DEPARTMENT OF TRANSPORTATION
CITY OF BROOKHAVEN

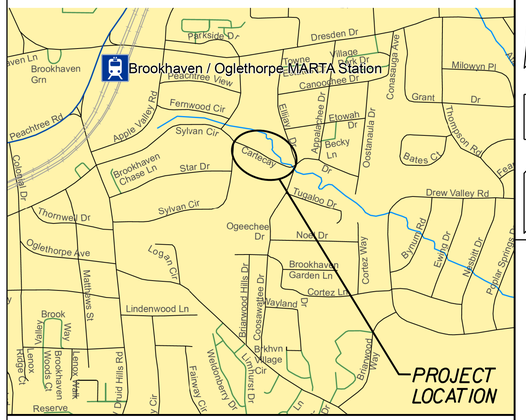
PLAN AND PROFILE OF PROPOSED
CARTECAY DRIVE SIDEWALK PROJECT

FEDERAL ROUTE * N/A

STATE ROUTE * N/A

P.I.NO. WALK 16-118

NOTE :
ALL REFERENCES IN THIS DOCUMENT,WHICH INCLUDES ALL PAPERS,WRITINGS, DOCUMENTS,DRAWINGS,OR PHOTOGRAPHS USED,OR TO BE USED IN CONNECTION WITH THIS DOCUMENT,TO "STATE HIGHWAY DEPARTMENT OF GEORGIA","STATE HIGHWAY DEPARTMENT","GEORGIA STATE HIGHWAY DEPARTMENT","HIGHWAY DEPARTMENT",OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA,AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.



LOCATION SKETCH

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983)/94 EAST ZONE,AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

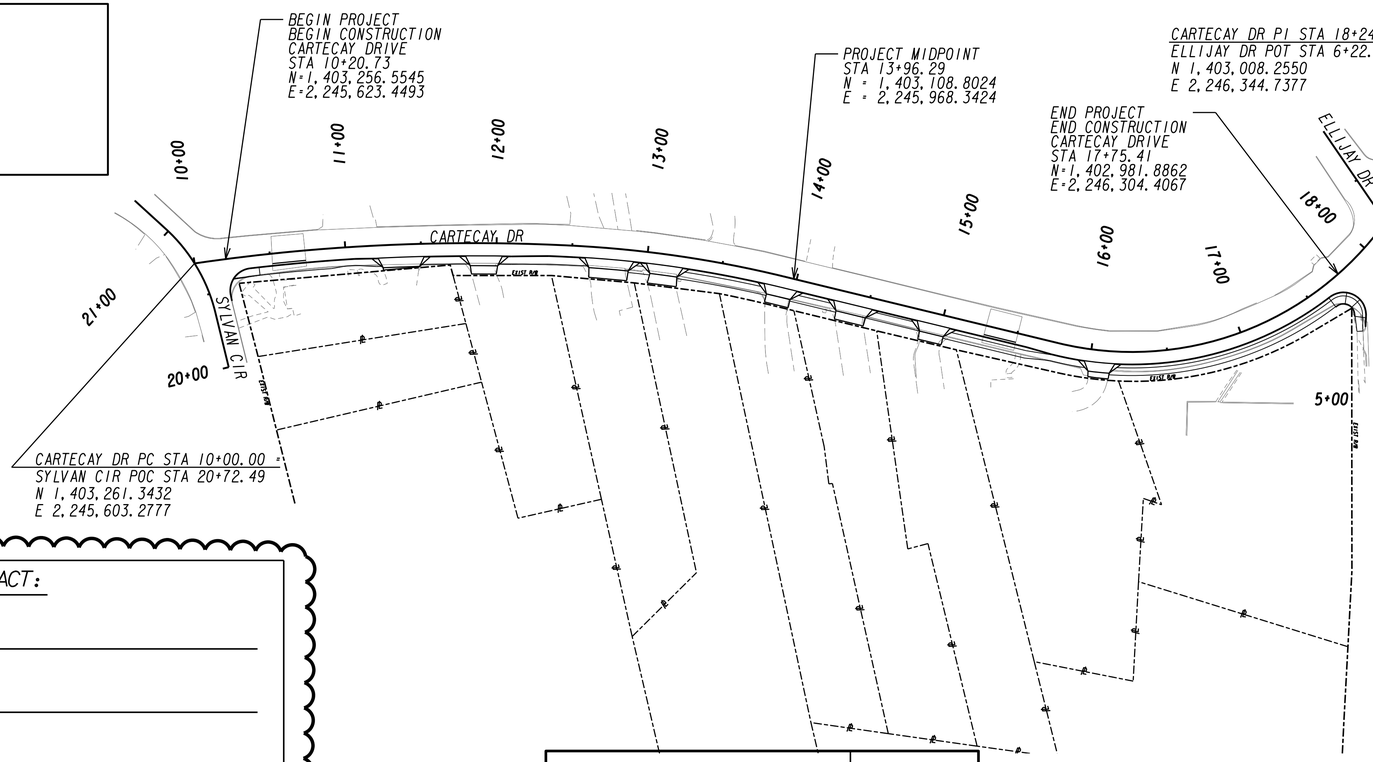
DESIGN DATA:
TRAFFIC A.D.T.: N/A
TRAFFIC A.D.T.: N/A
% TRUCKS: N/A
SPEED DESIGN: 25 MPH

LOCATION & DESIGN
APPROVAL DATE: N/A

FUNCTIONAL CLASS:
LOCAL ROAD/STREET - URBAN

THIS PROJECT IS 100% IN DEKALB COUNTY AND IS 100% IN CONG.DIST.NO.06.

PROJECT DESIGNATION: S.F.
DESIGNED IN ENGLISH UNITS.



SCALE IN FEET
0 50 100 200

LENGTH OF PROJECT	Project No. WALK 16-118
	MILES
NET LENGTH OF ROADWAY	0.142
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	0.142
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.142

"I certify that this Erosion,Sedimentation and Pollution Control Plan has been prepared in accordance with Part IV,of the General NPDES Permit No.GAR100002."

"I certify that the permittee's Erosion,Sedimentation and Pollution Control Plan provides for an appropriate and comprehensive system of best management practices required by the Georgia Water Quality Control Act and the document "Manual for Erosion and Sediment Control in Georgia" (Manual) published by the State Soil and Water Conservation Commission as of January 1 of the year in which the land disturbing activity was permitted,provides for sampling of the receiving water(s) or the sampling of the storm water outfalls and that the designed system of best management practices and sampling methods is expected to meet the requirements contained in the General NPDES Permit No.GAR100002."

"I certify that the permittee's Erosion,Sedimentation and Pollution Control Plan provides for the monitoring of:(a) all perennial and intermittent streams and other water bodies shown on the USGS topographic map and all other field verified perennial and intermittent streams and other water bodies,or (b) where any such specific identified perennial or intermittent stream and other water body is not proposed to be sampled,I have determined in my professional judgment,utilizing the factors required in the General NPDES Permit No.GAR100002,that the increase in the turbidity of each specific identified sampled receiving water will be representative of the increase in the turbidity of a specific identified un-sampled receiving water."

"I certify under penalty of law that this plan was prepared after a site visit to the location described herein by myself or my authorized agent,under my direct supervision."

GEORGIA REGISTERED No. PE035980 PROFESSIONAL ENGINEER DONALD TYLER McINTOSH
12-12-17

PREPARED BY:

INFRASTRUCTURE CONSULTING & ENGINEERING
4940 Peachtree Industrial Blvd., Suite 310
Norcross,GA 30071
Phone: 470-233-7021
Email: tyler.mcintosh@ice-eng.com

DESIGN

GSWCC GEORGIA SOIL AND WATER CONSERVATION COMMISSION

Donald T McIntosh
Level II Certified Design Professional
CERTIFICATION NUMBER 0000062488
ISSUED 10/19/2016 EXPIRES 10/19/2019

24 HOUR CONTACT:

Andrew Thompson,P.E.,MPA
Name

4362 Peachtree Rd
Street Address

Brookhaven,GA 30319
City,State Zip

404-637-0500
Phone Number

andrew.thompson@brookhavenga.gov
Email Address

PLANS COMPLETED 12-12-2017
REVISIONS: 12-20-2017: ADDED DRWG
56-0006; 1-0001, 2-0001, 3-0001, 6-0001, 13-0001,
13-0002, 51-0001, 52-0001, 52-0003, 52-0007,
54-0001, 54-0002, 56-0004

DRAWING No.
01-0001

DWG. NO.		DESCRIPTION	
01-0001		COVER SHEET	
02-0001		INDEX	
03-0001		REVISION SUMMARY	
04-0001		GENERAL NOTES	
05-0001		TYPICAL SECTIONS	
06-0001		SUMMARY OF QUANITITIES	
07-0001		QUANTITIES REQUIRED BY AMENDMENT	
08-0001		QUANTITIES REQUIRED ON CONSTRUCTION	
09-0001		DETAILED ESTIMATE	
13-0001 TO 13-0002		MAINLINE PLAN	
15-0001 TO 15-0002		MAINLINE PROFILE	
17-0001		DRIVEWAY PROFILES	
23-0001 TO 23-0003		EARTHWORK CROSS SECTIONS	
24-000A		UTILITY PLANS LEGEND	
24-0001 TO 24-0002		UTILITY PLANS	
		CONSTRUCTION DETAILS	DATE
40-0001	A1	DRIVEWAYS WITH TAPERED ENTRANCES CONCRETE VALLEY GUTTERS	7/21/2011
40-0002	A2	CONCRETE VALLEY GUTTER AT STREET INTERSECTION	7/21/2011
40-0003	A3	CONCRETE SIDEWALK DETAILS CURB CUT (WHEELCHAIR) RAMPS	9/15/2016
40-0004	A4	DETECTABLE WARNING SURFACE TURNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS	6/18/2009
40-0005	T-1	SIGN PLATES	1/1/2000
40-0006	T-3A	TYPE 7, 8 AND 9 SQUARE TUBE POST INSTALLATION DETAIL	7/1/2002
		GEORGIA STANDARDS	DATE
41-0001	9032B	CONCRETE CURB & GUTTER CONCRETE CURBS, CONCRETE MEDIANS	11/15/2011
41-0002	9102	TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE HIGHWAY	3/30/2006
		EROSION CONTROL PLANS	
51-0001		ESPCP GENERAL NOTES	
52-0001	EC-L1	EROSION CONTROL LEGEND AND UNIFORM CODE (SHEET 1 OF 7)	3/2/2017
52-0002	EC-L2	EROSION CONTROL LEGEND AND UNIFORM CODE (SHEET 2 OF 7)	3/2/2017
52-0003	EC-L3	EROSION CONTROL LEGEND AND UNIFORM CODE (SHEET 3 OF 7)	3/2/2017
52-0004	EC-L4	EROSION CONTROL LEGEND AND UNIFORM CODE (SHEET 4 OF 7)	3/2/2017
52-0005	EC-L5	EROSION CONTROL LEGEND AND UNIFORM CODE (SHEET 5 OF 7)	3/2/2017
52-0006	EC-L6	EROSION CONTROL LEGEND AND UNIFORM CODE (SHEET 6 OF 7)	3/2/2017
52-0007	EC-L7	EROSION CONTROL LEGEND AND UNIFORM CODE (SHEET 7 OF 7)	3/2/2017
54-0001 TO 54-0002		BMP LOCATION DETAILS	
		EROSION CONTROL DETAILS AND GEORGIA STANDARDS	DATE
56-0001	D-24A	TEMPORARY SILT FENCE (SHEET 1 OF 4)	1/1/2011
56-0002	D-24B	TEMPORARY SILT FENCE BERM DITCH, INSTALLATION, BRUSH BARRIER (SHEET 2 OF 4)	1/1/2011
56-0003	D-24C	TEMPORARY SILT FENCE J-HOOKS, INLET SEDIMENT TRAPS (SHEET 3 OF 4)	1/1/2011
56-0004	D-41	CONSTRUCTION EXIT	4/22/2016
56-0005	D-42	INLET SEDIMENT TRAPS	5/1/2008
56-0006		CURB INLET FILTER "PIGS IN BLANKET"	

INFRASTRUCTURE CONSULTING & ENGINEERING

REVISION DATES
12/20/17

INDEX
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 02-0001

DATE	DRAWING NO.	REVISION
12/20/2017	1-0001	PROVIDED 24 HR CONTACT INFO; REVISED DESIGN FIRM LOGO; DELETED CHIEF ENGINEER BLOCK
	2-0001	ADDED DRWG NO. 56-0006 TO INDEX.
	3-0001	ADDED REVISION INFO FOR 12/20/2107 REVISIONS
	6-0001	REVISED TEMPORARY EROSION CONTROL QUANTITIES AND ADDED NOTE
	13-0001 & 13-0002	REVISED "SEE NOTE" CALLOUTS TO INCLUDE NOTE *; ADDED 2 "SEE NOTE" CALLOUTS
	51-0001	REVISED NOTES *4 & *11.
	52-0001 & 52-0003	ADDED NOTE *3.
	52-0007	ADDED "SD2-P" TO EROSION CONTROL LEGEND.
	54-0001	ADDED 24 HR CONTACT INFO.
	54-0002	ADDED 24 HR CONTACT INFO; REVISED "SD2-F" TO "SD2-P".
	56-0004	REVISED STONE AGGREGATE CALLOUT AND NOTE *3.
	56-0006	ADDED DRAWING.

DATE	DRAWING NO.	REVISION

INFRASTRUCTURE
CONSULTING & ENGINEERING

REVISION DATES
12/20/17

REVISION SUMMARY
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No.
03-0001

PROJECT GENERAL NOTES

1. AN N.O.I. (NOTICE OF INTENT) IS NOT REQUIRED FOR THIS PROJECT. THE TOTAL DISTURBED AREA IS 0.16 ACRES. THE TOTAL PROJECT AREA IS 0.22 ACRES.

2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORATION STANDARD AND SUPPLEMENTAL SPECIFICATIONS, CURRENT EDITION.

3. INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GEORGIA STANDARD SPECIFICATIONS.

4. RIGHT-OF-WAY MARKERS IN RESIDENTIAL LAWN AND DEVELOPED COMMERCIAL AREAS SHALL BE PLACED FLUSH WITH THE FINISHED SURFACE.

5. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL.

6. THE CONTRACTOR SHALL STRICTLY ADHERE TO DUST CONTROL REGULATIONS. ALL AREAS SUBJECTED TO DUST FORMATION MUST BE PERIODICALLY WATERED SUFFICIENT TO RETARD DUST. ALL COSTS FOR DUST CONTROL SHALL BE INCLUDED IN PRICE BID FOR GRADING COMPLETE - LUMP SUM.

7. STRUCTURES, TREES, SHRUBS AND OTHER PLANT MATERIAL THAT FALL WITHIN THE RIGHT-OF-WAY AND EASEMENT LIMITS, BUT OUTSIDE THE CONSTRUCTION, SHALL NOT BE DISTURBED UNLESS DIRECTED BY THE ENGINEER.

8. ALL DRIVEWAYS SHALL BE MAINTAINED DURING CONSTRUCTION. ALL DRIVEWAYS TO BE CONSTRUCTED SHALL BE REPLACED IN KIND, I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE ETC. ANY OTHER DRIVEWAY MATERIAL OR SPECIALIZED DRIVEWAY WILL NOT BE REPLACED IN KIND (I.E. PAVERS) AND WILL BE REPLACED WITH ASPHALT OR CONCRETE. ALL EARTH OR GRAVEL DRIVES SHALL BE PAVED WITH ASPHALT TO THE RIGHT-OF-WAY LIMIT OR TIE-IN POINT. DRIVEWAYS SHALL BE PAVED AS FOLLOWS:

   ASPHALTIC DRIVES
   RESIDENTIAL - 1-1/2" ASPH. CONC. 12.5 MM SUPERPAVE, 165 LB/SY
   - 6" GRADED AGGREGATE BASE

   COMMERCIAL - 1/2" ASPH. CONC. 12.5 MM SUPERPAVE, 165 LB/SY
   - 2" ASPH. CONC. 19 MM SUPERPAVE, 220 LB/SY
   - 6" GRADED AGGREGATE BASE

   CONCRETE DRIVES
   RESIDENTIAL - 6" CONCRETE VALLEY GUTTER
   - 4" CONCRETE DRIVEWAY

   COMMERCIAL - 8" CONCRETE VALLEY GUTTER
   - 6" CONCRETE DRIVEWAY

9. ALL CONCRETE SIDEWALKS AND WHEEL CHAIR RAMPS LOCATED IN THE RADIUS RETURN SHALL BE 8" THICKNESS.

10. AT LOCATIONS WHERE NEW PAVEMENT IS TO BE PLACED ADJACENT TO EXISTING PAVEMENT WITHOUT AN OVERLAY OR WHERE CURBING IS TO BE PLACED ACROSS A PAVED AREA, A JOINT SHALL BE SAWED ON A LINE ESTABLISHED BY THE ENGINEER TO ENSURE A PAVEMENT REMOVAL TO A NEAT LINE. THE COST FOR SAWED JOINTS, WHEN REQUIRED, SHALL BE INCLUDED IN PRICE BID FOR OTHER CONTRACT ITEMS, EXCEPT WHEN SAWING P.C.C. CONCRETE PAVEMENT.

11. THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLES 104.05 AND 107.07 OF THE GDOT STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND SEQUENCE OF OPERATIONS IN REGARDS TO MAINTENANCE OF TRAFFIC DURING CONSTRUCTION.

12. PRICE BID FOR TRAFFIC CONTROL - LUMP SUM SHALL INCLUDE, BUT IS NOT LIMITED TO CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY SIGNING AND PAVEMENT MARKINGS, BARRICADES, CHANNELIZING DEVICES ETC., REQUIRED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION. ALL TEMPORARY SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION AND/OR AS DIRECTED BY THE ENGINEER.

13. ALL CUT AND FILL SLOPES SHALL BE GRASSED AS DIRECTED BY THE ENGINEER IMMEDIATELY AFTER SLOPES ARE ESTABLISHED IN ORDER TO REDUCE EROSION. IF THE SEASON DOES NOT PERMIT GRASSING, TEMPORARY MULCH SHALL BE USED AS DIRECTED BY THE ENGINEER. REFER TO SECTION 161 OF THE STANDARD SPECIFICATIONS.

14. THE CONTRACTOR SHALL ENSURE THAT POSITIVE AND ADEQUATE DRAINAGE IS MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS. THIS MAY INCLUDE, BUT NOT LIMITED TO, REPLACEMENT OR RECONSTRUCTION OF EXISTING DRAINAGE STRUCTURES THAT HAVE BEEN DAMAGED OR REMOVED OR REGRADING AS REQUIRED BY THE ENGINEER, EXCEPT FOR THOSE DRAINAGE ITEMS SHOWN AT SPECIFIC LOCATIONS IN THE PLANS AND HAVING SPECIFIC PAY ITEMS IN THE DETAILED ESTIMATE. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COSTS INCURRED TO COMPLY WITH THIS REQUIREMENT.

15. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO OR CONCURRENT WITH LAND DISTURBANCE ACTIVITIES AND SHALL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED IF DEEMED NECESSARY BY ON-SITE INSPECTION OR AS DIRECTED BY THE ENGINEER.

16. ALL SILT FENCE MUST BE PLACED AS ACCESS IS OBTAINED DURING CLEARING. NO GRADING SHALL BE DONE UNTIL SILT FENCE INSTALLATION IS COMPLETE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL SILT FENCES AND TO REPAIR OR REPLACE ANY SILT FENCE THAT IS NOT SATISFACTORY. EROSION CONTROL GATES SHALL BE PLACED IMMEDIATELY AFTER DRAINAGE STRUCTURES ARE IN PLACE. ALL EROSION CONTROL DEVICES SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER. SEE THE GDOT STANDARD SPECIFICATIONS REGARDING EROSION CONTROL AND THE MANUAL FOR EROSION AND SEDIMENT CONTROL BY G.S.W.C.C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPPING WETLAND AREAS FREE FROM SILTATION. THE CONTRACTOR SHALL OBTAIN AND ABIDE BY ALL CORPS OR ENGINEERS RULES AND REGULATIONS CONCERNING CONSTRUCTION ADJACENT TO WATERWAYS AND MAINTAIN WATER QUALITY.

17. CONSTRUCTION LAYOUT WILL BE REQUIRED BY THE CONTRACTOR. ALL COST FOR THIS ITEM WILL BE INCLUDED IN THE PRICE BID FOR OTHER CONTRACT ITEMS.

18. ANY ADDITIONAL QUANTITIES ABOVE WHAT IS SHOWN IN THE PLAN SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER.

UTILITY OWNER	SERVICE	CONTACT NUMBERS
GEORGIA POWER	ELECTRIC	404-947-0729
DEKALB COUNTY WATER	WATER	404-698-7102
DEKALB COUNTY - SEWER	SANITARY SEWER	404-698-7102

NOTES:
UTILITY DISCLAIMER: EXISTING UTILITY LINES SHOWN ARE APPROXIMATE LOCATIONS ONLY. UTILITY LOCATION WAS PERFORMED BY UTILITY OWNER MARK-UPS. THE CONTRACTOR/INSTALLER SHALL FIELD VERIFY ALL EXISTING UTILITY LINE LOCATIONS PRIOR TO ANY CONSTRUCTION.

CONTRACTOR/INSTALLER SHALL CONTACT 811 PRIOR TO ANY CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITY COORDINATION, ALL COORDINATION WITH ADJACENT PROPERTY OWNERS AND THE REPAIR OF ANY DAMAGED IRRIGATION FACILITIES.

GEORGIA811 Utilities Protection Center, Inc
Know what's below. Call before you dig.

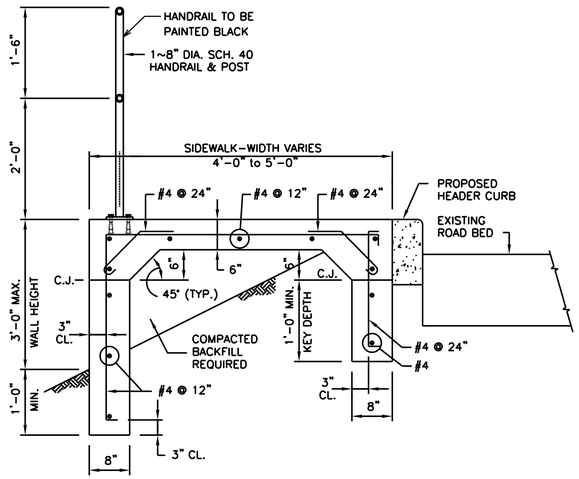
INFRASTRUCTURE CONSULTING & ENGINEERING

REVISION DATES

GENERAL NOTES
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		04-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



KEY DEPTH	WALL HEIGHT
1'-0"	1'-0"
1'-4"	2'-0"
1'-8"	3'-0" MAX.

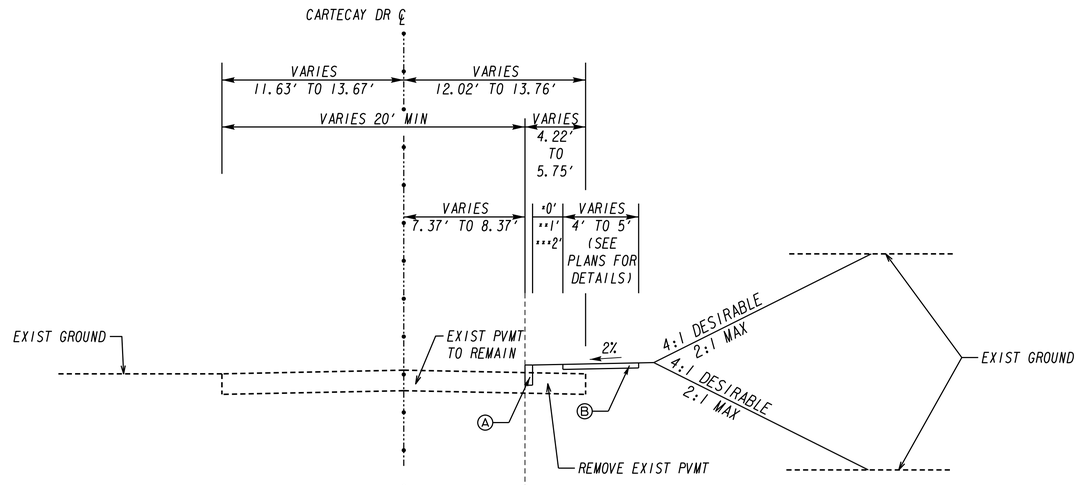
NOTE:
1. CONTRACTOR MUST TEMPORARILY SUPPORT FOOTING WALLS UNTIL TOP SLAB IS IN PLACE.
2. CONTRACTOR TO PROVIDE COMPACTED BACKFILL UNDER SLAB

LOADS:
SURCHARGE = 0 PSF

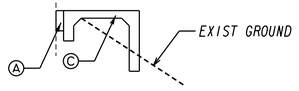
MATERIALS:
CONCRETE _____ f'c = 3,000 PSI
REINFORCING _____ fy = 60,000 PSI

SOIL PROPERTIES:
SOIL WEIGHT = 110 PCF
ø = 28°
C = 0
ALLOWABLE SOIL PRESSURE = 3,000 PSF

SIDEWALK TURN DOWN WALL DETAIL



STA 10+36.01 TO STA 11+50.00
STA 11+75.00 TO STA 17+58.35



STA 11+50.00 TO STA 11+75.00

TYPICAL SECTION #1
CURB & SIDEWALK CONSTRUCTION

CARTE℄AY DR
*STA 10+36.01 TO STA 12+75.00
***STA 12+75.00 TO STA 14+40.00
**STA 14+40.00 TO STA 14+95.00
***STA 14+95.00 TO STA 15+58.25
***STA 15+58.25 TO *STA 15+75.00
*STA 15+75.00 TO STA 16+06.00
***STA 16+06.00 TO STA 17+58.35

LEGEND
Ⓐ 6" GRANITE CURB
Ⓑ 4 INCH CONCRETE SIDEWALK
Ⓒ SIDEWALK TURN DOWN WALL - SEE DETAIL

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

TYPICAL SECTIONS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 05-0001

10/23/2015 GPLN

SUMMARY OF QUANTITIES

MISCELLANEOUS ROADWAY

ITEM	UNIT	TOTAL
GRADING COMPLETE - WALK 16-118	LS	1
TRAFFIC CONTROL - WALK 16-118	LS	1
GRANITE HEADER CURB	LF	650
CONCRETE SIDEWALK, 4 IN	SY	340
*CONCRETE SIDEWALK, 8 IN	SY	30
CONCRETE VALLEY GUTTER, 6"	SY	160
DRIVEWAY CONCRETE, 4 IN	SY	90
SIDEWALK TURN DOWN WALL (SEE DRWG 5-0001)	LF	25
**SAW CUT EXISTING ASPHALT PVMT (SPEED BREAKS)	LF	50
REPLACE SIGN W/ POST	EA	3
ADJUST WATER METER BOX TO GRADE	EA	1
GRADED AGGREGATE BASE	TN	100

*ALL SIDEWALK CONCRETE WITHIN RADIUS RETURNS TO BE 8 IN THICK.
**INCLUDES PLACEMENT OF NEW 45° EDGE. SEE SPEED HUMP DETAIL ON DRAWINGS 13-0001 & 13-0002.

TEMPORARY EROSION CONTROL

ITEM	UNIT	TOTAL
TEMPORARY GRASSING	AC	0.10
MULCH	TN	6
CONSTRUCTION EXIT	EA	2
MAINTENANCE OF CONSTRUCTION EXIT	EA	2
TEMPORARY SILT FENCE TYPE A	LF	650
MAINTENANCE OF TEMPORARY SILT FENCE TYPE A	LF	650
CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	1
MAINTENANCE OF INLET SEDIMENT TRAP	EA	1
*CONSTRUCT AND REMOVE CURB INLET PROTECTION	EA	1
*MAINTENANCE OF CURB INLET PROTECTION	EA	1

*CONSTRUCT AND REMOVE CURB INLET PROTECTION TO BE PAID FOR UNDER PAY ITEM 163-0550.
MAINTENANCE OF CURB INLET PROTECTION TO BE PAID FOR UNDER PAY ITEM 165-0105.

PERMANENT EROSION CONTROL

ITEM	UNIT	TOTAL
PERMANENT GRASSING	AC	0.10
AGRICULTURAL LIME	TN	0.30
FERTILIZER MIXED GRADE	TN	0.10
FERTILIZER NITROGEN CONTENT	LBS	5
SOD	SY	300

SIGN QUANTITIES

STATION	INSTL. NO.	HIGHWAY SIGNS				SQUARE TUBE POST		
		SIGN CODE	TP1 MATL, REFL SHEETING TP 11			TYPE 7		
			SIZE	QUANTITY	SQ FEET	LENGTH (FEET)	QUANTITY	TOTAL LENGTH
10+60	1	W13-1P	18X18	1	2.25	16.5	2	33.0
10+60	2	W17-1	30X30	1	6.25	SEE ABOVE	SEE ABOVE	SEE ABOVE
15+15	3	W3-1	30X30	1	6.25	13.5	1	13.5
TOTAL				**3**	**14.75**		**3**	**46.5**

INFRASTRUCTURE CONSULTING & ENGINEERING

REVISION DATES
12/20/17

SUMMARY QUANTITIES
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 06-0001

QUANTITIES REQUIRED BY AMENDMENT

DATE	ITEM NO.	AMENDMENT DATE	AMENDMENT NUMBER	DESCRIPTION	UNIT	ORIGINAL QUANTITY	REQUIRED BY AMENDMENT QUANTITY

INFRASTRUCTURE CONSULTING & ENGINEERING

REVISION DATES		

QUANTITIES (AMENDMENT)
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		07-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

QUANTITIES REQUIRED ON CONSTRUCTION

DATE	ITEM NO.	DESCRIPTION	UNIT	ORIGINAL QUANTITY	PREVIOUS QUANTITY	REQUIRED ON CONSTRUCTION QUANTITY

ITEM NO.	DESCRIPTION	UNITS	QUANTITY
	ROADWAY		
150-1000	TRAFFIC CONTROL - WALK 16-118	LS	1
210-0100	GRADING COMPLETE - WALK 16-118	LS	1
310-1101	GR AGGR BASE CRS, INCL MATL	TN	100
437-1200	STRAIGHT GRANITE CURB, 5 IN X 12 IN, TP C	LF	650
441-0014	DRIVEWAY CONCRETE, 4 IN TK	SY	90
441-0104	CONC SIDEWALK, 4 IN	SY	340
441-0108	CONC SIDEWALK, 8 IN	SY	30
441-4020	CONC VALLEY GUTTER, 6 IN	SY	160
999-0001	SIDEWALK TURN-DOWN WALL (SEE DRWG 5-0001)	LF	25
999-0002	SAW CUT EXISTING ASPHALT PVMT (SPEED BREAKS)	LF	50
	PERMANENT EROSION CONTROL		
700-6910	PERMANENT GRASSING	AC	0.10
700-7000	AGRICULTURAL LIME	TN	0.30
700-8000	FERTILIZER MIXED GRADE	TN	0.10
700-8100	FERTILIZER NITROGEN CONTENT	LBS	5
700-9300	SOD	SY	300
	TEMPORARY EROSION CONTROL		
163-0232	TEMPORARY GRASSING	AC	0.10
163-0240	MULCH	TN	6
163-0300	CONSTRUCTION EXIT	EA	2
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	2
165-0010	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	LF	650
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	2
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	2
171-0010	TEMPORARY SILT FENCE, TP A	LF	650
	SIGNING AND MARKING		
610-9001	REMOVE SIGN	EA	3
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	SF	15
636-2070	GALV STEEL POSTS, TP 7	LF	47
	UTILITY		
611-8120	ADJUST WATER METER BOX TO GRADE	EA	1

INFRASTRUCTURE CONSULTING & ENGINEERING

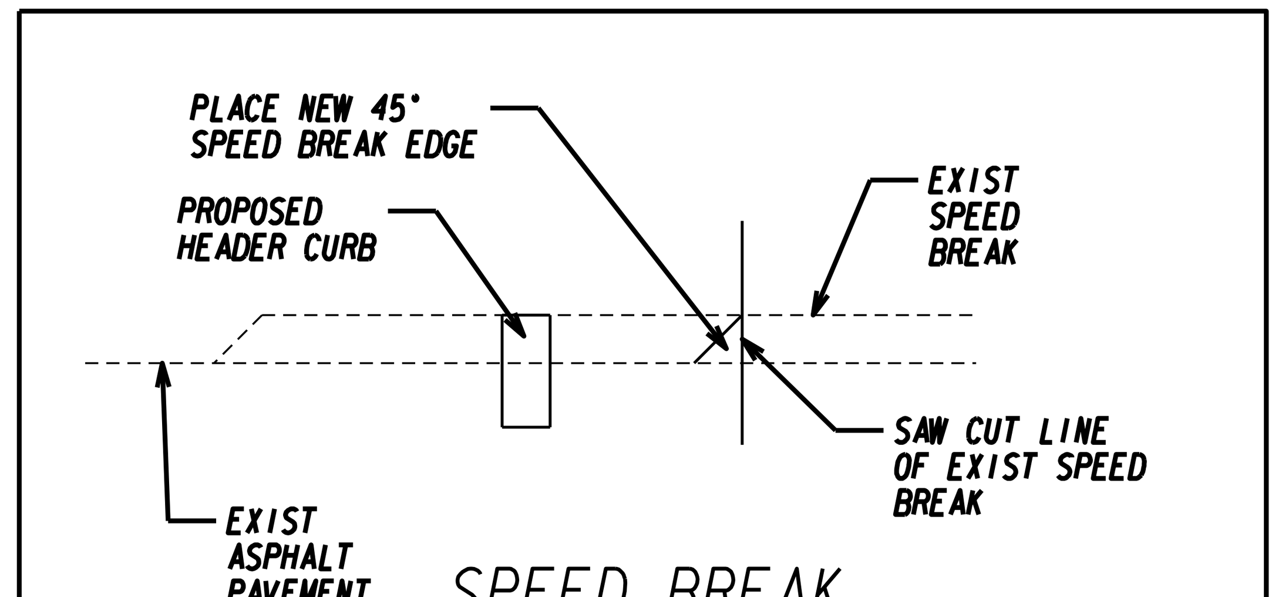
REVISION DATES

DETAILED ESTIMATE
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

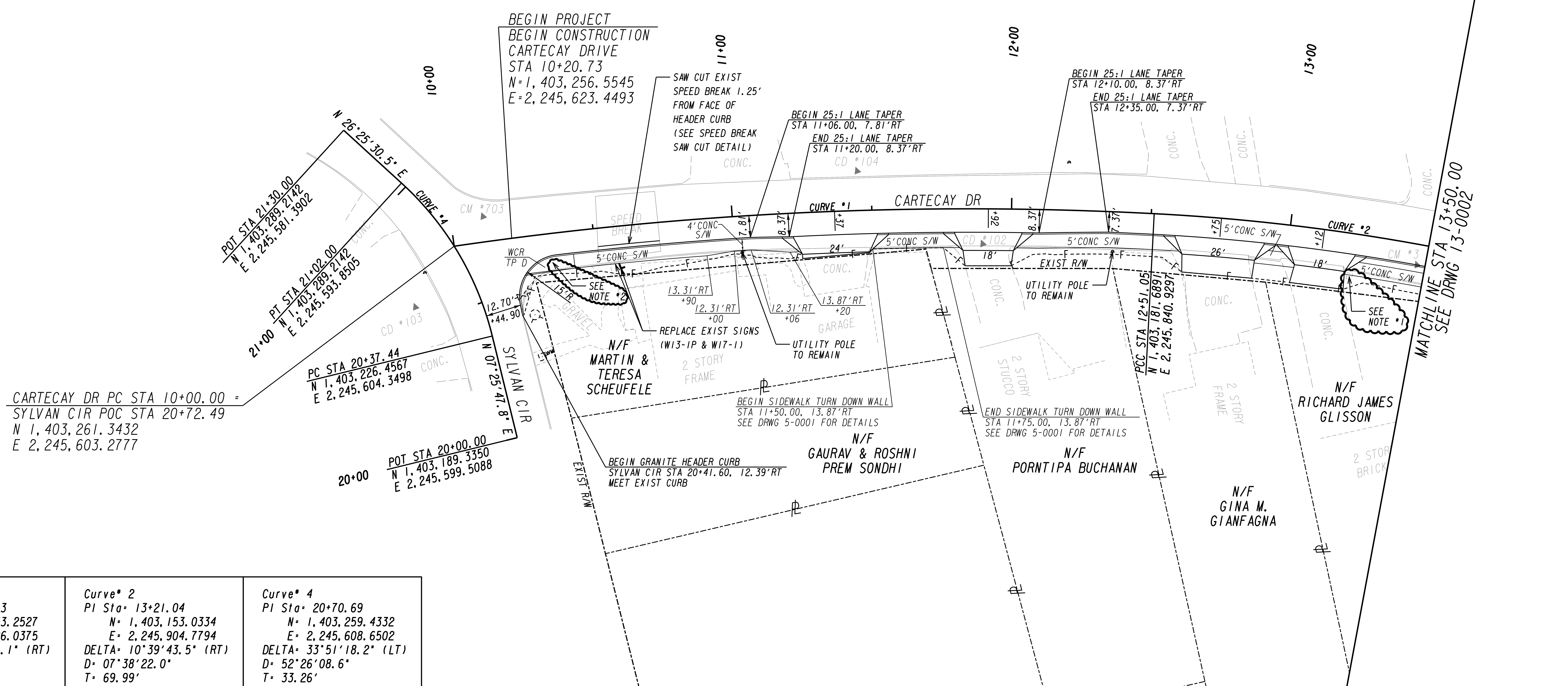
CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 09-0001

SURVEY CONTROL POINT DATA					
NAME	STATION	OFFSET	NORTHING	EASTING	ELEVATION
CD #103	20+58.41	22.63'LT	1,403,246.3970	2,245,582.4650	928.39'
CM #703	10+11.65	9.03'LT	1,403,267.8940	2,245,616.7160	927.40'
CD #104	11+45.20	14.10'LT	1,403,234.6920	2,245,747.3600	922.33'
CD #102	11+89.74	12.56'RT	1,403,194.1660	2,245,779.8250	919.13'
CM #3	13+47.10	7.40'RT	1,403,130.9780	2,245,921.9380	911.95'



SPEED BREAK
SAW CUT DETAIL
PAYMENT FOR SAW CUT SHALL BE UNDER PAY ITEM 999-0001



Curve# 1	Curve# 2	Curve# 4
PI Sta= 11+25.93	PI Sta= 13+21.04	PI Sta= 20+70.69
N= 1,403,233.2527	N= 1,403,153.0334	N= 1,403,259.4332
E= 2,245,726.0375	E= 2,245,904.7794	E= 2,245,608.6502
DELTA= 11°16'54.1" (RT)	DELTA= 10°39'43.5" (RT)	DELTA= 33°51'18.2" (LT)
D= 04°29'37.6"	D= 07°38'22.0"	D= 52°26'08.6"
T= 125.93'	T= 69.99'	T= 33.26'
L= 251.05'	L= 139.57'	L= 64.56'
R= 1275.00'	R= 750.00'	R= 109.27'
E= 6.20'	E= 3.26'	E= 4.95'
e= N/A	e= N/A	e= N/A

NOTES:
1. REPLACE ALL MAILBOXES AFFECTED BY CONSTRUCTION IN KIND. COST TO BE INCLUDED IN GRADING COMPLETE.
2. ALL SIDEWALK CONCRETE WITHIN RADIUS RETURNS TO BE 8 IN THICK.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS............BLA
END LIMIT OF ACCESS..............ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

INFRASTRUCTURE CONSULTING & ENGINEERING

SCALE IN FEET 0 20 40 80

REVISION DATES		
12/20/17		

CONSTRUCTION PLAN
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
CARTECAY RD STA 10+20.73 TO 13+50

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 13-0001

1/8/2018 10:01:12 AM chris.thompson | GPLOT-V8 gplotborder-V8i-P0.tbl | 1681.00_13-0002.dgn | P.I. No. WALK 16-118

NOTES:
1. REPLACE ALL MAILBOXES AFFECTED BY CONSTRUCTION IN KIND. COST TO BE INCLUDED IN GRADING COMPLETE.
2. ALL SIDEWALK CONCRETE WITHIN RADIUS RETURNS TO BE 8 IN THICK.

SURVEY CONTROL POINT DATA

NAME	STATION	OFFSET	NORTHING	EASTING	ELEVATION
CD #101	14+50.43	12.11'RT	1,403,069.3690	2,246,004.4000	905.46'
CD #100	15+94.40	10.79'LT	1,403,006.9490	2,246,135.2910	893.84'
CM #702	5+10.95	18.39'LT	1,402,911.1440	2,246,290.9120	890.28'

Curve# 2	Curve# 3
PI Sta= 13+21.04	PI Sta= 17+16.72
N= 1,403,153.0334	N= 1,402,926.7938
E= 2,245,904.7794	E= 2,246,229.9009
DELTA= 10°39'43.5" (RT)	DELTA= 68°02'57.7" (LT)
D= 07°38'22.0"	D= 27°52'20.5"
T= 69.99'	T= 138.78'
L= 139.57'	L= 244.15'
R= 750.00'	R= 205.57'
E= 3.26'	E= 42.46'
e= N/A	e= N/A

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	C F
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	▨
EASEMENT FOR CONSTR OF SLOPES	▨
EASEMENT FOR CONSTR OF DRIVES	▨
BEGIN LIMIT OF ACCESS............BLA	
END LIMIT OF ACCESS.............ELA	
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

INFRASTRUCTURE CONSULTING & ENGINEERING

SCALE IN FEET 0 20 40 80

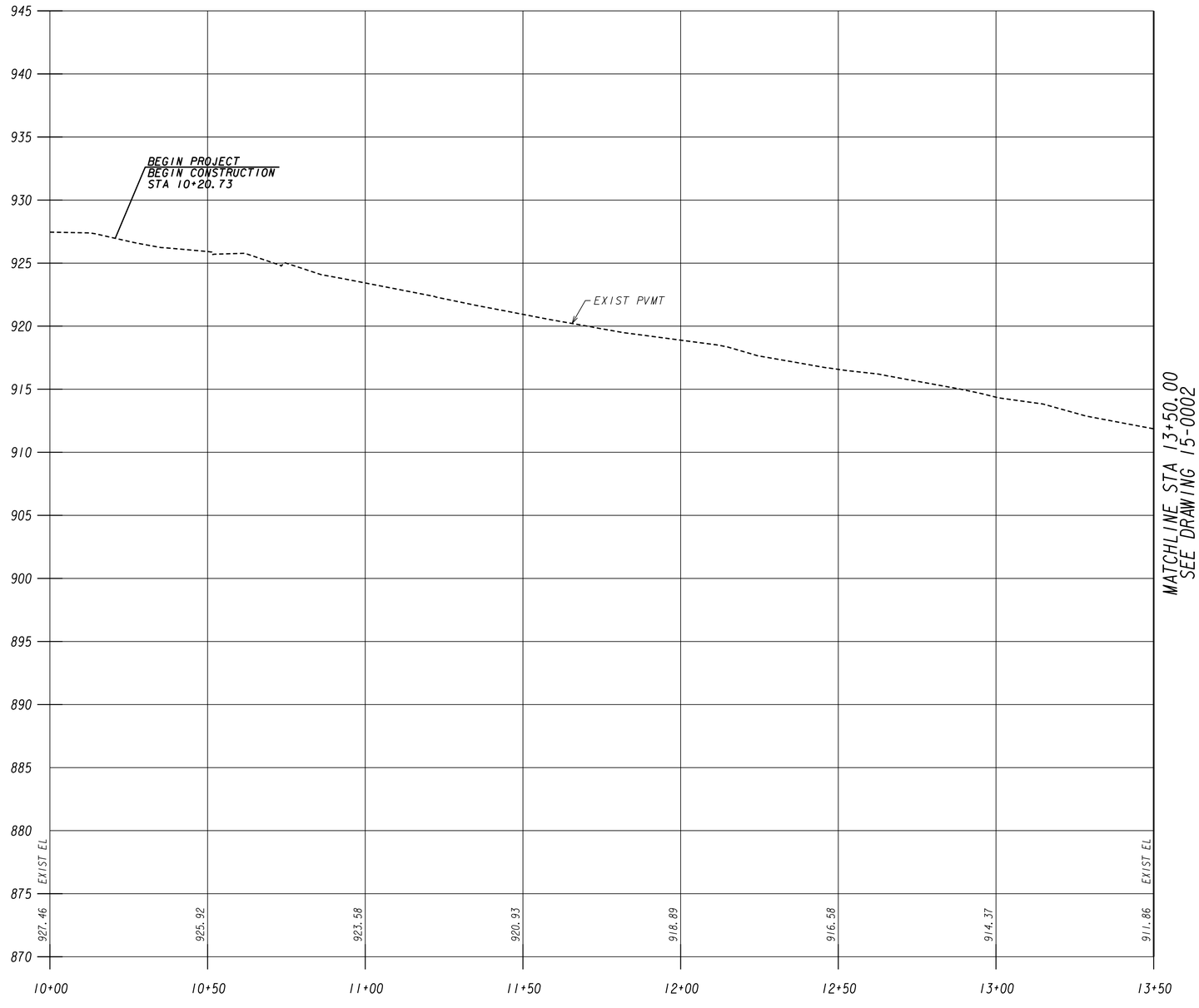
REVISION DATES
12/20/17

CONSTRUCTION PLAN
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
CARTECAY RD STA 13+50 TO 17+71.85

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 13-0002

10/23/2015 GPLN



INFRASTRUCTURE CONSULTING & ENGINEERING

HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

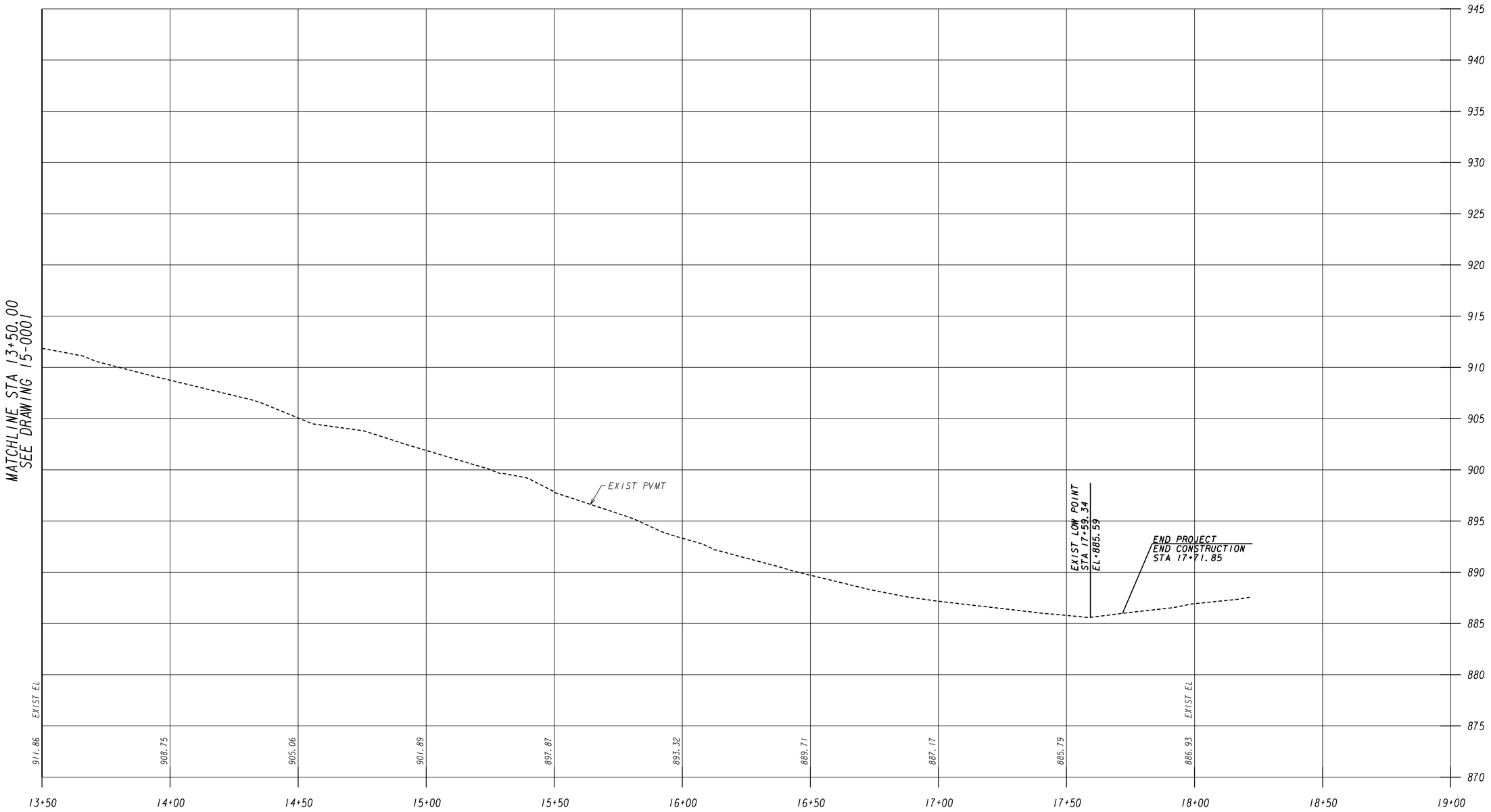
REVISION DATES

MAINLINE PROFILE
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
CARTECAY RD STA 10+20.73 TO STA 13+50

		DATE:
CHECKED:		
BACKCHECKED:		DATE:
CORRECTED:		DATE:
VERIFIED:		DATE:

DRAWING No. 15-0001

10/23/2015 GPLN



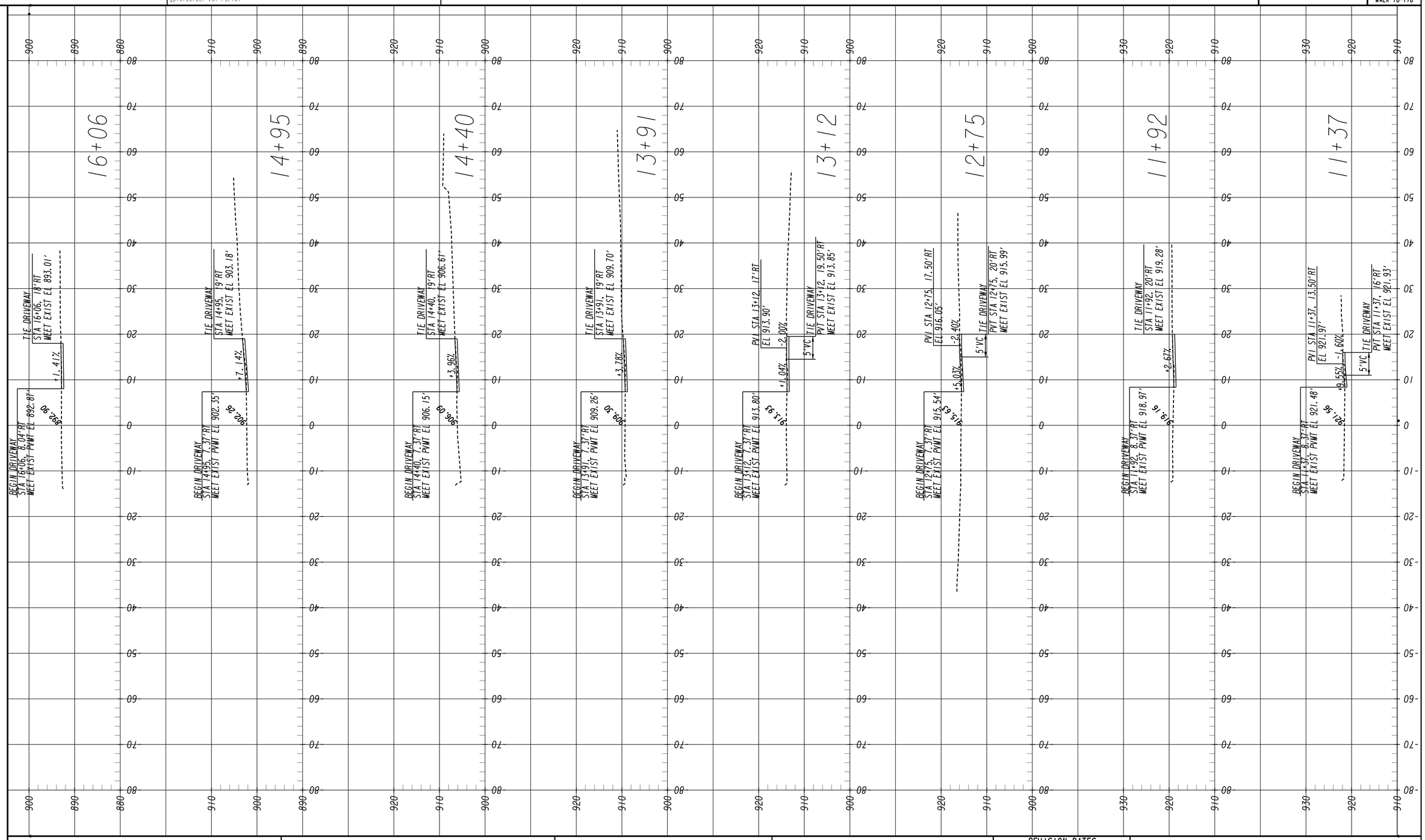
INFRASTRUCTURE CONSULTING & ENGINEERING

HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

REVISION DATES

MAINLINE PROFILE
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
CARTECAY RD STA 13+50 TO STA 17+71.85

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		15-0002
VERIFIED:		DATE:		



INFRASTRUCTURE CONSULTING & ENGINEERING

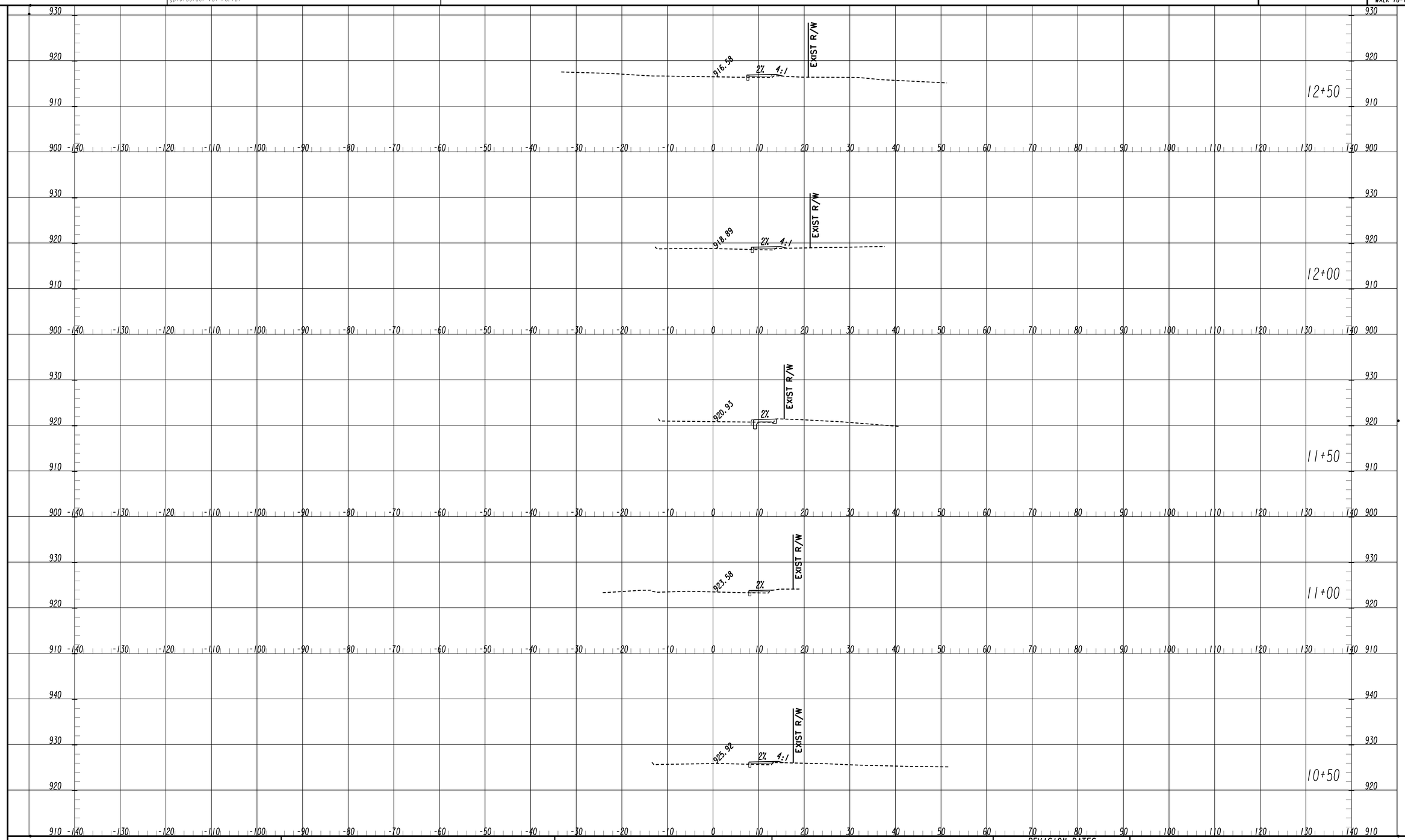
SCALE IN FEET
0 10 20 40

REVISION DATES

DRIVEWAY PROFILE
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		17-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



INFRASTRUCTURE CONSULTING & ENGINEERING

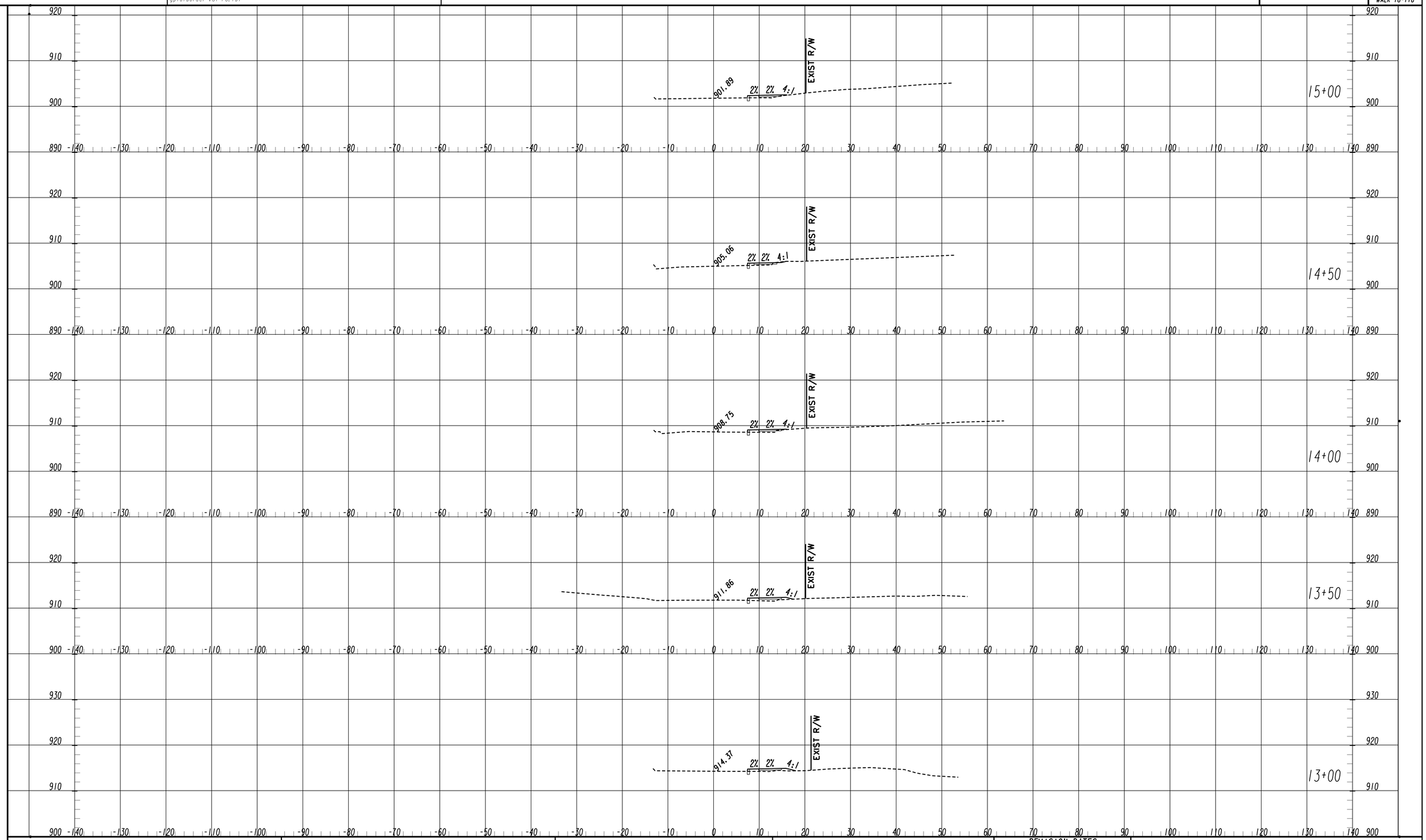
SCALE IN FEET
0 10 20 40

REVISION DATES

EARTHWORK CROSS SECTIONS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
STA 10+50 TO STA 12+50

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		23-0001
VERIFIED:		DATE:		

10/23/2015 GPLN



INFRASTRUCTURE CONSULTING & ENGINEERING

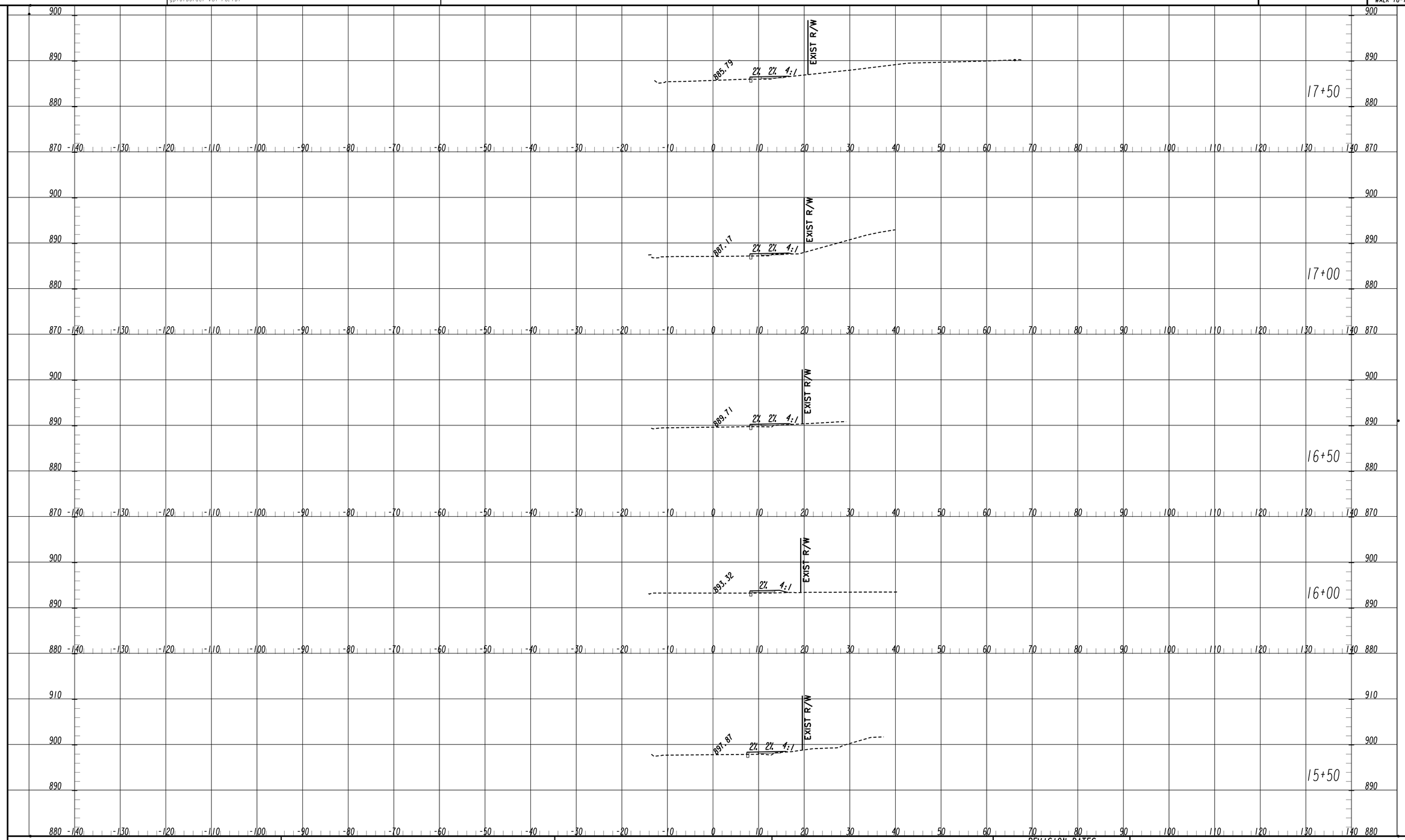
SCALE IN FEET
0 10 20 40

REVISION DATES

EARTHWORK CROSS SECTIONS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
STA 13+00 TO STA 15+00

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		23-0002
VERIFIED:		DATE:		

10/23/2015 GPLN



INFRASTRUCTURE CONSULTING & ENGINEERING

SCALE IN FEET
0 10 20 40

REVISION DATES

EARTHWORK CROSS SECTIONS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
STA 15+50 TO STA 17+50

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	23-0003
VERIFIED:		DATE:	

10/23/2015 GPLN

UTILITY LINECODES

	EXISTING	TO BE REMOVED	PROPOSED	TYPE OF UTILITY
OVERHEAD	E	E	E	ELECTRIC
	E-T	E-T	E-T	ELECTRIC/TELECOMMUNICATIONS
	E-TV	E-TV	E-TV	ELECTRIC/CABLE TV
	E-TC	E-TC	E-TC	ELECTRIC/TRAFFIC CONTROL
	E-T-TV	E-T-TV	E-T-TV	ELECTRIC/TELECOMMUNICATIONS/CABLE TV
	E-T-TV-TC	E-T-TV-TC	E-T-TV-TC	ELECTRIC/TELECOMMUNICATIONS/CABLE TV/TRAFFIC CONTROL
	E-TV-TC	E-TV-TC	E-TV-TC	ELECTRIC/CABLE TV/TRAFFIC CONTROL
	E-T-TC	E-T-TC	E-T-TC	ELECTRIC/TELECOMMUNICATIONS/TRAFFIC CONTROL
	GW	GW	GW	GUY WIRE
	T	T	T	TELECOMMUNICATIONS
	T-TC	T-TC	T-TC	TELECOMMUNICATIONS/TRAFFIC CONTROL
	T-TV-TC	T-TV-TC	T-TV-TC	TELECOMMUNICATIONS/CABLE TV/TRAFFIC CONTROL
	T-TV	T-TV	T-TV	TELECOMUNICATIONS/CABLE TV
	TV	TV	TV	CABLE TV
	TV-TC	TV-TC	TV-TC	CABLE TV/TRAFFIC CONTROL
	TC	TC	TC	TRAFFIC CONTROL
UNDERGROUND	E	E	E	ELECTRIC (QL-D)
	E(C)	E(C)	E(C)	ELECTRIC (QL-C)
	E(B)	E(B)	E(B)	ELECTRIC (QL-B)
	T	T	T	TELECOMMUNICATIONS (QL-D)
	T(C)	T(C)	T(C)	TELECOMMUNICATIONS (QL-C)
	T(B)	T(B)	T(B)	TELECOMMUNICATIONS (QL-B)
	TV	TV	TV	CABLE TV (QL-D)
	TV(C)	TV(C)	TV(C)	CABLE TV (QL-C)
	TV(B)	TV(B)	TV(B)	CABLE TV (QL-B)
	W	W	W	WATER (QL-D)
	W(C)	W(C)	W(C)	WATER (QL-C)
	W(B)	W(B)	W(B)	WATER (QL-B)
	**W	**W	**W	WATER FOR LABELED PIPE SIZES (QL-D)
	**W(C)	**W(C)		WATER FOR LABELED PIPE SIZES (QL-C)
	**W(B)	**W(B)		WATER FOR LABELED PIPE SIZES (QL-B)
	NW	NW	NW	NON-POTABLE WATER (QL-D)
	NW(C)	NW(C)		NON-POTABLE WATER (QL-C)
	NW(B)	NW(B)		NON-POTABLE WATER (QL-B)
	**NW	**NW	**NW	NON-POTABLE WATER FOR LABELED PIPE SIZES (QL-D)
	**NW(C)	**NW(C)		NON-POTABLE WATER FOR LABELED PIPE SIZES (QL-C)
	**NW(B)	**NW(B)		NON-POTABLE WATER FOR LABELED PIPE SIZES (QL-B)
	STM	STM	STM	STEAM (QL-D)
	STM(C)	STM(C)		STEAM (QL-C)
	STM(B)	STM(B)		STEAM (QL-B)
	**STM	**STM	**STM	STEAM FOR LABELED PIPE SIZES (QL-D)
	**STM(C)	**STM(C)		STEAM FOR LABELED PIPE SIZES (QL-C)
	**STM(B)	**STM(B)		STEAM FOR LABELED PIPE SIZES (QL-B)
	SS	SS	SS	SANITARY SEWER WITH FLOW DIRECTION (QL-D)
	SS(C)	SS(C)	SS(C)	SANITARY SEWER WITH FLOW DIRECTION (QL-C)
	SS(B)	SS(B)	SS(B)	SANITARY SEWER WITH FLOW DIRECTION (QL-B)
	Σ**SS	Σ**SS	Σ**SS	SANITARY SEWER WITH FLOW DIRECTION FOR LABELED PIPE SIZES (QL-D)
	Σ**SS(C)	Σ**SS(C)		SANITARY SEWER WITH FLOW DIRECTION FOR LABELED PIPE SIZES (QL-C)
	Σ**SS(B)	Σ**SS(B)		SANITARY SEWER WITH FLOW DIRECTION FOR LABELED PIPE SIZES (QL-B)
	SFM	SFM	SFM	SANITARY SEWER FORCE MAIN WITH FLOW DIRECTION (QL-D)
	SFM(C)	SFM(C)		SANITARY SEWER FORCE MAIN WITH FLOW DIRECTION (QL-C)
	SFM(B)	SFM(B)		SANITARY SEWER FORCE MAIN WITH FLOW DIRECTION (QL-B)
	G	G	G	GAS (QL-D)
	G(C)	G(C)		GAS (QL-C)
	G(B)	G(B)		GAS (QL-B)
	**G	**G	**G	GAS FOR LABELED PIPE SIZES (QL-D)
	**G(C)	**G(C)		GAS FOR LABELED PIPE SIZES (QL-C)
	**G(B)	**G(B)		GAS FOR LABELED PIPE SIZES (QL-B)
	P	P	P	PETROLEUM (QL-D)
	P(C)	P(C)		PETROLEUM (QL-C)
	P(B)	P(B)		PETROLEUM (QL-B)
	**P	**P	**P	PETROLEUM FOR LABELED PIPE SIZES (QL-D)
	**P(C)	**P(C)		PETROLEUM FOR LABELED PIPE SIZES (QL-C)
	**P(B)	**P(B)		PETROLEUM FOR LABELED PIPE SIZES (QL-B)
	TC	TC	TC	TRAFFIC CONTROL (QL-D)
	TC(C)	TC(C)		TRAFFIC CONTROL (QL-C)
	TC(B)	TC(B)		TRAFFIC CONTROL (QL-B)
	UNK(B)	UNK(B)	UNK	UNKNOWN UTILITY FOUND IN SUE INVESTIGATION (QL-B)

FOR PROPOSED/TEMPORARY TRAFFIC CONTROL INFORMATION REFER TO TRAFFIC SIGNAL PLANS

UTILITY SYMBOLS

EXISTING	PROPOSED	TEMPORARY	
			UTILITY POLE/GUY POLE
			LIGHT POLE
			GUY ANCHOR
M	M	M	MARKER
X	X	X	SPLICE BOX
			CABINET
			VENT
E	E	E	ELECTRIC MANHOLE
H	H	H	HAND HOLE
E	E	E	TRANSFORMER
E	E	E	ELECTRIC METER
E	E	E	ELECTRIC BOX
T	T	T	TELECOMMUNICATIONS MANHOLE
T	T	T	TELECOMMUNICATIONS PEDESTAL
SLC	SLC	SLC	SUBCRIBER LOOP CARRIER (aka "SLICK")
			PHONE BOOTH
			CABLE TV PEDESTAL
TV	TV	TV	CABLE TV MANHOLE
W	W	W	WATER VALVE
W	W	W	WATER METER
W	W	W	WATER MANHOLE
			FIRE HYDRANT ASSEMBLY (INCLUDES ASSOCIATED VALVE)
BFP	BFP	BFP	BACKFLOW PREVENTER
PIV	PIV	PIV	PRESSURE INDICATOR VALVE
ARV	ARV	ARV	AIR RELEASE VALVE
W	W	W	WELL
W	W	W	WATER VAULT
W	W	W	WATER VALVE MARKER
			STAND PIPE

EXISTING	PROPOSED	TEMPORARY	
			CLEANOUT
SS	SS	SS	SANITARY SEWER MANHOLE
ARV	ARV	ARV	AIR RELEASE VALVE
GT	GT	GT	GREASE TRAP
S	S	S	SANITARY SEWER FORCE MAIN VALVE
G	G	G	GAS VALVE
G	G	G	GAS METER
G	G	G	GAS MANHOLE
GPR	GPR	GPR	GAS PRESSURE REGULATOR
G	G	G	GAS VAULT
GTS	GTS	GTS	GAS TEST STATION
P	P	P	PETROLEUM VALVE
TC	FOR PROPOSED/TEMPORARY TRAFFIC CONTROL INFORMATION REFER TO TRAFFIC SIGNAL PLANS		TRAFFIC CONTROL MANHOLE/ ELECTRIC COMMUNICATIONS BOX
			TRAFFIC CONTROL PEDESTRIAN SIGNAL/BUTTON POST

MISCELLANEOUS

LOS	LIMITS OF OVERHEAD AND SUBSURFACE UTILITY INVESTIGATION
TH	TEST HOLE (QL-A ONLY)
EOI	END OF INFORMATION
	QUALITY LEVEL (QL) DELINEATION
123	POLE ID
A01	SANITARY SEWER MANHOLE (SSMH) ID
C123	CONFLICT LOCATION (UTILITY IMPACT ANALYSIS (UIA) ONLY)

QUALITY LEVELS AND DEFINITIONS

QL-D DEPICTED ACCORDING TO UTILITY RECORD INFORMATION AND IN-FIELD VISUAL INSPECTION. NO ELECTRONIC DESIGNATING INFORMATION WAS OBTAINED.

QL-C EXISTING UTILITY STRUCTURES HAVE BEEN FIELD LOCATED AND SURVEYED TO ASSIST IN DEPICTING THE UTILITIES SHOWN ON RECORDS. NO ELECTRONIC DESIGNATING INFORMATION WAS OBTAINED.

QL-B INFORMATION WAS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROPRIATE HORIZONTAL POSITION OF THE SUBSURFACE UTILITIES. QL-B DATA SHOULD BE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES DEFINED BY THE PROJECT AND REDUCED ONTO PLAN DOCUMENTS.

QL-A OBTAIN PRECISE HORIZONTAL AND VERTICAL POSITION OF THE UTILITY LINE BY EXCAVATING A TEST HOLE. THE TEST HOLE SHALL BE DONE USING VACUUM EXCAVATION OR COMPARABLE NONDESTRUCTIVE EQUIPMENT IN A MANNER AS TO CAUSE NO DAMAGE TO THE UTILITY LINE. AFTER EXCAVATING A TEST HOLE, A FIELD SURVEY SHALL BE PERFORMED TO DETERMINE THE EXACT LOCATION AND POSITION OF THE UTILITY LINE.

TELEPHONE PAIR SIZE TABLE

TELEPHONE PAIR SIZE	TELEPHONE CABLE DIAMETER
5 - 100	0.50 TO 2.00 IN
101 - 2400	UP TO 3.50 IN

GEORGIA811 Utilities Protection Center, Inc
Know what's below. Call before you dig.

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

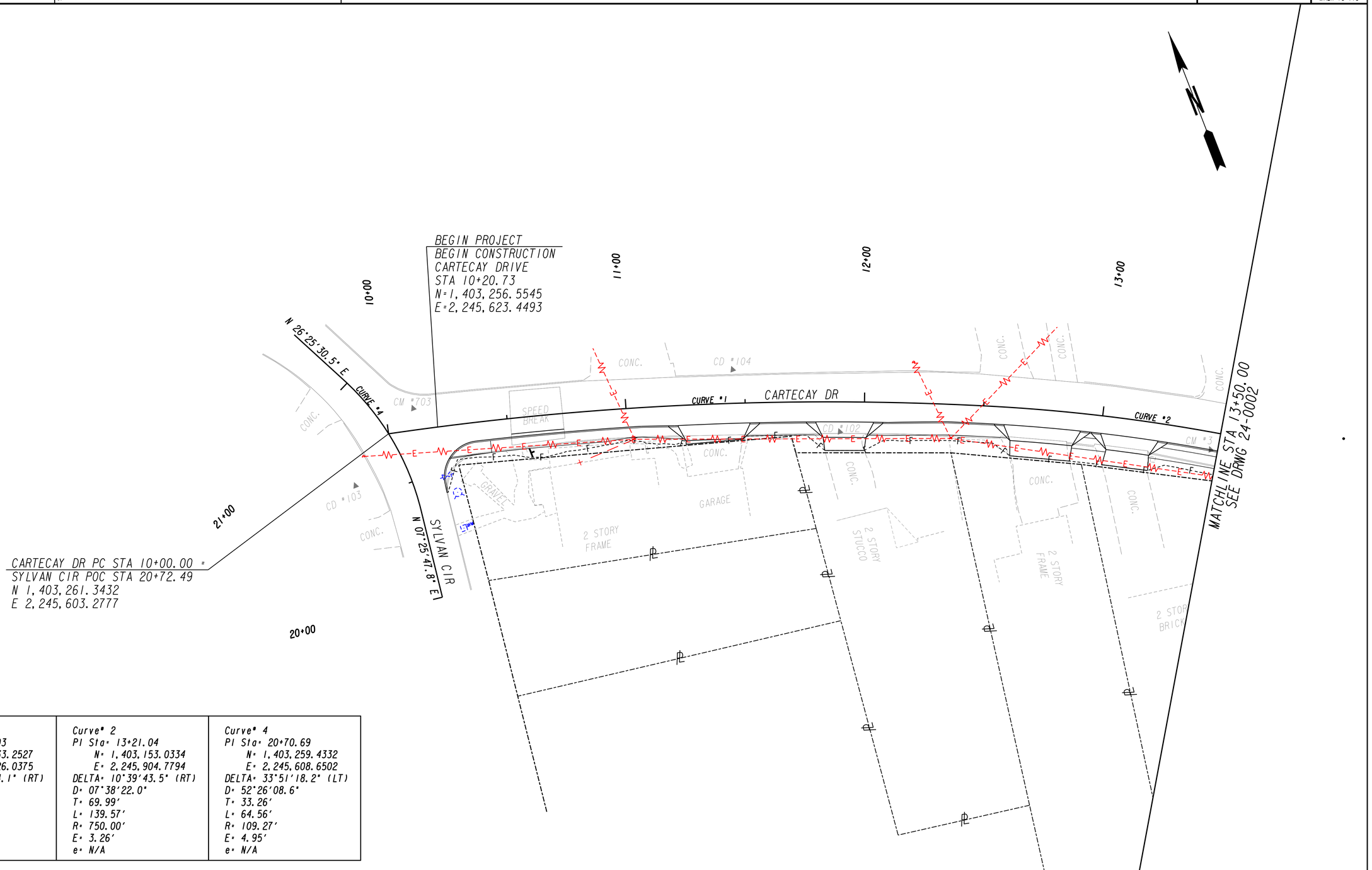
REVISION DATES

UTILITY LEGEND

UTILITY PLANS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		24-000A
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



Curve #1	Curve #2	Curve #4
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E= 2,245,726.0375	E= 2,245,904.7794	E= 2,245,608.6502
DELTA= 11°16'54.1" (RT)	DELTA= 10°39'43.5" (RT)	DELTA= 33°51'18.2" (LT)
D= 04°29'37.6"	D= 07°38'22.0"	D= 52°26'08.6"
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L= 251.05'	L= 139.57'	L= 64.56'
R= 1275.00'	R= 750.00'	R= 109.27'
E= 6.20'	E= 3.26'	E= 4.95'
e= N/A	e= N/A	e= N/A

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

INFRASTRUCTURE CONSULTING & ENGINEERING

SCALE IN FEET
0 20 40 80

REVISION DATES

UTILITY PLANS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
CARTECAY RD STA 10+20.73 TO 13+50

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		24-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

Curve° 2	Curve° 3
PI Sta= 13+21.04	PI Sta= 17+16.72
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E= 2,245,904.7794	E= 2,246,229.9009
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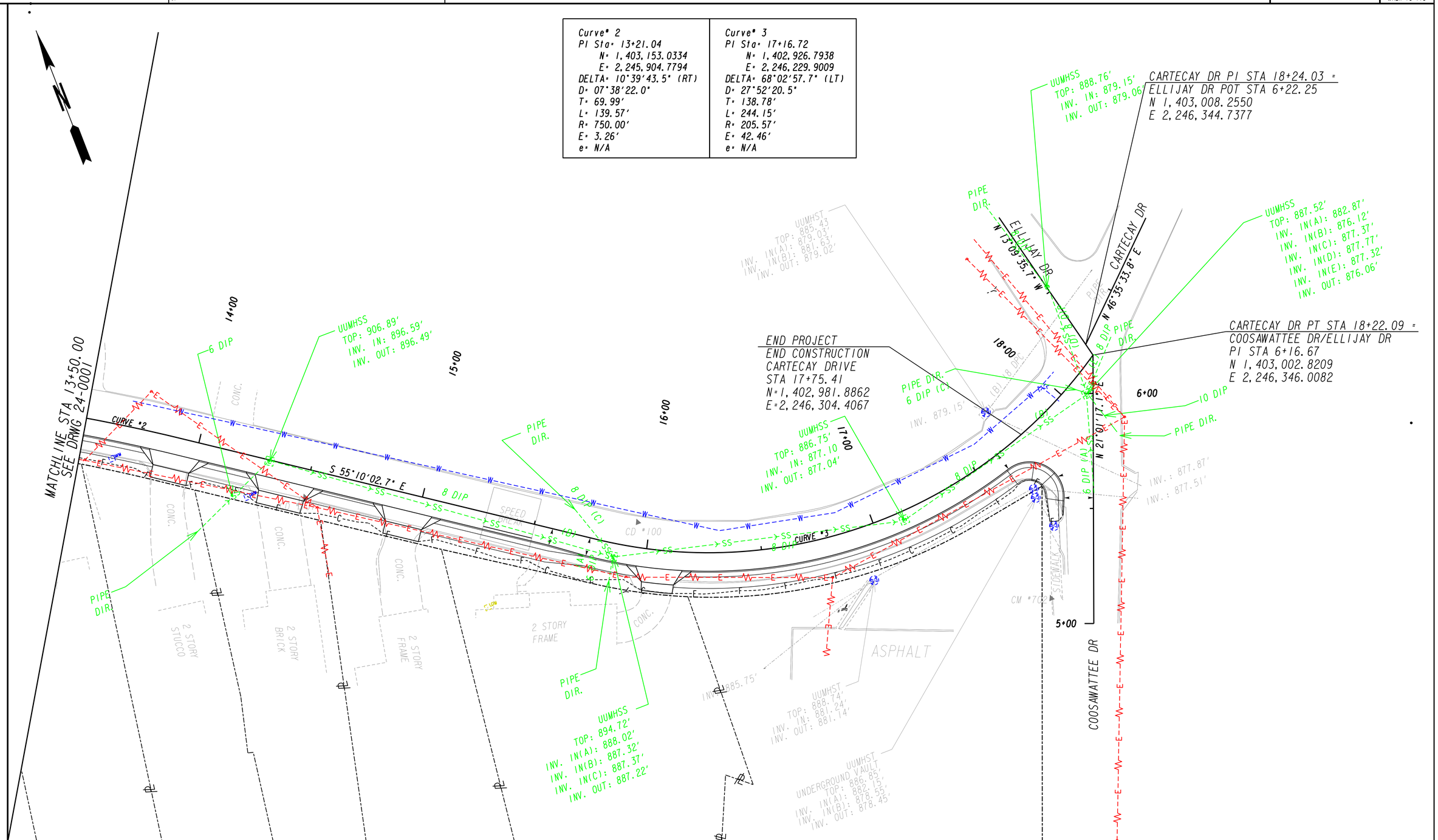
D= 07°38'22.0"	D= 27°52'20.5"
T= 69.99'	T= 138.78'
L= 139.57'	L= 244.15'
R= 750.00'	R= 205.57'
E= 3.26'	E= 42.46'
e= N/A	e= N/A



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

INFRASTRUCTURE CONSULTING & ENGINEERING

SCALE IN FEET
0 20 40 80

REVISION DATES

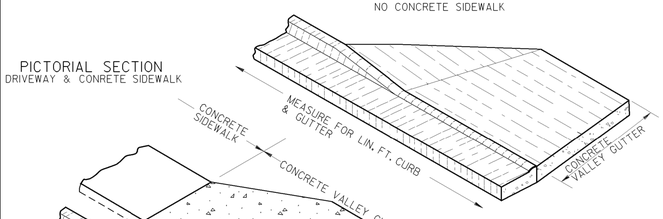
UTILITY PLANS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
CARTECAY RD STA 13+50 TO 17+71.85

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		24-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

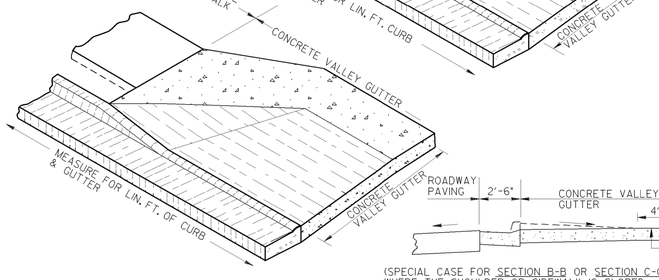
10/23/2015 GPLN

7/22/2011 2:16:33 PM \\GDOT-DSN1\GOPLOT\QCF\GO_XTp8000.qcf gowens V:\GARY\revised A-1, A-2\A-1.prf GO-RD6

PICTORIAL SECTION
NO CONCRETE SIDEWALK



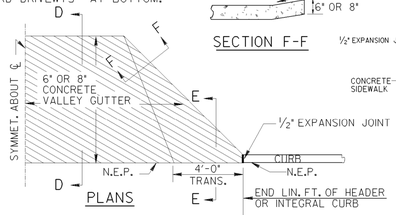
PICTORIAL SECTION
DRIVEWAY & CONRETE SIDEWALK



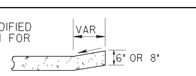
SECTION E-E

SECTION D-D

NOTE:
PLAN VIEW DETAILS NOT SHOWN FOR MODIFIED DRIVES WILL BE SIMILAR TO THAT SHOWN FOR STANDARD DRIVEWYS AT BOTTOM.

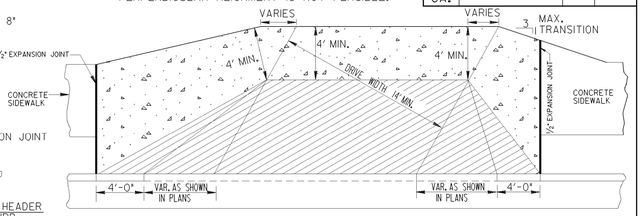


PLANS



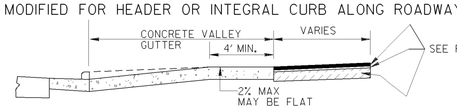
SECTION F-F

NOTE: DRIVEWAYS WILL NOT BE SKEWED EXCEPT WHERE PERPENDICULAR ALIGNMENT IS NOT FEASIBLE.



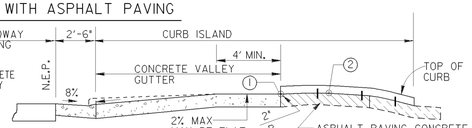
DRIVE ENTRANCE MODIFIED FOR SKEW

DRIVE MODIFIED FOR HEADER OR INTEGRAL CURB ALONG ROADWAY



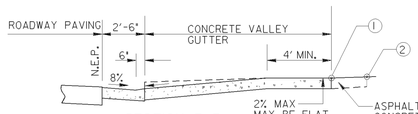
(SPECIAL CASE FOR SECTION B-B OR SECTION C-C; WHERE THE SHOULDER OR SIDEWALK IS SLOPED AWAY FROM THE ROAD)

SECTION WITH ASPHALT PAVING

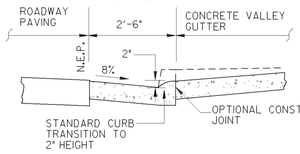


SECTION C-C

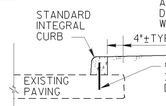
ASPHALT PAVING, CONCRETE VALLEY GUTTER, DRIVEWAY CONCRETE, OR EXISTING PAVEMENT, AS SPECIFIED IN THE PLANS. ALL DRIVEWAYS WITHIN THE RIGHT OF WAY SHALL BE PAVED.



SECTION B-B



NOTE:
ALTERNATES TO THE CURB ISLAND DESIGN SHOWN HERE MAY BE SPECIFIED IN THE PLANS.

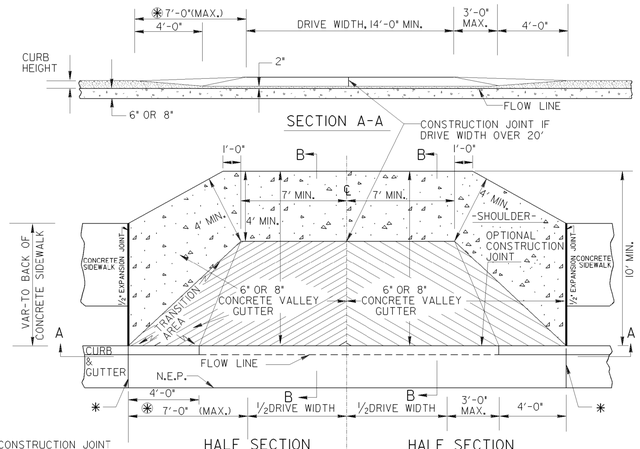


DOWELED CURB DETAIL

① IS THE BACK OF SIDEWALK SURFACE GRADE OR THE SHOULDER SURFACE GRADE 10'-0" BACK OF THE CURB. SLOPE OF THE CONCRETE VALLEY GUTTER WILL BE SUCH THAT THE BACK OF THE DRIVEWAY TAPER WILL BE THE SAME ELEVATION.

② IS BEGINNING OF DRIVEWAY TIE-IN.

NOTE: ① AND ② MAY COINCIDE



HALF SECTION — HALF SECTION

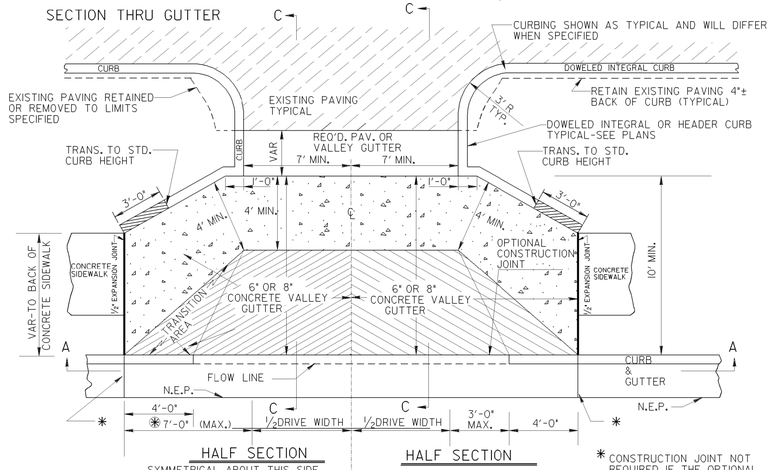
SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.

PLAN — PLAN

✱ CONSTRUCTION JOINT NOT REQUIRED IF THE OPTIONAL CONSTRUCTION JOINT IS PROVIDED AT BACK OF THE CURB.

RESIDENTIAL, COMMERCIAL OR NON-COMMERCIAL DRIVE

SECTION THRU GUTTER



HALF SECTION — HALF SECTION

SYMMETRICAL ABOUT THIS SIDE OF CENTERLINE WHERE CONCRETE SIDEWALK OCCURS.

PLAN — PLAN

(SHOWN ADJACENT TO EXISTING PAVED PARKING AREA)

✱ CONSTRUCTION JOINT NOT REQUIRED IF THE OPTIONAL CONSTRUCTION JOINT IS PROVIDED BACK OF CURB.

DRIVEWAY WITH CURB ISLAND

✱ 7'-0" OR DISTANCE EQUAL TO THAT FROM BACK OF CURB TO BACK OF SIDEWALK, WHICHEVER IS LESSER

GENERAL NOTES:

1. QUANTITIES SHALL BE MEASURED AS FOLLOWS:
   (A) CONCRETE CURB & GUTTER ALONG ROADWAY---
   LIN. FT. OF CURB & GUTTER SHALL BE MEASURED FOR PAYMENT CONTINUOUS THRU THE DRIVE ENTRANCES. PAYMENT FOR CURB & GUTTER SHALL INCLUDE DAPPING DOWN THE TOP PORTION OF THE CURB. SQ. YDS. OF CONCRETE VALLEY GUTTER SHALL BE MEASURED FOR PAYMENT TO THE BACK OF THE CURB LINE.
   (B) HEADER (OR INTEGRAL) CURB ALONG ROADWAY---
   LIN. FT. OF CURB SHALL BE MEASURED FOR PAYMENT TO THE BEGINNING OF DRIVE WAY. SQ. YDS. OF CONCRETE VALLEY GUTTER SHALL BE MEASURED FOR PAYMENT TO THE EDGE OF THE ROADWAY PAVING.
2. N.E.P. IS DEFINED AS THE POINT WHERE THE ROADWAY PAVING MEETS THE CURB & GUTTER, OR HEADER CURB, OR FACE OR THE INTEGRAL CURB.
3. DRIVES RECONSTRUCTED SHALL BE REPLACED IN KIND, I.E, ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND PAVED TO THE RIGHT OF WAY LINE.
4. SEE STANDARD 9032-B FOR DETAILS OF CONCRETE CURB & GUTTER, HEADER CURBS AND DOWELED INTEGRAL CURBS.
5. WIDTHS OF COMMERCIAL DRIVEWAYS SHALL COMPLY WITH CURRENT "RULES AND REGULATIONS FOR DRIVEWAY AND ENCROACHMENT CONTROL". WIDTHS OF RESIDENTIAL NON-COMMERCIAL DRIVEWAYS SHALL BE AS SPECIFIED IN THE PLANS.
6. THE SLOPE OF THE "TRANSITION AREA" OF THE CONCRETE VALLEY GUTTER SHALL NOT BE STEEPER THAN 8% (12") WHERE SIDEWALKS ARE LOCATED.
7. MAXIMUM DRIVEWAY GRADES SHOWN BELOW ARE INTENDED FOR RESIDENTIAL DRIVEWAYS WHERE FLATTER GRADES ARE NOT FEASIBLE. GRADES FOR COMMERCIAL DRIVEWAYS OR FOR TRUCKS SHALL NOT BE GREATER THAN 12% UNLESS SPECIFIED OTHERWISE.

Guidelines For Usage On Metric Projects

When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following " Rounded-Off" conversion factors: 1" =25mm, 4"=100mm, and 12" or 1' =300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

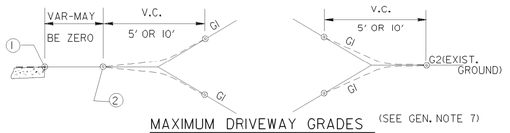
① IS THE BACK OF SIDEWALK SURFACE GRADE OR THE SHOULDER SURFACE GRADE 10'-0" BACK OF THE CURB. SLOPE OF THE CONCRETE VALLEY GUTTER WILL BE SUCH THAT THE BACK OF THE DRIVEWAY TAPER WILL BE THE SAME ELEVATION.

② IS BEGINNING OF DRIVEWAY TIE-IN.

NOTE: ① AND ② MAY COINCIDE

V.C.	MAXIMUM GI	
	CUT	FILL
5'	27%	16.67%
10'	28%	27%

V.C.	(MAX. ALGEBRAIC GRADE CHANGE) G1-G2	
	SAG	CREST
5'	21%	25%
10'	25%	36%



MAXIMUM DRIVEWAY GRADES (SEE GEN. NOTE 7)

This Detail Replaces Ga Standard 6050

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

BY	REVISION	DATE
CLO	REV. PAVEMENT NOTES, REV. 12" TO 14" MIN., REV. SWALK	7-2-11
	REVISED	4-11-02
	REVISED	4-3-02

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL
DRIVEWAYS WITH TAPERED ENTRANCES
CONCRETE VALLEY GUTTERS

NO SCALE — MARCH 12, 2002

NUMBER A1

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INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

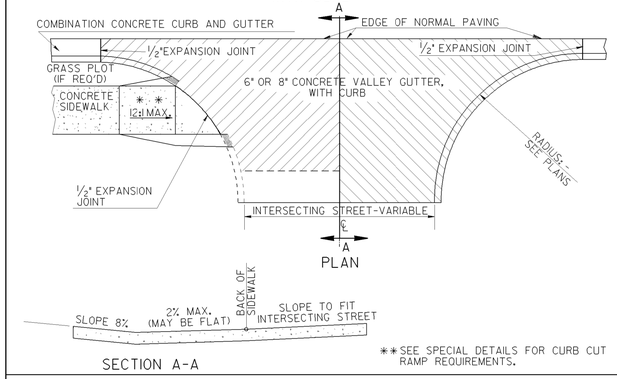
CONSTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 40-0001

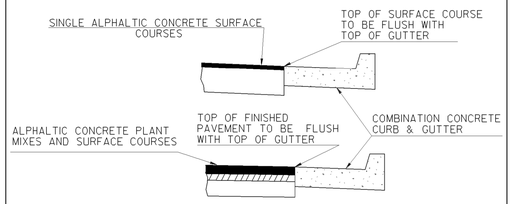
7/22/2011 2:16:33 PM \\GDOT-DSN1\GOPLOT\QCF\GO_XTp8000.qcf gowens V:\GARY\revised A-1, A-2\A-2.prf GO-RD6

DETAIL OF 6" OR 8" CONCRETE VALLEY GUTTER WITH CURB

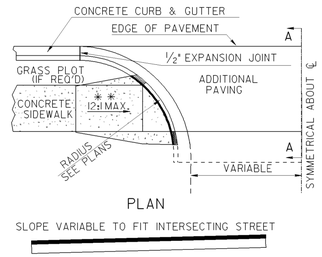


**SEE SPECIAL DETAILS FOR CURB CUT RAMP REQUIREMENTS.

DETAIL OF PLACING PAVEMENT ADJACENT TO GUTTER



DETAIL OF ADDITIONAL PAVING AT STREET INTERSECTION

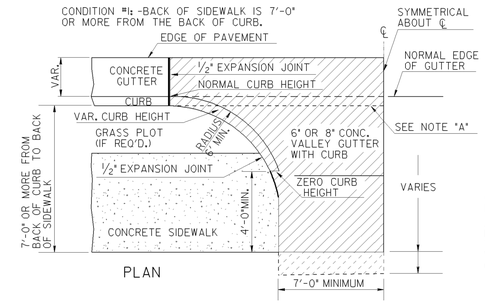


NOTE:
ADDITIONAL PAVING TO EXTEND TO END OF RETURN WHEN NO CONCRETE SIDEWALK IS SET UP.

**SEE SPECIAL DETAILS FOR CURB CUT RAMP REQUIREMENTS.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

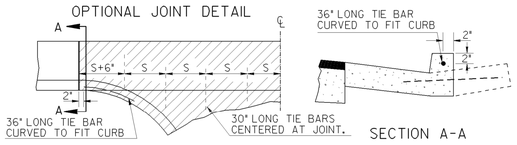
DETAIL OF 6" OR 8" CONCRETE VALLEY GUTTER WITHOUT CURB

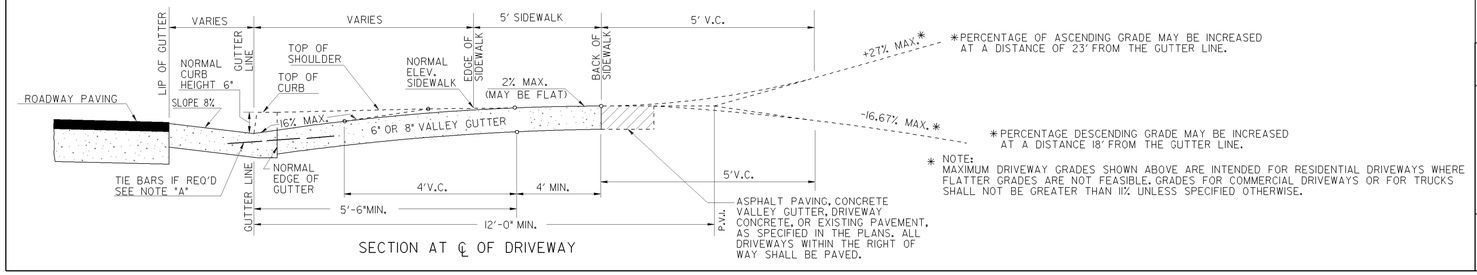


CONDITION "I"-BACK OF SIDEWALK IS 7'-0" OR MORE FROM BACK OF CURB.

ZERO CURB HT. TO BE A MINIMUM OF 3'-2" FROM GUTTER LINE. IF CURB TRANSITION EXTENDS PAST EDGE OF SIDEWALK. THE TOP OF THE VARIABLE HEIGHT CURB IS TO REMAIN FLUSH WITH THE TOP OF THE SIDEWALK THROUGHT OUT TRANSITION. ZERO CURB HEIGHT WILL BE A MINIMUM OF 4'-0" FROM BACK OF SIDEWALK.

NOTE: "A"
CONSTRUCTION JOINT OPTIONAL: -WHEN IMPLEMENTED #4 TIE BARS WILL BE REQUIRED AS SHOWN BELOW TO BE INCLUDED IN UNIT PRICE FOR VALLEY GUTTER. IF CURB IS POURED THROUGH VALLEY GUTTER, THE TOP PORTION WILL BE REMOVED BEFORE SETTING TO MATCH GRADE OF VALLEY GUTTER.



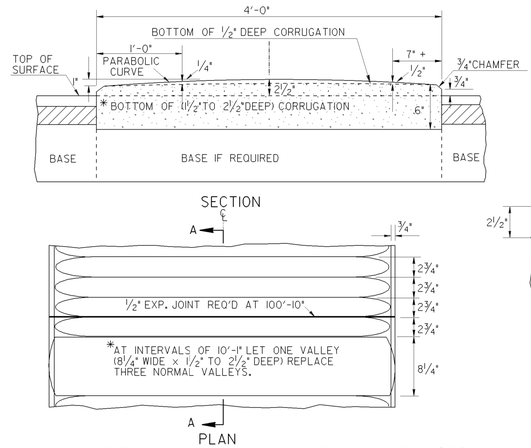


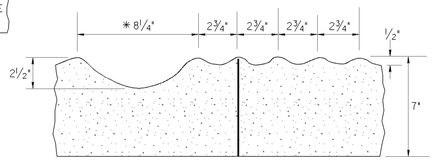
*PERCENTAGE OF ASCENDING GRADE MAY BE INCREASED AT A DISTANCE OF 23' FROM THE GUTTER LINE.

*PERCENTAGE DESCENDING GRADE MAY BE INCREASED AT A DISTANCE 18' FROM THE GUTTER LINE.

* NOTE:
MAXIMUM DRIVEWAY GRADES SHOWN ABOVE ARE INTENDED FOR RESIDENTIAL DRIVEWAYS WHERE FLATTER GRADES ARE NOT FEASIBLE. GRADES FOR COMMERCIAL DRIVEWAYS OR FOR TRUCKS SHALL NOT BE GREATER THAN 11% UNLESS SPECIFIED OTHERWISE.

DETAIL OF 4' CORRUGATED CONCRETE MEDIAN





*APPLIES ONLY TO SUPERELEVATED CURVES, INCLUDING TRANSITIONS.

SEE SPECIAL DETAILS FOR DETAILS OF CONCRETE SIDEWALK.

This Detail Replaces Ga Standard 9031J

Guidelines For Usage On Metric Projects

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BY	REVISION	DATE
GLO	ADDED PAVEMENT NOTE, REV. DRIVEWAY SECTION	7-29-11
GLO	REV. PAVEMENT NOTES	2-21-03
	REVISED	4-8-02
	REVISED	4-3-02
	REVISED	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL

CONCRETE VALLEY GUTTER AT STREET INTERSECTION
6" OR 8" CONCRETE VALLEY GUTTER AT DRIVE
PLACING PAVEMENT ADJACENT TO GUTTER
ADDITIONAL PAVING AT STREET INTERSECTION
4' CORRUGATED CONCRETE MEDIAN

NO SCALE — MARCH 12, 2002

NUMBER A2

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INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

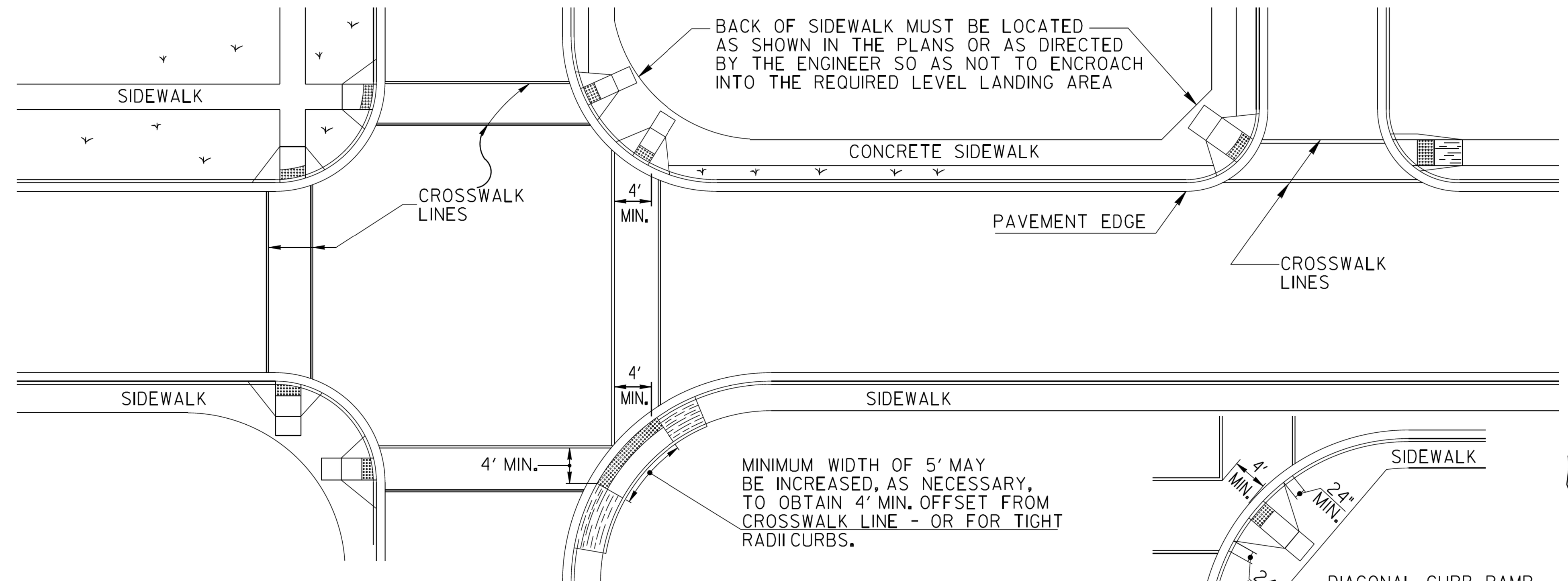
REVISION DATES

CONSTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

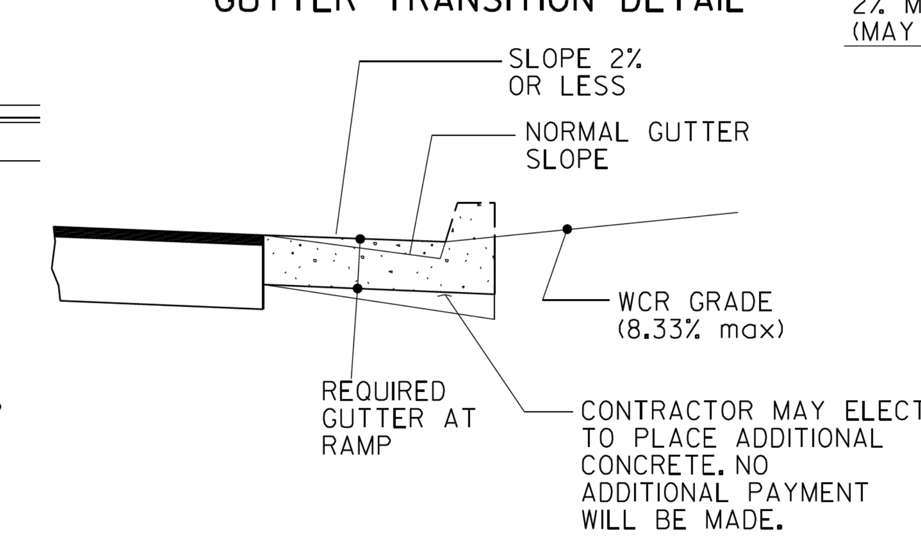
DRAWING No. 40-0002

TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW



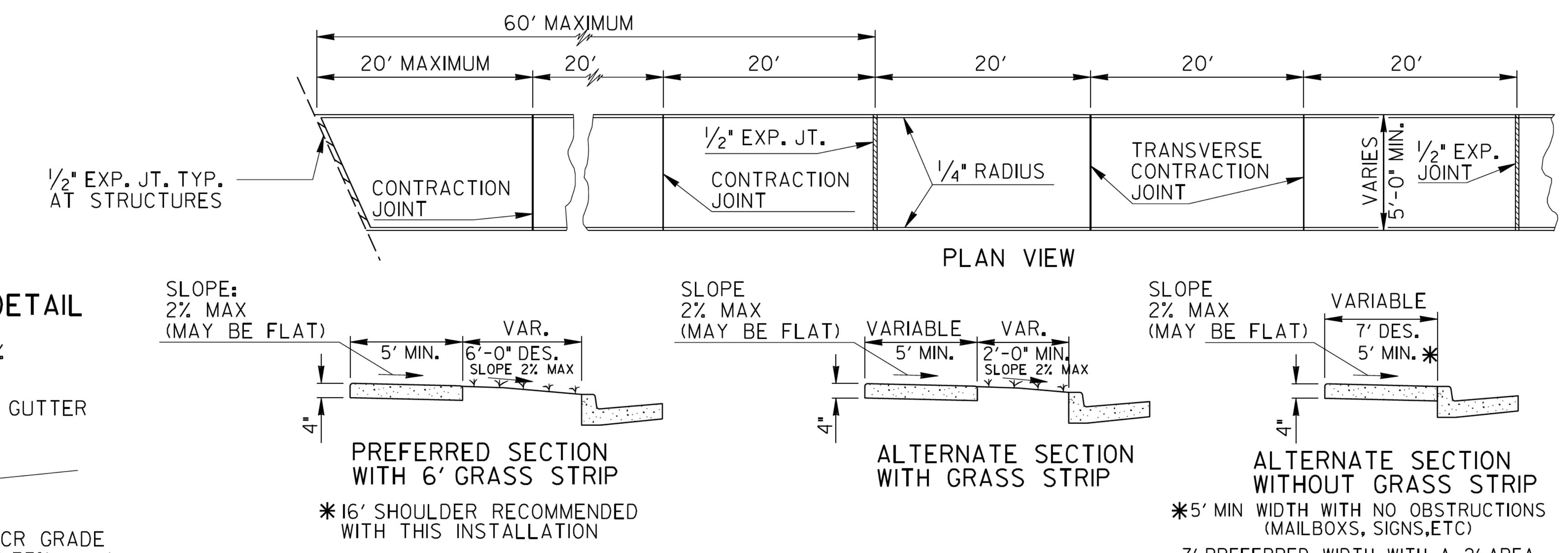
NOTE: THE RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET. THE RAMP SLOPE MAY EXCEED 12:1 IF THE SITE CONDITIONS PREVENT THE USE OF A RAMP 15 FEET LONG.

GUTTER TRANSITION DETAIL



CONCRETE SIDEWALK DETAILS

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



NOTES FOR CONCRETE SIDEWALK:

A. CONCRETE TO BE PLACED 4" THICK AND FINISHED WITH TAMPS, WOOD FLOATS AND STIFF-BRISTLE BROOMS.
B. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 20 FT. INTERVALS. ALL EDGES TO BE ROUNDED TO 1/4" RADIUS.
C. 1/2" EXPANSION JOINTS SHALL BE PLACED, WHERE SIDEWALK TIE INTO A STRUCTURE OR TERMINATE AT CURB, RAMPS OR DRIVEWAYS AND AT 60' INTERVALS.

NOTES FOR CURB CUT RAMPS:

1. CURB CUT RAMPS WILL BE LOCATED AS FOLLOWS UNLESS PLANS OR CONTRACT SPECIFY OTHERWISE.
   a) AT ALL PEDESTRIAN CROSSWALKS WHERE CURB IS CONSTRUCTED OR REPLACED.
   b) WHERE THE SIDEWALK, CONCRETE OR UNPAVED, IS INTERRUPTED BY THE CURB AT TURNOUTS OR AT INTERSECTIONS.
   c) AT OTHER LOCATIONS SUCH AS HOSPITALS, NURSING HOMES, REST AREAS, ETC.. WHERE THE CURB WOULD OTHERWISE BE AN OBSTRUCTION TO THE PHYSICALLY DISABLED.
2. RAMPS WILL BE CONSTRUCTED FROM CONCRETE. SPECIFICATIONS FOR RAMPS WILL BE THE SAME AS FOR CONCRETE SIDEWALK. RAMPS SHALL HAVE EITHER A ROUGH OR A TEXTURED FINISH.
3. DROP INLETS ARE NOT TO BE LOCATED DIRECTLY IN FRONT OF RAMPS. CATCH BASINS SHOULD BE LOCATED AT LEAST 10 FT. FROM RAMPS WHEN FEASIBLE.
4. WHERE RAMPS ARE LOCATED IN RADII, THE DIMENSIONS SHOWN FOR RAMP WIDTHS AND TAPERS ARE MEASURED PERPENDICULAR TO THE RAMP AND NOT ALONG THE CURVE.
5. WHERE UTILITY STRUCTURES CONFLICT, WHERE SIDEWALK GEOMETRY VARIES, AT SKEWED INTERSECTIONS, OR IN OTHER SPECIAL CASES, THE RAMP DESIGNS MAY BE MODIFIED BY THE DESIGNER OR ENGINEER, PROVIDED THAT THE WIDTH REMAINS A MINIMUM OF 48 INCHES, AND NO SLOPE ON THE ACCESSIBLE PART OF THE RAMP IS STEEPER THAN 12:1.
6. LIN. FT. OF CURB AND GUTTER WILL INCLUDE THE TRANSITIONED CURB IN FRONT OF RAMPS. SQ. YDS. OF CONCRETE SIDEWALK AND CONCRETE MEDIAN PAVING WILL INCLUDE RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR CURB RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR SAWING AND REMOVING EXISTING SIDEWALK OR CURB WHERE NECESSARY FOR RAMP CONSTRUCTION.
7. WHEN A CURB RAMP IS PLACED ON EXISTING PAVEMENT. THE PAVEMENT SHALL BE REMOVED TO PROVIDE A MINIMUM THICKNESS OF 3 INCHES OF CONCRETE AT ALL LOCATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVAL OF THE PAVEMENT.
8. DETECTABLE WARNING SURFACES ARE REQUIRED ON ALL INTERSECTIONS WITH PUBLIC STREETS, SIGNALIZED COMMERCIAL DRIVEWAYS, AND COMMERCIAL DRIVEWAYS WITH AN AADT OF 25 VPD.

This Detail Replaces Ga Standard 9031W

Guidelines For Usage On Metric Projects

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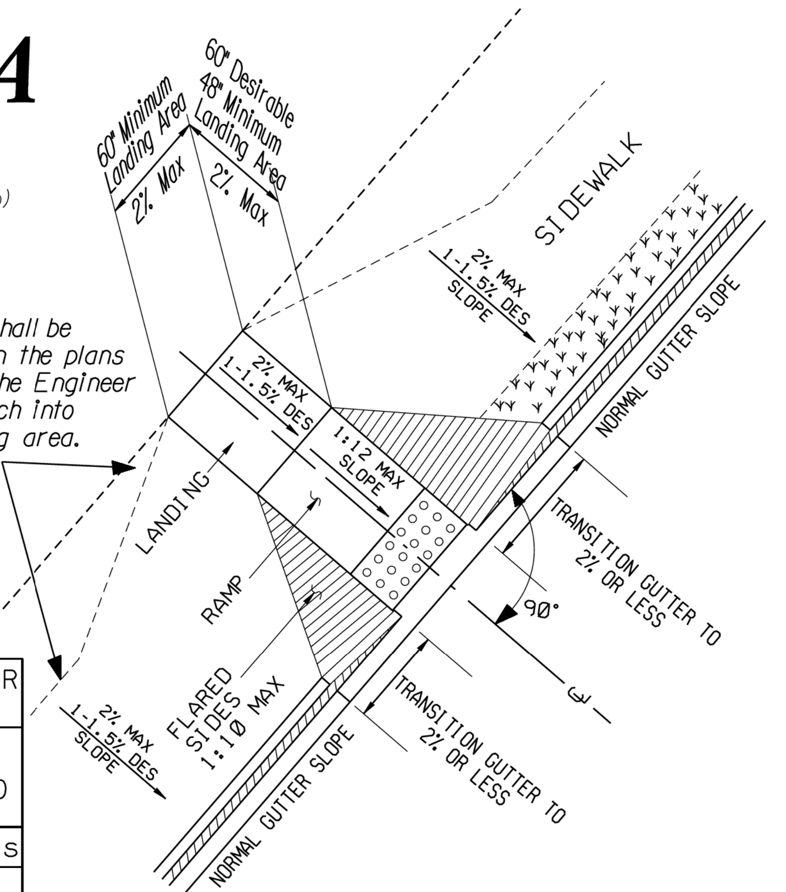
Type A

(Perpendicular)
(The Preferred Ramp)

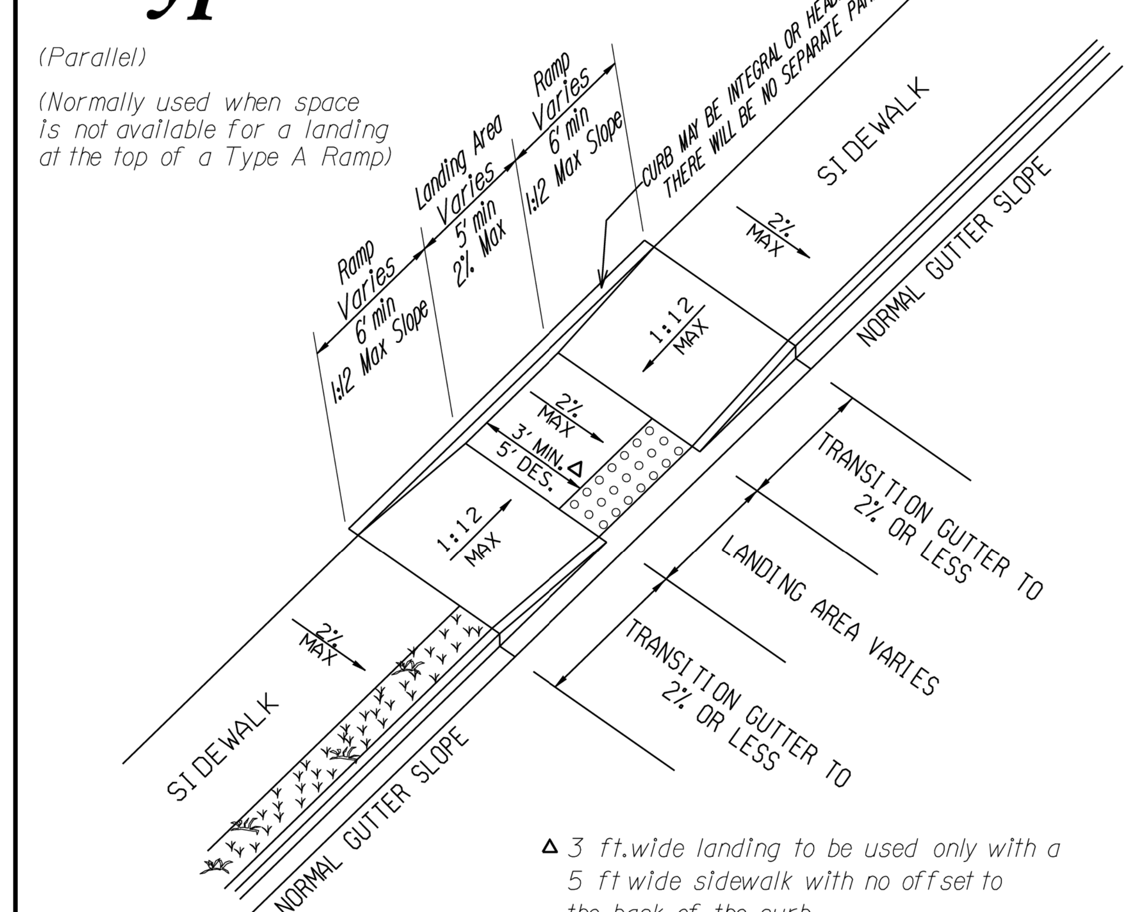
Back of sidewalk shall be located as shown in the plans or as directed by the Engineer so as not to encroach into the required landing area.



LENGHT REQUIRED FOR A 1:10 SLOPE	
DIFFERENCE IN HEIGHT	LENGTH REQUIRED
1 inch	10 inches
2 inches	1'-8"
3 inches	2'-6"
4 inches	3'-4"
5 inches	4'-2"
6 inches	5 feet

Type B

(Parallel)
(Normally used when space is not available for a landing at the top of a Type A Ramp)

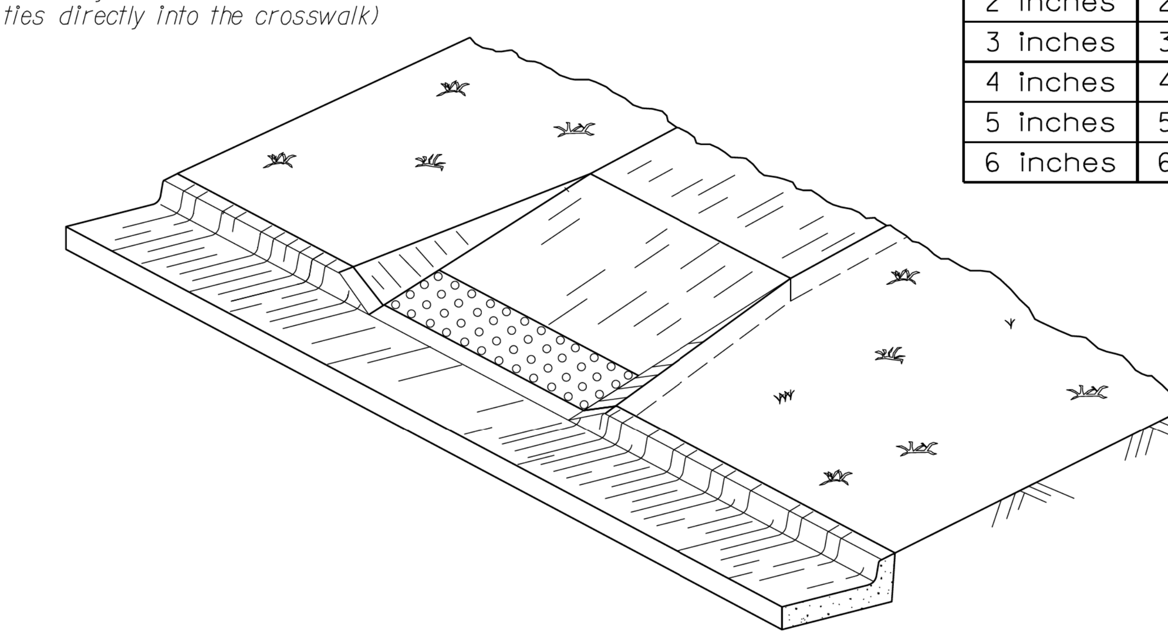


▲ 3 ft.wide landing to be used only with a 5 ft.wide sidewalk with no offset to the back of the curb.

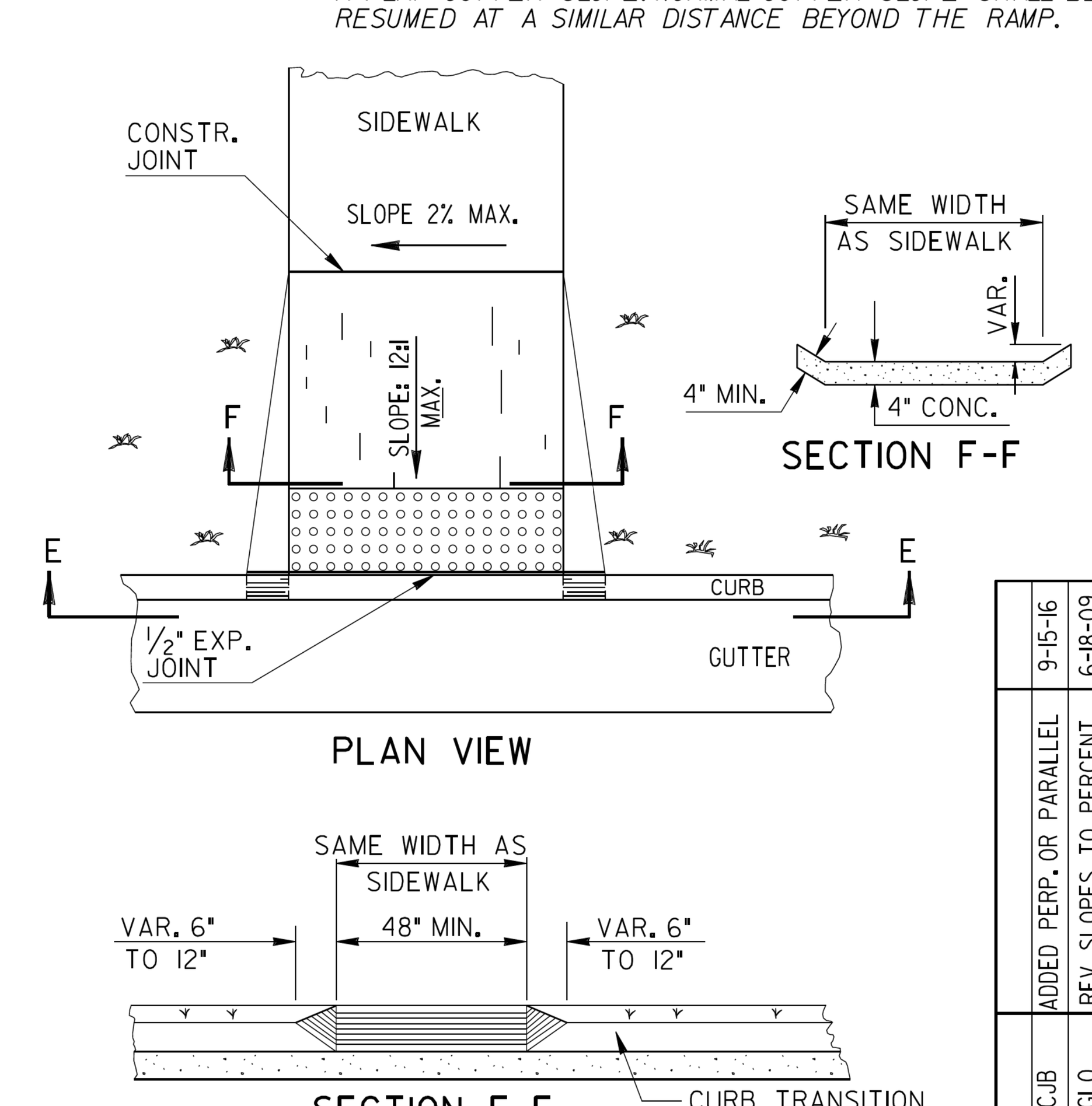
Type D

(Perpendicular)
(Normally used when the sidewalk ties directly into the crosswalk)

LENGHT REQUIRED FOR A 1:12 SLOPE	
DIFFERENCE IN HEIGHT	LENGTH REQUIRED
1 inch	1 foot
2 inches	2 feet
3 inches	3 feet
4 inches	4 feet
5 inches	5 feet
6 inches	6 feet

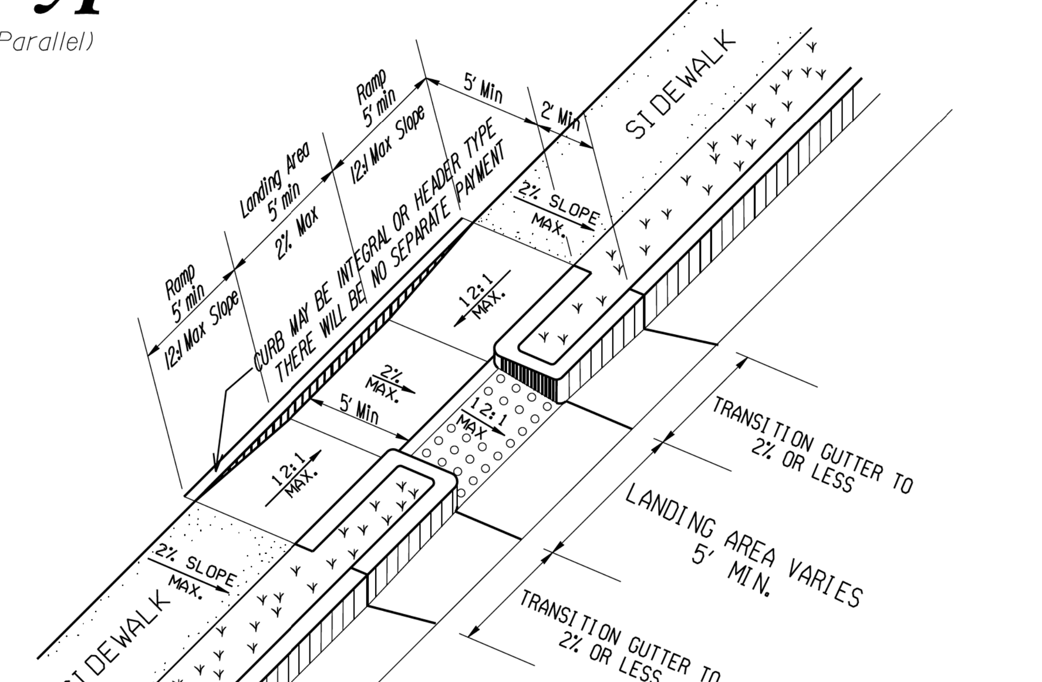


IN AREAS WHERE THE GUTTER HAS A SLOPE 1" IN 1' END NORMAL GUTTER SLOPE AT A DISTANCE OF 6 TO 10 FEET FROM THE RAMP AND BEGIN TRANSITION TO A FLAT GUTTER SLOPE. NORMAL GUTTER SLOPE SHALL BE RESUMED AT A SIMILAR DISTANCE BEYOND THE RAMP.



Type C

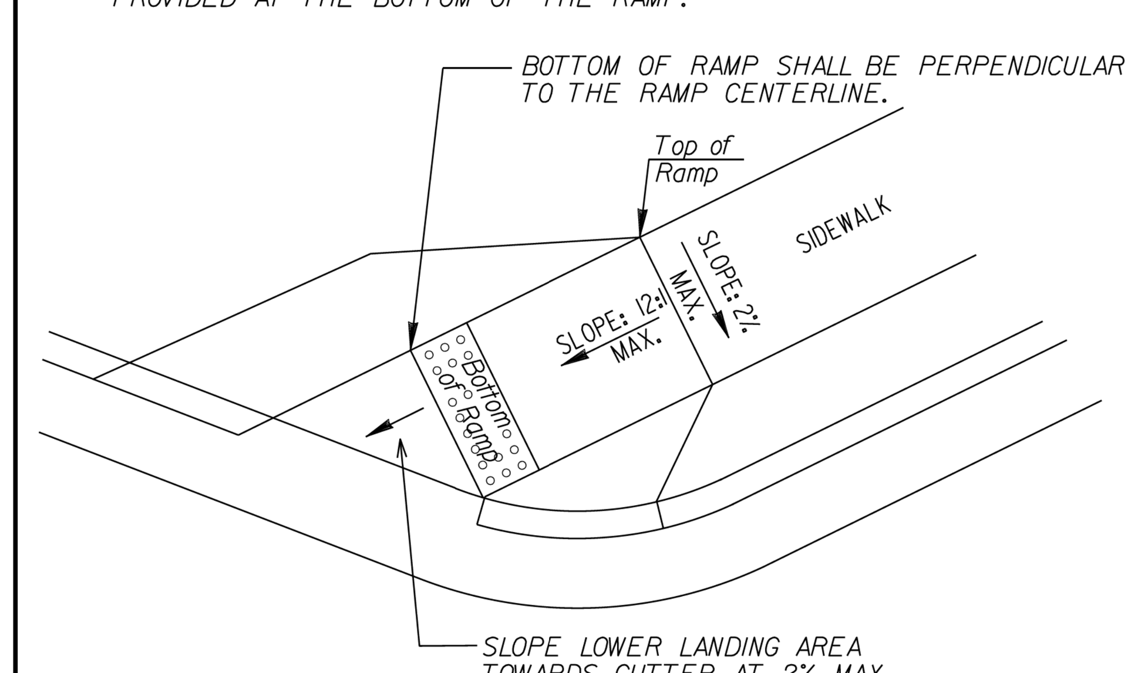
(Parallel)



Skewed Ramp Details

(Applies to Type A Type D Ramps Only)

WHEN THE RAMP CENTERLINE IS NOT PERPENDICULAR TO THE CURB A LEVEL LANDING AREA WITH SLOPES LESS THAN 2% MUST BE PROVIDED AT THE BOTTOM OF THE RAMP.



9-15-16	ADDED PERP. OR PARALLEL	CJB	
6-18-09	REV. SLOPES TO PERCENT	GLO	
	AND ADDED 12:1 & 10:1 CHART.		
	ADDED GEN. NOTE NO. 8.		
5-10-06	REV. TRUNCATED DOMES	GLO	
2-21-03	REVISED		
2-10-03	REVISED		
7-29-02	REVISED		
5-29-02	REVISED		
5-23-02	REVISED		
5-13-02	REVISED		
4-29-02	REVISED		
4-11-02	REVISED		
4-3-02	REVISED		
3-28-02	REVISED		
DATE	REVISION		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL DETAIL
CONCRETE SIDEWALK DETAILS
CURB CUT (WHEELCHAIR) RAMPS

NO SCALE — MARCH 12, 2002

NUMBER A3

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

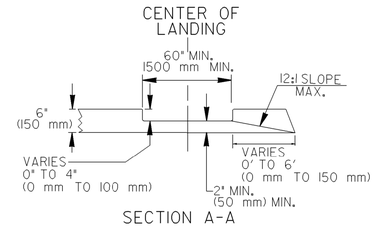
CONSTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

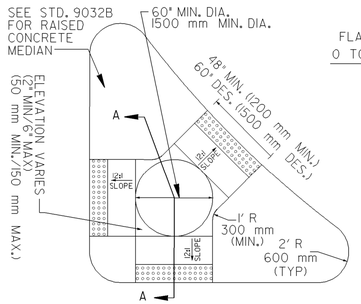
DRAWING No. 40-0003

6/18/2009 1:42:32 PM \\GDOT-DSN1\GOPLOT\QCF\go_tiff_output.qcf gowens V:\GARY\ada ramp details\a4.prf GO-RD6

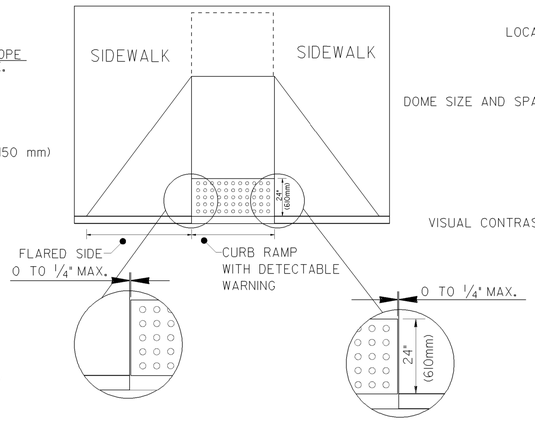
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



SECTION A-A



CONCRETE ISLAND WITH ELEVATED CUT THROUGH

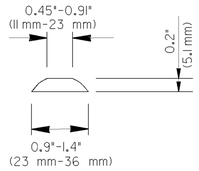


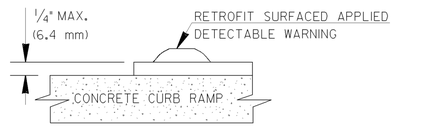
SIZE: DETECTABLE WARNINGS SHALL BE 24 INCHES (610 mm) IN THE DIRECTION OF PEDESTRAIN TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.

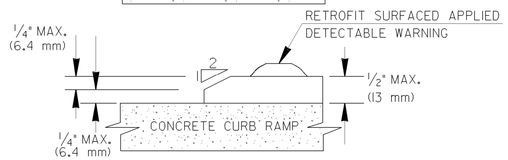
LOCATION: THE DETECTABLE WARNING SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD IS 6 TO 8 INCHES (150 mm to 180mm) FROM THE CURB LINE OR OTHER POTENTIAL HAZARD, SUSH AS A REFLECTIVE POOL EDGE OR THE DYNAMIC ENVELOPE OF RAIL OPERATIONS.

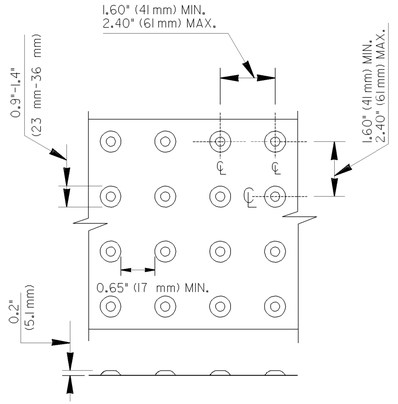
DOME SIZE AND SPACING: TRUNCATED DOMES SHALL HAVE A BASE DIAMETER OF 0.9 INCH TO 1.4 INCH (23mm-36mm) AT THE BOTTOM, A DIAMETER OF 0.45 INCH TO 0.91INCH (11mm-23mm) AT THE TOP, THE TOP DIAMETER SHALL BE A MINIMUM OF 50% AND A MAXIMUM OF 65% OF THE BASE DIAMENTER, A HEIGHT OF 0.2 INCH (5.1mm) AND A CENTER-TO-CENTER SPACING OF 2.40 INCHES (61mm) DESIRABLE 1.60 INCHES (41mm) MINIMUM MEASURED ALONG ONE SIDE OF A SQUARE ARRANGEMENT. DOMES SHALL HAVE A SQUARE ARRANGEMENT. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.

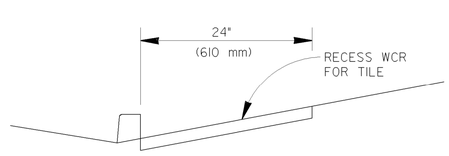
VISUAL CONTRAST: DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT WALKING SURFACE EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE VISUAL CONTRACT SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING SURFACE.

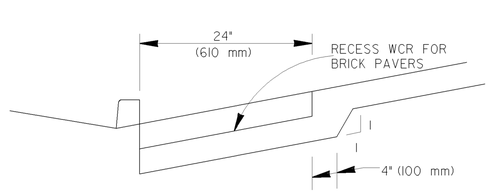




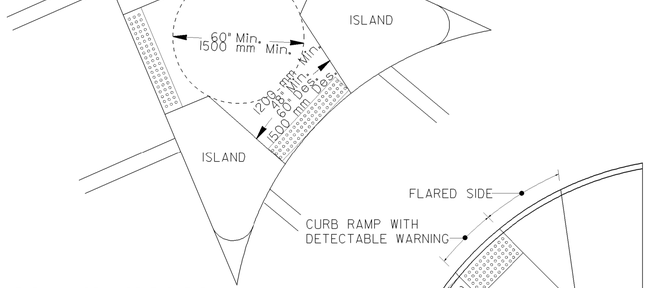


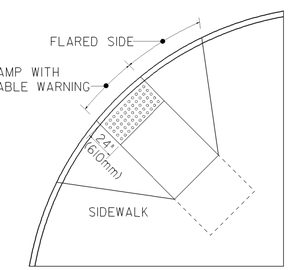




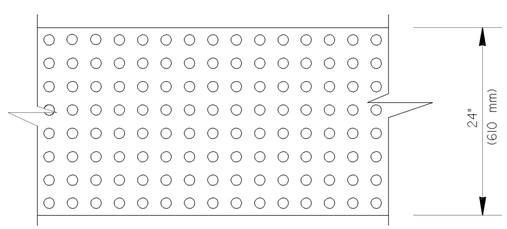


FOR TILE OR BRICK PAVERS
NO VERTICAL LIP OVER
1/8" (3 mm) IS ALLOWED





DETAIL FOR DETECTABLE WARNING AT CUT-THRU CONCRETE ISLAND



NO SEPARATE PAYMENT WILL BE MADE FOR THE DETECTABLE WARNINGS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK (OR CURB CUT RAMP IF THE ITEM IS INCLUDED IN THE PROPOSAL).

FOR CUT-THRU ISLANDS AND EXISTING RAMPS, WHERE NO SIDEWALK OR CURB CUT RAMPS ARE IN THE PROPOSAL. THE COST OF THE DETECTABLE WARINGS SHALL BE INCLUDED IN THE OVERALL BID PRICE SUBMITTED.

MATERIALS:

NEW CONSTRUCTION

THE DETECTABLE WARNINGS SHALL BE MADE OF MATERIALS SPECIFIED ON QPL 87.

RETROFIT OF EXISTING RAMPS

SURFACED APPLIED MATERIALS WILL ONLY BE APPROVED TO BE USED ON EXISTING WHEELCHAIR RAMPS.

INSTALLATION:

BRICK PAVERS SHALL BE SET IN A WET MORTAR BED. THE BED SHALL BE PLACED ON CONCRETE. THE CONCRETE SHALL BE A MINIMUM OF 4" THICK.

CERAMIC TILE SHALL BE EPOXIED IN PLACE OR SET IN A WET MORTAR BED. MANUFACTURER RECOMMEND ADHESIVE OR FASTENER SHALL BE USED IN THE INSTALLATION.

ALL OTHER MATERIALS SHALL BE INSTALLED ACCORDING TO MANUFACTURES DETAILS OR INSTRUCTION.

GENERAL NOTES:

RETROFIT SURFACED APPLIED MATERIALS ONLY:

1. CHANGES IN LEVEL OF 1/4" (6.4 mm) HIGH MAXIMUM SHALL BE PERMITTED VERTICALLY ON SURFACED APPLIED MATERIALS.
2. CHANGES IN LEVEL BETWEEN 1/4" (6.4 mm) HIGH MINIMUM AND 1/2" (13mm) HIGH MAXIMUM SHALL BE BELEVELED WITH A SLOPE NOT STEEPER THAN 2:1.

BY	REVISION	DATE
GLO	ADDED RETROFIT DETAIL AND ADDED ALT. RAMP DETAIL AND GEN. NOTES	6-18-09
GLO	ADDED TOLERANCE TO DTL.	10-2-06
GLO	REVISED TRUNCATED DOMES AND NOTES.	5-10-06
	REVISED	11-14-02
	REVISED	7-29-02

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL DETAIL

DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS

NO SCALE — MARCH 12, 2002

NUMBER A4

INFRASTRUCTURE CONSULTING & ENGINEERING

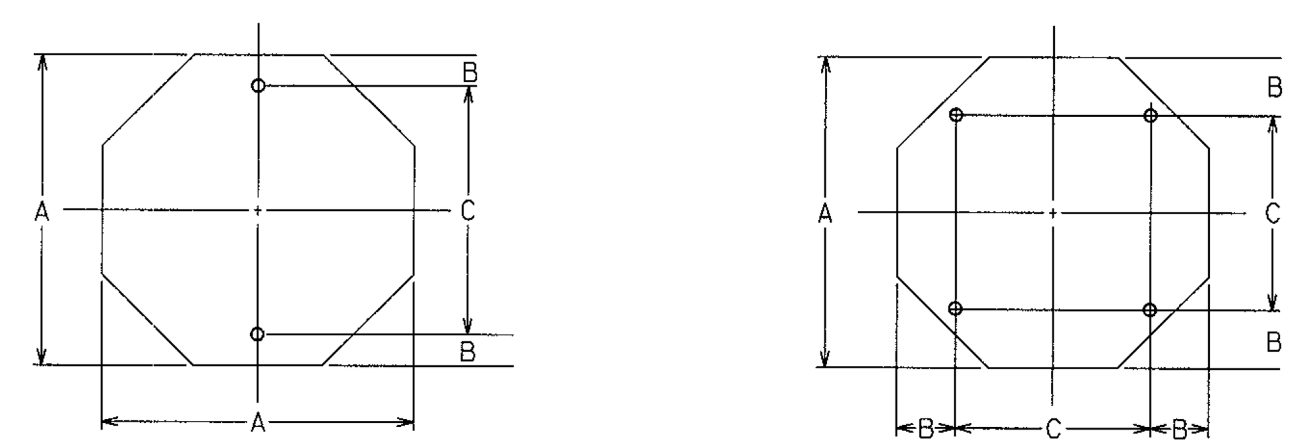
NOT TO SCALE

REVISION DATES		

CONSTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		40-0004
CORRECTED:		DATE:		
VERIFIED:		DATE:		

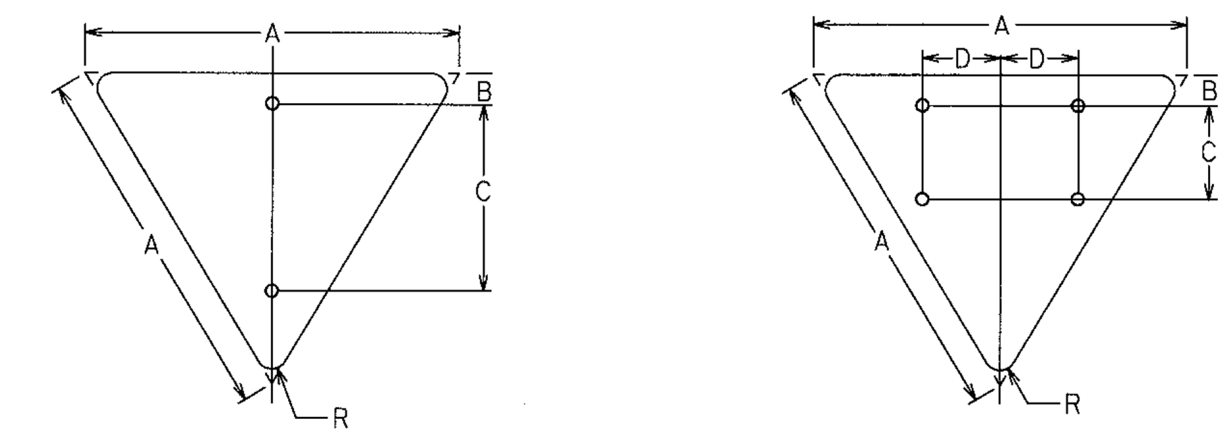
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



OCTAGON

A	B	C
24	3	18
30	3	24
36	3	30

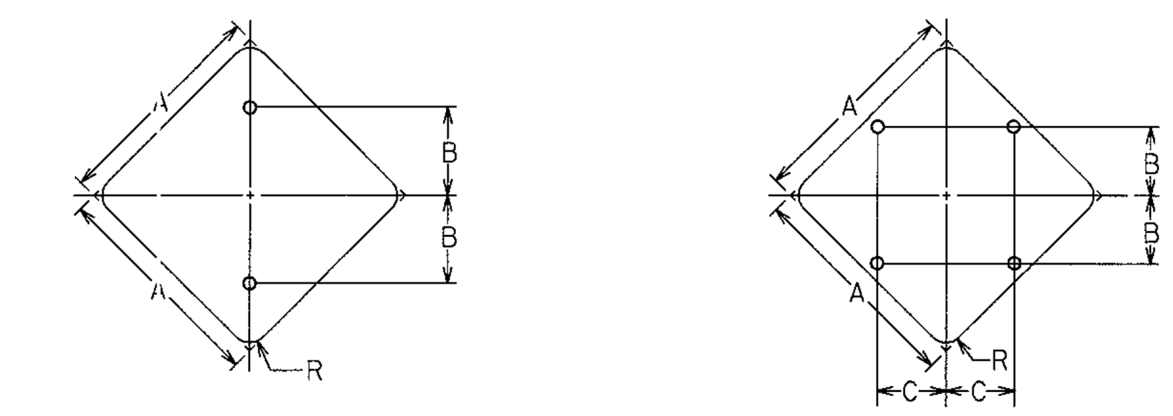
A	B	C
48	9	30



EQUILATERAL TRIANGLE

A	B	C	R
30	3	18	1 1/2
36	3	21	2
48	3	27	3

A	B	C	D	R
60	3	18	15	3

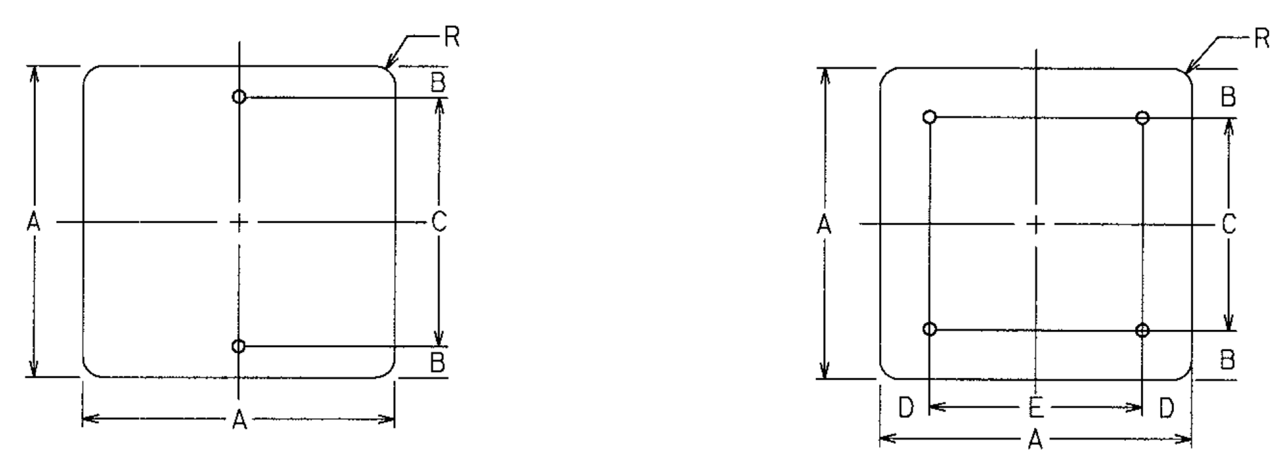


DIAMOND

A	B	R
24	12	1 1/2
30	15	1 7/8
36	18	2 1/4

A	B	C	R
*36	10	10	2 1/4
48	15	15	3
60	18	18	3 3/4

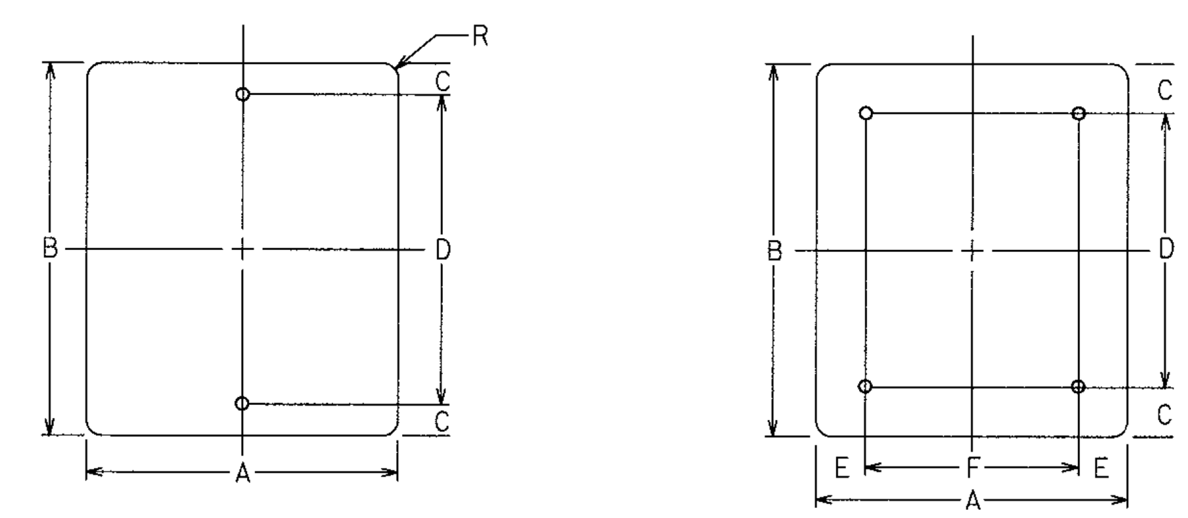
* FOR TWO POST ERECTION



SQUARE

A	B	C	R
18	3	12	1 1/2
24	3	18	1 1/2
30	3	24	1 7/8

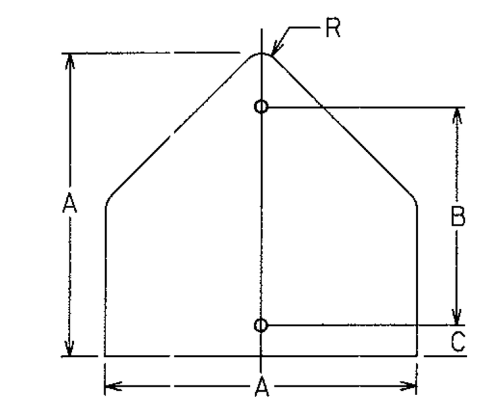
A	B	C	D	E	R
36	6	24	6	24	2 1/4
48	6	36	6	36	3



VERTICAL RECTANGLE

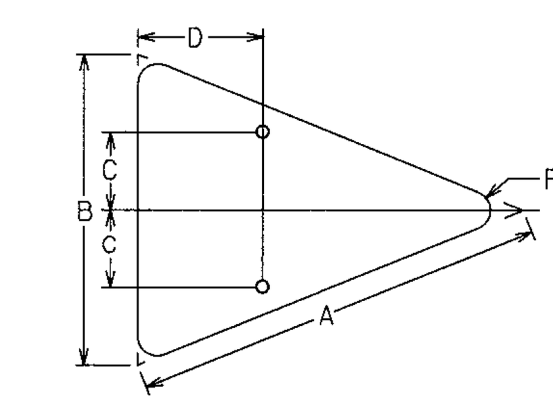
A	B	C	D	R
12	18	1 1/2	15	1 1/2
18	24	3	18	1 1/2
24	30	3	24	1 1/2
30	36	3	30	1 7/8

A	B	C	D	E	F	R
36	48	6	36	6	24	2 1/4
48	60	6	48	9	30	3



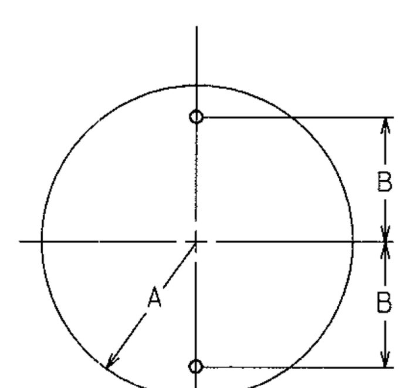
PENTAGON

A	B	C	R
30	21	3	1 7/8
36	24	3	2 1/4



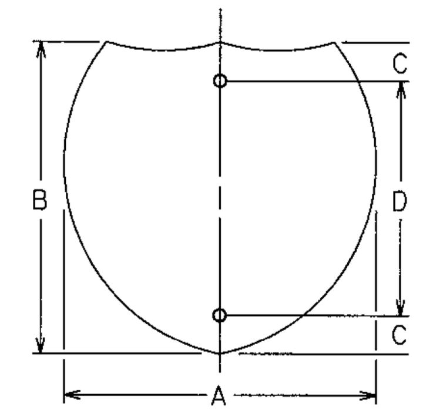
ISOSCELES TRIANGLE

A	B	C	D	R
40	30	7 1/2	12	1 7/8
48	36	9	15	2 1/4



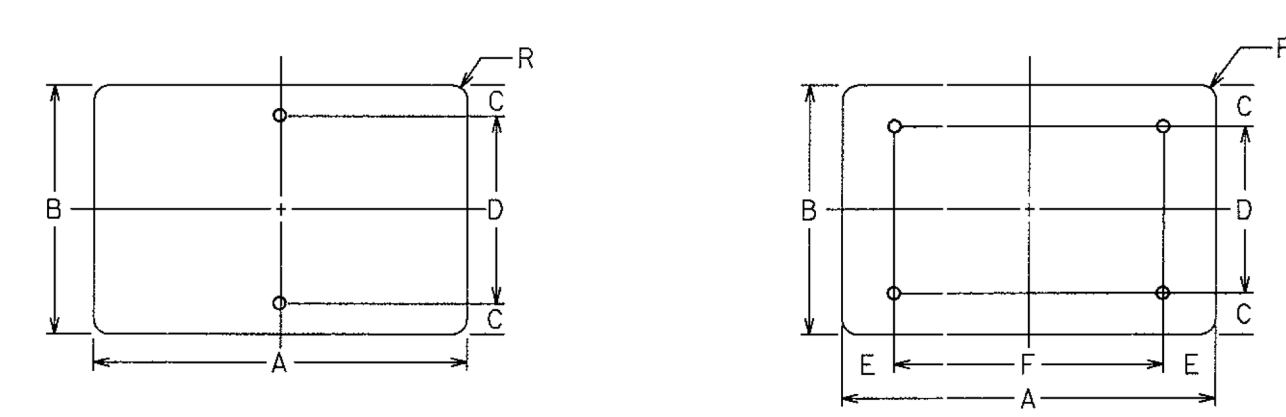
CIRCLE

A	B
15	12
18	15



INTERSTATE SHIELD

A	B	C	D
24	24	3	18
30	24	3	18
36	36	6	24
45	36	6	24



HORIZONTAL RECTANGLE

A	B	C	D	R
21	15	1 1/2	12	1 1/2
24	12	1 1/2	9	1 1/2
24	18	3	12	1 1/2
30	15	1 1/2	12	1 1/2
30	24	3	18	1 1/2
36	12	1 1/2	9	1 1/2
36	24	3	18	1 1/2
48	12	1 1/2	9	1 1/2
48	24	3	18	1 7/8

A	B	C	D	E	F	R
48	36	6	24	9	30	2 1/4
60	24	3	18	12	36	1 1/2
60	36	6	24	12	36	2 1/4

DATE	REVISIONS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF TRAFFIC SAFETY & DESIGN

DETAILS OF SIGN PLATES

NO SCALE JANUARY 2000

PCBOTB

T-1

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

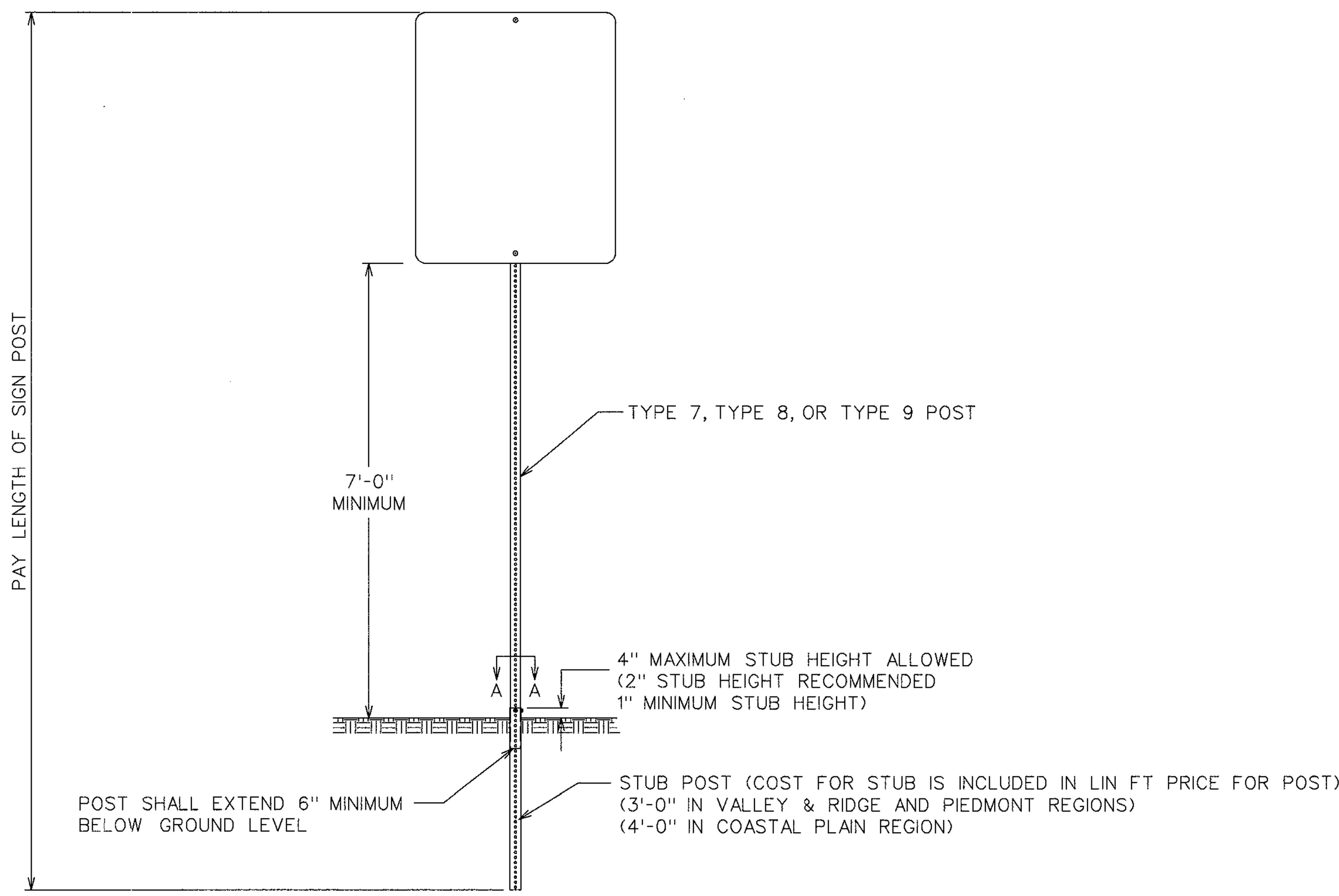
REVISION DATES

CONSTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

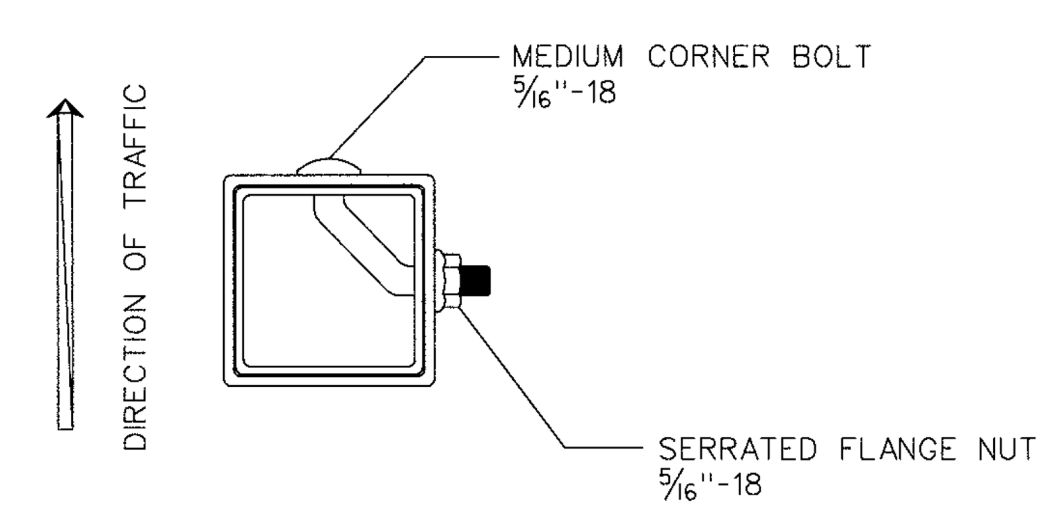
DRAWING No.
40-0005

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



FRONT VIEW

POST	STUB SIZE
TYPE 7	2 1/4" x 2 1/4"
TYPE 8	2 3/4" x 2 3/4"
TYPE 9	2 1/2" x 2 1/2"



SECTION A-A

SIGN POST SELECTION CHART

70 MPH Wind Load Chart + 15% Gust Factor

Sign Centroid	SLIP BASE NOT REQUIRED				GROUND MOUNTED BREAKAWAY SIGN SUPPORT REQUIRED				
	TYPE 7 2" 14 ga.		TYPE 9 2-1/4" 14 ga	TYPE 8 2-1/2" 12 ga.	TYPE 8 2-1/2" 12 ga.		TYPE 8 w/TYPE 9 Insert* 2-1/2" 12 ga. W/2-1/4" 14 ga.		
	1 Post	2 Post	1 Post	1 Post	2 Post	3 Post	1 Post	2 Post	3 Post
	SQUARE FOOTAGE				SQUARE FOOTAGE				
6'	13.50	27.00	19.25	30.00	60.00	90.00	49.25	98.50	147.75
7'	11.60	23.20	16.50	25.75	51.50	77.25	42.25	84.50	126.75
8'	10.15	20.30	14.45	22.55	45.10	67.65	37.00	74.00	111.00
9'	9.00	18.00	12.85	20.00	40.00	60.00	32.85	65.70	98.55
10'	8.10	16.20	11.55	18.00	36.00	54.00	29.55	59.10	88.65
11'	7.40	14.80	10.50	16.40	32.80	49.20	26.90	53.80	80.70
12'	6.80	13.60	9.65	15.00	30.00	45.00	24.65	49.30	73.95
13'	6.25	12.50	8.90	13.85	27.70	41.55	22.75	45.50	68.25
14'	5.80	11.60	8.25	12.90	25.80	38.70	21.15	42.30	63.45
15'	5.00	10.00	6.45	10.10	20.20	30.30	16.55	33.10	49.65
16'	4.70	9.40	6.05	9.45	18.90	28.35	15.50	31.00	46.50
17'	4.40	8.80	5.70	8.90	17.80	26.70	14.60	29.20	43.80
18'	4.15	8.30	5.40	8.40	16.80	25.20	13.80	27.60	41.40
19'	3.95	7.90	5.10	7.95	15.90	23.85	13.05	26.10	39.15
20'	3.75	7.50	4.85	7.55	15.10	22.65	12.40	24.80	37.20

SIGN CENTROID IS DISTANCE FROM GROUND LEVEL TO BOTTOM OF SIGN *PLUS* HALF THE HEIGHT OF SIGN.
EXAMPLE: 24" X 48" SIGN THAT IS 7 FEET FROM GROUND TO BOTTOM OF SIGN. ADD HALF OF 48" (24" OR 2 FT) *PLUS* 7 FT. = 9' CENTROID.

SIGN PLATE SHALL NOT EXCEED 48" IN WIDTH ON A SINGLE POST.

* TYPE 9 INSERT SHALL BE A CONTINOUS POST INSERTED INTO THE TYPE 8 POST WHERE REQUIRED. THE INSERT POST SHALL EXTEND FROM THE BOTTOM OF THE SLIP BASE UPPER ASSEMBLY TO 4" BELOW THE BOTTOM OF THE SIGN. THE INSERT POST SHALL NOT EXTEND ABOVE THE BOTTOM OF THE SIGN. PAYMENT FOR THE INSERT POST SHALL BE PER LINEAR FOOT OF TYPE 9 POST.

GROUND MOUNTED BREAKAWAY SIGN SUPPORT WILL BE MEASURED AND PAID FOR SEPARATELY. THE COST FOR THIS WORK SHALL INCLUDE THE UPPER AND LOWER ASSEMBLY, STUB POST, CLASS "A" CONCRETE, ALL HARDWARE NECESSARY TO COMPLETE THE INSTALLATION, AND BE INCLUDED IN THE BID PRICE SUBMITTED FOR ITEM 636-3010.

DATE	REVISIONS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF TRAFFIC SAFETY & DESIGN

TYPE 7, 8, AND 9
SQUARE TUBE POST
INSTALLATION DETAIL

NO SCALE JULY 2002

T-3A

PCBOTB

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

CONSTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

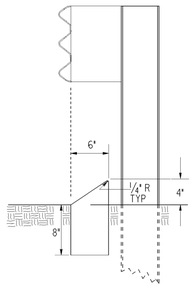
CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No.
40-0006

12/12/2011 9:04:54 AM \\GDOT-DSN1\GOPLOT\QCF\GO_K1p8000.qcf tcox M:\TPC\9032B\Approved_9032B.pdf GO-RD6
11/17/2011 8:14:31 AM \\GDOT-DSN1\GOPLOT\QCF\GO_K1p8000.qcf tcox M:\GARY\revised 9032B\9032B.prf

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

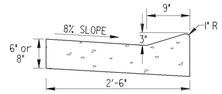
FACE OF CURB MUST ALIGN WITH BACK EDGE OF GUARDRAIL AND THE FACE OF THE OFFSET BLOCK.



TYPE 8

TYPE 8 CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 401I2C.

RAISED EDGE WITH CONCRETE GUTTER



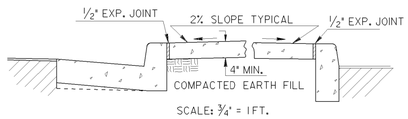
SCALE: 1" = 1FT.

RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED MONOLITHIC WITH GUTTER. JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

NOTE:
IF CONCRETE MEDIAN INTERCEPTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (CONSTRUCTION DETAIL A-3 AND A-4) WILL BE REQUIRED.

CONCRETE MEDIAN (Between Curbs)

NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.



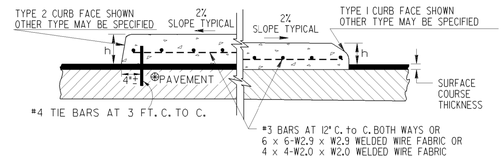
SCALE: 3/4" = 1FT.

NOTE: WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

CONCRETE MEDIANS (Integral)

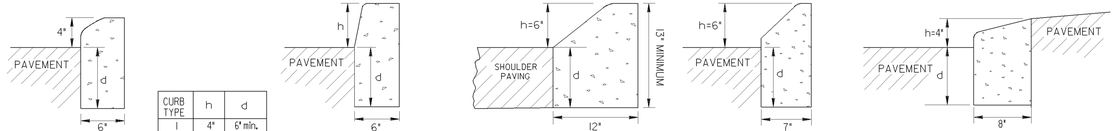
SCALE: 1"=1FT.

-WITH TIE BARS- -WITHOUT TIE BARS-



NOTE:
IF FINAL SURFACE COURSE IN PRESENT OR MUST BE INSTALLED BEFORE THE CONCRETE MEDIAN CAN BE INSTALLED, THEN DOWELED IN CONCRETE MEDIAN IS REQUIRED.

CONCRETE HEADER CURBS



CURB TYPE	h	d
1	4"	6" min.
2	6"	8" min.
3	8"	10" min.
4	10"	12" min.
6	6"	7" min.
7	6"	8" min.
9	4"	8" min.

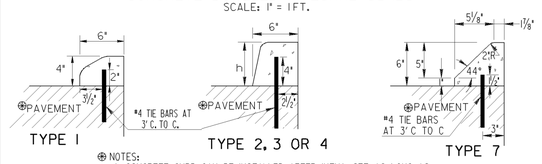
TYPE 1 | TYPE 2, 3 OR 4 | TYPE 6 | TYPE 7 | TYPE 9 TRUCK APRON IN ROUNDABOUTS

THE DIMENSION d MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVEMENT TYPICAL SECTION.

SCALE: 1 1/2" = 1FT.

CONCRETE DOWELED INTEGRAL CURBS

SCALE: 1" = 1FT.



⊕NOTES:
1. CONCRETE CURB CAN BE INSTALLED AFTER INTIAL SET AS LONG AS TIE BARS ARE DRILLED INTO UNDERLAYING CONCRETE PAVEMENT.
2. CONCRETE CURB CAN BE INSTALLED BEFORE INTIAL SET WITH DOWELS THAT ARE DRIVEN INTO UNDERLYING CONCRETE PAVMENT.
3. JOINTS IN CURB AND CONCRETE MEDIAN WILL MATCH THOSE IN THE CONCRETE PAVEMENT.
4. ALL TYPES OF CONCRETE CURB CAN BE PLACED ON ASPHALT PAVEMENTS WHERE TIE BARS MAY BE EITHER DRIVEN OR DRILLED INTO THE UNDERLYING PAVEMENT. CONTRACTION JOINTS SHALL BE CONSTRUCTED IN CURB OR CONCRETE MEDAIN AT 20 FT. SPACING.

MINIMUM TIE BAR LENGTHS (FOR CONC. DOWELED CURBS OR CONC. MEDIAN)

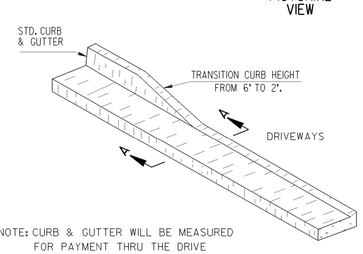
CURB TYPE	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	8"
2, 3 or 4	8"	12"
7	6"	8"

NOTE:
TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-31)

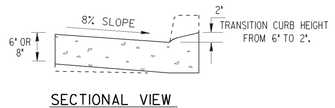
DETAILS OF RECESSED CURB FOR DRIVEWAYS

NO SCALE

PICTORIAL VIEW



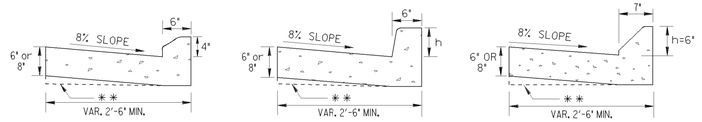
NOTE: CURB & GUTTER WILL BE MEASURED FOR PAYMENT THRU THE DRIVE



SECTIONAL VIEW
SECTION A-A

(SEE SEPARATE CONSTRUCTION DETAILS FOR DRIVEWAYS)

CONCRETE CURB & GUTTER

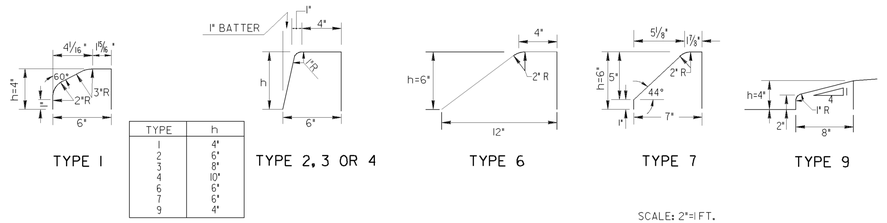


SCALE: 1"= 1FT.

TYPE 1 | TYPE 2, 3 OR 4 | TYPE 7

**AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

CURB FACE DESIGN

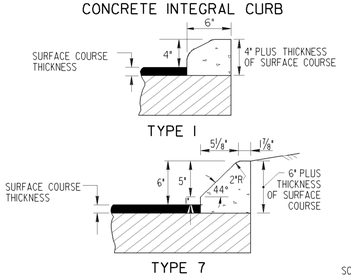


TYPE	h
1	4"
2	6"
3	8"
4	10"
6	6"
7	6"
9	4"

TYPE 1 | TYPE 2, 3 OR 4 | TYPE 6 | TYPE 7 | TYPE 9

SCALE: 2"=1FT.

CONCRETE INTEGRAL CURB



SCALE: 1 1/2" = 1FT.

BY	REVISION	DATE
TC	REV. TYPE 9 CURB DETAIL	11-15-11
GLO	& REV. OVERALL LAYOUT	1-27-11
	REV. MEDIAN NOTE AND	
	ADDED TYPE 9 CURB DETAIL	3-03
	ADDED TYPE 9 DETAIL	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
CONCRETE CURB & GUTTER
CONCRETE CURBS, CONCRETE MEDIANS

SCALE: AS SHOWN REVISED AND REDRAWN OCT. 2011

DES. DRW. TRA. CHK.
(SUBMITTED) STATE DESIGN POLICY ENGINEER
(APPROVED) CHIEF ENGINEER

NUMBER 9032B

12/12/2011 9:04:54 AM \\GDOT-DSN1\GOPLOT\QCF\GO_K1p8000.qcf tcox M:\TPC\9032B\Approved_9032B.pdf

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

GEORGIA STANDARDS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

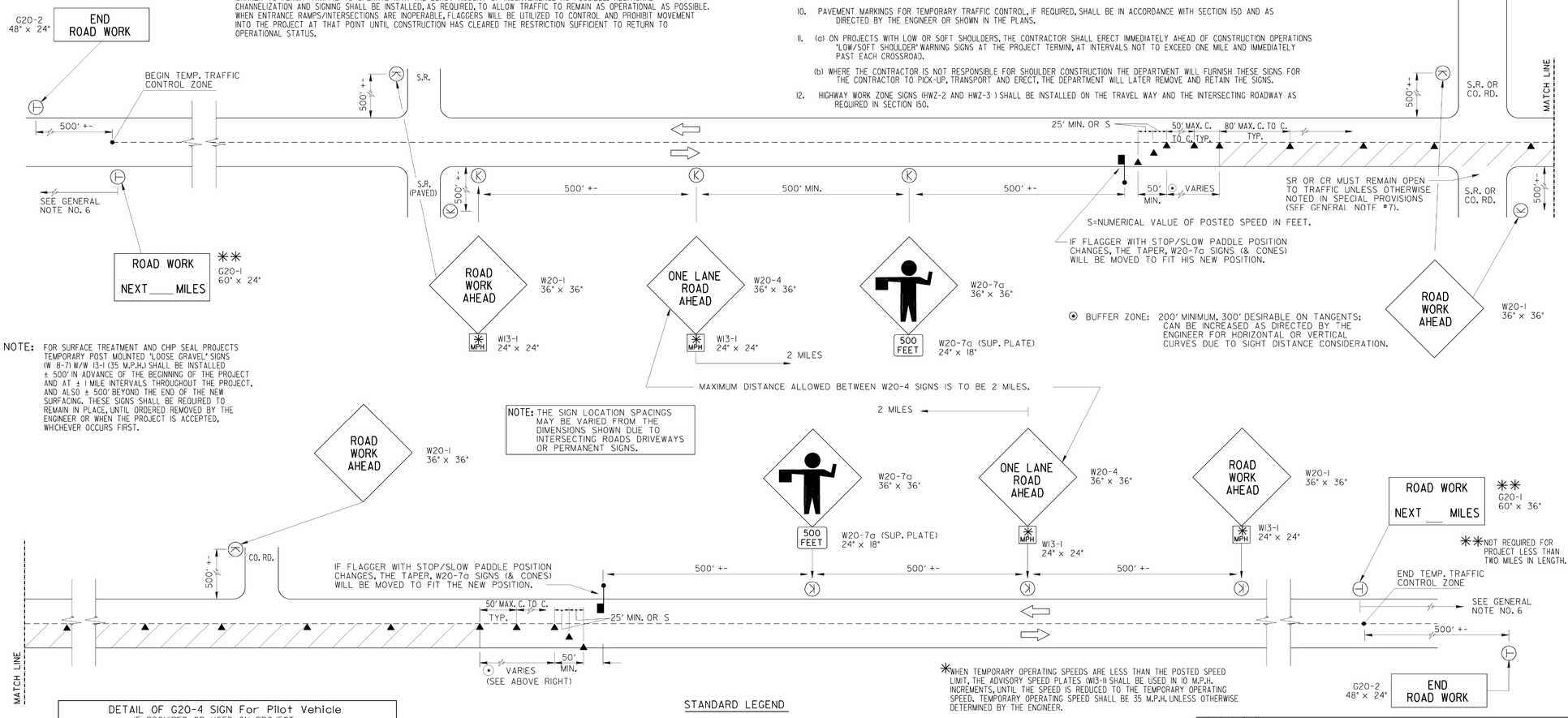
CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	41-0001
CORRECTED:		DATE:	
VERIFIED:		DATE:	

8/3/2006 11:38:53 AM \\GDOT-DSN\GDPLOT\QCF\qa_1111_output.qcf gowens M:\GART\Revised 9102\9102.prf 00-R06

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS; THE MUTCD; THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. (SEE SECTION 150)
2. ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
3. ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF 1 FOOT ABOVE THE LEVEL OF PAVEMENT EDGE FOR DIRECTIONAL TRAFFIC OF TWO (2) LANES OR LESS AND A MINIMUM OF 7 FEET FOR DIRECTIONAL OF THREE (3) OR MORE LANES. ALL PORTABLE SIGNS AND SIGN MOUNTING DEVICES UTILIZED IN THE WORK SHALL BE NCHRP 350 COMPLIANT. PORTABLE SIGNS MAY BE USED WHEN THE DURATION OF THE WORK IS LESS THAN 3 DAYS.
4. WHEN THE CONSTRUCTION AREA HAS ENTRANCE/EXIT RAMPS OR INTERSECTIONS, WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE WITH THE LEAST AMOUNT OF INCONVENIENCE AS POSSIBLE. ADDITIONAL CHANNELIZATION AND SIGNING SHALL BE INSTALLED, AS REQUIRED, TO ALLOW TRAFFIC TO REMAIN AS OPERATIONAL AS POSSIBLE. WHEN ENTRANCE RAMPS/INTERSECTIONS ARE INOPERABLE, FLAGGERS WILL BE UTILIZED TO CONTROL AND PROHIBIT MOVEMENT INTO THE PROJECT AT THAT POINT UNTIL CONSTRUCTION HAS CLEARED THE RESTRICTION SUFFICIENT TO RETURN TO OPERATIONAL STATUS.
5. FOR NIGHT TIME OPERATIONS, DRUMS SHALL HAVE, FOR THE LENGTH OF THE TAPER ONLY, A SIX (6") INCH ORANGE REFLECTIZED TOP STRIPE ON EACH DRUM IN THE TAPER AS REQUIRED IN SECTION 150. SPACING OF DEVICES SHALL BE AS SHOWN. DURING DAYLIGHT HOURS, CONES (28" MIN.) MAY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA.
6. SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED IN SECTION 150.
7. FLAGGERS SHALL BE PROVIDED AS NECESSARY TO PROHIBIT WRONG DIRECTION OF TRAFFIC THRU WORK AREAS.
8. WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTERIM SIGNS THAT ARE PERMANENT MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
9. PAYMENT FOR TRAFFIC CONTROL SHALL BE PER SECTION 150.
10. PAVEMENT MARKINGS FOR TEMPORARY TRAFFIC CONTROL, IF REQUIRED, SHALL BE IN ACCORDANCE WITH SECTION 150 AND AS DIRECTED BY THE ENGINEER OR SHOWN IN THE PLANS.
11. (a) ON PROJECTS WITH LOW OR SOFT SHOULDERS, THE CONTRACTOR SHALL ERECT IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS "LOW/SOFT SHOULDER" WARNING SIGNS AT THE PROJECT TERMINI, AT INTERVALS NOT TO EXCEED ONE MILE AND IMMEDIATELY PAST EACH CROSSROAD.
    (b) WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PICK-UP, TRANSPORT AND ERECT, THE DEPARTMENT WILL LATER REMOVE AND RETAIN THE SIGNS.
12. HIGHWAY WORK ZONE SIGNS (HWZ-2 AND HWZ-3) SHALL BE INSTALLED ON THE TRAVEL WAY AND THE INTERSECTING ROADWAY AS REQUIRED IN SECTION 150.



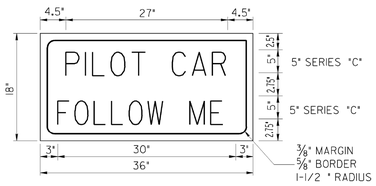
NOTE: FOR SURFACE TREATMENT AND CHIP SEAL PROJECTS TEMPORARY POST MOUNTED "LOOSE GRAVEL" SIGNS (W 8-7) W/W I3-1 (35 M.P.H.) SHALL BE INSTALLED ± 500' IN ADVANCE OF THE BEGINNING OF THE PROJECT AND AT ± 1 MILE INTERVALS THROUGHOUT THE PROJECT, AND ALSO ± 500' BEYOND THE END OF THE NEW SURFACING. THESE SIGNS SHALL BE REQUIRED TO REMAIN IN PLACE, UNTIL ORDERED REMOVED BY THE ENGINEER OR WHEN THE PROJECT IS ACCEPTED, WHICHEVER OCCURS FIRST.

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

NOTE: THE SIGN LOCATION SPACINGS MAY BE VARIED FROM THE DIMENSIONS SHOWN DUE TO INTERSECTING ROADS DRIVEWAYS OR PERMANENT SIGNS.

*WHEN TEMPORARY OPERATING SPEEDS ARE LESS THAN THE POSTED SPEED LIMIT, THE ADVISORY SPEED PLATES (W13-1) SHALL BE USED IN 10 M.P.H. INCREMENTS, UNTIL THE SPEED IS REDUCED TO THE TEMPORARY OPERATING SPEED. TEMPORARY OPERATING SPEED SHALL BE 35 M.P.H. UNLESS OTHERWISE DETERMINED BY THE ENGINEER.

DETAIL OF G20-4 SIGN For Pilot Vehicle
IF REQUIRED OR USED ON PROJECT



STANDARD LEGEND

- STRIPED DRUM
- PERMANENT TYPE POST MOUNTED SIGN (7' MOUNT HEIGHT)
- TEMPORARY POST MOUNTED SIGN - (7' MOUNT HEIGHT)
- PORTABLE MOUNTED SIGN - MINIMUM HEIGHT OF 1FT. ABOVE THE EDGE OF PAVEMENT; INSTALLED AS PER NCHRP 350 TESTING REQUIREMENTS.
- WORK AREA
- TRAFFIC CONE - 28" MIN. - DAYTIME USE ONLY
- FLAGGER WITH STOP-SLOW PADDLE

DATE	REVISION	BY
3-30-06	REMOVED FLAGS AND REV. GENERAL NOTES REV. SIGN G20-24 TO G20-2.	GLO

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE HIGHWAY

NO SCALE — REV. & REDR. JULY, 1999

DES. ____ DRW. ____ TRA. ____ CHK. ____

(SUBMITTED) STATE ROAD & AIRPORT DESIGN ENGINEER

(APPROVED) CHIEF ENGINEER

NUMBER 9102

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

GEORGIA STANDARDS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		41-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

ESPCP GENERAL NOTES

1. AN N.O.I. (NOTICE OF INTENT) IS NOT REQUIRED FOR THIS PROJECT. THE TOTAL DISTURBED AREA IS 0.16 ACRES. THE TOTAL PROJECT AREA IS 0.22 ACRES.

2. PRIOR TO ANY OTHER CONSTRUCTION, A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT EACH ENTRY TO OR EXIT FROM THE SITE.

3. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ON TO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH STONE, AS CONDITIONS DEMANDS, AND REPAIR AND/OR CLEAN-OUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLE ONTO PUBLIC ROADWAY OR INTO STORM DRAIN MUST BE REMOVED.

4. THERE ARE STATE WATERS LOCATED WITHIN 200 FEET OF THE PROJECT AREA.

5. PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH STAKES, RIBBONS, OR OTHER APPROPRIATE MEANS. THE LOCATION AND EXTENT OF ALL AUTHORIZED LAND DISTURBANCE SHALL OCCUR WITHIN THE APPROVED LIMITS INDICATED ON THE APPROVED PLANS.

6. IMMEDIATELY AFTER THE ESTABLISHMENT OF CONSTRUCTION ENTRANCES/EXITS, ALL PERIMETER EROSION CONTROL DEVICES AND STORM WATER MANAGEMENT DEVICES SHALL BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION.

7. OWNER AGRESS TO PROVIDE AND MAINTAIN OFF-STREET PARKING ON THE SUBJECT PROPERTY DURING THE ENTIRE CONSTRUCTION PERIOD.

8. THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY BARRICADES WHILE ROADWAY FRONTAGE IMPROVEMENTS ARE BEING MADE.

9. THE CONSTRUCTION OF THE SITE WILL INITIATE WITH THE INSTALLATION OF EROSION CONTROL MEASURES SUFFICIENT TO CONTROL SEDIMENT DEPOSITS AND EROSION. ALL SEDIMENT CONTROL WILL BE MAINTAINED UNTIL ALL UP STREAM GOUND WITHIN THE CONSTRUCTION AREA HAS BEEN COMPLETELY STABILIZED WITH PERMANENT VEGETATION AND ALL ROADS/DRIVEWAYS HAVE BEEN PAVED.

10. FAILURE TO INSTALL, OPERATE OR MAINTAIN ALL EROSION CONTROL MEASURES WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE JOB SITE UNTIL SUCH MEASURES ARE CORRECTED CONSISTENT WITH THE CITY OF BROOKHAVEN EROSION CONTROL ORDINANCE.

11. A COPY OF THE APPROVED LAND DISTURBANCE PLAN AND PERMIT SHALL BE PRESENT ON THE SITE WHENEVER LAND DISTURBANCE ACTIVITY IS IN PROGRESS.

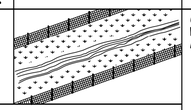
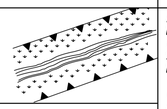
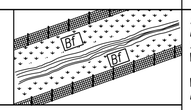
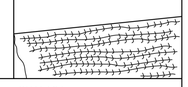
12. ALL SEWER EASEMENTS DISTURBED MUST BE DRESSED AND GRASSED TO CONTROL EROSION.

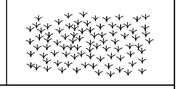
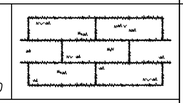
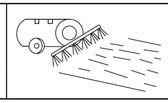
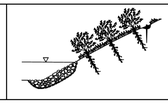
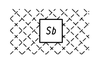
INFRASTRUCTURE CONSULTING & ENGINEERING

REVISION DATES
12/20/17

ESPCP GENERAL NOTES
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		51-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
	ORANGE BARRIER FENCE		ORANGE BARRIER FENCE DELINEATES ENVIRONMENTALLY SENSITIVE AREAS WHERE THE CONTRACTOR SHALL NOT CLEAR, GRUB, OR PLACE CONSTRUCTION MATERIALS OR EQUIPMENT WITHIN THIS AREA.
		LINE CODE  ORANGE BARRIER FENCE	
ESA	ENVIRONMENTALLY SENSITIVE AREA		AN ENVIRONMENTALLY SENSITIVE AREA (ESA) CONTAINS RESOURCES THAT ARE ENVIRONMENTALLY, CULTURALLY, OR HISTORICALLY SENSITIVE. ESAs INCLUDE, BUT ARE NOT LIMITED TO: STATE WATER BUFFERS, HISTORIC SITES, ARCHAEOLOGICAL SITES, AND PROTECTED ANIMAL AND PLANT SPECIES HABITATS. IF WORK IS AUTHORIZED IN THIS AREA, THE WORK MUST BE PERFORMED IN ACCORDANCE WITH SECTION 107 AND ANY OTHER APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PLAN NOTES.
		LINE CODE ESA-25'(OR 50')STREAM BUFFER, ETC.	
Bf	BUFFER ZONE		A STRIP OF UNDISTURBED ORIGINAL VEGETATION, ENHANCED OR RESTORED EXISTING VEGETATION, OR THE RE-ESTABLISHMENT OF VEGETATION SURROUNDING AN AREA OF DISTURBANCE OR BORDERING STREAMS, PONDS, WETLANDS, LAKES, AND COASTAL WATERS. WHEN NECESSARY, BUFFER ZONES ARE TO BE PROTECTED BY ORANGE BARRIER FENCE.
		SYMBOL Bf	
Ds1	MULCH SECTION 163		THIS IS AN APPLICATION OF STRAW MULCH USED TO REDUCE SOIL EROSION AND STABILIZE THE SOIL. IT IS USED TO CONTROL EROSION IN AREAS WHERE PERMANENT VEGETATION IS OUT OF SEASON OR TO TEMPORARILY STABILIZE AREAS PRIOR TO FINAL GRADING. MULCHING REQUIREMENTS ARE ADDRESSED BY STANDARD SPECIFICATIONS AND/OR THE PROJECT ENGINEER. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
		SYMBOL Ds1	
Ds2	TEMPORARY GRASSING SECTION 163, 700		THE SOWING OF A QUICK GROWING SPECIES OF GRASS SUITABLE TO THE AREA AND SEASON. IT IS TYPICALLY USED TO CONTROL EROSION IN AREAS LONGER THAN MULCHING IS EXPECTED TO LAST. TEMPORARY GRASSING SHOULD BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATIONS. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
		SYMBOL Ds2	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ds3	PERMANENT GRASSING SECTION 700		THE SOWING OF PERMANENT VEGETATION, SUCH AS GRASS, SUITABLE TO THE AREA AND SEASON. PERMANENT VEGETATION SHALL BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATION. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
		SYMBOL Ds3	
Ds4	SODDING CONSTRUCTION DETAIL D-54 SECTION 700, 890		THE INSTALLATION OF A SPECIES OF GRASS SODDING SUITABLE TO THE AREA AND SEASON TO PROVIDE IMMEDIATE PERMANENT VEGETATION. SODDING MAY BE SHOWN FOR HIGHLY SENSITIVE AREAS, TO IMPROVE AESTHETICS, OR FOR SPECIAL PLANTING REQUIREMENTS ON THE BASIS OF ENVIRONMENTAL COMMITMENTS OR LANDSCAPING REQUIREMENTS. THE BMP PATTERN FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
		PATTERN 	
Fl-Co	FLOCCULANTS COAGULANTS SECTION 163, 700, 895		FLOCCULANTS AND COAGULANTS ARE USED TO SETTLE SUSPENDED SEDIMENT, HEAVY METALS, AND HYDROCARBONS (TSS) IN SLOW MOVING RUNOFF FROM CONSTRUCTION SITES FOR WATER CLARIFICATION. ANIONIC POLYACRYLAMIDES (PAM) MAY BE USED IN CONJUNCTION WITH BMPs WITHIN CHANNELS UPSTREAM OF A POST-CONSTRUCTION POND, TEMPORARY SEDIMENT BASIN, OR TEMPORARY SEDIMENT TRAP. FLOCCULANTS SHALL NOT BE USED DOWNSTREAM OF AFOREMENTIONED BMPs! FLOCCULANTS/COAGULANTS ARE TO BE SHOWN ON PLANS WITH APPLICABLE BMP IF NEEDED. PAYMENT FOR PAM AS A FLOCCULANT WILL BE INCLUDED IN THE PRICE FOR THE INSTALLATION AND/OR MAINTENANCE OF THE BMP IT IS USED IN CONJUNCTION WITH. NO SEPARATE PAYMENT WILL BE MADE.
		SYMBOL Fl-Co POLYACRYLAMIDE	
Sb	STREAMBANK STABILIZATION SECTION 702		STREAMBANK STABILIZATION IS THE USE OF READILY AVAILABLE NATIVE PLANT MATERIALS TO MAINTAIN AND ENHANCE STREAMBANKS, OR TO PREVENT, OR RESTORE AND REPAIR SMALL STREAMBANK EROSION PROBLEMS. STREAMBANK STABILIZATION AREAS SHOULD BE SHOWN ON THE PLANS WHEN APPLICABLE TO THE PROJECT. REFER TO THE PROJECT'S STREAM AND STREAM BUFFER MITIGATION PLANS FOR PLANT SPECIES, LOCATIONS, AND OTHER PLANTING DETAILS.
		PATTERN 	

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".
3. ALL TEMPORARY & PERMANENT VEGETATIVE PRACTICES INCLUDING PLANT SPECIES, PLANTING DATES, SEEDING, FERTILIZING, LIMING, AND MULCHING FOR THIS PROJECT CAN BE FOUND IN SECTION 700 OF THE CURRENT EDITION OF GDOT'S STANDARDS SPECIFICATIONS (OR SPECIAL PROVISIONS).

7/31/2015 GPLN

GDOT

NO SCALE

REVISION DATES
3/2/2017

EROSION CONTROL LEGEND

UNIFORM CODE SHEET

SHEET 1 OF 7

CHECKED:	D. EABLETON	DATE:	01/01/16	DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		52-0001
VERIFIED:		DATE:		

10/23/2015 GPLN

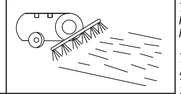
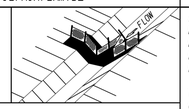
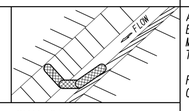
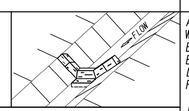
INFRASTRUCTURE CONSULTING & ENGINEERING

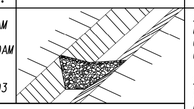
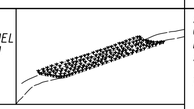
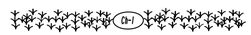
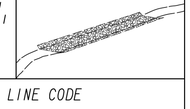
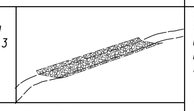
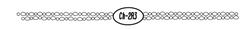
NOT TO SCALE

REVISION DATES
12/20/17

EROSION CONTROL LEGEND
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		52-0001
VERIFIED:		DATE:		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ss	SLOPE STABILIZATION CONSTRUCTION DETAIL D-35 SECTION 716	 PATTERN 	SLOPE STABILIZATION (EROSION CONTROL MATTING) IS A PROTECTIVE COVERING USED TO PREVENT EROSION AND ESTABLISH TEMPORARY OR PERMANENT VEGETATION ON STEEP SLOPES, SHORE LINES, OR CHANNELS. SLOPE STABILIZATION MAY BE A ROLLED EROSION CONTROL PRODUCT (RECP) OR A HYDRAULIC EROSION CONTROL PRODUCT (HECP). SLOPE STABILIZATION SHALL BE USED ON ALL CUT OR FILL SLOPES OF 2.5:1 OR STEEPER AND WITHIN 50 FEET OF ALL CROSS DRAINS AND CULVERTS. NOTE: ONLY COCONUT FIBER BLANKET OR WOOD FIBER BLANKET SHALL BE USED AS SLOPE STABILIZATION WITHIN BUFFERED AREAS.
Tac	TACKIFIERS SECTION 163, 700, 895	 SYMBOL Tac POLYACRYLAMIDE	TACKIFIERS HYDRATE IN WATER AND READILY BLEND WITH OTHER SLURRY MATERIALS AND ARE USED TO TIE-DOWN FOR SOIL, COMPOST, SEED, STRAW, HAY OR MULCH. TACKIFIERS REQUIREMENTS, SUCH AS ANIONIC POLYACRYLAMIDES (PAM) ARE ADDRESSED BY STANDARD SPECIFICATIONS AND ARE NOT TYPICALLY SHOWN ON THE PLANS. PAM IS TYPICALLY USED BY THE CONTRACTOR FOR TEMPORARY OR PERMANENT GRASSING. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR CRITERIA.
Cd-F	FABRIC CHECK DAM CONSTRUCTION DETAIL D-24D SECTION 171	 SYMBOL Cd-F	A CHECK DAM COMPOSED OF SYNTHETIC FIBER FABRIC, WIRE REINFORCED, POST, OVERFLOW WEIR, AND TURF REINFORCEMENT MATTING (TRM) SPLASHPAD PLACED IN DITCHES IN A SPECIAL CONFIGURATION WHICH CONTROLS ENERGY DISSIPATION AND FILTRATION OF STORM WATER. SEE CONSTRUCTION DETAIL D-24D FOR ADDITIONAL INFORMATION AND SPACING REQUIREMENTS. THIS ITEM IS SUITABLE FOR USE IN ROADSIDE DITCHES THAT ARE PART OF INFRASTRUCTURE CONSTRUCTION PROJECTS AND WITHIN THE CLEAR ZONE. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Cd-Fs	COMPOST FILTER SOCK CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163	 SYMBOL Cd-Fs	A COMPOST FILTER SOCK CHECK DAM IS COMPOSED OF A PHOTODEGRADABLE OR BIODEGRADABLE KNITTED MESH MATERIAL CONTAINING A WEED FREE FILLER MATERIAL DERIVED FROM A WELL-DECOMPOSED SOURCE OF ORGANIC MATTER. THEY SHALL BE PROPERLY STAKED FOR DITCH APPLICATIONS. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR MATERIAL SPECIFICATIONS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Cd-Hb	BALED STRAW CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163	 SYMBOL Cd-Hb	A BALE STRAW CHECK DAM IS COMPOSED OF BALES PREFERABLY BOUND WITH WIRE OR NYLON INSTEAD OF TWINE. BALES SHOULD BE PLACED IN ROWS WITH BALE ENDS TIGHTLY ABUTTING ADJACENT BALES. THE DOWNSTREAM ROW OF BALES SHALL BE PLACED IN A TRENCH TO ALLOW THE TOP OF THE BALE'S LONG, WIDE SIDE TO BE LEVEL WITH THE GROUND AS A NON-ERODIBLE SPLASH PAD. PROPER STAKING IS ALSO REQUIRED FOR DITCH APPLICATIONS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Cd-S	STONE CHECK DAM OR SANDBAG CHECK DAM GA. STD 1031 SECTION 163, 603	 SYMBOL Cd-S	STONE CHECK DAMS ARE CONSTRUCTED OF TYPE-3 RIP-RAP WITH GEOTEXTILE UNDERLINER. STONE CHECK DAMS ARE PREFERRED IN ROADWAY DITCHES OUTSIDE THE CLEAR ZONE. CONSIDERATION SHOULD BE GIVEN TO USING OTHER APPROPRIATE CHECK DAMS AND/OR BMPs WITHIN THE CLEAR ZONE. SANDBAG CHECK DAMS ARE RECOMMENDED IN CONCRETE LINED CHANNELS FOR TEMPORARY VELOCITY CONTROL ONLY. ENSURE DISCHARGE POINT IS PROPERLY STABILIZED AND INCLUDE APPROPRIATE BMPs FOR SEDIMENT STORAGE UPSTREAM AND/OR DOWNSTREAM OF CONCRETE LINED CHANNELS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Ch-I	VEGETATED CHANNEL STABILIZATION SECTION 700	 LINE CODE 	A NEW OR EXISTING CHANNEL MAY BE LINED WITH PERMANENT VEGETATION ONLY FOR VELOCITIES UP TO 5.0 fps. THIS MEASURE SHALL BE DESIGNED IN ACCORDANCE WITH THE GDOT CHANNEL LINING DESIGN PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. TYPICALLY NOT SHOWN IN PLANS.
Ch-2RI	CHANNEL STABILIZATION RIP-RAP, TYPE I CONSTRUCTION DETAIL D-49 SECTION 603	 LINE CODE 	THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE I RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2R3	CHANNEL STABILIZATION RIP-RAP, TYPE 3 CONSTRUCTION DETAIL D-49 SECTION 603	 LINE CODE 	THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 3 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

7/31/2015 GPLN

GDOT

NO SCALE

REVISION DATES
3/2/2017

EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 2 OF 7

CHECKED:	D. EAGLETON	DATE: 01/01/16	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	52-0002
VERIFIED:		DATE:	

10/23/2015 GPLN

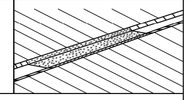
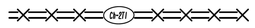
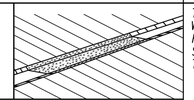
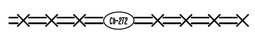
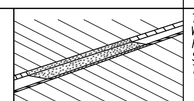
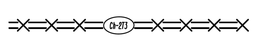
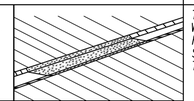
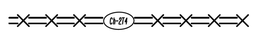
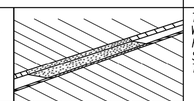
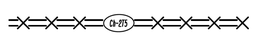
INFRASTRUCTURE CONSULTING & ENGINEERING

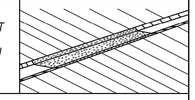
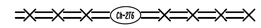
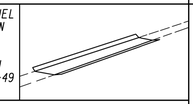
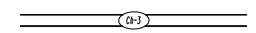
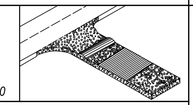
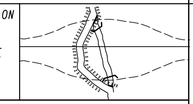
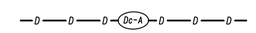
NOT TO SCALE

REVISION DATES

EROSION CONTROL LEGEND
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	52-0002
VERIFIED:		DATE:	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T1	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-2 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH 'Dp' RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. 'Dp' SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T2	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-4 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH 'Dp' RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. 'Dp' SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T3	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-6 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH 'Dp' RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. 'Dp' SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T4	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-8 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH 'Dp' RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. 'Dp' SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2T5	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-10 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH 'Dp' RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. 'Dp' SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T6	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-12 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH 'Dp' RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. 'Dp' SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-3	CONCRETE CHANNEL STABILIZATION CONSTRUCTION DETAIL D-10, D-49 SECTION 441	 LINE CODE 	CHANNELS ARE LINED WITH CONCRETE FOR VELOCITIES >/= 10 fps. THIS ITEM CONSISTS OF CONSTRUCTING A 4" THICK CONCRETE CHANNEL. THE CONCRETE SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH 'Dp' RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. 'Dp' SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN. RIP-RAP SHOULD BE USED TO DISSIPATE ENERGY DOWNSTREAM OF CONCRETE LINED CHANNELS.
Co	CONSTRUCTION EXIT CONSTRUCTION DETAIL D-41 SECTION 163, 800	 SYMBOL Co	A CONSTRUCTION EXIT IS A STONE STABILIZED PAD THAT REDUCES OR ELIMINATES THE TRANSPORT OF MUD FROM CONSTRUCTION AREAS ONTO PUBLIC ROADS BY EQUIPMENT OR RUNOFF. BEST USED AT ACCESS POINTS, I.e. NEW LOCATION PROJECTS, BORROW PITS, WASTE PITS, ACCESS ROADS, ETC. SHOULD BE MINIMUM 20' WIDE, 50' LONG, 6" THICK, AND REQUIRES A GEOTEXTILE UNDERLINER. ON SITES WHERE THE GRADE TOWARD A PAVED AREA IS GREATER THAN 2%, A FULL WIDTH DIVERSION RIDGE 6" TO 8" HIGH WITH 3:1 SLOPES SHALL BE CONSTRUCTED APPROXIMATELY 15' UPSTREAM OF PAVED AREA. A TIRE WASHING AREA TO REMOVE MUD MAY ALSO BE REQUIRED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS. ALL CONSTRUCTION EXIT REQUIREMENTS ARE INCLUDED IN THE PRICE OF THE CONSTRUCTION EXIT.
Dc-A	STREAM DIVERSION CHANNEL GEOTEXTILE, POLYETHYLENE FILM SECTION 163	 LINE CODE 	A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE OR POLYETHYLENE FILM. INSTALL TWO ROWS OF Sdi-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 0 - 2.5 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".
3. STONE SIZE FOR CONSTRUCTION EXITS MUST BE BETWEEN 1.5" TO 3.5".

GDOT | NO SCALE

REVISION DATES: 3/2/2017

EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 3 OF 7

CHECKED:	D. EAGLETON	DATE:	01/01/16	DRAWING No.
BACKCHECKED:		DATE:		52-0003
CORRECTED:		DATE:		
VERIFIED:		DATE:		

7/31/2015 GPLN

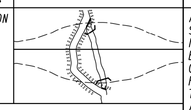
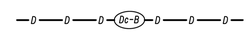
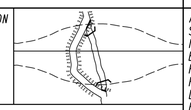
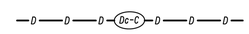
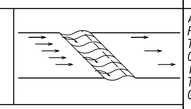
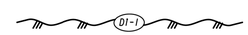
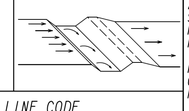
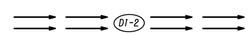
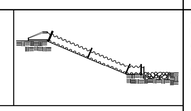
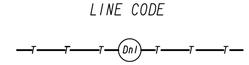
INFRASTRUCTURE CONSULTING & ENGINEERING | NOT TO SCALE

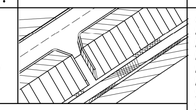
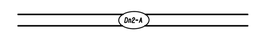
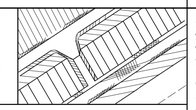
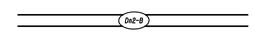
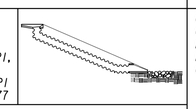
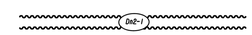
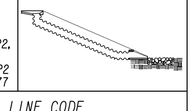
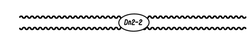
REVISION DATES: 12/20/17

EROSION CONTROL LEGEND
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		52-0003
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Dc-B	STREAM DIVERSION CHANNEL GEOTEXTILE ONLY SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE ONLY. INSTALL TWO ROWS OF Sdl-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 2.5 - 9.0 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
	LINE CODE		
Dc-C	STREAM DIVERSION CHANNEL RIP-RAP & GEOTEXTILE SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH RIP-RAP AND GEOTEXTILE. INSTALL TWO ROWS OF Sdl-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 9.0 - 13.0 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
	LINE CODE		
Dl-1	DIVERSION BERM CONSTRUCTION DETAIL D-47 SECTION 205		A NON-DESIGNED TEMPORARY EARTHEN BERM WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO BE USED AT THE EDGE OF EMBANKMENT DURING THE GRADING OPERATION. THE BERMS ARE ALSO CONSTRUCTED ABOVE, ACROSS OR BELOW A SLOPE TO REDUCE THE LENGTH OF A SLOPE. THEY ARE USED TO INTERCEPT RUNOFF, PREVENTING SLOPE EROSION AND TO DIRECT THE RUNOFF TO A STABLE OUTLET, DOWN DRAINS 'Dnl'OR CATCHMENT AREAS AND ON ALL GRADING PROJECTS.
	LINE CODE		
Dl-2	DIVERSION CHANNEL SECTION 205		A DESIGNED TEMPORARY OR PERMANENT CHANNEL WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO DIVERT OFFSITE RUNOFF AWAY FROM DISTURBED AREAS WITHIN THE PROJECT AREA. CHANNEL FOR OFFSITE RUNOFF SHALL BE STABILIZED WITH APPROPRIATE CHANNEL STABILIZATION. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA. A DIVERSION CHANNEL DETAIL MUST ALSO BE PROVIDED IN THE ESPCP. RUNOFF FROM DISTURBED AREAS WITHIN THE PROJECT AREA SHALL NOT BE ALLOWED TO CONVERGE WITH OFFSITE RUNOFF WITHIN THIS DIVERSION.
	LINE CODE		
Dnl	TEMPORARY DOWNDRAIN STRUCTURE FLEXIBLE CONSTRUCTION DETAIL D-19 SECTION 163		A TEMPORARY PIPE SLOPE DRAIN IS A PLASTIC FLEXIBLE PIPE TO CARRY WATER FROM THE WORK AREA TO A LOWER ELEVATION. TEMPORARY SLOPE DRAINS SHOULD BE PLACED AT INTERVALS OF 350 FEET ON 0% - 2% GRADES, 200 FEET ON STEEPER GRADES AND MORE FREQUENTLY AS DICTATED BY FIELD CONDITIONS. THE TYPICAL PIPE SIZE IS A CORRUGATED 10". THE PIPE WILL BE ANCHORED WITH STAKES AT INTERVALS NOT TO EXCEED 10'. THE OUTLET AREA SHALL BE STABILIZED FOR VELOCITY DISSIPATION AND EROSION CONTROL.
	LINE CODE		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Dn2-A	PERMANENT DOWNDRAIN STRUCTURE CONCRETE CONSTRUCTION DETAIL D-9 SECTION 441		A CONCRETE FLUME TYPE 'A' IS USED TO DIRECT SURFACE RUNOFF DOWN A ROADWAY SLOPE INTO ANOTHER FORM OF CONTROL. IT IS USED IN ALL DEPRESSED AREAS WHERE WATER WILL FLOW DOWN THE SLOPE. IT IS DESIGNED FOR A 25-YEAR STORM AND MUST HAVE SOME FORM OF OUTLET PROTECTION. ADDITIONAL LABELING IS NOT REQUIRED IF SHOWN AS A PERMANENT DRAINAGE STRUCTURE ON THE CONSTRUCTION PLANS. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OTHER CRITERIA).
	LINE CODE		
Dn2-B	PERMANENT DOWNDRAIN STRUCTURE CONCRETE CONSTRUCTION DETAIL D-9 SECTION 441		A CONCRETE FLUME TYPE 'B' IS USED TO DIRECT SURFACE DITCH RUNOFF DOWN A BACK SLOPE INTO ANOTHER FORM OF CONTROL. IT IS USED IN DEPRESSED AREAS WHERE CONCENTRATED OFFSITE WATER REACHES THE CUT SLOPE. IT IS DESIGNED TO SAFELY CONVEY WATER DOWN THE CUT SLOPE. IT IS DESIGNED FOR A 25-YEAR STORM AND MUST HAVE SOME FORM OF OUTLET PROTECTION. ADDITIONAL LABELING IS NOT REQUIRED IF SHOWN AS A PERMANENT DRAINAGE STRUCTURE ON THE CONSTRUCTION PLANS. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE		
Dn2-1	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP1, 9017J TP1, DETAIL D-26 TP1 SECTION 576, 577		CONCRETE DRAIN INLET WITH METAL PIPE IS USED TO DRAIN CURBS, ON A GRADE, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE		
Dn2-2	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP2, 9017J TP2, DETAIL D-26 TP2 SECTION 576, 577		CONCRETE DRAIN INLET AND METAL PIPE IS USED TO DRAIN CURB, IN A SAG, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION. TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE		

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

NO SCALE

REVISION DATES
3/2/2017

EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 4 OF 7

CHECKED:	D. EAGLETON	DATE: 01/01/16	DRAWING No.
BACKCHECKED:		DATE:	52-0004
CORRECTED:		DATE:	
VERIFIED:		DATE:	

7/31/2015 GPLN

INFRASTRUCTURE CONSULTING & ENGINEERING

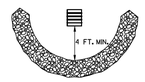
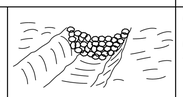
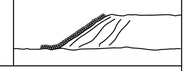
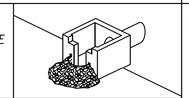
NOT TO SCALE

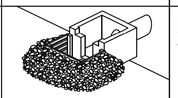
REVISION DATES

EROSION CONTROL LEGEND
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	52-0004
CORRECTED:		DATE:	
VERIFIED:		DATE:	

10/23/2015 GPLN

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING CONSTRUCTION DETAIL D-46 SECTION 163	 SYMBOL Fr	A TEMPORARY STONE BARRIER CONSTRUCTED AT DRAINAGE STRUCTURE INLETS AND POST-CONSTRUCTION POND OUTLETS. IT REDUCES RUNOFF VELOCITY AND HELPS PREVENT SEDIMENT FROM LEAVING SITE PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR ADDITIONAL INFORMATION ON USAGE.
Rd	ROCK FILTER DAM CONSTRUCTION DETAIL D-43 SECTION 163, 603	 SYMBOL Rd	ROCK FILTER DAMS ARE CONSTRUCTED OF TYPE 3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. THEY ARE PLACED ACROSS DRAINAGEWAYS WHICH DRAIN 50 ACRES OR LESS. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING ROCK FILTER DAMS. THE DAM SHOULD NOT BE HIGHER THAN THE CHANNEL BANKS. ROCK FILTER DAMS SHOULD BE USED IN DITCHES PRIOR TO DISCHARGING INTO STREAMS, WETLANDS, OPEN-WATERS, OR OTHER ESAs.
Rd-B	STONE FILTER BERM CONSTRUCTION DETAIL D-50 SECTION 163, 603	 LINE CODE Rd-B	STONE FILTER BERMS ARE CONSTRUCTED SIMILAR TO ROCK FILTER DAMS FOR A LINEAR APPLICATION. THEY ARE CONSTRUCTED OF TYPE-3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING STONE FILTER BERMS. STONE FILTER BERMS ARE IDEAL ALONG THE PERIMETER FOR SHEET FLOW AND/OR SHALLOW CONCENTRATED FLOW TO A COMMON LOW AREA WHERE PERIMETER SILT FENCE ALONE MAY BE INSUFFICIENT. THERE IS NO WELL-DEFINED CHANNEL FOR A STANDARD ROCK FILTER DAM, AND/OR CONSTRUCTING A ROCK OUTLET TEMPORARY SEDIMENT TRAP IS NOT APPLICABLE.
Rp	RIP-RAP SECTION 603	 PATTERN Rp	RIP-RAP IS A FLEXIBLE PERMANENT BLANKET FOR PROTECTION OF FILL SLOPES AND BRIDGE END ROLLS. RIP-RAP TYPE-I SHOULD BE PLACED ON TOP OF A GEOTEXTILE UNDERLINER AT A MINIMUM 24" THICKNESS OR AS INDICATED ON THE PLANS. RIP-RAP MAY ALSO BE USED AT DRAINAGE STRUCTURE OUTLETS WITHIN THE RIGHT-OF-WAY. HOWEVER, APPROPRIATE OUTLET PROTECTION SHOULD BE PROVIDED AT OUTFALLS. REFER TO STORM DRAIN OUTLET PROTECTION FOR ADDITIONAL INFORMATION ON USING RIP-RAP AT OUTFALLS.
Rt-P	RETROFITTING PERFORATED HALF-ROUND PIPE CONSTRUCTION DETAIL D-44 SECTION 163	 SYMBOL Rt-P	A PERFORATED HALF-ROUND PIPE WITH STONE FILTER PLACED IN FRONT OF A PERMANENT STORMWATER DETENTION POND OUTLET STRUCTURE TO SERVE AS A TEMPORARY SEDIMENT FILTER. SHOULD BE USED ONLY IN DETENTION PONDS WITH LESS THAN 30 ACRES TOTAL DRAINAGE AREA. SHALL ONLY BE USED IN DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Rt-B	RETROFITTING SLOTTED BOARD DAM CONSTRUCTION DETAIL D-45 SECTION 163	 SYMBOL Rt-B	A SLOTTED BOARD DAM CONSISTS OF STONE AND/OR FILTER FABRIC AND BOARDS WITH 0.5" - 1.0" SPACING TO SERVE AS A TEMPORARY SEDIMENT FILTER. PERMANENT STORMWATER DETENTION POND OUTLET: -DRAINAGE AREA UP TO 100 ACRES -DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA ROADWAY DRAINAGE STRUCTURE: -OPEN END PIPES, WINGED HEADWALLS, OR CONCRETE WEIR OUTLETS WITH DRAINAGE AREA LESS THAN 30 ACRES REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
Rt-Sg1 Rt-Sg2 Rt-Sg3	RETROFITTING SILT CONTROL GATES CONSTRUCTION DETAIL D-20 SECTION 163	 SYMBOL Rt-Sg1 Rt-Sg2 Rt-Sg3	A SILT CONTROL GATE CONSISTS OF BOARDS WITHOUT SPACING AND FILTER FABRIC TO BE USED FOR TEMPORARY SEDIMENT STORAGE ON ROADWAY PROJECTS AT THE INLET OF STRUCTURES WITH A DRAINAGE AREA UP TO 50 ACRES. THE DISTURBED AREA WITHIN THE DRAINAGE AREA SHALL NOT EXCEED 5 ACRES. SILT CONTROL GATES SHOULD NOT BE USED ALONE, BUT WITH ANOTHER BMP DOWNSTREAM PRIOR TO DISCHARGE LEAVING PROJECT AREA. DO NOT USE SILT GATES IN STATE WATERS. Rt-Sg1=TYPE 1: USED ON BOX CULVERTS Rt-Sg2=TYPE 2: USED ON STRAIGHT HEADWALLS Rt-Sg3=TYPE 3: USED ON FLARED END SECTIONS AND TAPERED HEADWALLS
Sdl-NS	SEDIMENT BARRIER (NON-SENSITIVE) SILT FENCE TYPE A CONSTRUCTION DETAIL D-24 SECTION 171	 LINE CODE A A A Sdl-NS A A A	SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW. TYPE-A SILT FENCE IS TYPICALLY USED IN NON-ENVIRONMENTALLY SENSITIVE AREAS (ESAs) OR IN AREAS WITH FILLS LESS THAN 10'. IT SHOULD BE PLACED A MINIMUM OF 10' FROM CONSTRUCTION LIMITS OR ALONG THE RIGHT-OF-WAY LINE.
Sdl-S	SEDIMENT BARRIER (SENSITIVE) SILT FENCE TYPE C CONSTRUCTION DETAIL D-24 SECTION 171	 LINE CODE C C C Sdl-S C C C	SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW. TYPE-C SILT FENCE IS TYPICALLY USED IN ENVIRONMENTALLY SENSITIVE AREAS (ESAs) OR IN AREAS WITH FILLS 10' AND GREATER. ALL ENVIRONMENTALLY SENSITIVE AREAS (ESAs) SHALL BE PROTECTED WITH A DOUBLE-ROW OF TYPE-C SILT FENCE REGARDLESS OF FILL HEIGHT. A SINGLE-ROW MAY BE USED FOR OTHER APPLICATIONS. IT SHOULD BE PLACED A MINIMUM OF 10' FROM CONSTRUCTION LIMITS OR ALONG THE RIGHT-OF-WAY LINE.

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

7/31/2015 GPLN

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REVISION DATES
3/2/2017

EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 5 OF 7

CHECKED:	D. EAGLETON	DATE:	01/01/16	DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		52-0005
VERIFIED:		DATE:		

10/23/2015 GPLN

INFRASTRUCTURE CONSULTING & ENGINEERING

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REVISION DATES

EROSION CONTROL LEGEND
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

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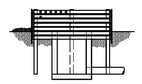
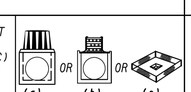
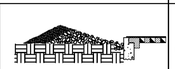
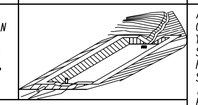
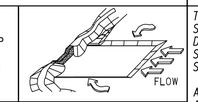
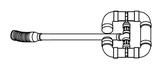
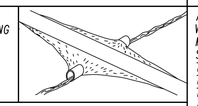
CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Sd1-BB	SEDIMENT BARRIER BRUSH BARRIER CONSTRUCTION DETAIL D-24B SECTION 201		THIS ITEM CONSISTS OF INTERMINGLED BRUSH, LOGS, ETC. SO AS NOT TO FORM A SOLID DAM. CONSTRUCTED AT THE TOE OF FILL SLOPES ONLY DURING THE CLEARING AND GRUBBING OPERATION. THE BARRIER SHOULD BE USED AT THE TOE OF FILL SLOPES ON GRADING PROJECTS IN RURAL AREAS WHERE SUFFICIENT RIGHT OF WAY OR EASEMENT IS AVAILABLE (10 FEET OR MORE). THE BARRIER SHOULD RUN ROUGHLY PERPENDICULAR TO THE FLOW OF WATER WHERE THIS DOES NOT CONFLICT WITH RIGHT-OF-WAY OR EASEMENT LIMITS. THEY WILL NOT BE PLACED IN WETLANDS. TYPICALLY NOT SHOWN ON PLANS. PAYMENT FOR THIS ITEM IS INCLUDED IN THE CLEARING AND GRUBBING COST. NO SEPARATE PAYMENT SHALL BE MADE.
	LINE CODE ✱ ✱ ✱ Sd1-BB ✱ ✱ ✱		
Sd2-B	INLET SEDIMENT TRAP (BAFFLE BOX) CONSTRUCTION DETAIL D-42 SECTION 163		BAFFLE BOX INLET SEDIMENT TRAP USED FOR INLETS RECEIVING HIGH FLOW RATE AND/OR VELOCITY. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES 7 cfs AND GREATER.
	SYMBOL Sd2-B		
Sd2-Bg	INLET SEDIMENT TRAP (BLOCK & GRAVEL) CONSTRUCTION DETAIL D-42 SECTION 163		BLOCK AND GRAVEL DROP INLET PROTECTION USED FOR WHERE HEAVY FLOWS ARE EXPECTED AND WHERE OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE. CAN BE USED AT CULVERT INLETS. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES THAT RANGE FROM 5 - 7 cfs.
	SYMBOL Sd2-Bg		
Sd2-F	INLET SEDIMENT TRAP (FILTER FABRIC) CONSTRUCTION DETAIL D-42 SECTION 163	 (a) OR (b) OR (c)	(a) A SEDIMENT BARRIER CONSISTING OF A PREFABRICATED FRAME WITH FILTER FABRIC USED AROUND A DROP INLET OR CATCH BASIN. (b) A SEDIMENT BARRIER CONSISTING OF A PERFORATED METAL STAND PIPE WITH FILTER FABRIC USED AROUND A DROP INLET OR CATCH BASIN. (c) TYPE C SILT FENCE WITH SUPPORTING FRAME CAN BE USED AS AN ALTERNATE TO INLET SEDIMENT TRAP FOR AREAS WITH SLOPES < 5%. THIS ITEM IS USED TO PREVENT SILT FROM ENTERING THE PIPE SYSTEM. SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS. RECOMMENDED FOR INLET RECEIVING FLOW RATES THAT RANGE FROM 0 - 4 cfs.
	SYMBOL Sd2-F		
Sd2-G	INLET SEDIMENT TRAP (GRAVEL) CONSTRUCTION DETAIL D42 SECTION 163		GRAVEL DROP INLET PROTECTION USED WHERE HEAVY CONCENTRATED FLOWS ARE EXPECTED. STONE AND GRAVEL ARE USED TO TRAP SEDIMENT. THE SLOPE TOWARD THE INLET SHALL BE NO MORE THAN 3:1. A GUIDE FOR USE WILL BE FOR AN INLET RECEIVING FLOW RATES THAT RANGE FROM 3 - 5 cfs.
	SYMBOL Sd2-G		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Sd3	TEMPORARY SEDIMENT BASIN CONSTRUCTION DETAIL D-22A, D-22B SECTION 163		A BASIN CREATED BY EXCAVATING AN AREA, DAMMING CONCENTRATED FLOW, OR A COMBINATION OF BOTH. THE BASIN IS DESIGNED TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DRAINAGE AREA. THE DRAINAGE AREA SHOULD NOT EXCEED 150 ACRES. BASINS TYPICALLY CONSISTS OF A DAM, PRINCIPAL SPILLWAY, AND AN EMERGENCY SPILLWAY. A FLOATING SURFACE SKIMMER SHALL BE REQUIRED AS PART OF THE PRINCIPAL SPILLWAY UNLESS INFEASIBLE. SUFFICIENT RIGHT-OF-WAY OR EASEMENT IS NEEDED FOR BASIN CONSTRUCTION AND MAINTENANCE ACCESS. SEDIMENT BASINS SHALL BE CONSIDERED ON ALL PROJECTS, BUT MAY NOT BE PRACTICAL. BASINS SHOULD BE LOCATED TO MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES AND UTILITIES. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
	SYMBOL Sd3		
Sd4-C	ROCK OUTLET TEMPORARY SEDIMENT TRAP CONSTRUCTION DETAIL D-53 SECTION 163	 FLOW	TEMPORARY POND WITH ROCK OUTLET DESIGNED TO STORE 67 CUBIC YARDS OF SEDIMENT PER DRAINAGE AREA. DRAINAGE AREA SHALL NOT EXCEED 5 ACRES. DISTINGUISHED FROM TEMPORARY SEDIMENT BASIN BY LACK OF PRINCIPAL SPILLWAY. MAXIMUM POND DEPTH FROM BOTTOM OF POND TO EMERGENCY SPILLWAY IS 4 FEET. A TEMPORARY SEDIMENT BASIN SHALL BE EVALUATED PRIOR TO CONSIDERING A TEMPORARY SEDIMENT TRAP. A TEMPORARY SEDIMENT TRAP IS IDEAL FOR SMALL AREAS WITH NO UNUSUAL DRAINAGE FEATURES AND EFFECTIVE AGAINST COARSE SEDIMENT, BUT NOT AGAINST SILT OR CLAY PARTICLES THAT REMAIN SUSPENDED. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
	SYMBOL Sd4-C		
Sk	FLOATING SURFACE SKIMMER CONSTRUCTION DETAIL D-22A, D-22B SECTION 163		A BUOYANT DEVICE THAT DRAINS WATER FROM THE SURFACE OF A TEMPORARY SEDIMENT BASIN AT A CONTROLLED FLOW RATE. THE INLET/ORIFICE SIZE IS DESIGNED TO DRAIN THE BASIN WITHIN 24 - 48 HOURS. THE SKIMMER INFORMATION SHALL BE PROVIDED IN CONJUNCTION WITH THE SEDIMENT BASIN INFORMATION IN PLANS. IF A SKIMMER IS INFEASIBLE, THE DESIGNER SHALL PROVIDE A WRITTEN JUSTIFICATION IN THE PLANS. SKIMMERS ARE ATTACHED TO A RISER WITHOUT PERFORATIONS AND ACTS AS THE PRIMARY SPILLWAY. THE SKIMMER BMP SYMBOL SHALL BE SHOWN IN CONJUNCTION WITH THE TEMPORARY SEDIMENT BASIN BMP SYMBOL WHEN APPLICABLE. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR ADDITIONAL INFORMATION.
	SYMBOL Sk		
Sr	TEMPORARY STREAM CROSSING SECTION 107		A TEMPORARY STRUCTURE INSTALLED ACROSS A FLOWING STREAM OR WATERCOURSE FOR USE BY CONSTRUCTION EQUIPMENT. THIS BMP PROVIDES A MEANS TO CROSS STREAMS OR WATERCOURSES WITHOUT MOVING SEDIMENT INTO STREAMS, DAMAGING THE STREAM BED OR CHANNEL, OR CAUSING FLOODING. THIS BMP SHOULD NOT BE USED ON STREAMS WITH DRAINAGE AREAS GREATER THAN ONE SQUARE MILE, UNLESS SPECIFICALLY DESIGNED TO ACCOMMODATE THE ADDITIONAL DRAINAGE AREA BY THE DESIGN PROFESSIONAL. A CERTIFICATION STATEMENT AND SIGNATURE SHALL ACCOMPANY THE DESIGN. THIS BMP SHALL BE DESIGNED ACCORDING TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA". FOR CONTRACTOR'S USE ONLY!
	SYMBOL Sr		

NOTE:

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2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

7/31/2015 GPLN

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REVISION DATES
3/2/2017

EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 6 OF 7

CHECKED:	D. EAGLETON	DATE: 01/01/16	DRAWING No.
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10/23/2015 GPLN

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EROSION CONTROL LEGEND
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

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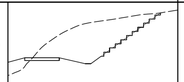
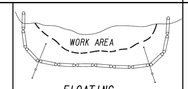
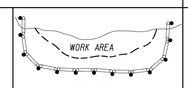
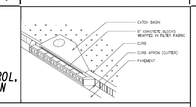
VERIFIED:		DATE:	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
St	STORM DRAIN OUTLET PROTECTION GA. STD. 1125 & 2332	 SYMBOL St	A PIPE OR BOX CULVERT OUTLET HEADWALL WITH AN APRON AND DISSIPATOR BLOCKS IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. IT IS USED ON THE OUTLET OF ALL BOX CULVERTS AND ON 48" AND LARGER PIPES. MAY BE USED ON INLET FOR FLOWING STREAMS. USE ON SMALL PIPES WHEN OUTLET VELOCITY OF THE 25-YEAR STORM IS 12 fps AND GREATER.
St-Rp	STORM DRAIN OUTLET PROTECTION (RIP-RAP) CONSTRUCTION DETAIL D-55 SECTION 603	 PATTERN FLAT AREA St-Rp OR St-Rp WELL-DEFINED CHANNEL	RIP-RAP OUTLET PROTECTION IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE, CHANNEL, OR STRUCTURE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. THE MINIMUM DESIGN OF RIP-RAP OUTLET PROTECTION SHALL BE THE 25-YEAR STORM PEAK FLOW, BUT LARGER STORMS ARE RECOMMENDED. TYPE-1 RIP-RAP AT A DEPTH OF 36" AND PLACED ON FILTER FABRIC IS PREFERRED FOR ALL d50 </= 1.2 FEET. TYPE-3 RIP-RAP AT A DEPTH OF 18" AND PLACED ON FILTER FABRIC MAY BE USED FOR d50 </= 0.7 FEET. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR REQUIRED DESIGN DIMENSIONS AND OTHER INFORMATION TO BE INCLUDED IN THE PLANS.
Su	SURFACE ROUGHENING SERRATED SLOPES CONSTRUCTION DETAIL S-7 SECTION 205	 LINE CODE Su	PROVIDING A ROUGH SOIL SURFACE WITH HORIZONTAL DEPRESSIONS, BY OPERATING A CLEATED DOZER ON THE SLOPE IN A VERTICAL DIRECTION. CREATING SERRATED SLOPES IN THE GRADING PROCESS TO CONSTRUCT BENCHES WILL REDUCE RUNOFF VELOCITY AND INCREASE INFILTRATION OF WATER. IN MOST CASES THIS BMP IS NOT REQUIRED TO BE SHOWN ON THE PLANS, BUT REQUIRED TO BE COMPLETED BY THE CONTRACTOR UNDER ALL PROJECTS. IF SERRATED SLOPES ARE SPECIFIED BY THE SOIL SURVEY, THEN THIS BMP SHALL BE SHOWN ON THE PLANS WHERE SERRATED SLOPES ARE TO BE USED.
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170	 WORK AREA FLOATING LINE CODE Tc-F	A FLOATING TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED WHERE CONSTRUCTION IS REQUIRED IN A LARGE BODY OF WATER SUCH AS LAKES AND RIVERS. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY ALSO BE REFERRED TO AS A FLOATING BOOM, SILT BARRIER, OR SILT CURTAIN.
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170	 WORK AREA STAKED LINE CODE Tc-S	A STAKED TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED IN SHALLOW INUNDATED AREAS. IT MAY BE USED TO PROTECT A SMALL STREAM BEING REALIGNED OR RESTORED. IN THIS CASE, CURTAIN SHOULD EXTEND TO BOTTOM OF STREAMBED. THE HEIGHT SHOULD BE LIMITED TO 5 FEET UNLESS DIRECTED AND EXTEND 2 FEET ABOVE NORMAL WATER ELEVATION. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY BE REFERRED TO AS A SILT BARRIER OR SILT CURTAIN.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Sd2-P	CURB INLET PROTECTION MANUAL FOR EROSION AND SEDIMENT CONTROL, SIXTH EDITION	 LINE CODE Sd2-P	ONCE PAVEMENT HAS BEEN INSTALLED, OR ON EXISTING INLETS, A CURB INLET FILTER SHALL BE INSTALLED ON INLETS RECEIVING RUNOFF FROM DISTURBED AREAS. THIS METHOD OF INLET PROTECTION SHALL BE REMOVED IF SAFETY HAZARD IS CREATED. PIG-IN-A-BLANKET: 8 IN CWU WRAPPED IN FILTER FABRIC. WIRE, PLASTIC MESH, OR EQUIVALENT MATERIAL. A GAP OF 4 INCHES SHALL BE LEFT BETWEEN THE INLET FILTER AND THE INLET

NOTE:

1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".

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REVISION DATES
3/2/2017

EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 7 OF 7

CHECKED:	D. EAGLETON	DATE:	01/01/16
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VERIFIED:		DATE:	

DRAWING No. 52-0007

10/23/2015 GPLN

INFRASTRUCTURE CONSULTING & ENGINEERING

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REVISION DATES
12/20/17

EROSION CONTROL LEGEND
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 52-0007

24 HOUR CONTACT:

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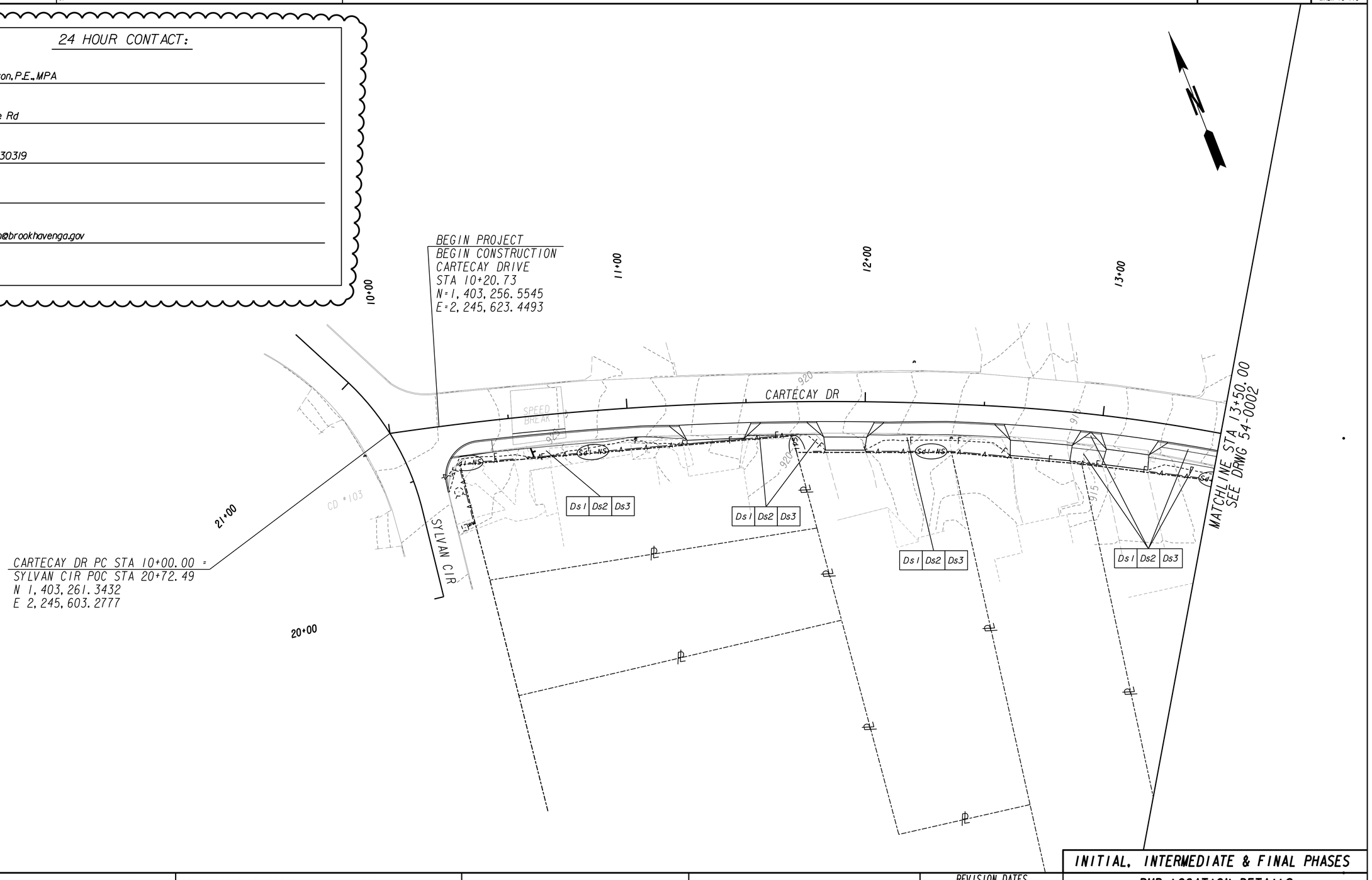
andrew.thompson@brookhavenga.gov
Email Address



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

INFRASTRUCTURE CONSULTING & ENGINEERING

SCALE IN FEET
0 20 40 80

REVISION DATES
12/20/17

INITIAL, INTERMEDIATE & FINAL PHASES

BMP LOCATION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
CARTECAY RD STA 10+20.73 TO 13+50

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		54-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

24 HOUR CONTACT:

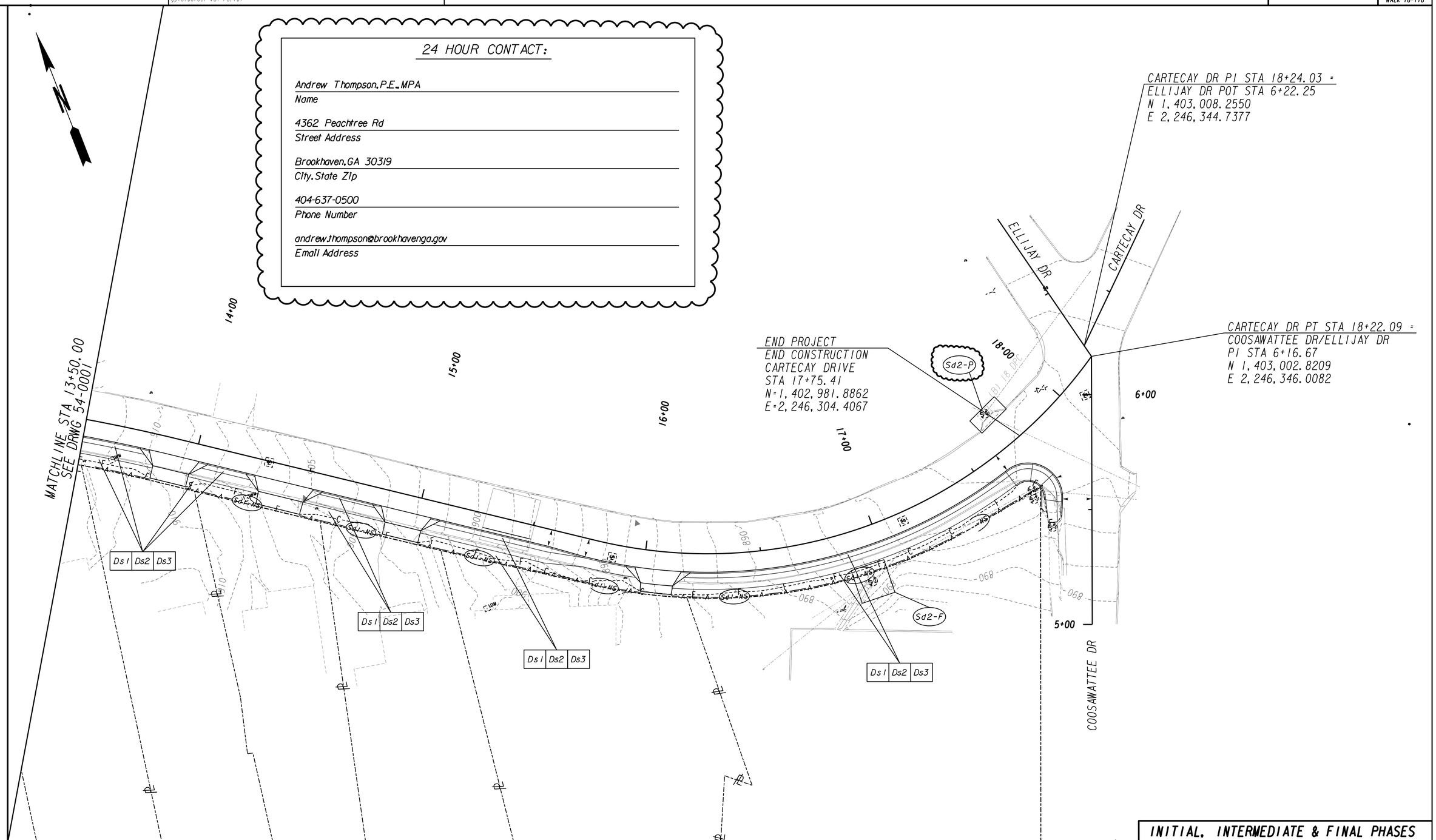
Andrew Thompson, P.E., MPA
Name

4362 Peachtree Rd
Street Address

Brookhaven, GA 30319
City, State Zip

404-637-0500
Phone Number

andrew.thompson@brookhavenga.gov
Email Address



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
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ORANGE BARRIER FENCE
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INFRASTRUCTURE CONSULTING & ENGINEERING

SCALE IN FEET
0 20 40 80

REVISION DATES
12/20/17

INITIAL, INTERMEDIATE & FINAL PHASES

BMP LOCATION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN
CARTECAY RD STA 13+50 TO 17+71.85

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		54-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

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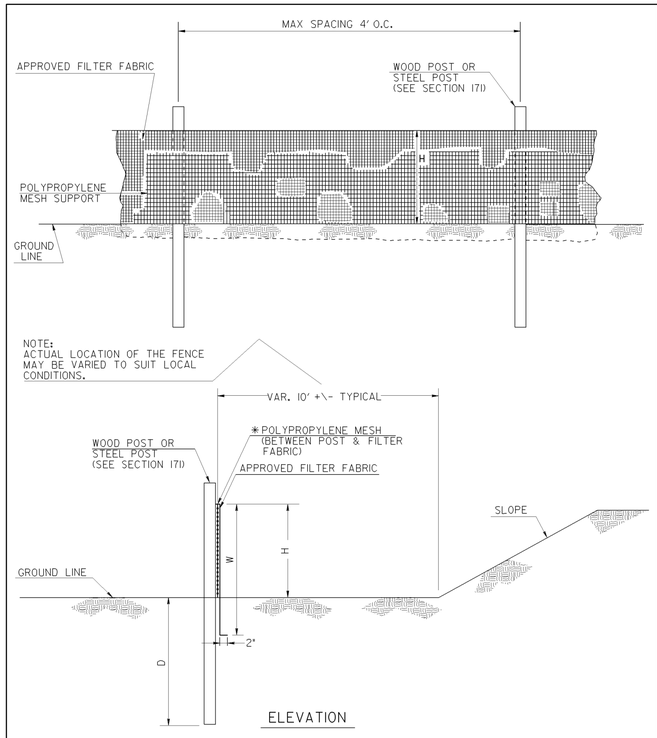
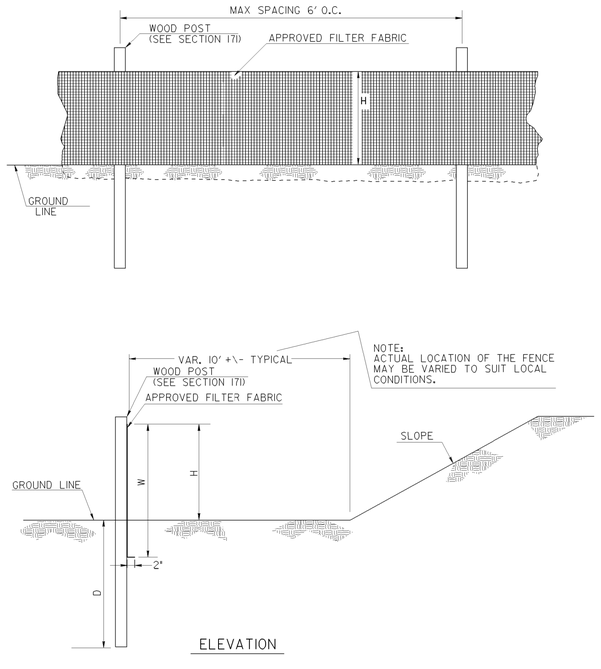
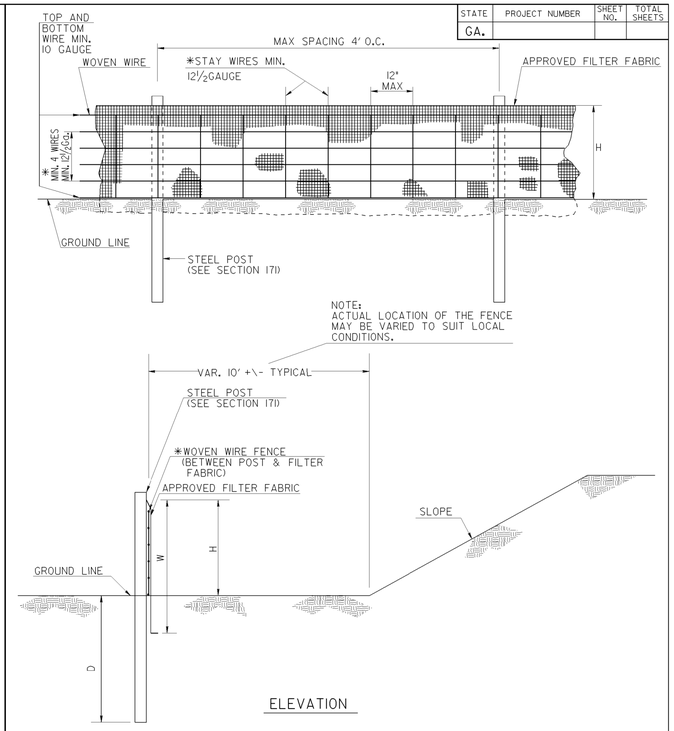


SINGLE ROW TYPE C SILT FENCE WITH POLYPROPYLENE MESH SUPPORT



SINGLE ROW TYPE A SILT FENCE



SINGLE ROW TYPE C SILT FENCE WITH WOVEN WIRE SUPPORT

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

FENCE TYPE	POST LENGTH	H	D	W	TYPICAL USES
TYPE "A"	4 FT.	2'-4"	1'-6"	3'-0"	
TYPE "C"	4 FT.	2'-4"	1'-6"	3'-0"	AT BRIDGE END ROLLS, DOUBLE ROW ALONG STREAMS, WETLANDS AND ENVIRONMENTALLY SENSITIVE AREAS FOR USE OF THIS MATERIAL IN FABRIC CHECKDAMS SEE D-24D.

NOTES:

1. WIRE STAPLES SHALL BE AT LEAST 17 GAUGE, WITH LEGS AT LEAST 1/2 INCHES LONG AND A CROWN AT LEAST 3/4 INCHES WIDE. NAILS SHALL BE AT LEAST 14 GAUGE, 1 INCH LONG , WITH BUTTON HEADS AT LEAST 3/4 INCHES WIDE.
2. NAILS OR STAPLES SHALL BE EVENLY PLACED WITH AT LEAST 5 PER POST FOR TYPE A FENCE AND 4 PER POST FOR TYPE C FENCE.
3. THE VERTICAL WIRES FOR THE WOVEN WIRE SUPPORT FENCE SHALL HAVE A MAXIMUM SPACING OF 12 INCHES. THE TOP AND BOTTOM WIRES SHALL BE AT LEAST 10 GAUGE AND ALL OTHER WIRES SHALL BE AT LEAST 12 1/2 GAUGE.
4. TEMPORARY SILT FENCE INSTALLATION IS DIFFERENT THAN THE SILT RETENTION BARRIER INSTALLATION.
5. SEE SECTION 171 FOR SILT FENCE SPECIFICATIONS.
6. SEE SECTION 894 FOR FENCING SPECIFICATIONS.
7. SEE OPL-36 FOR A LIST APPROVED SILT FENCE FABRIC.
8. TEMPORARY SILT FENCE SHALL NOT BE PLACED WITHIN STATE WATERS UNLESS PERMITTED.

BY	REVISION	DATE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

TEMPORARY SILT FENCE

NO SCALE REV. AND REDRAWN JAN. 2011

NUMBER D-24A (SHEET 1 OF 4)

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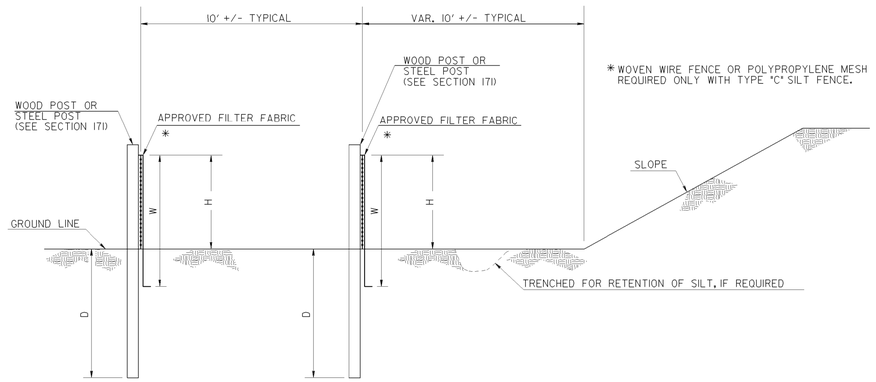
INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

EROSION CONTROL CONTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		56-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

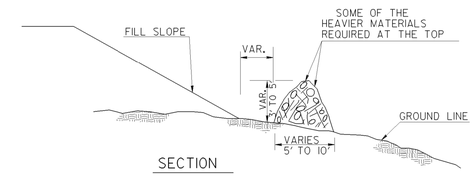


ELEVATION

DOUBLE ROW SILT FENCE

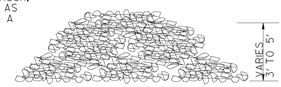
FENCE TYPE	POST LENGTH	H	D	W	TYPICAL USES
TYPE 'A'	4 FT.	2'-4"	1'-6"	3'-0"	
TYPE 'C'	4 FT.	2'-4"	1'-6"	3'-0"	AT BRIDGE END ROLLS, DOUBLE ROW ALONG STREAMS, WETLANDS AND ENVIRONMENTALLY SENSITIVE AREAS FOR USE OF THIS MATERIAL IN FABRIC CHECKDAMS SEE D-24D.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS



SECTION

NOTE: INTERMINGLE BRUSH, LOGS, ETC. SO AS NOT TO FORM A SOLID DAM.

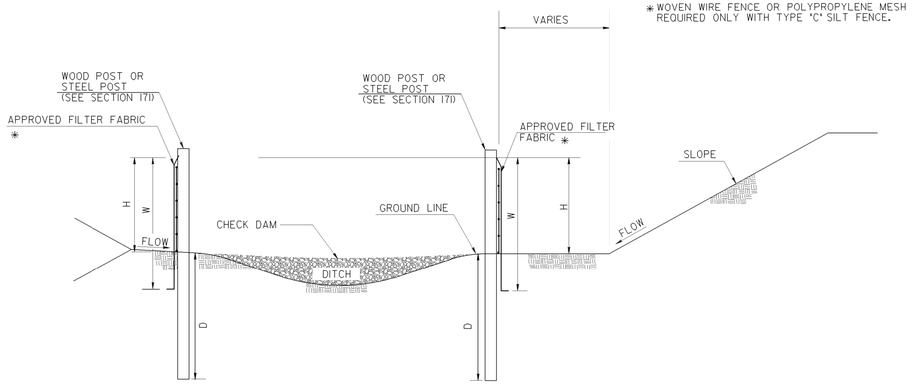


FRONT VIEW

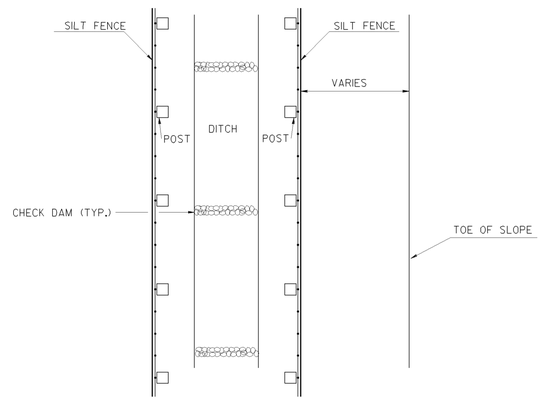
NOTE: BRUSH BARRIER(S) WILL BE INCLUDED IN PAYMENT FOR CLEARING & GRUBBING.

BRUSH BARRIER DETAILS

(FOR USE IN RURAL AREAS)



ELEVATION



PLAN

FENCE TYPE	POST LENGTH	H	D	W	TYPICAL USES
TYPE 'A'	4 FT.	2'-4"	1'-6"	3'-0"	
TYPE 'C'	4 FT.	2'-4"	1'-6"	3'-0"	AT BRIDGE END ROLLS, DOUBLE ROW ALONG STREAMS, WETLANDS AND ENVIRONMENTALLY SENSITIVE AREAS FOR USE OF THIS MATERIAL IN FABRIC CHECKDAMS SEE D-24D.

SILT FENCE
PERIMETER INSTALLATION ALONG DITCH SECTION

NOTE: TEMPORARY SILT FENCE SHALL NOT BE PLACED WITHIN STATE WATERS.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

TEMPORARY SILT FENCE

BERM DITCH, INSTALLATION, BRUSH BARRIER

NO SCALE — REV. AND REDRAWN JAN. 2011

DATE | REVISION | BY

NUMBER D-24B (SHEET 2 OF 4)

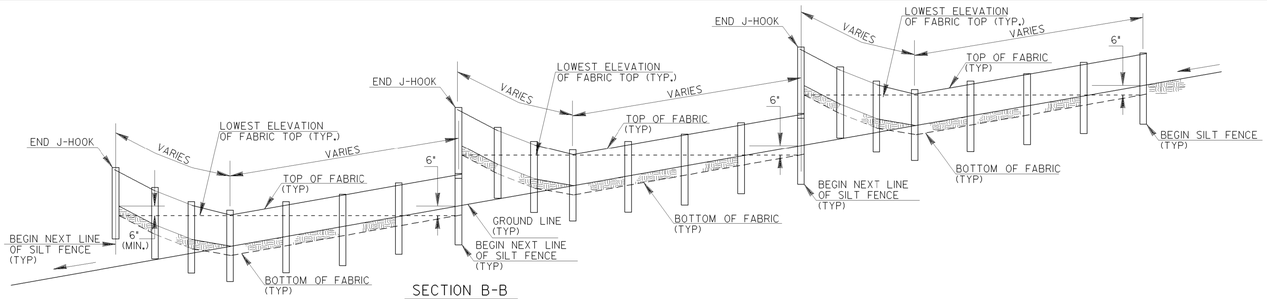
INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

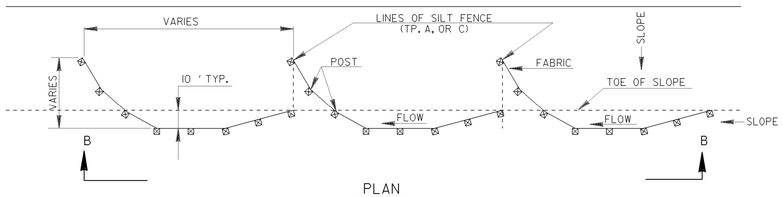
REVISION DATES

EROSION CONTROL CONTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		56-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

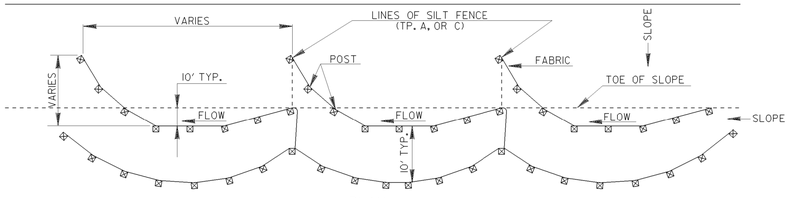


SECTION B-B



PLAN

SINGLE ROW SILT FENCE



PLAN

DOUBLE ROW SILT FENCE

TYPICAL J HOOK SPACING		
SLOPE PERCENT	TYPE OF SILT FENCE	MINIMUM SPACING (FEET)
1% TO 2%	TYPE A	100' ±
2% TO 3%	TYPE A	50' ±
3% TO 4%	TYPE C	50' ±
4% TO 5%	TYPE C	25' ±

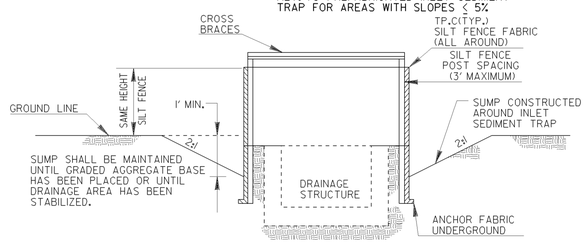
NOTE:

1. IF THE GRADE IS BETWEEN 0 TO 1 PERCENT, THE SILT FENCE SHALL BE PLACED ACROSS THE DITCH.
2. TEMPORARY SILT FENCE SHALL NOT BE PLACED WITHIN STATE WATERS.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

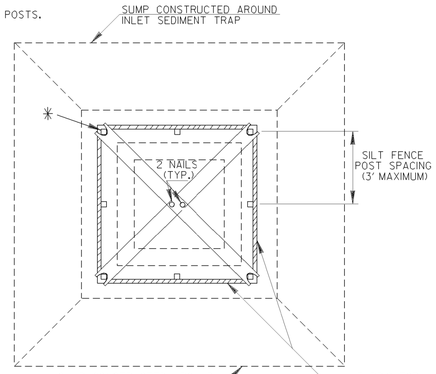
TYPICAL LOCATION AROUND DROP INLETS

ALT. TO PREFABRICATED INLET SEDIMENT TRAP FOR AREAS WITH SLOPES ≤ 5%



ELEVATION

✳ CROSS BRACING REQUIRED WHEN USING "ALTERNATE" TYPE C PRODUCTS WHICH USE WOOD POSTS.



PLAN

CROSS BRACES:

TWO - 2 X 4's WITH ENDS TO FIT POST, PROVIDING STURDY SUPPORT, OR AN APPROVED ALTERNATE

NOTE:
PAYMENT AS INLET SEDIMENT TRAP PER EACH.

NOTE:
SEE SEPARATE SHEET ENTITLED "TEMPORARY SILT FENCE DETAILS" FOR SILT FENCE ERECTION DETAILS.

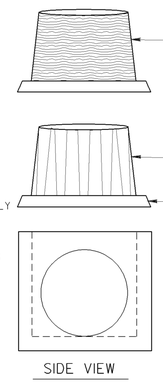
(PLASTIC ALTERNATE)

NOTE:
THE DRAINAGE AREA ENTERING THE INLET SEDIMENT TRAP SHALL BE NO GREATER THAN ONE ACRE.

TYPICAL CONSTRUCTION SEQUENCE FOR INLET SEDIMENT TRAP ALTERNATE

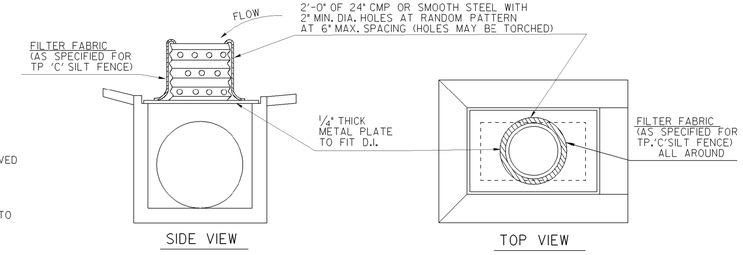
1. EXCAVATE APPROXIMATELY 4" TO 6" BELOW THE TOP OF THE INLET STRUCTURE.
2. PLACE THE FRAME ONTO THE INLET STRUCTURE, ENSURING PROPER SEATING OF FRAME TO STRUCTURE.
3. SLIDE THE FILTER OVER THE FRAME.
4. FILL THE FILTER POCKETS WITH SOIL, #57 GRAVEL OR EQUIVALENT. THE FILTER POCKETS SHOULD BE COMPLETELY FILLED TO ENSURE A GOOD SEAL BETWEEN THE GROUND AND INLET STRUCTURE.
5. BACK FILL AROUND THE FRAME AND FILTER ASSEMBLY IS NOT REQUIRED TO COMPLETE INSTALLATION; HOWEVER, BACK FILLING MAY BE NECESSARY TO COMPLETE EXCAVATION REQUIREMENTS FOR THE SITE.

NOTE:
INLET SEDIMENT TRAP ALTERNATE SHALL BE AS APPROVED BY THE GA. D.O.T. OFFICE OF MATERIALS & RESEARCH. DETAILS & SPECIFICATIONS NOT SHOWN ARE PER THE MANUFACTURER'S REQUIREMENTS.



SIDE VIEW

(METAL ALTERNATE)



SIDE VIEW TOP VIEW

NOTE: WHERE INLET SEDIMENT TRAPS ARE SPECIFIED, EITHER THE PLASTIC ALTERNATE (LEFT) OR THE METAL ALTERNATE (RIGHT) MAY BE USED AS APPROVED BY THE ENGINEER.

NOTE:
INLET SEDIMENT TRAP AND INLET TO BE BUILT CONTINUOUS WITH PIPE

NOTE:
PAYMENT AS INLET SEDIMENT TRAP PER EACH

NOTE: SEE SEPARATE DETAILS FOR SILT FENCE AROUND DROP INLETS.

INLET SEDIMENT TRAP - FOR DROP INLETS

REVISION	BY	DATE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS
TEMPORARY SILT FENCE
J-HOOK, INLET SEDIMENT TRAPS

NO SCALE JANUARY 2011

NUMBER D-24C (SHEET 3 OF 4)

10/23/2015 GPLN

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

EROSION CONTROL CONTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
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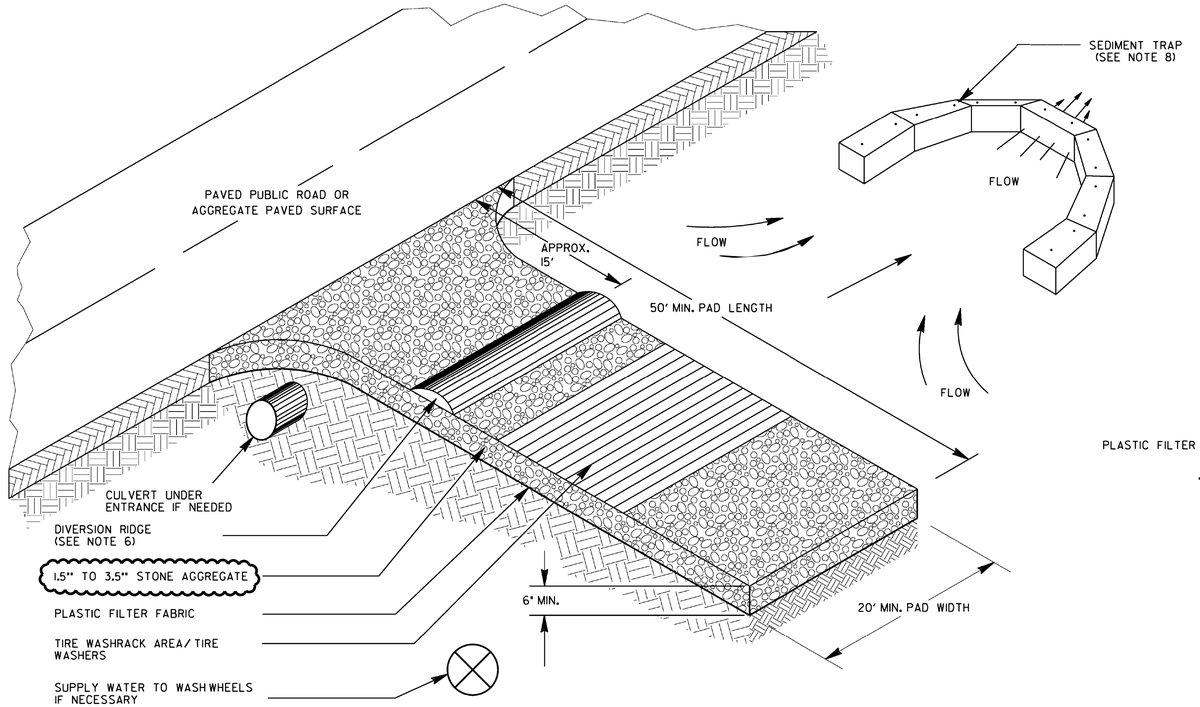
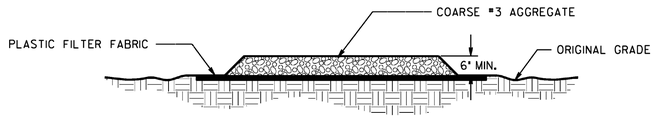
VERIFIED:		DATE:		

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



ENTRANCE ELEVATION



GENERAL NOTES:

1. AVOID LOCATING CONSTRUCTION EXITS ON STEEP SLOPES OR AT SHARP CURVES ON PUBLIC ROADS. CONSTRUCTION EXITS ARE NOT REQUIRED FOR DIRT PUBLIC ROADS.
2. REMOVE ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FROM THE FOUNDATION AREA, GRADE, AND CROWN FOR POSITIVE DRAINAGE.
3. AGGREGATE SIZE SHALL BE 1.5" TO 3.5" STONE AGGREGATE.
4. GRAVEL PAD SHALL HAVE A MINIMUM THICKNESS OF 6".
5. GRAVEL PAD WIDTH SHALL BE EQUAL FULL WIDTH AT ALL POINTS OF VEHICULAR EGRESS, BUT NO LESS THAN 20'.
6. A DIVERSION RIDGE SHOULD BE CONSTRUCTED 6" TO 8" HIGH WHEN GRADE TOWARD PAVED AREA IS GREATER THAN 2%.
7. INSTALL PIPE UNDER THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE DITCHES.
8. IF THE ACTION OF THE VEHICLE TRAVELING OVER THE GRAVEL PAD DOES NOT SUFFICIENTLY REMOVE THE MUD, THE TIRES SHALL BE WASHED PRIOR TO ENTERING PUBLIC ROADS. THE WASHING SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN (DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE).
9. WASHRACKS AND/OR TIRE WASHERS MAY BE REQUIRED DEPENDING ON SCALE AND CIRCUMSTANCE. IF NECESSARY, WASHRACK DESIGN MAY CONSIST OF ANY MATERIAL SUITABLE FOR TRUCK TRAFFIC THAT REMOVE MUD AND DIRT.
10. AGGREGATE SHALL BE KEPT LOOSE OR SCARIFIED WHEN AGGREGATE BECOMES CONSOLIDATED.
11. MAINTAIN AREA IN A WAY THAT PREVENTS TRACKING AND/OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR, AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL MUD AND DEBRIS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES OR SITE ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

PAY ITEM:

163-0300	CONSTRUCTION EXIT	(EA)
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	(EA)

BY	DATE	REVISION
DLE	4-22-2016	REV. GSWCC 2016 MANUAL
TPC	01-19-11	REV. CONSTR. EXIT LABELS

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

CONSTRUCTION EXIT

NO SCALE FEBRUARY 2001

DESIGNED ____ DRAWN DLE TRACED ____ CHECKED ____

NUMBER D-41

10/23/2015 GPLN

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

12/20/17		

EROSION CONTROL CONTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

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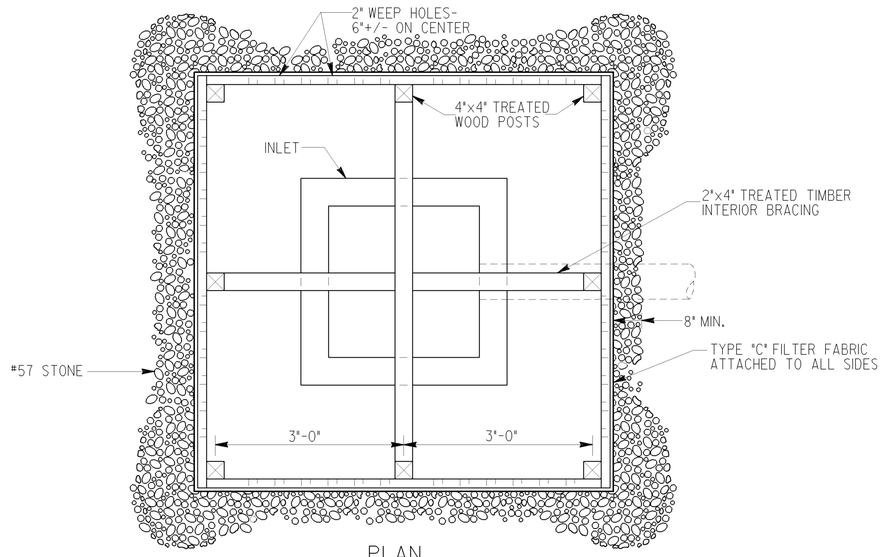
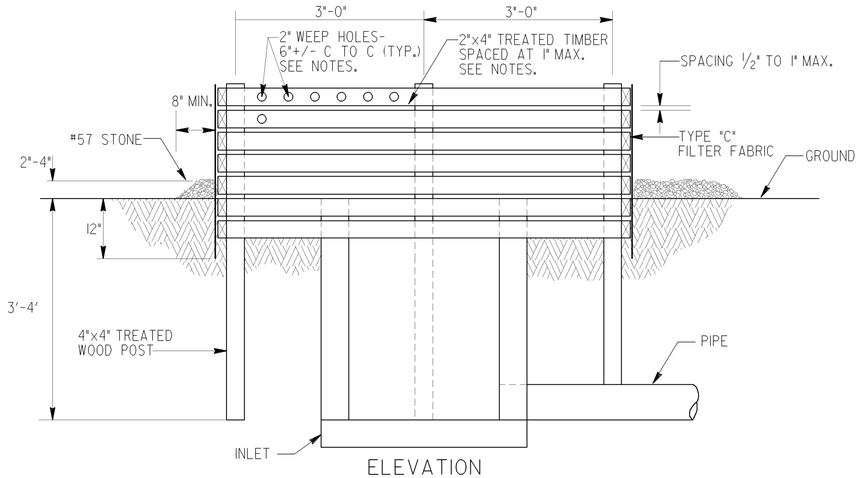


PLAN

NOTES:

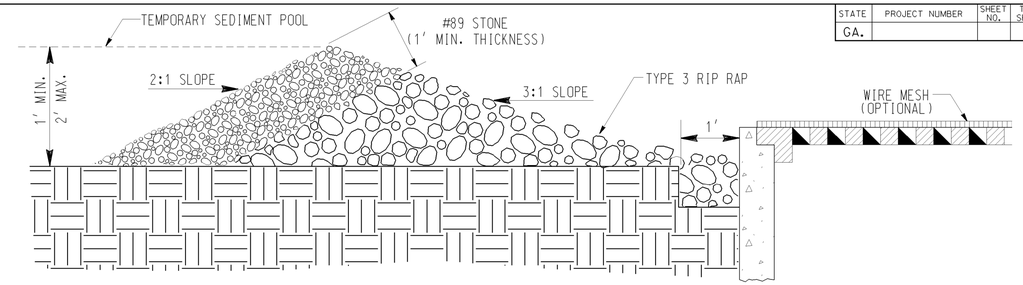
BAFFLE BOX SHALL BE CONSTRUCTED OF 2"x4" TREATED TIMBER SPACED A MAXIMUM OF 1" APART OR OF PLYWOOD WITH WEEP HOLES 2" IN DIAMETER PLACED APPROXIMATELY 6" ON CENTER VERTICALLY AND HORIZONTALLY.

GRAVEL SHALL BE PLACED OUTSIDE THE BOX, ALL AROUND THE INLET, TO A DEPTH OF 2 TO 4 INCHES. THE ENTIRE BOX SHALL BE WRAPPED IN TYPE "C" FILTER FABRIC THAT SHALL BE ENTRENCHED 12 INCHES AND BACKFILLED.

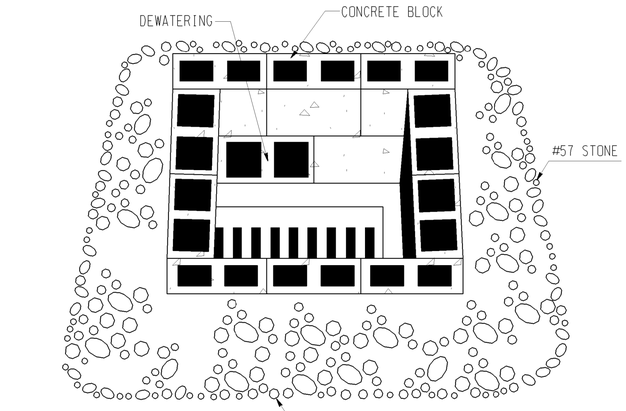


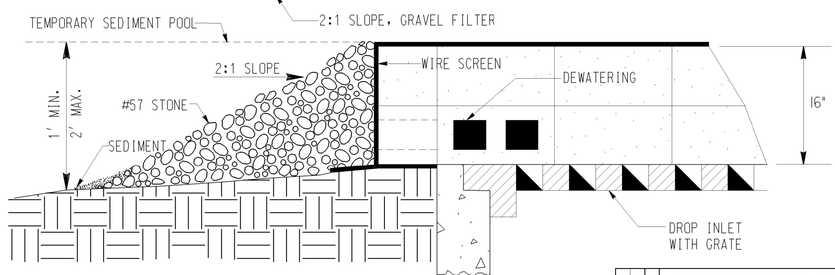
ELEVATION

BAFFLE BOX (Sd2-B)



GRAVEL DROP INLET PROTECTION (GRAVEL DONUT) Sd2-G





BLOCK & GRAVEL DROP INLET PROTECTION (Sd2-Bg)

BASIS OF PAYMENT:
CONSTRUCT AND REMOVE INLET SEDIMENT TRAP _____ EACH

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL
INLET SEDIMENT TRAPS
BAFFLE BOX Sd2-B
BLOCK AND GRAVEL DROP INLET PROTECTION Sd2-Bg
GRAVEL DROP INLET PROTECTION Sd2-G

NO SCALE MAY 2008

DATE | REVISION | BY

NUMBER D-42

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

EROSION CONTROL CONTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
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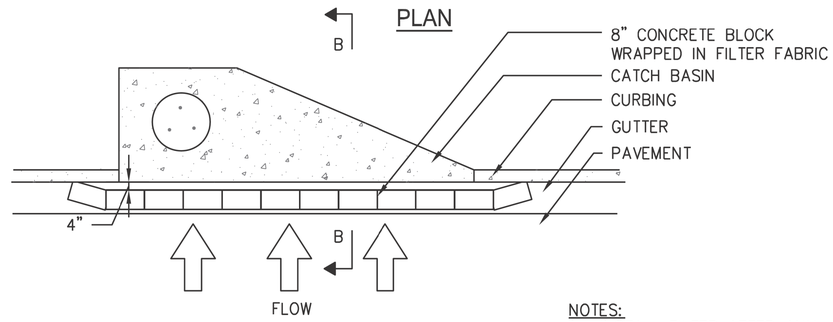
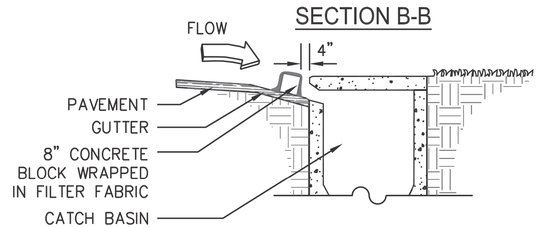
VERIFIED:		DATE:		

CURB INLET FILTER "PIGS IN BLANKET"





NOTES:
1. INSTALL FILTER AFTER ANY ASPHALT PAVEMENT INSTALLATION.
2. WRAP 8" CONCRETE BLOCKS IN FILTER FABRIC AND SPAN ACROSS CATCH BASIN INLET.
3. FACE OPENINGS IN BLOCKS OUTWARD.
4. LEAVE A GAP OF APPROXIMATELY 4 INCHES BETWEEN THE CURB AND THE FILTERS TO ALLOW FOR OVERFLOW TO PREVENT HAZARDOUS PONDING.
5. INSTALL OUTLET PROTECTION BELOW STORM DRAIN OUTLETS.

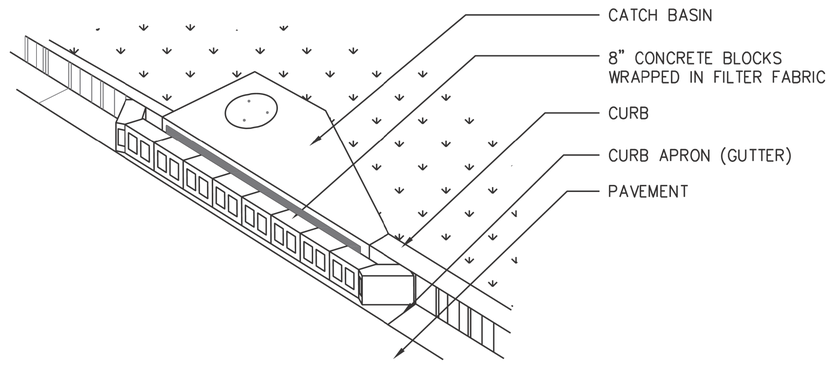


Figure 6-28.6 Curb Inlet Filter "Pigs in Blanket"

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES
12/20/17

EROSION CONTROL CONTRUCTION DETAILS
CARTECAY DRIVE SIDEWALK
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		56-0006
VERIFIED:		DATE:		

10/23/2015 GPLN