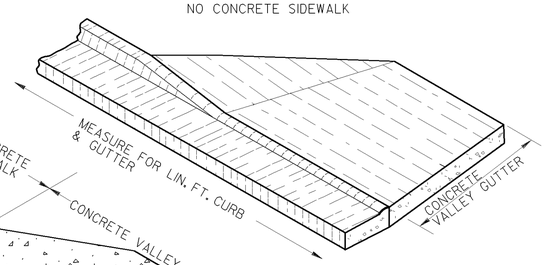
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.		139	168

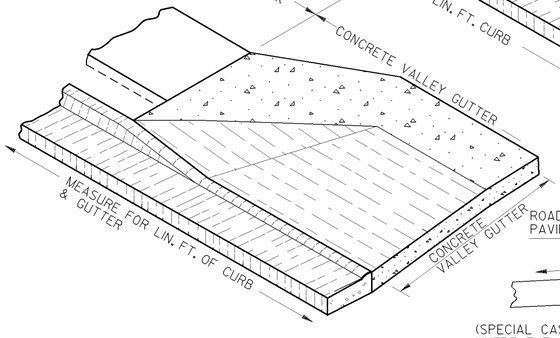
PICTORIAL SECTION

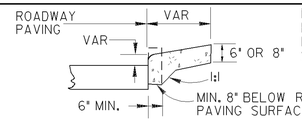
NO CONCRETE SIDEWALK



PICTORIAL SECTION

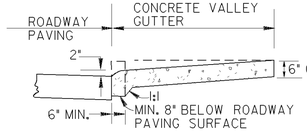
DRIVEWAY & CONRETE SIDEWALK



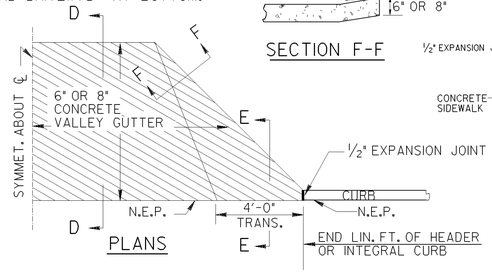


SECTION E-E

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



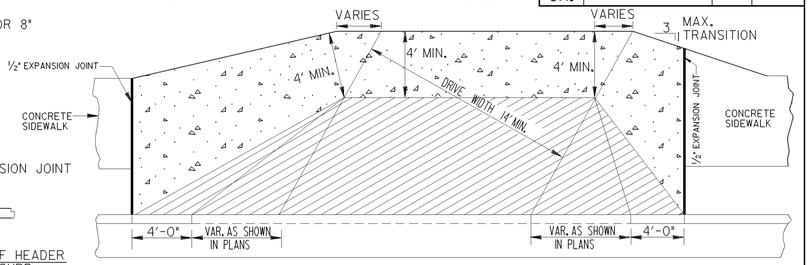
SECTION D-D



PLANS

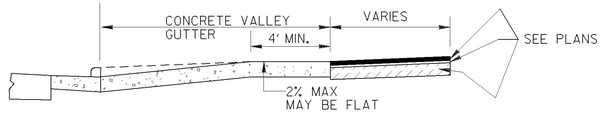
SECTION F-F

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

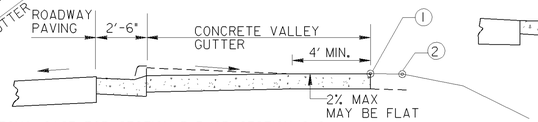


DRIVE ENTRANCE MODIFIED FOR SKEW

DRIVE MODIFIED FOR HEADER OR INTEGRAL CURB ALONG ROADWAY



SECTION WITH ASPHALT PAVING

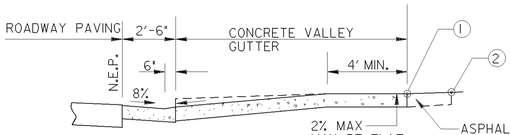


(SPECIAL CASE FOR SECTION B-B OR SECTION C-C: WHERE THE SHOULDER OR SIDEWALK IS SLOPED AWAY FROM THE ROAD)

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

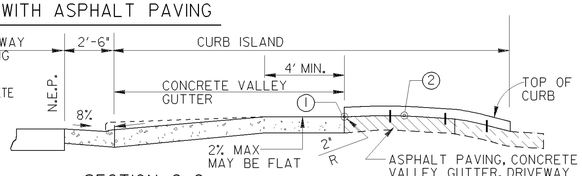
2 IS BEGINNING OF DRIVEWAY TIE-IN.

NOTE: 1 AND 2 MAY COINCIDE



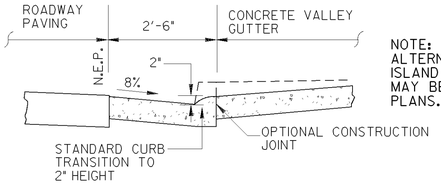
SECTION B-B

ASPHALT PAVING, DRIVEWAY CONCRETE, OR EXISTING PAVEMENT, AS SPECIFIED IN THE PLANS. ALL DRIVEWAYS WITHIN THE RIGHT OF WAY SHALL BE PAVED.

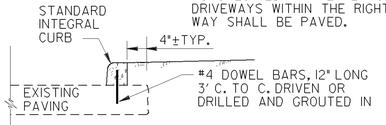


SECTION C-C

ASPHALT PAVING, CONCRETE VALLEY GUTTER, DRIVEWAY CONCRETE, OR EXISTING PAVEMENT, AS SPECIFIED IN THE PLANS. ALL DRIVEWAYS WITHIN THE RIGHT OF WAY SHALL BE PAVED.



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



DOWELED CURB DETAIL

GENERAL NOTES:

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

Guidelines For Usage On Metric Projects

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

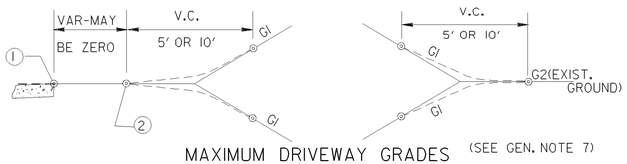
1 IS THE BACK OF SIDEWALK SURFACE GRADE OR THE SHOULDER SURFACE GRADE 10'-0" BACK OF THE CURB, SLOPE OF THE CONCRETE VALLEY GUTTER WILL BE SUCH THAT THE BACK OF THE DRIVEWAY TAPER WILL BE THE SAME ELEVATION.

2 IS BEGINNING OF DRIVEWAY TIE-IN.

NOTE: 1 AND 2 MAY COINCIDE

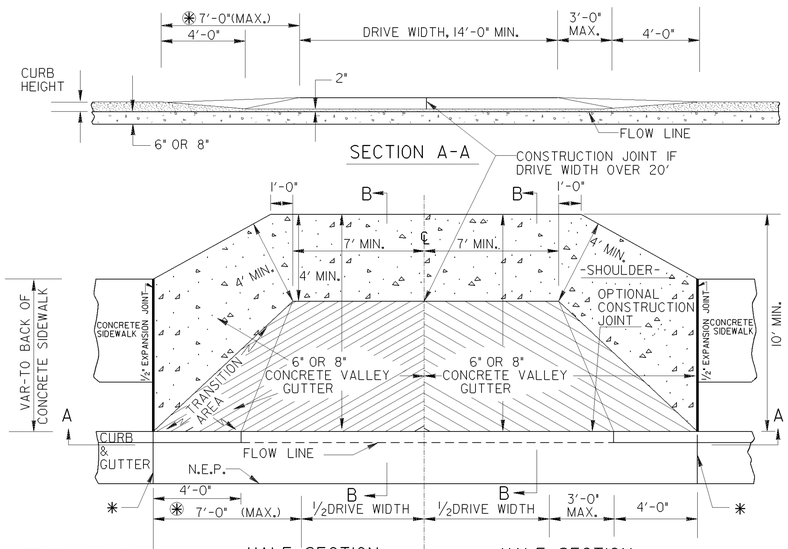
V.C.	MAXIMUM GI	
	CUT	FILL
5'	27%	16.67%
10'	28%	27%

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



MAXIMUM DRIVEWAY GRADES (SEE GEN. NOTE 7)

This Detail Replaces Ga Standard 6050



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

HALF SECTION

SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.

PLAN

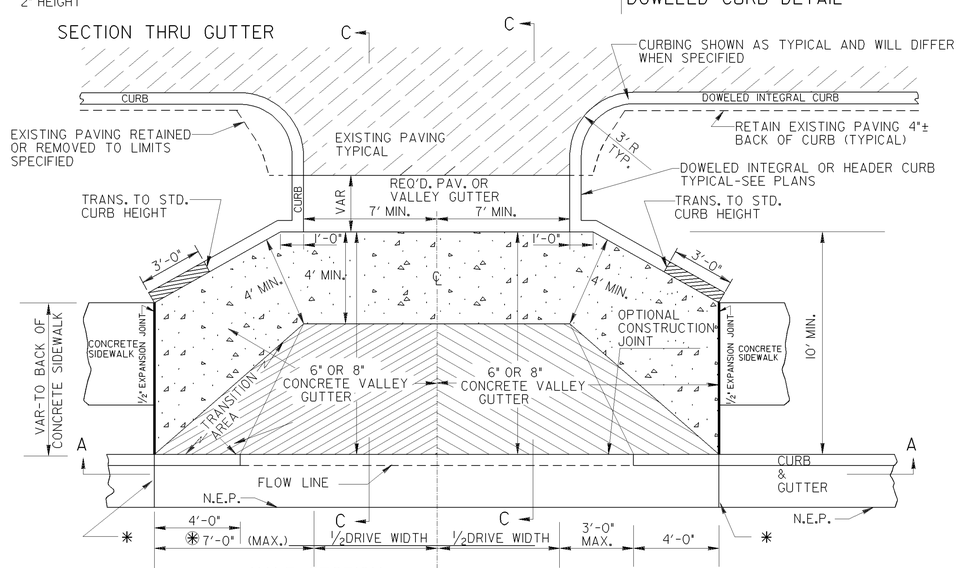
HALF SECTION

PLAN

RESIDENTIAL, COMMERCIAL OR NON-COMMERCIAL DRIVE

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

SECTION THRU GUTTER



HALF SECTION

SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.

PLAN

HALF SECTION

PLAN

(SHOWN ADJACENT TO EXISTING PAVED PARKING AREA)

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

DRIVEWAY WITH CURB ISLAND

BY	REVISION	DATE
GLO	REV. PAVEMENT NOTES, REV. 12" TO 14' MIN., REV. SWALK	7-21-11
	REVISED	4-11-02
	REVISED	4-3-02

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL
DRIVEWAYS WITH TAPERED ENTRANCES
CONCRETE VALLEY GUTTERS

NO SCALE — MARCH 12, 2002

NUMBER A1