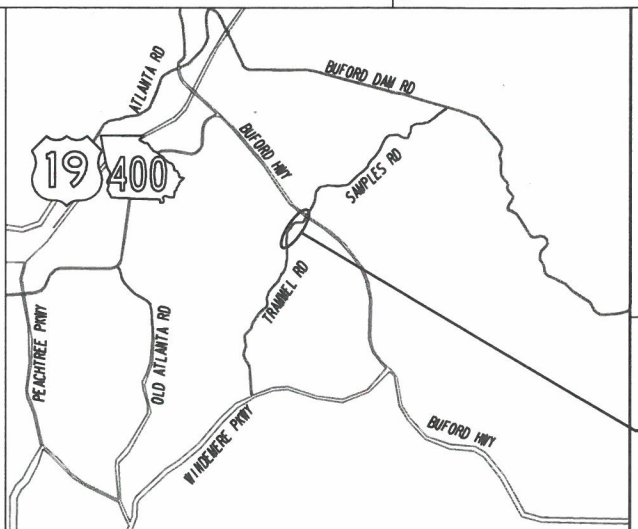


FORSYTH COUNTY TRANSPORTATION & ENGINEERING DEPARTMENT

PLAN AND PROFILE OF PROPOSED

TRAMMEL ROAD AT SR 20 OPERATIONAL IMPROVEMENTS RFP #20-148-3150



LOCATION SKETCH

PROJECT LOCATION

BEGIN PROJECT
TRAMMEL ROAD
STA. 12+00.00
N: 1513933.8080
E: 2311386.9236

BEG. CONSTRUCTION
TRAMMEL ROAD
STA. 12+31.56
N: 1513949.0659
E: 2311414.5212

END PROJECT
TRAMMEL ROAD
STA. 16+00.00
N: 1514258.2890
E: 2311604.7428

TRAMMEL ROAD STA. 16+27.72+
SR 20/BUFORD HIGHWAY STA. 21+49.95
N: 1514281.7958
E: 2311619.4307

END CONSTRUCTION
TRAMMEL ROAD
STA. 15+72.67
N: 1514235.1101
E: 2311590.2598

GEORGIA DOT NOTES
THE WORK AUTHORIZED MUST BE COMPLETED WITHIN TWELVE MONTHS ON A SCHEDULE SATISFACTORY TO THE DEPARTMENT APPROVAL DATE AND ALSO BE COMPLETED BEFORE THIS FACILITY IS OPEN TO THE PUBLIC.

THE FOLLOWING WILL NOT BE ALLOWED ON DOT RIGHT-OF-WAY: DIVERSION OF ADDITIONAL DRAINAGE AREA ONTO THE RIGHT-OF-WAY OR INCREASE IN THE CFS OF CURRENT VOLUMES OF WATER TO GRADES EXCEPT AT DRIVEWAY CONSTRUCTION LOCATIONS; HEADWALLS; SIGNS; DISPLAY DEVICES AND OTHER STRUCTURES WHICH ARE DESIGNED, INTENDED, OR USED TO ADVERTISE OR INFORM; LANDSCAPING WITHOUT PRIOR APPROVAL OF THE LANDSCAPE PLAN.

ALL EXISTING UTILITIES WHICH WOULD BE UNDER NEW PAVEMENT OR IN ACCELERATION/DECELERATION LANES SHALL BE RELOCATED BEFORE FINAL GRADING OR PAVING AND AT NO COST TO THE DOT, OR AN APPROVED RETENTION LETTER FROM THE UTILITY OWNER.

CONSTRUCTION OF EROSION CONTROL BARRIERS PER GEORGIA DEPARTMENT OF NATURAL RESOURCES CODE 39-3-7 AND SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED.

APPLICANT SHALL RESTORE ALL EXISTING SIGNS AND REGRASS TO DOT SPECIFICATIONS ALL RIGHT OF WAY THAT IS DISTURBED DURING WORK AUTHORIZED HEREIN.

THE PERMIT APPLICANT IS RESPONSIBLE FOR REPLACEMENT OF ALL EXISTING PAVEMENT MARKINGS DAMAGED BY THE PERMIT CONSTRUCTION AND THE ADDITION OF NEW PAVEMENT MARKINGS AND OR SIGNS AS SHOWN ON THE APPROVED PLAN OR CURRENT MUTCD GUIDELINES.

ALL CURBED ISLANDS SHALL BE FILLED TO THE TOP OF CURB WITH TOP SOIL AND GRASSED.
NOTE: THIS APPROVAL DOES NOT ALLOW ANY WORK ON STATE RIGHT-OF-WAY IN CONNECTION WITH UTILITY LINES (SANITARY SEWER, WATER, TELEPHONE, GAS, ETC.)

REQUIRED PAVEMENT SPECIFICATIONS

- 1 1/2"-----95 mm SUPERPAVE
- 2"-----19 mm SUPERPAVE
- 8"-----25 mm SUPERPAVE
- 12"-----GRADED AGGREGATE BASE COURSE

NOTICE

THIS PERMIT IS APPROVED SUBJECT TO THE REVISIONS AND COMMENTS SHOWN IN RED ON THE ATTACHED PLAN COPY AND SHALL REMAIN DEPENDENT UPON COMPLIANCE WITH THESE.

NO WORK WILL BE ACCOMPLISHED UNDER THIS PERMIT WITHIN THE CONSTRUCTION LIMITS OF ANY DOT PROJECT WITHOUT WRITTEN APPROVAL OF THE PRIME CONTRACTOR.

THE MAINTENANCE OF THE DRIVEWAY FROM THE NORMAL EDGE OF PAVEMENT IS THE RESPONSIBILITY OF THE PERMITEE.

OVERLAY SHALL BE AS DIRECTED BY GDOT PERMIT INSPECTOR.

ALL SIDEWALKS, CROSSWALKS AND RAMPS SHALL MEET ADA STANDARDS GDOT DETAILS.

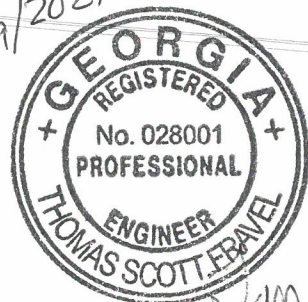
THE APPLICANT IS RESPONSIBLE TO OBTAIN ALL NECESSARY ENVIRONMENTAL APPROVALS PRIOR TO ANY WORK ON STATE R/W.

ALL WORK PERFORMED WITHIN GDOT R/W SHALL CONFORM TO GDOT STANDARDS AND DETAILS.

OWNER: FORSYTH COUNTY DEPARTMENT OF ENGINEERING
110 EAST MAIN ST.
SUITE 120
CUMMING, GEORGIA 30040
(770) 781-2165

24 HOUR CONTACT: TIM L. ALLEN,
ASSISTANT DIRECTOR OF ENGINEERING
(770) 781-2165

PREPARED BY:



Tom Fravel

DESIGN

FUNCTIONAL CLASS:
RURAL COLLECTOR

THIS PROJECT IS 100% IN FORSYTH COUNTY AND IS 100% IN CONG. DIST. NO. 7.

PROJECT DESIGNATION:
DESIGNED IN ENGLISH UNITS.

PLANS PREPARED AND SUBMITTED BY:



AMERICAN ENGINEERS, INC.
www.aei.cc

- 65 Aberdeen Drive
Glasgow, KY 42411
(270) 651-7220
- 2500 Nelson Miller Parkway
Louisville, KY 40223
(502) 245-5813
- 5160 Acworth Landing Drive
Acworth, GA 30101
(770) 421-8422

DESIGN CONSULTANT

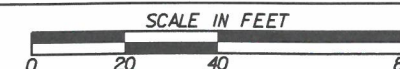
PROFESSIONAL ENGINEERING

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.

LENGTH OF PROJECT	COUNTY No.
	Project No.
	MILES
NET LENGTH OF ROADWAY	0.076
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	0.076
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.076

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.

PLANS COMPLETED 10-11-2021
REVISIONS



DRAWING No.

01-0001

GENERAL NOTES

All work shall be done in accordance with the Georgia Department of Transportation Standard and Supplemental Specifications, Current Edition.

All known utility facilities are shown schematically on highway 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 highway plans will not relieve the contractor of his responsibility under this requirement. "Existing utility facilities" means any utility that exists on the highway project in its original, relocated, or newly installed position. All utility facilities which are in conflict with construction and are not covered as specific items in the detailed estimate are to be removed or relocated to clear construction in advance of his work.

Utility work coordination will be required as a part of this contract. The contractor shall be required to use the one-call center telephone number, 1-800-282-7411, for the purpose of coordinating the marking of underground utilities. The contractor's attention is called to Sub-Section 105.06, "Cooperation with Utilities".
The following utilities have facilities in the project area:

- | | | |
|---|--|--|
| Sawnee EMC
404-277-7192
Cumming, GA 30040 | AT&T
770-363-7674
Cumming, GA 30040 | Atlanta Gas Light Resources
404-569-2505
Atlanta, GA 30309 |
| Comcast
770-527-9867
Cumming, GA 30040 | Forsyth County Water & Sewer Dept
770-781-2160
Cumming, GA 30040 | |

The total acreage shown on the plans for Grading Complete are for information only. Forsyth County Transportation & Engineering assumes no responsibility for its accuracy. The contractor shall bid on Grading Complete lump sum, and it shall be his responsibility to determine the actual acres to be cleared and grubbed. No claims will be considered for extra compensation if the contractor relies on the acres shown on the plans. Costs for items to be removed which do not have a separate pay item shall be included in price bid for Grading Complete - lump sum.

The contractor shall strictly adhere to dust control regulations. All areas subjected to dust formation must be periodically watered, sufficient to retard dust. All costs for dust control shall be included in price bid for clearing and grubbing - lump sum.

The total area shown on the plans for grassing is for information only. Forsyth County Transportation & Engineering assumes no responsibility for its accuracy. The contractor shall bid on grassing complete, lump sum, and it shall be his responsibility to determine the actual area to be grassed. No claims will be considered for extra compensation if the contractor relies on the area shown on the plans.

Ingress and egress shall be maintained at all times to adjacent properties. Refer to Sub-Section 107.07 of the Standard Specifications.

It shall be the contractor's responsibility to furnish suitable borrow material for the project and dispose of any unsuitable or waste material.

Horizontal control is based upon Georgia State Plane Coordinate System. See plans for locations and descriptions of monuments used.

Forsyth County expects to have other contracts under construction during the life of this contract. The contractor's attention is called to Sub-Section 105.07 of the Standard Specifications "Cooperation Between Contractors". The engineer shall be expected to coordinate the interface and cooperation between contractors.

This project lies within the limits of an Insect Infested area. The contractor's attention is called to the following Sub-Sections or Special Provisions to the standard specifications: A) Sub-Section 107.13D 0 Insect Control Regulations; B) Sub-Section 155 - Insect Control; and C) Sub-Section 893 - Miscellaneous Planting.

The contractor shall observe all applicable local, state, and federal safety regulations regarding pipe installation in trenches. No separate payment will be made for any cost incurred to comply with this requirement.

All existing pipe shall be removed unless otherwise noted on plans, or as directed by the engineer. Costs for removal shall be included in the price bid for Grading Complete.

In areas where Type 2 curb is used, drainage structures 1033D and 1034D will be required.

At locations where new pavement is to be placed adjacent to existing pavement without an overlay or where curbing is to be placed across a paved area, a joint shall be sawn on a line established by the engineer to ensure pavement removal to a neat line. Costs for sawn joints, when required, shall be included in price bid for other contract items, except when sawing PCC concrete pavement.

Where existing pavement markings and lines are in conflict with the traffic pattern being used on construction, the contractor shall remove or overlay lines to the satisfaction of the engineer such that the lines do not confuse the traveling public. All remaining lines or markings shall be in accordance with the "Manual on Uniform Traffic Control Devices" or as directed by the engineer. Traffic shall not be allowed on any pavement not properly striped.

The contractor's attention is directed to Articles 104.05 and 107.07 of the standard specifications and the special provisions for traffic control and sequence of operations in regards to maintenance of traffic during construction.

Price bid for traffic control - lump sum shall include, but is not limited to, construction, maintenance, and removal of temporary signing and pavement markings, barricades, channelizing devices, etc. required for maintenance of traffic during construction. All temporary signing and pavement marking shall be in accordance with the "Manual on Uniform Traffic Control Devices", current edition and/or as directed by the engineer.

Staged construction may be required in order to maintain traffic throughout the project. Construction staging plans may be included in this set of drawings and are for guidance. The contractor may elect to design his own staging plan. If so, the contractor's staging plan must be approved by the engineer prior to construction. Any deviation to the stage construction plans, if included, shall be approved by the engineer prior to implementation.

Handicap ramps shall be constructed at all points where sidewalk terminates at curb or is bisected by driveways, if necessary. The exact type of ramp, (terminal or on curb radius) may be modified as directed by the engineer.

Sod all disturbed areas - Pricing to be included in grassing complete. All cut and fill slopes shall be grassed as directed by the engineer immediately after the slopes are established, in order to reduce erosion. If the season does not permit grassing, temporary mulch shall be used as directed by the engineer. Refer to Section 161 of the Standard Specifications.

The contractor shall ensure that positive and adequate drainage is maintained at all times within the project limits. This may include, but not be limited to, replacement or reconstruction of existing drainage structures that have been damaged or removed or re grading as required by the engineer, except for those drainage items shown at specific locations in the plans and having specific pay items in the detailed estimate. No separate payment will be made for any costs incurred to comply with this requirement.

Erosion control measures shall be installed prior to or concurrent with land disturbance activities and shall be maintained at all times. Additional erosion and sediment control devices shall be installed if deemed necessary by on site inspection or as directed by the engineer. All silt fences must be placed as access is obtained during clearing. No grading shall be done until silt fence installation is complete. It is the contractor's responsibility to maintain all silt fences and to repair or replace any silt fence that is not satisfactory. All erosion control devices shall be placed according to the plans, and as directed by the engineer. See Georgia Standard Specifications, current edition regarding erosion control. The contractor shall be responsible to keep wetland areas free from siltation. The contractor shall obtain and abide by all Corps of Engineers rules and regulations concerning construction adjacent to waterways and maintain water quality.

This project has a total area of 0.47 acres, and the expected disturbed area is 0.21 acres.

The contractor will be responsible for pre-marking all signing, striping, and handicap ramps. After pre-marking is complete and 72 hrs. in advance of installation, the contractor shall notify the Forsyth Department of Transportation's Operations and Maintenance Division for approval. This shall be coordinated with the project engineer.

Any fence and/or gate within the construction limits shall be replaced in like kind and reset to its original location. All other related costs for its construction, are to be included in the total cost for grading complete.



Know what's below.
Call before you dig.

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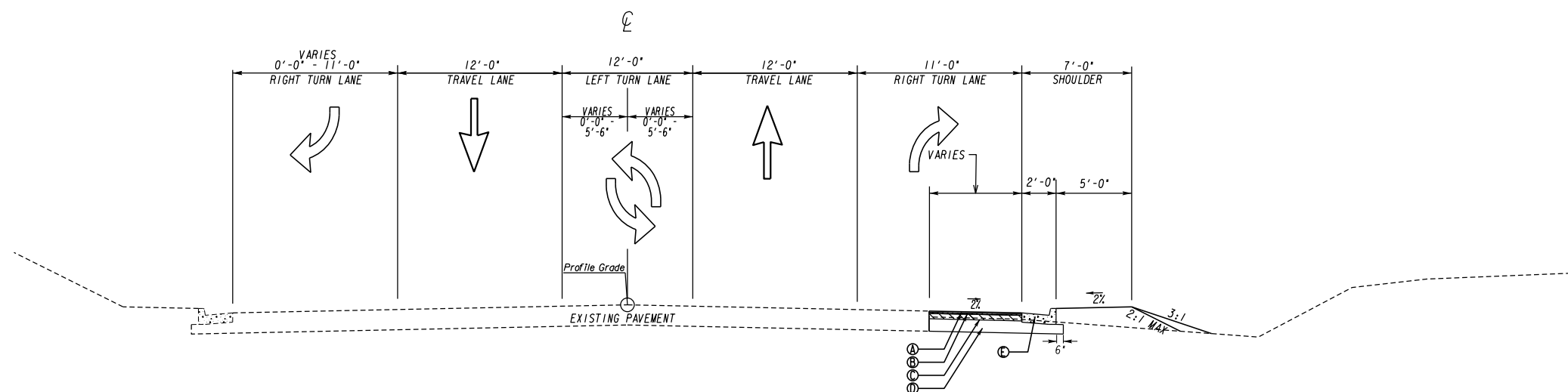
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Gadsden, AL 36041
(270) 651-7220

2500 Nelson Miller Parkway
Louisville, KY 40223
(502) 245-3813

5160 Acworth Landing Drive
Acworth, GA 30006
(770) 421-8422

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REVISION DATES		GENERAL NOTES	
		TRAMMEL ROAD	
		CHECKED:	DATE:
		BACKCHECKED:	DATE:
		CORRECTED:	DATE:
		VERIFIED:	DATE:
		DRAWING No.	
		04-0001	



TS-01 MAINLINE SECTION
 TRAMMEL ROAD
 STA. 12+31.56 TO STA. 15+72.67

- Ⓐ RECYCLED ASPH. CONC. 12.5 MM SUPERPAVE - (165 LB/SY)
- Ⓑ RECYCLED ASPH. CONC. 19 MM SUPERPAVE - (220 LB/SY)
- Ⓒ RECYCLED ASPH. CONC. 25 MM SUPERPAVE - (440 LB/SY)
- Ⓓ GRADED AGGREGATE BASE COURSE, 10 INCH, INCL MATL
- Ⓔ CONC CURB & GUTTER, 6 IN X 24 IN, TP 2

PLANS PREPARED AND SUBMITTED BY:

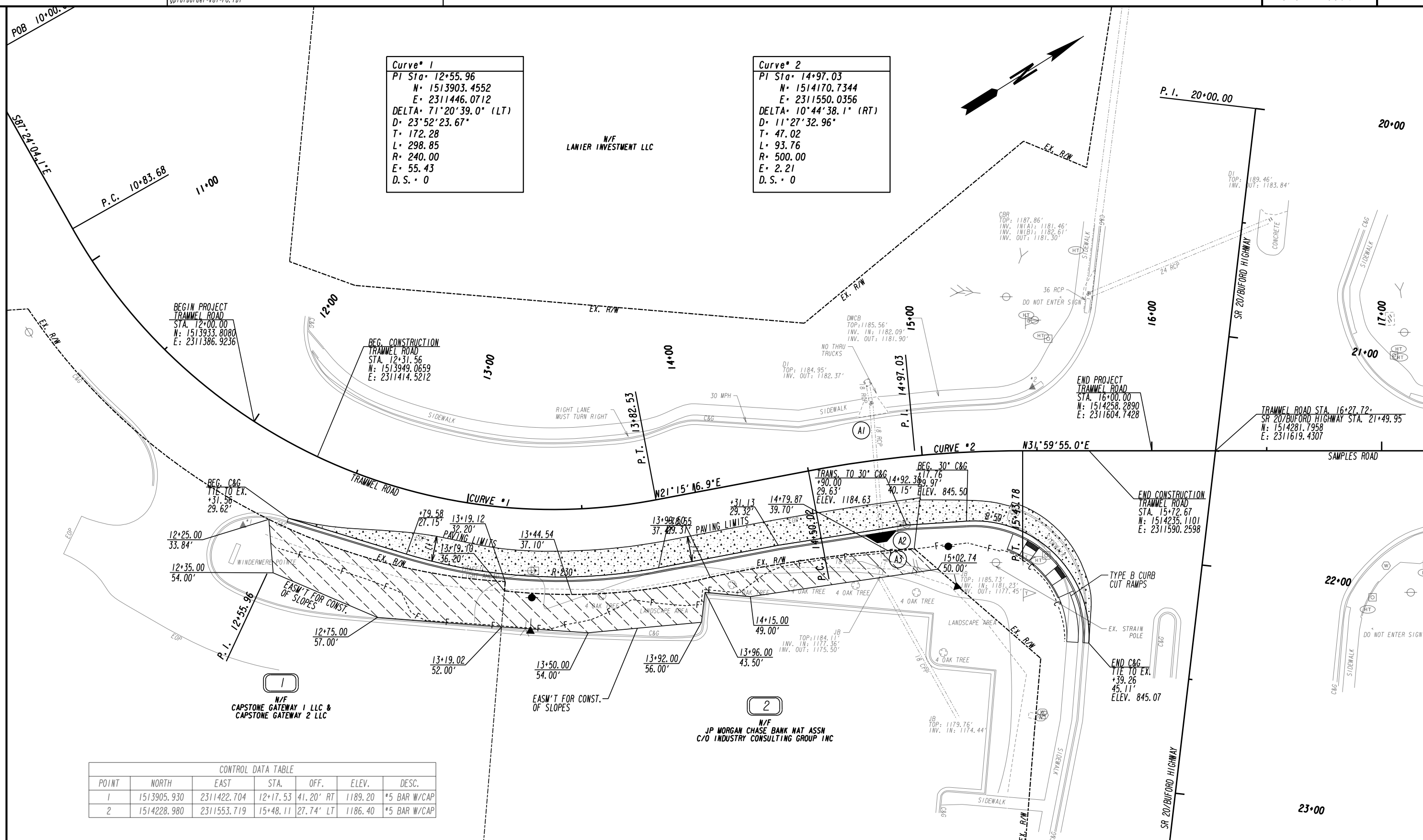
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 2500 Nelson Miller Parkway, Louisville, KY 40223 (502) 245-3883
 5160 Acworth Landing Drive, Acworth, GA 30092 (770) 421-8422

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REVISION DATES		TYPICAL SECTIONS	
		TRAMMEL ROAD	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	05-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



CONTROL DATA TABLE

POINT	NORTH	EAST	STA.	OFF.	ELEV.	DESC.
1	1513905.930	2311422.704	12+17.53	41.20' RT	1189.20	*5 BAR W/CAP
2	1514228.980	2311553.719	15+48.11	27.74' LT	1186.40	*5 BAR W/CAP

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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 ---C---F---
 [Hatched Box]
 [Hatched Box]
 [Hatched Box]

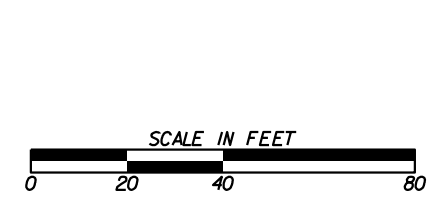
BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 REQ'D LIMIT OF ACCESS
 REQ'D LIMIT OF ACCESS & R/W
 ORANGE BARRIER FENCE
 ESA - ENV. SENSITIVE AREA
 (SEE ERIT TABLE)

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REVISION DATES

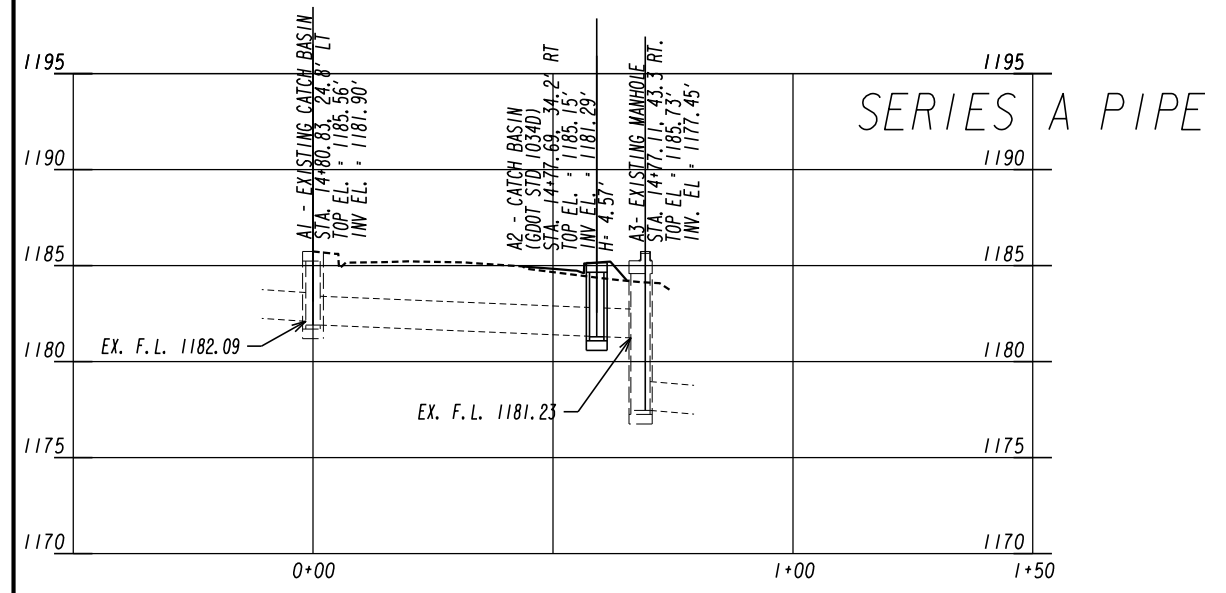
NO.	DATE	DESCRIPTION

CONSTRUCTION PLAN

TRAMMEL ROAD

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

DRAWING No.
13-0001



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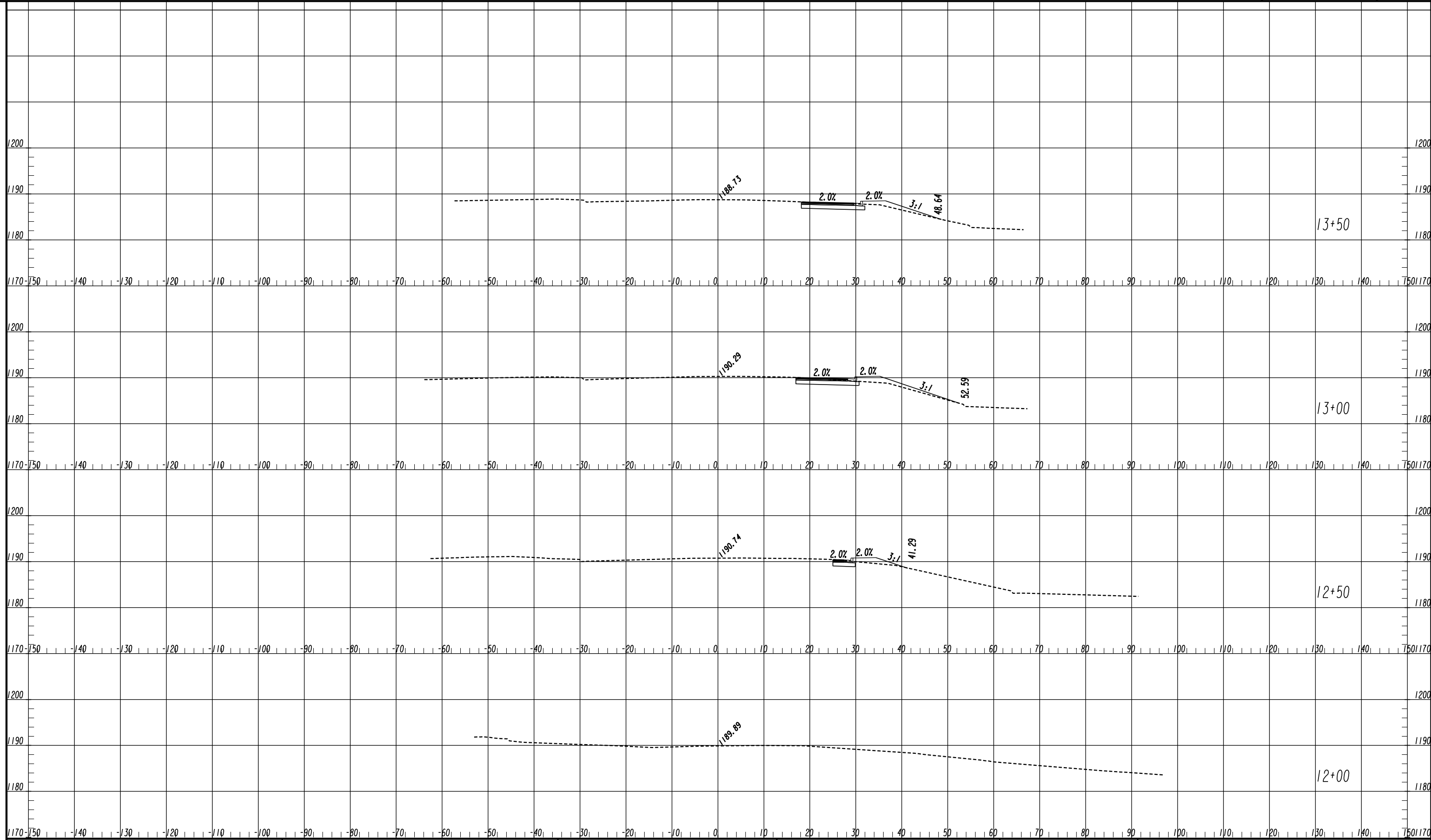
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Louisville, KY 40223
(502) 245-3813

Branch Office
© 5160 Acworth Landing Drive
Acworth, GA 30092
(770) 421-8422

1" = 20' HORIZONTAL
1" = 5' VERTICAL

REVISION DATES		DRAINAGE PROFILE	
		TRAMMEL ROAD	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	22-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



PLANS PREPARED AND SUBMITTED BY:

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Louisville, KY 40223
502-245-3853

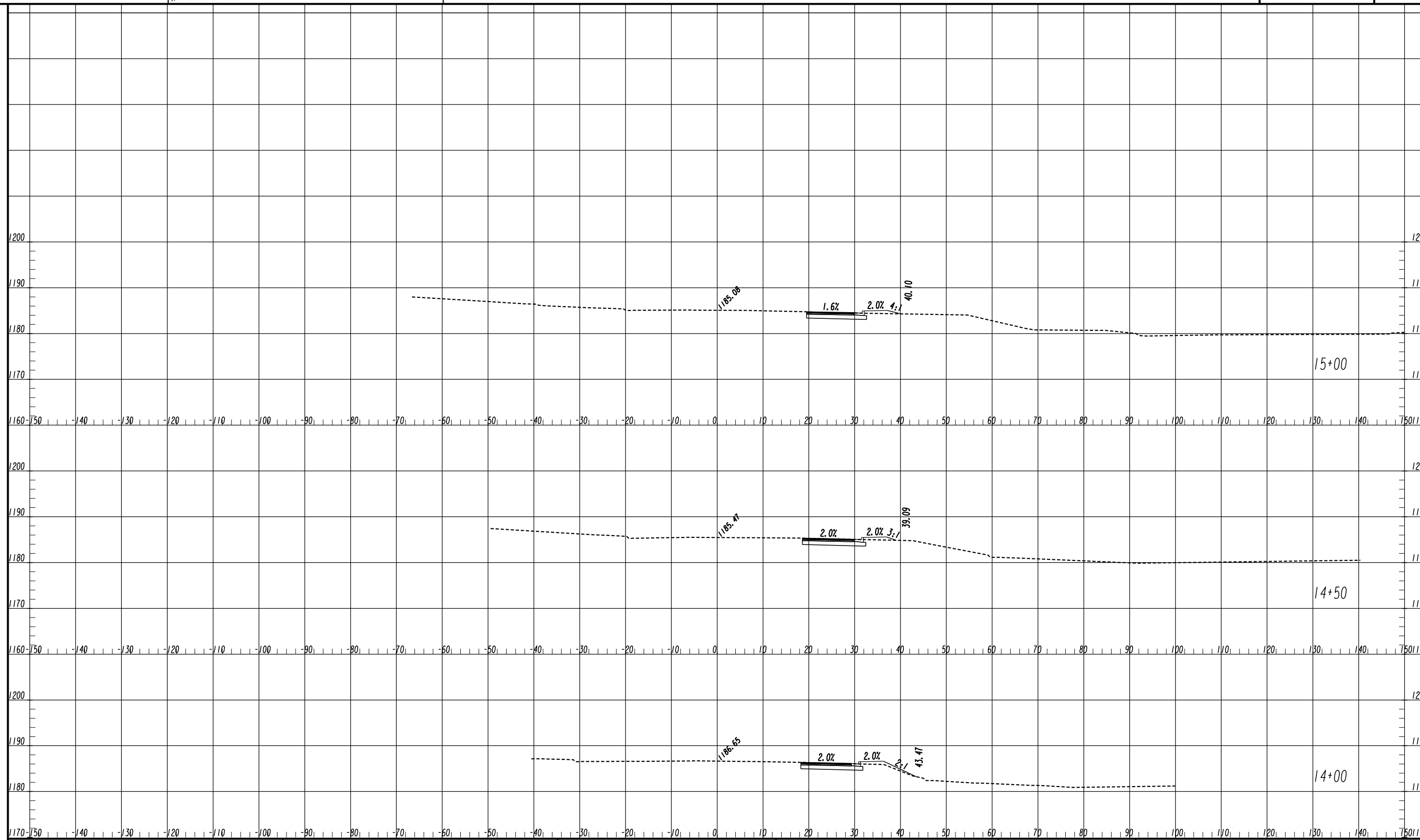
Branch Office
5150 Acworth Landing Drive
Acworth, GA 30092
770-421-8422

PROFESSIONAL ENGINEERING



REVISION DATES	

CROSS SECTIONS			
TRAMMEL ROAD			
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			23-0001



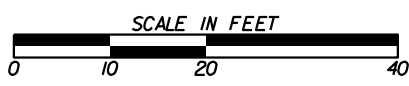
PLANS PREPARED AND SUBMITTED BY:

AEI
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DESIGN CONSULTANT

Brush Office
 65 Aberdeen Drive
 Glasgow, KY 42048
 (270) 651-7220
 2500 Nelson Miller Parkway
 Louisville, KY 40223
 (502) 245-3883

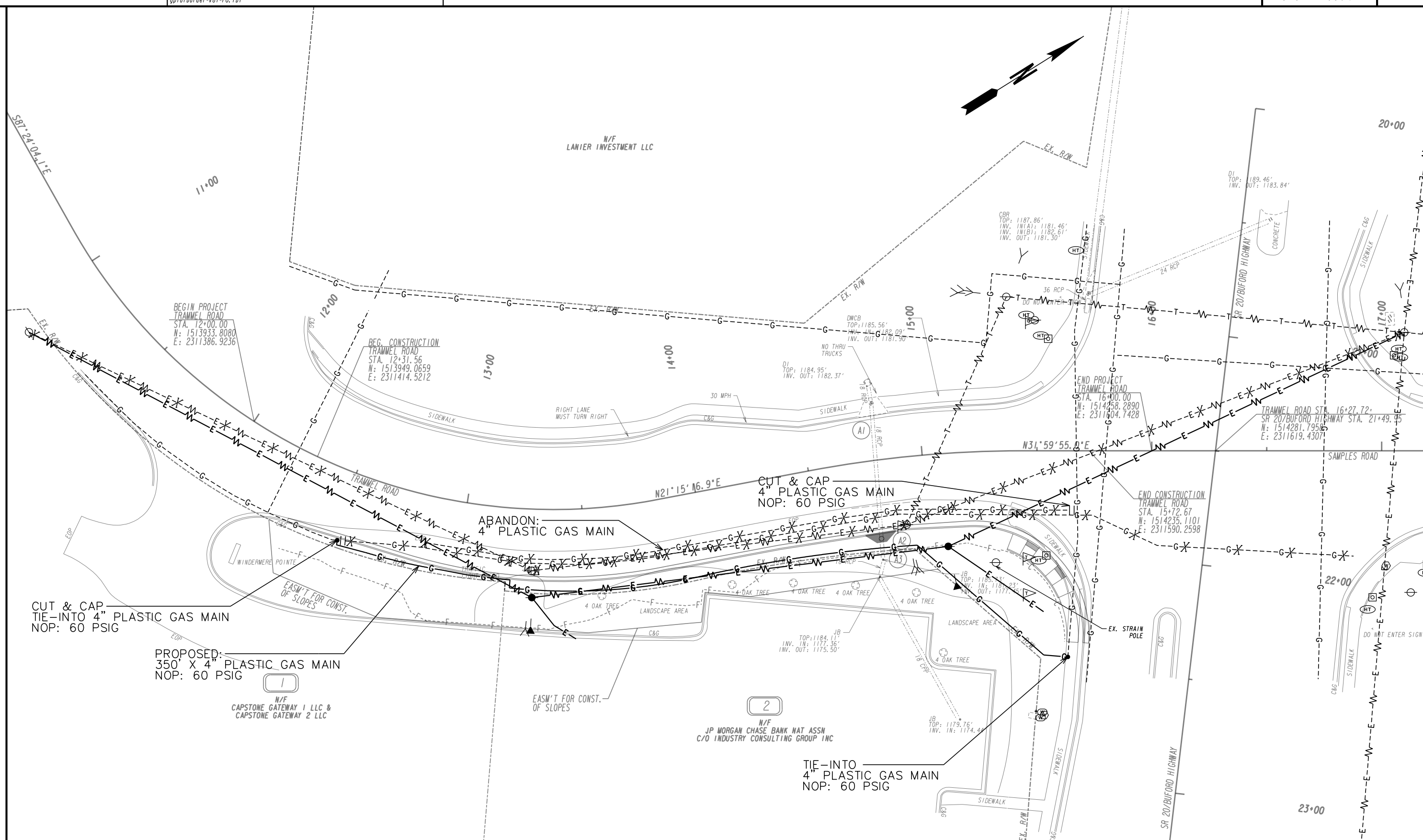
5160 Acworth Landing Drive
 Acworth, GA 30093
 (770) 421-8422

PROFESSIONAL ENGINEERING



REVISION DATES	

CROSS SECTIONS			
TRAMMEL ROAD			
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			23-0002



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	▧

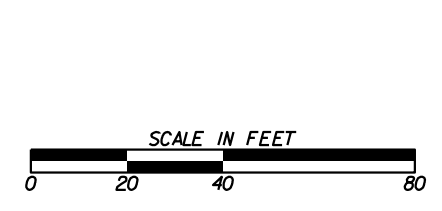
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END LIMIT OF ACCESS.....ELA	---
REQ'D LIMIT OF ACCESS	---
REQ'D LIMIT OF ACCESS & R/W	---
ORANGE BARRIER FENCE	---
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	---

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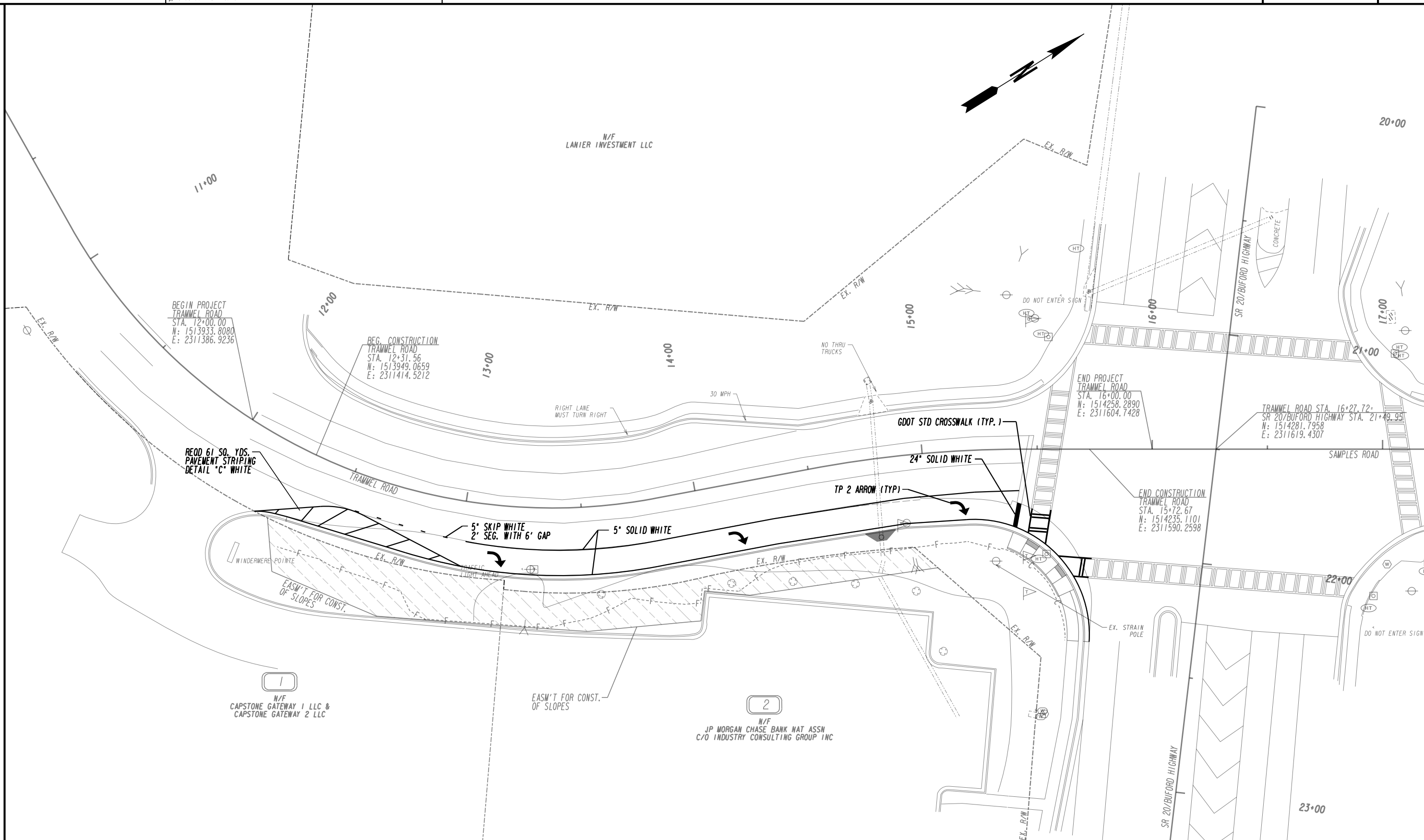


REVISION DATES	

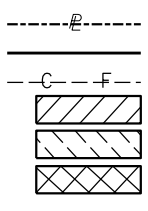
UTILITY PLANS

TRAMMEL ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	24-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



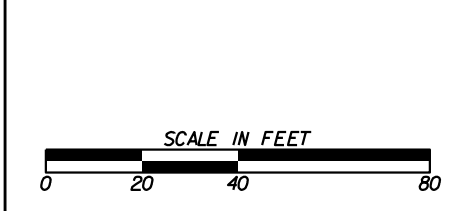
PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES



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

PLANS PREPARED AND SUBMITTED BY:

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REVISION DATES	

SIGNING AND MARKING PLAN			
TRAMMEL ROAD			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	26-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

TRAFFIC SIGNAL GENERAL NOTES

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, INCLUDING SUBSEQUENT PUBLISHED RULINGS.
2. ALL MATERIALS AND WORK SHALL BE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS FOR TRAFFIC SIGNAL INSTALLATION (WITH EXCEPTIONS AS DIRECTED BY THESE PLANS OR GEORGIA D.O.T.). INSTALLATION SHALL MEET CURRENT NFPA NATIONAL ELECTRICAL CODE AND ANSI NATIONAL ELECTRICAL SAFETY CODE.
3. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE SPECIAL PROVISIONS.
4. CONTRACTOR SHALL SUBMIT LOAD CALCULATIONS, SHOP DRAWINGS AND FOUNDATION DIMENSIONS OF POLES AND CATALOG CUTS OF PROPOSED SIGNAL EQUIPMENT AND ELECTRICAL/LINE HARDWARE MATERIALS TO THE PROJECT ENGINEER FOR APPROVAL.
5. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.
6. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN THE VICINITY OF NEW TRAFFIC SIGNAL POLES BEFORE INSTALLATION. MINOR SHIFTS (UP TO A MAXIMUM OF 10 FEET) IN LOCATION OF NEW SIGNAL POLES, AT THE DISCRETION OF THE ENGINEER, ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS MUST BE RETAINED AS SHOWN ON THE PLANS.
7. SIGNAL HEADS SHALL BE ERECTED TO PROVIDE AT LEAST 17 FEET BUT NO MORE THAN 19 FEET CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO TOP OF ROAD SURFACE AND A MINIMUM OF 8 FEET MEASURED HORIZONTALLY BETWEEN CENTERS OF SIGNAL FACES.
8. 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.
9. WHEN APPLICABLE TO THE PLANS, THE CONTRACTOR SHALL INSTALL AND TEST ALL NEW SIGNAL ITEMS PRIOR TO REMOVING EXISTING SIGNALS FROM SERVICE.
10. WHEN APPLICABLE TO THE PLANS, CONTRACTOR SHALL BE REQUIRED TO PROVIDE A NEW RISER, CONDUIT, CONDUCTORS AND DISCONNECT TO PROVIDE POWER SERVICE INTO THE CONTROLLER CABINET.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING POLES WHEN ATTACHING SPAN WIRE OR FIBER OPTIC INTERCONNECT CABLE TO THE POLES, WHEN REQUIRED, AS DIRECTED BY THE ENGINEER.
12. SHIELDED CABLE SHALL BE USED FOR DETECTOR RUNS, AS SHOWN ON THE DETAIL SHEET. DETECTORS SHALL HAVE SEPARATE LEAD-INS TO THE CONTROLLER CABINET. LOOP AND PEDESTRIAN DETECTOR CABLES SHALL BE 14 AWG IMSA 50-2 3-PAIR EQUIVALENT CABLE.
13. ENSURE DETECTION LOOPS ARE INSTALLED PROMPTLY. FAILURE TO DO SO SHALL RESULT IN ASSESSMENT OF LIQUIDATED DAMAGES IN ACCORDANCE WITH SECTION 150.08 OF THE SPECIFICATIONS.
14. CONDUIT UNDER DRIVEWAYS AND ROADWAYS SHALL BE TYPE 3 (HDPE). ALL CONDUIT RUNS GREATER THAN 50 FEET IN LENGTH SHALL BE BURIED TO A DEPTH OF 48 INCHES.
15. WHEN APPLICABLE TO THE PLANS, DETECTABLE MARKING TAPE LABELED "FORSYTH COUNTY CALL XXX-XXX-XXXX" SHALL BE INSTALLED DIRECTLY ABOVE ALL UNDERGROUND CONDUIT CONTAINING FIBER OPTIC INTERCONNECT CABLE. AN INSULATED TRACING WIRE, GROUNDED ON ONE END, SHALL BE INSTALLED INSIDE A CONDUIT SEPARATE FROM THE FIBER OPTIC INTERCONNECT CABLE.
16. VEHICLE AND PEDESTRIAN SIGNAL HEADS AND HARDWARE SHALL BE ALL BLACK IN COLOR. VEHICLE SIGNAL HEADS SHALL HAVE TUNNEL VISORS AND SHALL BE MADE OF POLYCARBONATE MATERIAL VEHICLE SIGNAL HEADS SHALL BE EQUIPPED WITH EXPANDED VIEW PIXELATED DISPLAY 5 MM LED MODULES. PEDESTRIAN SIGNAL HEADS SHALL BE EQUIPPED WITH UNIFORM DISPLAY FULL HAND/MAN COUNTDOWN LED MODULES.
17. PEDESTRIAN SIGNAL HEADS ATTACHED TO PEDESTAL POLES AND STEEL STRAIN POLES SHALL BE MOUNTED WITH "CLAMSHELL" TYPE BRACKET ASSEMBLIES. ALL PEDESTRIAN SIGNAL HEADS ATTACHED TO CONCRETE STRAIN POLES SHALL BE MOUNTED WITH ONE-WAY SIDE-OF-POLE ALUMINUM BRACKETS.
18. PUSHBUTTON STATIONS THAT ARE INSTALLED ON A PEDESTAL POLE FOR TWO PERPENDICULAR CROSSINGS SHALL BE MOUNTED ON A "DOUBLE PUSHBUTTON STATION ADAPTER". PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED WITHIN 10" OF SIDEWALK WITH SIGN ARROW INDICATING THE CROSSING DIRECTION. PEDESTRIAN PUSHBUTTONS AND SIGNS SHALL BE VANDAL RESISTANT WITH A PIEZO SWITCH, LED INDICATION AND AUDIBLE FEEDBACK.
19. ONLY THE MODELS OF VEHICLE SIGNAL MODULES, PEDESTRIAN SIGNAL MODULES, AND PUSHBUTTONS THAT HAVE BEEN TESTED AND PRE-APPROVED BY GEORGIA DOT SHALL BE USED. CONTACT GEORGIA DOT FOR A LIST OF APPROVED ITEMS OR SUBMIT ITEMS FOR TESTING APPROVAL.
20. ONE 7- OR 5-CONDUCTOR, 14 AWG, STRANDED CABLE AND TWO DETECTOR CABLES FOR PROPOSED AND FUTURE PEDESTRIAN SIGNALS SHALL BE INSTALLED AT EACH STRAIN POLE. A MINIMUM OF ONE 7-CONDUCTOR, 14 AWG, STRANDED SIGNAL CABLE FOR PROPOSED AND FUTURE VEHICLE SIGNALS SHALL BE INSTALLED ON ALL FOUR SIDES OF THE INSTALLATION.
21. LOOP DETECTOR UNIT SHALL ENERGIZE ITS INDIVIDUAL LOOP CHANNELS NONCONCURRENTLY. DETECTOR UNIT SHALL BE FAIL SAFE (PROVIDE A CONSTANT CALL TO THE CONTROLLER IF LOOP FAILURE OCCURS)
22. CONTROLLER SHALL INCLUDE 5-VOLT 2 MB DATA KEY AND SHALL HAVE THE CURRENT GDOT LICENSE INTERSECTION SOFTWARE INSTALLED AND OPERATIONAL.
23. HOT DIP GALVANIZED WELDLESS RINGS SHALL BE USED FOR SPAN WIRE JUNCTIONS. GUY ANCHORS SHALL BE GALVANIZED.
24. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID FOR IN GRADING COMPLETE PAY ITEM.
25. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND AVOID ANY INTERFERENCE WITH UNDERGROUND UTILITIES OR GEORGIA DOT COMMUNICATIONS. ANY DAMAGE TO UTILITIES OR HENRY COUNTRY DOT COMMUNICATIONS CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL CALL GEORGIA 811 AND CONTACT THE GEORGIA DOT TRAFFIC ENGINEER PRIOR TO ANY DIGGING. CALLS SHALL BE PLACED AT LEAST 48 HOURS IN ADVANCE FOR LOCATES.
26. 4G MODEMS IN SIGNAL CABINETS SHALL BE INSTALLED BY GDOT FORCES.







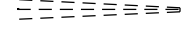













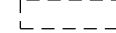
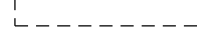
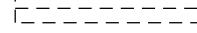
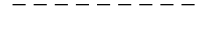


REVISION DATES

SIGNAL PLANS
TRAMMEL ROAD
AT SR 20





















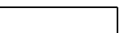
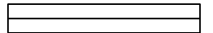
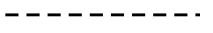
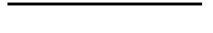



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VERIFIED:	DATE:	

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

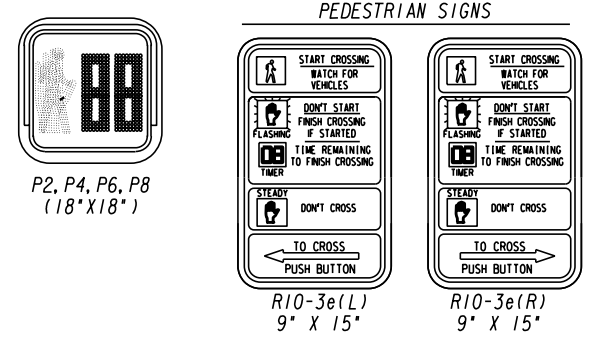
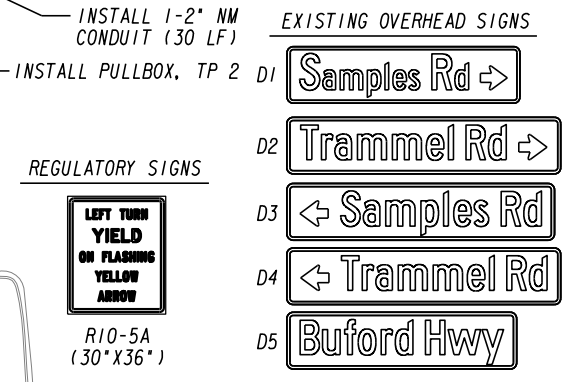
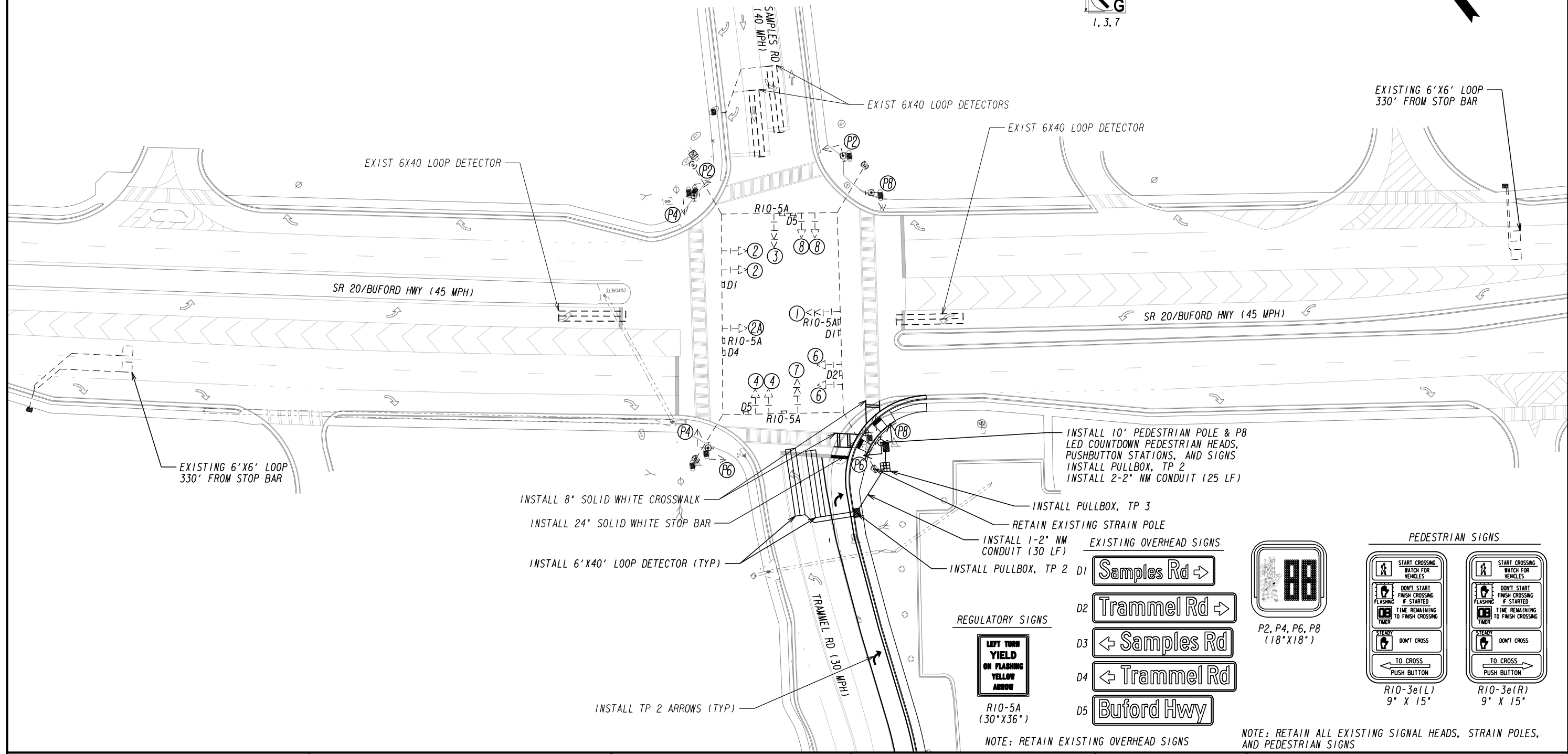
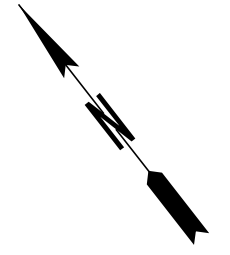
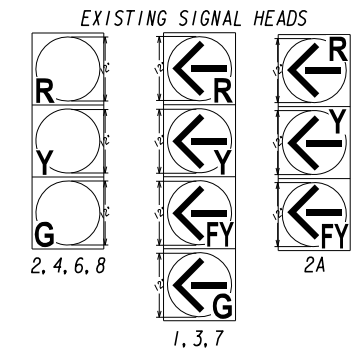
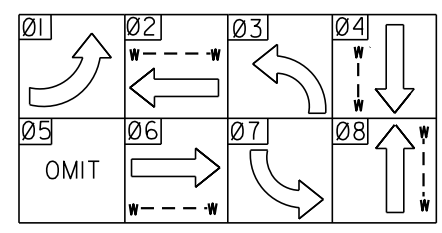
-  CONTROLLER CABINET WITH BATTERY BACKUP
-  CONTROLLER CABINET
-  STRAIN POLE
-  TIMBER POLE
-  DOWN GUY
-  MAST ARM
-  STREET LIGHT
-  3 SECTION HEAD
-  3 SECTION HEAD W/ BACKPLATE
-  4 SECTION HEAD
-  4 SECTION HEAD W/ BACKPLATE
-  5 SECTION HEAD
-  5 SECTION HEAD W/ BACKPLATE
-  OVERHEAD SIGN
- 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



REVISION DATES		

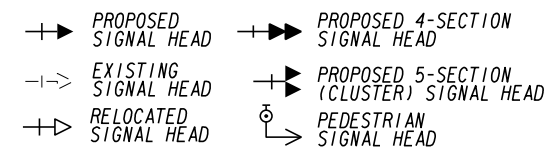
SIGNAL PLANS LEGEND		
TRAMMEL ROAD AT SR 20		
CHECKED:	DATE:	DRAWING No.
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PHASING DIAGRAM

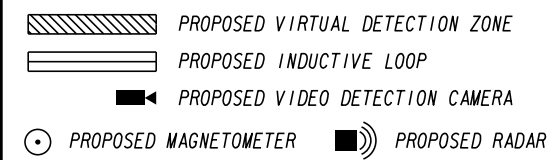


NOTE: RETAIN ALL EXISTING SIGNAL HEADS, STRAIN POLES, AND PEDESTRIAN SIGNS

SIGNAL LEGEND

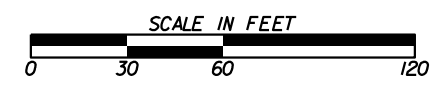


DETECTION LEGEND



LOWE ENGINEERS

990 HAMMOND DRIVE, SUITE 900, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401



REVISION DATES

NO.	DATE	DESCRIPTION

SIGNAL PLANS

SR 20 @ TRAMMEL RD/SAMPLES RD

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

TRAFFIC SIGNAL INSTALLATION NO. 1

LOCATION: Trammel Road at SR 20

LIST OF MATERIALS

PROJECT NUMBER:

LIST OF MATERIALS

UNIT QUANTITY

CONTROLLER CABINET ASSEMBLIES

LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT); 3 PAIR, 18 AWG

REEL 1

SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.

REEL 1

LOOP DETECTOR WIRE (14 AWG, STRANDED/1000 FT)

REEL 1

1-SECTION, 16" x 18" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, FULL HAND/MAN OVERLAP

9" HIGH, Numbers & 12" Symbols

EA 2

PEDESTRIAN PUSHBUTTONS STATIONS, w/BUTTONS and SIGNS:

9" x 15", R10-3e, (L)eft or (R)ight, Countdown

EA 2

HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, TWO-WAY BRACKET ASSEMBLY

EA 1

PEDESTAL POLE

EA 1

PULL BOX, PB-2

EA 2

PULL BOX, PB-3

EA 1

LOOP SAW CUT

LF 315

CONDUIT, TYPE 2, 2"

LF 60

MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION

LUMP LUMP

SIGNAL PAY ITEMS

647-1000	TRAFFIC SIGNAL INSTALLATION NO 1	LS	LUMP
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REVISION DATES

SIGNAL PLANS
TRAMMEL ROAD
AT SR 20

CHECKED:	DATE:	DRAWING No.
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CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
	ORANGE BARRIER FENCE		ORANGE BARRIER FENCE DELINEATES ENVIRONMENTALLY SENSITIVE AREAS WHERE THE CONTRACTOR SHALL NOT CLEAR, GRUB, OR PLACE CONSTRUCTION MATERIALS OR EQUIPMENT WITHIN THIS AREA.
		LINE CODE 	
ESA	ENVIRONMENTALLY SENSITIVE AREA		AN ENVIRONMENTALLY SENSITIVE AREA (ESA) CONTAINS RESOURCES THAT ARE ENVIRONMENTALLY, CULTURALLY, OR HISTORICALLY SENSITIVE. ESAs INCLUDE, BUT ARE NOT LIMITED TO: STATE WATER BUFFERS, HISTORIC SITES, ARCHAEOLOGICAL SITES, AND PROTECTED ANIMAL AND PLANT SPECIES HABITATS. IF WORK IS AUTHORIZED IN THIS AREA, THE WORK MUST BE PERFORMED IN ACCORDANCE WITH SECTION 107 AND ANY OTHER APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PLAN NOTES.
		LINE CODE 	
		ESA-25' (OR 50') STREAM BUFFER, ETC.	
Bf	BUFFER ZONE		A STRIP OF UNDISTURBED ORIGINAL VEGETATION, ENHANCED OR RESTORED EXISTING VEGETATION, OR THE RE-ESTABLISHMENT OF VEGETATION SURROUNDING AN AREA OF DISTURBANCE OR BORDERING STREAMS, PONDS, WETLANDS, LAKES, AND COASTAL WATERS. WHEN NECESSARY, BUFFER ZONES ARE TO BE PROTECTED BY ORANGE BARRIER FENCE.
		SYMBOL Bf	
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 Ds1	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 Ds2	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 Ds3	
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.
		PATTERN Ds4	THE BMP PATTERN FOR APPLICABLE AREAS AND/OR A NOTE SHALL BE INCLUDED ON APPLICABLE SHEETS IN SECTION 54.
F1-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!
		SYMBOL F1-Co POLYACRYLAMIDE	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.
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 Sb	

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'.

PLANS PREPARED AND SUBMITTED BY:

AEI
AMERICAN ENGINEERS, INC.
www.aei.cc

DESIGN CONSULTANT

PROFESSIONAL ENGINEERING

NTS

REVISION DATES	
03/02/2017	

EROSION CONTROL LEGEND

TRAMMEL ROAD

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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 	
Cd-F	FABRIC CHECK DAM CONSTRUCTION DETAIL D-24D SECTION 171		A CHECK DAM COMPOSED OF SYNTHETIC FIBER FABRIC, WIRE REINFORCED, POST, OVERFLOW WEIR, AND TURF REINFORCEMENT MATTING (TRM) SPLASHPAD PLACED IN DITCHES IN A SPECIAL CONFIGURATION WHICH CONTROLS ENERGY DISSIPATION AND FILTRATION OF STORM WATER. SEE CONSTRUCTION DETAIL D-24D FOR ADDITIONAL INFORMATION AND SPACING REQUIREMENTS. THIS ITEM IS SUITABLE FOR USE IN ROADSIDE DITCHES THAT ARE PART OF INFRASTRUCTURE CONSTRUCTION PROJECTS AND WITHIN THE CLEAR ZONE. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
		SYMBOL 	
Cd-Fs	COMPOST FILTER SOCK CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163		A COMPOST FILTER SOCK CHECK DAM IS COMPOSED OF A PHOTODEGRADABLE OR BIODEGRADABLE KNITTED MESH MATERIAL CONTAINING A WEED FREE FILLER MATERIAL DERIVED FROM A WELL-DECOMPOSED SOURCE OF ORGANIC MATTER. THEY SHALL BE PROPERLY STAKED FOR DITCH APPLICATIONS. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR MATERIAL SPECIFICATIONS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
		SYMBOL 	
Cd-Hb	BALED STRAW CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163		A BALE STRAW CHECK DAM IS COMPOSED OF BALES PREFERABLY BOUND WITH WIRE OR NYLON INSTEAD OF TWINE. BALES SHOULD BE PLACED IN ROWS WITH BALE ENDS TIGHTLY ABUTTING ADJACENT BALES. THE DOWNSTREAM ROW OF BALES SHALL BE PLACED IN A TRENCH TO ALLOW THE TOP OF THE BALE'S LONG, WIDE SIDE TO BE LEVEL WITH THE GROUND AS A NON-ERODIBLE SPLASHPAD. PROPER STAKING IS ALSO REQUIRED FOR DITCH APPLICATIONS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
		SYMBOL 	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Cd-S	STONE CHECK DAM OR SANDBAG CHECK DAM 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:

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REVISION DATES	
03/02/2017	
11/28/2018	

EROSION CONTROL LEGEND

TRAMMEL ROAD			
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CORRECTED:		DATE:	
VERIFIED:		DATE:	
			DRAWING No.
			52-0002

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T1	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-2 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-2T2	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-4 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-2T3	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-6 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-2T4	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-8 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-2T5	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-10 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T6	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-12 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE		
Ch-3	CONCRETE CHANNEL STABILIZATION CONSTRUCTION DETAIL D-10, D-49 SECTION 441		CHANNELS ARE LINED WITH CONCRETE FOR VELOCITIES >/- 10 fps. THIS ITEM CONSISTS OF CONSTRUCTING A 4" THICK CONCRETE CHANNEL. THE CONCRETE SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. *Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN. RIP-RAP SHOULD BE USED TO DISSIPATE ENERGY DOWNSTREAM OF CONCRETE LINED CHANNELS.
	LINE CODE		
Co	CONSTRUCTION EXIT CONSTRUCTION DETAIL D-41 SECTION 163,800		A CONSTRUCTION EXIT IS A STONE STABILIZED PAD THAT REDUCES OR ELIMINATES THE TRANSPORT OF MUD FROM CONSTRUCTION AREAS ONTO PUBLIC ROADS BY EQUIPMENT OR RUNOFF. BEST USED AT ACCESS POINTS, I.e. NEW LOCATION PROJECTS, BORROW PITS, WASTE PITS, ACCESS ROADS, ETC. SHOULD BE MINIMUM 20' WIDE, 50' LONG, 6" THICK, AND REQUIRES A GEOTEXTILE UNDERLINER. ON SITES WHERE THE GRADE TOWARD A PAVED AREA IS GREATER THAN 2%, A FULL WIDTH DIVERSION RIDGE 6" TO 8" HIGH WITH 3:1 SLOPES SHALL BE CONSTRUCTED APPROXIMATELY 15' UPSTREAM OF PAVED AREA. A TIRE WASHING AREA TO REMOVE MUD MAY ALSO BE REQUIRED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS. ALL CONSTRUCTION EXIT REQUIREMENTS ARE INCLUDED IN THE PRICE OF THE CONSTRUCTION EXIT.
	SYMBOL		
Dc-A	STREAM DIVERSION CHANNEL GEOTEXTILE, POLYETHYLENE FILM SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE OR POLYETHYLENE FILM. INSTALL TWO ROWS OF Sd1-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 0 - 2.5 fps. THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
	LINE CODE		

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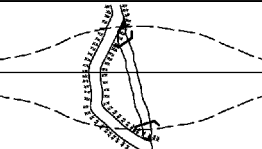
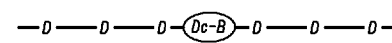
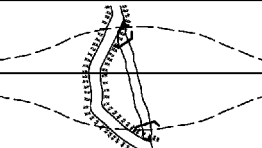
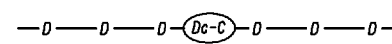
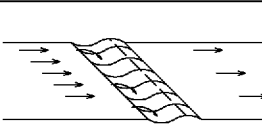
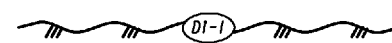
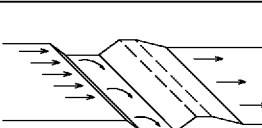
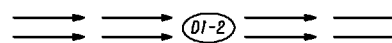
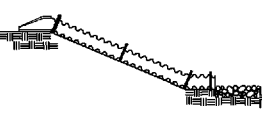
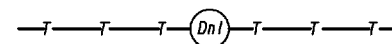
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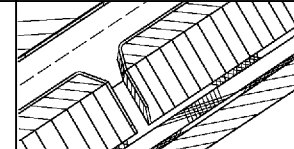
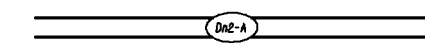
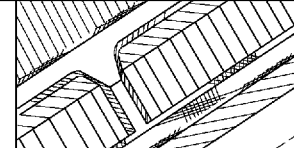
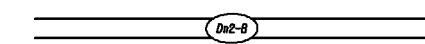
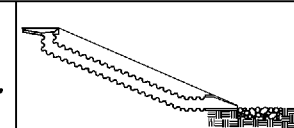

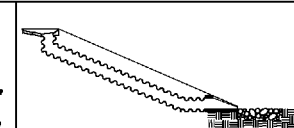

REVISION DATES	
03/02/2017	

EROSION CONTROL LEGEND

TRAMMEL ROAD

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BACKCHECKED:	DATE:	52-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

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 		
DI-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 		
DI-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:

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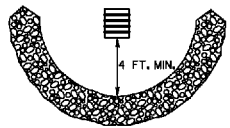

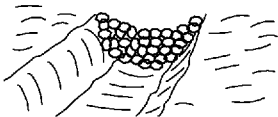





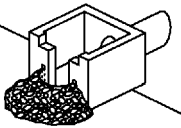

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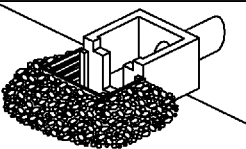

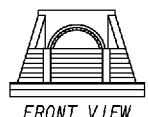

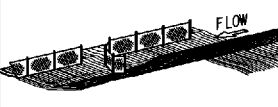

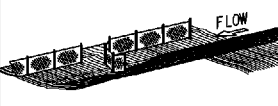

REVISION DATES	
03/02/2017	

EROSION CONTROL LEGEND

TRAMMEL ROAD

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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		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 	
				FRONT VIEW	
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 	

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PLANS PREPARED AND SUBMITTED BY:

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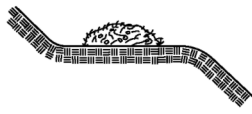
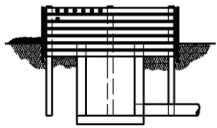

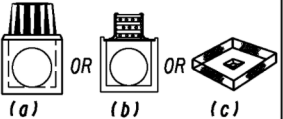

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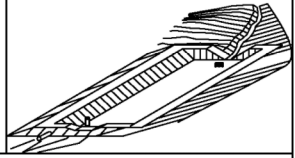
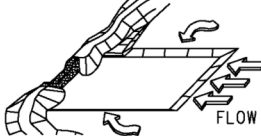
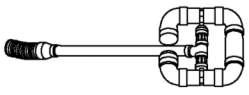
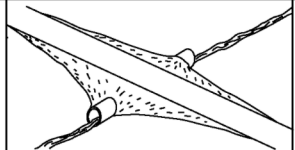
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Sd1-BB	SEDIMENT BARRIER BRUSH BARRIER CONSTRUCTION DETAIL D-24B SECTION 201		THIS ITEM CONSISTS OF INTERMINGLED BRUSH, LOGS, ETC. SO AS NOT TO FORM A SOLID DAM. CONSTRUCTED AT THE TOE OF FILL SLOPES ONLY DURING THE CLEARING AND GRUBBING OPERATION.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

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

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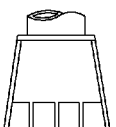

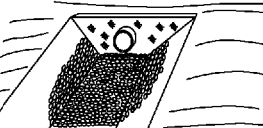


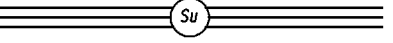
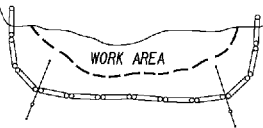
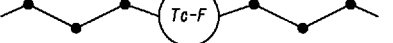
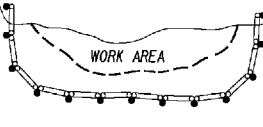
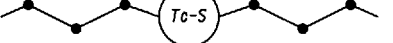
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03/02/2017	
11/28/2018	

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TRAMMEL ROAD

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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. REFER TO THE LATEST EDITION OF THE 'MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA' FOR REQUIRED DESIGN DIMENSIONS AND OTHER INFORMATION TO BE INCLUDED IN THE PLANS.
		PATTERN 	
Su	SURFACE ROUGHENING SERRATED SLOPES CONSTRUCTION DETAIL S-7 SECTION 205		PROVIDING A ROUGH SOIL SURFACE WITH HORIZONTAL DEPRESSIONS, BY OPERATING A CLEATED DOZER ON THE SLOPE IN A VERTICAL DIRECTION. CREATING SERRATED SLOPES IN THE GRADING PROCESS TO CONSTRUCT BENCHES WILL REDUCE RUNOFF VELOCITY AND INCREASE INFILTRATION OF WATER. IN MOST CASES THIS BMP IS NOT REQUIRED TO BE SHOWN ON THE PLANS, BUT REQUIRED TO BE COMPLETED BY THE CONTRACTOR UNDER ALL PROJECTS. IF SERRATED SLOPES ARE SPECIFIED BY THE SOIL SURVEY, THEN THIS BMP SHALL BE SHOWN ON THE PLANS WHERE SERRATED SLOPES ARE TO BE USED.
		LINE CODE 	
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170		A FLOATING TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED WHERE CONSTRUCTION IS REQUIRED IN A LARGE BODY OF WATER SUCH AS LAKES AND RIVERS. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY ALSO BE REFERRED TO AS A FLOATING BOOM, SILT BARRIER, OR SILT CURTAIN.
		LINE CODE 	
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170		A STAKED TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED IN SHALLOW INUNDATED AREAS. IT MAY BE USED TO PROTECT A SMALL STREAM BEING REALIGNED OR RESTORED. IN THIS CASE, CURTAIN SHOULD EXTEND TO BOTTOM OF STREAMBED. THE HEIGHT SHOULD BE LIMITED TO 5 FEET UNLESS DIRECTED AND EXTEND 2 FEET ABOVE NORMAL WATER ELEVATION. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY BE REFERRED TO AS A SILT BARRIER OR SILT CURTAIN.
		LINE CODE 	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION

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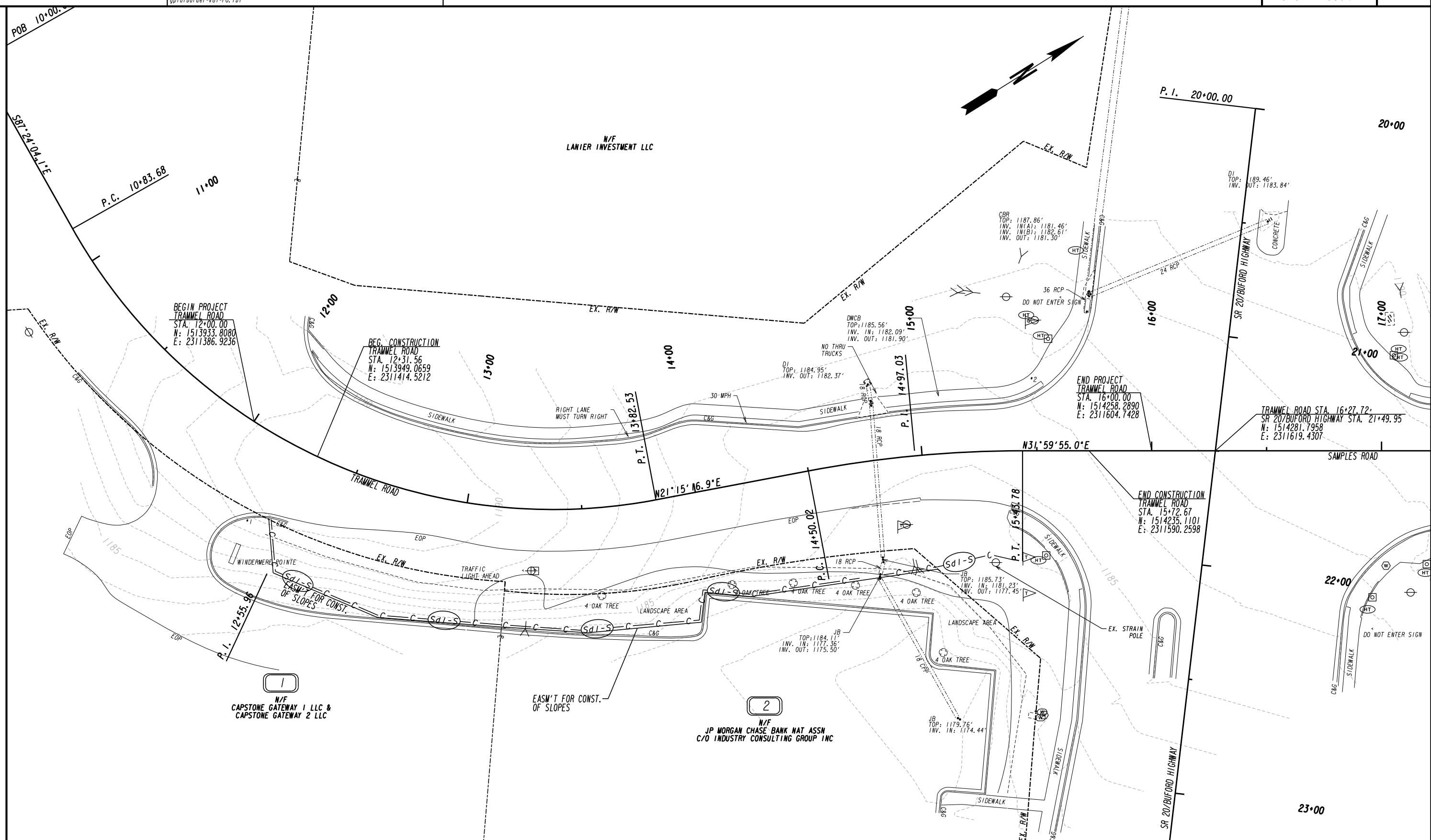
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PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	---/---
EASEMENT FOR CONSTR OF SLOPES	---/---
EASEMENT FOR CONSTR OF DRIVES	---/---

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)	---

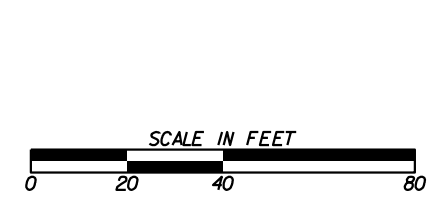
PLANS PREPARED AND SUBMITTED BY:

AEI

AMERICAN ENGINEERS, INC.

DESIGN CONSULTANT

PROFESSIONAL ENGINEERING



REVISION DATES	

BMP LOCATION DETAILS
STAGE 1A
TRAMMEL ROAD

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

