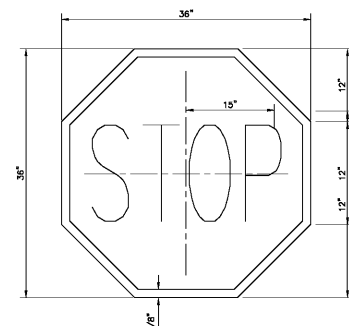
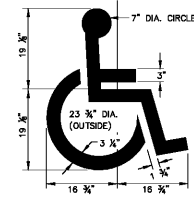


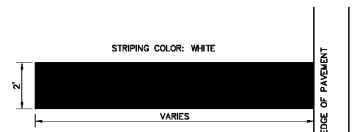
HANDICAP RAMP DETAIL
N.I.S.



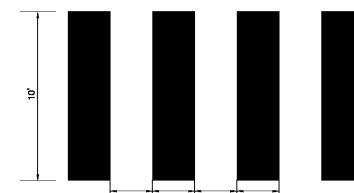
LEGEND: BORDER — WHITE
BACKGROUND — RED
STOP SIGN
(ALDOT STD R1-1)
N.I.S.



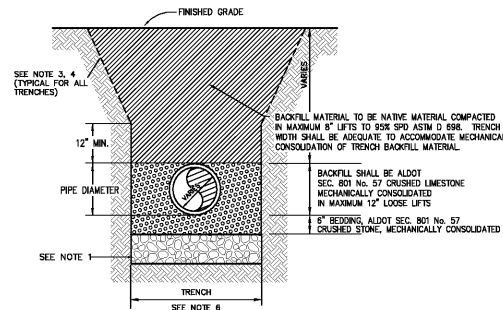
AREA = 2.36 SQ/FT
HANDICAP PAVEMENT MARKING SYMBOL
N.I.S.



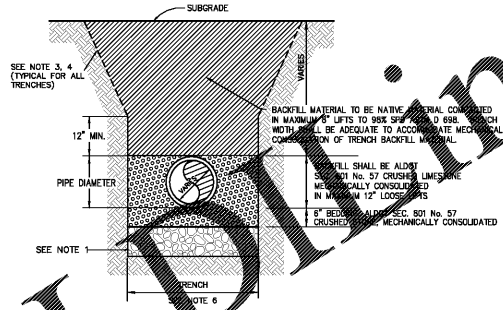
STOP BAR DETAIL
N.I.S.



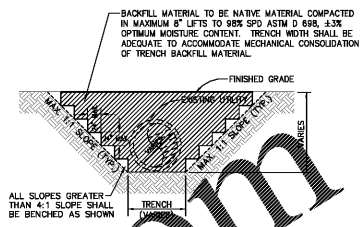
CROSS WALK DETAIL (MARKING)
N.I.S.
STRIPING COLOR: WHITE
(ALDOT CLASS 2, TYPE A THERMOPLASTIC WITH NON-SLIP SURFACE)



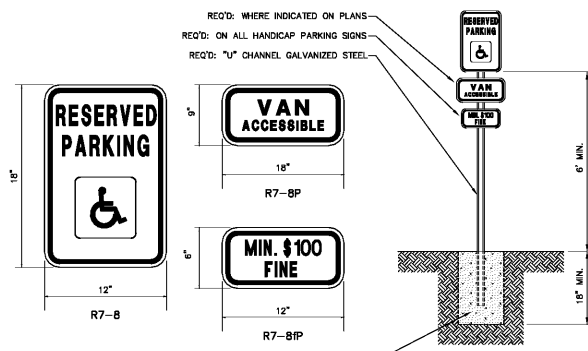
ALL AREAS NOT UNDER CONCRETE OR PAVED SURFACES
N.I.S.



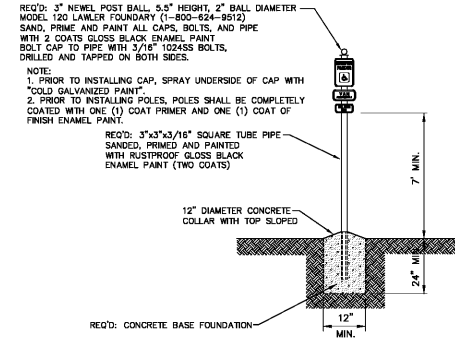
FUTURE IMPROVED AREAS AND SANITARY SEWER TRENCH DETAILS:
PVC OR DUCTILE IRON
N.I.S.



TRENCH DETAILS FOR EXISTING UTILITY REMOVAL
N.I.S.

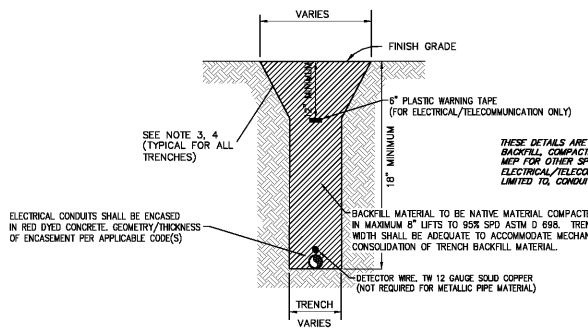


HANDICAP SIGN DETAILS
N.I.S.

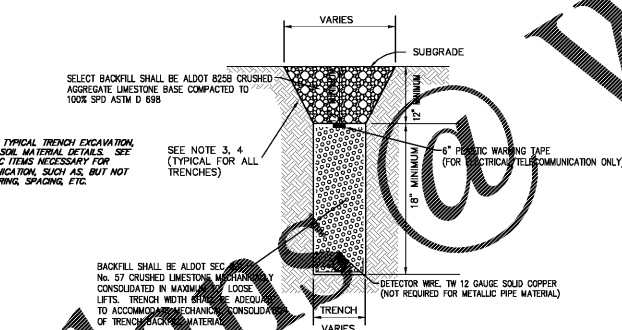


SIGN INSTALLATION DETAILS (ALL SIGNS)
N.I.S.

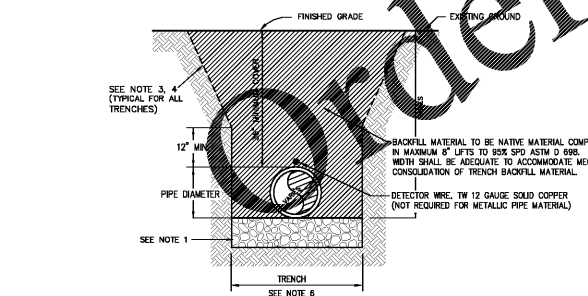
- PAINT SPEC (BASE OF DESIGN DEVICE HIGH PERFORMANCE COATINGS)
- PRIMER: DEVRAN 205 (1 COAT)
 - GLOSS ENAMEL: DEVRANE 378K9903, BLACK COLOR (2 COATS)
 - URETHANE FINISH: DEVRANE 378K0036, CLEAR (1 COAT)



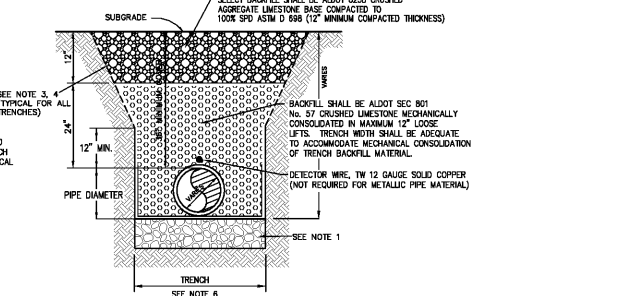
ALL AREAS NOT UNDER CONCRETE OR PAVED SURFACES
N.I.S.



ELECTRICAL / TELECOMMUNICATION TRENCH DETAILS
N.I.S.



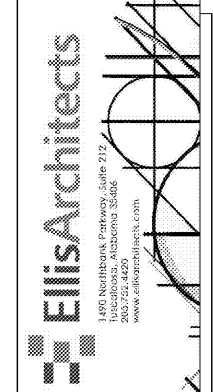
ALL AREAS NOT UNDER CONCRETE OR PAVED SURFACES
N.I.S.



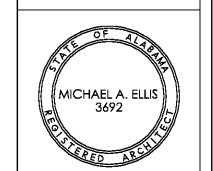
FUTURE PROPOSED BITUMINOUS CONCRETE OR PORTLAND CEMENT CONCRETE SURFACES
N.I.S.

WATER MAIN TRENCH DETAILS:
PVC OR DUCTILE IRON

- NOTES:**
- TRENCH FOUNDATION REQUIRED ONLY WHEN EXISTING SOIL CONDITIONS ARE INADEQUATE FOR PROPER PIPE SUPPORT AS DETERMINED BY OWNER'S REPRESENTATIVE.
 - ALL TRENCH BACKFILL OPERATIONS SHALL BE OBSERVED BY THE OWNER'S REPRESENTATIVE ON THE PROJECT. HOWEVER, THE PRESENCE OF THE OWNER'S REPRESENTATIVE SHALL NOT RELIEVE THE CONTRACTOR OF ANY REQUIREMENTS OR OBLIGATIONS ASSOCIATED WITH ALL UTILITY TRENCHES.
 - ALL SLOPES SHALL CONFORM TO OSHA REQUIREMENTS. ADDITIONAL PROTECTIVE MEASURES MAY BE REQUIRED ABOVE AND BEYOND OSHA DEPENDING ON SPECIFIC TRENCH CONDITIONS. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE SAFETY OF WORKERS, THE GENERAL PUBLIC, AND OTHERS INVOLVED IN THE PROJECT AND SHALL PROVIDE SHEETING, BRACING, OR WHATEVER ACTION NECESSARY TO INSURE THE SAFETY OF PEOPLE, PROPERTY, AND STRUCTURES.
 - THE LINES AND TRENCHES SHOWN ON THE TRENCH DETAILS ARE ONLY INTENDED TO DEFINE THE BACKFILL REQUIREMENTS AND THE MINIMUM DIMENSIONS FOR THE TRENCH. IT IS THE CONTRACTOR'S RESPONSIBILITY TO "LAY BACK" THE TRENCH WALLS TO WHATEVER FLATNESS OF SLOPE IS NECESSARY TO PROVIDE SAFE WORKING CONDITIONS FOR THE PLACEMENT OF THE PIPE AND BEDDING.
 - ALL UTILITY TRENCH BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% SPD ASTM D 698 UNLESS OTHERWISE NOTED BY ABOVE DETAILS.
 - THE WIDTH OF THE TRENCH AT THE TOP OF THE PIPE SHALL PERMIT THE PIPE TO BE LAID AND JOINED PROPERLY AND TO ALLOW THE BACKFILL TO BE PLACED AND COMPACTED IN ACCORDANCE WITH THE TRENCH DETAILS. AS A GUIDE, TRENCH WIDTHS SHOULD BE THE NOMINAL PIPE DIAMETER PLUS 24". WHEN REQUIRED, TRENCHES SHALL BE WIDER TO PERMIT THE PLACEMENT OF SUPPORTS, SHEETING, BRACING, SHORING, ETC., AND OTHER APPURTENANCES.
 - SAW-CUT/MILL LINE FOR INITIAL REMOVAL OF EXISTING MATERIAL AS REQUIRED FOR UTILITY INSTALLATION.
 - SAW-CUT AND/OR MILL MINIMUM 12" WIDE BY 1-1/2" THICK PORTION OF EXISTING ASPHALT SURFACE FOLLOWING PLACEMENT OF BINDER LAYER. ACTUAL WIDTH OF SAW-CUT/MILL AREA SHALL BE SUFFICIENT TO PROVIDE MINIMUM OF 12" FROM ANY DAMAGED OR UNLEVEL AREAS AS DETERMINED BY OWNER'S REPRESENTATIVE. FINISH EDGE OF MILLING SHALL PROVIDE NEAT, STRAIGHT APPEARANCE FOR FINAL WEARING SURFACE AS DETERMINED BY OWNER'S REPRESENTATIVE. EXISTING ADJACENT PAVEMENT SHALL NOT BE DISTURBED BY SAW-CUTTING/MILLING OPERATIONS.
 - CONTRACTOR SHALL UTILIZE EITHER SLOPED PLANE OR BENCHED INTERFACE IN AREA OF PROPOSED CRUSHED AGGREGATE BASE COURSE IN ORDER TO PROPERLY TRANSFER LOAD FROM EXISTING AND REQUIRED SURFACES IN AREAS OF PAVEMENT REPAIRS WHERE SLOPED PLANE SURFACE IS NOT OBTAINABLE BASED UPON MATERIAL CONDITIONS OR AS DIRECTED BY OWNER'S REPRESENTATIVE. A BENCHED SURFACE SHALL BE UTILIZED AS SHOWN ON DETAIL. THE SLOPED PLANE OR BENCHED SURFACE SHALL BE ON A MAXIMUM 45 DEGREE ANGLE AS SHOWN IN THE DETAIL. AREA OUTSIDE OF THE SLOPE PLANE OR BENCH SURFACE SHALL BE UNDISTURBED, WITH ANY AND ALL LOOSE OR UNSUITABLE MATERIAL REMOVED PRIOR TO PLACEMENT OF REQUIRED CRUSHED AGGREGATE BASE COURSE.
 - POLYMER ADDITIVE SHALL NOT BE REQUIRED ON PAVEMENT REPAIRS REQUIRING LESS THAN 400 TONS ASPHALT MATERIAL. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH OWNER PRIOR TO PERFORMING REPAIR WHEN POLYMER ADDITIVE WILL NOT BE USED.
 - PRIME COAT MAY BE OMITTED IF BINDER LAYER APPLIED WITHIN 48 HOURS OF ACCEPTED CRUSHED AGGREGATE BASE COURSE BY OWNER'S REPRESENTATIVE. (GEOTECHNICAL TESTING LABORATORY).
 - ALL ASPHALT LAYERS AND JOINTS SHALL BE PROPERLY CLEANED BY ANY AND ALL MEANS NECESSARY PRIOR TO APPLICATION OF TRACKLESS TACK COAT. NO LOOSE MATERIAL, DEBRIS, MOISTURE, ETC., SHALL BE ON SURFACE(S) WHEN TRACKLESS TACK COAT APPLIED BETWEEN LAYERS OR AT JOINT(S).



New Construction for:
BIBB COUNTY COURTHOUSE ANNEX
8 Court Square West
Centreville, Alabama



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Do Not Scale from Drawings.
Contractor must verify all dimensions prior to construction.

JOB No.	18004
DOCUMENT	DATE
DRAWN BY:	D. HIGDON
STANDARD DETAILS	
C6.3	

McGiffert and Associates, LLC DWG No. 262-19
CIVIL ENGINEERS
DRAWN BY: D W H
CHECKED BY: J L D
JOB No. 18-2083

