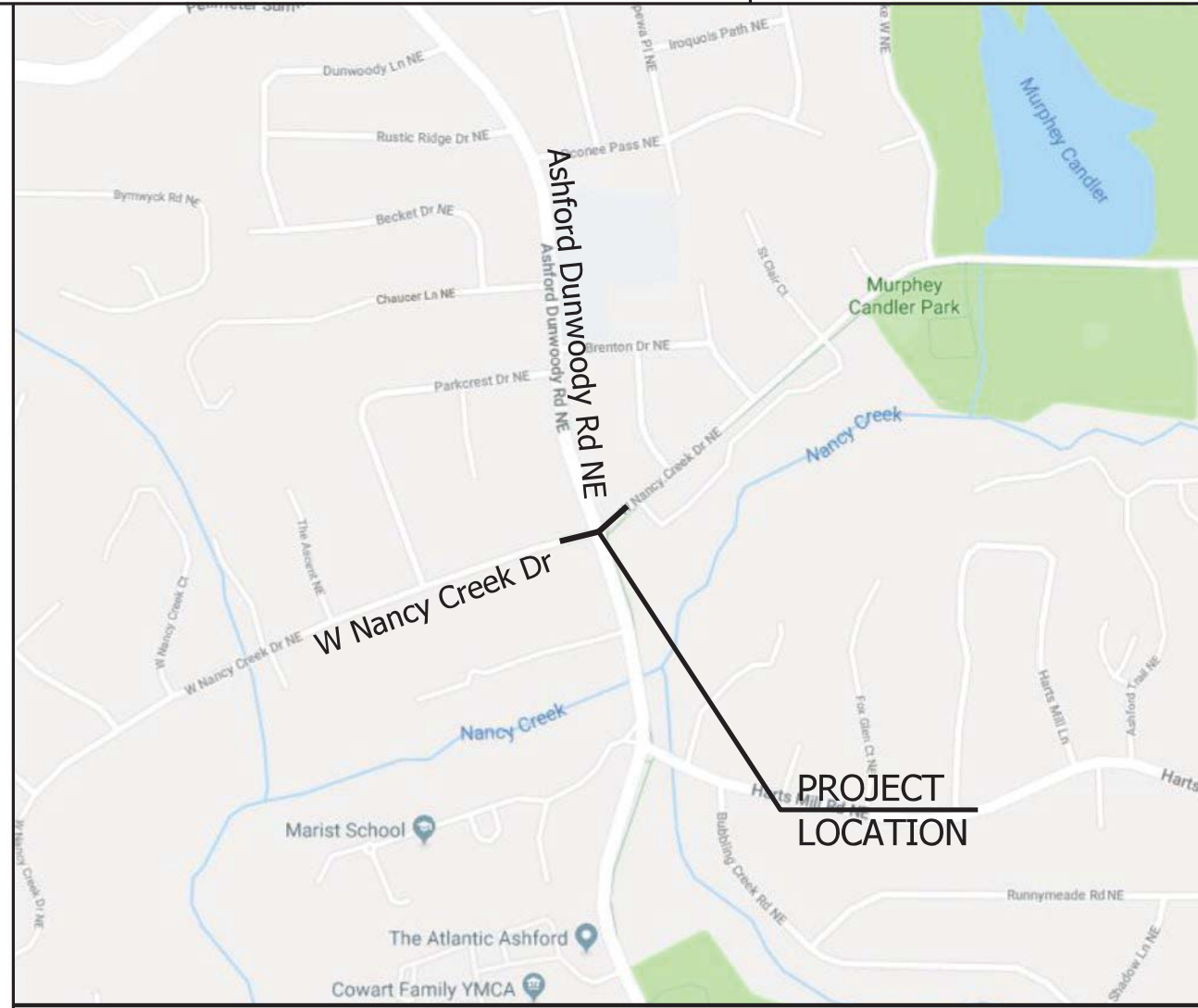


# CITY OF BROOKHAVEN DEPARTMENT OF PUBLIC WORKS

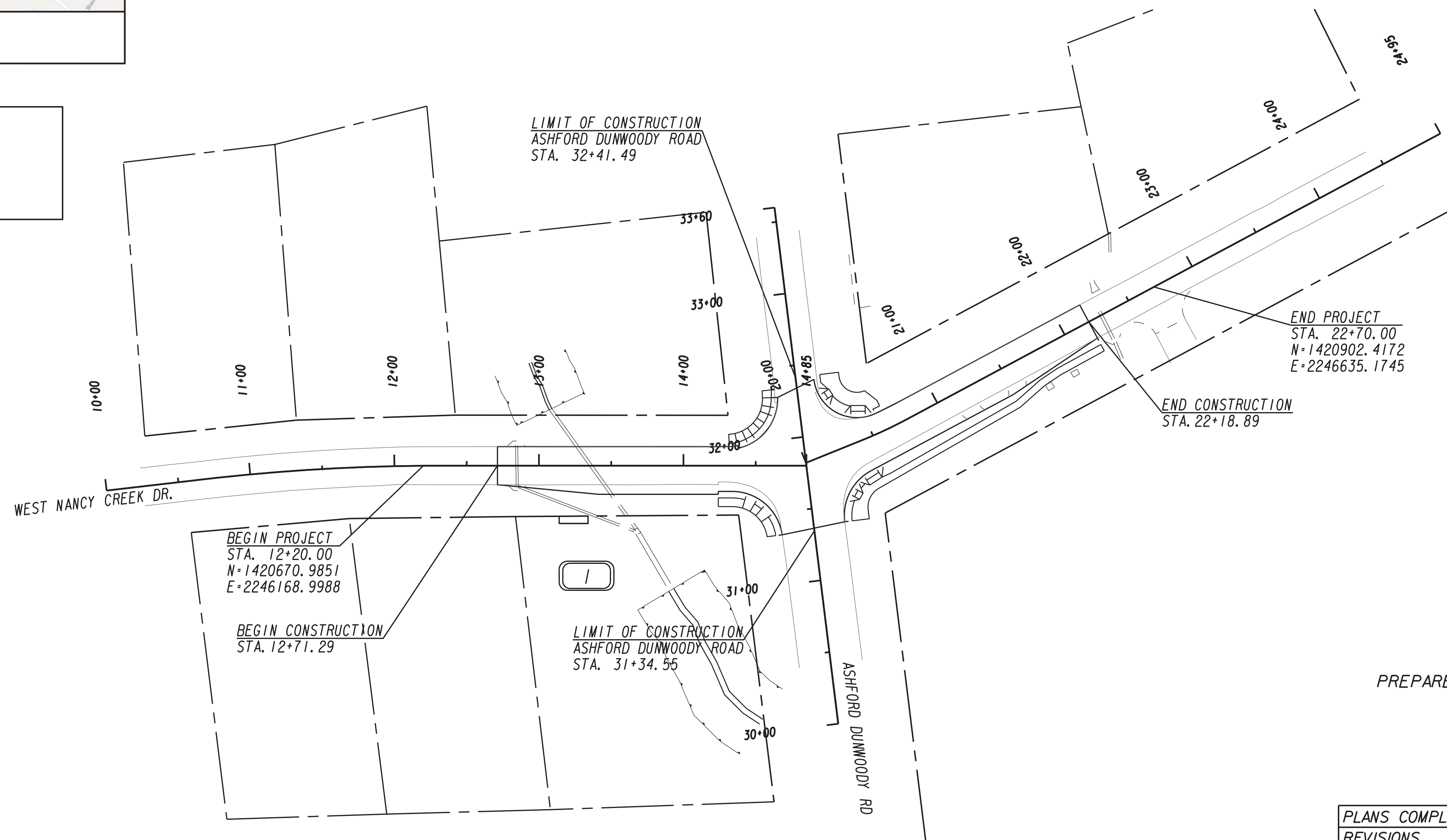
## PLAN AND PROFILE OF PROPOSED WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD



LOCATION SKETCH

**CITY OF BROOKHAVEN**

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



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



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

PREPARED BY: MICHAEL BAKER INTERNATIONAL, INC.  
 DESIGN



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THIS PROJECT IS 100% IN DEKALB COUNTY.

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	REVISIONS
06-08-2018	
	7/19/18 - 13-0001, 27-0001, 54-0001 TO -0003
	8/3/18 - 4-0002
	9/6/18 - 6-0001

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

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.	EROSION CONTROL CONSTRUCTION DETAILS	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 MEDIUM	7-11
	A-3	THIS DETAIL REPLACES GA STANDARD 9031W: SPECIAL DETAILS - CONCRETE SIDEWALK DETAILS CURB CUT (WHEELCHAIR) RAMPS	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 PATCHING	11-08
	TS-01	LOOP DETECTOR INSTALLATION DETAIL	4-10
	TS-02	PULL BOX ASSEMBLY DETAIL	4-10
	TS03	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		REV. DATE
	STD NO.	GEORGIA STANDARDS (NOT INCLUDED)	
	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:	DRAWING No.		
BACKCHECKED:		DATE:	02-0001		
CORRECTED:		DATE:			
VERIFIED:		DATE:			



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	- 1-1/2" ASPH. CONC. 12.5 MM SUPERPAVE, GP 2, INCL BITUM (@ 165 LB/SY)
RESIDENTIAL	- 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	- 6" CONCRETE VALLEY GUTTER
RESIDENTIAL	- 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 THERE TO 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 RADI 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 SIGNLIGHT ASSEMBLIES TO BE RESET OR RELOCATED SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE"
- PROVIDE TEMPORARY SHORING AS NECESSARY FOR WALL CONSTRUCTION. SHORING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE APPROVED BY THE CITY OF BROOKHAVEN PRIOR TO INSTALLATION. CONTRACTOR IS RESPONSIBLE FOR CONDITION OF ALL EXISTING WALLS. PAYMENT FOR SHORING TO BE INCLUDED IN GRADING COMPLETE.

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR "TRAFFIC CONTROL".
- ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- ALL SIGNS SHALL HAVE TYPE IX RETROREFLECTIVE SHEETING UNLESS OTHERWISE NOTED.
- IN RESIDENTIAL AREAS, TEMPORARY AND PERMANENT SIGNS SHALL BE LOCATED ON OR AS CLOSE AS POSSIBLE TO PROPERTY LINES.
- EXISTING TRAFFIC SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. MAINTENANCE INCLUDES REPLACING DAMAGED AND STOLEN SIGNS, AND PERIODIC CLEANING OF EXISTING SIGNS AND CONSTRUCTION RELATED TRAFFIC CONTROL DEVICES.
- EXISTING PAVEMENT MARKINGS THAT CONFLICT AS DETERMINED BY THE ENGINEER SHALL BE OBLITERATED BY THE CONTRACTOR BY HYDRO-BLASTING AND SHALL BE INCLUDED IN THE BID PRICE FOR GRADING COMPLETE.
- ONLY REFLECTORIZED PLASTIC DRUMS AND TEMPORARY CONCRETE BARRIERS SHALL BE USED ADJACENT TO TRAVEL LANES PLACED A MINIMUM OF 2 FEET FROM THE EDGE OF THE TRAVEL LANES UNLESS PRIOR APPROVAL IS GRANTED BY THE CITY OF BROOKHAVEN. TYPE 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)
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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.



TYPE OF INSTALLATION		PIPE TYPE										
		CONCRETE	STEEL			ALUMINUM	THERMOPLASTIC					
		REINFORCED CONCRETE AASHTO M 319	CORRUGATED STEEL ALUMINUM COATED (TYPE 2) AASHTO M 26	CORRUGATED STEEL GALVANIZED COATED AASHTO M 26	POLYMER COATED STEEL AASHTO M 245	CORRUGATED ALUMINUM AASHTO M 194	CORRUGATED HDPE AASHTO M 252	CORRUGATED SMOOTH/DIEND HDPE TYPE "S" AASHTO M 234	CORRUGATED SMOOTH/LEID POLYPROPYLENE AASHTO M 239	PVC CORRUGATED SMOOTH INTERIOR ASTM F 949	PVC Profile Wall Duct Pipe AASHTO M 294	
STORM DRAIN	W/IN STRIPES (BEARING ROADSIDE)	INTERSTATE	X									
		NON INTERSTATE	X	X	X	X		X	X	X	X	
	TRENCH (BEARING INSIDE ROADSIDE)	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									
		GRADE > 10%			X			X	X	X	X	
	SIDE DRAIN		X	X	X	X	X	X	X	X	X	
	PERMANENT SLOPE DRAIN			X	X	X	X	X	X	X	X	
	PERFORATED UNDERDRAIN			X	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. 1-22-16



REVISION DATES

REVISION DATES		GENERAL NOTES	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	04-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



GENERAL NOTES - STANDARD SIGNS

1. 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.
2. 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.
3. 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.
- 4A. 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).
- 4B. 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).
5. SINGLE PLATE, HORIZONTAL RECTANGULAR SIGNS OVER 48 INCHES IN WIDTH SHALL BE MOUNTED ON TWO POSTS WITH 2 EACH 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAPS. THE STRAPS SHALL BE FLUSH WITH THE BACK OF THE SIGN WITH ONE EACH ACROSS THE TOP AND BOTTOM OF THE SIGN. THE CENTERLINE OF EACH POST SHALL BE INSET 1/6TH OF THE SIGN WIDTH FROM THE EDGE OF THE SIGN. SIGN PLATE BOLT HOLES SHALL BE 3/8 INCH DIAMETER, DRILLED OR PUNCHED, AS SHOWN ON THE SIGN PLATE DETAILS.
6. 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.
7. SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY-TYPICAL FRAMING DETAILS.
8. 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.
9. A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.
10. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.
11. FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.
12. 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.)

5. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
6. 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.
7. 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).
8. 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.
9. IN RESIDENTIAL AREAS, SIGNS SHALL BE LOCATED ON OR AS CLOSE AS POSSIBLE TO PROPERTY LINES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL SIGNS/ POSTS/ STUBS/ FOOTINGS/ PAVEMENT MARKINGS THAT ARE DUPLICATED OR CONTRARY TO THESE PLANS.
11. ALL R4-7 (KEEP RIGHT) SIGNS SHALL BE INSTALLED 10 FEET FROM THE END (BULLNOSES) OF MEDIANS. PVC PIPE (6" INCH DIAMETER) IS REQUIRED FOR INSTALLING R4-7 SIGN POSTS WHEN MEDIANS ARE CONCRETE OR SOME OTHER IMPERVIOUS SURFACE. PVC PIPE SHALL NOT EXTEND ABOVE MEDIAN SURFACE MORE THAN 4 INCHES.
12. 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.
13. PAVEMENT MARKINGS ON CONCRETE SURFACES SHALL BE PRE-FORMED THERMOPLASTIC AND INCLUDE CONTRASTING MATERIAL WHEN WHITE MARKINGS ARE USED.
14. PLANS SHALL INCLUDE SHEET(S) DETAILING FABRICATION SPECIFICATIONS FOR ALL REQUIRED ADVISORY NAME BLADES AND D3'S.
15. 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.
16. 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

1. PRIOR TO ANY OTHER CONSTRUCTION, A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT EACH ENTRY TO OR EXIT FROM THE SITE.
2. 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.
3. 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.
4. 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.
5. THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY BARRICADES WHILE ROADWAY FRONTAGE IMPROVEMENTS ARE BEING MADE.
6. 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.
7. 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.
8. A COPY OF THE APPROVED LAND DISTURBANCE PLAN AND PERMIT SHALL BE PRESENT ON THE SITE WHENEVER LAND DISTURBANCE ACTIVITY IS IN PROGRESS.
9. ALL SEWER EASEMENTS DISTURBED MUST BE DRESSED AND GRASSED TO CONTROL EROSION.
10. STATE WATERS ARE LOCATED WITHIN 200 FEET OF THE SITE.
11. 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
12. CONSTRUCTION ACTIVITIES INCLUDING VEGETATION, MULCHING AND BMP PRACTICES ARE SHOWN ON THE EROSION CONTROL PLAN SHEETS.

SIGNING AND PAVEMENT MARKING GENERAL NOTES

1. ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR THE SPECIFIC ITEM.
2. 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.
3. ALL INSTALLATION MATERIALS AND METHODS SHALL COMPLY WITH CURRENT GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS AND/OR SPECIAL PROVISIONS.
4. RAISED PAVEMENT MARKERS (RPM'S) SHALL BE INSTALLED PER GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD DETAILS.

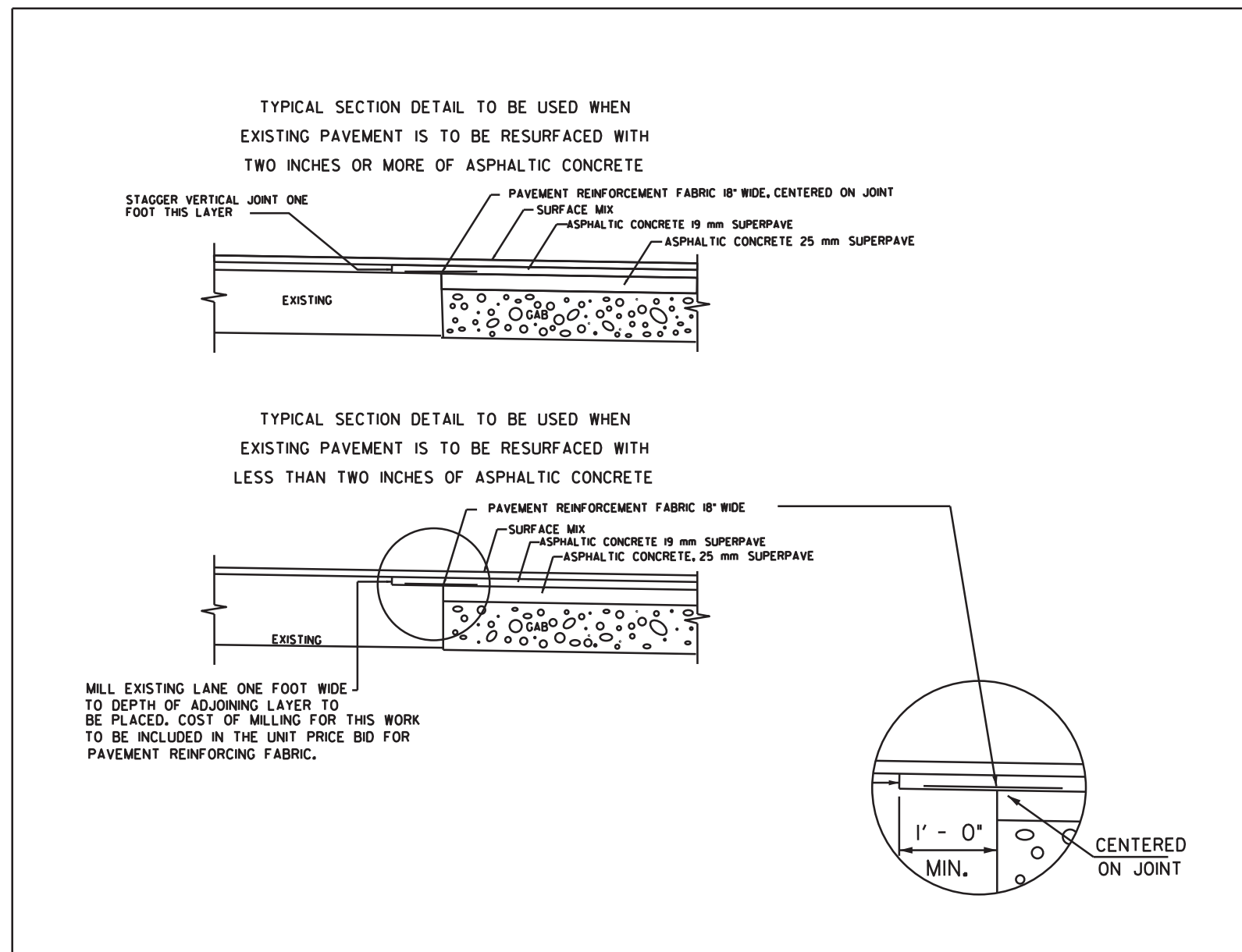
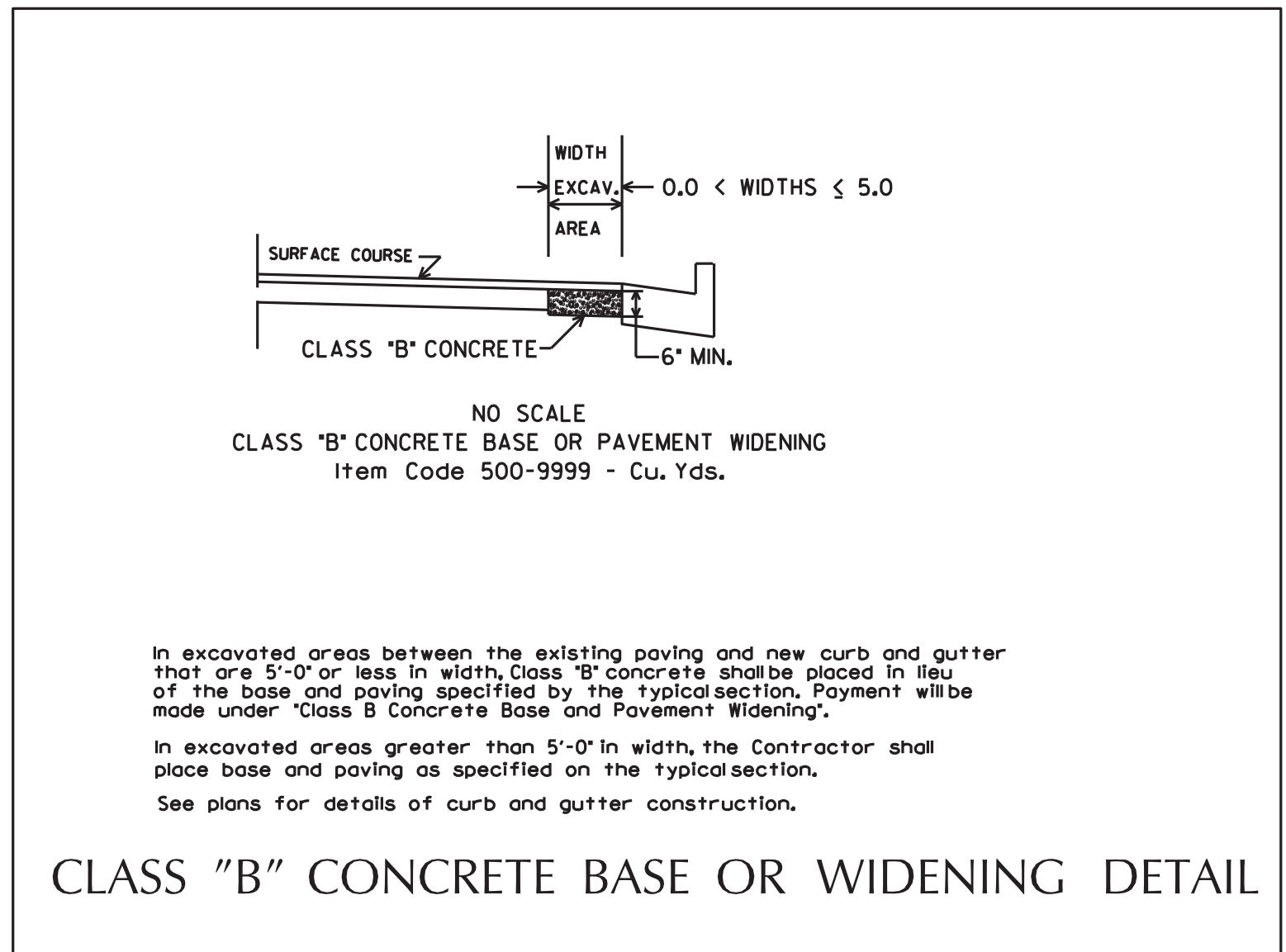


REVISION DATES

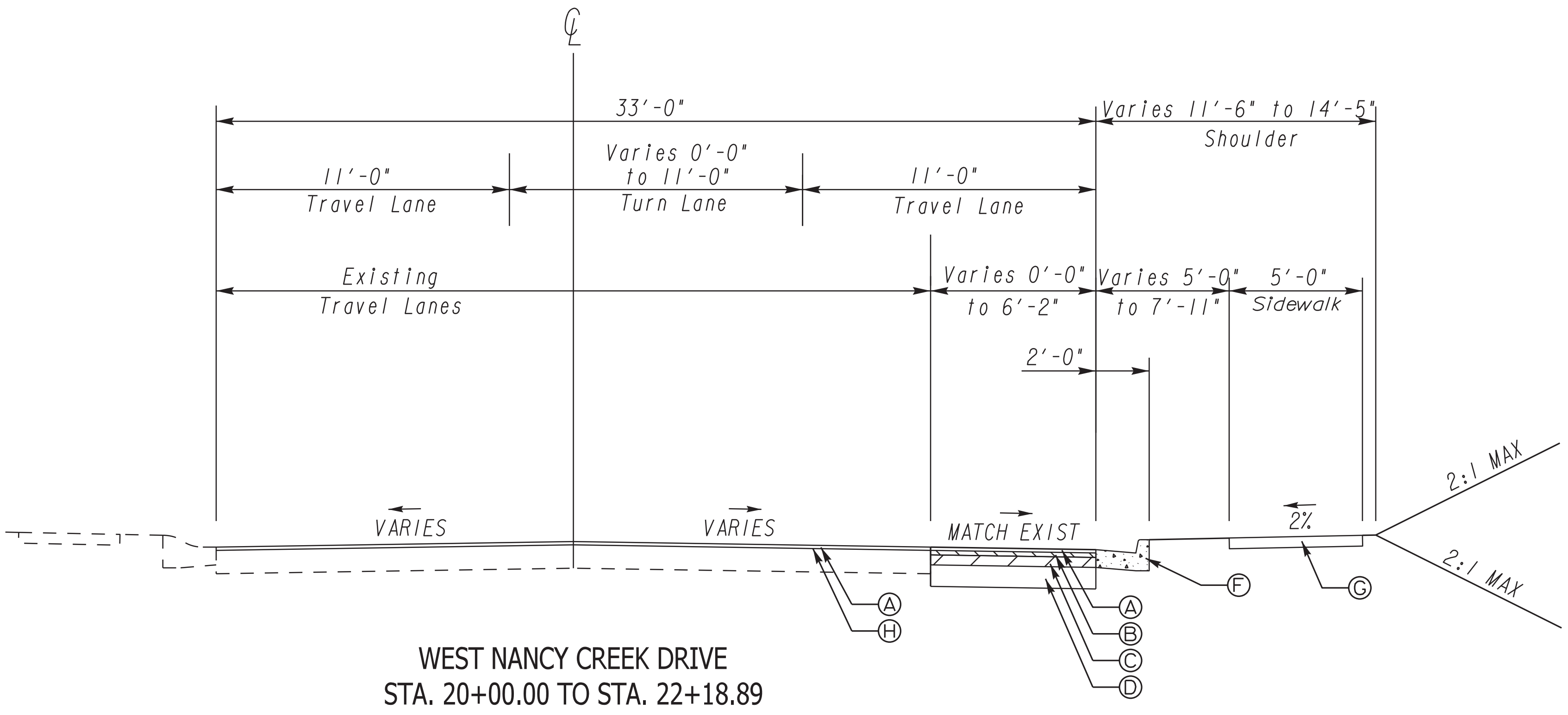
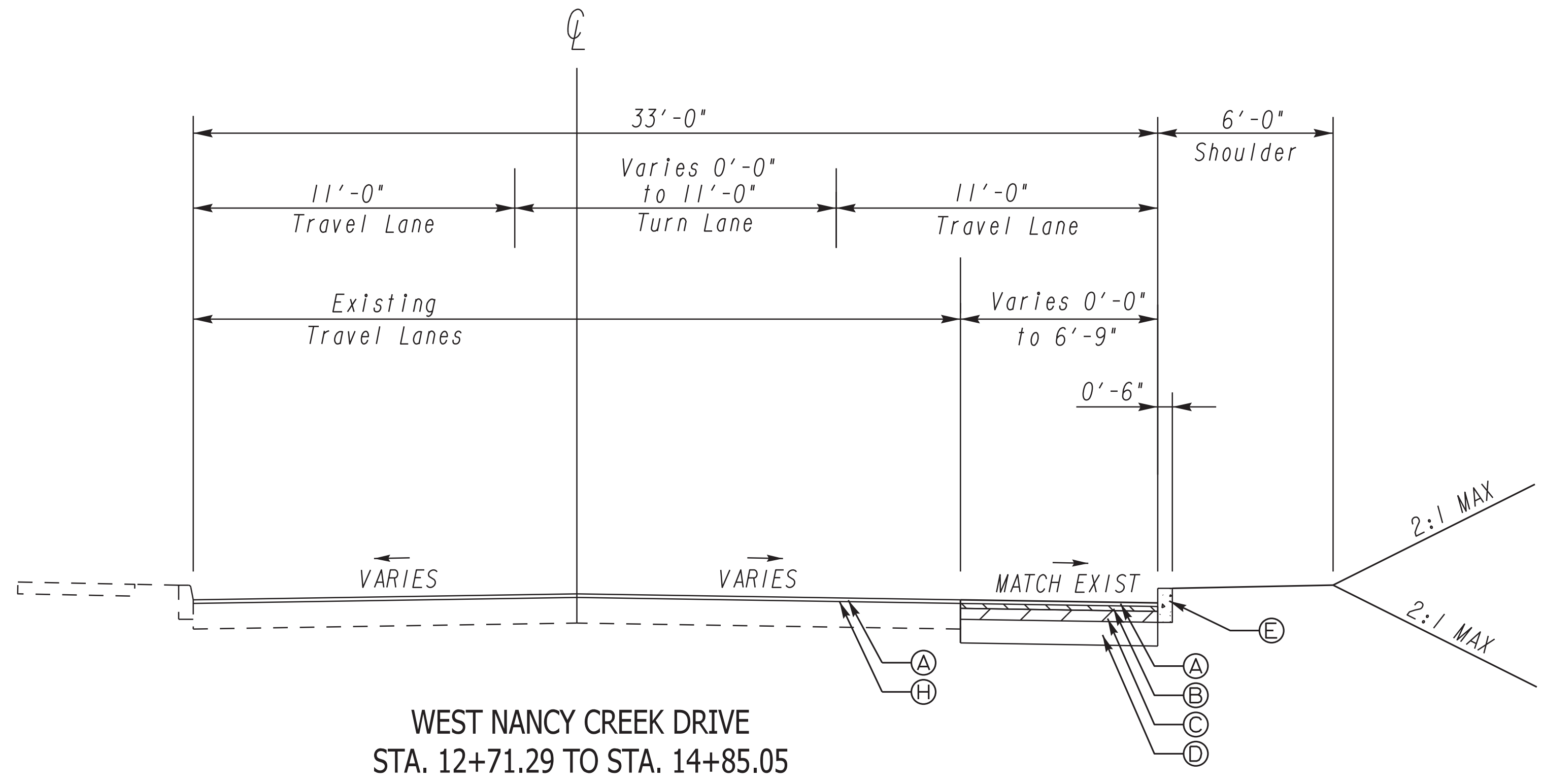
8/3/18			

**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



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(770) 263-9118

NOT TO SCALE

REVISION DATES	

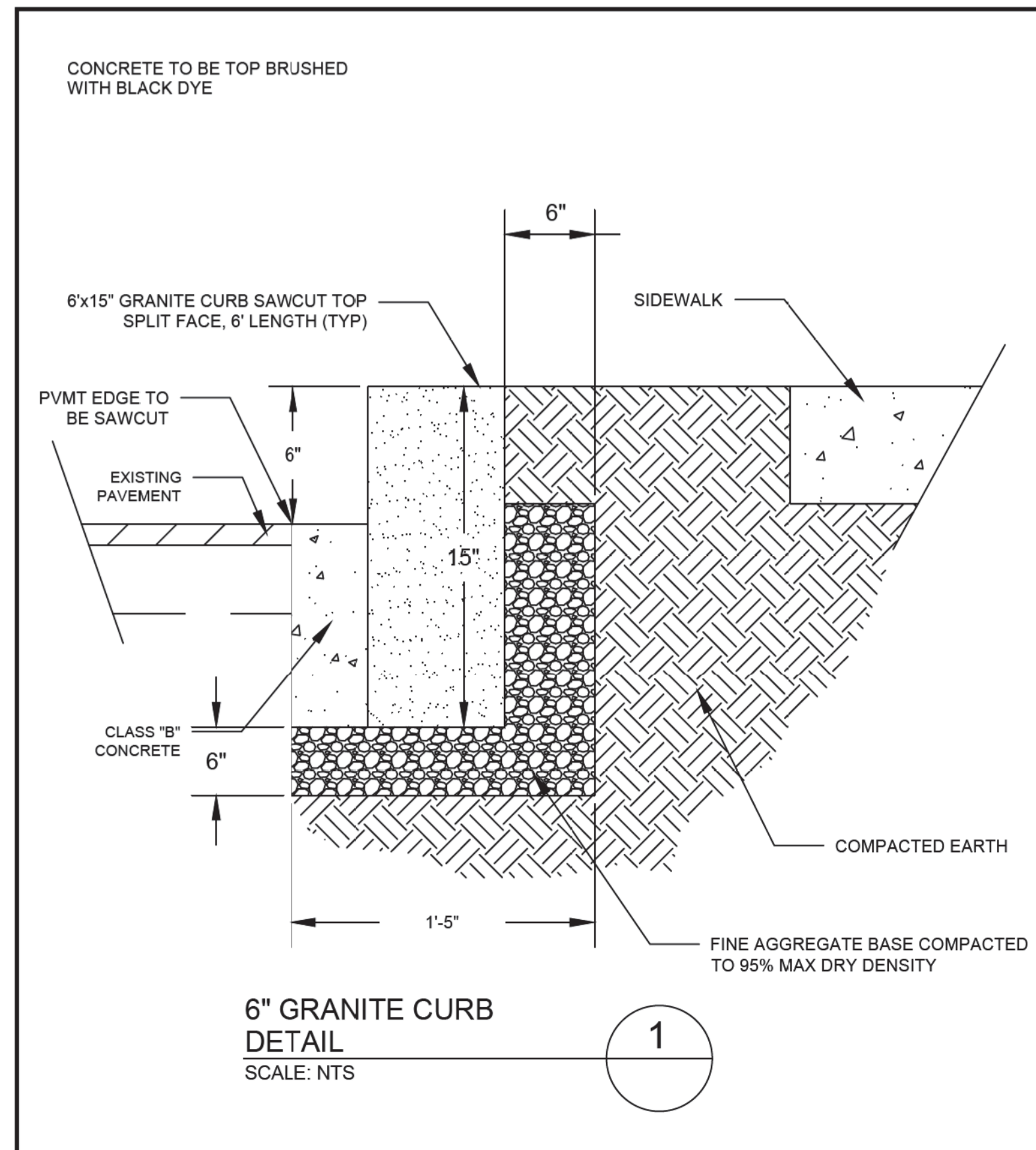
TYPICAL SECTIONS			
WEST NANCY CREEK DRIVE			
AT ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	05-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

ben.copper

0162444.05-0002  
GDOT\_11x17.pen



P.I. No.



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10/23/2015 GPLW

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NOT TO SCALE

REVISION DATES	

TYPICAL SECTIONS			
WEST NANCY CREEK DRIVE			
AT ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	05-0002	
CORRECTED:	DATE:		
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	170	30	60	110	90	1740
	<b>Total</b>	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	130	170	160	330	10	490	40
	<b>Total</b>	130	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	16	0	20	0
21+18 RT	West Nancy Creek East	0	30	0	11
	<b>Total</b>	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

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

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

DRAINAGE								
STRUCTURE NUMBER	LOCATION	SUMMARY OF DRAINAGE QUANTITIES	APPROXIMATE GRADE OF PIPE	MAXIMUM HEIGHT OF FILL OVER PIPE	CATCH BASINS & MANHOLES			
					CATCH BASIN 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
<b>TOTALS</b>		39			2	1	1	1

TRAFFIC CONTROL  
LUMP SUM

GRADING COMPLETE  
LUMP SUM

\* INCLUDES CLEARING AND GRUBBING

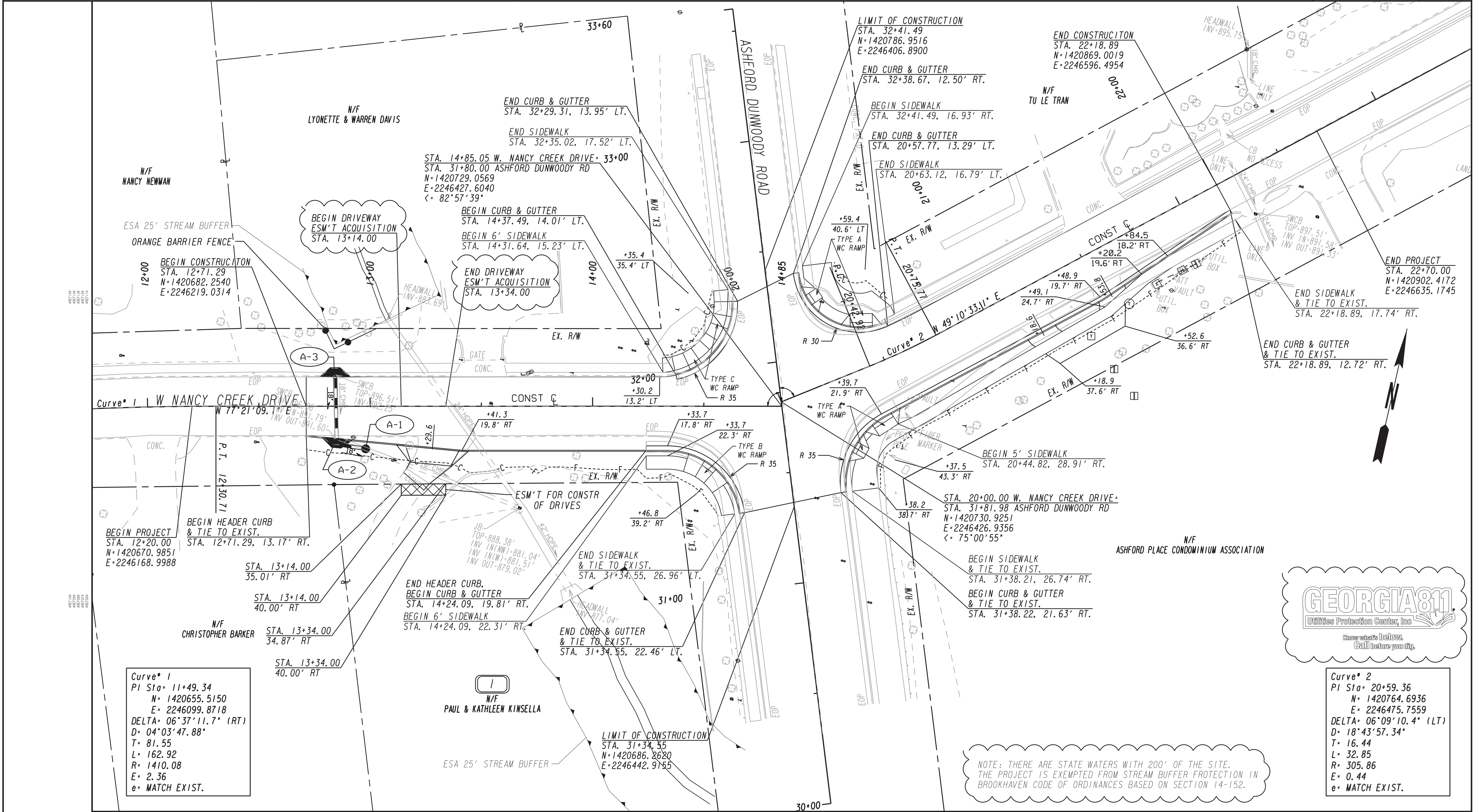
EROSION CONTROL		
DESCRIPTION	UNITS	QUANTITY
TEMPORARY GRASSING	AC	1
MULCH	TN	9
CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	10
MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	330
MAINTENANCE OF INLET SEDIMENT TRAP	EA	10
TEMPORARY SILT FENCE, TYPE C	LF	660
PERMANENT GRASSING	AC	1
AGRICULTURAL LIME	TN	3
FERTILIZER MIXED GRADE	TN	1
FERTILIZER NITROGEN CONTENT	LB	50
SOD	SY	360
EROSION CONTROL MATS, SLOPES	SY	180



REVISION DATES	
9/6/18	

SUMMARY QUANTITIES			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	06-0001	
CORRECTED:	DATE:		
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.



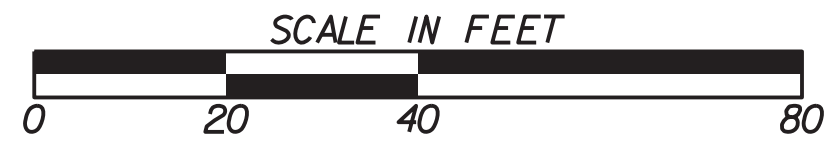
**Curve 2**  
 PI Sta= 20+59.36  
 N= 1420764.6936  
 E= 2246475.7559  
 DELTA= 06°09'10.4" (LT)  
 D= 18°43'57.34"  
 T= 16.44  
 L= 32.85  
 R= 305.86  
 E= 0.44  
 e= MATCH EXIST.

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.

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

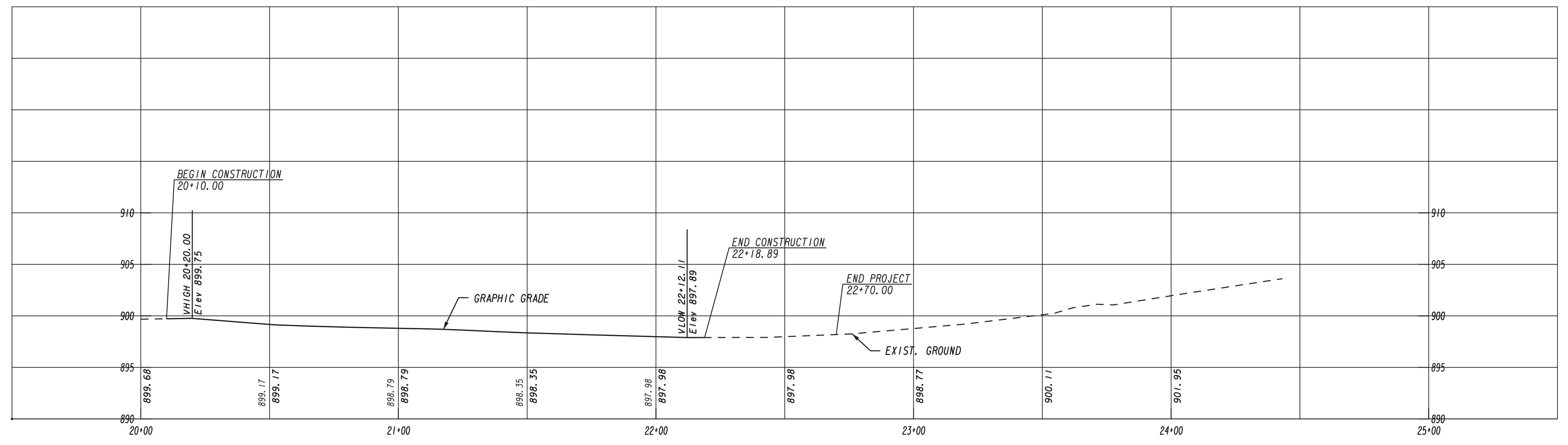
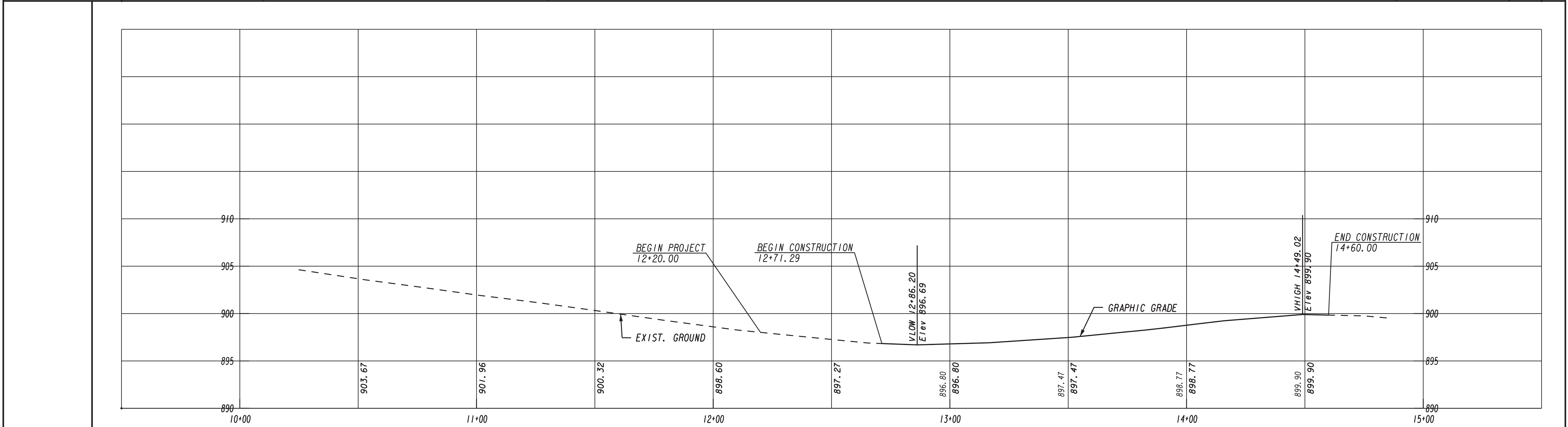
BEGIN LIMIT OF ACCESS.....BLA	
END LIMIT OF ACCESS.....ELA	
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA	
(SEE ERIT TABLE)	

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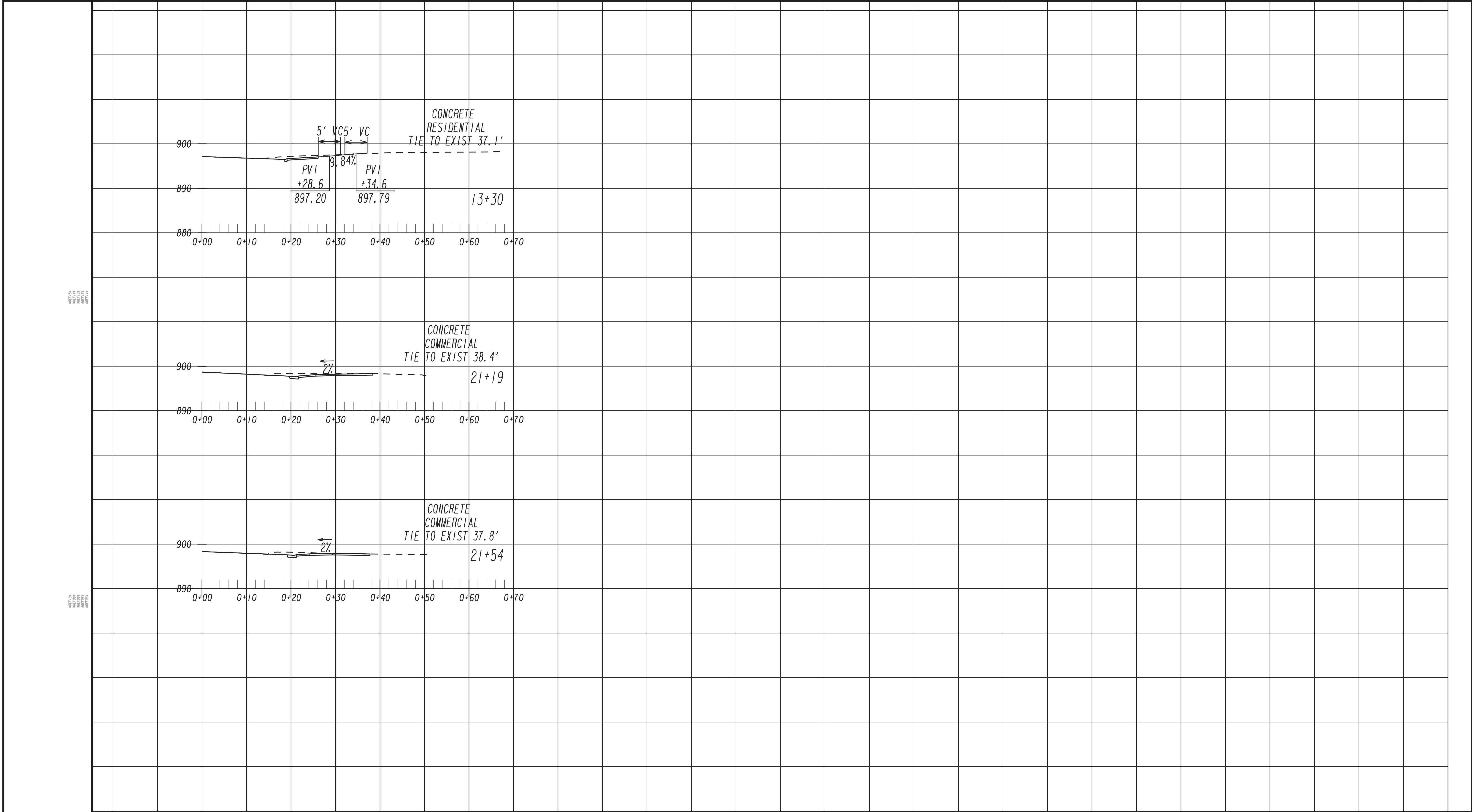
<b>CONSTRUCTION PLAN</b>	
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED: _____	DATE: _____
BACKCHECKED: _____	DATE: _____
CORRECTED: _____	DATE: _____
VERIFIED: _____	DATE: _____
DRAWING No. <b>13-0001</b>	



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

REVISION DATES	

MAINLINE PROFILE WEST NANCY CREEK DRIVE			
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			15-0001



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10/23/2015

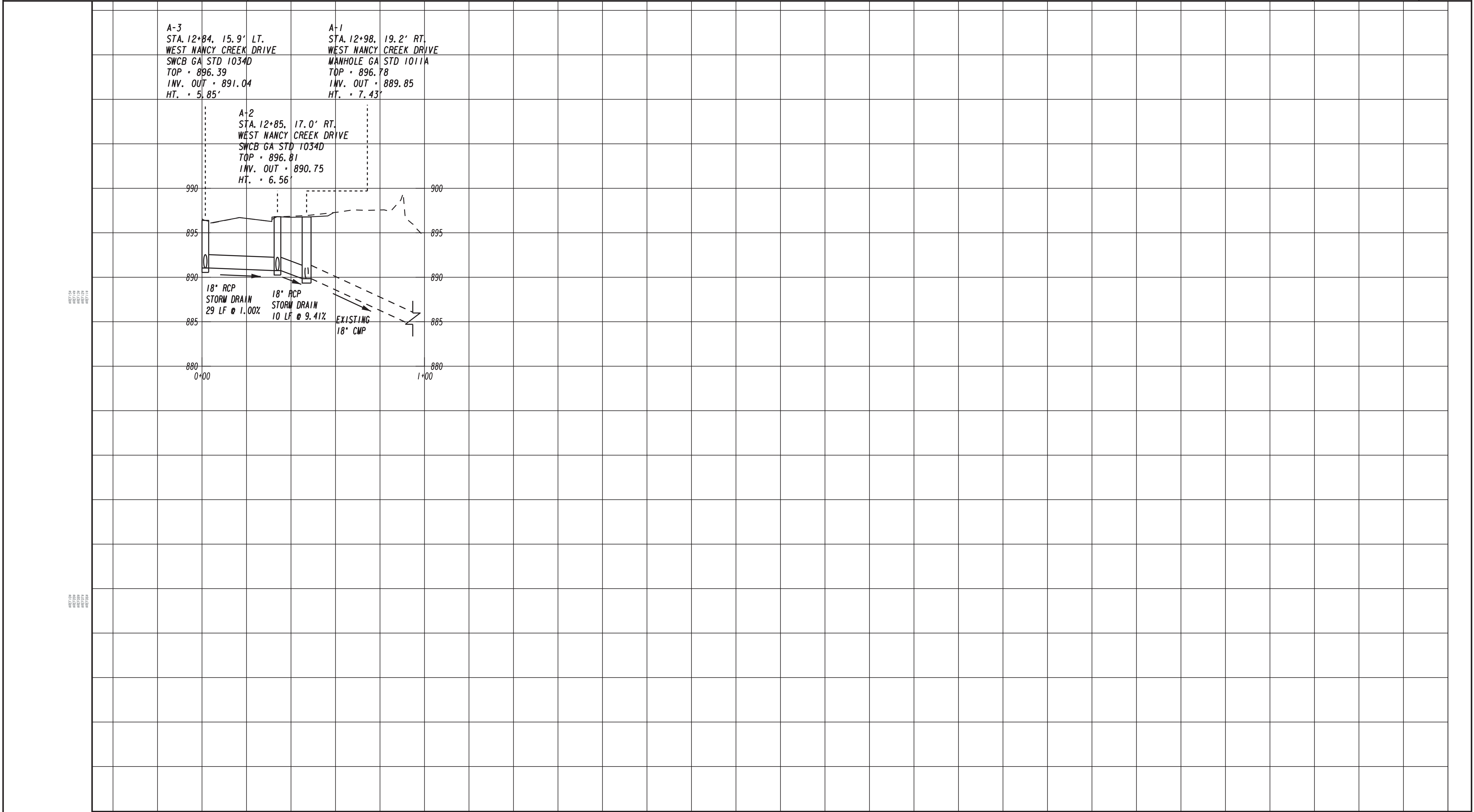
**Michael Baker**  
**INTERNATIONAL**  
420 TECHNOLOGY PARKWAY, STE. 150  
 NORCROSS, GEORGIA 30092  
 (770) 263-9118

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

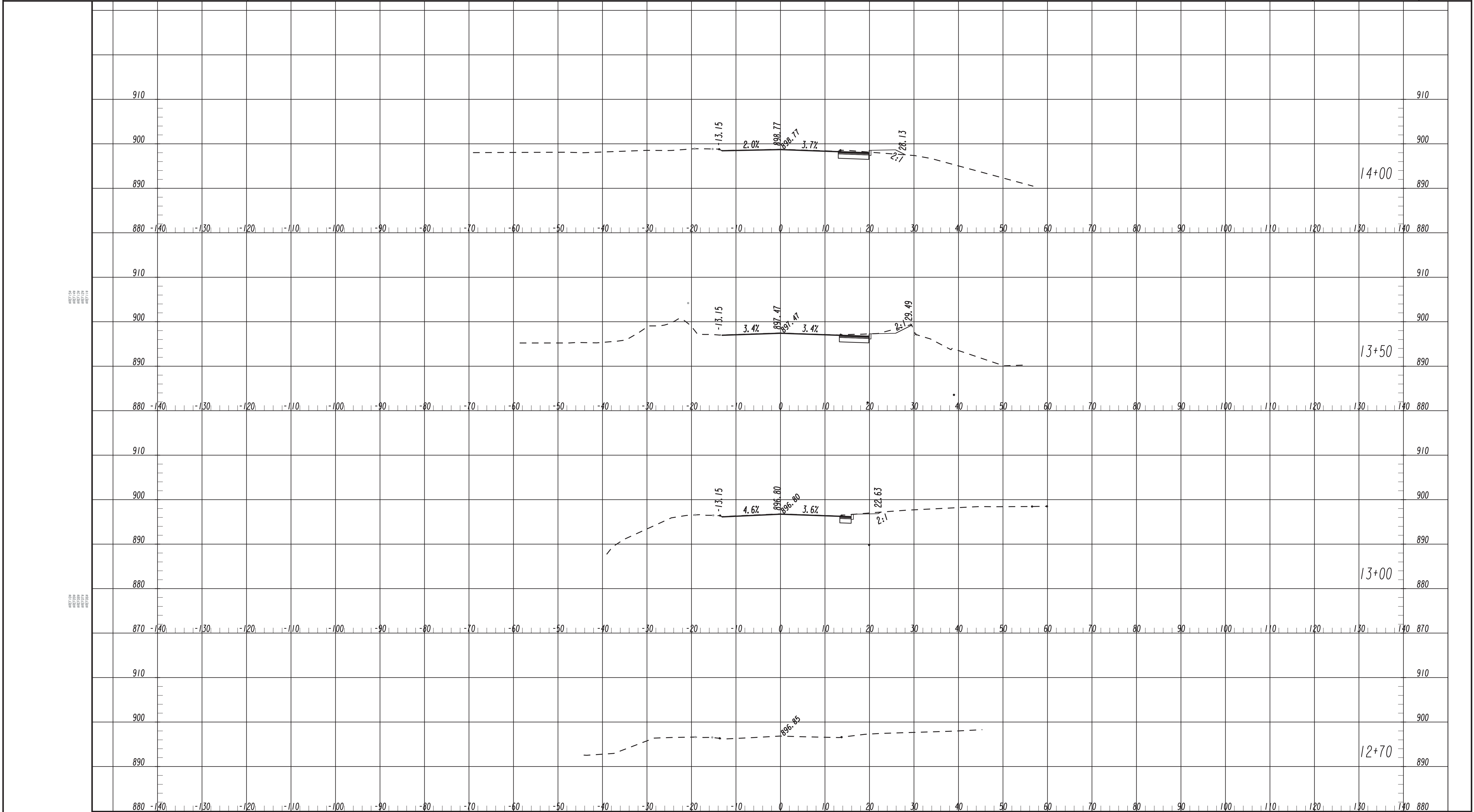
REVISION DATES	

**DRIVEWAY PROFILE**  
 WEST NANCY CREEK DRIVE

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



<p>10/23/2015 GPLW</p>	<p><b>Michael Baker</b> INTERNATIONAL 420 TECHNOLOGY PARKWAY, STE. 150 NORCROSS, GEORGIA 30092 (770) 263-9118</p>	<p>Scale Horizontal: 1 Inch = 5 Feet Vertical: 1 Inch = 20 Feet</p>	<p>REVISION DATES</p> <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>														<p><b>DRAINAGE PROFILES</b> WEST NANCY CREEK DRIVE</p>	
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10/23/2005  
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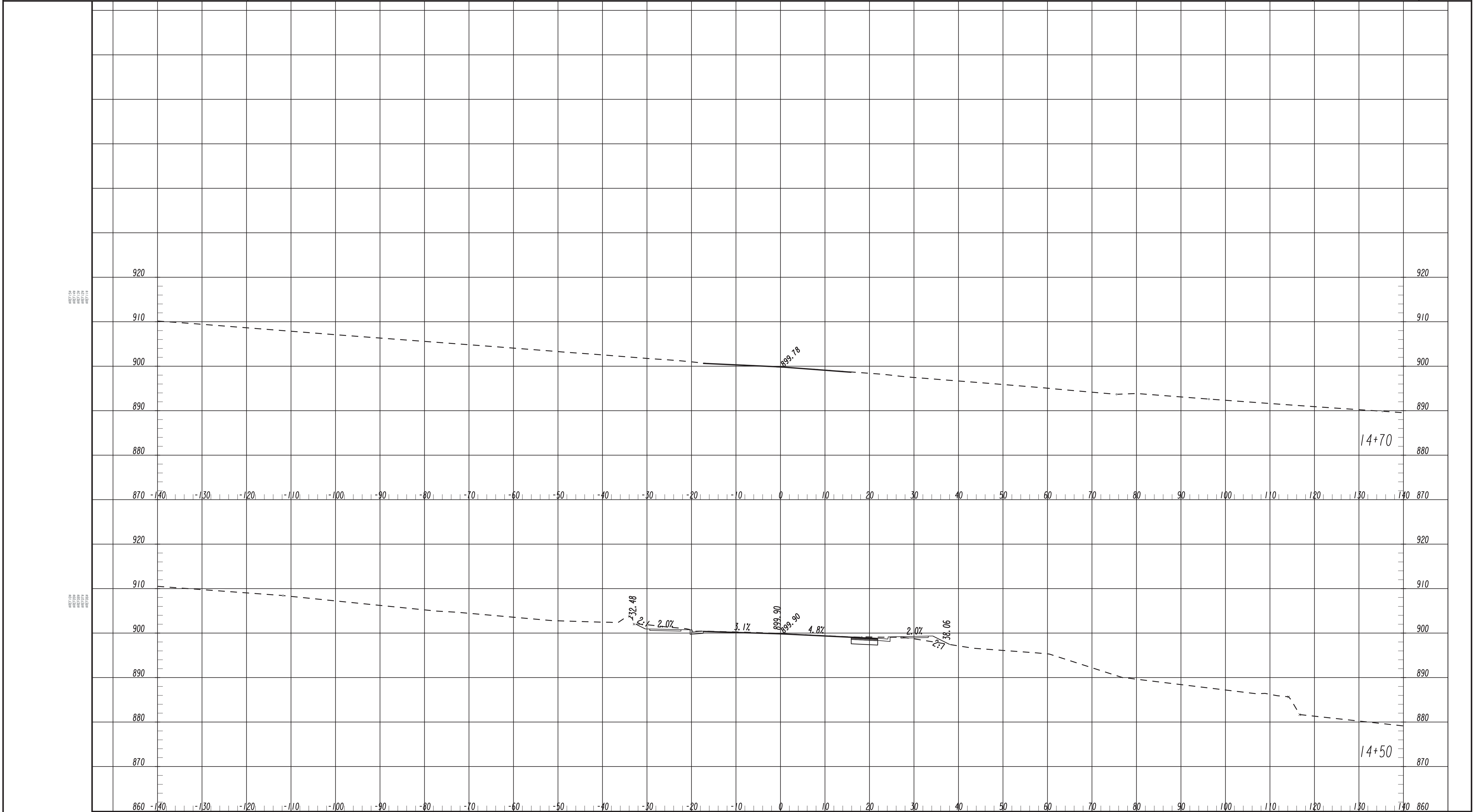
**Michael Baker**  
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420 TECHNOLOGY PARKWAY, STE. 150  
NORCROSS, GEORGIA 30092  
(770) 263-9118

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

REVISION DATES	

**EARTHWORK CROSS SECTIONS**  
WEST NANCY CREEK DRIVE

CHECKED:	DATE:	DRAWING No. <b>23-0001</b>
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



10/23/2015 GPLW

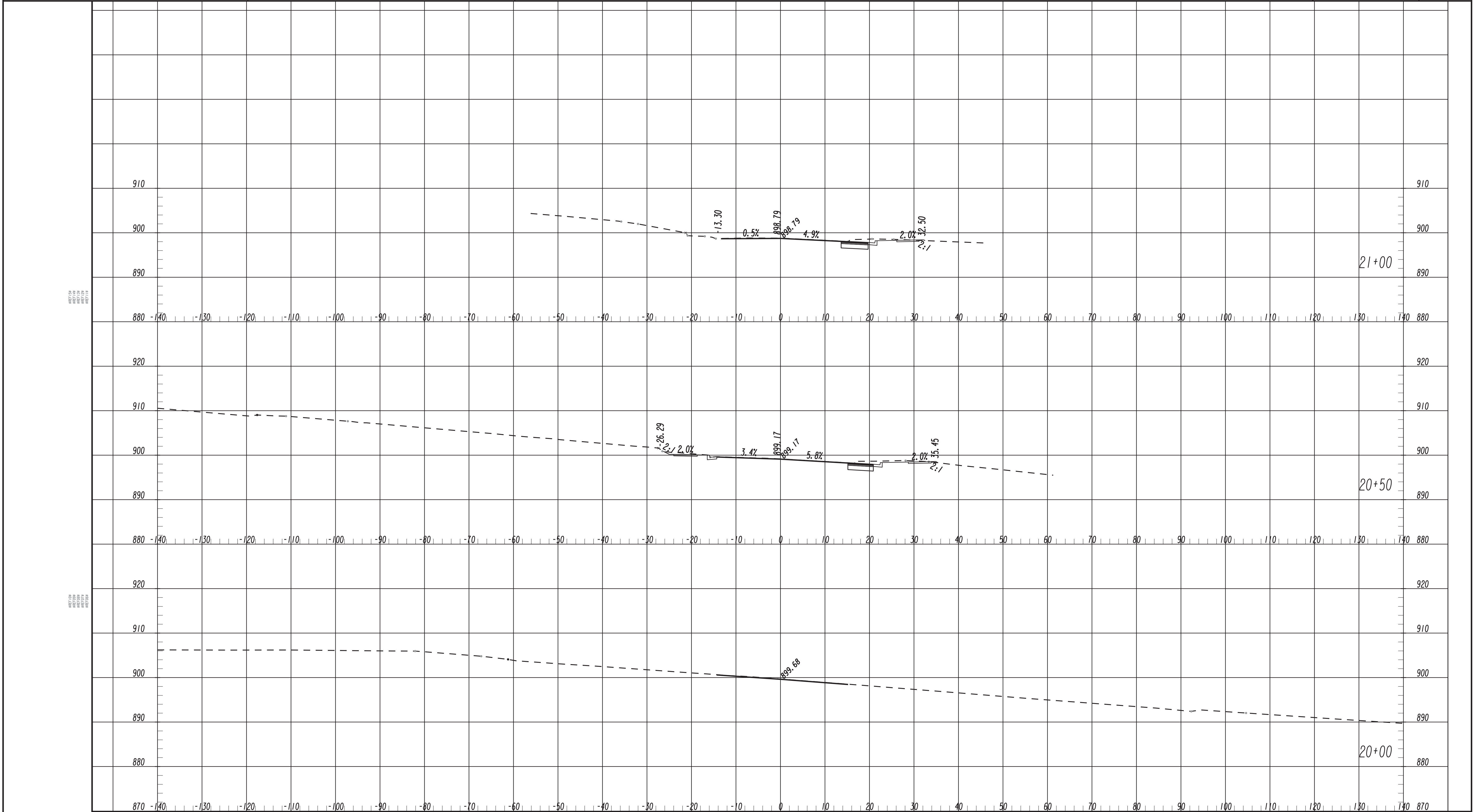
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 (770) 263-9118

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

REVISION DATES	

**EARTHWORK CROSS SECTIONS**  
 WEST NANCY CREEK DRIVE

CHECKED:	DATE:	DRAWING No. <b>23-0002</b>
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



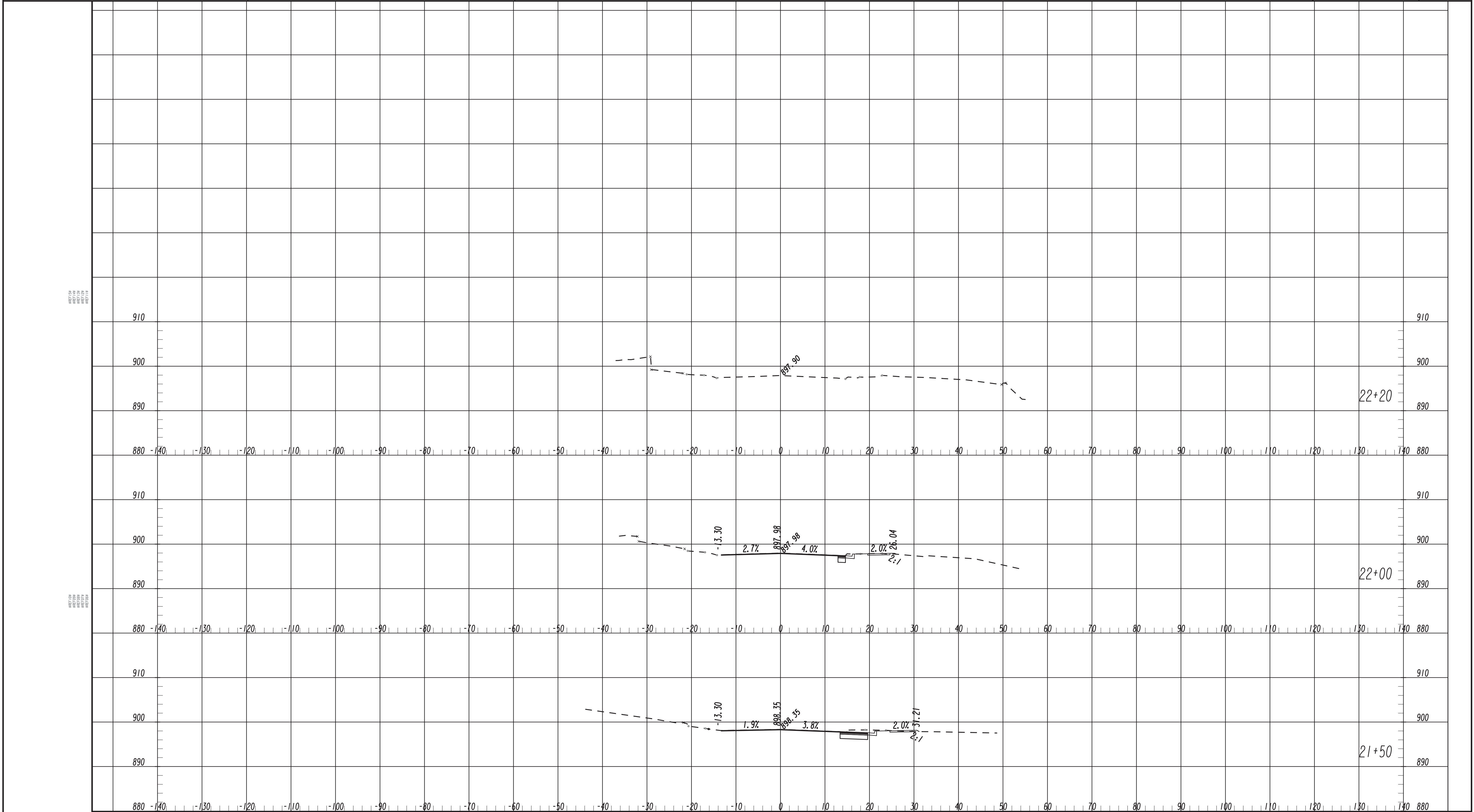
10/23/2015 GPLW

Michael Baker  
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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:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			23-0003



10/23/2005 GPLW

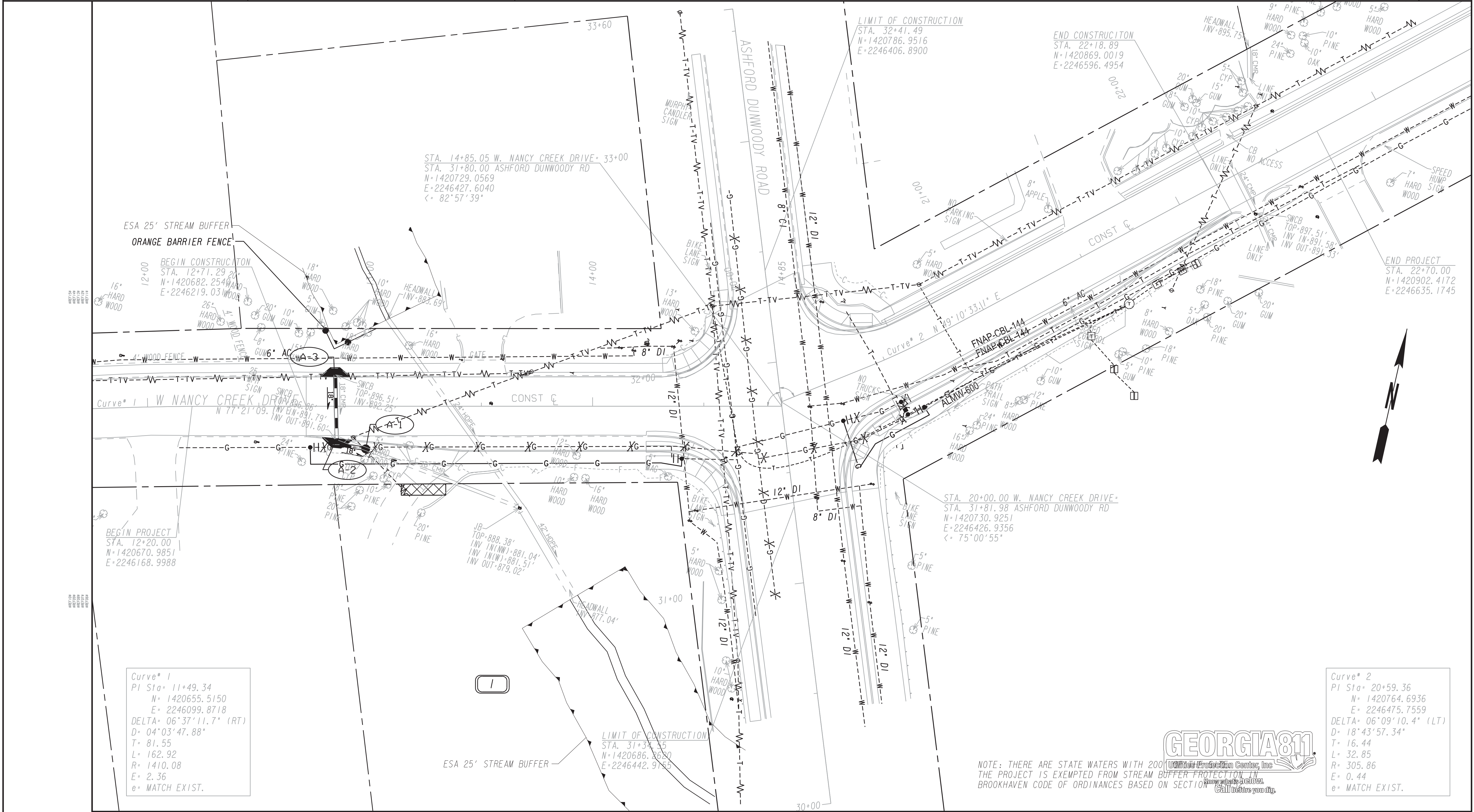
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 (770) 263-9118

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

REVISION DATES	

EARTHWORK CROSS SECTIONS WEST NANCY CREEK DRIVE			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	23-0004	
CORRECTED:	DATE:		
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.

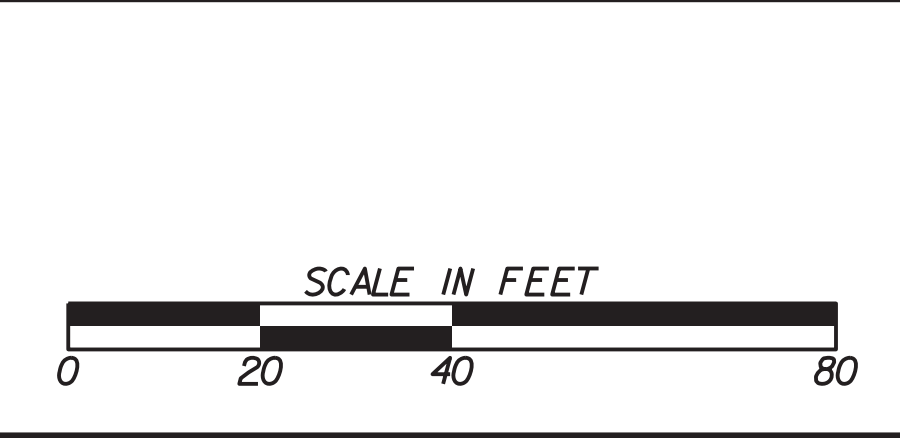
Curve\* 2  
 PI Sta= 20+59.36  
 N= 1420764.6936  
 E= 2246475.7559  
 DELTA= 06°09'10.4" (LT)  
 D= 18°43'57.34"  
 T= 16.44  
 L= 32.85  
 R= 305.86  
 E= 0.44  
 e= MATCH EXIST.

NOTE: THERE ARE STATE WATERS WITH 200' BUFFER PROTECTION IN BROOKHAVEN CODE OF ORDINANCES BASED ON SECTION 10-10-10. CALL BEFORE YOU DIG.

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

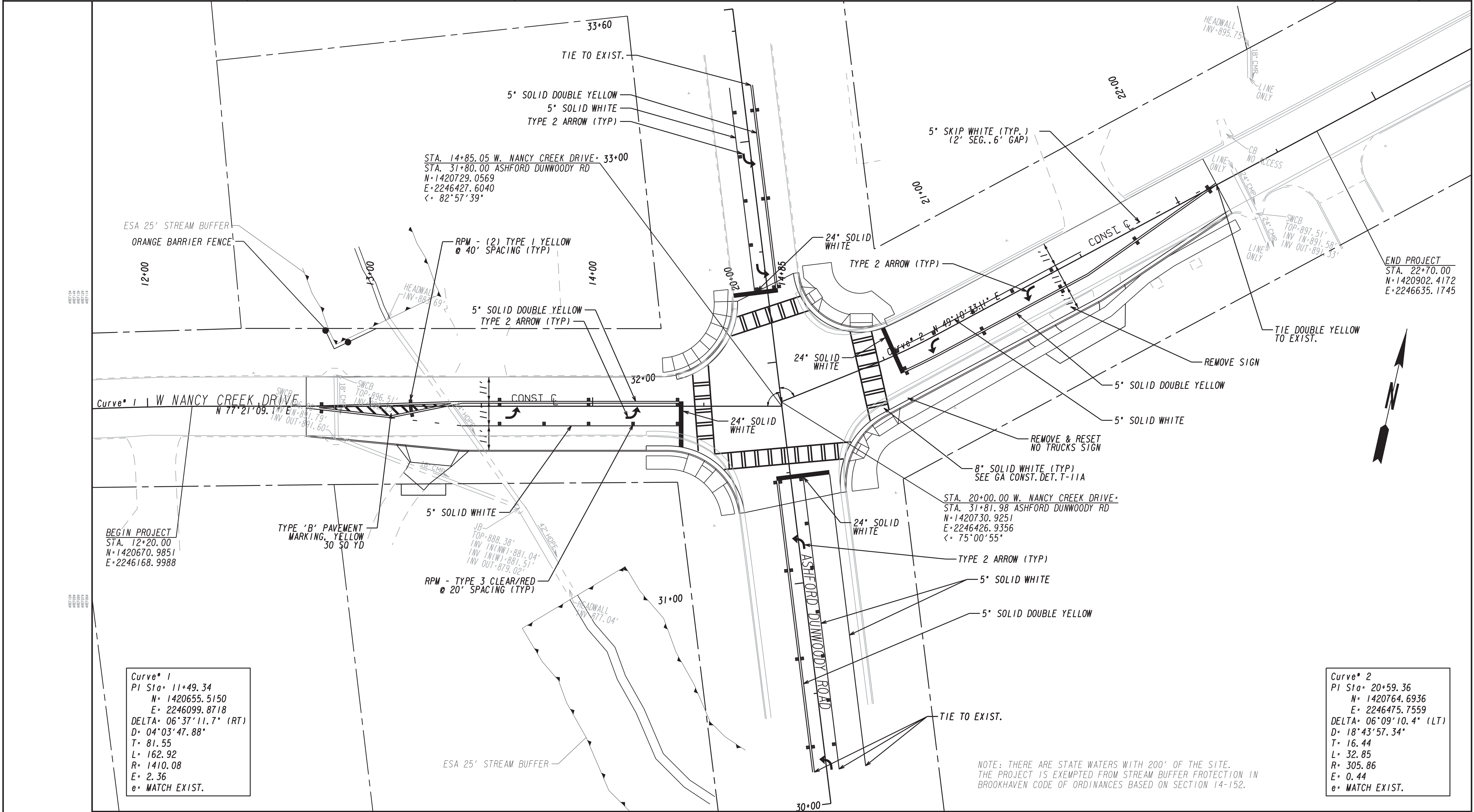
BEGIN LIMIT OF ACCESS.....BLA	— — — — —
END LIMIT OF ACCESS.....ELA	— — — — —
LIMIT OF ACCESS	— — — — —
REQ'D R/W & LIMIT OF ACCESS	— — — — —
ORANGE BARRIER FENCE	— — — — —
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	— — — — —

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REVISION DATES	

UTILITY PLANS			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	24-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



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

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.

STA. 20+00.00 W. NANCY CREEK DRIVE -  
 STA. 31+81.98 ASHFORD DUNWOODY RD  
 N=1420730.9251  
 E=2246426.9356  
 Δ= 75°00'55"

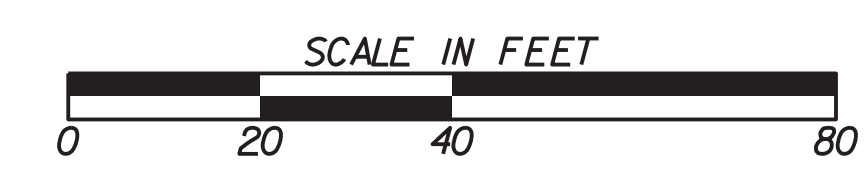
Curve 2  
 PI Sta= 20+59.36  
 N= 1420764.6936  
 E= 2246475.7559  
 DELTA= 06°09'10.4" (LT)  
 D= 18°43'57.34"  
 T= 16.44  
 L= 32.85  
 R= 305.86  
 E= 0.44  
 e= MATCH EXIST.

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)	---



REVISION DATES	

<b>SIGNING AND MARKING PLANS</b>			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	26-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

TRAFFIC SIGNAL GENERAL NOTES

- THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION.
- 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.
- SHIELDED CABLE WILL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHEET. DETECTORS SHALL HAVE SEPARATE LEAD-INS TO THE CONTROL CABINET.
- 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.
- 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.
- 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.
- INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE CITY ENGINEER PRIOR TO FINAL ACCEPTANCE.
- 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.
- 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 PTOP COORDINATION.
- MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE GDOT SPECIFICATION.
- 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.
- ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT STANDARDS.
- 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.
- SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE SIDEWALK PAY ITEM.
- 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.
- 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.
- 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
- 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

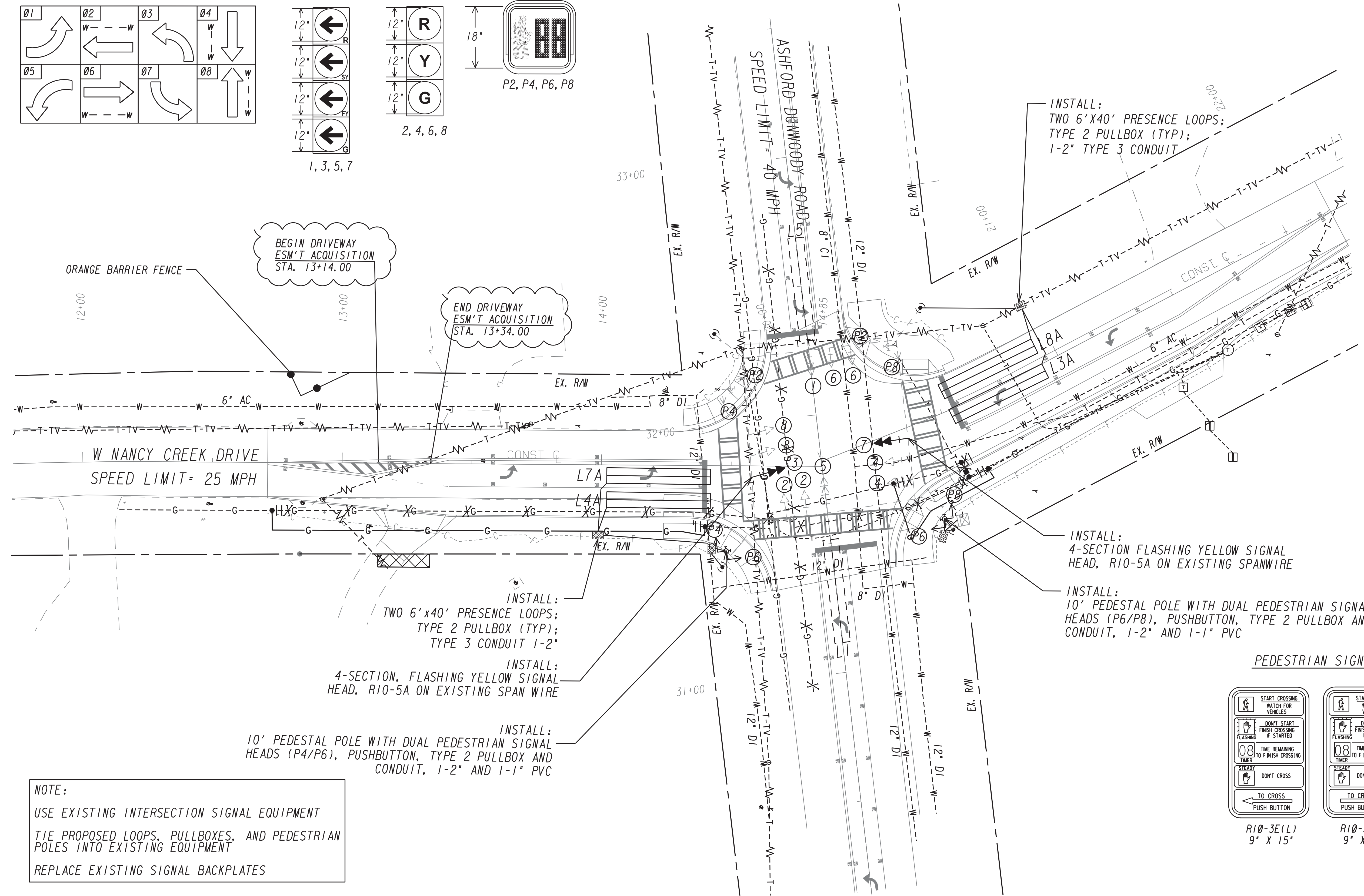
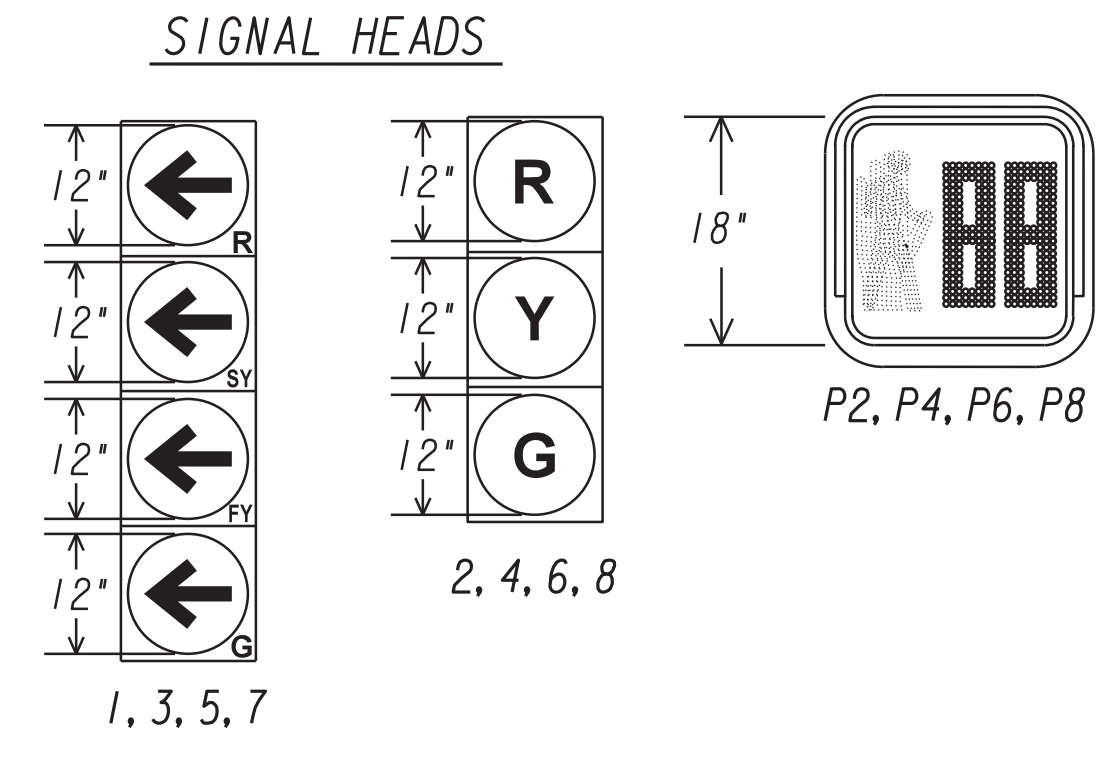
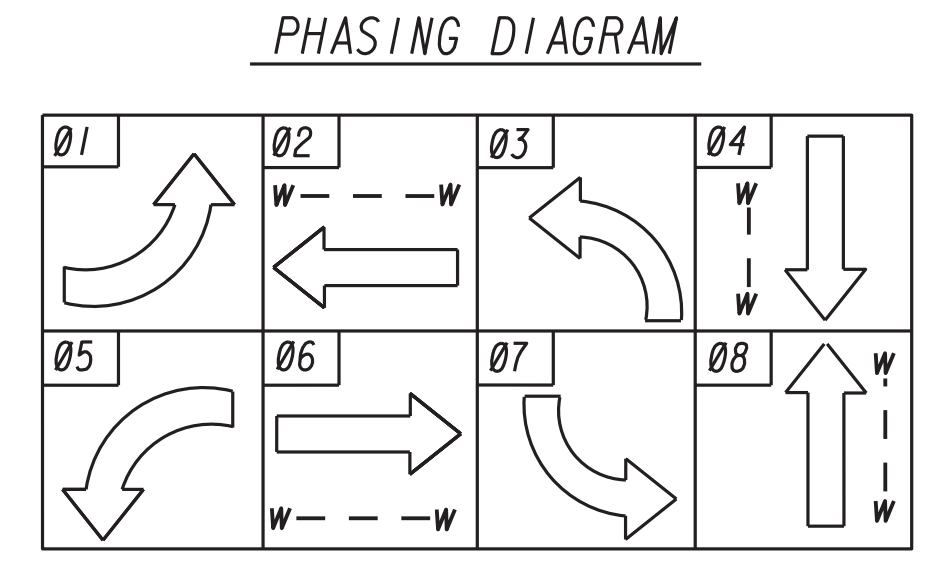
PROPOSED SIGNAL

- 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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REVISION DATES		

SIGNAL PLANS			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	27-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



**NOTE:**  
 USE EXISTING INTERSECTION SIGNAL EQUIPMENT  
 TIE PROPOSED LOOPS, PULLBOXES, AND PEDESTRIAN POLES INTO EXISTING EQUIPMENT  
 REPLACE EXISTING SIGNAL BACKPLATES

INSTALL:  
 TWO 6'x40' PRESENCE LOOPS;  
 TYPE 2 PULLBOX (TYP);  
 TYPE 3 CONDUIT 1-2"

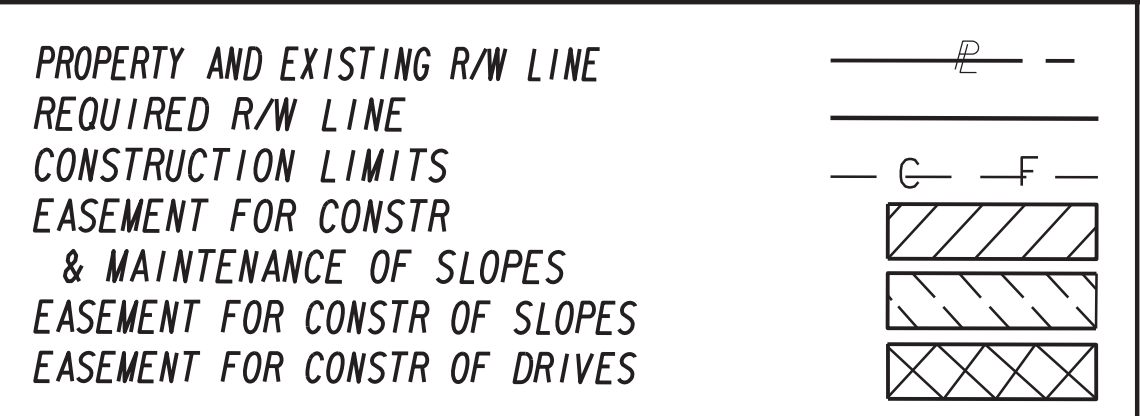
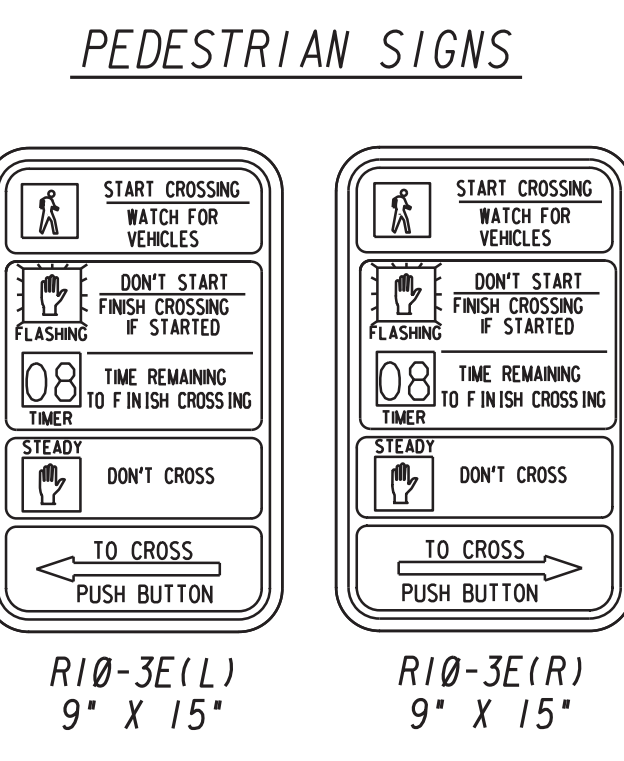
INSTALL:  
 4-SECTION, FLASHING YELLOW SIGNAL HEAD, R10-5A ON EXISTING SPAN WIRE

INSTALL:  
 10' PEDESTAL POLE WITH DUAL PEDESTRIAN SIGNAL HEADS (P4/P6), PUSHBUTTON, TYPE 2 PULLBOX AND CONDUIT, 1-2" AND 1-1" PVC

INSTALL:  
 TWO 6'x40' PRESENCE LOOPS;  
 TYPE 2 PULLBOX (TYP);  
 1-2" TYPE 3 CONDUIT

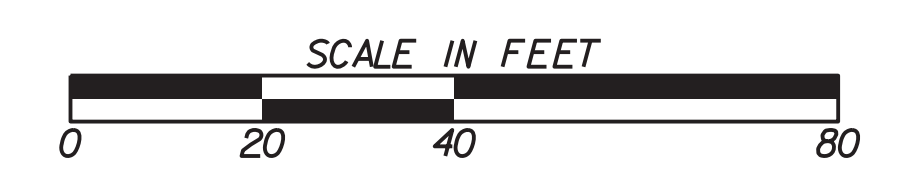
INSTALL:  
 4-SECTION FLASHING YELLOW SIGNAL HEAD, R10-5A ON EXISTING SPANWIRE

INSTALL:  
 10' PEDESTAL POLE WITH DUAL PEDESTRIAN SIGNAL HEADS (P6/P8), PUSHBUTTON, TYPE 2 PULLBOX AND CONDUIT, 1-2" AND 1-1" PVC



BEGIN LIMIT OF ACCESS.....BLA  
 END LIMIT OF ACCESS.....ELA  
 LIMIT OF ACCESS  
 REQ'D R/W & LIMIT OF ACCESS

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**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
------	---	---	---	---	---	---	---	---	---	----	----	----	----	----

UPPER INPUT FILE

	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
CHANNEL 1	CARD	2-CH				2-CH	2-CH						DC 150	DC 150	DC 150
	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
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

LOWER INPUT FILE

	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
CHANNEL 1	CARD	2-CH				2-CH	2-CH								
	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
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

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

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REVISION DATES


**SIGNAL PLANS**  
ASHFORD DUNWOODY ROAD  
AT MONTGOMERY ELEMENTARY

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

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

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

**NOTE:**

- 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	<b>EROSION CONTROL LEGEND</b> UNIFORM CODE SHEET SHEET 1 OF 7
		3/2/2017 _____ _____ _____ _____ _____	
			DRAWING No. 52-0001

24 HOUR CONTACT  
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	NO SCALE	REVISION DATES	<b>EROSION CONTROL LEGEND</b> WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD
		_____ _____ _____ _____ _____	
			DRAWING No. 52-0001

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION	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.	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.																																						
		PATTERN 	SYMBOL 			TAc	TACKIFIERS SECTION 163, 700, 895		TACKIFIERS HYDRATE IN WATER AND READILY BLEND WITH OTHER SLURRY MATERIALS AND ARE USED TO TIE-DOWN FOR SOIL, COMPOST, SEED, STRAW, HAY OR MULCH.  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.	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 GOOT CHANNEL LINING DESIGN PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED.  TYPICALLY NOT SHOWN IN PLANS.	SYMBOL 	LINE CODE 	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.	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 GOOT 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.	SYMBOL 	LINE CODE 	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.	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 GOOT 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.	SYMBOL 	LINE CODE 	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 SPLASH PAD. PROPER STAKING IS ALSO REQUIRED FOR DITCH APPLICATIONS.  IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.					SYMBOL 	
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NOTE:  
 1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.  
 2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA".



NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
		SHEET 2 OF 7	
CHECKED:	D. EABLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No. 52-0002	

24 HOUR CONTACT  
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REVISION DATES		EROSION CONTROL LEGEND	
		WEST NANCY CREEK DRIVE	
		AT ASHFORD DUNWOODY ROAD	
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No. 52-0002	

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 UNDERLIER. 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		

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

	NO SCALE	<table border="1"> <thead> <tr> <th colspan="2">REVISION DATES</th> </tr> </thead> <tbody> <tr> <td>3/2/2017</td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>	REVISION DATES		3/2/2017								<b>EROSION CONTROL LEGEND</b> UNIFORM CODE SHEET SHEET 3 OF 7 <table border="1"> <tr> <td>CHECKED:</td> <td>D. EARLETON</td> <td>DATE:</td> <td>01/01/16</td> <td>DRAWING No.</td> </tr> <tr> <td>BACKCHECKED:</td> <td></td> <td>DATE:</td> <td></td> <td></td> </tr> <tr> <td>CORRECTED:</td> <td></td> <td>DATE:</td> <td></td> <td></td> </tr> <tr> <td>VERIFIED:</td> <td></td> <td>DATE:</td> <td></td> <td></td> </tr> </table>	CHECKED:	D. EARLETON	DATE:	01/01/16	DRAWING No.	BACKCHECKED:		DATE:			CORRECTED:		DATE:			VERIFIED:		DATE:		
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REVISION DATES		EROSION CONTROL LEGEND	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
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		DRAWING No. 52-0003	



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.
	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.
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.
	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.
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.
	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 ESPP.
	LINE CODE 		RUNOFF FROM DISTURBED AREAS WITHIN THE PROJECT AREA SHALL NOT BE ALLOWED TO CONVERGE WITH OFFSITE RUNOFF WITHIN THIS DIVERSION.
Dn1	TEMPORARY DOWNDRAIN STRUCTURE FLEXIBLE PIPE 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.

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

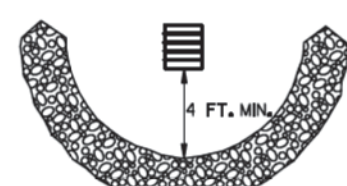
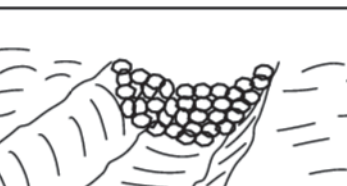
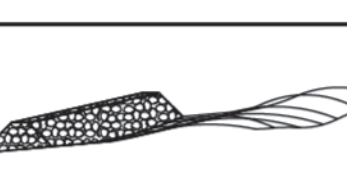


NOTE:  
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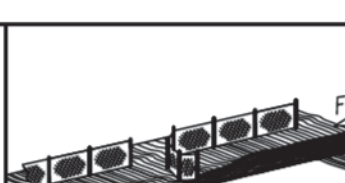

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CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING		A TEMPORARY STONE BARRIER CONSTRUCTED AT DRAINAGE STRUCTURE INLETS AND POST-CONSTRUCTION POND OUTLETS. IT REDUCES RUNOFF VELOCITY AND HELPS PREVENT SEDIMENT FROM LEAVING SITE PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA.  REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR ADDITIONAL INFORMATION ON USAGE.
	CONSTRUCTION DETAIL D-46 SECTION 163	SYMBOL Fr	
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.  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.
	CONSTRUCTION DETAIL D-43 SECTION 163.603	SYMBOL Rd	
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.  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.
	CONSTRUCTION DETAIL D-50 SECTION 163.603	LINE CODE Rd-B	
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.  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.
	SECTION 603	PATTERN Rp	
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.  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.
	CONSTRUCTION DETAIL D-44 SECTION 163	SYMBOL Rt-P	

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.  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.	
	CONSTRUCTION DETAIL D-45 SECTION 163	SYMBOL Rt-B		
Rt-Sg1	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.  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	
				CONSTRUCTION DETAIL D-20 SECTION 163
				FRONT VIEW
		SYMBOL Rt-Sg1 Rt-Sg2 Rt-Sg3		
SdI-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.  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.	
	CONSTRUCTION DETAIL D-24 SECTION 171	LINE CODE SdI-NS		
SdI-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.  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.	
	CONSTRUCTION DETAIL D-24 SECTION 171	LINE CODE SdI-S		

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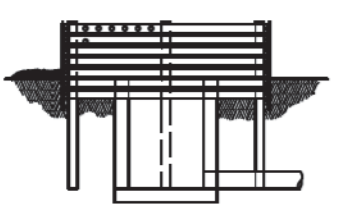
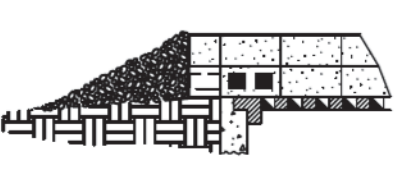
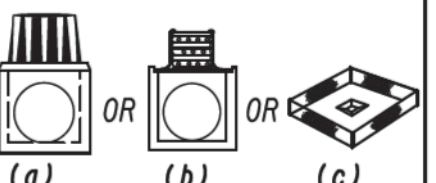

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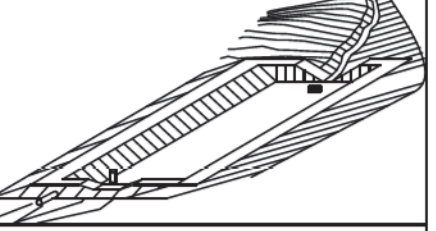
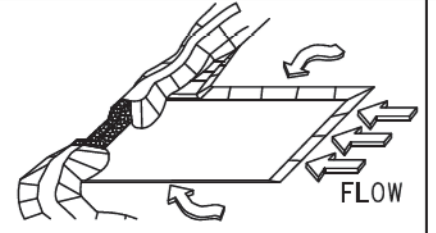
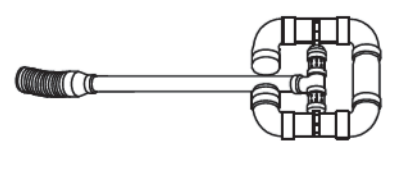
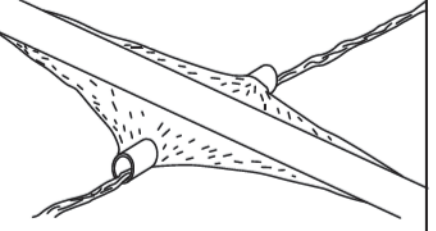
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REVISION DATES		EROSION CONTROL LEGEND	
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		DRAWING No. 52-0005	

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:**

- 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	<b>EROSION CONTROL LEGEND</b> UNIFORM CODE SHEET SHEET 6 OF 7																				
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		<table border="1"> <tr><td>CHECKED:</td><td>D. ENGLETON</td><td>DATE:</td><td>01/07/16</td><td>DRAWING No.</td></tr> <tr><td>BACKCHECKED:</td><td></td><td>DATE:</td><td></td><td></td></tr> <tr><td>CORRECTED:</td><td></td><td>DATE:</td><td></td><td></td></tr> <tr><td>VERIFIED:</td><td></td><td>DATE:</td><td></td><td></td></tr> </table>	CHECKED:	D. ENGLETON	DATE:	01/07/16	DRAWING No.	BACKCHECKED:		DATE:			CORRECTED:		DATE:			VERIFIED:		DATE:			52-0006
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CORRECTED:		DATE:																					
VERIFIED:		DATE:																					

24 HOUR CONTACT  
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	NO SCALE	REVISION DATES	<b>EROSION CONTROL LEGEND</b> WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD																				
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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	CURB INLET FILTER		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
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 Ø50 <math></math> 1.2 FEET. TYPE-3 RIP-RAP AT A DEPTH OF 18" AND PLACED ON FILTER FABRIC MAY BE USED FOR Ø50 <math></math> 0.7 FEET.				
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.				
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.				
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.				

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 7 OF 7			
CHECKED:	D. EGGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

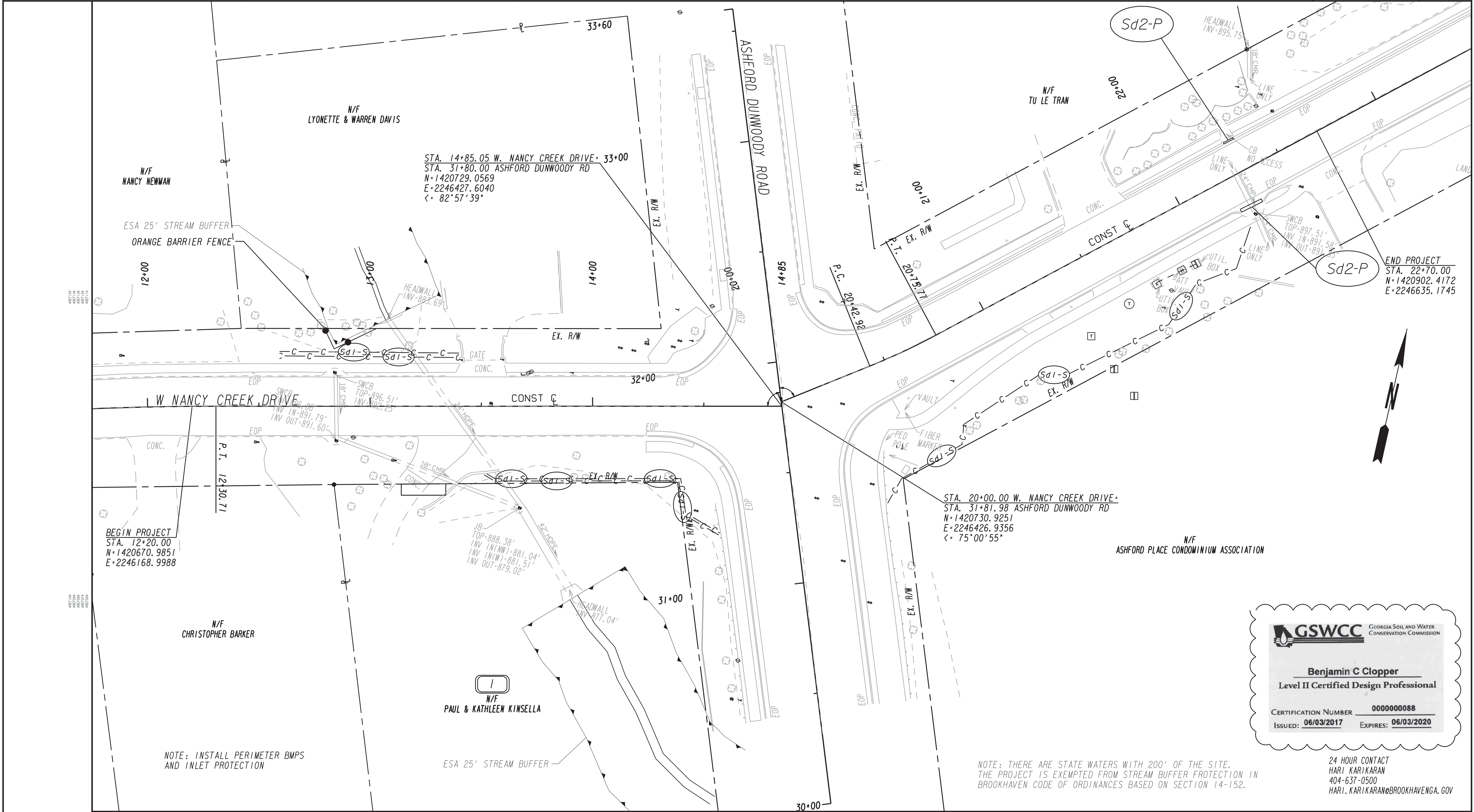
DRAWING No. 52-0007

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REVISION DATES		EROSION CONTROL LEGEND	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
		CHECKED:	DATE:
		BACKCHECKED:	DATE:
		CORRECTED:	DATE:
		VERIFIED:	DATE:

DRAWING No. 52-0007



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

STA. 14+85.05 W. NANCY CREEK DRIVE = 33+00  
STA. 31+80.00 ASHFORD DUNWOODY RD  
N=1420729.0569  
E=2246427.6040  
∠ = 82°57'39"

STA. 20+00.00 W. NANCY CREEK DRIVE =  
STA. 31+81.98 ASHFORD DUNWOODY RD  
N=1420730.9251  
E=2246426.9356  
∠ = 75°00'55"

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

NOTE: INSTALL PERIMETER BMPS AND INLET PROTECTION

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.

**GSWCC** GEORGIA SOIL AND WATER CONSERVATION COMMISSION

**Benjamin C Clopper**  
Level II Certified Design Professional

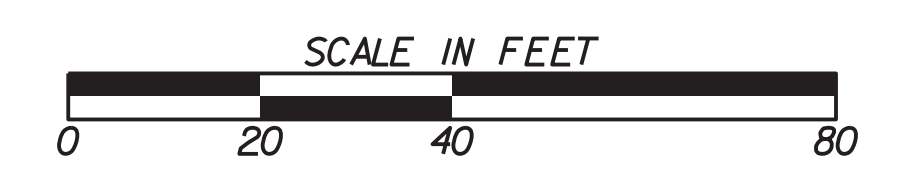
CERTIFICATION NUMBER 0000000088  
ISSUED: 06/03/2017 EXPIRES: 06/03/2020

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

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

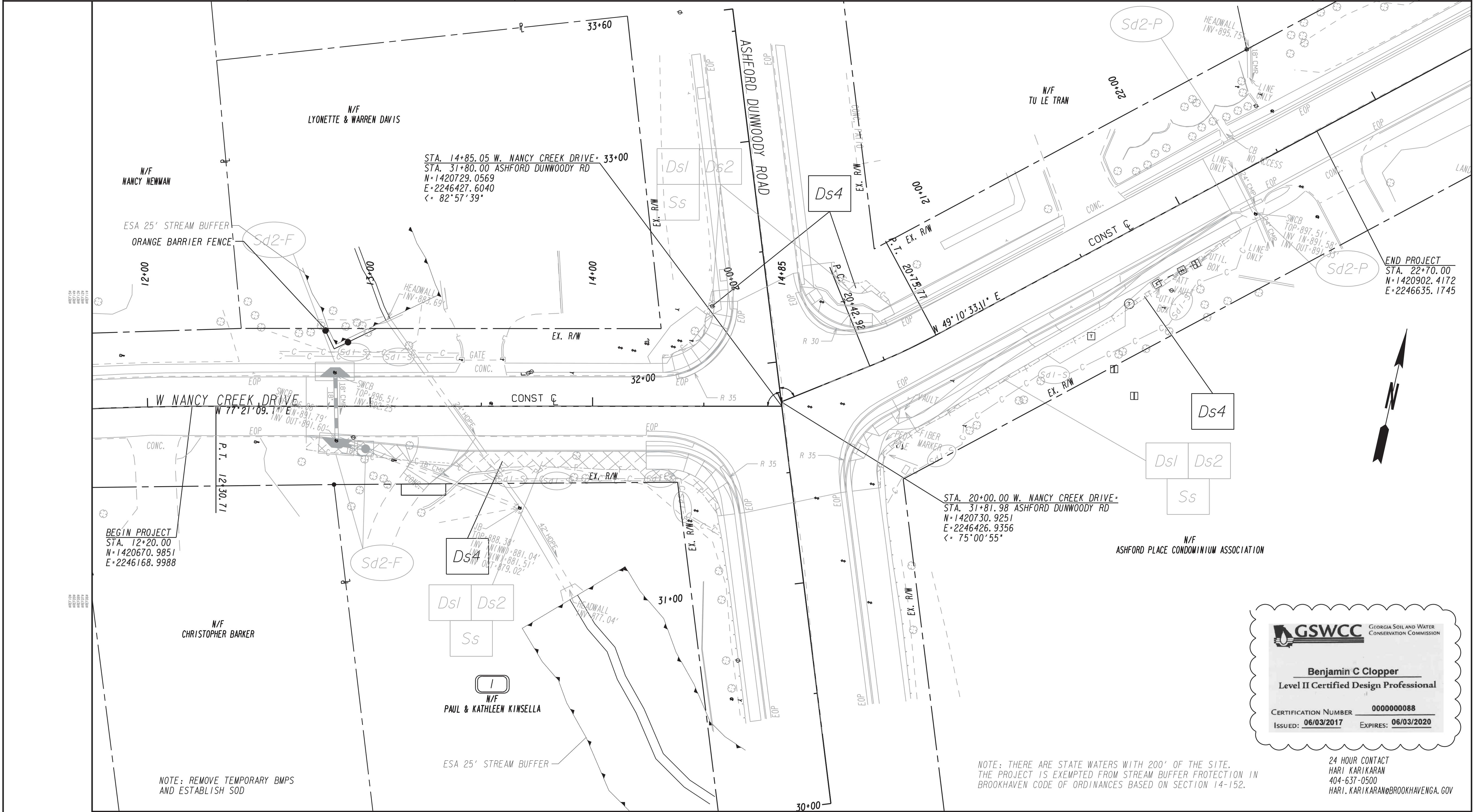
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REVISION DATES	

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





**GSWCC** GEORGIA SOIL AND WATER CONSERVATION COMMISSION  
**Benjamin C Clopper**  
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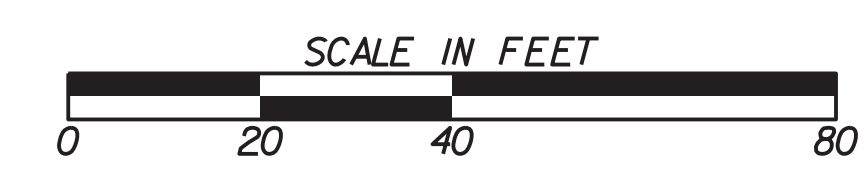
NOTE: THERE ARE STATE WATERS WITH 200' OF THE SITE. THE PROJECT IS EXEMPTED FROM STREAM BUFFER PROTECTION IN BROOKHAVEN CODE OF ORDINANCES BASED ON SECTION 14-152.

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

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

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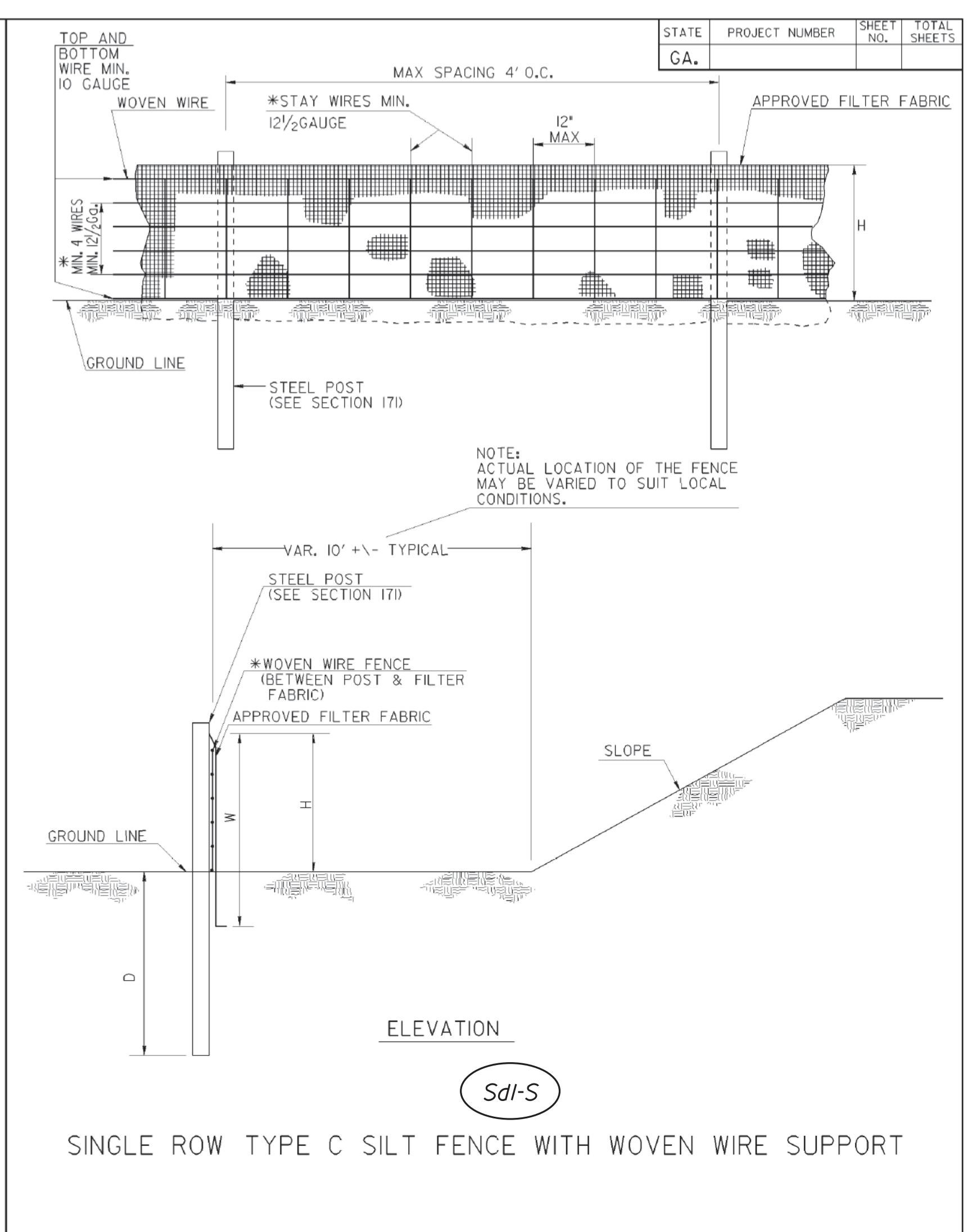
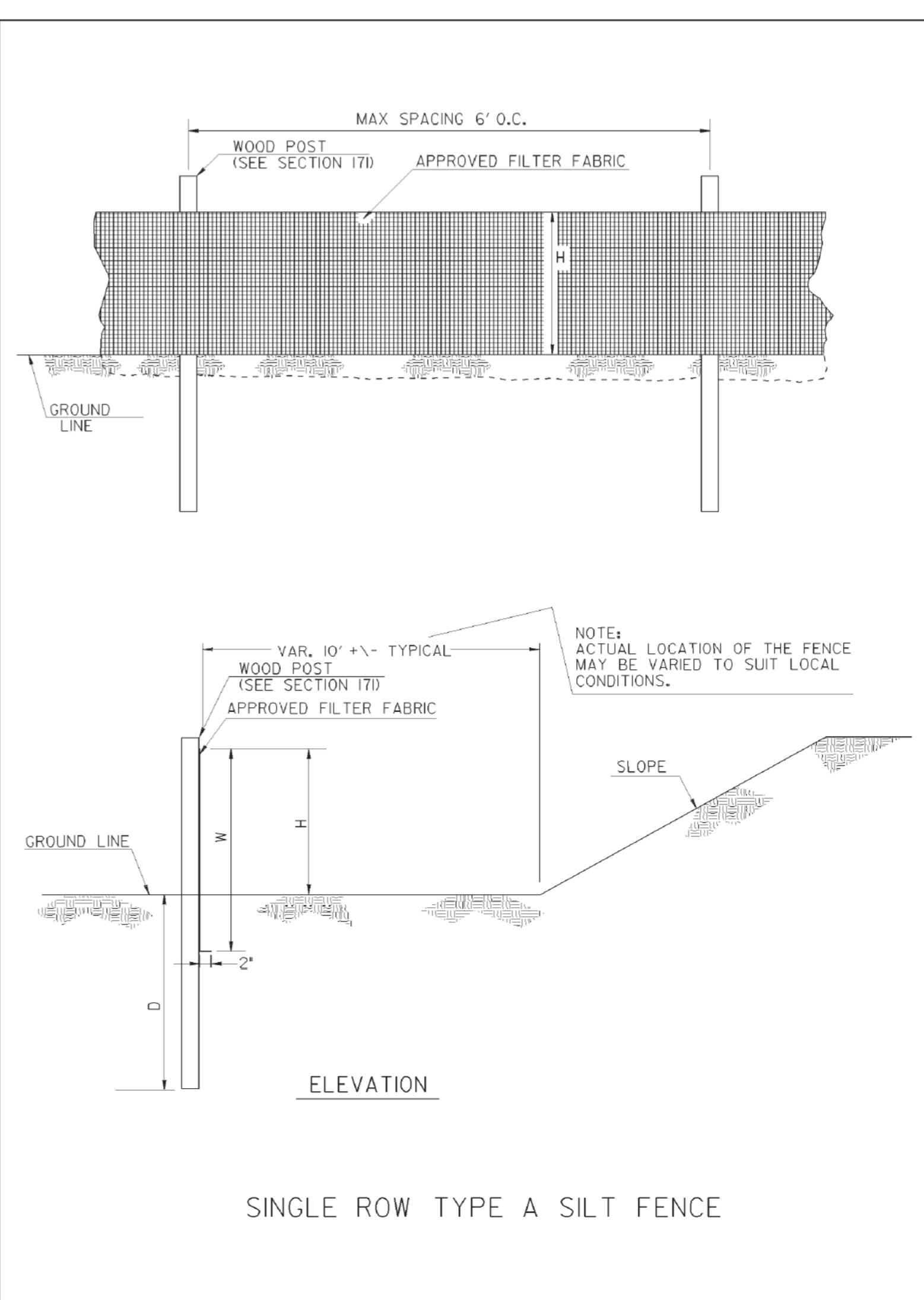
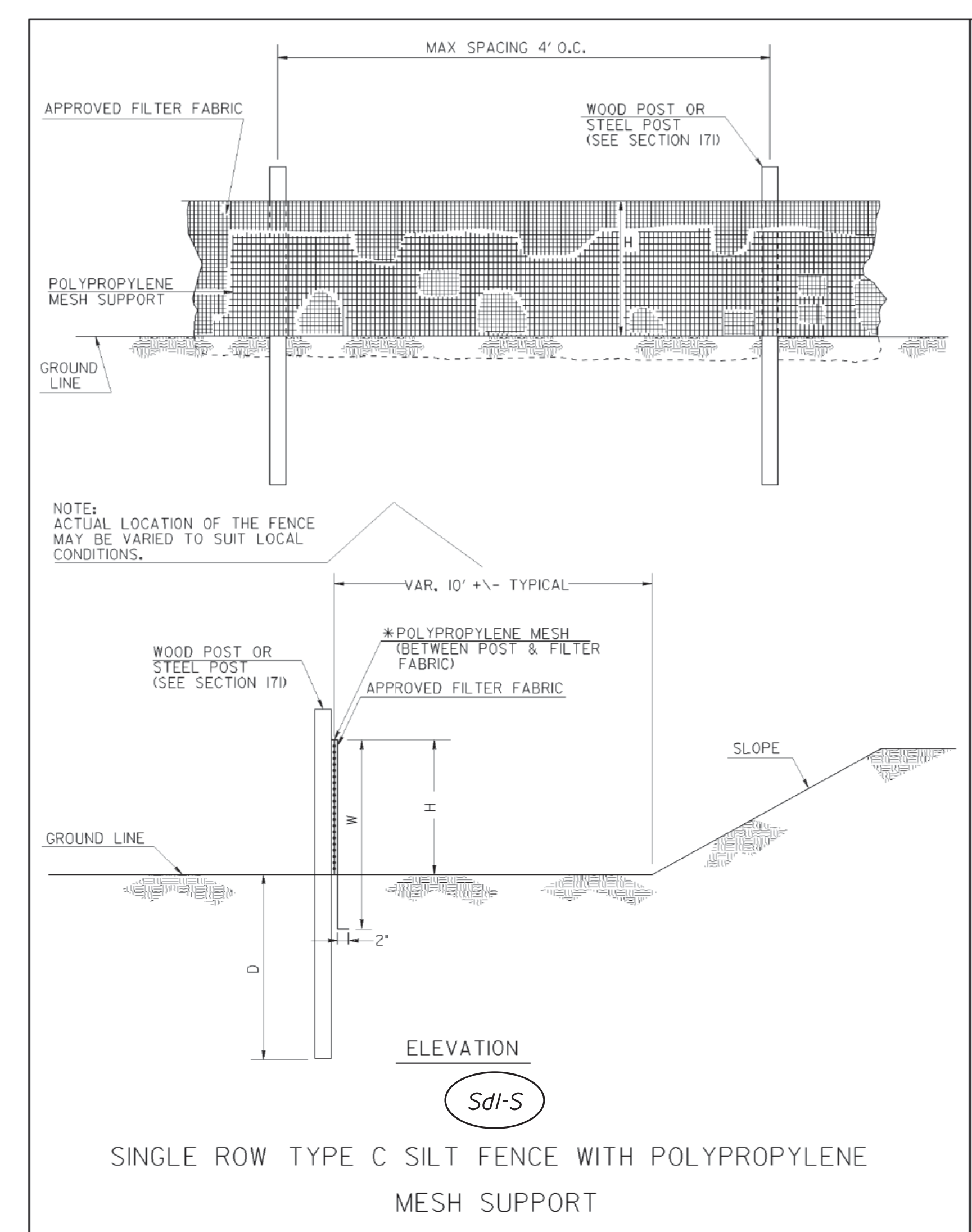
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CHECKED:	DATE:	DRAWING No.	54-0003
BACKCHECKED:	DATE:		
CORRECTED:	DATE:		
VERIFIED:	DATE:		





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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, 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.

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

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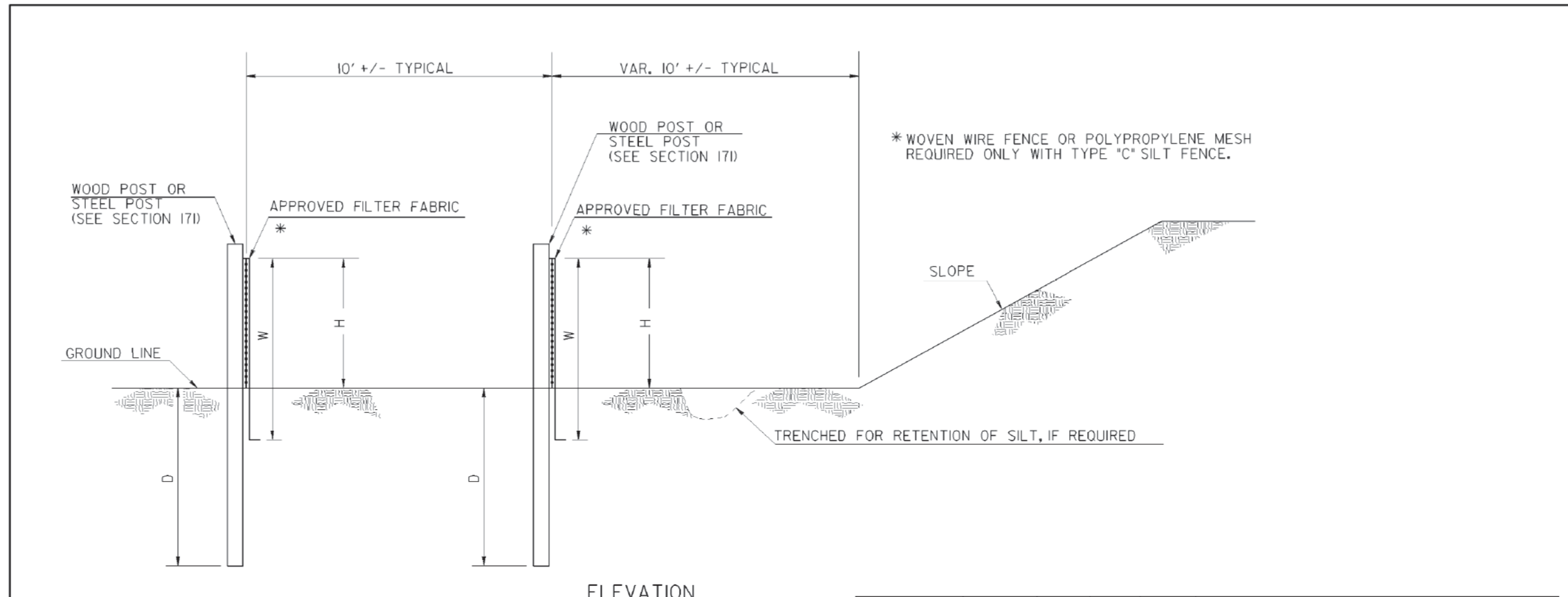
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REVISION DATES	

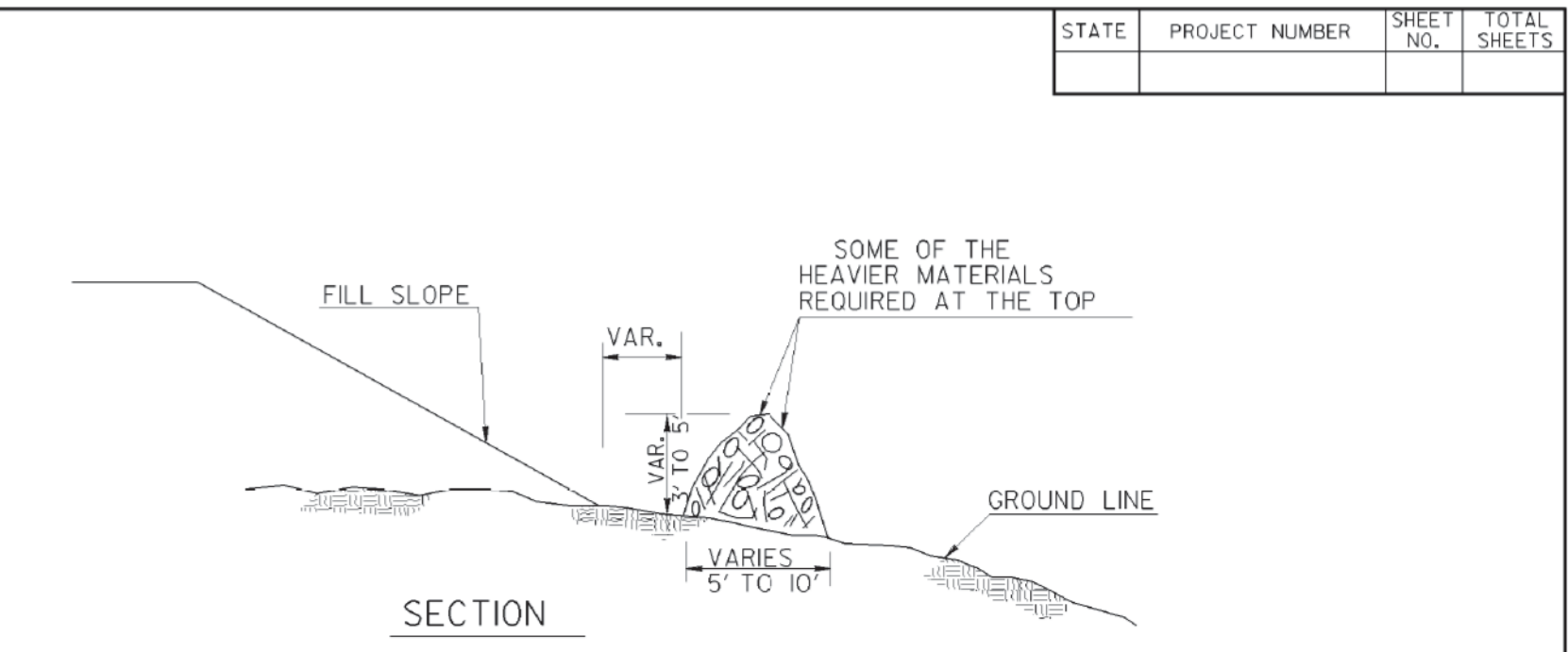
<b>EROSION CONTROL DETAILS</b>			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	56-0002	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

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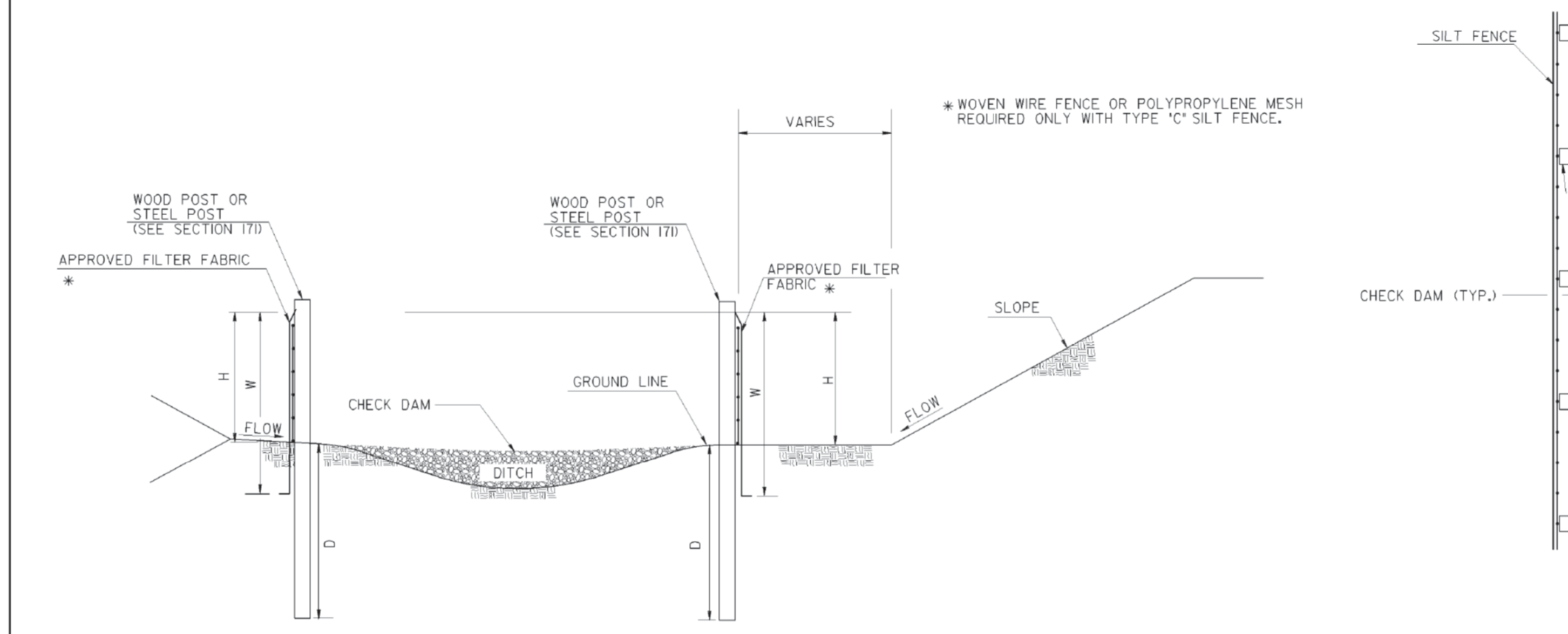


ELEVATION  
DOUBLE ROW SILT FENCE

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

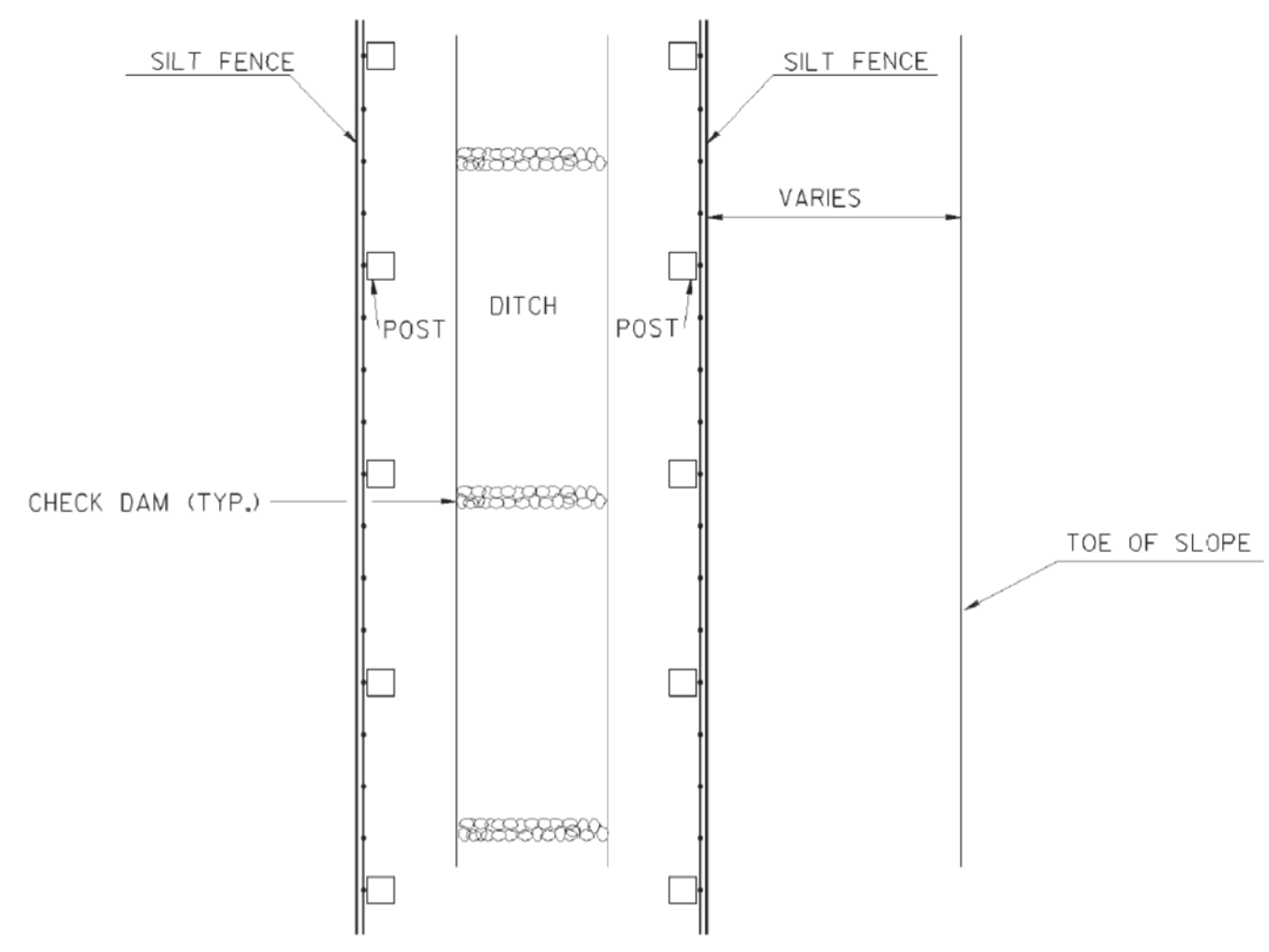


SECTION  
FRONT VIEW  
BRUSH BARRIER DETAILS  
(FOR USE IN RURAL AREAS)



ELEVATION  
SILT FENCE PERIMETER INSTALLATION ALONG DITCH SECTION

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.



PLAN

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)

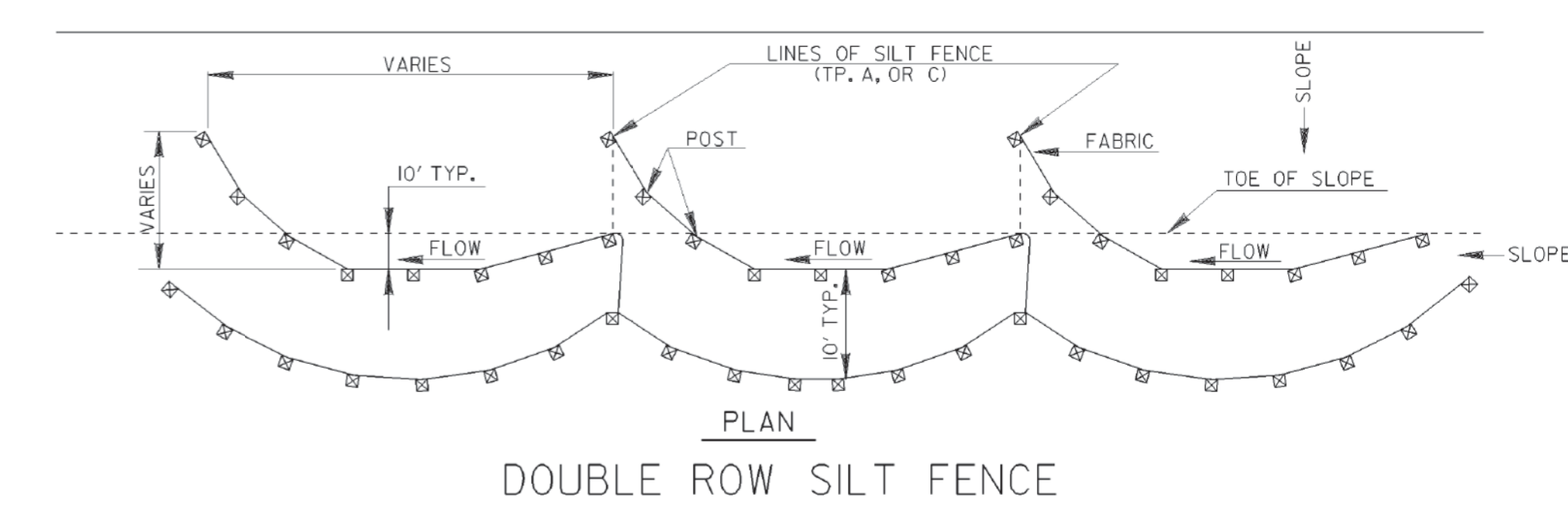
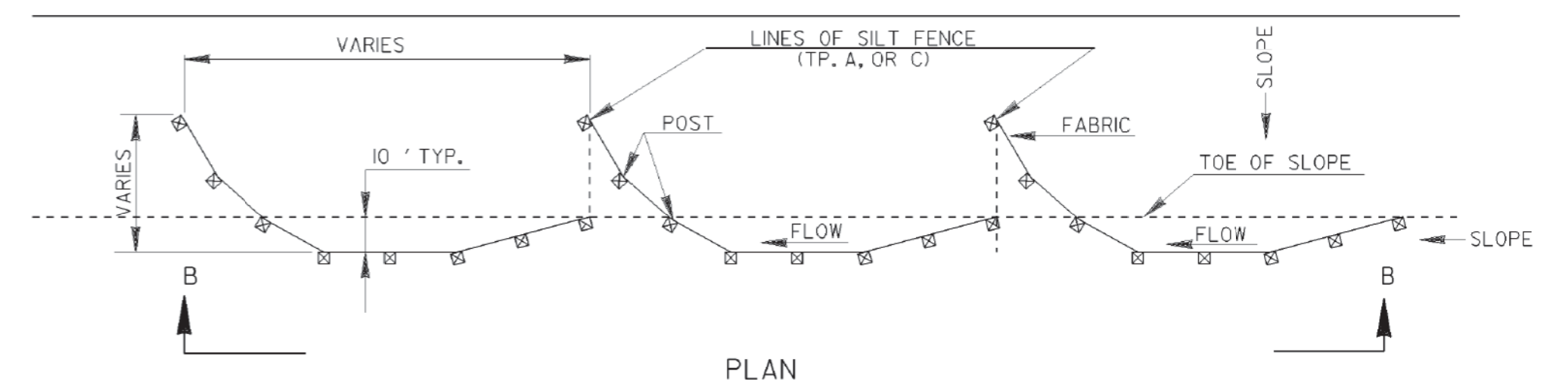
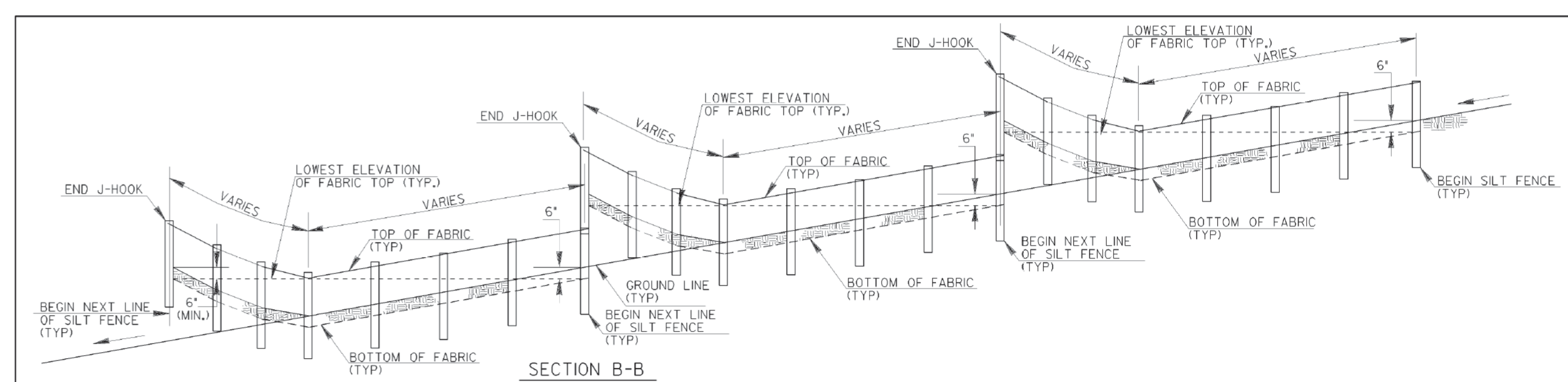
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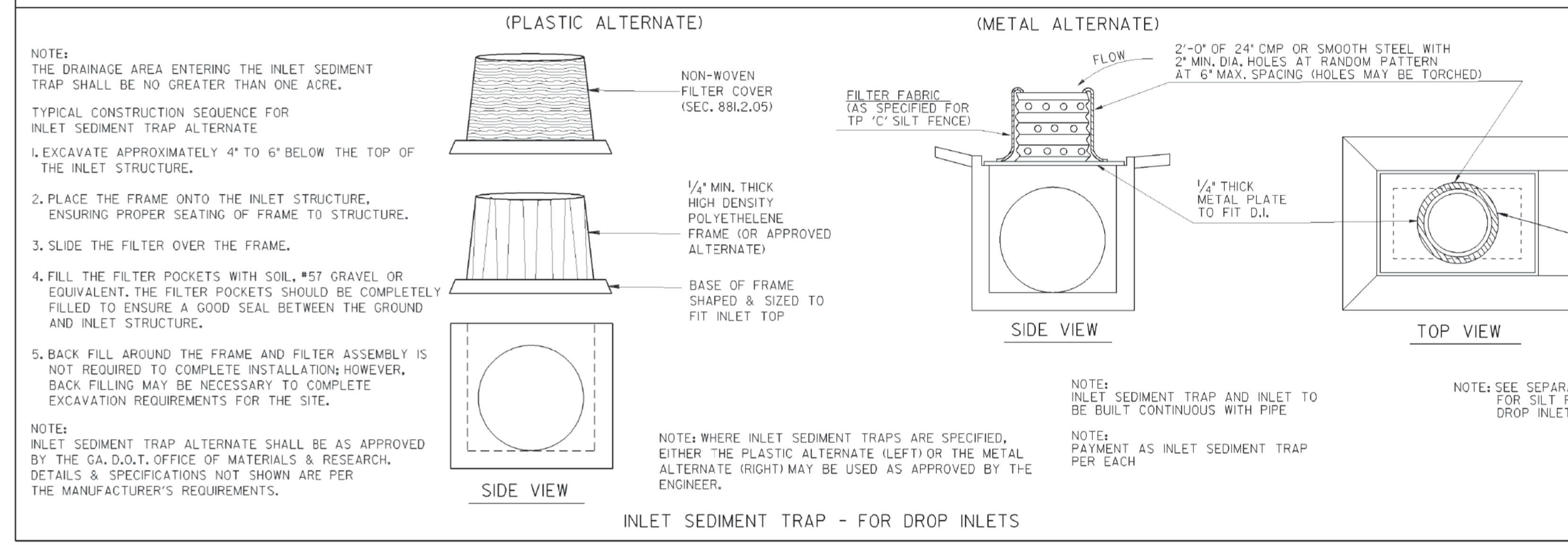
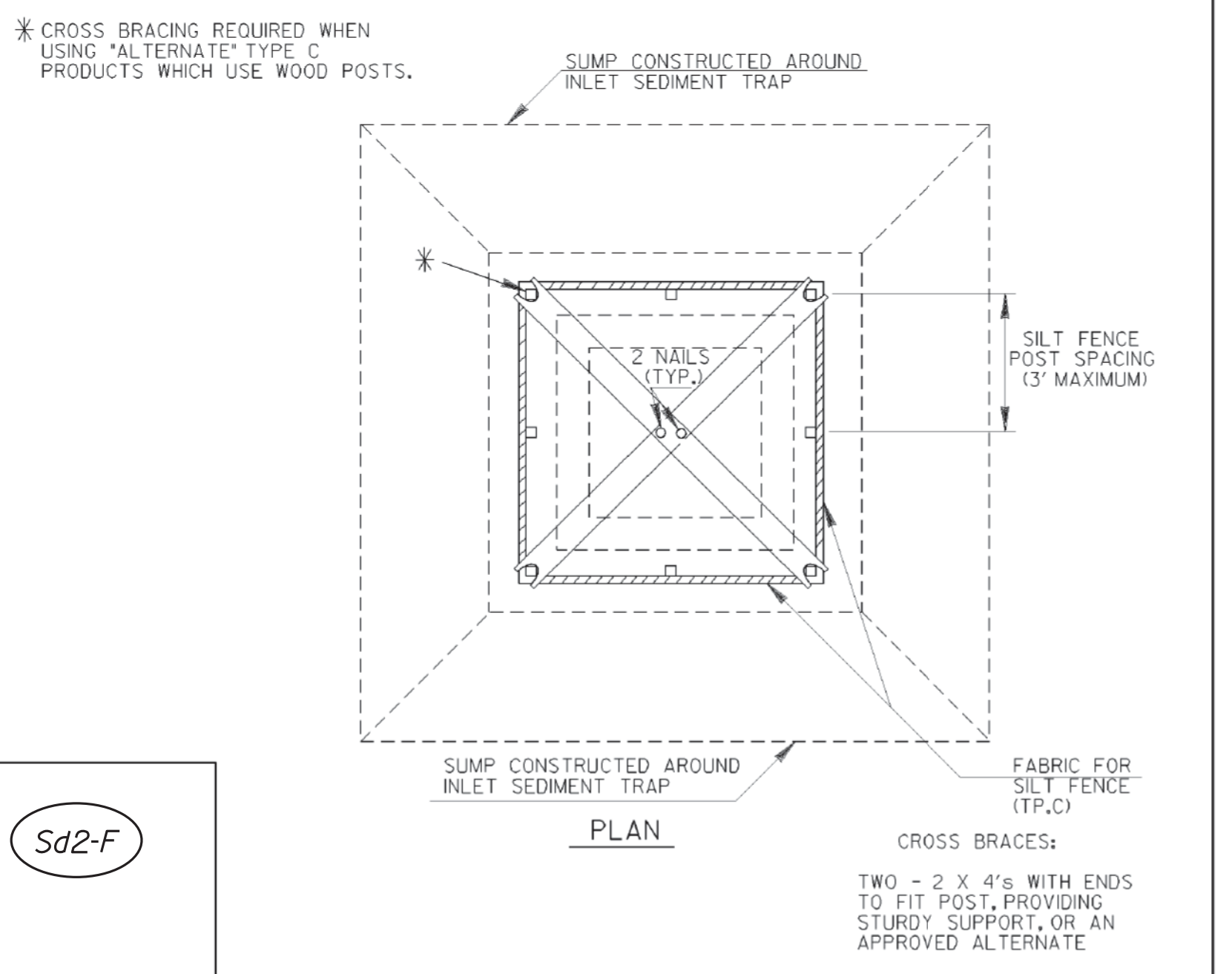
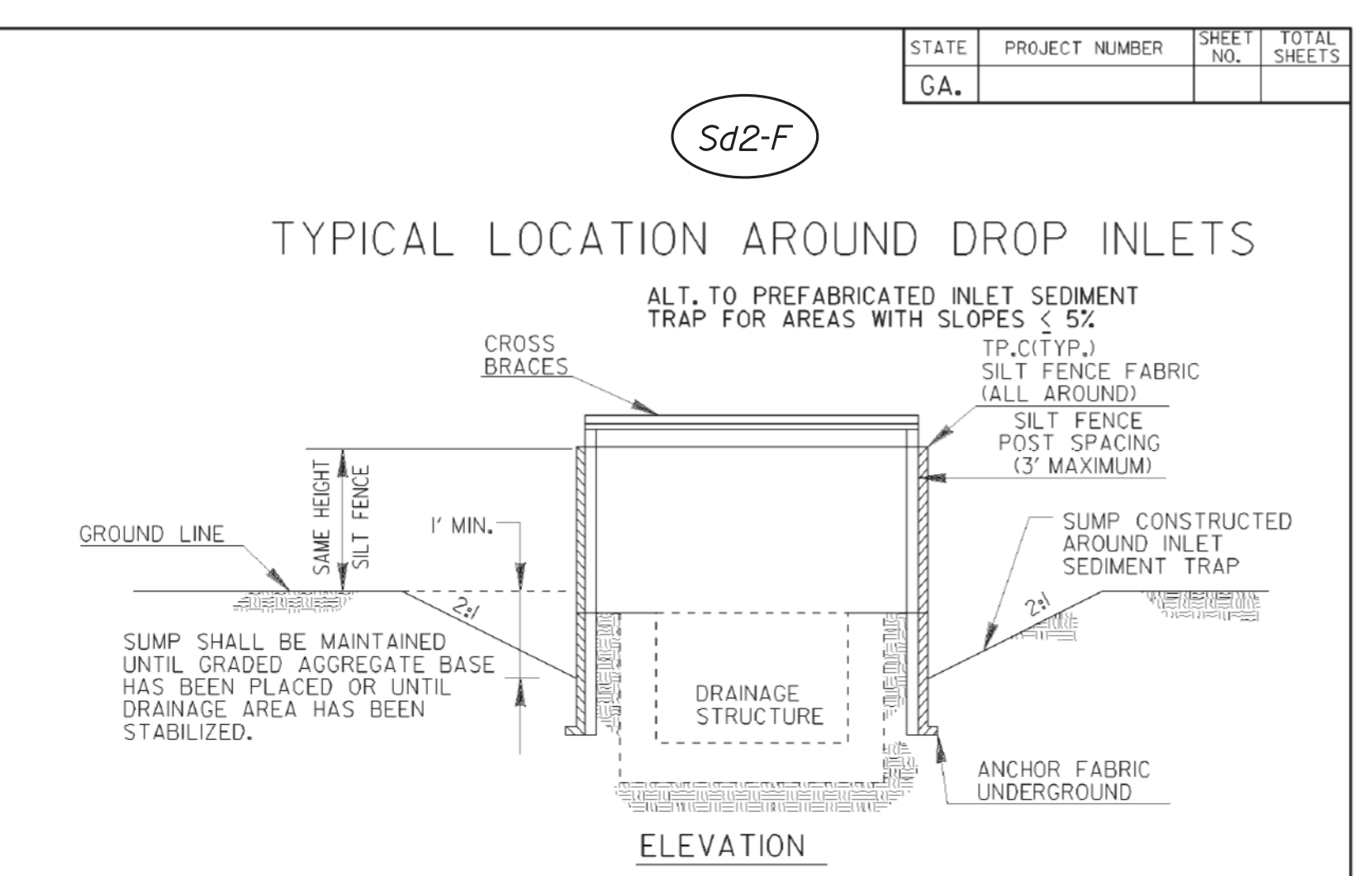
REVISION DATES	

EROSION CONTROL DETAILS WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD		CHECKED:	DATE:	DRAWING No. 56-0003
		BACKCHECKED:	DATE:	
		CORRECTED:	DATE:	
		VERIFIED:	DATE:	



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.



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:  
 PAYMENT AS INLET SEDIMENT TRAP PER EACH.

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

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

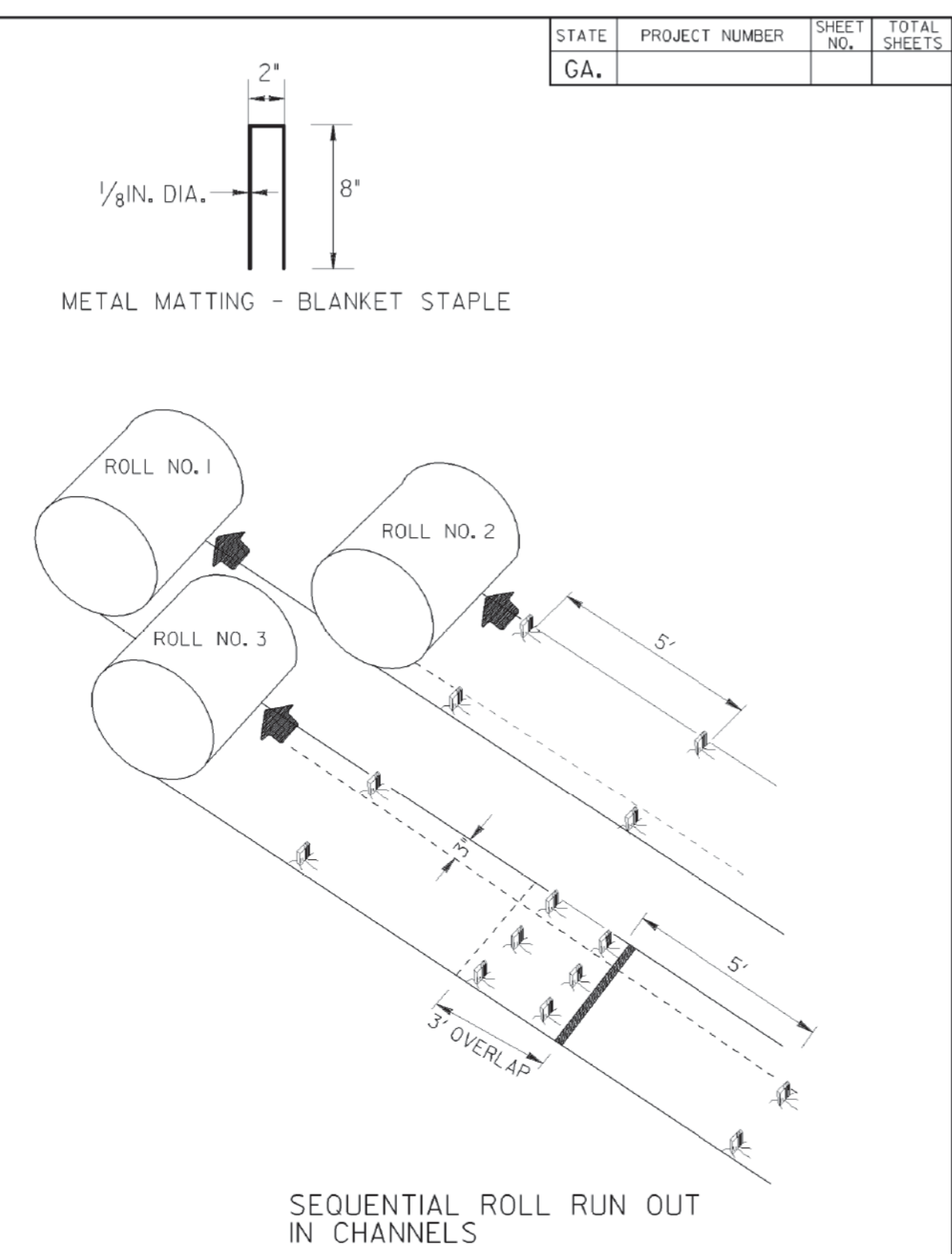
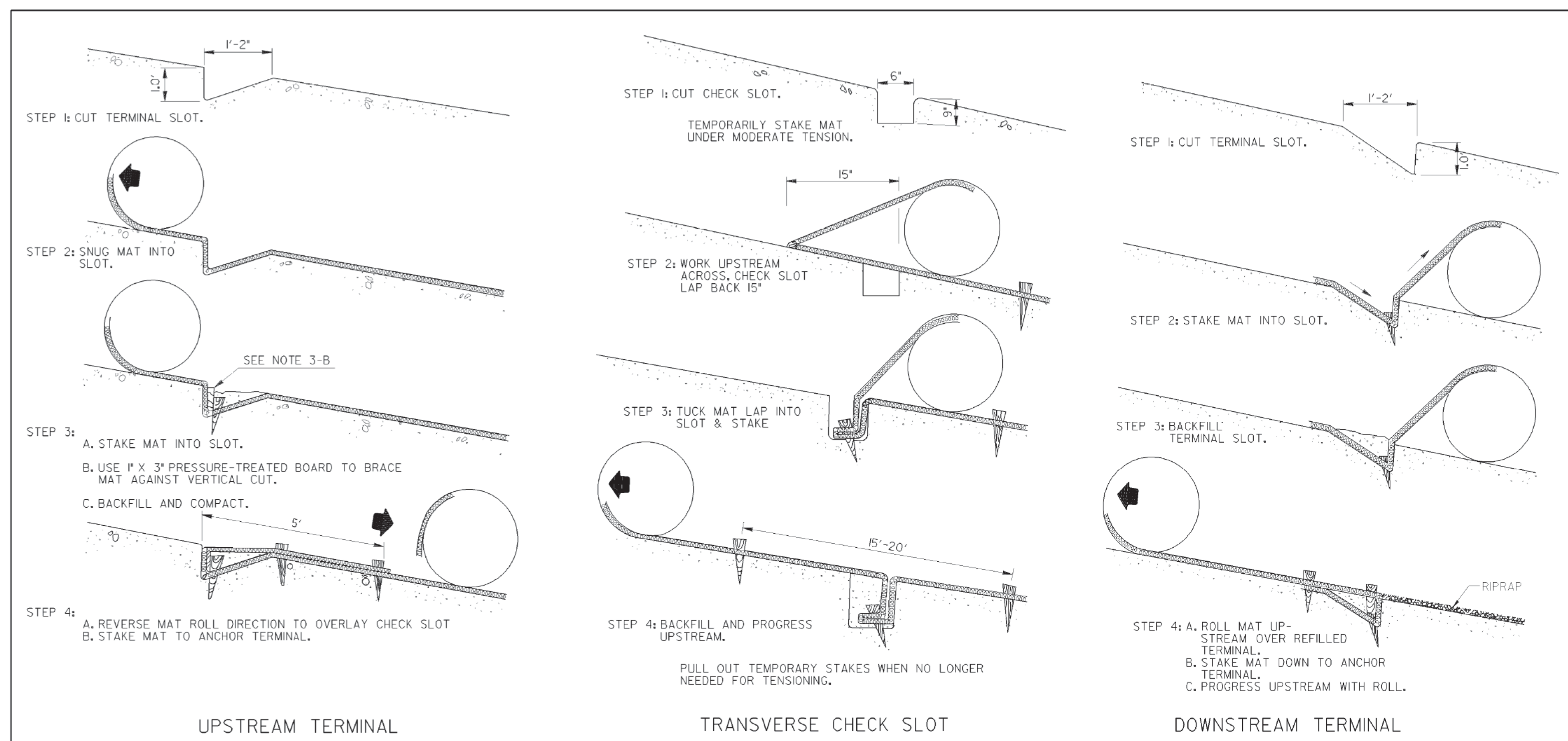
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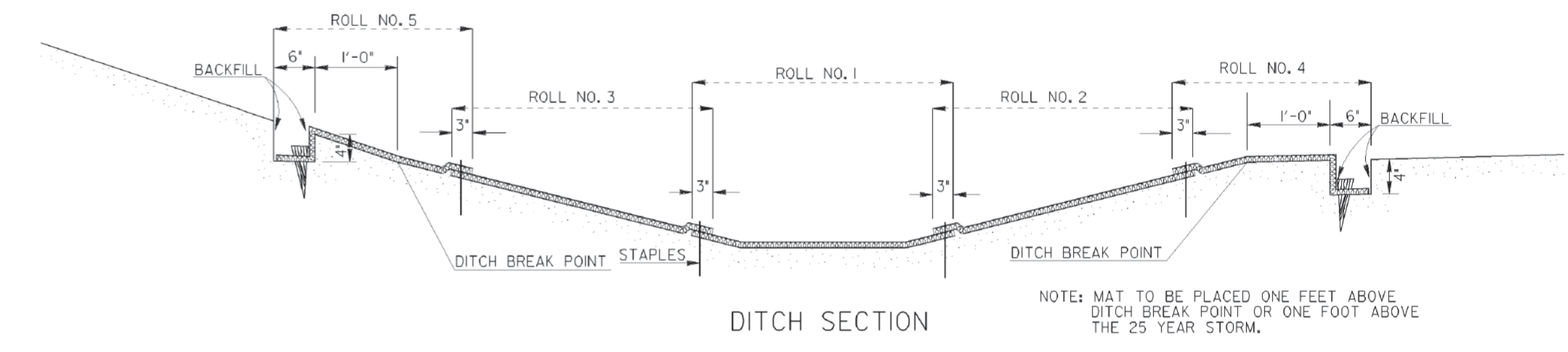
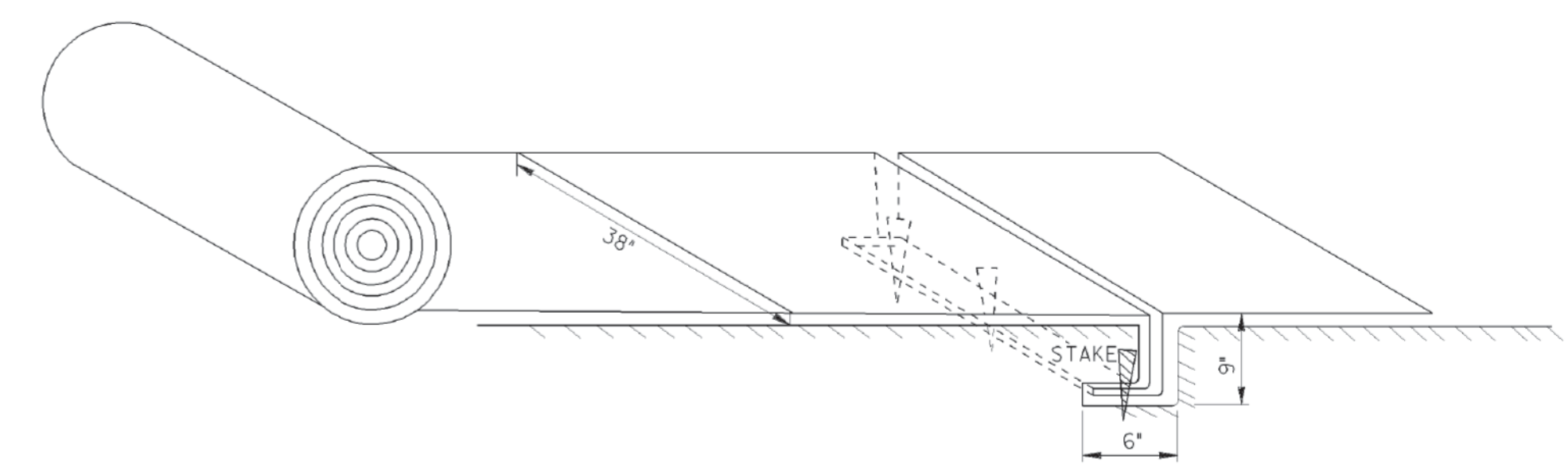
REVISION DATES	

<b>EROSION CONTROL DETAILS</b>			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	56-0004	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

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



DEPARTMENT OF TRANSPORTATION		STATE OF GEORGIA	
CONSTRUCTION DETAILS			
PERMANENT SOIL REINFORCING MAT			
(TURF REINFORCING MATS)			
INSTALLATION ON DITCHES			
NO SCALE		AUGUST 1988	
DESIGNED		NUMBER	
DRAWN		D-35	
TRACED			
CHECKED			

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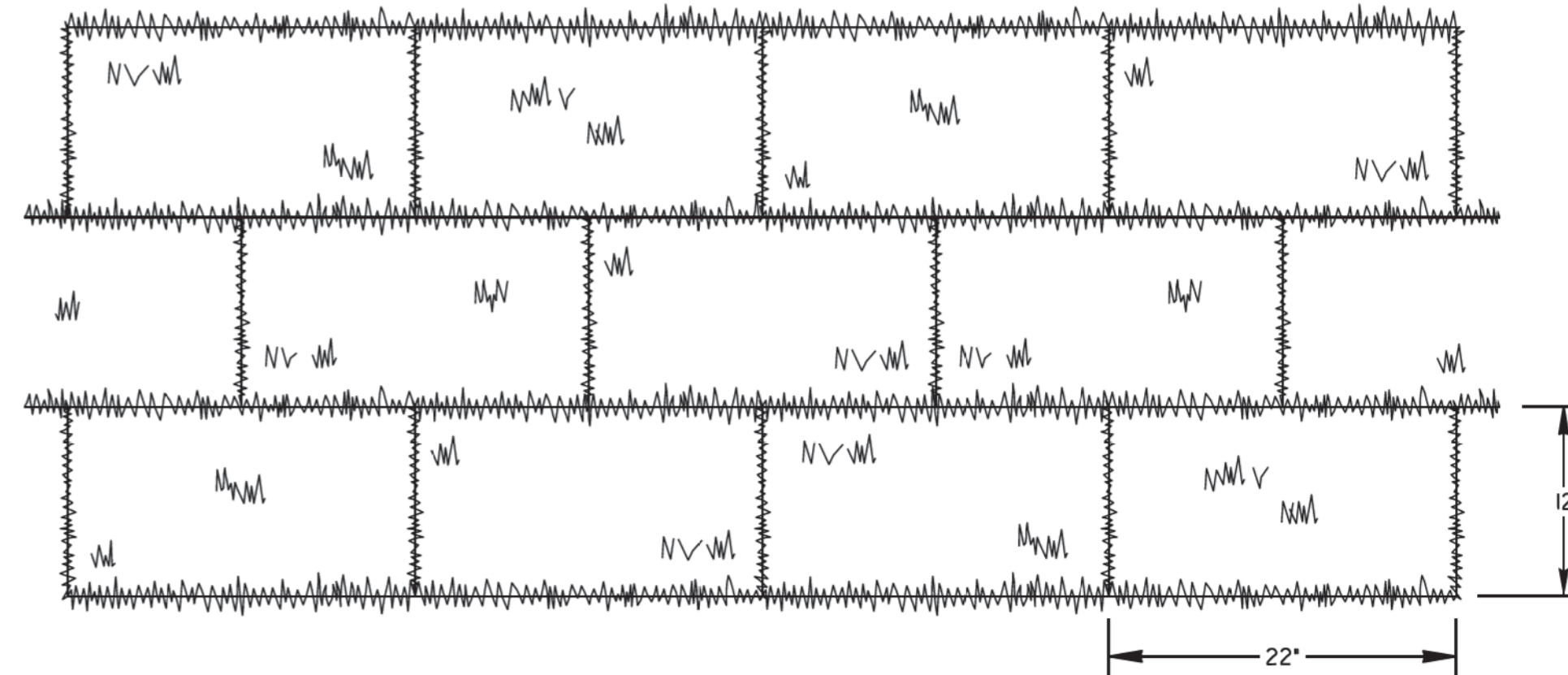
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REVISION DATES		EROSION CONTROL DETAILS	
		WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	56-0005	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

**SOD LAYOUT**

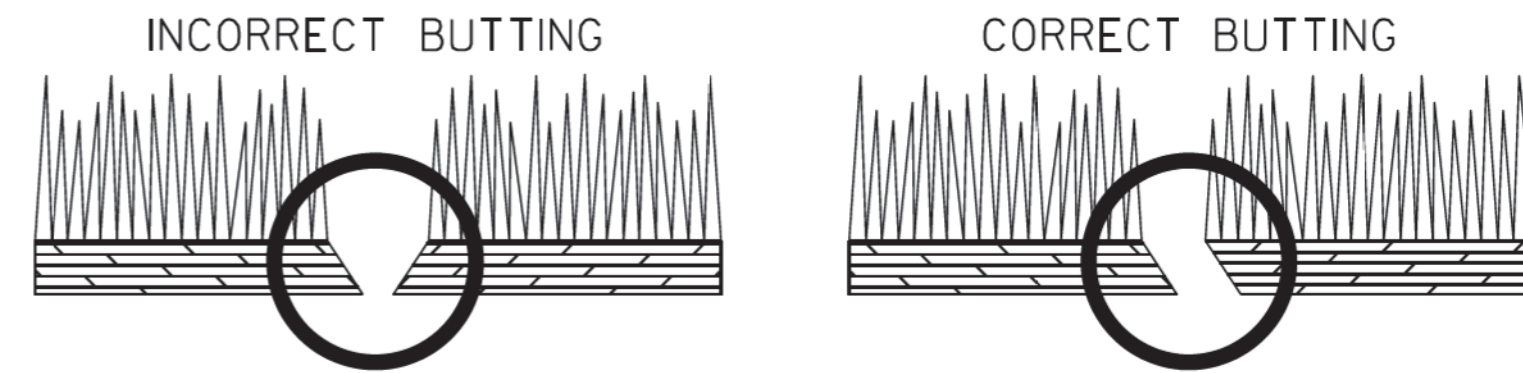


NOTE: SOD MAY BE EITHER 12" WIDE BY 22" LONG BLOCKS OR 21" WIDE BY 52" LONG ROLLS.

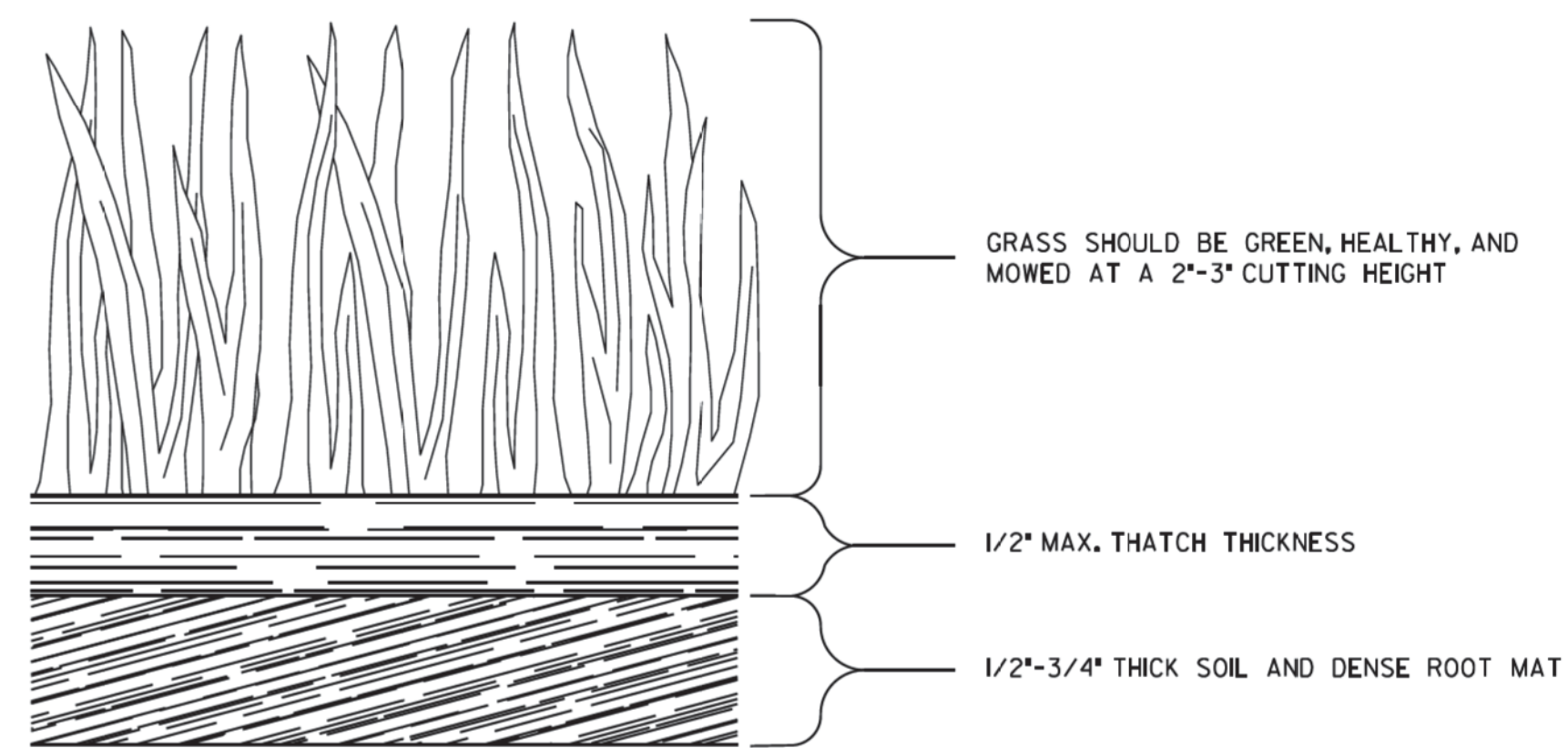
**GENERAL NOTES:**

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

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**REVISION DATES**

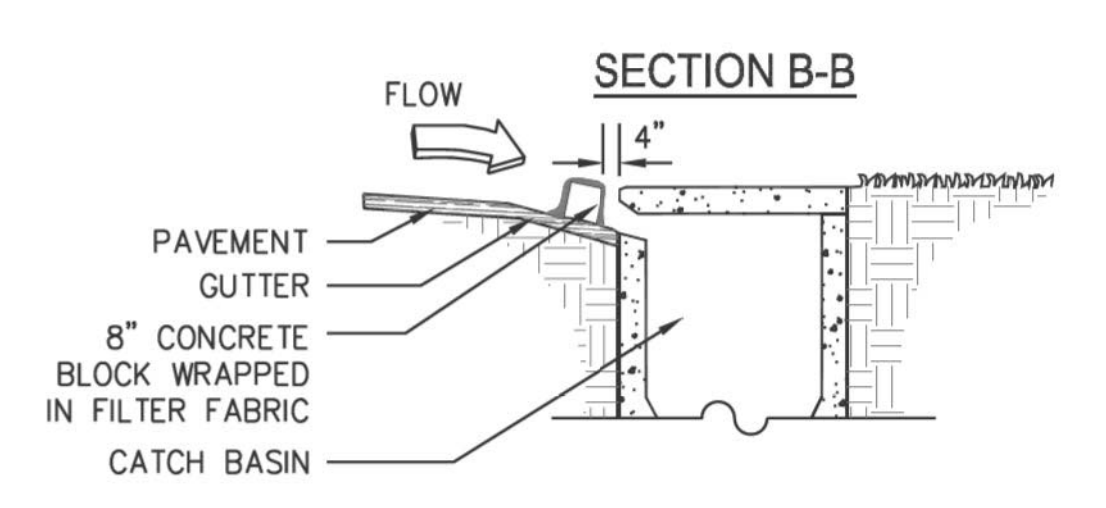
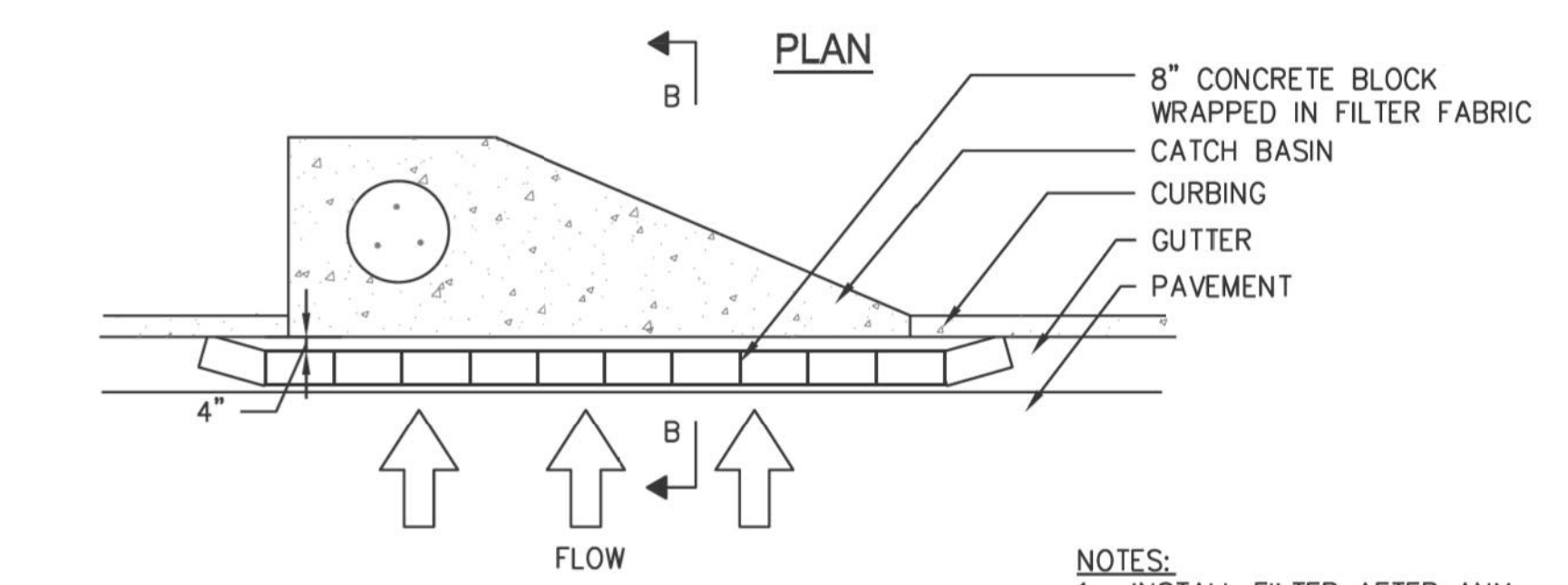
NO.	DATE	DESCRIPTION

**EROSION CONTROL DETAILS**

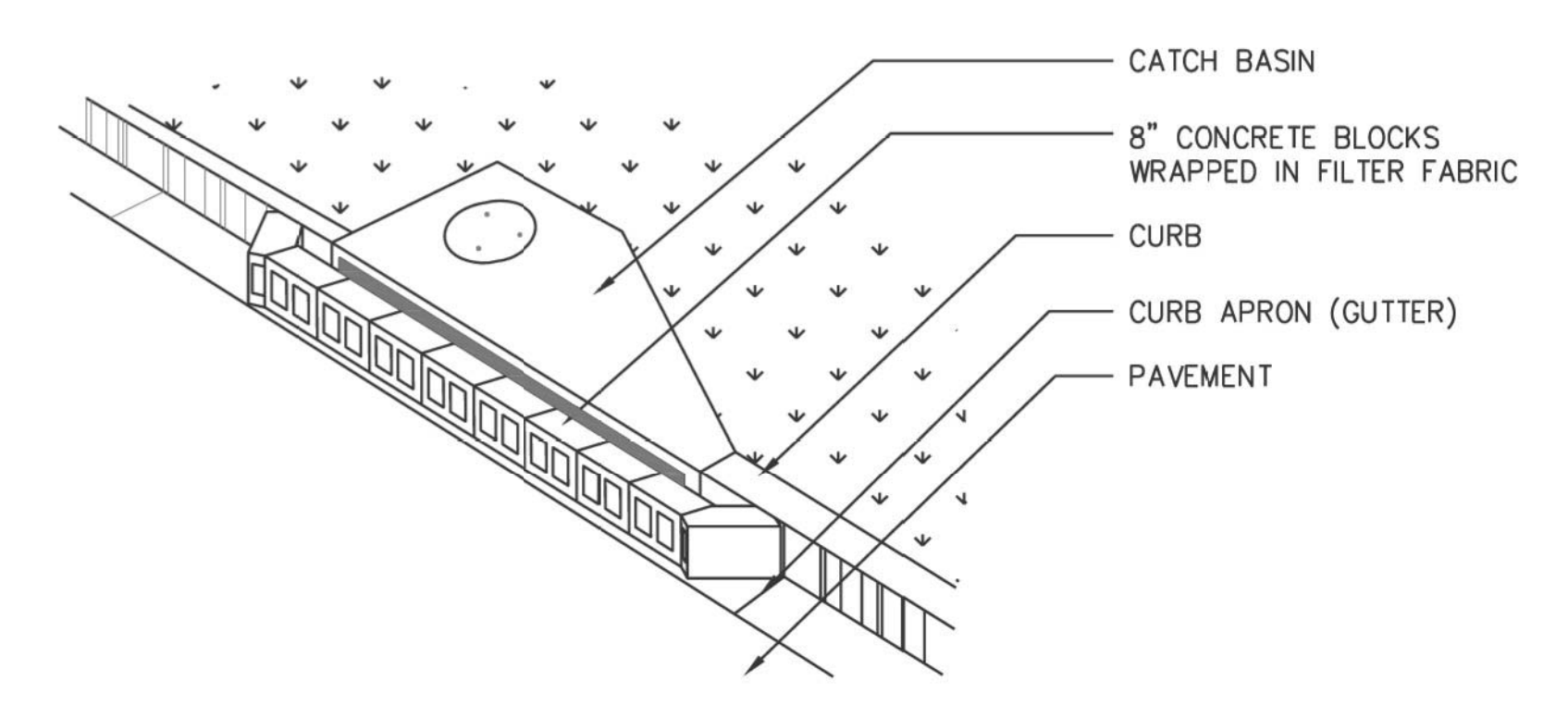
WEST NANCY CREEK DRIVE  
AT ASHFORD DUNWOODY ROAD

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

(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.



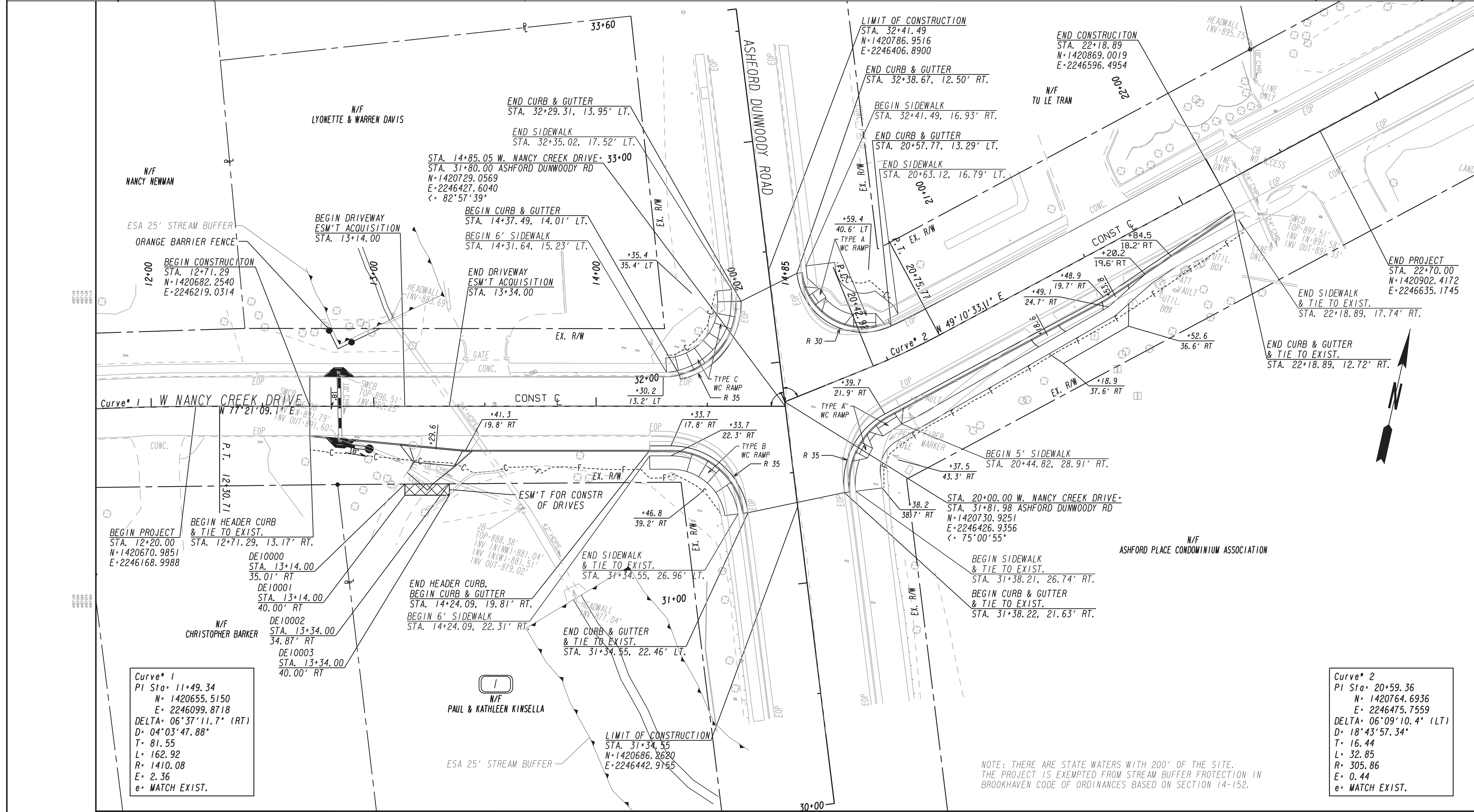
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REVISION DATES	

EROSION CONTROL DETAILS			
WEST NANCY CREEK DRIVE AT ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
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CORRECTED:	DATE:		
VERIFIED:	DATE:		





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	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
		END LIMIT OF ACCESS.....ELA LIMIT OF ACCESS REQ'D R/W & LIMIT OF ACCESS SCALE IN FEET 					