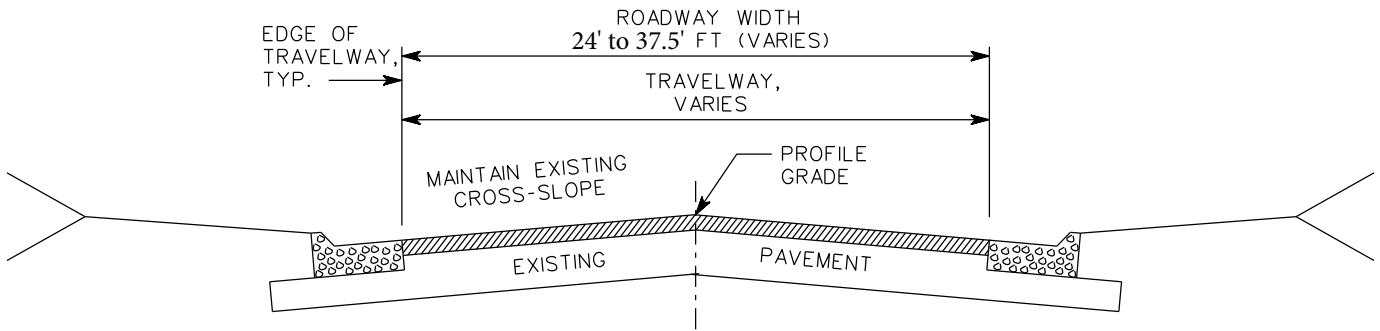


TANGENT SECTION  
NOT TO SCALE

▨ - RESURFACED AREA

THIS TYPICAL SECTION APPLIES FOR THE FOLLOWING LOCATIONS:  
 BROOKS WOOLSEY ROAD - FROM LOG 0.000 TO LOG 4.371  
 EBENEZER CHURCH ROAD - FROM LOG 0.000 TO LOG 1.894  
 HIGHWAY 85 CONNECTOR - FROM LOG 0.000 TO LOG 0.310  
 HIGHWAY 85 CONNECTOR - FROM LOG 0.501 TO LOG 3.485

RETAIN EXISTING PAVEMENT AND CROSS-SLOPE, LEVEL AS DIRECTED BY THE ENGINEER AND RESURFACE ENTIRE ROADWAY WITH 165 LBS PER SQUARE YARD RECYCLED ASPHALTIC CONCRETE 9.5 mm TYPE II SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME



TANGENT SECTION  
NOT TO SCALE

▨ - RESURFACED AREA

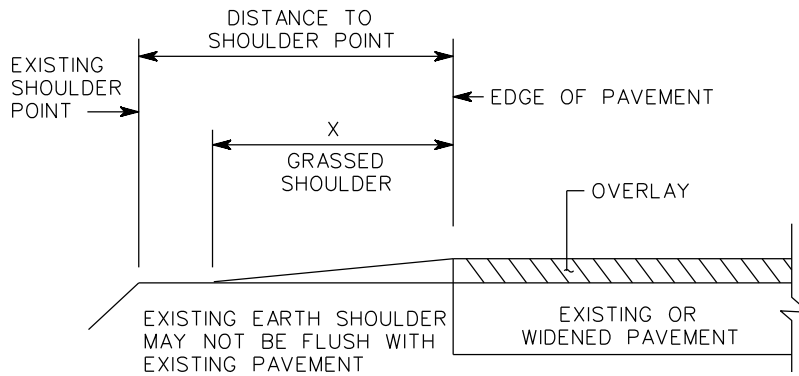
THIS TYPICAL SECTION APPLIES TO HIGHWAY 85 CONNECTOR  
FROM LOG 0.310 TO LOG 0.480

MILL EXISTING PAVEMENT VARIABLE DEPTH AS INDICATED IN LOGS  
 INLAY WITH 165 LBS PER SQUARE YARD RECYCLED ASPHALTIC  
 CONCRETE 9.5 mm TYPE II SUPERPAVE, GP 2 ONLY, INCL  
 BITUM MATL & H LIME

FAYETTE COUNTY  
PUBLIC WORKS DEPARTMENT

TYPICAL SECTIONS  
VARIOUS LOCATIONS  
PI NO. 0012623

EARTH SHOULDER FILLING



X = 4'-0" OR DISTANCE TO SHOULDER POINT,  
WHICHEVER IS THE LESSER WITH A MINIMUM  
OF 1'-0" REQUIRED AT ALL LOCATIONS

TYPICAL SECTION

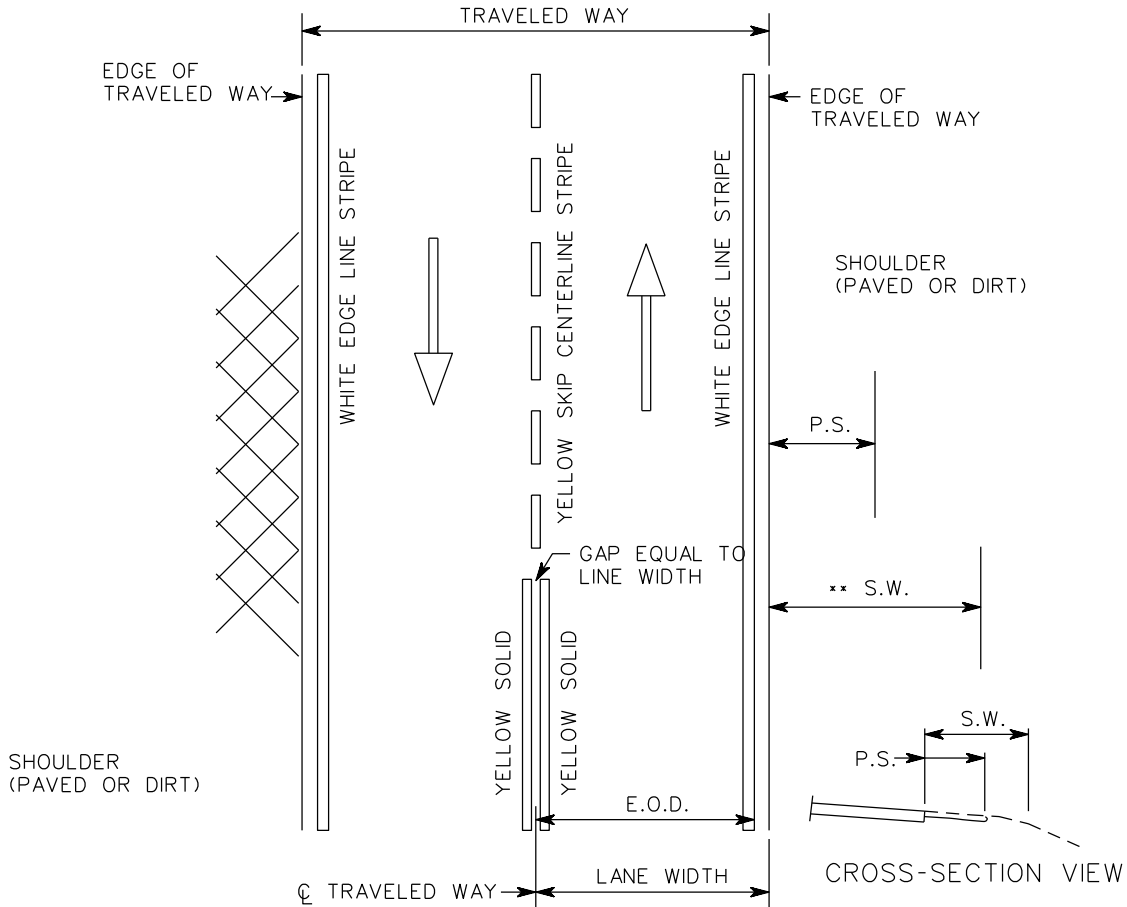
SHOULDER FILLING  
NOT TO SCALE

- (1) FILL EXISTING EARTH SHOULDER AT VARIABLE DEPTH AS REQUIRED TO PROVIDE A SMOOTH GRADE FROM THE NEW EDGE OF PAVEMENT ELEVATION TYING INTO EXISTING EARTH SHOULDER.
- (2) ALL GRADING, INCLUDING ANY BORROW MATERIAL, SHALL BE INCLUDED IN PRICE BID FOR GRADING PER MILE.

FAYETTE COUNTY  
PUBLIC WORKS DEPARTMENT

**4" SHOULDER REHAB  
VARIOUS LOCATIONS  
PI NO. 0012623**

L.W. AND P.S. FOR THIS PROJECT TO BE DETERMINED BY THE AREA ENGINEER



## TWO-LANE ROADWAY - PAVEMENT MARKING DETAIL

E.O.D. - EDGELINE OFFSET DISTANCE MEASURED FROM THE CENTERLINE

L.W. - LANE WIDTH AS DETERMINED BY THE AREA ENGINEER

P.S. - PAVED SHOULDER AS DETERMINED BY THE AREA ENGINEER

T.W. - TRAVELED WAY - THE PORTION OF THE ROADWAY DESIGNATED FOR MOVEMENT OF VEHICLES, EXCLUSIVE OF SHOULDERS (PAVED OR DIRT)

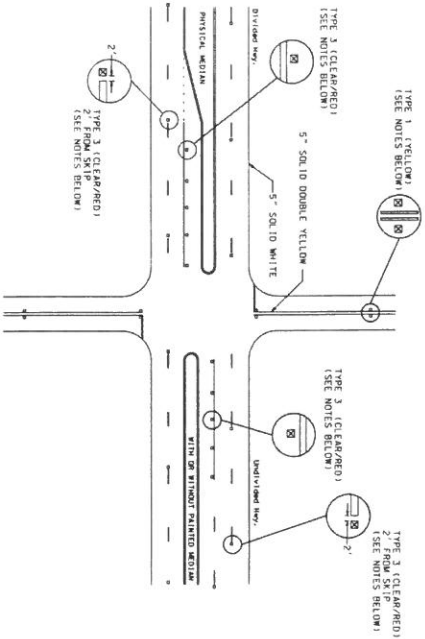
\*\* S.W. - SHOULDER WIDTH FOR DIRT/EARTH SHOULDER (MINIMUM)

NOTE: ANY SHOULDER CONSTRUCTION TO BE PERFORMED BY THE CONTRACTOR WILL BE SHOWN ON TYPICAL SECTION SHEETS.

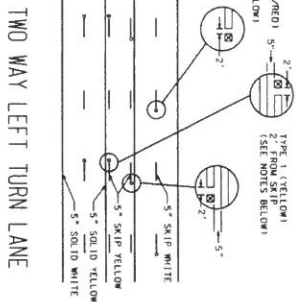
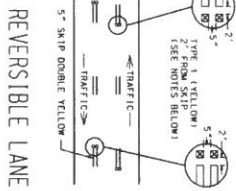
FAYETTE COUNTY  
PUBLIC WORKS DEPARTMENT

STRIPING DETAILS  
VARIOUS LOCATIONS  
PI NO. 0012623

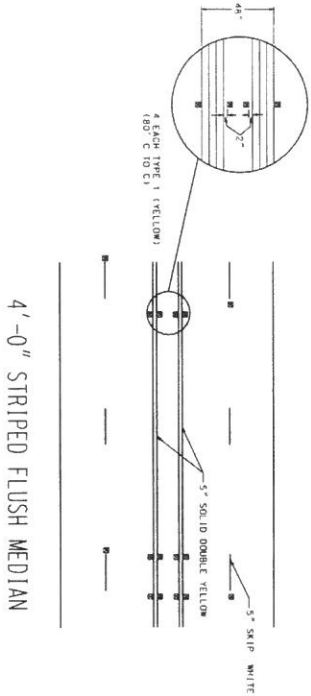
STATE	PROJECT NUMBER	SHEET TOTAL
G.A.		NO. SHEETS



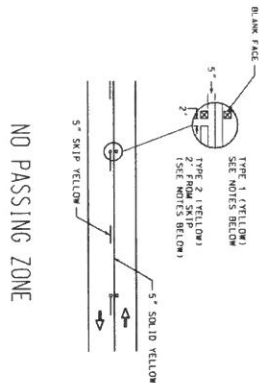
DIVIDED / UNDIVIDED HIGHWAY



TWO WAY LEFT TURN LANE



4'-0" STRIPED FLUSH MEDIAN

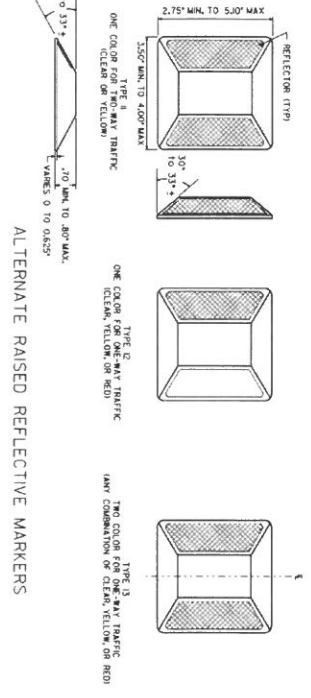
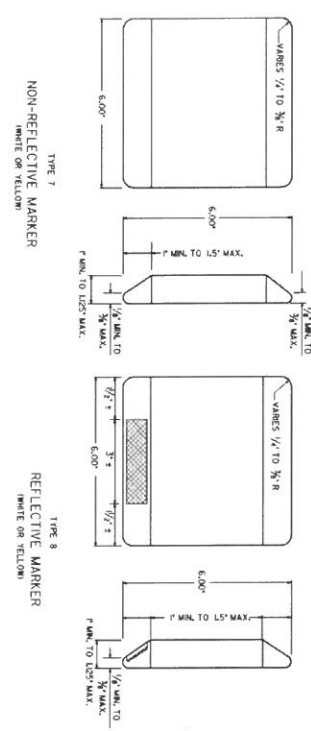
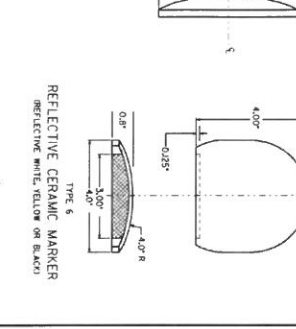
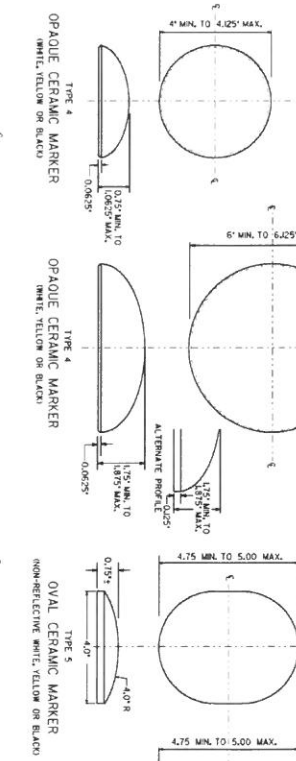
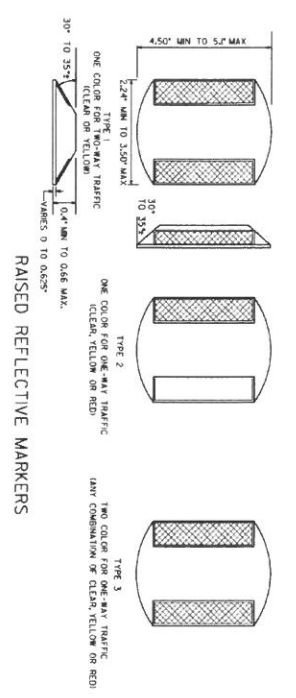


NO PASSING ZONE

GENERAL NOTES:

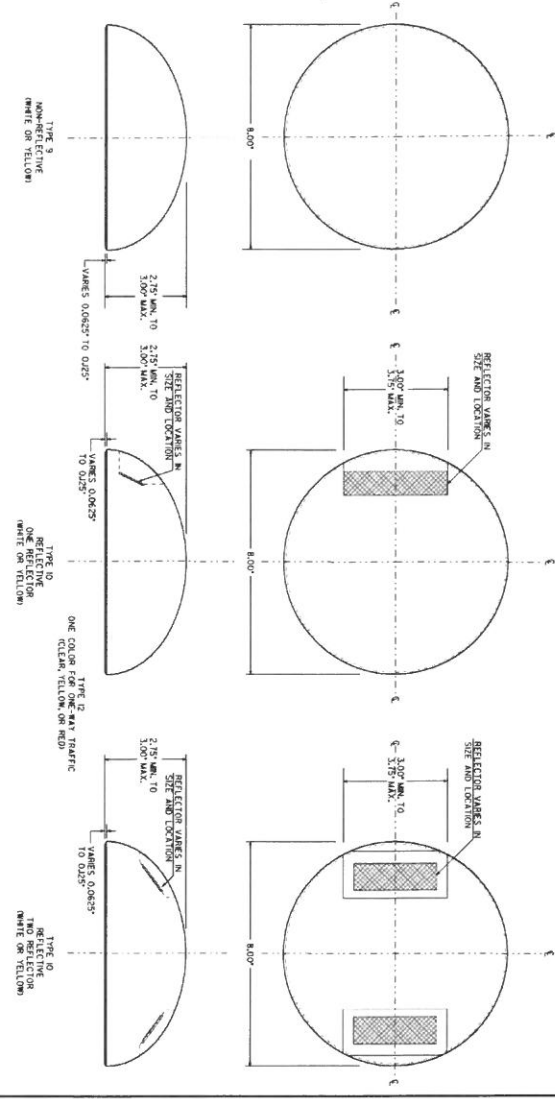
1. RAISED PAVEMENT MARKERS SHALL BE SPACED EVERY 80 FT. UNLESS OTHERWISE SPECIFIED.
2. ON SOLID WHITE TURN BAY LINES, SPACING SHALL BE 20 FT.
3. SOLID LANE LINES, TURN BAY LINES, AND TURN BAY LINES SHALL BE 0.75" SET 5 INCHES FROM SOLID LANE LINES.
4. CLEAR FACE OF TYPE 3 RAISED PAVEMENT MARKERS SHALL BE ORIENTED TOWARD ONCOMING TRAFFIC.
5. SPACING BETWEEN TYPE 3 RAISED PAVEMENT MARKERS SHALL BE 40 FT. UNLESS OTHERWISE SPECIFIED. TYPE 3 MARKERS CANNOT BE PLACED 40 FT.

DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION
3-2-03	NO PASSING ZONE ROW'S	OFFICE OF TRAFFIC SAFETY & DESIGN
1-13-04	NO PASSING ZONE ROW'S	DETAILS OF
		RAISED PAVEMENT MARKER LOCATION
		NON-LIMITED ACCESS ROADWAY
		NO SCALE
		JANUARY 2000



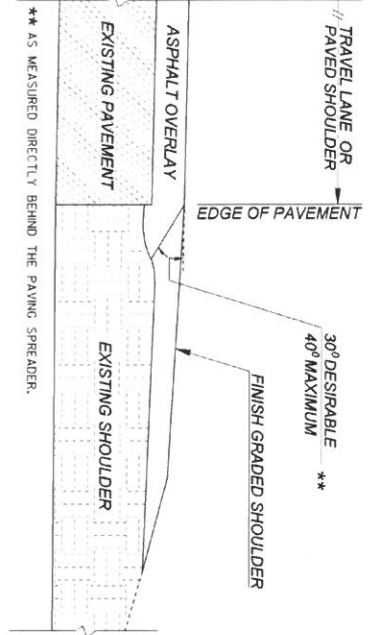
- GENERAL NOTES:**
1. SPECIFICATIONS GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THERE TO.
  2. THE CONTRACTOR SHALL USE RAISED PAVEMENT MARKER SOURCES AS LISTED IN ONE 76.
  3. COLORS FOR REFLECTIVE ELEMENTS SHALL BE EITHER CLEAR, YELLOW OR RED AS SPECIFIED.
  4. THE SHAPE OF THE REFLECTIVE MARKERS SHALL BE OF ONE COLOR OR OF A COMBINATION OF TWO COLORS, WHO SHALL BE THE SAME AS THE REFLECTIVE ELEMENT.
  5. THE SURFACE OF OPAQUE CERAMIC MARKERS SHALL BE GLAZED AND OF THE COLOR SPECIFIED IN THE PLANS WITH A WHITE VITREOUS CERAMIC GLAZE.
  6. COLORS FOR ALL RAISED PAVEMENT MARKERS SHALL BE AS SPECIFIED IN THE PLANS.

**CERAMIC CHANNEL MARKER**



DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION DESIGN
9-22-11	REVISED DIMENSIONS, ADDED NOTES TO TABLES AND TEXT, GEN. NOTES.	OFFICE OF TRAFFIC SAFETY & DESIGN
		RAISED PAVEMENT MARKERS
		NO SCALE
		JANUARY 2000

### ASPHALT PAVEMENT - OVERLAY



TRAVEL LANE OR PAVED SHOULDER

EDGE OF PAVEMENT

30° DESIRABLE  
40° MAXIMUM \*\*

FINISH GRADED SHOULDER

EXISTING PAVEMENT

EXISTING SHOULDER

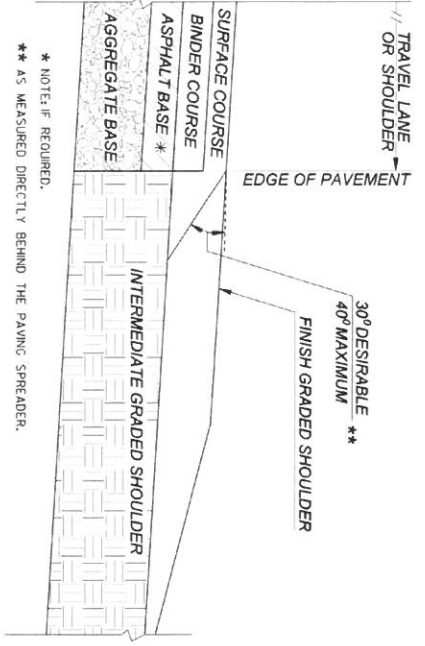
ASPHALT OVERLAY

\*\* AS MEASURED DIRECTLY BEHIND THE PAVING SPREADER.

DEPTH OF OVERLAY (T), WITH 1 IN. BUTTING  
(T) (IN.) X 0.00044 TN/IN.-FT X LENGTH (FT) = \_\_\_\_\_ TN

DEPTH OF OVERLAY (T), WITH 1 IN. BUTTING  
(T) (IN.) X 0.00044 TN/IN.-FT X LENGTH (FT) + (T) (IN.) X 0.000982 TN/IN.-FT X LENGTH (FT) = \_\_\_\_\_ TN

### ASPHALT PAVEMENT - NEW



TRAVEL LANE OR SHOULDER

EDGE OF PAVEMENT

30° DESIRABLE  
40° MAXIMUM \*\*

FINISH GRADED SHOULDER

INTERMEDIATE GRADED SHOULDER

AGGREGATE BASE

ASPHALT BASE \*

BINDER COURSE

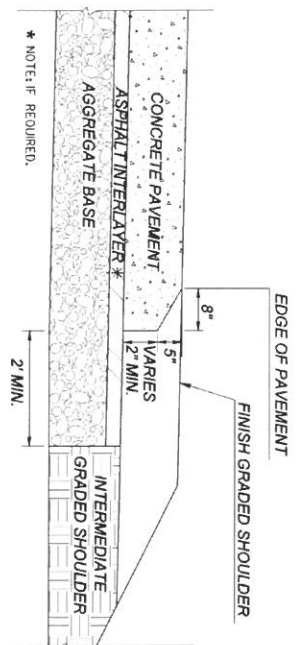
SURFACE COURSE

\*\* AS MEASURED DIRECTLY BEHIND THE PAVING SPREADER.

\* NOTE: IF REQUIRED.

ADDITIONAL QUANTITIES:  
SURFACE COURSE PAVING DEPTH (T)  
(T) (IN.) X 0.00044 TN/IN.-FT X LENGTH (FT) = \_\_\_\_\_ TN

### PLAIN PC CONCRETE PAVEMENT OR ROLLER COMPACTED CONCRETE PAVEMENT



TRAVEL LANE OR SHOULDER

EDGE OF PAVEMENT

30° DESIRABLE  
40° MAXIMUM \*\*

FINISH GRADED SHOULDER

CONCRETE PAVEMENT

ASPHALT INTERLAYER \*

AGGREGATE BASE

INTERMEDIATE GRADED SHOULDER

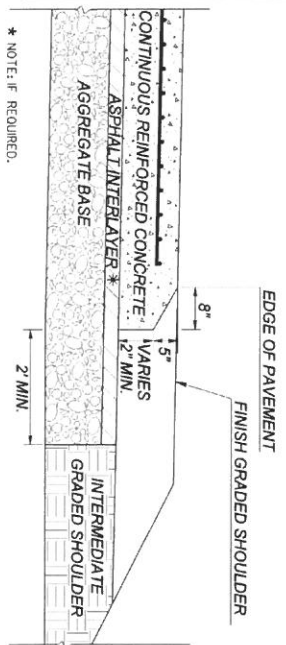
\* NOTE: IF REQUIRED.

ADDITIONAL QUANTITIES:  
CONCRETE  
0.07407 SY/FT X LENGTH (FT) = \_\_\_\_\_ SY

ASPHALT INTERLAYER, IF REQUIRED  
(T) (IN.) X LENGTH (FT) X 0.004074 TN/IN.-FT = \_\_\_\_\_ TN

AGGREGATE BASE (BASED ON 2.07 TN/CY)  
(T) (IN.) X LENGTH (FT) X 0.0042592 TN/IN.-FT = \_\_\_\_\_ TN

### CONTINUOUS REINFORCED CONCRETE PAVEMENT



TRAVEL LANE OR SHOULDER

EDGE OF PAVEMENT

30° DESIRABLE  
40° MAXIMUM \*\*

FINISH GRADED SHOULDER

CONTINUOUS REINFORCED CONCRETE

ASPHALT INTERLAYER \*

AGGREGATE BASE

INTERMEDIATE GRADED SHOULDER

\* NOTE: IF REQUIRED.

ADDITIONAL QUANTITIES:  
CONCRETE  
0.07407 SY/FT X LENGTH (FT) = \_\_\_\_\_ SY

ASPHALT INTERLAYER, IF REQUIRED  
(T) (IN.) X LENGTH (FT) X 0.004074 TN/IN.-FT = \_\_\_\_\_ TN

AGGREGATE BASE (BASED ON 2.07 TN/CY)  
(T) (IN.) X LENGTH (FT) X 0.0042592 TN/IN.-FT = \_\_\_\_\_ TN

REVISED ANGLE TOLERANCE	8-15-11	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	CONSTRUCTION DETAIL PAVEMENT EDGE TREATMENT ASPHALT AND CONCRETE PAVEMENT
ANGLE & ADDED NOTE.	DATE		
REVISION			
NO SCALE		SEPTEMBER 2011	NUMBER P-7

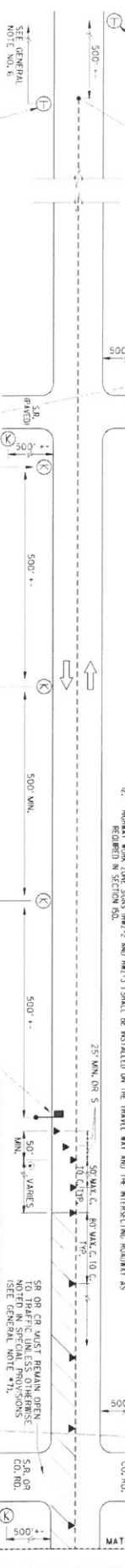
STATE	PROJECT NUMBER	SHEET TITLE
GA.		NO. SHEET

**GENERAL NOTES:**

- ALL TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED AND POSITIONED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH, THE GENERAL STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS, SEE SECTION 501.
- ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF 10 FEET ABOVE THE LEVEL OF PAVEMENT EDGE FOR ONE-DIRECTIONAL TRAFFIC OR TWO LANE OR LESS, AND A MINIMUM OF 7 FEET FOR ONE-DIRECTIONAL OR THREE-LANE ROADWAYS. ALL SIGNS SHALL BE MOUNTED ON A MINIMUM OF 10 FEET ABOVE THE LEVEL OF PAVEMENT EDGE FOR ONE-DIRECTIONAL TRAFFIC OR TWO LANE OR LESS, AND A MINIMUM OF 7 FEET FOR ONE-DIRECTIONAL OR THREE-LANE ROADWAYS. ALL SIGNS SHALL BE MOUNTED ON A MINIMUM OF 10 FEET ABOVE THE LEVEL OF PAVEMENT EDGE FOR ONE-DIRECTIONAL TRAFFIC OR TWO LANE OR LESS, AND A MINIMUM OF 7 FEET FOR ONE-DIRECTIONAL OR THREE-LANE ROADWAYS. ALL SIGNS SHALL BE MOUNTED ON A MINIMUM OF 10 FEET ABOVE THE LEVEL OF PAVEMENT EDGE FOR ONE-DIRECTIONAL TRAFFIC OR TWO LANE OR LESS, AND A MINIMUM OF 7 FEET FOR ONE-DIRECTIONAL OR THREE-LANE ROADWAYS.
- WHEN THE CONSTRUCTION AREA HAS IMPROVED DRAINAGE OR INTERFERING WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE AT THE LEAST AMOUNT OF NONCONFORMANCE AS POSSIBLE, ADDITIONAL WORKMAN AND THE PROJECT AT THAT POINT IN THE CONSTRUCTION HAS EXCEEDED THE RESTRICTION SPECIFIED ON THE PLANS TO OPERATIONAL STATUS.
- FOR MOST TIME OPERATIONS, DEVICES SHALL HAVE FOR THE LENGTH OF THE LATER ONLY A BY SIGNAL OR ANNE REFLECTORIZED TOP SHEET ON EACH END IN THE LATER AS REQUIRED IN SECTION 501. SPACING OF DEVICES SHALL BE AS SHOWN. DURING DAYTIME HOURS, CONES (PERMANENTLY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA). SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED IN SECTION 501.
- FLAGGERS SHALL BE PROVIDED AS NECESSARY TO PROHIBIT WRONG DIRECTION OF TRAFFIC THROUGH WORK AREAS.
- WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTERIOR SIGNS THAT ARE PERMANENTLY MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 501.
- PAVEMENT FOR TRAFFIC CONTROL SHALL BE PER SECTION 501.
- PERMANENT MARKINGS FOR TEMPORARY TRAFFIC CONTROL, IF REQUIRED, SHALL BE IN ACCORDANCE WITH SECTION 501 AND 505.
- ON PROJECTS WITH LOW OR SOFT SHOULDER, THE CONTRACTOR SHALL FIRST IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS TO W/ST SMALLER WARNING SIGNS AT THE PROJECT TERMINAL AT INTERSECTIONS NOT TO EXCEED ONE MILE AND IMMEDIATELY PAST EACH CROSSROAD.
- WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION, THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PLACE ON, TRANSFER AND RESET. THE DEPARTMENT WILL LATER REMOVE AND RETURN THE SIGNS. WORK ZONE SIGNS W20-2 AND W20-3 SHALL BE INSTALLED ON THE TRAVEL WAY AND THE INTERSECTING ROADWAY AS REQUIRED IN SECTION 501.
- PERMANENT TRAFFIC CONTROL SHALL BE PER SECTION 501.
- PERMANENT MARKINGS FOR TEMPORARY TRAFFIC CONTROL, IF REQUIRED, SHALL BE IN ACCORDANCE WITH SECTION 501 AND 505.
- ON PROJECTS WITH LOW OR SOFT SHOULDER, THE CONTRACTOR SHALL FIRST IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS TO W/ST SMALLER WARNING SIGNS AT THE PROJECT TERMINAL AT INTERSECTIONS NOT TO EXCEED ONE MILE AND IMMEDIATELY PAST EACH CROSSROAD.
- WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION, THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PLACE ON, TRANSFER AND RESET. THE DEPARTMENT WILL LATER REMOVE AND RETURN THE SIGNS. WORK ZONE SIGNS W20-2 AND W20-3 SHALL BE INSTALLED ON THE TRAVEL WAY AND THE INTERSECTING ROADWAY AS REQUIRED IN SECTION 501.

END ROAD WORK  
48" x 24"

BEGIN TEMP. TRAFFIC CONTROL ZONE



ROAD WORK AHEAD  
W20-1  
36" x 36"

ROAD WORK AHEAD  
W20-1  
36" x 36"

ONE LANE ROAD AHEAD  
W20-4  
36" x 36"

ONE LANE ROAD AHEAD  
W20-7a  
36" x 36"

ONE LANE ROAD AHEAD  
W20-7a  
36" x 36"

ROAD WORK AHEAD  
W20-1  
36" x 36"

ROAD WORK AHEAD  
W20-1  
36" x 36"

NOTE: FOR SURFACE TREATMENT AND SEAL PROJECTS TEMPORARY POST MOUNTED LARGE SPACING SIGNS IN 200' MINIMUM SPACING SHALL BE INSTALLED AND AT 100' INTERVALS THROUGHOUT THE PROJECT. SIGNS SHALL BE MOUNTED AT THE END OF THE ROADWAY AND AT 100' INTERVALS THROUGHOUT THE ROADWAY. SIGNS SHALL BE MOUNTED AT THE END OF THE ROADWAY AND AT 100' INTERVALS THROUGHOUT THE ROADWAY. SIGNS SHALL BE MOUNTED AT THE END OF THE ROADWAY AND AT 100' INTERVALS THROUGHOUT THE ROADWAY.

NOTE: THE SIGN LOCATION SPACINGS MAY BE VARYED FROM THE DIMENSIONS SHOWN DUE TO OBSTRUCTIONS SUCH AS CURVES OR PERMANENT SIGNS.

MINIMUM DISTANCE ALLOWED BETWEEN W20-4 SIGNS IS TO BE 2 MILES.

IF FLAGGER WITH STOP/SLOW PADDLE POSITION CHANGE THE SIGN POSITION WILL BE MOVED TO FIT HIS NEW POSITION.

IF FLAGGER WITH STOP/SLOW PADDLE POSITION CHANGE THE SIGN POSITION WILL BE MOVED TO FIT HIS NEW POSITION.

IF FLAGGER WITH STOP/SLOW PADDLE POSITION CHANGE THE SIGN POSITION WILL BE MOVED TO FIT HIS NEW POSITION.

MATCH LINE

DETAIL OF G20-2 SIGN FOR PILOT CAR FOLLOW ME



IF FLAGGER WITH STOP/SLOW PADDLE POSITION WILL BE MOVED TO FIT HIS NEW POSITION.

IF FLAGGER WITH STOP/SLOW PADDLE POSITION WILL BE MOVED TO FIT HIS NEW POSITION.

IF FLAGGER WITH STOP/SLOW PADDLE POSITION WILL BE MOVED TO FIT HIS NEW POSITION.

\*TEMPORARY OPERATING SPEEDS ARE LESS THAN THE POSTED SPEED INDICATED UNTIL THE SPEED IS RETURNED TO THE TEMPORARY OPERATING SPEED. TEMPORARY OPERATING SPEED SHALL BE 35 MPH UNLESS OTHERWISE DETERMINED BY THE ENGINEER.

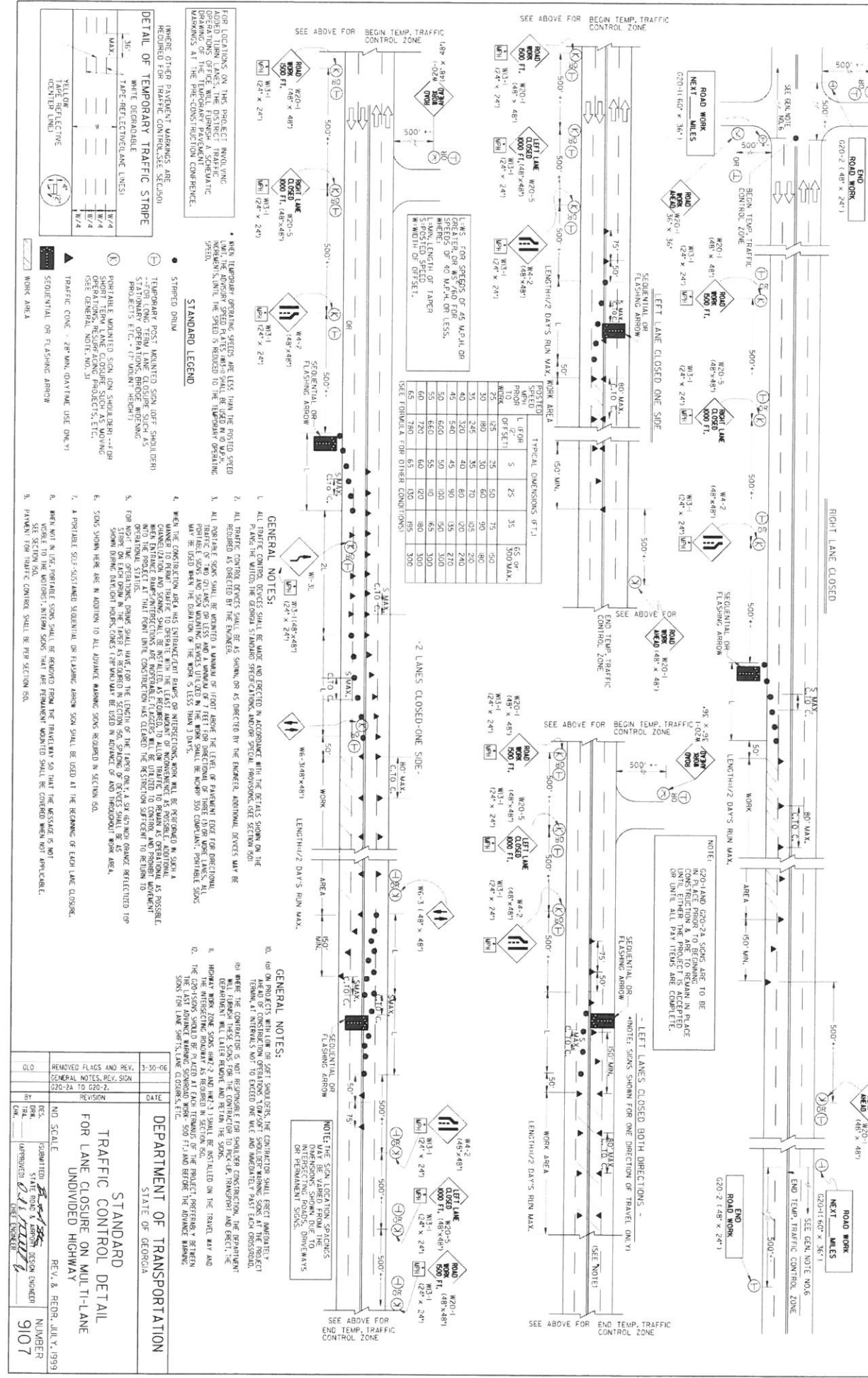
\*NOT REQUIRED FOR PROJECTS LESS THAN 700 MILES IN LENGTH.

- STANDARD LEGEND**
- STRIPPED DRAW
  - PERMANENT TYPE POST MOUNTED SIGN (7' MOUNT HEIGHT)
  - ⊕ TEMPORARY POST MOUNTED SIGN - (7' MOUNT HEIGHT)
  - ⊙ PORTABLE MOUNTED SIGN - ANNUAL HEIGHT OF 1 FT. ABOVE THE EDGE OF PAVEMENT; INSTALLED AS PER MCHDP 350 TESTING REQUIREMENTS.
  - WORK AREA
  - ▲ TRAFFIC CONE - 28" DIA. - DAYTIME USE ONLY
  - FLAGGER WITH STOP-SLOW PADDLE

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
STANDARD TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE HIGHWAY	
REV. NO.	DATE
90	10-10-90
89	03-01-90
88	03-01-90
87	03-01-90
86	03-01-90
85	03-01-90
84	03-01-90
83	03-01-90
82	03-01-90
81	03-01-90
80	03-01-90
79	03-01-90
78	03-01-90
77	03-01-90
76	03-01-90
75	03-01-90
74	03-01-90
73	03-01-90
72	03-01-90
71	03-01-90
70	03-01-90
69	03-01-90
68	03-01-90
67	03-01-90
66	03-01-90
65	03-01-90
64	03-01-90
63	03-01-90
62	03-01-90
61	03-01-90
60	03-01-90
59	03-01-90
58	03-01-90
57	03-01-90
56	03-01-90
55	03-01-90
54	03-01-90
53	03-01-90
52	03-01-90
51	03-01-90
50	03-01-90
49	03-01-90
48	03-01-90
47	03-01-90
46	03-01-90
45	03-01-90
44	03-01-90
43	03-01-90
42	03-01-90
41	03-01-90
40	03-01-90
39	03-01-90
38	03-01-90
37	03-01-90
36	03-01-90
35	03-01-90
34	03-01-90
33	03-01-90
32	03-01-90
31	03-01-90
30	03-01-90
29	03-01-90
28	03-01-90
27	03-01-90
26	03-01-90
25	03-01-90
24	03-01-90
23	03-01-90
22	03-01-90
21	03-01-90
20	03-01-90
19	03-01-90
18	03-01-90
17	03-01-90
16	03-01-90
15	03-01-90
14	03-01-90
13	03-01-90
12	03-01-90
11	03-01-90
10	03-01-90
9	03-01-90
8	03-01-90
7	03-01-90
6	03-01-90
5	03-01-90
4	03-01-90
3	03-01-90
2	03-01-90
1	03-01-90

NO SCALE  
REV. 8, RECD. JULY 1, 1999  
STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION  
TRAFFIC CONTROL SECTION ENGINEERS  
APPROVED: [Signature]  
CHIEF ENGINEER

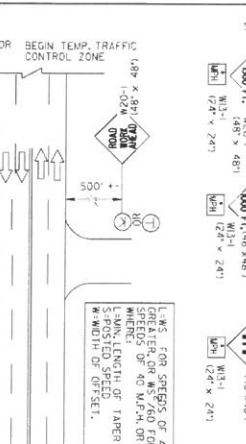
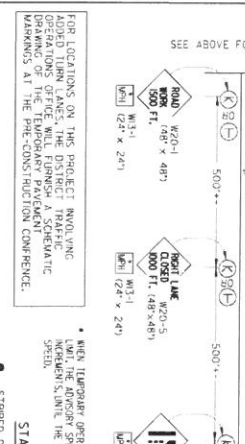
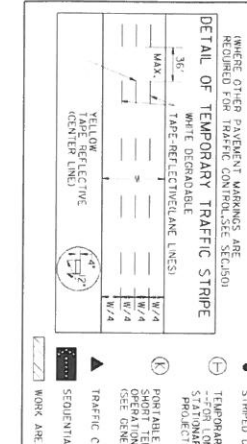
NUMBER  
9102



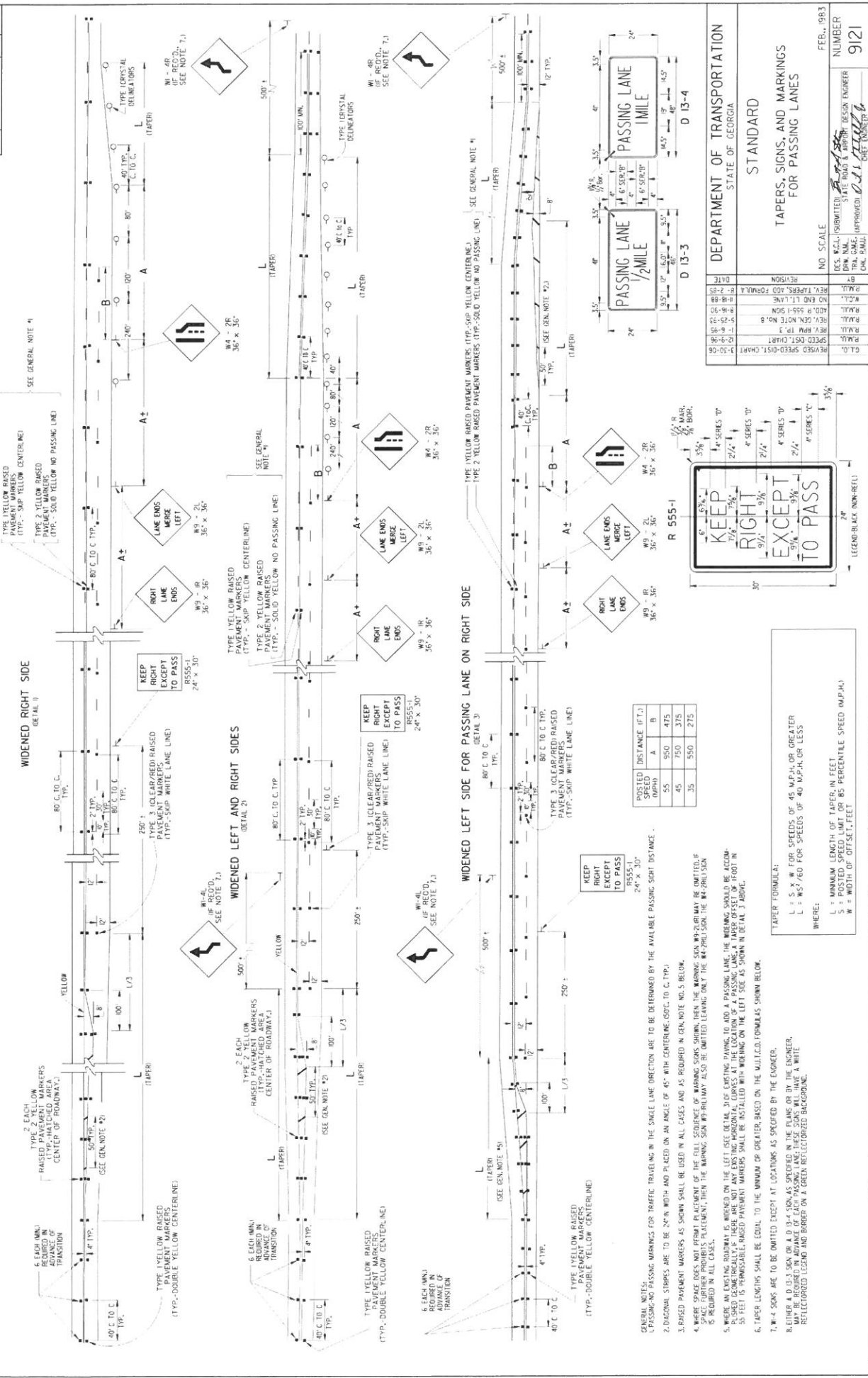
TYPICAL DIMENSIONS (FT.)

POSTED SIGN	FLASHER	FLASHER OFF SET	FLASHER W/ OFF SET	FLASHER W/ OFF SET	FLASHER W/ OFF SET	FLASHER W/ OFF SET
W20-1	5	25	35	45	55	65
W20-5	5	25	35	45	55	65
W4-2	5	25	35	45	55	65
W4-7	5	25	35	45	55	65
W1-1	5	25	35	45	55	65
W1-3	5	25	35	45	55	65
W1-5	5	25	35	45	55	65

- GENERAL NOTES:**
- ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.
  - ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.
  - ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.
  - ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.
  - ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.
  - ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.
  - ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.
  - ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.
  - ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.
  - ALL TRAFFIC CONTROL SIGNS SHALL BE USED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. THE WIDTH OF THE GENERAL STANDARD INDICATION ARROW OR SPECIAL INDICATIONS SHALL BE AS SHOWN.



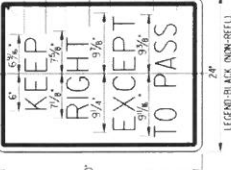




POSTED SPEED (MPH)	A	B
55	950	475
45	750	375
35	550	275

GENERAL NOTES:  
 1. PASSING TAPER LENGTHS SHALL BE DETERMINED BY THE AVAILABLE PASSING SIGHT DISTANCE.  
 2. DIAGONAL STRIPES ARE TO BE 24" IN WIDTH AND PLACED ON AN ANGLE OF 45° WITH CENTERLINE (SEE DETAIL 3).  
 3. RAISED PAVEMENT MARKERS AS SHOWN SHALL BE USED IN ALL CASES AND AS REQUIRED IN GENERAL NOTE 5 BELOW.  
 4. WHERE SPACE DOES NOT PERMIT PLACEMENT OF THE FULL LENGTH OF MARKERS SHOWN, THE MARKERS MAY BE OMITTED IF SPACE FURTHER PROMOTES PLACEMENT, THEN THE MARKING SHOWN MAY ALSO BE OMITTED LEAVING ONLY THE 84" LONG SIGN.  
 5. WHERE AN EXISTING ROADWAY IS WIDENED ON THE LEFT (SEE DETAIL 4) EXISTING PAVING TO ADD A PASSING LANE, THE WIDENING SHOULD BE COMPLETED GEOMETRICALLY. THERE ARE NOT ANY EXISTING HORIZONTAL CURVES AT THE LOCATION OF A PASSING LANE. A TAPER OFFSET OF 30' IN 55 FEET IS PERMISSIBLE. RAISED PAVEMENT MARKERS SHALL BE INSTALLED WITH WORKING ON THE LEFT SIDE AS SHOWN IN DETAIL 3 ABOVE.  
 6. TAPER LENGTHS SHALL BE EQUAL TO THE MINIMUM OR GREATER, BASED ON THE MULTICR. FORMULAS SHOWN BELOW.  
 7. W-4 SIGNS ARE TO BE OMITTED EXCEPT AT LOCATIONS AS SPECIFIED BY THE ENGINEER.  
 8. EITHER A D 13-3 SIGN OR A D 13-4 SIGN AS SPECIFIED IN THE PLANS OR BY THE ENGINEER.  
 9. TAPER LENGTHS SHALL BE EQUAL TO THE MINIMUM OR GREATER, BASED ON THE MULTICR. FORMULAS SHOWN BELOW.  
 10. RETROREFLECTED LEGEND AND BORDER ON A GREEN RETROREFLECTED BACKGROUND.

TAPER FORMULA:  
 $L = S \times W$  FOR SPEEDS OF 45 M.P.H. OR GREATER  
 $L = W \times S^2$  FOR SPEEDS OF 40 M.P.H. OR LESS  
 WHERE:  
 L = MINIMUM LENGTH OF TAPER, IN FEET  
 S = POSTED SPEED LIMIT, OR 85 PERCENTILE SPEED (M.P.H.)  
 W = WIDTH OF OFFSET, FEET



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

STANDARD  
TAPERS, SIGNS, AND MARKINGS  
FOR PASSING LANES

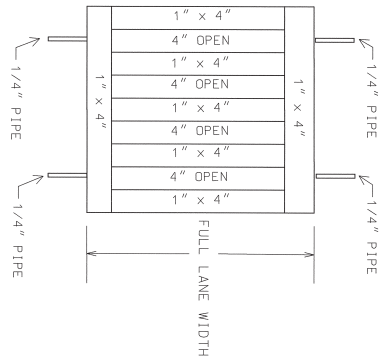
NO. SCALE: FEB. 1983

DES. NO.	DES. DATE	DES. BY
100-1000	12-15-82	W. J. HARRIS
REV. NO.	REV. DATE	REV. BY
1	12-15-82	W. J. HARRIS
2	12-15-82	W. J. HARRIS
3	12-15-82	W. J. HARRIS
4	12-15-82	W. J. HARRIS
5	12-15-82	W. J. HARRIS
6	12-15-82	W. J. HARRIS
7	12-15-82	W. J. HARRIS
8	12-15-82	W. J. HARRIS
9	12-15-82	W. J. HARRIS
10	12-15-82	W. J. HARRIS
11	12-15-82	W. J. HARRIS
12	12-15-82	W. J. HARRIS
13	12-15-82	W. J. HARRIS
14	12-15-82	W. J. HARRIS
15	12-15-82	W. J. HARRIS
16	12-15-82	W. J. HARRIS
17	12-15-82	W. J. HARRIS
18	12-15-82	W. J. HARRIS
19	12-15-82	W. J. HARRIS
20	12-15-82	W. J. HARRIS
21	12-15-82	W. J. HARRIS
22	12-15-82	W. J. HARRIS
23	12-15-82	W. J. HARRIS
24	12-15-82	W. J. HARRIS
25	12-15-82	W. J. HARRIS
26	12-15-82	W. J. HARRIS
27	12-15-82	W. J. HARRIS
28	12-15-82	W. J. HARRIS
29	12-15-82	W. J. HARRIS
30	12-15-82	W. J. HARRIS
31	12-15-82	W. J. HARRIS
32	12-15-82	W. J. HARRIS
33	12-15-82	W. J. HARRIS
34	12-15-82	W. J. HARRIS
35	12-15-82	W. J. HARRIS
36	12-15-82	W. J. HARRIS
37	12-15-82	W. J. HARRIS
38	12-15-82	W. J. HARRIS
39	12-15-82	W. J. HARRIS
40	12-15-82	W. J. HARRIS
41	12-15-82	W. J. HARRIS
42	12-15-82	W. J. HARRIS
43	12-15-82	W. J. HARRIS
44	12-15-82	W. J. HARRIS
45	12-15-82	W. J. HARRIS
46	12-15-82	W. J. HARRIS
47	12-15-82	W. J. HARRIS
48	12-15-82	W. J. HARRIS
49	12-15-82	W. J. HARRIS
50	12-15-82	W. J. HARRIS
51	12-15-82	W. J. HARRIS
52	12-15-82	W. J. HARRIS
53	12-15-82	W. J. HARRIS
54	12-15-82	W. J. HARRIS
55	12-15-82	W. J. HARRIS
56	12-15-82	W. J. HARRIS
57	12-15-82	W. J. HARRIS
58	12-15-82	W. J. HARRIS
59	12-15-82	W. J. HARRIS
60	12-15-82	W. J. HARRIS
61	12-15-82	W. J. HARRIS
62	12-15-82	W. J. HARRIS
63	12-15-82	W. J. HARRIS
64	12-15-82	W. J. HARRIS
65	12-15-82	W. J. HARRIS
66	12-15-82	W. J. HARRIS
67	12-15-82	W. J. HARRIS
68	12-15-82	W. J. HARRIS
69	12-15-82	W. J. HARRIS
70	12-15-82	W. J. HARRIS
71	12-15-82	W. J. HARRIS
72	12-15-82	W. J. HARRIS
73	12-15-82	W. J. HARRIS
74	12-15-82	W. J. HARRIS
75	12-15-82	W. J. HARRIS
76	12-15-82	W. J. HARRIS
77	12-15-82	W. J. HARRIS
78	12-15-82	W. J. HARRIS
79	12-15-82	W. J. HARRIS
80	12-15-82	W. J. HARRIS
81	12-15-82	W. J. HARRIS
82	12-15-82	W. J. HARRIS
83	12-15-82	W. J. HARRIS
84	12-15-82	W. J. HARRIS
85	12-15-82	W. J. HARRIS
86	12-15-82	W. J. HARRIS
87	12-15-82	W. J. HARRIS
88	12-15-82	W. J. HARRIS
89	12-15-82	W. J. HARRIS
90	12-15-82	W. J. HARRIS
91	12-15-82	W. J. HARRIS
92	12-15-82	W. J. HARRIS
93	12-15-82	W. J. HARRIS
94	12-15-82	W. J. HARRIS
95	12-15-82	W. J. HARRIS
96	12-15-82	W. J. HARRIS
97	12-15-82	W. J. HARRIS
98	12-15-82	W. J. HARRIS
99	12-15-82	W. J. HARRIS
100	12-15-82	W. J. HARRIS

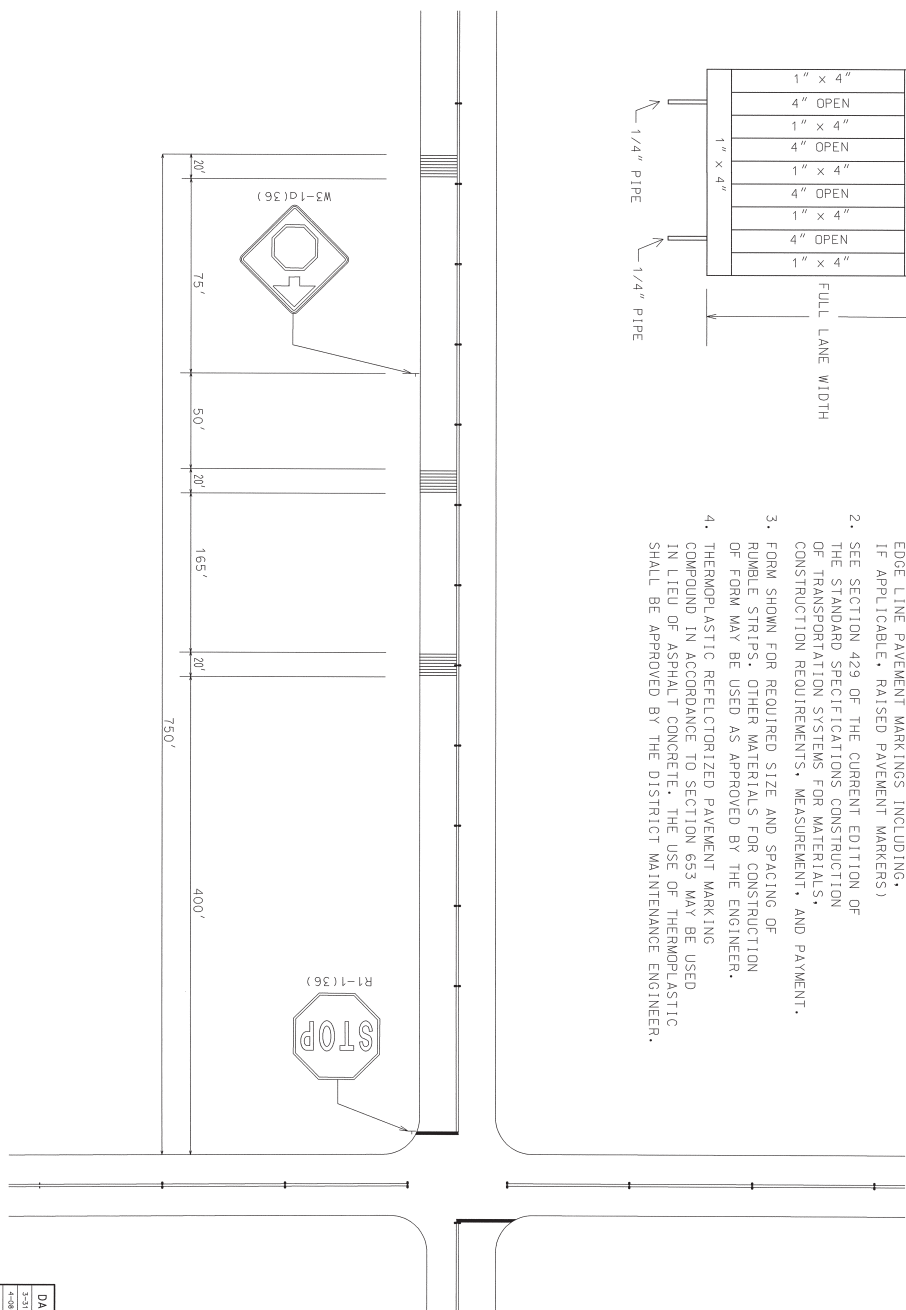
DESIGNED BY: W. J. HARRIS  
 DRAWN BY: W. J. HARRIS  
 CHECKED BY: W. J. HARRIS  
 APPROVED BY: W. J. HARRIS

STATE	PROJECT NUMBER	SHEET TOTAL
GA.		NO. SHEETS

GENERAL NOTES



1. FORM SHALL BE FULL WIDTH OF LANE.  
(NOTE: NOT TO EXCEED CENTER LINE OR EDGE LINE PAVEMENT MARKINGS INCLUDING, IF APPLICABLE, RAISED PAVEMENT MARKERS)
2. SEE SECTION 429 OF THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS CONSTRUCTION OF TRANSPORTATION SYSTEMS FOR MATERIALS, CONSTRUCTION REQUIREMENTS, MEASUREMENT, AND PAYMENT.
3. FORM SHOWN FOR REQUIRED SIZE AND SPACING OF RUMBLE STRIPS. OTHER MATERIALS FOR CONSTRUCTION OF FORM MAY BE USED AS APPROVED BY THE ENGINEER.
4. THERMOPLASTIC REFLECTORIZED PAVEMENT MARKING COMPOUND IN ACCORDANCE TO SECTION 653 MAY BE USED IN LIEU OF ASPHALT CONCRETE. THE USE OF THERMOPLASTIC SHALL BE APPROVED BY THE DISTRICT MAINTENANCE ENGINEER.



DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
2-21-00	DESIGNED BY: [Name]	DETAILS AND PLACEMENT OF RUMBLE STRIPS NO SCALE JANUARY 2000
2-21-00	CHECKED BY: [Name]	
2-21-00	DESIGNED BY: [Name]	
2-21-00	REVIEWED BY: [Name]	