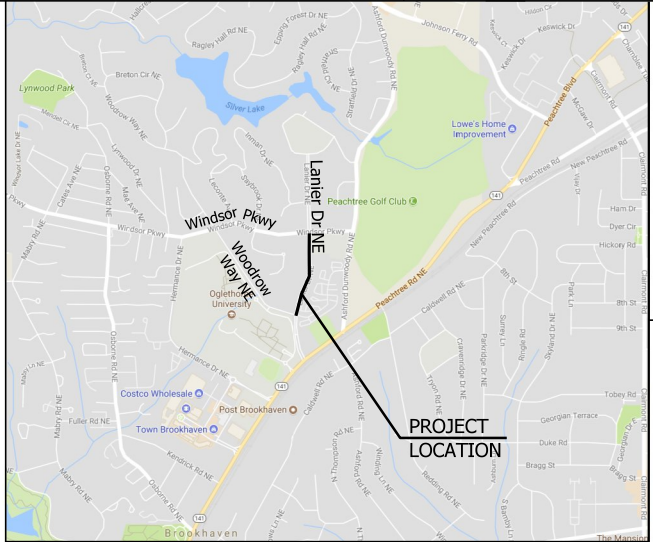


DEPARTMENT OF PUBLIC WORKS CITY OF BROOKHAVEN

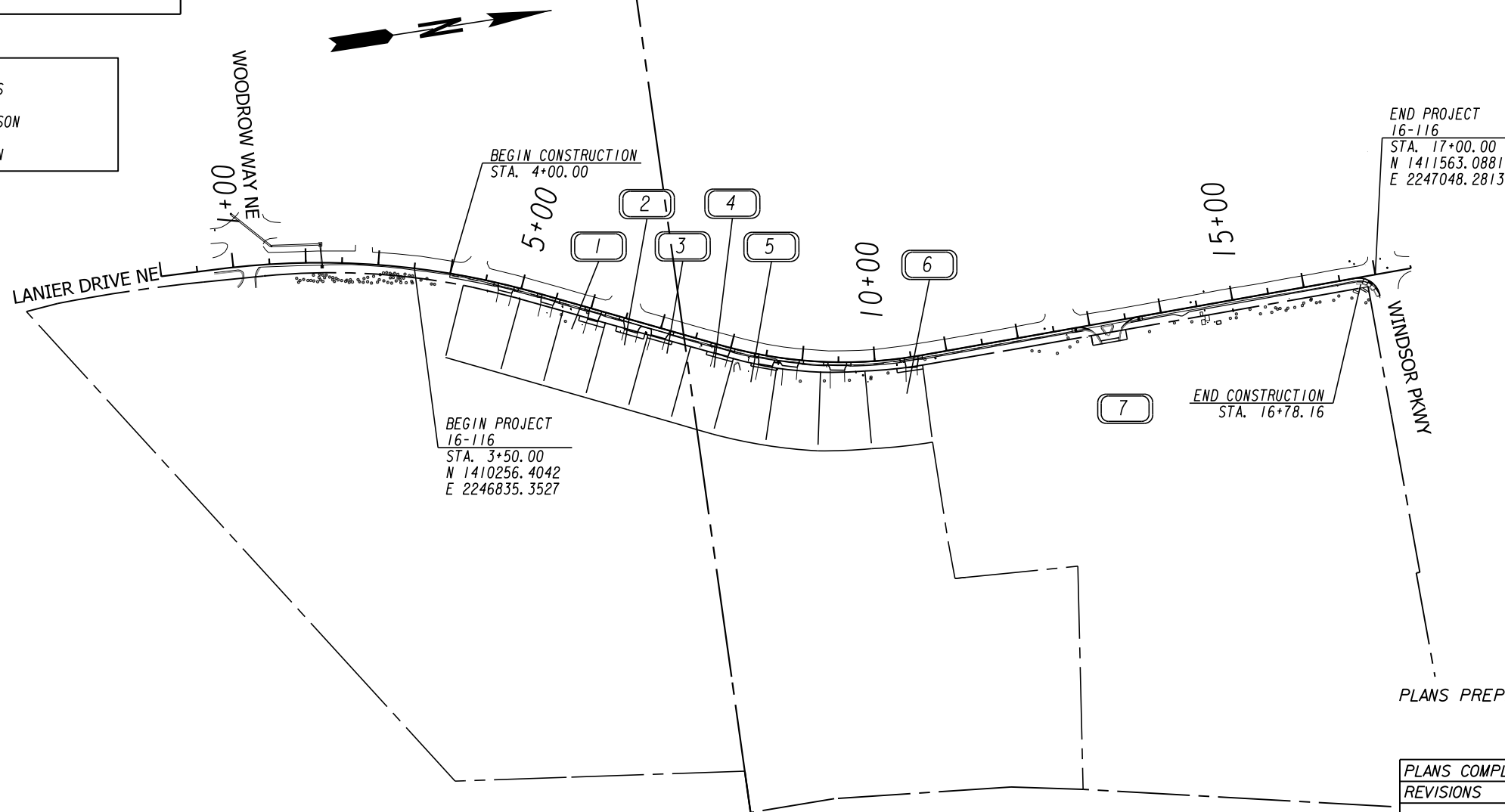
PLAN AND PROFILE OF PROPOSED LANIER DRIVE SIDEWALKS CITY OF BROOKHAVEN PROJECT NUMBER 16-116



LOCATION SKETCH

CITY OF BROOKHAVEN
MAYOR, JOHN ARTHUR ERNST JR.
CITY COUNCIL DISTRICT 1: LINLEY JONES
CITY COUNCIL DISTRICT 2: JOHN PARK
CITY COUNCIL DISTRICT 3: BATES MATTISON
CITY COUNCIL DISTRICT 4: JOE GEBBIA
PUBLIC WORKS DIRECTOR: HARI KARIKARAN

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.

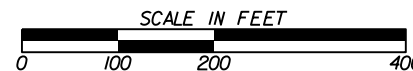


THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983/94 WEST ZONE), AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

PLANS PREPARED BY: _____
MICHAEL BAKER INTERNATIONAL

LENGTH OF PROJECT	COUNTY No. Project No. 16-116
	MILES
NET LENGTH OF ROADWAY	0.2421
NET LENGTH OF BRIDGES	0.0000
NET LENGTH OF PROJECT	0.2421
NET LENGTH OF EXCEPTIONS	0.0000
GROSS LENGTH OF PROJECT	0.2421

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118



PLANS COMPLETED	1-30-2018
REVISIONS	

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

PROJECT GENERAL NOTES

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD AND SUPPLEMENTAL SPECIFICATIONS, CURRENT EDITION AND THE CITY OF BROOKHAVEN ORDINANCES.
- THE FOLLOWING UTILITIES HAVE FACILITIES IN THE PROJECT AREA:

???	???	???
GAS	WATER	CABLE TELEVISION
???	???	???
TELEPHONE	SEWER	FIBER OPTIC
???	???	???
ELECTRIC	WATER & SEWER	
- INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GEORGIA STANDARD SPECIFICATIONS.
- RIGHT-OF-WAY MARKERS IN RESIDENTIAL LAWN AND DEVELOPED COMMERCIAL AREAS SHALL BE PLACED FLUSH WITH THE FINISHED SURFACE.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL.
- PERFORATED UNDERDRAIN SHALL BE PLACED IN AREAS WHERE WET CONDITIONS EXIST IN THE SUBGRADE AS DIRECTED BY THE ENGINEER. CONTRACTOR TO NOTIFY THE CITY REPRESENTATIVE IMMEDIATELY UPON DISCOVERY OF SUCH MATERIAL.
- STRUCTURES, TREES, SHRUBS AND OTHER PLANT MATERIAL THAT FALL WITHIN THE RIGHT-OF-WAY AND EASEMENT LIMITS, BUT OUTSIDE THE LIMITS OF CONSTRUCTION, SHALL NOT BE DISTURBED UNLESS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL OBSERVE ALL APPLICABLE LOCAL, STATE AND FEDERAL SAFETY REGULATIONS REGARDING PIPE INSTALLATION IN TRENCHES. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
- ALL EXISTING PIPES AND DRAINAGE STRUCTURES SHALL BE MAINTAINED UNLESS OTHERWISE NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER. REMOVAL OF PIPE SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- IN AREAS WHERE NEW PAVEMENT OR PAVEMENT WIDENING IS REQUIRED, SAW CUT OF EXISTING PAVEMENT WILL BE REQUIRED IN ACCORDANCE WITH SECTION 411 OF THE GEORGIA STANDARD SPECIFICATIONS AND WILL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- 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, GP 2, INCL BITUM (@ 165 LB/SY) - 10" GRADED AGGREGATE BASE, INCL MATL
COMMERCIAL	
	- 1-1/2" ASPH. CONC. 12.5 MM SUPERPAVE, GP 2, INCL BITUM (@ 165 LB/SY) - 2" ASPH. CONC. 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (@ 220 LB/SY) - 4" ASPH. CONC. 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (@ 440 LB/SY) - 10" GRADED AGGREGATE BASE, INCL MATL
CONCRETE DRIVES	
RESIDENTIAL	- 6" CONCRETE VALLEY GUTTER - 4" CONCRETE DRIVEWAY
COMMERCIAL	
	- 8" CONCRETE VALLEY GUTTER - 6" CONCRETE DRIVEWAY
- PRICE BID FOR TRAFFIC CONTROL SHALL INCLUDE, BUT IS NOT LIMITED TO, AGGREGATE SURFACE COURSE, CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY SIGNAGE, PAVEMENT MARKINGS, BARRICADES, ETC. REQUIRED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, OR AS DIRECTED BY THE ENGINEER.
- NO SEPARATE PAYMENT WILL BE MADE FOR PAVEMENT, GRADING OR ANY OTHER OPERATIONS REQUIRED FOR DETOUR CONSTRUCTION AND SHALL BE INCLUDED IN PRICE BID FOR "TRAFFIC CONTROL".
- ALL CUT AND FILL SLOPES SHALL BE GRASSED IMMEDIATELY AFTER SLOPES ARE STABILIZED IN ORDER TO REDUCE EROSION. IF THE SEASON DOES NOT PERMIT GRASSING, STRAW MULCH SHALL BE USED AS DIRECTED BY THE ENGINEER.
- REPLACEMENT GRASSING SHALL BE SOD UNLESS OTHERWISE DIRECTED BY THE CITY.
- 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.
- ALL FIRE HYDRANTS, WATER VALVES, AND WATER METERS SHALL BE ADJUSTED TO GRADE AND PAYMENT SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- SPRINKLER SYSTEMS TO BE HANDLED AS FOLLOWS:

CASE 1	- SYSTEMS WITHIN THE CONSTRUCTION LIMITS OWNED BY INDIVIDUALS OR PRIVATE COMPANIES ARE TO BE REMOVED TO THE BACK OF THE CONSTRUCTION LIMITS AND PLUGGED.
CASE 2	- SYSTEMS SHOWN BY THE PLANS TO BE REMOVED AND RELOCATED SHALL BE RELOCATED TO THE BACK OF THE SIDEWALK, COST SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- LEVEL D PERSONAL PROTECTIVE EQUIPMENT IS RECOMMENDED. THERE ARE NO UST'S OR MONITORING WELLS WITHIN ANY EXISTING OR PROPOSED RIGHT-OF-WAY AREAS.
- ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES OCCURRING IN THEM. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL. SEE SECTION 201 OF THE STANDARD SPECIFICATION AND SUPPLEMENTS THERETO FOR ADDITIONAL INFORMATION.

PROJECT GENERAL NOTES CONT.:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING, RELOCATING, AND MAINTAINING THE PROPERTY OWNER'S MAILBOX TO AN AREA OUTSIDE CONSTRUCTION LIMITS DURING THE LIFE OF THE CONTRACT. THE LOCATION OF THE BOX SHOULD BE CONVENIENT TO BOTH THE MAIL CARRIER AND THE PATRON, YET NOT INTERFERE WITH PROPOSED WORK. IT MAY BE NECESSARY FOR THE CONTRACTOR TO CONFER WITH THE POST OFFICE SERVING THE AREA. ALL COSTS INCURRED FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
- AN N.O.I. (NOTICE OF INTENT) IS NOT REQUIRED FOR THIS PROJECT. THE DISTURBED AREA IS 0.43 ACRES.
- CONTRACTOR IS TO CLEAN OUT ALL EXISTING DRAINAGE STRUCTURES AND PAYMENT TO BE INCLUDED IN GRADING COMPLETE.
- PAYMENT FOR SIGNS REQUIRED FOR EROSION SEDIMENTATION AND POLLUTION CONTROL (ESPCP) SHALL BE INCLUDED IN TRAFFIC CONTROL.
- ALL ADA WHEELCHAIR RAMPS WITHIN THE RADIUS SHALL BE 8 INCH CONCRETE AND PAID UNDER BID PRICE ITEM FOR 8 INCH CONCRETE SIDEWALK.
- THERE IS NO SUITABLE PLACE TO BURY EXISTING CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF EXISTING CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE CITY OF BROOKHAVEN.
- DETECTABLE WARNING STRIPS SHALL BE AS APPROVED ON THE GDOT QUALIFIED PRODUCT LIST FOR TERRA COTTA INSTEAD OF STAMPED CONCRETE. DETECTABLE WARNING STRIPS AT ALL WHEEL CHAIR RAMPS SHALL HAVE A RED TINT WITH AT LEAST A 70% CONTRAST TO THE COLOR OF THE CONCRETE RAMP.
- THE CONTRACTOR SHALL REMOVE AND RESET ALL HISTORIC AND BROOKHAVEN SIGNS UNLESS OTHERWISE NOTED AND THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF BROOKHAVEN FOR STORAGE AND PLACEMENT OF SIGNS. PAYMENT FOR THIS SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- ALL SIGNS OR SIGNLIGHT ASSEMBLIES TO BE RESET OR RELOCATED SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE"
- PROVIDE TEMPORARY SHORING AS NECESSARY FOR WALL CONSTRUCTION. SHORING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE APPROVED BY THE CITY OF BROOKHAVEN PRIOR TO INSTALLATION. CONTRACTOR IS RESPONSIBLE FOR CONDITION OF ALL EXISTING WALLS. PAYMENT FOR SHORING TO BE INCLUDED IN GRADING COMPLETE.

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR "TRAFFIC CONTROL".
- ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- ALL SIGNS SHALL HAVE TYPE IX RETROREFLECTIVE SHEETING UNLESS OTHERWISE NOTED.
- IN RESIDENTIAL AREAS, TEMPORARY AND PERMANENT SIGNS SHALL BE LOCATED ON OR AS CLOSE AS POSSIBLE TO PROPERTY LINES.
- EXISTING TRAFFIC SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. MAINTENANCE INCLUDES REPLACING DAMAGED AND STOLEN SIGNS, AND PERIODIC CLEANING OF EXISTING SIGNS AND CONSTRUCTION RELATED TRAFFIC CONTROL DEVICES.
- EXISTING PAVEMENT MARKINGS THAT CONFLICT AS DETERMINED BY THE ENGINEER SHALL BE OBLITERATED BY THE CONTRACTOR BY HYDRO-BLASTING AND SHALL BE INCLUDED IN THE BID PRICE FOR GRADING COMPLETE.
- ONLY REFLECTORIZED PLASTIC DRUMS AND TEMPORARY CONCRETE BARRIERS SHALL BE USED ADJACENT TO TRAVEL LANES PLACED A MINIMUM OF 2 FEET FROM THE EDGE OF THE TRAVEL LANES UNLESS PRIOR APPROVAL IS GRANTED BY THE CITY OF BROOKHAVEN. TYPE 1 AND 11 BARRICADES AND CONES SHALL NOT BE USED.
- REFLECTORIZED DRUMS SHALL BE USED FOR CHANNELIZATION OF TRAFFIC IN ALL TRAFFIC SHIFTS. MAXIMUM SPACING EQUALS THE DESIGN SPEED LIMIT FOR THE TAPER.
- ALL TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED BY THE CONTRACTOR SO AS NOT TO INTERFERE WITH SIGHT DISTANCES ALONG ANY ADJACENT SIDE ROAD OR DRIVEWAY.
- THE CITY OF BROOKHAVEN RESERVES THE RIGHT TO MODIFY THIS MAINTENANCE OF TRAFFIC PLAN AS FIELD CONDITIONS WARRANT. IF ADDITIONAL TRAFFIC CONTROL DEVICES ARE REQUIRED, THESE SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE CITY.
- THE CONTRACTOR MUST OBTAIN A ROAD CLOSURE PERMIT FROM THE CITY OF BROOKHAVEN A MINIMUM OF 3 WEEKS PRIOR TO ROAD CLOSURE.
- ALL M4-9 SIGNS SHALL HAVE ADVISORY BLADES (INSTALLED ABOVE THE "DETOUR" SIGN) IDENTIFYING THE CLOSED STREET THAT THE DETOUR ROUTE SERVES.
- INFORMATION SIGNS, INFORMING MOTORISTS OF THE ROAD CLOSURE SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO THE ROAD CLOSURE. THESE SIGNS SHALL BE INSTALLED AT OR AS NEAR AS POSSIBLE TO THE ROAD CLOSURE (SEE SPECIFICATIONS BELOW):

(ROAD NAME) WILL BE CLOSED/TEMPORARY CLOSED	STARTING (DATE) - ENDING (DATE)
---	---------------------------------

THESE SIGNS SHALL BE RETROREFLECTIVE SHEETING ON METAL, 4 INCH BLACK LETTERING ON WHITE BACKGROUND.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PREPARE A MAINTENANCE OF TRAFFIC PLAN FOR APPROVAL BY THE CITY OF BROOKHAVEN BEFORE STARTING CONSTRUCTION. PAYMENT SHALL BE INCLUDED IN THE PRICE FOR "TRAFFIC CONTROL". THE CONTRACTOR WILL NOT BE ALLOWED TO CLOSE TO THE ROAD DURING THE CONSTRUCTION OF THE PROJECT WITHOUT APPROVAL BY THE ENGINEER.
- DURING CONSTRUCTION PAVEMENT SECTIONS SHOULD BE COMPLETED UP TO BINDER LAYER WITH TEMPORARY STRIPING. 1 1/2 INCHES OF 12.5 MM SUPERPAVE WILL BE APPLIED TO THE ENTIRE PROJECT AREA AND PERMANENT STRIPING WILL BE COMPLETED AT THAT TIME. PAYMENT FOR TEMPORARY STRIPING WILL BE PAID UNDER TRAFFIC CONTROL BID ITEM.

Project specific pH and Resistivity values are entered into the respective boxes below to determine allowable pipe materials.

pH			
Resistivity	10001		
Project Number:		County: DeKalb	P.I. Number:

Pipe Culvert Material Alternates

TYPE OF INSTALLATION		PIPE TYPE							
		CONCRETE	STEEL		ALLUMINUM	SMOOTHED LINED			
		REINFORCED CONCRETE AASHTO M170	CORRUGATED STEEL ALUMINUM COATED (TYPE 2) AASHTO M356	CORRUGATED STEEL PLAIN ZINC COATED AASHTO M356	POLYMER COATED STEEL AASHTO M245	CORRUGATED ALUMINUM AASHTO M196	CORRUGATED HDPE AASHTO M252	CORRUGATED SMOOTHED LINED HDPE TYPE "B" AASHTO M294	
S T O R M D R A I N	NON-TRAVEL BEARING (OUTSIDE ROADBED)	INTERSTATE	X						
		NON INTERSTATE	X	X	X	X		X	
	TRAVEL BEARING (INSIDE ROADBED)	GRADE: 10%	ADT < 1,500	X	X	X	X		X
			1,500 < ADT < 5,000	X	X	X	X		X
			5,000 < ADT < 15,000	X					X
			ADT > 15,000 & INTERSTATES	X					
	GRADE > 10%			X			X		
SIDE DRAIN		X	X	X	X	X		X	
PERMANENT SLOPE DRAIN			X	X	X	X		X	
PERFORATED UNDERDRAIN			X	X		X	X	X	

- NOTES:**
- Allowable materials are indicated by an "X".
 - Structural, installation, fill height and backfill requirements of storm drain pipe will be in accordance with Georgia Standard 1030-D or 1030-P and the Standard Specifications
 - The Contractor shall provide additional storm sewer capacity calculations if a pipe material other than concrete is selected.
 - Pipe used under mechanically stabilized earth (MSE) walls, within MSE wall backfill, or within five feet of an MSE wall face shall be Class V Concrete Pipe.
- Rev. 1-12-16

CITY OF BROOKHAVEN GENERAL TRANSPORTATION NOTES

- ALL TRAFFIC CONTROL AND WARNING DEVICES MUST BE SHOWN AND PLACED PER MUTCD. THE TRAFFIC CONTROL PLAN IS SUBJECT TO CHANGE BY THE BROOKHAVEN TRAFFIC ENGINEER.
- TEMPORARY TRAFFIC CONTROL AND WARNING DEVICES SHALL BE PLACED PRIOR TO THE COMMENCEMENT OF ANY ROAD IMPROVEMENT WORK ON CITY ROADS AND SHALL REMAIN IN PLACE UNTIL THE CONCLUSION OF ALL SIGNING AND STRIPING WORK.
- ALL SIGNS SHALL CONFORM TO THE MUTCD STANDARDS AND BROOKHAVEN FOR COLOR, SIZE, REFLECTIVITY, HEIGHT, AND PLACEMENT.
- STRIPING (WHITE AND YELLOW) AND ARROW MARKING SHALL BE APPLIED USING GDOT STANDARDS FOR THERMOPLASTIC STRIPING.
- WHEN NECESSARY, EXISTING STRIPING SHALL BE REMOVED BY HYDROBLASTING UNLESS SPECIFIED BY THE BROOKHAVEN TRAFFIC ENGINEER.
- ALL FINAL SIGNAGE MUST BE INSTALLED CONCURRENTLY WITH THE PERFORMANCE OF THE STRIPING WORK.
- CONTACT THE BROOKHAVEN TRAFFIC ENGINEER ONE WEEK PRIOR TO COMMENCEMENT OF ANY STRIPING WORK.
- A CITY OF BROOKHAVEN UTILITY PERMIT IS REQUIRED FOR ANY CONSTRUCTION WITHIN THE ROW. REFER TO THE CITY'S UTILITY PERMIT POLICY FOR REQUIREMENTS.
- CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE AS-BUILT STATUS OF DOWNSTREAM DRAINAGE IMPROVEMENTS PRIOR TO BEGINNING CONSTRUCTION AND ADVISE THE ENGINEER OF ANY DIFFERENCES NOTED BETWEEN FIELD CONDITIONS AND WHAT IS DEPICTED IN THE CONSTRUCTION DOCUMENTS.
- SAWCUT MUST BE USED IN ANY AREA WHERE NEW PAVEMENT WILL ABUT EXISTING PAVEMENT.
- NO CLOSURES OF OR ENCROACHMENTS INTO THE PEDESTRIAN, BICYCLE, OR VEHICULAR TRAVEL AREAS SHALL BE DONE WITHOUT PRIOR APPROVAL FROM THE BROOKHAVEN TRAFFIC ENGINEER. ALL PROPOSED PLANS FOR CLOSURES AND ENCROACHMENTS SHALL BE SUBMITTED AT LEAST TWO WEEKS PRIOR TO COMMENCEMENT.



REVISION DATES

GENERAL NOTES
LANIER DRIVE SIDEWALKS

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

GENERAL NOTES - STANDARD SIGNS

- ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
- SIGN ERECTION STATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR OR BY THE PROJECT ENGINEER WITHOUT PRIOR APPROVAL FROM THE DEPARTMENT OF PUBLIC WORKS.
- ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF 7 FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN OR ASSEMBLY.
- HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON ALL OTHER ROADWAYS SHALL BE 6 FEET FROM THE EDGE OF THE PAVED SHOULDER OR 12 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEARER EDGE OF THE SIGN(S), WHICHEVER IS GREATER. THE HORIZONTAL CLEARANCE IN NON-MOUNTABLE CURB SECTIONS SHALL BE AT LEAST 2 FEET FROM THE CURB FACE TO THE NEARER EDGE OF THE SIGN(S).
- HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS MOUNTED BEHIND GUARD RAIL SHALL BE 6 FEET FROM THE FACE OF THE GUARD RAIL TO THE NEARER EDGE OF THE SIGN(S).
- SINGLE PLATE, HORIZONTAL RECTANGULAR SIGNS OVER 48 INCHES IN WIDTH SHALL BE MOUNTED ON TWO POSTS WITH 2 EACH 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAPS. THE STRAPS SHALL BE FLUSH WITH THE BACK OF THE SIGN WITH ONE EACH ACROSS THE TOP AND BOTTOM OF THE SIGN. THE CENTERLINE OF EACH POST SHALL BE INSET 1/6TH OF THE SIGN WIDTH FROM THE EDGE OF THE SIGN. SIGN PLATE BOLT HOLES SHALL BE 3/8 INCH DIAMETER, DRILLED OR PUNCHED, AS SHOWN ON THE SIGN PLATE DETAILS.
- EACH 42 OR 48 INCH WIDE x 18 OR 24 INCH HIGH SIGN REQUIRES ONE 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAP LOCATED IN THE CENTER OF THE SIGN AND FLUSH WITH THE BACK OF THE SIGN.
- SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY-TYPICAL FRAMING DETAILS.
- TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
- A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.
- WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/4 INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.
- FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.
- THE CONTRACTOR WILL, AS REQUESTED BY THE CITY BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.

SIGNING AND PAVEMENT MARKING GENERAL NOTES (CONT.)

- ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL SIGNS SHALL BE ON 5052-H38 FLAT ALUMINUM ALLOY (0.080 GAUGE THICKNESS) WITH ROUNDED CORNERS. ALL SIGNS SHALL MEET OR EXCEED ASTM D 4956 SPECIFICATIONS FOR RETROREFLECTIVITY. SIGN COLORS SHALL BE MATCHED VISUALLY AND BE WITHIN THE COLOR TOLERANCE LIMITS SHOWN ON THE APPROPRIATE HIGHWAY COLOR TOLERANCE CHARTS ISSUED BY THE FHWA UTILIZING THE INSTRUCTIONS THEREON.
- UNLESS OTHERWISE NOTED, SIGN POSTS SHALL BE 2 INCH SQUARE POSTS SET IN 2.5 INCH SQUARE STUBS. THE POST SHALL BE BLACK WEATHER RESISTANT, RUST INHIBITIVE, HIGH QUALITY POWDER COATED ENAMEL. STANDARD INSTALLATION DEPTH IS 2 FEET. WHERE STREET BLADES (D3'S) ARE SPECIFIED ABOVE STOP SIGNS (R1-1'S) THESE BLADES SHALL BE ATTACHED TO THE POST USING VULCAN VS-12 BOLT-THRU CAPS AND CROSSES (OR THEIR EQUIVALENT).
- SIGN ERECTION STATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS OF THE MUTCD, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR WITHOUT PRIOR APPROVAL FROM THE CITY OF BROOKHAVEN.
- IN RESIDENTIAL AREAS, SIGNS SHALL BE LOCATED ON OR AS CLOSE AS POSSIBLE TO PROPERTY LINES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL SIGNS/ POSTS/ STUBS/ FOOTINGS/ PAVEMENT MARKINGS THAT ARE DUPLICATED OR CONTRARY TO THESE PLANS.
- ALL R4-7 (KEEP RIGHT) SIGNS SHALL BE INSTALLED 10 FEET FROM THE END (BULLNOSES) OF MEDIANS. PVC PIPE (6" INCH DIAMETER) IS REQUIRED FOR INSTALLING R4-7 SIGN POSTS WHEN MEDIANS ARE CONCRETE OR SOME OTHER IMPERVIOUS SURFACE. PVC PIPE SHALL NOT EXTEND ABOVE MEDIAN SURFACE MORE THAN 4 INCHES.
- STREET NAME BLADES (D3'S) SHALL BE PROVIDED BY THE CONTRACTOR. ALL D3'S SHALL BE "WHITE ON GREEN", TYPE IX RETROREFLECTIVE SHEETING. NINE INCH D3'S ARE STANDARD, EXCEPT AT SIGNALIZED INTERSECTIONS WHERE 18 INCH D3'S SHALL BE PROVIDED. PRIVATE ROADS SHALL BE "WHITE ON BLUE" TYPE IX RETROREFLECTIVE SHEETING.
 - 9 INCH D3'S - LETTERS SHALL BE 6 INCH SERIES "C", UPPER AND LOWER CASE, EXCEPT GEOGRAPHIC QUADRANTS WHICH SHALL BE 3 INCH SERIES "C", ALL UPPER CASE. GEOGRAPHIC QUADRANTS SHALL BE LOCATED IN THE UPPER RIGHT HAND CORNER. WHITE BORDERS SHALL BE 1/2 INCH IN WIDTH. ARROWS SHALL BE PROVIDED AS NECESSARY TO CLARIFY STREET NAME CHANGES AT INTERSECTIONS.
 - 18 INCH D3'S - LETTERS SHALL BE 8 INCH SERIES "C", UPPER AND LOWER CASE. (NO GEOGRAPHIC QUADRANTS). ARROWS SHALL BE PROVIDED AS NECESSARY TO CLARIFY STREET NAME CHANGES AT INTERSECTIONS. WHITE BORDERS SHALL BE 1/2 INCH IN WIDTH.
- THE LETTERING ON POST-MOUNTED STEEL NAME SIGNS (D3 SERIES) SHOULD BE COMPOSED OF INITIAL UPPER CASE LETTERS AT LEAST 8 INCHES HIGH AND LOWER CASE LETTERS AT LEAST 6 INCHES HIGH.
- OVERHEAD STREET NAME SIGNS (D3 SERIES) SHALL BE ONE-SIDED AND AT LEAST TYPE 9 SHEETING AND INSTALLED BETWEEN TWO SIGNAL HEADS FOR THE APPROACH. THE LETTERING SHOULD BE AT LEAST 300 MM (12 INCHES) UPPER CASE LETTERS WITH 225 MM (9 INCHES) LOWER CASE LETTERS. THE FONT SHOULD BE FHWA STANDARD HIGHWAY SERIES E(M). A WHITE BORDER SHOULD BE INCLUDED AROUND AND TO THE EDGE OF THE SIGN.
- PAVEMENT MARKINGS ON CONCRETE SURFACES SHALL BE PRE-FORMED THERMOPLASTIC.
- PLANS SHALL INCLUDE SHEET(S) DETAILING FABRICATION SPECIFICATIONS FOR ALL REQUIRED ADVISORY NAME BLADES AND D3'S.
- THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING TRAFFIC CONTROL SIGNS THROUGHOUT CONSTRUCTION. THIS INCLUDES CLEANING AND REPLACEMENT OF EXISTING SIGNS SHOULD THESE SIGNS NEED CLEANING, REPAIR OR REPLACEMENT DURING CONSTRUCTION.
- ALL EXISTING SIGNS SHALL BE REMOVED, CLEANED, AND RESET. PAYMENT FOR EXISTING SIGN REMOVAL, CLEANING AND RESET SHOULD BE INCLUDED IN THE PAY ITEM FOR TRAFFIC CONTROL.

CITY OF BROOKHAVEN EROSION & SEDIMENT CONTROL GENERAL NOTES

- PRIOR TO ANY OTHER CONSTRUCTION, A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT EACH ENTRY TO OR EXIT FROM THE SITE.
- THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OF 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.
- 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.
- 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.
- THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY BARRICADES WHILE ROADWAY FRONTAGE IMPROVEMENTS ARE BEING MADE.
- 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 GROUND WITHIN THE CONSTRUCTION AREA HAS BEEN COMPLETELY STABILIZED WITH PERMANENT VEGETATION AND ALL ROADS/DRIVEWAYS HAVE BEEN PAVED.
- 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 BACK TO CITY OF SANDY SPRINGS STANDARDS.
- A COPY OF THE APPROVED LAND DISTURBANCE PLAN AND PERMIT SHALL BE PRESENT ON THE SITE WHENEVER LAND DISTURBANCE ACTIVITY IS IN PROGRESS.
- ALL SEWER EASEMENTS DISTURBED MUST BE DRESSED AND GRASSED TO CONTROL EROSION.
- STATE WATERS ARE NOT ON SITE OR WITHIN 200 FEET OF THE SITE.
- THE PERSON AND CONTACT INFORMATION FOR OWNER INFORMATION IS AS FOLLOWS:
MR. KEVIN KORTH
PUBLIC WORKS, TRANSPORTATION ENGINEER
CITY OF BROOKHAVEN
4362 PEACHTREE RD
BROOKHAVEN GA 30319
404-637-0724
- CONSTRUCTION ACTIVITIES INCLUDING VEGETATION, MULCHING AND BMP PRACTICES ARE SHOWN ON THE EROSION CONTROL PLAN SHEETS.

SIGNING AND PAVEMENT MARKING GENERAL NOTES

- ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR THE SPECIFIC ITEM.
- ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD), LATEST EDITION, AND ANY APPLICABLE CITY OF BROOKHAVEN STANDARDS.
- ALL INSTALLATION MATERIALS AND METHODS SHALL COMPLY WITH CURRENT GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS AND/OR SPECIAL PROVISIONS.
- RAISED PAVEMENT MARKERS (RPM'S) SHALL BE INSTALLED PER GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD DETAILS.

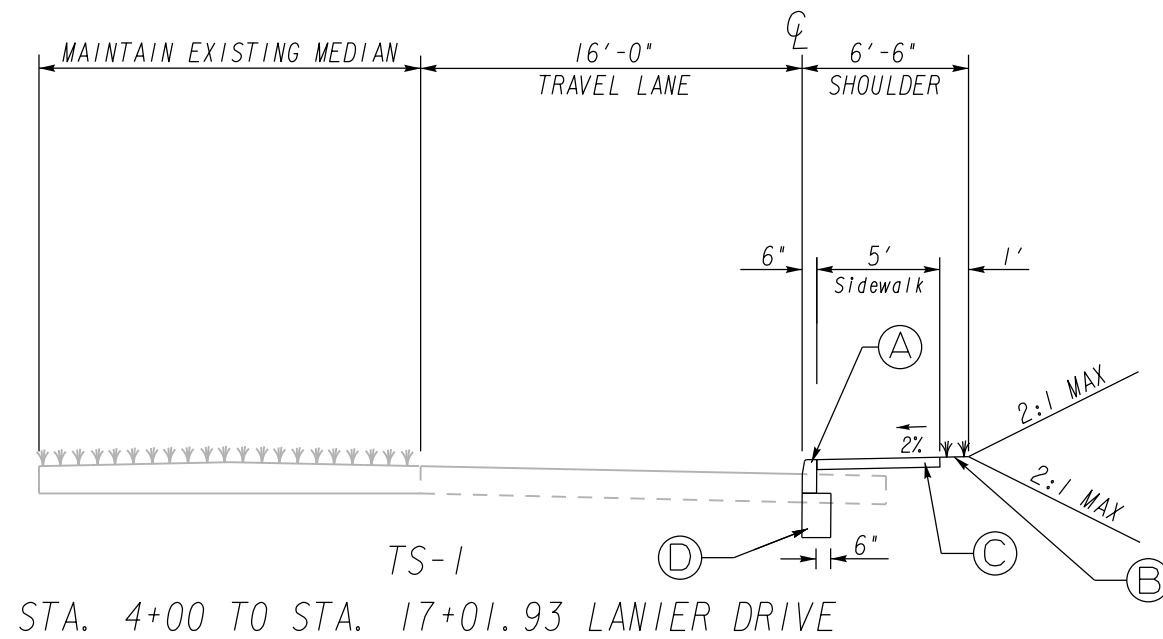


REVISION DATES

NO.	DATE	DESCRIPTION

GENERAL NOTES
LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	04-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	



REQUIRED PAVEMENT

- (A) CONCRETE HEADER CURB, 6 IN, TP 2
- (B) SOD STRIP
- (C) CONCRETE SIDEWALK, 4" THICK
- (D) GRADED AGGREGATE BASE, 6", INCL MATL

NOT TO SCALE

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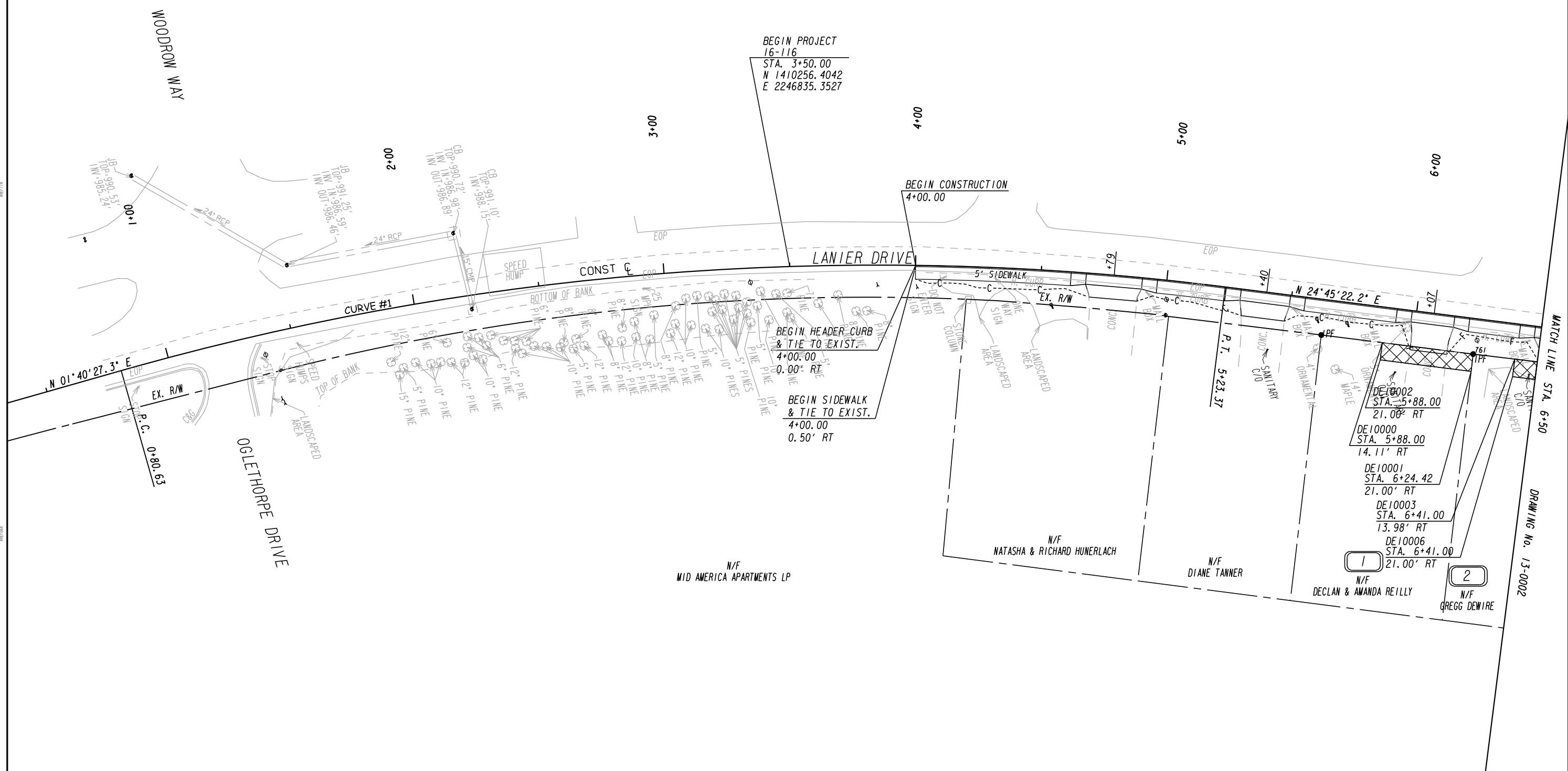
REVISION DATES

NO.	DATE	DESCRIPTION

TYPICAL SECTIONS
LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	05-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

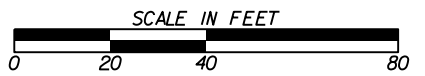
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 E = 2246801.2854
 DELTA = 23°04'54.9" (RT)
 D = 05°12'48.41"
 T = 224.41
 L = 442.74
 R = 1099.00
 E = 22.68



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)	

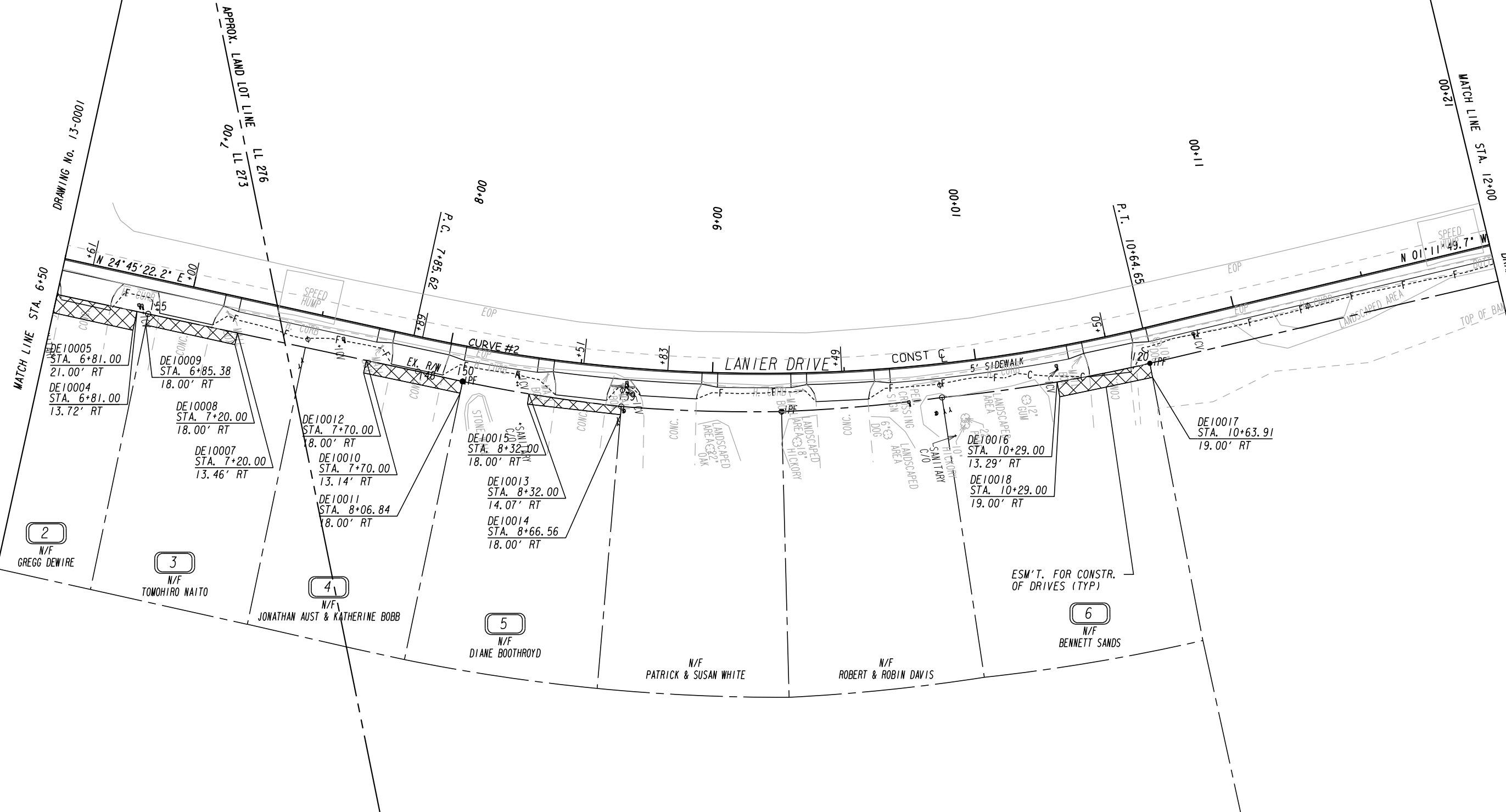
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 (770) 263-9118



REVISION DATES	

CONSTRUCTION PLAN LANIER DRIVE SIDEWALKS			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	13-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

Curve # 2
 PI Sta= 9+27.57
 N= 1410785.9561
 E= 2247064.5210
 DELTA= 25°57'11.9" (LT)
 D= 09°18'04.55"
 T= 141.95
 L= 279.03
 R= 616.00
 E= 16.14



MATCH LINE STA. 6+50
 DRAWING No. 13-0001
 DE10005 STA. 6+81.00 21.00' RT
 DE10004 STA. 6+81.00 13.72' RT

DE10009 STA. 6+85.38 18.00' RT
 DE10008 STA. 7+20.00 18.00' RT
 DE10007 STA. 7+20.00 13.46' RT

DE10012 STA. 7+70.00 8.00' RT
 DE10010 STA. 7+70.00 13.14' RT
 DE10011 STA. 8+06.84 18.00' RT

DE10013 STA. 8+32.00 14.07' RT
 DE10014 STA. 8+66.56 18.00' RT

DE10016 STA. 10+29.00 13.29' RT
 DE10018 STA. 10+29.00 19.00' RT

DE10017 STA. 10+63.91 19.00' RT

2 N/F GREGG DEWIRE

3 N/F TOMOHIRO NAITO

4 N/F JONATHAN AUST & KATHERINE BOBB

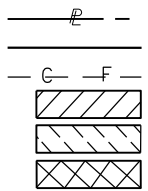
5 N/F DIANE BOOTHROYD

N/F PATRICK & SUSAN WHITE

N/F ROBERT & ROBIN DAVIS

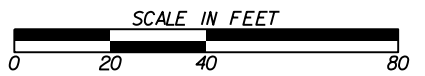
6 N/F BENNETT SANDS

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



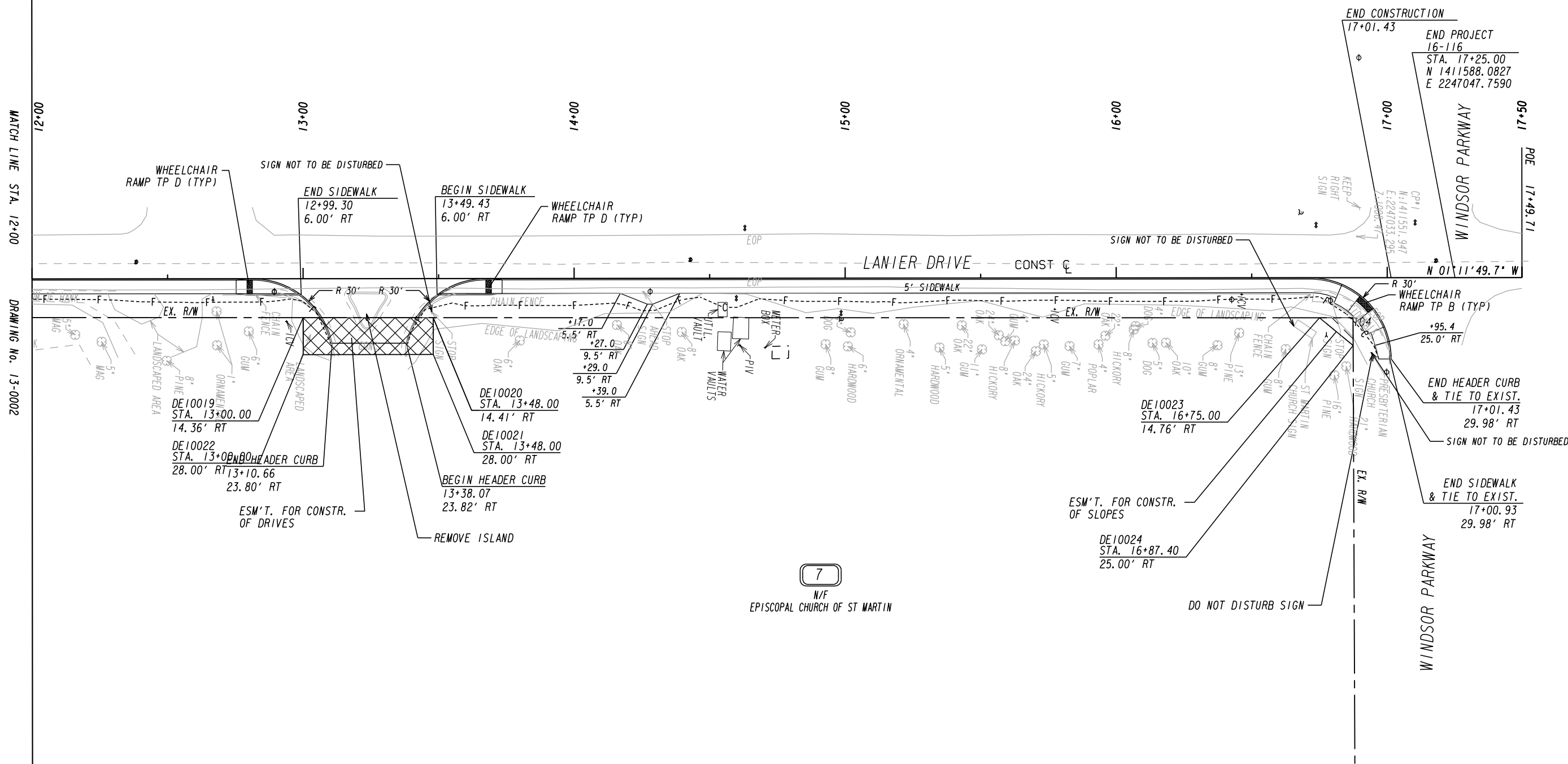
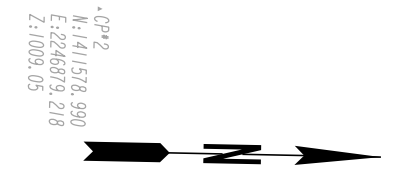
BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 REQ'D R/W & LIMIT OF ACCESS
 ORANGE BARRIER FENCE
 ESA - ENV. SENSITIVE AREA
 (SEE ERIT TABLE)

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 INTERNATIONAL
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 NORCROSS, GEORGIA 30092
 (770) 263-9118



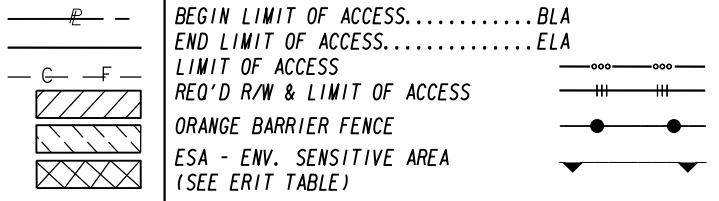
REVISION DATES	

CONSTRUCTION PLAN LANIER DRIVE SIDEWALKS			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	13-0002	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



7
 N/F
 EPISCOPAL CHURCH OF ST MARTIN

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



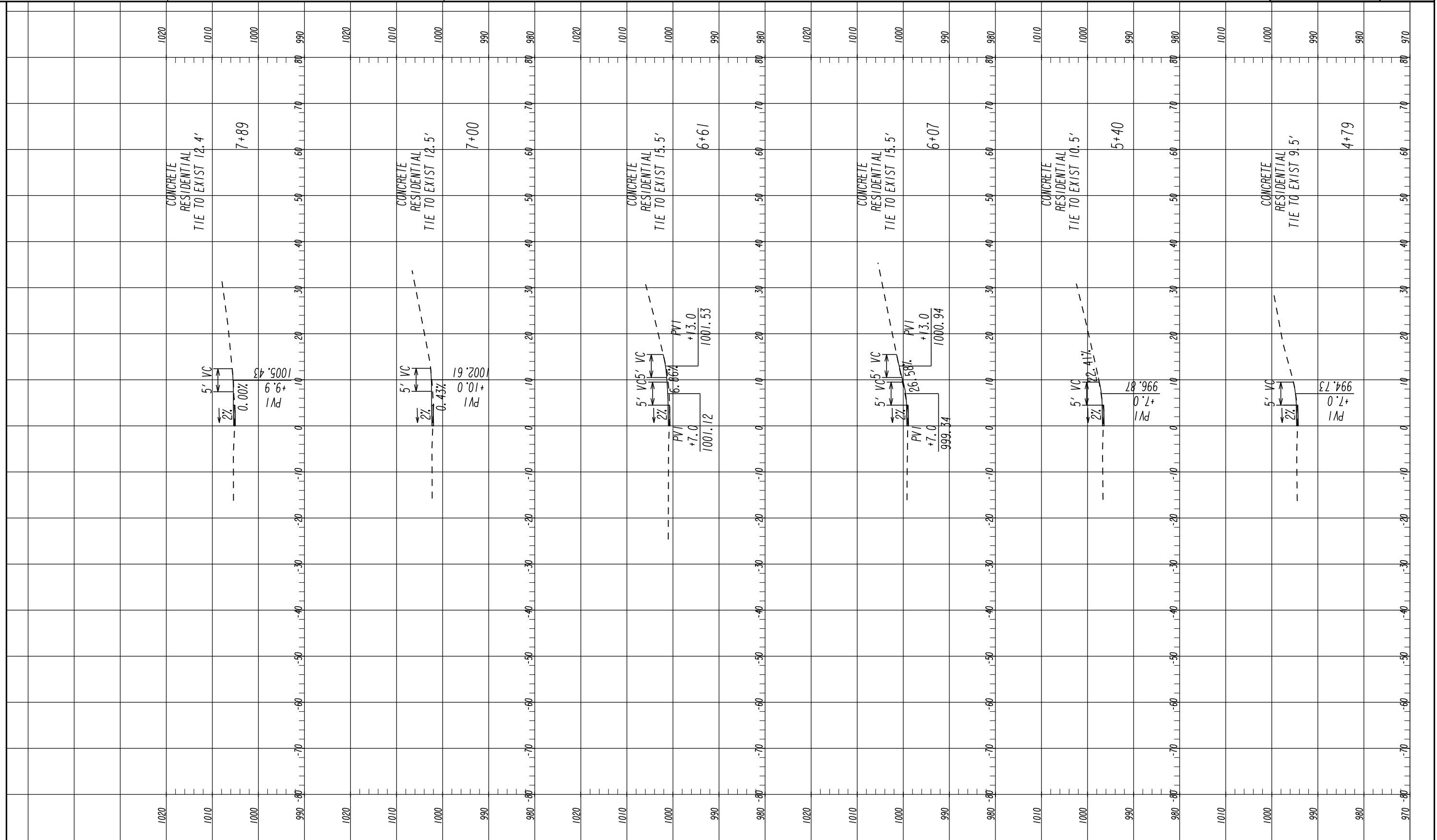
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REVISION DATES	

CONSTRUCTION PLAN
 LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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(770) 263-9100

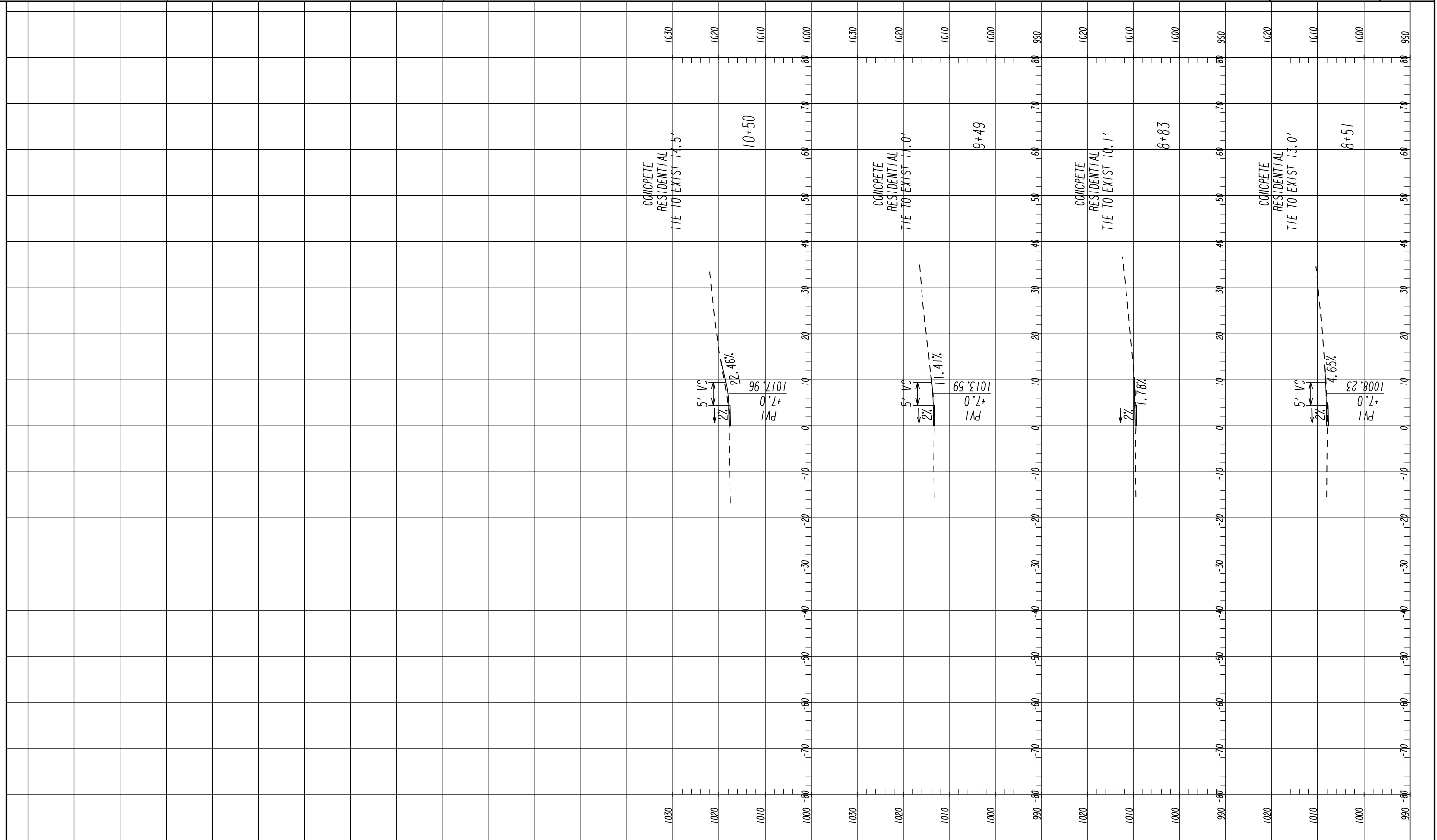
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REVISION DATES

NO.	DATE	DESCRIPTION

DRIVEWAY PROFILES
LANIER DRIVE SIDEWALKS

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



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NORCROSS, GEORGIA 30092
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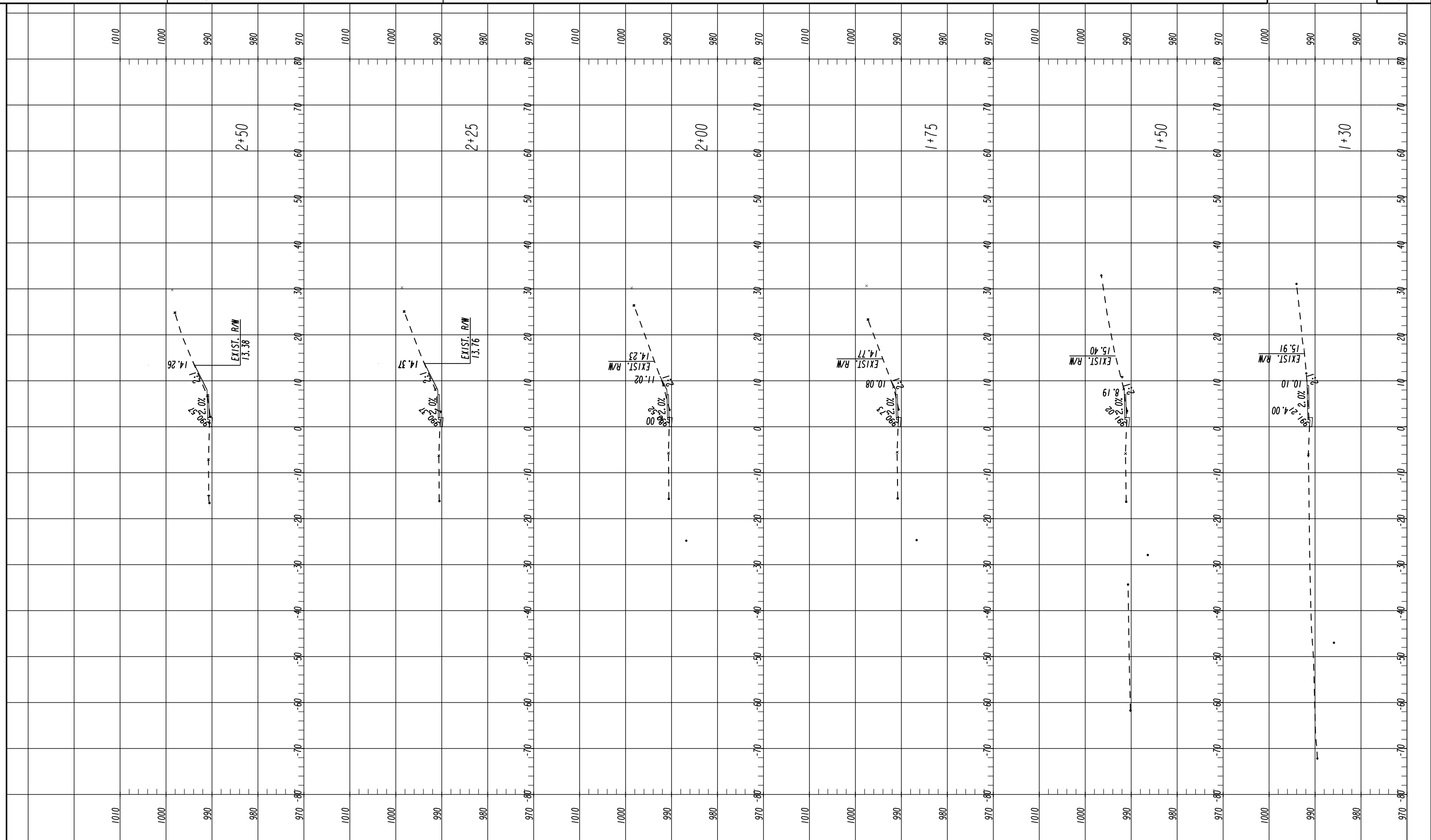
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REVISION DATES

NO.	DATE	DESCRIPTION

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LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	17-0002
CORRECTED:	DATE:	
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(770) 263-9100

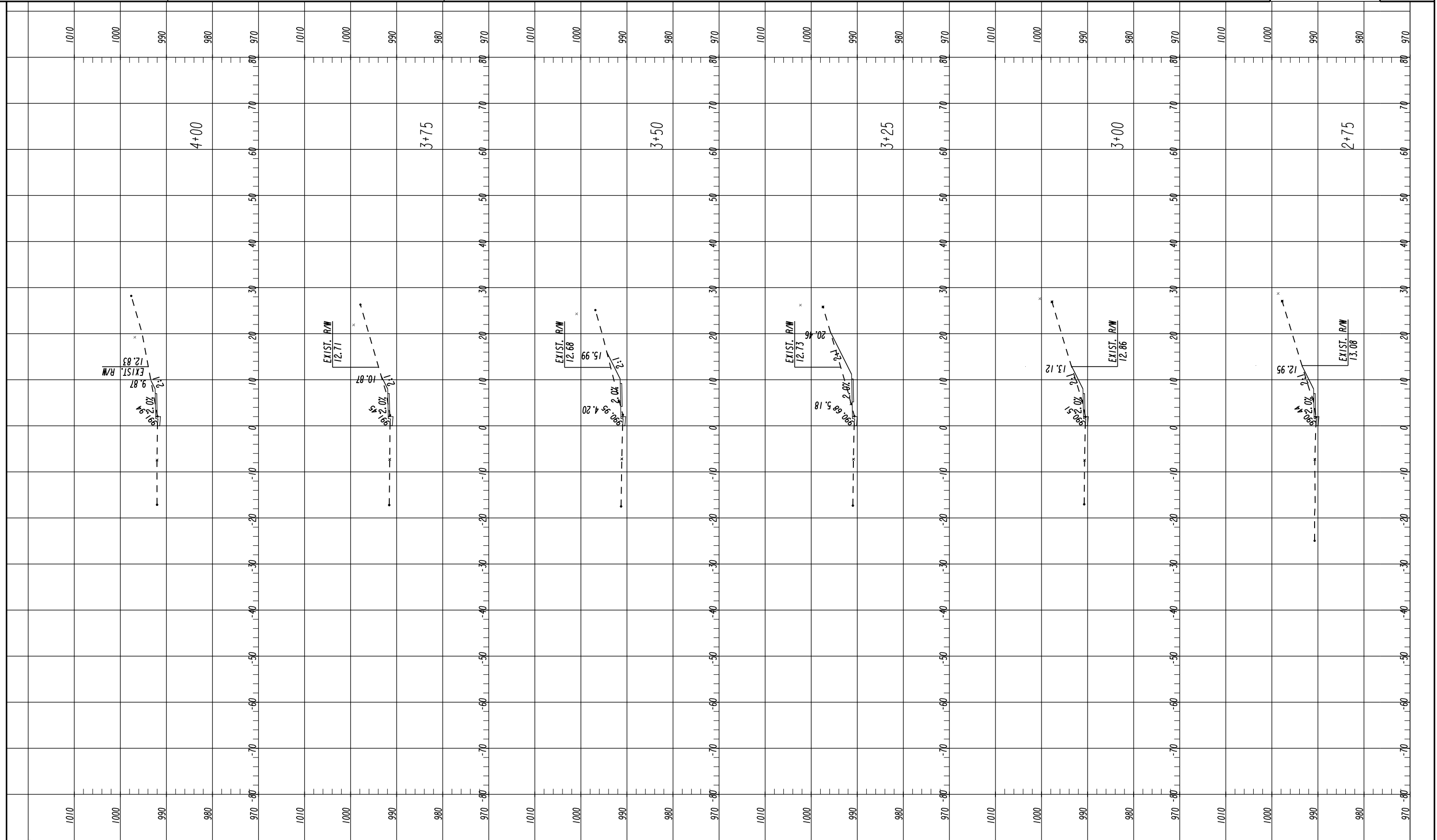
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REVISION DATES

NO.	DATE	DESCRIPTION

CROSS SECTIONS
LANIER DRIVE SIDEWALKS

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



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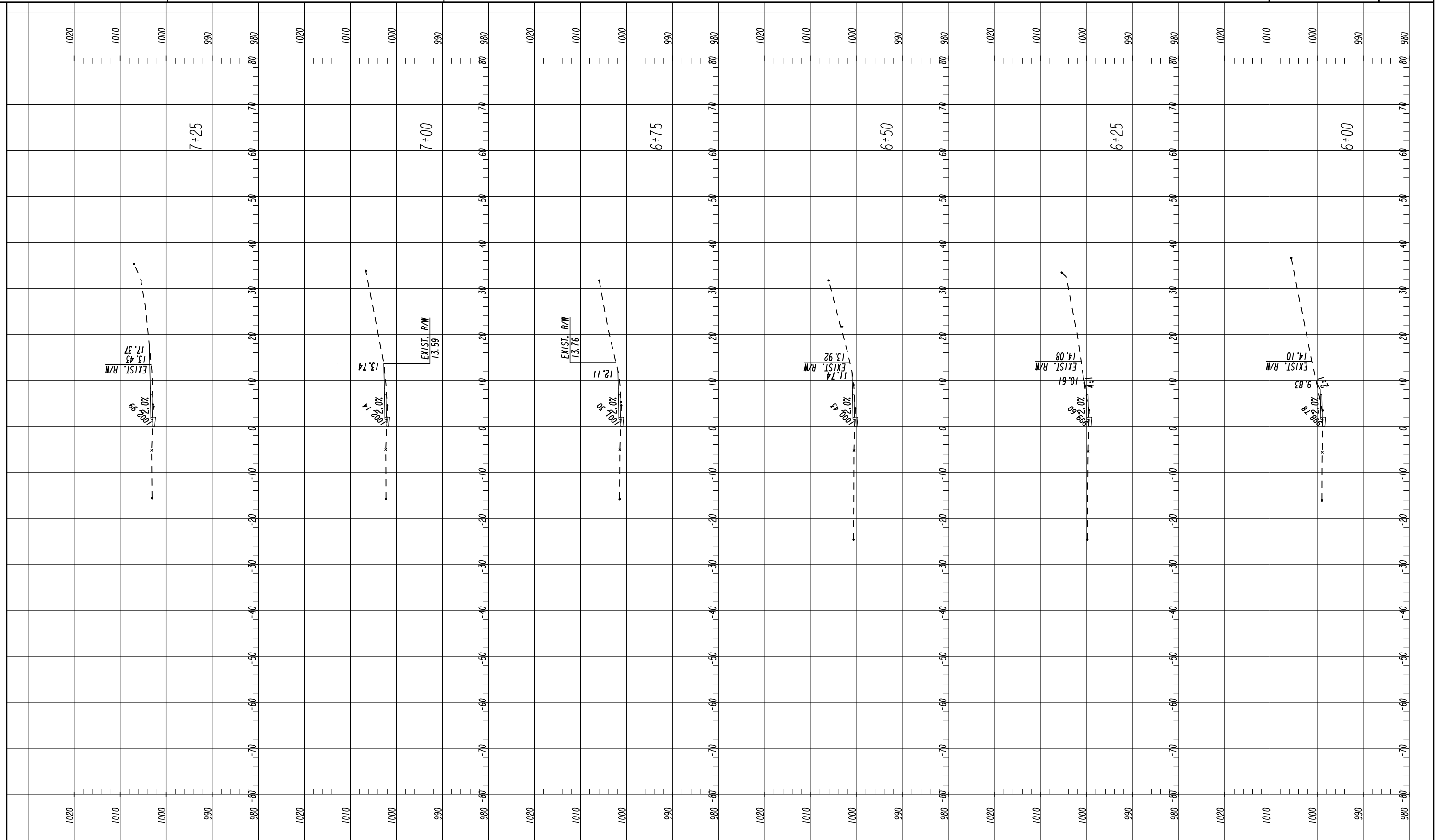
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CROSS SECTIONS
LANIER DRIVE SIDEWALKS

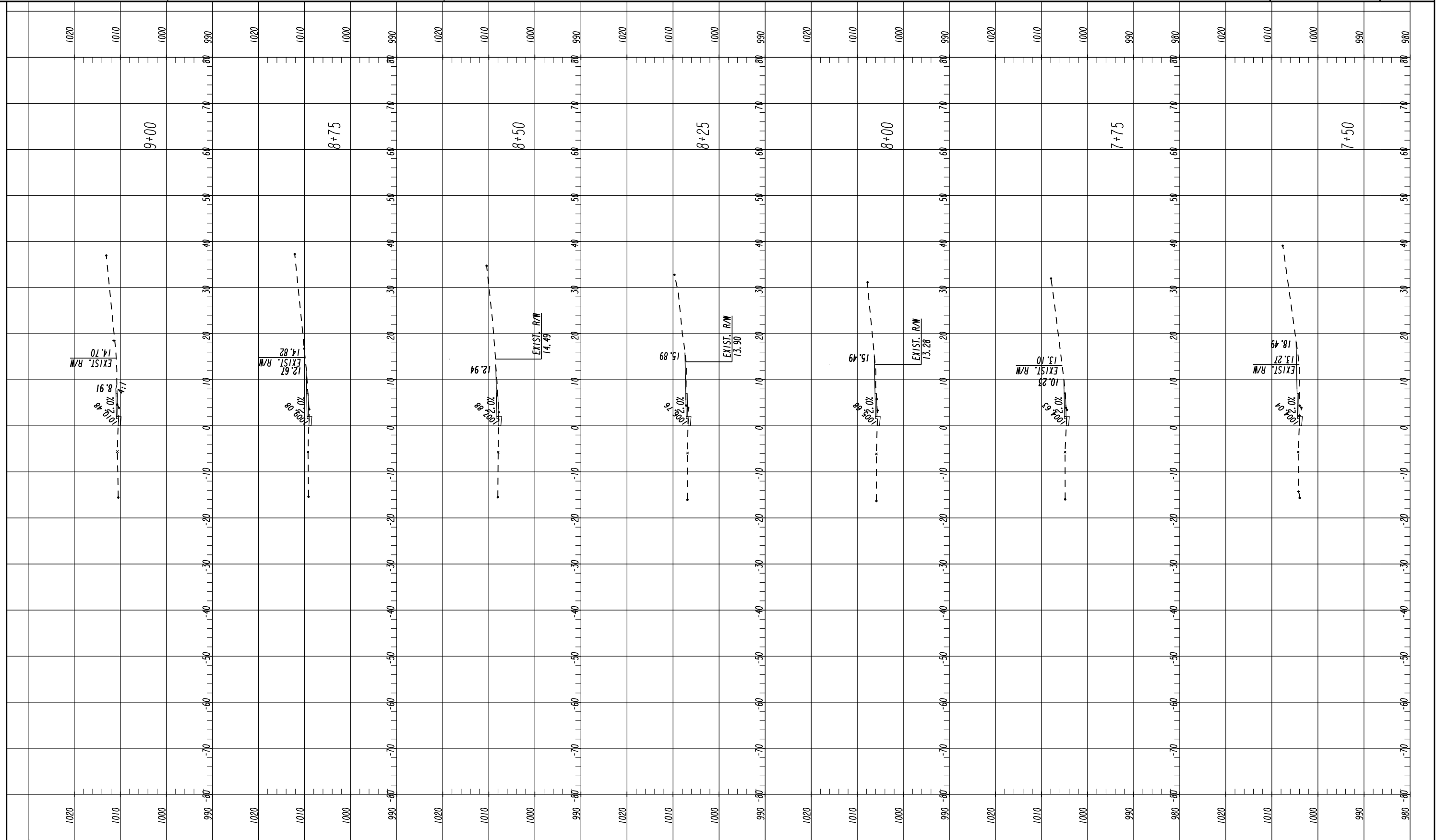
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VERIFIED:	DATE:	



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Scale
Horizontal: 1 Inch = 10 Feet
Vertical: 1 Inch = 10 Feet

REVISION DATES		CROSS SECTIONS	
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CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	23-0004	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



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(770) 263-9188

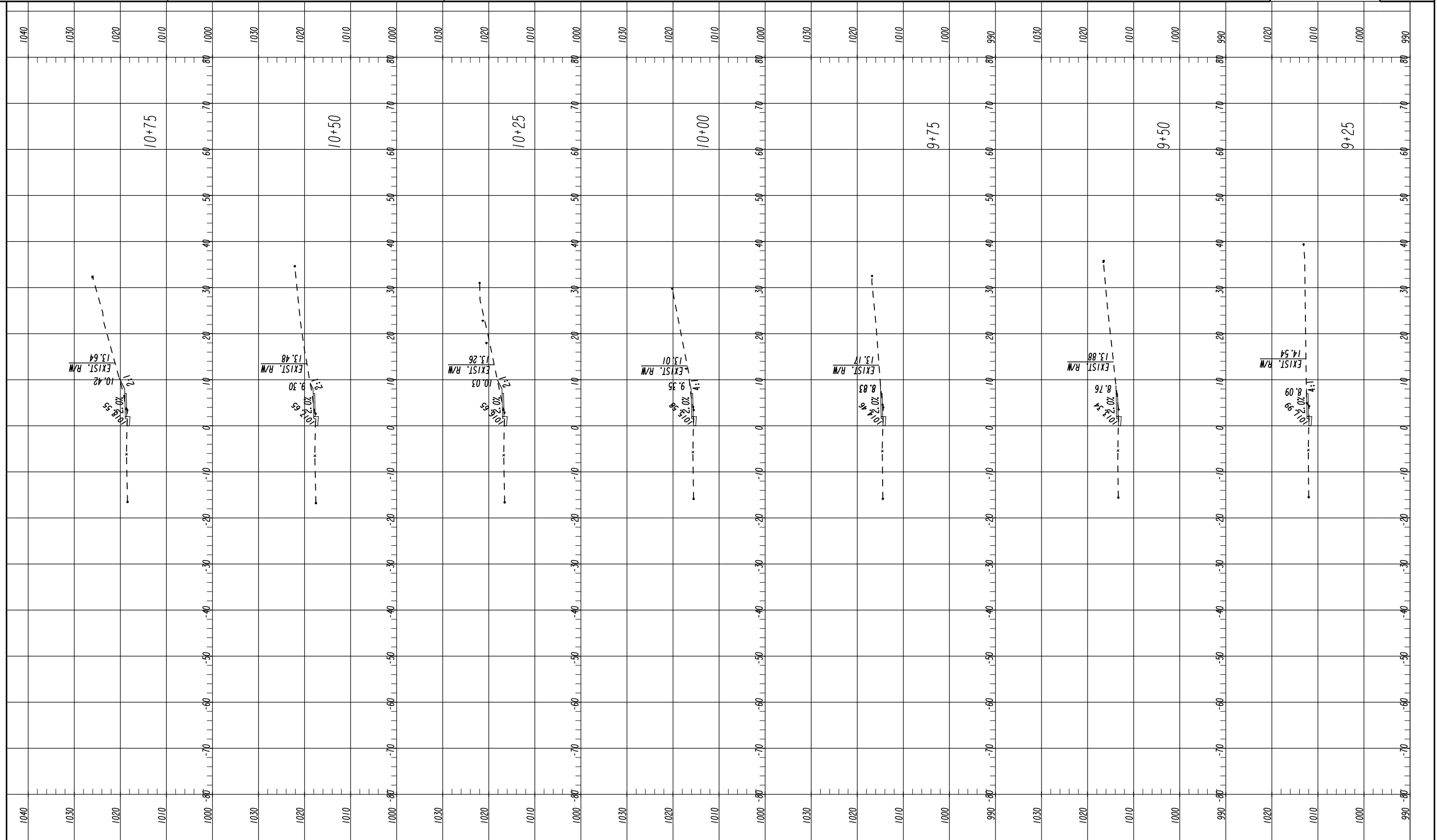
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REVISION DATES

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CROSS SECTIONS
LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No. 23-0005
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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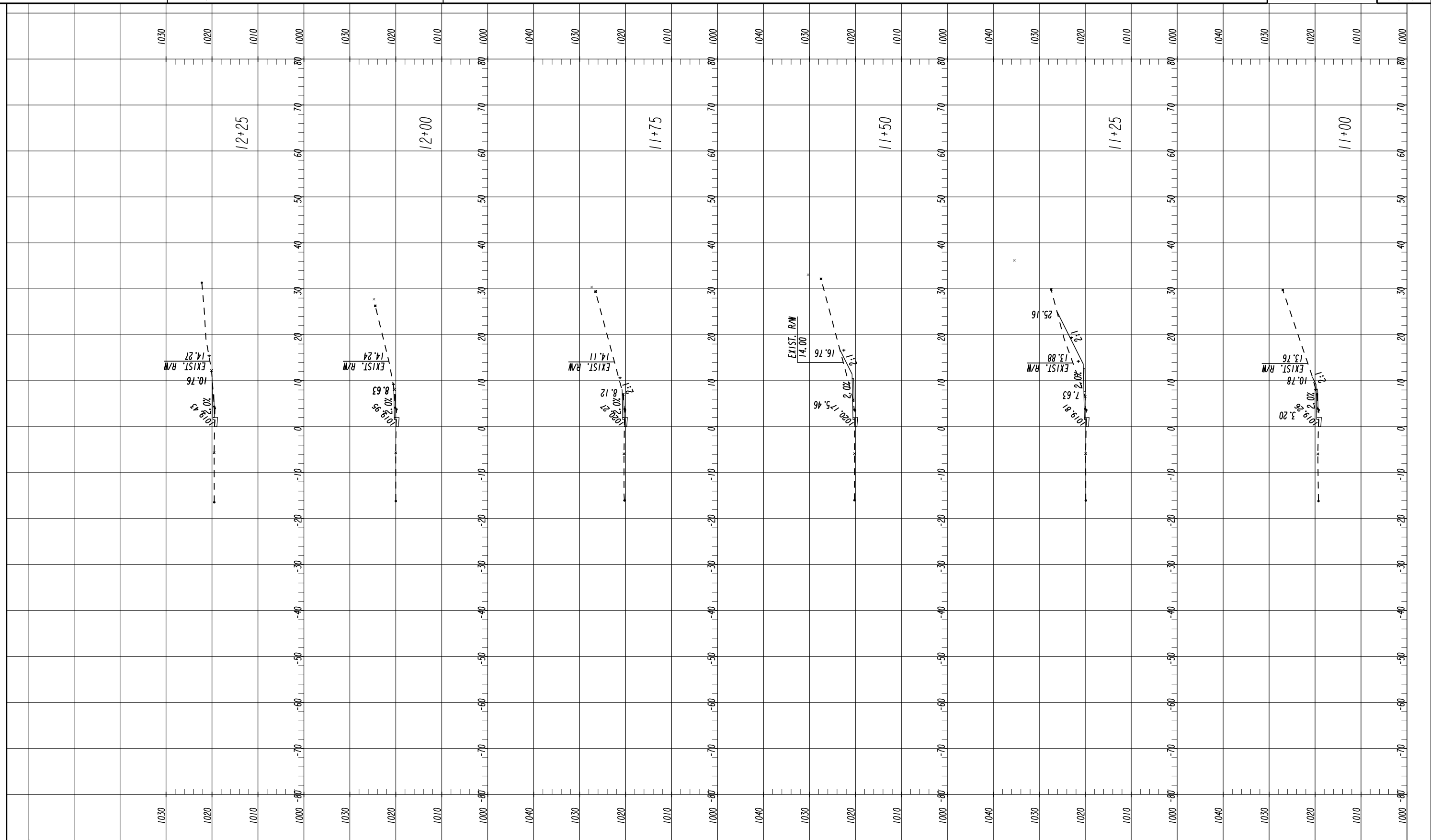
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REVISION DATES

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LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	23-0006
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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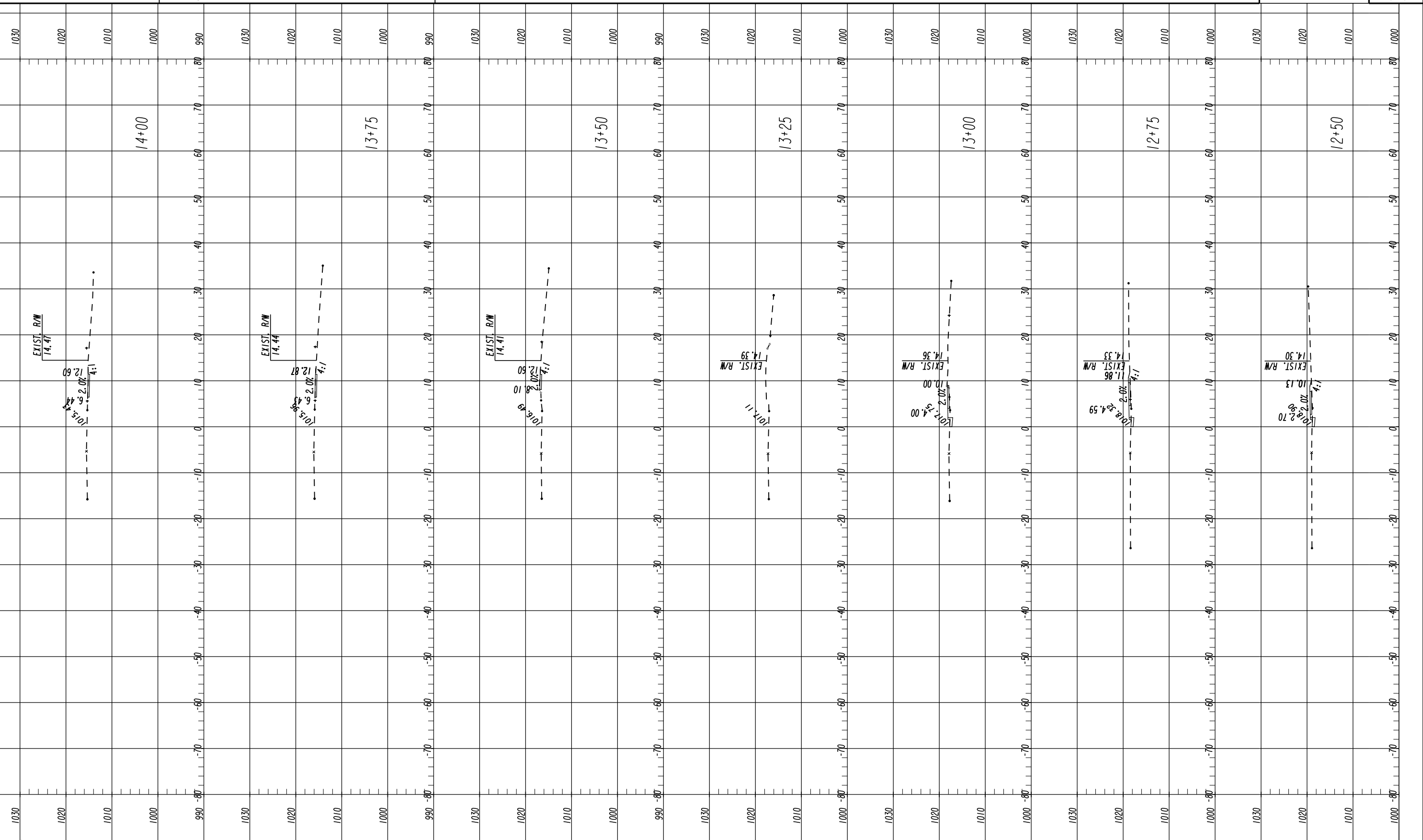
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REVISION DATES

NO.	DATE	DESCRIPTION

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LANIER DRIVE SIDEWALKS

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BACKCHECKED:	DATE:	23-0007
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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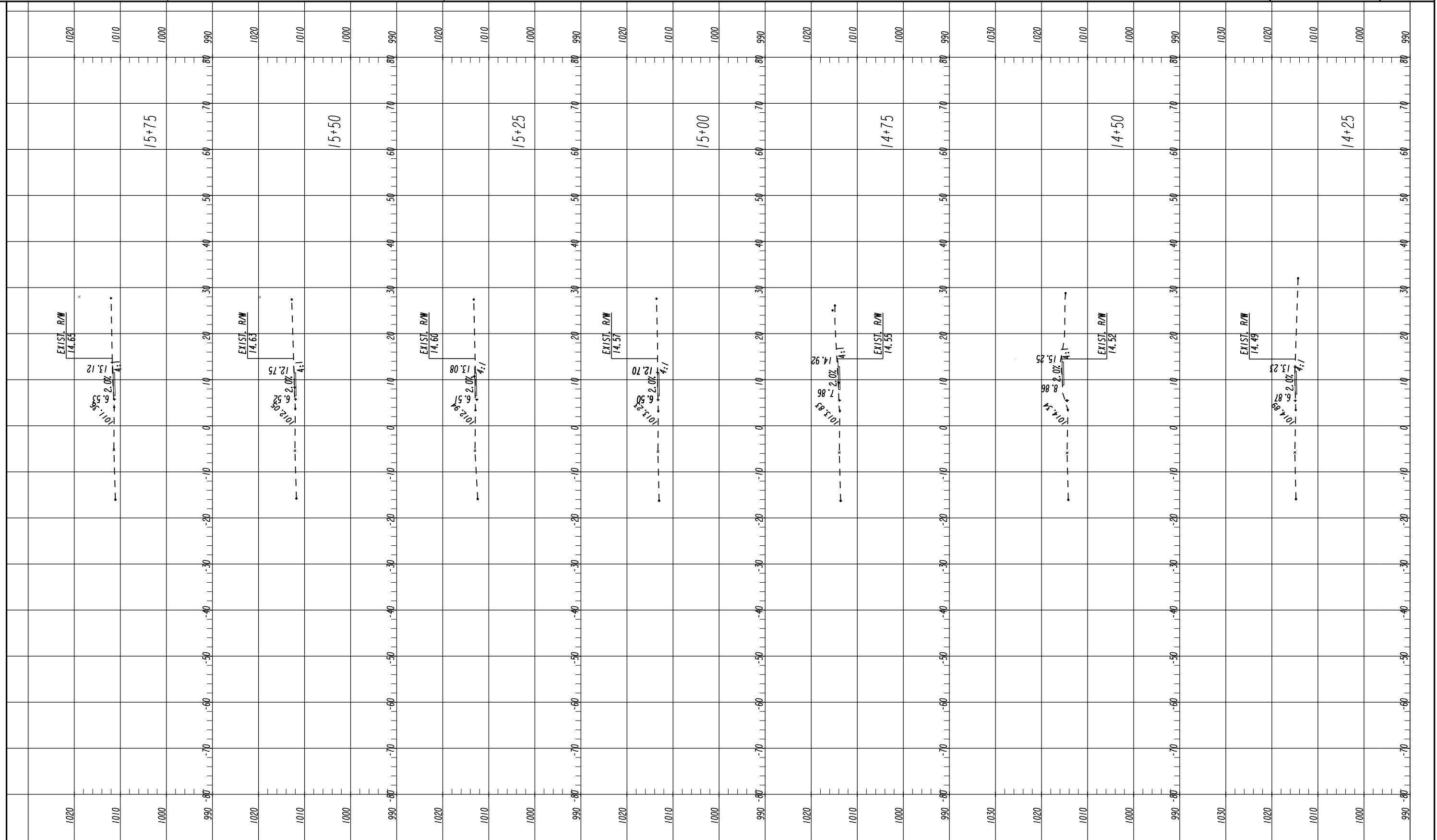
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REVISION DATES

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CROSS SECTIONS
LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	23-0008
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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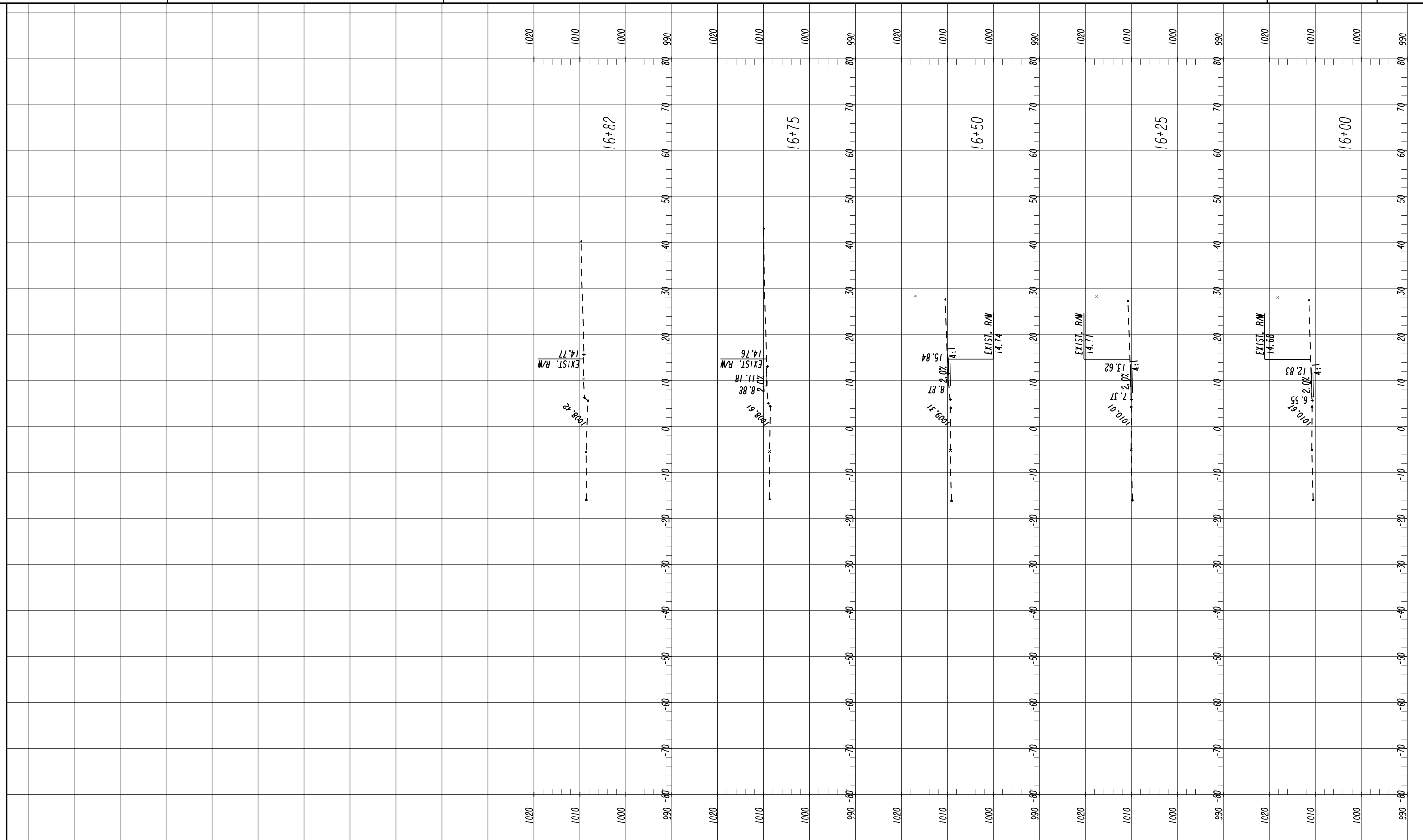
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REVISION DATES

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CROSS SECTIONS
LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No. 23-0009
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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(770) 263-9185

Scale
Horizontal: 1 Inch = 10 Feet
Vertical: 1 Inch = 10 Feet

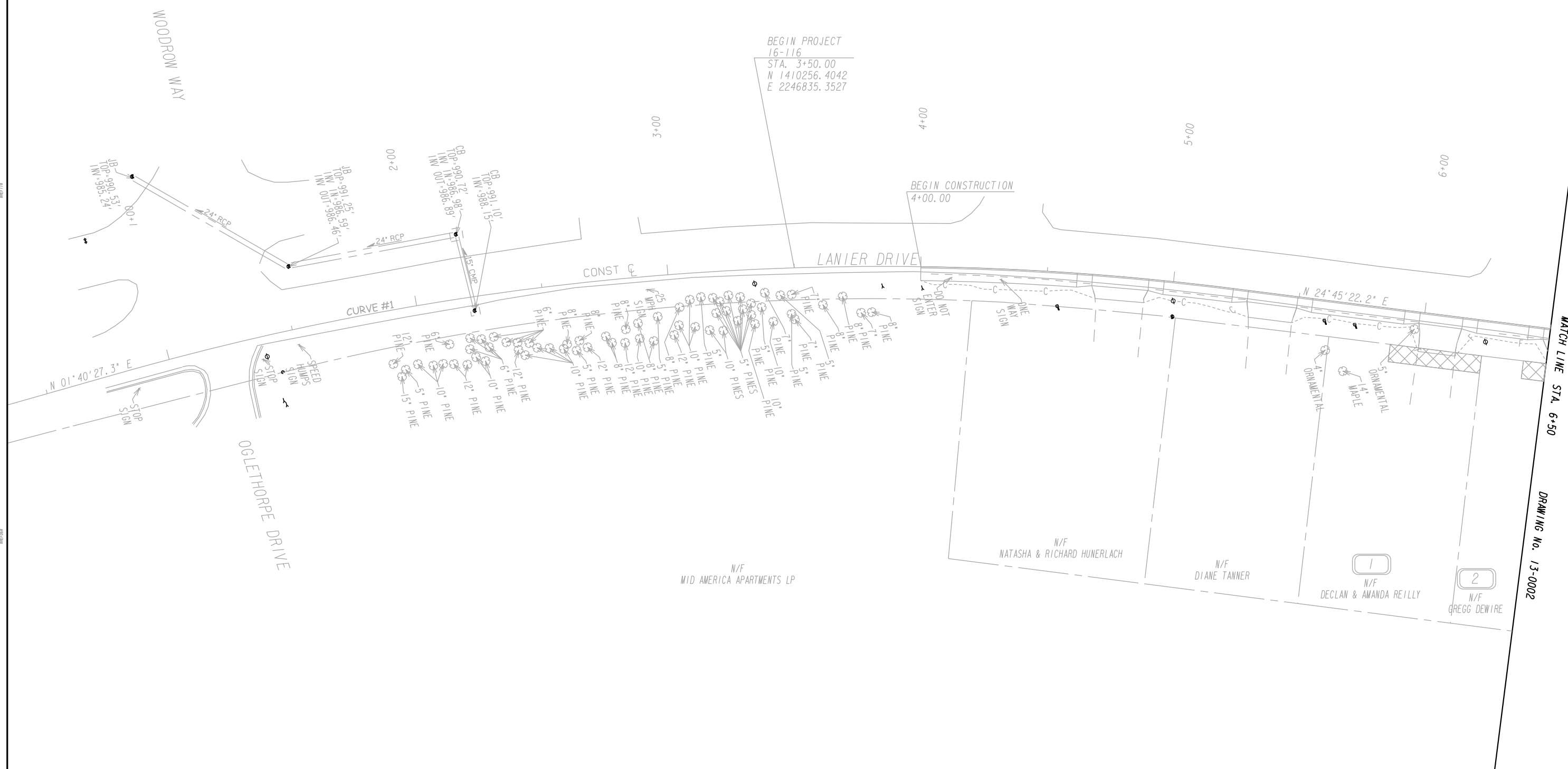
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NO.	DATE	DESCRIPTION

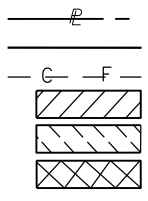
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LANIER DRIVE SIDEWALKS

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

Curve* 1
PI Sta= 3+05.04
N= 1410215.1157
E= 2246801.2854
DELTA= 23°04'54.9" (RT)
D= 05°12'48.41"
T= 224.41
L= 442.74
R= 1099.00
E= 22.68



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)

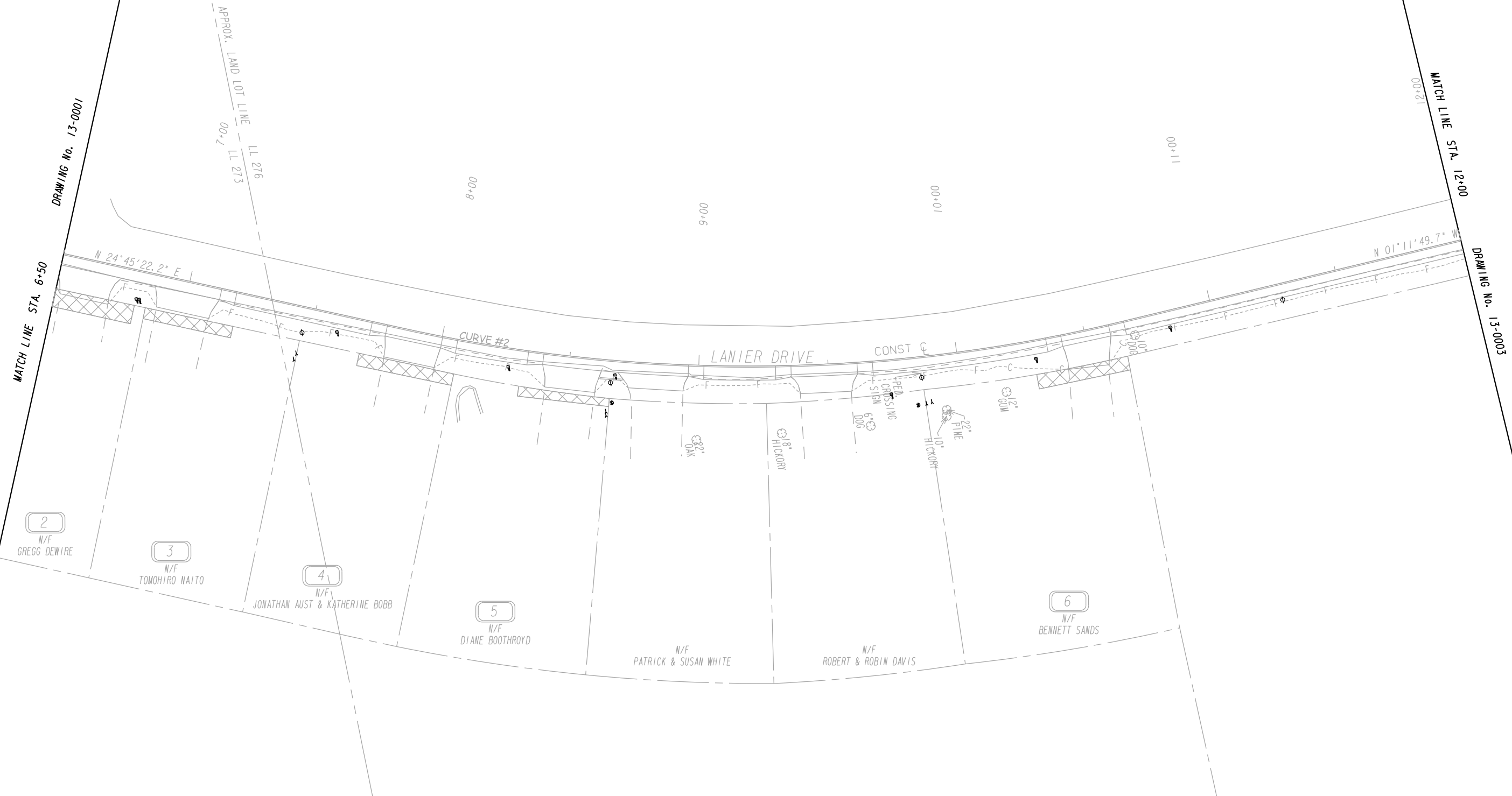
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NORCROSS, GEORGIA 30092
17701 263-9118



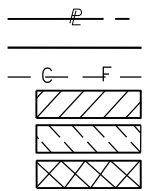
REVISION DATES	

UTILITY PLANS LANIER DRIVE SIDEWALKS			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	24-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

Curve # 2
 PI Sta= 9+27.57
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 E= 2247064.5210
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 D= 09°18'04.55"
 T= 141.95
 L= 279.03
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 E= 16.14

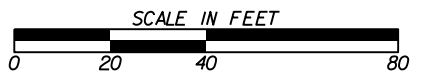


PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES



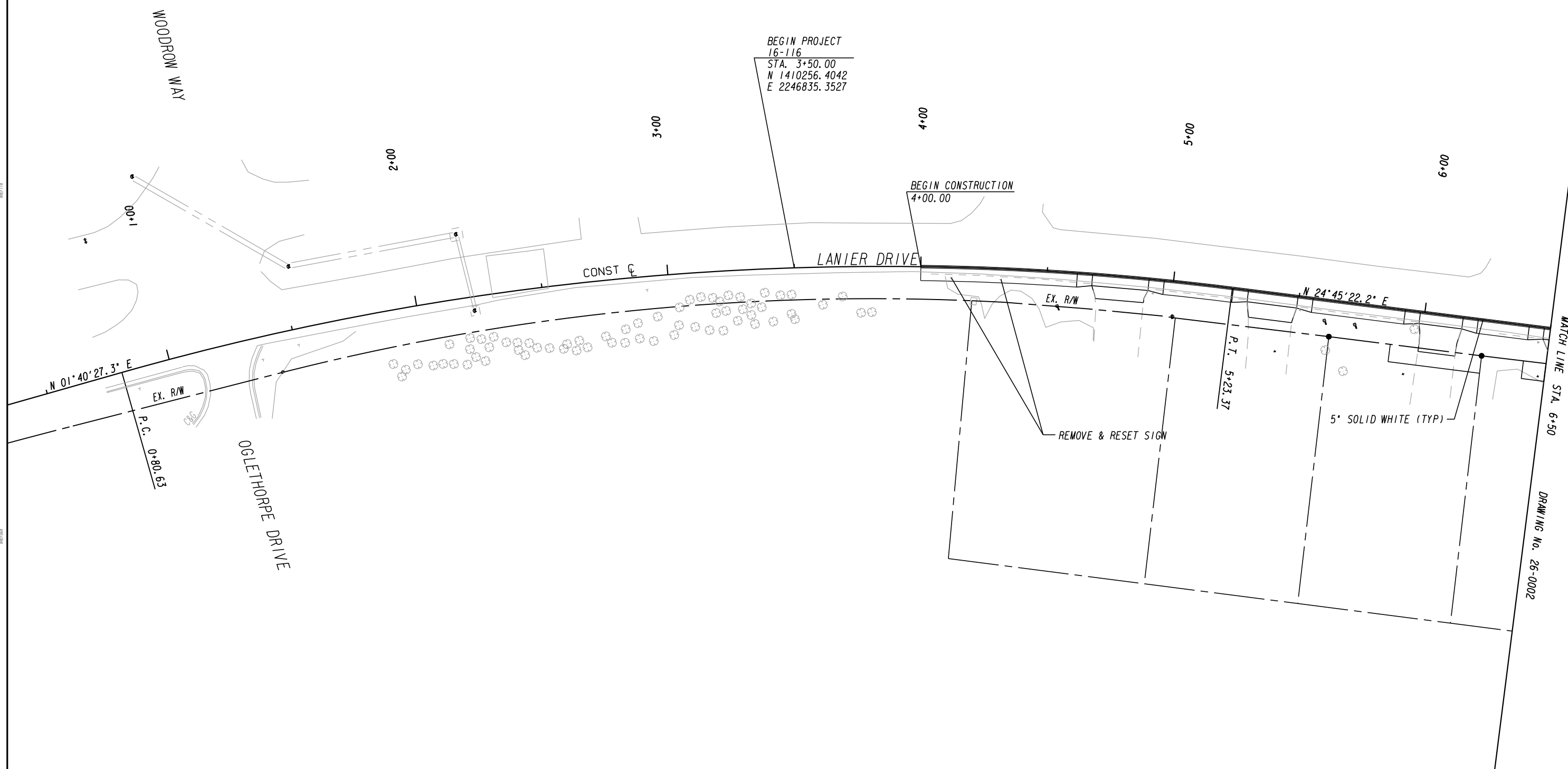
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 LIMIT OF ACCESS
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 ORANGE BARRIER FENCE
 ESA - ENV. SENSITIVE AREA
 (SEE ERIT TABLE)

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 NORCROSS, GEORGIA 30092
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REVISION DATES	

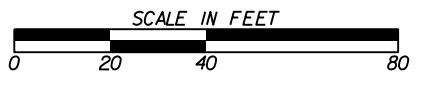
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LANIER DRIVE SIDEWALKS			
CHECKED:	DATE:	DRAWING No.	
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CORRECTED:	DATE:		
VERIFIED:	DATE:		



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	

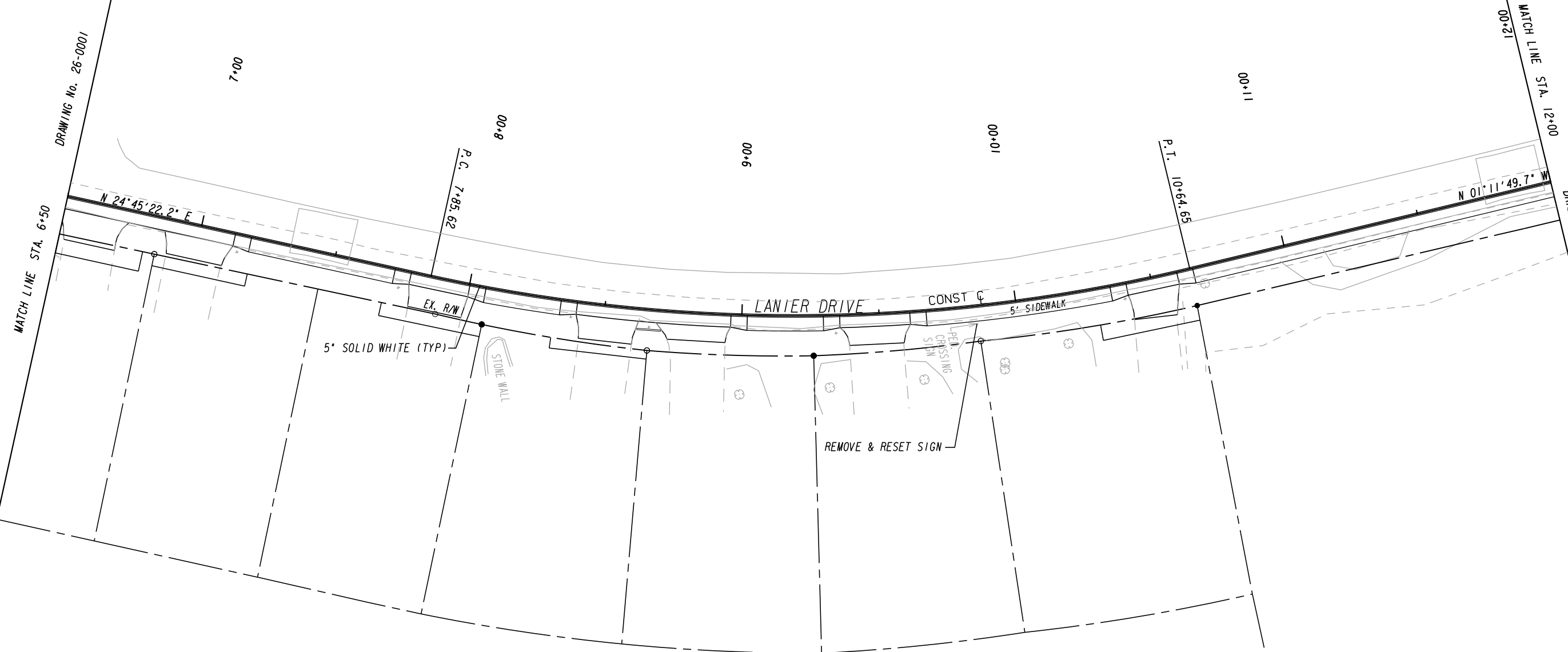
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LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

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 NORCROSS, GEORGIA 30092
 (770) 263-9116

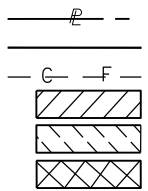


REVISION DATES	

SIGNING AND MARKING PLANS			
LANIER DRIVE SIDEWALKS			
CHECKED:	DATE:	DRAWING No.	
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CORRECTED:	DATE:		
VERIFIED:	DATE:		

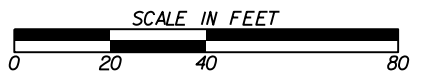


PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES



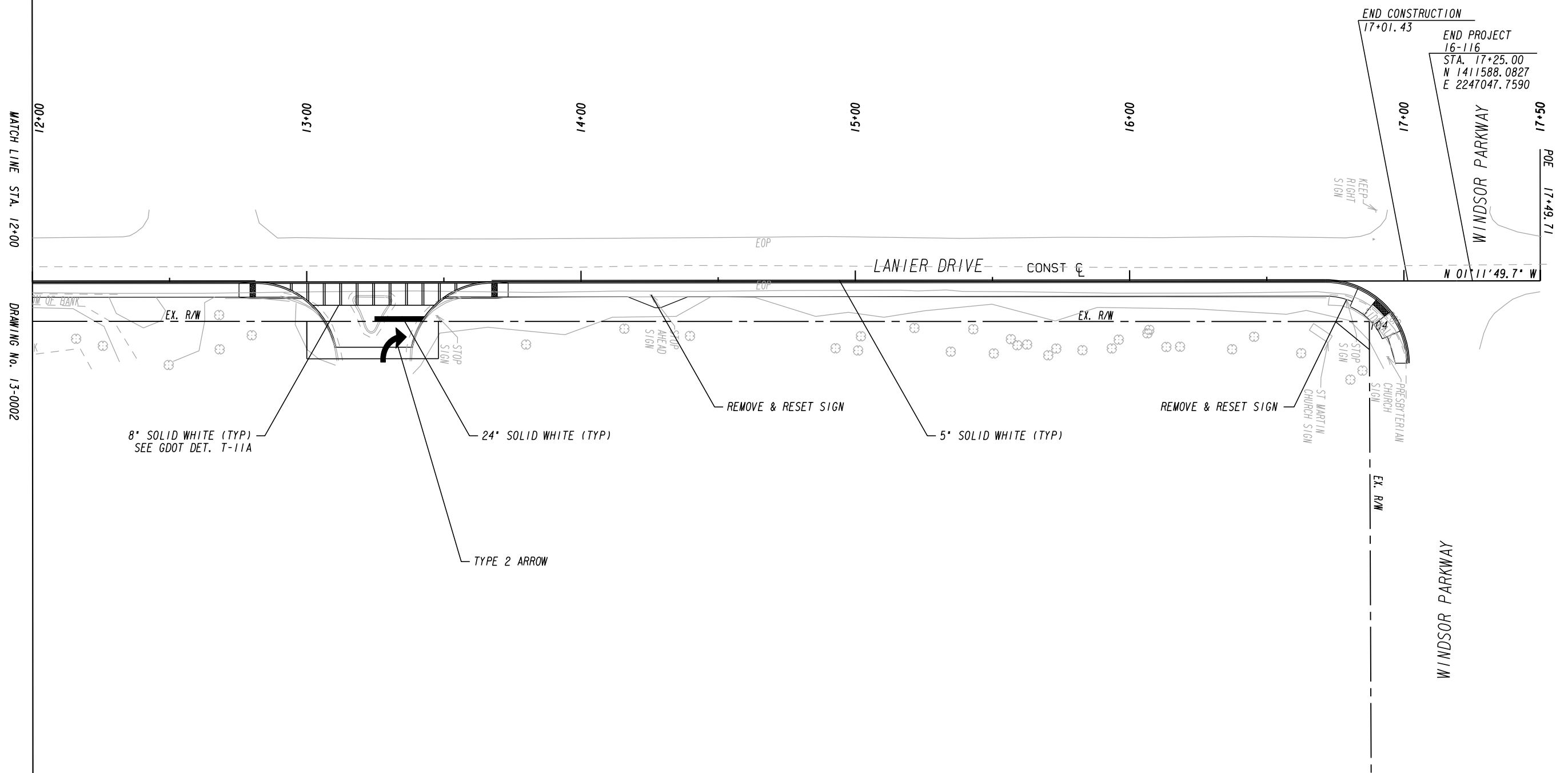
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 LIMIT OF ACCESS
 REQ'D R/W & LIMIT OF ACCESS
 ORANGE BARRIER FENCE
 ESA - ENV. SENSITIVE AREA
 (SEE ERIT TABLE)

Michael Baker
 INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9116



REVISION DATES	

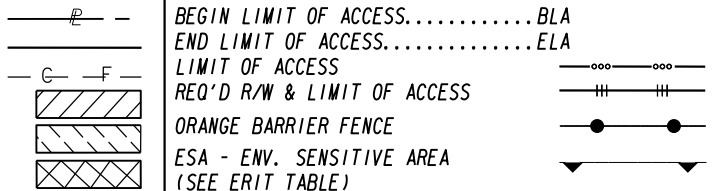
SIGNING AND MARKING PLANS LANIER DRIVE SIDEWALKS			
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DRAWING No.			26-0002



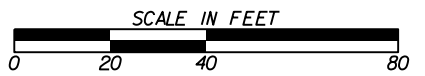
MATCH LINE STA. 12+00
DRAWING No. 13-0002

END CONSTRUCTION
17+01.43
END PROJECT
16-116
STA. 17+25.00
N 1411588.0827
E 2247047.7590
WINDSOR PARKWAY
N 01°11'49.7" W
FOE 17+49.71

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



Michael Baker
 INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9118



REVISION DATES	

SIGNING AND MARKING PLANS LANIER DRIVE SIDEWALKS			
CHECKED:		DATE:	
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VERIFIED:		DATE:	
DRAWING No.			26-0003

DEPARTMENT OF PUBLIC WORKS CITY OF BROOKHAVEN

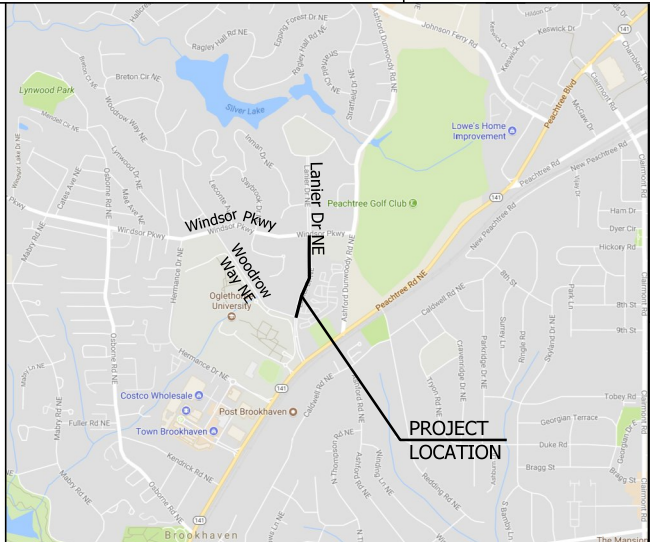
EROSION, SEDIMENTATION, & POLLUTION CONTROL PLAN LANIER DRIVE SIDEWALKS CITY OF BROOKHAVEN PROJECT NUMBER 16-116

"I certify that this Erosion, Sedimentation and Pollution Control Plan has been prepared in accordance with Part IV, of the General NPDES Permit No. GARI00002."

"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. GARI00002."

"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. GARI00002, 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."



LOCATION SKETCH

24 HOUR CONTACT:

HARI KARIKARAN

NAME

404-637-0500

PHONE NUMBER

HARI.KARIKARAN@BROOKHAVENGA.GOV

E-MAIL

PRIMARY PERMITTEE:

CITY OF BROOKHAVEN

NAME

4362 PEACHTREE ROAD, BROOKHAVEN, GA 30319

ADDRESS

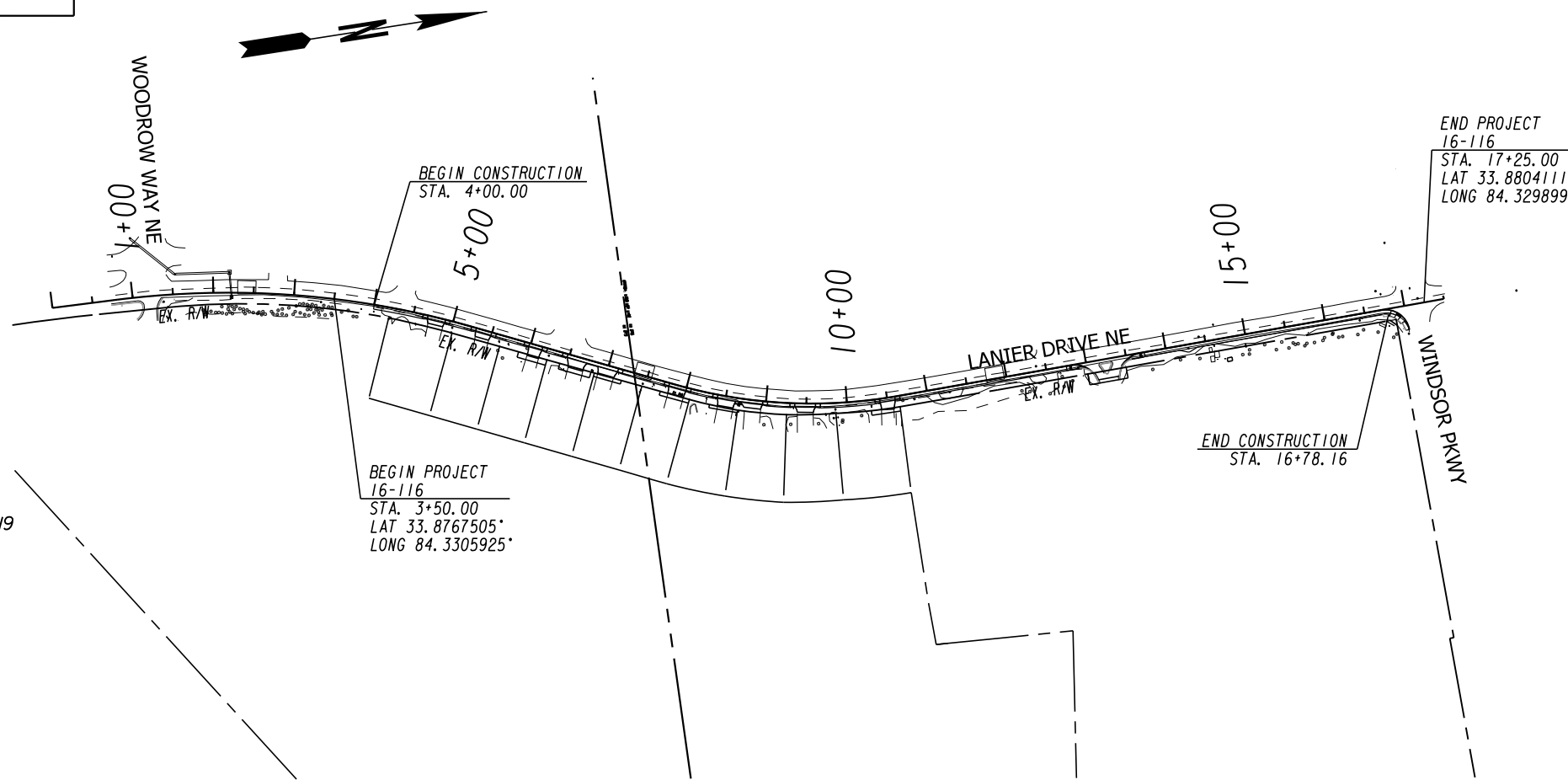
404-637-0500

PHONE NUMBER

Michael Baker

INTERNATIONAL

420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
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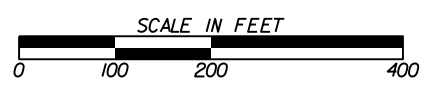
MID-POINT COORDINATES
STA. 10+50.00
LAT 33.8785565°
LONG 84.3298502°

BENJAMIN C CLOPPER, PE, GSWCC LEVEL II Certification *000000088

NOTE :
ALL WORK TO BE DONE IN ACCORDANCE WITH STANDARD SPECIFICATIONS OF THE DEPARTMENT OF TRANSPORTATION OF GEORGIA CURRENT EDITION AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.

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.

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.



LENGTH OF PROJECT	GDOT COUNTY No. 089
	MILES
NET LENGTH OF ROADWAY	0.2421
NET LENGTH OF BRIDGES	0.0000
NET LENGTH OF PROJECT	0.2421
NET LENGTH OF EXCEPTIONS	0.0000
GROSS LENGTH OF PROJECT	0.2421

PLANS COMPLETED 1-30-2018				
REVISIONS				
DATE	ENTITY REQUESTING REVISION(S)	DRAWING NUMBER(S)	SIGNATURE	GSWCC LEVEL II CERT.*
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

ESPCP GENERAL NOTES

The escape of sediment from the site shall be prevented by the installation of erosion and sediment control measures and practices prior to land-disturbing activities.

Erosion and sedimentation control measures will be maintained at all times. If full implementation of the approved plan does not provide for effective control, additional erosion and sedimentation control measures shall be implemented to control or treat the sediment source.

PLAN ALTERATIONS

This Erosion, Sedimentation, and Pollution Control Plan (ESPCP) is provided by the Department. It addresses the staged construction of the project on the basis of common construction methods and techniques. If the Contractor elects to alter the staged construction from that shown in the plans or utilize construction techniques that render this plan ineffective, the Contractor shall revise the plans in accordance to Special Provision 161 of the contract.

The Contractor, the Certified Design Professional, and the WECS shall carefully evaluate this plan prior to commencing land-disturbing activities. A major modification or deletion of structural BMP's with a hydraulic component requires a formal revision of the ESPCP and the signature of a GSWCC Level-II Certified Design Professional. Additional BMP's may be added per Special Provision 161-Control of Soil Erosion and Sedimentation.

TEMPORARY MULCHING

EPD General Permit GAR 100002 states that any disturbed area where construction activities have temporarily or permanently ceased shall be stabilized within 14 days of such cessation as soon as practicable with a suitable material listed in Standard Specification (or Special Provision) Sections 163, 700, or 711. However in special cases, the Project Engineer may require the contractor to perform stabilization more often than 14 days.

VEGETATION AND PLANTING SCHEDULE

All temporary and 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 the Department's Standard Specifications (or special provisions) and other applicable contract documents, or landscaping plans.

SEQUENCE OF MAJOR ACTIVITIES

The Contractor is responsible for developing the construction schedule for the project. The construction schedule for this project shall be submitted after the project is awarded along with the NOI. A copy of the construction schedule shall be maintained at the project site.

The project budget includes sufficient funds for the payment of construction exits. The Contractor is responsible for establishing at least one (1) construction exit per the specifications of the construction exit detail included in this ESPCP. To facilitate project logistics, the Contractor is also responsible for selecting the location(s) of the construction exit(s).

The initial BMP installation is shown in stage 0 and this includes all perimeter silt fence controls. This silt fence shall be installed concurrent with clearing and grubbing operations. Intermediate BMP installation is shown in stage 1 and this includes installing mulch, temporary grass, and slope mats. These BMPs shall be installed concurrently with the construction of new header curb, sidewalk, and driveways. The final BMP is shown in stage 2 is the installation of sod. This is noted on the plans as permanent BMPs for final stabilization of that stage.

PETROLEUM STORAGE, SPILLS AND LEAKS

These plans expressly delegate the responsibility of proper on-site hazardous material management to the Contractor. The Contractor shall at a minimum provide an action plan and keep the necessary materials on site for the capture, clean up, and disposal of any petroleum product, or other hazardous material, leaks or spills associated with the servicing, refueling or operation of any equipment utilized at the site. A copy of the action plan shall be submitted to the Project Engineer and maintained on the project site. All personnel operating or servicing equipment shall be familiar with the action plan. The Contractor shall not park, refuel, or maintain equipment within stream buffers.

If the Contractor elects to store petroleum products on site, the Contractor shall prepare an ESPCP addendum that addresses the additional BMPs needed for onsite storage and spill prevention for petroleum products. This plan shall be prepared by a Certified Design Professional as required by GAR100002 for inclusion with these plans. The Contractor's attention is specifically directed to Standard Specification 107-Legal Regulations and Responsibility to the public for additional requirements.

SOIL SERIES INFORMATION

Due to the size and scope of this project and the nature of soil series maps, it is not reasonably practical to delineate the precise locations of the above listed soils on the construction plans. The NRCS soil survey and soil series maps for the project site are also available online at <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>.

POSTCONSTRUCTION BMP'S FOR STORMWATER MANAGEMENT

All permanent postconstruction BMP's are shown in the construction plans and in the ESPCP plan. The postconstruction BMP's for this project consists of vegetation. The postconstruction BMP's will provide permanent stabilization of the site and prevent abnormal transportation of sediment and pollutants into receiving waters.

SILT FENCE INSTALLATION WITH J HOOKS AND SPURS

Silt fence should never be run continuously. The silt fence should turn back into the fill or slope to create small pockets that trap silt and force stormwater to flow through the silt fence. This technique is called using J hooks (or spurs). The J hooks shall be utilized on all silt fences that are located around the perimeter of the project and along the toe of embankments or slopes. The J hooks shall be spaced in accordance with GDOT Construction Detail D-24C. The maximum J-hook spacing is reached when the top of the J hook is at the same elevation as the bottom of the immediately upgradient J hook. J Hooks shall be paid for as silt fence items per linear foot. All costs and other incidental items are included in cost of installing and maintaining the silt fence.

SITE STABILIZATION AND BMP MAINTENANCE MEASURES

See the Department's Standard Specifications (or Special Provisions) 161, 163, 165, 700, 711, and other contract documents for stabilization and maintenance measures.

WASTE DISPOSAL

Where attainable, locate waste collection areas, dumpsters, trash cans and portable toilets at least 50 feet away from streets, gutters, watercourses and storm drains. Secondary containment shall be provided around liquid waste collection areas to minimize the likelihood of contaminated discharges. The Contractor shall comply with applicable state and local waste storage and disposal regulations and obtain all necessary permits. Solid materials, including building materials, shall not be discharged to Waters of the State, unless authorized by a Section 404 Permit.

NONSTORMWATER DISCHARGES

Nonstormwater discharges defined in Part III.A.2 of the NPDES Permit will be identified after construction has commenced. These discharges shall be subject to the same requirements as storm water discharges required by the Georgia Erosion and Sedimentation Control Act, the NPDES Permit, the Clean Water Act, the Manual for Erosion and Sediment Control in Georgia, Department Standards, and other contract documents. The NPDES does not authorize the discharge of soaps or solvents used in vehicle and equipment washing or the discharge of wastewater containing sludge, paint, oils, curing compounds, and other construction materials.

INSPECTIONS

The primary permittee (GDOT) must retain the design professional who prepared the ESPCP, or an alternative design professional approved by EPD in writing, to inspect the installation of the initial sediment storage requirements and perimeter control BMPs within seven (7) days of installation over the entire infrastructure project. Alternatively, for linear infrastructure projects, the permittee must retain either of these personnel to inspect the initial sediment storage requirements and perimeter control BMPs for the initial segment, as defined by Part IV.A.5. of the current GAR100002 Permit, within seven (7) days of installation and all sediment basins within the entire linear infrastructure project within seven (7) days of installation. The inspecting design professional shall report the results to the primary permittee within seven (7) days, and the permittee must correct all deficiencies within two (2) business days of receipt of the inspection report, unless on-site weather conditions are such that more time is required. Additionally, the Department's Construction Project Engineer will be responsible for all subsequent seven-day inspections for all new BMP installations.

All other inspections shall be documented on the appropriate Department inspection forms. See Standard Specification (or Special Provision) 167 and other contract documents for inspection requirements. These inspections shall continue until the Notice of Termination (NOT) is submitted.

Failure to perform inspections as required by the contract documents and the NPDES permit shall result in the cessation of all construction activities with the exception of Traffic Control and Erosion Control. Continued failure to perform inspections shall result in non-refundable deductions as specified in the contract documents.

DEWATERING AND PUMPING ACTIVITIES

Any pumped discharge from an excavation or disturbed area shall be routed through an appropriately sized sediment basin, silt filter bag, or shall be treated equivalently with suitable BMP's. The contractor shall ensure the post BMP treated discharge is sheet flowing. Failure to create sheet flow will obligate the contractor to perform water quality sampling of pumped discharges. The contractor shall prepare sampling plans in accordance with the current GAR100002 NPDES permit by utilizing a Certified Design Professional. No separate payment will be made for water quality sampling of pump discharges.

OTHER CONTROLS

The Contractor shall follow this ESPCP and ensure and demonstrate compliance with all applicable State and/or local regulations for waste disposal, sanitary sewer and septic systems, and petroleum storage.

The Contractor shall control dust from the site in accordance with Section 161 of the current edition of the Department's Standard Specifications.

RETENTION OF RECORDS

The Department will retain all records related to the implementation of this ESPCP in accordance with Part IV.F of the General Permit GAR100002.

SEDIMENT STORAGE

The site has a total disturbed area of 0.44 acres. The following table summarizes the required and available sediment storage for every outfall on this project. The Contractor shall provide and maintain the storage volumes for the BMP's specified in this table.

Location	Total Drainage Area (acres)	Disturbed Area (acres)	Required Sediment Storage Volume (ydf)	Total Storage Volume Provided (ydf)	Sediment Basins		Check Dam (# yd ³ /each)		Inlet Sediment Traps (# yd ³ /each)		Silt Gates (# yd ³ /each)		Silt Fence (0.3 yd ³ /ft)	
					Basin #	Total Volume (yd ³)	# of Devices	Total Volume (yd ³)	# of Devices	Total Volume (yd ³)	# of Devices	Total Volume (yd ³)	Length of Fence (ft)	Total Volume (yd ³)
Outfall 1	0.69	0.17	46.23	141									470	141
Outfall 2	6.15	0.26	412.05	108									360	108
Total Sheet Flow	0	0	0	0									0	0

To prevent runoff from bypassing inlet sediment traps, a temporary sump shall be installed around all inlet sediment traps that are not located in a low point or an excavated sump. Construct temporary sumps in accordance with Construction Detail D-24C. Temporary sumps shall be installed in a manner that ensures stormwater does not bypass the inlet. The Contractor may submit alternate temporary containment berm designs to the Project Engineer for approval.

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV



NTS

REVISION DATES				ESPCP GENERAL NOTES			
				LANIER DRIVE SIDEWALKS			
CHECKED:		DATE:		DRAWING No.			
BACKCHECKED:		DATE:		51-0001			
CORRECTED:		DATE:					
VERIFIED:		DATE:					

TEMPORARY SEDIMENT BASIN DETAILS:

No temporary sediment basins are used on this project in order to limit impacts to adjacent developed properties.

USE OF ALTERNATIVE AND/OR ADDITIONAL BMPs:

No alternative or additional BMPs will be used on this project.

DISCHARGES INTO OR WITHIN ONE LINEAR MILE UPSTREAM OF AND WITHIN THE SAME WATERSHED AS ANY PORTION OF A BIOTA IMPAIRED STREAM SEGMENT

All outfalls are either located further than 1 linear mile upstream or outside of the watershed of an impaired stream segment that has been listed for criteria violated, 'Bio F' (impaired fish community) and/or 'Bio M' (impaired macro invertebrate community), within Category 4a, 4b or 5, and the potential cause is either 'NP' (nonpoint source) or 'UR' (urban runoff).

READY MIX CHUTE WASH DOWN

The washing of ready-mix concrete drums and dump truck bodies used in the delivery of Portland cement concrete is prohibited on this site.

In accordance with Standard Specification 107: Legal Regulations and Responsibility to the Public, only the discharge chute utilized in the delivery of Portland cement concrete may be rinsed free of fresh concrete remains. The Contractor shall excavate a pit outside of State water buffers, at least 25 feet from any storm drain and outside of the travelled way, including shoulders, for a wash-down pit. The pit shall be large enough to store all wash-down water without overtopping. Immediately after the wash-down operations are completed and after the wash-down water has soaked into the ground, the pit shall be filled in, and the ground above it shall be graded to match the elevation of the surrounding areas. Alternate wash-down plans must be approved by the Project Engineer.

Wash-down plans describe procedures that prevent wash-down water from entering streams and rivers. Never dispose of wash-down water down a storm drain. Establish a wash-down pit that includes the following: (1) a location away from any storm drain, stream, or river, (2) access to the vehicle being used for wash down, (3) sufficient volume for wash-down water, and (4) permission to use the area for wash down.

On sites where permission or access to excavate a wash-down pit is unavailable, the Contractor may have to wash-down into a sealable 55-gallon drum or other suitable container and then transport the container to a proper disposal site. For additional information, refer to the Georgia Small Business Environmental Assistance Program's "A Guide for Ready Mix Chute/Hopper Wash-down".

STATE-WATER BUFFER IMPACTS

State-water buffers, as defined by O.C.G.A. 12-7-1, are not impacted by this project.

Non-exempt activities shall not be conducted within the 25- or 50-foot undisturbed stream buffers as measured from the point wrested vegetation or within 25-feet of the coastal marshland buffer as measured from the Jurisdictional Determination Line without first acquiring the necessary variances and permits.

No state buffered waters may be impacted by this project.

PROJECT
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24 HOUR CONTACT
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404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV



NTS

REVISION DATES

ESPCP GENERAL NOTES
LANIER DRIVE SIDEWALKS

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CORRECTED:		DATE:		
VERIFIED:		DATE:		

PROJECT
NO. 0162071
PROJECT
NO. 0162071
PROJECT
NO. 0162071

SAMPLING GENERAL NOTES

Representative sampling may be utilized on this project as explained here. The individual outfall drainage basins along the project corridor have been carefully evaluated and compared on the basis of four characteristics: the type of construction activity, the disturbed acreage, the average slope about the outfall, and the soil erosion index 0-10, 10 being the most erodible soil. The construction activity types are new road on fill, new road in cut, road widening, and maintenance/safety. The disturbed area classes are less than or equal to 1 acre, greater than 1 acre to less than 2 acres, and equal to or greater than 2 acres. The average outfall slope is mild if it is equal to or less than 0.03, and steep if it is greater than 0.03. The soil erosion index is low if it is less than or equal to 5 and high if it is greater than 5. After evaluation of these characteristics as presented in the project's drainage area map, hydrology and hydraulic studies, construction plans, geotechnical soil survey, and erosion sedimentation and pollution control plans, the Department has determined that the representative sampling scheme shown below is valid for the duration of the project. The table shows the groups of similar outfall drainage basins.

The increase in turbidity at the specified locations in the table below will be representative of the alternate outfall drainage basins when similar outfall drainage basins exist. Approved primary and alternate representative sampled features are identified in the table below.

Note: The Total site area is 1.01 acres.											Representative Sampling Scheme				
SAMPLING INFORMATION											OUTFALL CHARACTERISTICS				
Primary Sampled Feature	Location (Station and Offset)	Name of Receiving Water	Applicable Construction Stage for Sampling	Sampling Type (Outfall or Receiving water)	Drainage Area for Receiving Water (mi ²)	Upstream Disturbed Area (acres)	Warm or Cold Water Stream	Appendix B NTU Value (Outfall Sampling only)	Allowable NTU Increase (Receiving water sampling only)	Location Description	Construction Activity	Disturbed Area (acres)	Average Outfall Slope (Rise/Run)	Soil Erosion Index	Represented Outfall Drainage Basins
1	17+01, 30' RT	Silver Lake	ALL	Outfall	0.6	N/A	Warm	75	N/A	Gutter Line	New Sidewalk	0.26	0.02		1
2	4+00, 0' RT	Unnamed Trib. To Little Nancy Creek	ALL	Outfall	0.2	N/A	Warm	75	N/A	Gutter Line	New Sidewalk	0.17	0.03		2

The primary sampled features specified should be used as the initial sampling locations. An alternate sampled feature may be used if additional sampling is required or to replace a primary sampled feature that is no longer located within the active phase of construction.

WATER QUALITY INSPECTING AND SAMPLING PROCEDURES

See Special Provision 167 and other contract documents for the inspecting and sampling procedures.

RIPRAP OUTLET PROTECTION

No outlet protection is required on this project.

CHANNEL PROTECTION

No channel protection is required on this project.

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV



NTS

REVISION DATES

ESPCP GENERAL NOTES
LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	51-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

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CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ss	SLOPE STABILIZATION CONSTRUCTION DETAIL D-35 SECTION 716		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.
		PATTERN 	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		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.
		SYMBOL 	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		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.
		SYMBOL 	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		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.
		SYMBOL 	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		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 SPLASHPAD. PROPER STAKING IS ALSO REQUIRED FOR DITCH APPLICATIONS.
		SYMBOL 	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		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.
		SYMBOL 	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-1	VEGETATED CHANNEL STABILIZATION SECTION 700		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.
		LINE CODE 	TYPICALLY NOT SHOWN IN PLANS.
Ch-2R1	CHANNEL STABILIZATION RIP-RAP, TYPE 1 CONSTRUCTION DETAIL D-49 SECTION 603		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 1 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.
		LINE CODE 	'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		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.
		LINE CODE 	'Dp' SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

NOTE:

- DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
- 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 2 OF 7

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

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES	

EROSION CONTROL LEGEND
LANIER DRIVE SIDEWALKS

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CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T1	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		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.
	LINE CODE		
Ch-2T2	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		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.
	LINE CODE		
Ch-2T3	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		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.
	LINE CODE		
Ch-2T4	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		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.
	LINE CODE		
Ch-2T5	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		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.
	LINE CODE		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T6	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		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.
	LINE CODE		
Ch-3	CONCRETE CHANNEL STABILIZATION CONSTRUCTION DETAIL D-10, D-49 SECTION 441		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.
	LINE CODE		
Co	CONSTRUCTION EXIT CONSTRUCTION DETAIL D-41 SECTION 163, 800		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.
	SYMBOL		
Dc-A	STREAM DIVERSION CHANNEL GEOTEXTILE, POLYETHYLENE FILM 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 OR POLYETHYLENE FILM. INSTALL TWO ROWS OF Sd1-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.
	LINE CODE		

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NO SCALE

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3/2/2017		UNIFORM CODE SHEET	
		SHEET 3 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0003	

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES		EROSION CONTROL LEGEND	
		LANIER DRIVE SIDEWALKS	
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0003	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION	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 Sd1-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.	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				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 Sd1-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.	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				LINE CODE		
D1-1	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 "Dn1" OR CATCHMENT AREAS AND ON ALL GRADING PROJECTS.	Dn2-1	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP1, 9017 J 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				LINE CODE		
D1-2	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.	Dn2-2	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP2, 9017 J 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				LINE CODE		
Dn1	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						

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GDOT NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 4 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/18
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No. 52-0004	

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES		EROSION CONTROL LEGEND	
		LANIER DRIVE SIDEWALKS	
CHECKED:		DATE:	
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		DRAWING No. 52-0004	

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CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION		CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING CONSTRUCTION DETAIL D-46 SECTION 163		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.		Rt-B	RETROFITTING SLOTTED BOARD DAM CONSTRUCTION DETAIL D-45 SECTION 163		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.
	SYMBOL 					SYMBOL 		
Rd	ROCK FILTER DAM CONSTRUCTION DETAIL D-43 SECTION 163, 603		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.		Rt-Sg1 Rt-Sg2 Rt-Sg3	RETROFITTING SILT CONTROL GATES CONSTRUCTION DETAIL D-20 SECTION 163		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
	SYMBOL 					SYMBOL 		
Rd-B	STONE FILTER BERM CONSTRUCTION DETAIL D-50 SECTION 163, 603		STONE FILTER DAMS 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.		SdI-NS	SEDIMENT BARRIER (NON-SENSITIVE) SILT FENCE TYPE A CONSTRUCTION DETAIL D-24 SECTION 171		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.
	LINE CODE 					LINE CODE 		
Rp	RIP-RAP SECTION 603		RIP-RAP IS A FLEXIBLE PERMANENT BLANKET FOR PROTECTION OF FILL SLOPES AND BRIDGE END ROLLS. RIP-RAP TYPE-1 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.		SdI-S	SEDIMENT BARRIER (SENSITIVE) SILT FENCE TYPE C CONSTRUCTION DETAIL D-24 SECTION 171		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.
	PATTERN 					LINE CODE 		
Rt-P	RETROFITTING PERFORATED HALF-ROUND PIPE CONSTRUCTION DETAIL D-44 SECTION 163		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.					
SYMBOL 								

NOTE:

- DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
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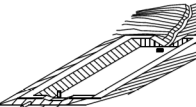
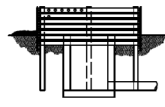
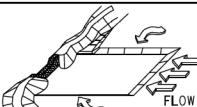

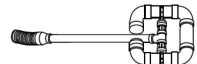
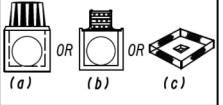
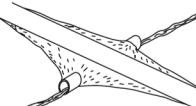

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REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 5 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0005	

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES		EROSION CONTROL LEGEND	
		LANIER DRIVE SIDEWALKS	
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0005	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION	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.	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.
	LINE CODE * * * Sd1-BB * * *					SYMBOL Sd3	
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.	Sd4-C	ROCK OUTLET TEMPORARY SEDIMENT TRAP CONSTRUCTION DETAIL D-53 SECTION 163		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 Sd2-B				SYMBOL Sd4-C	
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.	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 Sd2-Bg				SYMBOL Sk	
Sd2-F	INLET SEDIMENT TRAP (FILTER FABRIC) CONSTRUCTION DETAIL D-42 SECTION 163		(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.	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 Sd2-F				SYMBOL Sr	
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					

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NO SCALE

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		52-0006	

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
1770 263-9118

REVISION DATES		EROSION CONTROL LEGEND	
		LANIER DRIVE SIDEWALKS	
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		DRAWING No.	
		52-0006	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION	CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
St	STORM DRAIN OUTLET PROTECTION GA. STD. 1125 & 2332		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.	Sd2-P			CONCRETE BLOCKS WRAPPED IN FILTER FABRIC USED TO PROTECT INLETS WHERE PAVEMENT IS PRESENT AROUND THE INLET. NOT TO BE USED ALONG ACTIVE ROADWAYS.
		SYMBOL 					
St-Rp	STORM DRAIN OUTLET PROTECTION (RIP-RAP) CONSTRUCTION DETAIL D-55 SECTION 603		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.				
		PATTERN 					
Su	SURFACE ROUGHENING SERRATED SLOPES CONSTRUCTION DETAIL S-7 SECTION 205		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.				
		LINE CODE 					
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170		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.				
		LINE CODE 					
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170		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.				
		LINE CODE 					

NOTE:
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NO SCALE

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3/2/2017		UNIFORM CODE SHEET	
		SHEET 7 OF 7	
CHECKED:	D. EARLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No. 52-0007	

24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

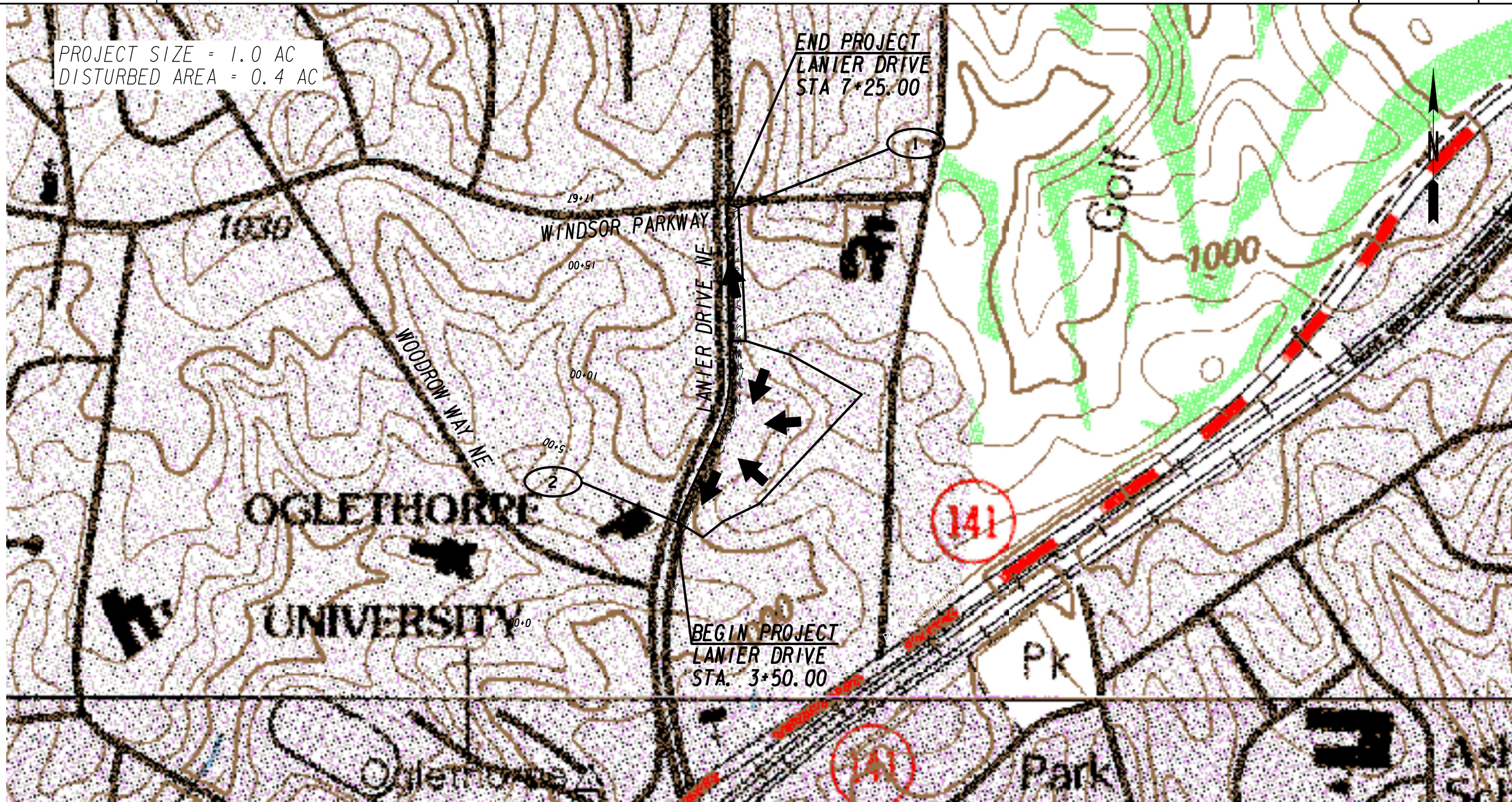
Michael Baker
 INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9118

REVISION DATES		EROSION CONTROL LEGEND	
		LANIER DRIVE SIDEWALKS	
CHECKED:		DATE:	
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VERIFIED:		DATE:	
		DRAWING No. 52-0007	

PROJECT SIZE = 1.0 AC
DISTURBED AREA = 0.4 AC

END PROJECT
LANIER DRIVE
STA 7+25.00

BEGIN PROJECT
LANIER DRIVE
STA. 3+50.00

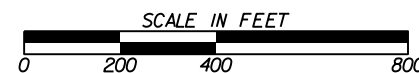


Outfall	STATION	STRUCTURE TYPE	PRE DRAIN AREA (AC)	POST DRAIN AREA (AC)	DISTURB AREA (AC)	RECEIVING WATER	PRE Tc	POST Tc	PRE C	POST C	PRE INTENSITY 50 YEAR	POST INTENSITY 50 YEAR	PRE Q50 (cfs)	POST Q50 (cfs)	PRE INTENSITY 100 YEAR	POST INTENSITY 100 YEAR	PRE Q100 (cfs)	POST Q100 (cfs)	CD PIPE SIZE (IN)	SKEW ANGLE	PRE VEL 50 (fps)	POST VEL 50 (fps)	PRE VEL 100 (fps)	POST VEL 100 (fps)	OUTFALL SLOPE (FT/FT)
1	17+01, 30' RT	GUTTER	0.69	0.69	0.17	SILVER LAKE	10.00	10.00	0.69	0.70	7.685	7.685	3.66	3.71	8.375	8.375	3.99	4.04	N/A	0.00	N/A	N/A	N/A	N/A	0.02
2	4+00, 0' RT	GUTTER	6.15	6.15	0.26	UNNAMED TRIB. TO LITTLE NANCY CREEK	10.00	10.00	0.54	0.54	7.685	7.685	25.46	25.50	8.375	8.375	27.74	27.78	N/A	0.00	N/A	N/A	N/A	N/A	0.03

SHEETFLOW DISTURBED AREA = 0.00 AC

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9168

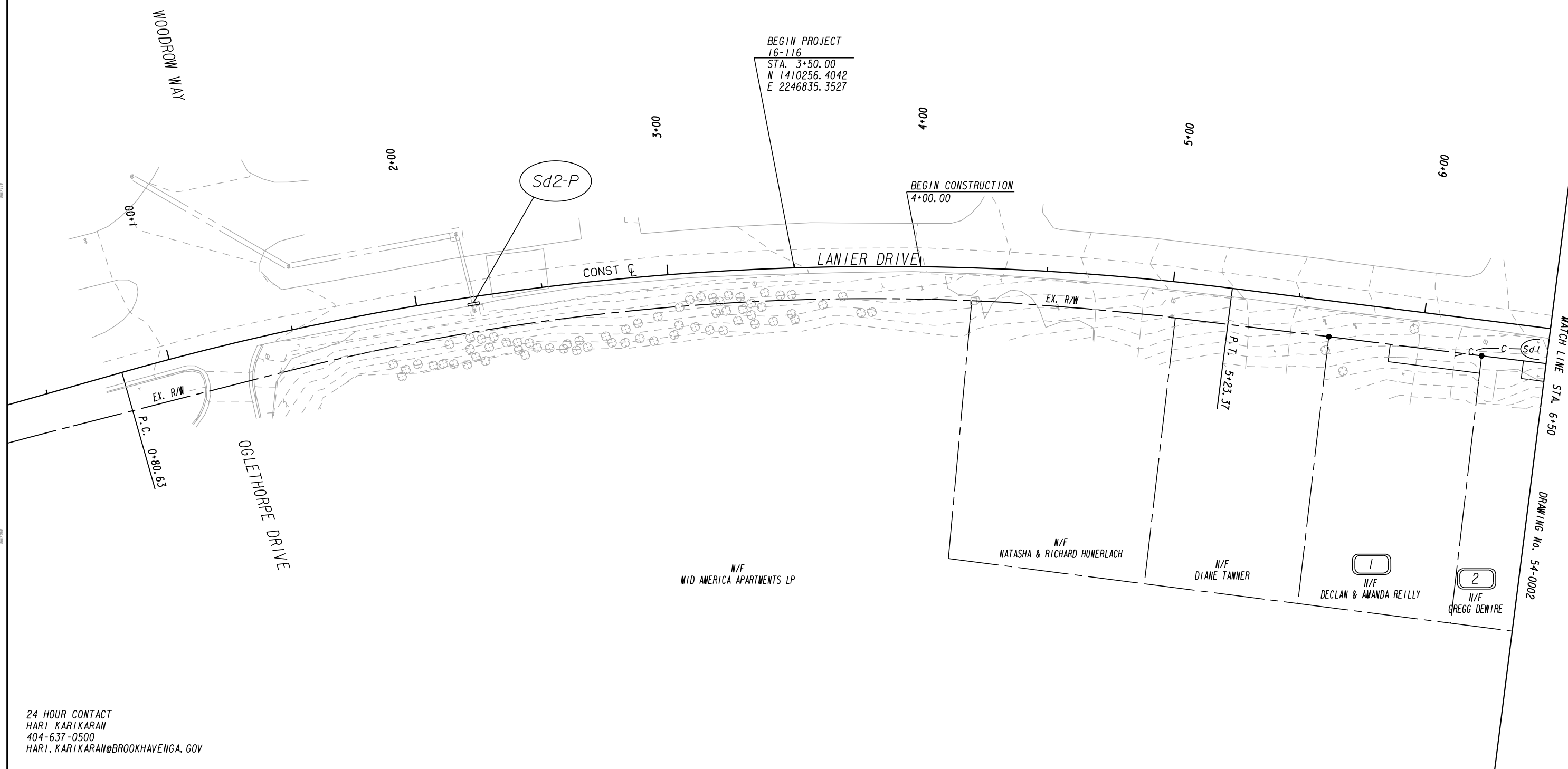


REVISION DATES

EROSION CONTROL DRAINAGE AREA MAP
LANIER DRIVE SIDEWALKS

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	53-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INITIAL STAGE
 I. INSTALL PERIMETER SILT FENCE

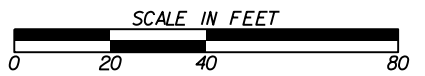


24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

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	

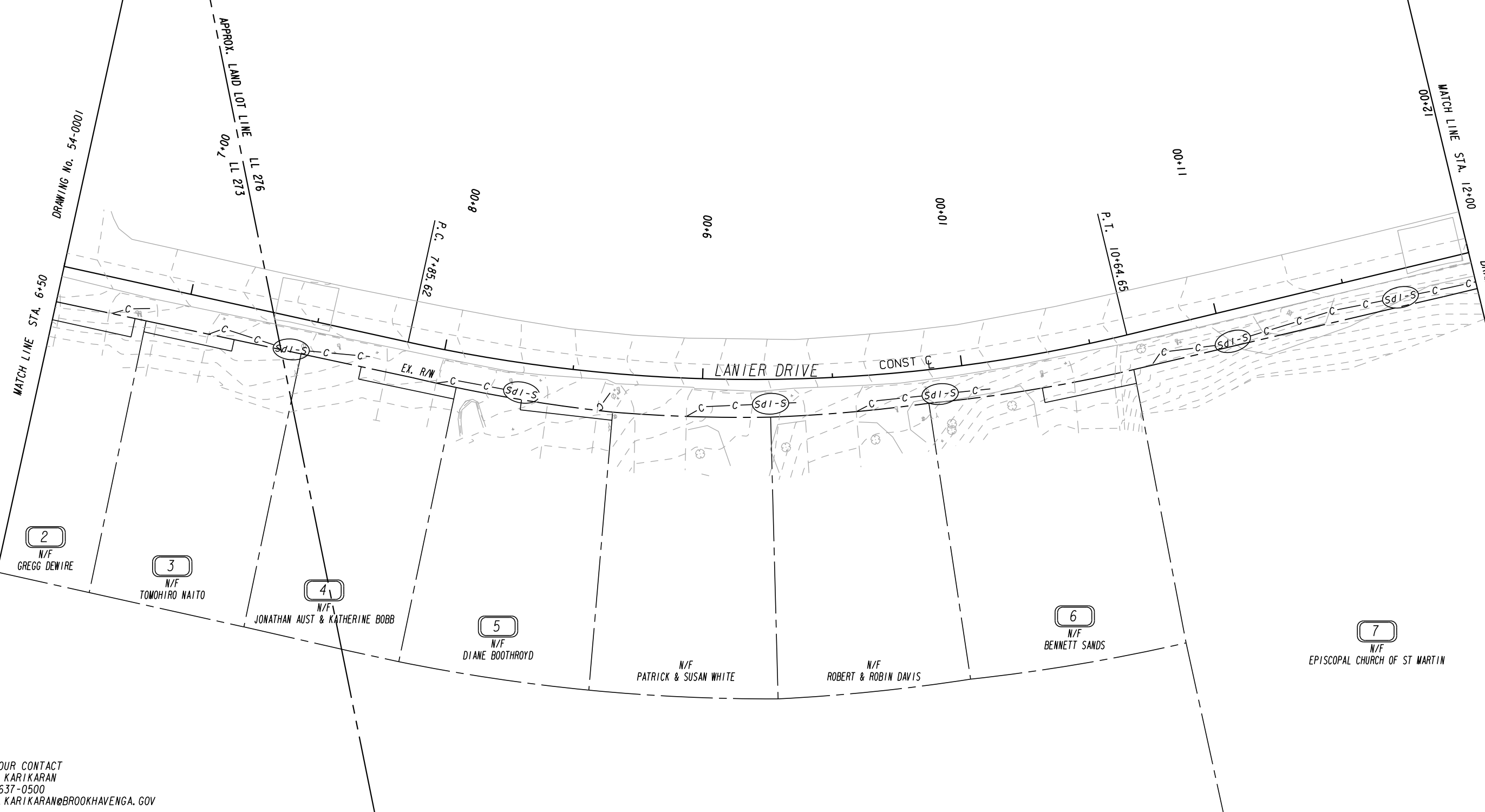
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LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

Michael Baker INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9118



REVISION DATES	

BMP LOCATION DETAILS			
LANIER DRIVE SIDEWALKS			
INITIAL STAGE			
CHECKED:	DATE:	DRAWING No.	
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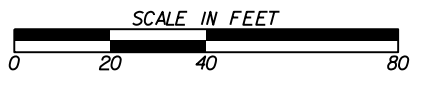


24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

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	

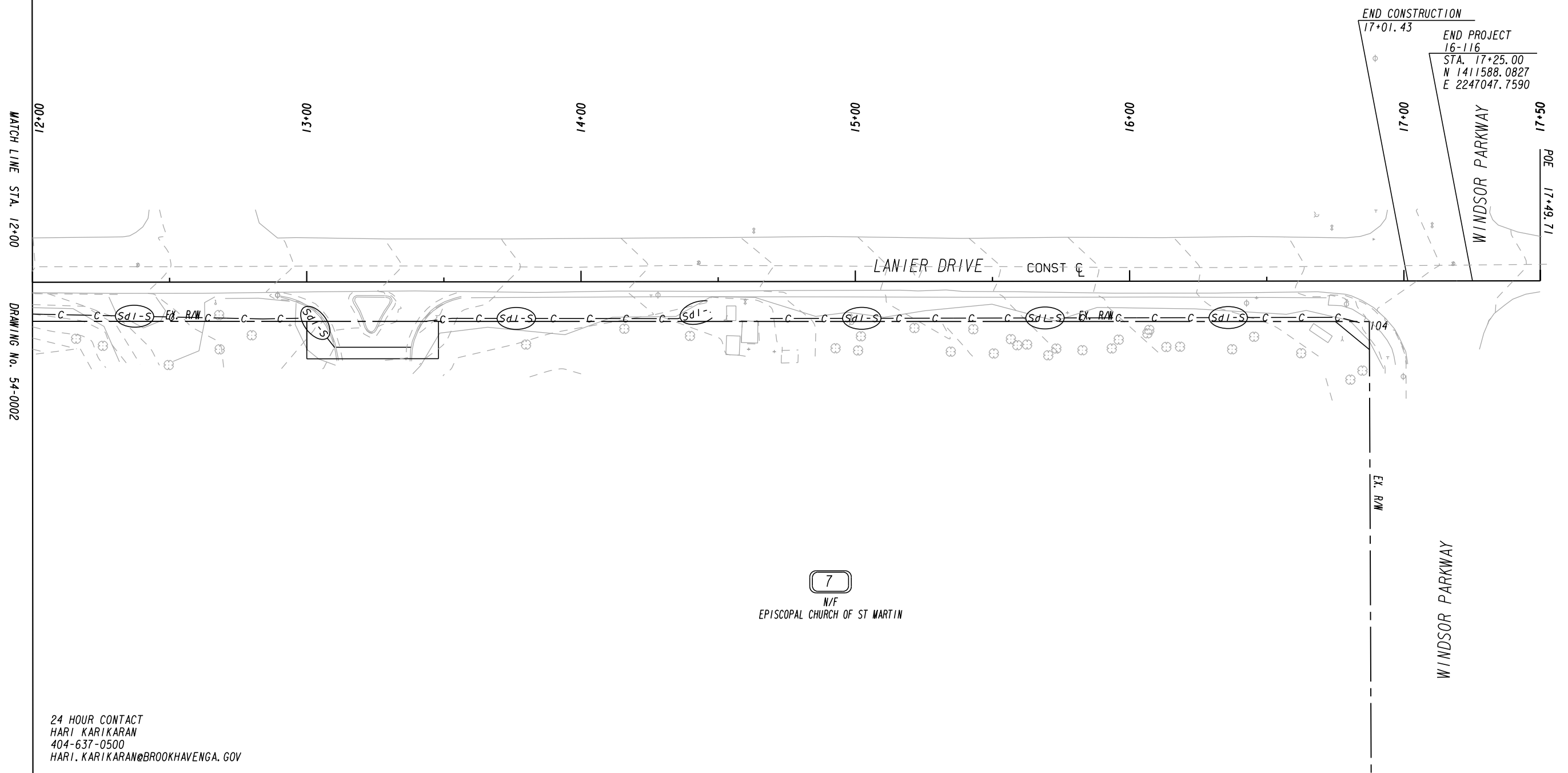
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ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

Michael Baker
 INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9116



REVISION DATES	

BMP LOCATION DETAILS			
LANIER DRIVE SIDEWALKS			
INITIAL STAGE			
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BACKCHECKED:	DATE:	54-0002	
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MATCH LINE STA. 12+00
DRAWING No. 54-0002

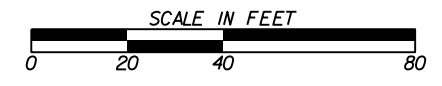
24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

7
 N/F
 EPISCOPAL CHURCH OF ST MARTIN

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	

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

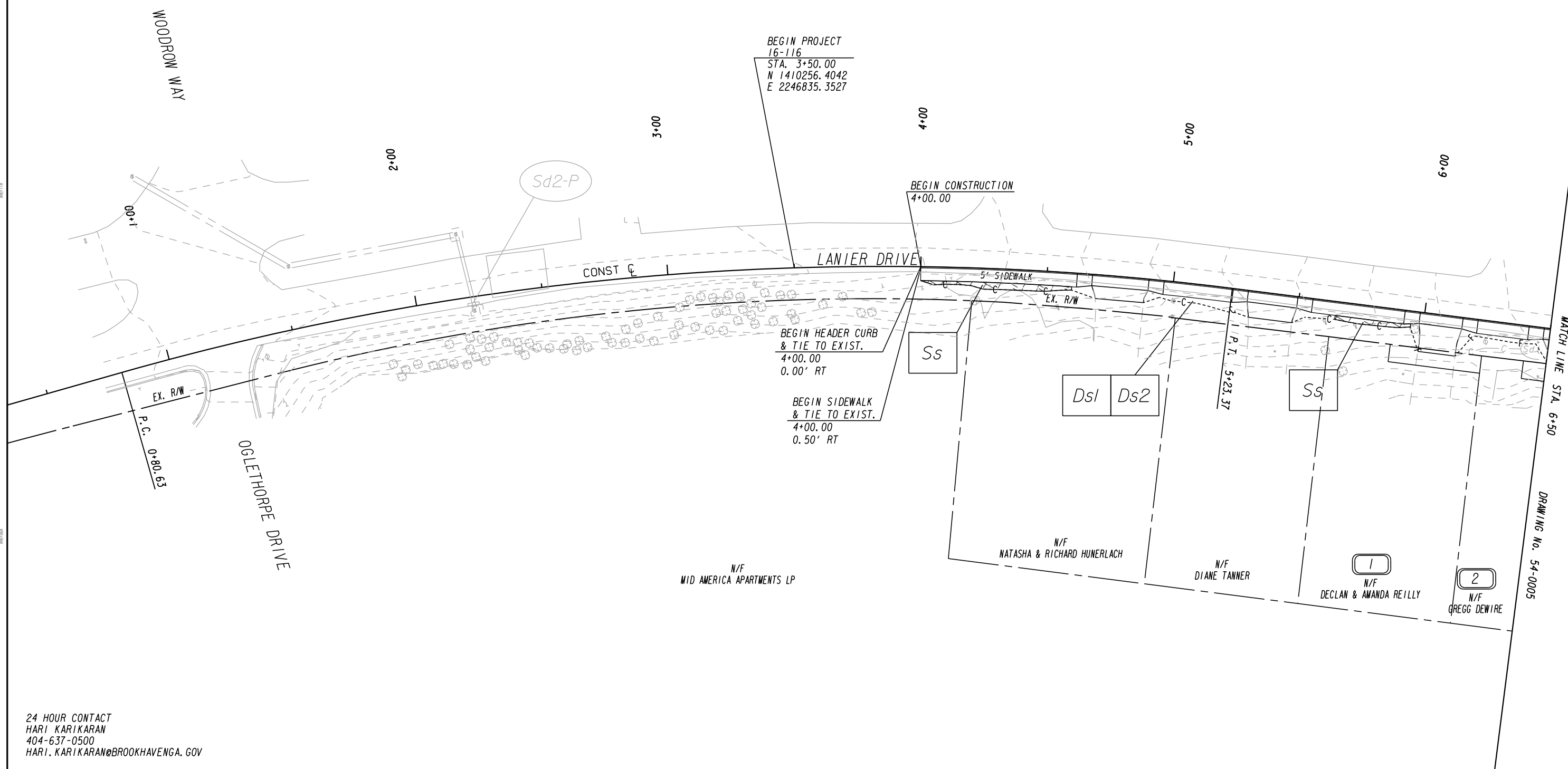
Michael Baker INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9118



REVISION DATES	

BMP LOCATION DETAILS			
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STAGE 1
 1. CONSTRUCT HEADER CURB, SIDEWALK, AND DRIVEWAYS
 2. INSTALL MULCH, TEMPORARY GRASSING, AND SLOPE MATS



24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

PROPERTY AND EXISTING R/W LINE	
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EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

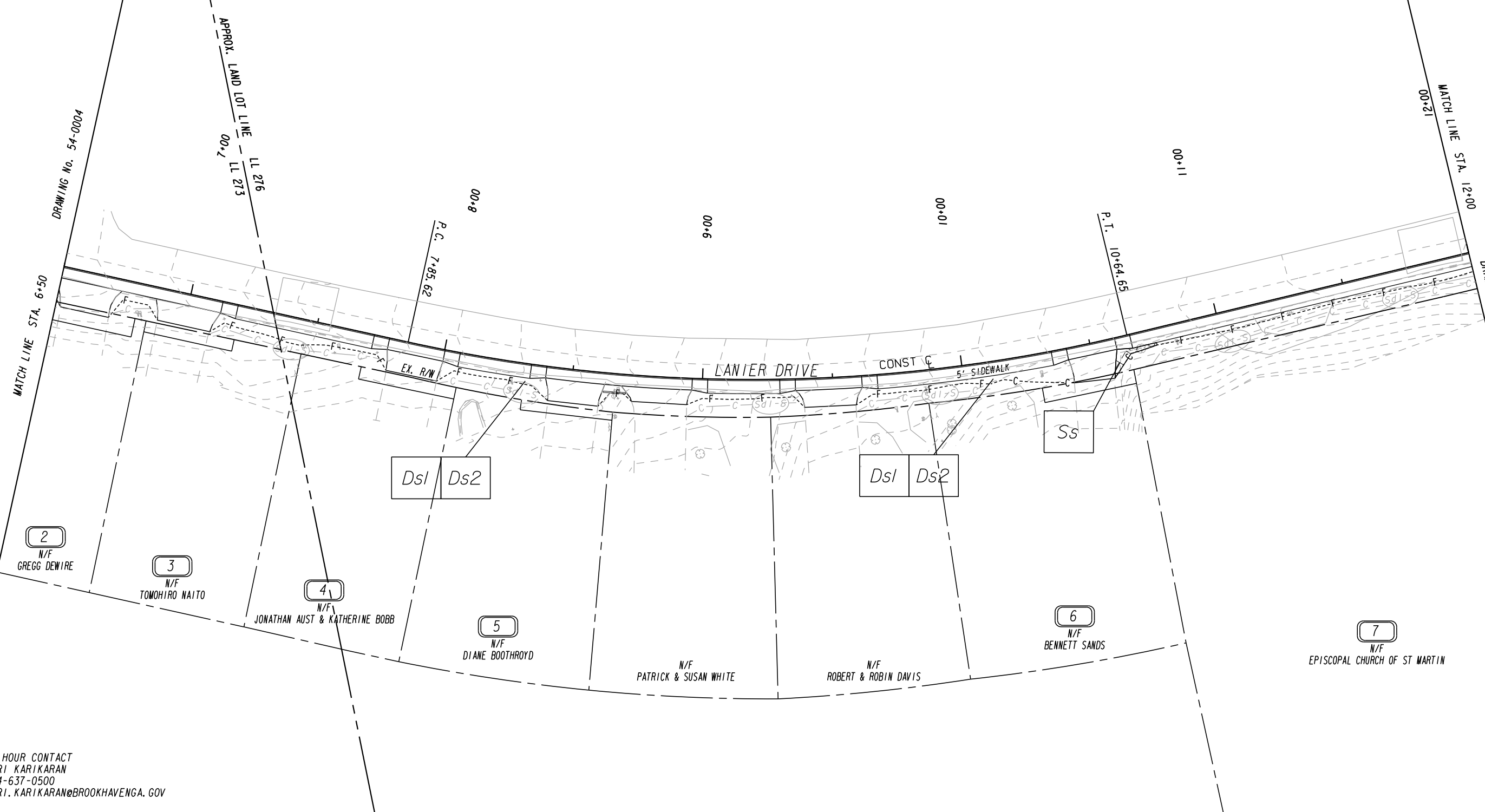
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Michael Baker
 INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9116



REVISION DATES	

BMP LOCATION DETAILS			
LANIER DRIVE SIDEWALKS			
STAGE 1			
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24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

— P —	BEGIN LIMIT OF ACCESS.....BLA
— F —	END LIMIT OF ACCESS.....ELA
— C —	LIMIT OF ACCESS
▨	REQ'D R/W & LIMIT OF ACCESS
▩	ORANGE BARRIER FENCE
▧	ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)
▤	

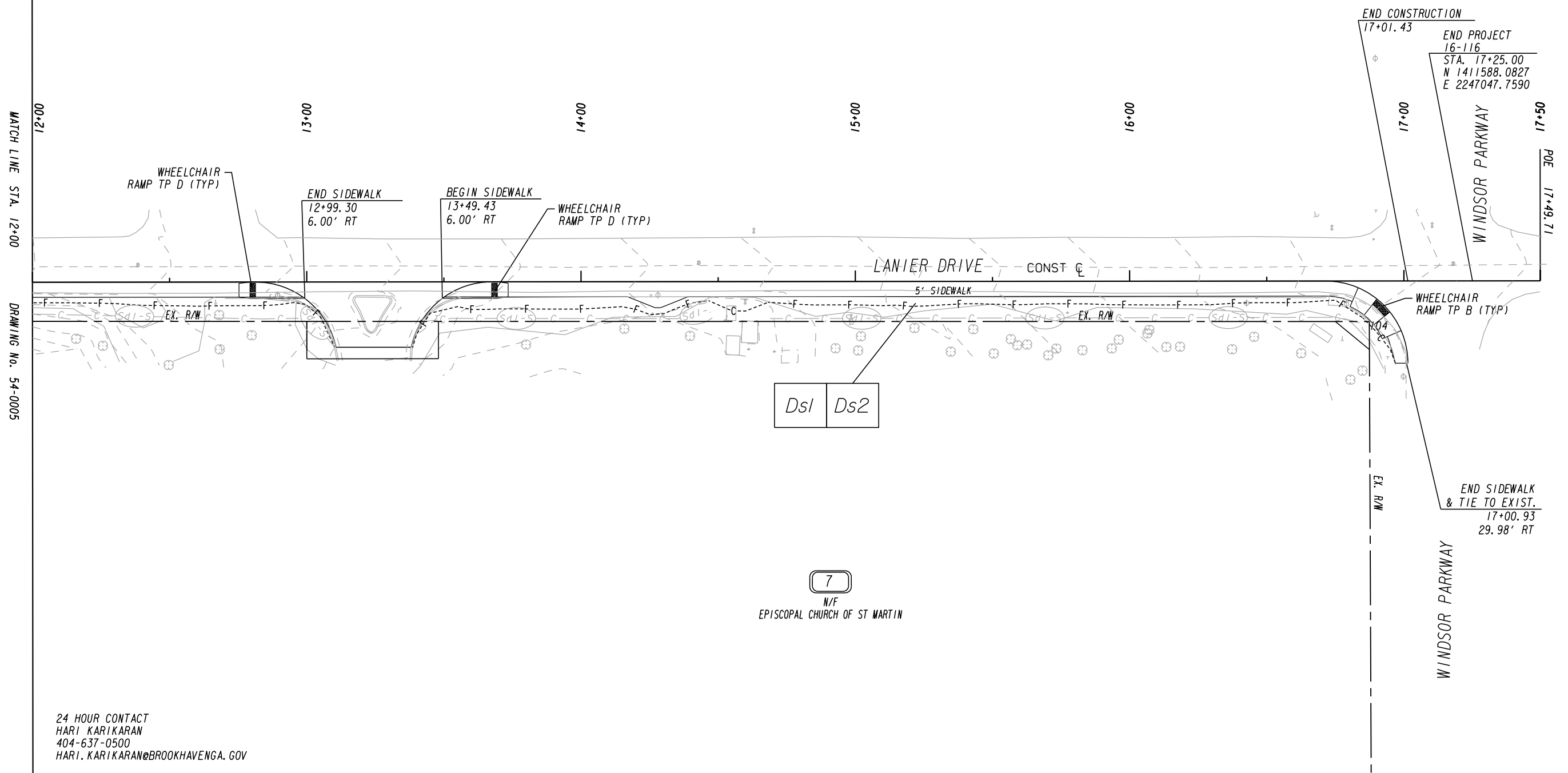
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▨	REQ'D R/W & LIMIT OF ACCESS
▩	ORANGE BARRIER FENCE
▧	ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)
▤	

Michael Baker
 INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9116



REVISION DATES	

BMP LOCATION DETAILS		
LANIER DRIVE SIDEWALKS		
STAGE 1		
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BACKCHECKED:	DATE:	54-0005
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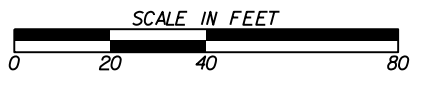


24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

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	

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ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

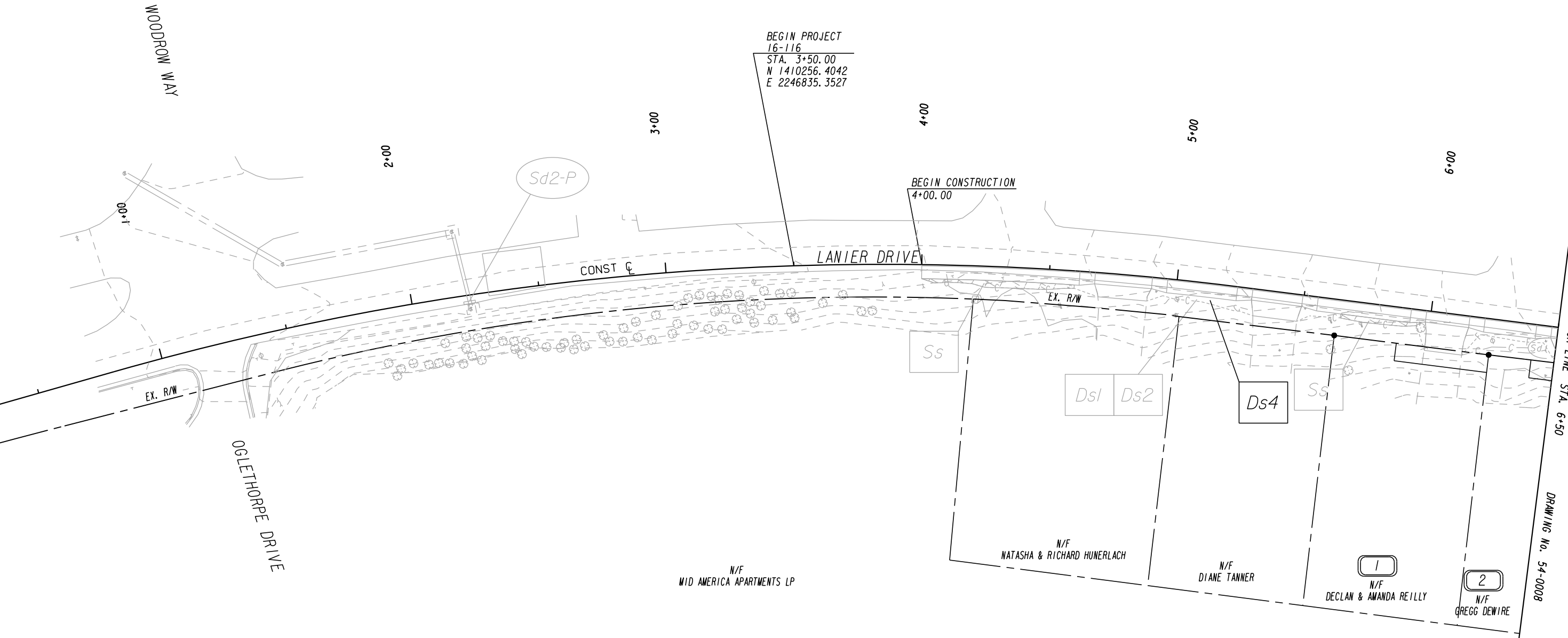
Michael Baker INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9116



REVISION DATES	

BMP LOCATION DETAILS			
LANIER DRIVE SIDEWALKS			
STAGE I			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	54-0006	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

STAGE 2
 I. INSTALL SOD FOR FINAL STABILIZATION

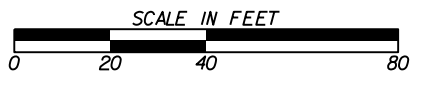


24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

PROPERTY AND EXISTING R/W LINE	
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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)	

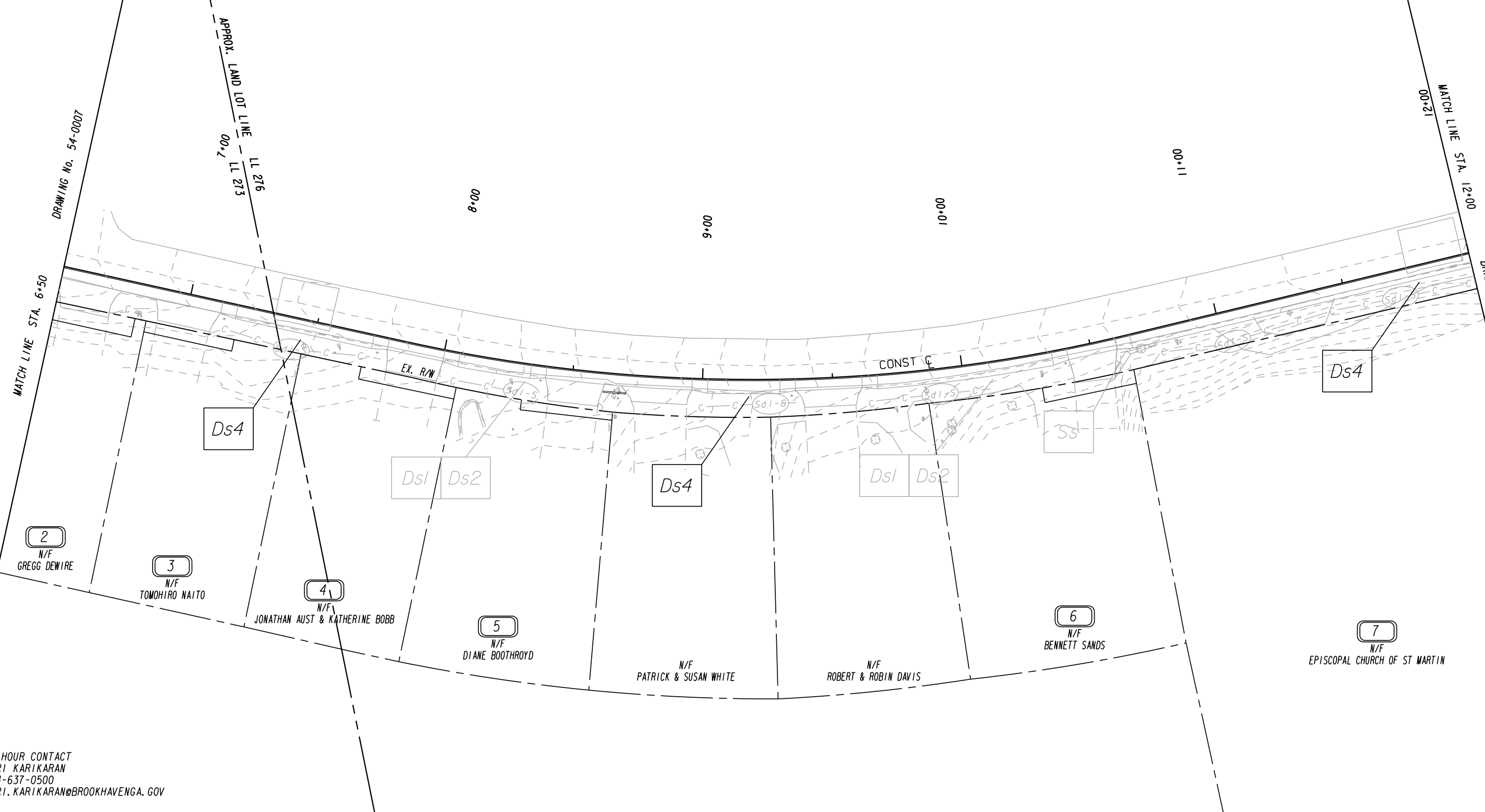
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 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9118



REVISION DATES	

BMP LOCATION DETAILS
 LANIER DRIVE SIDEWALKS
 STAGE 2

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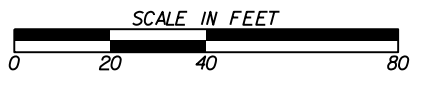


24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
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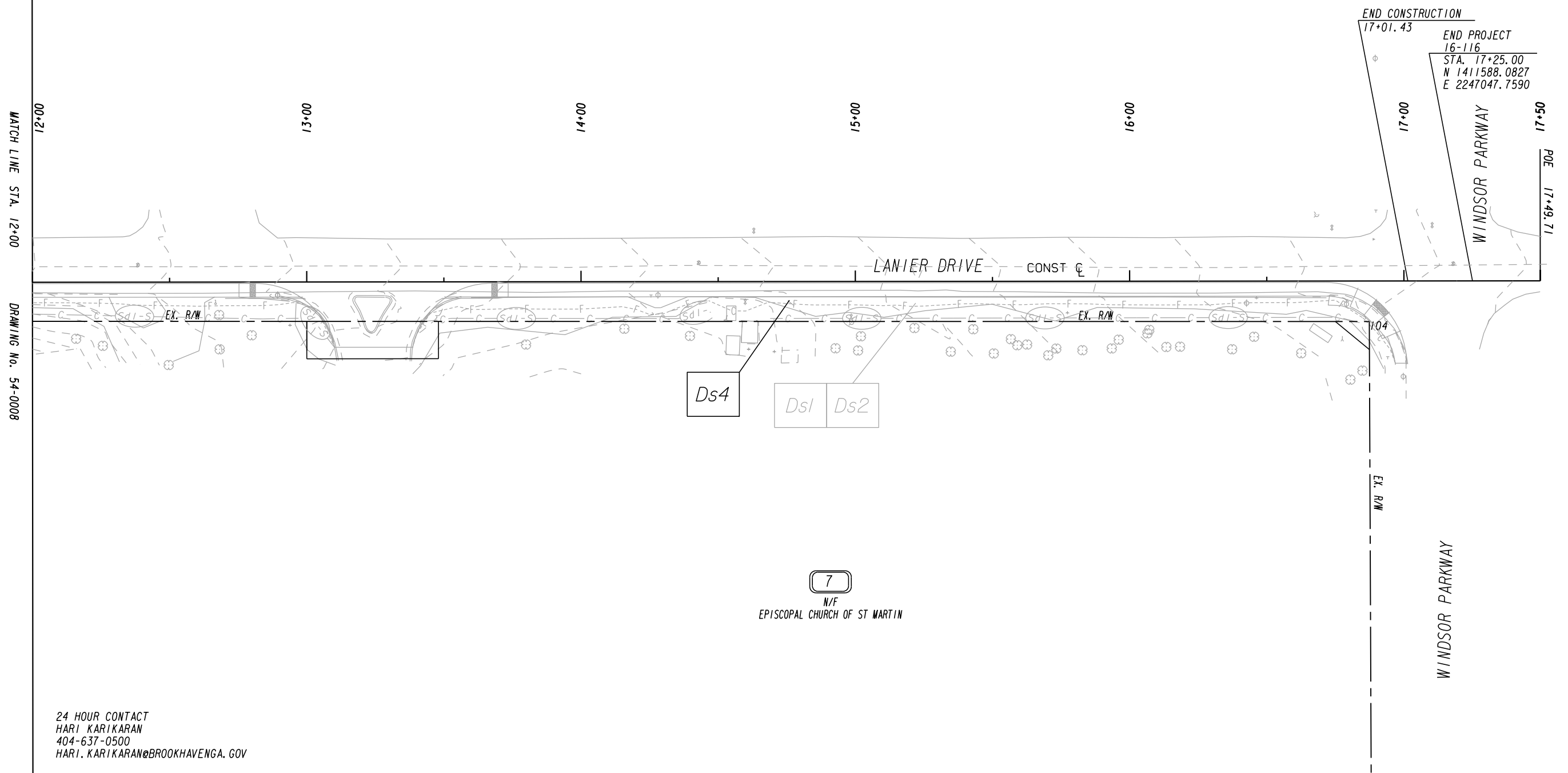
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REQ'D R/W & LIMIT OF ACCESS	
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ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

Michael Baker INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9116



REVISION DATES	

BMP LOCATION DETAILS		
LANIER DRIVE SIDEWALKS		
STAGE 2		
CHECKED:	DATE:	DRAWING No.
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CORRECTED:	DATE:	
VERIFIED:	DATE:	



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 17+01.43
 END PROJECT
 16-116
 STA. 17+25.00
 N 1411588.0827
 E 2247047.7590

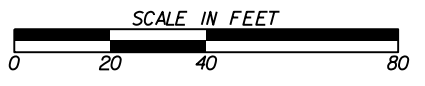
MATCH LINE STA. 12+00
 DRAWING No. 54-0008

24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
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END LIMIT OF ACCESS.....ELA	
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
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ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

Michael Baker INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9118



REVISION DATES	

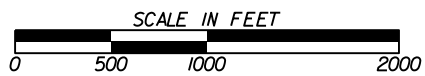
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LANIER DRIVE SIDEWALKS			
STAGE 2			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	54-0009	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



DRAINAGE AREA OF SILVER LAKE - 0.6 SQ MI
 DRAINAGE AREA OF UNKNOWN TRIB. TO LITTLE NANCY CREEK - 0.2 SQ MI

24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
 INTERNATIONAL
 420 TECHNOLOGY PARKWAY, STE. 150
 NORCROSS, GEORGIA 30092
 (770) 263-9118



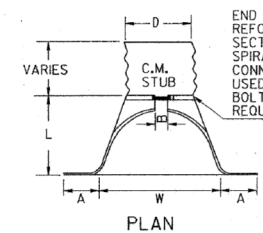
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NO.	DATE	LANIER DRIVE SIDEWALKS	
		CHECKED:	DATE:
		BACKCHECKED:	DATE:
		CORRECTED:	DATE:
		VERIFIED:	DATE:

DRAWING No.
55-0001

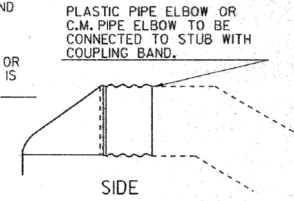
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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

USES:
TEMPORARY PIPE SLOPE DRAIN IS USED TO CARRY WATER FROM THE WORK AREA TO A LOWER ELEVATION. TYPICAL SPACING SHALL BE AT INTERVALS OF 500 FEET ON DIAMETER TO 2% GRADES, 200 FEET ON STEEPER GRADES, AND MORE FREQUENTLY AS DICTATED BY EXISTING FIELD CONDITIONS.

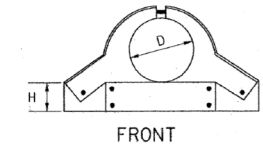


END OF C.M. STUB REFORMED TO FIT END SECTION IF PIPE IS SPIRALED & LUG OR CONNECTING ROD IS USED - OR RIVETED OR BOLTED CONNECTION IS REQUIRED.

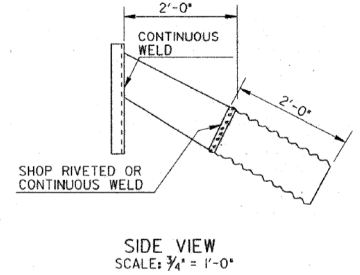
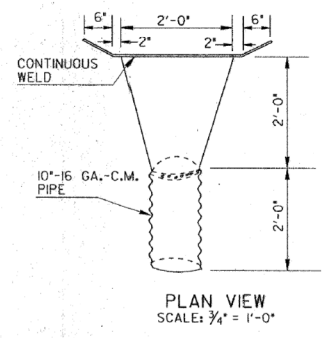
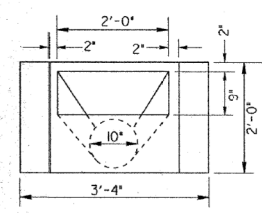
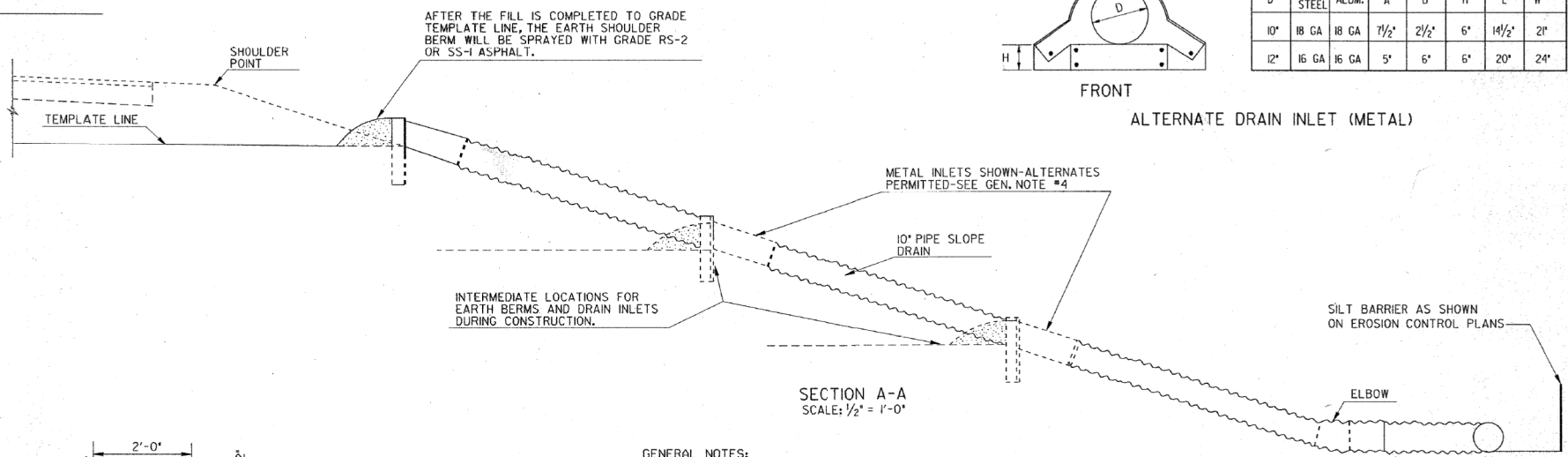
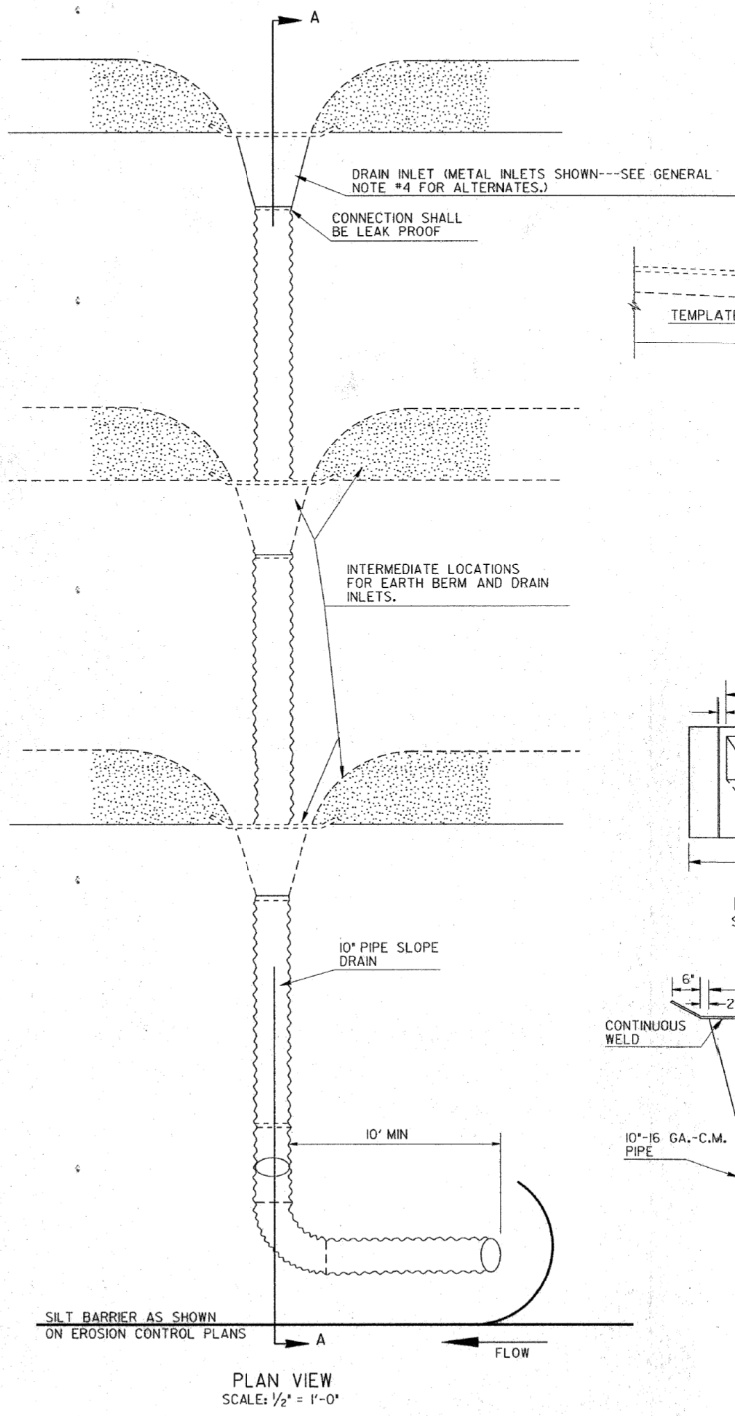


TYPICAL DIMENSIONS

D	GALV. STEEL	ALUM.	A	B	H	L	W
10"	18 GA	18 GA	7 1/2"	2 1/2"	6"	14 1/2"	21"
12"	16 GA	16 GA	5"	6"	6"	20"	24"



ALTERNATE DRAIN INLET (METAL)



- GENERAL NOTES:**
1. DRAIN INLETS AND SLOPE DRAIN PIPE USED FOR TEMPORARY EROSION AND POLLUTION CONTROL UNDER SECTION 163 WILL BE RETAINED FOR USE AS INVENTORY ITEMS BY THE CONTRACTOR.
 2. EROSION PROTECTION AT PIPE OUTLET WILL BE PROVIDED AS APPROPRIATE. THE PIPE MAY BE EXTENDED TO OUTLET IN A PAVED DITCH OR TEMPORARY DISSIPATORS CONSTRUCTED OF LOGS OR STONE MAY BE USED. NO SEPARATE PAYMENT WILL BE MADE FOR THIS PROTECTION MEASURE.
 3. SLOPE DRAIN PIPE MAY BE ANY TYPE ALLOWED BY THE GA. STANDARD SPECIFICATIONS.
 4. ALLOWABLE DRAIN INLET ALTERNATES WILL BE:
 - (A) IF SLOPE DRAIN IS PLASTIC, A PLASTIC DRAIN INLET OR PLASTIC FLARED END SECTION HAVING SIMILAR DESIGN TO METAL INLETS OR END SECTIONS MAY BE USED FOR THE DRAIN INLET.
 - (B) A METAL FLARED END SECTION MAY BE USED WITH EITHER PLASTIC PIPE OR C.M. PIPE. IF THE END SECTION WAS MADE FOR LARGER PIPE THAN THE SLOPE DRAIN PIPE, AN APPROVED MODIFIED CONNECTION WILL BE REQUIRED BETWEEN THE PIPE AND THE END SECTION.
 - (C) A SUMP HOLE WITH DIMENSIONS AT LEAST EQUIVALENT TO THE METAL DRAIN AND LINED WITH POLYETHYLENE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER MAY BE USED WITH ANY TYPE OF PIPE.
 - (D) THE METAL DRAIN INLET SHOWN MAY BE USED WITH EITHER 10" C.M. PIPE OR PLASTIC PIPE.
 5. THE CONTRACTOR MAY ELECT TO USE PIPE LARGER THAN 10" DIAMETER WITH NO ADDITIONAL PAYMENT.

NO.	DATE	BY	REVISION
1	2-25-08		ADDED ELBOW

**CONSTRUCTION DETAILS
TEMPORARY PIPE SLOPE DRAIN
WITH DRAIN INLET**

SCALE AS SHOWN

D-19

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

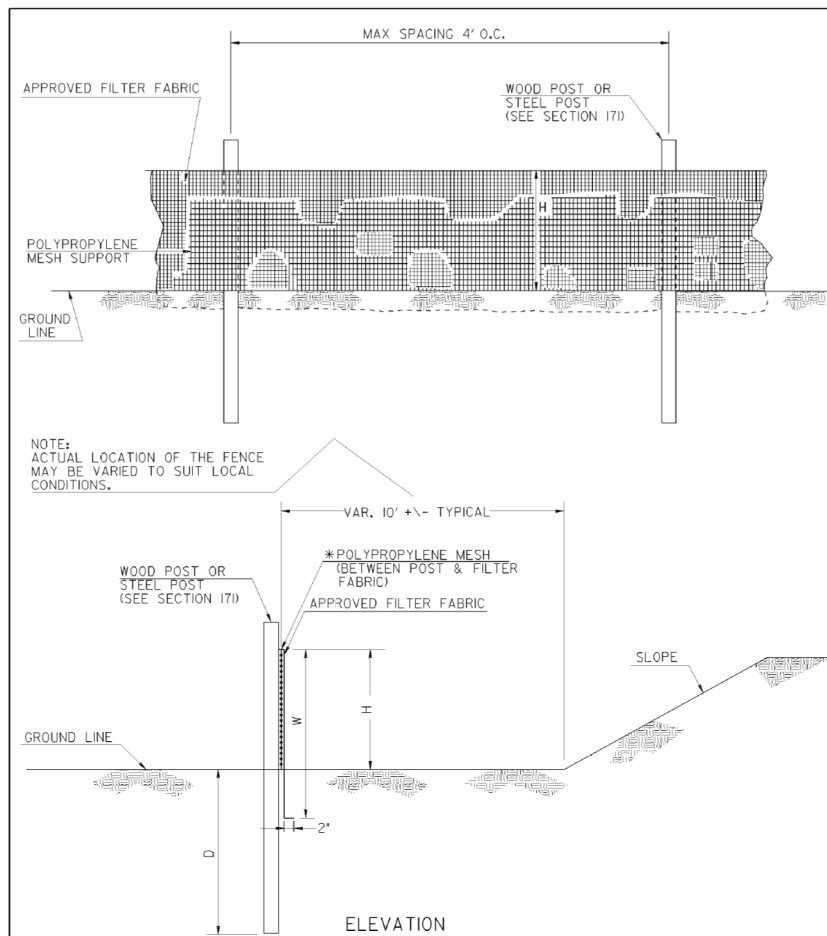
REVISION DATES

EROSION CONTROL DETAILS

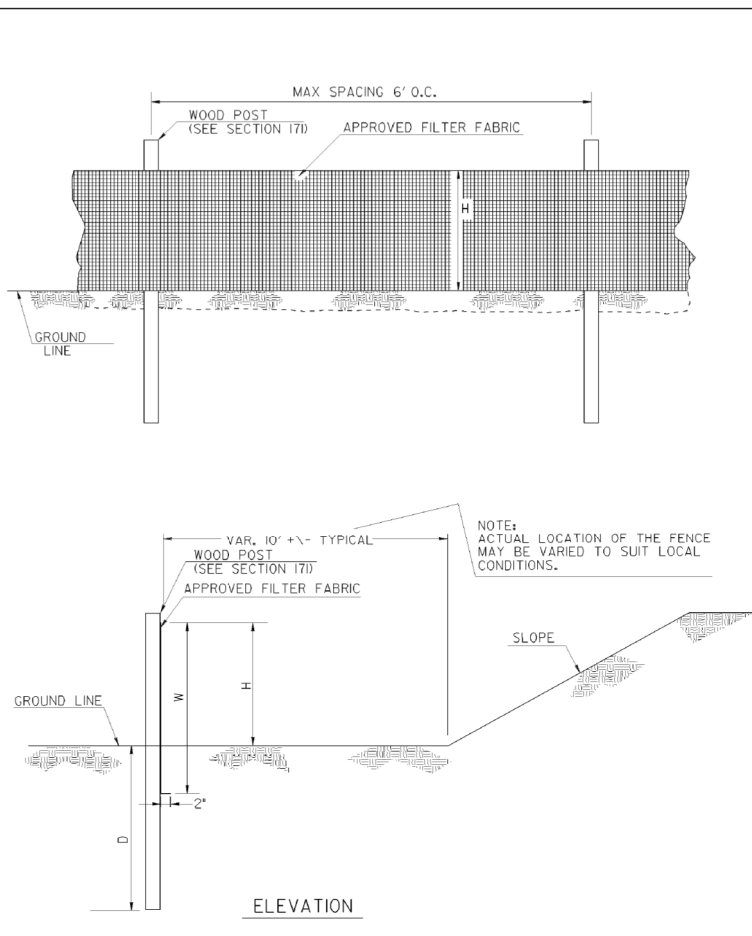
LANIER DRIVE SIDEWALKS

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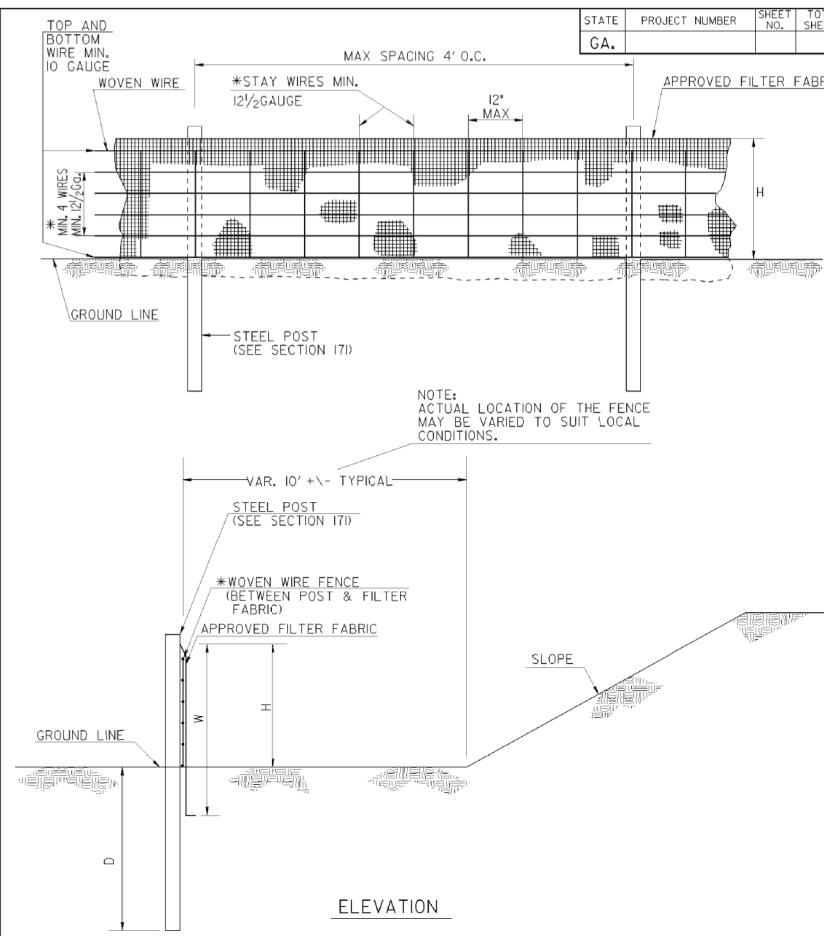
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SINGLE ROW TYPE C SILT FENCE WITH POLYPROPYLENE MESH SUPPORT



SINGLE ROW TYPE A SILT FENCE



SINGLE ROW TYPE C SILT FENCE WITH WOVEN WIRE SUPPORT

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.

DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION		CONSTRUCTION DETAILS TEMPORARY SILT FENCE	
BY		NO SCALE	REV. AND REDRAWN JAN. 2011
		NUMBER D-24A (SHEET 1 OF 4)	

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24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

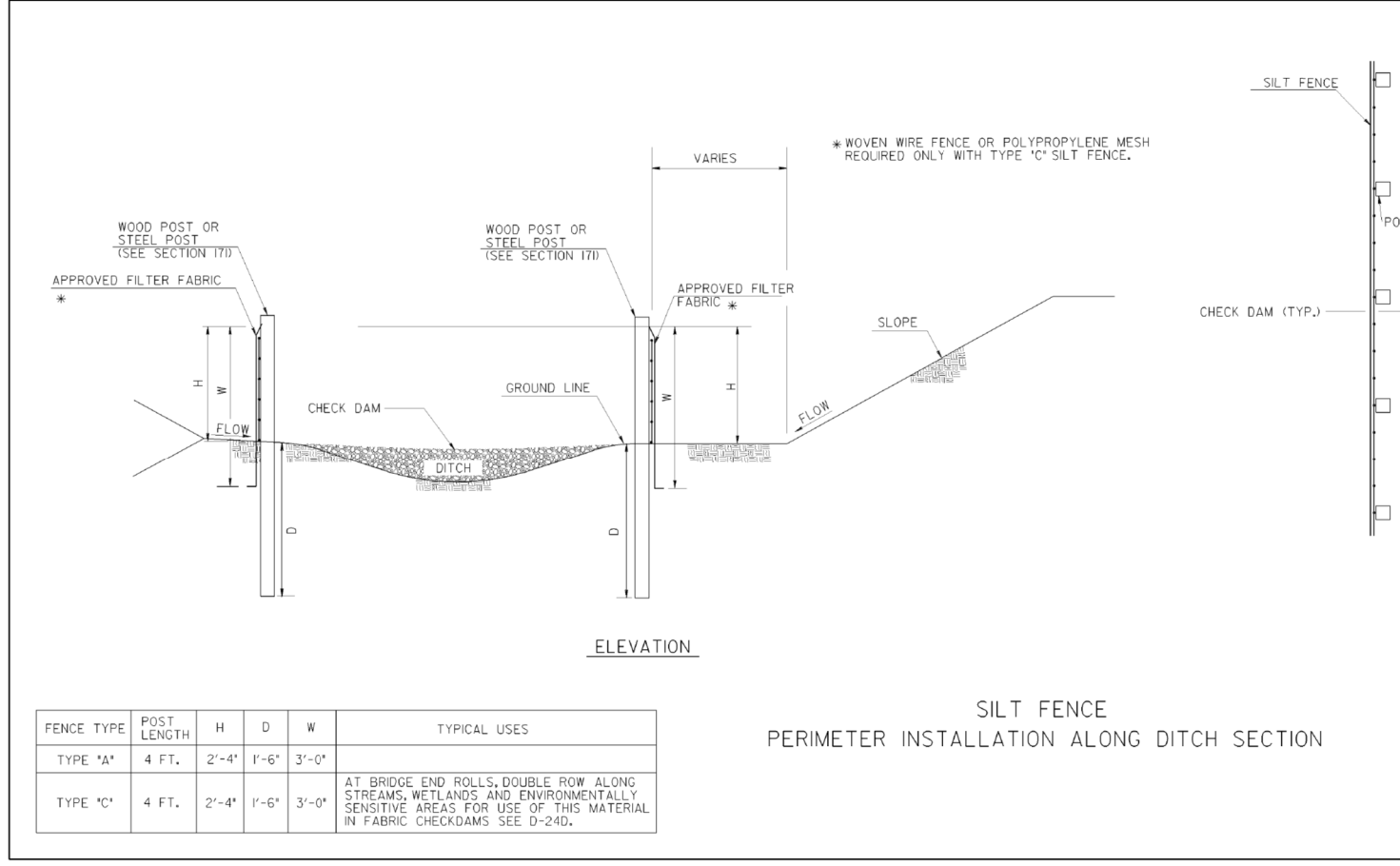
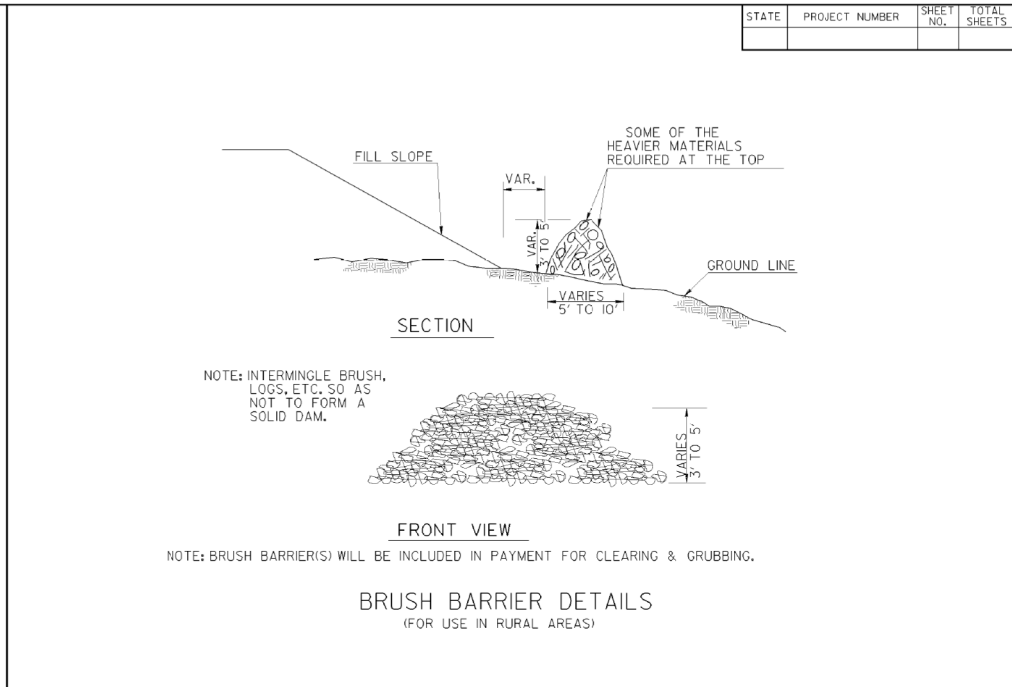
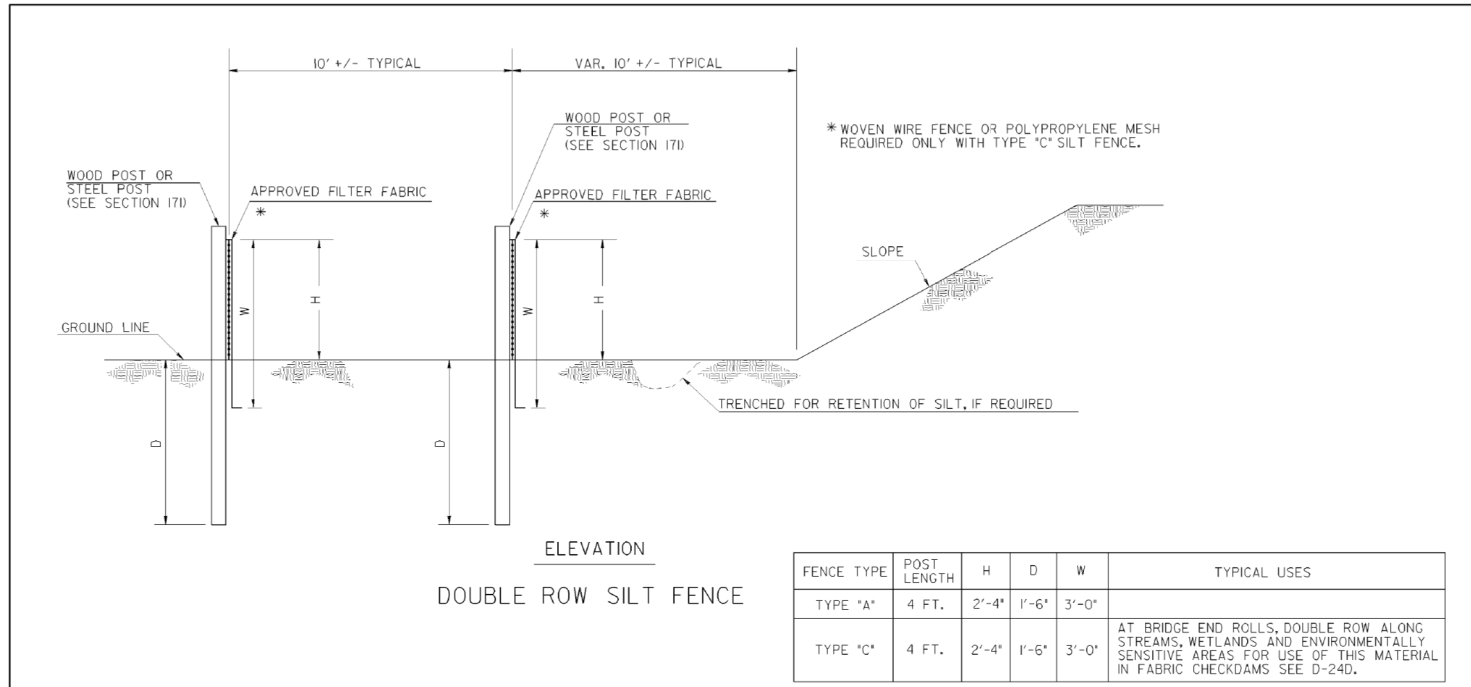
REVISION DATES

EROSION CONTROL DETAILS

LANIER DRIVE SIDEWALKS

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BACKCHECKED:	DATE:	56-0002
CORRECTED:	DATE:	
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NOTE: TEMPORARY SILT FENCE SHALL NOT BE PLACED WITHIN STATE WATERS.

DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
REVISION	CONSTRUCTION DETAILS TEMPORARY SILT FENCE BERM DITCH, INSTALLATION, BRUSH BARRIER
BY	NO SCALE REV. AND REDRAWN JAN. 2011
	NUMBER D-24B (SHEET 2 OF 4)

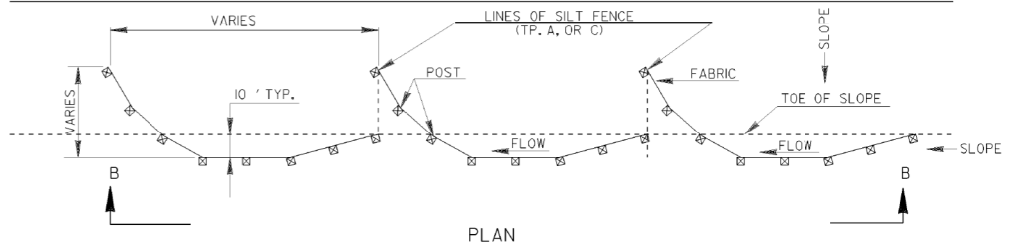
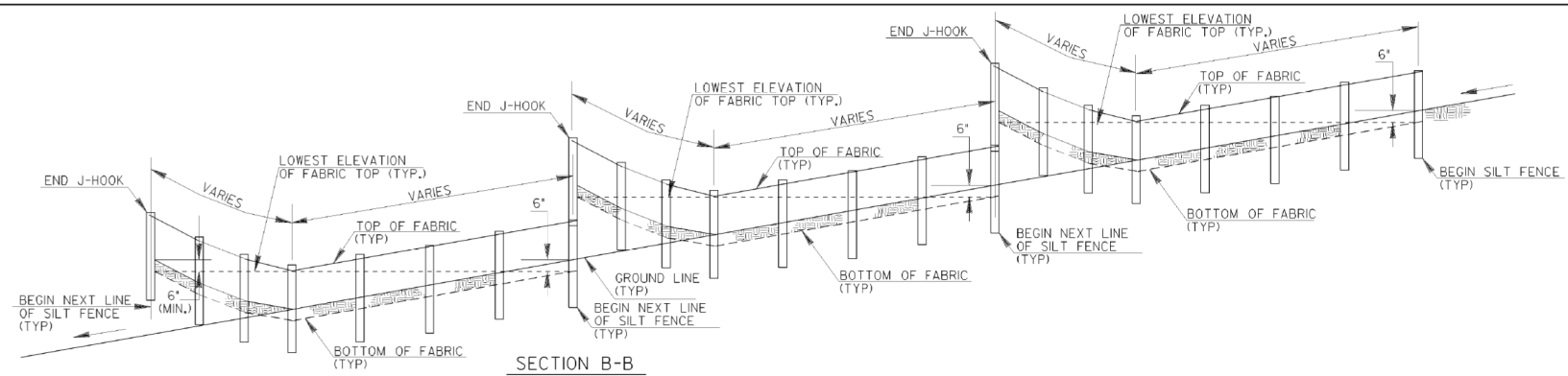
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24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

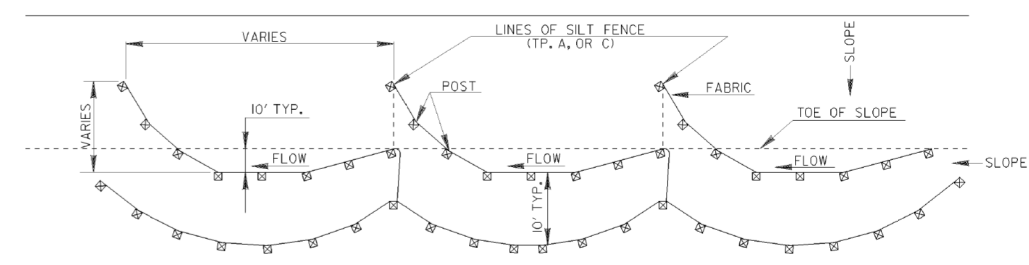
Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES		EROSION CONTROL DETAILS	
		LANIER DRIVE SIDEWALKS	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	56-0003	
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SINGLE ROW SILT FENCE

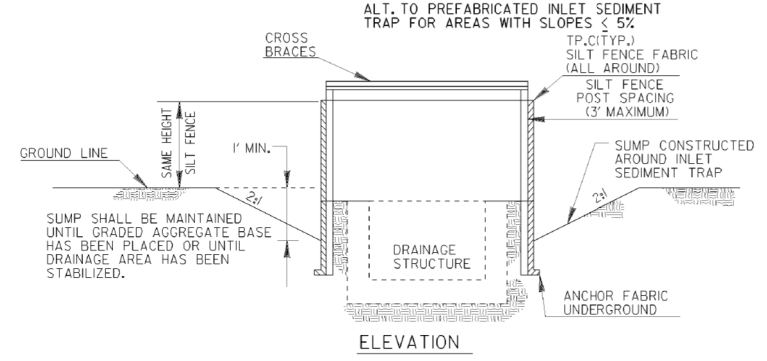


DOUBLE ROW SILT FENCE

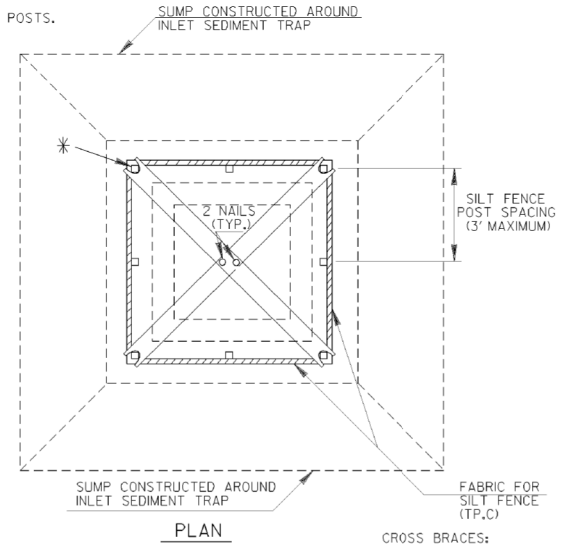
TYPICAL J HOOK SPACING		
SLOPE PERCENT	TYPE OF SILT FENCE	MINIMUM SPACING (FEET)
1% TO 2%	TYPE A	100' ±
2% TO 3%	TYPE A	50' ±
3% TO 4%	TYPE C	50' ±
4% TO 5%	TYPE C	25' ±

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

TYPICAL LOCATION AROUND DROP INLETS

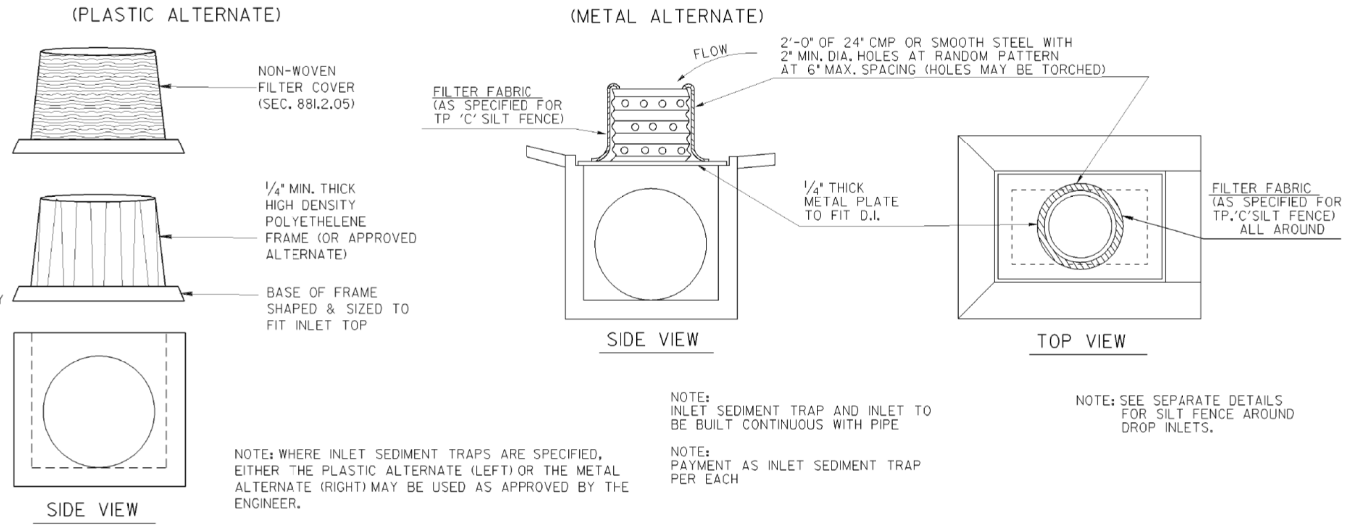


* CROSS BRACING REQUIRED WHEN USING 'ALTERNATE' TYPE C PRODUCTS WHICH USE WOOD POSTS.



NOTE: PAYMENT AS INLET SEDIMENT TRAP PER EACH.
NOTE: SEE SEPARATE SHEET ENTITLED 'TEMPORARY SILT FENCE DETAILS' FOR SILT FENCE ERECTION DETAILS.

- NOTE: THE DRAINAGE AREA ENTERING THE INLET SEDIMENT TRAP SHALL BE NO GREATER THAN ONE ACRE.
- TYPICAL CONSTRUCTION SEQUENCE FOR INLET SEDIMENT TRAP ALTERNATE
- EXCAVATE APPROXIMATELY 4" TO 6" BELOW THE TOP OF THE INLET STRUCTURE.
 - PLACE THE FRAME ONTO THE INLET STRUCTURE, ENSURING PROPER SEATING OF FRAME TO STRUCTURE.
 - SLIDE THE FILTER OVER THE FRAME.
 - 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.
 - 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.



NOTE: INLET SEDIMENT TRAP AND INLET TO BE BUILT CONTINUOUS WITH PIPE
NOTE: PAYMENT AS INLET SEDIMENT TRAP PER EACH
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: SEE SEPARATE DETAILS FOR SILT FENCE AROUND DROP INLETS.

DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION		CONSTRUCTION DETAILS TEMPORARY SILT FENCE J-HOOK, INLET SEDIMENT TRAPS	
BY		NO SCALE	JANUARY 2011
		NUMBER D-24C (SHEET 3 OF 4)	

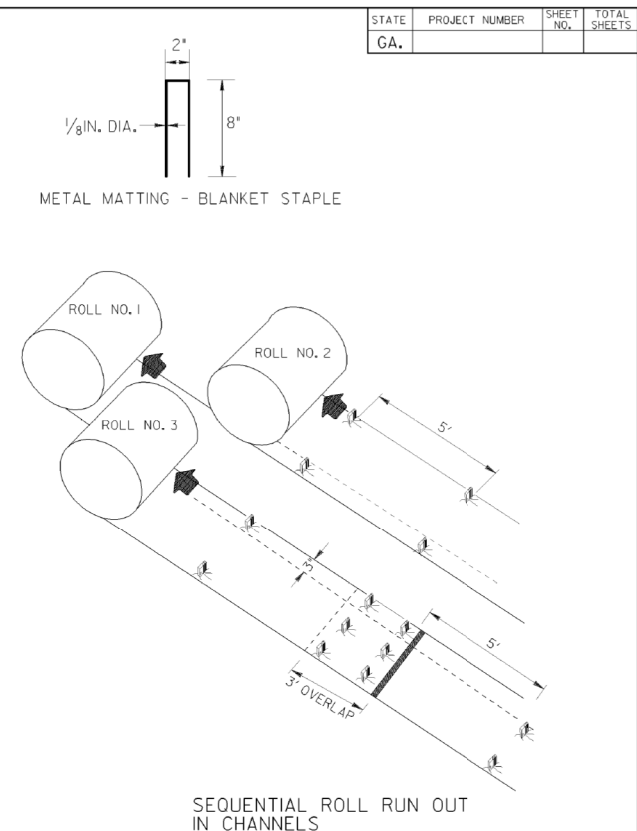
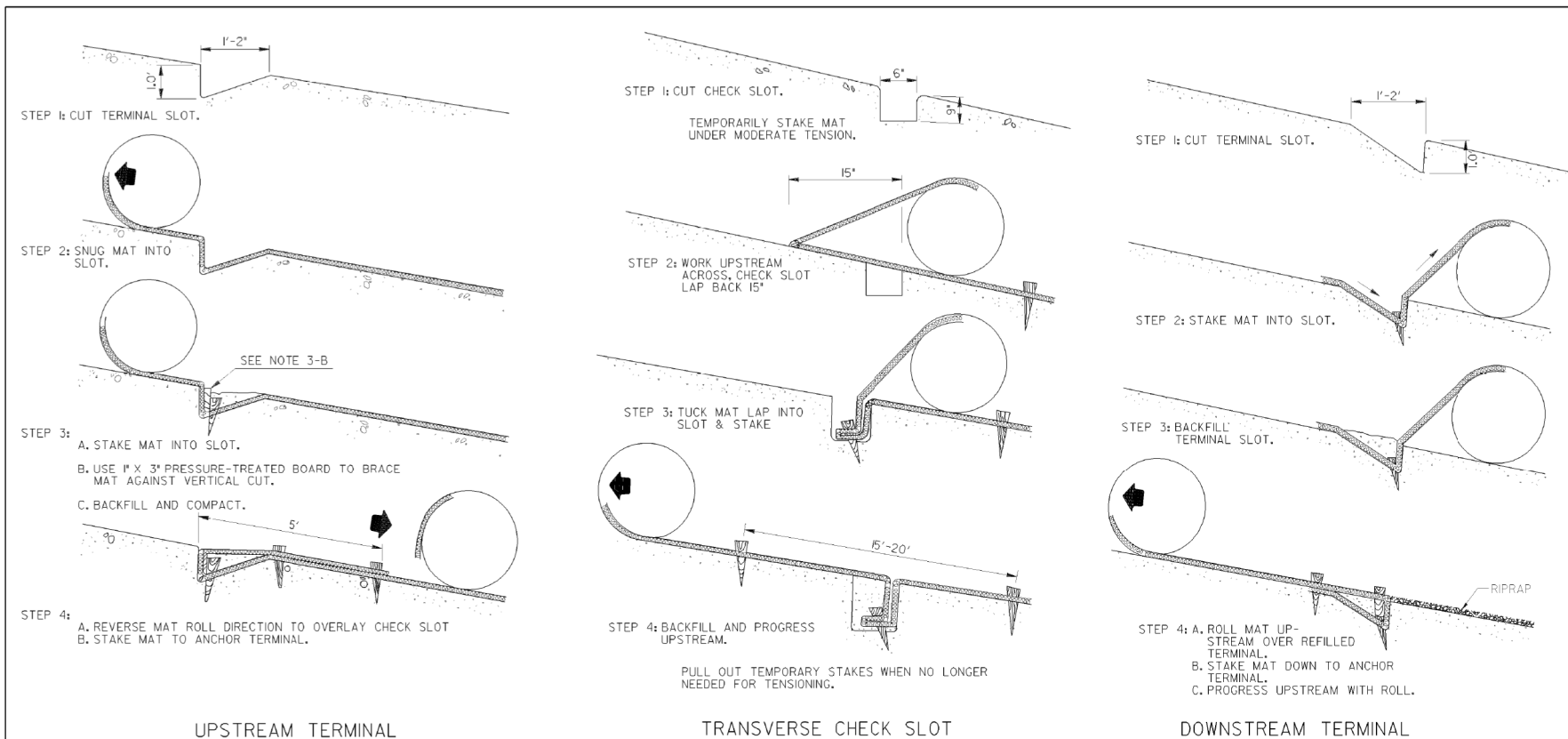
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24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

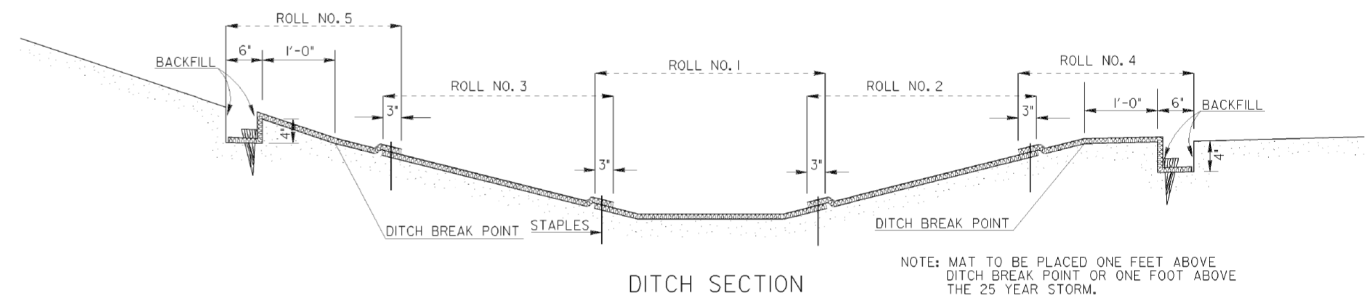
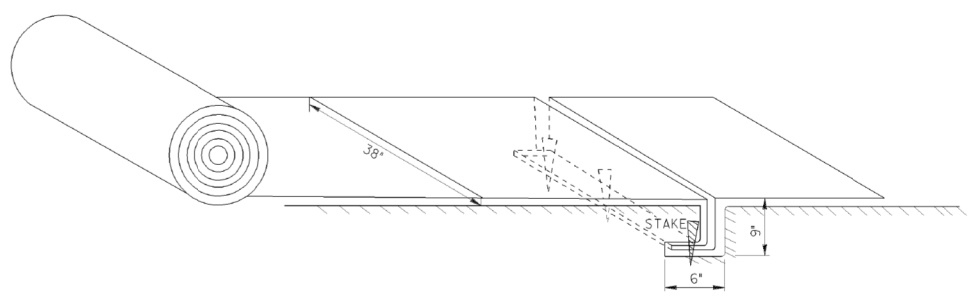
Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES		EROSION CONTROL DETAILS	
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BACKCHECKED:	DATE:	56-0004	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

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- GENERAL NOTES
- INSTALLATION TO BE DONE AS PER MANUFACTURER'S RECOMMENDATIONS.
 - START AT DOWNSTREAM TERMINAL AND PROGRESS UPSTREAM.
 - FIRST ROLL IS CENTERED LONGITUDINALLY IN MID CHANNEL AND PINNED WITH TEMPORARY STAKES TO MAINTAIN ALIGNMENT.
 - SUBSEQUENT ROLLS FOLLOW IN STAGGERED SEQUENCE BEHIND FIRST ROLL. USE CENTER ROLL FOR ALIGNMENT TO CHANNEL CENTER.
 - WORK OUTWARDS FROM CHANNEL CENTER TO EDGE.
 - USE 3' OVERLAP AND STAKE AT 5' INTERVAL ALONG SEAMS.
 - USE 3' OVERLAPS AND SHINGLE DOWNSTREAM TO CONNECT LINING AT ROLL ENDS.
 - METAL STAPLES MAY BE USED IN LIEU OF WOODEN STAKES.



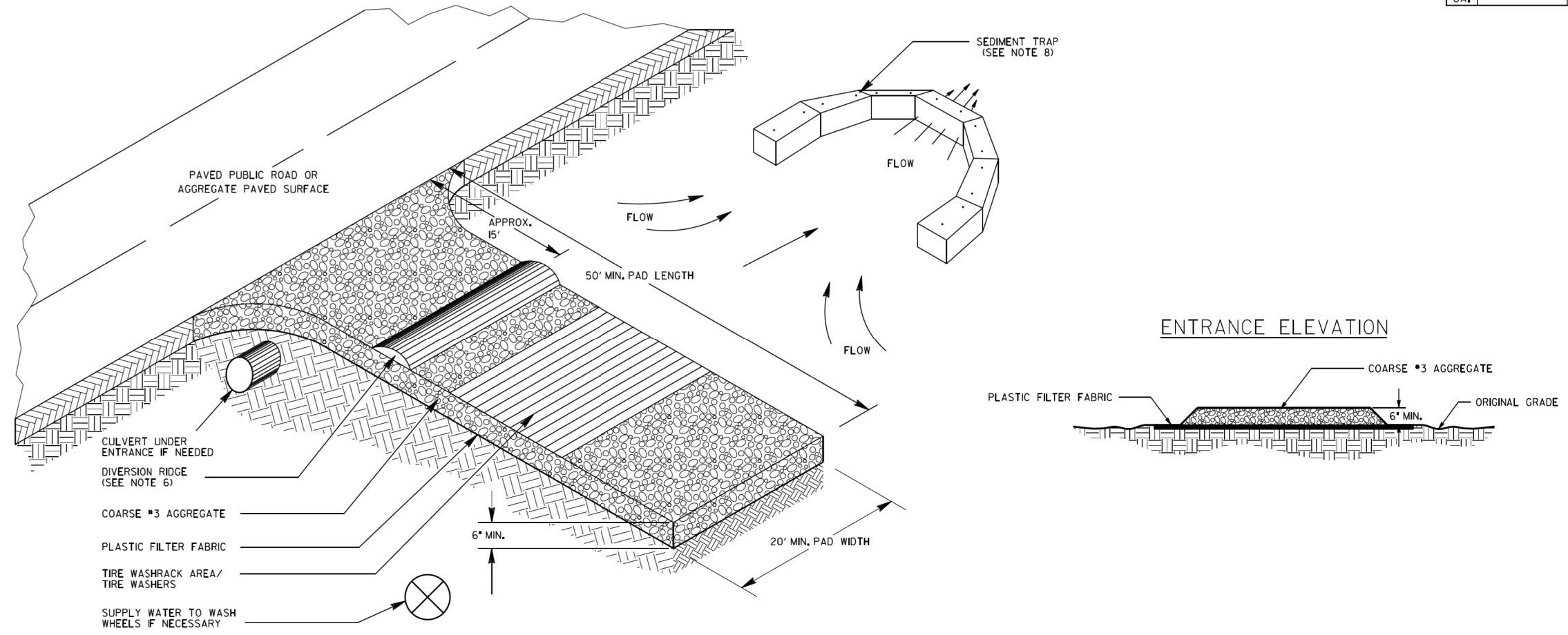
REVISION		DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISED SHEET LAYOUT & ADDED DITCH SECTION, ADDED METAL STAPLES.			CONSTRUCTION DETAILS PERMANENT SOIL REINFORCING MAT (TURF REINFORCING MATS) INSTALLATION ON DITCHES	
NO SCALE		AUGUST 1988		NUMBER D-35
T.P.C.	BY	DESIGNED DRAWN TRACED CHECKED		

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES		EROSION CONTROL DETAILS	
		LANIER DRIVE SIDEWALKS	
CHECKED:	DATE:	DRAWING No.	
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CORRECTED:	DATE:		
VERIFIED:	DATE:		

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



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 COARSE #3 AGGREGATE WITH 0.0% PASSING THE 1" U.S. STANDARD SIEVE.
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)

REV. Q5/06 2016 MANUAL 4-22-2016		DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REV. CONSTR. EXIT LABELS 04-19-17		REVISION		CONSTRUCTION DETAILS	
				CONSTRUCTION EXIT	
				NO SCALE	
				FEBRUARY 2001	
FILE		DESIGNED		NUMBER	
BY		DRAWN		D-41	
		TRACED			
		CHECKED			

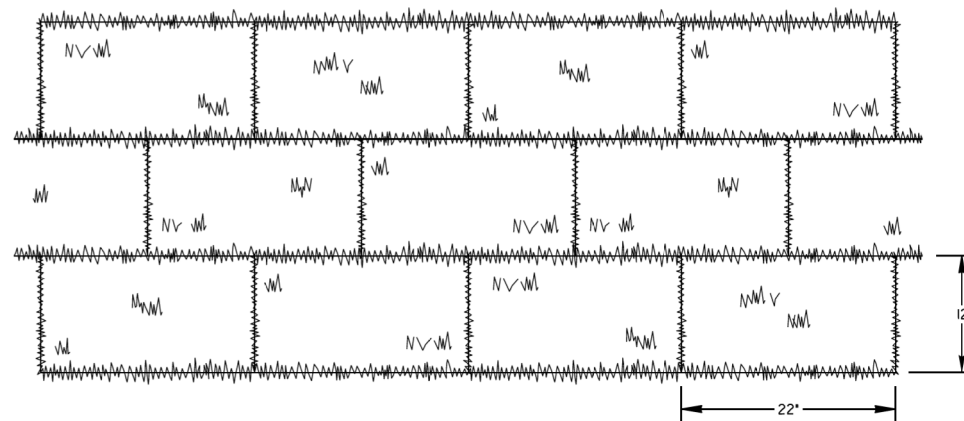
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HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

SOD LAYOUT

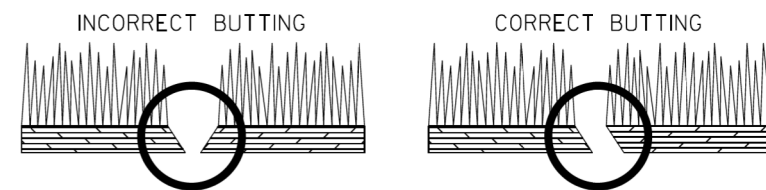


NOTE: SOD MAY BE EITHER 12" WIDE BY 22" LONG BLOCKS OR 21" WIDE BY 52" LONG ROLLS.

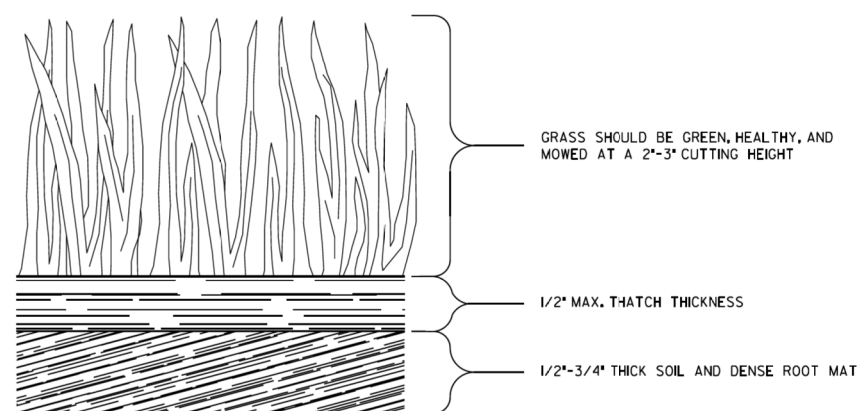
GENERAL NOTES:

- SOD SHALL MEET SECTIONS 700 AND 890 OF THE STANDARD SPECIFICATIONS AND SUPPLEMENTS THERETO. SOD SHALL BE CUT INTO 12"Wx22"L BLOCKS OR 21"Wx52"L ROLLS.
- PLACE SOD IN A STAGGERED PATTERN ENSURING FIRM CONTACT WITH THE SOIL. BUTT THE STRIPS TIGHTLY AGAINST EACH OTHER WITH THE AUTOMATIC SOD CUTTER ANGLES CORRECTLY MATCHED WITHOUT SPACES OR OVERLAP.
- PLACE THE LONG SIDE OF SOD PERPENDICULAR TO DRAINAGE FLOW IF INSTALLED IN DITCHES.
- STAKE SOD PLACED IN DITCHES OR SLOPES STEEPER THAN 2:1 OR ANY OTHER AREAS WHERE SOD SLIPPING MAY OCCUR. USE WOOD STAKES THAT ARE A MINIMUM OF 8' LONG AND A MAXIMUM OF 1" WIDE. DRIVE STAKES FLUSH WITH THE TOP OF SOD AND USE A MINIMUM OF 8 STAKES PER SQUARE YARD TO HOLD SOD IN PLACE.
- ROLL SOD IMMEDIATELY TO ACHIEVE FIRM CONTACT WITH THE SOIL.
- WATER THE SOD IMMEDIATELY AFTER INSTALLATION AND WATER TO A DEPTH OF 4" AS NEEDED.
- MOW ESTABLISHED SOD TO A HEIGHT NOT LESS THAN 2"-3" AS NECESSARY.

ABUTTING SOD



SOD APPEARANCE



PAY ITEM:
700-9300 SOD (SY)

DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION		CONSTRUCTION DETAILS SOD INSTALLATION	
BY		DESIGNED	DATE
		DRAWN	4-22-2016
		TRACED	NUMBER
		CHECKED	D-54

24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
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REVISION DATES

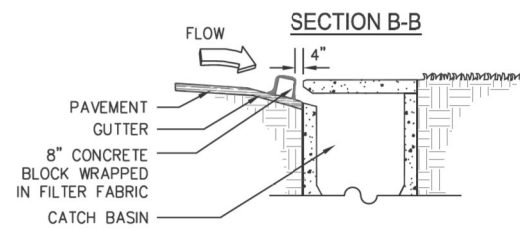
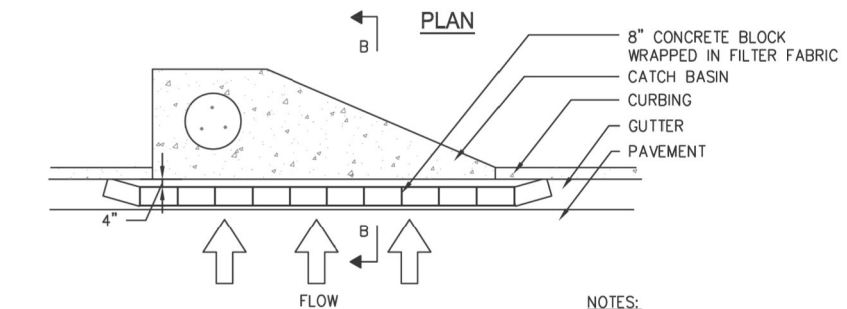
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EROSION CONTROL DETAILS

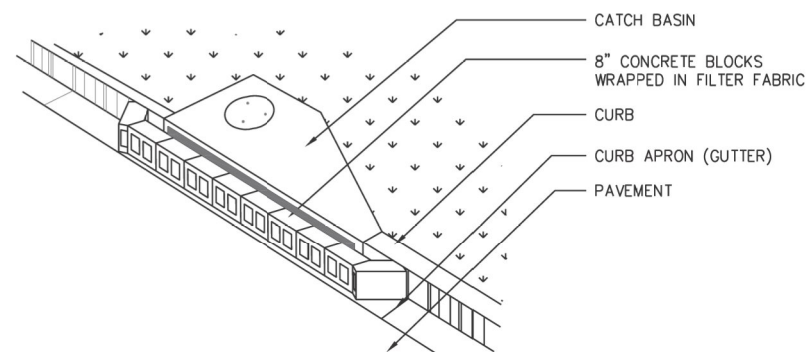
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CURB INLET FILTER "PIGS IN BLANKET"



- 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.



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