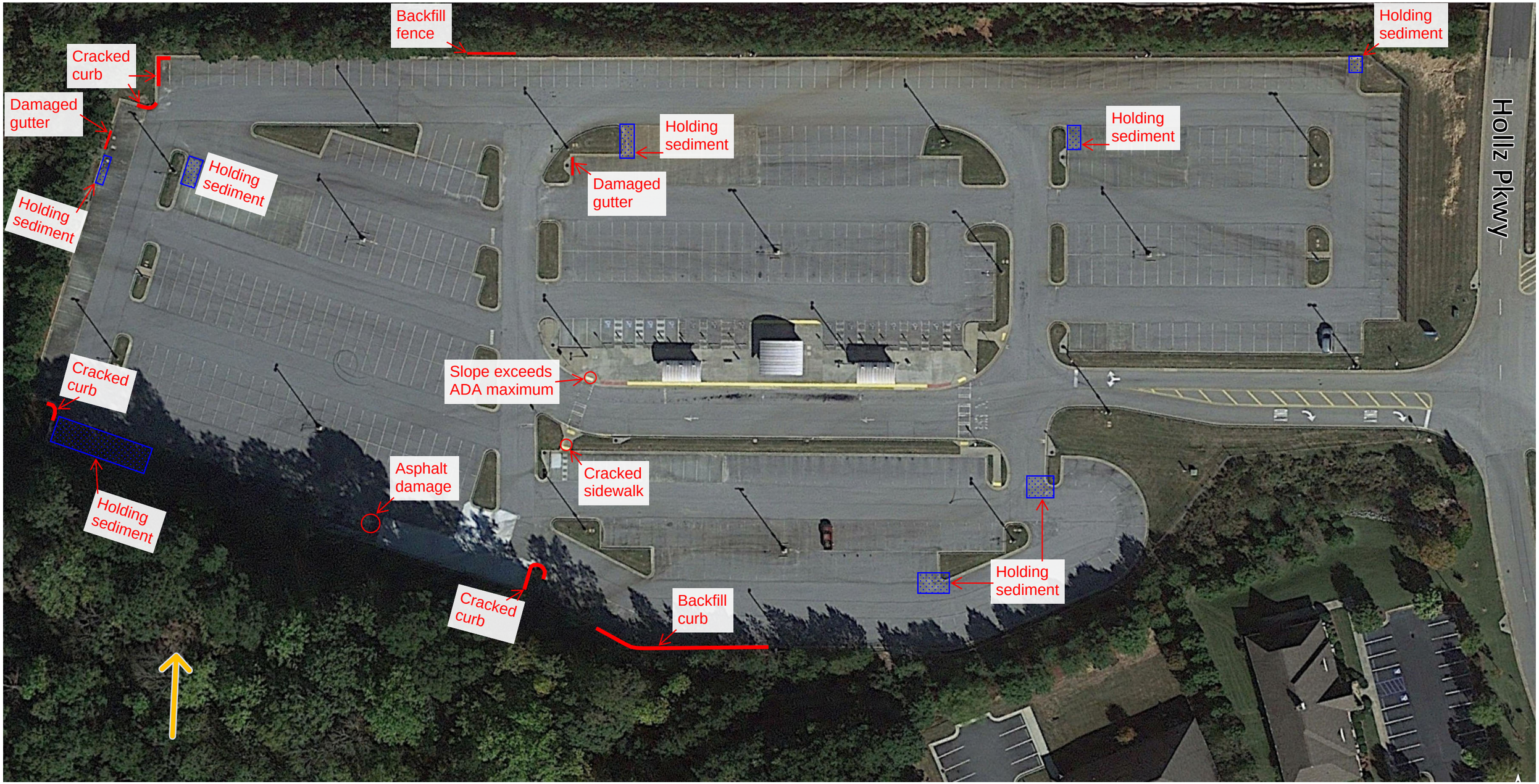
Cumming Park & Ride (Overview Map)

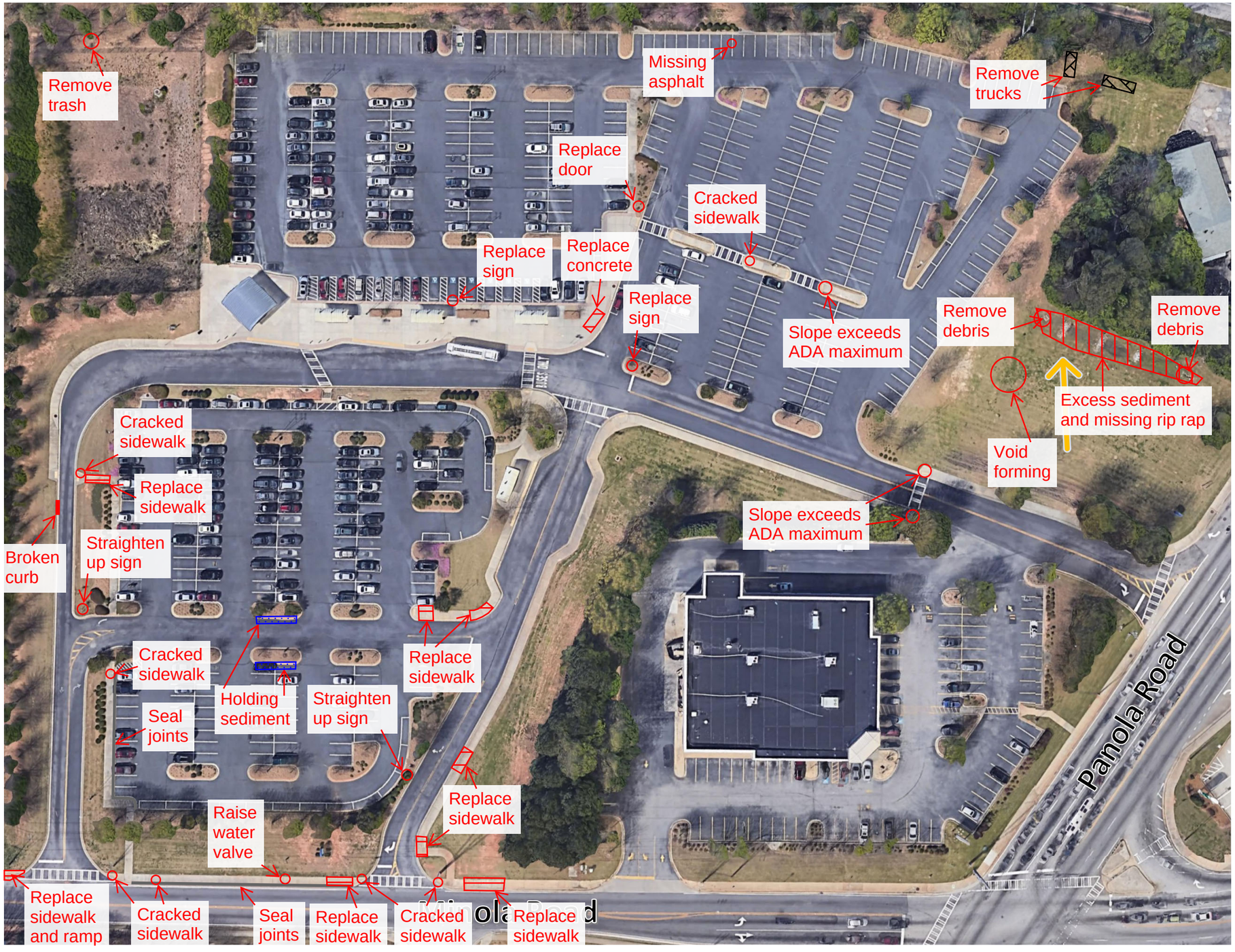
Hamilton Mill Park and Ride

Jonesboro Park & Ride (Overview)

Newnan Park & Ride (Overview)

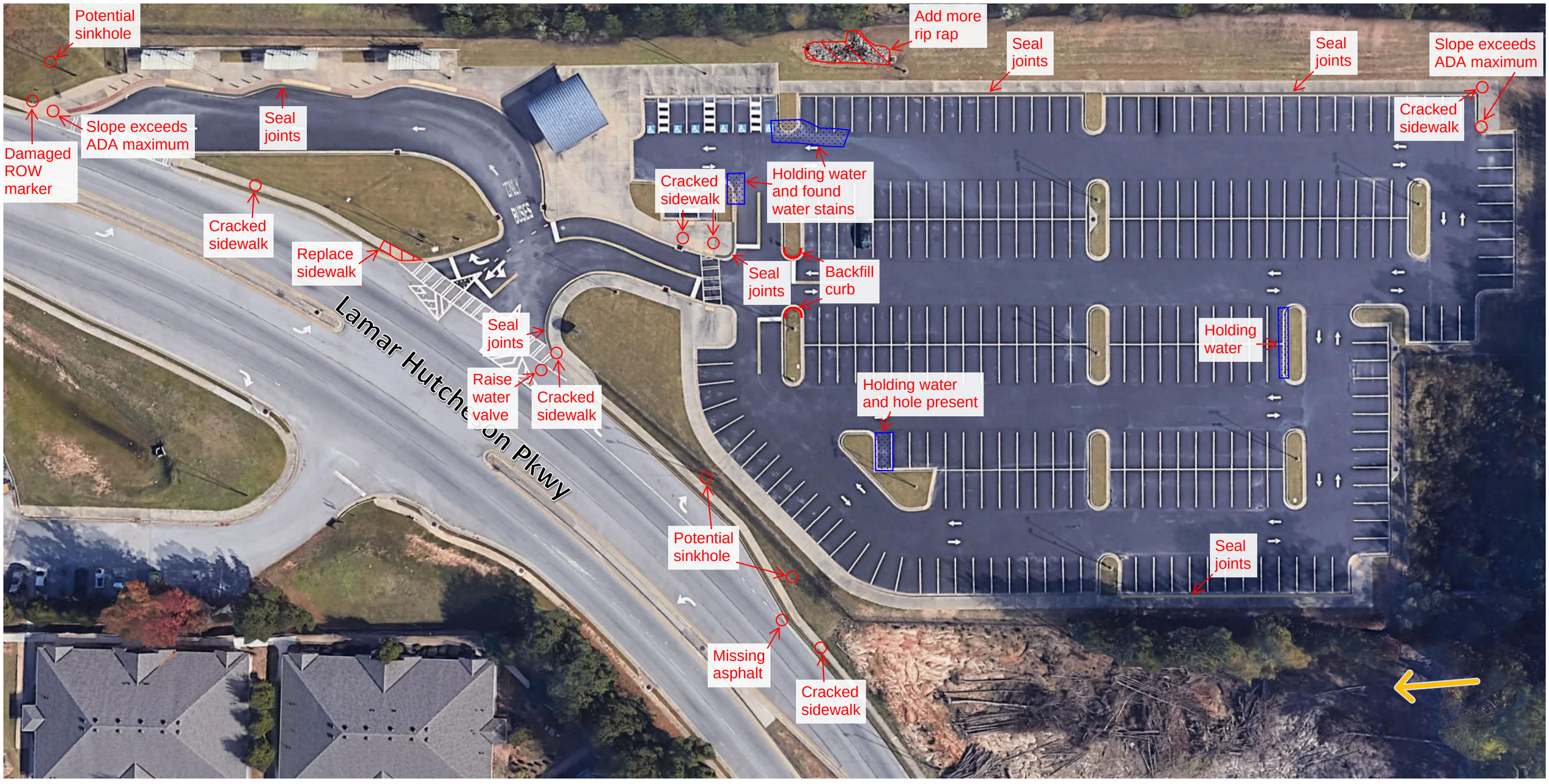


Panola Park & Ride (Overview)



Powder Springs Park & Ride (Overview)

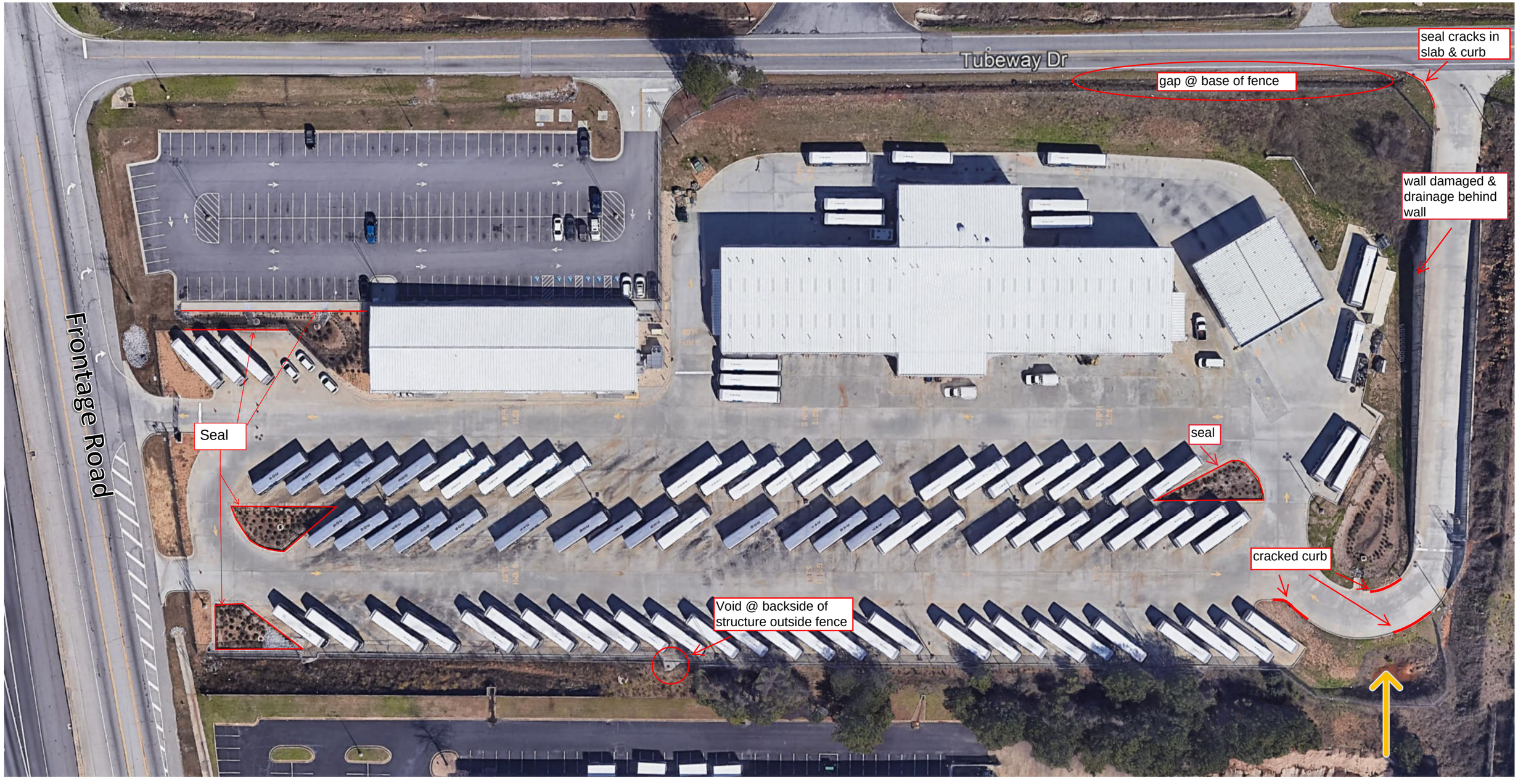
Riverdale Park & Ride (Overview)



Stockbridge Park & Ride (Overview)

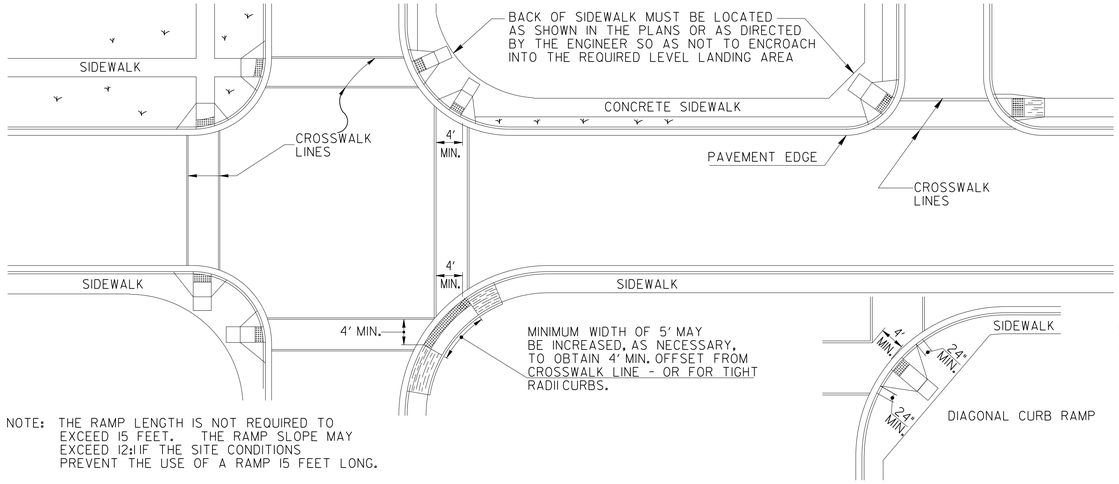
West Douglas Park & Ride (Overview)

South Operations Facility (Overview)



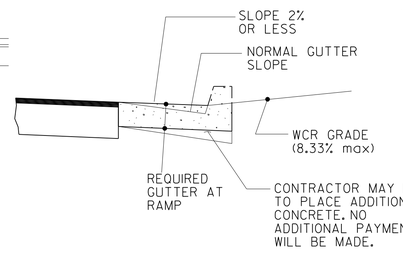
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW

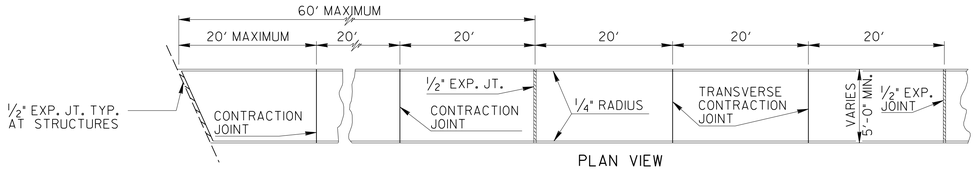


NOTE: THE RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET. THE RAMP SLOPE MAY EXCEED 12:1 IF THE SITE CONDITIONS PREVENT THE USE OF A RAMP 15 FEET LONG.

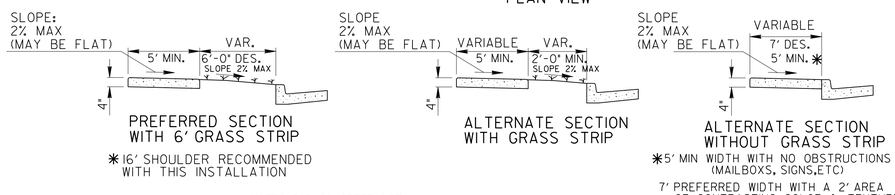
GUTTER TRANSITION DETAIL



CONCRETE SIDEWALK DETAILS



PLAN VIEW



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 1/4" RADIUS.
C. 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:

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

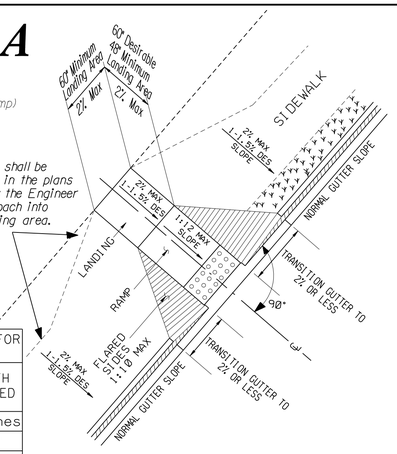
Guidelines For Usage On Metric Projects

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)



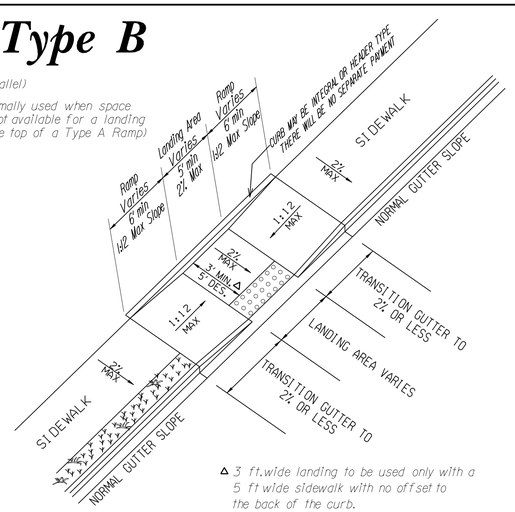
Back of sidewalk shall be located as shown in the plans or as directed by the Engineer so as not to encroach into the required landing area.

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)

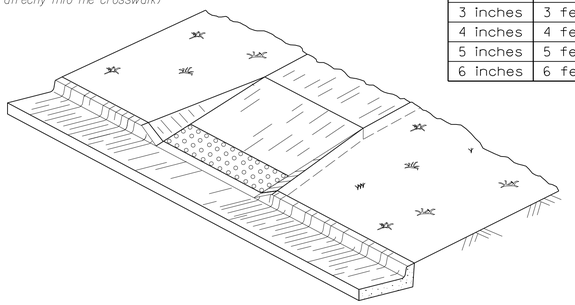


Δ 5 ft. wide landing to be used only with a 5 ft wide sidewalk with no offset to the back of the curb.

Type D

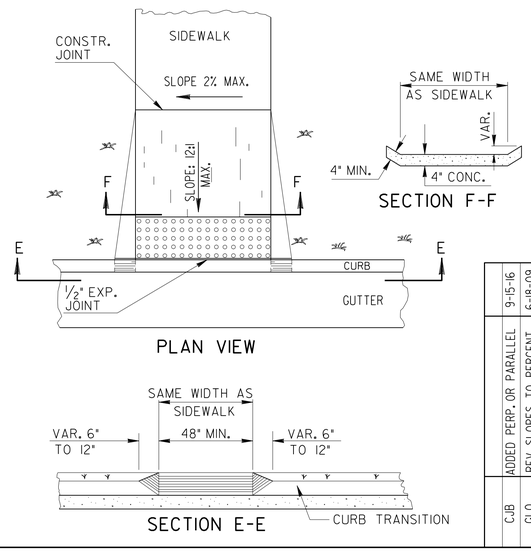
(Perpendicular)

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



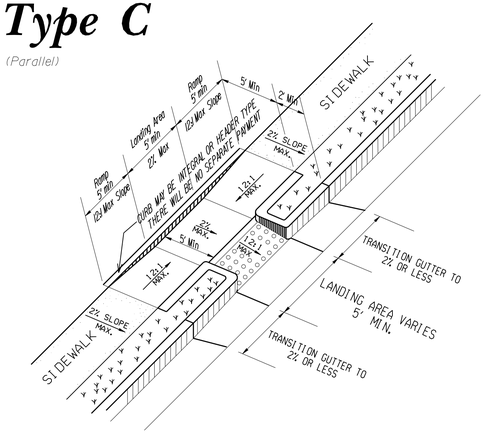
LENGHT REQUIRED FOR A 1:12 SLOPE	
DIFFERENCE IN HEIGHT	LENGTH REQUIRED
1 inch	1 foot
2 inches	2 feet
3 inches	3 feet
4 inches	4 feet
5 inches	5 feet
6 inches	6 feet

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.



Type C

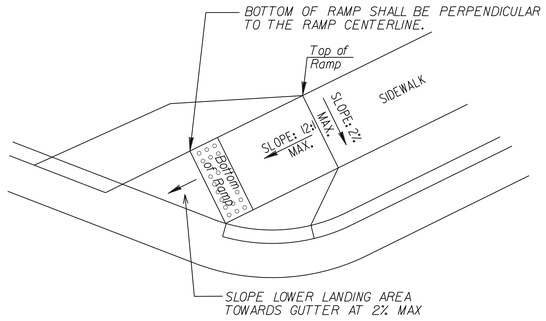
(Parallel)



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.



DATE	REVISION
9-15-16	ADDED PERP. OR PARALLEL
6-18-09	REV. SLOPES TO PERCENT AND ADDED 12:1 & 10:1 CHART.
	ADDED GEN. NOTE NO. 8.
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

CJB GLO GLO

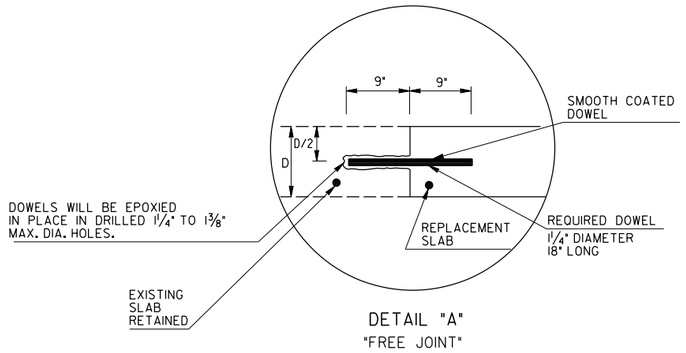
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL DETAIL
CONCRETE SIDEWALK DETAILS
CURB CUT (WHEELCHAIR) RAMPS

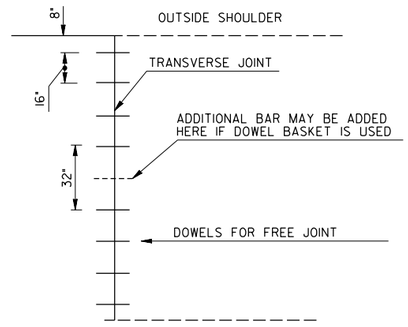
NO SCALE MARCH 12, 2002

NUMBER
A3

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



DETAIL "A"
"FREE JOINT"



DETAIL "B"
DOWEL BAR SPACING FOR JOINTS

GUIDELINES FOR SELECTING SLAB REPLACEMENT LENGTHS

1. EXISTING SLABS TO BE RETAINED MUST HAVE A MINIMUM LENGTH OF 10 FT.
2. MINIMUM LENGTH OF A REPLACEMENT SLAB IS 6 FEET & MINIMUM WIDTH IS BETWEEN EXISTING LONGITUDINAL JOINTS OR BETWEEN A LONGITUDINAL JOINT AND PAVEMENT EDGE.
3. A JOINT SHALL BE REESTABLISHED AT THE ORIGINAL TRANSVERSE JOINT LOCATION.
4. AN INTERMEDIATE TRANSVERSE JOINT SHALL BE ESTABLISHED AT MID-LENGTH FOR FULL LENGTH SLAB REPLACEMENT 20 FEET OR MORE, NOT TO EXCEED 15 FEET TRANSVERSE JOINTS. (SEE GENERAL NOTE 2).
5. FOR PAVEMENTS WITH SKEWED JOINTS, THE REESTABLISHED JOINTS MUST BE PERPENDICULAR TO THE LONGITUDINAL JOINTS.
6. ALL REESTABLISHED LONGITUDINAL JOINTS WILL BE BUTT JOINTS WITH NO DOWELS OR REINFORCING BARS. ALL TRANSVERSE JOINTS SHALL HAVE DOWELS IN ACCORDANCE WITH THE PLAN DETAILS.
7. SPACING BETWEEN LONGITUDINAL JOINTS SHALL NOT EXCEED 14 FEET.

GENERAL NOTES:

1. THE ENGINEER SHALL DETERMINE WHICH SLABS TO REMOVE AND REPLACE AND WHETHER TO USE FULL OR PARTIAL SLAB REPLACEMENTS. (PARTIAL SLAB REPLACEMENTS ARE TO BE USED TO THE MAXIMUM EXTENT POSSIBLE). FOR PARTIAL SLAB REPLACEMENTS, THE ENGINEER SHALL DETERMINE THE SMALLEST LIMITS OF REMOVAL NECESSARY TO REPAIR THE FAILED AREA USING THE GUIDELINES FOR SLAB REPLACEMENT.
2. WHERE A TRANSVERSE JOINT IS COMMON TO TWO NEW REPLACEMENT SLABS WHICH ARE PLACED AT THE SAME TIME, THE DOWELS SHALL BE PLACED AT D/2 WHERE D IS THE THICKNESS OF THE NEW REPLACEMENT SLAB (SEE PLAN DETAILS A & B). THE REQUIRED DOWEL BARS SHALL BE SECURED IN PLACE BY APPROVED SUPPORTING ASSEMBLIES CAPABLE OF MAINTAINING DOWELS IN CORRECT POSITION WITH MINIMAL MOVEMENT DURING CONCRETE PLACEMENT. ASSEMBLIES SHALL BE SECURED IN POSITION ON THE SUB-BASE IN AN APPROVED MANNER THAT WILL HOLD THE ASSEMBLY WITHOUT DISRUPTION DURING CONSTRUCTION. DOWEL BARS SHALL BE PLACED TO A VERTICAL AND HORIZONTAL TOLERANCE OF PLUS OR MINUS 1 INCH OF THE PLAN POSITION. DOWEL BAR MISALIGNMENT SHALL NOT EXCEED ⅜ INCH PER FOOT IN A VERTICAL OR OBLIQUE PLANE. WHEN EPOXY COATED DOWELS ARE USED, THE ENTIRE SURFACE SHALL BE UNIFORMLY COATED WITH A THIN FILM OF HEAVY WEATHERPROOFING GREASE. POSITIVE MEANS OF IDENTIFYING DOWEL BAR ASSEMBLY LOCATIONS SHALL BE PROVIDED TO INSURE ACCURATE POSITIONING OF THE SAWED JOINT.
3. AN INITIAL SAW-CUT SHALL BE SAWED (1/8" MINIMUM WIDTH) TO WITHIN ½" - 1" OF THE TOP OF THE DOWEL BARS, WITHOUT HITTING THE DOWEL BARS. THE SAWING SHALL COMMENCE AS SOON AS THE CONCRETE HAS CURED SUFFICIENTLY TO PERMIT SAWING WITHOUT SURFACE RAVELING. THE SAWING SHALL CONTINUE, REGARDLESS OF WEATHER CONDITIONS, UNTIL COMPLETED AND BEFORE OPENING TO TRAFFIC.
4. ALL SAWED JOINTS SHALL BE SEALED WITH AN APPROVED SILICONE SEALANT.

BY	DATE	REVISION
	1-12-21	
HAC		REV G.LINES 1,2,4,5-ADD"7
		REV GEN NOTES 2,3-ADD"4
	8-5-99	REV HOLE SIZE MAX TO 1⅜"
		REV. LOCKED JOINT DETAIL

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

DETAILS AND GUIDELINES FOR FULL DEPTH SLAB REPLACEMENT

K.L.J. SEPT. 1988

DESIGNED ____
DRAWN ____
TRACED ____
CHECKED ____

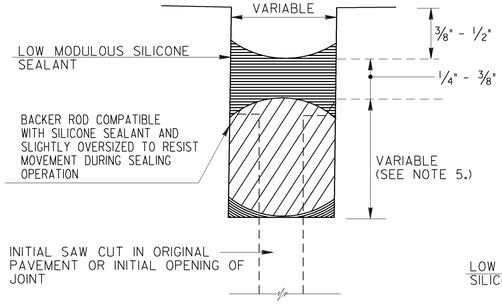
P-2

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

DETAILS FOR RESEALING JOINTS:

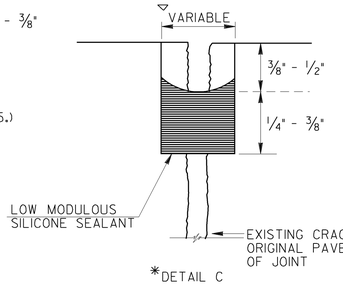
DETAIL A

(RESEAL TRANSVERSE JOINTS IN PCC PAVEMENT.)
(RESEAL "FREE JOINT" IN SLAB REPLACEMENT.)



DETAIL B

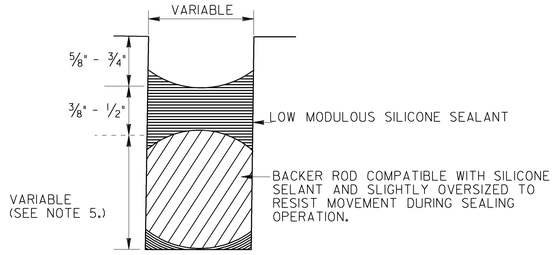
(SEAL "LOCKED JOINTS" IN SLAB REPLACEMENT.)
(SEAL CRACKS IN PCC PAVEMENT.)
(RESEAL LONGITUDINAL JOINTS IN PCC PAVEMENT.)



▽USE 1/2 INCH WIDTH FOR CRACKS.

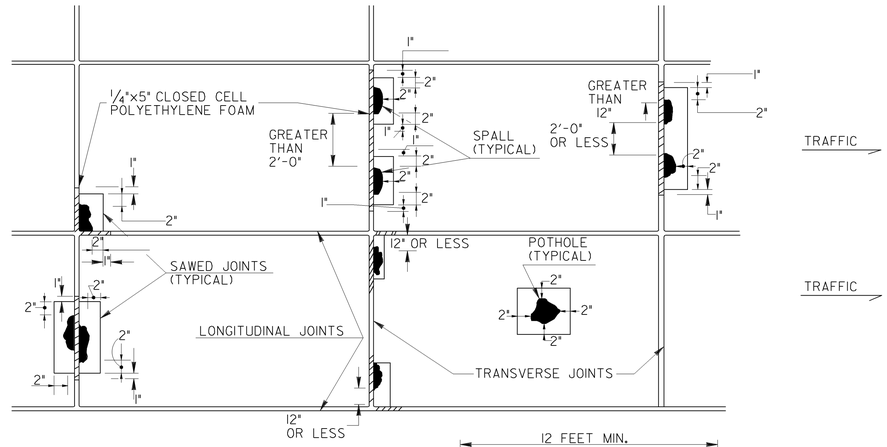
*DETAIL C

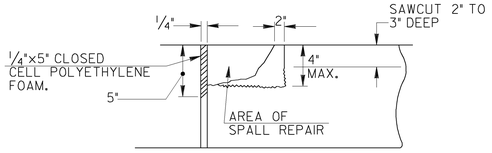
(RESEAL JOINTS IN BRIDGE DECKS & APPROACH SLABS)



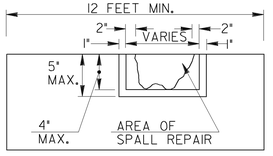
*NON-ARMORED JOINTS WITH ONE SEALANT RECEPTACLE AND ALL CONCRETE SURFACES ON JOINT FACES.

**NOTE: ON JOINTS LARGER THAN 1" IN WIDTH, USE BACK-UP MATERIAL SQUARE OR RECTANGULAR SHAPE CUT FROM APPROVED RESILIENT MATERIAL.





LONGITUDINAL SECTION THROUGH SPALL

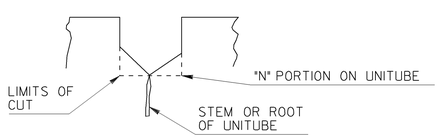


SECTION THROUGH TRANSVERSE JOINT

NOTES FOR RESEALING JOINTS:

1. UNLESS OTHERWISE INDICATED ON THE PLANS, IT IS THE INTENTION OF THIS PROJECT TO RESEAL ALL EXISTING PCC PAVEMENT JOINTS. THIS INCLUDES ALL LONGITUDINAL, TRANSVERSE OR SKEWED TRANSVERSE JOINTS ON THE MAINLINE, AUXILIARY LANES, ACCELERATION LANES, DECELERATION LANES, RAMPS, AND SHOULDERS THE ENGINEER SHALL DETERMINE THE EXTENT OF RESEALING REQUIRED FOR EACH JOINT.
2. THE SHOULDERS ON PCC PAVEMENT AND RAMPS ARE NORMALLY ASPHALTIC CONCRETE, BUT CAN BE PCC CONCRETE OR CONCRETE CURB AND GUTTER. UNLESS OTHERWISE INDICATED ON THE PLANS, THE LONGITUDINAL AND TRANSVERSE JOINTS IN PCC CONCRETE SHOULDERS AND CONCRETE AND GUTTER ARE TO BE RESEALED, BUT DO NOT RESEAL JOINT BETWEEN CONCRETE PAVEMENT AND ASPHALT SHOULDERS.
3. ALL EXISTING PAVEMENT CRACKS REMAINING AFTER SLAB REPLACEMENT HAS BEEN COMPLETED ARE ALSO TO BE RESEALED BY ROUTING THE CRACK CLEANING, AND SEALING WITH SILICONE SEALANT. THESE QUANTITIES ARE TO BE IN PAY QUANTITIES FOR PCC PAVEMENT JOINT SEALING.
4. PRIOR TO RESEALING THE EXISTING JOINTS, ALL JOINT SPALL REPAIRS, SLAB REPLACEMENTS, AND GRINDING SPECIFIED BY THE PLANS AND ENGINEER ARE TO BE SATISFACTORILY COMPLETED IN ACCORDANCE WITH APPLICABLE PLAN DETAILS, SPECIAL PROVISIONS, AND SPECIFICATIONS.
5. THE EXISTING DEPTH OF THE JOINT IS VARIABLE AND IS FURTHER AFFECTED BY THE EXISTING WIDTH OF THE JOINT AS THE BACKER ROD IS TO BE OVERSIZED TO FIT INTO THE EXISTING JOINT AND BE COMPRESSED ENOUGH TO RESIST MOVEMENT DURING THE SEALING OPERATION. IF NECESSARY, THE CONCTRACTOR WILL SAW THE JOINT DEEPER TO MAINTAIN THE SPECIFIED RECESS DEPTH AND DEPTH OF SEALANT MATERIAL.
6. IN THE EVENT THE EXISTING JOINTS (TRNASVERSE AND/OR LONGITUDINAL) CONTAIN A "UNITUBE", THE WIDTH AND DEPTH OF CUT FOR RESEALING THESE JOINTS SHALL BE MINIMUM NECESSARY TO COMPLETELY REMOVE THE "UNITUBE" DOWN TO THE BOTTOM OF "N" PORTION, IN THIS EVENT, A BACKER ROD WILL ALSO BE NECESSARY FOR THE LONGITUDINAL JOINT TO MAINTAIN THE SPECIFIED RECESS DEPTH AND DEPTH OF SEALANT MATERIAL.

HOWEVER, IT IS NOT NECESSARY TO REMOVE THE "STEM" OR ROOT" PORTION OF THE "UNITUBE". (SEE SKETCH BELOW.)



DEATILS FOR PATCHING PORTLAND CEMENT CONCRETE PAVEMENT

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

RESEALING JOINTS IN PPC CONCRETE PAVEMENT & BRIDGE DECKS
PATCHING PPC CONCRETE PAVEMENT

DATE: SEPT. 1988
REVISION:
BY: K.L.J.

NUMBER P-3