

Hartsfield-Jackson Atlanta International Airport

City of Atlanta

Department of Aviation

Office of Infrastructure Planning & Development

Tenant

**New Construction and
Modifications**

Design Standards

Civil Engineering

Design Standards Civil

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Design Standards Civil

1.0 Purpose

- A. The purpose of this document is to provide the Tenant and their Designer of Record with the Civil design detail standards and specifications that shall be used for any new construction and/or modification at Hartsfield-Jackson Atlanta International Airport.

2.0 General

- A. All design work shall be performed in accordance with generally accepted professional principles and practices for civil engineering and in compliance with all applicable Federal, State and City of Atlanta Design Codes, Standards and Regulations and the following DOA/P&D Civil Design Standards and Specifications:

3.0 DOA/P&D Civil Design Standards (Attached)4

- A. Airside – Runways, Taxiways & Aprons

STD-01-100	Airfield Typical Pavement Sections
STD-01-200	Typical Pavement Sections NLVR
STD-01-300	Apron Underdrain Details – New Pavement
STD-01-301	Underdrain Details – Replacement Projects
STD-01-400	In-Pavement Manholes
STD-01-500	In-Pavement Inlets Type “A”
STD-01-501	In-Pavement Inlets Type “B” and Type “B” Mod. Detail
STD-01-502	In-Pavement Inlets type “D”
STD-01-503	Slope Drain Detail
STD-01-504	Paved Drainage Path Detail
STD-01-505	Miscellaneous Drainage Details
STD-01-600	Pavement Joint Details-New Projects
STD-01-700	Pavement Joint Details- Replacement Projects 1
STD-01-701	Pavement Joint Details- Replacement Projects 2
STD-01-702	Existing Pavement Removal and Replacement of Hydrants
STD-01-703	Spall and Joint Repair Details
STD-01-704	Typical Spall Repair Rebar Placement Detail
STD-01-705	Retrofit Conduit Trench Repair Detail
STD-01-800	Apron Striping and Marking – 1
STD-01-801	Apron NLVR Striping and Signage
STD-01-802	Runway Striping and Marking – 1
STD-01-803	Runway Striping and Marking – 2
STD-01-804	Taxiway Striping, Marking, and Signage
STD-01-805	Taxiway Striping and Marking
STD-01-900	Miscellaneous Airfield Details

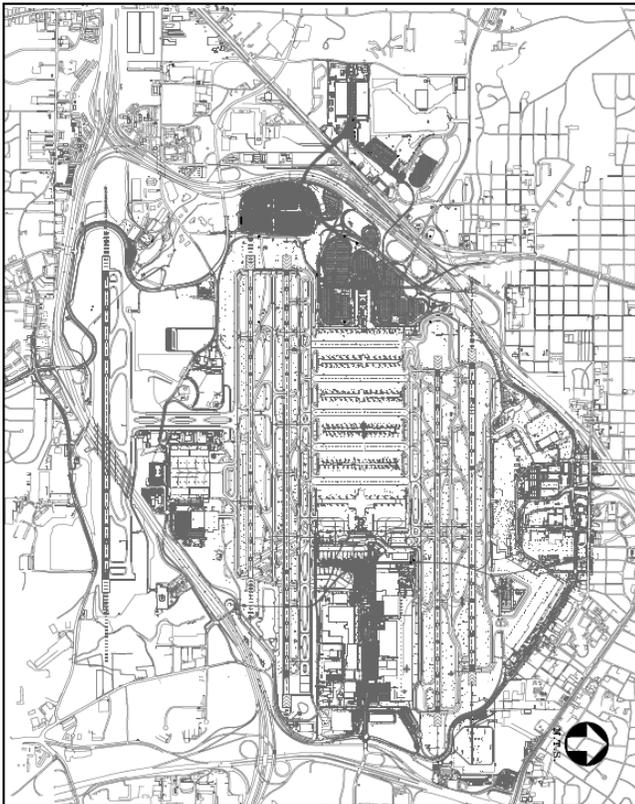
A. Landside – Roads & Parking

STD-02-100	Typical Pavement Sections – Roadways
STD-02-101	Typical Pavement Sections - Parking
STD-02-200	Joints – NLVR or Landside Roads
STD-02-300	Landside Striping and Marking Details
STD-02-400	Landside Signage
STD-02-500	Landside Drainage - 1
STD-02-501	Landside Drainage - 2

B. General Details

STD-03-100	Settlement Platforms
STD-03-200	Chain Link Fences – 1
STD-03-201	Chain Link Fences – 2
STD-03-202	Chain Link Fences – 3
STD-03-203	Chain Link Fences – 4
STD-03-204	Chain Link Fences – 5
STD-03-205	Chain Link Fences – 6
STD-03-206	Chain Link Fences- Signage
STD-03-300	Typical Grease Interceptor Installation
STD-03-301	Typical Grease Interceptor Installation
STD-03-302	Below Pavement Grease Interceptor
STD-03-303	Utility Slab Detail for Interceptor Below Pavement
STD-03-304	Additional Pavement Removal
STD-03-400	Pipe Bedding Type “B” and “C” Paved Ditch Detail
STD-03-401	Precast Junction Chamber
STD-03-402	Concrete Pipe Collar, Cleanout, Cap for Exist. Inlet
STD-03-403	Riser Tee Manhole for Existing or Proposed Pipe
STD-03-404	Misc Pipe Details
STD-03-405	Waterline Bedding and Excavation Section
STD-03-500	Standard Manhole and Type “E” Inlet
STD-03-600	Bollard Details
STD-03-601	Miscellaneous Paving and Bumper Block Details
STD-03-700	General Notes and Construction Control Plan Airside
STD-03-701	General Notes and Construction Control Plan Landside

CITY OF ATLANTA
HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT
DOA CIVIL STANDARD DETAILS



CHANGES TO THESE STANDARDS SHALL
 BE APPROVED BY DOA IN ADVANCE OF
 SUBMITTAL.

DOA CIVIL STANDARD DETAILS

NO.	DATE	BY	REVISION
1			ISSUED
0			REVISION

THESE DRAWINGS SHOULD NOT BE USED FOR CONSTRUCTION UNLESS NOTED
 BELOW AS "RELEASED FOR CONSTRUCTION" AND SIMILARLY NOTED ON EACH
 INDIVIDUAL DRAWING.
 RELEASED FOR CONSTRUCTION BY: _____
 DATE: _____

STANDARD NO.
 STD-00-100

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NOT RELEASED FOR CONSTRUCTION

DEPARTMENT OF AVIATION
 PLANNING & DEVELOPMENT

CITY OF ATLANTA, GEORGIA
 Hartsfield-Jackson
 Atlanta International Airport



DOA CIVIL STANDARD DETAILS

DWG NO	SHEET NO.	SHEET TITLE	RELEASE STATUS SUMMARY						COMMENTS													
			ISSUED	REV1	REV2	REV3	REV4	REV5		REV6												
1	STD-03-100	Clear Sheet	09/20/2014	08/2019																		
2	STD-03-200	DOA Civil Standard Details Index	09/20/2014	08/2019																		
3	STD-03-201	DOA Civil Standard Details Index	09/20/2014	08/2019																		
STD-01 AIRSIDE - RUNWAYS TAXIWAYS AND APRONS																						
1	STD-01-100	Asphalt Typical Pavement Sections	09/20/2014	08/2019	11/2020																	
2	STD-01-200	Typical Pavement Sections NLRV	09/20/2014	08/2019																		
3	STD-01-300	Apron Underdrain Details - New Pavement	09/20/2014	08/2019																		
4	STD-01-301	Underdrain Details - Replacement Projects	09/20/2014	08/2019																		
5	STD-01-400	In-Pavement Manholes	09/20/2014	08/2019																		
6	STD-01-500	In-Pavement Inlets Type 'A'	09/20/2014	08/2019																		
7	STD-01-501	In-Pavement Inlets Type 'B' and Type 'B' Modified	09/20/2014	08/2019																		
8	STD-01-502	In-Pavement Inlet Type 'C'	09/20/2014	08/2019																		
9	STD-01-503	Slope Drain Detail	09/20/2014	08/2019																		
10	STD-01-504	Paved Drainage Path Detail	09/20/2014	08/2019																		
11	STD-01-505	Miscellaneous Drainage Details	09/20/2014	08/2019																		
12	STD-01-600	Pavement Joint Details - New Projects	09/20/2014	08/2019																		
13	STD-01-700	Pavement Joint Details - Replacement Projects-1	09/20/2014	08/2019																		
14	STD-01-702	Pavement Joint Details - Replacement Projects-2	09/20/2014	08/2019																		
15	STD-01-703	Edge, Pavement Removal and Replacement for Fuel Hydrants	09/20/2014	08/2019																		
16	STD-01-705	Seal and Joint Repair Details	09/20/2014	08/2019																		
17	STD-01-704	Typical Seal Repair Below Pavement Detail	09/20/2014	08/2019																		
18	STD-01-706	Reinforced Concrete (Rebar) Repair Details	09/20/2014	08/2019																		
19	STD-01-801	Apron Striping and Marking	09/20/2014	08/2019																		
20	STD-01-801	Apron NLRV Striping and Signage	09/20/2014	08/2019	11/2020																	
21	STD-01-802	Runway Striping and Marking-1	09/20/2014	08/2019																		
22	STD-01-803	Runway Striping and Marking-2	09/20/2014	08/2019																		
23	STD-01-804	Taxiway Striping, Marking, and Signage	09/20/2014	08/2019																		
24	STD-01-805	Taxiway Striping and Marking	09/20/2014	08/2019																		
25	STD-01-900	Miscellaneous Aired Details	09/20/2014	08/2019																		
STD-02 LANDSIDE - ROADS AND PARKING																						
1	STD-02-100	Typical Pavement Sections - Roadways	09/20/2014	08/2019																		
2	STD-02-101	Typical Pavement Sections - Parking	07/14/2016	08/2019																		
3	STD-02-201	Joints - NLRV or Landside Roads	09/20/2014	08/2019	11/2020																	
4	STD-02-300	Landside Striping and Marking Details	09/20/2014	08/2019																		
5	STD-02-400	Landside Signage	09/20/2014	08/2019																		
6	STD-02-500	Landside Drainage-1	09/20/2014	08/2019																		
7	STD-02-501	Landside Drainage-2	09/20/2014	08/2019																		
STD-03 GENERAL DETAILS																						
1	STD-03-100	Settlement Flatness	09/20/2014	08/2019																		
2	STD-03-200	Chain Link Fence - 1	09/20/2014	08/2019																		
3	STD-03-201	Chain Link Fence - 2	09/20/2014	08/2019																		
4	STD-03-202	Chain Link Fence - 3	09/20/2014	08/2019	11/2020																	
5	STD-03-203	Chain Link Fence - 4	09/20/2014	08/2019																		
6	STD-03-204	Chain Link Fence - 5	09/20/2014	08/2019																		
7	STD-03-205	Chain Link Fence - 6	09/20/2014	08/2019																		
8	STD-03-206	Chain Link Fence - Signage	09/20/2014	08/2019																		
9	STD-03-300	Typical Graffiti Interceptor Installation	09/20/2014	08/2019																		
10	STD-03-301	Typical Graffiti Interceptor Installation Below Pavement	09/20/2014	08/2019																		
11	STD-03-302	Utility Stub Detail For Interceptor Below Pavement	09/20/2014	08/2019																		
12	STD-03-303	Utility Stub Detail For Interceptor Below Pavement Additional Pavement Removal	09/20/2014	08/2019																		
13	STD-03-304	Pipe Bedding Type 'B' and 'C' Paved Ditch Detail	09/20/2014	08/2019																		
14	STD-03-400	Precast Junction Chamber	09/20/2014	08/2019																		
15	STD-03-401	Concrete Pipe Collar, Cleanout, Cap for Exit, Inlet	09/20/2014	08/2019																		
16	STD-03-402	Flare Tee Manhole for Existing or Proposed Pipe	09/20/2014	08/2019																		
17	STD-03-403	Manhole for Existing or Proposed Pipe	09/20/2014	08/2019																		
18	STD-03-404	Misc Pipe Details	09/20/2014	08/2019																		
19	STD-03-405	Manhole Bedding and Excavation Section	6/20/2014	08/2019																		
20	STD-03-500	Standard Manhole and Type E Inlet	09/20/2014	08/2019																		
21	STD-03-600	Boiler Details	09/20/2014	08/2019																		

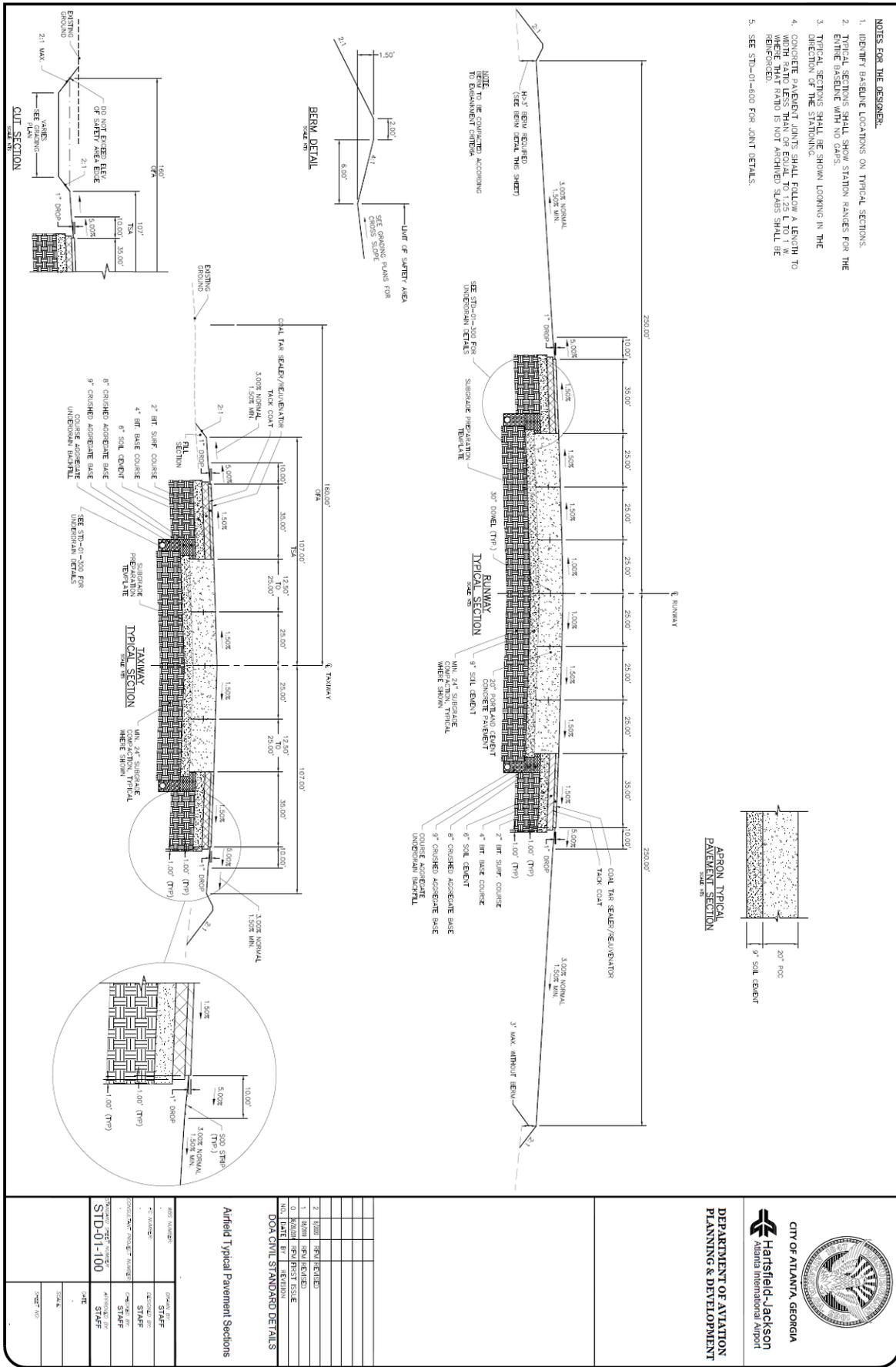
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STD-01 AIRSIDE - RUNWAYS TAXIWAYS AND APRONS

Hartsfield-Jackson
Atlanta International Airport

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UNDERDRAIN TIE-IN COUPLING
NTS

UNDERDRAIN CLEANOUT
(SHOW FOR INSTALLATION IN CONCRETE)
ELEVATION
NTS

NOTES:

1. THE CONTRACTOR SHOULD BE AWARE THAT DUE TO THE DEPTH OF THE UNDERDRAINS, CERTAIN IS PLACED AS FILLING.
2. THE CONNECTION SHOULD BE IN PLACE AND THE CLEANOUT RISER SHOULD EXTEND TO SOIL LEVEL AND TEMPORARILY CAPED TO PREVENT DIRT AND DEBRIS FROM ENTERING THE UNDERDRAIN SYSTEM.
3. ALL PAVEMENT AND GROUND AREA DISTURBED DURING CONSTRUCTION SHALL BE RETURNED TO ORIGINAL CONDITION BY THE CONTRACTOR.
4. SEE JOINT FILLER SPECIFICATION SECTION FOR SEALANT.
5. THE WORDS "UNDERDRAIN C.O." SHALL BE WELDED IN 1" LETTERS ON TO THE PLATE BY THE CONTRACTOR AFTER THE PLATE IS WELDED TO THE HOT-DIPPED AND GALVANIZED.
6. CUT 6" DIAMETER HOLE IN THE BOTTOM OF CAN TO PROVIDE SOAK TRENCH FOR TIE-IN CONNECTION.
7. FOR INSTALLATION OF UNDERDRAIN CLEANOUT IN UNDERDRAIN SYSTEMS, SEE TYPICAL INSTALLATION FOR TYPE L-868 BASE IN ELECTRICAL DETAILS.
8. INSTALL L-868 BASE WITH 1/8" STEEL WELD PLATE TEMPORARILY BOLTED ON IN PLACE OF THE ADAPTER PLATE.
9. IMMEDIATELY AFTER PAVING MACHINE PASSES OVER BASE, CONTRACTOR SHALL REMOVE LEAVING STEEL COVER IN PLACE.
10. DO NOT REUSE SHIPPING BOLTS FOR COVER INSTALLATION.
11. CONTRACTOR IS CAPTURED TO REMOVE THAT ALL UNDERDRAIN PAVEMENT STABILIZED PROVISIONS MUST BE MADE FOR SUBSEQUENT MATERIAL.
12. CONTRACTOR SHALL INSTALL AND FINISH TOP OF L-868 BASE AFTER COVER INSTALLATION.
13. THE FOLLOWING TYPES OF BOLTS SHALL BE FURNISHED AND INSTALLED WITH EACH BASE:
 - a. SHIPPING BOLTS, 1/2" LONG DISPOSABLE
 - b. SETTING BOLTS, 1/8" WELD PLATE THICKNESS OF JOG (DETERMINED BY CONTRACTOR).
 - c. STAINLESS STEEL FINISHING BOLTS, LEAD IN BASE (REQUIRED) AS PER SPEC.
14. ALL ITEMS SHOWN FOR THE BASE SHALL BE FINISHED TO ORIGINAL FINISH ELEVATION. THE RING SHALL BE FINISHED AND INSTALLED TO ELEVATION.
15. CLEANOUTS SHALL BE AT LEAST 24" CLEAR OF THE NEAREST PCC JOINT LINE.

TRANSVERSE UNDERDRAIN UNDER TAXIWAY
NTS

PLAN

NOTES:

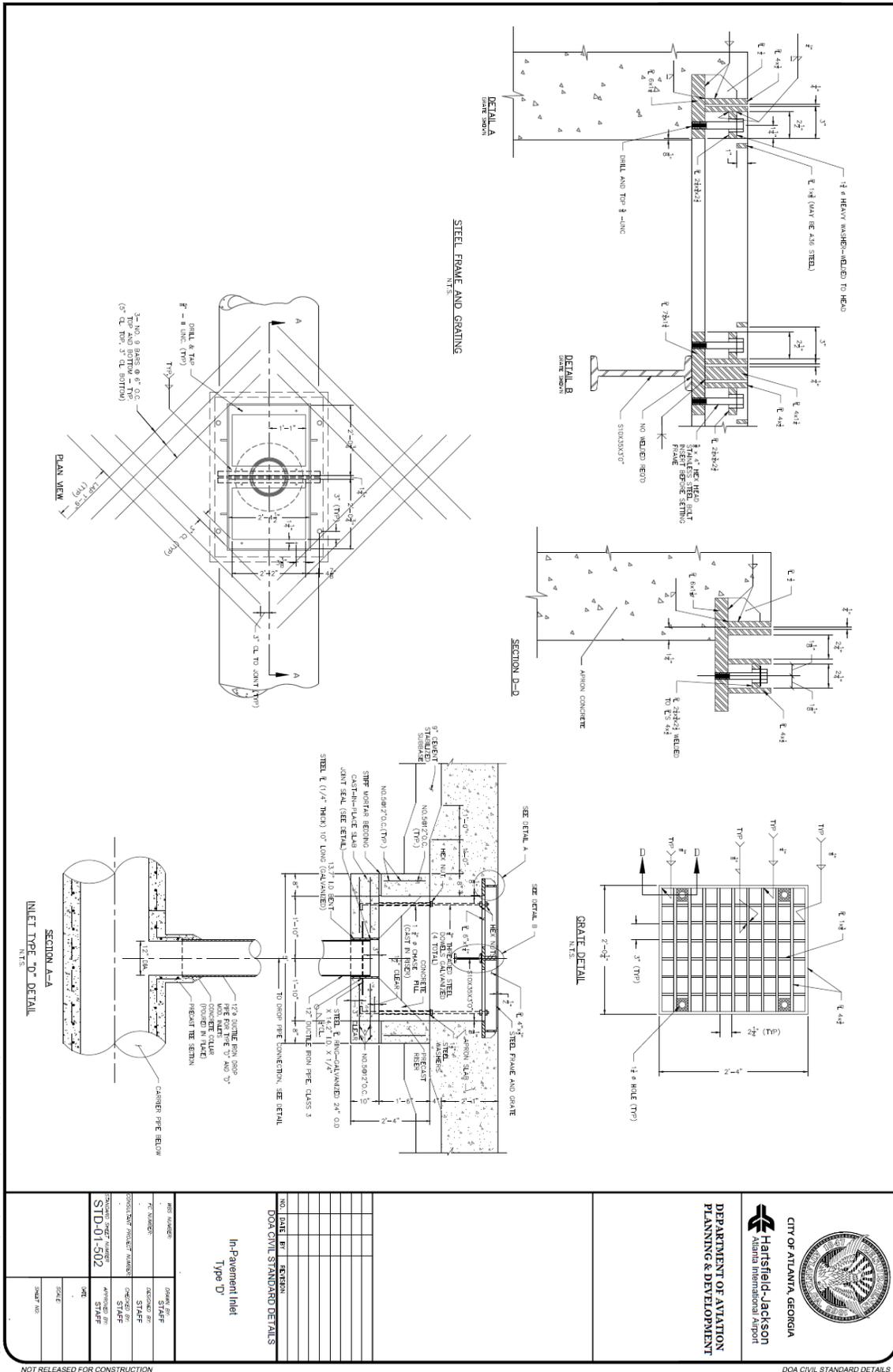
1. THE CONTRACTOR SHALL USE #89 STONE FOR THE POROUS UNDERDRAIN BACKFILL.
2. UNDERDRAIN INVERT ELEVATIONS SHALL MATCH EXISTING EXISTING INVERTS ARE TYPICALLY 3'-10" BELOW TOP OF PCC PAVEMENT.

DETAILS ON THIS SHEET ARE INTENDED FOR USE IN PAVEMENT REPLACEMENT AND RETROFIT PROJECTS.

CITY OF ATLANTA, GEORGIA
Hartsfield-Jackson
Atlanta International Airport

DEPARTMENT OF AVIATION
PLANNING & DEVELOPMENT

DATE: 06/27/2025
SCALE: AS SHOWN
DRAWN BY: [Name]
CHECKED BY: [Name]
DESIGNED BY: [Name]
CONTRACT PROJECT NUMBER: [Number]
DRAWING SHEET NUMBER: [Number]
STANDARD DRAWING: STD-01-301
DATE: 06/27/2025



NOT RELEASED FOR CONSTRUCTION

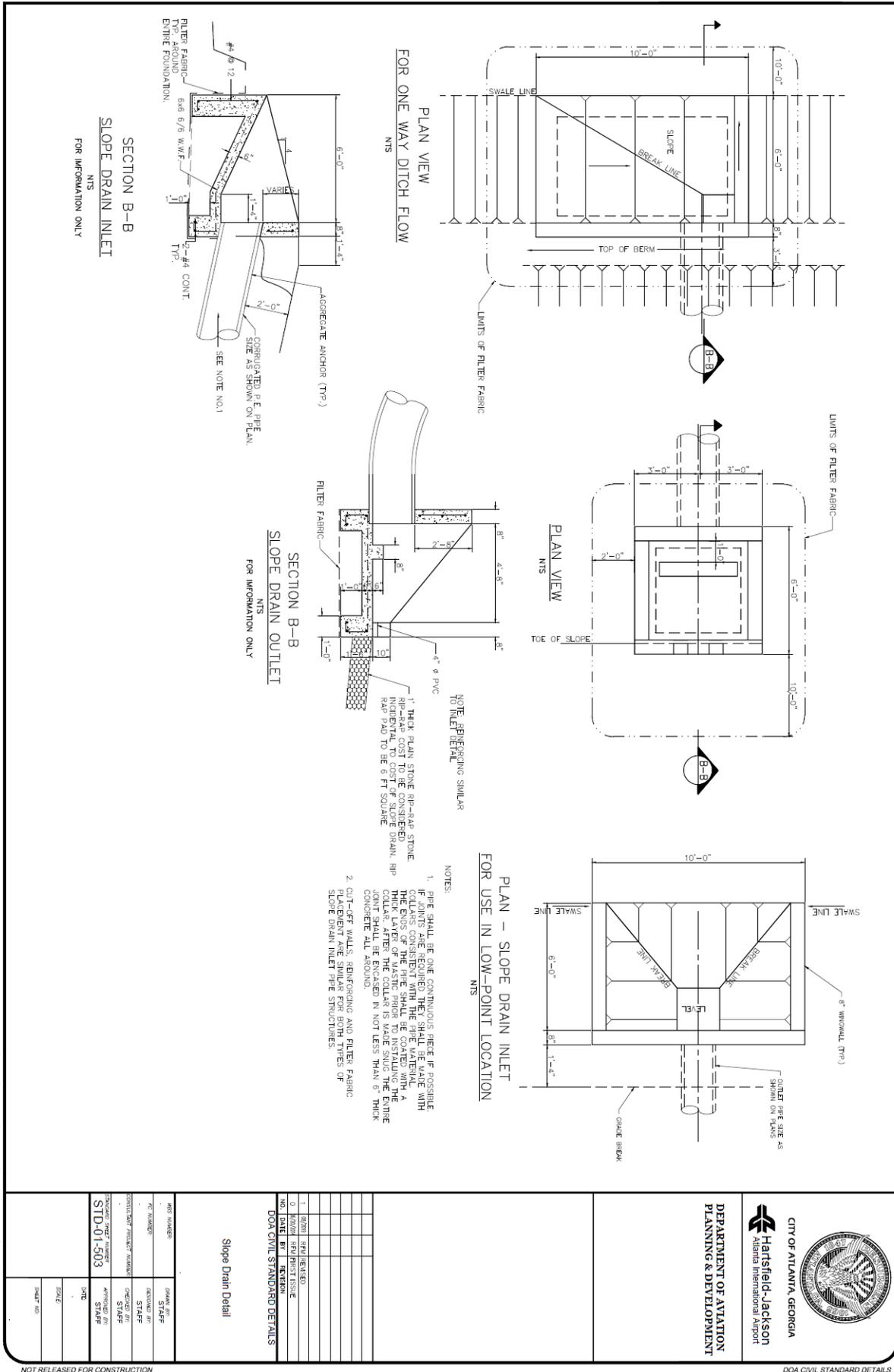
DOA CIVIL STANDARD DETAILS



CITY OF ATLANTA, GEORGIA
Hartsfield-Jackson
Atlanta International Airport

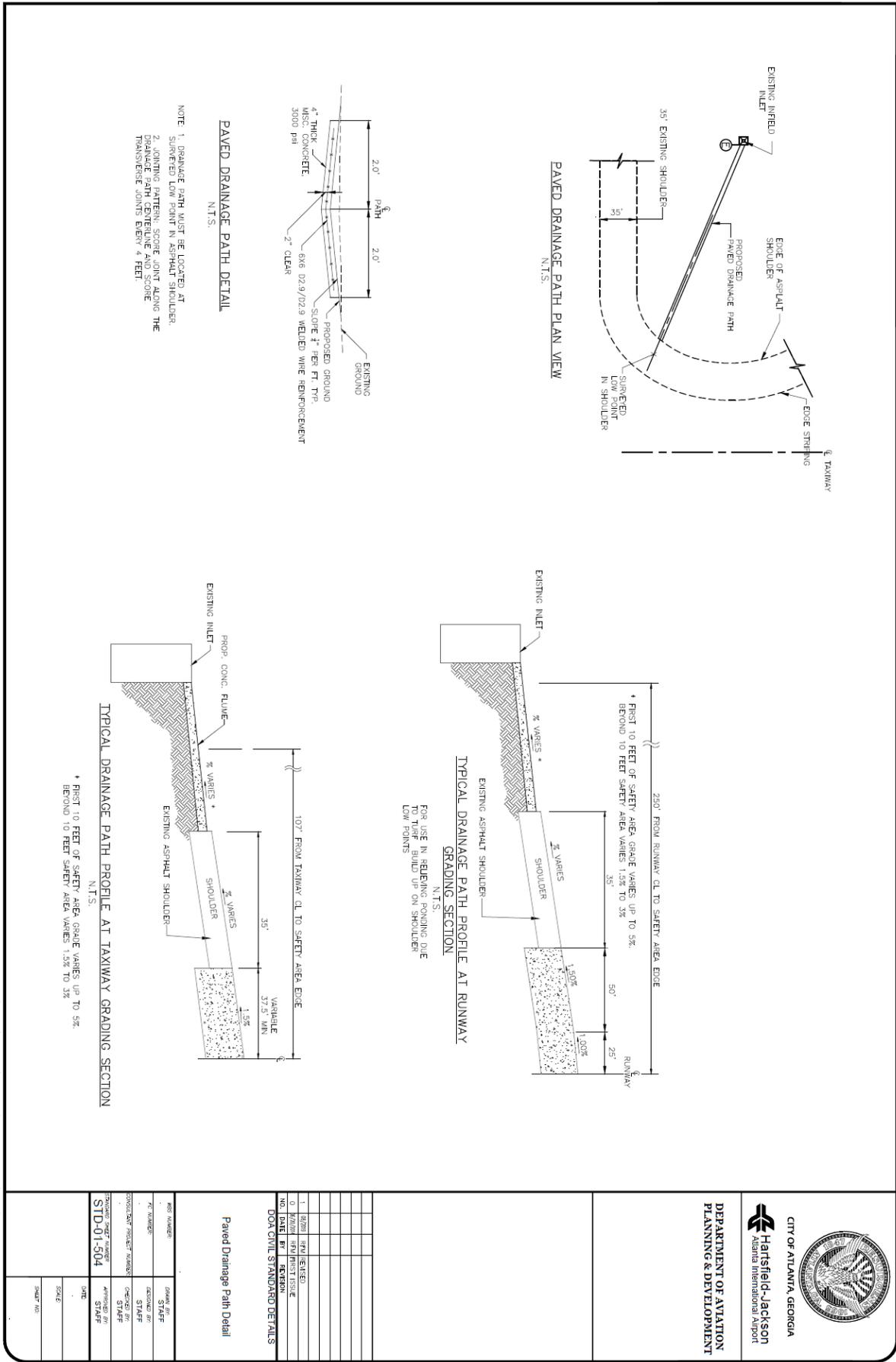
DEPARTMENT OF AVIATION
PLANNING & DEVELOPMENT

NO.	DATE	BY	REVISION
DOA CIVIL STANDARD DETAILS			
In-Pavement Inlet Type 'D'			
DESIGN MANAGER	DESIGN ENGINEER	CHECKED BY	APPROVED BY
STAFF	STAFF	STAFF	STAFF
CONSTRUCTION PROJECT NUMBER	PROJECT NUMBER	DATE	SCALE
STD-01-502			



NOT RELEASED FOR CONSTRUCTION

DOA CIVIL STANDARD DETAILS



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NOT RELEASED FOR CONSTRUCTION

DOA CIVIL STANDARD DETAILS



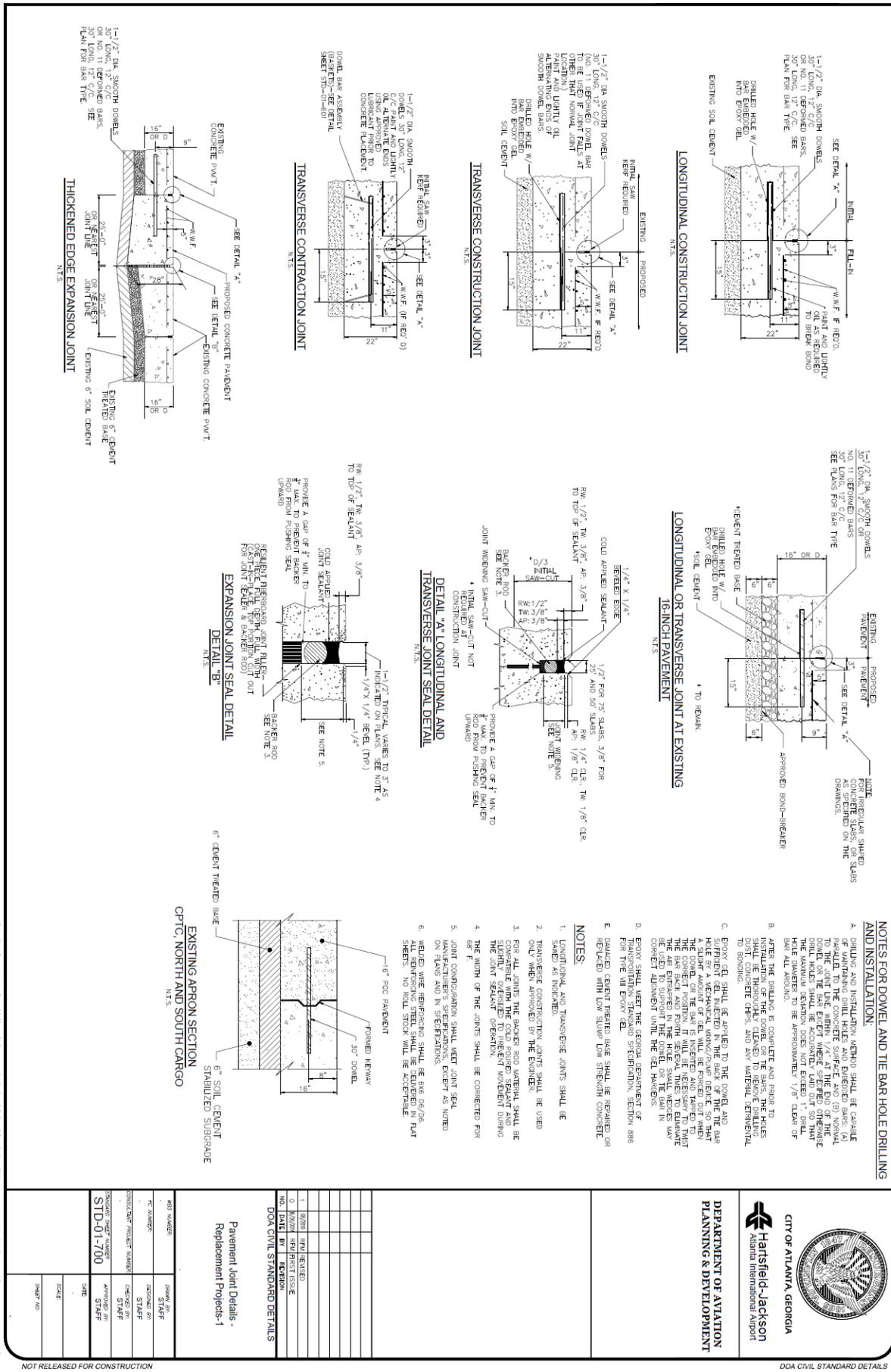
CITY OF ATLANTA GEORGIA
Hartsfield-Jackson
Atlanta International Airport
DEPARTMENT OF AVIATION
PLANNING & DEVELOPMENT

1	10/20/11	APRIL (REVISED)
2	10/20/11	APRIL (REVISED)
3	10/20/11	APRIL (REVISED)
4	10/20/11	APRIL (REVISED)
5	10/20/11	APRIL (REVISED)
6	10/20/11	APRIL (REVISED)
7	10/20/11	APRIL (REVISED)
8	10/20/11	APRIL (REVISED)
9	10/20/11	APRIL (REVISED)
10	10/20/11	APRIL (REVISED)

Paved Drainage Path Detail

DESIGNED BY: STAFF
CHECKED BY: STAFF
DRAWN BY: STAFF
DATE: 10/20/11

NO. NUMBER	DATE	BY
1	10/20/11	STAFF
2	10/20/11	STAFF
3	10/20/11	STAFF
4	10/20/11	STAFF
5	10/20/11	STAFF
6	10/20/11	STAFF
7	10/20/11	STAFF
8	10/20/11	STAFF
9	10/20/11	STAFF
10	10/20/11	STAFF



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NOT RELEASED FOR CONSTRUCTION

DOA CIVIL STANDARD DETAILS



DEPARTMENT OF AVIATION
PLANNING & DEVELOPMENT

NO.	DATE	BY	REVISION
1	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
2	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
3	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
4	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
5	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
6	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
7	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
8	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
9	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
10	01/11/2011	WJ	ISSUED FOR CONSTRUCTION

DOA CIVIL STANDARD DETAILS

Pavement Joint Details -
Replacement Projects-1

NO. NUMBER	DATE	BY	REVISION
1	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
2	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
3	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
4	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
5	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
6	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
7	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
8	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
9	01/11/2011	WJ	ISSUED FOR CONSTRUCTION
10	01/11/2011	WJ	ISSUED FOR CONSTRUCTION

APPROVED BY: STAFF

DATE: 01/11/2011

SCALE: AS SHOWN

ASPHALT/PCC PAVEMENT JOINT DETAIL
N.T.S.

PAVEMENT REMOVAL TYPICAL PLAN
N.T.S.

SKEWED DOWEL INSTALLATION
N.T.S.

TYPICAL DOWEL BAR BASKET
N.T.S.

SECTION A-A: TYPICAL SAWCUT ADJACENT TO EXISTING PAVEMENT TO REMAIN
N.T.S.

DEMOLITION NOTES:

1. ALL PAVEMENT REMOVAL EXCEPT FOR 1'-0" PERMETER AREAS SHALL BE COMPLETED PRIOR TO FINAL CUT.
2. NO SAW CUTS WILL BE PERMITTED TO EXTEND BEYOND THE PERMETER AREAS TO BE DEMOLISHED. THE PERIMETER AREAS TO BE DEMOLISHED SHALL BE 6" WIDER THAN THE PERMETER AREAS TO BE DEMOLISHED.
3. CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT WITHIN THE PERMETER AREAS.
4. WHEN SAW CUTTING CONCRETE, CONTRACTOR SHALL MAKE TWO SAW CUTS AS PER DETAIL THIS SHEET. THE FIRST SAW CUT SHALL BE MADE AT THE PERMETER LINE. THE SECOND SAW CUT SHALL BE MADE AT THE PERMETER LINE FOLLOWING FINAL TO AVOID DAMAGING THE REMAINING CONCRETE.
5. CONTRACTOR SHALL REPAIR ALL EXISTING PAVEMENT REMOVED OR AS DEMOLISHED DURING PAVEMENT REMOVAL OR AS DEMOLISHED BY THE ENGINEER OR CONTRACTOR'S CONSULTANTS AT NO ADDITIONAL COST TO THE CITY.

DOWEL SPACING DETAIL AT JOINT CORNERS
N.T.S.

LEGEND

- REMOVAL ZONE PAVEMENT
- REMOVAL ZONE PAVEMENT
- REMOVAL ZONE

NOTES:

1. BASKETS USED IN BASKETS SHALL BE CONFORM TO ASTM-A482 COLD CHAIN WIRE ATTACHMENT MAY BE MANUFACTURED BY AISC OR OTHERWISE.
2. RESISTANCE TO PULLING SHALL BE 100,000 LBS.
3. RESISTANCE TO SHEAR SHALL BE 100,000 LBS.
4. RESISTANCE TO TENSILE SHALL BE 100,000 LBS.
5. RESISTANCE TO COMPRESSION SHALL BE 100,000 LBS.

DOA CIVIL STANDARD DETAILS

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PAVEMENT JOINT DETAILS - Replacement Projects-2

NO. 1	REVISION	DATE

DOA CIVIL STANDARD DETAILS

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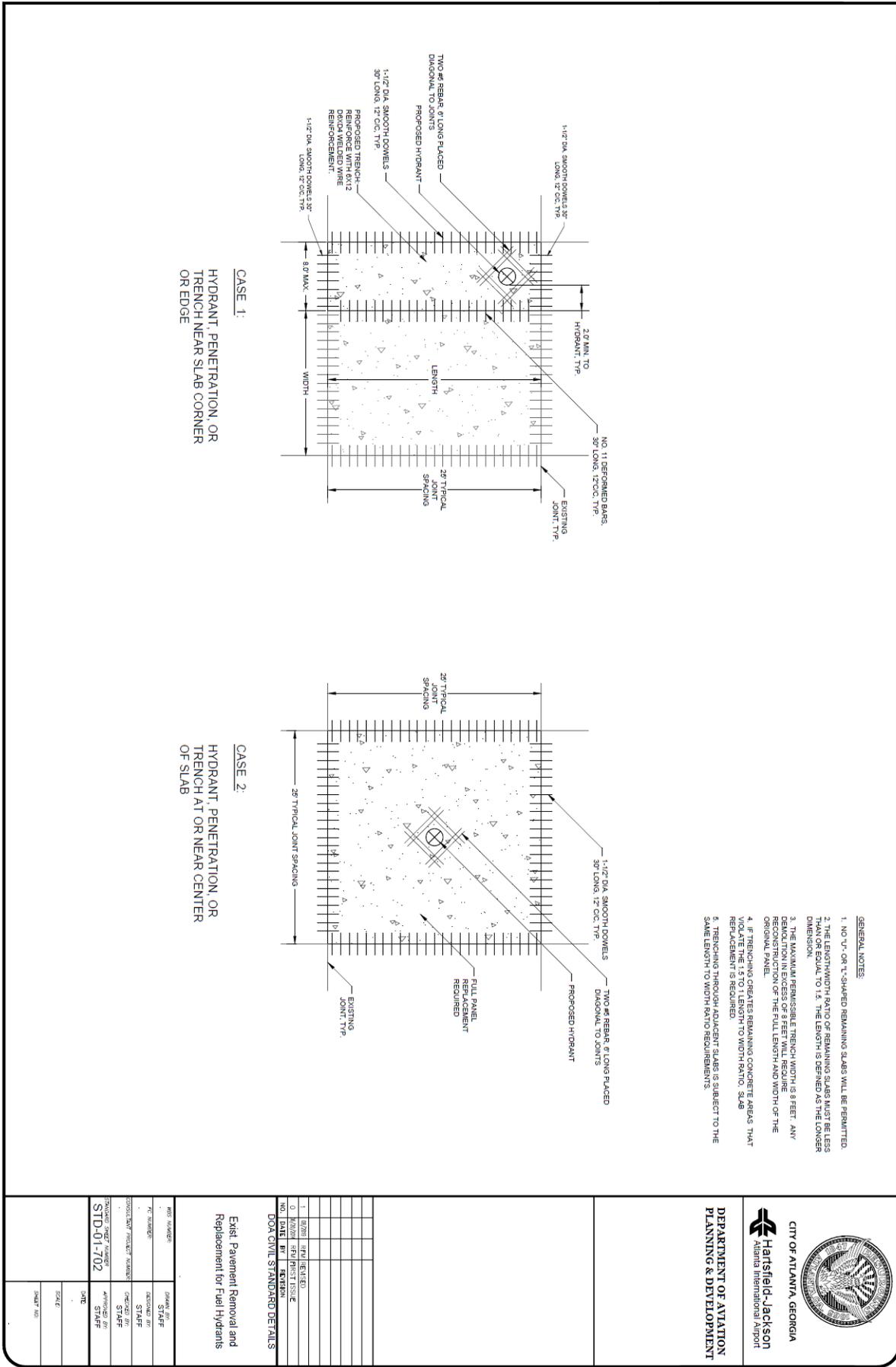
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DOA CIVIL STANDARD DETAILS

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- GENERAL NOTES:**
1. NO "V" OR "U" SHAPED REMAINING SLABS WILL BE PERMITTED.
 2. THE LENGTH/WIDTH RATIO OF REMAINING SLABS MUST BE LESS THAN OR EQUAL TO 1.5. THE LENGTH IS DEFINED AS THE LONGER DIMENSION.
 3. THE MAXIMUM PERMISSIBLE TRENCH WIDTH IS 8 FEET. ANY DEMOLITION IN EXCESS OF 8 FEET WILL REQUIRE RECONSTRUCTION OF THE FULL LENGTH AND WIDTH OF THE ORIGINAL PANEL.
 4. IF TRENCHING CREATES REMAINING CONCRETE AREAS THAT ARE LESS THAN 1.5 FEET LENGTH TO WIDTH RATIO, SLAB REINFORCEMENT IS REQUIRED.
 5. TRENCHING THROUGH ADJACENT SLABS IS SUBJECT TO THE SAME LENGTH TO WIDTH RATIO REQUIREMENTS.



CITY OF ATLANTA, GEORGIA
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1	ISSUED FOR PERMITTING			
2	FOR PRELIMINARY REVIEW			
3	FOR FINAL REVIEW			

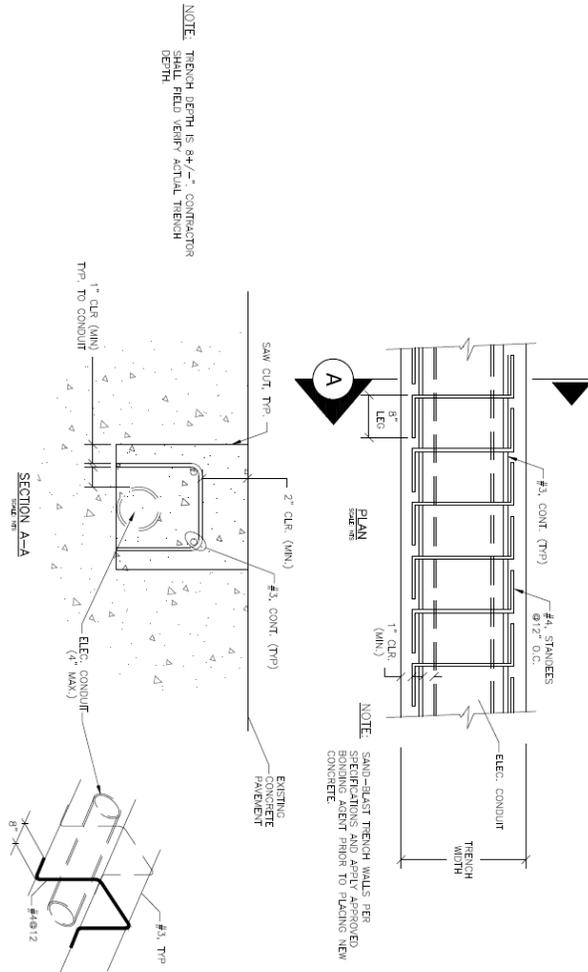
Exist Pavement Removal and
Replacement for Fuel Hydrants

DESIGNED BY	STAFF
CHECKED BY	STAFF
APPROVED BY	STAFF
DATE	
SCALE	
DRAWN NO.	

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DOA CIVIL STANDARD DETAILS



NOTE: TRENCH DEPTH IS 84/1" CONTRACTOR SHALL FIELD VERIFY ACTUAL TRENCH DEPTH.

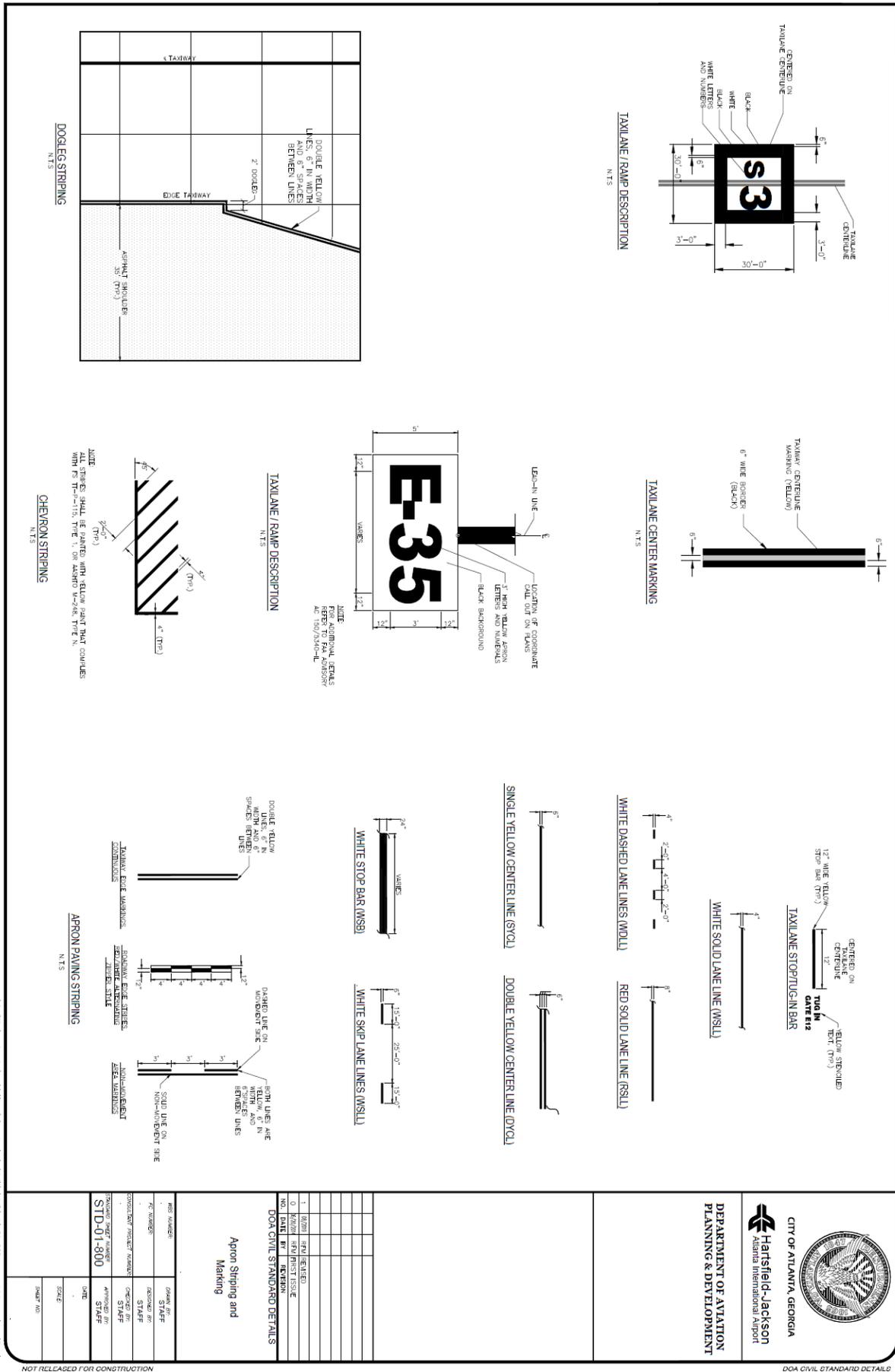
GENERAL NOTES

1. ALL REINFORCEMENT TO CONFORM TO ASTM A-615, GRADE 60.
2. ALL BAR BENDING DETAILS SHALL CONFORM TO AIAA-305.
3. ALL TRENCH DETAILS SHALL MEET THE REQUIREMENTS OF SPECIFICATION SECTION B-505.
4. ALL REINFORCEMENT STEELS SHALL BE CLASS A.
5. ALLOW FOR 5% OF THE TOTAL WEIGHT OF REINFORCING STEEL AS BARS TO BE PLACED AS BENDING REINFORCEMENT.
6. SET SHALL REFER NOTES ON SHEET STD-01-704 FOR ADDITIONAL REQUIREMENTS.
7. CONNECTIONS THROUGH EXISTING CONCRETE SHALL NOT BE AS REQUIRED. MAINTAIN 1-INCH CLEARANCE.
8. INSTALL EXPANSION/RELETION FITTINGS ON ALL TRENCH ENDS.
9. WHERE TRENCH ENDS AT EXISTING CONCRETE TIE-IN WITH EXISTING CONCRETE. HILL HIT BE 300 IS THE BASIS OF DESIGN.

TYPICAL REPAIR FOR RETROFIT CONDUIT TRENCH

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<p>DEPARTMENT OF AVIATION PLANNING & DEVELOPMENT</p>	
<p>NOT RELEASED FOR CONSTRUCTION</p>	
<p>DOA CIVIL STANDARD DETAILS</p>	
<p>Retrofit Conduit Trench Repair Details</p>	
<p>REV. NUMBER</p>	<p>DATE</p>
<p>BY</p>	<p>STAFF</p>
<p>CHECKED BY</p>	<p>STAFF</p>
<p>APPROVED BY</p>	<p>STAFF</p>
<p>SCALE</p>	<p>SCALE</p>
<p>DATE</p>	<p>DATE</p>





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Atlanta International Airport

**DEPARTMENT OF AVIATION
PLANNING & DEVELOPMENT**

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1	07/15/2015	AVIATION	REVISED
2	07/15/2015	AVIATION	REVISED
3	07/15/2015	AVIATION	REVISED
4	07/15/2015	AVIATION	REVISED
5	07/15/2015	AVIATION	REVISED
6	07/15/2015	AVIATION	REVISED
7	07/15/2015	AVIATION	REVISED
8	07/15/2015	AVIATION	REVISED
9	07/15/2015	AVIATION	REVISED
10	07/15/2015	AVIATION	REVISED

DOA CIVIL STANDARD DETAILS

Apron Striping and Marking

NO.	DATE	BY	REVISION
1	07/15/2015	AVIATION	REVISED
2	07/15/2015	AVIATION	REVISED
3	07/15/2015	AVIATION	REVISED
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5	07/15/2015	AVIATION	REVISED
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9	07/15/2015	AVIATION	REVISED
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APRON STRIPING AND MARKING

NO.	DATE	BY	REVISION
1	07/15/2015	AVIATION	REVISED
2	07/15/2015	AVIATION	REVISED
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8	07/15/2015	AVIATION	REVISED
9	07/15/2015	AVIATION	REVISED
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APRON PAVING STRIPING

NO.	DATE	BY	REVISION
1	07/15/2015	AVIATION	REVISED
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3	07/15/2015	AVIATION	REVISED
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9	07/15/2015	AVIATION	REVISED
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CHEVRON STRIPING

NO.	DATE	BY	REVISION
1	07/15/2015	AVIATION	REVISED
2	07/15/2015	AVIATION	REVISED
3	07/15/2015	AVIATION	REVISED
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9	07/15/2015	AVIATION	REVISED
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DOGLEG STRIPING

TAXIWAY / RAMP DESCRIPTION

TAXIWAY CENTER MARKING

TAXIWAY / RAMP DESCRIPTION

CHEVRON STRIPING

DOGLEG STRIPING

NOT RELEASED FOR CONSTRUCTION

DOA CIVIL STANDARD DETAILS

ROADWAY LANE LINE DETAIL
N15

ROADWAY LANE LINE DETAIL
N15

PAYMENT ARROW DIMENSIONS
N15

PAYMENT MARKING, ARROW, TYPE 3'
N15

PAYMENT MARKING, WORD, TYPE 2'
N15

PAYMENT MARKING, ARROW, TYPE 5'
N15

SURFACE PAINTED SIGN LETTERING GUIDE
N15

SURFACE PAINTED SIGN LETTERING GUIDE
N15

TAXIWAY/TAXI LANE POWERUP MARKER
N15

TAXIWAY/TAXI LANE CROSSING SIGN
N15

STOP FOR AIRCRAFT PAVEMENT MARKING
N15

STOP FOR AIRCRAFT PAVEMENT MARKING
N15

TAXIWAY/TAXI LANE CROSSING SIGN
N15

TAXIWAY EDGE MARKING DETAIL
N.T.S.

TAXIWAY CENTERLINE MARKING DETAILS
N.T.S.

1. ALL TAXIWAY CENTERLINE MARKINGS SHALL BE OBTAINED WITH 6" WIDE BORDERS (BLACK, NON-REFLECTIVE).

I.L.S. HOLDING POSITION MARKING DETAIL
N.T.S.

ALL MARKINGS ARE YELLOW WITH 6-INCH BLACK BORDERS

1" TYP.

3" TYP.

10" TYP.

1" TYP.

6" INCH BLACK BORDER, TYP.

3"

2" TYP.

NO BLACK OUTLINE ADJACENT TO ASPHALT SHOULDER

TAXIWAY EDGE MARKING

TAXIWAY CENTERLINE MARKING - YELLOW, WIDTH VARIES 6 OR 12 INCHES. SEE PLANS.

NOTES:

1. DURING LAYOUT OF PROPOSED MARKINGS, THE ENGINEER SHALL IMMEDIATELY ADVISE THE ENGINEER IF ANY PROPOSED MARKINGS FALL OUTSIDE THE CENTERLINE DIMENSIONS AS PROVIDED BY THE ENGINEER.
2. ALL MARKINGS SHALL MEET THE REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5340-11.

NO.	DATE	BY	REVISION

DOA CIVIL STANDARD DETAILS

Taxiway Striping and Marking

DESIGNED BY	DRAWN BY	CHECKED BY	DATE

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Hartsfield-Jackson
Atlanta International Airport

DEPARTMENT OF AVIATION
PLANNING & DEVELOPMENT

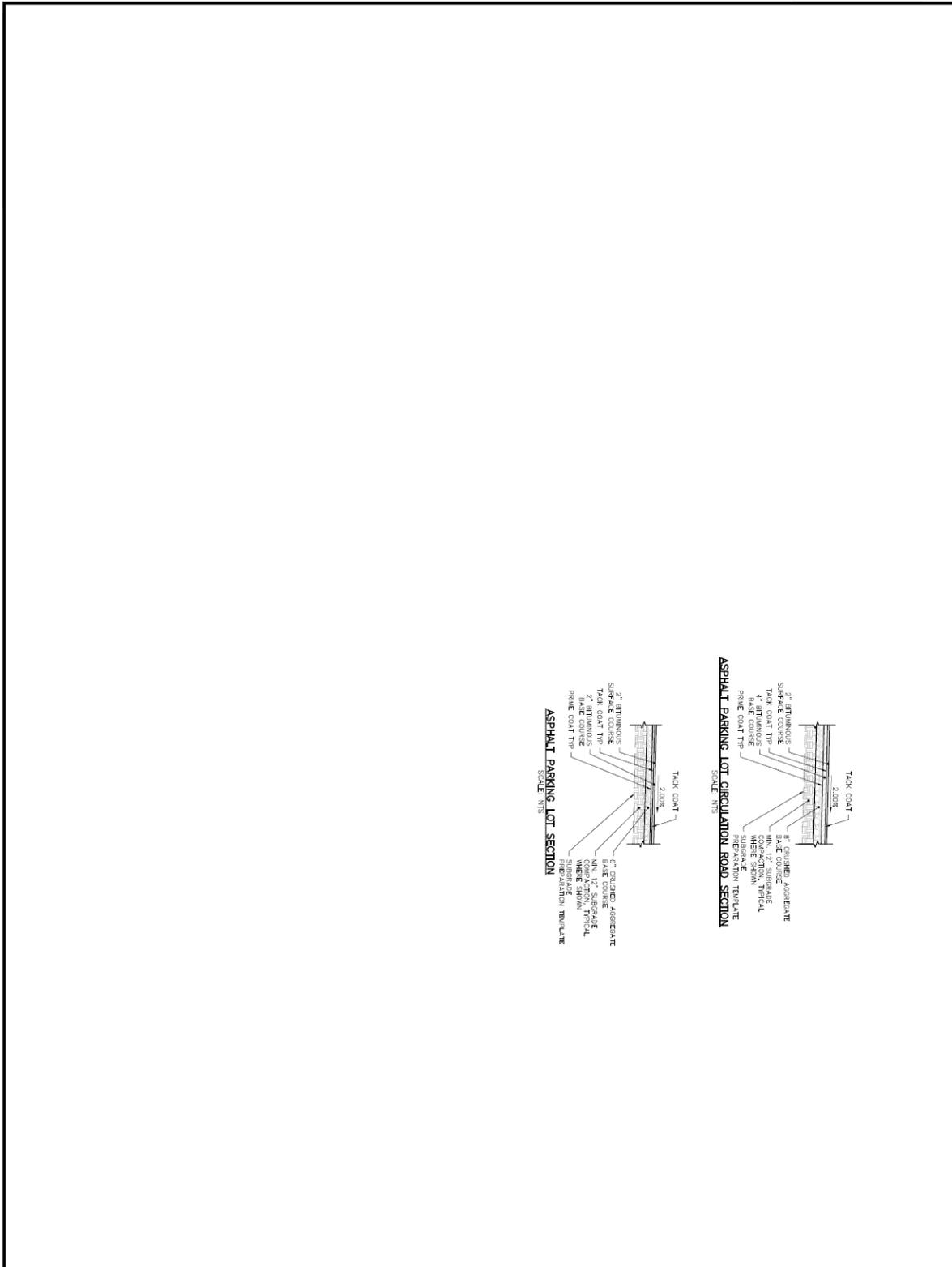
DOA CIVIL STANDARD DETAILS



STD-02 LANDSIDE - ROADS AND PARKING

Hartsfield-Jackson
Atlanta International Airport

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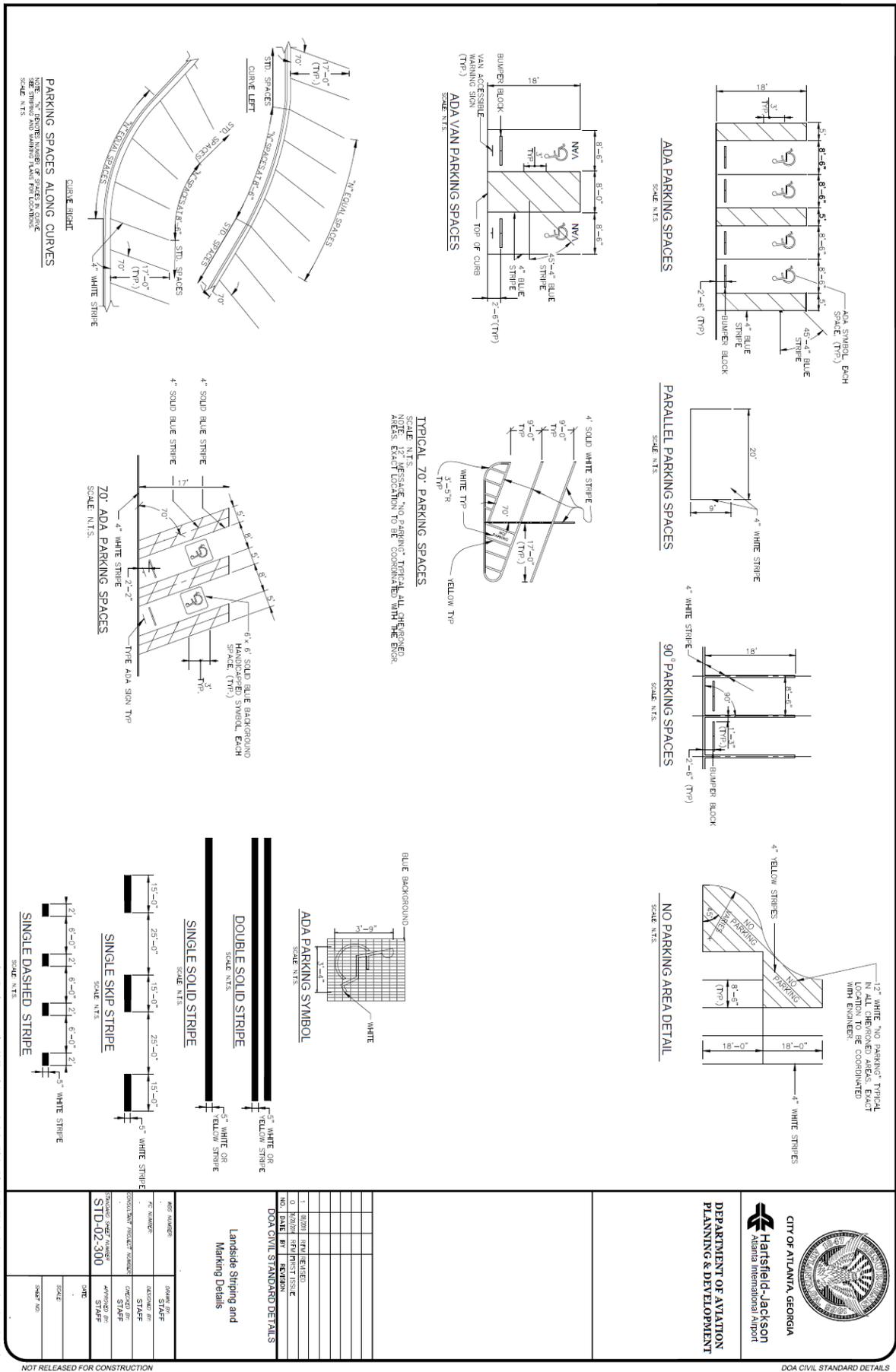
CITY OF ATLANTA, GEORGIA
Hartsfield-Jackson
 Atlanta International Airport

DEPARTMENT OF AVIATION
 PLANNING & DEVELOPMENT

DOA CIVIL STANDARD DETAILS

Typical Pavement Sections - Parking

NO.	DATE	BY	EXTENSION
DOA CIVIL STANDARD DETAILS			



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LANDSIDE STRIPING AND MARKING DETAILS

APPROVED BY: STAFF

DATE: 06/27/2025

SCALE: 1/8" = 1'-0"

STANDARD SYMBOL

NO PARKING

DOUBLE SOLID STRIPE

SINGLE SOLID STRIPE

SINGLE SKIP STRIPE

SINGLE DASHED STRIPE

NO PARKING AREA DETAIL

90° PARKING SPACES

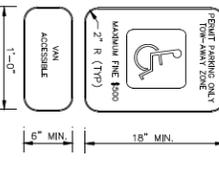
PARALLEL PARKING SPACES

ADA VAN PARKING SPACES

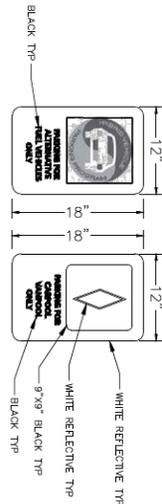
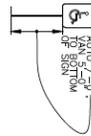
PARKING SPACES ALONG CURVES

TYPICAL 70° PARKING SPACES

TYPE "A" (ADA WARNING SIGN)
NOTES



- SIGNAGE ACCESSIBLE PARKING SPACES SHALL BE DESIGNATED AS RESERVED BY A SIGN COMPLYING WITH AMERICAN DISABILITY ACT (ADA) RULE 120-3-20.41(7) AND THE FOLLOWING:
O.C.G.A. 40-6-221
PROVIDE A BLUE METAL REFLECTIVE SIGN WHICH IS AT LEAST 18" HIGH AND 18" WIDE. THE SIGN SHALL BE MOUNTED ON A 1" X 1" X 1/8" ALUMINUM ANGLE AT 60 DEGREES TO THE GROUND TO THE BOTTOM OF THE SIGN IN SUCH A MANNER THAT IT WILL NOT BE OBSCURED BY A VEHICLE PARKED IN THE SPACE AND BEYOND THE INTERNATIONAL SYMBOL FOR ACCESSIBLE PARKING. THE INTERNATIONAL SYMBOL FOR ACCESSIBLE PARKING SHALL BE CENTERED ON THE SIGN, PRINTED IN WHITE, AND SHALL OCCUPY NOT LESS THAN 75% OF THE SIGN.
- SPACES COMPLYING WITH ADA RULE 120-3-20.07(E)(2) SHALL HAVE THE SYMBOL FOR ACCESSIBLE, VAN-ACCESSIBLE MOUNTED BELOW THE SYMBOL OF ACCESSIBILITY.
- SIGN POSTS SHALL BE GALVANIZED STEEL POSTS, TYPE 7.



CARPOOL AND ALTERNATIVE FUEL VEHICLE SIGNS
NOTES
NOTE: TEXT BELOW EACH SYMBOL IS FURTHER 65 BOLD.



CITY OF ATLANTA, GEORGIA
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DEPARTMENT OF AVIATION
PLANNING & DEVELOPMENT

ISS NUMBER	DRAWN BY	CHECKED BY	DATE	
TC NUMBER	DESIGNED BY	STAFF		
CONSTRUCTION PROJECT NUMBER	ON-CALL BY	STAFF		
ISSUED DATE	APPROVED BY	STAFF		
STD-02-400				
SCALE				
SHEET NO.				

1. SIGNAGE NOT REVISIONED

0. SIGNAGE REVISIONED

NO. DATE BY REASON

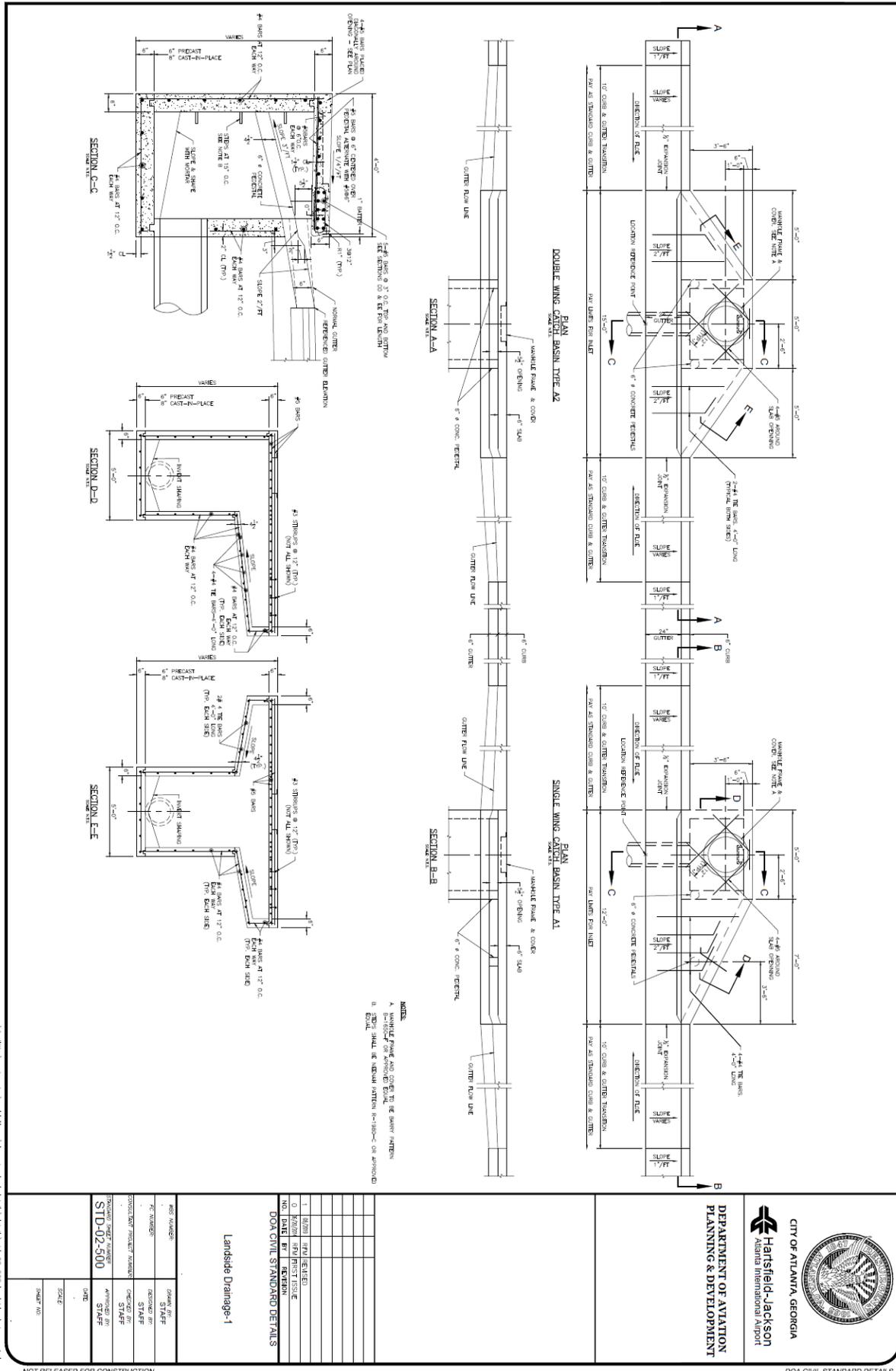
DOA CIVIL STANDARD DETAILS

Landside Signage

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DOA CIVIL STANDARD DETAILS



NOTES:
A. MANHOLE FRAME AND COVER TO BE SHOWN IN PLAN.
B. SLOPE SHALL BE INDICAL IN PLAN. N=180° OR APPROVED EQUAL.

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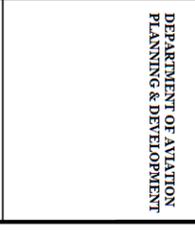
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2	01/10/12	STP	STP
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17	01/10/12	STP	STP
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Landside Drainage-1

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10	01/10/12	STP	STP
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18	01/10/12	STP	STP
19	01/10/12	STP	STP
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DOA CIVIL STANDARD DETAILS

City of Atlanta, Georgia
Hartsfield-Jackson Atlanta International Airport
Department of Aviation Planning & Development



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DOA CIVIL STANDARD DETAILS



STD-03 GENERAL DETAILS

Hartsfield-Jackson
Atlanta International Airport

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NOTE:

1. AT EVERY BOTTOM FENCE RAIL, INSTALL 9 GAUGE BOTTOM RAIL TIE (SEE BLACK WIRE) AT 12" INTERVALS AT 12" INTERVALS TO CENTER.
2. AT EVERY TOP FENCE RAIL, INSTALL 9 GAUGE TOP RAIL TIE (SEE BLACK WIRE) AT 12" INTERVALS TO CENTER.

BOTTOM RAIL TIE

METHOD OF BRACING END CORNER AND PULL POST ON GRADE AND BARRIER

FENCING NOTES:

1. ALL FENCE FABRIC SHALL BE 9 GAUGE BLACK PVC COATED GALVANIZED CHAIN LINK FABRIC WITH 2" MESH (TEMPORARY FENCE NOT COATED). SEE SPECIFICATIONS AND DETAILS FOR FENCE MATERIALS AND FITTINGS.
2. ALL BARBED WIRE SHALL BE 2 STRAND, 12 1/2 GAUGE BLACK PVC COATED GALVANIZED STEEL WITH 4 POINT BARBS AT 4" O.C. (TEMPORARY FENCE BARBED WIRE STRANDS NOT COATED).
3. ALL POSTS AND ACCESSORIES/FITTINGS SHALL BE BLACK PVC COATED GALVANIZED STEEL (TEMPORARY FENCE NOT COATED).
4. HORIZONTAL BRACE BARS, TRUSS BRACING AND STRETCHER OR TENSION BARS ATTACHED TO POST BY MEANS OF BANOS, SHALL BE USED FOR END, CORNER ANGLE AND INTERMEDIATE BRACE POSTS AND WHERE REQUIRED BY THE ENGINEER.
5. FITTINGS SHOWN ARE SUGGESTED ONLY. SIMILAR DESIGNS MEETING THE APPROVAL OF THE ENGINEER MAY BE USED. ALL FITTINGS TO BE WALLEABLE IRON, CAST IRON, OR PRESSED STEEL. CONTRACTOR SHALL SIGHTWIT AND RECEIVE APPROVAL FOR APPROPRIATE SHOP DRAWINGS.
6. SWING GATE CONSTRUCTION VARIES WITH GATE FRAMES SHALL MEET ALL APPLICABLE SPECIFICATIONS AND SHALL BE IN ACCORDANCE WITH THE APPLICABLE SPECIFICATIONS WITH RESPECT TO HORIZONTAL AND VERTICAL MEMBERS.
7. ALL CHAIN LINK FENCE MATERIALS AND FITTINGS SHALL BE OF HIGH GRADE DOMESTIC QUALITY STEEL AND SHALL BEAS WARRANTEES AS BEING SUCH.
8. THE CHAIN LINK FABRIC SHALL BE PLACED ON THE OUTWARD FACE OF THE POSTS, (AND) AND SECURELY FASTENED.
9. MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH F.A.A. STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS OF THIS CONTRACT.
10. ALL EXPOSED METALS SUCH AS NUTS AND BOLTS AND WELDED AREAS SHALL BE PAINTED WITH COLOR TO MATCH FENCE SYSTEM.

LATCH FORK

CATCH FOR PLUNGER BAR

SOLID LATCH FORK FORK CATCH

LOCK KEEPER GUIDE

UPPER HINGE

LOCK KEEPER

BOTTOM CORNER AND HINGE

STOP

BOTTOM HINGE

11. ALL SIZES AND GAUGES FOR PIPE POSTS, ROD AND WIRES ARE OUTSIDE DIAMETERS WHICH INCLUDES THE WIRE COATING THICKNESS.

12. CONTRACTOR SHALL PROVIDE CHAIN AND LOCK TO SECURE GATES.

13. INTERMEDIATE OR LINE POSTS SHALL BE REQUIRED AT 250FT. INTERVALS AND AT GRADE CHANGES EXCEEDING 5% FOR CORNER AND PULL POSTS. BRACE BARS AND TENSION ROD PANEL TO JOIN POST IN BOTH DIRECTIONS.

14. 2x4" DIAMETER REINFORCED CONCRETE BARBED TIE SHALL HAVE .088" DIAMETER STAINLESS STEEL STRIP MATERIAL AND A .088" DIAMETER GALVANIZED STEEL CORE AND BE INSTALLED AT 14" SPACING ON CENTER.

15. 1/8" DIAMETER SINGLE LOOP BARBED WIRE SHALL HAVE .088" DIAMETER STAINLESS STEEL STRIP MATERIAL AND A .088" DIAMETER GALVANIZED STEEL CORE AND BE INSTALLED WITH A 6" OVERLAP SPACING.

16. 9 GAUGE TWIST VINYL COATED TIES MEET OR EXCEED ASTM F526.1.2.1. HIGH-SECURITY ROUND WIRE TIES (POWER-FASTENED ROUND WIRE TIES)

17. TOP AND BOTTOM TENSION WIRES WILL BE REQUIRED ON TEMPORARY FENCES.

18. FENCING ON CONCRETE BARRIER SHALL BE SIMILAR. CONTRACTOR SHALL PROVIDE APPROPRIATE TENSION SECTIONS.

19. SEE SHEET STD-03-206 FOR SIGNAGE REQUIREMENTS.

Chain Link Fences - 1

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STANDARD SPECIFICATIONS

STD-03-200

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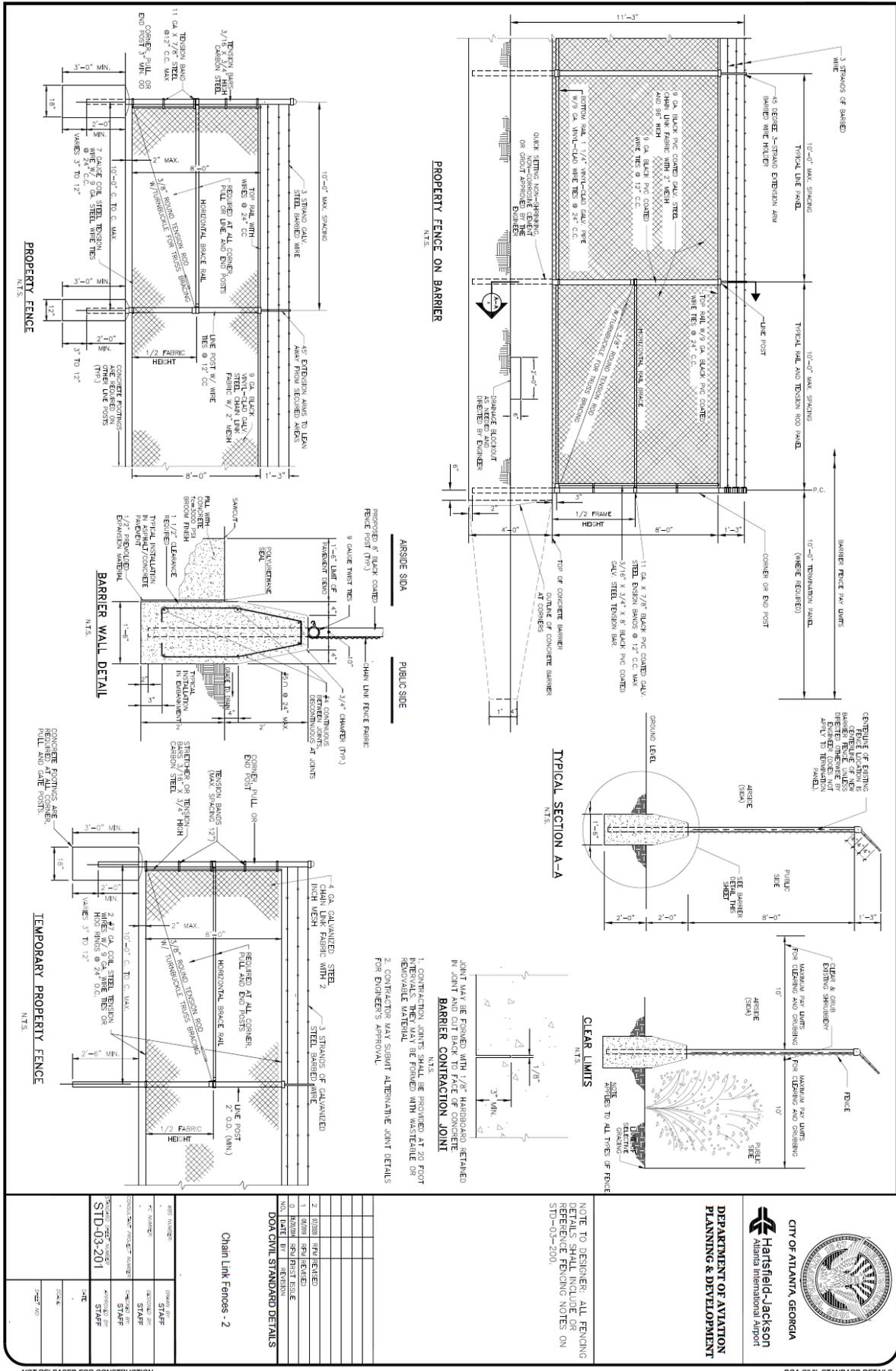
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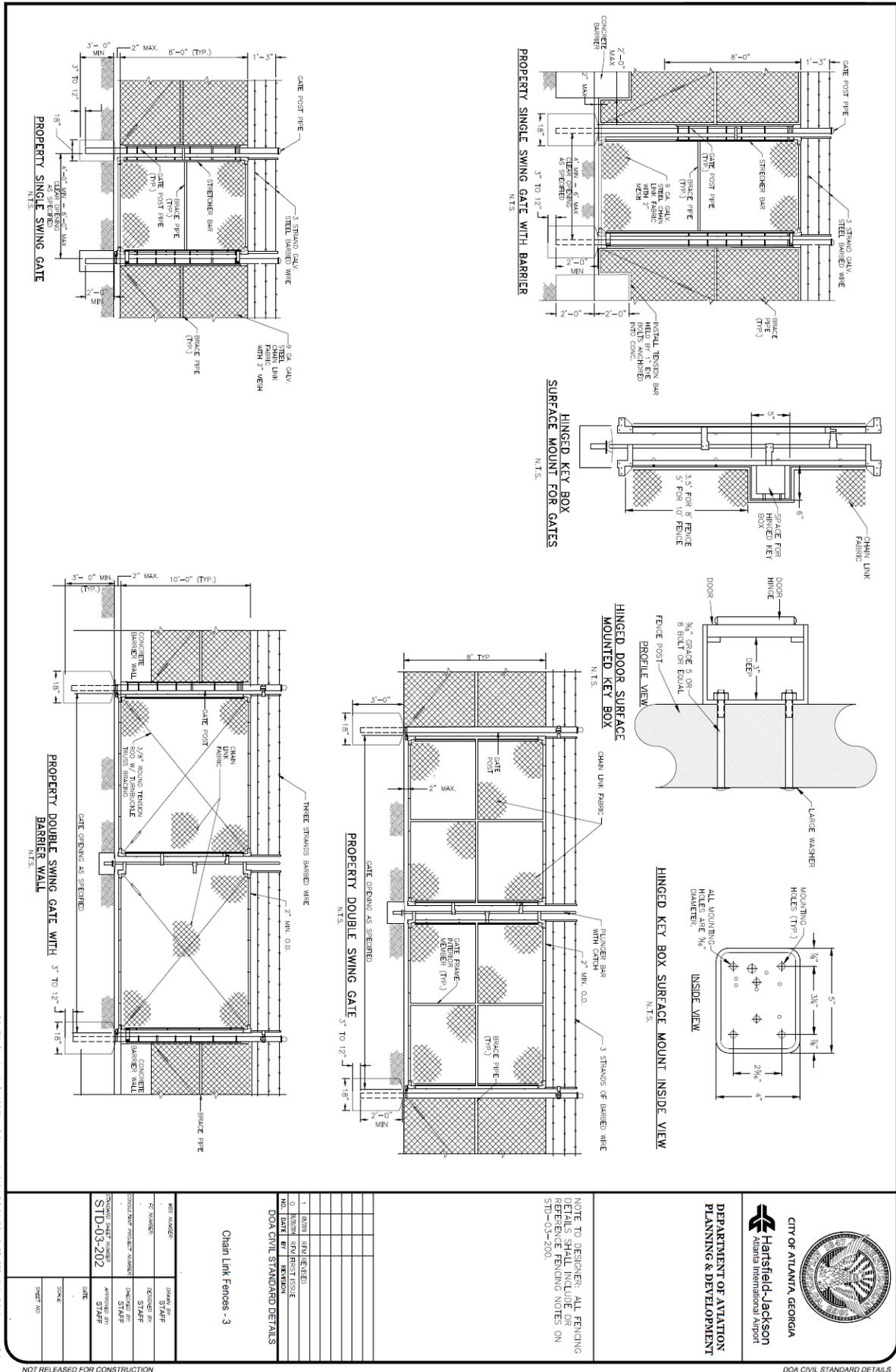
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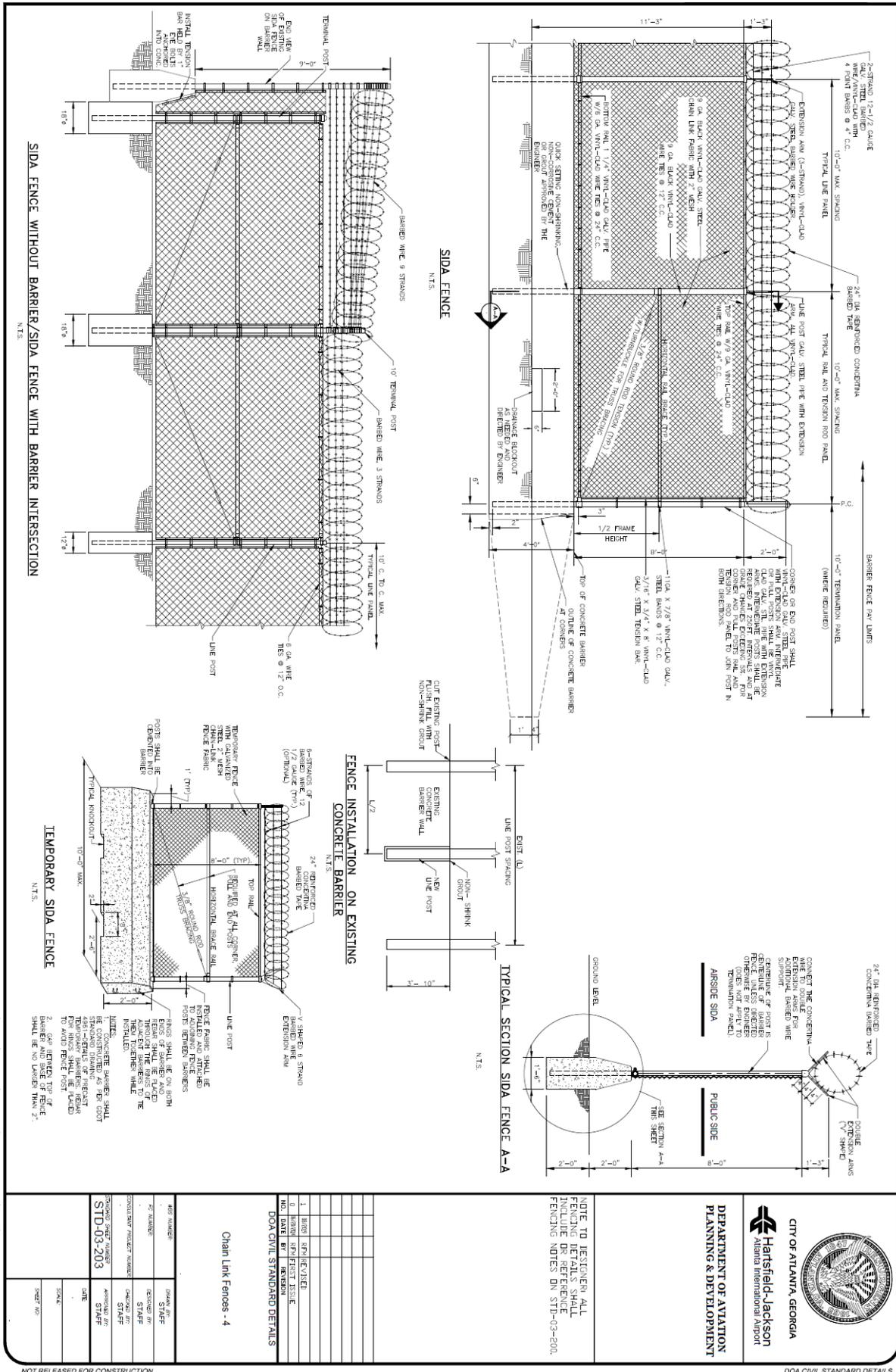




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SIDA DANGER SIGN DETAIL
SIGN TO BE PLACED APPROX. 10' FROM SIDA WARNING SIGN WHICH IS PLACED EVERY 200 FEET!

AUTOMATIC SIDA GATE WARNING SIGN DETAIL

SIDA FENCE WARNING SIGN DETAIL
NOTE: TO BE PLACED EVERY 200 FEET ON SIDA ADJACENT FENCING.

GATE SIGN DETAIL

Chain Link Fence - Signage

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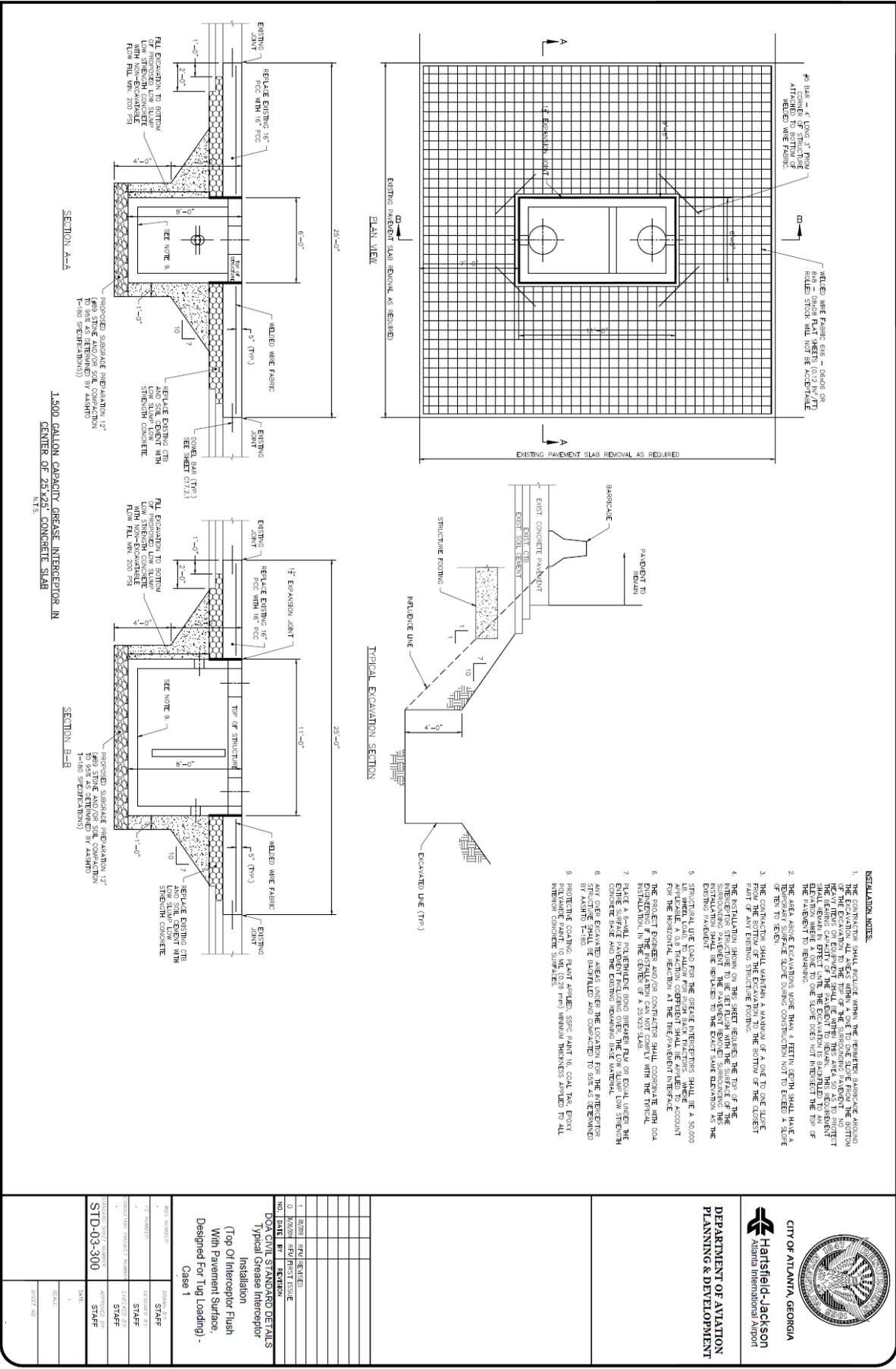
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DOA CIVIL STANDARD DETAILS

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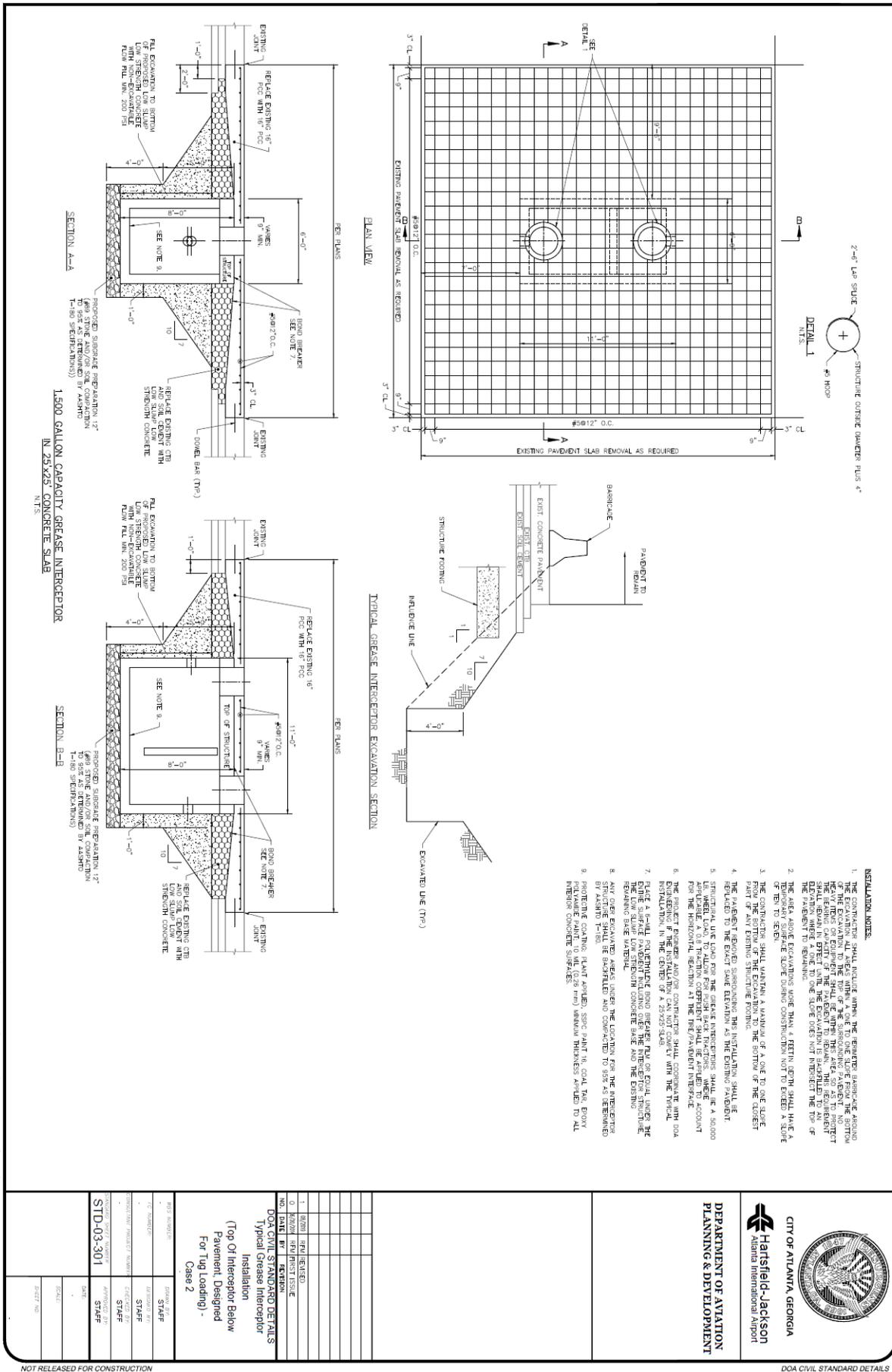
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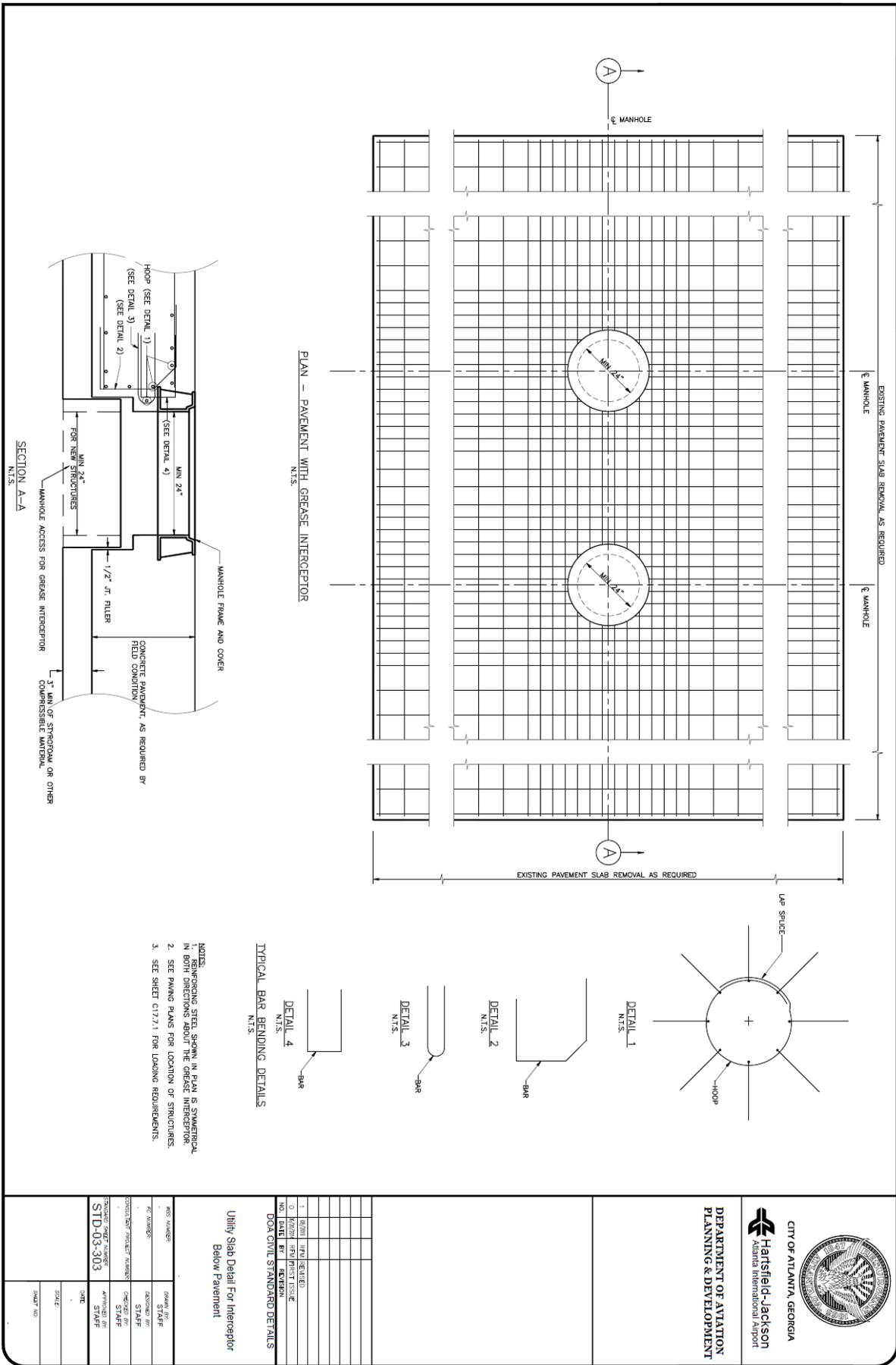


- INSTALLATION NOTES:**
1. THE CONTRACTOR SHALL INCLUDE WITHIN THE PERMITS JAWBORE ARROUND THE EXCAVATION TO THE TOP OF THE SURROUNDING PAVEMENT. NO REVISIONS OR CORRECTIONS SHALL BE MADE TO THE PERMITS. THE EXCAVATION SHALL BE OPENED UP TO THE SURROUNDING PAVEMENT. NO REVISIONS OR CORRECTIONS SHALL BE MADE TO THE PERMITS. THE EXCAVATION SHALL BE OPENED UP TO THE SURROUNDING PAVEMENT. NO REVISIONS OR CORRECTIONS SHALL BE MADE TO THE PERMITS.
 2. THE AREA ABOVE EXCAVATIONS MORE THAN 4 FEET IN DEPTH SHALL HAVE A TEMPORARY SAFETY SLOPE DURING CONSTRUCTION NOT TO EXCEED A 3:1 SLOPE. THE EXCAVATION SHALL MAINTAIN A MINIMUM OF A ONE (1) TO ONE (1) SLOPE FROM THE BOTTOM OF THE EXCAVATION TO THE BOTTOM OF THE CLOSEST PART OF ANY EXISTING STRUCTURE FOOTING.
 3. THE PAVEMENT BEHIND SURROUNDING THE INSTALLATION SHALL BE REPAIRED TO THE ORIGINAL CONDITION AT THE TIME OF PAVEMENT INTERFERENCE.
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 6. THE PAVEMENT BEHIND SURROUNDING THE INSTALLATION SHALL BE REPAIRED TO THE ORIGINAL CONDITION AT THE TIME OF PAVEMENT INTERFERENCE.
 7. PLACE A 6-MILL POLYPROPYLENE BOND BREAKER FILM OR EQUAL UNDER THE BASE COURSE LOW-STRENGTH CONCRETE SLAB AND THE CURBING REINFORCING BASE MATERIAL.
 8. ANY OVER EXCAVATED AREAS UNDER THE LOCATION FOR THE INTERCEPTOR SHALL BE REPAIRED TO ORIGINAL GRADE AND COMPACTED TO 95% AS DETERMINED BY ASSHMT. THERE SHALL BE A MINIMUM OF 12 INCHES OF 3/4\"/>

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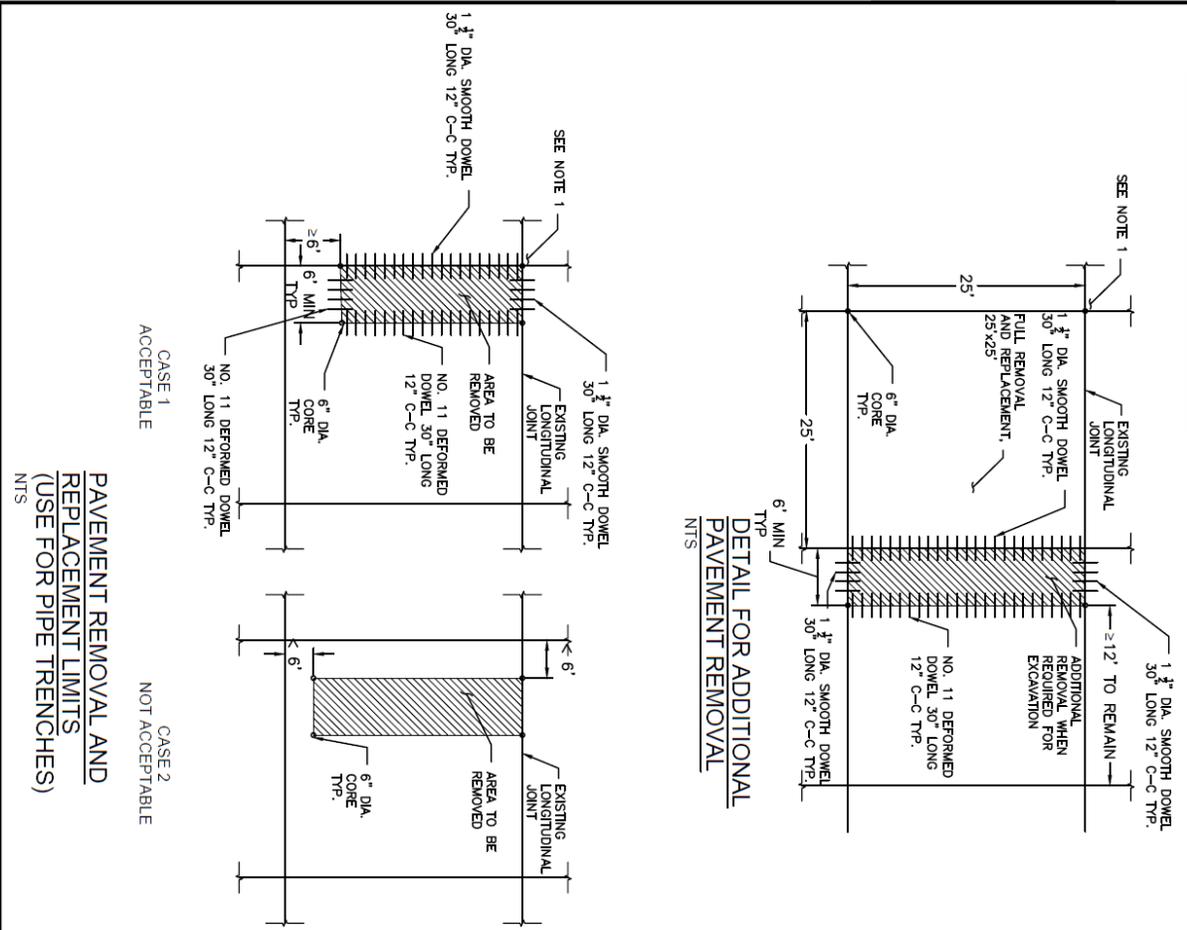
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DEPARTMENT OF AVIATION
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DETAIL FOR ADDITIONAL PAVEMENT REMOVAL
NTS

- NOTES:
1. SEE DOWEL SPACING DETAIL AT JOINT CORNERS DETAIL.
 2. ONLY SAWCUTS MADE ALONG EXISTING JOINT LINES MAY BE PERMITTED. OTHER SAWCUTS SHALL TERMINATE IN A 6" MINIMUM DEPTH CORE TO PREVENT DAMAGE TO THE PAVEMENT TO BE RETAINED. SEE DETAIL.
 3. DOWELS ALONG EXISTING JOINTS SHALL BE 1-1/2" X 30" SMOOTH DOWELS AT 12" NOMINAL SPACING. DOWELS THAT ARE ON SAWED FACES ONLY WILL BE #11 X 30" DEFORMED DOWELS AT 12" NOMINAL CENTERS. ALL DOWELS SHALL BE INSTALLED BY DRILLING AND EPOXYING.
 4. CONTRACTOR SHALL LAY OUT REMOVAL AREA AS SPECIFIED IN THESE DOCUMENTS. PRIOR TO INITIATING REMOVAL, THE CONTRACTOR SHALL RECEIVE LAYOUT APPROVAL FROM THE ENGINEER.
 5. SAWCUT AND REMOVE PAVEMENT CAREFULLY SO AS NOT TO DAMAGE/SPALL REMAINING CONCRETE EDGE. SAWCUTS MAY BE LEFT IN PLACE AHEAD OF REMOVAL OPERATION.
 6. EXCAVATE SOIL TO THE REQUIRED DEPTH. REMOVE ALL DISTURBED MATERIAL UNTIL A FIRM FOUNDATION IS ACHIEVED.
 7. INSTALL APPROPRIATE BEDDING AND UTILITY THEN BACKFILL TO REQUIRED DEPTH.
 8. INSTALL DOWELS AND REBAR.
 9. SAND BLAST THE SURFACE OF THE CONCRETE TO EXPOSE ROUGH AGGREGATE. COAT SAWCUT SURFACES WITH BONDING AGENT. EXISTING JOINT FACES DO NOT REQUIRE BONDING AGENT.
 10. PLACE CONCRETE LEVEL WITH THE ADJACENT SURFACE. COMPLETELY CONSOLIDATE CONCRETE. FILL ALL VOIDS BY VIBRATING.

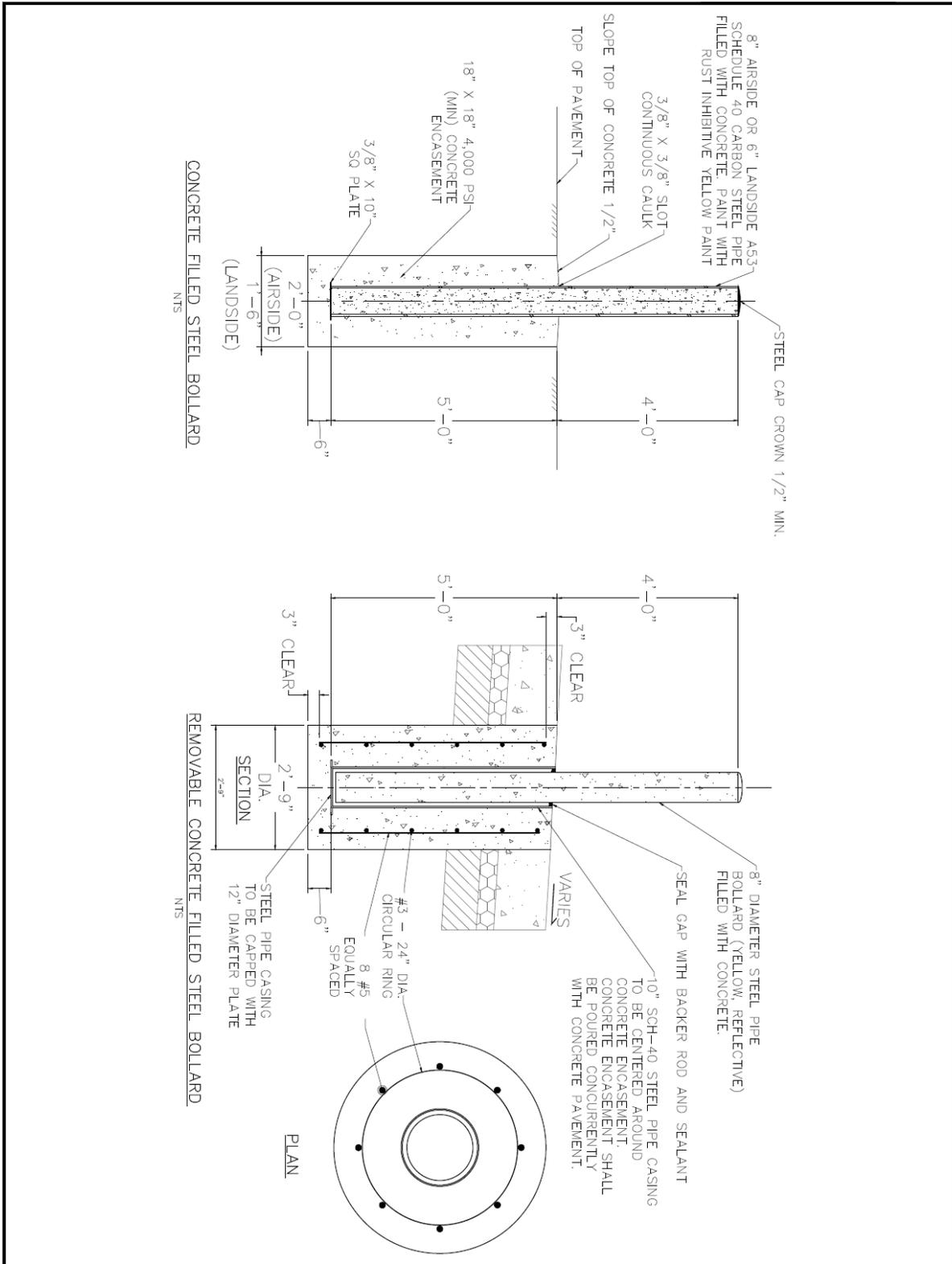


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