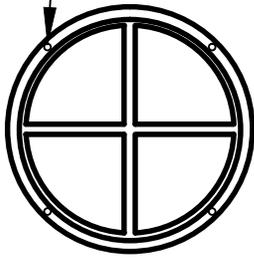
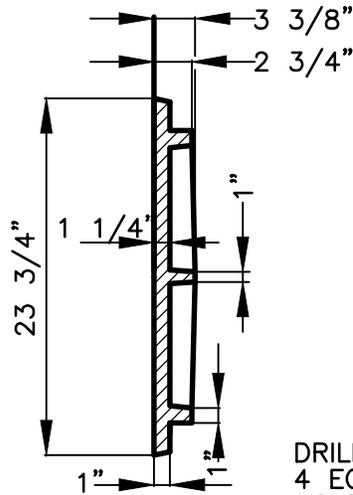


4 EQ. SPACED  
3/4" HOLES

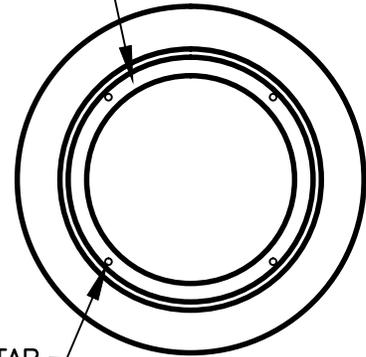


COVER BACK



COVER SECTION

FRAME MAY HAVE  
CAST ON LUGS AT  
BOLT HOLES IN LIEU  
OF FULL INNER RING



FRAME PLAN

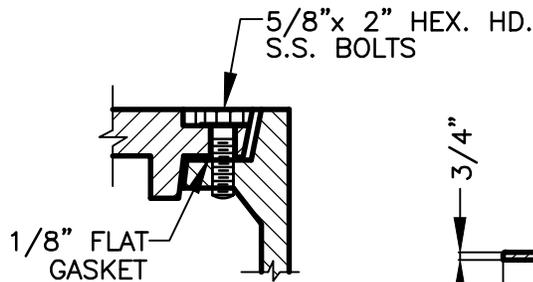
DRILL & TAP  
4 EQ. SPACED  
HOLES FOR  
5/8" BOLTS

2-TYPE 2 PICKSLOTS  
4-5/8" BOLTS

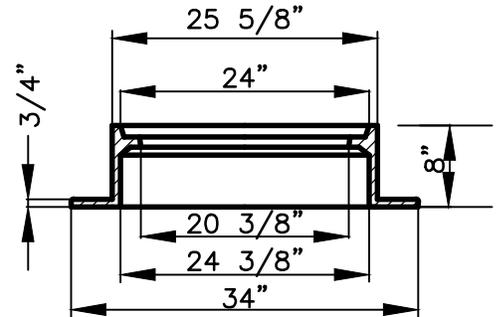


COVER FACE

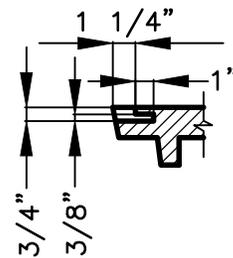
APPROX. WEIGHTS  
COVER 178 LBS.  
FRAME 292 LBS.  
TOTAL 470 LBS.



WATERTIGHT DETAIL



FRAME SECTION



PICKSLOT DETAIL

(2) NON-  
PENETRATING PICKHOLES

NOTE:  
PROVIDE RAISED MATCH MARKS ON FRAME  
& COVER;  
TWO PICK HOLES ON SIDE OF COVER &  
CORRUGATIONS.  
NO PERFORATIONS.

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

City of Atlanta

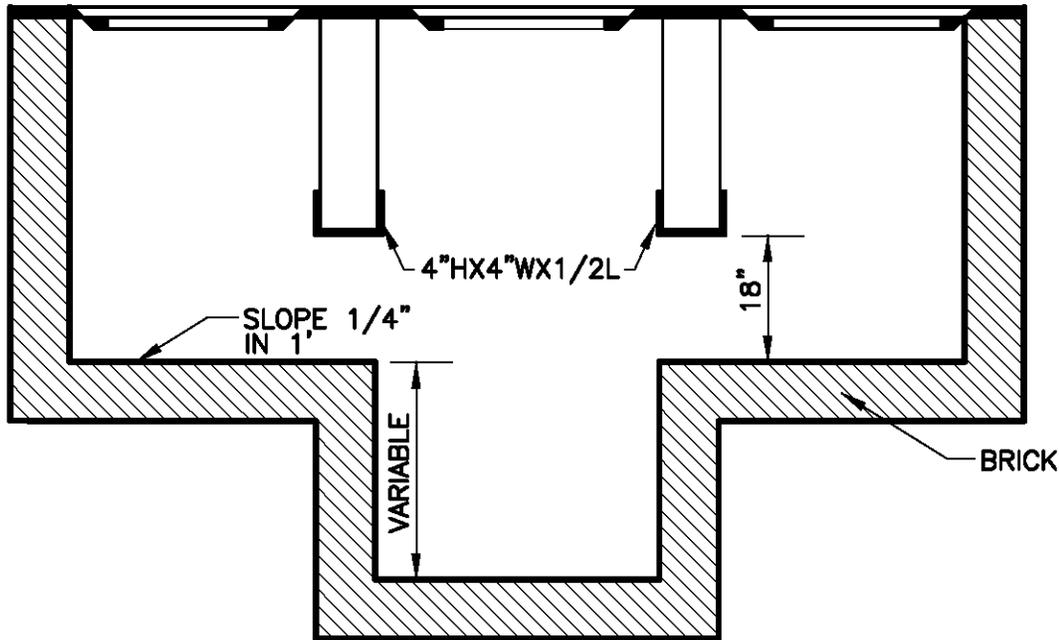
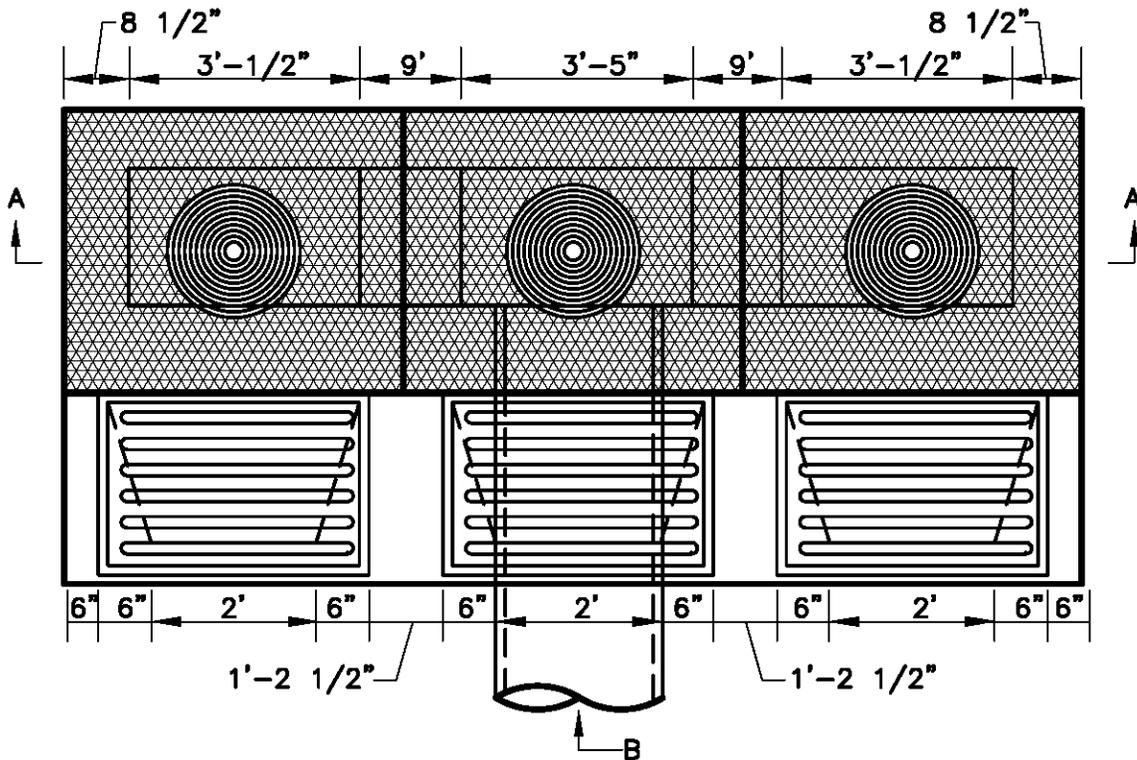


STANDARD DETAILS

WATERTIGHT FRAME  
AND COVER

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

DETAIL NO. SG-G\_FC003



- NOTE:** **SECTION A-A**
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.

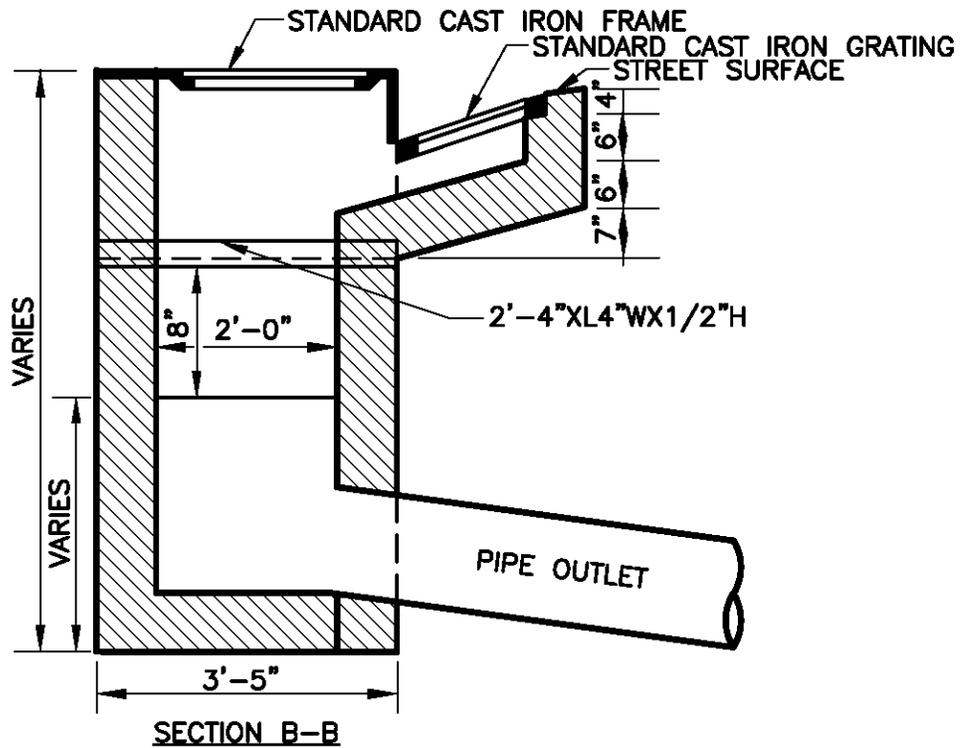
City of Atlanta  
Department of Public Works



**STANDARD DETAILS**  
**STANDARD CURB CATCH**  
**BASIN 1 OF 2 MULTI.**  
**INSTALLATION**

DATE: SEPT 2011  
ORIG. DATE: AUG 1993  
SCALE: N.T.S.

DETAIL NO. SW-G\_CB007



**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 DEISGN APPROVAL.

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 CURB CATCH  
BASIN 2 OF 2 MULTI.  
INSTALLATION**

REV.

DATE: SEPT 2011

ORIG. DATE: JULY 1967

SCALE: N.T.S.

DETAIL NO. SW-G\_CB009





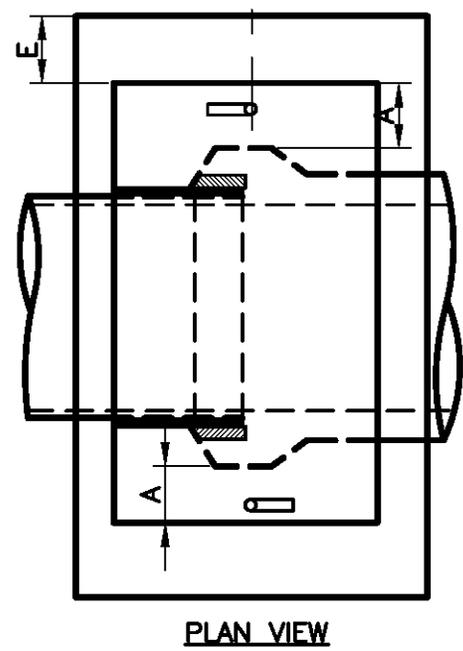
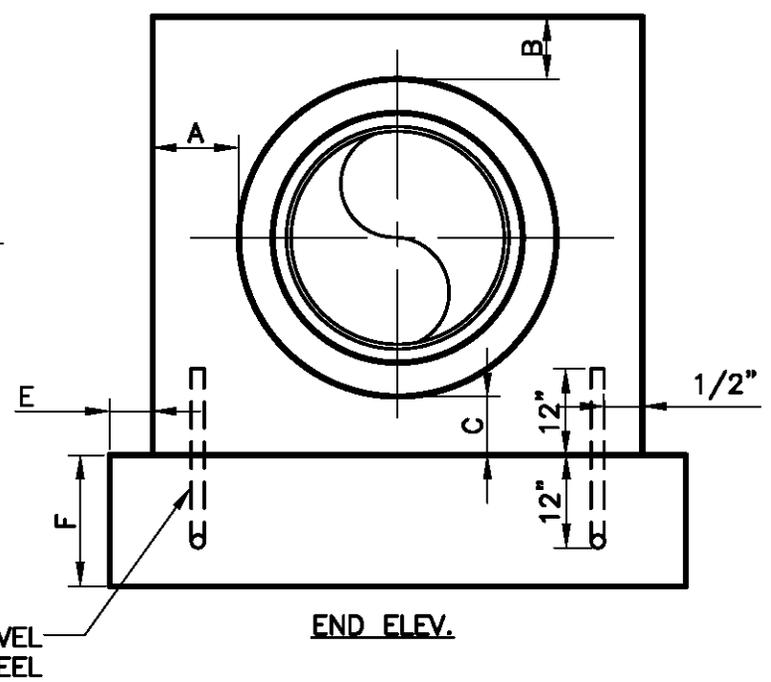
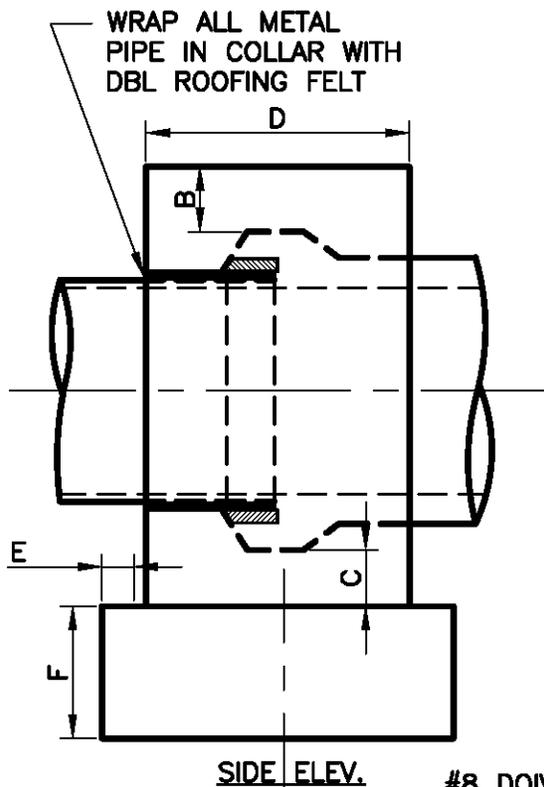


TABLE FOR PIPE SIZE 8" TO 84"

PIPE SIZE	A	B	C	D	E	F
8'-18"	6"	6"	6"	24"	6"	18"
21"-27"	8"	8"	8"	30"	6"	18"
30"-42"	12"	8"	8"	36"	6"	18"
48"-54"	15"	10"	10"	42"	10"	18"

**NOTE:**  
 FOR PIPE THRU 18" - NO DOVELS 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.

City of Atlanta

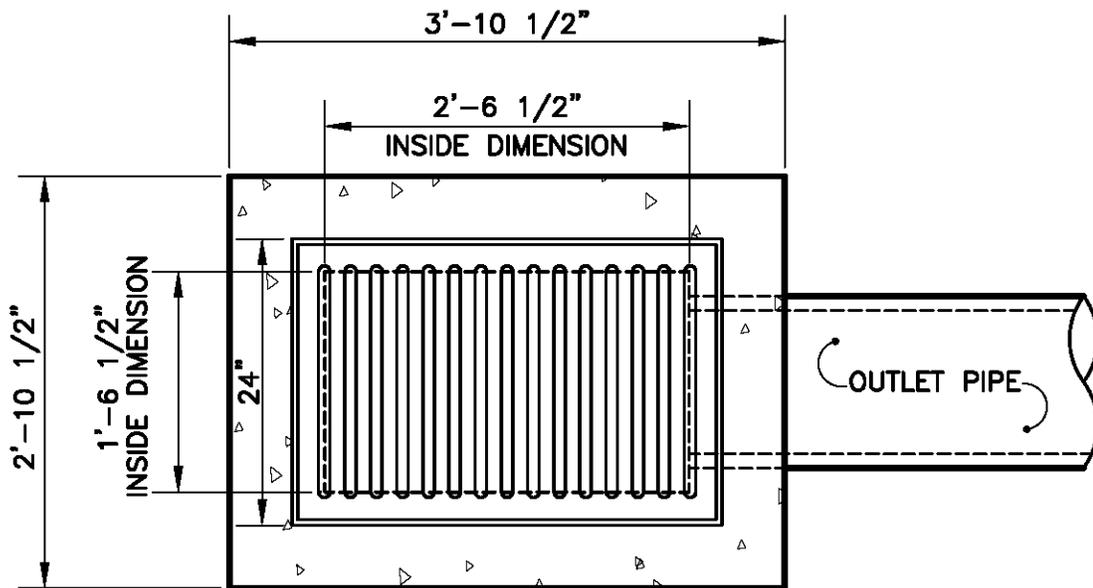


STANDARD DETAILS

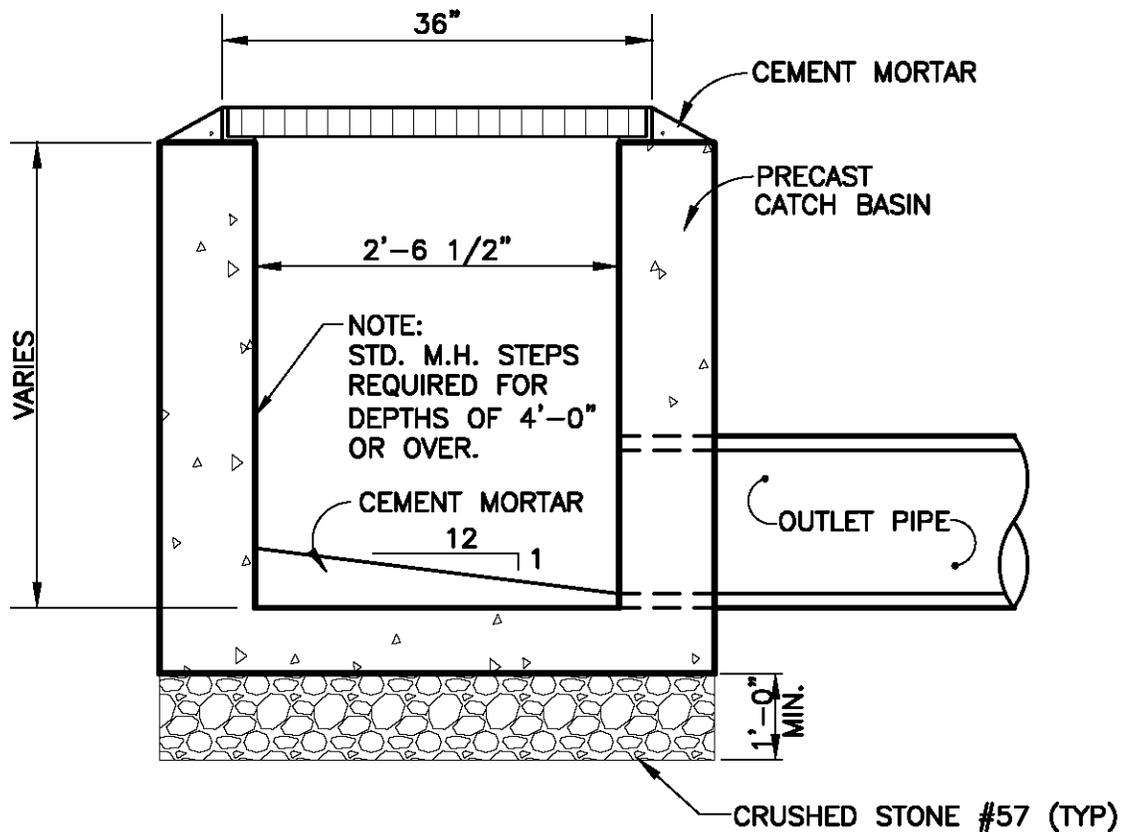
STANDARD COLLAR WALL

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

DETAIL NO. SW-G\_CW001



**NOTE:**  
 INLET STRUCTURE STRUCTURAL DESIGN SHALL  
 CONFORM TO ACI 318. DESIGN SHALL  
 INCLUDE HS20 TRAFFIC LOADING.



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

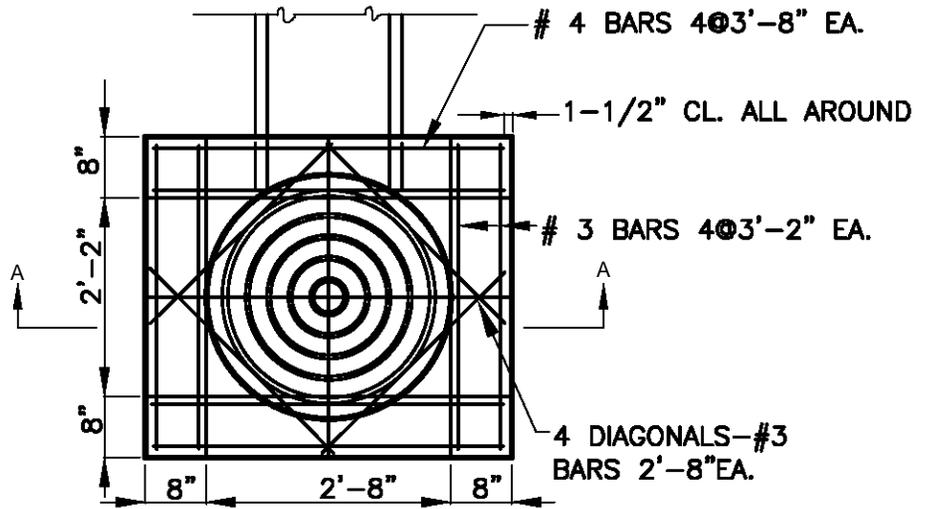
REV.

DATE: SEPT 2011

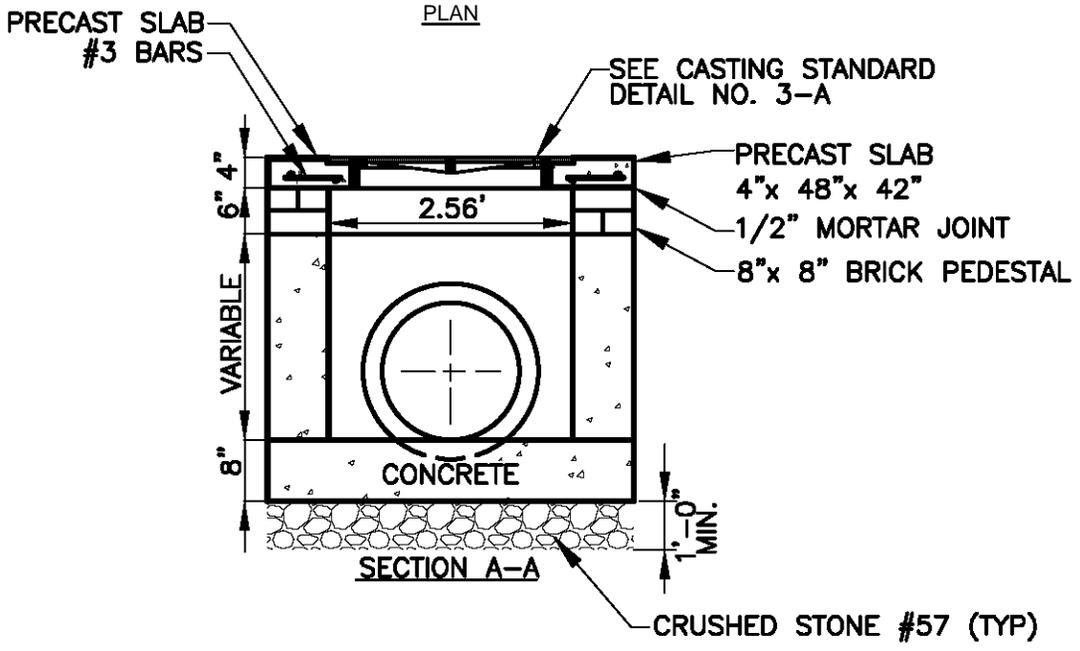
ORIG. DATE: NOV 2004

SCALE: N.T.S.

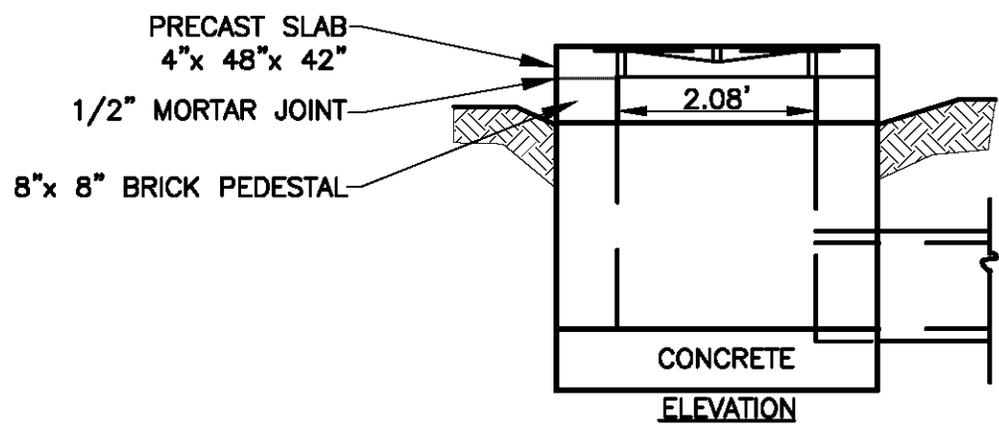
DETAIL NO. SW-G\_DI001A



PLAN



SECTION A-A



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

City of Atlanta

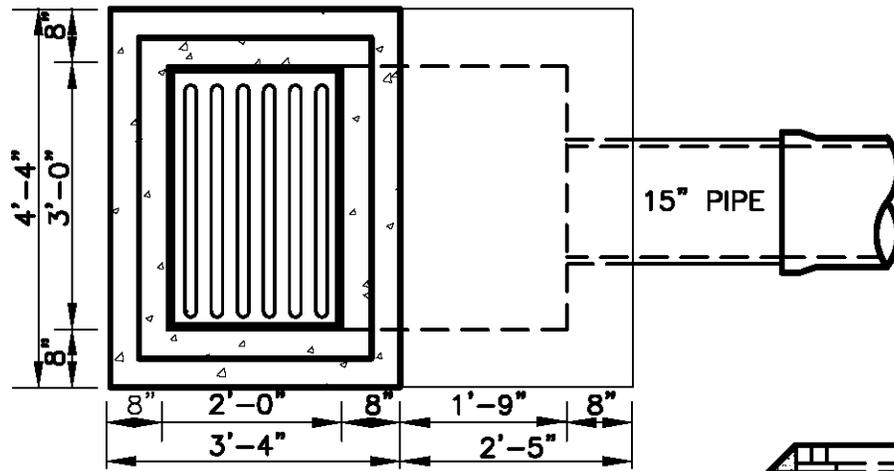


STANDARD DETAILS

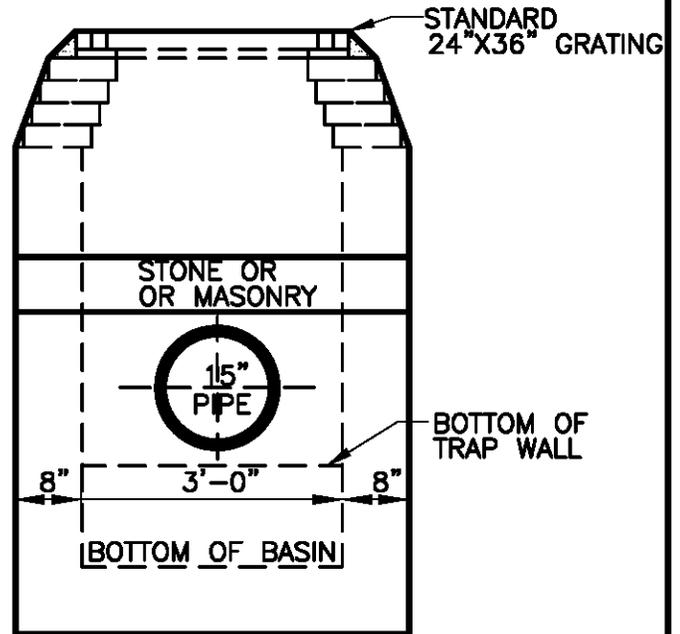
STANDARD DROP INLET YARD INLET

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

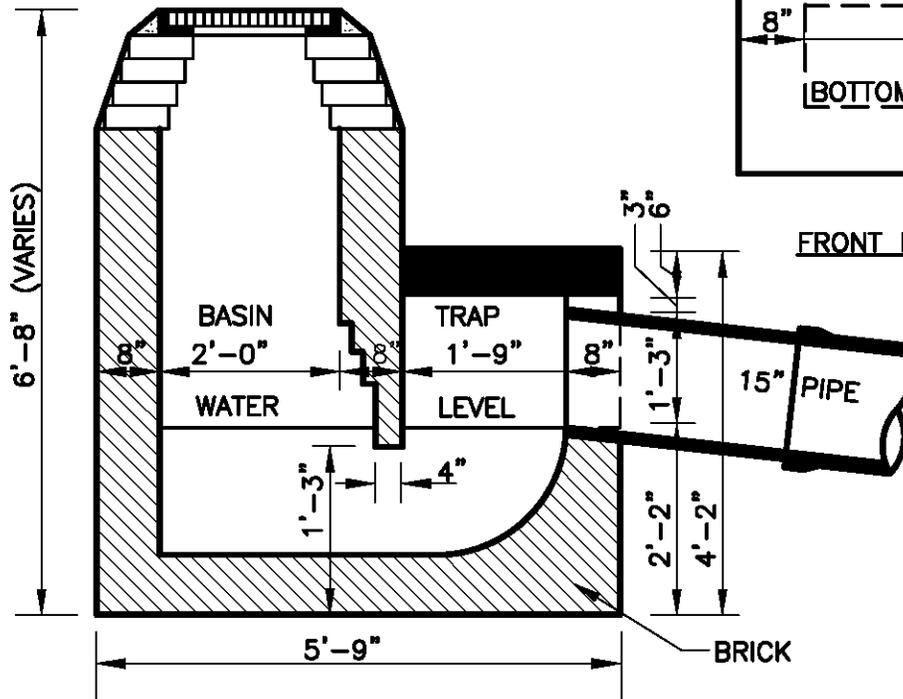
DETAIL NO. SW-G\_DI002



PLAN



FRONT ELEVATION



SECTION

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  
(TRAPPED)

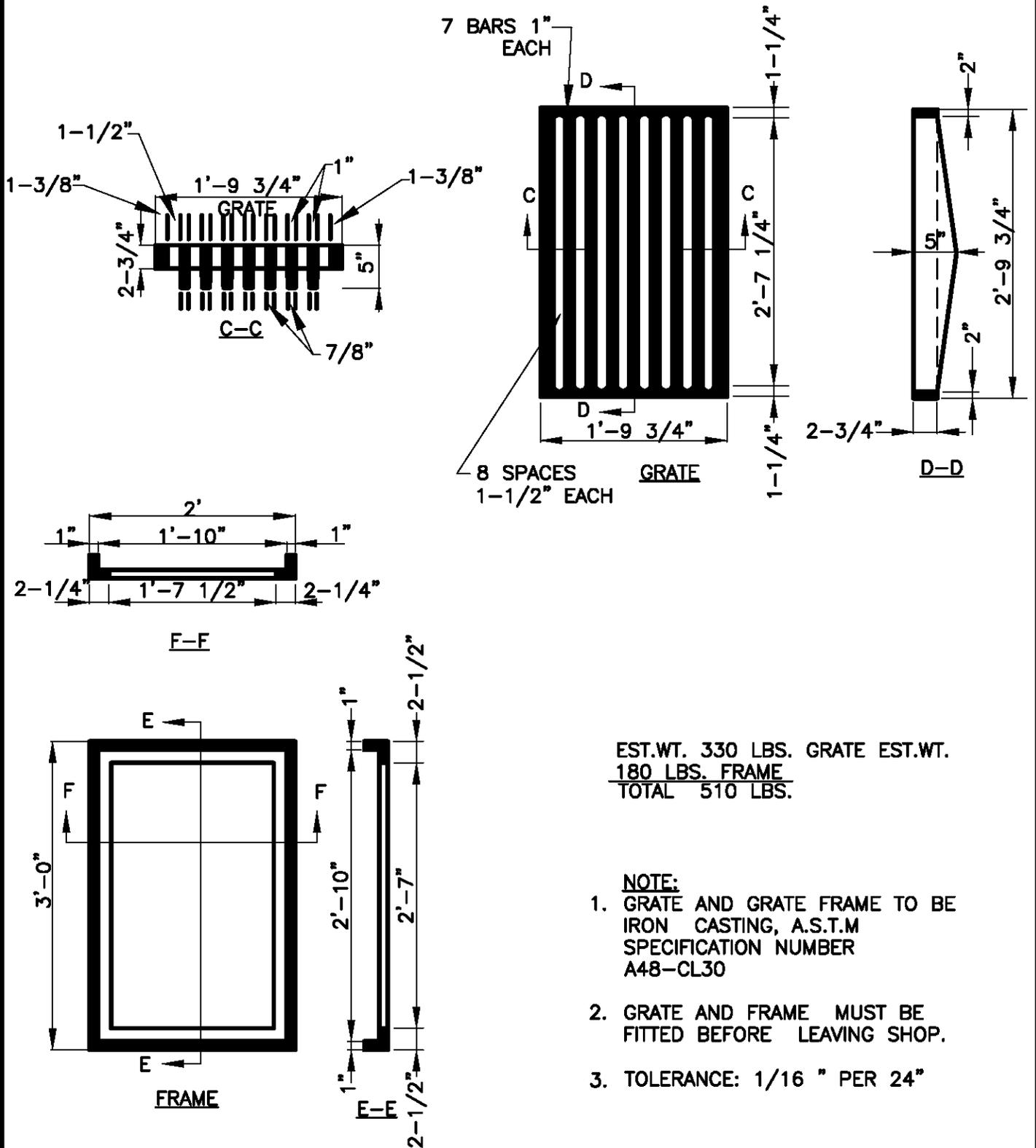
REV.

DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. SW-G\_D1004



EST.WT. 330 LBS. GRATE EST.WT.  
 180 LBS. FRAME  
 TOTAL 510 LBS.

**NOTE:**

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"

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

City of Atlanta

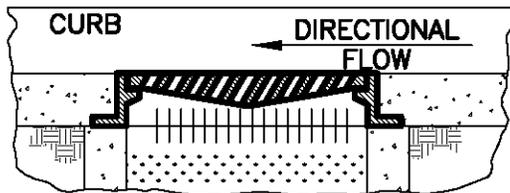
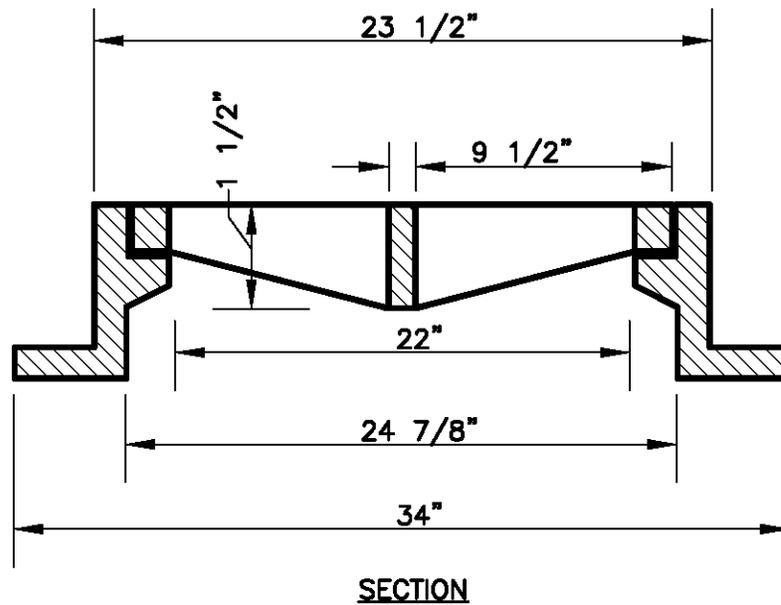
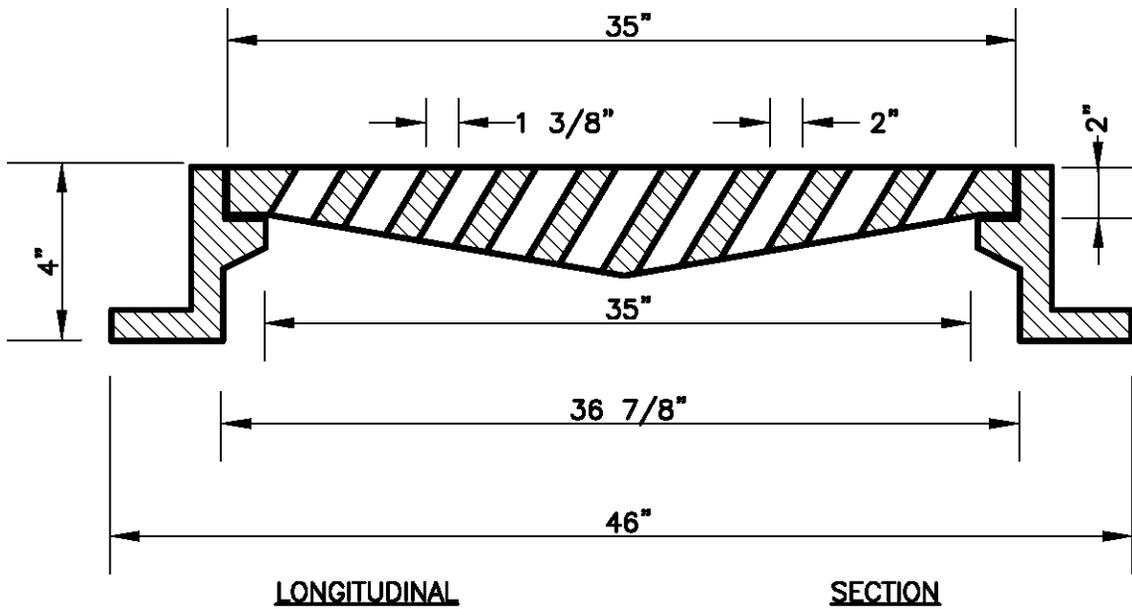


**STANDARD DETAILS**

**STANDARD GRATE AND FRAME**

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

DETAIL NO. SW-G\_GR001



**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.

City of Atlanta

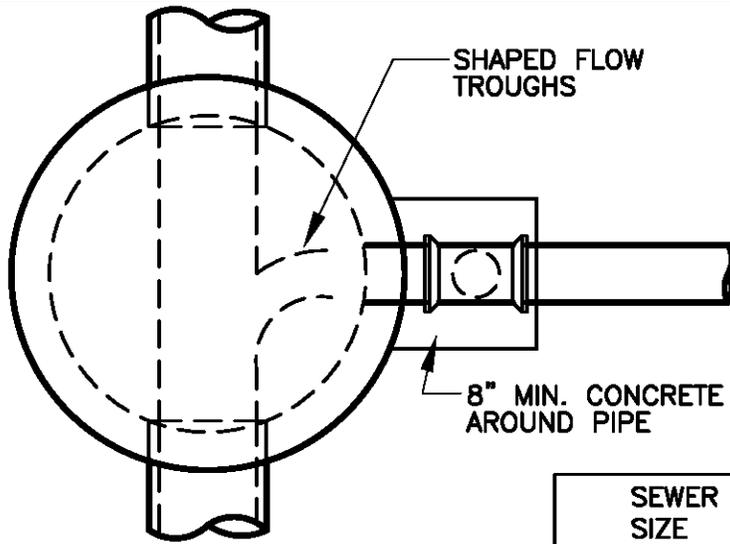


**STANDARD DETAILS**

**BICYCLE SAFETY GRATE**

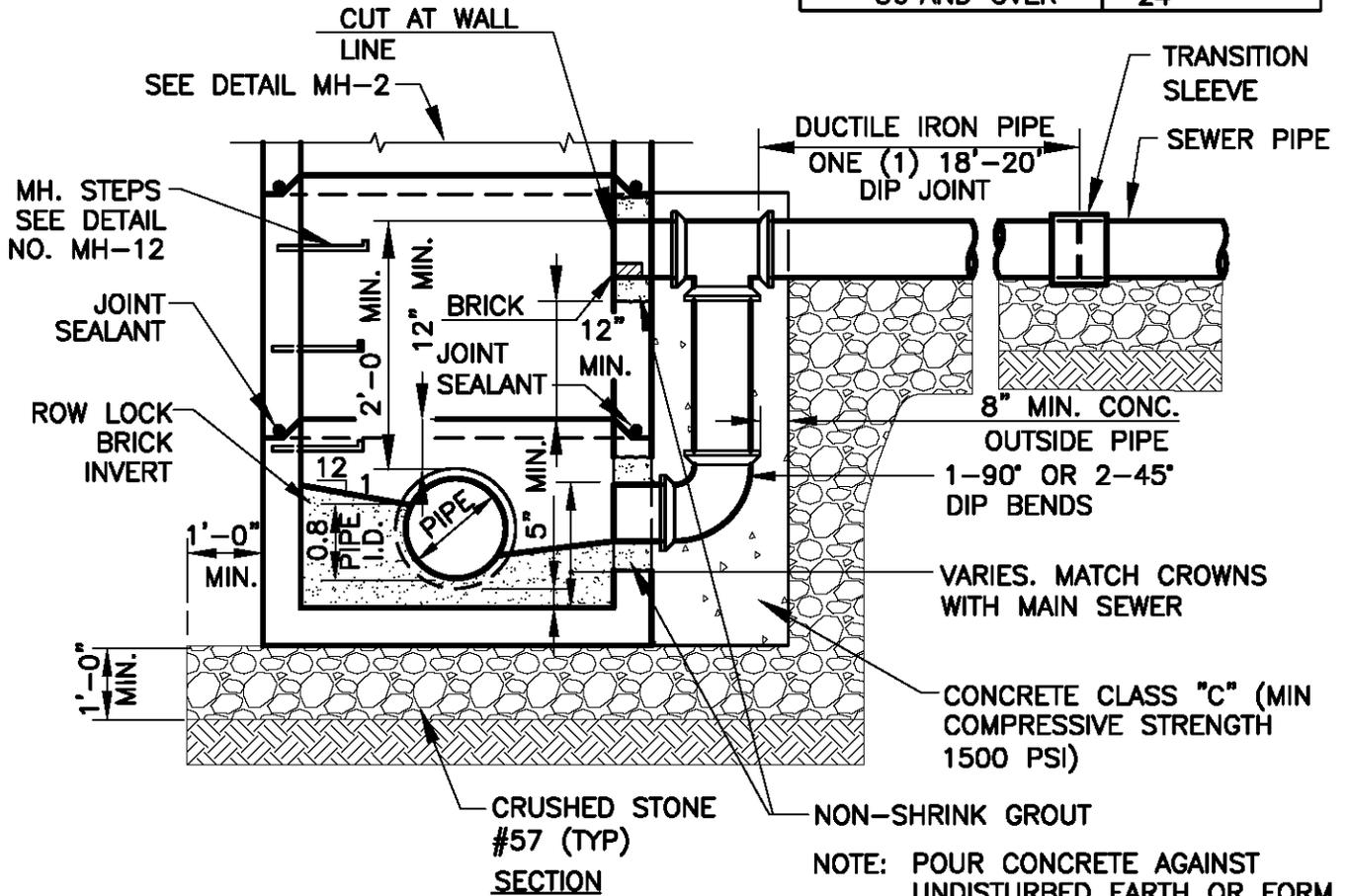
REV.  
DATE: SEPT 2011  
ORIG. DATE: JAN 1997  
SCALE: N.T.S.

DETAIL NO. SW-G\_GR005



PLAN

SEWER SIZE	DROP SIZE
SEWER SIZE < 12"	SEWER SIZE
16"-20"	12"
24"-30"	18"
36" AND OVER	24"



SECTION

NOTE: POUR CONCRETE AGAINST UNDISTURBED EARTH OR FORM. IF FORMED, FILL VOID UNDER PIPE WITH CRUSHED 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

MANHOLE BASE WITH DROP CONNECTION

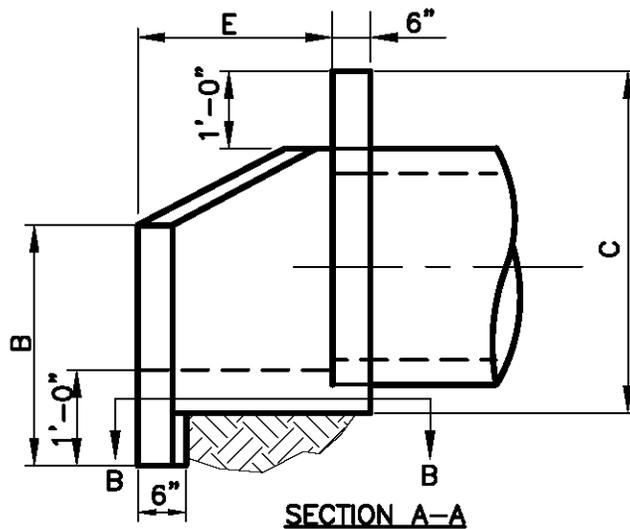
REV.

DATE: SEPT 2011

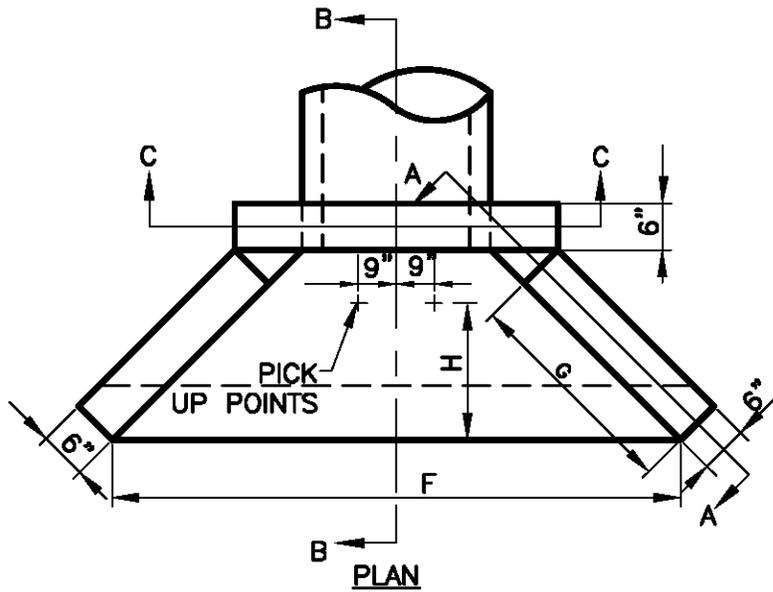
ORIG. DATE: NOV 2004

SCALE: N.T.S.

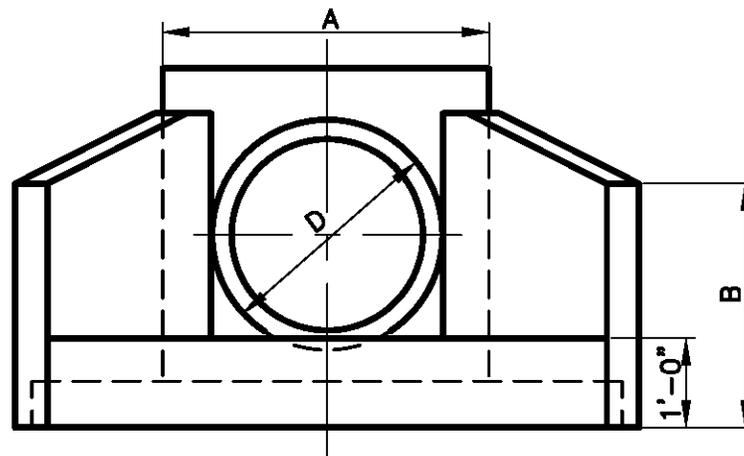
DETAIL NO. SG-G\_MH005



SECTION A-A



PLAN



ELEVATION

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

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)

INSIDE DIA PIPE	AREA PIPE OPENING	A	B	C	D	E	F	G
18"	1.76	3'-5"	2'-4"	3'-4 1/2"	2'-0"	1'-5"	4'-10"	2'-0"
21"	2.40	3'-8 1/2"	2'-6"	3'-8"	2'-3 1/2"	1'-6"	5'-3 1/2"	2'-1 1/2"
24"	3.14	4'-0"	2'-9"	3'-11"	2'-7"	1'-8"	5'-11"	2'-4 1/2"
30"	4.91	4'-6 1/2"	3'-1"	4'-5 1/2"	3'-11 1/2"	2'-0"	7'-1 1/2"	2'-10"
36"	7.07	5'-1"	3'-5"	5'-0"	3'-8"	2'-4"	8'-4"	3'-3 1/2"

H	WT	BASE AREA
1'-0 1/4"	1753	8.30
1'-0 7/8"	2020	9.40
1'-1 3/4"	2383	11.80
1'-3 7/8"	3182	15.10
1'-6"	4089	19.60

VARIABLE DIMENSIONS (METAL PIPE—WHERE SPECIFICATIONS PERMIT)

INSIDE DIA PIPE	AREA PIPE OPENING	A	B	C	D	E	F	G
18"	1.76	3'-2"	2'-3"	3'-2"	1'-9"	1'-4"	4'-5"	1'-10 1/2"
21"	2.40	3'-5"	2'-5"	3'-5"	2'-0"	1'-5"	4'-10"	2'-0"
24"	3.14	3'-8"	2'-7"	3'-8"	2'-3"	1'-7"	5'-5"	2'-3"
30"	4.91	4'-2"	2'-11"	4'-2"	2'-9"	1'-11"	6'-7"	2'-8 1/2"
36"	7.07	4'-8"	3'-3"	4'-8"	3'-3"	2'-3"	7'-9"	3'-2 1/4"

H	WT	BASE AREA
0'-11 3/4"	1549	7.34
1'-0 1/4"	1778	8.32
1'-1 1/4"	2108	9.90
1'-3 1/4"	2834	13.50
1'-5 3/8"	3678	17.65

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

City of Atlanta

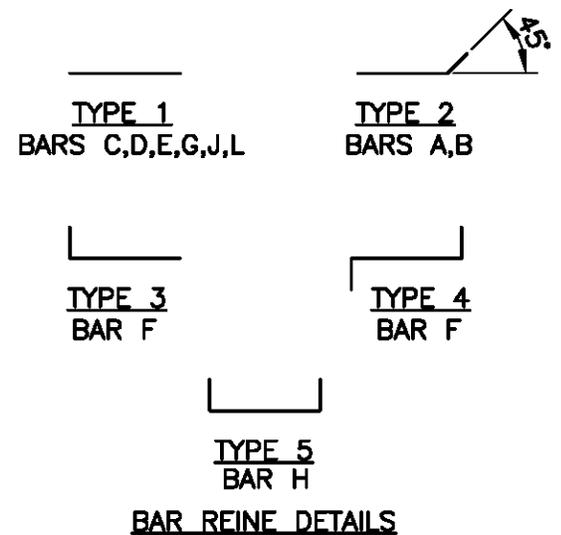
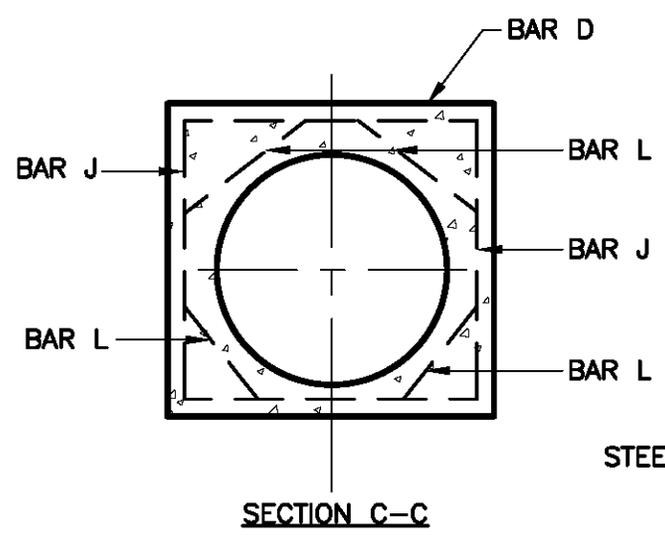
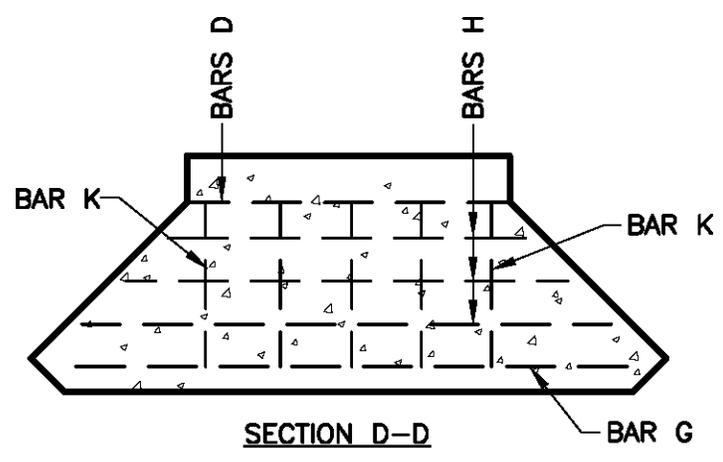
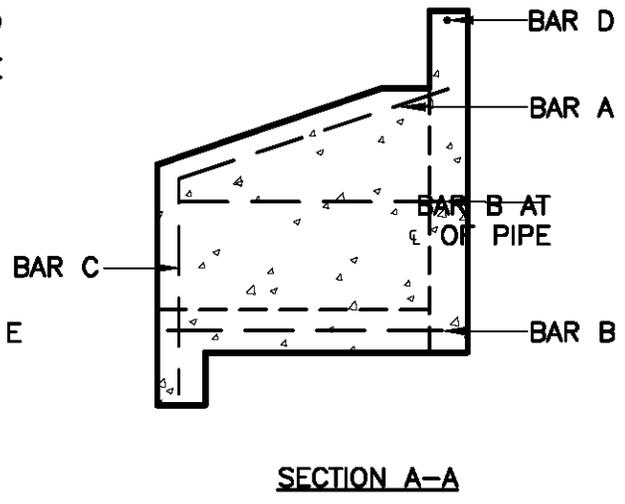
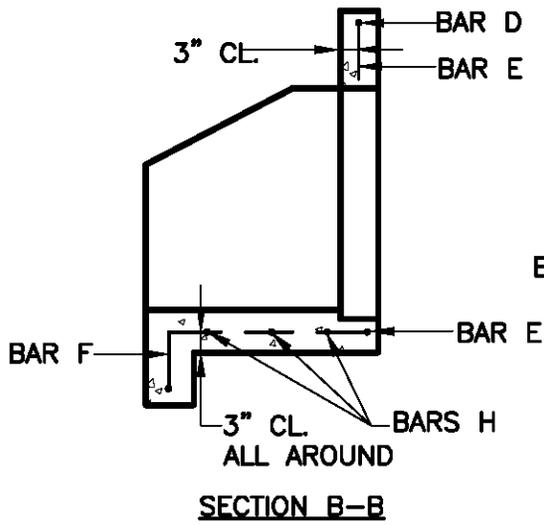


STANDARD DETAILS

STD. PRECAST CONCRETE  
HEADWALL 18"-36" PIPE  
SHEET 2 OF 3

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

DETAIL NO. SW-G\_HW001



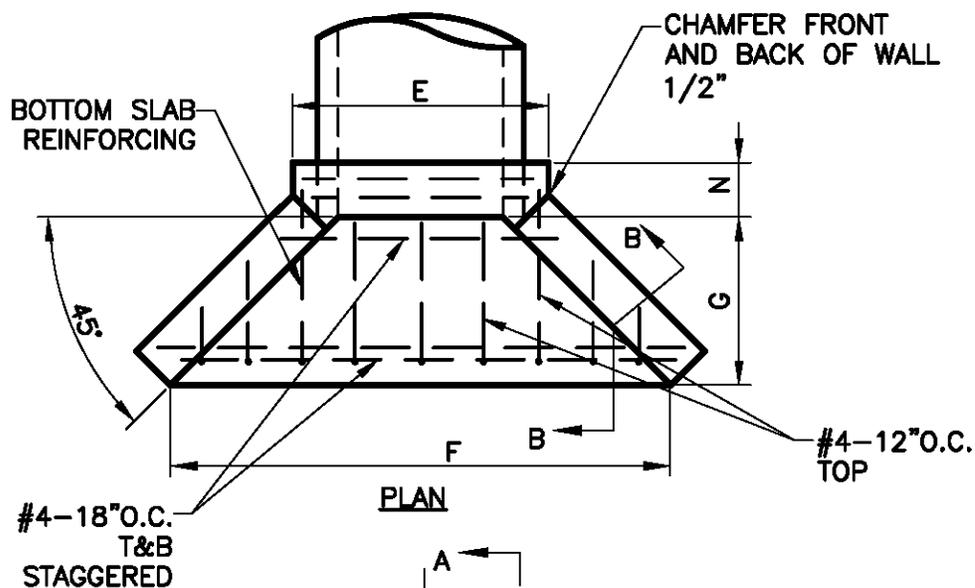
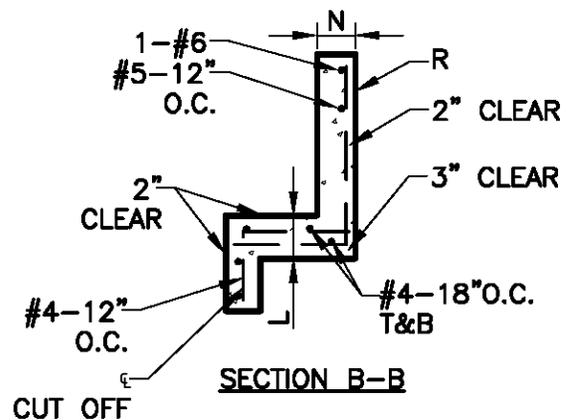
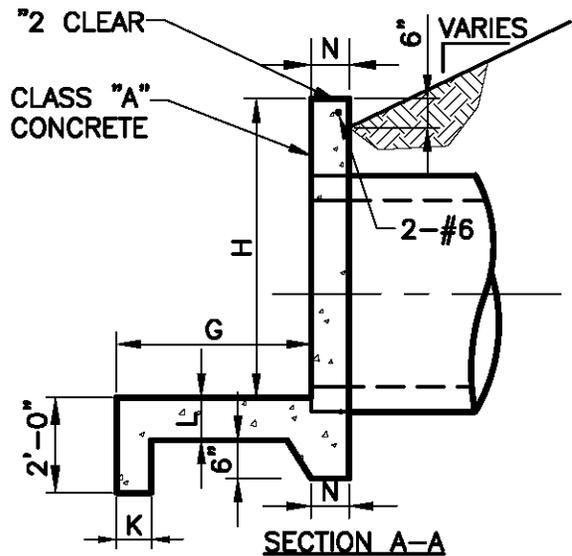
N.T.S. REINFORCED  
STEEL TO BE 1/2" Ø BARS

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

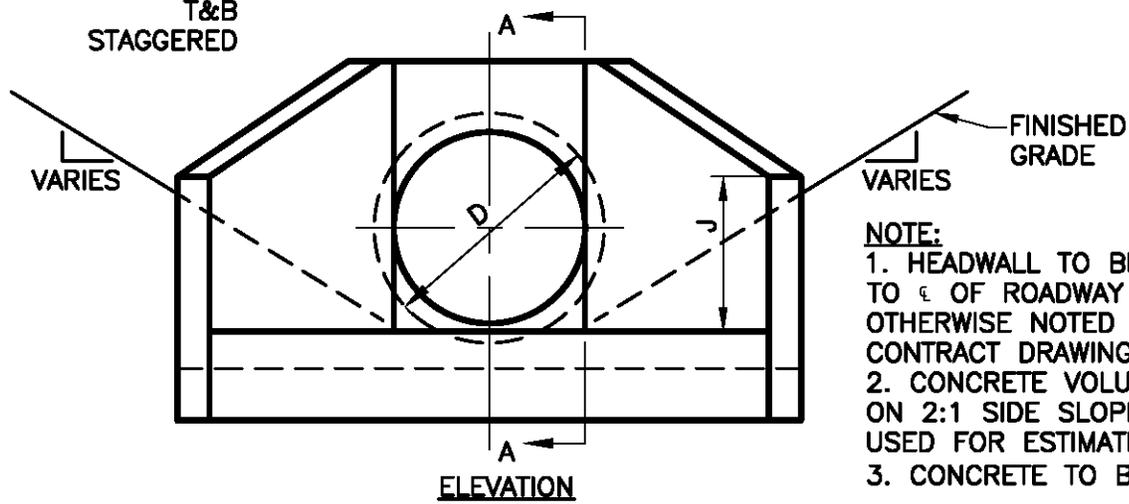


**STANDARD DETAILS**  
**STD. PRECAST CONCRETE**  
**HEADWALL 18"-36" PIPE**  
**SHEET 3 OF 3**

REV.  
DATE: SEPT 2011  
ORIG. DATE: JULY 1984  
SCALE: N.T.S.  
DETAIL NO. SW-G\_HW001



**NOTE:**  
EXPOSED EDGES TO BE CHAMFERED 1"X1"



**NOTE:**  
1. HEADWALL TO BE PARALLEL TO  $\epsilon$  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"

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 HEADWALL SHEET 1 OF 2**

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

DETAIL NO. SW-G\_HW002

D	E	F	G	H	J	K	L	N	R	N
18"	3'-0"	7'-6"	3'-0"	3'-0"	2'-0"	8"	8"	8"	#5-12"O.C.	1.70
21"	3'-4"	7'-9"	3'-0"	3'-3"	2'-0"	8"	8"	8"	#5-12"O.C.	1.80
24"	3'-8"	8'-0"	3'-0"	3'-6"	2'-0"	8"	8"	8"	#5-12"O.C.	1.90
27"	3'-11"	8'-3"	3'-0"	3'-9"	2'-0"	8"	8"	8"	#5-12"O.C.	2.00
30"	4'-2"	8'-6"	3'-0"	4'-0"	2'-1"±	8"	8"	10"	#5-12"O.C.	2.85
36"	4'-8"	10'-0"	3'-6"	4'-6"	2'-3"	8"	10"	10"	#5-12"O.C.	3.15
42"	5'-3"	11'-6"	4'-0"	5'-0"	2'-9"	8"	10"	10"	#5-12"O.C.	3.87
48"	5'-10"	13'-0"	4'-6"	5'-6"	3'-0"	8"	10"	10"	#5-12"O.C.	5.08
54"	6'-5"	14'-6"	5'-0"	6'-0"	3'-3"	9"	12"	12"	#6-8"O.C.	6.50
60"	7'-0"	16'-0"	5'-6"	6'-6"	3'-6"	9"	12"	12"	#6-8"O.C.	7.98
66"	7'-7"	17'-6"	6'-0"	7'-0"	3'-9"	9"	12"	14"	#6-8"O.C.	9.14
72"	8'-2"	19'-0"	6'-6"	7'-6"	4'-3"	9"	12"	14"	#6-8"O.C.	11.10

\* BASED ON 2:1 CHANNEL SIDE SLOPES

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 HEADWALL SHEET 2 OF 2

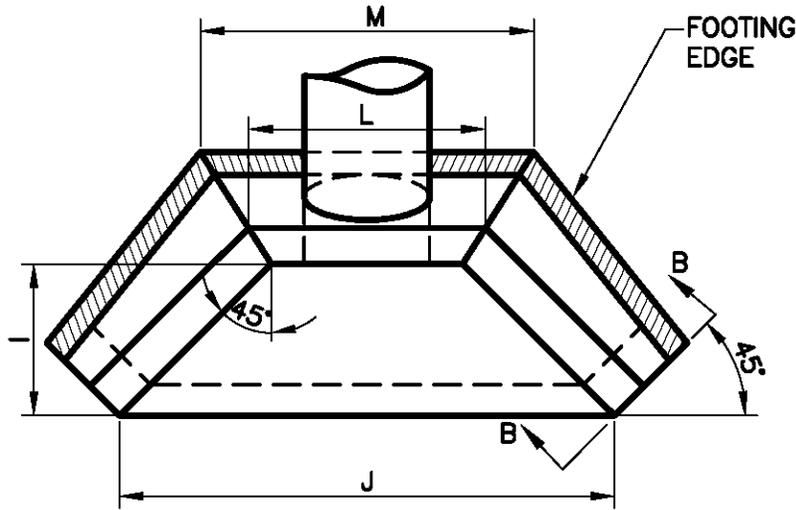
REV.

DATE: SEPT 2011

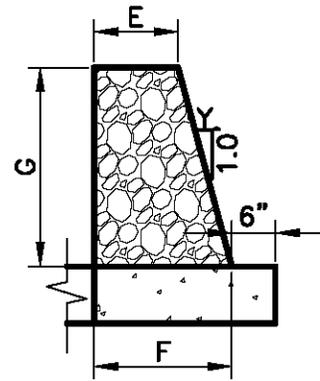
ORIG. DATE: JULY 1984

SCALE: N.T.S.

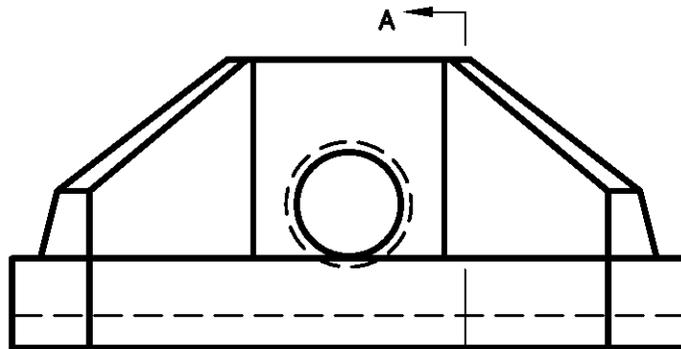
DETAIL NO. SW-G\_HW002



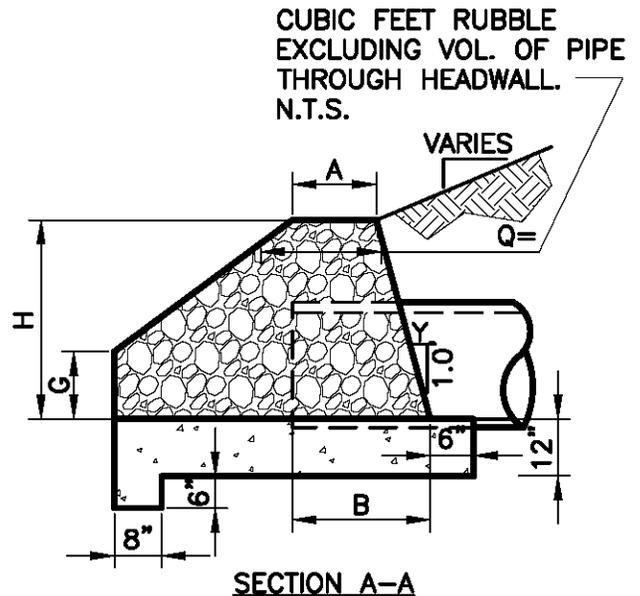
PLAN



SECTION B-B



ELEVATION



SECTION A-A

**STONE SHALL BE:**

1. QUARRIED, 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.

City of Atlanta



STANDARD DETAILS

STANDARD  
RUBBLE HEADWALL  
SHEET 1 OF 2

REV.

DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. SW-G\_HW003

D	Q	A	B	H	G	E	F	K	I	L
12"	18.4	12"	1'-4"	2'-8"	12"	12"	1'-3"	3'-0"	2'-6"	3'-8"
15"	21.9	12"	1'-6"	2'-10"	12"	12"	1'-3"	3'-3"	3'-0"	4'-0"
18"	31.8	12"	1'-9"	3'-2"	12"	12"	1'-3"	3'-6"	3'-0"	4'-3"
21"	33.4	12"	1'-11"	3'-8"	1'-2"	12"	1'-4"	3'-9"	3'-0"	4'-6"
24"	39.9	1'-6"	2'-1"	4'-0"	1'-6"	12"	1'-4"	4'-0"	3'-0"	4'-9"
30"	54.2	1'-6"	2'-4"	4'-6"	1'-8"	12"	1'-6"	4'-6"	3'-0"	5'-9"
36"	69.3	1'-6"	2'-7"	5'-1"	2'-0"	1'-3"	1'-8"	5'-0"	3'-6"	6'-3"
42"	81.8	1'-6"	2'-9"	5'-5"	2'-6"	1'-3"	1'-8"	6'-0"	4'-0"	6'-9"
48"	98.6	1'-6"	3'-0"	5'-10"	2'-8"	1'-6"	1'-9"	6'-6"	4'-6"	7'-3"
54"	120.6	1'-6"	3'-3"	6'-4"	3'-0"	1'-6"	1'-9"	7'-0"	5'-0"	7'-9"
60"	155.5	1'-6"	3'-7"	7'-0"	3'-4"	1'-6"	2'-0"	7'-6"	5'-6"	8'-3"
66"	179.2	1'-6"	3'-10"	7'-4"	3'-8"	1'-6"	2'-0"	8'-0"	6'-0"	8'-6"
72"	207.3	1'-6"	4'-0"	7'-10"	4'-0"	1'-6"	2'-0"	8'-6"	6'-6"	9'-3"
78"	281.5	2'-0"	4'-6"	8'-8"	4'-4"	1'-6"	2'-3"	8'-6"	7'-0"	10'-1"
84"	310.4	2'-0"	4'-9"	9'-2"	4'-9"	1'-6"	2'-6"	9'-0"	7'-6"	10'-7"

BASED ON 2:1 CHANNEL SIDE SLOPE

J	Y	X	M
8'-0"	.125'	.25'	4'-4"
9'-3"	.176'	.25'	4'-10"
9'-6"	.224'	.25'	5'-3.5"
9'-9"	.250'	.286'	5'-8"
10'-0"	.270'	.222'	6'-1"
10'-6"	.185'	.300'	6'-10"
12'-0"	.214'	.208'	7'-4.5"
13'-6"	.230'	.167'	8'-2"
15'-0"	.257'	.094'	8'-11"
16'-6"	.277'	.083'	9'-7.5"
18'-0"	.298'	.150'	10'-4.5"
19'-6"	.318'	.136'	11'-3"
21'-0"	.320'	.126'	11'-5"
22'-6"	.288'	.192'	12'-7"
24'-0"	.300'	.210'	13'-3.5"

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

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

DETAIL NO. SW-G\_HW003

HEADWALLS FOR CIRCULAR PIPE

DIMEN- SIONS	DIAMETER - (D)									
	18"	21"	24"	27"	30"	36"	42"	48"	54"	60"
B	2'-10"	3'-1	3'-4"	3'-7"	4'-2"	4'-8"	5'-2"	5'-8"	6'-2"	6'-10"
C	2'-7"	2'-11"	3'-4"	3'-8"	4'-5"	5'-2"	5'-11"	6'-8"	7'-5"	8'-4"
H	3'-0"	3'-3"	3'-6"	3'-9"	4'-0"	4'-6"	5'-0"	5'-6"	6'-0"	6'-6"
h	1'-0"	1'-0"	1'-0"	1'-0"	1'-3"	1'-6"	1'-9"	2'-0"	2'-3"	2'-6"
L	5'-6"	6'-0"	6'-6"	7'-0"	8'-0"	9'-0"	10'-3"	11'-6"	12'-9"	14'-0"
K	-	-	-	-	-	-	-	-	1'-0"	2'-0"

HEADWALLS FOR CIRCULAR PIPE

DIMEN- SIONS	DIAMETER - (D)	
	66"	72"
B	7'-6"	8'-0"
C	9'-1"	9'-10"
H	7'-0"	7'-6"
h	2'-9"	3'-0"
L	15'-3"	16'-6"
K	3'-0"	4'-0"

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City of Atlanta  
Department of Public Works

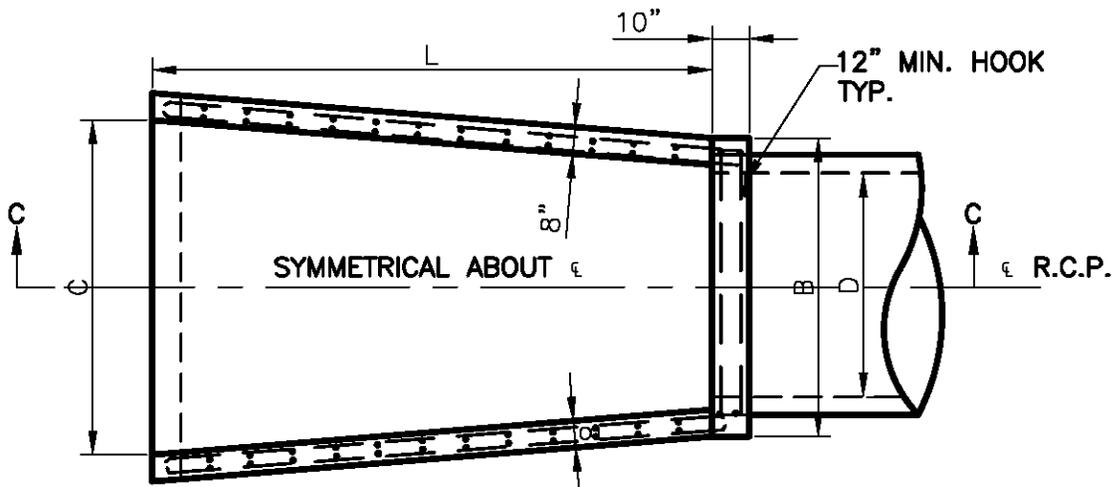


STANDARD DETAILS

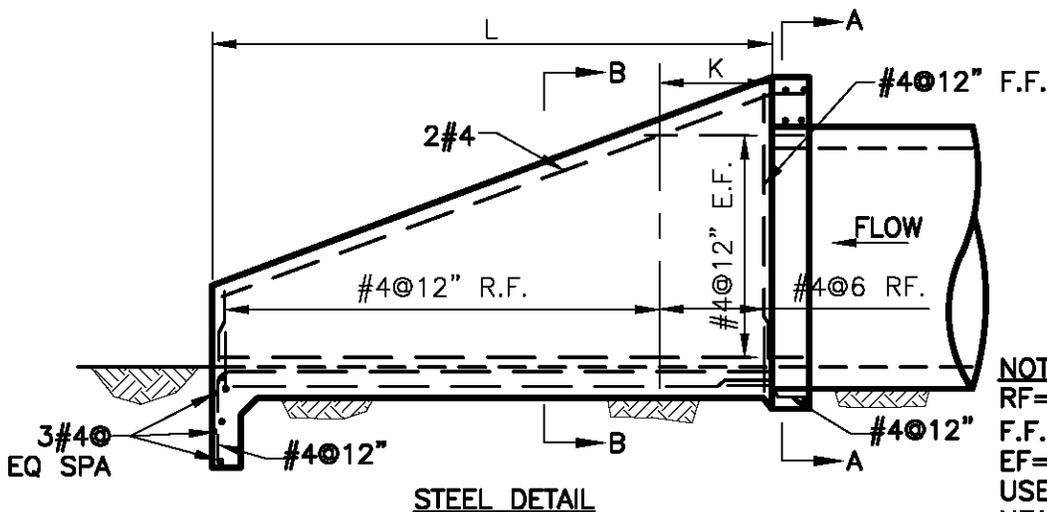
TYPE C HEADWALL  
SHEET 3 OF 3

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

DETAIL NO. SW-G\_HW004

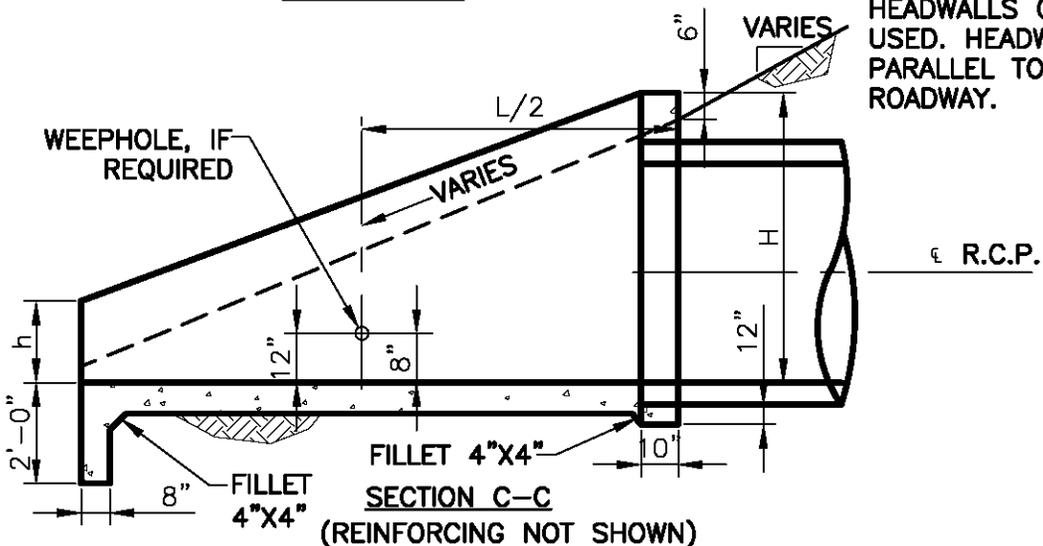


**PLAN**  
(SHOWING WALL REINFORCEMENT ONLY)



**STEEL DETAIL**

**NOTE:**  
RF=REAR FACE  
F.F.=FRONT FACE (EXPOSED)  
EF=EACH FACE  
USE ONLY WHERE OTHER  
HEADWALLS CAN NOT BE  
USED. HEADWALL TO BE  
PARALLEL TO  $\epsilon$  OF  
ROADWAY.



**SECTION C-C**  
(REINFORCING NOT SHOWN)

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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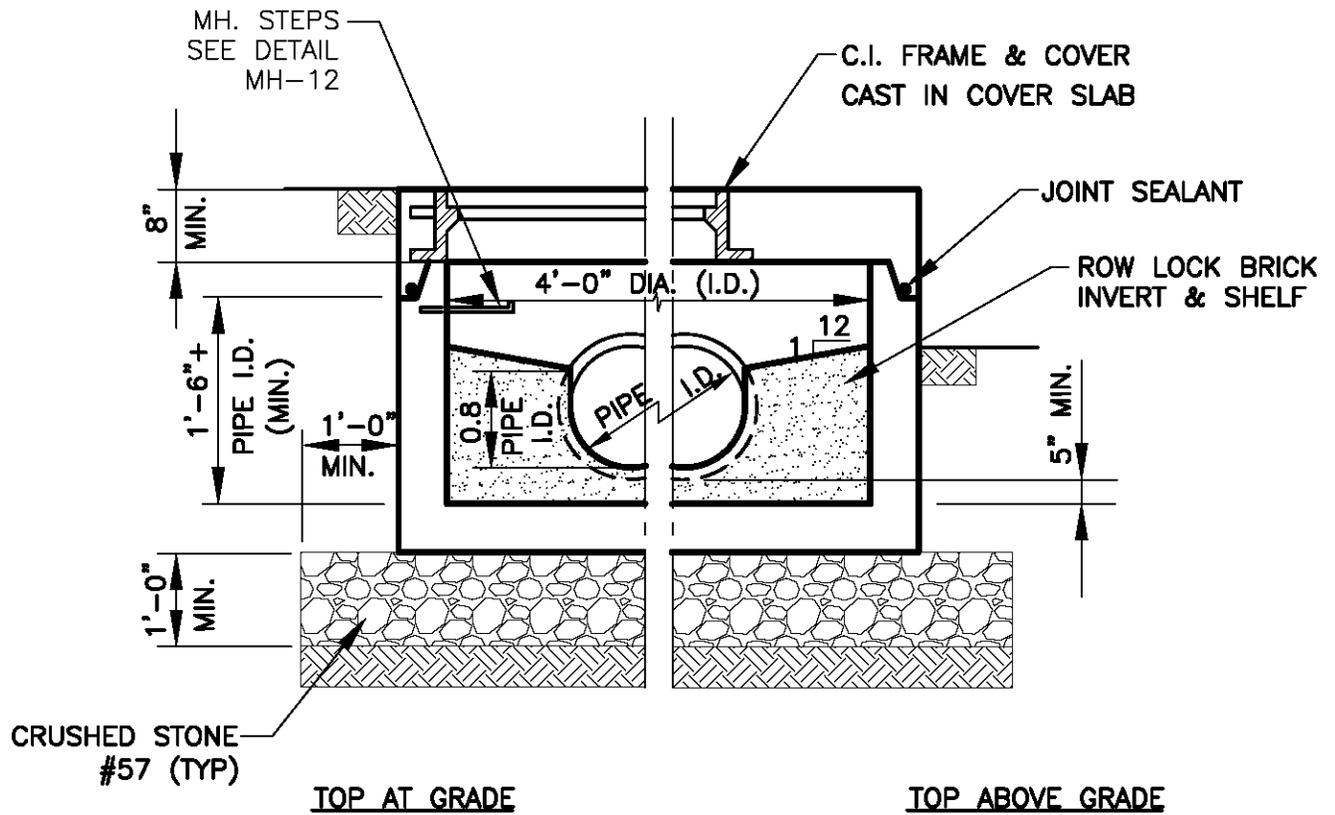
**STANDARD DETAILS**

**TYPE C HEADWALL  
SHEET 1 OF 3**

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

DETAIL NO. SW-G\_HW004





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

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City of Atlanta

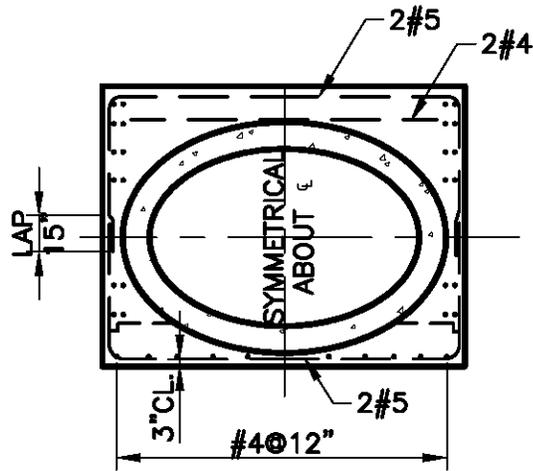


STANDARD DETAILS

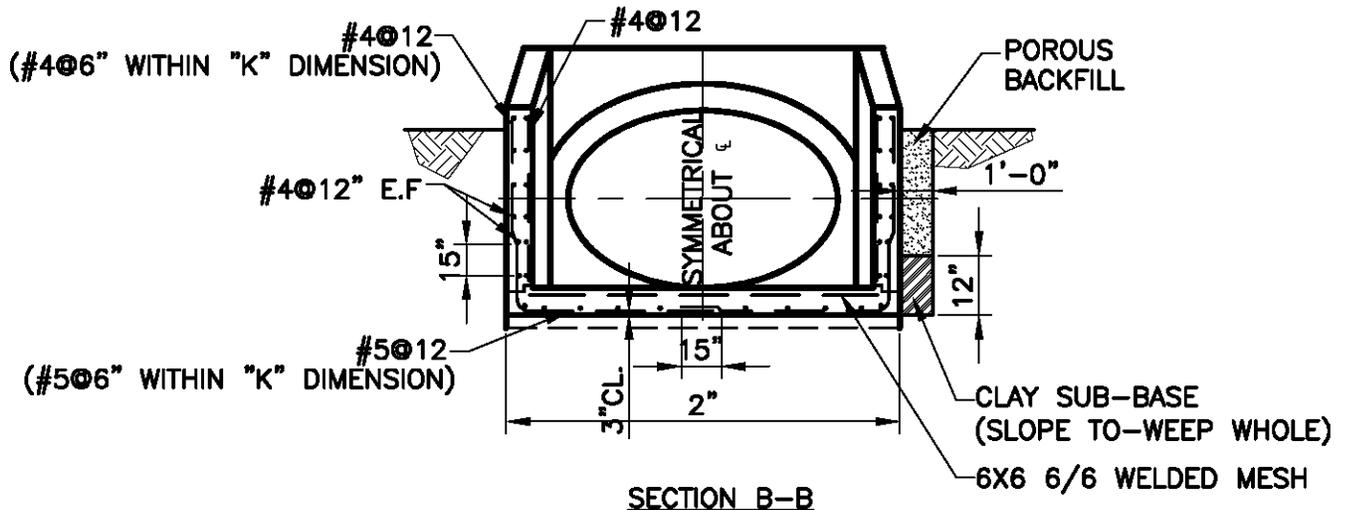
SHALLOW MANHOLE

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

DETAIL NO. SG-G\_MH008



SECTION A-A



SECTION B-B

**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 CL OF ROADWAY.

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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STANDARD DETAILS

TYPE C HEADWALL  
SHEET 1 OF 2

REV.

DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. SW-G\_HW005

**HEADWALLS FOR ELLIPTICAL PIPE**

SPAN	RISE	EQUIV ROUND	B	C	H	h	L	K
23"	14"	18"	3'-5"	2'-11"	2'-5"	1'-0"	4'-3"	-
30"	19"	24"	4'-0"	3'-9"	2'-10"	1'-0"	5'-4"	-
38"	24"	30"	4'-8"	4'-8"	3'-4"	1'-0"	6'-6"	-
42"	27"	33"	5'-0"	5'-1"	3'-7"	1'-3"	7'-2"	-
45"	29"	36"	5'-3"	5'-5"	3'-10"	1'-4"	7'-8"	-
53"	34"	42"	6'-0"	6'-4"	4'-3"	1'-7"	8'-8"	-
60"	38"	48"	6'-8"	7'-1"	4'-8"	1'-9"	9'-6"	-
68"	43"	54"	7'-5"	7'-11"	5'-1"	2'-0"	10'-7"	-
76"	48"	60"	8'-2"	8'-10"	5'-7"	2'-3"	11'-7"	-
83"	53"	66"	8'-10"	9'-7"	6'-0"	2'-6"	12'-7"	-
91"	58"	72"	9'-7"	10'-6"	6'-6"	2'-8"	13'-7"	-
98"	63"	78"	10'-3"	11'-3"	6'-11"	3'-0"	14'-7"	1'-6"
106"	68"	84"	11'-0"	12'-1"	7'-5"	3'-3"	15'-7"	3'-0"
113"	72"	90"	11'-8"	12'-10"	7'-9"	3'-6"	16'-4"	4'-6"
121"	77"	96"	12'-5"	13'-8"	8'-3"	3'-7"	17'-4"	6'-0"

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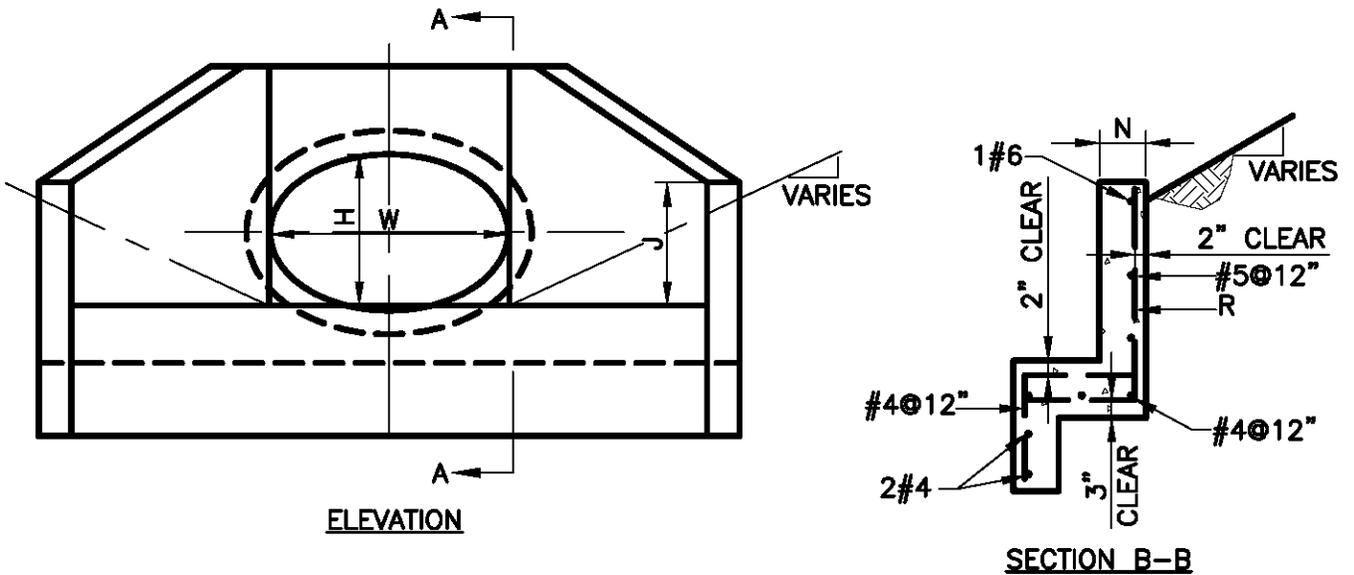
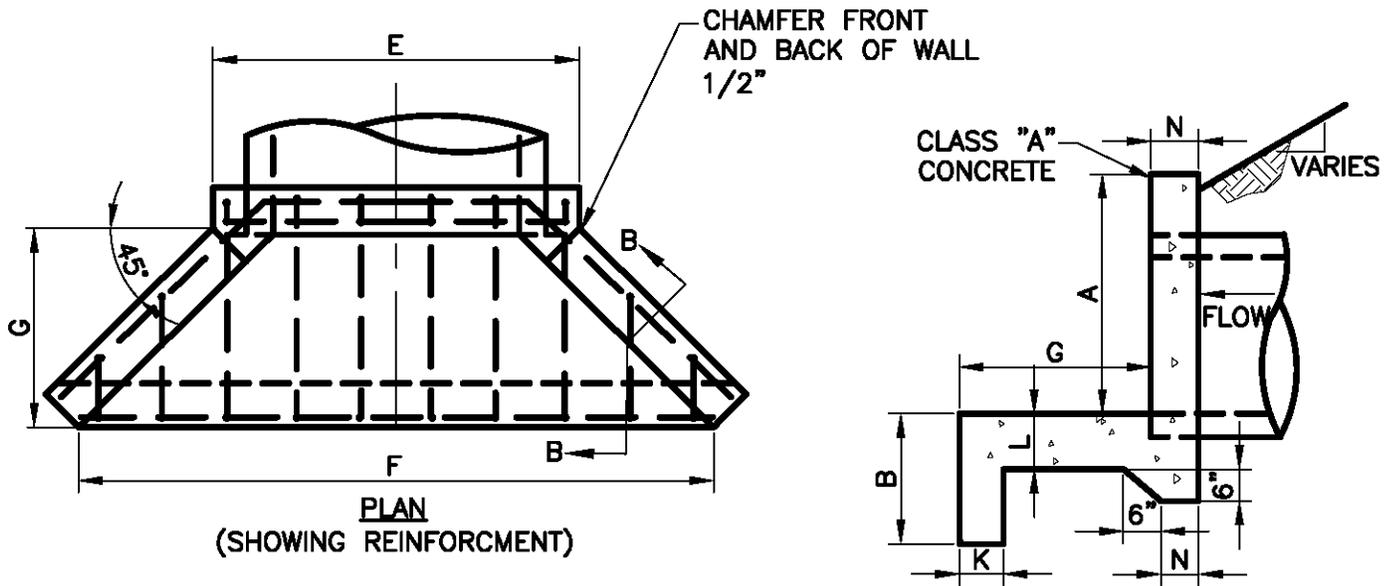


**STANDARD DETAILS**

**TYPE C HEADWALL  
SHEET 2 OF 2**

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

DETAIL NO. SW-G\_HW005



**NOTE:**

1. CHAMFER EXPOSED EDGES 1"x1"
2. CONCRETE QUANTITIES TO BE USED FOR ESTIMATING ONLY.
3. HEADWALL TO BE PARALLEL TO  $\epsilon$  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.

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**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

EQ.RD.	W	H	A	B	E	F	G	J	K	L
36"	45"	29"	3'-9"	2'-0"	5'-6"	9'-9"	3'-0"	2'-0"	8"	10"
42"	53"	34"	4'-3"	2'-0"	6'-3"	11'-5"	3'-6"	2'-3"	8"	10"
48"	60"	38"	4'-8"	2'-0"	7'-0"	12'-4"	3'-8"	2'-6"	8"	10"
54"	68"	43"	5'-1"	2'-0"	7'-8"	13'-8"	4'-0"	2'-9"	9"	12"
60"	76"	48"	5'-6"	2'-0"	8'-5"	15'-4"	4'-6"	3'-0"	9"	12"
66"	83"	53"	6'-0"	2'-0"	9'-1"	17'-0"	5'-0"	3'-3"	9"	12"
72"	91"	58"	6'-6"	2'-0"	9'-10"	18'-3"	5'-4"	3'-6"	9"	12"

\*BASED ON 2:1 SIDE SLOPES

N	R	CONC. CY.
8"	#5@12"	2.17
10"	#5@12"	2.99
10"	#5@12"	3.38
10"	#5@12"	4.53
10"	#5@12"	5.32
12"	#6@8"	7.07
12"	#6@8"	7.88

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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## STANDARD DETAILS

### TYPE C HEADWALL SHEET 2 OF 2

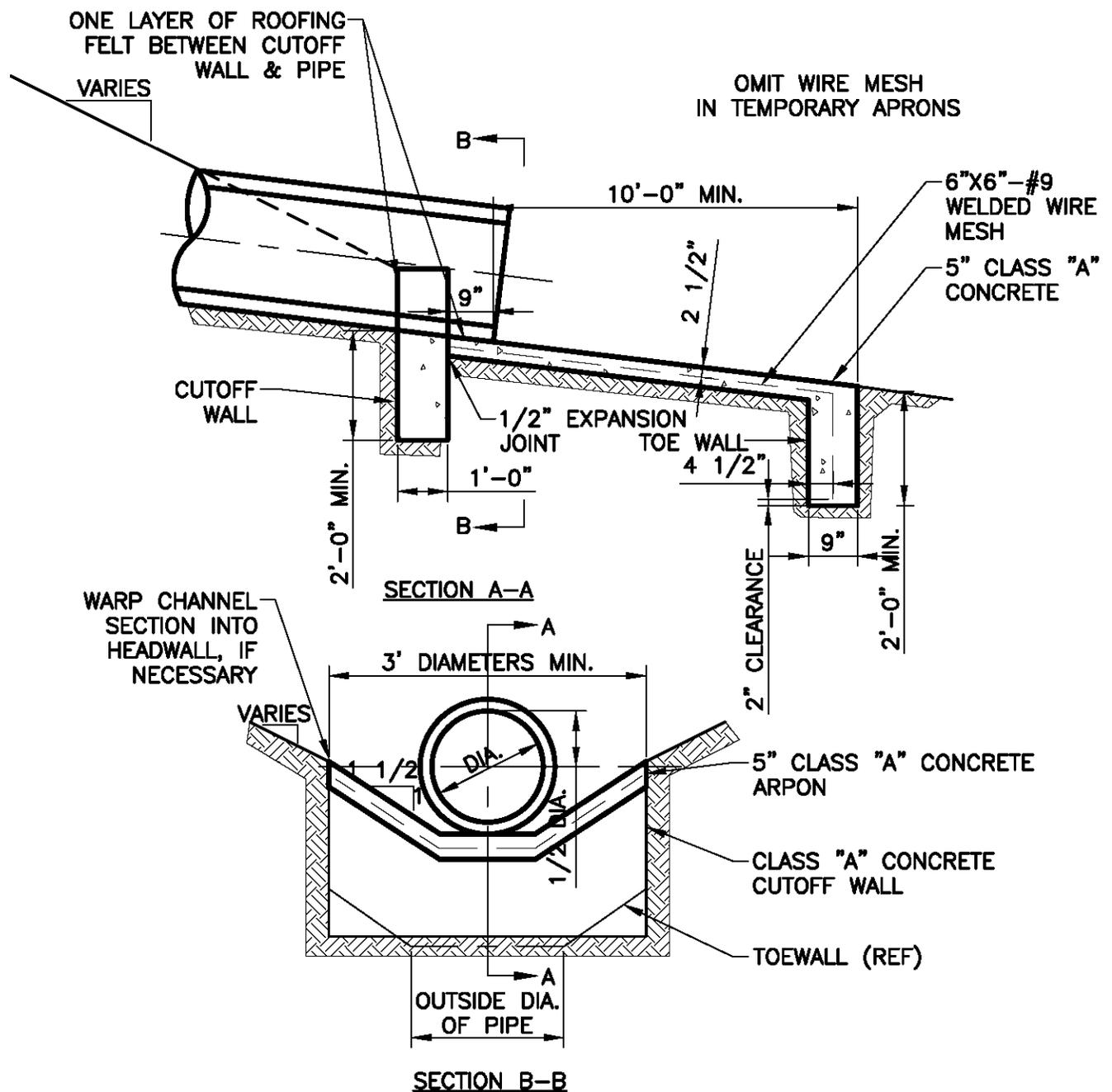
REV.

DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. SW-G\_HW006



CUTOFF WALL TO BE PARALLEL TO  $\epsilon$  OF ROADWAY UNLESS OTHERWISE NOTED ON CONTRACT DRAWINGS

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## STANDARD DETAILS

### TYPE F HEADWALL

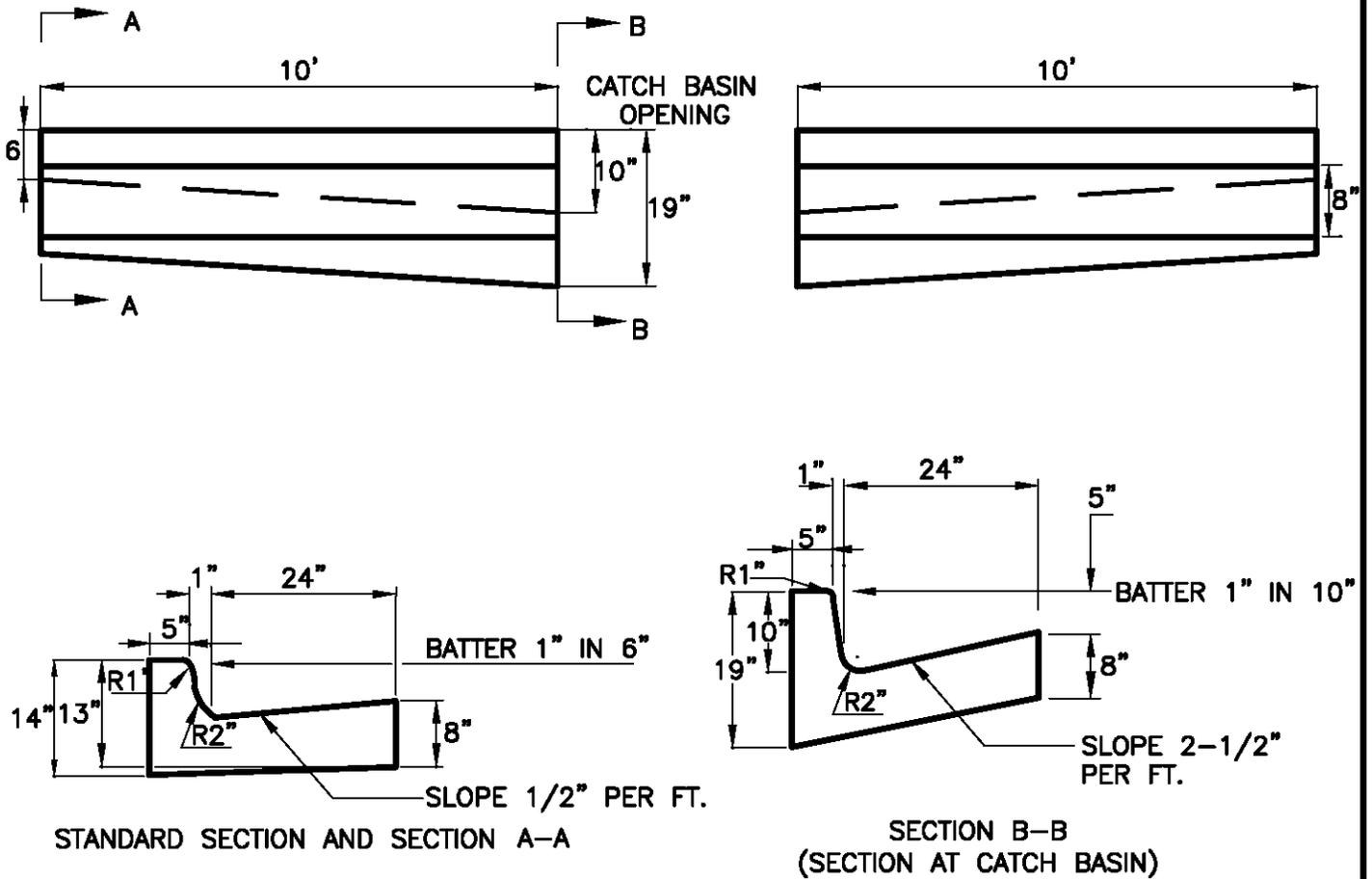
REV.

DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. SW-G\_HW007



**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.

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STANDARD DETAILS

CONCRETE CURB  
AND GUTTER

REV.

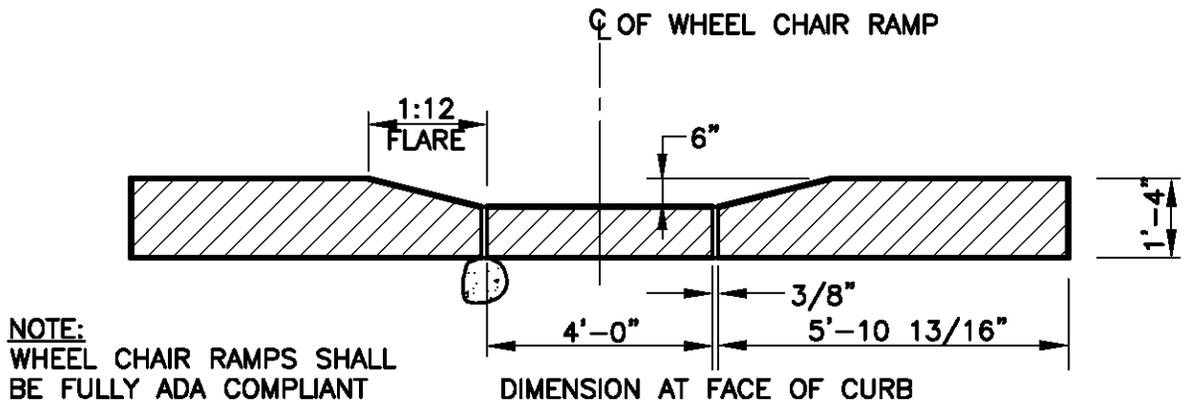
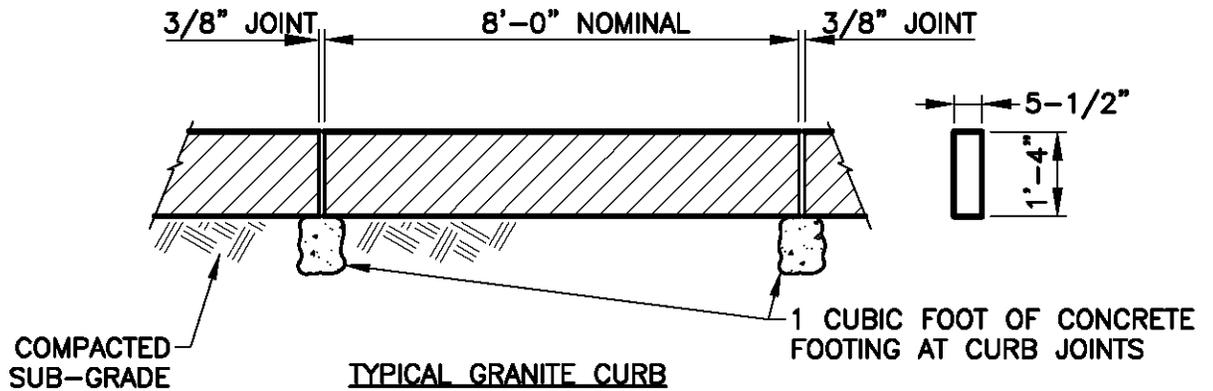
DATE: SEPT 2011

ORIG. DATE: JAN 1997

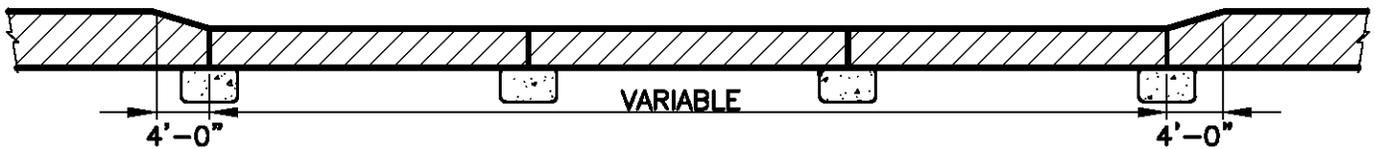
SCALE: N.T.S.

DETAIL NO. TR-B\_CG001

**NOTE:**  
 GRADE A GRANITE CURB  
 SPLIT FACE, AND SAWED  
 TOP



**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.

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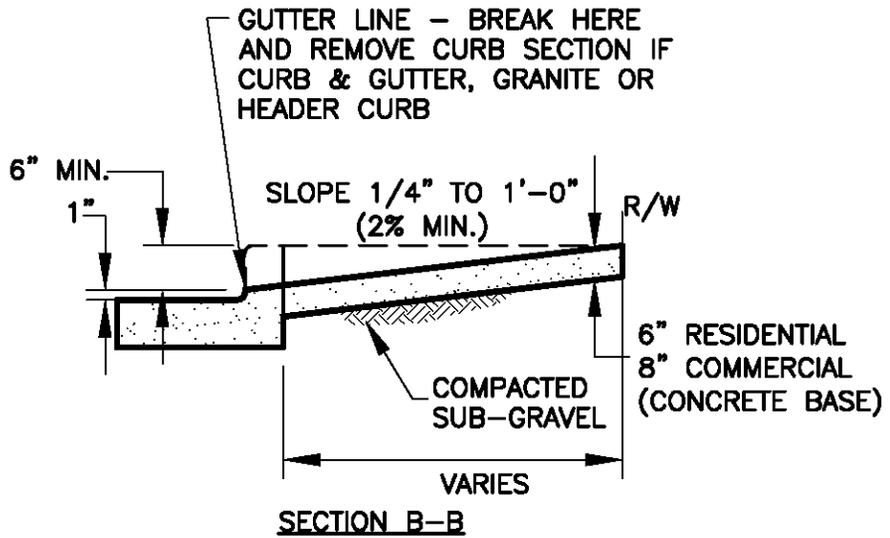
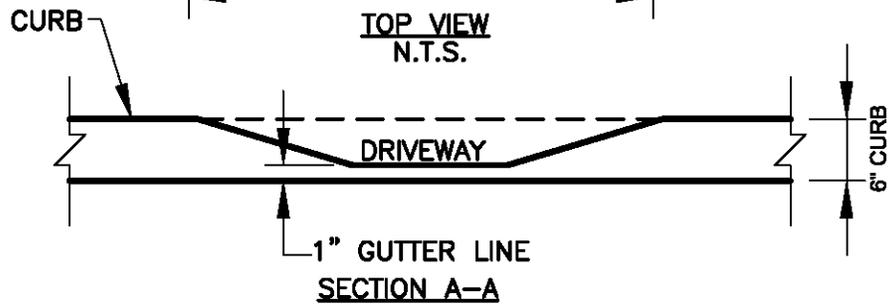
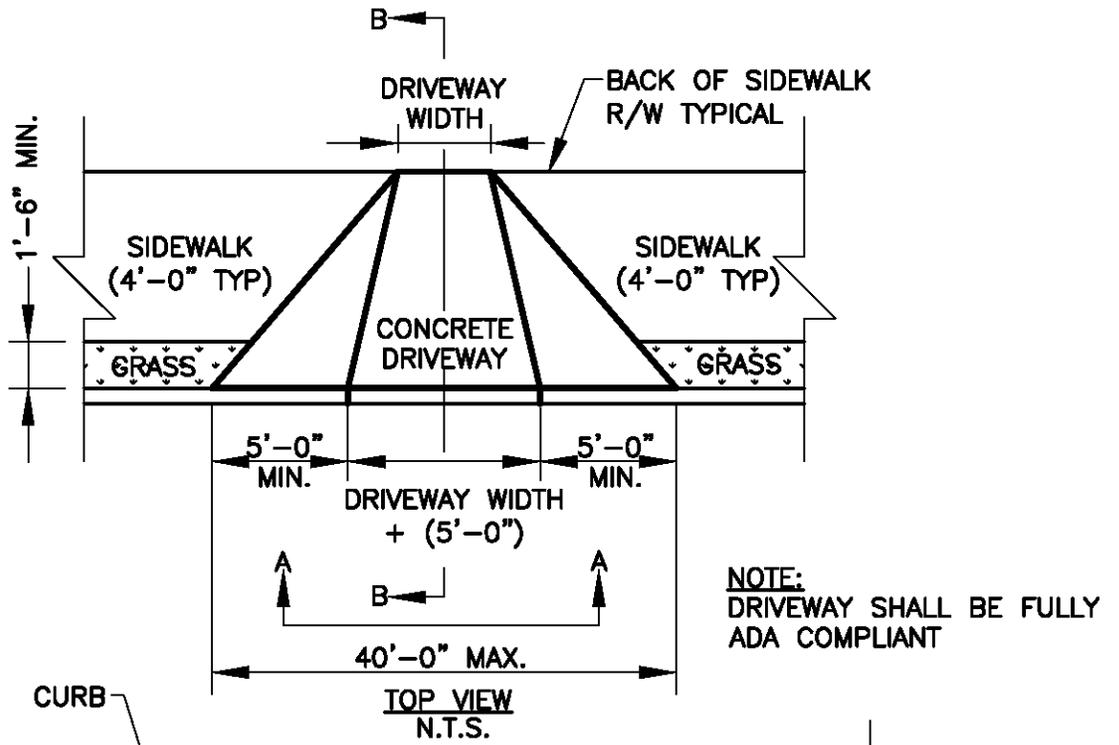


**STANDARD DETAILS**

**GRANITE CURB  
 AT DRIVEWAY**

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

DETAIL NO. TR-B\_CG002



**NOTE:**  
CAN EXCHANGE WITH CONCRETE HEADER CURB OR GRANITE CURB

City of Atlanta

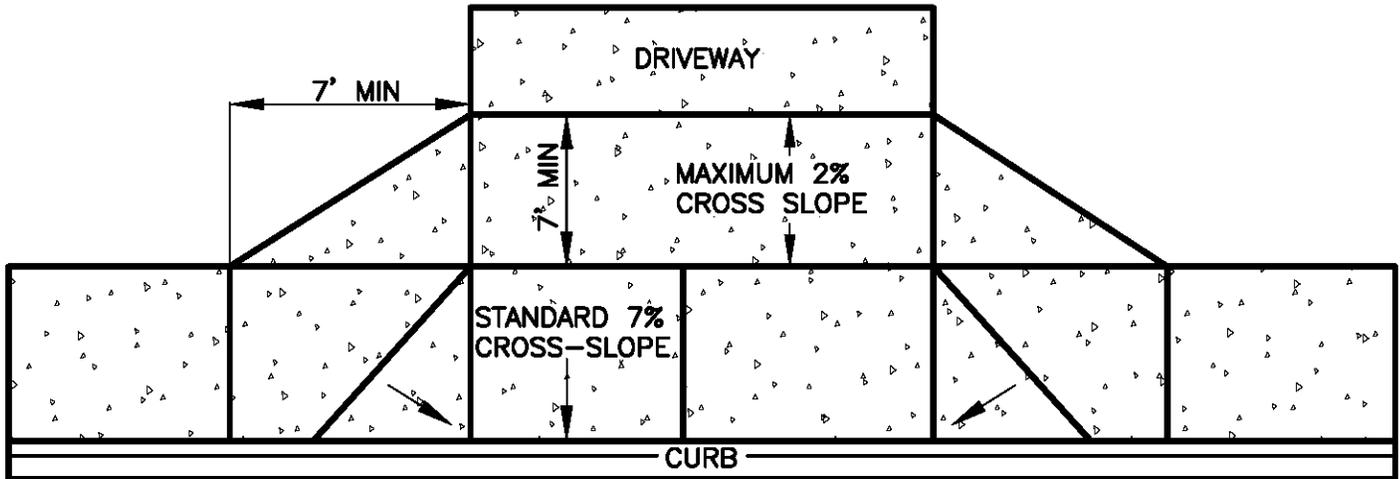


**STANDARD DETAILS**

**STANDARD DRIVEWAY WITH CURB AND GUTTER**

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

DETAIL NO. TR-B\_DR001



**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% ( $\frac{1}{4}$ " PER FOOT) CROSS SLOPE, 6" THICK.

City of Atlanta



**STANDARD DETAILS**

**ALTERNATIVE DRIVEWAY  
FOR ADA REQUIREMENTS**

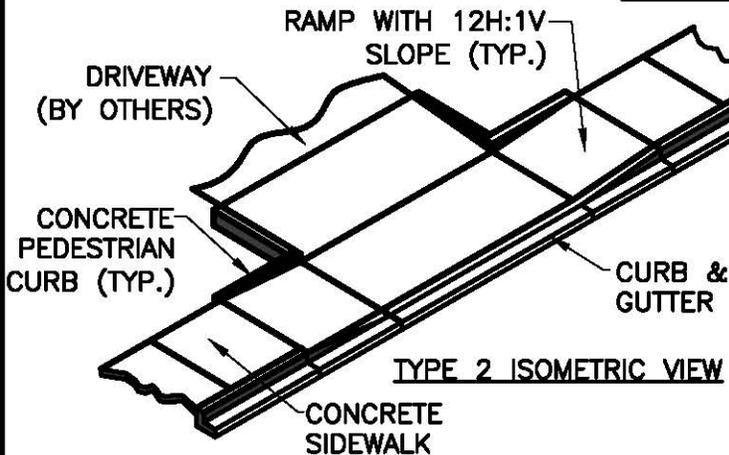
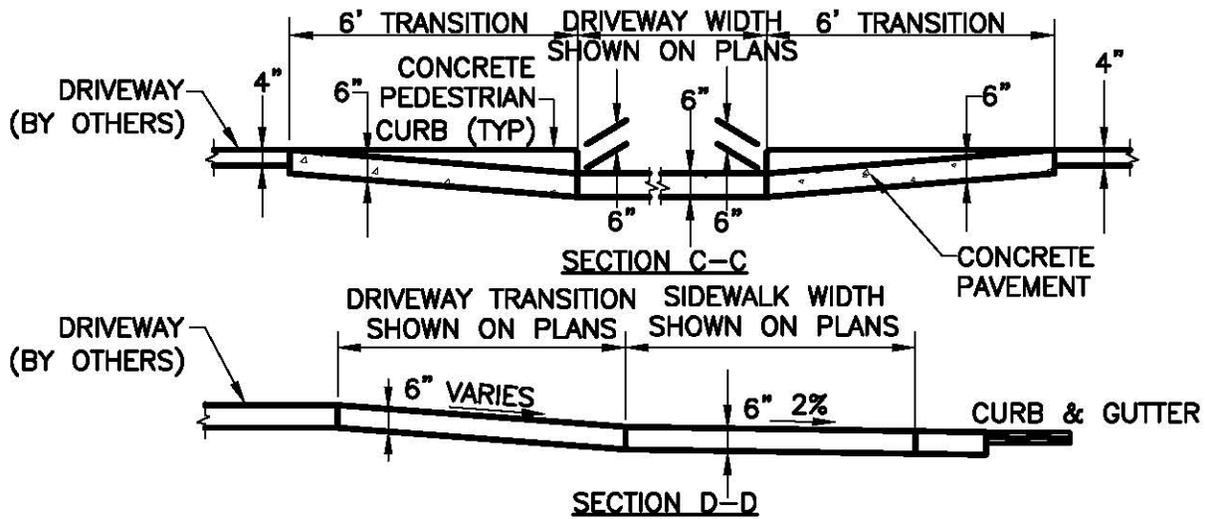
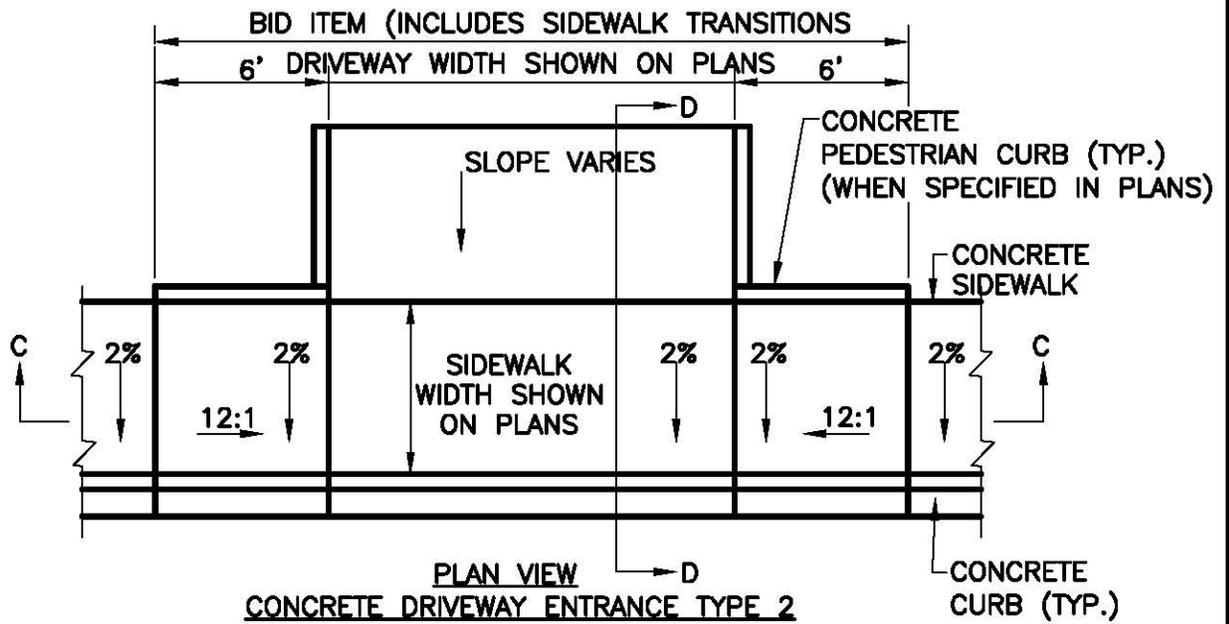
REV.

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.

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**STANDARD DETAILS**

**CURBS, GUTTERS AND SIDEWALKS**

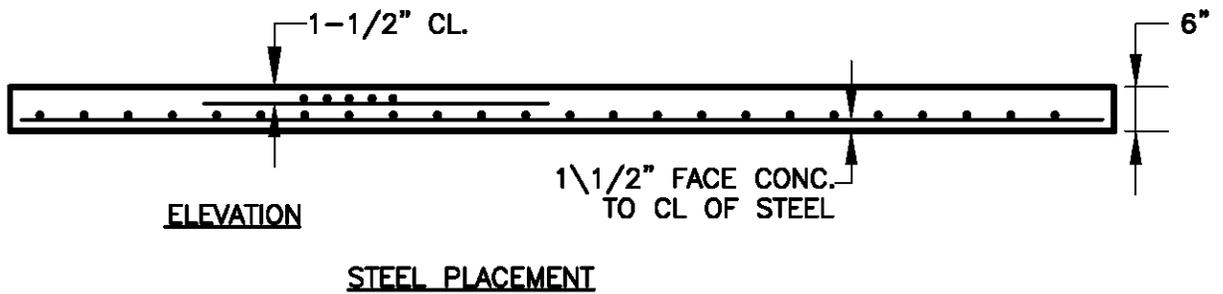
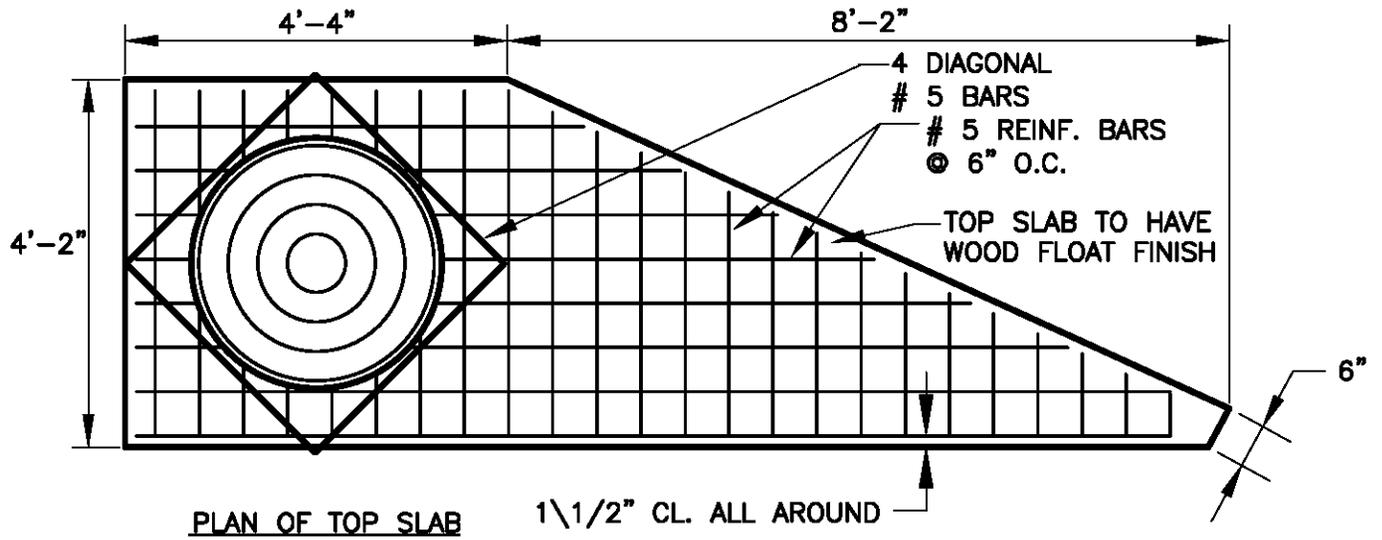
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. TR-B\_DR003



**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.

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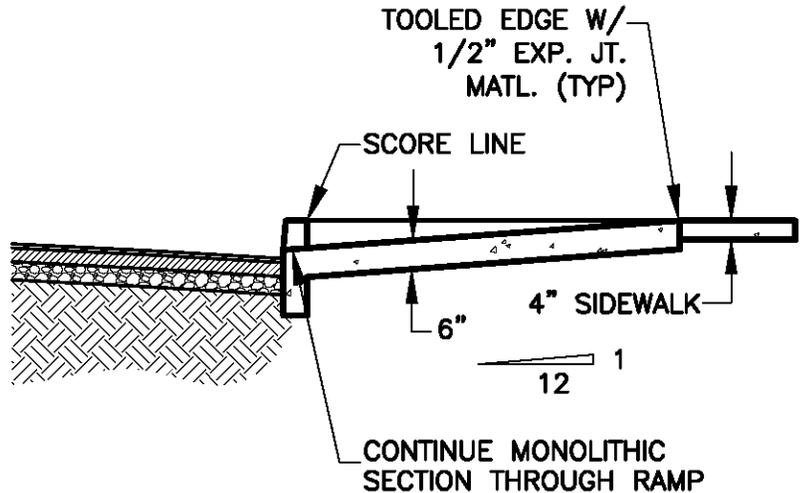
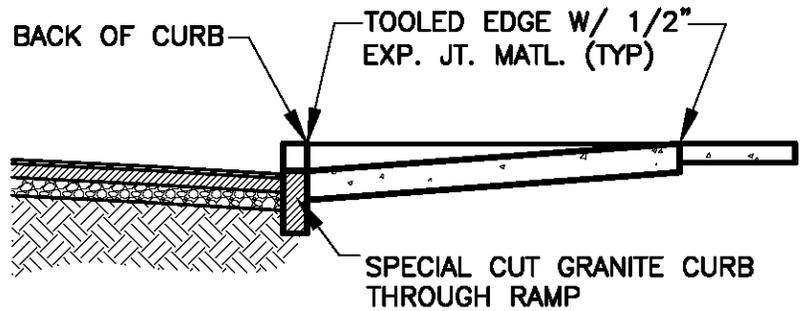
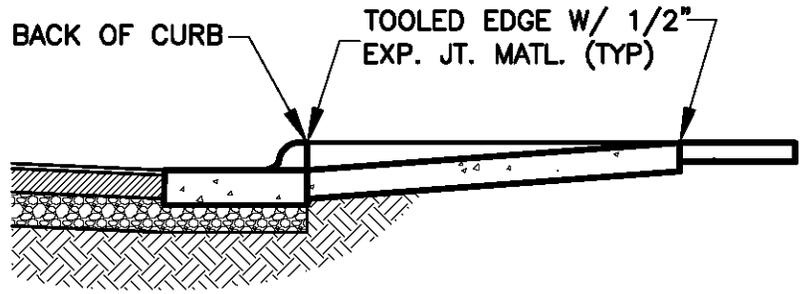
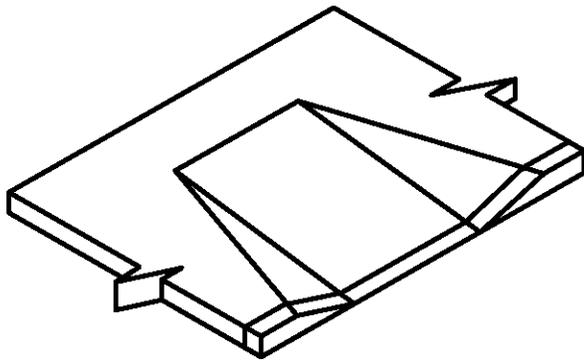


STANDARD DETAILS

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)

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**STANDARD DETAILS**

**STANDARD WHEELCHAIR RAMP**

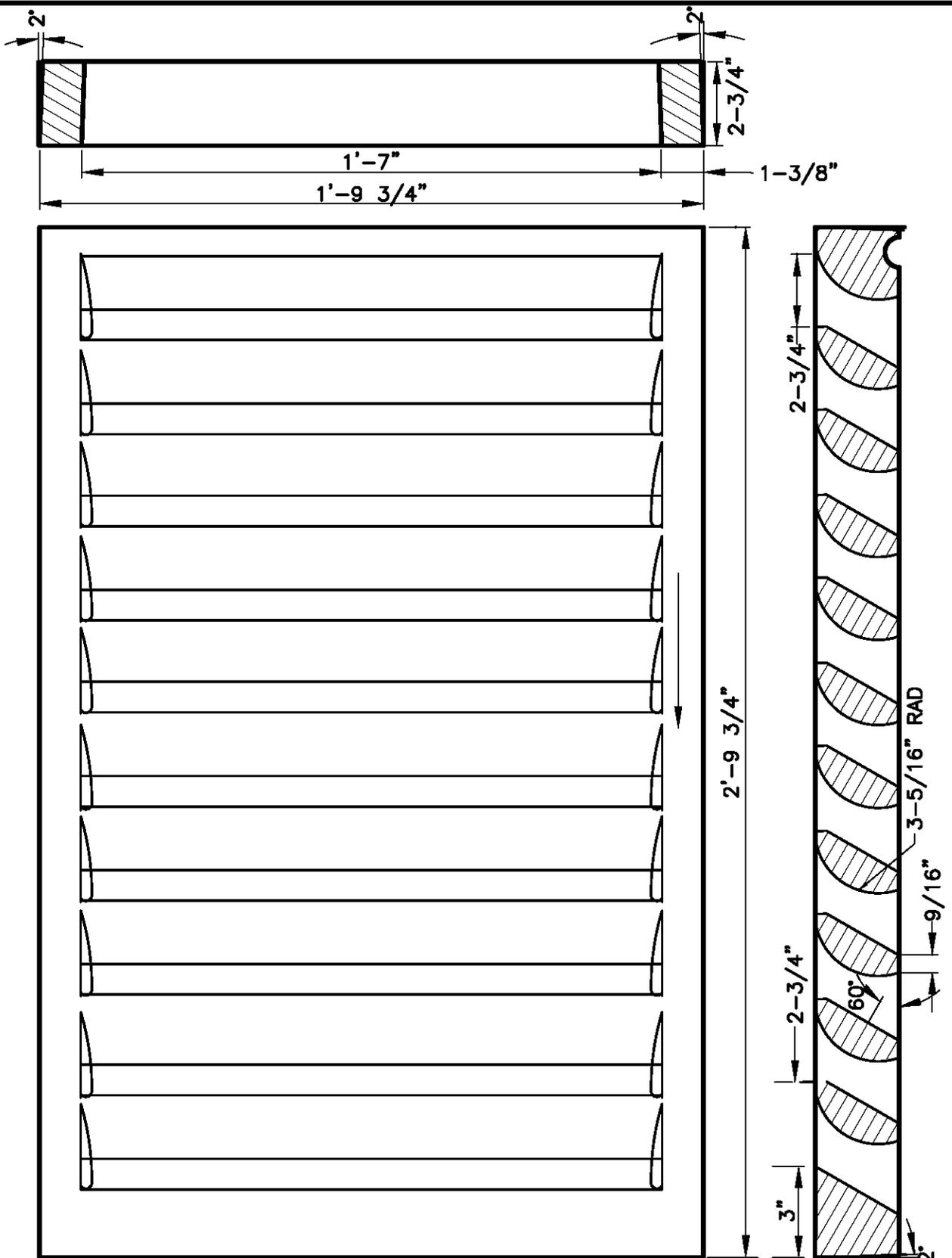
REV.

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.

City of Atlanta



## STANDARD DETAILS

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

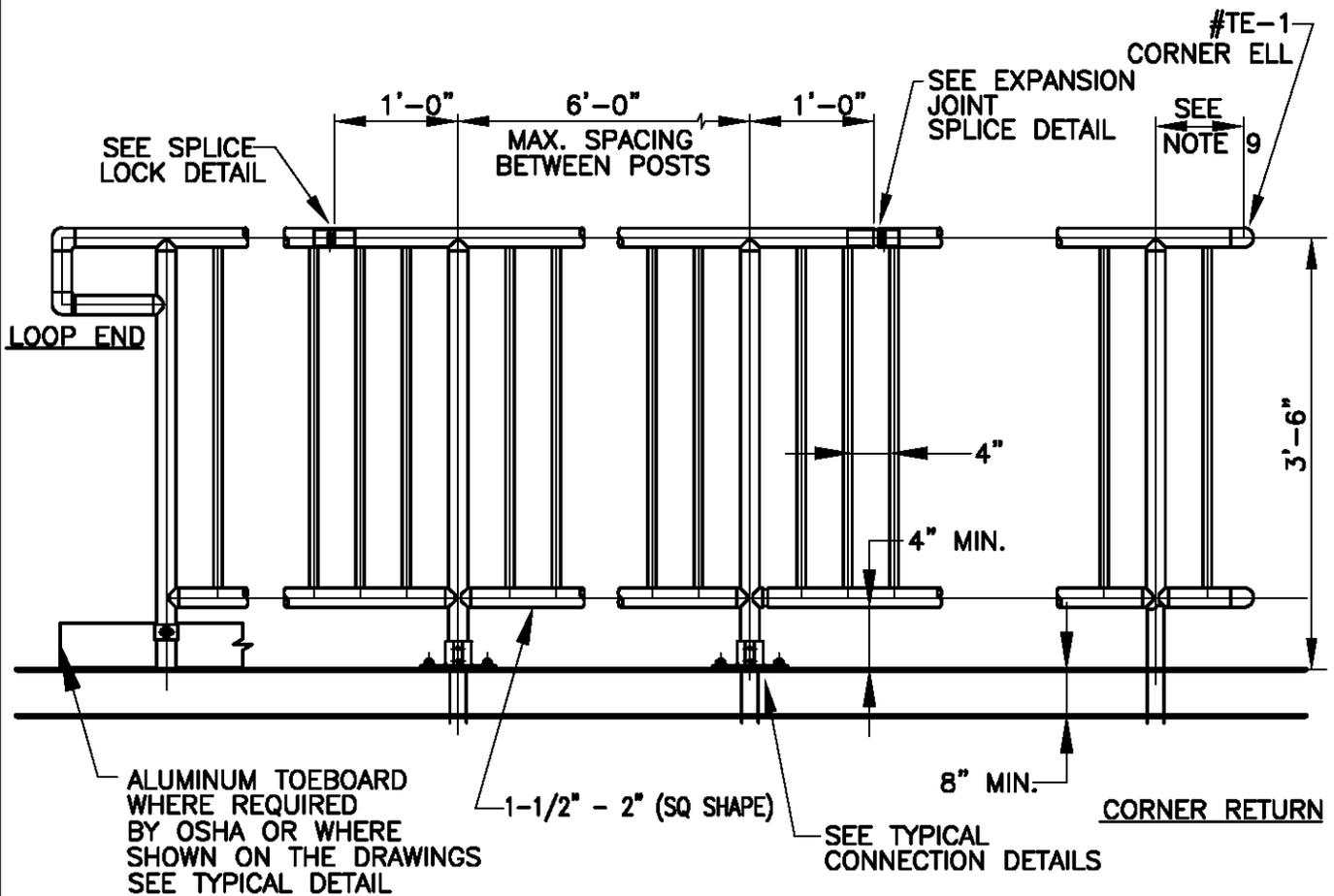
REV.

DATE: SEPT 2011

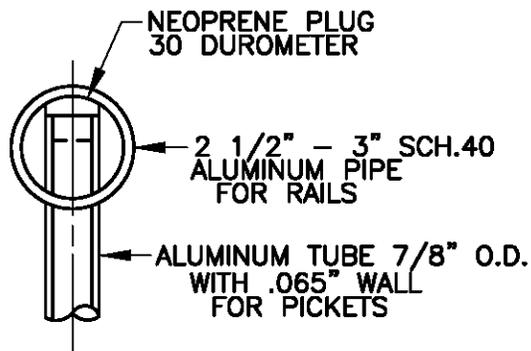
ORIG. DATE: JAN 1997

SCALE: N.T.S.

DETAIL NO. TR-B\_GR001



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



**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.

City of Atlanta



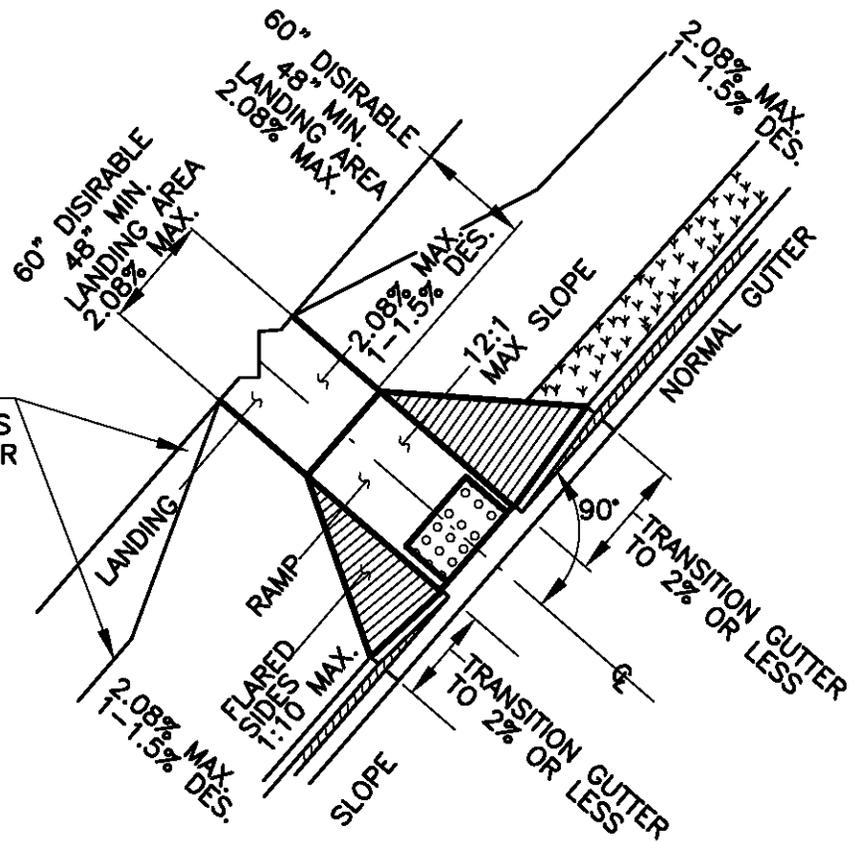
**STANDARD DETAILS**

**TYPICAL TYPE 1  
HANDRAIL**

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

DETAIL NO. TR-B\_HL001

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.



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 A PEDESTRIAN RAMP

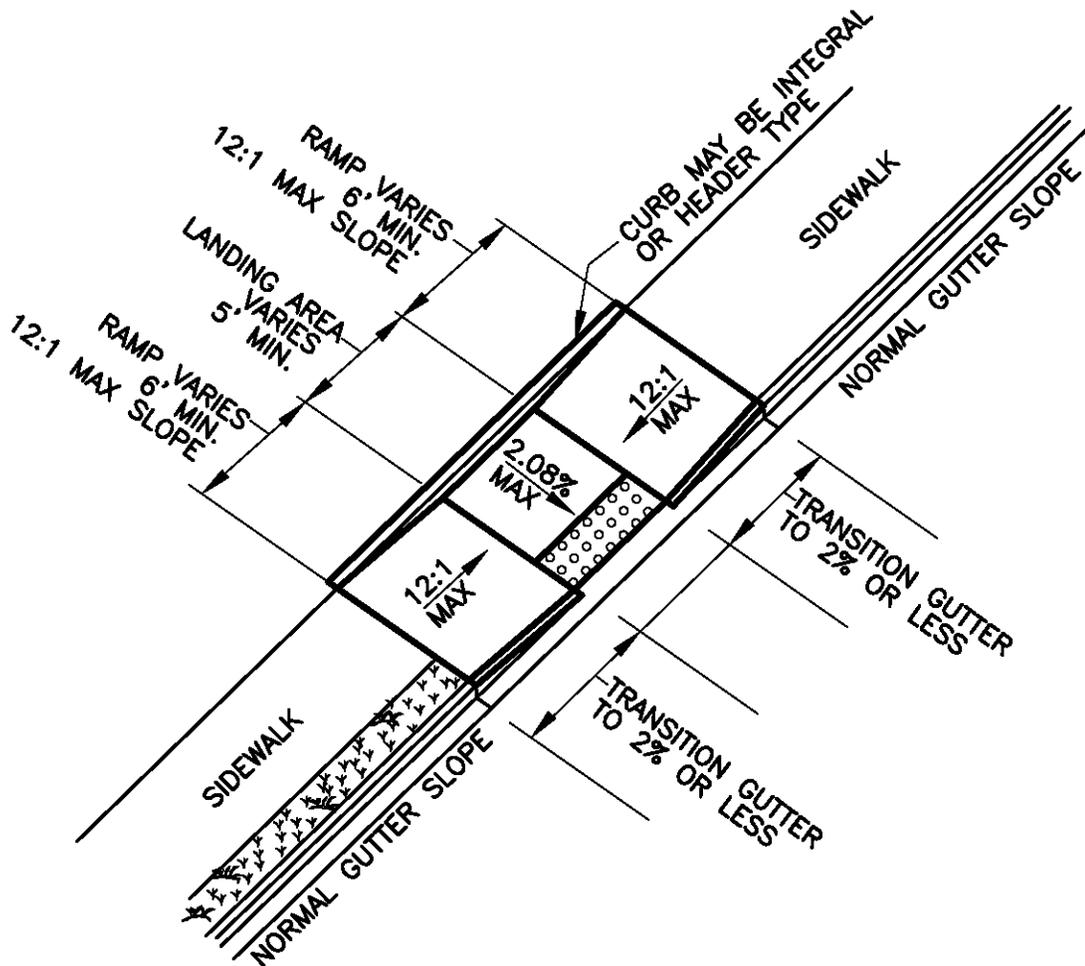
REV.

DATE: SEPT 2011

ORIG. DATE: JAN 1997

SCALE: N.T.S.

DETAIL NO. TR-B\_HR001



(NORMALLY USED WHEN SPACE IS NOT AVAILABLE FOR A LANDING AT THE TOP OF A TYPE A RAMP)

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 B  
PEDESTRIAN RAMP

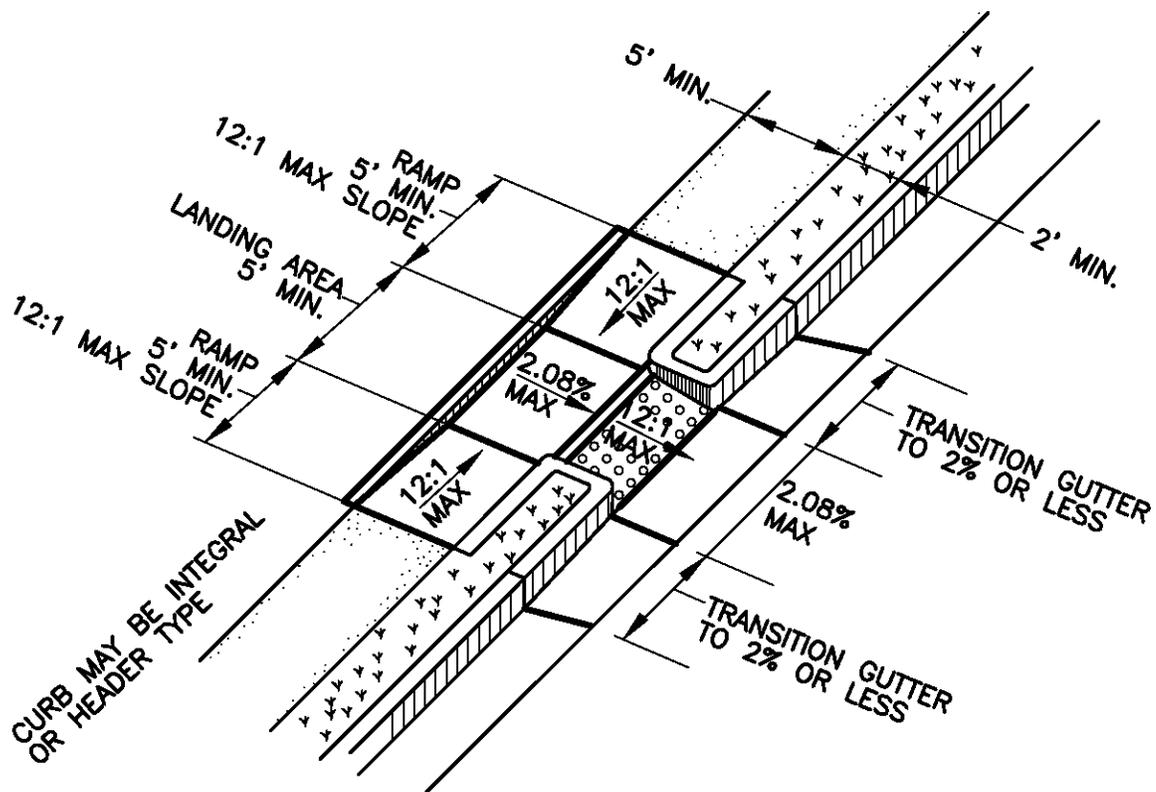
REV.

DATE: SEPT 2011

ORIG. DATE: JAN 1997

SCALE: N.T.S.

DETAIL NO. TR-B\_HR002



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

City of Atlanta

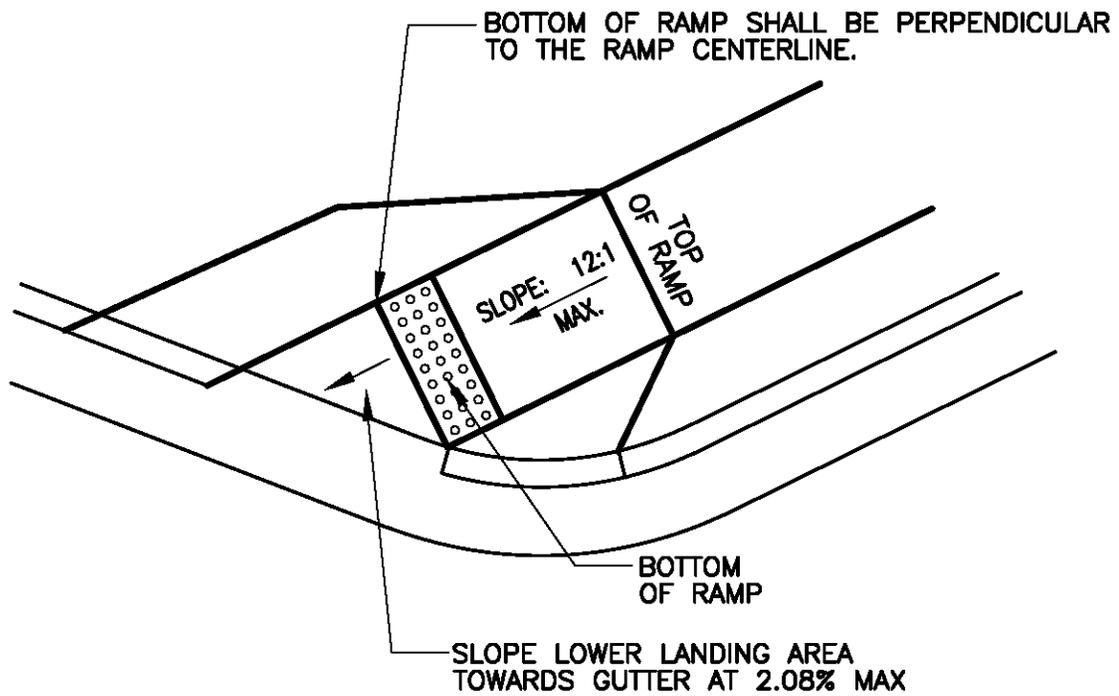


STANDARD DETAILS

TYPE C  
PEDESTRIAN RAMP

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

DETAIL NO. TR-B\_HR003



**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.

City of Atlanta

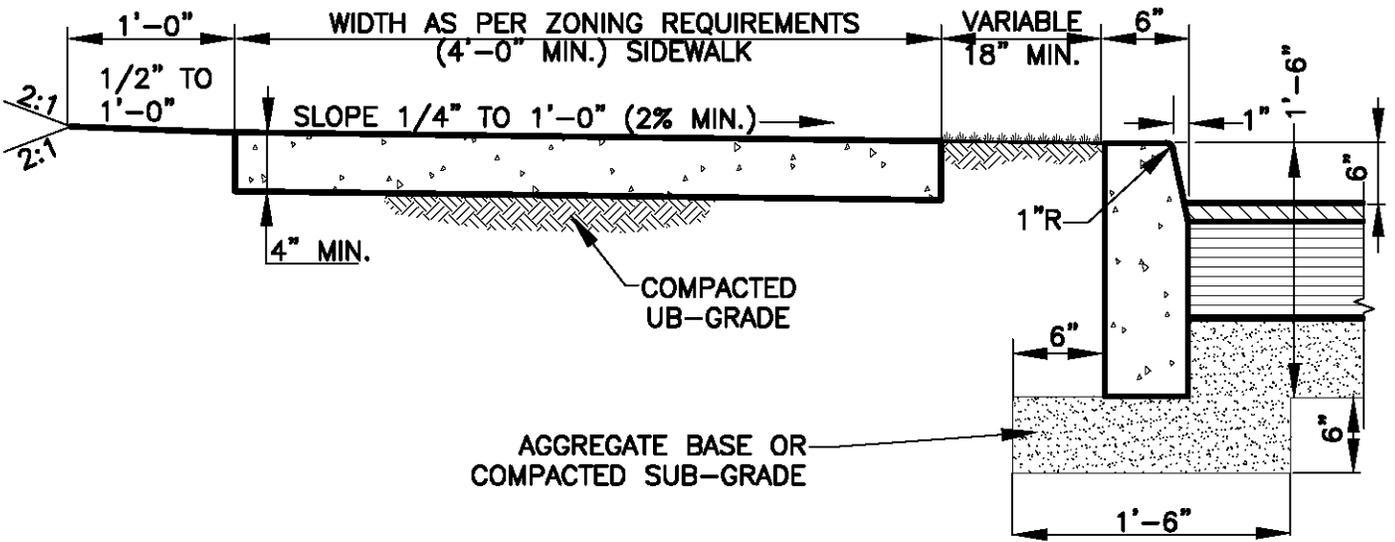


## STANDARD DETAILS

### SKEWED RAMP DETAIL TYPE A AND D ONLY

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

DETAIL NO. TR-B\_HR005



**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.

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**

**CONCRETE SIDEWALK AND  
CONCRETE HEADER CURB**

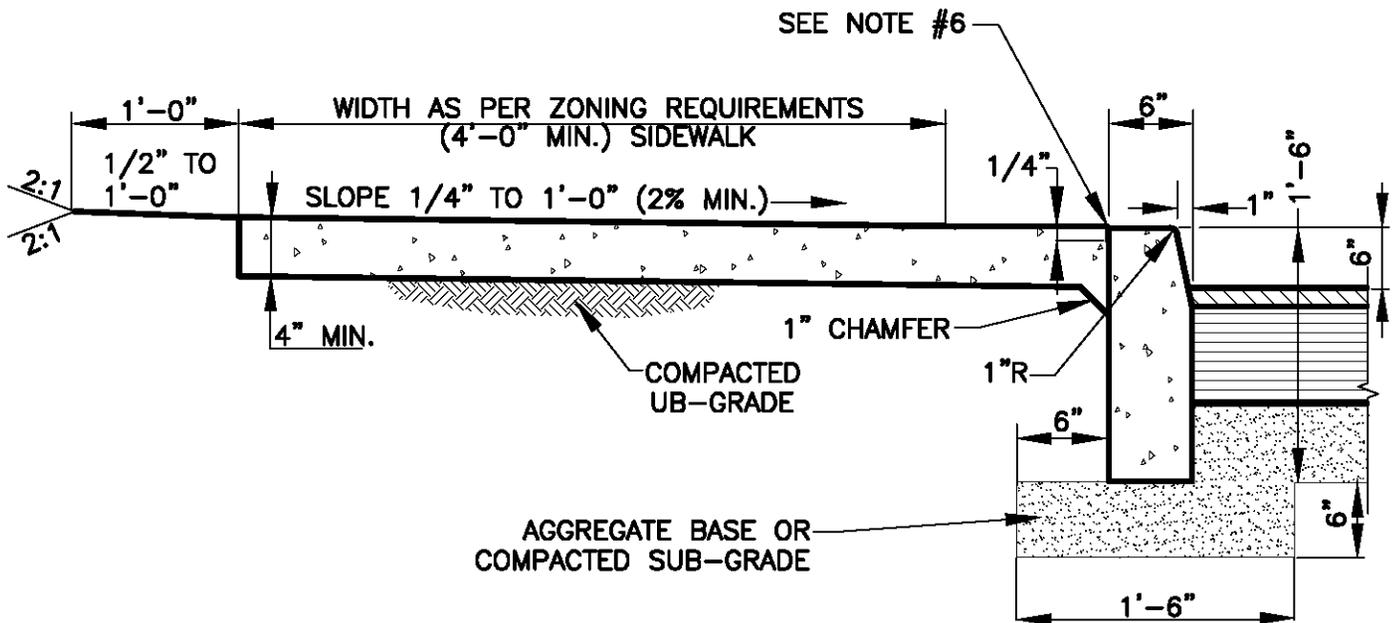
REV.

DATE: SEPT 2011

ORIG. DATE: JAN 1997

SCALE: N.T.S.

DETAIL NO. TR-B\_SW003



**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.

City of Atlanta



**STANDARD DETAILS**

**STANDARD MONOLITHIC SIDEWALK AND CURB**

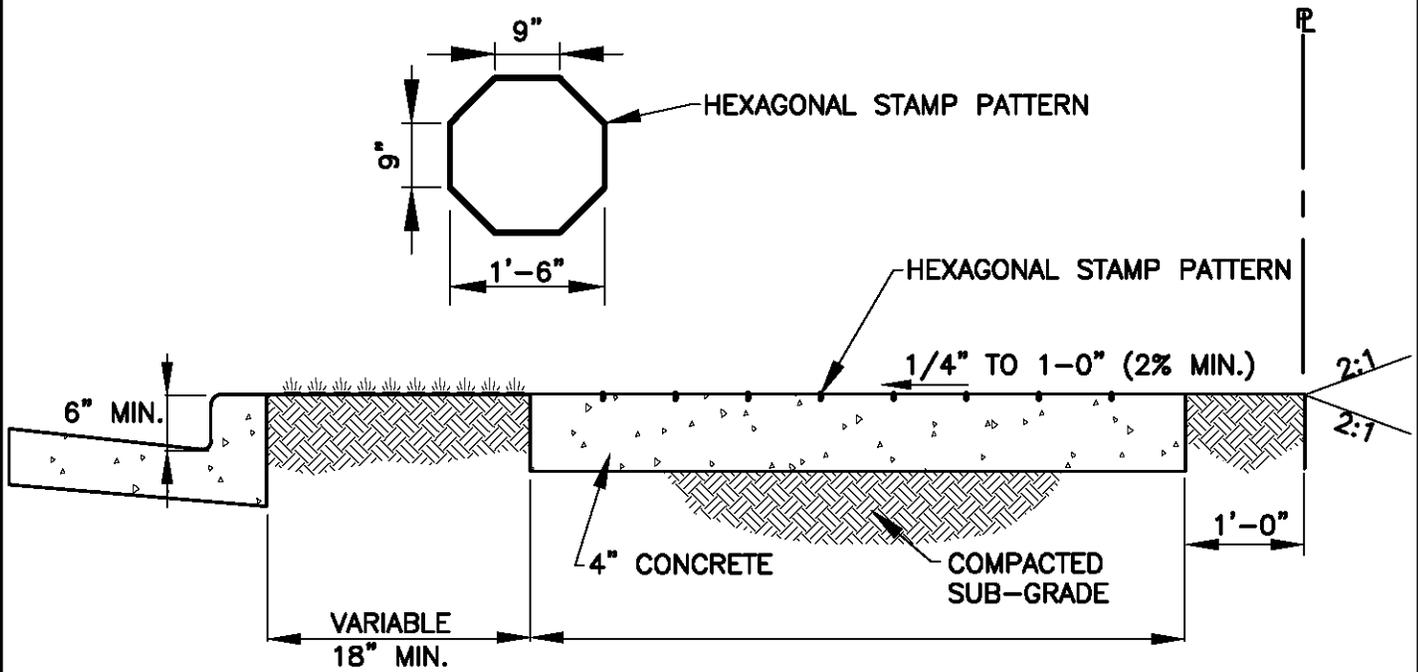
REV.

DATE: SEPT 2011

ORIG. DATE: JAN 1997

SCALE: N.T.S.

DETAIL NO. TR-B\_SW004



**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.

City of Atlanta



**STANDARD DETAILS**

**HEXAGONAL  
TILE SIDEWALK**

REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

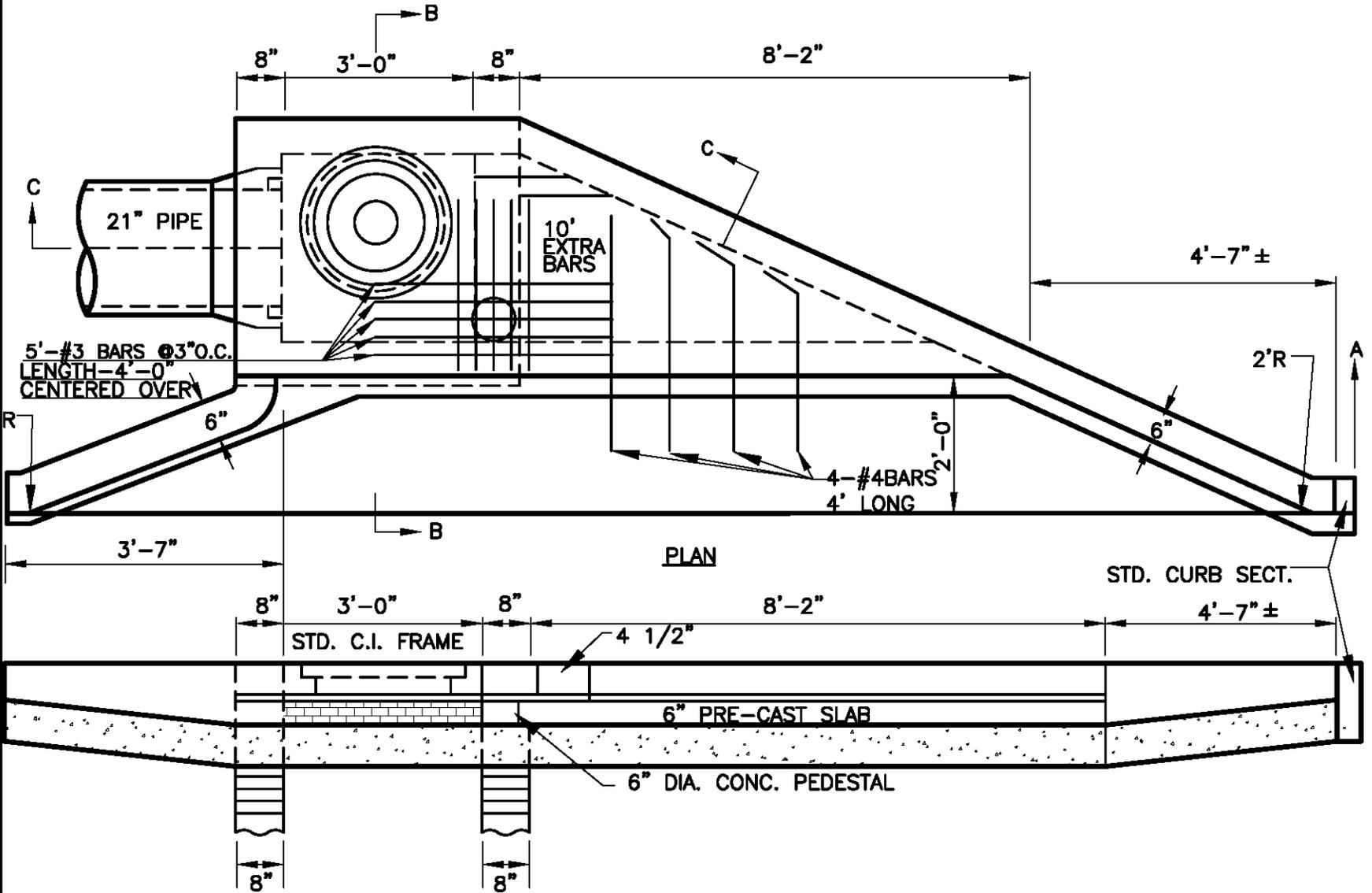
DETAIL NO. TR-B\_SW005



City of Atlanta

TYPE "C"  
CATCH BASIN

STANDARD DETAILS

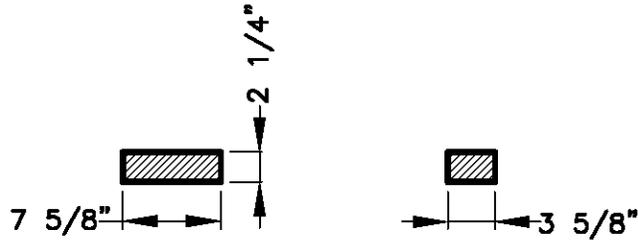


SECTION A-A

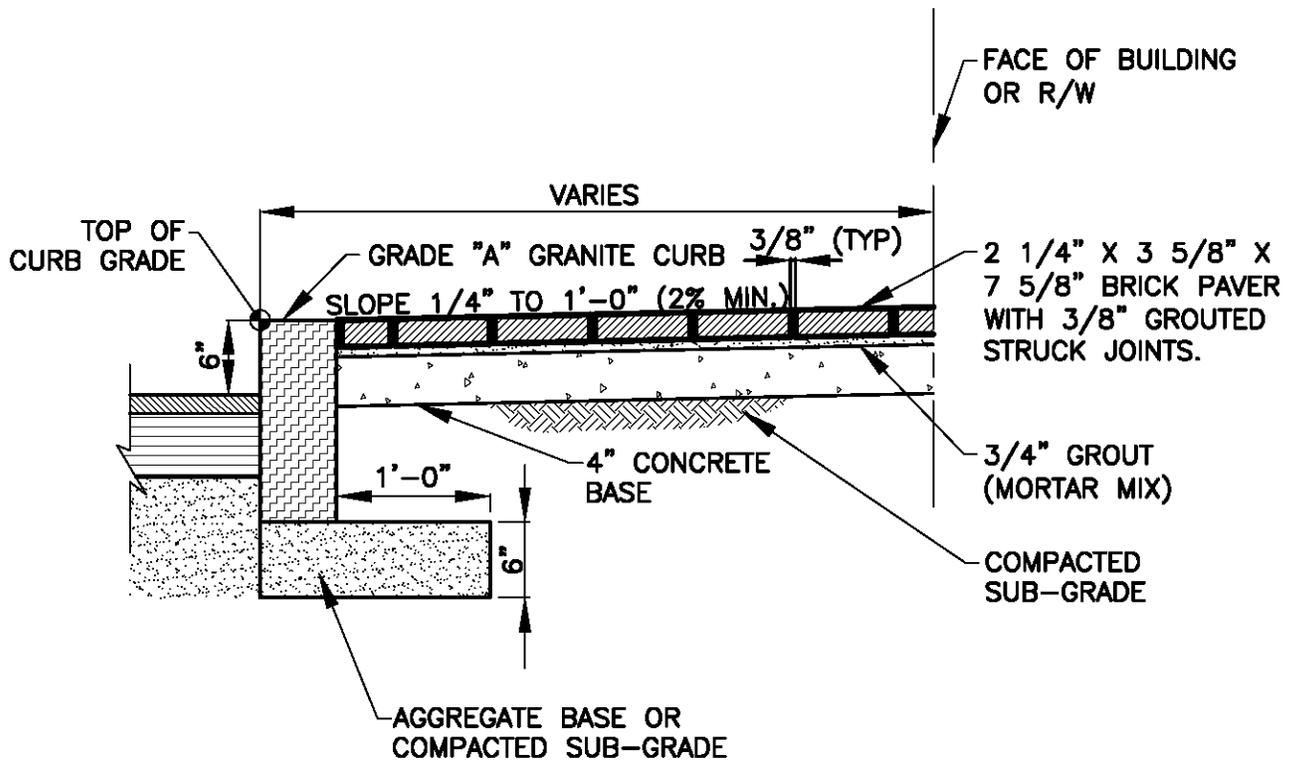
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

REV. DATE: SEPT 2011  
 ORIG. DATE: JAN 1968  
 SCALE: N.T.S.

DETAIL NO. SW-G\_CB011



COMMON PAVING BRICK



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**

**BRICK  
SIDEWALK**

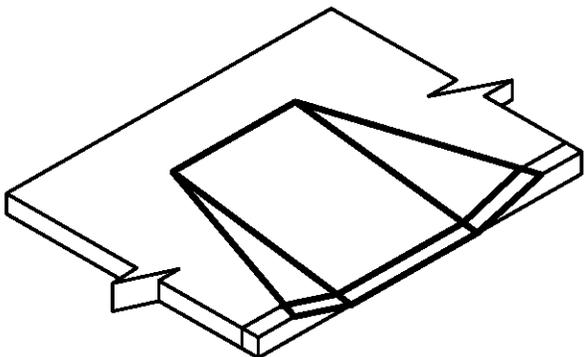
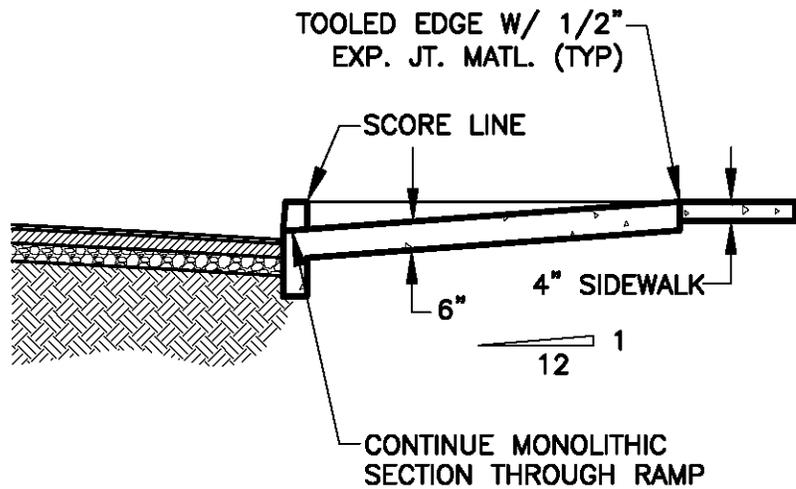
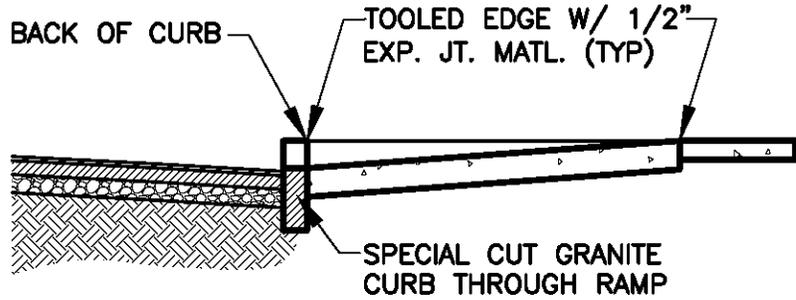
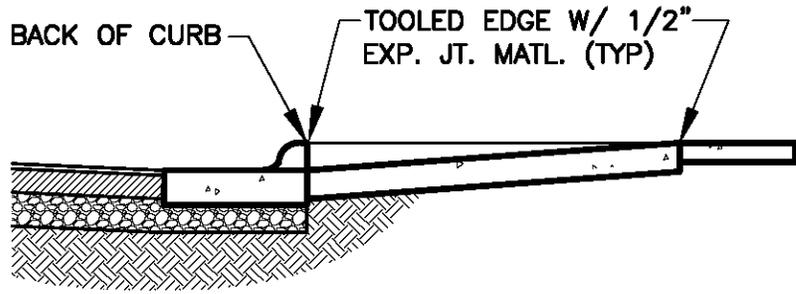
REV.

DATE: SEPT 2011

ORIG. DATE: JAN 1997

SCALE: N.T.S.

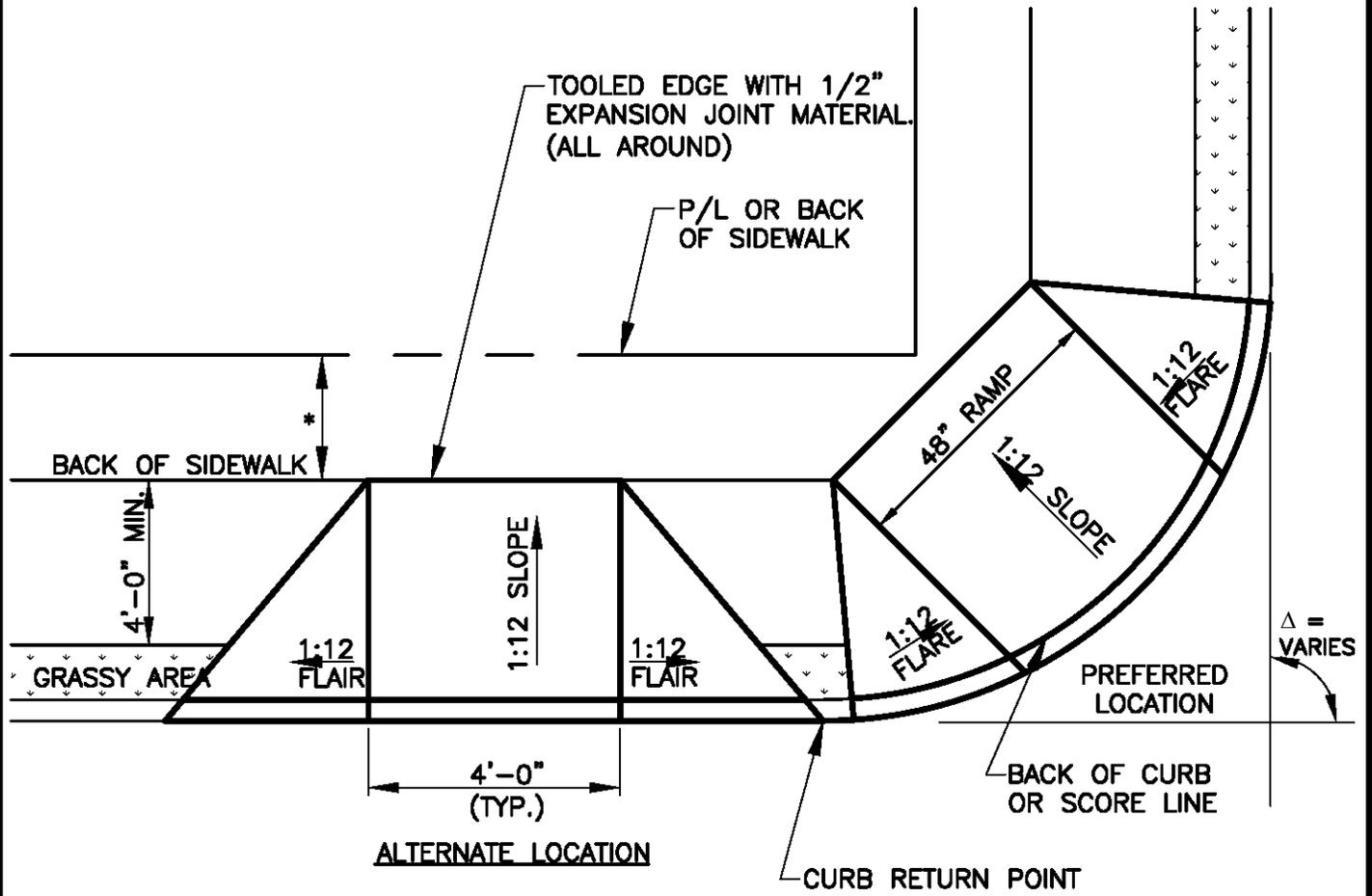
DETAIL NO. TR-B\_SW006



- 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.

<p>City of Atlanta</p> 	<p><b>STANDARD DETAILS</b></p>	<p>REV. DATE: SEPT 2011 ORIG. DATE: NOV 2004 SCALE: N.T.S.</p>
	<p><b>STANDARD WHEELCHAIR RAMP</b></p>	<p>DETAIL NO. TR-B_SW007</p>



\* 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.

City of Atlanta



## STANDARD DETAILS

### STANDARD WHEELCHAIR RAMP AND SIDEWALK

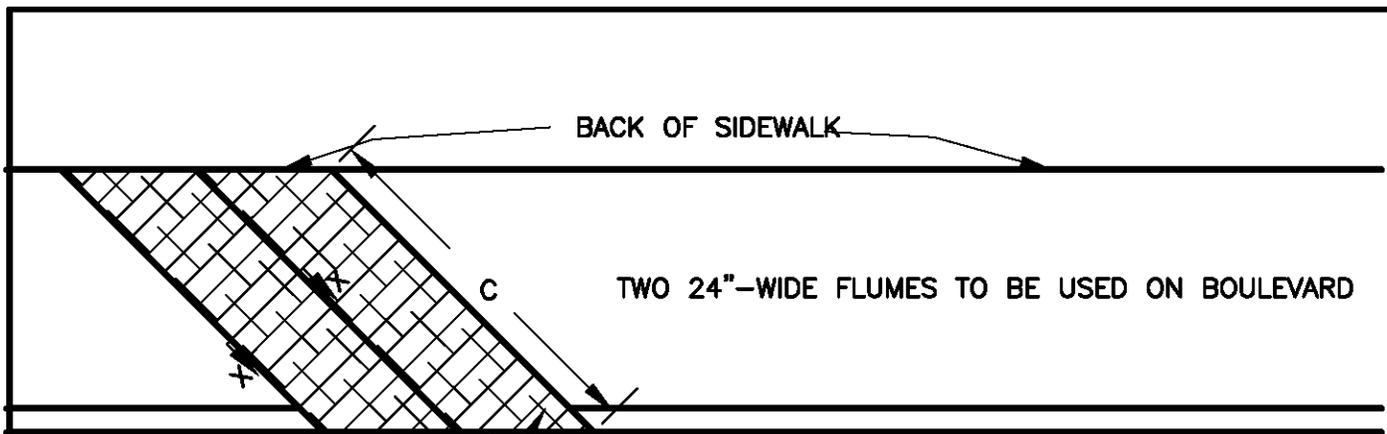
REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

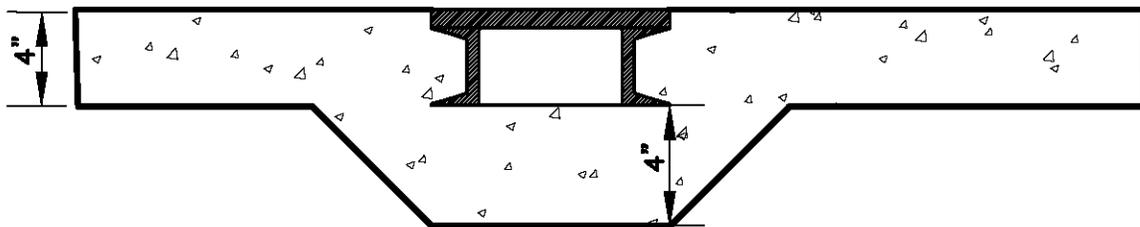
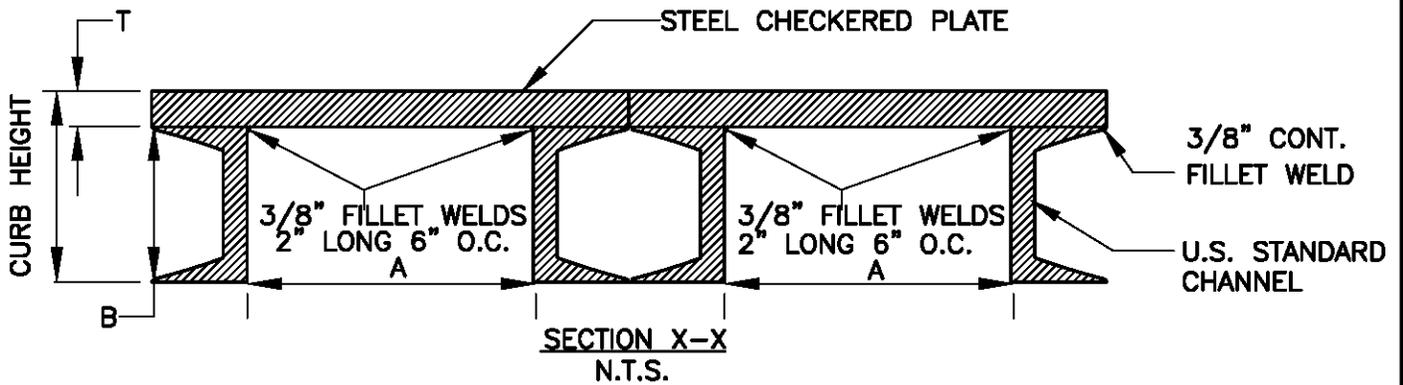
SCALE: N.T.S.

DETAIL NO. TR-B\_SW008



CURB LINE  
BACK OF CURB

TOP VIEW  
N.T.S.



FLUME IN PLACE  
N.T.S.

A	T	T(1)
12"	3/8"	1/2"
15"	3/8"	9/16"
18"	7/16"	5/8"
21"	1/2"	3/4"
24"	9/16"	13/16"

**NOTE:**

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.

City of Atlanta



STANDARD DETAILS

STANDARD SIDEWALK  
FLUME

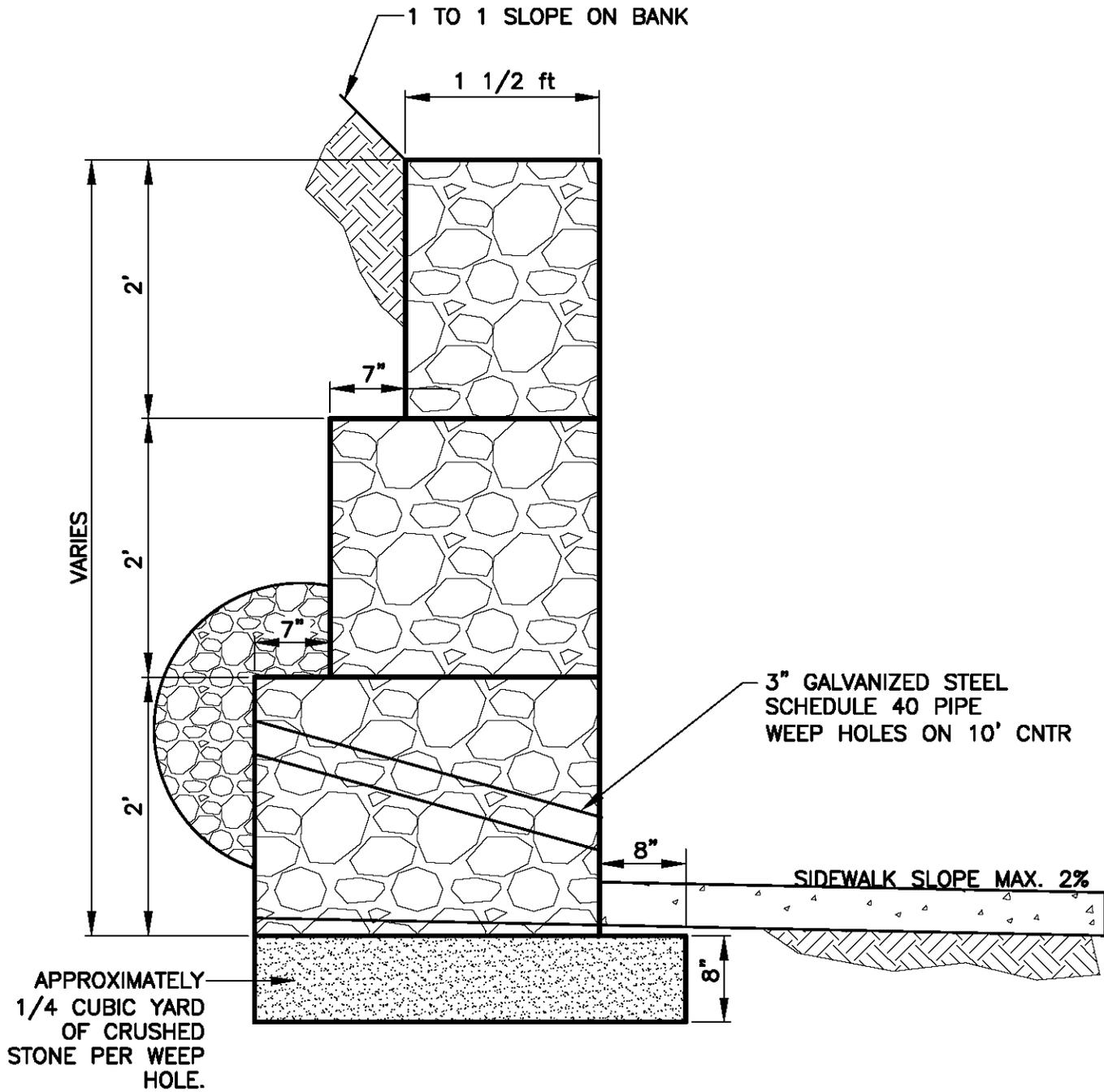
REV.

DATE: SEPT 2011

ORIG. DATE: JAN 1997

SCALE: N.T.S.

DETAIL NO. TR-B\_SW009



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

City of Atlanta

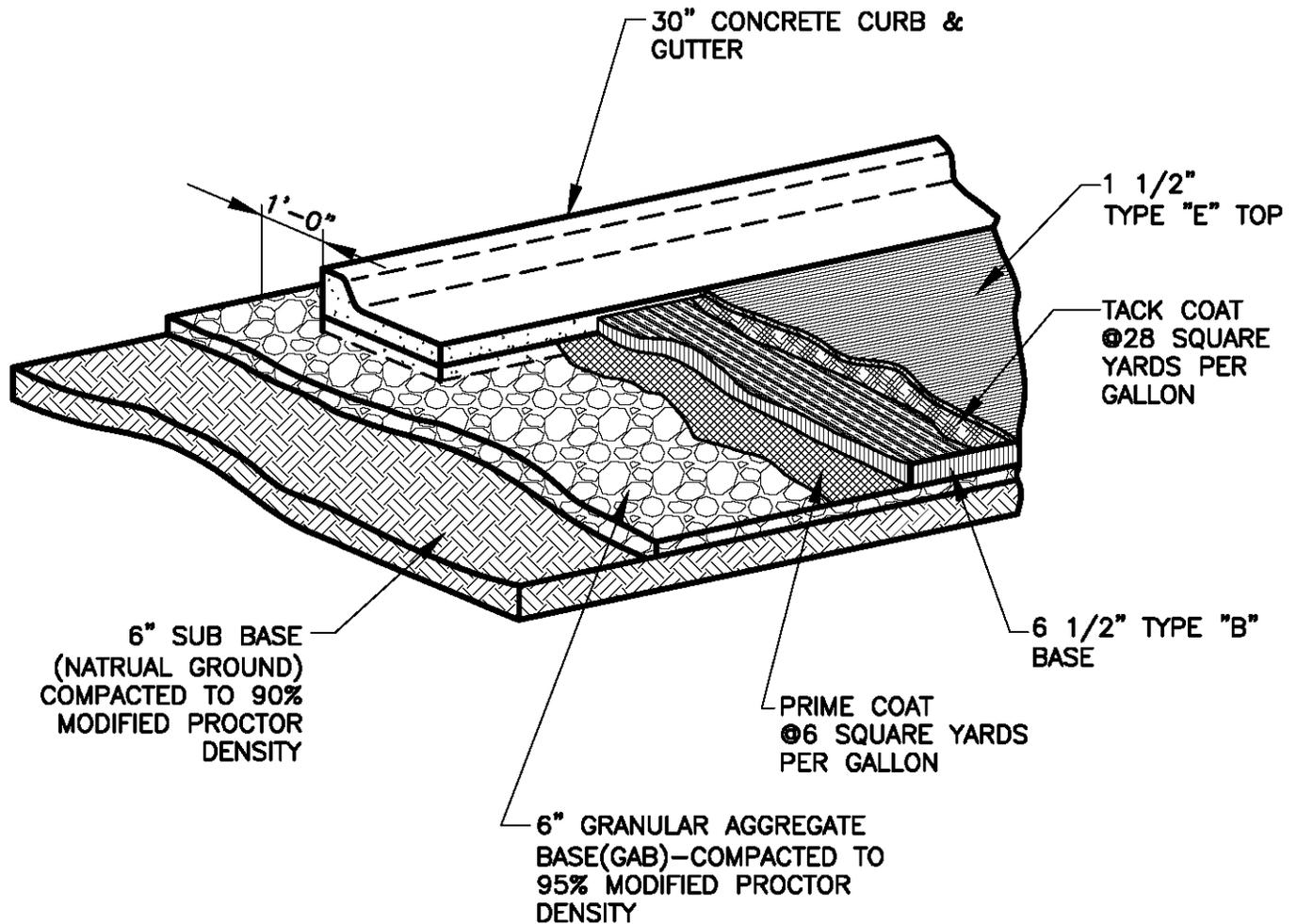


STANDARD DETAILS

STANDARD MASONRY WALL

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

DETAIL NO. TR-B\_WA001



**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.

City of Atlanta

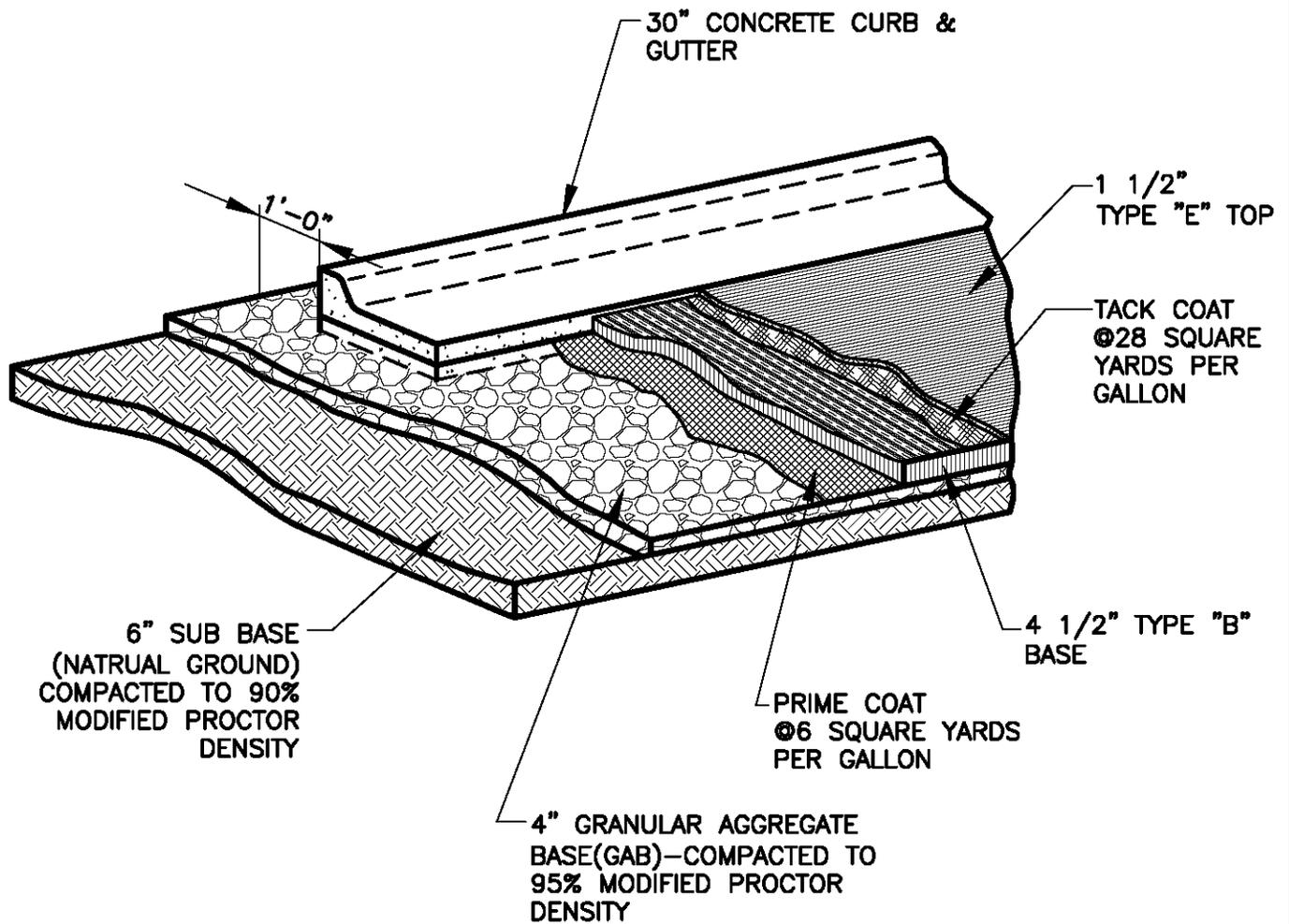


**STANDARD DETAILS**

**COMMERCIAL STREET PAVEMENT SECTION**

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

DETAIL NO. TR-G\_PV009



**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.

City of Atlanta



**STANDARD DETAILS**

**RESIDENTIAL STREET PAVEMENT SECTION**

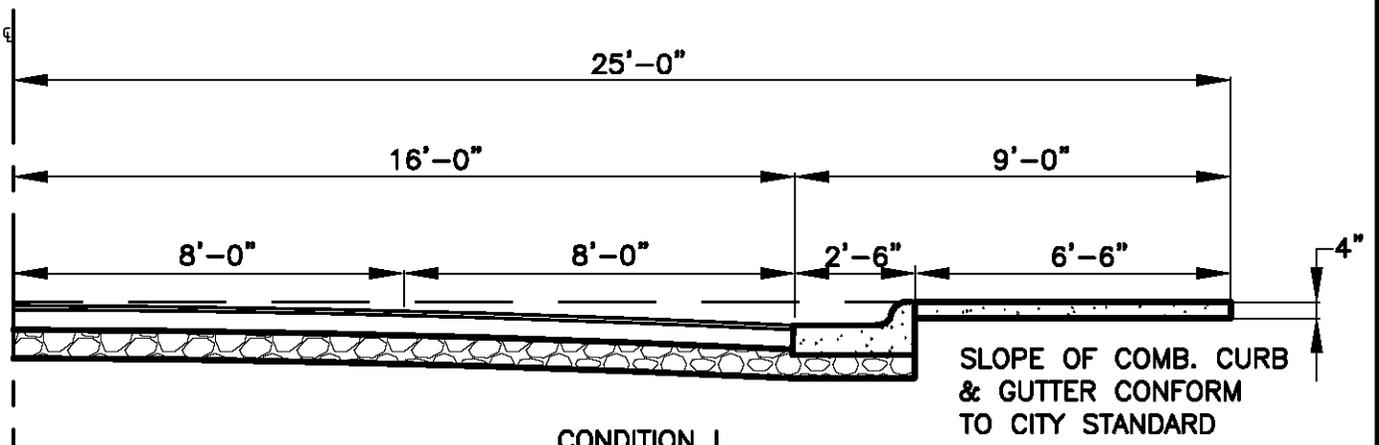
REV.

DATE: SEPT 2011

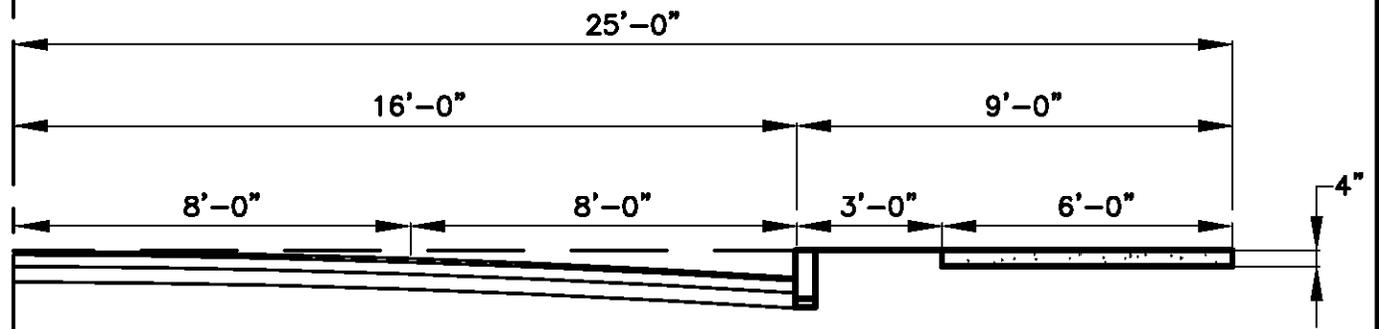
ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. TR-G\_PV010

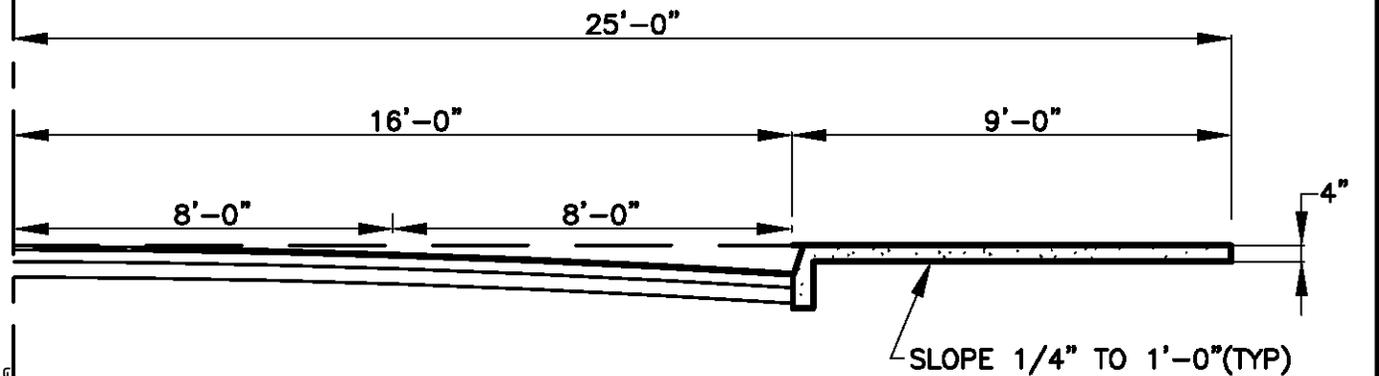


CONDITION I  
COMBINATION CONCRETE CURB & GUTTER



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.



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 STREETS  
 WITH 50' R/W SIDEWALK**

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

DETAIL NO. TR-G\_SS001

CROWN DATA				
TYPE ROAD	STREET WIDTH	PAVING WIDTH	℄ BELOW CURB	QTR-PT. BELOW CURB
COND.I	36'-0"	32'-0"	1"	2 1/2"
COND.II	32'-0"	32'-0"	2"	3 1/2"
COND.III	32'-0"	32'-0"	2"	3 1/2"

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 STREETS  
CROWN DATA

REV.

DATE: SEPT 2011

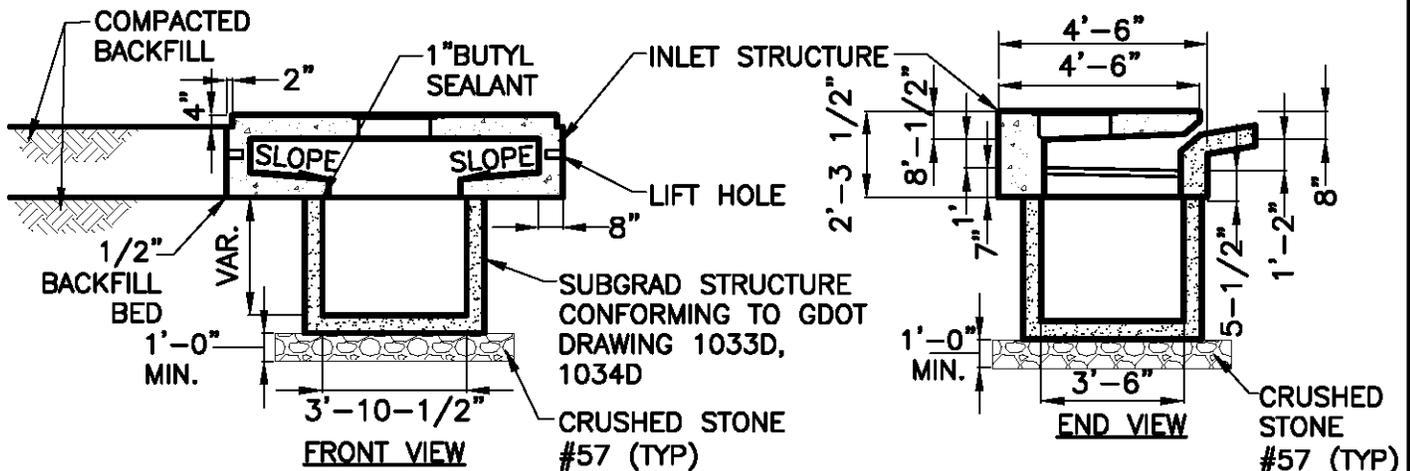
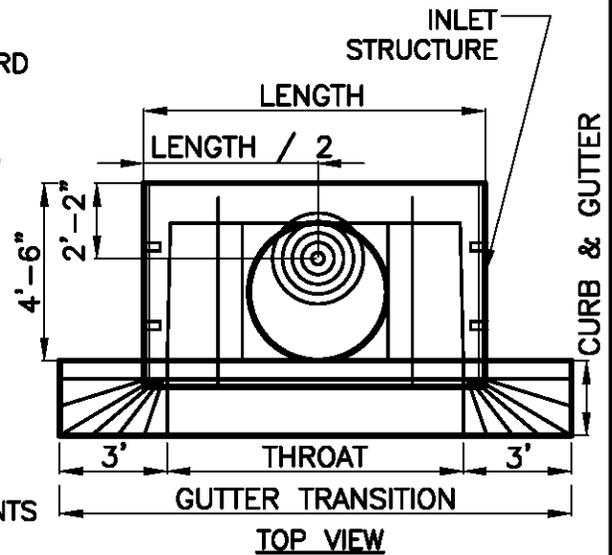
ORIG. DATE: JAN 1997

SCALE: N.T.S.

DETAIL NO. TR-G\_SS002

**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
3. 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**

REV.

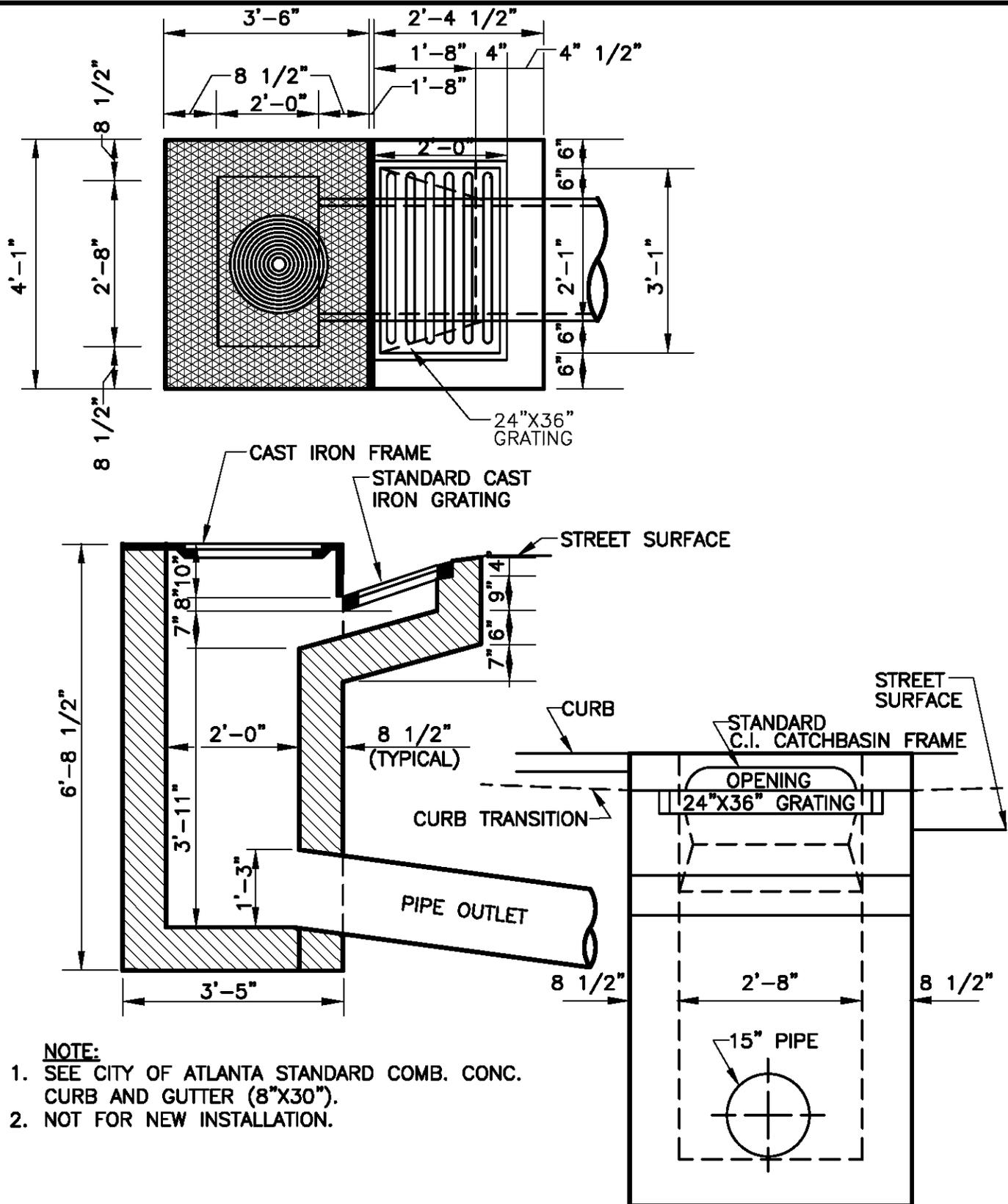
DATE: SEPT 2001

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SW-G\_CB002





**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

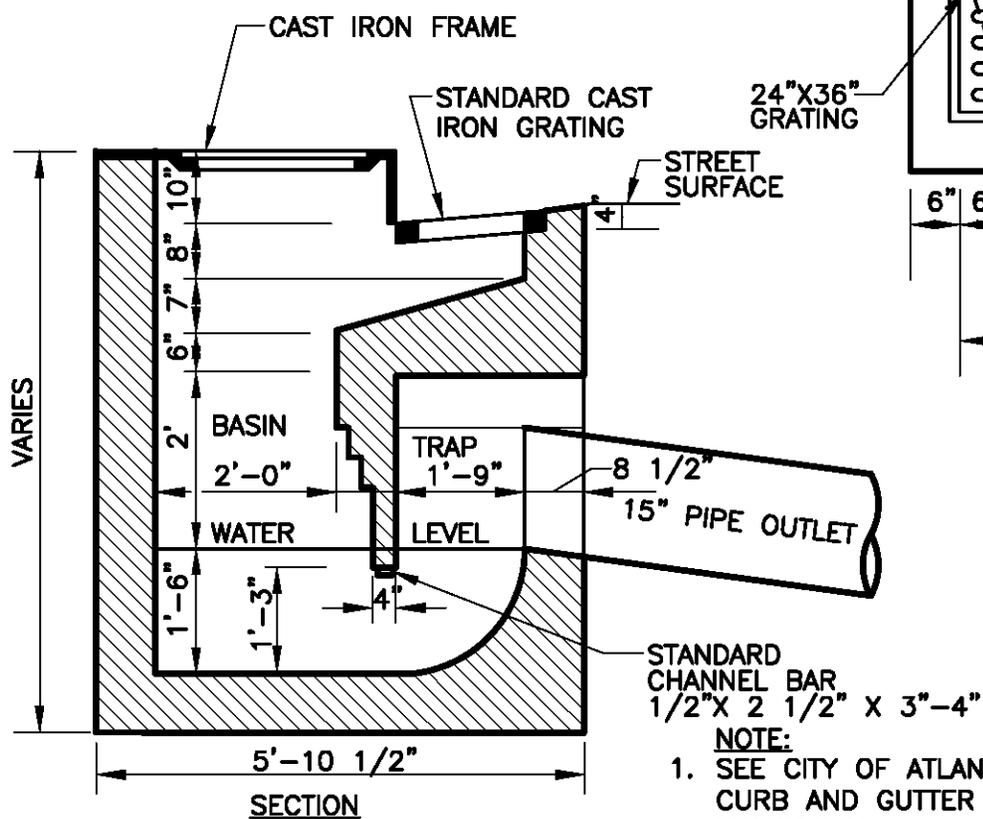
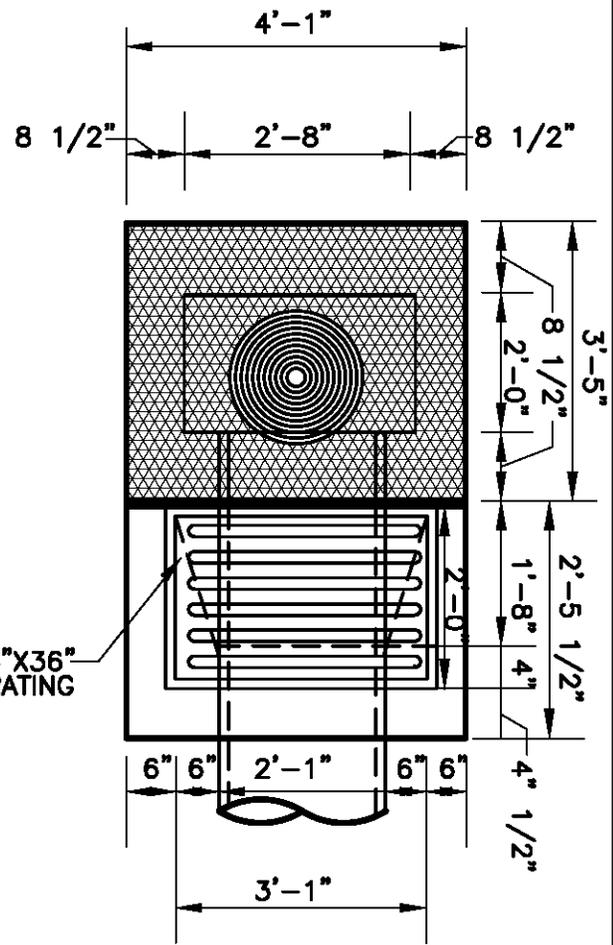
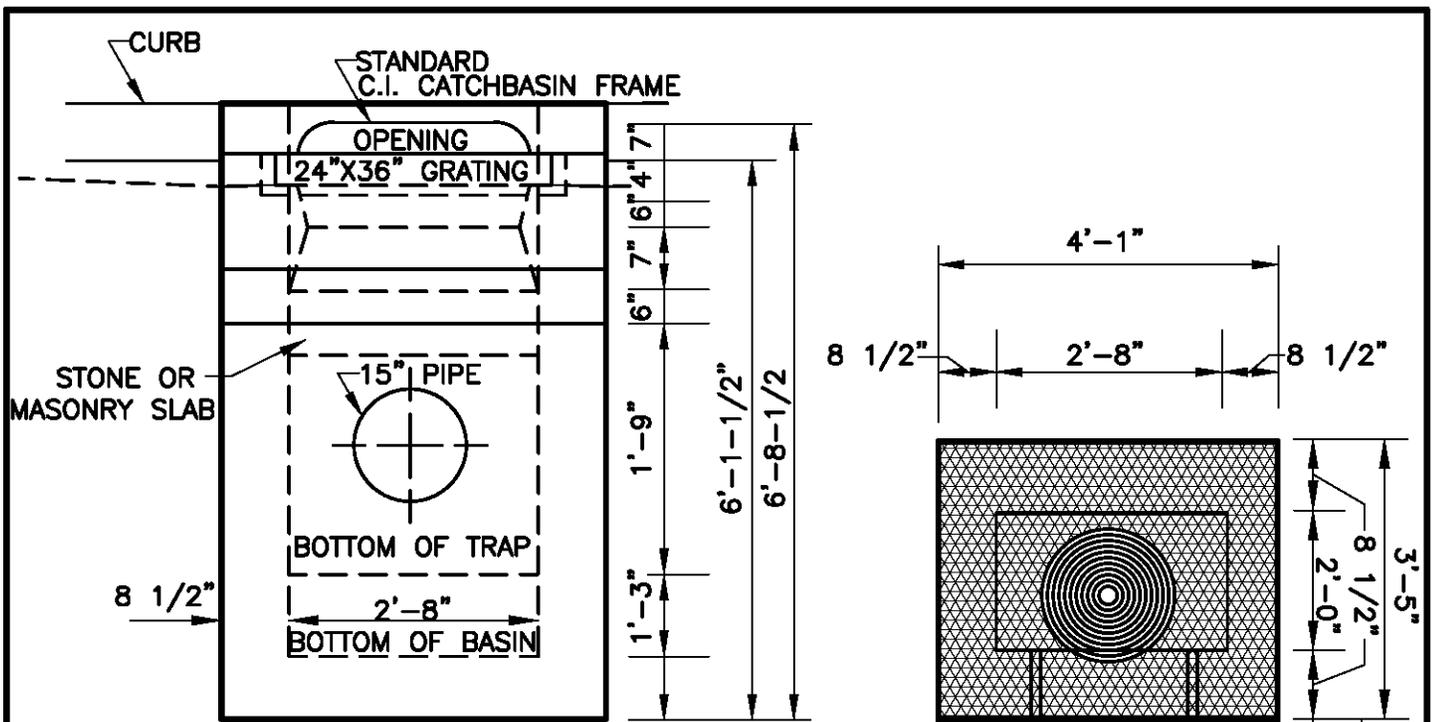


**STANDARD DETAILS**

**STANDARD CURB CATCH  
BASIN TYPE "A"**

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

DETAIL NO. SW-G\_CB004



- 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.

City of Atlanta

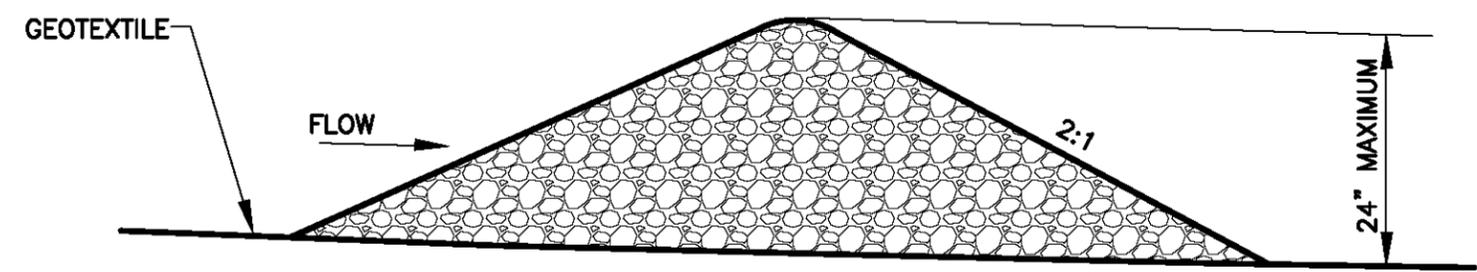
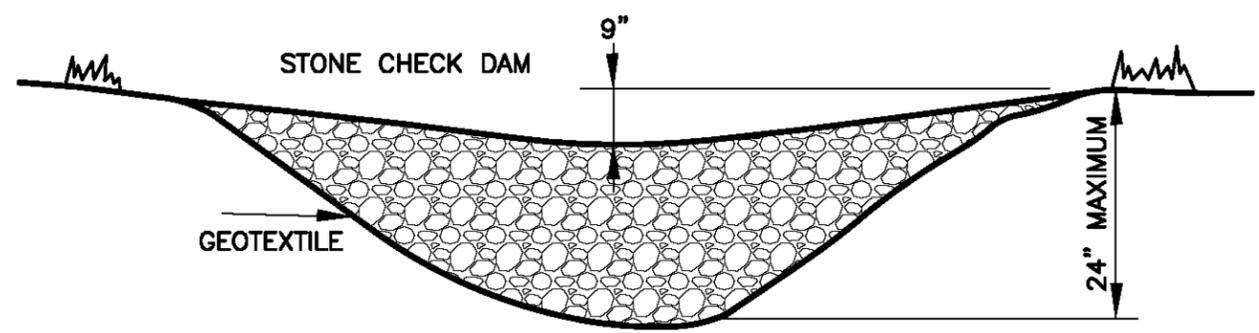
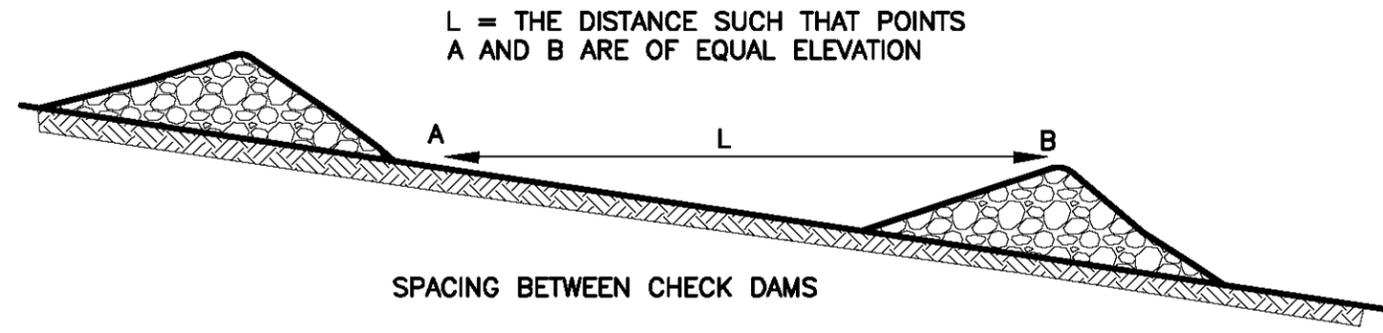


**STANDARD DETAILS**

**STANDARD TRAP CATCH BASIN TYPE "A"**

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

DETAIL NO. SW-G\_CB005



**Cd-S** CHECK DAM (STONE)

**STONE CHECK DAMS**

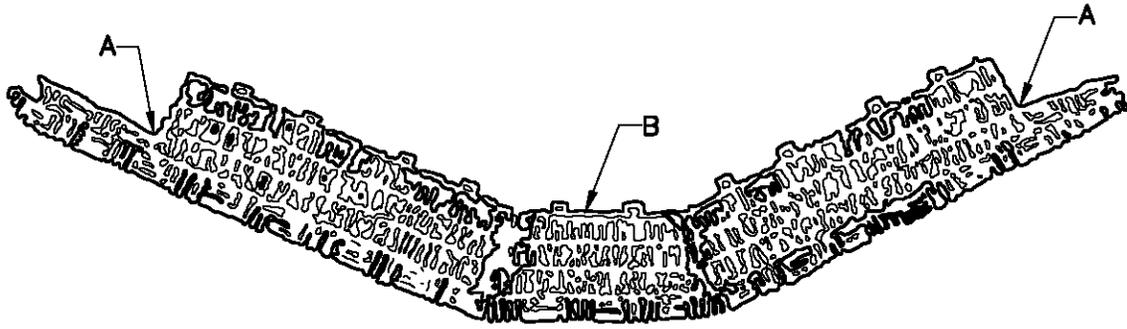
STONE CHECK DAMS SHOULD BE CONSTRUCTED OF GRADED SIZE 2-10" STONE. MECHANICAL OR HAND PLACEMENT SHALL BE REQUIRED TO INSURE COMPLETE COVERAGE OF ENTIRE WIDTH OF DITCH OR SWALE, AND THAT CENTER OF DAM IS LOWER THAN EDGES.

**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.

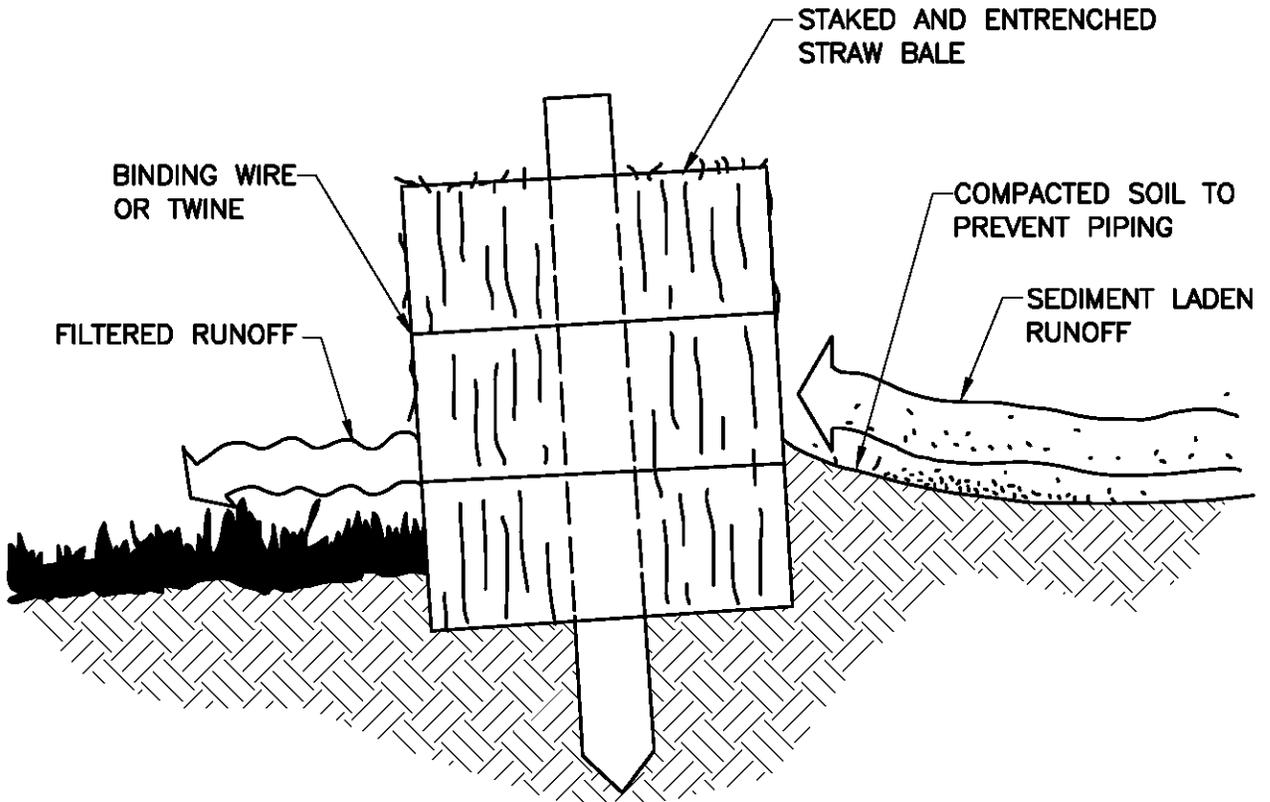
THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

	<b>STANDARD DETAILS</b>	REV. DATE: SEPT 2011 ORIG. DATE: NOV 2004 SCALE: N.T.S.
	<b>CHECKDAM STONE</b>	DETAIL NO. ER-G_CD001



POINTS A SHOULD BE HIGHER THAN POINT B

PROPER PLACEMENT OF STRAW BALE BARRIER IN DRAINAGE WAY



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.

City of Atlanta



STANDARD DETAILS

HAYBALE CHECK DAMS

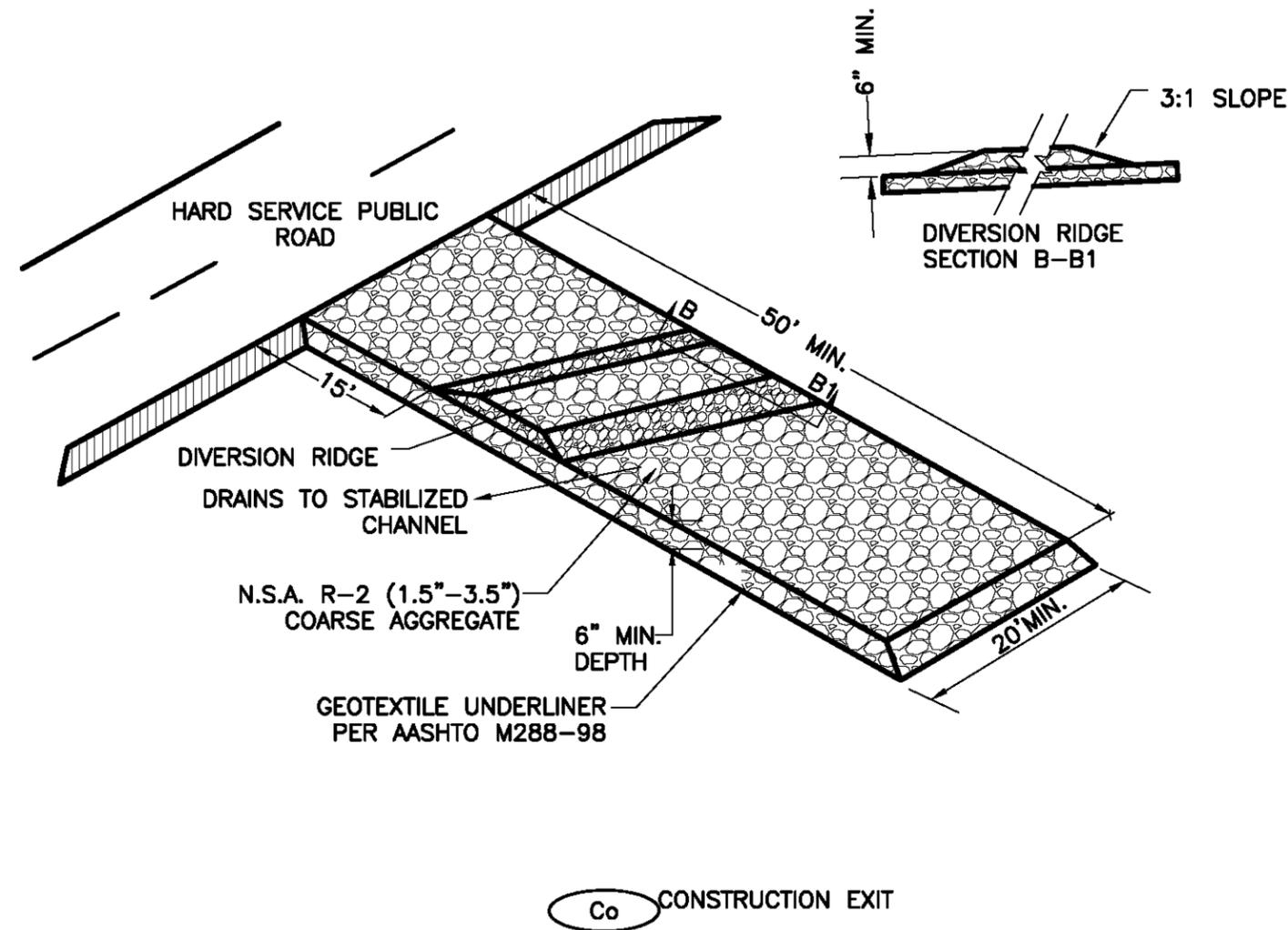
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_CD002



**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 1.5-3.5 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.

City of Atlanta

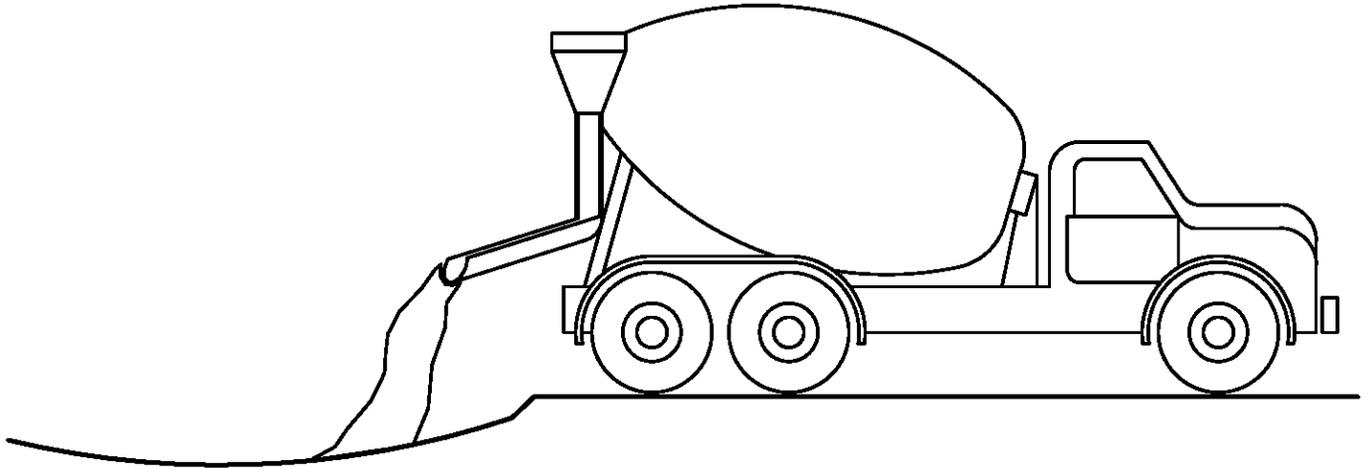


STANDARD DETAILS

CONSTRUCTION EXIT

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

DETAIL NO. ER-G\_C0001



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

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STANDARD DETAILS

CONCRETE TRUCK  
WASHDOWN

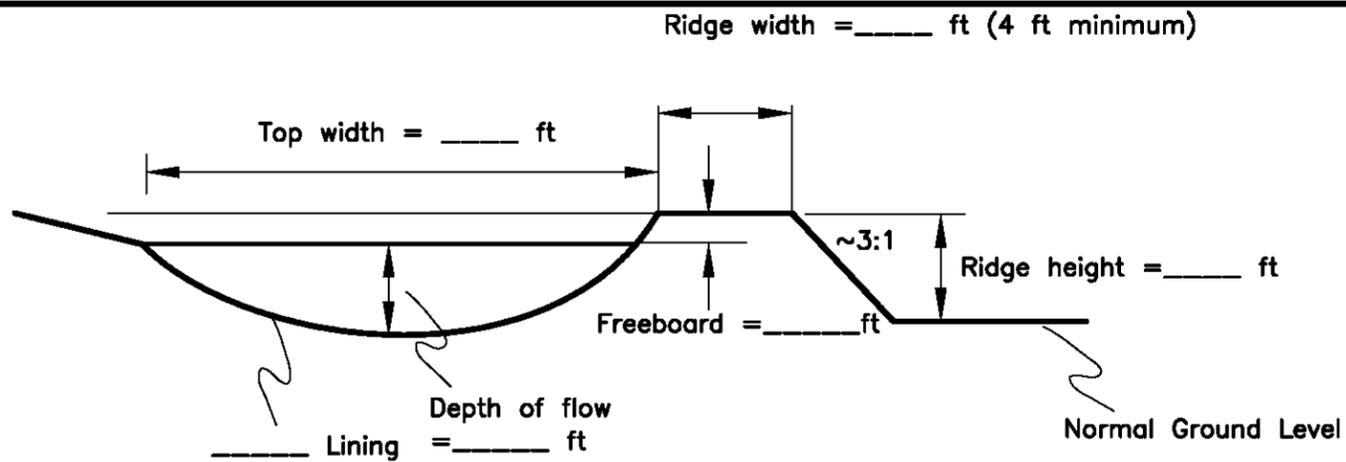
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

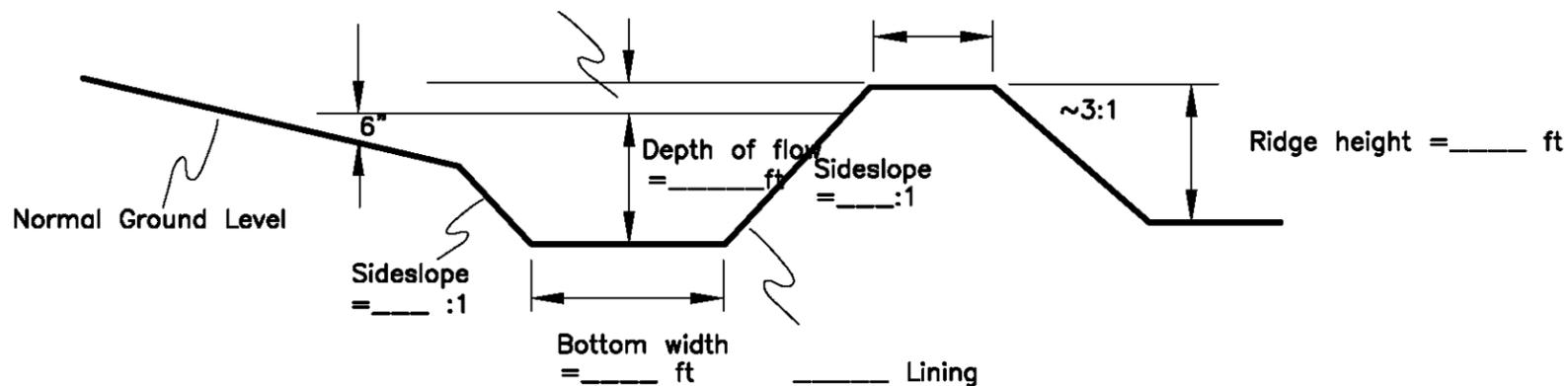
SCALE: N.T.S.

DETAIL NO. ER-G\_CW001

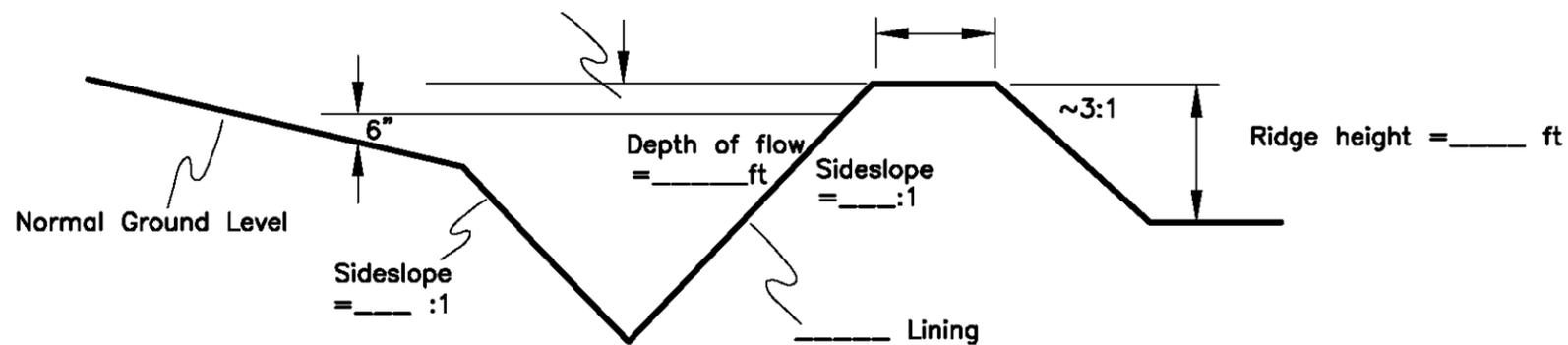


TO BE SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN  
 Complete the appropriate detail drawing for the channel cross-section of choice:

Freeboard = \_\_\_ft      Ridge width = \_\_\_ ft (4 ft minimum)

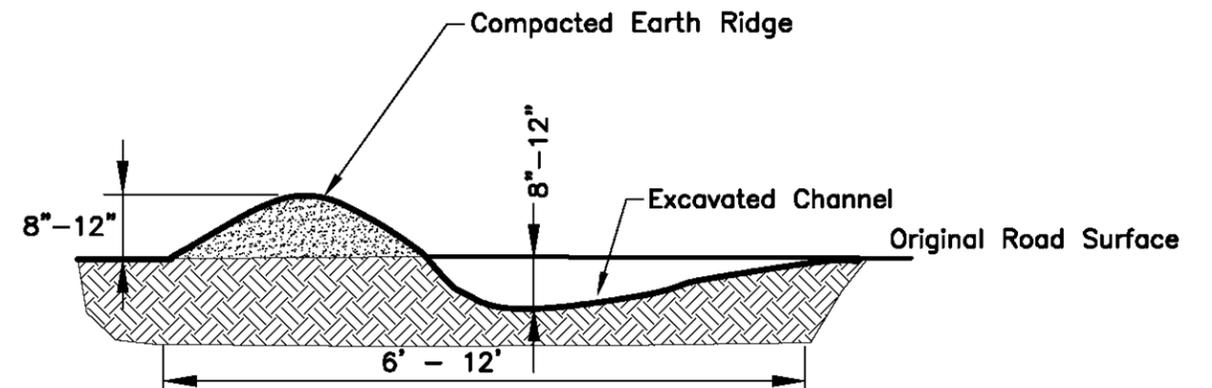


Freeboard = \_\_\_ft      Ridge width = \_\_\_ ft (4 ft minimum)



**Di** DIVERSION

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TYPICAL DIVERSION ACROSS ROAD

STABLE OUTLETS SHALL BE PROVIDED FOR EACH DIVERSION.

**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.

City of Atlanta



STANDARD DETAILS

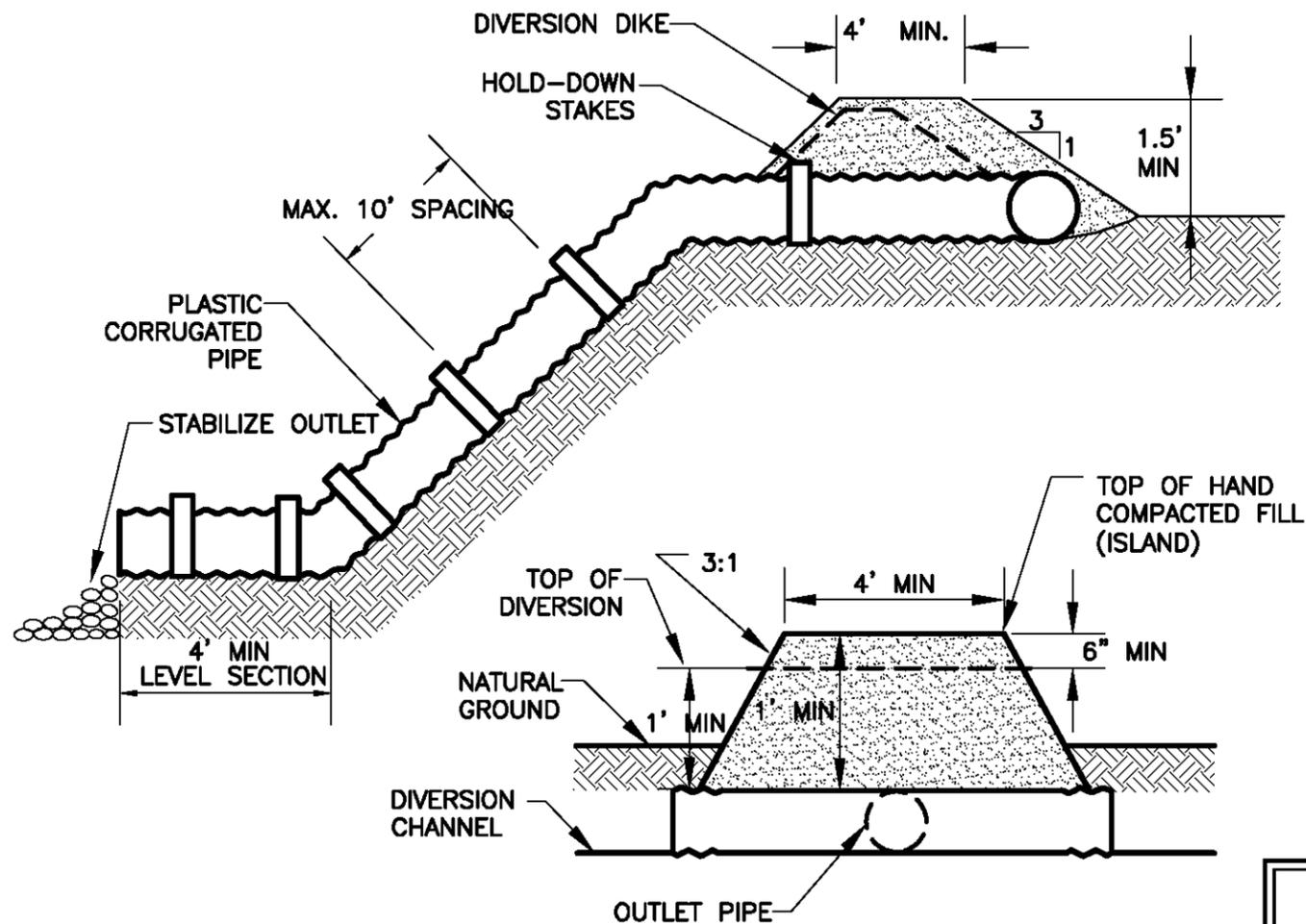
DIVERSION

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

DETAIL NO. ER-G\_DI001

MAXIMUM DRAINAGE AREA PER PIPE (ACRE)	PIPE DIAMETER (INCHES)
.3	10.
.5	12
1.0	18

TABLE 6-14.1



Dn-1 TEMPORARY DOWNDRAIN STRUCTURE

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### TEMPORARY DOWNDRAIN

CONDUIT 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

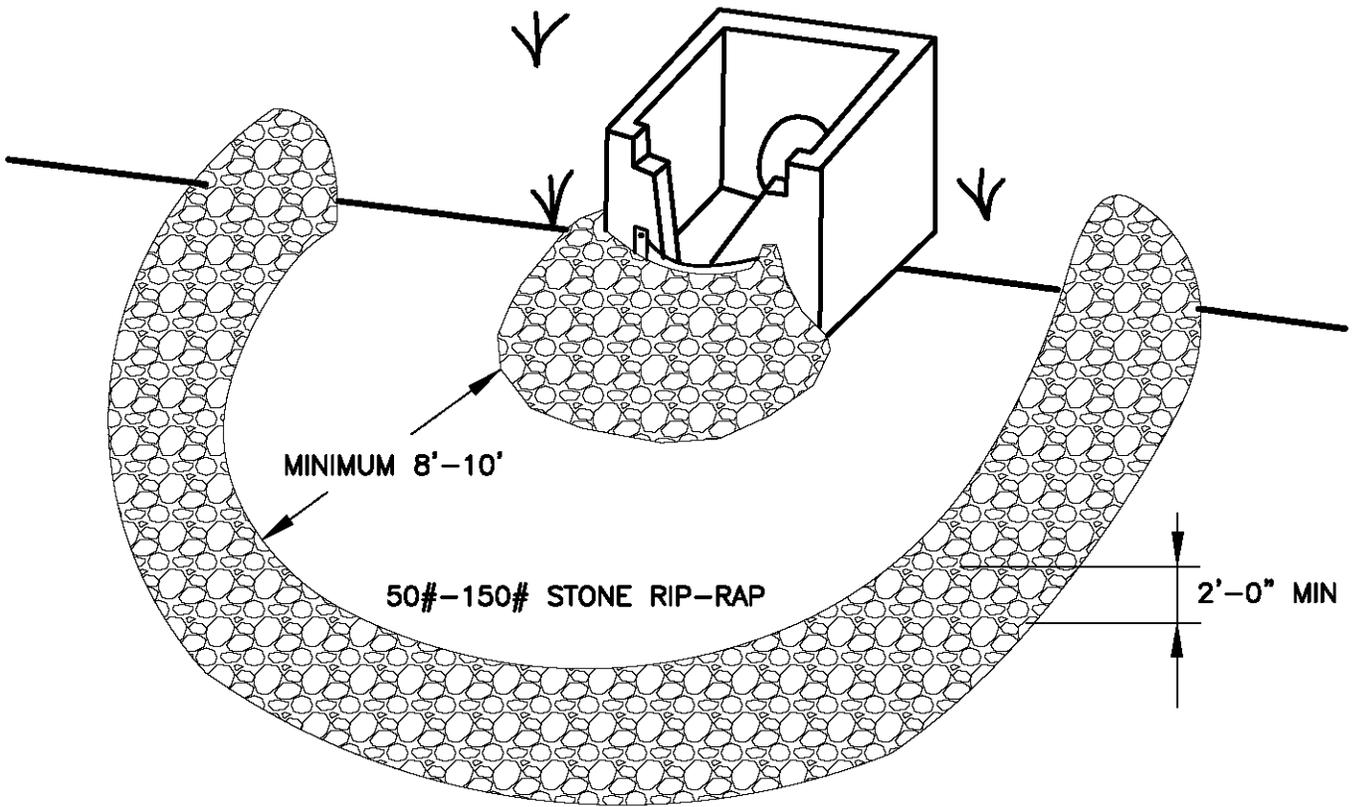
1. PLACE SLOPE DRAINS ON UNDISTURBED SOIL OR WELL COMPACTED FILL AT LOCATIONS AND ELEVATIONS SHOWN ON THE PLAN.
2. SLIGHTLY SLOPE THE SECTION OF PIPE UNDER THE DIKE TOWARD ITS OUTLET.
3. HAND TAMP THE SOIL UNDER AND AROUND THE ENTRANCE SECTION IN LIFTS NOT TO EXCEED 6 INCHES.
4. ENSURE THAT FILL OVER 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, MATERIAL 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.



**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.

Fr STONE FILTER

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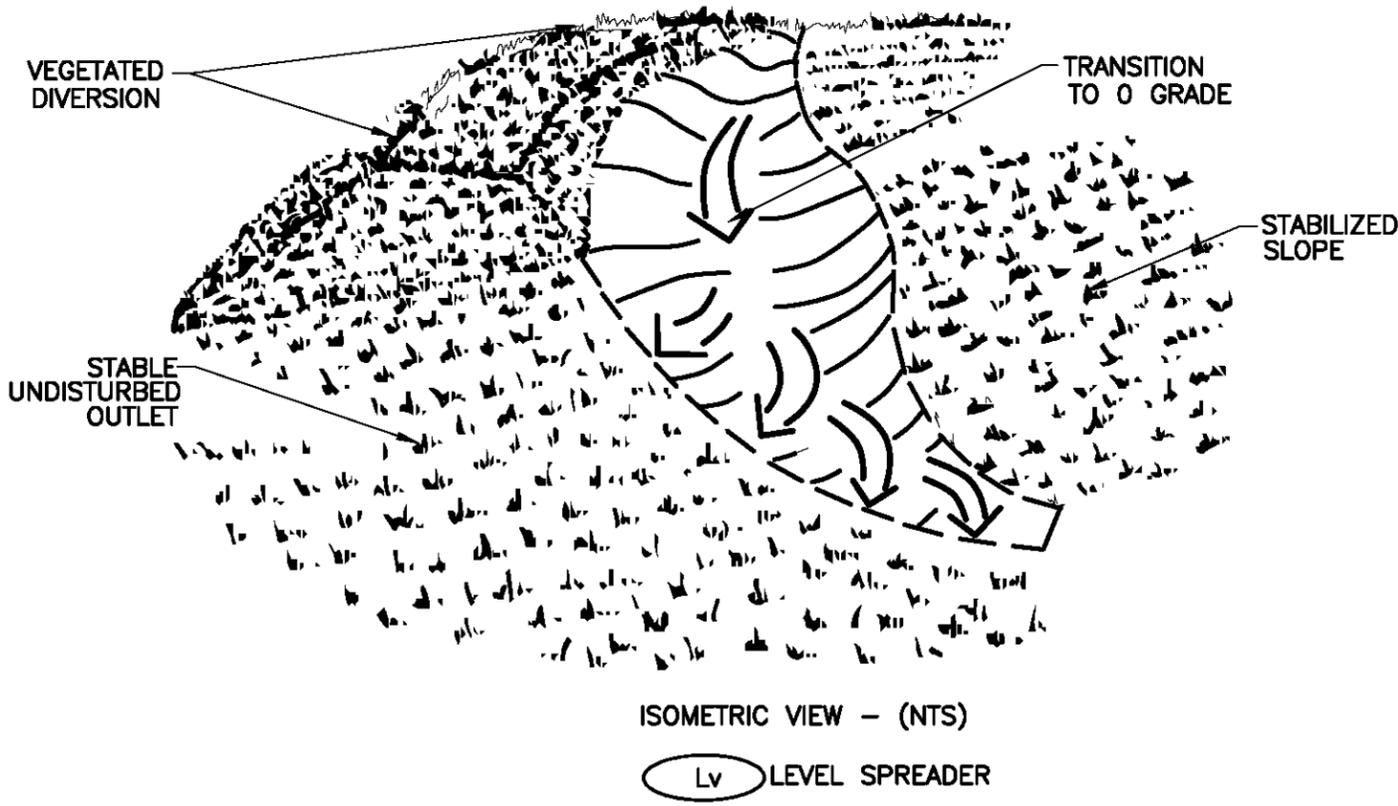
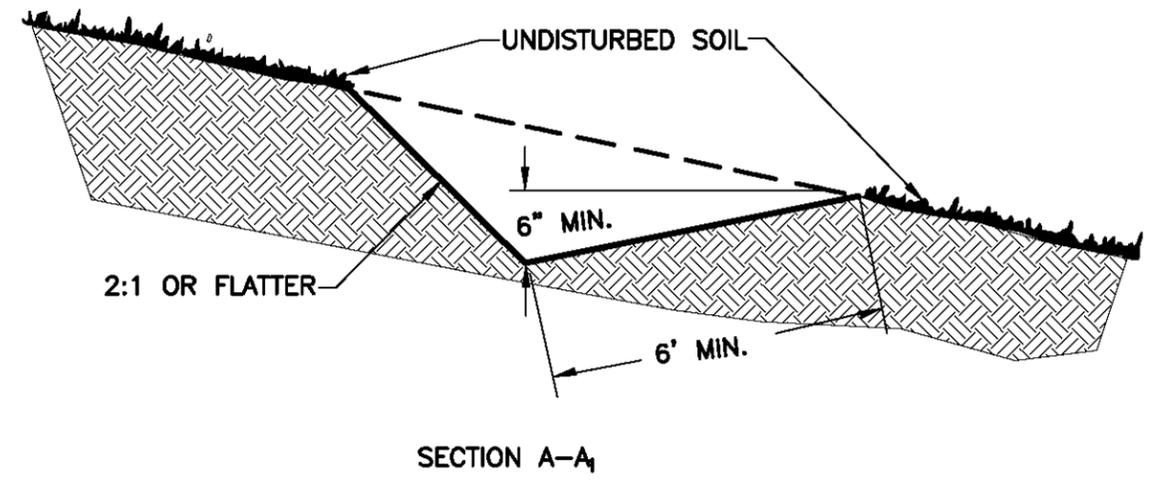
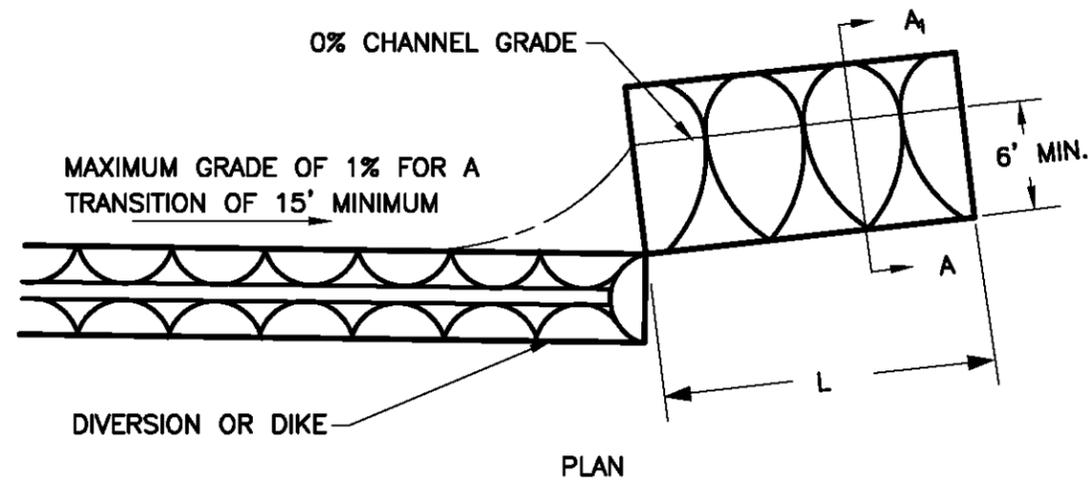


STANDARD DETAILS

STONE FILTER

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

DETAIL NO. ER-G\_FR001



**LEVEL SPREADER**

THE MINIMUM ACCEPTABLE WIDTH SHALL BE 6 FEET. THE DEPTH OF THE LEVEL SPREADER AS MEASURED FROM THE LIP SHALL BE AT LEAST 6 INCHES AND THE DEPTH SHALL BE UNIFORM ACROSS THE ENTIRE LENGTH OF THE MEASURE.

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 LIP 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 GRADED 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.

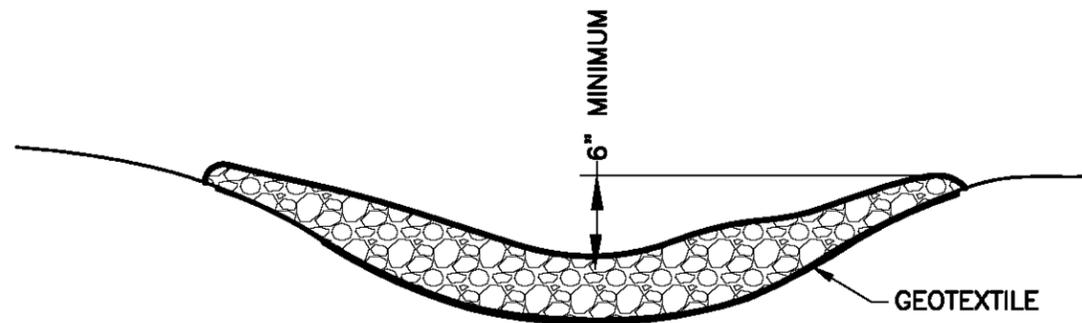
ALL DISTURBED AREAS SHALL BE VEGETATED IMMEDIATELY AFTER CONSTRUCTION IS COMPLETED. REFER TO SPECIFICATIONS DS3 AND DS4 - DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION AND SODDING), RESPECTIVELY AND MB - MATTING AND BLANKETS.

**MAINTENANCE:**

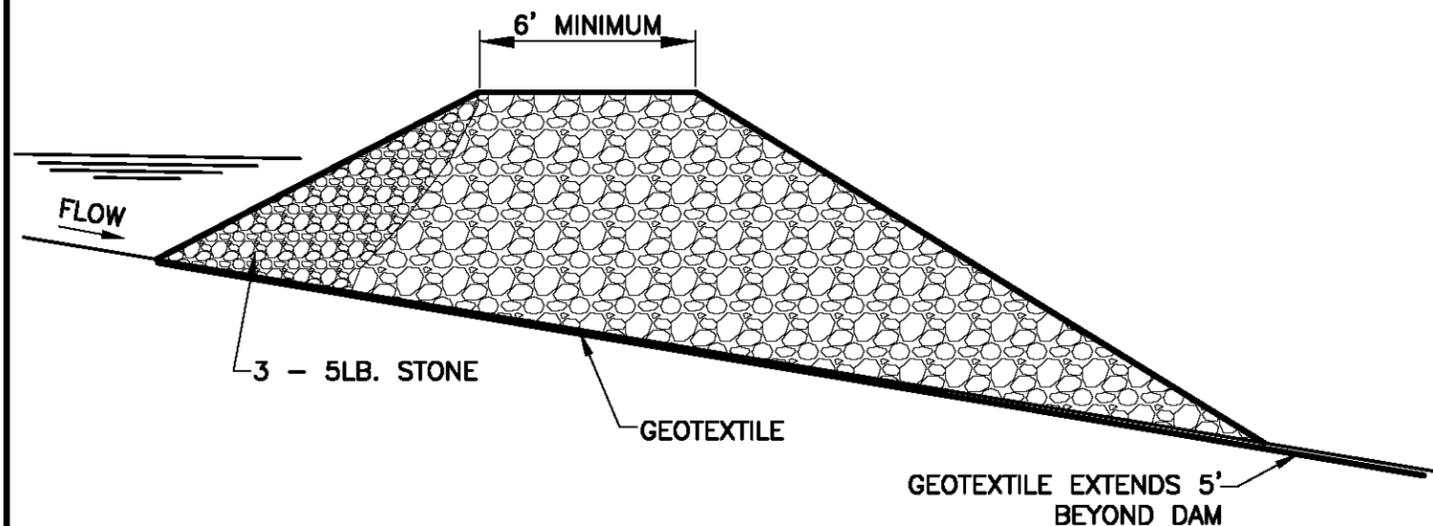
Periodic inspection and maintenance must be provided.

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 City of Atlanta	<b>STANDARD DETAILS</b>	REV. DATE: SEPT 2011 ORIG. DATE: NOV 2004 SCALE: N.T.S.
	<b>LEVEL SPREADER</b>	



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.

Rd ROCK FILTER DAM

## ROCK FILTER DAM

### DESIGN STANDARDS:

#### DRAINAGE AREA

THE DRAINAGE AREA TO THE DAM SHALL NOT EXCEED 50 ACRES.

#### HEIGHT

THE DAM SHOULD NOT BE HIGHER THAN THE CHANNEL BANKS OR EXCEED THE ELEVATION OF THE UPSTREAM PROPERTY LINE. THE CENTER OF THE ROCK DAM SHOULD BE AT LEAST SIX INCHES LOWER THAN THE OUTER EDGES OF THE DAM AT THE CHANNEL BANKS.

#### SIDE SLOPES

THE SIDE SLOPES SHALL BE 2:1 OR FLATTER.

#### LOCATION

THE DAM SHALL BE LOCATED AS CLOSE TO THE SOURCE OF SEDIMENT AS POSSIBLE AND SO THAT IT WILL NOT CAUSE WATER TO BACK UP ON UPSTREAM ADJACENT PROPERTY.

STONE SIZE: THE STONE SIZE SHALL BE DETERMINED BY THE RIPRAP SIZING CRITERIA IN APPENDIX C OF THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA. THE ROCK DAM CAN BE FACED WITH SMALLER STONE ON THE UPSTREAM SIDE FOR ADDITIONAL FILTERING EFFECT. HOWEVER, THIS MAY MAKE THE DAM MORE PRONE TO CLOGGING.

#### TOP WIDTH

THE WIDTH ACROSS THE TOP OF THE DAM SHOULD BE NO LESS THAN 6 FEET.

#### GEOTEXTILE

GEOTEXTILES SHOULD BE USED AS A SEPARATOR BETWEEN THE GRADED STONE, THE SOIL BASE, AND THE ABUTMENTS. THE GEOTEXTILE WILL PREVENT THE MIGRATION OF SOIL PARTICLES FROM THE SUBGRADE INTO THE GRADED STONE. THE GEOTEXTILE SHALL BE SPECIFIED IN ACCORDANCE WITH AASHTO M288-96 SECTION 7.5, PERMANENT EROSION CONTROL RECOMMENDATIONS. THE GEOTEXTILE SHOULD BE PLACED IMMEDIATELY ADJACENT TO THE SUBGRADE WITHOUT ANY VOIDS AND EXTEND FIVE FEET BEYOND THE DOWNSTREAM TOE OF THE DAM TO PREVENT SCOUR.

#### MAINTENANCE

ROCK DAMS SHOULD BE REMOVED ONCE DISTURBED AREAS HAVE BEEN STABILIZED. PERIODIC INSPECTION AND REQUIRED MAINTENANCE MUST BE PROVIDED. SEDIMENT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF ONE-HALF OF THE ORIGINAL HEIGHT OF THE DAM.

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

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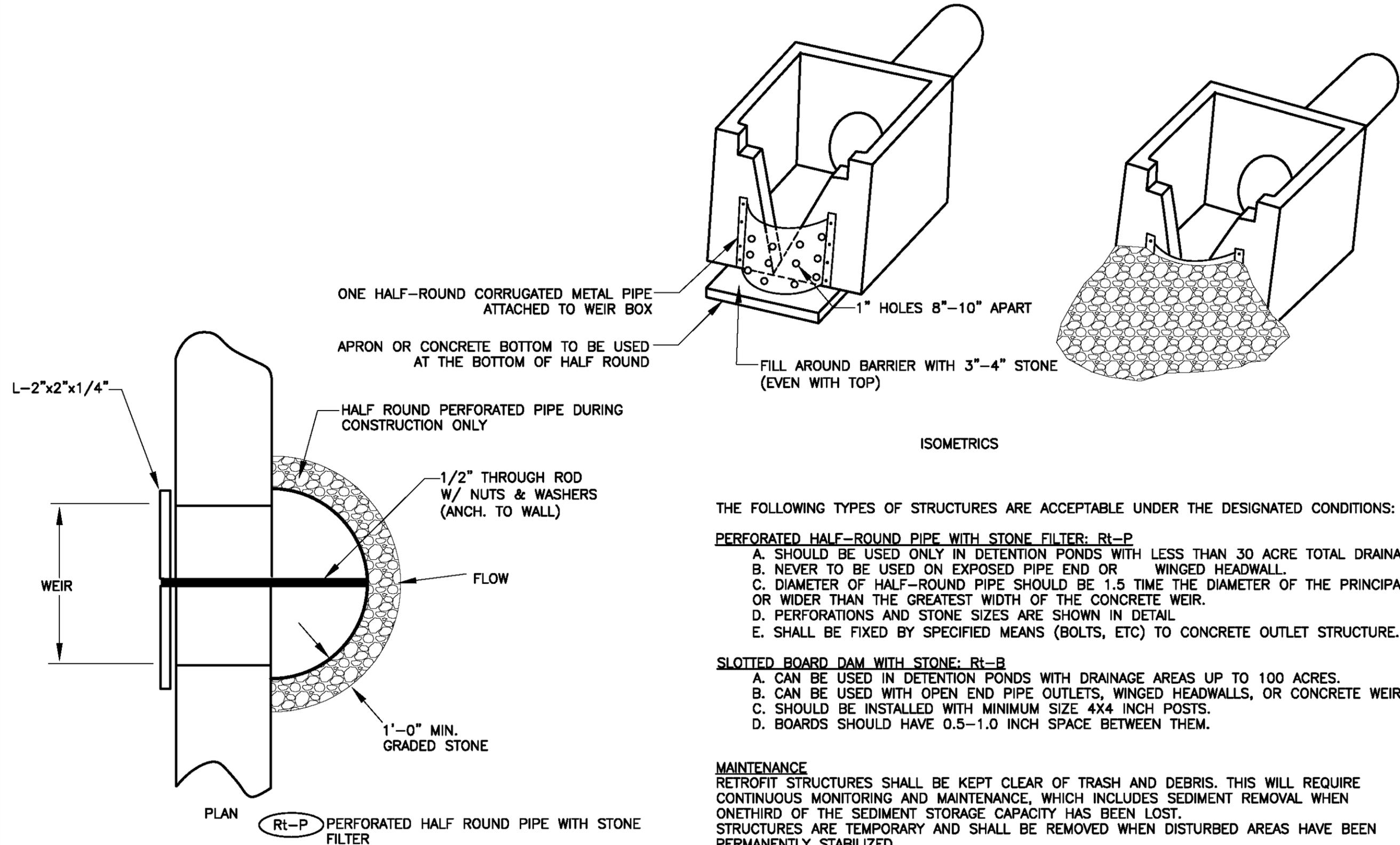


STANDARD DETAILS

ROCK FILTER  
DAM

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

DETAIL NO. ER-G\_RD001



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

**PERFORATED HALF-ROUND PIPE WITH STONE FILTER: Rt-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 TIME 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: Rt-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 ONETHIRD OF THE SEDIMENT STORAGE CAPACITY HAS BEEN LOST. STRUCTURES ARE TEMPORARY AND SHALL BE REMOVED WHEN DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED.

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STANDARD DETAILS

RETROFIT INLET  
SEDIMENT TRAP

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

DETAIL NO. ER-G\_RT001

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

 RETROFIT

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STANDARD DETAILS

RETROFIT

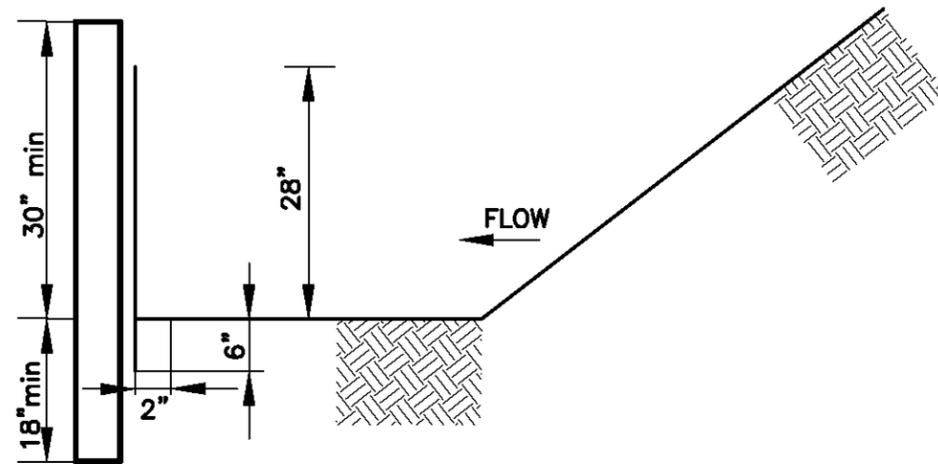
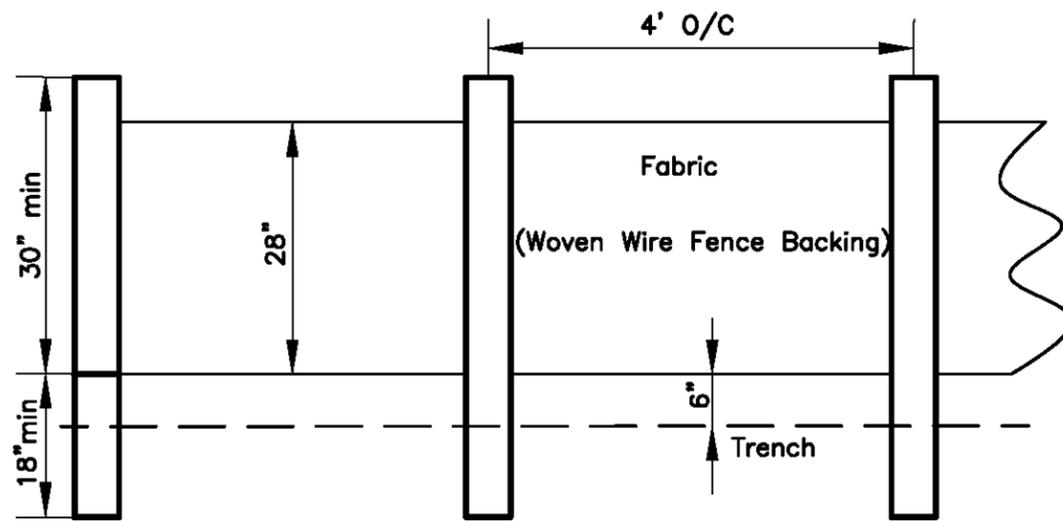
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_RT002



(Sd1-C) TYPE C SILT FENCE

**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.

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**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. 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.

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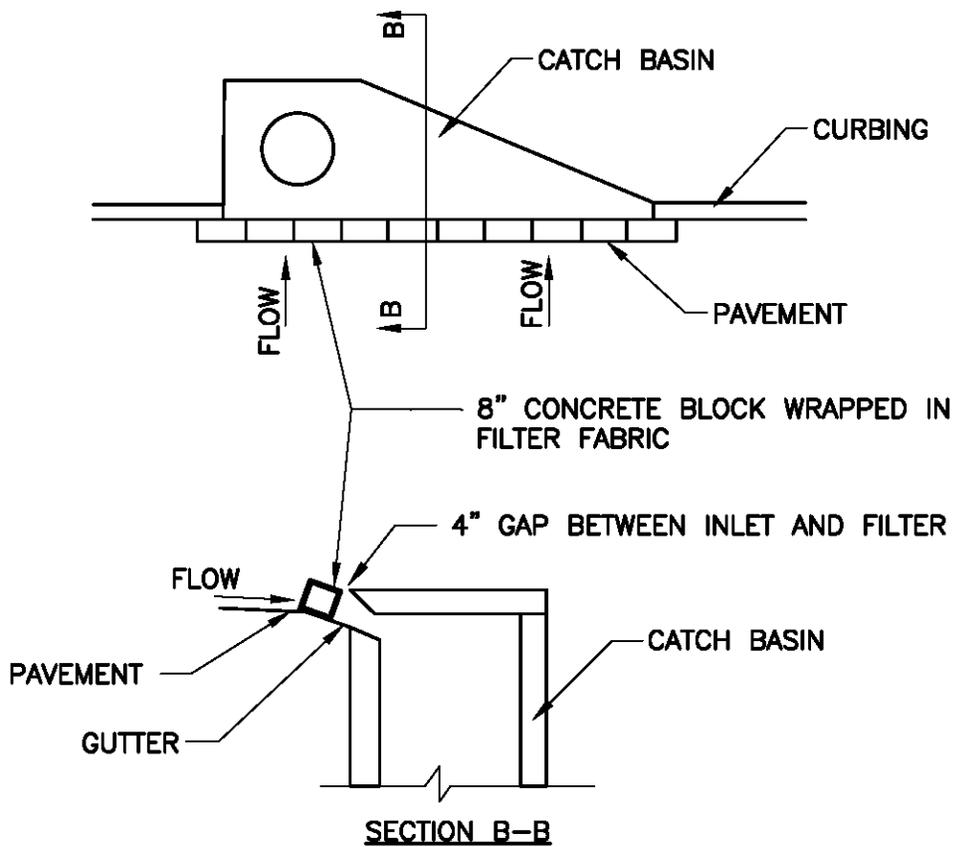


STANDARD DETAILS

TYPE C  
SILT FENCE

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

DETAIL NO. ER-G\_SD001



### 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-BALNKET": 8-INCH CONCRETE BLOCKS WRAPPED IN FILTER FABRIC. SEE DETAIL. ANOTHER METHOD USES GRAVEL BAGS CONSTRUCTED BY WRAPING 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

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STANDARD DETAILS

CURB INLET  
PROTECTION 1 OF 2

REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_SD002

## 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.

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STANDARD DETAILS

CURB INLET  
PROTECTION 2 OF 2

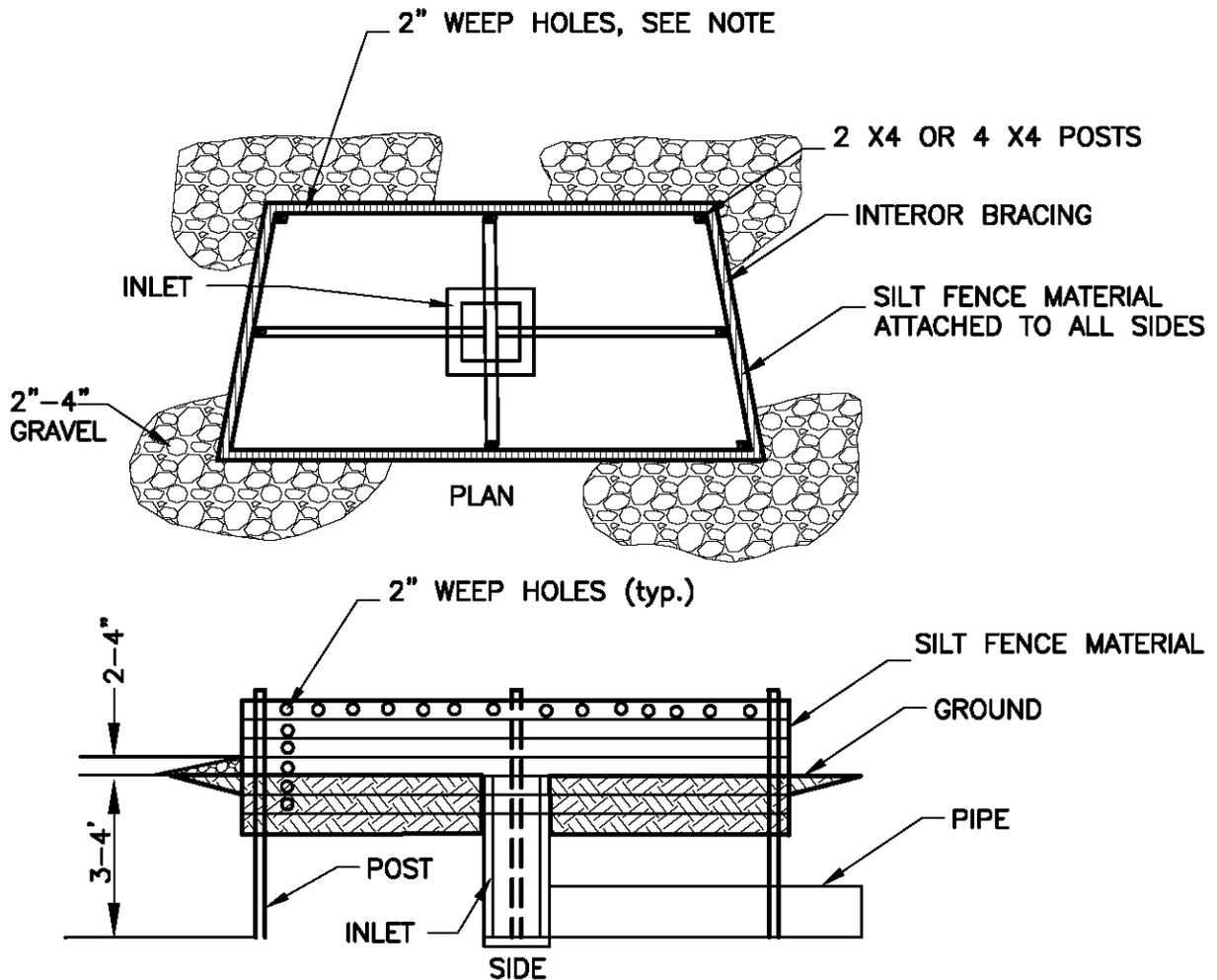
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_SD002



### 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 ENTRENCHED 12 INCHES AND BACK FILLED.

(Sd2-B) BAFFLE BOX

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## STANDARD DETAILS

### BAFFLE BOX 1 OF 2

REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_SD003

## MAINTENANCE FOR ALL Sd2 APPLICATIONS

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STANDARD DETAILS

CURB INLET  
PROTECTION 2 OF 2

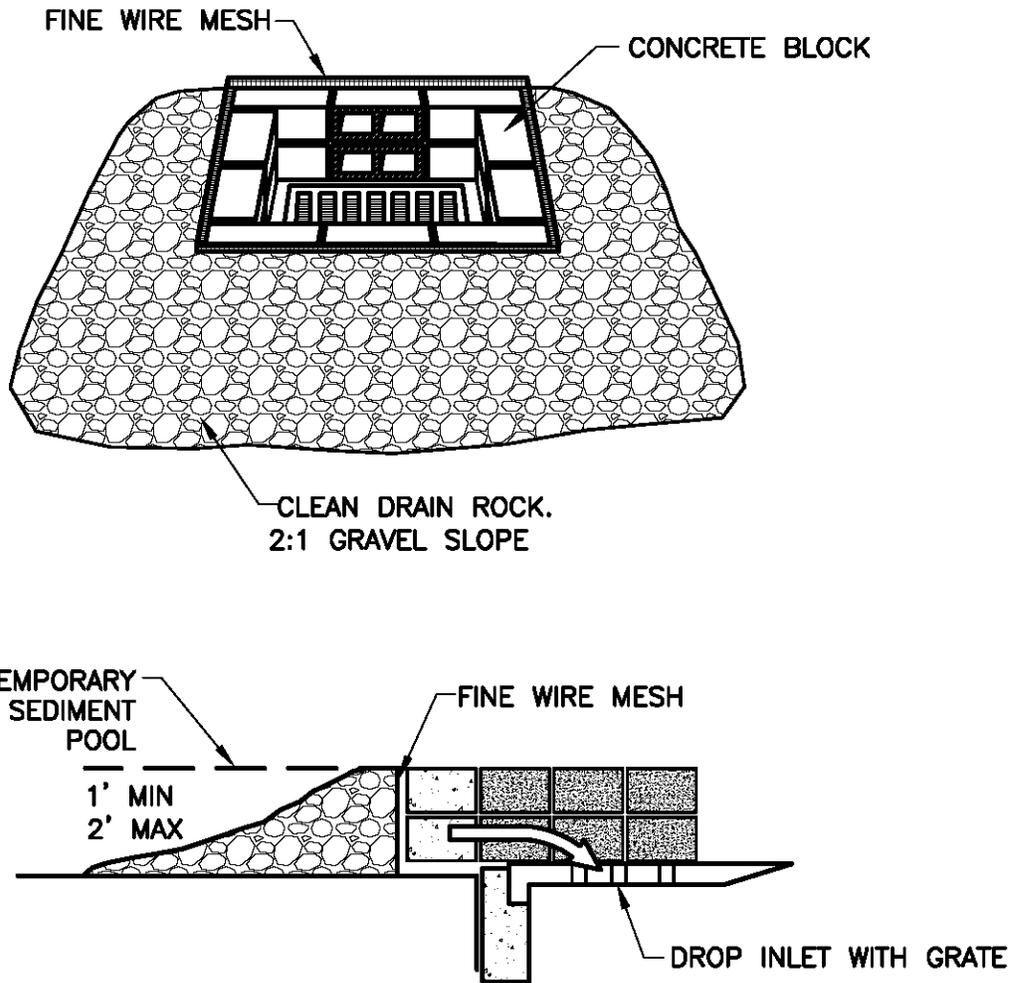
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_SD003



### 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. HARD WARE 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.

(Sd2-Bg) BLOCK AND GRAVEL  
DROP INLET PROTECTION

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## STANDARD DETAILS

### BLOCK AND GRAVEL DROP INLET PROTECTION

1 OF 2

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

DETAIL NO. ER-G\_SD004

## MAINTENANCE FOR ALL Sd2 APPLICATIONS

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STANDARD DETAILS

BLOCK AND GRAVEL  
DROP INLET PROTECTION

2 OF 2

REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_SD004

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STANDARD DETAILS

CURB INLET  
PROTECTION 2 OF 2

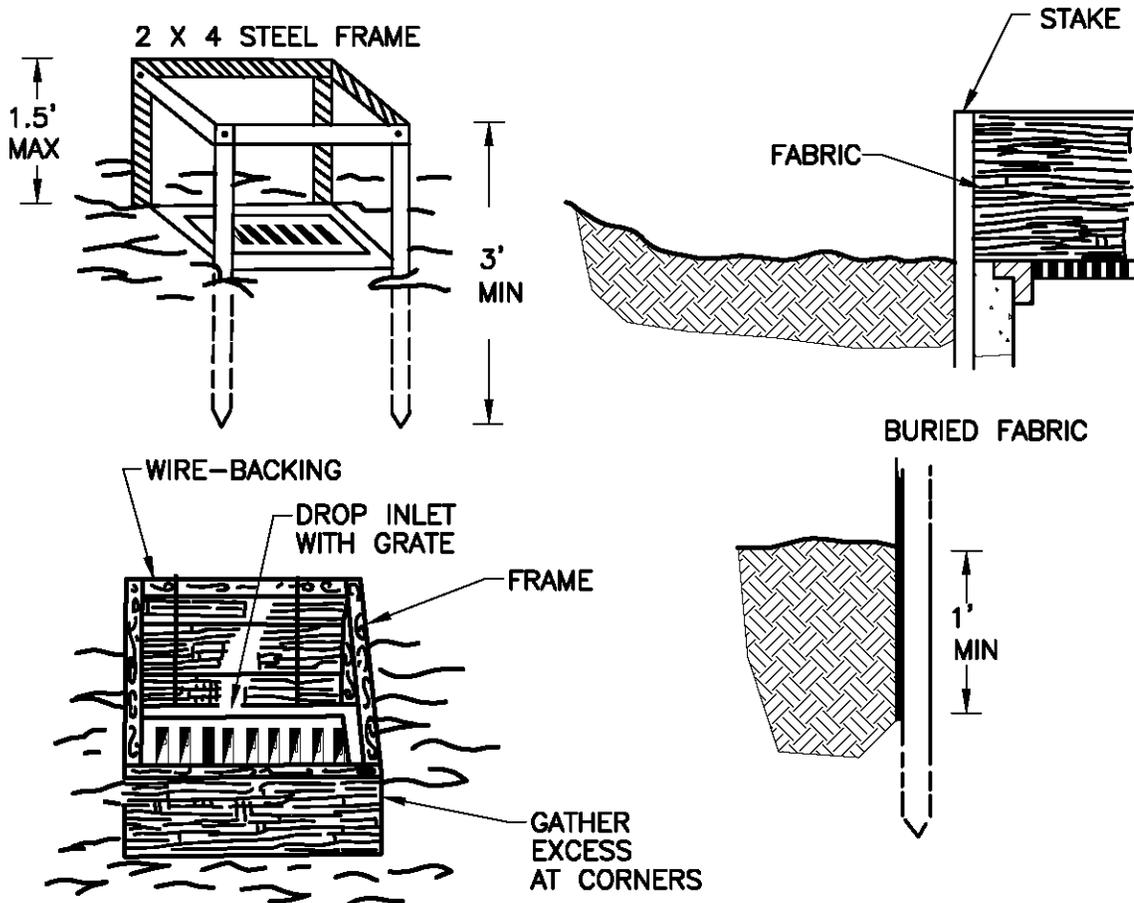
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_SD005



### 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, APPORIMATELY 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.

(Sd2-F) FILTER FABRIC WITH SUPPORTING FRAME

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## STANDARD DETAILS

### FILTER FABRIC WITH SUPPORTING FRAME

1 OF 2

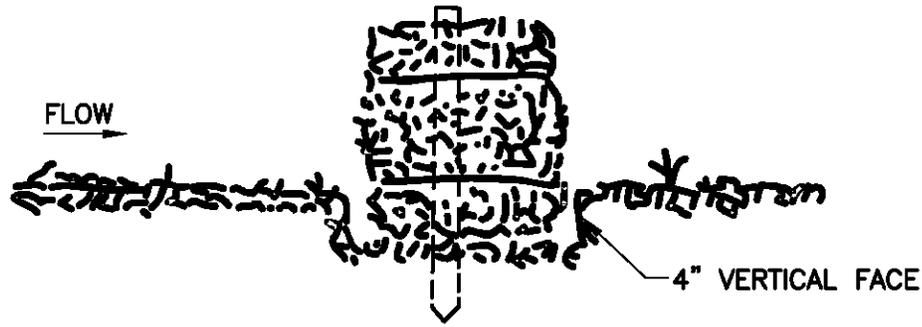
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DATE: OCT. 2011

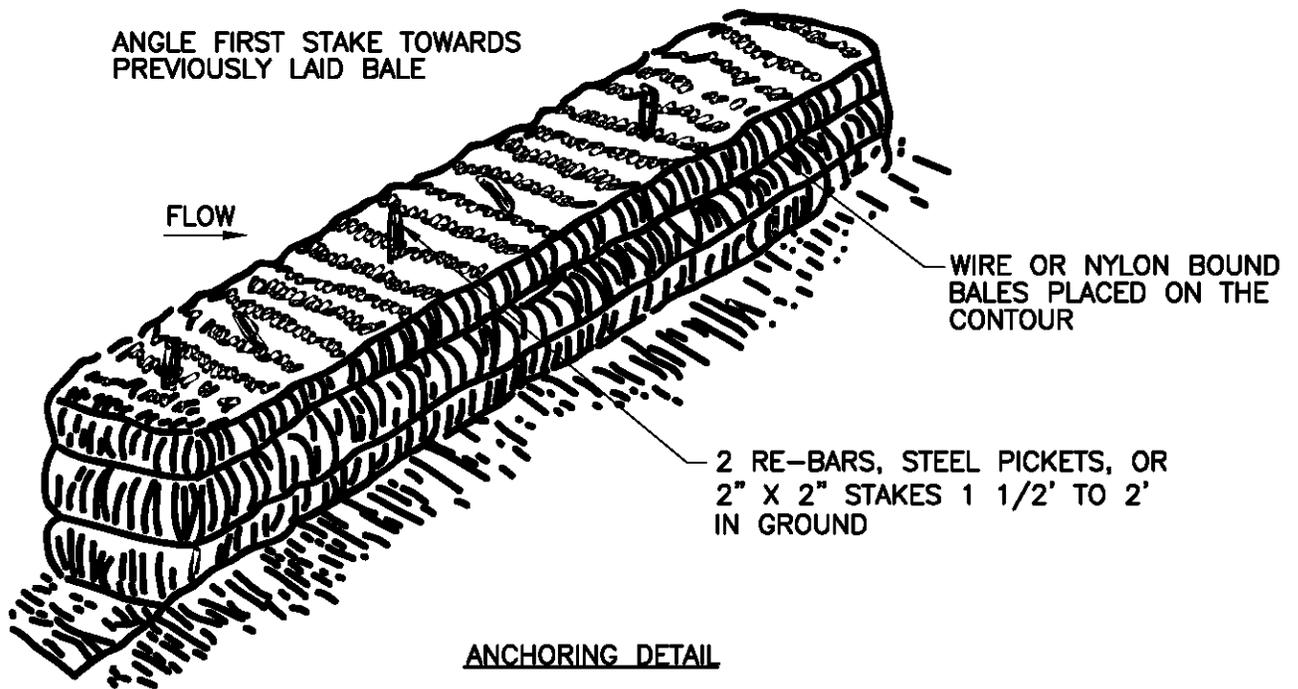
ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_SD005



EMBEDDING DETAIL



ANCHORING DETAIL

**NOTE:**

- ANCHOR AND EMBED INTO SOIL TO PREVENT WASHOUT OR WATER WORKING UNDER BARRIER
- REPAIR OR REPLACEMENT MUST BE MADE PROMPTLY AS NEEDED

(Sd1-Hb) STAKED HAYBALE BARRIERS

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**STANDARD DETAILS**

**HAY OR STRAW BALES**

REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. ER-G\_CD002

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.

**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.

**TEMPORARY BRIDGE CROSSING Sr-B**

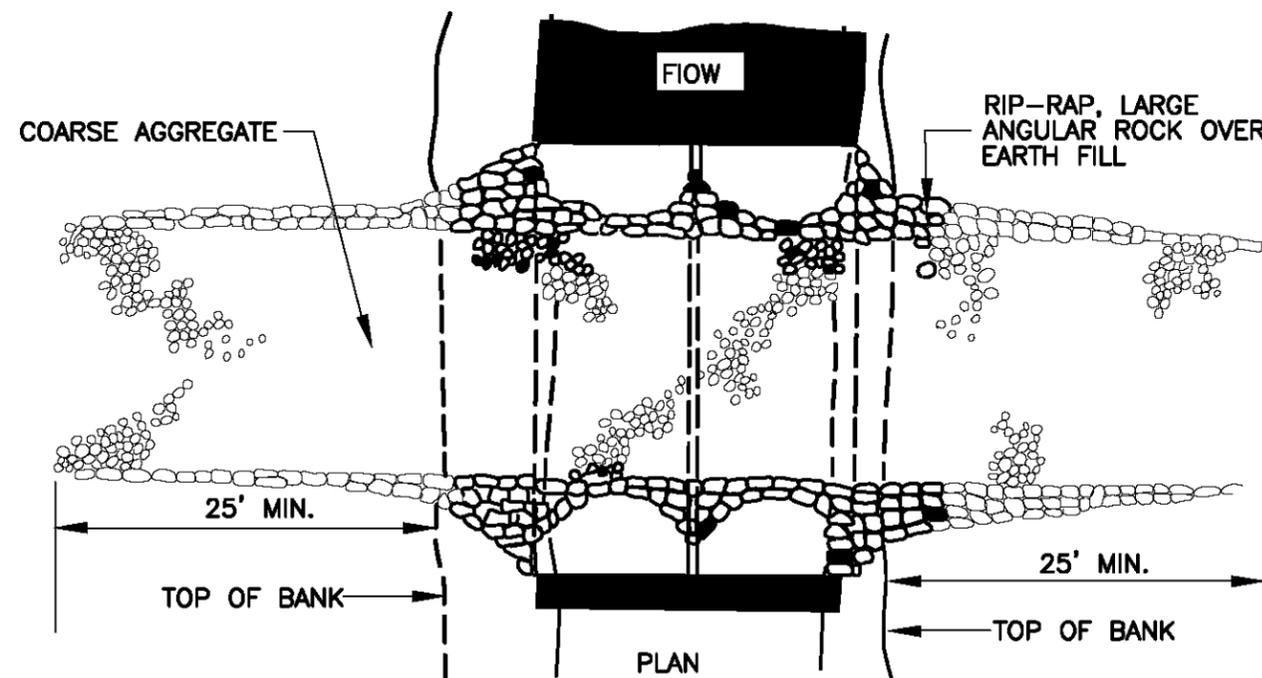
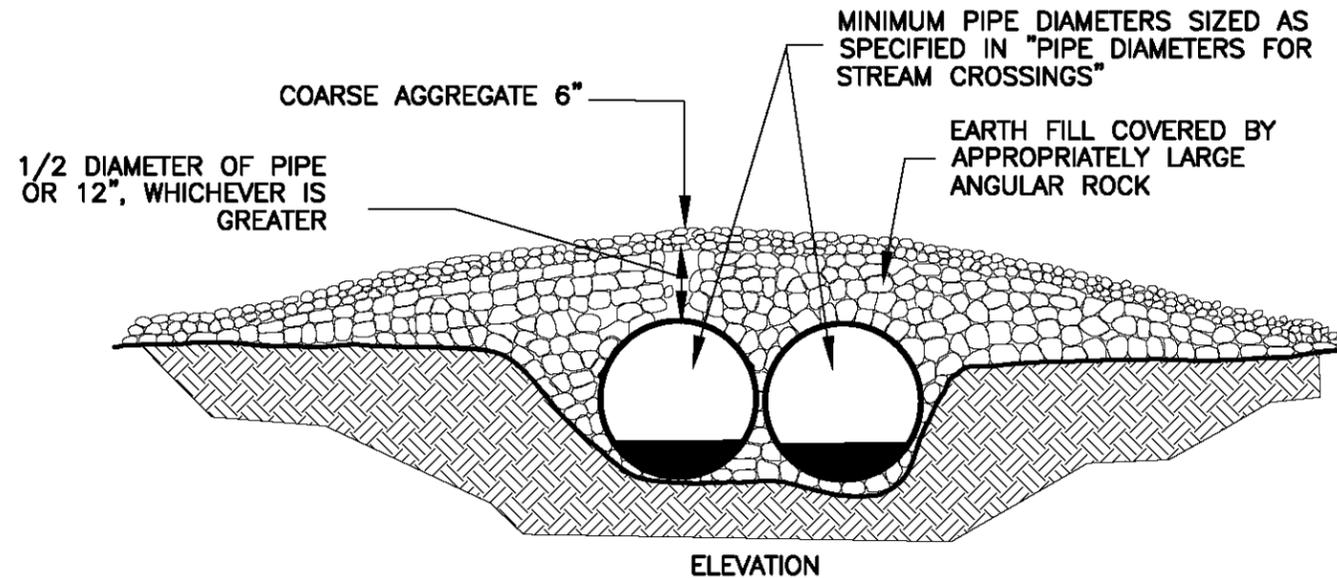
1. THE TEMPORARY BRIDGE SHALL BE CONSTRUCTED AT OR ABOVE BANK ELEVATION TO PREVENT THE ENTRAPMENT OF FLOATING MATERIALS AND DEBRIS.
2. ABUTMENTS SHALL BE PLACED PARALLEL TO AND ON STABLE BANKS.
3. BRIDGES SHALL BE CONSTRUCTED TO SPAN THE ENTIRE CHANNEL. IF THE CHANNEL WIDTH EXCEEDS EIGHT FEET (AS MEASURED 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.



Sr TEMPORARY STREAM CROSSING

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**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

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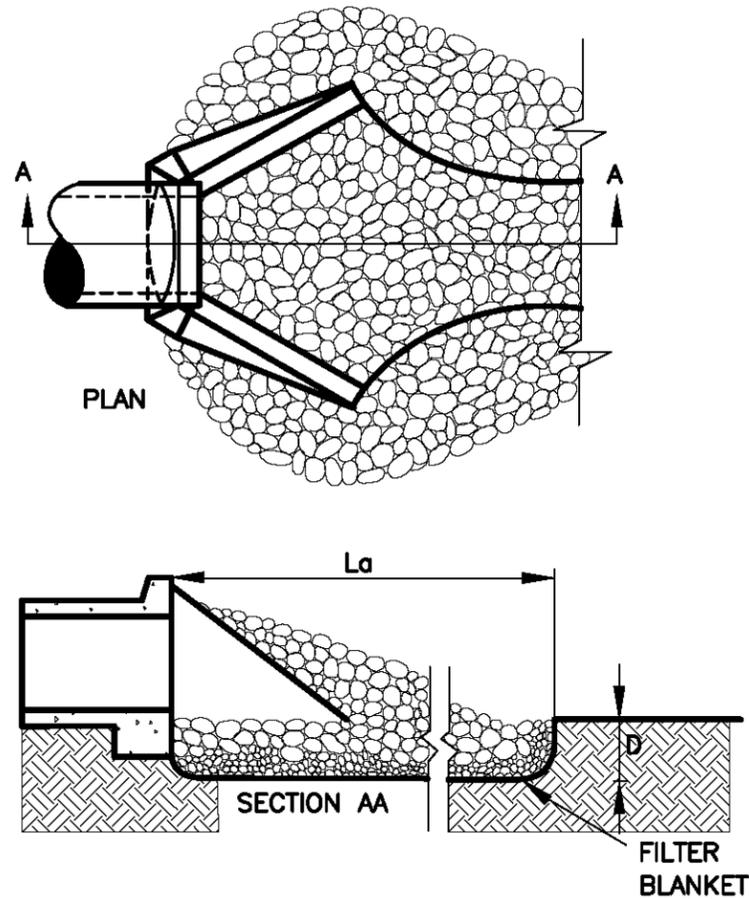


STANDARD DETAILS

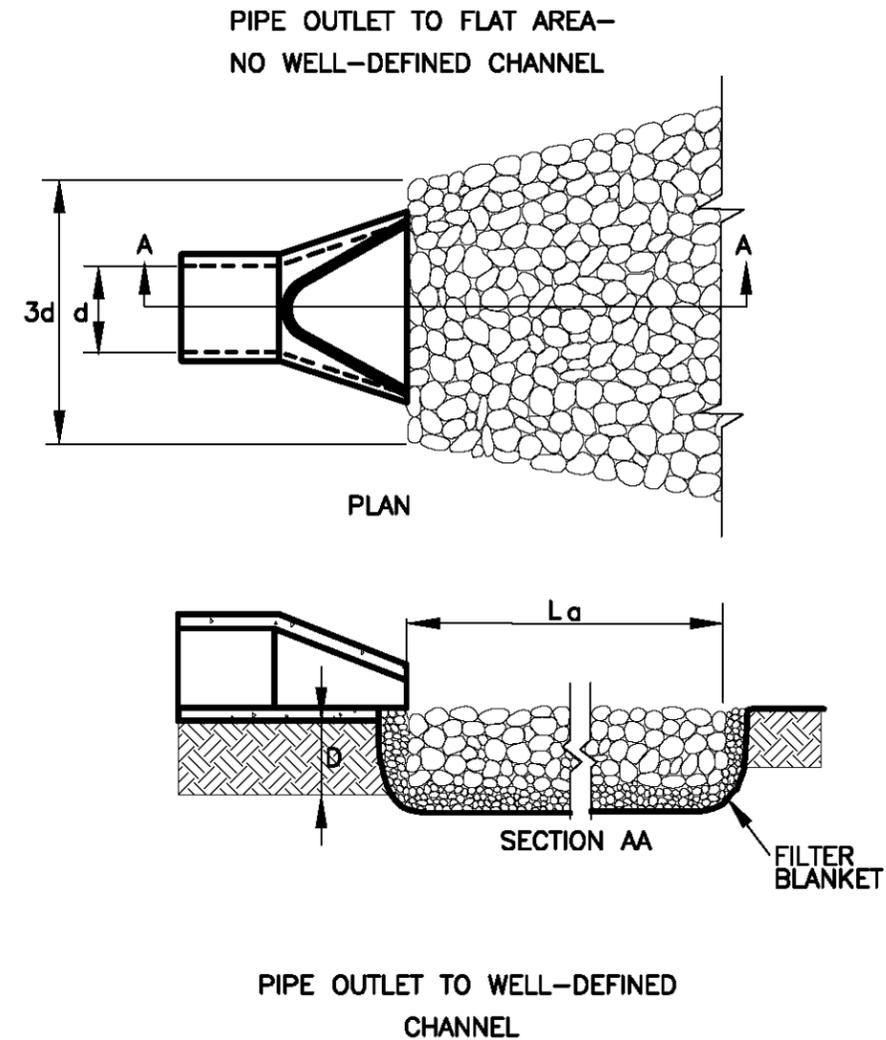
TEMPORARY STREAM CROSSING

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

DETAIL NO. ER-G\_SR001



DETAILS MODIFIED FROM VA SWCC



PIPE OUTLET TO WELL-DEFINED CHANNEL

St STORM DRAIN OUTLET PROTECTION

15

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 ( $L_a$ ), WIDTH AT THE HEADWALL ( $W_1$ ), DOWNSTREAM WIDTH ( $W_2$ ), AVERAGE STONE DIAMETER ( $d_{50}$ ), MAX STONE SIZE ( $d_{max}$ ) AND STONE DEPTH (D) DESIGNED IN ACCORDANCE WITH FIGURES 6-24.1 AND 6-24.2 IN GREEN BOOK.

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 <p>City of Atlanta</p>	<p><b>STANDARD DETAILS</b></p>	<p>REV. DATE: SEPT 2011 ORIG. DATE: NOV 2004 SCALE: N.T.S.</p>
	<p><b>STORM DRAIN OUTLET PROTECTION 1 OF 2</b></p>	<p>DETAIL NO. ER-G_ST001</p>

NOTES ON DETAILS

1.  $d_L$  IS THE LENGTH OF THE RIPRAP APRON.
2.  $D = 1.5$  TIMES 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=  $1.5 \times d_{max}$

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.

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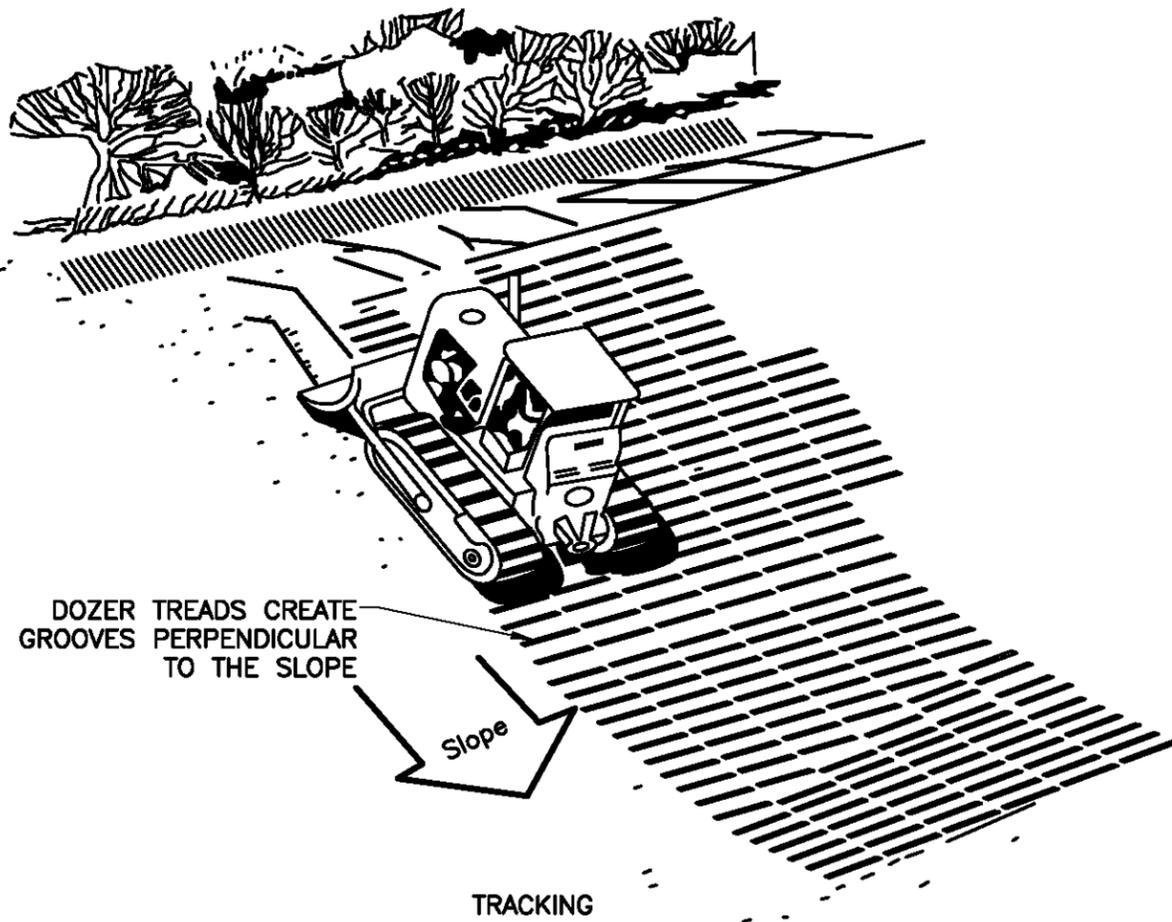


STANDARD DETAILS

STORM DRAIN OUTLET  
PROTECTION 2 OF 2

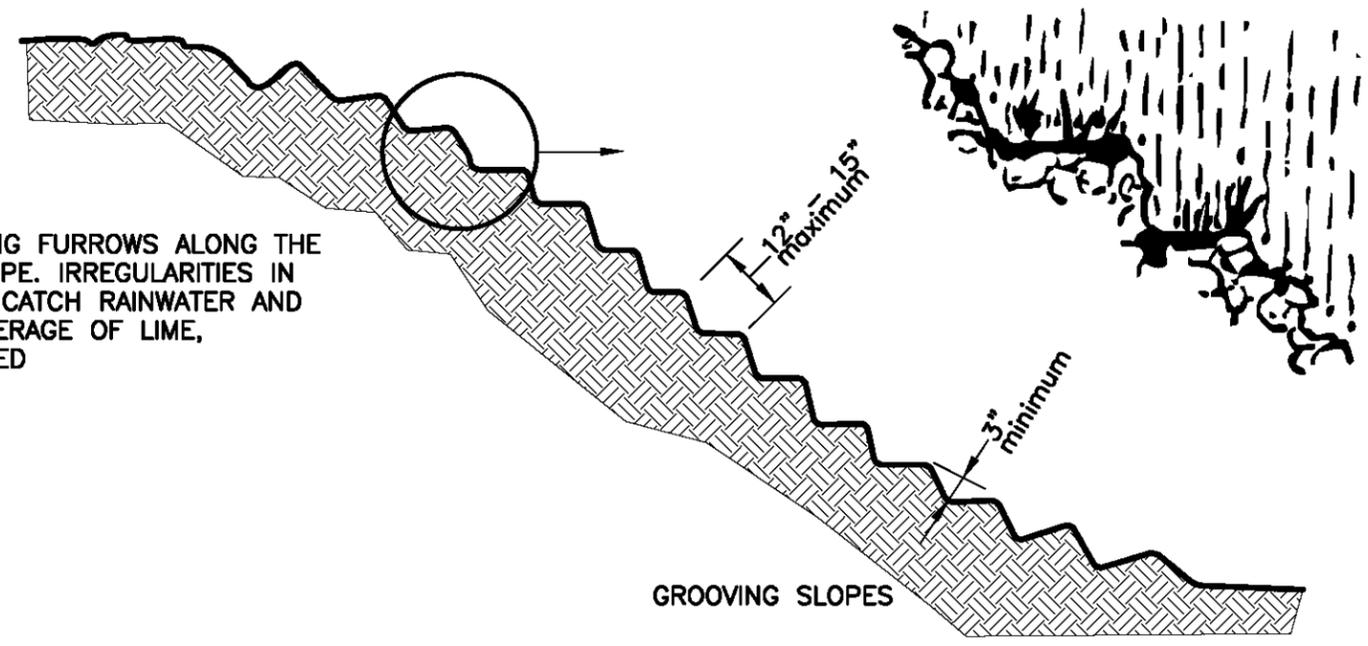
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DATE: SEPT 2011  
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SCALE: N.T.S.

DETAIL NO. ER-G\_ST001



(Su) SURFACE ROUGHENING

GROOVING IS CUTTING FURROWS ALONG THE CONTOUR OF A SLOPE. IRREGULARITIES IN THE SOIL SURFACE CATCH RAINWATER AND PROVIDE SOME COVERAGE OF LIME, FERTILIZER, AND SEED



**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.

**GROOVING**

GROOVING CONSISTS OF USING MACHINERY TO CREATE A SERIES OF RIDGES AND DEPRESSIONS WHICH RUN PERPENDICULAR TO THE SLOPE (ON THE CONTOUR). GROOVES MAY BE MADE WITH ANY APPROPRIATE IMPLEMENT WHICH CAN BE SAFELY OPERATED ON THE SLOPE AND WHICH WILL NOT CAUSE UNDUE COMPACTION. SUGGESTED IMPLEMENTS INCLUDE DISCS, TILLERS, SPRING HARROWS, AND THE TEETH ON A FRONTEND LOADER BUCKET. SUCH GROOVES SHALL NOT BE LESS THAN 3 INCHES DEEP NOR FURTHER THAN 15 INCHES APART.

**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.

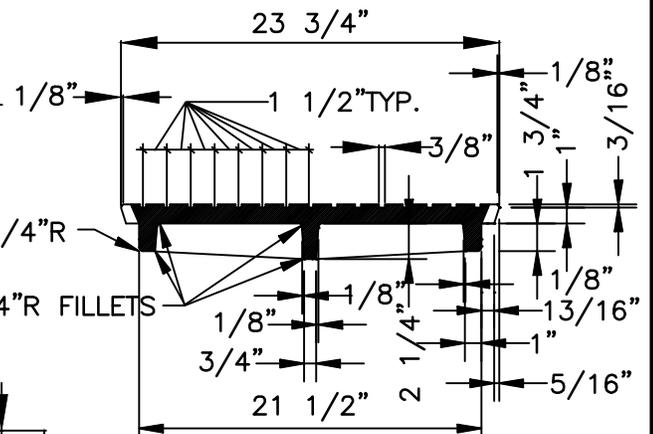
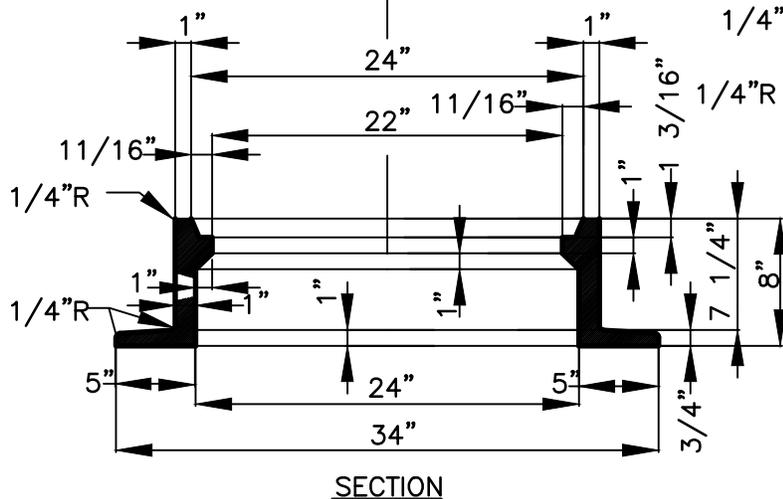
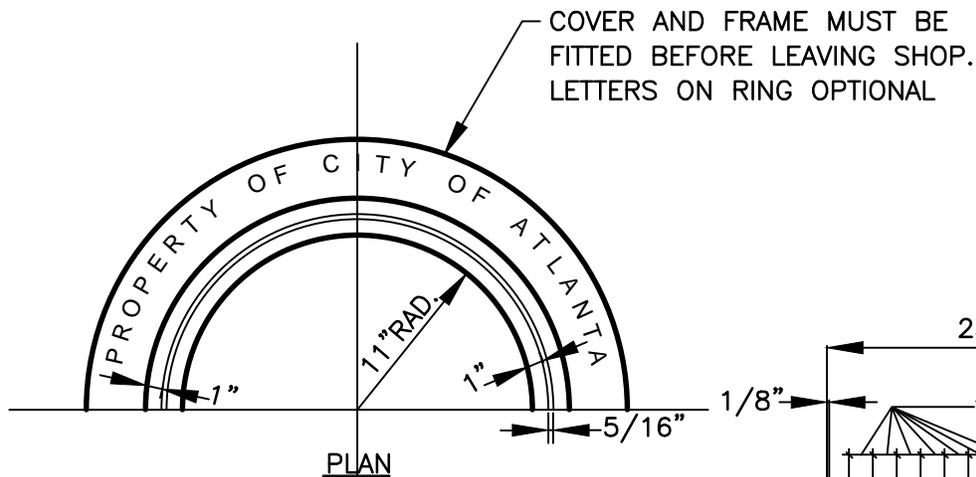
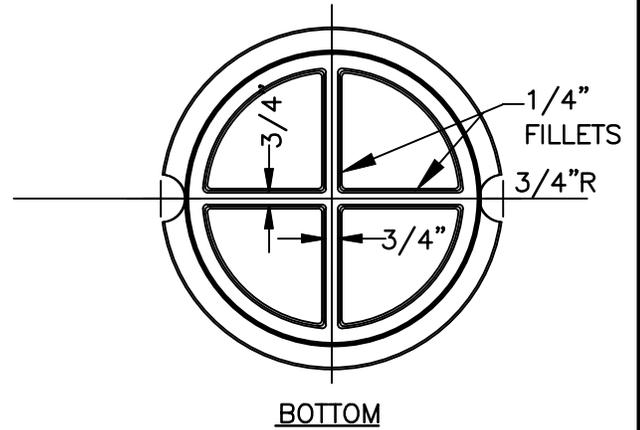
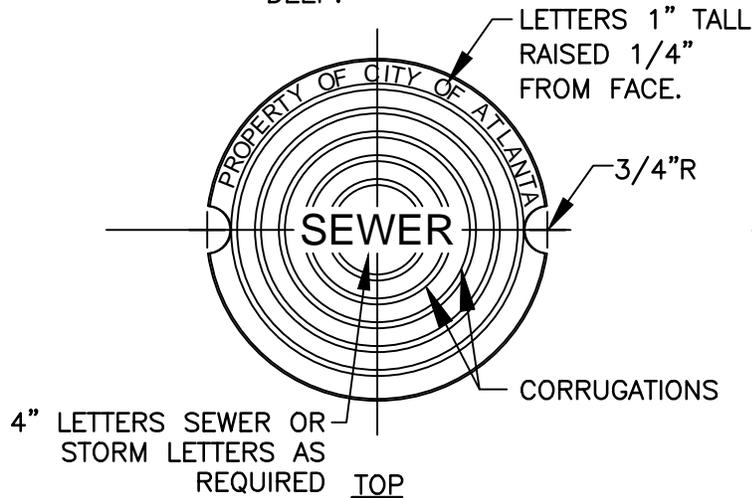
**SEEDING**

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.

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

	<b>STANDARD DETAILS</b>	REV. DATE: SEPT 2011 ORIG. DATE: NOV 2004 SCALE: N.T.S.
	<b>SURFACE ROUGHENING</b>	DETAIL NO. ER-G_SU001

CORRUGATIONS TO BE 3/8"x 1/4"x 3/16" DEEP.



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.

City of Atlanta



STANDARD DETAILS

SOLID FRAME AND COVER

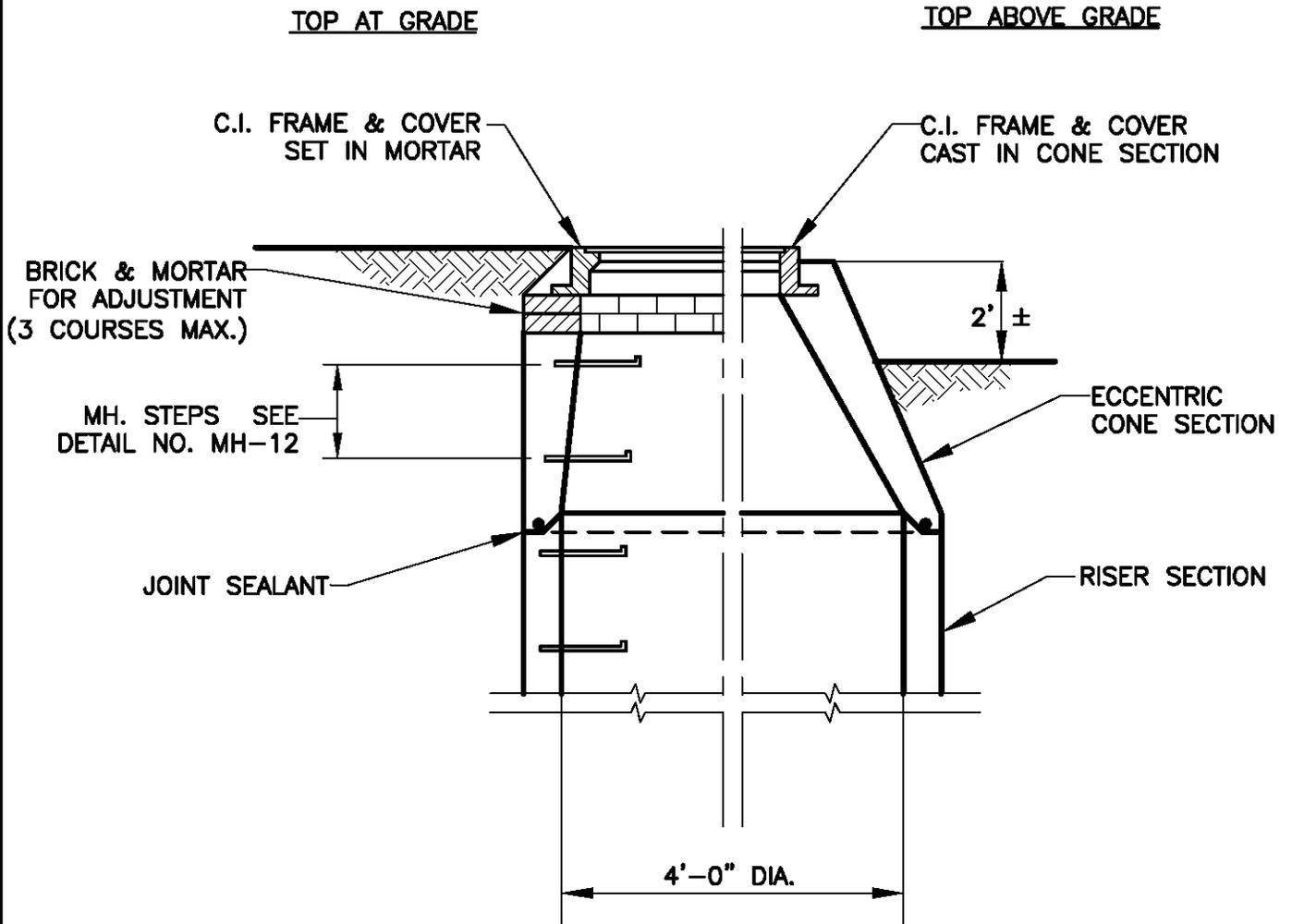
REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SG-G\_FC002



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.

City of Atlanta



## STANDARD DETAILS

### MANHOLE RISER AND CONE

REV.

DATE: SEPT 2011

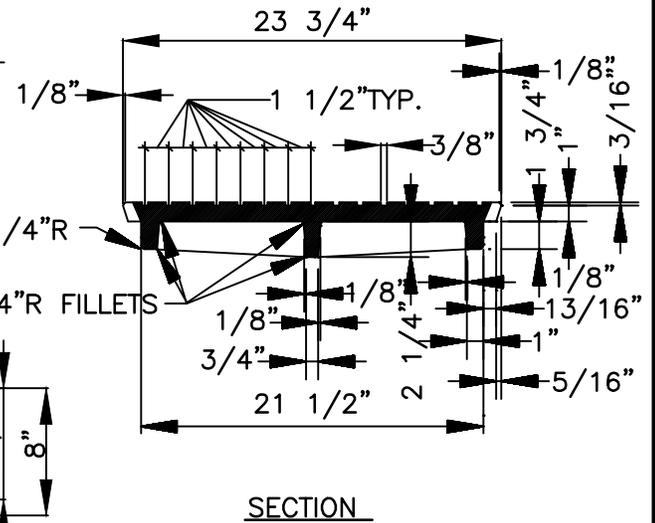
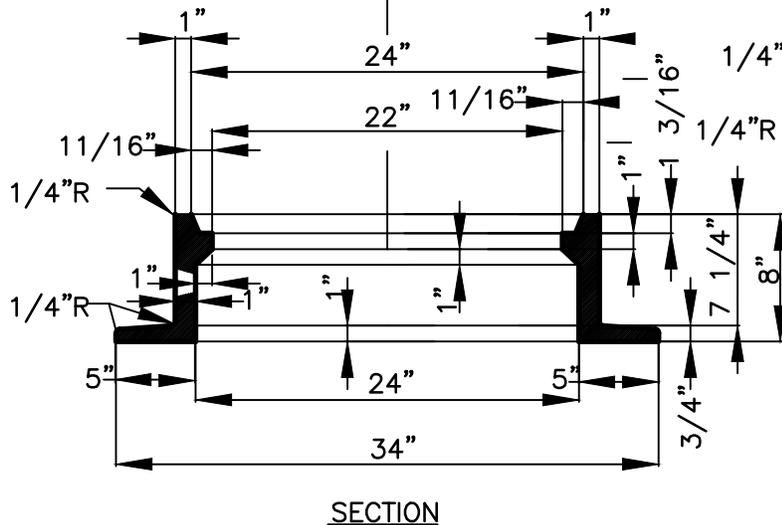
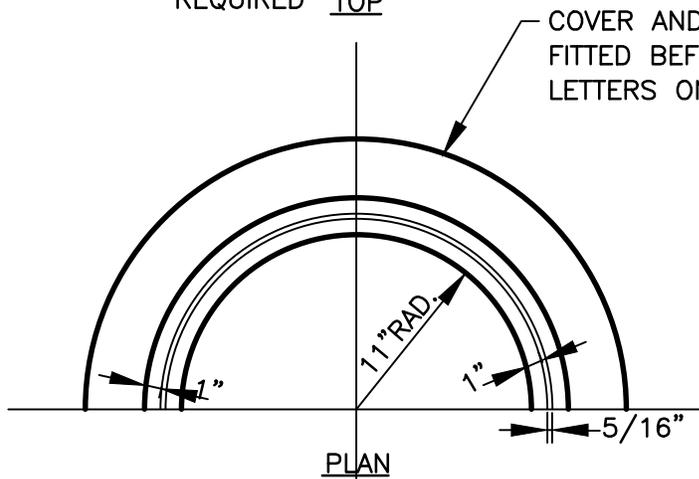
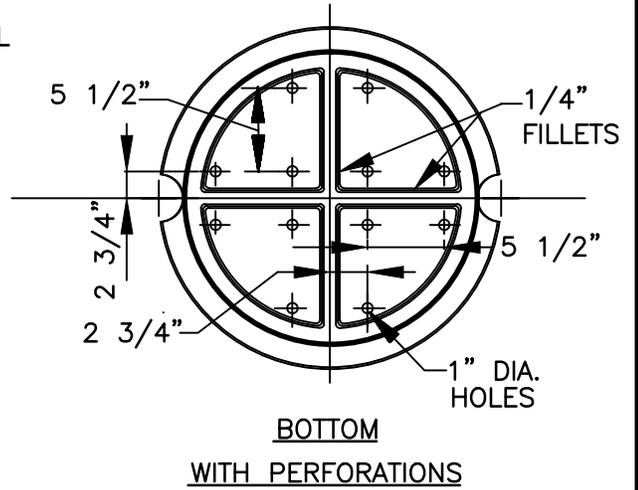
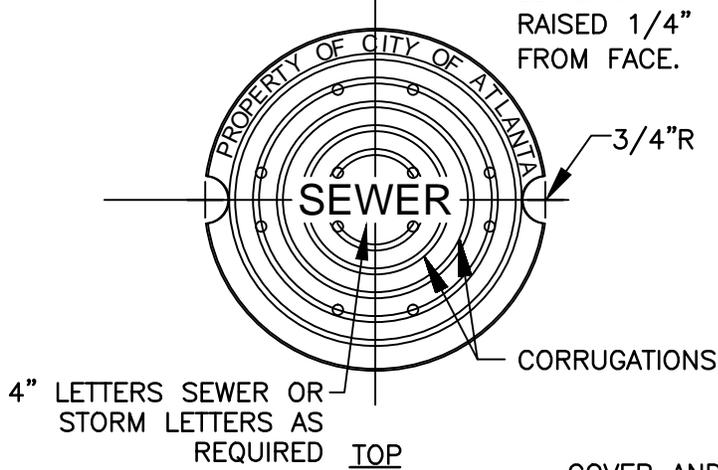
ORIG. DATE: NOV 1997

SCALE: N.T.S.

DETAIL NO. SG-G\_MH002

CORRUGATIONS TO BE 3/8"x 1/4"x 3/16" DEEP.

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



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.

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## STANDARD DETAILS

### VENTED FRAME AND COVER

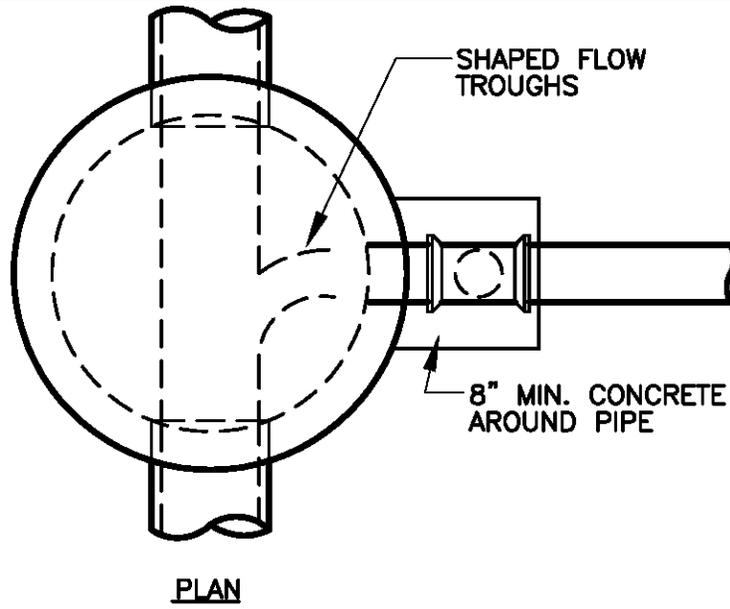
REV.

DATE: SEPT 2011

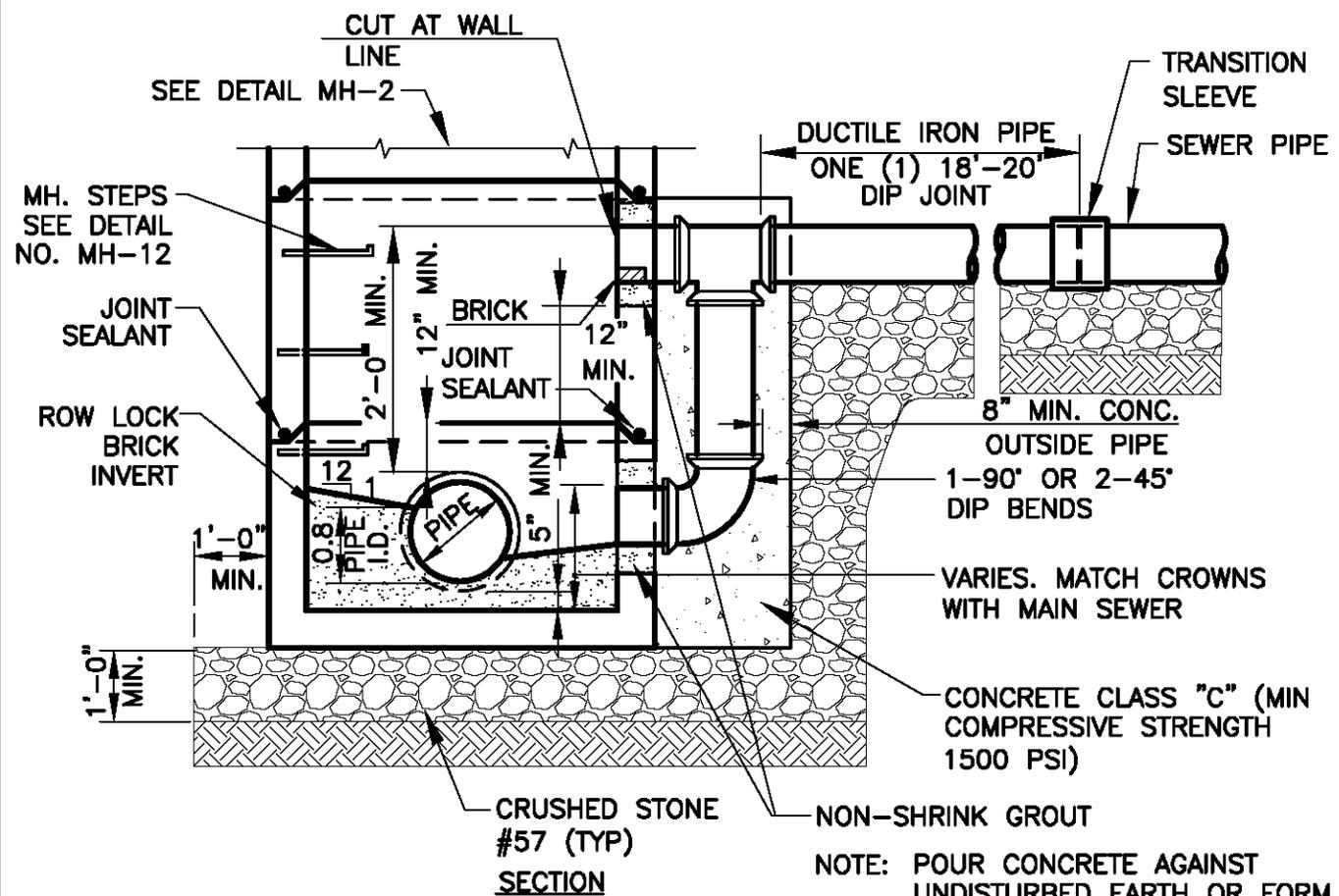
ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SG-G\_MH003



PLAN



SECTION

NOTE: POUR CONCRETE AGAINST UNDISTURBED EARTH OR FORM. IF FORMED, FILL VOID UNDER PIPE WITH CRUSHED STONE.

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



**STANDARD DETAILS**  
**MANHOLE BASE WITH**  
**DROP CONNECTION**

REV.  
DATE: SEPT 2011  
ORIG. DATE: NOV 2004  
SCALE: N.T.S.  
DETAIL NO. SG-G\_MH005

INCOMING SEWER SIZE, (D)	DROP SIZE REQUIRED, (L)	VERTICLE PIPE RUN, (Y1)	VERTICLE PIPE RUN, (Y2)	VERTICLE PIPE RUN, (Y3)	VERTICLE PIPE RUN, (Y4)
8"	24"	8.5"	N/A	6"	N/A
8"	30"	14.5"	9.5"	12"	7"
12"	36"	15.25"	8.25"	12"	5"
18"	48"	19"	9"	15"	5"
24"	60"	21"	9"	16"	N/A
30"	72"	25"	8.5"	22"	5.5"

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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## STANDARD DETAILS

### MANHOLE BASE WITH DROP CONNECTION

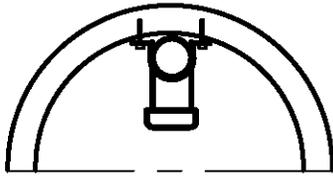
REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SG-G\_MH005.1



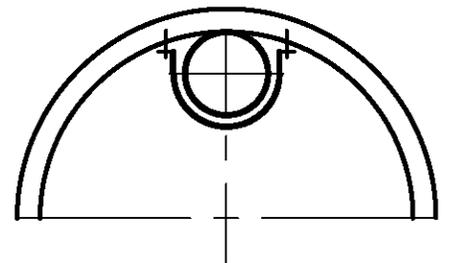
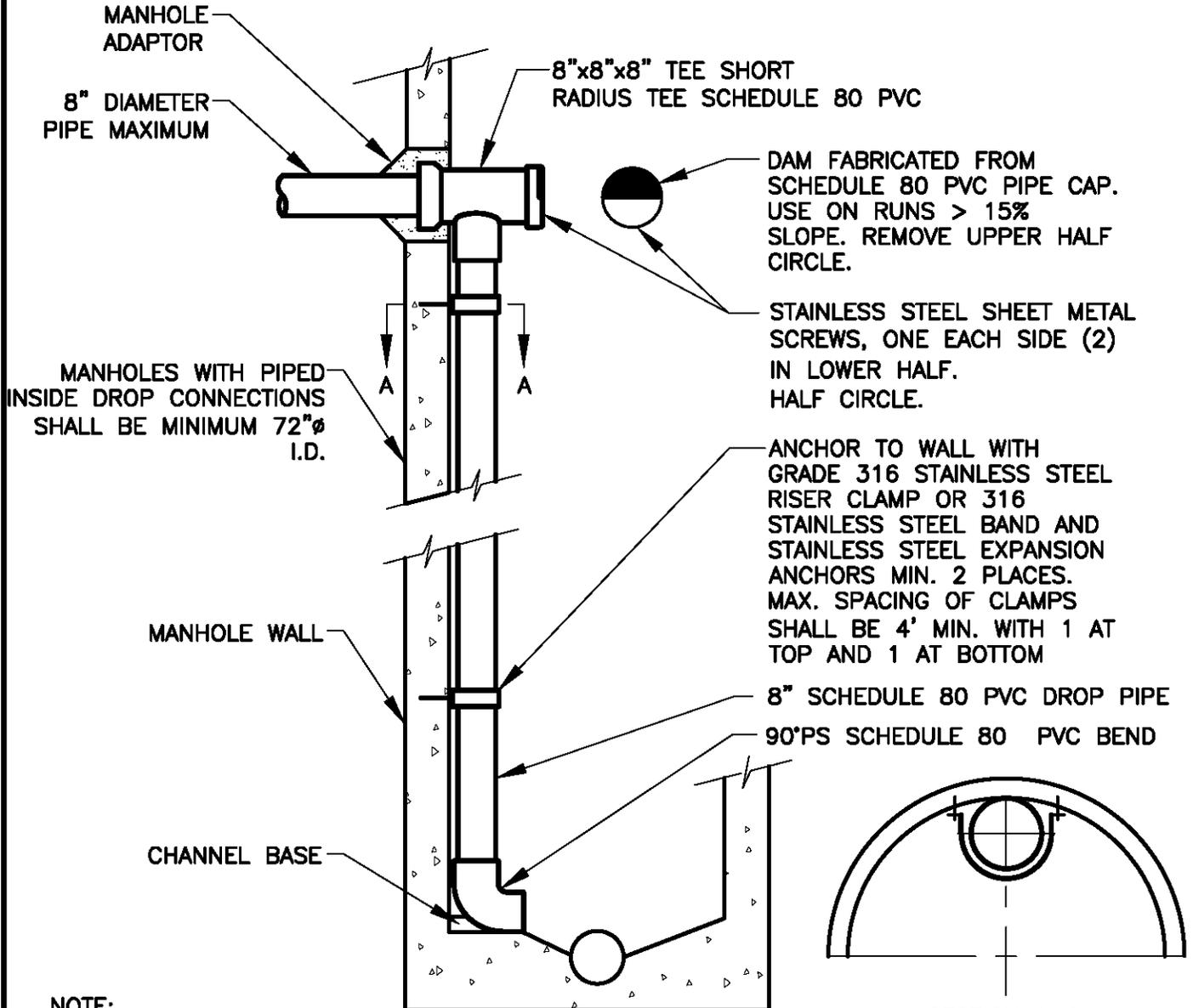
**SECTION A-A  
CLAMP DETAIL**

1"x1/8" 316  
STAINLESS STEEL STRAP



**STRAP DETAIL**

USE 3/8" EXPANSION ANCHOR TO ATTACH TO EXISTING WALL



**SECTION A-A  
CLAMP DETAIL**

**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.

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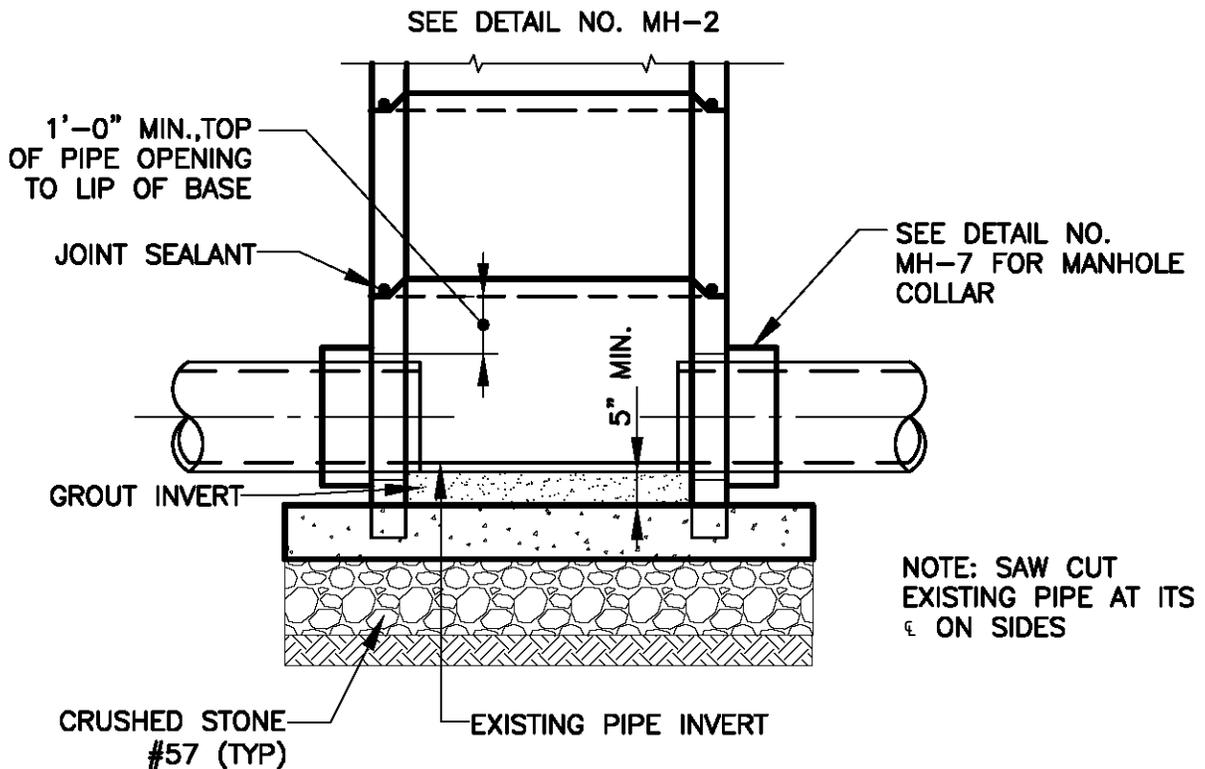
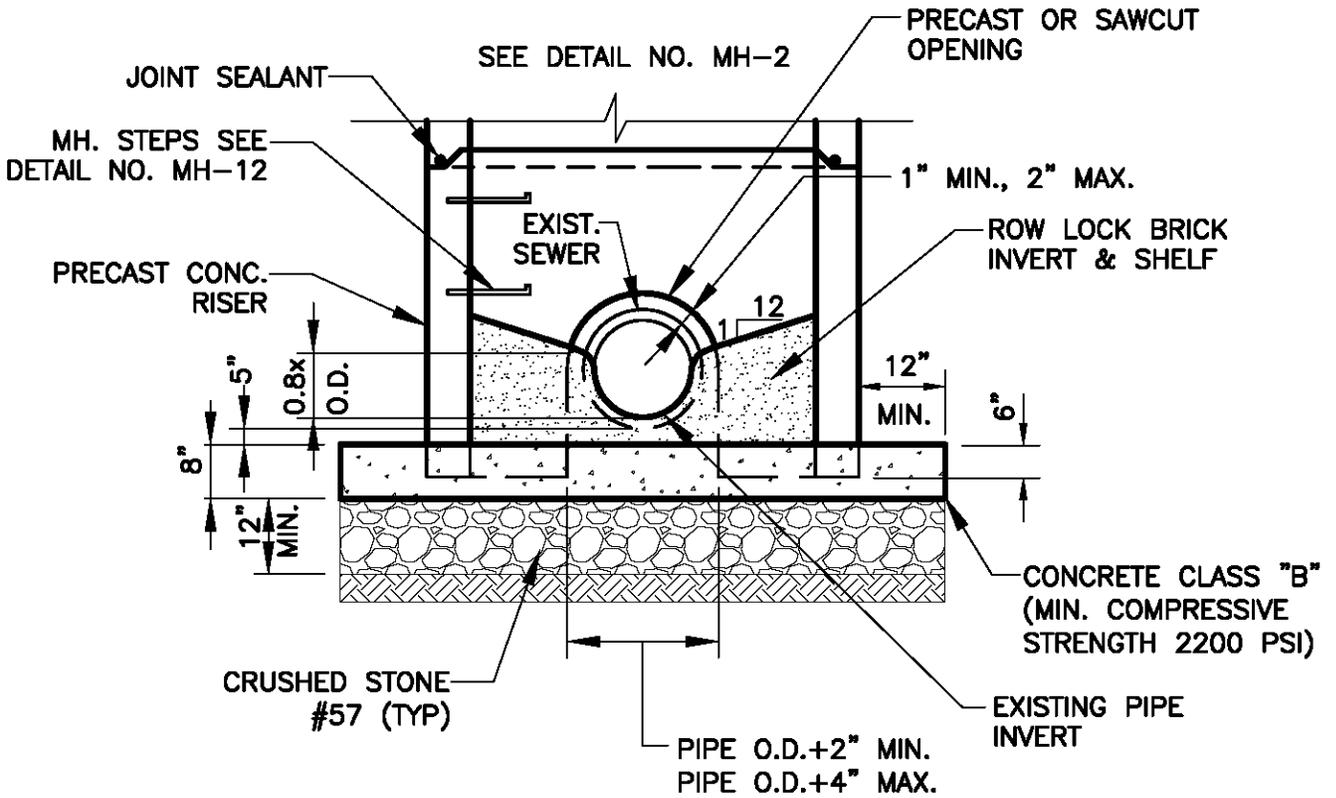


**STANDARD DETAILS**

**PIPED INSIDE DROP CONNECTION FOR MANHOLES**

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

DETAIL NO. SG-G\_MH006



NOTE: SAW CUT EXISTING PIPE AT ITS  $\epsilon$  ON SIDES

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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## STANDARD DETAILS

### MANHOLE OVER EXISTING SEWER

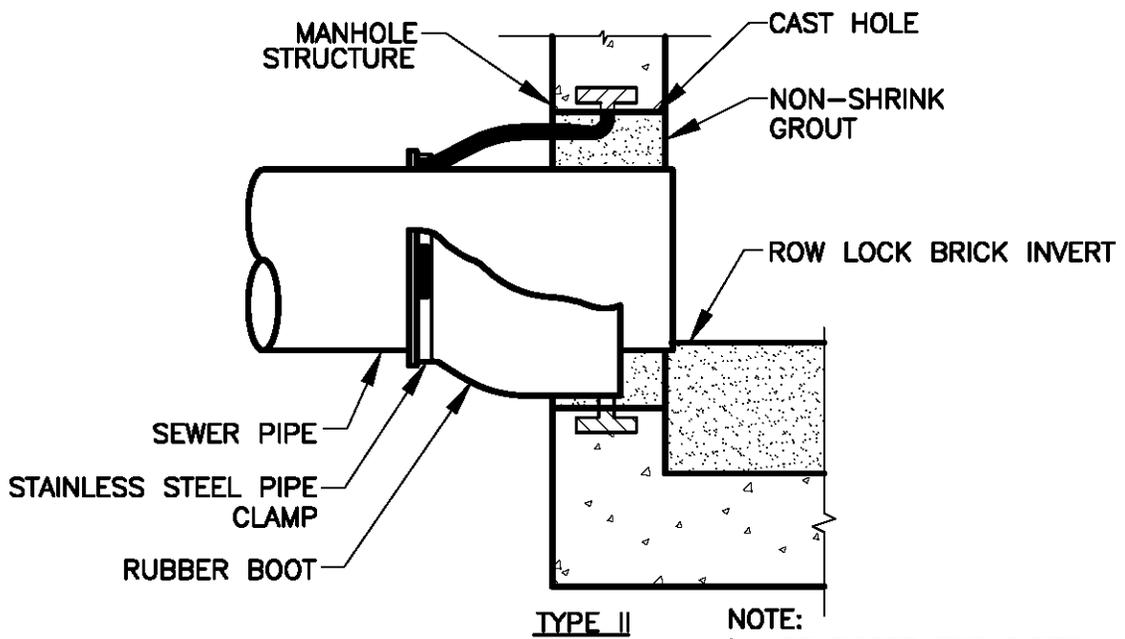
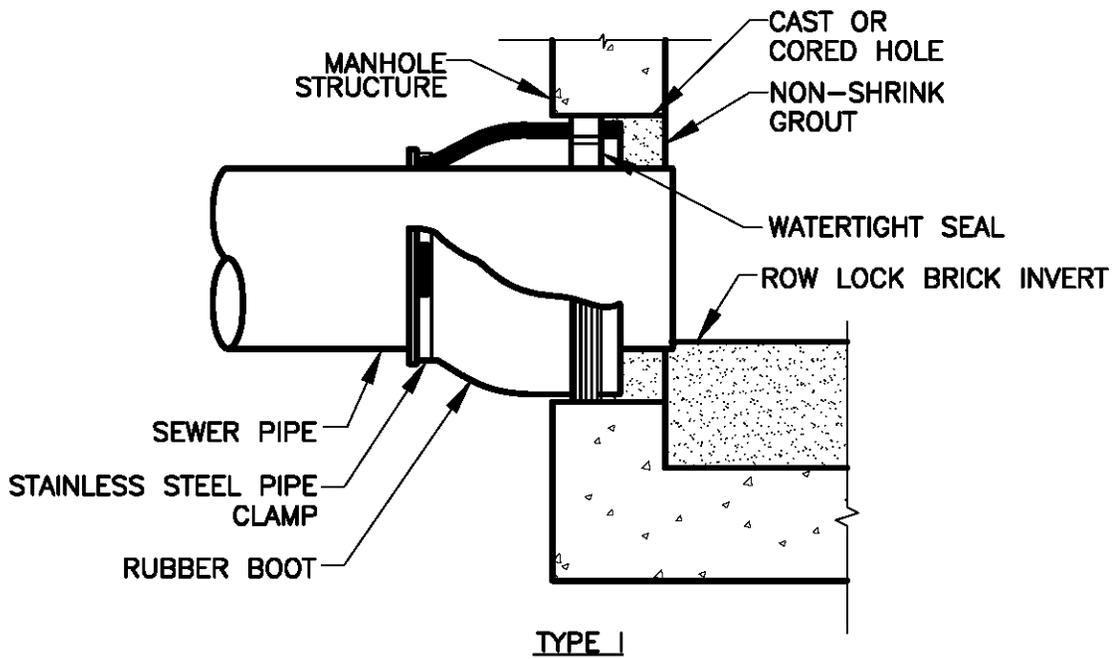
REV.

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.

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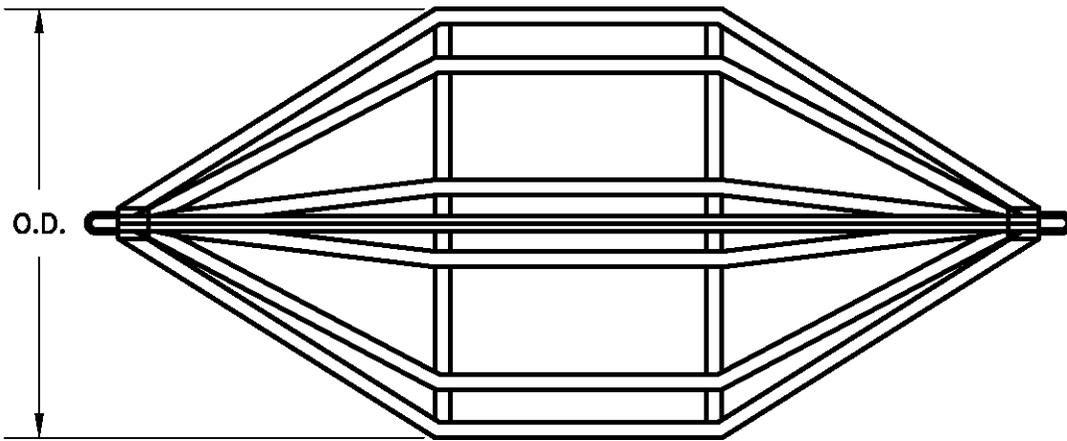


## STANDARD DETAILS

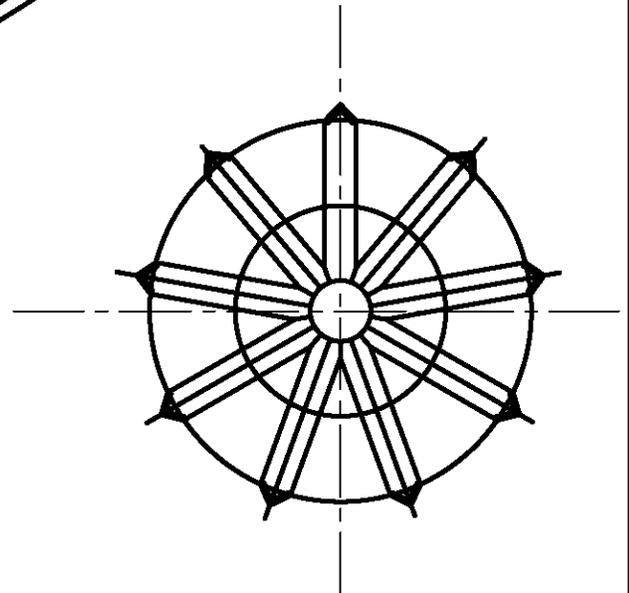
### BOOT CONNECTION

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

DETAIL NO. SS-G\_BC001



SIDE OR TOP VIEW



END VIEW

MINIMUM MANDREL DIAMETER			
SEWER SIZE	ASTM D3034 SDR35	ASTM F679 T-1	ASTM F794 SERIES 46
8	7.52	N/A	7.52
10	9.41	N/A	9.41
12	11.19	N/A	11.18
15	13.70	N/A	13.70
18	N/A	16.75	16.82
21	N/A	19.74	19.77
24	N/A	22.21	22.39

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.

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STANDARD DETAILS

DELFECTION TEST  
MANDREL

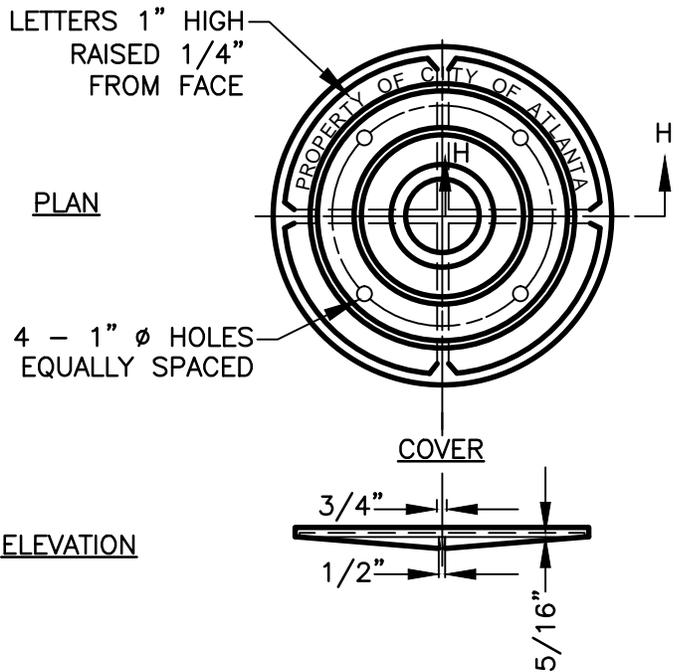
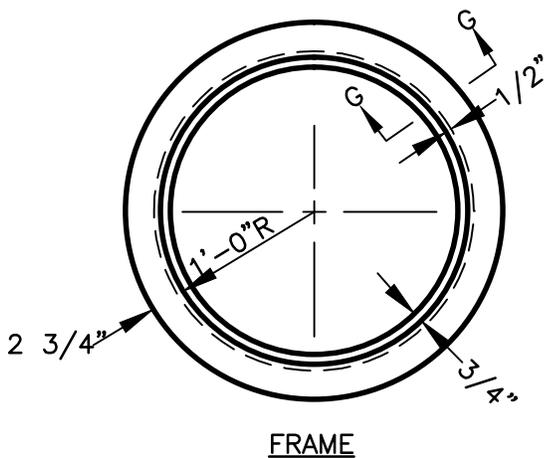
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

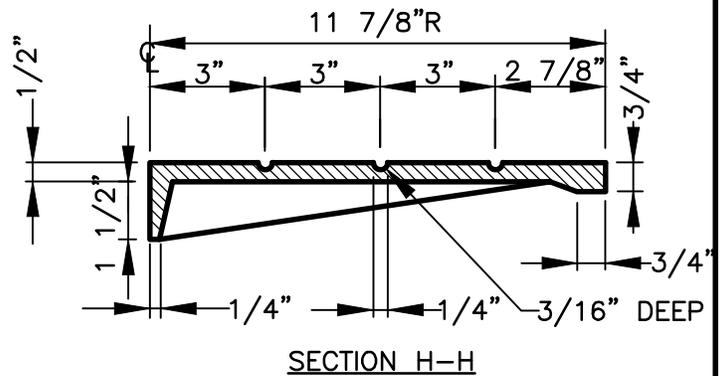
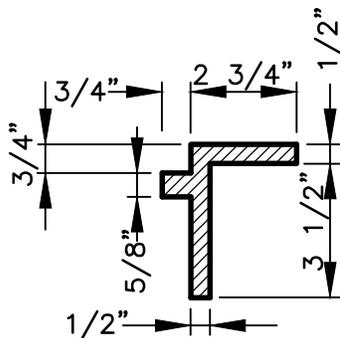
SCALE: N.T.S.

DETAIL NO. SS-G\_DM001



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.



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STANDARD DETAILS

LIGHT CASTING FRAME AND COVER FOR PRECAST SLABS

REV.

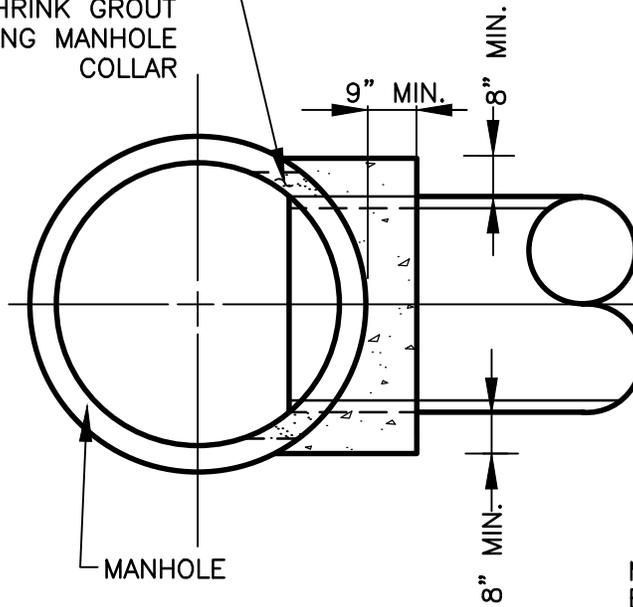
DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_FC001

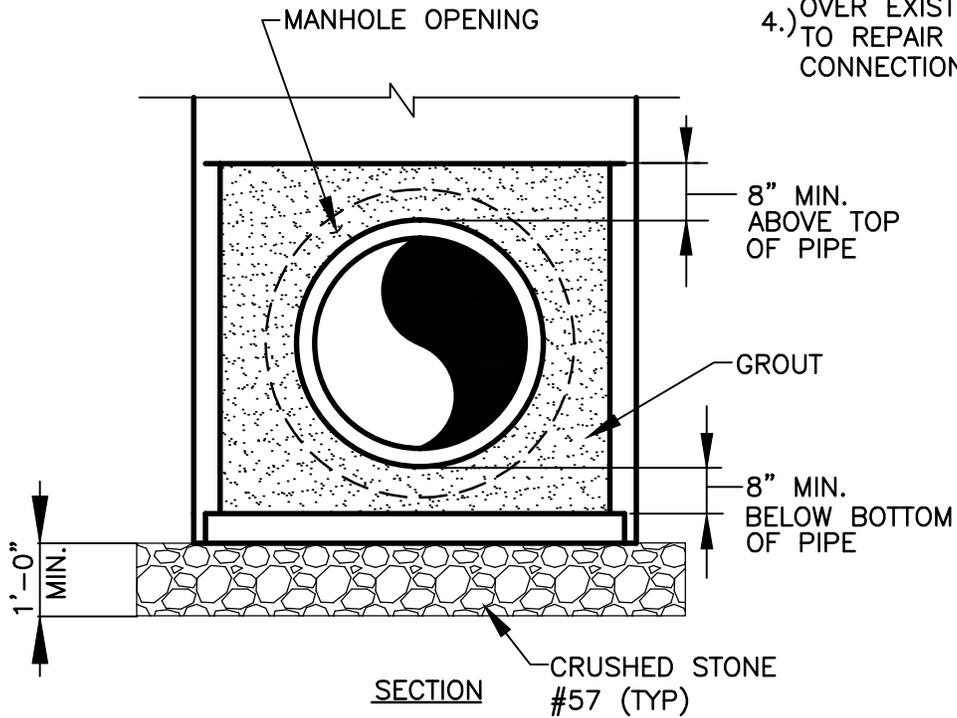
FILL VOID BETWEEN PIPE AND  
MANHOLE WALL WITH  
NON-SHRINK GROUT  
BEFORE FORMING MANHOLE  
COLLAR



PLAN

MANHOLE COLLARS SHALL  
BE USED FOR SEWER  
CONNECTIONS TO MANHOLES :

- 1.) IF EXIST. MANHOLE IS BRICK
- 2.) IF SEWER > 42"  $\phi$
- 3.) IF MANHOLE IS CONSTRUCTED  
OVER EXIST. SEWER
- 4.) TO REPAIR TYPE II BOOT  
CONNECTION



SECTION

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STANDARD DETAILS

MANHOLE  
COLLAR

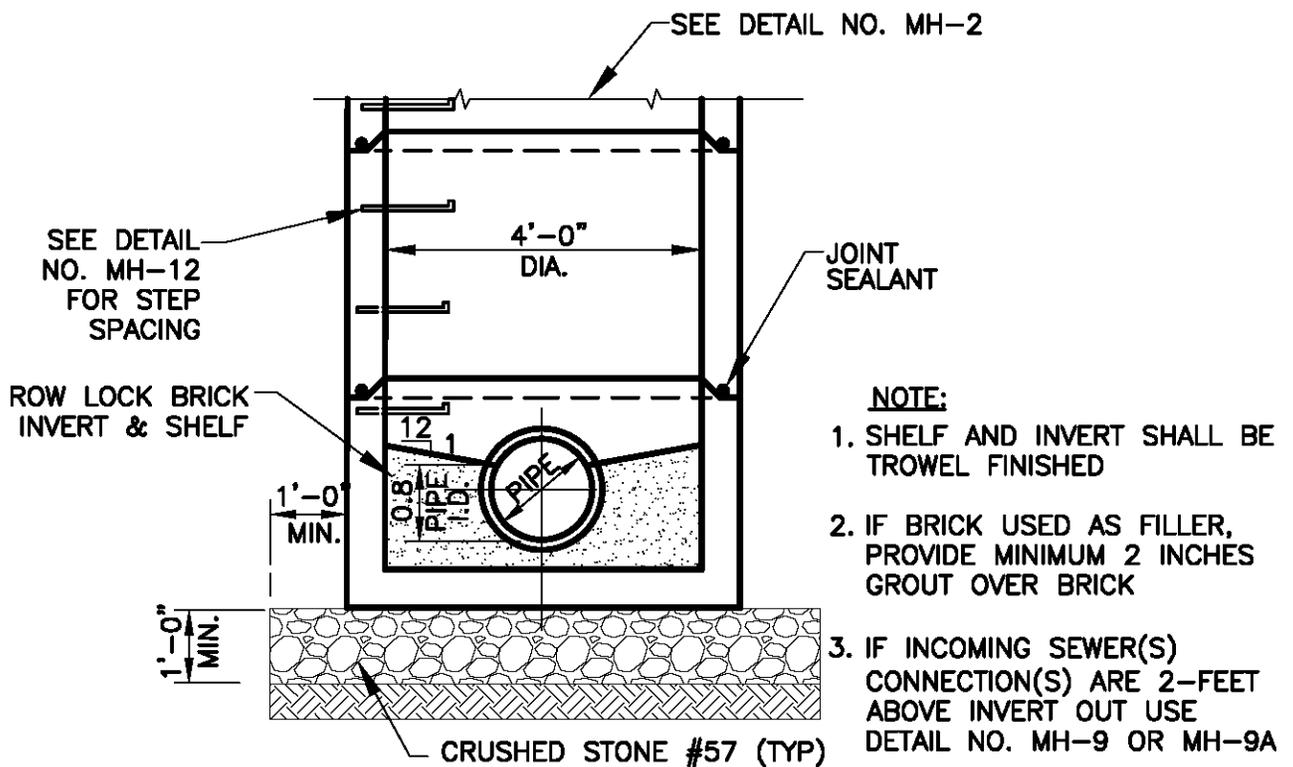
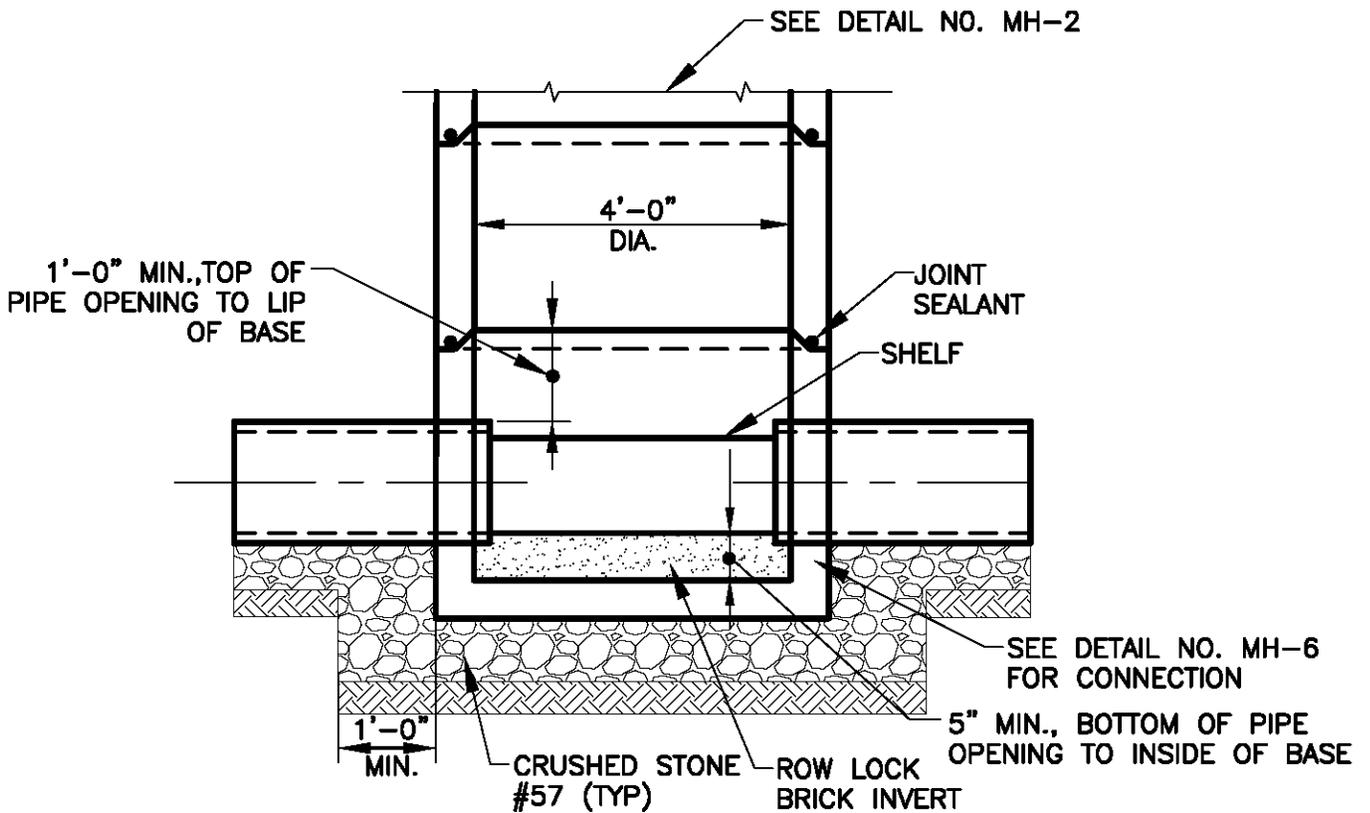
REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_MC001



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City of Atlanta



## STANDARD DETAILS

### MANHOLE BASE

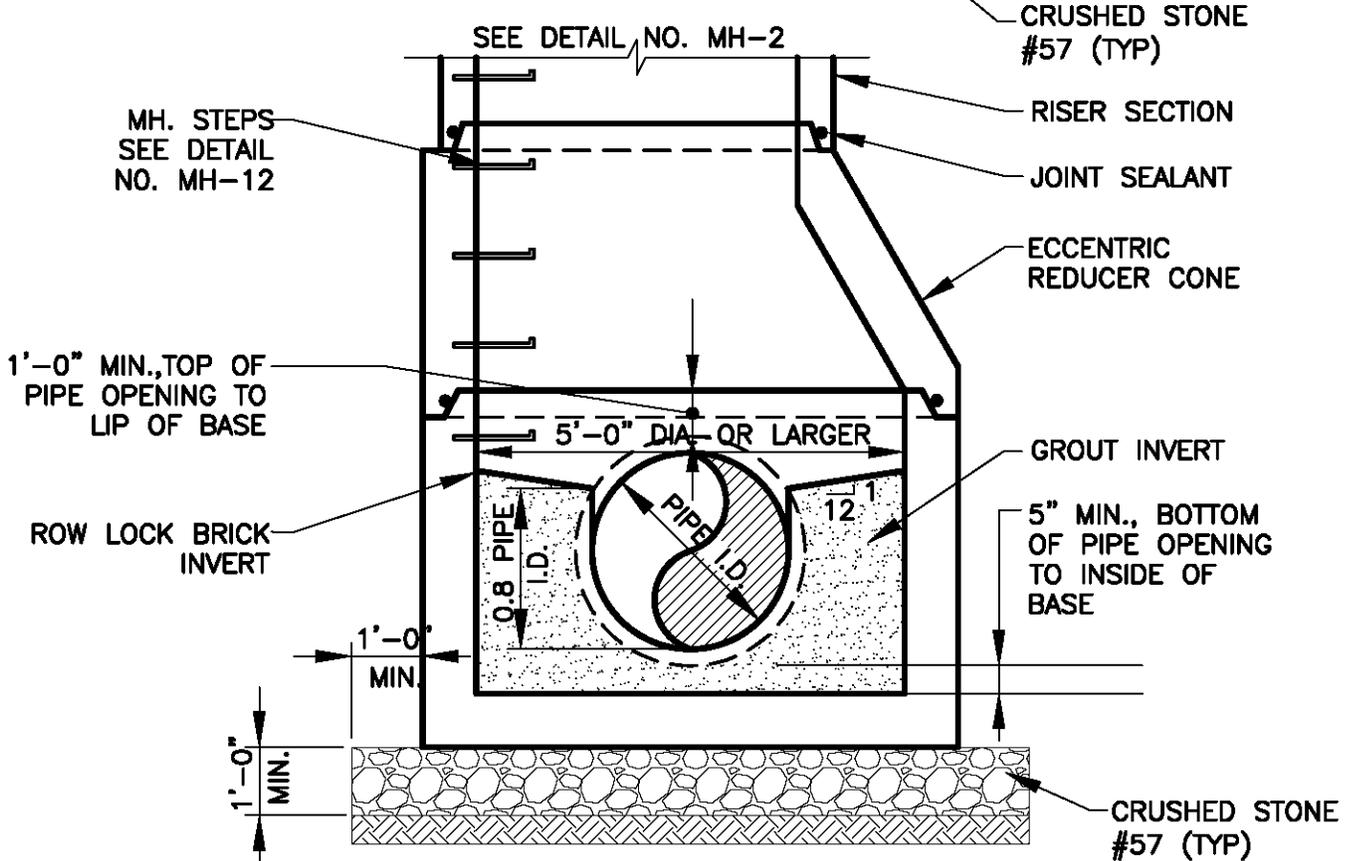
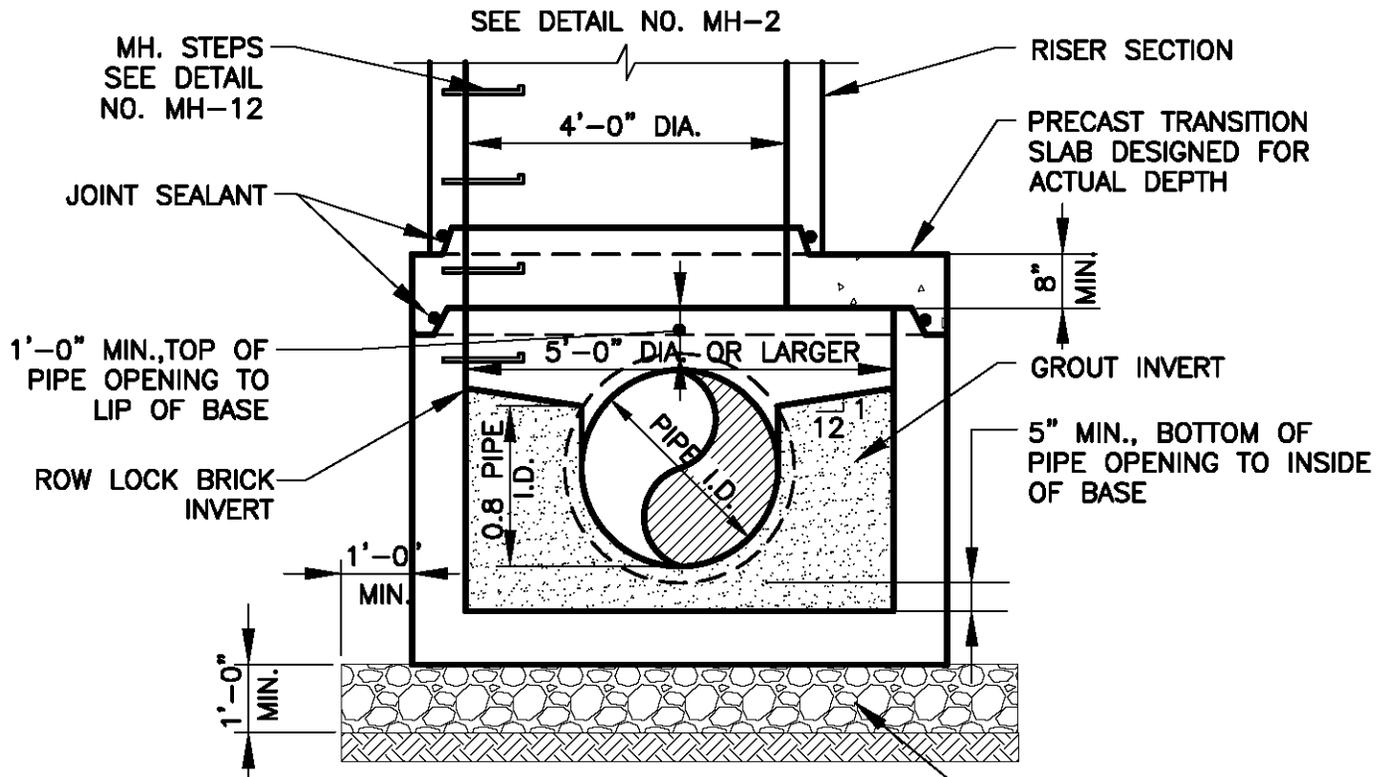
REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_MH001



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## STANDARD DETAILS

### LARGE DIAMETER MANHOLE BASE

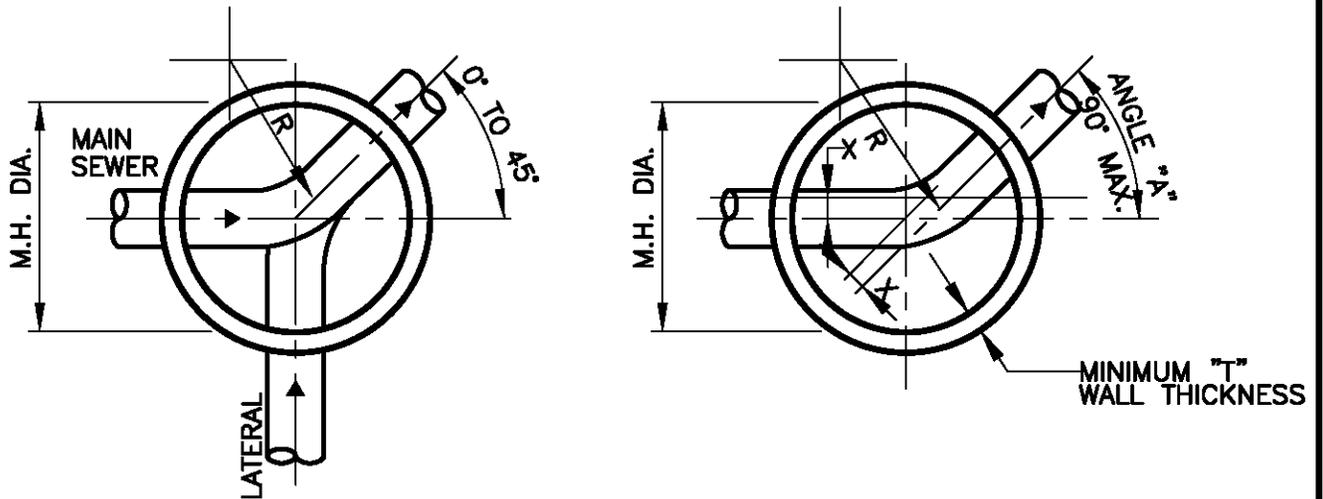
REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_MH004



STANDARD MANHOLE SCHEDULE OF GOVERNING DIMENSIONS				
PIPE SIZE	ANGLE "A"	MH. DIA.	"T"	"X"
8" TO 15"	0° TO 90°	4'-0"	5"	0"
18" TO 24"	0° TO 60°	4'-0"	5"	0"
18" TO 24"	60° TO 90°	5'-0"	6"	6"
27" TO 30"	0° TO 30°	5'-0"	6"	0"
27" TO 30"	30° TO 60°	5'-0"	6"	6"
27" TO 30"	60° TO 90°	6'-0"	7"	8"
36"	0° TO 90°	6'-0"	7"	0"
42"	0° TO 60°	7'-0"	8"	8"
42"	60° TO 90°	8'-0"	9"	6"
48"	0° TO 45°	8'-0"	9"	6"
48"	60° TO 90°	12'-0"	13"	6"
54"	0° TO 60°	8'-0"	9"	6"
54"	60° TO 90°	12'-0"	13"	6"
60"	0° TO 30°	8'-0"	9"	0"
60"	30° TO 45°	8'-0"	9"	6"
60"	45° TO 60°	10'-0"	11"	6"
60"	60° TO 90°	12'-0"	13"	8"

**NOTE:**  
 MINIMUM  $\epsilon$  RADIUS (R) OF M.H. INVERT  
 = 1.5 x PIPE DIAMETER

City of Atlanta



## STANDARD DETAILS

# MANHOLE PLAN AND DIAMETERS

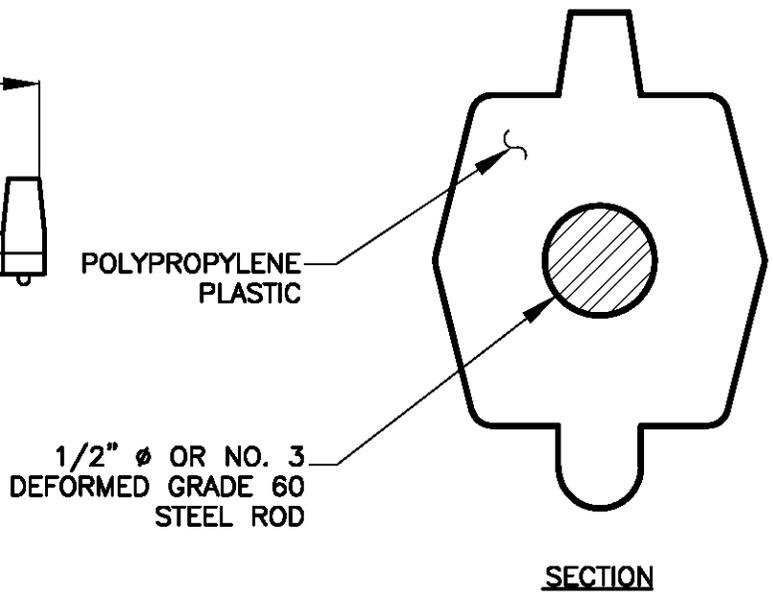
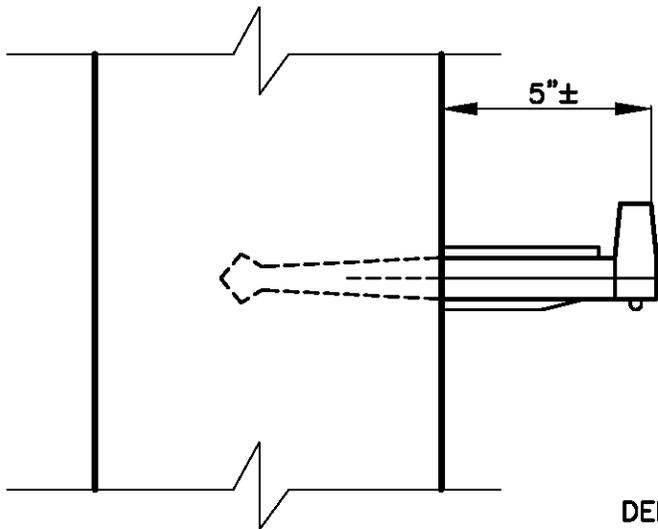
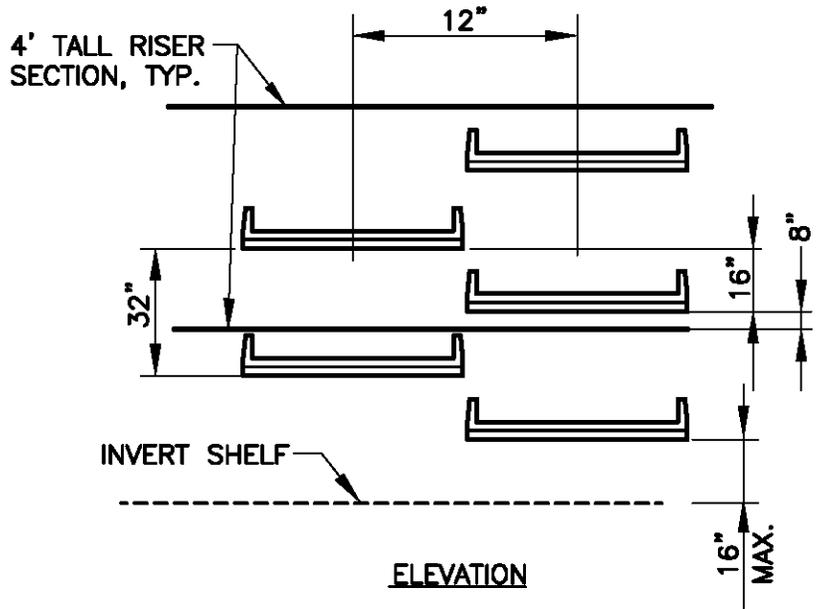
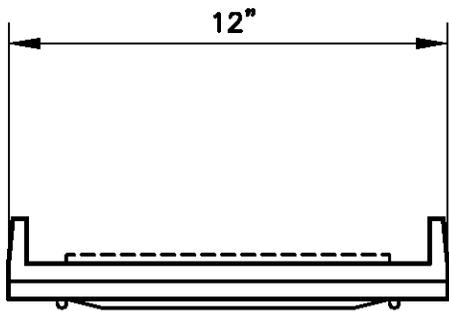
REV.

DATE: SEPT 2011

ORIG. DATE: JAN 1997

SCALE: N.T.S.

DETAIL NO. SS-G\_MH009



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

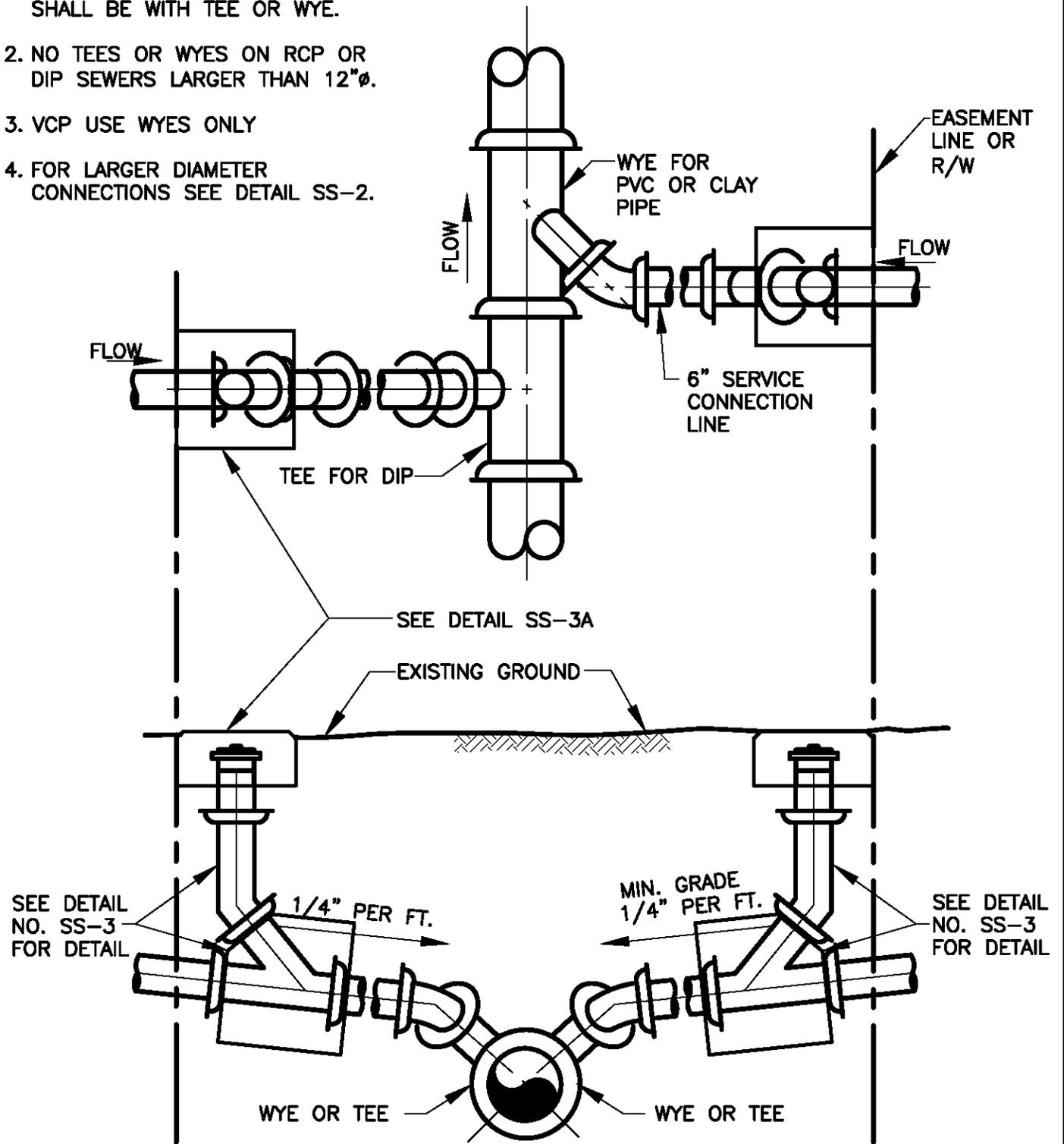
MANHOLE STEPS

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.



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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**STANDARD DETAILS**

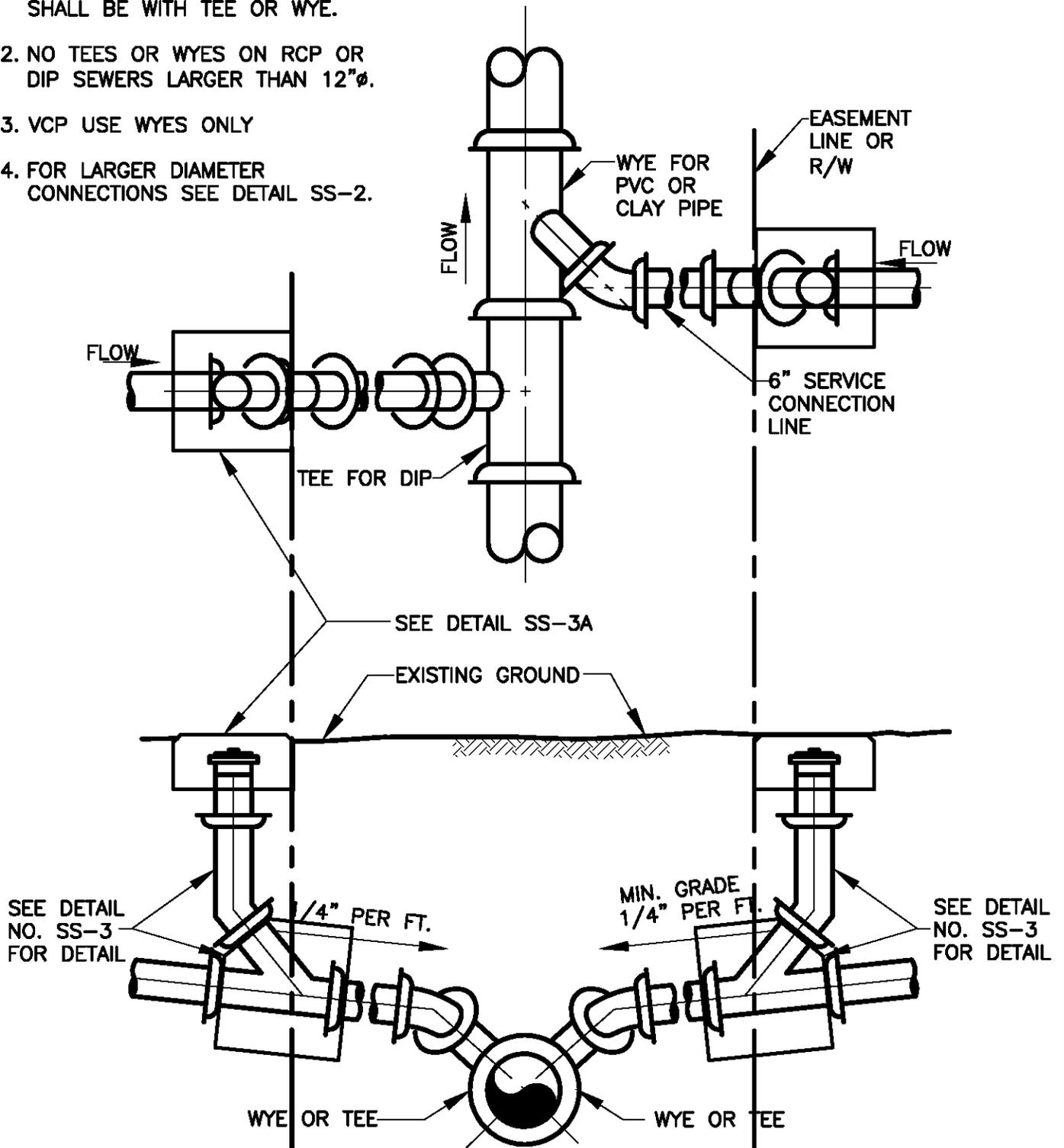
**SERVICE CONNECTION ON NEW SEWERS**

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"φ.
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.

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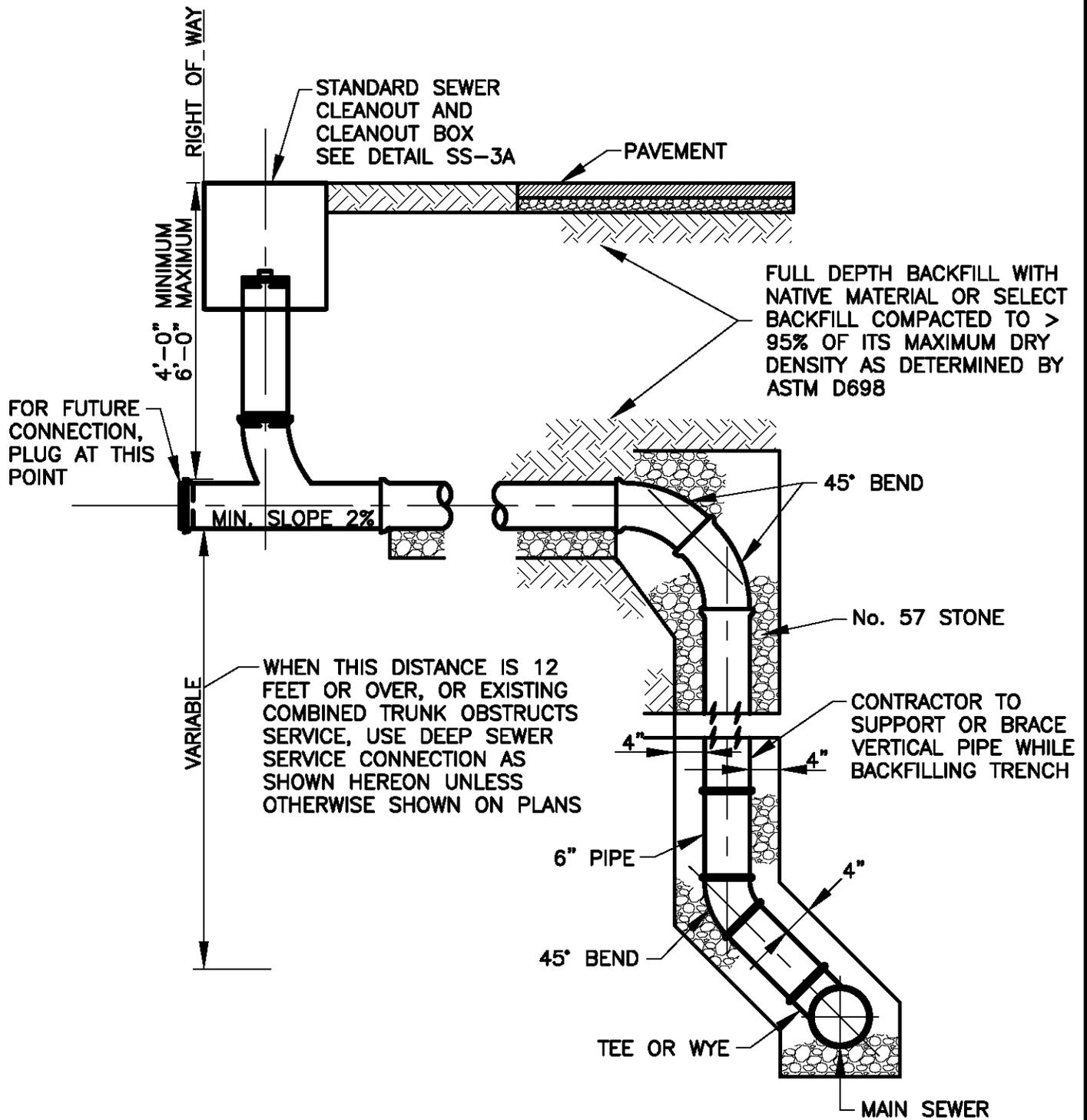


**STANDARD DETAILS**

**SERVICE CONNECTION ON NEW SEWERS**

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

DETAIL NO. SS-G\_SC001



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STANDARD DETAILS

DEEP SEWER CONNECTION

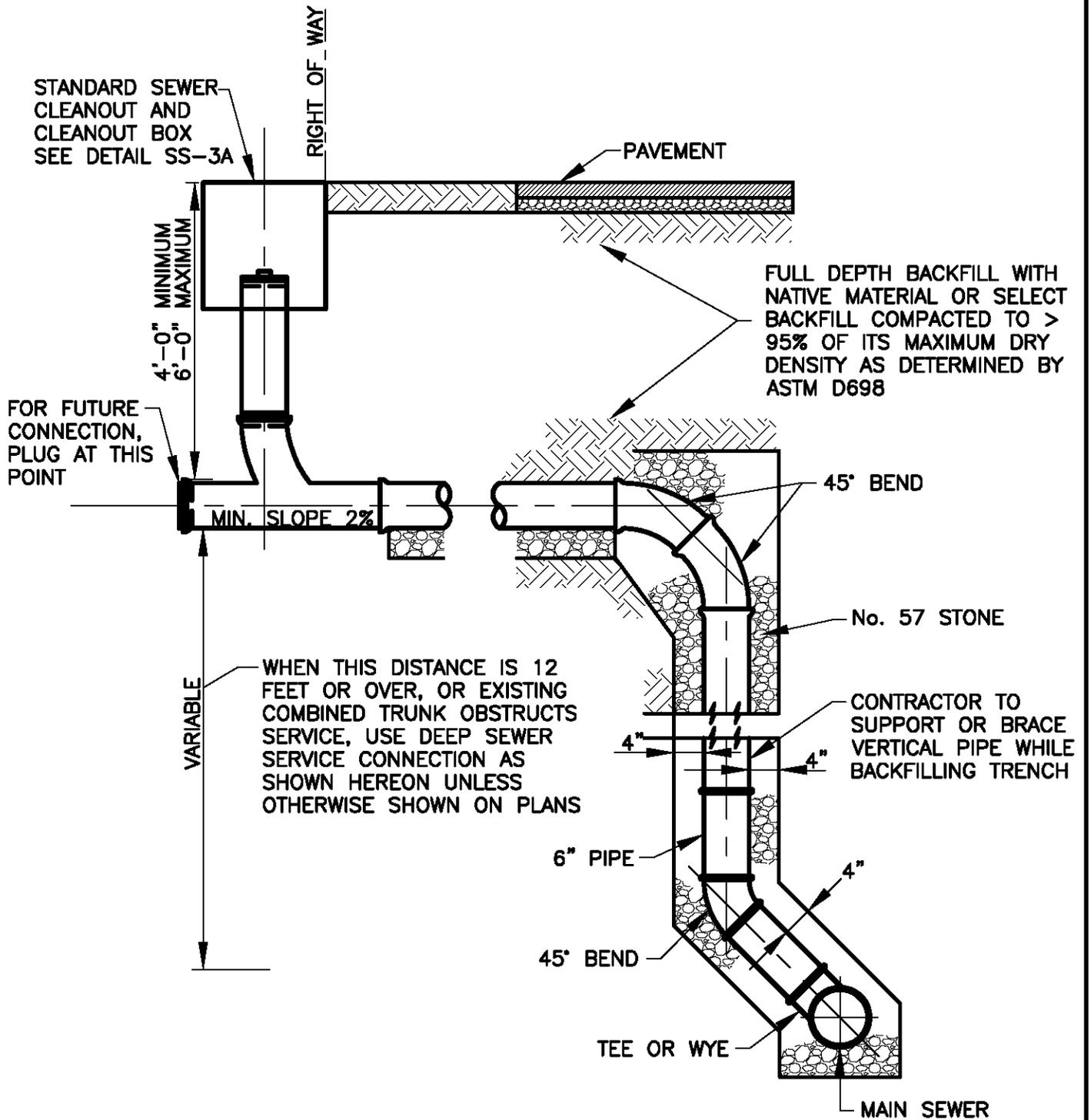
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_SC002



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## STANDARD DETAILS

### DEEP SEWER CONNECTION

REV.

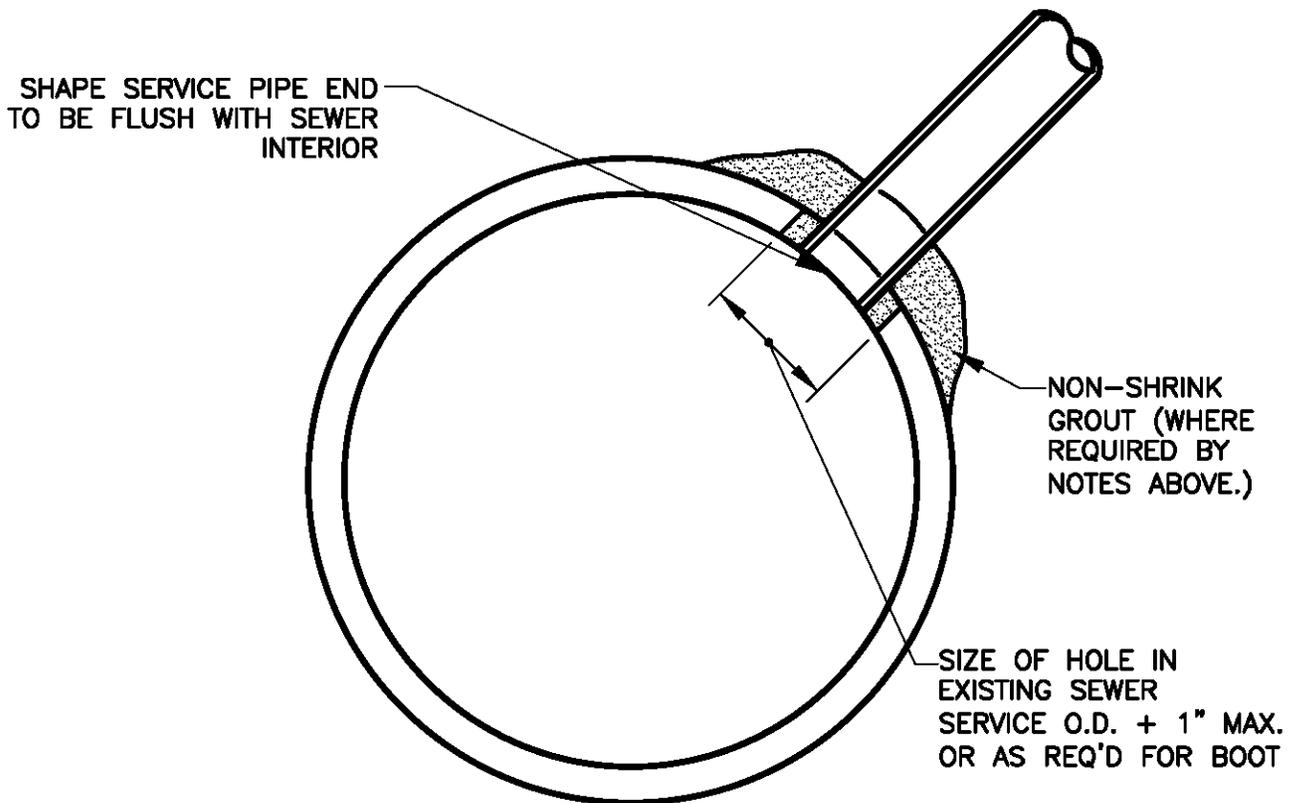
DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_SC002

- 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



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

SERVICE CONNECTION

REV.

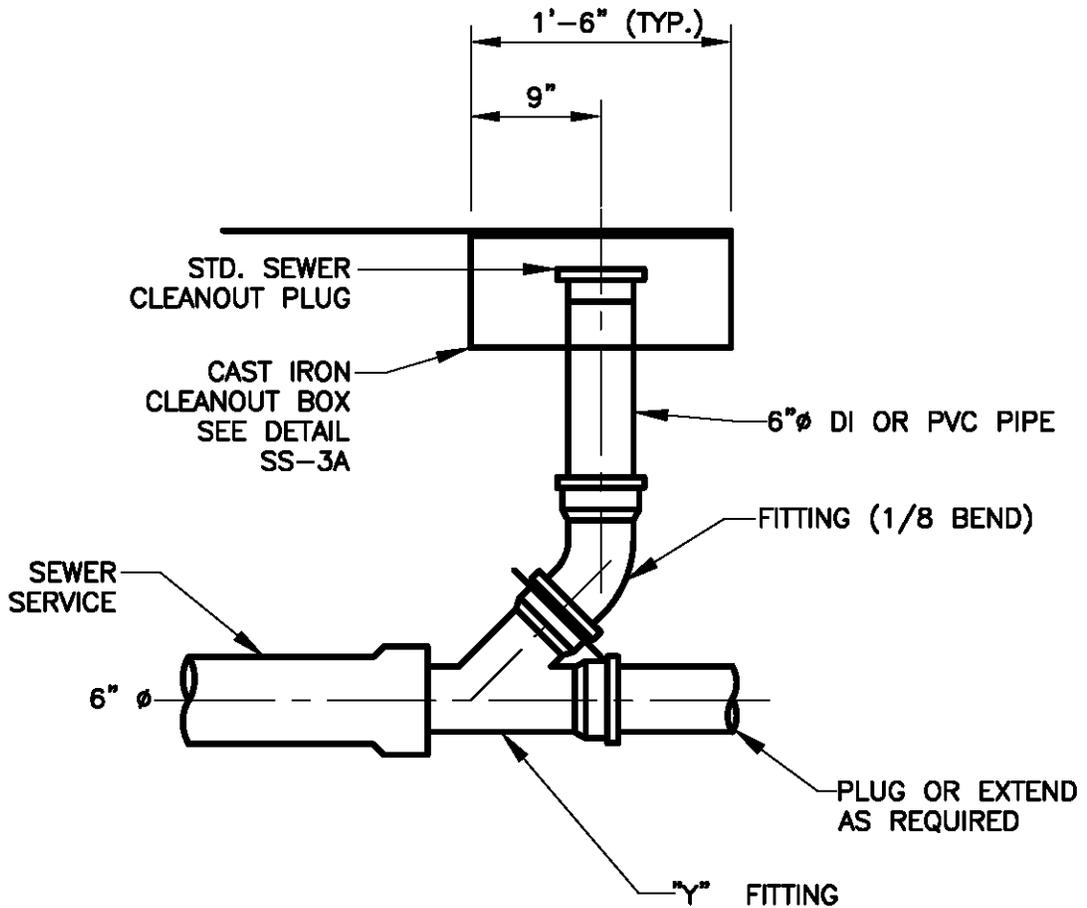
DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_SC003

NOTE: TOP OF CLEANOUT BOX SHALL BE FLUSH WITH FINAL SURFACE IN SIDEWALKS AND PAVED AREAS



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

SERVICE CONNECTION CLEANOUT

REV.

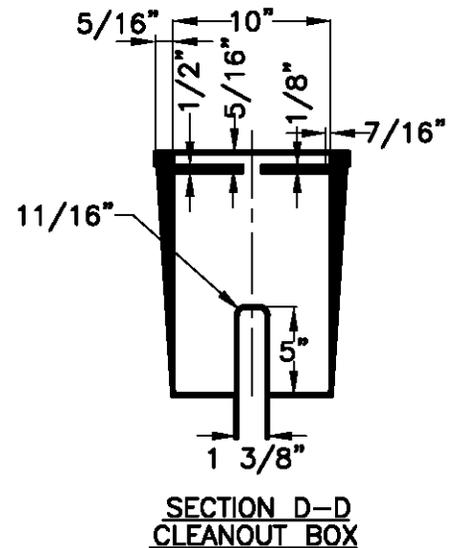
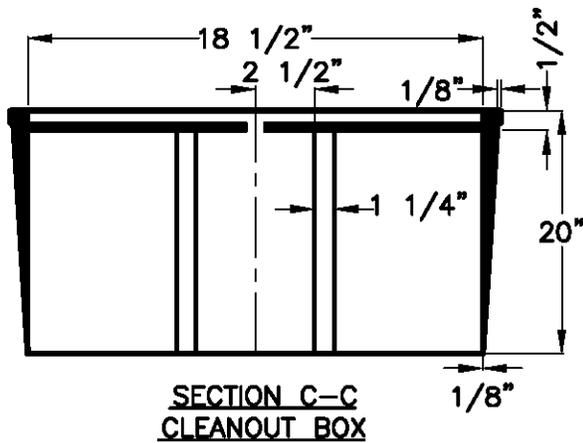
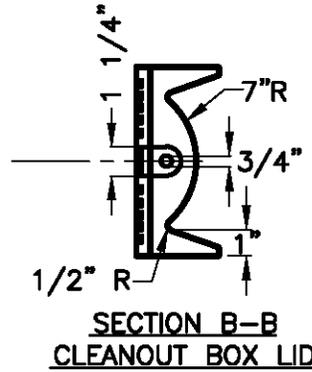
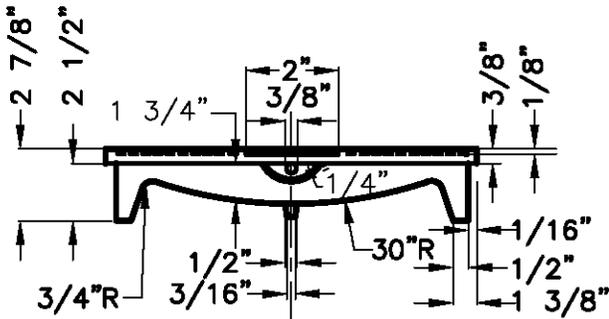
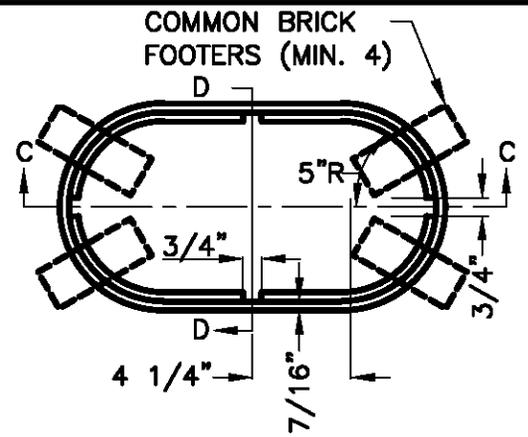
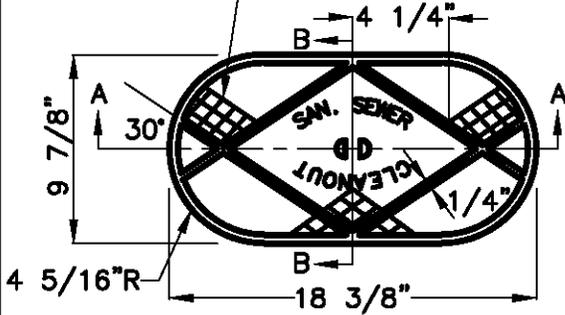
DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_SC004

ALL RIBS EQUALLY SPACED. BEGIN AT CENTER OF LID, STRADDLE C.L. AND LAY OFF 1-21/64" C.C.



**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 FINIS 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.

City of Atlanta



**STANDARD DETAILS**

**SANITARY CLEANOUT BOX**

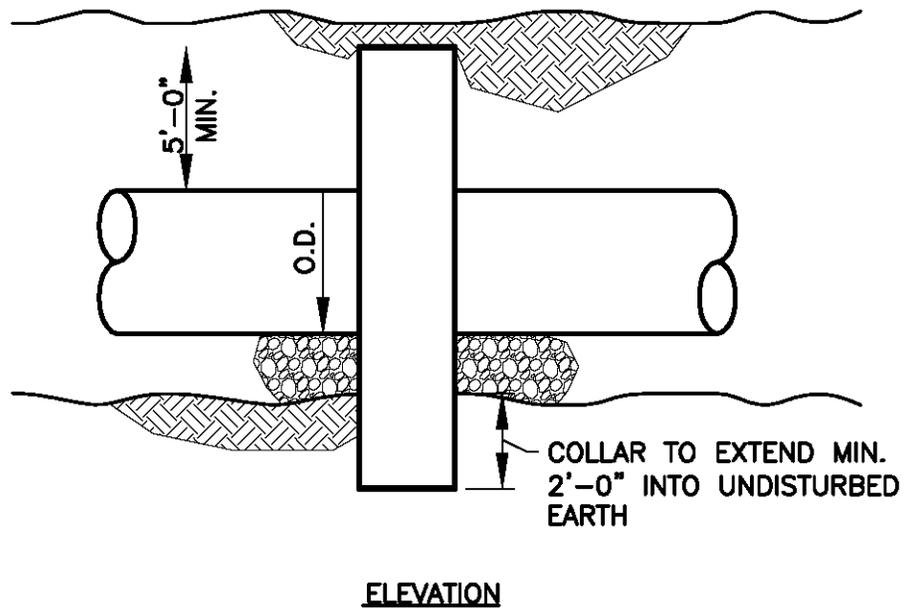
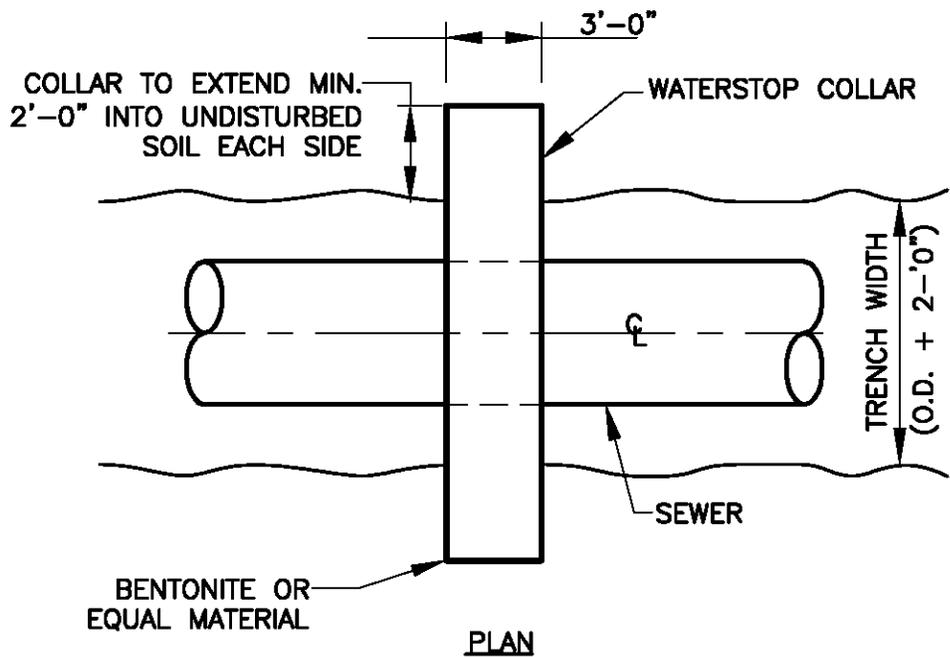
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_SC005



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**

**WATER STOP COLLAR**

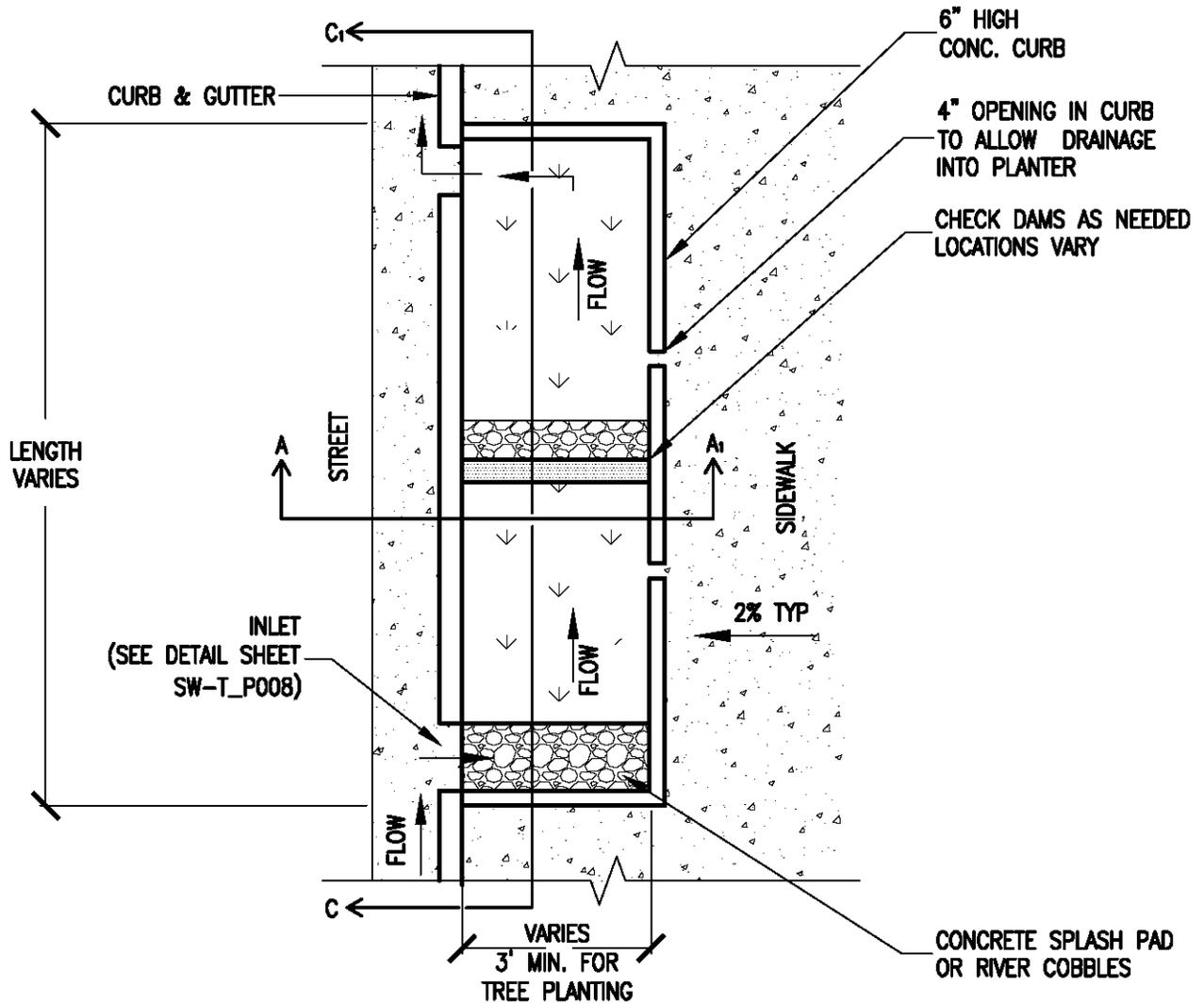
REV.

DATE: OCT. 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. SS-G\_WC001



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.

City of Atlanta

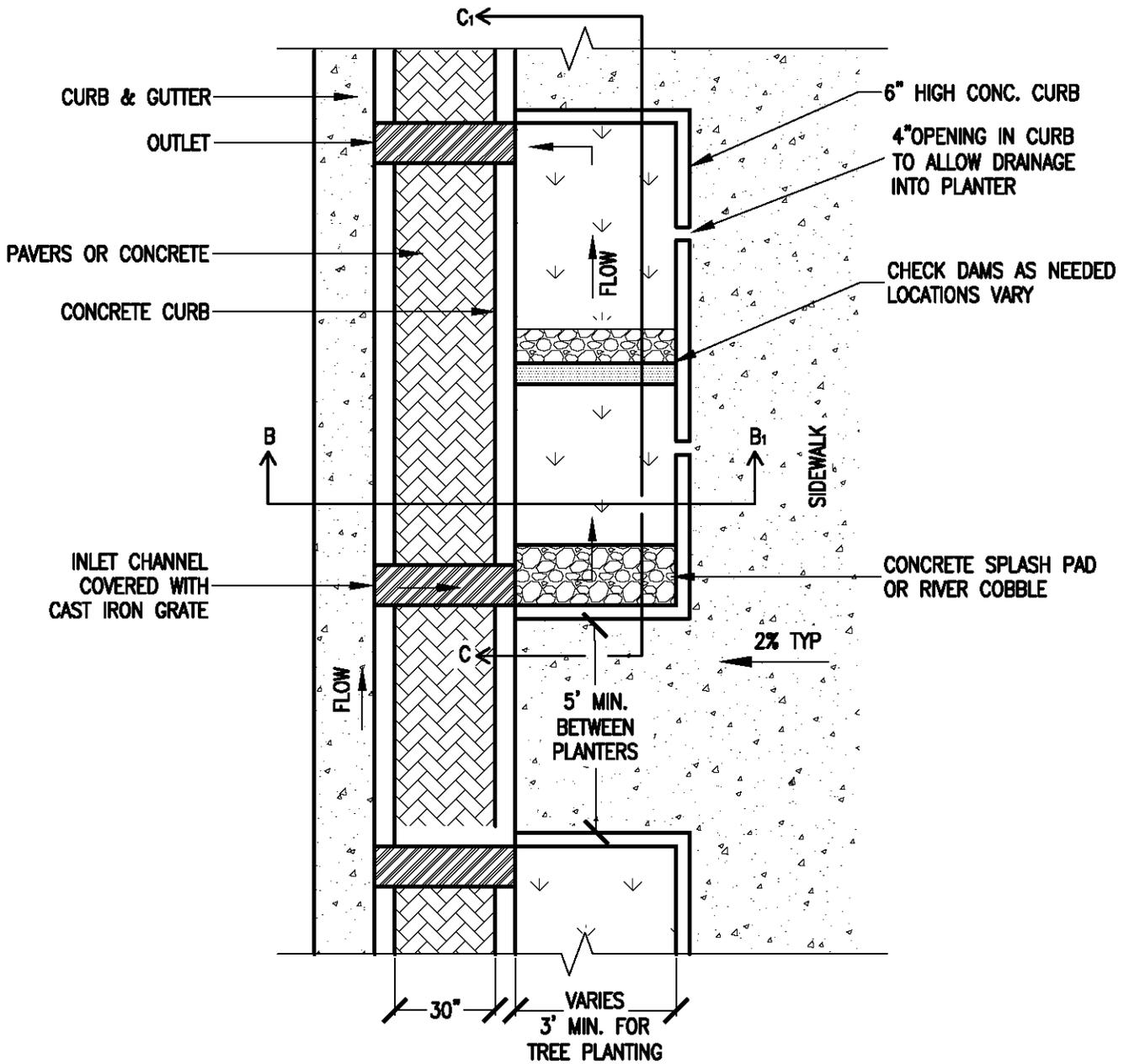


## STANDARD DETAILS

### 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.

City of Atlanta

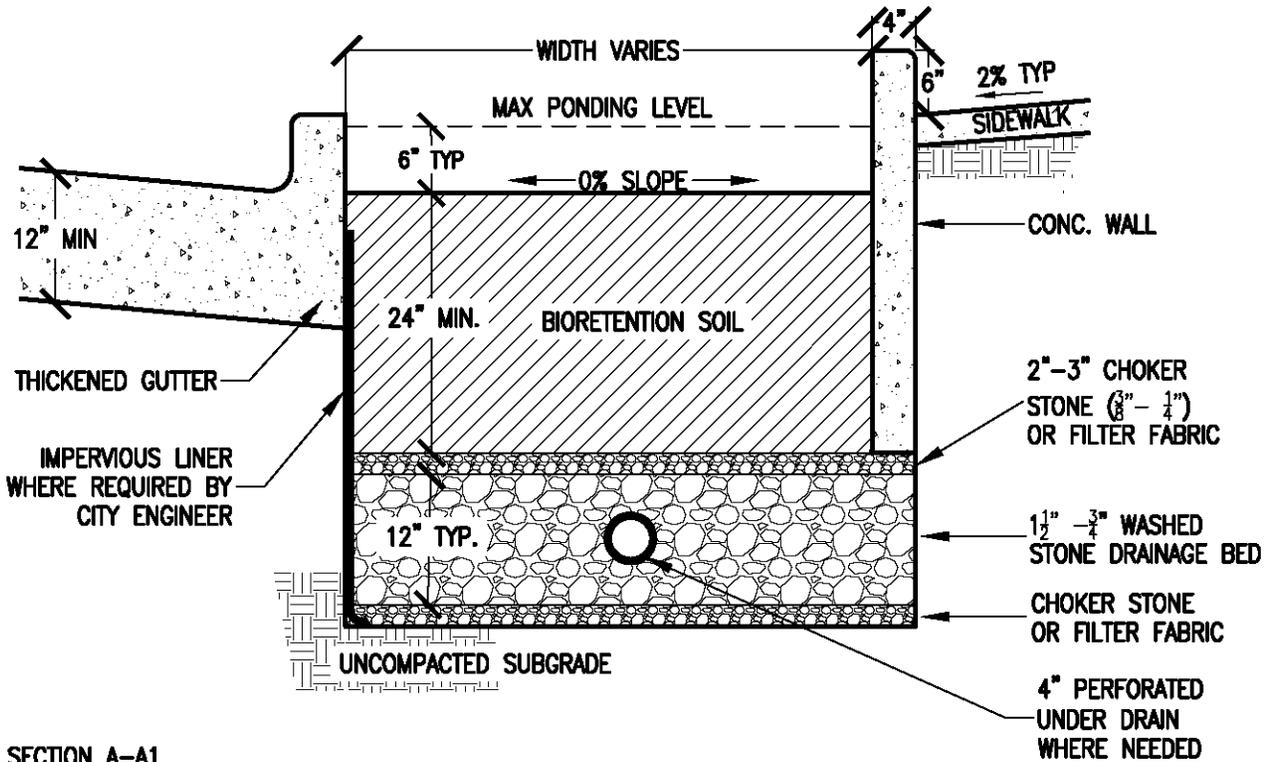


## STANDARD DETAILS

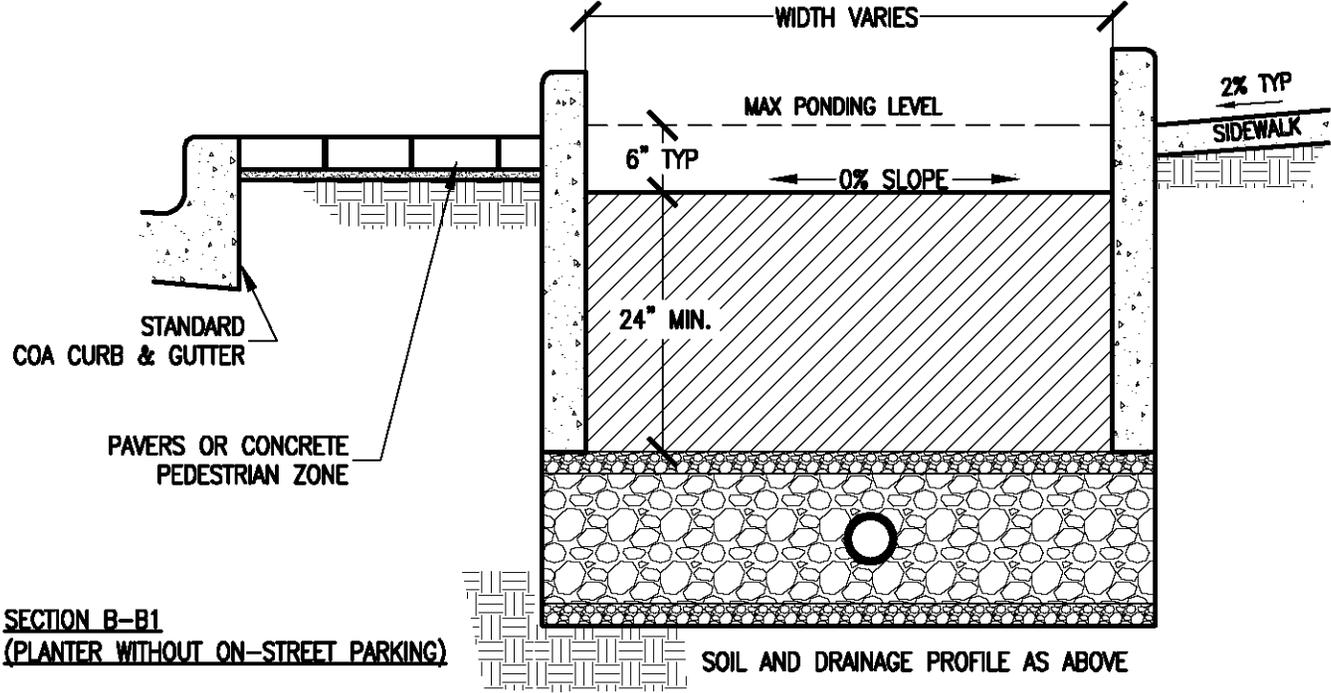
### STORMWATER PLANTER WITH ON-STREET PARKING

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

DETAIL NO. SW-T\_P002



**SECTION A-A1**  
**(PLANTER WITHOUT ON-STREET PARKING)**

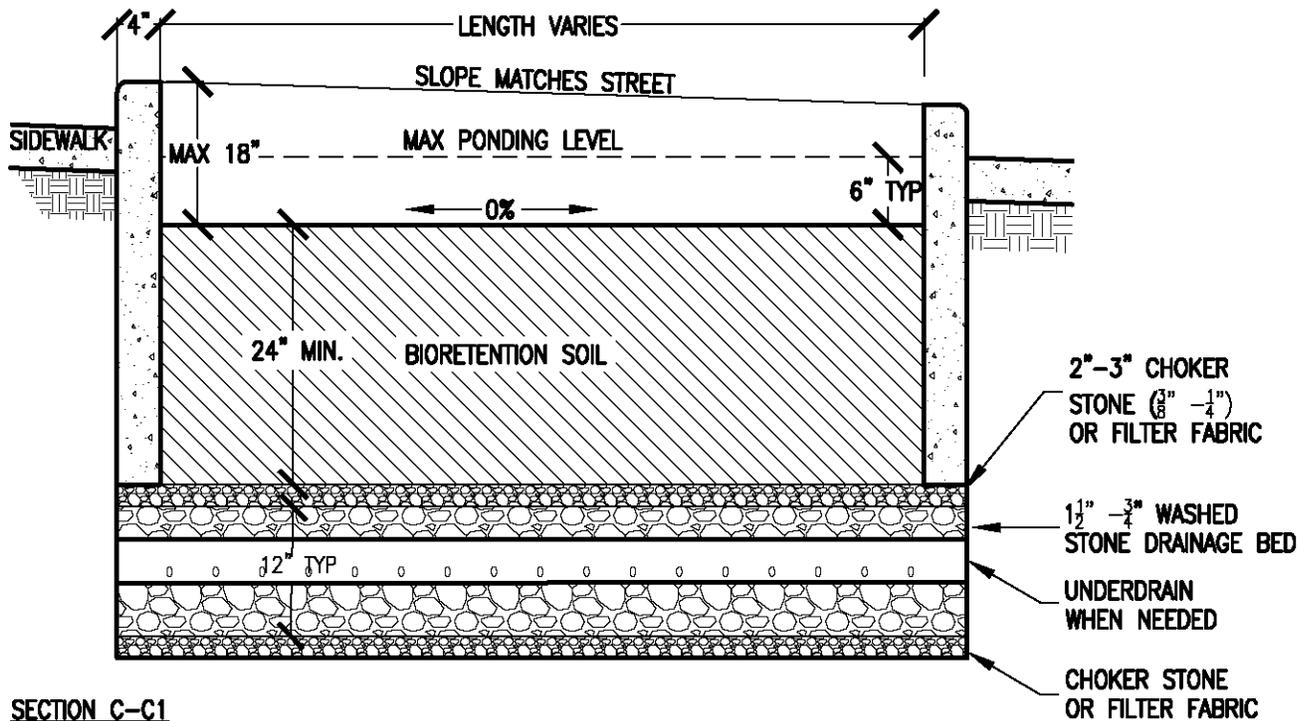


**SECTION B-B1**  
**(PLANTER WITHOUT ON-STREET PARKING)**

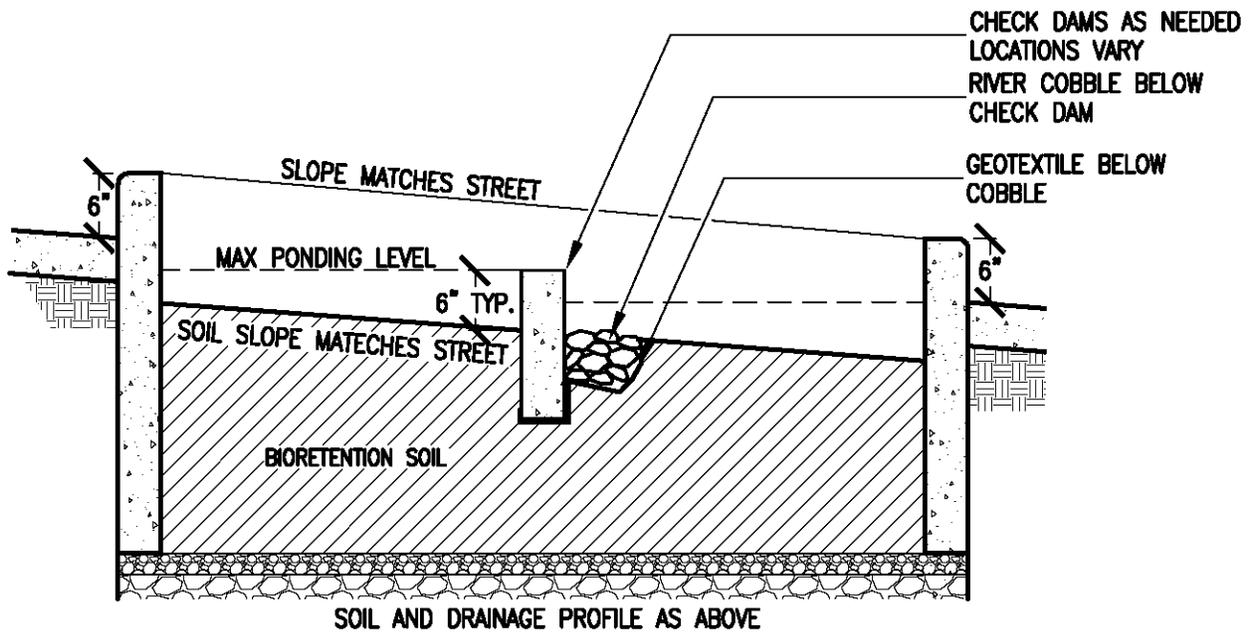
SOIL AND DRAINAGE PROFILE AS ABOVE

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

 City of Atlanta	<b>STANDARD DETAILS</b>	REV. DATE: APRIL 2012 ORIG. DATE: NOV 2004 SCALE: N.T.S.
	<b>STORMWATER PLANTER SECTIONS</b>	DETAIL NO. SW-T_P003



**SECTION C-C1**  
**LONGITUDINAL SECTION, LEVEL PLANTING AREA**



**SECTION C-C1**  
**LONGITUDINAL SECTION, SLOPED 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.

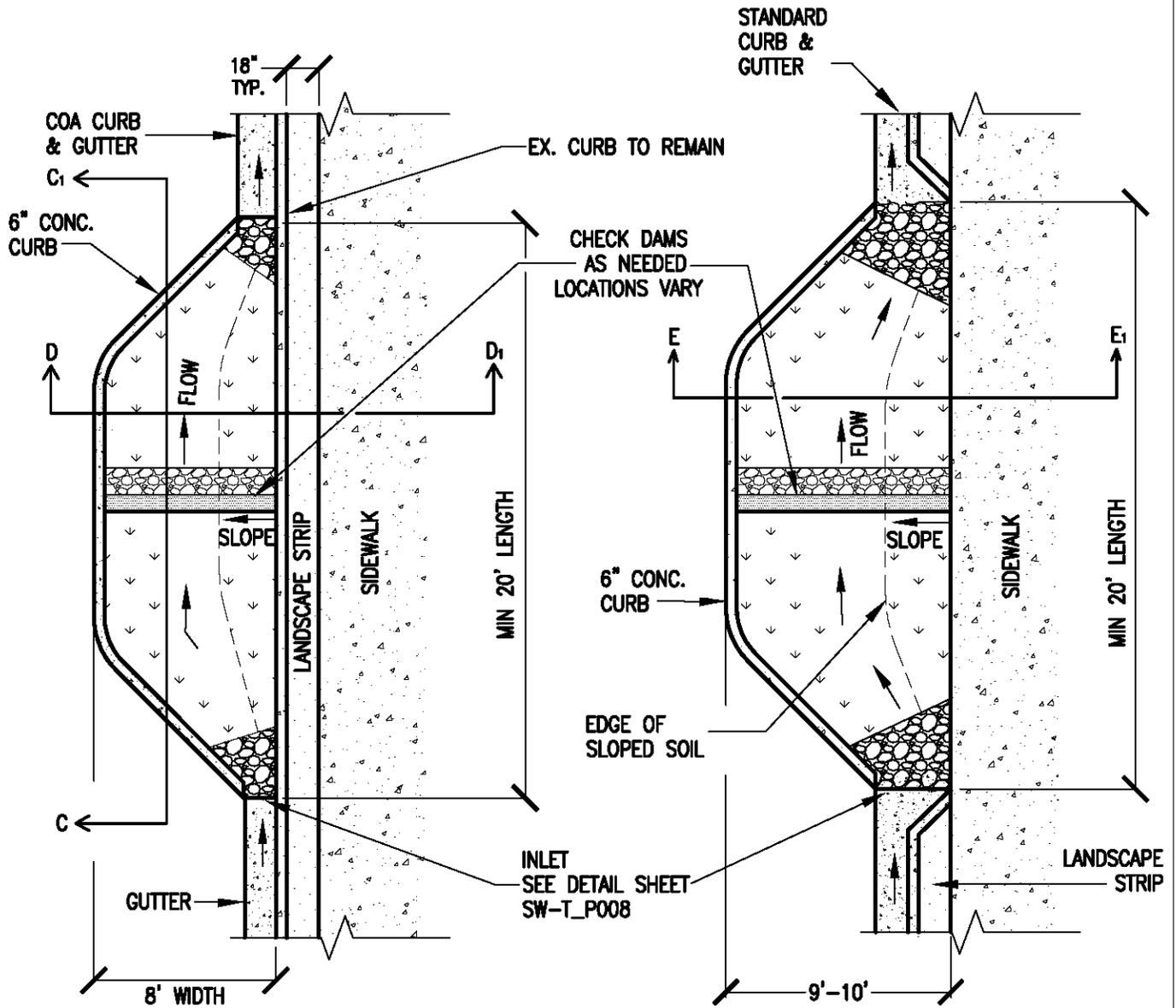
City of Atlanta



**STANDARD DETAILS**  
**STORMWATER PLANTER**  
**LONGITUDINAL SECTIONS**

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

DETAIL NO. SW-T\_P004



SEE SHEETS SW-T\_P004 AND SW-T\_P007 FOR SECTIONS

"BULB-OUT"/CURB EXTENSION  
NOT EXTENDING INTO LANDSCAPE STRIP

"BULB-OUT"/CURB EXTENSION  
EXTENDING INTO LANDSCAPE STRIP

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

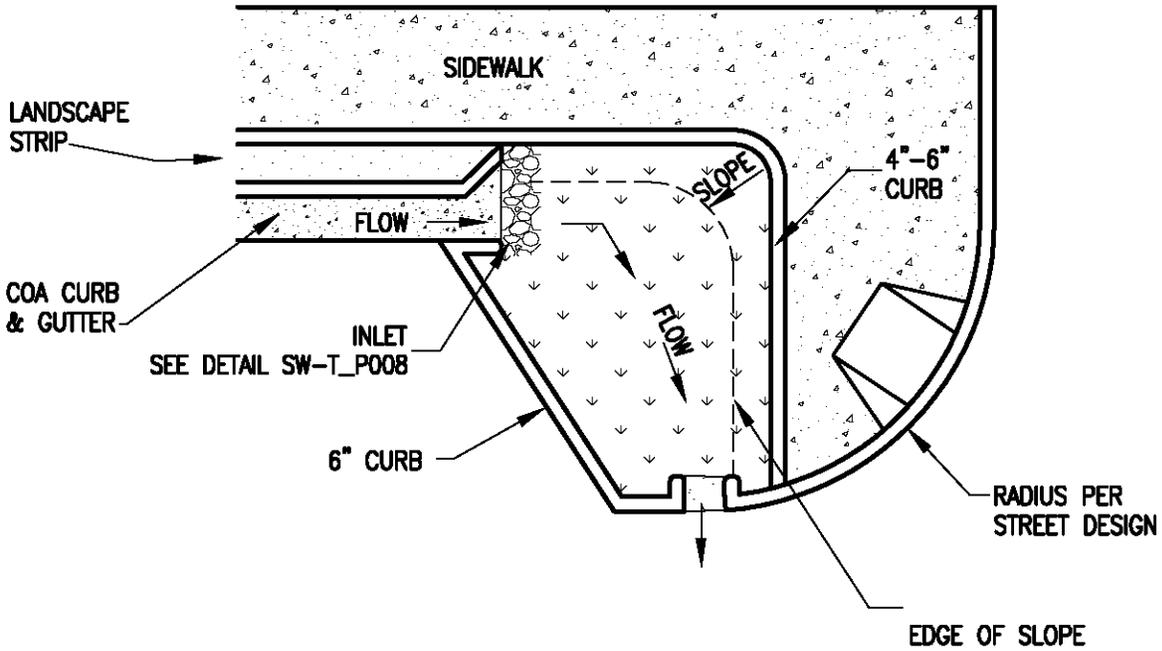
City of Atlanta



**STANDARD DETAILS**  
**STORMWATER**  
**PLANTER 'BULB-OUTS' / CURB**  
**EXTENSIONS**

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

DETAIL NO. SW-T\_P005



**"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.

City of Atlanta

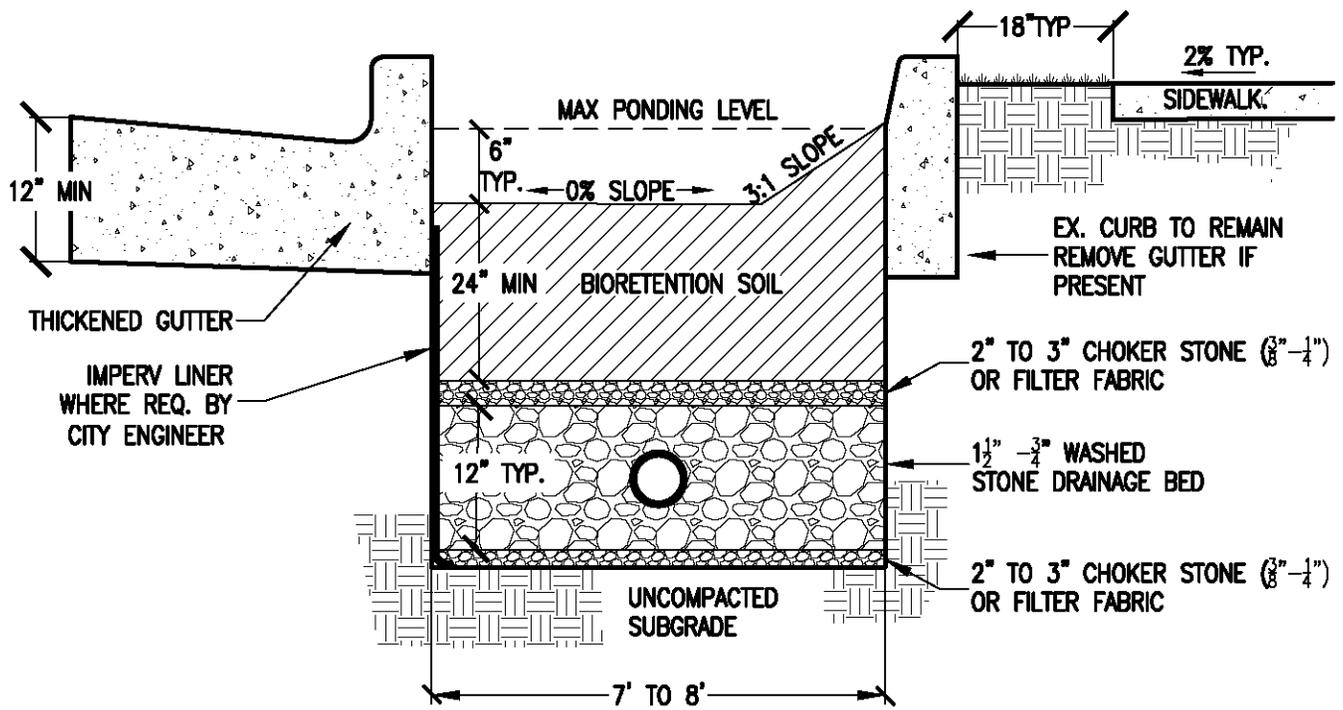


**STANDARD DETAILS**

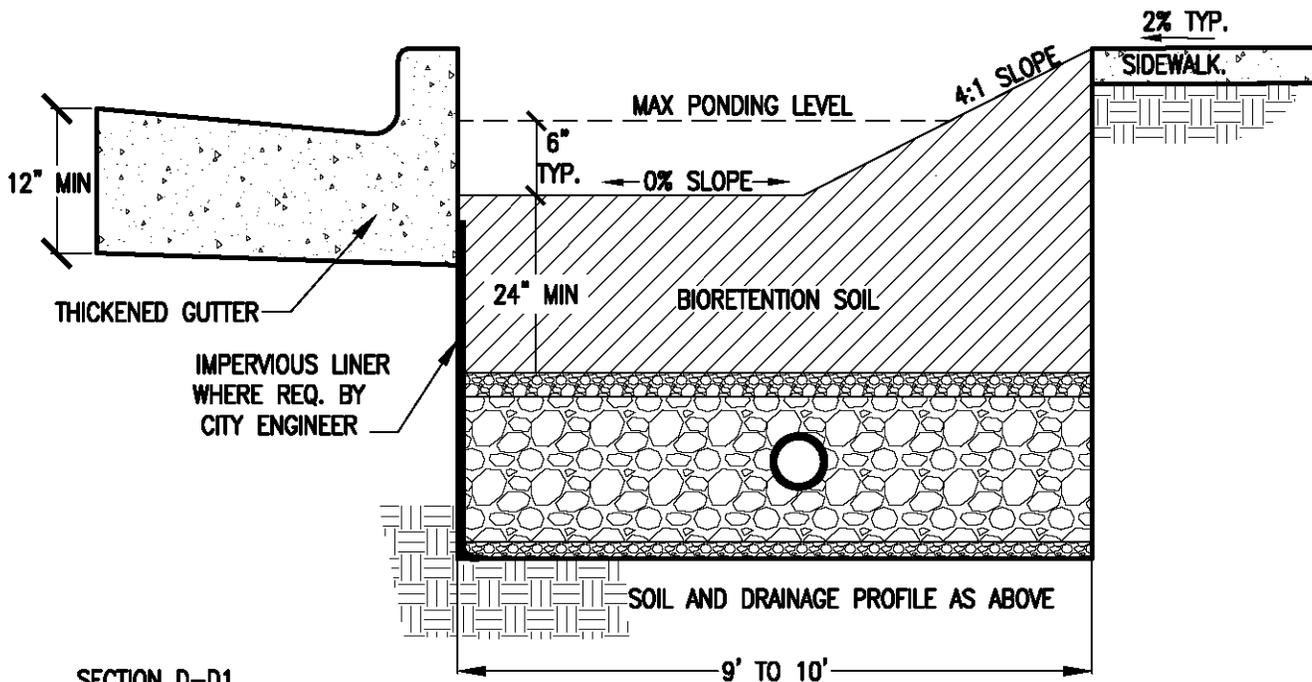
**STORMWATER PLANTER  
"BULB-OUT" AT INTERSECTION**

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

DETAIL NO. SW-T\_P006



**SECTION D-D1**  
**"BULB-OUT" NOT INCORPORATING LANDSCAPE STRIP**



**SECTION D-D1**  
**"BULB-OUT" INCORPORATING LANDSCAPE STRIP**

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

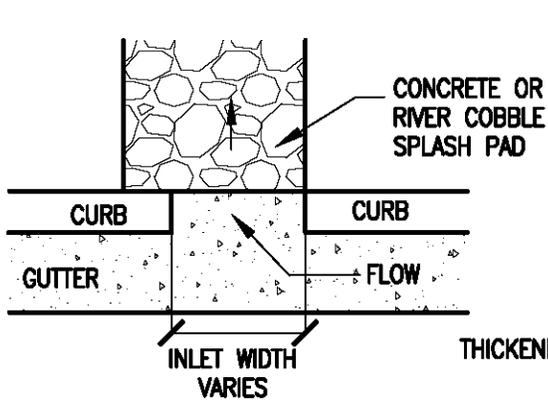
City of Atlanta



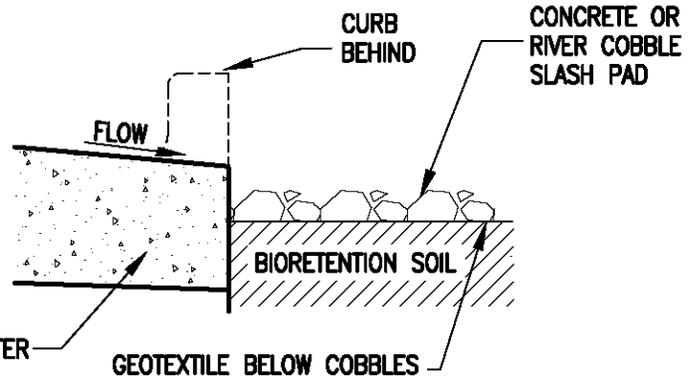
**STANDARD DETAILS**  
**STORMWATER PLANTER**  
**"BULB-OUT" SECTIONS**

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

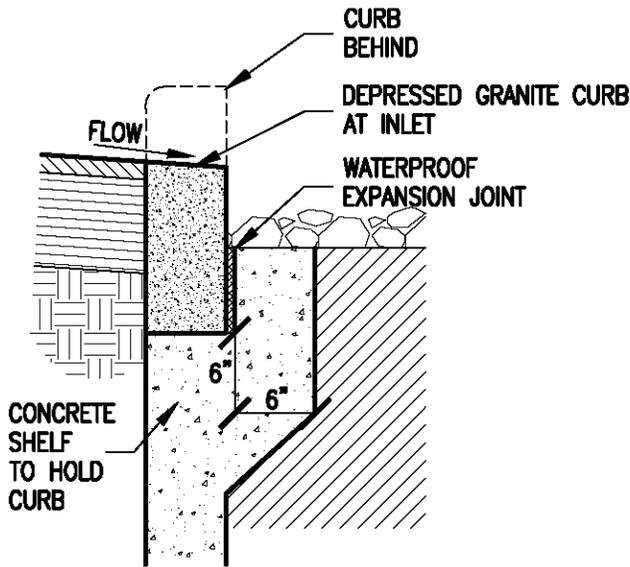
DETAIL NO. SW-T\_P007



PLANTER INLET- PLAN



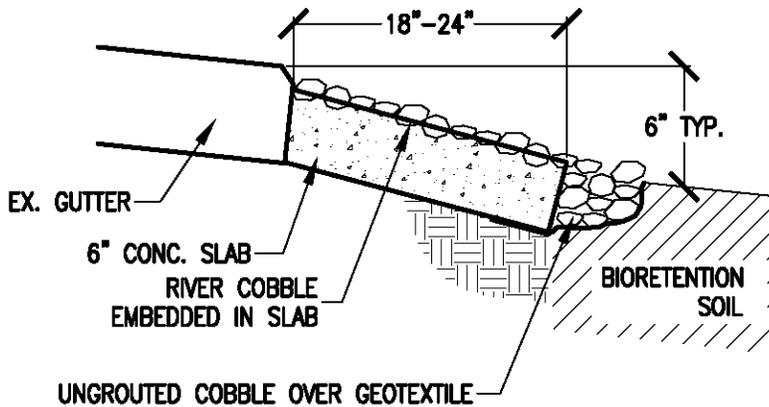
PLANTER INLET- SECTION



INLET AT GRANITE CURB

NOTES:

- 1) SIZE INLETS TO ACCOMMODATE DESIRED FLOWS.
- 2) INLETS & GUTTER MAY BE MODIFIED TO ADJUST FLOW INTO PLANTER.



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.

City of Atlanta



STANDARD DETAILS

STORMWATER PLANTER  
INLET DETAILS

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

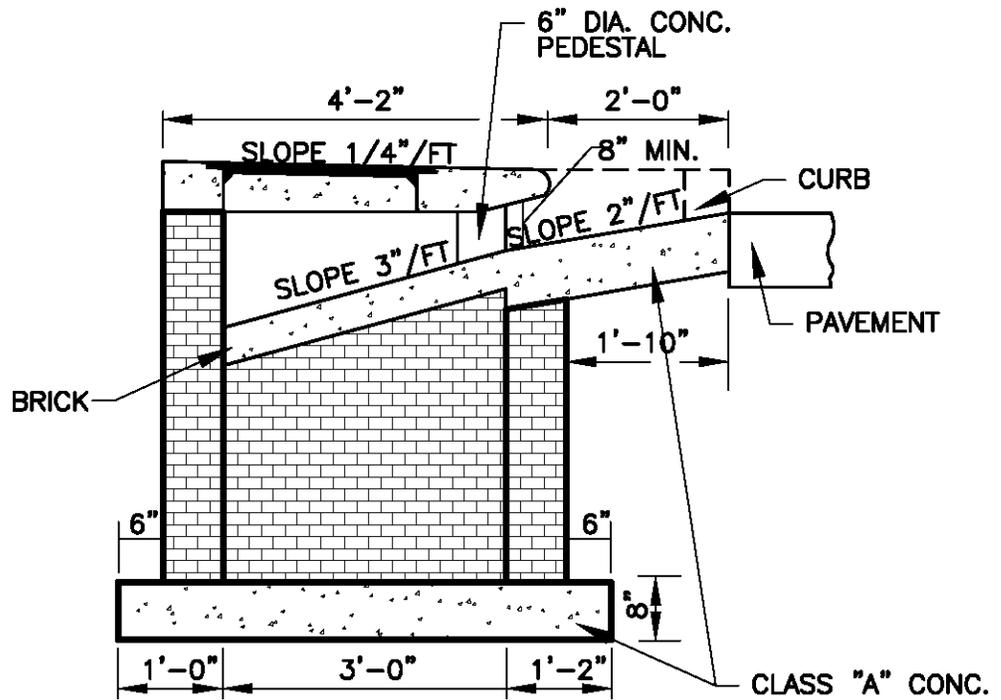
DETAIL NO. SW-T\_P008

**NOTES FOR STORMWATER PLANTERS**

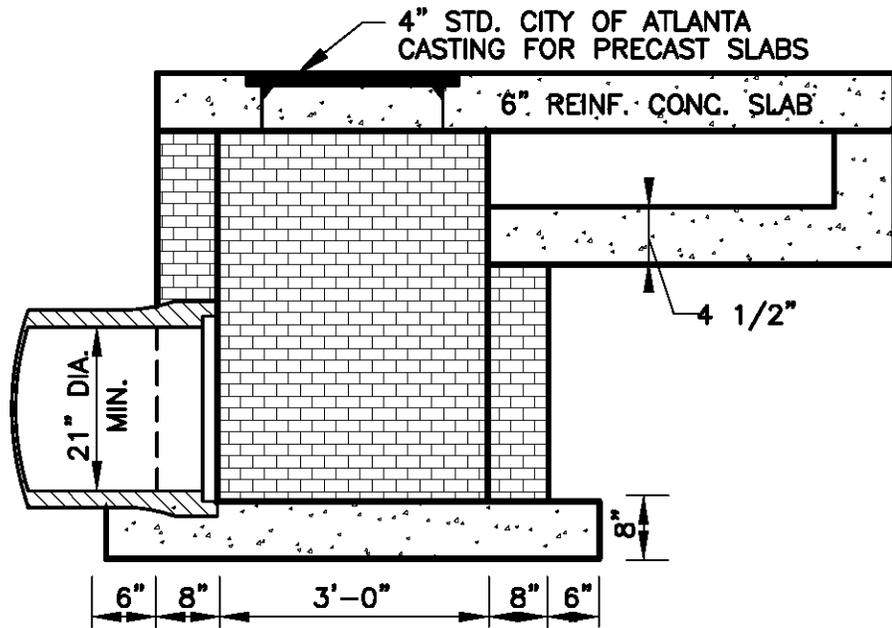
1. WIDTH AND LENGTH OF PLANTER IS BASED ON SITE CONDITIONS AND STORMWATER TREATMENT VOLUME.
2. LOCATE ALL UTILITIES PRIOR TO DESIGN. SITE CONDITIONS WILL VARY AND SIGNIFICANT DESIGN ADAPTATIONS MAY BE NEEDED TO ADDRESS UTILITY CONFLICTS, STEEP SLOPES, AND OTHER CONSTRAINTS.
3. IF SLOPE OF ROAD AND SIDEWALK 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.

 <p>City of Atlanta</p>	<p><b>STANDARD DETAILS</b></p>	<p>REV. DATE: APRIL 2012 ORIG. DATE: SCALE: N.T.S.</p>
	<p><b>STORMWATER PLANTER NOTES</b></p>	



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.

City of Atlanta



STANDARD DETAILS

TYPE "C"  
CATCH BASIN

REV.

DATE: SEPT 2011

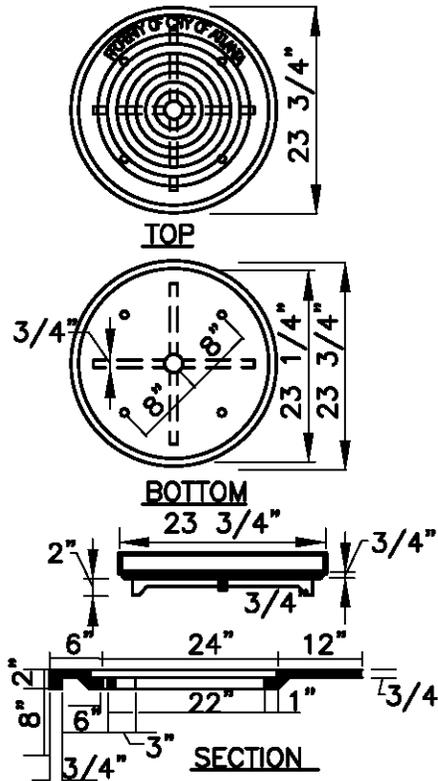
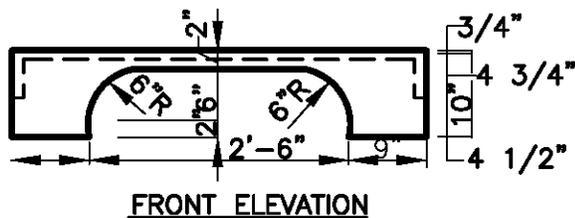
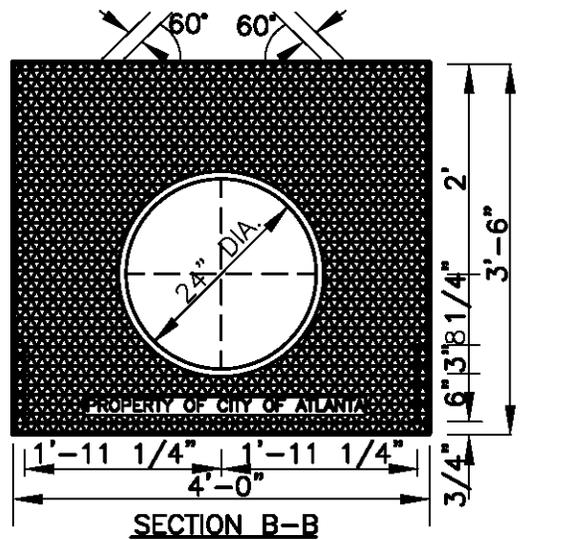
ORIG. DATE: JULY 1984

SCALE: N.T.S.

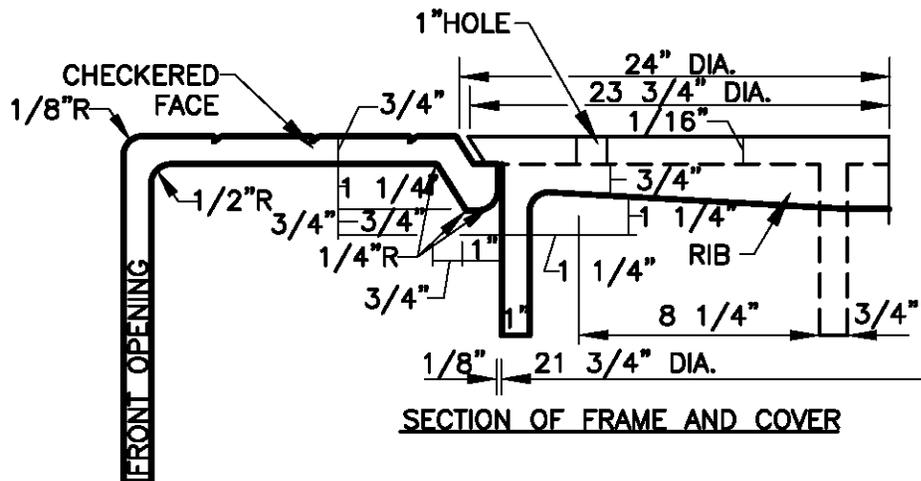
DETAIL NO. SW-G\_CB012

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

City of Atlanta



## STANDARD DETAILS

### STANDARD CATCH BASIN CASTING

REV.

DATE: SEPT 2011

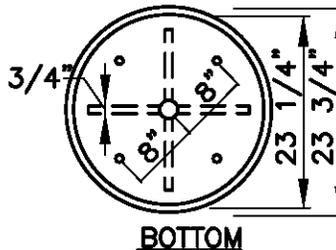
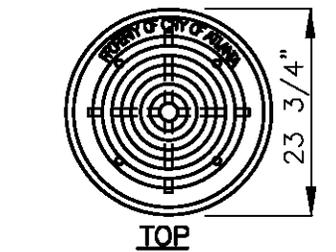
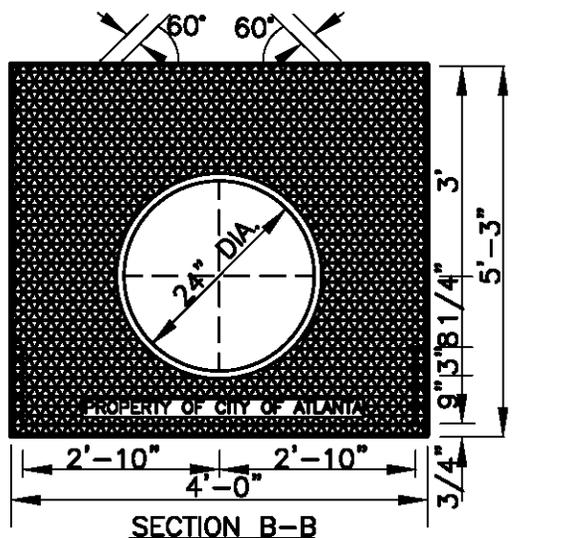
ORIG. DATE: SEP. 1993

SCALE: N.T.S.

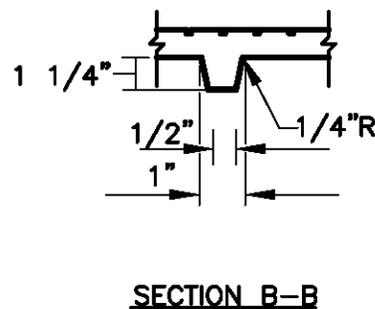
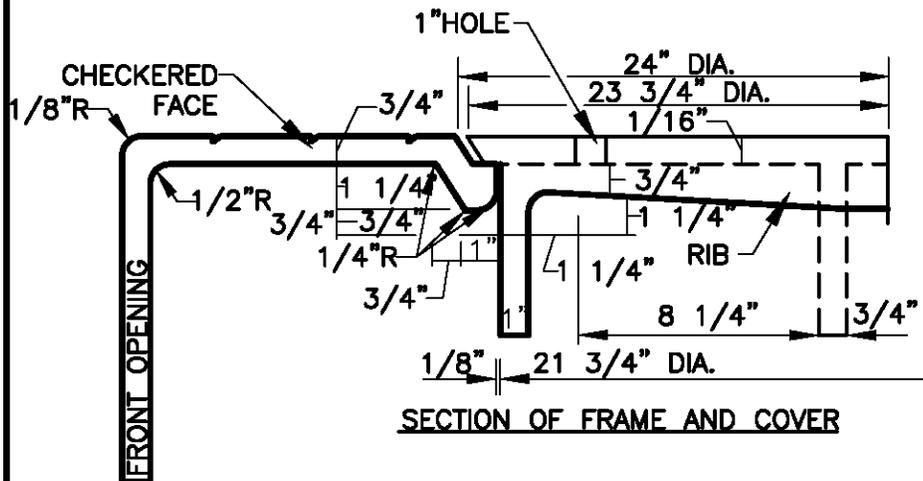
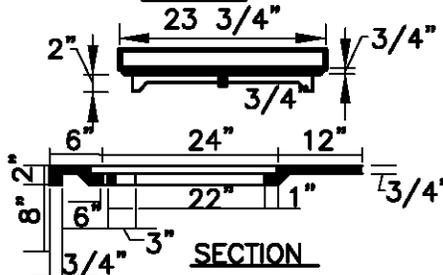
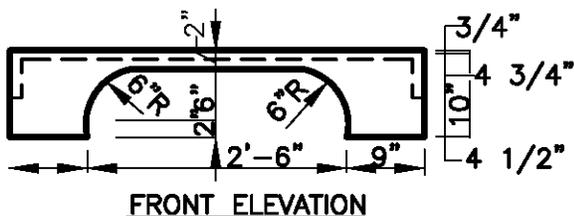
DETAIL NO. SW-G\_CB014

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



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



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City of Atlanta



**STANDARD DETAILS**

**STANDARD HEAVY-DUTY  
 CATCH BASIN CASTING**

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

DETAIL NO. SW-G\_CB015

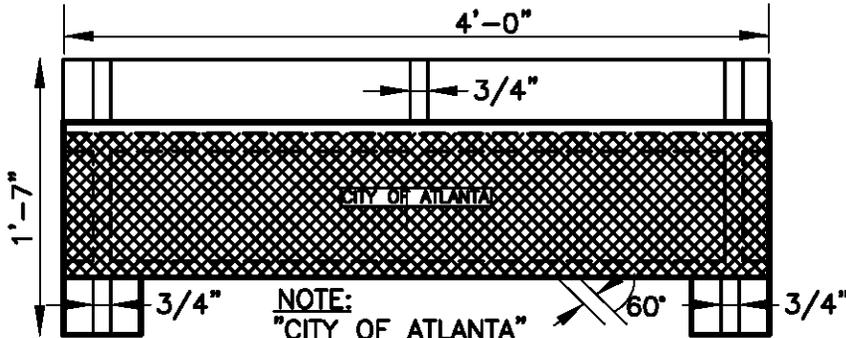


City of Atlanta

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

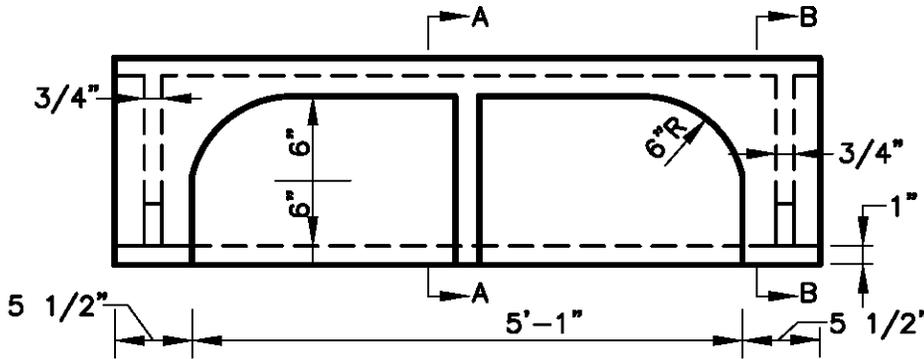
STANDARD DETAILS  
TYPE B (MOD.) CATCH  
BASIN CASTING

REV. DATE: SEPT 2011  
ORIG. DATE: JULY 1984  
SCALE: N.T.S.  
DETAIL NO. SW-G\_CB016



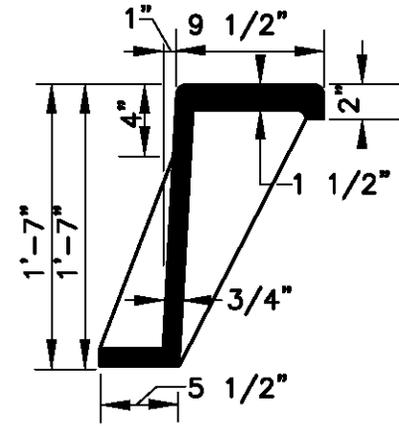
NOTE:  
"CITY OF ATLANTA"  
HEIGHT 1 1/4"  
THICKNESS 1/4"

PLAN

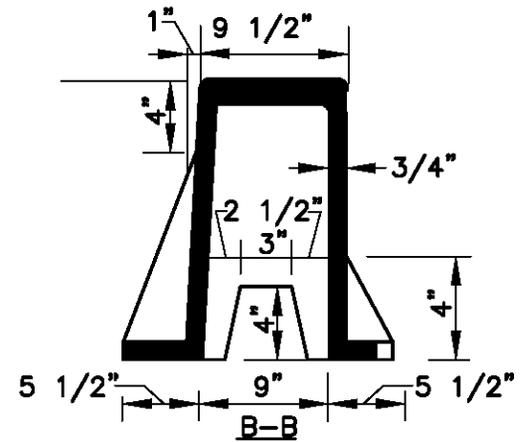


ELEVATION

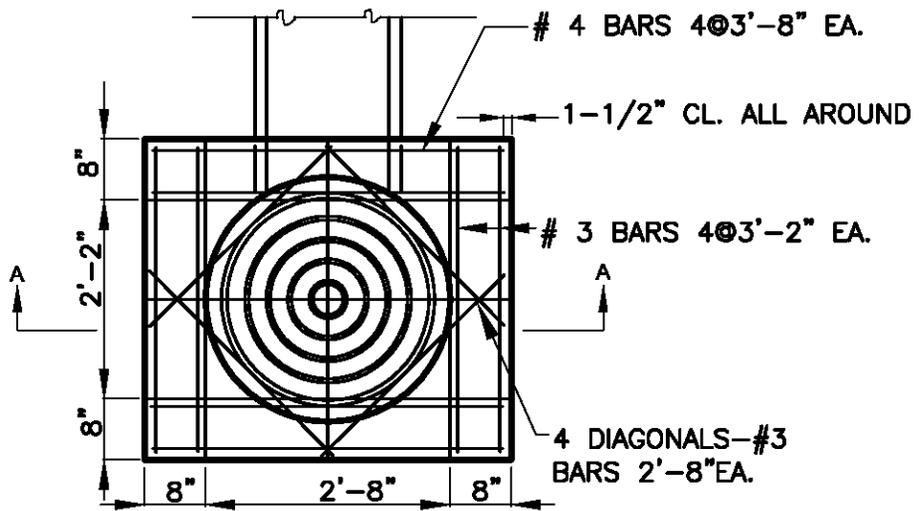
NOTE:  
HOOD GRATE, AND GRATE FRAME TO BE GRAY IRON CASTING  
AS PER A.S.T.M. SPEC. NO A48-30 INCLUDING TRANSVERSE TEST BARS.  
GRATE B, FRAME MUST BE FITTED BEFORE LEAVING SHOP. CHECKER TOP  
OF HOOD GROOVES 3/16" WIDE. 1/16" DEEP 1"CC. TOL. 1/16" PER 24".  
ESTIMATED WEIGHT 497 LBS.



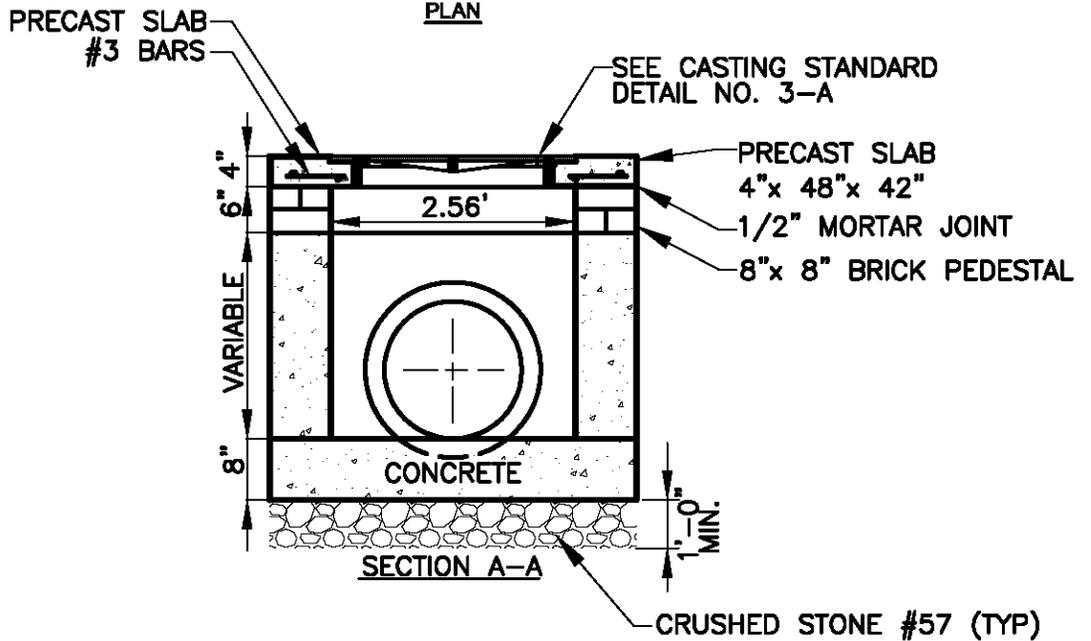
PLAN



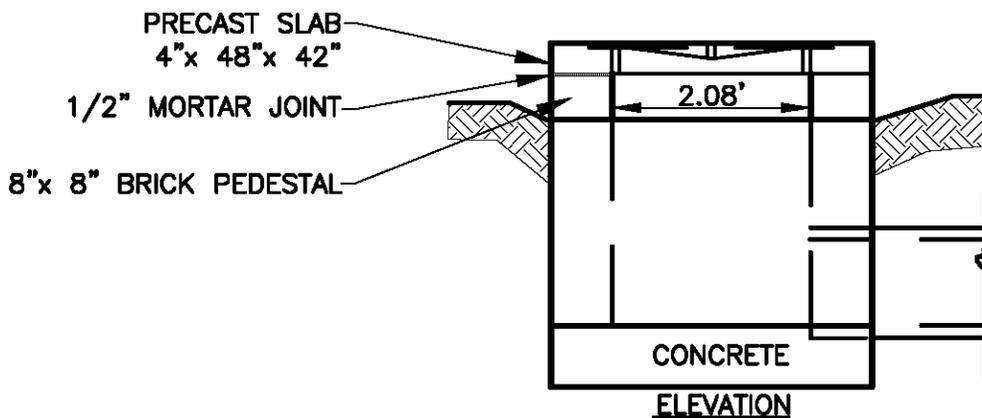
NOTE:  
OPENING LEFT FOR CONVIENCE OF  
FOUNDRY AND MAY BE REDUCED IN  
SIZE OR ELIMINATED



PLAN



SECTION A-A



NOTE:  
 NOT FOR USE IN  
 PUBLIC RIGHT-OF-WAY

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City of Atlanta

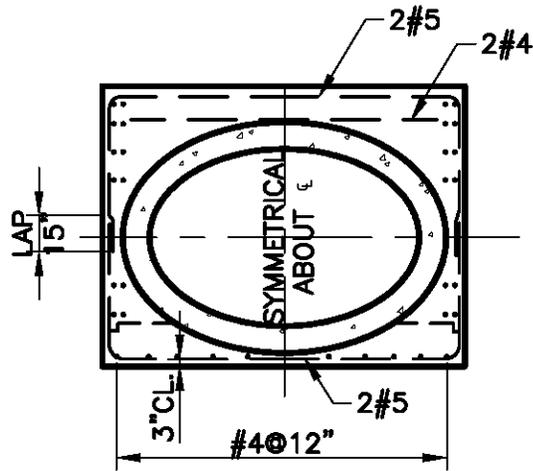


STANDARD DETAILS

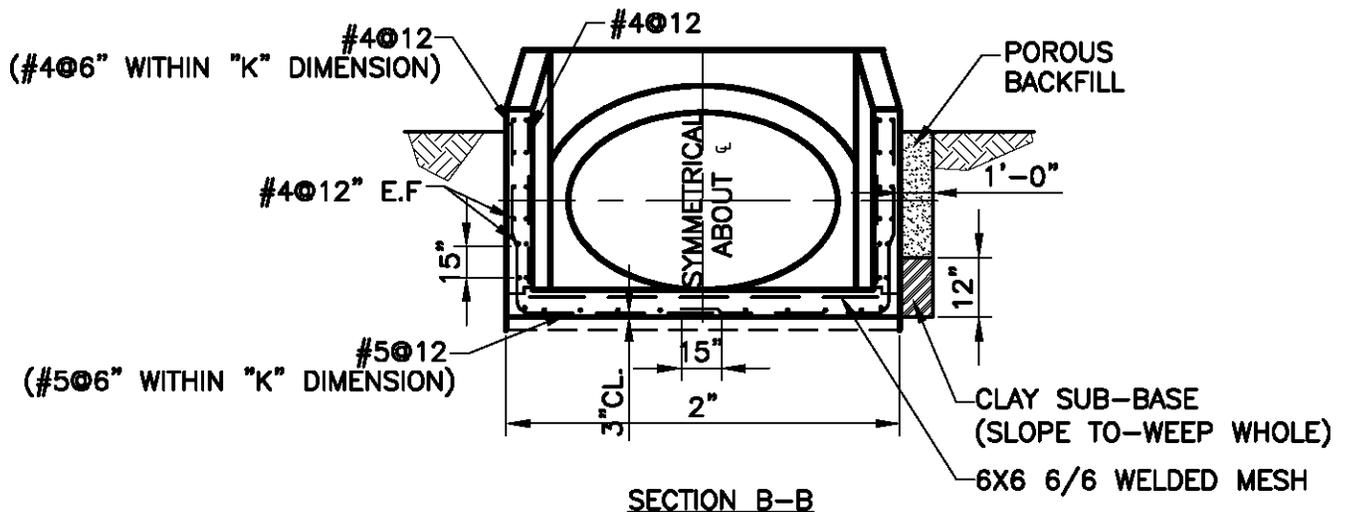
STANDARD AREA  
 INLET

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

DETAIL NO. SW-G\_DI002



SECTION A-A



SECTION B-B

**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 CL OF ROADWAY.

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City of Atlanta



STANDARD DETAILS

TYPE G HEADWALL  
SHEET 1 OF 2

REV.

DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. SW-G\_HW008

**HEADWALLS FOR ELLIPTICAL PIPE**

SPAN	RISE	EQUIV ROUND	B	C	H	h	L	K
23"	14"	18"	3'-5"	2'-11"	2'-5"	1'-0"	4'-3"	-
30"	19"	24"	4'-0"	3'-9"	2'-10"	1'-0"	5'-4"	-
38"	24"	30"	4'-8"	4'-8"	3'-4"	1'-0"	6'-6"	-
42"	27"	33"	5'-0"	5'-1"	3'-7"	1'-3"	7'-2"	-
45"	29"	36"	5'-3"	5'-5"	3'-10"	1'-4"	7'-8"	-
53"	34"	42"	6'-0"	6'-4"	4'-3"	1'-7"	8'-8"	-
60"	38"	48"	6'-8"	7'-1"	4'-8"	1'-9"	9'-6"	-
68"	43"	54"	7'-5"	7'-11"	5'-1"	2'-0"	10'-7"	-
76"	48"	60"	8'-2"	8'-10"	5'-7"	2'-3"	11'-7"	-
83"	53"	66"	8'-10"	9'-7"	6'-0"	2'-6"	12'-7"	-
91"	58"	72"	9'-7"	10'-6"	6'-6"	2'-8"	13'-7"	-
98"	63"	78"	10'-3"	11'-3"	6'-11"	3'-0"	14'-7"	1'-6"
106"	68"	84"	11'-0"	12'-1"	7'-5"	3'-3"	15'-7"	3'-0"
113"	72"	90"	11'-8"	12'-10"	7'-9"	3'-6"	16'-4"	4'-6"
121"	77"	96"	12'-5"	13'-8"	8'-3"	3'-7"	17'-4"	6'-0"

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City of Atlanta

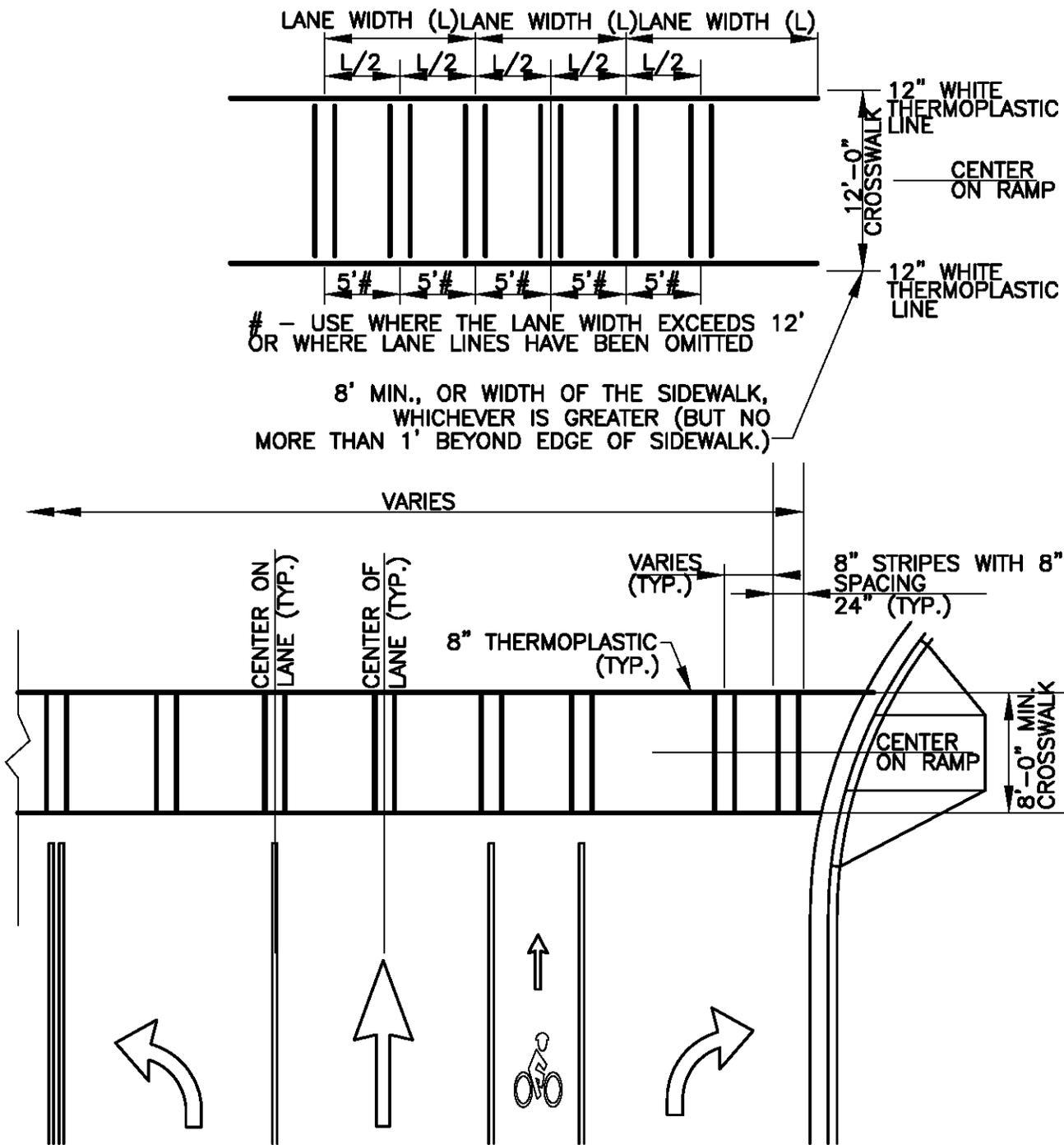


**STANDARD DETAILS**

**TYPE G HEADWALL  
SHEET 2 OF 2**

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

DETAIL NO. SW-G\_HW008



**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.

THE CITY OF ATLANTA HAS ADOPTED THE GDOT GUIDELINES FOR CROSSWALK DIMENSIONS. SEE GEORGIA PEDESTRIAN & STREETScape GUIDE (2003).

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City of Atlanta



**STANDARD DETAILS**

**PIANO-KEY STYLE  
STRIPED CROSSWALK**

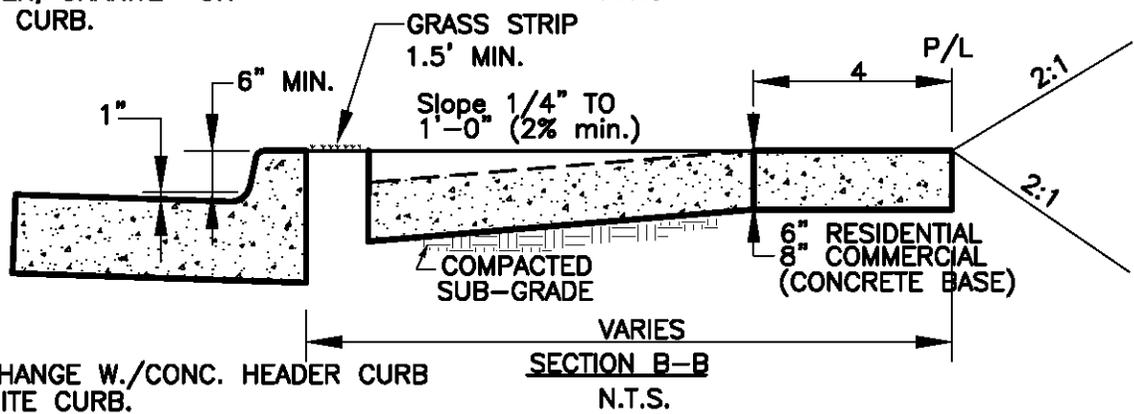
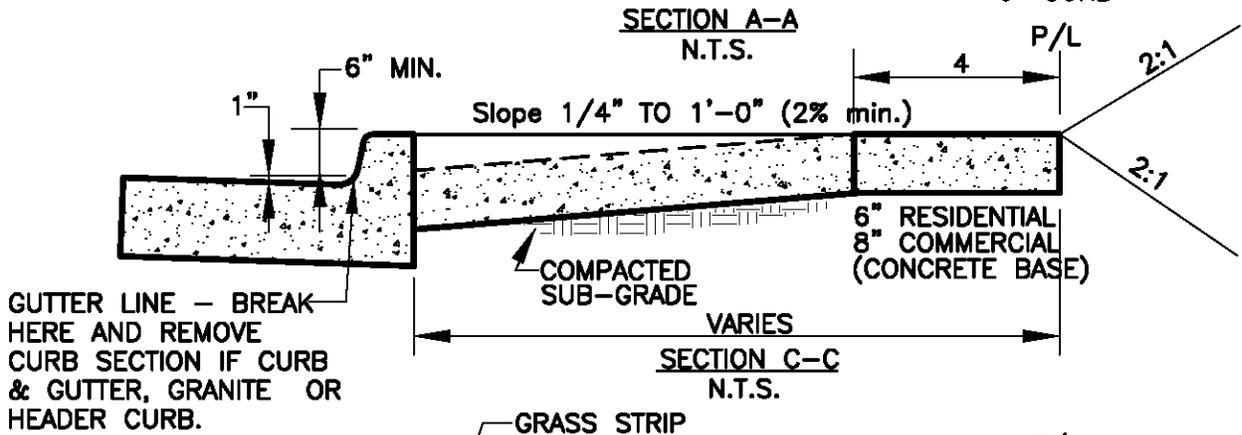
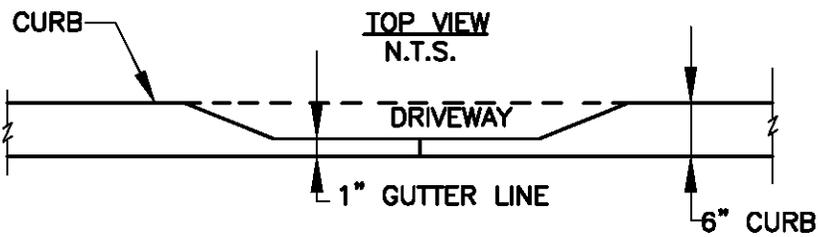
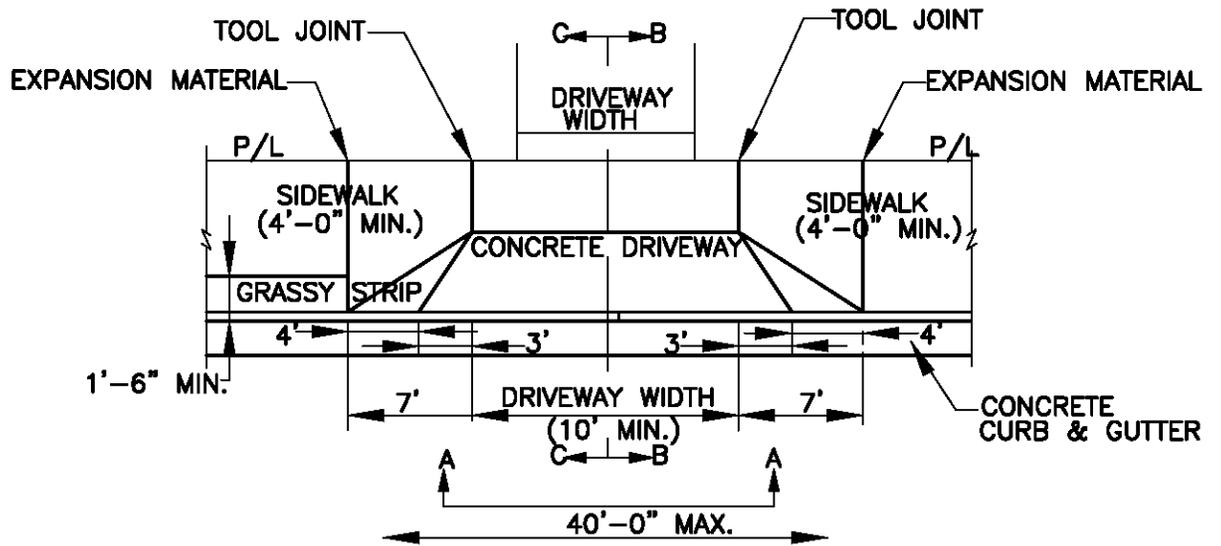
REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. TR-B\_CW001



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

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City of Atlanta

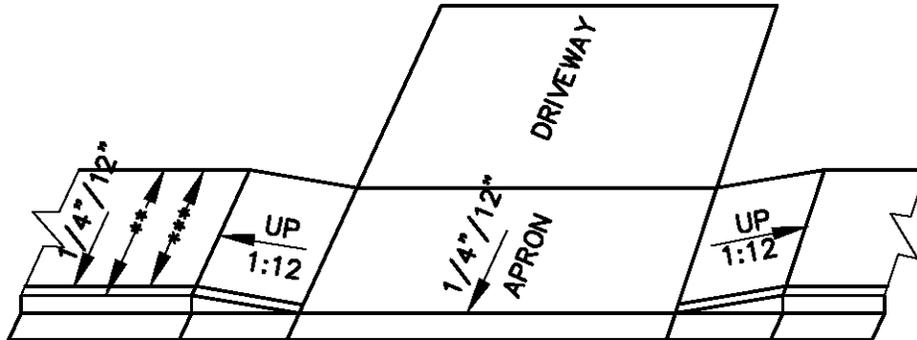


## STANDARD DETAILS

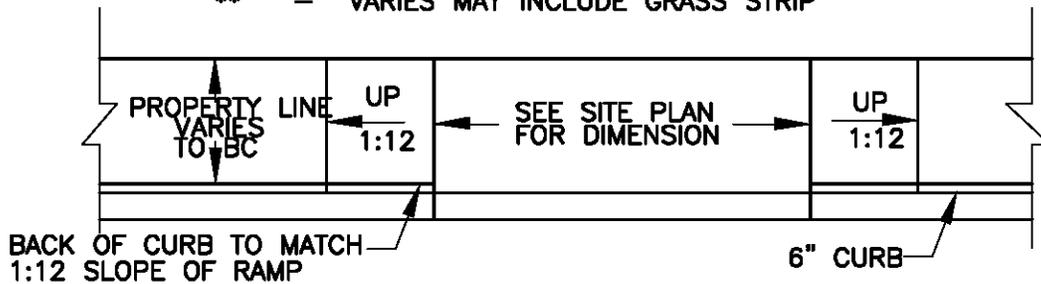
### STANDARD DRIVEWAY DETAIL

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

DETAIL NO. TR-B\_DR005



\*\*\* - VARIES (6' MAX.)  
 \*\* - VARIES MAY INCLUDE GRASS STRIP



**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.

City of Atlanta

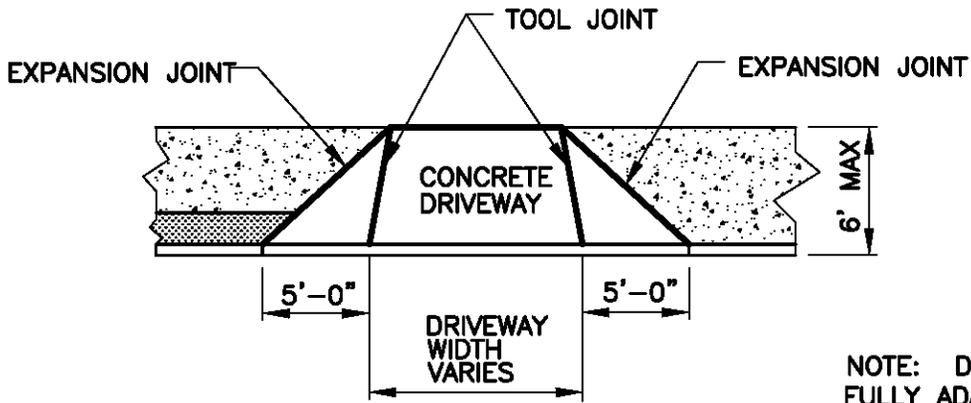


**STANDARD DETAILS**

**ALTERATE DRIVEWAY  
 APRON**

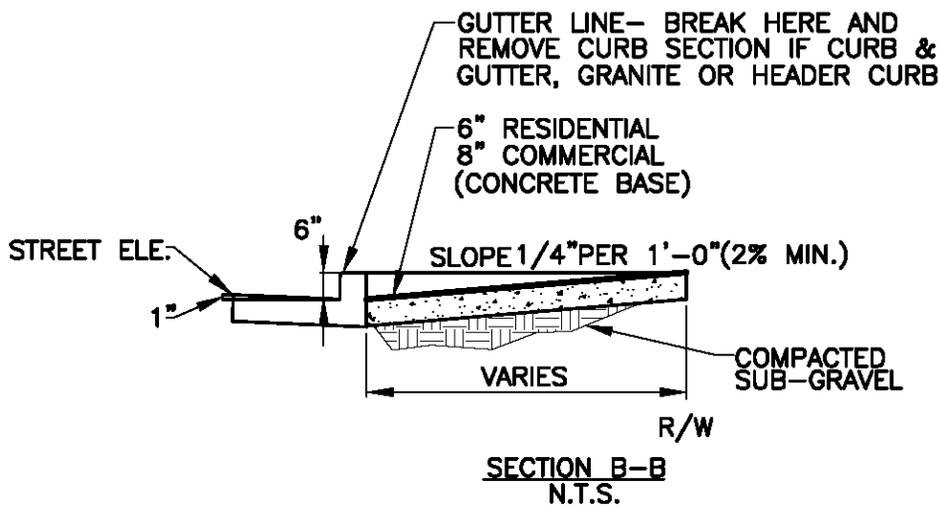
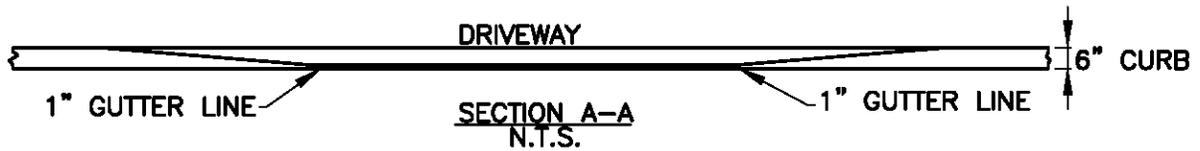
REV.  
 DATE: SEPT 2011  
 ORIG. DATE: NOV 2004  
 SCALE: N.T.S.

DETAIL NO. TR-B\_DR006



NOTE: DRIVEWAY SHALL BE FULLY ADA COMPLIANT

TOP VIEW  
N.T.S.



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City of Atlanta

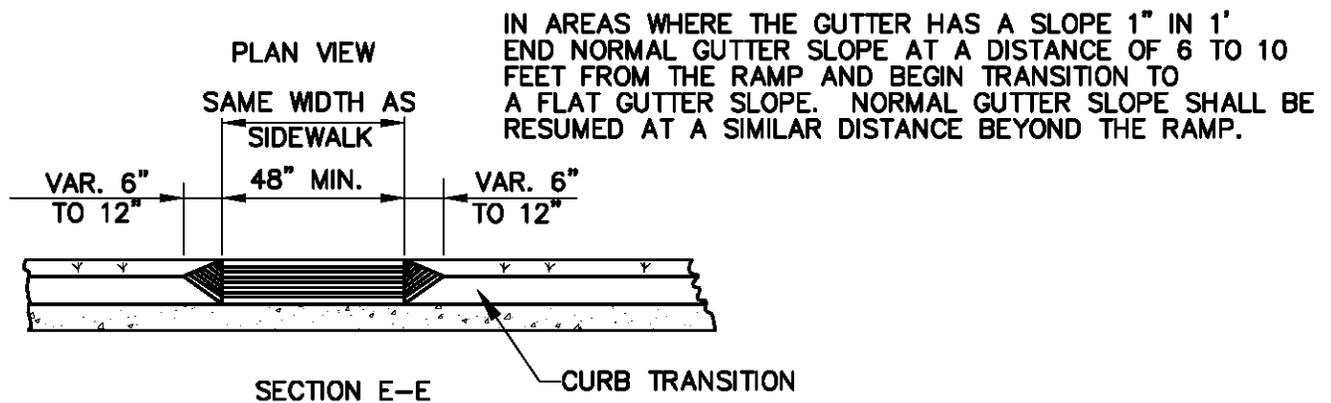
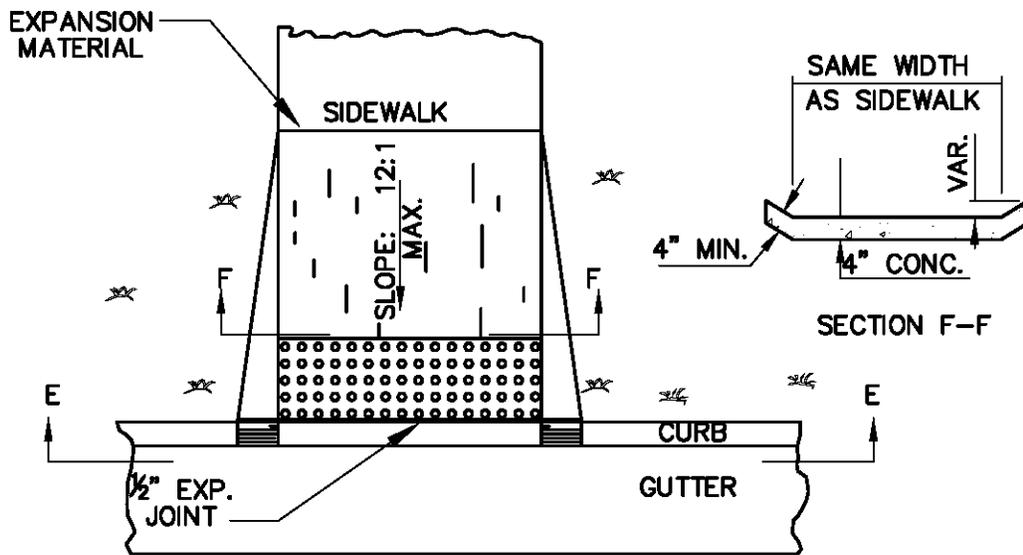
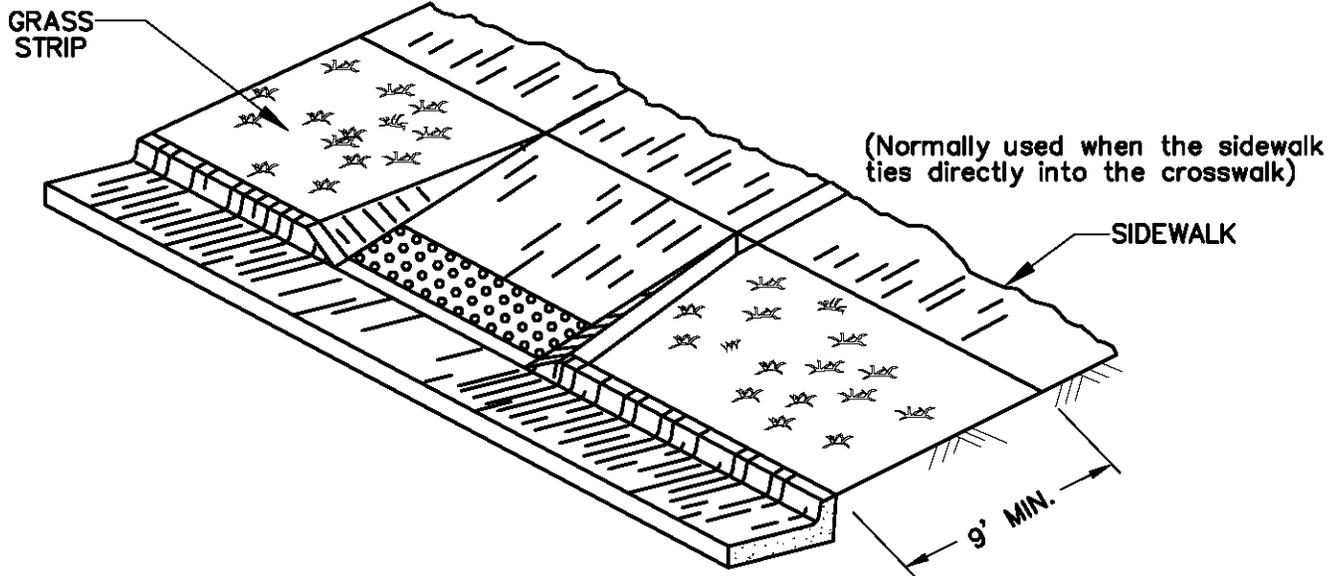


STANDARD DETAILS

NARROW DRIVEWAY  
APRON

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

DETAIL NO. TR-B\_DR007



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City of Atlanta



## STANDARD DETAILS

### TYPE D PEDESTRIAN RAMP

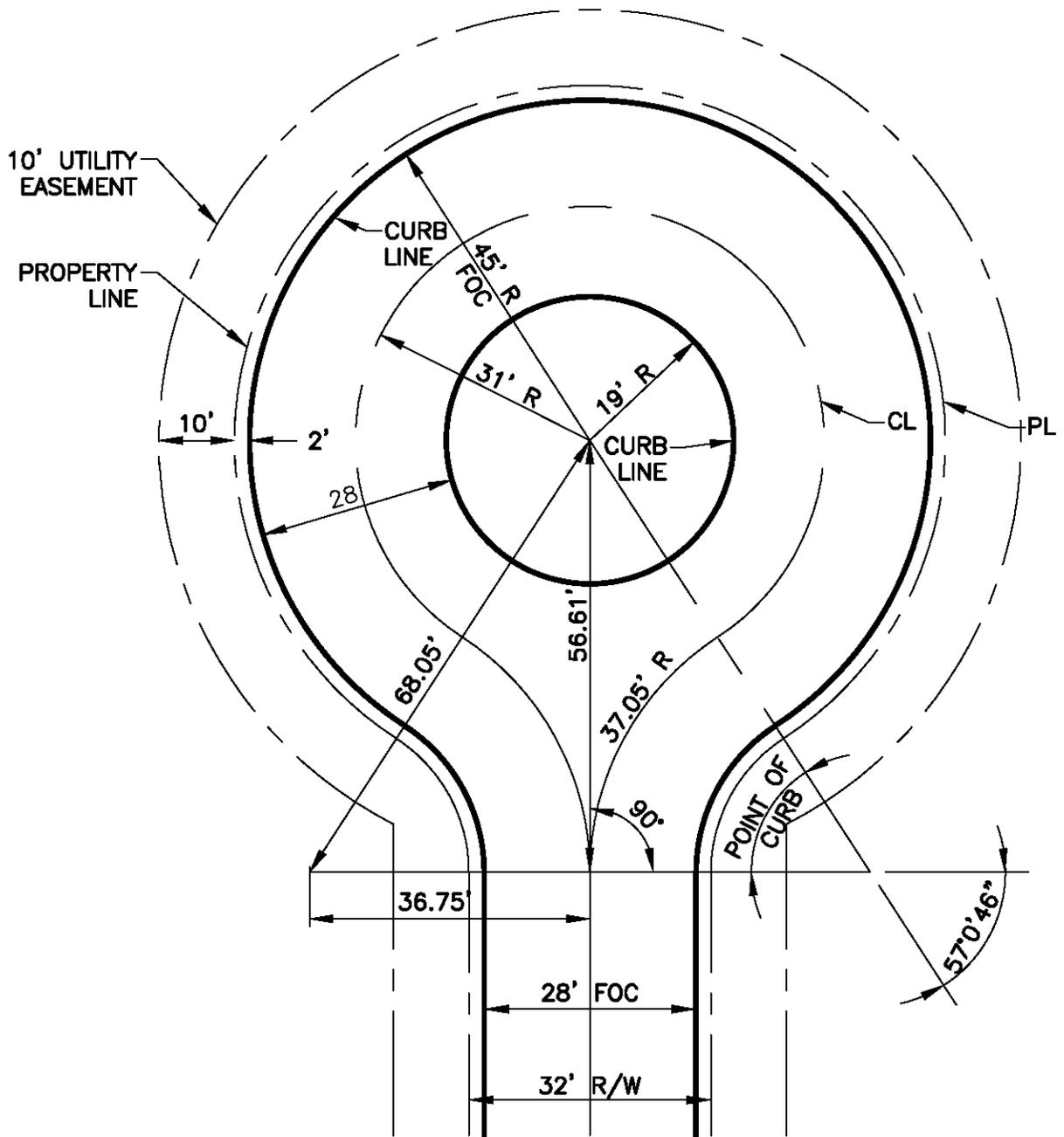
REV.

DATE: SEPT 2011

ORIG. DATE: NOV 2004

SCALE: N.T.S.

DETAIL NO. TR-B\_HR004



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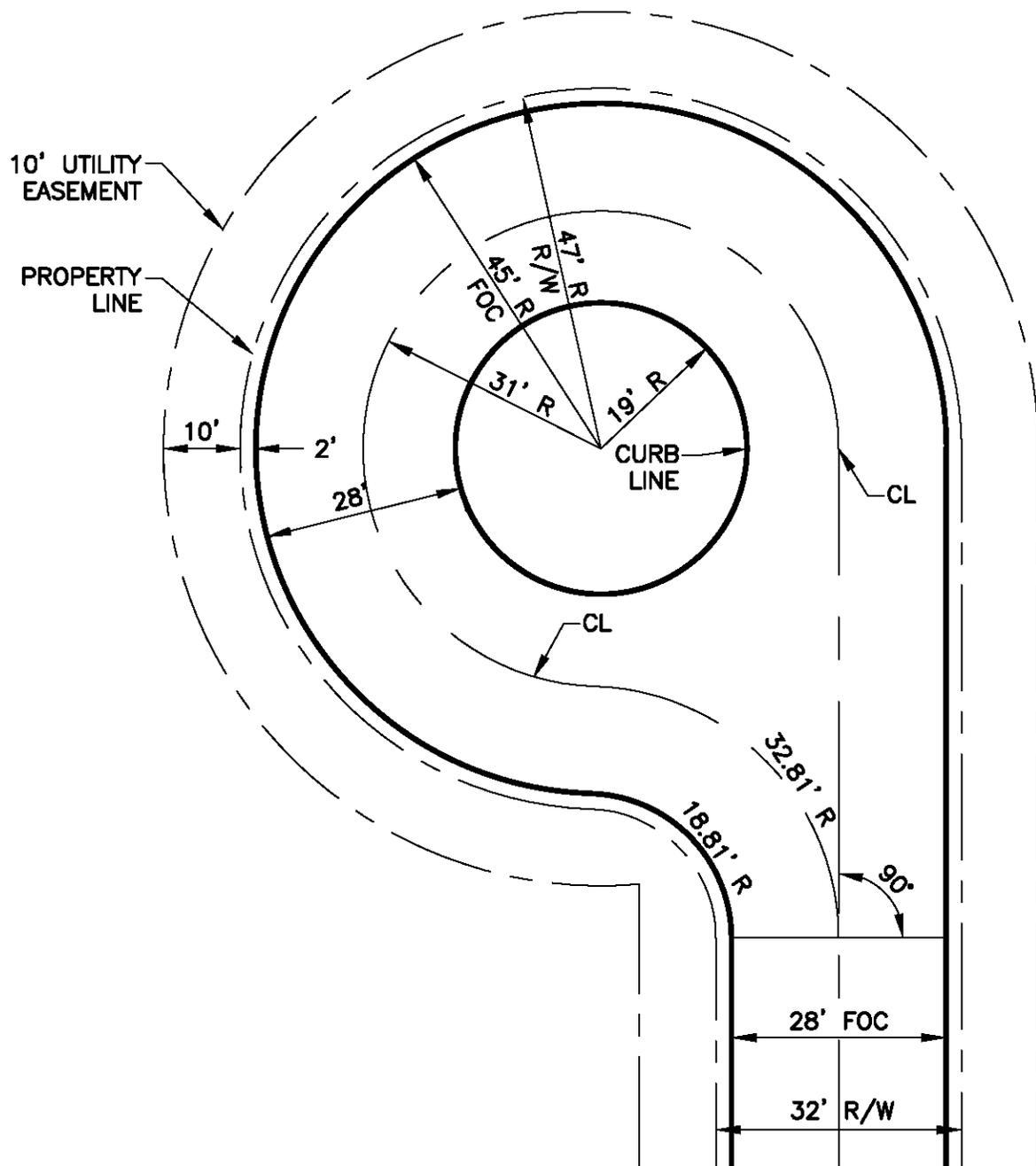
City of Atlanta



**STANDARD DETAILS**  
**TYPICAL CUL-DE-SAC**  
**FOR 32' R/W, 28'**  
**STREET (SYMMETRICAL)**

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

DETAIL NO. TR-G\_CS001



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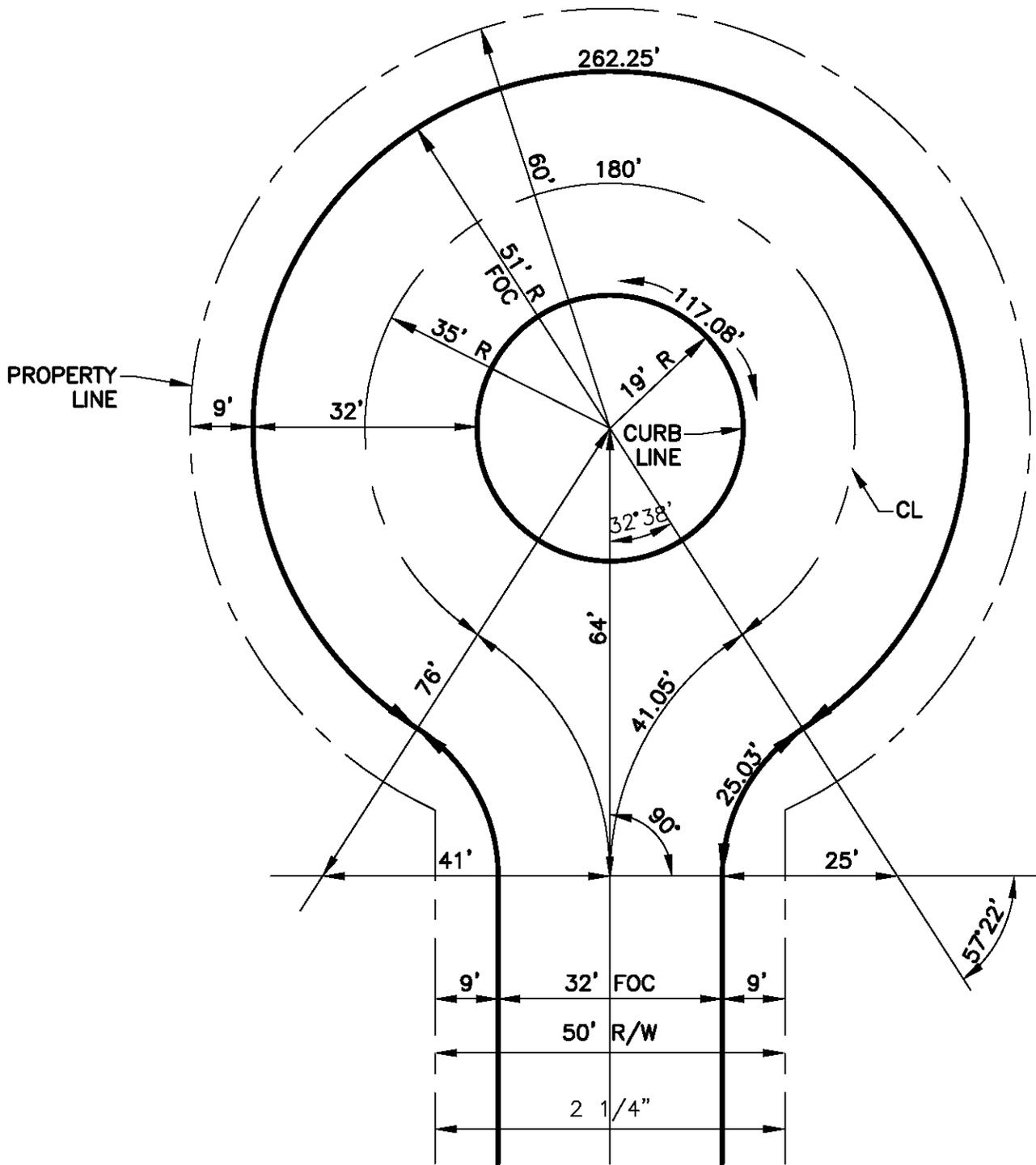
City of Atlanta



**STANDARD DETAILS**  
**TYPICAL CUL-DE-SAC**  
**FOR 32' R/W, 28'**  
**STREET (OFFSET)**

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

DETAIL NO. TR-G\_CS002



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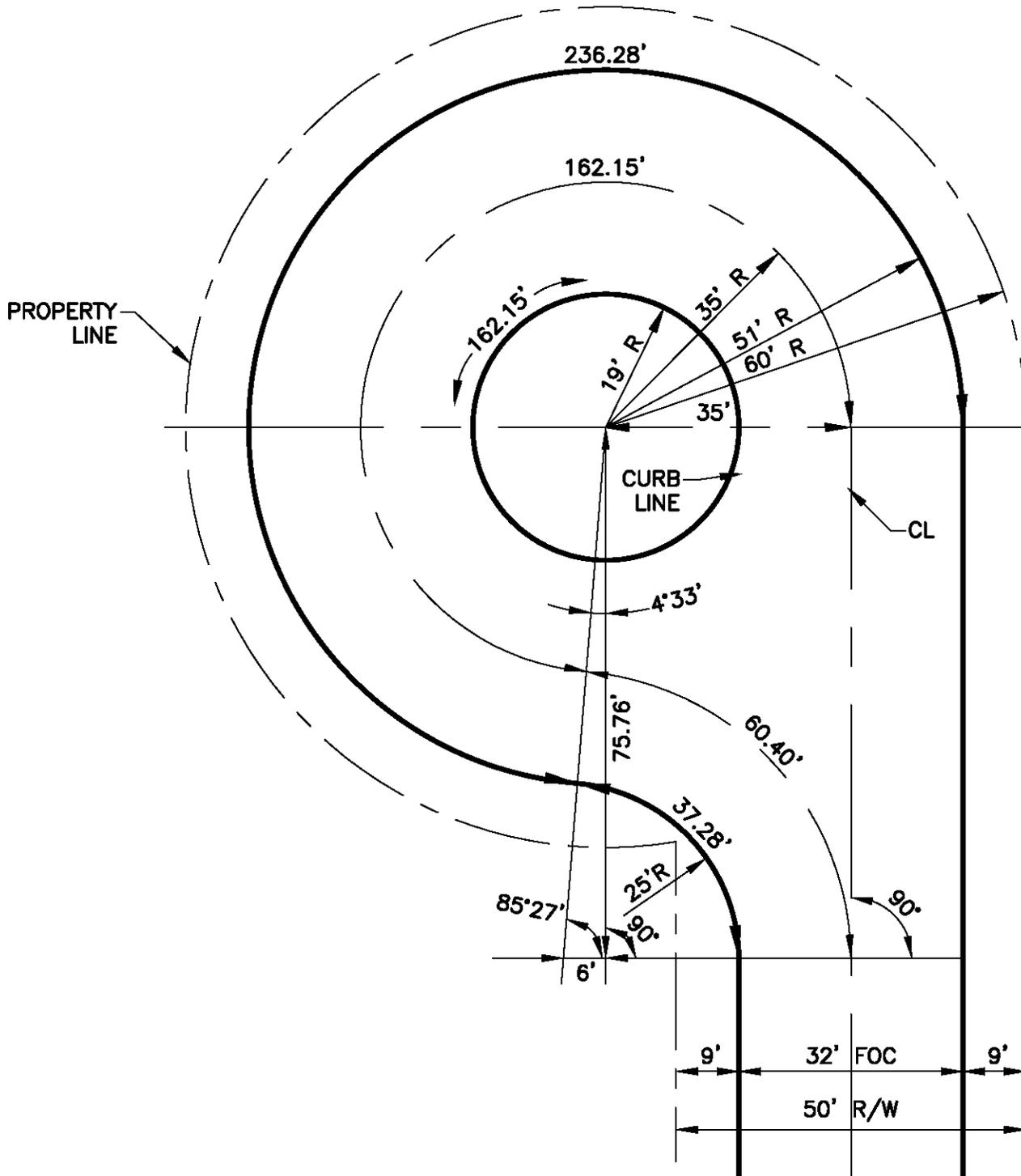
City of Atlanta



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

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

DETAIL NO. TR-G\_CS003



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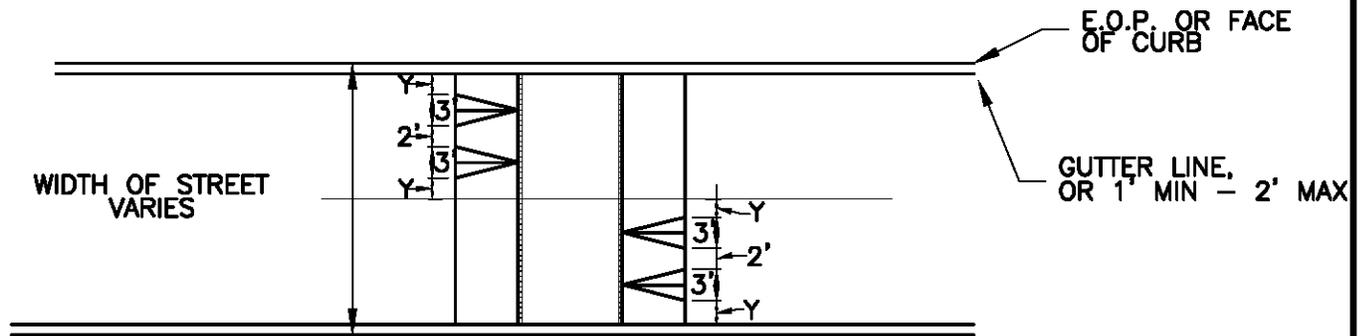
City of Atlanta



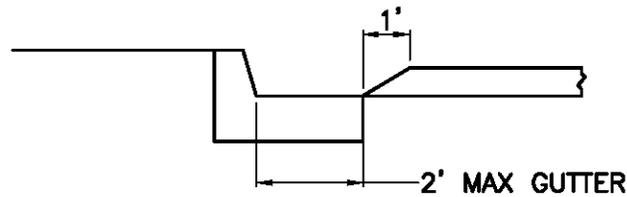
STANDARD DETAILS  
 TYPICAL CUL-DE-SAC  
 FOR 50' R/W, 32'  
 STREET (OFFSET)

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

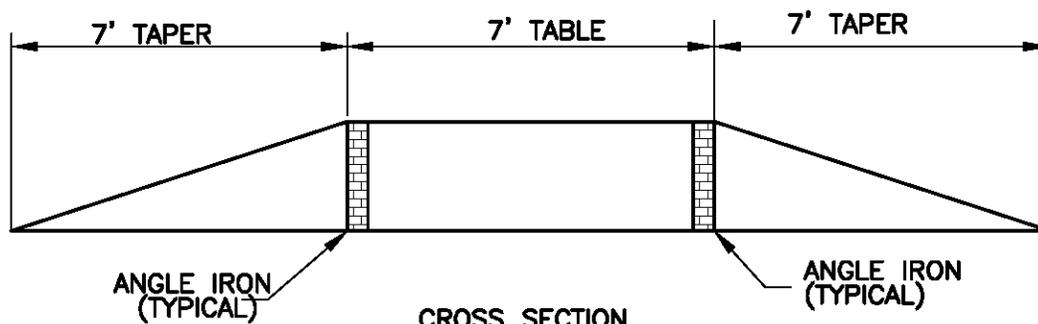
DETAIL NO. TR-G\_CS004



TOP VIEW  
N.T.S.



SECTION A-A  
N.T.S.



CROSS SECTION  
N.T.S.

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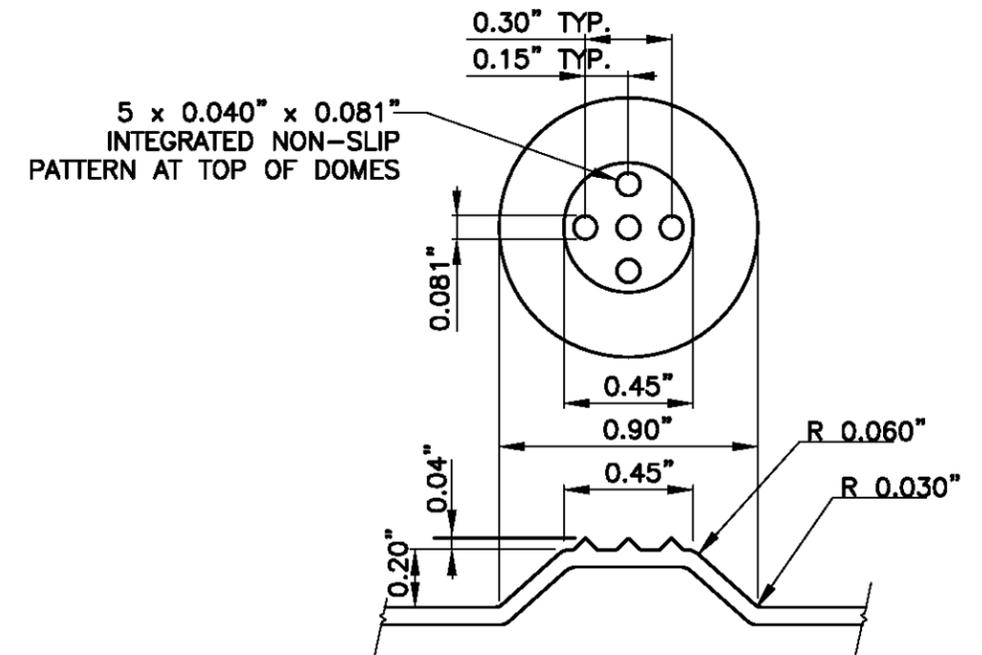
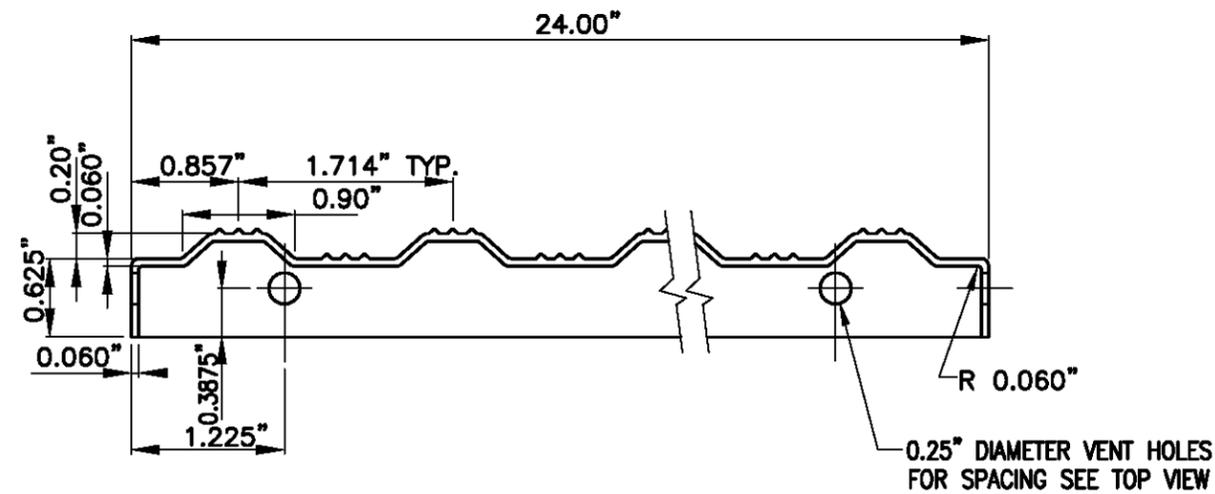
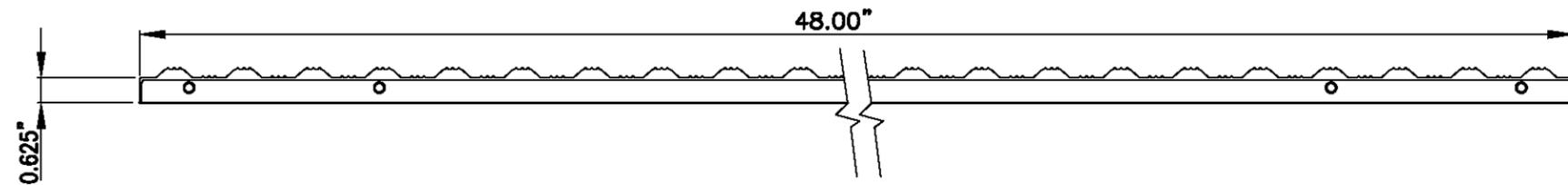
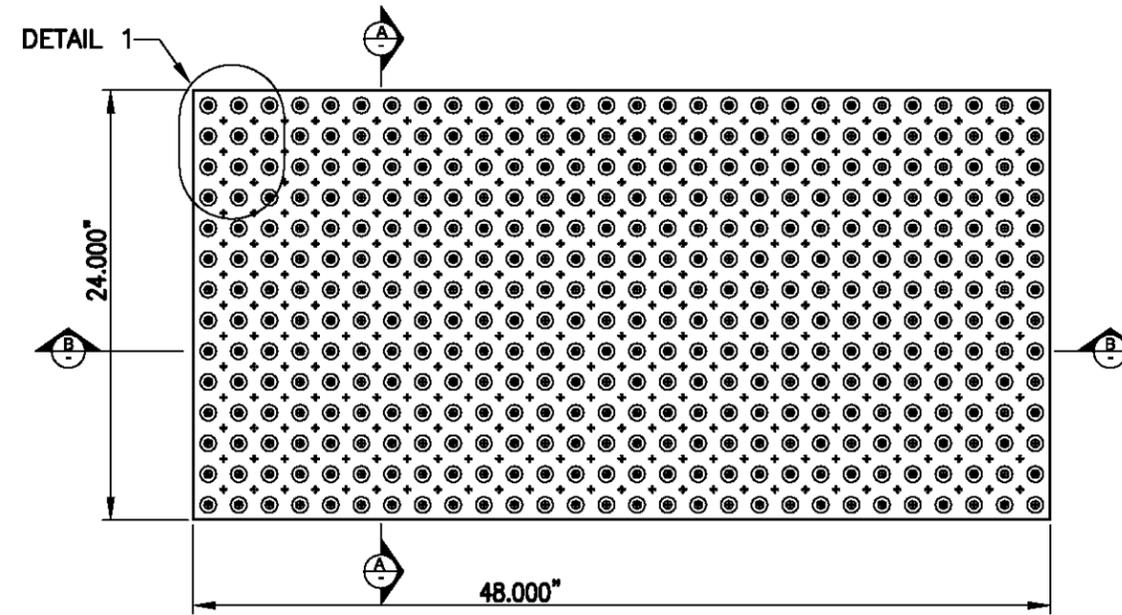
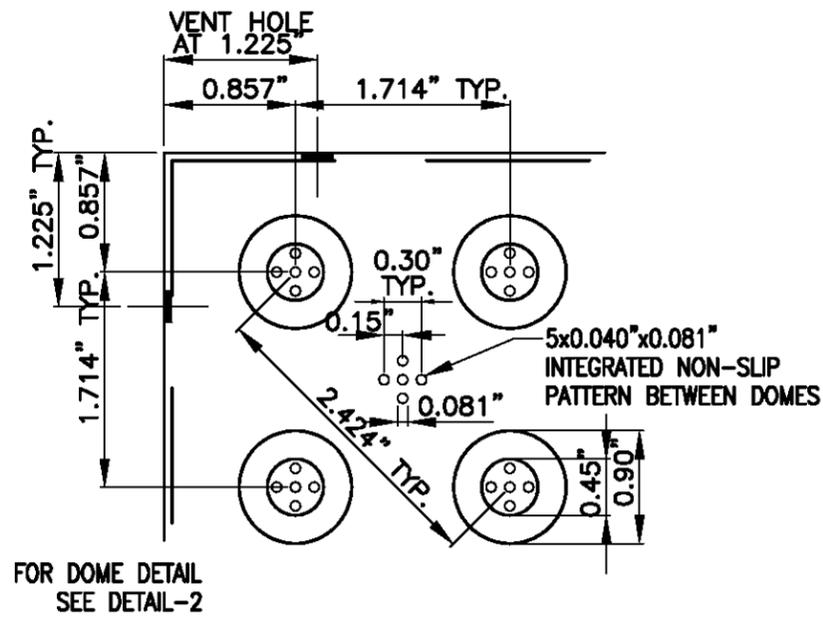


**STANDARD DETAILS**

**SPEED HUMP**

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

DETAIL NO. TR-G\_SH001



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City of Atlanta

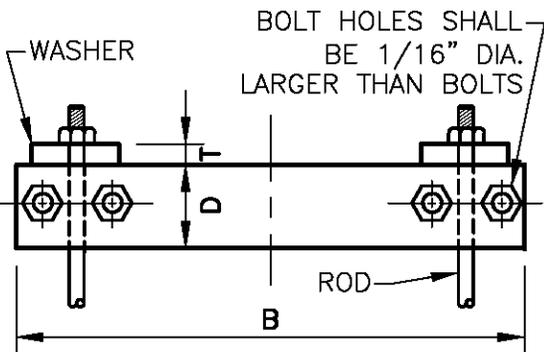
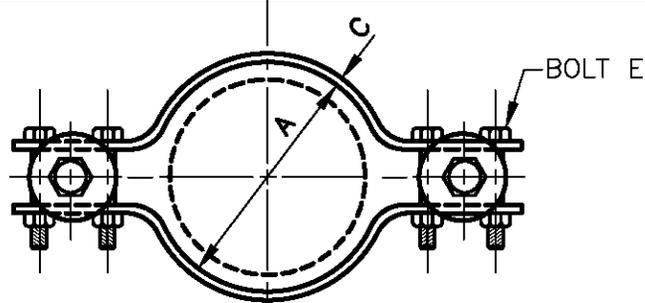


STANDARD DETAILS

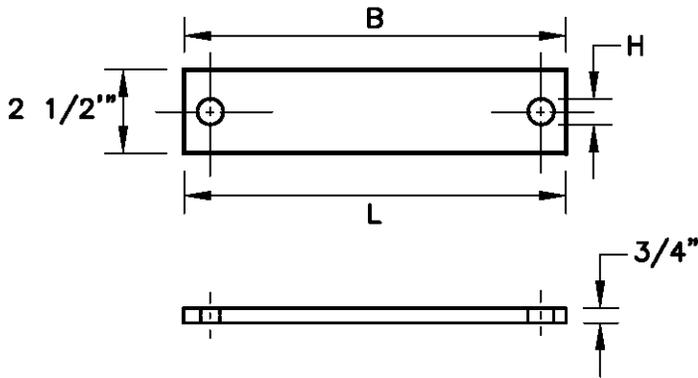
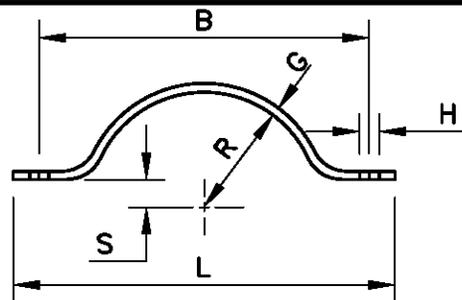
TRUNCATED DOME  
DETAIL

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

DETAIL NO. TR-G\_SW010



**STEEL SOCKET CLAMP**



**PLUG ANCHOR STRAP**

**STEEL SOCKET CLAMP (ABOVE)  
DIMENSIONS (INCHES)**

PIPE SIZE	A	B	C	D	BOLT E	T	ROD & C.I. WASH SIZE
4	5	14 5/8	1/2	2	5/8 x 3 1/2	5/8	3/4
6	7 1/8	16 7/8	1/2	2	5/8 x 3 1/2	5/8	3/4
8	9 5/16	19 1/8	1/2	2 1/2	5/8 x 3 1/2	5/8	3/4
10	11 1/2	21 3/8	5/8	2 1/2	5/8 x 3 1/2	3/4	1
12	13 1/2	25 1/8	5/8	3	5/8 x 3 1/2	3/4	1
14	15 3/4	28 1/4	5/8	3	5/8 x 3 1/2	7/8	1 1/8
16	17 7/8	31 3/8	3/4	3	1 x 4 1/2	7/8	1 1/8
18	20	35 1/8	3/4	4	1 1/4 x 5	1 1/8	1 1/4
20	22 1/8	37 3/4	3/4	4 1/2	1 1/4 x 5	1 1/8	1 3/8
24	26 3/8	44 1/4	3/4	5	1 1/2 x 5 1/2	1 1/4	1 1/2

MATERIAL: GRINNELL FIG.600 OR APPROVED GOAL

**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 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.

**PLUG ANCHOR STRAP DETAILS (ABOVE)  
DIMENSIONS (INCHES)  
SEE GENERAL NOTE NO.2**

FITTING SIZE	B	G	H	L	R	S
4	10 1/8	5/8 x 2 1/2	13/16	12 1/2	2 1/2	3/4
6	12 1/8	5/8 x 2 1/2	13/16	14 1/4	3 9/16	3/4
8	14 3/8	5/8 x 2 1/2	13/16	16 3/4	4 21/32	3/4
10	16 11/16	5/8 x 2 1/2	1 1/16	19 1/16	5 3/4	3/4
12	19 3/16	5/8 x 3	1 1/16	22 5/16	6 3/4	7/8

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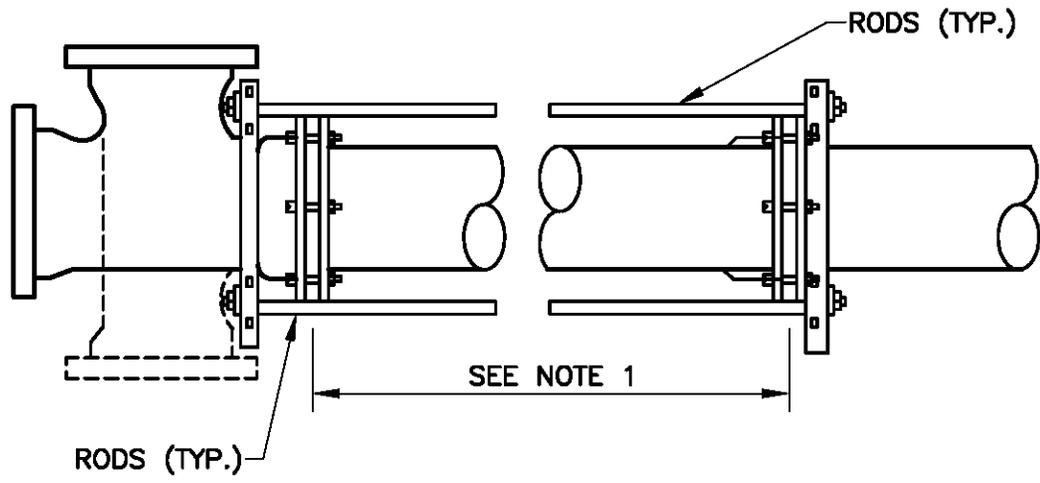
City of Atlanta



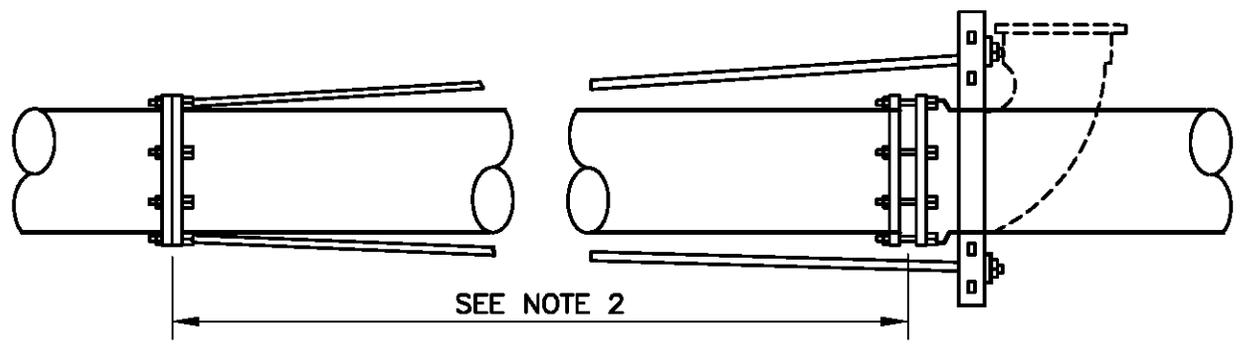
**STANDARD DETAILS**  
**TYPICAL STRAP AND ROD DETAIL**

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

DETAIL NO. WR-G\_AN001



TEE ANCHOR



PIPE OR BEVD ANCHOR TO FLANGE SPIGOT

**NOTES:**

1. IN THE ASSEMBLIES OF RODS AND CLAMPS SHOWN, RODS RUNS FROM A LUG ON THE FITTING ( OR A CLAMP BEHIND THE HUB OF A BELL ) TO A CLAMP AGAINST THE FACE OF A BELL NOTE THAT THIS ARRANGEMENT ANCHORS ONLY ONE JOINT. THE STABILITY OF THE JOINT WHERE THE CLAMP IS AGAINST THE FACE OF THE BELL DEPENDS ON HAVING SOIL ABOVE A RELATIVELY LONG PIECE OF PIPE ON BOTH SIDES OF THE JOINT. CONSEQUENTLY, IF THE DISTANCE BETWEEN THE FIRST AND SECOND JOINT IS LESS THAN 12 FEET, THE SECOND JOINT SHOWN SHALL BE ANCHORED BY A CLAMP BEHIND THE HUB OF THE BELL AND RODS TO A CLAMP AT THE FACE OF THE NEXT BELL.
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 LABOORATORIES 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..

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City of Atlanta

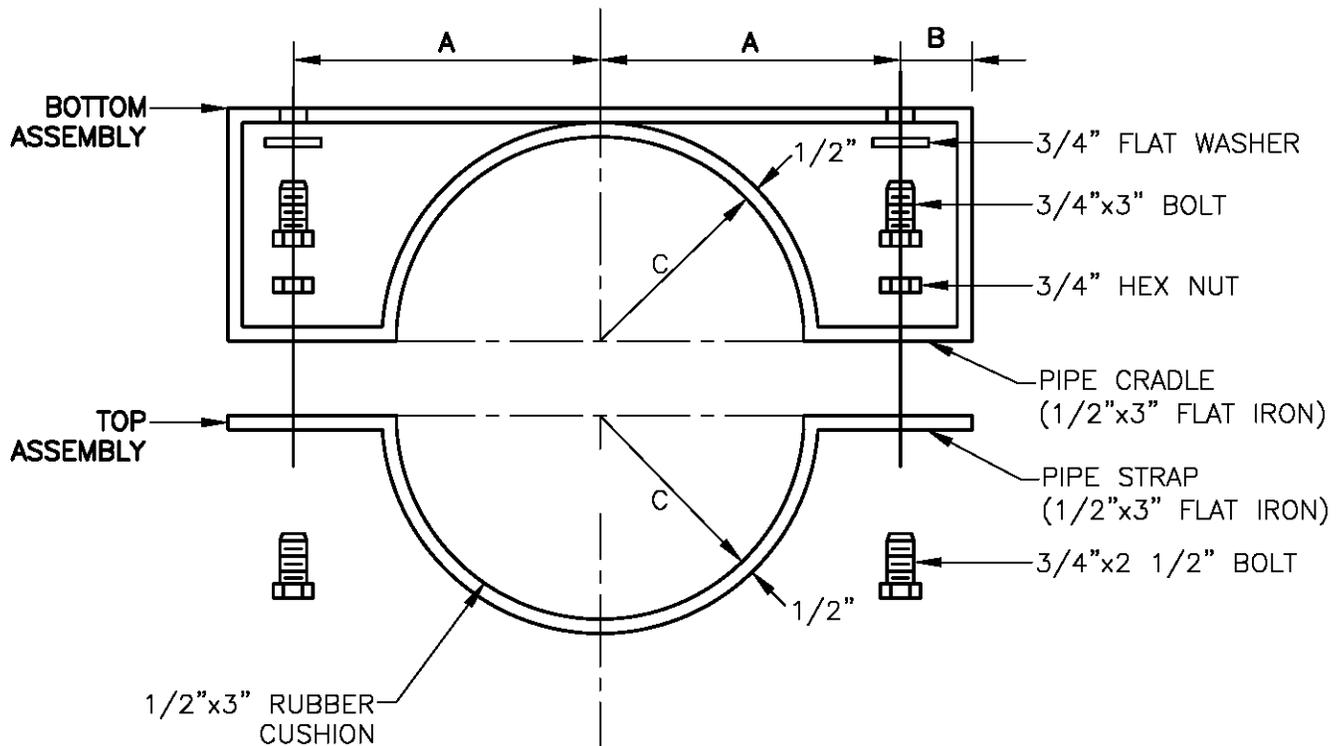


**STANDARD DETAILS**

**TYPICAL ANCHORS**

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

DETAIL NO. WR-G\_AN004



DIMENSIONS IN INCHES FOR PIPE HANGERS			
PIPE SIZE	A	B	C (RADIUS)
8"	6.53	2.00	4.53
12"	8.60	2.00	6.60
16"	10.70	2.00	8.70

**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.

City of Atlanta



**STANDARD DETAILS**

**PIPE HANGER**

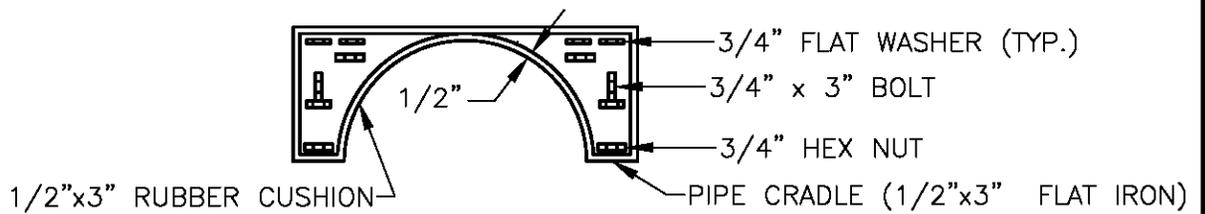
REV.

DATE: OCT. 2011

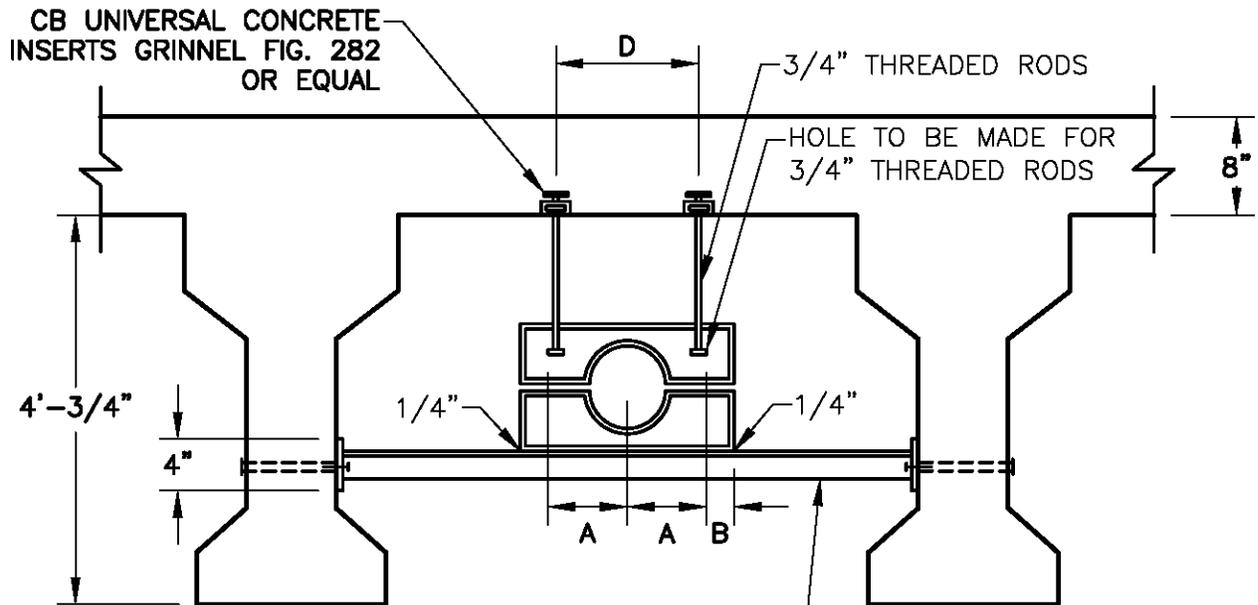
ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_AN005



IN PLACE OF STRAPS PROVIDE IDENTICAL TOP AND BOTTOM ASSEMBLY AS SHOWN



DIMENSIONS IN INCHES FOR PIPE HANGERS				
PIPE SIZE	A	B	C	D
8"	6.53	2.00	4.53	VARIES
12"	8.60	2.00	6.60	VARIES
16"	10.70	2.00	8.70	VARIES

2 NOS. OF 05x6.7 BACK TO BACK TO BE USED IF 3/4" OF THREADED RODS ARE NOT USED  
 L 2 1/2"x2 1/2"x 1/4" ATTACH TO BOTH BEAMS W/RED HEADS @ TIME OF INSTALLATION OF WATER MAIN.

**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.

City of Atlanta



**STANDARD DETAILS**

**TYPICAL HANGER DETAIL FOR CONCRETE BEAM BRIDGES**

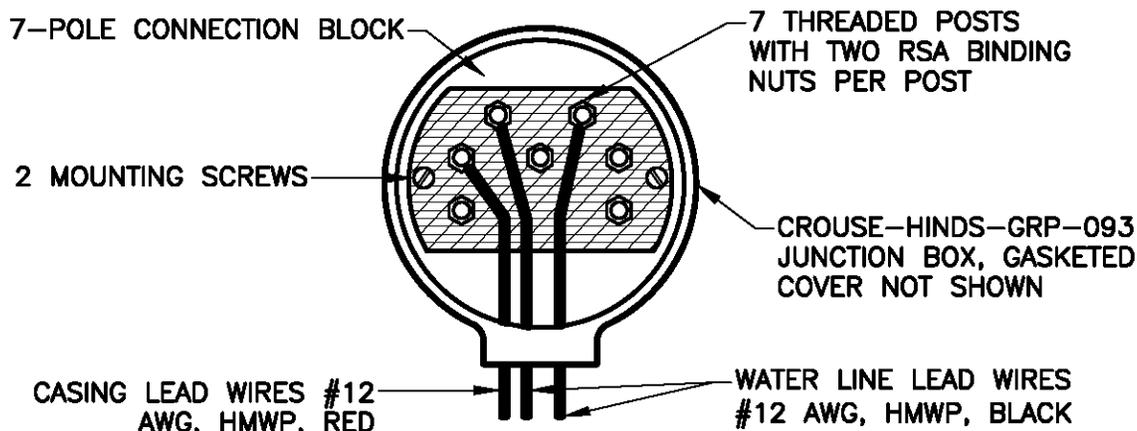
REV.

DATE: OCT. 2011

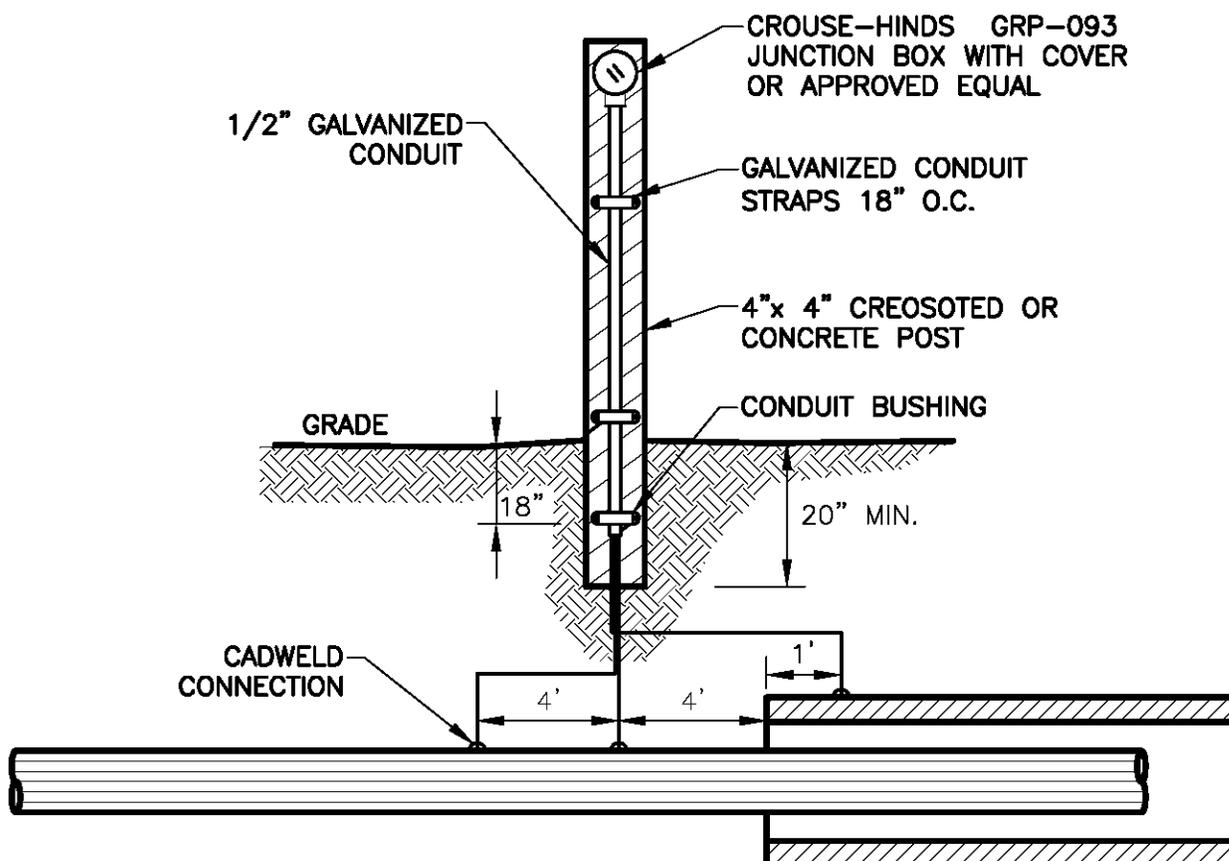
ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_AN006



**JUNCTION BOX DETAILS**



**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.

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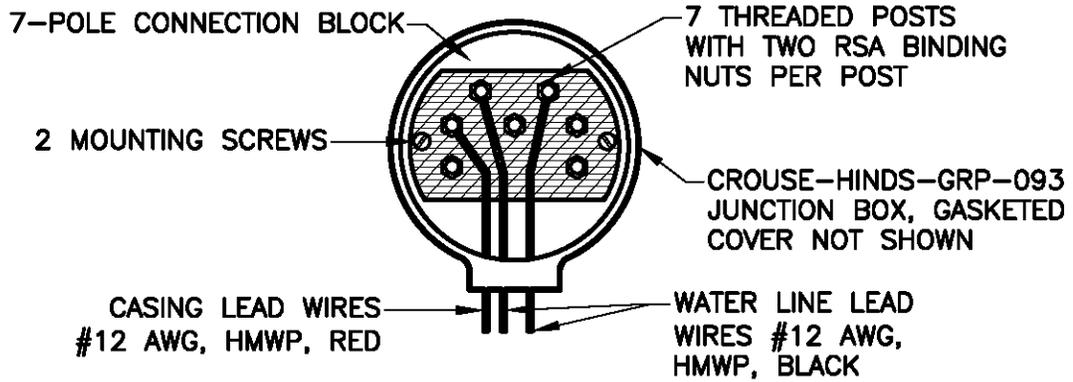


**STANDARD DETAILS**

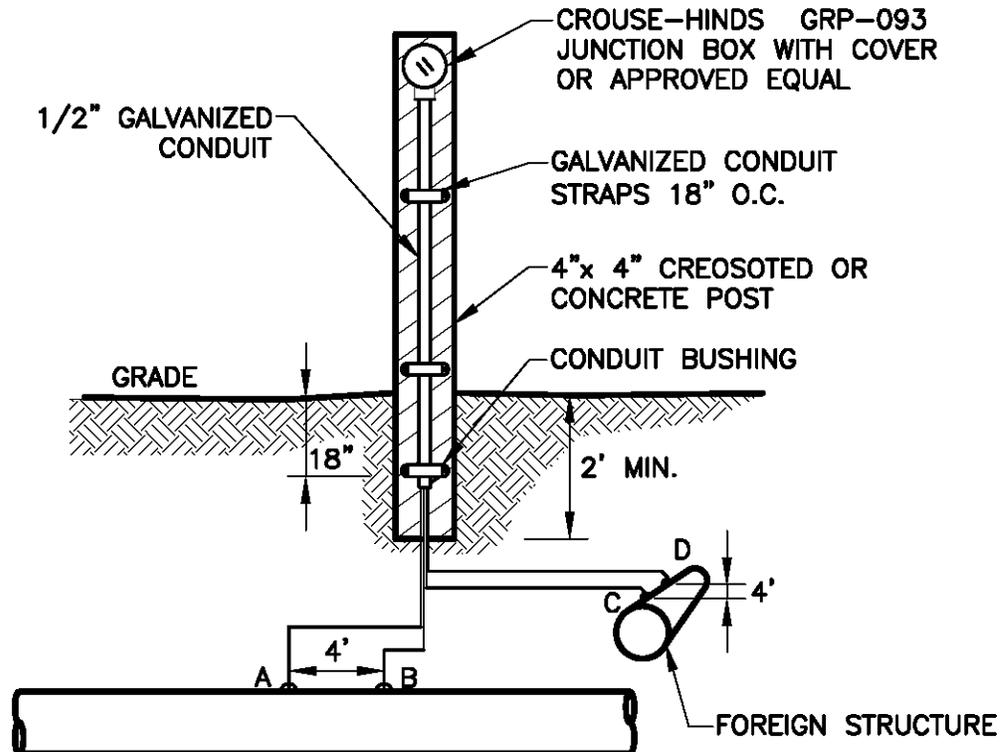
**TYPICAL PIPE-CASING CORROSION PROTECTION TEST LEADS**

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

DETAIL NO. WR-G\_CP001



**JUNCTION BOX DETAILS**



**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.

City of Atlanta  
Department of Public Works

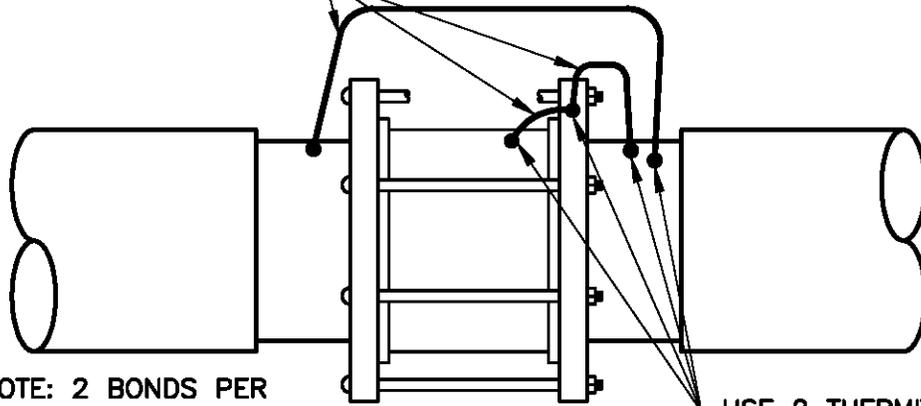


**STANDARD DETAILS**  
**TYPICAL CORROSION PROTECTION INTERFERENCE TEST LEADS**

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

DETAIL NO. WR-G\_CP002

NO.4-75 HMWPE CABLE

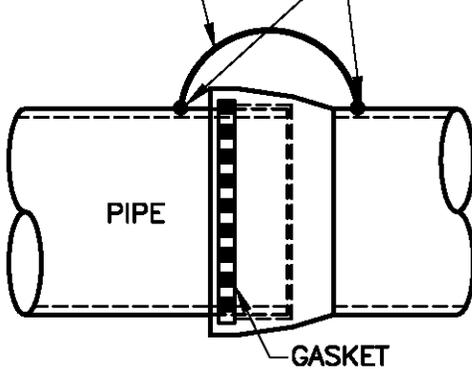


NOTE: 2 BONDS PER JOINT APPROXIMATELY

**STYLE-38  
DRESSER COUPLING BOND**

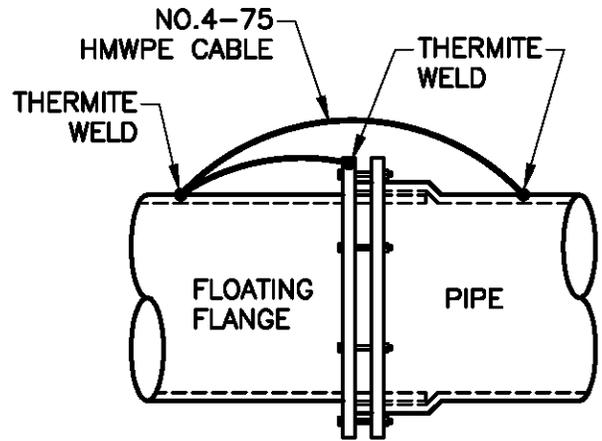
USE 2 THERMITE WELDS OR MODIFY WELD FOR STRENGTH THROUGH RUN OF WIRE.

NO.4-75 HMWPE CABLE THERMITE WELD



NOTE: 2 BONDS PER JOINT APPROXIMATELY

**PUSH-ON JOINT BOND**



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.

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**STANDARD DETAILS**

**TYPICAL CATHODIC PROTECTION BONDS**

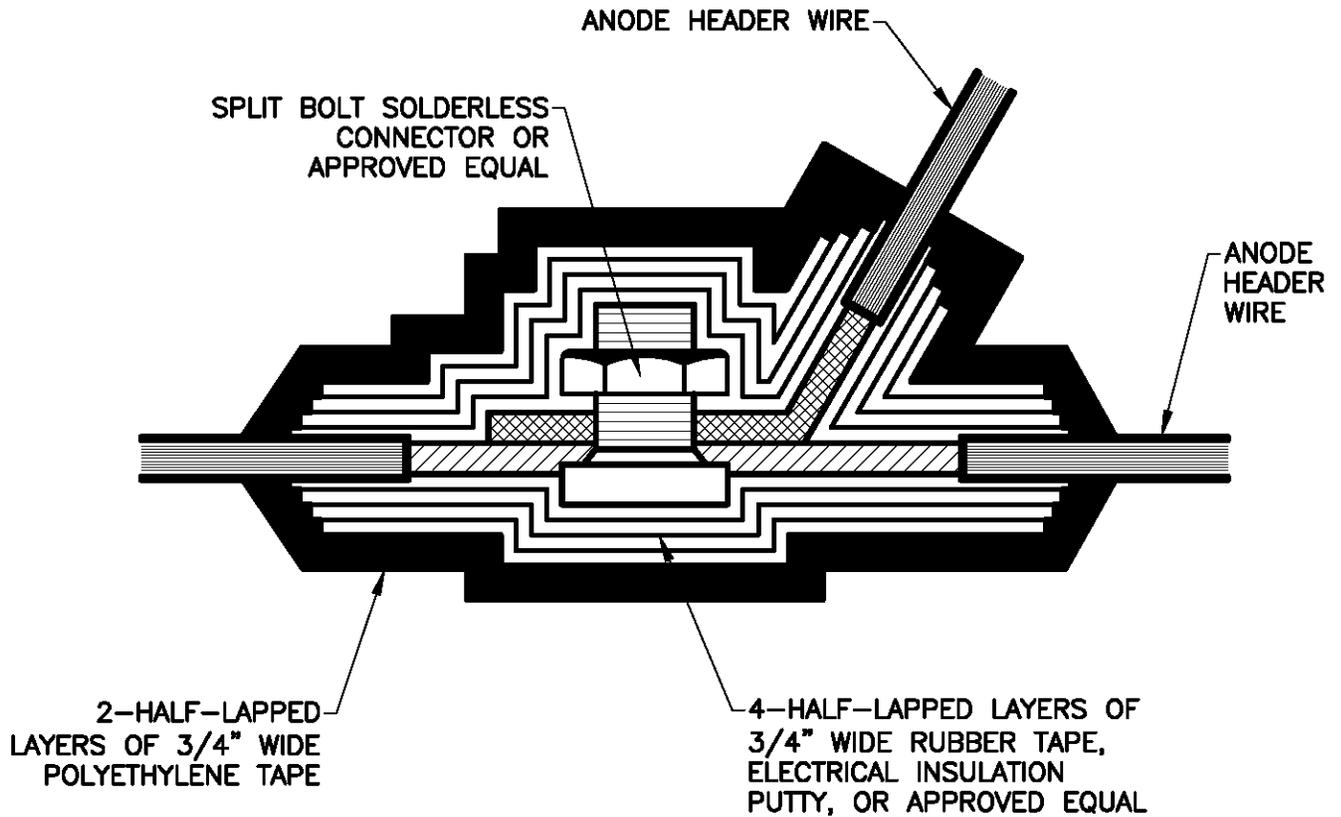
REV.

DATE: OCT. 2011

ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_CP003



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

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## STANDARD DETAILS

### TYPICAL WATERPROOF ANODE CONNECTIONS

REV.

DATE: OCT. 2011

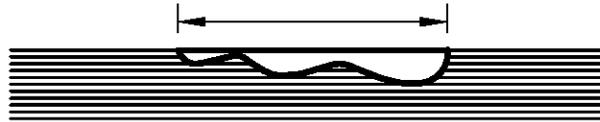
ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_CP004

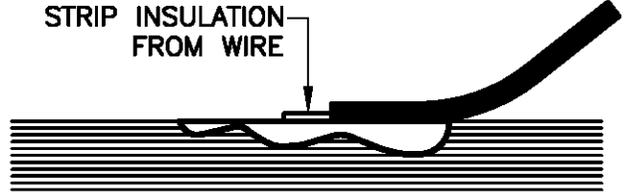
**STEP 1**

REMOVE COATING  
FILE PIPE TO BRIGHT  
METAL AND DRY



**STEP 2**

STRIP INSULATION  
FROM WIRE

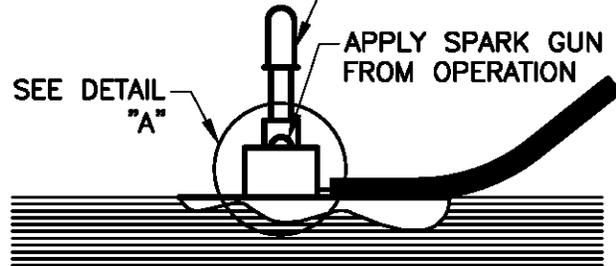


**STEP 3**

HOLD WELDER FIRMLY  
IN PLACE WHILE  
MAKING CONNECTION

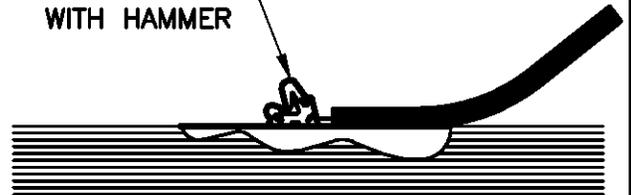
APPLY SPARK GUN AWAY  
FROM OPERATION

SEE DETAIL  
"A"



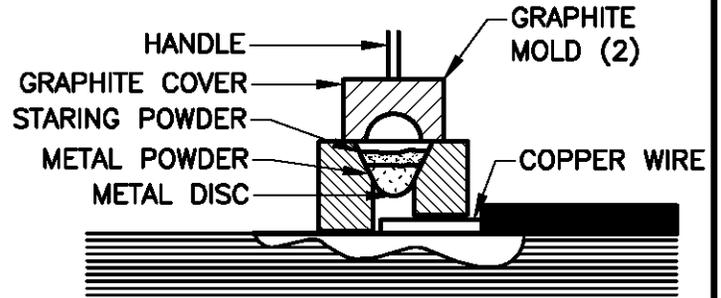
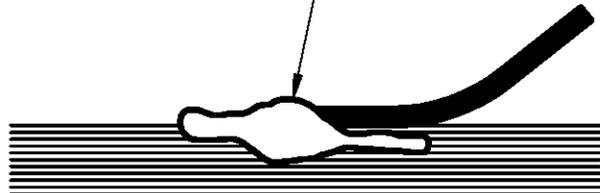
**STEP 4**

REMOVE SLAG  
WITH HAMMER



**STEP 5**

COAT CONNECTION  
WITH BITUMINOUS  
COMPOUND



**DETAIL "A"**

**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.

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**STANDARD DETAILS**

**PROCEDURE FOR MAKING  
BRAZED CONNECTION**

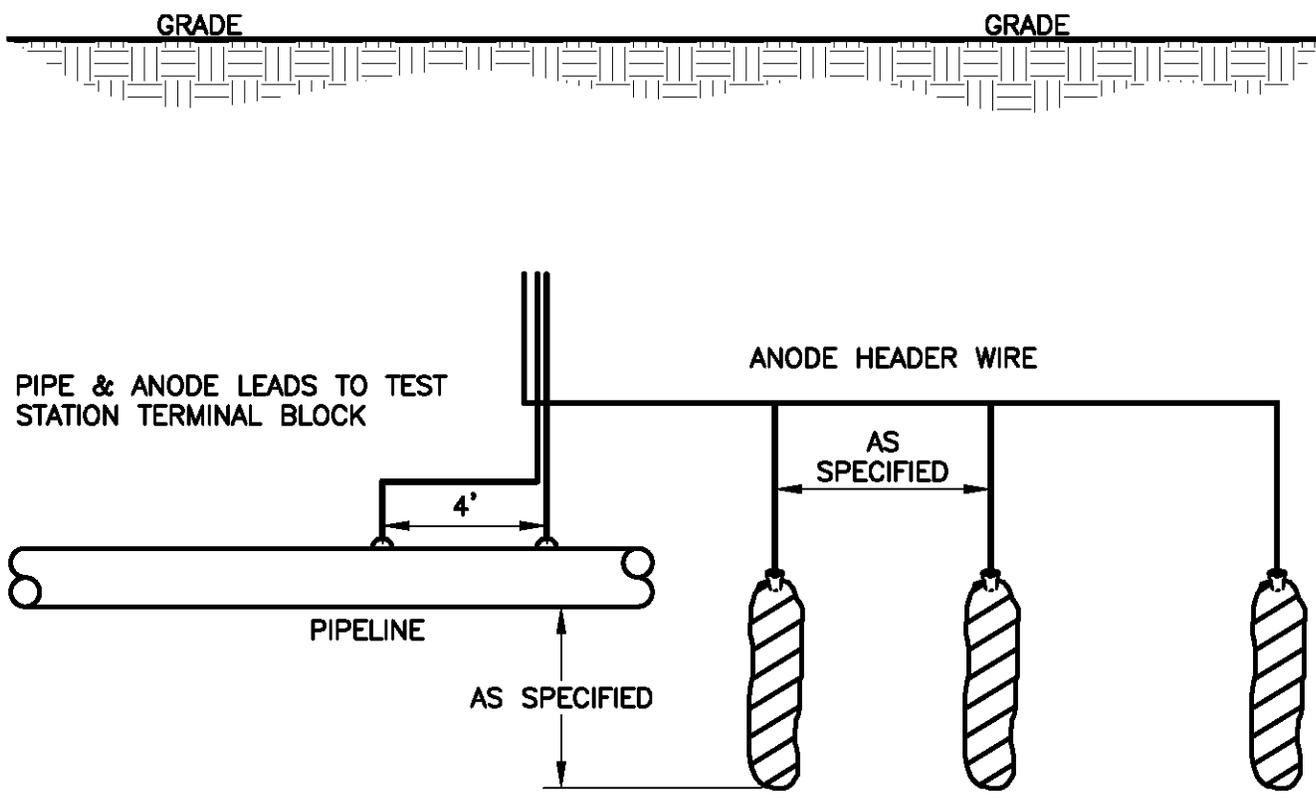
REV.

DATE: OCT. 2011

ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_CP005



ANODES—SPACING & SIZE TO BE DETERMINED BY A QUALIFIED CORROSION ENGINEER IN ACCORDANCE WITH NACE STANDARDS.

**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 "LOPED". 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.

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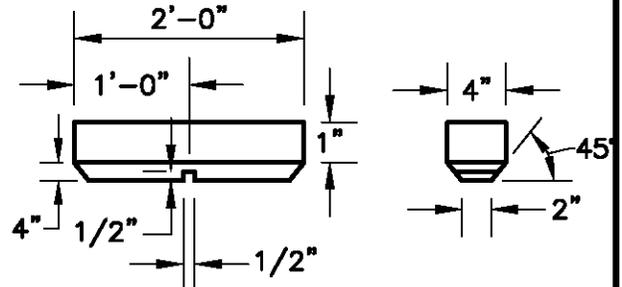
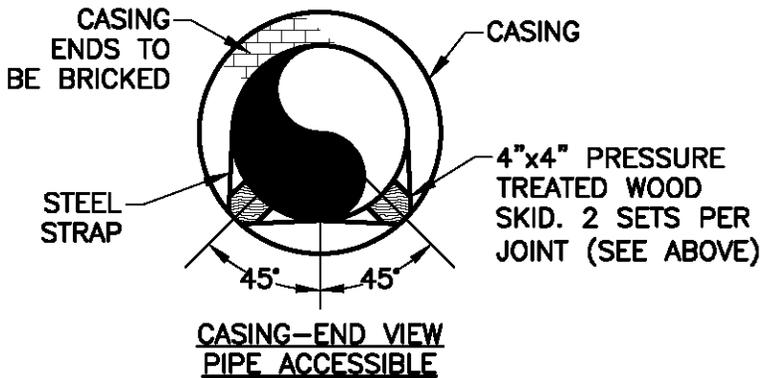
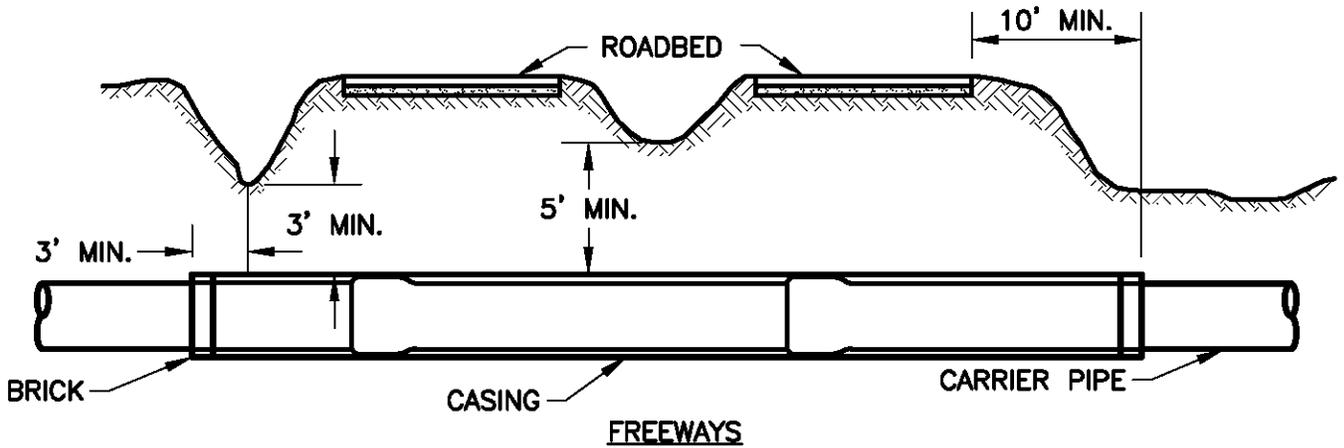
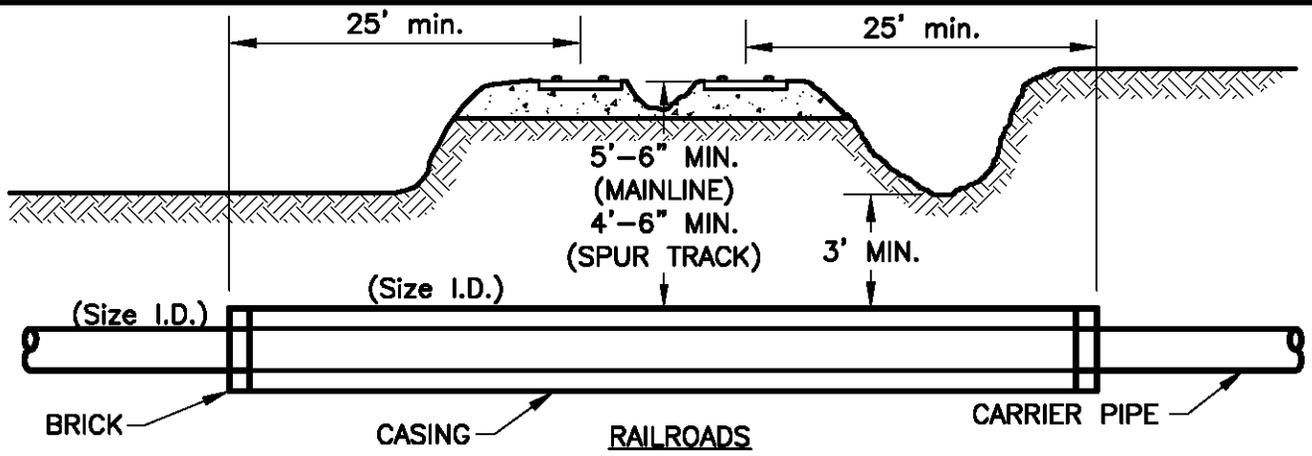


**STANDARD DETAILS**

**TYPICAL MAGNESIUM ANODE INSTALLATION**

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

DETAIL NO. WR-G\_CP006



BORED CASINGS			
PIPE SIZE	PIPE O.D.	CASING SIZE	CASING I.D.
6"	6.90"	12"	11.376"
8"	9.05"	16"	14.314"
12"	13.20"	20"	17.938"
16"	17.40"	24"	21.564"
20"	21.60"	28"	27.0"
24"	25.80"	36"	35.0"

NOTE:  
IF CASING UNDER RAILROAD IS NOT COATED OR CATHODIC-ALLY PROTECTED, INCREASE THICKNESS .062"

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## STANDARD DETAILS

### TYPICAL RAILROAD OR FREEWAY CROSSING

REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_CR001

**MAXIMUM PERMISSIBLE DEFLECTIONS**

SIZE (NOM)	PUSH-ON-JOINT (18 FT. JOINTS) (20 FT. JOINTS)		MECHANICAL JOINT (18 FT. JOINTS) (20 FT. JOINTS)	
	DEGREE	MAX. OFFSET	DEGREE	MAX. OFFSET
3"	4.0	15"	4.5	17"
4"	4.0	15"	4.5	17"
6"	4.0	15"	4.5	17"
8"	4.0	15"	4.5	17"
10"	4.0	15"	4.5	17"
12"	4.0	15"	4.5	17"
14"	2.5	9.4"	3.0	11"
16"	2.0	7.5"	3.0	11"
20"	2.0	7.5"	2.0	7.5"
24"	2.0	7.5"	2.0	7.5"
30"	1.5	5.5"	2.0	7.5"
36"	1.5	5.5"	2.0	7.5"
42"	1.5	5.5"	1.5	5.5"
48"	1.5	5.5"	1.5	5.5"

**NOTES:**

1. WHEN A PIPE IS DEFLECTED, THE PIPE SHALL FIRST BE ASSEMBLED IN A STRAIGHT LINE, BOTH HORIZONALLY 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.

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**STANDARD DETAILS**

**MAXIMUM PERMISSIBLE  
JOINT DEFLECTIONS**

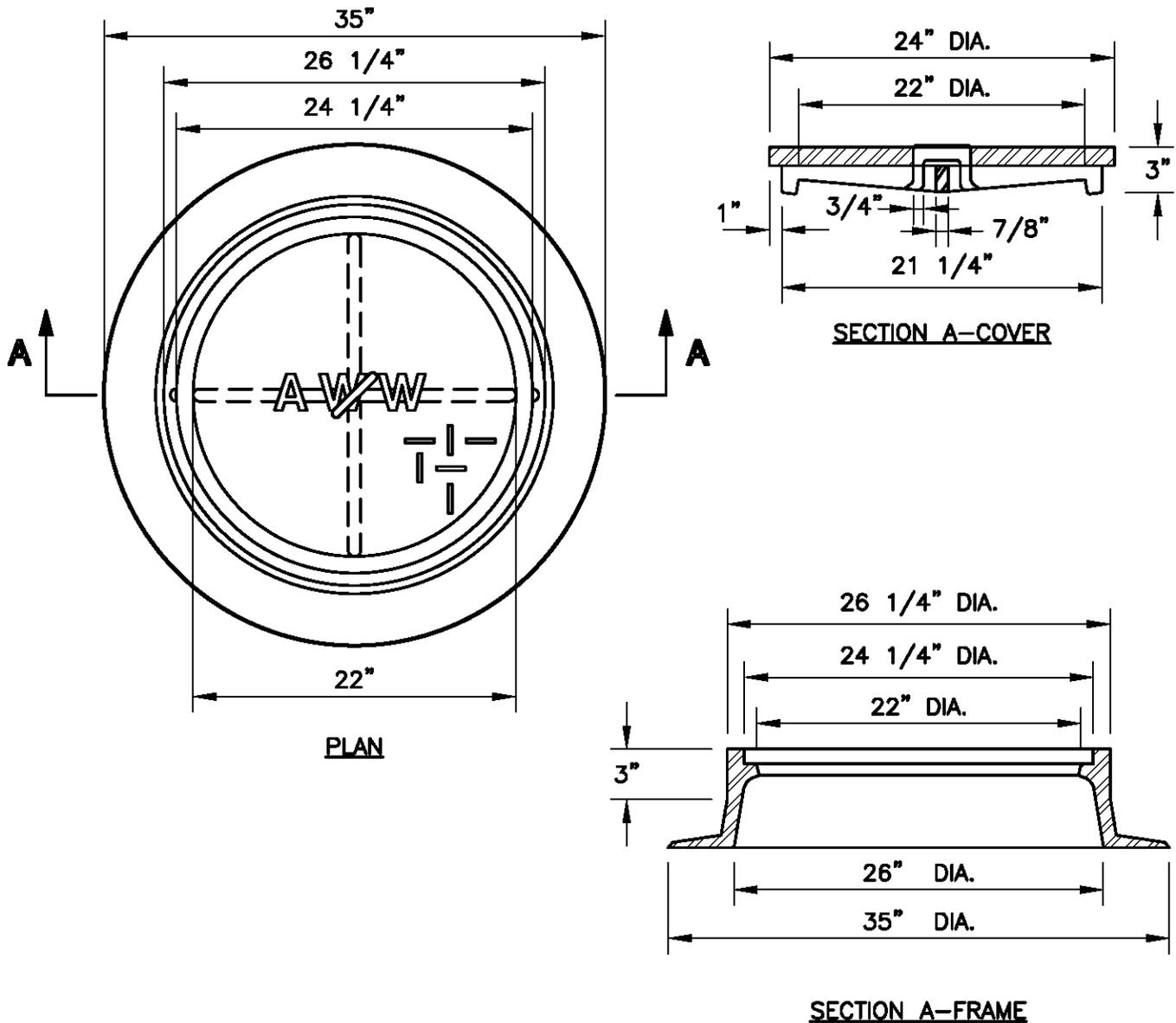
REV.

DATE: OCT. 2011

ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_DF001



**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 FINIS 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 MAYBE 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.

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**STANDARD DETAILS**

**TYPICAL MANHOLE FRAME AND COVER ASSEMBLY**

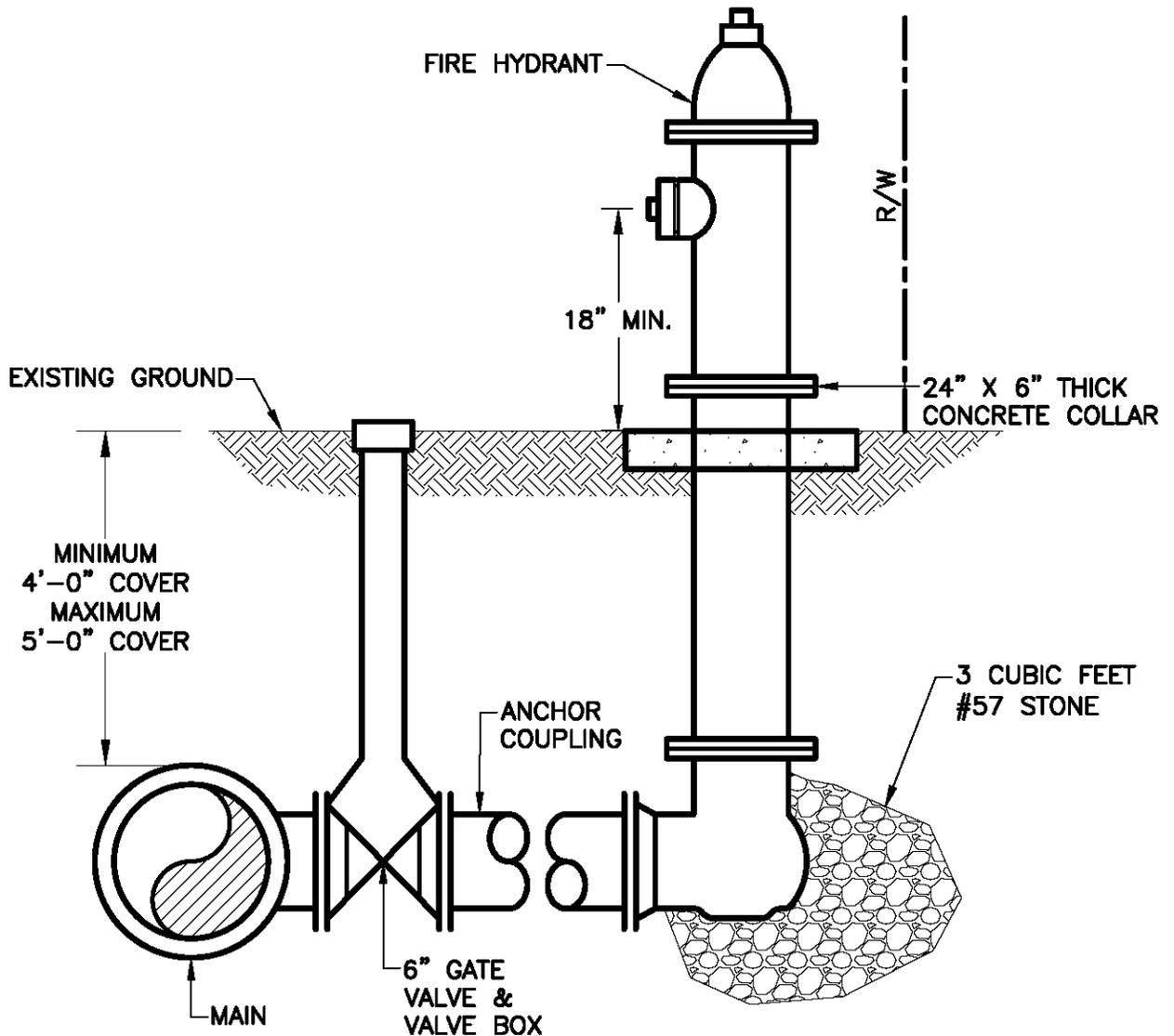
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_FC004



**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.

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**STANDARD DETAILS**

**TYPICAL FIRE HYDRANT**

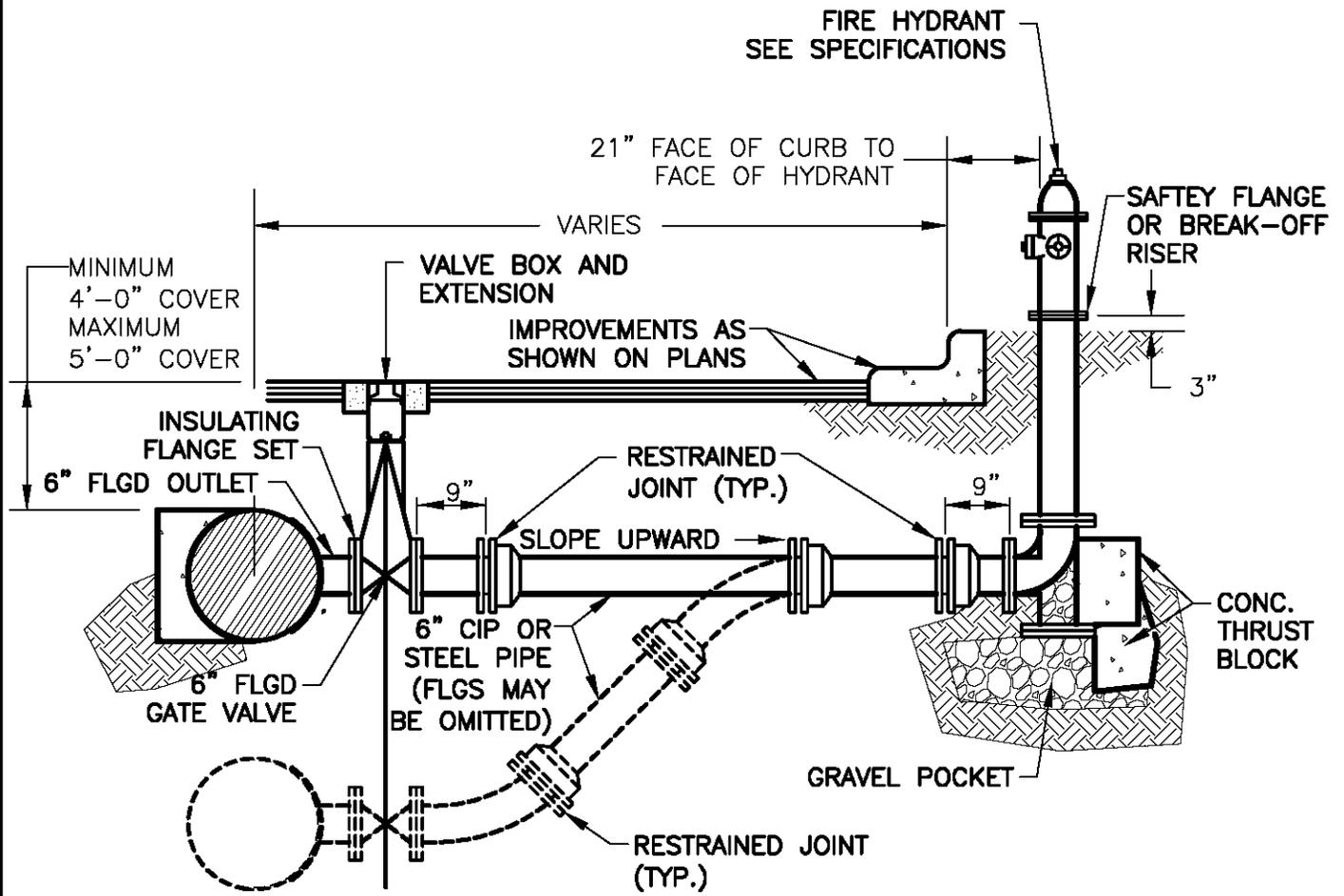
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_FH001



**TYPE "A" FIRE HYDRANT (FH) LATERAL**

**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.

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 "A"  
TYPICAL FIRE HYDRANT**

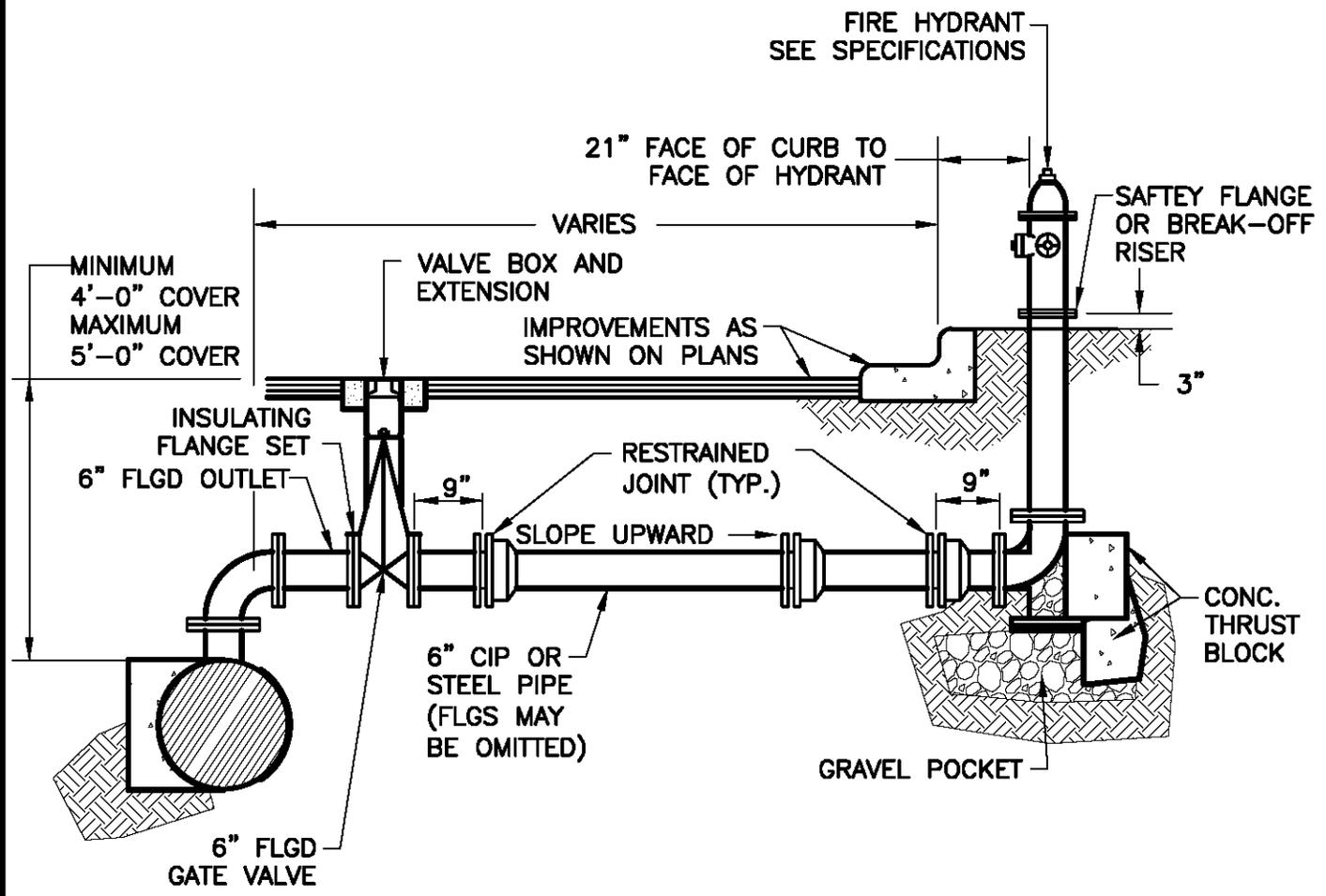
REV.

DATE: OCT. 2011

ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_FH002



TYPE "B" FIRE HYDRANT (FH) LATERAL

**NOTES:**

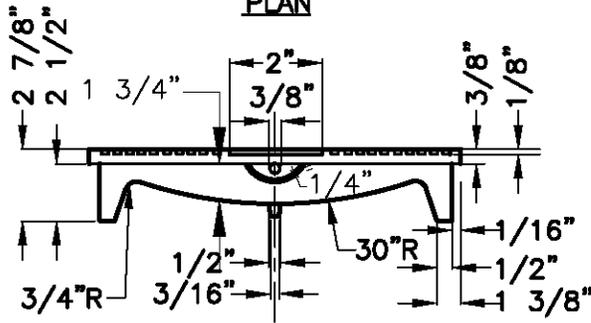
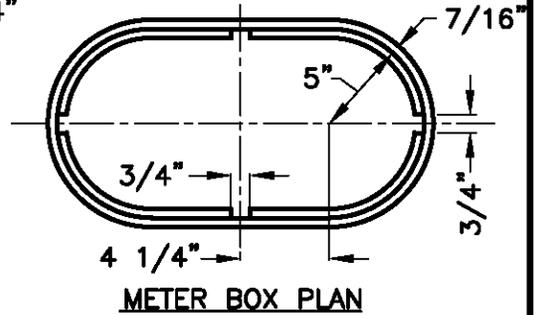
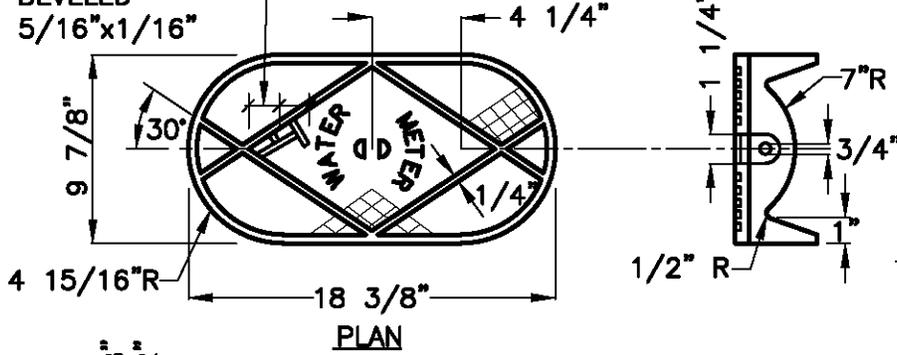
1. ALL FERROUS SURFACES OF PIPE AND APPURTENANCES TO BE PROVIDED WITH COATINGS PER SPECS.
2. PROVIDE STAINLESS STEEL NUTS, BOLTS AND WASHERS TO BURIED FLANGES AND COUPLINGS, EXCEPT FOR NON-METALLIC WASHERS TO BE PROVIDED AS PART OF INSULATING FLANGE SET.

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

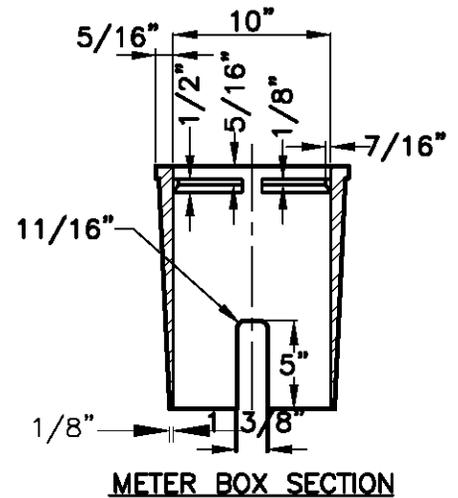
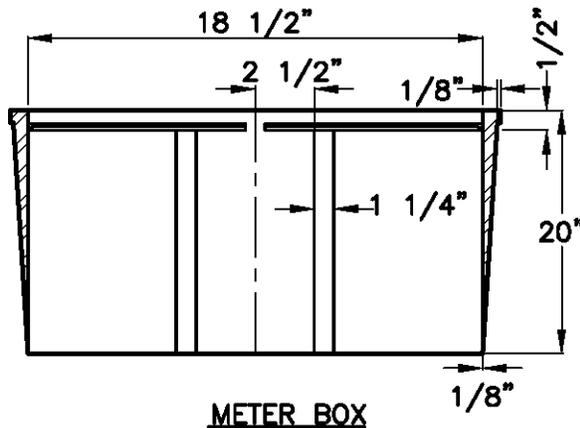
City of Atlanta 	<b>STANDARD DETAILS</b>	REV. DATE: OCT. 2011 ORIG. DATE: NOV. 2004 SCALE: N.T.S.
	<b>TYPE "B" TYPICAL FIRE HYDRANT</b>	

SIDES AND ENDS OF ALL RIBS BEVELED  $5/16" \times 1/16"$

ALL RIBS EQUALLY SPACED. BEGIN AT CENTER OF LID, STRADDLE C.L. AND LAY OFF  $1-21/64"$  C.C.



METER BOX LID



END SLOT DIMENSIONS  
ATLANTA ONLY ALL OTHERS  
 $4\ 3/4" \times 2\ 1/2"$

**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 FINNS 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.

City of Atlanta  
Department of Public Works

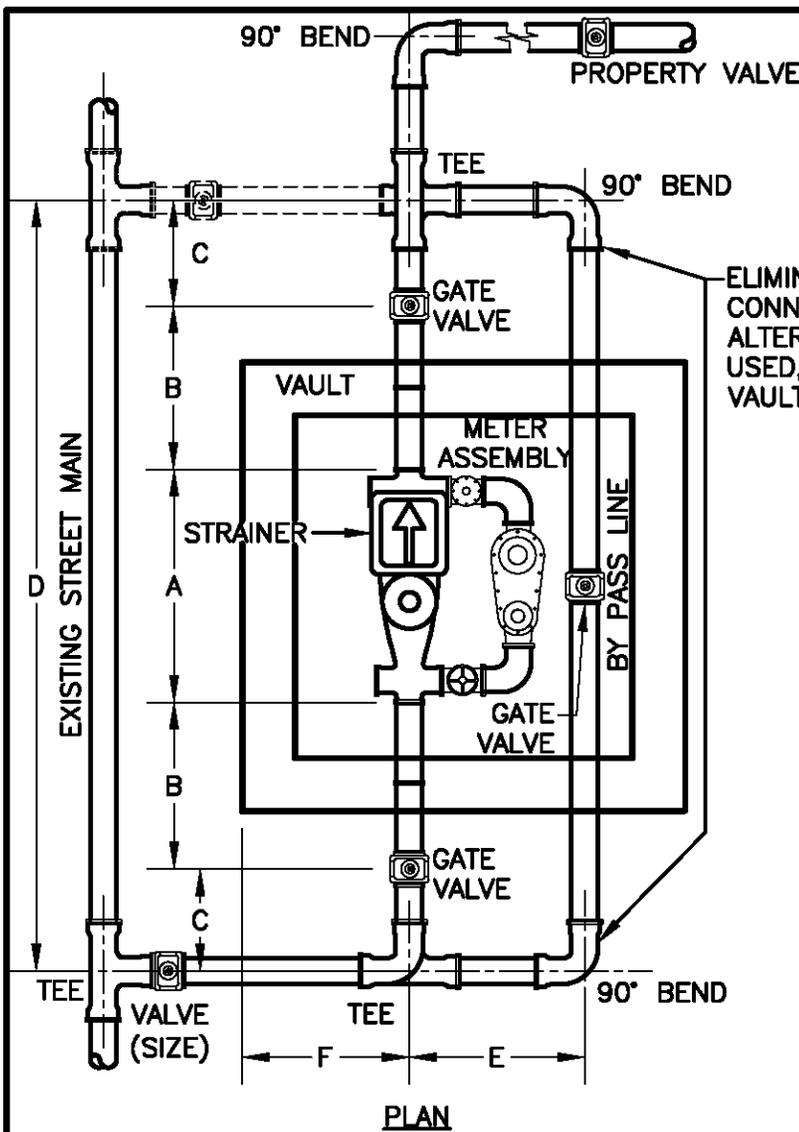


STANDARD DETAILS

TYPICAL METER BOX ASSEMBLY

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

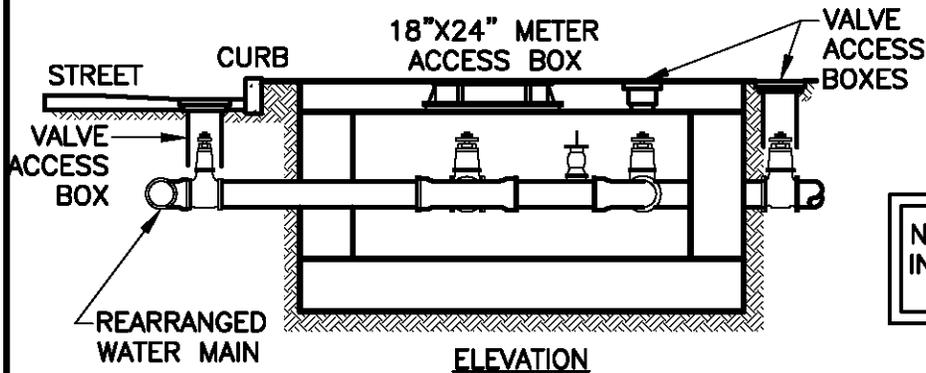
DETAIL NO. WR-G\_ME001



DIMENSIONS IN (INCHES)						
METER SIZE	A	B	C	D	E	F
6"	45	25	25	145	38	32
8"	53	25	29	162	45	34

ELIMINATE THIS CONNECTION IF ALTERNATE TEE IS USED, AND REDUCE VAULT IN SIZE.

BILL OF MATERIALS		
#	ITEM	DESCRIPTION
1.	20'	3" D.I.P. (SHORT SIDE)
		50' 3" D.I.P. (LONG SIDE)
2.	1	(SIZE OF MAIN) T.S.&V. (OR CUT-IN-VALVE)
3.	3	GATE VALVES
4.	2	TEES (SIZE OF METER)
5.	2	90° BEND (SIZE OF METER)
6.	1	STRAINER (SIZE OF METER)
7.	1	METER (SIZE OF METER)
8.	1	TEST PORT (SIZE OF METER)
9.	4	NIPPLES (SIZE OF METER)
10.	2	METERS COUPLINGS (SIZE OF METER)
11.	16	RING BOLTS & GASKET (SIZE OF METER)
12.	16	MEGALOCKS (SIZE OF METER)



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)

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

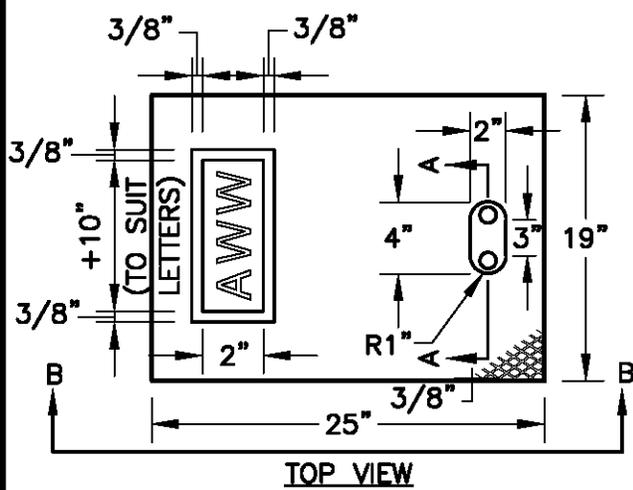


**STANDARD DETAILS**

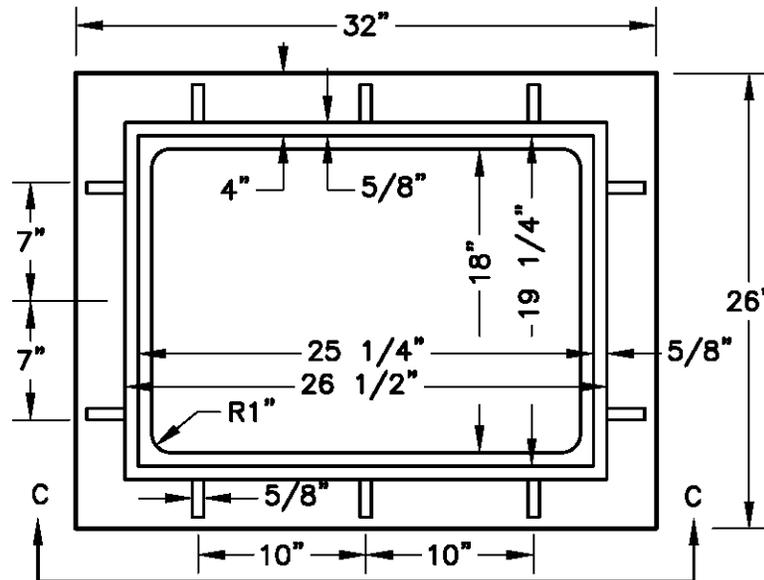
**TYPICAL F.M. METER INSTALLATION**

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

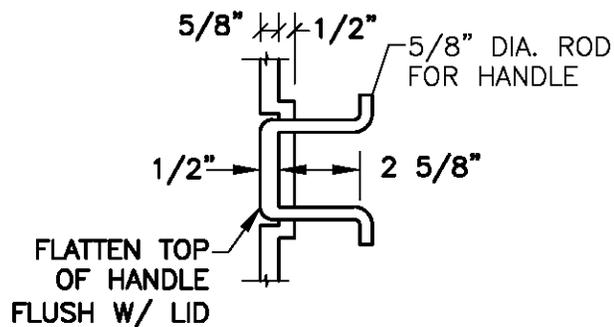
DETAIL NO. WR-G\_ME002



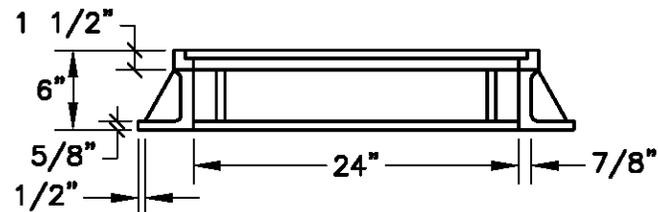
**TOP VIEW**



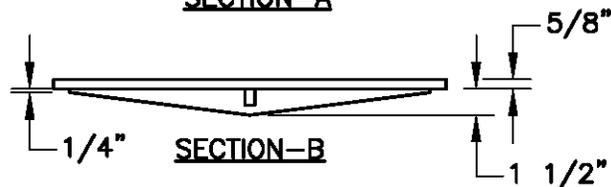
**PLAN**



**SECTION-A**

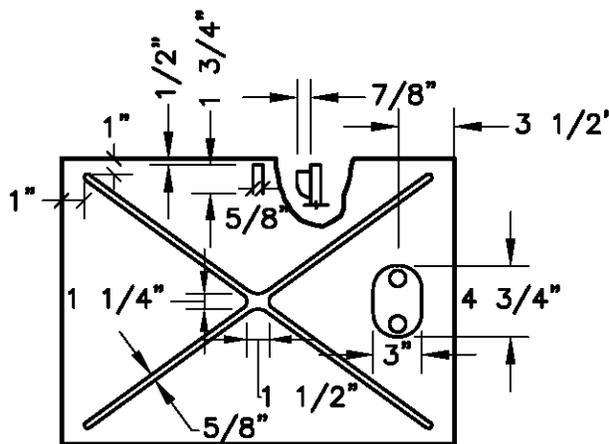


**SECTION-C**



**SECTION-B**

**METER BOX LID-SIDEWALK TYPE  
DETAIL-2**



**BOTTOM VIEW**

**METER BOX LID-SIDEWALK TYPE  
DETAIL-1**

**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 FINIS 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.

City of Atlanta



**STANDARD DETAILS**

**TYPICAL METER BOX LID  
AND FRAME TRAFFIC TYPE**

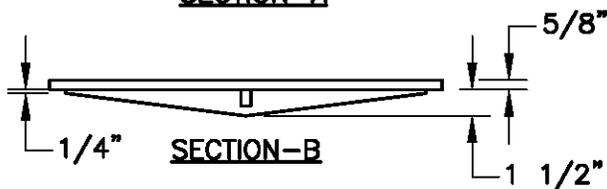
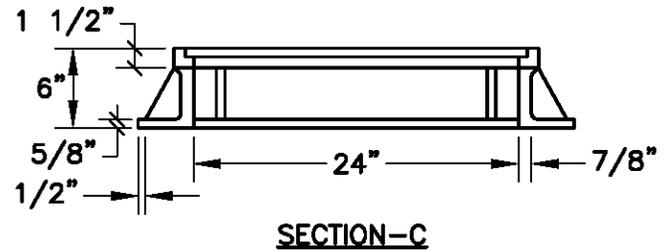
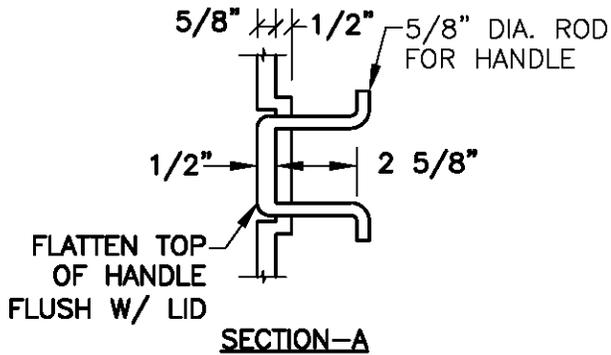
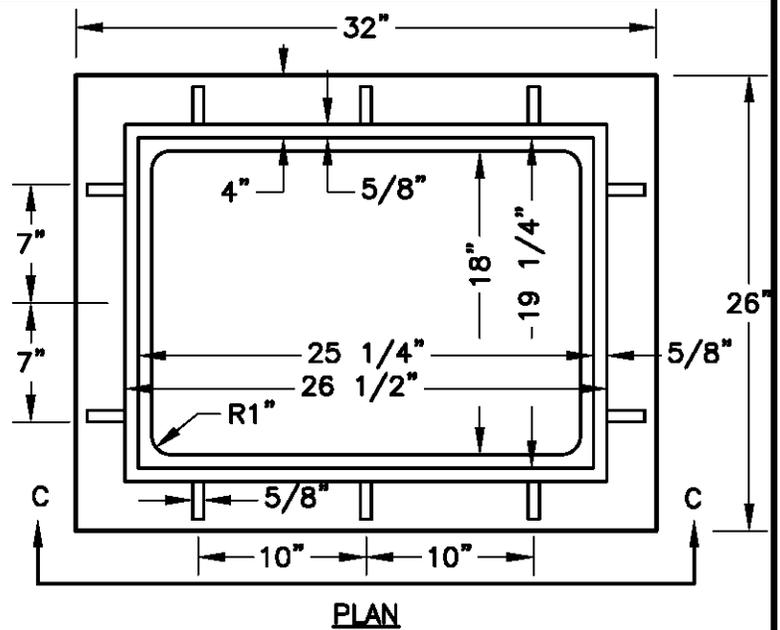
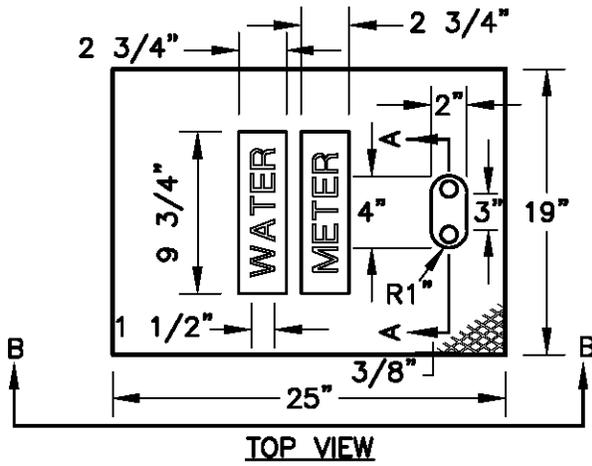
REV.

DATE: OCT. 2011

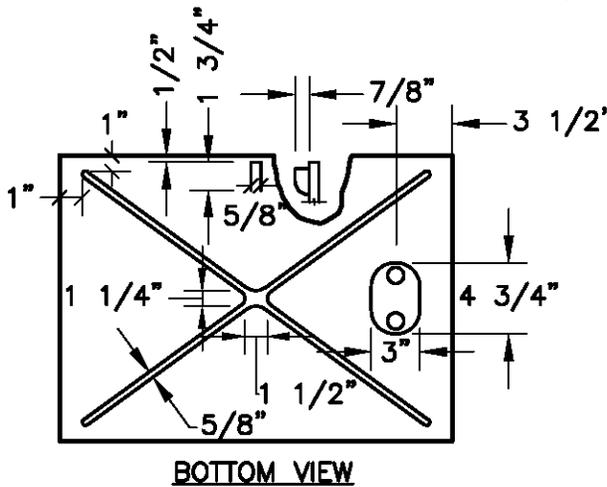
ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_ME003



**METER BOX LID—SIDEWALK TYPE  
DETAIL-2**



**METER BOX LID—SIDEWALK TYPE  
DETAIL-1**

**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 FINIS 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.

City of Atlanta



**STANDARD DETAILS**

**TYPICAL METER BOX LID AND  
FRAME SIDEWALK TYPE**

REV.

DATE: OCT. 2011

ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_ME004

NOM. PIPE DIA.	BELL DEPTH	BOLTS				JOINTS ACCESSORY WEIGHT—Lbs.
		DIAMETER	LENGTH	NUMBER PER JOINT	REC.TORQUE FT.—Lbs.	
4	2"	3/4"	3"	4	75-90	10
6	2"	3/4"	3"	6	75-90	16
8	2"	3/4"	4"	6	75-90	25
10	2"	3/4"	4"	8	75-90	30
12	2"	3/4"	4"	8	75-90	40
14	3 1/2"	3/4"	4"	10	75-90	45
16	3 1/2"	3/4"	4"	12	75-90	55
18	3 1/2"	3/4"	4"	12	75-90	65
20	3 1/2"	3/4"	4"	14	75-90	85
24	3 1/2"	3/4"	5"	16	75-90	105
30	4"	1"	6"	20	100-120	220
36	4"	1"	6"	24	100-120	285
42	4"	1 1/4"	6"	28	120-150.	400
48	4"	1 1/4"	6"	32	120-150.	475

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City of Atlanta



## STANDARD DETAILS

### MECHANICAL JOINT BOLT USAGE CHART

REV.

DATE: OCT. 2011

ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_MJ002

D= MIN. MIN. DIST. INTO UNDISTURBED EARTH (TYP.) (BOTTOM & SIDES)

POUR AGAINST UNDISTURBED EARTH

REINFORCING STEEL (TYP.)

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

10' MIN.

2'-0"

R.J. OR M.J. PLUG  
MANUAL AIR RELEASE VALVE

VALVE (SAME SIZE AS WATER MAIN)

PLAN

CONC. THRUST COLLAR (CONCENTRIC AROUND WATER MAIN)

VALUE BOX

10' MIN.

RETAINER GLANDS

D.I.P. WATER MAIN

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

RETAINER GLAND OR WELD-ON THRUST COLLAR (BY PIPE MFRG.)

SECTION

MAIN DIA	CONCRETE COLLAR DIM.				REINFORCING STEEL
	A	B	C	D	
6" OR 8"	1'-0"	4'-6"	4'-6"	1'-0"	#9 @ 12" O.C. E.W.E.F
12"	1'-2"	5'-4"	5'-2"	1'-2"	#9 @ 12" O.C. E.W.E.F
16"	1'-3"	5'-10"	5'-7"	1'-3"	#9 @ 12" O.C. E.W.E.F
20"	1'-6"	6'-8"	6'-2"	1'-6"	#9 @ 12" O.C. E.W.E.F

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.

City of Atlanta

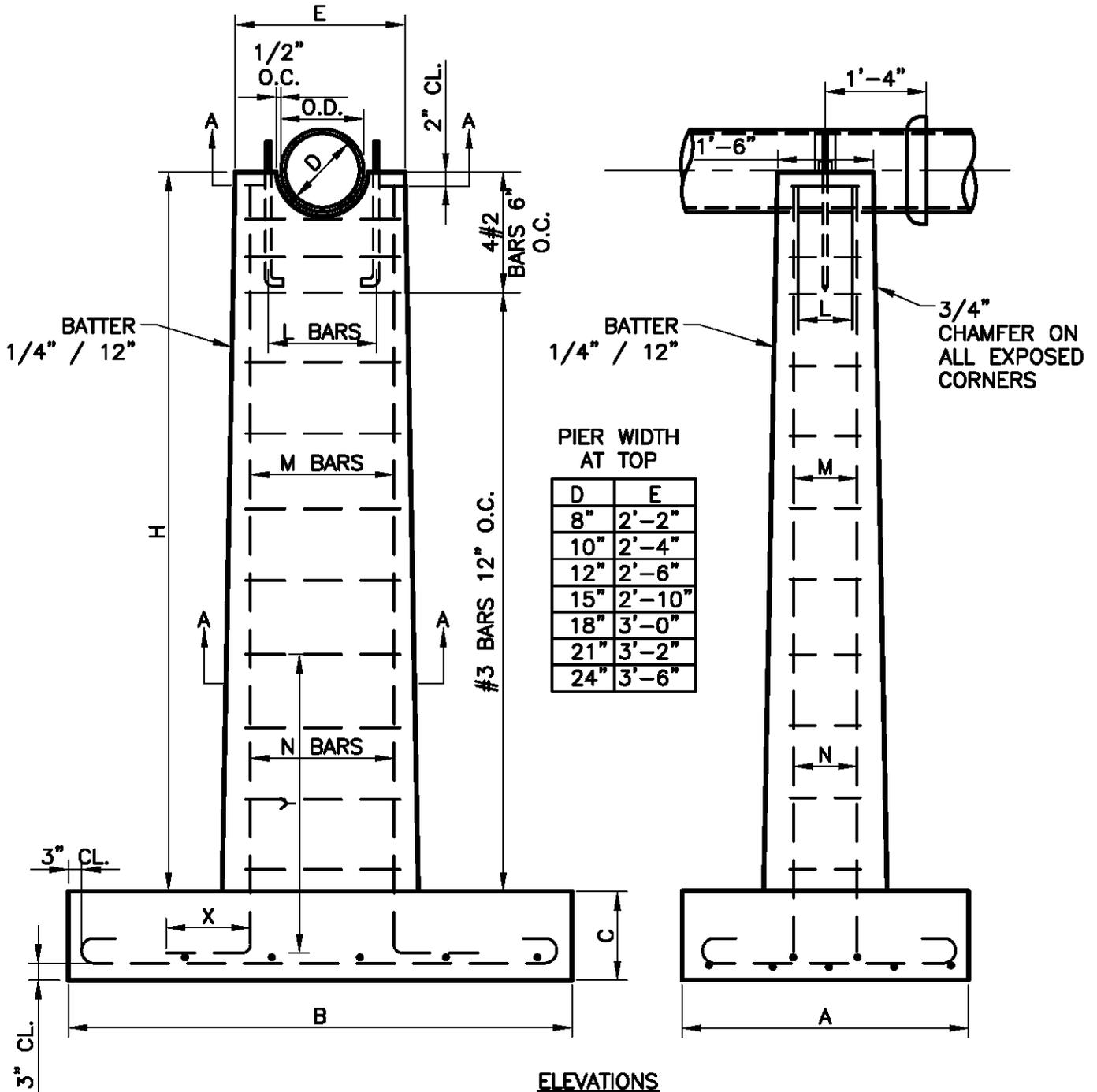


STANDARD DETAILS

TYPICAL WATER MAIN TERMINATION

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

DETAIL NO. WR-G\_MT001



**NOTE:**  
 WRAP TWO) PLYS 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.

City of Atlanta



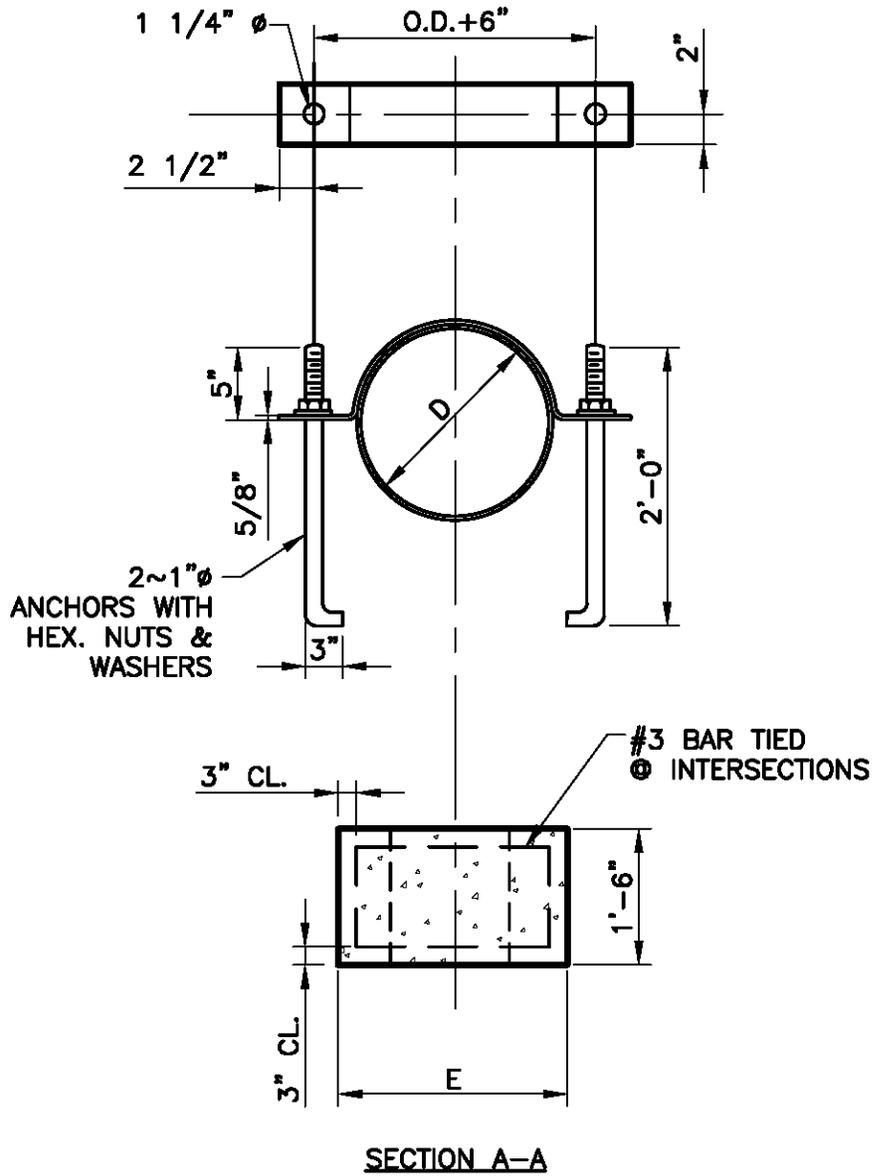
## STANDARD DETAILS

### STANDARD REINFORCED CONCRETE PIER 1 OF 3

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

DETAIL NO. WR-G\_PR001

**CLAMP DETAIL**



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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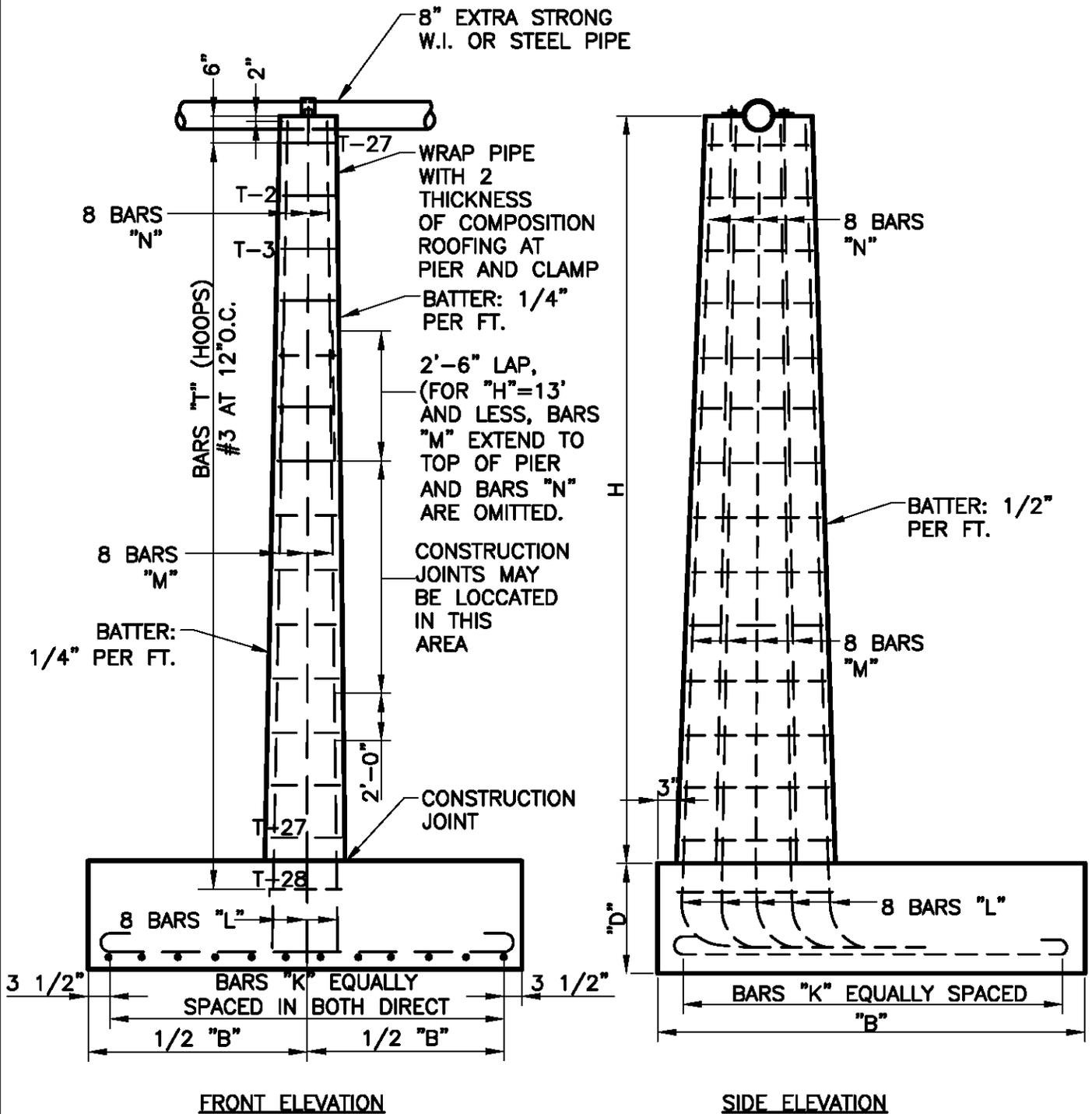
**STANDARD DETAILS**

**STANDARD REINFORCED  
CONCRETE PIER 2 OF 3**

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

DETAIL NO. WR-G\_PROO1





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City of Atlanta

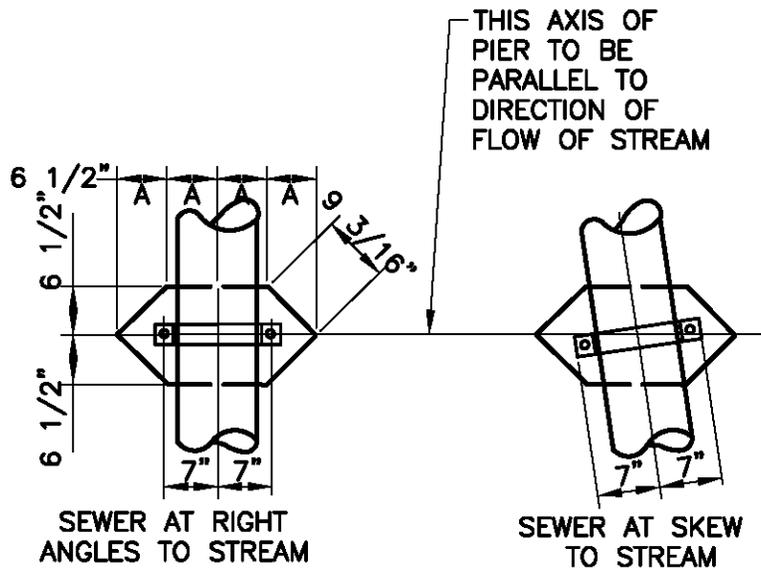


STANDARD DETAILS

STANDARD CUT-WATER PIERS 1 OF 6

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

DETAIL NO. WR-G\_PR002



PLAN OF TOP OF PIER  
(FOR 8" PIPE)

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

City of Atlanta

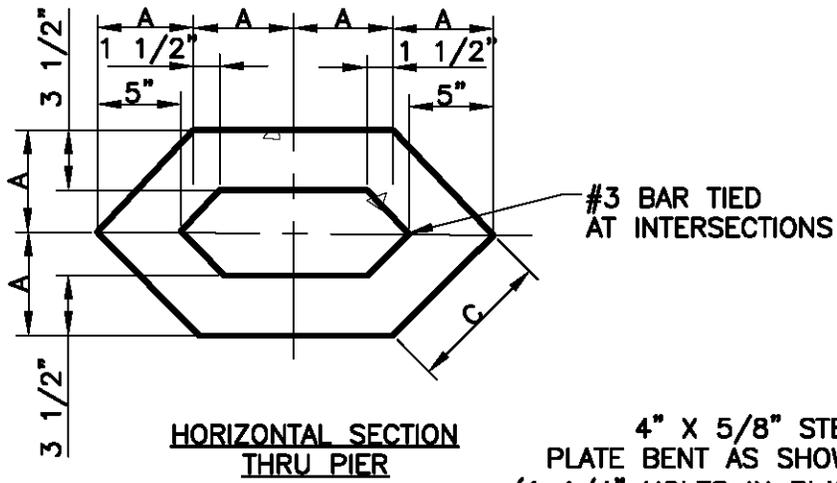


STANDARD DETAILS

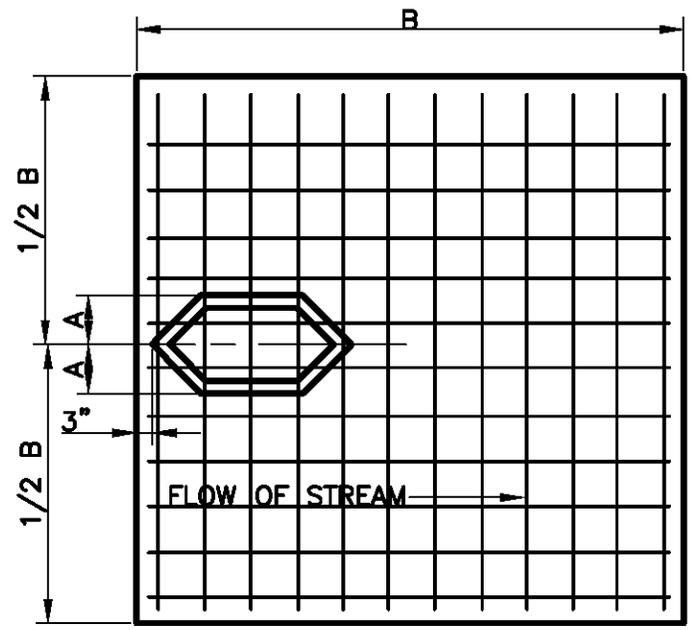
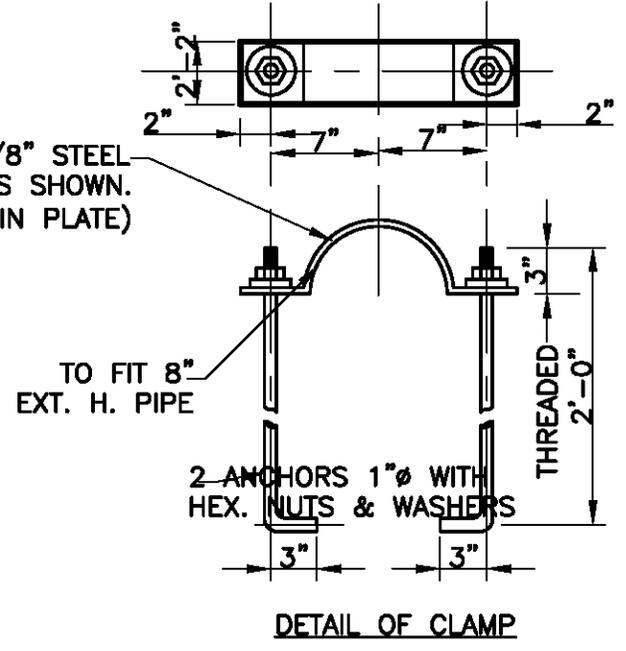
STANDARD  
CUT-WATER PIERS 2 OF 6

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

DETAIL NO. WR-G\_PR002



4" X 5/8" STEEL PLATE BENT AS SHOWN. (1 1/4" HOLES IN PLATE)



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STANDARD DETAILS

STANDARD CUT-WATER PIERS 3 OF 6

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

DETAIL NO. WR-G\_PR002

TABLE NO. 1  
THIS TABLE APPLIES TO 8" PIPE  
FOR OTHER SIZES - INCREASE DIMENSIONS AS SHOWN IN TABLE NO.2 (SHEET 4).

"H" (FEET)	"D" (FT-IN.)	"B" (FT-IN.)	"A" (INCHES)	"C" (INCHES)	REINFORCING BARS					CONCRETE		
					BARS "K"	BARS "L"	BARS "M"	BARS "N"	BARS "T"	FOOT.	PIER	
1			6 3/4"	9 9/16"						T-1 5/8" $\phi$ 4'-10"		
2			7"	9 7/8"						T-2 " 5'-0"		
3	1'-0"	7'-0"	7 1/4"	10 1/4"	18, K-3	8, L-3				T-3 " 5'-3"	1.82	.22
4	1'-3"	"	7 1/2"	10 5/8"	" "	8, L-4	8, 5/8" $\phi$ X 3'-10"			T-4 " 5'-5"	2.27	.31
5	1'-6"	"	7 3/4"	10 15/16"	" "	" "	" " 4'-10"			T-5 " 5'-8"	2.73	.40
6	1'-9"	"	8"	11 5/16"	" "	" "	" " 5'-10"			T-6 " 5'-10"	3.18	.49
7	1'-3"	8'-0"	8 1/4"	11 11/16"	20, K-7	" "	" " 6'-10"			T-7 " 6'-1"	2.97	.60
8	1'-5"	"	8 1/2"	12"	" "	" "	" " 7'-10"			T-8 " 6'-3"	3.36	.70
9	1'-7"	"	8 3/4"	13 3/8"	" "	" "	" " 8'-10"			T-9 " 6'-6"	3.76	.82
10	1'-9"	"	9"	12 3/4"	" "	8, L-10	" " 9'-10"			T-10 " 6'-8"	4.15	.94
11	1'-9"	9'-0"	9 1/4"	13 1/16"	28, K-11	" "	" " 10'-10"			T-11 " 6'-11"	4.25	1.07
12	1'-6"	"	9 1/2"	13 7/16"	" "	" "	" " 11'-10"			T-12 " 7'-1"	4.50	1.20
13	1'-7"	"	9 3/4"	13 13/16"	" "	" "	" " 12'-10"			T-13 " 7'-4"	4.75	1.35
14	1'-8"	"	10"	14 1/8"	" "	8, L-14	8, 7/8" $\phi$ X 6'-6"	8, 5/8" $\phi$ X 9'-10"		T-14 " 7'-6"	5.00	1.50
15	1'-9"	"	10 1/4"	14 1/2"	" "	" "	" " 7'-6"	" " "		T-15 " 7'-9"	5.25	1.66
16	1'-6"	10'-0"	10 1/2"	14 7/8"	28, K-16	" "	" " 8'-6"	" " "		T-16 " 7'-11"	5.56	1.82
17	1'-7"	"	10 3/4"	15 3/16"	" "	" "	" " 9'-6"	" " "		T-17 " 8'-2"	5.87	2.00
18	1'-8"	"	11"	15 9/16"	" "	" "	" " 10'-6"	" " "		T-18 " 8'-5"	6.18	2.18
19	1'-9"	"	11 1/4"	17 7/8"	" "	8, L-19	8, 1" $\phi$ X 10'-0"	" " 11'-4"		T-19 " 8'-7"	6.49	2.37
20	1'-10"	"	11 1/2"	18 1/4"	" "	" "	" " 11'-0"	" " "		T-20 " 8'-10"	6.79	2.57
21	1'-11"	"	11 3/4"	18 5/8"	" "	" "	" " 12'-0"	" " "		T-21 " 9'-0"	7.10	2.78
22	2'-0"	"	12"	17"	" "	" "	" " 13'-0"	" " "		T-22 " 9'-2"	7.41	3.00
23	1'-11"	10'-6"	12 1/4"	17 5/16"	24, K-23	" "	" " 14'-0"	" " "		T-23 " 9'-5"	7.83	3.22
24	2'-0"	"	12 1/2"	17 11/16"	" "	8, L-24	" " 15'-0"	" " "		T-24 " 9'-8"	8.17	3.46
25	2'-1"	"	12 3/4"	18"	" "	" "	" " 16'-0"	" " "		T-25 " 9'-10"	8.51	3.70
26	2'-2"	"	13"	18 3/8"	" "	" "	" " 17'-0"	" " "		T-26 " 10'-1"	8.85	3.96
27	2'-3"	"	13 1/4"	18 3/4"	" "	" "	" " 18'-0"	" " "		T-27 " 10'-3"	9.19	4.23
28	2'-4"	"	13 1/2"	19 1/16"	" "	" "	" " 19'-0"	" " "		T-28 " 10'-5"	9.53	4.50

**NOTE:**

BARS "L" AND "K" ARE TO BE BENT IN SHOP. BARS "T" MAY BE BENT AT SITE OF WORK. EACH PIER REQUIRES BARS T-1 TO T-H INCLUSIVE (H=HEIGHT OF PIER IN FEET). ALL BARS SHALL CONFORM TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR BILLET STEEL BARS FOR CONCRETE REINFORCEMENT", A.S.T.M. SERIAL DESIGNATION A-15-39. ALL BARS EXCEPT 1/4"  $\phi$  SHALL BE DEFORMED BARS. THE CONCRETE SHALL BE 3000 P.S.I. AT 28 DAYS.

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  
CUT-WATER PIERS 4 OF 6**

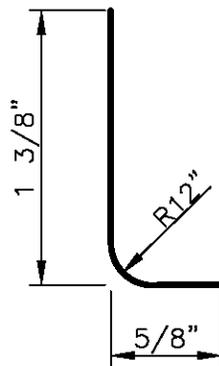
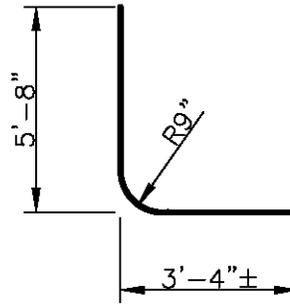
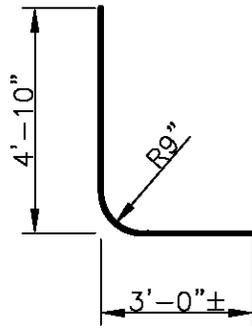
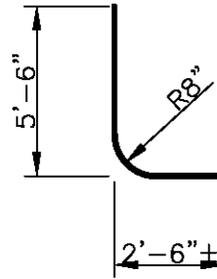
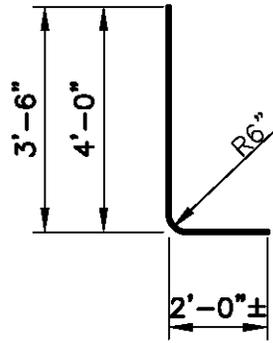
REV.

DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. WR-G\_PR002



K-3, 1/2" $\phi$ X 7'-7"	6'-6" C. TO C.
K-7, 1/2" $\phi$ X 8'-7"	7'-6" C. TO C.
K-11, 1/2" $\phi$ X 9'-7"	8'-6" C. TO C.
K-16, 5/8" $\phi$ X 10'-10"	9'-6" C. TO C.
K-23, 3/4" $\phi$ X 11'-8"	10'-0" C. TO C.

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## STANDARD DETAILS

### STANDARD CUT-WATER PIERS 5 OF 6

REV.

DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. WR-G\_PR002

TABLE NO. 2	
SIZE OF PIPE	INCREASE "A"
8"	SEE TABLE NO. 1
10"	1"
12"	2"
14"	3"
16"	4"
18"	5"
20"	6"
21"	7"
24"	8"

**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 THOROUGHLY 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.

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**STANDARD DETAILS**

**STANDARD  
CUT-WATER PIERS 6 OF 6**

REV.

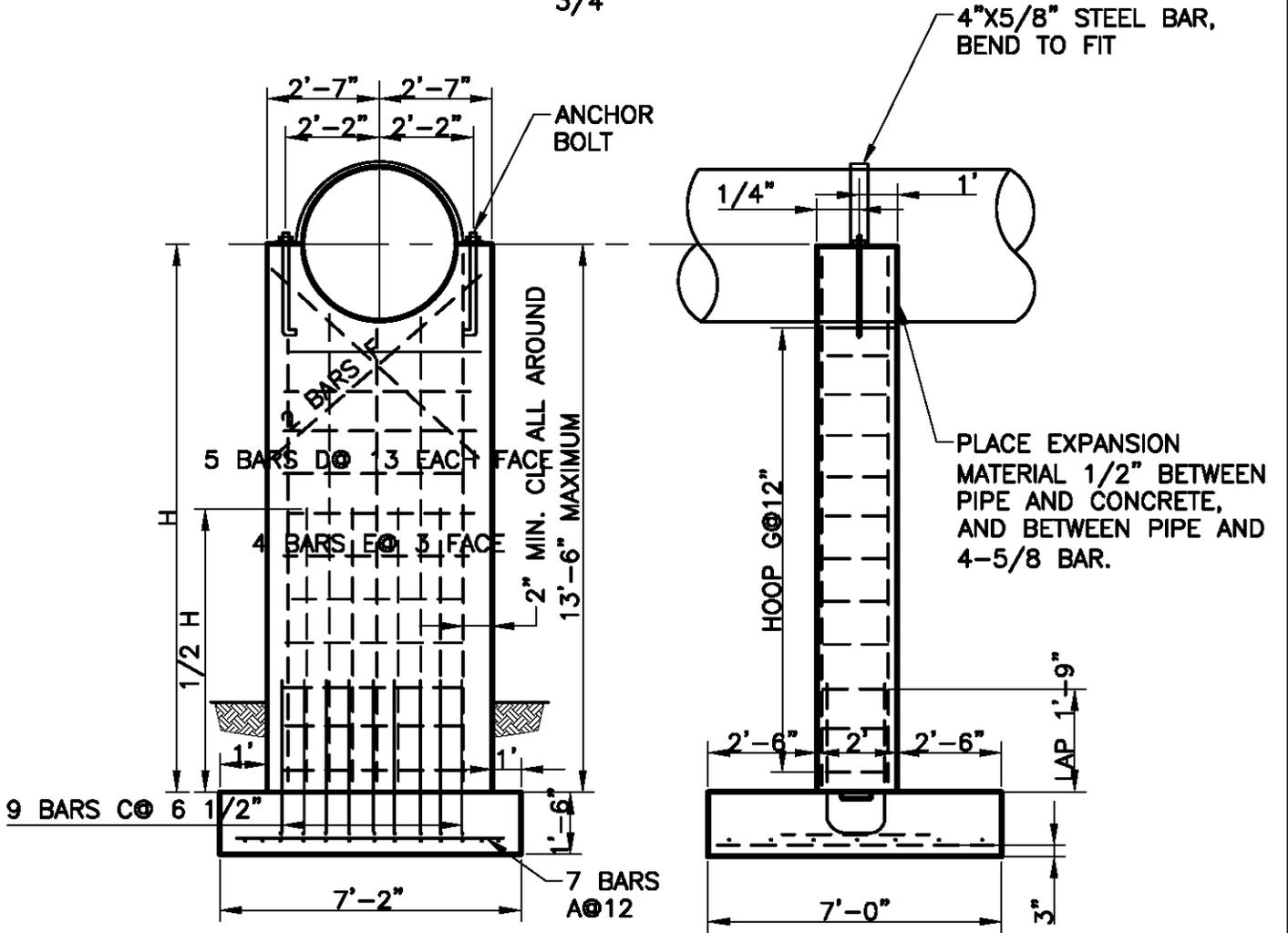
DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. WR-G\_PR002

**NOTE:**  
 CHAMFER EXPOSED  
 CORNERS OF CONCRETE  
 3/4"



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**STANDARD DETAILS**

**STANDARD PIER TO SUPPORT 42" STEEL OVER DRY LAND (MAXIMUM SPAN OF 42 FEET)**  
 SHEET 1 OF 2

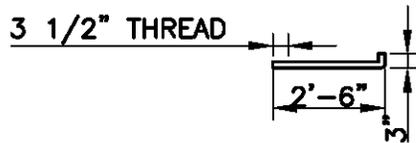
REV.  
 DATE: SEPT 2011  
 ORIG. DATE: JULY 1984  
 SCALE: N.T.S.

DETAIL NO. WW-G\_PR003

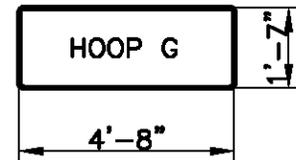
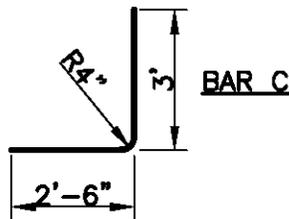
REINFORCEMENT BARS				
MARK	REQUIRED	SIZE	LENGTH	TYPE
A	7	5	6'-10"	STRAIGHT
B	13	?	?????	STRAIGHT
C	18	6	2"	BENT
D1	2	6	3"	STRAIGHT
D2	4	6	4"	STRAIGHT
D3	4	6	5"	STRAIGHT
E	8	6	6"	STRAIGHT
F	4	6	7"	STRAIGHT
G	VARIES	3	8"	BENT

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.



ANCHOR BOLT  
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

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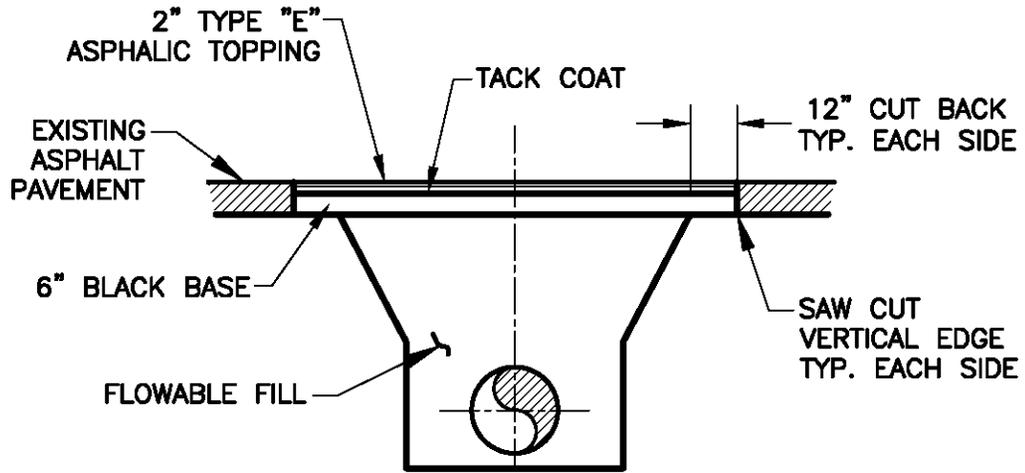


## STANDARD DETAILS

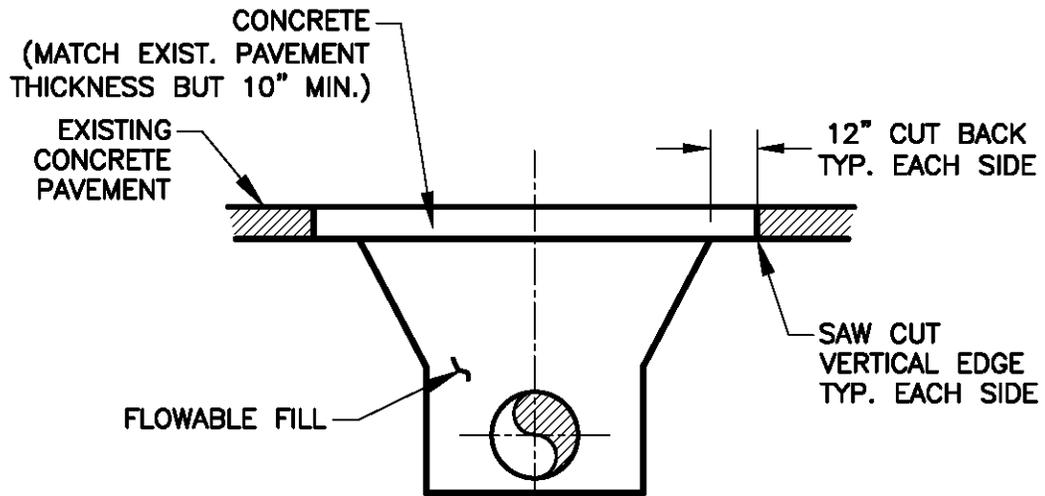
STANDARD PIER TO SUPPORT 42" STEEL OVER DRY LAND (MAXIMUM SPAN OF 42 FEET)  
SHEET 2 OF 2

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

DETAIL NO. WW-G\_PR003



ASPHALT PAVEMENT



CONCRETE PAVEMENT

**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.

City of Atlanta



**STANDARD DETAILS**

**TYPE I PAVEMENT REPLACEMENT**

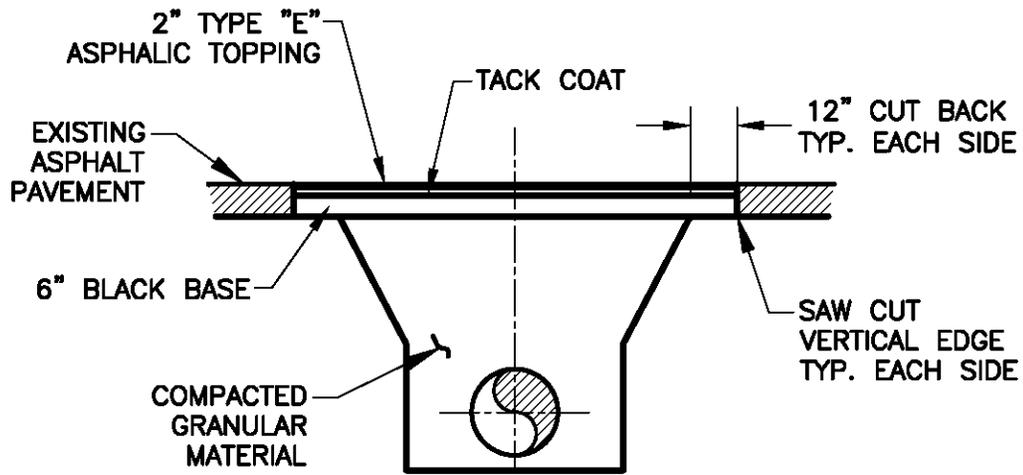
REV.

DATE: OCT. 2011

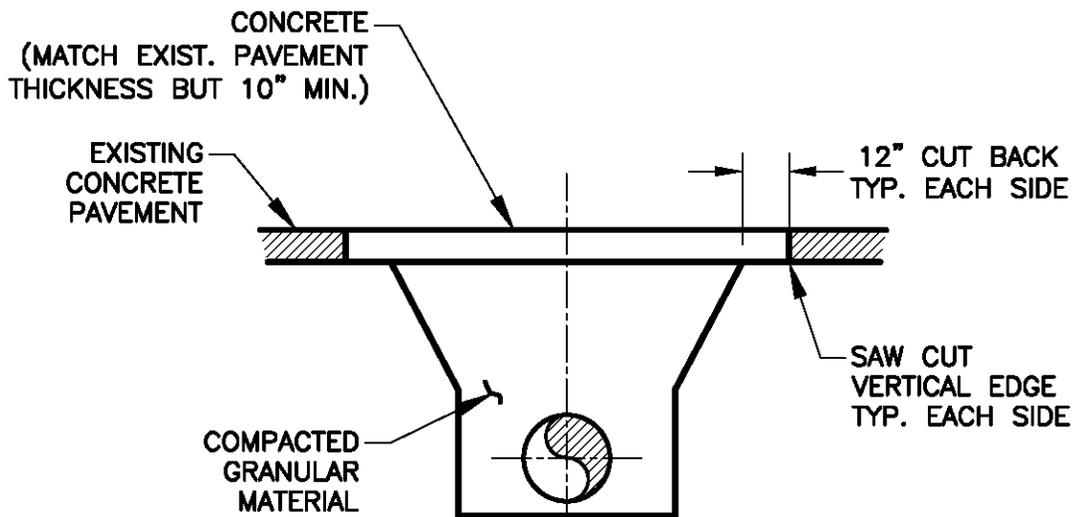
ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_PV001



ASPHALT PAVEMENT



CONCRETE PAVEMENT

**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.

City of Atlanta

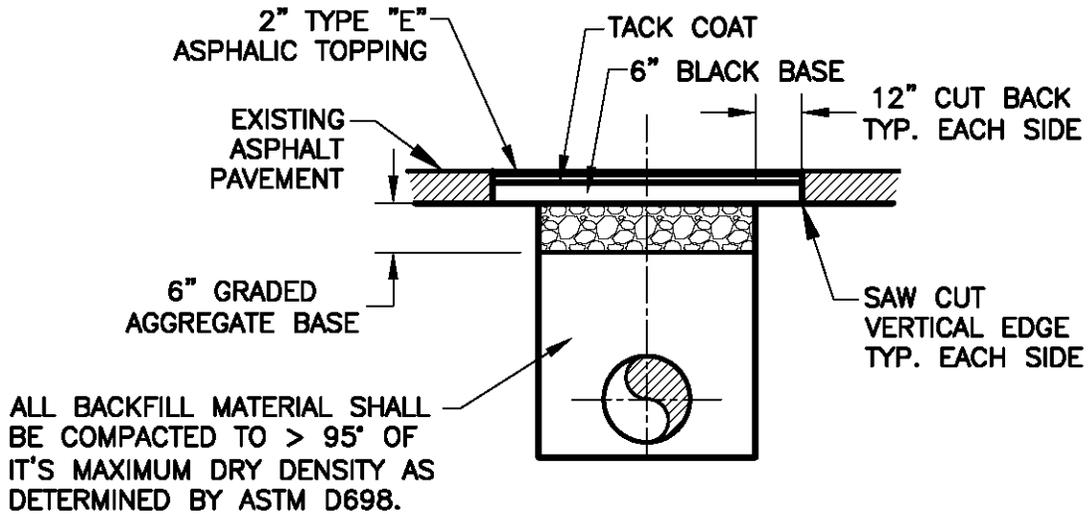


STANDARD DETAILS

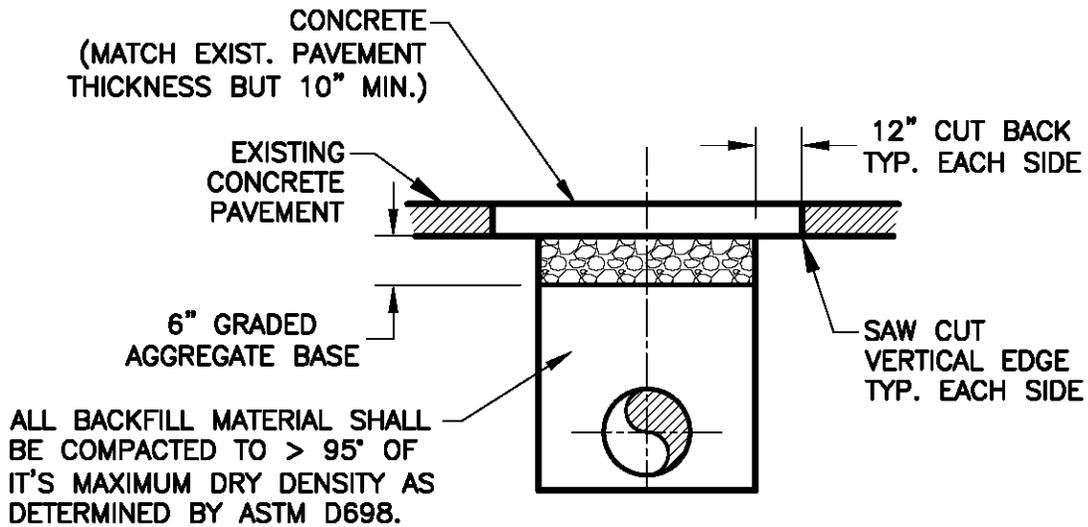
TYPE II PAVEMENT  
REPLACEMENT

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

DETAIL NO. WR-G\_PV002



ASPHALT PAVEMENT



CONCRETE PAVEMENT

**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.

City of Atlanta



**STANDARD DETAILS**

**TYPE III PAVEMENT REPLACEMENT**

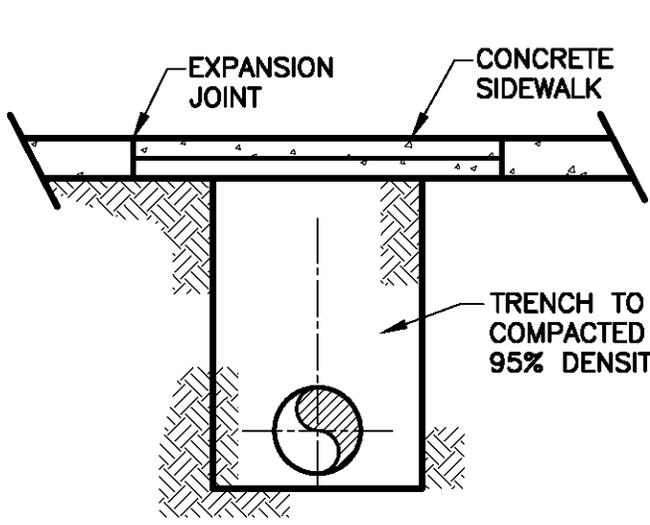
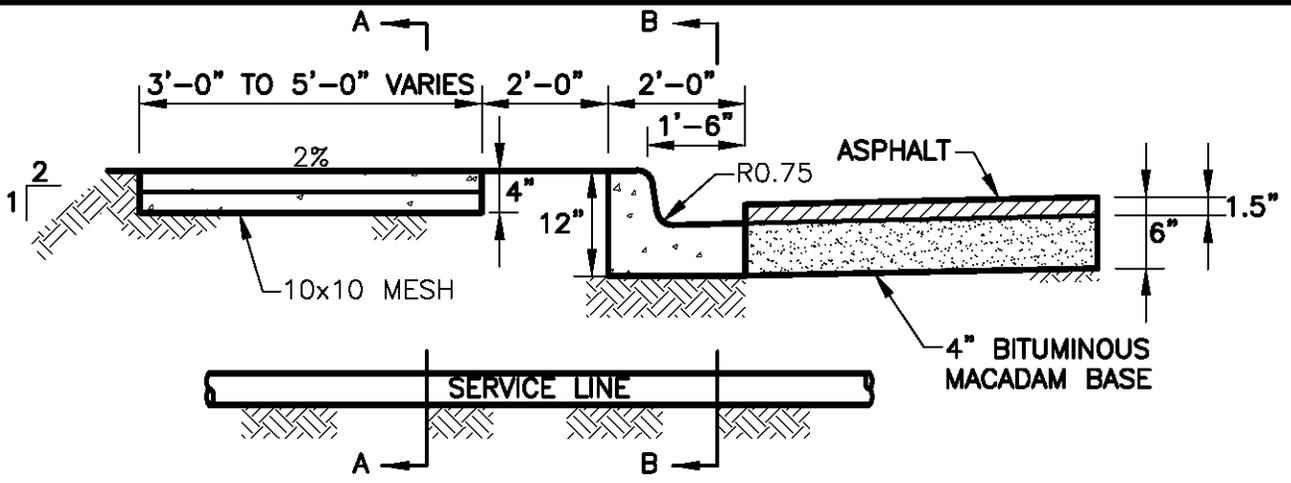
REV.

DATE: OCT. 2011

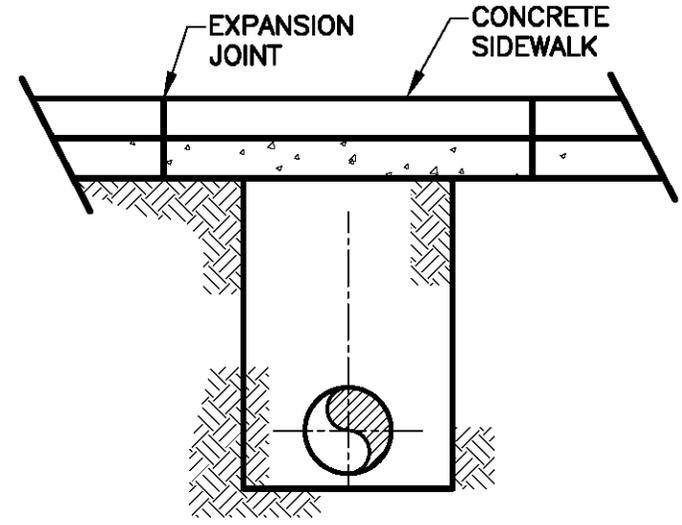
ORIG. DATE: OCT. 2004

SCALE: N.T.S.

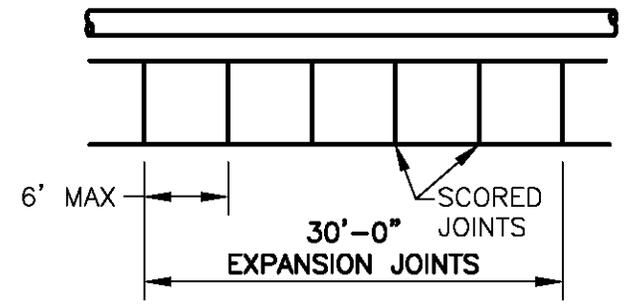
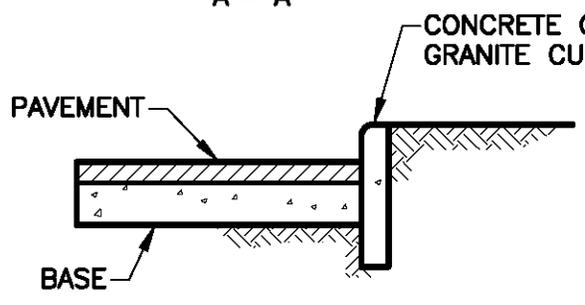
DETAIL NO. WR-G\_PV003



"A"- "A"



"B"- "B"



**NOTE:**

1. DETAILS ARE TYPICAL
2. REPLACE SIDEWALKS, CURB AND GUTTER AND CURBING TO MATCH EXISTING MATERIALS AS DIRECTED.

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

City of Atlanta

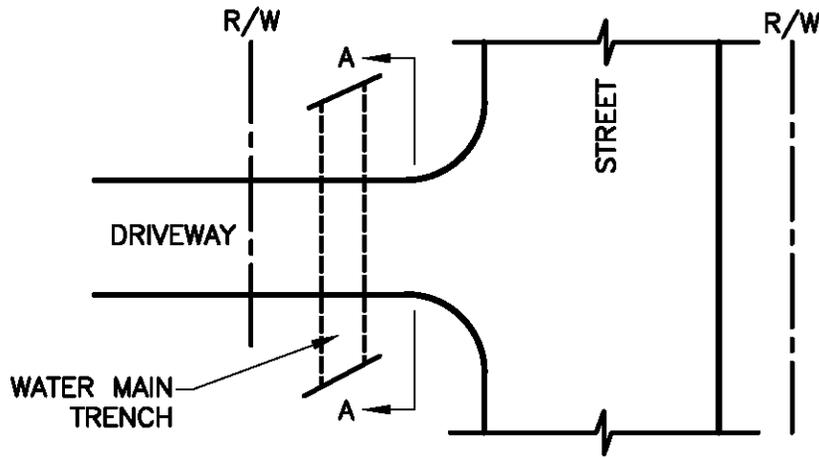


**STANDARD DETAILS**

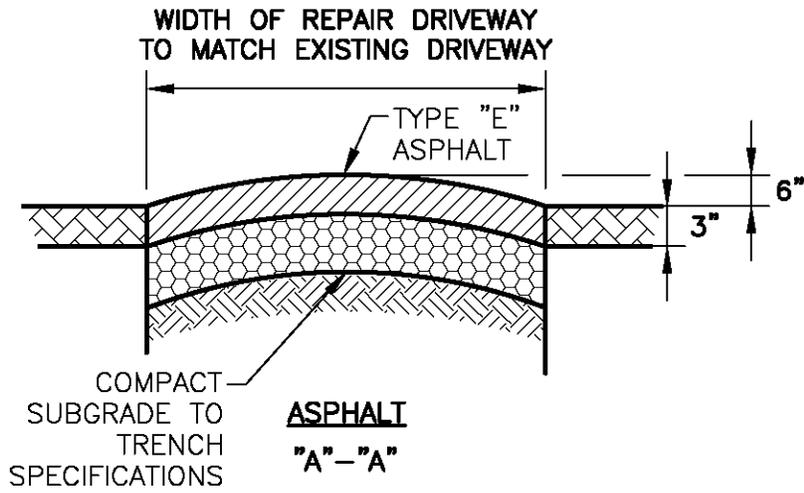
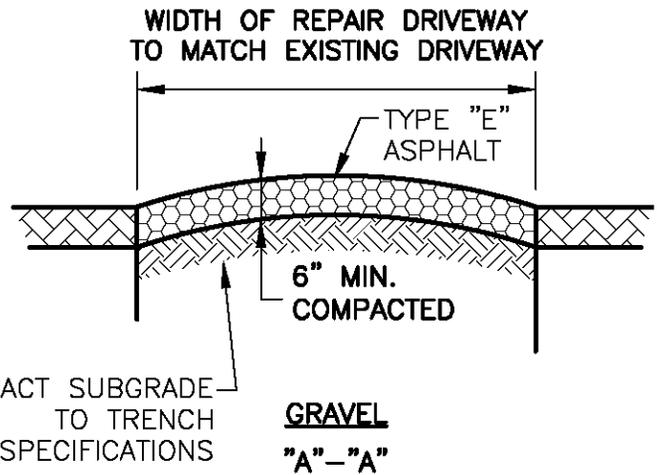
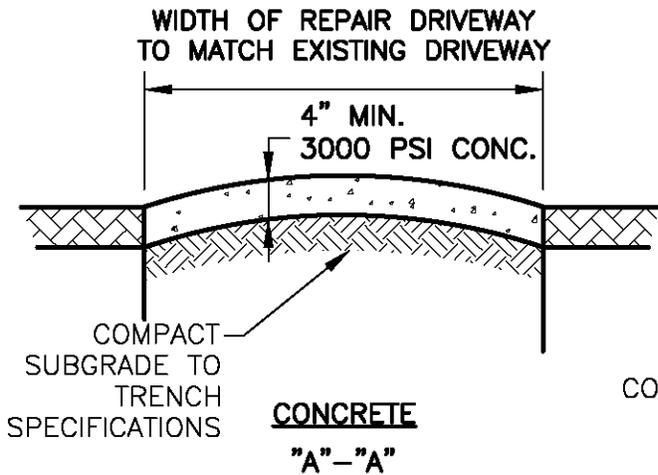
**SIDEWALK, CURB AND GUTTER REPAIRS**

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

DETAIL NO. WR-G\_PV004



SEE DETAIL NO. (W-40)  
FOR ALLOWABLE CUT  
PLACEMENT WIDTHS



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.

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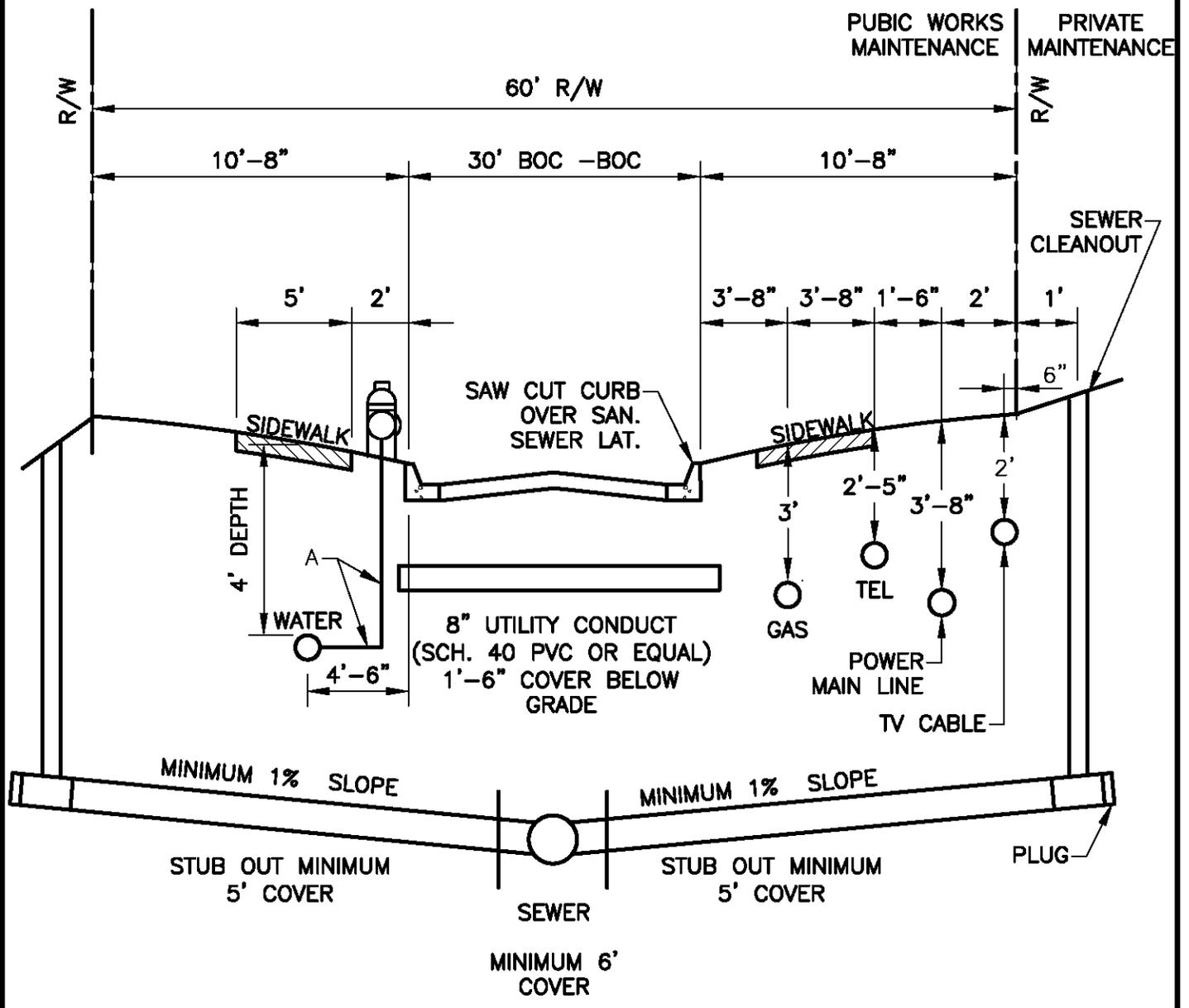


**STANDARD DETAILS**  
**DRIVEWAY CUT REPAIRS**  
**CONCRETE, GRAVEL &**  
**ASPHALT**

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

DETAIL NO. WR-G\_PV005

PLACE 2X4 STUD  
& MARK CURB



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.

City of Atlanta



## STANDARD DETAILS

### UNDERGROUND UTILITY TYPICAL CROSS SECTION

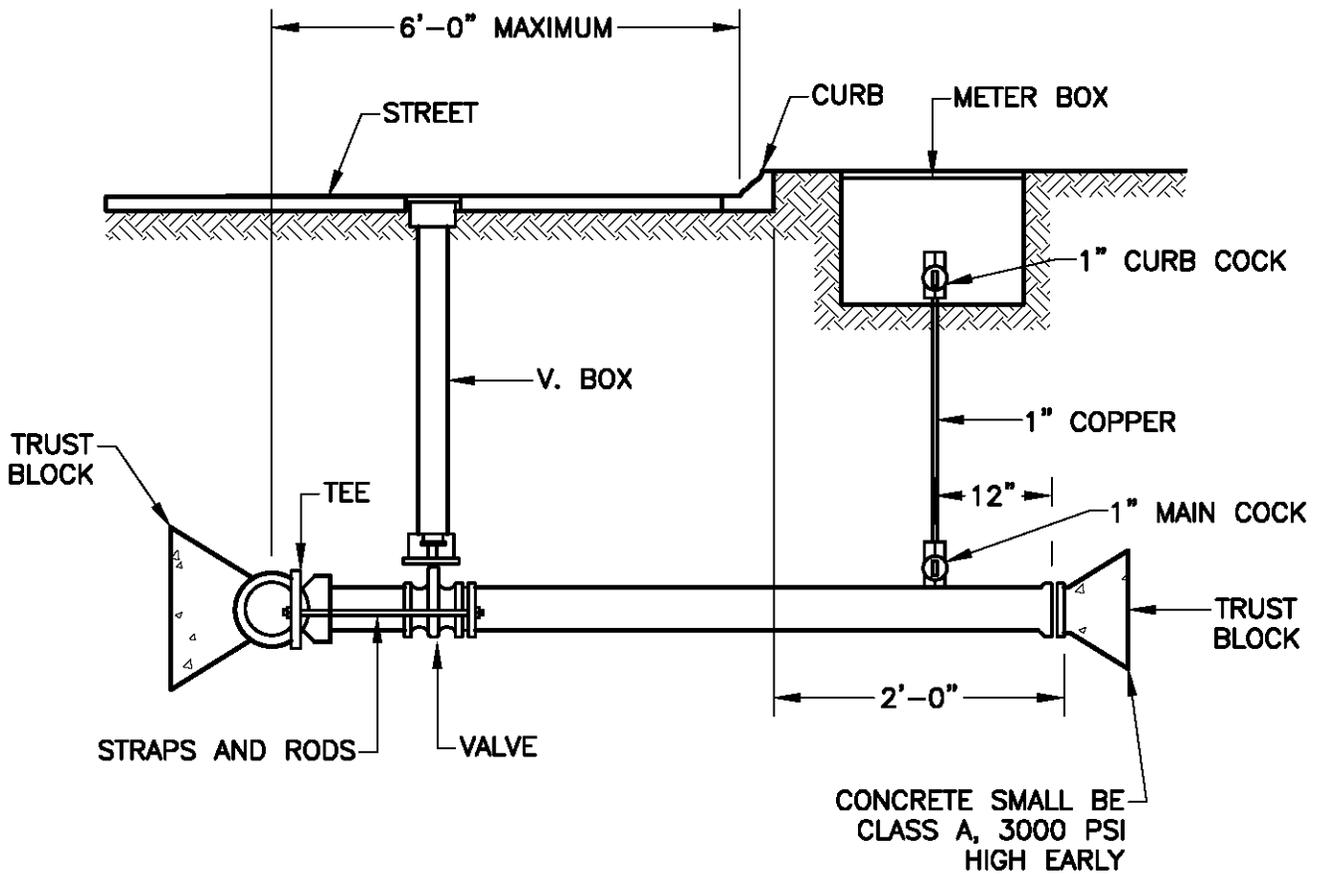
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_RD001



**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**

TYPE SERVICE	TEE BRANCH SIZE	VALVE SIZE	STUB PIPE SIZE
3" METER	6"	6"	6"
4" METER	6"	6"	6"
6" METER	6"	6"	6"
6" DETECTOR	6"	6"	6"
8" METER	8"	8"	8"
8" DETECTOR	8"	8"	8"
12" METER	12"	12"	12"
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.

City of Atlanta



**STANDARD DETAILS**

**TYPICAL SPUD  
INSTALLATION MAIN  
IN STREET**

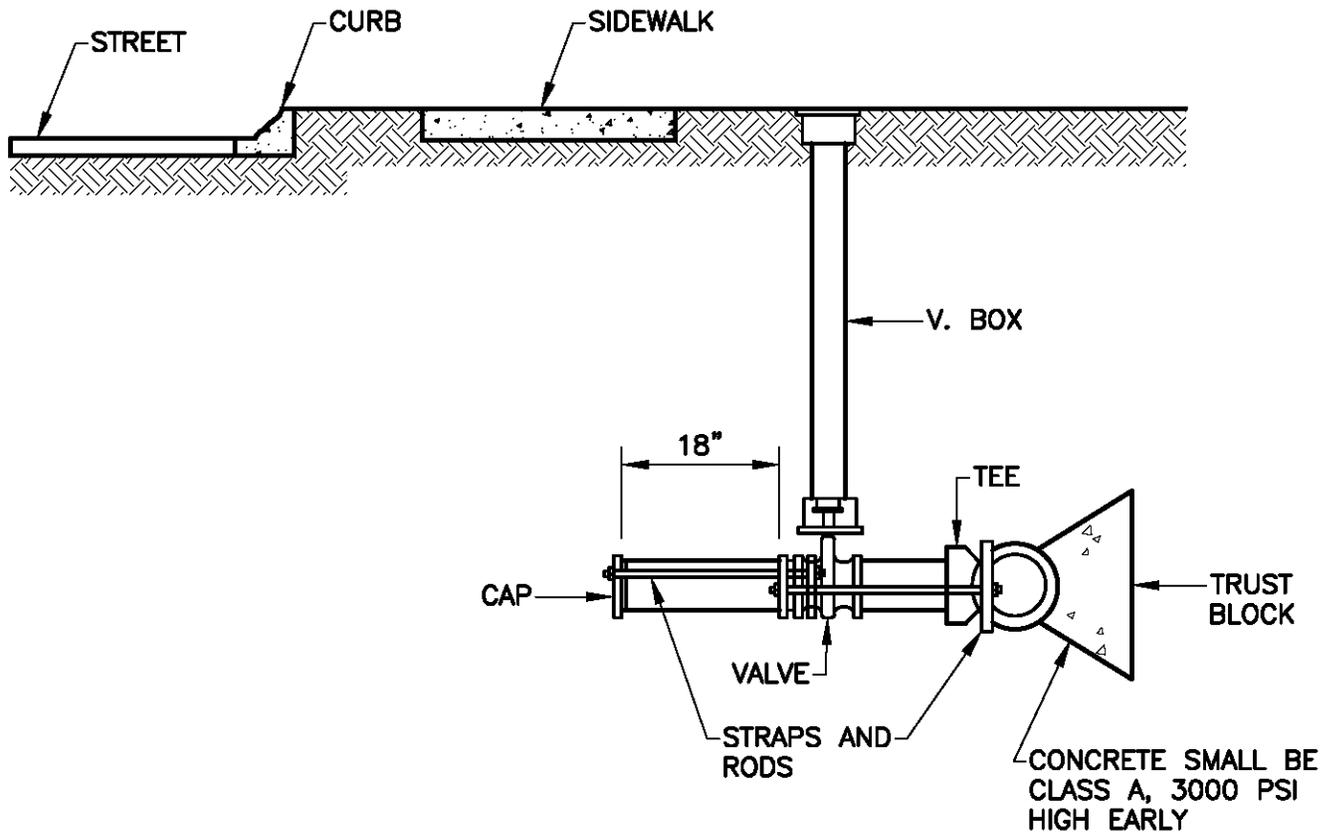
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_SP001



**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**

TYPE SERVICE	TEE BRANCH SIZE	VALVE SIZE	STUB PIPE SIZE
3" METER	6"	6"	6"
4" METER	6"	6"	6"
6" METER	6"	6"	6"
6" DETECTOR	6"	6"	6"
8" METER	8"	8"	8"
8" DETECTOR	8"	8"	8"
12" METER	12"	12"	12"
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.

City of Atlanta



**STANDARD DETAILS**

**TYPICAL SPUD  
INSTALLATION MAIN  
IN SIDEWALK**

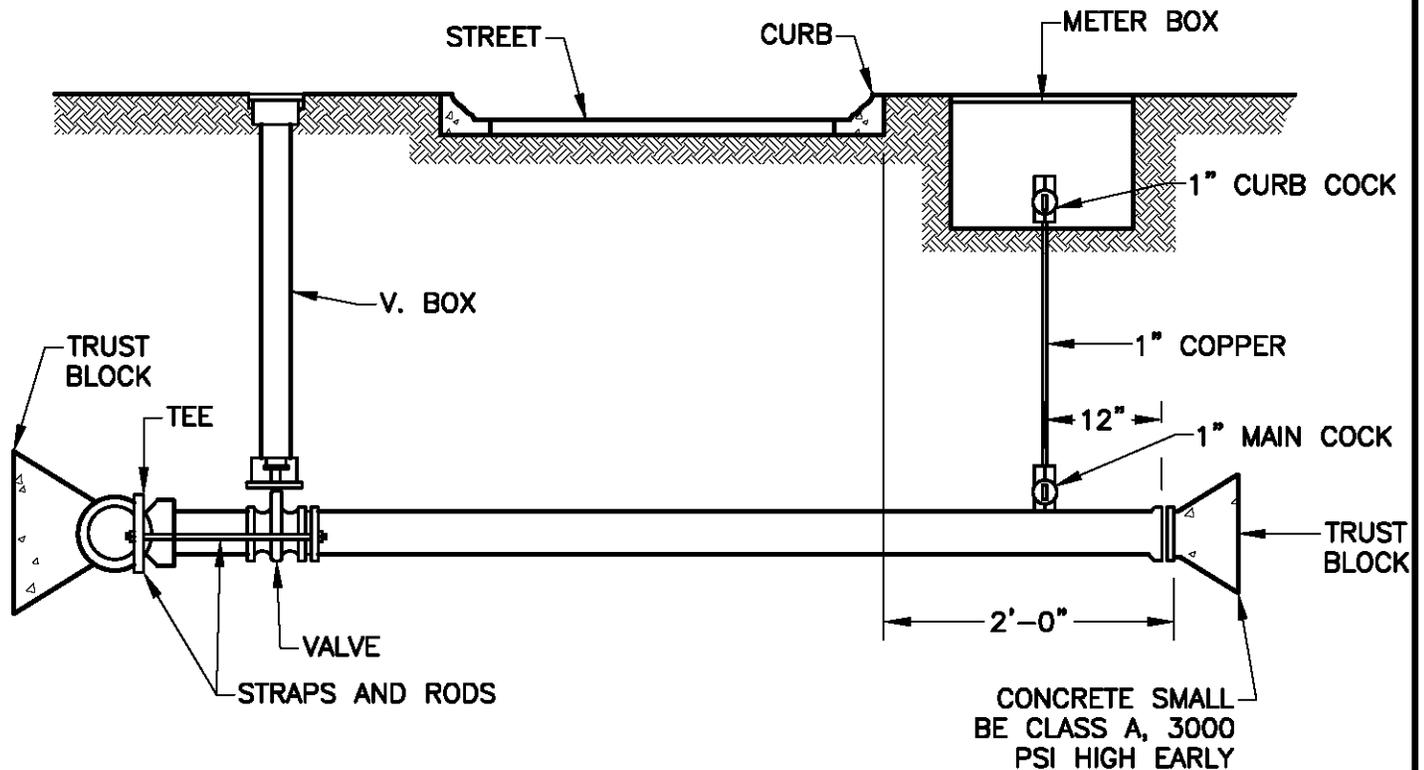
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_SP002



**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**

TYPE SERVICE	TEE BRANCH SIZE	VALVE SIZE	STUB PIPE SIZE
3" METER	6"	6"	6"
4" METER	6"	6"	6"
6" METER	6"	6"	6"
6" DETECTOR	6"	6"	6"
8" METER	8"	8"	8"
8" DETECTOR	8"	8"	8"
12" METER	12"	12"	12"
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.

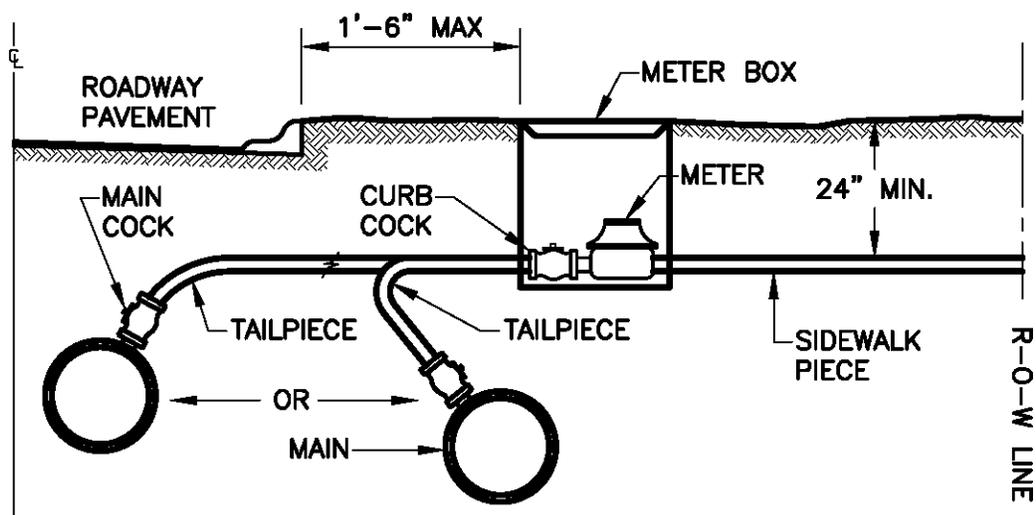
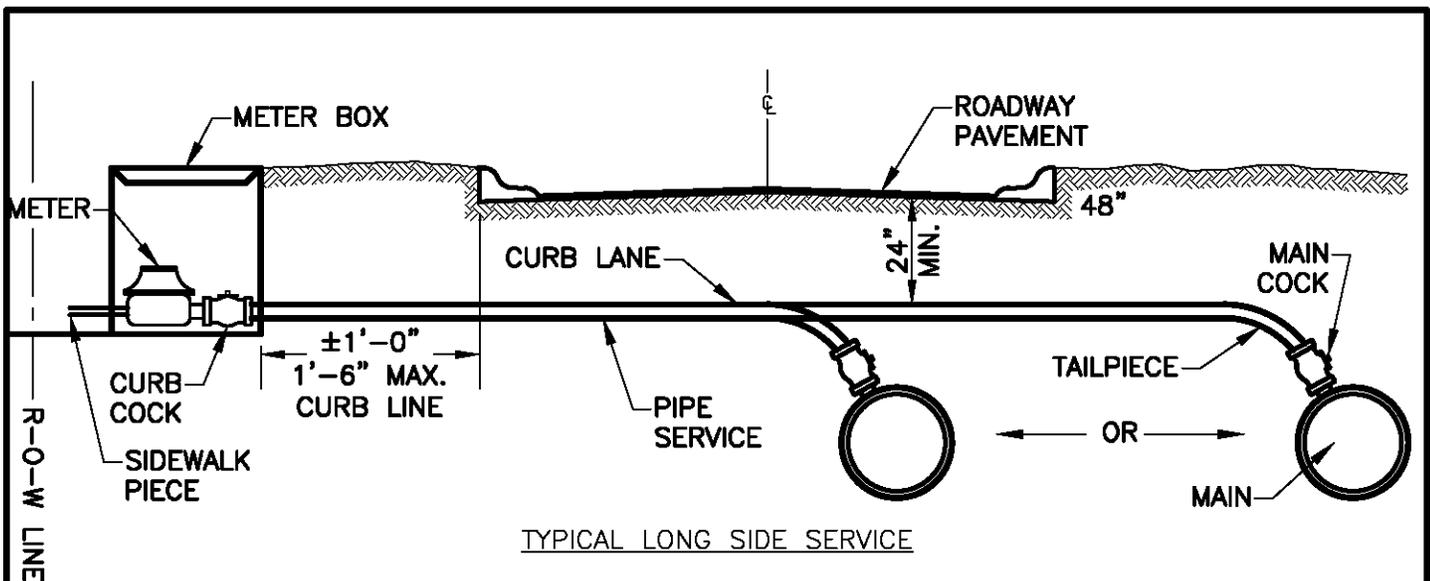
City of Atlanta



**STANDARD DETAILS**  
**TYPICAL SPUD**  
**INSTALLATION MAIN IN**  
**OPPOSITE SIDEWALK**

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

DETAIL NO. WR-G\_SP003



**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.

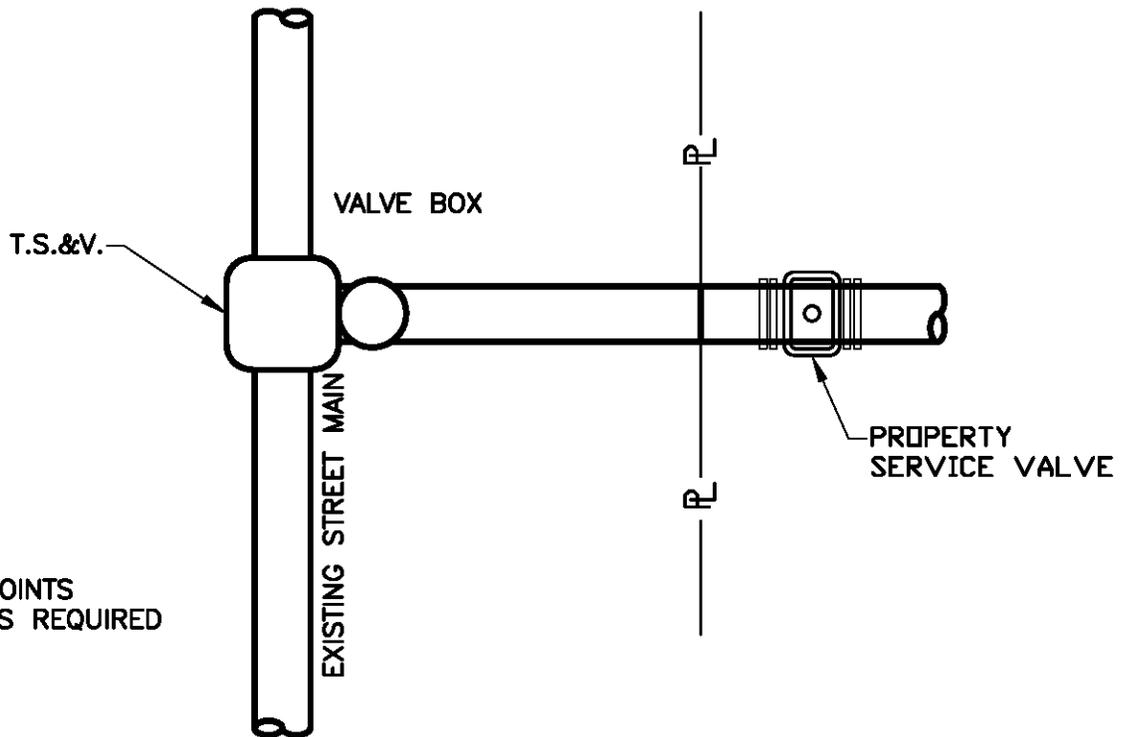
City of Atlanta



**STANDARD DETAILS**  
**TYPICAL LONGSIDE & SHORTSIDE SERVICE**  
**INSTALLATION**

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

DETAIL NO. WR-G\_SV002



NOTE: ALL JOINTS  
STRAPPED AS REQUIRED

3 THROUGH 12" FIRE SERVICE LINE

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:

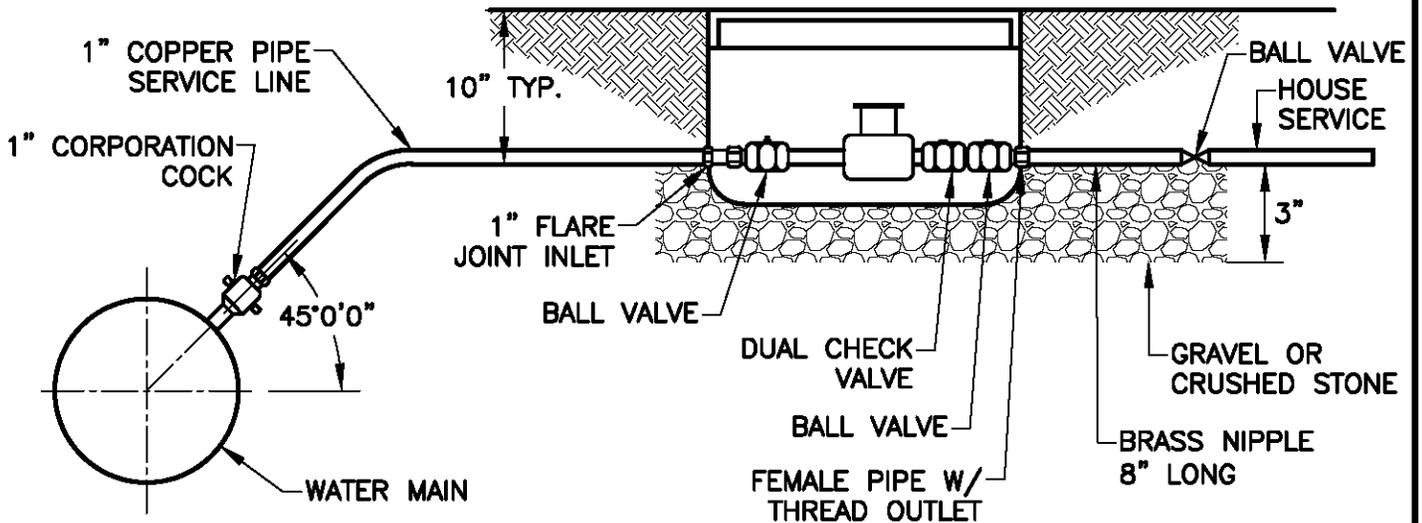
FOR WATER MAIN IN SIDEWALK METER MAY BE INSTALLED  
PARALLEL WITH WATER MAIN.

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.

<p>City of Atlanta</p> 	<p>STANDARD DETAILS</p>	<p>REV.</p> <p>DATE: OCT. 2011</p> <p>ORIG. DATE: NOV. 2004</p> <p>SCALE: N.T.S.</p>
	<p>TYPICAL FIRE-SERVICE INSTALLATION</p>	<p>DETAIL NO. WR-G_SV003</p>



**NOTE:**

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.

City of Atlanta



**STANDARD DETAILS**

**WATER SERVICE AND METER CONNECTION**

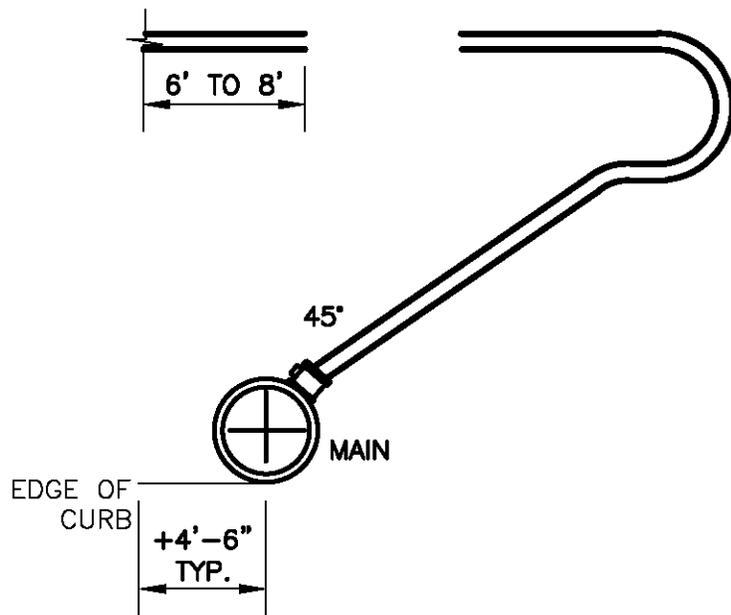
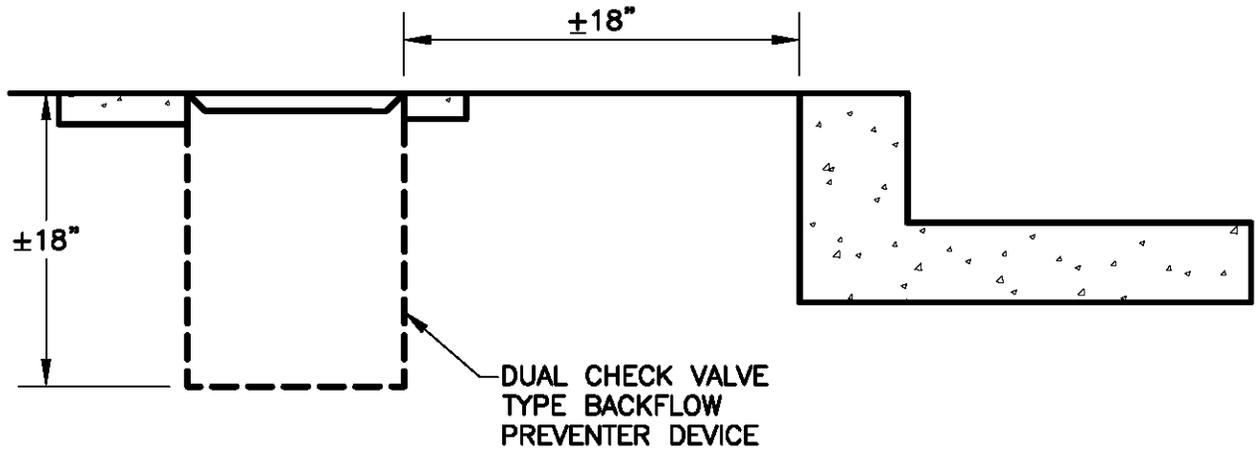
REV.

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.

City of Atlanta



STANDARD DETAILS

TYPICAL WATER SERVICE &  
METER CONNECTION WITH  
RETRO SETTERS

REV.

DATE: OCT. 2011

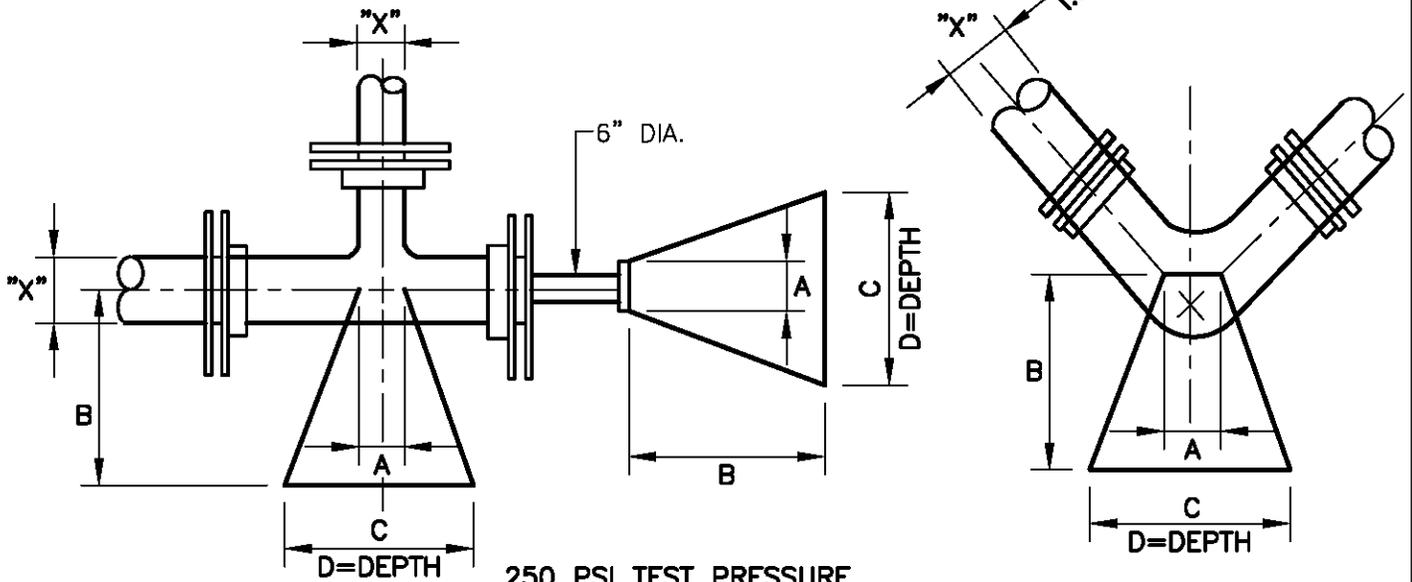
ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_SV005







250 PSI TEST PRESSURE  
2,500 PSF SOIL BEARING

BLOCKING DIMENSIONS						
DEAD END & TEES	X*	A	B	C	D	
	24"	2'-0"	4'-6"	14.0'	7.0'	
	20"	1'-8"	3'-9"	11.7'	5.9'	
	16"	1'-3"	3'-3"	9.5'	4.7'	
	12"	1'-0"	2'-6"	7.1'	3.6'	
	10"	1'-0"	2'-0"	6.0'	3.0'	
	8"	0'-10"	1'-9"	4.9'	2.5'	
	6"	0'-8"	1'-3"	3.7'	1.8'	
BENDS	90°	24"	2'-0"	5'-9"	16.7'	8.3'
		20"	1'-8"	4'-9"	13.9'	7.0'
		16"	1'-3"	4'-0"	15.9'	5.6'
		12"	1'-0"	3'-0"	8.5'	4.3'
		10"	1'-0"	2'-6"	7.1'	3.6'
		8"	0'-10"	2'-0"	5.9'	2.9'
		6"	0'-8"	1'-6"	4.4'	2.2'
		45°	24"	2'-0"	4'-0"	12.2'
	20"		1'-8"	3'-3"	10.2'	5.1'
	16"		1'-3"	2'-9"	8.2'	4.1'
	12"		1'-0"	2'-0"	6.2'	3.1'
	10"		1'-0"	1'-9"	5.3'	2.6'
	8"		0'-10"	1'-6"	4.3'	2.2'
	6"		0'-10"	1'-3"	3.2'	1.6'

BLOCKING DIMENSIONS						
BENDS	22 1/2"	X*	A	B	C	D
		24"	2'-0"	2'-6"	8.8'	4.4'
		20"	1'-8"	2'-0"	7.4'	3.7'
		16"	1'-3"	1'-9"	5.9'	2.9'
		12"	1'-0"	1'-3"	4.5'	2.3'
		10"	1'-0"	1'-3"	3.8'	1.9'
		8"	0'-10"	1'-0"	3.1'	1.6'
		6"	0'-8"	0'-9"	2.3'	1.2'
	11 1/4"	24"	2'-0"	1'-6"	6.2'	3.1'
		20"	1'-8"	1'-3"	5.2'	2.6'
		16"	1'-3"	1'-0"	4.2'	2.1'
		12"	1'-0"	0'-9"	3.1'	1.6'
		10"	1'-0"	0'-9"	2.7'	1.4'
		8"	0'-10"	0'-6"	2.1'	1.1'
		6"	0'-8"	0'-6"	1.4'	1.0'

X\* = DIAMETER OF PIPE TO BE BLOCKED

NOTE: BLOCKING 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.

City of Atlanta



STANDARD DETAILS

TYPICAL BLOCKING

REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

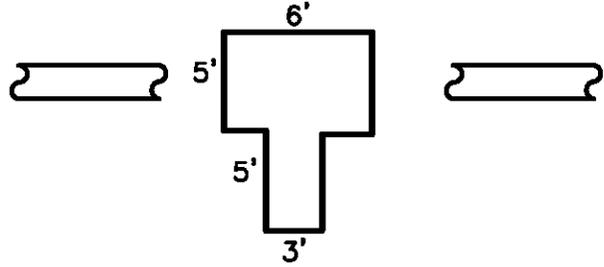
DETAIL NO. WR-G\_TH006

TAP CUTS

-24" MAINS    5/8" - 2" TAPS

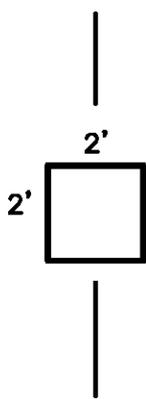


6" - 24" MAINS    3" - 12" TAPS

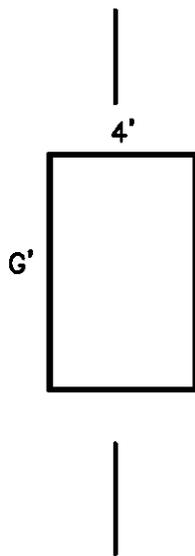


METER CUTS

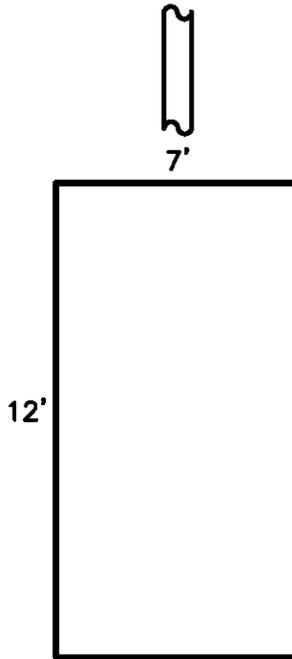
5/8", 3/4", 1"



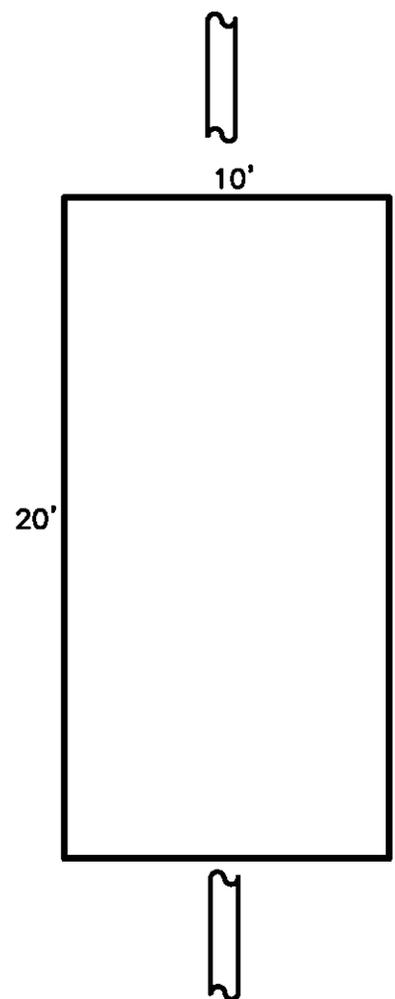
1" & 2"



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.

City of Atlanta



STANDARD DETAILS

TYPICAL CUTS FOR STATE HIGHWAY PERMITS

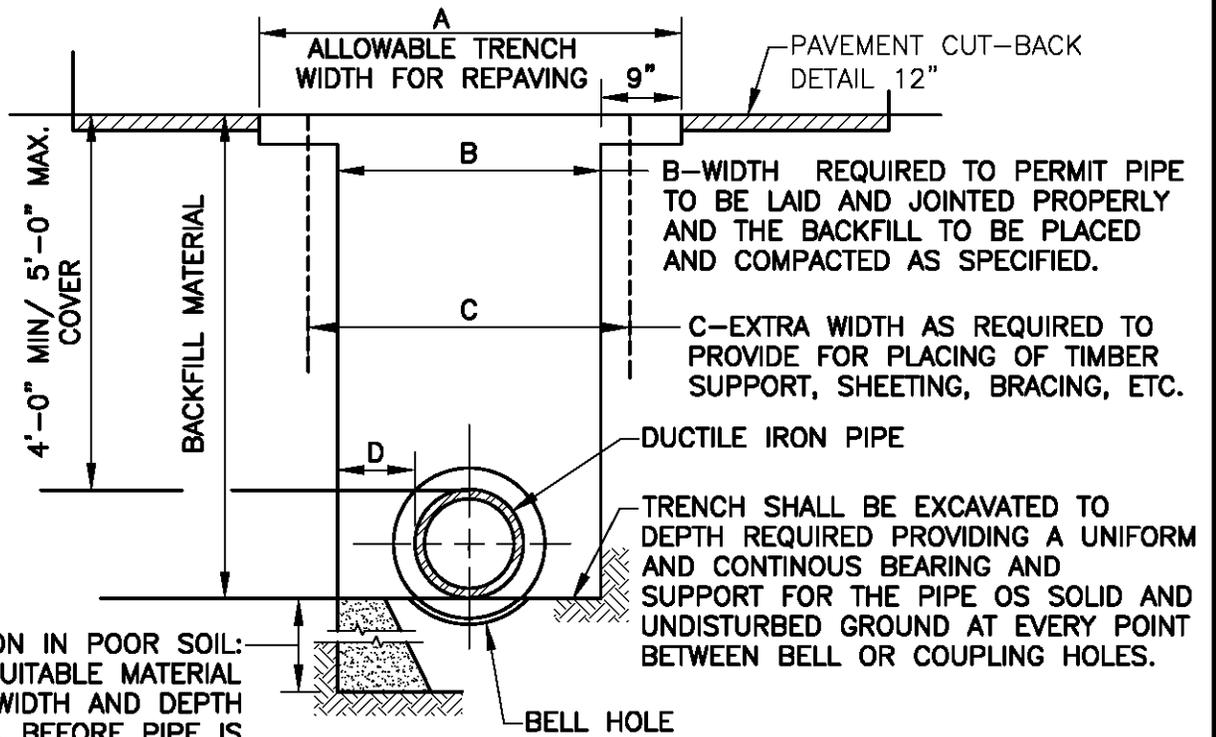
REV.

DATE: OCT. 2011

ORIG. DATE: NOV. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_TP001



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.

PIPE SIZE (NOMINAL)	A (MAXIMUM) EARTH/ROCK	B (MAXIMUM) EARTH/ROCK	C	D MIN./MAX.
6"	3.50'/4.00'	2.00'/2.50'	AS REQ'D	9"/12"
8"	3.50'/4.00'	2.00'/2.50'	"	9"/12"
12"	4.00'/4.50'	2.50'/3.00'	"	9"/12"
16"	4.50'/5.00'	3.00'/3.50'	"	9"/12"
20"	4.50'/5.00'	3.00'/3.50'	"	9"/12"
24"	5.00'/5.50'	3.50'/4.00'	"	9"/12"
30"	5.50'/6.00'	4.00'/4.50'	"	9"/12"
36"	6.00'/6.50'	4.50'/5.00'	"	9"/12"
48"	7.00'/7.50'	5.50'/6.00'	"	9"/12"

**NOTES:**

1. **COMPACTION:** 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. **COMPACTION 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. **COMPACTION TEST:** COMPACTION TEST WILL BE REQUIRED IN EXISTING OR PROPOSED STREETS, SIDEWALKS, DRIVES 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.

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City of Atlanta



**STANDARD DETAILS**

**TYPICAL WATERLINE TRENCH SECTION**

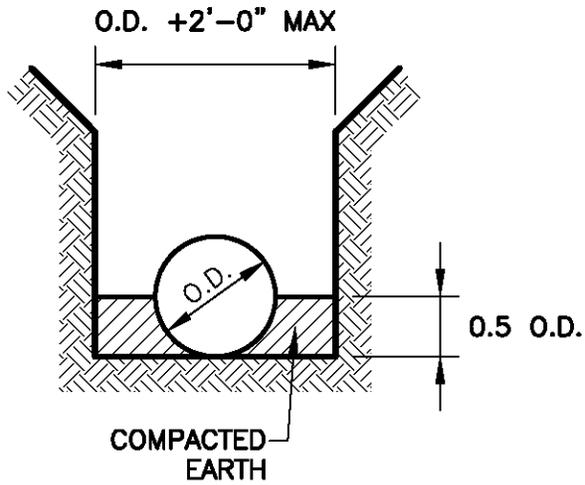
REV.

DATE: OCT. 2011

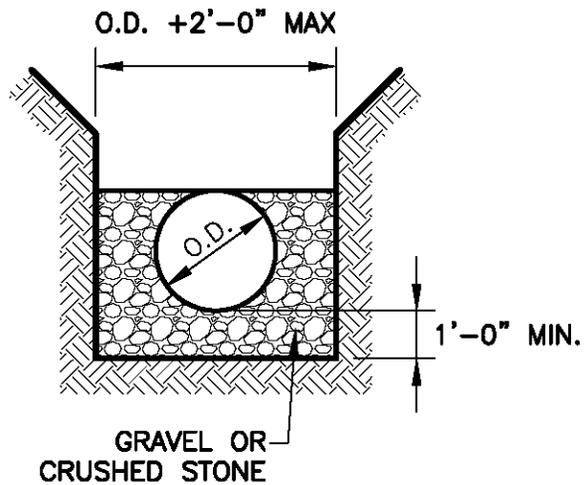
ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_TR001



TYPE 2  
FOR RIGID



TYPE 5  
FOR FLEXIBLE

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City of Atlanta



STANDARD DETAILS

TYPICAL WATER MAIN  
BEDDING & HAUNCHING

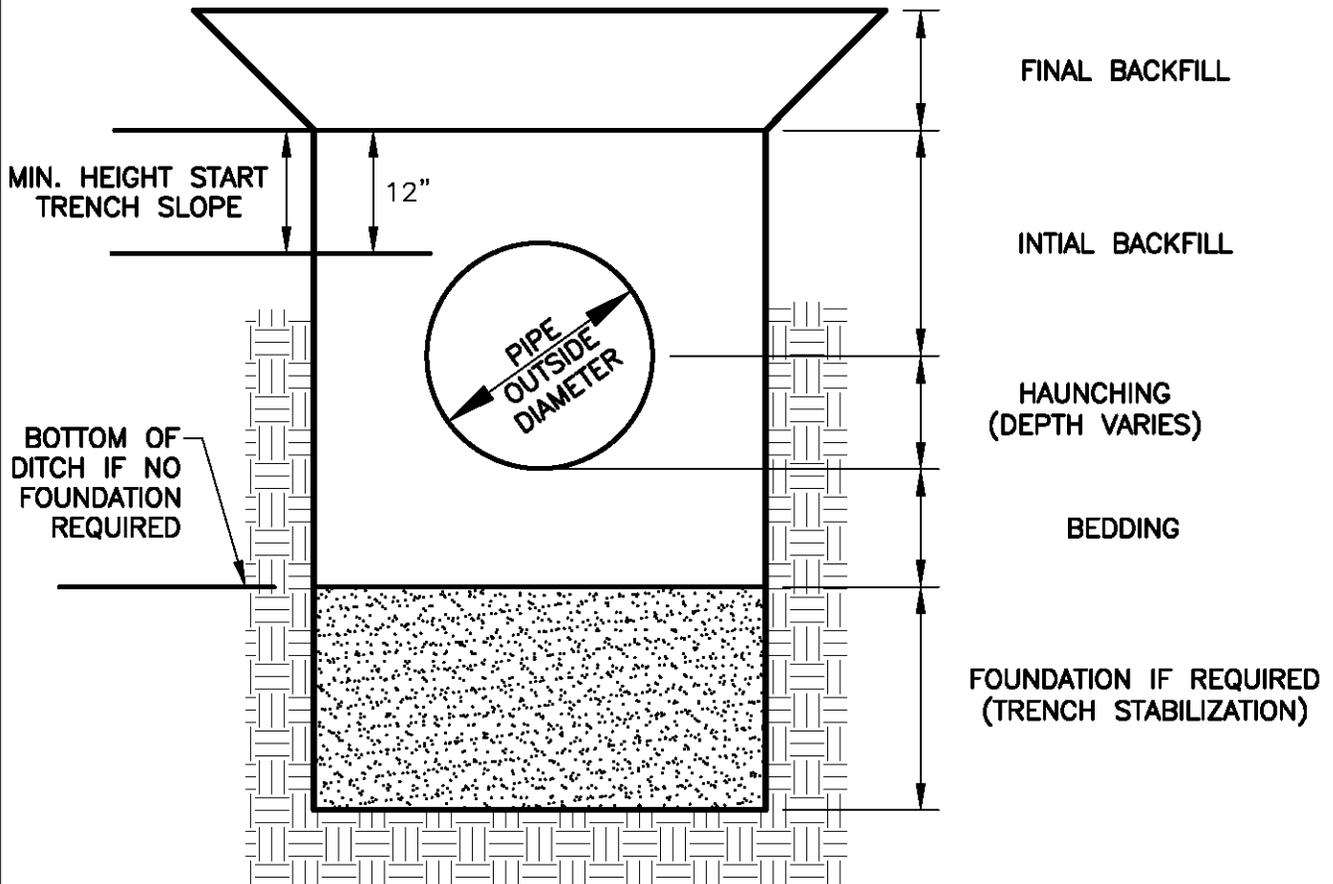
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_TR002



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## STANDARD DETAILS

### TRENCH TERMINOLOGY

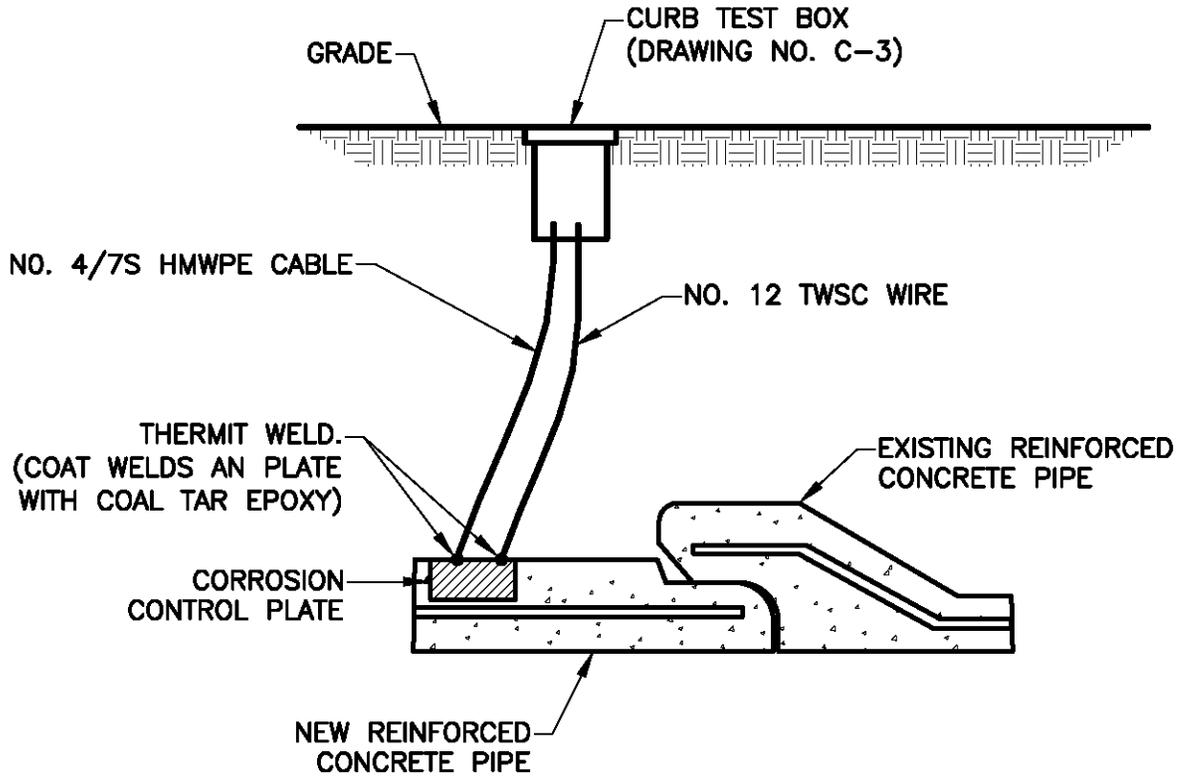
REV.

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

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**STANDARD DETAILS**

**TYPICAL TEST STATION AT THE JUNCTION OF NEW & EXISTING RC PIPE**

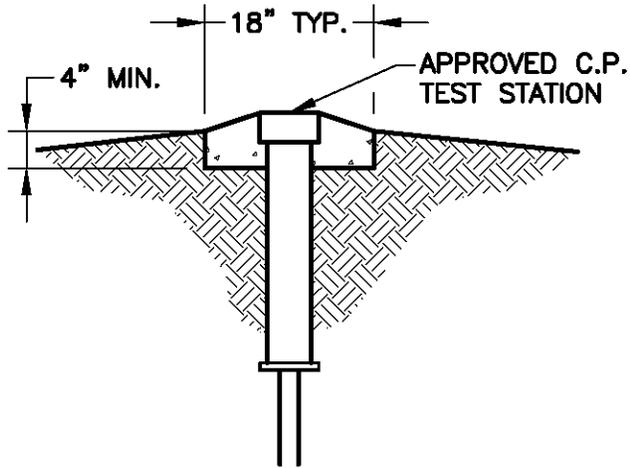
REV.

DATE: OCT. 2011

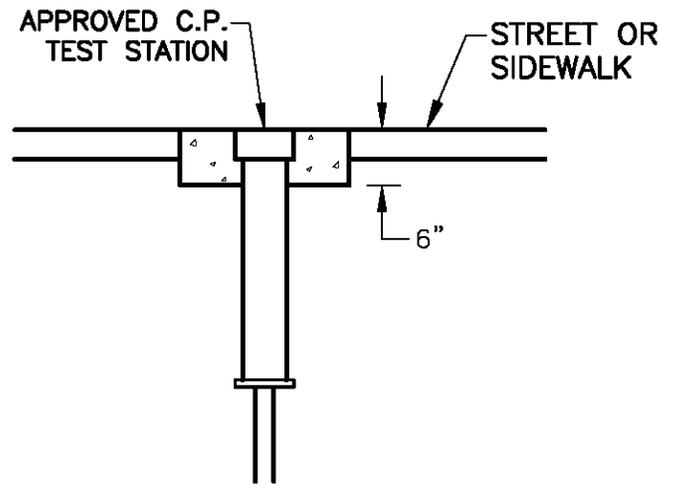
ORIG. DATE: OCT. 2004

SCALE: N.T.S.

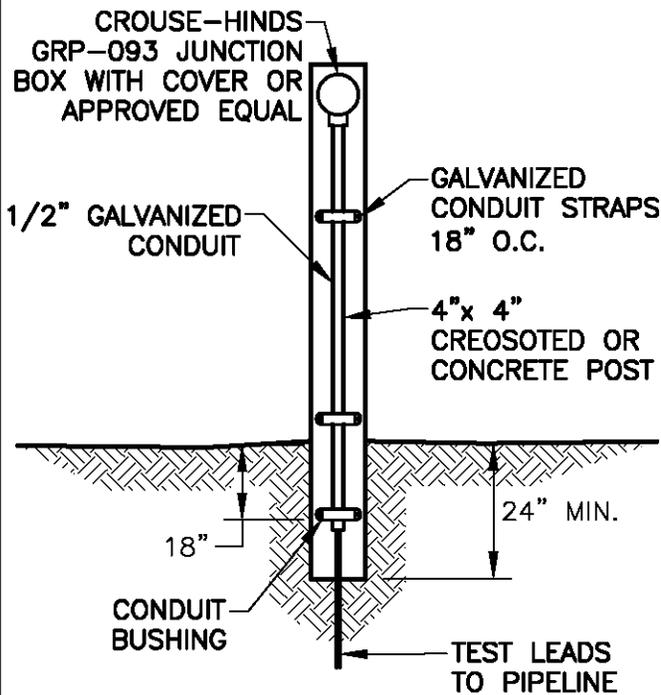
DETAIL NO. WR-G\_TS002



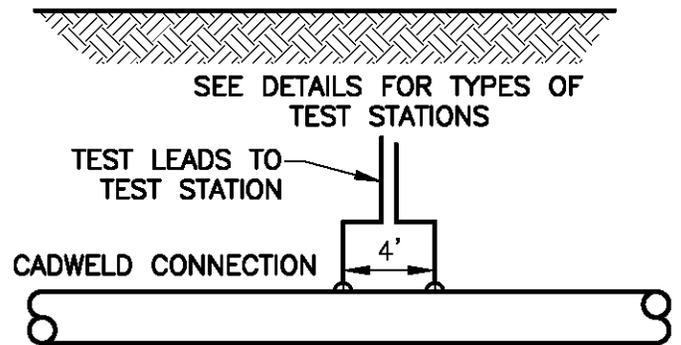
**DETAIL "B"**  
**UNPAVED SIDEWALK AREA**



**DETAIL "C"**  
**PAVED STREET OR SIDEWALK AREA**



**DETAIL "A"**  
**OPEN FIELD AREA**



**PIPELINE**

**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.

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**STANDARD DETAILS**

**TYPICAL PIPELINE  
TEST STATION**

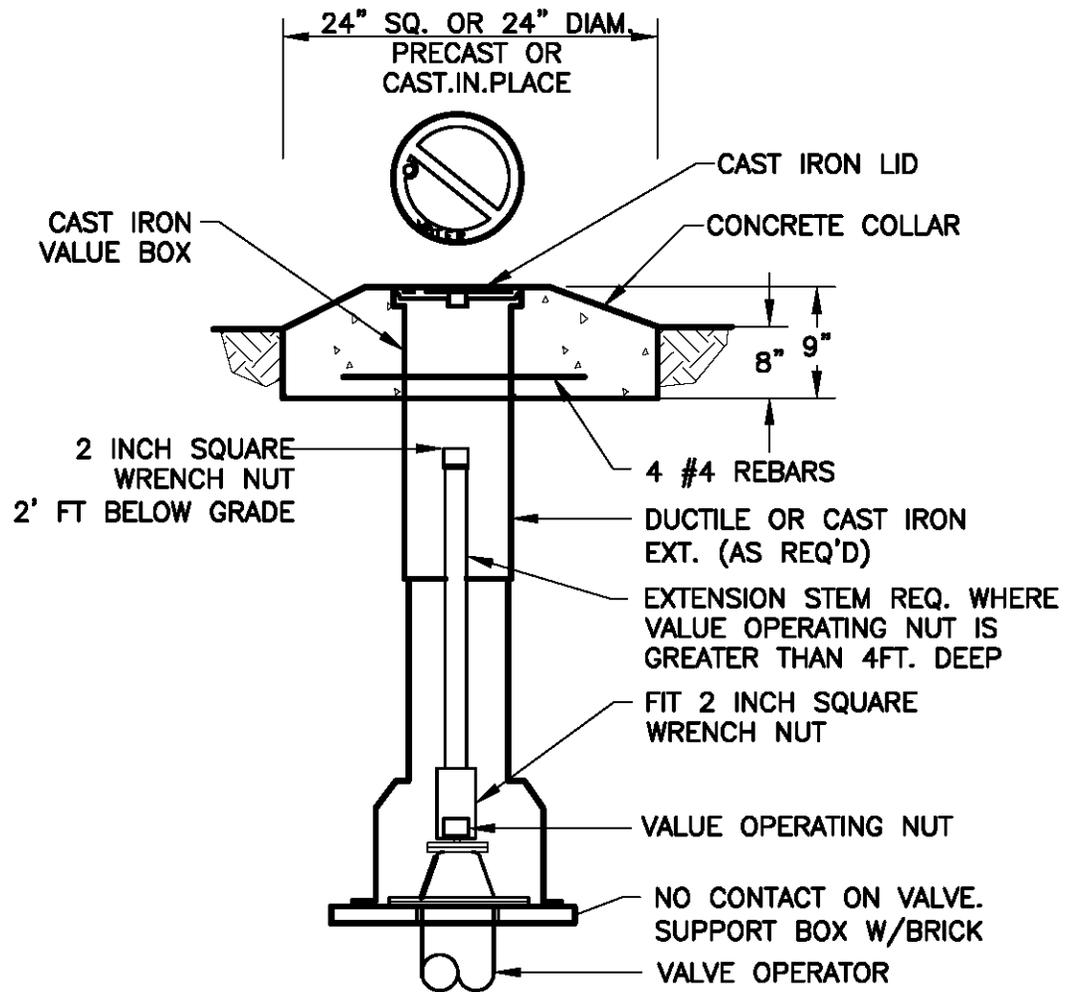
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_TS003



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## STANDARD DETAILS

### TYPICAL UNDERGROUND VALVE BOX

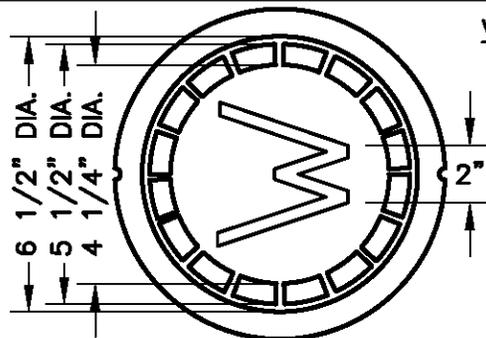
REV.

DATE: OCT. 2011

ORIG. DATE: NOV. 2004

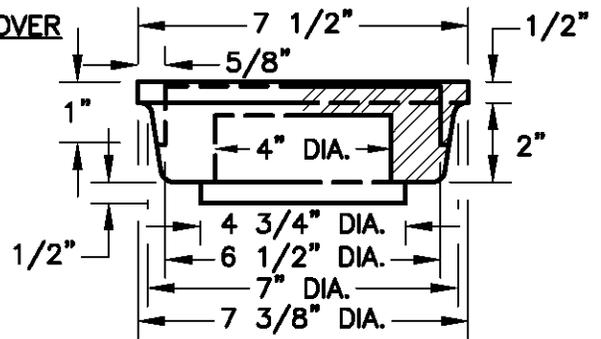
SCALE: N.T.S.

DETAIL NO. WR-G\_VB001

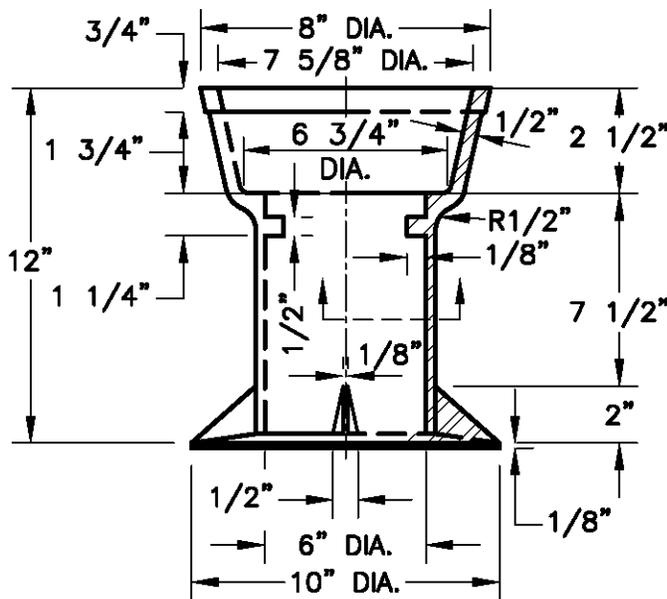
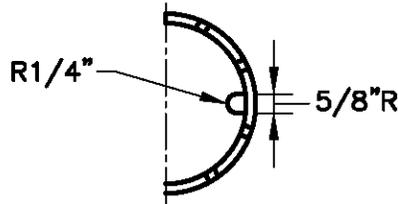


PLAN

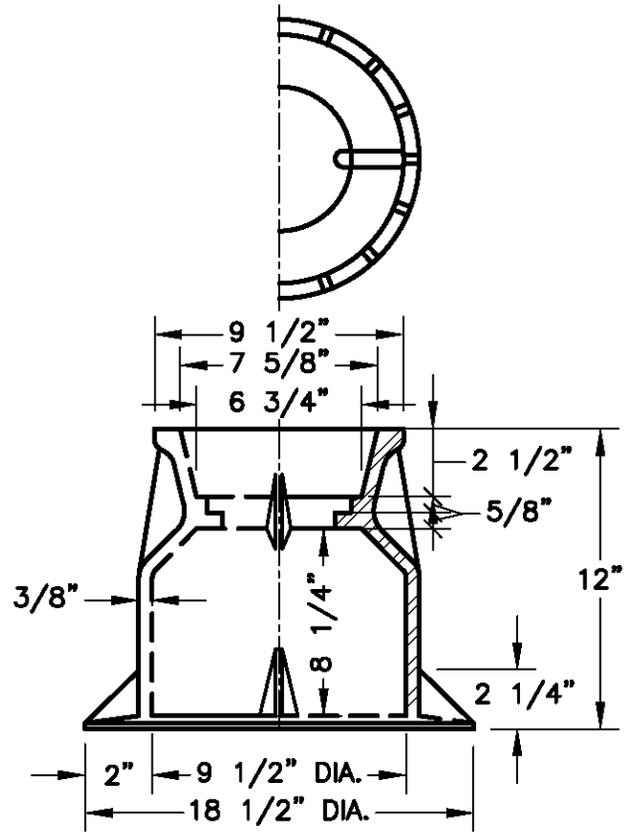
VALVE BOX COVER



SECTION



VALVE BOX  
SPECIAL TOP SECTION



VALVE BOX  
STANDARD TOP SECTION

**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 FINIS 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.

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STANDARD DETAILS

TYPICAL 4"–12" VALVE  
BOX ASSEMBLIES

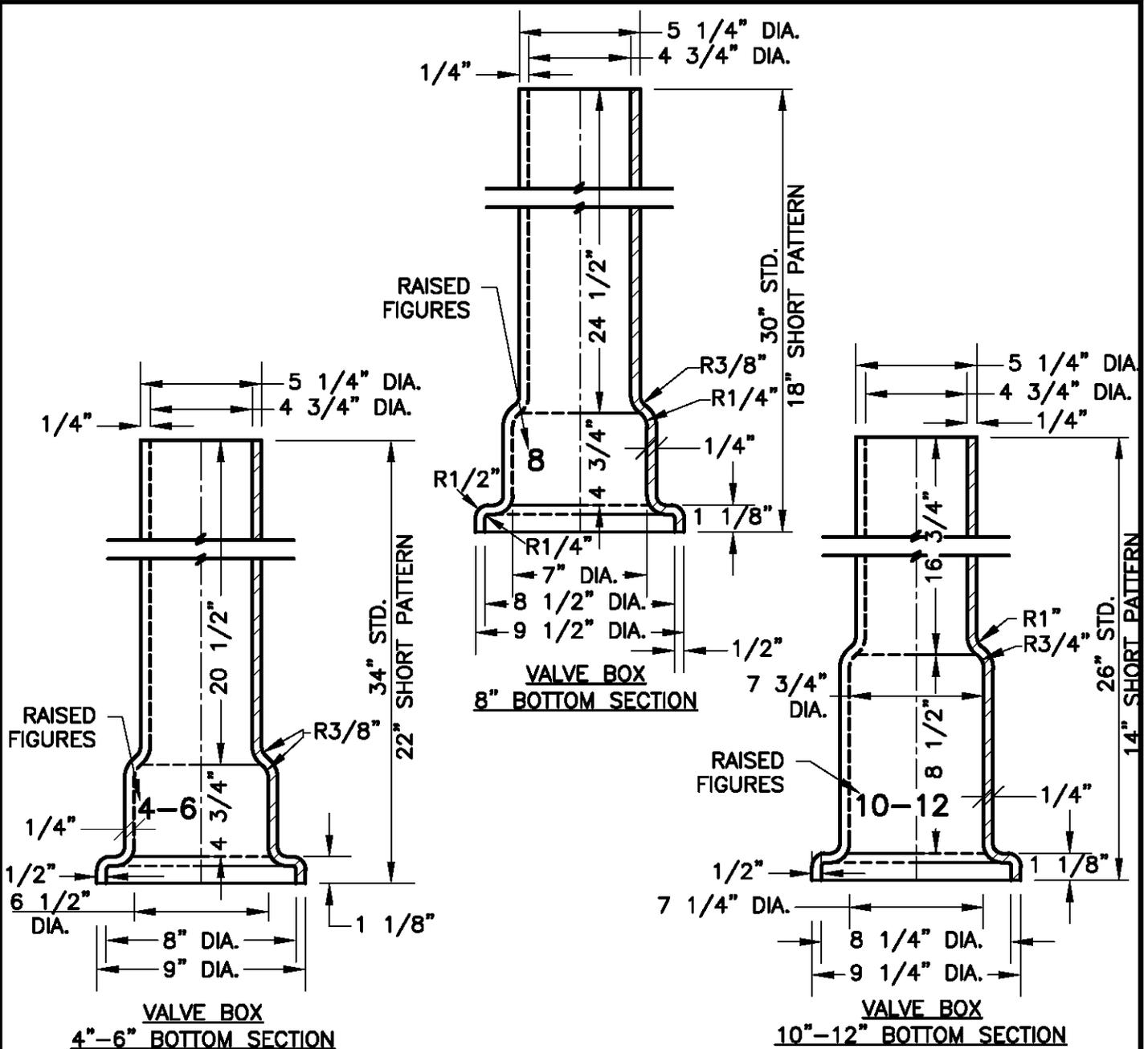
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_VB002



**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 FINIS 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.

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**STANDARD DETAILS**

**TYPICAL 4"-12" VALVE BOX ASSEMBLIES**

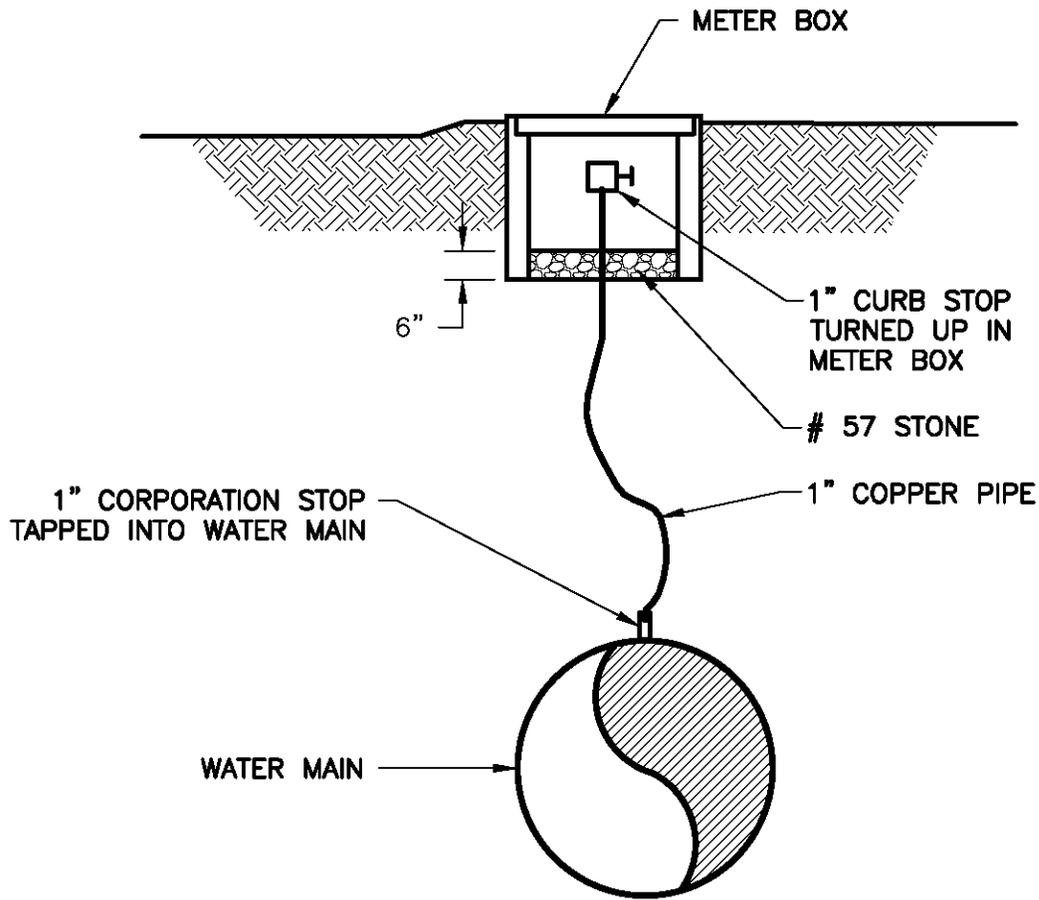
REV.

DATE: OCT. 2011

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SCALE: N.T.S.

DETAIL NO. WR-G\_VB003



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## STANDARD DETAILS

### TYPICAL MANUAL AIR VALVE

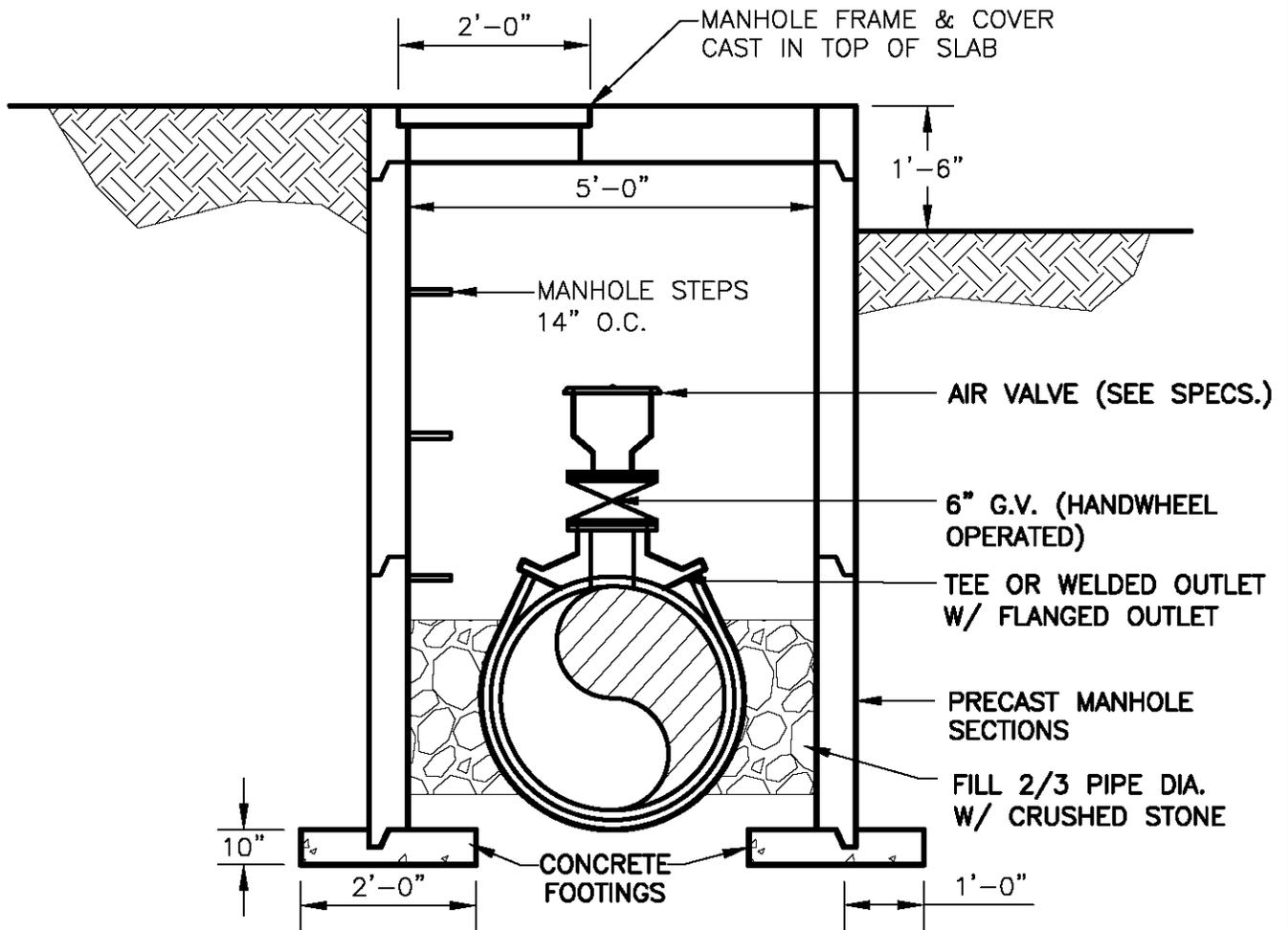
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_VL001



NOTE: SEAL MANHOLE OPENINGS  
W/ BRICK AND MORTAR

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STANDARD DETAILS

TYPICAL AIR VALVE  
AUTOMATIC

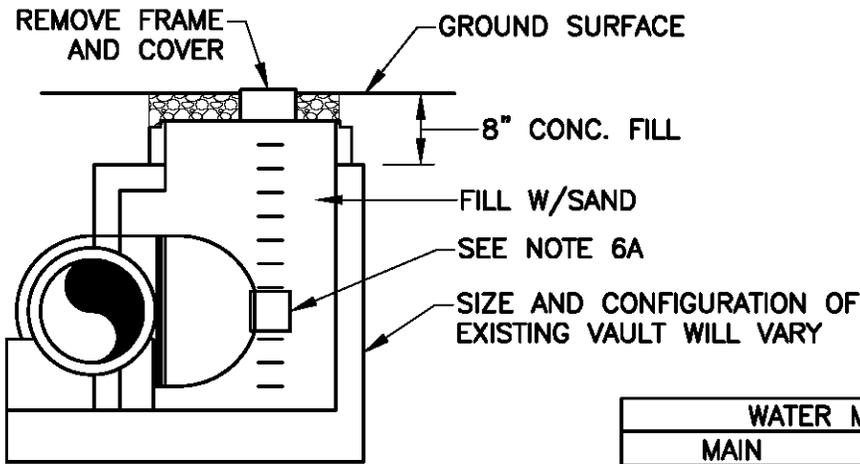
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_VL002

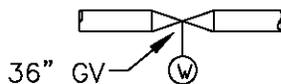


**VALVE ABANDONMENT 16" AND LARGER**

WATER MAIN ABANDONMENT SCHEDULE		
MAIN	SIZE	LOCATION
HEMPHILL	30"	HPS YARD TO 10TH STREET
HEMPHILL	36"	HPS YARD TO 10TH STREET
CURRENT STREET	30"	HPS YARD TO 10TH STREET

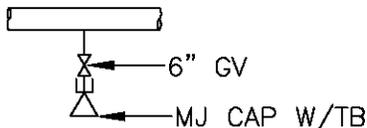
**WATER MAIN AND VALVE ABANDONMENT**

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:



- 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:



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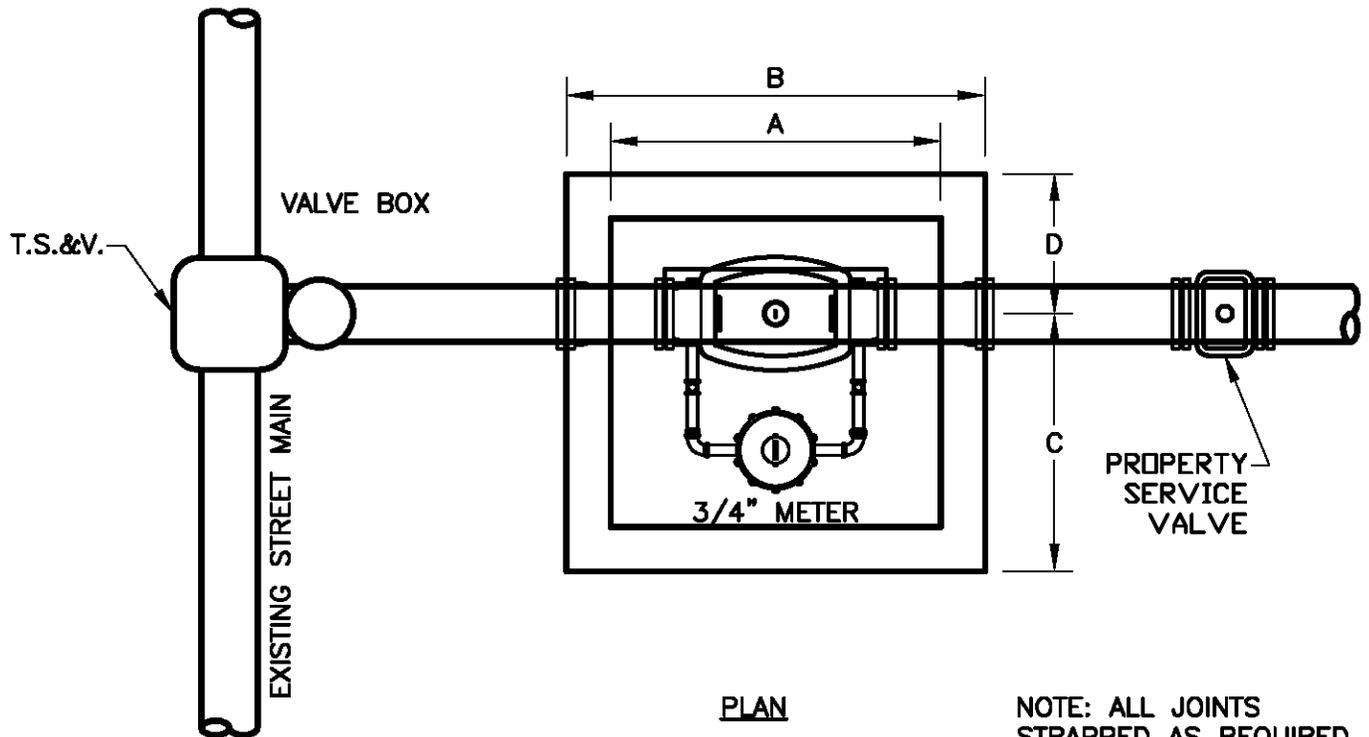


**STANDARD DETAILS**

**TYPICAL WATER MAIN AND VALVE ABANDONMENT**

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

DETAIL NO. WR-G\_VL003



**PLAN**

**NOTE: ALL JOINTS STRAPPED AS REQUIRED**

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

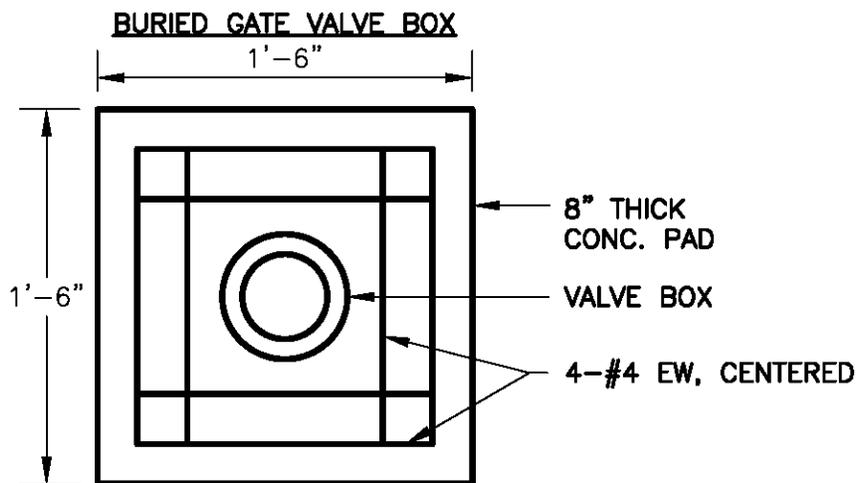
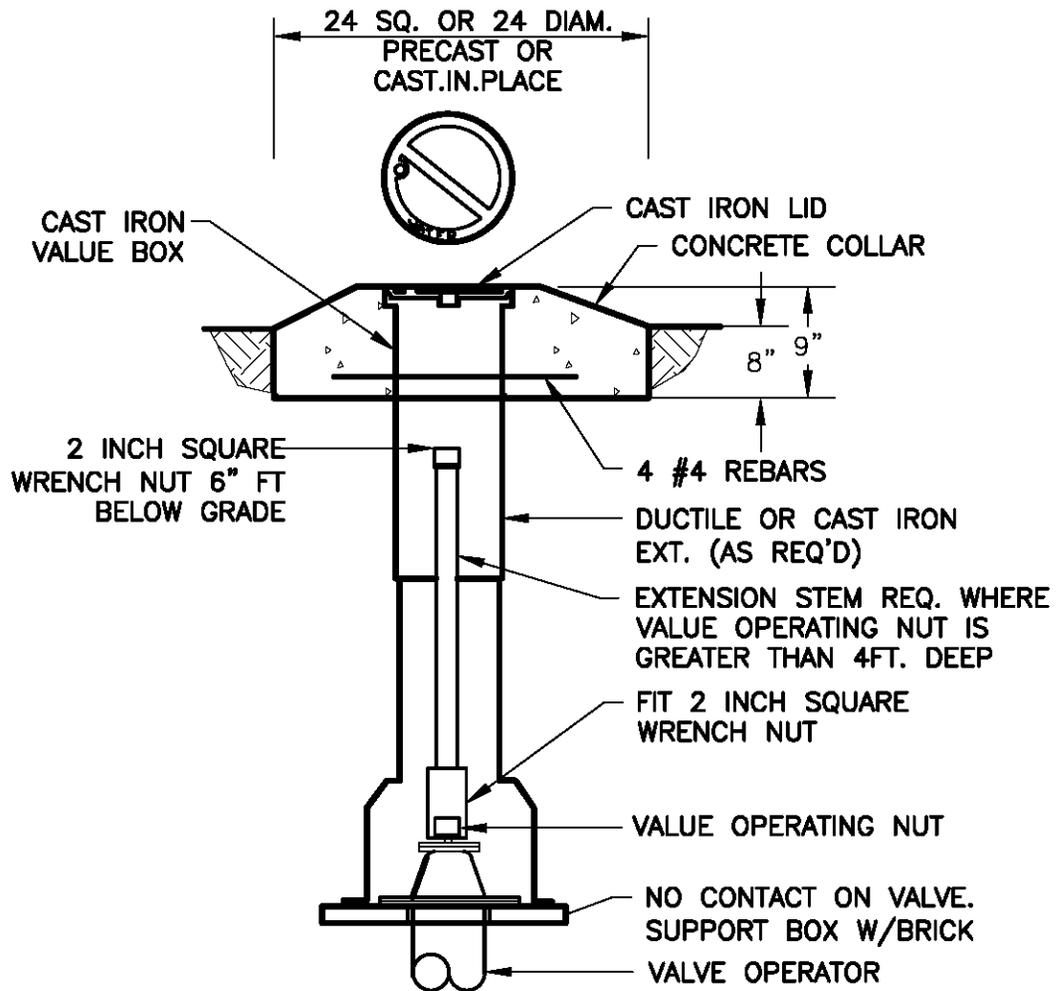
IF INSUFFICIENT AREA EXISTS WITHIN PUBLIC RIGHT-OF-WAY, A METER EASEMENT MUST BE PROVIDED.

DIMENSIONS (IN INCHES)				
DETECTOR CHECK SIZE	A	B	C	D
6"	22	48	34	20
8"	26	48	34	20
10"	26	48	34	20

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

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	<b>STANDARD DETAILS</b>	REV. DATE: OCT. 2011 ORIG. DATE: NOV. 2004 SCALE: N.T.S.
	<b>TYPICAL DETECTOR CHECK VALVE INSTALLATION</b>	DETAIL NO. WR-G_VL004



**PLAN**  
**CONCRETE PAD**

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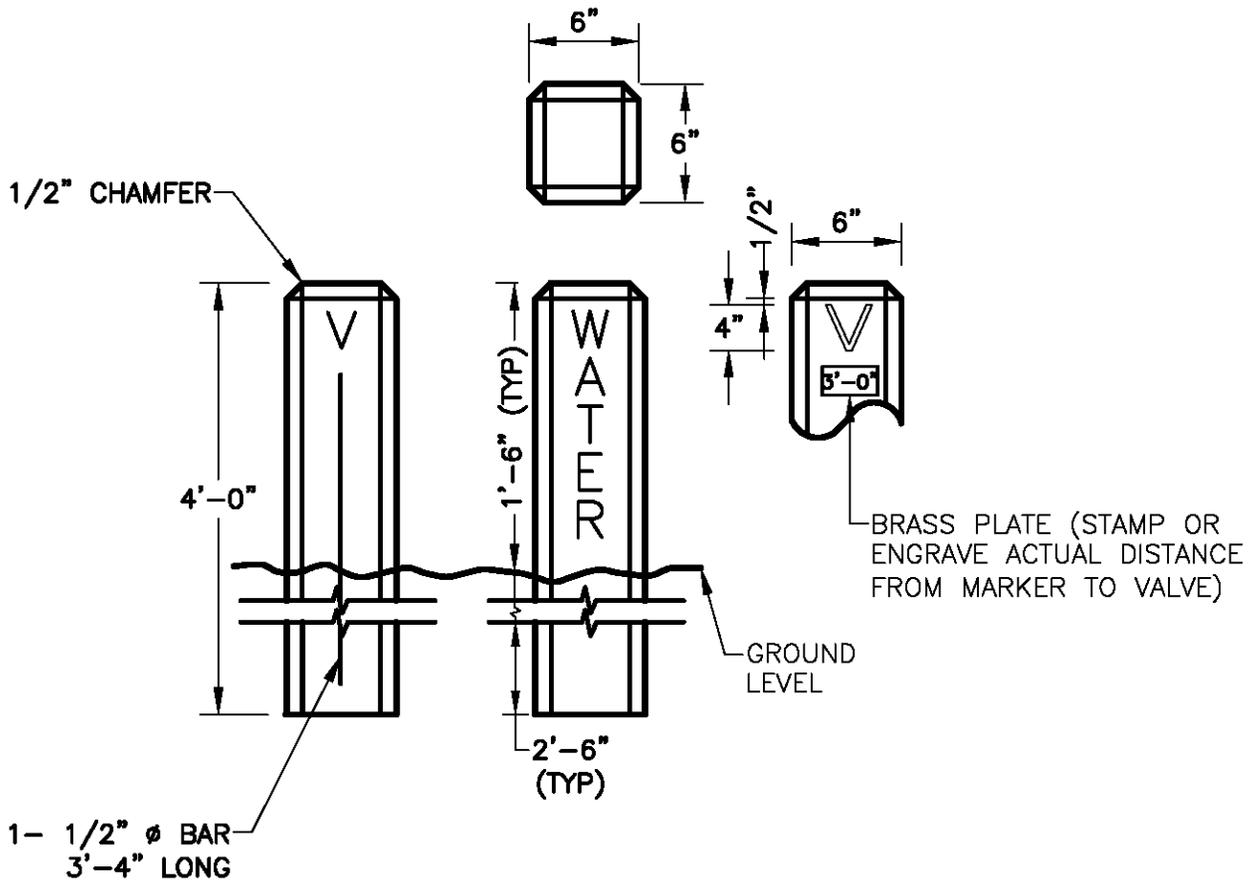
City of Atlanta



**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



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## STANDARD DETAILS

### WATER VALVE MARKER

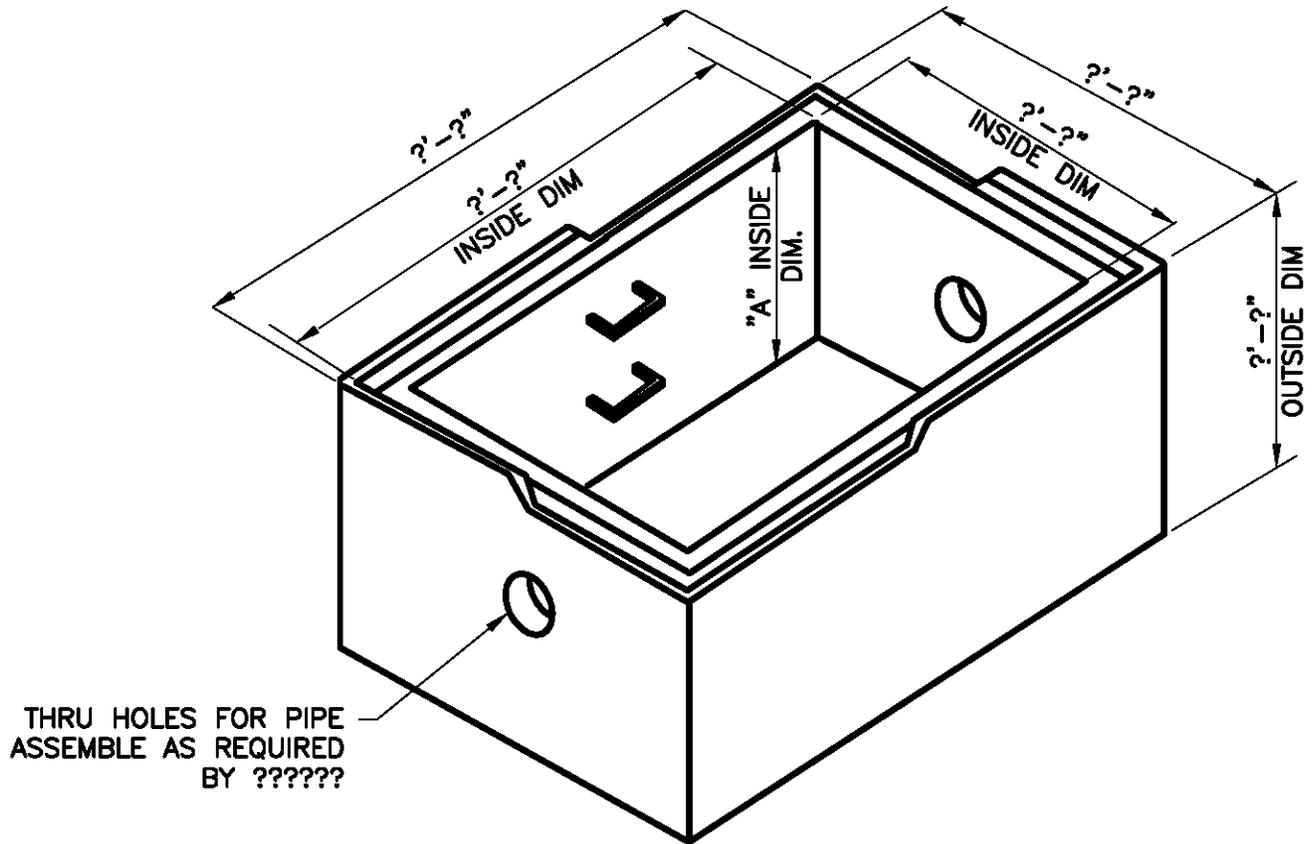
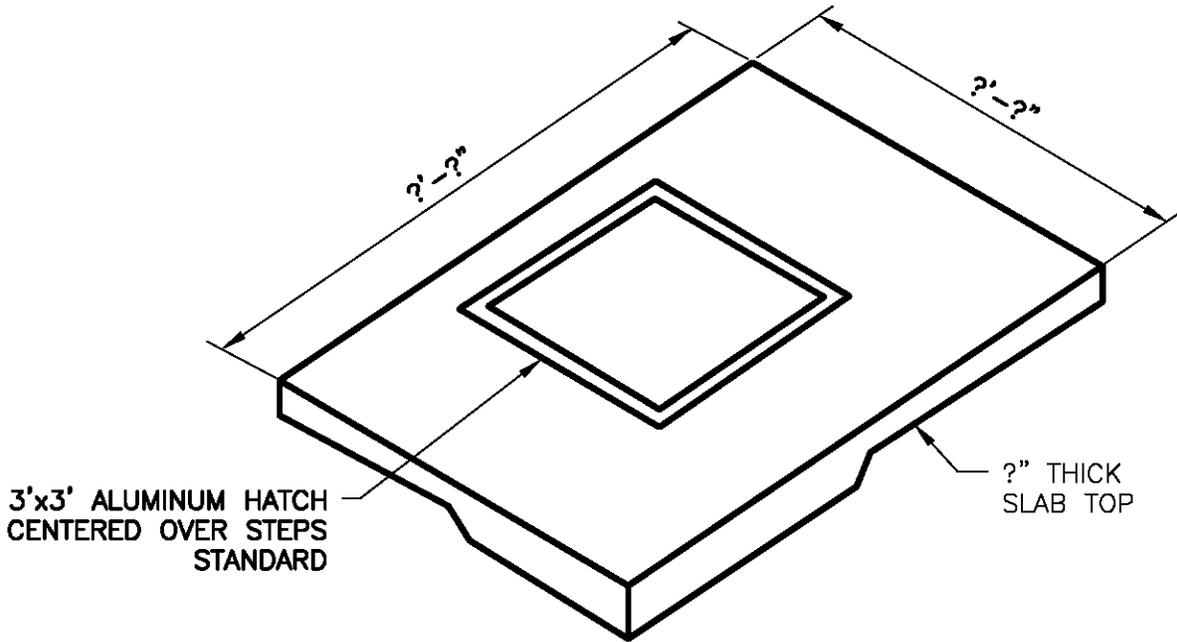
REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_VM002



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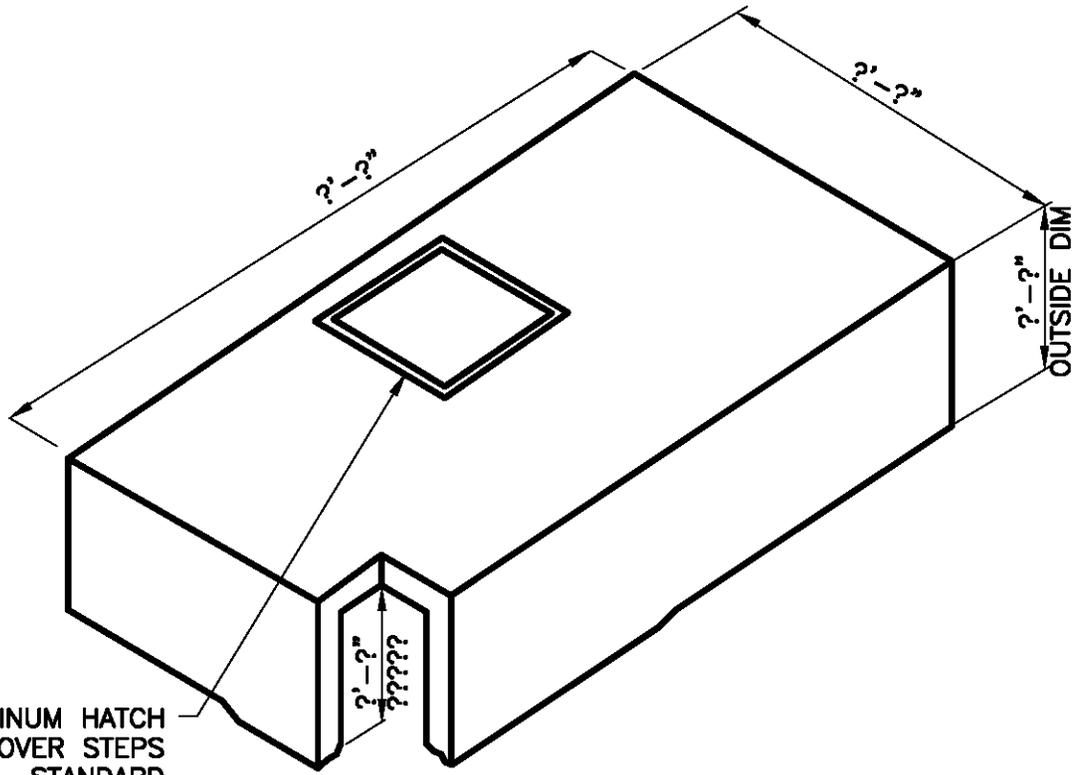


STANDARD DETAILS

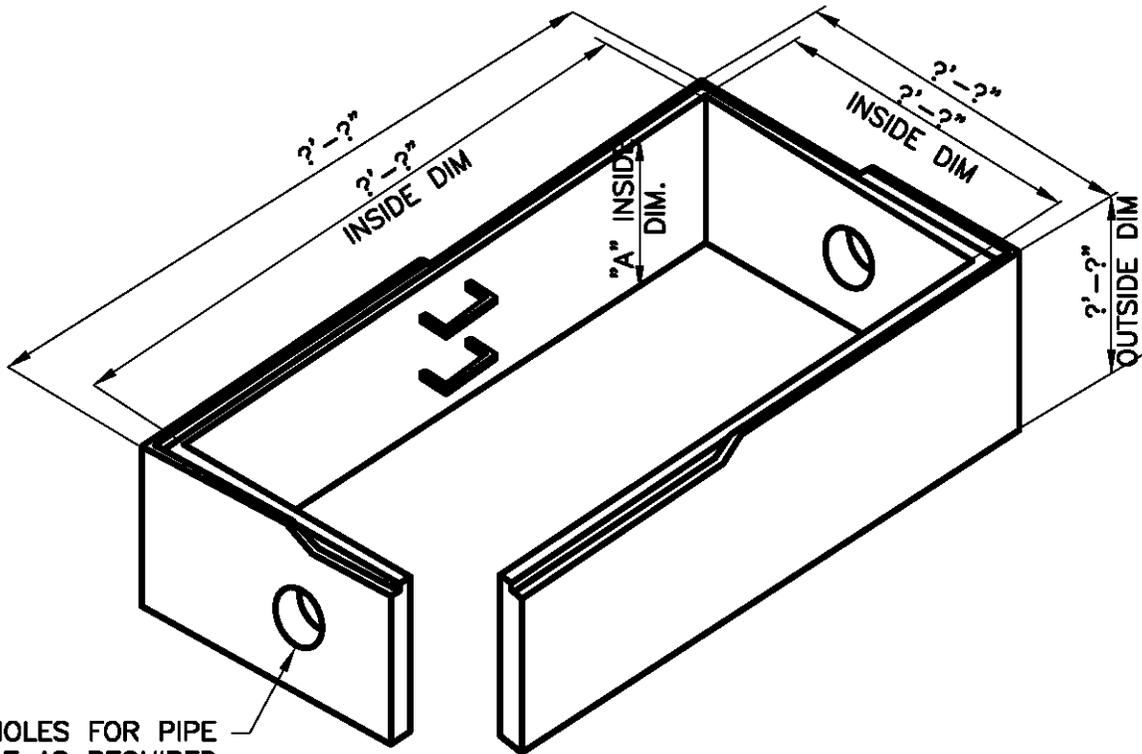
TYPICAL 4'-6'  
VALVE VAULT

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

DETAIL NO. WR-G\_VT001



3'x3' ALUMINUM HATCH  
CENTERED OVER STEPS  
STANDARD



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

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## STANDARD DETAILS

TYPICAL 6'-12'  
VALVE VAULT

REV.

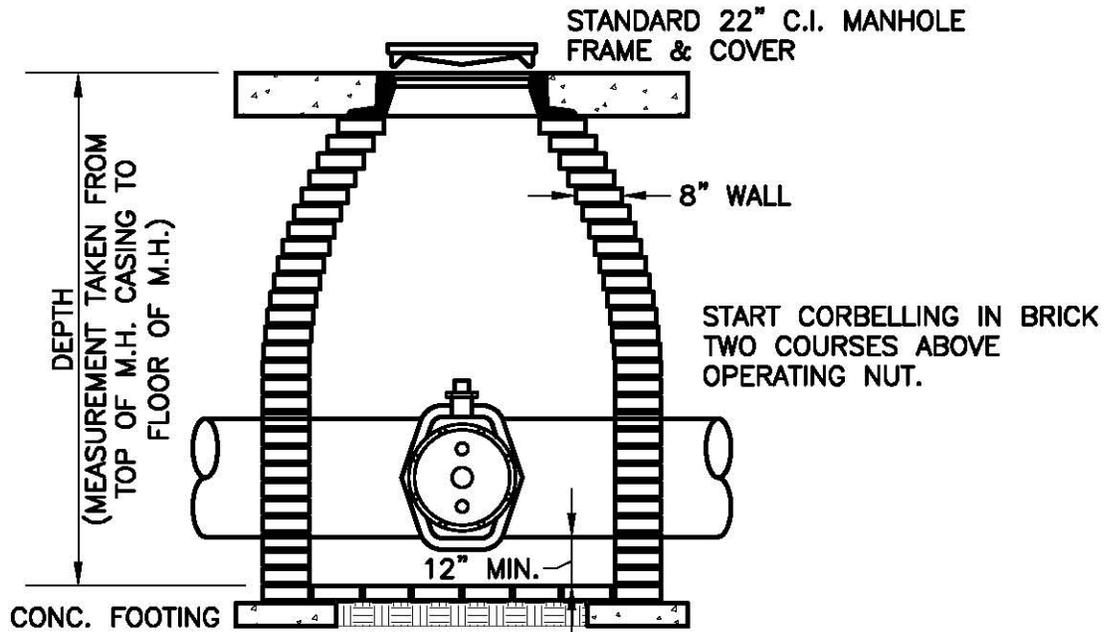
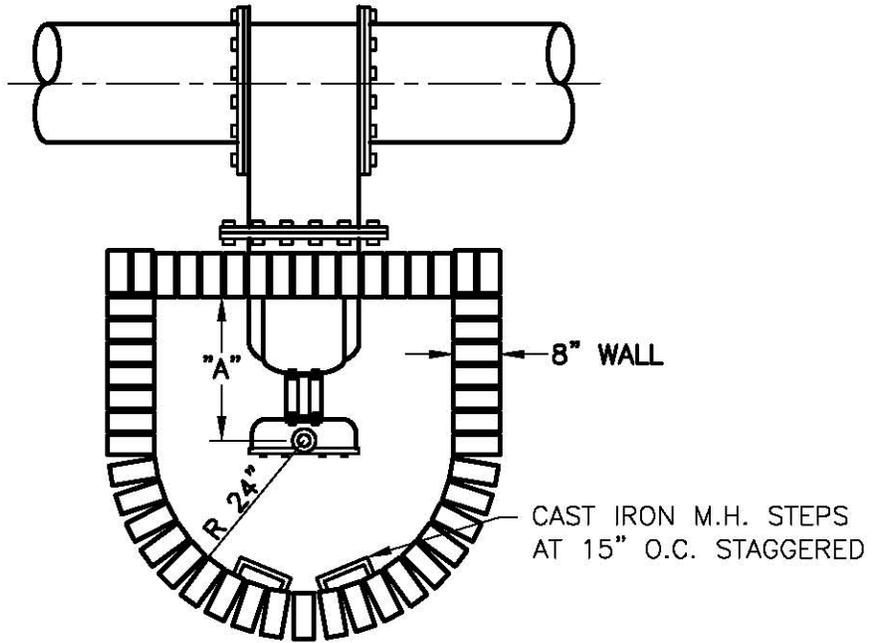
DATE: SEPT 2011

ORIG. DATE: JULY 1984

SCALE: N.T.S.

DETAIL NO. WR-G\_VT002

"A" DIMENSIONS	
VALVE SIZE	"A" (INCHES)
16"	14
20"	24
24"	24
30"	24
36"	24



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

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## STANDARD DETAILS

### TYPICAL VALVE VAULT 16" AND LARGER VALVES

REV.

DATE: OCT. 2011

ORIG. DATE: OCT. 2004

SCALE: N.T.S.

DETAIL NO. WR-G\_VT003