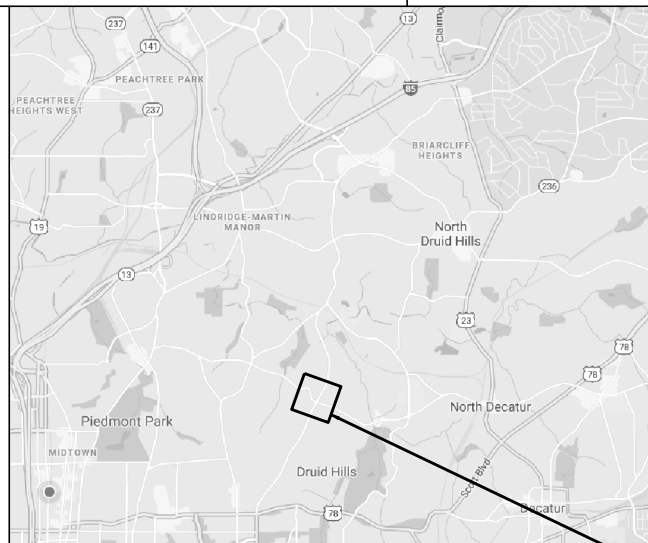


DEKALB COUNTY PUBLIC WORKS TRANSPORTATION DIVISION

PLAN OF PROPOSED

EAST ROCK SPRINGS ROAD ROUNABOUT IMPROVEMENTS



LOCATION SKETCH

PROJECT LOCATION

DESIGN DATA:
SPEED DESIGN:
EAST ROCK SPRINGS ROAD: 25 MPH
BEECH VALLEY WAY: 25 MPH
CUMBERLAND ROAD: 25 MPH

LOCATION & DESIGN APPROVAL DATE:
FUNCTIONAL CLASS:

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

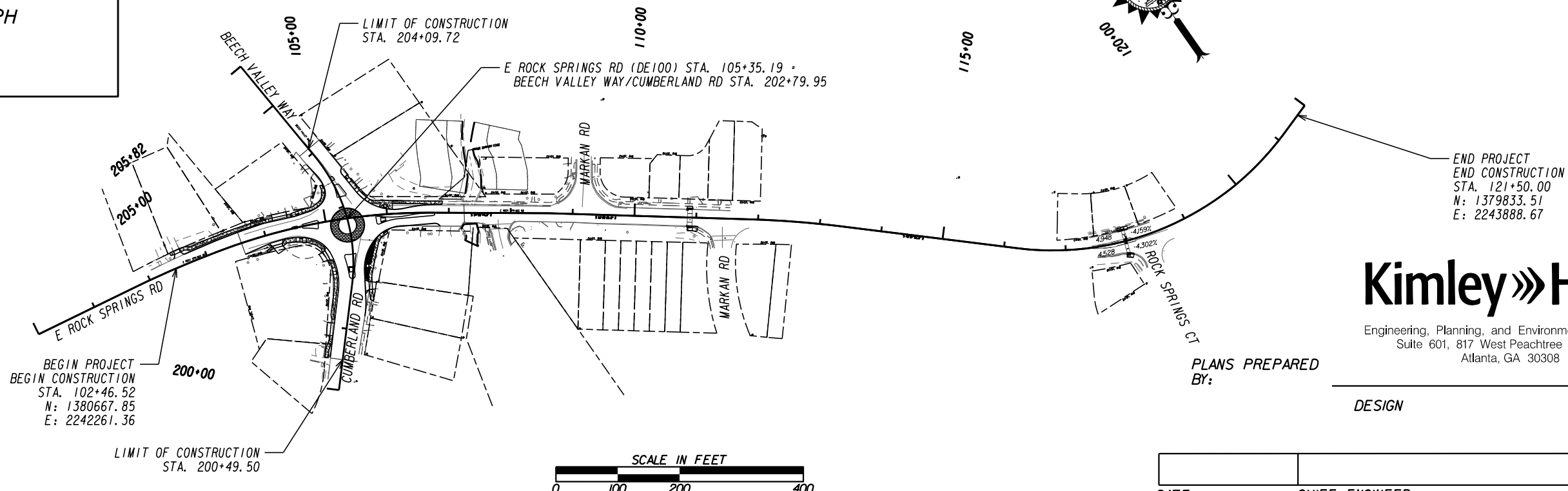
PROJECT DESIGNATION:

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.

FEDERAL ROUTE •
STATE ROUTE •
P.J. NO.

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.



Kimley»Horn

Engineering, Planning, and Environmental Consultants
Suite 601, 817 West Peachtree Street, NW
Atlanta, GA 30308

PLANS PREPARED BY:

DESIGN

DATE	CHIEF ENGINEER
PLANS COMPLETED	- -
REVISIONS	



LENGTH OF PROJECT	COUNTY No.
	Project No.
	MILES
NET LENGTH OF ROADWAY	0.1399
NET LENGTH OF BRIDGES	0.0000
NET LENGTH OF PROJECT	0.1399
NET LENGTH OF EXCEPTIONS	0.0000
GROSS LENGTH OF PROJECT	0.1399

DRAWING NO.	DESCRIPTION
01-0001	COVER SHEET
02-0001	INDEX SHEET
04-0001 TO 04-0002	GENERAL NOTES
05-0001 TO 05-0002	TYPICAL SECTIONS
06-0001 TO 06-0003	SUMMARY OF QUANTITIES
11-0001	CONSTRUCTION LAYOUT
13-0001 TO 13-0003	CONSTRUCTION PLANS
17-0001	DRIVEWAY PROFILES
18-0001	SPECIAL GRADING PLAN
22-0001	DRAINAGE PROFILES
23-0001 TO 23-0002	CROSS SECTIONS
24-0001	UTILITY PLANS
26-0001 TO 26-0004	SIGNING AND MARKING PLANS
26-0005A	SIGNING AND MARKING PLANS - ILLUMINATED SIGN DETAILS
27-0000 TO 27-0004	SIGNAL PLANS
EROSION CONTROL PLANS	
51-0001	ESPCP GENERAL NOTES
52-0001	CONST. DETAIL (EC-L1) - EROSION CONTROL LEGEND AND UNIFORM CODE SHEET (SHEET 1 OF 7) (03-17)
52-0002	CONST. DETAIL (EC-L2) - EROSION CONTROL LEGEND AND UNIFORM CODE SHEET (SHEET 2 OF 7) (11-18)
52-0003	CONST. DETAIL (EC-L3) - EROSION CONTROL LEGEND AND UNIFORM CODE SHEET (SHEET 3 OF 7) (03-17)
52-0004	CONST. DETAIL (EC-L4) - EROSION CONTROL LEGEND AND UNIFORM CODE SHEET (SHEET 4 OF 7) (03-17)
52-0005	CONST. DETAIL (EC-L5) - EROSION CONTROL LEGEND AND UNIFORM CODE SHEET (SHEET 5 OF 7) (03-17)
52-0006	CONST. DETAIL (EC-L6) - EROSION CONTROL LEGEND AND UNIFORM CODE SHEET (SHEET 6 OF 7) (11-18)
52-0007	CONST. DETAIL (EC-L7) - EROSION CONTROL LEGEND AND UNIFORM CODE SHEET (SHEET 7 OF 7) (03-17)
54-0001 TO 54-0008	BMP LOCATION DEATILS
EROSION CONTROL DETAILS	
D-24A:	TEMPORARY SILT FENCE (SHEET 1 OF 4) (01-11)
D-24C:	TEMPORARY SILT FENCE J-HOOKS, INLET SEDIMENT TRAPS (SHEET 3 OF 4) (01-11)
D-41:	CONSTRUCTION EXIT (04-18)
D-42:	INLET SEDIMENT TRAPS (05-08)
D-46:	STONE FILTER RING (07-18)
D-54:	SOD INSTALLATION (04-16)
D-55A:	RIPRAP OUTLET PROTECTION (SHEET 1 OF 2) (04-16)
GEORGIA DOT CONSTRUCTION DETAILS AND STANDARDS ARE NOT INLCUDED IN THE PLAN SET. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE DRAWINGS SPECIFIED HEREIN.	

DRAWING NO.	DESCRIPTION
CONSTRUCTION DETAILS (CONTINUED)	
D-24B	TEMPORARY SILT FENCE BERM DITCH, INSTALLATION, BRUSH BARRIER (SHEET 2 OF 4) (01/11)
D-24C	TEMPORARY SILT FENCE J-HOOKS, INLET SEDIMENT TRAPS (SHEET 3 OF 4) (01/11)
D-54	SOD INSTALLATION (04/16)
RA-1	ROUNDABOUT LANDSCAPING DETAILS (10/11)
RA-2	ROUNDABOUT TYPICAL SECTION ASPHALTIC CONCRETE CIRCULATORY ROADWAY (01/12)
T-01	SIGN PLATES (01/00)
T-02	DETAILS FOR TYPICAL FRAMING (03/00)
T-3A	TYPE 7, 8, AND 9 SQUARE TUBE POST INSTALLATION DETAIL (07/02)
T-11A	DETAILS OF PAVEMENT MARKING PLACEMENT ON NON-LIMITED ACCESS ROADWAY (09/16)
T-12A	DETAILS OF PAVEMENT MARKING ARROW LOCATION (01/00)
T-12B	PAVEMENT MARKINGS - ARROWS (11/20)
T-13A	DETAILS OF PAVEMENT MARKING WORDS (11/20)
T-14	DETAILS OF PAVEMENT MARKING HATCHING (11/08)
TS-02	PULLBOX ASSEMBLY AND INSTALLATION (04/21)
TS-03	PEDESTRIAN FACILITIES INSTALLATION DETAIL (11/20)
TS-06	GROUNDING FOR TRAFFIC SIGNAL SUPPORT STRUCTURES (11/20)
TS-09	FIBER OPTICS INSTALLATION (11/20)
TS-10B	FLASHING BEACON ASSEMBLY POST MOUNTED INSTALLATION (11/20)
ITS-07	CONDUIT AND CONDUIT DUCK BANK TYPE 3 INSTALLATION DETAILS (10/06)
GEORGIA STANDARDS	
1011A	BRICK MANHOLES (10/81)
1019A	DROP INLETS (08/99)
1120	FLARED END SECTIONS FOR PIPES (06/06)
9003	FEDERAL AID AND STATE PROJECT MARKERS; RIGHT OF WAY MARKERS; COUNTY LINE MARKER (04/06)
9032B	CONCRETE CURB AND GUTTER, CONCRETE CURBS, CONCRETE MEDIANS (01/21)
9100	TRAFFIC CONTROL GENERAL NOTES, STANDARD LEGEND, AND MISCELLANEOUS DETAILS (03/06)
9102	TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE HIGHWAY (03/06)
9107	TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON MULTI-LANE UNDIVIDED HIGHWAY (03/06)



REVISION DATES		INDEX		DRAWING No.
		CHECKED:	DATE:	
		BACKCHECKED:	DATE:	
		CORRECTED:	DATE:	
		VERIFIED:	DATE:	

PROJECT NOTES

1. A NOTICE OF INTENT IS NOT REQUIRED FOR THIS PROJECT. THE DISTURBED AREA IS 0.33 ACRES.
2. 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 COUNTY.
3. ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES OCCURRING IN THEM. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL. SEE SECTION 201 OF THE STANDARD SPECIFICATION AND SUPPLEMENTS THERETO FOR ADDITIONAL INFORMATION.
4. THE CONTRACTOR SHALL REMOVE ALL SILT AND DEBRIS FROM EXISTING DRAINAGE STRUCTURES, PIPES, AND CULVERTS THAT ARE TO BE RETAINED BEFORE ANY WORK BEGINS AND AT THE COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR GRADING COMPLETE.
5. ALL EXISTING DRAINAGE PIPES AND STRUCTURES ARE TO REMAIN UNLESS OTHERWISE NOTED. ALL COSTS ASSOCIATED WITH THE REMOVAL OF ANY PIPES AND STRUCTURES SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
6. AT ALL LOCATIONS WHERE EXISTING CURB OR PAVEMENT ABUT NEW CONSTRUCTION, THE EDGE OF THE EXISTING CURB OR PAVEMENT SHALL BE SAWCUT TO A CLEAN, SMOOTH EDGE IN ACCORDANCE WITH SECTION 411 AND 444. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
7. ALL ADA RAMPS AND SIDEWALK WITHIN THE INTERSECTION RADIUS ARE TO BE 8 INCH CONCRETE. THE COST FOR ADA RAMPS AND DETECTABLE WARNING STRIPS SHALL BE INCLUDED IN THE PRICE BID FOR CONC SIDEWALK, 8 INCH. ALL ADA WHEELCHAIR RAMP DETECTABLE WARNING STRIPS SHALL BE YELLOW.
8. ALL DISTURBED AREAS ARE TO BE SODDED.
9. THE GENERAL CONTRACTOR SHALL MAINTAIN OR ADJUST TO NEW FINISH GRADES AS NECESSARY. ALL UTILITY AND SITE STRUCTURES SUCH AS LIGHT POLES, SIGN POLES, MANHOLES, RISERS, PULLBOXES, VAULTS, HAND HOLES, WATER AND GAS GATES, HYDRANTS, ETC. UNLESS OTHERWISE NOTED IN PLANS OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. IN THE EVENT A UTILITY OWNER IS TO RELOCATE ITS OWN FACILITIES, THE CONTRACTOR SHALL COORDINATE HIS WORK WITH THESE COMPANIES AND SHALL NOTIFY THEM OF WORK AFFECTING THEIR FACILITIES IN ADVANCE. CONTRACTOR SHALL CONTACT THE DEKALB COUNTY DEPARTMENT OF WATERSHED MANAGEMENT INSPECTOR PRIOR TO STARTING ANY WORK ASSOCIATED WITH WATER OR SANITARY SEWER. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
10. THE CONTRACTOR SHALL COORDINATE WITH MARTA REGARDING TEMPORARY IMPACTS TO BUS STOP LOCATIONS.
11. ANY REFERENCE TO "THE DEPARTMENT" SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE DEKALB COUNTY DEPARTMENT OF ENGINEERING, AND REFERENCES TO "THE DEPARTMENT'S SPECIFICATIONS" SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE GEORGIA DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS, CURRENT EDITION.
12. SUE WAS NOT PERFORMED FOR THIS PROJECT. ALL KNOWN UTILITY FACILITIES ARE SHOWN SCHEMATICALLY ON PLANS, AND ARE NOT NECESSARILY ACCURATE IN LOCATION AS TO PLAN OR ELEVATION. UTILITY FACILITIES SUCH AS SERVICE LINES OR UNKNOWN FACILITIES NOT SHOWN ON PLANS WILL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY UNDER THIS REQUIREMENT. "EXISTING UTILITY FACILITIES" MEANS ANY UTILITY THAT EXISTS ON THE PROJECT IN ITS ORIGINAL, RELOCATED OR NEWLY INSTALLED POSITION.
13. ALL EXISTING SIDEWALK, HEADER CURB, AND CURB & GUTTER SHALL BE PRESSURE WASHED. VEGETATION ENCRDACHING ONTO EXISTING SIDEWALK DESIGNATED TO REMAIN SHALL BE REMOVED DURING CONSTRUCTION TO RESTORE MINIMUM 4' PASSABLE SIDEWALK WIDTH. ALL COSTS FOR THIS WORK SHALL BE INCLUDED IN THE PRICE FOR GRADING COMPLETE.
14. INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GEORGIA STANDARD SPECIFICATIONS.
15. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND TO DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL IN COMPLIANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS. CONCRETE AND ASPHALT MATERIALS REMOVED FROM THE PROJECT SITE MAY NOT BE PLACED IN FILL LOCATIONS THAT FALL WITHIN EASEMENT AREAS. WITH THE PRIOR APPROVAL OF THE ENGINEER, THESE MATERIALS MAY BE PLACED WITHIN THE R/W PROVIDED THERE IS THREE (3') FEET OF MINIMUM COVER AND THERE ARE NO PLANS FOR THE FUTURE WIDENING OF THE ROADWAY.
16. 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.
17. 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.
18. 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".
19. ONLY EXISTING SIGNAGE TO REMAIN OR TO BE RESET SHALL BE PROTECTED AND MAINTAINED IN ORIGINAL CONDITION. ANY DAMAGE TO SAID SIGNAGE IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED AND REPLACED AT CONTRACTOR'S EXPENSE.

20. ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED WILL BE PAVED BACK TO THE TIE IN POINT OR REQUIRED RIGHT OF WAY, WHICHEVER IS GREATER. ALL OTHER DRIVEWAYS SHALL BE REPLACED AS FOLLOWS: ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE AND CONCRETE FOR EARTH / GRAVEL DRIVES. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHERWISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. EXISTING DRIVEWAY LOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA; THE CONTRACTOR SHALL CONSTRUCT DRIVEWAYS TO MATCH THE LOCATION OF EXISTING DRIVEWAYS AT THE TIE IN POINT, IF APPLICABLE. THE CONTRACTOR SHALL OBTAIN THE APPROVAL FROM THE ENGINEER PRIOR TO MAKING ANY REVISIONS TO LOCATION, WIDTH, AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. DRIVES SHALL BE CONSTRUCTED USING:
 - ASPHALTIC DRIVES
 - RESIDENTIAL - 165 LB/SY ASPHALTIC CONCRETE 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL AND H LIME - 6" GRADED AGGREGATE BASE
 - COMMERCIAL - 165 LB/SY ASPHALTIC CONCRETE 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL AND H LIME - 220 LB/SY ASPHALTIC CONCRETE 19.0 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL AND H LIME - 8" GRADED AGGREGATE BASE
 - CONCRETE DRIVES
 - RESIDENTIAL - 6" CONCRETE VALLEY GUTTER - 6" CONCRETE DRIVEWAY
 - COMMERCIAL - 8" CONCRETE VALLEY GUTTER - 8" CONCRETE DRIVEWAY
21. ALL CUT AND FILL SLOPES SHALL BE STABILIZED TO COMPLY WITH SECTION 161.3.05.B OF THE SPECIFICATIONS IN ORDER TO REDUCE THE POTENTIAL FOR EROSION. IF THE SEASON DOES NOT PERMIT PERMANENT GRASSING, TEMPORARY STRAW MULCH AND/OR TEMPORARY VEGETATION SHALL BE USED AS PER THE EROSION AND SEDIMENTATION POLLUTION CONTROL PLAN (ESPCP) OR AS DIRECTED BY THE ENGINEER.
22. EROSION CONTROL MEASURES SHALL BE INSTALLED TO BE IN COMPLIANCE WITH THE APPROVED EROSION AND SEDIMENTATION POLLUTION CONTROL PLAN (ESPCP). EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES THAT INVOLVE ENVIRONMENTALLY SENSITIVE AREAS (ESA'S) AS DEFINED UNDER SECTION 107.23.F OF THE SPECIFICATIONS AND THE ESPCP. IN GENERAL, EROSION CONTROL ITEMS SHOULD BE INSTALLED PRIOR TO THE START OF ANY LAND DISTURBING ACTIVITIES. THE INSTALLATION OF THE EROSION CONTROL ITEMS MAY BE INSTALLED CONCURRENT WITH THE START OF THE LAND DISTURBING ACTIVITIES, IF ALLOWED BY THE ESPCP.
23. ALL ROADWAY DRAINAGE PIPES SHALL BE REINFORCED CONCRETE. THE GDOT PIPE SELECTION CHART MAY ONLY BE USED FOR DRIVEWAY PIPES.
24. ALL GRASSED MEDIANS, LANDSCAPED AREAS BETWEEN THE BACK OF CURB AND SIDEWALK AND TO SHOULDER BREAK POINT SHALL BE SODDED WITH BERMUDA TIF GRAND SOD, UNLESS THERE IS EXISTING GRASS, THEN THE SOD TYPE FROM BACK OF CURB TO EXISTING GRASS SHALL MATCH ADJACENT GRASS. ALL COST ASSOCIATED WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE PRICE BID FOR SOD.
25. ALL EXISTING PEDESTRIAN FACILITIES, INCLUDING ACCESS TO TRANSIT STOPS, SHALL BE MAINTAINED. WHERE PEDESTRIAN ROUTES ARE CLOSED, ALTERNATE ROUTES SHALL BE PROVIDED. WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED WITHIN THE LIMITS OF THE PROJECT, THE TEMPORARY PEDESTRIAN FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY (PER LATEST MUTCD). COST FOR CONSTRUCTING AND MAINTAINING TEMPORARY PEDESTRIAN FACILITIES SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
26. THE FOLLOWING UTILITY OWNERS MAY HAVE FACILITIES THAT CONFLICT WITH CONSTRUCTION ON THIS PROJECT:

UTILITY OWNERS	
FACILITY	OWNER
TELECOM	AT&T SOUTHEAST
NATURAL GAS	ATLANTA GAS LIGHT COMPANY
CABLE	COMCAST
WATER/SEWER	DEKALB COUNTY WATERSHED MANAGEMENT
TRAFFIC SIGNALS	DEKALB COUNTY TRAFFIC
ELECTRIC	GEORGIA POWER COMPANY (DISTRIBUTION)
ELECTRIC	GEORGIA POWER COMPANY (TRANSMISSION)
TELECOM & INTERNET	LEVEL 3 COMMUNICATION
CABLE & TELECOM	MCI COMMUNICATION SERVICES, INC. D/B/A VERIZON BUSINESS SERVICES
ELECTRIC	SWAPPING SHOALS EMC
FIBER	ZAYO FIBER SOLUTIONS



**Know what's below.
Call before you dig.**

Kimley»Horn
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Atlanta, GA 30308

REVISION DATES		GENERAL NOTES	
NO.	DATE	EAST ROCK SPRINGS ROAD	
		CHECKED:	DATE:
		BACKCHECKED:	DATE:
		CORRECTED:	DATE:
		VERIFIED:	DATE:
		DRAWING No.	
		04-0001	

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE PRICE BID FOR LUMP-SUM TRAFFIC CONTROL SHALL INCLUDE THE COST OF STAGED CONSTRUCTION, MAINTENANCE OF TRAFFIC (INCLUDING AGGREGATE SURFACE COURSE), INSTALLATION AND REMOVAL OF ALL TEMPORARY SIGNAGE, GRINDING, INTERIM PAVEMENT MARKINGS, BARRICADES, AND OTHER INTERIM TRAFFIC CONTROL DEVICES NECESSARY FOR THE CONSTRUCTION AND MAINTENANCE OF THE PROJECT. DEVICES UTILIZED ON THE PROJECT SHALL BE IN COMPLIANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION AND SECTION 150. ALL DEVICES, SIGNS, POSTS, BARRICADES, ETC SHALL BE FROM THE GDOT QUALIFIED PRODUCTS LIST (QPL). ALL DEVICES SHALL BE CRASHWORTHY UNDER AASHTO AND NCHRP 350 REQUIREMENTS. THE ENGINEER MAY DIRECT THAT ADDITIONAL DEVICES AND MARKINGS BE ADDED TO THE TRAFFIC CONTROL PLAN. THE COST OF NOMINAL ITEMS ADDED BY THE ENGINEER SHALL BE INCLUDED IN LUMP-SUM TRAFFIC CONTROL EXCEPT FOR THE ADDITION OF A CHANGEABLE MESSAGE SIGN(S). THE CONTRACT UNIT PRICE WILL BE PAID FOR A CHANGEABLE MESSAGE SIGN(S) OR A UNIT PRICE WILL BE DETERMINED WHEN A CHANGEABLE MESSAGE SIGN(S) IS NOT INCLUDED IN THE CONTRACT.
2. ALL TRAFFIC CONTROL DEVICES AND SIGNAGE SHALL HAVE RETROREFLECTIVE SHEETING THAT MEETS THE REQUIREMENTS OF SECTION 150 OF THE GDOT SPECIFICATIONS
3. IN RESIDENTIAL AREAS, TEMPORARY AND PERMANENT SIGNS SHALL BE LOCATED ON OR AS CLOSE AS POSSIBLE TO PROPERTY LINES.
4. 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.
5. THE WORKSITE TRAFFIC CONTROL SUPERVISOR (WTCS) SHALL BE RESPONSIBLE FOR THE ELIMINATION OF ANY CONFLICTING PAVEMENT MARKINGS. THE WTCS SHALL NOT USE "BLACK OUT PAINT" TO ERADICATE CONFLICTING MARKINGS. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION WHETHER THE CONFLICTING MARKINGS HAVE BEEN ADEQUATELY ELIMINATED.
6. TEMPORARY TRAFFIC BARRIERS SHALL HAVE A TWO (2') FEET MINIMUM OFFSET FROM THE EDGE OF ANY TRAVEL LANE. ONLY TRAFFIC DRUMS, MEETING THE MINIMUM REQUIREMENTS OF THE MUTCD AND SECTION 150, AND TEMPORARY BARRIERS THAT ARE CRASHWORTHY SHALL BE USED ADJACENT TO TRAVEL LANES. UNLESS PRIOR APPROVAL IS GRANTED BY DEKALB COUNTY, THE TEMPORARY BARRIERS CAN NOT BE PLACED LESS THAN TWO (2') FEET FROM THE EDGE OF THE TRAVEL LANE. THE USE OF TYPE 1 AND 11 BARRICADES AND TRAFFIC CONES IS PROHIBITED.
7. TRAFFIC DRUMS MEETING THE MINIMUM REQUIREMENTS OF THE MUTCD AND SECTION 150 SHALL BE USED FOR CHANNELIZATION OF TRAFFIC IN ALL TRAFFIC SHIFTS. FOR ANY WORK ZONE, THE MAXIMUM DRUM SPACING, IN FEET, SHALL BE THE DESIGN OR POSTED SPEED LIMIT, WHICHEVER IS LESS. BASED ON FIELD CONDITIONS, THE MAXIMUM SPACING OF THE TRAFFIC DRUMS MAY NEED TO BE FURTHER REDUCED.
8. 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.
9. DEKALB COUNTY 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 DEPARTMENT.
10. THE CONTRACTOR MUST OBTAIN ANY ROAD CLOSURE PERMITS FROM DEKALB COUNTY A MINIMUM OF 3 WEEKS PRIOR TO ROAD CLOSURE. FOR INFORMATION CALL (404) 371-2000.
11. REFLECTORIZED TYPE 3 BARRICADES SHALL BE USED AT THE ACTUAL LOCATION OF TOTAL STREET CLOSURE. EACH BARRICADE SHALL HAVE TWO TYPE 'A' LIGHTS AND ONE R11-2 (ROAD CLOSED) SIGN ATTACHED.
12. ALL M4-9 SIGNS SHALL HAVE ADVISORY BLADES (INSTALLED ABOVE THE "DETOUR" SIGN) IDENTIFYING THE CLOSED STREET THAT THE DETOUR ROUTE SERVES.
13. INFORMATION SIGNS, INFORMING MOTORISTS OF THE ROAD CLOSURE SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO THE ROAD CLOSURE. THESE SIGNS SHALL BE INSTALLED AT OR AS NEAR AS POSSIBLE TO THE ROAD CLOSURE (SEE SPECIFICATIONS BELOW):

 (ROAD NAME) WILL BE CLOSED TO THRU TRAFFIC
 FROM (SIDE ROAD) TO (SIDE ROAD)
 (DATE) THRU (DATE)
 (REASON FOR CLOSURE)
 FOR INFO CALL (404) 371-2000

 THESE SIGNS SHALL BE RETROREFLECTIVE SHEETING ON METAL, 4 INCH BLACK UPPER AND LOWER CASE LETTERING (SERIES 'B' OR WIDER) ON WHITE BACKGROUND.
14. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PREPARE A MAINTENANCE OF TRAFFIC PLAN FOR APPROVAL BY DEKALB COUNTY BEFORE STARTING CONSTRUCTION. PAYMENT SHALL BE INCLUDED IN THE PRICE FOR TRAFFIC CONTROL. THE CONTRACTOR WILL NOT BE ALLOWED TO CLOSE THE ROAD DURING THE CONSTRUCTION OF THE PROJECT WITHOUT APPROVAL BY THE ENGINEER.
15. NO LANE CLOSURES ARE ALLOWED BETWEEN 6-9AM AND 4-7PM WITHOUT PRIOR APPROVAL BY THE ENGINEER.
16. THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO ALL DRIVEWAYS AT ALL TIMES.

GENERAL NOTES - SIGNING & MARKING

1. ALL WORK WITHIN DEKALB COUNTY RIGHT OF WAY SHALL CONFORM TO GDOT STANDARDS AND SPECIFICATIONS FOR ROADS AND BRIDGES.
2. ALL SIGNING, MARKING, AND TRAFFIC CONTROL SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION"
3. ALL PAVEMENT MARKINGS, STRIPES, ARROWS, WORDS, ETC. SHALL BE HOT APPLIED THERMOPLASTIC UNLESS INDICATED OTHERWISE.
4. ALL EXISTING PAVEMENT STRIPING TO BE REMOVED SHALL BE REMOVED USING HYDROBLASTING.
5. ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
6. 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 DEKALB COUNTY TRANSPORTATION.
7. ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF 7 FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN OR ASSEMBLY.
8. 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).
9. 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.
10. 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.
11. SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY-TYPICAL FRAMING DETAILS.
12. 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.
13. TYPE 11 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3P, R5-1, R5-1A, R5-1B).
14. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL WARNING SIGNS.
15. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW GREEN REFLECTIVE SHEETING SHALL BE USED FOR SCHOOL ZONE (S1-1, S2-1, S3-1, S4-3, AND THE TOP PORTION OF THE S5-1) SIGNS. ALL REGULATORY SIGNS WITHIN THE SCHOOL ZONE SIGNING SHALL HAVE TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING.
16. A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.
17. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.
18. FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.
19. THE CONTRACTOR WILL, AS REQUESTED BY DEKALB COUNTY TRANSPORTATION, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.

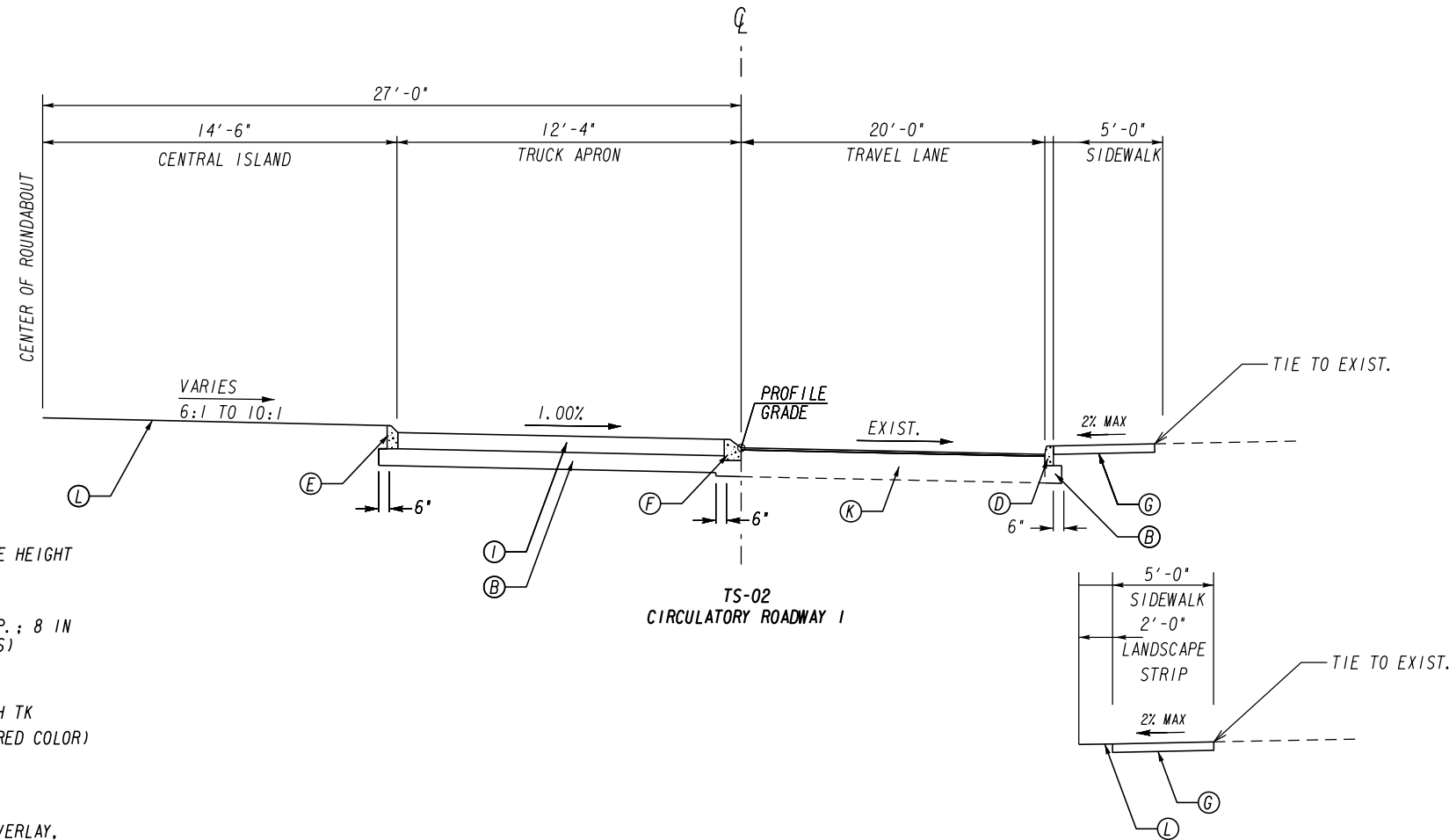
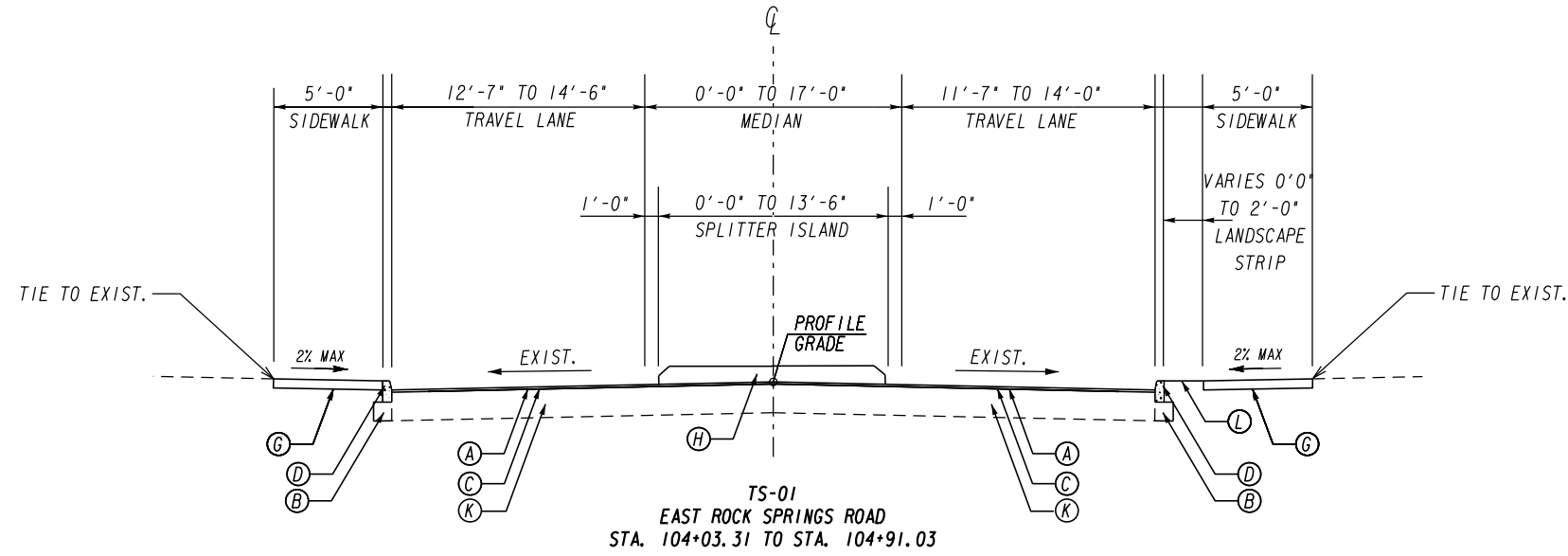


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REVISION DATES

GENERAL NOTES
EAST ROCK SPRINGS ROAD

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



- (A) RECYCLED ASPH CONC 12.5MM SUPERPAVE, GP 2, INCL BITUM MATL & H LIME
- (B) GR AGGR BASE CRS INCL MATL, 10 IN
- (C) MILL ASPH CONC PVMT, 1.5"
- (D) CONC HEADER CURB, 6 IN, TP 2, VARIABLE HEIGHT
- (E) CONC HEADER CURB, 6 IN, TP 7
- (F) CONC HEADER CURB, 4 IN, TP 9
- (G) CONCRETE SIDEWALK (4 IN THICKNESS, TYP.; 8 IN THICKNESS IN CURB RETURN RADI11 & RAMPS)
- (H) MONOLITHIC DOMELED 6" EXPOSED CONC. MEDIAN WITH TYPE 7 CURB FACE
- (I) PLAIN PC CONC PVMT. CL 1 CONC, 10 INCH TK (W/ COLONIAL BRICK COLOR OF APPROVED RED COLOR)
- (J) EXISTING CURB TO REMAIN
- (K) EXISTING PAVEMENT TO REMAIN
- (L) SOD
- (M) RECYCLED ASPH CONC 12.5MM SUPERPAVE OVERLAY, GP 2, INCL BITUM MATL & H LIME

SEE PLAN SHEETS FOR ADDITIONAL GEOMETRY AND GRADING DETAIL

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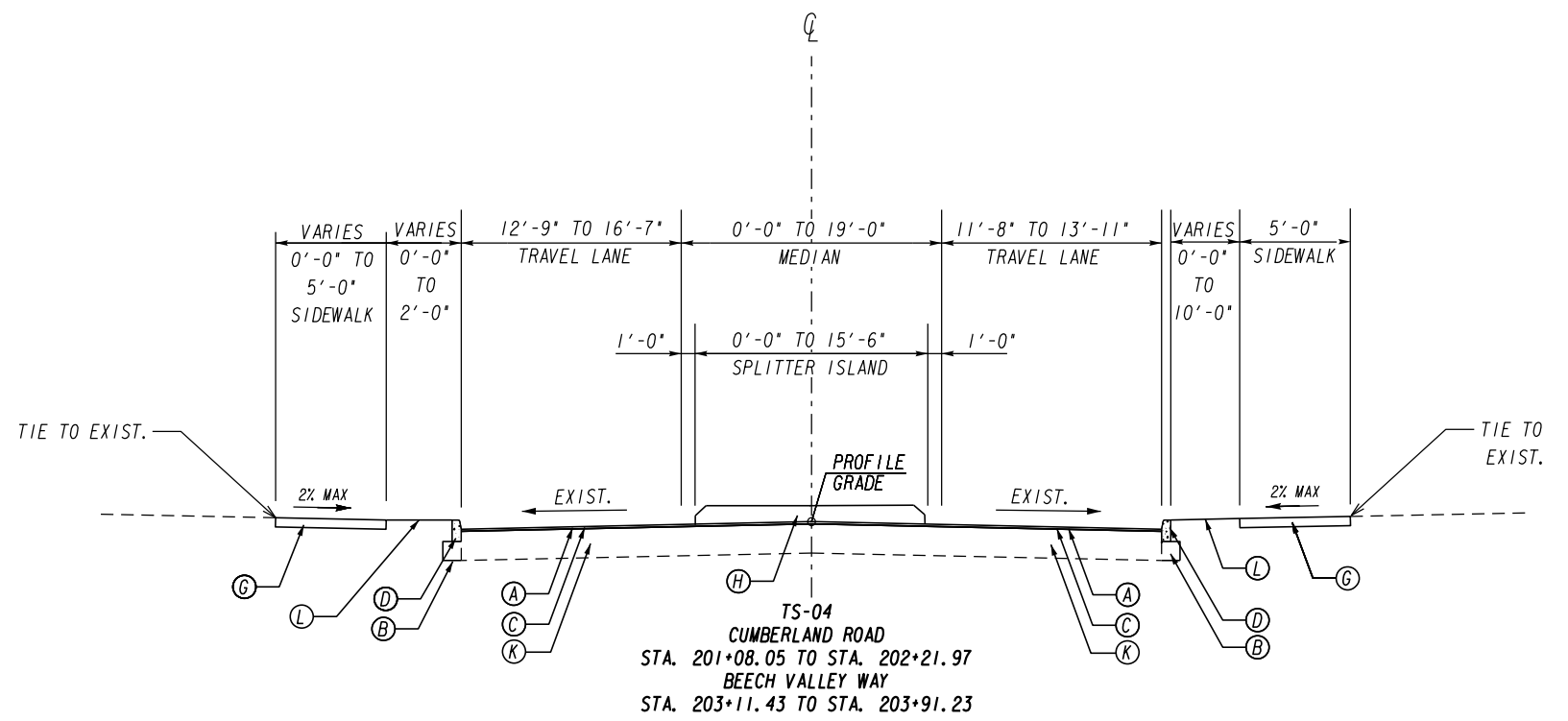
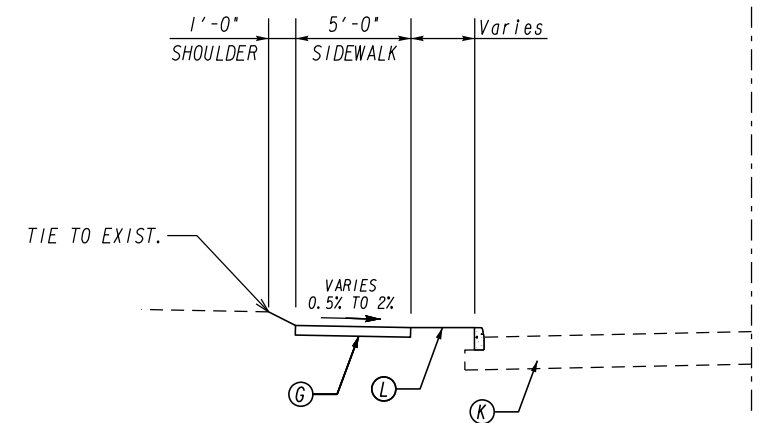
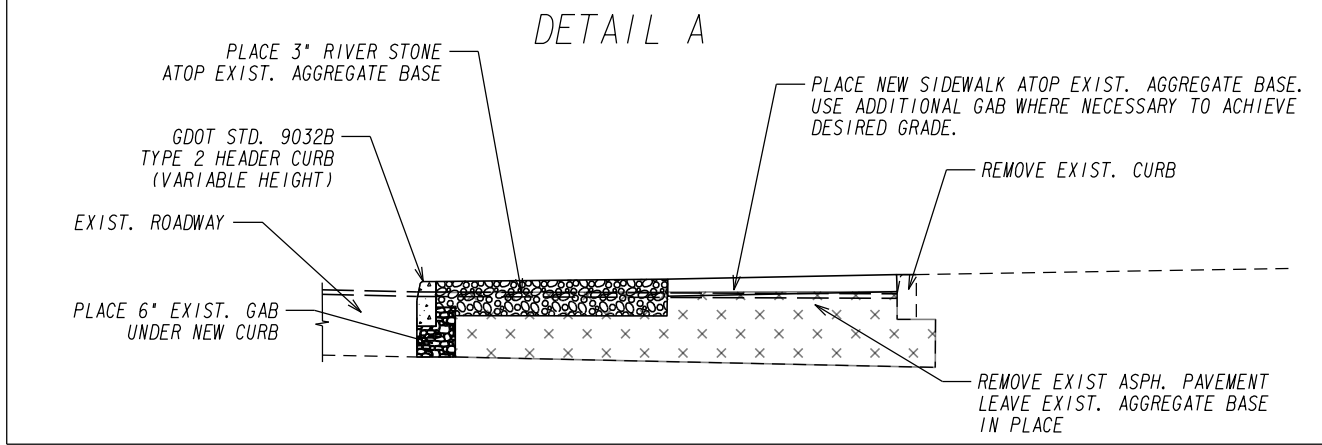
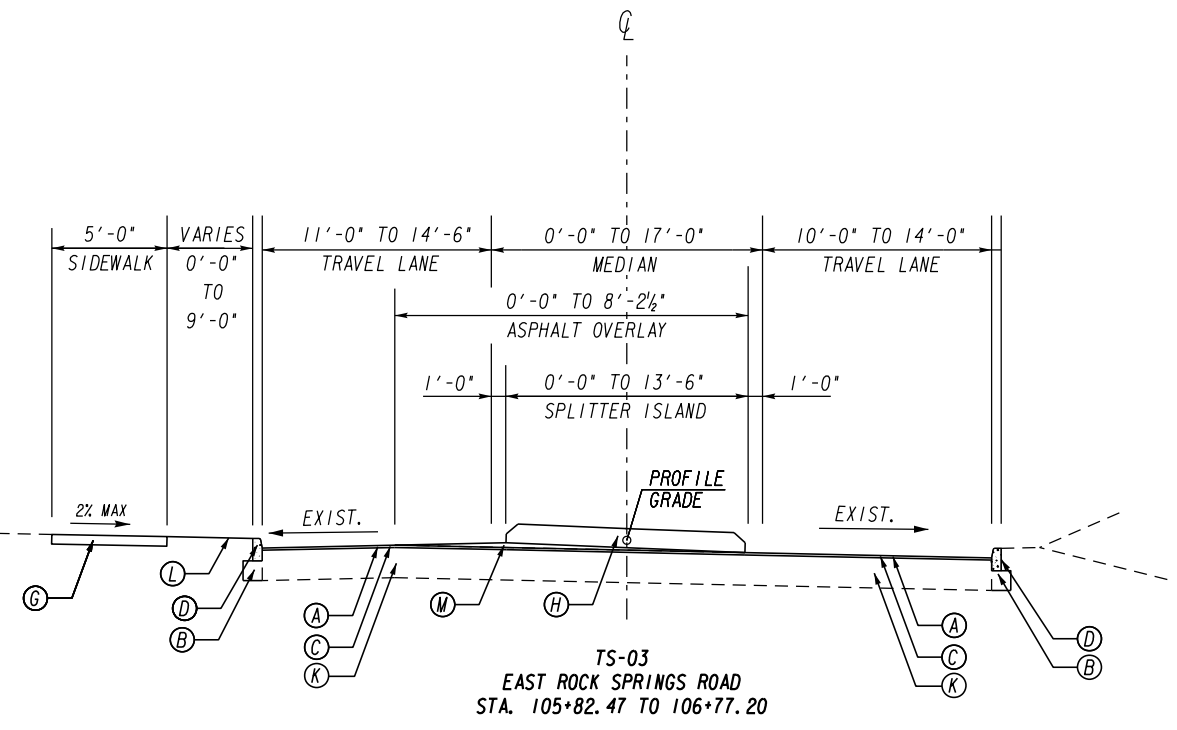
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REVISION DATES

NO.	DATE	DESCRIPTION

TYPICAL SECTIONS
 EAST ROCK SPRINGS ROAD

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



- (A) RECYCLED ASPH CONC 12.5MM SUPERPAVE, GP 2, INCL BITUM MATL & H LIME
- (B) GR AGGR BASE CRS INCL MATL, 10 IN
- (C) MILL ASPH CONC PVMT, 1.5"
- (D) CONC HEADER CURB, 6 IN, TP 2, VARIABLE HEIGHT
- (E) CONC HEADER CURB, 6 IN, TP 7
- (F) CONC HEADER CURB, 4 IN, TP 9
- (G) CONCRETE SIDEWALK (4 IN THICKNESS, TYP.; 8 IN THICKNESS IN CURB RETURN RADII & RAMPS)
- (H) MONOLITHIC DOWELED 6" EXPOSED CONC. MEDIAN WITH TYPE 7 CURB FACE
- (I) PLAIN PC CONC PVMT, CL 1 CONC, 10 INCH TK (W/ COLONIAL BRICK COLOR OF APPROVED RED COLOR)
- (J) EXISTING CURB TO REMAIN
- (K) EXISTING PAVEMENT TO REMAIN
- (L) SOD
- (M) RECYCLED ASPH CONC 12.5MM SUPERPAVE OVERLAY, GP 2, INCL BITUM MATL & H LIME

* SEE PLAN SHEETS FOR ADDITIONAL GEOMETRY AND GRADING DETAIL

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REVISION DATES		TYPICAL SECTIONS	
NO.	DATE	EAST ROCK SPRINGS ROAD	
		CHECKED:	DATE:
		BACKCHECKED:	DATE:
		CORRECTED:	DATE:
		VERIFIED:	DATE:
		DRAWING No.	
		05-0002	

TRAFFIC CONTROL
LUMP SUM

GRADING COMPLETE
LUMP SUM

PLAIN PC CONC PVMT, CL 1 CONC, 10 INCH THK
TOTAL 178 SY

DRIVEWAY CONCRETE, 8 IN TK
TOTAL 135 SY

CONCRETE MEDIAN, 6 IN
TOTAL 183 SY

CONC VALLEY GUTTER, 8 IN
TOTAL 52 SY

CONCRETE HEADER CURB, 6 IN, TP 2
TOTAL 1276 LF

CONCRETE HEADER CURB, 6 IN, TP 7
TOTAL 173 LF

CONCRETE HEADER CURB, 4 IN, TP 9
TOTAL 182 LF

CONC SIDEWALK, 4 IN
TOTAL 399 SY

CONC SIDEWALK, 8 IN
TOTAL 98 SY

DETECTABLE WARNING SURFACE
TOTAL 128 SF

SOD
TOTAL 919 SY

RIVER ROCKS
TOTAL 453 SF

ORANGE BARRIER FENCE
TOTAL 90 LF

STN DUMPED RIP RAP, TYPE 3, 18 IN
TOTAL 21 SY

PLASTIC FILTER FABRIC
TOTAL 21 SY

RELOCATE FIRE HYDRANT
TOTAL 1 EA

PAVING QUANTITIES		UNIT	TOTAL
ITEM			
GRADED AGGR BASE CRS, INCL MATL		TN	202
RECYC 1.5' ASP CONC 12.5MM SPRPAVE GP2 INC BM & HL		TN	227
TACK COAT		GL	165
MILL ASPH CONC PVMT, 1 1/2 IN DEPTH		SY	2753
MILL ASPH CONC PVMT, VARIABLE DEPTH		SY	50

DRAINAGE QUANTITIES						
STRUCTURE NUMBER	ALLOWABLE PIPE MATERIALS	STORM SEWER MANHOLE, TP 1, GA STD 1011A	STORM SEWER MANHOLE, TP1, ADDL DEPTH, CL 1, GA STD. 1011A	DROP INLET, GA STD 1019 A - TYPE E	DROP INLET, GA STD 1019 A - ADDITIONAL HEIGHT	FLARED END SECTION, GA STD 1120
		FEET				
		STORM DRAIN 18" CLASS III	EA	LF	EA	LF
Pay Item	550-5180	668-4300	668-4311	668-2100	668-2110	550-4218
A-0						1
A-1	45	1	1			
A-2	36	1	1			
A-3	33			1	0	
A-4	43			1	0	
A-5	46	1	1			
A-6	73			1	2	
A-7	40			1	1	
A-8	26			1	1	
A-9	48	1	0			
A-10	29			1	0	
A-11	23			1	0	
TOTAL	276	4	3	7	4	1

HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9

TOTAL 108 SF

HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11

TOTAL 168 SF

GALV STEEL POSTS, TP 7

TOTAL 564 LF

THERMOPLASTIC PVMT MARKING, WORD, TP 15

TOTAL 4 EA

THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE

TOTAL 357 LF

THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW

TOTAL 1194 LF

THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE

TOTAL 633 LF

THERMOPLASTIC SKIP TRAF STRIPE, 18 IN, WHITE

TOTAL 90 GLF

RECTANGULAR RAPID BEACON ASSEMBLY

TOTAL 4 EA

TEMPORARY GRASSING

TOTAL 1 AC

MULCH

TOTAL 4 TN

MAINTENANCE OF TEMP SILT FENCE, TP A

TOTAL 257 LF

MAINTENANCE OF TEMP SILT FENCE, TP C

TOTAL 611 LF

TEMPORARY SILT FENCE, TYPE A

TOTAL 513 LF

TEMPORARY SILT FENCE, TYPE C

TOTAL 1222 LF

CONSTRUCT AND REMOVE INLET SEDIMENT TRAPS

TOTAL 7 EA

MAINTENANCE OF INLET SEDIMENT TRAPS

TOTAL 7 EA

SUMMARY OF QUANTITIES - STANDARD SIGNS

STATION	SIGN CODE	TP 1 MATL, REFL SHEETING TP 9			TP 1 MATL, REFL SHEETING TP 11			POST TYPE 7			POST TYPE 8			RESET
		SIZE	QUANTITY	SQUARE FEET	SIZE	QUANTITY	SQUARE FEET	LENGTH (FEET)	QUANTITY	TOTAL LENGTH	LENGTH (FEET)	QUANTITY	TOTAL LENGTH	EA
														EA
103+55 RT	W2-6				30X30	1	6.25	12.5	1	12.5				
104+38 RT	MARTA													1
104+47 LT	R4-7	18X30	1	3.75				12.5	1	12.5				
104+47 RT	W11-2				30X30	1	6.25	13.5	1	13.5				
	W16-7P				24X12	1	2							
104+67 LT	W11-2				30X30	1	6.25	13.5	1	13.5				
	W16-7P				24X12	1	2							
104+83 RT	R1-2				36 TRI	1	7.5	13	1	13				
104+86 RT	R1-2				36 TRI	1	7.5	13	1	13				
104+86 LT	D1 -1d	54X18	1	6.75				11.5	2	23				
105+22 RT	R6-4b	60X24	1	10.00				12	2	24				
105+26	R6-4b	60X24	1	10.00				12	2	24				
105+44 RT	R6-4b	60X24	1	10.00				12	2	24				
105+83 RT	R1-2				36 TRI	1	7.5	13	1	13				
105+84 RT	D1 -1d	54X18	1	6.75				11.5	2	23				
105+87 LT	R1-2				36 TRI	1	7.5	13	1	13				
105+88 RT	W11-2				30X30	1	6.25	13.5	1	13.5				
	W16-7P				24X12	1	2							
106+12 LT	W11-2				30X30	1	6.25	13.5	1	13.5				
	W16-7P				24X12	1	2							
106+12 LT	MARTA													1
106+76 RT	R4-7	18X30	1	3.75				12.5	1	12.5				
107+20 LT	W2-6				30X30	1	6.25	12.5	1	12.5				
110+45 RT	R560-5	18X24	1	3.00				12	1	12				
110+84 RT	W11-2				30X30	2	6.25							
	W16-7P				24X12	2	2							
110+85 LT	W11-2				30X30	2	6.25							
	W16-7P				24X12	2	2							
111+35 LT	R560-5	18X24	1	3.00				12	1	12				
111+63 RT	R10-15A(L)	30X30	1	6.25				13.5	1	13.5				
	W4-4P	24X12	1	2.00										
111+67 RT	R8-3 & R-SPEC (#1)													1
117+51 RT	R560-5	18X24	1	3.00				12	1	12				
117+92 RT	W11-2				30X30	2	6.25							
	W16-7P				24X12	2	2							
118+01 RT	W11-2				30X30	2	6.25							
	W16-7P				24X12	2	2							
118+08 LT	W11-2				30X30	2	6.25							
	W16-7P				24X12	2	2							
118+45 LT	R560-5	18X24	1	3.00				12	1	12				
118+50 RT	R10-15A(L)	30X30	1	6.25				13.5	1	13.5				
	W4-4P	24X12	1	2.00										
200+98 RT	W2-6				30X30	1	6.25	12.5	1	12.5				
201+83 LT	R4-7	18X30	1	3.75				12.5	1	12.5				
201+92 RT	W11-2				30X30	1	6.25	13.5	1	13.5				
	W16-7P				24X12	1	2							
202+02 LT	W11-2				30X30	1	6.25	13.5	1	13.5				
	W16-7P				24X12	1	2							
202+19 LT	D1 -1d	48X18	1	6.00				11.5	1	11.5				
202+21 RT	R1-2				36 TRI	1	7.5	13	1	13				
202+26 RT	R1-2				36 TRI	1	7.5	13	1	13				
202+56 RT	R6-4b	60X24	1	10.00				12	2	24				
203+16 RT	D1 -1d	48X18		6.00				11.5	2	23				
203+18 LT	R1-2				36 TRI	1	7.5	13	1	13				
203+25 LT	R1-2				36 TRI	1	7.5	13	1	13				
203+30 RT	W11-2				30X30	1	6.25	13.5	1	13.5				
	W16-7P				24X12	1	2							
203+48 LT	W11-2				30X30	1	6.25	13.5	1	13.5				
	W16-7P				24X12	1	2							
203+51 RT	R4-7	18X30	1	3.75				12.5	1	12.5				
204+22 LT	W2-6				30X30	1	6.25	12.5	1	12.5				
AS DIRECTED				0			0			0			0	
TOTAL BASE BID				109			193			564			0	3

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SUMMARY QUANTITIES
EAST ROCK SPRINGS ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	06-0002
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ALTERNATIVE QUANTITIES FOR ILLUMINATED SIGNS DESIGN ALTERNATE

HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9		
TOTAL	-15	SF

GALV STEEL POSTS, TP 7		
TOTAL	-50	LF

DIRECTIONAL BORE - 4"		
TOTAL	158	LF

INTERNALLY ILLUMNATED STREET SIGN		
TOTAL	4	EA

CABLE, TP RHH/RHW, AWG NO 8		
TOTAL	492	LF

CABLE, TP RHH/RHW, AWG NO 6		
TOTAL	1476	LF

CABLE, TP RHH/RHW, AWG NO 2		
TOTAL	120	LF

CONDUIT, RIGID, 2 IN		
TOTAL	40	LF

CONDUIT, NONMETL, TP 2, 2 IN		
TOTAL	371	LF

ELECTRICAL JUNCTION BOX, REINFORCED PLASTIC MORTAR		
TOTAL	1	EA

ELECTRICAL POWER SERVICE ASSEMBLY, AERIAL SERVICE POINT		
TOTAL	1	EA



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SUMMARY QUANTITIES
EAST ROCK SPRINGS ROAD

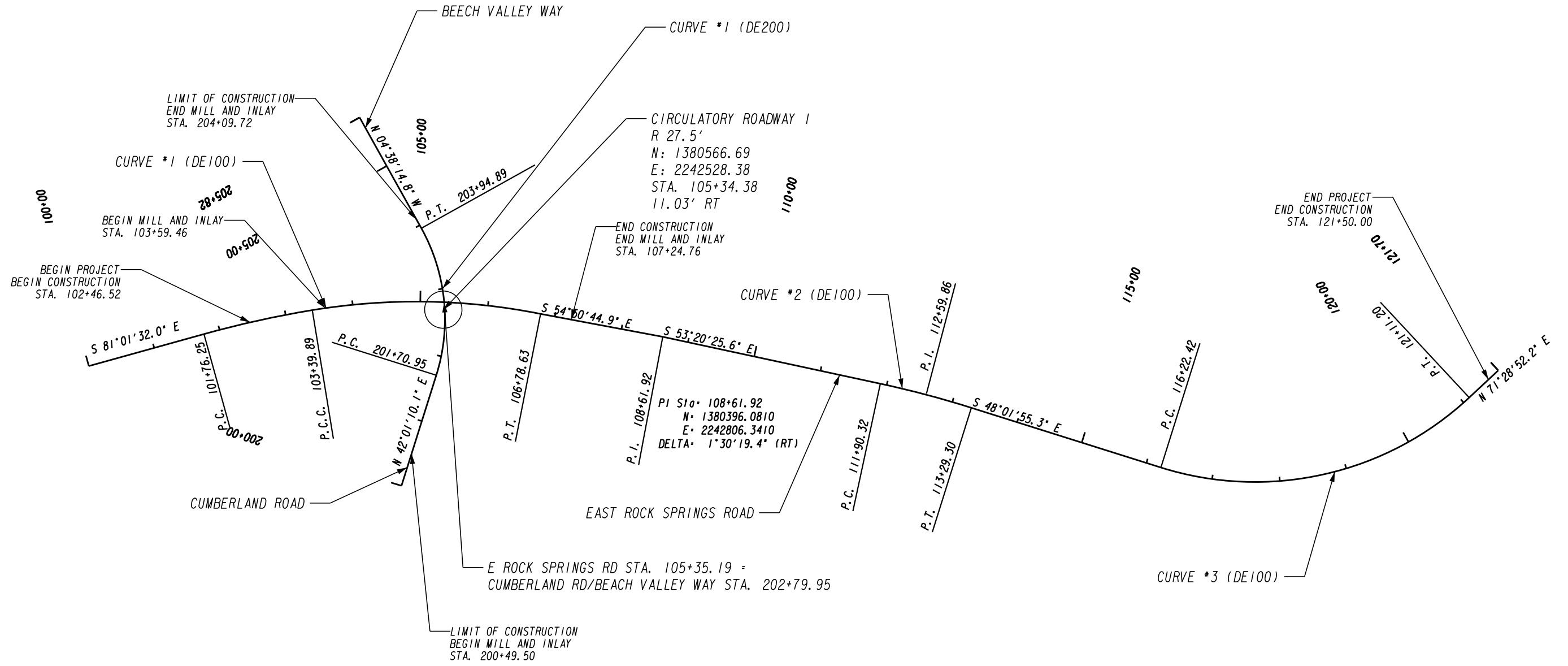
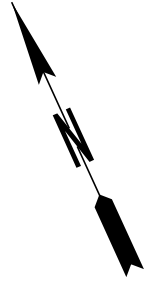
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BACKCHECKED:	DATE:	06-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

Curve* 1 (DE100)
 PI Sta= 104+55.75
 N= 1380636.8142
 E= 2242468.3072
 DELTA= 26°43'18.5" (RT)
 D= 3°46'14.09"(1) D= 6°04'01.24"(2)
 T= 279.51(1) T= 231.71(2)
 L= 163.65(1) L= 338.74(2)
 R= 1519.55(1) R= 944.38(2)
 E= 25.49
 D.S.= 0(1) D.S.= 0(2)

Curve* 2 (DE100)
 PI Sta= 112+59.86
 N= 1380158.4848
 E= 2243125.5706
 DELTA= 5°18'30.3" (RT)
 D= 3°49'10.99"
 T= 69.54
 L= 138.97
 R= 1500.00
 E= 1.61
 D.S.= 0

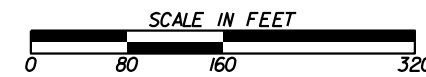
Curve* 3 (DE100)
 PI Sta= 118+92.36
 N= 1379735.4560
 E= 2243595.9200
 DELTA= 60°29'12.5" (LT)
 D= 12°22'29.63"
 T= 269.94
 L= 488.79
 R= 463.00
 E= 72.95
 D.S.= 0

Curve* 1 (DE 200)
 PI Sta= 202+89.55
 N= 1380571.1191
 E= 2242558.2577
 DELTA= 46°39'24.9" (LT)
 D= 20°50'05.38"
 T= 118.60
 L= 223.94
 R= 275.00
 E= 24.48
 D.S.= 0



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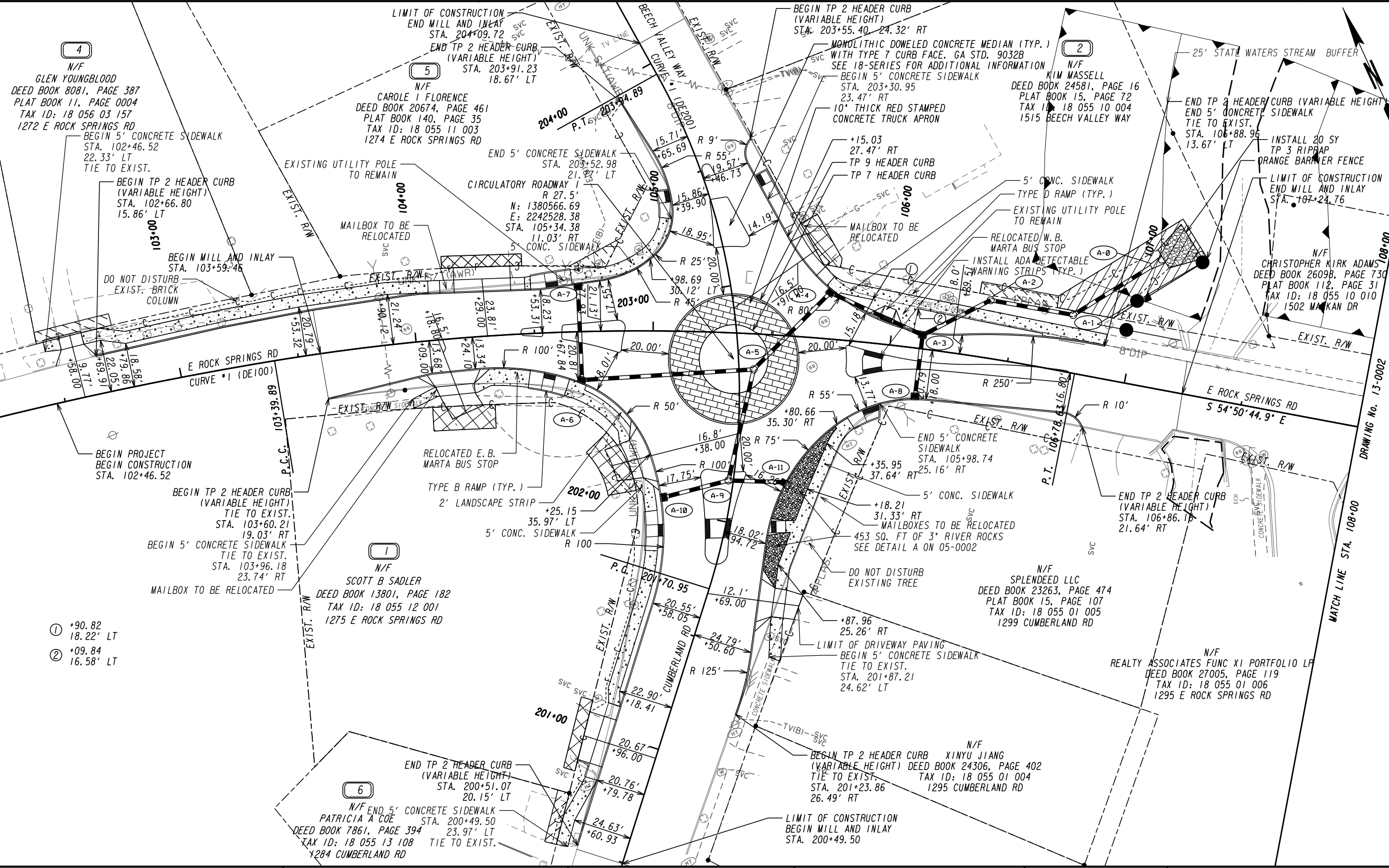
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REVISION DATES

CONSTRUCTION LAYOUT
 EAST ROCK SPRINGS ROAD

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VERIFIED:	DATE:	

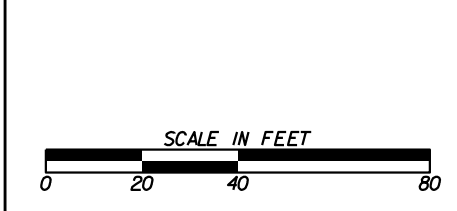


- ① +90.82
18.22' LT
- ② +09.84
16.58' LT

---P---	BEGIN LIMIT OF ACCESS.....BLA
---E---	END LIMIT OF ACCESS.....ELA
---C---F---	REQ'D LIMIT OF ACCESS
[Hatched Box]	REQ'D LIMIT OF ACCESS & R/W
[Diagonal Lines]	ORANGE BARRIER FENCE
[Cross-hatched Box]	ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

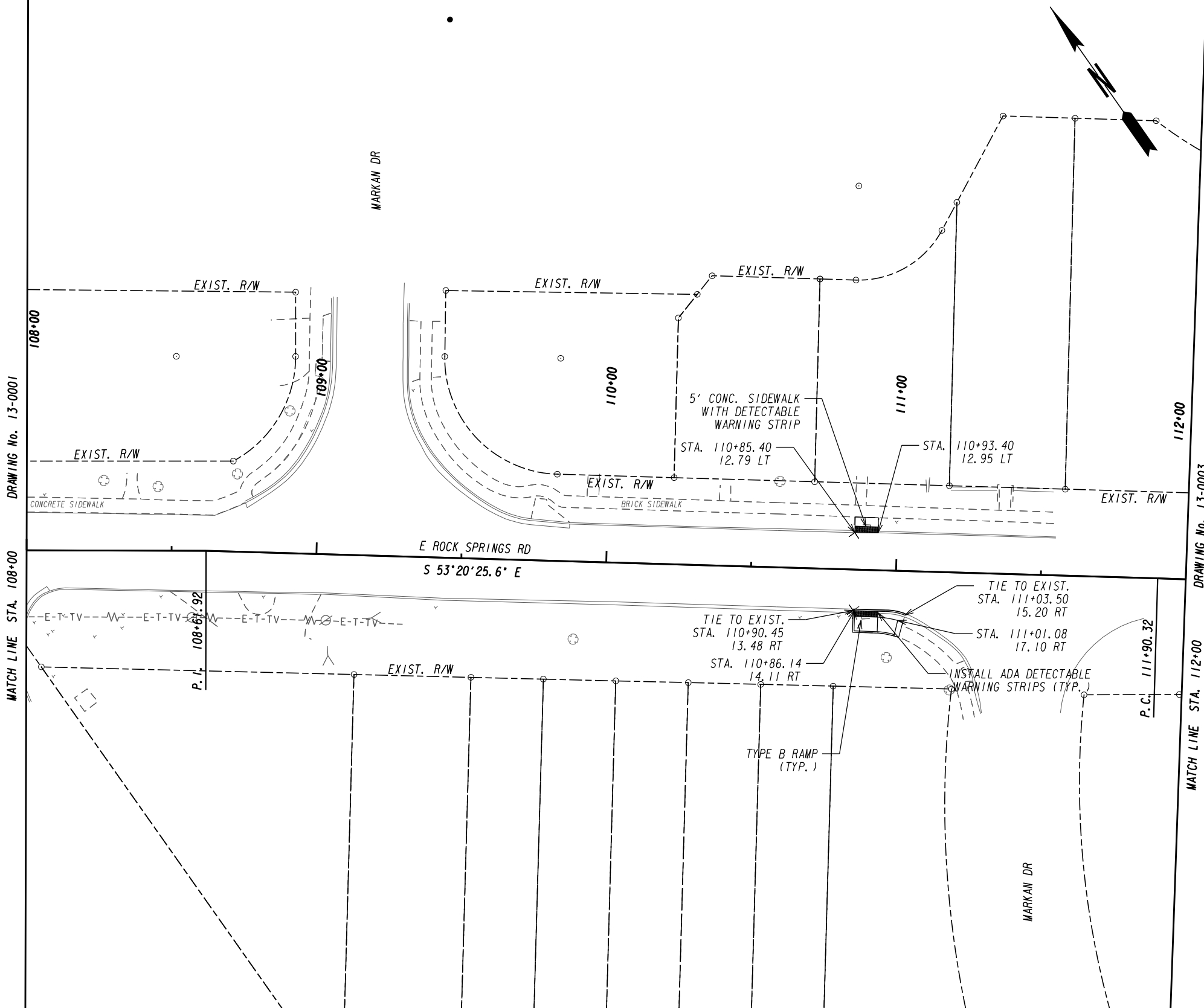
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[Symbol]	CHECKED: _____ DATE: _____
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[Symbol]	CORRECTED: _____ DATE: _____
[Symbol]	VERIFIED: _____ DATE: _____

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CONSTRUCTION PLAN	
EAST ROCK SPRINGS ROAD	

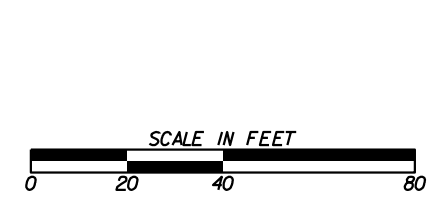
DRAWING No.	
13-0001	



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

---P--- BEGIN LIMIT OF ACCESS.....BLA
 ---E--- END LIMIT OF ACCESS.....ELA
 ---C---F--- REQ'D LIMIT OF ACCESS
 ---H---H--- REQ'D LIMIT OF ACCESS & R/W
 [Hatched Box] ORANGE BARRIER FENCE
 [Dotted Box] ESA - ENV. SENSITIVE AREA
 (SEE ERIT TABLE)

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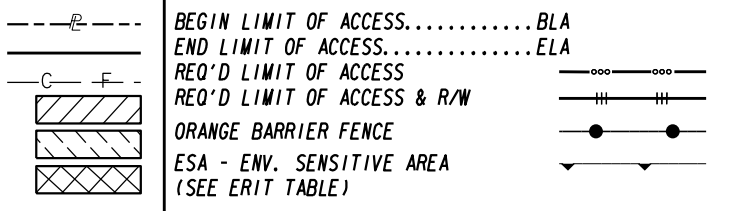
REVISION DATES	

CONSTRUCTION PLAN
 EAST ROCK SPRINGS ROAD

CHECKED:	DATE:	DRAWING No.
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VERIFIED:	DATE:	



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

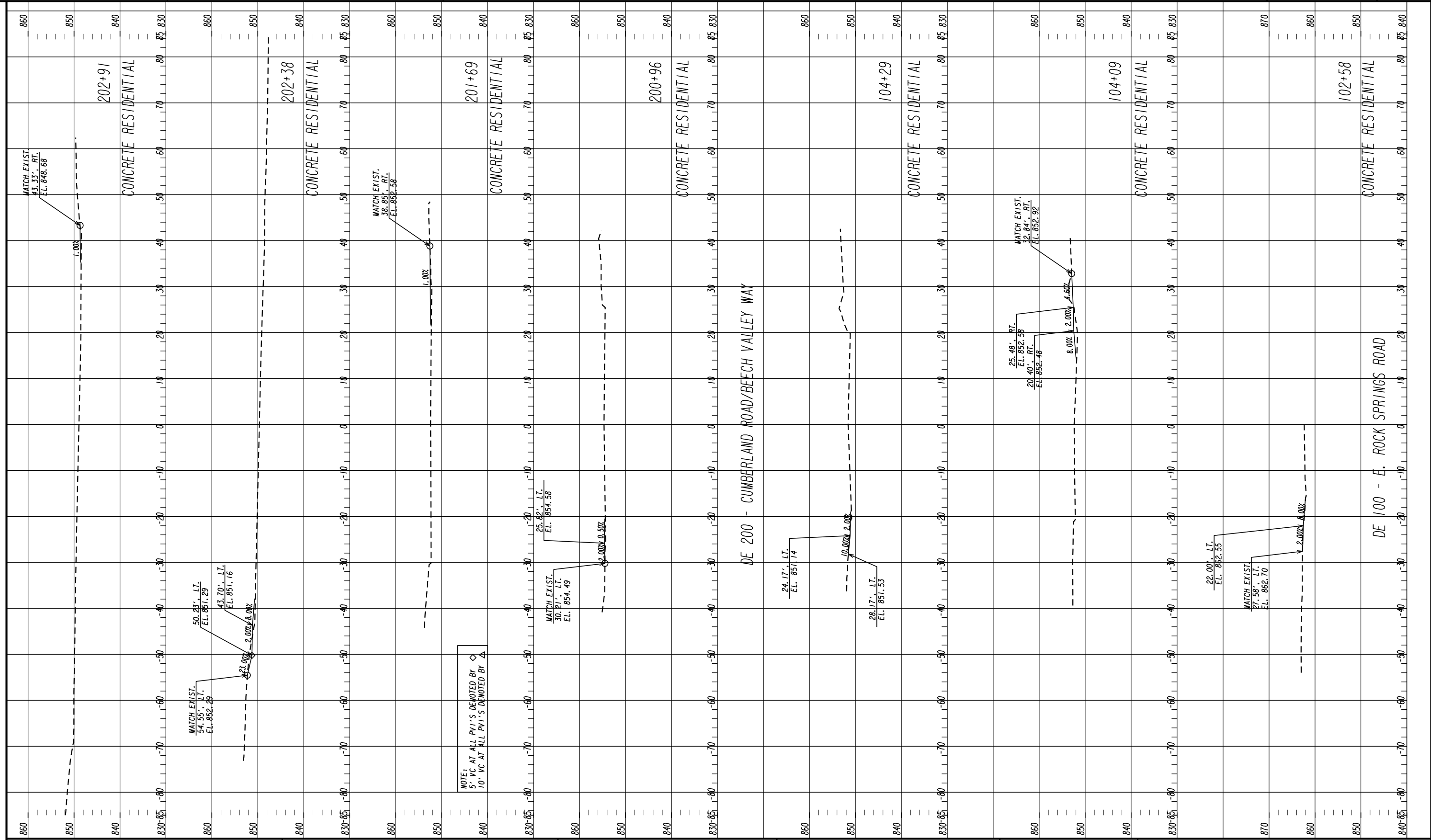


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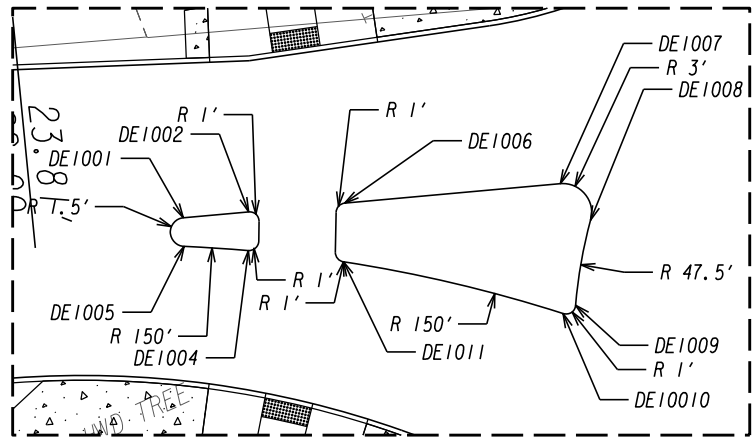


REVISION DATES	

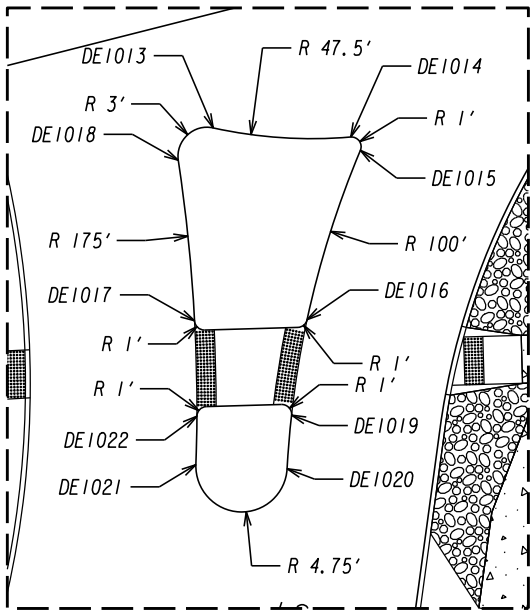
CONSTRUCTION PLAN EAST ROCK SPRINGS ROAD		
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CORRECTED:	DATE:	
VERIFIED:	DATE:	



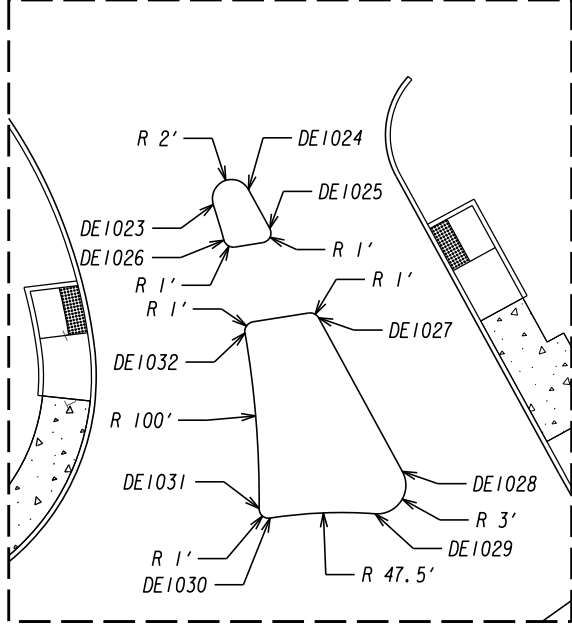
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		CHECKED:	DATE:
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		CORRECTED:	DATE:
		VERIFIED:	DATE:
		DRAWING No.	
		17-0001	



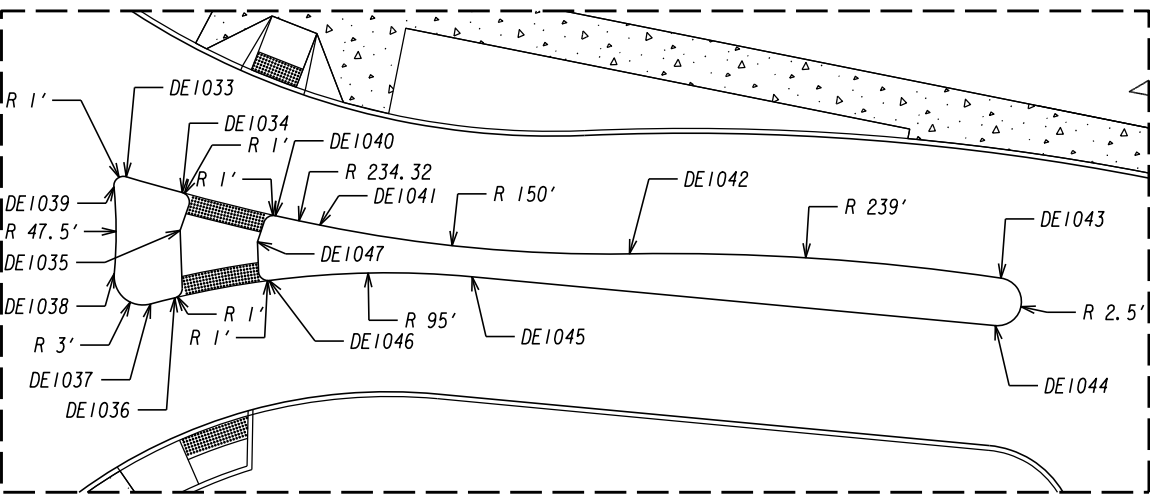
WEST SPLITTER ISLAND



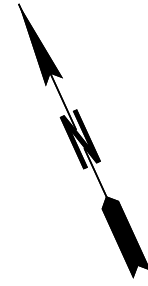
SOUTH SPLITTER ISLAND



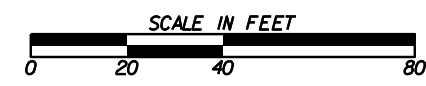
NORTH SPLITTER ISLAND



EAST SPLITTER ISLAND

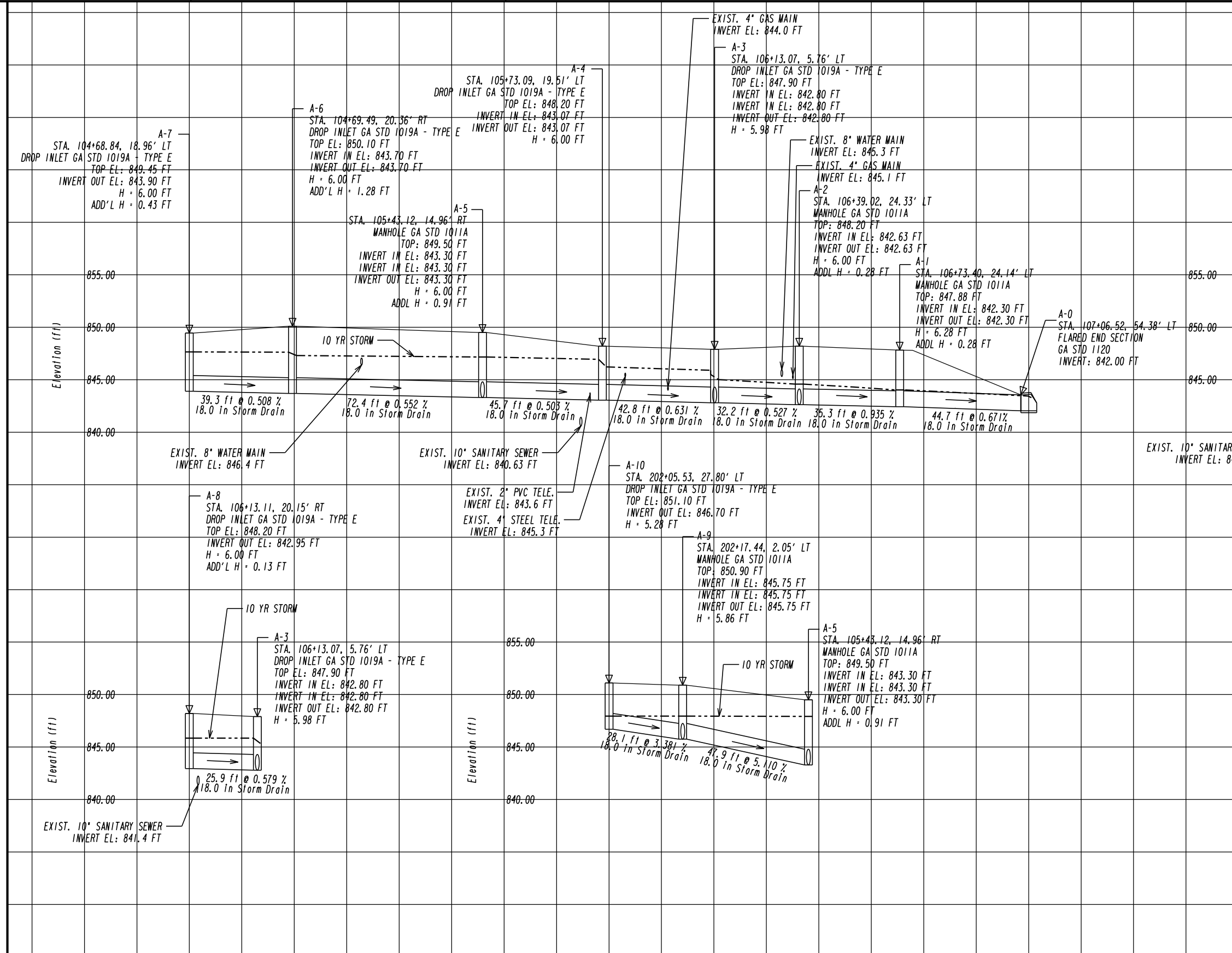


POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION
DE1001	E ROCK SPRINGS (DE100)	104+45.77	2.22' LT	+/- 850.88
DE1002	E ROCK SPRINGS (DE100)	104+52.57	2.51' LT	+/- 850.61
DE1004	E ROCK SPRINGS (DE100)	104+52.36	1.51' RT	+/- 850.69
DE1005	E ROCK SPRINGS (DE100)	104+45.69	0.77' RT	+/- 850.95
DE1006	E ROCK SPRINGS (DE100)	104+62.58	3.02' LT	+/- 850.23
DE1007	E ROCK SPRINGS (DE100)	104+84.99	4.57' LT	+/- 849.74
DE1008	E ROCK SPRINGS (DE100)	104+88.11	0.76' LT	+/- 849.83
DE1009	E ROCK SPRINGS (DE100)	104+86.48	8.10' RT	+/- 849.89
DE1010	E ROCK SPRINGS (DE100)	104+85.16	8.96 RT	+/- 849.91
DE1011	E ROCK SPRINGS (DE100)	104+62.24	3.08' RT	+/- 850.30
DE1013	CUMBERLAND/BEECH VALLEY (DE200)	202+21.15	10.66' LT	+/- 850.49
DE1014	CUMBERLAND/BEECH VALLEY (DE200)	202+21.97	3.69' RT	+/- 850.34
DE1015	CUMBERLAND/BEECH VALLEY (DE200)	202+20.74	4.86' RT	+/- 850.38
DE1016	CUMBERLAND/BEECH VALLEY (DE200)	202+02.65	2.15' RT	+/- 851.12
DE1017	CUMBERLAND/BEECH VALLEY (DE200)	202+00.24	9.33' LT	+/- 851.23
DE1018	CUMBERLAND/BEECH VALLEY (DE200)	202+17.16	13.81' LT	+/- 850.64
DE1019	CUMBERLAND/BEECH VALLEY (DE200)	201+92.67	2.62' LT	+/- 851.51
DE1020	CUMBERLAND/BEECH VALLEY (DE200)	201+87.19	3.48' LT	+/- 851.72
DE1021	CUMBERLAND/BEECH VALLEY (DE200)	201+85.24	5.82' LT	+/- 851.81
DE1022	CUMBERLAND/BEECH VALLEY (DE200)	201+90.29	6.95' LT	+/- 851.61
DE1023	CUMBERLAND/BEECH VALLEY (DE200)	203+50.20	0.64' RT	+/- 849.26
DE1024	CUMBERLAND/BEECH VALLEY (DE200)	203+50.43	4.61' RT	+/- 849.25
DE1025	CUMBERLAND/BEECH VALLEY (DE200)	203+45.94	5.35' RT	+/- 849.19
DE1026	CUMBERLAND/BEECH VALLEY (DE200)	203+46.34	0.45' RT	+/- 849.21
DE1027	CUMBERLAND/BEECH VALLEY (DE200)	203+35.74	7.34' RT	+/- 849.05
DE1028	CUMBERLAND/BEECH VALLEY (DE200)	203+18.62	11.63' RT	+/- 848.79
DE1029	CUMBERLAND/BEECH VALLEY (DE200)	203+15.07	7.86' RT	+/- 848.78
DE1030	CUMBERLAND/BEECH VALLEY (DE200)	203+17.02	2.89' LT	+/- 848.82
DE1031	CUMBERLAND/BEECH VALLEY (DE200)	203+18.27	3.79' LT	+/- 848.83
DE1032	CUMBERLAND/BEECH VALLEY (DE200)	203+36.46	0.46' LT	+/- 849.09
DE1033	E ROCK SPRINGS (DE100)	105+82.76	1.94' RT	848.39
DE1034	E ROCK SPRINGS (DE100)	105+88.75	3.02' RT	848.32
DE1035	E ROCK SPRINGS (DE100)	105+88.92	6.95' RT	848.30
DE1036	E ROCK SPRINGS (DE100)	105+89.08	14.01' RT	+/- 848.25
DE1037	E ROCK SPRINGS (DE100)	105+86.58	14.90' RT	+/- 848.33
DE1038	E ROCK SPRINGS (DE100)	105+82.47	12.11' RT	+/- 848.42
DE1039	E ROCK SPRINGS (DE100)	105+81.58	3.11' RT	848.39
DE1040	E ROCK SPRINGS (DE100)	105+98.69	4.38' RT	848.22
DE1041	E ROCK SPRINGS (DE100)	106+03.43	4.84' RT	848.18
DE1042	E ROCK SPRINGS (DE100)	106+35.96	3.52' RT	847.80
DE1043	E ROCK SPRINGS (DE100)	106+74.59	0.57' RT	+/- 847.45
DE1044	E ROCK SPRINGS (DE100)	106+74.95	4.42' RT	+/- 847.28
DE1045	E ROCK SPRINGS (DE100)	106+19.95	8.21' RT	+/- 847.81
DE1046	E ROCK SPRINGS (DE100)	105+98.80	11.16' RT	+/- 848.08
DE1047	E ROCK SPRINGS (DE100)	105+97.11	7.30' RT	848.15



REVISION DATES		SPECIAL GRADING EAST ROCK SPRINGS ROAD	
CHECKED:	DATE:	CHECKED:	DATE:
BACKCHECKED:	DATE:	CORRECTED:	DATE:
CORRECTED:	DATE:	VERIFIED:	DATE:
			DRAWING No. 18-0001

Elevation (ft)



Elevation (ft)

- NOTES:**
- STRUCTURE OFFSETS ARE DEFINED AS FOLLOWS:
 CATCH BASIN: CONST CL TO EDGE OF PAVEMENT
 FLARED END SECTION: CONST CL TO INLET OF STRUCTURE
 DROP INLET: CONST CL TO EDGE OF PAVEMENT
 MANHOLE GA STD 1011A: CONST CL TO CENTER OF STRUCTURE
 - DRAINAGE STRUCTURES ASSUME AN 8" BASE
 - ALL ROADWAY DRAINAGE PIPES SHALL BE REINFORCED CONCRETE.
 - PRIOR TO INSTALLATION OF STORM DRAIN PIPES AND STORM DRAIN STRUCTURES (SUCH AS CATCH BASIN, DROP INLETS, MANHOLE GA STD 1011AS, OUTLET CONTROL STRUCTURES, AND ETC.), CONTRACTOR SHALL LAYOUT THE PROPOSED STORM DRAINAGE SYSTEMS AND VERIFY THE LOCATION AGAINST THE DESIGN PLANS. ANY DISCREPANCY BETWEEN THE FIELD LOCATION AND THE PLANS SHALL BE REPORTED TO THE DESIGN ENGINEER PRIOR TO INSTALLATION. LAYOUT OF STORM DRAINAGE SYSTEMS SHALL BE INCLUDED IN BID PRICE.

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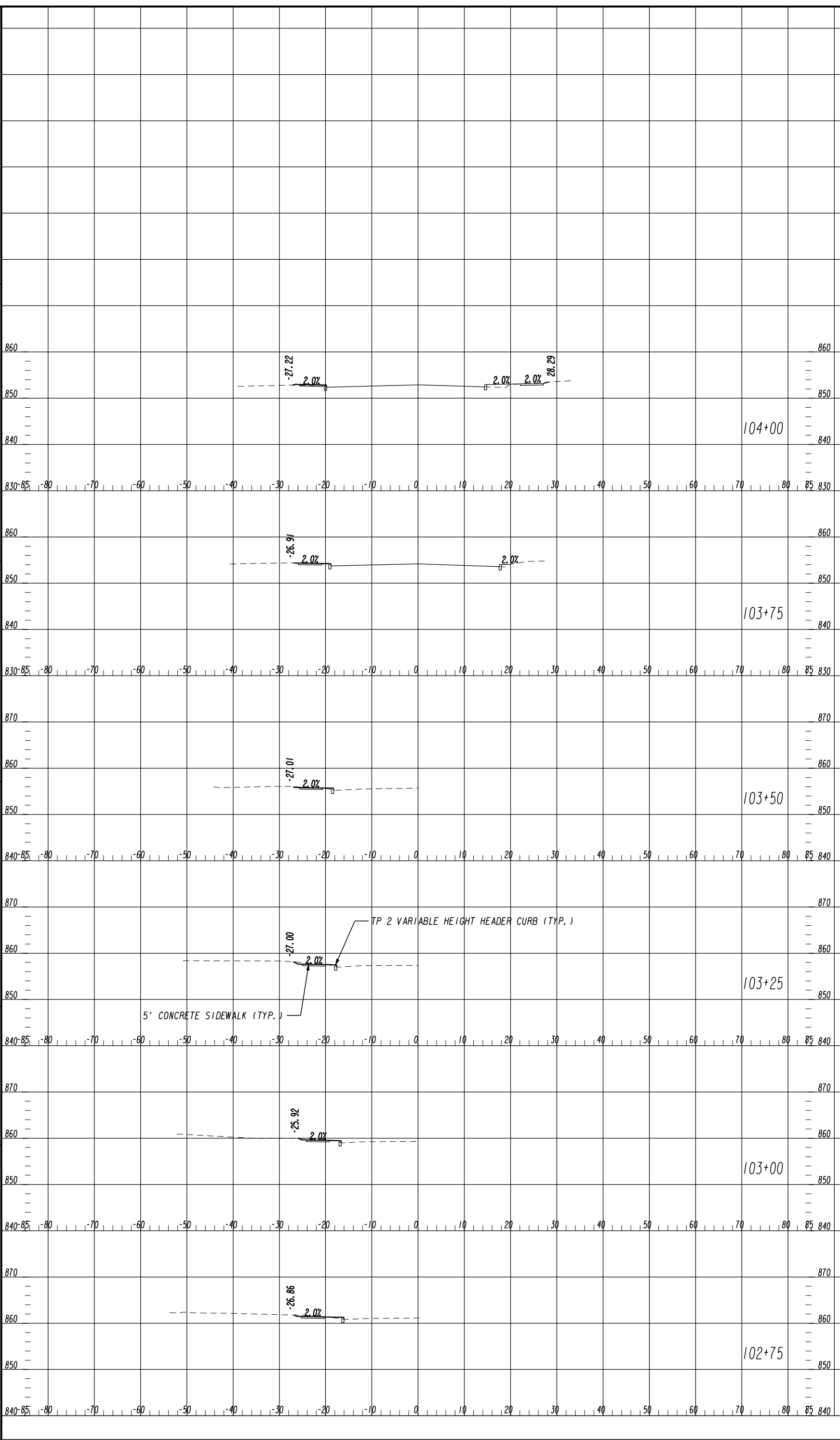
HORIZ. SCALE IN FEET

VERT. SCALE IN FEET

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

22-0001

DRAINAGE PROFILES
 EAST ROCK SPRINGS ROAD



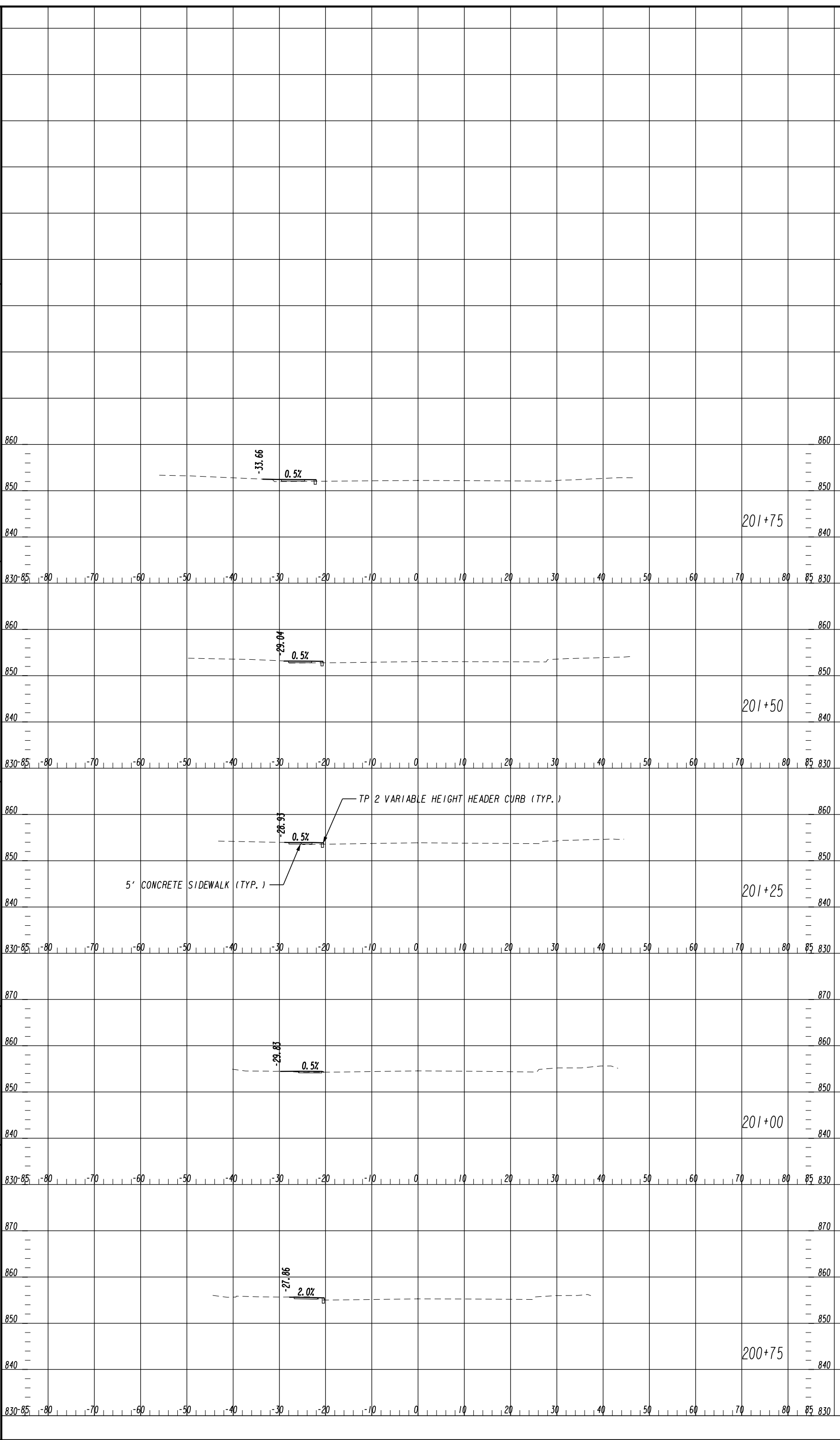
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 Atlanta, GA 30308

REVISION DATES

NO.	DATE	DESCRIPTION

CROSS SECTIONS
EAST ROCK SPRINGS ROAD

DATE:	DATE:	DATE:	DRAWING NO.
CHECKED:	CORRECTED:	VERIFIED:	23-0001



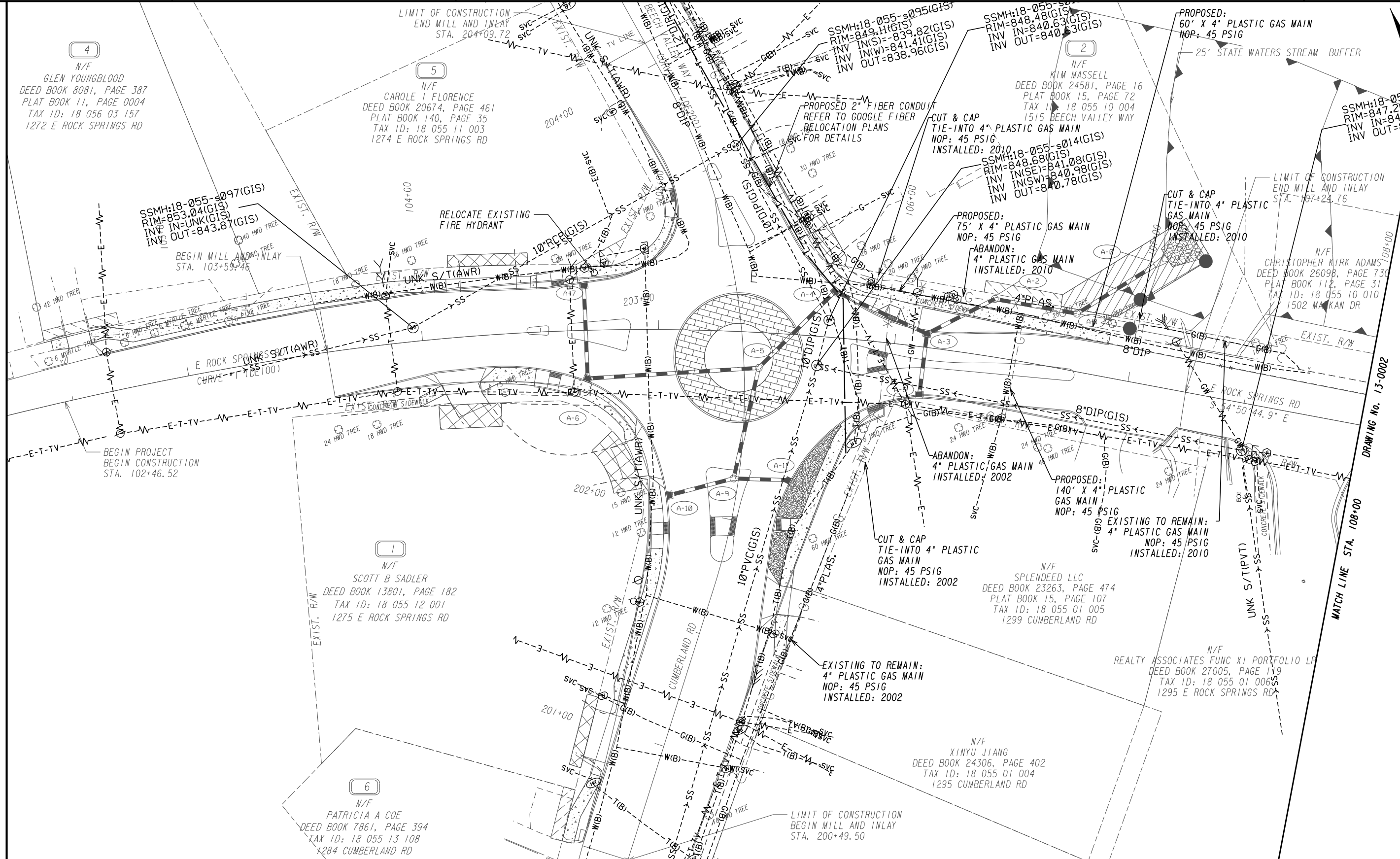
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REVISION DATES

NO.	DATE	DESCRIPTION

CROSS SECTIONS
EAST ROCK SPRINGS ROAD

DATE:	DATE:	DATE:	DRAWING NO.
CHECKED:	CHECKED:	CHECKED:	23-0002
DATE:	DATE:	DATE:	
CORRECTED:	CORRECTED:	CORRECTED:	
DATE:	DATE:	DATE:	

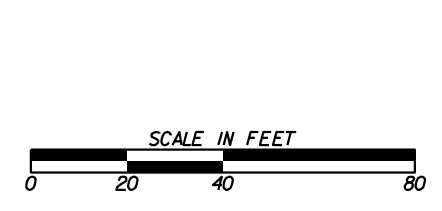


DRAWING NO. 13-0002
MATCH LINE STA. 108+00

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

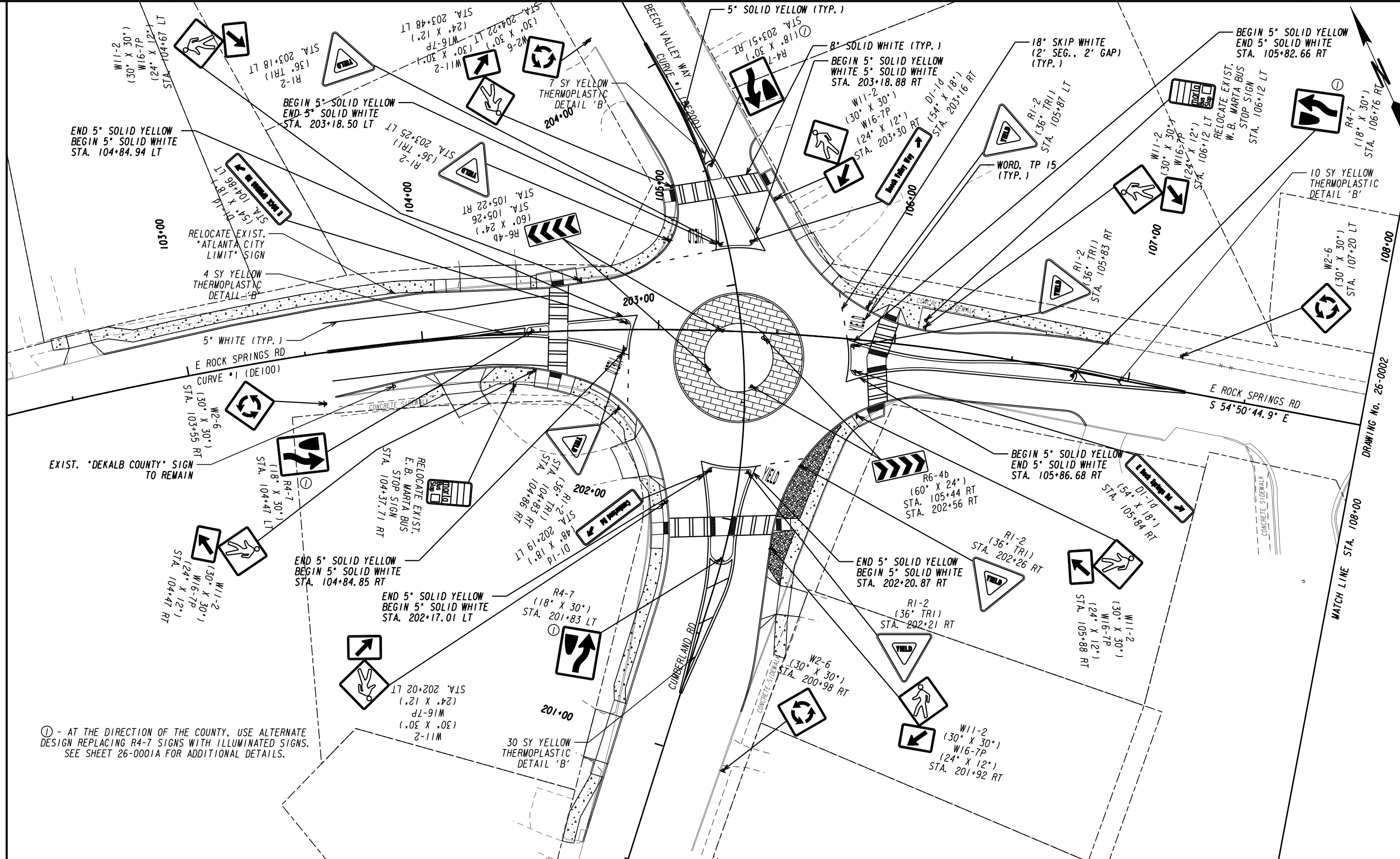
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END LIMIT OF ACCESS.....ELA	---
REQ'D LIMIT OF ACCESS	---
REQ'D LIMIT OF ACCESS & R/W	---
ORANGE BARRIER FENCE	---
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	---

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REVISION DATES	

UTILITY PLANS EAST ROCK SPRINGS ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	24-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

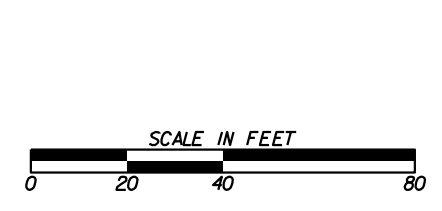


① - AT THE DIRECTION OF THE COUNTY, USE ALTERNATE DESIGN REPLACING R4-7 SIGNS WITH ILLUMINATED SIGNS. SEE SHEET 26-0001A FOR ADDITIONAL DETAILS.

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

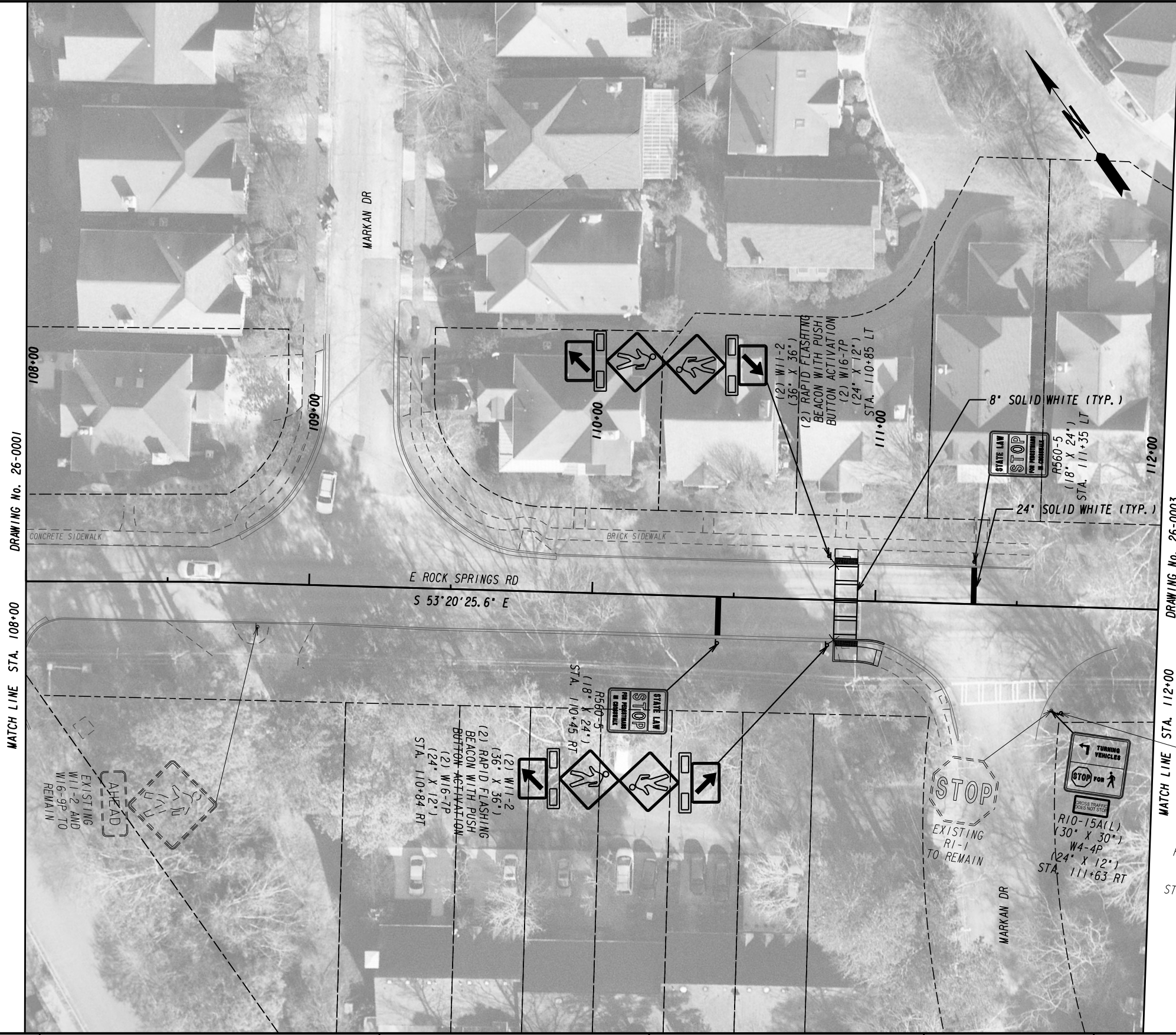
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END LIMIT OF ACCESS.....ELA	---
REQ'D LIMIT OF ACCESS	---
REQ'D LIMIT OF ACCESS & R/W	---
ORANGE BARRIER FENCE	---
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	---

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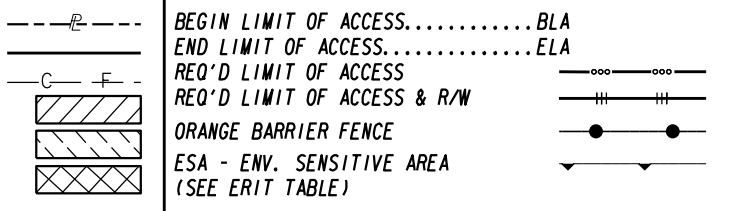
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SIGNING AND MARKING PLANS			
EAST ROCK SPRINGS ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	26-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

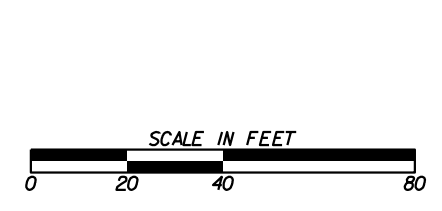


DRAWING No. 26-0001
 MATCH LINE STA. 108+00
 MATCH LINE STA. 112+00
 DRAWING No. 26-0003

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



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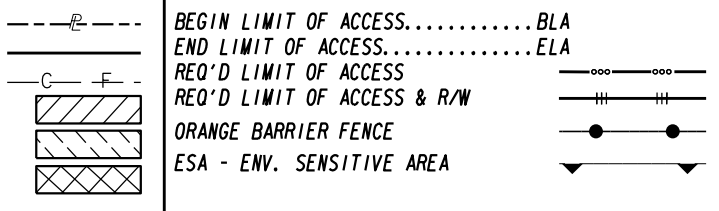
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SIGNING AND MARKING PLANS
 EAST ROCK SPRINGS ROAD

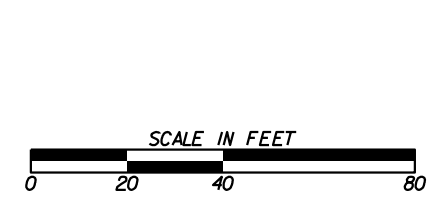
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BACKCHECKED:	DATE:	26-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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



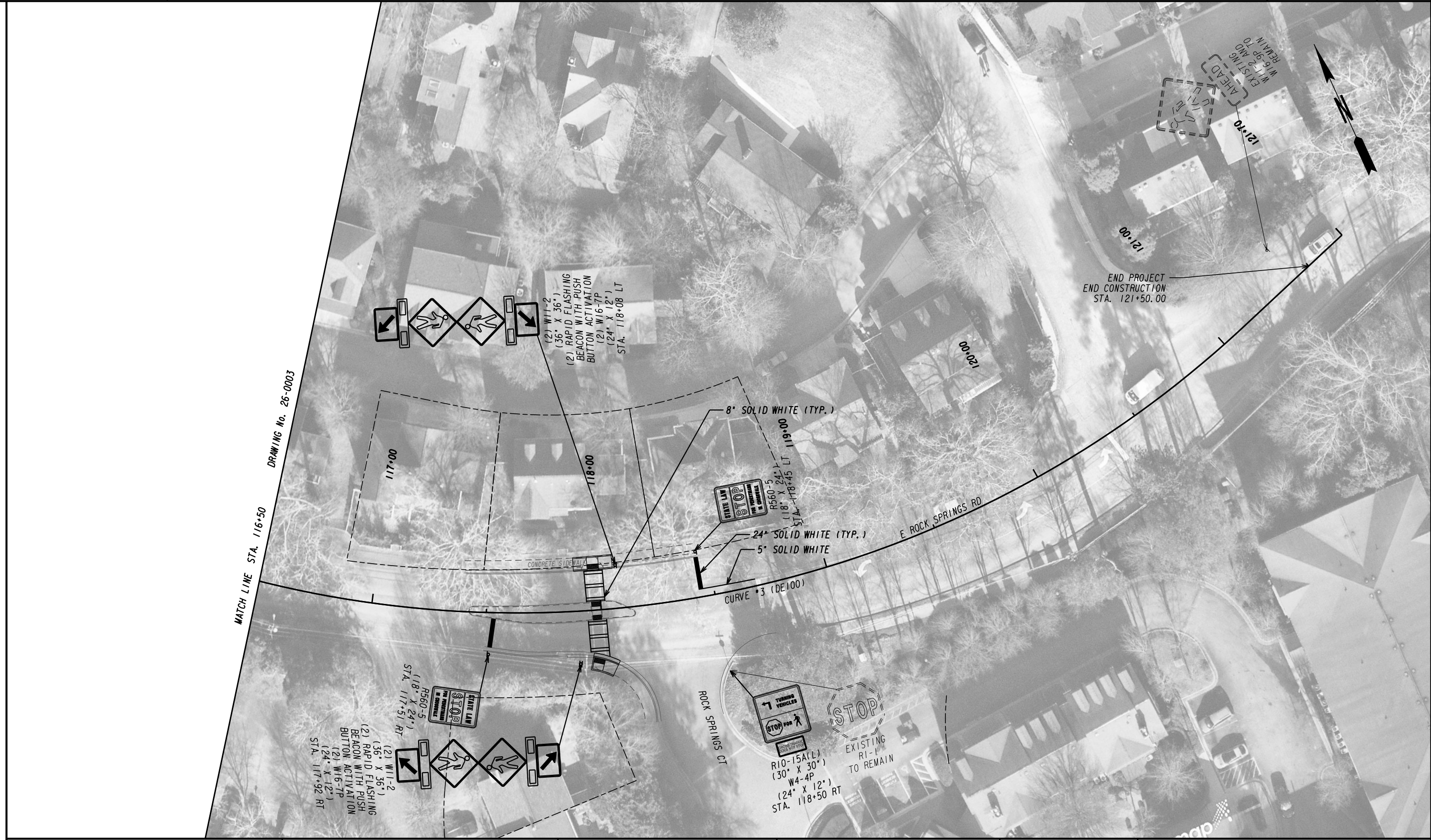
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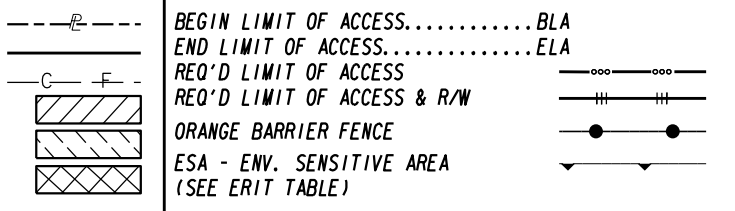
REVISION DATES	

SIGNING AND MARKING PLANS
 EAST ROCK SPRINGS ROAD

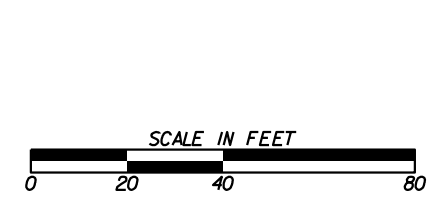
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BACKCHECKED:	DATE:	26-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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



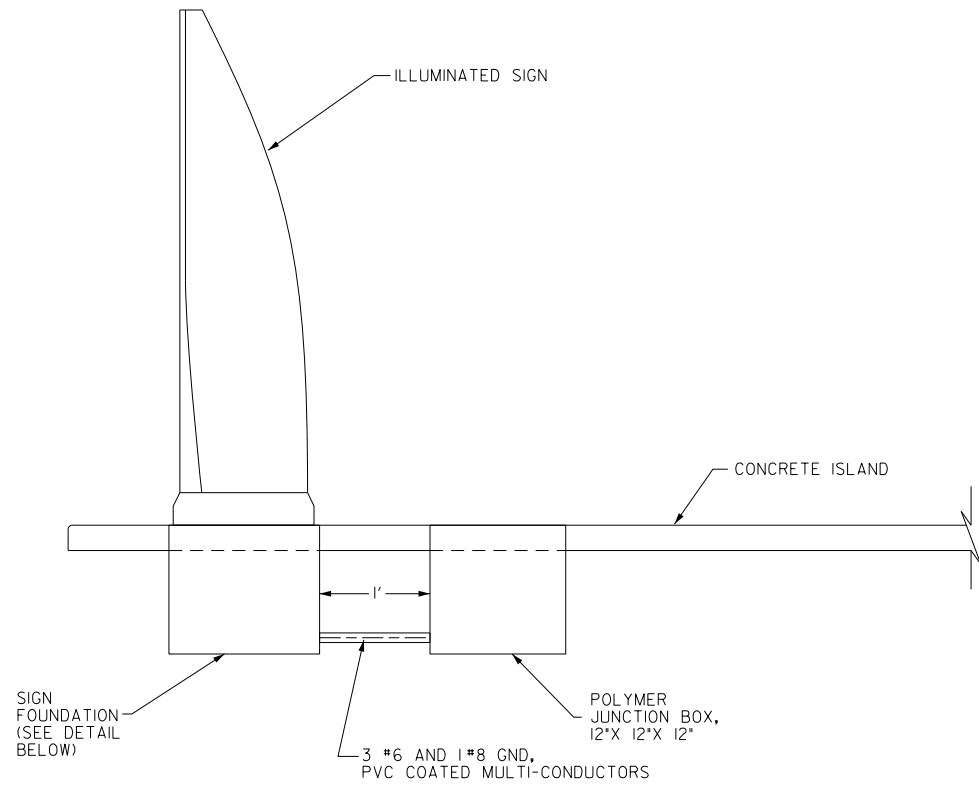
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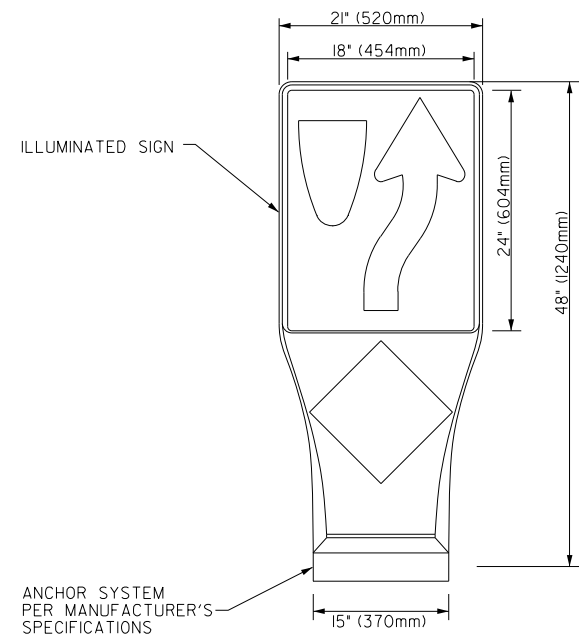
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SIGNING AND MARKING PLANS
 EAST ROCK SPRINGS ROAD

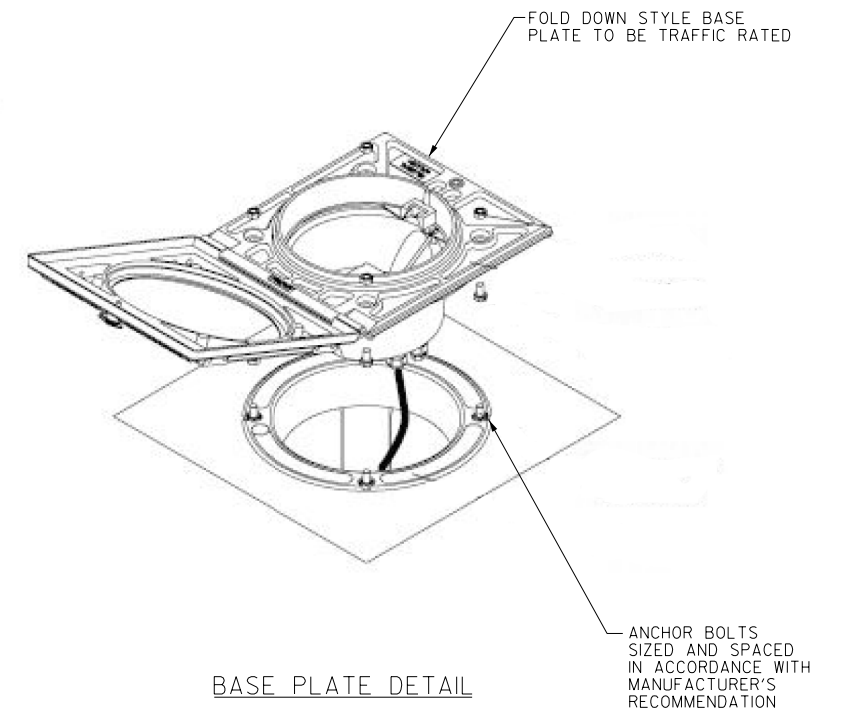
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BACKCHECKED:	DATE:	26-0004
CORRECTED:	DATE:	
VERIFIED:	DATE:	



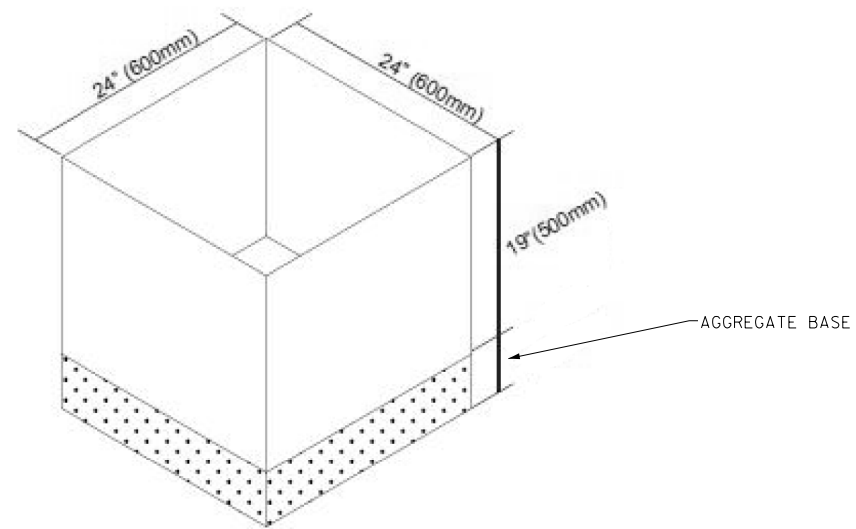
ILLUMINATED SIGN - SIDE VIEW



ILLUMINATED SIGN - FRONT VIEW

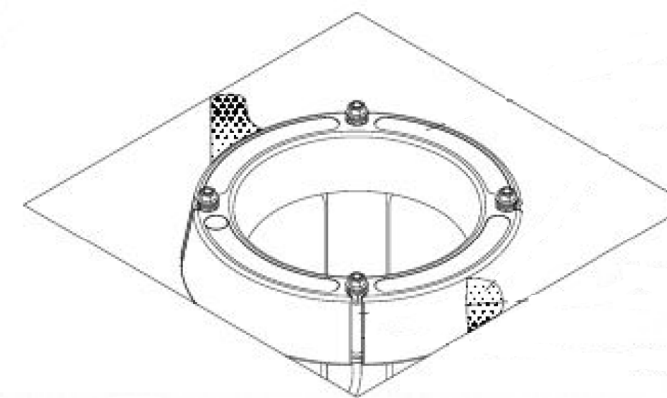


BASE PLATE DETAIL



FOUNDATION DIMENSIONS

FOUNDATION SHALL BE FILLED USING CLASS "A" CONCRETE



FOUNDATION DETAIL & BASE

NOTE:

SIGN AND BASE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

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NOT TO SCALE

REVISION DATES

NO.	DATE	DESCRIPTION

ILLUMINATED SIGN DETAILS
EAST ROCK SPRINGS ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	26-0005A
CORRECTED:	DATE:	
VERIFIED:	DATE:	

SIGNAL NOTES

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION, INCLUDING SUBSEQUENT PUBLISHED RULINGS, DEKALB COUNTY, AND GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.
2. SIGNAL HEADS SHALL BE BLACK AND 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 SEPERATE LEAD-INS TO THE CONTROL CABINET.
4. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES BEFORE INSTALLATION. 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 AND OVERHEAD UTILITIES. MINUMUM CLEARANCES FROM EDGE OF PAVEMENT AND UTILITIES SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS. CONTRACTOR SHALL VERIFY INSTALLATION PRIOR TO ORDERING OF MATERIALS.
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 LOCATION(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 DEKALB COUNTY TRANSPORTATION SUPERVISING ENGINEER PRIOR TO FINAL ACCEPTANCE. A COMPLETE SET OF WIRING DIAGRAMS SHALL BE FURNISHED TO THE DEKALB COUNTY TRANSPORTATION DEPARTMENT BY THE CONTRACTOR PRIOR TO FINAL ACCEPTANCE.
8. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO THE DEKALB COUNTY SIGNAL SHOP. CONTACT THE COUNTY SIGNAL ENGINEER AT (404)297-3946.
9. ALL TRAFFIC SIGNAL EQUIPMENT, INCLUDING HOUSING, VISORS, MAST ARMS, SIGNAL POLES, TRAFFIC SIGNALS, PEDESTRIAN SIGNALS, PEDESTRIAN POLES, PUSH BUTTON POSTS, MOUNTING HARDWARE, AND ALL OTHER RELATED TRAFFIC SIGNAL EQUIPMENT SHALL BE BLACK IN ACCORDANCE WITH DEKALB COUNTY STANDARDS AND SPECIFICATIONS.
10. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.
11. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE DOT SPECIFICATION.
12. THE INSTALLATIONS SHALL BE CAPABLE OF "CLOSED LOOP" ISOLATED MONITORING OVER TELEPHONE LINES.
13. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT STANDARDS.

TRAFFIC SIGNAL LEGEND

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/ T-SHAPED HEAD
- 5 SECTION HEAD/ T-SHAPED HEAD W/ BACKPLATE
- OVERHEAD SIGN
- PEDESTAL POLE
- PED SIGNAL HEAD
- CURB CUT RAMP
- PULLBOX, TP 1
- PULLBOX, TP 2
- PULLBOX, TP 4
- 6x6 PULSE LOOP
- 6x18 CALL LOOP
- 6x40 PRESENCE LOOP (DIPOLE)
- 6x40 PRESENCE LOOP (QUADRUPOLE)
- BORED CONDUIT
- TRENCHED CONDUIT
- RIGID CONDUIT
- RAILROAD CONTROLLER
- SIGN POST

14. 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.
15. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE COUNTY, 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. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDERS TO MAKE NECESSARY UTILITY HEIGHT ADJUSTMENTS FOR EXISTING UTILITY CONFLICTS.
17. CONTRACTOR TO VERIFY PROPOSED LOADING ON EXISTING POLES TO REMAIN. CONTRACTOR TO VERIFY PROPOSED LOADING DOES NOT EXCEED STRUCTURAL CAPACITY OF THE EXISTING POLES.
18. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY CONDITIONS PRIOR TO ANY CONSTRUCTION. DAMAGE TO EXISTING UTILITY LINES RESULTING FROM THE CONTRACTOR NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

19. THE CONTRACTOR SHALL ADHERE TO THE CALL BEFORE YOU DIG LAW BY CALLING THE UNDERGROUND PROTECTION CENTER AT GEORGIA811 BEFORE BEGINNING CONSTRUCTION.
20. THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE APPROPRIATE CLEARANCES FROM UTILITIES.
21. THE CONTRACTOR IS REQUIRED TO MAINTAIN FULL ACTUATED OPERATION OF ALL PEDESTRIAN SIGNALS AT THIS INTERSECTION DURING ALL PHASES OF CONSTRUCTION. THIS INCLUDES ACCESS TO ALL EXISTING PEDESTRIAN PUSH BUTTONS AND CROSSWALKS. INSTALLATION OF TEMPORARY POLES OR PEDESTALS, PEDESTRIAN SIGNAL DISPLAYS, PUSH BUTTONS, CONDUIT, OR WIRING MAY BE REQUIRED.
22. ALL MICROWAVE RADAR DETECTION UNITS SHALL BE GROUNDED TO THE POLE WITH A SEPARATE WIRE.
23. TESTING FOR ITEMS COVERED UNDER THE 935, 936, AND 937 GDOT SPECIFICATIONS ARE INCLUDED IN THE COST OF THE ITEM.
24. WHERE EXISTING WIRE, CABLE, OR EQUIPMENT IS BEING REPLACED OR DISTURBED, ALL PREPARATORY WORK SHALL BE COMPLETED BEFORE REPLACEMENT OR DISTURBANCE IS MADE. NO EQUIPMENT SHALL BE DISCONNECTED UNTIL PROPER REPLACEMENTS ARE AVAILABLE AND ALL NECESSARY PREPARATIONS HAVE BEEN MADE.



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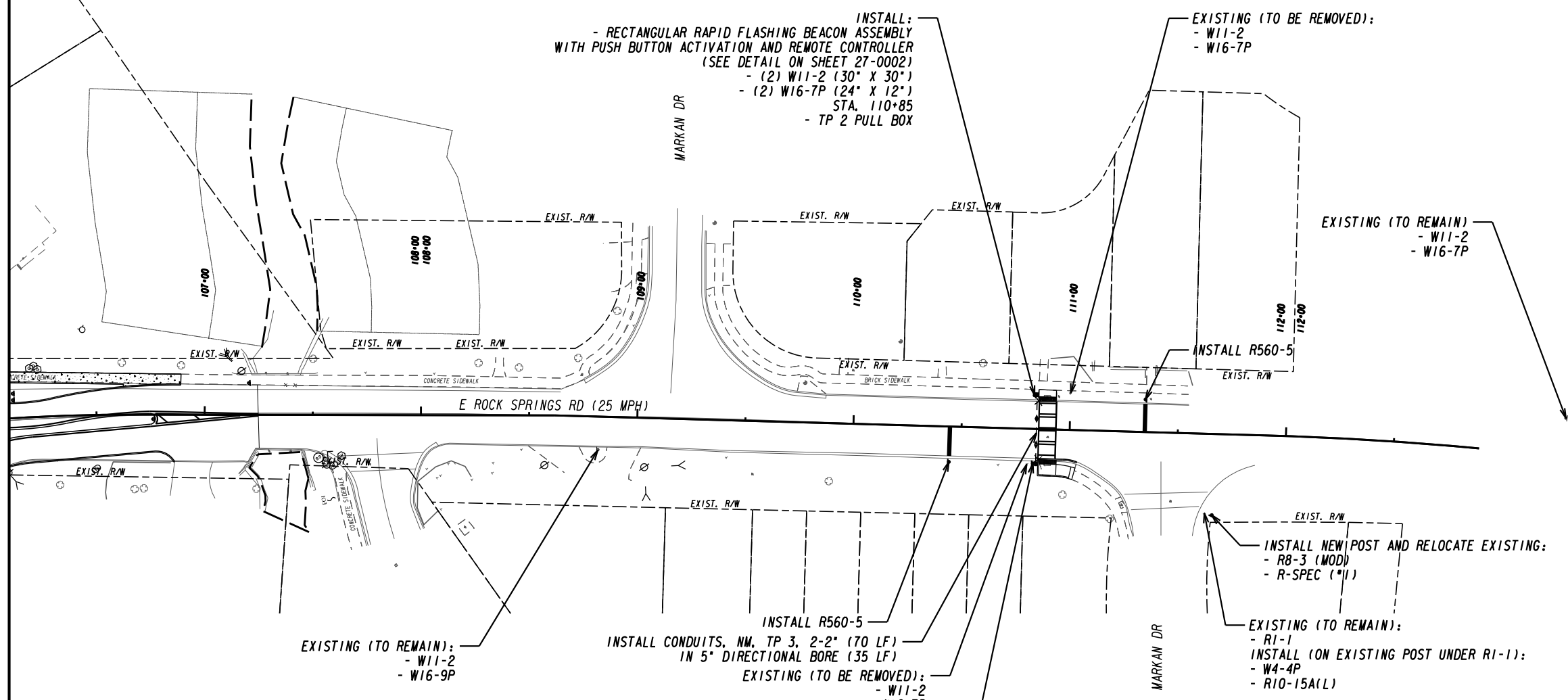
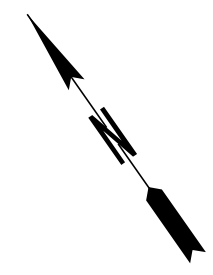
Engineering, Planning, and Environmental Consultants
Suite 601, 817 West Peachtree Street, NW
Atlanta, GA 30308

REVISION DATES

NO.	DATE	DESCRIPTION

SIGNAL PLANS EAST ROCK SPRINGS ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0000
CORRECTED:	DATE:	
VERIFIED:	DATE:	



INSTALL:
 - RECTANGULAR RAPID FLASHING BEACON ASSEMBLY WITH PUSH BUTTON ACTIVATION AND REMOTE CONTROLLER (SEE DETAIL ON SHEET 27-0002)
 - (2) W11-2 (30" X 30")
 - (2) W16-7P (24" X 12")
 STA. 110+85
 - TP 2 PULL BOX

EXISTING (TO BE REMOVED):
 - W11-2
 - W16-7P

EXISTING (TO REMAIN):
 - W11-2
 - W16-7P

EXISTING (TO REMAIN):
 - W11-2
 - W16-9P

INSTALL R560-5
 INSTALL CONDUITS, NM, TP 3, 2-2" (70 LF) IN 5" DIRECTIONAL BORE (35 LF)

EXISTING (TO BE REMOVED):
 - W11-2
 - W16-7P

INSTALL NEW POST AND RELOCATE EXISTING:
 - R8-3 (MOD)
 - R-SPEC (*1)

EXISTING (TO REMAIN):
 - R1-1
 INSTALL (ON EXISTING POST UNDER R1-1):
 - W4-4P
 - R10-15A(L)

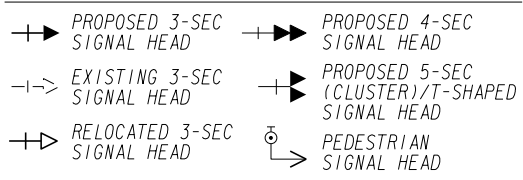
INSTALL:
 - RECTANGULAR RAPID FLASHING BEACON ASSEMBLY WITH PUSH BUTTON ACTIVATION AND MASTER CONTROLLER (SEE DETAIL ON SHEET 27-0002)
 - (2) W11-2 (30" X 30")
 - (2) W16-7P (24" X 12")
 STA. 110+84
 - TP 2 PULL BOX

SIGNS

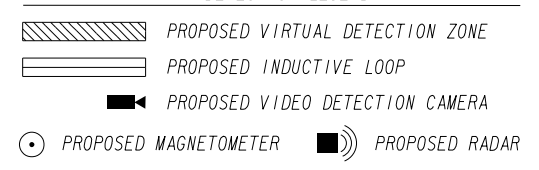
PEDESTRIAN SIGNS

NOTE:
 1. ALL FLASHERS SHALL FLASH WHEN ANY BUTTON IS PRESSED.
 2. RRFB INSTALLATION SHALL BE PAID FOR AS A LUMP SUM INSTALLATION AND SHALL INCLUDE ALL LABOR AND MATERIALS FOR INSTALLATION, TESTING AND ACTIVATION OF RRFB.
 3. CONTRACTOR TO OBTAIN POWER SERVICE FROM NEAREST EXISTING POWER POLE WITH UTILITY TRANSFORMER AND ROUTE TO CABINET.

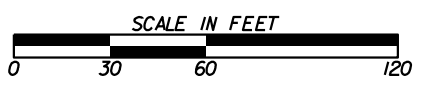
SIGNAL LEGEND



DETECTION LEGEND



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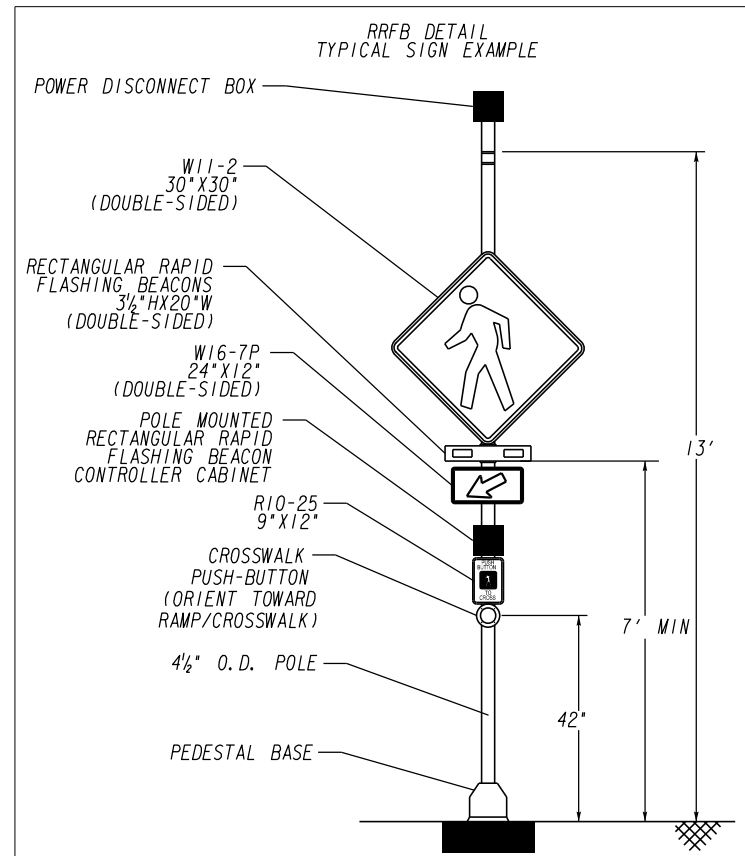


REVISION DATES

NO.	DATE	DESCRIPTION

**SIGNAL PLANS
 EAST ROCK SPRINGS ROAD**

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



LIST OF MATERIALS FOR RRFB INSTALLATION - NO. 1
 LOCATION: E ROCK SPRINGS RD @ MARKAN DR
 DEKALB COUNTY
 QUANTITIES ARE FOR INFORMATION ONLY
 CONTRACTOR SHOULD FIELD VERIFY PRIOR TO ORDERING MATERIALS

LIST OF MATERIALS		UNIT	QUANTITY
CONDUIT, NONMETAL, TP 3, 2-2"		LF	70
DIRECTIONAL BORE - 5"		LF	35
PULLBOX, TP 2		EA	2
PEDESTAL POLE, 13', COMPLETE WITH SQUARE BASE		EA	2
GRS CONDUIT FOR POWER		LS	1
MISC MATL TO COMPLETE INSTALLATION		LS	1

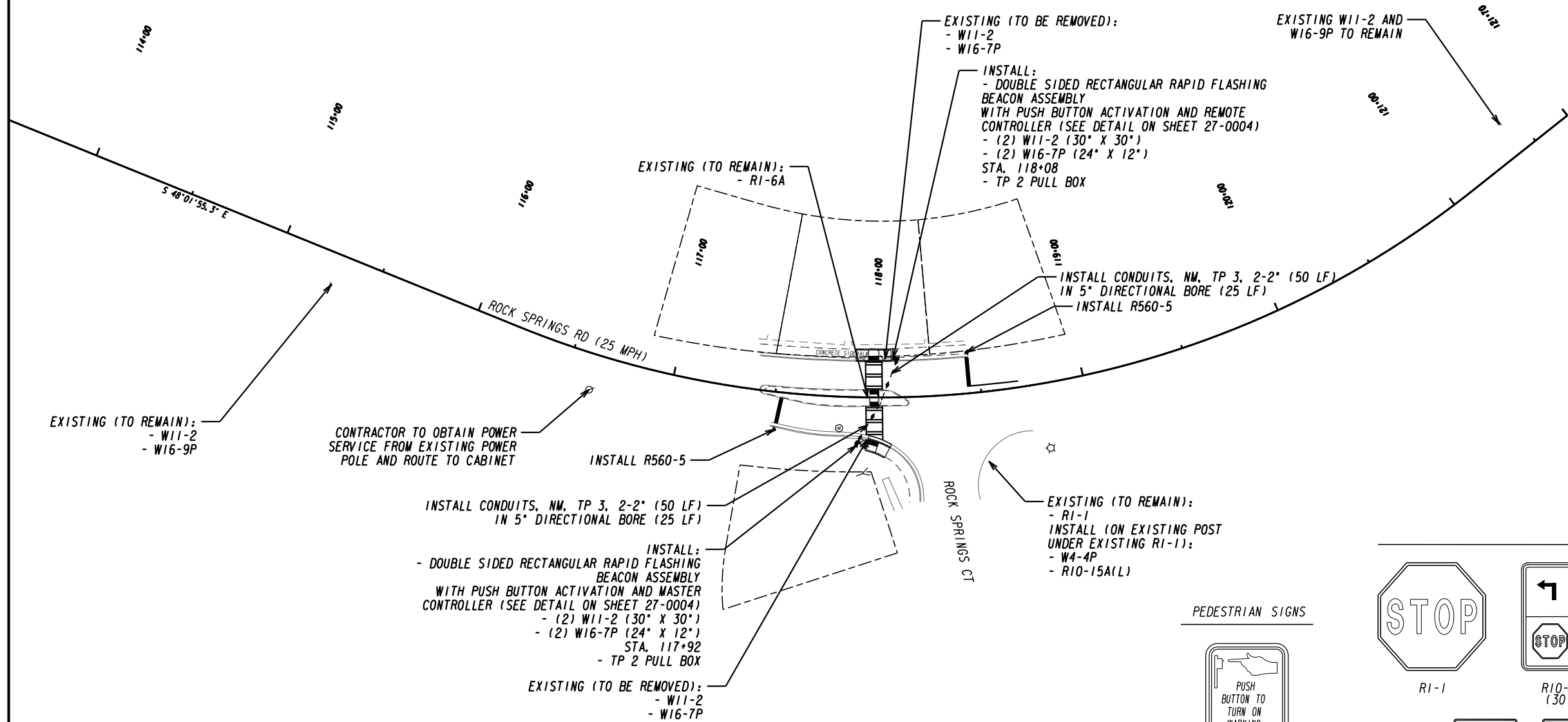
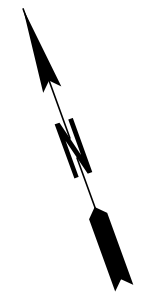
LIST OF PAY ITEMS		UNIT	QUANTITY
150-1000	TRAFFIC CONTROL	EA	1
647-1030	RRFB INSTALLATION NO. 1	LS	1
999-3800	RECTANGULAR RAPID FLASHING ASSEMBLY	EA	2

REVISION DATES

NO.	DATE	DESCRIPTION

SIGNAL PLANS
 EAST ROCK SPRINGS ROAD

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



EXISTING (TO REMAIN):
 - W11-2
 - W16-9P

CONTRACTOR TO OBTAIN POWER SERVICE FROM EXISTING POWER POLE AND ROUTE TO CABINET

INSTALL R560-5

INSTALL CONDUITS, NM, TP 3, 2-2" (50 LF) IN 5" DIRECTIONAL BORE (25 LF)

INSTALL:
 - DOUBLE SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY WITH PUSH BUTTON ACTIVATION AND MASTER CONTROLLER (SEE DETAIL ON SHEET 27-0004)
 - (2) W11-2 (30" X 30")
 - (2) W16-7P (24" X 12")
 STA. 117+92
 - TP 2 PULL BOX

EXISTING (TO BE REMOVED):
 - W11-2
 - W16-7P

EXISTING (TO BE REMOVED):
 - W11-2
 - W16-7P

INSTALL:
 - DOUBLE SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY WITH PUSH BUTTON ACTIVATION AND REMOTE CONTROLLER (SEE DETAIL ON SHEET 27-0004)
 - (2) W11-2 (30" X 30")
 - (2) W16-7P (24" X 12")
 STA. 118+08
 - TP 2 PULL BOX

INSTALL CONDUITS, NM, TP 3, 2-2" (50 LF) IN 5" DIRECTIONAL BORE (25 LF)
 - INSTALL R560-5

EXISTING W11-2 AND W16-9P TO REMAIN

EXISTING (TO REMAIN):
 - RI-1
 INSTALL (ON EXISTING POST UNDER EXISTING RI-1):
 - W4-4P
 - R10-15A(L)

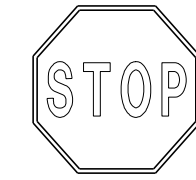
NOTE:
 1. ALL FLASHERS SHALL FLASH WHEN ANY BUTTON IS PRESSED.
 2. RRFB INSTALLATION SHALL BE PAID FOR AS A LUMP SUM INSTALLATION AND SHALL INCLUDE ALL LABOR AND MATERIALS FOR INSTALLATION, TESTING AND ACTIVATION OF RRFB.

PEDESTRIAN SIGNS



R10-25 (9" X 12")

SIGNS



R1-1



R10-15A(L) (30" X 30")



R560-5 (18" X 24")



W11-2 (30" X 30")



W16-9P (24" X 12")



W16-7P (R) (24" X 12")



W16-7P (L) (24" X 12")



W4-4P (24" X 12")

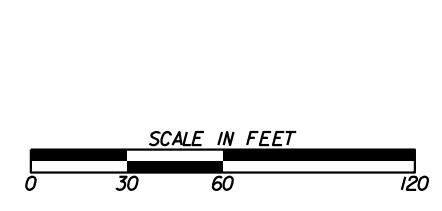
SIGNAL LEGEND

	PROPOSED 3-SEC SIGNAL HEAD		PROPOSED 4-SEC SIGNAL HEAD
	EXISTING 3-SEC SIGNAL HEAD		PROPOSED 5-SEC (CLUSTER)/T-SHAPED SIGNAL HEAD
	RELOCATED 3-SEC SIGNAL HEAD		PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

	PROPOSED VIRTUAL DETECTION ZONE
	PROPOSED INDUCTIVE LOOP
	PROPOSED VIDEO DETECTION CAMERA
	PROPOSED MAGNETOMETER
	PROPOSED RADAR

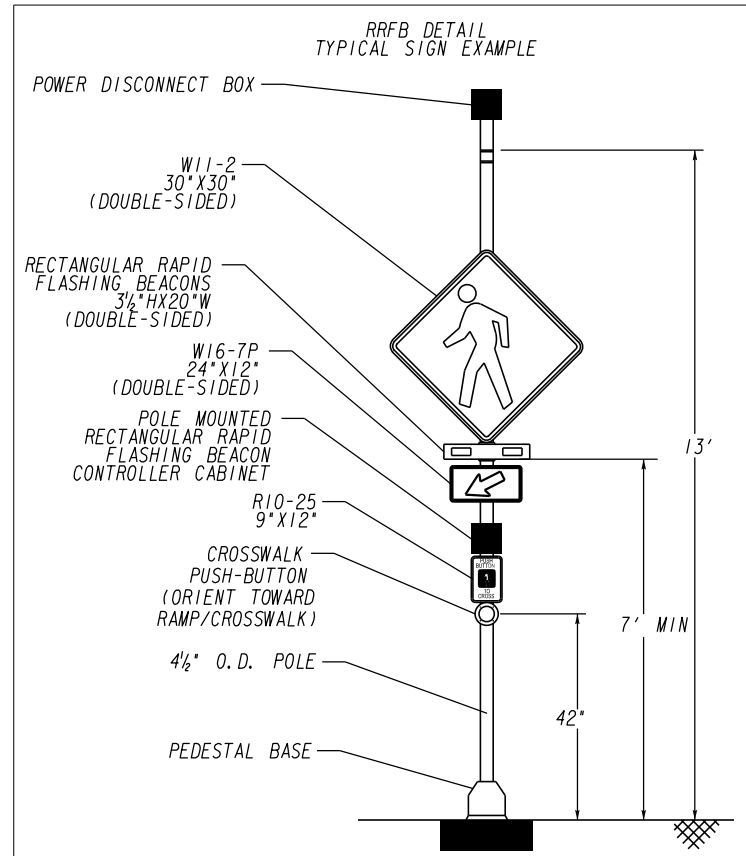
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REVISION DATES

SIGNAL PLANS
 EAST ROCK SPRINGS ROAD

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



LIST OF MATERIALS FOR RRFB INSTALLATION - NO. 2
 LOCATION: E ROCK SPRINGS RD @ ROCK SPRINGS CT
 DEKALB COUNTY
 QUANTITIES ARE FOR INFORMATION ONLY
 CONTRACTOR SHOULD FIELD VERIFY PRIOR TO ORDERING MATERIALS

LIST OF MATERIALS		UNIT	QUANTITY
CONDUIT, NONMETAL, TP 3, 2-2"		LF	100
DIRECTIONAL BORE - 5"		LF	50
PULLBOX, TP 2		EA	2
PEDESTAL POLE, 13', COMPLETE WITH SQUARE BASE		EA	2
GRS CONDUIT FOR POWER		LS	1
MISC MATL TO COMPLETE INSTALLATION		LS	1

LIST OF PAY ITEMS		UNIT	QUANTITY
150-1000	TRAFFIC CONTROL	EA	1
647-1030	RRFB INSTALLATION NO. 2	LS	1
999-3800	RECTANGULAR RAPID FLASHING ASSEMBLY	EA	2

REVISION DATES

NO.	DATE	DESCRIPTION

SIGNAL PLANS
 EAST ROCK SPRINGS ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0004
CORRECTED:	DATE:	
VERIFIED:	DATE:	

ESPCP GENERAL NOTES

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

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

ESPCP ALTERATIONS

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

The Contractor, the Certified Design Professional, and the WECS shall carefully evaluate this plan prior to commencing land-disturbing activities. Amendments/revisions to the ESPCP which have a significant effect on BMPs with a hydraulic component requires a formal revision of the ESPCP and the signature of a GSWCC Level-II Certified Design Professional. Additional BMPs may be added per Special Provision 161-Control of Soil Erosion and Sedimentation.

CONSTRUCTION SCHEDULE AND SEQUENCE OF MAJOR ACTIVITIES

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

The project budget includes sufficient funds for the payment of construction exits. The Contractor is responsible for establishing at least one (1) construction exit per the specifications of the construction exit detail included in this ESPCP to minimize or eliminate the vehicle tracking of dirt, soils, and sediments off site. To facilitate project logistics, the Contractor is also responsible for selecting the location(s) of the construction exit(s).

To prevent the off site vehicle tracking of sediments, the Contractor shall be responsible for locating, constructing, and maintaining construction exit(s) until permanent site stabilization.

SITE STABILIZATION AND VEGETATION PLANTING SCHEDULE

The EPD General NPDES GARI00002 permit states that any disturbed area where construction activities have temporarily or permanently ceased shall be stabilized within 14 days of such cessation or as soon as practicable if precluded by adverse weather conditions. However in special cases, the Project Engineer may require the contractor to perform stabilization more often than 14 days.

Disturbed areas shall be stabilized with suitable material listed in the current edition of the GDOT's Standard Specifications (or Special Provisions) Sections 161, 163, 700, or 711 on the basis of when construction activities are expected to resume.

All temporary and permanent vegetative practices including plant species, planting dates, seeding, fertilizing, liming, and mulching rates for this project can be found in Section 700 of the current edition of the GDOT's Standard Specifications (or Special Provisions) and other applicable contract documents or landscaping plans.

BMP INSTALLATION AND MAINTENANCE MEASURES

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

PETROLEUM STORAGE, SPILLS AND LEAKS

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

If the Contractor elects to store petroleum products on site, the Contractor shall prepare an ESPCP addendum that addresses the additional BMPs needed for onsite storage and spill prevention for petroleum products. This plan shall be prepared by a Certified Design Professional as required by GARI00002 for inclusion with these plans. The Contractor's attention is specifically directed to Standard Specification 107-Legal Regulations and Responsibility to the public for additional requirements.

SEDIMENT STORAGE

The site on East Rock Springs Road has a total disturbed area of 0.33 acres.

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

WASTE DISPOSAL

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

DEWATERING AND PUMPING ACTIVITIES

Any pumped discharge from an excavation or disturbed area shall be routed through an appropriately sized sediment basin, silt filter bag, or shall be treated equivalently with suitable BMP's. The contractor shall ensure the post BMP treated discharge is sheet flowing. Failure to create sheet flow will obligate the contractor to perform water quality sampling of pumped discharges. The contractor shall prepare sampling plans in accordance with the current GARI00002 NPDES permit by utilizing a Certified Design Professional. No separate payment will be made for water quality sampling of pump discharges.

NONSTORMWATER DISCHARGES

Nonstormwater discharges defined in Part 111.A.2 of the NPDES Permit will be identified after construction has commenced. These discharges shall be subject to the same requirements as storm water discharges required by the Georgia Erosion and Sedimentation Control Act, the NPDES Permit, the Clean Water Act, the Manual for Erosion and Sediment Control in Georgia, GDOT Standards, and other contract documents. The NPDES does not authorize the discharge of soaps or solvents used in vehicle and equipment washing or the discharge of wastewater containing stucco, paint, oils, curing compounds, and other construction materials.

READY MIX CHUTE WASH DOWN

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

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

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

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

OTHER CONTROLS

If the Contractor elects to store building material, building products, construction waste, trash, landscape materials, fertilizers, pesticides, herbicides, detergents, sanitary waste, and other materials on the site, the Contractor shall provide an appropriate covering to minimize the exposure of those materials or products to precipitation and stormwater to minimize the discharge of pollutants. Minimization of exposure is not required in cases where exposure to precipitation and to stormwater will not result in a discharge of pollutants, or where exposure of the specific material or product poses little risk to stormwater contamination or is intended for outdoor use.

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

The Contractor shall control dust from the site in accordance with Section 161 of the current edition of the GDOT Specifications.

POSTCONSTRUCTION BMPs FOR STORMWATER MANAGEMENT

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

SOIL SERIES INFORMATION

Soil characteristics have been given full consideration in the hydrologic analysis, the design of channels and linings, selection of temporary BMP's, design of energy dissipaters, and in the selection of permanent vegetation and fertilizers. The following is a summary of the soils that are expected to be found on the project site:

Map Unit Symbol	Map Unit Name	Rating	Component Name	Rating Reasons
AmC2	Appling sandy loam, 6 to 10 percent slopes, moderately eroded	N/A	Appling, moderately eroded (100%)	Slope (1.00)
Cfs	Chewacla silt loam, 0 to 2 percent slopes, frequently flooded	N/A	Chewacla (95%)	Flooding (1.00) Depth to saturated zone (1.00) Shrink-swell (0.05)
			Wehadkee (5%)	Flooding (1.00) Depth to saturated zone (1.00)
CYB2	Cecil sandy loam, 2 to 6 percent slopes, moderately eroded	N/A	Cecil, moderately eroded (100%)	Slope (0.00)
CYC2	Cecil sandy loam, 6 to 10 percent slopes, moderately eroded	N/A	Cecil, moderately eroded (100%)	Slope (1.00)

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

SILT FENCE INSTALLATION WITH J HOOKS AND SPURS

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

USE OF ALTERNATIVE AND/OR ADDITIONAL BMPs:

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

STATE-WATER BUFFER IMPACTS

State-water buffers, as defined by O.C.G.A. 12-7-1, are not impacted by this project. Non-exempt activities shall not be conducted within the 25- or 50-foot undisturbed stream buffers as measured from the point wrested vegetation or within 25-feet of the coastal marshland buffer as measured from the Jurisdictional Determination Line without first acquiring the necessary variances and permits.

RETENTION OF RECORDS

Dekalb County will retain all records related to the implementation of this ESPCP in accordance with Part IV.F of the General Permit GARI00002.

REVISION DATES			

ESPCP GENERAL NOTES
NORTH DECATUR ROAD & EAST ROCK SPRINGS ROAD

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

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 Suite 601, 817 West Peachtree Street, NW
 Atlanta, GA 30308

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 		
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.
	SYMBOL 		THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
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.
	SYMBOL 		THE BMP SYMBOL FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.

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

NOTE:

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



NO SCALE

REVISION DATES	
3/2/2017	

EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 1 OF 7

CHECKED:	D. EAGLETON	DATE:	01/01/16	DRAWING No.
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52-0001

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

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

NOTE:

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



NO SCALE

REVISION DATES	
3/2/2017	
11/28/2018	

EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 2 OF 7

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CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T1	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-2 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.
		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-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.
		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-2T3	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-6 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.
		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-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.
		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-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.
		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.

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.
		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-3	CONCRETE CHANNEL STABILIZATION		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.
	CONSTRUCTION DETAIL D-10, D-49 SECTION 441	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. RIP-RAP SHOULD BE USED TO DISSIPATE ENERGY DOWNSTREAM OF CONCRETE LINED CHANNELS.
Co	CONSTRUCTION EXIT		A CONSTRUCTION EXIT IS A STONE STABILIZED PAD THAT REDUCES OR ELIMINATES THE TRANSPORT OF MUD FROM CONSTRUCTION AREAS ONTO PUBLIC ROADS BY EQUIPMENT OR RUNOFF. BEST USED AT ACCESS POINTS, I.E. NEW LOCATION PROJECTS, BORROW PITS, WASTE PITS, ACCESS ROADS, ETC. SHOULD BE MINIMUM 20' WIDE, 50' LONG, 6" THICK, AND REQUIRES A GEOTEXTILE UNDERLINER. ON SITES WHERE THE GRADE TOWARD A PAVED AREA IS GREATER THAN 2%, A FULL WIDTH DIVERSION RIDGE 6" TO 8" HIGH WITH 3:1 SLOPES SHALL BE CONSTRUCTED APPROXIMATELY 15' UPSTREAM OF PAVED AREA. A TIRE WASHING AREA TO REMOVE MUD MAY ALSO BE REQUIRED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS.
	CONSTRUCTION DETAIL D-41 SECTION 163, 800	SYMBOL 	ALL CONSTRUCTION EXIT REQUIREMENTS ARE INCLUDED IN THE PRICE OF THE CONSTRUCTION EXIT.
Dc-A	STREAM DIVERSION CHANNEL GEOTEXTILE, POLYETHYLENE FILM		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.
	SECTION 163	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.

NOTE:

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- 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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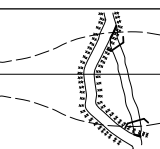
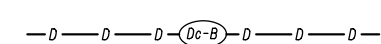
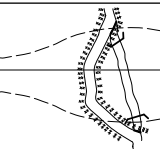
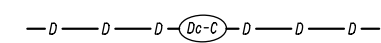
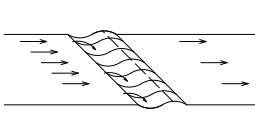
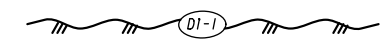
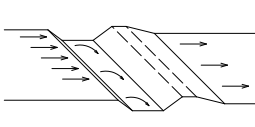
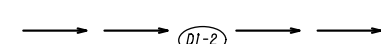
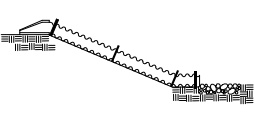
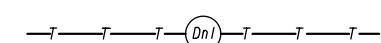
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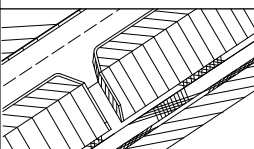
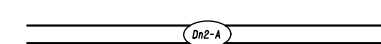
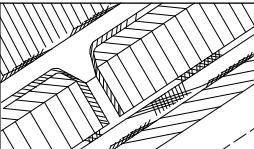
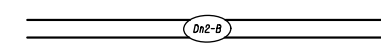
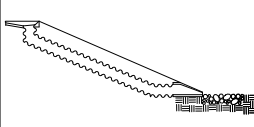

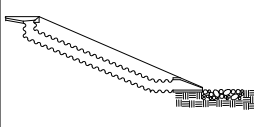
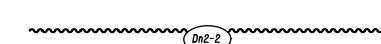
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EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 3 OF 7

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52-0003

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Dc-B	STREAM DIVERSION CHANNEL GEOTEXTILE ONLY SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE ONLY. INSTALL TWO ROWS OF Sd1-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 2.5 - 9.0 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
	LINE CODE 		
Dc-C	STREAM DIVERSION CHANNEL RIP-RAP & GEOTEXTILE SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH RIP-RAP AND GEOTEXTILE. INSTALL TWO ROWS OF Sd1-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 9.0 - 13.0 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
	LINE CODE 		
D1-1	DIVERSION BERM CONSTRUCTION DETAIL D-47 SECTION 205		A NON-DESIGNED TEMPORARY EARTHEN BERM WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO BE USED AT THE EDGE OF EMBANKMENT DURING THE GRADING OPERATION. THE BERMS ARE ALSO CONSTRUCTED ABOVE, ACROSS OR BELOW A SLOPE TO REDUCE THE LENGTH OF A SLOPE. THEY ARE USED TO INTERCEPT RUNOFF, PREVENTING SLOPE EROSION AND TO DIRECT THE RUNOFF TO A STABLE OUTLET, DOWN DRAINS *Dn1* OR CATCHMENT AREAS AND ON ALL GRADING PROJECTS.
	LINE CODE 		
D1-2	DIVERSION CHANNEL SECTION 205		A DESIGNED TEMPORARY OR PERMANENT CHANNEL WITH A COMPACTED SUPPORTING RIDGE ON THE LOWER SIDE TO DIVERT OFFSITE RUNOFF AWAY FROM DISTURBED AREAS WITHIN THE PROJECT AREA. CHANNEL FOR OFFSITE RUNOFF SHALL BE STABILIZED WITH APPROPRIATE CHANNEL STABILIZATION. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA. A DIVERSION CHANNEL DETAIL MUST ALSO BE PROVIDED IN THE ESPCP. RUNOFF FROM DISTURBED AREAS WITHIN THE PROJECT AREA SHALL NOT BE ALLOWED TO CONVERGE WITH OFFSITE RUNOFF WITHIN THIS DIVERSION.
	LINE CODE 		
Dn1	TEMPORARY DOWNDRAIN STRUCTURE FLEXIBLE CONSTRUCTION DETAIL D-19 SECTION 163		A TEMPORARY PIPE SLOPE DRAIN IS A PLASTIC FLEXIBLE PIPE TO CARRY WATER FROM THE WORK AREA TO A LOWER ELEVATION. TEMPORARY SLOPE DRAINS SHOULD BE PLACED AT INTERVALS OF 350 FEET ON 0% - 2% GRADES, 200 FEET ON STEEPER GRADES AND MORE FREQUENTLY AS DICTATED BY FIELD CONDITIONS. THE TYPICAL PIPE SIZE IS A CORRUGATED 10". THE PIPE WILL BE ANCHORED WITH STAKES AT INTERVALS NOT TO EXCEED 10'. THE OUTLET AREA SHALL BE STABILIZED FOR VELOCITY DISSIPATION AND EROSION CONTROL.
	LINE CODE 		

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

NOTE:

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



NO SCALE

REVISION DATES

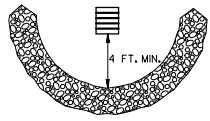







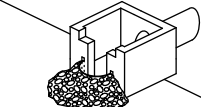

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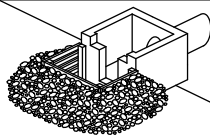


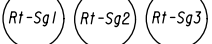
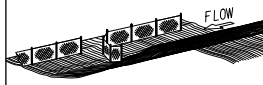

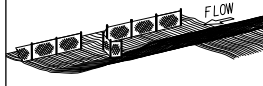
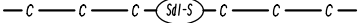
EROSION CONTROL LEGEND

UNIFORM CODE SHEET

SHEET 4 OF 7

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CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING CONSTRUCTION DETAIL D-46 SECTION 163		A TEMPORARY STONE BARRIER CONSTRUCTED AT DRAINAGE STRUCTURE INLETS AND POST-CONSTRUCTION POND OUTLETS. IT REDUCES RUNOFF VELOCITY AND HELPS PREVENT SEDIMENT FROM LEAVING SITE PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA. REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR ADDITIONAL INFORMATION ON USAGE.
	SYMBOL		
			
Rd	ROCK FILTER DAM CONSTRUCTION DETAIL D-43 SECTION 163, 603		ROCK FILTER DAMS ARE CONSTRUCTED OF TYPE 3 STONE RIP-RAP FACED WITH #57 STONE ON THE UPSTREAM SIDE. THEY ARE PLACED ACROSS DRAINAGEWAYS WHICH DRAIN 50 ACRES OR LESS. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING ROCK FILTER DAMS. THE DAM SHOULD NOT BE HIGHER THAN THE CHANNEL BANKS. ROCK FILTER DAMS SHOULD BE USED IN DITCHES PRIOR TO DISCHARGING INTO STREAMS, WETLANDS, OPEN-WATERS, OR OTHER ESAs.
	SYMBOL		
			
Rd-B	STONE FILTER BERM CONSTRUCTION DETAIL D-50 SECTION 163, 603		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.
	LINE CODE		
			
Rp	RIP-RAP SECTION 603		RIP-RAP IS A FLEXIBLE PERMANENT BLANKET FOR PROTECTION OF FILL SLOPES AND BRIDGE END ROLLS. RIP-RAP TYPE-1 SHOULD BE PLACED ON TOP OF A GEOTEXTILE UNDERLINER AT A MINIMUM 24" THICKNESS OR AS INDICATED ON THE PLANS. RIP-RAP MAY ALSO BE USED AT DRAINAGE STRUCTURE OUTLETS WITHIN THE RIGHT-OF-WAY. HOWEVER, APPROPRIATE OUTLET PROTECTION SHOULD BE PROVIDED AT OUTFALLS. REFER TO STORM DRAIN OUTLET PROTECTION FOR ADDITIONAL INFORMATION ON USING RIP-RAP AT OUTFALLS.
	PATTERN		
			
Rt-P	RETROFITTING PERFORATED HALF-ROUND PIPE CONSTRUCTION DETAIL D-44 SECTION 163		A PERFORATED HALF-ROUND PIPE WITH STONE FILTER PLACED IN FRONT OF A PERMANENT STORMWATER DETENTION POND OUTLET STRUCTURE TO SERVE AS A TEMPORARY SEDIMENT FILTER. SHOULD BE USED ONLY IN DETENTION PONDS WITH LESS THAN 30 ACRES TOTAL DRAINAGE AREA. SHALL ONLY BE USED IN DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA. REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR DESIGN CRITERIA.
	SYMBOL		
			

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

NOTE:

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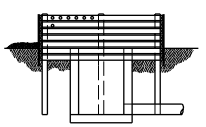

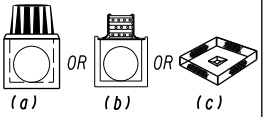

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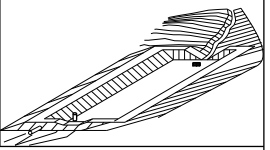
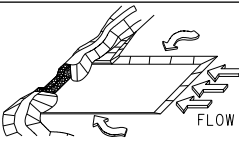
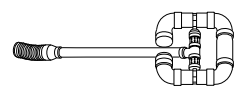
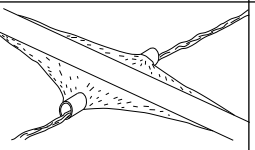
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EROSION CONTROL LEGEND
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SHEET 5 OF 7

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

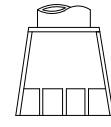

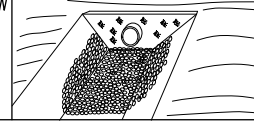
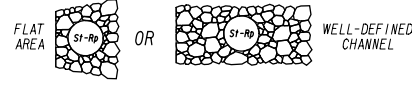
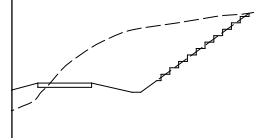
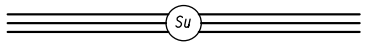
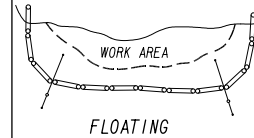

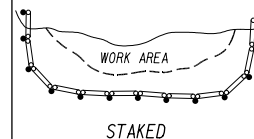

NOTE:

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NO SCALE

REVISION DATES		EROSION CONTROL LEGEND	
3/2/2017		UNIFORM CODE SHEET	
11/28/2018		SHEET 6 OF 7	
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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 d50 ≤ 1.2 FEET. TYPE-3 RIP-RAP AT A DEPTH OF 18" AND PLACED ON FILTER FABRIC MAY BE USED FOR d50 ≤ 0.7 FEET.
	PATTERN 		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.
	LINE CODE 		IF SERRATED SLOPES ARE SPECIFIED BY THE SOIL SURVEY, THEN THIS BMP SHALL BE SHOWN ON THE PLANS WHERE SERRATED SLOPES ARE TO BE USED.
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170		A FLOATING TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED WHERE CONSTRUCTION IS REQUIRED IN A LARGE BODY OF WATER SUCH AS LAKES AND RIVERS. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs.
	LINE CODE 		IT MAY ALSO BE REFERRED TO AS A FLOATING BOOM, SILT BARRIER, OR SILT CURTAIN.
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170		A STAKED TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED IN SHALLOW INUNDATED AREAS. IT MAY BE USED TO PROTECT A SMALL STREAM BEING REALIGNED OR RESTORED. IN THIS CASE, CURTAIN SHOULD EXTEND TO BOTTOM OF STREAMBED. THE HEIGHT SHOULD BE LIMITED TO 5 FEET UNLESS DIRECTED AND EXTEND 2 FEET ABOVE NORMAL WATER ELEVATION. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs.
	LINE CODE 		IT MAY BE REFERRED TO AS A SILT BARRIER OR SILT CURTAIN.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION

NOTE:

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

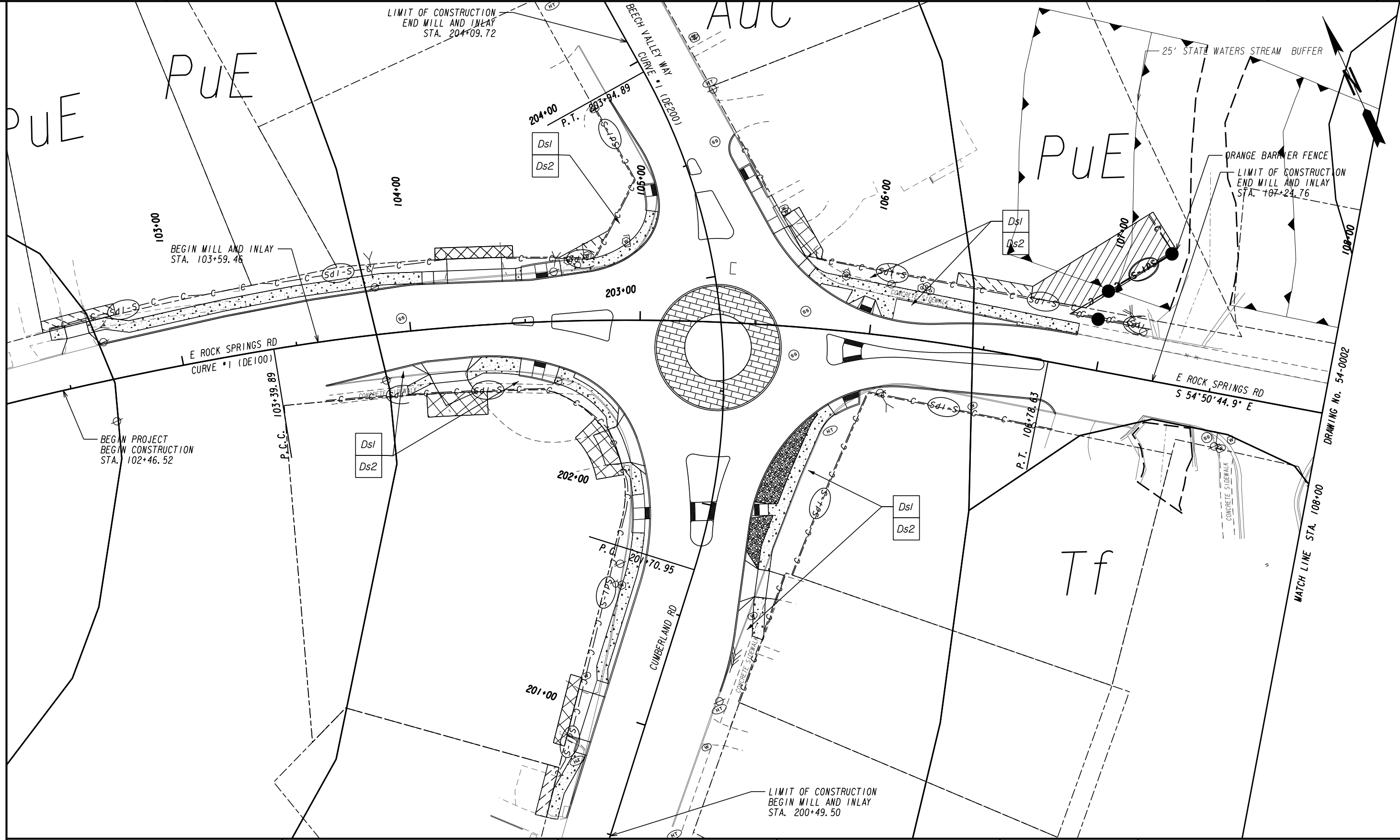


NO SCALE

REVISION DATES	
3/2/2017	

EROSION CONTROL LEGEND
UNIFORM CODE SHEET
SHEET 7 OF 7

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



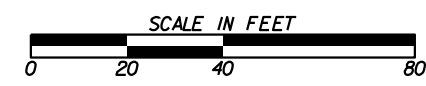
DRAWING NO. 54-0002

MATCH LINE STA. 108+00

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

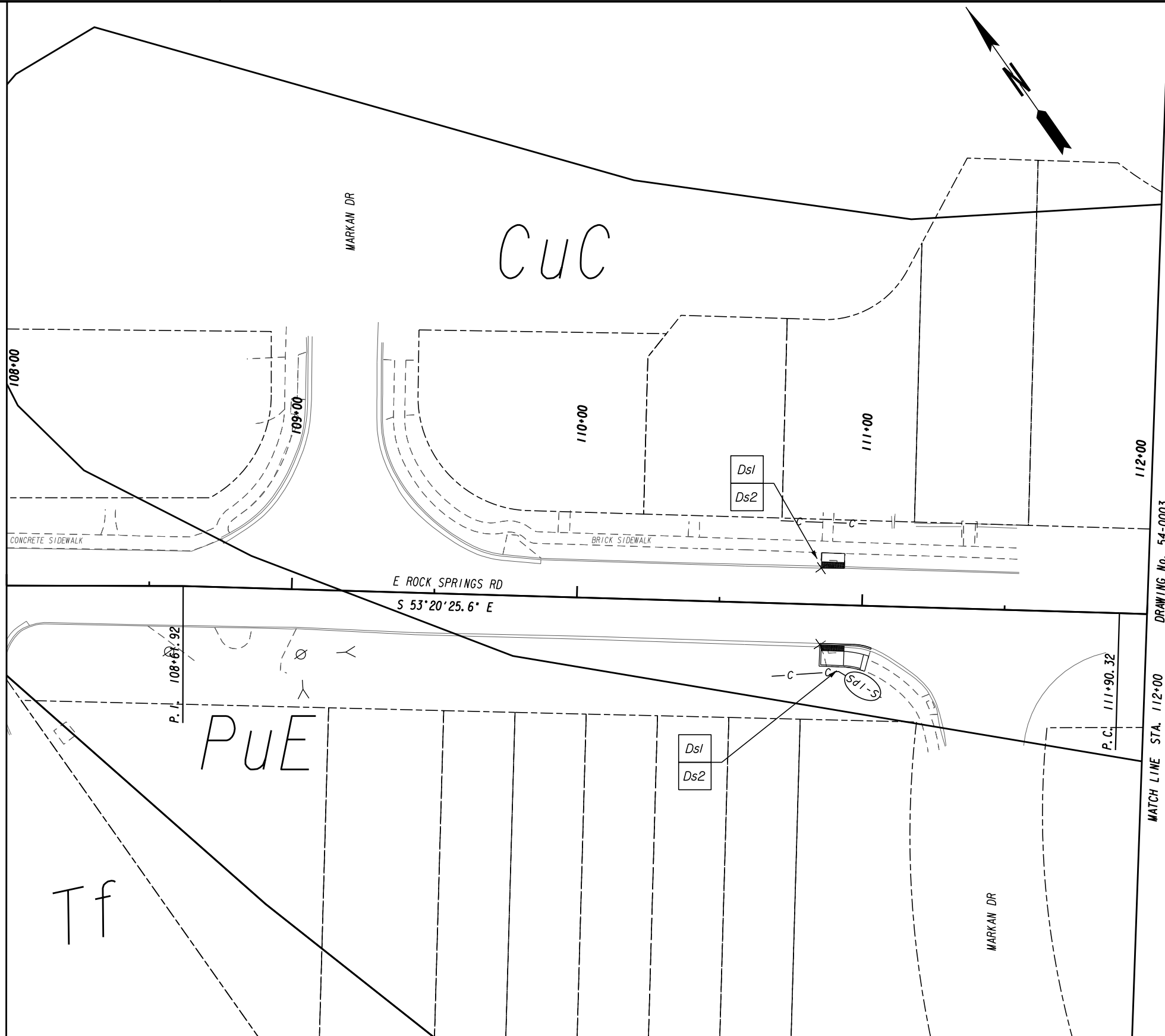
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 Atlanta, GA 30308



REVISION DATES	

BMP LOCATION DETAILS
 EAST ROCK SPRINGS ROAD
 PERIMETER CONTROL

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



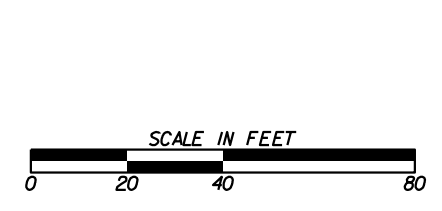
DRAWING No. 54-0001
MATCH LINE STA. 108+00

DRAWING No. 54-0003
MATCH LINE STA. 112+00

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--- BEGIN LIMIT OF ACCESS.....BLA
 ---E--- END LIMIT OF ACCESS.....ELA
 ---C---F--- REQ'D LIMIT OF ACCESS
 ---H---H--- REQ'D LIMIT OF ACCESS & R/W
 [Hatched Box] ORANGE BARRIER FENCE
 [Dotted Box] ESA - ENV. SENSITIVE AREA
 (SEE ERIT TABLE)

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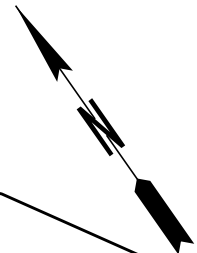
REVISION DATES	

BMP LOCATION DETAILS
 EAST ROCK SPRINGS ROAD
 PERIMETER CONTROL

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

PuE

CuC



DRAWING No. 54-0002

MATCH LINE STA. 112+00

112+00

113+00

114+00

115+00

116+00

DRAWING No. 54-0004

MATCH LINE STA. 116+50

CURVE *2 (DE100)

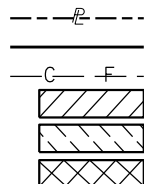
P.T. 113+29.30

E ROCK SPRINGS RD
S 48°01'55.3" E

P.C. 116+22.42

PuE

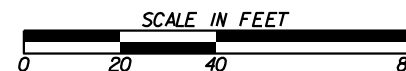
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES



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

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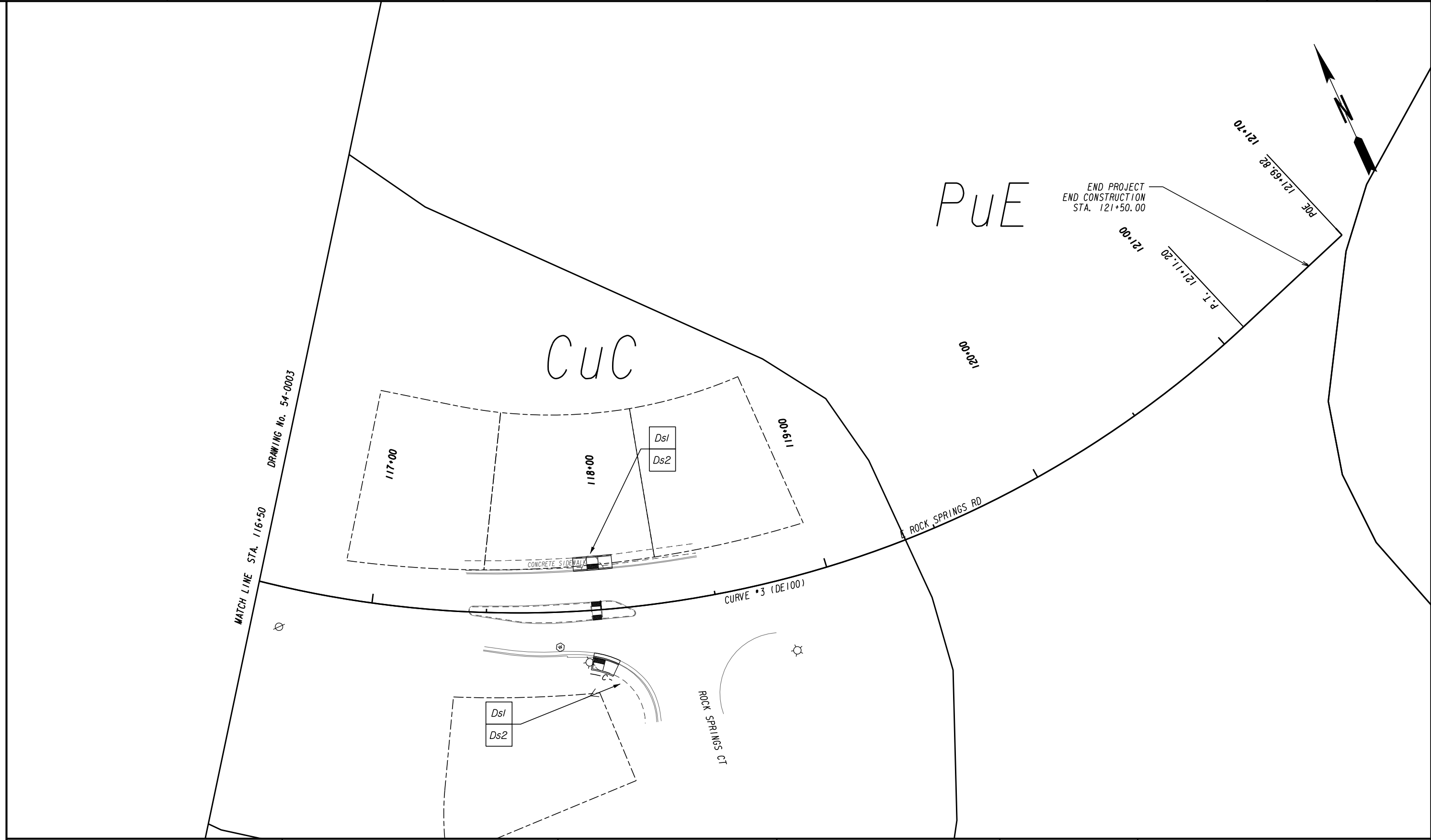


REVISION DATES

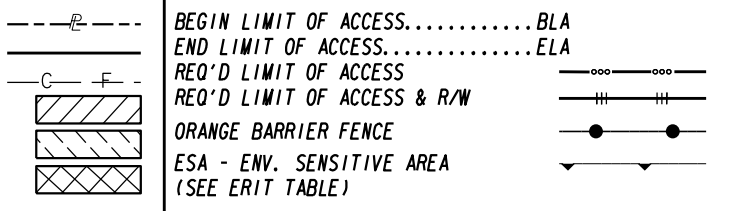
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BMP LOCATION DETAILS
EAST ROCK SPRINGS ROAD
PERIMETER CONTROL

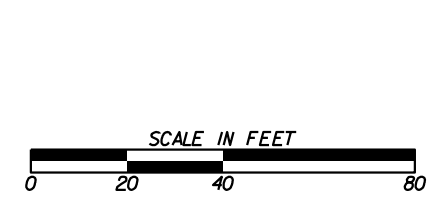
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		54-0003
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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



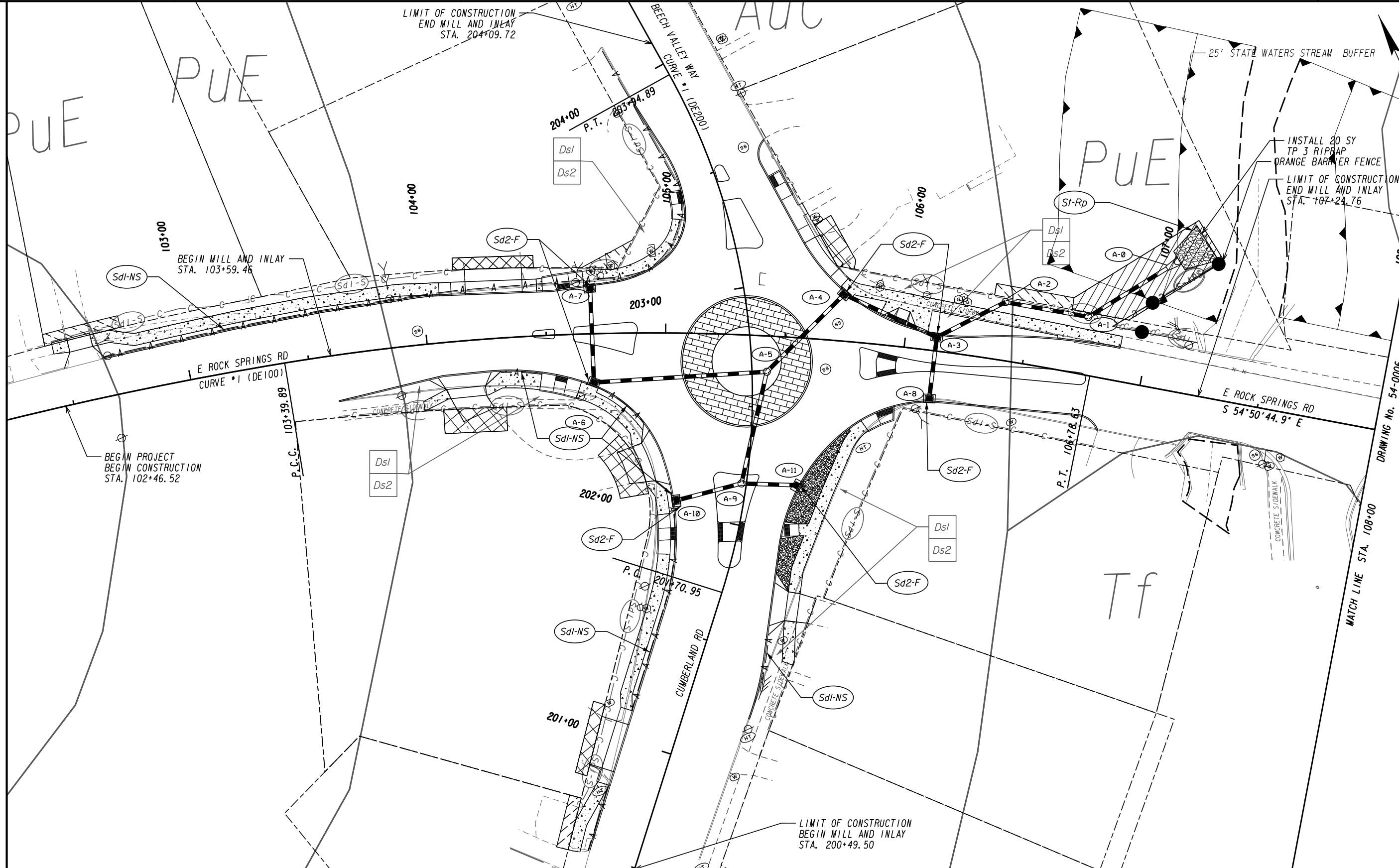
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REVISION DATES	

BMP LOCATION DETAILS
 EAST ROCK SPRINGS ROAD
 PERIMETER CONTROL

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	54-0004
CORRECTED:	DATE:	
VERIFIED:	DATE:	



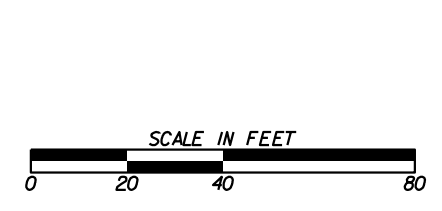
DRAWING NO. 54-0006
MATCH LINE STA. 108+00

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 ---
 --- C ---
 --- F ---
 --- S ---
 --- O ---
 --- H ---
 --- B ---
 --- T ---

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

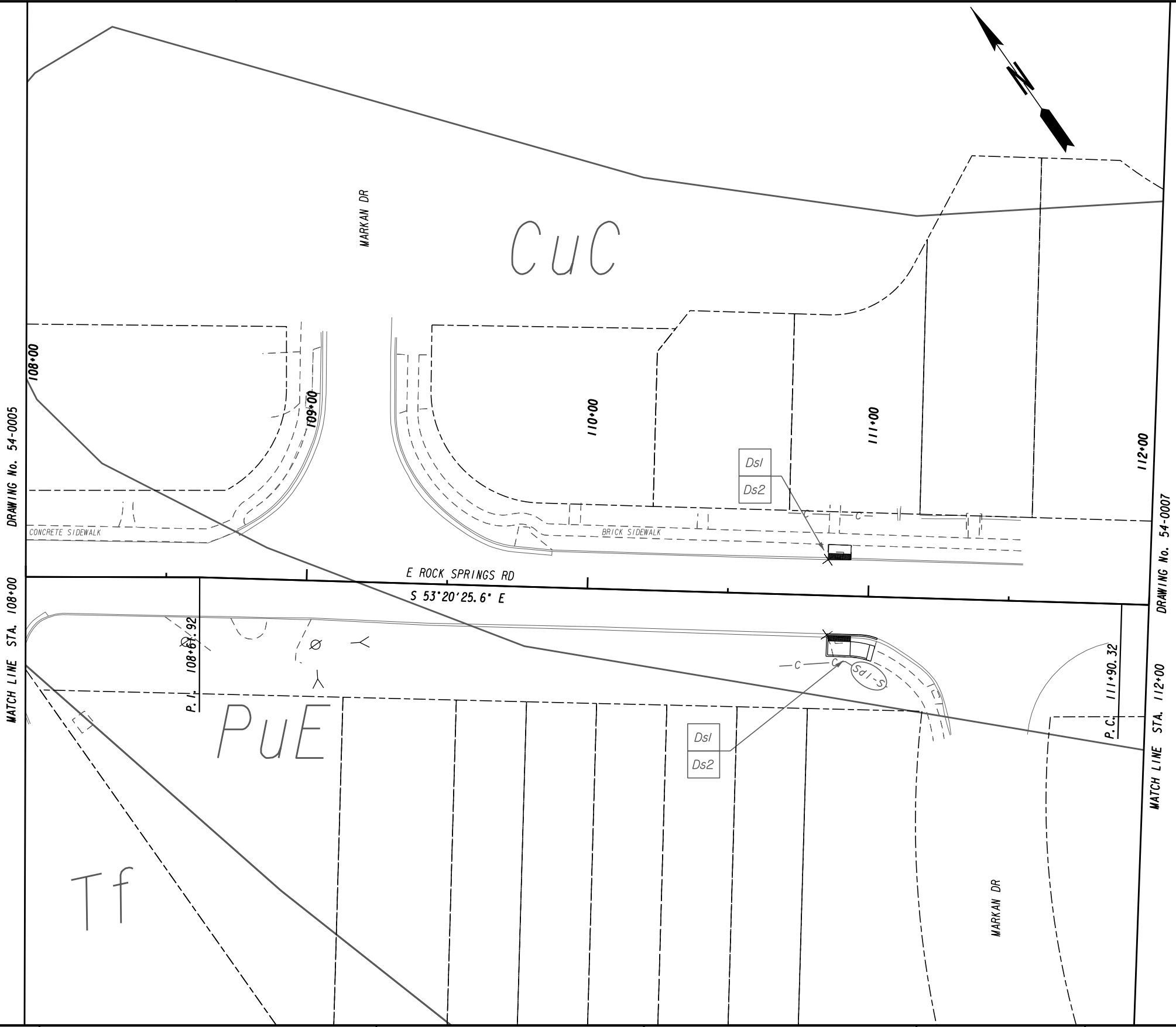
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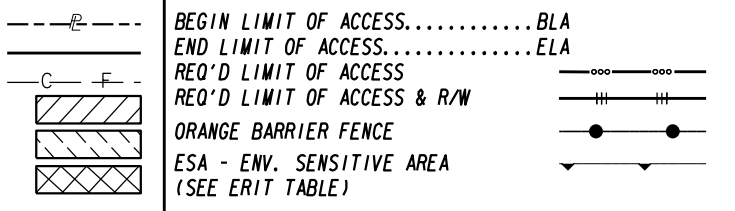
REVISION DATES	

BMP LOCATION DETAILS
 EAST ROCK SPRINGS ROAD
 STAGE I

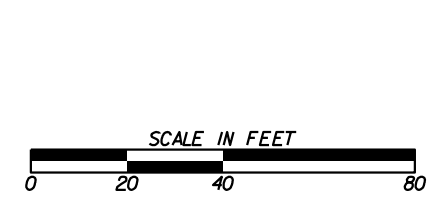
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	54-0005
CORRECTED:	DATE:	
VERIFIED:	DATE:	



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



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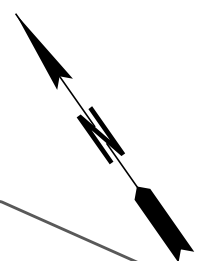


REVISION DATES	

BMP LOCATION DETAILS
 EAST ROCK SPRINGS ROAD
 STAGE I

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	54-0006
CORRECTED:	DATE:	
VERIFIED:	DATE:	

PuE



CuC

MATCH LINE STA. 112+00
DRAWING No. 54-0006

112+00

113+00

114+00

115+00

116+00

CURVE *2 (DE100)

P.T. 113+29.30

E ROCK SPRINGS RD
S 48°01'55.3" E

P.C. 116+22.42

MATCH LINE STA. 116+50
DRAWING No. 54-0008

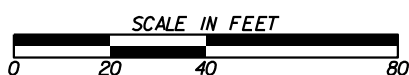
PuE

---P--- PROPERTY AND EXISTING R/W LINE
 ---R--- REQUIRED R/W LINE
 ---C--- CONSTRUCTION LIMITS
 ---F--- EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 ---S--- EASEMENT FOR CONSTR OF SLOPES
 ---D--- EASEMENT FOR CONSTR OF DRIVES

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

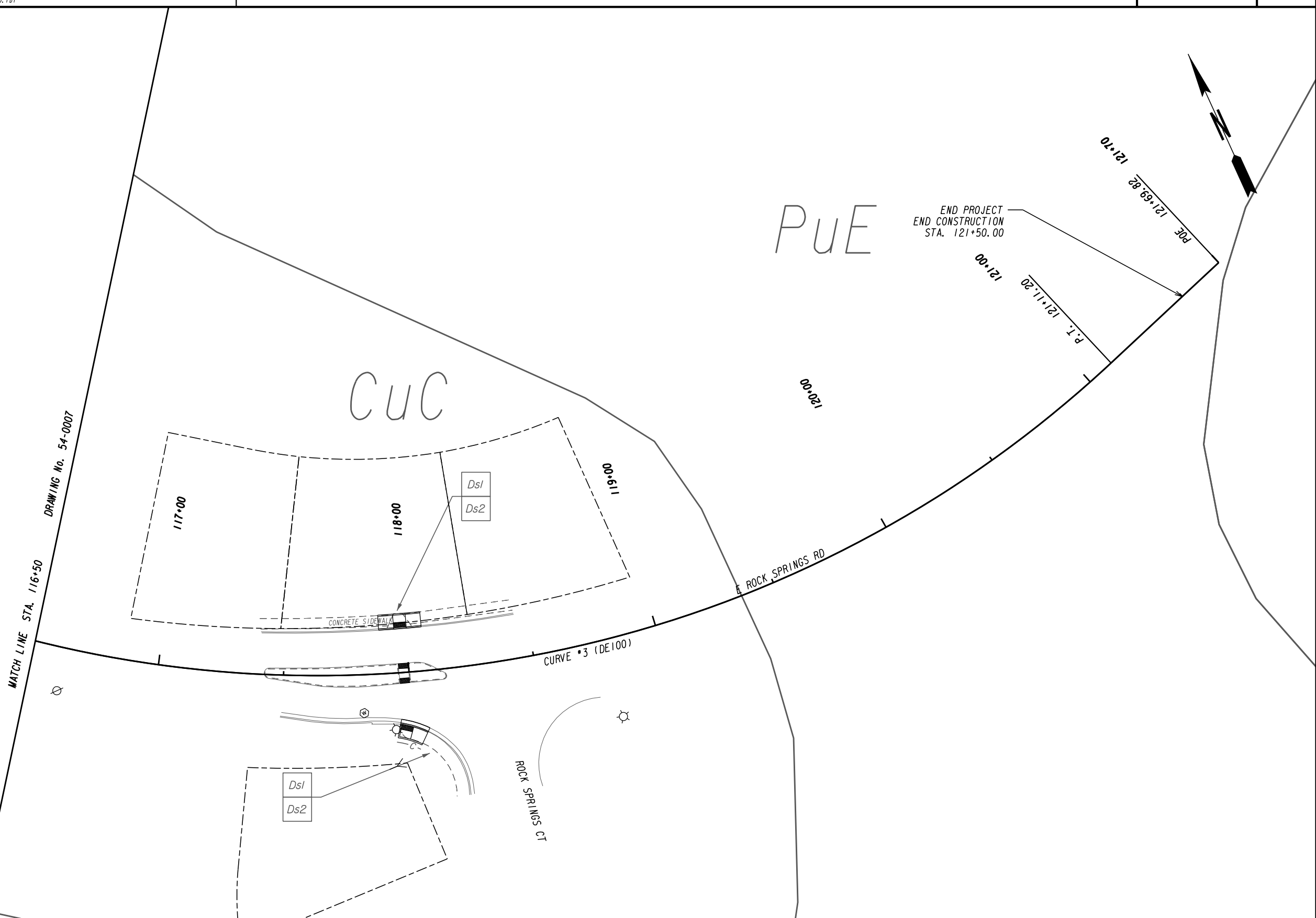
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REVISION DATES	

BMP LOCATION DETAILS			
EAST ROCK SPRINGS ROAD			
STAGE 1			
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			54-0007



MATCH LINE STA. 116+50 DRAWING No. 54-0007

END PROJECT
END CONSTRUCTION
STA. 121+50.00

CuC

PuE

Ds1
Ds2

Ds1
Ds2

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REVISION DATES

NO.	DATE	DESCRIPTION

BMP LOCATION DETAILS
EAST ROCK SPRINGS ROAD
STAGE I

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

DRAWING No.
54-0008