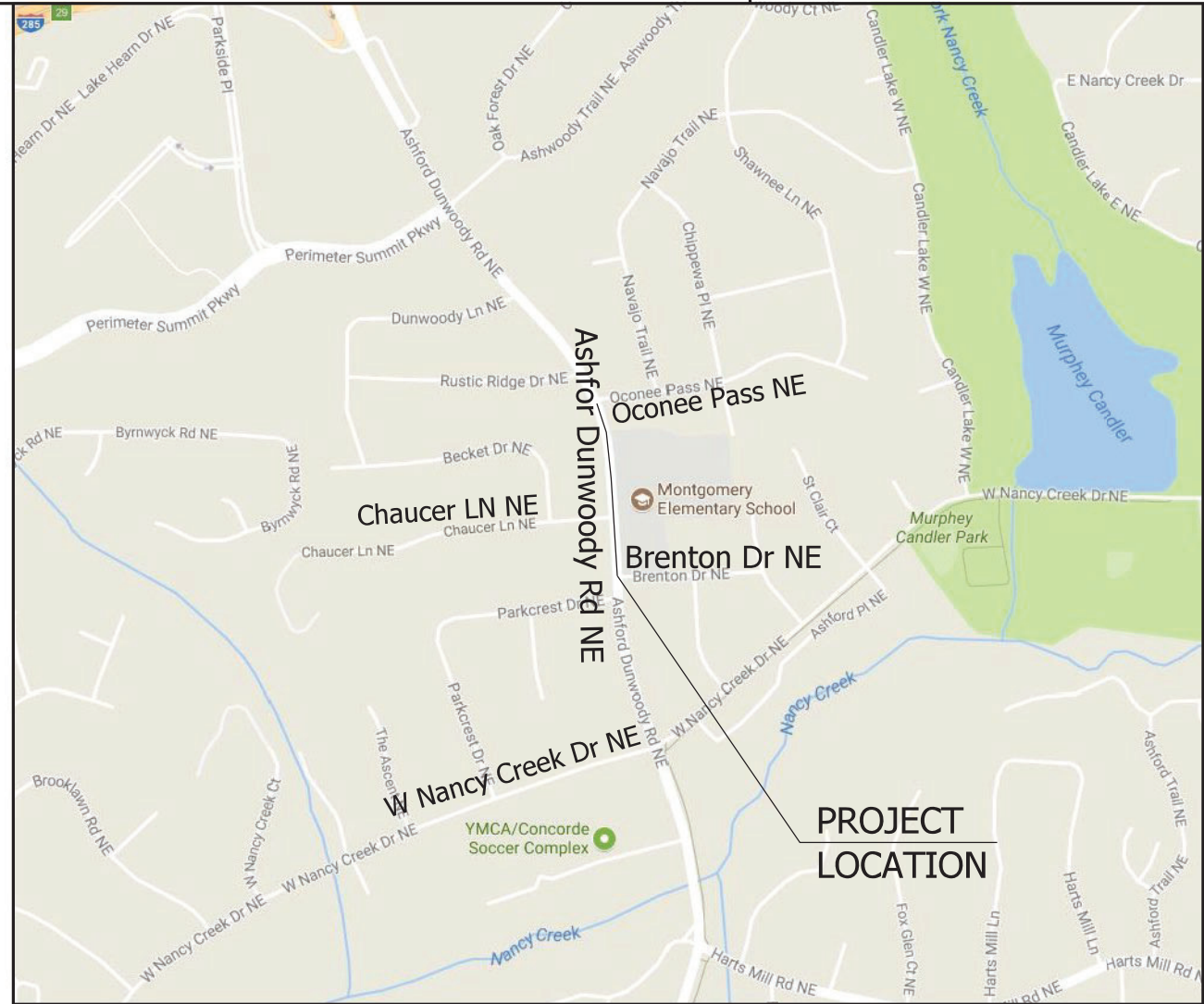


DEPARTMENT OF PUBLIC WORKS CITY OF BROOKHAVEN

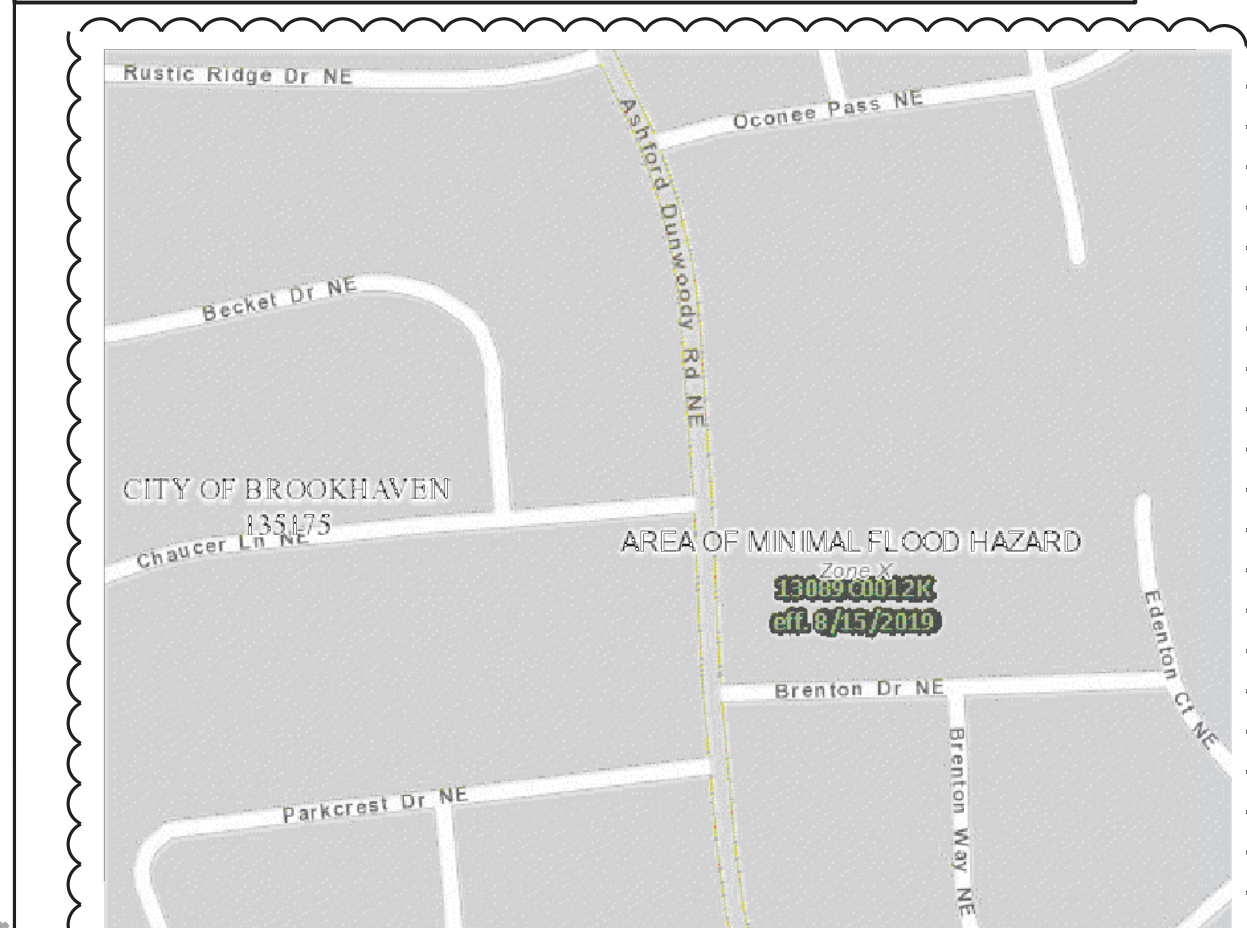
PLAN AND PROFILE OF PROPOSED ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY CITY OF BROOKHAVEN PROJECT NUMBER MT-02



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



THIS SITE IS NOT LOCATED WITHIN A ZONE AS DEFINED BY FIRM COMMUNITY PANEL NUMBER 13089C0012J FOR UNINCORPORATED DEKALB COUNTY, GEORGIA EFFECTIVE 8/15/2019

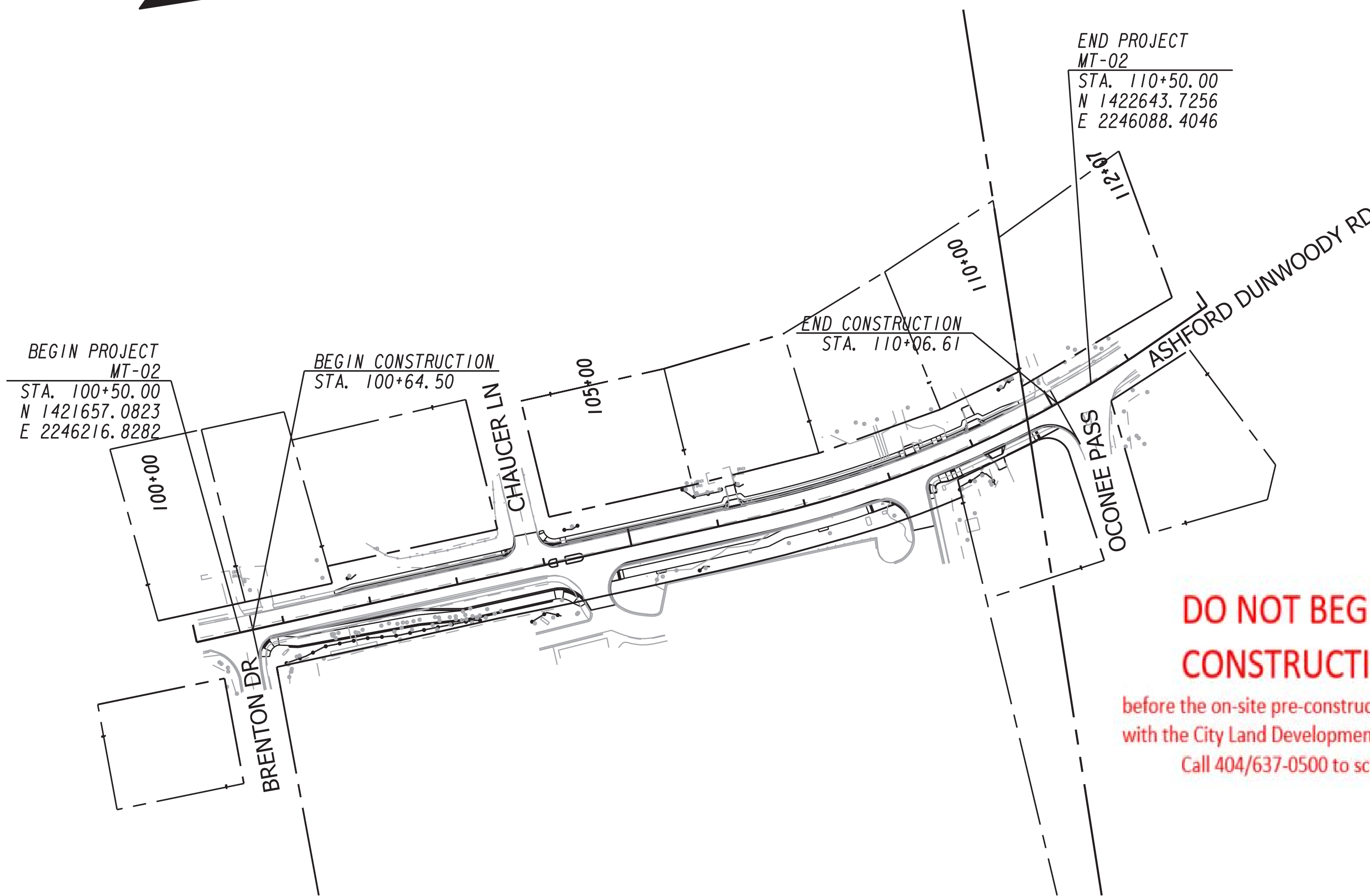
THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.



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.

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

THIS PROJECT IS 100% IN DEKALB COUNTY.



END PROJECT
MT-02
STA. 110+50.00
N 1422643.7256
E 2246088.4046

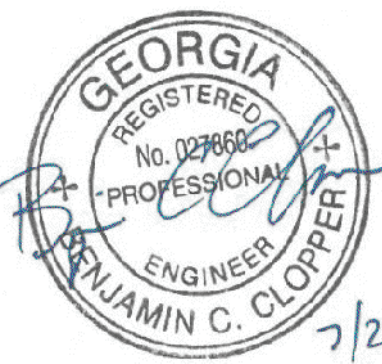
BEGIN PROJECT
MT-02
STA. 100+50.00
N 1421657.0823
E 2246216.8282

BEGIN CONSTRUCTION
STA. 100+64.50

END CONSTRUCTION
STA. 110+06.61

**DO NOT BEGIN
CONSTRUCTION**

before the on-site pre-construction meeting
with the City Land Development Inspector.
Call 404/637-0500 to schedule.



PLANS PREPARED BY: MICHAEL BAKER INTERNATIONAL



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

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



PROJECT DISTURBED AREA: 0.89 AC

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

LENGTH OF PROJECT	COUNTY No.098
	Project No. MT-02
	MILES
NET LENGTH OF ROADWAY	0.189
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	0.189
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.189



PLANS COMPLETED	REVISIONS
08-01-2019	
	9/18/19 - 3-0001,5-0002,6-0001,13-0001,0002,17-0001, 23-0007,24-0001,0002,26-0001,0002,27-0002, 31-0001,54-0003 TO -0006,56-0001,0005 TO -0007, 60-0001 TO -0003

DRAWING No. 01-0001

DRAWING NO.	DESCRIPTION
	CONSTRUCTION PLANS AND DETAILS
01-0001	COVER SHEET
02-0001	INDEX OF DRAWINGS
03-0001	REVISION SUMMARY
04-0001 TO 04-0002	GENERAL NOTES
05-0001 TO 05-0003	TYPICAL SECTIONS
06-0001	SUMMARY OF QUANTITIES
13-0001 TO 13-0002	MAINLINE PLAN
17-0001	DRIVEWAY PROFILES
23-0001 TO 23-0011	CROSS SECTIONS
24-0001 TO 24-0002	UTILITY PLANS
26-0001 TO 26-0002	SIGNING AND MARKING PLANS
27-0001 TO 27-0003	SIGNAL PLANS
31-0001	RETAINING WALL ENVELOPES
38-0001 TO 38-0003	SPECIAL CONSTRUCTION DETAILS
	EROSION, SEDIMENT, & POLLUTION CONTROL PLANS AND DETAILS (NOT INCLUDED)
52-0001 TO 52-0007	EROSION CONTROL LEGEND SHEETS
54-0001 TO 54-0006	BMP LOCATION DETAILS
	EROSION CONTROL CONSTRUCTION DETAILS
56-0001	Ds1 MULCH, Ds2 TEMPORARY GRASS, Sd2-P CURB INLET FILTER
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	D-49 DITCH BACK OF RETAINING WALL, SWALE DITCHES; RIP RAP DITCH (2-11)
	RIGHT OF WAY PLANS
60-0001	RIGHT OF WAY COVER SHEET
60-0002 TO 60-0003	RIGHT OF WAY PLANS
60-0004	RIGHT OF WAY TABLES
	GEORGIA CONSTRUCTION DETAILS (NOT INCLUDED)
A-1	DRIVEWAYS WITH TAPERED ENTRANCES CONCRETE VALLEY GUTTERS (7-11)
A-2	CONCRETE VALLEY GUTTER AT STREET INTERSECTION, 6" OR 8" CONCRETE VALLEY GUTTER AT DRIVE, PLACING PAVEMENT ADJACENT TO GUTTER, ADDITIONAL PAVING AT STREET INTERSECTION, 4" CORRUGATED CONCRETE MEDIAN (7-11)
A-3	THIS DETAIL REPLACES GA STANDARD 9031W: SPECIAL DETAILS - CONCRETE SIDEWALK DETAILS CURB CUT (WHEEL CHAIR) RAMPS (9-16)
A-4	DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS (6-09)
T-3A	TYPE 7, 8, AND 9 SQUARE TUBE POST INSTALLATION DETAIL (6-02)
T-11A	DETAILS OF PAVEMENT MARKING PLACEMENT ON NON-LIMITED ACCESS ROADWAY (1-00)
T-12A	DETAILS OF PAVEMENT MARKING ARROW LOCATION (1-00)
T-12B	DETAILS OF PAVEMENT MARKINGS - ARROWS (4-00)
T-14	DETAILS OF PAVEMENT MARKING HATCHING (11-08)
TS-01	LOOP DETECTOR INSTALLATION DETAIL (4-10)
TS-02	PULL BOX ASSEMBLY DETAIL (4-10)
TS-03	CABINET BASE DETAIL (4-10)
TS-03A	PEDESTRIAN FACILITIES INSTALLATION DETAILS (4-10)
TS-04	DETAILS OF METAL TRAFFIC SIGNAL SUPPORT STRUCTURES (4-10)

DRAWING NO.	DESCRIPTION
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)
	STANDARD NO. GEORGIA STANDARDS (NOT INCLUDED)
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)
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)

NOTE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE STANDARDS AND CONSTRUCTION DETAILS AND MAY PURCHASE THEM FROM THE GEORGIA DEPARTMENT OF TRANSPORTATION



REVISION DATES	
9/18/19	

INDEX	
ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY	
CHECKED:	DATE:
BACKCHECKED:	DATE:
CORRECTED:	DATE:
VERIFIED:	DATE:
DRAWING No. 02-0001	

DATE	DRAWING NO.	REVISION
9/18/19	01-0001	ADDED REVISION, REVISED DRIVEWAYS, UPDATED FEMA FIRM MAP
9/18/19	02-0001	REVISED 56-0001 DESCRIPTION, ADDED 56-0007
9/18/19	03-0001	ADDED REVISION
9/18/19	05-0002	REVISED STA RANGE FOR TS-4 AND TS-5
9/18/19	06-0001	ADDED WATER SYSTEM QUANTITIES, REVISED DRIVEWAY, CURB AND GUTTER, GAB QUANTITIES
9/18/19	13-0001	REMOVED EXISTING UTILITIES, REVISED 104+50 DRIVEWAY
9/18/19	13-0002	REVISED TRAIL FROM 106+50 TO 107+50 RT, ADDED NOTE "DO NOT DISTURB TREES", REMOVED EXISTING UTILITIES, REVISED 108+19 DRIVEWAY
9/18/19	17-0001	REVISED DRIVEWAYS 104+50 AND 108+19 TO HAVE A 10% SLOPE
9/18/19	23-0007	REVISED TRAIL LOCATION FROM 106+75 TO 107+25 RT
9/18/19	24-0001	ADDED UTILITY RELOCATIONS, REVISED DRIVEWAY
9/18/19	24-0002	REVISED TRAIL LOCATION FROM 106+50 TO 107+50 RT, ADDED UTILITY RELOCATIONS, REVISED DRIVEWAY
9/18/19	26-0001	REVISED DRIVEWAY
9/18/19	26-0002	REVISED TRAIL LOCATION FROM 106+50 TO 107+50 RT, ADJUSTED SIGN LOCATION, REVISED DRIVEWAY
9/18/19	27-0002	REVISED DRIVEWAYS
9/18/19	31-0001	REVISED DETAIL REFERENCE NOTE
9/18/19	54-0003	REVISED DRIVEWAY
9/18/19	54-0004	REVISED TRAIL LOCATION FROM 106+50 TO 107+50 RT, ADJUSTED SIGN LOCATION, REVISED DRIVEWAY
9/18/19	54-0005	REVISED LABEL FOR Ch-2R3, REVISED DRIVEWAY
9/18/19	54-0006	REVISED TRAIL LOCATION FROM 106+50 TO 107+50 RT, ADJUSTED SIGN LOCATION, REVISED DRIVEWAY
9/18/19	56-0001	DELETED DETAIL FOR Dn1 (NOT USED), ADDED DETAILS FOR DSI, DS2 AND Sd2-P
9/18/19	56-0005, 56-0006	ADDED LABELS FOR DETAILS
9/18/19	56-0007	ADDED DETAIL D-49
9/18/19	60-0001, 60-0002	REVISED DRIVEWAYS
9/18/19	60-0003	REVISED TRAIL LOCATION FROM 106+50 TO 107+50 RT, REVISED DRIVEWAY

DATE	DRAWING NO.	REVISION
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11/18/19
11/19/19
11/20/19

11/18/19
11/19/19
11/20/19

10/23/2015 GPLN



REVISION DATES

DATE		
9/18/19		

REVISION SUMMARY
ASHFORD DUNWOODY ROAD
AT MONTGOMERY ELEMENTARY

CHECKED:	DATE:	DRAWING No.
		03-0001

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 WATERSHED MANAGEMENT WATER & SEWER	COMCAST CABLE TELEVISION
AT&T TELEPHONE		???
GEORGIA POWER ELECTRIC		FIBER OPTIC
- INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GEORGIA STANDARD SPECIFICATIONS.
- RIGHT-OF-WAY MARKERS IN RESIDENTIAL LAWN AND DEVELOPED COMMERCIAL AREAS SHALL BE PLACED FLUSH WITH THE FINISHED SURFACE.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL.
- PERFORATED UNDERDRAIN SHALL BE PLACED IN AREAS WHERE WET CONDITIONS EXIST IN THE SUBGRADE AS DIRECTED BY THE ENGINEER. CONTRACTOR TO NOTIFY THE CITY REPRESENTATIVE IMMEDIATELY UPON DISCOVERY OF SUCH MATERIAL.
- STRUCTURES, TREES, SHRUBS AND OTHER PLANT MATERIAL THAT FALL WITHIN THE RIGHT-OF-WAY AND EASEMENT LIMITS, BUT OUTSIDE THE LIMITS OF CONSTRUCTION, SHALL NOT BE DISTURBED UNLESS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL OBSERVE ALL APPLICABLE LOCAL, STATE AND FEDERAL SAFETY REGULATIONS REGARDING PIPE INSTALLATION IN TRENCHES. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
- ALL EXISTING PIPES AND DRAINAGE STRUCTURES SHALL BE MAINTAINED UNLESS OTHERWISE NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER. REMOVAL OF PIPE SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- IN AREAS WHERE NEW PAVEMENT OR PAVEMENT WIDENING IS REQUIRED, SAW CUT OF EXISTING PAVEMENT WILL BE REQUIRED IN ACCORDANCE WITH SECTION 411 OF THE GEORGIA STANDARD SPECIFICATIONS AND WILL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- ALL DRIVEWAYS SHALL BE MAINTAINED DURING CONSTRUCTION. ALL DRIVEWAYS TO BE CONSTRUCTED SHALL BE REPLACED IN KIND I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE ETC. ANY OTHER DRIVEWAY MATERIAL OR SPECIALIZED DRIVEWAY WILL NOT BE REPLACED IN KIND (I.E. PAVERS) AND WILL BE REPLACED WITH ASPHALT OR CONCRETE. ALL EARTH OR GRAVEL DRIVES SHALL BE PAVED WITH ASPHALT TO THE RIGHT-OF-WAY LIMIT OR TIE-IN POINT. DRIVEWAYS SHALL BE PAVED AS FOLLOWS:

ASPHALTIC DRIVES	
RESIDENTIAL	- 1-1/2" ASPH. CONC. 12.5 MM SUPERPAVE, GP 2, INCL BITUM (@ 165 LB/SY) - 8" 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) - 8" GRADED AGGREGATE BASE, INCL MATL
CONCRETE DRIVES	
RESIDENTIAL	- 6" CONCRETE VALLEY GUTTER - 4" CONCRETE DRIVEWAY
COMMERCIAL	- 8" CONCRETE VALLEY GUTTER - 6" CONCRETE DRIVEWAY
- PRICE BID FOR TRAFFIC CONTROL SHALL INCLUDE, BUT IS NOT LIMITED TO, AGGREGATE SURFACE COURSE, CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY SIGNAGE, PAVEMENT MARKINGS, BARRICADES, ETC. REQUIRED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, OR AS DIRECTED BY THE ENGINEER.
- NO SEPARATE PAYMENT WILL BE MADE FOR PAVEMENT, GRADING OR ANY OTHER OPERATIONS REQUIRED FOR DETOUR CONSTRUCTION AND SHALL BE INCLUDED IN PRICE BID FOR "TRAFFIC CONTROL".
- ALL CUT AND FILL SLOPES SHALL BE GRASSED IMMEDIATELY AFTER SLOPES ARE STABILIZED IN ORDER TO REDUCE EROSION. IF THE SEASON DOES NOT PERMIT GRASSING, STRAW MULCH SHALL BE USED AS DIRECTED BY THE ENGINEER.
- REPLACEMENT GRASSING SHALL BE SOD UNLESS OTHERWISE DIRECTED BY THE CITY.
- EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO OR CONCURRENT WITH LAND DISTURBANCE ACTIVITIES AND SHALL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED IF DEEMED NECESSARY BY ON SITE INSPECTION OR AS DIRECTED BY THE ENGINEER.
- ALL FIRE HYDRANTS, WATER VALVES, AND WATER METERS SHALL BE ADJUSTED TO GRADE AND PAYMENT SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- SPRINKLER SYSTEMS TO BE HANDLED AS FOLLOWS:

CASE 1 - SYSTEMS WITHIN THE CONSTRUCTION LIMITS OWNED BY INDIVIDUALS OR PRIVATE COMPANIES ARE TO BE REMOVED TO THE BACK OF THE CONSTRUCTION LIMITS AND PLUGGED.
CASE 2 - SYSTEMS SHOWN BY THE PLANS TO BE REMOVED AND RELOCATED SHALL BE RELOCATED TO THE BACK OF THE SIDEWALK. COST SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- LEVEL D PERSONAL PROTECTIVE EQUIPMENT IS RECOMMENDED. THERE ARE NO UST'S OR MONITORING WELLS WITHIN ANY EXISTING OR PROPOSED RIGHT-OF-WAY AREAS.
- ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES OCCURRING IN THEM. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL. SEE SECTION 201 OF THE STANDARD SPECIFICATION AND SUPPLEMENTS 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 0.89 ACRES.
- CONTRACTOR IS TO CLEAN OUT ALL EXISTING DRAINAGE STRUCTURES AND PAYMENT TO BE INCLUDED IN GRADING COMPLETE.
- PAYMENT FOR SIGNS REQUIRED FOR EROSION SEDIMENTATION AND POLLUTION CONTROL (ESPCP) SHALL BE INCLUDED IN TRAFFIC CONTROL.
- ALL ADA WHEELCHAIR RAMPS WITHIN THE RADIUS SHALL BE 8 INCH CONCRETE AND PAID UNDER BID PRICE ITEM FOR 8 INCH CONCRETE SIDEWALK.
- THERE IS NO SUITABLE PLACE TO BURY EXISTING CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF EXISTING CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE CITY OF BROOKHAVEN.
- YELLOW DETECTABLE WARNING STRIPS SHALL BE AS APPROVED ON GDOT QUALIFIED PRODUCT LIST.
- THE CONTRACTOR SHALL REMOVE AND RESET ALL HISTORIC AND BROOKHAVEN SIGNS UNLESS OTHERWISE NOTED AND THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF BROOKHAVEN FOR STORAGE AND PLACEMENT OF SIGNS. PAYMENT FOR THIS SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- ALL SIGNS OR SIGN/LIGHT ASSEMBLIES TO BE RESET OR RELOCATED SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE"
- PROVIDE TEMPORARY SHORING AS NECESSARY FOR WALL CONSTRUCTION. SHORING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE APPROVED BY THE CITY OF BROOKHAVEN PRIOR TO INSTALLATION. CONTRACTOR IS RESPONSIBLE FOR CONDITION OF ALL EXISTING WALLS. PAYMENT FOR SHORING TO BE INCLUDED IN GRADING COMPLETE.
- ALL STORM DRAIN PIPE SHALL BE RCP.

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):

ASHFORD DUNWOODY RD WILL BE CLOSED/TEMPORARY CLOSED
STARTING (DATE) - ENDING (DATE)

THESE SIGNS SHALL BE RETROREFLECTIVE SHEETING ON METAL, 4 INCH BLACK LETTERING ON ORANGE 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 INCLUDING ROSWELL ROAD 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.



REVISION DATES		GENERAL NOTES	
		ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY	
			DRAWING No.
			04-0001
		CHECKED: _____ DATE: _____	
		BACKCHECKED: _____ DATE: _____	
		CORRECTED: _____ DATE: _____	
		VERIFIED: _____ DATE: _____	

GENERAL NOTES - STANDARD SIGNS

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

SIGNING AND PAVEMENT MARKING GENERAL NOTES (CONT.)

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

CITY OF BROOKHAVEN EROSION & SEDIMENT CONTROL GENERAL NOTES

- PRIOR TO ANY OTHER CONSTRUCTION, A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT EACH ENTRY TO OR EXIT FROM THE SITE.
- THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OF FLOW OF MUD ON TO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH STONE, AS CONDITIONS DEMANDS, AND REPAIR AND/OR CLEAN-OUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLE ONTO PUBLIC ROADWAY OR INTO STORM DRAIN MUST BE REMOVED.
- PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITY THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH STAKES, RIBBONS, OR OTHER APPROPRIATE MEANS. THE LOCATION AND EXTENT OF ALL AUTHORIZED LAND DISTURBANCE SHALL OCCUR WITHIN THE APPROVED LIMITS INDICATED ON THE APPROVED PLANS.
- IMMEDIATELY AFTER THE ESTABLISHMENT OF CONSTRUCTION ENTRANCES/EXITS, ALL PERIMETER EROSION CONTROL DEVICES AND STORM WATER MANAGEMENT DEVICES SHALL BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION.
- THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY BARRICADES WHILE ROADWAY FRONTAGE IMPROVEMENTS ARE BEING MADE.
- THE CONSTRUCTION OF THE SITE WILL INITIATE WITH THE INSTALLATION OF EROSION CONTROL MEASURES SUFFICIENT TO CONTROL SEDIMENT DEPOSITS AND EROSION. ALL SEDIMENT CONTROL WILL BE MAINTAINED UNTIL ALL UP STREAM GROUND WITHIN THE CONSTRUCTION AREA HAS BEEN COMPLETELY STABILIZED WITH PERMANENT VEGETATION AND ALL ROADS/DRIVEWAYS HAVE BEEN PAVED.
- FAILURE TO INSTALL, OPERATE OR MAINTAIN ALL EROSION CONTROL MEASURES WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE JOB SITE UNTIL SUCH MEASURES ARE CORRECTED BACK TO CITY OF BROOKHAVEN STANDARDS.
- A COPY OF THE APPROVED LAND DISTURBANCE PLAN AND PERMIT SHALL BE PRESENT ON THE SITE WHENEVER LAND DISTURBANCE ACTIVITY IS IN PROGRESS.
- ALL SEWER EASEMENTS DISTURBED MUST BE DRESSED AND GRASSED TO CONTROL EROSION.
- STATE WATERS ARE NOT ON SITE OR WITHIN 200 FEET OF THE SITE.
- THE PERSON AND CONTACT INFORMATION FOR OWNER INFORMATION IS AS FOLLOWS:
MR. KEVIN KORTH
PUBLIC WORKS, TRANSPORTATION ENGINEER
CITY OF BROOKHAVEN
4362 PEACHTREE RD
BROOKHAVEN GA 30319
404-637-0724
- CONSTRUCTION ACTIVITIES INCLUDING VEGETATION, MULCHING AND BMP PRACTICES ARE SHOWN ON THE EROSION CONTROL PLAN SHEETS.
- ANY DISTURBED AREA LEFT EXPOSED SHALL BE TEMPORARILY STABILIZED WITH MULCH OR TEMPORARY SEEDING AS SOON AS POSSIBLE AFTER ROUGH GRADING IS COMPLETED BUT WITHIN 14 DAYS AFTER DISTURBANCE; PERMANENT VEGETATION SHALL BE PLANTED IF THE AREA IS TO BE LEFT UNDISTURBED FOR GREATER THAN 6 MONTHS.
- IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE AS NECESSARY.
- CONCRETE WASHDOWN IS NOT ALLOWED ON SITE.

DEKALB WATERSHED MANAGEMENT GENERAL NOTES

- MANHOLE AND UTILITY VALVE BOX ADJUSTMENTS - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTE AND MARK THE LOCATION OF EACH UTILITY VALVE BOX AND MANHOLE COVER ON THE STREETS PRIOR TO RESURFACING THEN LOCATE AND ADJUST EACH OF THESE AFTER RESURFACING. UTILITY VALVE ADJUSTMENTS MAY BE MADE WITH ADJUSTABLE RINGS THAT CAN BE OBTAINED FROM DEKALB COUNTY WATERSHED MANAGEMENT. MANHOLE ADJUSTMENTS SHALL BE MADE IN ACCORDANCE WITH THE PROVIDED DETAIL. ADJUSTMENTS SHALL BE COMPLETED WITHIN 30 DAYS OF PAYING. HIGH AND EARLY STRENGTH CONCRETE SHALL BE USED, AND PROTECTED FROM TRAFFIC FOR A MINIMUM OF 3 DAYS WITH STEEL PLATES, OR OTHER MEASURES. IN THE EVENT AN EXISTING CASTING OR STRUCTURE IS FOUND TO BE STRUCTURALLY DEFICIENT, IT SHALL BE REPORTED TO THE ENGINEER FOR EVALUATION.
- ADJUST ALL PROPOSED VALVES WITHIN THE PROJECT LIMITS TO THE PREVAILING FINISHED GRADE.
- ADJUST ALL MANHOLE COVERS WITHIN THE PROJECT LIMITS TO THE PREVAILING FINISHED GRADE.
- ALL MANHOLES LOCATED WITHIN ROADWAYS SHALL BE INSTALLED WITH CONCRETE COLLARS AND TRAFFIC RATED MANHOLE FRAMES AND COVERS AS PER DETAIL S-008-1.
- UNVENTED/SOLID MANHOLE COVERS ARE TO BE INSTALLED AT ALL LOCATIONS WITHIN THE PROJECT LIMITS.
- ADJUST OR RELOCATE WATER METERS AS NECESSARY. ANY METERS REQUIRING ADJUSTMENT OR RELOCATIONS MUST BE UPGRADED TO THE APPROVED METER AS PER DWM REQUIREMENTS. THIS REQUIRES THAT THE CONTRACTOR CONTACT DEKALB WATERSHED MANAGEMENT, ENGINEERING & CONSTRUCTION MANAGEMENT DIVISION, IN ORDER TO OBTAIN AN APPROVED METER AND RETROFIT FOR WATER METER INSTALLATIONS WITHIN THE PROJECT LIMITS.
- FIELD CHANGES DURING CONSTRUCTION MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE COUNTY WATERSHED MANAGEMENT BEFORE CHANGES ARE IMPLEMENTED.
- DEKALB COUNTY WATERSHED STANDARDS ARE AVAILABLE ONLINE, FOR FREE, VIA: <https://www.dekalbcountyga.gov/watershed-management/office-engineering-construction-management-services>
- TO PURCHASE A HARD COPY OF THE DESIGN STANDARDS AND DETAIL, PLEASE CALL (770) 414-2383 OR (770) 621-7272.
- CONTRACTOR SHALL COMPLY WITH REQUIREMENTS AND DETAILS IN DEKALB COUNTY POTABLE WATER MAIN, GRAVITY SANITARY SEWER, SANITARY SEWER, AND FORCE MAIN DESIGN STANDARDS, 2017 ADDITION. SEE APPENDIX D FOR POTABLE WATER MAIN STANDARD DETAILS; SEE APPENDIX I FOR GRAVITY SANITARY SEWER STANDARD DETAILS. ACTUAL FIELD CONDITIONS MAY DICTATE MORE STRINGENT REQUIREMENTS IF DEEMED NECESSARY BY THE CONSTRUCTION INSPECTOR. STANDARD DETAILS W-008, W-020, AND W-021 ARE PROVIDED IN APPENDIX A AND CAN BE REFERENCED FOR WATER METER RELOCATIONS. STANDARD DETAIL W-004 IN APPENDIX A CAN BE REFERENCED FOR FIRE HYDRANT INSTALLATIONS.
- AS-BUILT DRAWINGS SHALL BE FURNISHED TO DWM AT THE CONCLUSION OF THE PROJECT IN BOTH AN ELECTRONIC AND HARD COPY FORMATS.

SIGNING AND PAVEMENT MARKING GENERAL NOTES

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

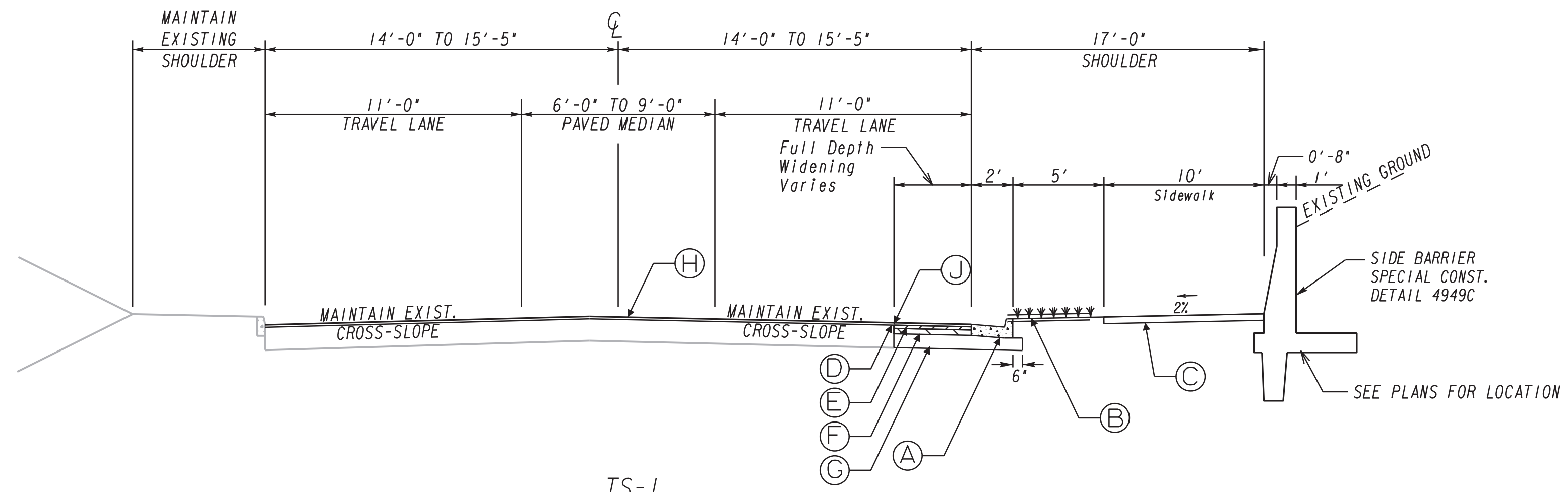


REVISION DATES

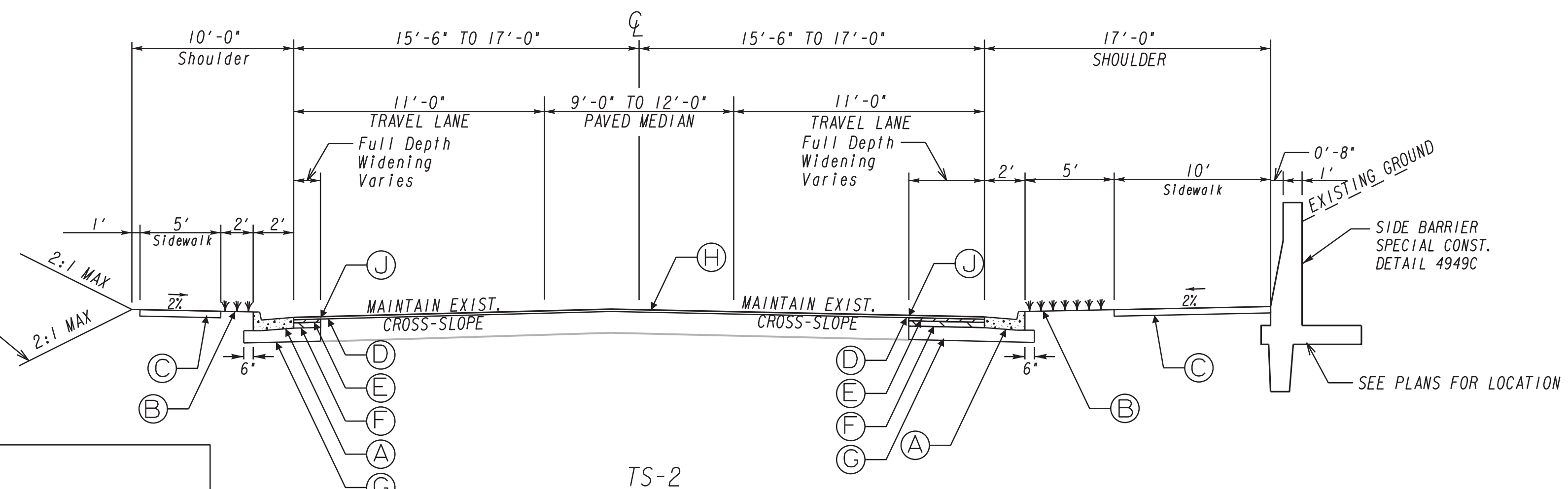
NO.	DATE	DESCRIPTION

GENERAL NOTES
ASHFORD DUNWOODY ROAD
AT MONTGOMERY ELEMENTARY

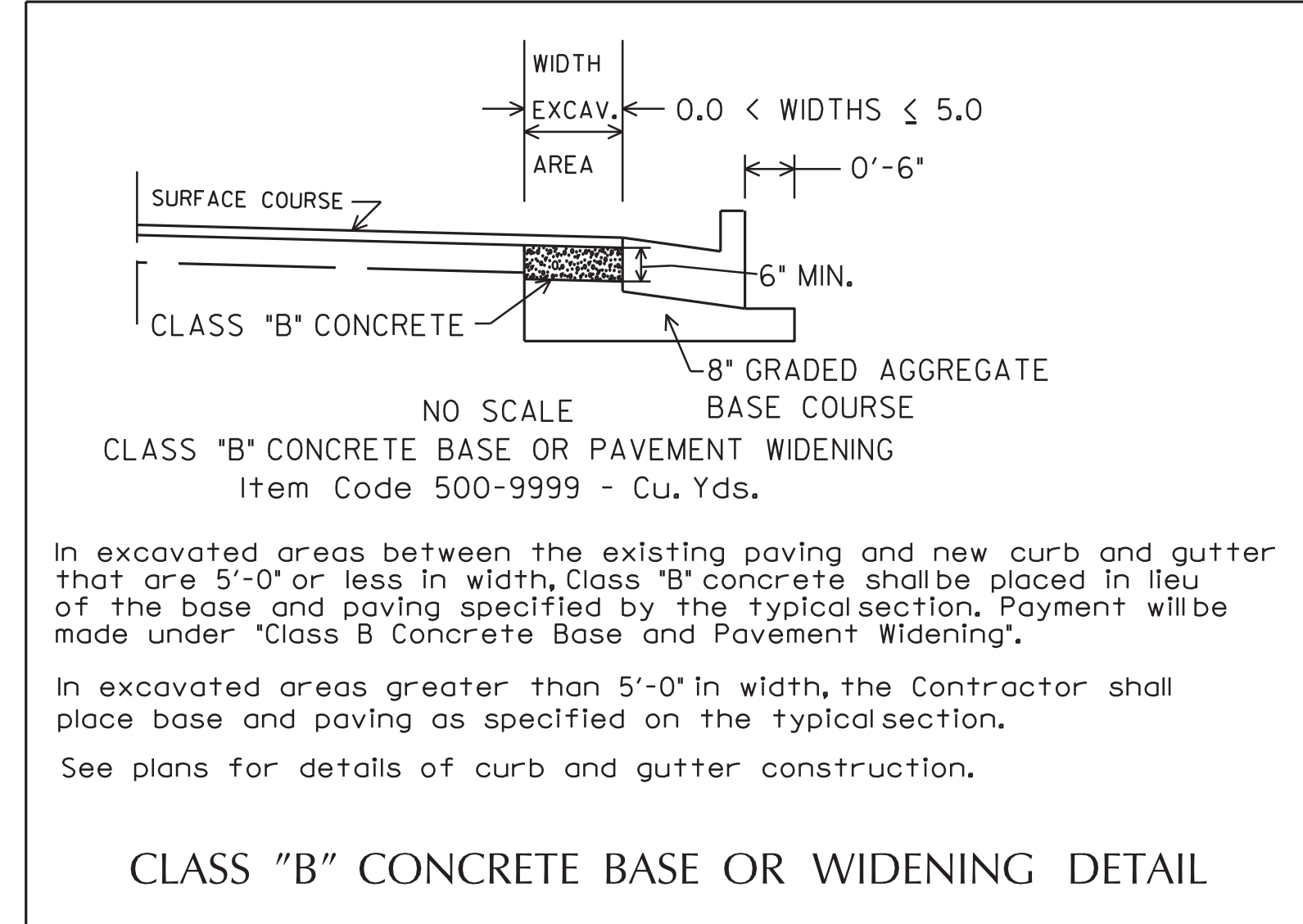
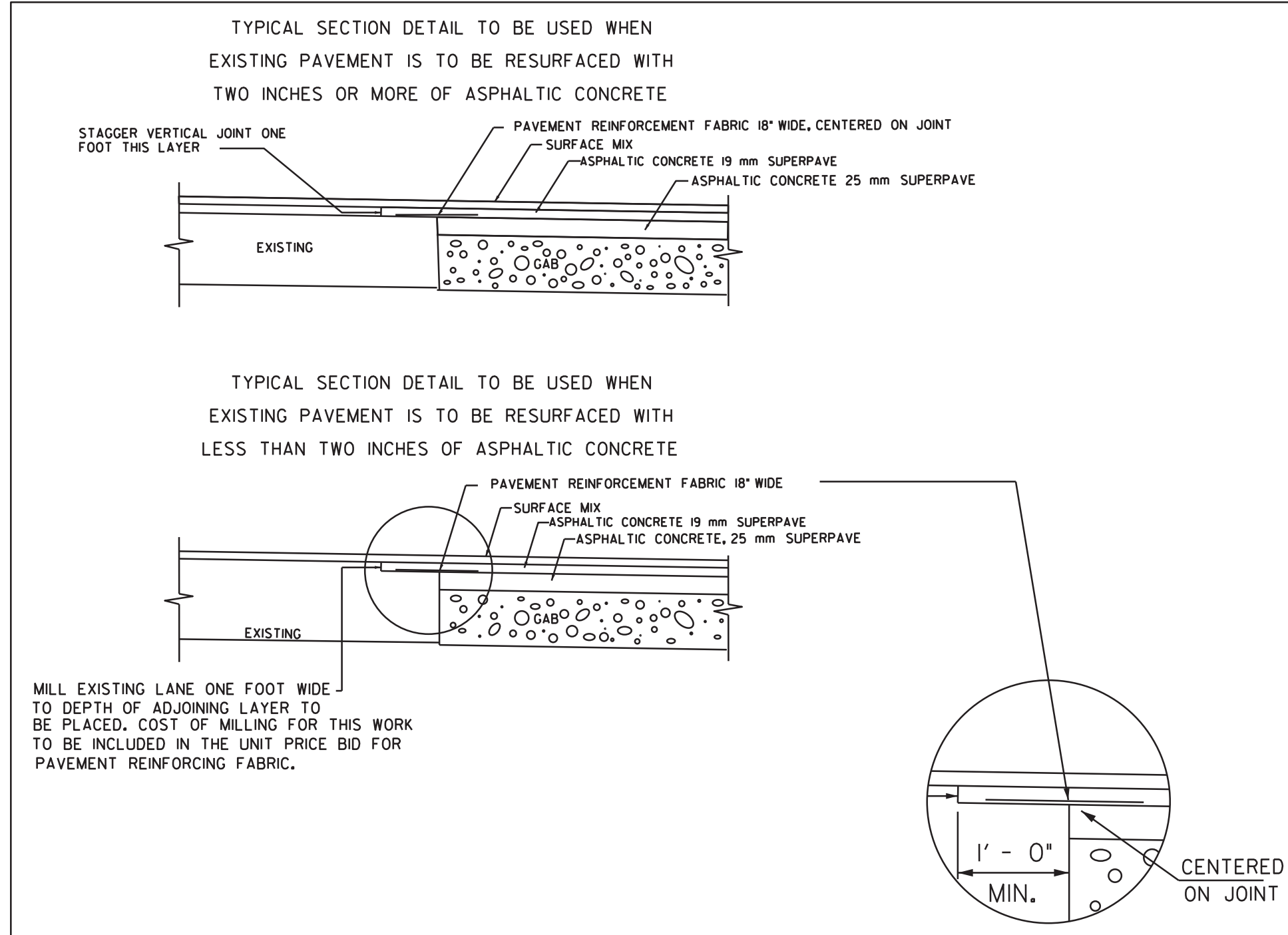
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	04-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	



TS-1
 STA. 100+64 TO STA. 101+63 ASHFORD DUNWOODY ROAD



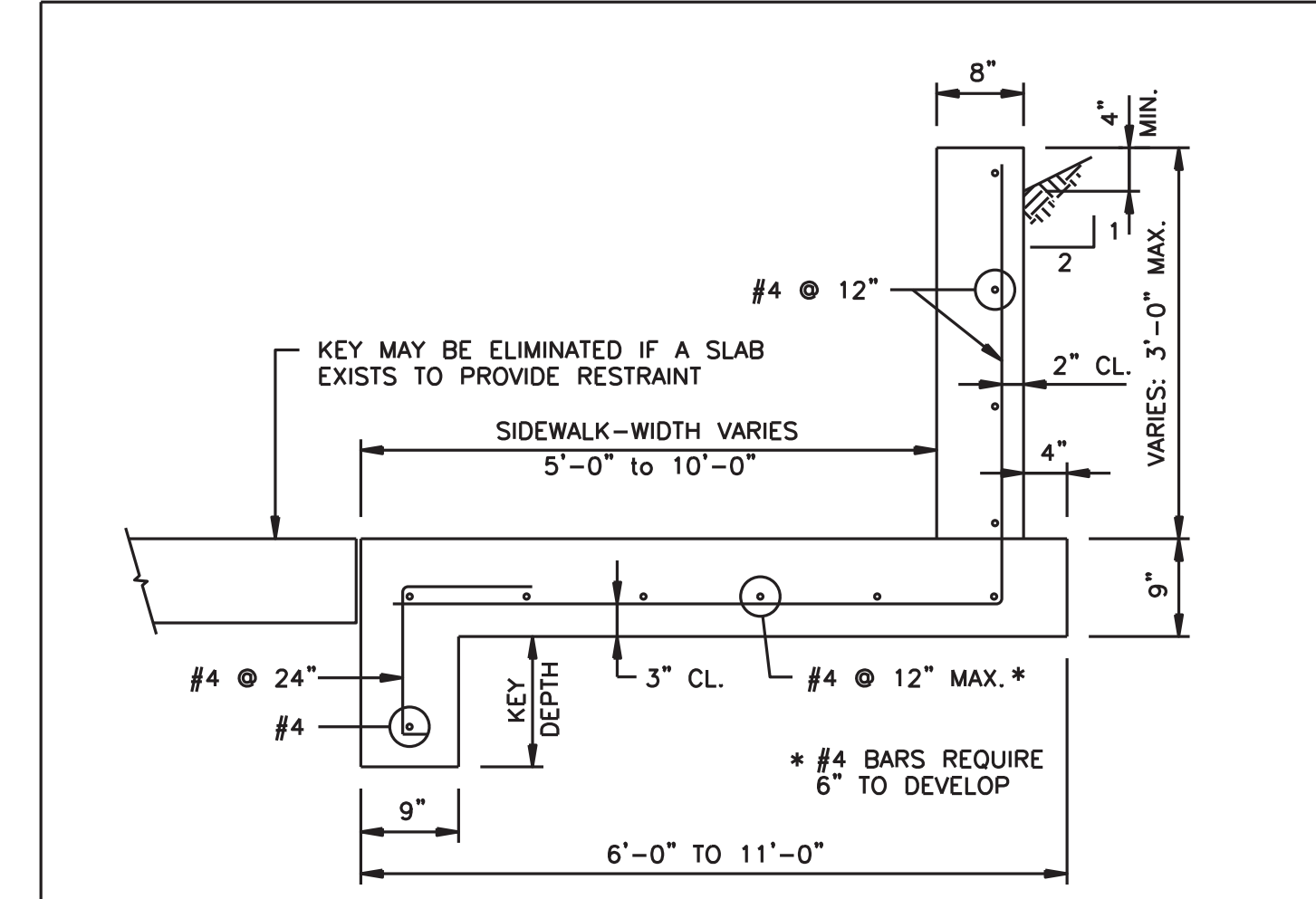
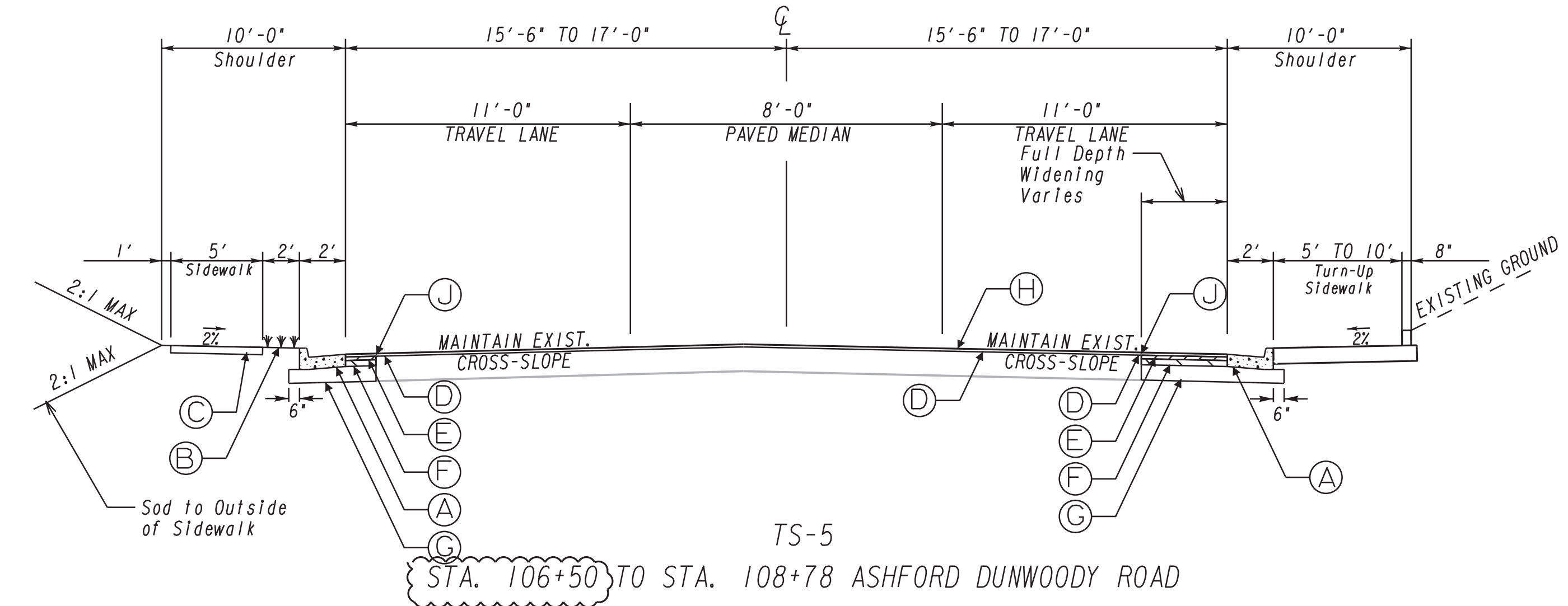
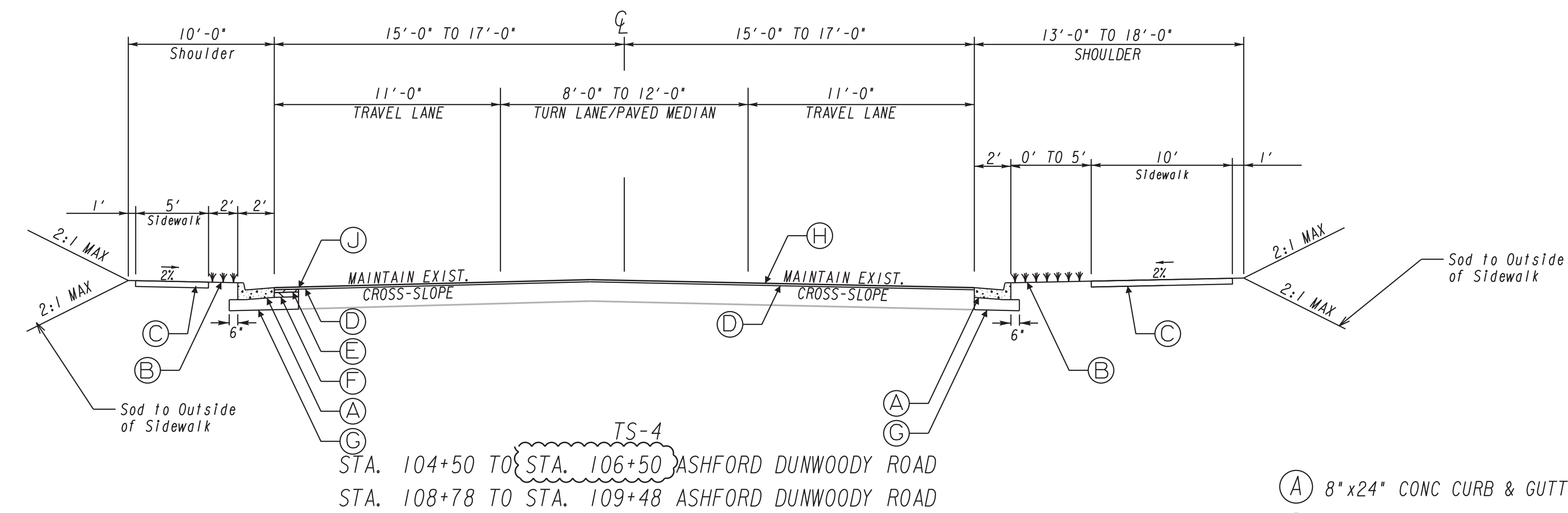
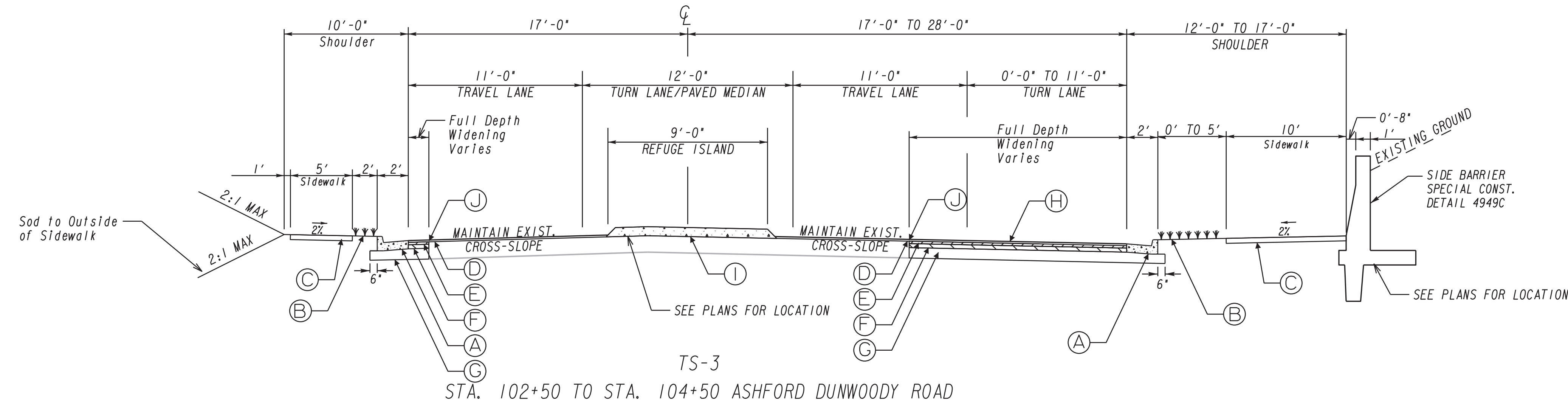
TS-2
 STA. 101+63 TO STA. 102+50 ASHFORD DUNWOODY ROAD



- (A) 8"x24" CONC CURB & GUTTER, GA STD. 9032B, TP 2
- (B) SOD
- (C) SPECIAL DETAIL - CONCRETE SIDEWALK DETAILS - CURB CUT (WHEELCHAIR) RAMPS, CONCRETE SIDEWALK, 4" THICK
- (D) RECYCLED ASPH CONC 12.5 mm SUPERPAVE 1.5" DEPTH, GP 2, INCL BITUM MATL & H LIME (@ 165 LB/SY)
- (E) RECYCLED ASPH CONC 19 mm SUPERPAVE 2" DEPTH, GP 1 OR 2, INCL BITUM MATL & H LIME (@ 220 LB/SY)
- (F) RECYCLED ASPH CONC 25 mm SUPERPAVE 4" DEPTH, GP 1 OR 2, INCL BITUM MATL & H LIME (@ 440 LB/SY)
- (G) GRADED AGGREGATE BASE, 10", INCL MATL
- (H) MILL EXISTING ASPHALT CONCRETE PAVEMENT, 1 1/2" DEPTH
- (I) CONCRETE MEDIAN, 7 1/2 IN - TYPE 7 FACE
- (J) PAVEMENT REINFORCING FABRIC STRIP



REVISION DATES		TYPICAL SECTIONS	
		ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY	
CHECKED:	DATE:		DRAWING No.
BACKCHECKED:	DATE:		05-0001
CORRECTED:	DATE:		
VERIFIED:	DATE:		



KEY DEPTH	WALL HEIGHT
0'-0"	1'-9"
6" MIN.	2'-0"
0'-9"	2'-6"
1'-0"	3'-0"

LOADS:
SURCHARGE = 0 PSF

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

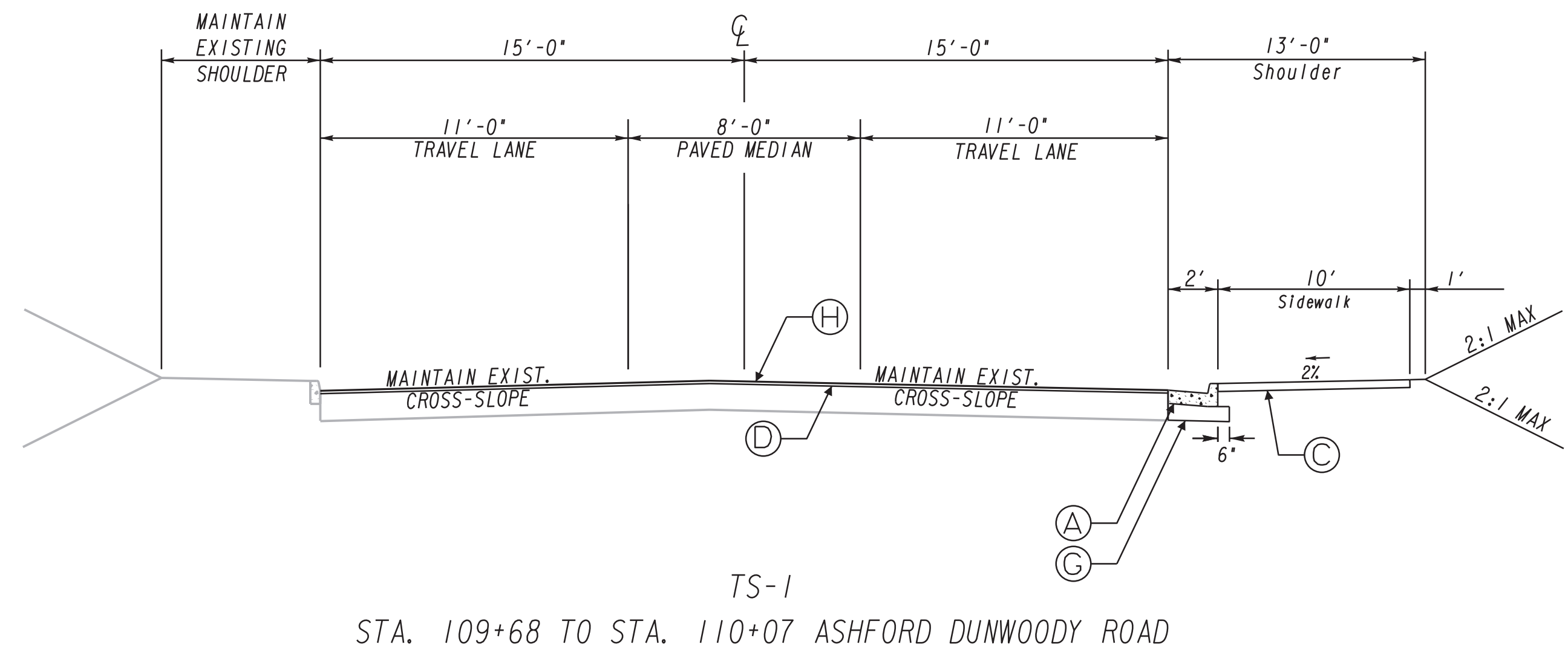
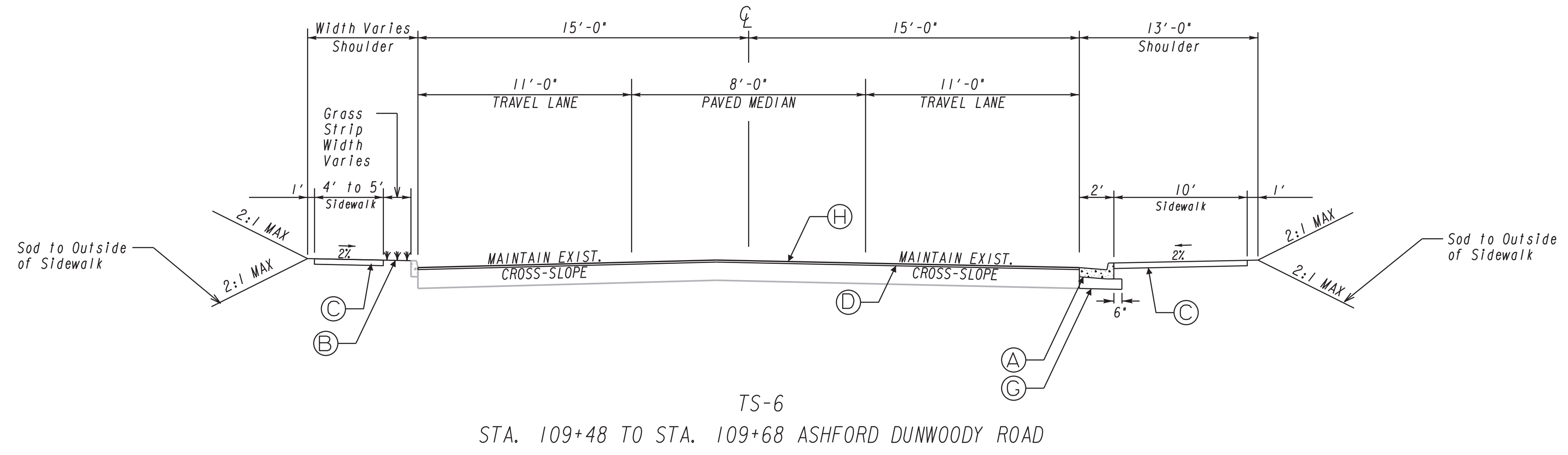
SOIL PROPERTIES:
SOIL WEIGHT = 110 PCF
φ = 28°
C
ALLOWABLE SOIL PRESSURE = 3,000 PSF

- (A) 8"x24" CONC CURB & GUTTER, GA STD. 9032B, TP 2
- (B) SOD
- (C) SPECIAL DETAIL - CONCRETE SIDEWALK DETAILS - CURB CUT (WHEELCHAIR) RAMPS, CONCRETE SIDEWALK, 4" THICK
- (D) RECYCLED ASPH CONC 12.5 mm SUPERPAVE 1.5" DEPTH, GP 2, INCL BITUM MATL & H LIME (@ 165 LB/SY)
- (E) RECYCLED ASPH CONC 19 mm SUPERPAVE 2" DEPTH, GP 1 OR 2, INCL BITUM MATL & H LIME (@ 220 LB/SY)
- (F) RECYCLED ASPH CONC 25 mm SUPERPAVE 4" DEPTH, GP 1 OR 2, INCL BITUM MATL & H LIME (@ 440 LB/SY)
- (G) GRADED AGGREGATE BASE, 10", INCL MATL
- (H) MILL EXISTING ASPHALT CONCRETE PAVEMENT, 1 1/2" DEPTH
- (I) CONCRETE MEDIAN, 7 1/2 IN - TYPE 7 FACE
- (J) PAVEMENT REINFORCING FABRIC STRIP



REVISION DATES	
9/18/19	

TYPICAL SECTIONS			
ASHFORD DUNWOODY ROAD			
AT MONTGOMERY ELEMENTARY			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	05-0002	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



- (A) 8"x24" CONC CURB & GUTTER, GA STD. 9032B, TP 2
- (B) SOD
- (C) SPECIAL DETAIL - CONCRETE SIDEWALK DETAILS - CURB CUT (WHEELCHAIR) RAMPS, CONCRETE SIDEWALK, 4" THICK
- (D) RECYCLED ASPH CONC 12.5 mm SUPERPAVE 1.5" DEPTH, GP 2, INCL BITUM MATL & H LIME (@ 165 LB/SY)
- (E) RECYCLED ASPH CONC 19 mm SUPERPAVE 2" DEPTH, GP 1 OR 2, INCL BITUM MATL & H LIME (@ 220 LB/SY)
- (F) RECYCLED ASPH CONC 25 mm SUPERPAVE 4" DEPTH, GP 1 OR 2, INCL BITUM MATL & H LIME (@ 440 LB/SY)
- (G) GRADED AGGREGATE BASE, 10", INCL MATL
- (H) MILL EXISTING ASPHALT CONCRETE PAVEMENT, 1 1/2" DEPTH
- (I) CONCRETE MEDIAN, 7 1/2 IN - TYPE 7 FACE
- (J) PAVEMENT REINFORCING FABRIC STRIP



REVISION DATES			TYPICAL SECTIONS		
			ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY		
CHECKED:	DATE:	DRAWING No.	05-0003		
BACKCHECKED:	DATE:				
CORRECTED:	DATE:				
VERIFIED:	DATE:				

SUMMARY OF QUANTITIES

PAVING QUANTITIES							
Plan Sheet #	STA Range	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	100+64 to 105+50	190	50	90	210	110	1900
2	105+50 to 110+07	160	0	0	10	80	1910
Total		510	50	90	230	270	5720

MISCELLANEOUS ROADWAY QUANTITIES											
Plan Sheet #	STA Range	CONC SIDEWALK, 4 IN TK	CONC SIDEWALK, 8 IN TK	CONCRETE MEDIAN, 7 1/2 IN	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	CONCRETE SIDE BARRIER, TP-6S	CONCRETE SIDE BARRIER, TP-6SA	CLASS A CONC, INCL REINF STEEL (TURN UP SIDEWALK)	CLASS B CONC, BASE OR PVMT WIDENING	PVMT REINF FABRIC STRIPS, TP 2, 18 IN WIDTH	ORANGE BARRIER FENCE
1	100+64 to 105+50	630	130	40	910	32	270	0	5	830	300
2	105+50 to 110+07	580	80	0	900	0	0	17	4	370	160
Total		1210	210	40	1810	32	270	17	9	1200	460

DRIVEWAYS							
Driveway Sta/Side	Alignment	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	GR AGGR BASE CRS, INCL MATL	TACK COAT	DRIVEWAY CONCRETE, 6 IN TK	CONC VALLEY GUTTER, 6 IN
104+50 RT	Ashford Dunwoody Rd	14	18	69	13	0	0
106+23 LT	Ashford Dunwoody Rd	0	0	0	0	13	23
108+19 RT	Ashford Dunwoody Rd	16	21	80	16	0	0
108+32 LT	Ashford Dunwoody Rd	0	0	0	0	4	24
109+11 LT	Ashford Dunwoody Rd	0	0	0	0	14	23
109+20 RT	Ashford Dunwoody Rd	0	0	0	0	13	23
Total		30	39	149	29	44	93

REMOVE AND RESET SIGN		
LOCATION	UNITS	QUANTITY
STA. 100+73 RT	EA	1
STA. 101+77 LT	EA	1
STA. 101+80 RT	EA	1
STA. 103+68 LT	EA	1
STA. 104+70 RT	EA	1
STA. 105+06 RT	EA	1
STA. 105+10 RT	EA	1
STA. 105+99 RT	EA	1
STA. 106+48 RT	EA	1
STA. 107+00 RT	EA	1
STA. 107+26 RT	EA	1
STA. 107+92 RT	EA	1
STA. 108+43 RT	EA	1
STA. 108+87 LT	EA	1
STA. 109+66 RT	EA	1

TRAFFIC CONTROL
LUMP SUM

BENCH
EA 2

GRADING COMPLETE
LUMP SUM

WASTE RECEPTACLE UNIT
EA 2

* INCLUDES CLEARING AND GRUBBING

SIGNING AND MARKING

DESCRIPTION	UNITS	QUANTITY
THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	6
THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	330
THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	530
THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	80
THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	1,420
THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	160
THERMOPLASTIC TRAFFIC STRIPING, YELLOW	SY	435
RAISED PVMT MARKERS TP 1	EA	110
RAISED PVMT MARKERS TP 3	EA	20

EROSION CONTROL

EROSION CONTROL		
DESCRIPTION	UNITS	QUANTITY
TEMPORARY GRASSING	AC	1
MULCH	TN	28
CONSTRUCTION EXIT	EA	1
MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	445
MAINTENANCE OF CONSTRUCTION EXIT	EA	1
TEMPORARY SILT FENCE, TYPE C	LF	890
STN DUMPED RIP RAP, TP 3, 12 IN	SY	35
PLASTIC FILTER FABRIC	SY	35
AGRICULTURAL LIME	TN	1
FERTILIZER MIXED GRADE	TN	1
FERTILIZER NITROGEN CONTENT	LB	16
SOD	SY	1500
EROSION CONTROL MATS, SLOPES	SY	60

TRAFFIC SIGNAL

SIGNALS		
DESCRIPTION	UNITS	QUANTITY
DIRECTIONAL BORE, 2"	LF	200
TYPE IV STEEL BLACK POWDER-COATED STRAIN POLE	EA	4
TRAFFIC SIGNAL INSTALLATION NO. 1	LS	1
CONDUIT, NONMETAL, TP 3, 2 IN	LF	680

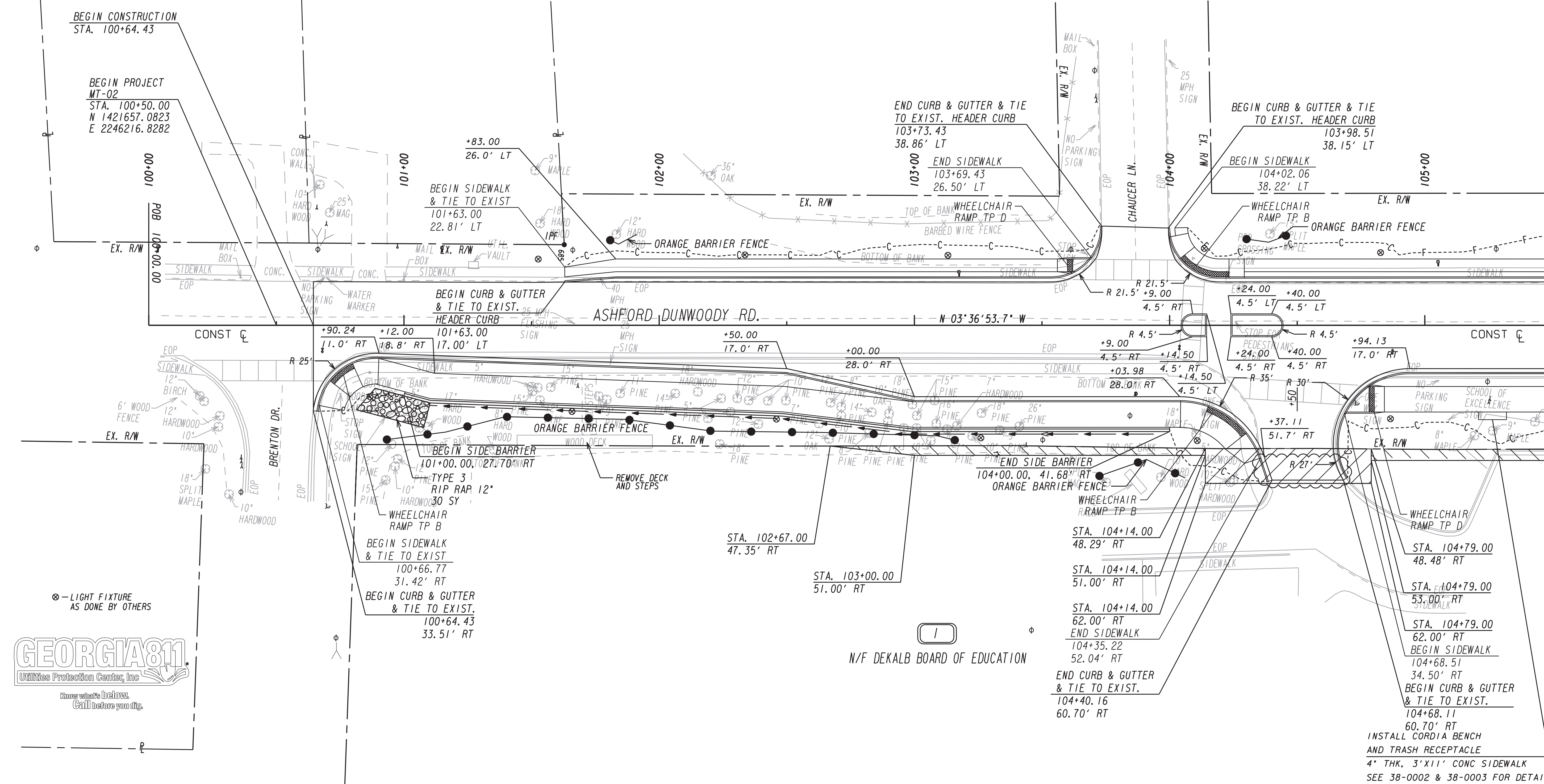
WATER SYSTEM

DESCRIPTION	UNITS	QTY
ADJUST HYDRANT TO GRADE	EA	1
ADJUST WATER METER BOX TO GRADE	EA	7
FIRE HYDRANT	EA	1



REVISION DATES	
9/18/19	

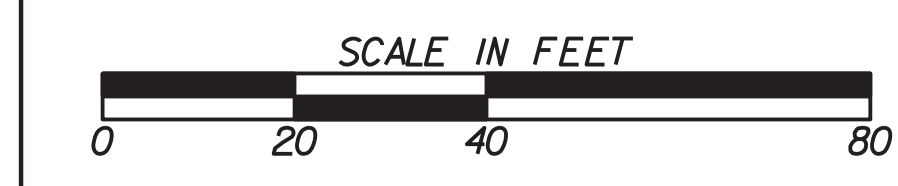
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ASHFORD DUNWOODY			
AT MONTGOMERY ELEMENTARY			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	06-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



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

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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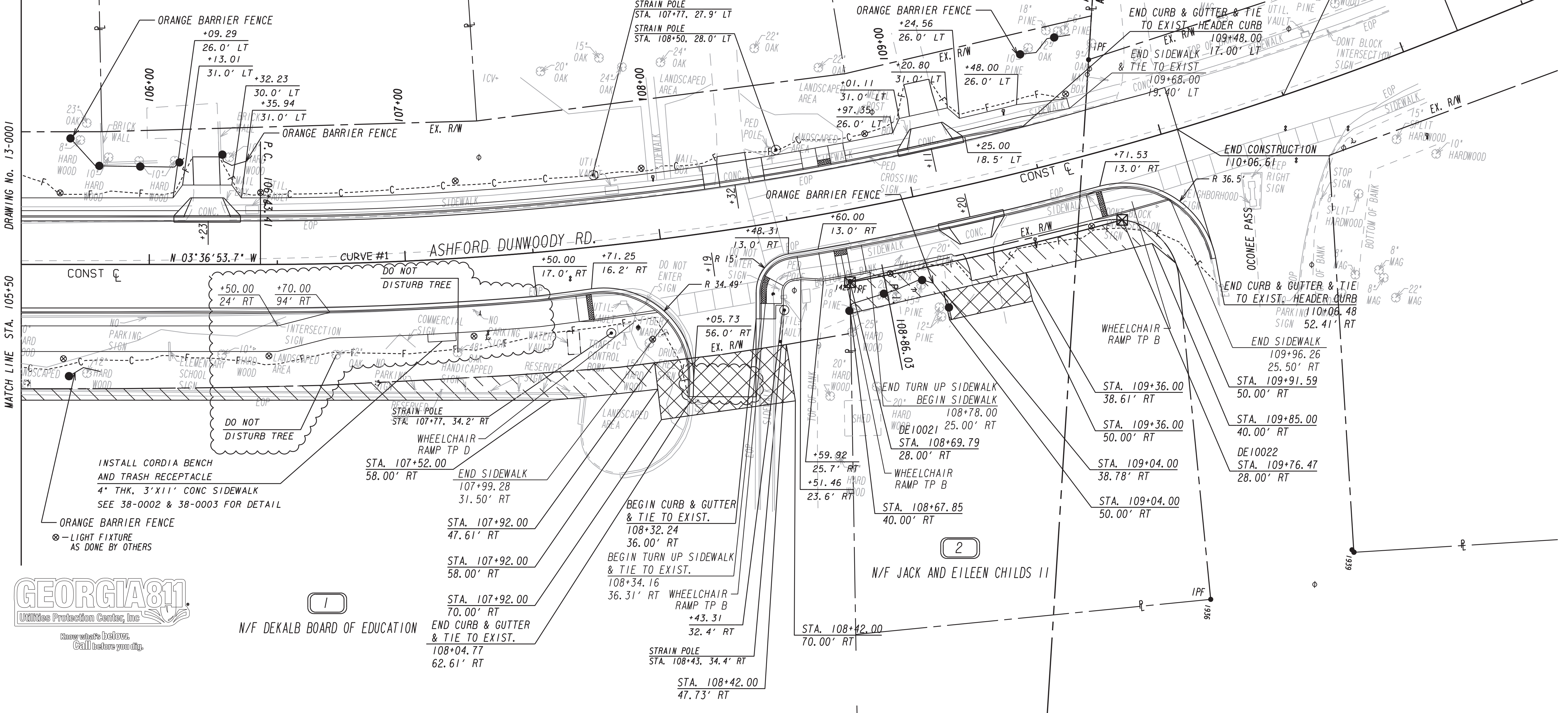
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CONSTRUCTION PLAN
 ASHFORD DUNWOODY ROAD
 AT MONTGOMERY ELEMENTARY

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BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
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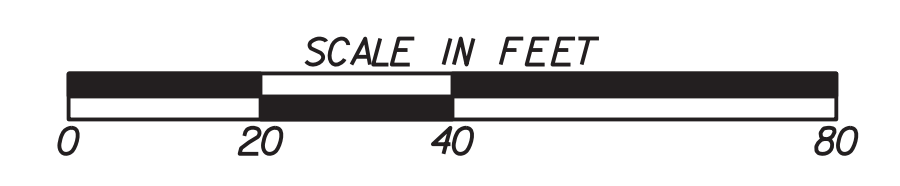
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 E= 2246164.1158
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 D= 04°36'47.47"
 T= 242.62
 L= 479.21
 R= 1242.00
 E= 23.48

END PROJECT
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 STA. 110+50.00
 N 1422643.7256
 E 2246088.4046



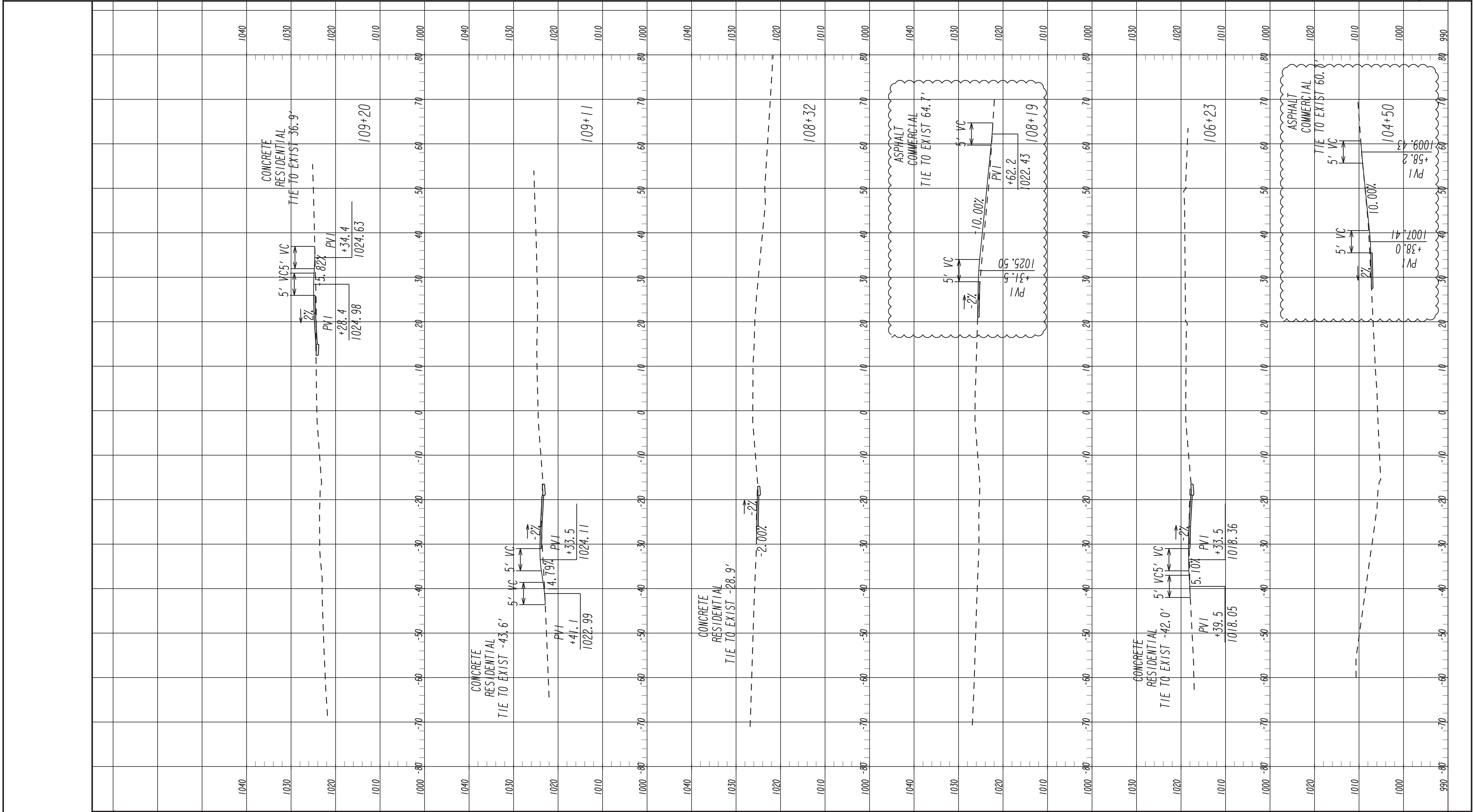
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 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

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	
9/18/19	

CONSTRUCTION PLAN			
ASHFORD DUNWOODY ROAD			
AT MONTGOMERY ELEMENTARY			
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BACKCHECKED:	DATE:	13-0002	
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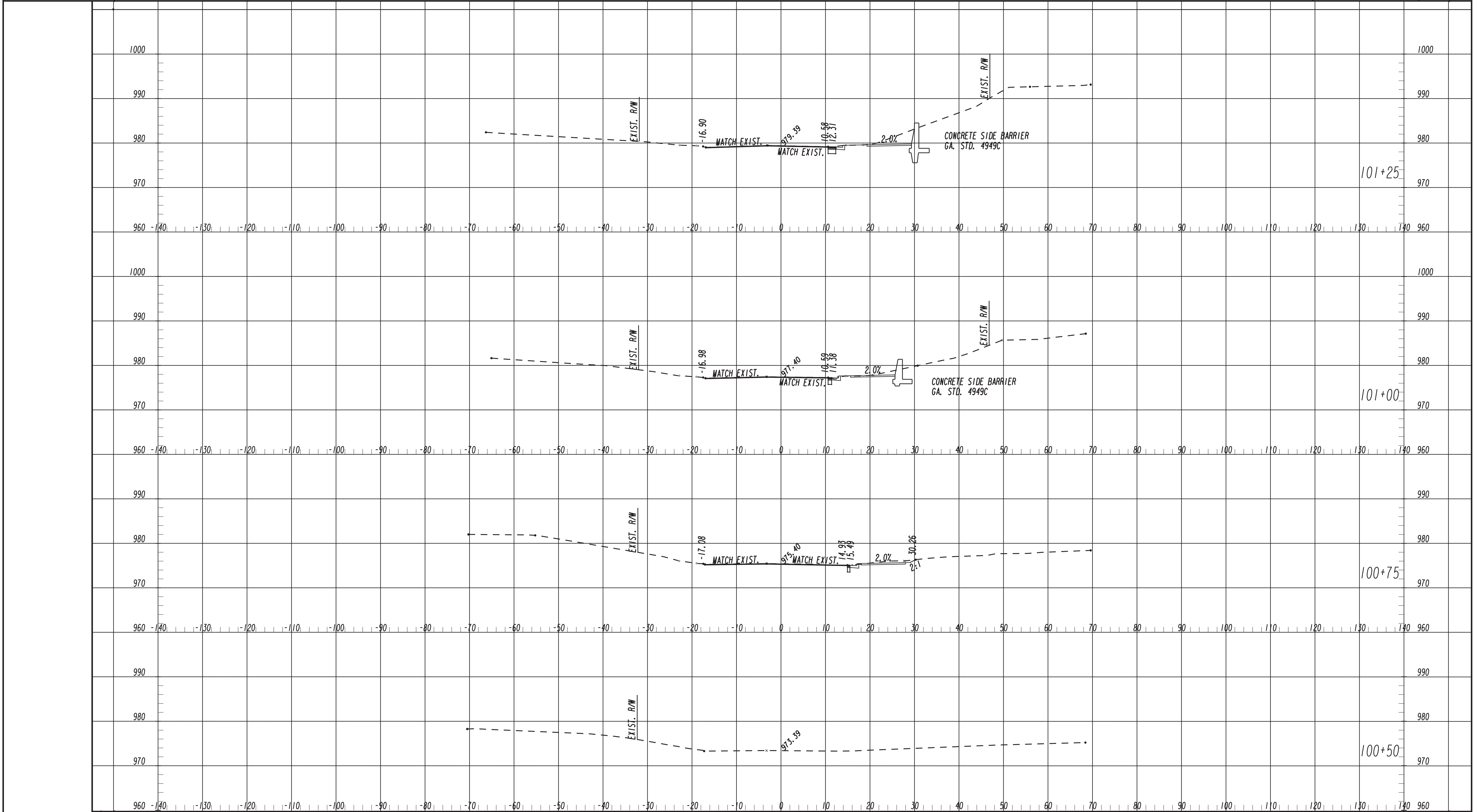
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1770 263-9110

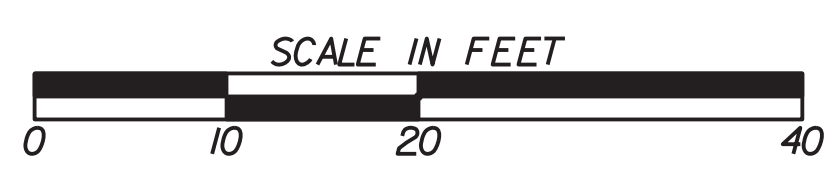
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9/18/19	

DRIVEWAY PROFILES
ASHFORD DUNWOODY ROAD
AT MONTGOMERY ELEMENTARY

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	17-0001
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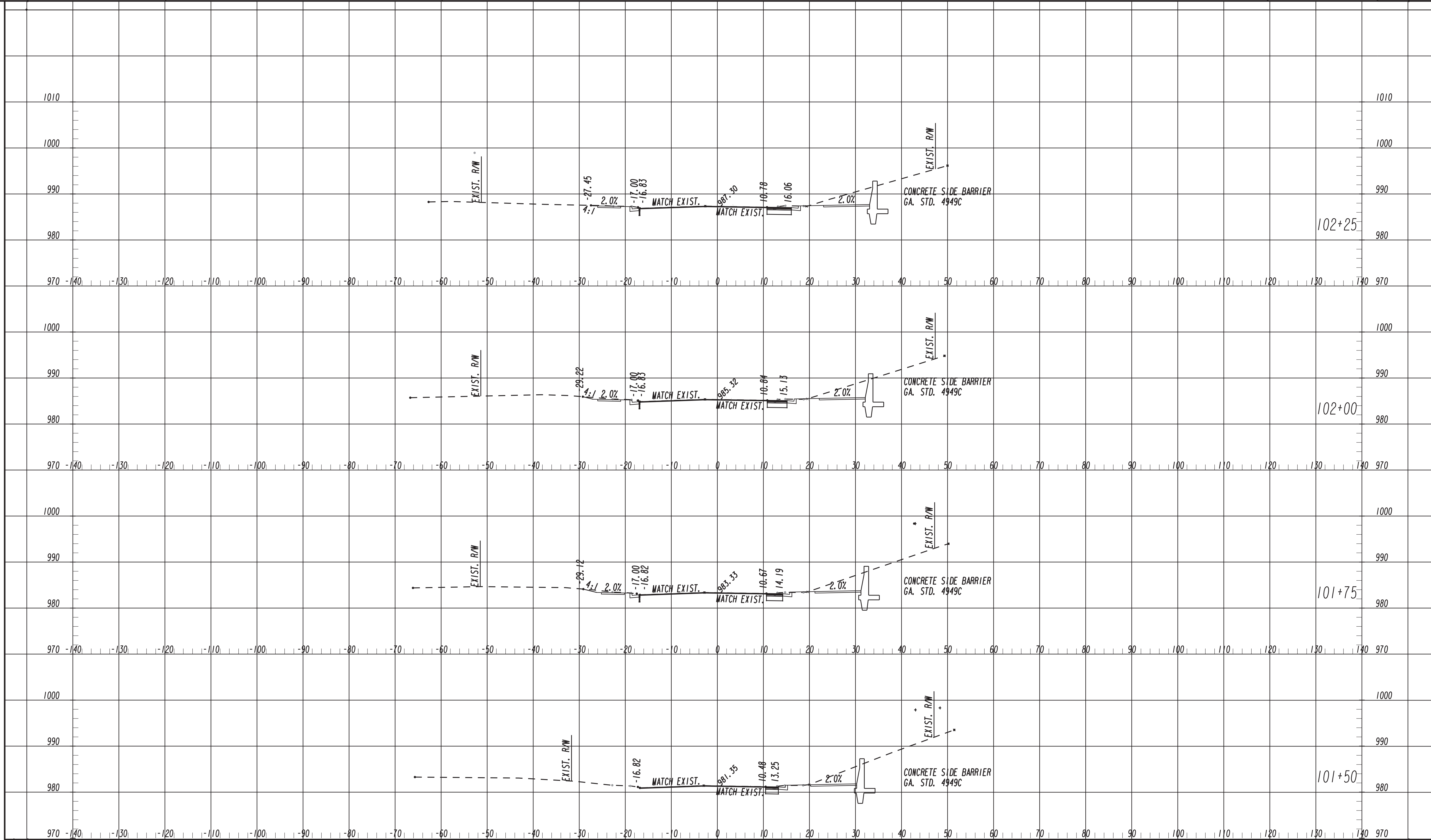
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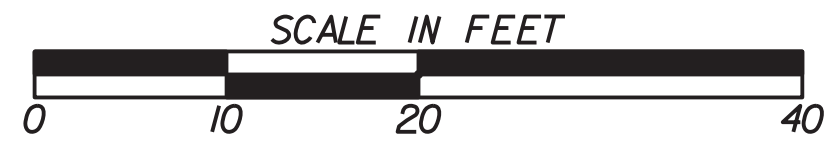
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CROSS SECTIONS
 ASHFORD DUNWOODY ROAD
 AT MONTGOMERY ELEMENTARY

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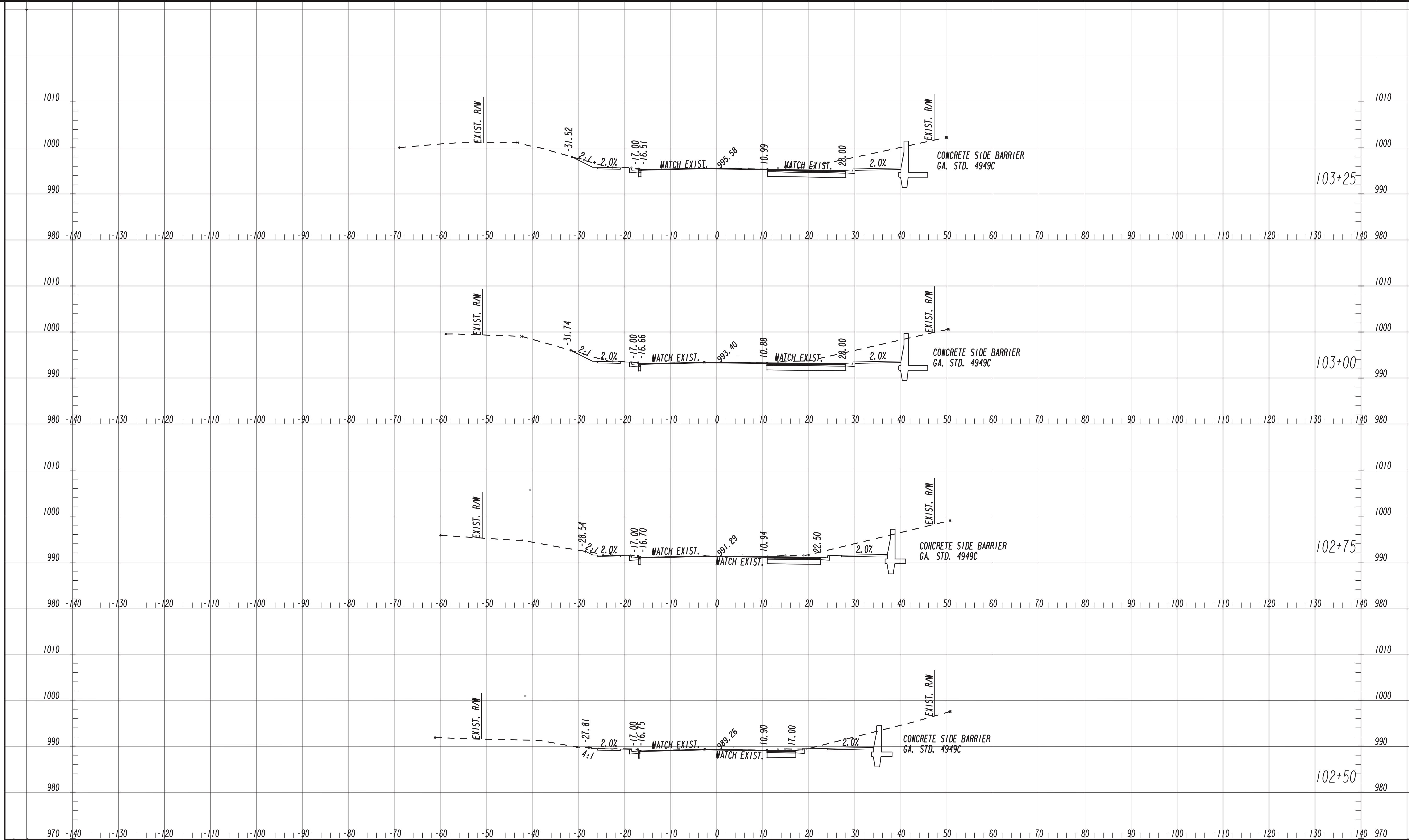


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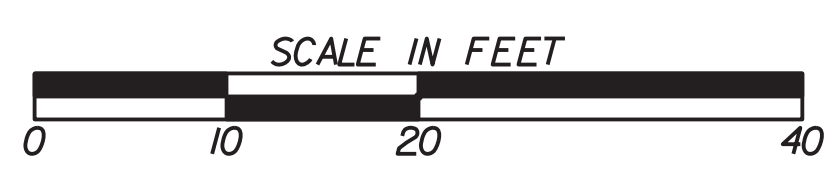


REVISION DATES

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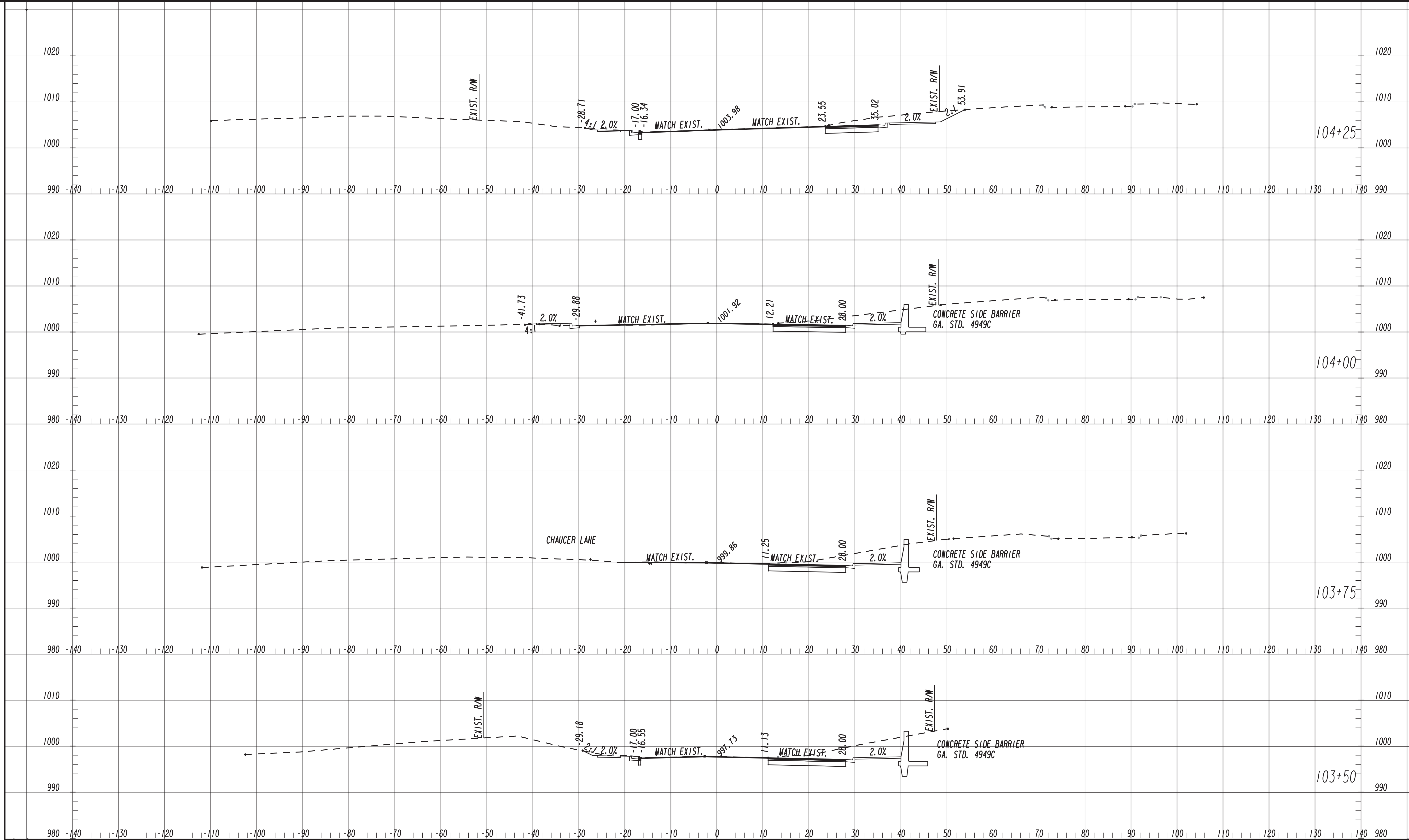


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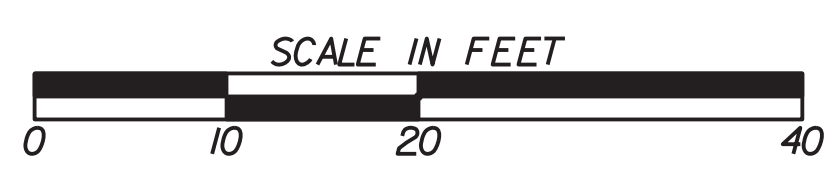


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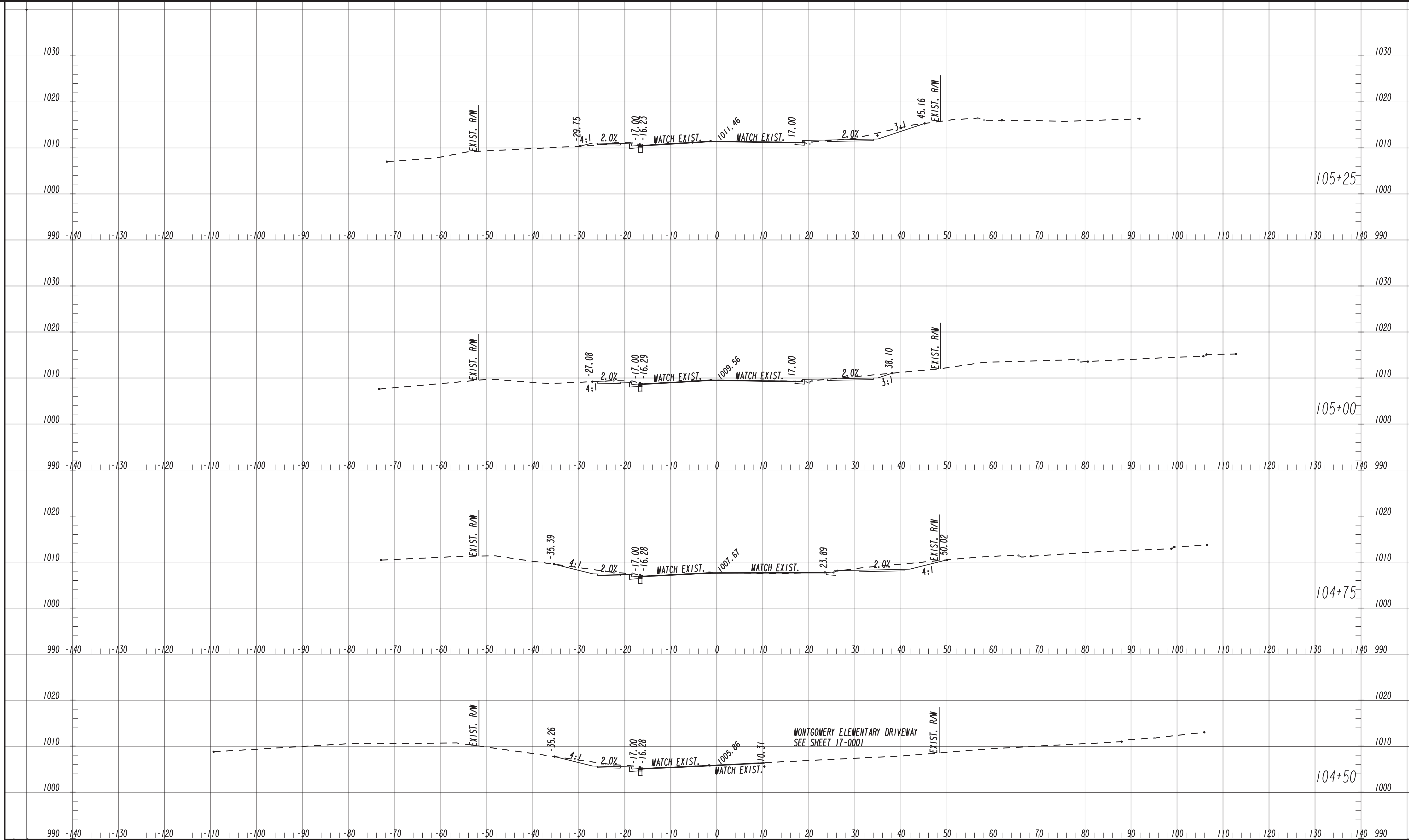
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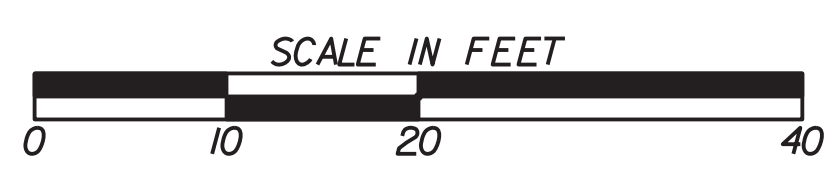
REVISION DATES

REVISION DATES		DRAWING No.	
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CROSS SECTIONS
 ASHFORD DUNWOODY ROAD
 AT MONTGOMERY ELEMENTARY

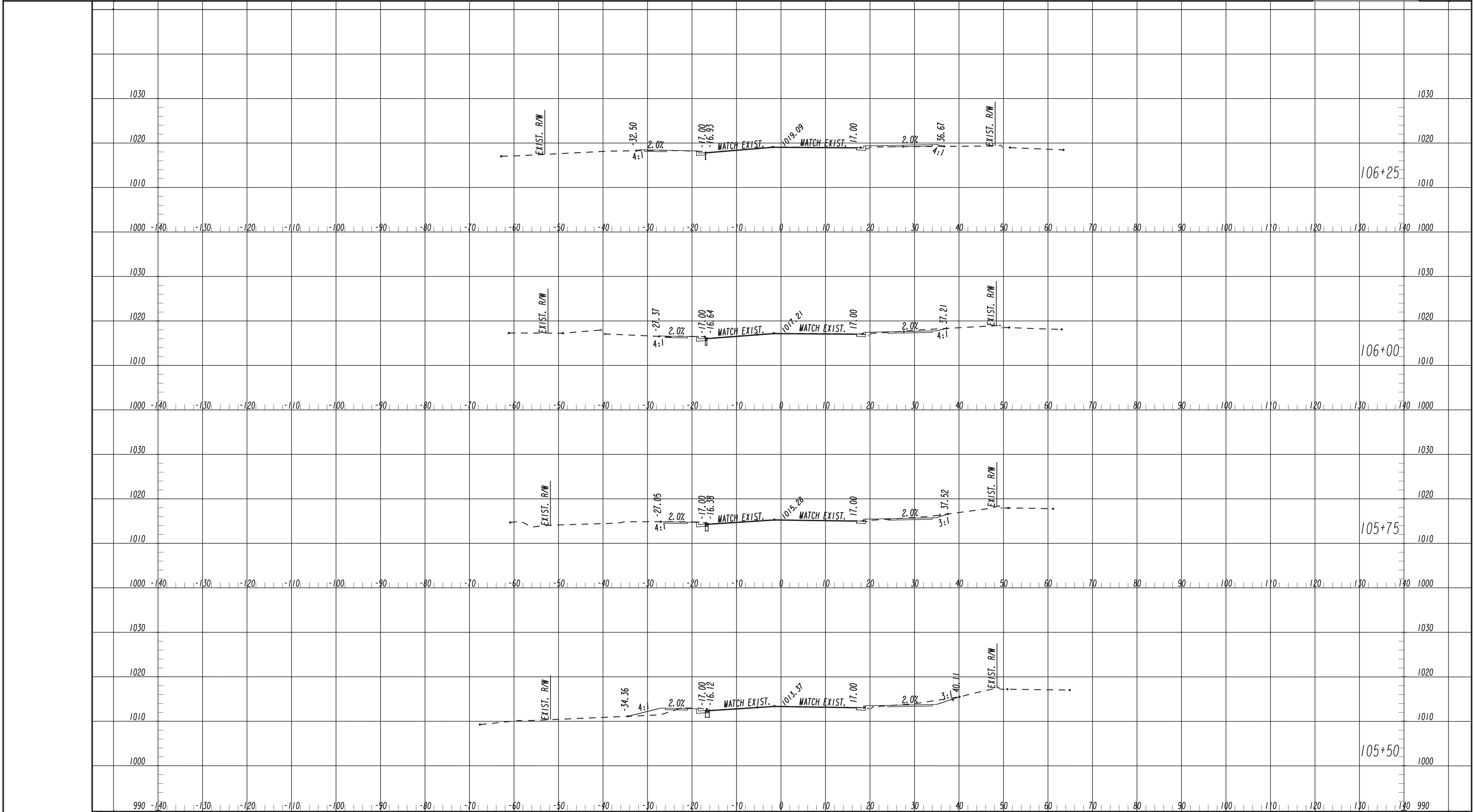


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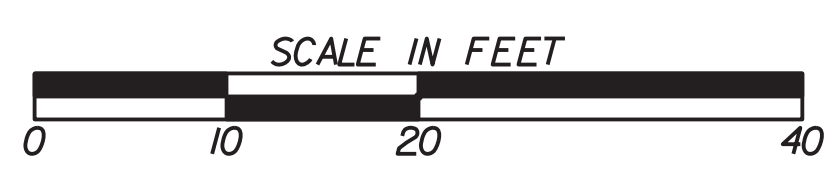


REVISION DATES

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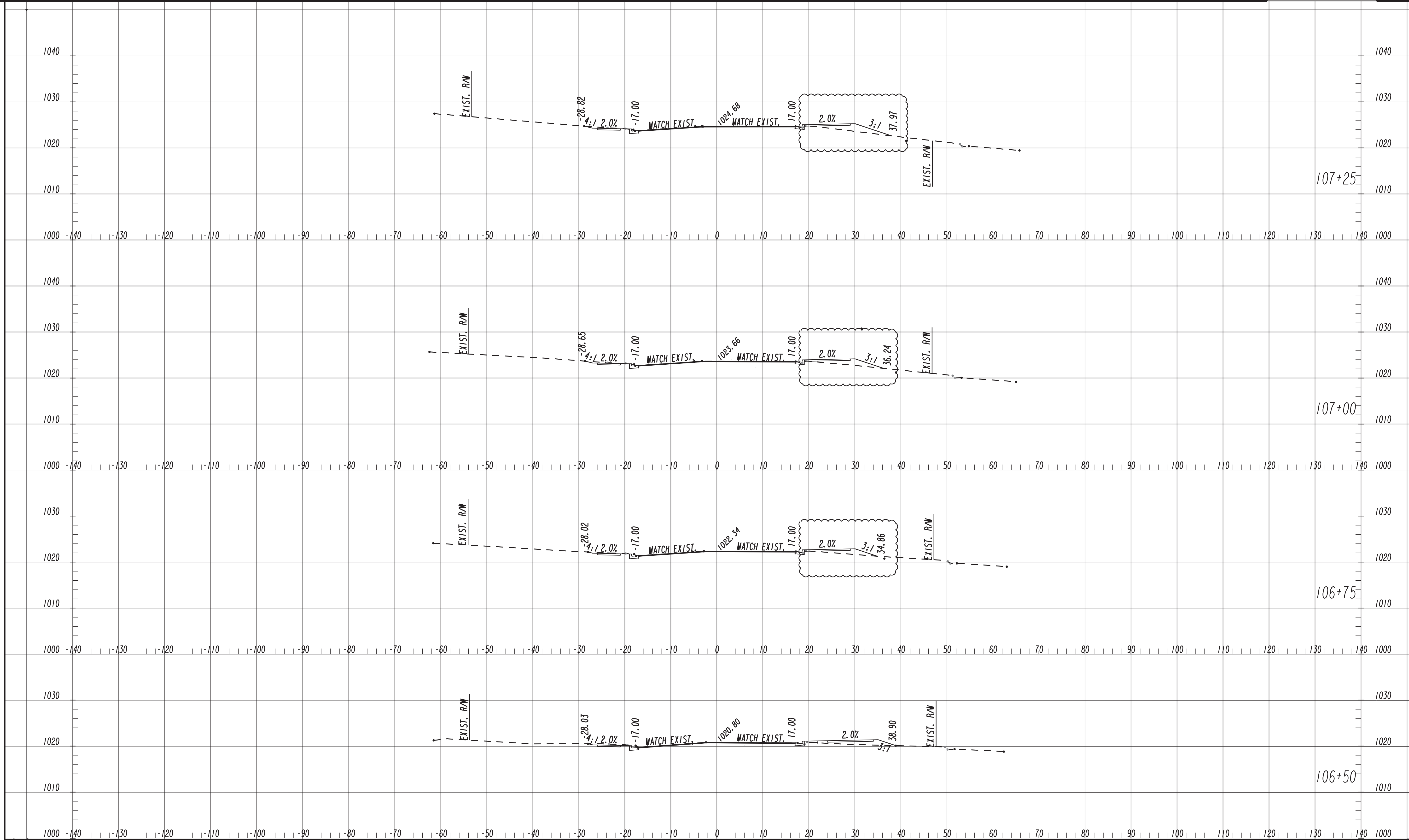


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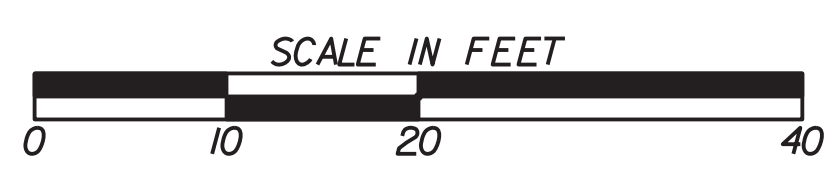


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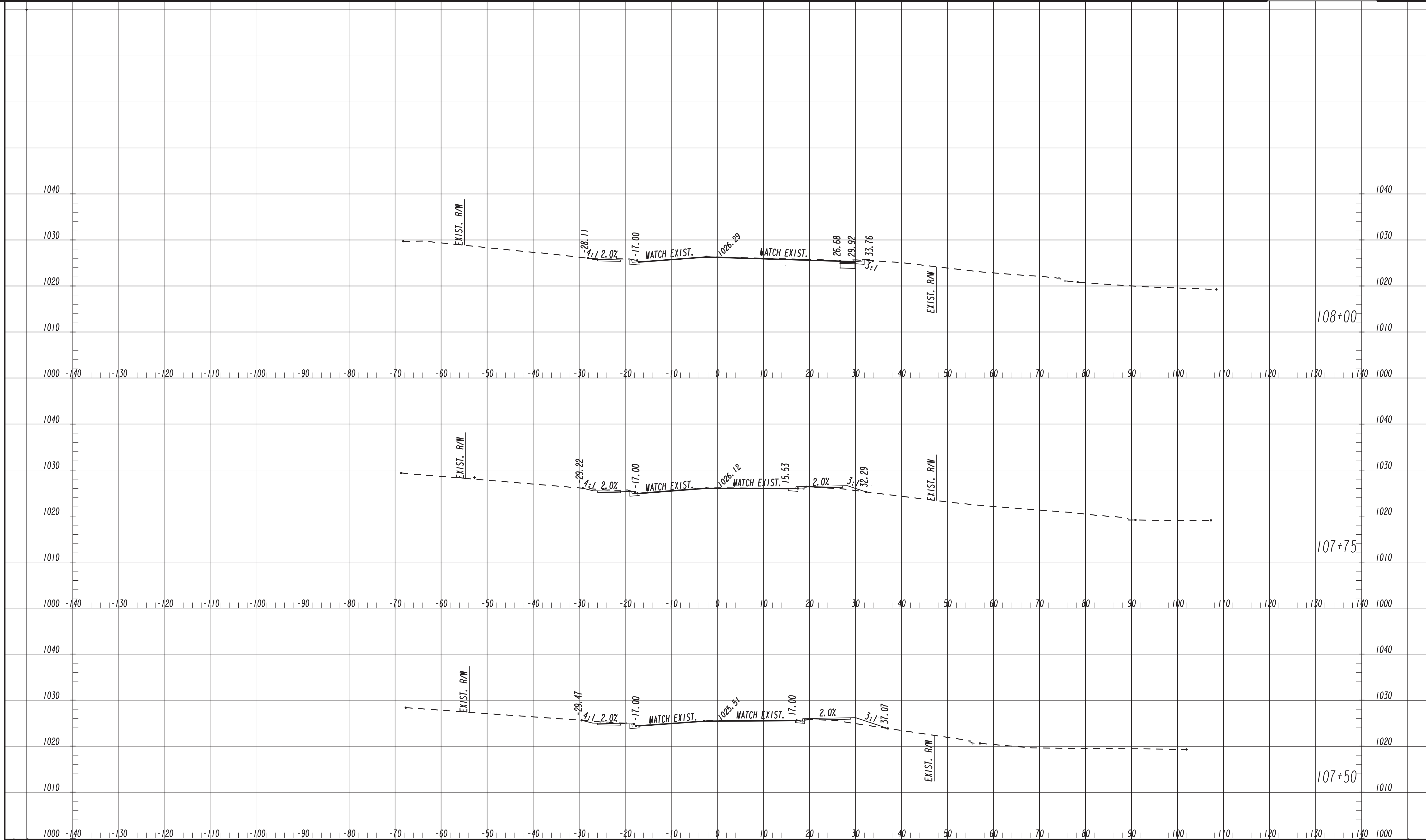


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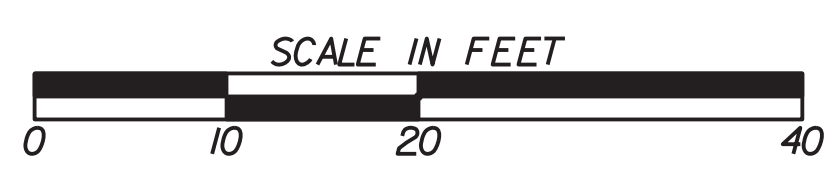


REVISION DATES	
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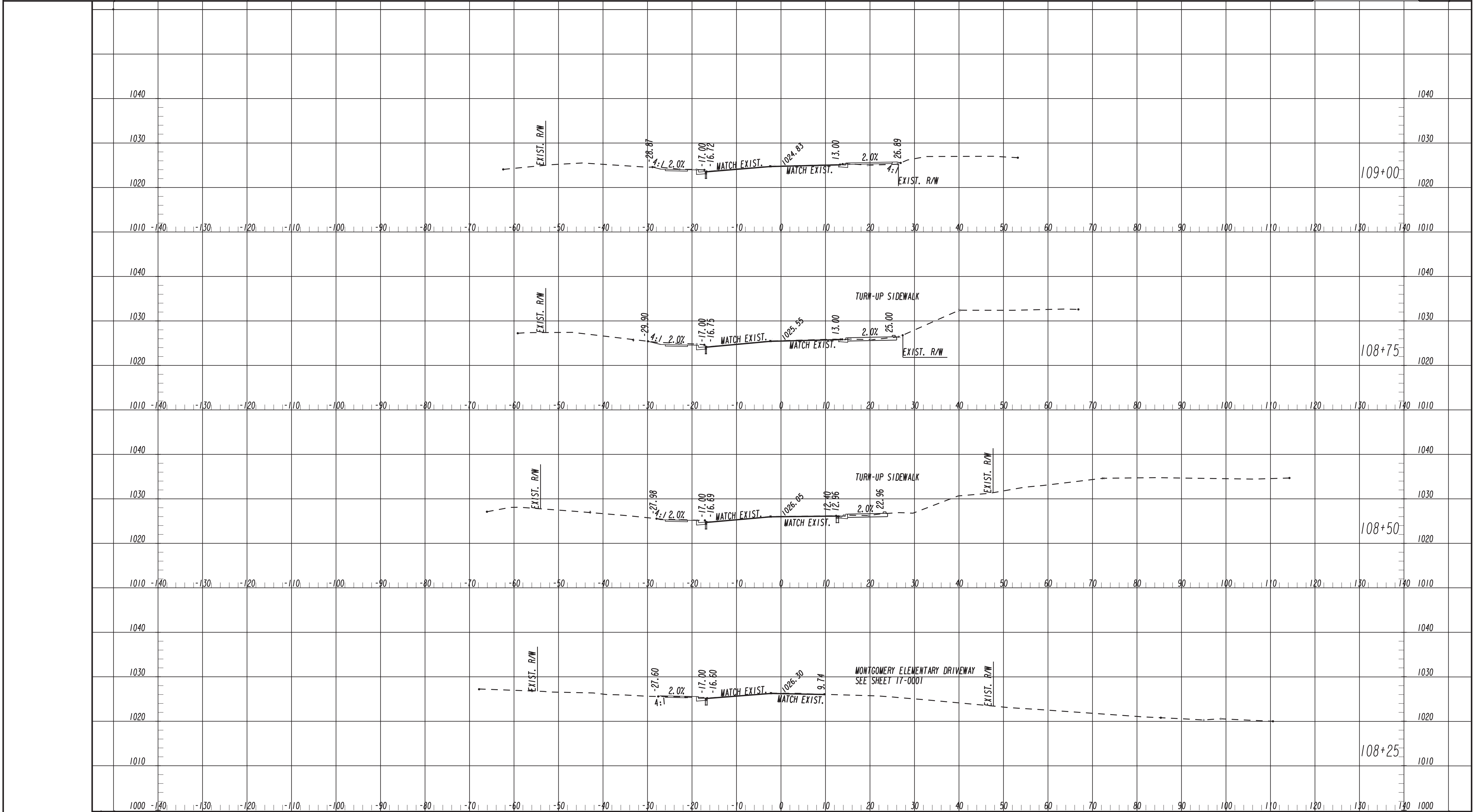


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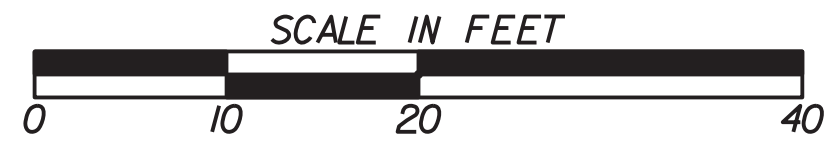


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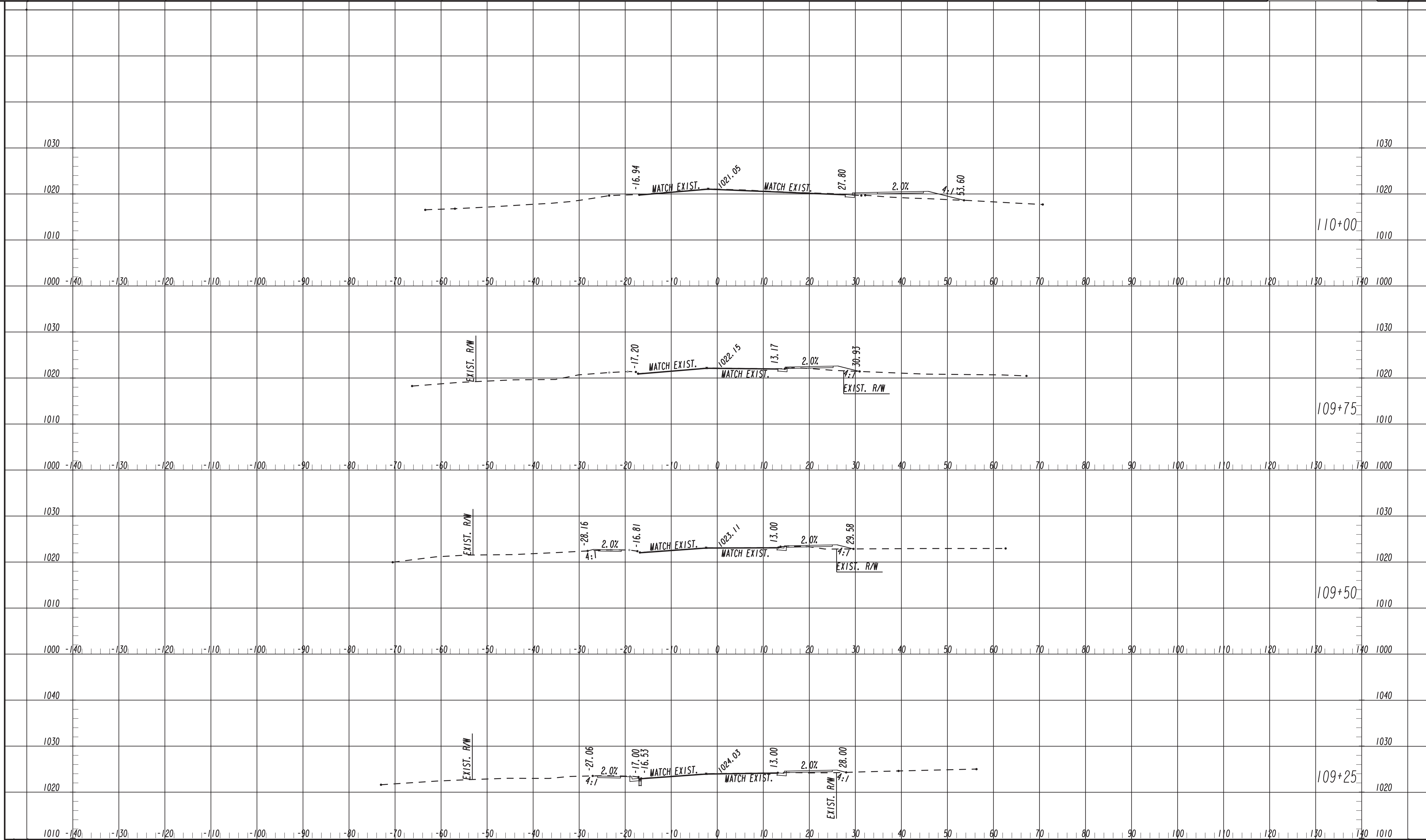


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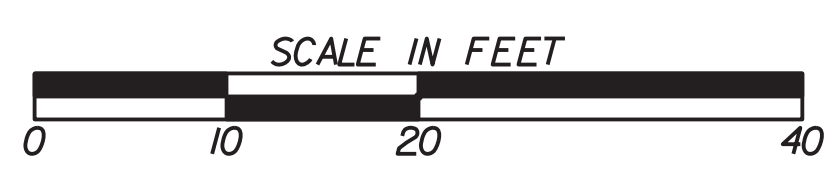


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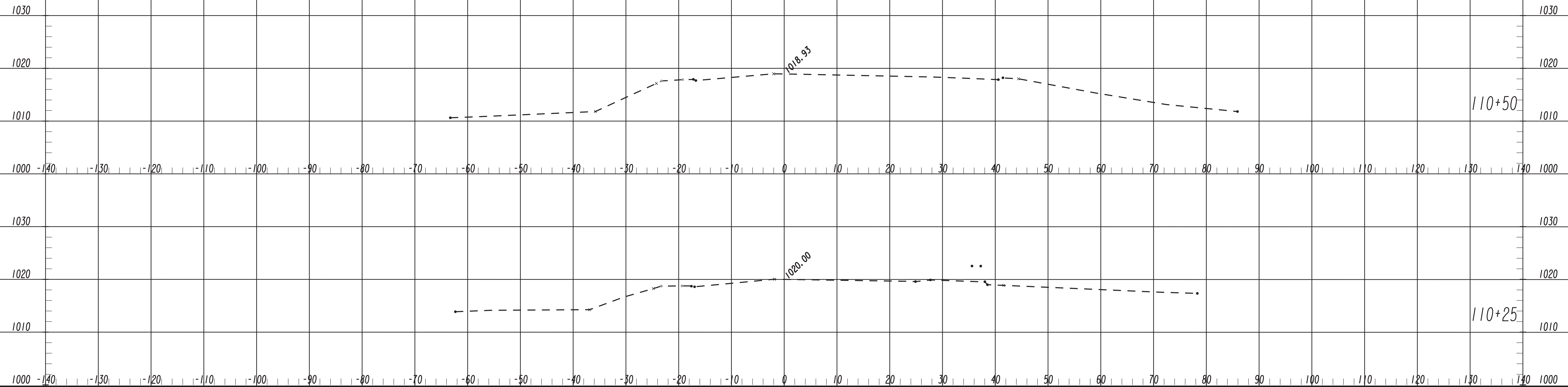


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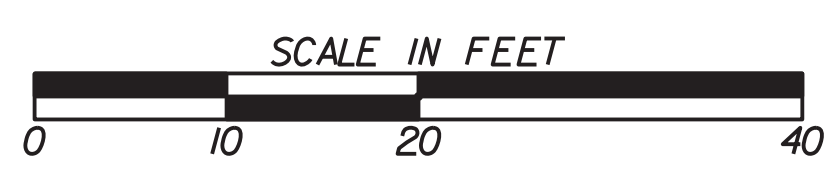


REVISION DATES

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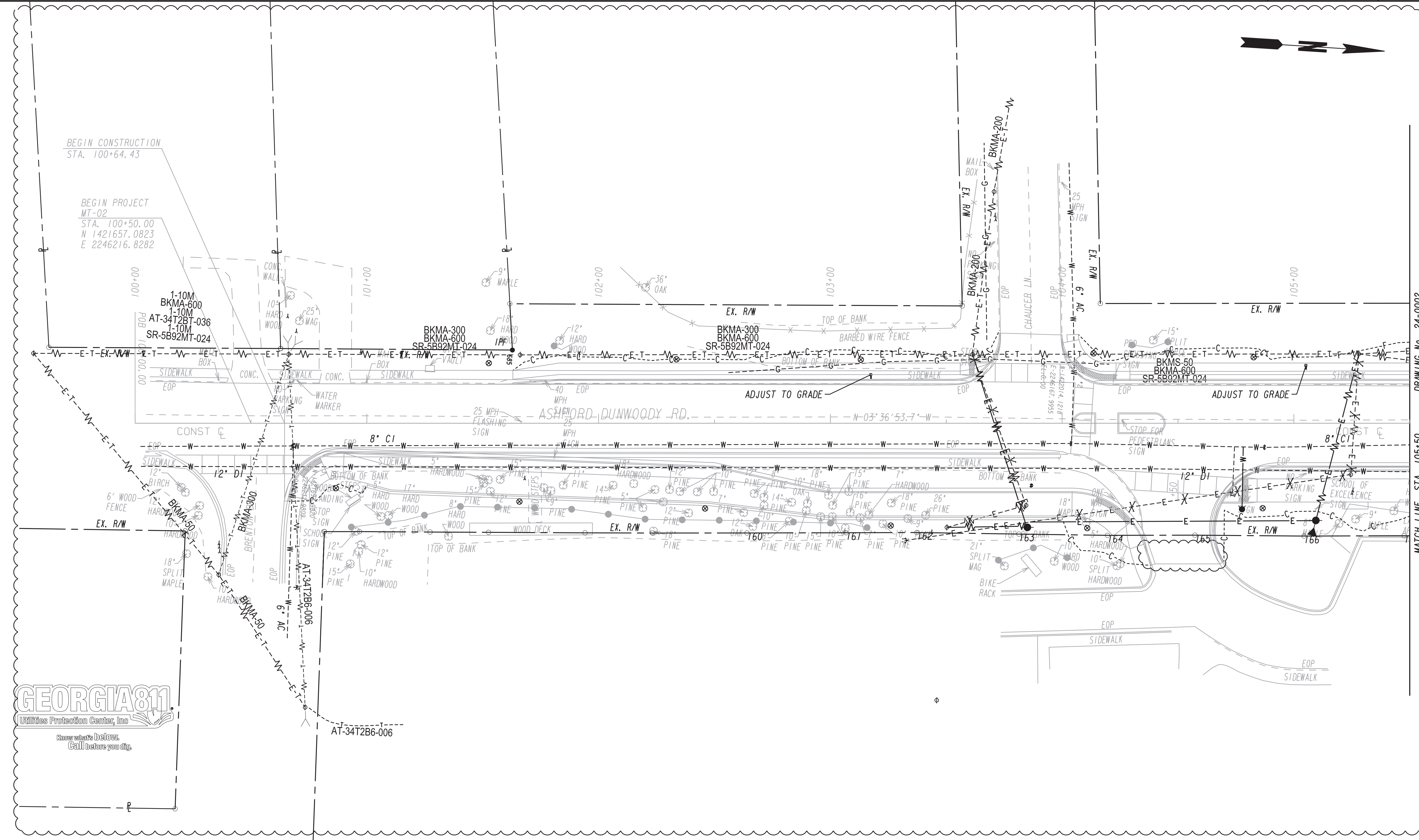


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NO.	DATE	DESCRIPTION

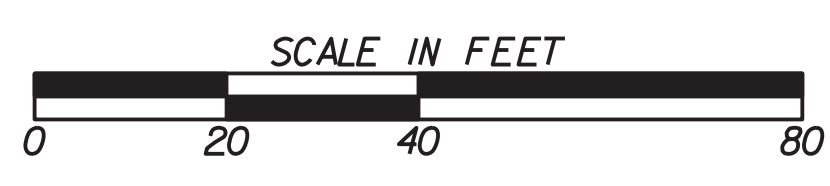
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 ASHFORD DUNWOODY ROAD
 AT MONTGOMERY ELEMENTARY

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	23-0011
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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

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)	

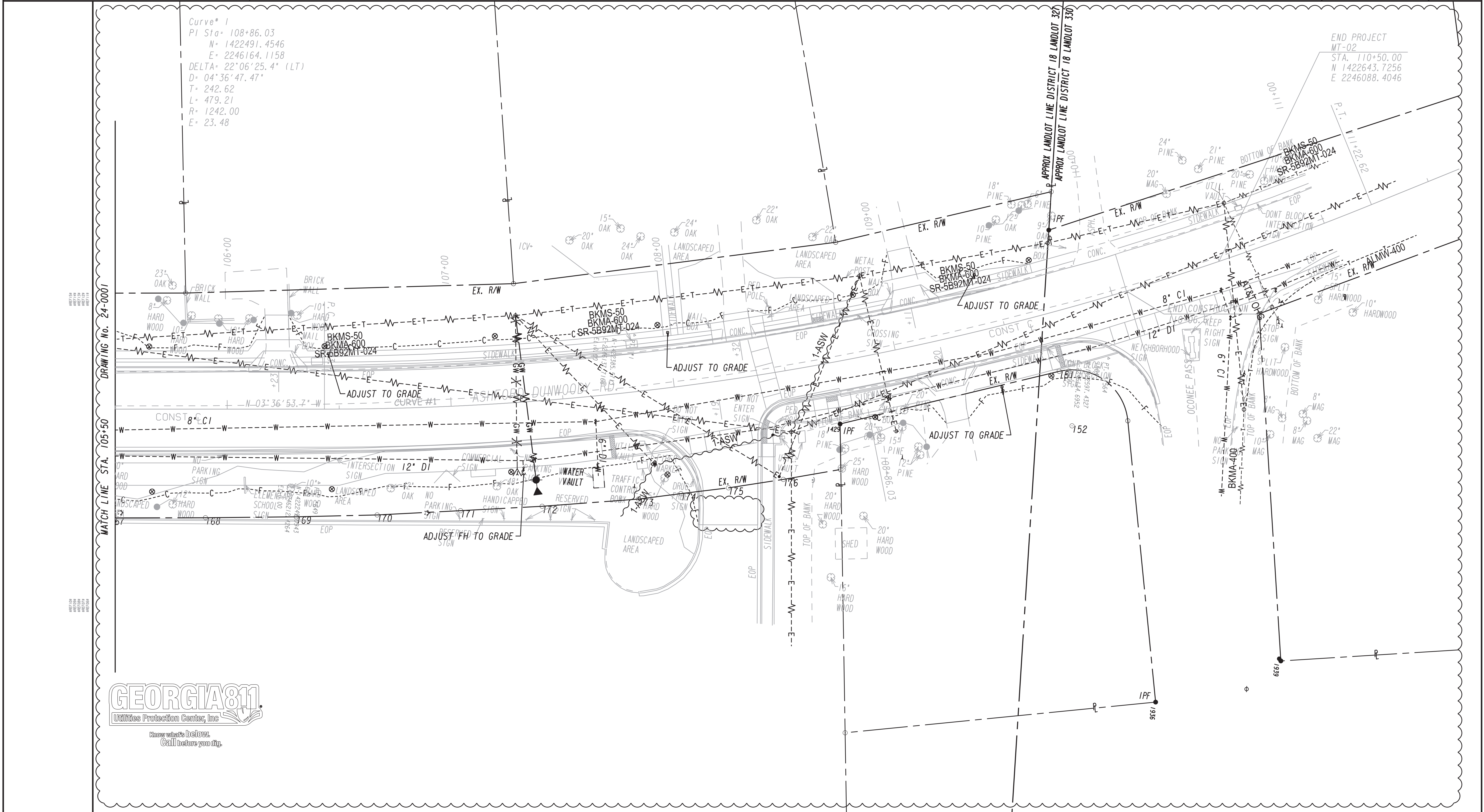


REVISION DATES	
9/18/19	

UTILITY PLANS			
ASHFORD DUNWOODY AT MONTGOMERY ELEMENTARY			
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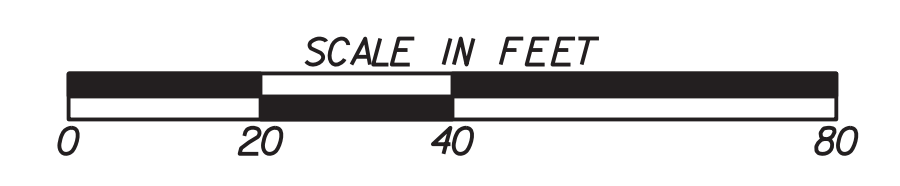
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 D= 04°36'47.47"
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 L= 479.21
 R= 1242.00
 E= 23.48

END PROJECT
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 STA. 110+50.00
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 E 2246088.4046



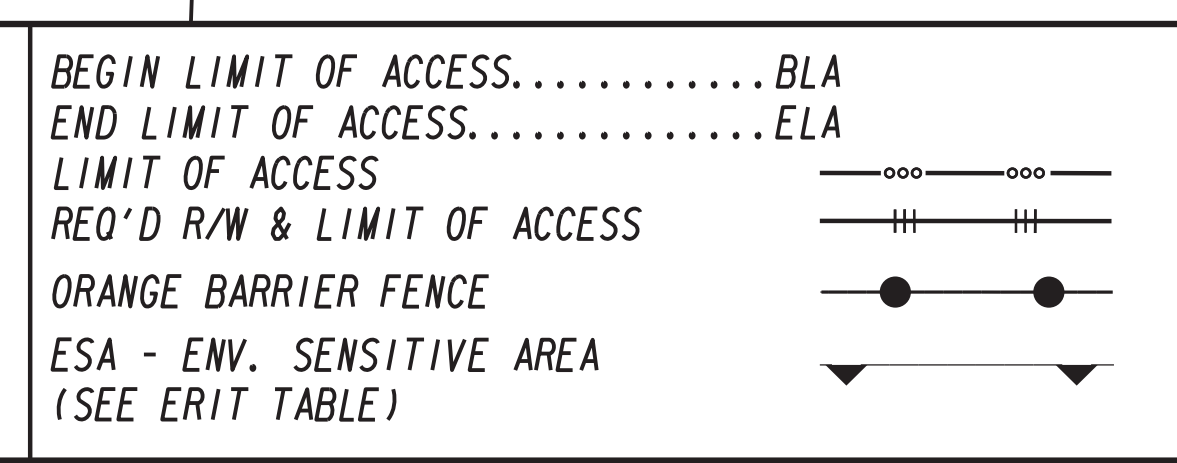
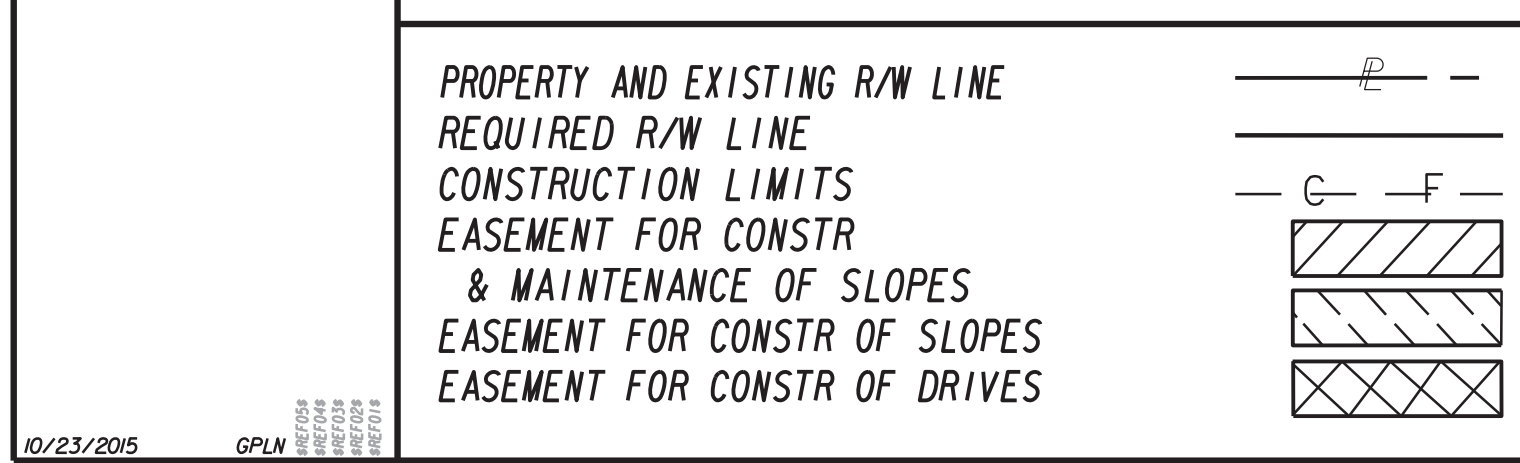
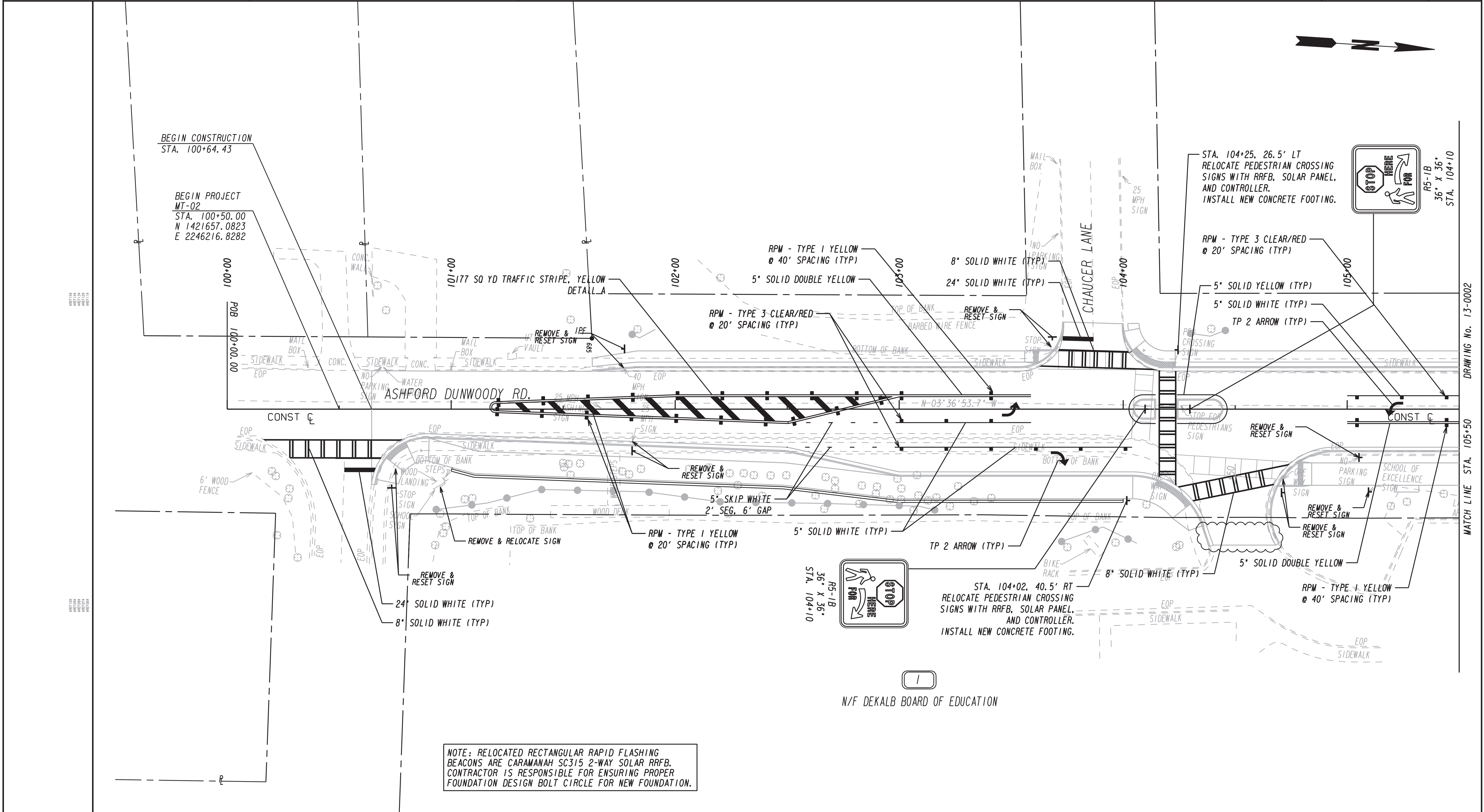
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REQUIRED R/W LINE	— G — F —
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EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	▩
EASEMENT FOR CONSTR OF SLOPES	▧
EASEMENT FOR CONSTR OF DRIVES	▦

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)	— ▽ — ▽ —



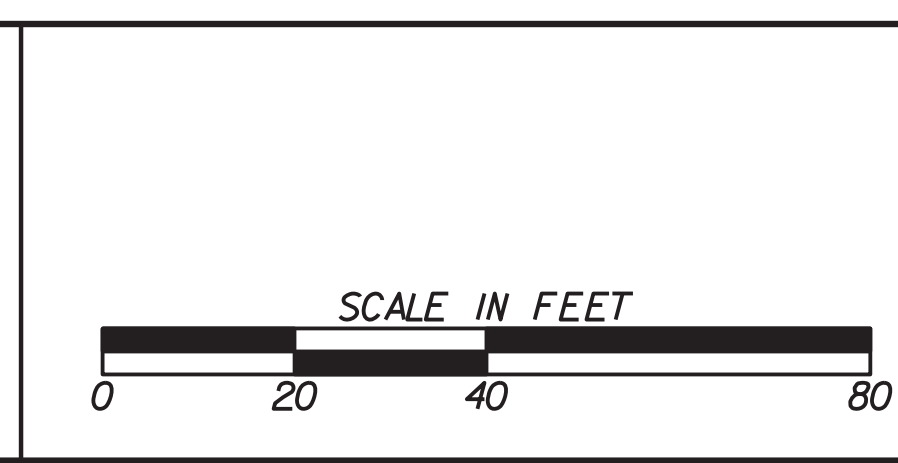
REVISION DATES	
9/18/19	

UTILITY PLANS			
ASHFORD DUNWOODY AT MONTGOMERY ELEMENTARY			
CHECKED:	DATE:	DRAWING No.	
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			24-0002



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REVISION DATES

DATE	DESCRIPTION
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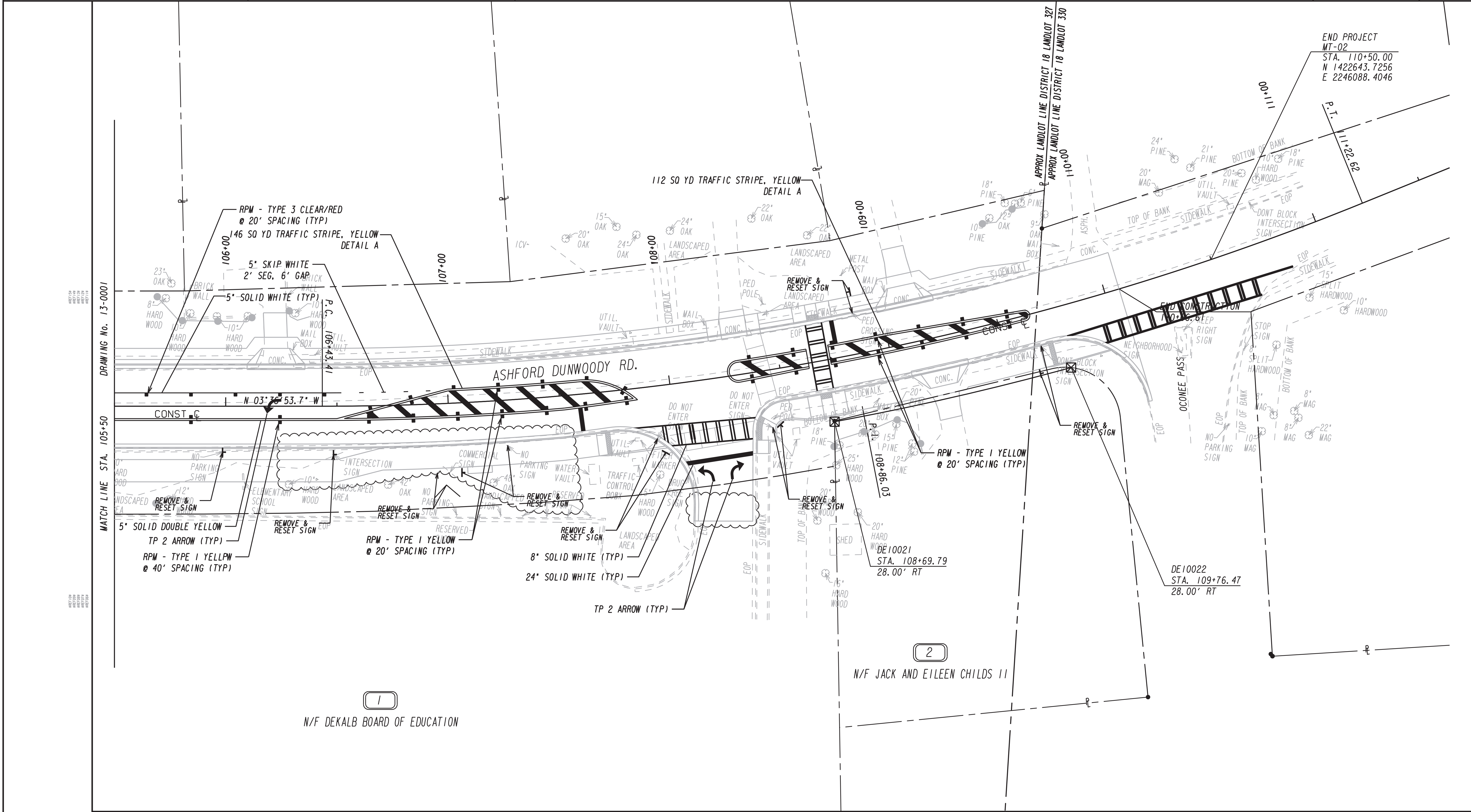
SIGNING AND MARKING PLANS

ASHFORD DUNWOODY ROAD

AT MONTGOMERY ELEMENTARY

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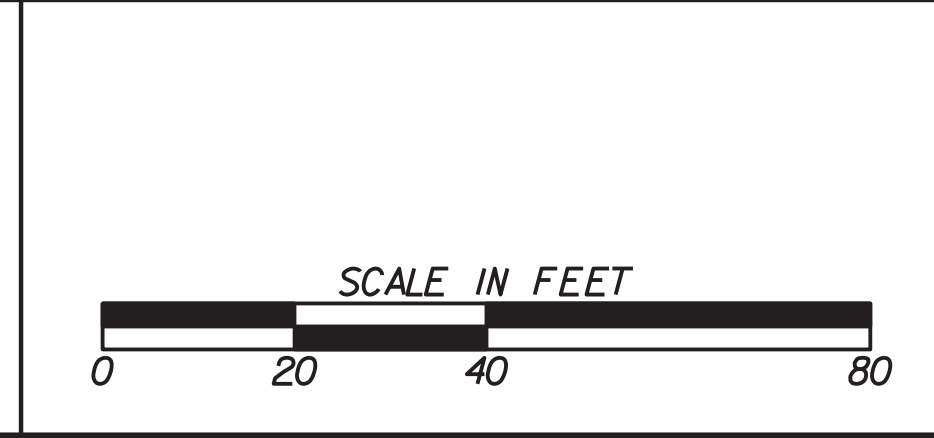
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PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
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BEGIN LIMIT OF ACCESS.....BLA	
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LIMIT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

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REVISION DATES	
9/18/19	

SIGNING AND MARKING PLANS			
ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY			
CHECKED:	DATE:	DRAWING No.	
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TRAFFIC SIGNAL GENERAL NOTES

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

11. THE INSTALLATIONS SHALL BE CAPABLE OF MONITORING OVER ETHERNET NETWORKS FROM EXISTING CENTRAL COMPUTERS OR VIA "CLOSED LOOP" MONITORING. PER THE GDOT DISTRICT SIGNAL ENGINEER, CENTRAL COMPUTERS ARE LOCATED AT 935 EAST CONFEDERATE AVENUE BLDG. 24 ATLANTA, GEORGIA 30316. NETWORK ABILITIES DEMONSTRATION IS REQUIRED AT CENTRAL SITES. NOTED PRIOR TO FINAL ACCEPTANCE.
12. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT STANDARDS.
13. PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ON POLES ARE PROVIDED AS GENERAL GUIDELINES TO INSTALLER. ACTUAL ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIES.
14. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE SIDEWALK PAY ITEM.
15. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE CITY, ANY BARRIER WALL, FENCE, DITCH PAVING, CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGNS, GUARDRAILS, LANDSCAPING, GRASSINGS, UTILITY SERVICE LINES, STORM DRAIN PIPES, MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED, DUE TO CONTRACTOR'S ACTIVITY.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES TO ENSURE COMPLIANCE TO ALL STATE AND FEDERAL LAWS AND GUIDELINES. THE COST SHALL BE CONSIDERED INCIDENTAL AND BE INCLUDED IN THE OVERALL BID PRICE. NO ADDITIONAL PAYMENTS SHALL BE MADE TO THE CONTRACTOR FOR EROSION CONTROL.
17. ALL TRAFFIC MARKING, SYMBOLS OR STRIPING TO BE REMOVED AND/OR REPLACED SHALL BE PAID FOR IN THE TRAFFIC CONTROL LUMP SUM ITEM.
18. 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 INSTALLATION.
19. 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 INSTALLATION 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.

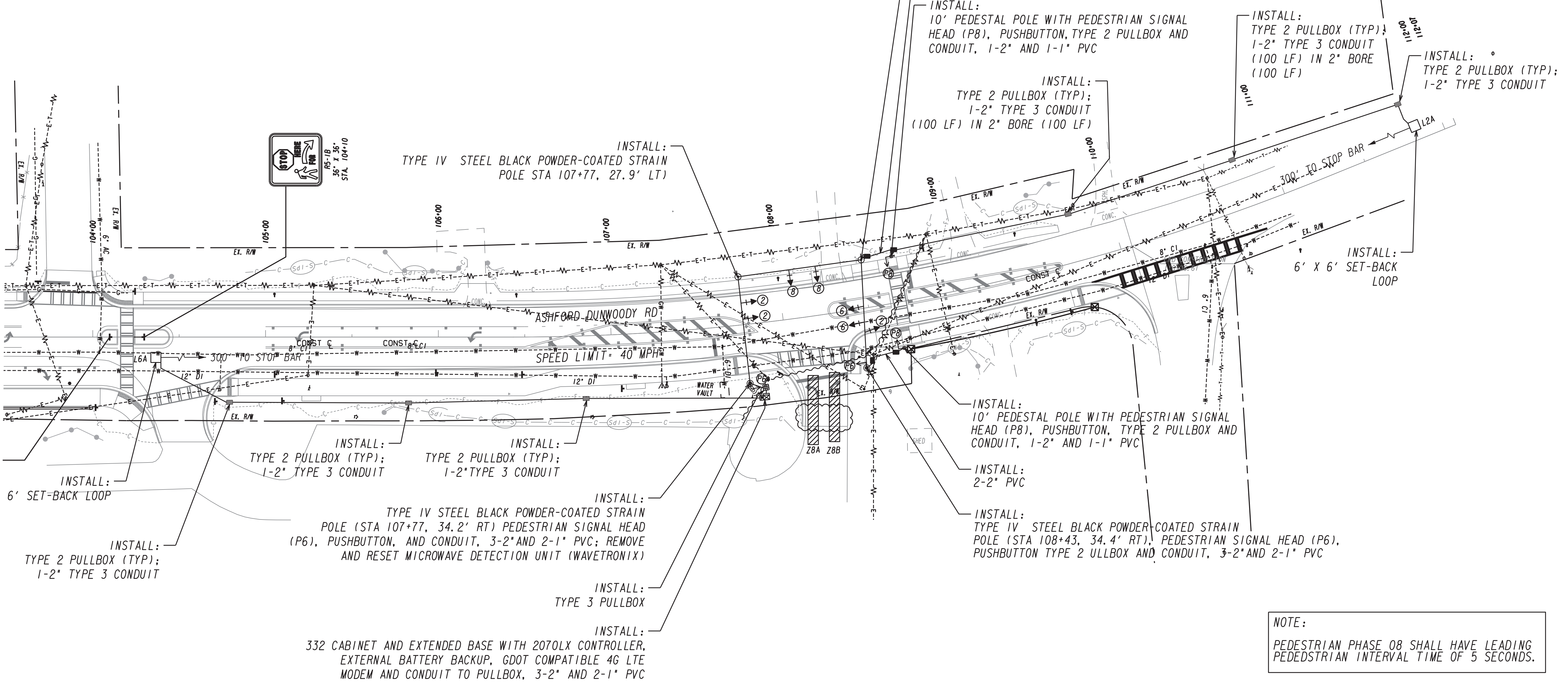
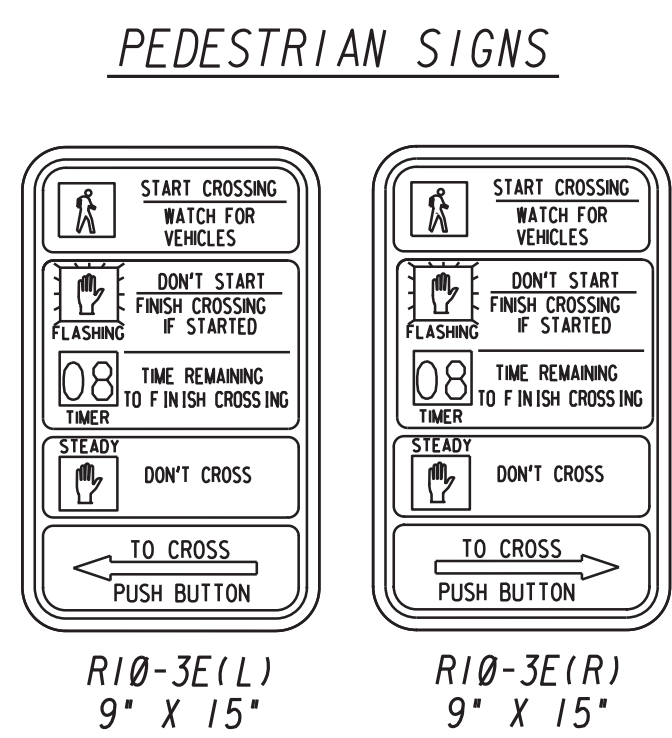
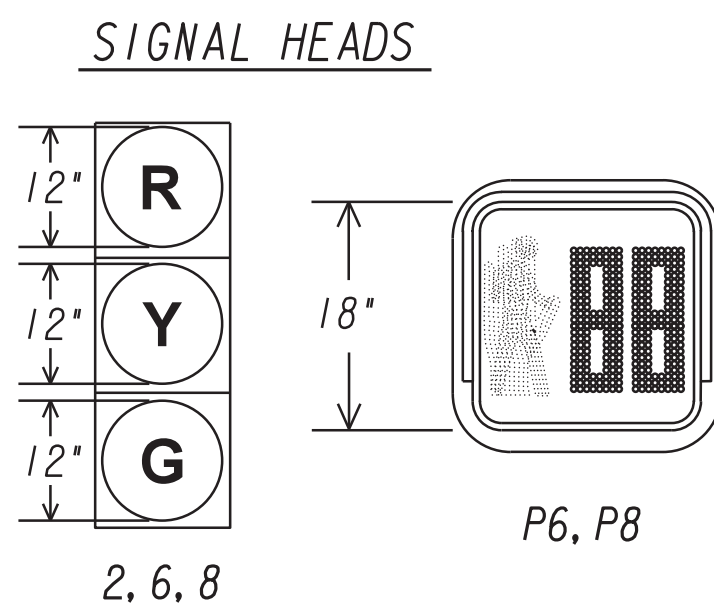
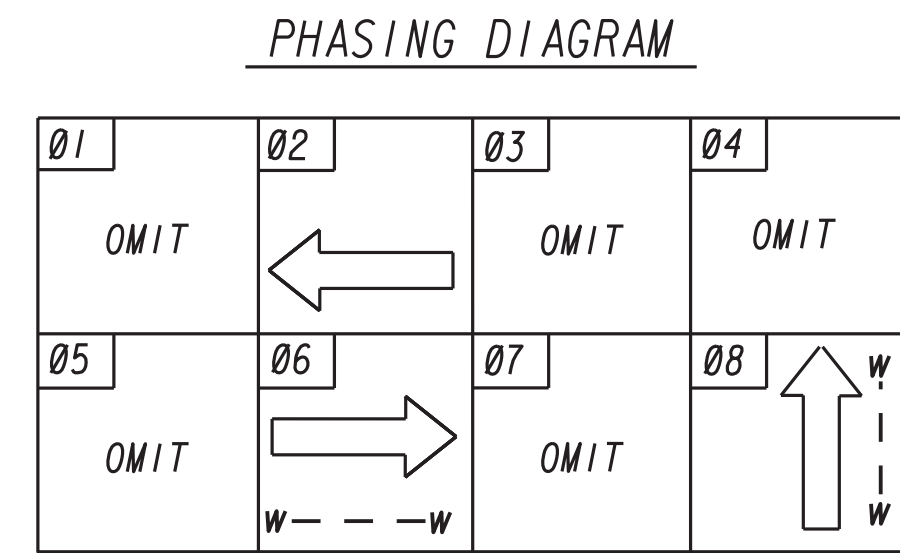
EXISTING SIGNAL

- 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

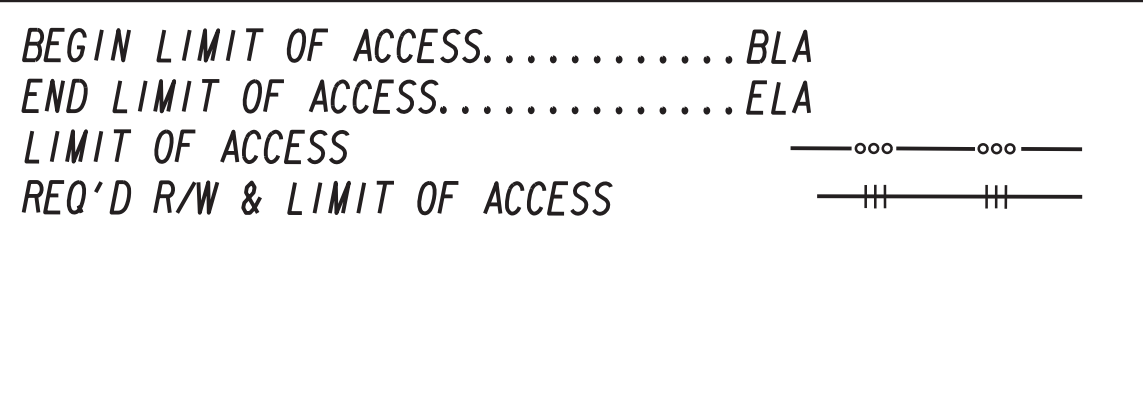
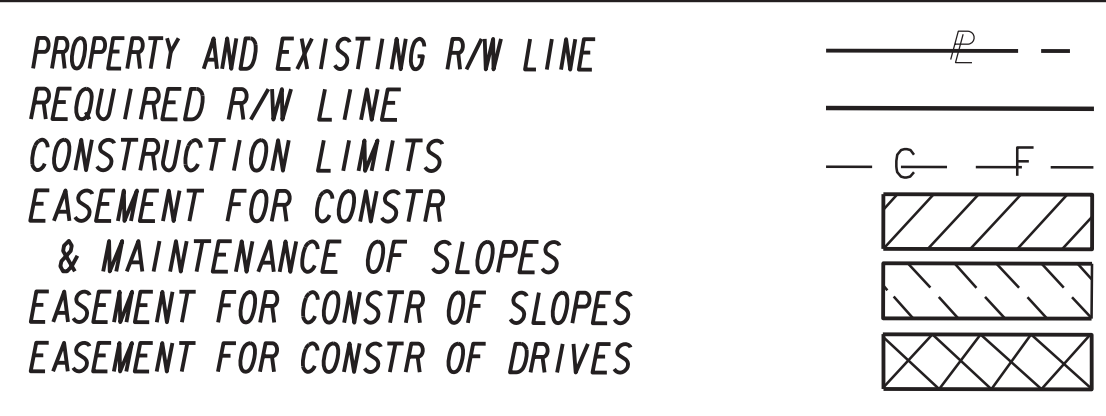
PROPOSED SIGNAL

- 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

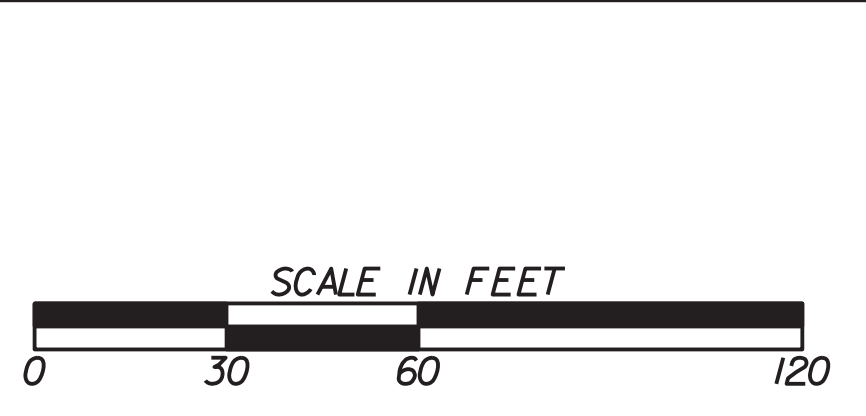
<p>Michael Baker INTERNATIONAL</p> <p>420 TECHNOLOGY PARKWAY, STE. 150 NORCROSS, GEORGIA 30092 (770) 263-9118</p>		<p>SIGNAL PLANS</p> <p>ASHFORD DUNWOODY ROAD</p> <p>AT MONTGOMERY ELEMENTARY</p>		<p>DRAWING No.</p> <p>27-0001</p>



NOTE:
PEDESTRIAN PHASE Ø8 SHALL HAVE LEADING PEDESTRIAN INTERVAL TIME OF 5 SECONDS.



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



REVISION DATES	
9/18/19	

SIGNAL PLANS			
ASHFORD DUNWOODY ROAD			
AT MONTGOMERY ELEMENTARY			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	27-0002	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

LIST OF MATERIALS

LIST OF MATERIALS (FOR INFORMATION ONLY)	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLIES		
A. CONTROLLER UNIT, MODEL 2070 LX (Preferred)	EA	1
E. CABINET ASSEMBLY, MODEL 332	EA	1
F. SWITCH PACK (Load Switch)	EA	5
G. DC ISOLATOR	EA	2
H. LOOP DETECTOR, 2 CHANNEL	EA	3
K. 2010 SIGNAL MONITOR, TYPE B (ETHERNET) (Preferred)	EA	1
M. AUXILLARY OUTPUT FILE	EA	1
BATTERY BACKUP SYSTEM - EXTERNAL MOUNTED, CABINET (per GDOT specs)	EA	1
332 PREFABRICATED CONTROLLER CABINET BASE w/BBS EXTENTION	EA	1
LOOP/PEDE LEAD-IN WIRE (SHIELDED, TWSTED/1000 FT); 3 PAIR, 18 AWG	REEL	1
SIGNAL CABLE (14 AWG); 10 CONDUCTOR, PER 1000 FT.	REEL	2
LOOP DETECTOR WIRE (14 AWG, STRANDED/1000 FT)	REEL	2
3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	7
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	7
HARDWARE FOR SPANWIRE MOUNTING (3 or 4 Section Signals)	EA	7
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, ONE-WAY BRACKET ASSEMBLY	EA	2
HARDWARE FOR SIDE-OF-POLE MOUNTING, ONE-WAY BRACKET ASSEMBLY; CONCRETE, TIMBER, STEEL POLE	EA	2
PEDESTAL POLE & SQUARE BASE	EA	2
PULL BOX, PB-2	EA	10
PULL BOX, PB-3	EA	1
LOOP SAW CUT	LF	215
CONDUIT, 1"	LF	60
CONDUIT, 2"	LF	85
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP

332 CABINET INPUT ASSIGNMENT

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

TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
CARD		2-CH										DC 150	DC 150	
CI PIN	56	59	63	47	58	41	65	49	60		80	67	68	81
FUNCTION		L2A											Ø 6 PED	FLASH
FIELD TERM	T82 1,2	T82 5,6	T82 9,10	T84 1,2	T84 5,6	T84 9,10	T86 1,2	T86 5,6	T86 9,10			T88 4,6	T88 7,9	N/C

TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
CARD		2-CH										DC 150	DC 150	
CI PIN	56	43	76	47	58	45	78	49	62		53	69	70	82
FUNCTION													Ø 8 PED	STOP TIME
FIELD TERM	T82 3,4	T82 7,8	T82 11,12	T84 3,4	T84 7,8	T84 11,12	T86 3,4	T86 7,8	T86 11,12			T88 5,6	T88 8,9	N/C

LOWER INPUT FILE

TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
CARD		2-CH										DC 150	DC 150	
CI PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
FUNCTION		L5A					L8A							
FIELD TERM	T83 1,2	T83 5,6	T83 9,10	T85 1,2	T85 5,6	T85 9,10	T87 1,2	T87 5,6	T87 9,10			T89 4,6	T89 7,9	T89 10,12

TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
CARD		2-CH										DC 150	DC 150	
CI PIN	55	44	77	48	57	46	79	50	61		75	73	74	52
FUNCTION						L8B								
FIELD TERM	T83 3,4	T83 7,8	T83 11,12	T85 3,4	T85 7,8	T85 11,12	T87 3,4	T87 7,8	T87 11,12			T89 5,6	T89 8,9	T89 11,12

PAY ITEMS

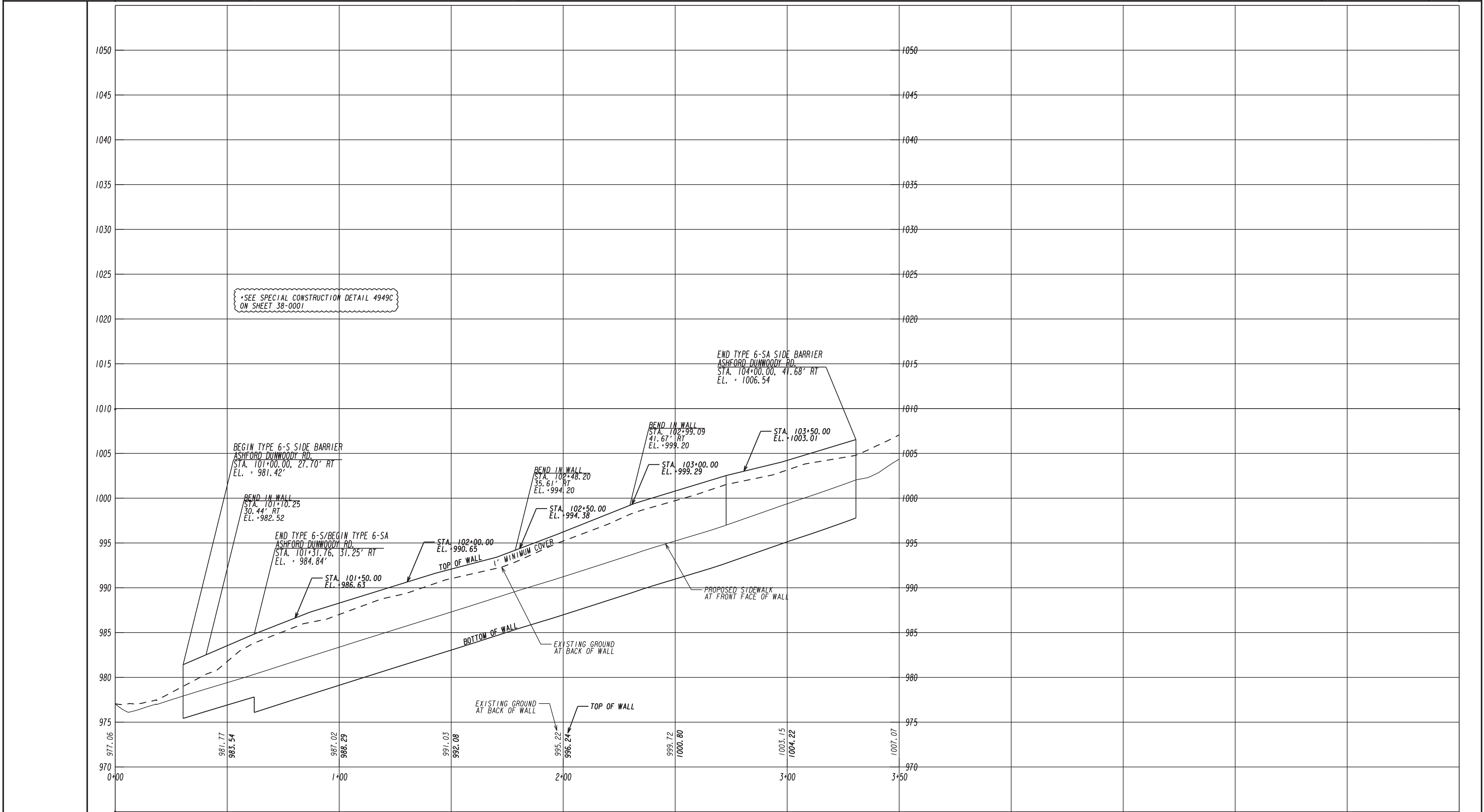
PAY ITEMS (FOR INFORMATION ONLY)	UNIT	QUANTITY
682-9950 DIRECTIONAL BORE, 2"	LF	200
639-3004 TYPE IV STEEL BLACK POWDER-COATED STRAIN POLE	EA	4
647-1000 TRAFFIC SIGNAL INSTALLATION NO. 1	LUMP	LUMP
682-6233 CONDUIT, NONMETAL, TP 3, 2 IN	LF	680

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

REVISION DATES

SIGNAL PLANS
 ASHFORD DUNWOODY ROAD
 AT MONTGOMERY ELEMENTARY

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

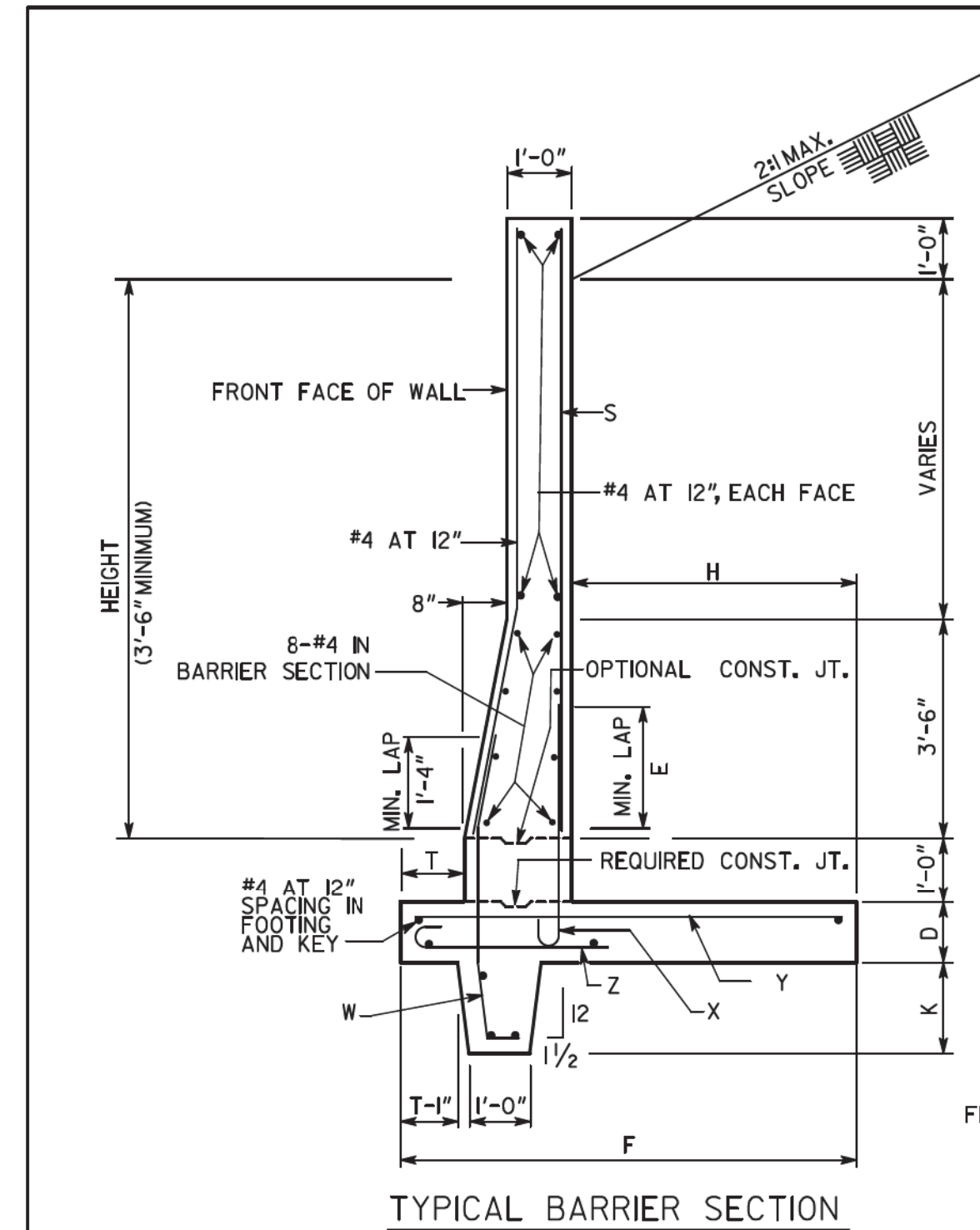


<p>Michael Baker INTERNATIONAL 420 TECHNOLOGY PARKWAY, STE. 150 NORCROSS, GEORGIA 30092 (770) 263-9118</p>	<p>SCALE : 1" = 20' HORIZ. 1" = 5' VERT.</p>	<p>REVISION DATES</p> <table border="1"> <tr> <td>9/18/19</td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table>		9/18/19												<p>RETAINING WALL ENVELOPES ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY</p>
		9/18/19														
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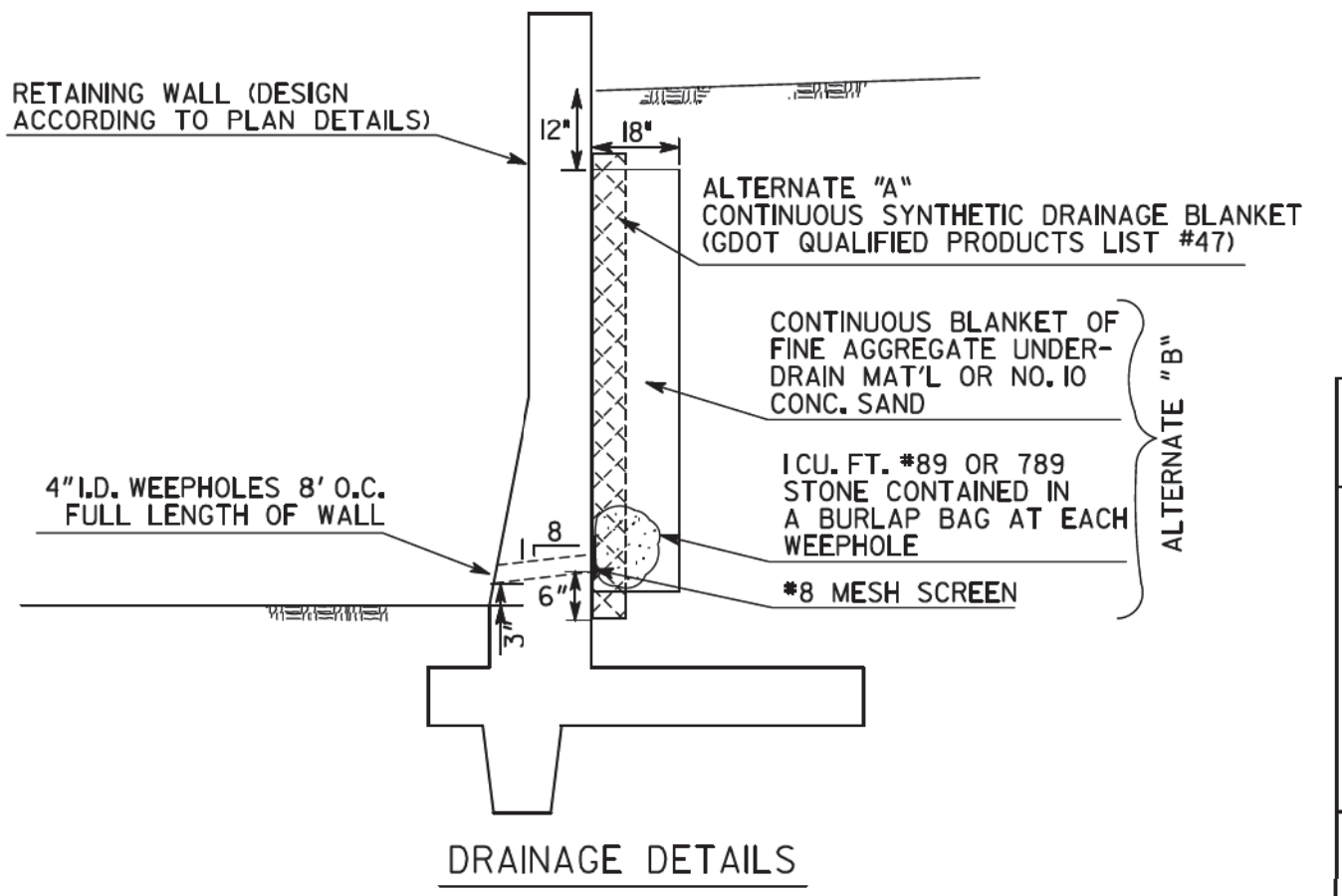
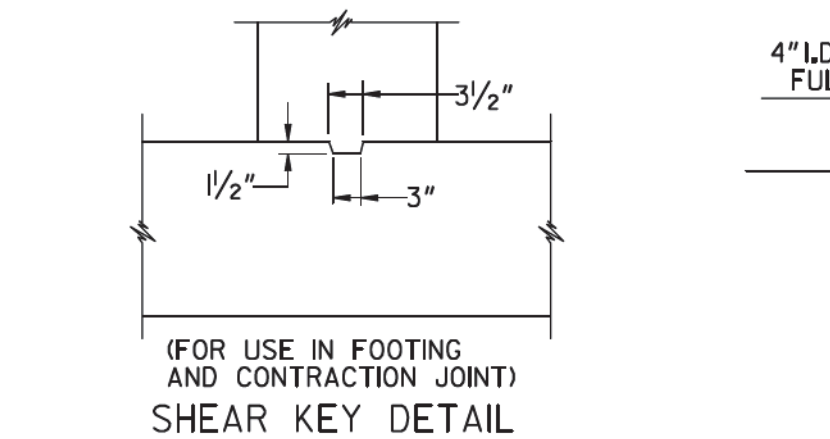
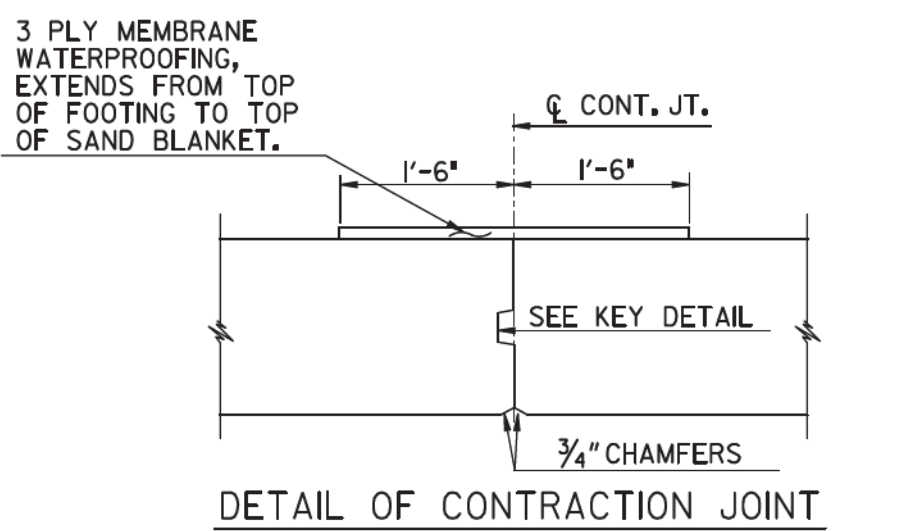
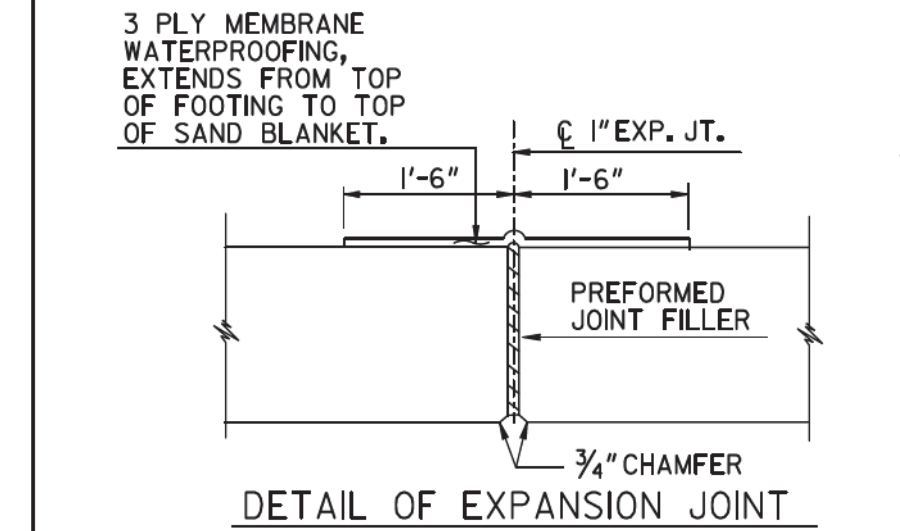
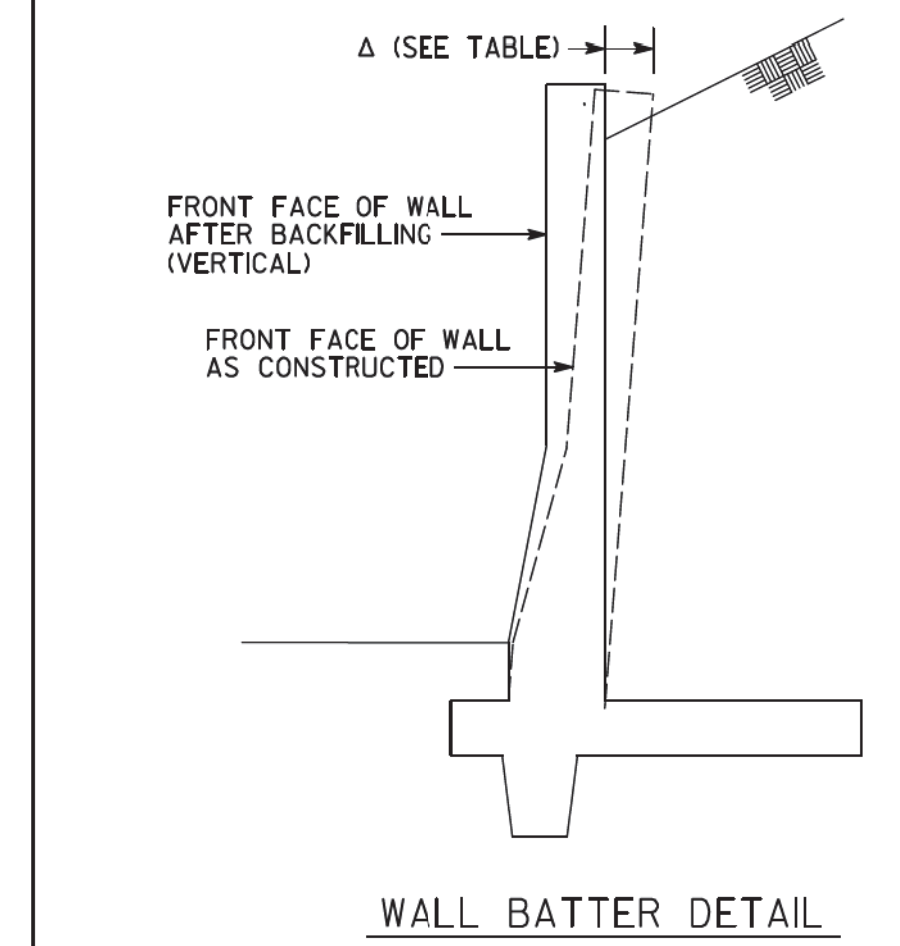
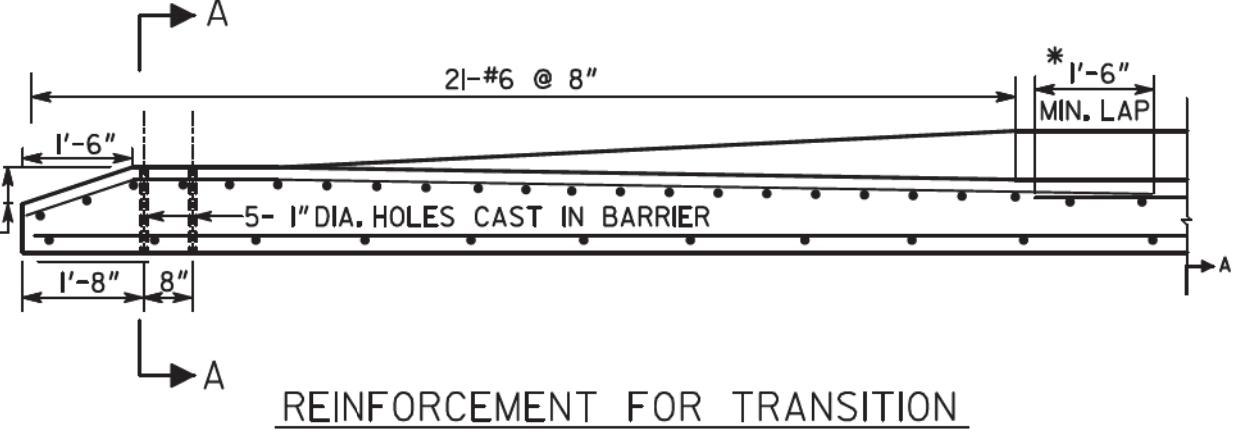
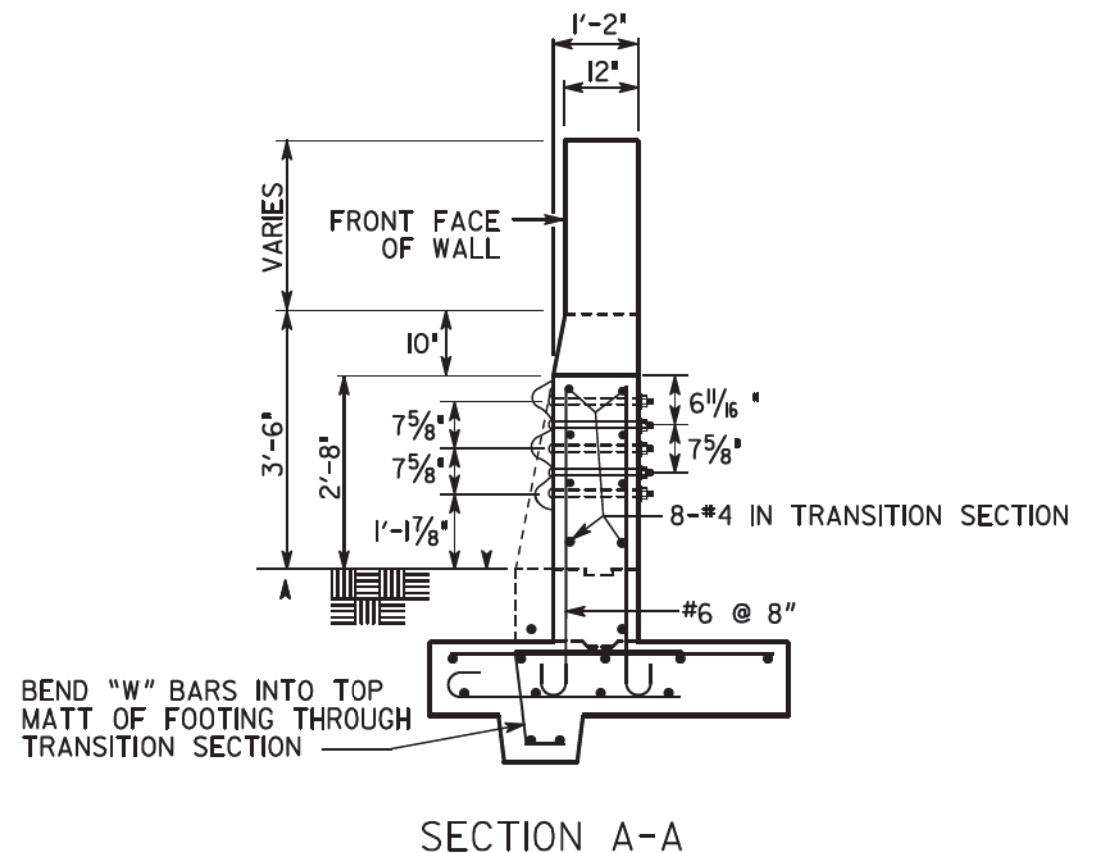
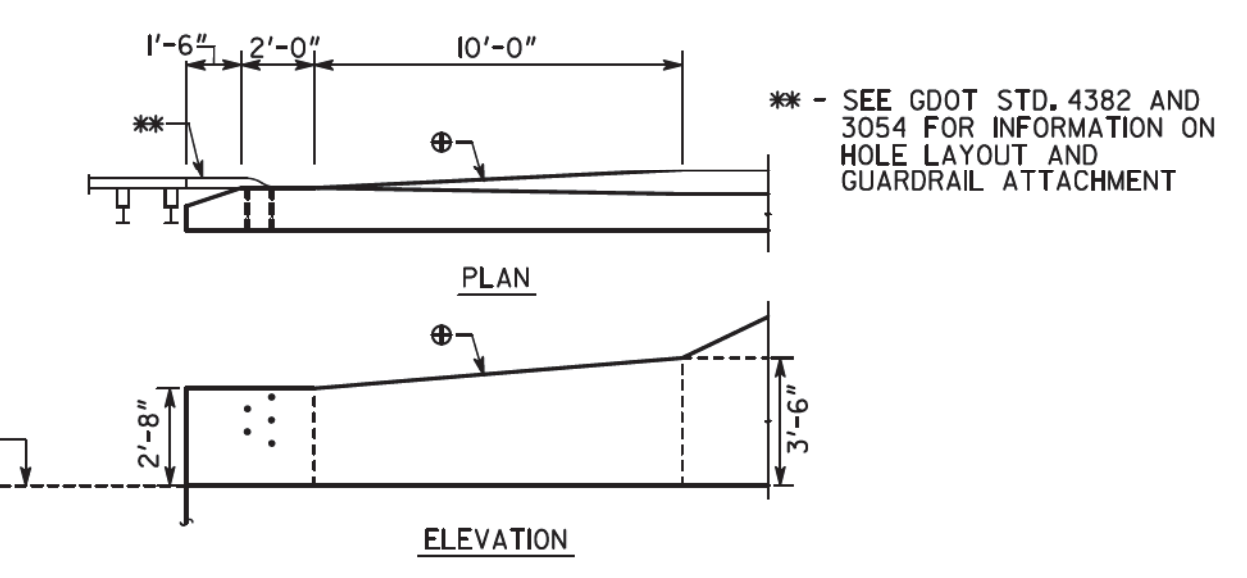
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

- GENERAL NOTES:
- SPECIFICATIONS: GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THERETO.
 - CONCRETE SHALL BE CLASS "AA", REINFORCING STEEL SHALL BE GRADE 60.
 - DRAINAGE DETAIL ALTERNATES A OR B, PER THE DETAIL ON THIS SHEET, ARE REQUIRED FOR TYPES 6-S, 6-SA, 6-SB, AND 6-SC. INCLUDE COST OF MATERIALS AND WORK IN PRICE BID FOR BARRIER.
 - MAINTAIN 2" COVER ON ALL REINFORCING IN STEM AND BARRIER AND 3" COVER IN FOOTING. USE OF FORMLINERS PER THE CONTRACT WILL REQUIRE OVERALL STEM AND BARRIER WIDTHS TO BE INCREASED TO MAINTAIN COVER.
 - EXPOSED CONCRETE SURFACES SHALL RECEIVE A TYPE III FINISH UNLESS A FORMLINER IS REQUIRED PER THE CONTRACT. FORMLINERS SHALL NOT BE APPLIED TO THE BARRIER FACE.
 - APPLY A GRAFFITI PROOF COATING AS PER SECTION 838 TO ALL EXPOSED CONCRETE SURFACES.
 - EXPANSION JOINTS SHALL BE SPACED UNIFORMLY AT A MAXIMUM SPACING OF 90'-0" AND EXTEND THROUGH THE BARRIER, STEM AND FOOTING. CONTRACTION JOINTS SHALL BE LOCATED AT A MAXIMUM SPACING OF 20'-0" AND EXTEND THROUGH THE BARRIER AND STEM ONLY.
 - EXPANSION AND CONTRACTION JOINTS IN TYPES 6-S, 6-SA, 6-SB, AND 6-SC SIDE BARRIER SHALL BE WATERPROOFED ON THE BACK SIDE. WATERPROOFING SHALL BE 3-PLY AND EXTEND FROM 1'-0" BELOW FINISH GRADE TO TOP OF FOOTING FOR 1'-6" MIN. EACH SIDE OF JOINT.
 - TYPES 6-S, 6-SA, 6-SB AND 6-SC SIDE BARRIER SHALL BE PAID FOR PER LIN. FT. AS CONCRETE SIDE BARRIER, TYPE 6-S, 6-SA, 6-SB, OR 6-SC PRICE BID TO INCLUDE COST OF WATERPROOFING AND ALL INCIDENTALS AS SPECIFIED IN SECTION 621 OF THE STANDARD SPECIFICATIONS IN THE PRICE BID.
 - TYPE 6-S, 6-SA, 6-SB AND 6-SC SIDE BARRIERS ARE DESIGNED IN ACCORDANCE WITH THE 2014 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
 - SIDE BARRIER DESIGN FOR THE FOLLOWING SOIL PROPERTIES:

COHESION =	FOUNDATION	BACKFILL
0	0 KSF	0 KSF
φ =	28°	28°
UNIT WT. =	0.120 KCF	0.120 KCF
 - WIRE FABRIC REINFORCING OR ALTERNATE REBAR SIZE/SPACING MAY BE USED IF DETAILS ARE SUBMITTED TO & APPROVED BY THE ENGINEER PRIOR TO USE.
 - AT CONTRACTOR'S OPTION, SIDES OF KEY MAY BE VERTICAL. MAINTAIN WIDTH SHOWN AT TOP OF KEY.
 - PLACE BACKFILL ON FRONT FACE SIDE OF WALL BEFORE BACKFILLING BACK FACE SIDE OF WALL.
 - WHERE GUARDRAIL ATTACHMENT IS REQUIRED, USE BARRIER TRANSITION DETAIL. INCLUDE COSTS FOR TRANSITION AND THE FIVE 1" DIA. HOLES, PROPERLY LOCATED FOR CONNECTING THE SPECIAL END SHOE IN THE PRICE BID FOR CONCRETE SIDE BARRIER, TYPE 6-S, 6-SA, 6-SB, OR 6-SC BASED ON STEM HEIGHT REQUIRED.



MAX. HEIGHT	WALL DIMENSIONS						REINFORCEMENT					Δ (INCHES)	REQUIRED NOMINAL RESISTANCE	TYPE
	D	E	F	H	T	K	S	W	X	Y	Z			
3'-6"	1'-0"	1'-4"	4'-4"	2'-2"	0'-6"	0'-6"	#4 AT 18"	#4 AT 12"	#4 AT 18"	#5 AT 18"	#4 AT 18"	0	2.5 KSF	6-S
4'-6"	1'-0"	1'-4"	5'-11"	3'-9"	0'-6"	0'-6"	#4 AT 18"	#4 AT 12"	#4 AT 18"	#6 AT 12"	#4 AT 18"	1/8"	3.0 KSF	6-S
5'-6"	1'-0"	1'-4"	4'-6"	2'-4"	0'-6"	2'-3"	#4 AT 18"	#4 AT 12"	#4 AT 18"	#5 AT 12"	#4 AT 18"	1/8"	4.5 KSF	6-SA
6'-6"	1'-0"	1'-4"	6'-4"	4'-2"	0'-6"	2'-3"	#4 AT 18"	#4 AT 12"	#4 AT 18"	#8 AT 12"	#4 AT 18"	3/8"	4.5 KSF	6-SA
7'-6"	1'-0"	1'-4"	6'-0"	3'-10"	0'-6"	3'-3"	#4 AT 18"	#4 AT 12"	#4 AT 12"	#9 AT 12"	#4 AT 18"	1/2"	5.75 KSF	6-SB
8'-6"	1'-0"	1'-4"	7'-9"	5'-7"	0'-6"	3'-3"	#4 AT 12"	#4 AT 12"	#4 AT 12"	#9 AT 8"	#4 AT 18"	5/8"	5.75 KSF	6-SB
9'-6"	1'-3"	1'-8"	7'-9"	4'-9"	1'-4"	4'-3"	#5 AT 10"	#5 AT 12"	#5 AT 10"	#9 AT 10"	#4 AT 12"	3/4"	6.0 KSF	6-SC
10'-6"	1'-3"	1'-8"	9'-9"	6'-9"	1'-4"	4'-3"	#5 AT 8"	#5 AT 12"	#5 AT 8"	#9 AT 8"	#4 AT 12"	3/4"	6.0 KSF	6-SC



DATE		DEPARTMENT OF TRANSPORTATION	
REVISION		STATE OF GEORGIA	
NO SCALE		SPECIAL DETAIL	
DECEMBER 2017		CONCRETE SIDE BARRIER	
NUMBER 4949C		TYPES 6-S, 6-SA, 6-SB AND 6-SC	
DES. CEW (SUBMITTED)	STATE DESIGN POLICY ENGINEER	NO SCALE	DECEMBER 2017
DRW. DDF	(APPROVED)		
CHK. DDF	CHIEF ENGINEER		
REV. WMD/BAS			

REVISION DATES

SPECIAL CONSTRUCTION DETAIL
ASHFORD DUNWOODY ROAD
AT MONTGOMERY ELEMENTARY

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

38-0001

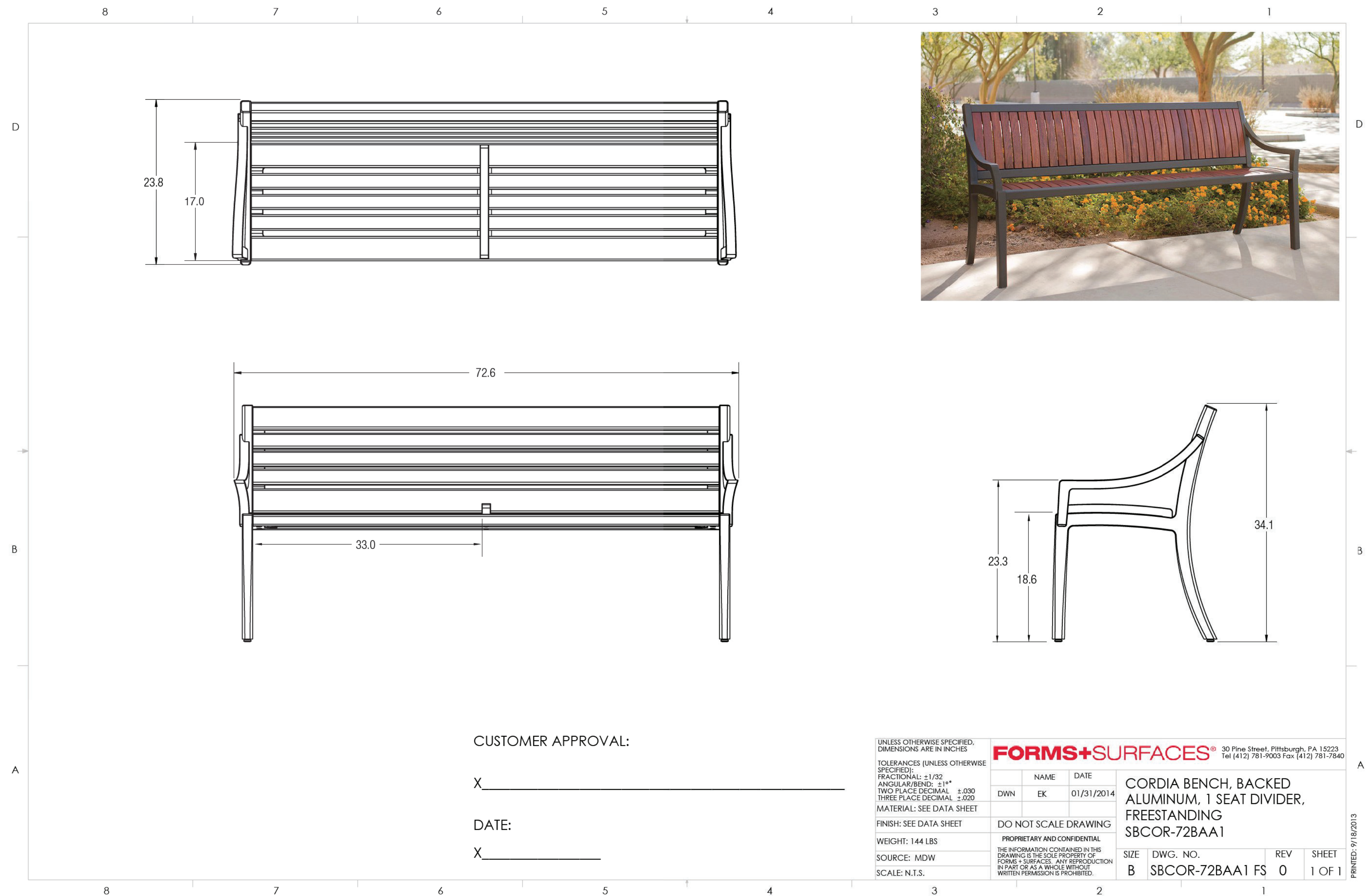
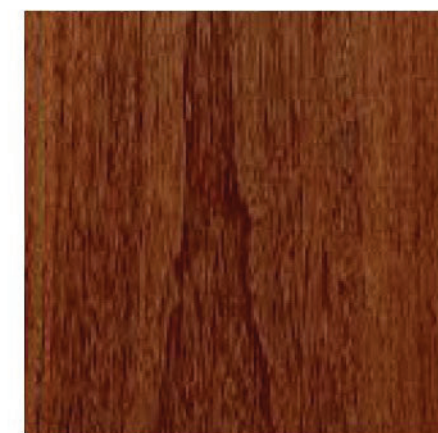
Bench

Street Bench Base Option:
 Manufacturer: Forms+Surfaces
 Model: Cordia Bench
 Model #: SBCOR-72BAA1
 Intermediate Arm: Available
 Length: 72.6"

Base Color: Dark Bronze Metallic



Seat/Back Material: FSC® 100% Jatoba hardwood.



CUSTOMER APPROVAL:

X _____

DATE:

X _____

UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES		FORMS+SURFACES ® 30 Pine Street, Pittsburgh, PA 15229 Tel (412) 781-9000 Fax (412) 781-7640	
TOLERANCES (UNLESS OTHERWISE SPECIFIED):		NAME	DATE
FRACTIONAL: ± 1/32	ANGULAR: BEND: ± 1/4"	DWN	EK
TWO PLACE DECIMAL: ± .000	THREE PLACE DECIMAL: ± .000	01/31/2014	
FINISH: SEE DATA SHEET		DO NOT SCALE DRAWING	
WEIGHT: 144 LBS		PROPRIETARY AND CONFIDENTIAL	
SOURCE: MDW		THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF FORMS+SURFACES. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT WRITTEN PERMISSION IS PROHIBITED.	
SCALE: N.T.S.		SIZE	DWG. NO.
		B	SBCOR-72BAA1 FS
		REV	0
		SHEET	1 OF 1

STREETSCAPE DESIGN STANDARDS | CITY OF BROOKHAVEN | AUGUST 28, 2018

ST-05



REVISION DATES		SPECIAL CONSTRUCTION DETAIL	
		ASHFORD DUNWOODY ROAD	
		AT MONTGOMERY ELEMENTARY	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	38-0002	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

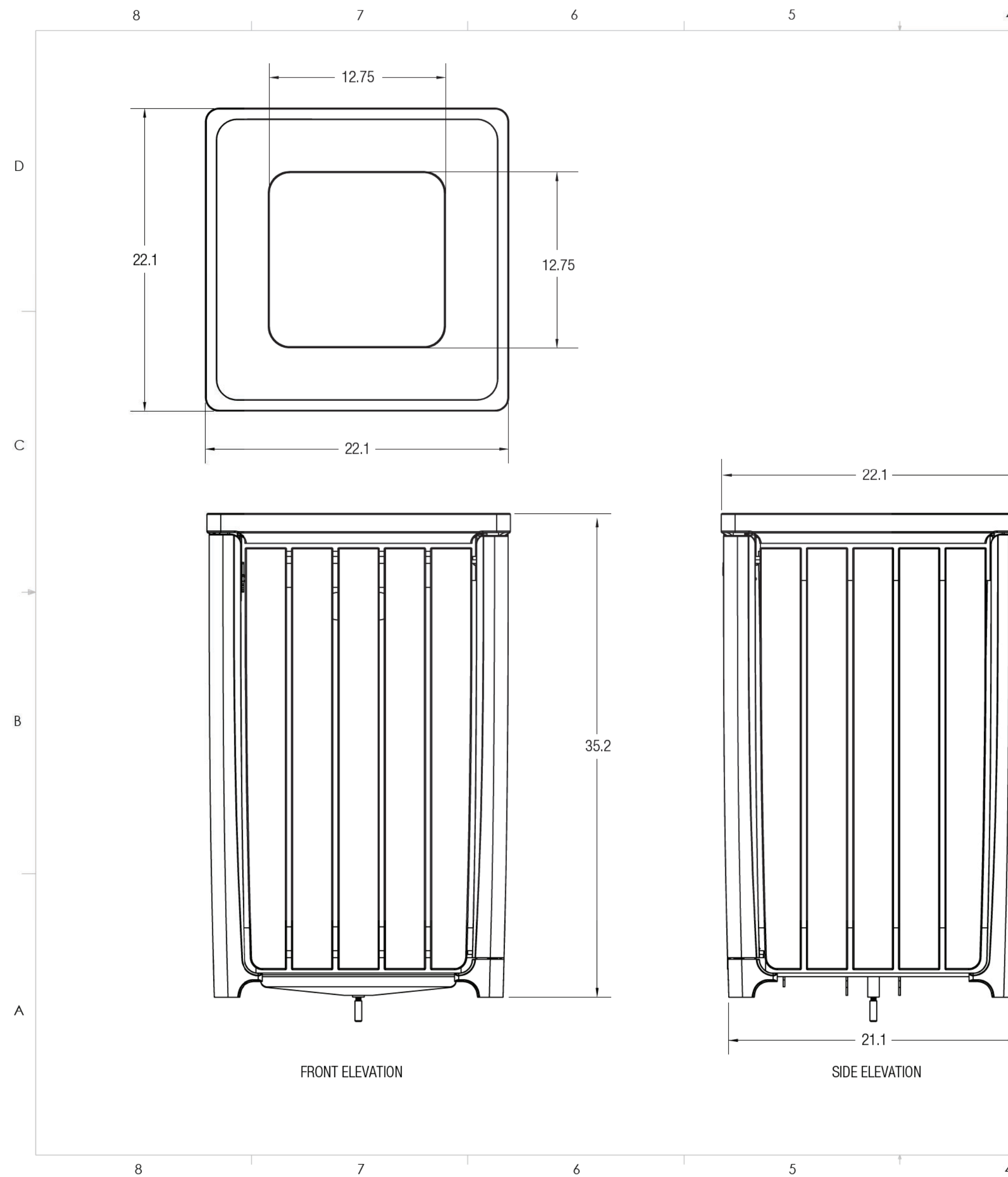
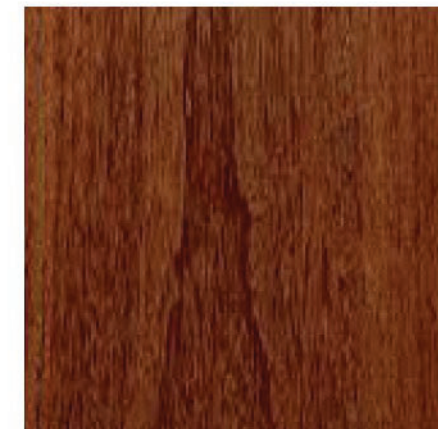
Trash Receptacle

Trash Receptacle Base Option:
 Manufacturer: Forms+Surfaces
 Model: Cordia Receptacle, 36 GAL
 Model #: SBCOR-136J-SM
 Include rain protected top

Base Color: Dark Bronze Metallic



Infill Material: FSC® 100% Jatoba hardwood.



CUSTOMER APPROVAL:

X _____

DATE:

X _____

UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES		FORMS+SURFACES® 30 Pine Street, Pittsburgh, PA 15223 Tel (412) 781-9000 Fax (412) 781-7840	
TOLERANCES (UNLESS OTHERWISE SPECIFIED):		NAME	DATE
FRACTIONAL: ± 1/32		DWN	ARW
ANGULARS: BEND: ± 1°			2/07/2014
TWO PLACE DECIMAL: ± .030		CORDIA RECEPTACLE, 36 GAL, JATOBA, SINGLE-STREAM, SURFACE MOUNT SLCOR-136J-SM	
THREE PLACE DECIMAL: ± .005		DO NOT SCALE DRAWING	
MATERIAL: SEE DATA SHEET		PROPRIETARY AND CONFIDENTIAL	
FINISH: SEE DATA SHEET		THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF FORMS+SURFACES. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT WRITTEN PERMISSION IS PROHIBITED.	
WEIGHT: 99 LBS		SIZE	DWG. NO.
SOURCE: MDW		B	SLCOR-136J-SM
SCALE: N.T.S.		REV	SHEET
		0	1 OF 1

STREETSCAPE DESIGN STANDARDS | CITY OF BROOKHAVEN | AUGUST 28, 2018

ST-06

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

REVISION DATES	

SPECIAL CONSTRUCTION DETAIL			
ASHFORD DUNWOODY ROAD			
AT MONTGOMERY ELEMENTARY			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	38-0003	
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 	
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 	
		POLYACRYLAMIDE	
Sb	STREAMBANK STABILIZATION SECTION 702		STREAMBANK STABILIZATION IS THE USE OF READILY AVAILABLE NATIVE PLANT MATERIALS TO MAINTAIN AND ENHANCE STREAMBANKS, OR TO PREVENT, OR RESTORE AND REPAIR SMALL STREAMBANK EROSION PROBLEMS. STREAMBANK STABILIZATION AREAS SHOULD BE SHOWN ON THE PLANS WHEN APPLICABLE TO THE PROJECT. REFER TO THE PROJECT'S STREAM AND STREAM BUFFER MITIGATION PLANS FOR PLANT SPECIES, LOCATIONS, AND OTHER PLANTING DETAILS.
		PATTERN 	

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

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			52-0001																						

24 HOUR CONTACT HARI KARIKARAN 404-637-0500 HARI.KARIKARAN@BROOKHAVENGA.GOV	 420 TECHNOLOGY PARKWAY, STE. 150 NORCROSS, GEORGIA 30092 (770) 263-9118	<table border="1"> <thead> <tr> <th colspan="2">REVISION DATES</th> </tr> </thead> <tbody> <tr> <td></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										EROSION CONTROL LEGEND ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY <table border="1"> <tr> <td>CHECKED:</td> <td>DATE:</td> <td>DRAWING No.</td> </tr> <tr> <td>BACKCHECKED:</td> <td>DATE:</td> <td></td> </tr> <tr> <td>CORRECTED:</td> <td>DATE:</td> <td></td> </tr> <tr> <td>VERIFIED:</td> <td>DATE:</td> <td></td> </tr> </table>	CHECKED:	DATE:	DRAWING No.	BACKCHECKED:	DATE:		CORRECTED:	DATE:		VERIFIED:	DATE:	
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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).
		PATTERN 	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.
Toc	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.
		SYMBOL 	REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR CRITERIA.
Cd-F	FABRIC CHECK DAM CONSTRUCTION DETAIL D-24D SECTION 171		A CHECK DAM COMPOSED OF SYNTHETIC FIBER FABRIC, WIRE REINFORCED, POST, OVERFLOW WEIR, AND TURF REINFORCEMENT MATTING (TRM) SPLASHPAD PLACED IN DITCHES IN A SPECIAL CONFIGURATION WHICH CONTROLS ENERGY DISSIPATION AND FILTRATION OF STORM WATER. SEE CONSTRUCTION DETAIL D-24D FOR ADDITIONAL INFORMATION AND SPACING REQUIREMENTS. THIS ITEM IS SUITABLE FOR USE IN ROADSIDE DITCHES THAT ARE PART OF INFRASTRUCTURE CONSTRUCTION PROJECTS AND WITHIN THE CLEAR ZONE.
		SYMBOL 	IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
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.
		SYMBOL 	IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
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.
		SYMBOL 	IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Cd-S	STONE CHECK DAM OR SANDBAG CHECK DAM CONSTRUCTION DETAIL D-56 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.
		SYMBOL 	IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
Ch-1	VEGETATED CHANNEL STABILIZATION SECTION 700		A NEW OR EXISTING CHANNEL MAY BE LINED WITH PERMANENT VEGETATION ONLY FOR VELOCITIES UP TO 5.0 fps. THIS MEASURE SHALL BE DESIGNED IN ACCORDANCE WITH THE GDOT CHANNEL LINING DESIGN PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. TYPICALLY NOT SHOWN IN PLANS.
		LINE CODE 	
Ch-2R1	CHANNEL STABILIZATION RIP-RAP, TYPE 1 CONSTRUCTION DETAIL D-49 SECTION 603		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 1 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED.
		LINE CODE 	"Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
Ch-2R3	CHANNEL STABILIZATION RIP-RAP, TYPE 3 CONSTRUCTION DETAIL D-49 SECTION 603		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 3 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED.
		LINE CODE 	"Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

NOTE:

- DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
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NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
11/28/2018		SHEET 2 OF 7	
CHECKED:	D. EAGLETON	DATE:	01/01/16
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REVISION DATES		EROSION CONTROL LEGEND	
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		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 0-8 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-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		

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 NORCROSS, GEORGIA 30092
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	NO SCALE	<table border="1"> <tr><th colspan="2">REVISION DATES</th></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>	REVISION DATES										EROSION CONTROL LEGEND ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY <table border="1"> <tr><td>CHECKED:</td><td></td><td>DATE:</td><td></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:		DATE:		DRAWING No.	BACKCHECKED:		DATE:			CORRECTED:		DATE:			VERIFIED:		DATE:		
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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 TPI, 9017 J TPI, DETAIL D-26 TPI 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, 9017 J TP2, DETAIL D-26 TP2 SECTION 576, 577		CONCRETE DRAIN INLET AND METAL PIPE IS USED TO DRAIN CURB, IN A SAG, DOWN TO A LOWER ELEVATION. THIS IS A PERMANENT STRUCTURE, REQUIRING OUTLET PROTECTION, TEMPORARY AND PERMANENT. INLETS SHALL BE SPACED ACCORDING TO GDOT GUIDELINES (REGARDING GUTTER SPREAD AND OR OTHER CRITERIA).
	LINE CODE		

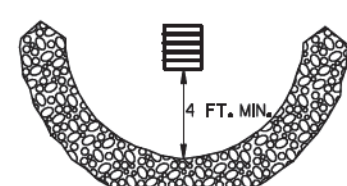
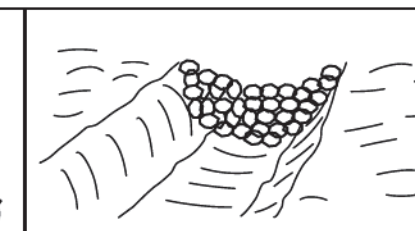




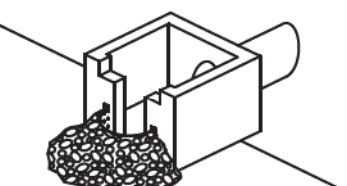
NOTE:
 1. DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE.
 2. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S,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

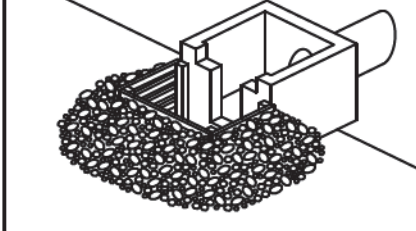



	NO SCALE	EROSION CONTROL LEGEND UNIFORM CODE SHEET SHEET 4 OF 7
		CHECKED: D. EARLETON DATE: 01/01/16 DRAWING No. BACKCHECKED: DATE: 52-0004 CORRECTED: DATE: VERIFIED: DATE:

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EROSION CONTROL LEGEND ASHFORD DUNWOODY ROAD AT MONTGOMERY ELEMENTARY	DRAWING No. 52-0004
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CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING CONSTRUCTION DETAIL D-46 SECTION 163	 SYMBOL Fr	A TEMPORARY STONE BARRIER CONSTRUCTED AT DRAINAGE STRUCTURE INLETS AND POST-CONSTRUCTION POND OUTLETS. IT REDUCES RUNOFF VELOCITY AND HELPS PREVENT SEDIMENT FROM LEAVING SITE PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA. REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR ADDITIONAL INFORMATION ON USAGE.
Rd	ROCK FILTER DAM CONSTRUCTION DETAIL D-43 SECTION 163, 603	 SYMBOL Rd	ROCK FILTER DAMS ARE CONSTRUCTED OF TYPE 3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. THEY ARE PLACED ACROSS DRAINAGEWAYS WHICH DRAIN 50 ACRES OR LESS. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING ROCK FILTER DAMS. THE DAM SHOULD NOT BE HIGHER THAN THE CHANNEL BANKS. ROCK FILTER DAMS SHOULD BE USED IN DITCHES PRIOR TO DISCHARGING INTO STREAMS, WETLANDS, OPEN-WATERS, OR OTHER ESAS.
Rd-B	STONE FILTER BERM CONSTRUCTION DETAIL D-50 SECTION 163, 603	 LINE CODE 	STONE FILTER BERMS ARE CONSTRUCTED SIMILAR TO ROCK FILTER DAMS FOR A LINEAR APPLICATION. THEY ARE CONSTRUCTED OF TYPE-3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING STONE FILTER BERMS. STONE FILTER BERMS ARE IDEAL ALONG THE PERIMETER FOR SHEET FLOW AND/OR SHALLOW CONCENTRATED FLOW TO A COMMON LOW AREA WHERE PERIMETER SILT FENCE ALONE MAY BE INSUFFICIENT. THERE IS NO WELL-DEFINED CHANNEL FOR A STANDARD ROCK FILTER DAM, AND/OR CONSTRUCTING A ROCK OUTLET TEMPORARY SEDIMENT TRAP IS NOT APPLICABLE.
Rp	RIP-RAP SECTION 603	 PATTERN 	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.
Rt-P	RETROFITTING PERFORATED HALF-ROUND PIPE CONSTRUCTION DETAIL D-44 SECTION 163	 SYMBOL Rt-P	A PERFORATED HALF-ROUND PIPE WITH STONE FILTER PLACED IN FRONT OF A PERMANENT STORMWATER DETENTION POND OUTLET STRUCTURE TO SERVE AS A TEMPORARY SEDIMENT FILTER. SHOULD BE USED ONLY IN DETENTION PONDS WITH LESS THAN 30 ACRES TOTAL DRAINAGE AREA. SHALL ONLY BE USED IN DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA. REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR DESIGN CRITERIA.

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


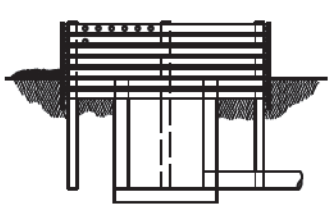

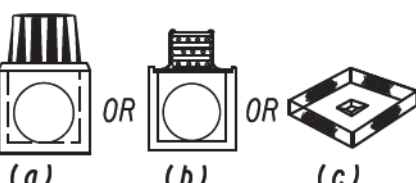

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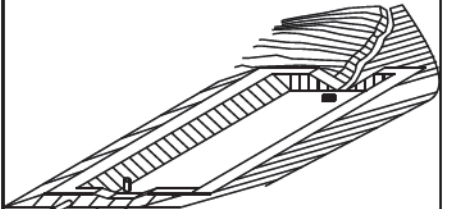
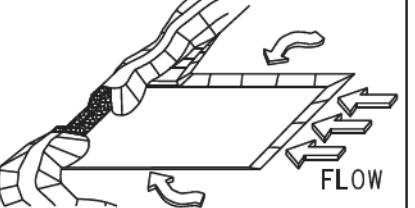
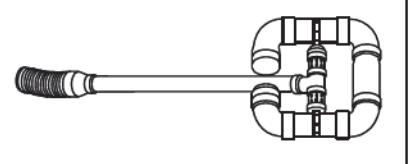
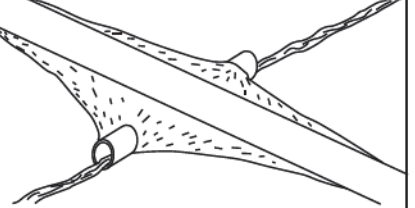
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Sd1-BB	SEDIMENT BARRIER BRUSH BARRIER CONSTRUCTION DETAIL D-24B SECTION 201		THIS ITEM CONSISTS OF INTERMINGLED BRUSH, LOGS, ETC. SO AS NOT TO FORM A SOLID DAM. CONSTRUCTED AT THE TOE OF FILL SLOPES ONLY DURING THE CLEARING AND GRUBBING OPERATION. 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-24C 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			

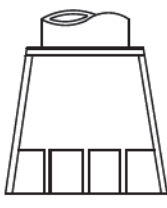

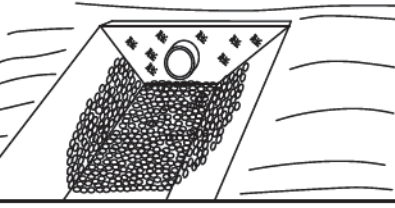

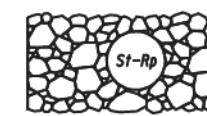
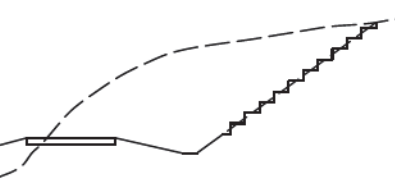

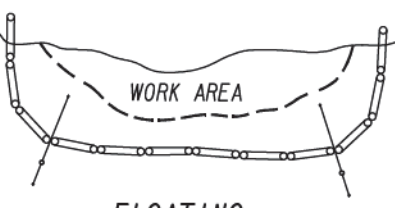

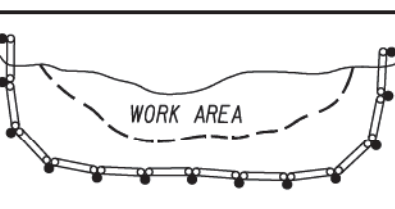

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	NO SCALE	<table border="1"> <thead> <tr> <th colspan="2">REVISION DATES</th> </tr> </thead> <tbody> <tr> <td>3/2/2017</td> <td></td> </tr> <tr> <td>11/28/2018</td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>	REVISION DATES		3/2/2017		11/28/2018										EROSION CONTROL LEGEND UNIFORM CODE SHEET SHEET 6 OF 7 <table border="1"> <tr> <td>CHECKED:</td> <td>D. ENGLETON</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. ENGLETON	DATE:	01/01/16	DRAWING No.	BACKCHECKED:		DATE:			CORRECTED:		DATE:			VERIFIED:		DATE:		
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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.				
		SYMBOL 					
St-Rp	STORM DRAIN OUTLET PROTECTION (RIP-RAP) CONSTRUCTION DETAIL D-55 SECTION 603		RIP-RAP OUTLET PROTECTION IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE, CHANNEL, OR STRUCTURE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. THE MINIMUM DESIGN OF RIP-RAP OUTLET PROTECTION SHALL BE THE 25-YEAR STORM PEAK FLOW, BUT LARGER STORMS ARE RECOMMENDED. TYPE-1 RIP-RAP AT A DEPTH OF 36" AND PLACED ON FILTER FABRIC IS PREFERRED FOR ALL $d_{50} < 1.2$ FEET. TYPE-3 RIP-RAP AT A DEPTH OF 18" AND PLACED ON FILTER FABRIC MAY BE USED FOR $d_{50} < 0.7$ FEET.				
		PATTERN FLAT AREA  OR  WELL-DEFINED CHANNEL	REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR REQUIRED DESIGN DIMENSIONS AND OTHER INFORMATION TO BE INCLUDED IN THE PLANS.				
Su	SURFACE ROUGHENING SERRATED SLOPES CONSTRUCTION DETAIL S-7 SECTION 205		PROVIDING A ROUGH SOIL SURFACE WITH HORIZONTAL DEPRESSIONS, BY OPERATING A CLEATED DOZER ON THE SLOPE IN A VERTICAL DIRECTION. CREATING SERRATED SLOPES IN THE GRADING PROCESS TO CONSTRUCT BENCHES WILL REDUCE RUNOFF VELOCITY AND INCREASE INFILTRATION OF WATER. IN MOST CASES THIS BMP IS NOT REQUIRED TO BE SHOWN ON THE PLANS, BUT REQUIRED TO BE COMPLETED BY THE CONTRACTOR UNDER ALL PROJECTS. IF SERRATED SLOPES ARE SPECIFIED BY THE SOIL SURVEY, THEN THIS BMP SHALL BE SHOWN ON THE PLANS WHERE SERRATED SLOPES ARE TO BE USED.				
		LINE CODE 					
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170		A FLOATING TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED WHERE CONSTRUCTION IS REQUIRED IN A LARGE BODY OF WATER SUCH AS LAKES AND RIVERS. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY ALSO BE REFERRED TO AS A FLOATING BOOM, SILT BARRIER, OR SILT CURTAIN.				
		LINE CODE 					
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170		A STAKED TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED IN SHALLOW INUNDATED AREAS. IT MAY BE USED TO PROTECT A SMALL STREAM BEING REALIGNED OR RESTORED. IN THIS CASE, CURTAIN SHOULD EXTEND TO BOTTOM OF STREAMBED. THE HEIGHT SHOULD BE LIMITED TO 5 FEET UNLESS DIRECTED AND EXTEND 2 FEET ABOVE NORMAL WATER ELEVATION. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY BE REFERRED TO AS A SILT BARRIER OR SILT CURTAIN.				
		LINE CODE 					

NOTE:
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NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
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		SHEET 7 OF 7	
CHECKED:	D. EASLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
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VERIFIED:		DATE:	
		DRAWING No. 52-0007	

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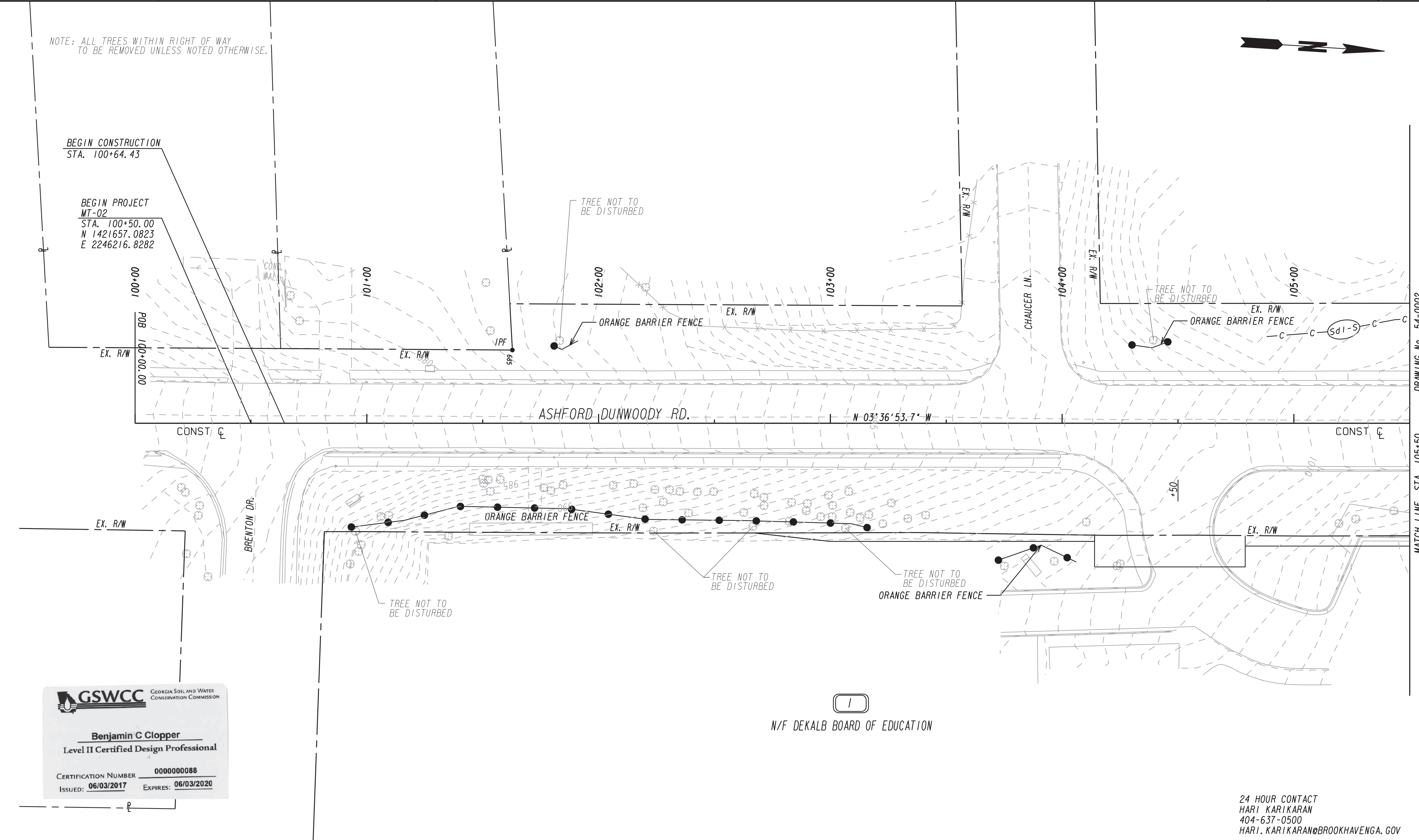
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REVISION DATES		EROSION CONTROL LEGEND	
		ASHFORD DUNWOODY ROAD	
		AT MONTGOMERY ELEMENTARY	
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		DRAWING No. 52-0007	

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BEGIN CONSTRUCTION STA. 100+64.43

BEGIN PROJECT MT-02 STA. 100+50.00
N 1421657.0823
E 2246216.8282



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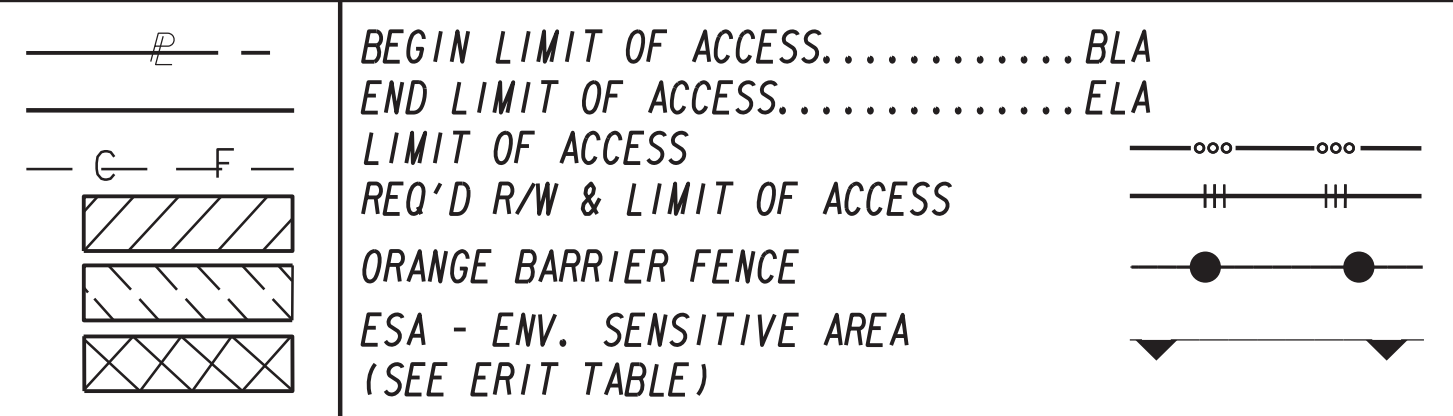
Benjamin C Clopper
Level II Certified Design Professional

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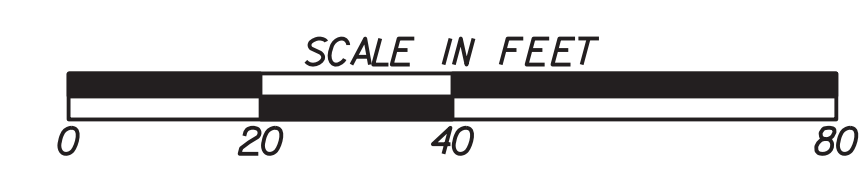
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PROPERTY AND EXISTING R/W LINE
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CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
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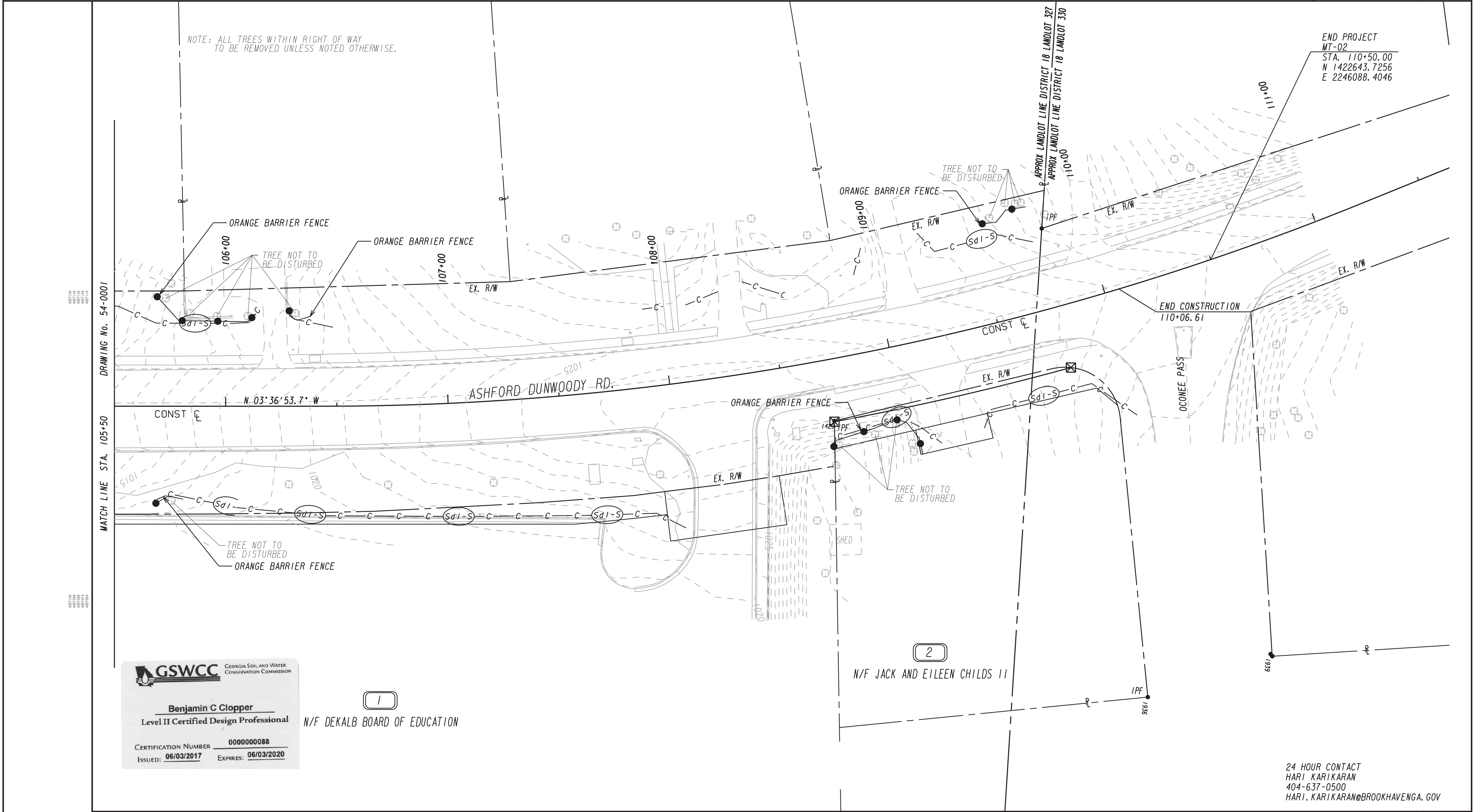


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REVISION DATES	

BMP LOCATION DETAILS			
STAGE 0			
ASHFORD DUNWOODY ROAD			
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END PROJECT
MT-02
STA. 110+50.00
N 1422643.7256
E 2246088.4046

DRAWING No. 54-0001
MATCH LINE STA. 105+50

GSWCC GEORGIA SOIL AND WATER CONSERVATION COMMISSION

Benjamin C Clopper
Level II Certified Design Professional

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2
N/F JACK AND EILEEN CHILDS II

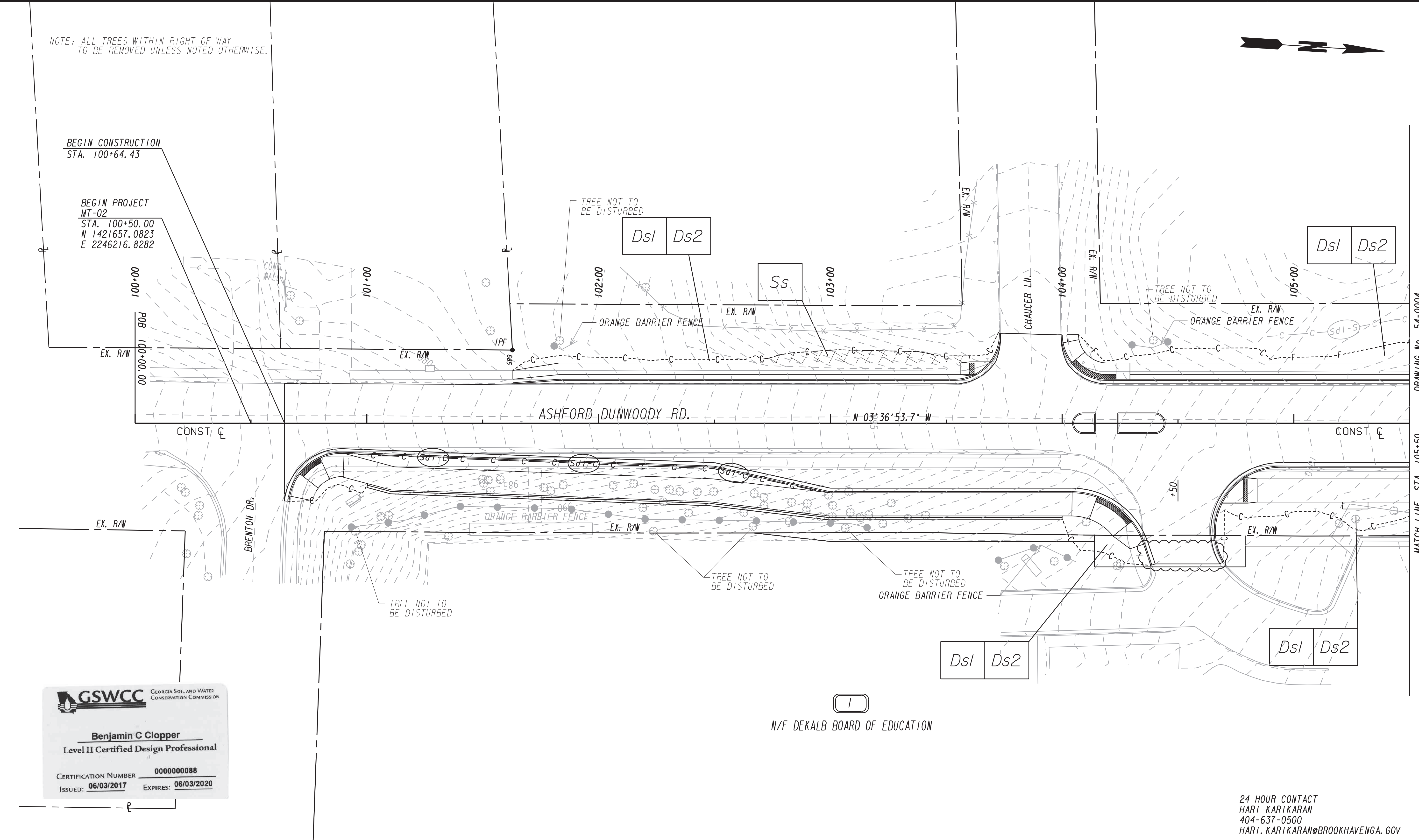
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<p>PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE CONSTRUCTION LIMITS EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES EASEMENT FOR CONSTR OF SLOPES EASEMENT FOR CONSTR OF DRIVES</p>		<p>BEGIN LIMIT OF ACCESS.....BLA END LIMIT OF ACCESS.....ELA LIMIT OF ACCESS REQ'D R/W & LIMIT OF ACCESS ORANGE BARRIER FENCE ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)</p>	<p>Michael Baker INTERNATIONAL 420 TECHNOLOGY PARKWAY, STE. 150 NORCROSS, GEORGIA 30092 (770) 263-9118</p>	<p>SCALE IN FEET 0 20 40 80</p>	<p>REVISION DATES</p> <table border="1"> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>													<p>BMP LOCATION DETAILS STAGE 0 ASHFORD DUNWOODY ROAD</p> <table border="1"> <tr> <td>CHECKED:</td> <td>DATE:</td> <td>DRAWING No.</td> </tr> <tr> <td>BACKCHECKED:</td> <td>DATE:</td> <td rowspan="3">54-0002</td> </tr> <tr> <td>CORRECTED:</td> <td>DATE:</td> </tr> <tr> <td>VERIFIED:</td> <td>DATE:</td> </tr> </table>	CHECKED:	DATE:	DRAWING No.	BACKCHECKED:	DATE:	54-0002	CORRECTED:	DATE:	VERIFIED:	DATE:
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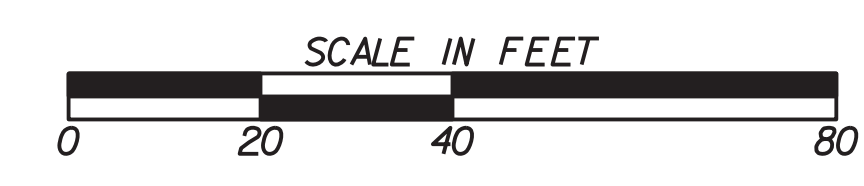
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PROPERTY AND EXISTING R/W LINE	
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BEGIN LIMIT OF ACCESS.....BLA	
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ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

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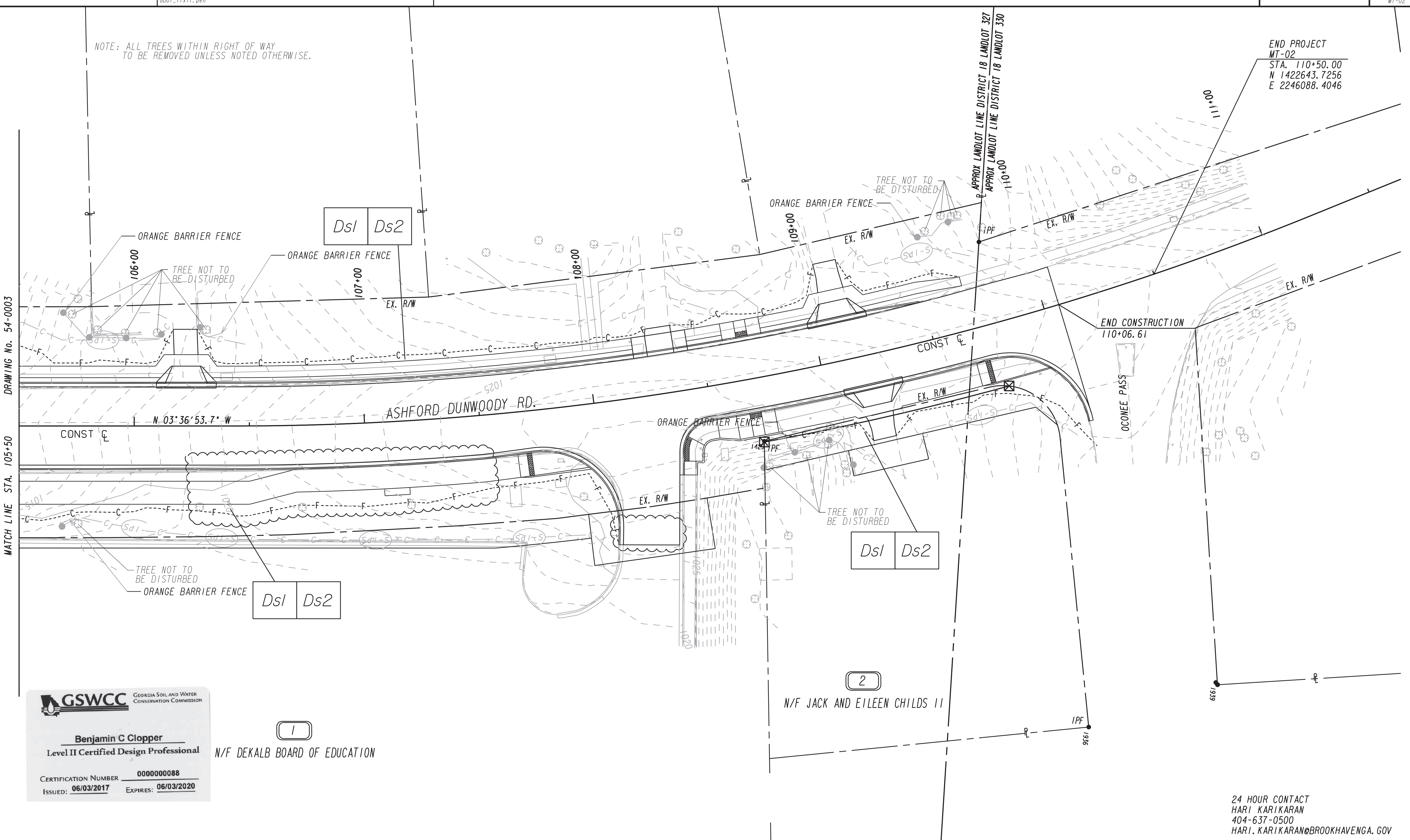


REVISION DATES	
9/18/19	

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MATCH LINE STA. 105+50

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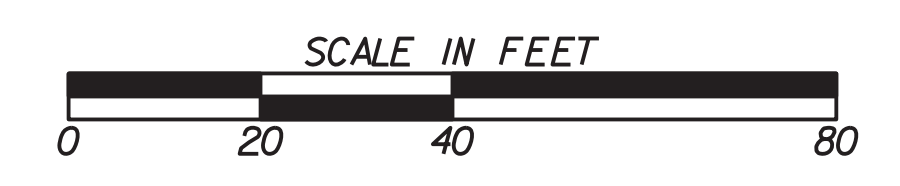
2
N/F JACK AND EILEEN CHILDS II

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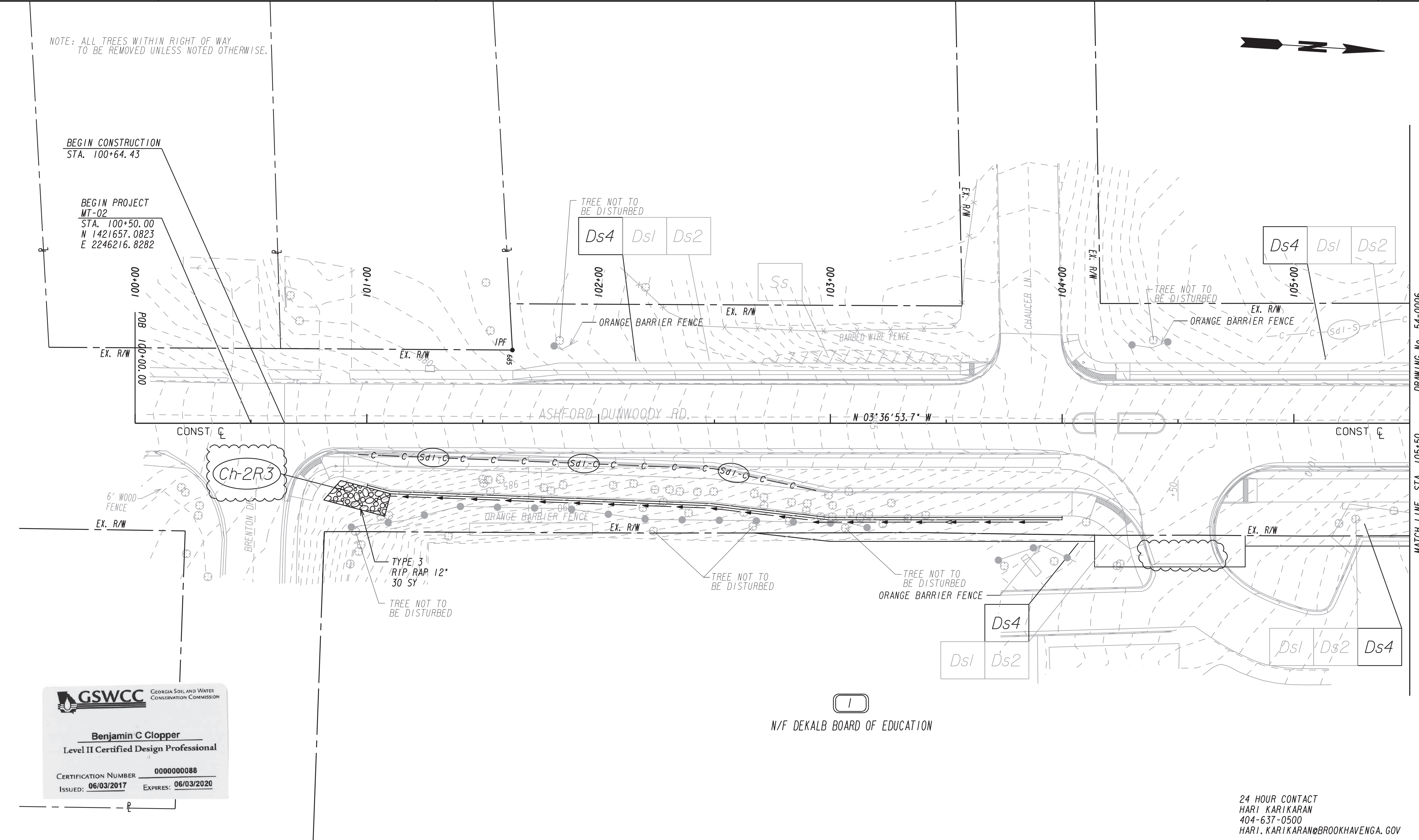
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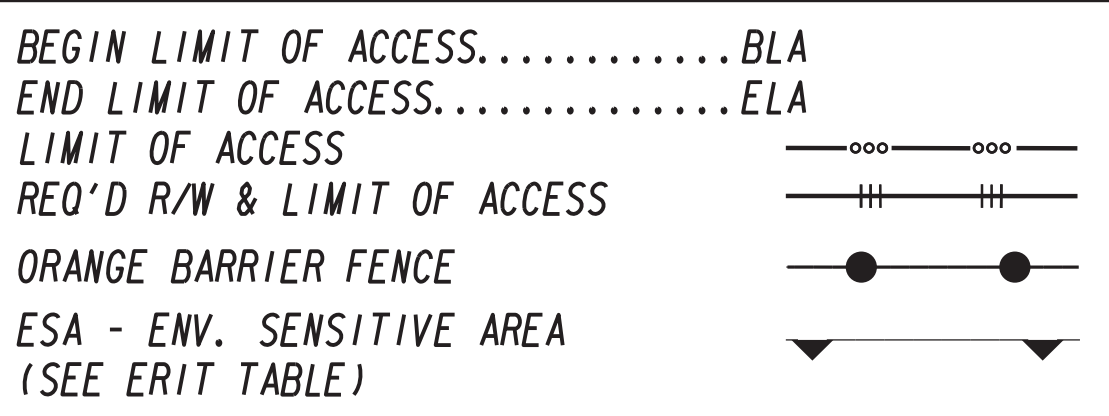
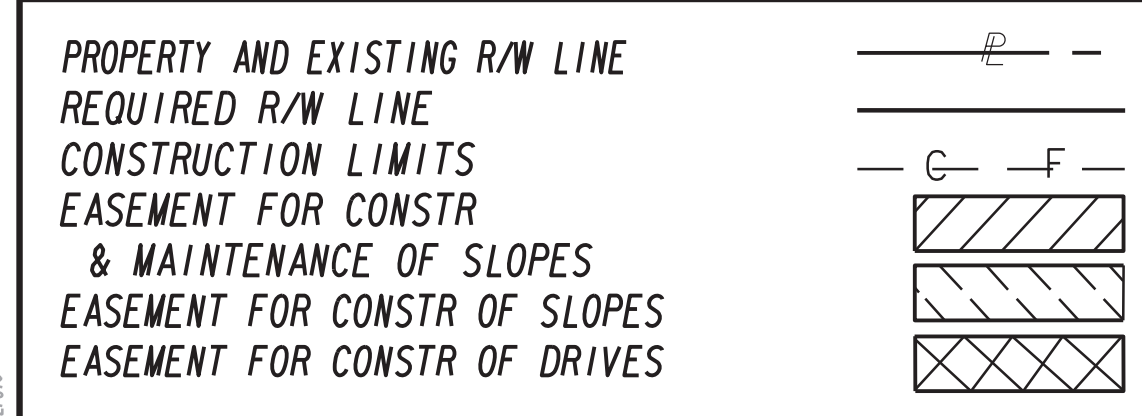
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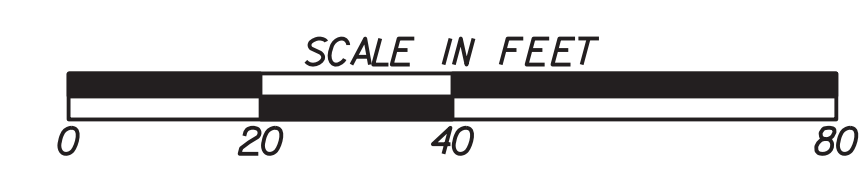
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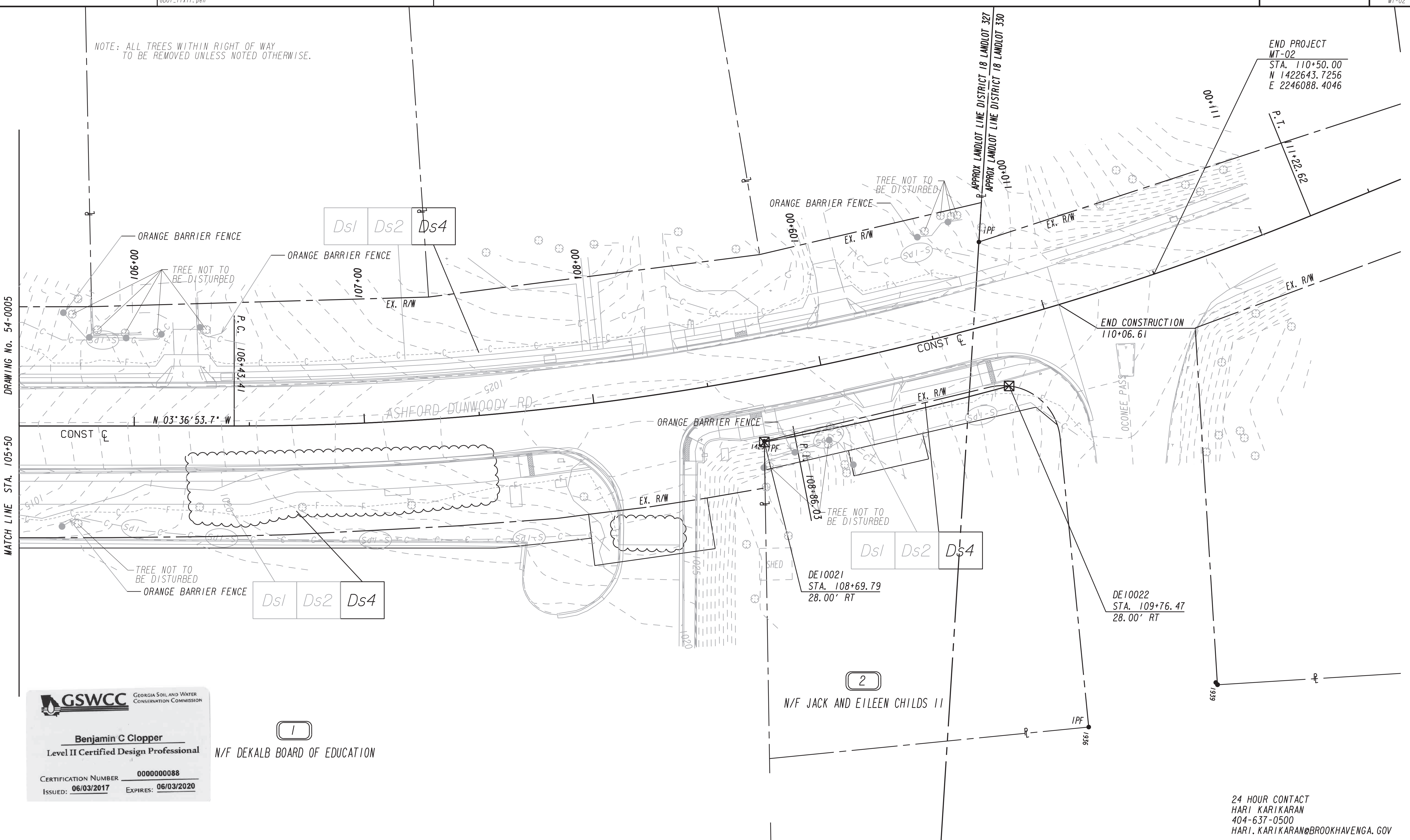
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DRAWING No. 54-0006
 MATCH LINE STA. 105+50

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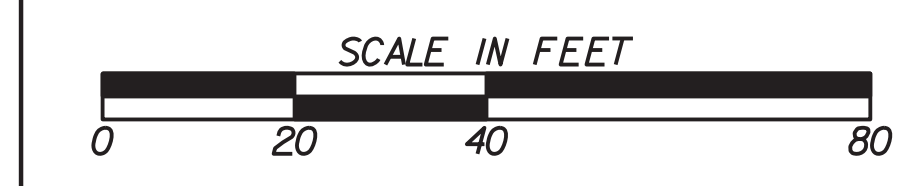
2
N/F JACK AND EILEEN CHILDS II

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

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

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

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



REVISION DATES	
9/18/19	

BMP LOCATION DETAILS			
STAGE 2			
ASHFORD DUNWOODY ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:		
CORRECTED:	DATE:		
VERIFIED:	DATE:		

54-0006

Ds1

Mulch

Requirements

When stage construction or other conditions prevent completing a roadway section continuously, apply mulch (straw or hay or erosion control compost) to control erosion. Mulch may be used without temporary grassing for 60 calendar days or less. Areas stabilized with only mulch (straw/hay) shall be planted with temporary grass after 60 calendar days.

Apply mulch as follows:

1. Mulch (Hay or Straw) - Without Grass Seed
 - a. Uniformly spread the mulch over the designated areas from 2 in to 4 in (50 mm to 100 mm) thick.
 - b. After spreading the mulch, walk in the mulch by using a tracked vehicle (preferred method), empty sheep foot roller, light disking, or other means that preserves the finished cross section of the prepared areas. The Engineer will approve of the method.
 - c. Place temporary mulch on slopes as steep as 2:1 by using a tracked vehicle to imbed the mulch into the slope.
 - d. When grassing operations begin, leave the mulch in place and plow the mulch into the soil during seed bed preparation. The mulch will become beneficial plant food for the newly planted grass.
2. Erosion control compost - Without Grass Seed
 - a. Uniformly spread the mulch (erosion control compost) over the designated areas 2 in (50 mm) thick.
 - b. When rolling is necessary, or directed by the Engineer, use a light corrugated drum roller.
 - c. When grassing operations begin, leave the mulch in place and plow the mulch into the soil during seed bed preparation. The mulch will become beneficial plant food for the newly planted grass.
 - d. Plant temporary grass on area stabilized with mulch (erosion control compost) after 60 calendar days.
 - e. Do not use Erosion Control Compost in areas where the use of fertilizer is restricted.

Measurement

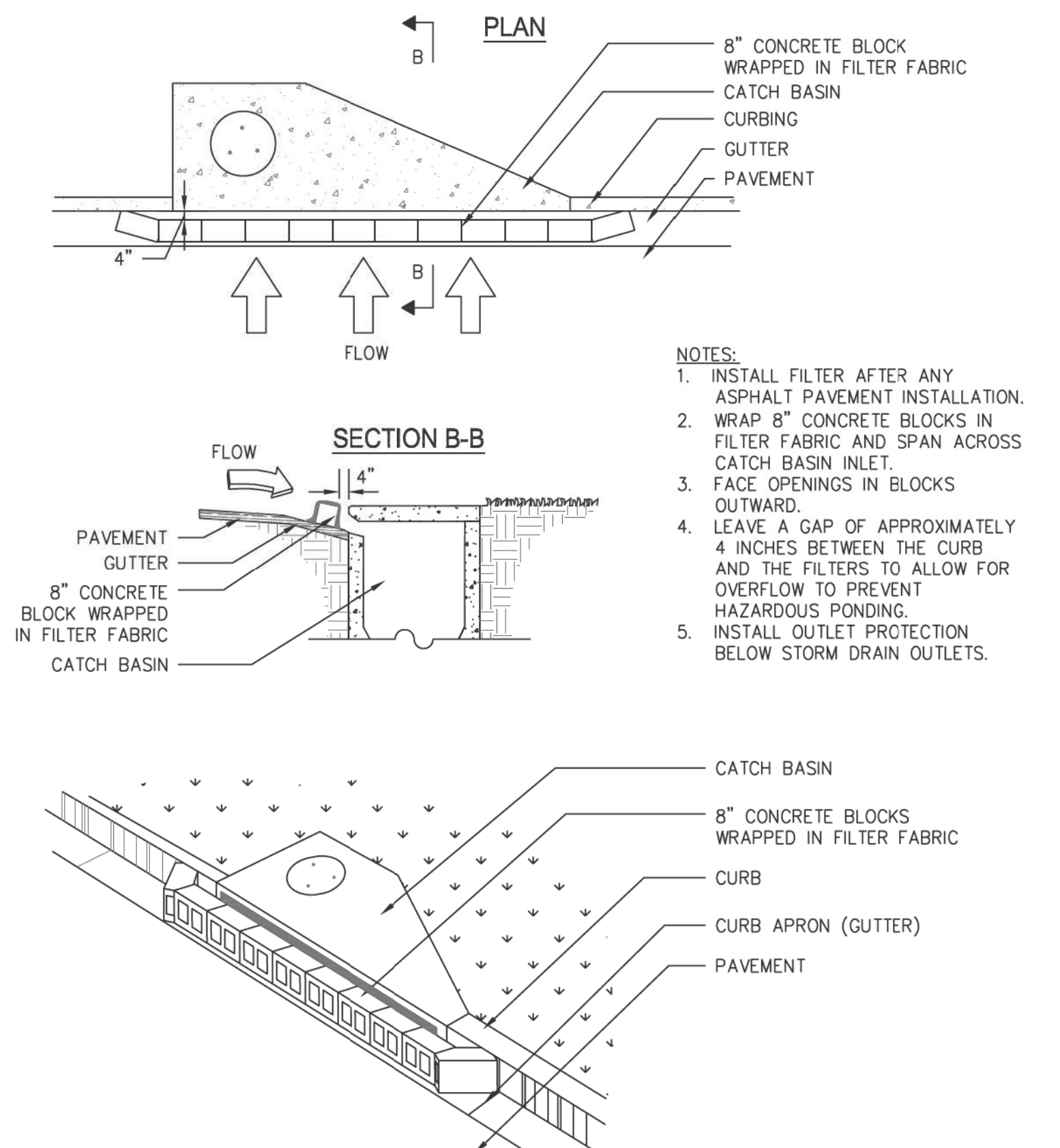
Mulch (straw or hay, or erosion control compost) is measured for payment by the ton.

Payment

Mulch is paid for by the ton. Payment is full compensation for all materials, labor, maintenance, equipment and other incidentals. The weight for payment of straw or hay mulch will be the product of the number of bales used and the average weight per bale as determined on certified scales provided by the contractor or state certified scales. Provide written documentation to the Engineer stating the average weight of the bales. The weight of erosion control compost mulch will be determined by weighing each loaded vehicle on the required motor truck scale as the material is hauled to the roadway, or by using recorded weights if a digital recording device is used. The contractor may propose other methods of providing the weight of the mulch to Engineer for approval.

Sd2-P

CURB INLET FILTER "PIGS IN BLANKET"



Ds2

Temporary Grass

Requirements

Use a quick growing species of temporary grass such as rye grass, millet, or a cereal grass suitable to the area and season.

Use temporary grass in the following situations:

- When required by the Specifications or directed by the Engineer to control erosion where permanent grassing cannot be planted.
- To protect an area for longer than mulch is expected to last (60 calendar days).

Plant temporary grass as follows:

1. Use seeds that conform to Subsection 890.2.01, "Seed." Perform seeding according to Section 700; except use the minimum ground preparation necessary to provide a seed bed if further grading is required.
2. Prepare areas that require no further grading according to Subsection 700.3.05.A, "Ground Preparation." Omit the lime unless the area will be planted with permanent grass without further grading. In this case, apply the lime according to Section 700.
3. Apply mixed grade fertilizer at 400 lbs/acre (450 kg/ha). Omit the nitrogen. Mulch (with straw or hay) temporary grass according to Section 700. (Erosion control compost Mulch will not be allowed with grassing.)
4. Before planting permanent grass, thoroughly plow and prepare areas where temporary grass has been planted according to Subsection 700.3.05.A, "Ground Preparation".
5. Apply Polyacrylamide (PAM) to all areas that receive temporary grassing.
6. Apply Pam (powder) before grassing or PAM (emulsion) to the hydroseeding operation.
7. Apply PAM according to manufacturer specifications.
8. Use only anionic PAM.

Measurement

Temporary grass is measured for payment by the acre. Lime, when required, is measured by the ton. Mulch and fertilizer are measured separately for payment.

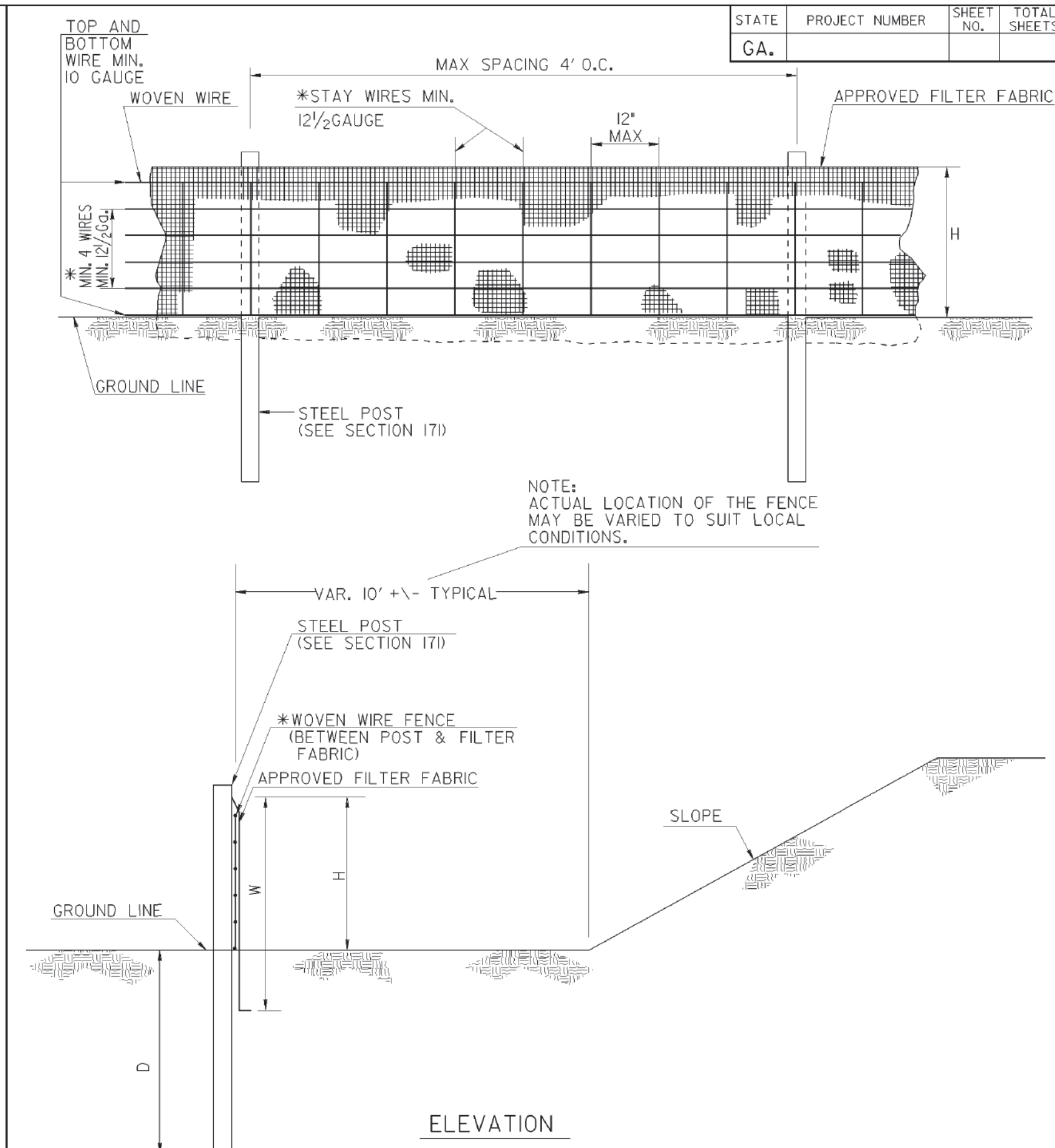
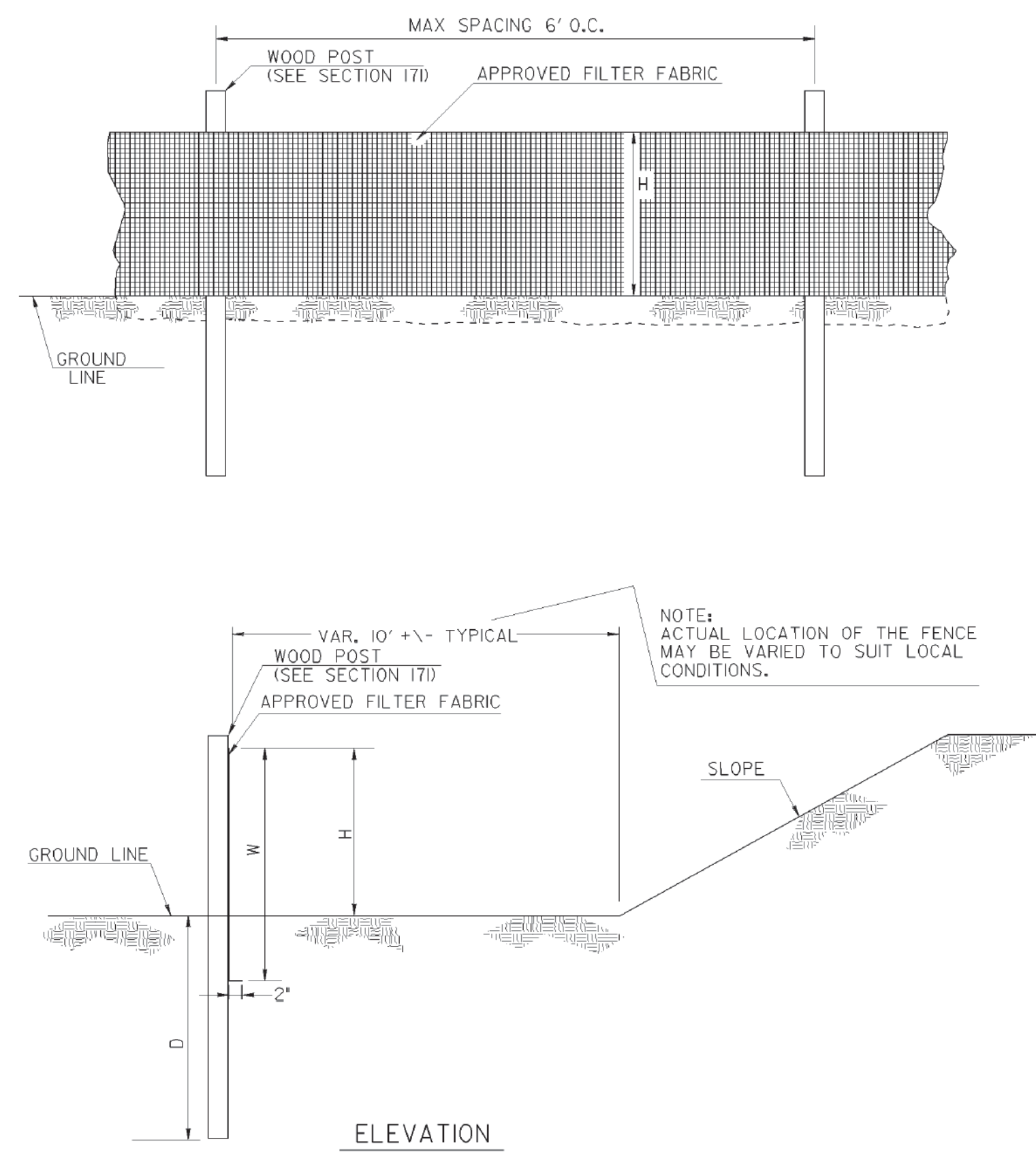
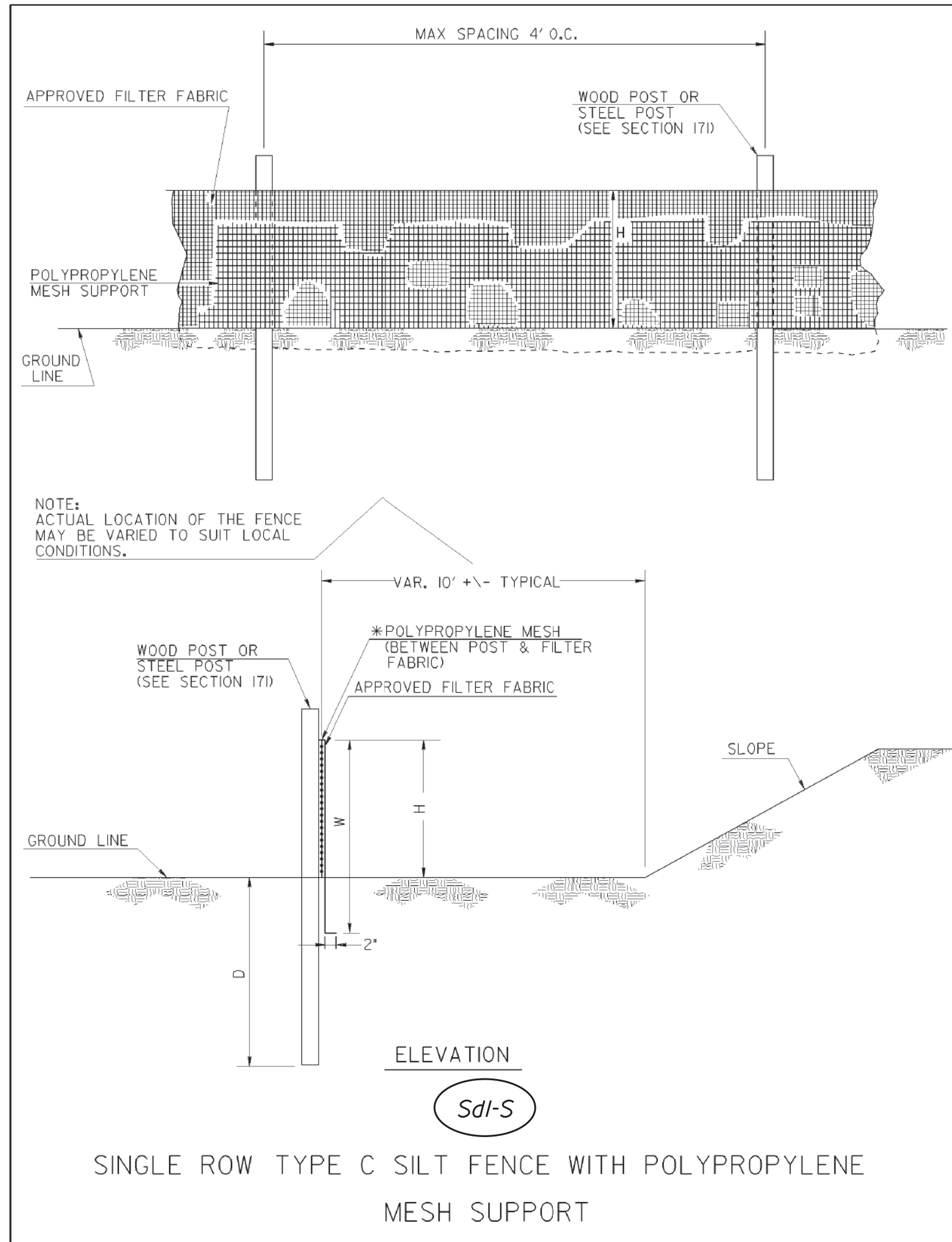
Payment

Temporary grass is paid for by the acre. Payment is full compensation for all equipment, labor, ground preparation, materials, wood fiber mulch, polyacrylamide, and other incidentals. Lime (when required) is paid for by the ton. Mulch and fertilizer are paid for separately.

24 HOUR CONTACT
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REVISION DATES		EROSION CONTROL DETAILS	
9/18/19		ASHFORD DUNWOODY AT MONTGOMERY ELEMENTARY	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	56-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



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.

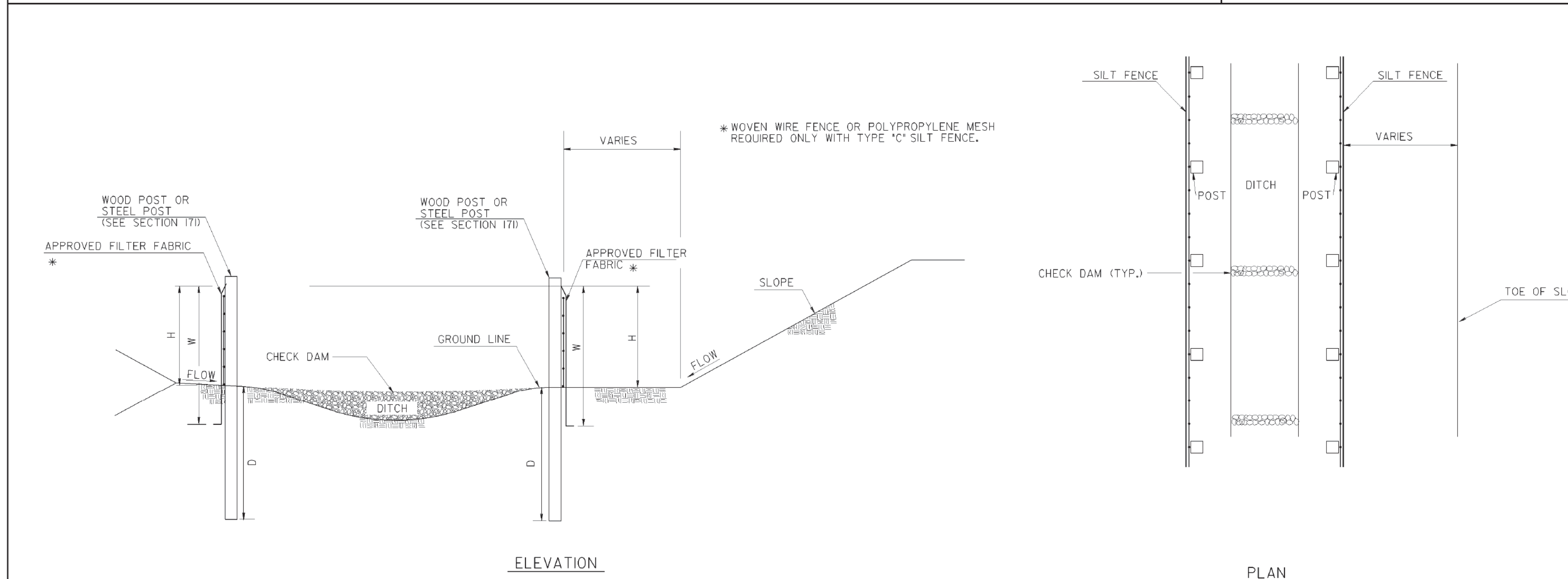
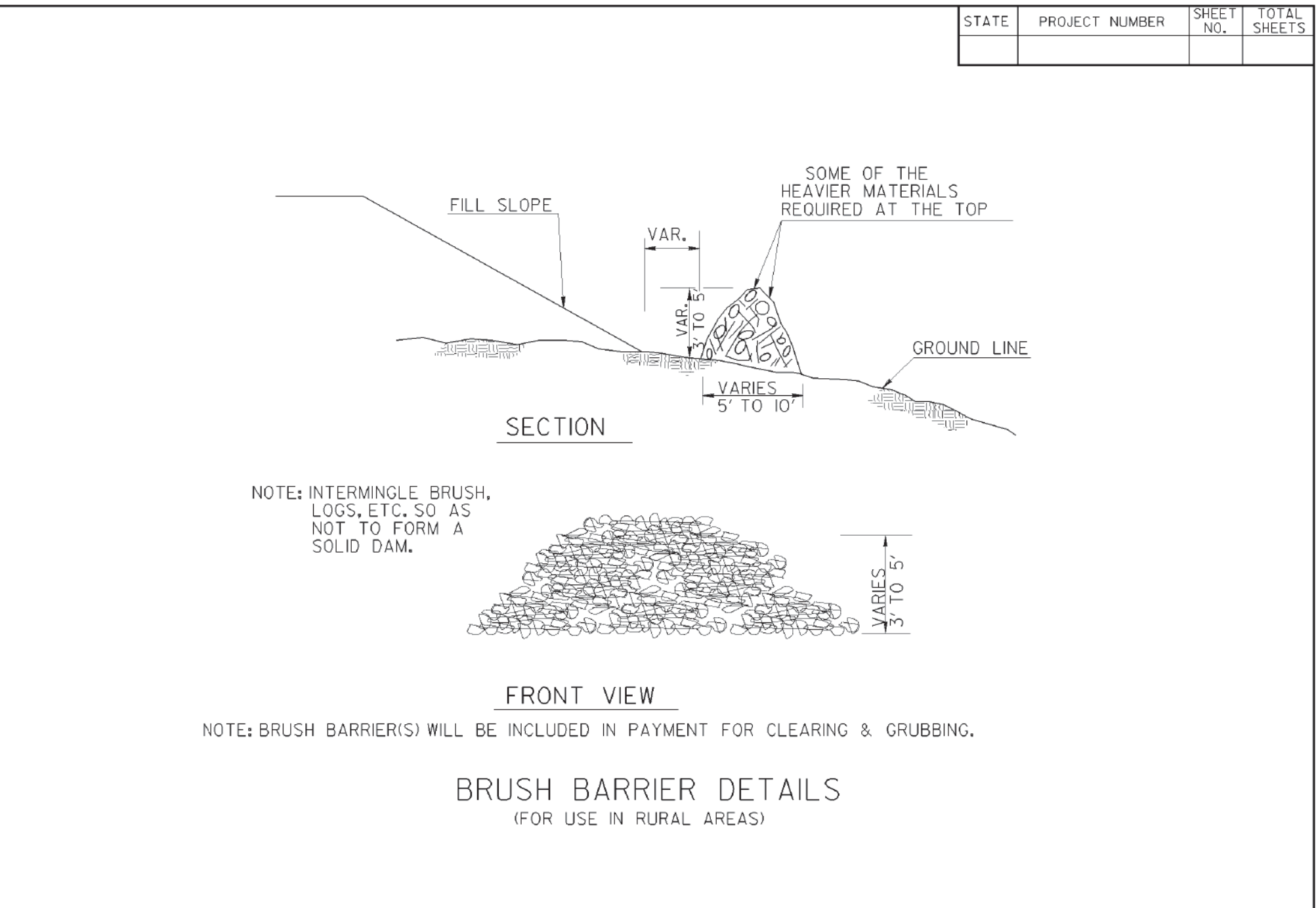
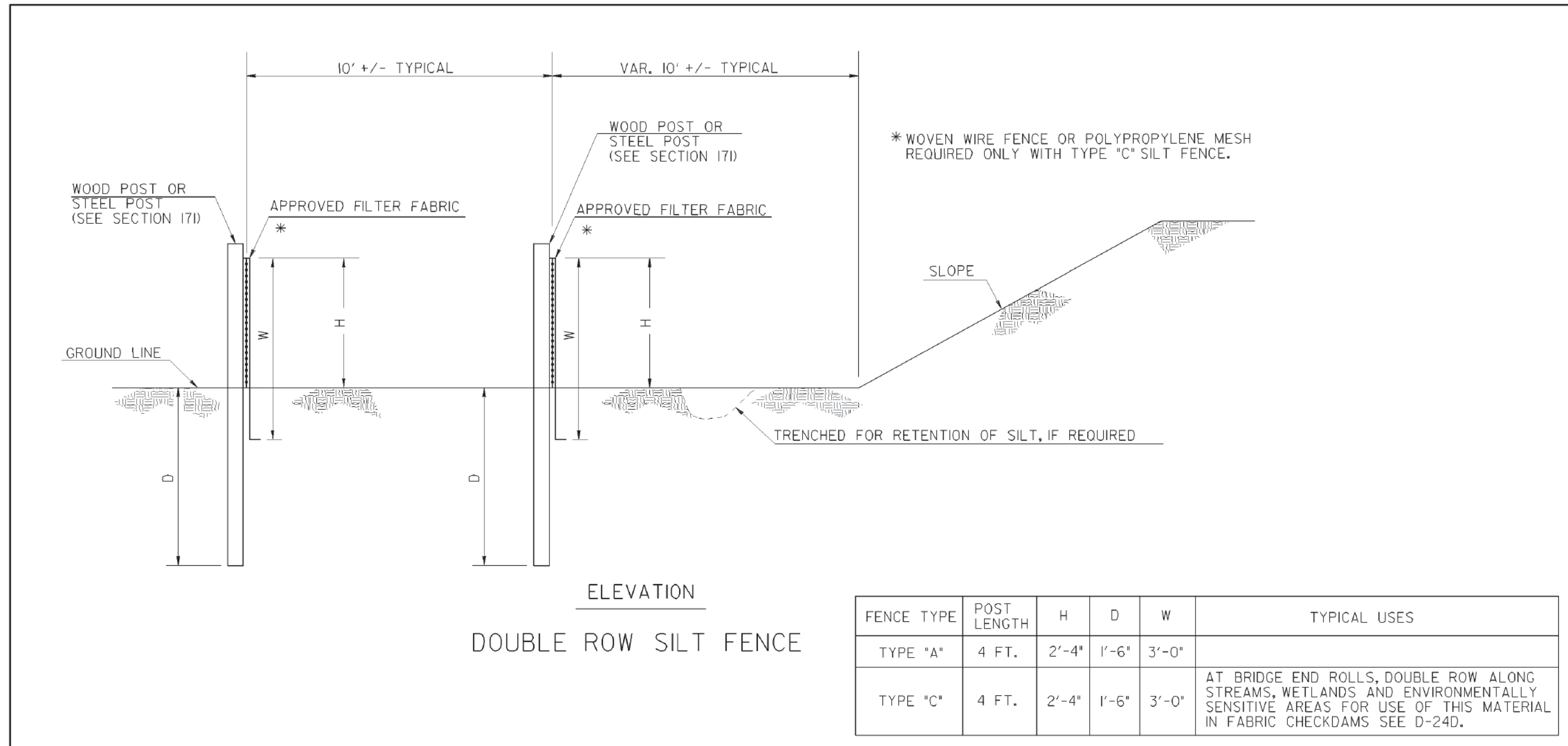
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
CONSTRUCTION DETAILS	
TEMPORARY SILT FENCE	
NO SCALE	REV. AND REDRAWN JAN. 2011
BY:	NUMBER D-24A (SHEET 1 OF 4)

24 HOUR CONTACT
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HARI.KARIKARAN@BROOKHAVENGA.GOV

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NORCROSS, GEORGIA 30092
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REVISION DATES		EROSION CONTROL DETAILS	
		ASHFORD DUNWOODY AT MONTGOMERY ELEMENTARY	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	56-0002	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

1/18/2017 2:04:43 PM \\GDOT-DSN1\GDPLOT\GCP\G0_K128000.qcf gowens v:\GARY\Rev. Construction Details\0-D-24B\0-D-24B.plt 60-R06



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

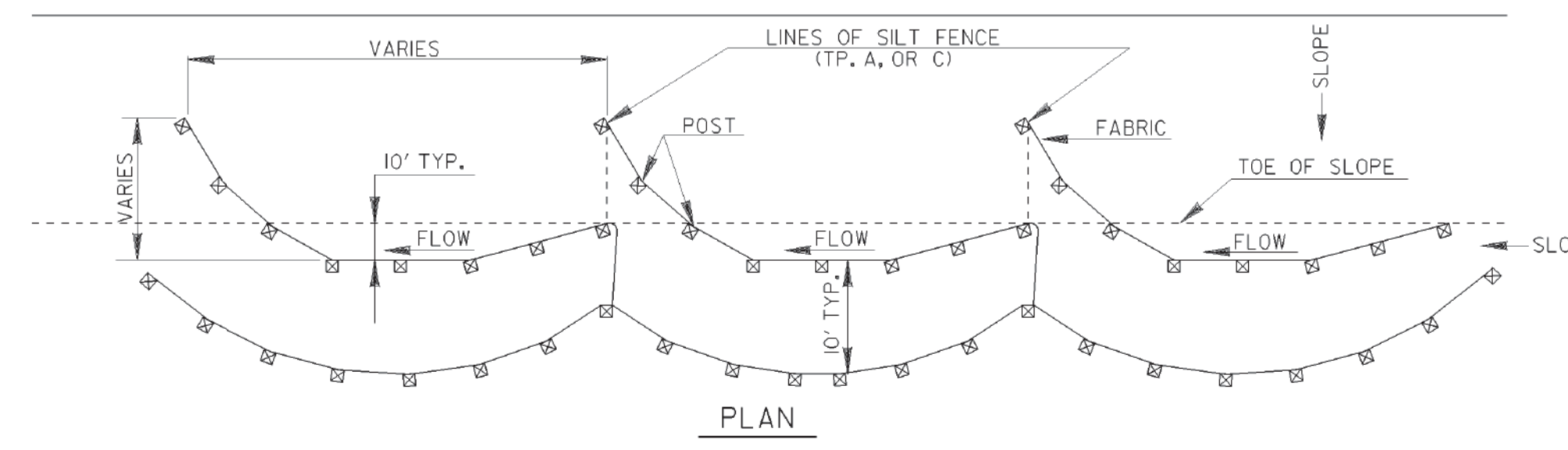
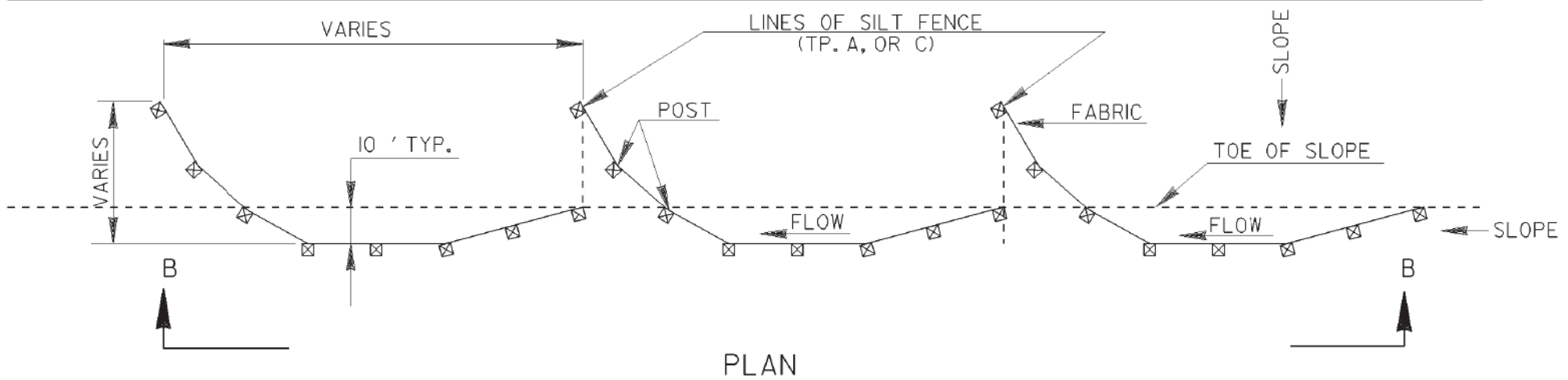
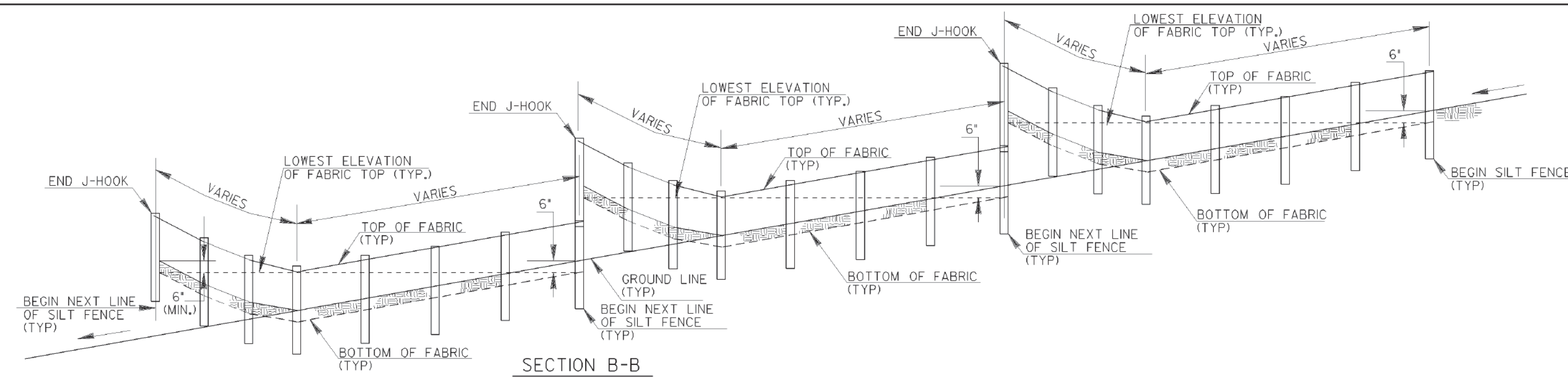
DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
REVISION	CONSTRUCTION DETAILS TEMPORARY SILT FENCE BERM DITCH, INSTALLATION, BRUSH BARRIER NO SCALE REV. AND REDRAWN JAN. 2011
BY	NUMBER D-24B (SHEET 2 OF 4)

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24 HOUR CONTACT
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HARI.KARIKARAN@BROOKHAVENGA.GOV

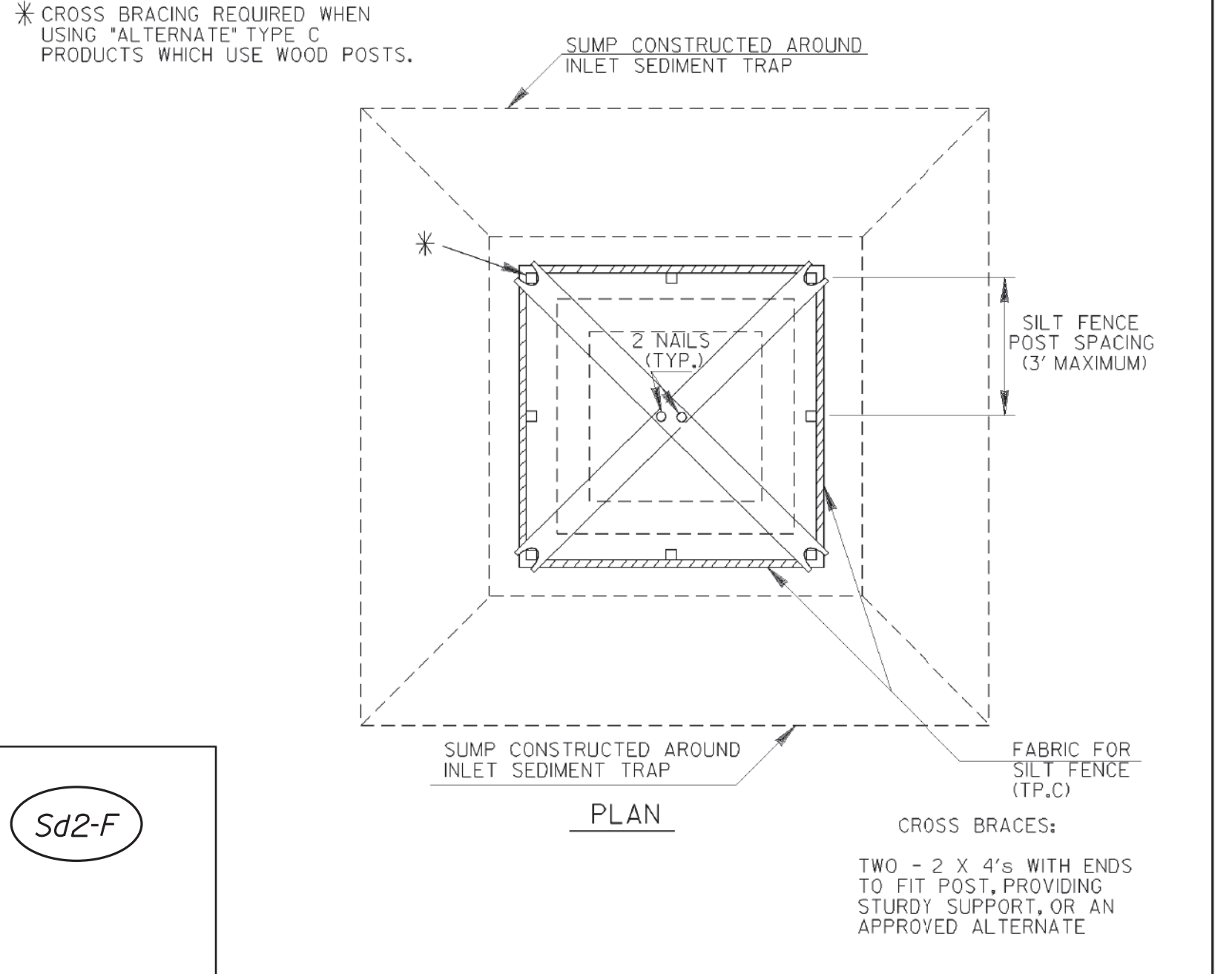
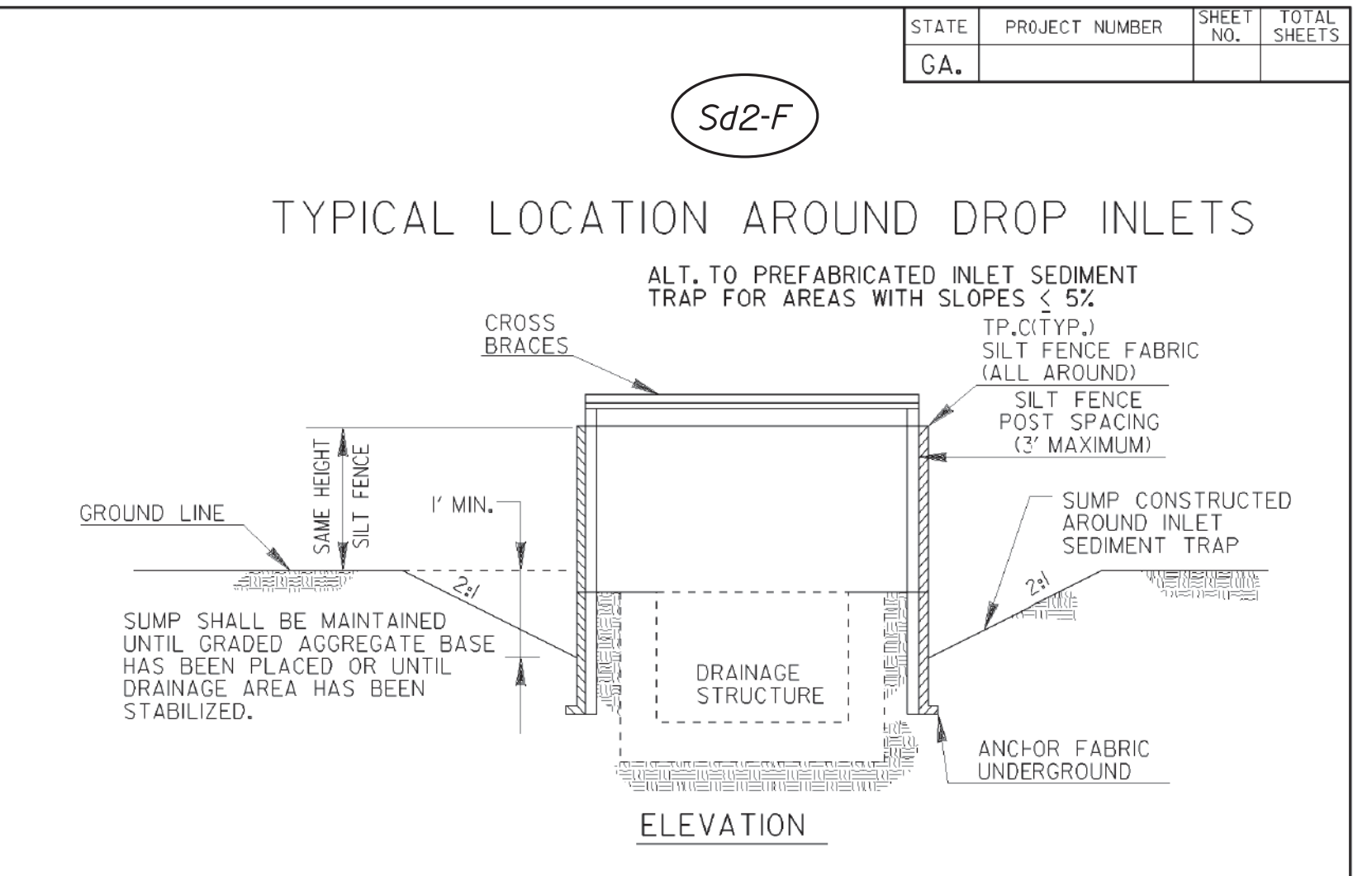
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REVISION DATES		EROSION CONTROL DETAILS	
CHECKED:	DATE:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	DATE:	56-0003
CORRECTED:	DATE:	DATE:	
VERIFIED:	DATE:	DATE:	



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



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

TYPICAL CONSTRUCTION SEQUENCE FOR INLET SEDIMENT TRAP ALTERNATE

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

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

(PLASTIC ALTERNATE)

NON-WOVEN FILTER COVER (SEC. 88L2.05)

1/4" MIN. THICK HIGH DENSITY POLYETHYLENE FRAME (OR APPROVED ALTERNATE)

BASE OF FRAME SHAPED & SIZED TO FIT INLET TOP

SIDE VIEW

(METAL ALTERNATE)

2"-Ø OF 24" CMP OR SMOOTH STEEL WITH 2" MIN. DIA. HOLES AT RANDOM PATTERN AT 6" MAX. SPACING (HOLES MAY BE TORCHED)

1/4" THICK METAL PLATE TO FIT D.I.

SIDE VIEW

TOP VIEW

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

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

NOTE: PAYMENT AS INLET SEDIMENT TRAP PER EACH

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

INLET SEDIMENT TRAP - FOR DROP INLETS

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)	

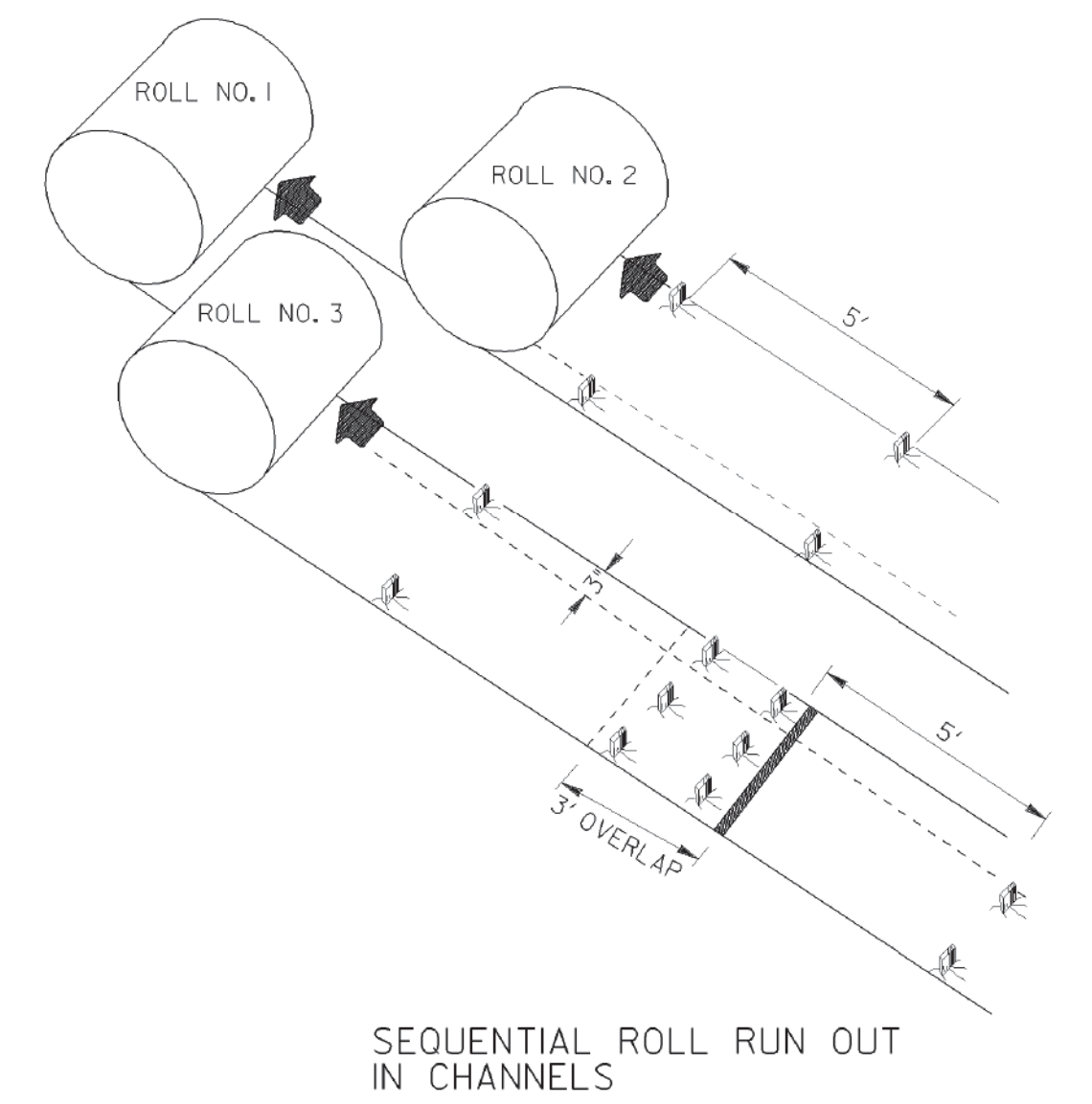
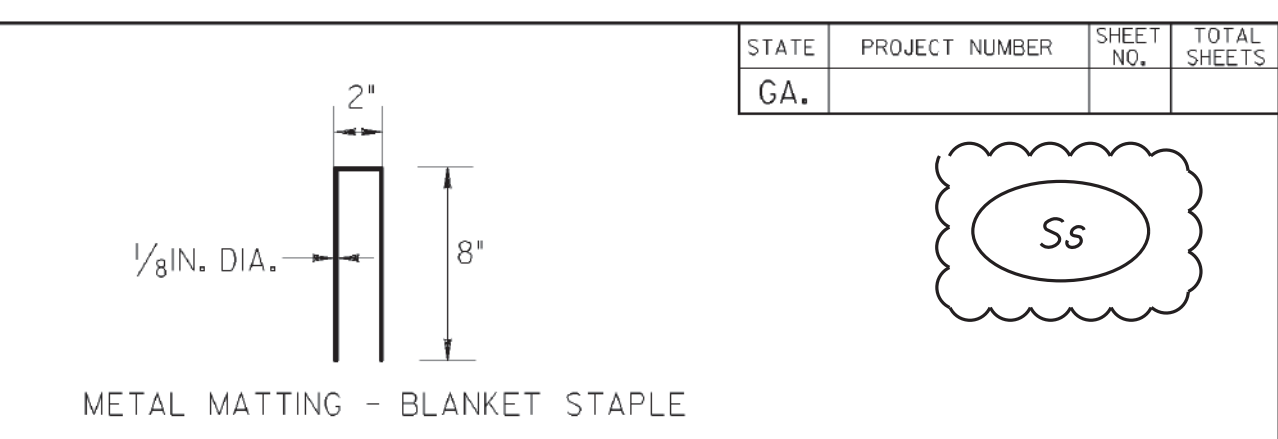
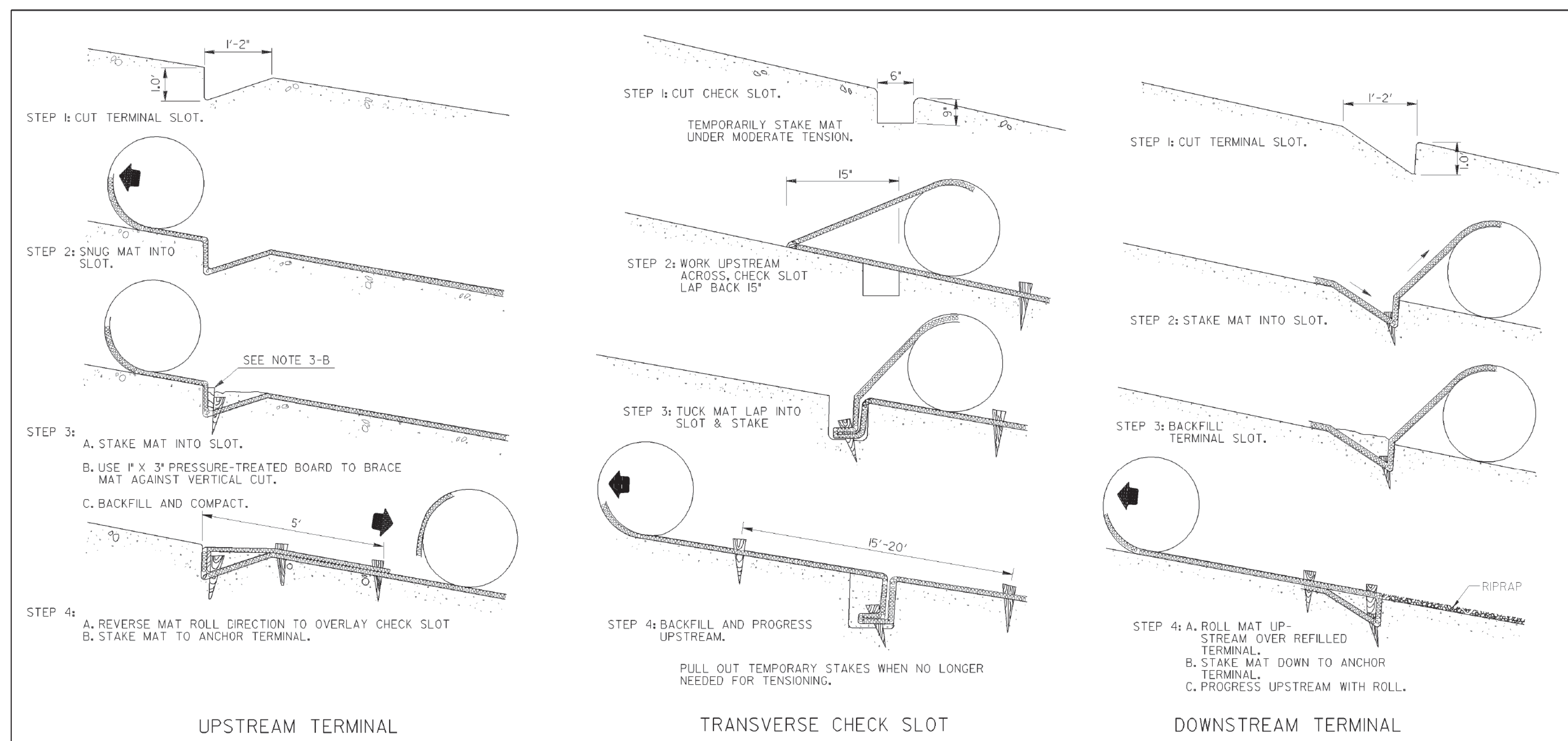
24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

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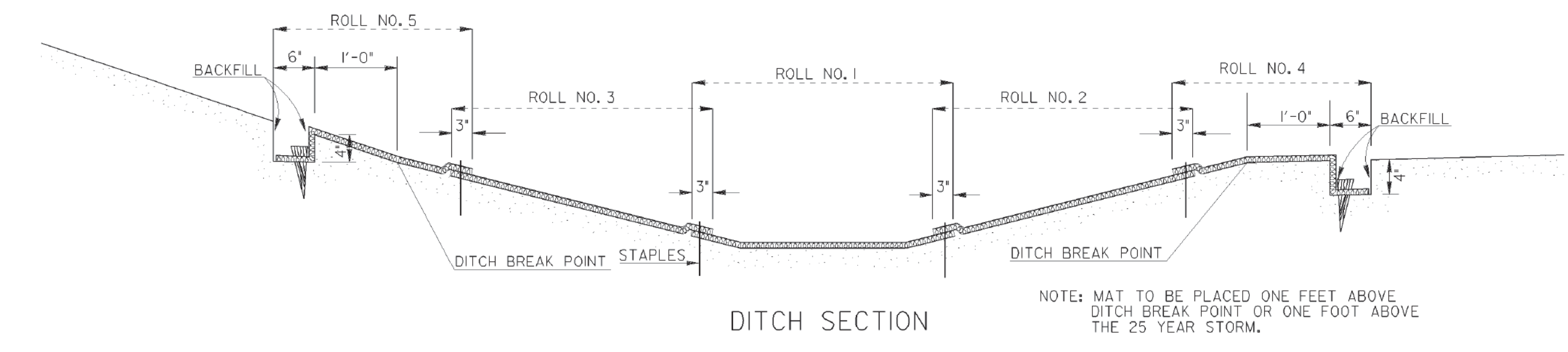
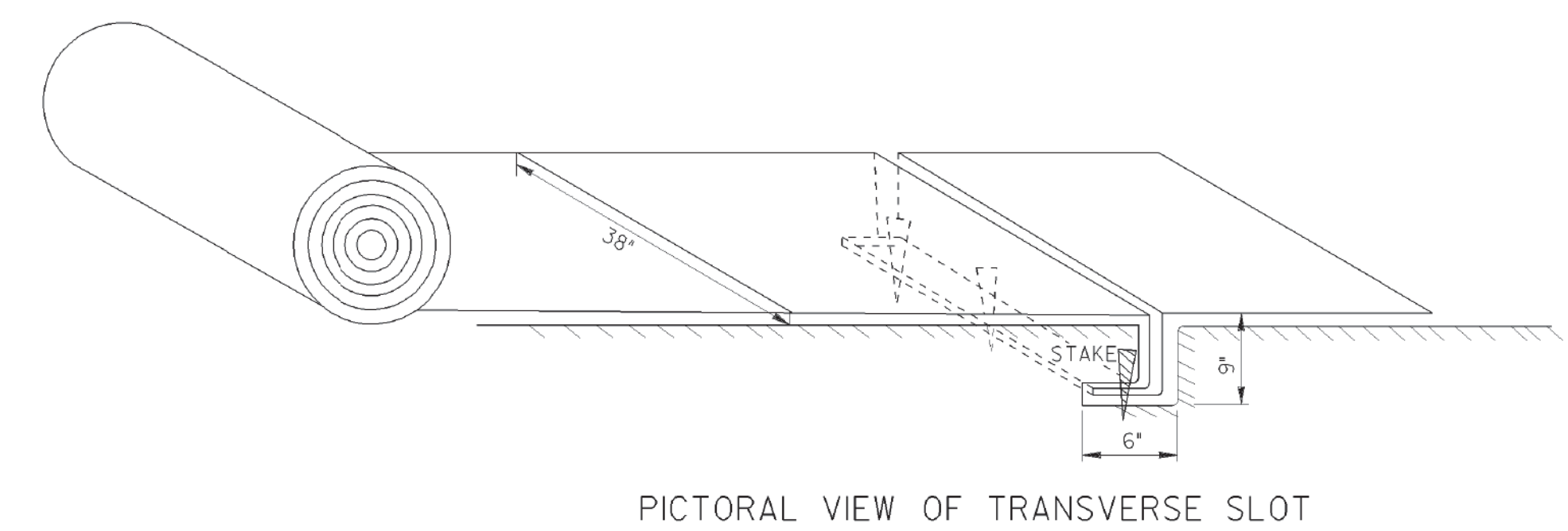
REVISION	DATE

EROSION CONTROL DETAILS
ASHFORD DUNWOODY
AT MONTGOMERY ELEMENTARY

CHECKED:	DATE:	DRAWING No. 56-0004
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



- 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 BY: K.L.J.	NUMBER D-35		
TRACED BY:			
CHECKED BY:			

24 HOUR CONTACT
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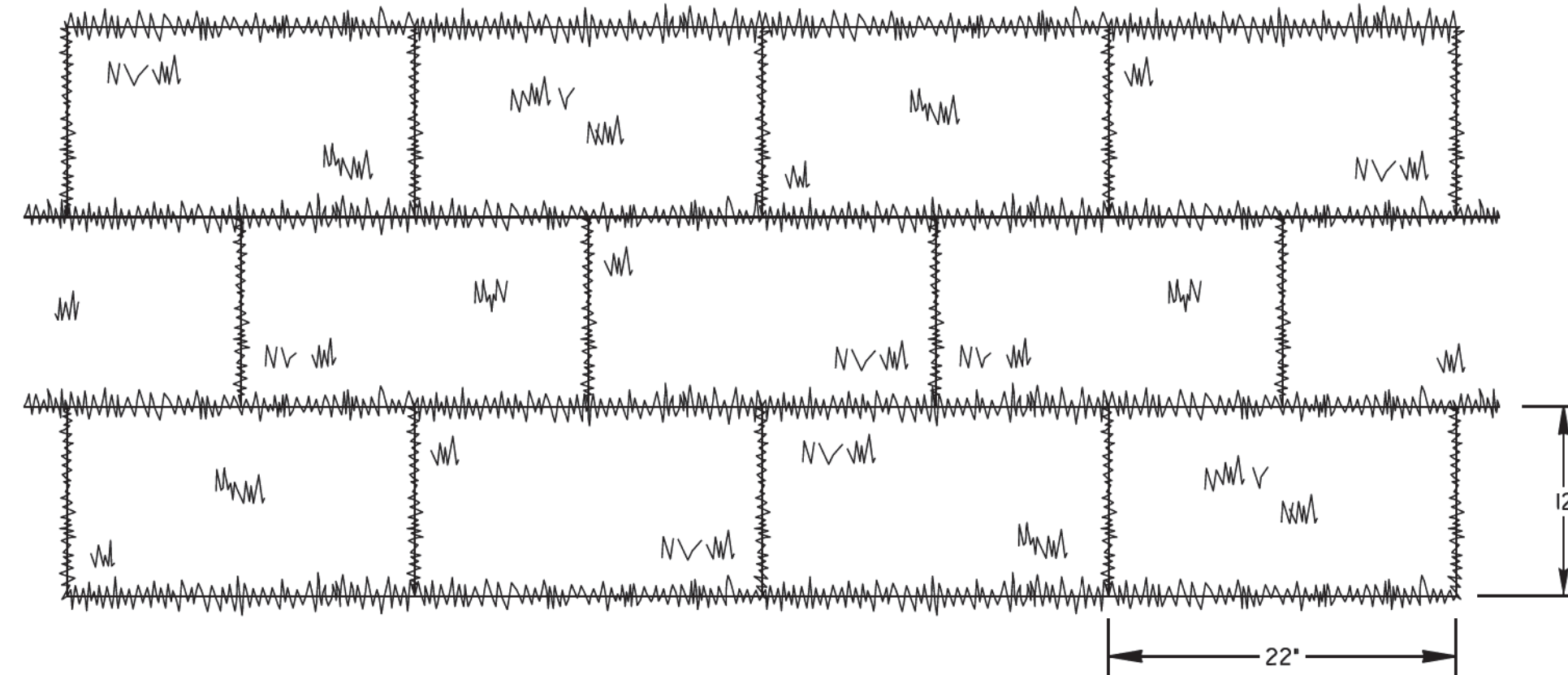
REVISION DATES	
9/18/19	

EROSION CONTROL DETAILS			
ASHFORD DUNWOODY AT MONTGOMERY ELEMENTARY			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	56-0005	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

Ds4

SOD LAYOUT

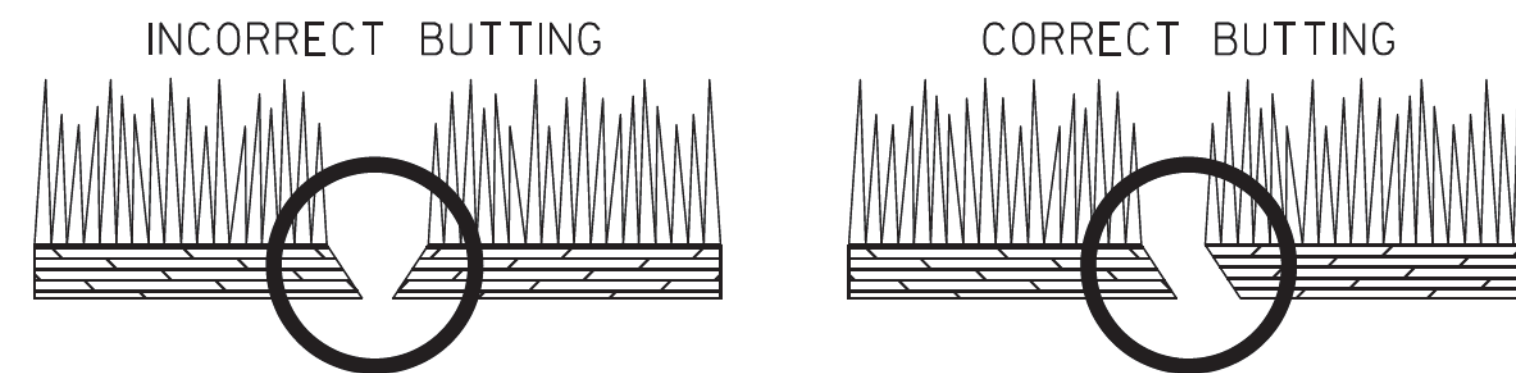


NOTE: SOD MAY BE EITHER 12" WIDE BY 22" LONG BLOCKS OR 21" WIDE BY 52" LONG ROLLS.

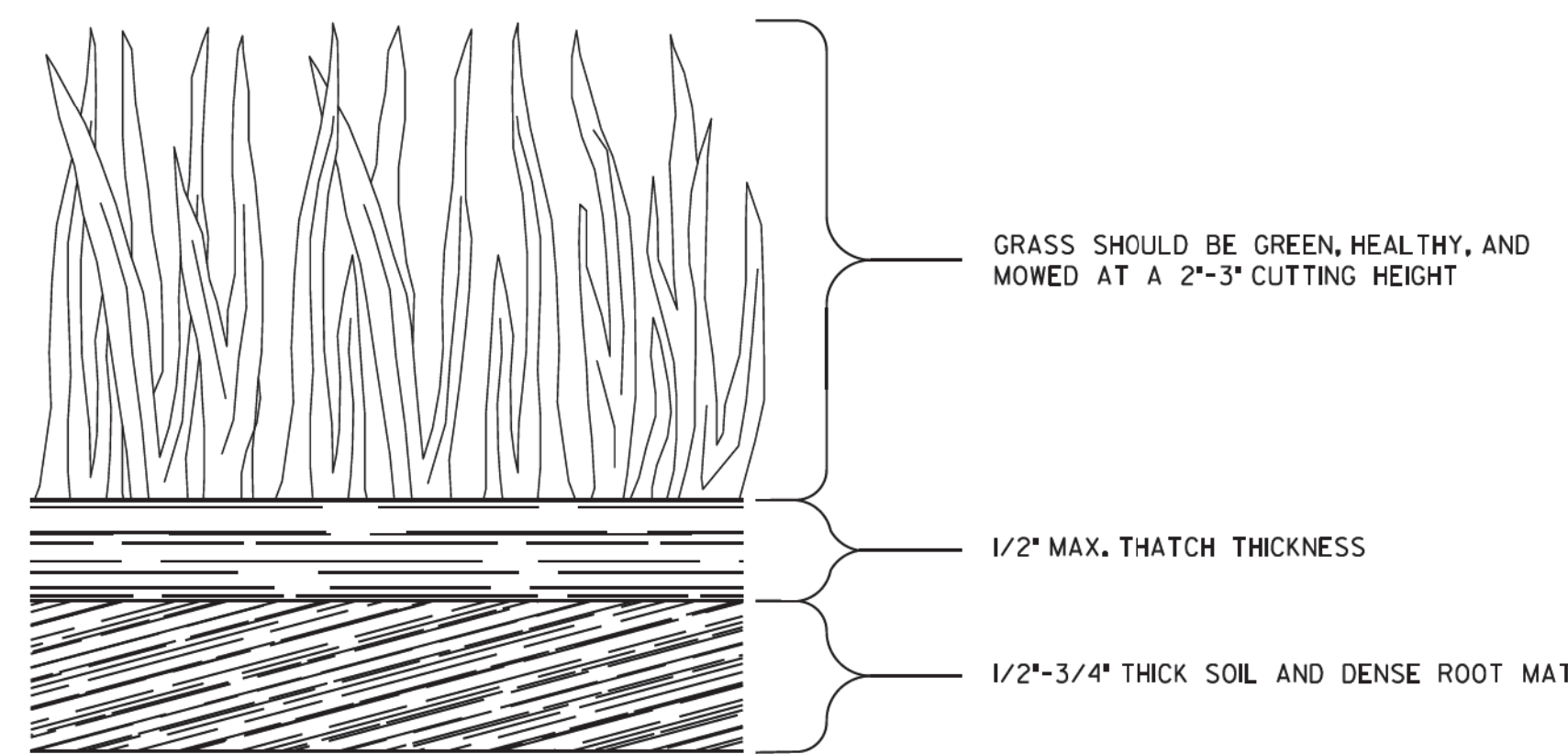
GENERAL NOTES:

1. 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.
2. 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.
3. PLACE THE LONG SIDE OF SOD PERPENDICULAR TO DRAINAGE FLOW IF INSTALLED IN DITCHES.
4. 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.
5. ROLL SOD IMMEDIATELY TO ACHIEVE FIRM CONTACT WITH THE SOIL.
6. WATER THE SOD IMMEDIATELY AFTER INSTALLATION AND WATER TO A DEPTH OF 4" AS NEEDED.
7. 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 _____	NUMBER D-54
	NO SCALE	4-22-2016

24 HOUR CONTACT
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(770) 263-9118

REVISION DATES

9/18/19		

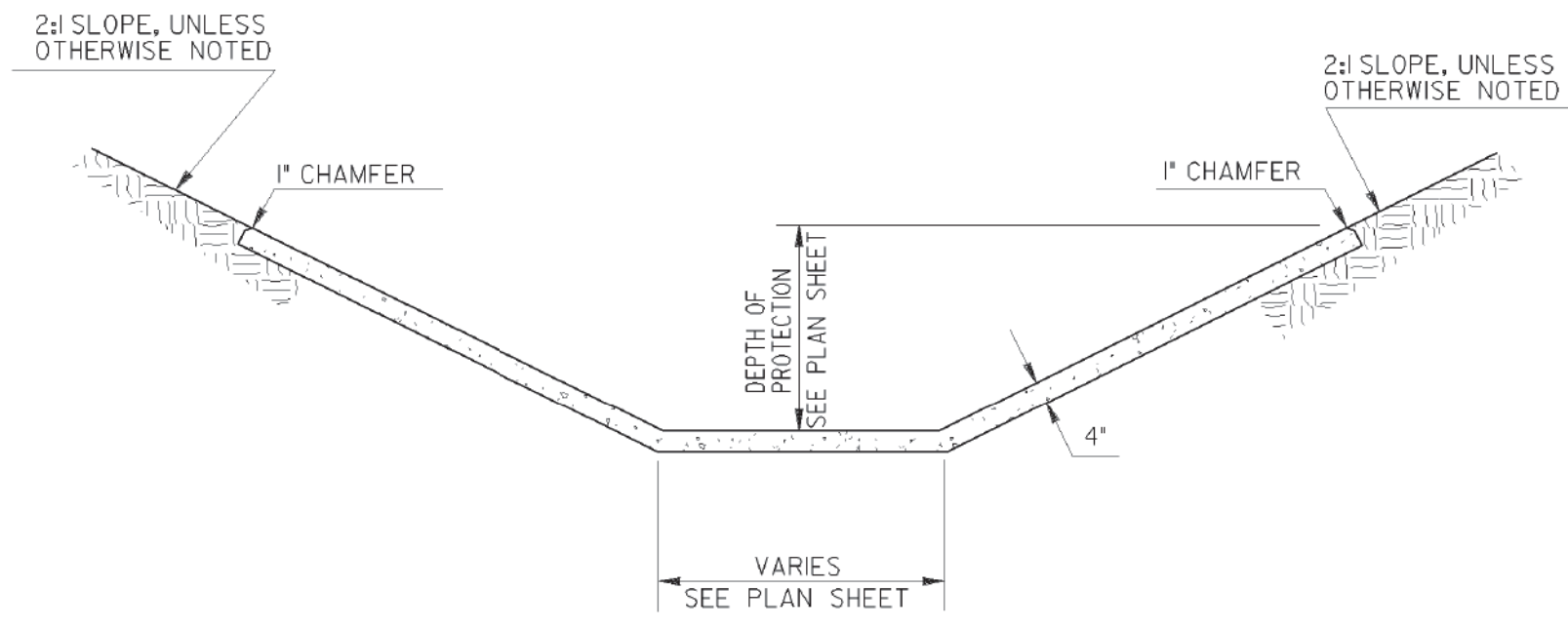
EROSION CONTROL DETAILS

ASHFORD DUNWOODY
AT MONTGOMERY ELEMENTARY

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

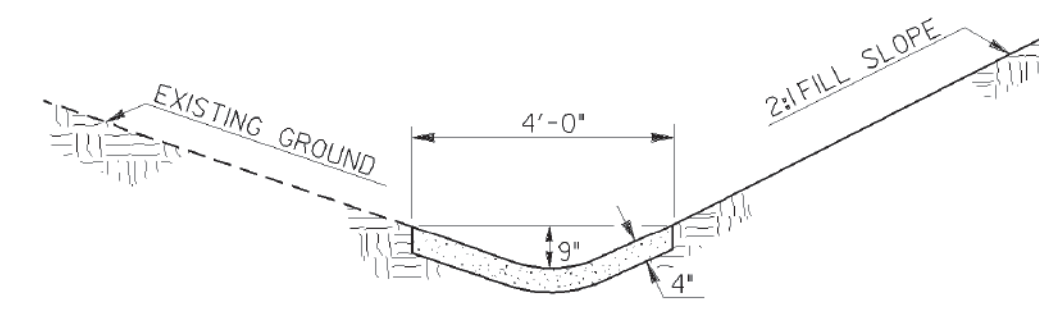
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

Ch-2R3



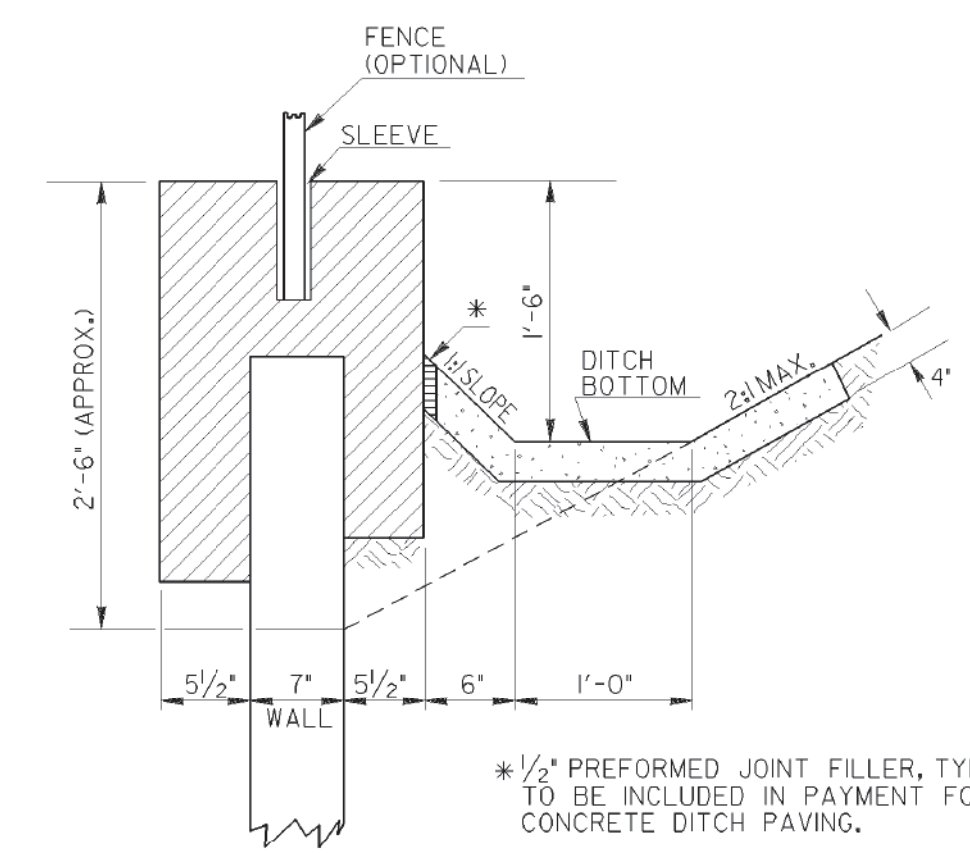
TYPICAL FLAT BOTTOM PAVED DITCH

- GENERAL NOTES:
- SEE CONSTRUCTION DETAIL D-10 (4" CONCRETE DITCH PAVING DETAILS AND QUANTITIES)
 - WEEP HOLE LOCATION SEE CONSTRUCTION DETAIL D-10



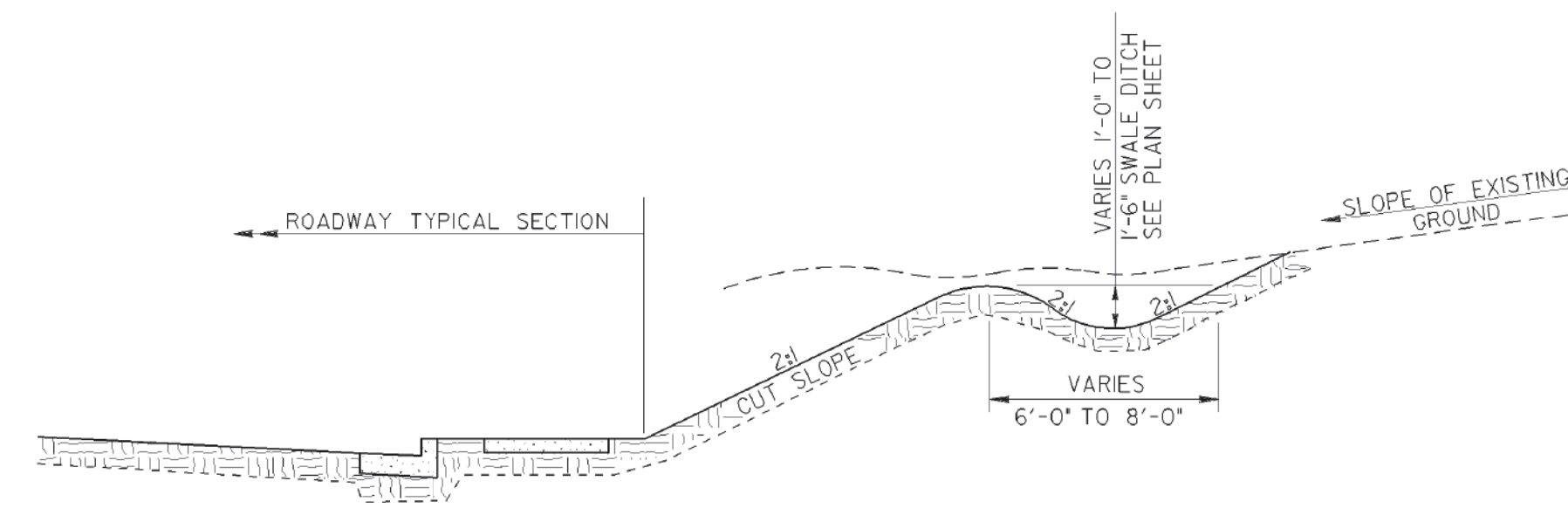
PAVED SWALE DITCH

- GENERAL NOTES:
- CONCRETE SHALL BE PER SECTION 441.
 - EARTH SHALL BE THOROUGHLY TAMPED OVER ENTIRE AREA UNDER DITCH PAVEMENT.



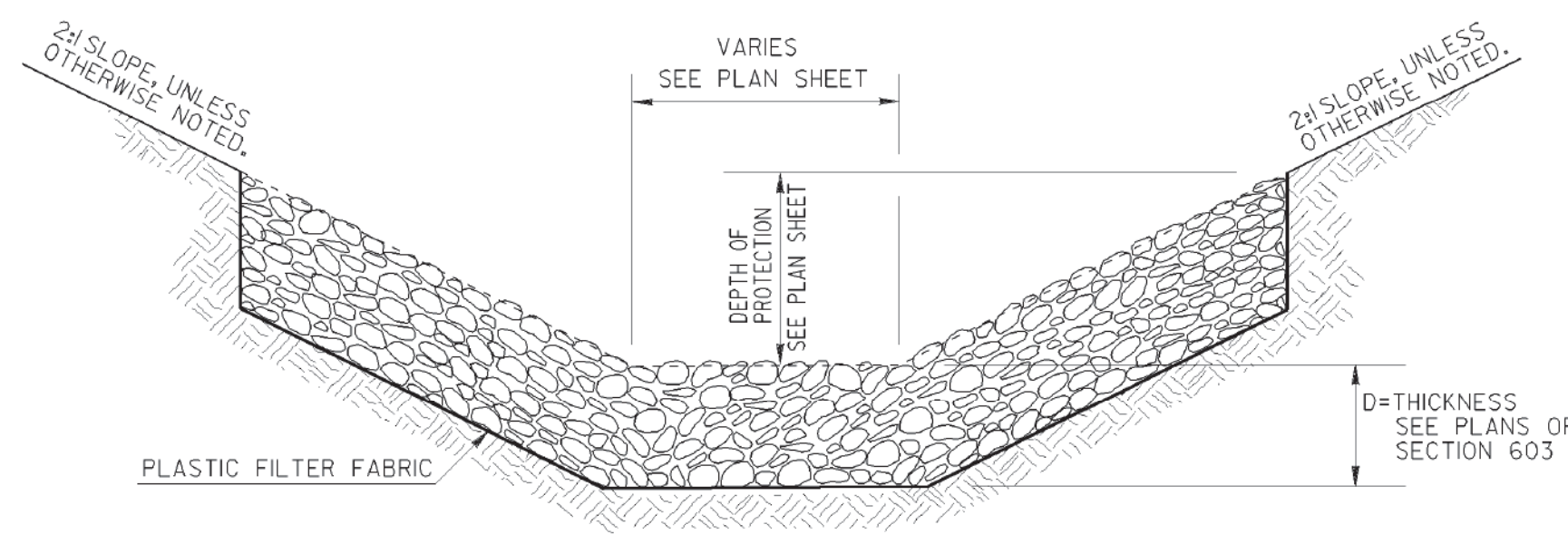
PAVED DITCH (IN BACK OF RETAINING WALL)

* 1/2" PREFORMED JOINT FILLER, TYPE 2, TO BE INCLUDED IN PAYMENT FOR CONCRETE DITCH PAVING.



DETAIL OF SWALE DITCH

- GENERAL NOTES:
- APPLICABLE AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER ON CONSTRUCTION.
 - TO BE PAID FOR AS UNCLASSIFIED EXCAVATION OR GRADING COMPLETE.



TYPICAL FLAT BOTTOM RIP RAP DITCH

- GENERAL NOTES:
- BASIS OF PAYMENT: STONE RIP RAP, PER SQ. YD.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
CONSTRUCTION DETAIL DITCH BACK OF RETAINING WALL SWALE DITCHES; RIP RAP DITCH	
NO SCALE	FEBRUARY, 2011
BY	NUMBER D-49

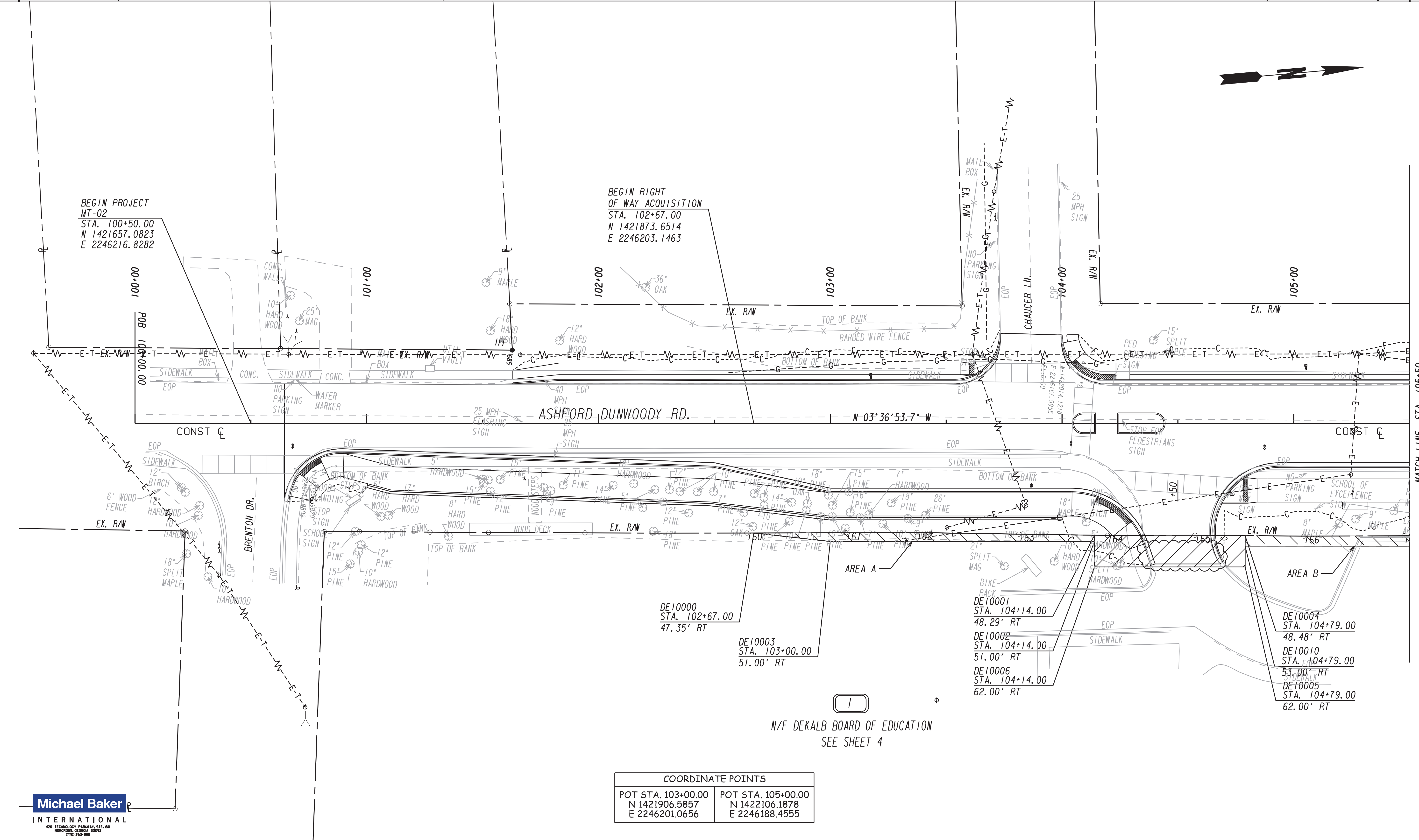
24 HOUR CONTACT
HARI KARIKARAN
404-637-0500
HARI.KARIKARAN@BROOKHAVENGA.GOV

Michael Baker
INTERNATIONAL
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NORCROSS, GEORGIA 30092
(770) 263-9118

REVISION DATES	
9/18/19	

EROSION CONTROL DETAILS
ASHFORD DUNWOODY
AT MONTGOMERY ELEMENTARY

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	56-0007
CORRECTED:	DATE:	
VERIFIED:	DATE:	



Michael Baker
INTERNATIONAL
400 TECHNOLOGY PARKWAY, SUITE 400
NORCROSS, GEORGIA 30092
478.245.5900

COORDINATE POINTS	
POT STA. 103+00.00 N 1421906.5857 E 2246201.0656	POT STA. 105+00.00 N 1422106.1878 E 2246188.4555

N/F DEKALB BOARD OF EDUCATION
SEE SHEET 4

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

BEGIN LIMIT OF ACCESS.....BLA	— K —
END LIMIT OF ACCESS.....ELA	— L —
LIMIT OF ACCESS	— M —
REQ'D R/W & LIMIT OF ACCESS	— N —

SCALE IN FEET

DATE	REVISIONS	DATE	REVISIONS
9/18/19	REVISED DRIVEWAY 104+50		

DATE	REVISIONS

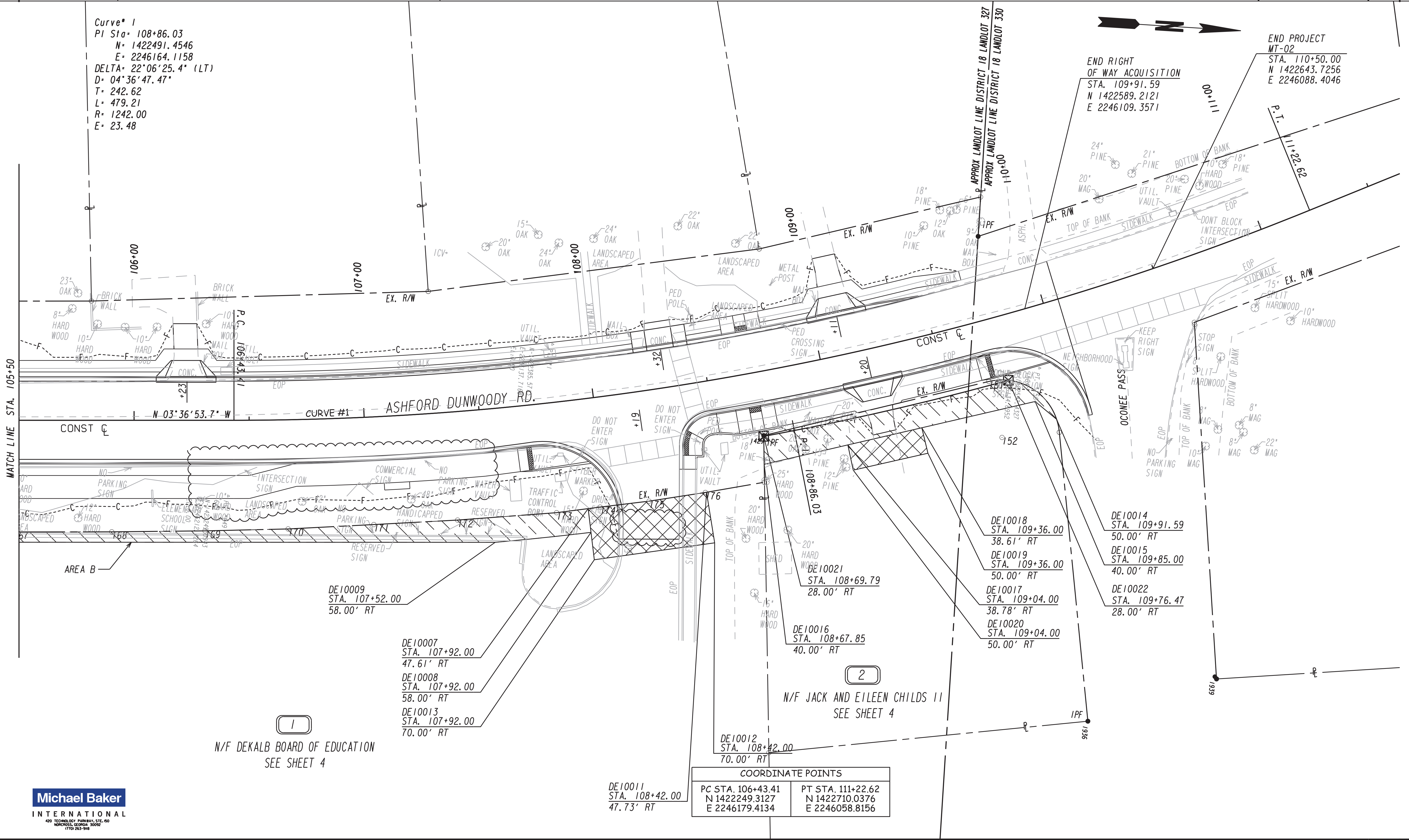
CITY OF BROOKHAVEN
PUBLIC WORKS
RIGHT OF WAY PLAN

PROJECT NO: MT-02
COUNTY: DEKALB
LAND LOT NO: 327
LAND DISTRICT: 18
GMD 686
DATE 12-01-17 SH2 OF4

DRAWING No.
60-0002

Curve* 1
 PI Sta. 108+86.03
 N= 1422491.4546
 E= 2246164.1158
 DELTA= 22°06'25.4" (LT)
 D= 04°36'47.47"
 T= 242.62
 L= 479.21
 R= 1242.00
 E= 23.48

END PROJECT
 MT-02
 STA. 110+50.00
 N 1422643.7256
 E 2246088.4046



Michael Baker
 INTERNATIONAL
 400 TECHNOLOGY PARKWAY, SUITE 400
 NORCROSS, GEORGIA 30092
 (770) 240-9900

N/F DEKALB BOARD OF EDUCATION
 SEE SHEET 4

COORDINATE POINTS

PC STA. 106+43.41 N 1422249.3127 E 2246179.4134	PT STA. 111+22.62 N 1422710.0376 E 2246058.8156
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PROPERTY AND EXISTING R/W LINE	— P —
REQUIRED R/W LINE	— G — F —
CONSTRUCTION LIMITS	— G — F —
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	[Hatched Box]
EASEMENT FOR CONSTR OF SLOPES	[Hatched Box]
EASEMENT FOR CONSTR OF DRIVES	[Hatched Box]

BEGIN LIMIT OF ACCESS.....BLA	— P —
END LIMIT OF ACCESS.....ELA	— G — F —
LIMIT OF ACCESS	— G — F —
REQ'D R/W & LIMIT OF ACCESS	— G — F —

SCALE IN FEET

DATE	REVISIONS	DATE	REVISIONS
9/18/19	REVISED SIDEWALK FROM 106+50 TO 107+50, REVISED DRIVEWAY 108+19		

CITY OF BROOKHAVEN PUBLIC WORKS	
RIGHT OF WAY PLAN	
PROJECT NO: MT-02	COUNTY: DEKALB
LAND LOT NO: 327, 330	LAND DISTRICT: 18
GMD 686	DATE 12-01-17 SH3 0F4

DRAWING No.	60-0003
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1
N/F DEKALB BOARD OF EDUCATION

PESMT - PAR 1/SV11 REQ'D PERM. EASM'T. DE1001.1

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10001	48.29 R	104+14.00	Ashford Dunwoody
	5.58	N 2°48'36.0" W	
164	48.37 R	104+19.58	Ashford Dunwoody
	37.74	N 3°44'04.3" W	
165	48.29 R	104+57.31	Ashford Dunwoody
	21.69	N 3°08'03.7" W	
DE10004	48.48 R	104+79.00	Ashford Dunwoody
	13.52	N 86°23'06.3" E	
DE10005	62.00 R	104+79.00	Ashford Dunwoody
	65.00	S 3°36'53.7" E	
DE10006	62.00 R	104+14.00	Ashford Dunwoody
	13.71	S 86°23'06.3" W	
DE10001	48.29 R	104+14.00	Ashford Dunwoody
REQD EASMT	= 887.22 SF		
REQD EASMT	= 0.020 ACRES		

TESMT AREA A - PAR 1/SV11 REQ'D TEMP. EASM'T. DE1001.2

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10000	47.35 R	102+67.00	Ashford Dunwoody
161	47.26 R	103+06.78	Ashford Dunwoody
162	47.16 R	103+37.34	Ashford Dunwoody
163	47.84 R	103+81.36	Ashford Dunwoody
DE10001	48.29 R	104+14.00	Ashford Dunwoody
DE10002	51.00 R	104+14.00	Ashford Dunwoody
DE10003	51.00 R	103+00.00	Ashford Dunwoody
DE10000	47.35 R	102+67.00	Ashford Dunwoody
REQD EASMT AREA	= 452.62 SF		

TESMT AREA B - PAR 1/SV11 REQ'D TEMP. EASM'T. DE1001.3

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10004	48.48 R	104+79.00	Ashford Dunwoody
166	48.69 R	105+04.37	Ashford Dunwoody
167	48.55 R	105+47.59	Ashford Dunwoody
168	48.48 R	105+90.29	Ashford Dunwoody
169	48.07 R	106+30.83	Ashford Dunwoody
170	47.45 R	106+66.08	Ashford Dunwoody
171	46.75 R	107+02.00	Ashford Dunwoody
172	47.04 R	107+37.13	Ashford Dunwoody
173	47.80 R	107+78.68	Ashford Dunwoody
DE10007	47.61 R	107+92.00	Ashford Dunwoody
DE10008	58.00 R	107+92.00	Ashford Dunwoody
DE10009	58.00 R	107+52.00	Ashford Dunwoody
DE10010	53.00 R	104+79.00	Ashford Dunwoody
DE10004	48.48 R	104+79.00	Ashford Dunwoody
REQD EASMT AREA	= 2042.72 SF		
TOTAL REQ'D TEMP EASM'T	= 2495.34 SF		

DWESMT - PAR 1/SV11 REQ'D TEMP. EASM'T. DE1001.4

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10007	47.61 R	107+92.00	Ashford Dunwoody
174	47.58 R	107+97.07	Ashford Dunwoody
175	47.82 R	108+17.68	Ashford Dunwoody
176	47.74 R	108+41.52	Ashford Dunwoody
DE10011	47.73 R	108+42.00	Ashford Dunwoody
DE10012	70.00 R	108+42.00	Ashford Dunwoody
DE10013	70.00 R	107+92.00	Ashford Dunwoody
DE10007	47.61 R	107+92.00	Ashford Dunwoody
REQD EASMT AREA	= 1158.71 SF		

2
N/F JACK AND EILEEN CHILDS II

REQD R/W - PAR 2/SV10 REQ'D R/W DE1002.1

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10021	28.00 R	108+69.79	Ashford Dunwoody
	0.34	S 85°26'57.3" W	
150	27.66 R	108+69.85	Ashford Dunwoody
	100.59	N 17°07'14.7" W	
151	26.28 R	109+68.32	Ashford Dunwoody
ARC LENGTH	= 8.55		
CHORD BEAR	= N 7°05'35.7" W		
LNTH CHORD	= 8.51		
RADIUS	= 25.00		
DEGREE	= 229°10'59.2"		
DE10022	28.00 R	109+76.47	Ashford Dunwoody
ARC LENGTH	= 109.08		
CHORD BEAR	= S 16°31'08.8" E		
LNTH CHORD	= 109.05		
RADIUS	= 1270.00		
DEGREE	= 4°30'41.3"		
DE10021	28.00 R	108+69.79	Ashford Dunwoody
REQD R/W	= 180.09 SF		
REQD R/W	= 0.004 ACRES		
REMAINDER	= +/- 0.439 ACRES		

TESMT - PAR 2/SV10 REQ'D TEMP. EASM'T. DE1002.2

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10016	40.00 R	108+67.85	Ashford Dunwoody
DE10021	28.00 R	108+69.79	Ashford Dunwoody
ARC LENGTH	= 109.08		
CHORD BEAR	= N 16°31'08.8" W		
LNTH CHORD	= 109.05		
RADIUS	= 1270.00		
DEGREE	= 4°30'41.3"		
DE10022	28.00 R	109+76.47	Ashford Dunwoody
ARC LENGTH	= 28.48		
CHORD BEAR	= N 35°20'25.5" E		
LNTH CHORD	= 26.97		
RADIUS	= 25.00		
DEGREE	= 229°10'59.2"		
DE10014	50.00 R	109+91.59	Ashford Dunwoody
DE10015	40.00 R	109+85.00	Ashford Dunwoody
DE10016	40.00 R	108+67.85	Ashford Dunwoody
REQD EASMT AREA	= 1335.12 SF		

DWESMT - PAR 2/SV10 REQ'D DRWY. EASM'T. DE1002.3

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10017	38.78 R	109+04.00	Ashford Dunwoody
DE10018	38.61 R	109+36.00	Ashford Dunwoody
DE10019	50.00 R	109+36.00	Ashford Dunwoody
DE10020	50.00 R	109+04.00	Ashford Dunwoody
DE10017	38.78 R	109+04.00	Ashford Dunwoody



DATE	REVISIONS	DATE	REVISIONS

CITY OF BROOKHAVEN
PUBLIC WORKS
RIGHT OF WAY TABLES
PROJECT NO: MT-02
COUNTY: DEKALB
LAND LOT NO: 327, 330
LAND DISTRICT: 18
GMD 686
DATE 12-01-17 SH4 OF4
DRAWING No.
60-0004