8/8/2025	GPLOT-V8	RoseAveAtRoselake_01-0001.dgn		P.I. No.
IdolorB	gplotborder-V81-P0.tbl	GRWCOV		

CITY OF DOUGLASVILLE, GEORGIA

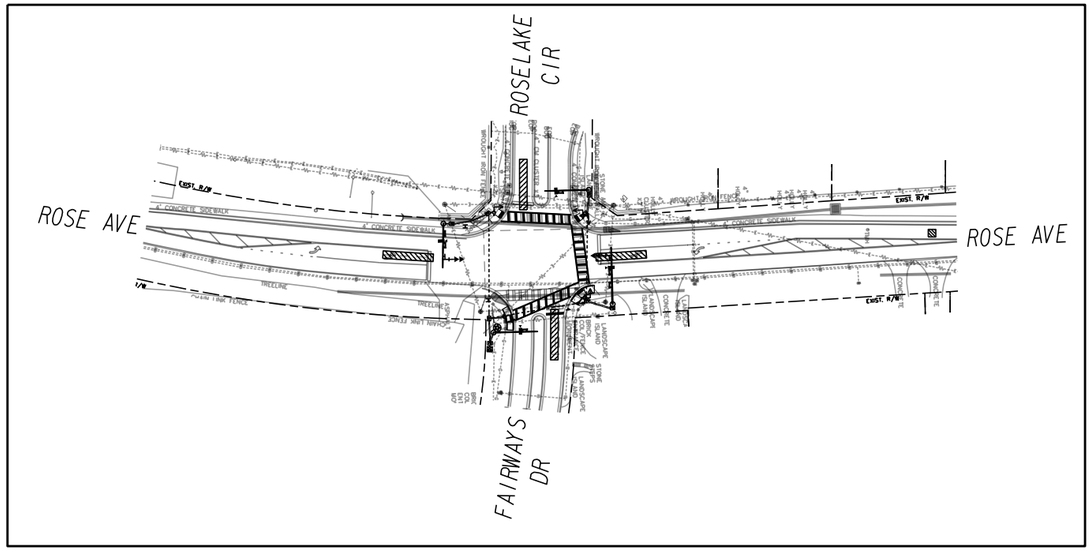
PROJECT VICINITY MAP

DESIGN DATA:
TRAFFIC A.A.D.T.: N/A
TRAFFIC A.D.T.: N/A
TRAFFIC D.H.V.: N/A
DIRECTIONAL DIST: N/A
% TRUCKS: N/A
24 HR.TRUCKS %: N/A
SPEED DESIGN: 35 MPH

CONSTRUCTION PLANS OF PROPOSED INTERSECTION IMPROVEMENT

CITY OF DOUGLASVILLE
ROSE AVE AT ROSELAKE CIR/FAIRWAYS DR

FOR CONSTRUCTION



AECOM
ONE MIDTOWN PLAZA
1360 PEACHTREE ST.N.E., SUITE 300
ATLANTA, GEORGIA 30309

PREPARED BY: DESIGN

REVISIONS			
DWG NOS.	REVISION NO.	DATE	COMMENT/REASON FOR REVISION

DRAWING No.
01-0001

CONCOV

AUGUST 2025 REVISION

GENERAL NOTES - TRAFFIC SIGNALS

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.

2. SIGNAL HEADS SHALL BE ERECTED TO PROVIDE AT LEAST 17 FEET BUT NO MORE THAN 19 FEET CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO TOP OF ROAD SURFACE AND A MINIMUM OF 8 FEET MEASURED HORIZONTALLY BETWEEN CENTERS OF SIGNAL FACES.

3. SHIELDED CABLE WILL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHEET, DETECTORS SHALL HAVE SEPARATE LEAD-INS TO THE CONTROL CABINET.

4. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES PRIOR TO ORDERING. AT THE DISCRETION OF THE ENGINEER, MINOR SHIFTS, (UP TO A MAXIMUM OF 5 FEET), IN LOCATION OF NEW SIGNAL POLES, ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE OFFICE OF UTILITIES FOR ALL "MAKE READY" WORK.

5. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNALS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC SIGNAL AND/OR CONTROL SYSTEM ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT POLE LOCATION(S) REQUIRED BY THE PROJECT DURING THE INTERIM PERIOD THROUGH INSTALLATION OF NEW SIGNAL EQUIPMENT. AT NO TIME SHALL THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL OPERATION TO BE INOPERABLE.

6. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING UTILITY TIMBER POLES WHEN ATTACHING SPAN WIRE OR INTERCONNECT CABLE TO THE POLES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

7. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY DOUGLAS COUNTY TRAFFIC SIGNAL PERSONNEL PRIOR TO FINAL ACCEPTANCE.

8. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO THE TRAFFIC OPERATIONS DIVISION OF DOUGLAS COUNTY AS DIRECTED BY THE ENGINEER. CONTACT THE TRAFFIC SIGNAL SUPERINTENDENT AT 404-787-6324. PHYSICAL ADDRESS IS 8700 HOSPITAL DRIVE DOUGLASVILLE, GA 30134.

9. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.

10. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE DOT SPECIFICATION.

11. THE INSTALLATIONS SHALL BE CAPABLE OF MONITORING OVER ETHERNET NETWORKS FROM EXISTING CELLULAR ROUTERS, PROVIDED BY GDOT, OR VIA FIBER, PER THE DISTRICT SIGNAL ENGINEER. DEMONSTRATION OF NETWORK CAPABILITIES ON GDOT NETWORK IS REQUIRED BY THE CONTRACTOR, NOTED PRIOR TO FINAL ACCEPTANCE.

12. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT STANDARDS.

13. PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ON POLES ARE PROVIDED AS GENERAL GUIDELINES TO INSTALLER, ACTUAL ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIES.

14. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE CURB CUT RAMP PAY ITEM.

15. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE DEPARTMENT, ANY BARRIER WALL, FENCE, DITCH PAVING, CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGNS, GUARDRAILS, LANDSCAPING, GRASSINGS, UTILITY SERVICE LINES, STORM DRAIN PIPES, MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED, DUE TO CONTRACTOR'S ACTIVITY.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES TO ENSURE COMPLIANCE TO ALL STATE AND FEDERAL LAWS AND GUIDELINES. THE COST SHALL BE CONSIDERED INCIDENTAL AND BE INCLUDED IN THE OVERALL BID PRICE. NO ADDITIONAL PAYMENTS SHALL BE MADE TO THE CONTRACTOR FOR EROSION CONTROL.

17. ALL TRAFFIC MARKING, SYMBOLS OR STRIPING TO BE REMOVED AND/OR REPLACED SHALL BE PAID FOR IN THE TRAFFIC CONTROL LUMP SUM ITEM.

18. THE CONTRACTOR SHALL RELOCATE ANY EXISTING EQUIPMENT NOT NOTED ON THE PLANS, AT NO ADDITIONAL COST TO THE DEPARTMENT. RE-INSTALLATION SHALL COMPLY WITH THE CURRENT GDOT SPECIFICATIONS. ANY NON-ESSENTIAL EQUIPMENT THAT IS NOT RELOCATED SHALL BE RETURNED TO THE DEPARMENT.

19. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH MODIFYING EXISTING AND ESTABLISHING NEW POWER AND COMMUNICATIONS SERVICES FOR TRAFFIC SIGNAL, VIDEO DETECTION SYSTEMS AND/OR CCTV CAMERAS ON THIS PROJECT. IF A UTILITY TRANSFORMER IS REQUIRED FOR TRAFFIC SIGNAL EQUIPMENT, IT IS THE RESPONSIBLITY OF THE CONTRACTOR TO INCLUDE AS PART OF THEIR BID PRICE, FOR THAT TRAFFIC SIGNAL INSTALLATION IF THE RESPECTIVE UTILITY REQUIRES PAYMENT FOR INSTALLATION.

20. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL MONTHLY POWER AND COMMUNICATION SERVICE TO THE TRAFFIC SIGNAL INSTALLATION AND SUPPORT DEVICES, UNTIL THE NEW TRAFFIC SIGNAL INSTALLATION HAS SATISFACTORILY COMPLETED A TEST PERIOD OF UNINTERRUPTED OPERATION, FOR 30 DAYS. UPON COMPLETION OF THE TEST PERIOD, THE CONTRACTOR WILL COMPLETE A TRANSFER OF UTILITY COST TO THE TRAFFIC OPERATIONS DIVISION OF DOUGLAS COUNTY.

21. THE CONTRACTOR SHALL MAINTAIN EXISTING DETECTION THROUGHOUT THE DURATION OF THE PROJECT. EXISTING LOOPS THAT ARE REMOVED OR DESTROYED AS PART OF A CONSTRUCTION, REHABILITATION, OR MAINTENANCE PROJECT SHALL BE REPLACED AND RETURNED TO FULL OPERATION WITHIN THE FOLLOWING TIME FRAMES, BASED ON THE FOLLOWING PRIORITIZATION RATING THAT WILL BE PROVIDED BY THE ENGINEER:

PRIORITIZATION RATING	LEFT-TURN DETECTION	MAINLINE / SIDE-STREET PRESENCE DETECTION	SET-BACK DETECTION
CRITICAL / HIGH	5 DAYS	5 DAYS	28 DAYS
MEDIUM	14 DAYS	14 DAYS	28 DAYS
LOW	28 DAYS	28 DAYS	28 DAYS

IF NOT FEASIBLE, OTHER FORMS OF DETECTION, SUCH AS RADAR OR VIDEO, MAY TEMPORARILY BE USED (WITHIN THE SAME TIME FRAMES), WITH APPROVAL OF THE ENGINEER. ALL COSTS ASSOCIATED WITH THE REPLACEMENT OF THE LOOPS DAMAGED DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

GEORGIA811 Utilities Protection Center, Inc
Know what's below. Call before you dig.

DOUGLASVILLE GEORGIA

- NO SCALE -

REVISION DATES

SIGNAL PLANS
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		04-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

FEBRUARY 2021 REVISION

LEGEND - TRAFFIC SIGNALS

EXISTING

- CONTROLLER CABINET
- STRAIN POLE
- TIMBER POLE
- DOWN GUY
- MAST ARM
- STREET LIGHT
- 3 SECTION FACE
- 3 SECTION FACE W/BACKPLATE
- 4 SECTION FACE
- 4 SECTION FACE W/BACKPLATE
- 4/5 SECTION (CLUSTER/T-SHAPE) FACE
- 4/5 SECTION (CLUSTER/T-SHAPE) FACE W/BACKPLATE
- OVERHEAD SIGN
- PEDESTAL POLE
- PED SIGNAL FACE
- CURB CUT RAMP, ALL TYPE
- PULLBOX, (TYPE TO BE CALLED OUT)
- DIPOLE INDUCTANCE LOOP (SIZE TO BE CALLED OUT)
- QUADRUPOLE INDUCTANCE LOOP (SIZE TO BE CALLED OUT)
- VIRTUAL DETECTION ZONE (RADAR, VIDEO, ETC.)
- CONDUIT, ALL TYPE
- RAILROAD CONTROLLER
- SIGN POST
- RADAR DETECTION DEVICE
- MAGNETOMETER DETECTION DEVICE
- VIDEO DETECTION DEVICE

PROPOSED

- CONTROLLER CABINET
- STRAIN POLE
- TIMBER POLE
- DOWN GUY
- MAST ARM
- STREET LIGHT
- 3 SECTION FACE W/BACKPLATE
- 4 SECTION FACE W/BACKPLATE
- 4/5 SECTION (CLUSTER/T-SHAPE) FACE W/BACKPLATE
- OVERHEAD SIGN
- PEDESTAL POLE
- PED SIGNAL FACE
- CURB CUT RAMP, (TYPE TO BE CALLED OUT)
- PULLBOX, (TYPE TO BE CALLED OUT)
- DIPOLE INDUCTANCE LOOP (SIZE TO BE CALLED OUT)
- QUADRUPOLE INDUCTANCE LOOP (SIZE TO BE CALLED OUT)
- VIRTUAL DETECTION ZONE (RADAR, VIDEO, ETC.)
- CONDUIT, (TYPE TO BE CALLED OUT)
- CONDUIT, DIRECTIONAL BORE
- RAILROAD CONTROLLER CABINET
- SIGN POST
- RADAR DETECTION DEVICE
- MAGNETOMETER DETECTION DEVICE
- VIDEO DETECTION DEVICE

RELOCATED

- 3 SECTION FACE W/BACKPLATE
- 4 SECTION FACE W/BACKPLATE
- 4/5 SECTION (CLUSTER/T-SHAPE) FACE W/BACKPLATE
- PEDESTAL POLE
- PED SIGNAL FACE

AGENCY SPECIFIC

- PROPERTY LINE
- EXIST. R/W — EXISTING R/W LINE
- REQ'D R/W — REQUIRED R/W LINE
- C — CONSTRUCTION CUT LIMIT
- F — CONSTRUCTION FILL LIMIT
- EASEMENT FOR CONTRUCTION & MAINTENANCE OF SLOPES
- EASEMENT FOR CONSTR OF SLOPES
- EASEMENT FOR CONSTR OF DRIVES
- BLA — BEGIN LIMIT OF ACCESS
- ELA — END LIMIT OF ACCESS
- REQ'D LIMIT OF ACCESS
- REQ'D LIMIT OF ACCESS & R/W
- ORANGE BARRIER FENCE
- ESA - ENV. SENTITIVE AREA (SEE ERIT TABLE)

DOUGLASVILLE GEORGIA

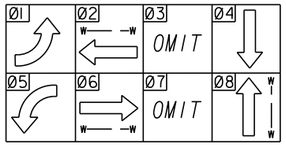
- NO SCALE -

REVISION DATES

SIGNAL PLANS
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	27-0001
CORRECTED:		DATE:	
VERIFIED:		DATE:	

PHASING DIAGRAM



LED PEDESTRIAN SIGNAL HEADS

P2, P6, P8

LED SIGNAL HEADS W/ RETROREFLECTIVE BACKPLATES

2, 4, 6, 8

1, 5

OVERHEAD STREET NAME SIGNS

REGULATORY SIGNS

R9-3 (18"X18")
R9-3bP(L/R) 18"X12"
R10-6 24" X 36"
R10-12A 30" X 36"

PEDESTRIAN SIGNS

R10-3E(L) 9" X 15"
R10-3E(R) 9" X 15"

NOTE:
1. CONTRACTOR SHALL COORDINATE EQUIPMENT REMOVAL WITH THE APPROPRIATE PROPERTY OWNER
2. ALL EXISTING CONCRETE STRAIN POLES TO BE REMOVED SHALL BE CUT OFF A MINIMUM OF 2 FEET BELOW FINISHED GRADE AND THE REMAINING PORTION OF THE FOUNDATION SHALL BE BACKFILLED AND COMPACTED
3. THE EXISTING CONCRETE POLES AND CABINET REMOVAL SHOULD BEGIN 7 DAYS AFTER SIGNAL ACTIVATION AND MUST BE COMPLETED WITHIN 45 DAYS OF ACTIVATION UNLESS APPROVED OTHERWISE BY THE CITY ENGINEER.
4. CURB & GUTTER AND SIDEWALK ARE TO BE INCLUDED IN THE COST OF THE RAMPS

SIGNAL LEGEND

- PROPOSED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED 5-SECTION (CLUSTER) SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

- PROPOSED VIRTUAL DETECTION ZONE
- PROPOSED INDUCTIVE LOOP
- PROPOSED VIDEO DETECTION CAMERA
- PROPOSED MAGNETOMETER
- PROPOSED RADAR

DOUGLASVILLE GEORGIA

AECOM

SCALE IN FEET
0 30 60 120

REVISION DATES

SIGNAL PLANS
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		27-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

4/28/2016 GPLN

332 CABINET INPUT ASSEMBLY

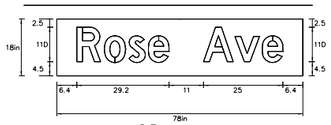
UPPER INPUT FILE

UPPER INPUT FILE (I)		SLOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14
		TYPE	**VID**	**VID**				**VID**				TBA	TBA	DC	DC	DC
		CARD	**2CH**	**2CH**				**2CH**						DC ISO	DC ISO	DC ISO
	CHANNEL 1	C1 PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
		FUNCTION	**V1**	**V2**				**V4**						P2	P6	FLASH
		FIELD TERM	TB-2 1, 2	TB-2 5, 6	TB-2 9, 10	TB-4 1, 2	TB-4 5, 6	TB-4 9, 10	TB-6 1, 2	TB-6 5, 6	TB-6 9, 10			TB-8 4, 6	TB-8 7, 9	NC
		DET*	1	3	5	7	9	11	13	15	17					
	CHANNEL 2	C1 PIN	56	43	76	47	58	45	78	49	62		53	69	70	82
		FUNCTION													P8	STOP TIME
		FIELD TERM	TB-2 3, 4	TB-2 7, 8	TB-2 11, 12	TB-4 3, 4	TB-4 7, 8	TB-4 11, 12	TB-6 3, 4	TB-6 7, 8	TB-6 11, 12		NC	TB-8 5, 6	TB-8 8, 9	NC
		DET*	1	4	6	7	9	12	14	15	18					

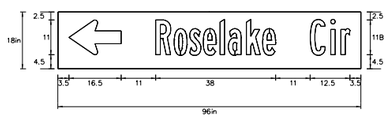
LOWER INPUT FILE

LOWER INPUT FILE (J)		SLOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14
		TYPE	**VID**	**VID**				**VID**								
	CHANNEL 1	C1 PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
		FUNCTION	**V5**	**V6**				**V8**								
		FIELD TERM	TB-3 1, 2	TB-3 5, 6	TB-3 9, 10	TB-5 1, 2	TB-5 5, 6	TB-5 9, 10	TB-7 1, 2	TB-7 5, 6	TB-7 9, 10			TB-9 4, 6	TB-9 7, 9	TB-9 10, 12
		DET*	19	21	23	25	29	31	33	35	37					
	CHANNEL 2	C1 PIN	55	44	77	48	57	46	79	50	61		75	73	74	52
		FUNCTION														
		FIELD TERM	TB-3 3, 4	TB-3 7, 8	TB-3 11, 12	TB-5 3, 4	TB-5 7, 8	TB-5 11, 12	TB-7 3, 4	TB-7 7, 8	TB-7 11, 12			TB-9 5, 6	TB-9 8, 9	TB-9 11, 12
		DET*	19	22	24	25	29	32	34	35	38					

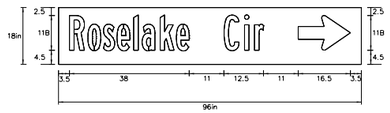
OVERHEAD STREET NAME SIGNS



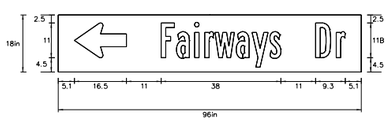
D3-1(*1)
2 EA



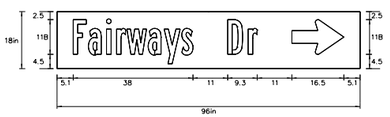
D3-1(*2)
1 EA



D3-1(*3)
1 EA

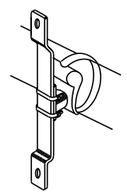


D3-1(*4)
1 EA



D3-1(*5)
1 EA

CABLE MAST ARM SIGN BRACKET



647-1000 PAY ITEM LIST OF MATERIALS	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLIES		
SIGNAL CONTROLLER UNITS		
A. CONTROLLER UNIT, TYPE 2070 LX	EA	1
SIGNAL CABINET ASSEMBLIES		
A. CABINET ASSEMBLY, MODEL 332L	EA	1
G. CONFLICT MONITOR UNITS		
11. MODEL 2018 KCLIP	EA	1
H. SWITCH PACK (LOAD SWITCH)	EA	11
I. DC ISOLATOR	EA	1
PREFABRICATED CABINET BASE	EA	1
SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.	REEL	2
3-SECTION, 12" SIGNAL FACE LED - ALL BLACK HOUSING & FRONT, POLYCARBONATE	EA	8
4-SECTION, 12" SIGNAL FACE LED - FYA - ALL BLACK HOUSING & FRONT, POLYCARBONATE (IN NEW SECTION 925)	EA	2
BACKPLATE FOR 3-SECTION, 12" SIGNAL FACE - ABS POLYCARBONATE, BLACK W/ RETROREFLECTIVE STRIP	EA	8
BACKPLATE FOR 4-SECTION, 12" SIGNAL FACE - ABS POLYCARBONATE, BLACK W/ RETROREFLECTIVE STRIP	EA	2
HARDWARE FOR MAST ARM MOUNTING	EA	10
1-SECTION, 18" x 18" PEDESTRIAN SIGNAL FACE HOUSING, W/ 16" LED COUNTDOWN INSERT, FULL HAND/MAN OVERLAP	EA	6
PEDESTRIAN PUSH BUTTON STATION ADAPTER, 4 IN PEDESTAL POLE, ADJUSTABLE (BLACK)	EA	2
PEDESTRIAN DUAL PUSH BUTTON STATION ADAPTER, 4 IN PEDESTAL POLE, ADJUSTABLE (BLACK)	EA	2
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, ONE-WAY BRACKET ASSEMBLY, BLACK	EA	2
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, TWO-WAY BRACKET ASSEMBLY, BLACK	EA	2
PEDESTAL POLE & SQUARE BASE, BLACK	EA	4
PULL BOX, PB-2	EA	4
PULL BOX, PB-3	EA	4
CONDUIT, 1" TP 2	LF	60
CONDUIT, 2" TP 2	LF	120
ELECTRICAL SERVICE POINT	EA	1
POWER DISCONNECT	EA	1
R10-12A SIGN	EA	2
R9-3 SIGN	EA	4
R9-3bP SIGN	EA	4
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP

937-6040 VIDEO DETECTION SYSTEM	UNIT	QUANTITY
A. CAMERA ASSEMBLY	EA	4
B. IVDS PROCESSOR UNIT	EA	1
C. CABLES	LF	645

937-4100 PEDESTRIAN DETECTION SYSTEM	UNIT	QUANTITY
DC ISOLATOR	EA	2
LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT); 3 PAIR, 18 AWG	REEL	1
AUDIBLE PUSHBUTTON CONTROL UNIT (CCU)	EA	1
AUDIBLE PUSHBUTTON STATION WITH SIGN	EA	6

NOTE: QUANTITIES SHOWN ARE FOR ESTIMATION PURPOSES ONLY.
CONTRACTOR SHALL FIELD VERIFY PRIOR TO ORDERING MATERIALS.

DOUGLASVILLE GEORGIA

AECOM

REVISION DATES

SIGNAL PLANS
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	27-0003
CORRECTED:		DATE:	
VERIFIED:		DATE:	

ITEM #	DESCRIPTION	UNIT	QUANTITY
150-1000	TRAFFIC CONTROL	LUMP	1
441-7012	CURB CUT WHEELCHAIR RAMP, TYPE B	EA	2
656-0080	REMOVE EXIST SOLID TRAF STRIP, 8 IN, THERMOPLASTIC	LF	785
656-0240	REMOVE EXIST SOLID TRAF STRIP, 24 IN, THERMOPLASTIC	LF	12
636-1045	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 11	SF	67.5
639-3004	STRAIN POLE, TP IV- WITH 35' MAST ARM	EA	3
639-3004	STRAIN POLE, TP IV- WITH 45' MAST ARM	EA	1
647-1000	TRAFFIC SIGNAL INSTALLATION	LUMP	LUMP
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	220
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	305
682-6233	CONDUIT, NONMETAL, TYPE 3, 2 IN	LF	585
682-9950	DIRECTIONAL BORE, 5 IN	LF	235
937-6040	VIDEO DETECTION SYSTEM	LUMP	LUMP
937-4100	PEDESTRIAN DETECTION SYSTEM	LUMP	LUMP
999-5200	DETECTABLE WARNING SURFACE	SF	20
702-0470	ILEX VOMITORIA NANA	EA	9
702-0170	CLEYERA JAPONICA	EA	2
702-9025	LANDSCAPE MULCH (PINESTRAW)	SY	12
708-1000	PLANT TOPSOIL	CY	1.5
700-9300	SOD	SY	12

NOTE: QUANTITIES SHOWN ARE FOR ESTIMATION PURPOSES ONLY.
CONTRACTOR SHALL FIELD VERIFY PRIOR TO ORDERING MATERIALS.

DOUGLASVILLE
GEORGIA

AECOM

REVISION DATES

SIGNAL PLANS
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:		DRAWING No.
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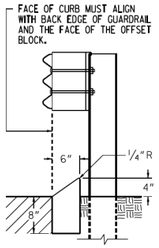
GDOT Georgia Department of Transportation — P.I. Number

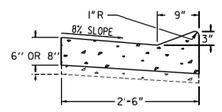
TYPE 8



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	3" OR 4"	6" min.
2	6"	8" min.
3	8"	10" min.
4	10"	12" min.
6	6"	7" min.
7	6"	8" min.
9	3" OR 4"	8" min.

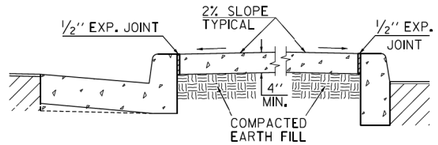
RAISED EDGE WITH CONCRETE GUTTER



RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED MONOLITHIC WITH GUTTER. JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

CONCRETE MEDIAN (Between Curbs)

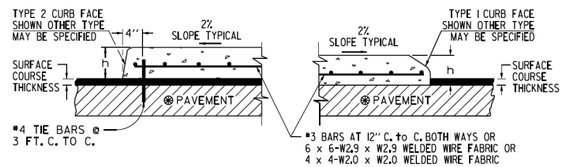
NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.



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

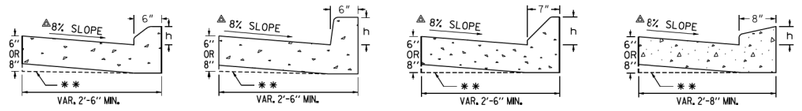
NOTE:
IF CONCRETE MEDIAN INTERCEPTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (CONSTRUCTION DETAIL A-3 AND A-4) WILL BE REQUIRED.

CONCRETE MEDIANS (Integral)



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 CURB & GUTTER

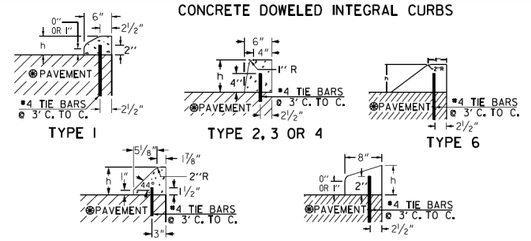


TYPE 1 — TYPE 2, 3 OR 4 — TYPE 7 — TYPE 9

** 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.

△ WHEN POSITIVE SUPERELEVATION IS REQUIRED, THE SLOPE OF THE GUTTER ON THE HIGH SIDE SHALL BE A CONTINUATION OF THE SLOPE OF THE SUPERELEVATED PAVEMENT.

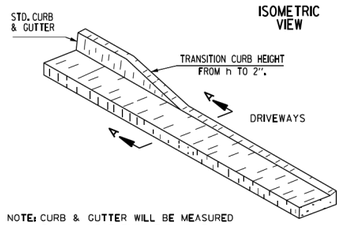
CONCRETE DOWELED INTEGRAL CURBS



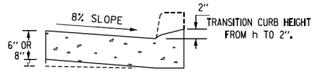
NOTES:
1. CONCRETE CURB CAN BE INSTALLED AFTER INTIAL SET AS LONG AS TIE BARS ARE DRILLED INTO UNDERLYING CONCRETE PAVEMENT.
2. CONCRETE CURB CAN BE INSTALLED BEFORE INITIAL SET WITH DOWELS THAT ARE DRIVEN INTO UNDERLYING CONCRETE PAVMENT.
3. JOINTS IN CURB AND CONCRETE MEDIAN WILL MATCH THOSE IN THE CONCRETE PAVEMENT.
4. 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.
5. TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-31)

MINIMUM TIE BAR LENGTHS (FOR CONC. DOWELED CURBS OR CONC. MEDIAN)		
CURB TYPE	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	8"
2, 3 OR 4	8"	12"
6	6"	8"
7	6"	8"
9	6"	8"

DETAILS OF RECESSED CURB FOR DRIVEWAYS



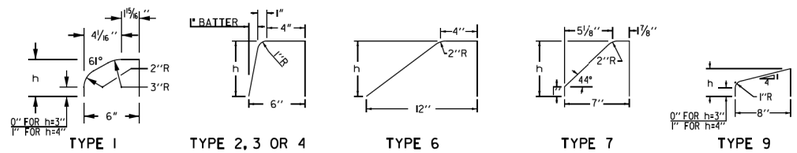
NOTE: CURB & GUTTER WILL BE MEASURED FOR PAYMENT THRU THE DRIVE



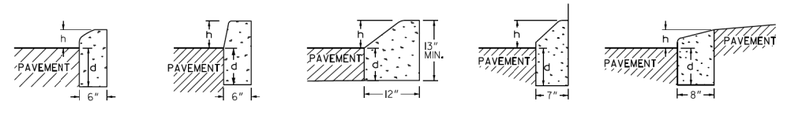
SECTIONAL VIEW
SECTION A-A

(SEE SEPARATE CONSTRUCTION DETAILS FOR DRIVEWAYS)

CURB FACE DESIGN

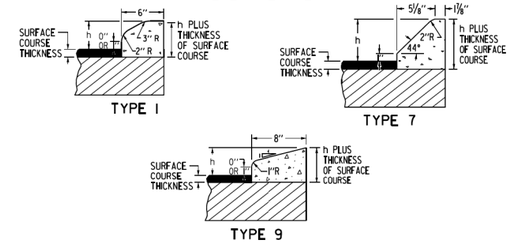


CONCRETE HEADER CURBS



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

CONCRETE INTEGRAL CURB



07-06-22	ADD 3" HEIGHT TO TP 1 & 9	ACP							
04-25-21	REV TP 1 CF.D. RADIUS DIMS	ACP							
	REV TP 9 CF.D. DIM HT TO 1" FROM GR. LEVEL TO RADIUS								
02-20-20	REV. TYP. 1 CF.D., TYP. 8 OFFSET BLOCK & TYP. 9 CURB	JAMR							
M-15-11	ADDED TP 9 CURB & GUTTER		TC						
K-27-14	REV. TYPE 9 CURB DETAIL & REV. OVERALL LAYOUT			GLD					
3-03	REV. MEDIAN NOTE AND ADDED TYPE 9 CURB DETAIL								
	ADDED TP 9 DETAIL								

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
CONCRETE CURB & GUTTER
CONCRETE CURBS, CONCRETE MEDIANS

NOT TO SCALE — MAR. 2003

DES. ____ DRW. ____ TRA. ____ CHK. ____
(SUBMITTED) STATE DESIGN POLICY ENGINEER
(APPROVED) CHIEF ENGINEER

NUMBER 9032B

DOUGLASVILLE GEORGIA

- NO SCALE -

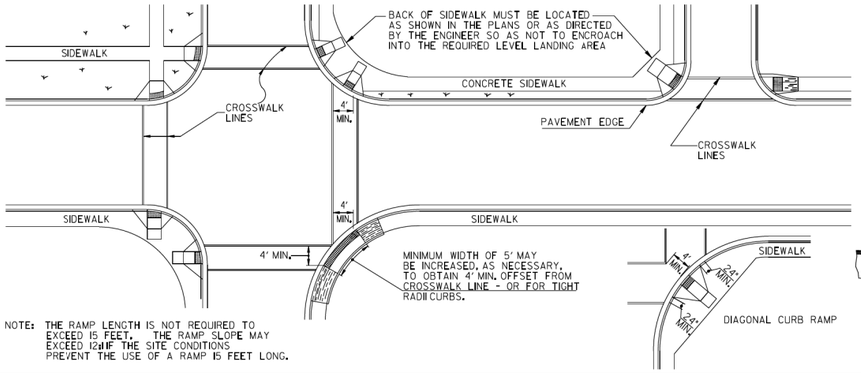
REVISION DATES

GDOT STANDARD DETAIL
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

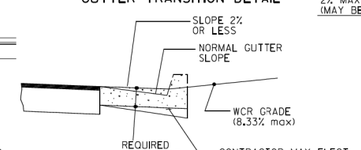
DRAWING No. 40-0001

TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW

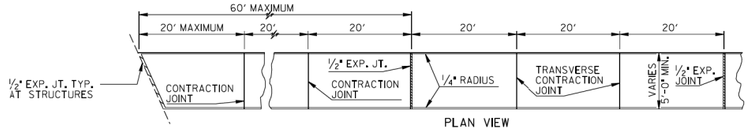


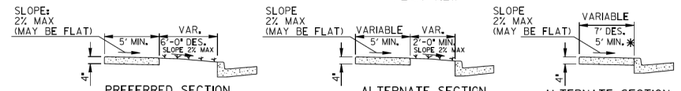
NOTE: THE RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET. THE RAMP SLOPE MAY EXCEED 12:1 IF THE SITE CONDITIONS PREVENT THE USE OF A RAMP 15 FEET LONG.

GUTTER TRANSITION DETAIL



CONCRETE SIDEWALK DETAILS





*16' SHOULDER RECOMMENDED WITH THIS INSTALLATION

*5' MIN WIDTH WITH NO OBSTRUCTIONS (MAILBOXS, SIGNS, ETC)

7' PREFERRED WIDTH WITH A 2' AREA OF CONTRASTING COLOR & TEXTURE ADJACENT TO THE CURB. (COST OF TEXTURE, COLORING & HOLES REQUIRED FOR MAILBOX AND SIGN POST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK)

NOTES FOR CONCRETE SIDEWALK:

A. CONCRETE TO BE PLACED 4" THICK AND FINISHED WITH TAMPS, WOOD FLOATS AND STIFF-BRISTLE BROOMS.
B. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 20 FT. INTERVALS. ALL EDGES TO BE ROUNDED TO ¼" RADIUS.
C. ½" 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:

1. CURB CUT RAMPS WILL BE LOCATED AS FOLLOWS UNLESS PLANS OR CONTRACT SPECIFY OTHERWISE.
   a) AT ALL PEDESTRIAN CROSSWALKS WHERE CURB IS CONSTRUCTED OR REPLACED.
   b) WHERE THE SIDEWALK, CONCRETE OR UNPAVED, IS INTERRUPTED BY THE CURB AT TURNOUTS OR AT INTERSECTIONS.
   c) AT OTHER LOCATIONS SUCH AS HOSPITALS, NURSING HOMES, REST AREAS, ETC., WHERE THE CURB WOULD OTHERWISE BE AN OBSTRUCTION TO THE PHYSICALLY DISABLED.
2. RAMPS WILL BE CONSTRUCTED FROM CONCRETE. SPECIFICATIONS FOR RAMPS WILL BE THE SAME AS FOR CONCRETE SIDEWALK. RAMPS SHALL HAVE EITHER A ROUGH OR A TEXTURED FINISH.
3. DROP INLETS ARE NOT TO BE LOCATED DIRECTLY IN FRONT OF RAMPS. CATCH BASINS SHOULD BE LOCATED AT LEAST 10 FT. FROM RAMPS WHEN FEASIBLE.
4. WHERE RAMPS ARE LOCATED IN RADII, THE DIMENSIONS SHOWN FOR RAMP WIDTHS AND TAPERS ARE MEASURED PERPENDICULAR TO THE RAMP AND NOT ALONG THE CURVE.
5. WHERE UTILITY STRUCTURES CONFLICT, WHERE SIDEWALK GEOMETRY VARIES, AT SKEWED INTERSECTIONS, OR IN OTHER SPECIAL CASES, THE RAMP 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.
6. LIN. FT. OF CURB AND GUTTER WILL INCLUDE THE TRANSITIONED CURB IN FRONT OF RAMPS. SQ. YDS. OF CONCRETE SIDEWALK AND CONCRETE MEDIAN PAVING WILL INCLUDE RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR CURB RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR SAWING AND REMOVING EXISTING SIDEWALK OR CURB WHERE NECESSARY FOR RAMP CONSTRUCTION.
7. WHEN A CURB RAMP IS PLACED ON EXISTING PAVEMENT, THE PAVEMENT SHALL BE REMOVED TO PROVIDE A MINIMUM THICKNESS OF 3 INCHES OF CONCRETE AT ALL LOCATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVAL OF THE PAVEMENT.
8. DETECTABLE WARNING SURFACES ARE REQUIRED ON ALL INTERSECTIONS WITH PUBLIC STREETS, SIGNALIZED COMMERCIAL DRIVEWAYS, AND COMMERCIAL DRIVEWAYS WITH AN AADT OF 25 VPD.

This Detail Replaces Ga Standard 9031W

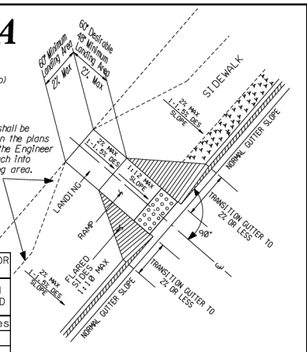
Guidelines For Usage On Metric Projects

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.

Type A

(Perpendicular)

(The Preferred Ramp)



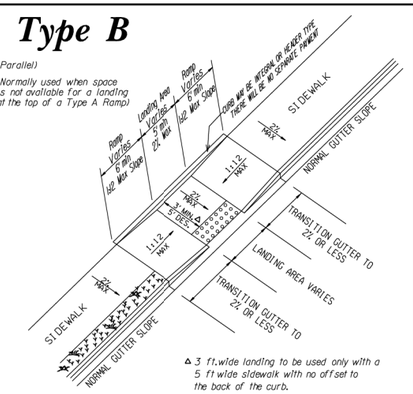
Back of sidewalk shall be located as shown in the plans or as directed by the Engineer so as not to encroach into the required landing area.

LENGHT REQUIRED FOR A 1:10 SLOPE	
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)

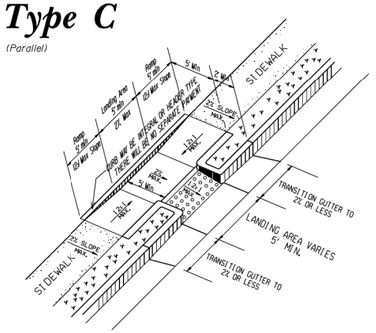
(Normally used when space is not available for a landing at the top of a Type A Ramp)



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

Type C

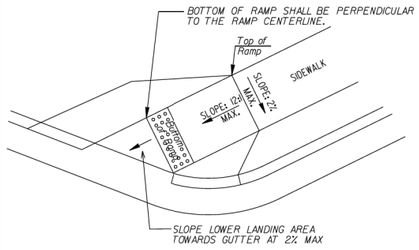
(Parallel)



Skewed Ramp Details

(Applies to Type A Type D Ramps Only)

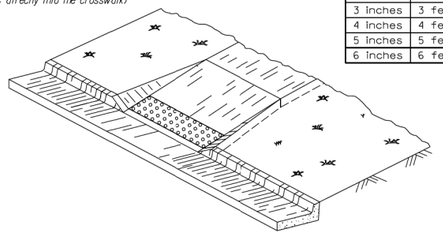
WHEN THE RAMP CENTERLINE IS NOT PERPENDICULAR TO THE CURB A LEVEL LANDING AREA WITH SLOPES LESS THAN 2% MUST BE PROVIDED AT THE BOTTOM OF THE RAMP.



Type D

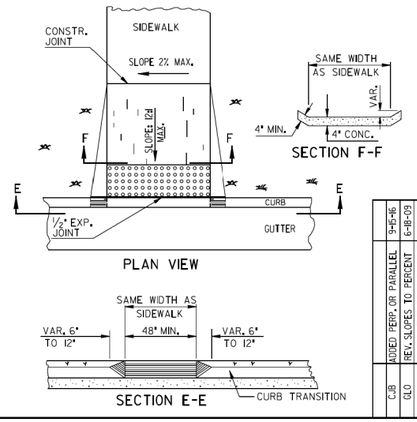
(Perpendicular)

(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.

LENGHT REQUIRED FOR A 1:12 SLOPE	
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



REVISION	DATE
ADDED PERP. OR PARALLEL	9-15-06
REV. SLOPES TO PERCENT	6-18-09
ADDED DET. 9031A, NOMENCLT.	
ADDED DET. 9031B & NOTES A-C	
REV. TRUNCATED DOMES	5-10-06
REVISED	2-26-03
REVISED	7-25-02
REVISED	5-23-02
REVISED	5-13-02
REVISED	4-29-02
REVISED	4-4-02
REVISED	4-3-02
REVISED	3-28-02

C.B. GLO

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.			

DOUGLASVILLE GEORGIA

- NO SCALE -

REVISION DATES

GDOT STANDARD DETAIL

ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

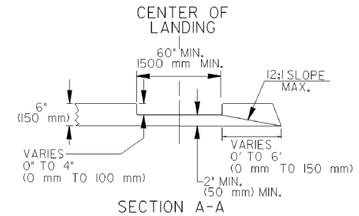
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 40-0002

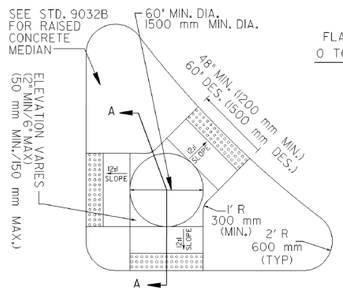
10/23/2015 GPLN

6/18/2009 1:42:32 PM \\GDOT-DSN\GOPLOT\QCF\go_tiff_output.qcf gawens V:\GARY\ada ramp details\g4.prf GO-RD6

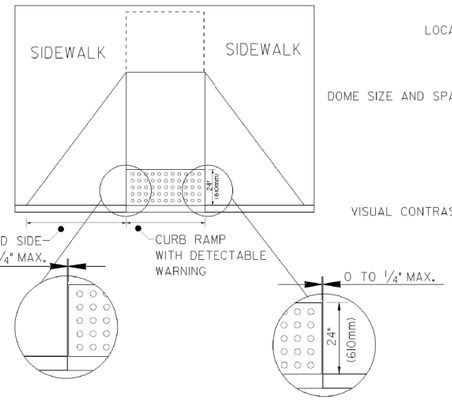
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



SECTION A-A



CONCRETE ISLAND WITH ELEVATED CUT THROUGH

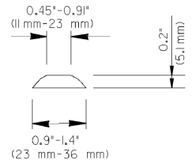


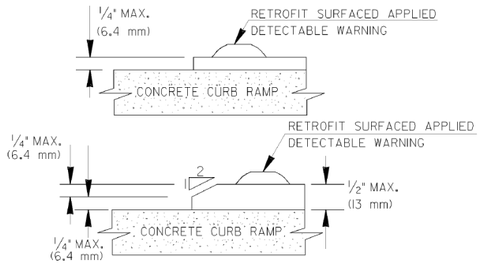
SIZE: DETECTABLE WARNINGS SHALL BE 24 INCHES (610 mm) IN THE DIRECTION OF PEDESTRAIN TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.

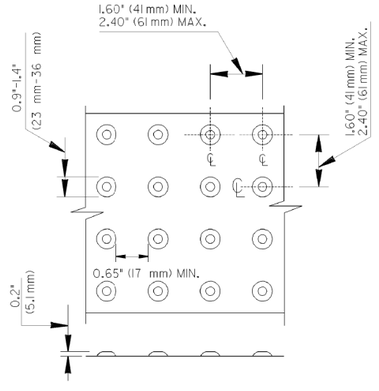
LOCATION: THE DETECTABLE WARNING SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD IS 6 TO 8 INCHES (150 mm to 180mm) FROM THE CURB LINE OR OTHER POTENTIAL HAZARD, SUSH AS A REFLECTIVE POOL EDGE OR THE DYNAMIC ENVELOPE OF RAIL OPERATIONS.

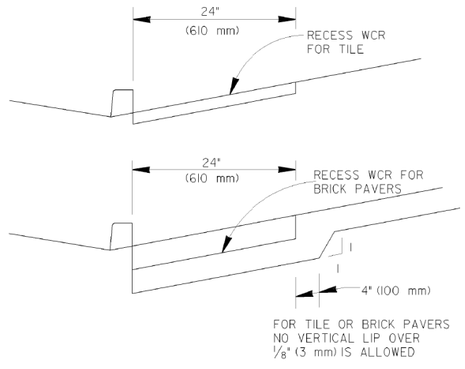
DOME SIZE AND SPACING: TRUNCATED DOMES SHALL HAVE A BASE DIAMETER OF 0.9 INCH TO 1.4 INCH (23mm-36mm) AT THE BOTTOM, A DIAMETER OF 0.45 INCH TO 0.91INCH (11mm-23mm) AT THE TOP, THE TOP DIAMETER SHALL BE A MINIMUM OF 50% AND A MAXIMUM OF 65% OF THE BASE DIAMENTER, A HEIGHT OF 0.2 INCH (5.1mm) AND A CENTER-TO-CENTER SPACING OF 2.40 INCHES (61mm) DESIRABLE 1.60 INCHES (41mm) MINIMUM MEASURED ALONG ONE SIDE OF A SQUARE ARRANGEMENT. DOMES SHALL HAVE A SQUARE ARRANGEMENT. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.

VISUAL CONTRAST: DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT WALKING SURFACE EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE VISUAL CONTRACT SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING SURFACE.

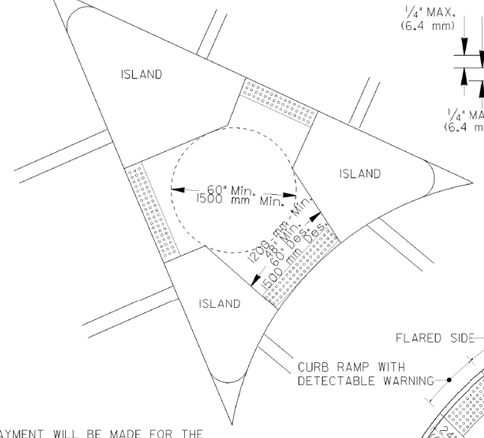


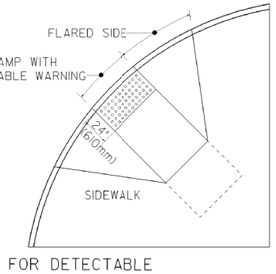




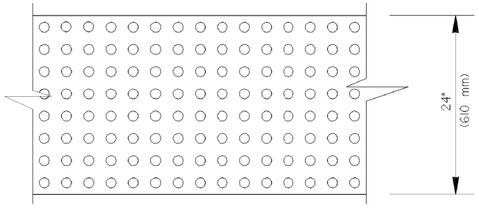


FOR TILE OR BRICK PAVERS NO VERTICAL LIP OVER 1/8" (3 mm) IS ALLOWED





DETAIL FOR DETECTABLE WARNING AT CUT-THRU CONCRETE ISLAND



NO SEPARATE PAYMENT WILL BE MADE FOR THE DETECTABLE WARNINGS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK (OR CURB CUT RAMP IF THE ITEM IS INCLUDED IN THE PROPOSAL).

FOR CUT-THRU ISLANDS AND EXISTING RAMPS, WHERE NO SIDEWALK OR CURB CUT RAMPS ARE IN THE PROPOSAL. THE COST OF THE DETECTABLE WARINGS SHALL BE INCLUDED IN THE OVERALL BID PRICE SUBMITTED.

MATERIALS:

NEW CONSTRUCTION

THE DETECTABLE WARNINGS SHALL BE MADE OF MATERIALS SPECIFIED ON QPL 87.

RETROFIT OF EXISTING RAMPS

SURFACED APPLIED MATERIALS WILL ONLY BE APPROVED TO BE USED ON EXISTING WHEELCHAIR RAMPS.

INSTALLATION:

BRICK PAVERS SHALL BE SET IN A WET MORTAR BED. THE BED SHALL BE PLACED ON CONCRETE. THE CONCRETE SHALL BE A MINIMUM OF 4" THICK.

CERAMIC TILE SHALL BE EPOXIED IN PLACE OR SET IN A WET MORTAR BED. MANUFACTURER RECOMMEND ADHESIVE OR FASTENER SHALL BE USED IN THE INSTALLATION.

ALL OTHER MATERIALS SHALL BE INSTALLED ACCORDING TO MANUFACTURES DETAILS OR INSTRUCTION.

GENERAL NOTES:

RETROFIT SURFACED APPLIED MATERIALS ONLY:

1. CHANGES IN LEVEL OF 1/4" (6.4 mm) HIGH MAXIMUM SHALL BE PERMITTED VERTICALLY ON SURFACED APPLIED MATERIALS.
2. CHANGES IN LEVEL BETWEEN 1/4" (6.4 mm) HIGH MINIMUM AND 1/2" (13mm) HIGH MAXIMUM SHALL BE BELEVELED WITH A SLOPE NOT STEEPER THAN 2:1.

BY	REVISION	DATE
GLO	REVISED	11-4-02
GLO	REVISED	7-29-02
GLO	REVISED AND NOTES.	5-10-06
GLO	ADDED TOLERANCE TO DTL. AND GEN. NOTES	10-2-06
GLO	ADDED RETROFIT DETAIL AND ADDED ALT. RAMP	6-18-09

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL DETAIL

DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS

NO SCALE — MARCH 12, 2002

NUMBER A4

DOUGLASVILLE GEORGIA

- NO SCALE -

REVISION DATES

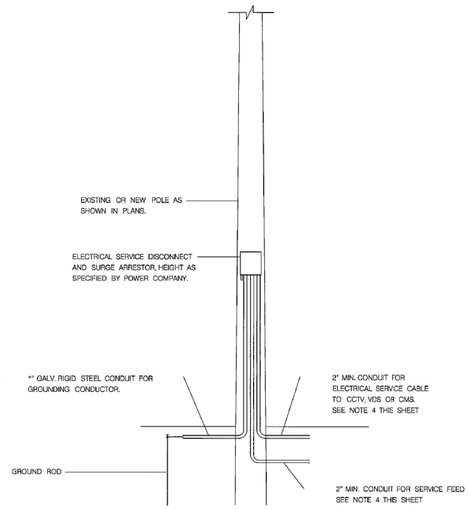
GDOT STANDARD DETAIL

ROSE AVE @ ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		40-0003
CORRECTED:		DATE:		
VERIFIED:		DATE:		

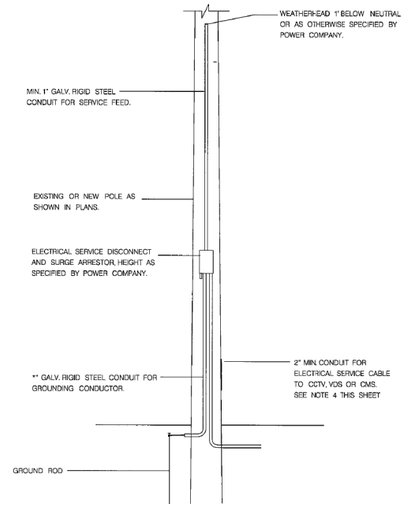
COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS

ELECTRICAL SERVICE INSTALLATION FOR CMS,VDS AND CCTV SYSTEMS



ELECTRICAL POWER SERVICE ASSEMBLY, UNDERGROUND SERVICE POINT

NOT TO SCALE



ELECTRICAL POWER SERVICE ASSEMBLY AERIAL SERVICE POINT

NOT TO SCALE

ELECTRICAL SERVICE GENERAL NOTES

1. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ELECTRICAL SERVICE EQUIPMENT AND MATERIALS FOR CCTV, VDS AND CMS INSTALLATIONS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, INCLUDING SECTIONS 637 (VIDEO DETECTION SYSTEM) 936 (CCTV SYSTEM), AND 631 (PERMANENT CHANGEABLE MESSAGE SIGN), THE PLANS, AND THE GEORGIA SPECIFICATIONS. ALL MATERIALS AND INSTALLATION SHALL BE IN ACCORDANCE WITH APPLICABLE CODES AND ANY REQUIREMENTS OF THE UTILITY POLE OWNER. THE CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH UTILITY POLE OWNERS AND THE ELECTRICAL SERVICE PROVIDER.

2. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW GROUND ROD AND CONDUCTOR ASSEMBLIES AT ALL ELECTRICAL SERVICE ASSEMBLIES FOR CCTV AND CMS SYSTEMS ON NEW AND EXISTING POLES. GROUNDING TO EXISTING GROUND RODS AT EXISTING POLES IS NOT PERMITTED EXCEPT WHEN REQUIRED BY THE POLE OWNER. WHEN TYING TO EXISTING GROUND RODS, THE NEW SERVICE DISCONNECT GROUND CONDUCTOR SHALL BE ATTACHED TO THE NEW GROUND ROD FIRST, THEN ROUTED TO THE EXISTING GROUND ROD. GROUND RODS SHALL BE MINIMUM 10 FEET IN LENGTH. RESISTANCE TO GROUND FROM THE GROUND CONDUCTOR CLAMP SHALL BE MEASURED WITH A THREE-POINT EARTH GROUND TEST MEGGER IN THE PRESENCE OF THE ENGINEER. MAXIMUM RESISTANCE TO GROUND AS TESTED SHALL BE 10 OHMS.

3. THE CONTRACTOR SHALL FURNISH AND INSTALL ELECTRICAL SERVICE ASSEMBLIES, INCLUDING ALL MATERIALS SUCH AS CONDUIT, SERVICE CONDUCTORS, DISCONNECT BREAKER, SURGE ARRESTOR, ETC. THE REQUIREMENTS FOR CCTV SYSTEMS ARE IN SECTION 936 OF THE GEORGIA SPECIFICATIONS AND THIS TYPICAL DETAIL. THE REQUIREMENTS FOR VIDEO DETECTION SYSTEMS ARE IN SECTION 937 OF THE GEORGIA SPECIFICATIONS AND THIS TYPICAL DETAIL. THE REQUIREMENTS FOR CMS SYSTEMS ARE IN SECTION 631 OF THE GEORGIA SPECIFICATIONS AND THIS TYPICAL DETAIL AND SHALL ALSO BE IN FULL ACCORDANCE WITH THE CMS MANUFACTURER'S RECOMMENDATIONS. THE CMS MANUFACTURER'S RECOMMENDATIONS FOR CMS SYSTEM ELECTRICAL SERVICE SHALL BE INCLUDED IN THE SUBMITTAL DATA REQUIRED IN SECTION 631.1.03 AND SHALL INCLUDE SPECIFICATIONS FOR CONDUIT AND CONDUCTORS, GROUNDING, MAIN DISCONNECT BREAKERS AND BRANCH CIRCUIT BREAKERS AS NEEDED, SURGE ARRESTORS, ETC. IN LIEU OF SPECIFIC REQUIREMENTS BY THE CMS MANUFACTURER FOR ANY PARTICULAR ITEM OR MATERIAL, THE ELECTRICAL SERVICE ASSEMBLY REQUIREMENTS SPECIFIED FOR A CCTV SYSTEM SHALL PREVAIL.

4. ALL ABOVEGROUND ELECTRICAL SERVICE CONDUIT SHALL BE GALVANIZED RIGID STEEL. ALL ELECTRICAL SERVICE CONDUIT BODIES, SUCH AS LBS AND COUPLINGS, SHALL BE GALVANIZED RIGID STEEL OR ALUMINUM. RISER CONDUIT BENDS, INCLUDING INTO THE BASE OF THE DISCONNECT HOUSING, SHALL BE MADE ONLY BY LB OR SIMILAR CONDUIT BODIES. STREET ELBOWS AND SWEEPS ARE NOT PERMITTED. ALL UNDERGROUND ELECTRICAL SERVICE CONDUIT SHALL BE SCHEDULE 40 PVC.

GEORGIA
DEPARTMENT OF TRANSPORTATION

- NO SCALE -

REVISION DATES
09/01/2005

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: TRAFFIC SAFETY & DESIGN
ATMS PLANS
ELECTRICAL SERVICE DETAIL
ITS-12
DRAWING No. 28-

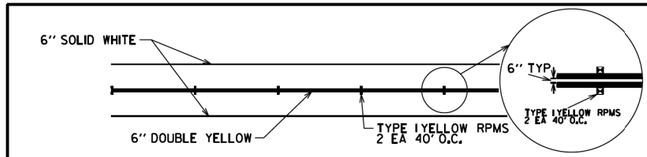
DOUGLASVILLE
GEORGIA

- NO SCALE -

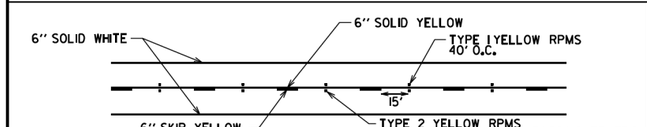
REVISION DATES

GDOT STANDARD DETAIL
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

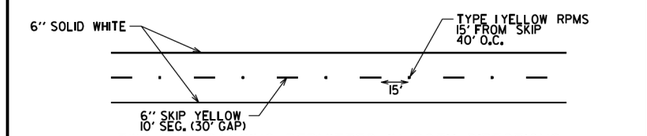
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		40-0004
CORRECTED:		DATE:		
VERIFIED:		DATE:		



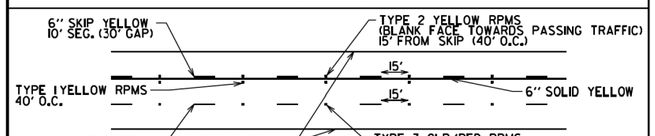
TWO-WAY NO PASSING ZONE



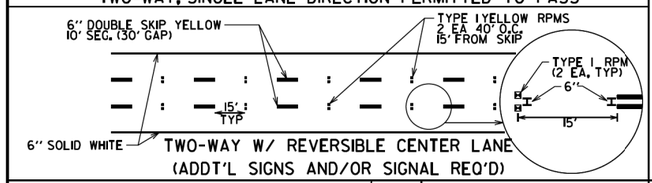
TWO-WAY W/ PASSING PERMITTED ONE DIRECTION



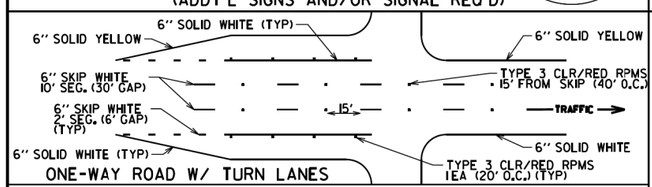
TWO-WAY PASSING PERMITTED IN BOTH DIRECTIONS



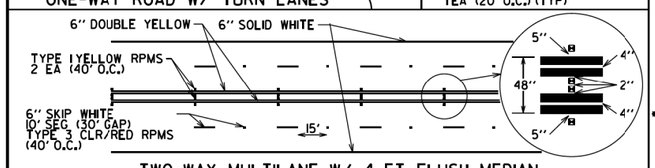
TWO-WAY, SINGLE LANE DIRECTION PERMITTED TO PASS



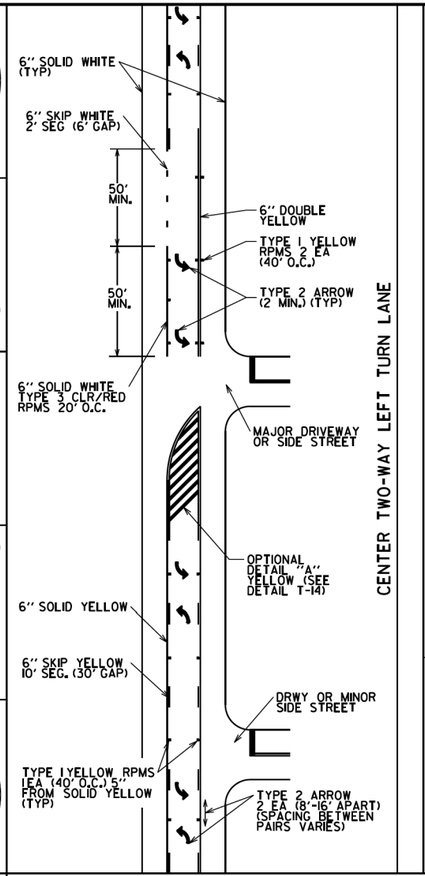
TWO-WAY W/ REVERSIBLE CENTER LANE (ADDT'L SIGNS AND/OR SIGNAL REQ'D)

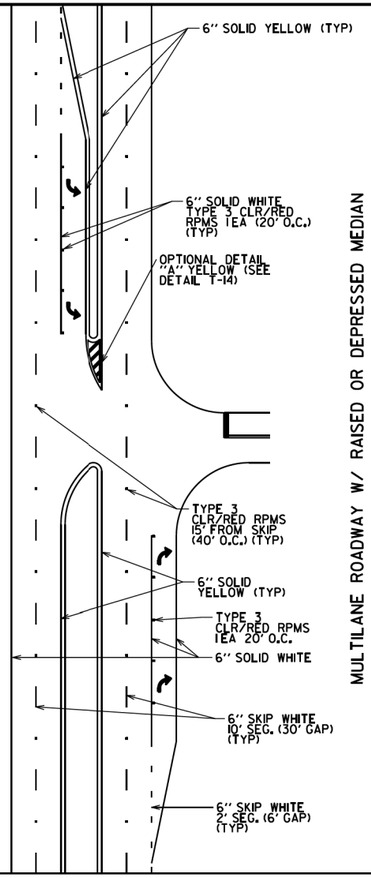


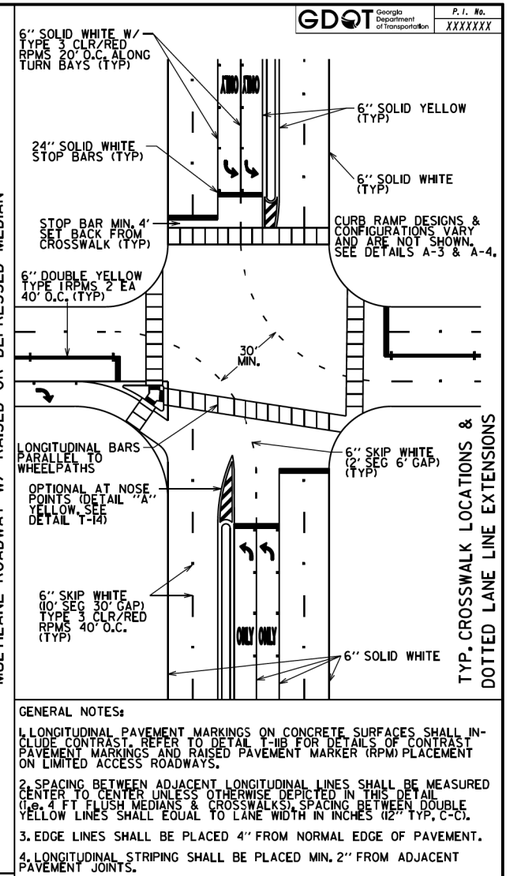
ONE-WAY ROAD W/ TURN LANES



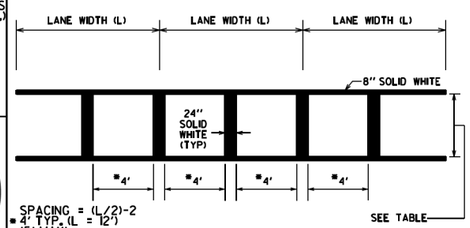
TWO-WAY MULTILANE W/ 4 FT FLUSH MEDIAN







CROSSWALK DETAIL



Sidewalk or Path Width (FT)	Crosswalk Width (FT)		
	Minimum	Preferred	Maximum
5	8	8	8
6	8	10	10
7	8	10	10
8	8	10	10
9	9	10	11
10	10	11	12
11	11	11	13
12	12	12	14
13	13	13	15
14	14	14	16

GENERAL NOTES:

1. LONGITUDINAL PAVEMENT MARKINGS ON CONCRETE SURFACES SHALL INCLUDE CONTRAST. REFER TO DETAIL T-11B FOR DETAILS OF CONTRAST PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER (RPM) PLACEMENT ON LIMITED ACCESS ROADWAYS.
2. SPACING BETWEEN ADJACENT LONGITUDINAL LINES SHALL BE MEASURED CENTER TO CENTER UNLESS OTHERWISE DEPICTED IN THIS DETAIL (i.e. 4 FT FLUSH MEDIANS & CROSSWALKS). SPACING BETWEEN DOUBLE YELLOW LINES SHALL EQUAL TO LANE WIDTH IN INCHES (12" TYP. C-C).
3. EDGE LINES SHALL BE PLACED 4" FROM NORMAL EDGE OF PAVEMENT.
4. LONGITUDINAL STRIPING SHALL BE PLACED MIN. 2" FROM ADJACENT PAVEMENT JOINTS.
5. REFER TO DETAIL T-15C FOR DESIGN OF RPMS
6. TYPE I YELLOW RPMS SHALL BE PLACED 40' ON CENTER.
7. RPMS SHALL BE PLACED 5" LATERALLY (EDGE TO EDGE) FROM NEAREST ADJACENT LONGITUDINAL STRIPE UNLESS OTHERWISE NOTED.
8. THE CLEAR FACE OF TYPE 3 CLR/RED RPMS SHALL BE ORIENTED TOWARDS NORMAL APPROACHING TRAFFIC

BY	DATE	REVISION
RCA	7-01-24	MAJ. REVS., RPMS, X-WALK
ACP	7-01-24	ADDED GENERAL NOTE 3
	7-01-24	ADDED 6" STRIPING
CDR	9-15-16	ADDED GENERAL NOTE 4
BY	DATE	REVISION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL

PAVEMENT MARKING & RAISED PAVEMENT MARKER PLACEMENT; CONVENTIONAL ROADWAYS

JANUARY 2000
NOT TO SCALE

NUMBER T-11A

DOUGLASVILLE GEORGIA

- NO SCALE -

REVISION DATES

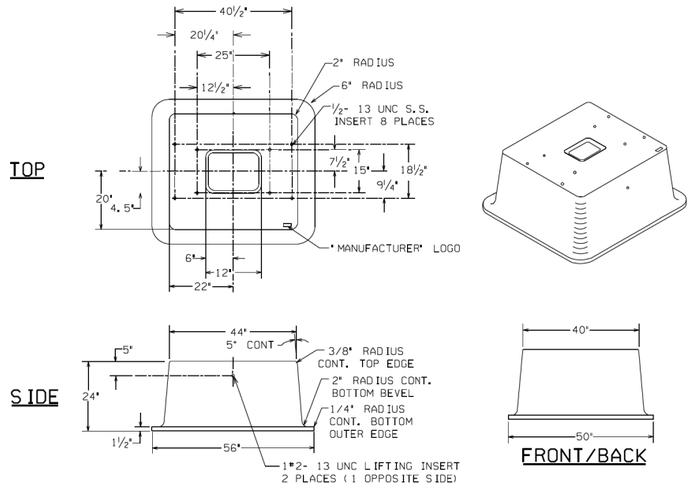
GDOT STANDARD DETAIL

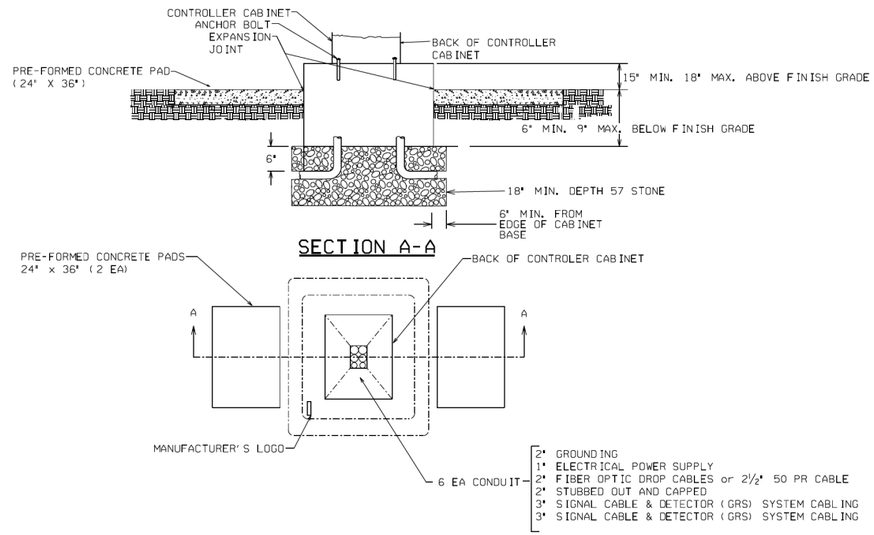
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

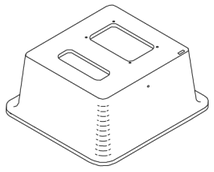
CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	40-0005
VERIFIED:		DATE:	

GDOT Georgia Department of Transportation — P. I. No.

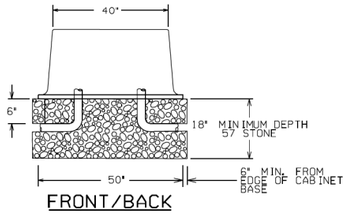
PREFABRICATED 332 CONTROLLER BASE

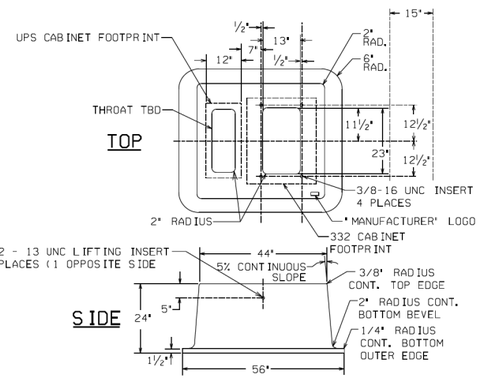




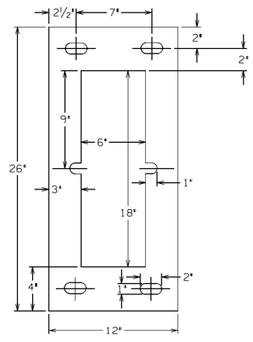


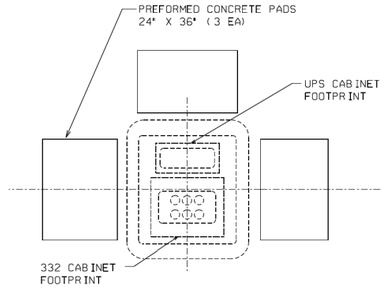
PREFABRICATED CONTROLLER BASE WITH UPS BASE MOUNT EXTENSION





PREFABRICATED UPS BASE MOUNT CABINET BASE





NOTE: MODEL 332 CONTROLLER CABINETS WITH UPS REQUIRES THREE PADS

DATE	REVISION	BY

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL

PREFABRICATED CABINET BASE

NOVEMBER 2020
NO SCALE

NUMBER TS-02

DOUGLASVILLE GEORGIA

- NO SCALE -

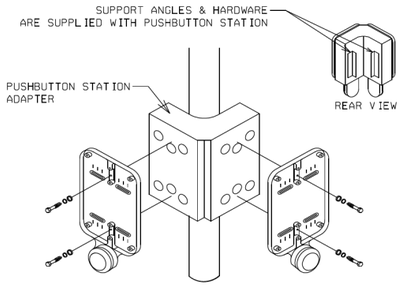
REVISION DATES

GDOT STANDARD DETAIL
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

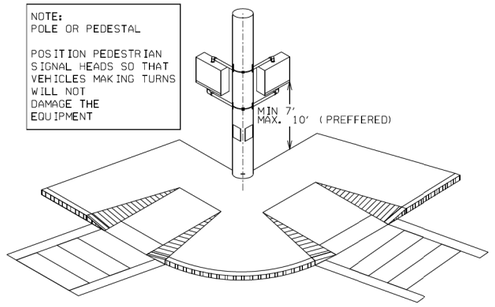
		DATE:	
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 40-0006

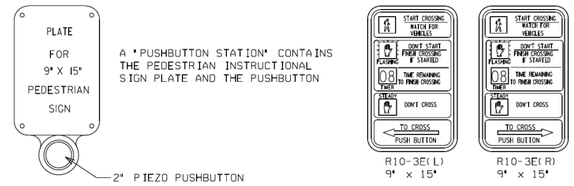
GDOT Georgia Department of Transportation — P. I. No.



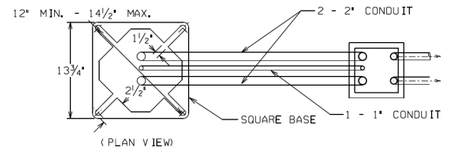
DOUBLE PUSHBUTTON STATION ADAPTER FOR 4" DIA. PEDESTRIAN PEDESTAL



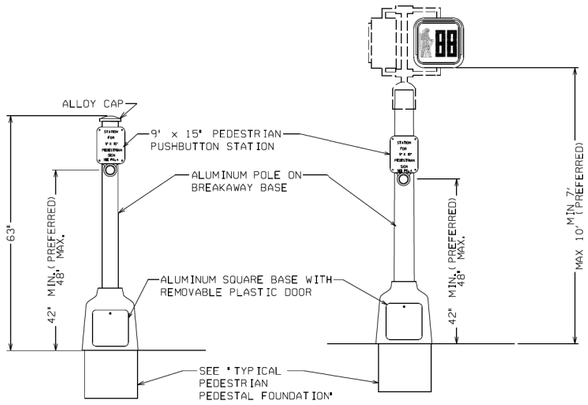
PEDESTRIAN SIGNAL HEAD ORIENTATION FOR SIDE OF POLE MOUNTING



PEDESTRIAN PUSHBUTTON STATION AND SIGNS

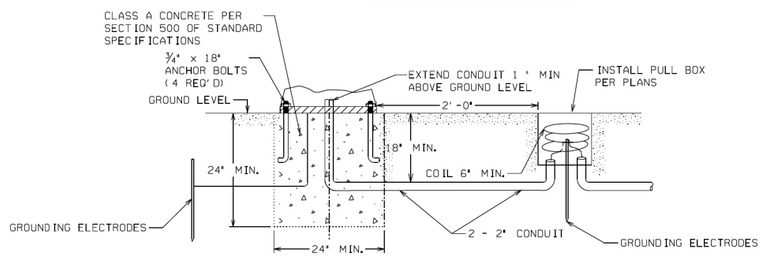


CROSS SECTION A-A



PEDESTRIAN PUSHBUTTON POST

PEDESTRIAN SIGNAL PEDESTAL



TYPICAL PEDESTRIAN PEDESTAL FOUNDATION

NOTE: SEE TS-06 FOR GROUNDING DETAILS

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.

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

DOUGLASVILLE GEORGIA

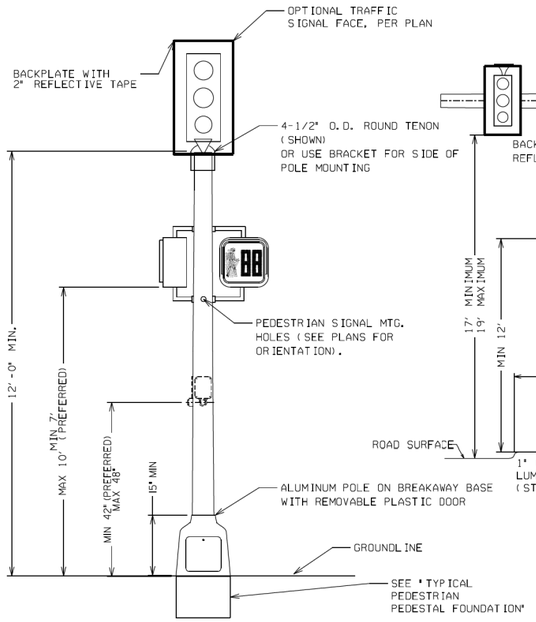
- NO SCALE -

REVISION DATES

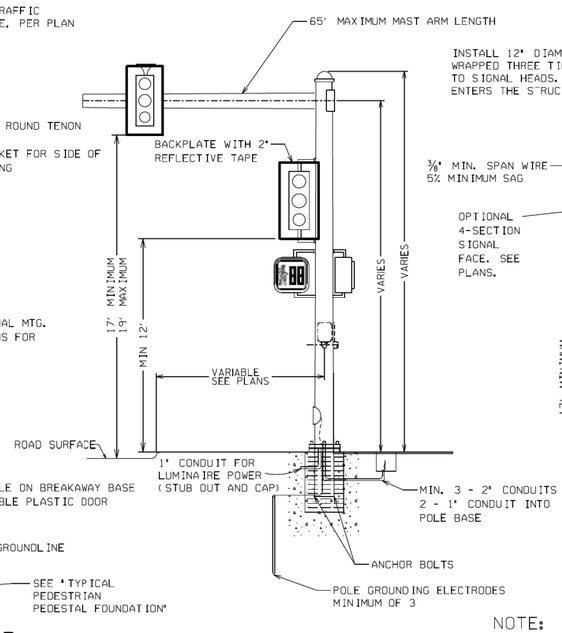
GDOT STANDARD DETAIL
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		40-0007
CORRECTED:		DATE:		
VERIFIED:		DATE:		

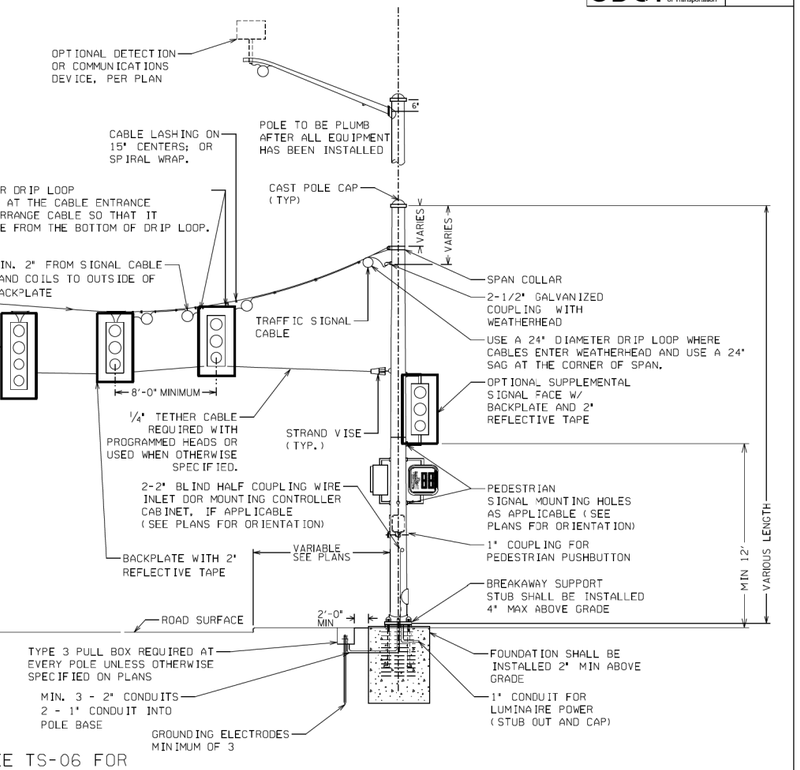
GDOT Georgia Department of Transportation — P. I. No.



PEDESTAL POLE MOUNTED SIGNAL HEAD



TYPICAL MAST ARM POLE DETAIL



TYPICAL STEEL STRAIN POLE DETAIL

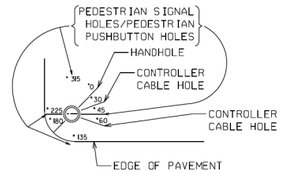
NOTE: SEE TS-06 FOR GROUNDING DETAILS

NOTES:
1. FOUNDATION SIZE AND REINFORCING SHALL BE DETERMINED FROM THE 'STRAIN POLE AND MAST ARM FOUNDATIONS' SHEET WITH THE USE OF THE BENDING MOMENT AT YIELD PROVIDED BY POLE MAUFACTURER.
2. ALL HOLES IN MAST ARMS MUST BE FABRICATED BY THE MANUFACTURER. SEE SECTION 925 OF STANDARD SPECIFICATIONS REGARDING RIGID MOUNTING HARDWARE FOR SIGNAL HEADS.
3. 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.
4. HELPER CABLE IS REQUIRED ON ALL SPAN LENGTHS EXCEEDING 150 FEET.

5A. SPAN WIRE USED WITH STRAIN POLE INSTALLATION SHALL HAVE A MINIMUM 5% SAG.
5B. SPAN WIRE USED WITH TIMBER POLE INSTALLATION SHALL HAVE A MINIMUM 2.5% SAG.

VERTICAL DROP (FT) BETWEEN POLE ATTACHMENT AND LOW POINT IN SPAN = DESIRED SAG x SPAN LENGTH

SPAN LENGTH = LONGEST DISTANCE BETWEEN ANY TWO SUPPORT POLES IN INSTALLATION.



TOP VIEW FOR INLET HOLES ORIENTATION

BY	REVISION	DATE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL

TRAFFIC SIGNAL SUPPORT STRUCTURES

NOVEMBER 2020 — NO SCALE

NUMBER TS-04A

10/23/2015 GPLN

DOUGLASVILLE GEORGIA

- NO SCALE -

REVISION DATES

GDOT STANDARD DETAIL

ROSE AVE @ ROSELAKE CIR/FAIRWAYS DR

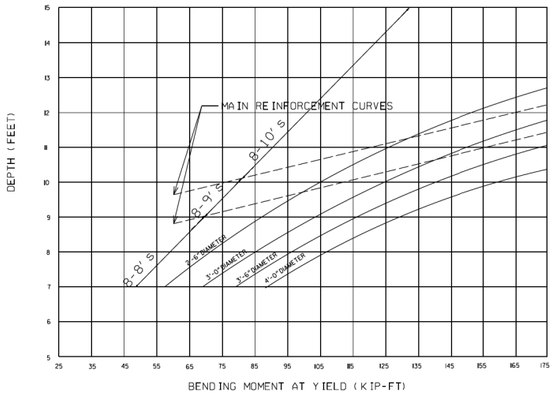
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

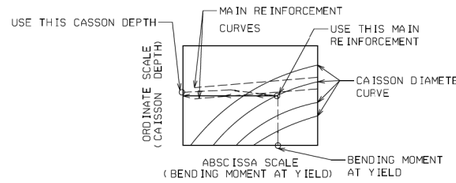
DRAWING No. 40-0008

GDOT Georgia Department of Transportation — P. I. No.

PIEDMONT

[ɣ= 120 PCF
Φ= 25 DEGREES
C= 300 PCF]



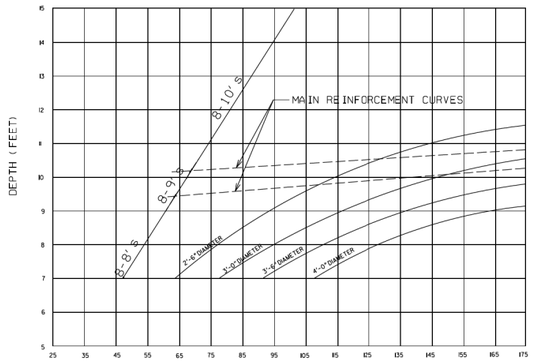


PROCEDURE TO FIND FOOTING SIZE

1. DETERMINE 'BENDING MOMENT AT YIELD' FROM APPROVED SHOP DRAWINGS.
2. SELECT DIAMETER OF CAISSON.
3. READ 'BENDING MOMENT AT YIELD' ON ABSCISSA SCALE, PROJECT A VERTICAL LINE UPWARD UNTIL THE DESIRED 'CAISSON DIAMETER CURVE' IS INTERSECTED, TURN 90 DEGREES AND PROJECT A HORIZONTAL LINE UNTIL THE ORDINATE SCALE IS INTERSECTED.
4. READ THE REQUIRED 'CAISSON DEPTH' FROM THE INTERSECTION POINT ON THE ORDINATE SCALE DEPTH SHALL BE INTERPOLATED TO THE NEAREST 3 INCH INCREMENT.
5. READ THE REQUIRED 'MAIN REINFORCEMENT SIZE' FROM THE INTERSECTION POINT ON THE CAISSON DIAMETER CURVE.

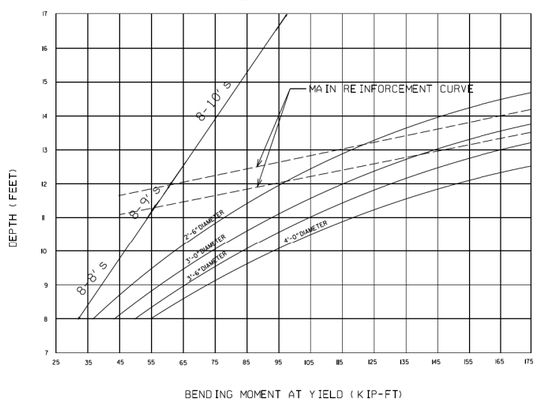
VALLEY & RIDGE

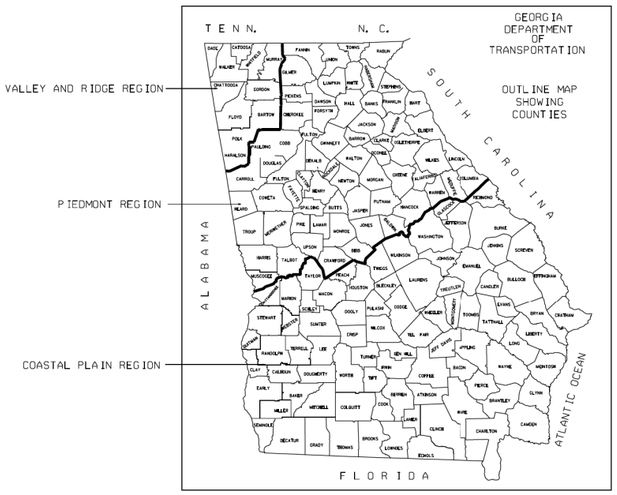
[ɣ= 115 PCF
Φ= 18 DEGREES
C= 750 PSF]

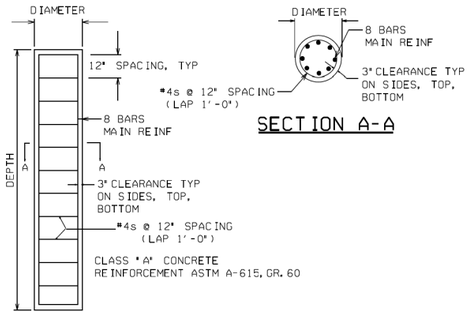


COASTAL PLAIN

[ɣ= 120 PCF
Φ= 32 DEGREES
C= 0 PCF]







DIAMETER
8 BARS MAIN REINF
3" CLEARANCE TYP ON SIDES, TOP, BOTTOM
#4s @ 12" SPACING (LAP 1'-0")

SECTION A-A

CAISSON DETAIL

NOTE:
ALL REINFORCEMENT SHALL BE PLACED AND TIED IN ACCORDANCE WITH THE STANDARD SPECS AND SPECIAL PROVISIONS. WELDING OF BAR REINFORCEMENT SHALL NOT BE PERMITTED.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL
STRAIN POLE AND MAST ARM FOUNDATIONS

DATE | REVISION | BY

NOVEMBER 2020
NO SCALE

NUMBER TS-05

DOUGLASVILLE GEORGIA

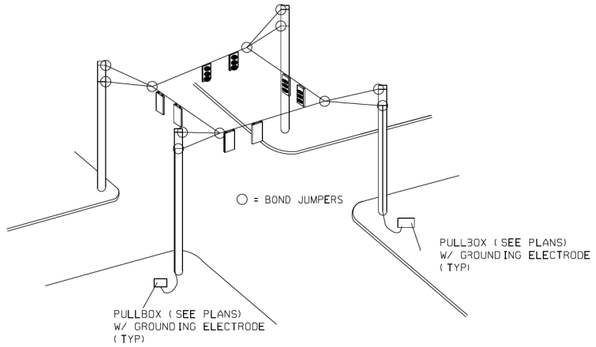
- NO SCALE -

REVISION DATES

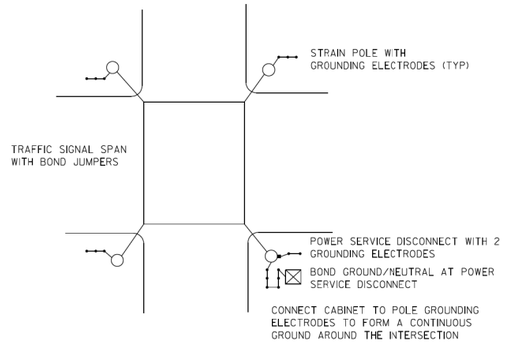
GDOT STANDARD DETAIL
ROSE AVE @ ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		40-0009
CORRECTED:		DATE:		
VERIFIED:		DATE:		

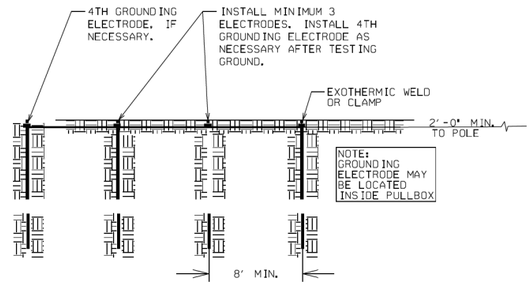
GDOT Georgia Department of Transportation — P. I. No.



SPAN WIRE GROUNDING

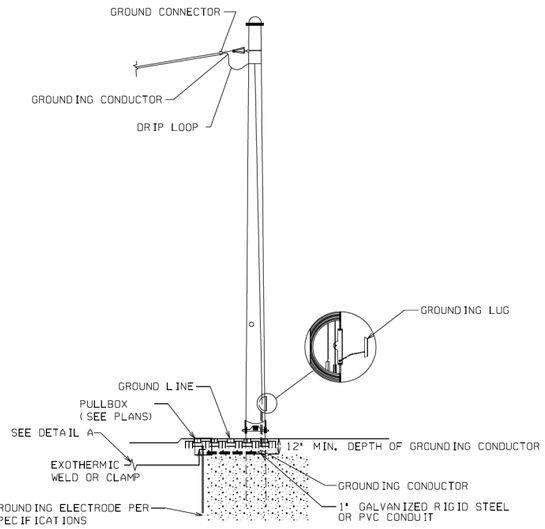


PLAN VIEW GROUNDING

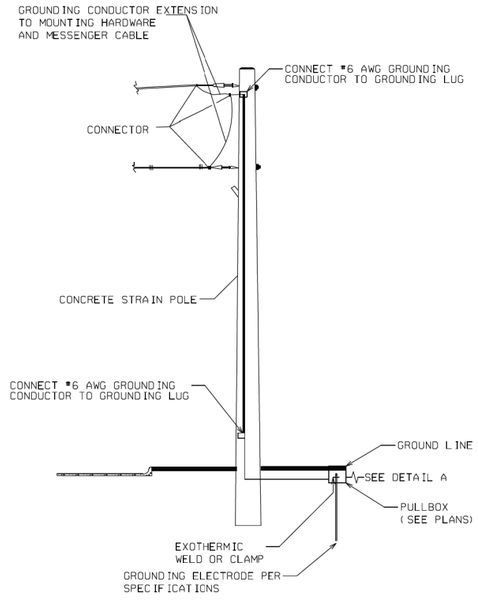


GROUNDING DETAIL A

OPTIONAL: IF DEPTH CANNOT BE OBTAINED, INSTALL HORIZONTAL PER SECTION 647



STEEL STRAIN POLE GROUNDING WITH PULLBOX OPTION



CONCRETE STRAIN POLE GROUNDING WITH PULLBOX OPTION

DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION	CONSTRUCTION DETAIL GROUNDING FOR TRAFFIC SIGNAL SUPPORT STRUCTURES	
BY	NOVEMBER 2020 NO SCALE	NUMBER TS-06

DOUGLASVILLE GEORGIA

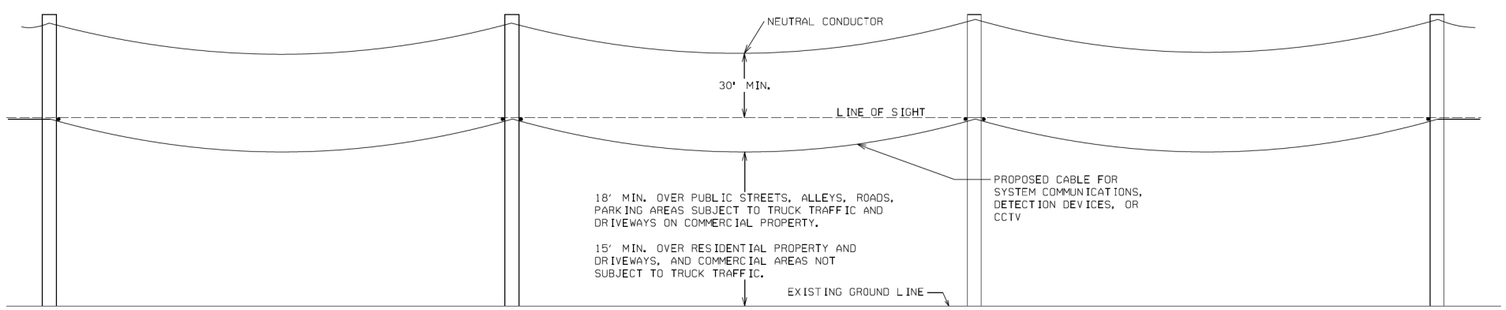
- NO SCALE -

REVISION DATES

GDOT STANDARD DETAIL
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		40-0010
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GDOT Georgia Department of Transportation | P.I. No.



THE VERTICAL SEPARATION FROM NEUTRAL CONDUCTORS SHALL BE INCREASED SO THAT THE LOWEST POINT OF THE NEUTRAL CONDUCTOR (IN THE SPAN OR AT THE CROSSING) WILL BE AT LEAST 30 INCHES ABOVE THE CABLE ATTACHMENT LEVEL (LINE OF SIGHT) AS ILLUSTRATED ABOVE.

AERIAL CABLE SEPARATION REQUIREMENTS

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL

UTILITY CLEARANCE

DATE | REVISION | BY

NOVEMBER 2020
NO SCALE

NUMBER TS-07

DOUGLASVILLE GEORGIA

- NO SCALE -

REVISION DATES

GDOT STANDARD DETAIL
ROSE AVE @
ROSELAKE CIR/FAIRWAYS DR

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 40-0011