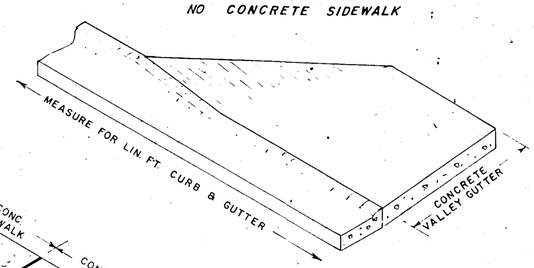
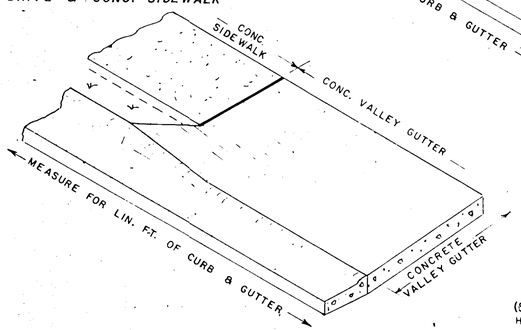
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	TSAP-193(9)	64	135

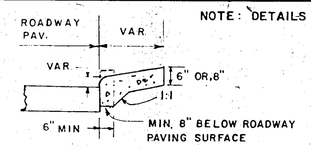
NOTE: DETAILS NOT SHOWN FOR MODIFIED DRIVES WILL BE SIMILAR TO THAT SHOWN FOR STANDARD DRIVEWAYS AT BOTTOM.

PICTORIAL SECTION
NO CONCRETE SIDEWALK

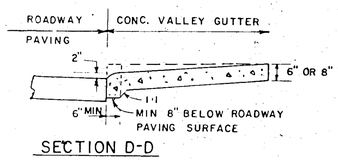


PICTORIAL SECTION
DRIVE & CONC. SIDEWALK

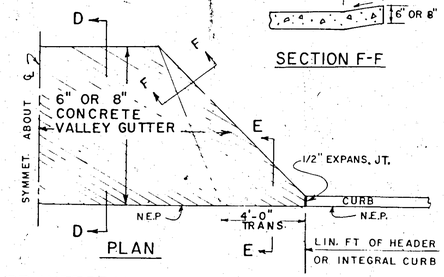




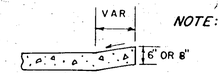
SECTION E-E



SECTION D-D



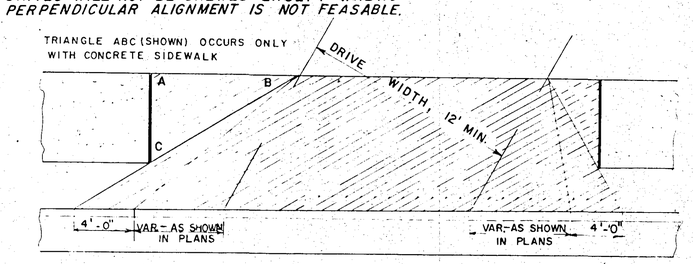
PLAN



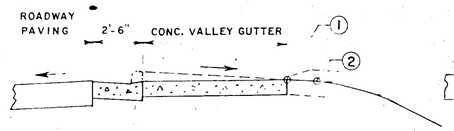
SECTION F-F

DRIVE MODIFIED FOR HEADER OR INTEGRAL CURB ALONG ROADWAY

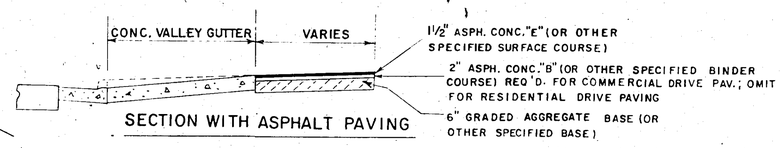
NOTE: DRIVES WILL NOT BE SKEWED EXCEPT WHERE PERPENDICULAR ALIGNMENT IS NOT FEASABLE.



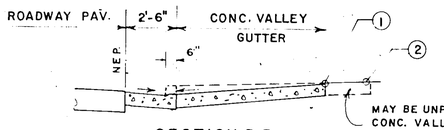
DRIVE ENTRANCE MODIFIED FOR SKEW



(SPECIAL CASE FOR SECTION B-B OR SECTION C-C: HIGH SIDE OF S.E. WHERE THE SHOULDER OR SIDEWALK IS SLOPED AWAY FROM THE ROAD)

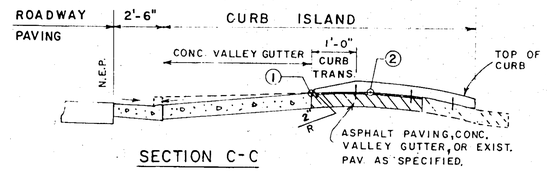


SECTION WITH ASPHALT PAVING



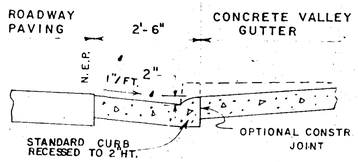
SECTION B-B

MAY BE UNPAVED, EXTENDED CONC. VALLEY GUTTER, ASPH. PAV., OR EXJST. PAV. AS SPECIFIED.

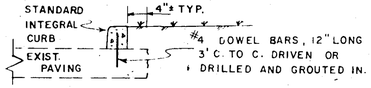


SECTION C-C

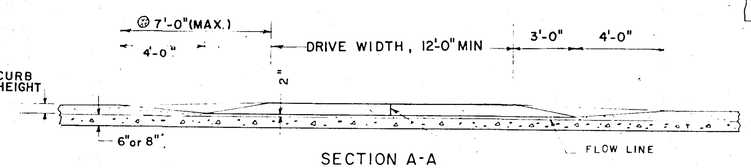
NOTE:
ALTERNATES TO THE CURB ISLAND DESIGN SHOWN HERE MAY BE SPECIFIED IN THE PLANS.



SECTION THRU GUTTER

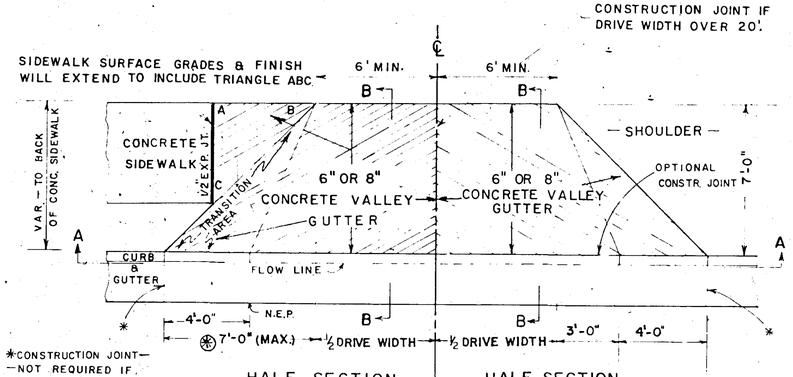


DOWELED CURB DETAIL



SECTION A-A

CONSTRUCTION JOINT IF DRIVE WIDTH OVER 20'.

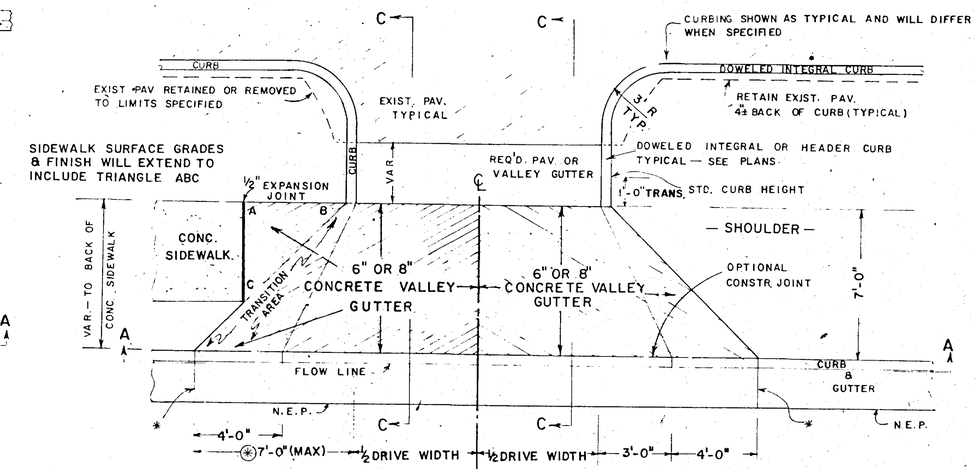


*CONSTRUCTION JOINT — NOT REQUIRED IF THE OPTIONAL CONSTR. JOINT IS PROVIDED BACK OF THE CURB.

HALF SECTION
SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.
PLAN

HALF SECTION
SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE FOR NO CONCRETE SIDEWALK
PLAN

RESIDENTIAL, COMMERCIAL OR NON COMMERICIAL DRIVE



HALF SECTION
SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.
PLAN

HALF SECTION
SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE FOR NO CONCRETE SIDEWALK.
PLAN

*CONSTRUCTION JOINT — NOT REQUIRED, IF THE OPTIONAL CONSTRUCTION JOINT IS PROVIDED BACK OF CURB

DRIVEWAY WITH CURB ISLAND
(SHOWN ADJACENT TO EXISTING PAVED PARKING AREA)

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

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 CURB LINE.
   (B) HEADER (OR INTEGRAL) CURB ALONG ROADWAY ——
   LIN. FT. OF CURB WILL BE MEASURED FOR PAYMENT TO THE BEGINNING OF THE DRIVEWAY. 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.

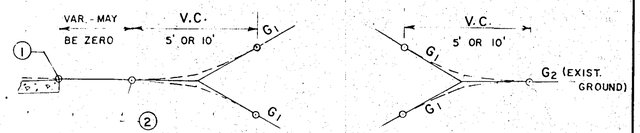
(1) IS THE BACK OF SIDEWALK SURFACE GRADE OR THE SHOULDER SURFACE GRADE 7'-0" BACK OF THE CURB. SLOPE OF THE CONCRETE VALLEY GUTTER WILL BE SUCH THAT THE BACK OF THE DRIVEWAY TAPER WILL BE THE SAME ELEVATION.

(2) IS BEGINNING OF DRIVEWAY TIE-IN.

NOTE: (1) AND (2) MAY COINCIDE

V.C.	MAXIMUM G_1 CUT	MAXIMUM G_1 FILL
5'	27%	16.67%
10'	28%	27%

V.C.	$G_1 - G_2$ (MAX. ALGERAIC GRADE CHANGE) SAG	CREST
5'	21%	25%
10'	25%	36%



MAXIMUM DRIVEWAY GRADES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD

DRIVEWAYS WITH TAPERED ENTRANCES
CONCRETE VALLEY GUTTERS

ADD SEC. ASPH. PAV. 12-18-81

NO SCALE — REV & REDR — MAY, 1981

R.M.U. DES H.K.P. R.M.U. TRA. G.M.E. CHK. R.K.C.

(SUBMITTED) STATE ROAD & AIRPORT DESIGN ENGR.
(APPROVED) STATE HIGHWAY ENGINEER

NUMBER 6050

FORM EF3