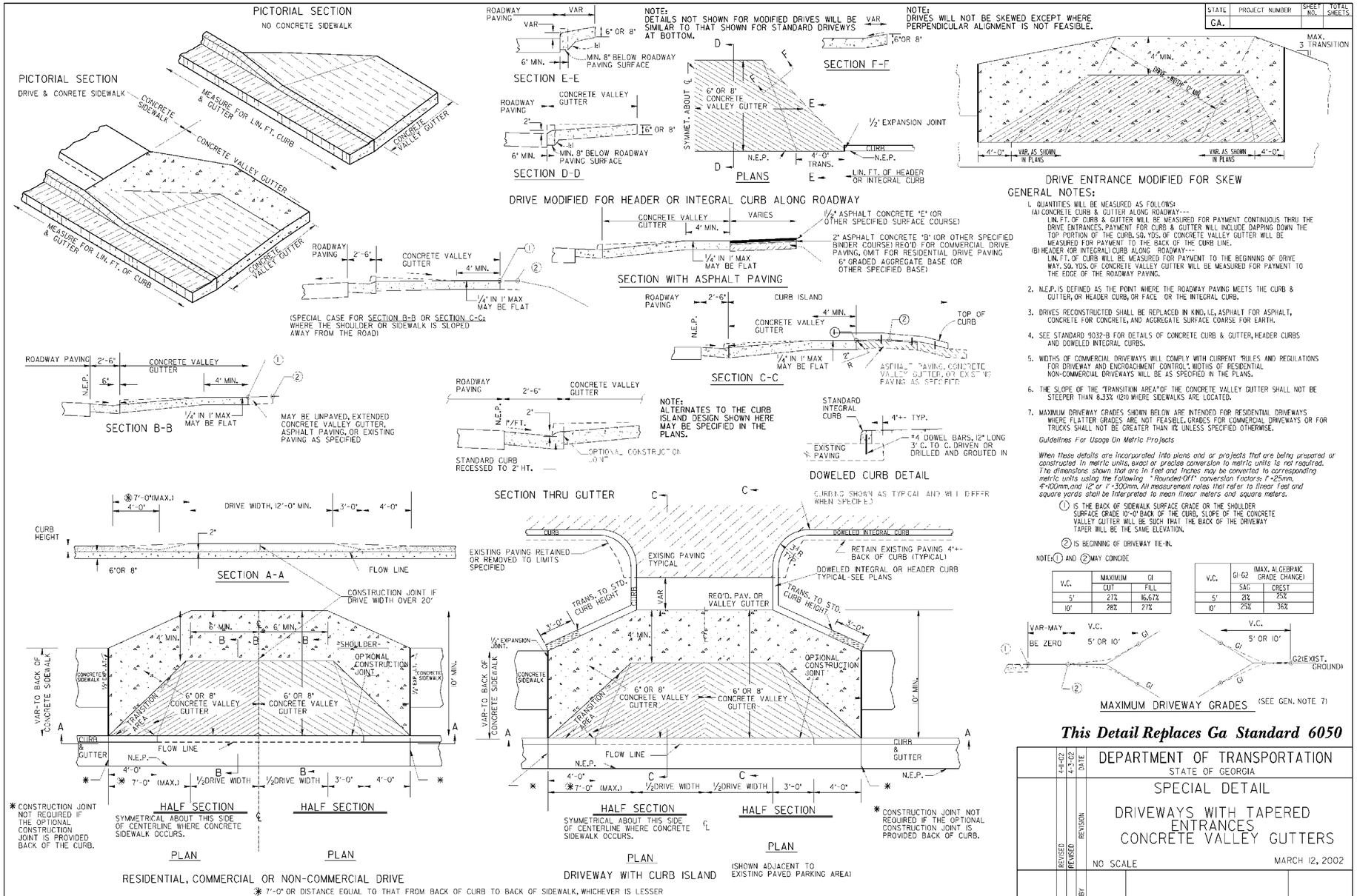
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



GENERAL NOTES:

1. QUANTITIES WILL BE MEASURED AS FOLLOWS:
   (A) CONCRETE CURB & GUTTER ALONG ROADWAY---
   LIN. FT. OF CURB & GUTTER WILL BE MEASURED FOR PAYMENT CONTINUOUS THRU THE DRIVE ENTRANCES. PAYMENT FOR CURB & GUTTER WILL INCLUDE DAPPING DOWN THE TOP PORTION OF THE CURB. SQ. YDS. OF CONCRETE VALLEY GUTTER WILL BE MEASURED FOR PAYMENT TO THE BACK OF THE CURB LINE.
   (B) HEADER (OR INTEGRAL) CURB ALONG ROADWAY---
   LIN. FT. OF CURB WILL BE MEASURED FOR PAYMENT TO THE BEGINNING OF DRIVE WAY. SQ. YDS. OF CONCRETE VALLEY GUTTER WILL BE MEASURED FOR PAYMENT TO THE EDGE OF THE ROADWAY PAVING.
2. N.E.P. IS DEFINED AS THE POINT WHERE THE ROADWAY PAVING MEETS THE CURB & GUTTER, OR HEADER CURB, OR FACE OR THE INTEGRAL CURB.
3. DRIVES RECONSTRUCTED SHALL BE REPLACED IN KIND, I.E, ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND AGGREGATE SURFACE COARSE FOR EARTH.
4. SEE STANDARD 9032-B FOR DETAILS OF CONCRETE CURB & GUTTER, HEADER CURBS AND DOWELED INTEGRAL CURBS.
5. WIDTHS OF COMMERCIAL DRIVEWAYS WILL COMPLY WITH CURRENT "RULES AND REGULATIONS FOR DRIVEWAY AND ENCROACHMENT CONTROL". WIDTHS OF RESIDENTIAL NON-COMMERCIAL DRIVEWAYS WILL BE AS SPECIFIED IN THE PLANS.
6. THE SLOPE OF THE "TRANSITION AREA" OF THE CONCRETE VALLEY GUTTER SHALL NOT BE STEEPER THAN 8.33% (12:1) WHERE SIDEWALKS ARE LOCATED.
7. MAXIMUM DRIVEWAY GRADES SHOWN BELOW ARE INTENDED FOR RESIDENTIAL DRIVEWAYS WHERE FLATTER GRADES ARE NOT FEASIBLE. GRADES FOR COMMERCIAL DRIVEWAYS OR FOR TRUCKS SHALL NOT BE GREATER THAN 10% UNLESS SPECIFIED OTHERWISE.

Guidelines For Usage On Metric Projects

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

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

② IS BEGINNING OF DRIVEWAY TIE-IN.

NOTE: ① AND ② MAY COINCIDE

V.C.	MAXIMUM GI	
	CUT	FILL
5'	21%	16.67%
10'	28%	21%

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

MAXIMUM DRIVEWAY GRADES (SEE GEN. NOTE 7)

This Detail Replaces Ga Standard 6050

REVISED	REVISED	BY	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
			4-4-02	SPECIAL DETAIL
			4-3-02	DRIVEWAYS WITH TAPERED ENTRANCES CONCRETE VALLEY GUTTERS
			REVISION	

NO SCALE — MARCH 12, 2002