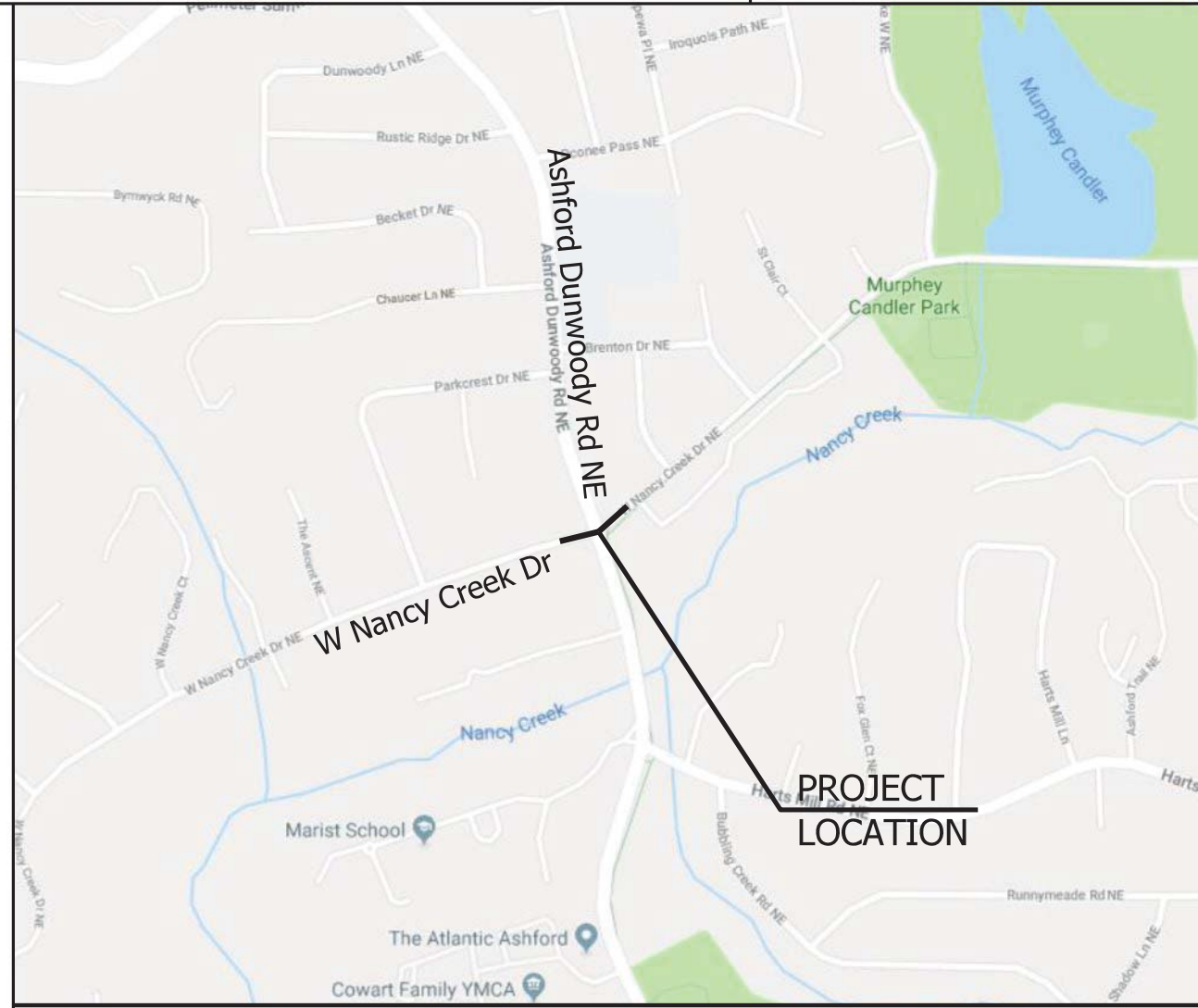


CITY OF BROOKHAVEN DEPARTMENT OF PUBLIC WORKS

PLAN AND PROFILE OF PROPOSED WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD

The City of Brookhaven does not certify the accuracy of these drawings. In approving these drawings and specifications, the City has relied upon the accuracy of the information and representations furnished herein by the engineer, or architect, and/or applicant. The City of Brookhaven assumes no liability or responsibility for the accuracy of the representations provided.



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

APPROVED
Public Works
Kevin Korth
Kevin Korth

APPROVED
Engineering
Timothy Ward
Timothy Ward

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.

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

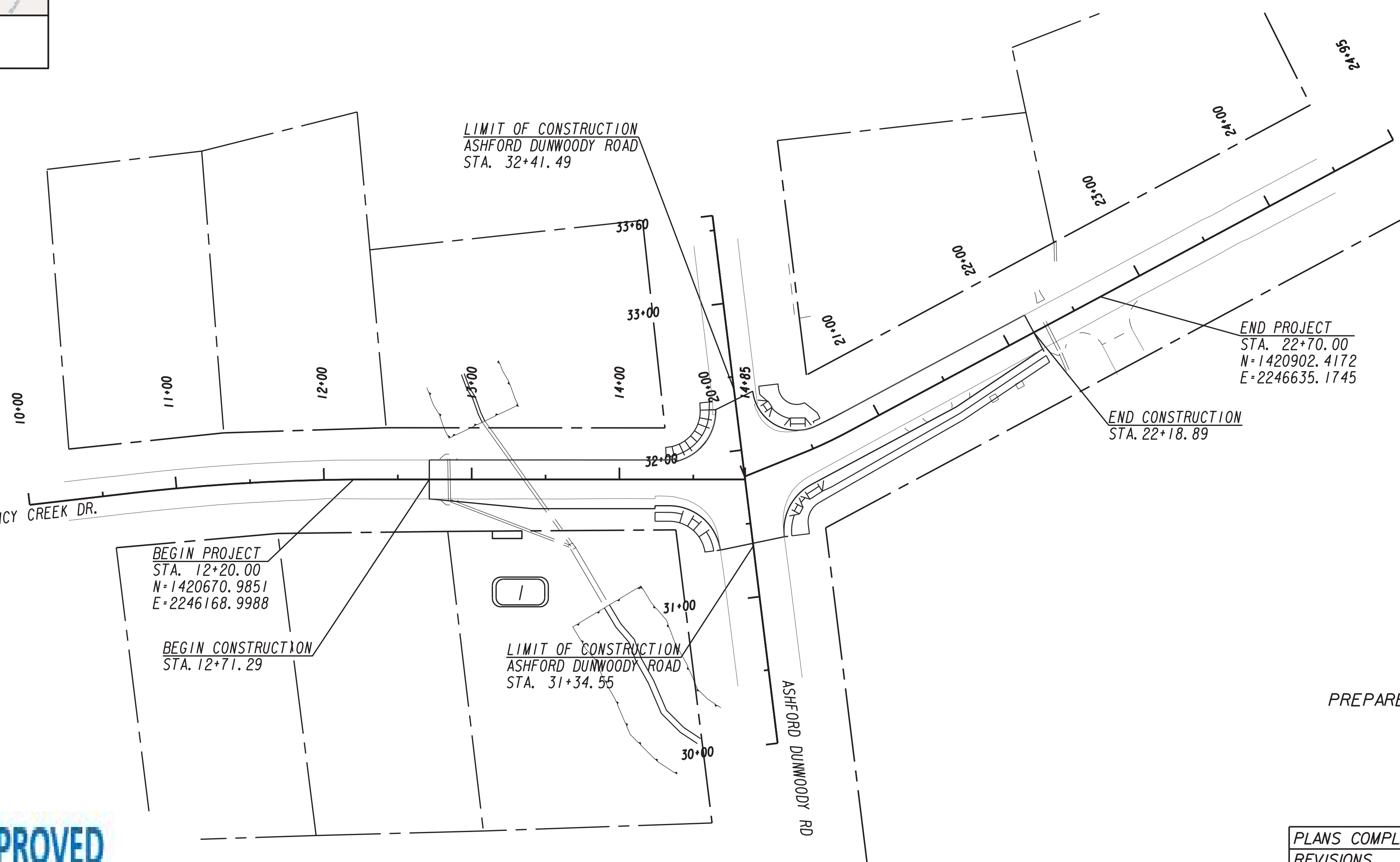
APPROVED
Arborist
Steven Strickland
Steven Strickland

THE DATA, TOGETHER WITH ALL OTHER INFO INDICATED THEREBY, WHETHER BY DRAWINGS, FIELD INVESTIGATIONS AND ARE BELIEVED TO SAME ARE SHOWN AS INFORMATION ONLY, ARE OF TRANSPORTATION IN ANY WAY. THE ATTEN SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

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

THIS PROJECT IS 100% IN DEKALB COUNTY.

LIMIT OF CONSTRUCTION
ASHFORD DUNWOODY ROAD
STA. 32+41.49



BEGIN PROJECT
STA. 12+20.00
N=1420670.9851
E=2246168.9988

BEGIN CONSTRUCTION
STA. 12+71.29

LIMIT OF CONSTRUCTION
ASHFORD DUNWOODY ROAD
STA. 31+34.55

END PROJECT
STA. 22+70.00
N=1420902.4172
E=2246635.1745

END CONSTRUCTION
STA. 22+18.89

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.

GEORGIA REGISTERED PROFESSIONAL ENGINEER
Benjamin C. Clopper
BENJAMIN C. CLOPPER
6/8/2018

GSWCC GEORGIA SOIL AND WATER CONSERVATION COMMISSION
Benjamin C Clopper
Level II Certified Design Professional
CERTIFICATION NUMBER 0000000088
ISSUED: 06/03/2017 EXPIRES: 06/03/2020

PREPARED BY: MICHAEL BAKER INTERNATIONAL, INC.
DESIGN

LENGTH OF PROJECT	COUNTY No.
	MILES
NET LENGTH OF ROADWAY	0.0819
NET LENGTH OF BRIDGES	0.0000
NET LENGTH OF PROJECT	0.0819
NET LENGTH OF EXCEPTIONS	0.0000
GROSS LENGTH OF PROJECT	0.0819

Michael Baker INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118
SCALE IN FEET
0 50 100 200

PLANS COMPLETED	06-08-2018
REVISIONS	
	7/19/18 - 13-0001, 27-0001, 54-0001 TO -0003

DRAWING No.
01-0001

DRAWING NO.	DESCRIPTION		
1-0001	COVER		
2-0001	INDEX		
3-0001	REVISION SUMMARY		
4-0001 - 4-0002	GENERAL NOTES & PROJECT NOTES		
5-0001 - 5-0002	TYPICAL SECTIONS		
6-0001	SUMMARY OF QUANTITIES		
13-0001	MAINLINE PLAN SHEETS		
15-0001	MAINLINE PROFILE		
17-0001	DRIVEWAY PROFILES		
22-0001	DRAINAGE PROFILES		
23-0001 - 23-0004	CROSS-SECTIONS		
24-0001	UTILITY PLAN SHEETS		
26-0001	SIGNING AND MARKING SHEETS		
27-0001 - 27-0003	SIGNAL PLANS		
52-0001 - 52-0007	EROSION CONTROL LEGEND SHEETS		
54-0001 - 54-0003	BMP LOCATION DETAILS		
	DETAIL NO.		REV. DATE
56-0001	D-19	TEMPORARY PIPE SLOPE DRAIN WITH DRAIN INLET	2-00
56-0002	D-24A	TEMPORARY SILT FENCE (SHEET 1 OF 4)	1-11
56-0003	D-24B	TEMPORARY SILT FENCE BERM DITCH, INSTALLATION, BRUSH BARRIER (SHEET 2 OF 4)	1-11
56-0004	D-24C	TEMPORARY SILT FENCE J-HOOKS, INLET SEDIMENT TRAPS (SHEET 3 OF 4)	1-11
56-0005	D-35	PERMANENT SOIL REINFORCING MAT (TURF REINFORCING MAT) INSTALLATION IN DITCHES	1-11
56-0006	D-54	SOD INSTALLATION	4-16
56-0007		CURB INLET FILTER	
	DETAIL NO.	GEORGIA CONSTRUCTION DETAILS (NOT INCLUDED)	REV. DATE
	A-1	DRIVEWAYS WITH TAPERED ENTRANCES CONCRETE VALLEY GUTTERS	7-11
	A-2	CONCRETE VALLEY GUTTER AT STREET INTERSECTION, 6" OR 8" CONCRETE VALLEY GUTTER AT DRIVE, PLACING PAVEMENT ADJACENT TO GUTTER, ADDITIONAL PAVING AT STREET INTERSECTION, 4" CORRUGATED CONCRETE MEDIAN	7-11
	A-3	THIS DETAIL REPLACES GA STANDARD 9031W: SPECIAL DETAILS - CONCRETE SIDEWALK DETAILS CURB CUT (WHEELCHAIR) RAMP	9-16
	A-4	DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS	6-09
	T-11A	DETAILS OF PAVEMENT MARKING PLACEMENT ON NON-LIMITED ACCESS ROADWAY	1-00
	T-12A	DETAILS OF PAVEMENT MARKING ARROW LOCATION	1-00
	T-12B	DETAILS OF PAVEMENT MARKINGS - ARROWS	4-00
	T-14	DETAILS OF PAVEMENT MARKING HATCHING	11-08
	TS-01	LOOP DETECTOR INSTALLATION DETAIL	4-10
	TS-02	PULL BOX ASSEMBLY DETAIL	4-10
	TS-03	CABINET BASE DETAIL	4-10
	TS-03A	PEDESTRIAN FACILITIES INSTALLATION DETAILS	4-10
	TS-04	DETAILS OF METAL TRAFFIC SIGNAL SUPPORT STRUCTURES	4-10
	TS-05	DETAILS OF CONCRETE POLES	4-10
	TS-06	DETAILS OF STRAIN POLE AND MAST ARM POLE FOUNDATIONS	4-10
	TS-07	GROUNDING DETAILS FOR TRAFFIC SIGNAL SUPPORT STRUCTURES	4-10
	TS-08	UTILITY CLEARANCE DETAIL	4-10
	TS-09	STANDARD GUYING DETAILS	4-10

DRAWING NO.	DESCRIPTION		
	STD NO.	GEORGIA STANDARDS (NOT INCLUDED)	REV. DATE
	1011A	BRICK MANHOLES	10-81
	1011AP	PRECAST REINFORCED MANHOLES	6-75
	1030D	CONCRETE AND METAL PIPE CULVERTS SHEET 1 OF 3	9-01
	1030D	CONCRETE AND METAL PIPE CULVERTS SHEET 2 OF 3	9-01
	1030D	CONCRETE AND METAL PIPE CULVERTS SHEET 3 OF 3	9-01
	1034D	CATCH BASINS (FOR USE WITH 6" OR 8" CURB AND GUTTER IN SAGS OR LOW POINTS)	8-82
	1034DP	PRECAST CATCH BASINS (FOR USE WITH 6" OR 8" CURB AND PRECAST GUTTER IN SAGS OR LOW POINTS)	9-82
	1401	PAVEMENT PATCHING DETAILS (STORM DRAIN OR UTILITY INSTALLATIONS BY OPEN CUT ACROSS EXISTING PAVEMENT)	8-99
	9003	FEDERAL AID AND STATE PROJECT MARKERS; RIGHT OF WAY MARKERS; COUNTY LINE MARKERS	4-06
	9029B	PERFORATED UNDERDRAIN	8-83
	9032B	CONCRETE CURB AND GUTTER, CONCRETE CURBS, CONCRETE MEDIANS	11-11
	9100	TRAFFIC CONTROL GENERAL NOTES, STANDARD LEGEND, AND MISCELLANEOUS DETAILS	3-06
	9102	TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE ROADWAY	3-06

REVISION DATES

INDEX

WEST NANCY CREEK DRIVE AT
ASHFORD DUNWOODY ROAD

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

APPROVED PLAN 08/16/2018
Faint # LDP 8-10035



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:

SOUTHERN COMPANY GAS	DEKALB COUNTY WATER	COMCAST CABLE TELEVISION
AT&T TELEPHONE	DEKALB COUNTY SEWER	ZAYO FIBER OPTIC
GEORGIA POWER ELECTRIC		
- 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 0.24 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.
- YELLOW DETECTABLE WARNING STRIPS SHALL BE AS APPROVED ON THE GDOT QUALIFIED PRODUCT LIST.
- 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 SIGN/LIGHT 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 I AND II 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.

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.

Project Number: _____ County: DeKalb P.I. Number: 162444											
Pipe Culvert Material Alternates											
TYPE OF INSTALLATION	PIPE TYPE										
	CONCRETE		STEEL				ALLUMINUM		THERMOPLASTIC		PVC Plastic Wall Drain Pipe ASHOTO M384
	REINFORCED CONCRETE ASHOTO M179	CORRUGATED STEEL ALUMINUM COATED (TYPE 2) ASHOTO M38	CORRUGATED STEEL PLAIN ZINC COATED ASHOTO M36	POLYMER COATED STEEL ASHOTO M245	CORRUGATED ALUMINUM ASHOTO M186	CORRUGATED HDPE ASHOTO M282	CORRUGATED SMOOTH LINED HDPE TYPE "S" ASHOTO M294	CORRUGATED SMOOTH LINED POLYPROPYLENE ASHOTO M330	PVC CORRUGATED SMOOTH INTERIOR ASTM F-819		
STORM DRAIN	NON-TRAVEL BEARING (GRADE BOARD)	INTERSTATE	X								
		NON INTERSTATE	X	X	X	X		X	X	X	X
	TRAVEL BEARING (GRADE BOARD)	ADT < 1,500	X	X	X	X		X	X	X	X
		1,500 < ADT < 5,000	X	X	X	X		X	X	X	X
		5,000 < ADT < 15,000	X					X	X	X	X
	ADT > 15,000 & INTERSTATES	X					X	X	X	X	
	GRADE > 10%				X		X	X	X	X	
SIDE DRAIN		X	X	X	X		X	X	X	X	
PERMANENT SLOPE DRAIN			X	X	X		X	X	X	X	
PERFORATED UNDERDRAIN			X	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



REVISION DATES		GENERAL NOTES	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED:		APPROVED PLAN 08/16/2018	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		Project # LDP 18-70035	04-0001



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 1/4TH 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 3/8 INCH DIAMETER HOLES, 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. SUB HEIGHT SHALL BE BETWEEN 1 TO 4 INCHES FROM THE SURFACE FROM WHICH IT IS MOUNTED. 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 THAT 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 (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 AND INCLUDE CONTRASTING MATERIAL WHEN WHITE MARKINGS ARE USED.
- 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 LOCATED 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.

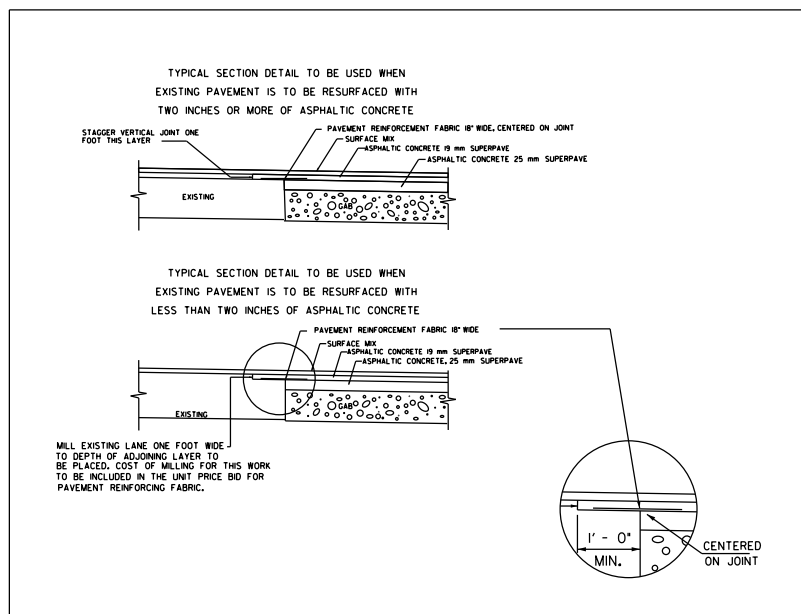
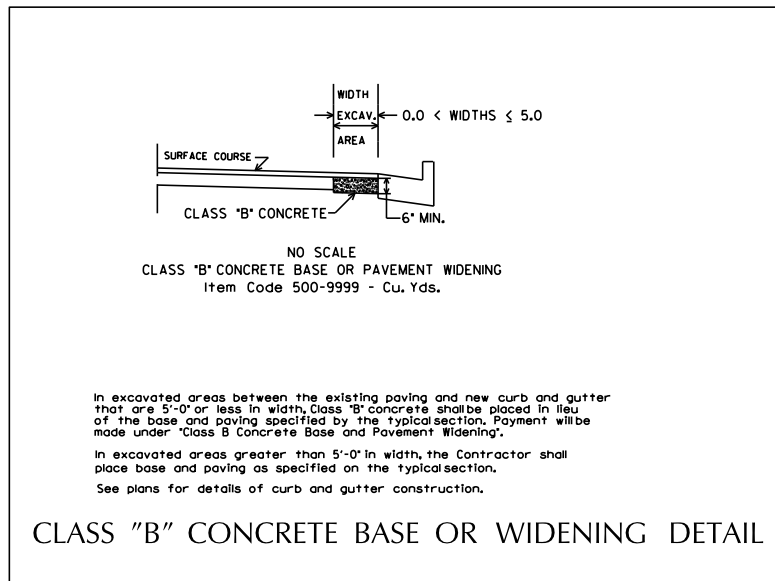


REVISION DATES

8/3/18			

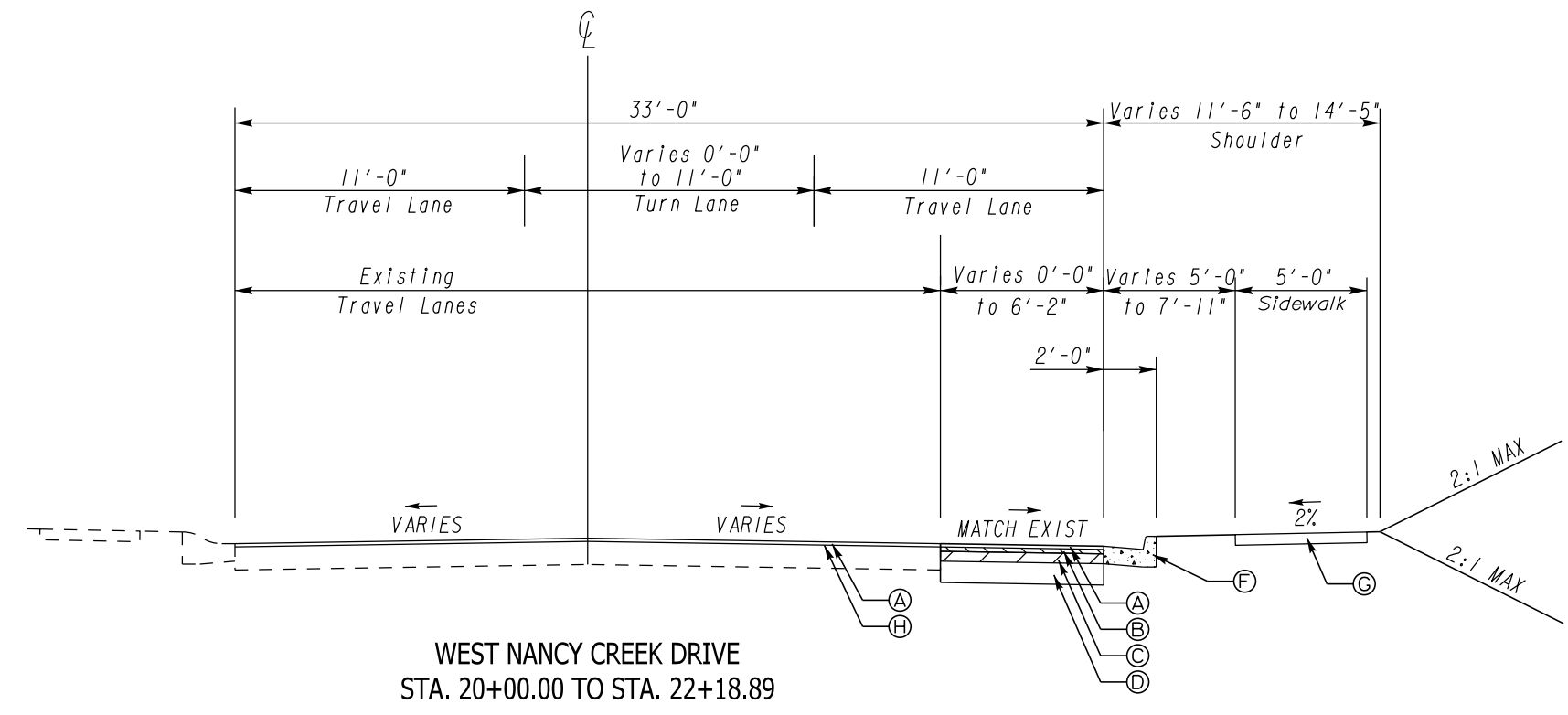
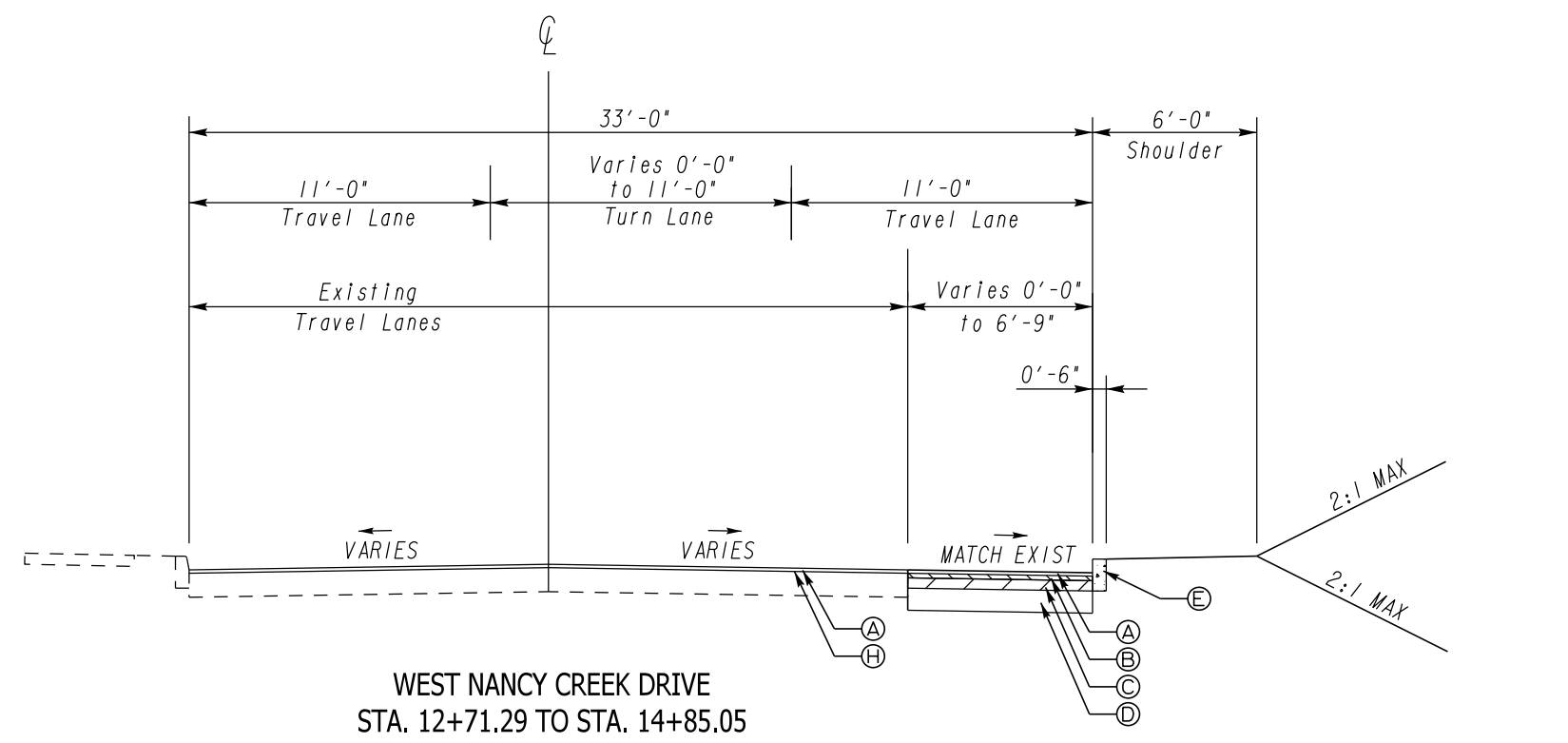
GENERAL NOTES
WEST NANCY CREEK DRIVE AT
ASHFORD DUNWOODY ROAD

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



REQUIRED PAVEMENT

- (A) RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME - 165 LBS/SY
- (B) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME - 220 LBS/SY
- (C) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME - 440 LBS/SY
- (D) GR AGGR BASE CRS, INCL MATL - 8 IN
- (E) STAIGHT GRANITE CURB, 6 IN X 15 IN, SEE CURB DETAIL
- (F) CONC CURB & GUTTER, 8 IN X 24 IN, TP 2
- (G) CONC SIDEWALK, 4 IN
- (H) MILL ASPH CONC PVMT, 1/4 IN DEPTH



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

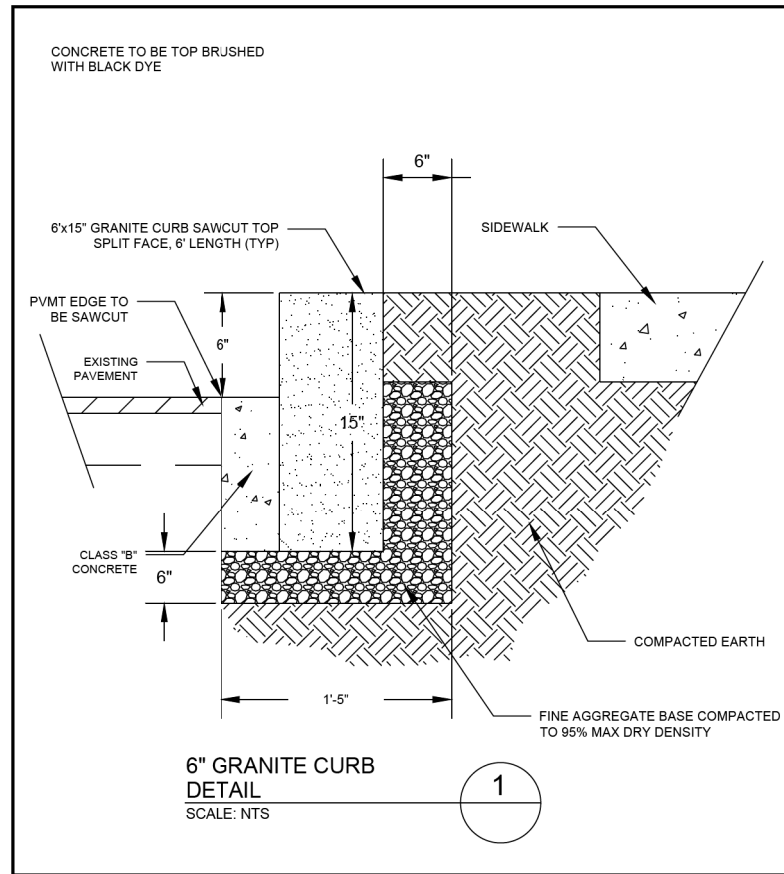
NOT TO SCALE

REVISION DATES	

TYPICAL SECTIONS
WEST NANCY CREEK DRIVE
AT ASHFORD DUNWOODY ROAD

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

APPROVED PLAN 08/16/2018
DATE: 05-0001
PROJECT # LDP 18-0005



11/23/2015
 11/23/2015
 11/23/2015

11/23/2015
 11/23/2015
 11/23/2015

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

NOT TO SCALE

REVISION DATES

NO.	DATE	DESCRIPTION

TYPICAL SECTIONS
 WEST NANCY CREEK DRIVE
 AT ASHFORD DUNWOODY ROAD

CHECKED:	DATE:	APPROVED PLAN 08/16/2013
BACKCHECKED:	DATE:	05-0002
CORRECTED:	DATE:	Permit # LDP 18-0005
VERIFIED:	DATE:	

SUMMARY OF QUANTITIES

PAVING QUANTITIES							
Plan Sheet #	Street Name	RECYCLED ASPH CONC, 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	RECYCLED ASPH CONC, 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	RECYCLED ASPH CONC, 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	GR AGGR BASE CRS, INCL MATL	TACK COAT	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH
1	W Nancy Creek	TN 170	TN 30	TN 60	TN 110	GL 90	SY 1740
Total		170	30	60	110	90	1740

MISCELLANEOUS ROADWAY QUANTITIES								
Plan Sheet #	Street Name	CONC SIDEWALK, 4 IN TK	CONC SIDEWALK, 8 IN TK	STRAIGHT GRANITE CURB, 6 IN X 15 IN	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	CLASS B CONC, BASE OR PVMT WIDENING	PVMT REINF FABRIC STRIPS, TP 2, 18 IN WIDTH	ORANGE BARRIER FENCE
1	W Nancy Creek	SY 1020	SY 170	LF 160	LF 330	CY 10	LF 490	LF 40
Total		1020	170	160	330	10	490	40

DRIVEWAYS					
Driveway Sta/Side	Alignment	DRIVEWAY CONCRETE, 6 IN TK	DRIVEWAY CONCRETE, 8 IN TK	CONC VALLEY GUTTER, 6 IN	CONC VALLEY GUTTER, 8 IN
13+29 RT	West Nancy Creek West	SY 16	SY 0	SY 20	SY 0
21+18 RT	West Nancy Creek East	SY 0	SY 30	SY 0	SY 11
Total		16	30	20	11

STRIPING		
DESCRIPTION	UNITS	QUANTITY
THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	8
THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	580
THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	1,030
THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	100
THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	780
THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	110
THERMOPLASTIC TRAFFIC STRIPING, YELLOW	SY	30
RAISED PVMT MARKERS TP 1	EA	40
RAISED PVMT MARKERS TP 3	EA	30

REMOVE AND RESET SIGN		
LOCATION	UNITS	QUANTITY
STA. 20+53 RT	LS	1

SIGNALS		
DESCRIPTION	UNITS	QUANTITY
TRAFFIC SIGNAL INSTALLATION NO. 1	LS	1
CONDUIT, NONMETAL, TP 3, 2 IN	LF	80

STRUCTURE NUMBER	LOCATION	SUMMARY OF DRAINAGE QUANTITIES	APPROXIMATE GRADE OF PIPE	MAXIMUM HEIGHT OF FILL OVER PIPE	CATCH BASINS & MANHOLES			
					CATCH BASINS GP 1 (GDOT 1034D)	CATCH BASIN, GP 1 ADDL DEPTH	MANHOLE, GP 1, GA. STD. 1011A	MANHOLE, GP 1, ADDL DEPTH
					6" OR LESS	ADDL DEPTH	6" OR LESS	ADDL DEPTH
		STORM DRAIN (LF)	%	FEET	EA	LF	EA	LF
		18"						
		H 1-10						
A-3	12+84 LT	29	1.00	4	1			
A-2	12+85 RT	10	9.41	5	1	1		
A-1	12+98 RT						1	1
TOTALS		39			2	1	1	1

TRAFFIC CONTROL
LUMP SUM

GRADING COMPLETE
LUMP SUM

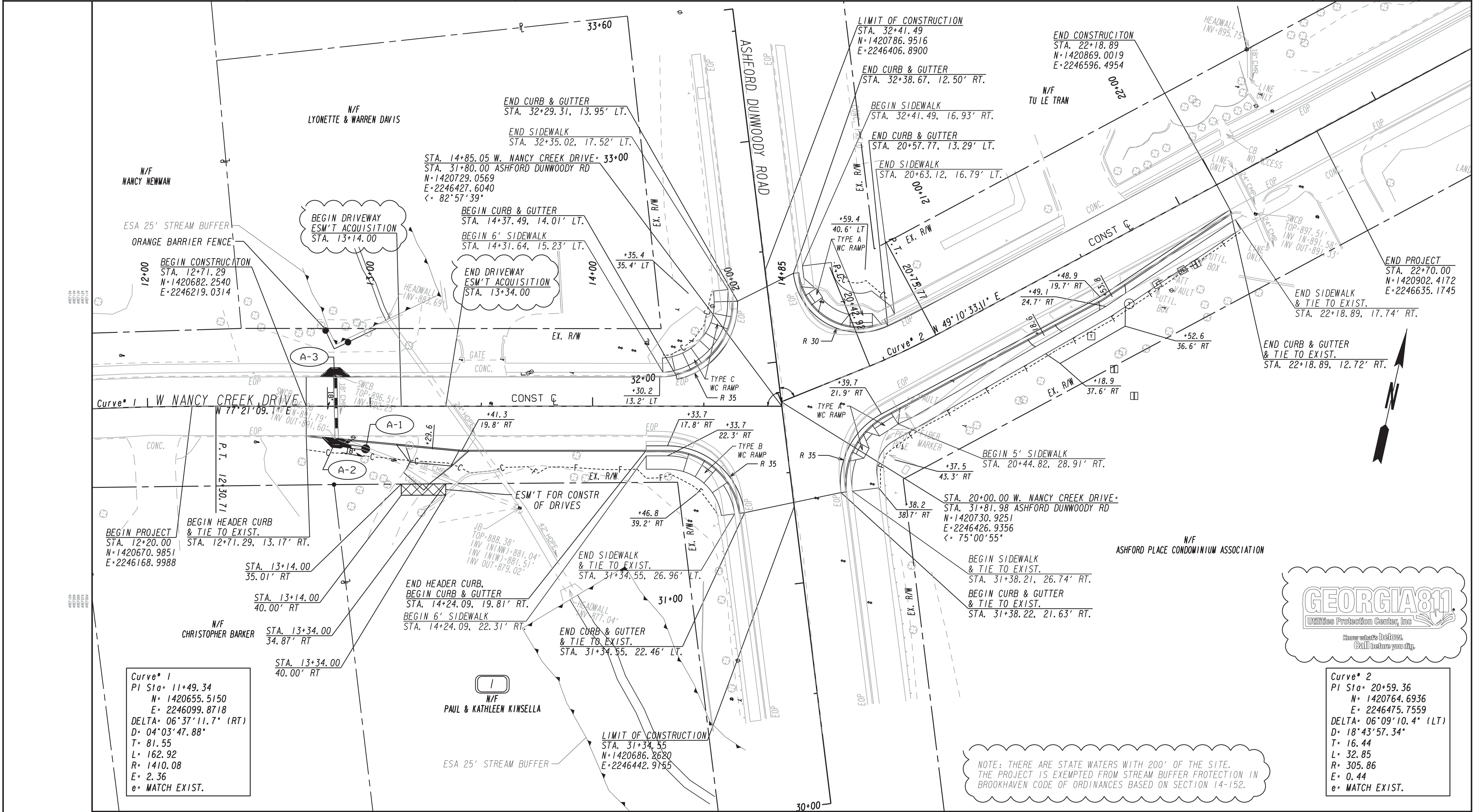
MISCELLANEOUS LANDSCAPING
LUMP SUM

MISCELLANEOUS UTILITY
LUMP SUM

EROSION CONTROL		
DESCRIPTION	UNITS	QUANTITY
TEMPORARY GRASSING	AC	1
MULCH	TN	9
CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	10
MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	180
MAINTENANCE OF INLET SEDIMENT TRAP	EA	10
TEMPORARY SILT FENCE, TYPE C	LF	360
PERMANENT GRASSING	AC	1
AGRICULTURAL LIME	TN	3
FERTILIZER MIXED GRADE	TN	1
FERTILIZER NITROGEN CONTENT	LB	50
SOD	SY	360
EROSION CONTROL MATS, SLOPES	SY	180



REVISION DATES		SUMMARY QUANTITIES	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED:		APPROVED PLAN 08/16/2018	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		Permit # LDP 18-0001	



Curve 1
 PI Sta= 11+49.34
 N= 1420655.5150
 E= 2246099.8718
 DELTA= 06°37'11.7" (RT)
 D= 04°03'47.88"
 T= 81.55
 L= 162.92
 R= 1410.08
 E= 2.36
 e= MATCH EXIST.

Curve 2
 PI Sta= 20+59.36
 N= 1420764.6936
 E= 2246475.7559
 DELTA= 06°09'10.4" (LT)
 D= 18°43'57.34"
 T= 16.44
 L= 32.85
 R= 305.86
 E= 0.44
 e= MATCH EXIST.

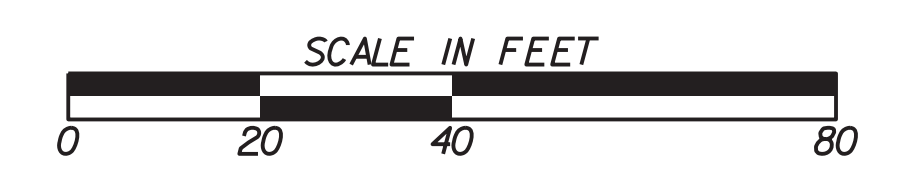
NOTE: THERE ARE STATE WATERS WITH 200' OF THE SITE. THE PROJECT IS EXEMPTED FROM STREAM BUFFER PROTECTION IN BROOKHAVEN CODE OF ORDINANCES BASED ON SECTION 14-152.



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	

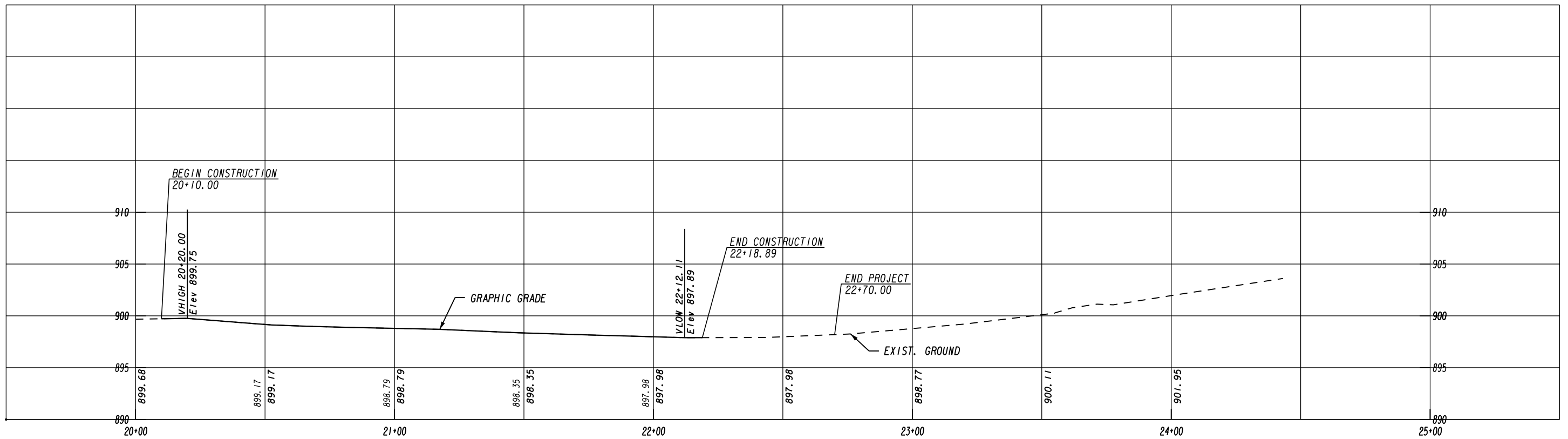
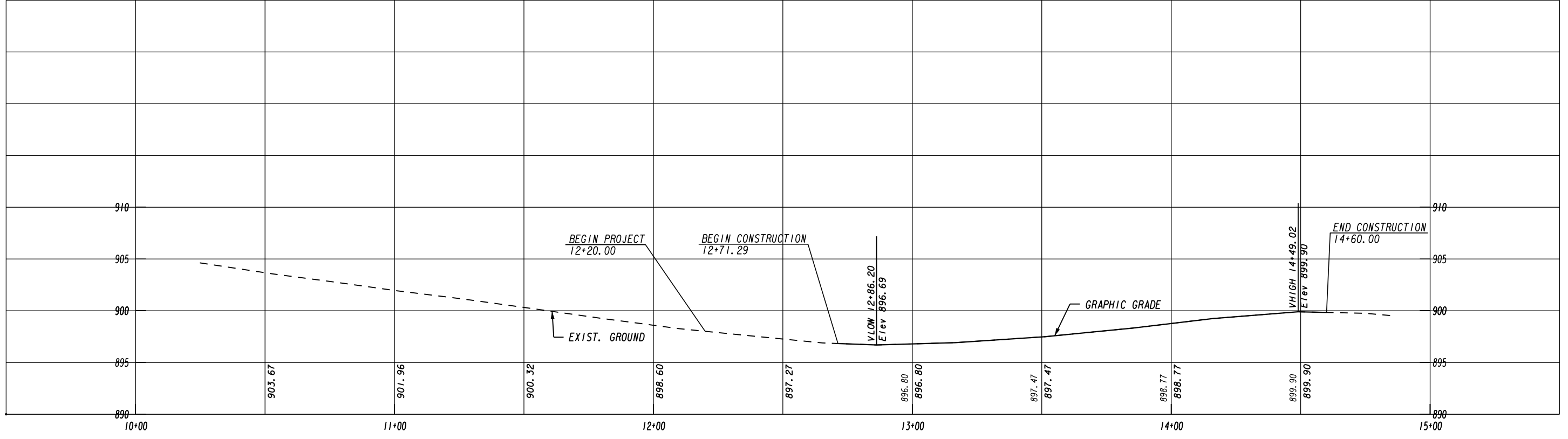
BEGIN LIMIT OF ACCESS.....BLA	
END LIMIT OF ACCESS.....ELA	
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA	
(SEE ERIT TABLE)	

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



REVISION DATES	

CONSTRUCTION PLAN	
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED: _____	DATE: _____
BACKCHECKED: _____	DATE: _____
CORRECTED: _____	DATE: _____
VERIFIED: _____	DATE: _____
DRAWING No. 13-0001	



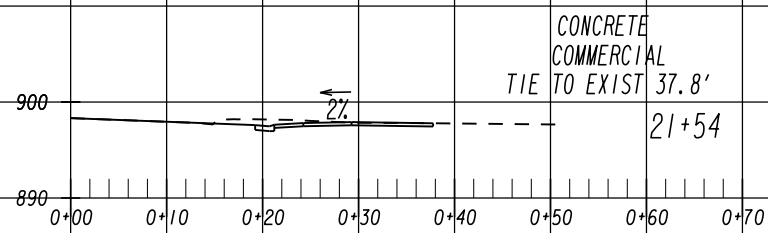
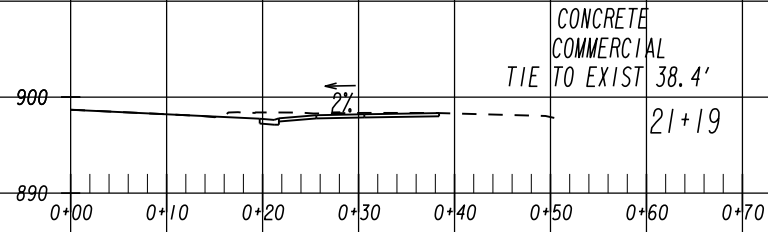
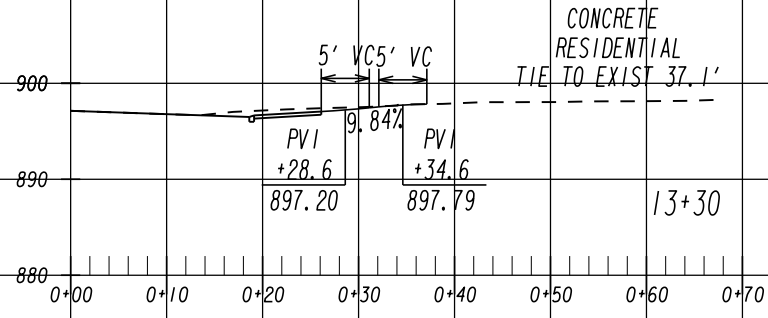
Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

SCALE : 1" = 20' HORIZ.
1" = 5' VERT.

REVISION DATES	

MAINLINE PROFILE
WEST NANCY CREEK DRIVE

CHECKED:	DATE:	APPROVED PLAN 08/16/2018 PROJECT # LDP18-0001
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROFILE
PROFILE
PROFILE

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PROFILE
PROFILE

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(770) 263-9118

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

REVISION DATES	

DRIVEWAY PROFILE
WEST NANCY CREEK DRIVE

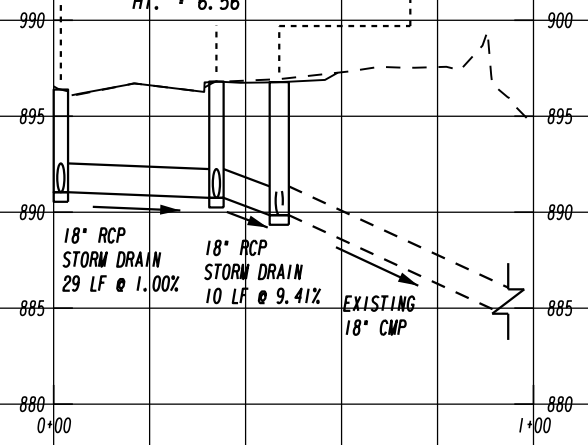
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 CORRECTED: _____ DATE: _____
 VERIFIED: _____ DATE: _____

APPROVED PLAN 08/16/2018
17-0001
Permit # LDP18-0005

A-3
STA. 12+84, 15.9' LT.
WEST NANCY CREEK DRIVE
SWCB GA STD 1034D
TOP • 896.39
INV. OUT • 891.04
HT. • 5.85'

A-1
STA. 12+98, 19.2' RT.
WEST NANCY CREEK DRIVE
MANHOLE GA STD 1011A
TOP • 896.78
INV. OUT • 889.85
HT. • 7.43'

A-2
STA. 12+85, 17.0' RT.
WEST NANCY CREEK DRIVE
SWCB GA STD 1034D
TOP • 896.81
INV. OUT • 890.75
HT. • 6.56'



18" RCP
STORM DRAIN
29 LF @ 1.00%

18" RCP
STORM DRAIN
10 LF @ 9.41%

EXISTING
18" CMP

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

Scale
Horizontal: 1 Inch = 5 Feet
Vertical: 1 Inch = 20 Feet

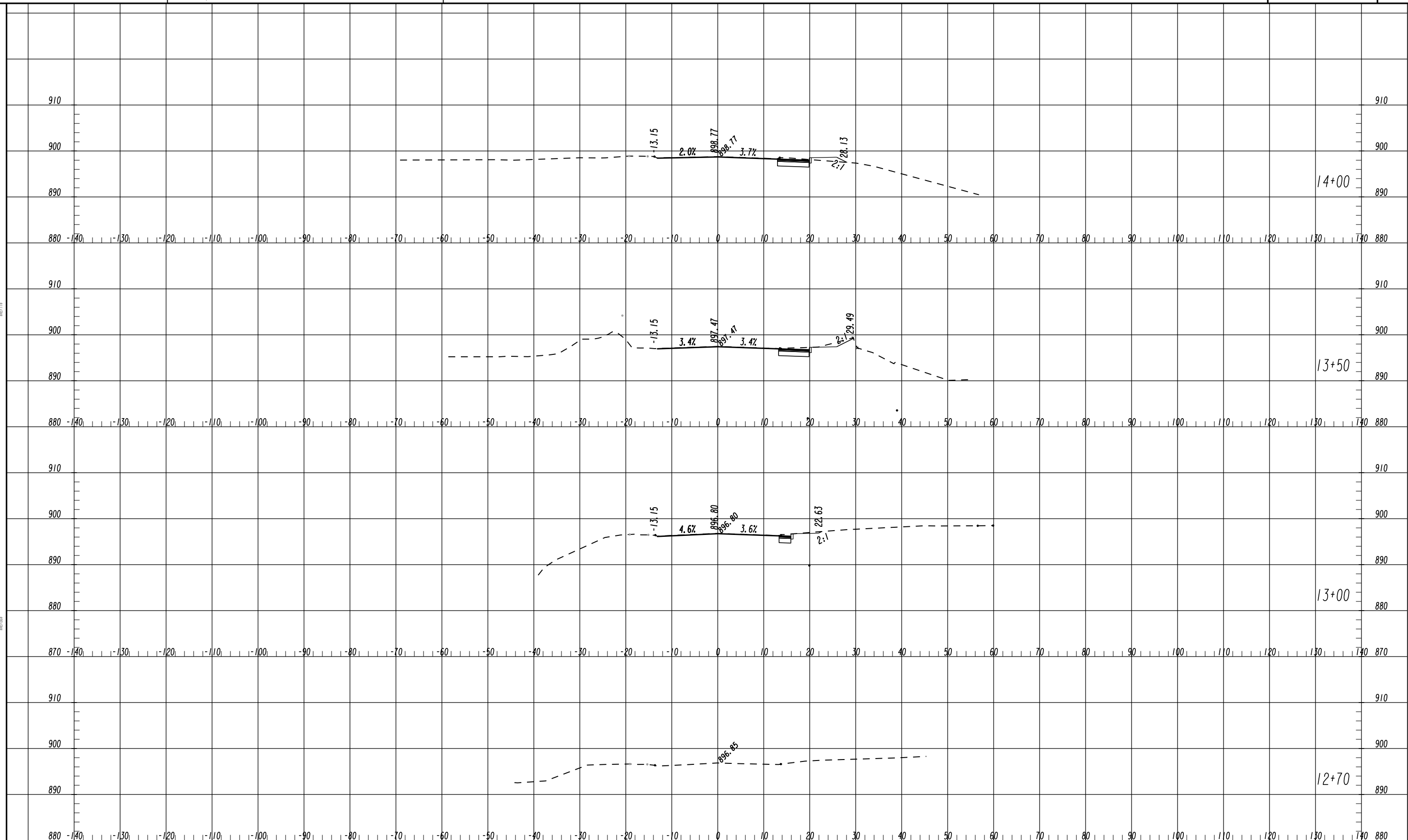
REVISION DATES

NO.	DATE	DESCRIPTION

DRAINAGE PROFILES
WEST NANCY CREEK DRIVE

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

APPROVED PLAN 08/16/2018
22-0001
Sheet # LDP18-0005



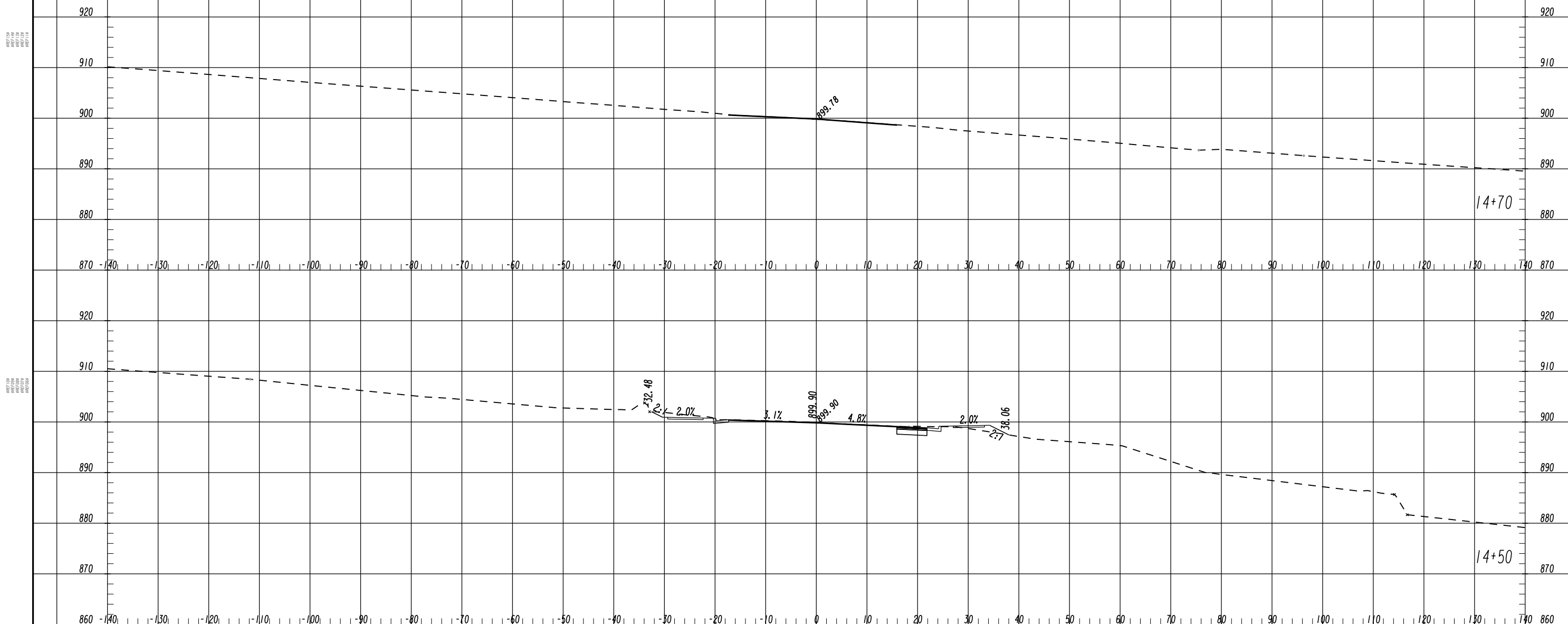
Scale
Horizontal: 1 Inch = 10 Feet
Vertical: 1 Inch = 10 Feet

REVISION DATES	

EARTHWORK CROSS SECTIONS
WEST NANCY CREEK DRIVE

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

APPROVED PLAN 08/16/2018
DATE: 08/16/2018
FILE # LDP 18-0001



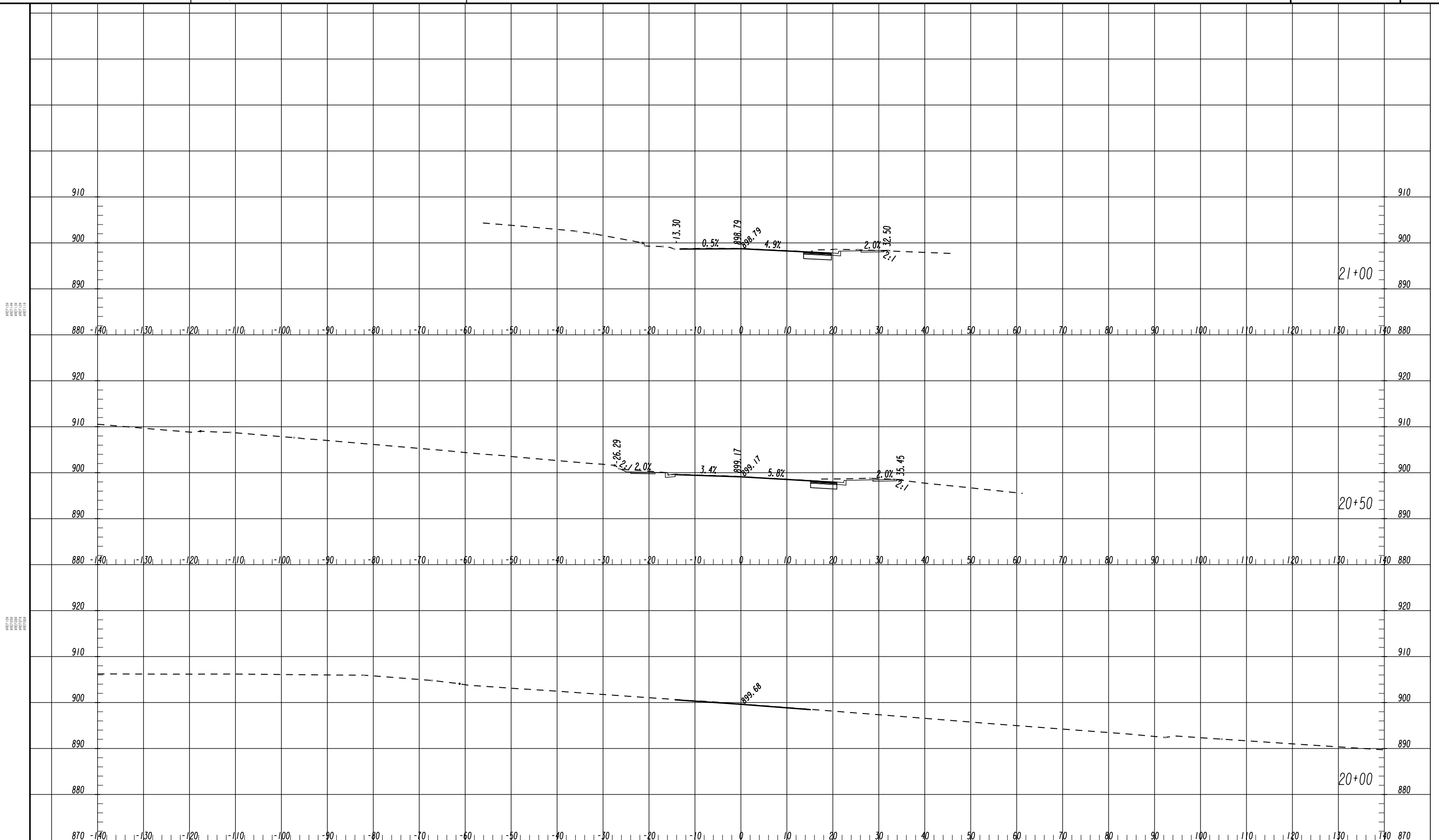
Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

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

REVISION DATES	

EARTHWORK CROSS SECTIONS
WEST NANCY CREEK DRIVE

CHECKED:		APPROVED PLAN 08/16/2018
BACKCHECKED:		DATE: 08/16/2018
CORRECTED:		PROJECT # LDP 18-0002
VERIFIED:		



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

Scale
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Vertical: 1 Inch = 10 Feet

REVISION DATES	

EARTHWORK CROSS SECTIONS
WEST NANCY CREEK DRIVE

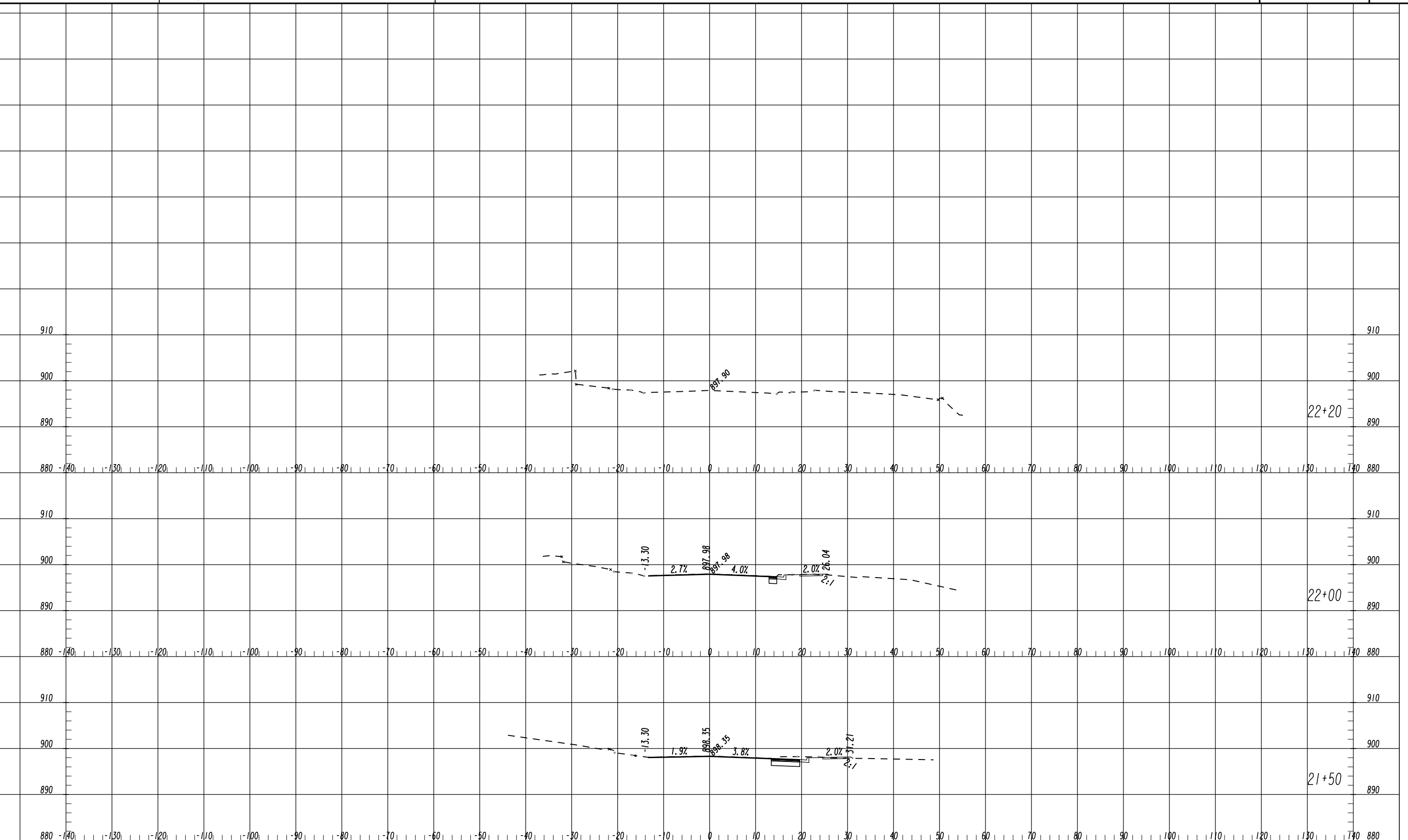
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VERIFIED: _____ DATE: _____

APPROVED PLAN 08/16/2018
23-0003
Permit # LDP 18-00035

PROF. 1/18
PROF. 2/18
PROF. 3/18
PROF. 4/18

PROF. 1/18
PROF. 2/18
PROF. 3/18
PROF. 4/18

PROF. 1/18
PROF. 2/18
PROF. 3/18
PROF. 4/18



Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
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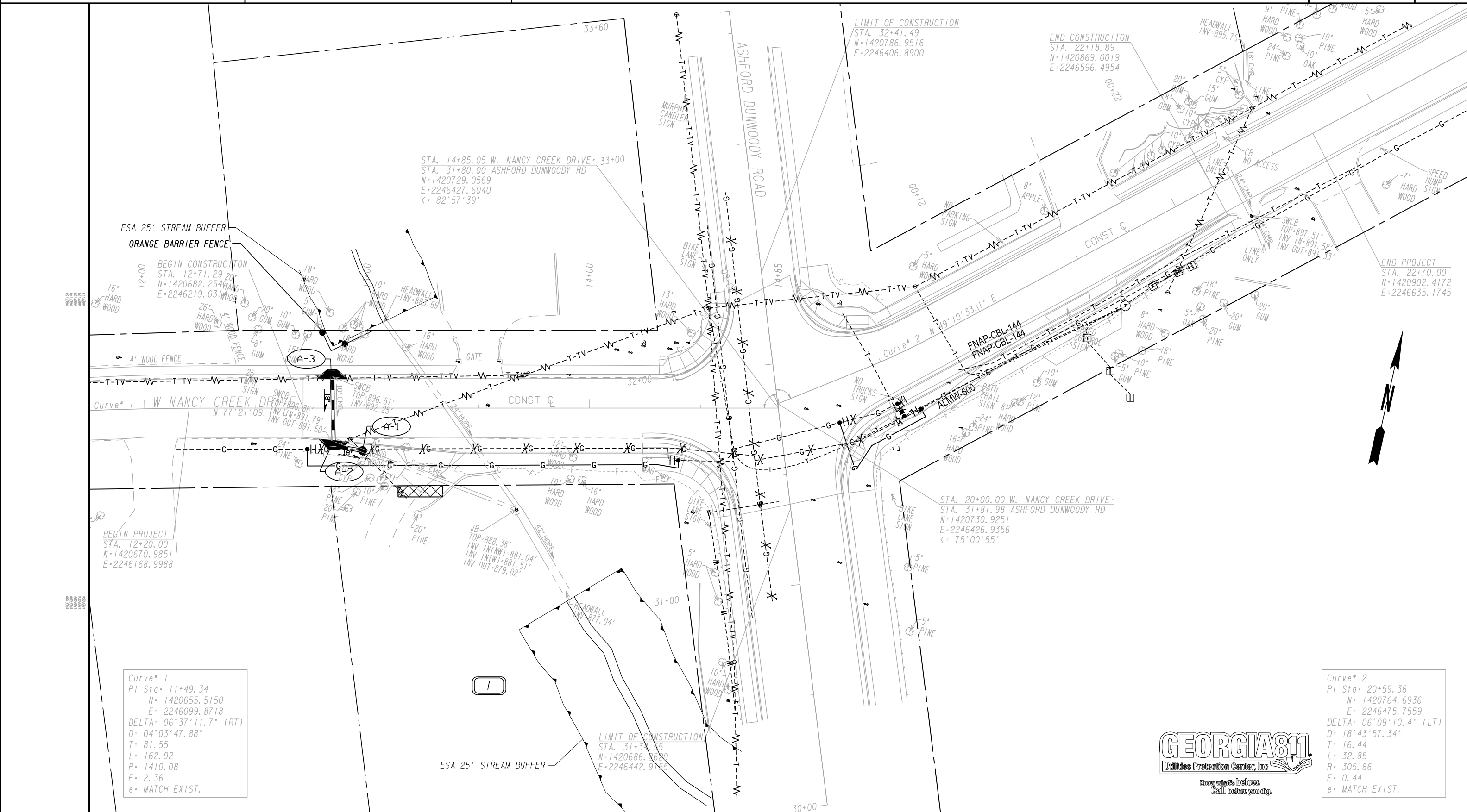
Scale
Horizontal: 1 Inch = 10 Feet
Vertical: 1 Inch = 10 Feet

REVISION DATES	

EARTHWORK CROSS SECTIONS
WEST NANCY CREEK DRIVE

CHECKED:		APPROVED PLAN 08/16/2018
BACKCHECKED:		DATE: 08/16/2018
CORRECTED:		DATE: 08/16/2018
VERIFIED:		DATE: 08/16/2018

PROJECT # LDP 18-0004



Curve* 1
 PI Sta= 11+49.34
 N= 1420655.5150
 E= 2246099.8718
 DELTA= 06°37'11.7\" (RT)
 D= 04°03'47.88\"
 T= 81.55
 L= 162.92
 R= 1410.08
 E= 2.36
 e= MATCH EXIST.

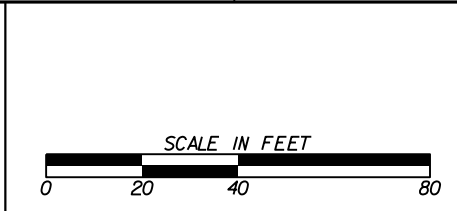
Curve* 2
 PI Sta= 20+59.36
 N= 1420764.6936
 E= 2246475.7559
 DELTA= 06°09'10.4\" (LT)
 D= 18°43'57.34\"
 T= 16.44
 L= 32.85
 R= 305.86
 E= 0.44
 e= MATCH EXIST.

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

—E—
 —G—F—
 [Hatched Box]
 [Hatched Box]
 [Hatched Box]

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)

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



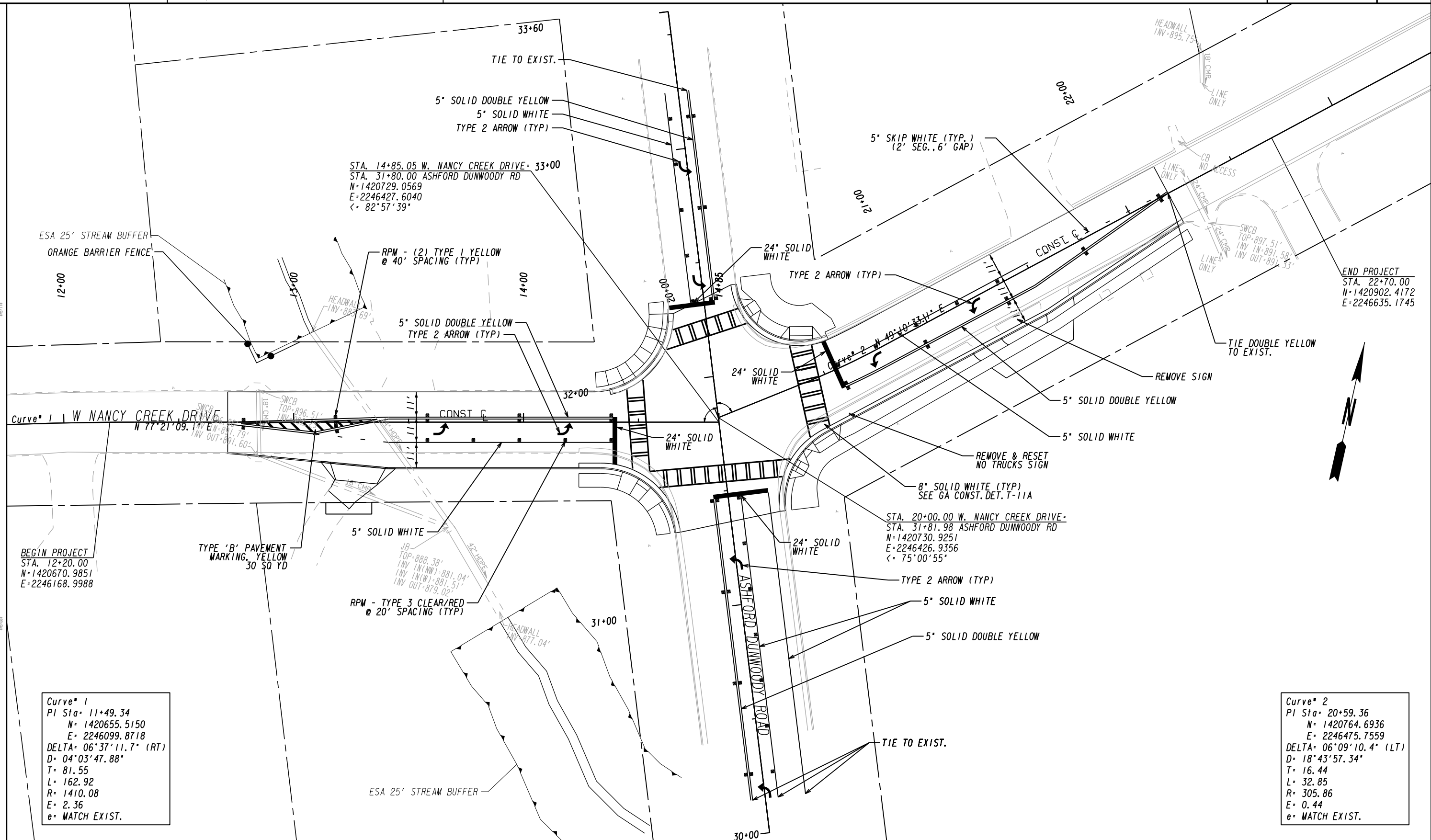
REVISION DATES	

UTILITY PLANS
 WEST NANCY CREEK DRIVE
 AT ASHFORD DUNWOODY ROAD

CHECKED: _____
 BACKCHECKED: _____
 CORRECTED: _____
 VERIFIED: _____

DATE: _____
 DATE: _____
 DATE: _____

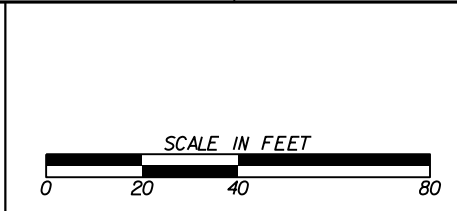
APPROVED PLAN 08/16/2018
 Permit # LDP 18-0001



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)

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



REVISION DATES

SIGNING AND MARKING PLANS
 WEST NANCY CREEK DRIVE
 AT ASHFORD DUNWOODY ROAD

CHECKED: _____
 BACKCHECKED: _____
 CORRECTED: _____
 VERIFIED: _____

DATE: _____
 DATE: _____
 DATE: _____

APPROVED PLAN 08/16/2018
 Permit # LDP 16-0001

TRAFFIC SIGNAL GENERAL NOTES

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION.
2. SIGNAL HEADS SHALL BE ERECTED TO PROVIDE AT LEAST 17 FEET BUT NO MORE THAN 19 FEET CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO TOP OF ROAD SURFACE AND A MINIMUM OF 8 FEET MEASURED HORIZONTALLY BETWEEN CENTERS OF SIGNAL FACES.
3. SHIELDED CABLE WILL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHEET. DETECTORS SHALL HAVE SEPARATE LEAD-INS TO THE CONTROL CABINET.
4. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES PRIOR TO ORDERING. AT THE DISCRETION OF THE ENGINEER, MINOR SHIFTS, (UP TO A MAXIMUM OF 5 FEET), IN LOCATION OF NEW SIGNAL POLES, ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS.
5. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNALS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC SIGNAL AND/OR CONTROL SYSTEM ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT POLE LOCATIONS(S) REQUIRED BY THE PROJECT DURING THE INTERIM PERIOD THROUGH INSTALLATION OF NEW SIGNAL EQUIPMENT. AT NO TIME SHALL THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL OPERATION TO BE INOPERABLE.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING UTILITY TIMBER POLES WHEN ATTACHING SPAN WIRE OR INTERCONNECT CABLE TO THE POLES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
7. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE CITY ENGINEER PRIOR TO FINAL ACCEPTANCE.
8. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO THE CITY OF BROOKHAVEN. DELIVER TO KEVIN KORTH, BROOKHAVEN TRANSPORTATION ENGINEER, (404) 637-0724.
9. SIGNAL TIMING: CONTRACTOR SHALL COORDINATE WITH PERIMETER TRAFFIC OPERATIONS PROGRAM (PTOP) FOR PURPOSES OF SIGNAL TIMING. CONTACT JOHN GURBAL WITH PERIMETER COMMUNITY IMPROVEMENT DISTRICTS AT (770) 390-1780 FOR PTOB COORDINATION.
10. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE GDOT SPECIFICATION.

11. THE INSTALLATIONS SHALL BE CAPABLE OF MONITORING OVER ETHERNET NETWORKS FROM EXISTING CENTRAL COMPUTERS OR VIA "CLOSED LOOP" MONITORING, PER THE GDOT DISTRICT SIGNAL ENGINEER. CENTRAL COMPUTERS ARE LOCATED AT 935 EAST CONFEDERATE AVENUE BLDG. 24 ATLANTA, GEORGIA 30316. NETWORK ABILITIES DEMONSTRATION IS REQUIRED AT CENTRAL SITES. NOTED PRIOR TO FINAL ACCEPTANCE.
12. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT STANDARDS.
13. PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ON POLES ARE PROVIDED AS GENERAL GUIDELINES TO INSTALLER, ACTUAL ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIES.
14. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE SIDEWALK PAY ITEM.
15. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE CITY, ANY BARRIER WALL, FENCE, DITCH PAVING, CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGNS, GUARDRAILS, LANDSCAPING, GRASSINGS, UTILITY SERVICE LINES, STORM DRAIN PIPES, MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED, DUE TO CONTRACTOR'S ACTIVITY.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES TO ENSURE COMPLIANCE TO ALL STATE AND FEDERAL LAWS AND GUIDELINES. THE COST SHALL BE CONSIDERED INCIDENTAL AND BE INCLUDED IN THE OVERALL BID PRICE. NO ADDITIONAL PAYMENTS SHALL BE MADE TO THE CONTRACTOR FOR EROSION CONTROL.
17. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH MODIFYING EXISTING AND ESTABLISHING NEW POWER AND COMMUNICATIONS SERVICES FOR TRAFFIC SIGNAL, VIDEO DETECTION SYSTEMS AND/OR CCTV CAMERAS ON THIS PROJECT. IF A UTILITY TRANSFORMER IS REQUIRED FOR TRAFFIC SIGNAL EQUIPMENT, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INCLUDE AS PART OF THEIR BID PRICE, FOR THAT TRAFFIC SIGNAL INSTALLATION IF THE RESPECTIVE UTILITY REQUIRES PAYMENT FOR INSTALLTION
18. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL MONTHLY POWER AND COMMUNICATION SERVICE TO THE TRAFFIC SIGNAL INSTALLATION AND SUPPORT DEVICES, UNTIL THE NEW TRAFFIC SIGNAL INSTALLTION HAS SATISFACTORILY COMPLETED A TEST PERIOD OF UNINTERRUPTED OPERATION, FOR 30 DAYS. UPON COMPLETION OF THE TEST PERIOD, THE CONTRACTOR WILL COMPLETE A TRANSFER OF UTILITY COST TO THE CITY OF BROOKHAVEN.

EXISTING SIGNAL

- CONTROLLER CABINET
- STRAIN POLE
- TIMBER POLE
- DOWN GUY
- MAST ARM
- STREET LIGHT
- 3 SECTION HEAD
- 4 SECTION HEAD
- 5 SECTION HEAD
- OVERHEAD SIGN
- PEDESTAL POLE
- PED SIGNAL HEAD
- CURB CUT RAMP
- PULLBOX, TP 1
- PULLBOX, TP 2
- PULLBOX, TP 4
- PULLBOX, TP 5
- 6x6 PULSE LOOP
- 6x18 CALL LOOP
- 6x40 PRESENCE LOOP (DIPOLE)
- 6x40 PRESENCE LOOP (QUADRUPOLE)
- CONDUIT
- RAILROAD CONTROLLER
- SIGN POST

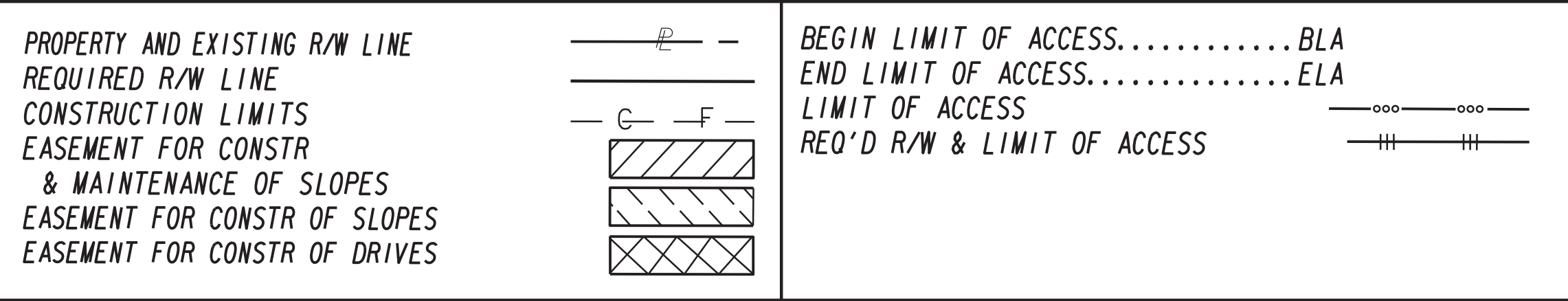
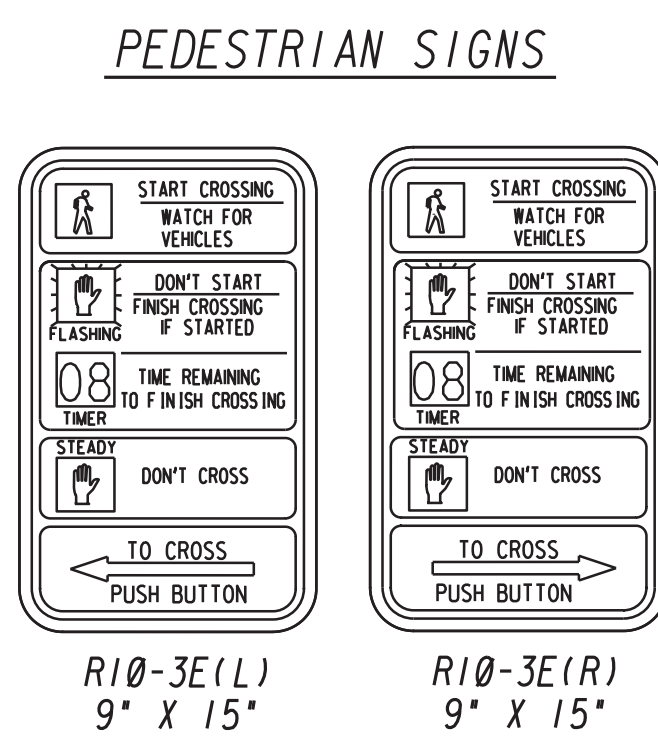
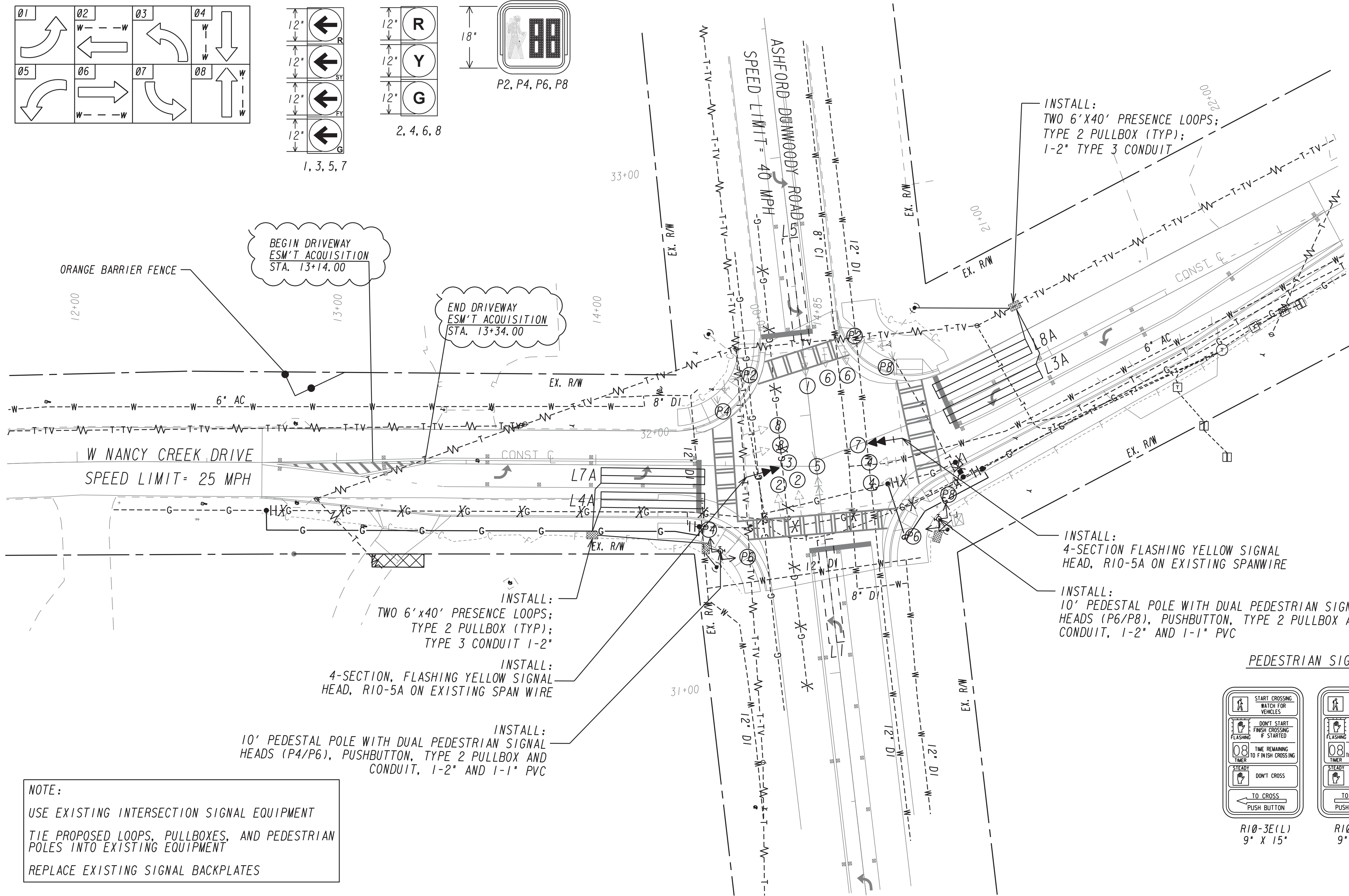
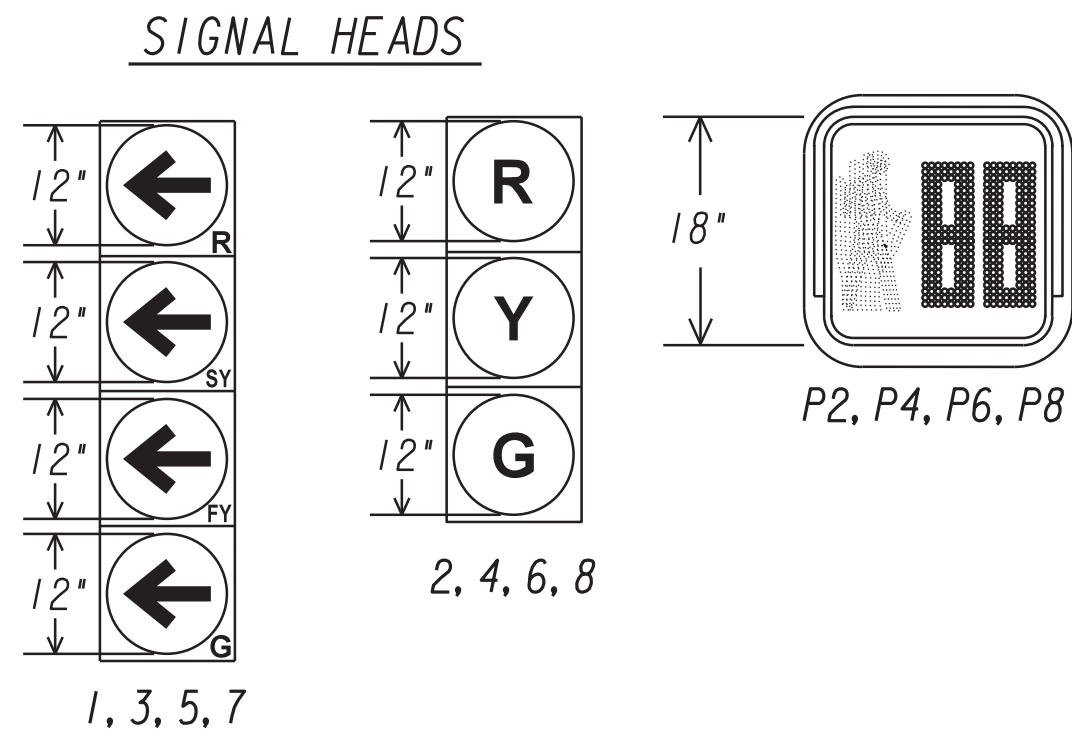
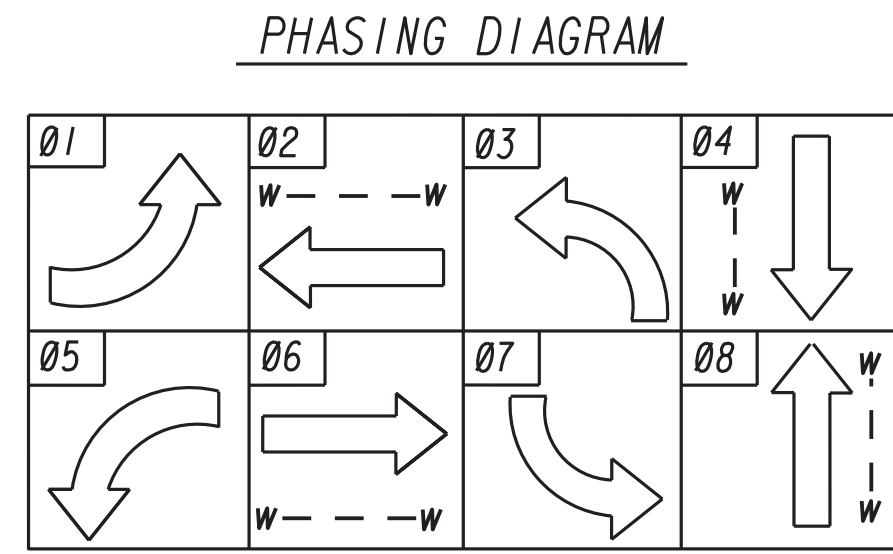
PROPOSED SIGNAL

- CONTROLLER CABINET WITH BATTERY BACKUP
- CONTROLLER CABINET
- STRAIN POLE
- TIMBER POLE
- DOWN GUY
- MAST ARM
- STREET LIGHT
- 3 SECTION HEAD
- 3 SECTION HEAD W/ BACKPLATE
- 4 SECTION HEAD
- 4 SECTION HEAD W/ BACKPLATE
- 5 SECTION HEAD
- 5 SECTION HEAD W/ BACKPLATE
- OVERHEAD SIGN
- PEDESTAL POLE
- PED SIGNAL HEAD
- CURB CUT RAMP - (See ADA Detail)
- PULLBOX, TP 2
- PULLBOX, TP 3
- PULLBOX, TP 5
- 6x6 PULSE LOOP
- 6x18 CALL LOOP
- 6x40 VIRTUAL DETECTION ZONE
- 6x40 PRESENCE LOOP (QUADRUPOLE)
- CONDUIT
- BORED CONDUIT
- RAILROAD CONTROLLER
- SIGN POST
- RADAR DETECTION SYSTEM

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INTERNATIONAL
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NORCROSS, GEORGIA 30092
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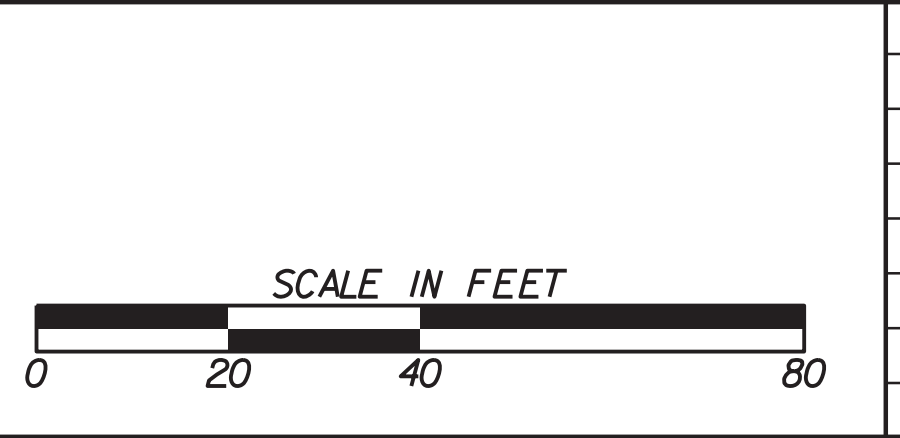
REVISION DATES		SIGNAL PLANS	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED:		APPROVED PLAN 08/16/2018	DATE: 08/16/2018
BACKCHECKED:			DATE:
CORRECTED:			DATE:
VERIFIED:			DATE:

Permit # LDP 18-00035



Michael Baker INTERNATIONAL

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



REVISION DATES

SIGNAL PLANS
WEST NANCY CREEK DRIVE
AT ASHFORD DUNWOODY ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	

LIST OF MATERIALS

332 CABINET INPUT ASSIGNMENT

SLOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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UPPER INPUT FILE

	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD	2-CH				2-CH	2-CH						DC 150	DC 150	DC 150
CHANNEL 1	CI PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
	FUNCTION	L1				L3A	L4A						Ø 2 PED	Ø 6 PED	FLASH
	FIELD TERM	TB2 1,2	TB2 5,6	TB2 9,10	TB4 1,2	TB4 5,6	TB4 9,10	TB6 1,2	TB6 5,6	TB6 9,10			TB8 4,6	TB8 7,9	N/C

CHANNEL 2	CI PIN	56	43	76	47	58	45	78	49	62		53	69	70	82
	FUNCTION												Ø 4 PED	Ø 8 PED	STOP TIME
	FIELD TERM	TB2 3,4	TB2 7,8	TB2 11,12	TB4 3,4	TB4 7,8	TB4 11,12	TB6 3,4	TB6 7,8	TB6 11,12			TB8 5,6	TB8 8,9	N/C

LOWER INPUT FILE

	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD	2-CH				2-CH	2-CH								
CHANNEL 1	CI PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
	FUNCTION	L5				L7A	L8A								
	FIELD TERM	TB3 1,2	TB3 5,6	TB3 9,10	TB5 1,2	TB5 5,6	TB5 9,10	TB7 1,2	TB7 5,6	TB7 9,10			TB9 4,6	TB9 7,9	TB9 10,12

CHANNEL 2	CI PIN	55	44	77	48	57	46	79	50	61		75	73	74	52
	FUNCTION														
	FIELD TERM	TB3 3,4	TB3 7,8	TB3 11,12	TB5 3,4	TB5 7,8	TB5 11,12	TB7 3,4	TB7 7,8	TB7 11,12			TB9 5,6	TB9 8,9	TB9 11,12

LIST OF MATERIALS (FOR INFORMATION ONLY)	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLIES		
F. SWITCH PACK (Load Switch)	EA	2
H. LOOP DETECTOR, 2 CHANNEL	EA	2
LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT); 3 PAIR, 18 AWG	REEL	1
LOOP DETECTOR WIRE (14 AWG, STRANDED/1000 FT)	REEL	2
4-SECTION, 12" SIGNAL HEAD LED -, YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	2
1-SECTION, 16" x 18" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, FULL HAND/MAN OVERLAP		
9" HIGH, Numbers & 12" Symbols	EA	4
PEDESTRIAN PUSHBUTTON STATION ADAPTERS (ONLY)		
9" x 15", Double Push Button Station Adapter for 4" Dia Pedestrian Pole, Adjustable	EA	2
BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	8
BACK PLATE FOR ONE-WAY, 4-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	4
HARDWARE FOR SPANWIRE MOUNTING (3 or 4 Section Signals)	EA	2
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, TWO-WAY BRACKET ASSEMBLY	EA	2
PEDESTAL POLE & SQUARE BASE	EA	2
PULL BOX, PB-2	EA	4
LOOP SAW CUT	LF	585
CONDUIT, 1"	LF	20
CONDUIT, 2"	LF	20
R10-5A, LEFT TURN YIELD ON FLASHING YELLOW SIGN	EA	2
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP

PAY ITEMS

PAY ITEMS (FOR INFORMATION ONLY)		UNIT	QUANTITY
647-1000	TRAFFIC SIGNAL INSTALLATION NO. 1	LUMP	LUMP
682-6233	CONDUIT, NONMETAL, TP 3, 2 IN	LF	80

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. 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.
		PATTERN 	
Tack	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. 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.
		SYMBOL 	
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. 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.
		SYMBOL 	
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. 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.
		SYMBOL 	
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. 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.
		SYMBOL 	

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. 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.
		SYMBOL 	
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. TYPICALLY NOT SHOWN IN PLANS.
		LINE CODE 	
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. *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-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. *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 	

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

GDOT

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		
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD		
CHECKED:	DATE:	
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

APPROVED PLAN 08/16/2018
 Permit # LDP 38-0002
 52-0002

3/2/2017 kshlr		11:08:40 AM GPLOT-18 gp18border-V81-P0.tbl		EC-Labels 1-7).dgn		P. I. No.	
CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION				
	ORANGE BARRIER FENCE		ORANGE BARRIER FENCE DELINEATES ENVIRONMENTALLY SENSITIVE AREAS WHERE THE CONTRACTOR SHALL NOT CLEAR, GRUB, OR PLACE CONSTRUCTION MATERIALS OR EQUIPMENT WITHIN THIS AREA.				
		LINE CODE 					
	ENVIRONMENTALLY SENSITIVE AREA		AN ENVIRONMENTALLY SENSITIVE AREA (ESA) CONTAINS RESOURCES THAT ARE ENVIRONMENTALLY, CULTURALLY, OR HISTORICALLY SENSITIVE. ESAs INCLUDE, BUT ARE NOT LIMITED TO: STATE WATER BUFFERS, HISTORIC SITES, ARCHAEOLOGICAL SITES, AND PROTECTED ANIMAL AND PLANT SPECIES HABITATS. IF WORK IS AUTHORIZED IN THIS AREA, THE WORK MUST BE PERFORMED IN ACCORDANCE WITH SECTION 107 AND ANY OTHER APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PLAN NOTES.				
ESA		LINE CODE 	ESA-25' (OR 50') STREAM BUFFER, ETC.				
	BUFFER ZONE		A STRIP OF UNDISTURBED ORIGINAL VEGETATION, ENHANCED OR RESTORED EXISTING VEGETATION, OR THE RE-ESTABLISHMENT OF VEGETATION SURROUNDING AN AREA OF DISTURBANCE OR BORDERING STREAMS, PONDS, WETLANDS, LAKES, AND COASTAL WATERS. WHEN NECESSARY, BUFFER ZONES ARE TO BE PROTECTED BY ORANGE BARRIER FENCE.				
Bf		SYMBOL 					
	MULCH		THIS IS AN APPLICATION OF STRAW MULCH USED TO REDUCE SOIL EROSION AND STABILIZE THE SOIL. IT IS USED TO CONTROL EROSION IN AREAS WHERE PERMANENT VEGETATION IS OUT OF SEASON OR TO TEMPORARILY STABILIZE AREAS PRIOR TO FINAL GRADING. MULCHING REQUIREMENTS ARE ADDRESSED BY STANDARD SPECIFICATIONS AND/OR THE PROJECT ENGINEER.				
Ds1	SECTION 163	SYMBOL 	THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.				
	TEMPORARY GRASSING		THE SOWING OF A QUICK GROWING SPECIES OF GRASS SUITABLE TO THE AREA AND SEASON. IT IS TYPICALLY USED TO CONTROL EROSION IN AREAS LONGER THAN MULCHING IS EXPECTED TO LAST. TEMPORARY GRASSING SHOULD BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATIONS.				
Ds2	SECTION 163,700	SYMBOL 	THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.				
	PERMANENT GRASSING		THE SOWING OF PERMANENT VEGETATION, SUCH AS GRASS, SUITABLE TO THE AREA AND SEASON. PERMANENT VEGETATION SHALL BE USED ON ALL PROJECTS ACCORDING TO THE STANDARD SPECIFICATION. THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.				
Ds3	SECTION 700	SYMBOL 					
	SODDING		THE INSTALLATION OF A SPECIES OF GRASS SODDING SUITABLE TO THE AREA AND SEASON TO PROVIDE IMMEDIATE PERMANENT VEGETATION. SODDING MAY BE SHOWN FOR HIGHLY SENSITIVE AREAS, TO IMPROVE AESTHETICS, OR FOR SPECIAL PLANTING REQUIREMENTS ON THE BASIS OF ENVIRONMENTAL COMMITMENTS OR LANDSCAPING REQUIREMENTS. THE BMP PATTERN FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.				
Ds4	CONSTRUCTION DETAIL D-54 SECTION 700, 890	PATTERN 					
	FLOCCULANTS COAGULANTS		FLOCCULANTS AND COAGULANTS ARE USED TO SETTLE SUSPENDED SEDIMENT, HEAVY METALS, AND HYDROCARBONS (TSS) IN SLOW MOVING RUNOFF FROM CONSTRUCTION SITES FOR WATER CLARIFICATION. ANIONIC POLYACRYLAMIDES (PAM) MAY BE USED IN CONJUNCTION WITH BMPs WITHIN CHANNELS UPSTREAM OF A POST-CONSTRUCTION POND, TEMPORARY SEDIMENT BASIN, OR TEMPORARY SEDIMENT TRAP. FLOCCULANTS SHALL NOT BE USED DOWNSTREAM OF AFOREMENTIONED BMPs! FLOCCULANTS/COAGULANTS ARE TO BE SHOWN ON PLANS WITH APPLICABLE BMP IF NEEDED. PAYMENT FOR PAM AS A FLOCCULANT WILL BE INCLUDED IN THE PRICE FOR THE INSTALLATION AND/OR MAINTENANCE OF THE BMP IT IS USED IN CONJUNCTION WITH. NO SEPARATE PAYMENT WILL BE MADE.				
FI-Co	SECTION 163,700, 895	SYMBOL 					
	STREAMBANK STABILIZATION		STREAMBANK STABILIZATION IS THE USE OF READILY AVAILABLE NATIVE PLANT MATERIALS TO MAINTAIN AND ENHANCE STREAMBANKS, OR TO PREVENT, OR RESTORE AND REPAIR SMALL STREAMBANK EROSION PROBLEMS. STREAMBANK STABILIZATION AREAS SHOULD BE SHOWN ON THE PLANS WHEN APPLICABLE TO THE PROJECT. REFER TO THE PROJECT'S STREAM AND STREAM BUFFER MITIGATION PLANS FOR PLANT SPECIES, LOCATIONS, AND OTHER PLANTING DETAILS.				
Sb	SECTION 702	PATTERN 					

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NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 1 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
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VERIFIED:		DATE:	
		DRAWING No.	
		52-0001	

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	
		WEST NANCY CREEK DRIVE	
		AT ASHFORD DUNWOODY ROAD	
CHECKED:		DATE:	08/16/2018
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0001	

APPROVED PLAN 08/16/2018
Project # LDP 38-0005

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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GDOT

NO SCALE

REVISION DATES	
3/2/2017	

EROSION CONTROL LEGEND		
UNIFORM CODE SHEET		
SHEET 3 OF 7		
CHECKED: D. EAGLETON	DATE: 01/07/16	DRAWING NO.
BACKCHECKED:	DATE:	
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VERIFIED:	DATE:	

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		
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD		
CHECKED:	DATE:	
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APPROVED PLAN 08/16/2018
 Permit # LDP 38-0003

3/2/2017 cbl1rd		11:10:01 AM gp107-v8 gp107border-V81-P0.tbl		EC-L1sheets 1-71.dgn		GDOT		P. I. No.			
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.				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		THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.					LINE CODE			
Dc-C	STREAM DIVERSION CHANNEL RIP-RAP & GEOTEXTILE SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH RIP-RAP AND GEOTEXTILE. INSTALL TWO ROWS OF 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.				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		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			
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, 9017J TP1, DETAIL D-26 TP1 SECTION 576, 577		CONCRETE DRAIN INLET WITH METAL PIPE IS USED TO DRAIN CURBS, ON A GRADE, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).	
	LINE CODE							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.				Dn2-2	PERMANENT DOWNDRAIN STRUCTURE GA. STD 9013 TP2, 9017J TP2, DETAIL D-26 TP2 SECTION 576, 577		CONCRETE DRAIN INLET AND METAL PIPE IS USED TO DRAIN CURB, IN A SAG, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).	
	LINE CODE		RUNOFF FROM DISTURBED AREAS WITHIN THE PROJECT AREA SHALL NOT BE ALLOWED TO CONVERGE WITH OFFSITE RUNOFF WITHIN THIS DIVERSION.					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".								
	LINE CODE		THE OUTLET AREA SHALL BE STABILIZED FOR VELOCITY DISSIPATION AND EROSION CONTROL.								

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NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 4 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
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		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	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED:		DATE:	08/16/2018
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		APPROVED PLAN # LDP 38-0006 52-0004	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING		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.
	CONSTRUCTION DETAIL D-46 SECTION 163	SYMBOL Fr	REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR ADDITIONAL INFORMATION ON USAGE.
Rd	ROCK FILTER DAM		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.
	CONSTRUCTION DETAIL D-43 SECTION 163, 603	SYMBOL Rd	THE DAM SHOULD NOT BE HIGHER THAN THE CHANNEL BANKS. ROCK FILTER DAMS SHOULD BE USED IN DITCHES PRIOR TO DISCHARGING INTO STREAMS, WETLANDS, OPEN-WATERS, OR OTHER ESAs.
Rd-B	STONE FILTER BERM		STONE FILTER BERMS ARE CONSTRUCTED SIMILAR TO ROCK FILTER DAMS FOR A LINEAR APPLICATION. THEY ARE CONSTRUCTED OF TYPE-3 STONE RIP-RAP FACED WITH *57 STONE ON THE UPSTREAM SIDE. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING STONE FILTER BERMS.
	CONSTRUCTION DETAIL D-50 SECTION 163, 603	LINE CODE Rd-B	STONE FILTER BERMS ARE IDEAL ALONG THE PERIMETER FOR SHEET FLOW AND/OR SHALLOW CONCENTRATED FLOW TO A COMMON LOW AREA WHERE PERIMETER SILT FENCE ALONE MAY BE INSUFFICIENT. THERE IS NO WELL-DEFINED CHANNEL FOR A STANDARD ROCK FILTER DAM, AND/OR CONSTRUCTING A ROCK OUTLET TEMPORARY SEDIMENT TRAP IS NOT APPLICABLE.
Rp	RIP-RAP		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.
	SECTION 603	PATTERN Rp	RIP-RAP MAY ALSO BE USED AT DRAINAGE STRUCTURE OUTLETS WITHIN THE RIGHT-OF-WAY. HOWEVER, APPROPRIATE OUTLET PROTECTION SHOULD BE PROVIDED AT OUTFALLS. REFER TO STORM DRAIN OUTLET PROTECTION FOR ADDITIONAL INFORMATION ON USING RIP-RAP AT OUTFALLS.
Rt-P	RETROFITTING PERFORATED HALF-ROUND PIPE		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.
	CONSTRUCTION DETAIL D-44 SECTION 163	SYMBOL Rt-P	SHOULD BE USED ONLY IN DETENTION PONDS WITH LESS THAN 30 ACRES TOTAL DRAINAGE AREA. SHALL ONLY BE USED IN DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA. REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR DESIGN CRITERIA.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Rt-B	RETROFITTING SLOTTED BOARD DAM		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.
	CONSTRUCTION DETAIL D-45 SECTION 163	SYMBOL Rt-B	PERMANENT STORMWATER DETENTION POND OUTLET: -DRAINAGE AREA UP TO 100 ACRES -DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA ROADWAY DRAINAGE STRUCTURE: -OPEN END PIPES, WINGED HEADWALLS, OR CONCRETE WEIR OUTLETS WITH DRAINAGE AREA LESS THAN 30 ACRES REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR DESIGN CRITERIA.
Rt-Sg1 Rt-Sg2 Rt-Sg3	RETROFITTING SILT CONTROL GATES		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.
	CONSTRUCTION DETAIL D-20 SECTION 163	SYMBOL Rt-Sg1 Rt-Sg2 Rt-Sg3	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
Sd1-NS	SEDIMENT BARRIER (NON-SENSITIVE) SILT FENCE TYPE A		SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW.
	CONSTRUCTION DETAIL D-24 SECTION 171	LINE CODE A-Sd1-NS-A	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.
Sd1-S	SEDIMENT BARRIER (SENSITIVE) SILT FENCE TYPE C		SEDIMENT BARRIERS MINIMIZE AND PREVENT SEDIMENT CARRIED BY SHEET FLOW FROM LEAVING THE PROJECT AREA BY CAUSING DEPOSITION AND/OR FILTRATION OF SEDIMENT. SILT FENCE USED AS PERIMETER CONTROL SHALL NOT BE INSTALLED ACROSS CONCENTRATED FLOW.
	CONSTRUCTION DETAIL D-24 SECTION 171	LINE CODE C-Sd1-S-C	TYPE-C SILT FENCE IS TYPICALLY USED IN ENVIRONMENTALLY SENSITIVE AREAS (ESAs) OR IN AREAS WITH FILLS 10' AND GREATER. ALL ENVIRONMENTALLY SENSITIVE AREAS (ESAs) SHALL BE PROTECTED WITH A DOUBLE-ROW OF TYPE-C SILT FENCE REGARDLESS OF FILL HEIGHT. A SINGLE-ROW MAY BE USED FOR OTHER APPLICATIONS. IT SHOULD BE PLACED A MINIMUM OF 10' FROM CONSTRUCTION LIMITS OR ALONG THE RIGHT-OF-WAY LINE.

- NOTE:**
- 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


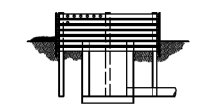

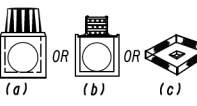

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 5 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
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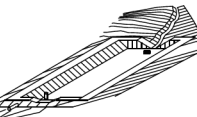
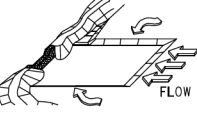
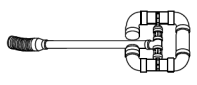
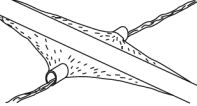
24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

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

REVISION DATES		EROSION CONTROL LEGEND	
		WEST NANCY CREEK DRIVE	
		AT ASHFORD DUNWOODY ROAD	
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No.	
		52-0005	

APPROVED PLAN 08/16/2018
Permit # LDP 38-0005

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

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

NOTE:
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GD&T

NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 6 OF 7	
CHECKED:	D. EASLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No. 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
(770) 263-9118

REVISION DATES		EROSION CONTROL LEGEND	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED:		DATE:	08/16/2018
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		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 IN ACTIVE TRAVEL LANE
		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:
 1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
 2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".



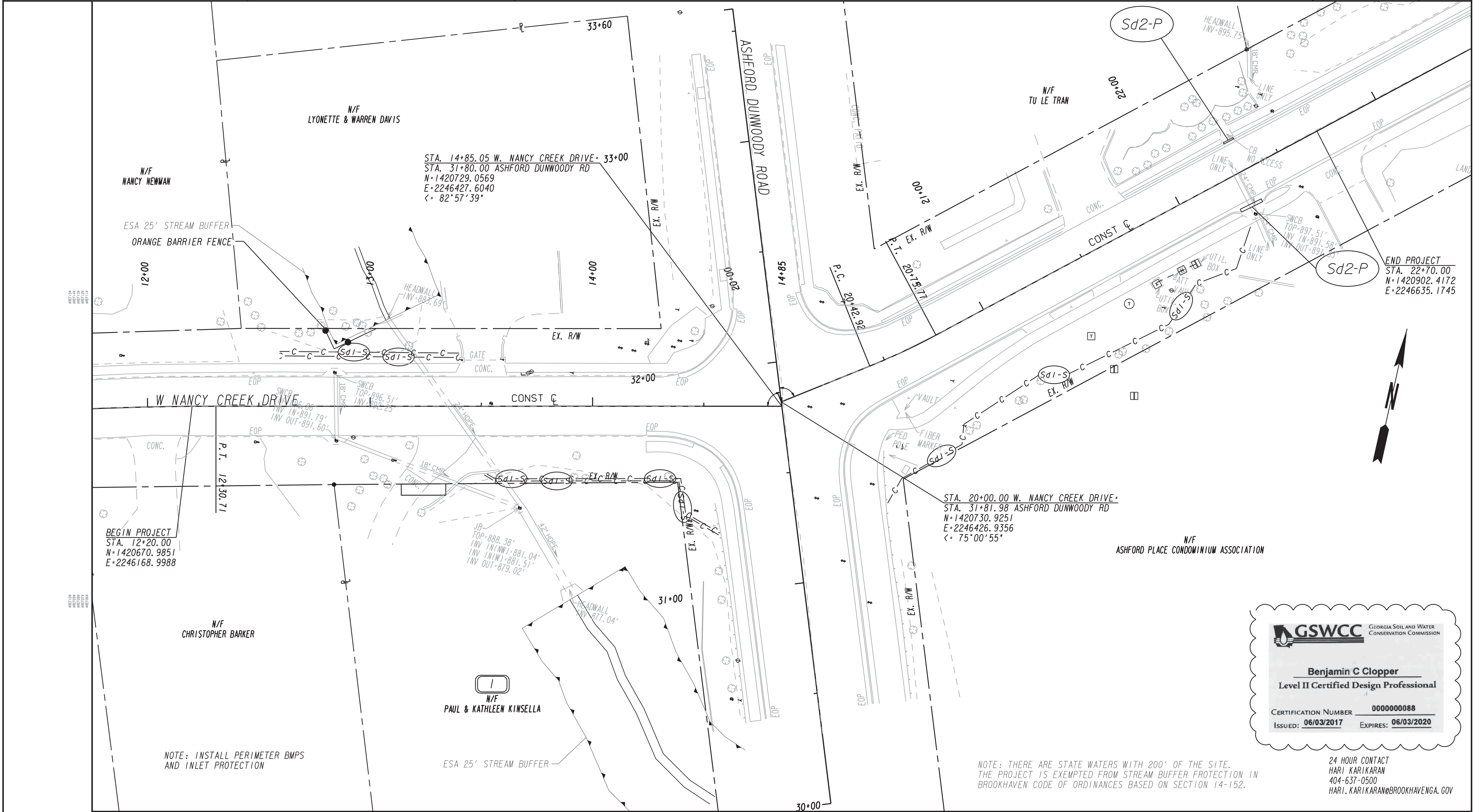
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CHECKED:	D. EARLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No. 52-0007	

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	
		WEST NANCY CREEK DRIVE	
		AT ASHFORD DUNWOODY ROAD	
CHECKED:		DATE:	08/16/2018
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		APPROVED PLAN # LDP 38-0006	
		52-0007	



GSWCC GEORGIA SOIL AND WATER CONSERVATION COMMISSION

Benjamin C Clopper
Level II Certified Design Professional

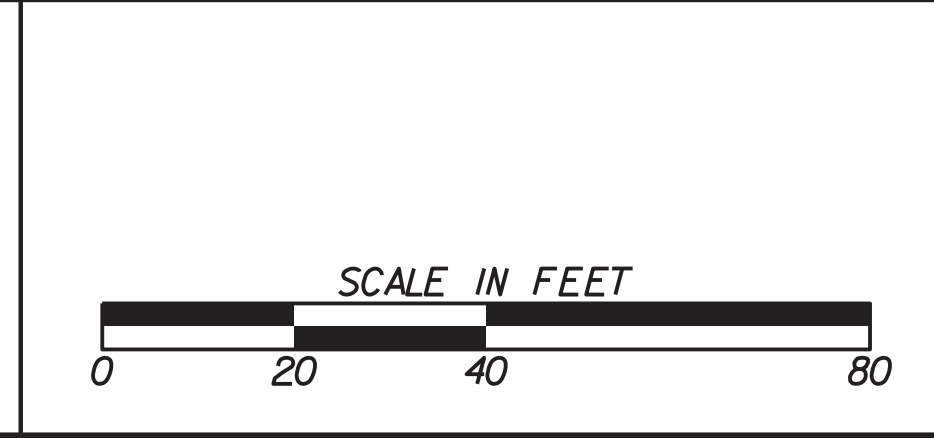
CERTIFICATION NUMBER 000000088
ISSUED: 06/03/2017 EXPIRES: 06/03/2020

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	

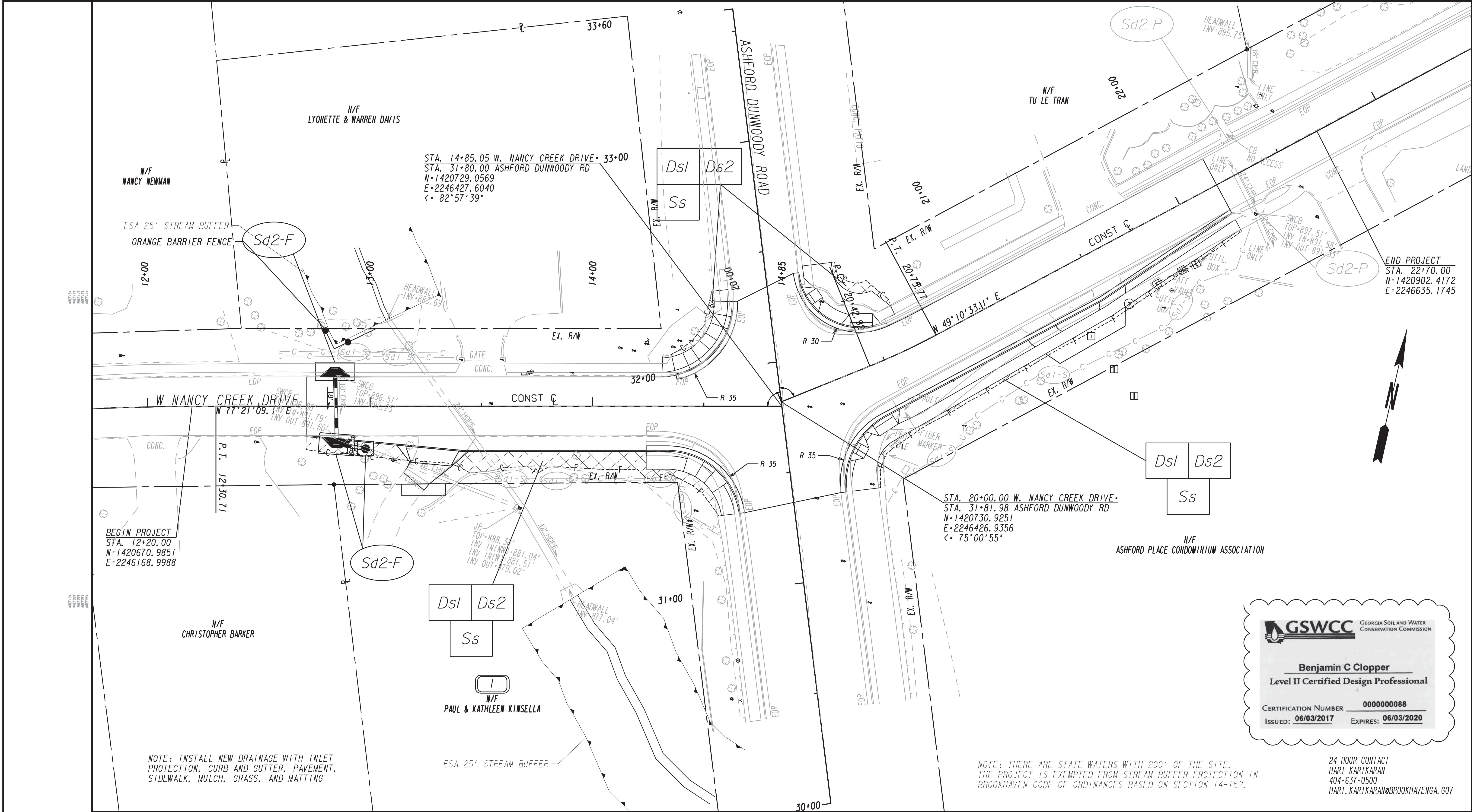
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LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

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



REVISION DATES	

BMP LOCATION DETAILS			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD - INITIAL STAGE			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	54-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



GEORGIA SOIL AND WATER CONSERVATION COMMISSION
Benjamin C Clopper
 Level II Certified Design Professional
 CERTIFICATION NUMBER 0000000088
 ISSUED: 06/03/2017 EXPIRES: 06/03/2020

NOTE: INSTALL NEW DRAINAGE WITH INLET PROTECTION, CURB AND GUTTER, PAVEMENT, SIDEWALK, MULCH, GRASS, AND MATTING

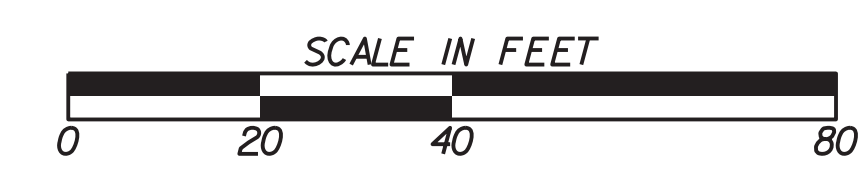
NOTE: THERE ARE STATE WATERS WITH 200' OF THE SITE. THE PROJECT IS EXEMPTED FROM STREAM BUFFER PROTECTION IN BROOKHAVEN CODE OF ORDINANCES BASED ON SECTION 14-152.

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

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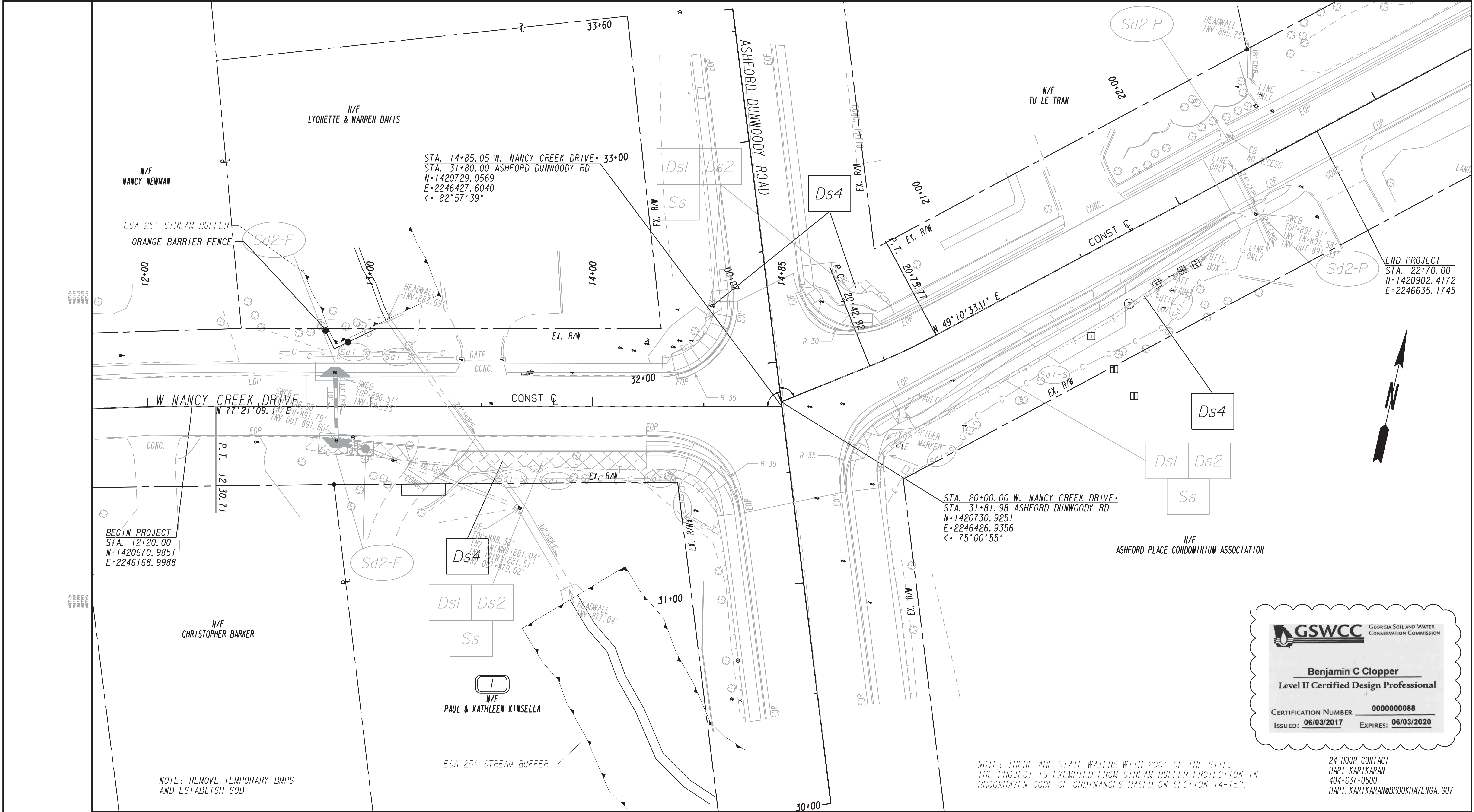
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LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

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



REVISION DATES	

BMP LOCATION DETAILS			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD - STAGE I			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:		
CORRECTED:	DATE:		
VERIFIED:	DATE:		
			54-0002



GSWCC GEORGIA SOIL AND WATER CONSERVATION COMMISSION

Benjamin C Clopper
Level II Certified Design Professional

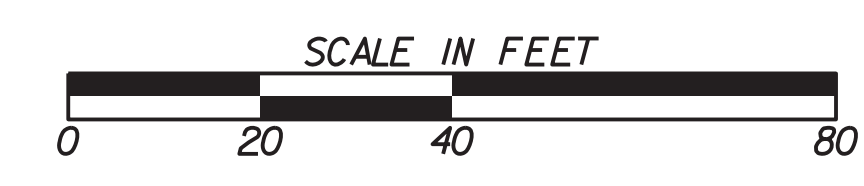
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24 HOUR CONTACT
 HARI KARIKARAN
 404-637-0500
 HARI.KARIKARAN@BROOKHAVENGA.GOV

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	

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)	

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



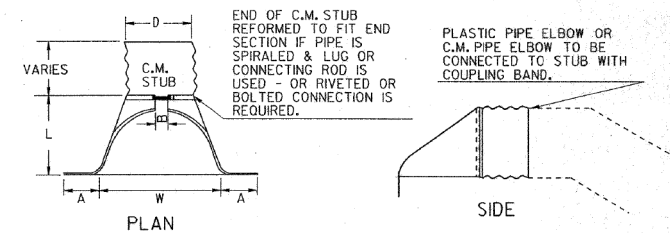
REVISION DATES	

BMP LOCATION DETAILS			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD - STAGE 2			
CHECKED:	DATE:	DRAWING No.	54-0003
BACKCHECKED:	DATE:		
CORRECTED:	DATE:		
VERIFIED:	DATE:		

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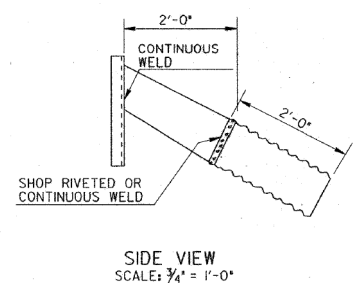
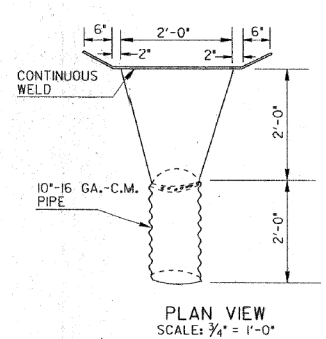
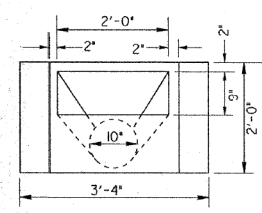
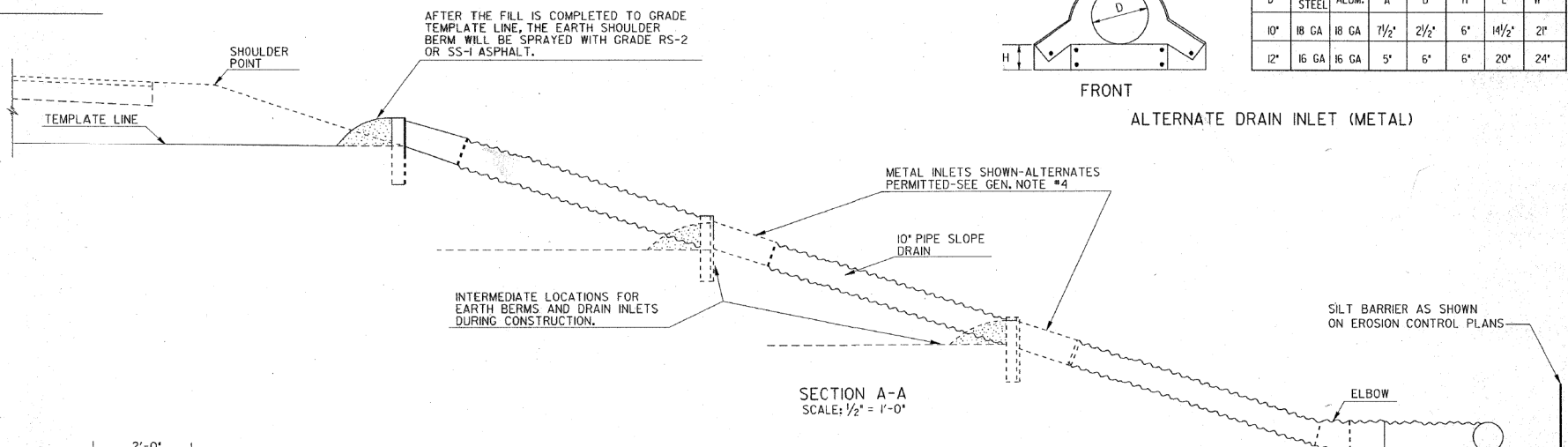
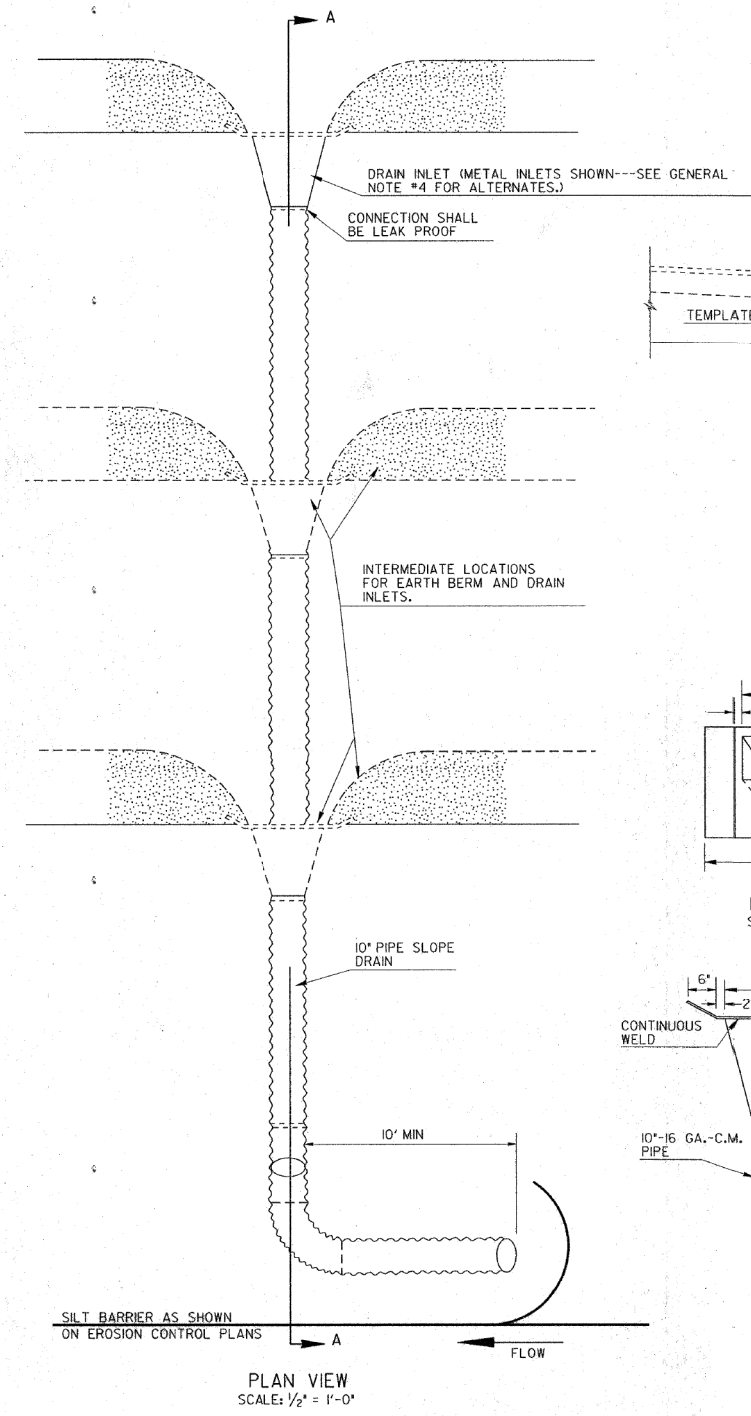
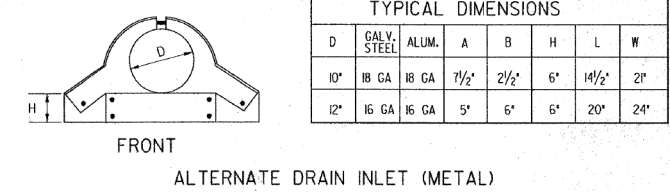
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

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.



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"



- 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.

DATE	REVISION	BY
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

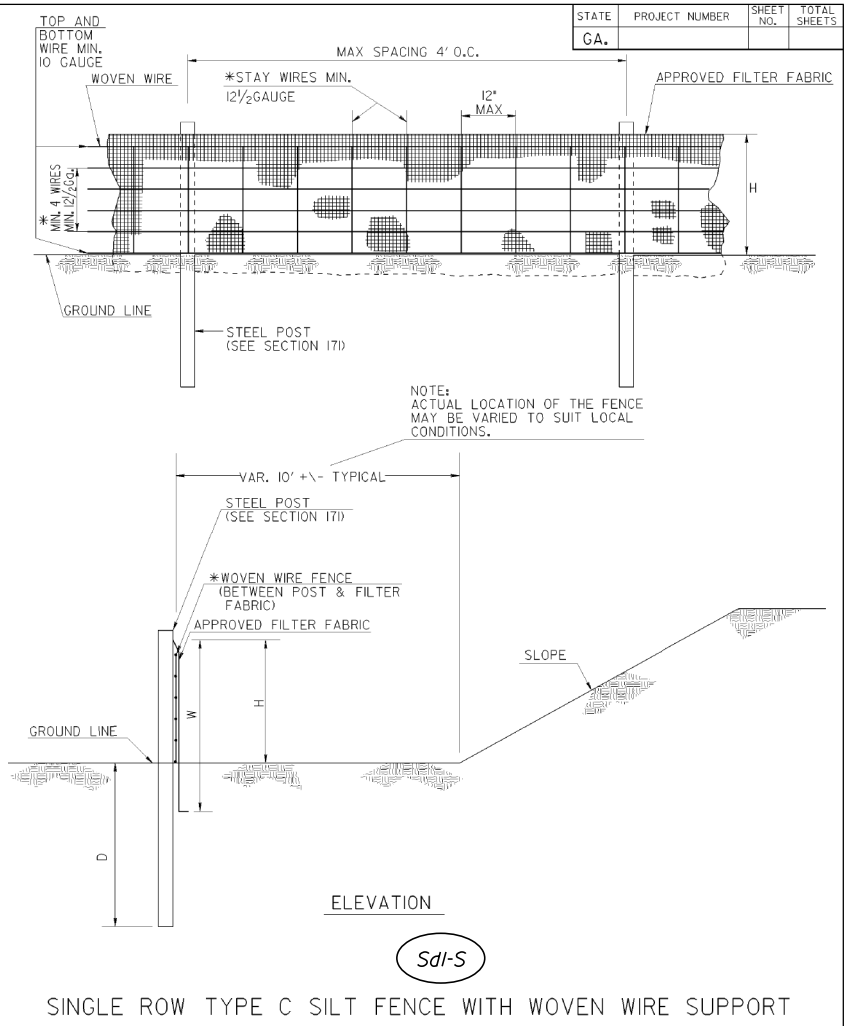
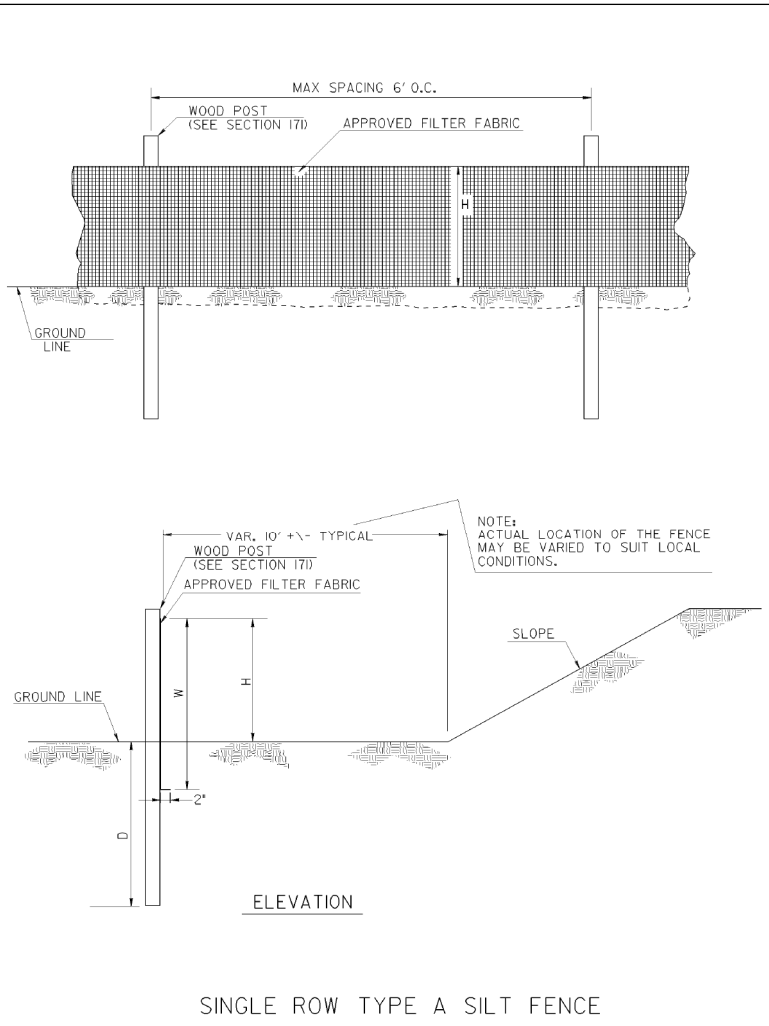
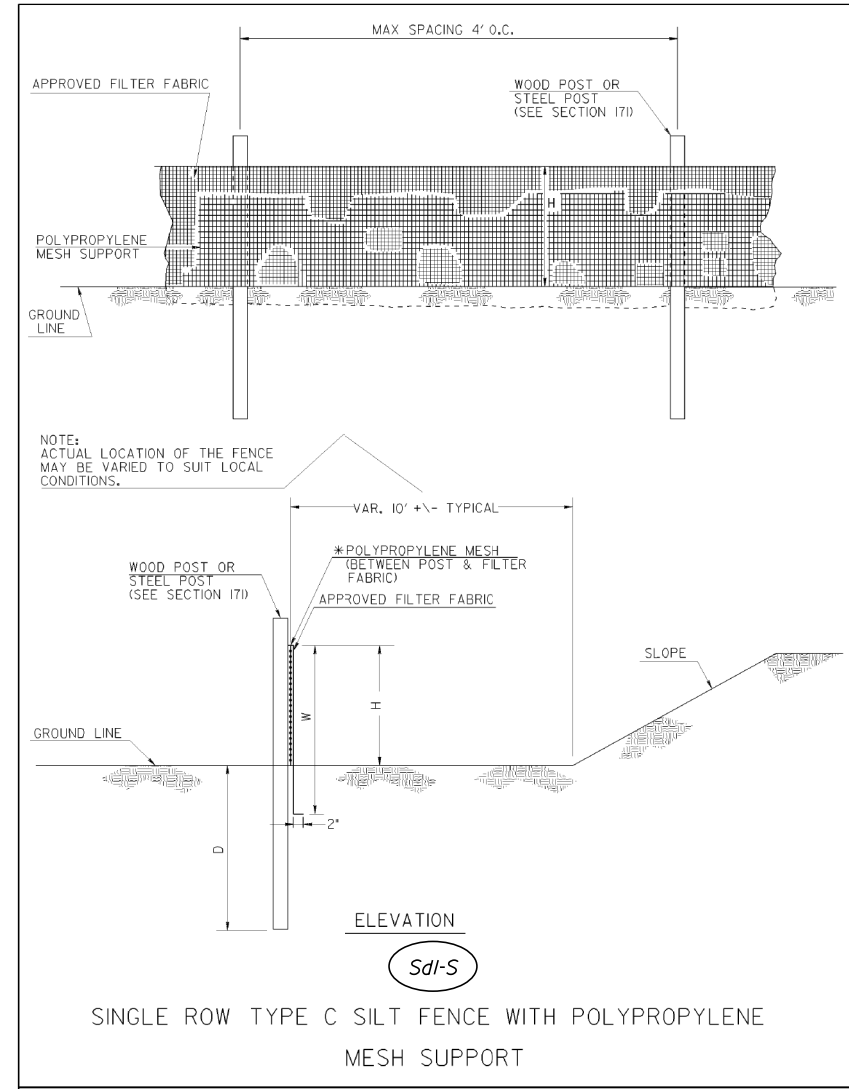
NO.	DATE	DESCRIPTION

EROSION CONTROL DETAILS
 WEST NANCY CREEK DRIVE
 AT ASHFORD DUNWOODY ROAD

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

APPROVED PLAN 08/16/2018
Permit # LDP 38-00035

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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.

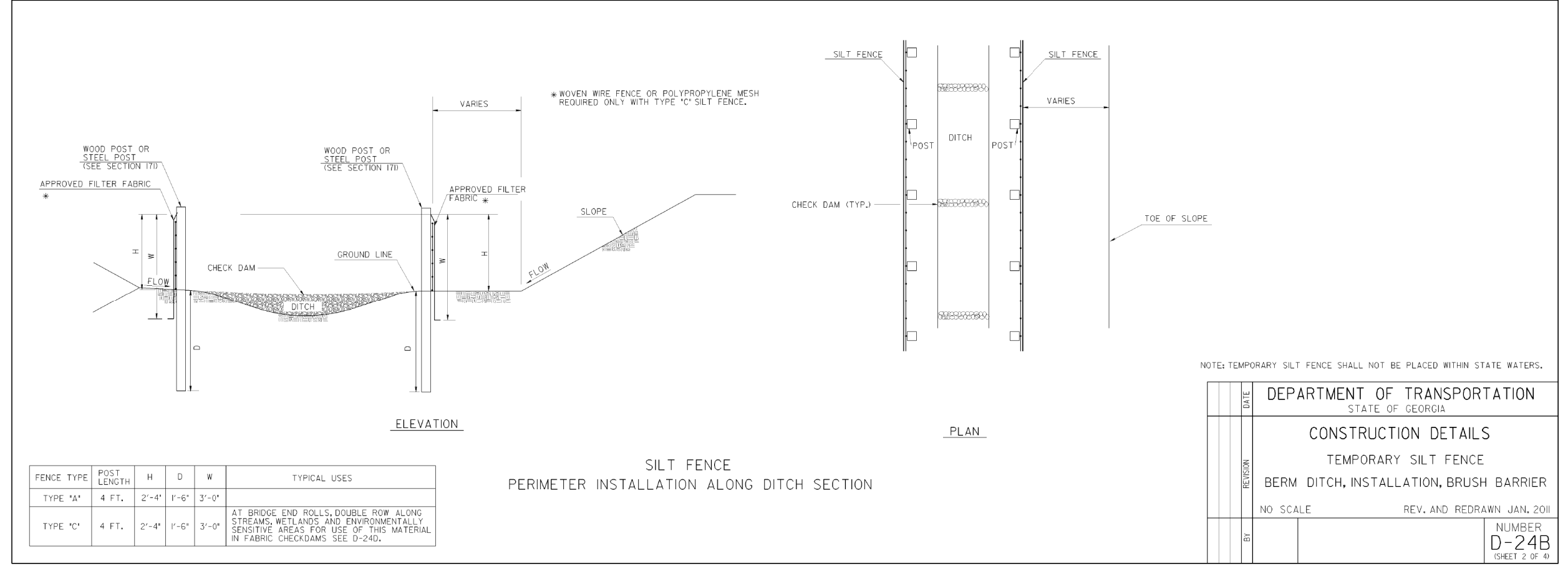
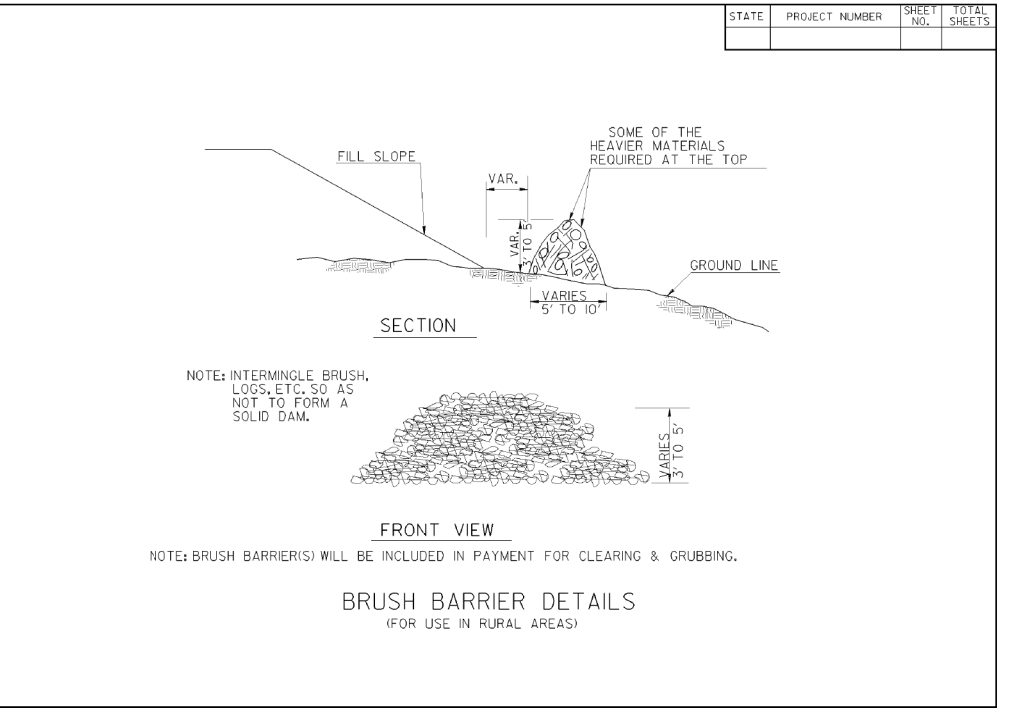
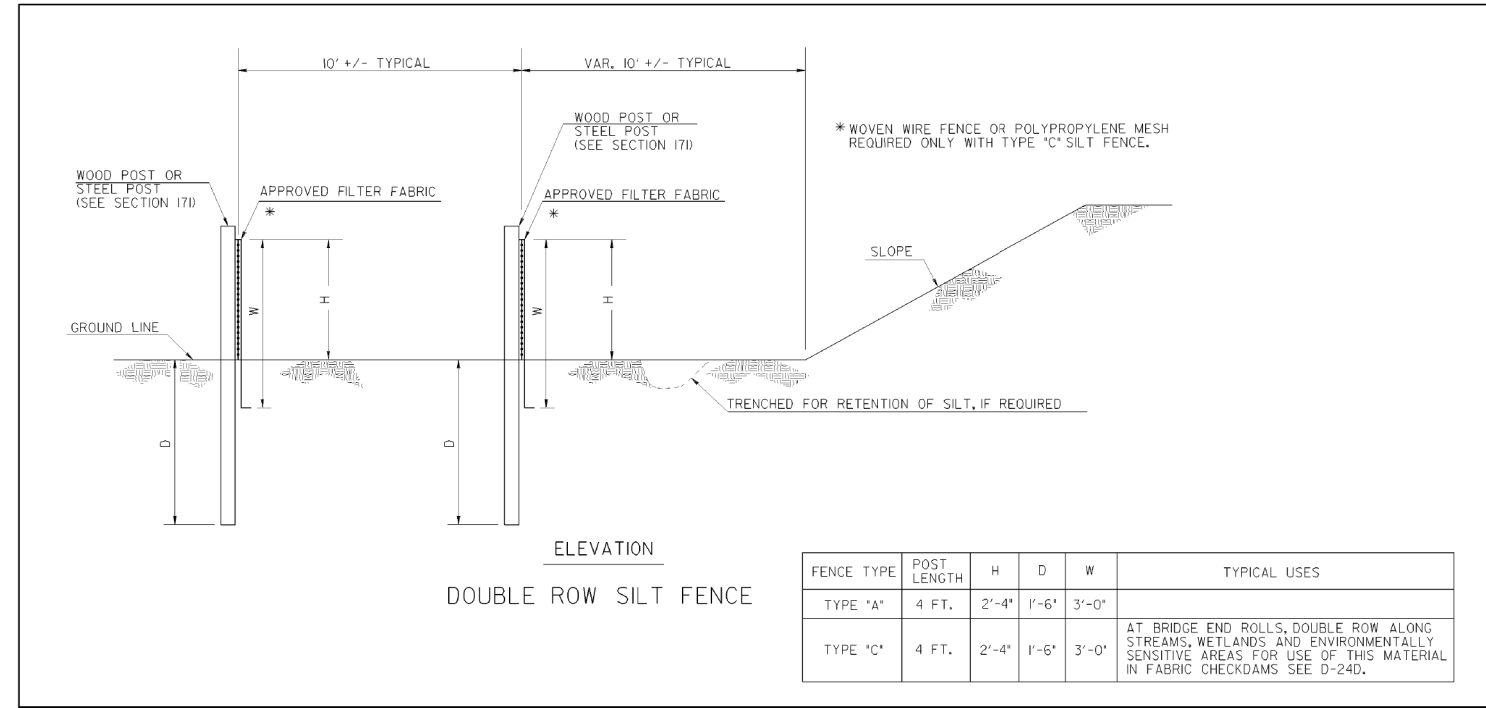
DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
REVISION	CONSTRUCTION DETAILS TEMPORARY SILT FENCE
BY	NO SCALE REV. AND REDRAWN JAN. 2011
	NUMBER D-24A (SHEET 1 OF 4)

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	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED:		APPROVED PLAN 08/16/2018	
BACKCHECKED:		DATE:	56-0002
CORRECTED:		DATE:	
VERIFIED:		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

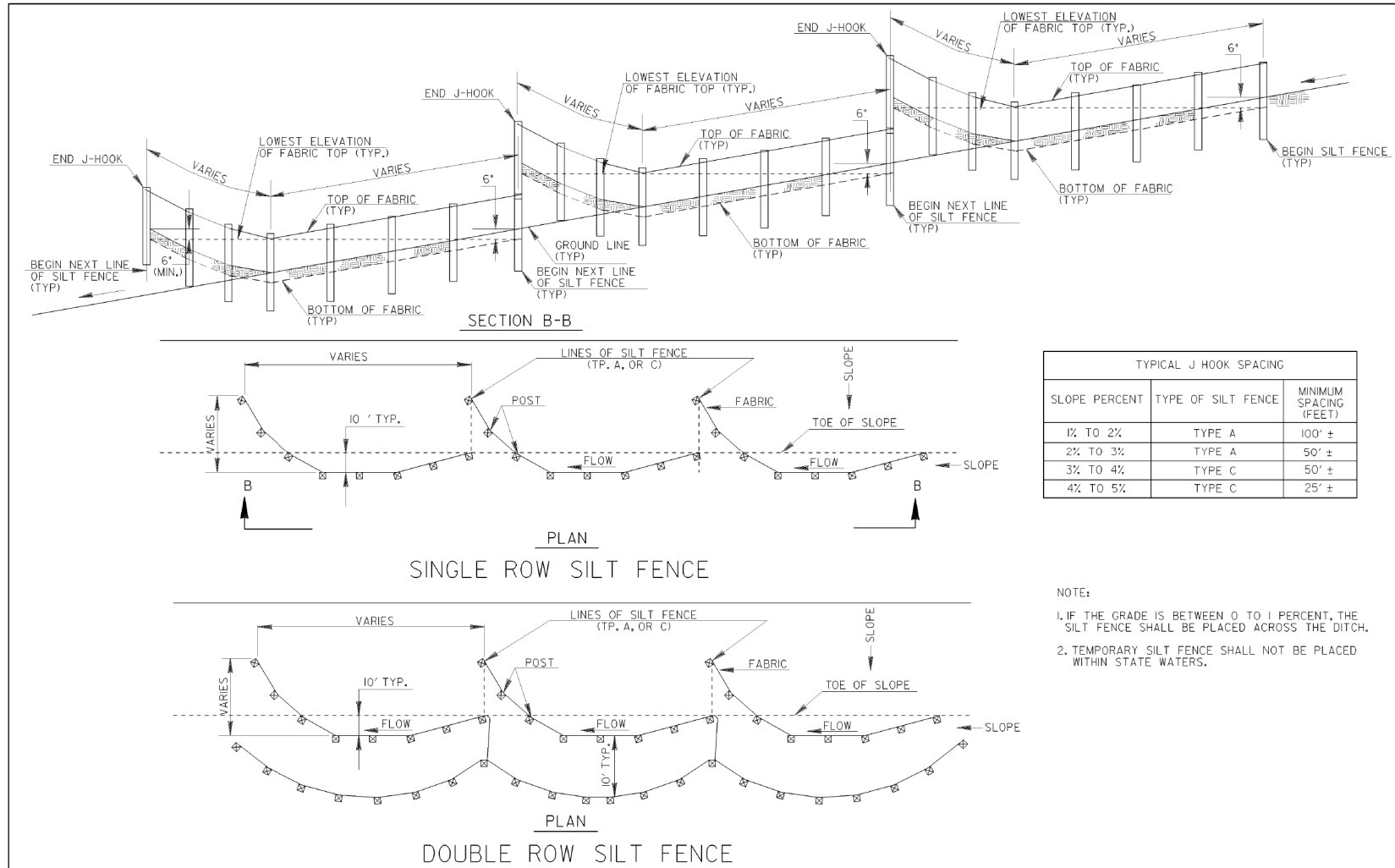
REVISION DATES

EROSION CONTROL DETAILS
WEST NANCY CREEK DRIVE
AT ASHFORD DUNWOODY ROAD

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

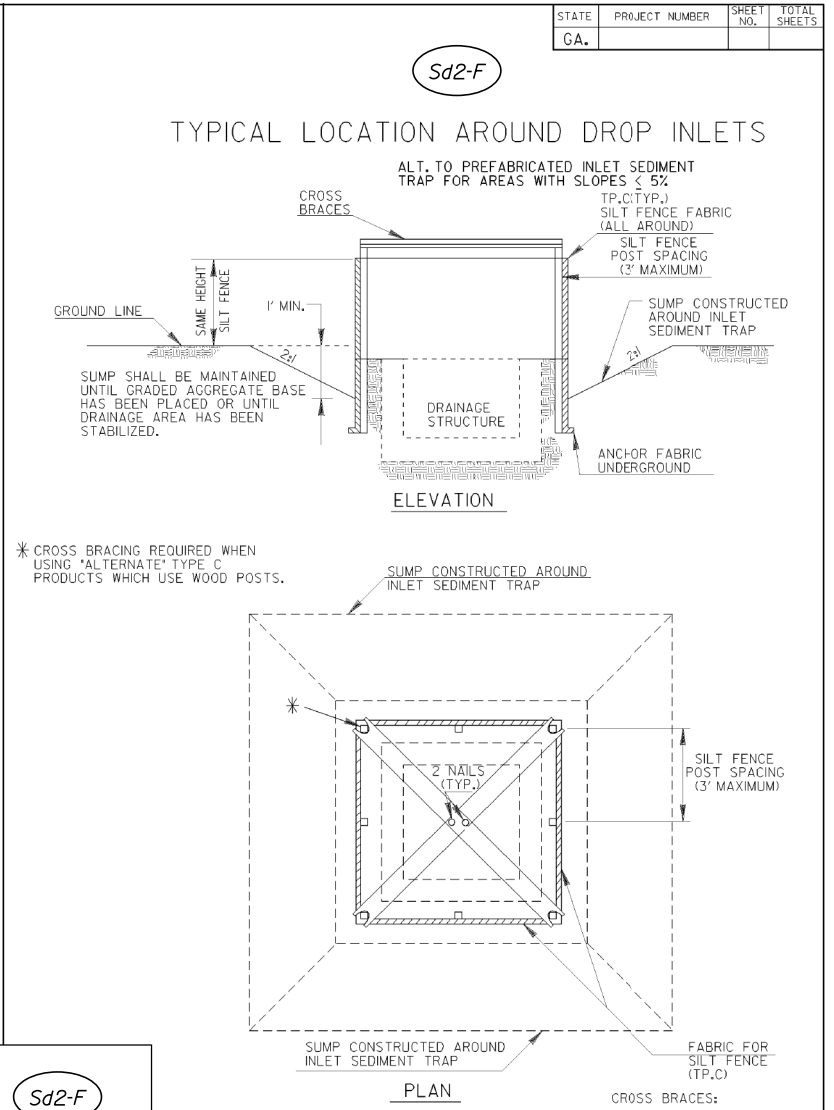
APPROVED PLAN 08/16/2018
Permit # LDP 18-0003

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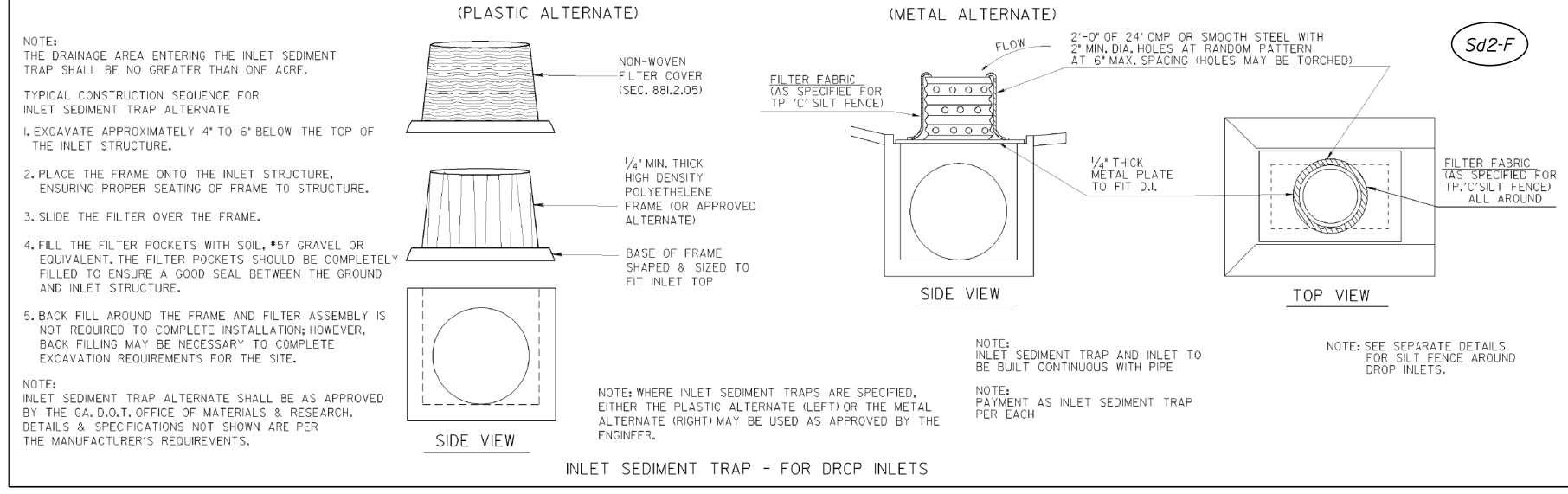
TYPICAL J HOOK SPACING		
SLOPE PERCENT	TYPE OF SILT FENCE	MINIMUM SPACING (FEET)
1% TO 2%	TYPE A	100' ±
2% TO 3%	TYPE A	50' ±
3% TO 4%	TYPE C	50' ±
4% TO 5%	TYPE C	25' ±

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



* 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
1. EXCAVATE APPROXIMATELY 4" TO 6" BELOW THE TOP OF THE INLET STRUCTURE.
2. PLACE THE FRAME ONTO THE INLET STRUCTURE, ENSURING PROPER SEATING OF FRAME TO STRUCTURE.
3. SLIDE THE FILTER OVER THE FRAME.
4. FILL THE FILTER POCKETS WITH SOIL, #57 GRAVEL OR EQUIVALENT. THE FILTER POCKETS SHOULD BE COMPLETELY FILLED TO ENSURE A GOOD SEAL BETWEEN THE GROUND AND INLET STRUCTURE.
5. BACK FILL AROUND THE FRAME AND FILTER ASSEMBLY IS NOT REQUIRED TO COMPLETE INSTALLATION; HOWEVER, BACK FILLING MAY BE NECESSARY TO COMPLETE EXCAVATION REQUIREMENTS FOR THE SITE.
NOTE: INLET SEDIMENT TRAP ALTERNATE SHALL BE AS APPROVED BY THE GA. D.O.T. OFFICE OF MATERIALS & RESEARCH. DETAILS & SPECIFICATIONS NOT SHOWN ARE PER THE MANUFACTURER'S REQUIREMENTS.

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

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)	

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

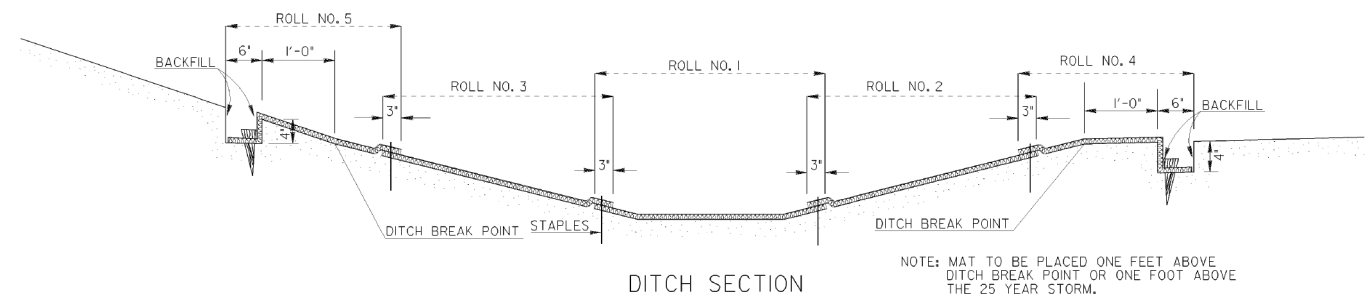
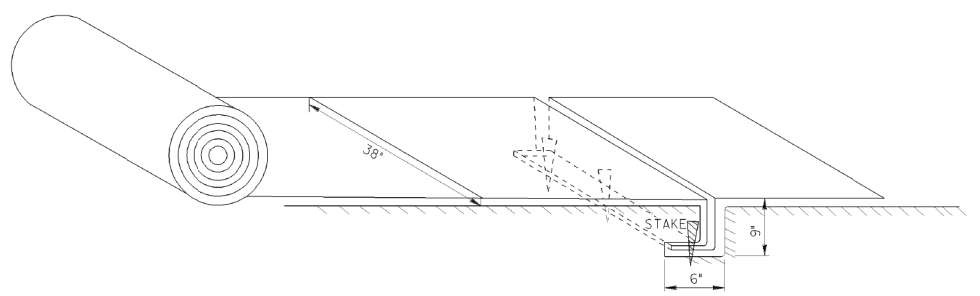
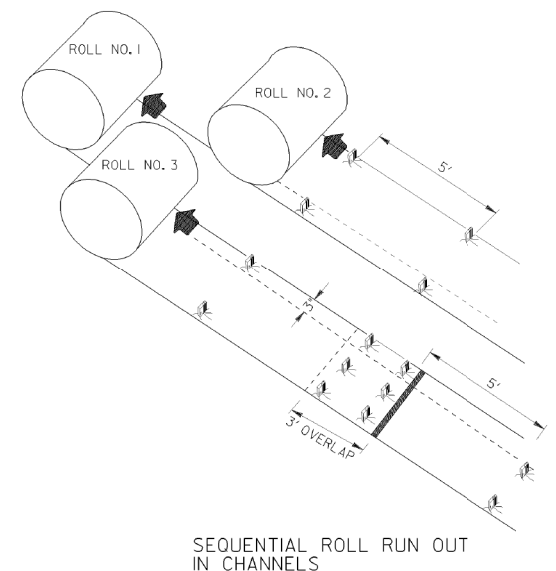
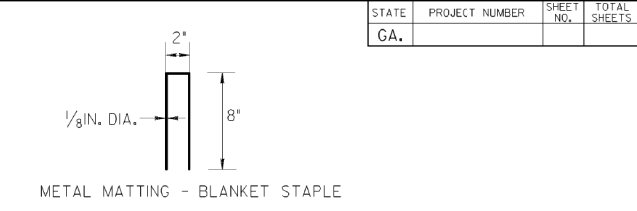
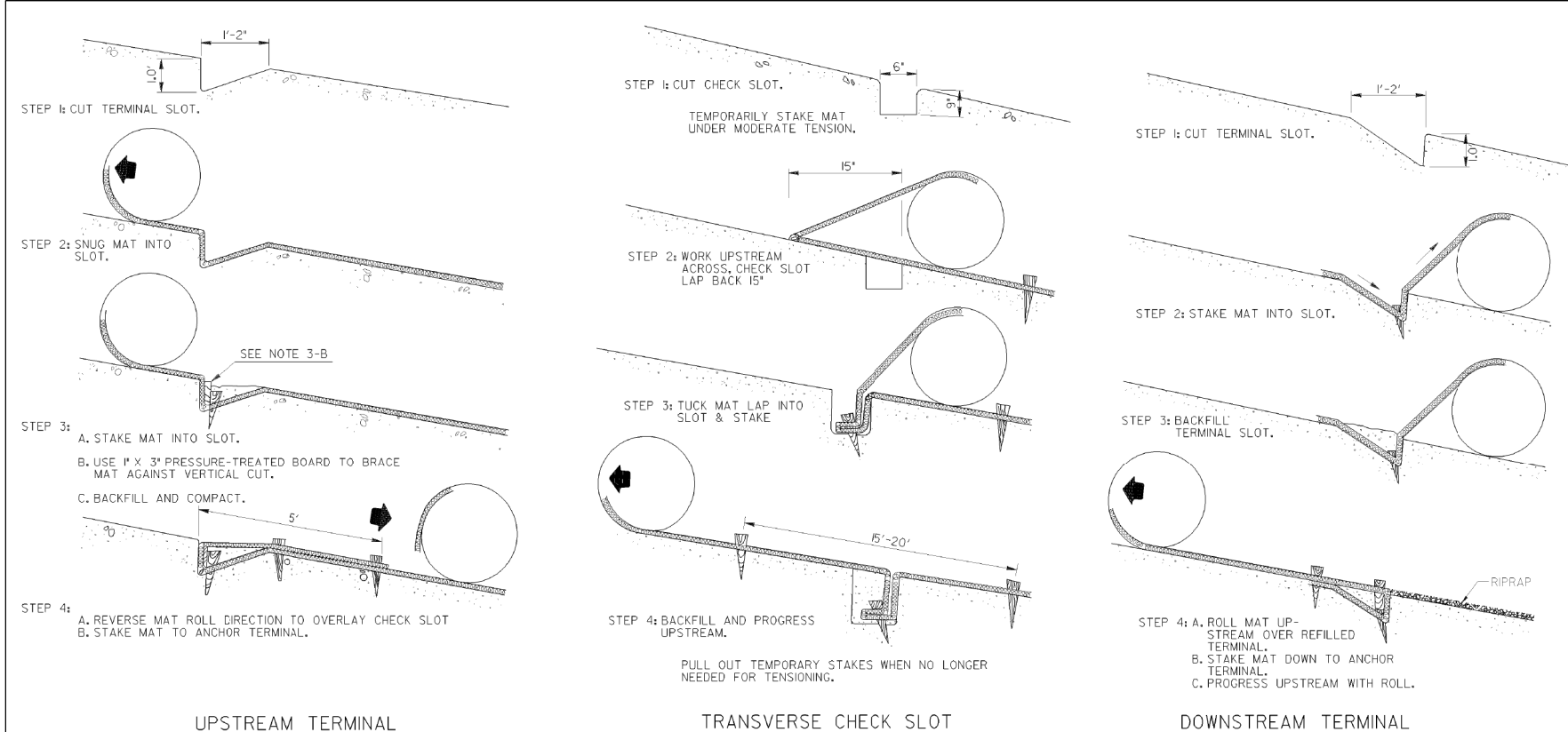
Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES	

EROSION CONTROL DETAILS
WEST NANCY CREEK DRIVE
AT ASHFORD DUNWOODY ROAD

CHECKED: _____ DATE: _____
BACKCHECKED: _____ DATE: _____
CORRECTED: _____ DATE: _____
VERIFIED: _____ DATE: _____
APPROVED PLAN 08/16/2018
Permit # LDP 18-00084

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

REVISION		DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISED SHEET LAYOUT & ADDED DITCH SECTION. METAL STAPLES.		1/19/11	CONSTRUCTION DETAILS PERMANENT SOIL REINFORCING MAT (TURF REINFORCING MATS) INSTALLATION ON DITCHES	
NO SCALE		AUGUST 1988		NUMBER D-35
T.P.C.	BY	DESIGNED K.L.J.		
		DRAWN K.L.J.		
		TRACED		
		CHECKED		

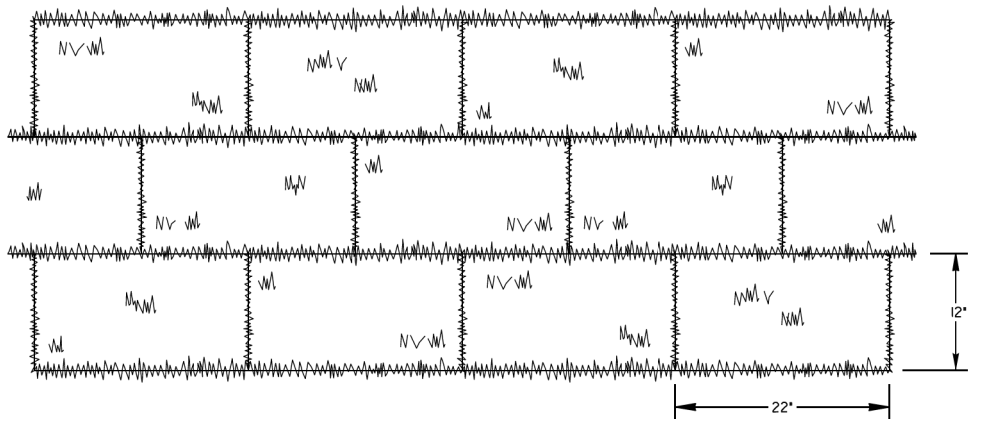
24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

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

REVISION DATES		EROSION CONTROL DETAILS	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED:		APPROVED PLAN 08/16/2018	
BACKCHECKED:		DATE:	56-0005
CORRECTED:		DATE:	
VERIFIED:		DATE:	

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

SOD LAYOUT

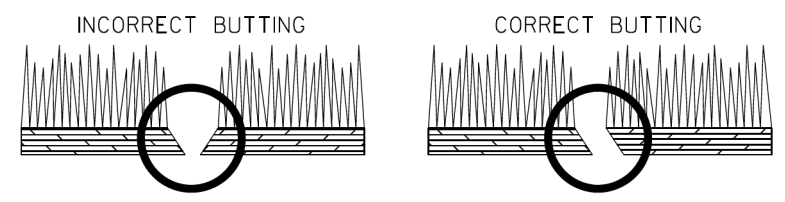


NOTE: SOD MAY BE EITHER 12" WIDE BY 22" LONG BLOCKS OR 21" WIDE BY 52" LONG ROLLS.

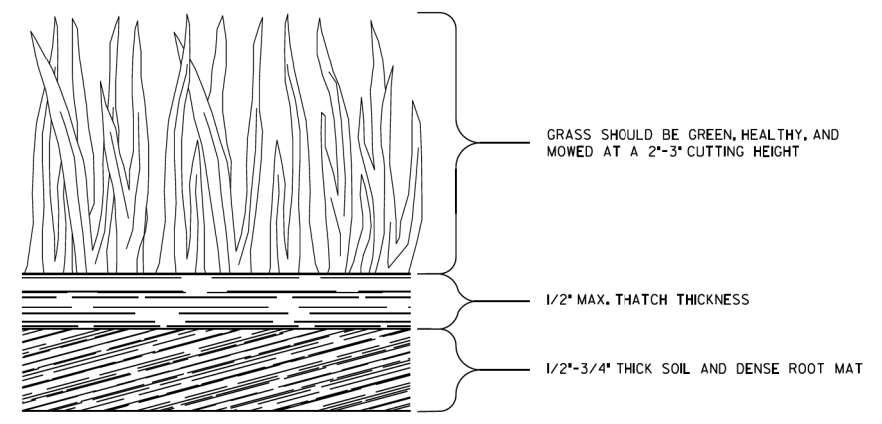
GENERAL NOTES:

- 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 _____ DRAWN DLF TRACED _____ CHECKED _____	NUMBER D-54
	NO SCALE	4-22-2016

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

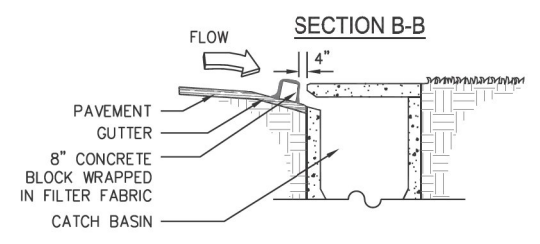
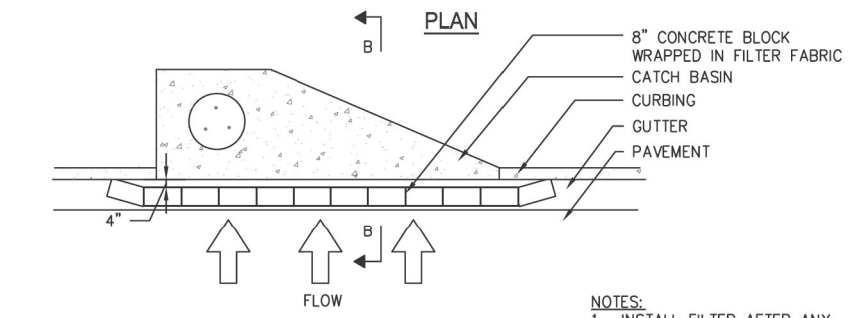
Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES	

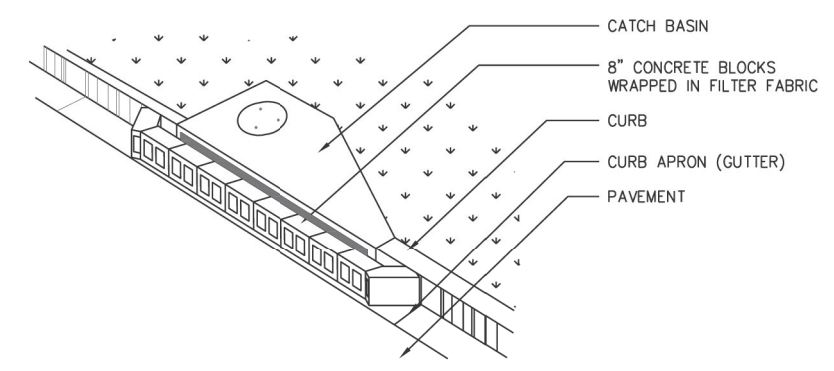
EROSION CONTROL DETAILS
WEST NANCY CREEK DRIVE
AT ASHFORD DUNWOODY ROAD

CHECKED:		APPROVED PLAN 08/16/2018
BACKCHECKED:		
CORRECTED:		
VERIFIED:		
DATE:		56-0006
DATE:		Permit # LDP 18-00036

(Sd2-P)
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.



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

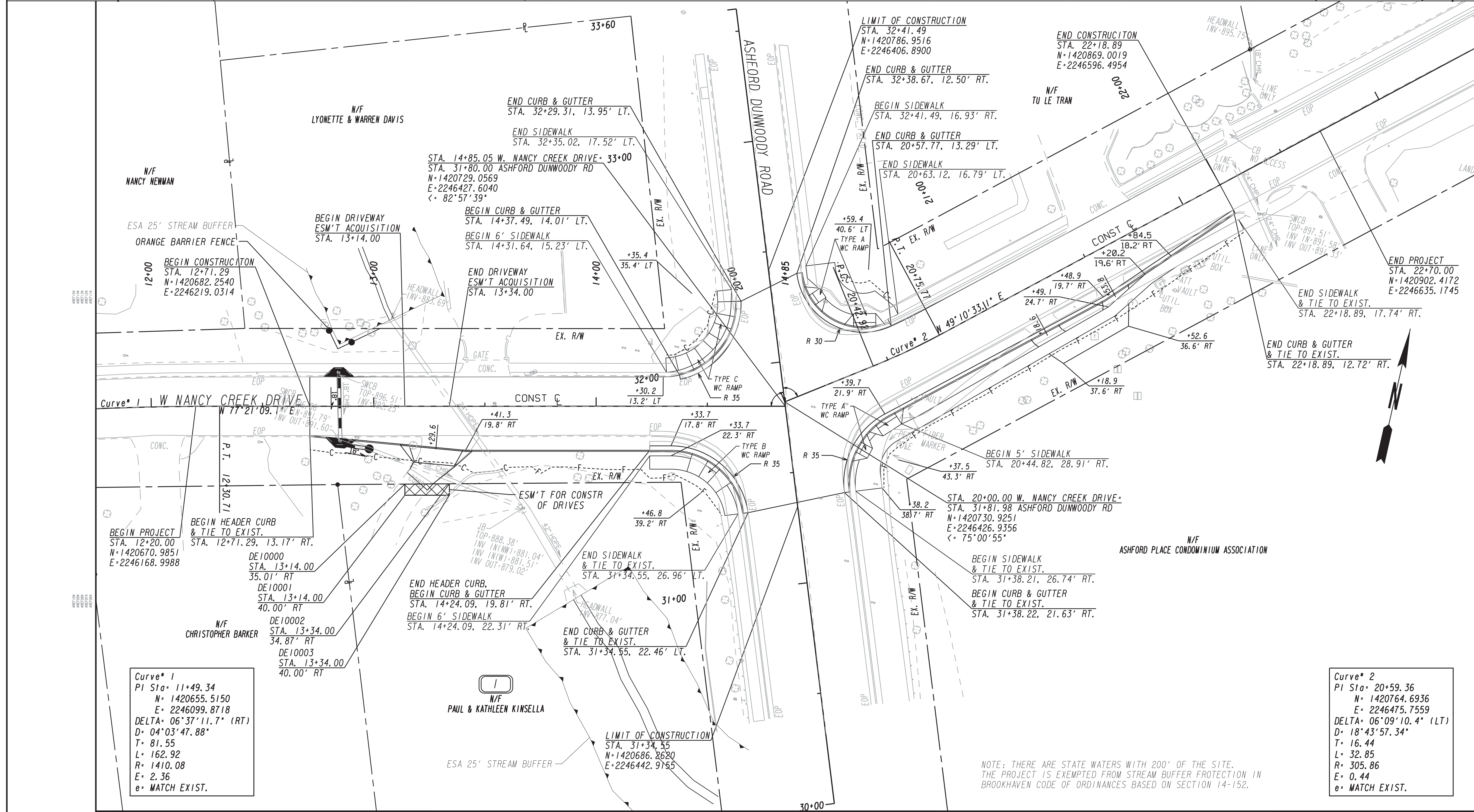
REVISION DATES

NO.	DATE	DESCRIPTION

EROSION CONTROL DETAILS

WEST NANCY CREEK DRIVE
AT ASHFORD DUNWOODY ROAD

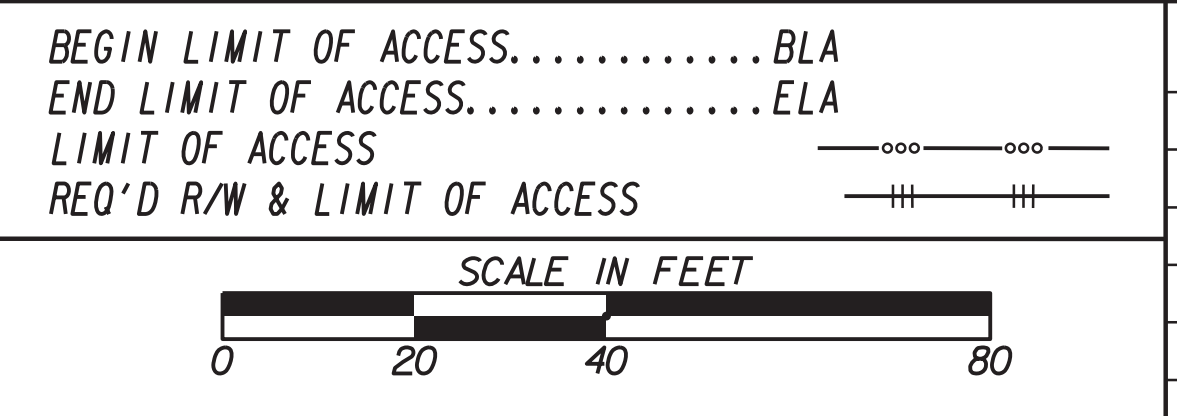
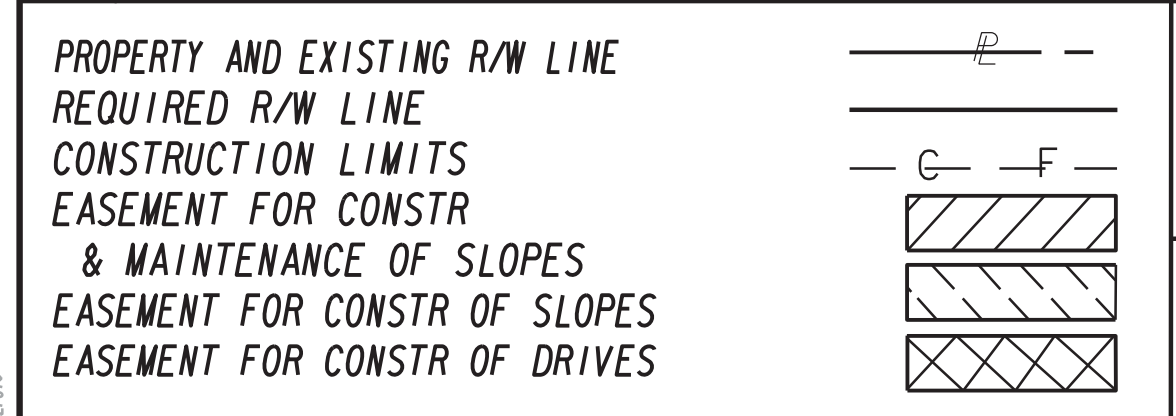
CHECKED:	DATE:	APPROVED PLAN 08/16/2018
BACKCHECKED:	DATE:	56-0007
CORRECTED:	DATE:	Permit # LDP 18-00035
VERIFIED:	DATE:	



Curve 1
 PI Sta= 11+49.34
 N= 1420655.5150
 E= 2246099.8718
 DELTA= 06°37'11.7" (RT)
 D= 04°03'47.88"
 T= 81.55
 L= 162.92
 R= 1410.08
 e= 2.36
 e= MATCH EXIST.

Curve 2
 PI Sta= 20+59.36
 N= 1420764.6936
 E= 2246475.7559
 DELTA= 06°09'10.4" (LT)
 D= 18°43'57.34"
 T= 16.44
 L= 32.85
 R= 305.86
 e= 0.44
 e= MATCH EXIST.

NOTE: THERE ARE STATE WATERS WITH 200' OF THE SITE. THE PROJECT IS EXEMPTED FROM STREAM BUFFER PROTECTION IN BROOKHAVEN CODE OF ORDINANCES BASED ON SECTION 14-152.



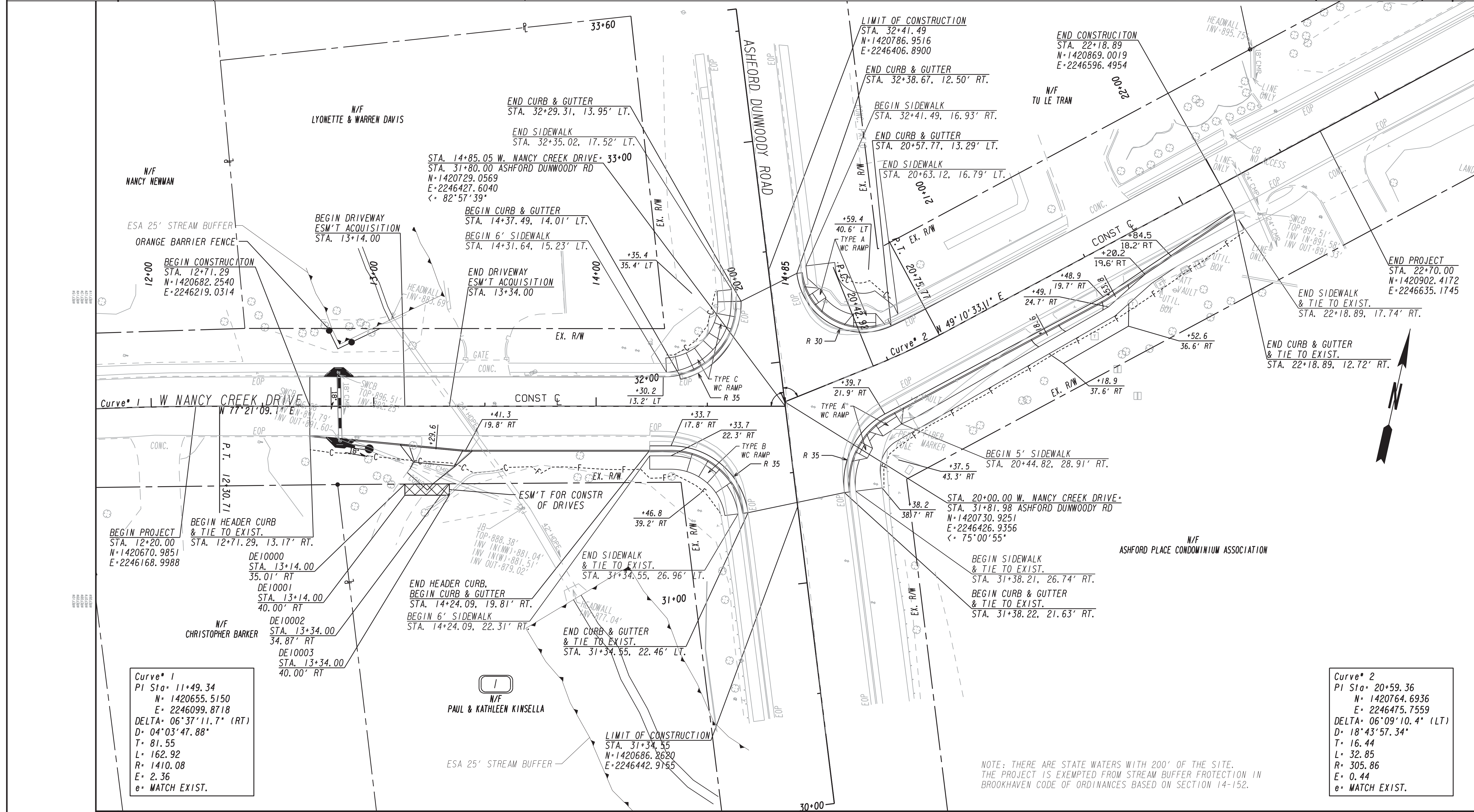
DATE	REVISIONS	DATE	REVISIONS

DATE	REVISIONS

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 RIGHT OF WAY MAP

PROJECT NO:
 COUNTY: DEKALB
 LAND LOT NO: 327
 LAND DISTRICT: 18
 GMD
 DATE 4/20/2018 SH 2 OF 2

DRAWING No.
60-0001



Curve 1
 PI Sta= 11+49.34
 N= 1420655.5150
 E= 2246099.8718
 DELTA= 06°37'11.7" (RT)
 D= 04°03'47.88"
 T= 81.55
 L= 162.92
 R= 1410.08
 e= 2.36
 e= MATCH EXIST.

Curve 2
 PI Sta= 20+59.36
 N= 1420764.6936
 E= 2246475.7559
 DELTA= 06°09'10.4" (LT)
 D= 18°43'57.34"
 T= 16.44
 L= 32.85
 R= 305.86
 e= 0.44
 e= MATCH EXIST.

NOTE: THERE ARE STATE WATERS WITH 200' OF THE SITE. THE PROJECT IS EXEMPTED FROM STREAM BUFFER PROTECTION IN BROOKHAVEN CODE OF ORDINANCES BASED ON SECTION 14-152.

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	

SCALE IN FEET

DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION	
RIGHT OF WAY MAP	
PROJECT NO: COUNTY: DEKALB LAND LOT NO: 327 LAND DISTRICT: 18 GMD	DRAWING No. 60-0001
DATE 4/20/2018 SH 2 OF 2	