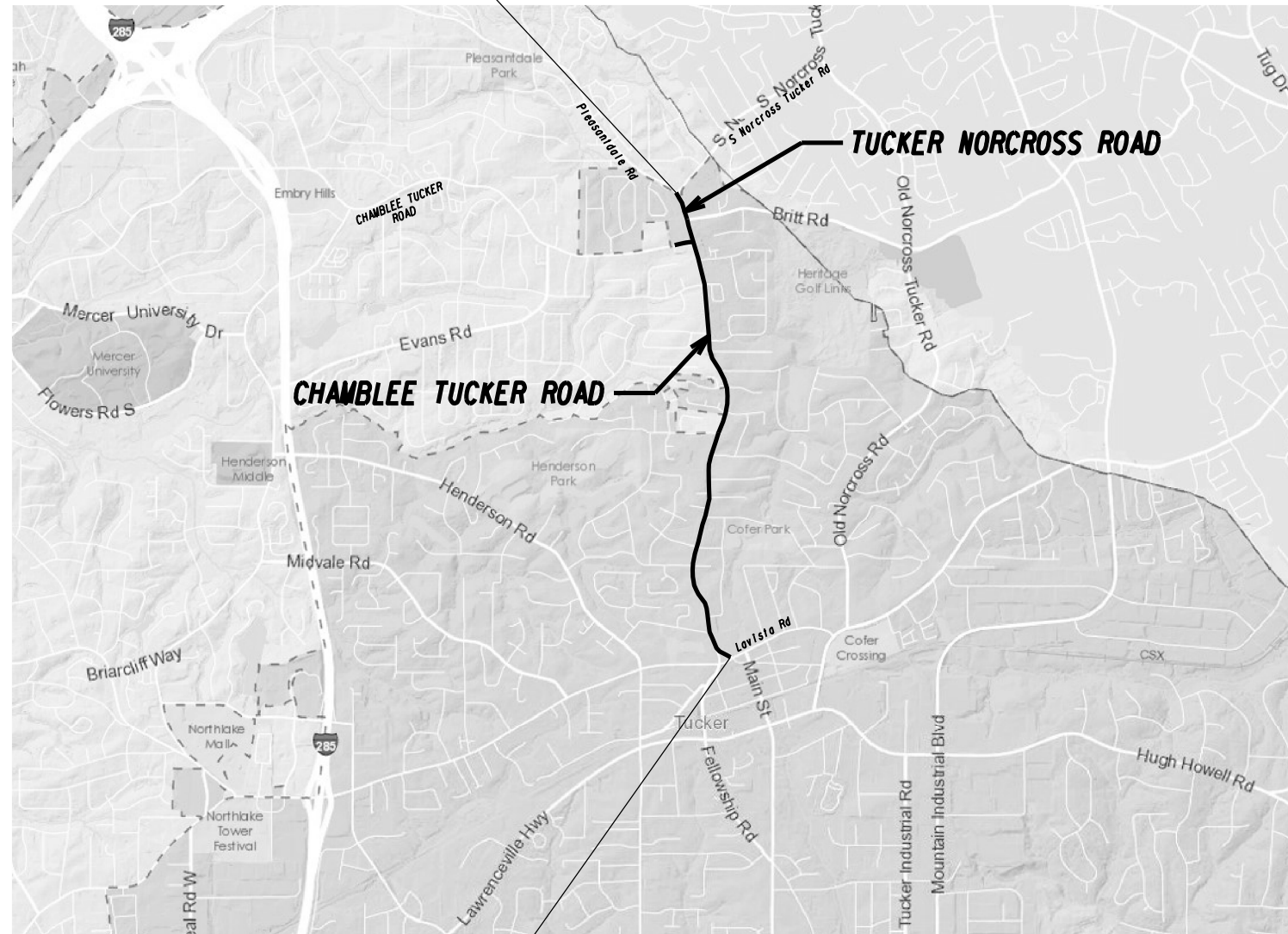


CITY OF TUCKER

CHAMBLEE TUCKER ROAD LANE DIET

END PROJECT
END CONSTRUCTION
STA 211+02.00
N 1412831.3108
E 2280285.6259



BEGIN PROJECT
BEGIN CONSTRUCTION
STA 100+69.92
N 1402373.6610
E 2281469.4931

NOTE :
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", "GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.



DESIGN DATA:
TRAFFIC A.D.T.: 21,400
24 HR. TRUCKS %: 4%
SPEED DESIGN: 35 MPH
FUNCTIONAL CLASS: MINOR ARTERIAL



PLANS PREPARED BY
vhb
UNDER THE SUPERVISION OF
THOMAS M. CROCHET, PE, PTOE



THIS PROJECT HAS BEEN PREPARED WITHOUT A COORDINATE SYSTEM OR VERTICAL DATUM.

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 CITY OF TUCKER IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE GDOT SPECIFICATIONS.

LENGTH OF PROJECT	COUNTY No. 89
	Project No.
	MILES
NET LENGTH OF ROADWAY	2.089
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	2.089
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	2.089

PLANS COMPLETED	9/28/2021
REVISIONS	
10/22/21: 01-001, 03-001, 05-001, 05-002,	
05-003, 05-004, 05-005, 06-001, 07-001	

GENERAL NOTES

- THE LOCATIONS OF EXISTING UTILITIES ARE NOT SHOWN ON THE PLANS. UNDERGROUND UTILITY LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO BEGINNING CONSTRUCTION. IF UTILITIES ARE ENCOUNTERED DURING EXCAVATION OPERATIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY FOR INSTRUCTIONS TO RESOLVE ANY CONFLICTS. ANY DAMAGE OR INTERRUPTION OF EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED PROMPTLY AT THE CONTRACTOR'S EXPENSE.
- UTILITY WORK COORDINATION WILL BE REQUIRED AS PART OF THIS CONTRACT. THE CONTRACTOR SHALL BE REQUIRED TO USE THE ONE-CALL CENTER TELEPHONE NUMBER (811) FOR THE PURPOSE OF COORDINATING THE MARKING OF UNDERGROUND UTILITIES.
- PROJECT TO BE CONSTRUCTED PER GEORGIA DEPARTMENT OF TRANSPORTATION (GDOT) STANDARD SPECIFICATIONS, 2021 EDITION, GDOT PUBLISHED SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS TO THE STANDARD SPECIFICATIONS, AND AS MODIFIED BY THE PLANS AND CONTRACT DOCUMENTS.
- CONTRACTOR SHALL ESTABLISH SURVEY CONTROL POINTS IN THE FIELD BY SELECTING SUITABLE, VISIBLE POINTS IN AERIAL ORTHOGRAPHIC IMAGE FILES AND MICROSTATION CADD FILES PROVIDED BY THE CITY. COST FOR ESTABLISHMENT OF SURVEY CONTROL AND ALL SURVEY LAYOUT SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
- A NOTICE OF INTENT IS NOT REQUIRED FOR THIS PROJECT SINCE DISTURBED AREA IS LESS THAN ONE ACRE, AS PER GENERAL NPDES PERMICOSTT NO. GAR100002.
- ALL NON-PAVED DISTURBED AREAS SHALL BE GRASSED AND MULCHED IN ACCORDANCE WITH CURRENT GDOT SPECIFICATION SECTION 700-GRASSING. GRASSED AREAS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL GRASS IS ESTABLISHED AND ACCEPTED BY THE ENGINEER. THE COST FOR ALL GRASSING AND MULCH SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
- NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL OF ITEMS AS CALLED FOR IN THE PLANS OR AS NECESSARY TO CONSTRUCT ELEMENTS OF THE PROJECT. THE COST FOR ALL REMOVALS SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
- DETECTABLE WARNING SURFACES TO BE INSTALLED UNDER THIS CONTRACT SHALL BE THE SAME COLOR AS DETECTABLE WARNING SURFACES AT ADJACENT INTERSECTIONS.
- THERE IS NO KNOWN SUITABLE PLACE TO BURY EXISTING CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. DEMOLITION DEBRIS SHALL BECOME PROPERTY OF THE CONTRACTOR AND WASTE SOILS, VEGETATION, AND OTHER DELETERIOUS MATERIALS SHALL BE HAULED OFF-SITE AND BE DISPOSED OF AT AN APPROVED LOCATION IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
- CONTRACTOR SHALL NOT WORK, STORE MATERIALS, SETUP EQUIPMENT, DISTURB PROPERTY OR MAKE IMPROVEMENTS OUTSIDE OF THE EXISTING RIGHT OF WAY LINES SHOWN ON THE SECTION 13 DRAWINGS.
- EQUIPMENT AND MATERIALS SHALL BE STORED OFF-SITE OR IN AREAS APPROVED BY THE ENGINEER. CONSTRUCTION AND STORAGE AREAS SHALL BE KEPT NEAT AND CLEAN. EQUIPMENT AND MATERIAL SHALL NOT BE STORED WITHIN THE DRIP LINE OF TREES.
- ALL EXISTING ELECTRICAL BOXES, WATER METER BOXES, VALVE BOXES AND ANY OTHER UTILITY STRUCTURES WHICH ARE TO REMAIN SHALL BE SET FLUSH WITH THE TOP OF THE PROPOSED GRADE OR CONCRETE SURFACE. ALL COSTS ASSOCIATED WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
- CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE ACROSS DISTURBED AREAS AND INTO DRAINAGE FEATURES.
- ALL CONCRETE TO BE USED FOR THE CONSTRUCTION OF SIDEWALKS AND CURB AND GUTTER TO BE CLASS 'A' CONCRETE. CONCRETE SHALL BE PREPARED AND INSTALLED IN ACCORDANCE WITH CURRENT GDOT SPECIFICATION SECTION 441-MISCELLANEOUS CONCRETE. ADA RAMPS AND SIDEWALKS SHALL BE CONSTRUCTED WITH 4 INCH CONCRETE, EXCEPT ALL ADA RAMPS AND SIDEWALKS WITHIN INTERSECTION RADIUS SHALL BE 8 INCH CONCRETE.
- THE CONTRACTOR SHALL MARK THE OUTLINE OF RAISED CONCRETE MEDIANS AND RECEIVE APPROVAL FROM THE ENGINEER BEFORE INSTALLING.
- TRAFFIC SIGNAL LOOPS REMOVED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AND OPERATIONAL WITHIN 48 HOURS. FAILURE IN REPLACING THE LOOPS WITHIN THE TIME SPECIFIED WILL RESULT IN THE ASSESSMENT OF LIQUIDATED DAMAGES PER THE CONTRACT. COST FOR LOOP DETECTOR REPLACEMENT SHALL BE INCLUDED IN THE PRICE BID FOR LOOP DETECTOR.
- THE PRICE BID FOR TRAFFIC SIGNAL INSTALLATION SHALL INCLUDE ALL ITEMS CALLED FOR ON THE SIGNAL PLANS WITH THE EXCEPTION OF LOOP DETECTORS. COST FOR LOOP DETECTOR INSTALLATION OR REPLACEMENT SHALL BE INCLUDED IN THE PRICE BID FOR LOOP DETECTOR.



REVISION DATES

GENERAL NOTES

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	04-001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

GENERAL NOTES

MAINTENANCE OF TRAFFIC, TRAFFIC CONTROL, AND STAGED CONSTRUCTION

18. THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SUFFICIENT BARRICADES, LIGHTS, WARNING SIGNS, AND OTHER TRAFFIC CONTROL METHODS ADJACENT TO EXISTING ROADWAYS AND PARKING AREAS AS MAY BE REQUIRED FOR THE PROTECTION AND SAFETY OF THE PUBLIC. ALL TEMPORARY SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION AND/OR AS DIRECTED BY THE ENGINEER.
19. ALL EXISTING PEDESTRIAN FACILITIES, INCLUDING ACCESS TO TRANSIT STOPS, SHALL BE MAINTAINED. WHERE PEDESTRIAN ROUTES ARE CLOSED TEMPORARILY, ALTERNATE ROUTES SHALL BE PROVIDED. CLOSURES OF EXISTING, INTERIM AND FINAL PEDESTRIAN FACILITIES SHALL BE KEPT TO A MINIMUM AND SHALL HAVE THE PRIOR WRITTEN APPROVAL OF THE ENGINEER.
20. ALL WORK ASSOCIATED WITH TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC, INCLUDING TEMPORARY MARKING, BARRICADES, CHANNELIZING DEVICES, WARNING SIGNS, TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL METHODS, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR TRAFFIC CONTROL.
21. THE CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION ALONG CHAMBLEE TUCKER ROAD AT ALL TIMES.
22. THE CONTRACTOR SHALL RESTRICT WORK HOURS TO THE PERIOD FROM 7:00 AM TO 7:00 PM MONDAY THROUGH SATURDAY.
23. THE CONTRACTOR SHALL NOT IMPEDE TRAFFIC BETWEEN THE HOURS OF 7:00 AM TO 9:00 AM AND 4:00 PM TO 7:00 PM MONDAY THROUGH FRIDAY.
24. THE CONTRACTOR WILL PROVIDE, MAINTAIN AND OPERATE TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS AND COORDINATE WITH THE ENGINEER ON THEIR PLACEMENT AND MESSAGES TO BE DISPLAYED CONTINUOUSLY FROM ONE MONTH PRIOR TO PAVEMENT MILLING AND RESURFACING UNTIL TWO MONTHS AFTER COMPLETION OF FINAL PAVEMENT MARKINGS. CHANGEABLE MESSAGE SIGNS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR TRAFFIC CONTROL.
25. THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING STAGED CONSTRUCTION REQUIREMENTS UNLESS THE ENGINEER APPROVES MODIFICATIONS REQUESTED BY THE CONTRACTOR:
 - a. DEEP PATCHING AS DIRECTED BY THE ENGINEER SHALL BE PLACED BEFORE MILLING.
 - b. MILL AND PLACE 19 MM ASPHALT BINDER COURSE IN THE SAME DAY.
 - c. IMPLEMENT THE LANE DIET OPERATION DURING THE PLACEMENT OF THE 19 MM ASPHALT BINDER COURSE OR 12.5 MM ASPHALT SURFACE COURSE THROUGH THE USE OF TEMPORARY PAVEMENT MARKINGS, CHANNELIZING DEVICES AND BARRICADES.
 - d. INSTALL RAISED CONCRETE ISLANDS AFTER INSTALLATION OF 12.5 MM ASPHALT SURFACE COURSE.

28. ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF 7 FEET ABOVE THE NORMAL EDGE OF PAVEMENT, CURB OR SIDEWALK TO THE BOTTOM OF THE SIGN OR ASSEMBLY.
29. THE HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS IN NON-MOUNTABLE CURB SECTIONS SHALL BE AT LEAST 2 FEET FROM THE CURB FACE TO THE NEARER EDGE OF THE SIGN(S).
30. EACH 42 OR 48 INCH WIDE x 18 OR 24 INCH HIGH SIGN REQUIRES ONE 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAP LOCATED IN THE CENTER OF THE SIGN AND FLUSH WITH THE BACK OF THE SIGN.
31. SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES, UNLESS OTHERWISE NOTED IN THE PLANS. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY-TYPICAL FRAMING DETAILS.
32. 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.

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).

TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL WARNING SIGNS.

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. ALL REGULATORY SIGNS WITHIN THE SCHOOL ZONE SIGNING SHALL HAVE TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING.

33. A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.
34. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.
35. THE CONTRACTOR WILL, AS REQUESTED BY THE ENGINEER, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.
36. THE CONTRACTOR SHALL STAKE ALL SIGN LOCATIONS AND RECEIVE APPROVAL FROM THE ENGINEER BEFORE INSTALLATION.
37. ADJUST SPAN WIRE TENSION AS APPROPRIATE WHEN MOVING OR REPLACING OVERHEAD SIGNS.
38. REMOVAL, RELOCATION AND ADJUSTMENT OF SIGNS, ALONG WITH ADJUSTMENTS TO SIGN SUPPORTS AS CALLED FOR IN THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE PRICE BID FOR OTHER SIGN ITEMS.

SIGNING AND MARKING

26. ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION, AND THE GEORGIA SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
27. SIGN ERECTION LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR OR BY THE PROJECT ENGINEER WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



REVISION DATES

GENERAL NOTES

CHAMBLEE TUCKER ROAD LANE DIET

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BACKCHECKED:	DATE:	04-002
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VERIFIED:	DATE:	

GENERAL NOTES

RECTANGULAR RAPID FLASHING BEACONS (RRFB)

- 39. THE CONTRACTOR SHALL STAKE ALL RRFB LOCATIONS AND RECEIVE APPROVAL FROM THE ENGINEER BEFORE INSTALLATION.
- 40. RRFB ASSEMBLIES PROVIDED BY THE CONTRACTOR SHALL BE MANUFACTURED BY TAPCO, OR EQUAL APPROVED BY THE CITY, IN ACCORDANCE WITH CURRENT FHWA GUIDANCE. RRFB SHALL BE SOLAR POWERED, AND BULLDOG PUSH BUTTON ACTIVATED. WHERE A HIGH-CAPACITY SOLAR PANEL IS CALLED FOR IN THE PLANS, THE SOLAR PANEL SHALL HAVE A MINIMUM 30-WATT OUTPUT AND THE BATTERY SHALL HAVE A MINIMUM 35 AMP-HOUR CAPACITY. PRICE BID FOR INSTALLING THE CONTRACTOR PROVIDED RRFB ASSEMBLY SHALL INCLUDE THE FLASHING BEACON, MOUNTING POLE AND BASE, POLE FOUNDATION AND ANCHOR BOLTS, WIRELESS COMMUNICATIONS SYSTEM, SOLAR PANEL SYSTEM, PUSH BUTTON, SIGNS CALLED FOR IN THE PLANS TO BE ATTACHED TO THE ASSEMBLY, HARDWARE AND WIRING, INSTALLATION, TESTING, AND BURN-IN PERIOD WORK.
- 41. RRFB ASSEMBLIES PROVIDED BY THE CITY SHALL BE INSPECTED BY THE CONTRACTOR PRIOR TO INSTALLATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DEFECTS PRIOR TO INSTALLATION. THE CONTRACTOR SHALL BE RESPONSIBLE PROVIDING THE FOUNDATION AND ANCHOR BOLTS, AND OTHER NECESSARY HARDWARE OR WIRING TO COMPLETE THE INSTALLATION AND MAKE THE ASSEMBLIES FULLY FUNCTIONAL. THE CONTRACTOR SHALL COORDINATE WITH THE CITY FOR ANY NECESSARY REPLACEMENT PARTS TO MAKE THE ASSEMBLY FULLY FUNCTIONAL, THE CITY WILL PROVIDE THE PARTS AND THE CONTRACTOR SHALL INSTALL THE PARTS. THE LABOR COST INSPECTING THE CITY PROVIDED RRFB ASSEMBLIES AND FOR REPLACEMENT OF DEFFECTIVE PARTS SHALL BE INCLUDED IN THE PRICE BID FOR INSTALLING THE RRFB ASSEMBLY.
- 42. ALL RRFB ASSEMBLIES SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. SOLAR PANELS SHALL BE INSTALLED IN UNOBSTRUCTED SUNLIGHT, A SEPARATE POLE FOR MOUNTING THE SOLAR PANEL MAY BE REQUIRED TO ENSURE UNOBSTRUCTED SUNLIGHT.
- 43. CONTRACTOR SHALL PERFORM ACCEPTANCE TESTING FOR ALL EQUIPMENT, HARDWARE AND WORK PROVIDED UNDER THIS CONTRACT AT EACH RRFB ASSEMBLY FIELD INSTALLATION. OBTAIN ENGINEER'S APPROVAL FOR ALL TEST PROCEDURES PRIOR TO BEGINNING ACCEPTANCE TESTING. NOTIFY THE ENGINEER OF A DESIRED ACCEPTANCE TEST SCHEDULE NO LESS THAN FOURTEEN CALENDAR DAYS PRIOR TO BEGINNING TESTING. COMPLETE ALL WORK PRIOR TO THE BEGINNING OF ANY ACCEPTANCE TESTING AT A GIVEN RRFB ASSEMBLY SITE IN THE PRESENCE OF THE ENGINEER. TESTING SHALL BE INCLUDED IN THE PRICE BID FOR INSTALLING THE RRFB ASSEMBLY.
- 44. FOLLOWING THE SUCCESSFUL FIELD INSTALLATION TEST FOR ALL THE RRFB ASSEMBLIES, THE CONTRACTOR SHALL PROVIDE A BURN-IN PERIOD FOR ALL WORK AND EQUIPMENT INCLUDED IN THE CONTRACT CONSISTING OF THE FIELD OPERATION OF THE RRFB ASSEMBLY FOR 30 DAYS. SUCCESSFUL COMPLETION AND ACCEPTANCE OF THE BURN-IN PERIOD WILL BE GRANTED ON THE 30TH DAY UNLESS ANY EQUIPMENT HAS MALFUNCTIONED DURING THE 15TH THROUGH 30TH DAY OF THE BURN-IN PERIOD. IF ANY EQUIPMENT HAS FAILED DURING THE 15TH THROUGH 30TH DAY, FINAL ACCEPTANCE WILL BE WITHHELD UNTIL ALL THE EQUIPMENT IS FUNCTIONING PROPERLY FOR 15 DAYS AFTER REPAIR. BURN-IN PERIOD WORK SHALL BE INCLUDED IN THE PRICE BID FOR INSTALLING THE RRFB ASSEMBLY.

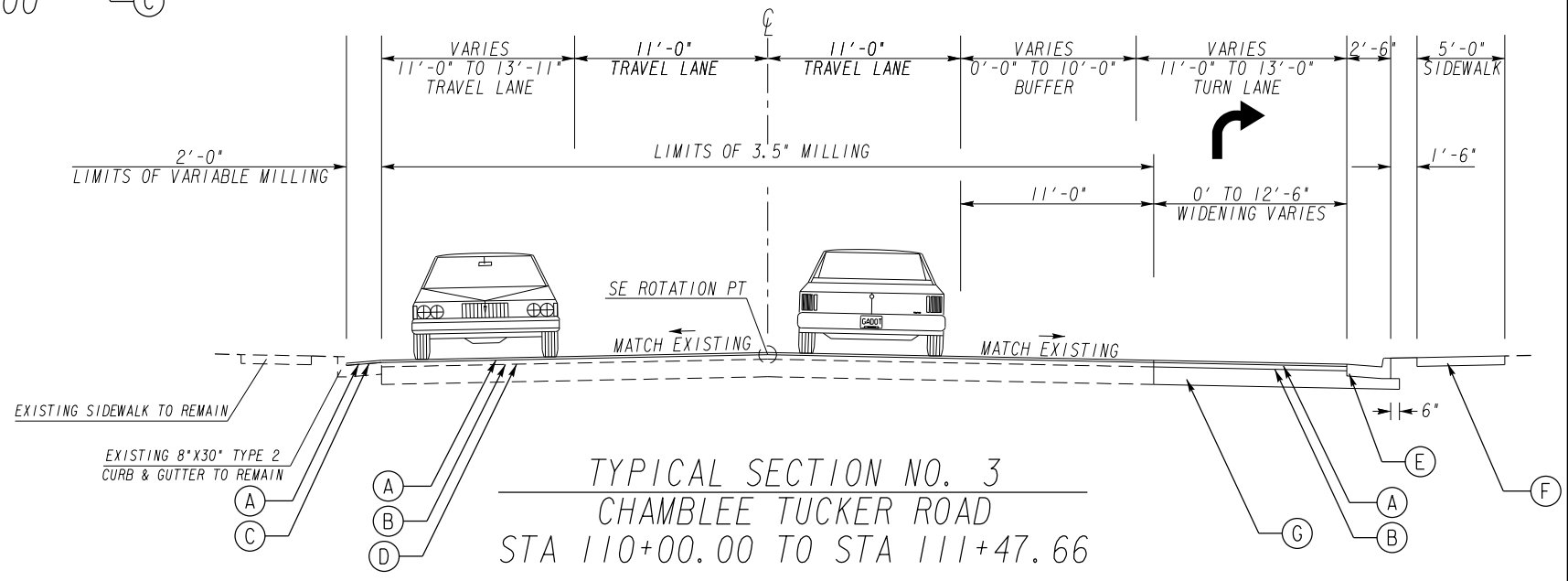
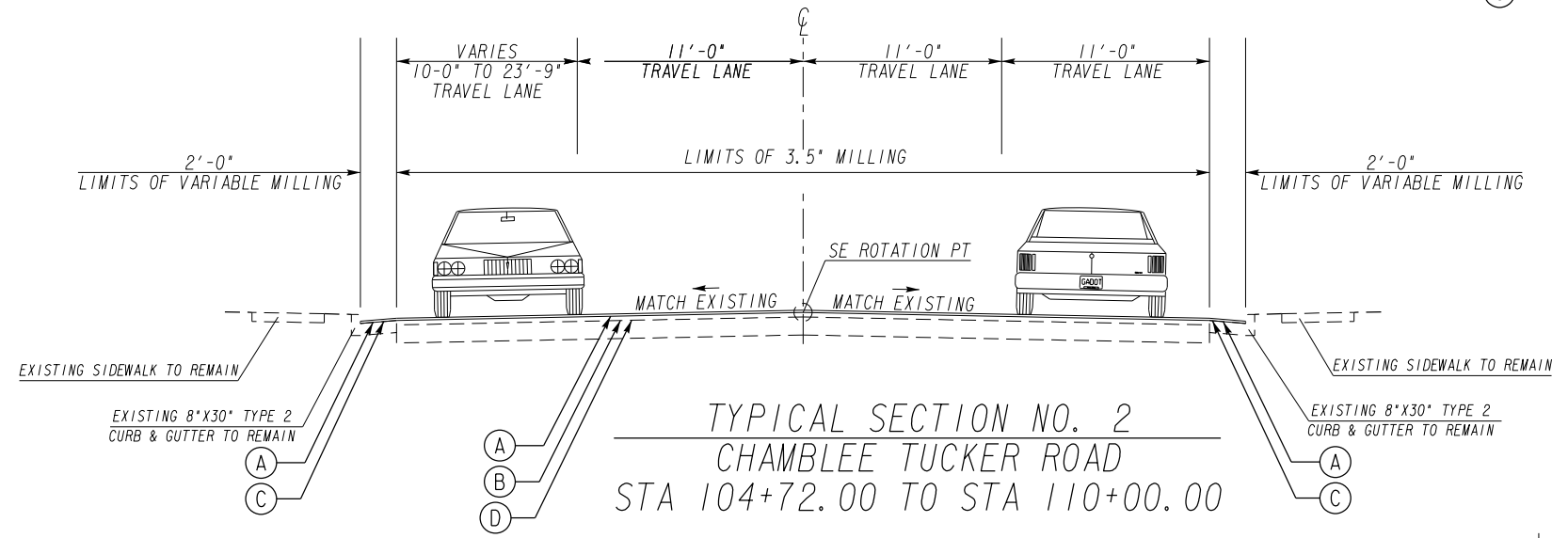
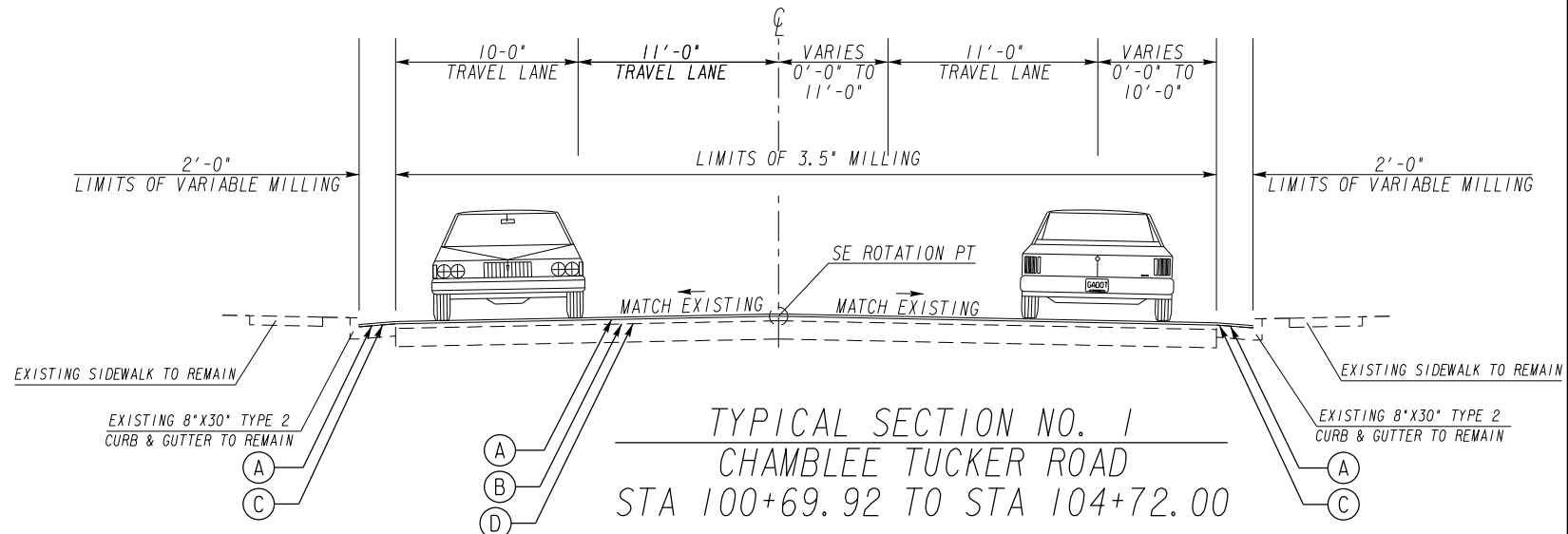


REVISION DATES

GENERAL NOTES

CHAMBLEE TUCKER ROAD LANE DIET

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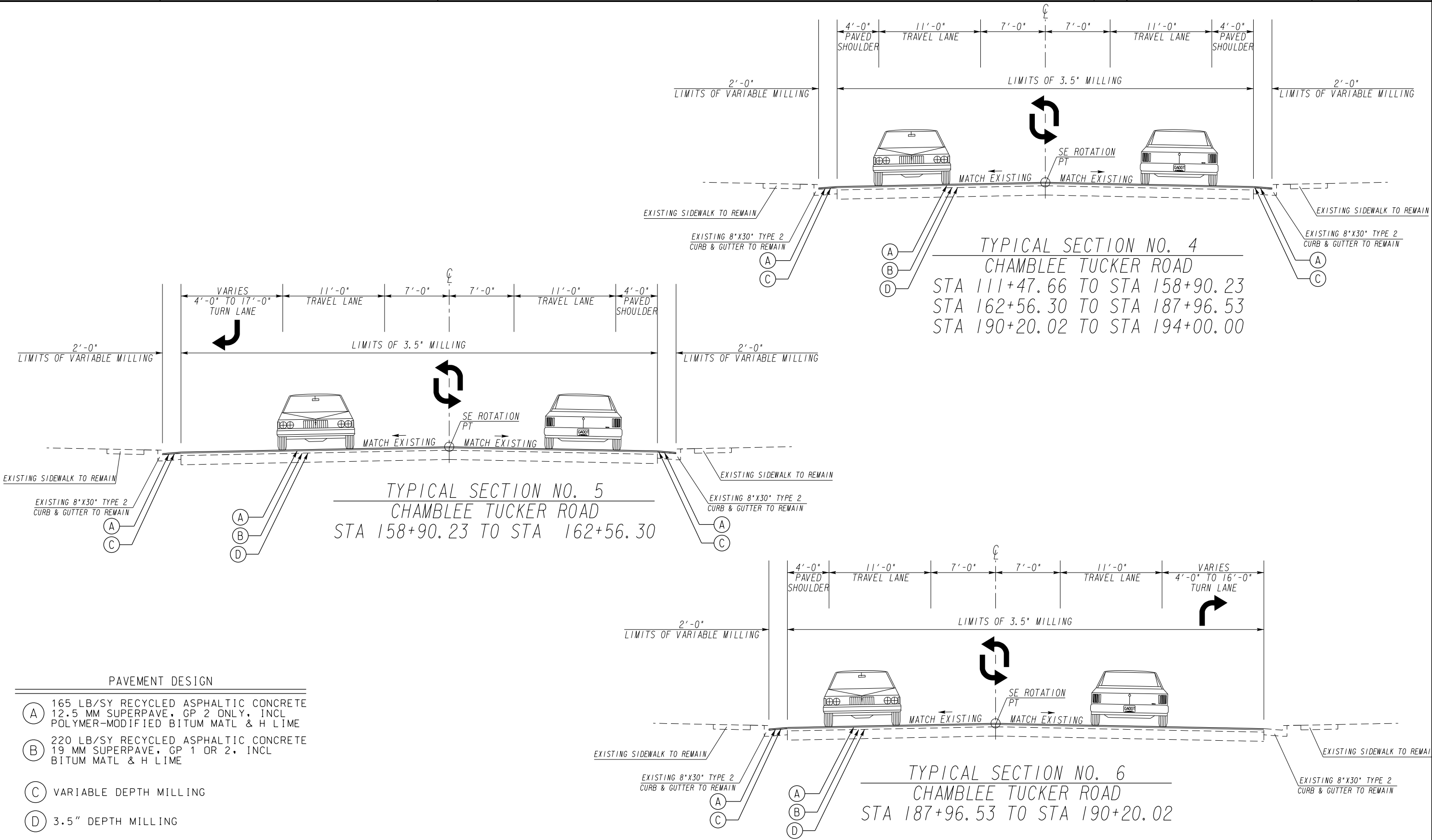
PAVEMENT DESIGN

- | | |
|---|---|
| (A) 165 LB/SY RECYCLED ASPHALTIC CONCRETE 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME | (E) GA DOT STD 9032B, TYPE 2 CONCRETE CURB & GUTTER, 8" X 30" |
| (B) 220 LB/SY RECYCLED ASPHALTIC CONCRETE 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME | (F) 4" THICK CONCRETE SIDEWALK 8" THICK WITHIN INTERSECTION RADII |
| (C) VARIABLE DEPTH MILLING | (G) 8" MINIMUM CLASS B CONCRETE BASE |
| (D) 3.5" DEPTH MILLING | |



REVISION DATES	
10/22/21	

TYPICAL SECTIONS		
CHAMBLEE TUCKER ROAD LANE DIET		
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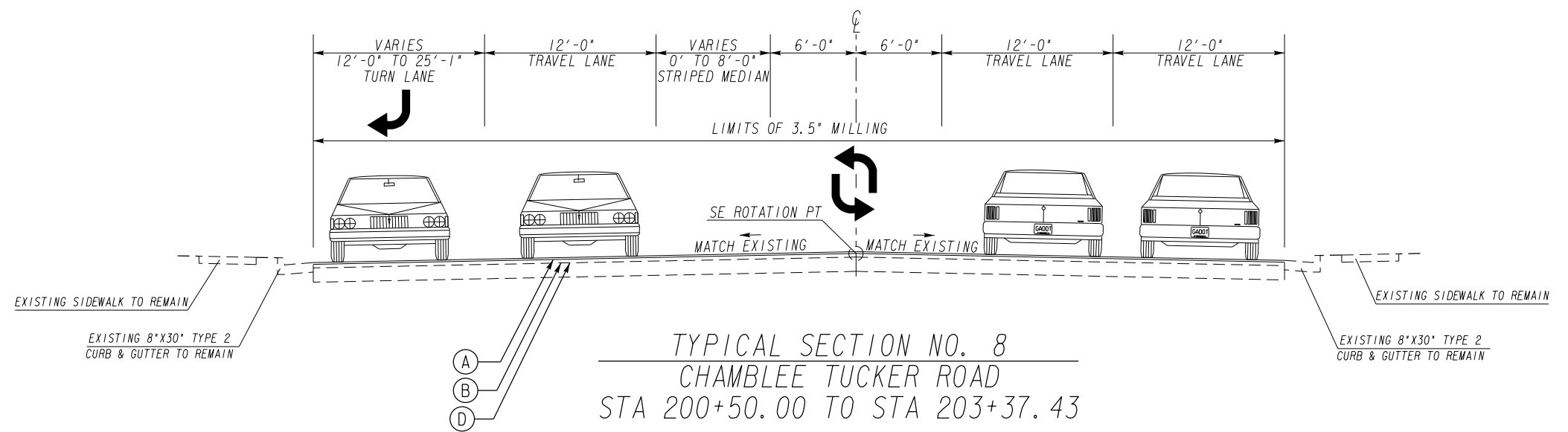
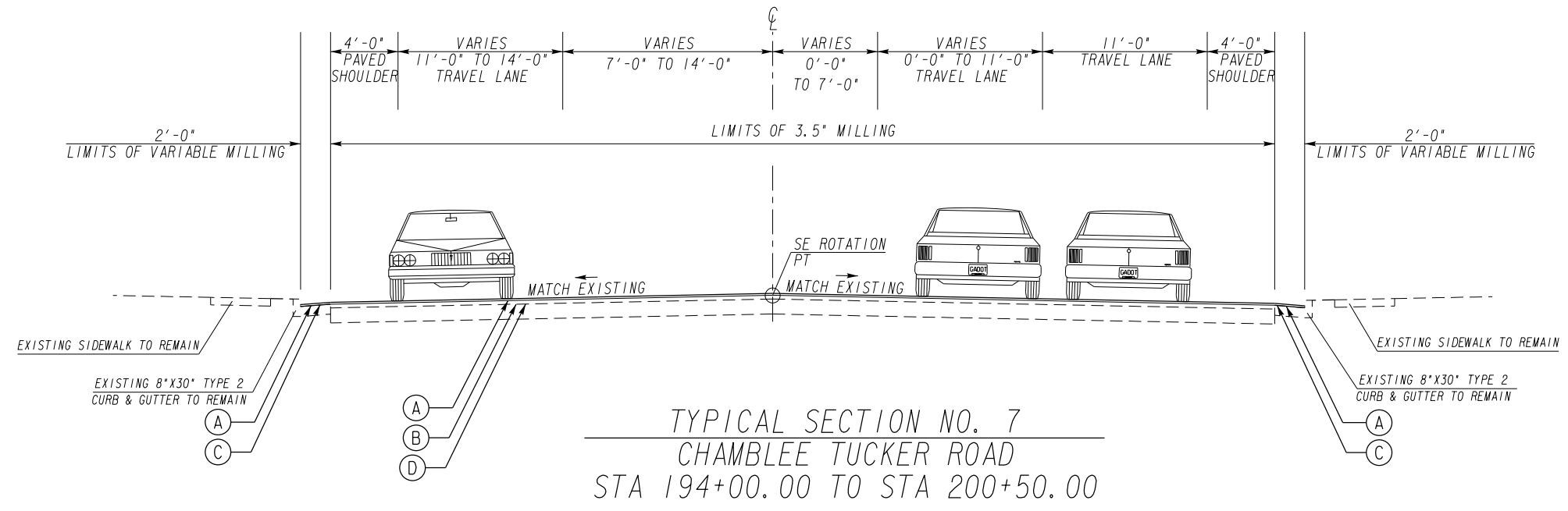
PAVEMENT DESIGN

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(B)	220 LB/SY RECYCLED ASPHALTIC CONCRETE 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
(C)	VARIABLE DEPTH MILLING
(D)	3.5" DEPTH MILLING



REVISION DATES	
10/22/21	

TYPICAL SECTIONS		
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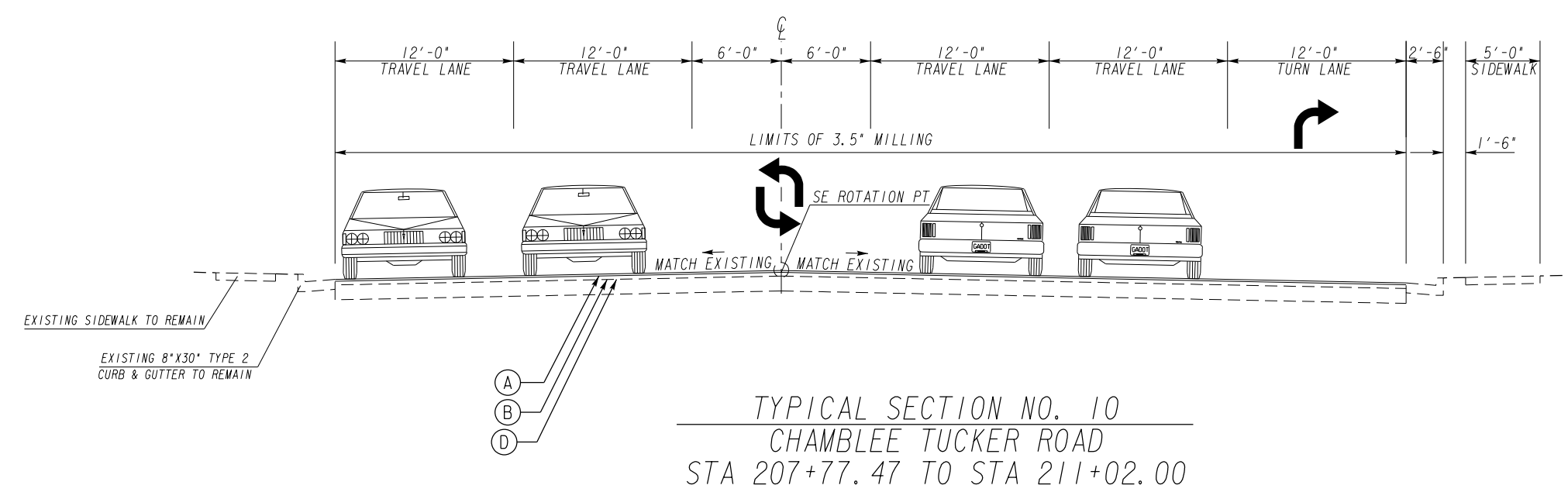
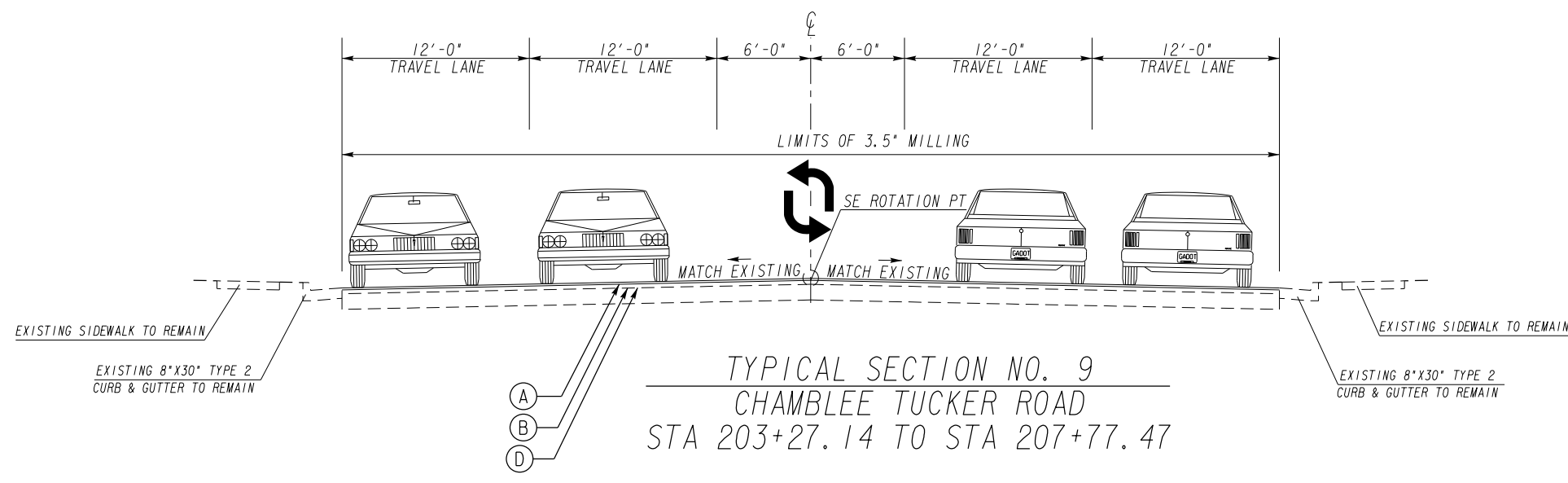
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- (A) 165 LB/SY RECYCLED ASPHALTIC CONCRETE
12.5 MM SUPERPAVE, GP 2 ONLY, INCL
POLYMER-MODIFIED BITUM MATL & H LIME
- (B) 220 LB/SY RECYCLED ASPHALTIC CONCRETE
19 MM SUPERPAVE, GP 1 OR 2, INCL
BITUM MATL & H LIME
- (C) VARIABLE DEPTH MILLING
- (D) 3.5" DEPTH MILLING



REVISION DATES	
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TYPICAL SECTIONS		
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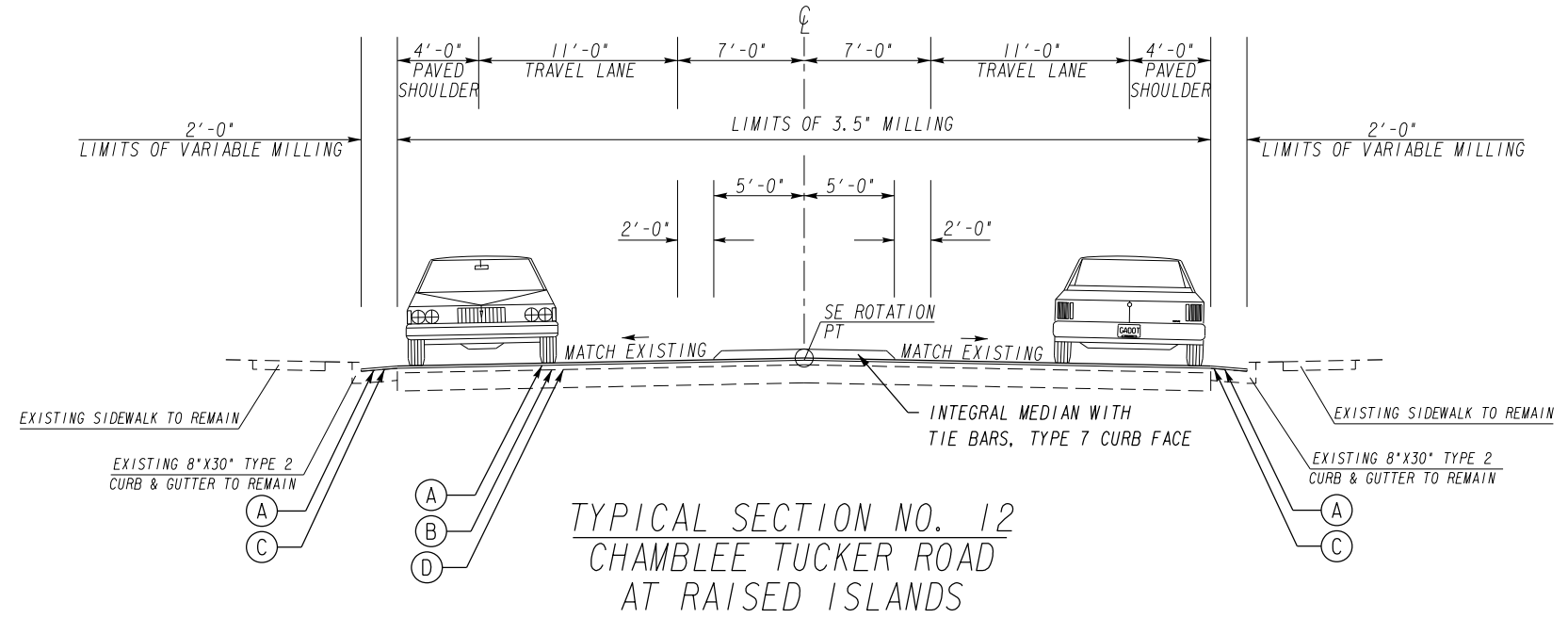
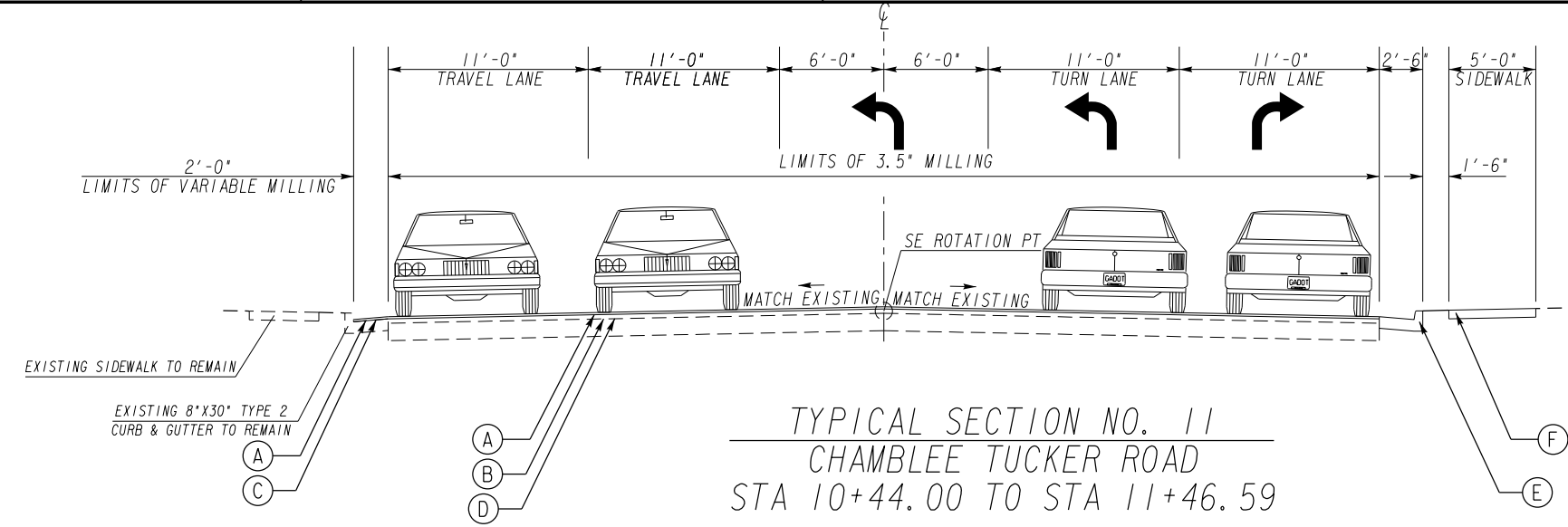
PAVEMENT DESIGN

- (A) 165 LB/SY RECYCLED ASPHALTIC CONCRETE
12.5 MM SUPERPAVE, GP 2 ONLY, INCL
POLYMER-MODIFIED BITUM MATL & H LIME
- (B) 220 LB/SY RECYCLED ASPHALTIC CONCRETE
19 MM SUPERPAVE, GP 1 OR 2, INCL
BITUM MATL & H LIME
- (C) VARIABLE DEPTH MILLING
- (D) 3.5" DEPTH MILLING



REVISION DATES	
10/22/21	

TYPICAL SECTIONS		
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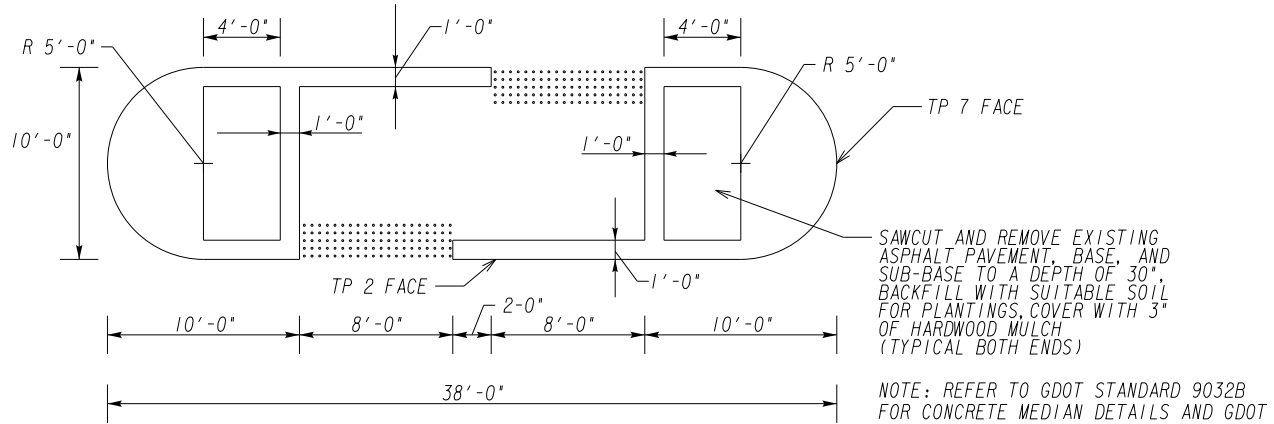
PAVEMENT DESIGN

- | | |
|---|--|
| (A) 165 LB/SY RECYCLED ASPHALTIC CONCRETE
12.5 MM SUPERPAVE, GP 2 ONLY, INCL
POLYMER-MODIFIED BITUM MATL & H LIME | (E) GA DOT STD 9032B, TYPE 2
CONCRETE CURB & GUTTER, 8" X 30" |
| (B) 220 LB/SY RECYCLED ASPHALTIC CONCRETE
19 MM SUPERPAVE, GP 1 OR 2, INCL
BITUM MATL & H LIME | (F) 4" THICK CONCRETE SIDEWALK
8" THICK WITHIN INTERSECTION
RADI |
| (C) VARIABLE DEPTH MILLING | |
| (D) 3.5" DEPTH MILLING | |



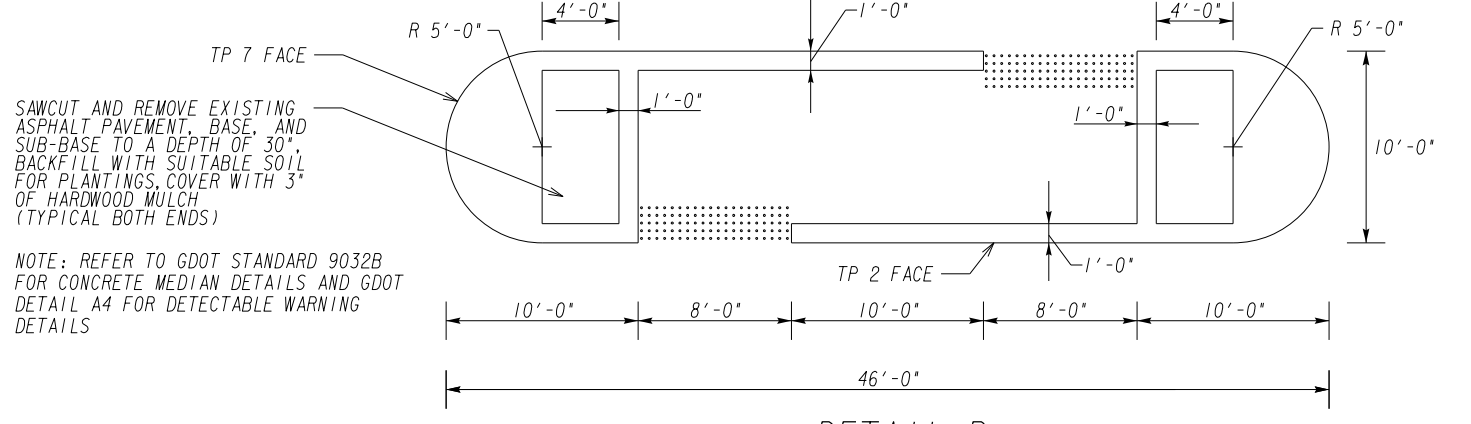
REVISION DATES	
10/22/21	

TYPICAL SECTIONS		
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DETAIL A
PEDESTRIAN CUT-THROUGH

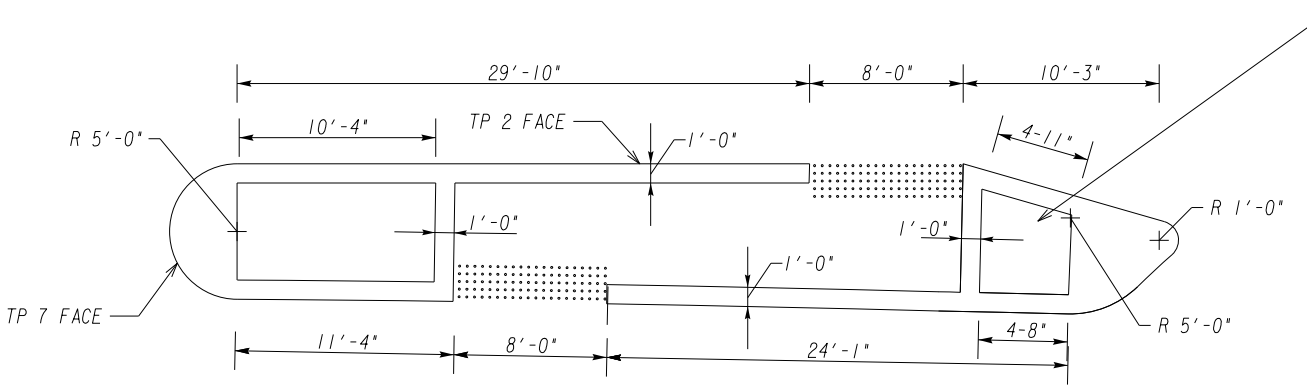
NOTE: REFER TO GDOT STANDARD 9032B FOR CONCRETE MEDIAN DETAILS AND GDOT DETAIL A4 FOR DETECTABLE WARNING DETAILS



DETAIL B
PEDESTRIAN CUT-THROUGH

SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT, BASE, AND SUB-BASE TO A DEPTH OF 30". BACKFILL WITH SUITABLE SOIL FOR PLANTINGS, COVER WITH 3" OF HARDWOOD MULCH (TYPICAL BOTH ENDS)

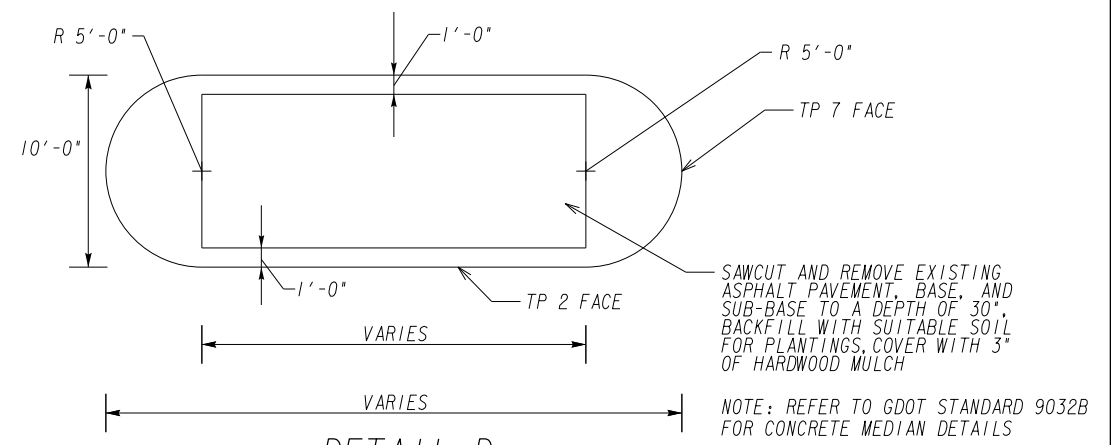
NOTE: REFER TO GDOT STANDARD 9032B FOR CONCRETE MEDIAN DETAILS AND GDOT DETAIL A4 FOR DETECTABLE WARNING DETAILS



DETAIL C
BALL PARK DRIVE

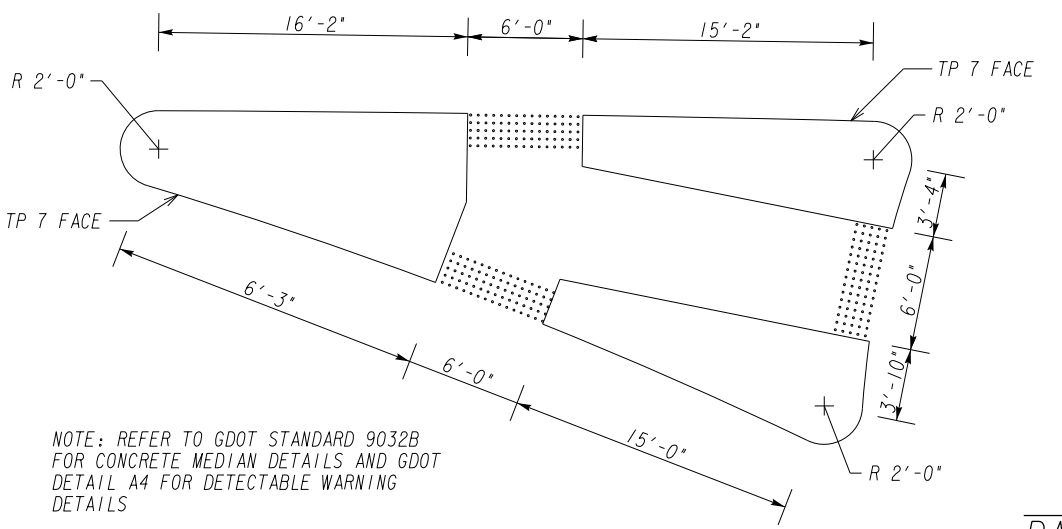
SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT, BASE, AND SUB-BASE TO A DEPTH OF 30". BACKFILL WITH SUITABLE SOIL FOR PLANTINGS, COVER WITH 3" OF HARDWOOD MULCH (TYPICAL BOTH ENDS)

NOTE: REFER TO GDOT STANDARD 9032B FOR CONCRETE MEDIAN DETAILS AND GDOT DETAIL A4 FOR DETECTABLE WARNING DETAILS

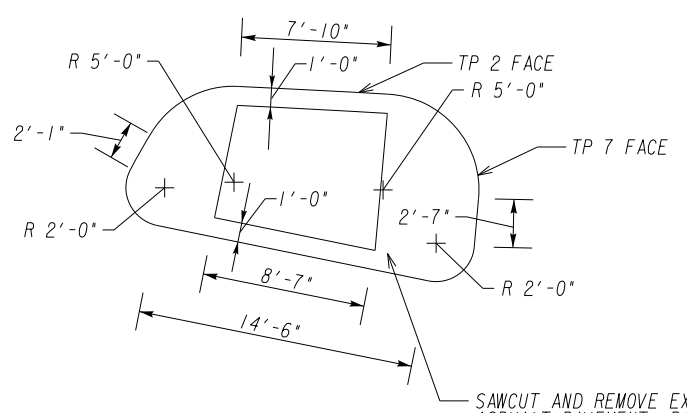


DETAIL D
MEDIAN ISLAND

NOTE: REFER TO GDOT STANDARD 9032B FOR CONCRETE MEDIAN DETAILS

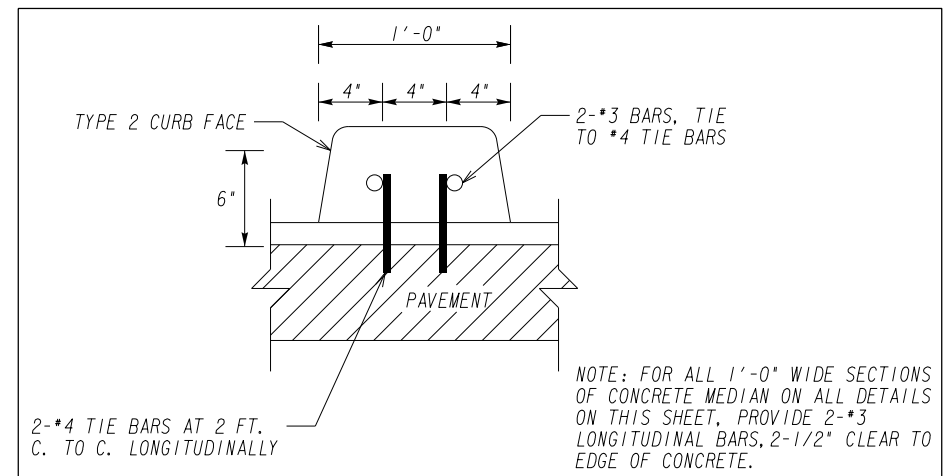


NOTE: REFER TO GDOT STANDARD 9032B FOR CONCRETE MEDIAN DETAILS AND GDOT DETAIL A4 FOR DETECTABLE WARNING DETAILS



SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT, BASE, AND SUB-BASE TO A DEPTH OF 30". BACKFILL WITH SUITABLE SOIL FOR PLANTINGS, COVER WITH 3" OF HARDWOOD MULCH (TYPICAL BOTH ENDS)

NOTE: REFER TO GDOT STANDARD 9032B FOR CONCRETE MEDIAN DETAILS



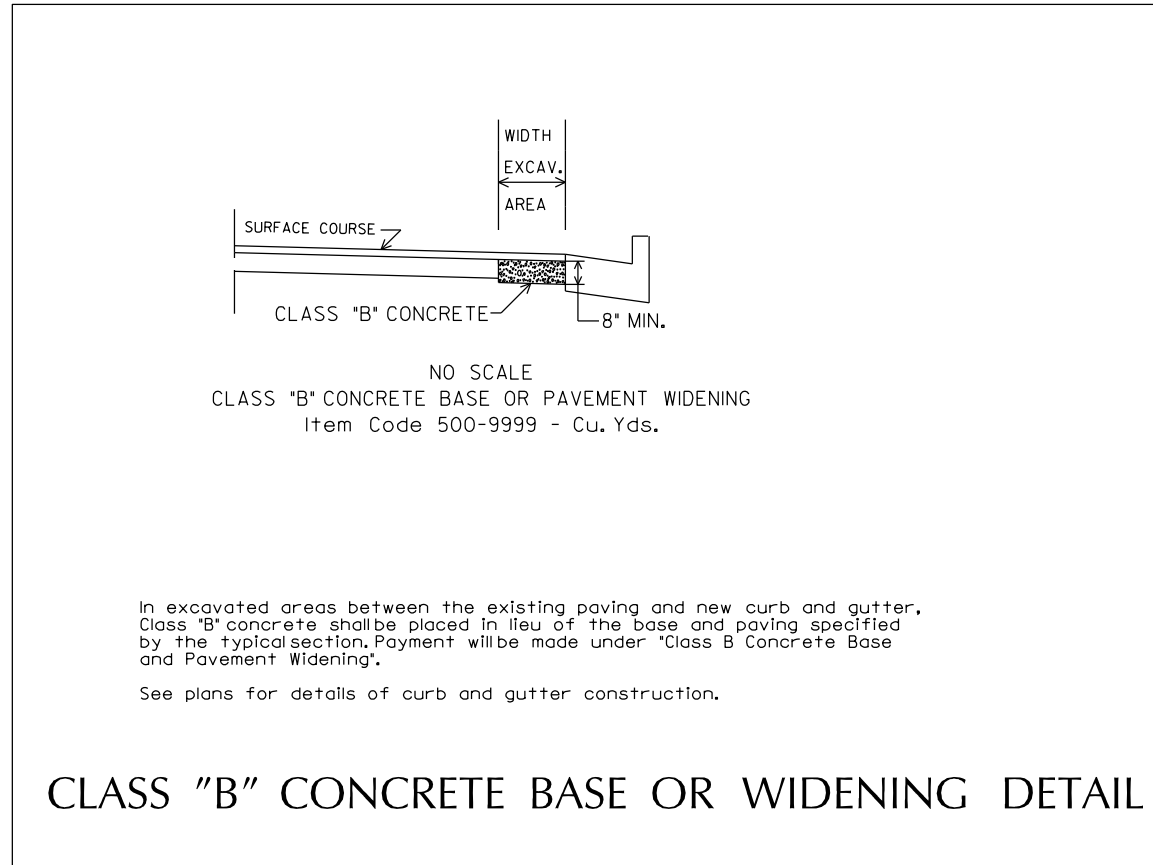
2-#4 TIE BARS AT 2 FT. C. TO C. LONGITUDINALLY

NOTE: FOR ALL 1'-0" WIDE SECTIONS OF CONCRETE MEDIAN ON ALL DETAILS ON THIS SHEET, PROVIDE 2-#3 LONGITUDINAL BARS, 2-1/2" CLEAR TO EDGE OF CONCRETE.

NOTE: PRICE PAID FOR CONCRETE MEDIANS WILL BE FOR SQUARE YARDS OF THE ENTIRE RAISED MEDIAN, INCLUSIVE OF THE PLANTINGS AND PEDESTRIAN CUT-THRU



REVISION DATES		TYPICAL SECTIONS	
		CHAMBLEE TUCKER ROAD LANE DIET	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	05-006	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



REVISION DATES

TYPICAL SECTIONS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	05-007
CORRECTED:	DATE:	
VERIFIED:	DATE:	

SUMMARY OF QUANTITIES

LOCATION	RECYCLED ASPH CONC PATCHING, INCL BITUM MATL & H LIME TN	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME TN	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME TN	TACK COAT GL	MILL ASPH CONC PVMT, 3 1/2 IN DEPTH SY	MILL ASPH CONC PVMT, VARIABLE DEPTH SY	CLASS B CONC, BASE OR PVMT WIDENING CY
CHAMBLEE TUCKER ROAD							
STA 100+00.00 TO STA 105+50.00		208	257	117	2335	183	
STA 105+50.00 TO STA 109+50.00		197	244	111	2216	161	
STA 109+50.00 TO STA 115+00.00		275	334	161	3035	204	20
STA 115+00.00 TO STA 120+00.00		221	269	123	2445	223	
STA 120+00.00 TO STA 125+00.00		219	269	123	2445	199	
STA 125+00.00 TO STA 130+00.00		217	269	123	2443	182	
STA 130+00.00 TO STA 135+50.00		242	296	135	2689	238	
STA 135+50.00 TO STA 140+50.00		217	270	123	2449	173	
STA 140+50.00 TO STA 145+50.00		218	269	123	2445	191	
STA 145+50.00 TO STA 150+50.00		219	269	123	2445	203	
STA 150+50.00 TO STA 156+00.00		241	296	135	2689	226	
STA 156+00.00 TO STA 161+00.00		241	302	137	2739	171	
STA 161+00.00 TO STA 165+00.00		190	234	107	2123	178	
STA 165+00.00 TO STA 170+00.00		216	269	123	2445	170	
STA 170+00.00 TO STA 175+00.00		219	269	123	2445	203	
STA 175+00.00 TO STA 180+00.00		218	269	123	2445	189	
STA 180+00.00 TO STA 185+50.00		243	296	135	2689	245	
STA 185+50.00 TO STA 190+50.00		233	294	134	2669	155	
STA 190+50.00 TO STA 195+50.00		220	270	123	2452	206	
STA 195+50.00 TO STA 201+00.00		361	459	209	4170	207	
STA 201+00.00 TO STA 206+50.00		323	431	196	3914		
STA 206+50.00 TO STA 210+00.00		210	280	128	2545		
STA 210+00.00 TO STA 214+50.00		66	88	40	796		
AS DIRECTED BY ENGINEER:	1000	80	100				
PROJECT TOTAL	1000	5294	6603	2975	59068	3907	20

LOCATION	CONC SIDEWALK, 4 IN SY	CONC SIDEWALK, 8 IN SY	CONCRETE MEDIAN, 6 IN SY	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2 LF
	CHAMBLEE TUCKER ROAD			
STA 100+00.00 TO STA 105+50.00				
STA 105+50.00 TO STA 109+50.00				
STA 109+50.00 TO STA 115+00.00	83	25	110	162
STA 115+00.00 TO STA 120+00.00			31	
STA 120+00.00 TO STA 125+00.00				
STA 125+00.00 TO STA 130+00.00	33		49	
STA 130+00.00 TO STA 135+50.00	27		82	
STA 135+50.00 TO STA 140+50.00			31	
STA 140+50.00 TO STA 145+50.00	27		49	
STA 145+50.00 TO STA 150+50.00			31	
STA 150+50.00 TO STA 156+00.00				
STA 156+00.00 TO STA 161+00.00			43	
STA 161+00.00 TO STA 165+00.00			31	
STA 165+00.00 TO STA 170+00.00	27		49	
STA 170+00.00 TO STA 175+00.00			43	
STA 175+00.00 TO STA 180+00.00	34		80	
STA 180+00.00 TO STA 185+50.00			43	
STA 185+50.00 TO STA 190+50.00			43	
STA 190+50.00 TO STA 195+50.00	32		49	
STA 195+50.00 TO STA 201+00.00	30	43	29	86
STA 201+00.00 TO STA 206+50.00				
STA 206+50.00 TO STA 210+00.00				
STA 210+00.00 TO STA 214+50.00				
AS DIRECTED BY ENGINEER:				200
PROJECT TOTAL	293	68	793	448

DRIVEWAYS	
LOCATION	CONC VALLEY GUTTER, 6 IN SY
STA 125+50.00 LT	29
AS DIRECTED BY ENGINEER:	
PROJECT TOTAL	29

TRAFFIC CONTROL - CHAMBLEE TUCKER ROAD LANE DIET
LUMP SUM

GRADING COMPLETE - CHAMBLEE TUCKER ROAD LANE DIET
LUMP SUM

*GRADING COMPLETE SHALL ALSO INCLUDE REMOVAL OF ITEMS AS CALLED FOR IN THE PLANS OR AS NECESSARY TO CONSTRUCT ELEMENTS OF THE PROJECT; ALL INCIDENTAL SAW CUTTING COSTS; REMOVAL AND DISPOSAL OF DEMOLITION DEBRIS, WASTE SOILS, VEGETATION AND OTHER DELETERIOUS MATERIAL; SETTING UTILITY STRUCTURES THAT ARE TO REMAIN FLUSH WITH PROPOSED GRADE OR CONCRETE SURFACE; EROSION, SEDEMENTATION AND POLLUTION CONTROL BEST MANAGEMENT PRACTICES; GRASSING AND MULCH; AND OBTAINING SUITABLE BORROW MATERIAL.



REVISION DATES	
10/22/21	

SUMMARY QUANTITIES			
CHAMBLEE TUCKER ROAD LANE DIET			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	06-001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

SUMMARY OF QUANTITIES

STRIPING														
LOCATION	THERMOPLASTIC PAVEMENT MARKINGS												RAISED PAVEMENT MARKERS	
	ARROW TYPE 2	ARROW TYPE 3	WORD TYPE 1	WORD TYPE 3A	SOLID STRIPE				SKIP STRIPE		HATCHING		TYPE 1	TYPE 3
					5 INCH		24 INCH	8 INCH	5 INCH		WHITE	YELLOW		
					WHITE	YELLOW	WHITE	WHITE	WHITE	YELLOW				
EA	EA	EA	EA	LF	LF	LF	LF	GLF	GLF	SY	SY	EA	EA	
CHAMBLEE TUCKER ROAD														
STA 100+00.00 TO STA 105+50.00	1	1			587	176	120	736	486		286	140	27	14
STA 105+50.00 TO STA 109+50.00	1				850	800			689				20	16
STA 109+50.00 TO STA 115+00.00	5				1288	823		573	193	411	35	38	26	10
STA 115+00.00 TO STA 120+00.00	4				1000	867				848		84	27	
STA 120+00.00 TO STA 125+00.00	4				946	744				544			24	6
STA 125+00.00 TO STA 130+00.00	4				903	636		165		129		97	22	7
STA 130+00.00 TO STA 135+50.00	4				1056	704		166		683		180	34	
STA 135+50.00 TO STA 140+50.00	5				786	460				461		83	21	
STA 140+50.00 TO STA 145+50.00	4			1	916	585		166		328		90	18	4
STA 145+50.00 TO STA 150+50.00	5				972	705				625		92	26	3
STA 150+50.00 TO STA 156+00.00	6				1050	836	78	233		546			20	5
STA 156+00.00 TO STA 161+00.00	4				969	705				350	57	96	28	10
STA 161+00.00 TO STA 165+00.00	4			1	736	644			64	444		90	25	5
STA 165+00.00 TO STA 170+00.00	5				824	486		167		197		96	24	5
STA 170+00.00 TO STA 175+00.00	5				981	668				397		94	26	3
STA 175+00.00 TO STA 180+00.00	2				806	374		166		172		182	28	1
STA 180+00.00 TO STA 185+50.00	2				1100	896				889		116	30	
STA 185+50.00 TO STA 190+50.00	4				879	720			59	408		98	30	10
STA 190+50.00 TO STA 195+50.00	4				941	792		166		695		100	29	
STA 195+50.00 TO STA 201+00.00	8				1202	285	198	685	656		115	277	46	27
STA 201+00.00 TO STA 206+50.00	6		5		1031	874	144	295	883		136		24	31
STA 206+50.00 TO STA 210+00.00	6		1		946	670			796	301			15	30
STA 210+00.00 TO STA 214+50.00	3		2		399	190	78		204		5		6	14
AS DIRECTED BY ENGINEER:														
PROJECT TOTAL	96	1	8	2	21166	14642	618	3519	4031	8429	636	1954	576	201

SIGNALS			
LOCATION	INSTL NO	LOOP DETECTOR, 6 FT X 6 FT, BIPOLE	LOOP DETECTOR, 6 FT X 40 FT, QUADRUPOLE 6 IN
		EA	EA
		LIVSEY ROAD AT CHAMBLEE TUCKER ROAD	1
TUCKER NORCROSS ROAD AT CHAMBLEE TUCKER ROAD	2		
AS DIRECTED BY ENGINEER:		11	9
PROJECT TOTAL		13	10



REVISION DATES

SUMMARY QUANTITIES

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	06-002
CORRECTED:	DATE:	
VERIFIED:	DATE:	

SUMMARY OF QUANTITIES

OVERHEAD SPAN WIRE SIGNS							
LOCATION	CODE	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9			HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11		
		SIZE	QTY	SF	SIZE	QTY	SF
CHAMBLEE TUCKER ROAD							
STA 142+88.00	S5-1				24 X 48	1	8.00
STA 161+32.00	S5-1				24 X 48	1	8.00
STA 203+21.00	R3-5R	30 X 36	1	7.50			
STA 203+25.07	R3-5L	30 X 36	1	7.50			
STA 203+26.01	R3-5A	30 X 36	1	7.50			
STA 203+29.27	D-SPECIAL	30 X 36	1	7.50			
STA 203+33.63	D-SPECIAL	30 X 36	1	7.50			
AS DIRECTED BY ENGINEER:							
PROJECT TOTAL				38			16

DELINEATORS (EACH)		
LOCATION	TYPE 2B	TYPE 2B
	WHITE EA	YELLOW EA
MAINLINE NAME		
STA 109+50.00 TO STA 115+00.00	5	4
STA 115+00.00 TO STA 120+00.00		8
STA 125+00.00 TO STA 130+00.00		8
STA 130+00.00 TO STA 135+50.00		16
STA 135+50.00 TO STA 140+50.00		8
STA 140+50.00 TO STA 145+50.00		8
STA 145+50.00 TO STA 150+50.00		8
STA 156+00.00 TO STA 161+00.00		8
STA 161+00.00 TO STA 165+00.00		8
STA 165+00.00 TO STA 170+00.00		8
STA 170+00.00 TO STA 175+00.00		8
STA 175+00.00 TO STA 180+00.00		16
STA 180+00.00 TO STA 185+50.00		8
STA 185+50.00 TO STA 190+50.00		8
STA 190+50.00 TO STA 195+50.00		8
AS DIRECTED BY ENGINEER:		
PROJECT TOTAL	5	132

RECTANGULAR RAPID FLASHING BEACONS (RRFB)		
LOCATION	RRFB INSTALLATION - INSTALL CITY PROVIDED RRFB ASSEMBLY - SINGLE SIDED RRFB, SOLAR POWERED	AND INSTALL RRFB ASSEMBLY - SINGLE SIDED SUPPLEMENTAL RRFB, HIGH CAPACITY SOLAR POWERED
	EA	EA
LOCATION 1 - STA 111+18.00 - SCHOOL CROSSING	4	
LOCATION 2 - STA 125+95.00 - PEDESTRIAN CROSSING	4	
LOCATION 3 - STA 134+58.00 - PEDESTRIAN CROSSING	4	
LOCATION 4 - STA 142+23.00 - SCHOOL CROSSING	4	
LOCATION 5 - STA 168+50.00 - PEDESTRIAN CROSSING	4	
LOCATION 6 - STA 179+64.00 - PEDESTRIAN CROSSING	4	1
LOCATION 7 - STA 190+83.00 - PEDESTRIAN CROSSING	4	
AS DIRECTED BY ENGINEER:		
PROJECT TOTAL	28	1



REVISION DATES

SUMMARY QUANTITIES

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	06-003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

SUMMARY OF QUANTITIES

LOCATION	MUTCD SIGN CODE	SIGNING						POSTS					
		HIGHWAY SIGNS			TYPE 11 SHEETING			TYPE 7		TYPE 9			
		TYPE 9 SHEETING			TYPE 1 MATERIAL			LENGTH	QTY	TOTAL LF	LENGTH LF	QTY	TOTAL LF
		SIZE	QTY	SF	SIZE	QTY	SF	LF					
CHAMBLEE TUCKER ROAD													
STA 101+90.00 RT	S4-3P R2-1	24 X 30	1	5.00	24 X 8	1	1.34	13.20	1	13.20			
STA 103+21.00 LT	W-SPECIAL				36 X 36	1	9.00						
STA 105+00.00 RT	R3-8	36 X 30	1	7.50				12.50	1	12.50			
STA 106+26.00 RT	R3-7R	30 X 30	1	6.25				12.50	1	12.50			
STA 107+75.00 RT	R3-8	36 X 30	1	7.50				12.50	1	12.50			
STA 109+05.00 RT	R3-7R	30 X 30	1	6.25				12.50	1	12.50			
STA 110+00.00 RT	S1-1 W16-9P				36 X 36 24 X 12	1 1	6.75 2.00	14.00	1	14.00			
STA 110+75.00 RT	R560-5	18 X 24	1	3.00				12.00	1	12.00			
STA 110+97.00 LT	R4-7 R1-6A	24 X 30 12 X 36	1 1	5.00 3.00							15.50	1	15.50
STA 111+22.00 RT	R1-2				36	1	3.90	12.60	1	12.60			
STA 111+40.00 LT	R4-7 R1-6A	24 X 30 12 X 36	1 1	5.00 3.00							15.50	1	15.50
STA 112+68.00 LT	S5-1				24 X 48	1	8.00						
STA 112+75.00 RT	R2-1 S5-2	24 X 30 24 X 30	1 1	5.00 5.00							15.00	1	15.00
STA 114+50.00 LT	S1-1 W16-9P				36 X 36 24 X 12	1 1	6.75 2.00	14.00	1	14.00			
STA 117+47.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 117+73.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 119+50.00 LT	S4-5				36 X 36	1	9.00				14.30	1	14.30
STA 123+00.00 LT	R2-1	24 X 30	1	5.00				12.50	1	12.50			
STA 123+50.00 RT	W11-2 W16-9P				30 X 30 24 X 12	1 1	6.25 2.00				14.60	1	14.60
STA 125+10.00 LT	W1-2				30 X 30	1	6.25	13.60	1	13.60			
STA 125+74.00 LT	R4-7 R1-6A	24 X 30 12 X 36	1 1	5.00 3.00							15.50	1	15.50
STA 126+16.00 RT	R4-7 R1-6A	24 X 30 12 X 36	1 1	5.00 3.00							15.50	1	15.50
STA 127+85.00 LT	W11-2 W16-9P				30 X 30 24 X 12	1 1	6.25 2.00				14.60	1	14.60
STA 131+82.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 132+18.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 134+41.00 LT	R4-7 R1-6A	24 X 30 12 X 36	1 1	5.00 3.00							15.50	1	15.50
STA 134+75.00 RT	R4-7 R1-6A	24 X 30 12 X 36	1 1	5.00 3.00							15.50	1	15.50
STA 136+25.00 RT	S4-5				36 X 36	1	9.00				14.30	1	14.30
STA 136+75.00 LT	W11-2 W16-9P				30 X 30 24 X 12	1 1	6.25 2.00				14.60	1	14.60



REVISION DATES

SUMMARY QUANTITIES

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	06-004
CORRECTED:	DATE:	
VERIFIED:	DATE:	

SUMMARY OF QUANTITIES

LOCATION	MUTCD SIGN CODE	HIGHWAY SIGNS						POSTS				
		TYPE 9 SHEETING			TYPE 11 SHEETING			TYPE 7		TYPE 9		
		TYPE 1 MATERIAL			TYPE 1 MATERIAL			LENGTH	TOTAL	LENGTH	TOTAL	
		SIZE	QTY	SF	SIZE	QTY	SF	LF	QTY	LF	QTY	LF
CHAMBLEE TUCKER ROAD												
STA 138+32.00	R4-7	24 X 30	1	5.00				12.50	1	12.50		
STA 138+58.00	R4-7	24 X 30	1	5.00				12.50	1	12.50		
STA 140+41.00 RT	S1-1				36 X 36	1	6.75	14.00	1	14.00		
	W16-9P				24 X 12	1	2.00					
STA 141+50.00 LT	R2-1	24 X 30	1	5.00						15.00	1	15.00
	S5-2	24 X 30	1	5.00								
STA 142+02.00 LT	R4-7	24 X 30	1	5.00						15.50	1	15.50
	R1-6A	12 X 36	1	3.00								
STA 142+44.00 RT	R4-7	24 X 30	1	5.00						15.50	1	15.50
	R1-6A	12 X 36	1	3.00								
STA 145+41.00 LT	S1-1				36 X 36	1	6.75	14.00	1	14.00		
	W16-9P				24 X 12	1	2.00					
STA 145+83.00 RT	W3-3				30 X 30	1	6.25	14.60	2	29.20		
	W16-2AP				24 X 12	1	2.00					
STA 148+32.00	R4-7	24 X 30	1	5.00				12.50	1	12.50		
STA 148+58.00	R4-7	24 X 30	1	5.00				12.50	1	12.50		
STA 148+64.00 LT	S4-3P				24 X 8	1	1.34	13.20	1	13.20		
	R2-1	24 X 30	1	5.00								
STA 151+17.00 RT	S4-3P				24 X 8	1	1.34	13.20	1	13.20		
	R2-1	24 X 30	1	5.00								
STA 152+75.00 LT	S4-3P				24 X 8	1	1.34	13.20	1	13.20		
	R2-1	24 X 30	1	5.00								
STA 154+35.00 RT	S1-1				36 X 36	1	6.75	14.00	1	14.00		
	W16-7P				24 X 12	1	2.00					
STA 154+38.00 LT	S1-1				36 X 36	1	6.75	14.00	1	14.00		
	W16-7P				24 X 12	1	2.00					
STA 157+20.00 LT	S4-3P				24 X 8	1	1.34	13.20	1	13.20		
	R2-1	24 X 30	1	5.00								
STA 157+20.00 RT	S4-3P				24 X 8	1	1.34	13.20	1	13.20		
	R2-1	24 X 30	1	5.00								
STA 157+22.00	R4-7	24 X 30	1	5.00				12.50	1	12.50		
STA 157+58.00	R4-7	24 X 30	1	5.00				12.50	1	12.50		
STA 157+69.00 LT	S1-1				36 X 36	1	6.75	14.00	1	14.00		
	W16-9P				24 X 12	1	2.00					
STA 161+32.00 RT	R2-1	24 X 30	1	5.00						15.00	1	15.00
	S5-2	24 X 30	1	5.00								
STA 162+32.00	R4-7	24 X 30	1	5.00				12.50	1	12.50		
STA 162+58.00	R4-7	24 X 30	1	5.00				12.50	1	12.50		
STA 167+00.00 RT	W11-2				30 X 30	1	4.69	13.50	1	13.50		
	W16-9P				24 X 12	1	2.00					
STA 167+50.00 LT	S4-5				36 X 36	1	9.00			14.30	1	14.30
STA 168+29.00 LT	R4-7	24 X 30	1	5.00						15.50	1	15.50
	R1-6A	12 X 36	1	3.00								
STA 168+72.00 RT	R4-7	24 X 30	1	5.00						15.50	1	15.50
	R1-6A	12 X 36	1	3.00								
STA 169+20.00 LT	W2-2				30 X 30	1	6.25	14.30	1	14.30		
	W16-8P				30 X 8	1	1.67					



REVISION DATES

SUMMARY QUANTITIES

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	06-005
CORRECTED:	DATE:	
VERIFIED:	DATE:	

SUMMARY OF QUANTITIES

LOCATION	MUTCD SIGN CODE	HIGHWAY SIGNS						POSTS					
		TYPE 9 SHEETING			TYPE 11 SHEETING			TYPE 7		TYPE 9			
		TYPE 1 MATERIAL			TYPE 1 MATERIAL			LENGTH	TOTAL	LENGTH	QTY	TOTAL	
		SIZE	QTY	SF	SIZE	QTY	SF	LF	LF	LF	QTY	LF	
CHAMBLEE TUCKER ROAD													
STA 170+50.00 LT	W11-2				30 X 30	1	6.25				14.60	1	14.60
	W16-9P				24 X 12	1	2.00						
STA 172+22.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 172+58.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 175+84.00 LT	R2-1	24 X 30	1	5.00				12.50	1	12.50			
STA 175+92.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 176+10.00 RT	R2-1	24 X 30	1	5.00				12.50	1	12.50			
STA 176+18.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 179+43.00 LT	R4-7	24 X 30	1	5.00							15.50	1	15.50
	R1-6A	12 X 36	1	3.00									
STA 179+85.00 RT	R4-7	24 X 30	1	5.00							15.50	1	15.50
	R1-6A	12 X 36	1	3.00									
STA 182+50.00 LT	W11-2				30 X 30	1	6.25				14.60	1	14.60
	W16-9P				24 X 12	1	2.00						
STA 183+72.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 184+08.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 187+82.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 188+00.00 RT	W11-2				30 X 30	1	6.25				14.60	1	14.60
	W16-9P				24 X 12	1	2.00						
STA 188+18.00	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 190+61.00 LT	R4-7	24 X 30	1	5.00							15.50	1	15.50
	R1-6A	12 X 36	1	3.00									
STA 191+04.00 RT	R4-7	24 X 30	1	5.00							15.50	1	15.50
	R1-6A	12 X 36	1	3.00									
STA 192+75.00 LT	W11-2				30 X 30	1	6.25				14.60	1	14.60
	W16-9P				24 X 12	1	2.00						
STA 196+00.00 LT	R2-1	24 X 30	1	5.00				12.50	1	12.50			
STA 199+10.00 LT	R4-7	24 X 30	1	5.00				12.50	1	12.50			
STA 200+60.00 LT	R3-7R	30 X 30	1	6.25				12.50	1	12.50			
STA 203+90.00 LT	R3-7R	30 X 30	1	6.25				12.50	1	12.50			
AS DIRECTED BY ENGINEER:													
PROJECT TOTAL				340			205			660			408

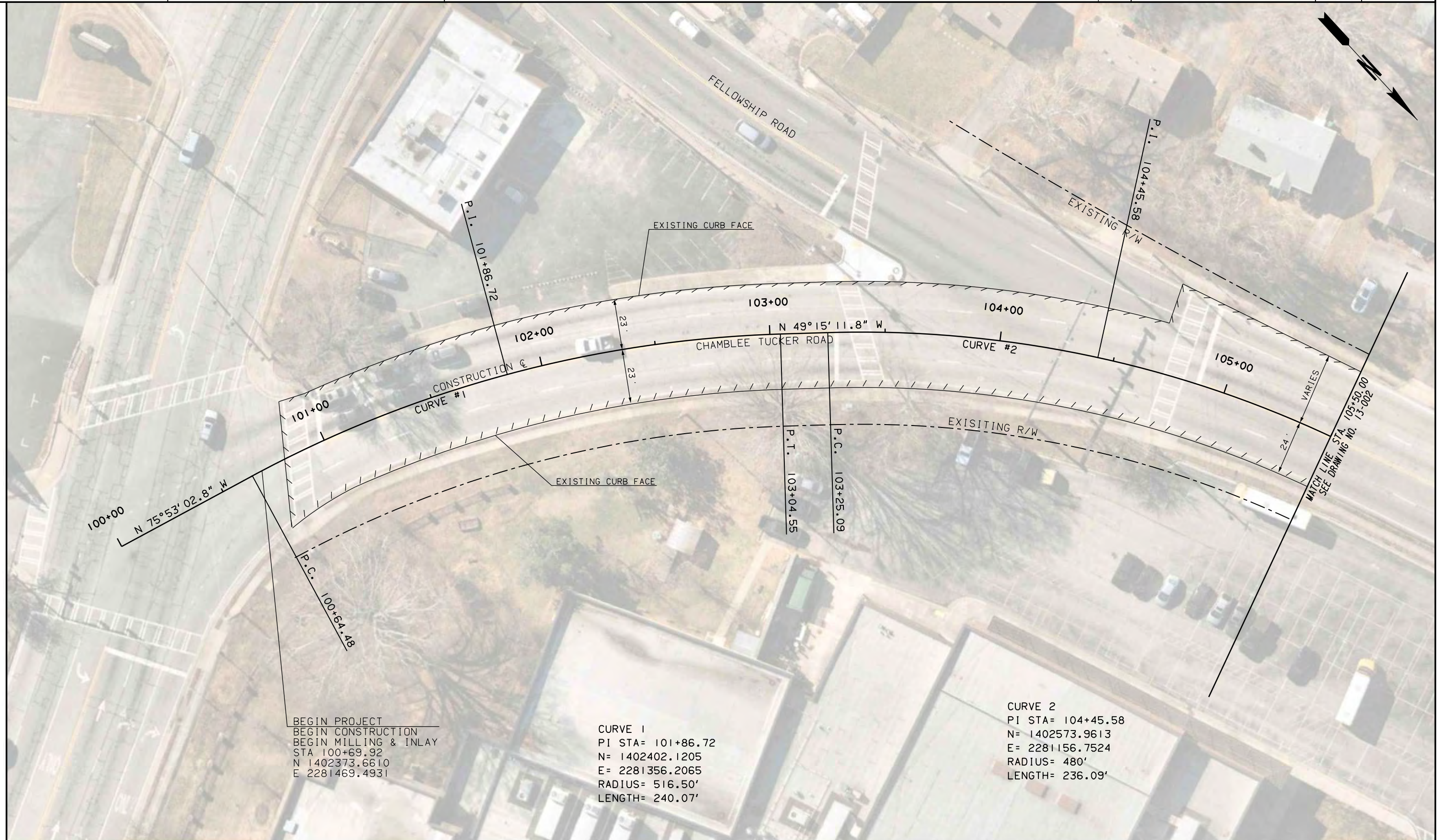


REVISION DATES

SUMMARY QUANTITIES

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	06-006
CORRECTED:	DATE:	
VERIFIED:	DATE:	



100+00
N 75°53' 02.8" W

CONSTRUCTION C
CURVE #1

CHAMBLEE TUCKER ROAD
N 49°15' 11.8" W

CURVE #2

EXISTING R/W

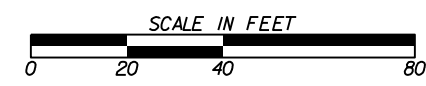
MATCH LINE STA. 105+50.00
SEE DRAWING NO. 13-002

BEGIN PROJECT
BEGIN CONSTRUCTION
BEGIN MILLING & INLAY
STA 100+69.92
N 1402373.6610
E 2281469.4931

CURVE 1
PI STA= 101+86.72
N= 1402402.1205
E= 2281356.2065
RADIUS= 516.50'
LENGTH= 240.07'

CURVE 2
PI STA= 104+45.58
N= 1402573.9613
E= 2281156.7524
RADIUS= 480'
LENGTH= 236.09'

PROPERTY AND EXISTING R/W LINE --- e ---



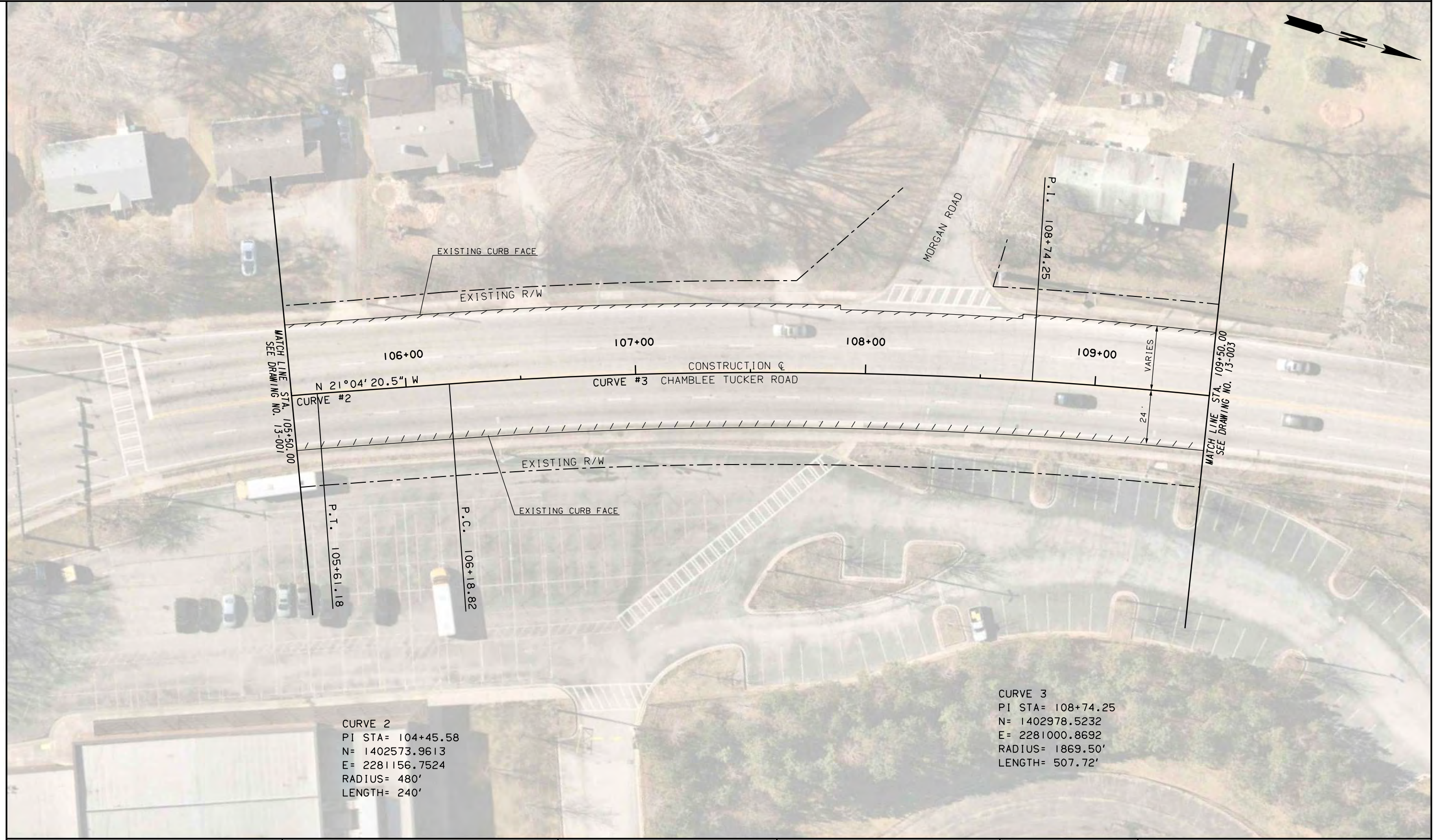
REVISION DATES

NO.	DATE	DESCRIPTION

CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

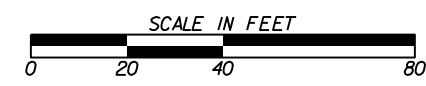
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



CURVE 2
PI STA= 104+45.58
N= 1402573.9613
E= 2281156.7524
RADIUS= 480'
LENGTH= 240'

CURVE 3
PI STA= 108+74.25
N= 1402978.5232
E= 2281000.8692
RADIUS= 1869.50'
LENGTH= 507.72'

PROPERTY AND EXISTING R/W LINE --- e ---

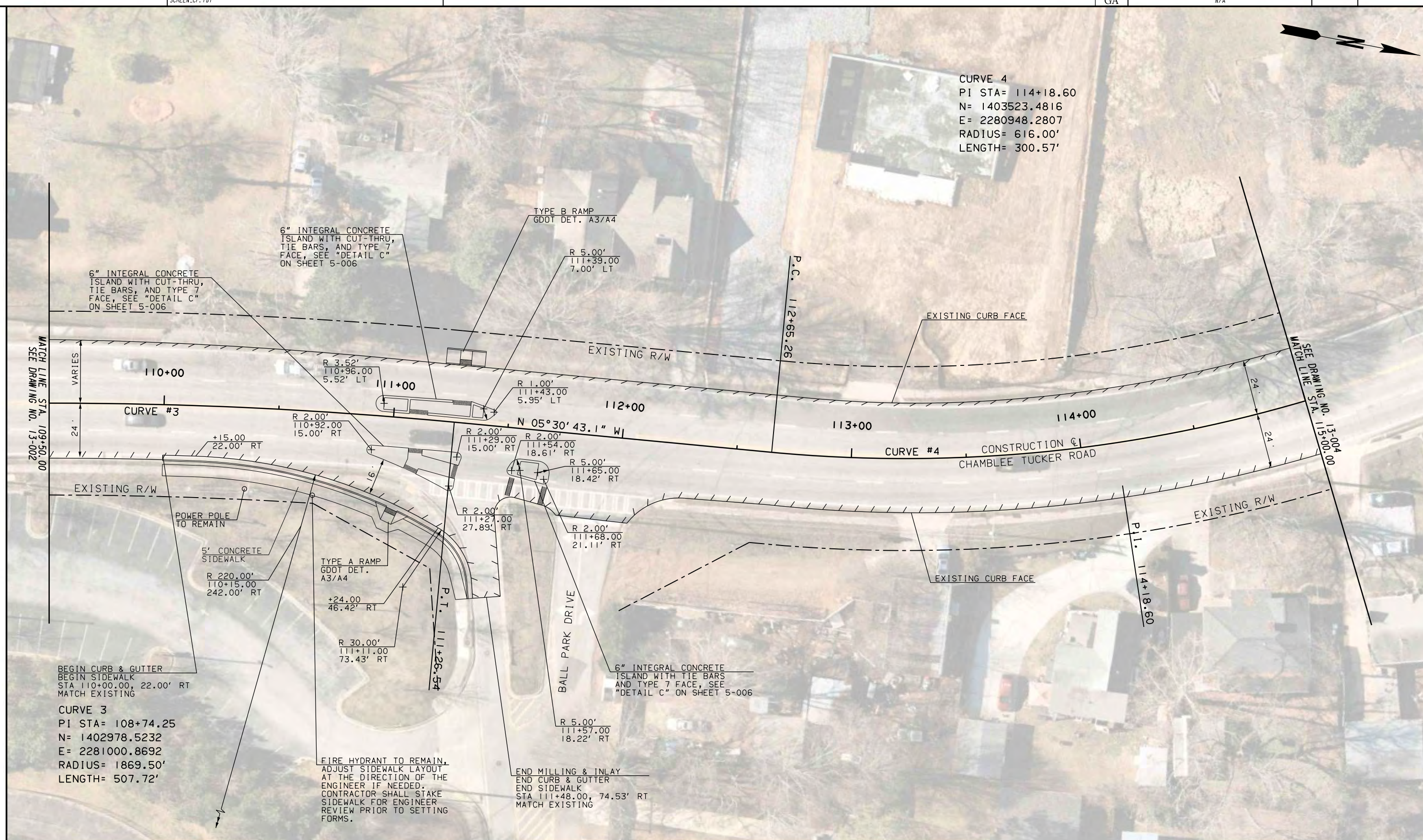


REVISION DATES	

CONSTRUCTION PLAN		
CHAMBLEE TUCKER ROAD LANE DIET		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-002
CORRECTED:	DATE:	
VERIFIED:	DATE:	



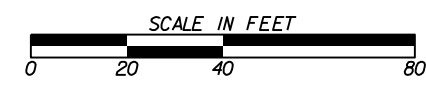
CURVE 4
PI STA= 114+18.60
N= 1403523.4816
E= 2280948.2807
RADIUS= 616.00'
LENGTH= 300.57'



FIRE HYDRANT TO REMAIN.
ADJUST SIDEWALK LAYOUT
AT THE DIRECTION OF THE
ENGINEER IF NEEDED.
CONTRACTOR SHALL STAKE
SIDEWALK FOR ENGINEER
REVIEW PRIOR TO SETTING
FORMS.

END MILLING & INLAY
END CURB & GUTTER
END SIDEWALK
STA 111+48.00, 74.53' RT
MATCH EXISTING

PROPERTY AND EXISTING R/W LINE --- e ---

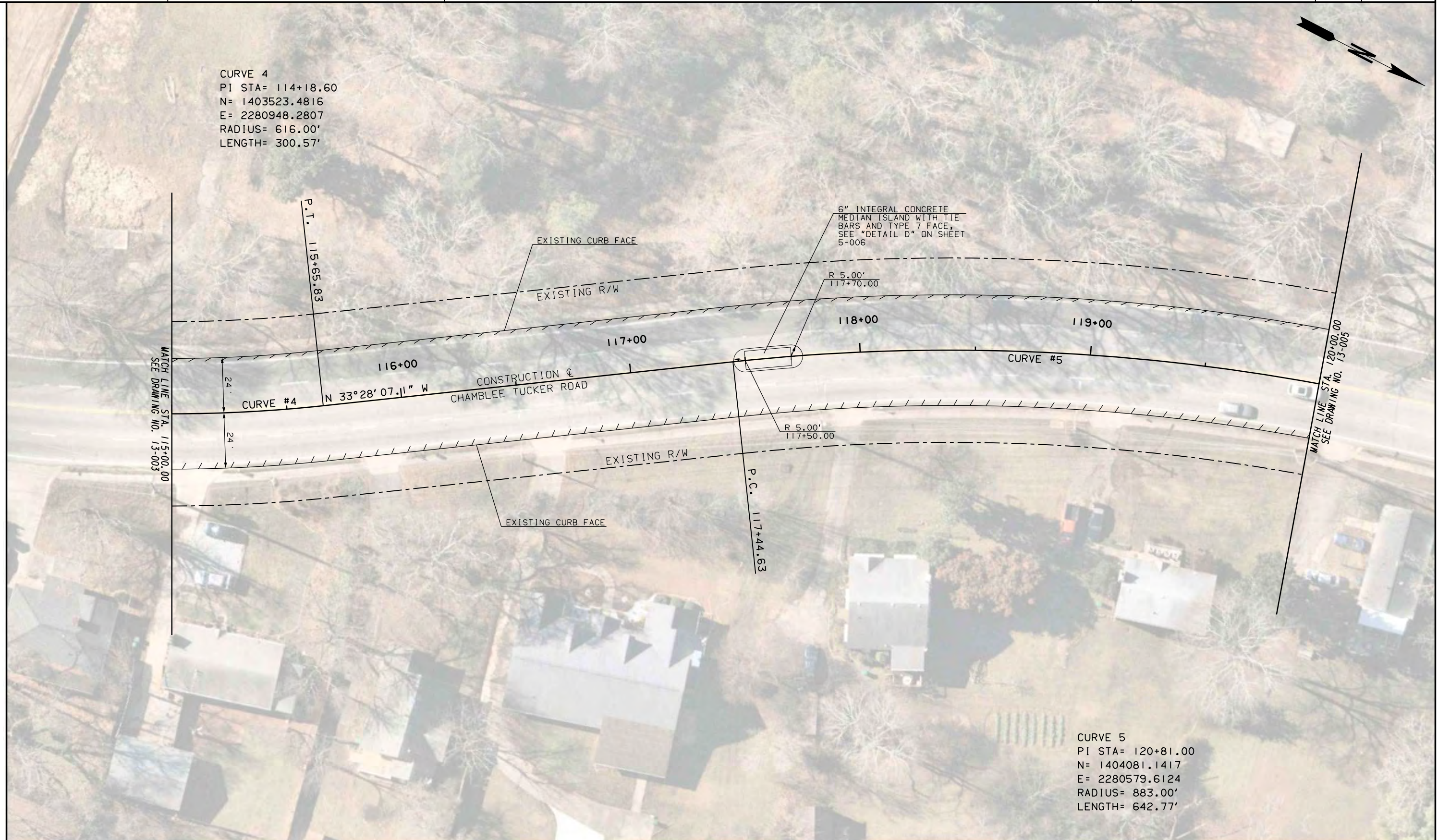


REVISION DATES

CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

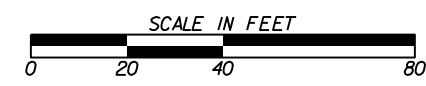
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-003
CORRECTED:	DATE:	
VERIFIED:	DATE:	



CURVE 4
PI STA= 114+18.60
N= 1403523.4816
E= 2280948.2807
RADIUS= 616.00'
LENGTH= 300.57'

CURVE 5
PI STA= 120+81.00
N= 1404081.1417
E= 2280579.6124
RADIUS= 883.00'
LENGTH= 642.77'

PROPERTY AND EXISTING R/W LINE --- e ---

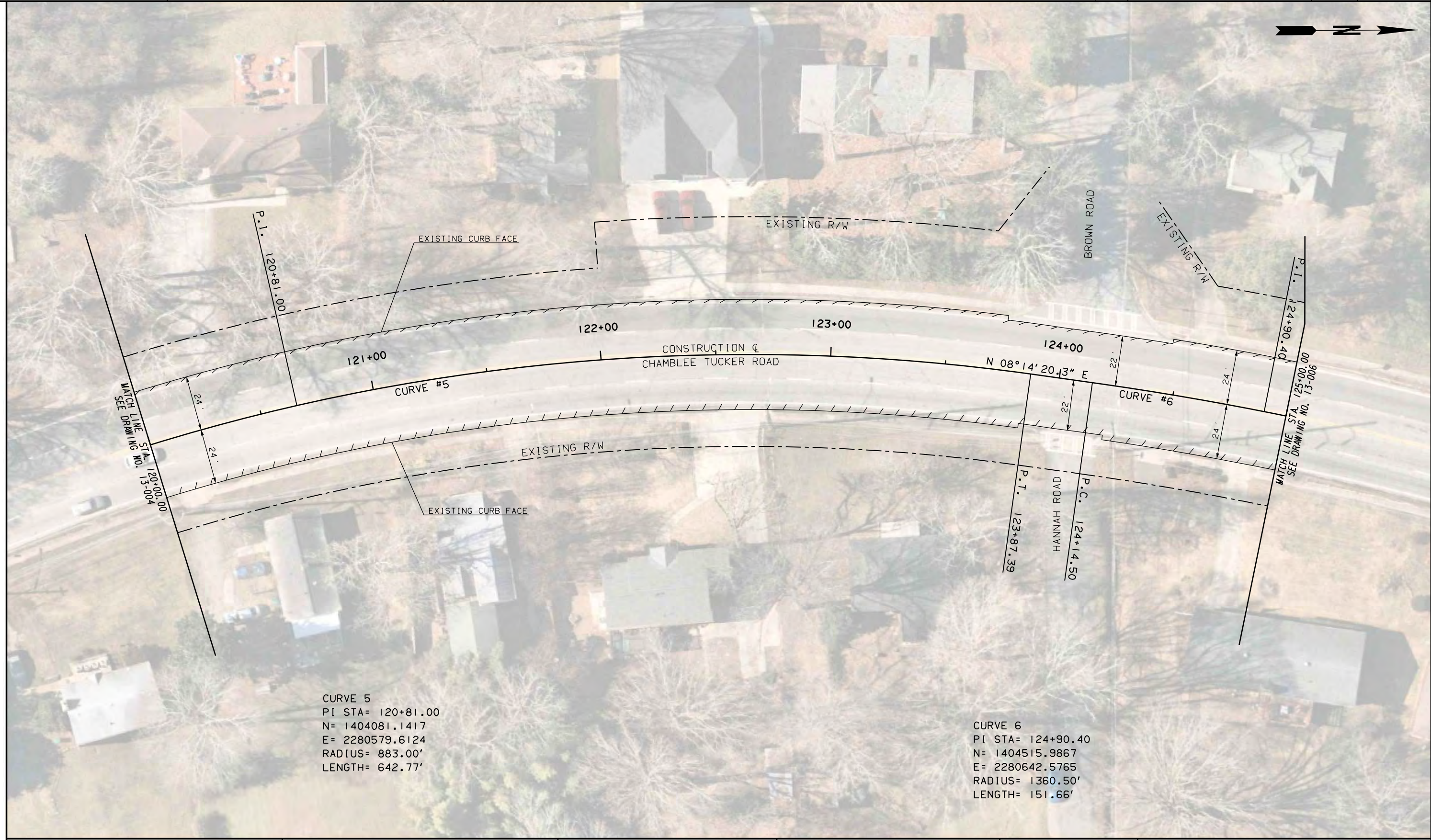
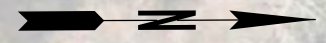


REVISION DATES

CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

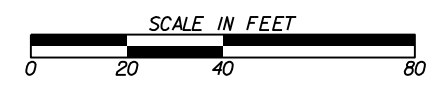
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-004
CORRECTED:	DATE:	
VERIFIED:	DATE:	



CURVE 5
 PI STA= 120+81.00
 N= 1404081.1417
 E= 2280579.6124
 RADIUS= 883.00'
 LENGTH= 642.77'

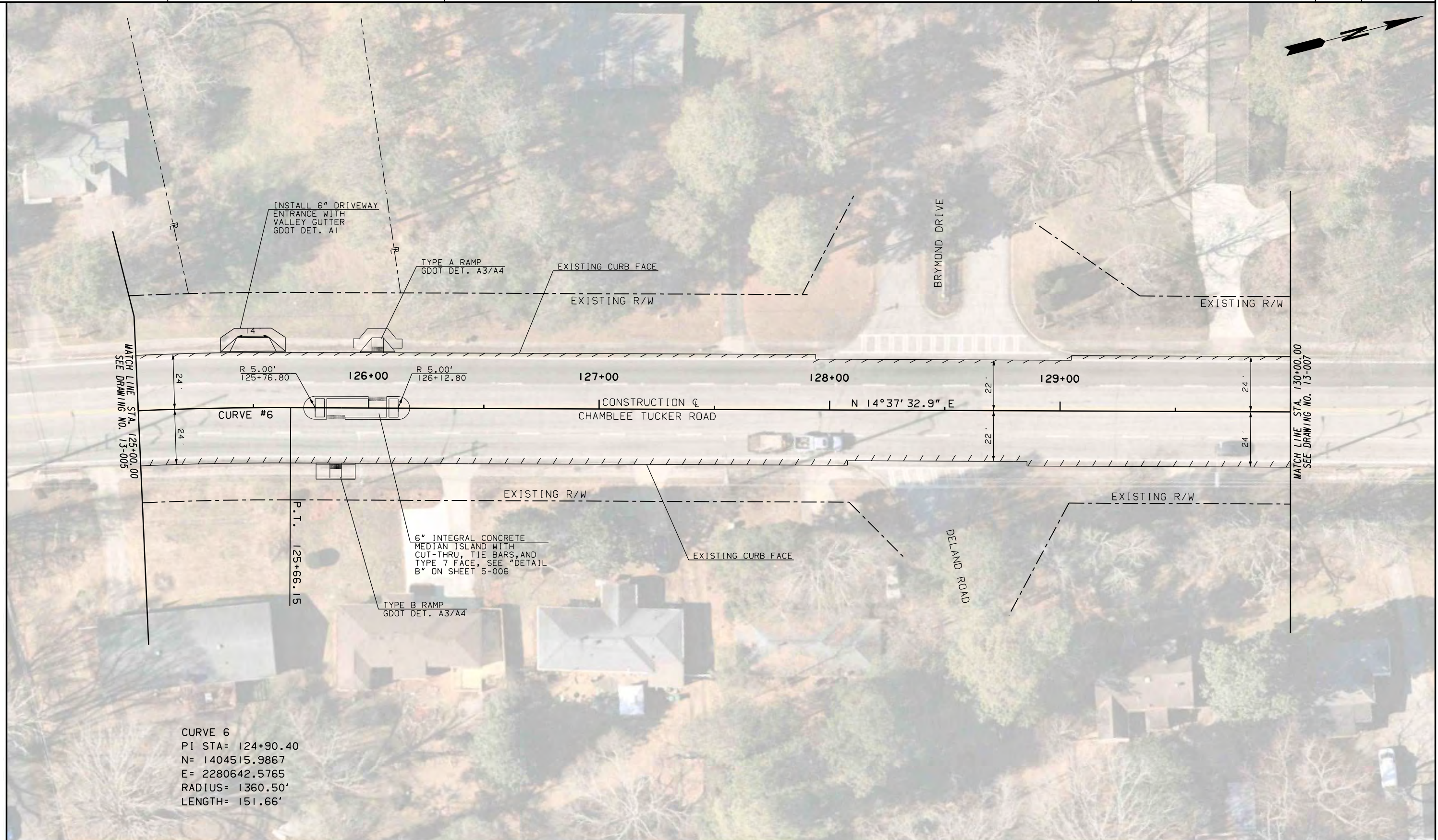
CURVE 6
 PI STA= 124+90.40
 N= 1404515.9867
 E= 2280642.5765
 RADIUS= 1360.50'
 LENGTH= 151.66'

PROPERTY AND EXISTING R/W LINE



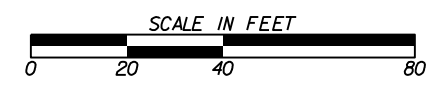
REVISION DATES	

CONSTRUCTION PLAN			
CHAMBLEE TUCKER ROAD LANE DIET			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	13-005	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



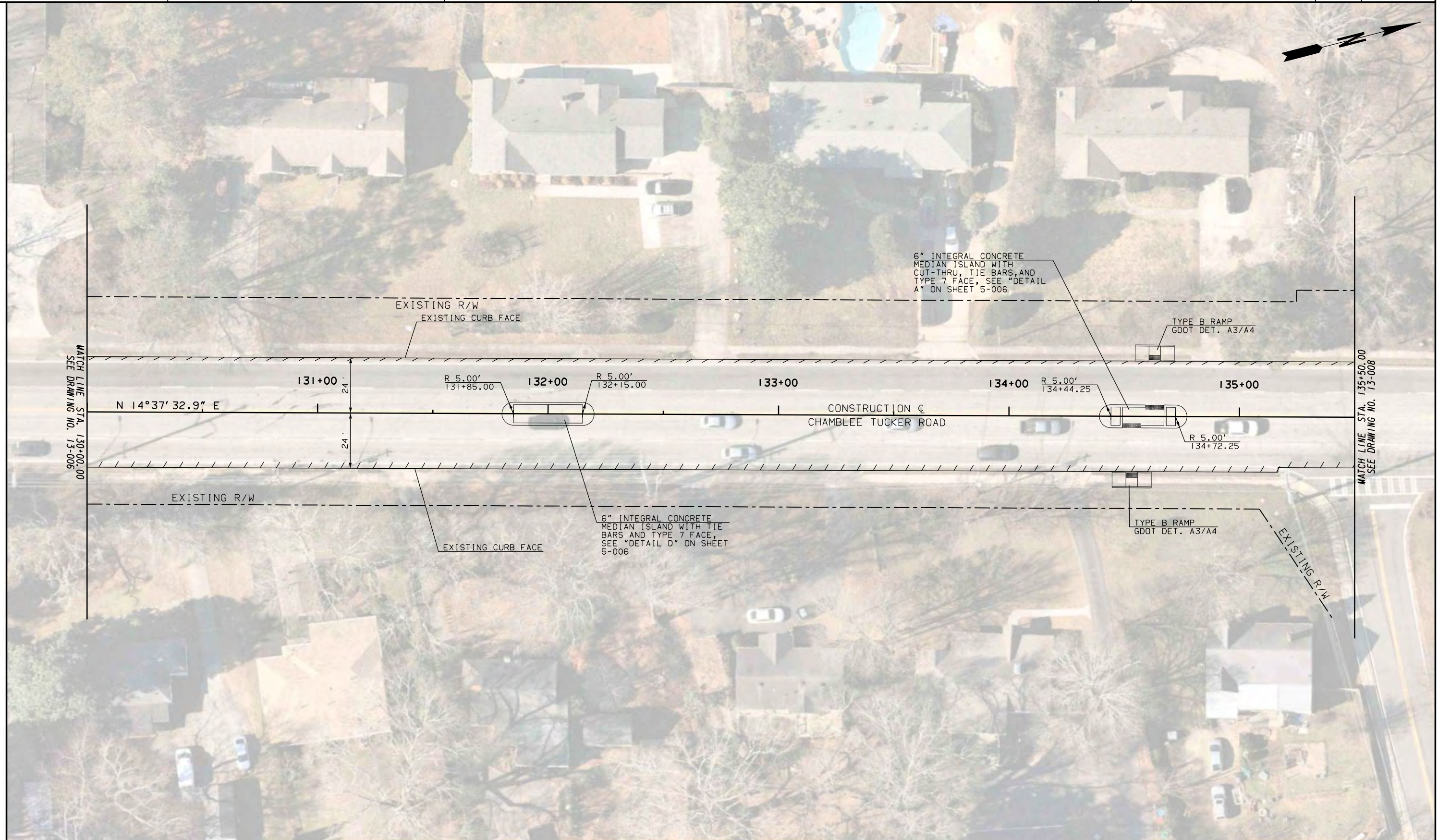
CURVE 6
 PI STA= 124+90.40
 N= 1404515.9867
 E= 2280642.5765
 RADIUS= 1360.50'
 LENGTH= 151.66'

PROPERTY AND EXISTING R/W LINE --- e ---



REVISION DATES	

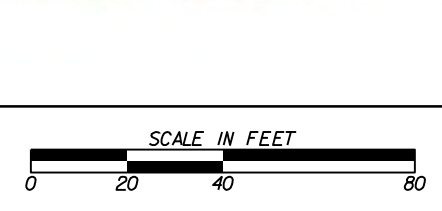
CONSTRUCTION PLAN		
CHAMBLEE TUCKER ROAD LANE DIET		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-006
CORRECTED:	DATE:	
VERIFIED:	DATE:	



MATCH LINE STA. 130+00.00
SEE DRAWING NO. 13-006

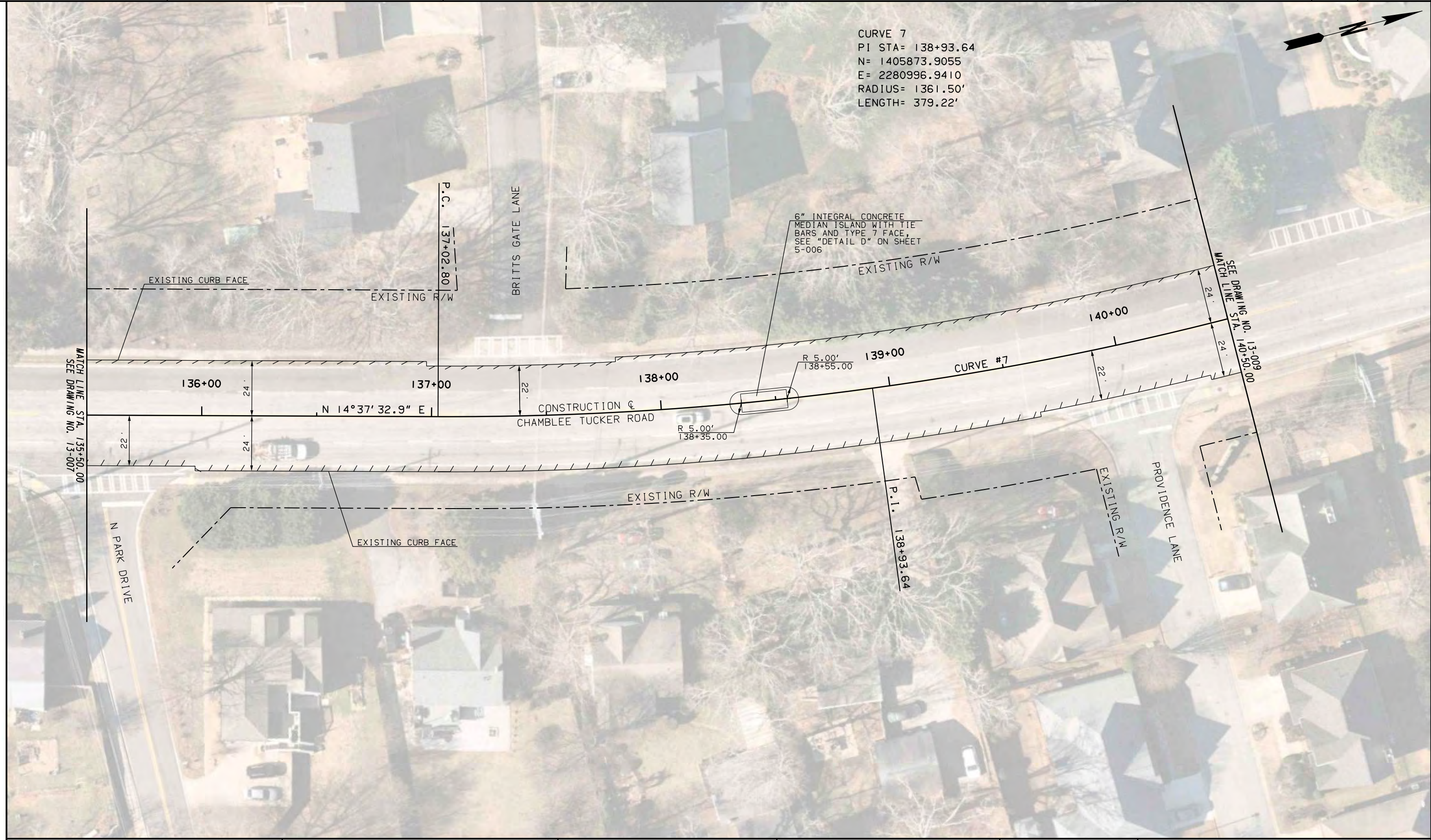
MATCH LINE STA. 135+60.00
SEE DRAWING NO. 13-008

PROPERTY AND EXISTING R/W LINE



REVISION DATES	

CONSTRUCTION PLAN			
CHAMBLEE TUCKER ROAD LANE DIET			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	13-007	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



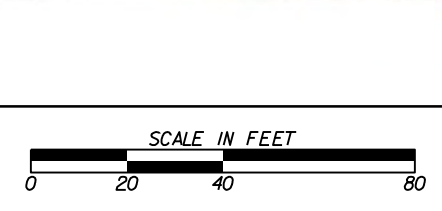
CURVE 7
 PI STA= 138+93.64
 N= 1405873.9055
 E= 2280996.9410
 RADIUS= 1361.50'
 LENGTH= 379.22'

6" INTEGRAL CONCRETE
 MEDIAN ISLAND WITH TIE
 BARS AND TYPE 7 FACE,
 SEE "DETAIL D" ON SHEET
 5-006

MATCH LINE STA. 135+50.00
SEE DRAWING NO. 13-007

MATCH LINE STA. 140+50.00
SEE DRAWING NO. 13-009

PROPERTY AND EXISTING R/W LINE

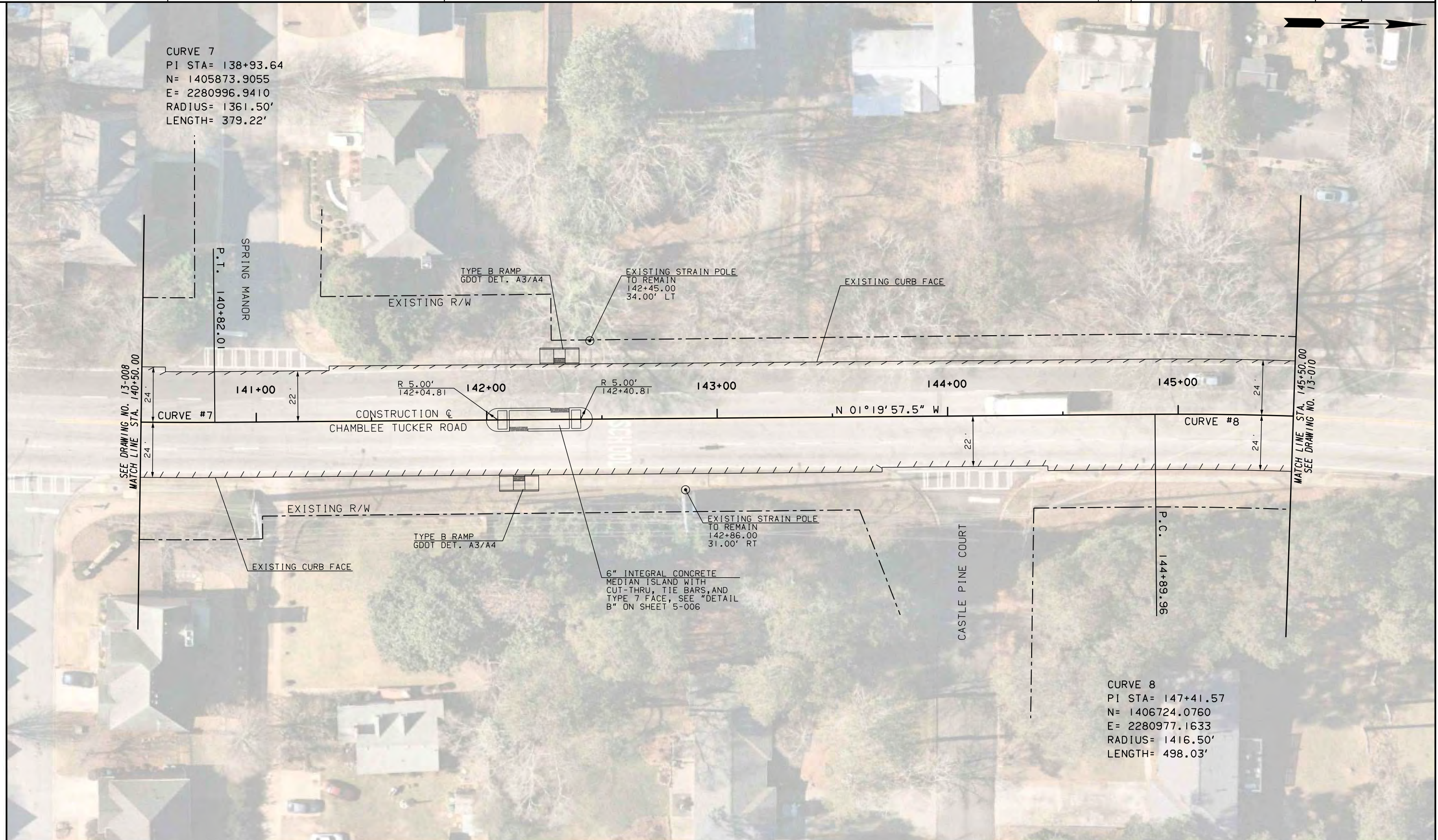


REVISION DATES	

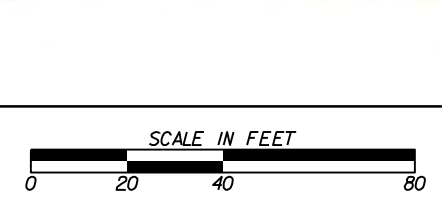
CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 13-008
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE

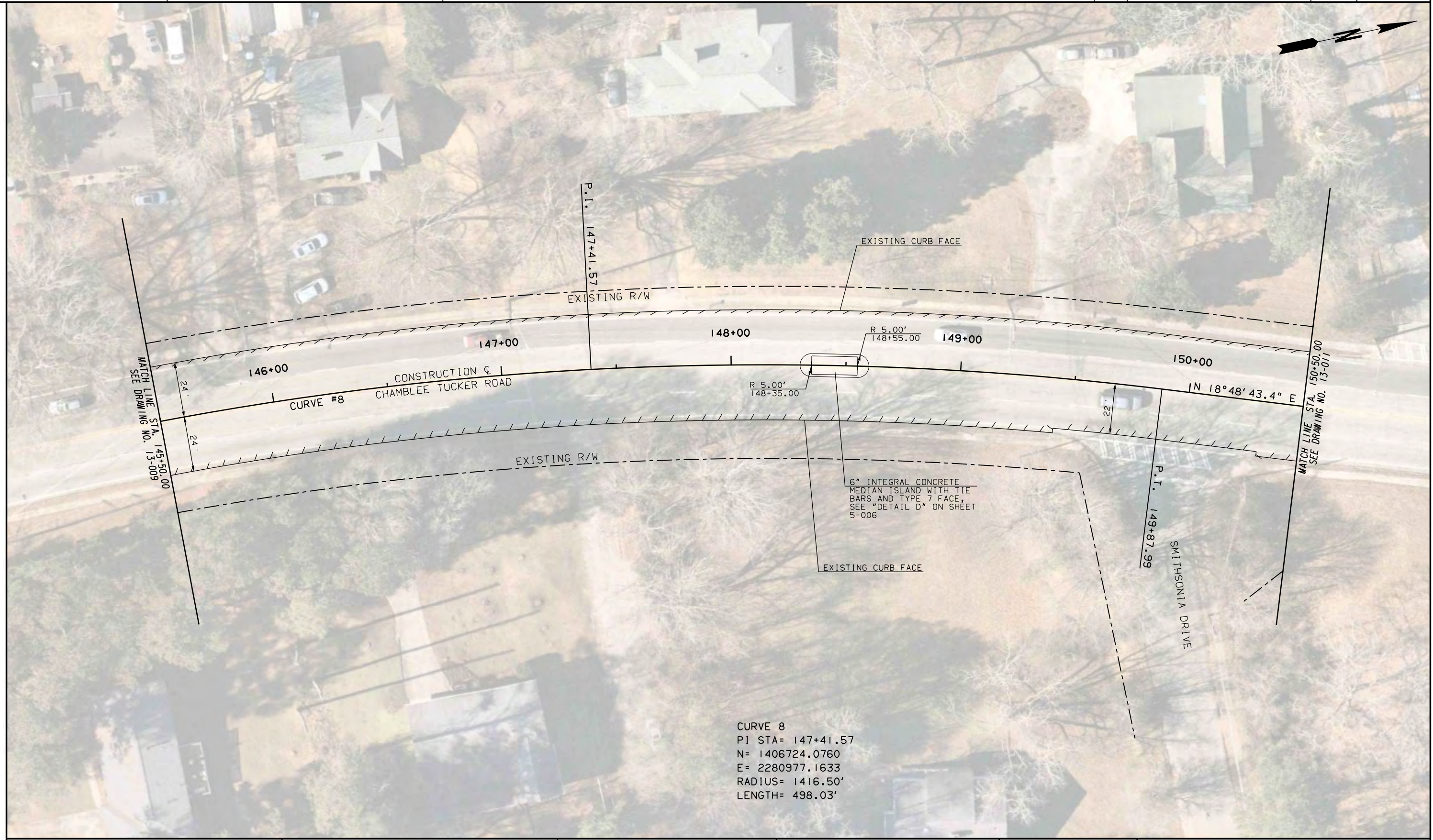


REVISION DATES	

CONSTRUCTION PLAN

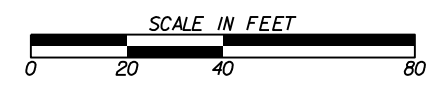
CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 13-009
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



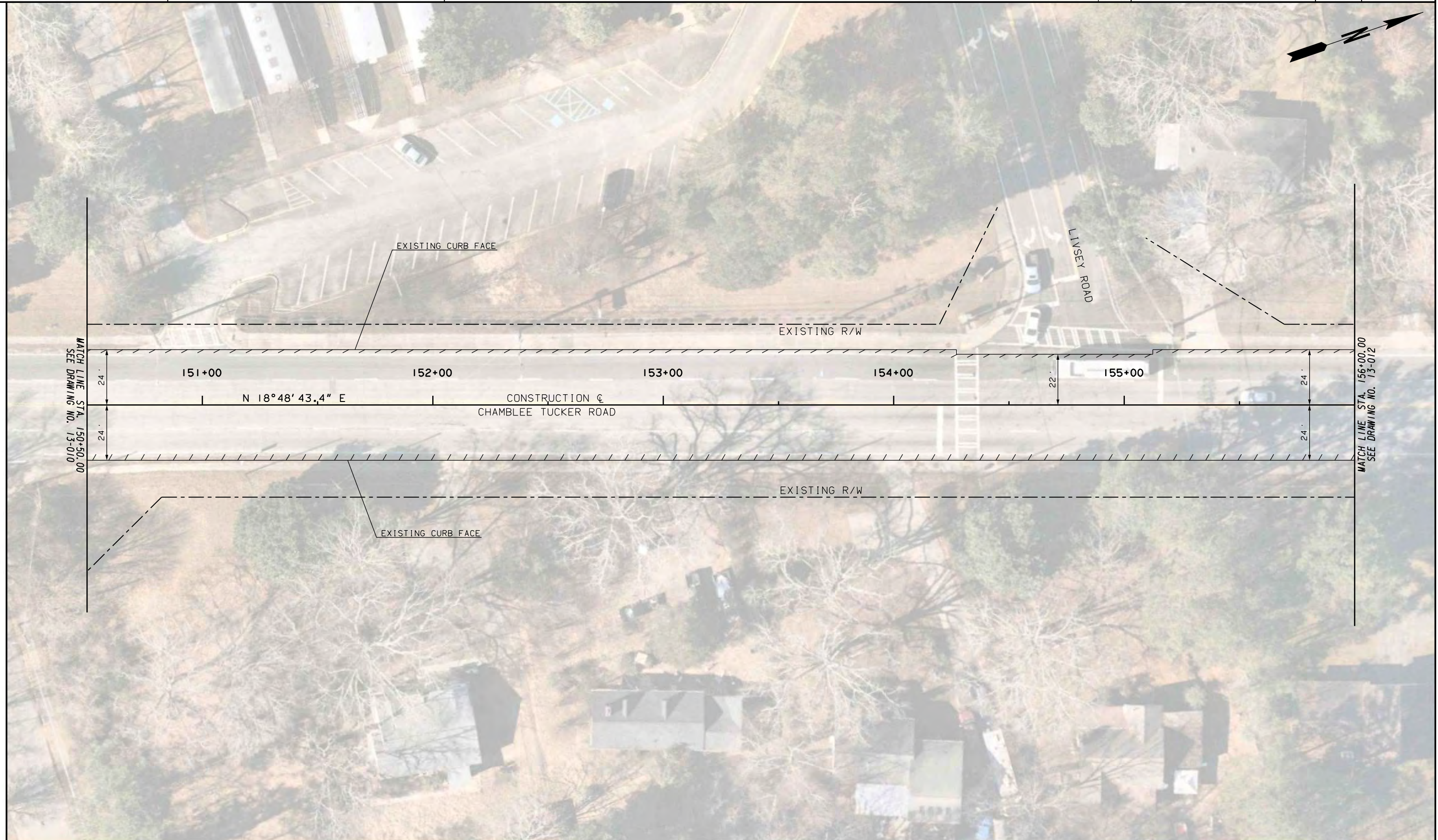
CURVE 8
 PI STA= 147+41.57
 N= 1406724.0760
 E= 2280977.1633
 RADIUS= 1416.50'
 LENGTH= 498.03'

PROPERTY AND EXISTING R/W LINE --- e ---

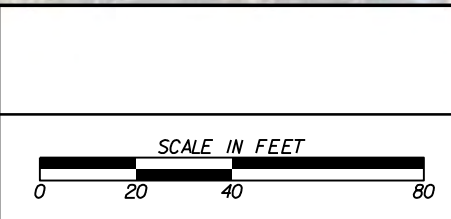
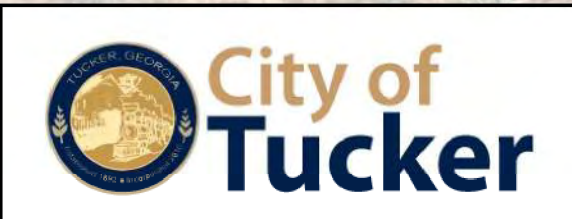


REVISION DATES	

CONSTRUCTION PLAN		
CHAMBLEE TUCKER ROAD LANE DIET		
CHECKED:	DATE:	DRAWING No. 13-010
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE --- e ---

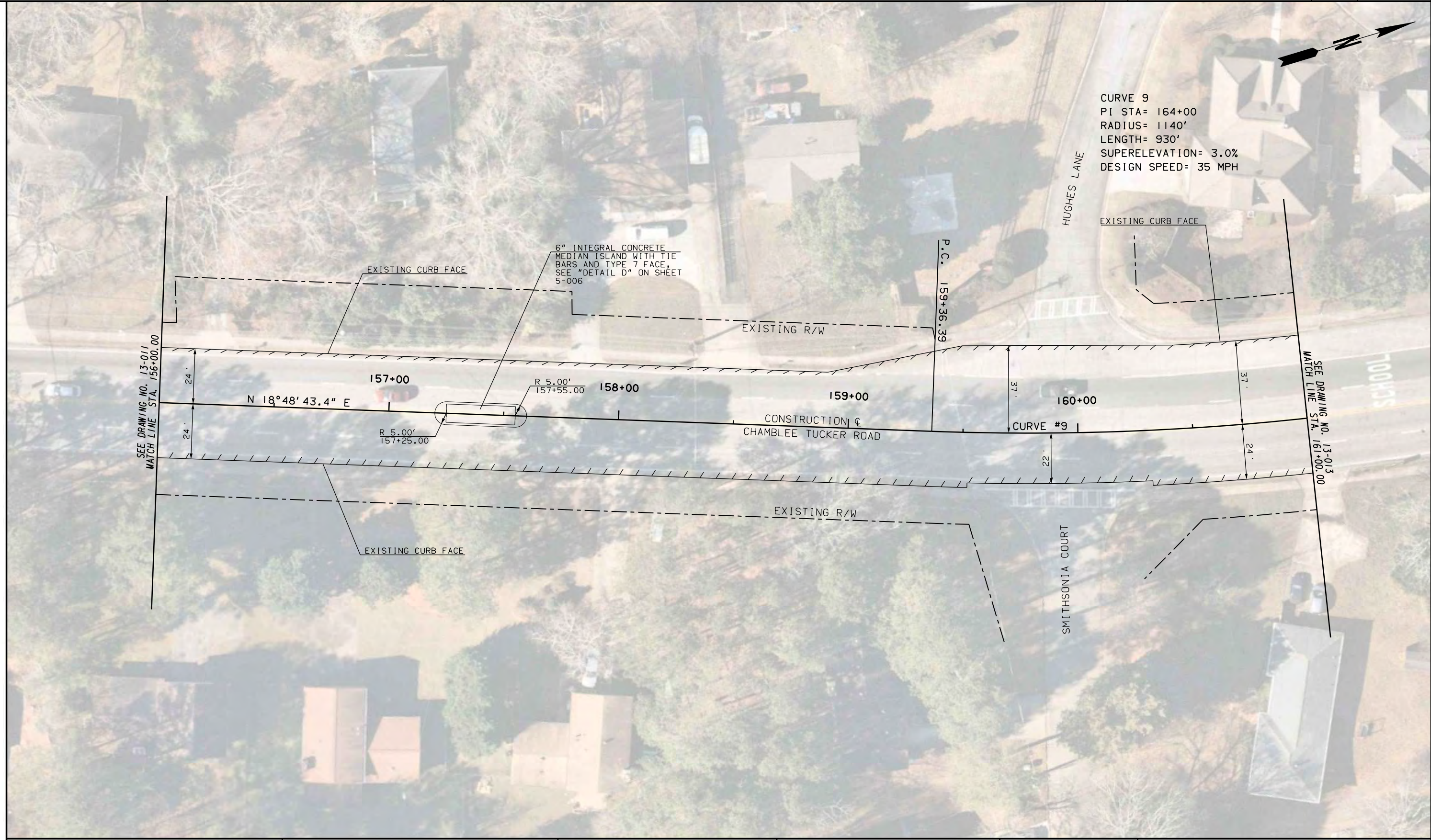


REVISION DATES	

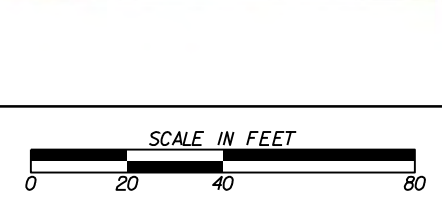
CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 13-011
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE --- e ---

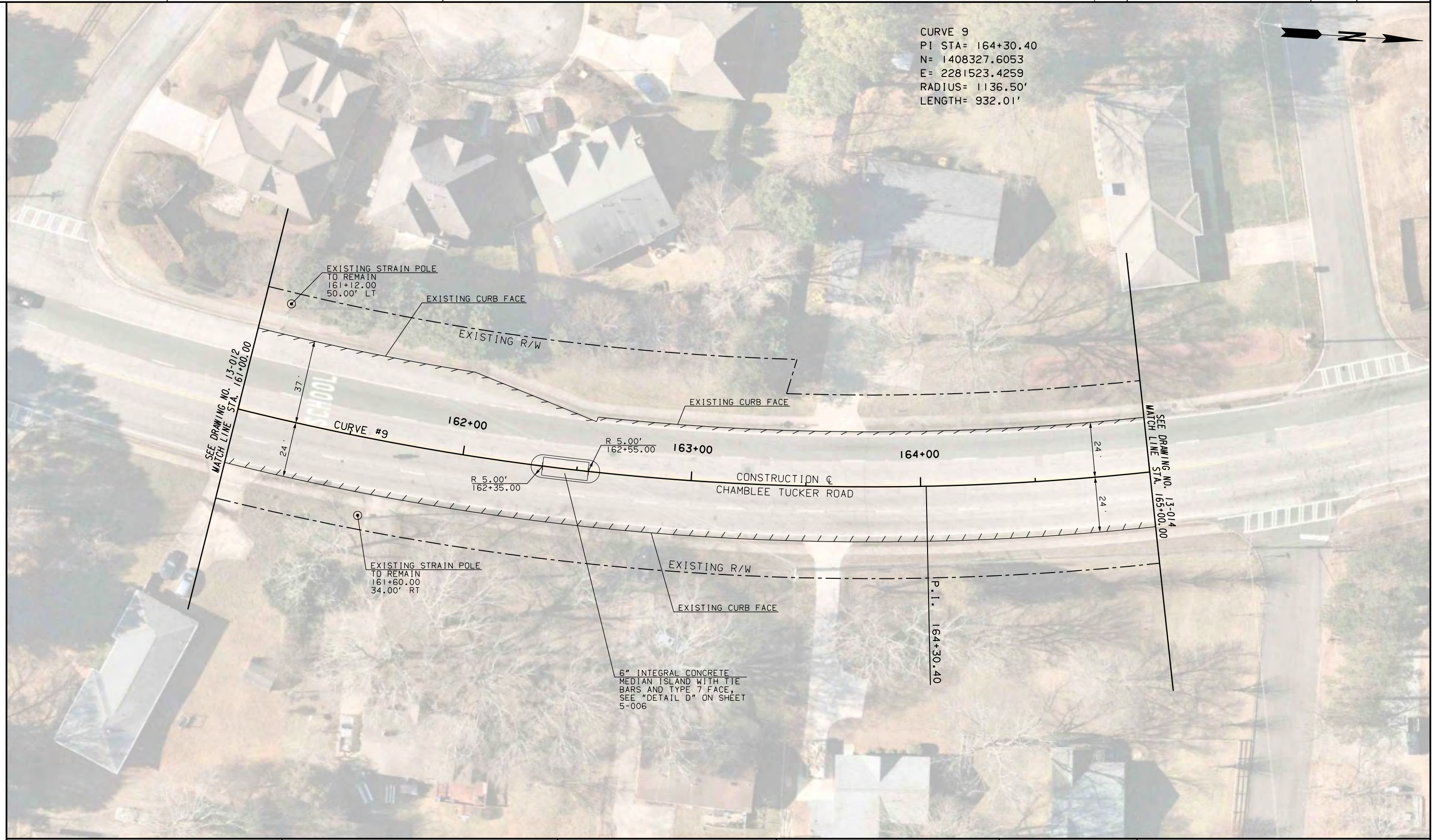


REVISION DATES	

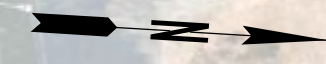
CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

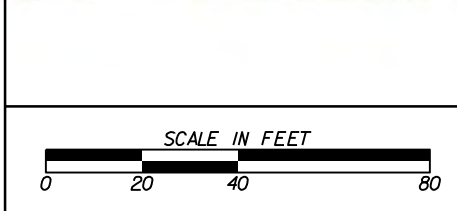
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-012
CORRECTED:	DATE:	
VERIFIED:	DATE:	



CURVE 9
 PI STA= 164+30.40
 N= 1408327.6053
 E= 2281523.4259
 RADIUS= 1136.50'
 LENGTH= 932.01'



PROPERTY AND EXISTING R/W LINE --- e ---



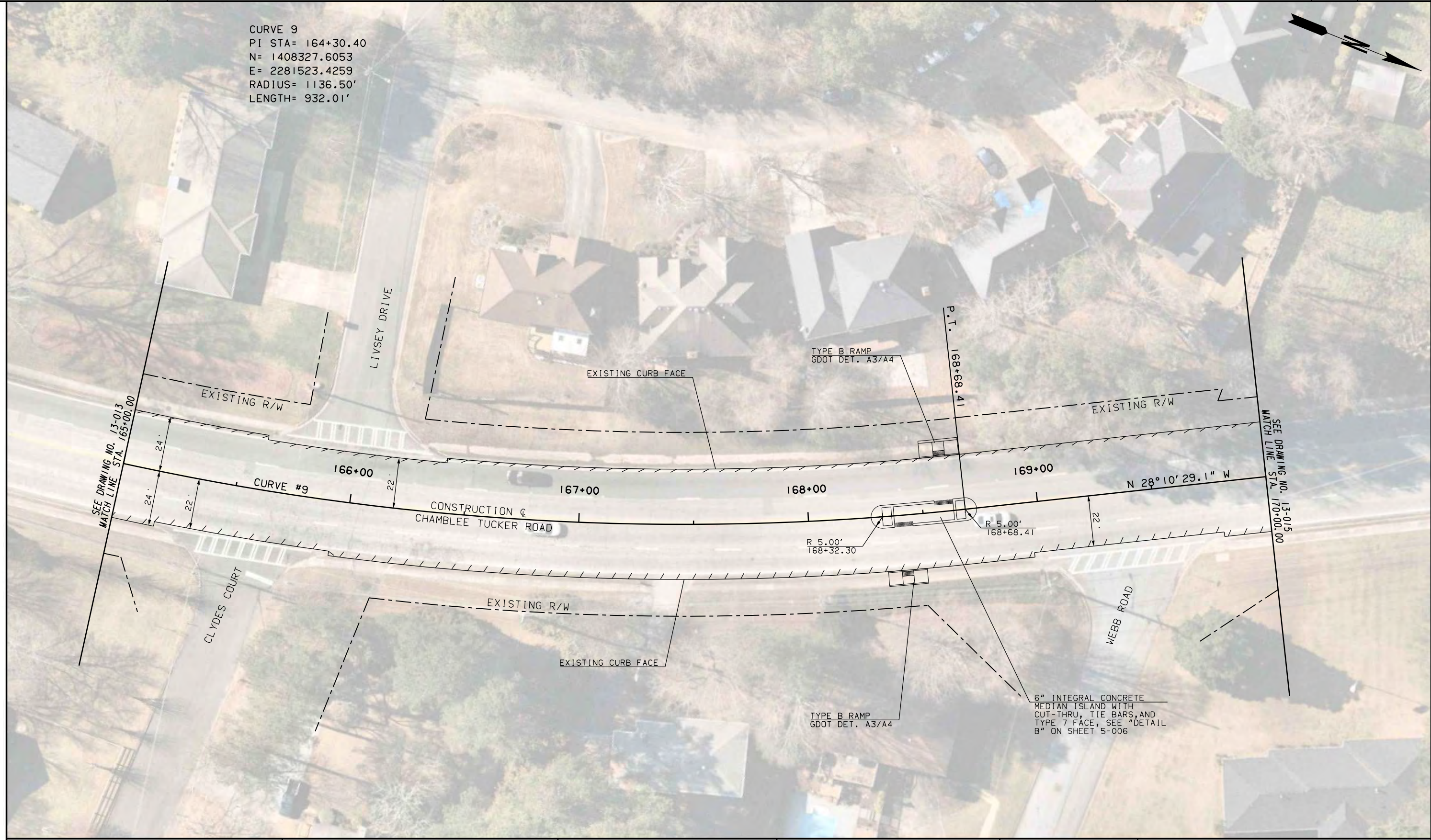
REVISION DATES	

CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 13-013
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

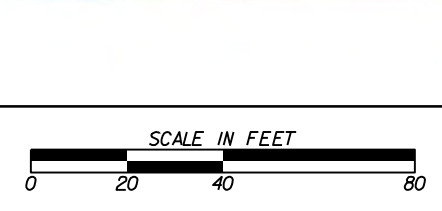
CURVE 9
PI STA= 164+30.40
N= 1408327.6053
E= 2281523.4259
RADIUS= 1136.50'
LENGTH= 932.01'



SEE DRAWING NO. 13-013
MATCH LINE STA. 165+00.00

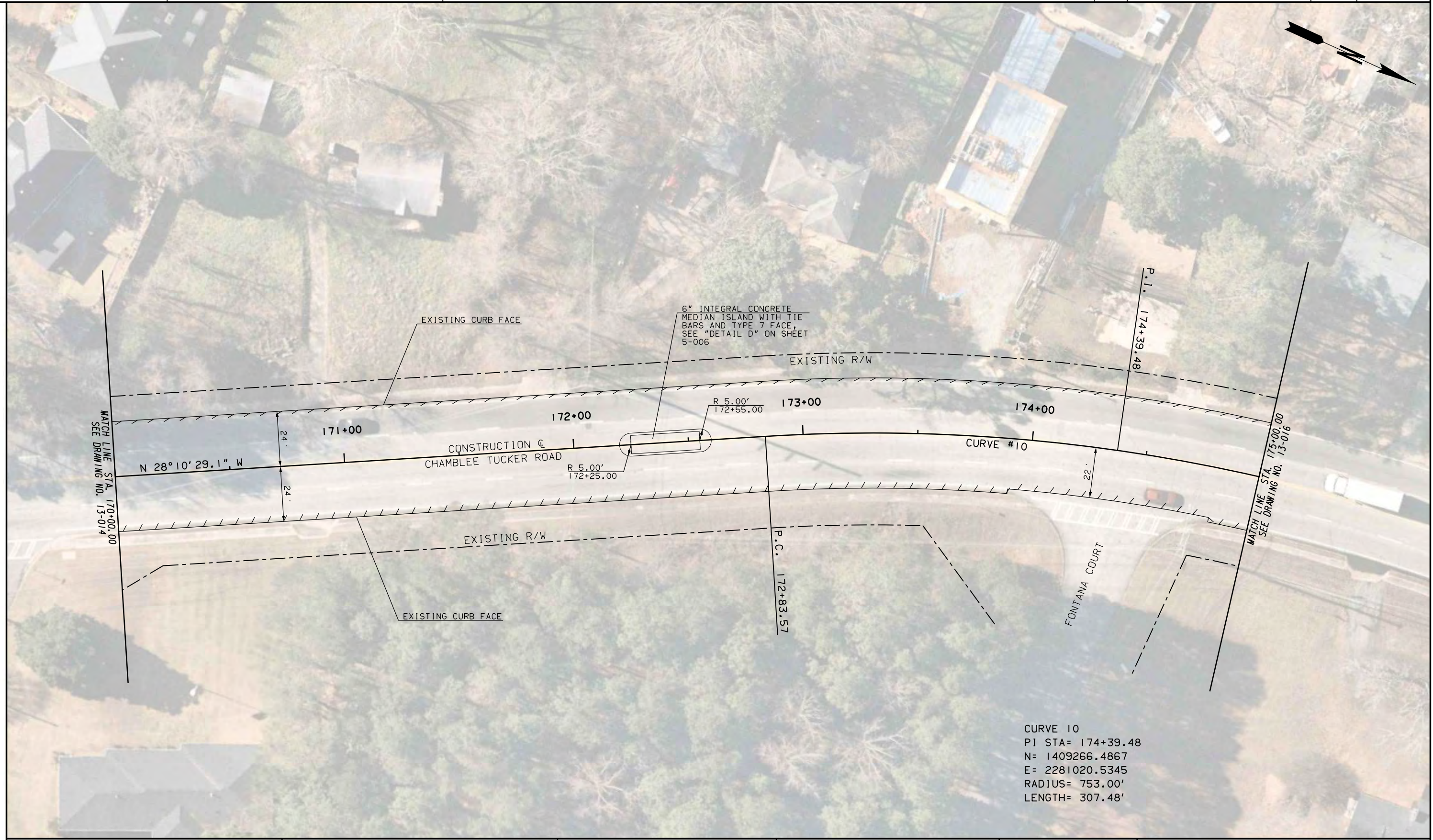
SEE DRAWING NO. 13-015
MATCH LINE STA. 170+00.00

PROPERTY AND EXISTING R/W LINE



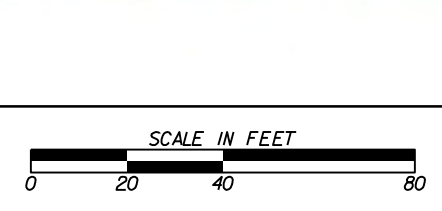
REVISION DATES	

CONSTRUCTION PLAN		
CHAMBLEE TUCKER ROAD LANE DIET		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-014
CORRECTED:	DATE:	
VERIFIED:	DATE:	



CURVE 10
 PI STA= 174+39.48
 N= 1409266.4867
 E= 2281020.5345
 RADIUS= 753.00'
 LENGTH= 307.48'

PROPERTY AND EXISTING R/W LINE

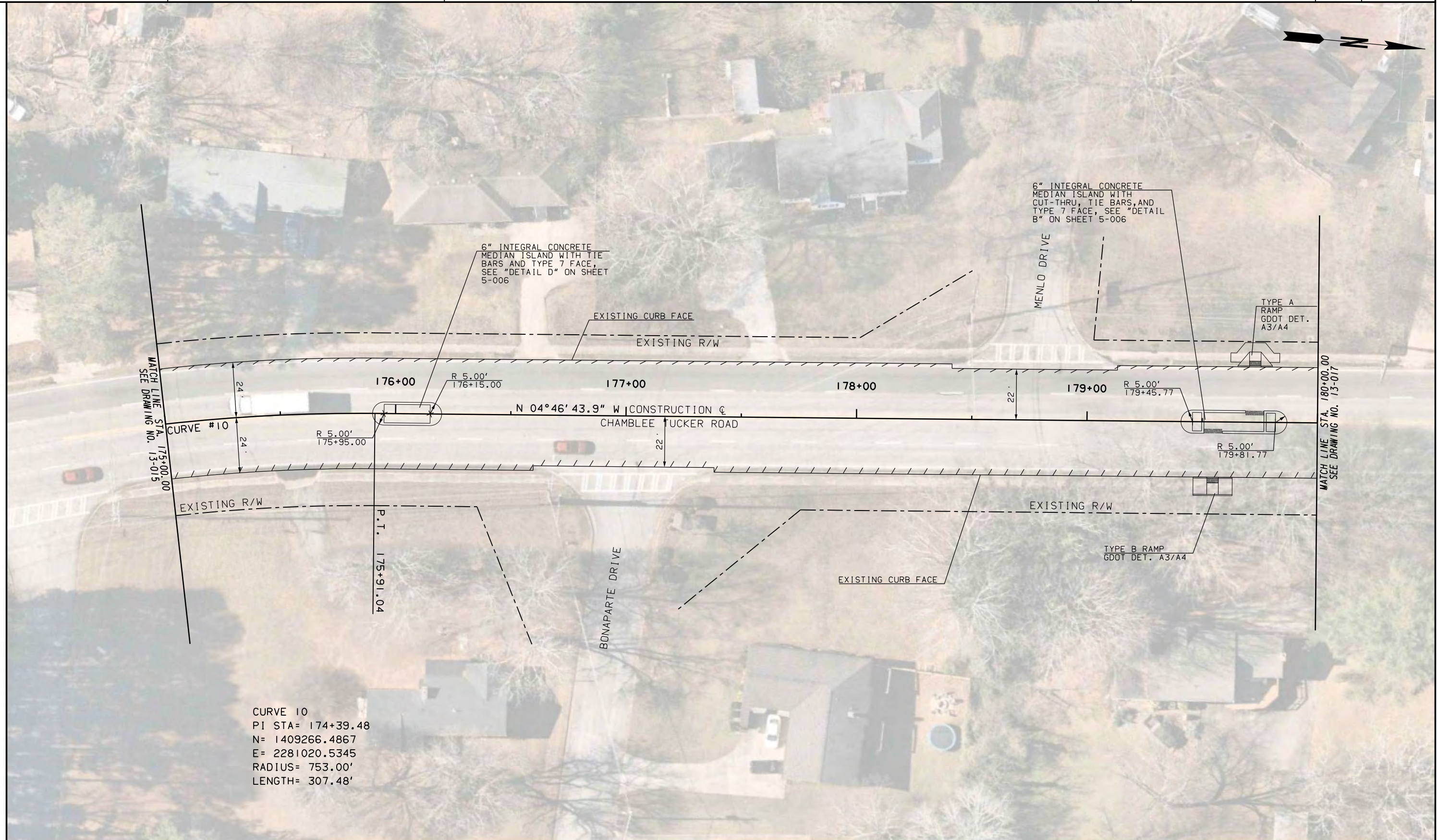


REVISION DATES	

CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 13-015
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

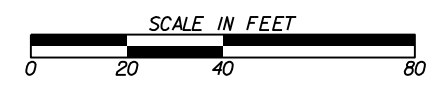


MATCH LINE STA. 175+00.00
SEE DRAWING NO. 13-015

MATCH LINE STA. 180+00.00
SEE DRAWING NO. 13-017

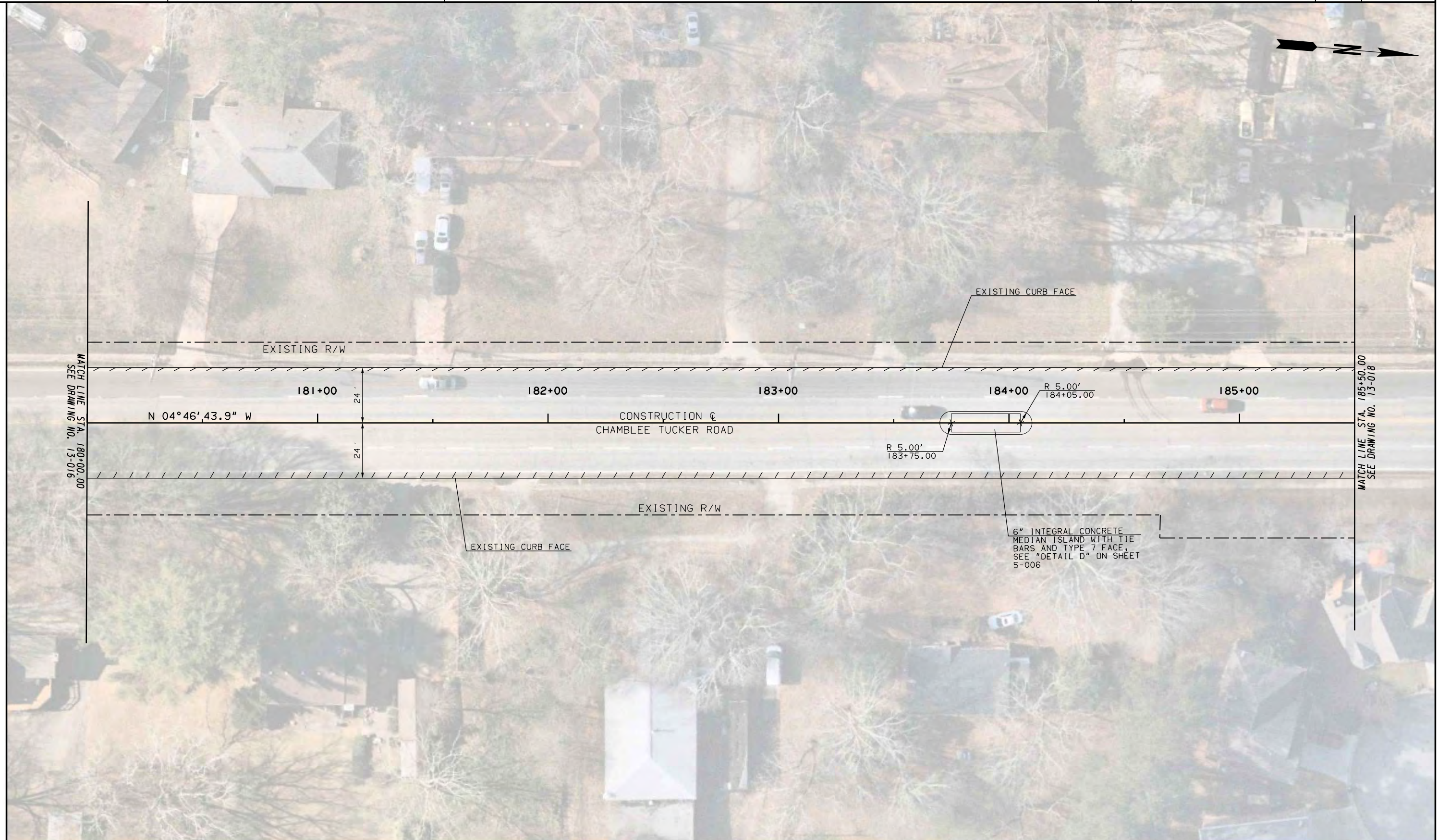
CURVE 10
PI STA= 174+39.48
N= 1409266.4867
E= 2281020.5345
RADIUS= 753.00'
LENGTH= 307.48'

PROPERTY AND EXISTING R/W LINE --- e ---



REVISION DATES	

CONSTRUCTION PLAN			
CHAMBLEE TUCKER ROAD LANE DIET			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	13-016	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

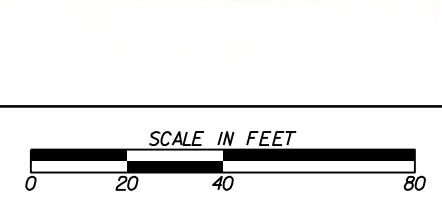


MATCH LINE STA. 180+00.00
SEE DRAWING NO. 13-016

MATCH LINE STA. 185+50.00
SEE DRAWING NO. 13-018

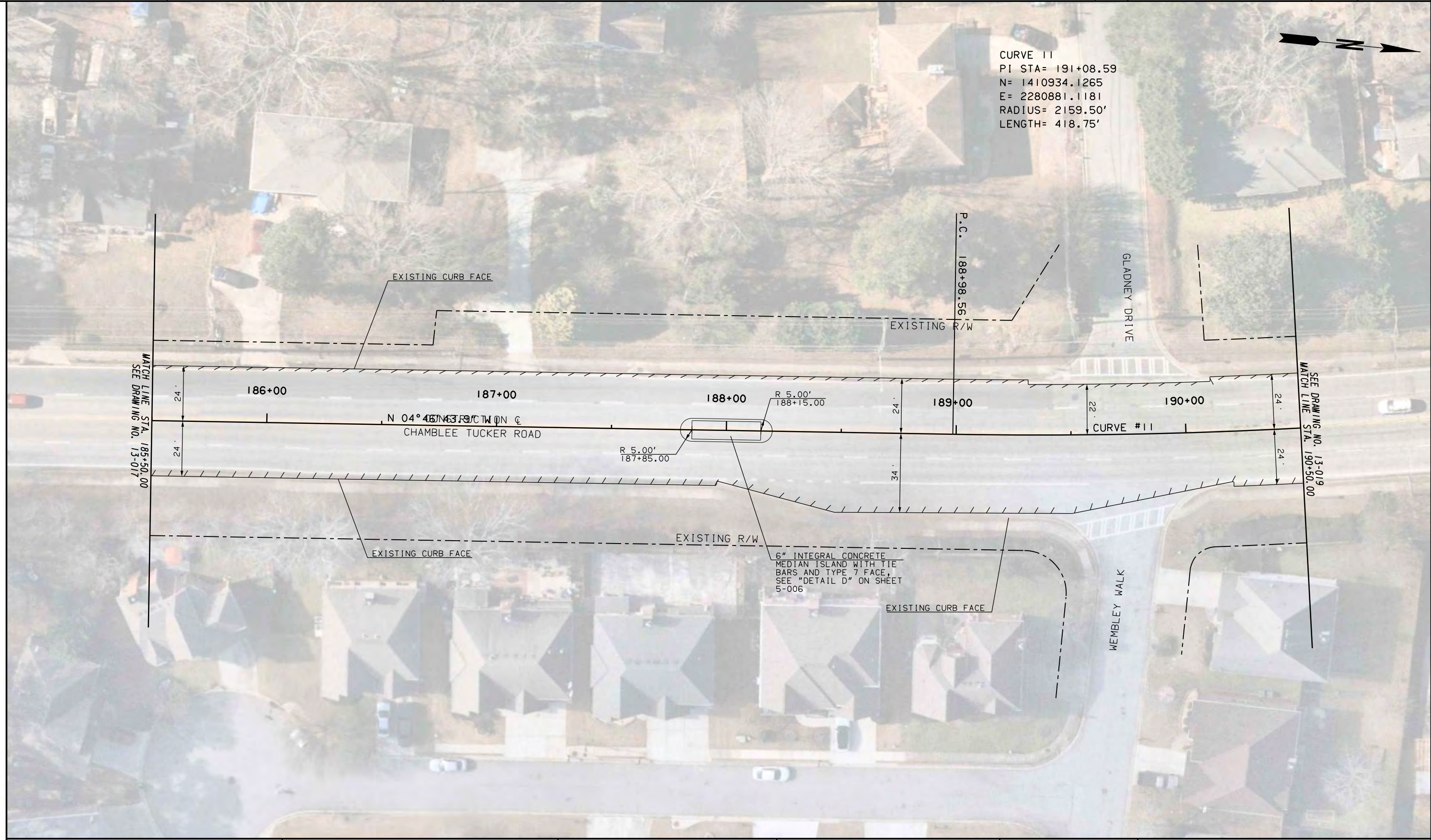
6" INTEGRAL CONCRETE
MEDIAN ISLAND WITH TIE
BARS AND TYPE 7 FACE,
SEE "DETAIL D" ON SHEET
5-006

PROPERTY AND EXISTING R/W LINE --- e ---



REVISION DATES	

CONSTRUCTION PLAN			
CHAMBLEE TUCKER ROAD LANE DIET			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	13-017	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



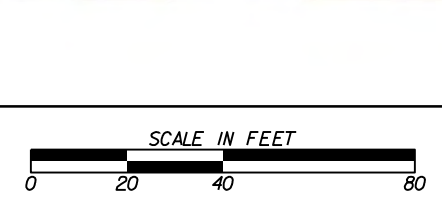
CURVE #11
 PI STA= 191+08.59
 N= 1410934.1265
 E= 2280881.1181
 RADIUS= 2159.50'
 LENGTH= 418.75'

MATCH LINE STA. 185+50.00
SEE DRAWING NO. 13-017

MATCH LINE STA. 190+50.00
SEE DRAWING NO. 13-019

6" INTEGRAL CONCRETE
 MEDIAN ISLAND WITH TIE
 BARS AND TYPE 7 FACE,
 SEE "DETAIL D" ON SHEET
 5-006

PROPERTY AND EXISTING R/W LINE

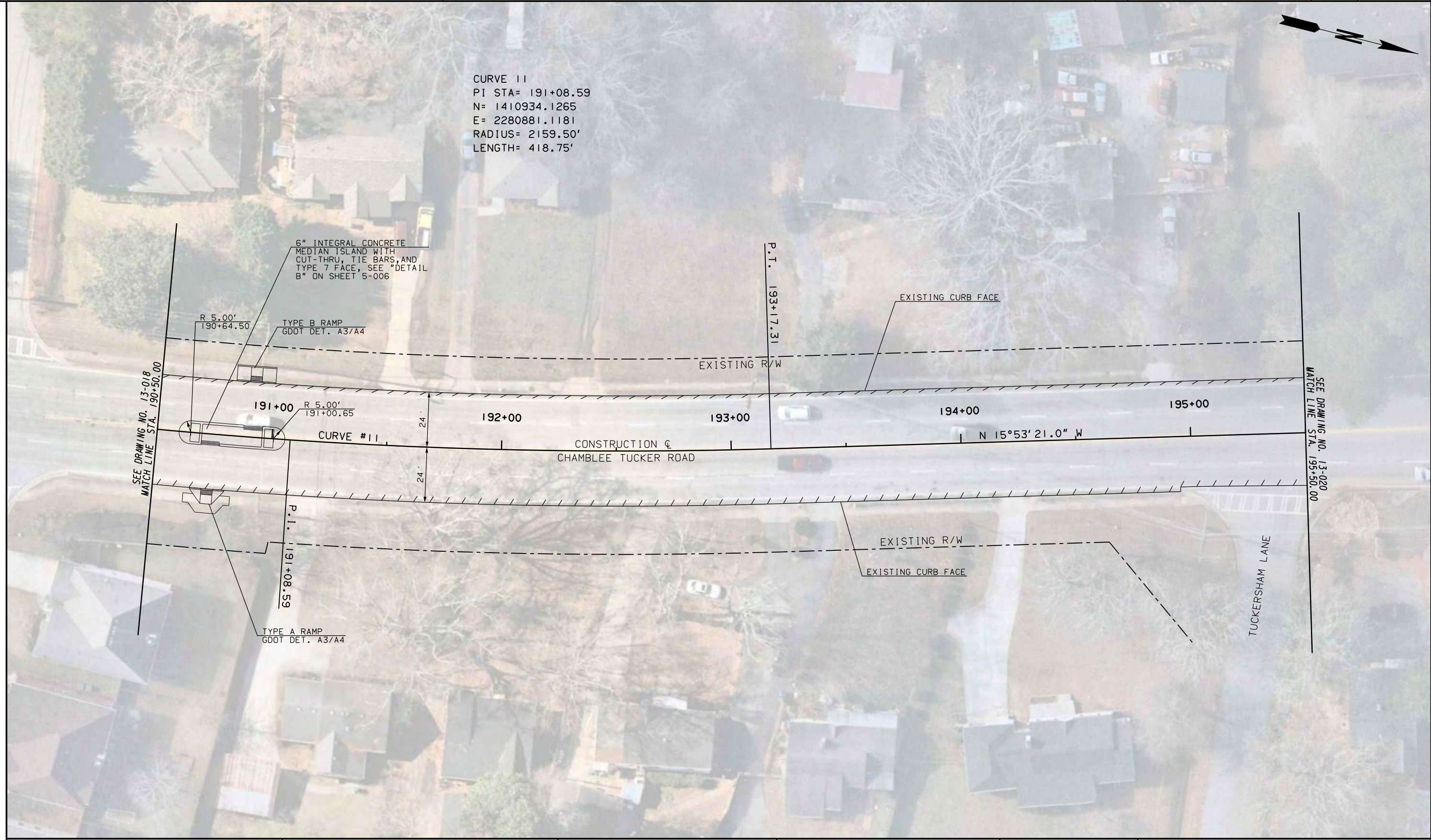


REVISION DATES	

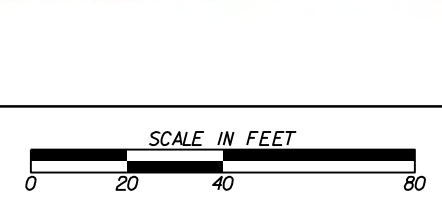
CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 13-018
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE

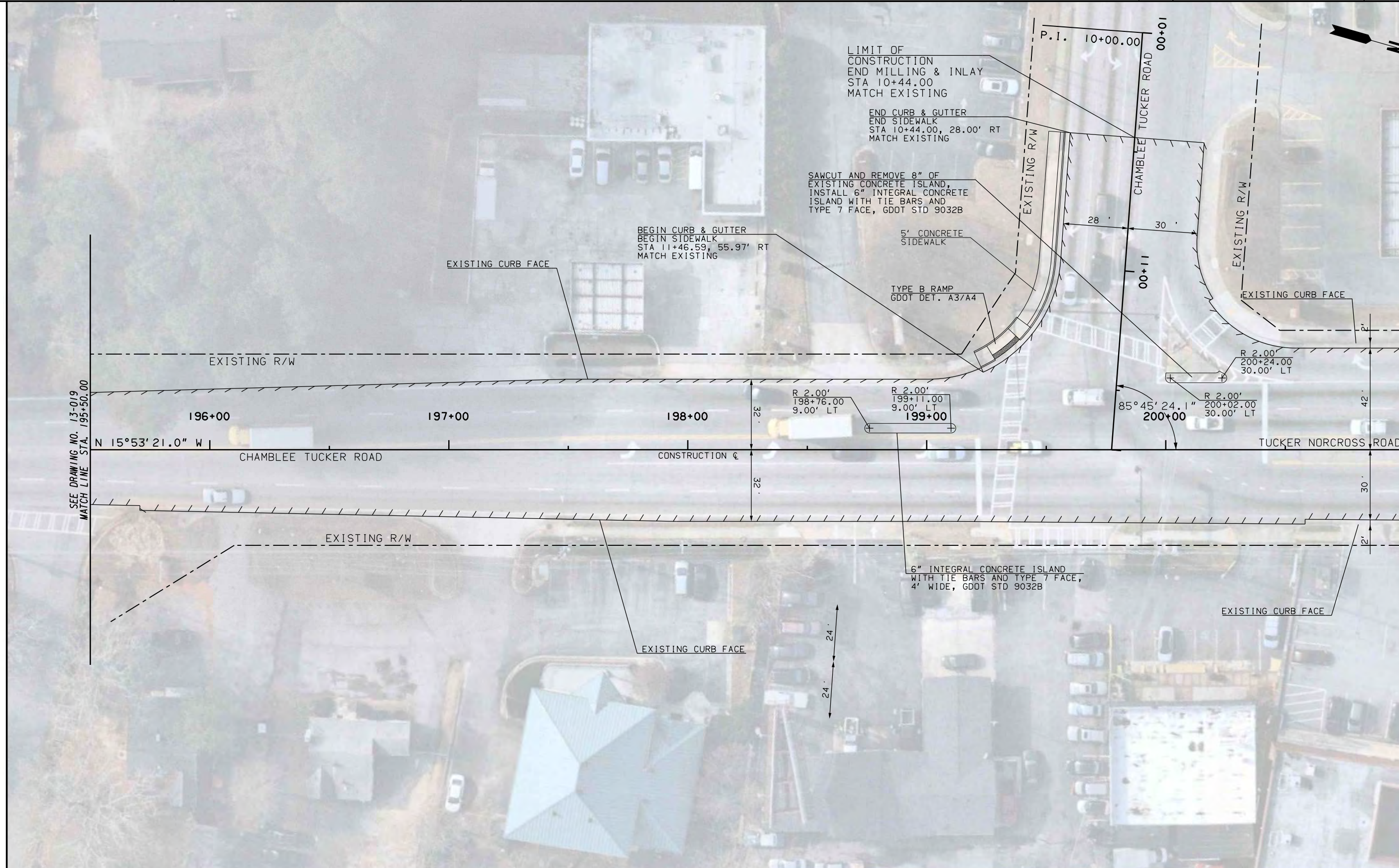


REVISION DATES	

CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

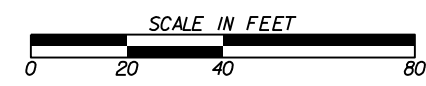
CHECKED:	DATE:	DRAWING No. 13-019
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



SEE DRAWING NO. 13-019
MATCH LINE STA. 195+50.00

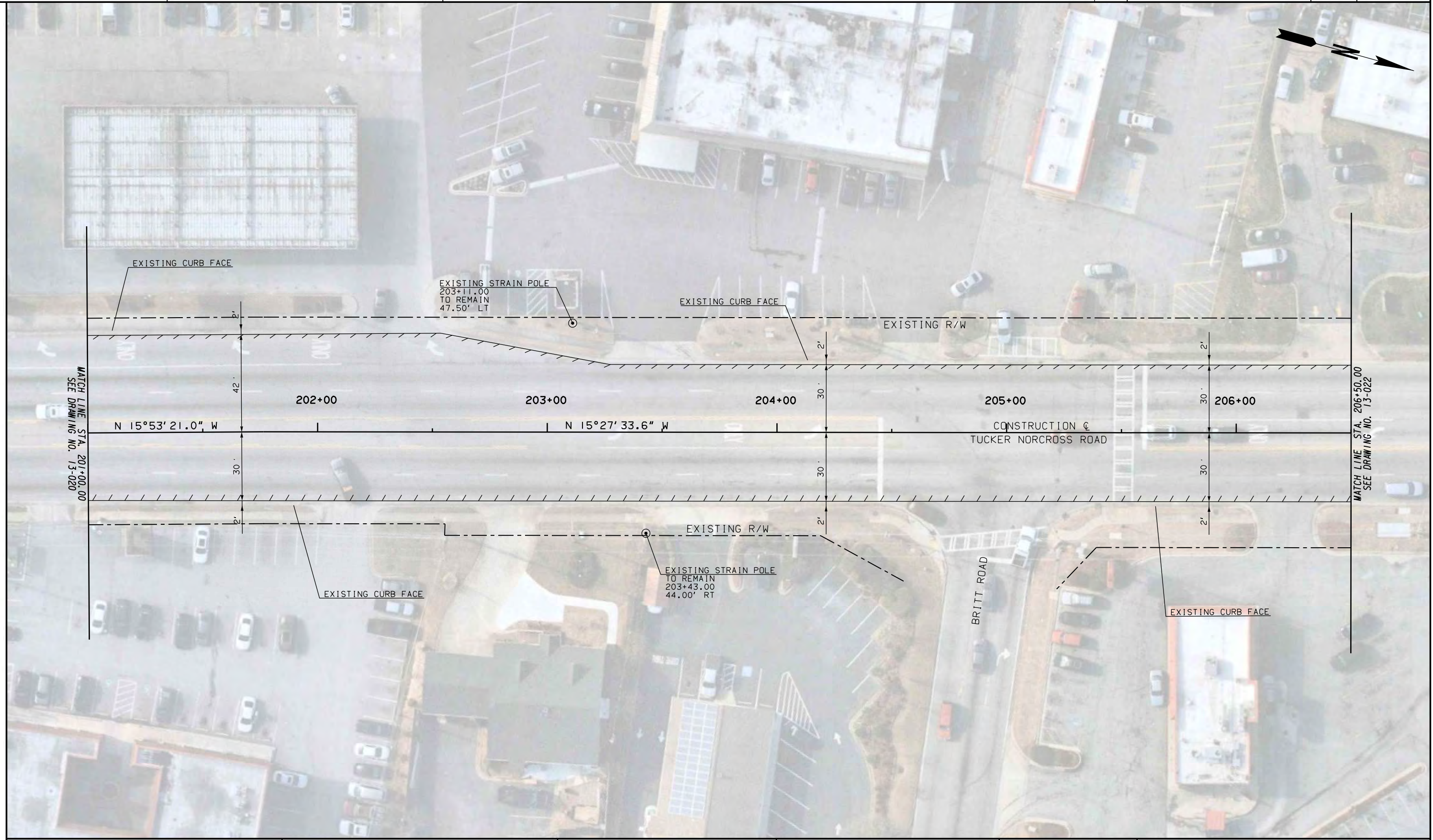
SEE DRAWING NO. 13-021
MATCH LINE STA. 201+00.00

PROPERTY AND EXISTING R/W LINE --- e ---



REVISION DATES	

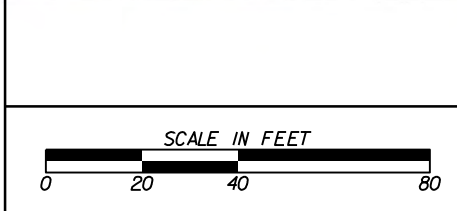
CONSTRUCTION PLAN			
CHAMBLEE TUCKER ROAD LANE DIET			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	13-020	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



MATCH LINE STA. 201+00.00
SEE DRAWING NO. 13-020

MATCH LINE STA. 206+50.00
SEE DRAWING NO. 13-022

PROPERTY AND EXISTING R/W LINE

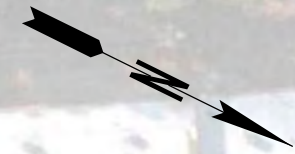
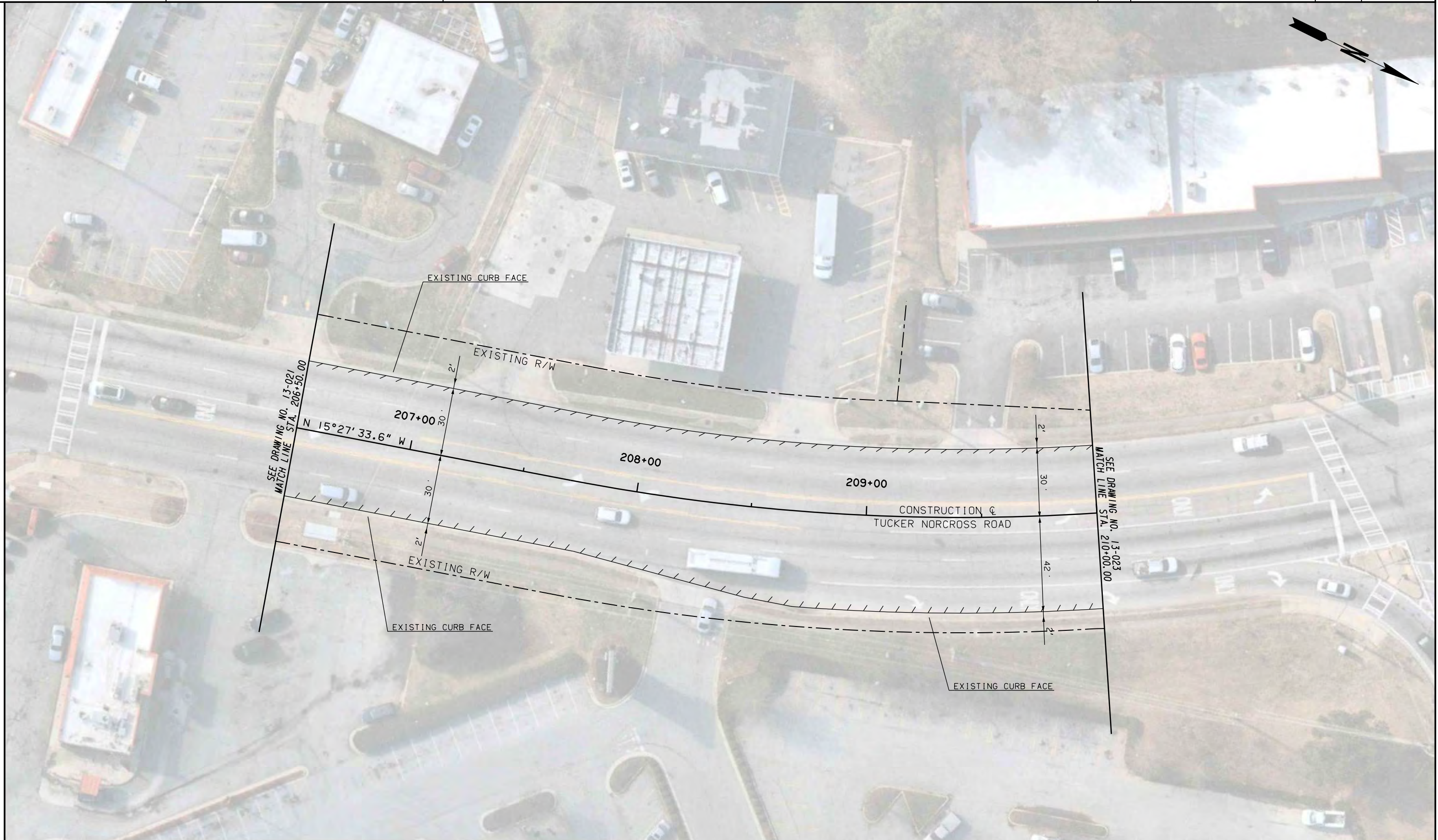


REVISION DATES	

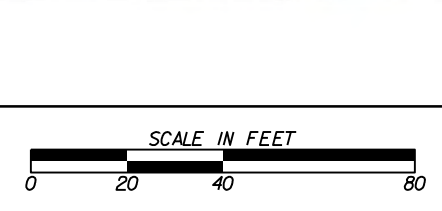
CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-021
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE

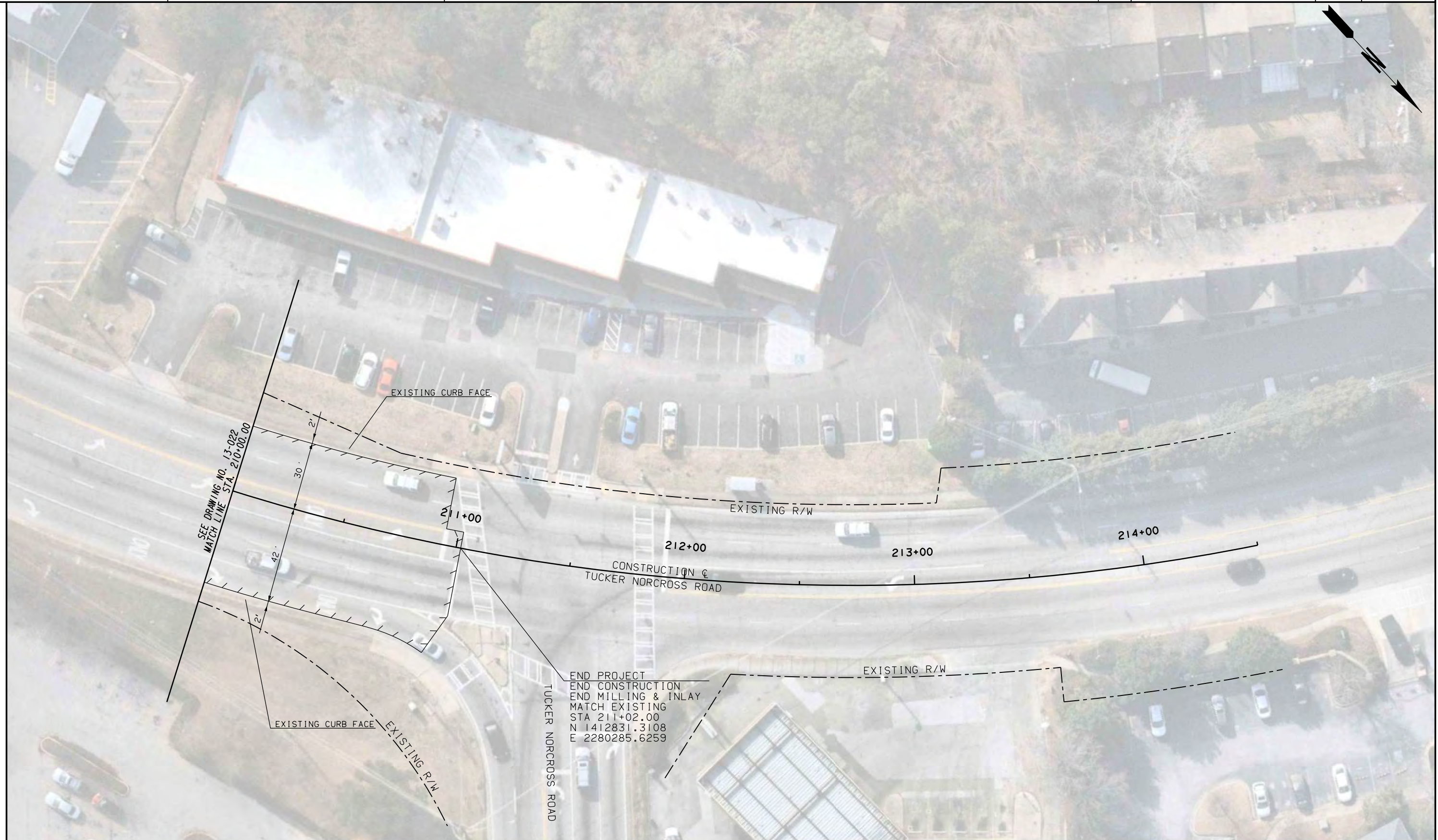


REVISION DATES	

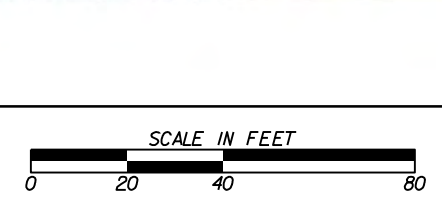
CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-022
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE

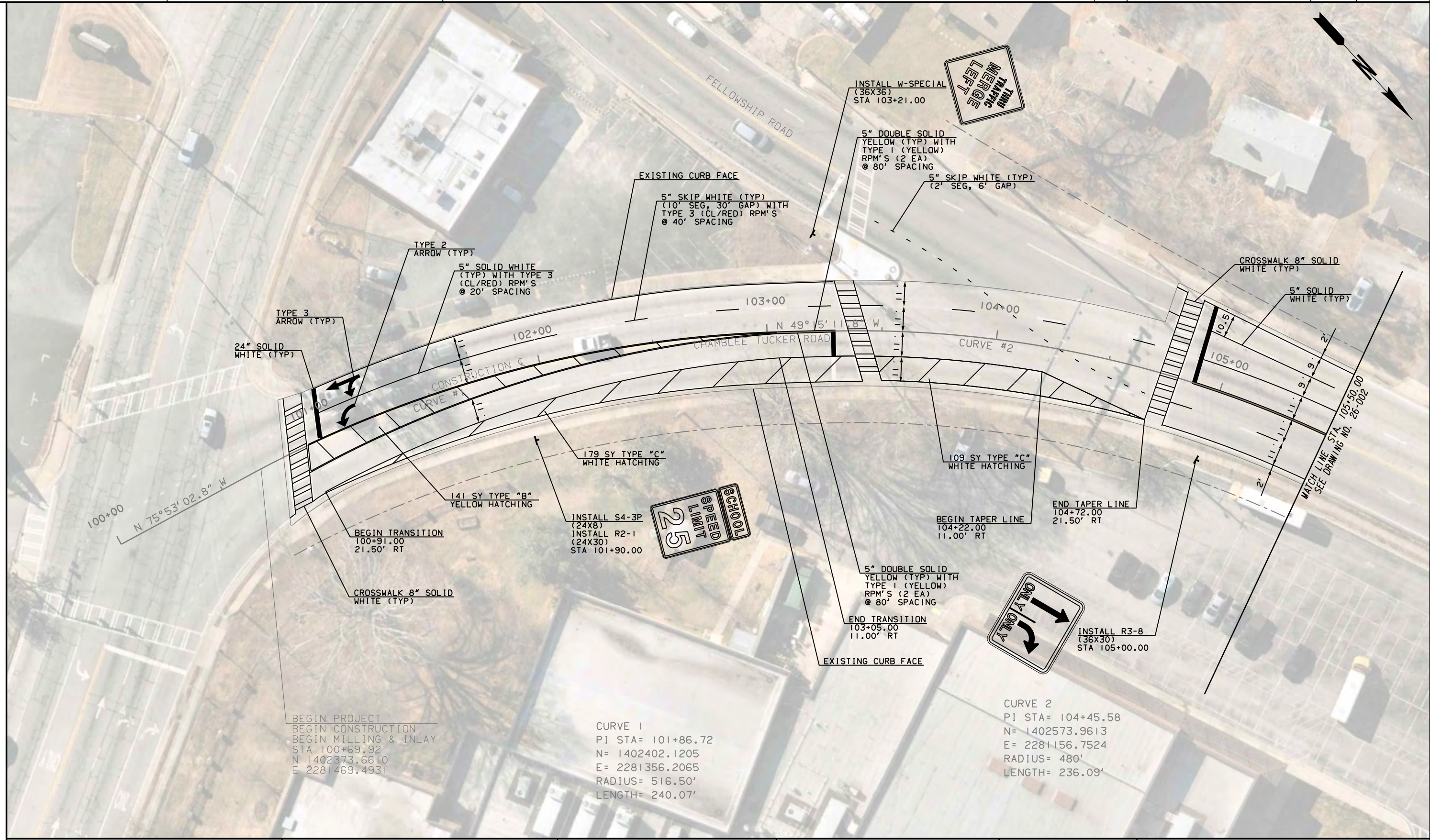


REVISION DATES	

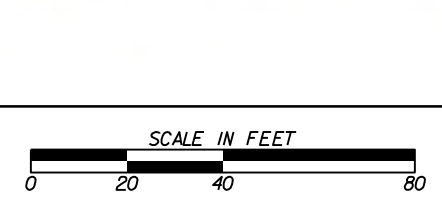
CONSTRUCTION PLAN

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 13-023
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

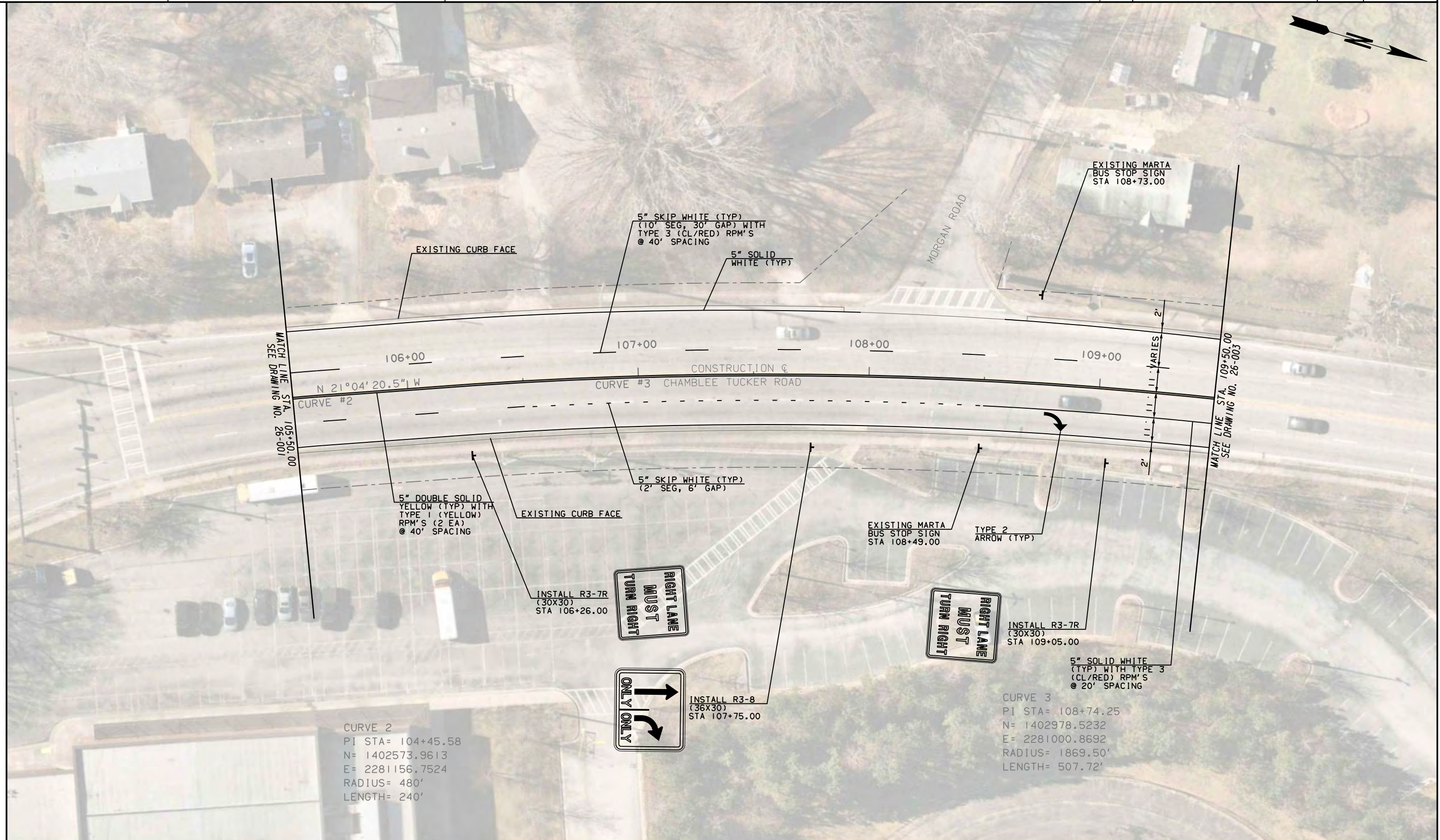


PROPERTY AND EXISTING R/W LINE --- e ---

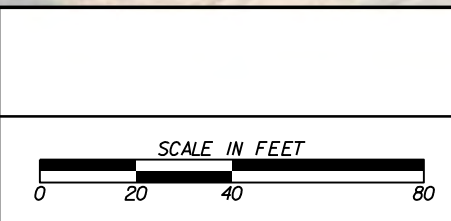


REVISION DATES	

SIGNING AND MARKING PLANS			
CHAMBLEE TUCKER ROAD LANE DIET			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	26-001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

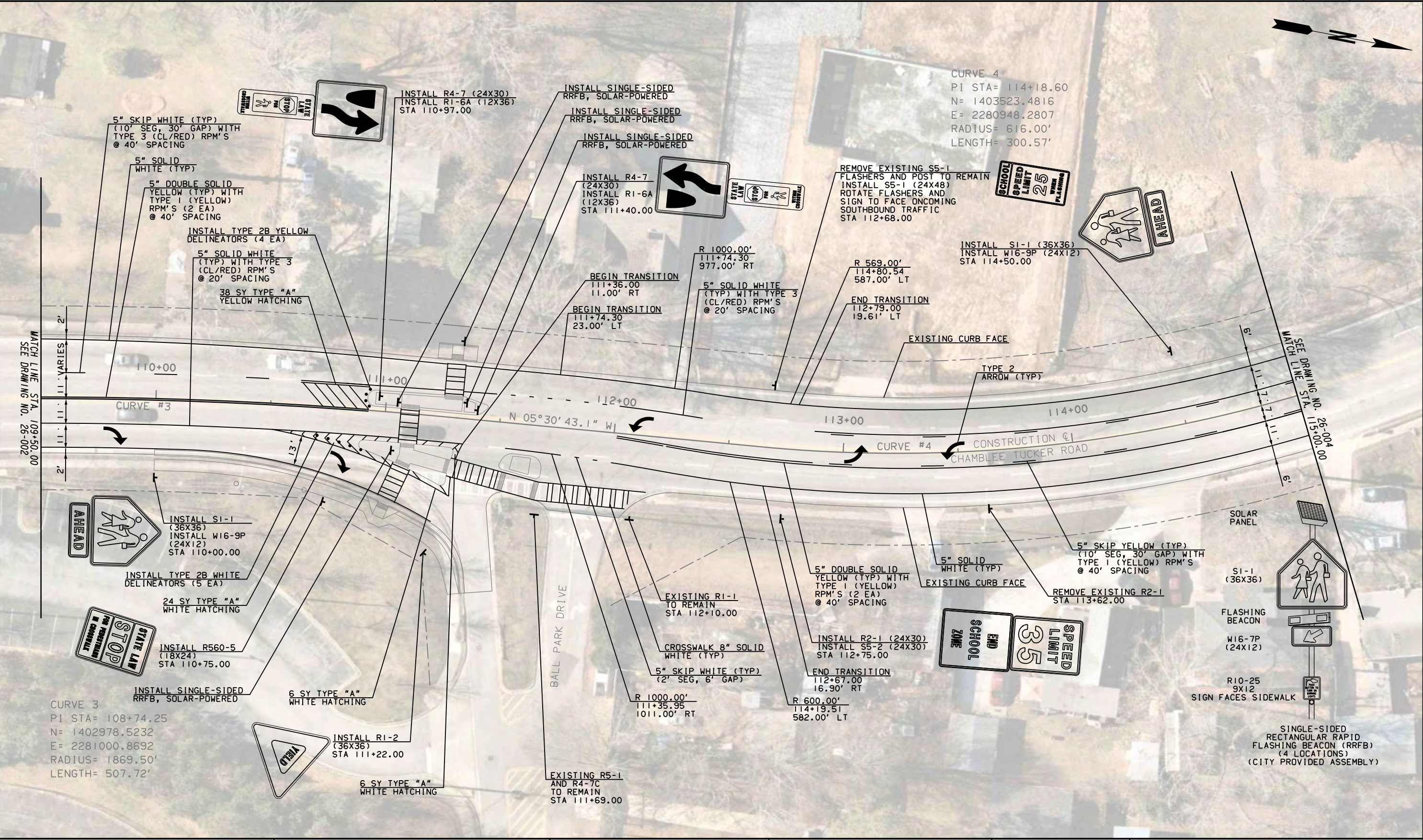
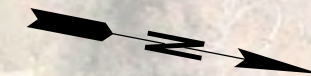


PROPERTY AND EXISTING R/W LINE --- e ---

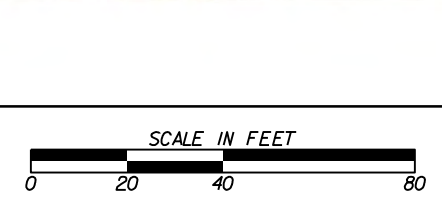


REVISION DATES	

SIGNING AND MARKING PLANS		
CHAMBLEE TUCKER ROAD LANE DIET		
CHECKED:	DATE:	DRAWING No. 26-002
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE --- e ---

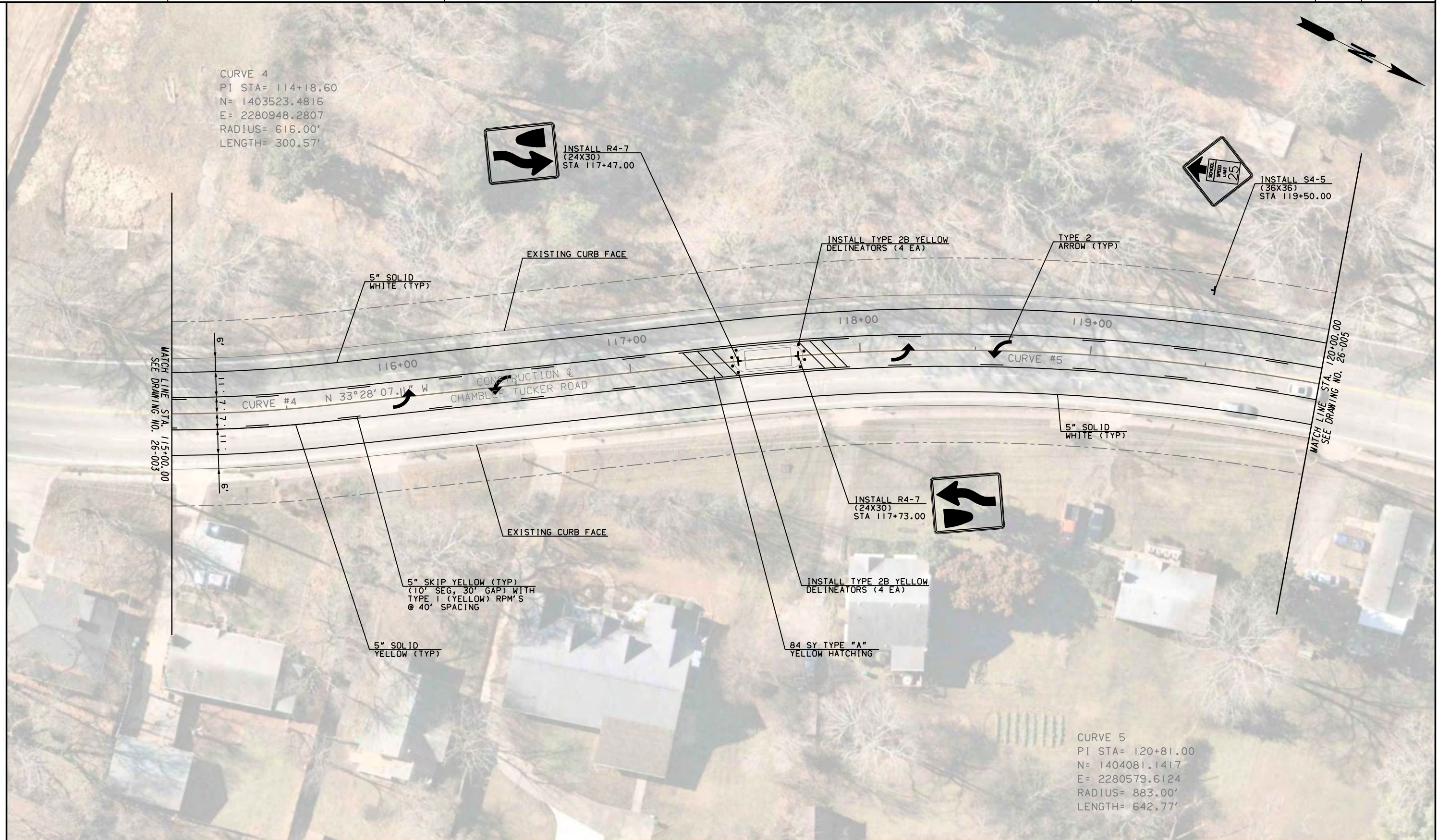


REVISION DATES	

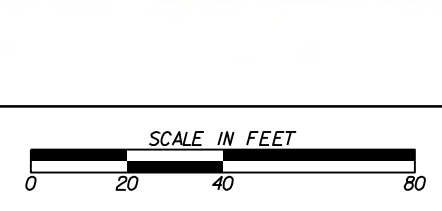
SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING NO.
BACKCHECKED:	DATE:	26-003
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE

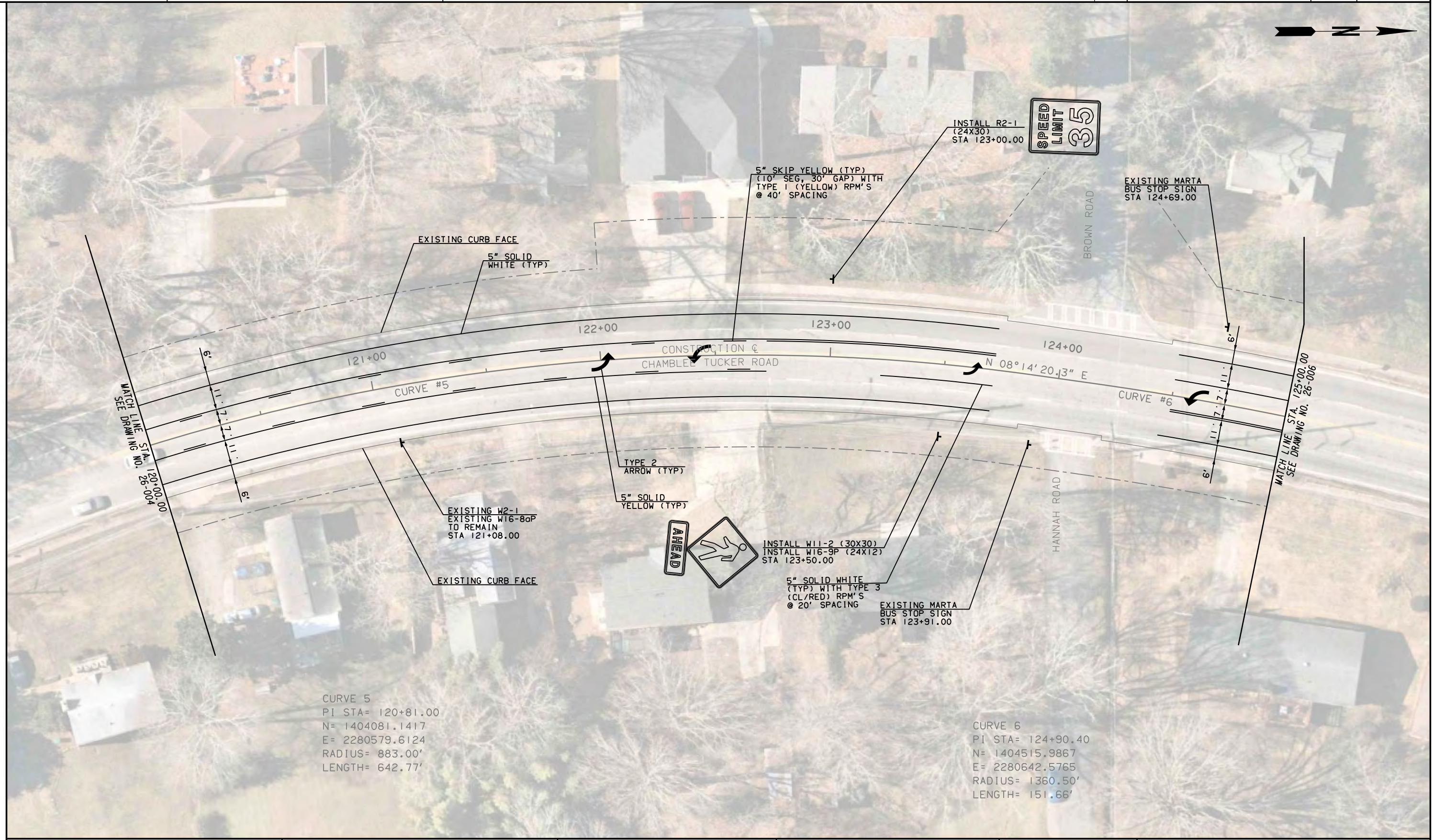


REVISION DATES	

SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

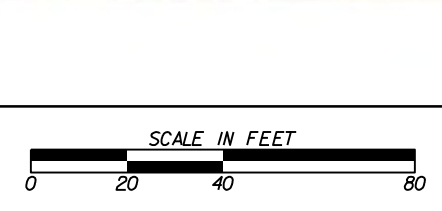
CHECKED:	DATE:	DRAWING No. 26-004
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



CURVE 5
 PI STA= 120+81.00
 N= 1404081.1417
 E= 2280579.6124
 RADIUS= 883.00'
 LENGTH= 642.77'

CURVE 6
 PI STA= 124+90.40
 N= 1404515.9867
 E= 2280642.5765
 RADIUS= 1360.50'
 LENGTH= 151.66'

PROPERTY AND EXISTING R/W LINE --- e ---

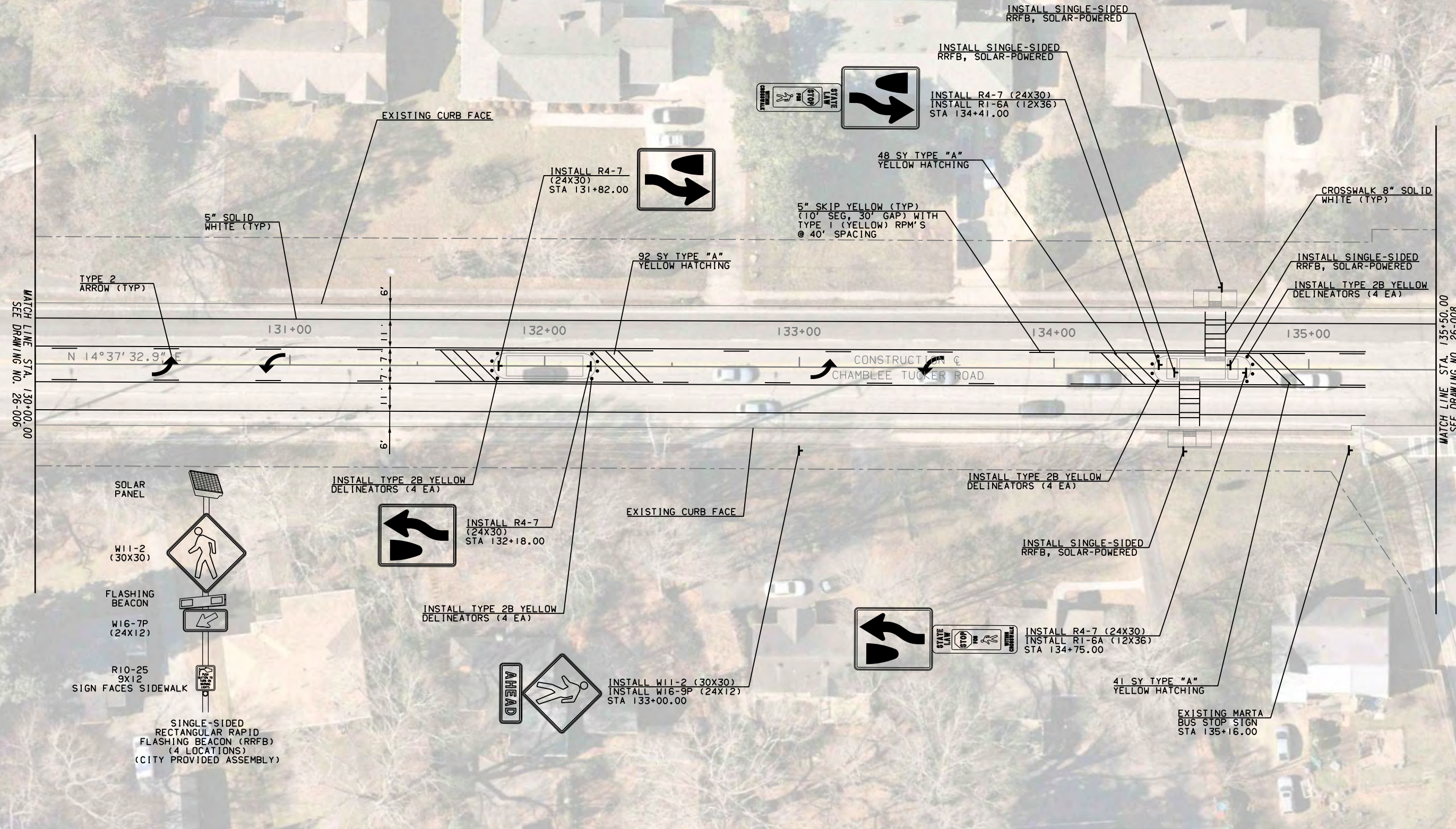


REVISION DATES	

SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-005
CORRECTED:	DATE:	
VERIFIED:	DATE:	

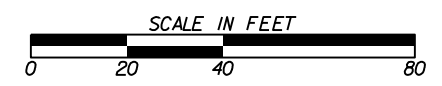


MATCH LINE STA. 130+00.00
SEE DRAWING NO. 26-006

MATCH LINE STA. 135+50.00
SEE DRAWING NO. 26-008

- SOLAR PANEL
- W11-2 (30X30)
- FLASHING BEACON
- W16-7P (24X12)
- R10-25 9X12 SIGN FACES SIDEWALK
- SINGLE-SIDED RECTANGULAR RAPID FLASHING BEACON (RRFB) (4 LOCATIONS) (CITY PROVIDED ASSEMBLY)

PROPERTY AND EXISTING R/W LINE --- e ---

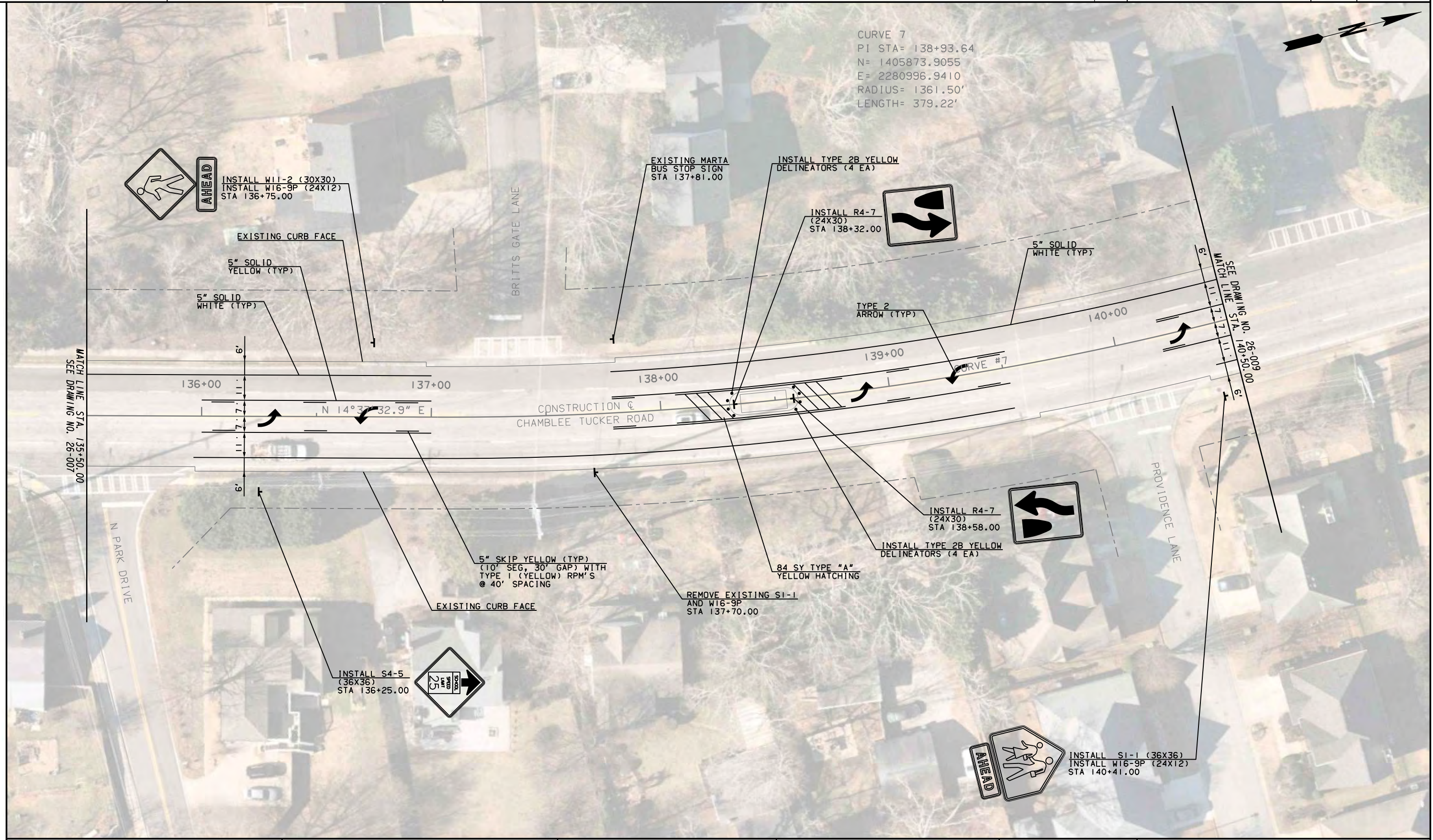


REVISION DATES	

SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

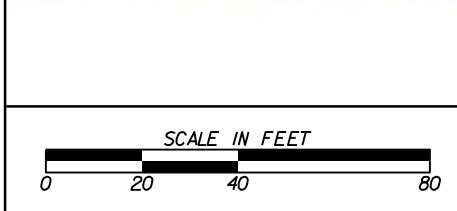
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-007
CORRECTED:	DATE:	
VERIFIED:	DATE:	



CURVE 7
 PI STA= 138+93.64
 N= 1405873.9055
 E= 2280996.9410
 RADIUS= 1361.50'
 LENGTH= 379.22'

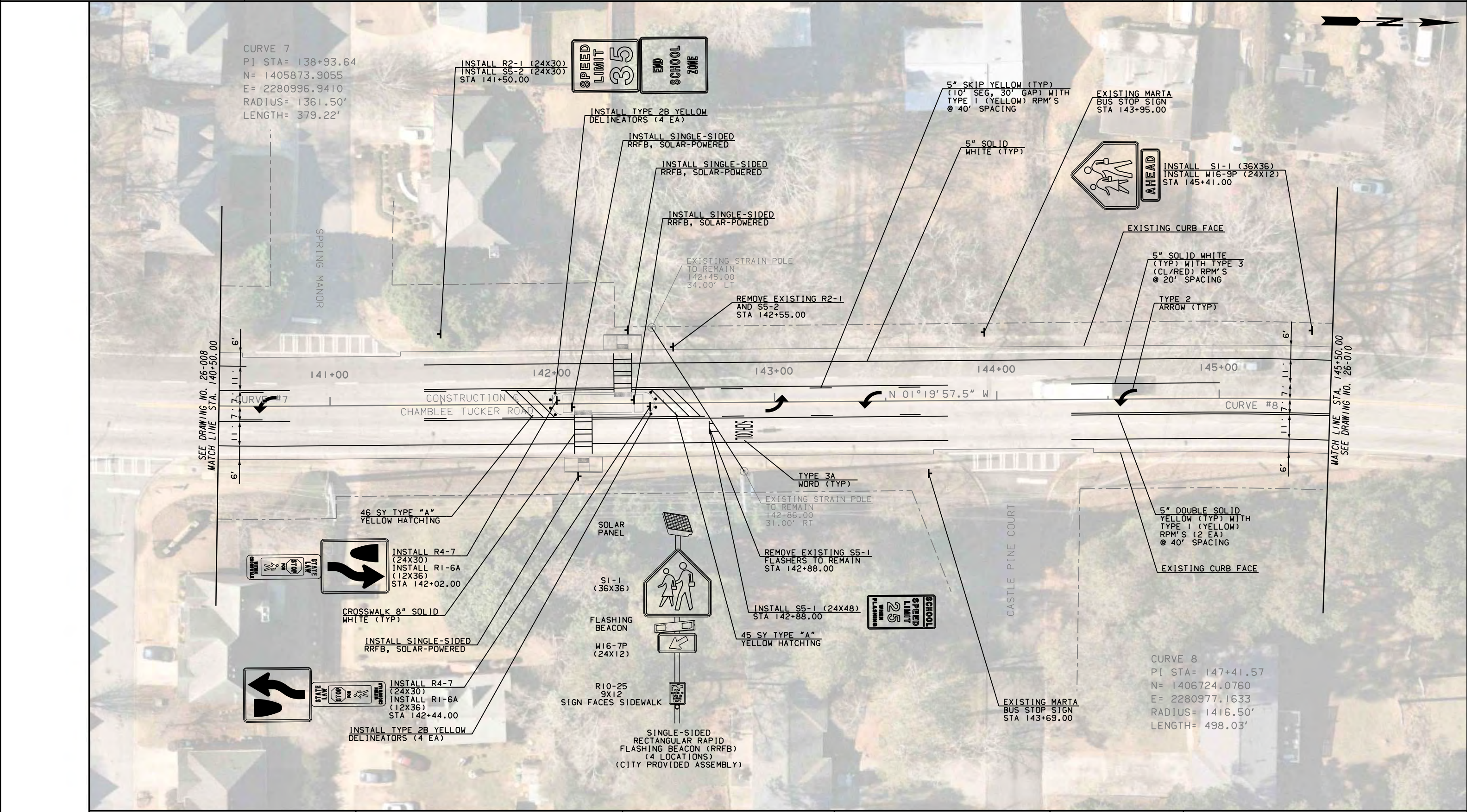


PROPERTY AND EXISTING R/W LINE --- e ---

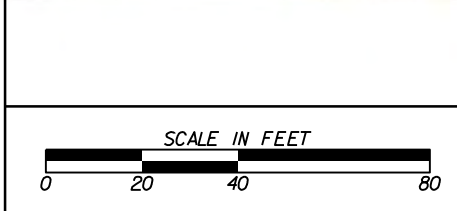


REVISION DATES	

SIGNING AND MARKING PLANS		
CHAMBLEE TUCKER ROAD LANE DIET		
CHECKED:	DATE:	DRAWING No. 26-008
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE ---#---

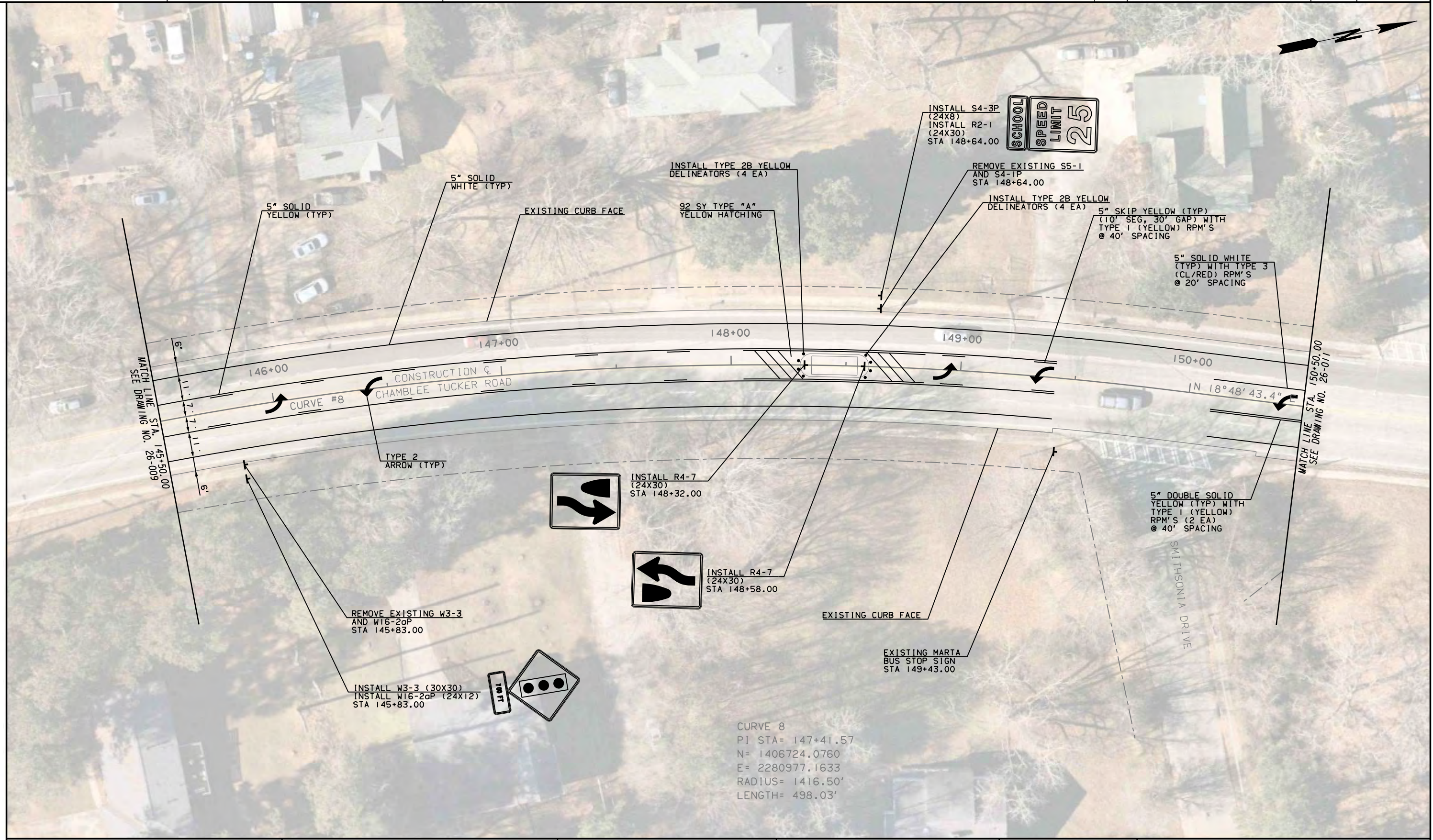


REVISION DATES	

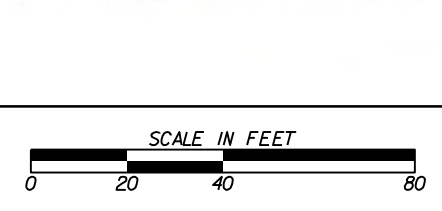
SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 26-009
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE --- e ---

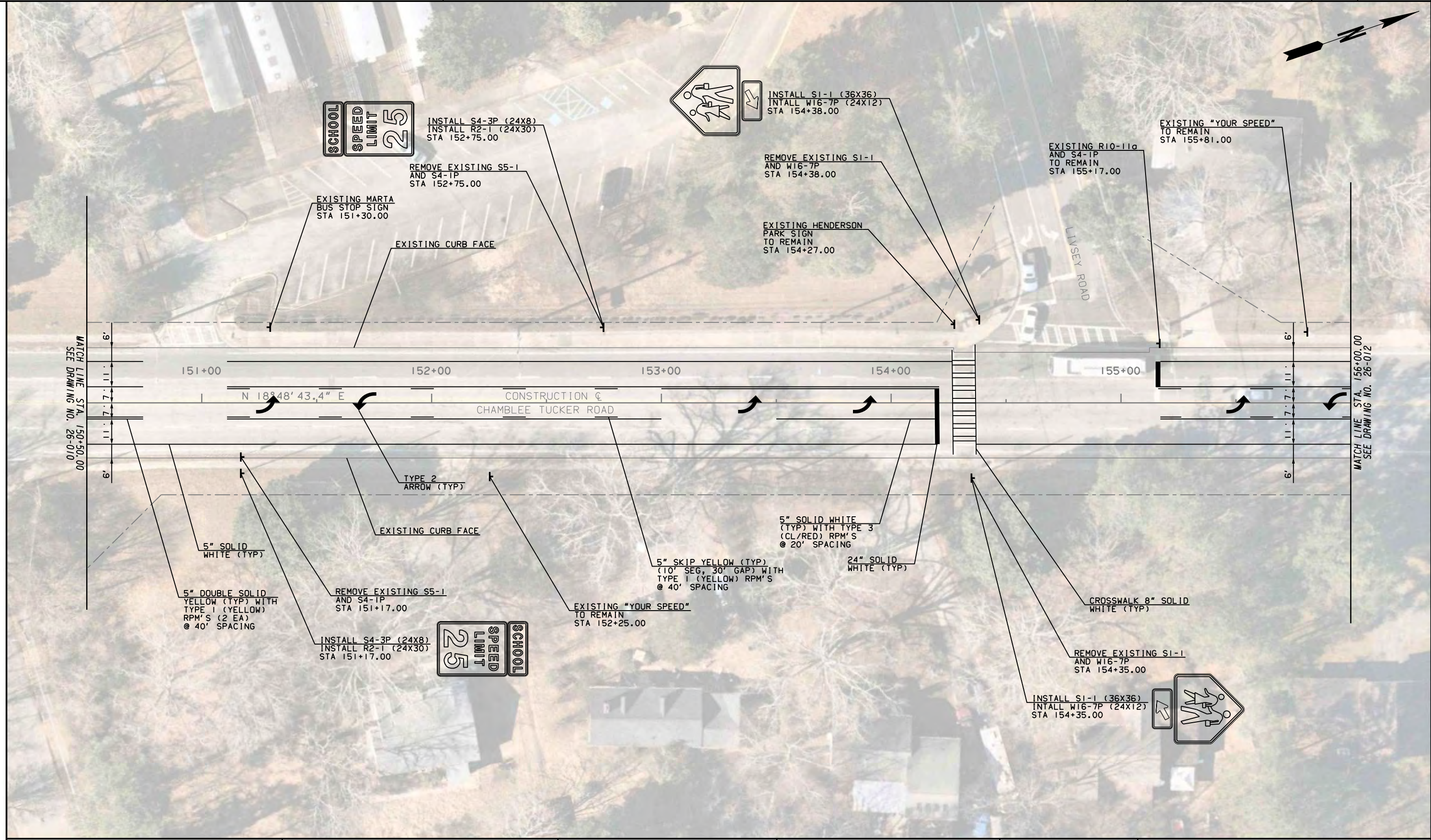


REVISION DATES	

SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

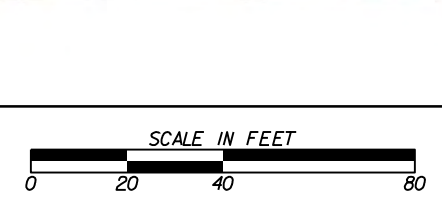
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-010
CORRECTED:	DATE:	
VERIFIED:	DATE:	



MATCH LINE STA. 150+50.00
SEE DRAWING NO. 26-010

MATCH LINE STA. 156+00.00
SEE DRAWING NO. 26-012

PROPERTY AND EXISTING R/W LINE --- e ---

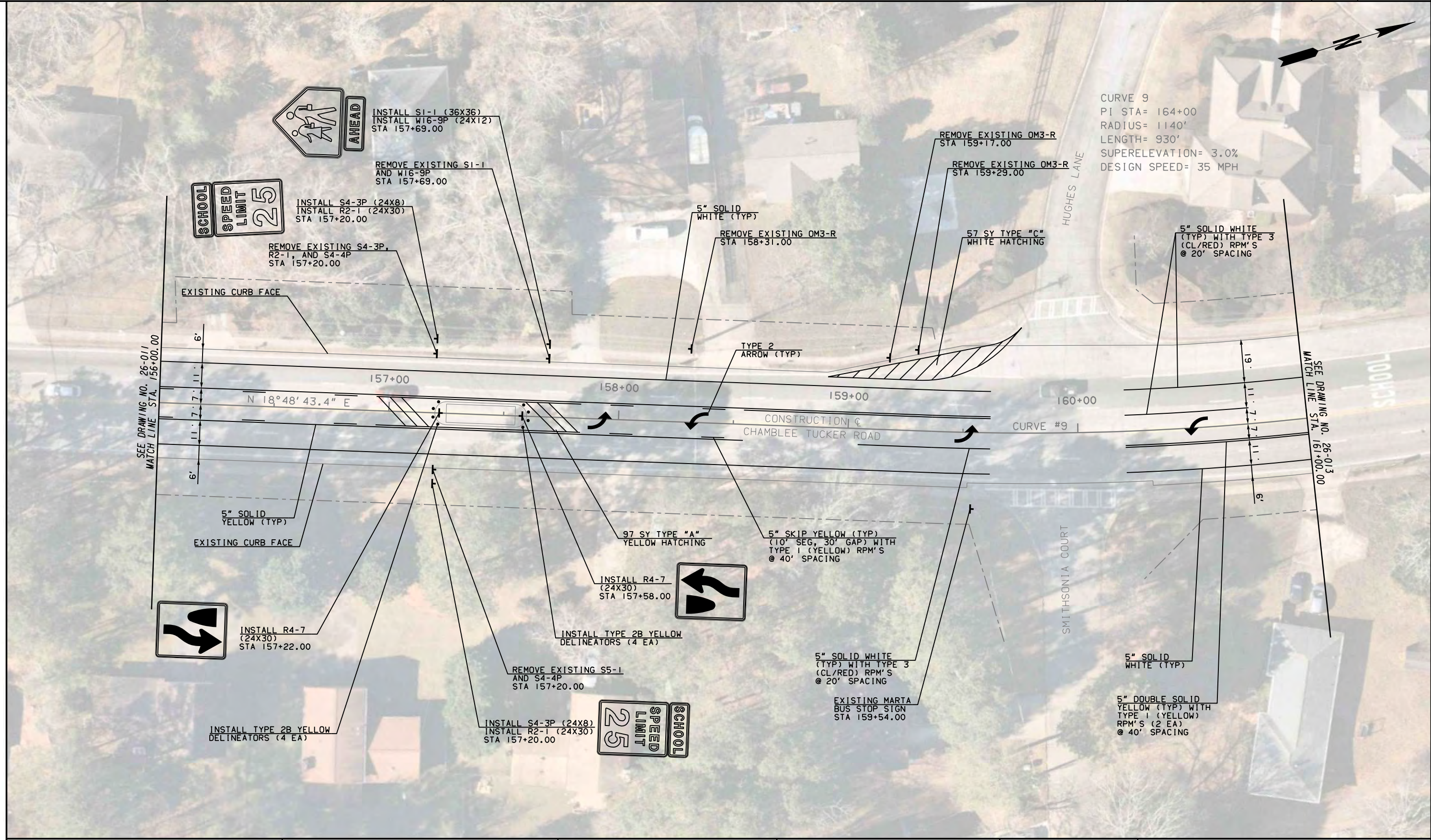


REVISION DATES	

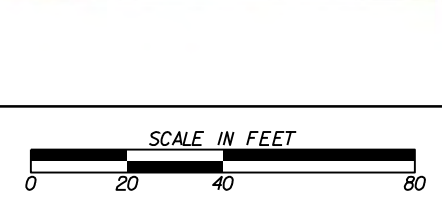
SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-011
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE --- e ---

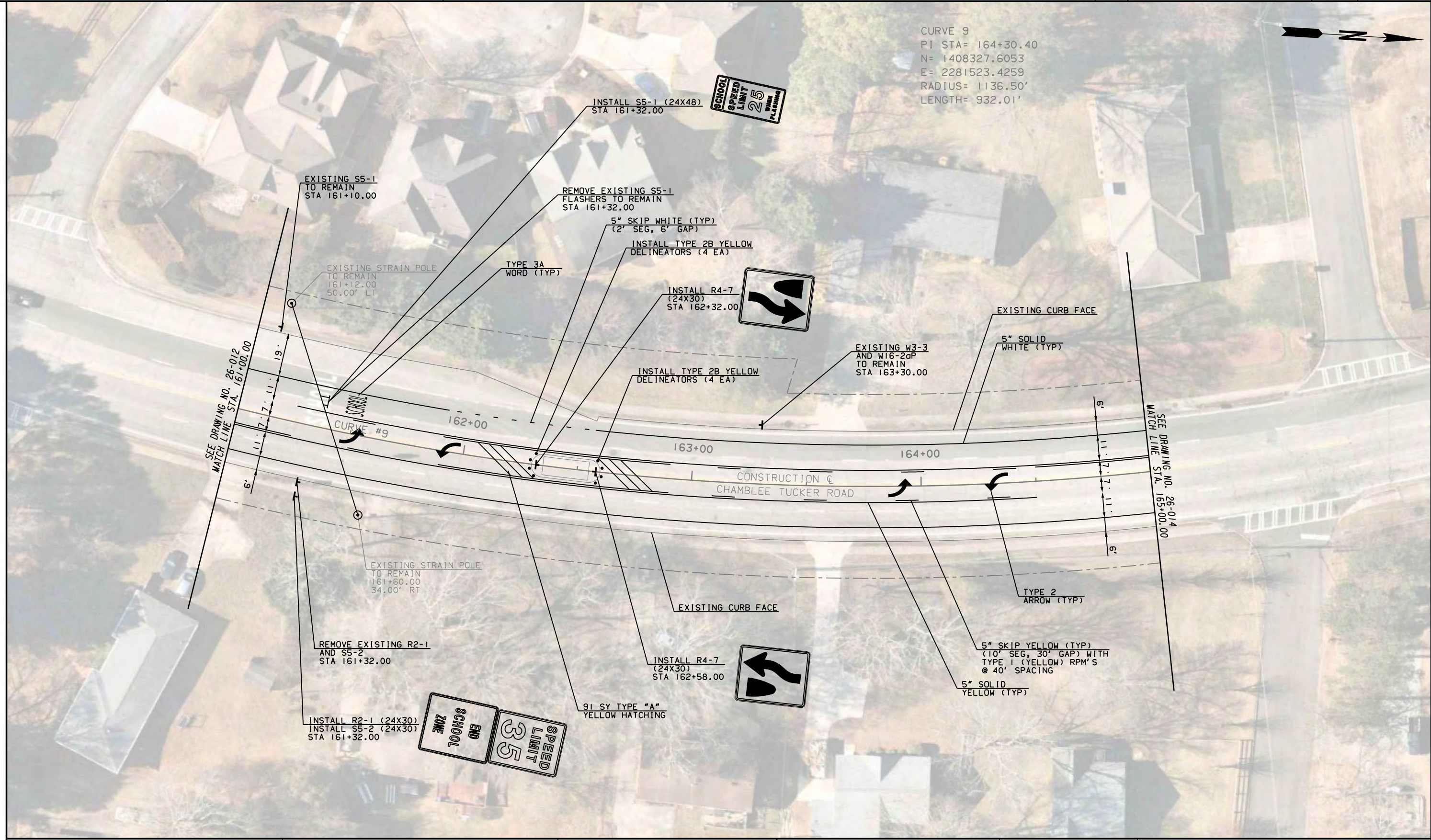


REVISION DATES	

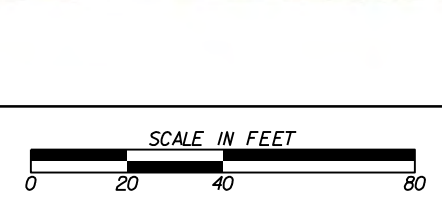
SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-012
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE ---#---

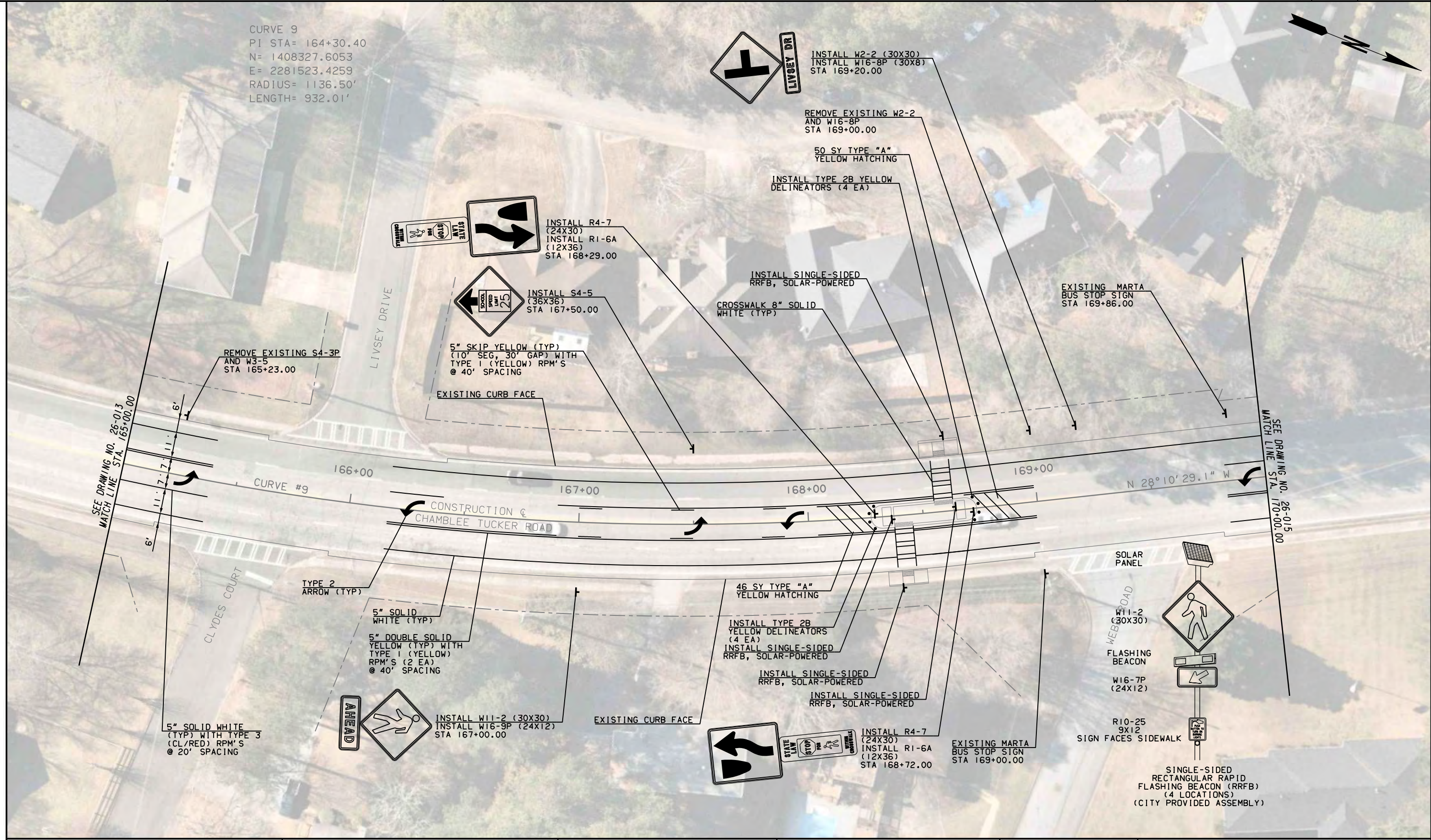


REVISION DATES	

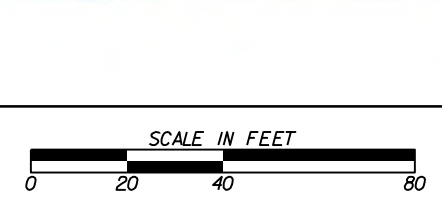
SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-013
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE --- e ---

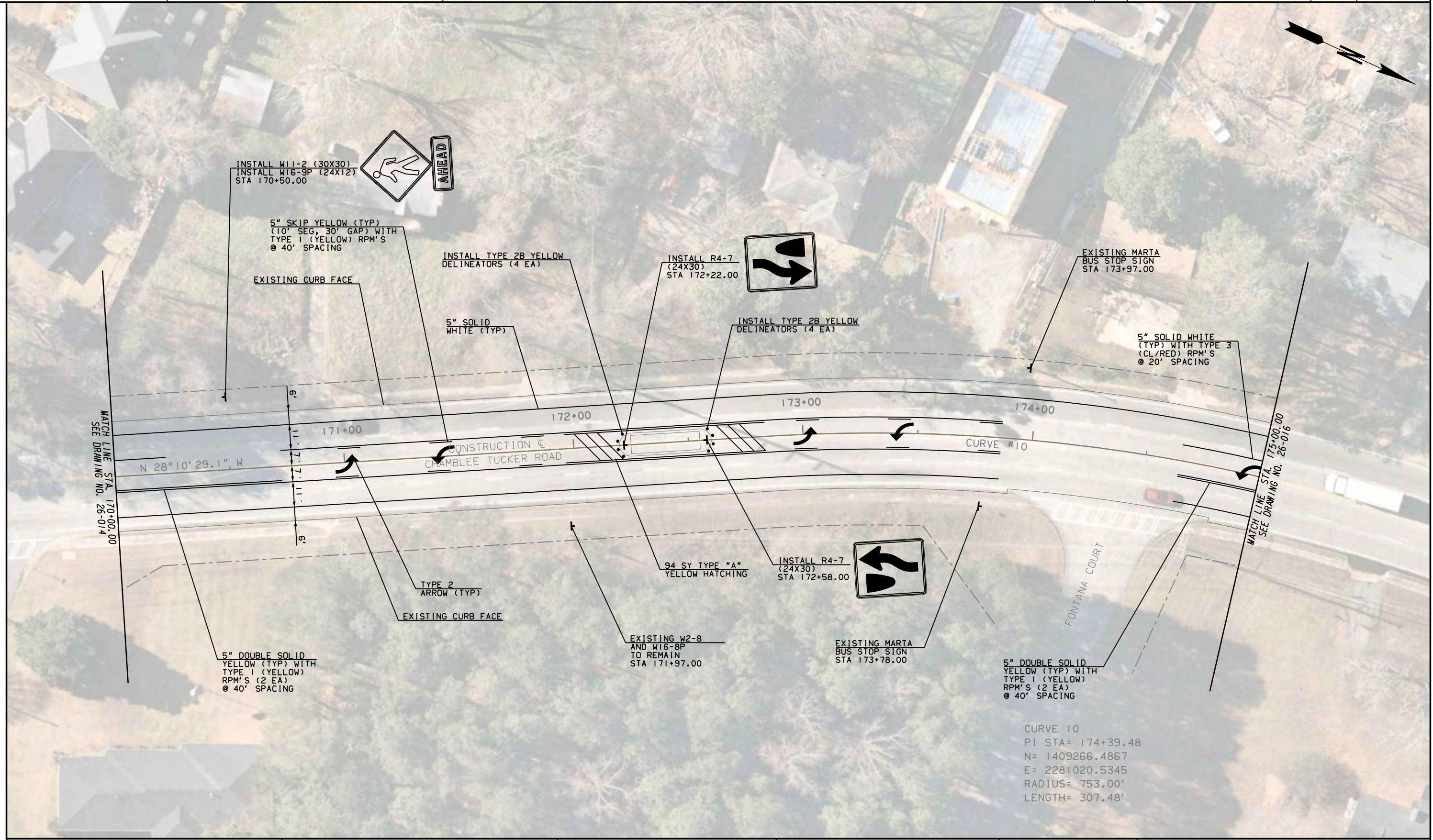


REVISION DATES	

SIGNING AND MARKING PLANS

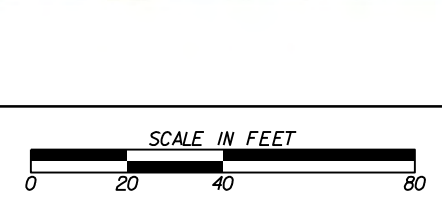
CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-014
CORRECTED:	DATE:	
VERIFIED:	DATE:	



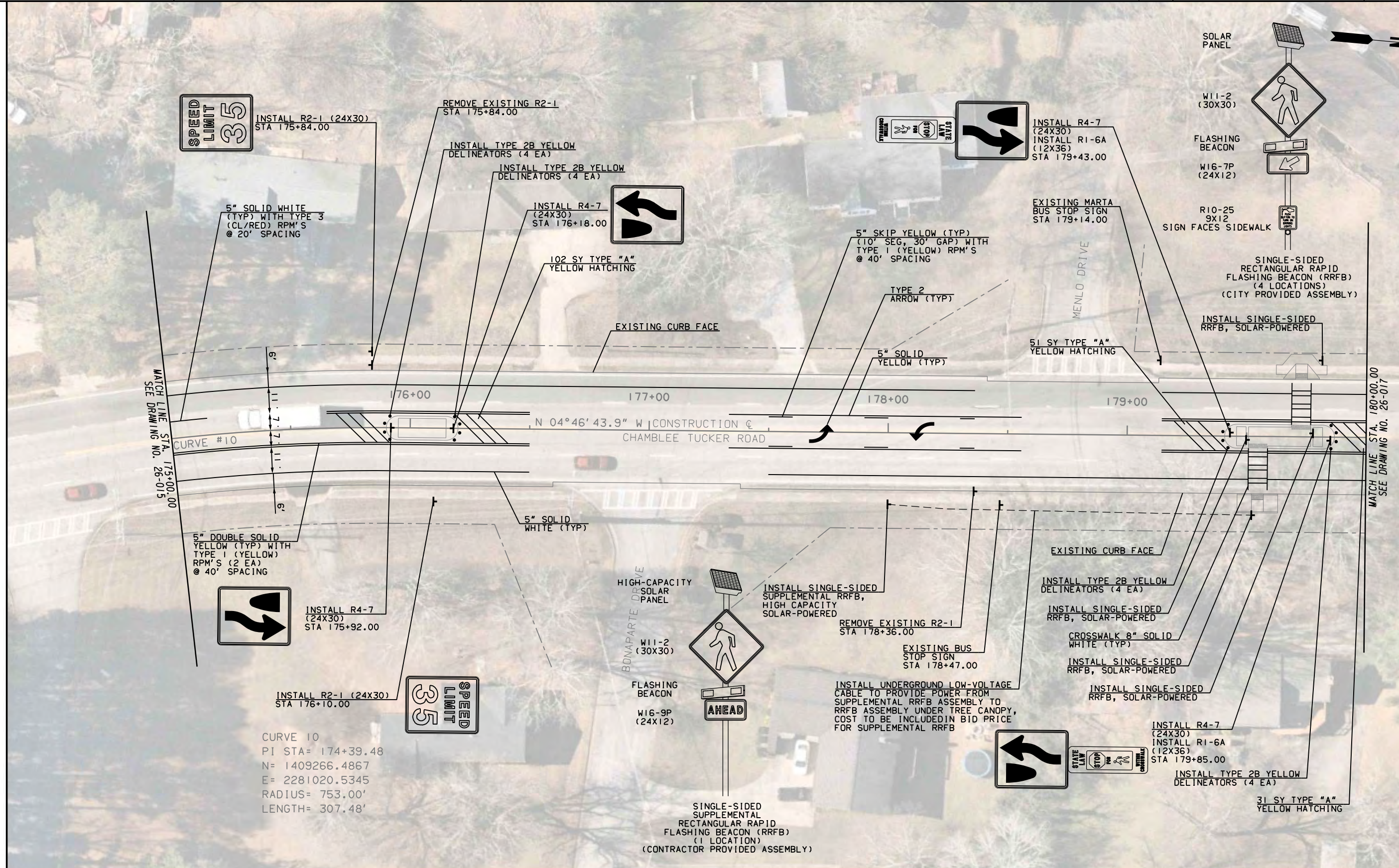
CURVE 10
 PI STA= 174+39.48
 N= 1409266.4867
 E= 2281020.5345
 RADIUS= 753.00'
 LENGTH= 307.48'

PROPERTY AND EXISTING R/W LINE --- e ---

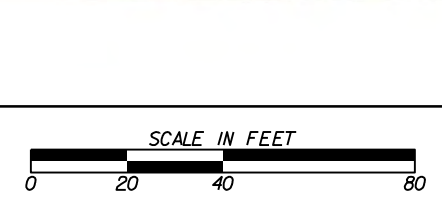


REVISION DATES	

SIGNING AND MARKING PLANS			
CHAMBLEE TUCKER ROAD LANE DIET			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	26-015	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

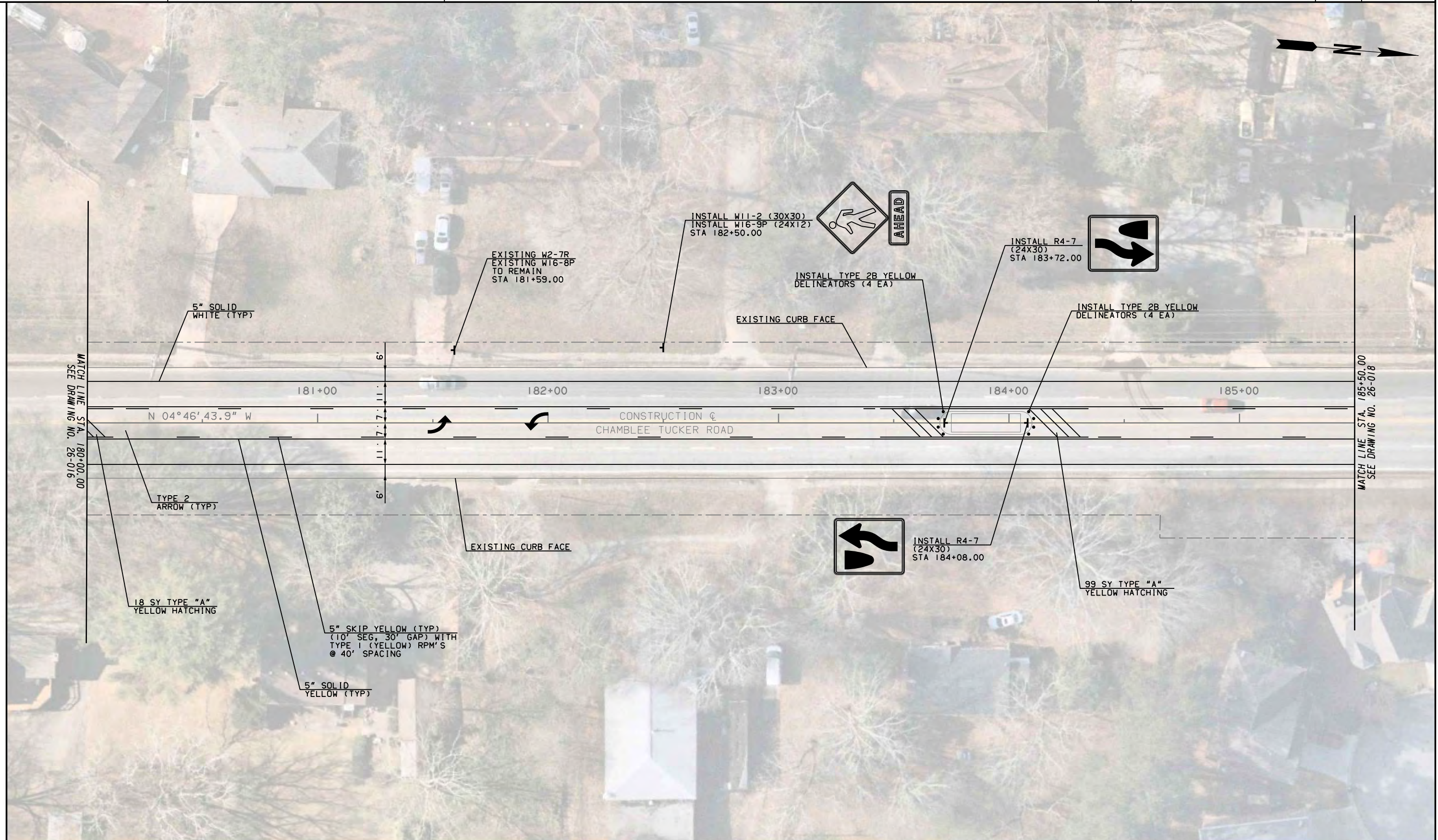


PROPERTY AND EXISTING R/W LINE --- e ---



REVISION DATES	

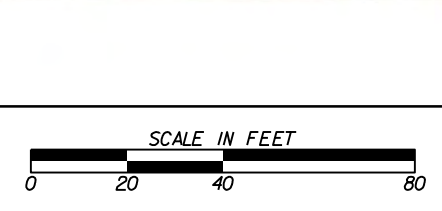
SIGNING AND MARKING PLANS		
CHAMBLEE TUCKER ROAD LANE DIET		
CHECKED:	DATE:	DRAWING NO.
BACKCHECKED:	DATE:	26-016
CORRECTED:	DATE:	
VERIFIED:	DATE:	



MATCH LINE STA. 180+00.00
SEE DRAWING NO. 26-016

MATCH LINE STA. 185+50.00
SEE DRAWING NO. 26-018

PROPERTY AND EXISTING R/W LINE

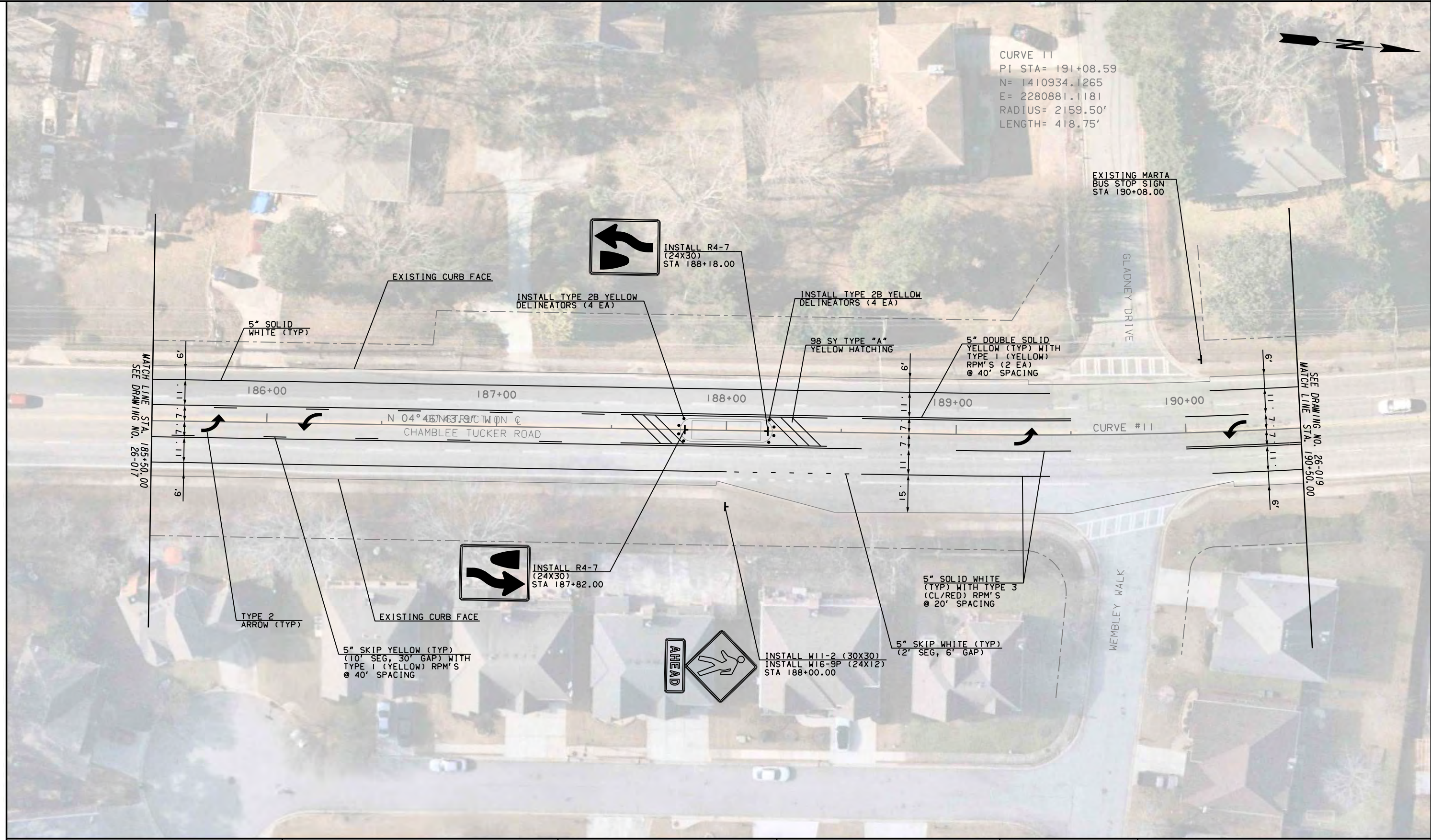


REVISION DATES	

SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 26-017
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



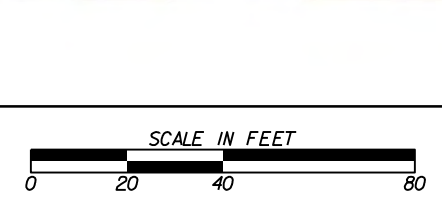
CURVE 11
 PI STA= 191+08.59
 N= 1410934.1265
 E= 2280881.1181
 RADIUS= 2159.50'
 LENGTH= 418.75'

EXISTING MARTA
 BUS STOP SIGN
 STA 190+08.00

MATCH LINE STA. 185+50.00
 SEE DRAWING NO. 26-017

SEE DRAWING NO. 26-019
 MATCH LINE STA. 190+50.00

PROPERTY AND EXISTING R/W LINE --- e ---



REVISION DATES	

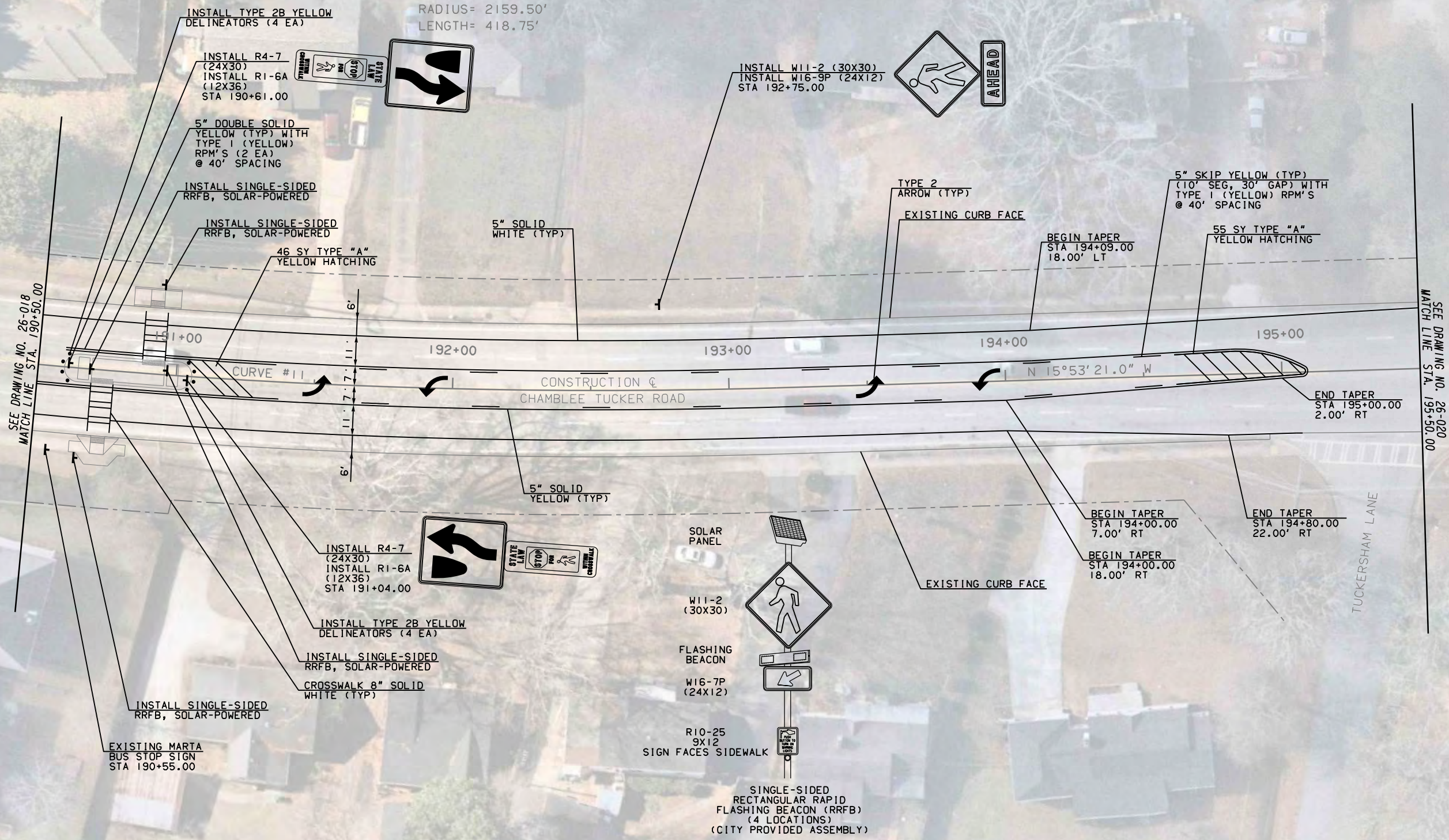
SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 26-018
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



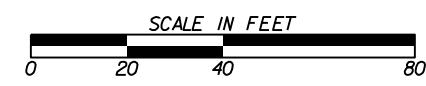
CURVE #11
 PI STA= 191+08.59
 N= 1410934.1265
 E= 2280881.1181
 RADIUS= 2159.50'
 LENGTH= 418.75'



SEE DRAWING NO. 26-018
 MATCH LINE STA. 190+50.00

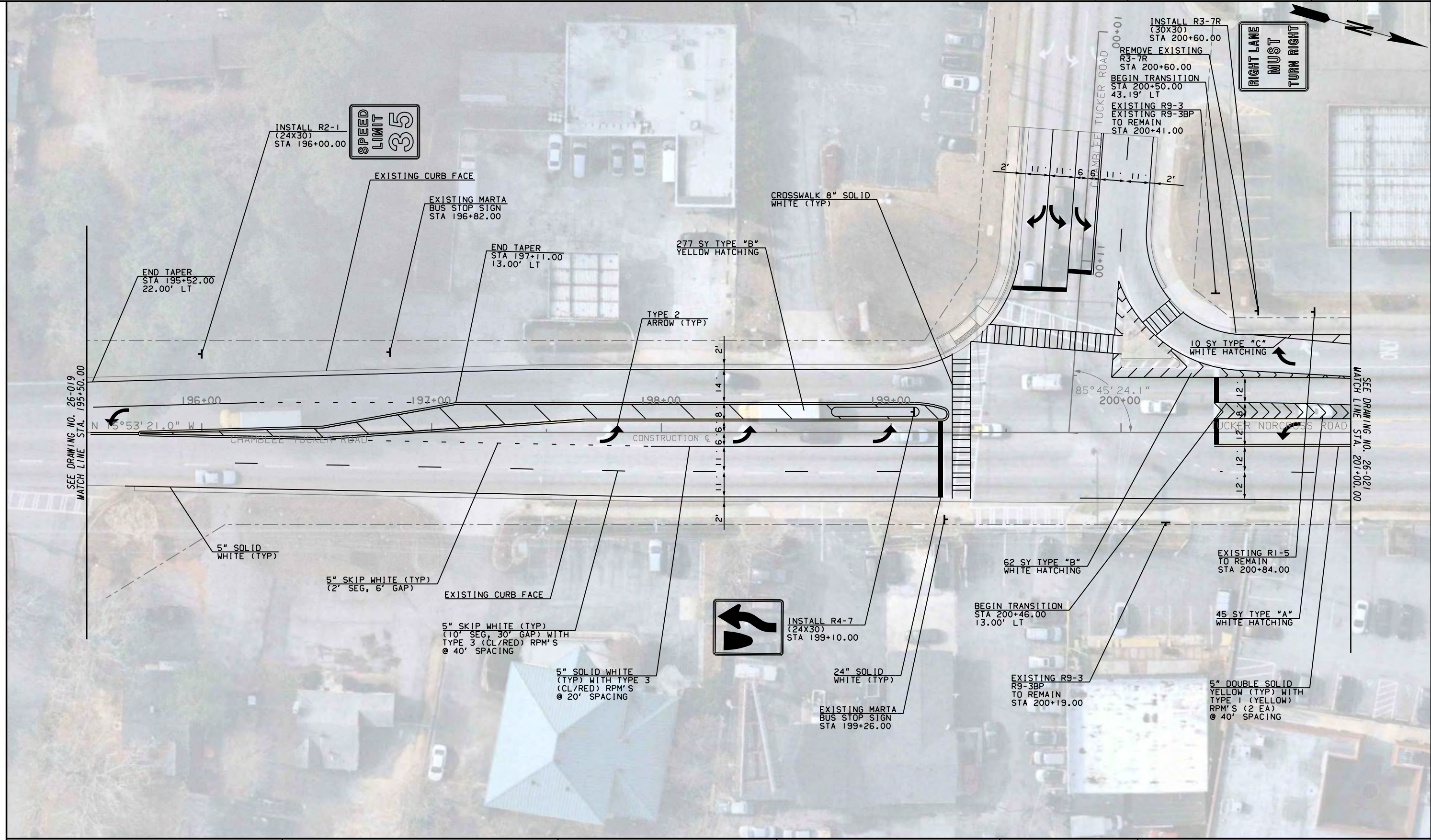
SEE DRAWING NO. 26-020
 MATCH LINE STA. 195+50.00

PROPERTY AND EXISTING R/W LINE --- e ---



REVISION DATES	

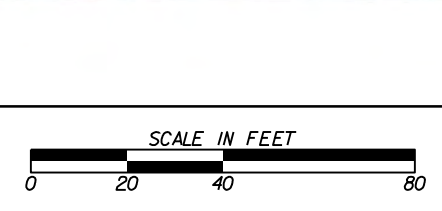
SIGNING AND MARKING PLANS		
CHAMBLEE TUCKER ROAD LANE DIET		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-019
CORRECTED:	DATE:	
VERIFIED:	DATE:	



SEE DRAWING NO. 26-019
MATCH LINE STA. 195+50.00

SEE DRAWING NO. 26-021
MATCH LINE STA. 201+00.00

PROPERTY AND EXISTING R/W LINE --- e ---

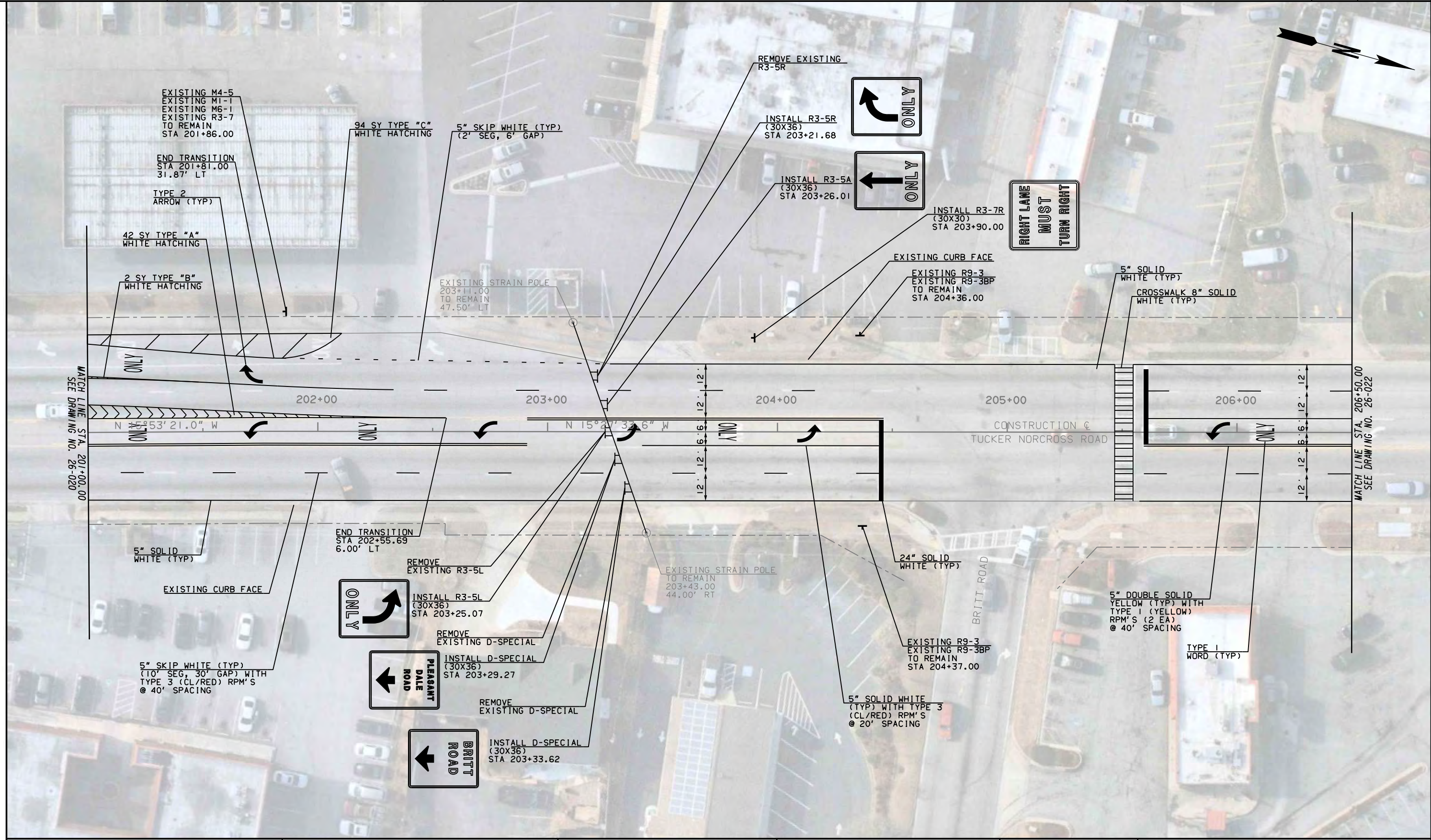


REVISION DATES	

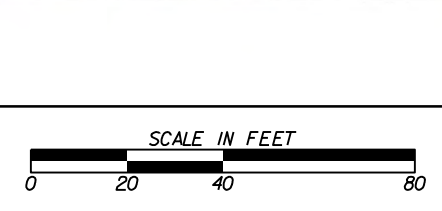
SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No. 26-020
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

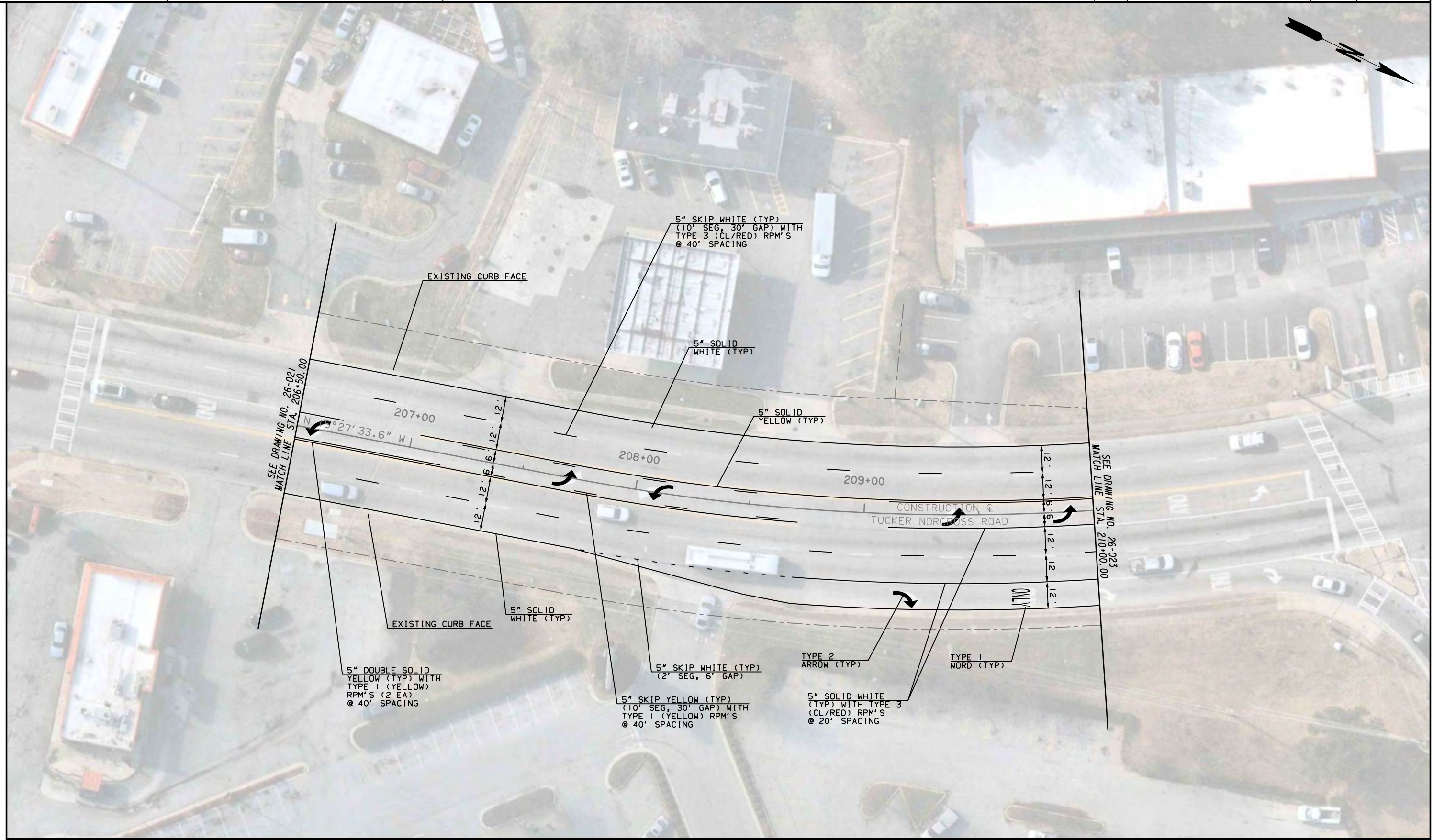


PROPERTY AND EXISTING R/W LINE --- e ---

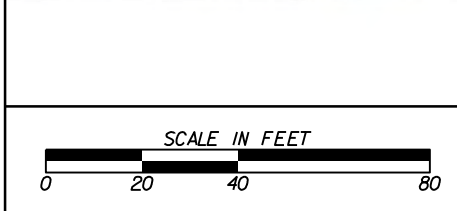


REVISION DATES	

SIGNING AND MARKING PLANS			
CHAMBLEE TUCKER ROAD LANE DIET			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	26-021	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



PROPERTY AND EXISTING R/W LINE

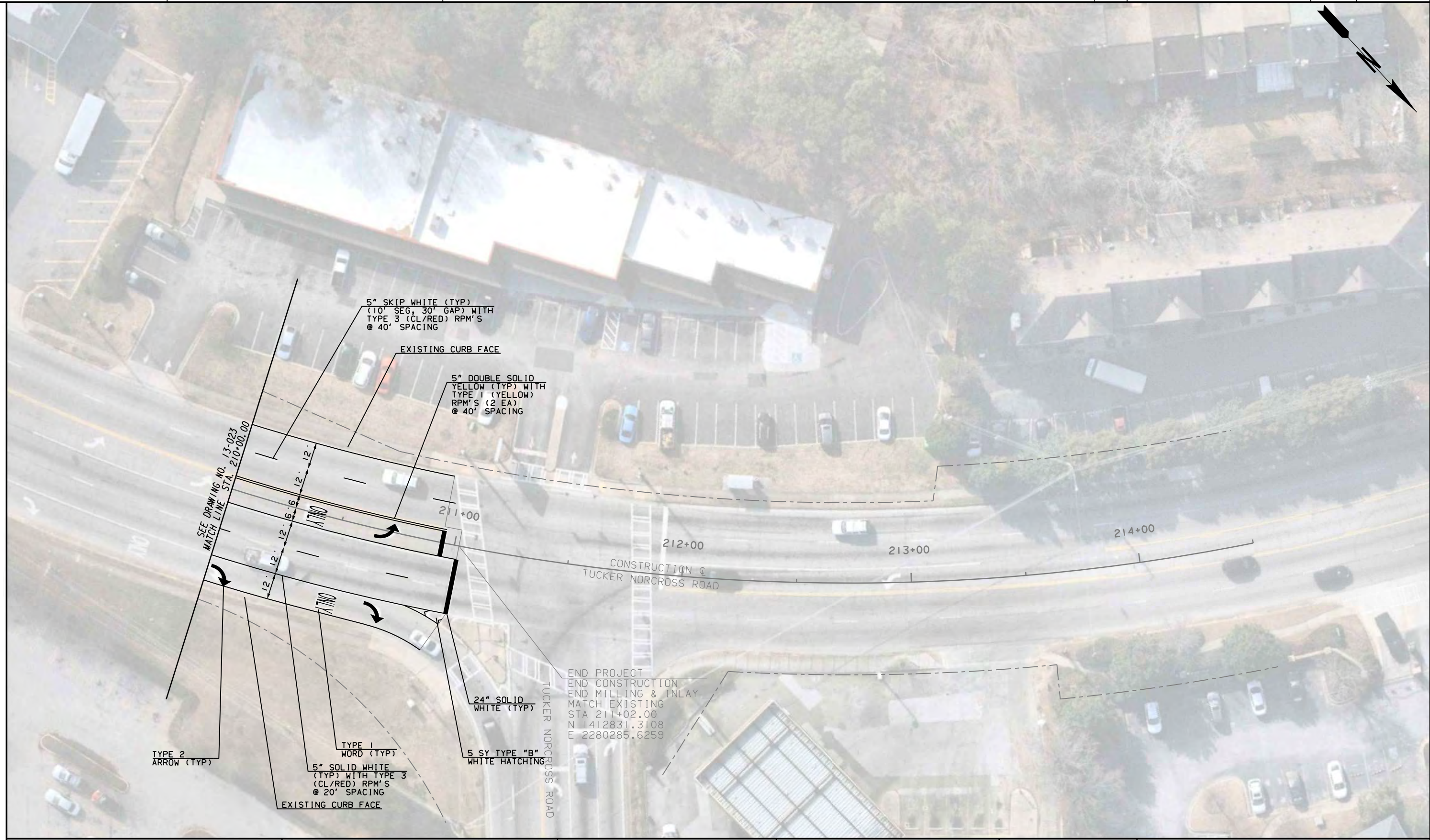


REVISION DATES	

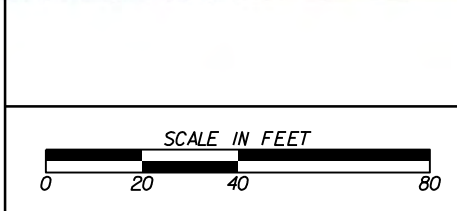
SIGNING AND MARKING PLANS

CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-022
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPERTY AND EXISTING R/W LINE ---#---



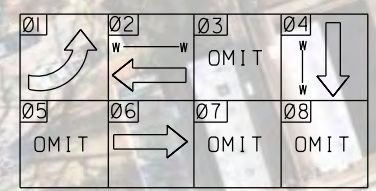
REVISION DATES	

SIGNING AND MARKING PLANS

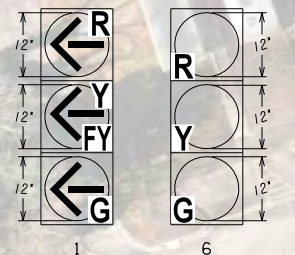
CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-023
CORRECTED:	DATE:	
VERIFIED:	DATE:	

PHASING DIAGRAM



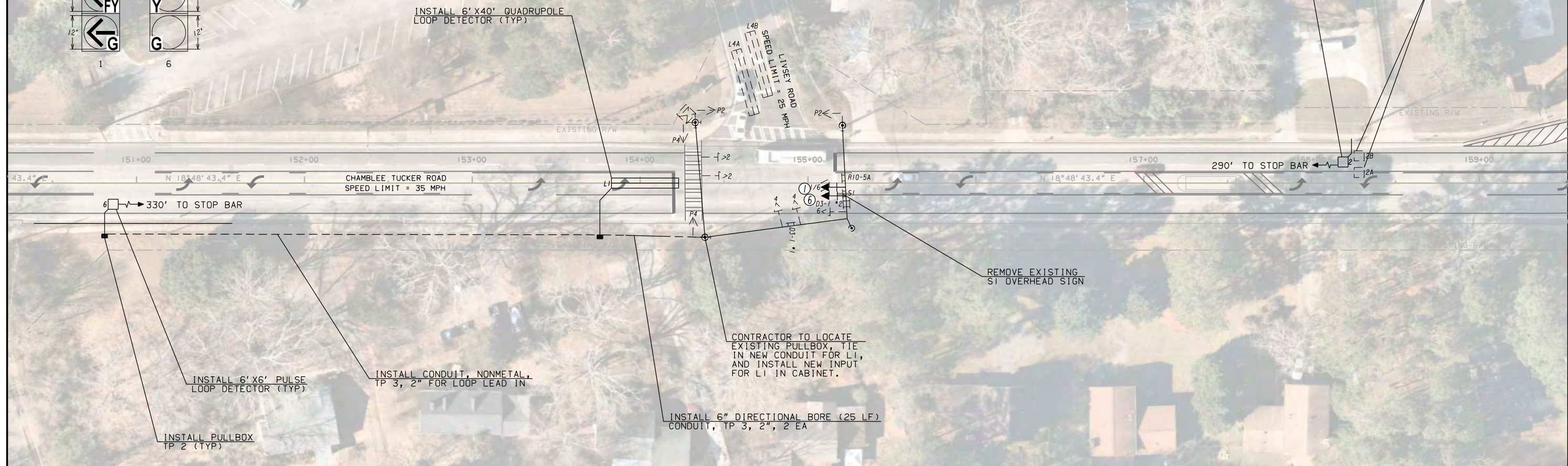
LED SIGNAL HEADS WITH 2" YELLOW REFLECTIVE BORDER ON BACKPLATES



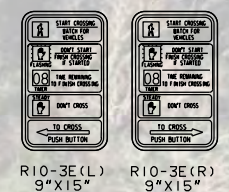
LIST OF MATERIALS

	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLIES		
F. SWITCH PACK (Load Switch)	EA	2
H. LOOP DETECTOR, 2 CHANNEL	EA	1
LOOP/PEL LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT); 3 PAIR, 18 AWG	REEL	1
SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.	REEL	1
LOOP DETECTOR WIRE (14 AWG, STRANDED/1000 FT)	REEL	1
3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	2
BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	2
HARDWARE FOR SPANWIRE MOUNTING	EA	2
PULL BOX, PB-2	EA	2
LOOP SAW CUT	LF	380
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP
CONDUIT, NONMETL, TP 3, 2 IN	LF	380
DIRECTIONAL BORE - 6 INCH	LF	25

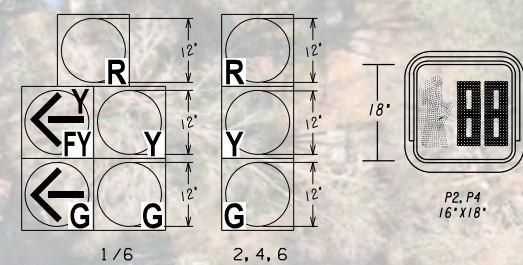
NOTE: CONTRACTOR TO IDENTIFY ANY CONDUITS IN GROUND PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CITY WHEN NEW LOOPS ARE INSTALLED. IN COORDINATION WITH THE CITY, CONTRACTOR SHALL MAKE MODIFICATIONS INSIDE CABINET WITHOUT DEACTIVATING EXISTING LOOPS.



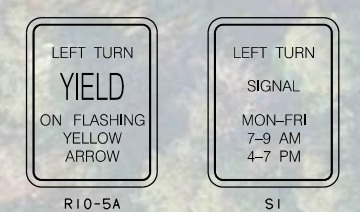
EXISTING PEDESTRIAN SIGNS



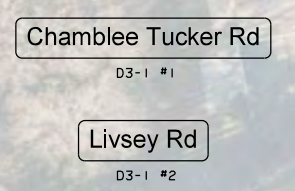
EXISTING SIGNALS



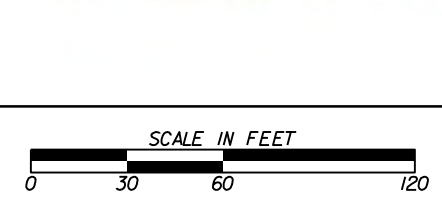
EXISTING OVERHEAD SIGNS



EXISTING OVERHEAD STREET NAME SIGNS



PROPERTY AND EXISTING R/W LINE --- e ---



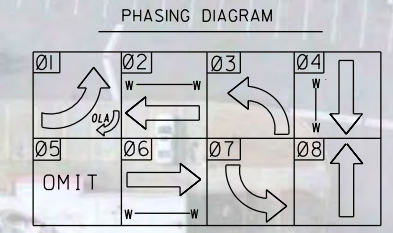
REVISION DATES	

SIGNAL PLANS
CHAMBLEE TUCKER ROAD AT LIVSEY ROAD
CHAMBLEE TUCKER ROAD LANE DIET

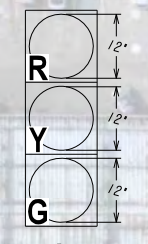
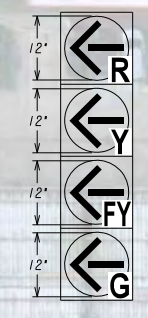
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

LIST OF MATERIALS	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLIES		
F. SWITCH PACK (Load Switch)	EA	2
G. DC ISOLATOR	EA	1
SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.	REEL	1
3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	1
4-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	1
BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	1
BACK PLATE FOR ONE-WAY, 4-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	1
HARDWARE FOR MAST ARM MOUNTING	EA	2
R10-5A, LEFT TURN YIELD ON FLASHING YELLOW SIGN	EA	1
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP
HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	8

NOTE: CONTRACTOR TO IDENTIFY ANY CONDUITS IN GROUND PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CITY WHEN NEW LOOPS ARE INSTALLED. IN COORDINATION WITH THE CITY, CONTRACTOR SHALL MAKE MODIFICATIONS INSIDE CABINET WITHOUT DEACTIVATING EXISTING LOOPS.

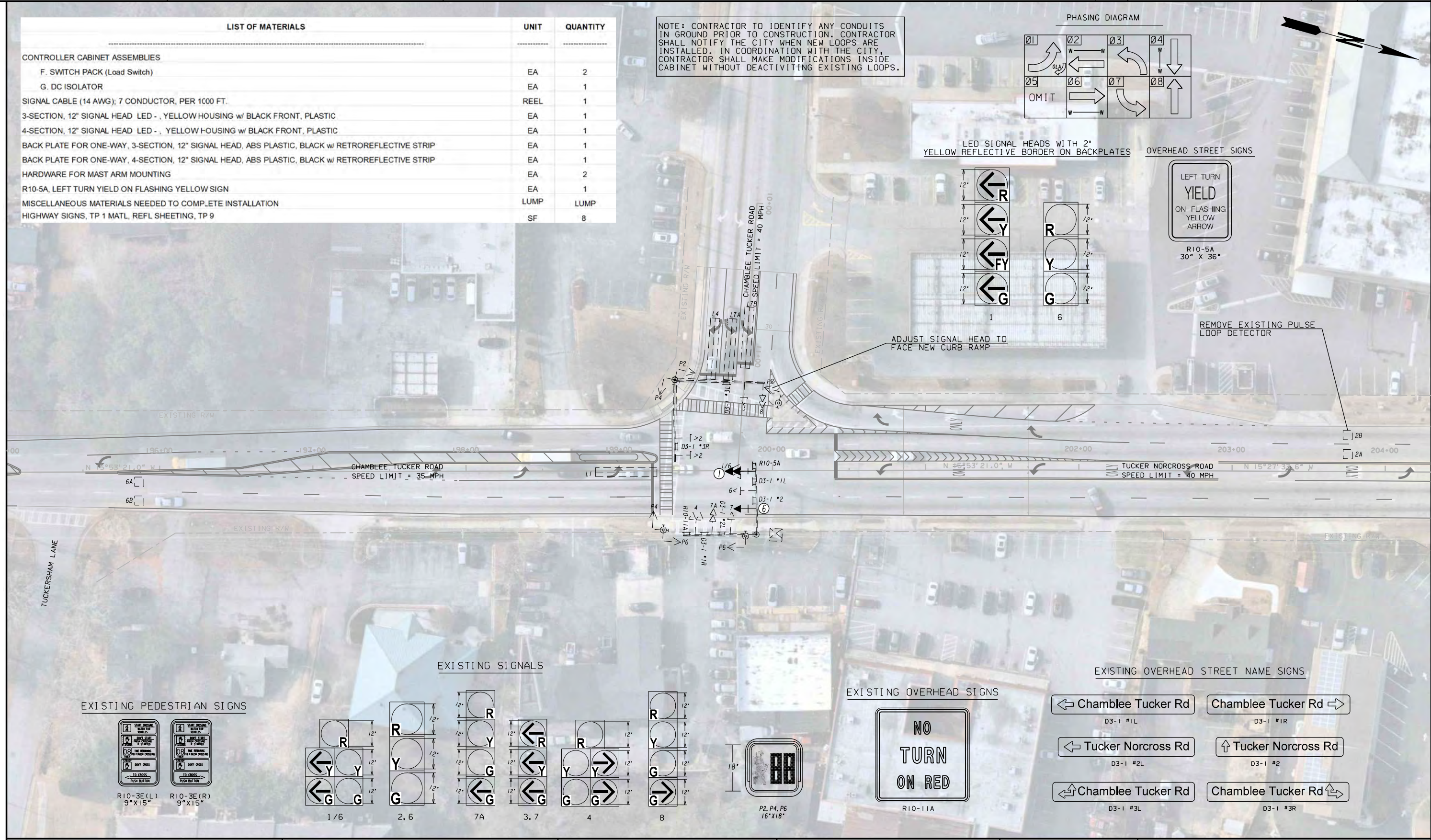


LED SIGNAL HEADS WITH 2" YELLOW REFLECTIVE BORDER ON BACKPLATES OVERHEAD STREET SIGNS

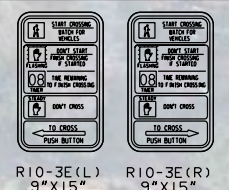


REMOVE EXISTING PULSE LOOP DETECTOR

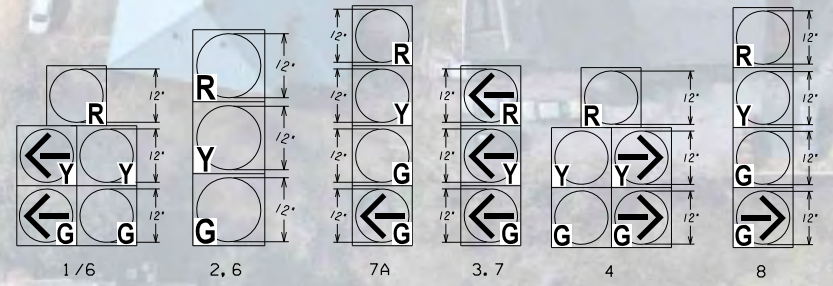
ADJUST SIGNAL HEAD TO FACE NEW CURB RAMP



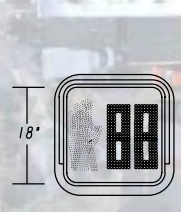
EXISTING PEDESTRIAN SIGNS



EXISTING SIGNALS



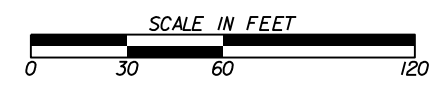
EXISTING OVERHEAD SIGNS



EXISTING OVERHEAD STREET NAME SIGNS



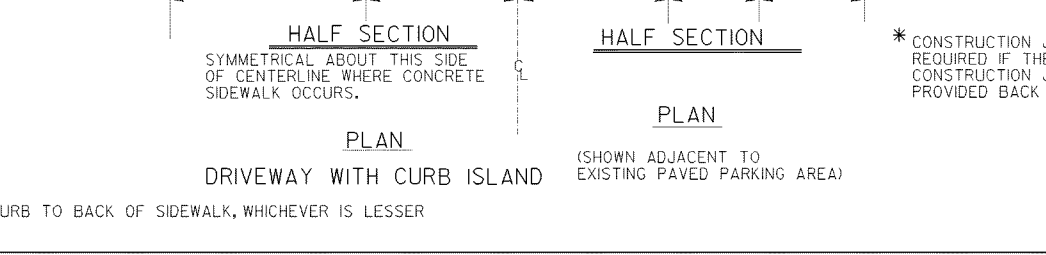
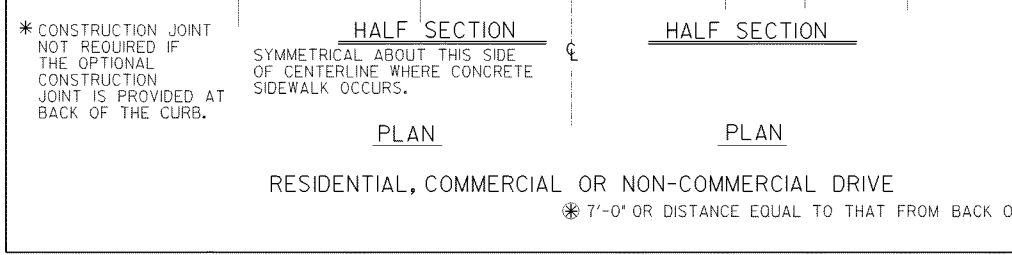
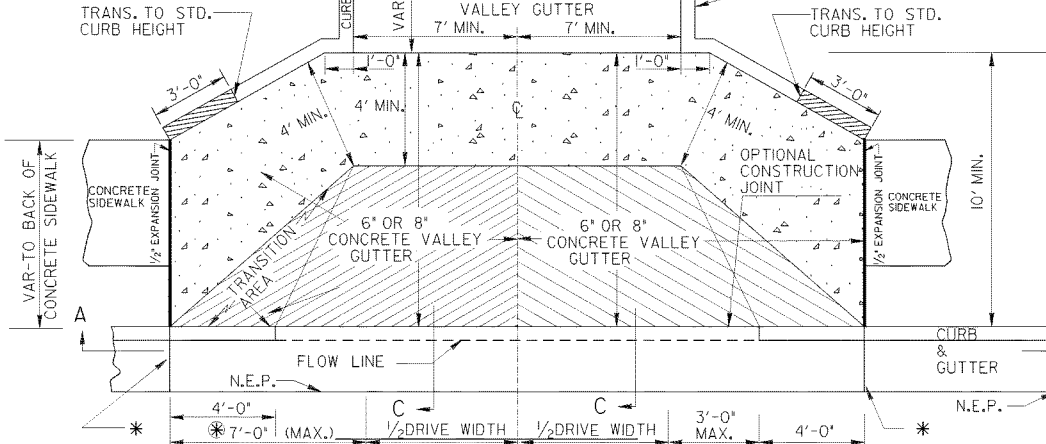
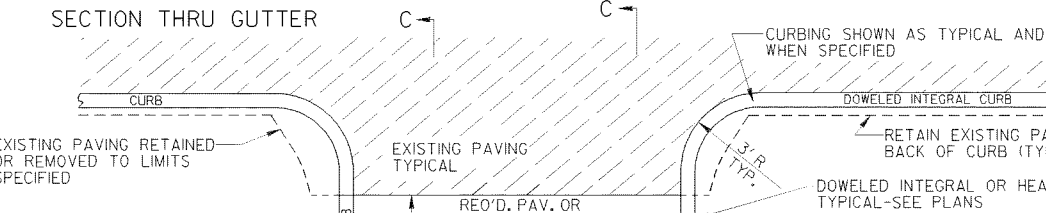
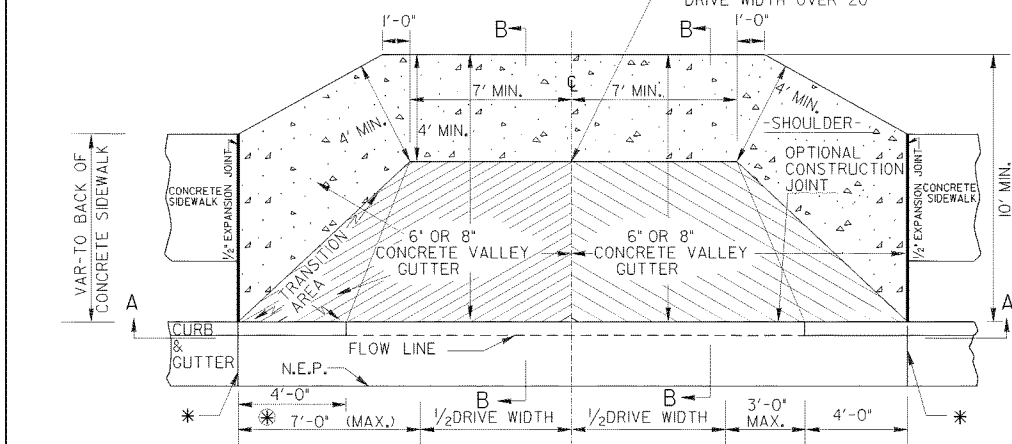
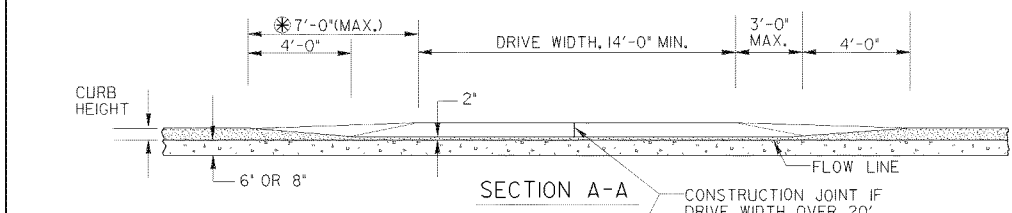
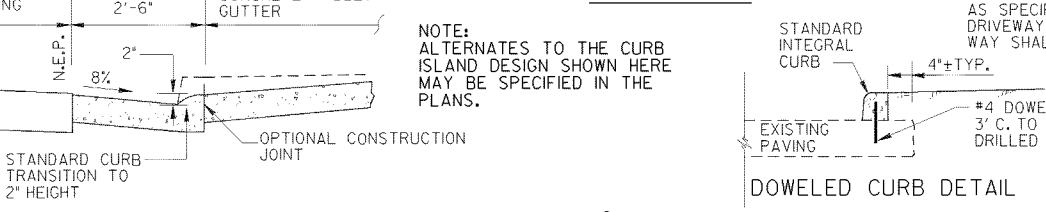
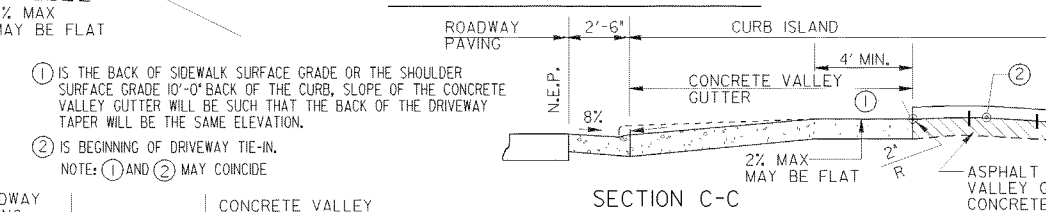
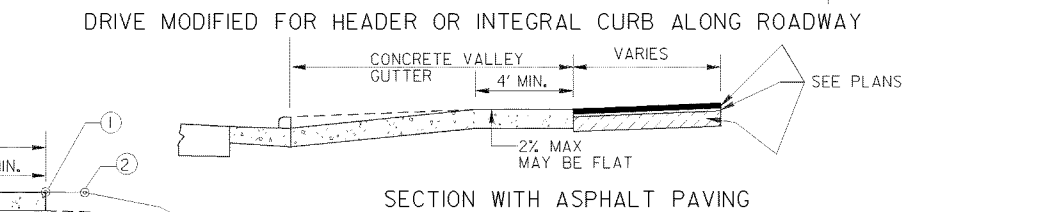
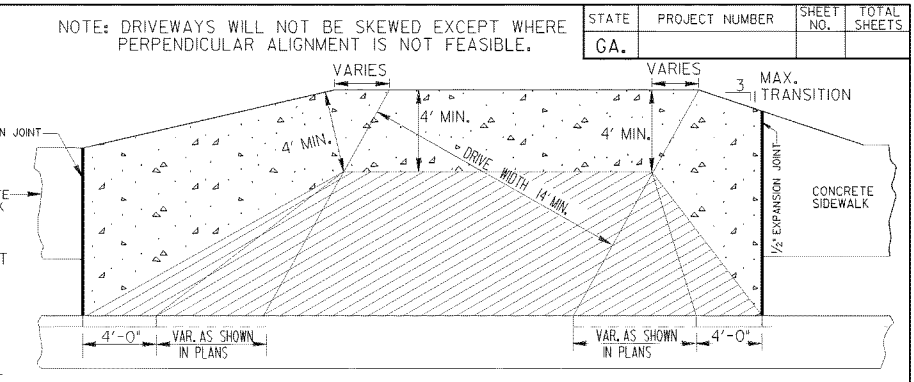
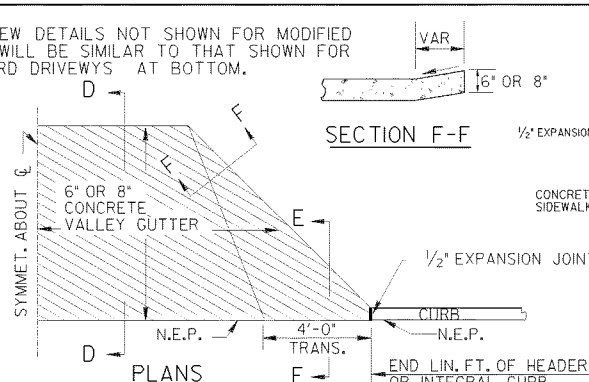
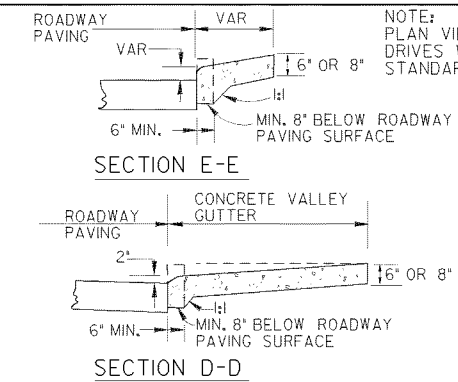
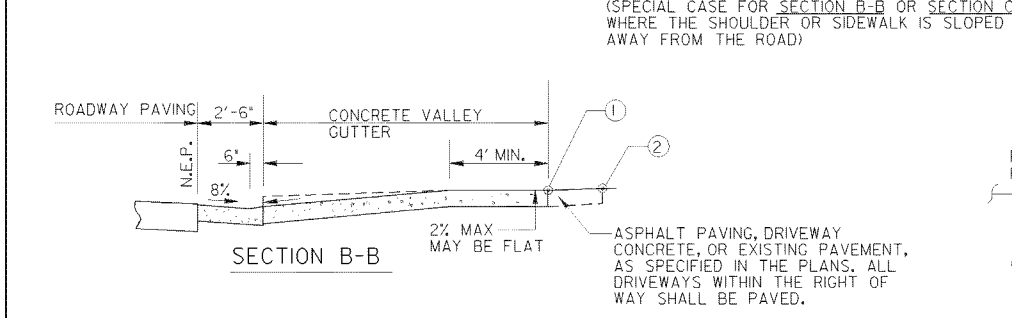
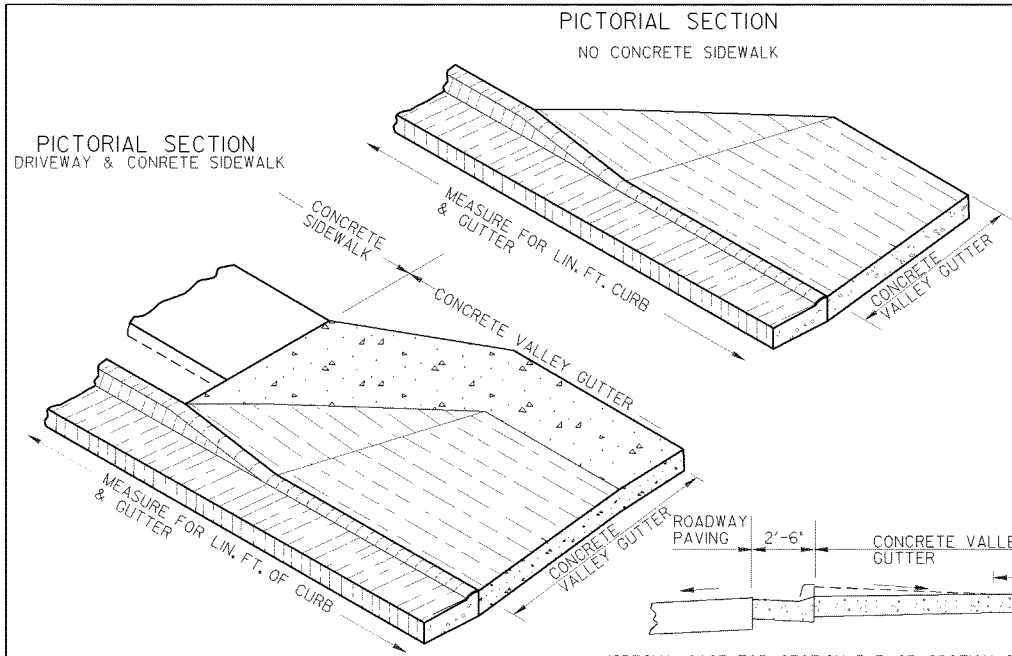
PROPERTY AND EXISTING R/W LINE --- e ---



REVISION DATES

SIGNAL PLANS
TUCKER NORCROSS ROAD
CHAMBLEE TUCKER ROAD LANE DIET

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-002
CORRECTED:	DATE:	
VERIFIED:	DATE:	



GENERAL NOTES:

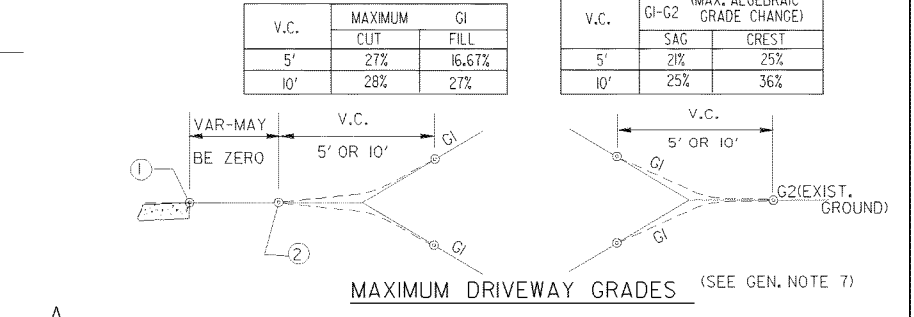
- QUANTITIES SHALL BE MEASURED AS FOLLOWS:
 - (A) CONCRETE CURB & GUTTER ALONG ROADWAY--- LIN. FT. OF CURB & GUTTER SHALL BE MEASURED FOR PAYMENT CONTINUOUS THRU THE DRIVE ENTRANCES. PAYMENT FOR CURB & GUTTER SHALL INCLUDE DAPPING DOWN THE TOP PORTION OF THE CURB. SQ. YDS. OF CONCRETE VALLEY GUTTER SHALL 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.

Guidelines For Usage On Metric Projects

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V.C.	G1-G2 (MAX. ALGEBRAIC GRADE CHANGE)	
	CUT	FILL
5'	27%	16.67%
10'	28%	27%

V.C.	SAG CREST	
	5' OR 10'	G2(EXIST. GROUND)
5'	21%	25%
10'	25%	36%



This Detail Replaces Ga Standard 6050

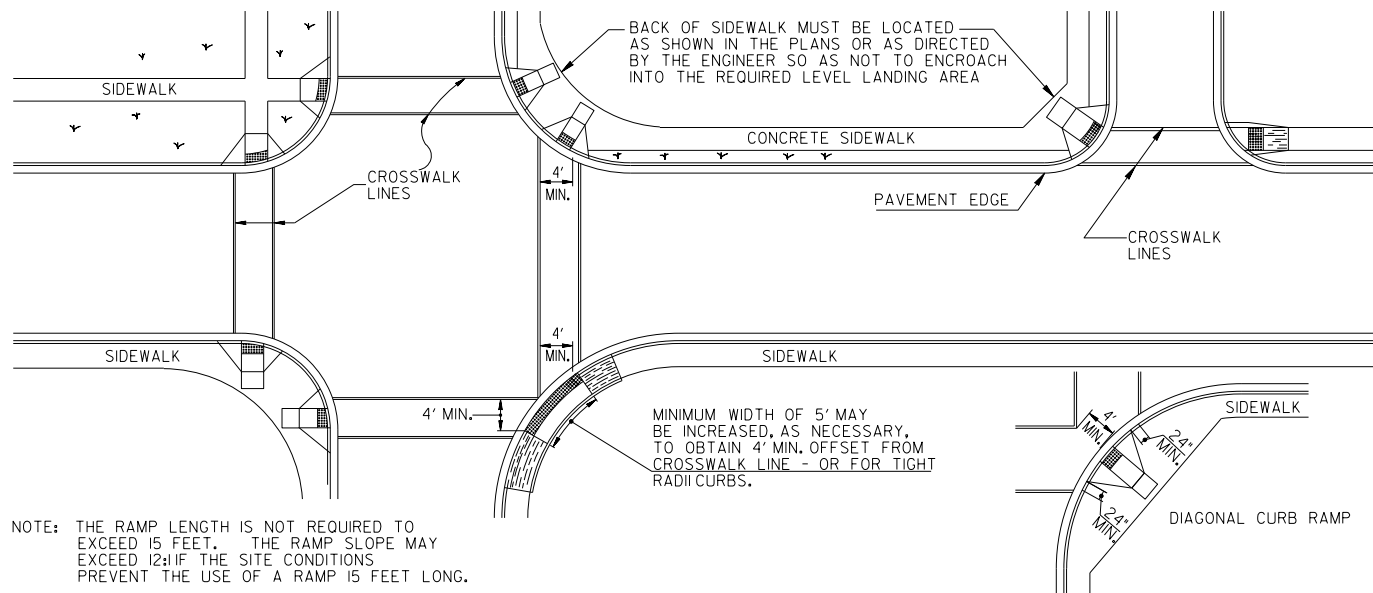
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL
DRIVEWAYS WITH TAPERED
ENTRANCES
CONCRETE VALLEY GUTTERS

NO SCALE MARCH 12, 2002

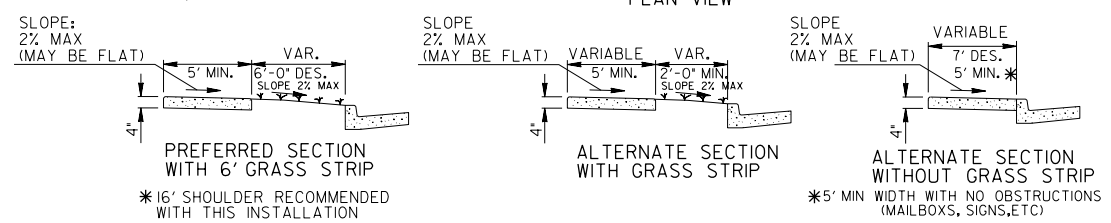
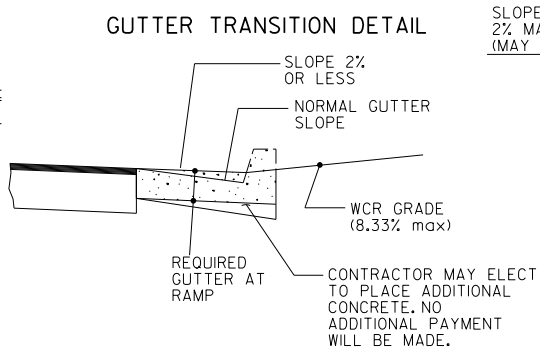
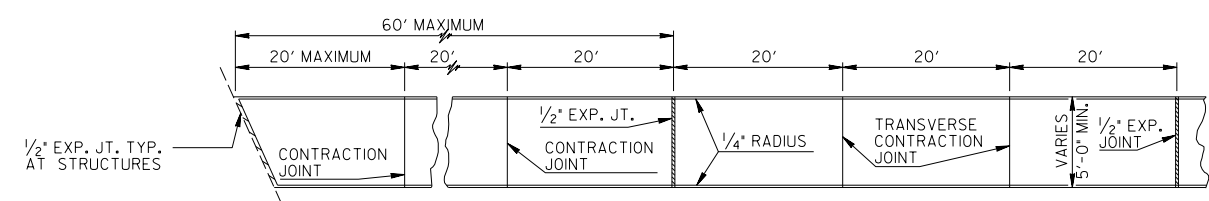
REV. PAYMENT NOTES, REV. 7-2-11	DATE
12' TO 14' MIN., REV. SWALK REVISION 4-11-02	DATE
BY	REVISION 4-3-02

TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW



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

CONCRETE SIDEWALK DETAILS

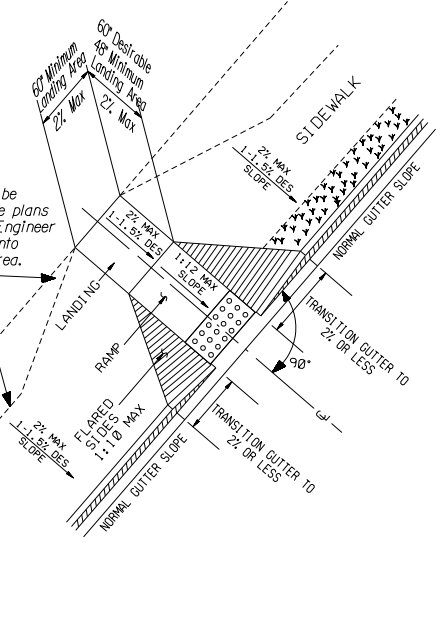


- NOTES FOR CONCRETE SIDEWALK:
- CONCRETE TO BE PLACED 4" THICK AND FINISHED WITH TAMPS, WOOD FLOATS AND STIFF-BRISTLE BROOMS.
 - TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 20 FT. INTERVALS. ALL EDGES TO BE ROUNDED TO 1/4" RADIUS.
 - 1/2" EXPANSION JOINTS SHALL BE PLACED, WHERE SIDEWALK TIE INTO 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.
 - 10 FT. OF CURB AND GUTTER WILL INCLUDE THE TRANSITIONED CURB IN FRONT OF RAMPS. 50 YDS. OF CONCRETE SIDEWALK AND CONCRETE MEDIUM 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.

Type A

(Perpendicular)
(The Preferred Ramp)

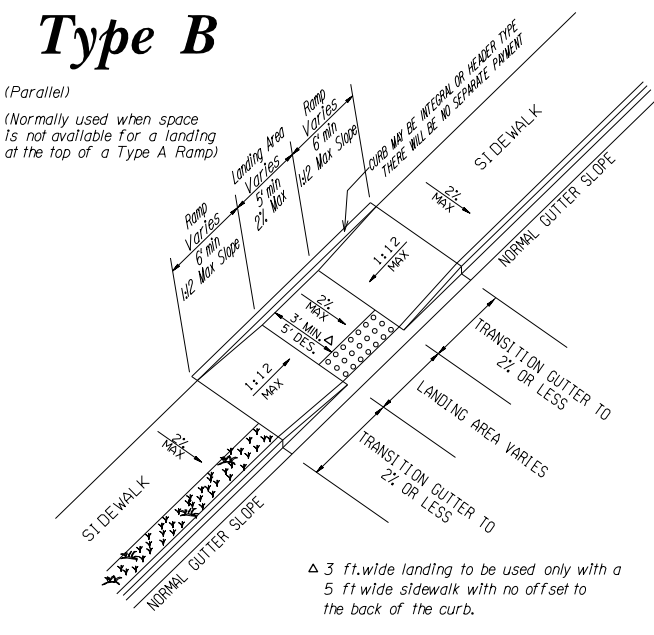
Back of sidewalk shall be located as shown in the plans or as directed by the Engineer so as not to encroach into the required landing area.



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

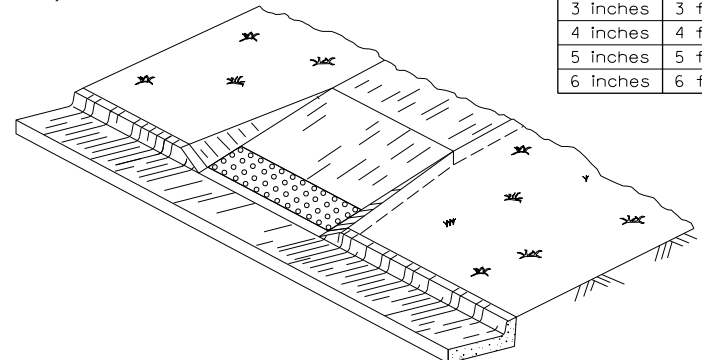
(Parallel)
(Normally used when space is not available for a landing at the top of a Type A Ramp)



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

Type D

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

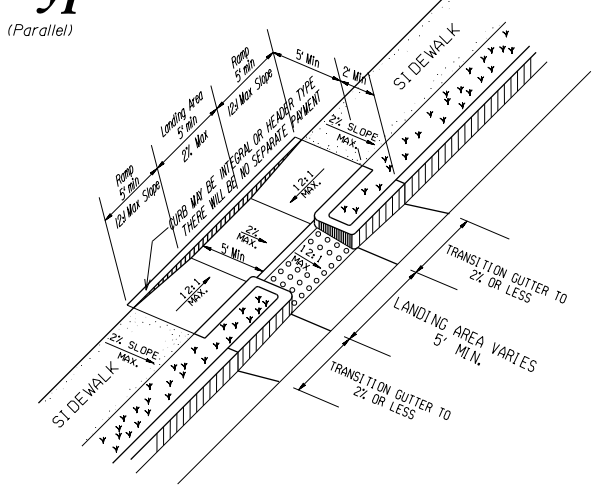


IN AREAS WHERE THE GUTTER HAS A SLOPE 1" IN 1' END NORMAL GUTTER SLOPE AT A DISTANCE OF 6 TO 10 FEET FROM THE RAMP AND BEGIN TRANSITION TO A FLAT GUTTER SLOPE. NORMAL GUTTER SLOPE SHALL BE RESUMED AT A SIMILAR DISTANCE BEYOND THE RAMP.

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 C

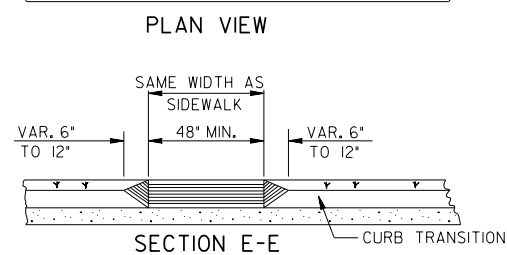
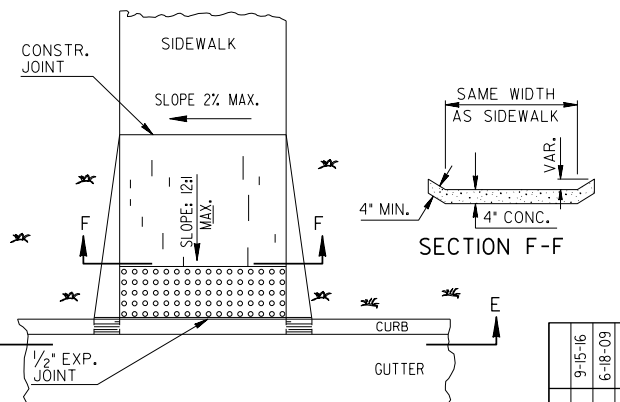
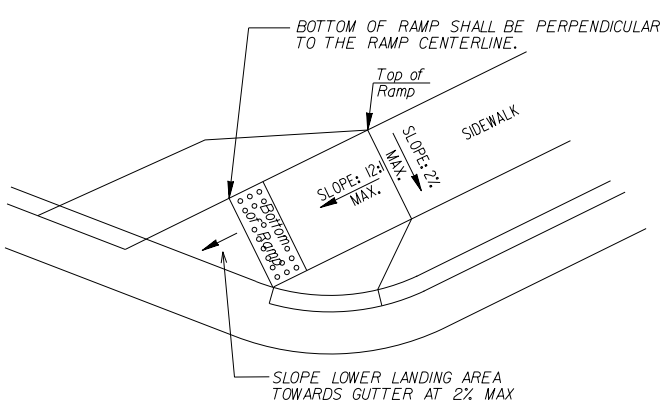
(Parallel)



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.



This Detail Replaces Ga Standard 9031W

Guidelines For Usage On Metric Projects

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REV.	DATE	DESCRIPTION
9-15-16		ADDED PERP. OR PARALLEL
6-18-09		REV. SLOPES TO PERCENT AND ADDED 12:1 & 10:1 CHART.
5-10-06		REV. TRUNCATED DOMES
2-21-03		REVISED
2-10-03		REVISED
7-29-02		REVISED
5-29-02		REVISED
5-23-02		REVISED
5-13-02		REVISED
4-29-02		REVISED
4-11-02		REVISED
4-3-02		REVISED
3-28-02		REVISED

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

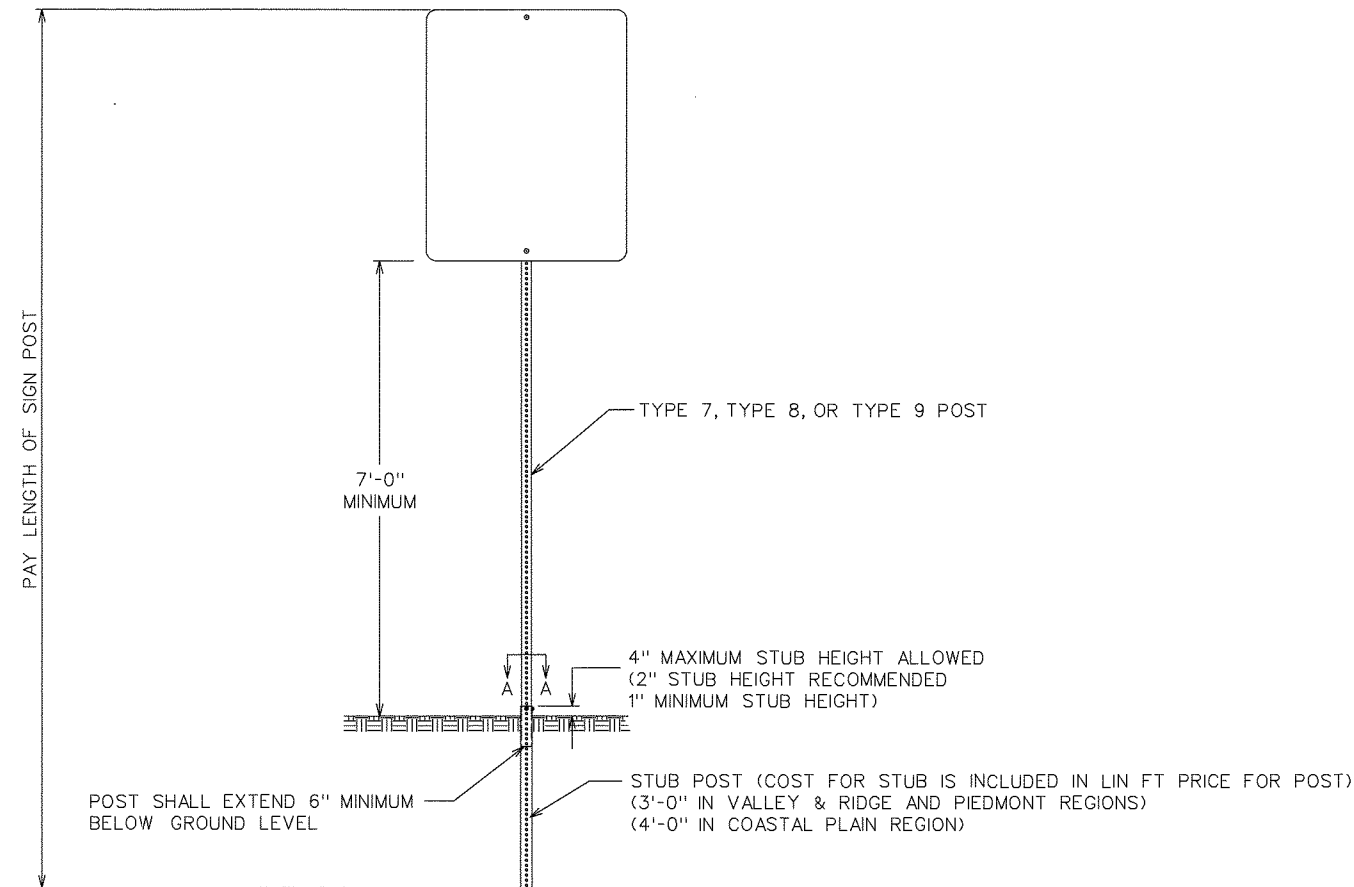
SPECIAL DETAIL
CONCRETE SIDEWALK DETAILS
CURB CUT (WHEELCHAIR) RAMPS

NO SCALE

MARCH 12, 2002

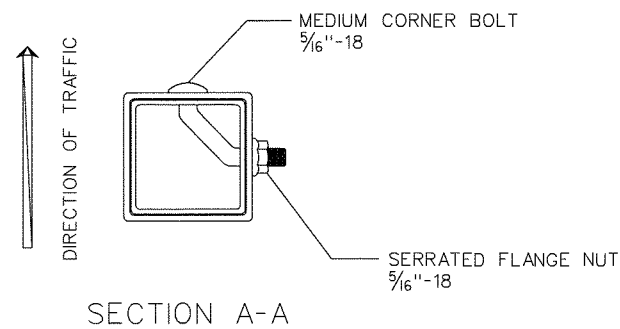
NUMBER
A3

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



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	6.45	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

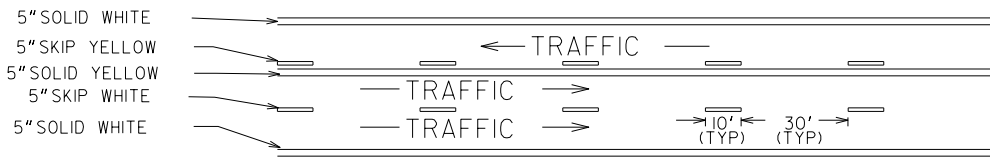
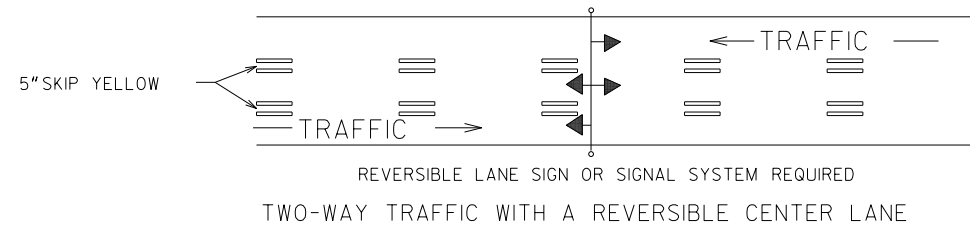
SIGN CENTROID IS DISTANCE FROM GROUND LEVEL TO BOTTOM OF SIGN PLUS HALF THE HEIGHT OF SIGN.
 EXAMPLE: 24" X 48" SIGN THAT IS 7 FEET FROM GROUND TO BOTTOM OF SIGN. ADD HALF OF 48" (24" OR 2 FT) PLUS 7 FT. = 9' CENTROID.

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

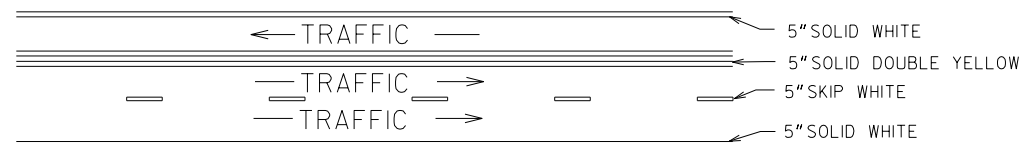
* TYPE 9 INSERT SHALL BE A CONTINUOUS POST INSERTED INTO THE TYPE 8 POST WHERE REQUIRED. THE INSERT POST SHALL EXTEND FROM THE BOTTOM OF THE SLIP BASE UPPER ASSEMBLY TO 4" BELOW THE BOTTOM OF THE SIGN. THE INSERT POST SHALL NOT EXTEND ABOVE THE BOTTOM OF THE SIGN. PAYMENT FOR THE INSERT POST SHALL BE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

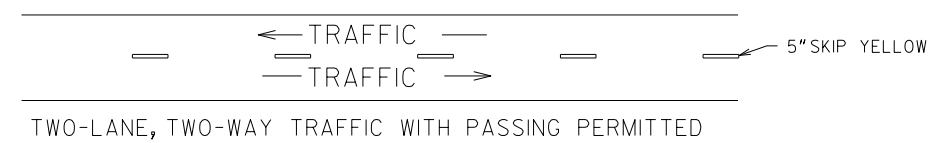
DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
		TYPE 7, 8, AND 9 SQUARE TUBE POST INSTALLATION DETAIL
		NO SCALE JULY 2002



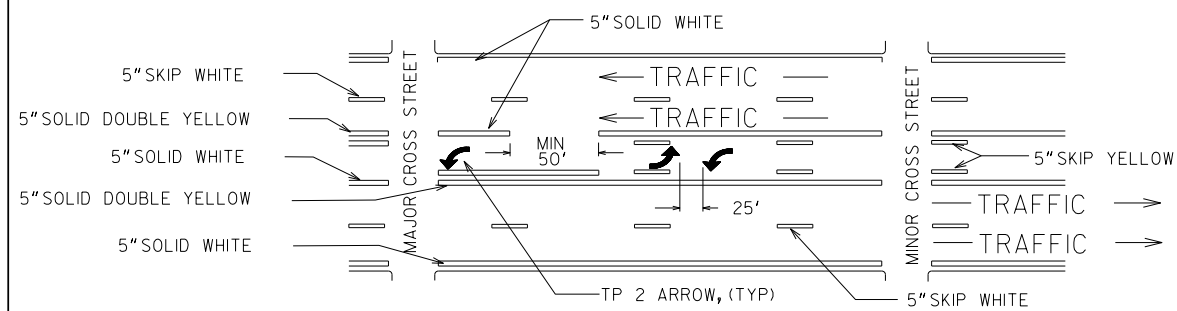
TWO-WAY TRAFFIC WHERE MOTORISTS IN A SINGLE LANE ARE PERMITTED TO PASS



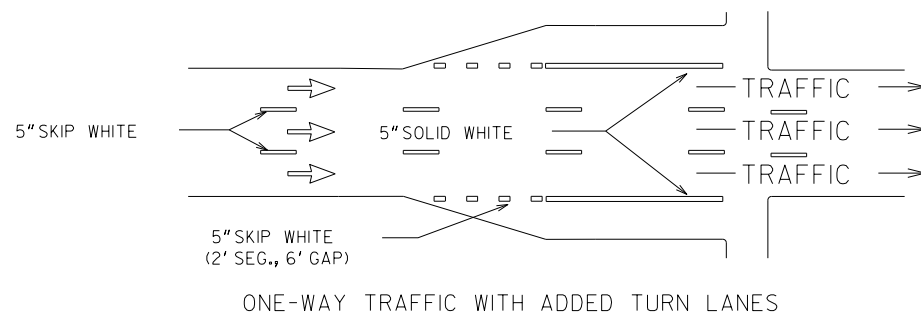
TWO-WAY TRAFFIC WHERE MOTORISTS IN A SINGLE LANE ARE NOT PERMITTED TO PASS



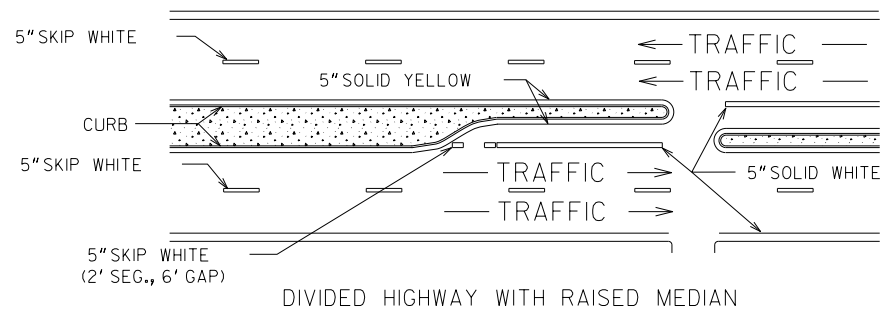
TWO-LANE, TWO-WAY TRAFFIC WITH PASSING PERMITTED



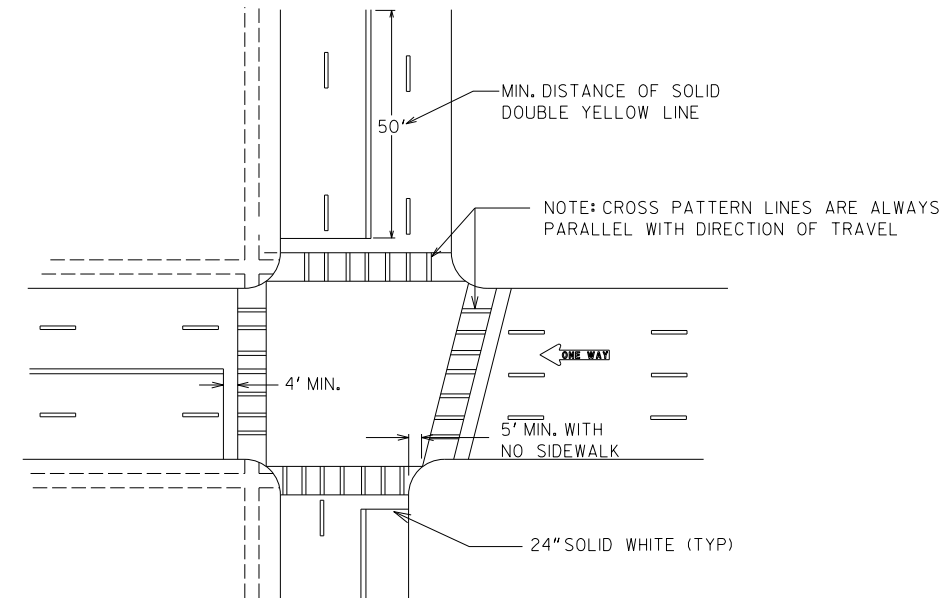
MULTI-LANE, TWO-WAY TRAFFIC WITH SINGLE LANE, TWO-WAY LEFT TURN CHANNELIZATION



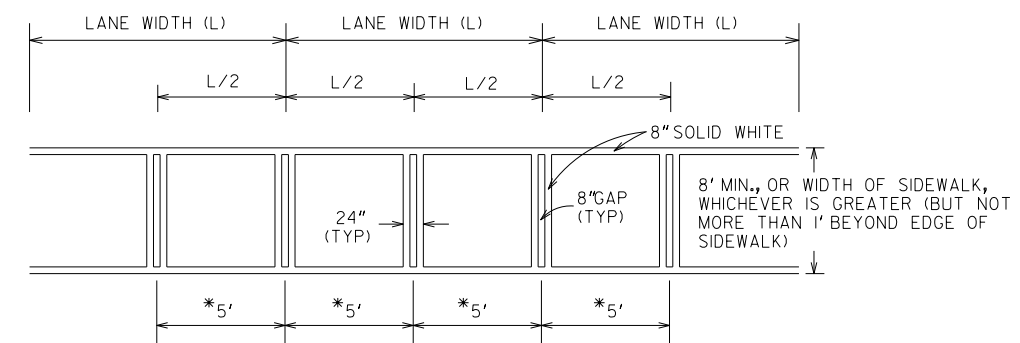
ONE-WAY TRAFFIC WITH ADDED TURN LANES



DIVIDED HIGHWAY WITH RAISED MEDIAN



TYPICAL LOCATION OF CROSSWALKS AND STOP BARS



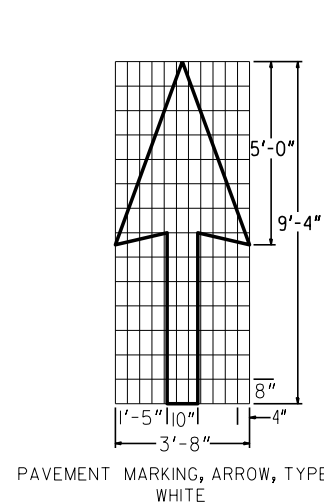
*USE WHERE THE LANE WIDTH EXCEEDS 12' OR WHERE LANE LINES HAVE BEEN OMITTED

CROSSWALK DETAIL

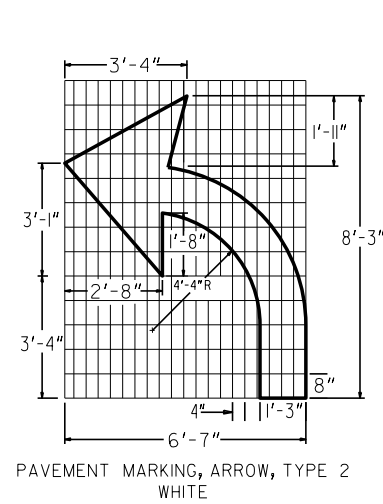
GENERAL NOTES:

1. SPACING 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-IIB.

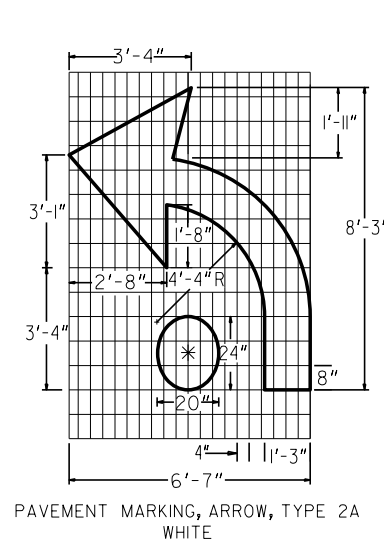
		9-15-16		DATE		DEPARTMENT OF TRANSPORTATION	
						STATE OF GEORGIA	
		ADDED GENERAL NOTE 3		REVISION		CONSTRUCTION DETAILS	
						PAVEMENT MARKING PLACEMENT	
						NON-LIMITED ACCESS ROADWAY	
						NO SCALE	
						JANUARY 2000	
		CDR		BY		DESIGNED _____	
						DRAWN _____	
						TRACED _____	
					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



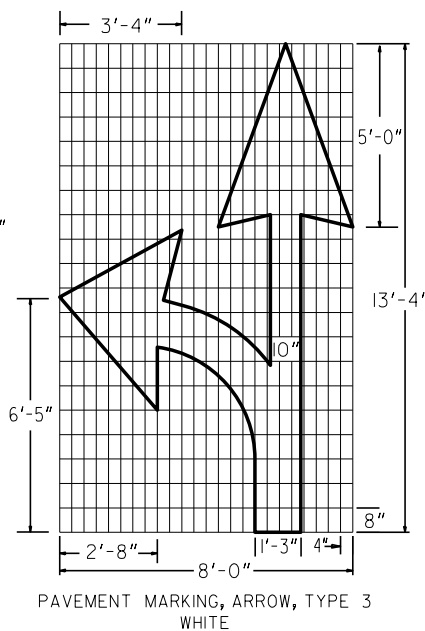
PAVEMENT MARKING, ARROW, TYPE 1 WHITE



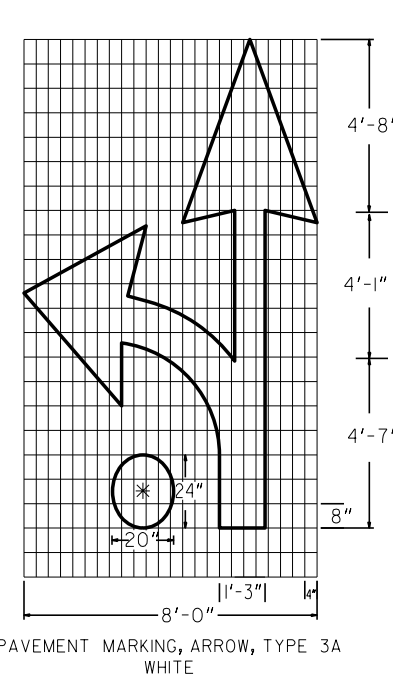
PAVEMENT MARKING, ARROW, TYPE 2 WHITE



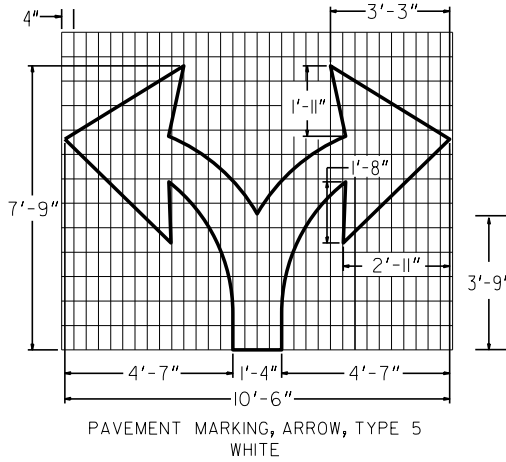
PAVEMENT MARKING, ARROW, TYPE 2A WHITE



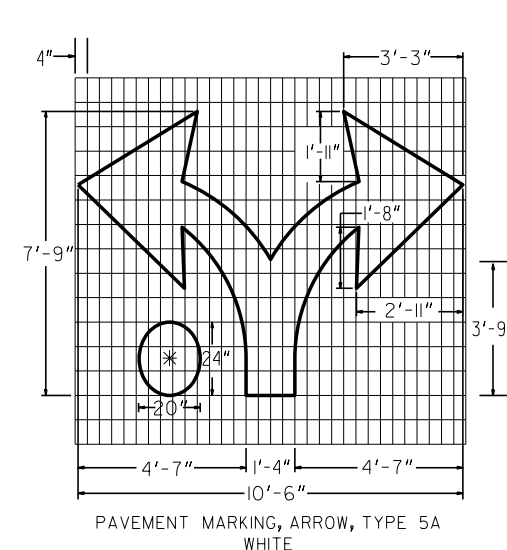
PAVEMENT MARKING, ARROW, TYPE 3 WHITE



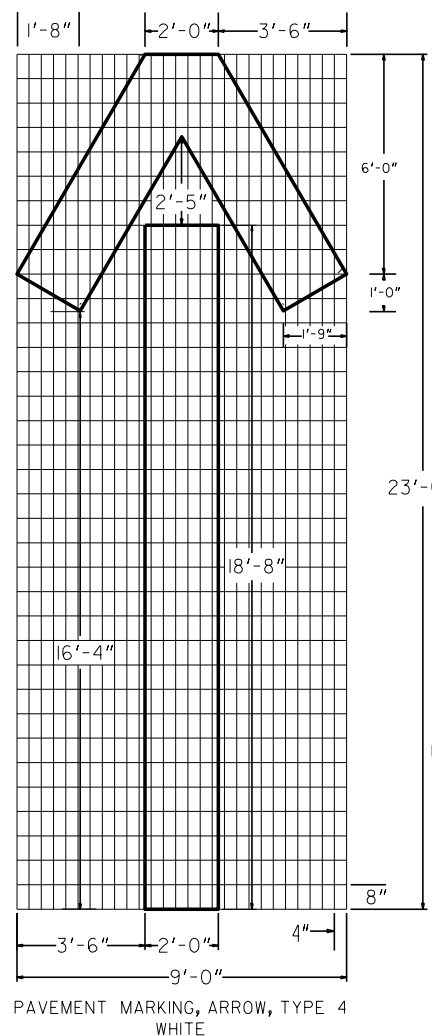
PAVEMENT MARKING, ARROW, TYPE 3A WHITE



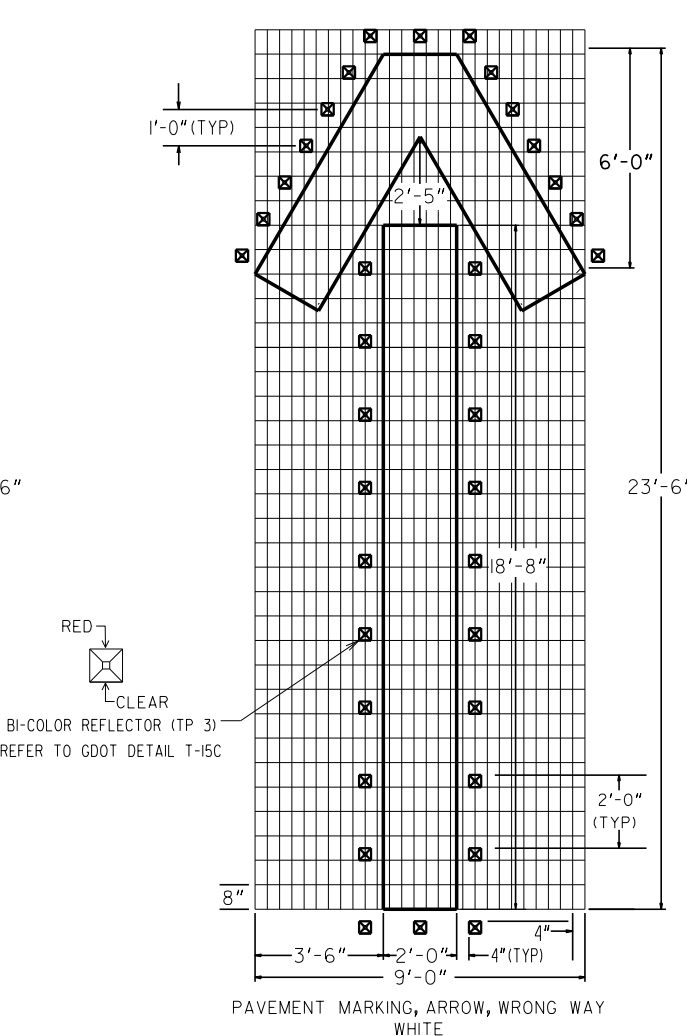
PAVEMENT MARKING, ARROW, TYPE 5 WHITE



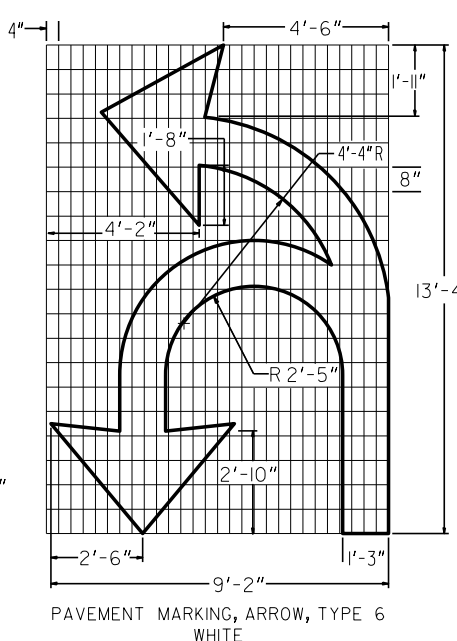
PAVEMENT MARKING, ARROW, TYPE 5A WHITE



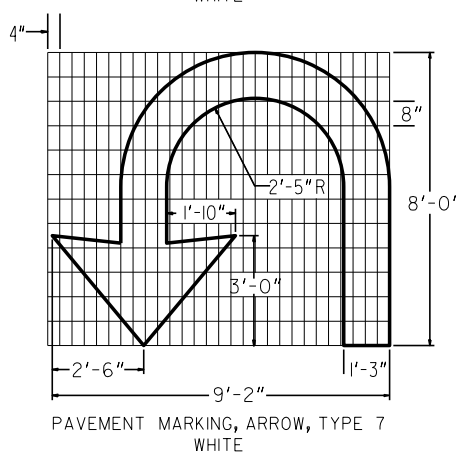
PAVEMENT MARKING, ARROW, TYPE 4 WHITE



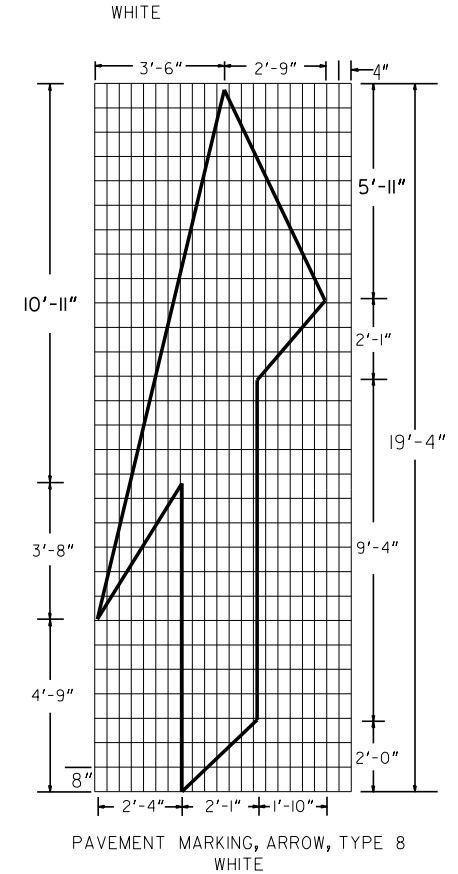
PAVEMENT MARKING, ARROW, WRONG WAY WHITE



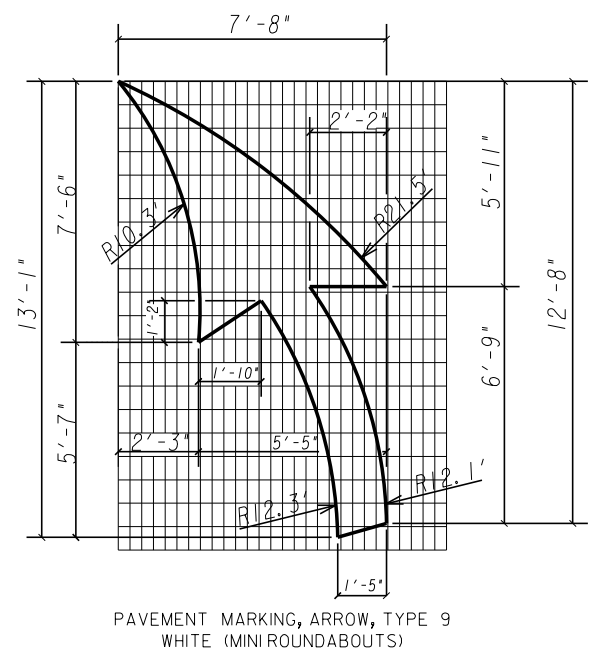
PAVEMENT MARKING, ARROW, TYPE 6 WHITE



PAVEMENT MARKING, ARROW, TYPE 7 WHITE



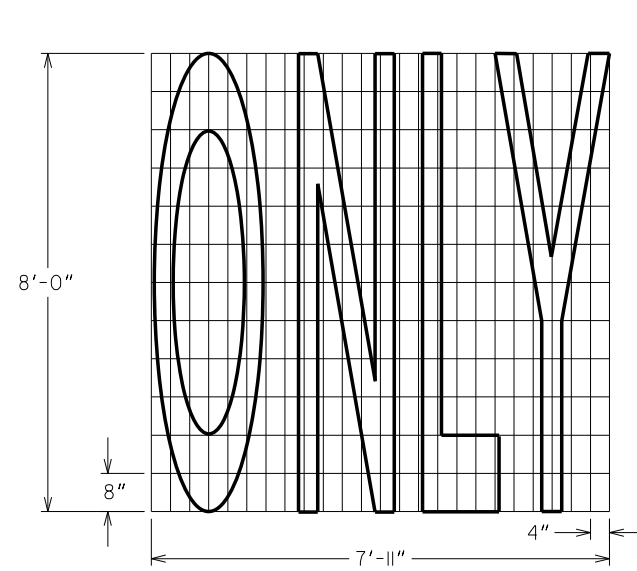
PAVEMENT MARKING, ARROW, TYPE 8 WHITE



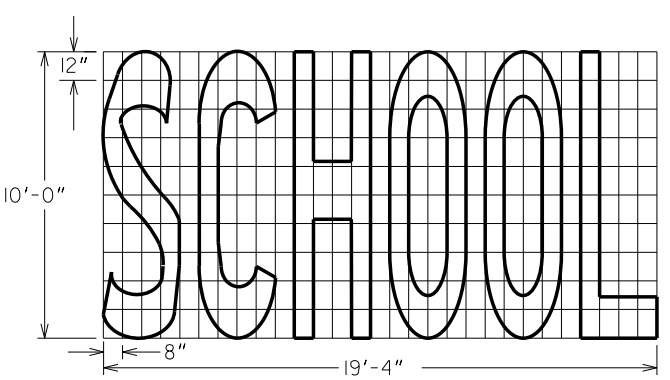
PAVEMENT MARKING, ARROW, TYPE 9 WHITE (MINI ROUNDABOUTS)

NOTES
 1. PAVEMENT MARKING ARROWS WITH A DOT (2A, 3A, 5A) SHALL BE USED ALONG MULTI-LANE ROUNDABOUT APPROACHES ALONG THE INSIDE LANE ONLY

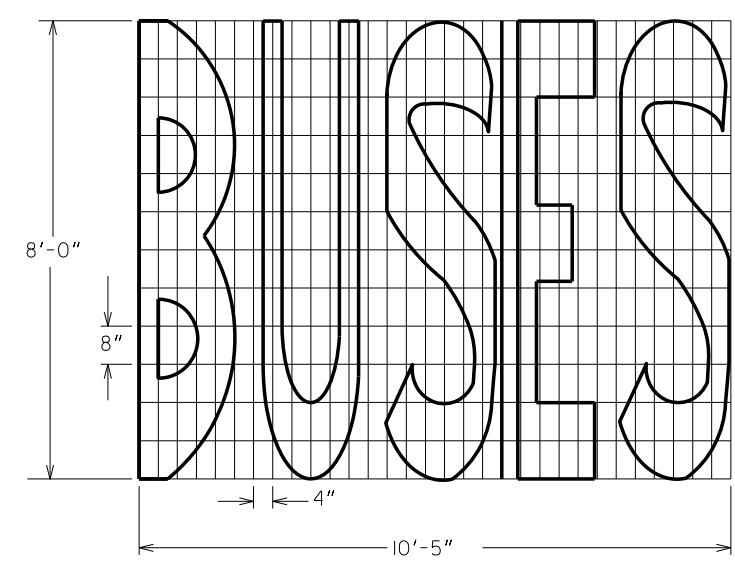
11-04-20 05-30-19 04-11-00		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
ADD'D PAVEMENT MARKING ARROWS FOR ROUNDABOUTS ON WRONG WAY ARROW		CONSTRUCTION DETAILS PAVEMENT MARKINGS - ARROWS	
NO SCALE		APRIL 2000	
ACP ACP ACP BY	DESIGNED DRAWN TRACED CHECKED	NUMBER T-12B	



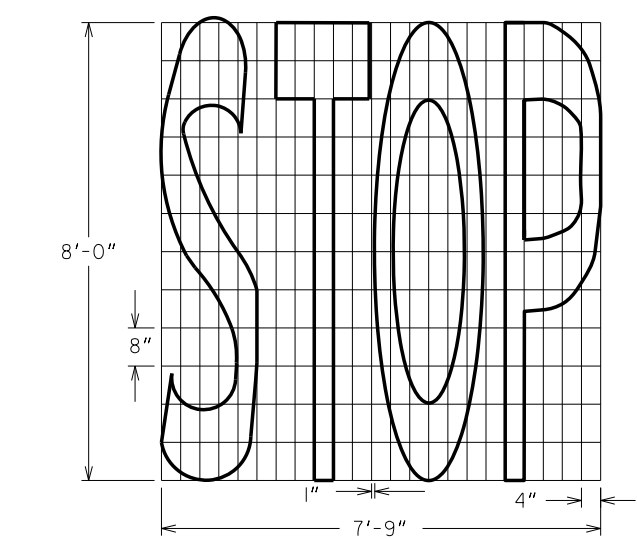
TYPE 1



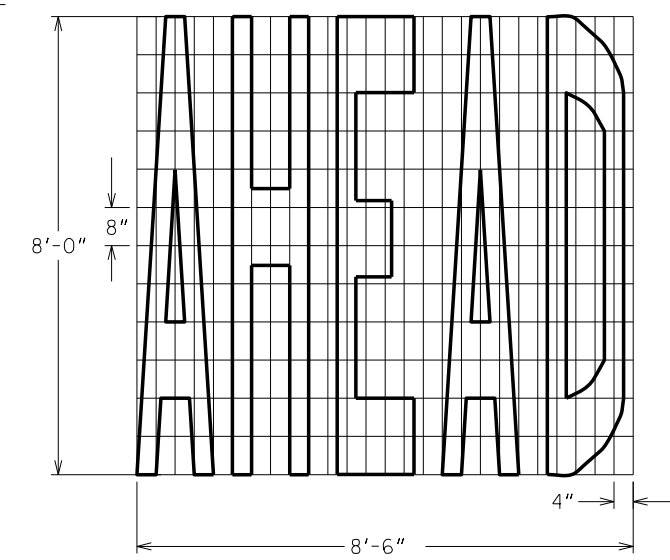
TYPE 3B
(TWO LANES)



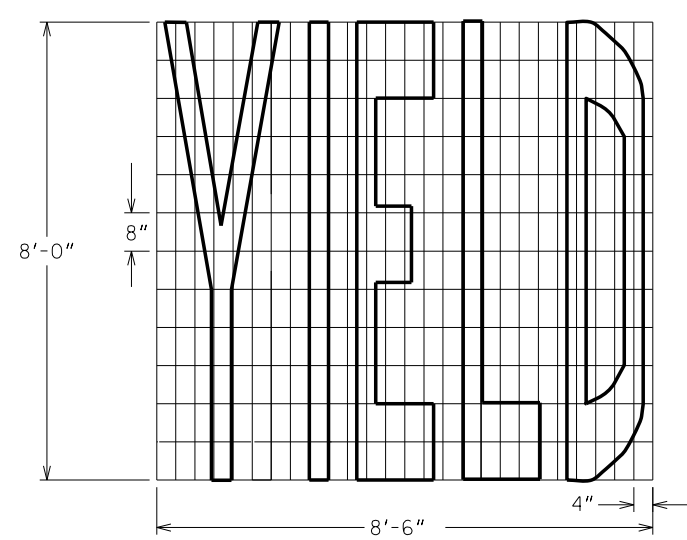
TYPE 6



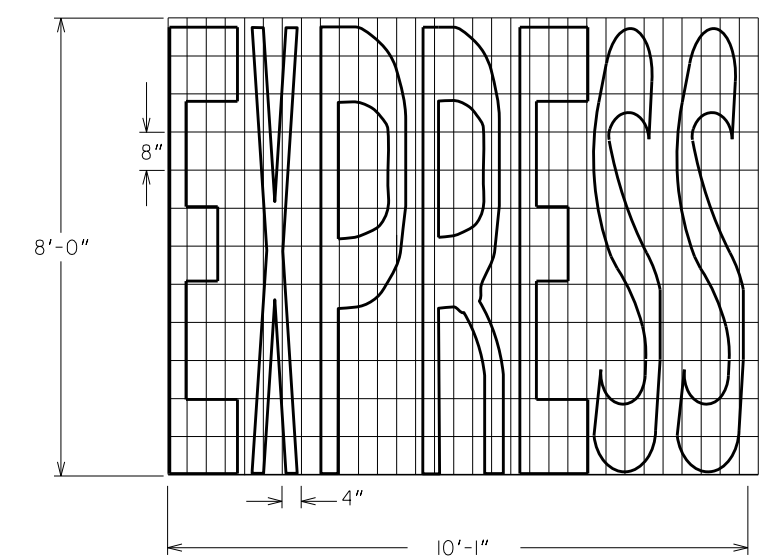
TYPE 2



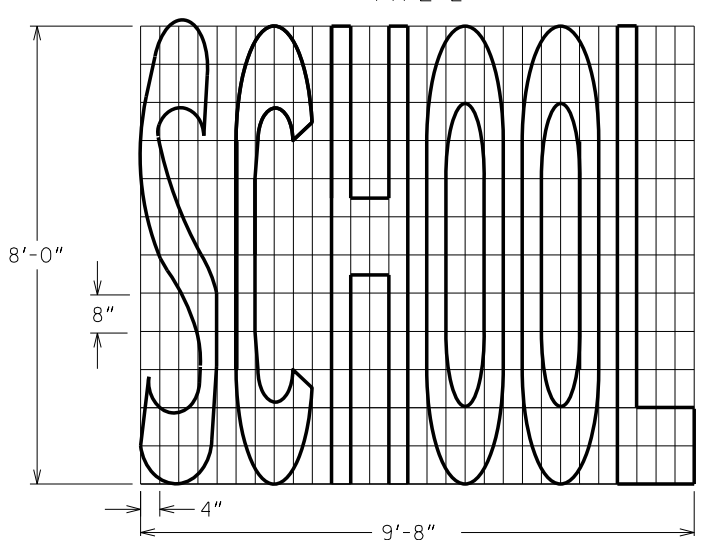
TYPE 4



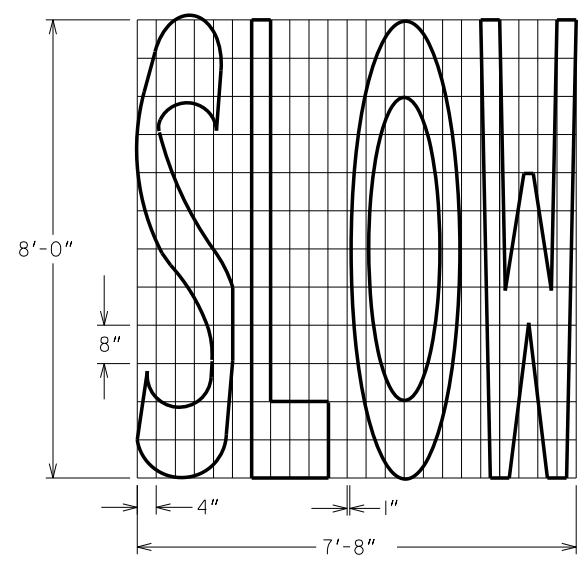
TYPE 15



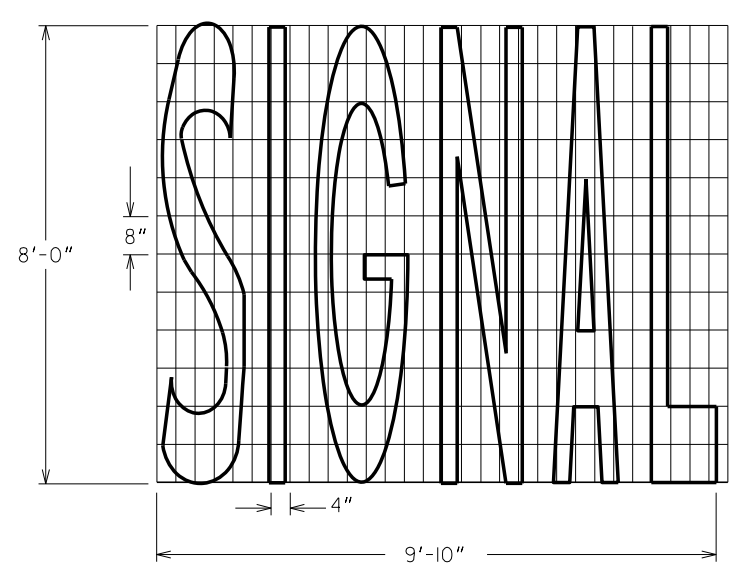
TYPE 20



TYPE 3A (SINGLE LANE)

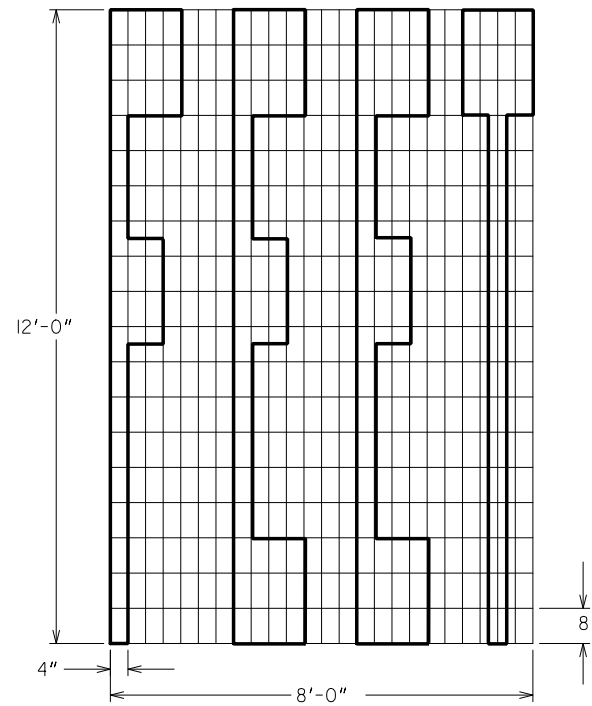
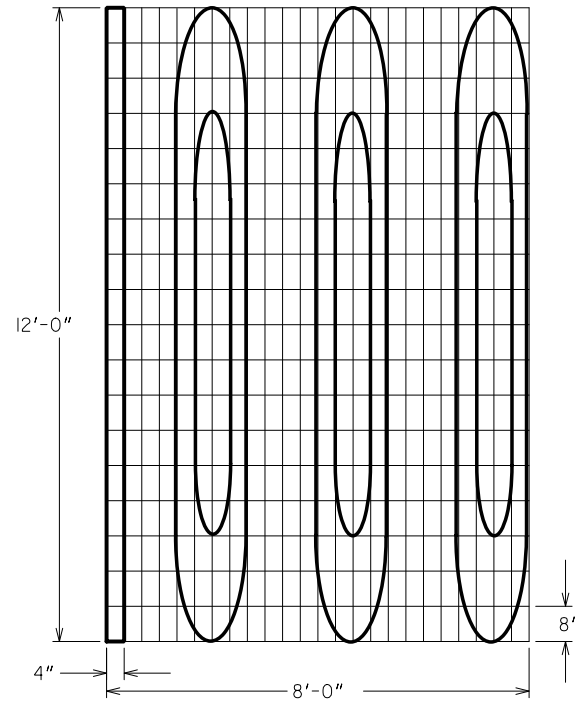
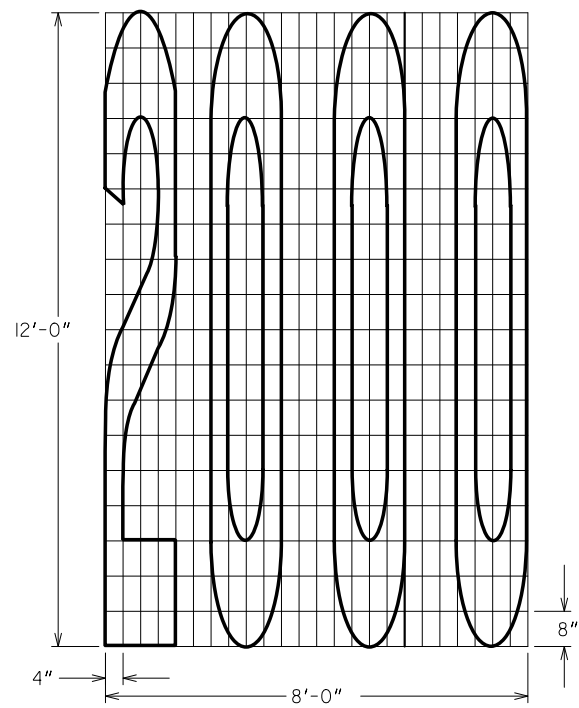
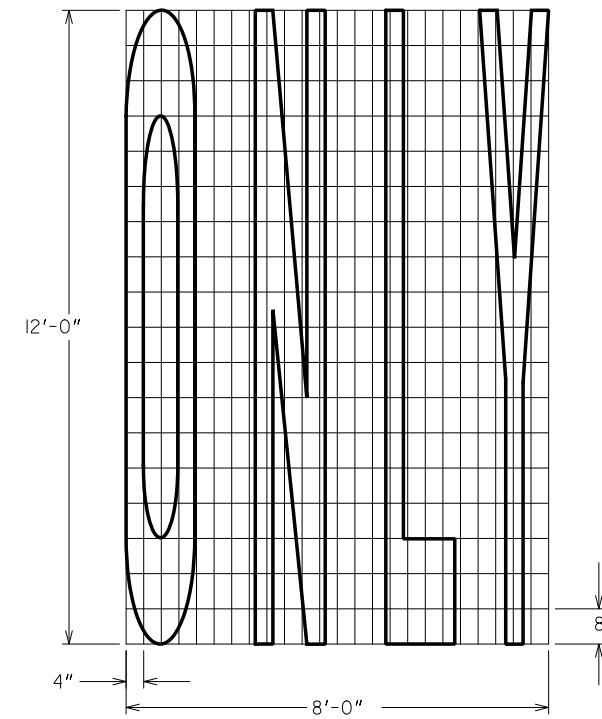
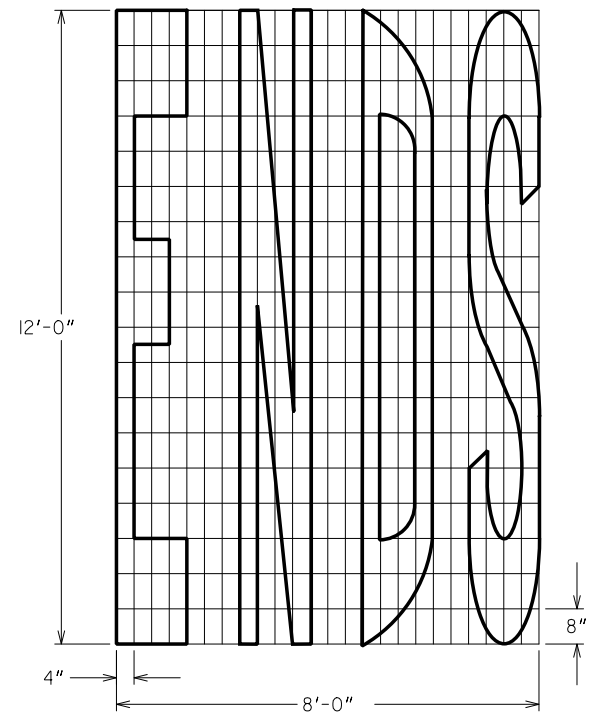
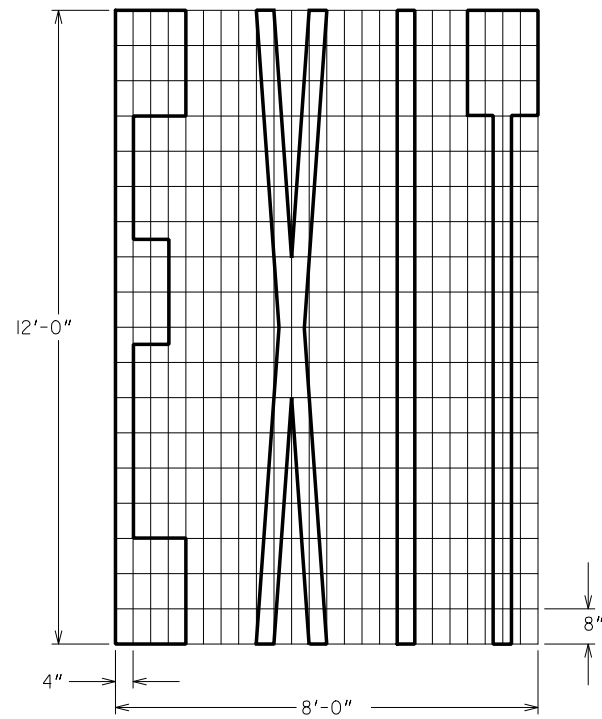
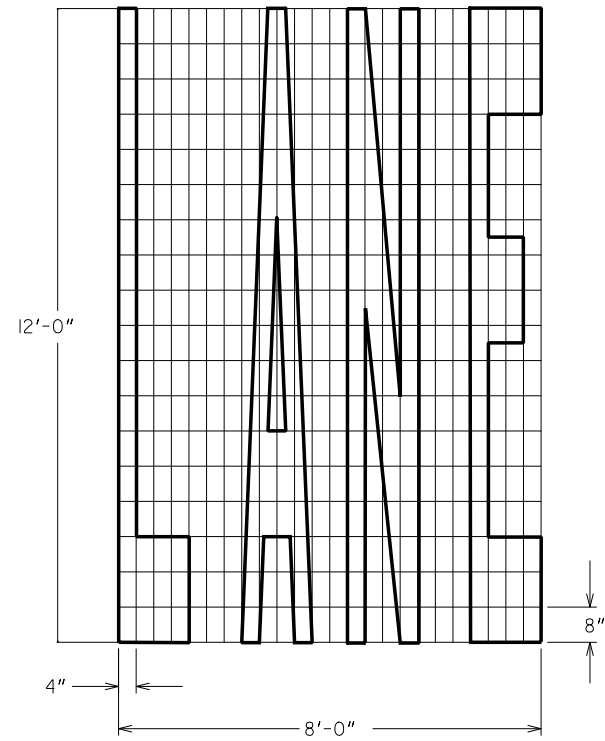


TYPE 5



TYPE 16

11-04-20	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
ADDED *EXPRESS* PAVEMENT MARKING PAVEMENT MARKING	REVISION	CONSTRUCTION DETAILS PAVEMENT MARKINGS WORDS	
ACP	BY	SHEET 1 OF 2	
	DESIGNED	NO SCALE	JAN. 2000
	DRAWN		NUMBER
	TRACED		T-13A
	CHECKED		



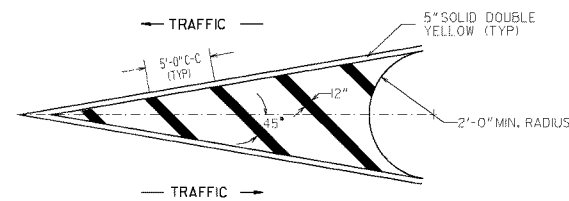
NOTE:
EACH OF THE PAVEMENT WORDS ON THIS DETAIL DEPICTS WORDS BASED ON A DESIGN SPEED OF 50-70 MPH. (A= 12 FT DISTANCE).

FOR DESIGN SPEEDS OF 35-45 MPH (A=8 FT DISTANCE), USE PAVEMENT WORDS WITH THE FOLLOWING DIMENSIONS: VERTICAL 8'-0" AND HORIZONTAL 5'-4".

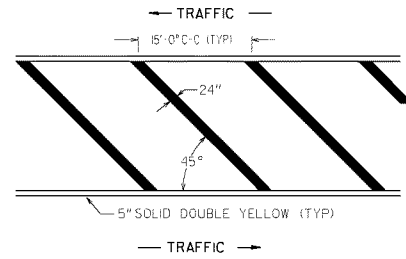
SEE CONSTRUCTION DETAIL T-13C FOR SPEED LIMIT DISTANCE TABLE.

9-15-16		DEPARTMENT OF TRANSPORTATION	
		STATE OF GEORGIA	
ADD. PAVT. WORD "ONLY"		CONSTRUCTION DETAILS	
REM. (AREA SF) PER WORD		DETAILS OF PAVEMENT MARKING WORDS	
ADD. WORD DIM. NOTE A=8 FT		NO SCALE SHEET 2 OF 3 JANUARY 2000	
RENUMBER TO SH. 2 OF 3		NUMBER T-13B	
CDR.	BY	DESIGNED	
		DRAWN	
		TRACED	
		CHECKED	

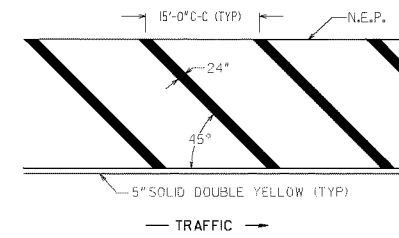
DETAIL "A" (YELLOW)



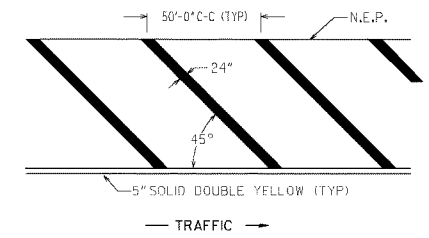
DETAIL "B" (YELLOW)



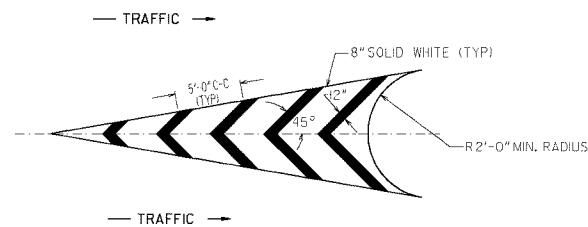
DETAIL "C" (YELLOW)



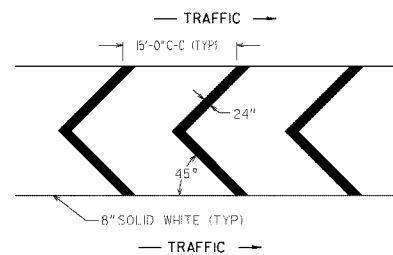
DETAIL "D" (YELLOW)



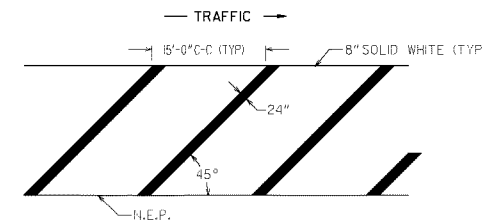
DETAIL "A" (WHITE)



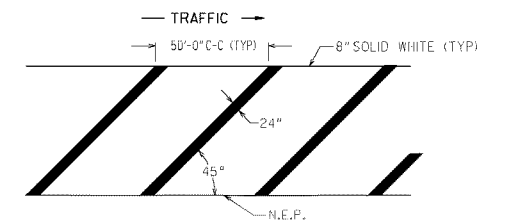
DETAIL "B" (WHITE)



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

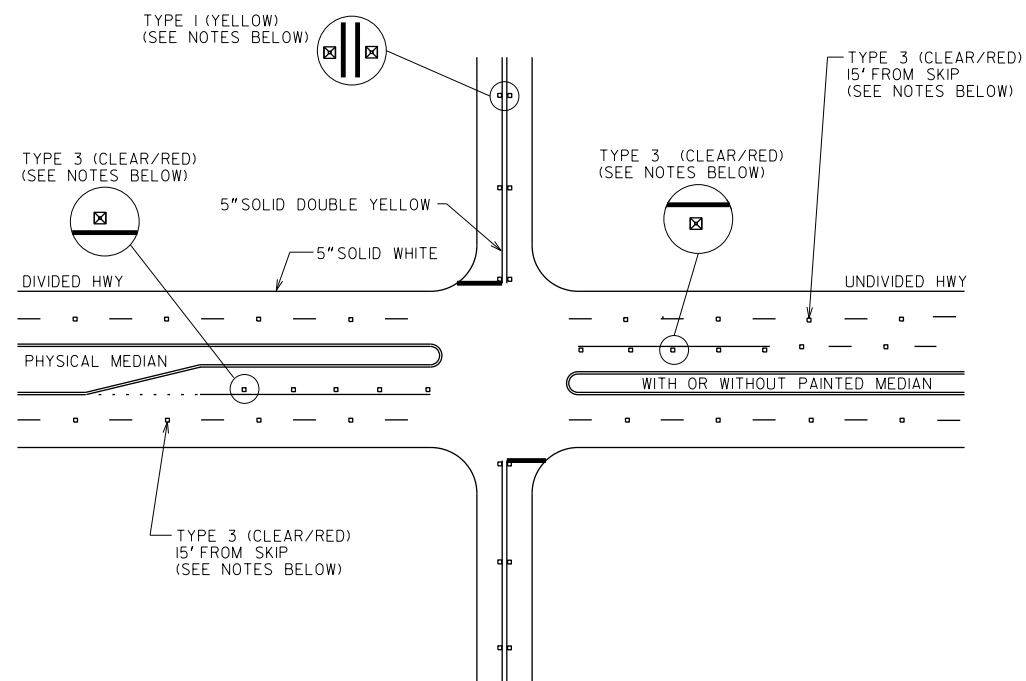
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: TRAFFIC OPERATIONS
SIGNING AND MARKING PLANS

DETAIL OF PAVEMENT MARKING
HATCHING
JANUARY 2000

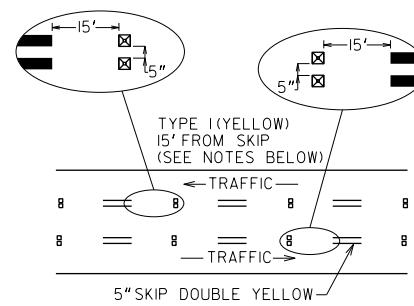
NUMBER
T-14

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

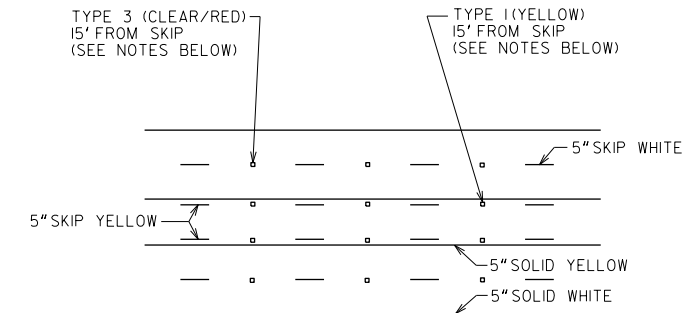
DIVIDED / UNDIVIDED HIGHWAY



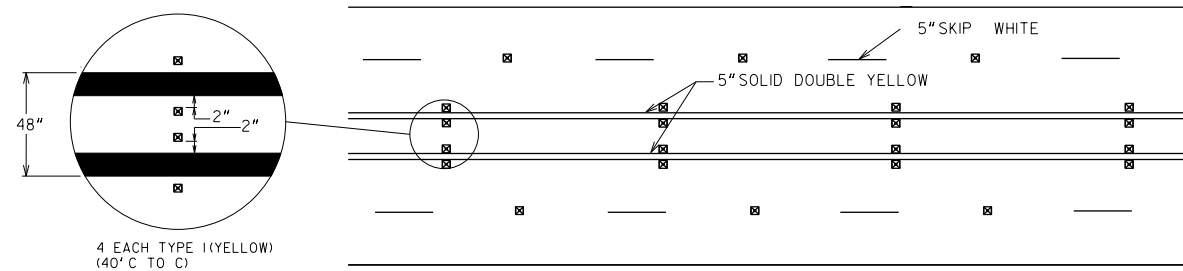
REVERSIBLE LANE



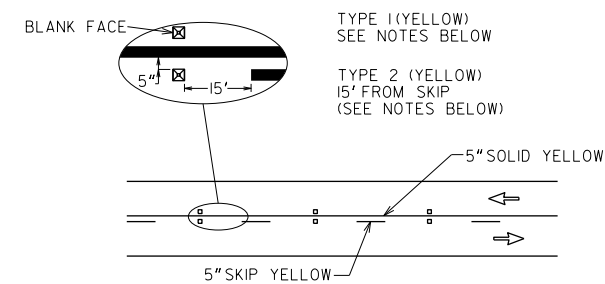
TWO WAY LEFT TURN LANE



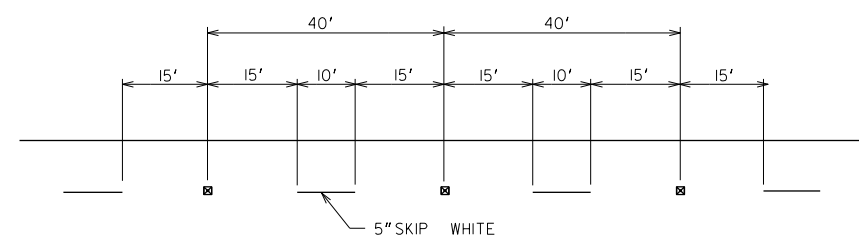
4'-0" STRIPED FLUSH MEDIAN



NO PASSING ZONE



TYPICAL RPM/STRIPE SPACING



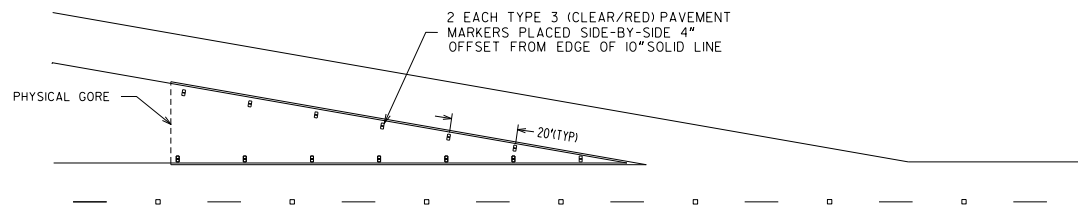
- GENERAL NOTES:
1. RAISED PAVEMENT MARKERS SHALL BE SPACED EVERY 40 FT UNLESS OTHERWISE SPECIFIED.
 2. ON SOLID WHITE TURN BAY LINES, SPACING SHALL BE 20 FT.
 3. RAISED PAVEMENT MARKERS SHALL BE OFFSET 5 INCHES FROM SOLID LANE LINES.
 4. CLEAR FACE OF TYPE 3 RAISED PAVEMENT MARKERS SHALL BE ORIENTED TOWARD ONCOMING TRAFFIC.

DATE		9-15-2016		DEPARTMENT OF TRANSPORTATION	
STATE		GA.		STATE OF GEORGIA	
REVISION		REV. RPM SPACING TO 40'		CONSTRUCTION DETAILS	
BY		CDR		RAISED PAVEMENT MARKER LOCATION NON-LIMITED ACCESS ROADWAY	
DESIGNED		____		NO SCALE	
DRAWN		____		REV. AND REDRAWN, JUNE 2015	
TRACED		____		NUMBER	
CHECKED		____		T-15A	

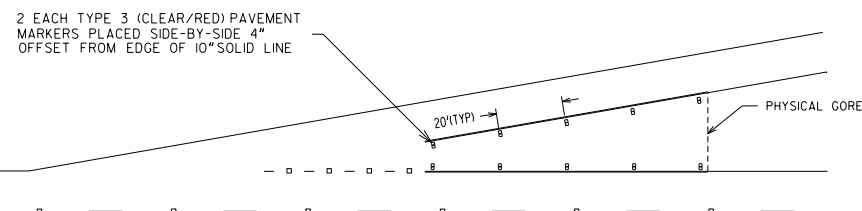
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

GORE AREA RPM SPACING

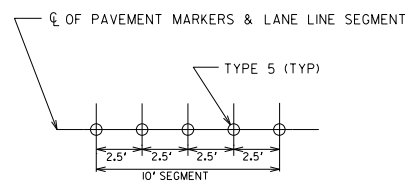
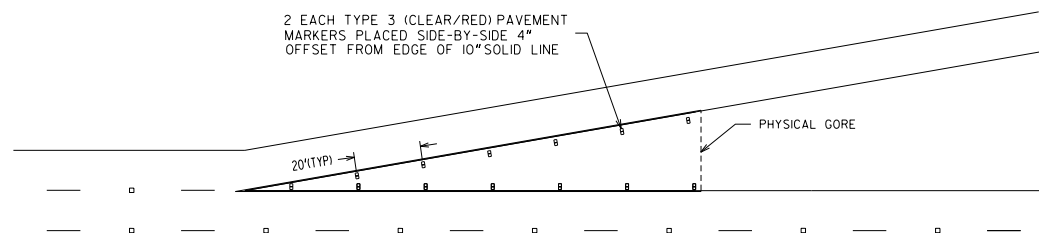
EXIT RAMP



ENTRANCE RAMP



FREE-FLOW RAMP



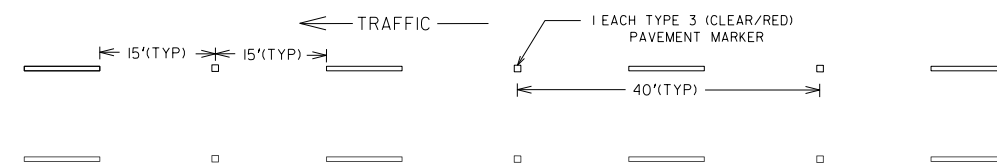
ALTERNATE PAVEMENT MARKER INSTALLATION
(USE ON ALL LANE LINES WHEN LANE LINES CROSS
LONGITUDINAL CONCRETE PAVEMENT JOINTS)

GENERAL NOTES:

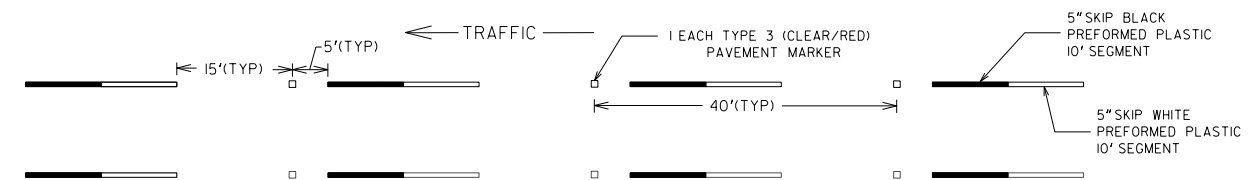
1. FOR SPECIFICATIONS REFER TO STANDARD SPECIFICATIONS; SECTION 654-RAISED PAVEMENT MARKERS.
2. CENTERLINE OF TYPE 3 RAISED PAVEMENT MARKERS SHALL COINCIDE WITH CENTERLINE OF MARKINGS.
3. CLEAR FACE OF TYPE 3 RAISED PAVEMENT MARKERS SHALL BE ORIENTED TOWARD APPROACHING TRAFFIC.

MAINLINE RPM SPACING

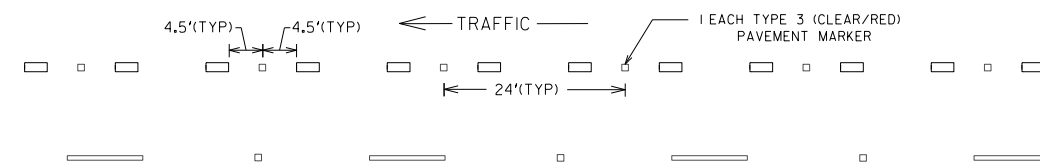
SKIP WHITE 10' SEGMENT (30' GAP)



SKIP WHITE W/ CONTRAST 20' SEGMENT (20' GAP)



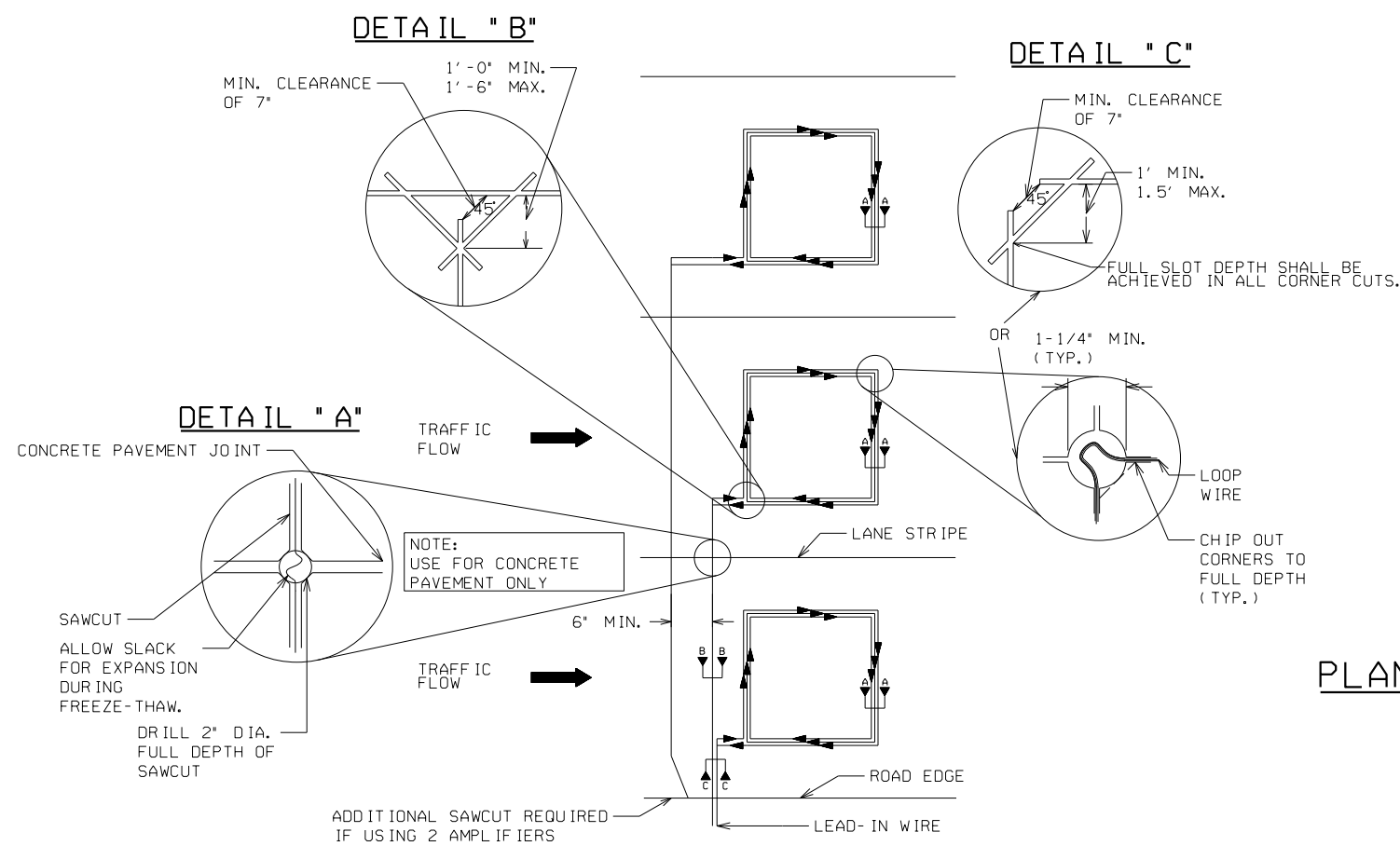
SKIP WHITE 3' SEGMENT (9' GAP)



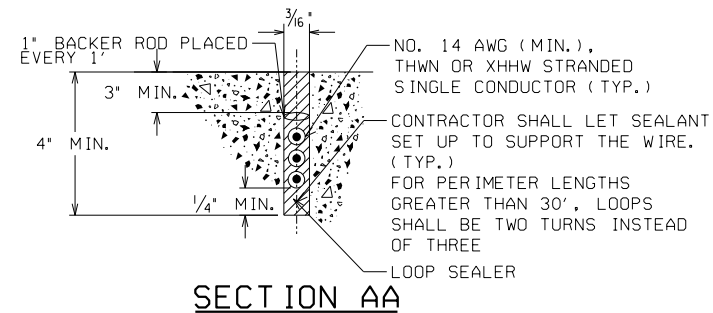
SKIP WHITE W/ CONTRAST 6' SEGMENT (6' GAP)



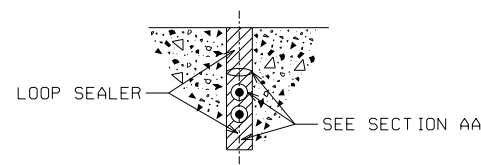
9-15-2016		DATE		DEPARTMENT OF TRANSPORTATION	
				STATE OF GEORGIA	
				CONSTRUCTION DETAILS	
				RAISED PAVEMENT MARKER LOCATION	
				LIMITED ACCESS ROADWAY	
				NO SCALE	
				JANUARY 2000	
				NUMBER	
				T-15B	



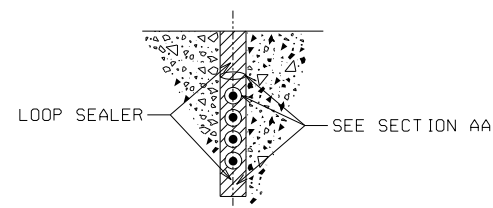
PLAN VIEW OF STANDARD LOOP SAW CUTS



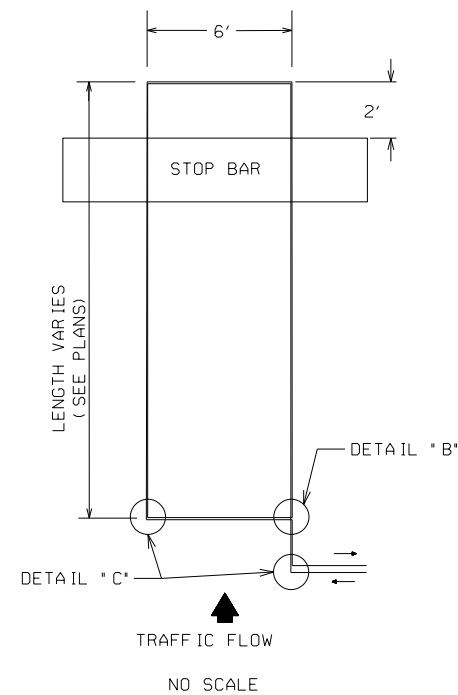
SECTION AA



SECTION BB

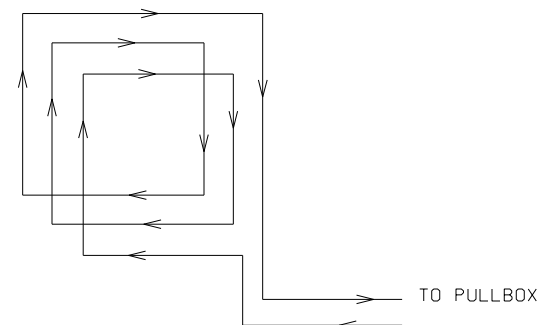


SECTION CC

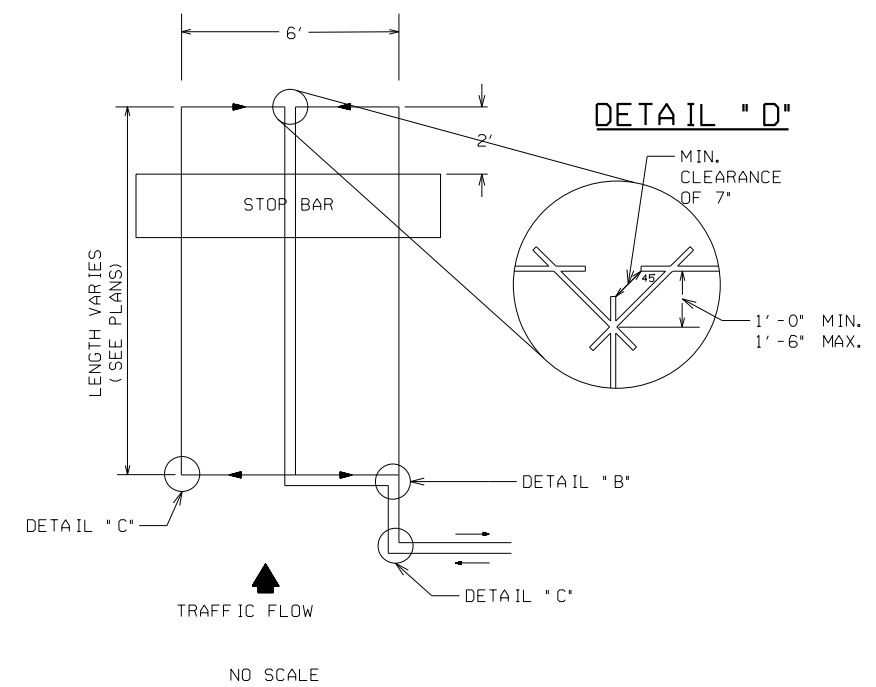


PLAN VIEW OF DIPOLE LOOP

LOOP WIRE CONFIGURATION
 THE DOUBLE LAYER CONFIGURATION (2-2) SHOWN IS A MINIMUM DESIGN. FOR NORMAL INSTALLATIONS WHEN REQUIRED BY THE PLANS.

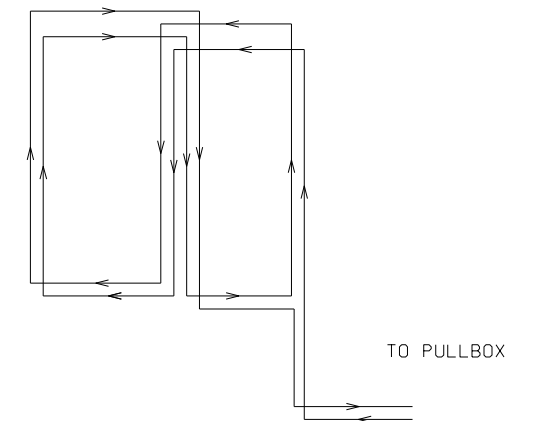


DIPOLE LOOP WIRE PLAN



PLAN VIEW OF QUADRUPOLE

LOOP WIRE CONFIGURATION
 THE DOUBLE LAYER CONFIGURATION (2-4-2) SHOWN IS A MINIMUM DESIGN. FOR NORMAL INSTALLATIONS WHEN REQUIRED BY THE PLANS.

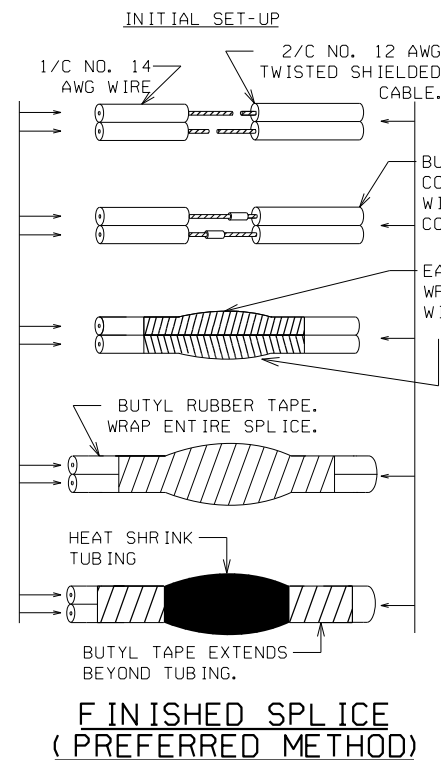
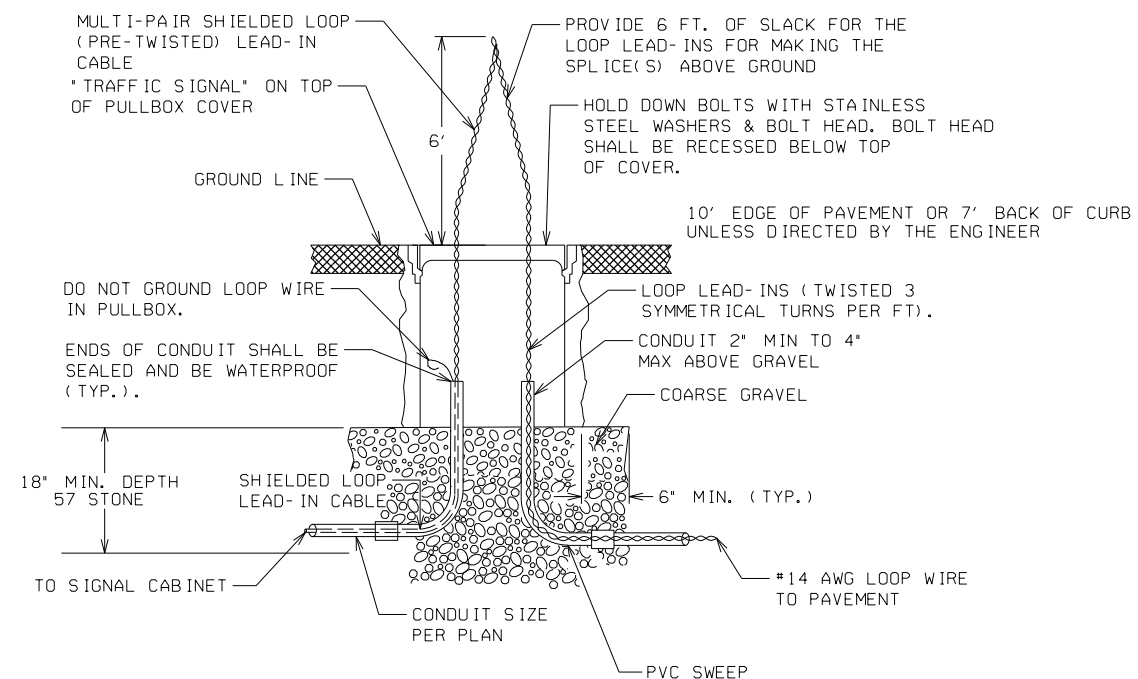


QUADRUPOLE LOOP WIRE PLAN

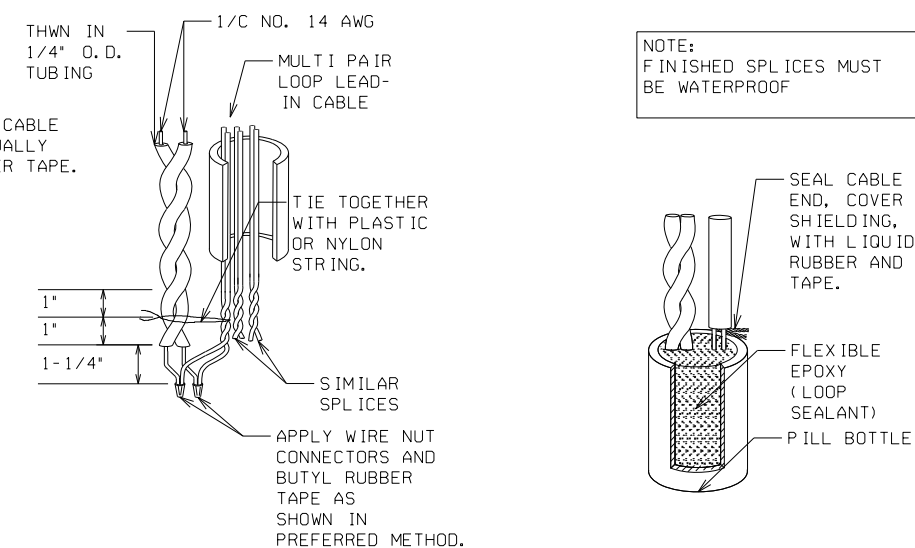
- GENERAL NOTES:**
1. INDUCTANCE LOOPS SHALL NOT BE INSTALLED IN A BRIDGE DECK. LOOPS MAY BE INSTALLED IN A BRIDGE APPROACH SLAB.
 2. NO INDUCTANCE LOOP LEADS THROUGH TURNING RADIUS AT INTERSECTION.
 3. INDUCTANCE LOOPS SHALL BE WOUND IN OPPOSITE DIRECTIONS IN ADJACENT LANES.
 4. INDUCTANCE LOOPS SHALL NOT CROSS PAVEMENT TYPES (ASPHALT TO CONCRETE).

DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION		CONSTRUCTION DETAIL	
BY		INDUCTIVE LOOP DETECTOR INSTALLATION	
		NOVEMBER 2020 NO SCALE	NUMBER TS-OIA

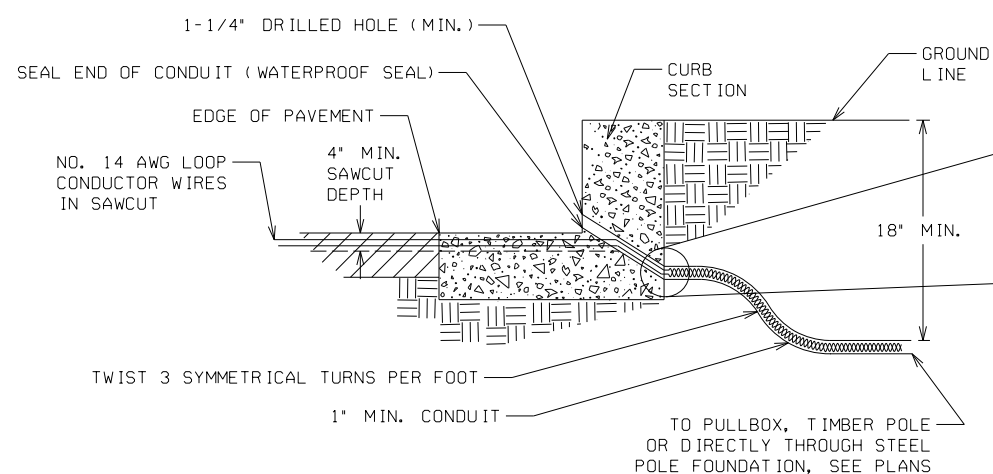
TYPICAL CONDUIT ENTRANCE DETAILS TYPE 1, 2, 3, 4S, & 5S PULLBOX



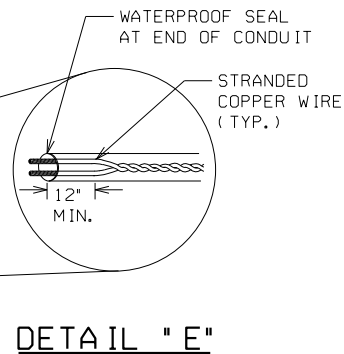
SPLICE DETAILS



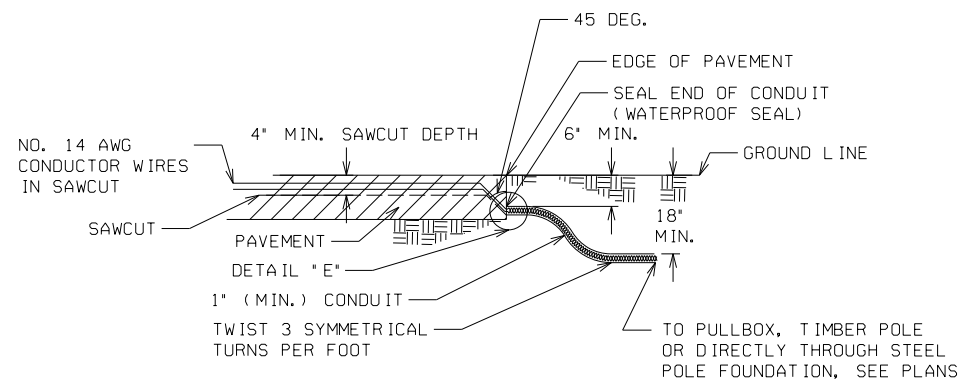
EDGE OF PAVEMENT DETAILS



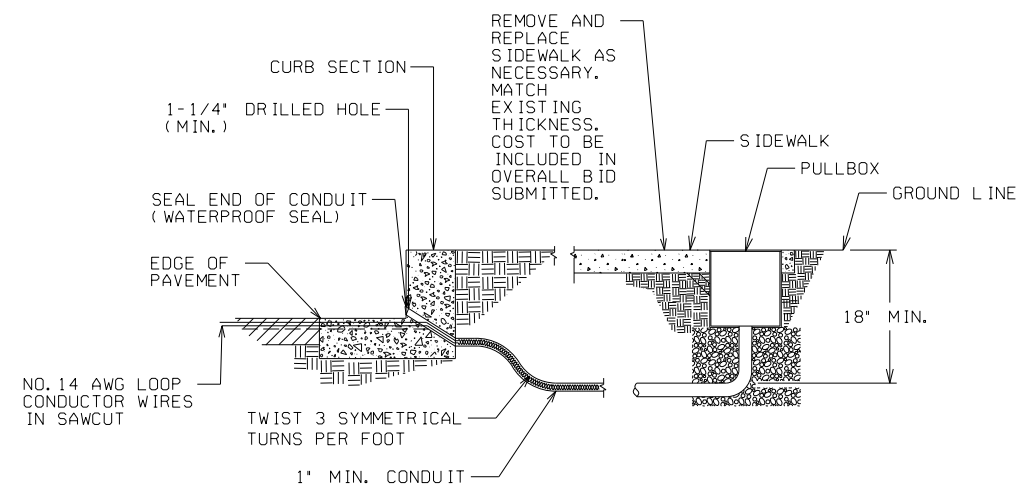
TYPICAL CURB DETAIL
(WITHOUT SIDEWALK)



DETAIL "E"

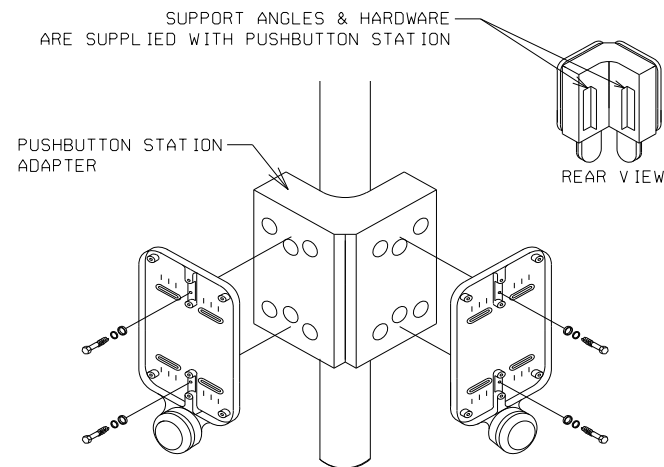


DETAIL WHERE NO CURB EXISTS

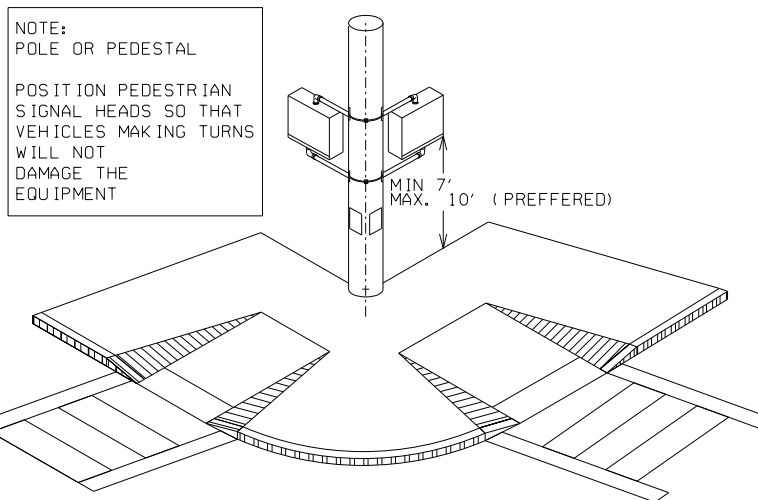


TYPICAL CURB DETAIL
(WITH SIDEWALK)

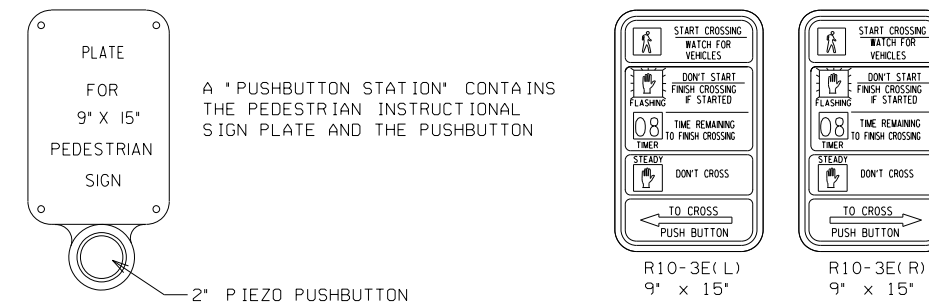
DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION		CONSTRUCTION DETAIL	
BY		INDUCTIVE LOOP DETECTOR INSTALLATION	
		NOVEMBER 2020 NO SCALE	
		NUMBER TS-OIB	



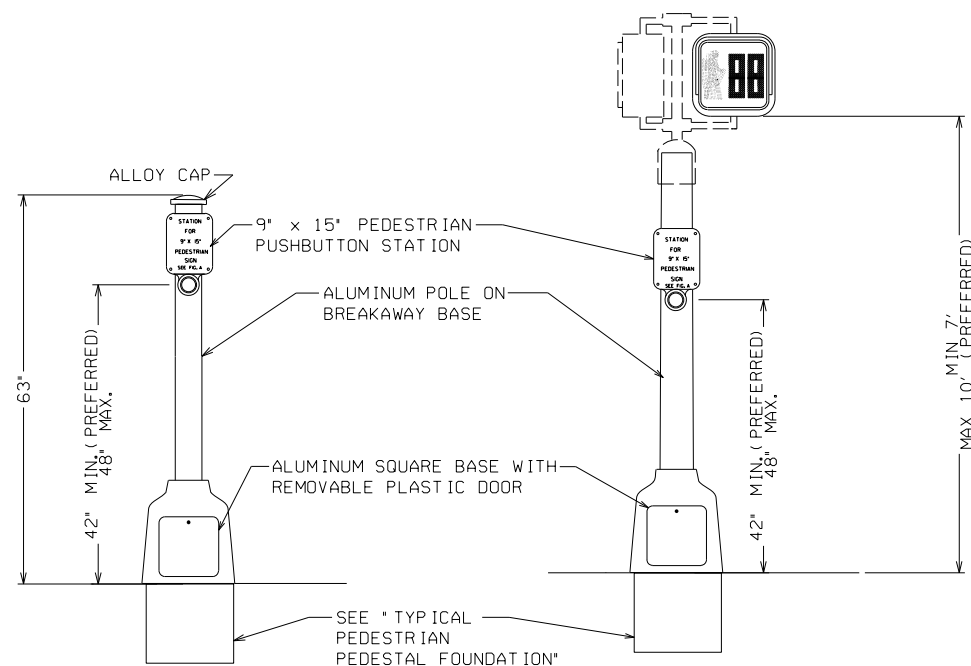
DOUBLE PUSHBUTTON STATION ADAPTER FOR 4" DIA. PEDESTRIAN PEDESTAL



PEDESTRIAN SIGNAL HEAD ORIENTATION FOR SIDE OF POLE MOUNTING



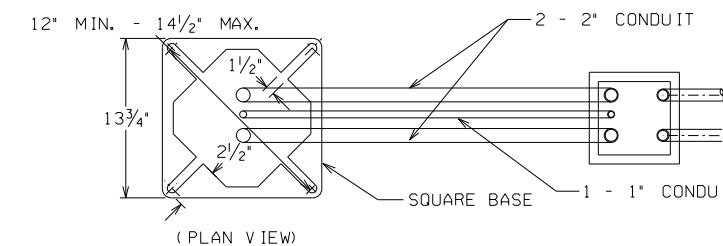
PEDESTRIAN PUSHBUTTON STATION AND SIGNS



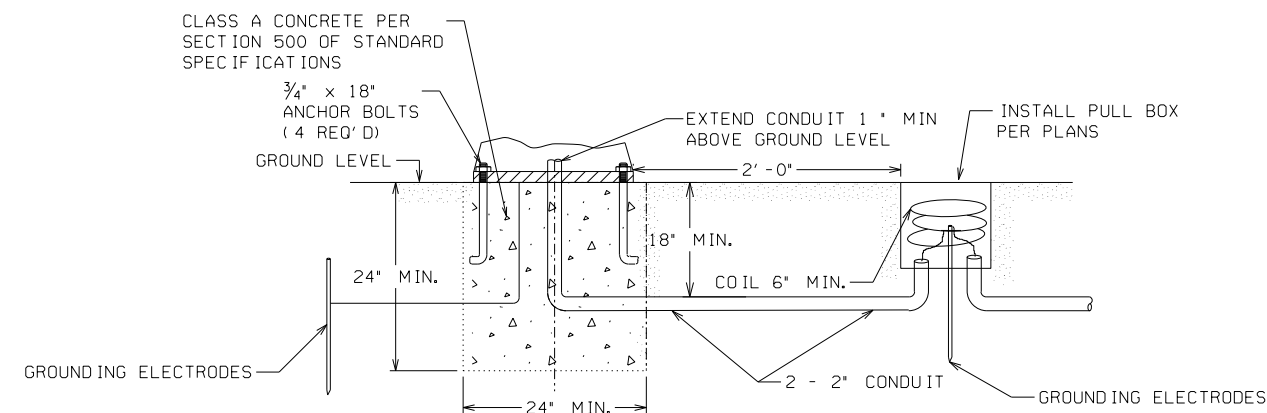
PEDESTRIAN PUSHBUTTON POST

PEDESTRIAN SIGNAL PEDESTAL

NOTE: DETAILS SHOWN ARE FOR TOP POST MOUNTING ASSEMBLY ON 10' PEDESTRIAN POLE. A CLAMSHELL MOUNTING ASSEMBLY (NOT SHOWN) MAY BE USED AS APPROVED BY THE DEPARTMENT. THE CLAMSHELL MOUNTING HARDWARE ASSEMBLY SHALL MEET THE SAME GDOT STANDARDS AS THE PEDESTRIAN SIGNAL HOUSING IN PAINT AND MATERIAL.



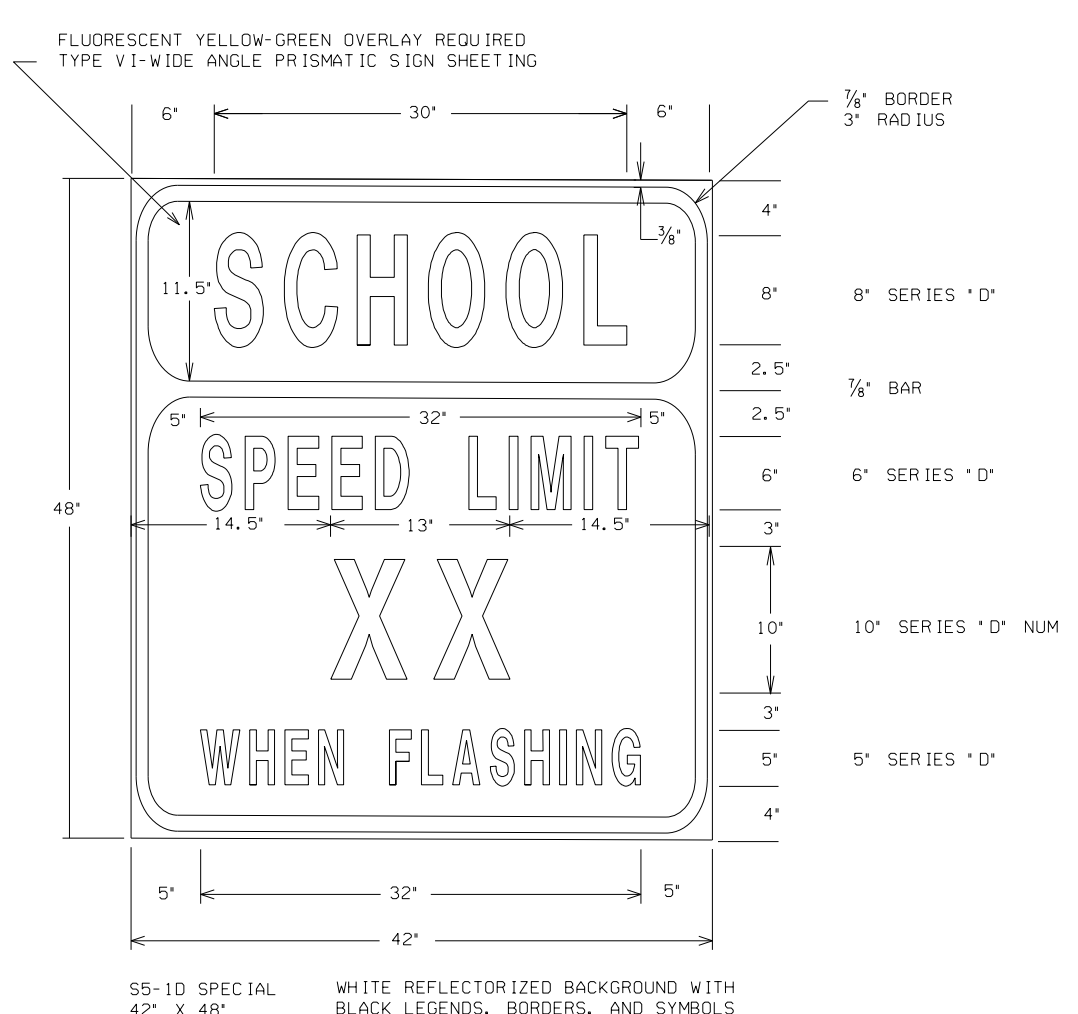
CROSS SECTION A-A



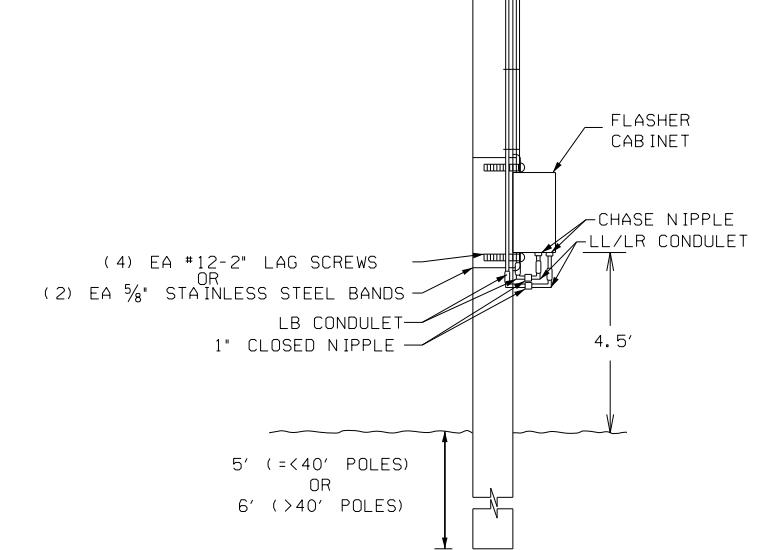
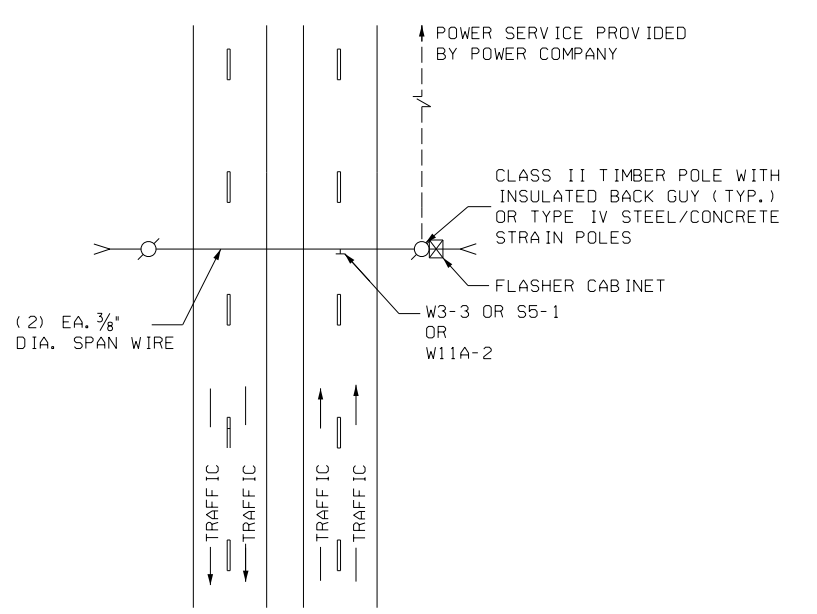
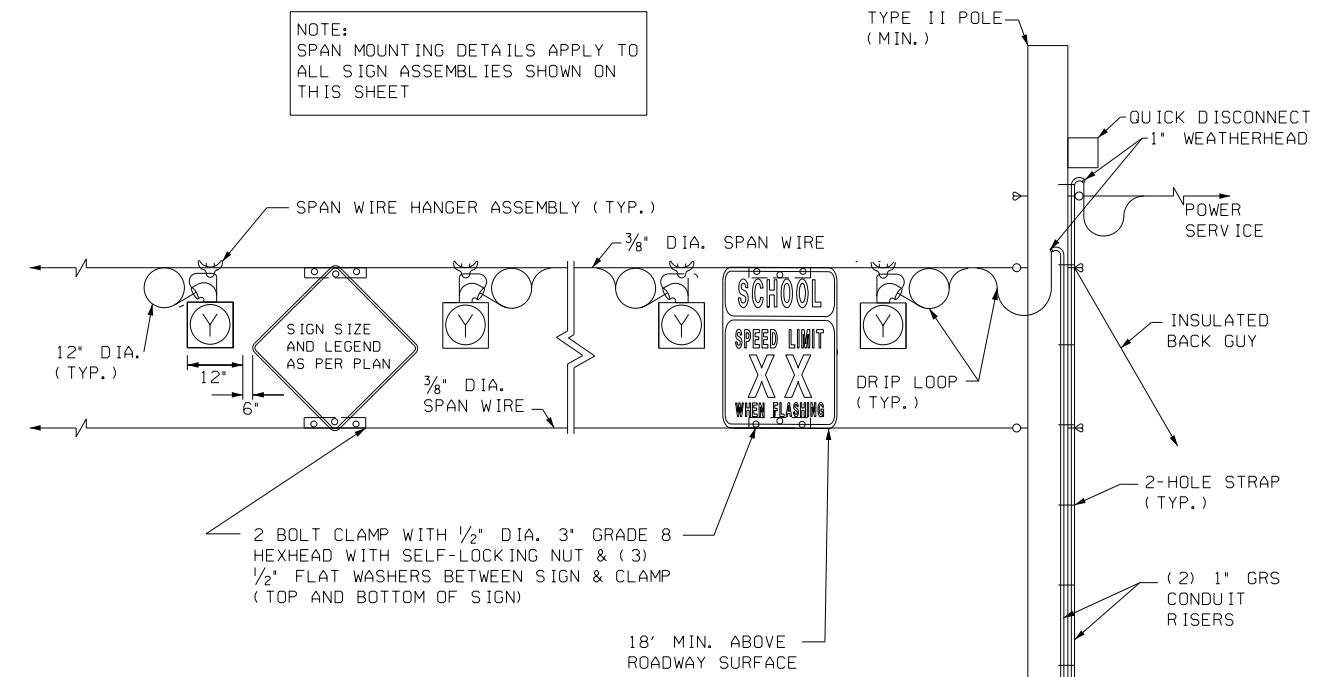
TYPICAL PEDESTRIAN PEDESTAL FOUNDATION

NOTE: SEE TS-06 FOR GROUNDING DETAILS

DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION		CONSTRUCTION DETAIL PEDESTRIAN FACILITIES INSTALLATION	
BY		NOVEMBER 2020 NO SCALE	NUMBER TS-03



NOTE: THE SPECIAL S5-1D (42" X 48") SCHOOL SPEED LIMIT SIGN DETAIL, SHOWN ABOVE MAY BE USED WITH POST MOUNTED INSTALLATION; SEE DETAIL FOR "FLASHING SCHOOL ASSEMBLY" WHEN SIGN IS USED FOR GROUND/POST MOUNTED INSTALLATION WITH FLASHING BEACON.



SITE LAYOUT

FRONT VIEW

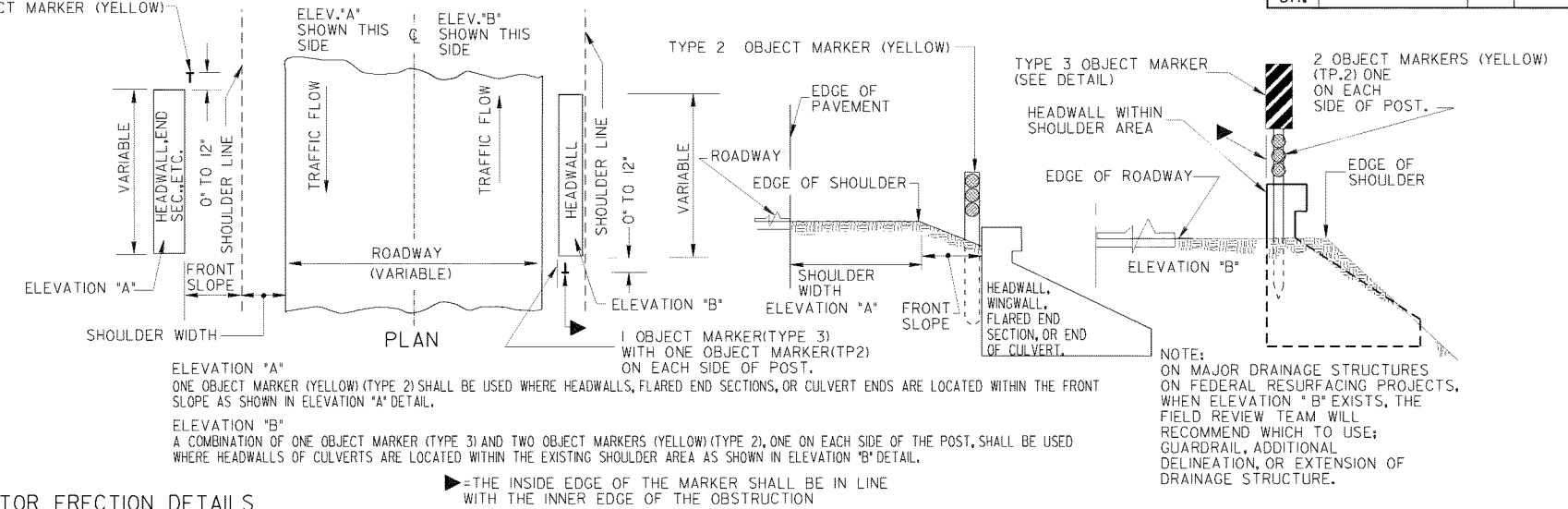
- STANDARD SIGN SUMMARY GENERAL NOTES
- ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION) AND GEORGIA'S STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
 - ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF 7 FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN OR ASSEMBLY.
 - IN ORDER TO MEET CLEAR ZONE REQUIREMENTS, FIXED OBJECTS SHALL BE PLACED WITH APPROPRIATE OFFSET AS DEFINED IN THE GDOT DESIGN POLICY MANUAL OR AASHTO'S "ROADSIDE DESIGN GUIDE", OR BE PROTECTED BY GUARDRAIL. FOR GUARDRAIL APPLICATIONS, PROVIDE A MINIMUM SPACING OF 6 FEET BETWEEN THE FACE OF THE GUARDRAIL AND THE FACE OF ALL OBJECTS BEHIND THE GUARDRAIL.
 - TYPE 9 REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
 - TYPE XI (VERY HIGH INTENSITY) YELLOW-GREEN FLOURESCENT BACKGROUND SHALL BE USED FOR ALL SCHOOL WARNING SIGNS. THE "SCHOOL" PORTION OF THE SCHOOL SPEED LIMIT (S5-1 OR S5-1D SPECIAL) SIGNS AND ANY SUPPLEMENTAL PLAQUES USED IN ASSOCIATION WITH THESE WARNING SIGNS SHALL USE A TYPE XI (VERY HIGH INTENSITY) FLOURESCENT YELLOW-GREEN BACKGROUND WITH BLACK LEGEND AND BORDER UNLESS OTHERWISE NOTED IN THE M.U.T.C.D.
 - REFER TO GDOT TRAFFIC SIGNAL STANDARD DETAILS AND GDOT STANDARD SPECIFICATIONS 647 AND 925.

DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION		CONSTRUCTION DETAIL	
BY		FLASHING BEACON ASSEMBLY SPAN WIRE INSTALLATION	
		NOVEMBER 2020 NO SCALE	NUMBER TS-10A

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

SEE T-22A and T-22B FOR BRIDGE DELINEATION DETAILS

LOCATION OF OBJECT MARKERS AT CULVERT ENDS



RECOMMENDED SPACING FOR DELINEATORS

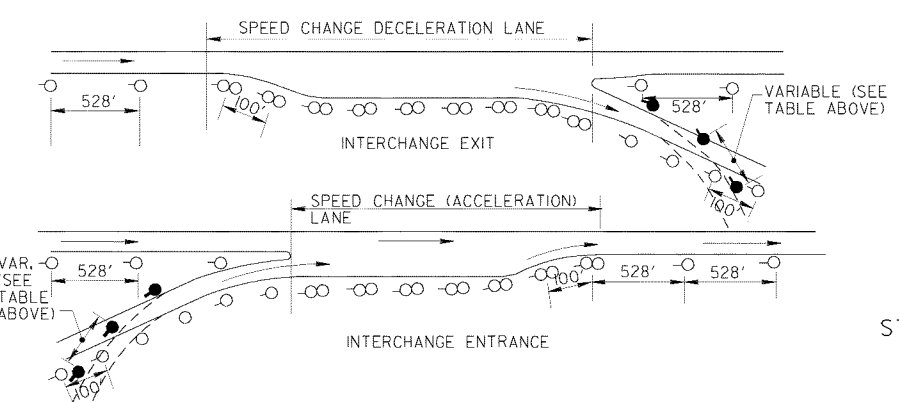
DELINEATORS SHOULD NORMALLY BE SPACED 528' APART, WHERE SUCH IS INTERRUPTED BY DRIVEWAYS, CROSSROADS, ETC., AND WHERE UNDER THE NORMAL SPACING, A DELINEATOR WOULD FALL WITHIN SUCH AN AREA, THAT DELINEATOR MAY BE MOVED IN EITHER DIRECTION A DISTANCE NOT EXCEEDING 1/4 (132') OF THE NORMAL SPACING, IF SUCH DELINEATOR STILL FALLS WITHIN THAT AREA, IT SHOULD BE ELIMINATED. SEE TABLE BELOW FOR RECOMMENDED SPACING OF HORIZONTAL CURVES.

RADIUS OF CURVE (IN FEET)	SPACING ON CURVE (IN FEET)	SPACING IN ADVANCE & BEYOND CURVE (IN FEET) (MAINLINE ONLY)		
		1ST	2ND	3RD
50	20	40	65	125
150	30	60	90	180
200	35	70	110	215
250	40	85	125	250
300	50	95	145	290
400	55	110	170	300
500	65	125	190	300
600	70	140	210	300
700	75	150	230	300
800	80	165	245	300
900	85	175	260	300
1000	90	185	275	300

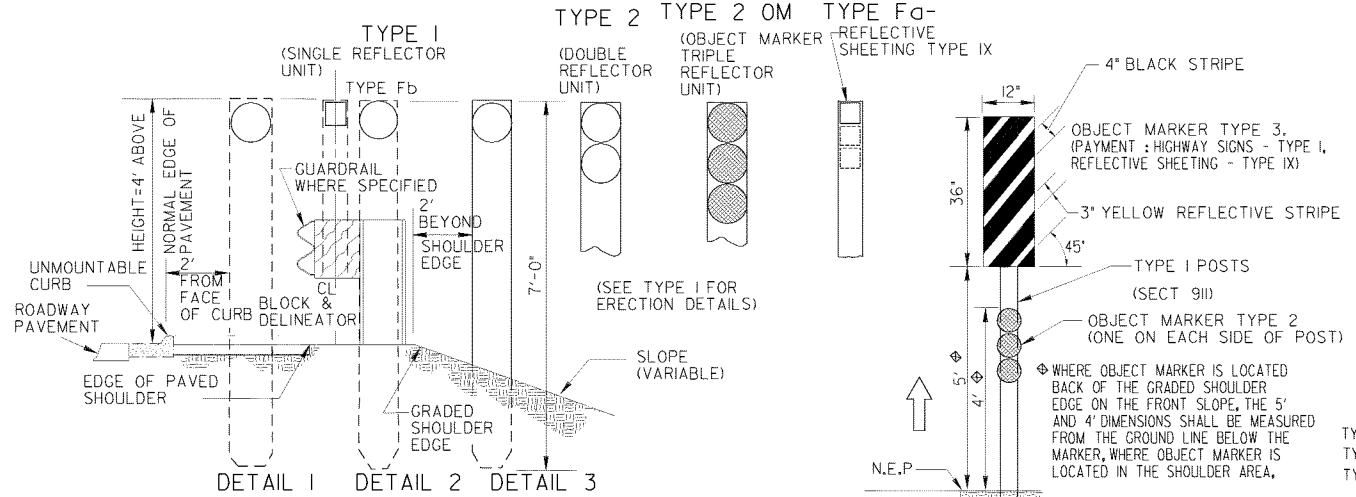
(1) SPACING, S, FOR SPECIFIC RADIUS NOT SHOWN MAY BE INTERPOLATED FROM THE TABLE OR COMPUTED FROM THE FORMULA $S = \sqrt{R \cdot 50}$, WHERE R IS THE RADIUS OF CURVATURE IN FT. AND S IS ROUNDED TO THE NEAREST 5 FT. THE SPACING TO THE FIRST DELINEATOR IN ADVANCE OF THE CURVE IS 2S, TO THE SECOND 3S, AND THE THIRD 6S, BUT NONE TO EXCEED 300 FEET, MINIMUM SPACING IS 20 FEET.

LOCATION OF DELINEATORS ON FREEWAY & EXPRESSWAY TYPE HIGHWAYS

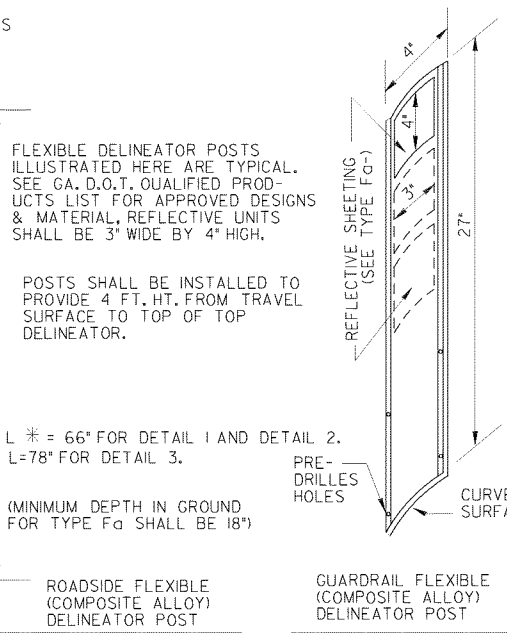
- TYPES OF DELINEATORS, ERECTION LOCATION, AND SPACING SHALL BE AS FOLLOWS.
- SINGLE CRYSTAL (WHITE) REFLECTOR UNITS (TYPE 1 DELINEATOR) ON RIGHT SIDE OF MAINLINE AT 528 FOOT SPACING & ON RT. SIDE OF RAMP TGT. SECTIONS AT 100 FOOT SPACING FROM PHYSICAL CORE TO RAMP TERMINUS.
 - DOUBLE CRYSTAL (WHITE) REFLECTOR UNITS (TYPE 2 DELINEATOR) ON RIGHT SIDE OF SPEED CHANGE (ACCELERATION & DECELERATION) LANES THAT ARE ON RIGHT SIDE OF MAINLINE AT 100 FOOT SPACING FROM TAPER TO PHYSICAL CORE.
 - (YELLOW) SINGLE YELLOW REFLECTOR UNITS (TYPE 1 DELINEATOR) ON LEFT SIDE OF RAMP HORIZONTAL CURVES & ON LEFT SIDE OF MAINLINE HORIZONTAL CURVES GREATER THAN 3° CURVATURE.
 - (YELLOW) DOUBLE YELLOW REFLECTOR UNITS (TYPE 2 DELINEATOR) ON LEFT SIDE OF SPEED CHANGE (ACCELERATION & DECELERATION) LANES THAT ARE ON LEFT SIDE OF MAINLINE AT 100 FOOT SPACING FROM TAPER TO PHYSICAL CORE.
 - (RED) SINGLE REFLECTOR UNITS (TYPE 1 DELINEATOR) ON LEFT SIDE OF EXIT RAMP AT 100 FOOT SPACING FROM "WRONG WAY" SIGN TO RAMP TERMINUS. USE TYPE 1A RED DELINEATORS ON RIGHT OR LEFT SIDE OF EXIT RAMP WHERE TYPE 1 WHITE OR YELLOW DELINEATORS ARE USED FACE OF RED DELINEATORS ORIENTED OPPOSITE TO NORMAL TRAFFIC FLOW.



DELINEATOR ERECTION DETAILS



DETAIL OF OBJECT MARKER

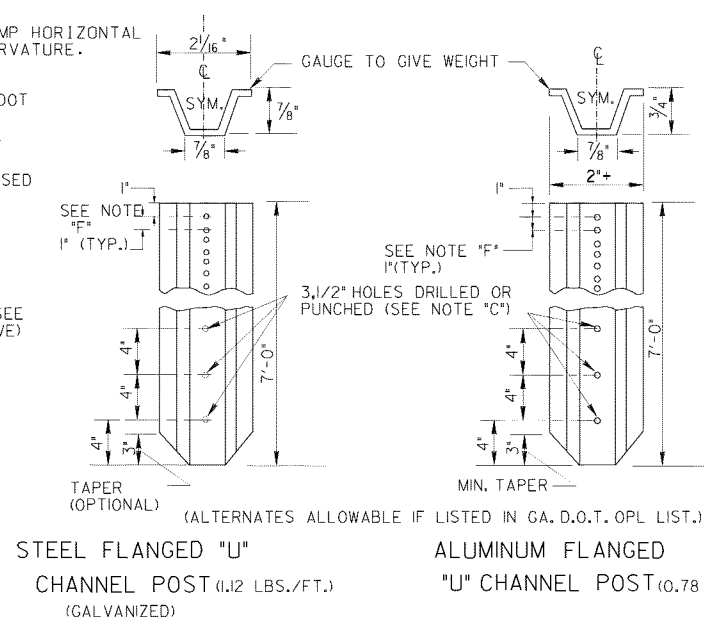


TYPES OF DELINEATORS

- TYPE 1 - ALUMINUM OR GALVANIZED STEEL FLANGED "U" CHANNEL POST WITH SINGLE REFLECTOR UNIT. REFLECTOR UNIT TO CONSIST OF: (A) ONE 3" DIAMETER SEALED PRISMATIC REFLEX REFLECTOR WITH PLATE AND FRAME, OR (B) ONE 4" X 5" RECTANGULAR TYPE I, LEVEL A REFLECTIVE SHEETING REFLECTOR WITH PLATE AND FRAME, OR (C) ONE 3/4" DIAMETER CENTER MOUNT SEALED PRISMATIC REFLEX REFLECTOR HOUSED IN ALUMINUM BACKING WITH SINGLE GROMMETTED HOLE IN CENTER OF EACH REFLECTOR.
- TYPE 2 - ALUMINUM OR GALVANIZED STEEL FLANGED "U" CHANNEL POST WITH DOUBLE REFLECTOR UNIT. REFLECTOR UNIT TO CONSIST OF: (A) TWO 3" DIAMETER SEALED PRISMATIC REFLEX REFLECTORS WITH PLATE AND FRAME, OR (B) TWO 4" X 5" RECTANGULAR TYPE I, LEVEL A REFLECTIVE SHEETING REFLECTORS WITH PLATE AND FRAME, OR (C) TWO 3/4" DIAMETER CENTER MOUNT SEALED PRISMATIC REFLEX REFLECTOR HOUSED IN ALUMINUM BACKING WITH SINGLE GROMMETTED HOLE IN CENTER OF EACH REFLECTOR.
- TYPE 3 - ALUMINUM OR GALVANIZED STEEL FLANGED "U" CHANNEL POST WITH TRIPLE REFLECTOR UNIT. REFLECTOR UNIT TO CONSIST OF: (A) THREE 3" DIAMETER SEALED PRISMATIC REFLEX REFLECTORS WITH PLATE AND FRAME, OR (B) THREE 4" X 5" RECTANGULAR TYPE I, LEVEL A REFLECTIVE SHEETING REFLECTORS WITH PLATE AND FRAME, OR (C) THREE 3/4" DIAMETER CENTER MOUNT SEALED PRISMATIC REFLEX REFLECTORS HOUSED IN ALUMINUM BACKING WITH SINGLE GROMMETTED HOLE IN CENTER OF EACH REFLECTOR.
- TYPE 1A - SINGLE REFLECTOR UNIT ONLY MOUNTED ON POST OR STRUCTURE ALREADY IN PLACE. REFLECTOR UNIT SAME AS FOR TYPE 1, 2, AND 2 OM, RESPECTIVELY.
- TYPE 2A - DOUBLE REFLECTOR UNIT ONLY MOUNTED ON POST OR STRUCTURE ALREADY IN PLACE. REFLECTOR UNIT SAME AS FOR TYPE 1, 2, AND 2 OM, RESPECTIVELY.
- TYPE Fb - FLEXIBLE DELINEATOR POSTS SHALL BE USED AT LOCATIONS WHERE HIGH FREQUENCY OF HITS ARE CONTEMPLATED, SUCH AS GORE AREAS, OUTSIDE OF SHARP CURVES, ETC., AND MAY ALSO BE USED AS ALTERNATIVES TO EITHER TYPE 1, TYPE 2, OR TYPE 3 DELINEATORS WHEN SPECIFIED ON THE PLANS. DIFFERENT DESIGN FLEXIBLE DELINEATORS PERMITTED IF APPROVED BY THE GA. D.O.T. OFFICE OF MATERIALS AND RESEARCH.

GENERAL NOTES:

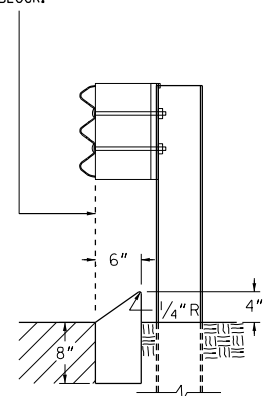
- A- SPECIFICATIONS: GA. STANDARD, CURRENT EDITION, & SUPPLEMENTS THERETO.
- B- REFLECTORS FOR TYPES 1 AND 1A SHALL BE CRYSTAL (WHITE), YELLOW OR RED, AS SPECIFIED ON THE PLANS. REFLECTORS FOR TYPES 2 AND 2A SHALL BE CRYSTAL (WHITE) OR YELLOW AS SPECIFIED ON THE PLANS. REFLECTORS FOR TYPE 3 AND 3A SHALL BE YELLOW ONLY AS SPECIFIED ON THE PLANS.
- C- WHEN POSTS ARE SET IN CONCRETE, METAL RODS SHALL BE INSERTED IN 3/2" DIA. HOLES LOCATED AT BOTTOM OF POST. MIN SIZE OF RODS SHALL BE 1/4" DIA. X 3" LONG.
- D- MONODIRECTIONAL DELINEATORS SHALL BE USED AND ERECTED AT THE RECOMMENDED SPACING, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- E- FOR ADDITIONAL DATA ON DELINEATORS, REFER TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND ALL SUPPLEMENTS THERETO.
- F- DRILL OR PUNCH (7/8" DIA. HOLES ON 1" CENTERS FOR A DISTANCE OF 17" MINIMUM FROM TOP POST.



REV. OBJECT MARKER TYPE, 4-10-06	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
DELETED DETAIL AND REV.	REVISION	STANDARD DELINEATORS & MARKERS AND ALTERNATE POSTS	
NO SCALE	REV. & REDR. MAR., 2001		
DES. (SUBMITTED) <i>B.A.H.</i>	STATE ROAD & AIRPORT DESIGN ENGINEER	NUMBER 9030C	
REV. (APPROVED) <i>O.L.H.</i>	CHIEF ENGINEER		

RAISED EDGE WITH CONCRETE GUTTER

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

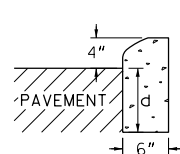


TYPE 8

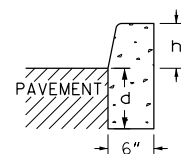
TYPE 8 HEADER CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 4382.

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.

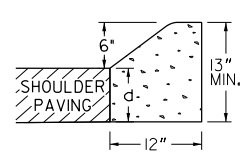
THE DIMENSION d MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVEMENT TYPICAL SECTION.



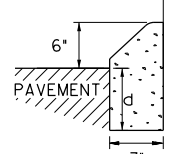
TYPE 1



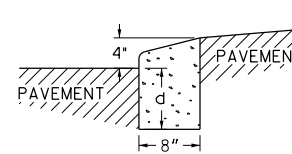
TYPE 2, 3 OR 4



TYPE 6



TYPE 7

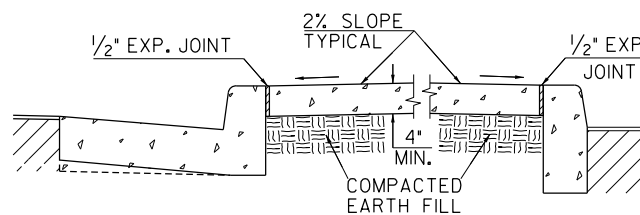


TYPE 9 TRUCK APRON IN ROUNDABOUTS

NOTE: IF CONCRETE MEDIAN INTERCEPTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (CONSTRUCTION DETAIL A-3 AND A-4) WILL BE REQUIRED.

CONCRETE MEDIAN (Between Curbs)

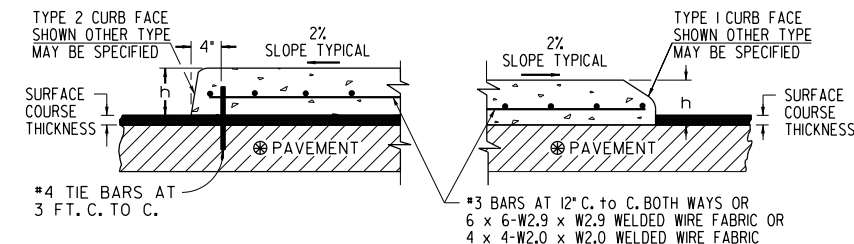
NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.



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

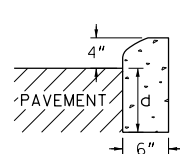
CONCRETE MEDIANS (Integral)

-WITH TIE BARS- **-WITHOUT TIE BARS-**

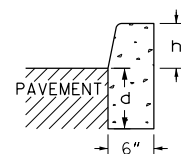


NOTE: IF FINAL SURFACE COURSE IS PRESENT OR MUST BE INSTALLED BEFORE THE CONCRETE MEDIAN CAN BE INSTALLED, THEN DOWELED IN CONCRETE MEDIAN IS REQUIRED.

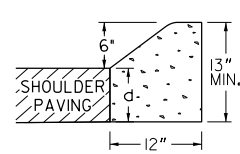
CONCRETE HEADER CURBS



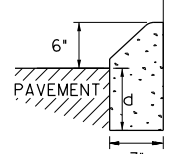
TYPE 1



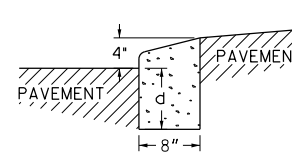
TYPE 2, 3 OR 4



TYPE 6

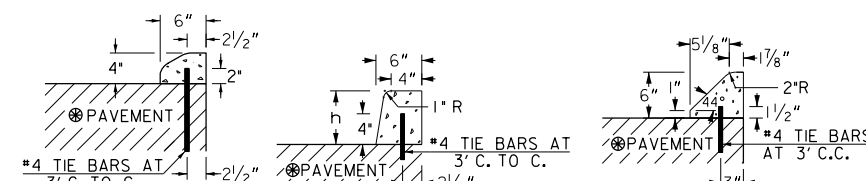


TYPE 7



TYPE 9 TRUCK APRON IN ROUNDABOUTS

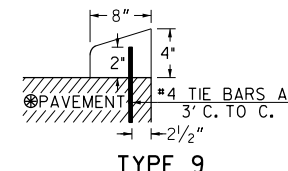
CONCRETE DOWELED INTEGRAL CURBS



TYPE 1

TYPE 2, 3 OR 4

TYPE 7



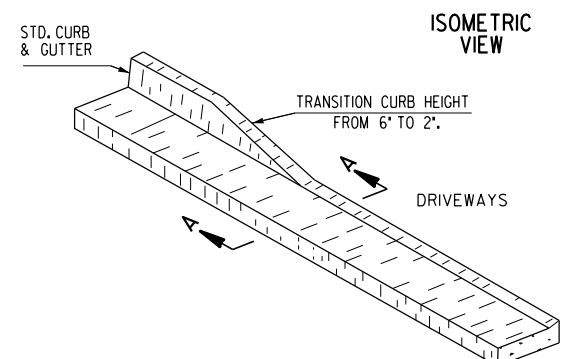
TYPE 9

- 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"
9	6"	8"

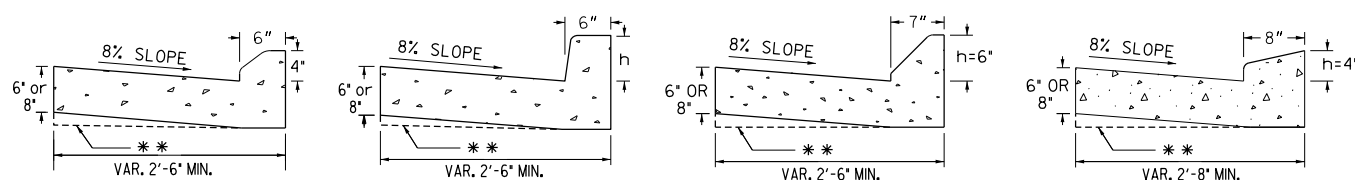
NOTE: TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-31)

DETAILS OF RECESSED CURB FOR DRIVEWAYS



NOTE: CURB & GUTTER WILL BE MEASURED FOR PAYMENT THRU THE DRIVE

CONCRETE CURB & GUTTER



TYPE 1

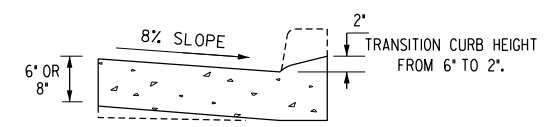
TYPE 2, 3 OR 4

TYPE 7

TYPE 9

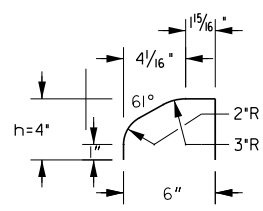
** AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

CURB FACE DESIGN

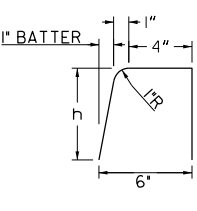


SECTIONAL VIEW SECTION A-A

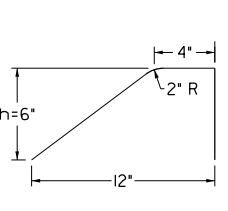
(SEE SEPARATE CONSTRUCTION DETAILS FOR DRIVEWAYS)



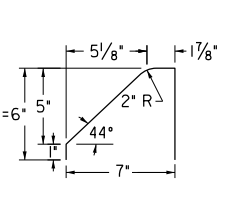
TYPE 1



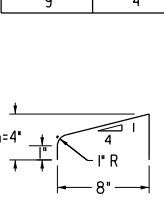
TYPE 2, 3 OR 4



TYPE 6



TYPE 7



TYPE 9

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
CONCRETE CURB & GUTTER
CONCRETE CURBS, CONCRETE MEDIANS

NOT TO SCALE OCT. 2011

NUMBER 9032B

DES. (SUBMITTED) [Signature]
DRW. STATE DESIGN POLICY ENGINEER
TRA. (APPROVED) [Signature]
CHK. CHIEF ENGINEER

REVISION	DATE
01-25-21	
REV. TP 1 C.F.D. RADIUS DIMS	
REV. TP 9 C.F.D. DIM HT TO 1"	
FROM GR. LEVEL TO RADIUS	
REV. TYP. 1 C.F.D. TYP. 8	02-10-20
OFFSET BLOCK & TYP. 9 C.D.I.C.	
ADDED TP 9 CURB & GUTTER	
REV. TYP. 9 CURB DETAIL	11-15-11
& REV. OVERALL LAYOUT	1-27-11
REV. MEDIAN NOTE AND	
ADDED TYP. 9 CURB DETAIL	3-03
ADDED TYP. 9 DETAIL	