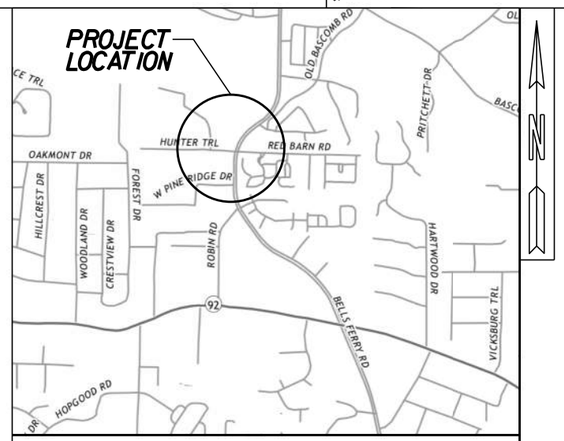
8/19/2022 SOUTHEASTERN ENGINEERING, INC.	GPLOT-V8 gplotborder-V81-P0.tbl	I:\CUSTOMERS_PROJECTS\1251 Lynwood Development Group\1251-21-036 Hunter Trail\5121036\DGN\5121036_01-0001.dgn GAWCOV	STATE GA	PROJECT NUMBER 5121036	SHEET NO.	TOTAL SHEETS



LOCATION SKETCH (N.T.S.)

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED

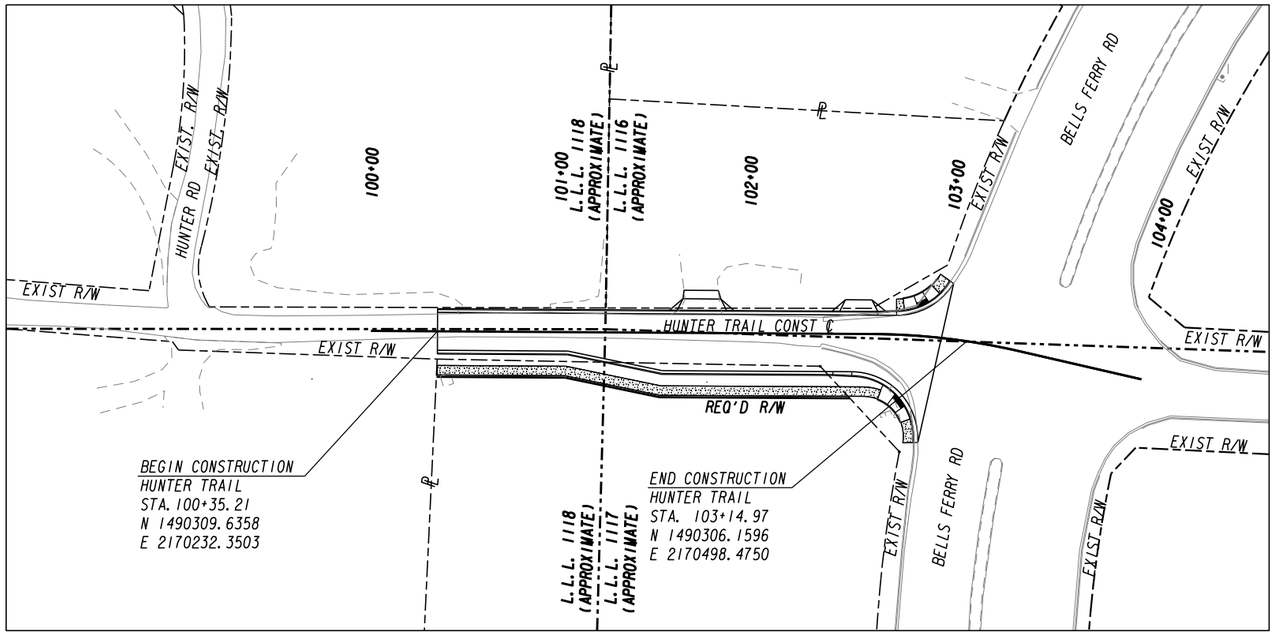
HUNTER TRAIL @ BELLS FERRY

CHEROKEE COUNTY, GEORGIA

FEDERAL ROUTE * N/A

STATE ROUTE * N/A

DESIGN SPEED: 25 MPH



THIS PROJECT IS 100% IN CHEROKEE COUNTY AND IS 100% IN CONG. DIST. NO. 11.

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.

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

THE 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.

LENGTH OF PROJECT	COUNTY No.028 Project No. 5121036 MILES
NET LENGTH OF ROADWAY	0.066
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	0.066
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.066

SCALE IN FEET
0 40 80 160

SEI
SOUTHEASTERN ENGINEERING, INC.

PREPARED BY: _____

PREPARED FOR:

CHEROKEE COUNTY GOVERNMENT
1130 BLUFFS PARKWAY
CANTON, GA 30114
PHONE: 678.493.6077

PLANS COMPLETED	08-18-2022
REVISIONS	

DRAWING No.
01-0001

CONGVOLD

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	5121036		

SHEET NO.	DWG NO.	DESCRIPTION
	01-0001	COVER SHEET
	02-0001	INDEX
	03-0001	REVISION SUMMARY SHEET
	04-0001	GENERAL NOTES
	05-0001	TYPICAL SECTIONS
	06-0001	SUMMARY OF QUANTITIES
	13-0001	CONSTRUCTION PLAN
	15-0001	MAINLINE PROFILE
	17-0001	DRIVEWAY PROFILES
	21-0001	DRAINAGE AREA MAP
	22-0001	DRAINAGE PROFILES
	23-0001 TO 23-	CROSS SECTIONS
	24-0000 TO 24-0001	UTILITY PLANS
	26-0001	SIGNING AND MARKING PLANS
	52-0001 TO 52-0007	EROSION CONTROL LEGEND
	54-0001 TO 54-0003	BMP LOCATION DETAILS
	60-0001 TO 60-0002	RIGHT OF WAY PLANS (OMITTED)

SHEET NO.	DWG NO.	DESCRIPTION

SOUTHEASTERN ENGINEERING, INC.

REVISION DATES		

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION

OFFICE:

INDEX

HUNTER TRAIL @ BELLS FERRY

DRAWING No. 02-0001

09/17/2015 GPLNOLD

8/19/2022 9:07:39 AM SOUTHEASTERN ENGINEERING, INC.	GPLOT-V8 gplotborder-V81-P0.tbl	I:\CUSTOMERS_PROJECTS\1251 Lynwood Development Group\1251-21-036 Hunter Trail\5121036\DGN\5121036_03-0001.dgn	STATE GA	PROJECT NUMBER 5121036	SHEET NO.	TOTAL SHEETS

DATE	SHEET NO.	REVISION

DATE	SHEET NO.	REVISION

SEI
SOUTHEASTERN ENGINEERING, INC.

REVISION DATES		

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION

OFFICE:

REVISION SUMMARY

HUNTER TRAIL @ BELLS FERRY

DRAWING No.
03-0001

09/17/2015 GPLNOLD

PROJECT GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD AND SUPPLEMENTAL SPECIFICATIONS, CURRENT EDITION.

2. 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.

3. THE FOLLOWING UTILITIES HAVE FACILITIES IN THE PROJECT AREA:

   1. Atlanta Gas Light Company
   2. AT&T Southeast Network (BellSouth) Telecommunications
   3. Comcast Cable Of Georgia Telecommunications
   4. Cherokee County Water and Sewer Authority Water and Sewer
   5. Cobb EMC Power Electricity

4. INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GEORGIA STANDARD SPECIFICATIONS.

5. RIGHT-OF-WAY MARKERS IN RESIDENTIAL LAWN AND DEVELOPED COMMERCIAL AREAS SHALL BE PLACED FLUSH WITH THE FINISHED SURFACE.

6. 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.

7. PERFORATED UNDERDRAIN SHALL BE PLACED IN AREAS WHERE WET CONDITIONS EXIST IN THE SUBGRADE AS DIRECTED BY THE ENGINEER.

8. 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.

9. 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.

10. ALL EXISTING PIPE NO LONGER IN USE SHALL BE REMOVED UNLESS OTHERWISE NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER. REMOVAL OF PIPE SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".

11. 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".

12. ALL RETAINING WALLS SHALL HAVE ASHLAR STONE FORM LINER OR OTHER FORM LINER AS DIRECTED. THIS APPLIES TO ALL RETAINING WALL FACES EXPOSED TO PUBLIC VIEW. ALL RETAINING WALL EXPOSED FACES SHALL HAVE ANTI-GRAFFITI COATING. THE ASHLAR FINISH AND ANTI-GRAFFITI COATING SHALL BE INCLUDED IN THE PRICE OF THE WALL.

13. ALL DRIVEWAYS SHALL BE MAINTAINED DURING CONSTRUCTION. ALL DRIVEWAYS TO BE CONSTRUCTED SHALL BE REPLACED IN KIND I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE ETC. ANY OTHER DRIVEWAY MATERIAL OR SPECIALIZED DRIVEWAY WILL NOT BE REPLACED IN KIND (I.E. PAVERS) AND WILL BE REPLACED WITH ASPHALT OR CONCRETE. ALL EARTH OR GRAVEL DRIVES SHALL BE PAVED WITH ASPHALT TO THE RIGHT-OF-WAY LIMIT OR TIE-IN POINT. DRIVEWAYS SHALL BE PAVED AS FOLLOWS:

    ASPHALTIC DRIVES
    RESIDENTIAL - 1-1/2" ASPH. CONC. 9.5 MM SUPERPAVE, 165 LB/SY
                - 6" GRADED AGGREGATE BASE

    COMMERCIAL - 1-1/2" ASPH. CONC. 12.5 SUPERPAVE, 165 LB/SY
               - 2" ASPH. CONC. 19MM SUPERPAVE, 220 LB/SY
               - 8" GRADED AGGREGATE BASE

    CONCRETE DRIVES
    RESIDENTIAL - 6" CONCRETE VALLEY GUTTER
                - 6" CONCRETE DRIVEWAY

    COMMERCIAL - 8" CONCRETE VALLEY GUTTER
               - 8" CONCRETE DRIVEWAY

14. LUMP-SUM TRAFFIC CONTROL: 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, 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 THE WITH 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.

PROJECT GENERAL NOTES CONT'D:

15. DETOURS IN THE PLANS: DETOURS SHOWN IN THE PLANS SHALL BE SIGNED AND MARKED AS PER THE PLANS. THE COST OF MAINTENANCE, GRADING, TEMPORARY DRAINAGE, TEMPORARY SIGNAGE, TEMPORARY MARKINGS AND TEMPORARY DEVICES SHALL BE INCLUDED IN LUMP-SUM TRAFFIC CONTROL. THE COST OF STONE BASE (GAB) AND THE PLACEMENT OF THE TYPICAL PAVEMENT SECTION INCLUDED IN THE PLANS FOR THE DETOUR WILL BE PAID AT CONTRACT UNITS PRICES. WHEN INSTALLED FOR A DETOUR SHOWN IN THE PLANS, TEMPORARY CONCRETE BARRIERS, ATTENUATORS, TEMPORARY GUARDRAIL AND ANCHORS WILL BE PAID AT CONTRACT UNIT PRICES. THE UNIT PRICES BID FOR THESE PAY ITEMS SHALL INCLUDED INSTALLATION AND REMOVAL. PERMANENT DEVICES, TO BE INCORPORATED INTO THE FINAL WORK, MAY BE USED FOR INTERIM/TEMPORARY DUTIES PROVIDED THE PERMANENT DEVICES ARE NOT DAMAGED DURING THE INTERIM USAGE. THE COST FOR REPLACEMENT OF DAMAGED COMPONENTS SHALL BE INCLUDED IN LUMP-SUM TRAFFIC CONTROL.

    DETOURS NOT SHOWN IN THE PLANS (DETOURS PROPOSED BY THE CONTRACTOR): THE COST TO INSTALL, MAINTAIN AND REMOVE ANY DETOUR SHALL BE INCLUDED IN THE PRICE BID FOR LUMP-SUM TRAFFIC CONTROL. THE COST OF GRADING, PAVEMENT, SIGNING, MARKINGS,TEMPORARY DEVICES, TEMPORARY CONCRETE BARRIERS, ATTENUATORS, TEMPORARY GUARDRAIL AND ANCHORS, ETC SHALL BE INCLUDED IN THE PRICE BID FOR LUMP-SUM TRAFFIC CONTROL. DETOURS NOT SHOWN IN THE PLANS WILL NOT BE ELIGIBLE TO BE PAID AT CONTRACT UNIT PRICES.

16. 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.

17. 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 ENVIRONMENTAL 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.

18. SPRINKLER SYSTEMS TO BE HANDLED AS FOLLOWS:

    CASE 1 - SYSTEMS WITHIN THE CONSTRUCTION LIMITS OWNED BY INDIVIDUALS OR PRIVATE COMPANIES ARE TO BE REMOVED TO THE BACK OF THE CONSTRUCTION LIMITS AND PLUGGED.

    CASE 2 - SYSTEMS SHOWN BY THE PLANS TO BE REMOVED AND RELOCATED SHALL BE RELOCATED TO THE BACK OF THE SIDEWALK, COST SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".

19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING, RELOCATING, AND MAINTAINING THE PROPERTY OWNER'S MAILBOX TO AN AREA OUTSIDE CONSTRUCTION LIMITS DURING THE LIFE OF THE CONTRACT. THE LOCATION OF THE BOX SHOULD BE CONVENIENT TO BOTH THE MAIL CARRIER AND THE PATRON. YET NOT INTERFERE WITH PROPOSED WORK. IT MAY BE NECESSARY FOR THE CONTRACTOR TO CONFER WITH THE POST OFFICE SERVING THE AREA. ALL COSTS INCURRED FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS.

20. AN N.O.I. (NOTICE OF INTENT) IS REQUIRED FOR THIS PROJECT. THE DISTURBED AREA IS 2.3241 ACRES.

21. ATTENTION IS CALLED TO SECTION 149.3, CONSTRUCTION REQUIREMENTS, CONTRACTOR IS REQUIRED TO TAKE THREE-POINT LEVELS ON WIDENING AND RECONSTRUCTION PROJECTS AND OBTAIN THE ENGINEER'S APPROVAL OF THE "BEST FIT" PROFILE AND CROSS SLOPE, TO MINIMIZE LEVELING REQUIREMENTS OF THE EXISTING ROADWAY. THE CONTRACTOR MUST GET THE ENGINEER'S APPROVAL OF THE PROPOSED BEST FIT BEFORE BEGINNING WIDENING AND RECONSTRUCTION. COST FOR SURVEY WORK TO BE INCLUDED IN GRADING COMPLETE OR OTHER ITEMS, NO SEPARATE PAYMENT SHALL BE MADE.

22. ALL ROADWAY DRAINAGE PIPES SHALL BE REINFORCED CONCRETE. THE GDOT PIPE SELECTION CHART MAY ONLY BE USED FOR DRIVEWAY PIPES.

23. CONTRACTOR TO PROVIDE PRE-CONSTRUCTION PHOTOS OF ALL DRIVEWAYS TO PROJECT ENGINEER PRIOR TO CONSTRUCTION. PHOTOS MAY BE DIGITAL.

24. ALL EXISTING STORM DRAIN PIPES INCLUDING BOX CULVERTS WITHIN THE CONSTRUCTION LIMITS SHALL BE CLEANED PRIOR TO COMPLETION OF PROJECT. COST TO BE INCLUDED IN GRADING COMPLETE.

25. 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 700-9000 SOD.

26. 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.

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR "TRAFFIC CONTROL".

2. ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

3. ALL SIGNS SHALL HAVE TYPE IX RETROREFLECTIVE SHEETING UNLESS OTHERWISE NOTED.

4. IN RESIDENTIAL AREAS, TEMPORARY AND PERMANENT SIGNS SHALL BE LOCATED ON OR AS CLOSE AS POSSIBLE TO PROPERTY LINES.

5. 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.

6. 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.

7. 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 CHEROKEE COUNTY DEPARTMENT OF TRANSPORTATION, THE TEMPORARY BARRIERS CAN NOT BE PLACED LESS THAN TWO (2') FEET FROM THE EDGE OF THE TRAVEL LANE. THE USE OF TYPE I AND II BARRICADES AND TRAFFIC CONES IS PROHIBITED.

8. 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.

9. 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.

10. THE CHEROKEE COUNTY DEPARTMENT OF TRANSPORTATION 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.

11. THE CONTRACTOR MUST OBTAIN A ROAD CLOSURE PERMIT FROM CHEROKEE COUNTY DEPARTMENT OF TRANSPORTATION A MINIMUM OF 3 WEEKS PRIOR TO ROAD CLOSURE. FOR INFORMATION CALL (678) 493-6077.

12. 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.

13. ALL M4-9 SIGNS SHALL HAVE ADVISORY BLADES (INSTALLED ABOVE THE "DETOUR" SIGN) IDENTIFYING THE CLOSED STREET THAT THE DETOUR ROUTE SERVES.

14. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PREPARE A MAINTENANCE OF TRAFFIC PLAN FOR APPROVAL BY CHEROKEE COUNTY DEPARTMENT OF TRANSPORTATION 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.

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

SOUTHEASTERN ENGINEERING, INC.

REVISION DATES

CHEROKEE COUNTY DEPARTMENT OF TRANSPORTATION

OFFICE:

GENERAL NOTES

HUNTER TRAIL @ BELLS FERRY

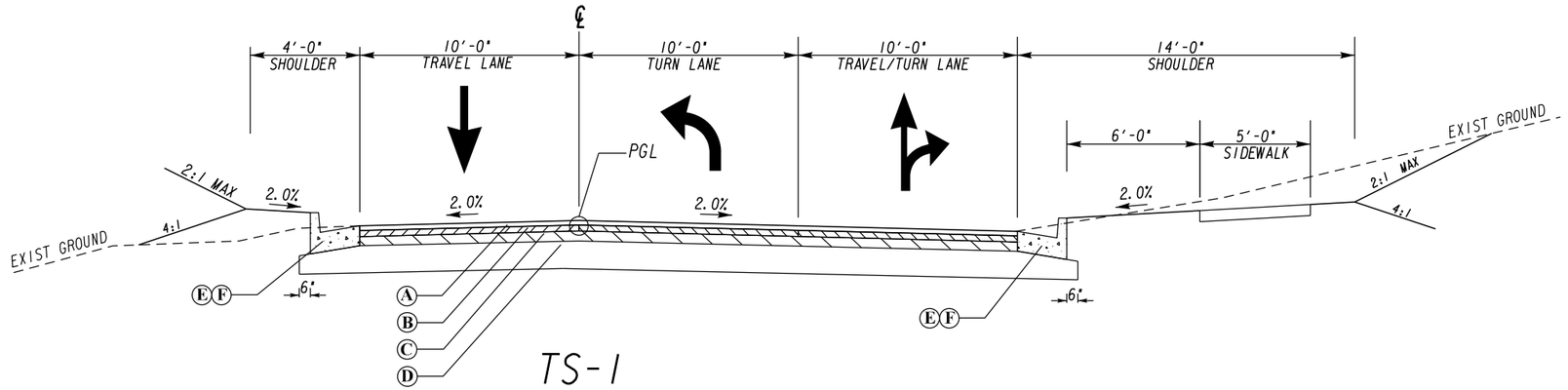
DRAWING No. 04-0001

SLOPE : SEE ROADWAY PLANS FOR SUPERELEVATION RATES AND TRANSITIONS.

NOTE: FOR METHOD OF SUPERELEVATION SEE CONSTR PLAN & PROFILE SHEETS-CURVE DATA. LOCATIONS OF NORMAL CROWN & FULL S.E. NOTED ON CONSTR CENTERLINE.

* SEE PLAN SHEETS.

SHOULDER MAY BE GRADED AWAY FROM ROADWAY TO FACILITATE THE SLOPE TIE TO EXISTING GROUND.



TS-1

HUNTER TRAIL STA. 101+35.21 TO STA. 103+01.42

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM	0.0156 FT/FT - MINIMUM
0.0208 FT/FT - DESIRABLE	0.0208 FT/FT - DESIRABLE
0.0250 FT/FT - MAXIMUM	0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE

S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

	RATE OF CHANGE	CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

50% OF TRANSITION INSIDE CURVE - MAXIMUM
33% OF TRANSITION INSIDE CURVE - DESIRABLE
20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

TYPICAL SECTION LEGEND

(A) 1.5" RECYCLED ASPH. CONC. 12.5 mm SUPERPAVE, 165 LBS./SY

(B) 2" RECYCLED ASPH. CONC. 19 mm SUPERPAVE, 220 LBS./SY

(C) 4" RECYCLED ASPH. CONC.. 25 mm SUPERPAVE, 440 LBS./SY

(D) GRADED AGGREGATE BASE COURSE, 10"

(E) 8" X 24" CURB & GUTTER - "TYPE 2"

(F) 8" X 30" CURB & GUTTER - "TYPE 2", GDOT STD. 9032B (ALONG RADII AS NOTED IN PLANS)

SOUTHEASTERN ENGINEERING, INC.

REVISION DATES

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION

OFFICE:

TYPICAL SECTIONS

HUNTER TRAIL @ BELLS FERRY

DRAWING No. 05-0001

PI 5121036 - HUNTER TRAIL @ BELLS FERRY ROAD

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT
	ROADWAY ITEMS		
150-1000	TRAFFIC CONTROL - PI 5121036	1	LS
210-0100	GRADING COMPLETE - PI 5121036	1	LS
310-5099	GR AGGR BASE CRS, 6 IN, INCL MATL	10	SY
310-5100	GR AGGR BASE CRS, 10 IN, INCL MATL	1000	SY
318-3000	AGGR SURF CRS	20	TN
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	184	TN
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	71	TN
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	92	TN
413-0750	TACK COAT	118	GAL
441-0104	CONC SIDEWALK, 4 IN	145	SY
441-0108	CONC SIDEWALK, 8 IN	31	SY
441-4020	CONC VALLEY GUTTER, 6 IN	36	SY
441-6216	CONC CURB & GUTTER, 8 IN X 24 IN, TP 2	443	LF
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	109	LF
446-1100	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	10	LF
500-9999	CLASS B CONC, BASE OR PVMT WIDENING	1	CY
634-1200	RIGHT OF WAY MARKERS	4	EA
	SIGNING & MARKING ITEMS		
636-1036	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	7	SF
636-2070	GALV STEEL POSTS TP 7	14	LF
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	2	EA
653-0130	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	2	EA
653-1501	THERMOPLASTIC SOLID TRAFFIC STRIPE, 5 IN, WHITE	649	LF
653-1502	THERMOPLASTIC SOLID TRAFFIC STRIPE, 5 IN, YELLOW	476	LF
653-1704	THERMOPLASTIC SOLID TRAFFIC STRIPE, 24 IN WHITE	27	LF
653-1804	THERMOPLASTIC SOLID TRAFFIC STRIPE, 8 IN WHITE	260	LF
653-3501	THERMOPLASTIC SKIP TRAFFIC STRIPE, 5 IN, WHITE	50	GLF
654-1001	RAISED PVMT MARKER, TP 1	12	EA
654-1003	RAISED PVMT MARKER, TP 3	6	EA
	SIGNAL ITEMS		
647-1000	TRAFFIC SIGNAL INSTALLATION #1	1	LS
	EROSION CONTROL ITEMS		
163-0232	TEMPORARY GRASSING	1	AC
163-0240	MULCH	20	TN
163-0301	CONSTRUCT AND REMOVE CONSTRUCTION EXITS	1	EA
165-0010	MAINTENANCE OF TEMPORARY SILT FENCE, TYPE A	260	LF
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	1	EA
165-0310	MAINTENANCE OF CONSTRUCTION EXIT TIRE WASH AREA (PER EACH)	1	EA
171-0010	TEMPORARY SILT FENCE, TYPE A	520	LF
700-6910	PERMANENT GRASSING	1	AC
700-7000	AGRICULTURAL LIME	3	TN
700-8000	FERTILIZER MIXED GRADE	1	TN
700-8100	FERTILIZER NITROGEN CONTENT	55	LB
700-9300	SOD	232	SY
716-2000	EROSION CONTROL MATS, SLOPES	84	SY

SEI
SOUTHEASTERN ENGINEERING, INC.

REVISION DATES

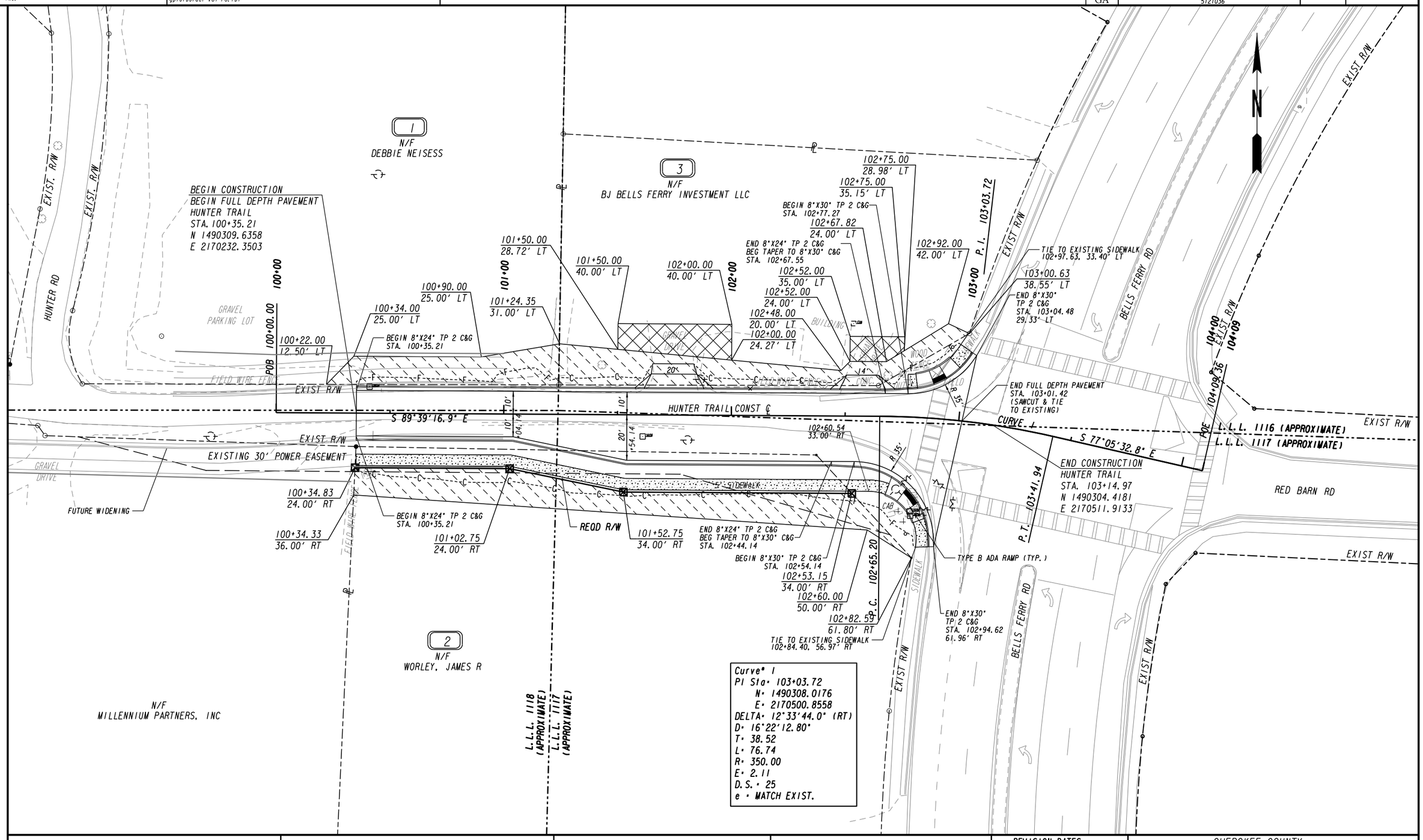
CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

DETAILED ESTIMATE

HUNTER TRAIL @ BELLS FERRY

DRAWING No. 09-0001

01/26/2015 GPLNOLD



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

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

SEI
SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 20 40 80

REVISION DATES

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

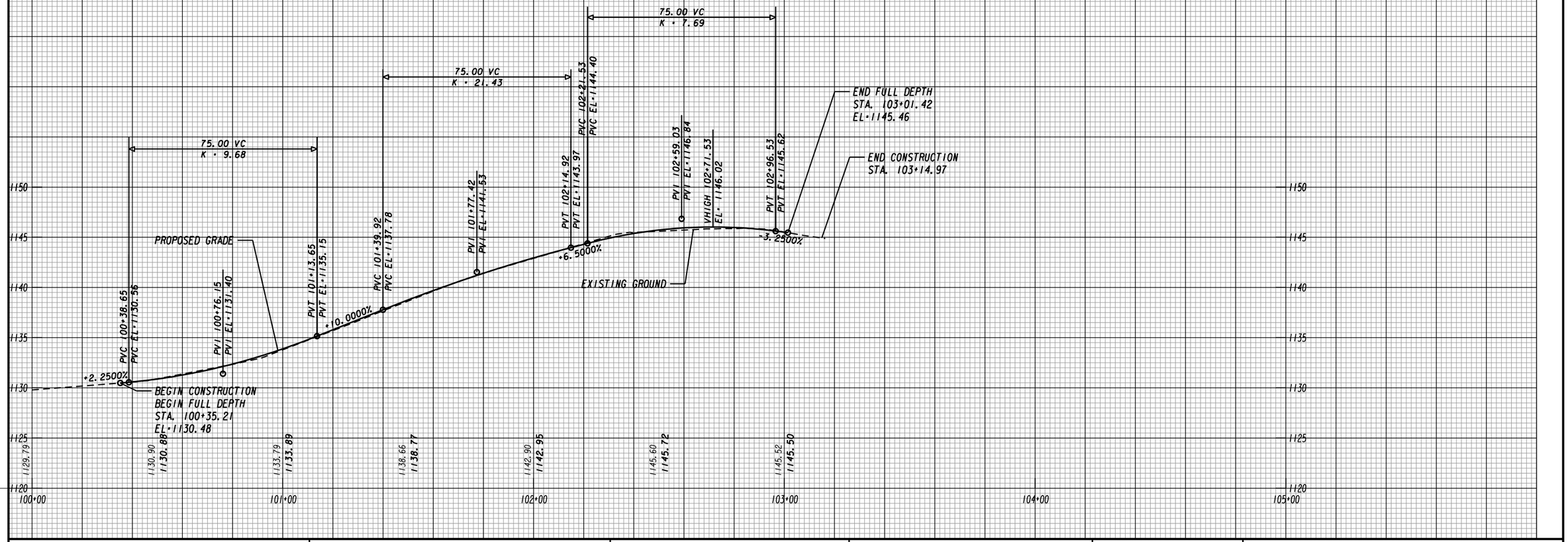
MAINLINE PLAN

HUNTER TRAIL @ BELLS FERRY

DRAWING No. 13-0001

09/17/2015 GPLNOLD

8/19/2022	9:33:28 AM	GPLOT-V8	I:\CUSTOMERS_PROJECTS\1251 Lynwood Development Group\1251-21-036 Hunter Trail\5121036\DGN\5121036_15-0001.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
SOUTHEASTERN ENGINEERING, INC.		gplotborder-V81-P0.tbl		GA	5121036		



REVISION DATES		

SOUTHEASTERN ENGINEERING, INC.

HORIZ SCALE IN FEET
0 20 40 80

VERT SCALE IN FEET
0 5 10 20

LYNWOOD DEVELOPMENT GROUP

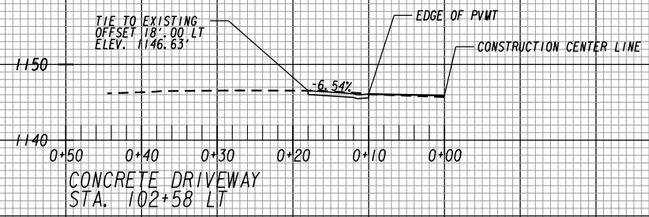
OFFICE:

MAINLINE PROFILE

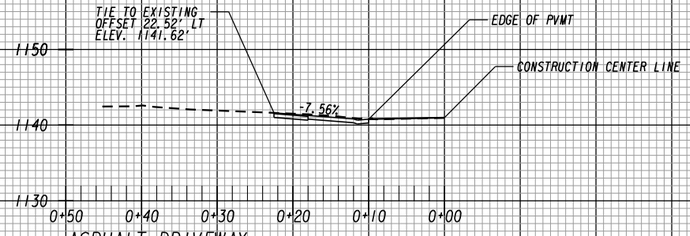
HUNTER TRAIL @ BELLS FERRY

DRAWING No. 15-0001

09/17/2015 GPLNOLD



CONCRETE DRIVEWAY
STA. 102+58 LT



ASPHALT DRIVEWAY
STA. 101+75 LT

SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 10 20 40

REVISION DATES

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION

OFFICE:

DRIVEWAY PROFILE

HUNTER TRAIL @ BELLS FERRY

DRAWING No. 17-0001

09/17/2015 GPLWOLD

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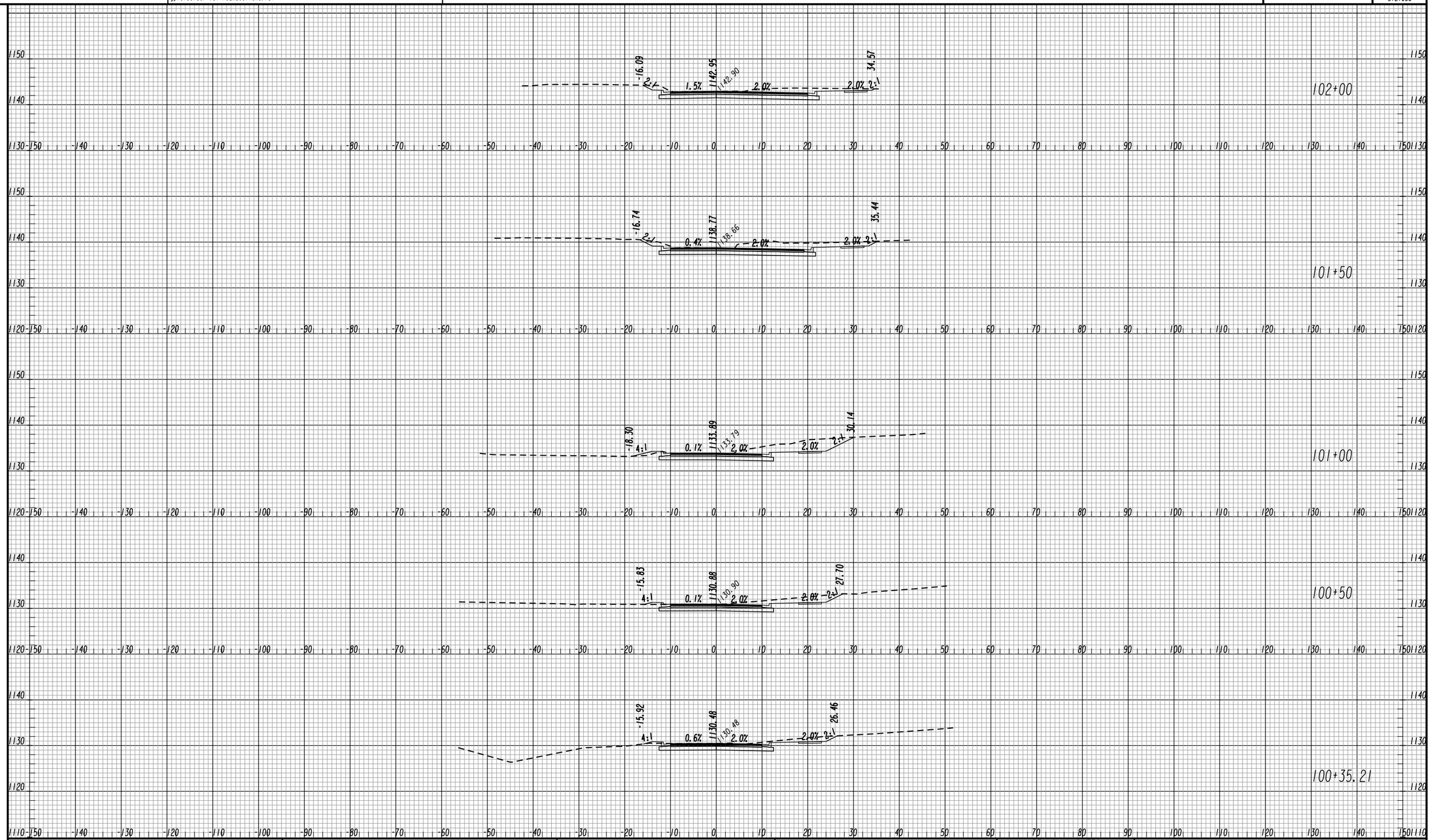
Project No.
5121036



11/8/2018 SUXSEW

SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 10 20 40

REVISION DATES

CROSS SECTIONS

BELLS FERRY

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	23-0001
CORRECTED:		DATE:	
VERIFIED:		DATE:	

8/19/2022 9:08:26 AM
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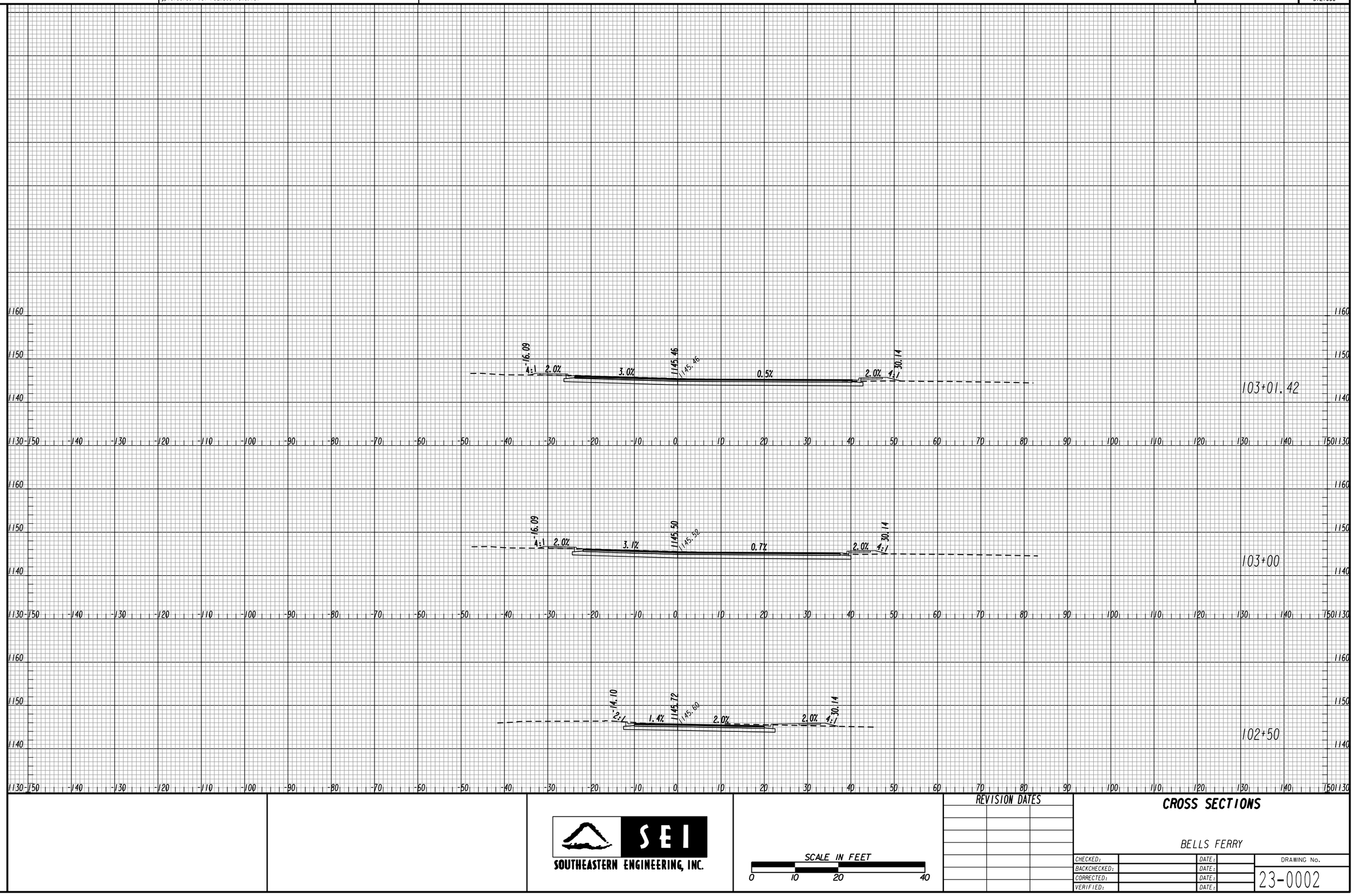
5121036_23-0001.dgn

Project No.
5121036



SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 10 20 40

REVISION DATES

CROSS SECTIONS

BELLS FERRY

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	23-0002
CORRECTED:		DATE:	
VERIFIED:		DATE:	

11/8/2018 SUXSEW

UTILITY LINECODES

	EXISTING	TO BE REMOVED	PROPOSED	TYPE OF UTILITY
OVERHEAD	E	E	E	ELECTRIC
	E-T	E-T	E-T	ELECTRIC/TELECOMMUNICATIONS
	E-TV	E-TV	E-TV	ELECTRIC/CABLE TV
	E-T-TV	E-T-TV	E-T-TV	ELECTRIC/TELECOMMUNICATIONS/CABLE TV
	GW	GW	GW	GUY WIRE
	T	T	T	TELECOMMUNICATIONS
	T-TV	T-TV	T-TV	TELECOMUNICATIONS/CABLE TV
	TV	TV	TV	CABLE TV
UNDERGROUND	E	E	E	ELECTRIC
	T	T	T	TELECOMMUNICATIONS
	TV	TV	TV	CABLE TV
	W	W	W	WATER
	**W	**W	**W	WATER FOR LABELED PIPE SIZES
	NW	NW	NW	NON-POTABLE WATER
	**NW	**NW	**NW	NON-POTABLE WATER FOR LABELED PIPE SIZES
	STM	STM	STM	STEAM
	**STM	**STM	**STM	STEAM FOR LABELED PIPE SIZES
	SS	SS	SS	SANITARY SEWER WITH FLOW DIRECTION
	Σ**SS	Σ**SS	Σ**SS	SANITARY SEWER WITH FLOW DIRECTION FOR LABELED PIPE SIZES
	SFM	SFM	SFM	SANITARY SEWER FORCE MAIN WITH FLOW DIRECTION
	G	G	G	GAS
	**G	**G	**G	GAS FOR LABELED PIPE SIZES
	P	P	P	PETROLEUM
	**P	**P	**P	PETROLEUM FOR LABELED PIPE SIZES

UTILITY SYMBOLS

EXISTING	PROPOSED	TEMPORARY		EXISTING	PROPOSED	TEMPORARY	
			UTILITY POLE/GUY POLE				FIRE HYDRANT ASSEMBLY (INCLUDES ASSOCIATED VALVE)
			LIGHT POLE	BFP	BFP	BFP	BACKFLOW PREVENTER
			GUY ANCHOR	PIV	PIV	PIV	PRESSURE INDICATOR VALVE
M	M	M	MARKER	ARV	ARV	ARV	AIR RELEASE VALVE
X	X	X	SPLICE BOX	W	W	W	WELL
			CABINET	W	W	W	WATER VAULT
			VENT	W	W	W	WATER VALVE MARKER
E	E	E	ELECTRIC MANHOLE				STAND PIPE
H	H	H	HAND HOLE				CLEANOUT
E	E	E	TRANSFORMER	SS	SS	SS	SANITARY SEWER MANHOLE
E	E	E	ELECTRIC METER	ARV	ARV	ARV	AIR RELEASE VALVE
E	E	E	ELECTRIC BOX	GT	GT	GT	GREASE TRAP
			TRANSMISSION TOWER	S	S	S	SANITARY SEWER FORCE MAIN VALVE
				G	G	G	GAS VALVE
T	T	T	TELECOMMUNICATIONS MANHOLE	G	G	G	GAS METER
T	T	T	TELECOMMUNICATIONS PEDESTAL	G	G	G	GAS MANHOLE
SLC	SLC	SLC	SUBCRIBER LOOP CARRIER (aka "SLICK")	GPR	GPR	GPR	GAS PRESSURE REGULATOR
			PHONE BOOTH	G	G	G	GAS VAULT
			CABLE TV PEDESTAL	GTS	GTS	GTS	GAS TEST STATION
TV	TV	TV	CABLE TV MANHOLE	P	P	P	PETROLEUM VALVE
W	W	W	WATER VALVE				
W	W	W	WATER METER				
W	W	W	WATER MANHOLE				

SOUTHEASTERN ENGINEERING, INC.

REVISION DATES

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION

OFFICE:

UTILITY PLANS LEGEND

HUNTER TRAIL @ BELLS FERRY

DRAWING No. 24-0000

09/17/2015 GPLNOLD

8/19/2022 9:08:39 AM	GPLOT-V8	5121036_24-0001.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
mklmberly	gplotborder-V8i-PO-utilities-25.tbl		GA	5121036		

EXISTING:
2" PLASTIC GAS MAIN
NOP: 60 PSIG

1
N/F
DEBBIE NEISESS

3
N/F
BJ BELLS FERRY INVESTMENT LLC

BEGIN CONSTRUCTION
BEGIN FULL DEPTH PAVEMENT
HUNTER TRAIL
STA. 100+35.21
N 1490309.6358
E 2170232.3503

EXISTING:
2" STEEL GAS MAIN
WT: UNK/GRADE: UNK
NOP: 60 PSIG
CP ANODE

*APPROXIMATE TIE-IN

EXST 16" DIP

HUNTER RD

BELLS FERRY RD

EXIST R/W

100+00 101+00 102+00 103+00 104+00 104+09

FIELD WIRE FENCE

CHAIN LINK FENCE

WOOD FENCE

NO OUTLET

FIELD

HUNTER TRAIL CONST ℄

S 89°39'16.9" E

S 77°05'32.8" E

EXIST 30' POWER EASEMENT

EXST 2.5" PVC

EXST 2.5" PVC

EXST 8" DIP

REQD R/W

EXST FH & VALVE

EXST COBB EMC/COMCAST

E SIGN LOOP

L.L.L. 1116 (APPROXIMATE)

L.L.L. 1117 (APPROXIMATE)

END CONSTRUCTION
HUNTER TRAIL
STA. 103+14.97
N 1490304.4781
E 2170511.9133

RED BARN RD

2
N/F
WORLEY, JAMES R

N/F
MILLENNIUM PARTNERS, INC

L.L.L. 1118 (APPROXIMATE)

L.L.L. 1117 (APPROXIMATE)

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

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

SEI
SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 20 40 80

REVISION DATES

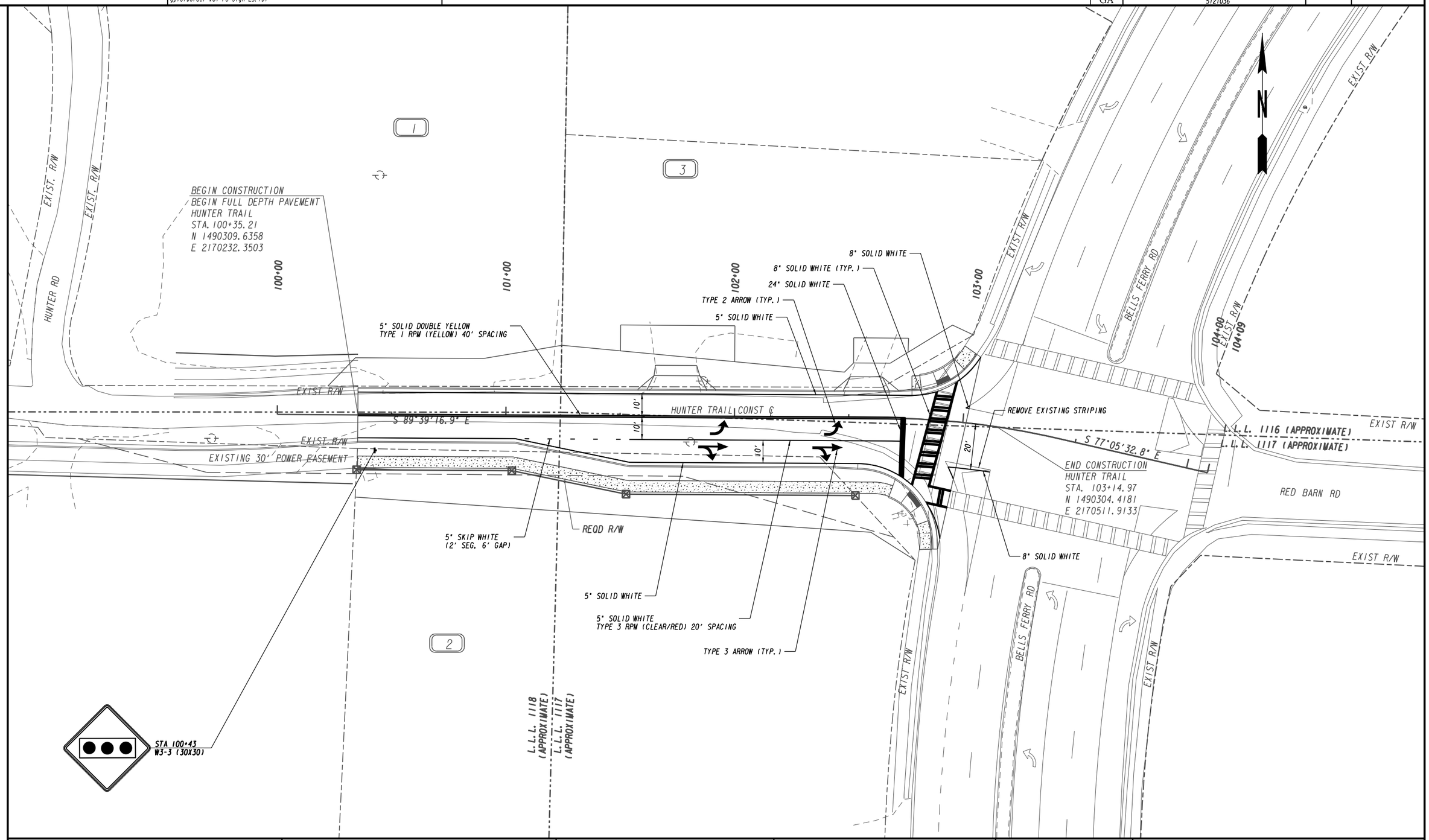
CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

UTILITY PLANS

HUNTER TRAIL @ BELLS FERRY

DRAWING No. 24-0001

09/17/2015 GPLWOLD



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

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

SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 20 40 80

REVISION DATES

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

SIGNING AND MARKING PLANS

HUNTER TRAIL @ BELLS FERRY

DRAWING No. 26-0001

09/17/2015 GPLWOLD

GENERAL NOTES - TRAFFIC SIGNALS

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.

2. SIGNAL HEADS SHALL BE ERECTED TO PROVIDE AT LEAST 17 FEET BUT NO MORE THAN 19 FEET CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO TOP OF ROAD SURFACE AND A MINIMUM OF 8 FEET MEASURED HORIZONTALLY BETWEEN CENTERS OF SIGNAL FACES.

3. SHIELDED CABLE WILL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHEET, DETECTORS SHALL HAVE SEPARATE LEAD-INS TO THE CONTROL CABINET.

4. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES PRIOR TO ORDERING. AT THE DISCRETION OF THE ENGINEER, MINOR SHIFTS, (UP TO A MAXIMUM OF 5 FEET), IN LOCATION OF NEW SIGNAL POLES, ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE OFFICE OF UTILITIES FOR ALL "MAKE READY" WORK.

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 COUNTY TRANSPORTATION ENGINEER PRIOR TO FINAL ACCEPTANCE.

8. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO THE DEPARTMENT OF ENGINEERING, CONTACT THE COUNTY AT (678) 493-6077.

9. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.

10. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE DOT SPECIFICATION.

11. THE INSTALLATIONS SHALL BE CAPABLE OF MONITORING OVER ETHERNET NETWORKS FROM EXISTING CELLULAR ROUTERS, OR VIA FIBER. DEMONSTRATION OF NETWORKCAPABILITIES ON THE NETWORK IS REQUIRED BY THE CONTRACTOR, NOTEDPRIOR TO FINAL ACCEPTANCE.

12. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT COUNTY STANDARDS.

13. PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ON POLES ARE PROVIDED AS GENERAL GUIDELINES TO INSTALLER, ACTUAL ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIES.

14. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE SIDEWALK PAY ITEM.

15. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES TO ENSURE COMPLIANCE TO ALL STATE AND FEDERAL LAWS AND GUIDELINES. THE COST SHALL BE CONSIDERED INCIDENTAL AND BE INCLUDED IN THE OVERALL BID PRICE. NO ADDITIONAL PAYMENTS SHALL BE MADE TO THE CONTRACTOR FOR EROSION CONTROL.

17. ALL TRAFFIC MARKING, SYMBOLS OR STRIPING TO BE REMOVED AND/OR REPLACED SHALL BE PAID FOR IN THE TRAFFIC CONTROL LUMP SUM ITEM.

18. THE CONTRACTOR SHALL RELOCATE ANY EXISTING EQUIPMENT NOT NOTED ON THE PLANS, AT NO ADDITIONAL COST TO THE COUNTY. RE-INSTALLATION SHALL COMPLY WITH THE CURRENT COUNTY SPECIFICATIONS. ANY NON-ESSENTIAL EQUIPMENT THAT IS NOT RELOCATED SHALL BE RETURNED TO THE COUNTY.

19. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH MODIFYING EXISTING AND ESTABLISHING NEW POWER AND COMMUNICATIONS SERVICES FOR TRAFFIC SIGNAL, VIDEO DETECTION SYSTEMS AND/OR CCTV CAMERAS ON THIS PROJECT. IF A UTILITY TRANSFORMER IS REQUIRED FOR TRAFFIC SIGNAL EQUIPMENT, IT IS THE RESPONSIBLITY OF THE CONTRACTOR TO INCLUDE AS PART OF THEIR BID PRICE, FOR THAT TRAFFIC SIGNAL INSTALLATION IF THE RESPECTIVE UTILITY REQUIRES PAYMENT FOR INSTALLATION.

20. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL MONTHLY POWER AND COMMUNICATION SERVICE TO THE TRAFFIC SIGNAL INSTALLATION AND SUPPORT DEVICES, UNTIL THE NEW TRAFFIC SIGNAL INSTALLATION HAS SATISFACTORILY COMPLETED A TEST PERIOD OF UNINTERRUPTED OPERATION, FOR 30 DAYS. UPON COMPLETION OF THE TEST PERIOD, THE CONTRACTOR WILL COMPLETE A TRANSFER OF UTILITY COST TO THE COUNTY.

21. THE CONTRACTOR SHALL MAINTAIN EXISTING DETECTION THROUGHOUT THE DURATION OF THE PROJECT. EXISTING LOOPS THAT ARE REMOVED OR DESTROYED AS PART OF A CONSTRUCTION, REHABILITATION, OR MAINTENANCE PROJECT SHALL BE REPLACED AND RETURNED TO FULL OPERATION WITHIN THE FOLLOWING TIME FRAMES, BASED ON THE FOLLOWING ROUTE PRIORITIZATION RATING:

STATE ROUTE PRIORITIZATION RATING	LEFT-TURN DETECTION	MAINLINE / SIDE-STREET PRESENCE DETECTION	SET-BACK DETECTION
CRITICAL / HIGH	5 DAYS	5 DAYS	28 DAYS
MEDIUM	14 DAYS	14 DAYS	28 DAYS
LOW	28 DAYS	28 DAYS	28 DAYS

IF NOT FEASIBLE, OTHER FORMS OF DETECTION, SUCH AS RADAR OR VIDEO, MAY TEMPORARILY BE USED (WITHIN THE SAME TIME FRAMES), WITH COUNTY APPROVAL. THE OFFICE OF TRANSPORTATION DATA WILL PROVIDE THE PRIORITIZATION RATING OF THE STATE ROUTE. ALL COSTS ASSOCIATED WITH THE REPLACEMENT OF THE LOOPS DAMAGED DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

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

SEI SOUTHEASTERN ENGINEERING, INC.

REVISION DATES

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

SIGNAL PLANS

GENERAL NOTES
HUNTER TRAIL @ BELLS FERRY

DRAWING No. 27-0000

LEGEND - TRAFFIC SIGNALS

EXISTING

- CONTROLLER CABINET
- STRAIN POLE
- TIMBER POLE
- DOWN GUY
- MAST ARM
- STREET LIGHT
- 3 SECTION FACE
- 3 SECTION FACE W/BACKPLATE
- 4 SECTION FACE
- 4 SECTION FACE W/BACKPLATE
- 4/5 SECTION (CLUSTER/T-SHAPE) FACE
- 4/5 SECTION (CLUSTER/T-SHAPE) FACE W/BACKPLATE
- OVERHEAD SIGN
- PEDESTAL POLE
- PED SIGNAL FACE
- CURB CUT RAMP, ALL TYPE
- PULLBOX, (TYPE TO BE CALLED OUT) (PB)
- DIPOLE INDUCTANCE LOOP (SIZE TO BE CALLED OUT)
- QUADRUPOLE INDUCTANCE LOOP (SIZE TO BE CALLED OUT)
- VIRTUAL DETECTION ZONE (RADAR, VIDEO, ETC.)
- CONDUIT, ALL TYPE
- RAILROAD CONTROLLER
- SIGN POST
- RADAR DETECTION DEVICE
- MAGNETOMETER DETECTION DEVICE
- VIDEO DETECTION DEVICE

PROPOSED

- CONTROLLER CABINET
- STRAIN POLE
- TIMBER POLE
- DOWN GUY
- MAST ARM
- STREET LIGHT
- 3 SECTION FACE W/BACKPLATE
- 4 SECTION FACE W/BACKPLATE
- 4/5 SECTION (CLUSTER/T-SHAPE) FACE W/BACKPLATE
- OVERHEAD SIGN
- PEDESTAL POLE
- PED SIGNAL FACE
- CURB CUT RAMP, (TYPE TO BE CALLED OUT)
- PULLBOX, (TYPE TO BE CALLED OUT) (PB)
- DIPOLE INDUCTANCE LOOP (SIZE TO BE CALLED OUT)
- QUADRUPOLE INDUCTANCE LOOP (SIZE TO BE CALLED OUT)
- VIRTUAL DETECTION ZONE (RADAR, VIDEO, ETC.)
- CONDUIT, (TYPE TO BE CALLED OUT)
- CONDUIT, DIRECTIONAL BORE
- RAILROAD CONTROLLER CABINET
- SIGN POST
- RADAR DETECTION DEVICE
- MAGNETOMETER DETECTION DEVICE
- VIDEO DETECTION DEVICE

RELOCATED

- 3 SECTION FACE W/BACKPLATE
- 4 SECTION FACE W/BACKPLATE
- 4/5 SECTION (CLUSTER/T-SHAPE) FACE W/BACKPLATE
- PEDESTAL POLE
- PED SIGNAL FACE

AGENCY SPECIFIC

- PROPERTY LINE (℄)
- EXISTING R/W LINE (EXIST. R/W)
- REQUIRED R/W LINE (REQ'D R/W)
- CONSTRUCTION CUT LIMIT (-----C---------C)
- CONSTRUCTION FILL LIMIT (-----F---------F)
- EASEMENT FOR CONTRUCTION & 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. SENTITIVE AREA (SEE ERIT TABLE)

THE PURPOSE OF THE TRAFFIC SIGNAL DETAILS IS TO SHOW TYPICAL INSTALLATION REQUIREMENTS AND ARRANGEMENT OF MATERIALS, THE LIST OF EQUIPMENT ACTUALLY INCLUDED IN THE PROJECT IS PROVIDED IN THE CONTRACT.

SEI
SOUTHEASTERN ENGINEERING, INC.

REVISION DATES

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

SIGNAL PLANS

LEGEND
HUNTER TRAIL @ BELLS FERRY

DRAWING No. 27-0001

09/17/2015 GPLNOLD

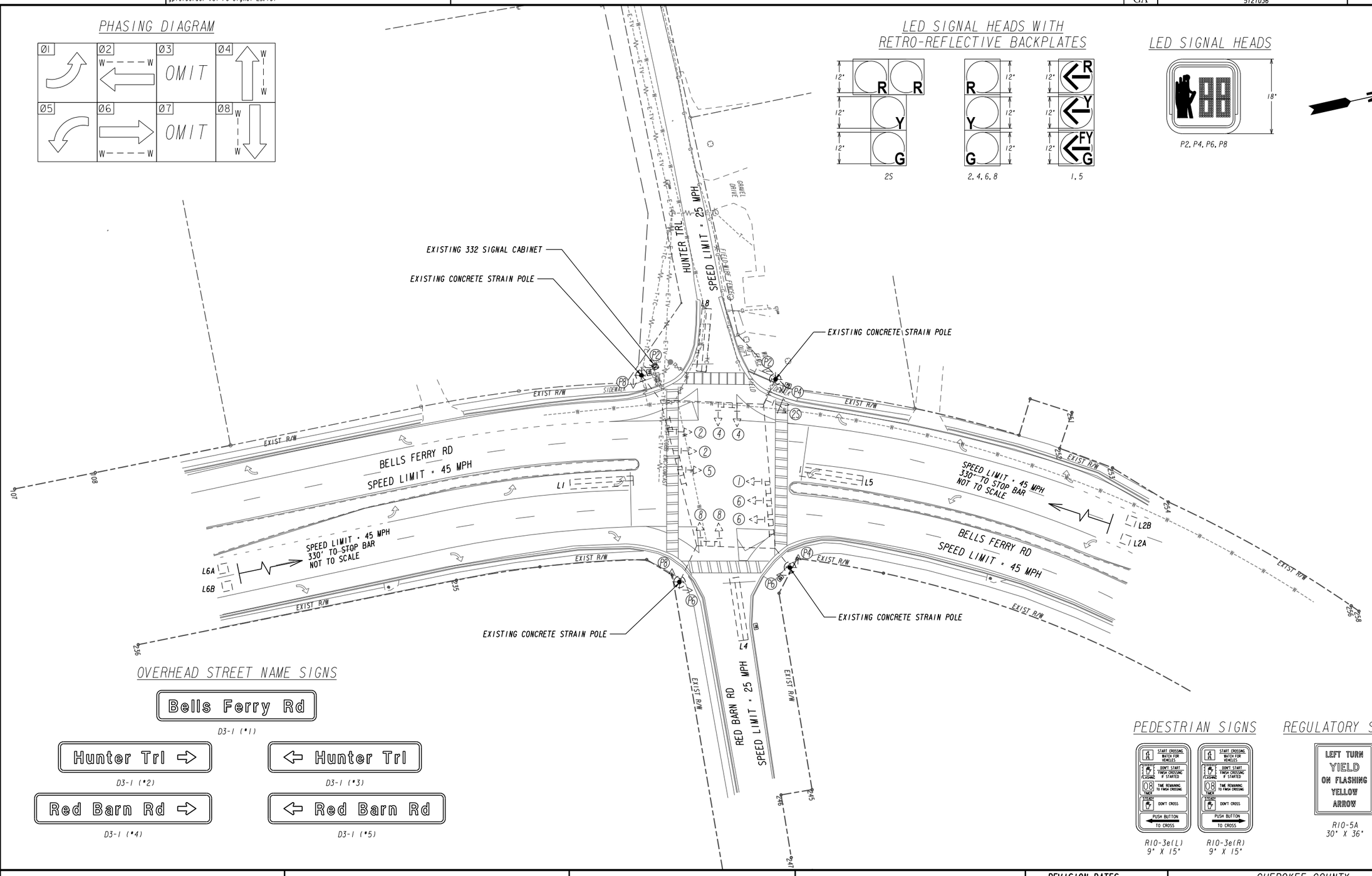
8/19/2022	9:08:57 AM	GPLOT-V8	5121036_27-0002.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
mklmberly		gplotborder-V81-PO-signal-25.tbl		GA	5121036		

PHASING DIAGRAM

LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACKPLATES

LED SIGNAL HEADS

P2, P4, P6, P8



OVERHEAD STREET NAME SIGNS

PEDESTRIAN SIGNS

R10-3e(L)
9" X 15"

R10-3e(R)
9" X 15"

REGULATORY SIGNS

R10-5A
30" X 36"

SIGNAL LEGEND

- PROPOSED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED 5-SECTION (CLUSTER) SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

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

SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 30 60 120

REVISION DATES		

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION

OFFICE:

SIGNAL PLANS

HUNTER TRAIL @ BELLS FERRY
EXISTING CONDITIONS

DRAWING No. 27-0002

09/17/2015 GPLNOLD

8/19/2022 9:09:05 AM mklmberly	GPLOT-V8 gplotborder-V81-PO-signal-25.tbl	5121036_27-0003.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			GA	5121036		

PHASING DIAGRAM

INSTALL:
PULL BOX, TP 2
CONDUIT, NONMETAL, TYPE 3
2", 2 @ 25 LF EACH (50 LF)

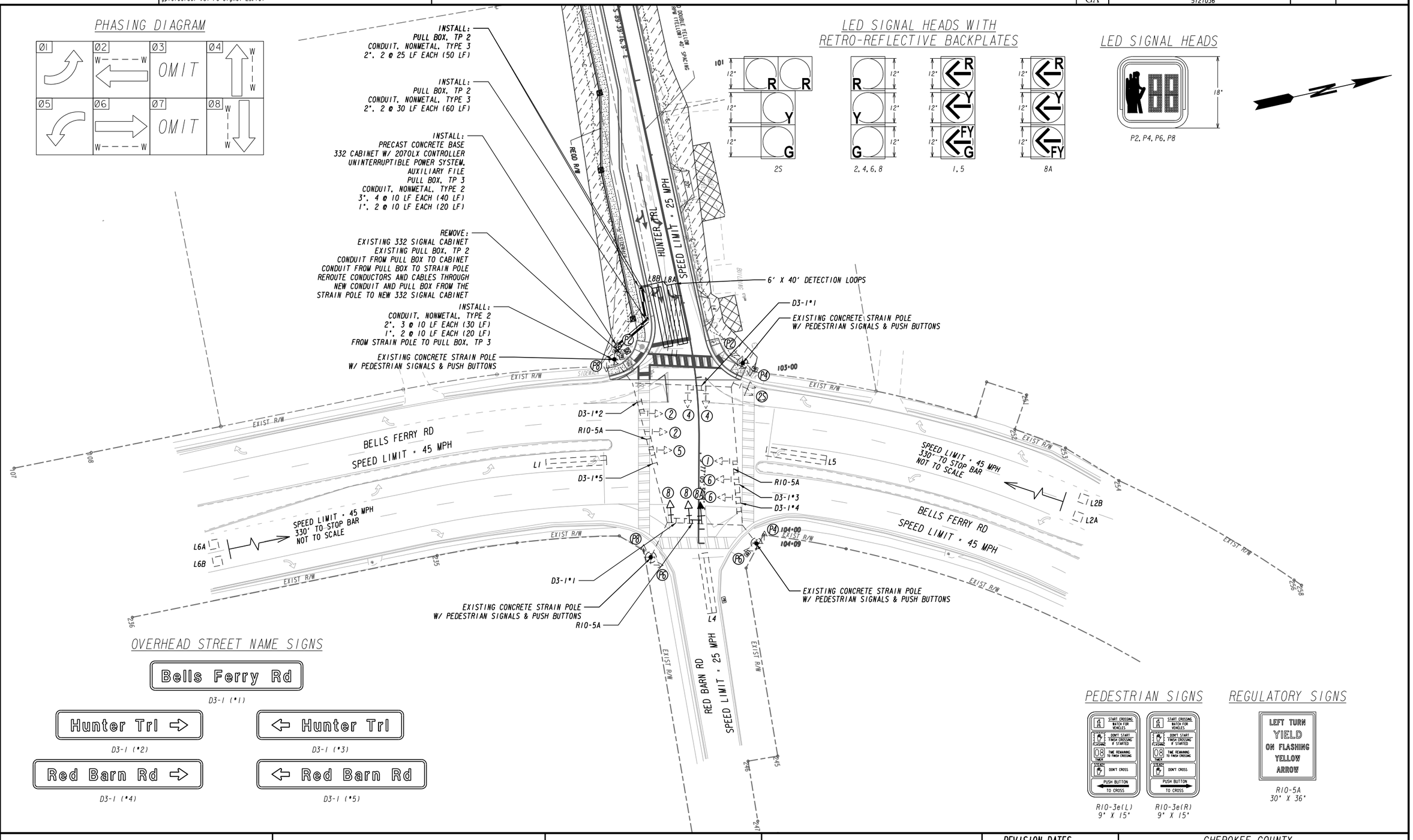
INSTALL:
PULL BOX, TP 2
CONDUIT, NONMETAL, TYPE 3
2", 2 @ 30 LF EACH (60 LF)

INSTALL:
PRECAST CONCRETE BASE
332 CABINET W/ 2070LX CONTROLLER
UNINTERRUPTIBLE POWER SYSTEM,
AUXILIARY FILE
PULL BOX, TP 3
CONDUIT, NONMETAL, TYPE 2
3", 4 @ 10 LF EACH (40 LF)
1", 2 @ 10 LF EACH (20 LF)

REMOVE:
EXISTING 332 SIGNAL CABINET
EXISTING PULL BOX, TP 2
CONDUIT FROM PULL BOX TO CABINET
CONDUIT FROM PULL BOX TO STRAIN POLE
REROUTE CONDUCTORS AND CABLES THROUGH
NEW CONDUIT AND PULL BOX FROM THE
STRAIN POLE TO NEW 332 SIGNAL CABINET

INSTALL:
CONDUIT, NONMETAL, TYPE 2
2", 3 @ 10 LF EACH (30 LF)
1", 2 @ 10 LF EACH (20 LF)
FROM STRAIN POLE TO PULL BOX, TP 3

EXISTING CONCRETE STRAIN POLE
W/ PEDESTRIAN SIGNALS & PUSH BUTTONS



LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACKPLATES

2S | 2, 4, 6, 8 | 1, 5 | 8A

LED SIGNAL HEADS

P2, P4, P6, P8

OVERHEAD STREET NAME SIGNS

PEDESTRIAN SIGNS

R10-3e(L) 9" X 15" | R10-3e(R) 9" X 15"

REGULATORY SIGNS

R10-5A 30" X 36"

SIGNAL LEGEND
- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- PROPOSED 5-SECTION (CLUSTER) SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

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

SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 30 60 120

REVISION DATES		

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

SIGNAL PLANS

HUNTER TRAIL @ BELLS FERRY
PROPOSED CONDITIONS

DRAWING No. 27-0003

09/17/2015 GPLWOLD

INTERSECTION OF BELLS FERRY ROAD & HUNTER TRAIL / RED BARN ROAD

LIST OF MATERIALS

MATERIALS	UNIT	QUANTITY
CONTROL CABINET ASSEMBLIES		
A. CONTROLLER UNIT, MODEL 2070LX	EACH	1
B. CABINET ASSEMBLY, MODEL 332	EACH	1
C. SWITCH PACK	EACH	13
D. DC ISOLATOR	EACH	3
E. 2018 Conflict Monitor – KCLip (Datakey and Ethernet Port)	EACH	1
F. AUXILIARY OUTPUT FILE	EACH	1
G. LOOP DETECTOR, 2 CHANNEL	EACH	6
H. POWER DISCONNECT BOX	EACH	1
UNINTERRUPTIBLE POWER SYSTEM - INTERNAL MOUNTED, CABINET (PER GDOT SPECS)	EACH	1
332 PREFABRICATED CONTROLLER CABINET BASE	EACH	1
PC642-200 (OR EQUIVALENT), SURGE PROTECTOR	EACH	1
LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT)		
A. 3 PAIR, 18 AWG	REEL	1
SIGNAL CABLE (14 AWG)		
A. 7 CONDUCTOR PER 1000 FT	REEL	1
LOOP DETECTOR WIRE (14 AWG, STRANDED/1000 FT)	REEL	1
3-SECTION, 12" SIGNAL HEAD LED (FYA PERMISSIVE) - YELLOW HOUSING WITH BLACK FRONT, PLASTIC	EACH	1
BACKPLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK WITH RETROREFLECTIVE STRIP	EACH	1
HARDWARE FOR SPAN WIRE MOUNTING	EACH	1
PULLBOX, TP2	EACH	2
PULLBOX, TP3	EACH	1
CONDUIT, NONMETAL, TP2, 1"	LF	40
CONDUIT, NONMETAL, TP2, 2"	LF	30
CONDUIT, NONMETAL, TP2, 3"	LF	40
CONDUIT, NONMETAL, TP3, 2"	LF	110
SIGN, R10-5A (30" X 36")	EACH	1
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATIONS	LUMP	LUMP

NOTE: CONTRACTOR TO COORDINATE WITH CHEROKEE COUNTY TO ENSURE SIGNAL HARDWARE COMPLIES WITH CHEROKEE COUNTY STANDARDS.

PAY ITEMS

PAY ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
647-1000	TRAFFIC SIGNAL INSTALLATION #1	LUMP	LUMP

NOTES

LIST OF MATERIALS IS FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL MATERIALS AND QUANTITIES REQUIRED FOR INSTALLATION.

332 CABINET INPUT ASSIGNMENT

SLOT		I	2	3	4	5	6	7	8	9	I0	II	I2	I3	I4
UPPER INPUT FILE															
	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD	2-CH	2-CH				2-CH						DC ISO	DC ISO	DC ISO
CHANNEL 1	CI PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
	FUNCTION	L1	L2A				L4						Ø2 PED	Ø6 PED	FLASH
	FIELD TERM	TB2 1,2	TB2 5,6	TB2 9,10	TB4 1,2	TB4 5,6	TB4 9,10	TB6 1,2	TB6 5,6	TB6 9,10			TB8 4,6	TB8 7,9	N/C
CHANNEL 2	CI PIN	56	43	76	47	58	45	78	49	62		53	69	70	82
	FUNCTION		L2B										Ø4 PED	Ø8 PED	STOP TIME
	FIELD TERM	TB2 3,4	TB2 7,8	TB2 11,12	TB4 3,4	TB4 7,8	TB4 11,12	TB6 3,4	TB6 7,8	TB6 11,12			TB8 5,6	TB8 8,9	N/C
LOWER INPUT FILE															
	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD	2-CH	2-CH				2-CH								
CHANNEL 1	CI PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
	FUNCTION	L5	L6A				L8A								
	FIELD TERM	TB3 1,2	TB3 5,6	TB3 9,10	TB5 1,2	TB5 5,6	TB5 9,10	TB7 1,2	TB7 5,6	TB7 9,10			TB9 4,6	TB9 7,9	TB9 10,12
CHANNEL 2	CI PIN	55	44	77	48	57	46	79	50	61		75	73	74	52
	FUNCTION		L6B				L8B								
	FIELD TERM	TB3 3,4	TB3 7,8	TB3 11,12	TB5 3,4	TB5 7,8	TB5 11,12	TB7 3,4	TB7 7,8	TB7 11,12			TB9 5,6	TB9 8,9	TB9 11,12

SOUTHEASTERN ENGINEERING, INC.

REVISION DATES

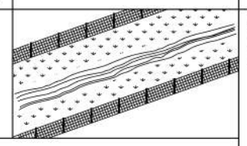
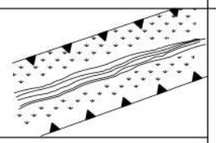
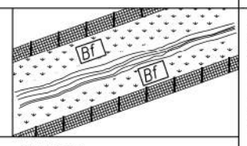
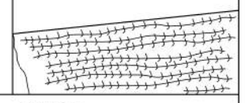
CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION

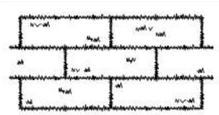
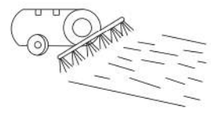
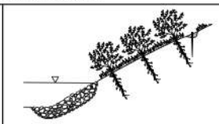
OFFICE:

SIGNAL PLANS

HUNTER TRAIL @ BELLS FERRY
LIST OF MATERIALS

DRAWING No. 27-0004

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

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. 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 Fl-Co POLYACRYLAMIDE	
Sb	STREAMBANK STABILIZATION SECTION 702		STREAMBANK STABILIZATION IS THE USE OF READILY AVAILABLE NATIVE PLANT MATERIALS TO MAINTAIN AND ENHANCE STREAMBANKS, OR TO PREVENT, OR RESTORE AND REPAIR SMALL STREAMBANK EROSION PROBLEMS. STREAMBANK STABILIZATION AREAS SHOULD BE SHOWN ON THE PLANS WHEN APPLICABLE TO THE PROJECT. REFER TO THE PROJECT'S STREAM AND STREAM BUFFER MITIGATION PLANS FOR PLANT SPECIES, LOCATIONS, AND OTHER PLANTING DETAILS.
		PATTERN	

NOTE:

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

GDOT

NO SCALE

REVISION DATES

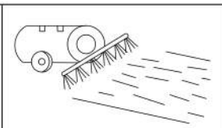
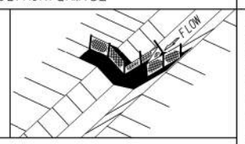
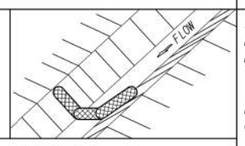
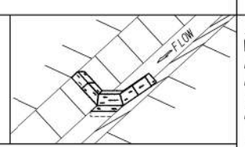
EROSION CONTROL LEGEND

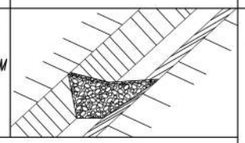
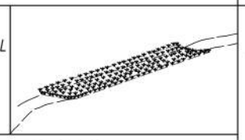
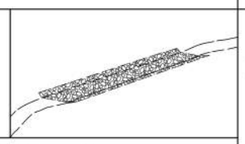
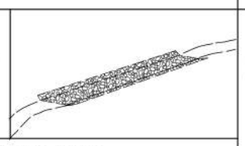
UNIFORM CODE SHEET

SHEET 1 OF 7

CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 52-001

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ss	SLOPE STABILIZATION CONSTRUCTION DETAIL D-35 SECTION 716	 PATTERN 	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.
Tac	TACKIFIERS SECTION 163, 700, 895	 SYMBOL Tac POLYACRYLAMIDE	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.
Cd-F	FABRIC CHECK DAM CONSTRUCTION DETAIL D-24D SECTION 171	 SYMBOL Cd-F	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.
Cd-Fs	COMPOST FILTER SOCK CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163	 SYMBOL Cd-Fs	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.
Cd-Hb	BALED STRAW CHECK DAM CONSTRUCTION DETAIL D-52 SECTION 163	 SYMBOL Cd-Hb	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.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Cd-S	STONE CHECK DAM OR SANDBAG CHECK DAM GA. STD 1031 SECTION 163, 603	 SYMBOL Cd-S	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.
Ch-1	VEGETATED CHANNEL STABILIZATION SECTION 700	 LINE CODE 	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.
Ch-2R1	CHANNEL STABILIZATION RIP-RAP, TYPE 1 CONSTRUCTION DETAIL D-49 SECTION 603	 LINE CODE 	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.
Ch-2R3	CHANNEL STABILIZATION RIP-RAP, TYPE 3 CONSTRUCTION DETAIL D-49 SECTION 603	 LINE CODE 	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.

NOTE:

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

NO SCALE

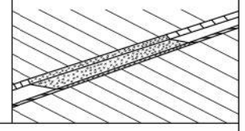
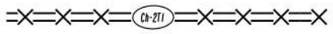
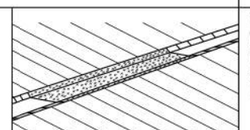
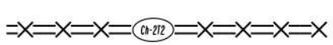
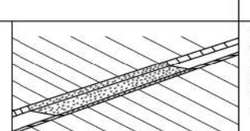
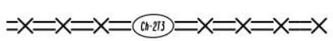
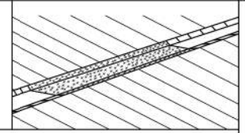
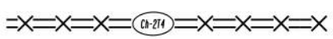
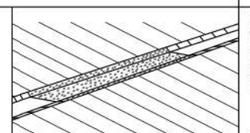
REVISION DATES

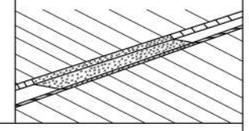
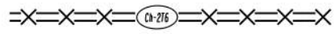
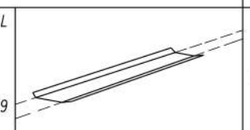
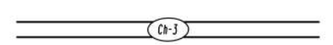
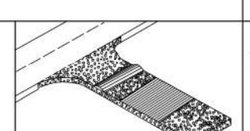
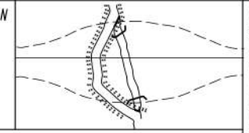
EROSION CONTROL LEGEND

UNIFORM CODE SHEET

SHEET 2 OF 7

CHECKED:	D. EAGLETON	DATE: 01/01/16	DRAWING No.
BACKCHECKED:		DATE:	52-002
CORRECTED:		DATE:	
VERIFIED:		DATE:	

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T1	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	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.
Ch-2T2	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	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.
Ch-2T3	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	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.
Ch-2T4	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	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.
Ch-2T5	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE	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.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Ch-2T6	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711	 LINE CODE 	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.
Ch-3	CONCRETE CHANNEL STABILIZATION CONSTRUCTION DETAIL D-10, D-49 SECTION 441	 LINE CODE 	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.
Co	CONSTRUCTION EXIT CONSTRUCTION DETAIL D-41 SECTION 163, 800	 SYMBOL	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.
Dc-A	STREAM DIVERSION CHANNEL GEOTEXTILE, POLYETHYLENE FILM SECTION 163	 LINE CODE	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 Sdl-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.

NOTE:

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

GDOT

NO SCALE

REVISION DATES

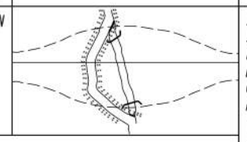
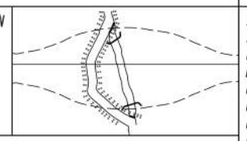
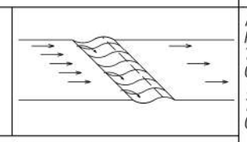
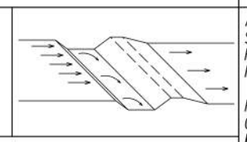
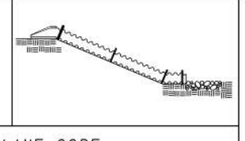
EROSION CONTROL LEGEND

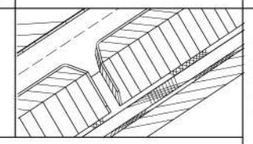
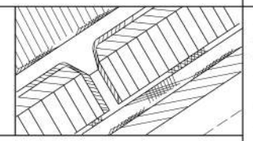
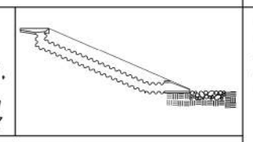
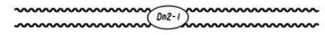
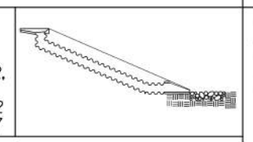
UNIFORM CODE SHEET

SHEET 3 OF 7

CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 52-003

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 Sdl-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 Sdl-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 "Dnl"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		
Dnl	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:

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

GDOT

NO SCALE

REVISION DATES

EROSION CONTROL LEGEND

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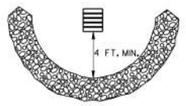
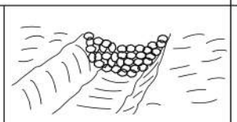
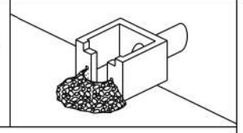
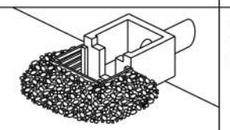
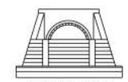
DRAWING No. 52-004

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: Fr		
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		
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: Rd-B		
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: Rp		
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: Rt-P		

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-B		
Rt-Sg1 Rt-Sg2 Rt-Sg3	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: Rt-Sg1, Rt-Sg2, Rt-Sg3		
Sdl-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: A — A — A — Sdl-NS — A — A — A		
Sdl-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: C — C — C — Sdl-S — C — C — C		

NOTE:

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

NO SCALE

REVISION DATES

EROSION CONTROL LEGEND

UNIFORM CODE SHEET

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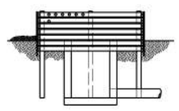
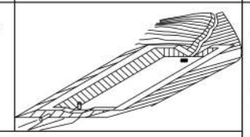
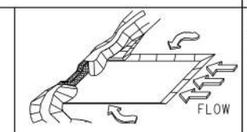
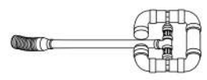
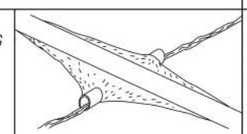
DRAWING No. 52-005

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

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

NOTE:

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

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REVISION DATES

EROSION CONTROL LEGEND

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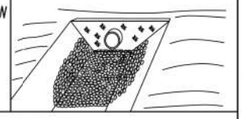
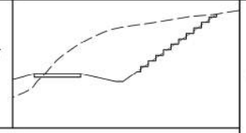
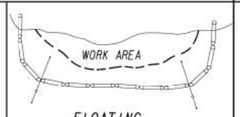
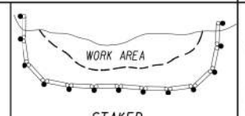
DRAWING No. 52-006

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
St	STORM DRAIN OUTLET PROTECTION GA. STD. 1125 & 2332	 SYMBOL St	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.
St-Rp	STORM DRAIN OUTLET PROTECTION (RIP-RAP) CONSTRUCTION DETAIL D-55 SECTION 603	 PATTERN FLAT AREA St-Rp OR St-Rp WELL-DEFINED CHANNEL	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.
Su	SURFACE ROUGHENING SERRATED SLOPES CONSTRUCTION DETAIL S-7 SECTION 205	 LINE CODE Su	PROVIDING A ROUGH SOIL SURFACE WITH HORIZONTAL DEPRESSIONS, BY OPERATING A CLEATED DOZER ON THE SLOPE IN A VERTICAL DIRECTION. CREATING SERRATED SLOPES IN THE GRADING PROCESS TO CONSTRUCT BENCHES WILL REDUCE RUNOFF VELOCITY AND INCREASE INFILTRATION OF WATER. IN MOST CASES THIS BMP IS NOT REQUIRED TO BE SHOWN ON THE PLANS, BUT REQUIRED TO BE COMPLETED BY THE CONTRACTOR UNDER ALL PROJECTS. IF SERRATED SLOPES ARE SPECIFIED BY THE SOIL SURVEY, THEN THIS BMP SHALL BE SHOWN ON THE PLANS WHERE SERRATED SLOPES ARE TO BE USED.
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170	 WORK AREA FLOATING LINE CODE Tc-F	A FLOATING TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED WHERE CONSTRUCTION IS REQUIRED IN A LARGE BODY OF WATER SUCH AS LAKES AND RIVERS. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY ALSO BE REFERRED TO AS A FLOATING BOOM, SILT BARRIER, OR SILT CURTAIN.
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170	 WORK AREA STAKED LINE CODE Tc-S	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.

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
		SYMBOL	

NOTE:

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

GDOT

NO SCALE

REVISION DATES

EROSION CONTROL LEGEND

UNIFORM CODE SHEET

SHEET 7 OF 7

CHECKED:	D. EAGLETON	DATE:	01/01/16
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 52-007

BEGIN CONSTRUCTION
BEGIN FULL DEPTH PAVEMENT
HUNTER TRAIL
STA. 100+35.21
N 1490309.6358
E 2170232.3503

POB 100+00.00

1 N/F DEBBIE NEISESS

3 N/F BJ BELLS FERRY INVESTMENT LLC

2 N/F WORLEY, JAMES R

N/F MILLENNIUM PARTNERS, INC

HUNTER TRAIL CONST ℄
S 89°39'18.9" E

EXIST R/W
EXISTING 30' POWER EASEMENT
REQD R/W

100+00 | 101+00 | 102+00 | 103+00 P.I. 103+03.72

P.C. 102+65.20

END CONSTRUCTION
HUNTER TRAIL
STA. 103+14.97
N 1490304.4181
E 2170511.9133

P.T. 103+41.94

S 77°05'32.8" E

104+00 | 104+09 | 104+09.36

L.L.L. 1116 (APPROXIMATE)
L.L.L. 1117 (APPROXIMATE)
L.L.L. 1118 (APPROXIMATE)
L.L.L. 1117 (APPROXIMATE)

HUNTER RD
GRAVEL PARKING LOT
GRAVEL DRIVE
BELLS FERRY RD
RED BARN RD
SIDEWALK
CONC.
CURB & GUTTER
CAB
CONCRETE
EXIST R/W

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

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

SEI
SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 20 40 80

REVISION DATES

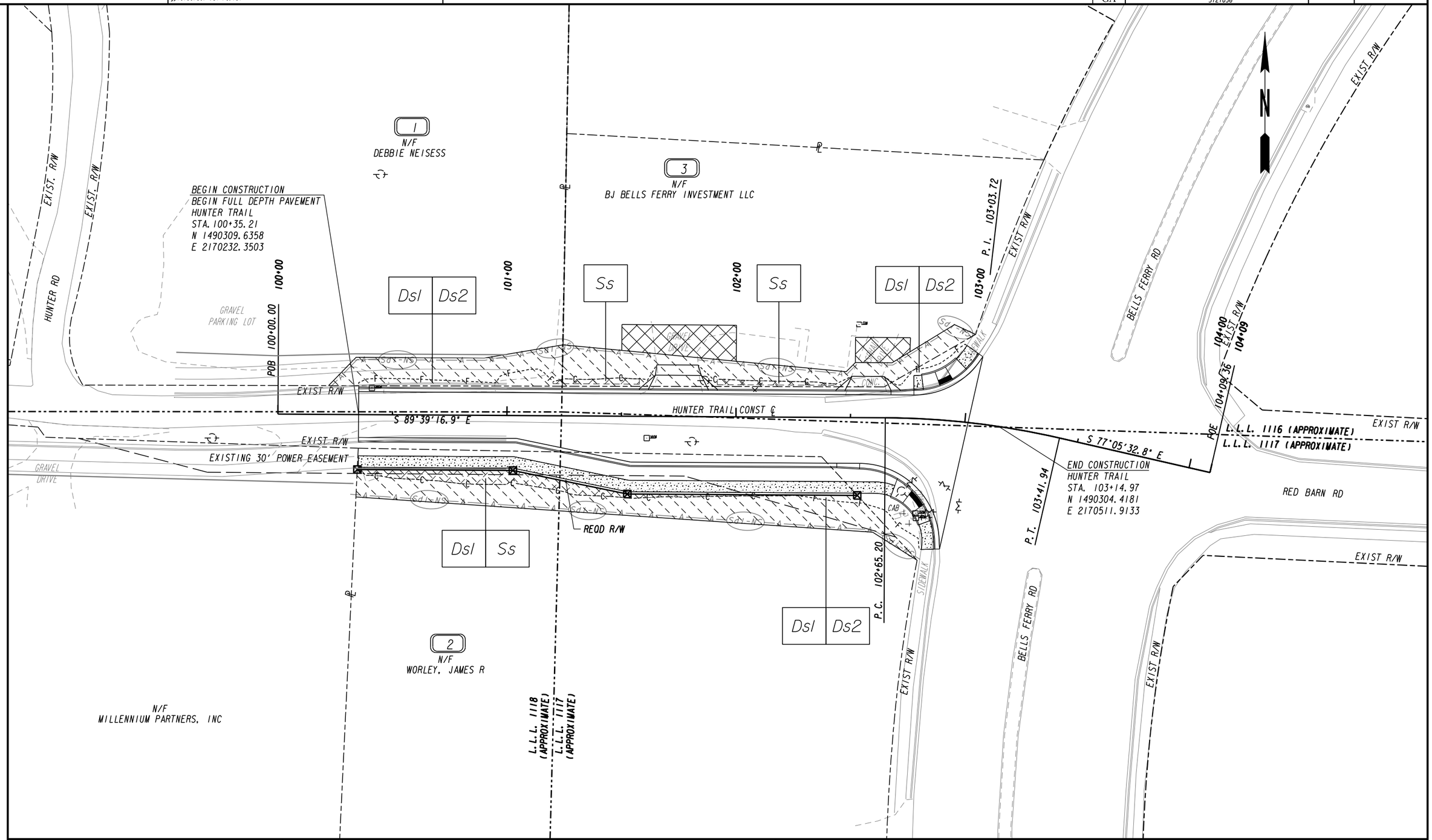
CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

BMP LOCATION DETAILS

HUNTER TRAIL @ BELLS FERRY
INITIAL PHASE

DRAWING No. 54-0001

09/17/2015 GPLNOLD



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

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

SEI
SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 20 40 80

REVISION DATES		

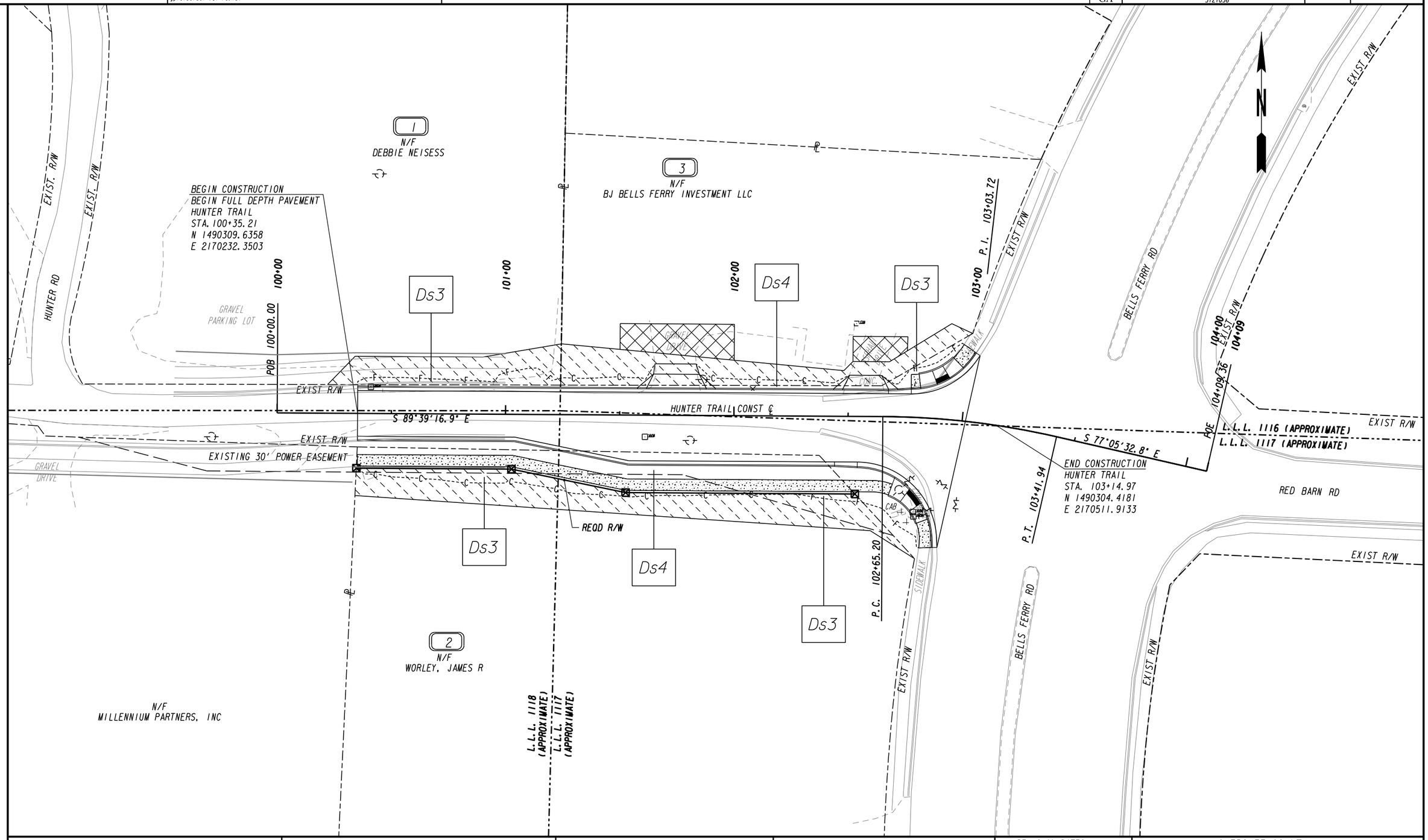
CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

BMP LOCATION DETAILS

HUNTER TRAIL @ BELLS FERRY
INTERMEDIATE PHASE

DRAWING No. 54-0002

09/17/2015 GPLNOLD



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

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

SEI
SOUTHEASTERN ENGINEERING, INC.

SCALE IN FEET
0 20 40 80

REVISION DATES

CHEROKEE COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE:

BMP LOCATION DETAILS

HUNTER TRAIL @ BELLS FERRY
FINAL PHASE

DRAWING No. 54-0003

09/17/2015 GPLNOLD