THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

APPRAOX. WEIGHTS
COVER 178 LBS.
FRAME 292 LBS.
TOTAL 470 LBS.

(2) NON-PENETRATING PICKHOLES
NOTE:
PROVIDE RAISED MATCH MARKS ON FRAME & COVER;
TWO PICK HOLES ON SIDE OF COVER & CORRUGATIONS.
NO PERFORATIONS.

STANDARD DETAILS

WATERTIGHT FRAME AND COVER

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SG-G_FC003
NOTE:
1. MATERIALS – BRICK.
2. STANDARD MAY BE MODIFIED TO SUIT ANY REQUIREMENT WITH DESIGN APPROVAL.
3. SEE CITY OF ATLANTA STD. COMB. CONCRETE CURB AND GUTTER (8”X30”).

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
1. SEE CITY OF ATL. STD. CURB AND GUTTER (8"X30") FOR CURB TRANSITION.
2. MATERIALS BRICK.
3. STANDARD MAY BE MODIFIED TO SUIT ANY REQUIREMENT WITH DESIGN APPROVAL.

STANDARD CAST IRON FRAME
STANDARD CAST IRON GRATING
STREET SURFACE

SECTION B-B

PIPE OUTLET

NOTE:  
1. SEE CITY OF ATL. STD. CURB AND GUTTER (8"X30") FOR CURB TRANSITION.  
2. MATERIALS BRICK.    
3. STANDARD MAY BE MODIFIED TO SUIT ANY REQUIREMENT WITH DESIGN APPROVAL.  

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS
STANDARD CURB CATCH
BASIN 2 OF 2multi. INSTALLATION
NOTE:

CATCH BASINS SHALL HAVE LIVE LOAD RATING OF HS20

MUTLIPE INSTALLATION W/ HOODS AND GRATES REMOVED

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
CATCH BASINS SHALL HAVE LIVE LOAD RATING OF HS20

MUTIPLE INSTALLATION W/ HOODS AND GRATES REMOVED

NOTE:
SEE CITY OF ATLANTA STD. COMB. CURB AND GUTTER (8"X30") FOR CURB TRANSITION.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
WRAP ALL METAL PIPE IN COLLAR WITH DBL ROOFING FELT

TABLE FOR PIPE SIZE 8" TO 84"

<table>
<thead>
<tr>
<th>PIPE SIZE</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<td>18&quot;</td>
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<td>42&quot;</td>
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<td>18&quot;</td>
</tr>
</tbody>
</table>

NOTE:
FOR PIPE THRU 18" – NO DOIVELS REQUIRED. CONCRETE TO BE CLASS "A"

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
INLET STRUCTURE STRUCTURAL DESIGN SHALL CONFORM TO ACI 318. DESIGN SHALL INCLUDE HS20 TRAFFIC LOADING.

NOTE:
STD. M.H. STEPS REQUIRED FOR DEPTHS OF 4'-0" OR OVER.

CRUSHED STONE #57 (TYP)

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

City of Atlanta

STANDARD DETAILS

STANDARD DROP INLET YARD INLET

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SW-G_D1002
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STANDARD DROP INLET (TRAPPED)

REV. DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. SW-G_D1004
1. Grate and grate frame to be iron casting, A.S.T.M specification number A48-CL30

2. Grate and frame must be fitted before leaving shop.

3. Tolerance: 1/16" per 24"

Est. wt. 330 lbs. grate; est. wt. 180 lbs. frame; total 510 lbs.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
LONGITUDINAL SECTION

SECTION

NOTE:
1. TOTAL WEIGHT 550 LB.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

BICYCLE SAFETY GRATE

REV.
DATE: SEPT 2011
ORIG. DATE: JAN 1997
SCALE: N.T.S.

DETAIL NO. SW-G_GR005
This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.

City of Atlanta

STANDARD DETAILS

MANHOLE BASE WITH DROP CONNECTION

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SG-G_MH005
TDN: 0

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STD. PRECAST CONCRETE
HEADWALL 18”–36” PIPE

SHEET 1 OF 3

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. SW-G_HW001
### VARIABLE DIMENSIONS (CONCRETE PIPE)

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<th>AREA PIPE OPENING</th>
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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
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<td>3'–1&quot;</td>
<td>4'–5 1/2&quot;</td>
<td>3'–11 1/2&quot;</td>
<td>2'–0&quot;</td>
<td>7'–1 1/2&quot;</td>
<td>2'–10&quot;</td>
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<td>3'–3 1/2&quot;</td>
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### VARIABLE DIMENSIONS (METAL PIPE—WHERE SPECIFICATIONS PERMIT)

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This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
SECTION B-B

SECTION A-A

SECTION D-D

SECTION C-C

STANDARD DETAILS
STD. PRECAST CONCRETE
HEADWALL 18”–36” PIPE
SHEET 3 OF 3

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.
DETAIL NO. SW-G_HW001
"2 CLEAR
CLASS "A"
CONCRETE

SECTION A-A

SECTION B-B

BOTTOM SLAB
REINFORCING

PLAN

ELEVATION

NOTE:
1. HEADWALL TO BE PARALLEL TO % OF ROADWAY UNLESS OTHERWISE NOTED IN CONTRACT DRAWINGS.
2. CONCRETE VOLUME BASED ON 2:1 SIDE SLOPES TO BE USED FOR ESTIMATING ONLY.
3. CONCRETE TO BE CLASS "A"

NOTE:
EXPOSED EDGES TO BE CHAMFERED 1"X1"

#4-12"O.C.
TOP

STAGGERED

#4-18"O.C.
T&B

#5-12"O.C.

1-#6

2" CLEAR

3" CLEAR

FINISHED
GRADE

HEADWALL TO BE PARALLEL TO % OF ROADWAY UNLESS OTHERWISE NOTED IN CONTRACT DRAWINGS.

CONCRETE VOLUME BASED ON 2:1 SIDE SLOPES TO BE USED FOR ESTIMATING ONLY.

CONCRETE TO BE CLASS "A"

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* BASED ON 2:1 CHANNEL SIDE SLOPES

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City of Atlanta

STANDARD DETAILS

STANDARD HEADWALL SHEET 2 OF 2

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. SW-G_HWO02
A. Quarrled, clean, sound, durable and of quality and form to make neat substantial work of this class.
2. Thoroughly cleaned of earth and dust.
3. Bedded in cement mortar with every space and joint filled with mortar.
4. Placed in such a manner as not to have more build than bed.

Mortar shall:
1. Consist of one part cement to three parts sand
2. Not to be used when it has been mixed more than 45 minutes.
3. Not to be retempered.

Concrete shall:
1. Be early 3,000 P.S.I. for footings and aprons.

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
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*BASED ON 2:1 CHANNEL SIDE SLOPE*

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*BASED ON 2:1 CHANNEL SIDE SLOPE*

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.

City of Atlanta
Department of Public Works

**STANDARD DETAILS**

**STANDARD**

**RUBBLE HEADWALL**

**SHEET 2 OF 2**

DETAIL NO. SW-G_HW003

DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.
**HEADWALLS FOR CIRCULAR PIPE**

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**HEADWALLS FOR CIRCULAR PIPE**

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This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
NOTE:
1. STEEL TO BE 2" CLEAR UNLESS OTHERWISE SHOWN.
2. PROVIDE ONE 3" CAST IRON WEEP HOLE IN EACH WINGWALL, AT CENTER, FOR PIPES OVER 36" DIA. PLACE WEEP HOLE AT TOP OF CLAY SUBBASE.
3. USE CLAY WHERE OTHER HEADWALLS CAN NOT BE USED.
4. HEADWALL TO BE PARALLEL TO OF ROADWAY.
5. CONCRETE TO BE CLASS "A" 3000 P.S.I. COMPREHENSIVE STRENGTH.
MH. STEPS
SEE DETAIL
MH-12

C.I. FRAME & COVER
CAST IN COVER SLAB

JOINT SEALANT

ROW LOCK BRICK
INVERT & SHELF

CRUSHED STONE
#57 (TYP)

TOP AT GRADE

NOTE:
SPECIAL FLANGE REQ'D ON FRAME WHERE FLUSH WITH GRADE.

TOP ABOVE GRADE

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
1. PROVIDE ONE 3" CAST IRON WEEP HOLE IN EACH WINGWALL, AT CENTER, FOR PIPES OVER 60" SPAN. PLACE WEEP HOLE AT TOP OF CLAY SUB-BASE.
2. USE ONLY WHERE OTHER HEADWALLS CAN NOT BE USED.
3. HEADWALL TO BE PARALLEL TO C OF ROADWAY.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
# Headwalls for Elliptical Pipe

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This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
1. Chamfer exposed edges 1"x1"
2. Concrete quantities to be used for estimating only.
3. Headwall to be parallel to line of roadway.
4. Concrete to be Class "A", 3000 P.S.I. Compressive strength.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.

City of Atlanta

STANDARD DETAILS

TYPE E HEADWALL

SHEET 1 OF 2

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. SW-G_HW006
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City of Atlanta

STANDARD DETAILS

TYPE C HEADWALL

SHEET 2 OF 2

DETAIL NO. SW-G_HW006
ONE LAYER OF ROOFING FELT BETWEEN CUTOFF WALL & PIPE

OMIT WIRE MESH IN TEMPORARY APRONS

VARIES

6"X6"-#9 WELDED WIRE MESH

5" CLASS "A" CONCRETE

CUTOFF WALL

1/2" EXPANSION JOINT

TOE WALL

4 1/2"

2'-0" MIN.

1'-0"

2" CLEARANCE

10'-0" MIN.

2'-0" MIN.

5" CLASS "A" CONCRETE APRON

SECTION A-A

3' DIAMETERS MIN.

OUTSIDE DIA. OF PIPE

SECTION B-B

WARP CHANNEL SECTION INTO HEADWALL, IF NECESSARY

CUTOFF WALL TO BE PARALLEL TO &
OF ROADWAY UNLESS OTHERWISE NOTED
ON CONTRACT DRAWINGS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:
1. SECTIONS, WHERE DIRECTED BY THE ENGINEER, MAY BE CONSTRUCTED IN UNIFORM LENGTHS OF TWENTY (20) FT.S ON TANGENT, LENGTH MAY BE REDUCED FOR CLOSURE AND AT CORNERS TO NOT LESS THAN SIX(6) FEET.
2. BASIS OF PAYMENT: PER LINEAR FOOT (INCLUDING VARIABLE HEIGHT CURB)
3. CONCRETE CURB AND GUTTER IN ACCORDANCE WITH GEORGIA STATE HIGHWAY SPECIFICATIONS SECTION 441 (2001 EDITION)
4. SEE STD. CURB CATCHBASIN—NO.CB-1 & CB-2

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
GRADE A GRANITE CURB
SPLIT FACE, AND SAWED
TOP

3/8" JOINT  8'-0" NOMINAL  3/8" JOINT

1 CUBIC FOOT OF CONCRETE
FOOTING AT CURB JOINTS

TYPICAL GRANITE CURB

NOTE:
WHEEL CHAIR RAMP SHALL
BE FULLY ADA COMPLIANT

DIMENSION AT FACE OF CURB

GRANITE CURB DETAIL AT WHEEL CHAIR RAMP

GRANITE CURB DETAIL AT DRIVEWAY

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
DRIVEWAY SHALL BE FULLY
ADA COMPLIANT

1" GUTTER LINE
SECTION A-A

GUTTER LINE - BREAK HERE
AND REMOVE CURB SECTION IF
CURB & GUTTER, GRANITE OR
HEADER CURB

6" RESIDENTIAL
8" COMMERCIAL
(CONCRETE BASE)

SECTION B-B

NOTE:
CAN EXCHANGE WITH CONCRETE HEADER
CURB OR GRANITE CURB
ALTERNATIVE DRIVEWAY CONFIGURATION

CONSTRUCT DRIVEWAY OPENING ACROSS CURBSIDE SIDEWALK TO NORMAL 7% CROSS SLOPE. INSTALL FILLETS TO ALLOW ACCESS TO DRIVEWAY BEHIND SIDEWALK. DRIVEWAY MUST BE ON RIGHT-OF-WAY, 2% (¼" PER FOOT) CROSS SLOPE, 6" THICK.

STANDARD DETAILS

ALTERNATIVE DRIVEWAY FOR ADA REQUIREMENTS

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.
DETAIL NO. TR-B_DR002
GENERAL NOTES
1. AVOID PLACING DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, JUNCTION BOXES, OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
2. FOR THE CURB AND GUTTER SHOWN, SEE PLANS FOR CURB TYPE.
3. RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1
4. CONSTRUCTION OF THE CONCRETE PEDESTRIAN CURB TO BE INCLUDED IN THE COST OF THE SIDEWALK.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS
CURBS, GUTTERS AND SIDEWALKS

REV. DATE: OCT. 2011
ORG. DATE: NOV 2004
SCALE: N.T.S.
DETAIL NO. TR-B_D003
4'-4"  
4'-2"

4 diagonal 
# 5 bars 
# 5 reinf. bars 
@ 6" O.C.

Top slab to have 
wood float finish

Plan of top slab 
1\1/2" cl. all around

1-1/2" cl.

Elevation 
1\1/2" face conc. 
to cl. of steel

Steel placement

Note:
See City of Atlanta standard light 
casting frame and cover for casting details,
detail no. mh-3a

This detail was taken from the City of Atlanta's website. It may have been modified 
and should be reviewed thoroughly.

City of Atlanta

Standard Details

Type "C" 
Catch Basin

Rev.
Date: Sept 2011
Orig. Date: Nov 2004
Scale: N.T.S.

Detail no. SW-G_CB001
NOTES:
1. CONCRETE SHALL BE CLASS "A", 3000 PSI
2. EXPANSION JOINTS SHALL BE IN ACCORDANCE WITH AASHTO M153 OR M213
3. SURFACE TEXTURE OF RAMP SHALL BE STABLE, FIRM AND SLIP-RESISTANT CAST-IN-PLACE TRUNCATED DOME TILE OR OTHER SURFACE. TEXTURE TO BE APPROVED BY THE ENGINEER.
4. ON FEDERALLY FUNDED PROJECTS THE SLOPE OF THE RAMP WILL BE 1:12 (SEE SHEET 1 OF 2)

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS
STANDARD WHEELCHAIR RAMP

REV.
DATE: OCT. 2011
ORIG. DATE: JAN 1997
SCALE: N.T.S.

DETAIL NO. TR-B_DR004
NOTE: USE WITH CITY OF ATLANTA STANDARD TYPE "A" OR "B" FRAME

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

BIKE SAFETY GRATE
(ASTM A-48-74 CLASS 30)

REV.
DATE: SEPT 2011
ORIG. DATE: JAN 1997
SCALE: N.T.S.

DETAIL NO. TR-B_GR001
ALUMINUM TOEBOARD WHERE REQUIRED BY OSHA OR WHERE SHOWN ON THE DRAWINGS.
SEE TYPICAL DETAIL.

1-1/2" - 2" (SQ SHAPE)
8" MIN.

CORNER RETURN

TYPICAL TYPE 1 HANDRAIL
(HANDRAILS SHALL BE TOP MOUNTED AS SHOWN ON PLANS)
COMPACTED UB-GRADE

NEOPRENE PLUG
30 DUROMETER

2 1/2" - 3" SCH.40 ALUMINUM PIPE FOR RAILS

ALUMINUM TUBE 7/8" O.D. WITH .065" WALL FOR PICKETS

PICKET TO RAIL CONNECTION

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
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.

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STANDARD DETAILS

DATE: SEPT 2011
ORIG. DATE: JAN 1997
SCALE: N.T.S.

DETAIL NO. TR-B_HR003

TYPE C
PEDESTRIAN RAMP
BOTTOM OF RAMP SHALL BE PERPENDICULAR TO THE RAMP CENTERLINE.

SLOPE LOWER LANDING AREA TOWARDS GUTTER AT 2.08% MAX

NOTE
WHEN THE RAMP CENTERLINE IS NOT PERPENDICULAR TO THE CURB A LEVEL LANDING AREA WITH SLOPES LESS THAN 2.08% MUST BE PROVIDED AT THE BOTTOM OF THE RAMP.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:
1. SIDEWALK SHALL BE SSCRIBED WITH TRANSVERSE CONTROL JOINTS IN SQUARES EQUAL TO SIDEWALK WIDTH BUT NOT TO EXCEED 10 FEET.
2. CONCRETE SHALL BE TYPE "A" 3,000 P.S.I. MIN. STRENGTH.
3. EXPANSION JOINTS SHALL EXTEND ACROSS THE FULL WIDTH OF THE SIDWALK. CONTROL JOINTS SHALL BE LOCATED ON EACH SIDE OF A DRIVEWAY AND NOT MORE THAN 100 FEET APART.
4. PREFORMED BITUMINOUS MATERIAL SHALL BE PLACED BETWEEN ALL FIXED OBJECTS AND THE NEW CONCRETE SIDEWALK.
5. ALL CONCRETE WORK SHALL BE PER CITY OF ATLANTA STANDARD SPECIFICATIONS FOR CONSTRUCTION.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:
1. SIDEWALK SHALL BE SCRIBED WITH TRANSVERSE CONTROL JOINTS IN SQUARES EQUAL TO SIDEWALK WIDTH BUT NOT TO EXCEED 10 FEET.
2. CONCRETE SHALL BE TYPE "A" 3,000 P.S.I. MIN. STRENGTH.
3. EXPANSION JOINTS SHALL EXTEND ACROSS THE FULL WIDTH OF THE SIDEWALK. CONTROL JOINTS SHALL BE LOCATED ON EACH SIDE OF A DRIVEWAY AND NOT MORE THAN 100 FEET APART.
4. PREFORMED BITUMINOUS MATERIAL SHALL BE PLACED BETWEEN ALL FIXED OBJECTS AND THE NEW CONCRETE SIDEWALK.
5. ALL CONCRETE WORK SHALL BE PER CITY OF ATLANTA STANDARD SPECIFICATIONS FOR CONSTRUCTION.
6. 1/4 INCH TOOLED JOINT BETWEEN CURB AND SIDEWALK.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
NOTES:
1. CONCRETE TO BE 3000 P.S.I. MIN.
2. EXPANSION MATERIAL SHALL BE PLACED BETWEEN ALL FIXED OBJECTS (EXCEPT CURB) AND THE NEW CONCRETE SIDEWALK.
3. IF GRASS STRIP IS LESS THAN 18" SIDEWALK SHALL EXTEND TO BACK OF CURB.
   SAMPLE PANEL SHALL BE REQUIRED FOR REVIEW AND APPROVAL
4. PRIOR TO SIDEWALK REPLACEMENT.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
TOP OF CURB GRADE

COMMON PAVING BRICK

FACE OF BUILDING OR R/W

GRADE "A" GRANITE CURB 3/8" (TYP)

SLOPE 1/4" TO 1'-0" (2% MIN.)

1'-0"

1/4" CONCRETE BASE

AGGREGATE BASE OR COMPACTED SUB-GRADE

2 1/4" X 3 5/8" X 7 5/8" BRICK PAVER WITH 3/8" GROUTED STRUCK JOINTS.

3/4" GROUT (MORTAR MIX)

COMPACTED SUB-GRADE

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

BRICK SIDEWALK

REV.
DATE: SEPT 2011
ORIG. DATE: JAN 1997
SCALE: N.T.S.
DETAIL NO. TR-B_SWD6
NOTES:
1. CONCRETE SHALL BE CLASS "A", 3000 PSI
2. EXPANSION JOINTS SHALL BE IN ACCORDANCE WITH AASHTO M153 OR M213
3. SURFACE TEXTURE OF RAMP SHALL BE STABLE, FIRM AND SLIP-RESISTANT CAST-IN-PLACE TRUNCATED DOME TILE OR OTHER SURFACE TEXTURE TO BE APPROVED BY THE ENGINEER
4. SLOPE OF THE RAMP WILL BE 1:12
5. RAMPS SHALL FULLY ADA COMPLIANT

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
TOOLED EDGE WITH 1/2" EXPANSION JOINT MATERIAL (ALL AROUND)

P/L OR BACK OF SIDEWALK

BACK OF SIDEWALK

4'-0" MIN

GRASSY AREA

1:12 FLAIR

1:12 SLOPE

1:12 FLAIR

BACK OF CURB OR SCORE LINE

PREFERRED LOCATION

CURB RETURN POINT

4'-0" (TYP.)

ALTERNATE LOCATION

* MINIMUM ALLOWABLE WIDTH OF CURB RAMP IS 36 INCHES

NOTE: RAMPS SHALL BE FULLY ADA COMPLIANT

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:
1. ALL MATERIAL NEW STRUCTURAL STEEL.
2. MATERIAL AND WORKMANSHIP TO BE OF BEST QUALITY AND SUBJECT TO THE APPROVAL OF THE DEPT. OF PUBLIC WORKS.
3. ENDS TO BE: _ SQUARE
   _ SKewed TO RIGHT AS SHOWN ABOVE.
   _ SKewed TO LEFT AS SHOWN ABOVE.

NOTE: "T" FOR PEDESTRIAN TRAFFIC ONLY

DIMENSIONS: A= _____, B= _____

C= _____, T= _____

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
1/4 CUBIC YARD OF CRUSHED STONE PER WEEP HOLE.

1 TO 1 SLOPE ON BANK

1 1/2 ft

3" GALVANIZED STEEL SCHEDULE 40 PIPE WEEP HOLES ON 10' CNTR

SIDEWALK SLOPE MAX. 2%

APPROXIMATELY

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
6" SUB BASE (NATURAL GROUND) COMPACTED TO 90% MODIFIED PROCTOR DENSITY

30" CONCRETE CURB & GUTTER

1 1/2" TYPE "E" TOP

TACK COAT @28 SQUARE YARDS PER GALLON

6 1/2" TYPE "B" BASE

PRIME COAT @6 SQUARE YARDS PER GALLON

6" GRANULAR AGGREGATE BASE (GAB) COMPACTED TO 95% MODIFIED PROCTOR DENSITY

NOTE:
ASPHALTIC PAVEMENT SHALL BE INSTALLED IN ACCORDANCE WITH GEORGIA DOT SPECIFICATIONS. ASPHALTIC TYPES AND MIXES SHALL BE GEORGIA DOT APPROVED MIX TYPES.

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6" SUB BASE
(NATURAL GROUND)
COMPACTED TO 90%
MODIFIED PROCTOR
DENSITY

30" CONCRETE CURB &
GUTTER

6" SUB BASE
(NATURAL GROUND)
COMPACTED TO 90%
MODIFIED PROCTOR
DENSITY

1 1/2"
TYPE "E" TOP

TACK COAT
@2 SQUARE
YARDS PER
GALLON

4 1/2" TYPE "B"
BASE

4" GRANULAR AGGREGATE
BASE (GAB) - COMPACTED TO
95% MODIFIED PROCTOR
DENSITY

PRIME COAT
@6 SQUARE YARDS
PER GALLON

NOTE:
ASPHALTIC PAVEMENT SHALL BE INSTALLED IN ACCORDANCE
WITH GEORGIA DOT SPECIFICATIONS. ASPHALTIC TYPES AND
MIXES SHALL BE GEORGIA DOT APPROVED MIX TYPES.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
CONDITION I

COMBINATION CONCRETE CURB & GUTTER

CONDITION II

GRANITE CURBING

NOTES:
1. CONCRETE 4" DEEP AND 12" IN LENGTH SHALL BE PLACED UNDER EACH JOINT OF GRANITE CURB
2. THE INTERFACE OF CURB AND STREET SHALL BE SEALED WITH ASPHALT.

SLOPE 1/4" TO 1'-0"(TYP)

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
<table>
<thead>
<tr>
<th>TYPE ROAD</th>
<th>STREET WIDTH</th>
<th>PAVING WIDTH</th>
<th>Q BELOW CURB</th>
<th>QTR-PT. BELOW CURB</th>
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</thead>
<tbody>
<tr>
<td>COND.I</td>
<td>36'-0&quot;</td>
<td>32'-0&quot;</td>
<td>1&quot;</td>
<td>2 1/2&quot;</td>
</tr>
<tr>
<td>COND.II</td>
<td>32'-0&quot;</td>
<td>32'-0&quot;</td>
<td>2&quot;</td>
<td>3 1/2&quot;</td>
</tr>
<tr>
<td>COND.III</td>
<td>32'-0&quot;</td>
<td>32'-0&quot;</td>
<td>2&quot;</td>
<td>3 1/2&quot;</td>
</tr>
</tbody>
</table>

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
NOTES:
1. INLET STRUCTURE PHYSICAL DESIGN SHALL PROVIDE TOP SLAB AND FLOW OPENING CONFIGURATION EQUAL TO THE DIMENSIONAL REQUIREMENTS OF GDOT 1033D, 1034D.

2. INLET STRUCTURE STRUCTURAL DESIGN SHALL CONFORM TO ACI 318 AND AASHTO STANDARD SPECIFICATION FOR HIGH BRIDGES, (LATEST EDITIONS). LIVE LOADS FOR DESIGN SHALL INCLUDE HS20 TRAFFIC.

INLET STRUCTURE RAW MATERIALS SHALL MEET OR EXCEED THE LATEST EDITION OF THE FOLLOWING SPECIFICATIONS:
- CONCRETE – CLASS AA OR APPROVED EQUAL (TINDALL MIX 47)
- REINFORCING BAR – ASTM A706, GRADE 60
- REINFORCING WIRE – AASHTO M32 AND ASTM A82
- MANHOLE FRAME AND COVER – "TINDALL" CAST IN PLACE TOP FACE OF FRAME & COVER.

4. INLET STRUCTURE MANUFACTURE SHALL CONFORM TO LATEST EDITION OF ASTM C913, WITH PRODUCTION IN A NPCA AND PCI CERTIFIED PLANT.

5. LIFT POINT DESIGN SHALL CONFORM TO OSHA STANDARD 1926.704.

6. EXTERIOR OF TOP SLAB SHALL HAVE A BROOM FINISH. ALL OTHER SURFACES SHALL HAVE STANDARD FORM FINISH.

7. FIELD GROUTED SLOPE ON DOWNSTREAM TROUGH REQUIRED ON TYPE 17 CURB GRADES ABOUT 4% TO MAINTAIN 24:1

8. FIELD GROUTED SLOPE ON DOWNSTREAM TROUGH REQUIRED ON TYPE 18 CURB GRADES ABOUT 0% TO MAINTAIN 24:1

9. BUTYL RUBBER SEALANT SHALL MEET THE REQUIREMENTS OF SECTION 714.03 OF THE SCDHPT STANDARD SPECIFICATIONS AND AASHTO M198, TYPE B.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

City of Atlanta

STANDARD DETAILS
MODIFIED TYPE "C" CATCH BASIN

DATE: SEPT 2001
ORIG. DATE: NOV 2004
SCALE: N.T.S.
DETAIL NO. SW-G_CB002
CRAW BASINS SHALL HAVE LIVE LOAD RATING OF HS20

NOTE:
MULTIPLE INSTALLATION W/H HOODS AND GRATES REMOVED

NOTE:
SEE CITY OF ATLANTA STD. COMB. CONC. CURB AND GUTTER (8"X30") FOR CURB TRANSITION. SEE DETAIL NO. C-2

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
1. SEE CITY OF ATLANTA STANDARD COMB. CONC. CURB AND GUTTER (8"X30")
2. NOT FOR NEW INSTALLATION.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.

City of Atlanta
Department of Public Works

STANDARD DETAILS

STANDARD CURB CATCH BASIN TYPE "A"

DATE: SEPT 2011
ORIG. DATE: AUG 1973
SCALE: N.T.S.

DETAIL NO. SW-G_CB004
STANDARD DETAILS

STANDARD TRAP CATCH BASIN TYPE "A"

REV.
DATE: SEPT 2011
ORG. DATE: JULY 1966
SCALE: N.T.S.

DETAIL NO. SW-G_CB005

City of Atlanta

STANDARD TRAP CATCH BASIN TYPE "A"

NOTE:
1. SEE CITY OF ATLANTA STANDARD COMB. CONC. CURB AND GUTTER (8"X30") FOR CURB TRANSITION
2. NOT FOR NEW INSTALLATION.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
Stone Check Dams

Stone check dams should be constructed of graded size 2-10" stone. Mechanical or hand placement shall be required to insure complete coverage of entire width of ditch or swale, and that center of dam is lower than edges.

Maintenance

Periodic inspection and required maintenance must be provided. Sediment shall be removed when it reaches a depth of one-half the original dam height or before. If the area is to be mowed, check dams shall be removed once final stabilization has occurred. Otherwise, check dams may remain in place permanently. After removal, the area beneath the dam shall be seeded and mulched immediately.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.

Rev. Date: Sept 2011
Original Date: Nov 2004
Scale: N.T.S.

Detail No. ER-G_CDD01
POINTS A SHOULD BE HIGHER THAN POINT B

PROPER PLACEMENT OF STRAW BALE BARRIER IN DRAINAGE WAY

STAKED AND ENTRENCHED STRAW BALE

BINDING WIRE OR TWINE

FILTERED RUNOFF

COMPACTED SOIL TO PREVENT PIPING

SEDIMENT LADEN RUNOFF

CROSS-SECTION OF A PROPERLY INSTALLED STRAW BALE

NOTE: EMBED HAY BALES A MINIMUM OF 4 INCHES.

Cd-Hb HAYBALE CHECK DAMS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
CONSTRUCTION EXIT

A stone stabilized pad shall be located at any point where traffic will be leaving a construction site to a public right-of-way, street, alley, sidewalk, parking area, or any other area where there is a transition from bare soil to a paved area.

AGGREGATE SIZE
Stone will be in accordance with National Stone Association R-2 (1.5 to 3.5 inch stone).

PAD THICKNESS
The gravel pad shall have a minimum thickness of 6 inches.

PAD WIDTH
At a minimum, the width should equal full width of all points of vehicular egress, but not less than 20 feet wide.

DIVERSION RIDGE
On sites where the grade toward the paved area is greater than 2%, a diversion ridge 6 to 8 inches high with 3:1 side slopes shall be constructed across the foundation approximately 15 feet above the road.

MAINTENANCE
The exit shall be maintained in a condition which will prevent tracking or flow of mud onto public rights-of-way. This may require periodic top dressing with 1.5 to 3.5 inch stone, as conditions demand, and repair and/or cleanout of any structures to trap sediment. All materials spilled, dropped, washed, or tracked from vehicles or site onto roadways or into storm drains must be removed immediately.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
DESIGNATE WASHDOWN AREA AND EXCAVATE PIT LARGE ENOUGH TO CONTAIN WASHDOWN WATER. THIS MUST BE AWAY FROM STORM DRAINS AND WATERWAYS.

ADVISE CONCRETE TRUCK DRIVERS OF THE DESIGNATED WASH-OUT AREAS BEFORE THEY START THE JOB.

WASHDOWN CHUTE, HOPPER, AND REAR OF VEHICLE ONLY. DO NOT WASH OUT DRUM.

ENSURE THAT ALL WASHDOWN WATER STAYS IN PIT.

DISPOSE OF SETTLED, HARDENED CONCRETE IN GARBAGE WITH OTHER CONSTRUCTION DEBRIS.

NEVER DISPOSE OF WASHDOWN WATER IN STREETS, STORM DRAINS, OR STREAMS.

CONCRETE TRUCK WASHDOWN

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

CONCRETE TRUCK WASHDOWN

REV.
DATE: OCT. 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. ER-G_CW001
Compacted Earth Ridge

TO BE SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN
Complete the appropriate detail drawing for the channel cross-section of choice:

Freeboard = ___ ft  Ridge width = ___ ft (4 ft minimum)

Normal Ground Level

Sideslope = ___ :1

Bottom width = ___ ft  Lining = ___ ft

Depth of flow = ___ ft

Ridge height = ___ ft

Freeboard = ___ ft  Ridge width = ___ ft (4 ft minimum)

Normal Ground Level

Sideslope = ___ :1

Bottom width = ___ ft  Lining = ___ ft

Depth of flow = ___ ft

Ridge height = ___ ft

DIVERSION

CONSTRUCTION SPECIFICATIONS
1. ALL TREES, BRUSH, STUMPS, OBSTRUCTIONS, AND OTHER OBJECTIONABLE MATERIAL SHALL BE REMOVED AND DISPOSED OF SO AS NOT TO INTERFERE WITH THE PROPER FUNCTIONING OF THE DIVERSION.
2. THE DIVERSION SHALL BE EXCAVATED OR SHAPED TO LINE, GRADE, AND CROSS SECTION AS REQUIRED TO MEET THE CRITERIA SPECIFIED HEREIN AND FREE OF IRREGULARITIES WHICH WILL IMPEDE NORMAL FLOW.
3. ALL FILLS SHALL BE MACHINE COMPACTED AS NEEDED TO PREVENT UNEQUAL SETTLEMENT THAT WOULD CAUSE DAMAGE IN THE COMPLETED DIVERSION.
4. ALL EARTH REMOVED AND NOT NEEDED IN CONSTRUCTION SHALL BE SPREAD OR DISPOSED OF SO THAT IT WILL NOT INTERFERE WITH THE FUNCTIONING OF THE DIVERSION.
5. DIVERSION CHANNEL SHALL BE STABILIZED IN ACCORDANCE WITH SPECIFICATION CH - CHANNEL STABILIZATION.

DIVERSION

ORIG. DATE: NOV 2004
SCALE: N.T.S.
DETAIL NO. ER-G_0001

STANDARD DETAILS

REVISION
DATE: SEPT 2011

City of Atlanta

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
TEMPORARY DOWNDRAIN

CONDUCT MATERIAL SHALL BE HEAVY DUTY FLEXIBLE MATERIAL SUCH AS NON-PERFORATED CORRUGATED PLASTIC TUBING OR SPECIALLY DESIGNED FLEXIBLE TUBING. USE REINFORCED, HOLD-DOWN GROMMETS OR STAKES TO ANCHOR THE PIPE AT INTERVALS NOT TO EXCEED 10 FEET WITH THE OUTLET END SECURELY FASTENED IN PLACE. THE PIPE MUST EXTEND BEYOND THE Toe OF THE SLOPE.

CONSTRUCTION SPECIFICATIONS
1. PLACE SLOPE DRAINS ON UNDISTURBED SOIL OR WELL COMPACTED FILL AT LOCATIONS AND ELEVATIONS SHOWN ON THE PLAN.
2. SLIGHTLY SLOPE THE SECTION OF PIPE UNDER THE DIKE TOWARD ITS OUTLET.
3. HAND TAMP THE SOIL UNDER AND AROUND THE ENTRANCE SECTION IN LIFTS NOT TO EXCEED 6 INCHES.
4. ENSURE THAT FILL OVER THE DRAIN AT THE TOP OF THE SLOPE HAS MINIMUM DIMENSIONS OF 1.5 FT, DEPTH, 4 FT. TOP WIDTH, AND 3:1 SIDE SLOPES.
5. ENSURE THAT ALL SLOPE DRAIN CONNECTIONS ARE WATERTIGHT.
6. ENSURE THAT ALL FILL MATERIAL IS WELL-COMPACTED. SECURELY FASTEN THE EXPOSED SECTION OF THE DRAIN WITH GROMMETS OR STAKES SPACED NO MORE THAN 10 FEET APART.
7. PLACE THE DRAIN SLIGHTLY DIAGONALLY ACROSS THE SLOPE, EXTENDING THE DRAIN BEYOND THE Toe OF THE SLOPE. CURVE THE OUTLET UPHILL AND ADEQUATELY PROTECT THE OUTLET FROM EROSION.
8. IF THE DRAIN IS CONVEYING SEDIMENT-LADEN RUNOFF, DIRECT ALL FLOWS INTO A SEDIMENT TRAP OR SEDIMENT BASIN.
9. MAKE THE SETTLED, COMPACTED DIKE RIDGE NO LESS THAN ONE FOOT ABOVE THE TOP OF THE PIPE AT EVERY POINT.
10. IMMEDIATELY STABILIZE ALL DISTURBED AREAS FOLLOWING CONSTRUCTION.

MAINTENANCE
INSPECT THE SLOPE DRAIN AND SUPPORTING DIVERSION AFTER EVERY RAINFALL AND PROMPTLY MAKE NECESSARY REPAIRS. WHEN THE PROTECTED AREA HAS BEEN PERMANENTLY STABILIZED AND THE PERMANENT STORMWATER DISPOSAL SYSTEM IS FULLY FUNCTIONAL, TEMPORARY MEASURES MAY BE REMOVED, MATERIALS DISPOSED OF PROPERLY, AND ALL DISTURBED AREAS STABILIZED APPROPRIATELY.

TO BE SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN
1. THE DRAINAGE AREA FOR EACH DOWNDRAIN, IN ACRES.
2. THE DIAMETER OF EACH DOWNDRAIN, IN INCHES, BASED ON TABLE 6-14.1.
3. THE DIMENSIONS OF THE OUTLET PROTECTION, INCLUDING FLOW RATE, VELOCITY, AND APRON LENGTH, UPSTREAM AND DOWNSTREAM WIDTHS, AVERAGE STONE DIAMETER AND DEPTH.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
FILTER RING
FILTER RINGS SHOULD BE USED IN CONJUNCTION WITH OTHER SEDIMENT CONTROL MEASURES TO PROVIDE ADDITIONAL SEDIMENT FILTERING CAPACITY.
FILTER RINGS SHOULD BE CONSTRUCTED OF STONE NO SMALLER THAN 3"-5" WHEN USED AT INLETS LESS THAN 12" IN DIAMETER, AND OF STONE NO LESS THAN 10"-15" WHEN USED AT LARGER INLETS.

MAINTENANCE
THE FILTER RING MUST BE KEPT CLEAR OF TRASH AND DEBRIS. THIS WILL REQUIRE CONTINUOUS MONITORING AND MAINTENANCE, WHICH INCLUDES SEDIMENT REMOVAL WHEN ONE-HALF FULL. STRUCTURES ARE TEMPORARY AND SHOULD BE REMOVED WHEN THE LAND-DISTURBING PROJECT HAS BEEN STABILIZED.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
LEVEL SPREADER

THE GRADE OF THE CHANNEL FOR THE LAST 15 FEET OF THE DIKE OR DIVERSION ENTERING THE LEVEL SPREADER SHALL BE LESS THAN OR EQUAL TO 1%. THE LEVEL SPREADER SHALL BE CONSTRUCTED ON ZERO PERCENT GRADE TO INSURE UNIFORM SPREADING OF STORM RUNOFF (CONVERTING CHANNEL FLOW TO SHEET FLOW).

LEVEL SPREADERS MUST BE CONSTRUCTED ON UNDISTURBED SOIL (NOT ON FILL).

THE ENTRANCE TO SPREADER SHALL BE GRACED IN A MANNER TO INSURE THAT RUNOFF ENTERS DIRECTLY ONTO THE ZERO PERCENT GRADED CHANNEL. STORM RUNOFF CONVERTED TO SHEET FLOW MUST DISCHARGE ONTO UNDISTURBED STABILIZED AREAS.

ALL DISTURBED AREAS SHALL BE VEGETATED IMMEDIATELY AFTER CONSTRUCTION IS COMPLETED. REFER TO SPECIFICATIONS DS3 AND DS4 – DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION AND SODDING), RESPECTIVELY AND MB – MATTING AND BLANKETS.

MAINTENANCE:
Periodic inspection and maintenance must be provided.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
ROCK FILTER DAM

NOTE: SEDIMENT TRAP IS TO BE CLEANED OUT WHEN VOLUME BECOMES HALF FULL.

NOTE: ROCK SIZE DETERMINED ACCORDING TO SPECIFICATIONS SET FORTH IN APPENDIX C OF THE GREEN BOOK.

GEOTEXTILE

GERONE EXTENDS 5' BEYOND DAM

GEOTEXTILE

来了流

3 - SDB. STONE

GEOTEXTILE

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

TO BE SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN
1. FIGURE 6-18.1, NOTING ROCK SIZE AS SPECIFIED IN APPENDIX C.

STANDARD DETAILS

REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G_R0001

City of Atlanta
ONE HALF-ROUND CORRUGATED METAL PIPE ATTACHED TO WEIR BOX
APRON OR CONCRETE BOTTOM TO BE USED AT THE BOTTOM OF HALF ROUND

FILL AROUND BARRIER WITH 3"-4" STONE
(EVEN WITH TOP)

1" HOLES 8"-10" APART

HALF ROUND PERFORATED PIPE DURING CONSTRUCTION ONLY
1/2" THROUGH ROD W/ NUTS & WASHERS (ANCH. TO WALL)

FLOW

1'-0" MIN. GRADED STONE

THE FOLLOWING TYPES OF STRUCTURES ARE ACCEPTABLE UNDER THE DESIGNATED CONDITIONS:

PERFORATED HALF-ROUND PIPE WITH STONE FILTER: RL-P
A. SHOULD BE USED ONLY IN DETENTION PONDS WITH LESS THAN 30 ACRE TOTAL DRAINAGE AREA.
B. NEVER TO BE USED ON EXPOSED PIPE END OR WINGED HEADWALL.
C. DIAMETER OF HALF-ROUND PIPE SHOULD BE 1.5 TIMES THE DIAMETER OF THE PRINCIPAL PIPE OUTLET OR WIDER THAN THE GREATEST WIDTH OF THE CONCRETE WEIR.
D. PERFORATIONS AND STONE SIZES ARE SHOWN IN DETAIL.
E. SHALL BE FIXED BY SPECIFIED MEANS (BOLTS, ETC) TO CONCRETE OUTLET STRUCTURE.

SLOTTED BOARD DAM WITH STONE: RL-B
A. CAN BE USED IN DETENTION PONDS WITH DRAINAGE AREAS UP TO 100 ACRES.
B. CAN BE USED WITH OPEN END PIPE OUTLETS, WINGED HEADWALLS, OR CONCRETE WEIR OUTLETS.
C. SHOULD BE INSTALLED WITH MINIMUM SIZE 4X4 INCH POSTS.
D. BOARDS SHOULD HAVE 0.5-1.0 INCH SPACE BETWEEN THEM.

MAINTENANCE
RETROFIT STRUCTURES SHALL BE KEPT CLEAR OF TRASH AND DEBRIS. THIS WILL REQUIRE CONTINUOUS MONITORING AND MAINTENANCE, WHICH INCLUDES SEDIMENT REMOVAL WHEN ONE-THIRD OF THE SEDIMENT STORAGE CAPACITY HAS BEEN LOST. STRUCTURES ARE TEMPORARY AND SHALL BE REMOVED WHEN DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED.

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
TO BE SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN

STORAGE CALCULATIONS
1. REQUIRED STORMWATER STORAGE = _______ CY
   (AS DETERMINED BY LOCAL ORDINANCE)
2. REQUIRED SEDIMENT STORAGE = _______ CY
   (67 CY/AC * _______ AC DISTURBED AREA)
3. TOTAL REQUIRED STORAGE = _{(1)}_ + _{(2)}_ = _{(3)}_ CY
4. AVAILABLE STORAGE = _{(4)}_ CY
5. IS THE AVAILABLE STORAGE (4) GREATER THAN THE TOTAL REQUIRED STORAGE (3)?
   _______ YES _______ NO
6. IF "NO", THE SEDIMENT STORAGE CAPACITY OF THE POND MUST BE INCREASED.
   CHOOSE THE METHOD TO BE USED:
   _______ RAISE THE INVERT OF THE OUTLET STRUCTURE _______ INCHES
   _______ UNDERCUT THE POND _______ FEET
   _______ OTHER ________________________________
7. CLEAN-OUT ELEVATION =_______FT
   (ELEVATION CORRESPONDING TO 22 CY/AC * _______AC DISTURBED AREA)
8. IS THE LENGTH-WIDTH RATIO 2:1 OR GREATER?
   _______ YES _______ NO
9. IF "NO", THE LENGTH OF FLOW MUST BE INCREASED. CHOOSE THE METHOD TO BE
   USED:
   _______ BAFFLES (TYPE OF BAFFLE: ____________ )
   _______ OTHER ________________________________
   NOTE THE CMP DIAMETER AND HEIGHT IF A HALF-ROUND CMP RETROFIT IS TO BE USED.
   DIAMETER =_______INCHES HEIGHT =_______FEET

Rt RETROFIT

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
SILT FENCE

THE MANUFACTURER SHALL HAVE EITHER AN APPROVED COLOR MARK YARN IN THE FABRIC OR LABEL THE FABRICATED SILT FENCE WITH BOTH THE MANUFACTURER AND FABRIC NAME EVERY 100 FEET.

THE TEMPORARY SILT FENCE SHALL BE INSTALLED ACCORDING TO THIS SPECIFICATION, AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. FOR INSTALLATION OF THE FABRIC, SEE DETAIL.

POST INSTALLATION SHALL START AT THE CENTER OF THE LOW POINT (IF APPLICABLE) WITH THE REMAINING POSTS SPACED 4 FEET APART FOR TYPE C SILT FENCE. ONLY STEEL POST SHALL BE USED WITH TYPE C SILT FENCE. POSTS SHALL BE 4' IN LENGTH, 1.3 LBS/FT.

ALONG STREAM BUFFERS AND OTHER SENSITIVE AREAS, TWO ROWS OF TYPE C SILT FENCE OR ONE ROW OF TYPE C SILT FENCE BACKED BY HAYBALES SHALL BE USED.

MAINTENANCE FOR ALL Sd2 APPLICATIONS

ALL TRAPS SHALL BE INSPECTED DAILY AND AFTER EACH RAIN AND REPAIRS MADE AS NEEDED.

SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT HAS ACCUMULATED TO ONE-HALF THE HEIGHT OF THE TRAP. SEDIMENT SHALL BE REMOVED FROM CURB INLET PROTECTION IMMEDIATELY. FOR EXCAVATED INLET SEDIMENT TRAPS, SEDIMENT SHALL BE REMOVED WHEN ONE-HALF OF THE SEDIMENT STORAGE CAPACITY HAS BEEN LOST TO SEDIMENT ACCUMULATION. SSD INLET PROTECTION SHALL BE MAINTAINED AS SPECIFIED IN DS4—DISTURBED AREA STABILIZATION (WITH SODDING).

SEDIMENT SHALL NOT BE WASHED INTO THE INLET. IT SHALL BE REMOVED FROM THE SEDIMENT TRAP AND DISPOSED OF AND STABILIZED SO THAT IT WILL NOT ENTER THE INLET AGAIN.

WHEN THE CONTRIBUTING DRAINAGE AREA HAS BEEN PERMANENTLY STABILIZED, ALL MATERIALS AND ANY SEDIMENT SHALL BE REMOVED, AND EITHER SALVAGED OR DISPOSED OF PROPERLY. THE DISTURBED AREA SHALL BE BROUGHT TO PROPER GRADE, THEN SMOOTHED AND COMPACTED. ALL DISTURBED AREAS AROUND THE INLET SHALL BE APPROPRIATELY STABILIZED.

DESIGN CRITERIA FOR ALL Sd2 APPLICATIONS

MANY SEDIMENT FILTERING DEVICES CAN BE DESIGNED TO SERVE AS TEMPORARY SEDIMENT TRAPS. SEDIMENT TRAPS MUST BE SELF-DRAINING UNLESS THEY ARE OTHERWISE PROTECTED IN AN APPROVED FASHION THAT WILL NOT PRESENT A SAFETY HAZARD. THE AREA DRAINING TO THE INLET SEDIMENT TRAP SHALL BE NO GREATER THAN ONE ACRE.

IF RUNOFF MAY BYPASS THE PROTECTED INLET, A TEMPORARY DIKE SHOULD BE CONSTRUCTED ON THE DOWN SLOPE SIDE OF THE STRUCTURE. ALSO, A STONE FILTER RING MAY BE USED ON THE UP SLOPE SIDE OF THE INLET TO SLOW RUNOFF AND FILTER LARGER SOIL PARTICLES. REFER TO PR-STONE FILTER RING.

MAINTENANCE

SEDIMENT SHALL BE REMOVED ONCE IT HAS ACCUMULATED TO ONE-HALF THE ORIGINAL HEIGHT OF THE BARRIER. FILTER FABRIC SHALL BE REPLACED WHENEVER IT HAS DETERIORATED TO SUCH AN EXTENT THAT THE EFFECTIVENESS OF THE FABRIC IS REDUCED (APPROXIMATELY SIX MONTHS). TEMPORARY SEDIMENT BARRIERS SHALL REMAIN IN PLACE UNTIL DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED. ALL SEDIMENT ACCUMULATED AT THE BARRIER SHALL BE REMOVED AND PROPERLY DISPOSED OF BEFORE THE BARRIER IS REMOVED.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
CURB INLET PROTECTION

Once pavement has been installed, a curb inlet filter shall be installed on inlets receiving runoff from disturbed areas. This method of inlet protection shall be removed if a safety hazard is created.

One method of curb inlet protection uses "Pigs—in—a—blanket": 8-inch concrete blocks wrapped in filter fabric. See detail. Another method uses gravel bags constructed by wrapping Dot #57 stone with filter fabric, wire, plastic mesh, or equivalent material.

A gap of approximately 4 inches shall be left between the inlet filter and the inlet to allow for overflow and prevent hazardous ponding in the roadway. Proper installation and maintenance are crucial to avoid ponding in the roadway, resulting in a hazardous condition.

SD2-P CURB INLET PROTECTION

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
MAINTENANCE FOR ALL Sd2 APPLICATIONS

All traps shall be inspected daily and after each rain and repairs made as needed.

Sediment shall be removed when the sediment has accumulated to one-half the height of the trap. Sediment shall be removed from curb inlet protection immediately. For excavated inlet sediment traps, sediment shall be removed when one-half of the sediment storage capacity has been lost to sediment accumulation. Sod inlet protection shall be maintained as specified in DS4—disturbed area stabilization (with sodding).

Sediment shall not be washed into the inlet. It shall be removed from the sediment trap and disposed of and stabilized so that it will not enter the inlet, again. When the contributing drainage area has been permanently stabilized, all materials and any sediment shall be removed, and either salvaged or disposed of properly. The disturbed area shall be brought to proper grade, then smoothed and compacted. All disturbed areas around the inlet shall be appropriately stabilized.

DESIGN CRITERIA FOR ALL Sd2 APPLICATIONS

Many sediment filtering devices can be designed to serve as temporary sediment traps. Sediment traps must be self-draining unless they are otherwise protected in an approved fashion that will not present a safety hazard. The area draining to the inlet sediment trap shall be no greater than one acre.

If runoff may by-pass the protected inlet, a temporary dike should be constructed on the down slope side of the structure. Also, a stone filter ring may be used on the up slope side of the inlet to slow runoff and filter larger soil particles. Refer to FR—stone filter ring.

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
2" WEEP HOLES, SEE NOTE

2 X4 OR 4 X4 POSTS

INTERIOR BRACING

SILT FENCE MATERIAL ATTACHED TO ALL SIDES

2"-4" GRAVEL

PLAN

2" WEEP HOLES (typ.)

SILT FENCE MATERIAL

GROUND

PIPE

POST

INLET

SIDE

BAFFLE BOX

FOR INLETS RECEIVING RUNOFF WITH A HIGHER VOLUME OR VELOCITY, A BAFFLE BOX INLET SEDIMENT TRAP SHOULD BE USED. AS SHOWN IN FIGURE 6–21.2, THE BAFFLE BOX SHALL BE CONSTRUCTED OF 2" X 4" BOARDS SPACED A MAXIMUM OF 1 INCH APART OR OF PLYWOOD WITH WEEP HOLES 2 INCHES IN DIAMETER. THE WEEP HOLES SHALL BE PLACED APPROXIMATELY 6 INCHES ON CENTER VERTICALLY AND HORIZONTALLY. GRAVEL SHALL BE PLACED OUTSIDE THE BOX, ALL AROUND THE INLET, TO A DEPTH OF 2 TO 4 INCHES. THE ENTIRE BOX IS WRAPPED IN TYPE C FILTER FABRIC THAT SHALL BE ENTRANCED 12 INCHES AND BACK FILLED.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
MAINTENANCE FOR ALL Sd2 APPLICATIONS

All traps shall be inspected daily and after each rain and repairs made as needed. SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT HAS ACCUMULATED TO ONE-HALF THE HEIGHT OF THE TRAP. SEDIMENT SHALL BE REMOVED FROM CURB INLET PROTECTION IMMEDIATELY. FOR EXCAVATED INLET SEDIMENT TRAPS, SEDIMENT SHALL BE REMOVED WHEN ONE-HALF OF THE SEDIMENT STORAGE CAPACITY HAS BEEN LOST TO SEDIMENT ACCUMULATION. SOD INLET PROTECTION SHALL BE MAINTAINED AS SPECIFIED IN DS4—DISTURBED AREA STABILIZATION (WITH SODDING).

SEDIMENT SHALL NOT BE WASHED INTO THE INLET. IT SHALL BE REMOVED FROM THE SEDIMENT TRAP AND DISPOSED OF AND STABILIZED SO THAT IT WILL NOT ENTER THE INLET, AGAIN. WHEN THE CONTRIBUTING DRAINAGE AREA HAS BEEN PERMANENTLY STABILIZED, ALL MATERIALS AND ANY SEDIMENT SHALL BE REMOVED, AND EITHER SALVAGED OR DISPOSED OF PROPERLY. THE DISTURBED AREA SHALL BE BROUGHT TO PROPER GRADE, THEN SMOOTHED AND COMPACTED. ALL DISTURBED AREAS AROUND THE INLET SHALL BE APPROPRIATELY STABILIZED.

DESIGN CRITERIA FOR ALL Sd2 APPLICATIONS

Many sediment filtering devices can be designed to serve as temporary sediment traps. Sediment traps must be self-draining unless they are otherwise protected in an approved fashion that will not present a safety hazard. The area draining to the inlet sediment trap shall be no greater than one acre.

If runoff may bypass the protected inlet, a temporary dike should be constructed on the down slope side of the structure. Also, a stone filter ring may be used on the up slope side of the inlet to slow runoff and filter larger soil particles. Refer to Fr—Stone Filter Ring.

This detail was taken from the city of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
BLOCK AND GRAVEL DROP INLET PROTECTION

This method of inlet protection is applicable where heavy flows are expected and where an overflow capacity is necessary to prevent excessive ponding around the structure. As shown in detail, one block is placed on each side of the structure on its side in the bottom row to allow pool drainage. The foundation should be excavated at least 2 inches below the crest of the storm drain. The bottom row of blocks are placed against the edge of the storm drain for later support and to avoid washouts when overflow occurs. If needed, lateral support may be given to subsequent rows by placing 2" x 4" wood studs through block openings. Hardware cloth or comparable wire mesh with 1/2 inch openings shall be fitted over all block openings to hold gravel in place. Clean gravel should be placed 2 inches below the top of the blocks on a 2:1 slope or flatter and smoothed to an even grade. DOT #57 washed stone is recommended.

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
MAINTENANCE FOR ALL Sd2 APPLICATIONS
All traps shall be inspected daily and after each rain and repairs made as needed.
Sediment shall be removed when the sediment has accumulated to one-half the height of the trap. Sediment shall be removed from curb inlet protection immediately. For excavated inlet sediment traps, sediment shall be removed when one-half of the sediment storage capacity has been lost to sediment accumulation. Sod inlet protection shall be maintained as specified in DS4—disturbed area stabilization (with sodding).

Sediment shall not be washed into the inlet. It shall be removed from the sediment trap and disposed of and stabilized so that it will not enter the inlet, again.
When the contributing drainage area has been permanently stabilized, all materials and any sediment shall be removed, and either salvaged or disposed of properly. The disturbed area shall be brought to proper grade, then smoothed and compacted. All disturbed areas around the inlet shall be appropriately stabilized.

DESIGN CRITERIA FOR ALL Sd2 APPLICATIONS
Many sediment filtering devices can be designed to serve as temporary sediment traps. Sediment traps must be self-draining unless they are otherwise protected in an approved fashion that will not present a safety hazard. The area draining to the inlet sediment trap shall be no greater than one acre.

If runoff may bypass the protected inlet, a temporary dike should be constructed on the down slope side of the structure. Also, a stone filter ring may be used on the up slope side of the inlet to slow runoff and filter larger soil particles. Refer to FR—stone filter ring.

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
MAINTENANCE FOR ALL Sd2 APPLICATIONS

All traps shall be inspected daily and after each rain and repairs made as needed. Sediment shall be removed when the sediment has accumulated to one-half the height of the trap. Sediment shall be removed from curb inlet protection immediately. For excavated inlet sediment traps, sediment shall be removed when one-half of the sediment storage capacity has been lost to sediment accumulation. Sod inlet protection shall be maintained as specified in DS4—disturbed area stabilization (with sodding).

Sediment shall not be washed into the inlet. It shall be removed from the sediment trap and disposed of and stabilized so that it will not enter the inlet, again.

When the contributing drainage area has been permanently stabilized, all materials and any sediment shall be removed, and either salvaged or disposed of properly. The disturbed area shall be brought to proper grade, then smoothed and compacted. All disturbed areas around the inlet shall be appropriately stabilized.

DESIGN CRITERIA FOR ALL Sd2 APPLICATIONS

Many sediment filtering devices can be designed to serve as temporary sediment traps. Sediment traps must be self-draining unless they are otherwise protected in an approved fashion that will not present a safety hazard. The area draining to the inlet sediment trap shall be no greater than one acre.

If runoff may bypass the protected inlet, a temporary dike should be constructed on the down slope side of the structure. Also, a stone filter ring may be used on the up slope side of the inlet to slow runoff and filter larger soil particles. Refer to FR—stone filter ring.

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
FILTER FABRIC WITH SUPPORTING FRAME

This method of inlet protection is applicable where the inlet drains a relatively flat area (slope no greater than 5%) and shall not apply to inlets receiving concentrated flows, such as in street or highway medians. As shown in detail, Type C silt fence supported by steel posts shall be used. The stakes shall be spaced evenly around the perimeter of the inlet a maximum of 3 feet apart, and securely driven in to the ground, approximately 18 inches deep. The fabric shall be entrenched 12 inches and backfilled with with crushed stone or compacted soil. Fabric and wire shall be securely fastened to the posts, and fabric ends must be overlapped a minimum of 18 inches or wrapped together around a post to provide a continuous fabric barrier around the inlet.

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
NOTE:

- Anchor and embed into soil to prevent washout or water working under barrier
- Repair or replacement must be made promptly as needed

ANCHORING DETAIL

FLOW

4" VERTICAL FACE

EMBEDDING DETAIL

ANGLE FIRST STAKE TOWARDS PREVIOUSLY LAID BALE

FLOW

WIRE OR NYLON BOUND BALES PLACED ON THE CONTOUR

2 RE-BARS, STEEL PICKETS, OR 2" X 2" STAKES 1 1/2' TO 2' IN GROUND

ANCHOR AND EMBED INTO SOIL TO PREVENT WASHOUT OR WATER WORKING UNDER BARRIER

STAKED HAYBALE BARRIERS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
TEMPORARY STREAM CROSSINGS SHALL NOT BE USED ON STREAMS WITH DRAINAGE AREAS GREATER THAN ONE SQUARE MILE. STRUCTURES MAY INCLUDE BRIDGES, ROUND PIPES OR PIPE ARCHES. TEMPORARY STREAM CROSSINGS SHOULD BE IN PLACE FOR LESS THAN ONE YEAR AND SHOULD NOT BE USED BY THE GENERAL PUBLIC.

TEMPORARY STREAM CROSSINGS SHALL NOT BE USED ON STREAMS WITH DRAINAGE AREAS GREATER THAN ONE SQUARE MILE. STRUCTURES MAY INCLUDE BRIDGES, ROUND PIPES OR PIPE ARCHES. TEMPORARY STREAM CROSSINGS SHOULD BE IN PLACE FOR LESS THAN ONE YEAR AND SHOULD NOT BE USED BY THE GENERAL PUBLIC.

TEMPORARY STORED CROSSINGS SHALL NOT BE USED ON STREAMS WITH DRAINAGE AREAS GREATER THAN ONE SQUARE MILE. STRUCTURES MAY INCLUDE BRIDGES, ROUND PIPES OR PIPE ARCHES. TEMPORARY STORED CROSSINGS SHOULD BE IN PLACE FOR LESS THAN ONE YEAR AND SHOULD NOT BE USED BY THE GENERAL PUBLIC.

TEMPORARY BRIDGE CROSSING Sr-B
1. THE TEMPORARY BRIDGE SHALL BE CONSTRUCTED AT OR ABOVE BANK ELEVATION TO PREVENT THE ENTRAPMENT OF FLOATING MATERIALS AND DEBRIS.
2. ABUTMENTS SHALL BE PLACED PARALLEL TO AND ON STABLE BANKS.
3. BRIDGES SHALL BE CONSTRUCTED TO SPAN THE ENTIRE CHANNEL. IF THE CHANNEL WIDTH EXCEEDS EIGHT FEET (AS MEASURED FROM THE TOPS OF THE BANKS), A FOOTING, PIER OR BRIDGE SUPPORT MAY BE CONSTRUCTED WITHIN THE WATERWAY.
4. BRIDGES SHALL BE SECURELY ANCHORED AT ONLY ONE END USING STEEL CABLE OR CHAIN. THIS WILL PREVENT CHANNEL OBSTRUCTION IN THE EVENT THAT FLOODWATERS FLOAT THE BRIDGE. LARGE TREES, LARGE BOULDERS, OR DRIVEN STEEL ANCHORS CAN SERVE AS ANCHORS.

TEMPORARY CULVERT CROSSING Sr-C
1. THE INVERT ELEVATION OF THE CULVERT SHALL BE INSTALLED ON THE NATURAL STREAMBED GRADE.
2. THE CULVERT(S) SHALL EXTEND A MINIMUM OF ONE FOOT BEYOND THE UPSTREAM AND DOWNSTREAM TOE OF THE AGGREGATE PLACED AROUND THE CULVERT. IN NO CASE SHALL THE CULVERT EXCEED 40 FEET IN LENGTH.
3. THE CULVERT(S) SHALL BE COVERED WITH A MINIMUM OF ONE FOOT OF AGGREGATE. IF MULTIPLE CULVERTS ARE USED, THEY SHALL BE SEPARATED BY A MINIMUM OF 12 INCHES OF COMPACTED AGGREGATE FILL.

MAINTENANCE
THE STRUCTURE SHALL BE INSPECTED AFTER EVERY RAINFALL AND AT LEAST ONCE A WEEK, WHETHER IT HAS RAINED OR NOT, AND ALL DAMAGES REPAIRED IMMEDIATELY. THE STRUCTURE SHALL BE REMOVED IMMEDIATELY AFTER CONSTRUCTION IS FINISHED, AND THE STREAMBED AND BANKS MUST BE STABILIZED.

TO BE SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN
1. DRAINAGE AREA (ACRES), AVERAGE SLOPE OF WATERSHED (%), AND STREAM FLOW RATE AT BANKFUL FLOW (CFS)
2. DETAILED DIMENSIONS OF COMPONENTS FOR THE TYPE OF CROSSING TO BE USED

SIZE
THE STRUCTURE SHALL BE LARGE ENOUGH TO CONVEY THE FULL BANK FLOW OF THE STREAM, TYPICALLY FLOWS PRODUCED BY A 2-YEAR, 24-HOUR FREQUENCY STORM, WITHOUT APPRECIABLY ALTERING THE STREAM FLOW CHARACTERISTIC.

LOCATION
THE TEMPORARY STREAM CROSSING SHALL BE PERPENDICULAR TO THE STREAM. WHERE APPROACH CONDITIONS DICTATE, THE CROSSING MAY VARY 15% FROM THE PERPENDICULAR.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
Details Modified from VA SWCC

Pipe outlet to flat area—no well-defined channel

Pipe outlet to well-defined channel

To be shown on the erosion and sediment control plan

1. The flow characteristics of the pipe at full flow including pipe diameter, flow rate (CFS), velocity (FPS), and tailwater condition.

2. The dimensions of the apron including length (La), width at the headwall (W1), downstream width (W2), average stone diameter ($d_{avg}$), max stone size ($d_{max}$), and stone depth (D) designed in accordance with Figures 6–24.1 and 6–24.2 in Green Book.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
NOTES ON DETAILS

1. \( aL \) IS THE LENGTH OF THE RIPRAP APRON.

2. \( D = 1.5 \times \text{the maximum stone diameter} \) but not less than 6".

3. IN A WELL-DEFINED CHANNEL EXTEND THE APRON UP THE CHANNEL BANKS TO AN ELEVATION OF 6" ABOVE THE MAXIMUM TAILWATER DEPTH OF TO THE TOP OF THE BANK, WHICHEVER IS LESS.

4. A FILTER BLANKET OR FILTER FABRIC SHOULD BE INSTALLED BETWEEN THE RIPRAP AND SOIL FOUNDATION.

APRON LENGTH AND THICKNESS

THE APRON LENGTH AND \( d_{50} \), STONE MEDIAN SIZE, SHALL BE DETERMINED FROM THE CURVES ACCORDING TO THE TAILWATER CONDITIONS:

- **MINIMUM TAILWATER**— USE FIG. 6-24.1
- **MAXIMUM TAILWATER**— USE FIGURE 6-24.2
- **MAXIMUM STONE SIZE**= 1.5 \( \times \) \( d_{50} \)
- **APRON THICKNESS**= 1.5 \( \times \) \( d_{\text{max}} \)

CONSTRUCTION SPECIFICATIONS

1. ENSURE THAT THE SUBGRADE FOR THE FILTER AND RIPRAP FOLLOWS THE REQUIRED LINES AND GRADES SHOWN IN THE PLAN. COMPACT ANY FILL REQUIRED IN THE SUBGRADE TO THE DENSITY OF THE SURROUNDING UNDISTURBED MATERIAL. LOW AREAS IN THE SUBGRADE ON UNDISTURBED SOIL MAY ALSO BE FILLED BY INCREASING THE RIPRAP THICKNESS.

2. THE RIPRAP AND GRAVEL FILTER MUST CONFORM TO THE SPECIFIED GRADING LIMITS SHOWN ON THE PLANS.

3. GEOTEXTILE MUST MEET DESIGN REQUIREMENTS AND BE PROPERLY PROTECTED FROM PUNCHING OR TEARING DURING INSTALLATION. REPAIR ANY DAMAGE BY REMOVING THE RIPRAP AND PLACING ANOTHER PIECE OF FILTER FABRIC OVER THE DAMAGED AREA. ALL CONNECTING JOINTS SHOULD OVERLAP A MINIMUM OF 1 FT. IF THE DAMAGE IS EXTENSIVE, REPLACE THE ENTIRE FILTER FABRIC.

4. RIPRAP MAY BE PLACED BY EQUIPMENT, BUT TAKE CARE TO AVOID DAMAGING THE FILTER FABRIC.

5. THE MINIMUM THICKNESS OF THE RIPRAP SHOULD BE 1.5 TIMES THE MAXIMUM STONE DIAMETER.

6. CONSTRUCT THE APRON ON ZERO GRADE WITH NO OVERFALL AT THE END. MAKE THE TOP OF THE RIPRAP AT THE DOWNSTREAM END LEVEL WITH THE RECEIVING AREA OR SLIGHTLY BELOW IT.

7. ENSURE THAT THE APRON IS PROPERLY ALIGNED WITH THE RECEIVING STREAM AND PREFERABLY STRAIGHT THROUGHOUT ITS LENGTH. IF A CURVE IS NEEDED TO FIT SITE CONDITIONS, PLACE IT IN THE UPPER SECTION OF THE APRON.

8. IMMEDIATELY AFTER CONSTRUCTION, STABILIZE ALL DISTURBED AREAS WITH VEGETATION.

9. STONE QUALITY — SELECT STONE FOR RIPRAP FROM FIELD STONE OR QUARRY STONE. THE STONE SHOULD BE HARD, ANGULAR, AND HIGHLY WEATHER-RESISTANT. THE SPECIFIC GRAVITY OF THE INDIVIDUAL STONES SHOULD BE AT LEAST 2.5.

10. FILTER — INSTALL A FILTER TO PREVENT SOIL MOVEMENT THROUGH THE OPENINGS IN THE RIPRAP. THE FILTER SHOULD CONSIST OF A GRADED GRAVEL LAYER OR A SYNTHETIC FILTER CLOTH. SEE APPENDIX C; P. C-1.

MAINTENANCE

INSPECT RIPRAP OUTLET STRUCTURES AFTER HEAVY RAINS TO SEE IF ANY EROSION AROUND OR BELOW THE RIPRAP HAS TAKEN PLACE OR IF STONES HAVE BEEN DISLODGED. IMMEDIATELY MAKE ALL NEEDED REPAIRS TO PREVENT FURTHER DAMAGE.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
SURFACE ROUGHENING

The purposes of surface roughening are to aid in establishment of vegetative cover with seed, to reduce runoff velocity and increase infiltration, and to reduce erosion and provide for sediment trapping. All slopes steeper than 3:1 require surface roughening, either stair-step grading, grooving, furrowing, or tracking if they are to be stabilized with vegetation. However, if the slope is to be stabilized with erosion control blankets or soil reinforcement matting, the soil surface should not be roughened. Areas with grades less steep than 3:1 should have the soil surface lightly roughened and loosened to a depth of 2 to 4 inches prior to seeding. Areas which have been graded and will not be stabilized immediately may be roughened to reduce runoff velocity until seeding takes place. Slopes with a stable rock face do not require roughening or stabilization.

DOZER TREADS CREATE GROOSES PERPENDICULAR TO THE SLOPE

ROUGHENING WITH TRACKED MACHINERY

Roughening with tracked machinery on clay soils is not recommended unless no alternatives are available. Undue compaction of surface soil results from this practice. Sandy soils do not compact severely and may be tracked. In no case is tracking as effective as the other roughening methods described. Tracking shall be done by operating tracked machinery up and down the slope to leave horizontal depressions in the soil. As few passes of the machinery as possible should be made to minimize compaction.

SEEDING

Roughened areas shall be seeded and mulched as soon as possible to obtain optimum seed germination and seeding growth. Refer to specifications DS1, DS2, DS3, and DS4 — disturbed area stabilization (with mulching only, temporary seeding, permanent vegetation, and sodding), respectively.
CORRUGATIONS TO BE 3/8” x 1/4” x 3/16” DEEP.

LETTERS 1” TALL RAISED 1/4” FROM FACE.

COVER AND FRAME MUST BE FITTED BEFORE LEAVING SHOP. LETTERS ON RING OPTIONAL.

ESTIMATED WEIGHTS
FRAME 268 LBS
COVER 178 LBS.
TOTAL 446 LBS.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE: FRAME & COVER SHALL BE CAST IN ALL CONE SECTIONS UNLESS FRAME & COVER IS TO BE FLUSH WITH FINAL GRADE.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
CORRUGATIONS TO BE 3/8" x 1/4" x 3/16" DEEP.

LETTERS 1" TALL RAISED 1/4" FROM FACE.

COVER AND FRAME MUST BE FITTED BEFORE LEAVING SHOP. LETTERS ON RING OPTIONAL.

SECTION

ESTIMATED WEIGHTS
FRAME 268 LBS
COVER 178 LBS.
TOTAL 446 LBS.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

VENTED FRAME AMD COVER

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SG-G_MH003
This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
<table>
<thead>
<tr>
<th>INCOMING SEWER SIZE, (D)</th>
<th>DROP SIZE REQUIRED, (L)</th>
<th>VERTICAL PIPE RUN, (Y1)</th>
<th>VERTICAL PIPE RUN, (Y2)</th>
<th>VERTICAL PIPE RUN, (Y3)</th>
<th>VERTICAL PIPE RUN, (Y4)</th>
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<td>8.5&quot;</td>
<td>22&quot;</td>
<td>5.5&quot;</td>
</tr>
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</table>

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
NOTE:
USE ONLY WHEN CONNECTING WITH 8"Ø SANITARY SEWER

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
JOINT SEALANT

MH. STEPS SEE DETAIL NO. MH-12

PRECAST CONC. RISER

SEE DETAIL NO. MH-2

PRECAST OR SAWCUT OPENING

1" MIN., 2" MAX.

ROW LOCK BRICK INVERT & SHELF

CONCRETE CLASS "B"
(MIN. COMpressive STRENGTH 2200 PSI)

EXISTING PIPE INVERT

PIPE O.D.+2" MIN.
PIPE O.D.+4" MAX.

EXISTING PIPE INVERT

SEE DETAIL NO. MH-2

1'-0" MIN., TOP OF PIPE OPENING TO LIP OF BASE

JOINT SEALANT

GROUT INVERT

CRUSHED STONE #57 (TYP)

EXISTING PIPE INVERT

NOTE: SAW CUT EXISTING PIPE AT ITS 4 ON SIDES

CRUSHED STONE #57 (TYP)

EXISTING PIPE INVERT

SEE DETAIL NO. MH-7 FOR MANHOLE COLLAR

NOTE: SAW CUT EXISTING PIPE AT ITS 4 ON SIDES

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

MANHOLE OVER EXISTING SEWER

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SG-G_MH007
NOTE:
1. USE BOOTS FOR PIPES < 42" DIAMETER
2. TYPE I IS FOR MECHANICALLY ATTACHED TYPE BOOTS.
3. TYPE II IS FOR CAST-IN BOOTS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
MINIMUM MANDREL DIAMETER

<table>
<thead>
<tr>
<th>SEWER SIZE</th>
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<th>ASTM F679 T-1</th>
<th>ASTM F794 SERIES 46</th>
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<td>24</td>
<td>N/A</td>
<td>22.21</td>
<td>22.39</td>
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</tbody>
</table>

BASED ON 5% DEFLECTION OF MAXIMUM POSSIBLE INSIDE DIAMETER

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
(1) RIM AND COVER TO BE GRAY IRON CASTING ACCORDING TO ASTM SPECIFICATION NO. A-48–30.
(2) RIM AND COVER MUST BE FITTED BEFORE LEAVING SHOP.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
FILL VOID BETWEEN PIPE AND MANHOLE WALL WITH NON-SHRINK GROUT BEFORE FORMING MANHOLE COLLAR

MANHOLE COLLARS SHALL BE USED FOR SEWER CONNECTIONS TO MANHOLES:
1.) IF EXIST. MANHOLE IS BRICK
2.) IF SEWER > 42" Ø
3.) IF MANHOLE IS CONSTRUCTED OVER EXIST. SEWER
4.) TO REPAIR TYPE II BOOT CONNECTION

MANHOLE OPENING

8" MIN. ABOVE TOP OF PIPE

GROUT

8" MIN. BELOW BOTTOM OF PIPE

CRUSHED STONE #57 (TYP)

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

MANHOLE COLLAR

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SS-G_MC001
1' - 0" MIN., TOP OF PIPE OPENING TO LIP OF BASE

1' - 0" MIN., BOTTOM OF PIPE OPENING TO INSIDE OF BASE

CRUSHED STONE #57 (TYP)

ROW LOCK BRICK INVERT

SEE DETAIL NO. MH-2

SEE DETAIL NO. MH-6 FOR CONNECTION

NOTE:
1. SHELF AND INVERT SHALL BE TROWEL FINISHED
2. IF BRICK USED AS FILLER, PROVIDE MINIMUM 2 INCHES GROUT OVER BRICK
3. IF INCOMING SEWER(S) CONNECTION(S) ARE 2- FEET ABOVE INVERT OUT USE DETAIL NO. MH-9 OR MH-9A

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
STANDARD DETAILS

LARGE DIAMETER MANHOLE BASE

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SS-G_MH004

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
STANDARD MANHOLE SCHEDULE
OF GOVERNING DIMENSIONS

<table>
<thead>
<tr>
<th>PIPE SIZE</th>
<th>ANGLE &quot;A&quot;</th>
<th>MH. DIA.</th>
<th>&quot;T&quot;</th>
<th>&quot;X&quot;</th>
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<tbody>
<tr>
<td>8&quot; TO 15&quot;</td>
<td>0° TO 90°</td>
<td>4'-0&quot;</td>
<td>5&quot;</td>
<td>0&quot;</td>
</tr>
<tr>
<td>18&quot; TO 24&quot;</td>
<td>0° TO 60°</td>
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<td>0&quot;</td>
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<tr>
<td>18&quot; TO 24&quot;</td>
<td>60° TO 90°</td>
<td>5'-0&quot;</td>
<td>6&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
<td>27&quot; TO 30&quot;</td>
<td>0° TO 30°</td>
<td>5'-0&quot;</td>
<td>6&quot;</td>
<td>0&quot;</td>
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<tr>
<td>27&quot; TO 30&quot;</td>
<td>30° TO 60°</td>
<td>5'-0&quot;</td>
<td>6&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
<td>27&quot; TO 30&quot;</td>
<td>60° TO 90°</td>
<td>6'-0&quot;</td>
<td>7&quot;</td>
<td>8&quot;</td>
</tr>
<tr>
<td>36&quot;</td>
<td>0° TO 90°</td>
<td>6'-0&quot;</td>
<td>7&quot;</td>
<td>0&quot;</td>
</tr>
<tr>
<td>42&quot;</td>
<td>0° TO 60°</td>
<td>7'-0&quot;</td>
<td>8&quot;</td>
<td>8&quot;</td>
</tr>
<tr>
<td>42&quot;</td>
<td>60° TO 90°</td>
<td>8'-0&quot;</td>
<td>9&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
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<td>0° TO 45°</td>
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<td>9&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
<td>48&quot;</td>
<td>60° TO 90°</td>
<td>12'-0&quot;</td>
<td>13&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
<td>54&quot;</td>
<td>0° TO 60°</td>
<td>8'-0&quot;</td>
<td>9&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
<td>54&quot;</td>
<td>60° TO 90°</td>
<td>12'-0&quot;</td>
<td>13&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
<td>60&quot;</td>
<td>0° TO 30°</td>
<td>8'-0&quot;</td>
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<td>0&quot;</td>
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<tr>
<td>60&quot;</td>
<td>30° TO 45°</td>
<td>8'-0&quot;</td>
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<td>6&quot;</td>
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<tr>
<td>60&quot;</td>
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<td>6&quot;</td>
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<td>60° TO 90°</td>
<td>12'-0&quot;</td>
<td>13&quot;</td>
<td>8&quot;</td>
</tr>
</tbody>
</table>

NOTE:
MINIMUM \( R \) OF M.H. INVERT
\( = 1.5 \times \text{PIPE DIAMETER} \)

STANDARD DETAILS
MANHOLE
PLAN AND DIAMETERS

City of Atlanta

REV.
DATE: SEPT 2011
ORIG. DATE: JAN 1997
SCALE: N.T.S.

DETAIL NO. SS-G_MH009
4' TALL RISER SECTION, TYP.

12" DIA.

INVERT SHELF

ELEVATION

5" ±

POLYPROPYLENE PLASTIC

1/2" Ø OR NO. 3 DEFORMED GRADE 60 STEEL ROD

SECTION

STEPS SHALL BE PLACED INTO WET CONCRETE WALL DURING MANUFACTURE OR MORTORED INTO HOLES AFTER CONCRETE HAS SET.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

City of Atlanta

STANDARD DETAILS

MANHOLE STEPS

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SS-G_MS001
NOTES:
1. CONNECTION TO NEW SEWER SHALL BE WITH TEE OR WYE.
2. NO TEES OR WYES ON RCP OR DIP SEWERS LARGER THAN 12"Ø.
3. VCP USE WYES ONLY
4. FOR LARGER DIAMETER CONNECTIONS SEE DETAIL SS-2.

FLOW

WYE FOR PVC OR CLAY PIPE

6" SERVICE CONNECTION LINE

FLOW

TEE FOR DIP

SEE DETAIL SS-3A

EXISTING GROUND

SEE DETAIL NO. SS-3 FOR DETAIL

1/4" PER FT.

MIN. GRADE 1/4" PER FT.

SEE DETAIL NO. SS-3 FOR DETAIL

WYE OR TEE

WYE OR TEE

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

SERVICE CONNECTION ON NEW SEWERS

REV.
DATE: OCT. 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SS-G SC001
NOTES:

1. CONNECTION TO NEW SEWER SHALL BE WITH TEE OR WYE.
2. NO TEES OR WYES ON RCP OR DIP SEWERS LARGER THAN 12"Ø.
3. VCP USE WYES ONLY
4. FOR LARGER DIAMETER CONNECTIONS SEE DETAIL SS-2.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
FOR FUTURE CONNECTION, PLUG AT THIS POINT

MIN. SLOPE 2%

WHEN THIS DISTANCE IS 12 FEET OR OVER, OR EXISTING COMBINED TRUNK OBSTRUCTS SERVICE, USE DEEP SEWER SERVICE CONNECTION AS SHOWN HEREON UNLESS OTHERWISE SHOWN ON PLANS

FULL DEPTH BACKFILL WITH NATIVE MATERIAL OR SELECT BACKFILL COMPACTED TO ≥ 95% OF ITS MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698

6" PIPE

45' BEND

CONTRACTOR TO SUPPORT OR BRACE VERTICAL PIPE WHILE BACKFILLING TRENCH

No. 57 STONE

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.

City of Atlanta

STANDARD DETAILS

DEEP SEWER CONNECTION

REV.
DATE: OCT. 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. SS-G_SC002
STANDARD SEwer
CLEANOUT AND
CLEANOUT BOX
SEE DETAIL SS-3A
FOR FUTURE
CONNECTION,
PLUG AT THIS
POINT

MIN. SLOPE 2%

MINIMUM
MAXIMUM

4'-0"
6'-0"

VARIABLE

FULL DEPTH BACKFILL WITH
NATIVE MATERIAL OR SELECT
BACKFILL COMPACTED TO >
95% OF ITS MAXIMUM DRY
DENSITY AS DETERMINED
BY ASTM D698

45' BEND

No. 57 STONE

CONTRACTOR TO
SUPPORT OR BRACE
VERTICAL PIPE WHILE
BACKFILLING TRENCH

4" 4"

6" PIPE

45' BEND

TEE OR WYE

MAIN SEWER

WHEN THIS DISTANCE IS 12
FEET OR OVER, OR EXISTING
COMBINED TRUNK OBSTRUCTS
SERVICE, USE DEEP SEWER
SERVICE CONNECTION AS
SHOWN HEREON UNLESS
OTHERWISE SHOWN ON PLANS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
NOTE: 1.) HOLE IN EXISTING SEWER SHALL BE CORED.
2.) CONNECT SERVICE TO SEWER WITH:
   - BOOT ON RCP SEWERS
   - TAPPING SADDLE ON DIP SEWERS EQUAL TO AMERICAN OUTLET / TAPPING SADDLE
     WITH MECHANICAL JOINT OUTLET AND MINIMUM 3 STRAPS FOR SECURING
   - TIGHTLY PACKED NON-SHRINK GROUT ON BRICK SEWERS
   - BOOT OR TIGHTLY PACKED NON-SHRINK GROUT ON VCP SEWERS
   - MANUFACTURED SADDLE ON PVC PIPE SEWERS

SHAPE SERVICE PIPE END
TO BE FLUSH WITH SEWER
INTERIOR

NON-SHRINK
GROUT (WHERE
REQUIRED BY
NOTES ABOVE.)

SIZE OF HOLE IN
EXISTING SEWER
SERVICE O.D. + 1" MAX.
OR AS REQ'D FOR BOOT

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
NOTE: TOP OF CLEANOUT BOX SHALL BE FLUSH WITH FINAL SURFACE IN SIDEWALKS AND PAVED AREAS

1'-6" (TYP.)

9"

STD. SEWER CLEANOUT PLUG
CAST IRON CLEANOUT BOX SEE DETAIL SS-3A

6" DI OR PVC PIPE
FITTING (1/8 BEND)
PLUG OR EXTEND AS REQUIRED
"Y" FITTING

SEWER SERVICE

6" Ø

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
GENERAL NOTES:

1. UNLESS NOTED OTHERWISE, CAST IRON SHALL CONFORM TO A.S.T.M. SPECIFICATIONS A48 LATEST REVISION FOR CLASS 20 GREY IRON CASTINGS.

2. CASTINGS SHALL BE TRUE AND FREE OF HOLES. THEY SHALL BE CLEANED ACCORDING TO GOOD FOUNDRY PRACTICE, CHIPPED AND GROUND AS NEEDED TO REMOVE FINS AND ROUGH PLACES.

3. FINISHED CASTINGS SHALL BE COATED INSIDE AND OUTSIDE WITH COAL TAR PITCH VARNISH AS INDICATED IN A.W.W.A. SPECIFICATIONS C110, LATEST REVISION. COATING MAY BE APPLIED COLD AND SHALL BE SMOOTH, GLOSSY, NOT BRITTLE WHEN COLD, NOT STICKY WHEN EXPOSED TO THE SUN, AND SHALL ADHERE TO THE METAL AT ALL TEMPERATURES.

4. WHEN COATING IS COMPLETE, LID SHALL FIT SNUGLY WITHOUT ROCKING.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
Collar to extend min. 2'-0" into undisturbed soil each side

Plan

Trench width (O.D. + 2'-0")

Bentonite or equal material

Waterstop collar

Sewer

Elevation

Collar to extend min. 2'-0" into undisturbed earth

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
SEE SHEETS SW-LP003 AND SW-LP004 FOR SECTIONS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STORMWATER PLANTER
NO ON-STREET PARKING

REV.
DATE: APRIL 2012
ORIG. DATE:
SCALE: N.T.S.

DETAIL NO. SW-T_P001
See sheets SW-T_P003 and SW-T_P004 for sections.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.

STANDARD DETAILS

STORMWATER PLANTER WITH ON-STREET PARKING

City of Atlanta

REV.
DATE: APRIL 2012
ORIG. DATE:
SCALE: N.T.S.

DETAIL NO. SW-T_P002
SECTION A-A1
(PLANTER WITHOUT ON-STREET PARKING)

THICKENED GUTTER

IMPERVIOUS LINER WHERE REQUIRED BY CITY ENGINEER

12" MIN

BIORETENTION SOIL

24" MIN.

UNCOMPACTED SUBGRADE

SECTION B-B1
(PLANTER WITHOUT ON-STREET PARKING)

STANDARD COA CURB & GUTTER

PAVERS OR CONCRETE PEDESTRIAN ZONE

SOIL AND DRAINAGE PROFILE AS ABOVE

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
2"-3" CHOKER STONE (1" - 3") OR FILTER FABRIC

1½"-2" WASHED STONE DRAINAGE BED

UNDERDRAIN WHEN NEEDED

CHOKER STONE OR FILTER FABRIC

SECTION C-C1
LONGITUDINAL SECTION. LEVEL PLANTING AREA

NOTE: IF SLOPES OF STREET AND SIDEWALK ALLOW, PLANTERS SHOULD BE BUILT WITH LEVEL PLANTING AREAS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STORMWATER PLANTER
LONGITUDINAL SECTIONS

REV.
DATE: APRIL 2012
ORIG. DATE:
SCALE: N.T.S.

DETAIL NO. SW-T_P004
STORMWATER
PLANTER'BULB-OUTS' / CURB EXTENSIONS

STANDARD DETAILS

REVIEWED THOROUGHLY.
"BULB-OUT" CURB EXTENSION AT INTERSECTION, TYPICAL PLAN

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.

STANDARD DETAILS

STORMWATER PLANTER "BULB-OUT" AT INTERSECTION

REv.
DATE: APRIL 2012
ORIG. DATE:
SCALE: N.T.S.

DETAIL NO. SW-T_P006
THICKENED GUTTER
IMPERV LINER WHERE REQ. BY CITY ENGINEER

MAX PONDING LEVEL
6" TYP. 0% SLOPE 3:1 SLOPE
12" TYP.

24" MIN BIORETENTION SOIL

UNCOMPACTED SUBGRADE

7' TO 8'

SECTION D-01
"BULB-OUT" NOT INCORPORATING LANDSCAPE STRIP

THICKENED GUTTER
IMPERVIOUS LINER WHERE REQ. BY CITY ENGINEER

MAX PONDING LEVEL
6" TYP. 0% SLOPE 4:1 SLOPE
12" TYP.

24" MIN BIORETENTION SOIL

SOIL AND DRAINAGE PROFILE AS ABOVE

9' TO 10'

SECTION D-01
"BULB-OUT" INCORPORATING LANDSCAPE STRIP

EX. CURB TO REMAIN
REMOVE GUTTER IF PRESENT

2" TO 3" CHOKER STONE (6"-3"
OR FILTER FABRIC

1½" -3" WASHED STONE DRAINAGE BED

2" TO 3" CHOKER STONE (6"-3"
OR FILTER FABRIC

THICKENED GUTTER
IMPERV LINER WHERE REQ. BY CITY ENGINEER

MAX PONDING LEVEL
6" TYP. 0% SLOPE

2% TYP.

SIDEWALK

2" TO 3" CHOKER STONE (6"-3"
OR FILTER FABRIC

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STORMWATER PLANTER
"BULB-OUT" SECTIONS

REV.
DATE: APRIL 2012
ORIG. DATE:
SCALE: N.T.S.

DETAIL NO. SW-T_P007
CONCRETE OR RIVER COBBLE SPLASH PAD

PLANTER INLET - PLAN

CONCRETE OR RIVER COBBLE SLASH PAD

PLANTER INLET - SECTION

NOTES:

1) SIZE INLETS TO ACCOMMODATE DESIRED FLOWS.

2) INLETS & GUTTER MAY BE MODIFIED TO ADJUST FLOW INTO PLANTER.

INLET AT GRANITE CURB

EX. GUTTER

6" CONC. SLAB

RIVER COBBLE EMBEDDED IN SLAB

UNGROUTED COBBLE OVER GEOTEXTILE

FOR 'BULB OUTS'/ CURB EXTENSIONS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STORMWATER PLANTER INLET DETAILS

REV.
DATE: APRIL 2012
ORIG. DATE:
SCALE: N.T.S.
DETAIL NO. SW-T_P008
NOTES FOR STORMWATER PLANTERS

1. WIDTH AND LENGTH OF PLANTER IS BASED ON SITE CONDITIONS AND STORMWATER TREATMENT VOLUME.

2. LOCATE ALL UTILITIES PRIOR TO DESIGN. SITE CONDITIONS WILL VARY AND SIGNIFICANT DESIGN ADAPTATIONS MAY BE NEEDED TO ADDRESS UTILITY CONFLICTS, STEEP SLOPES, AND OTHER CONSTRAINTS.

3. IF SLOPE OF ROAD AND SIDEWALK ALLOW, PLANTERS SHOULD BE BUILT WITH LEVEL PLANTING AREAS (0% SLOPE LONGITUDINALLY) FOR MAXIMUM STORMWATER TREATMENT VOLUME.

4. LONGITUDINAL SLOPES OF CURBS SURROUNDING PLANTER MATCH ROAD. LEVEL BOTTOM PLANTERS HAVE A MAXIMUM DEPTH OF 18" BELOW SURROUNDING CURB AT DEEPEST POINT.

5. CROSS SLOPES SHOULD ALWAYS BE AS CLOSE TO LEVEL (0% SLOPE) AS POSSIBLE.

6. CURBS, GUTTERS, STREETS, AND SIDEWALKS SHALL CONFORM TO CITY OF ATLANTA STANDARDS.

7. PROVIDE ELEVATIONS AT ALL INLETS AND OUTLETS, AS WELL AS ALL GRADES ON STREET AND BOTTOM OF PLANTER.

8. SIDEWALK ELEVATION MUST BE HIGHER THAN MAXIMUM FLOW OR POOL ELEVATION.

9. PLANTERS MUST BE ABLE TO WITHSTAND STORMWATER FLOWS WITHOUT EROSION OR OTHER DAMAGE. INLETS SHOULD BE SIZED AND CHECK DAMS USED TO ENSURE APPROPRIATE VELOCITIES.

10. ALL PLANTERS MUST BE FULLY VEGETATED. SUGGESTED SPECIES. CAN BE FOUND IN THE GEORGIA STORMWATER MANAGEMENT MANUAL, VOL. 2, APPENDIX F.

11. ALL VEGETATED AREAS MUST BE MULCHED WITH EITHER 2–3" OF NON–FLOATABLE ORGANIC MULCH (SUCH AS SHREDDED HARDWOOD OR LEAF MOULD) OR STONE. STONE MULCH MAY BE NEEDED IN AREAS OF STRONG FLOWS TO PREVENT EROSION. ALL PONDING ELEVATIONS SHOWN IN DETAILS ARE ASSUMED TO BE MEASURED FROM TOP OF MULCH LAYER.

12. BIORETENTION SOIL MUST CONFORM TO PERFORMANCE STANDARDS DETAILED IN SPECIFICATIONS.

13. BIORETENTION SOIL MUST BE A MIN. OF 24" DEEP AT SHALLOWEST POINT. 36" DEPTH IS REQUIRED FOR PLANTING TREES.

14. UNDERDRAINS MAY BE REQUIRED UNLESS INFILTRATION TESTS IN SOILS AT BOTTOM OF PLANTER SHOW SATURATED INFILTRATION RATES OF GREATER THAN ½ INCH PER HOUR (1 FOOT/DAY).

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STORMWATER PLANTER NOTES

REVISION:
DATE: APRIL 2012
ORIG. DATE:
SCALE: N.T.S.

DETAIL NO. SW–T_P009
SECTION B-B

SECTION C-C

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

TYPE "C"
CATCH BASIN

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. SW-G_CB012
NOTE:
FRAME AND COVER TO BE GREY IRON CASTING
ACCORDING TO A.S.T.M. SPECIFICATION NO.
A48-30 OR NO. A438-25B. COVER AND
FRAME MUST BE FITTED BEFORE LEAVING
SHOP. TOP OF PLATE CHECKERED WITH
GROOVES 3/16" WIDE, 1/16" DEEP, 1"C TO C.

NOTE:
1. COVER TO HAVE
   CIRCULAR GROOVES
   3/16" WIDE, 1/16" DEEP
   AND 1"C. TO C.
2. LETTERS 1" HIGH, RAISED
   1/4" FROM FACE.
3. 4 HOLES 1" DIAM IN COVER.

SECTION B-B
FRONT ELEVATION

SECTION OF FRAME AND COVER

NOTE:
APPROX. WT.
TOP 90 LBS
FRAME 375 LBS
TOTAL 465 LBS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
FRAME AND COVER TO BE GREY IRON CASTING
ACCORDING TO A.S.T.M.-A 536, GRADE
60-40-18 COVER AND FRAME MUST BE
FITTED BEFORE LEAVING SHOP. TOP OF PLATE
CHECKERED WITH GROOVES 3/16” WIDE.
1/16” DEEP, 1”C. TO C.

NOTE:
1. COVER TO HAVE
   CIRCULAR GROOVES
   3/16” WIDE, 1/16” DEEP
   AND 1”C. TO C.
2. LETTERS 1” HIGH, RAISED
   1/4” FROM FACE.
3. 4 HOLES 1” DIAM IN COVER.

SECTION B-B
FRONT ELEVATION

NOTE:
APPROX. WT.
TOP 90 LBS
FRAME 435 LBS
TOTAL 525 LBS

SECTION OF FRAME AND COVER

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
This detail was taken from the City of Atlanta's website. It may have been modified.

NOTE:
- HOOD GRATE, AND GRATE FRAME TO BE GRAY IRON CASTING AS PER A.S.T.M. SPEC. NO A48-30 INCLUDING TRANSVERSE TEST BARS.
- GRATE B, FRAME MUST BE FITTED BEFORE LEAVING SHOP. CHECKER TOP OF HOOD GROOVES 3/16" WIDE. 1/16" DEEP 1"CC. TOL. 1/16" PER 24".
- ESTIMATED WEIGHT 497 LBS.

NOTE:
- OPENING LEFT FOR CONVINENCE OF FOUNDRY AND MAY BE REDUCED IN SIZE OR ELIMINATED
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
1. PROVIDE ONE 3" CAST IRON WEEP HOLE IN EACH WINGWALL, AT CENTER, FOR PIPES OVER 60" SPAN. PLACE WEEP HOLE AT TOP OF CLAY SUB-BASE.
2. USE ONLY WHERE OTHER HEADWALLS CAN NOT BE USED.
3. HEADWALL TO BE PARALLEL TO \( \theta \) OF ROADWAY.

NOTE:

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
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This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
GENERAL NOTE:
LOCATE CROSSWALKS CENTERED ON WHEELCHAIR RAMP LOCATIONS OR 5' BACK OF, EDGE OF PAVEMENT OR CURB FACE.

PAIRS OF STRIPES SHALL BE PLACED IN THE CENTER OF TRAVEL LANES AND CENTERED ON LANE STRIPES. THE NUMBER OF PAIRS IS DETERMINED BY THE FORMULA L*2-1, WHERE L= THE NUMBER OF TRAVEL.


THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
CAN EXCHANGE W./CONC. HEADER CURB OR GRANITE CURB.

GUTTER LINE - BREAK HERE AND REMOVE CURB SECTION IF CURB & GUTTER, GRANITE OR HEADER CURB.

SECTION C-C
N.T.S.

COMPACTED SUB-GRADE

1" MIN.

Slope 1/4" TO 1'-0" (2% min.)

SECTION B-B
N.T.S.

COMPACTED SUB-GRADE

1" MIN.

Slope 1/4" TO 1'-0" (2% min.)

SECTION A-A
N.T.S.

Slope 1/4" TO 1'-0" (2% min.)

1" MIN.

6" MIN.

6" RESIDENTIAL 8" COMMERCIAL (CONCRETE BASE)

GUTTER LINE - BREA SUB-GRADE HERE AND REMOVE VARIES CURB SECTION IF CURB & GUTTER, GRANITE OR HEADER CURB.

SECTION B-B
N.T.S.

COMPACTED SUB-GRADE

1" MIN.

Slope 1/4" TO 1'-0" (2% min.)

6" RESIDENTIAL 8" COMMERCIAL (CONCRETE BASE)

NOTE:
CAN EXCHANGE W./CONC. HEADER CURB OR GRANITE CURB.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

City of Atlanta

STANDARD DETAILS

STANDARD DRIVEWAY DETAIL

REV.
DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. TR-B_DR005
GENERAL NOTES:
1. AVOID PLACING DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, JUNCTION BOXES, OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
2. FOR THE CURB AND GUTTER SHOWN, SEE PLANS FOR CURB TYPE.
3. RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.
4. CONSTRUCTION OF THE CONCRETE PEDESTRIAN CURB TO BE INCLUDED IN THE COST OF THE SIDEWALK.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
EXPANSION JOIN

TOOL JOINT

EXHANSION JOIN

CONCRETE DRIVEWAY

5'-0" 5'-0"

DRIVEWAY WIDTH VARIES

NOTE: DRIVEWAY SHALL BE FULLY ADA COMPLIANT

TOP VIEW
N.T.S.

DRIVEWAY

1" GUTTER LINE

SECTION A-A
N.T.S.

1" GUTTER LINE

GUTTER LINE- BREAK HERE AND REMOVE CURB SECTION IF CURB & GUTTER, GRANITE OR HEADER CURB

SECTION B-B
N.T.S.

STREET ELE.

6"

SLOPE 1/4" PER 1'-0" (2% MIN.)

VARIES

R/W

COMPACED SUB-GRAVEL

6" RESIDENTIAL
8" COMMERCIAL
(CONCRETE BASE)

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City of Atlanta

STANDARD DETAILS

NARROW DRIVEWAY APRON

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. TR-B_D007
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.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
10' UTILITY EASEMENT

PROPERTY LINE

10'

2'

28'

Curb Line

CL

10'

47' R/W

31' R

19' R

32' R/W

18.91' R

32.91' R

90°

28' FOC

32' R/W

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.

Standard Details

Typical Cul-de-Sac

For 32' R/W, 28' Street (Offset)

City of Atlanta

Rev.

Date: Oct. 2011

Orig. Date: July 1997

Scale: N.T.S.

Detail No. TR-G_CS002
This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.

STANDARD DETAILS

TYPICAL CUL-DE-SAC
FOR 50' R/W, 32'
STREET (SYMMETRICAL)

REVIEW
DATE: OCT. 2011
ORIG. DATE: FEB. 1969
SCALE: N.T.S.

DETAIL NO. TR-G_CS003
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

TYPICAL CUL-DE-SAC
FOR 50' R/W, 32' STREET (OFFSET)

REV.
DATE: OCT. 2011
ORIG. DATE: MARCH, 1969
SCALE: N.T.S.

DETAIL NO. TR-G_CS004
WIDTH OF STREET VARIES

TOP VIEW
N.T.S.

SECTION A-A
N.T.S.

CROSS SECTION
N.T.S.

ANGLE IRON (TYPICAL)

E.O.P. OR FACE OF CURB

GUTTER LINE, OR 1' MIN - 2' MAX

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS
SPEED HUMP

REV.
DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. TR-G_SH001
FOR DOME DETAIL SEE DETAIL-2

INTEGRATED NON-SLIP PATTERN BETWEEN DOMES

INTEGRATED NON-SLIP PATTERN AT TOP OF DOMES

0.25" DIAMETER VENT HOLES
FOR SPACING SEE TOP VIEW

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

TRUNCATED DOME DETAIL

DETAIL NO. TR-G SW010
**General Notes:**

1. Installation of materials for rods, clamps, straps, bolts and washers, shall conform to the National Fire Codes—NFPA No. 24 Latest Revision.

2. Yokes and anchor straps for fitting larger than 12" shall be designed and approved for the specific installation.

3. Rods to be high tensile, hot rolled steel with tensile strength of 150,000 PSI and a minimum yield strength of 130,000 PSI.

4. Nuts to be heavy duty semi-finished with national course threads.

5. After installation tie rods and clamp assembly shall be thoroughly covered with Royston Laboratories Inc. Roskote Mastic No. A939 or Koppers Co. Inc. Bitumastic Superservice Black or approved equivalent.

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.

**City of Atlanta**

**STANDARD DETAILS**

**TYPICAL STRAP AND ROD DETAIL**

**DETAIL NO. WR-G_AN001**

**DATE:** OCT. 2011  
**ORIG. DATE:** NOV. 2004  
**SCALE:** N.T.S.
NOTES:
2. IN THE ASSEMBLIES SHOWN FOR RODS TO FLANGED FITTINGS IS NOT TO BE BURIED IN SOIL.
3. AFTER INSTALLATION TIE RODS AN CLAMP ASSEMBLY SHALL BE THOROUGHLY COVERED WITH ROYSTON LABORATORIES INC. ROSKOTE MASTIC NO.A939 OR KOPPERS CO. INC. BITUMASTIC SUPERSERVICE BLACK OR APPROVED EQUIVALENT.
4. RODS TO BE HIGH TENSILE, HOT ROLLED STEEL WITH TENSILE STRENGTH OF 150,000 P.S.I. AND A MINIMUM YIELD STRENGTH OF 130,000 P.S.I.,
NOTES:

1. PRIMER SHALL BE NO. 1-B ORANGE PRIMER AND CONFORM TO GEORGIA D.O.T. ARTICLE 870.02
   PRIMER SHALL BE APPLIED TO A MINIMUM THICKNESS OF 4 MILS.

2. PAINT SHALL BE NO.3-A GREEN, BRUSHING, ROLLER AIRLESS TYPE AND CONFORM TO GEORGIA
   D.O.T. ARTICLE 870.02 PAINT SHALL BE APPLIED TO A MINIMUM THICKNESS OF 10 MILS.

3. TWO BOTTOM ASSEMBLIES USED TOGETHER MAYBE REQUIRED IN SOME INSTALLATIONS.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.

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DIMENSIONS IN INCHES
FOR PIPE HANGERS

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<td>10.70</td>
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<td>8.70</td>
<td>VARIES</td>
</tr>
</tbody>
</table>

NOTES:
1. PRIMER SHALL BE NO. 1-B ORANGE PRIMER AND CONFORM TO GEORGIA D.O.T. ARTICLE B 70.02 PRIMER SHALL BE APPLIED TO A MINIMUM THICKNESS OF 4 MILS.
2. PAINT SHALL BE NO.3-A GREEN, BRUSHING, ROLLE AIRLESS TYPE AND CONFORM TO GEORGIA D.O.T. ARTICLE 870.02 PAINT SHALL BE APPLIED TO A MINIMUM THICKNESS OF 10 MILS.
3. TWO BOTTOM ASSEMBLIES USED TOGETHER MAYBE REQUIRED IN SOME INSTALLATIONS.
4. PROVIDE TWO SUPPORTS PER JOINT, TWO FEET FROM JOINT.
5. DESIGN SUPPORTS DETAILS FOR WATER MAIN LARGER THAN 16 INCH.
6. STEEL SHALL BE A-36.
7. WELDING BE E-70xx.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
NOTES:

1. ALL WIRES TO BE #12 A.W.G. COPPER SINGLE CONDUCTOR, TW INSULATED LEAD WIRES TO BE COLOR CODED.

2. IF POSSIBLE, DELETE 4"x4" POST AND INSTALL TEST BOX AGAINST PERMANENT STRUCTURE.

3. MODIFICATION MAY BE MADE TO SUIT FIELD CONDITIONS.

4. CARE TO BE TAKEN DURING BACKFILLING TO PREVENT DAMAGE TO C.P. WIRES.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:
1. LEAD WIRE ATTACHED TO STRUCTURE BY CADWELDING OR EQUAL AND COATED WITH A COAL TAR COMPOUND.
2. IF POSSIBLE, 4"x4" POST MAY BE DELETED AND TEST BLOCK INSTALLED IN VALVE BOX.

WIRING KEY:
- WIRES A AND B ARE WHITE
- WIRE C AND D ARE BLUE
- WIRES B AND D ARE NO.12 AWG-THW
- WIRES A AND C ARE NO.6 AWG-THW,SINGLE CONDUCTOR WIRE.
- RESISTANCE WIRE (1 OHM PER FOOT) TO BE INSTALLED BETWEEN WIRES A AND C WHEN REQUIRED.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE: 2 BONDS PER JOINT APPROXIMATELY

STYLE-38
DRESSER COUPLING BOND

USE 2 THERMITE WELDS OR MODIFY WELD FOR STRENGTH THROUGH RUN OF WIRE.

NO.4-75 HMWPE CABLE

THERMITE WELD

NOTE: 2 BONDS PER JOINT APPROXIMATELY

PUSH-ON JOINT BOND

PIPE

GASKET

THERMITE WELD

FLOORING FLANGE

PIPE

NOTE: 2 BONDS PER JOINT APPROXIMATELY

MECHANICAL JOINT BOND

NOTES:
1. ALL BARE METAL SHALL BE COATED WITH AN APPROVED PROTECTIVE COATING AND THOROUGHLY CHECKED FOR HOLIDAYS PRIOR TO BACKFILLING.
2. CARE SHALL BE TAKEN DURING BACKFILLING TO PREVENT ANY DAMAGE TO C.P. WIRES.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
2-HALF-LAPPED LAYERS OF 3/4" WIDE POLYETHYLENE TAPE

4-HALF-LAPPED LAYERS OF 3/4" WIDE RUBBER TAPE, ELECTRICAL INSULATION PUTTY, OR APPROVED EQUAL

NOTE: ANOTHER APPROVED SPlicing METHOD IS THE HARCO "MINIHOT-SPLICE" OR EQUAL

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
STEP 1
REMOVE COATING
FILE PIPE TO BRIGHT
METAL AND DRY

STEP 2
STRIP INSULATION
FROM WIRE

STEP 3
HOLD WELDER FIRMLY
IN PLACE WHILE
MAKING CONNECTION

STEP 4
APPLY SPARK GUN AWAY
FROM OPERATION

STEP 5
COAT CONNECTION
WITH BITUMINOUS
COMPOUND

NOTE:
1. WHEN NO.14 SOLID TO NO.10 SOLID WIRE IS USED, IT WILL BE NECESSARY TO INSTALL
   A COPPER SLEEVE OF ADEQUATE SIZE OVER BARE SECTION OF WIRE BEFORE
   CONNECTION IS ATTEMPTED.
2. CADWELL TYPE TB–3 WELDER OR APPROVED EQUAL.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:

1. ANODE HEADER WIRE TO BE A MINIMUM 8 AWG, COPPER, SINGLE CONDUCTOR, HMWPE, SPECIFICALLY DESIGNED FOR CATHODIC PROTECTION SERVICE, COLOR WHITE.

2. ALL ANODE HEADER WIRES TO BE "LOOPED". ALL SPLICES TO BE WATERPROOF AND MADE IN ACCORDANCE.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.

**BoRED CASINGS**

<table>
<thead>
<tr>
<th>PIPE SIZE</th>
<th>PIPE O.D.</th>
<th>CASING SIZE</th>
<th>CASING I.D.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6&quot;</td>
<td>6.90&quot;</td>
<td>12&quot;</td>
<td>11.376&quot;</td>
</tr>
<tr>
<td>8&quot;</td>
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<td>14.314&quot;</td>
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<td>24&quot;</td>
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</tr>
<tr>
<td>24&quot;</td>
<td>25.80&quot;</td>
<td>36&quot;</td>
<td>35.0&quot;</td>
</tr>
</tbody>
</table>

**NOTE:**
If casing under railroad is not coated or cathodic-ally protected, increase thickness .062"
## Maximum Permissible Deflections

<table>
<thead>
<tr>
<th>SIZE (NOM)</th>
<th>PUSH-ON-JOINT (18 FT. JOINTS)</th>
<th>MECHANICAL JOINT (18 FT. JOINTS)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>DEGREE</td>
<td>MAX. OFFSET</td>
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</tr>
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</tr>
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<td>5.5&quot;</td>
</tr>
<tr>
<td>42&quot;</td>
<td>1.5</td>
<td>5.5&quot;</td>
</tr>
<tr>
<td>48&quot;</td>
<td>1.5</td>
<td>5.5&quot;</td>
</tr>
</tbody>
</table>

### Notes:

1. When a pipe is deflected, the pipe shall first be assembled in a straight line, both horizontally and vertically before the deflection is made.

2. For mechanical joint pipe, the bolts shall be partially tightened before the length of pipe is deflected. Any supported pipe, shall be so supported that there is zero deflection except where either a horizontal or vertical curve on a bridge or other structure is involved.

3. Thrust restraints may be required on the deflected joints.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
NOTES:

1. UNLESS NOTED OTHERWISE, CAST IRON SHALL CONFORM TO A.S.T.M. SPECIFICATIONS A48 LATEST REVISION FOR CLASS 20 GREY IRON CASTING.

2. CASTING SHALL BE TRUE AND FREE OF HOLES. THEY SHALL BE CLEANED ACCORDING TO GOOD FOUNDRY PRACTICE, CHIPPED AS NEEDED TO REMOVE FINS AND ROUGH PLACES.

3. FINISHED CASTINGS SHALL BE COATED INSIDE AND OUTSIDE WITH COAL TAR PITCH VARNISH AS INDICATED IN A.W.W.A. SPECIFICATIONS LATEST REVISION. COATING MAY BE APPLIED COLD AND SHALL BE SMOOTH, GLOSSY, NOT BRITTLE WHEN COLD, NOT STICKY WHEN EXPOSED TO THE SUN, AND SHALL ADHERE TO THE METAL AT ALL TEMPERATURES.

4. WHEN COATING IS COMPLETE, LID SHALL FIT SNUGLY WITHOUT ROCKING.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:

1. HYDRANT CONNECTOR MAY BE USED IN LIEU OF ANCHOR COUPLING.
2. HYDRANT DEPTH OF BURY SHALL MATCH MFGR.'S BURY LINE.
3. HYDRANTS SHALL BE LOCATED:
   - ONE FOOT BEHIND SIDEWALK, OR
   - IF NO SIDEWALK, 6 FEET BEHIND CURB, OR
   - IF NO SIDEWALK OR CURB, ONE FOOT INSIDE OF R/W.
4. WHERE ANCHOR COUPLING IS 4 FEET LONG, PROVIDE DIP W/RET. GLD. OR TWO 3/4'' RODS.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:
1. ALL FERROUS SURFACES OF PIPE AND APPURtenANCES TO BE PROVIDED WITH PROTECTIVE COATINGS PER SPECS.
2. PROVIDE STAINLESS STEEL NUTS, BOLTS AND WASHERS TO BURIED FLANGES AND COUPLINGS, EXCEPT FOR NON-METALLIC WASHERS TO BE PROVIDED AS PART OF INSULATING FLANGE SET.

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GENERAL NOTES:

1. UNLESS NOTED OTHERWISE, CAST IRON SHALL CONFORM TO A.S.T.M. SPECIFICATIONS A48 LATEST REVISION FOR CLASS 20 GREY IRON CASTINGS.

2. CASTINGS SHALL BE TRUE AND FREE OF HOLES. THEY SHALL BE CLEANED ACCORDING TO GOOD FOUNDRY PRACTICE, CHIPPED AND GROUNDED AS NEEDED TO REMOVE FINS AND ROUGH PLACES.

3. FINISHED CASTINGS SHALL BE COATED INSIDE AND OUTSIDE WITH COAL TAR PITCH VARNISH AS INDICATED IN A.W.W.A. SPECIFICATIONS C110, LATEST REVISION. COATING MAY BE APPLIED COLD AND SHALL BE SMOOTH, GLOSSY, NOT BRITTLE WHEN COLD, NOT STICKY WHEN EXPOSED TO THE SUN, AND SHALL ADHERE TO THE METAL AT ALL TEMPERATURES.

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THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
DIMENSIONS IN (INCHES)

<table>
<thead>
<tr>
<th>METER SIZE</th>
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<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
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<tr>
<td>6&quot;</td>
<td>45</td>
<td>25</td>
<td>25</td>
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<td>25</td>
<td>29</td>
<td>162</td>
<td>45</td>
<td>34</td>
</tr>
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ELIMINATE THIS CONNECTION IF ALTERNATE TEE IS USED, AND REDUCE VAULT IN SIZE.

NOTE: THIS DRAWING FOR DESIGN INFORMATION ONLY UWSA FORCES WILL INSTALL ALL METERS.

NOTE:
1. SAME DIMENSIONS USED FOR 3", 4", 6", 8", 10" & 12" PIPES
2. FOR INSUFFICIENT AREA IN SIDEWALK, BY-PASS MAY BE PROVIDED IN THIS MANNER. (VALVE TO BE LOCKED CLOSED)

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GENERAL NOTES:

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<table>
<thead>
<tr>
<th>NOM. PIPE DIA.</th>
<th>BELL DEPTH</th>
<th>BOLTS DIA.</th>
<th>LENGTH</th>
<th>NUMBER PER JOINT</th>
<th>REC. TORQUE FT.-Lbs.</th>
<th>JOINTS ACCESSORY WEIGHT-Lbs.</th>
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<tr>
<td>4</td>
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<td>3&quot;</td>
<td>4</td>
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<td>6</td>
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<td>6</td>
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<tr>
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<td>6</td>
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<td>120-150.</td>
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This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.
D = MIN. MIN. DIST. INTO UNDISTURBED EARTH (TYP.) (BOTTOM & SIDES)

POUR AGAINST UNDISTURBED EARTH

REINFORCING STEEL (TYP.)

D.I.P. WATER MAIN (1 FT. OF PIPE)

R.J. OR M.J. PLUG

MANUAL AIR RELEASE VALUE

CONC. THRUST COLLAR (CONCENTRIC AROUND WATER MAIN)

NOTE: TRENCH BACKFILL SHALL BE COMPACTED TO 98% STD. PROCTOR FOR ENTIRE LENGTH & DEPTH OF STUBOUT PIPE.

SECTION

<table>
<thead>
<tr>
<th>MAIN DIA</th>
<th>CONCRETE COLLAR DIM.</th>
<th>REINFORCING STEEL</th>
</tr>
</thead>
<tbody>
<tr>
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<td>B</td>
</tr>
<tr>
<td>6&quot; OR 8&quot;</td>
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<td>4'-6&quot;</td>
</tr>
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<td>12&quot;</td>
<td>1'-2&quot;</td>
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</tr>
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</tr>
<tr>
<td>20&quot;</td>
<td>1'-6&quot;</td>
<td>6'-8&quot;</td>
</tr>
</tbody>
</table>

TEST PRESSURE: 250 P.S.I.
SOIL BEARING PRESSURE: 2500 P.S.F.

NOTE: TERMINATION DETAIL FOR LARGER DIAMETER PIPE SHALL BE DETERMINED FOR EACH PROJECT.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
WRAP TWO PLIES OF ROOFING
AT PIPE SUPPORTS 27 FT. BETWEEN CENTERLINE
OF PIERS UNLESS OTHERWISE SPECIFIED.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
ANCHORS WITH HEX. NUTS & WASHERS

3" CL "

2~1\"Ø

1 1/4" Ø

O.D.+6"

SECTION A--A

#3 BAR TIED @ INTERSECTIONS

1 1/4" Ø

2 1/2"

5/8"

5"

2-0"

3"

3"

1-6"

E

1-6"

3"

3"

CLAMP DETAIL

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STANDARD REINFORCED CONCRETE PIER 2 OF 3

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. WR-G_PR001
<table>
<thead>
<tr>
<th>PIER H</th>
<th>FOOTING</th>
<th>NO OF #5 BARS EA. DIRECTION</th>
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<th>PIER REINFORCEMENT</th>
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<td>B</td>
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<td>12'</td>
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</tr>
<tr>
<td>13'</td>
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<td>7'-6''</td>
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<td>28'</td>
<td>7'-0'</td>
<td>10'-0''</td>
<td></td>
<td>18</td>
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</tbody>
</table>

**NOTE:**

CONCRETE TO BE 3,000 PSI 28 DAY STRENGTH OR BETTER.
STEEL REINFORCEMENT TO BE A.S.T.M. DESIGNATION A-15-54T UNLESS OTHERWISE SPECIFIED, BENDS ?????????????????????????????????

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STANDARD
CUT–WATER PIERS 2 OF 6

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. WR–G_PR002
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
**TABLE NO. 1**

**THIS TABLE APPLIES TO 8” PIPE**

<table>
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<th>“D”</th>
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<th>“A”</th>
<th>“D”</th>
<th>“L”</th>
<th>“C”</th>
<th>“G”</th>
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**NOTE:**


**THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.**

---

**STANDARD DETAILS**

**STANDARD**

**CUT-WATER PIERS 4 OF 6**

**DATE:** SEPT 2011

**ORIG. DATE:** JULY 1984

**SCALE:** N.T.S.

**DETAIL NO. WR-G_PR002**
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
TABLE NO. 2

<table>
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<th>SIZE OF PIPE</th>
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<td>7&quot;</td>
</tr>
<tr>
<td>24&quot;</td>
<td>8&quot;</td>
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</table>

NOTES:
1. FOOTINGS SHALL BE ON FIRM EARTH BELOW DANGER OF SCOUR.
2. EXCAVATION SHALL BE APPROVED BY THE ENGINEER BEFORE CONCRETE IS PLACED.
3. AT CONSTRUCTION JOINTS, THE CONCRETE SHALL BE LEFT ROUGH, AND SHALL BE THROUGHLY CLEANED BEFORE NEW CONCRETE IS PLACED.
4. ALL MATERIAL AND WORKMANSHIP SHALL BE OF BEST QUALITY, AND SUBJECT TO THE APPROVAL OF THE CHIEF OF CONSTRUCTION.
5. PIERS ARE DESIGNED TO SUPPORT 8" PIPE AND SUBMERGED IN WATER FLOWING 9 FEET PER SECOND.
6. MAXIMUM SPANS FOR 8" PIPE: 30'-0" FOR END SPANS; 40'-0" FOR INTERMEDIATE SPANS.
7. PIPE SHALL BE CONTINUOUS FOR FULL LENGTH OF CROSSING, WITH JOINTS WELDED TO DEVELOP FULL STRENGTH OF PIPE.
8. MAXIMUM STRESS IN CONCRETE—950 P.S.I. IN REINFORCING—18000 P.S.I.
9. MAXIMUM FOUNDATION PRESSURE: 1000 P.S.F.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
CHAMFER EXPOSED
CORNERS OF CONCRETE
3/4"

ANCHOR
BOLT

4"X5/8" STEEL BAR,
BEND TO FIT

PLACE EXPANSION
MATERIAL 1/2" BETWEEN
PIPE AND CONCRETE,
AND BETWEEN PIPE AND
4-5/8 BAR.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

STANDARD PIER TO SUPPORT 42" STEEL OVER
DRY LAND (MAXIMUM SPAN OF 42 FEET)

SHEET 1 OF 2

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. WW-G_PR003
REINFORCEMENT BARS

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<td>STRAIGHT</td>
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<tr>
<td>C</td>
<td>18</td>
<td>6</td>
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</tr>
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<td>F</td>
<td>4</td>
<td>6</td>
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<tr>
<td>G</td>
<td>VARIES</td>
<td>3</td>
<td>8&quot;</td>
<td>BENT</td>
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</table>

ALL REINFORCEMENT SHALL BE DEFORMED BARS OF INTERMEDIATE GRADE STEEL CONFORMING AT A.S.T.M. SPECIFICATIONS A15-50T

CONCRETE SHALL BE IN APPROVED MIX DEVELOPING A COMpressive STRENGTH OF 3,000 P.S.I. BEFORE THE SEWER IS PLACED.

3 1/2" THREAD
2 REQUIRED FOR EACH PIER. 1 NUT & 1, 3"x3" x3/8" PLATE WASHER WITH EACH BOLT

NOTE:
FOR PIERS WITH "H" NOT MORE THAN 8'-6" SEE DRAWING DATED FEB 16, 1961

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
TYPE I PAVEMENT REPLACEMENT SHALL BE USED FOR:

1. ALL POINTS REPAIRS
2. ALL TRENCHES, (LONGITUDINAL OR CROSSING INSTALLATIONS) LESS THEN 12-INCHES WIDE AT EXISTING GRADE.
3. ALL TRENCHES FOR ROADWAY CROSSING WHERE THE TRENCH WIDTH AT THE TOP OF THE PIPE IS LESS THAN OR EQUAL TO THREE FEET, AND THE TRENCH DEPTH IS LESS THAN OR EQUAL TO EIGHT FEET.
4. AT CONTRACTOR’S OPTION, IN LIEU OF TYPE III PAVEMENT REPLACEMENT

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
TYPE II PAVEMENT REPLACEMENT SHALL BE USED FOR:
1. ALL TRENCHES FOR ROADWAY CROSSING WHICH DO NOT MEET THE CRITERIA FOR TYPE I PAVEMENT REPLACEMENT.
2. ALL TRENCHES, (LONGITUDINAL INSTALLATIONS WHICH DO MEET THAT CRITERIA FOR TYPE III PAVEMENT REPLACEMENT.
3. CONTRACTOR'S OPTION, IN LIEU OF TYPE III PAVEMENT REPLACEMENT

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
All backfill material shall be compacted to > 95% of its maximum dry density as determined by ASTM D698.

NOTE:
Type III pavement replacement shall be used only for longitudinal installation and where the trench width at the top of pipe is greater than four feet.

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
1. DETAILS ARE TYPICAL

2. REPLACE SIDEWALKS, CURB AND GUTTER AND CURBING TO MATCH EXISTING MATERIALS AS DIRECTED.

NOTE:

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
WIDTH OF REPAIR DRIVEWAY TO MATCH EXISTING DRIVEWAY

CONCRETE "A"—"A"

COMPACT SUBGRADE TO TRENCH SPECIFICATIONS

TYPE "E" ASPHALT

6" MIN. COMPACTED

GRavel "A"—"A"

WIDTH OF REPAIR DRIVEWAY TO MATCH EXISTING DRIVEWAY

ASPHALT "A"—"A"

COMPACT SUBGRADE TO TRENCH SPECIFICATIONS

NOTE:
1. FINISHED GRADE TO BE FLUSH WITH THE EDGE OF THE DRIVE—TYPICAL ALL DRIVES.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

DRIVEWAY CUT REPAIRS
CONCRETE, GRAVEL & ASPHALT

REV.
DATE: OCT. 2011
ORIG. DATE: NOV. 2004
SCALE: N.T.S.

DETAIL NO. WR—G_PV005
STANDARD DETAILS

UNDERGROUND UTILITY
TYPICAL CROSS SECTION

A- FOR DIMENSIONS & DETAILS SEE STD. #900.
SEWER STUB TO BE EXTENDED BEYOND R/W
SEE. STD. #907 FOR VALVE CAP DETAIL.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.
PROCEDURE FOR INSTALLING SPUDS

WHENEVER IT BECOMES NECESSARY TO SPUD OUT A LENGTH OF PIPE, FOR WHATEVER REASON, IT SHALL BE DONE IN THE FOLLOWING MANNER.

1. THE SPUD BE LAID TO THE PROPER LENGTH, PLUGGED WITH PLUG AND GASKET, THEN BRACED TO WITHSTAND THE DESIGNATED TEST PRESSURE.
2. ANY VALVES ON THE SPUD SHALL BE STRAPPED AND CLOSED.
3. A 1-INCH TAP SHALL BE MADE 12-INCHES FROM THE END OF THE SPUD.
4. ROD TO BE HIGH TENSILE, HOT ROLLED STEEL WITH TENSILE STRENTH OF 150,000 P.S.I. AND MINIMUM YIELD STRENGTH OF 130,000 P.S.I..

SPUD SIZES

<table>
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FIRE SERVICE — AS REQUIRED

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
WHENEVER IT BECOMES NECESSARY TO SPUD OUT A LENGTH OF PIPE, FOR WHATEVER REASON, IT SHALL BE DONE IN THE FOLLOWING MANNER.

1. THE SPUD BE LAID TO THE PROPER LENGTH, PLUGGED WITH PLUG AND GASKET, THEN BRACED TO WITHSTAND THE DESIGNATED TEST PRESSURE.
2. ANY VALVES ON THE SPUD SHALL BE STRAPPED AND CLOSED.
3. A 1-INCH TAP SHALL BE MADE 12-INCHES FROM THE END OF THE SPUD.
4. ROD TO BE HIGH TENSILE, HOT ROLLED STEEL WITH TENSILE STRENGTH OF 150,000 P.S.I. AND MINIMUM YIELD STRENGTH OF 130,000 P.S.I..

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THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
PROCEDURE FOR INSTALLING SPUDS

WHENEVER IT BECOMES NECESSARY TO SPUD OUT A LENGTH OF PIPE, FOR WHATEVER REASON, IT SHALL BE DONE IN THE FOLLOWING MANNER.

1. THE SPUD BE LAID TO THE PROPER LENGTH, PLUGGED WITH PLUG AND GASKET, THEN BRACED TO WITHSTAND THE DESIGNATED TEST PRESSURE.

2. ANY VALVES ON THE SPUD SHALL BE STRAPPED AND CLOSED.

3. A 1-INCH TAP SHALL BE MADE 12-INCHES FROM THE END OF THE SPUD.

4. ROD TO BE HIGH TENSILE, HOT ROLLED STEEL WITH TENSILE STRENGTH OF 150,000 P.S.I. AND MINIMUM YIELD STRENGTH OF 130,000 P.S.I..

SPUD SIZES

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THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:
LONGSIDE INSTALLATION: INSTALLATION WHERE THE WATER MAIN IS ON THE OPPOSITE SIDE OF THE CENTERLINE OF THE ROADWAY FROM WHERE THE WATER METER/BOX IS TO BE SET.

SHORTSIDE INSTALLATION: INSTALLATION WHERE THE WATER MAIN IS ON THE SAME SIDE OF THE CENTERLINE OF THE ROADWAY AS WHERE THE METER IS TO BE SET.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE: ALL JOINTS STRAPPED AS REQUIRED

BILL OF MATERIAL

1.) T.S.&V.
2.) 1-VALVE BOX
3.) 10'-8" D.I.P. SHORT
4.) 40'-8" D.I.P. LONG

NOTE:
FOR WATER MAIN IN SIDEWALK METER MAY BE INSTALLED PARALLEL WITH WATER MAIN.

IF INSUFFICIENT AREA EXISTS WITHIN PUBLIC RIGHT-OF-WAY, A METER EASEMENT MUST BE PROVIDED.

NOTE: THIS DRAWING FOR DESIGN INFORMATION ONLY UWSA FORCES WILL INSTALL ALL DETECTORS CHECK VALVES.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

TYPICAL FIRE-SERVICE INSTALLATION

REV.
DATE: OCT. 2011
ORIG. DATE: NOV. 2004
SCALE: N.T.S.

DETAIL NO. WR-G_SV003
1. For 1 1/2" and 2-inch services, multiple 1-inch service lines shall be provided between water main and water meter.

2. New service line under roadways shall be installed in a casing. Replacement service lines may be installed by free bore if exist service is not casing.

This detail was taken from the City of Atlanta’s website. It may have been modified and should be reviewed thoroughly.

NOTE:

City of Atlanta

STANDARD DETAILS

WATER SERVICE AND METER CONNECTION

REV.
DATE: OCT. 2011
ORIG. DATE: OCT. 2004
SCALE: N.T.S.

DETAIL NO. WR-G_SV004
Typical water service and meter connection with retro setters

This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.
**NOTE:**
Engineer shall verify soil condition before thrust block design is implemented.

**DESIGN DATA:**
Dimension of thrust block in feet based on 2000 pounds per square foot soil bearing pressure and 250 per square inch test pressure. Actual inside diameter of ductile iron pipe, Class 2 used as standard.

Concrete shall be Class A, 3000 P.S.I. high early.

### Minimum Dimensions in Feet for Concrete Blocking

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**STANDARD DETAILS**

**TYPICAL DOWNWARD THRUST BLOCK**
Engineer shall verify soil condition before thrust block design is implemented.

**NOTE:**

 Dimension of thrust block in feet based on 2000 pounds per square foot soil bearing pressure and 250 per square inch test pressure. Actual inside diameter of ductile iron pipe, Class 2 used as standard.

Concrete shall be class A,3000 P.S.I. high early.

City of Atlanta

**STANDARD DETAILS**

**TYPICAL HORIZONTAL THRUST BLOCK**

**MINIMUM DIMENSIONS IN FEET FOR CONCRETE BLOCKING**

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This detail was taken from the City of Atlanta's website. It may have been modified and should be reviewed thoroughly.

**ORIG. DATE:** NOV. 2004

**SCALE:** N.T.S.

**DETAIL NO.:** WR-G_TH005
**BLOCKING DIMENSIONS**

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**DIMENSIONS**

- **250 PSI TEST PRESSURE**
- **2,500 PSF SOIL BEARING**

**NOTE:** Blocking for larger diameter pipe shall be determined for each project.

---

**STANDARD DETAILS**

**TYPICAL BLOCKING**

---

**DATE:** OCT. 2011

**ORIG. DATE:** OCT. 2004

**SCALE:** N.T.S.
TAP CUTS

-24" MAINS  5/8" - 2" TAPS  6" - 24" MAINS  3" - 12" TAPS

METER CUTS

5/8", 3/4", 1"  1" & 2"  3" & 4"  6"-10"

NOTE:
CUTS WITHIN 4' OF CURB, UNLESS MAIN IS IN THAT AREA METERS SET CLOSER THAN 4' TO CURB

TYPICAL CUTS FOR STATE HIGHWAY PERMITS

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
FOR EXCAVATION IN POOR SOIL: REMOVE UNSUITABLE MATERIAL TO WIDTH AND DEPTH DIRECTED. BEFORE PIPE IS LAID, THE SUBGRADE SHALL BE BACKFILLED WITH AN APPROVED MATERIAL IN 3" LAYERS, EACH LAYER SHALL BE THOROUGHLY TAMPED TO 95% COMPACTION.

NOTES:

1. COMPACTTION: BACKFILLS SHALL BE BUILT UP IN LAYERS AND EACH LAYER SHALL BE THOROUGHLY COMPACTED BEFORE BEGINNING ANOTHER LAYER. LAYERS SHALL BE NO MORE THAN 12-INCHES IN DEPTH, PUDDLING WILL NOT BE PERMITTED, NOR WILL FROZEN OR WET MATERIAL BE PLACED IN TRENCHES.

2. COMPACTTION STANDARDS: ALL BACKFILL MATERIALS USED SHALL CONTAIN A SUFFICIENT AMOUNT OF MOISTURE FOR PROPER COMPACTION, AND THESE MATERIALS SHALL BE COMPACTED AT NOT LESS THAN 98% OF THEIR OPTIMUM COMPACTION FOR ANY SPECIFIC SOIL CLASSIFICATION, AS DETERMINED BY THE STANDARD PROCTOR TEST, ASTM D698.

3. COMPACTTION TEST: COMPACTTION TEST WILL BE REQUIRED IN EXISTING OR PROPOSED STREETS, SIDEWALKS, DRIVEWAYS AND OTHER EXISTING OR PROPOSED PAVED AREAS AT VARYING DEPTHS AND AT INTERVALS AS DETERMINED BY THE ENGINEER WITH A MINIMUM OF ONE TEST ON EACH JOB, AND A MAXIMUM OF ONE REQUIRED TEST FOR 400 FEET OF LESS OF WATER MAIN CONSTRUCTION, UNLESS SOIL CONDITIONS OR CONSTRUCTION PRACTICES, IN THE OPINION OF THE ENGINEER, WARRANT THE NEED FOR ADDITIONAL TESTS.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
COMPACTED EARTH

TYPE 2
FOR RIGID

GRANULAR OR CRUSHED STONE

TYPE 5
FOR FLEXIBLE

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

TRENCH TERMINOLOGY

REV.
DATE: OCT. 2011
ORIG. DATE: OCT. 2004
SCALE: N.T.S.

DETAIL NO. WR-G_TR003
TEST STATION AT THE JUNCTION OF NEW AND EXISTING REINFORCED CONCRETE PIPE

NO. 4/7S HMWPE CABLE

CURB TEST BOX (DRAWING NO. C-3)

GRADE

NO. 12 TWSC WIRE

EXISTING REINFORCED CONCRETE PIPE

THERMIT WELD. (COAT WELDS AN PLATE WITH COAL TAR EPOXY)

CORROSION CONTROL PLATE

NEW REINFORCED CONCRETE PIPE

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTE:
1. ALL TEST STATION TERMINAL BOARDS TO HAVE 7 TERMINALS.
2. ALL WIRES TO BE MINIMUM 12 AWG COPPER, SINGLE CONDUCTOR, HMWPE, SPECIFICALLY DESIGNED FOR CATHODIC PROTECTION SERVICE.
3. CARE TO BE TAKEN DURING BACKFILLING TO PREVENT DAMAGE TO C.P. WIRES.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
CAST IRON VALUE BOX

CAST IRON LID

CONCRETE COLLAR

24" SQ. OR 24" DIAM.
PRECAST OR CAST IN PLACE

2 INCH SQUARE WRENCH NUT
2' FT BELOW GRADE

4 #4 REBARS

DUCTILE OR CAST IRON EXT. (AS REQ'D)

EXTENSION STEM REQ. WHERE VALUE OPERATING NUT IS GREATER THAN 4FT. DEEP

FIT 2 INCH SQUARE WRENCH NUT

VALUE OPERATING NUT

NO CONTACT ON VALVE. SUPPORT BOX W/BRICK VALVE OPERATOR

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
NOTES:
1. UNLESS NOTED OTHERWISE, CAST IRON SHALL CONFORM TO A.S.T.M. SPECIFICATIONS A48
   LATEST REVISION FOR CLASS 20 GREY IRON CASTINGS.
2. CASTING SHALL BE TRUE AND FREE OF HOLES. THEY SHALL BE CLEANED ACCORDING TO GOOD
   FOUNDRY PRACTICE, CHIPPED AND GROUND AS NEEDED TO REMOVE FINS AND ROUGH PLACES.
3. FINISHED CASTING SHALL BE COATED INSIDE AND OUTSIDE WITH COAL TAR PITCH VARNISH AS
   INDICATED IN A.W.W.A. SPECIFICATIONS C110 LATEST REVISION. COATING MAY BE APPLIED COLD
   AND SHALL THOROUGHLY COVER ALL METAL SURFACES. FINISHED COATING SHALL BE SMOOTH,
   GLOSSY NOT BRITTLE WHEN COLD, NOT STICKY WHEN EXPOSED TO THE SUN, AND SHALL
   ADHERE TO THE METAL AT ALL TEMPERATURES.
4. WHEN COATING IS COMPLETE, LID SHALL FIT SNUGLY WITHOUT ROCKING.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.

City of Atlanta

STANDARD DETAILS

TYPICAL 4"–12" VALVE
BOX ASSEMBLIES

DETAIL NO. WR–G_VB002

REV.
DATE: OCT. 2011
ORIG. DATE: OCT. 2004
SCALE: N.T.S.
NOTES:
1. UNLESS NOTED OTHERWISE, CAST IRON SHALL CONFORM TO A.S.T.M. SPECIFICATIONS A48 LATEST REVISION FOR CLASS 20 GREY IRON CASTINGS.
2. CASTING SHALL BE TRUE AND FREE OF HOLES. THEY SHALL BE CLEANED ACCORDING TO GOOD FOUNDRY PRACTICE, CHIPPED AND GROUNDED AS NEEDED TO REMOVE CRACKS AND ROUGH PLACES.
3. FINISHED CASTING SHALL BE COATED INSIDE AND OUTSIDE WITH COAL TAR PITCH VARNISH AS INDICATED IN A.W.W.A. SPECIFICATIONS C110 LATEST REVISION. COATING MAY BE APPLIED COLD AND SHALL THOROUGHLY COVER ALL METAL SURFACES. FINISHED COATING SHALL BE SMOOTH, GLOSSY NOT BRITTLE WHEN COLD, NOT STICKY WHEN EXPOSED TO THE SUN, AND SHALL ADHERE TO THE METAL AT ALL TEMPERATURES.
4. WHEN COATING IS COMPLETE, LID SHALL FIT SNUGLY WITHOUT ROCKING.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
A typical manual air valve system is depicted in the diagram. The diagram shows a water main with a meter box connected to it. A 1" curb stop tapped into the water main is illustrated. The 1" copper pipe is connected to the curb stop, and a 57 stone is present. The diagram also shows the detail taken from the City of Atlanta's website. This detail may have been modified and should be reviewed thoroughly.

City of Atlanta

STANDARD DETAILS

TYPICAL MANUAL AIR VALVE

DETAIL NO. WR-G_VL001

REV.
DATE: OCT. 2011
ORIG. DATE: OCT. 2004
SCALE: N.T.S.
MANHOLE FRAME & COVER CAST IN TOP OF SLAB

MANHOLE STEPS 14" O.C.

AIR VALVE (SEE SPECS.)

6" G.V. (HANDWHEEL OPERATED)

TEE OR WELDED OUTLET W/ FLANGED OUTLET

PRECAST MANHOLE SECTIONS

FILL 2/3 PIPE DIA. W/ CRUSHED STONE

CONCRETE FOOTINGS

NOTE: SEAL MANHOLE OPENINGS W/ BRICK AND MORTAR

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

City of Atlanta

STANDARD DETAILS

TYPICAL AIR VALVE AUTOMATIC

REV.
DATE: OCT. 2011
ORIG. DATE: OCT. 2004
SCALE: N.T.S.

DETAIL NO. WR-G_VL002
WATER MAIN ABANDONMENT

1. All valve and access vaults on mains to be abandoned are to be abandoned per this detail.

2. See main abandonment schedule this detail for mains to be abandoned.

3. Coordinate valve closure and abandonment w/engineer.

4. Valves smaller than 16":
   A. Remove valve box to 3' min. below ground surface.
   B. Fill hole with concrete to ground surface in pavement.

5. Valves outside of paved areas:
   A. For valves smaller than 16", see note 4A.
   B. Fill to within 12" of ground surface w/sand.
   C. Fill top 12" with topsoil and seed with grass.

6. Typical valve and vault 16" and larger to be abandoned are shown on the drawings as follows:

   ![Diagram of valve and vault]

   A. Some valves in Hemphill PS yard area have electrical valve operations. Disconnect electrical connections at near and far (source) ends. Remove electric and extended bonnet and return to the DOW operator.

7. Typical valves smaller than 16" to be abandoned are shown on the drawings as follows:

   ![Diagram of valve and vault]

   MJ CAP W/TB

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
**BILL OF MATERIAL**

1.) T.S.&V.  
2.) 2- COUPLINGS  
3.) DETECTOR CHECK  
   (3/4" METER)  
4.) 10'-8" D.I.P. SHORT  
5.) +40'-8" D.I.P. LONG

**NOTE:** ALL JOINTS STRAPPED AS REQUIRED

**NOTE:**

FOR WATER MAIN IN SIDEWALK METER MAY BE INSTALLED PARALLEL WITH WATER MAIN.

IF INSUFFICIENT AREA EXISTS WITHIN PUBLIC RIGHT-OF-WAY, A METER EASEMENT MUST BE PROVIDED.

**DIMENSIONS (IN INCHES)**

<table>
<thead>
<tr>
<th>DETECTOR CHECK SIZE</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>6&quot;</td>
<td>22</td>
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<td>8&quot;</td>
<td>26</td>
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<tr>
<td>10&quot;</td>
<td>26</td>
<td>48</td>
<td>34</td>
<td>20</td>
</tr>
</tbody>
</table>

**NOTE:**

THIS DRAWING FOR DESIGN INFORMATION ONLY. UWSA FORCES WILL INSTALL ALL DETECTORS CHECK VALVES.

**THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.**

**STANDARD DETAILS**

**TYPICAL DETECTOR CHECK VALVE INSTALLATION**

**REV.**
DATE: OCT. 2011
ORIG. DATE: NOV. 2004
SCALE: N.T.S.

**DETAIL NO. WR-G_VL004**
CAST IRON VALUE BOX

CAST IRON LID

CONCRETE COLLAR

2 INCH SQUARE

WRENCH NUT 6" FT
BELOW GRADE

4 #4 REBARS

DUCTILE OR CAST IRON

EXT. (AS REQ'D)

EXTENSION STEM REQ. WHERE

VALUE OPERATING NUT IS

GREATER THAN 4FT. DEEP

FIT 2 INCH SQUARE

WRENCH NUT

VALUE OPERATING NUT

NO CONTACT ON VALVE.

SUPPORT BOX W/BRICK

VALVE OPERATOR

BURIED GATE VALVE BOX

1'-6"

1'-6"

8" THICK

CONC. PAD

VALVE BOX

4-#4 EW, CENTERED

CONCRETE PAD

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

TYPICAL BURIED GATE VALVE BOX AND CONCRETE PAD

REV.
DATE: OCT. 2011
ORIG. DATE: NOV. 2004
SCALE: N.T.S.

DETAIL NO. WR-G_VM001
1/2" CHAMFER

4'0"

1-1/2" Ø BAR
3'-4" LONG

2'-6" (TYP)

WATER

GROUND LEVEL

BRASS PLATE (STAMP OR ENGRAVE ACTUAL DISTANCE FROM MARKER TO VALVE)

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA’S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.
3'x3' ALUMINUM HATCH CENTERED OVER STEPS STANDARD

?" THICK SLAB TOP

THRU HOLES FOR PIPE ASSEMBLE AS REQUIRED BY ??????

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

TYPICAL 4'–6' VALVE VAULT

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. WR–G_VT001
3' x 3' ALUMINUM HATCH
CENTERED OVER STEPS
STANDARD

THRU HOLES FOR PIPE
ASSEMBLE AS REQUIRED
BY ??????

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

STANDARD DETAILS

TYPICAL 6' – 12'
VALVE VAULT

REV.
DATE: SEPT 2011
ORIG. DATE: JULY 1984
SCALE: N.T.S.

DETAIL NO. WR–G–VT002
"A" DIMENSIONS

<table>
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<tr>
<th>VALVE SIZE</th>
<th>&quot;A&quot; (INCHES)</th>
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<td>16&quot;</td>
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<tr>
<td>36&quot;</td>
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</tr>
</tbody>
</table>

CAST IRON M.H. STEPS AT 15" O.C. STAGGERED

STANDARD 22" C.I. MANHOLE FRAME & COVER

START CORBELLING IN BRICK TWO COURSES ABOVE OPERATING NUT.

BRICK FLOOR TO BE OPEN JOINTS TO PERMIT DRAINAGE (NO MORTAR REQUIRED)

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

City of Atlanta

STANDARD DETAILS

TYPICAL VALVE VAULT 16" AND LARGER VALVES

DETAIL NO. WR-G_VT003