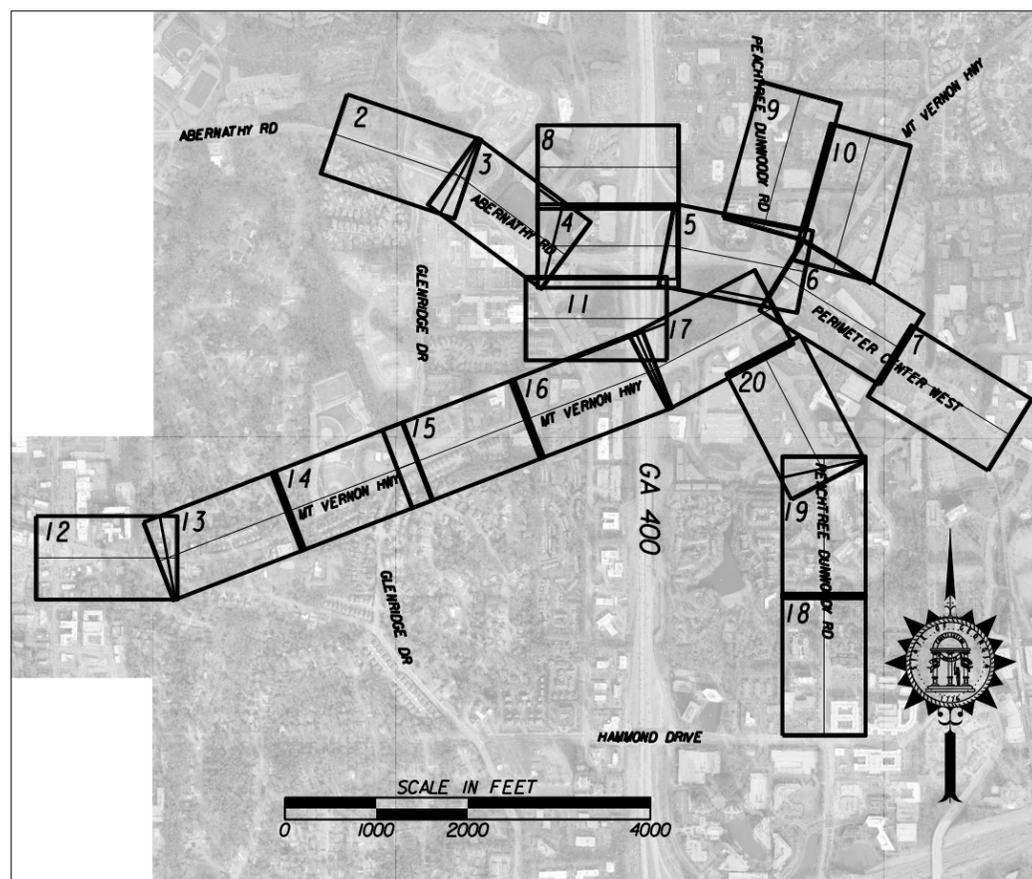


LOCATION SKETCH

CITY OF SANDY SPRINGS DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED SANDY SPRINGS ATMS PHASE 4 ITS SYSTEM EXPANSION AT 20 INTERSECTIONS IN SANDY SPRINGS

SHEET LAYOUT (28-00XX)



PROJECT DESCRIPTION

The Abernathy-Mt.Vernon-Peachtree Dunwoody ATMS project will add the system detection needed to expand an adaptive traffic signal control system to include an additional 20 Intersections along 5 major corridors in the Perimeter Center region. While the project includes the necessary equipment and software needed to implement adaptive signal management, including vehicle count stations and detection, the intersection upgrades will be limited only to the controller equipment needed to operate the adaptive signal control application. It is expected that this work will all be conducted within right-of-way limits. This project will include the necessary hardware and software components and software licensing, equipment calibration, and training.

THIS PROJECT IS 100% IN FULTON (121) COUNTY AND IS 100% IN CONG.DIST.NO.6

PROJECT DESIGNATION:
DESIGNED IN ENGLISH UNITS.

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.

THIS PROJECT HAS BEEN PREPARED USING GIS DATA OBTAINED FROM THE CITY OF SANDY SPRINGS AND FULTON COUNTY, AND AERIAL ORTHOGRAPHIC IMAGERY FROM THE CITY OF SANDY SPRINGS.

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 PUBLIC WORKS IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.



WSP USA Inc.
3340 PEACHTREE RD NE
SUITE 2400, TOWER PLACE 100
ATLANTA, GA 30326
TEL: 404-237-2115
FAX: 404-237-3015

PREPARED BY: _____

DESIGN

RECOMMENDED FOR SUBMISSION BY: _____

PROJECT MANAGER

CITY OF SANDY SPRINGS
DEPARTMENT OF PUBLIC WORKS
1 GALAMBOS WAY
SANDY SPRINGS, GA 30328
PHONE: (770) 730-5600



DATE	
PLANS COMPLETED	06-14-2019
REVISIONS	

GENERAL NOTES

1. ALL TYPICAL REPEATERS AND SENSORS SHALL BE LONG-LIFE.
2. 20' MOUNTING HEIGHT CALLED OUT IS THE TYPICAL MINIMUM MOUNTING HEIGHT. CONTRACTOR SHALL FIELD-DETERMINE FINAL MOUNTING HEIGHT BASED ON THE ATTACHMENT HEIGHTS OF OTHER UTILITIES ON POLES AND TO PROVIDE CLEAR LINE-OF-SIGHT AND EFFECTIVE RADIO TRANSMISSIONS FOR REPEATER AND RADIO DEVICES.
3. WIRELESS MAGNETOMETERS MUST BE INSTALLED IN THE DIRECTION OF TRAFFIC. FOLLOW ALL MANUFACTURER'S RECOMMENDATIONS AND INSTRUCTIONS FOR INSTALLATION.
4. FOR SENSORS LOCATED NEAR THE CROSSWALKS, (FILTER LOOPS), INSTALL THE SENSOR SUCH THAT THE AVERAGE VEHICLE WILL TRAVEL OVER THE SENSOR, IN THE CENTER OF VEHICLES TRAVELED PATH, NOT NECESSARILY THE GEOMETRIC CENTER OF THE LANE. OIL STAINS (IF VISUALLY PRESENT ON THE PAVEMENT) TEND TO BE A VERY RELIABLE INDICATOR OF THE AVERAGE VEHICLE PATH AROUND TURNS.
5. CONTRACTOR SHALL TRIM TREE AND SHRUB BRANCHES WITHIN RIGHT-OF-WAY AS NEEDED TO PROVIDE CLEAR LINE-OF-SIGHT AND EFFECTIVE RADIO TRANSMISSIONS FOR REPEATER AND RADIO DEVICES. COST SHALL BE INCLUDED IN THE CONTRACTOR'S OVERALL BID PRICE AND WILL NOT BE PAID FOR SEPARATELY.
6. PROPOSED BREAKAWAY FIBERGLASS POLES SHALL BE OFFSET A MINIMUM OF 6' FROM THE FACE OF CURB, AND BEHIND THE SIDEWALK WITHIN RIGHT-OF-WAY WHERE THE CURB IS DIRECTLY ADJACENT TO THE SIDEWALK.

SANDY SPRINGS ITS GENERAL NOTES

1. TO OBTAIN GDOT HIGHWAY PLANS, LIGHTING PLANS, ITS PLANS, INTERCHANGE PLANS, UTILITY PLANS, ETC. THE CONTRACTOR SHALL CONTACT THE CITY OF SANDY SPRINGS PROJECT MANAGER AT (770) 730-5600.
2. EXISTING INDUCTIVE LOOPS OR LEAD-IN WIRES THAT ARE CUT, DAMAGED, OR DESTROYED SHALL NOT BE REPAIRED BY SPLICING. ALL LOOPS OR LEAD-IN WIRES THAT ARE CUT, DAMAGED, OR DESTROYED SHALL BE REPLACED ENTIRELY WITHIN TWO WEEKS AT NO ADDITIONAL COST TO THE CITY. ANY EXISTING INDUCTIVE LOOPS SHOWN ON THE PLANS ARE FOR INFORMATION ONLY.
3. THE CONTRACTOR SHALL REPAIR ANY EXISTING CONDUIT, CABLE, OR PIPE THAT IS DAMAGED BY ANY WORK PERFORMED AS PART OF THIS PROJECT WITHIN 24 HOURS, AT NO ADDITIONAL COST TO THE CITY.
4. THE CONTRACTOR SHALL REPLACE IN LIKE KIND AND SIZE, AT NO ADDITIONAL COST TO THE CITY, ANY PAVEMENT MARKINGS, BARRIER WALL, FENCE, DITCH PAVING, CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGNS, GUARDRAIL, LANDSCAPING (IN ACCORDANCE WITH GEORGIA SPECIFICATIONS SECTION 702), GRASSING (IN ACCORDANCE WITH GEORGIA SPECIFICATIONS SECTION 700), UTILITY SERVICE LINES, STORM DRAIN PIPES, RUMBLE STRIPS, ROADWAY, AND ANY RETAINING WALLS THAT ARE DAMAGED OR DESTROYED BY ANY WORK PERFORMED AS PART OF THIS PROJECT. THE CONTRACTOR WILL NOT BE REQUIRED TO MAINTAIN LANDSCAPING AS SPECIFIED IN SECTION 702.3.07 OF THE GEORGIA SPECIFICATIONS.

SANDY SPRINGS ITS GENERAL NOTES (CONTINUED)

5. FIBERGLASS OR RIGID STEEL CONDUIT SHALL BE USED AT ALL EXPOSED CONDUIT LOCATIONS.
6. 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.
7. NO NOTICE OF INTENT IS REQUIRED FOR THIS PROJECT.
8. CABINETS, CAMERAS, CONTROLLERS AND OTHER ELECTRONIC DEVICES THAT ARE REMOVED AS PART OF THIS PROJECT SHALL BE RETURNED TO THE CITY OF SANDY SPRINGS AT 7477 TROWBRIDGE RD, SANDY SPRINGS, GA 30350 AT NO ADDITIONAL COST TO THE CITY. THE CONTRACTOR SHALL CALL THE CITY SIGNAL ENGINEER, BILL ANDREWS AT (770) 206-2525 AT LEAST 72 HOURS IN ADVANCE TO ARRANGE DELIVERY OF THESE COMPONENTS.
9. CONDUIT UNDER RAMPS AND ROADWAYS SHALL BE INSTALLED BY DIRECTIONAL BORING, UNLESS NOTED OTHERWISE ON THE PLANS.

UTILITIES GENERAL NOTES

1. THE EXISTING CITY OF SANDY SPRINGS UTILITIES SHOWN IN THESE PLANS ARE APPROXIMATE AND ARE FOR INFORMATIONAL PURPOSES ONLY. THEY ARE COMPILED FROM CITY OF SANDY SPRINGS' GIS DATABASE AND OTHER PROJECTS IN PRELIMINARY ENGINEERING, THEREFORE ACCURACY AND COMPLETENESS CAN NOT BE GUARANTEED. THE CONTRACTOR SHALL CALL 811 AND FIELD VERIFY THE LOCATION OF THE EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL REVIEW AND COMPLY WITH THE AGREEMENT BETWEEN THE CITY OF SANDY SPRINGS AND GEORGIA POWER REGARDING MAKE-READY WORK REQUIRED TO PREPARE UTILITY POLES FOR FIBER OPTIC COMMUNICATION CABLE ATTACHMENTS ON MT. VERNON HIGHWAY (PERMIT *326196.1). ALL MESSENGER CABLES AND DOWN GUYS INSTALLED SHALL BE BONDED TO POLE GROUND. QUANTITY ESTIMATES FOR STEEL STRAND MESSENGER CABLE AND GUY WIRES AND ANCHORS ARE INCLUDED IN THE MATERIALS LIST ON SHEET 06-0001.
3. SANDY SPRINGS UTILITY PERMITS ARE REQUIRED FOR WORK IN THE PUBLIC RIGHT-OF-WAY. NO CHARGE IS ASSESSED TO CONTRACTORS ENGAGED IN CITY PROJECTS.



REVISION DATES

NO.	DATE	DESCRIPTION

GENERAL NOTES

SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	04-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

EXISTING UTILITIES

- WATER VALVE
- WATER METER
- FIRE HYDRANT
- ELECTRIC (QL-B)
- ELECTRIC (UNDERGROUND)
- ELECTRIC (OVERHEAD)
- TELECOMMUNICATIONS (QL-B)
- WATER (QL-B)
- GAS (QL-B)
- RETIRED GAS
- TRAFFIC CONTROL (QL-B)
- SANITARY SEWER (QL-C)
- AERIAL FIBER
- UNDERGROUND FIBER IN CONDUIT
- AERIAL SPLICE ENCLOSURE
- UTILITY POLE/GUY POLE
- TRAFFIC BOX
- TELECOMMUNICATIONS BOX
- WATER MANHOLE
- CATCH BASIN
- DROP INLET
- WATER BOX
- STORM SEWER MANHOLE
- HEADWALL
- PIPE
- STREAM
- DITCH
- LAKE

EXISTING EQUIPMENT

- CONTROLLER CABINET
- CONTROLLER CABINET WITH BBU
- STRAIN POLE
- JOINT-USE, SIGNAL, OR FIBERGLASS POLE
- LIGHT POLE
- MAST ARM
- LUMINAIRE ARM
- PULLBOXES
- CONDUIT
- WIRELESS MAGNETOMETER
- SPP RADIO OR REPEATER
- OVERHEAD SIGN
- TRAFFIC SIGNAL SPAN WIRE
- SIGNAL HEADS
- PEDESTRIAN SIGNAL HEAD
- VIDEO DETECTION

PROPOSED EQUIPMENT

- PULLBOX, TYPE 2
- PULLBOX, TYPE 3
- PULLBOX, TYPE 4
- CONDUIT
- WIRELESS MAGNETOMETER
- SPP RADIO OR REPEATER
- 1/4" STEEL STRAND CABLE
- BLACK FIBERGLASS POLE
- BLACK FIBERGLASS MAST ARM
- DIRECTIONAL BORE, CONDUIT AND FIBER
- AERIAL FIBER
- AERIAL SPLICE ENCLOSURE
- FIBER OPTIC SNOWSHOES
- SPP RADIO OR REPEATER SIGNAL ENVELOPE
- DOWN GUY AND ANCHOR ASSEMBLY

RIGHT-OF-WAY LEGEND

- PROPERTY AND EXISTING R/W LINE



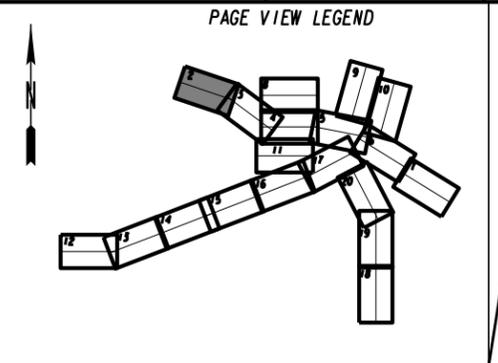
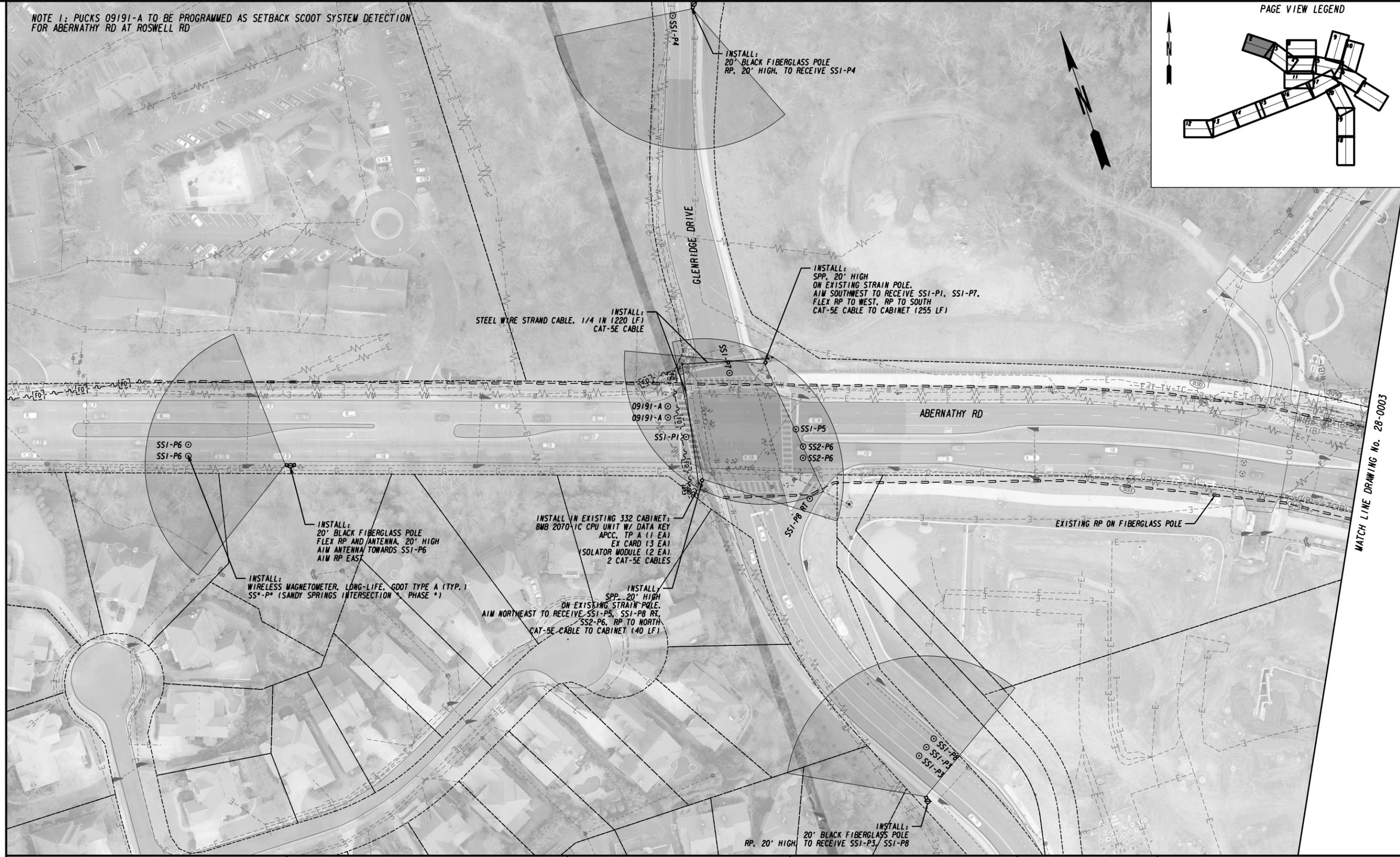
REVISION DATES		

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

LEGEND

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

NOTE 1: PUCKS 09191-A TO BE PROGRAMMED AS SETBACK SCOOT SYSTEM DETECTION FOR ABERNATHY RD AT ROSWELL RD



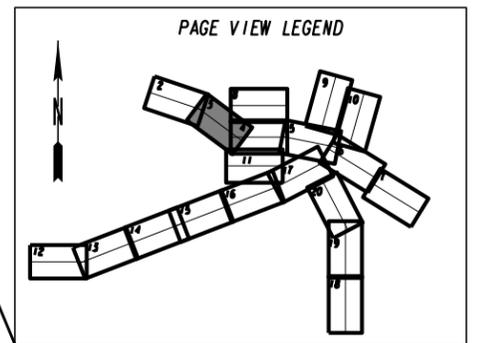
MATCH LINE DRAWING No. 28-0003



REVISION DATES

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	



MATCH LINE DRAWING No. 28-0002

MATCH LINE DRAWING No. 28-0008

MATCH LINE DRAWING No. 28-0004

MATCH LINE DRAWING No. 28-0011

EXISTING SPP RADIO TO RECEIVE SS2-P5, SS4-P2, SS-P2 RT

EXISTING TO REMAIN IN CABINET:
8 MB 2070-1C CPU UNIT W/DATA KEY
APCC, TP A, (1 EA)
EX CARD, (3 EA)
ISOLATOR MODULE, (2 EA)

INSTALL IN CABINET:
EX CARD, (3 EA)

INSTALL:
SPP, 20' HIGH ON EXISTING STRAIN POLE
AIM NORTH TO RECEIVE SS4-P8 RT,
SS4-P6 RT, SS3-P6
CAT-5E CABLE TO CABINET (195 LF)

INSTALL:
RP, 20' HIGH ON EXISTING STRAIN POLE
TO RECEIVE RP (2) FROM SOUTH

EXISTING SPP RADIO TO RECEIVE SS1-P2, SS2-P1,
SS2-P6 RT, SS2-P7, SS2-P4

INSTALL:
WIRELESS MAGNETOMETER, LONG-LIFE, GDOT TYPE A (TYP.)
SS*-P* (SANDY SPRINGS INTERSECTION *, PHASE *)

INSTALL IN EXISTING 332 CABINET:
8MB 2070-1C CPU UNIT W/ DATA KEY
APCC, TP A (1 EA)
EX CARD (4 EA)
ISOLATOR MODULE (2 EA)
2 CAT-5E CABLES

INSTALL:
RP, 20' HIGH ON EXISTING STRAIN POLE
TO RECEIVE SS2-P2, SS4-P5, SS4-P2 RT

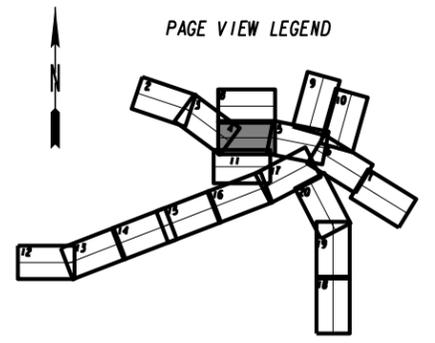
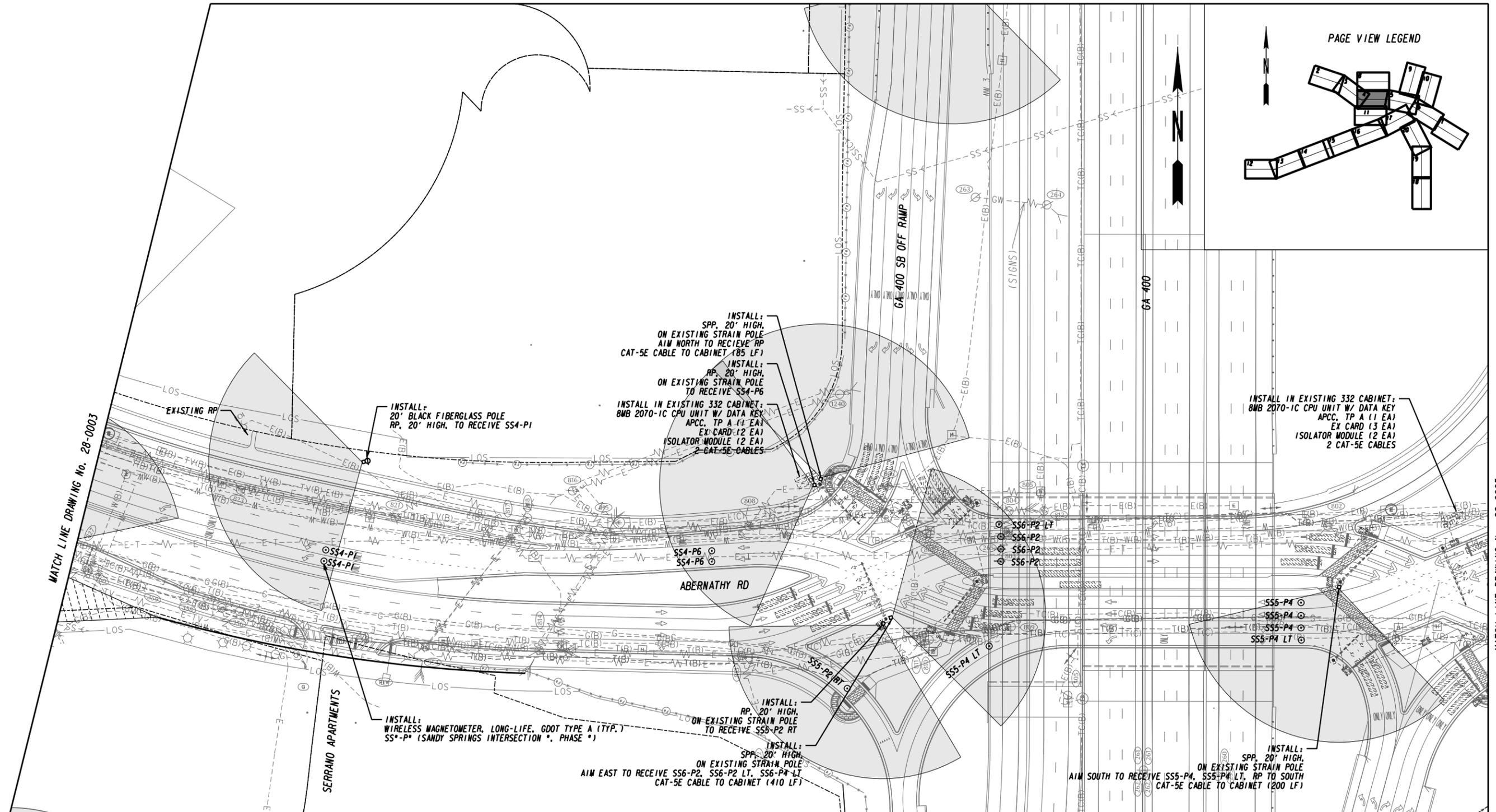
INSTALL:
SPP, 20' HIGH ON EXISTING STRAIN POLE
AIM NORTH TO RECEIVE SS5-P2, RP TO EAST
CAT-5E CABLE TO CABINET (260 LF)



REVISION DATES

ITS PLANS		SANDY SPRINGS ATMS PHASE 4	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	28-0003	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

MATCH LINE DRAWING No. 28-0008



MATCH LINE DRAWING No. 28-0003

SERRANO APARTMENTS

MATCH LINE DRAWING No. 28-0011

MATCH LINE DRAWING No. 28-0011

MATCH LINE DRAWING No. 28-0005



REVISION DATES

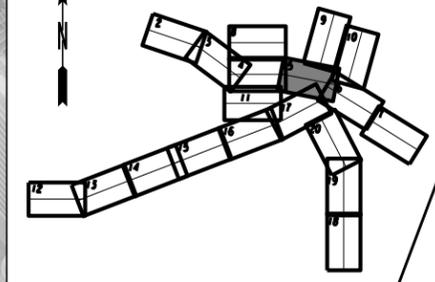
NO.	DATE	DESCRIPTION

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0004
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VERIFIED:	DATE:	

MATCH LINE DRAWING No. 28-0009

PAGE VIEW LEGEND

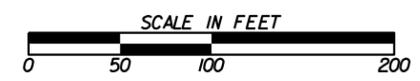


MATCH LINE DRAWING No. 28-0004

MATCH LINE DRAWING No. 28-0006



MATCH LINE DRAWING No. 28-0017



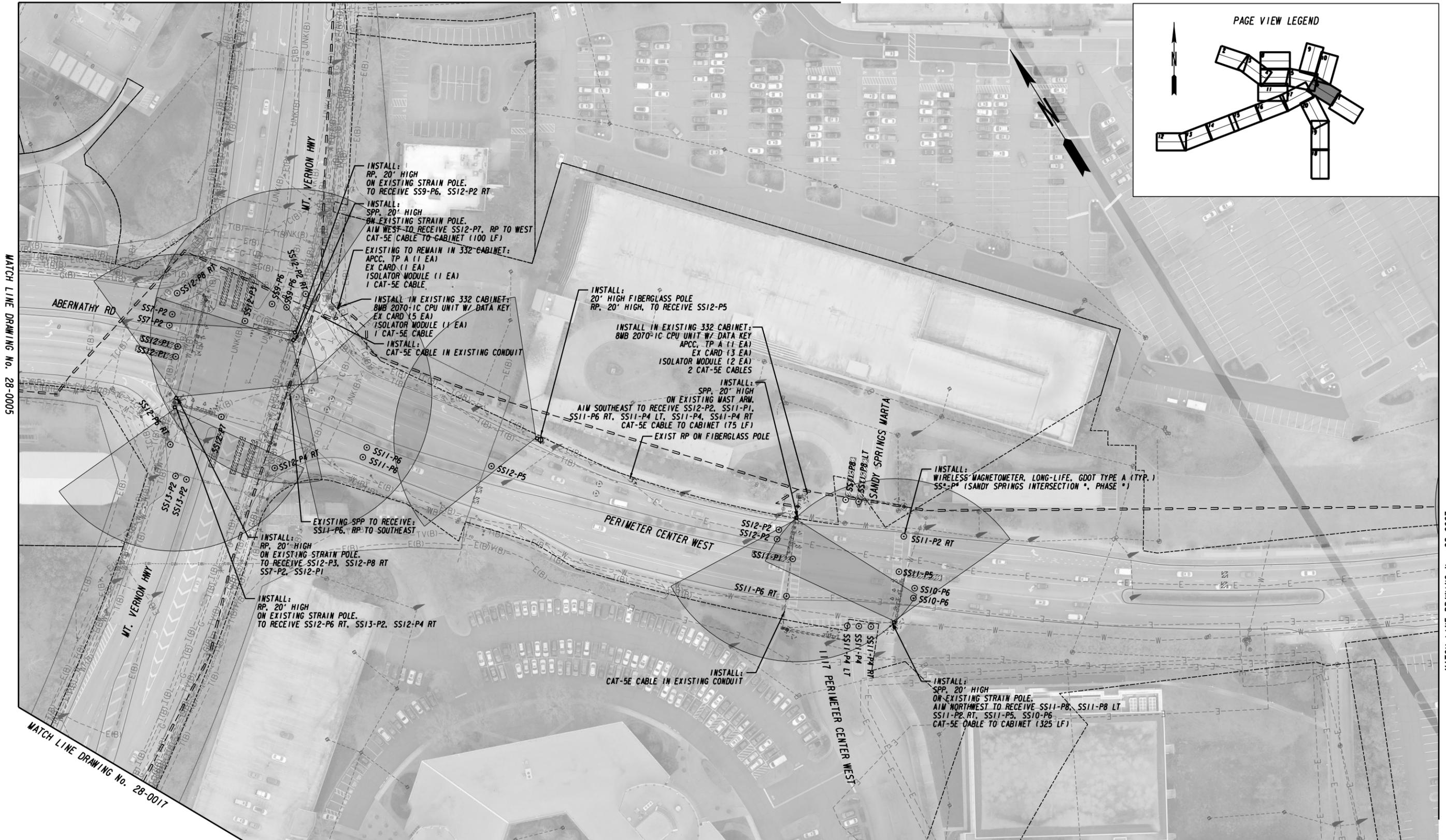
REVISION DATES

NO.	DATE	DESCRIPTION

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0005
CORRECTED:	DATE:	
VERIFIED:	DATE:	

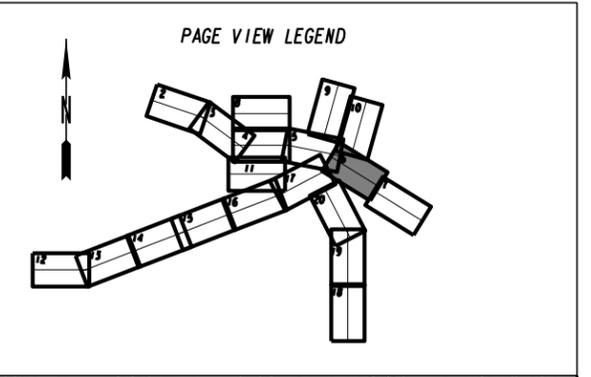
MATCH LINE DRAWING No. 28-0010



MATCH LINE DRAWING No. 28-0005

MATCH LINE DRAWING No. 28-0017

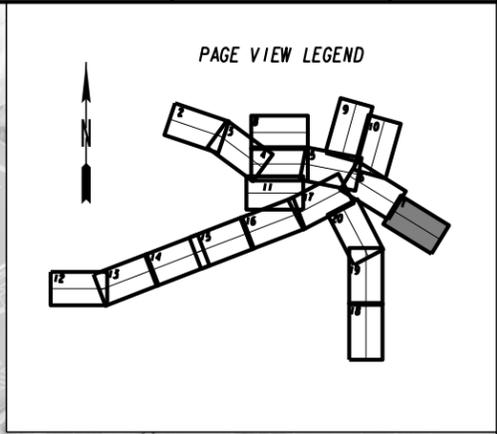
MATCH LINE DRAWING No. 28-0007



REVISION DATES	

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0006
CORRECTED:	DATE:	
VERIFIED:	DATE:	



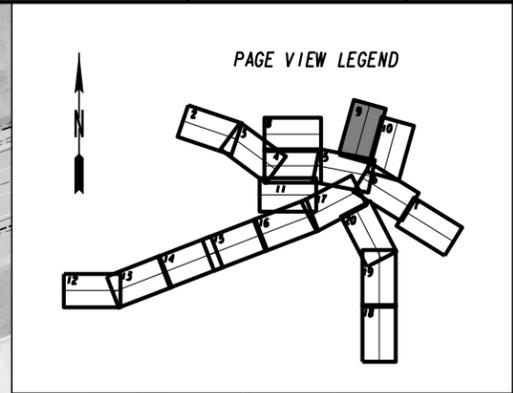
NOTE 1: SEE INTERGOVERNMENTAL AGREEMENT (IGA) FOR INSTALLATION OF DEVICES IN THE CITY OF DUNWOODY



MATCH LINE DRAWING No. 28-0006



REVISION DATES		ITS PLANS	
		SANDY SPRINGS ATMS PHASE 4	
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
DRAWING No.			28-0007



MATCH LINE DRAWING No. 28-0005

MATCH LINE DRAWING No. 28-0010

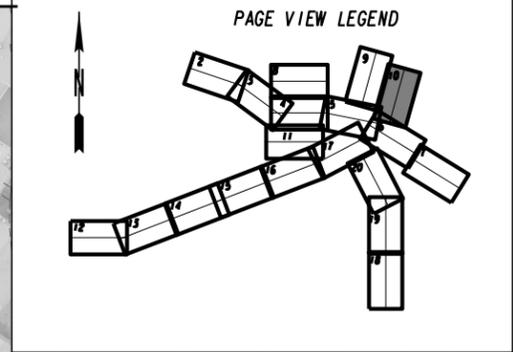


REVISION DATES	

ITS PLANS
 SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0009
CORRECTED:	DATE:	
VERIFIED:	DATE:	

MATCH LINE DRAWING No. 28-0009



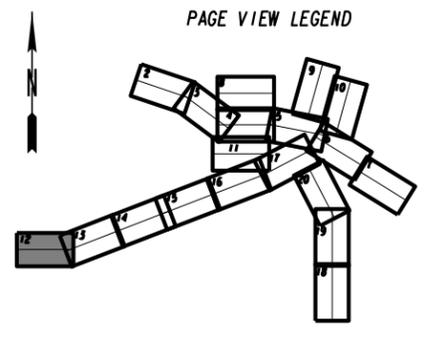
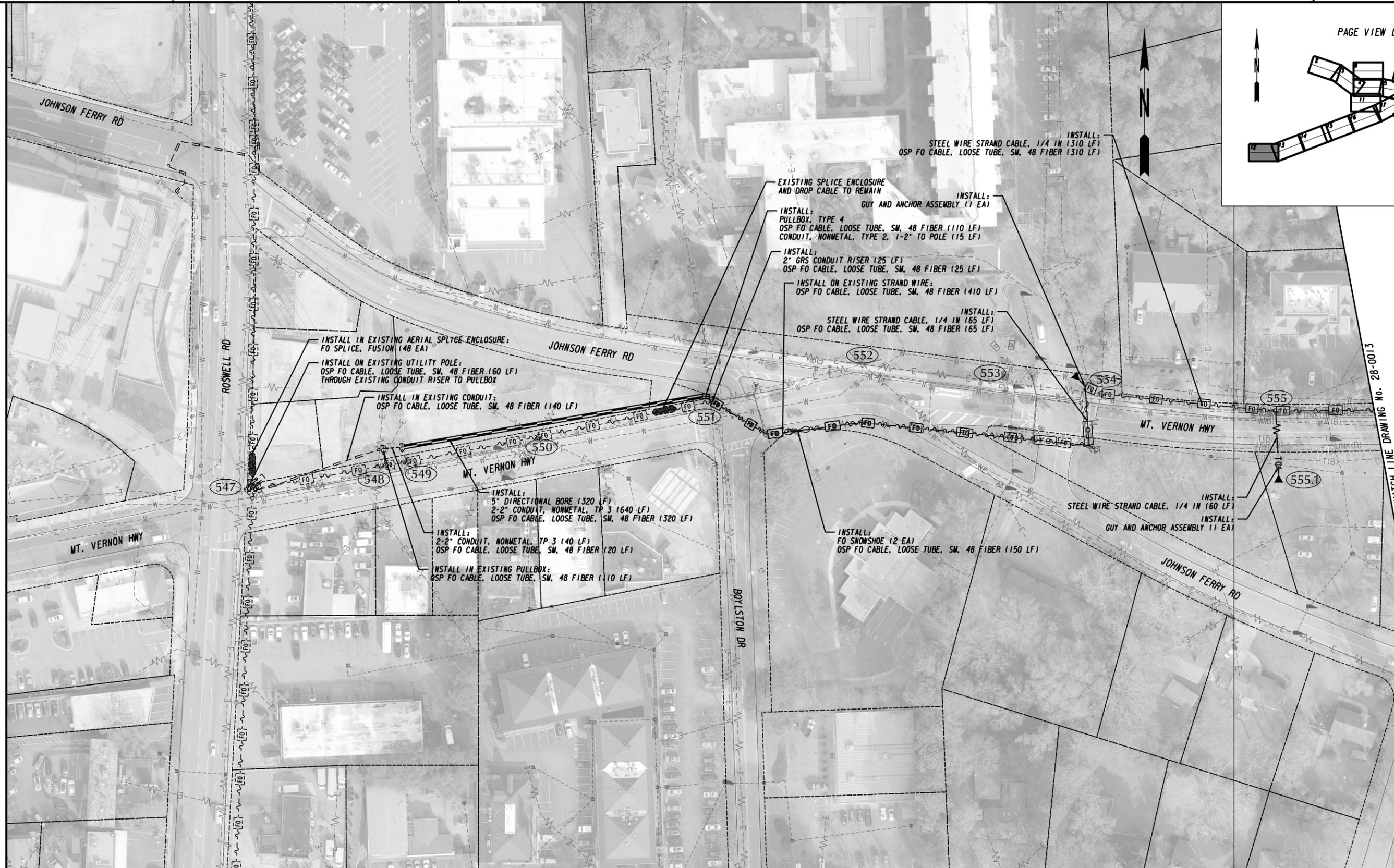
MATCH LINE DRAWING No. 28-0006



REVISION DATES	

ITS PLANS
 SANDY SPRINGS ATMS PHASE 4

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		28-0010
CORRECTED:		DATE:		
VERIFIED:		DATE:		



INSTALL IN EXISTING AERIAL SPLICE ENCLOSURE:
 FO SPLICE, FUSION (48 EA)
 INSTALL ON EXISTING UTILITY POLE:
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (60 LF)
 THROUGH EXISTING CONDUIT RISER TO PULLBOX

INSTALL IN EXISTING CONDUIT:
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (140 LF)

INSTALL:
 5" DIRECTIONAL BORE (320 LF)
 2-2" CONDUIT, NONMETAL, TP 3 (640 LF)
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (320 LF)

INSTALL:
 2-2" CONDUIT, NONMETAL, TP 3 (40 LF)
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (20 LF)

INSTALL IN EXISTING PULLBOX:
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (110 LF)

EXISTING SPLICE ENCLOSURE
 AND DROP CABLE TO REMAIN
 INSTALL:
 GUY AND ANCHOR ASSEMBLY (1 EA)

INSTALL:
 PULLBOX, TYPE 4
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (110 LF)
 CONDUIT, NONMETAL, TYPE 2, 1-2" TO POLE (15 LF)

INSTALL:
 2" GRS CONDUIT RISER (25 LF)
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (25 LF)

INSTALL ON EXISTING STRAND WIRE:
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (410 LF)

INSTALL:
 STEEL WIRE STRAND CABLE, 1/4 IN (65 LF)
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (65 LF)

INSTALL:
 FO SNOWSHOE (2 EA)
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (150 LF)

INSTALL:
 STEEL WIRE STRAND CABLE, 1/4 IN (310 LF)
 OSP FO CABLE, LOOSE TUBE, SM, 48 FIBER (310 LF)

INSTALL:
 STEEL WIRE STRAND CABLE, 1/4 IN (60 LF)
 GUY AND ANCHOR ASSEMBLY (1 EA)

MATCH LINE DRAWING No. 28-0013

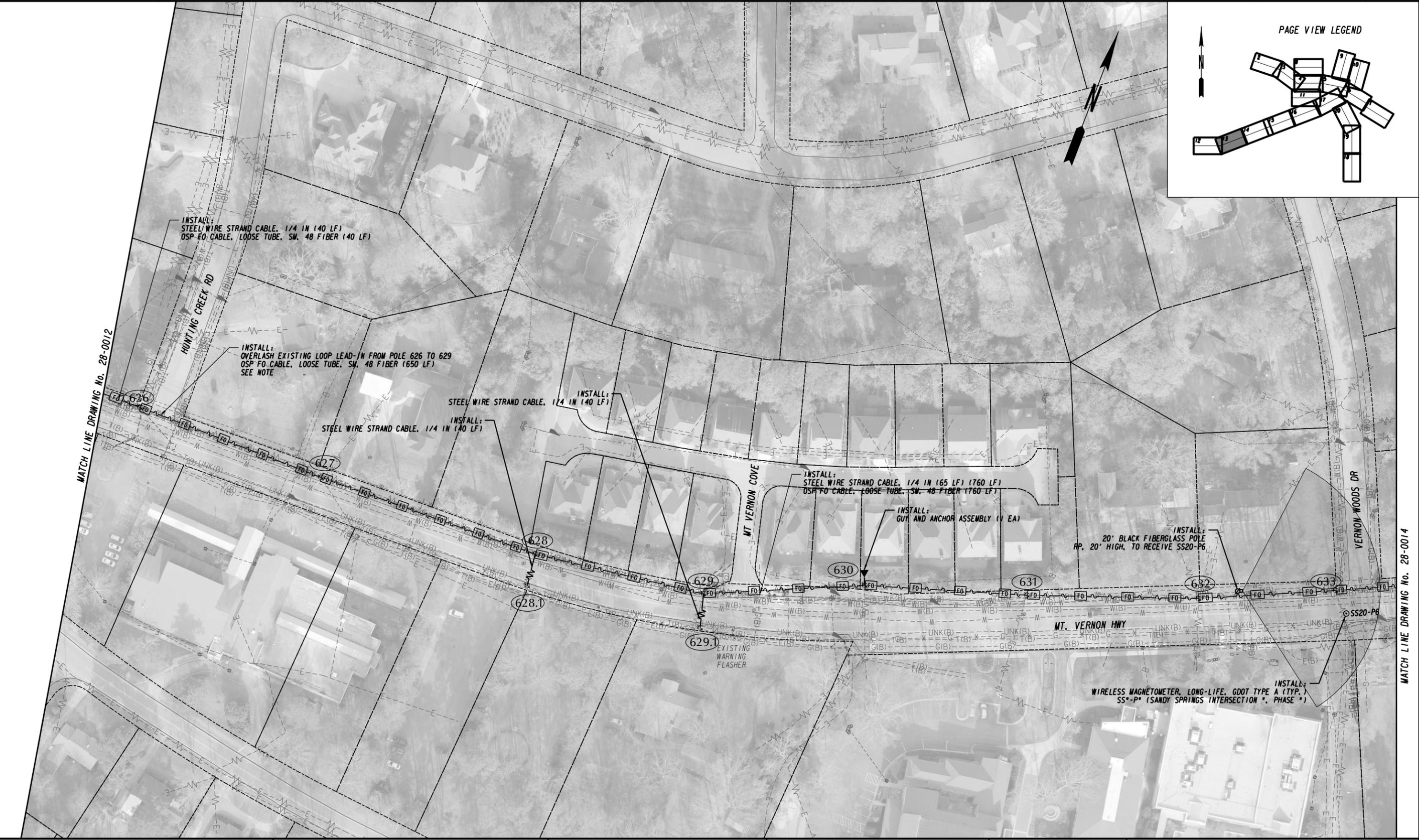
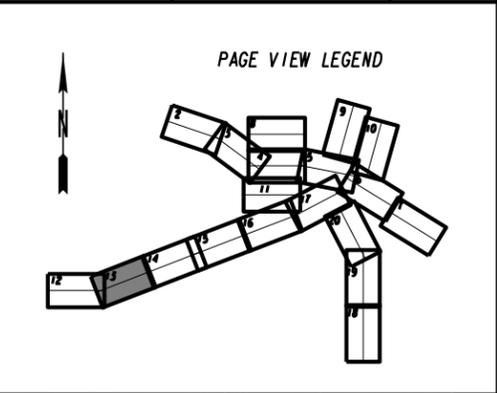


REVISION DATES

REVISION DATES		DATE		DRAWING No.
				28-0012

ITS PLANS
 SANDY SPRINGS ATMS PHASE 4

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BACKCHECKED:	DATE:	28-0012
CORRECTED:	DATE:	
VERIFIED:	DATE:	

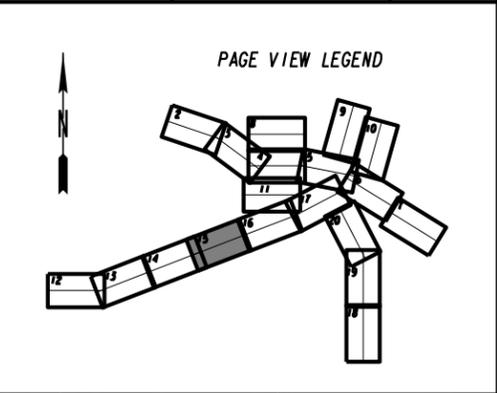
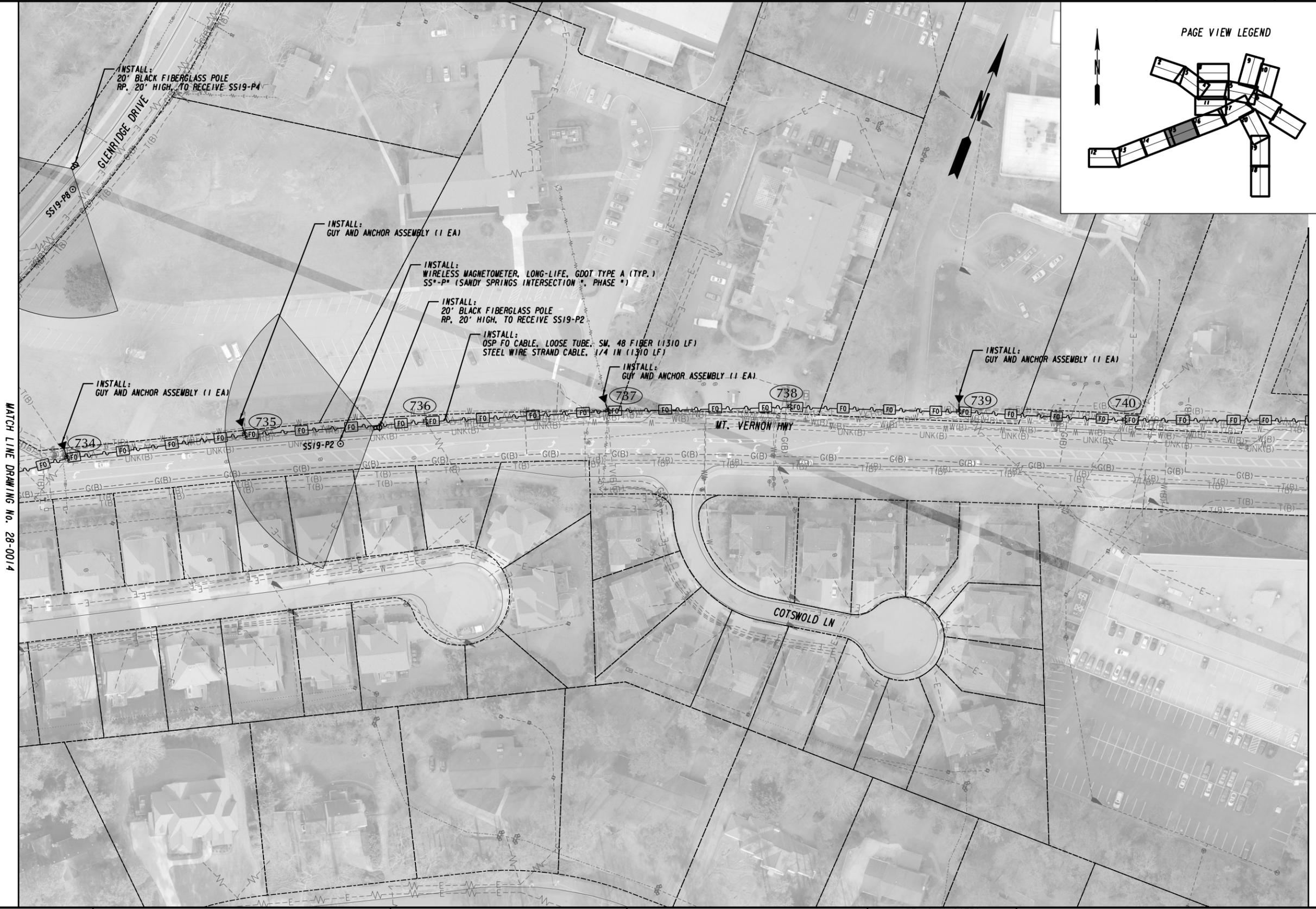


NOTE: CITY OF SANDY SPRINGS DEPARTMENT OF PUBLIC WORKS FIELD SERVICES MAY REQUIRE ADJUSTMENT AND HARDWARE UPGRADE.



REVISION DATES	

ITS PLANS		
SANDY SPRINGS ATMS PHASE 4		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0013
CORRECTED:	DATE:	
VERIFIED:	DATE:	



MATCH LINE DRAWING NO. 28-0014

MATCH LINE DRAWING NO. 28-0016



REVISION DATES

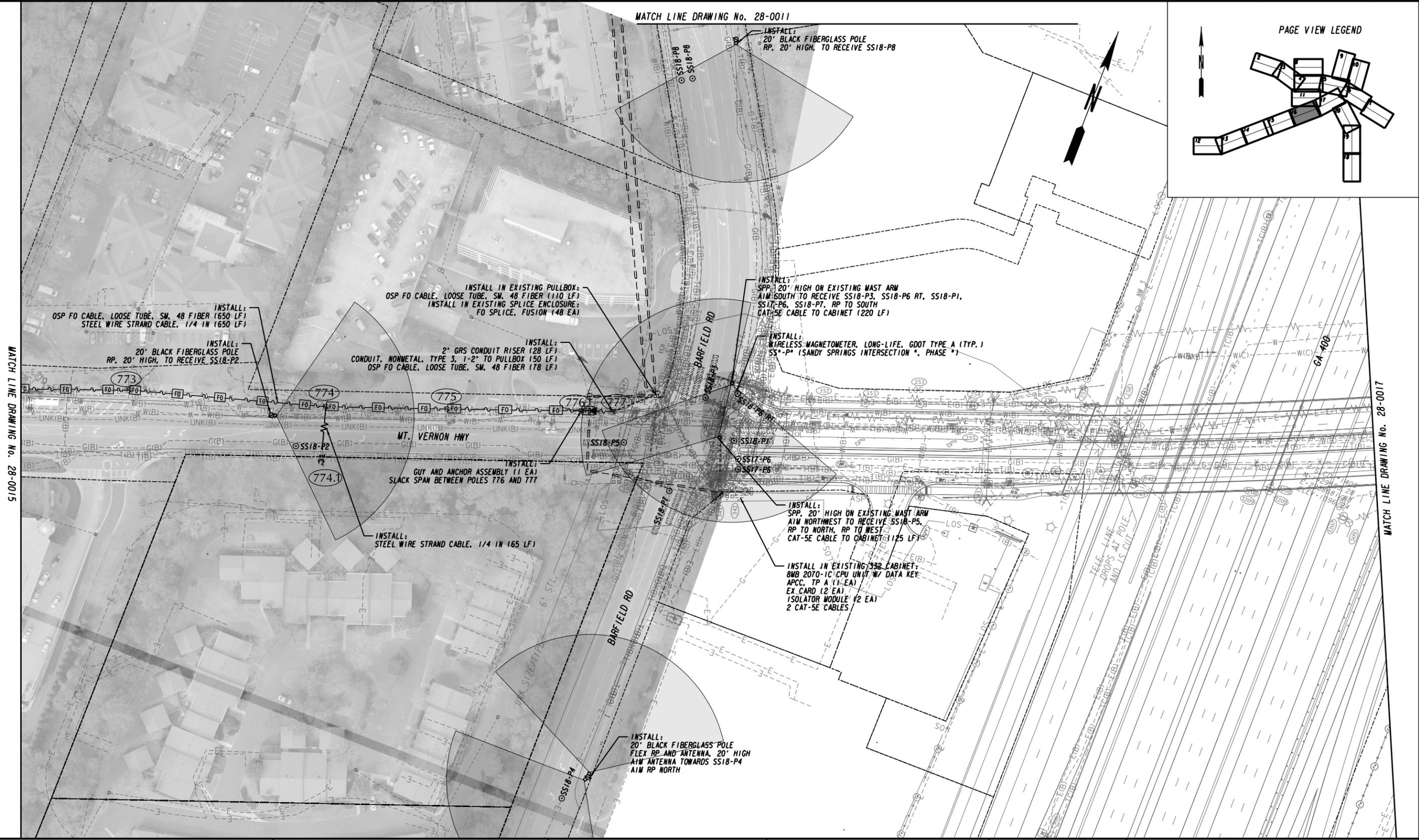
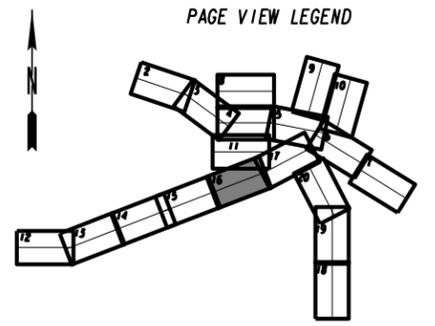
NO.	DATE	DESCRIPTION

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

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BACKCHECKED:	DATE:	28-0015
CORRECTED:	DATE:	
VERIFIED:	DATE:	

MATCH LINE DRAWING No. 28-0011

PAGE VIEW LEGEND



MATCH LINE DRAWING NO. 28-0015

MATCH LINE DRAWING NO. 28-0017

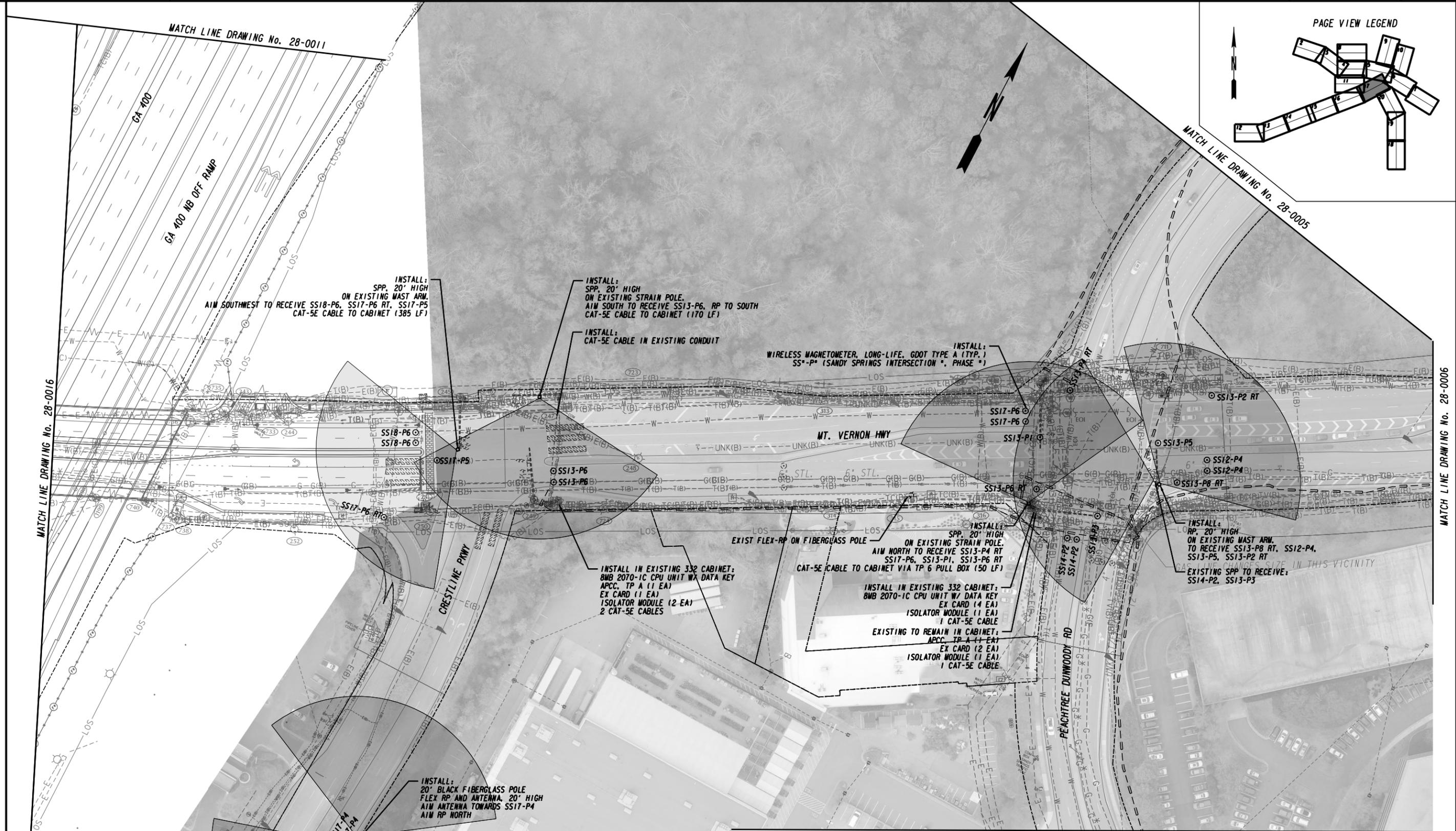
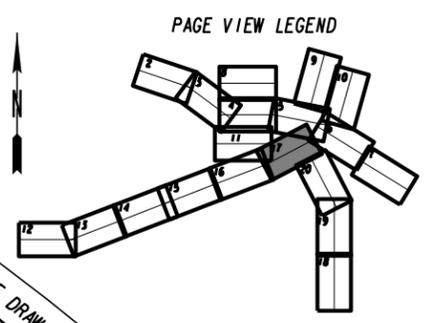


REVISION DATES

NO.	DATE	DESCRIPTION

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

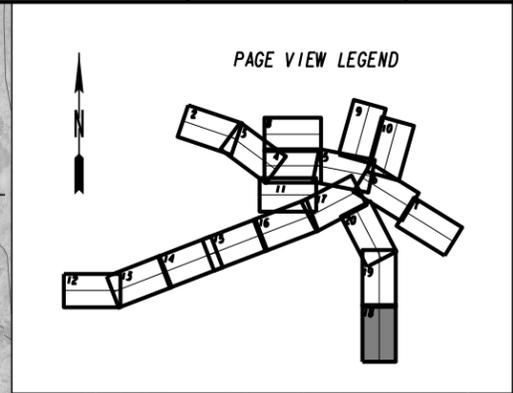
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BACKCHECKED:	DATE:	28-0016
CORRECTED:	DATE:	
VERIFIED:	DATE:	



REVISION DATES	

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0017
CORRECTED:	DATE:	
VERIFIED:	DATE:	



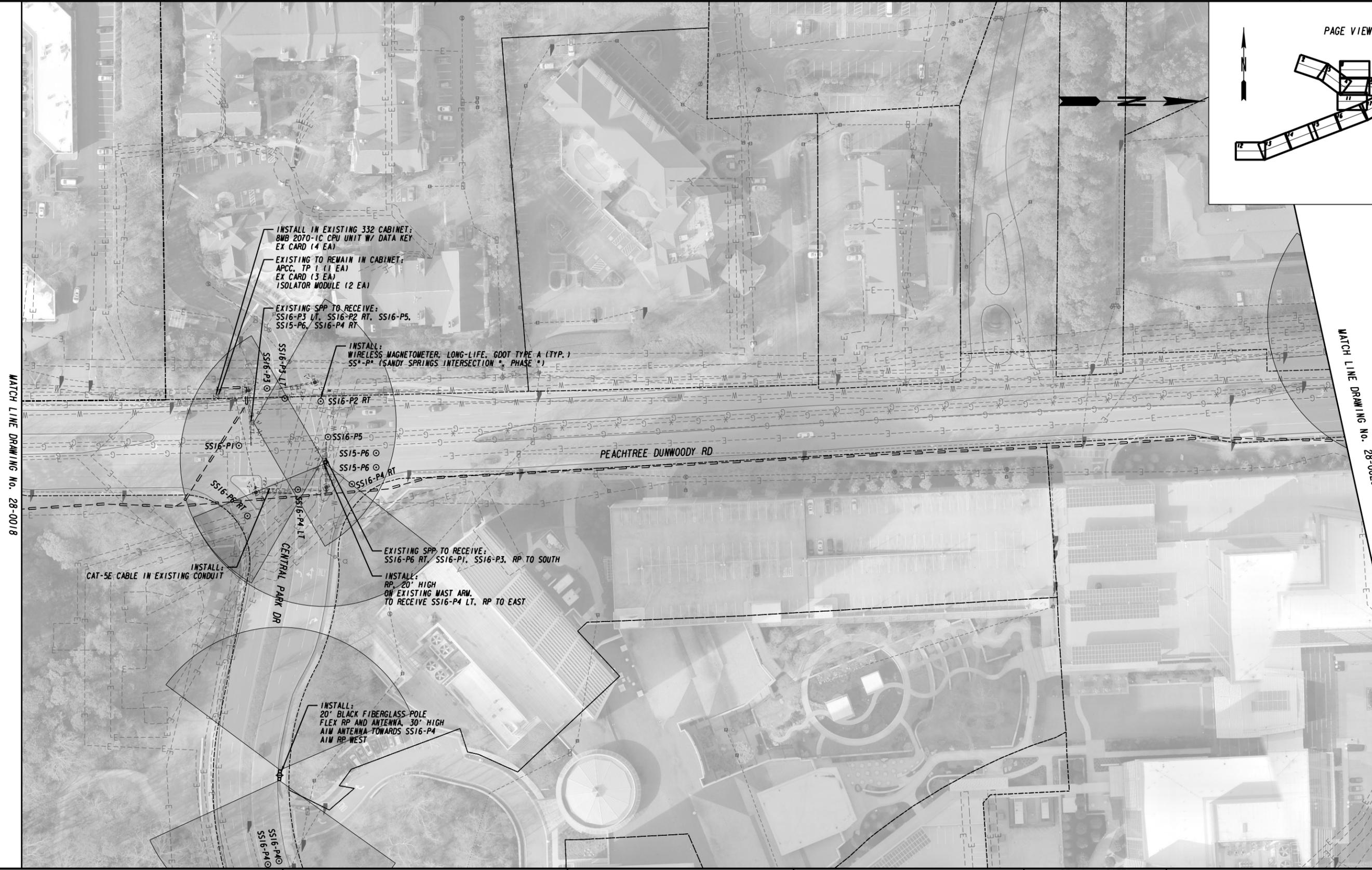
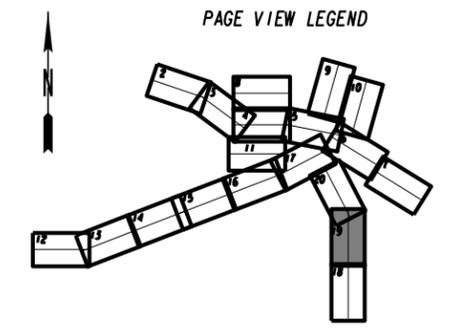
MATCH LINE DRAWING No. 28-0019



REVISION DATES	

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0018
CORRECTED:	DATE:	
VERIFIED:	DATE:	



MATCH LINE DRAWING No. 28-0018

MATCH LINE DRAWING No. 28-0020

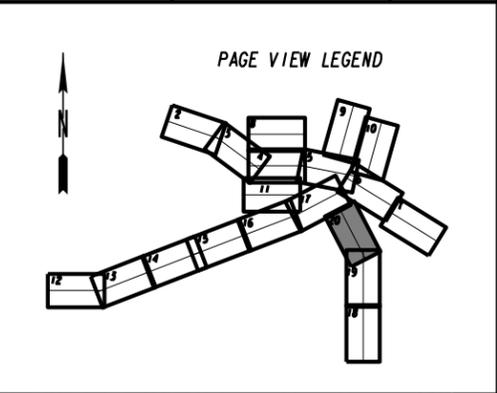


REVISION DATES

NO.	DATE	DESCRIPTION

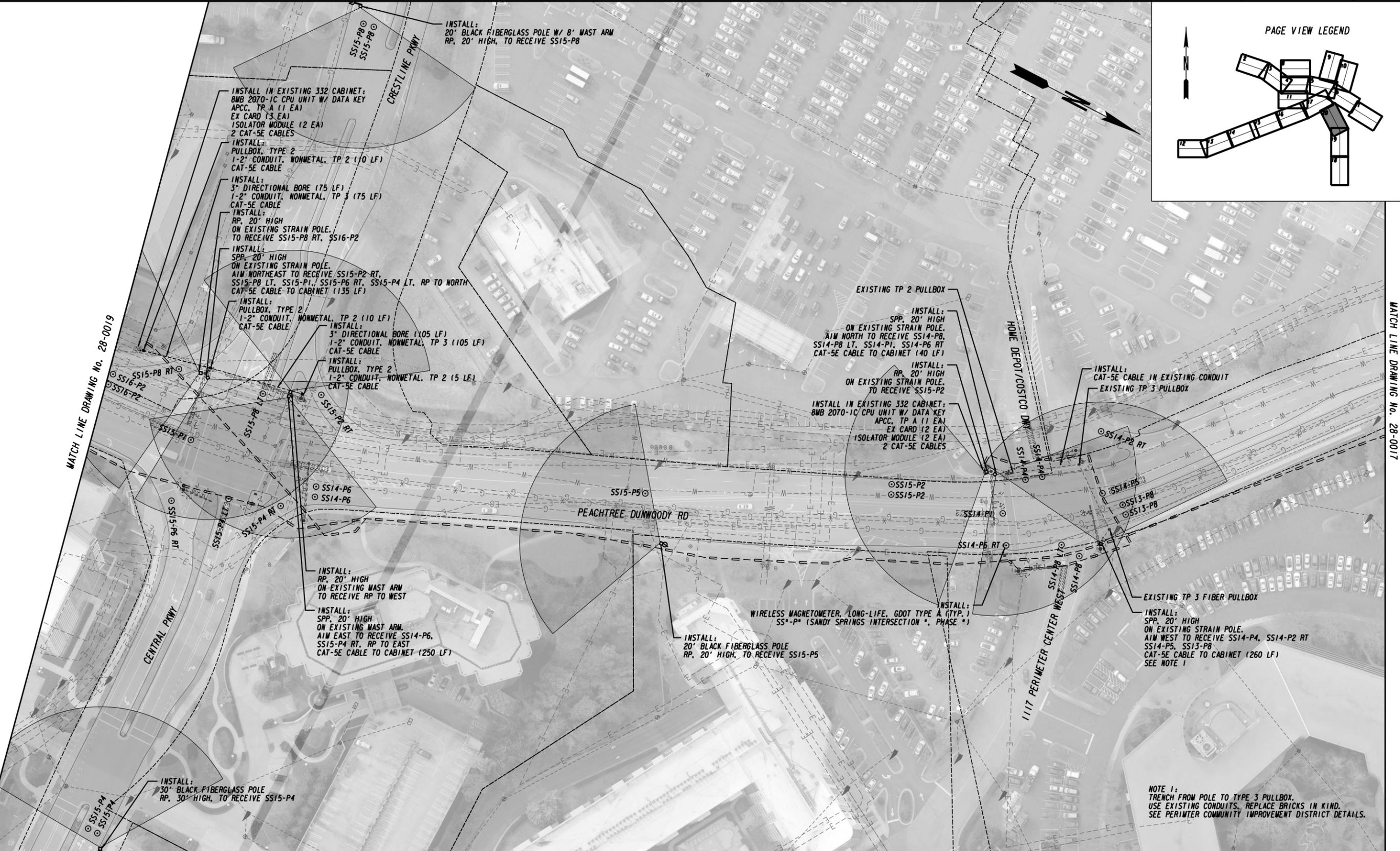
ITS PLANS
 SANDY SPRINGS ATMS PHASE 4

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VERIFIED:	DATE:	



MATCH LINE DRAWING No. 28-0019

MATCH LINE DRAWING No. 28-0017

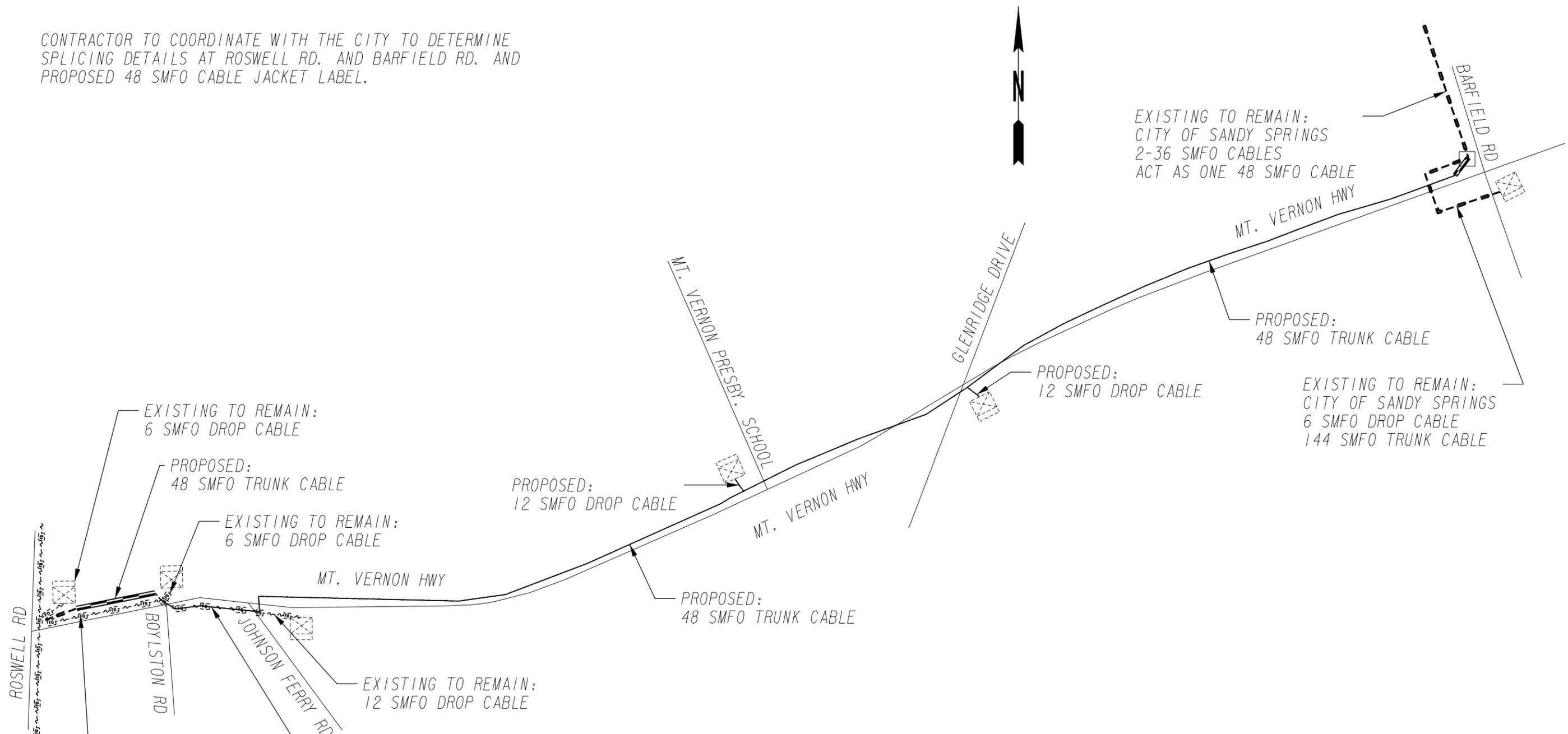


REVISION DATES

ITS PLANS
SANDY SPRINGS ATMS PHASE 4

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VERIFIED:	DATE:	

CONTRACTOR TO COORDINATE WITH THE CITY TO DETERMINE
 SPLICING DETAILS AT ROSWELL RD. AND BARFIELD RD. AND
 PROPOSED 48 SMFO CABLE JACKET LABEL.



EXISTING TO REMAIN:
 CITY OF SANDY SPRINGS
 2-36 SMFO CABLES
 ACT AS ONE 48 SMFO CABLE

PROPOSED:
 48 SMFO TRUNK CABLE

EXISTING TO REMAIN:
 CITY OF SANDY SPRINGS
 6 SMFO DROP CABLE
 144 SMFO TRUNK CABLE

EXISTING TO REMAIN:
 6 SMFO DROP CABLE

PROPOSED:
 48 SMFO TRUNK CABLE

EXISTING TO REMAIN:
 6 SMFO DROP CABLE

PROPOSED:
 12 SMFO DROP CABLE

PROPOSED:
 48 SMFO TRUNK CABLE

MT. VERNON HWY

EXISTING TO REMAIN:
 12 SMFO DROP CABLE

EXISTING TO REMAIN:
 24 SMFO CABLE

EXISTING TO REMAIN:
 12 SMFO DROP CABLE
 PROPOSED (OVERLASH):
 48 SMFO TRUNK CABLE

EXISTING TO REMAIN:
 CITY OF SANDY SPRINGS
 288 SMFO CABLE

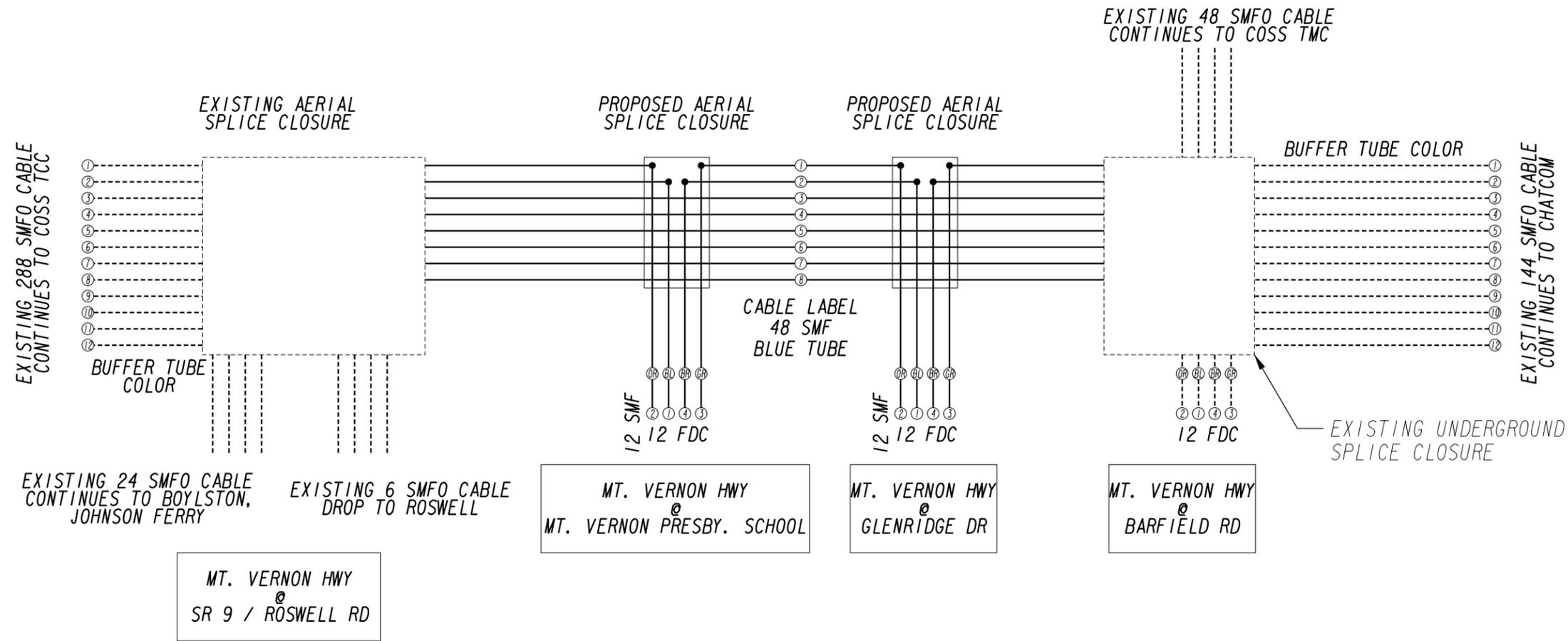
LEGEND	PROPOSED	EXISTING
AERIAL FIBER	—————	~~~~~
UNDERGROUND FIBER	=====	-----

REVISION DATES

ITS PLANS
 ROUTING DIAGRAM

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	28-0021
CORRECTED:	DATE:	
VERIFIED:	DATE:	





CONTRACTOR TO COORDINATE WITH THE CITY TO DETERMINE SPLICING INFORMATION DETAILS AT ROSWELL RD. AND BARFIELD RD. AND PROPOSED 48 SMFO CABLE JACKET LABEL.



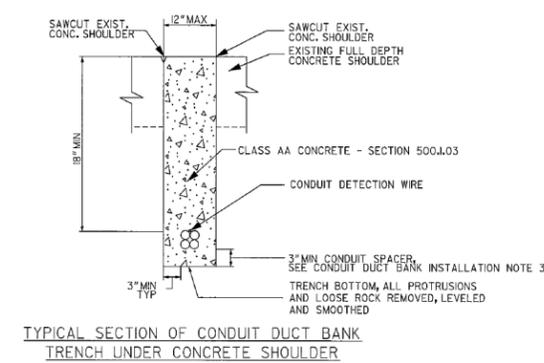
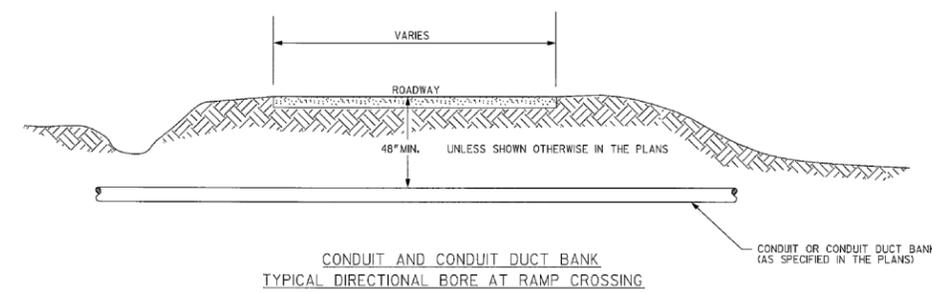
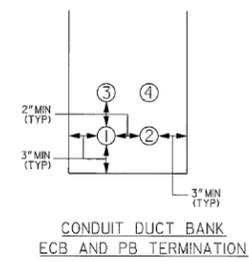
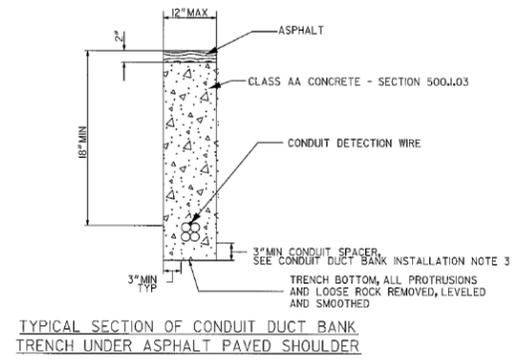
REVISION DATES

NO.	DATE	DESCRIPTION

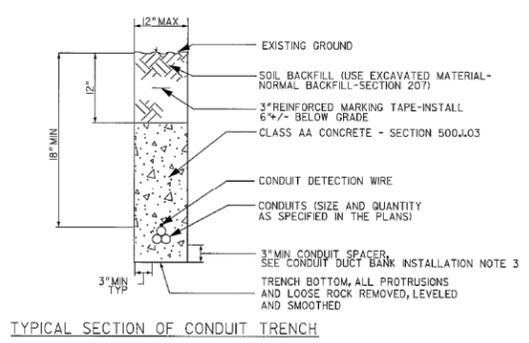
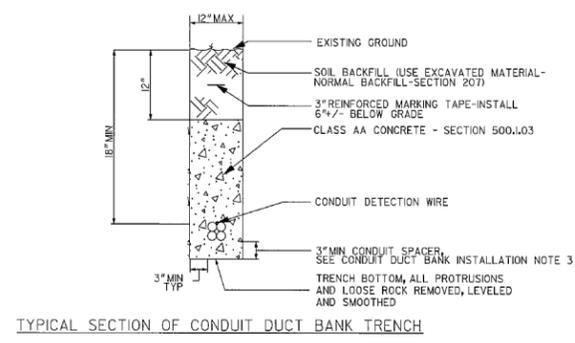
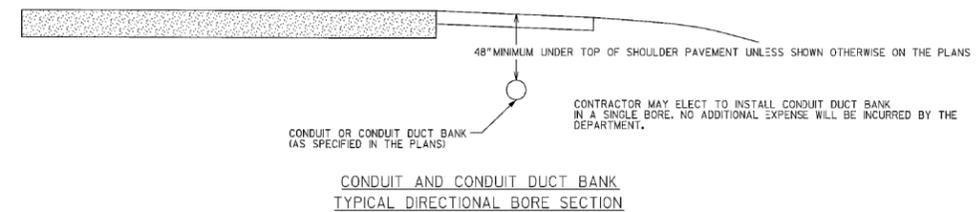
ITS PLANS
 FIBER SPLICING DIAGRAM

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BACKCHECKED:	DATE:	28-0022
CORRECTED:	DATE:	
VERIFIED:	DATE:	

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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CONDUIT ID	NOMINAL INSIDE DIAMETER (INCHES)	BASE COLOR	STRIPES COLOR
1	2	BLUE	NONE
2	2	ORANGE	NONE
3	2	YELLOW	NONE
4	2	RED	NONE



CONDUIT AND CONDUIT DUCT BANK INSTALLATION

- UNLESS OTHERWISE SPECIFIED ON THE PLANS, CONDUIT AND CONDUIT DUCT BANK MAY BE INSTALLED BY TRENCHING OR DIRECTIONAL BORING, AT THE CONTRACTOR'S OPTION. THE CONTRACTOR MAY USE BOTH OPTIONS, DEPENDING ON FIELD CONDITIONS, HOWEVER ONLY ONE METHOD SHALL BE USED BETWEEN ACCESS BOXES (PULLBOX OR ECB).
- THE BID PRICE FOR CONDUIT AND CONDUIT DUCT BANK SHALL INCLUDE THE COST FOR ALL LABOR AND MATERIALS REQUIRED TO INSTALL CONDUIT BY EITHER OPEN TRENCH OR DIRECTIONAL BORE.
- CONDUIT SPACERS SHALL BE USED AT 6 FT O.C. TO SUPPORT THE CONDUIT BUNDLES ABOVE THE TRENCH BOTTOM. SPACERS MAY BE PLASTIC, STEEL, CONCRETE BLOCKS OR OTHER APPROVED DEVICES.
- THE MINIMUM BENDING RADIUS FOR CONDUIT AND CONDUIT DUCT BANK SHALL BE 10 TIMES THE DIAMETER OF THE THICKEST FIBER OPTIC CABLE TO BE INSTALLED IN A CONDUIT LINK.

CONSTRUCTION NOTES FOR CONCRETE SHOULDER

- LIMITS OF TRENCH SHALL BE SAW CUT. AT LOCATIONS OF EXISTING LONGITUDINAL JOINT, THAT JOINT SHALL BE USED AS ONE SIDE OF TRENCH.
- AT TRANSVERSE JOINTS THE CONTRACTOR SHALL SEAL NEW JOINT TO MATCH EXISTING WITH APPROVED JOINT MATERIALS.
- THE COST FOR SAW CUTTING, CONCRETE REMOVAL, AND SEALING JOINTS SHALL BE INCLUDED IN THE BID PRICE FOR CONDUIT DUCT BANK TYPE 3.

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

NOT TO SCALE

REVISION DATES
10/01/2006

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: TRAFFIC SAFETY & DESIGN
 ATMS PLANS

CONDUIT AND CONDUIT DUCT BANK
 TYPE 3 INSTALLATION DETAILS

ITS-07
 DRAWING No.
28-



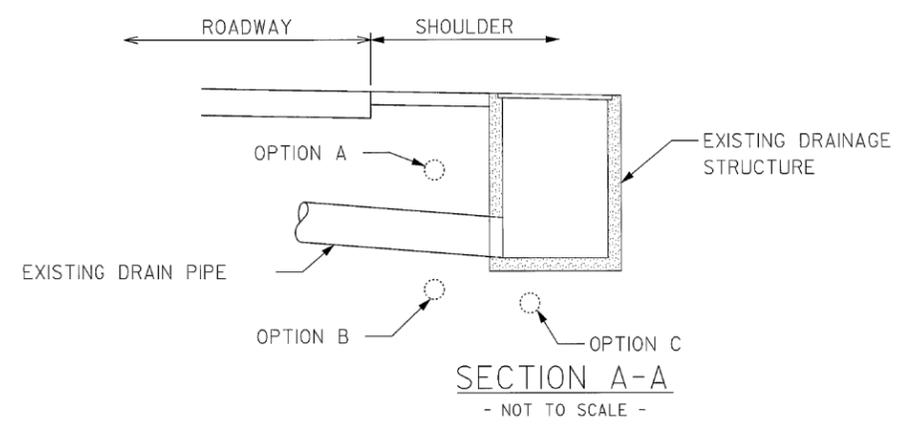
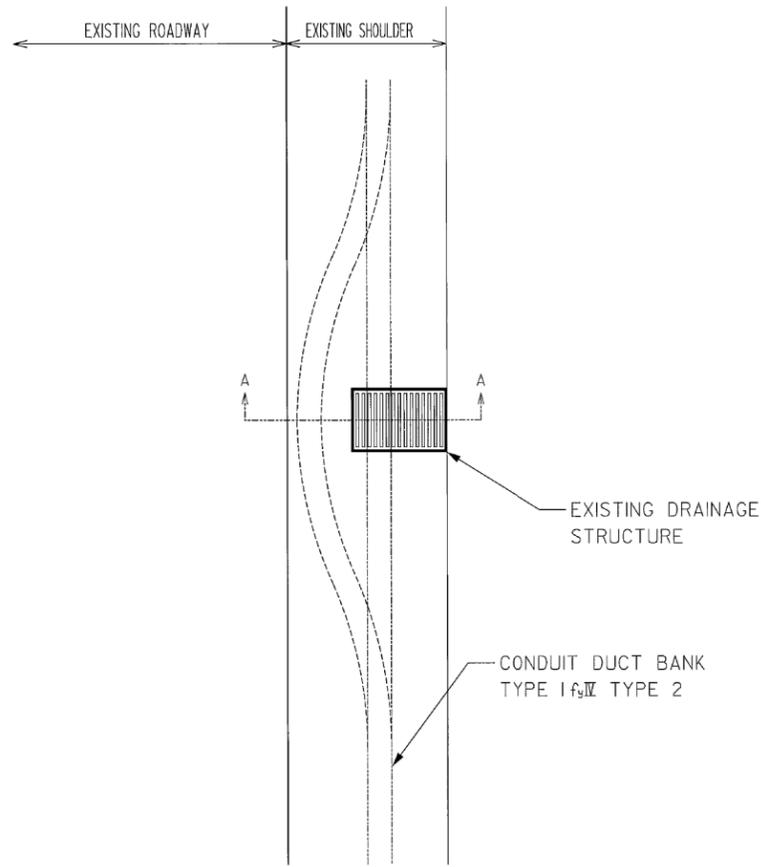
REVISION DATES

CONSTRUCTION DETAILS
 SANDY SPRINGS ATMS PHASE 4

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VERIFIED:	DATE:	

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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CONDUIT INSTALLATION DETAIL



CONDUIT DUCT BANK INSTALLATION AT SHOULDER DRAINAGE STRUCTURE LOCATIONS

1. AT DRAINAGE STRUCTURE LOCATIONS WITHIN THE EXISTING SHOULDER, THE CONTRACTOR SHALL HAVE 3 OPTIONS FOR DUCT BANK INSTALLATION.
2. THE TOTAL COST FOR THE OPTION CHOSEN BY THE CONTRACTOR SHALL BE INCLUDED IN THE PRICE BID FOR CONDUIT DUCT BANK TYPE 1 OR TYPE 2.
3. OPTION A: TRENCH OR BORE OVER EXISTING DRAIN PIPE, CONTRACTOR MUST MAINTAIN A MINIMUM OF 18" DEPTH AND MINIMUM OF 6" CLEARANCE FROM EXISTING PIPE.
 OPTION B: BORE UNDER EXISTING DRAIN PIPE, CONTRACTOR MUST MAINTAIN A MINIMUM 6" CLEARANCE UNDER DRAIN PIPE.
 OPTION C: BORE UNDER EXISTING DRAINAGE STRUCTURE, CONTRACTOR MUST MAINTAIN A MINIMUM 12" CLEARANCE FROM THE BOTTOM OF THE STRUCTURE.

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

- NO SCALE -

REVISION DATES	
09/01/2005	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: TRAFFIC SAFETY & DESIGN
 ATMS PLANS

CONDUIT INSTALLATION AT
 DRAINAGE STRUCTURES

DRAWING No. ITS-09
 28-



REVISION DATES	

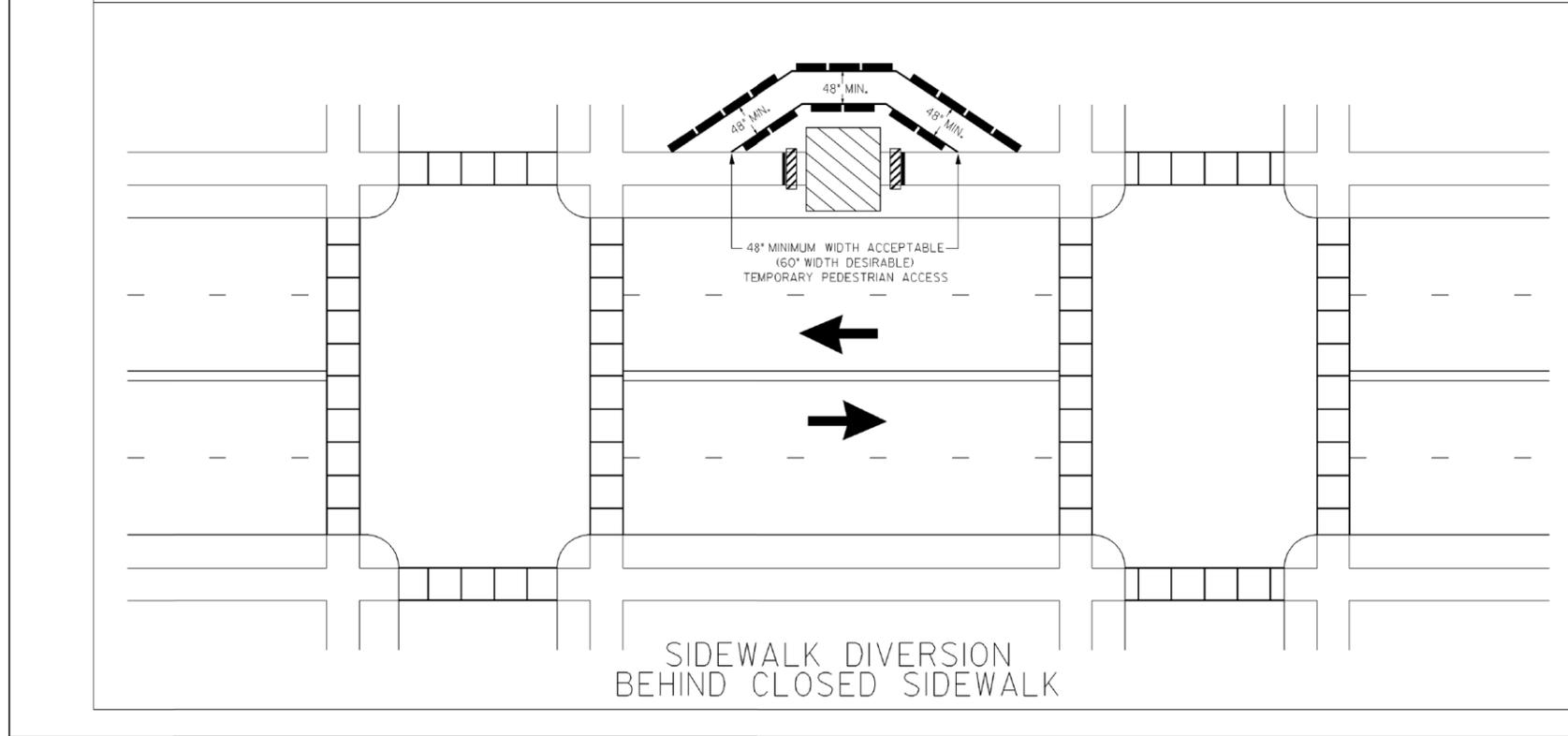
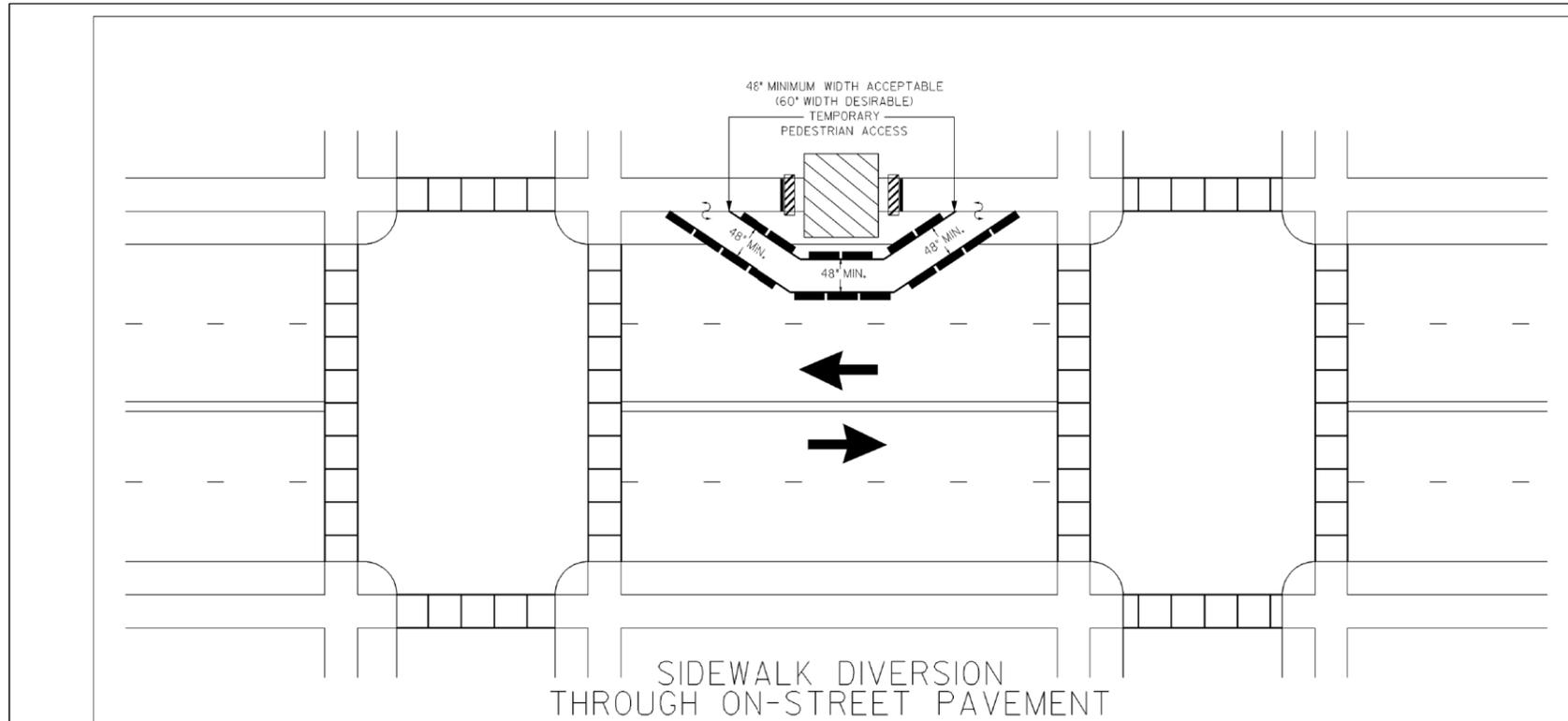
CONSTRUCTION DETAILS
 SANDY SPRINGS ATMS PHASE 4

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VERIFIED:	DATE:	

40-0002

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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
CA.			



GENERAL NOTES:

- CLOSURES OF EXISTING PEDESTRIAN FACILITIES SHALL HAVE PRIOR WRITTEN APPROVAL OF THE ENGINEER.
- ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS, THE MUTCD, THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. (SEE SECTION 150) DETECTABLE EDGING AND DETECTABLE BARRIERS SHALL BE IN COMPLIANCE WITH THE MUTCD AND ADA REGULATIONS.
- SIGNS AND OTHER DEVICES SHALL BE PLACED SUCH THAT THEY DO NOT NARROW OR RESTRICT ANY PEDESTRIAN PASSAGE TO LESS THAN 48 INCHES (4 FT) IN WIDTH. SIGNS AND OTHER DEVICES MOUNTED LOWER THAN SEVEN (7) FEET ABOVE THE TEMPORARY PEDESTRIAN WALKWAY SHALL NOT PROJECT MORE THAN FOUR (4) INCHES INTO THE ACCESSIBLE PEDESTRIAN FACILITIES.
- NO PAYMENT WILL BE MADE FOR TEMPORARY WALKWAYS WITH DETECTABLE EDGING WHERE EXISTING PAVEMENTS OR EXISTING EDGING (THAT MEETS THE REQUIREMENTS OF MUTCD) ARE UTILIZED FOR THE TEMPORARY WALKWAY. PAYMENT FOR TEMPORARY DETECTABLE EDGING, INCLUDING APPROVED BARRIERS AND CHANNELIZING DEVICES, THAT ARE INSTALLED ON EXISTING PAVEMENTS SHALL BE INCLUDED IN TRAFFIC CONTROL-LUMP SUM.
- REGARDLESS OF THE MATERIALS USED, THE CONTRACTOR SHALL CONSTRUCT TEMPORARY WALKWAYS (WITH DETECTABLE EDGING) OF SUFFICIENT THICKNESS AND DURABILITY TO WITHSTAND THE INTENDED USE FOR THE DURATION OF THE CONSTRUCTION PROJECT (SEE SECTION 150 FOR MINIMUM DESIGN PARAMETERS). THE USE OF COMPACTED SOILS, SANDS, CRUSHED STONE, OR ASPHALTIC PAVEMENT MILLINGS SHALL NOT BE USED AS A SURFACE COURSE FOR TEMPORARY PEDESTRIAN WALKWAYS.
- A 60-INCH MINIMUM WIDTH PEDESTRIAN FACILITY SHOULD BE MAINTAINED WHEN POSSIBLE. WHEN A 60-INCH MINIMUM WIDTH CANNOT BE ACHIEVED, A MINIMUM WIDTH OF 48 INCHES SHALL BE PROVIDED WITH PASSING ZONES (60 INCHES BY 60 INCHES) AT LEAST EVERY 200 FEET.
- TEMPORARY AUDIBLE INFORMATION DEVICES SHOULD BE USED WHERE MIDBLOCK CLOSINGS AND CHANGED CROSSWALK AREAS CAUSE INADEQUATE COMMUNICATION TO BE PROVIDED TO PEDESTRIANS WHO HAVE VISUAL DISABILITIES.
- WHEN CURB CUT RAMP IS NOT PRESENT, TEMPORARY OR PERMANENT CURB CUT RAMP WILL BE PROVIDED BY CONTRACTOR.

STANDARD LEGEND	
	DETECTABLE BARRIER
	DETECTABLE EDGING
	WORK SITE
	CURB CUT RAMP WITH DETECTABLE SURFACE WARNING
	SIGN
	DIRECTION OF TRAFFIC LANE(S)

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
CONSTRUCTION DETAIL TRAFFIC CONTROL PEDESTRIAN ACCESSIBILITY AROUND WORKZONE - SIDEWALK DIVERSION	
NO SCALE	SEPTEMBER 2008
GLO BY	T-20

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REVISION DATES

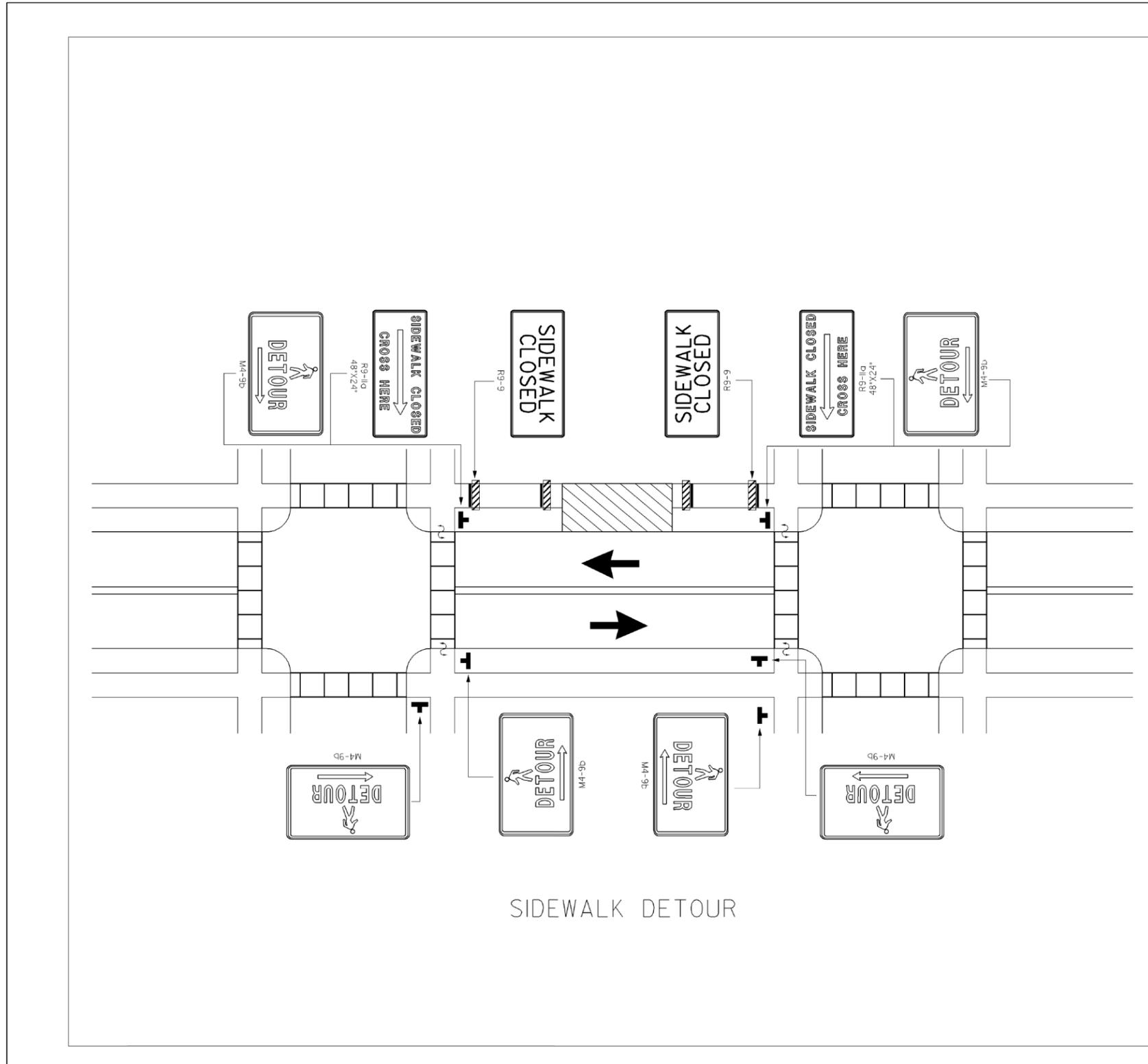
NO.	DATE	DESCRIPTION

CONSTRUCTION DETAILS
SANDY SPRINGS ATMS PHASE 4

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VERIFIED:	DATE:	

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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
CA.			



GENERAL NOTES:

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- WHEN CURB CUT RAMP IS NOT PRESENT, TEMPORARY OR PERMANENT CURB CUT RAMP WILL BE PROVIDED BY CONTRACTOR.

STANDARD LEGEND	
	DETECTABLE BARRIER
	DETECTABLE EDGING
	WORK SITE
	CURB CUT RAMP WITH DETECTABLE SURFACE WARNING
	SIGN
	DIRECTION OF TRAFFIC LANE(S)

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
CONSTRUCTION DETAIL TRAFFIC CONTROL PEDESTRIAN ACCESSIBILITY AROUND WORKZONE - SIDEWALK DETOUR	
NO SCALE	SEPTEMBER 2008
GLO BY	T-21

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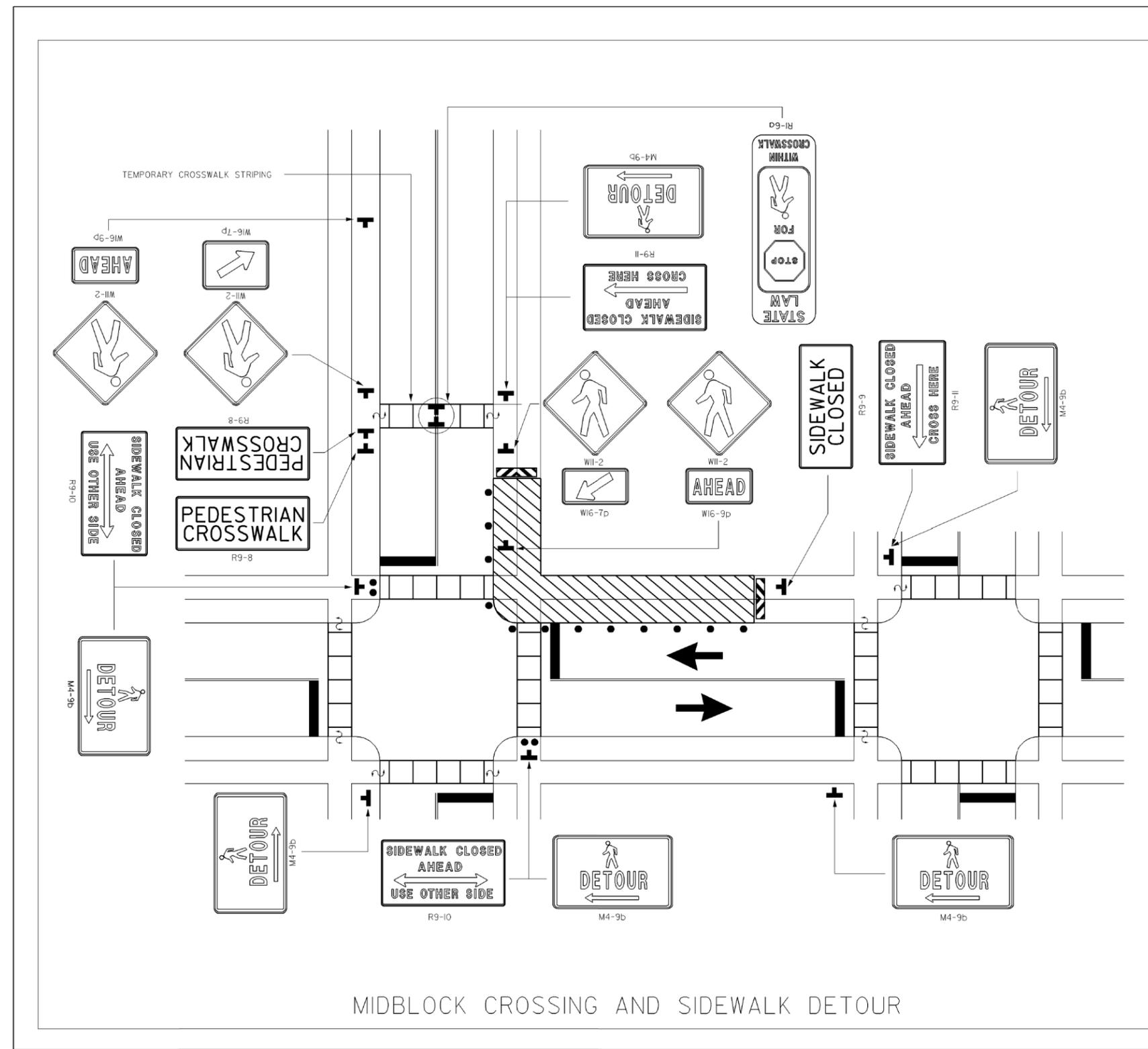
NO.	DATE	DESCRIPTION

CONSTRUCTION DETAILS
SANDY SPRINGS ATMS PHASE 4

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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



- GENERAL NOTES:
- CLOSURES OF EXISTING PEDESTRIAN FACILITIES SHALL HAVE PRIOR WRITTEN APPROVAL OF THE ENGINEER.
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 - CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MIDBLOCK CROSSWALK.
 - PLACEMENT AND REMOVAL OF TEMPORARY CROSSWALK STRIPING SHALL BE INCLUDED IN LUMP SUM TRAFFIC CONTROL.
 - WHEN CURB CUT RAMP IS NOT PRESENT, TEMPORARY OR PERMANENT CURB CUT RAMP WILL BE PROVIDED BY CONTRACTOR.

STANDARD LEGEND

	DETECTABLE BARRIER		CURB CUT RAMP WITH DETECTABLE SURFACE WARNING
	DETECTABLE EDGING		SIGN
	WORK SITE		DIRECTION OF TRAFFIC LANE(S)
	STRIPED DRUM		

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
CONSTRUCTION DETAIL TRAFFIC CONTROL PEDESTRIAN ACCESSIBILITY AROUND WORKZONE - MIDBLOCK CROSSING AND SIDEWALK DETOUR	
NO SCALE	SEPTEMBER 2008
DATE: 09-08-08	T-22

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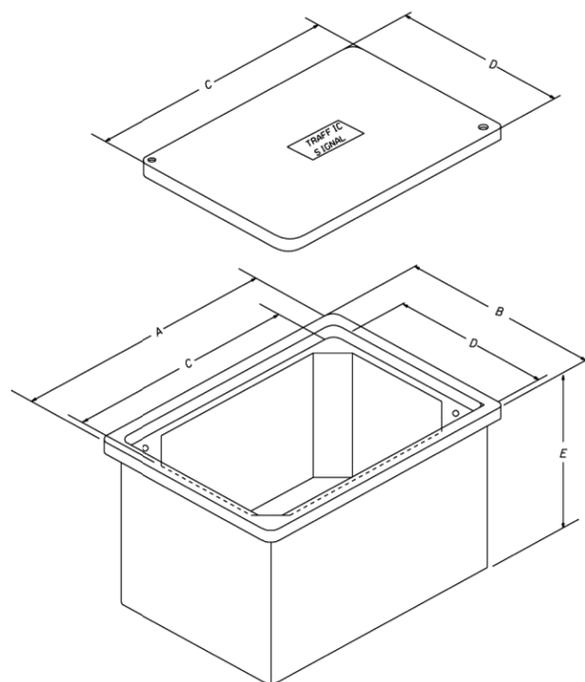
REVISION DATES	

CONSTRUCTION DETAILS
 SANDY SPRINGS ATMS PHASE 4

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BACKCHECKED:	DATE:	40-0005
CORRECTED:	DATE:	
VERIFIED:	DATE:	

STATE GA.	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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**PULLBOX TYPES
1, 2 AND 3**



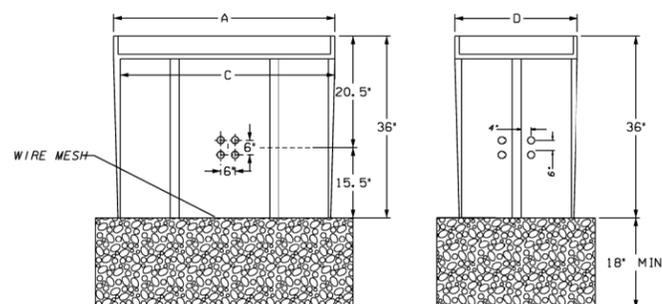
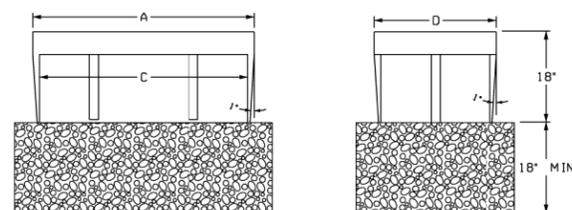
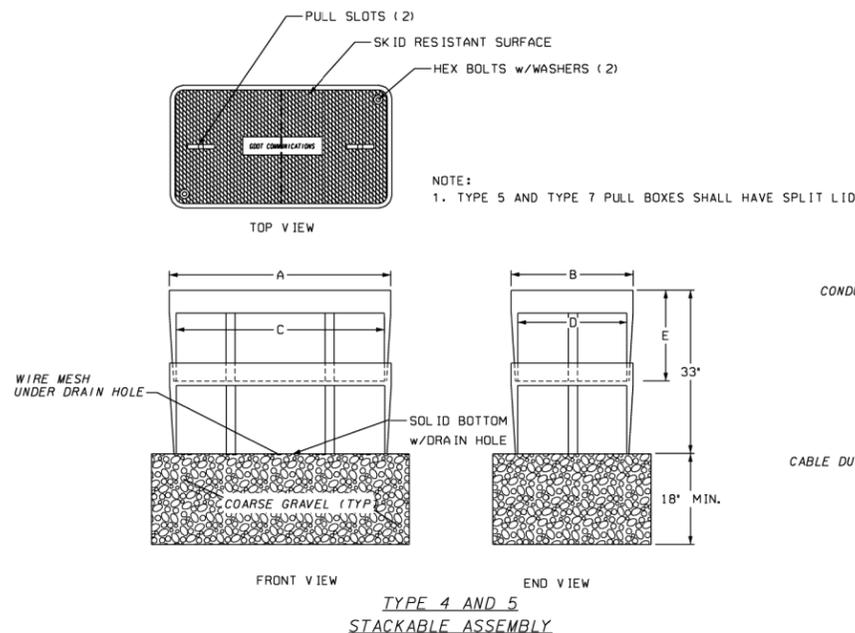
PULL BOX TYPE	SIZE (IN.)				
	A	B	C	D	E
1	14	14	12	12	12
2	21	14	18	11	12
3	33	20	30	17	12
4S	38	26	36	24	18
4	38	26	36	24	36
5S	50	32	48	30	18
5	50	32	48	30	36
6	38	26	36	24	36
7	50	32	48	30	36

- NOTES:
- SIZES SHOWN ARE MINIMUM TRADE SIZES.
 - DIMENSIONS "C" AND "D" ARE MINIMUM REQUIREMENTS WITH A TOLERANCE OF NO MORE THAN (-.050 IN/ + 2 IN)
 - EXTEND COARSE GRAVEL 6" BEYOND BASE OF PULL BOX
 - PULL BOXES TYPE 4, 4S, 5, 5S, 6 & 7 SHALL HAVE 1" (DEGREE) FLARES FOR MAXIMUM STRENGTH
 - DESIGN PULL BOXES TO MEET OR EXCEED THE TIER LOADING SET FORTH IN SPECIFICATIONS 647.

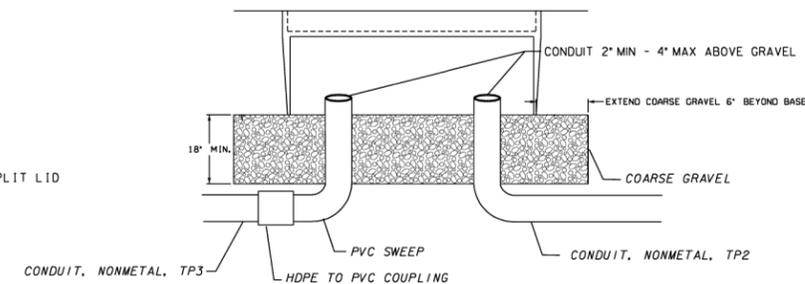
Guidelines For Usage On Metric Projects

When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following "Rounded-Off" conversion factors: 1" = 25mm, 4" = 100mm, and 12" = 300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

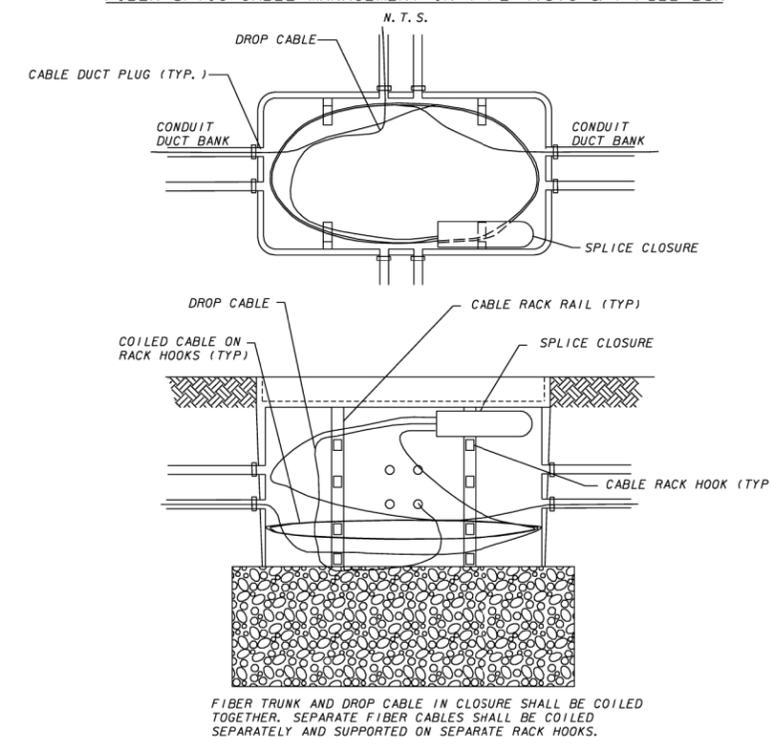
TYPE 4, 5, 4S, 5S, 6, AND 7 PULLBOX ASSEMBLIES



**TYPICAL CONDUIT ENTRANCE DETAILS
TYPE 1, 2, 3, 4S & 5S**



FIBER OPTIC CABLE MANAGEMENT IN TYPE 4, 5, 6 & 7 PULL BOX



FIBER TRUNK AND DROP CABLE IN CLOSURE SHALL BE COILED TOGETHER. SEPARATE FIBER CABLES SHALL BE COILED SEPARATELY AND SUPPORTED ON SEPARATE RACK HOOKS.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
TRAFFIC SIGNAL DETAIL PULLBOX ASSEMBLY AND INSTALLATION	
DATE	APRIL 2010
REVISION	
BY	
DETAIL NUMBER	TS-02

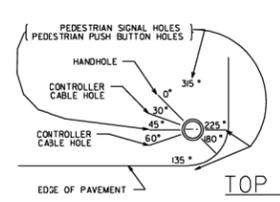
REVISION DATES

**CONSTRUCTION DETAILS
SANDY SPRINGS ATMS PHASE 4**

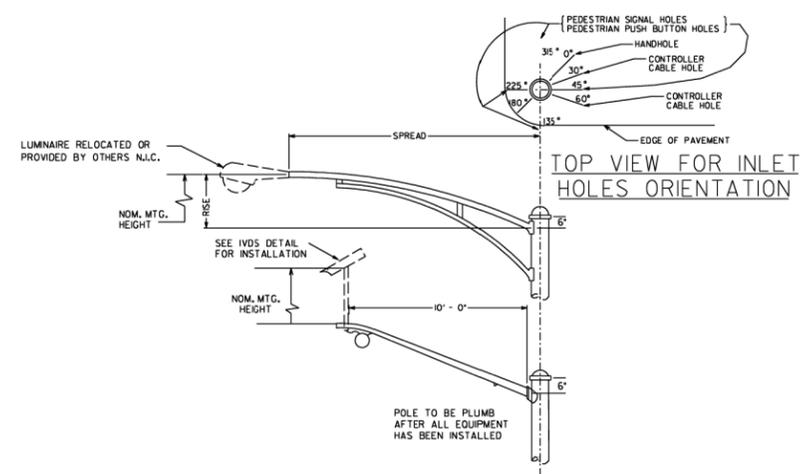
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BACKCHECKED:	DATE:	40-0006
CORRECTED:	DATE:	
VERIFIED:	DATE:	



STATE	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.				

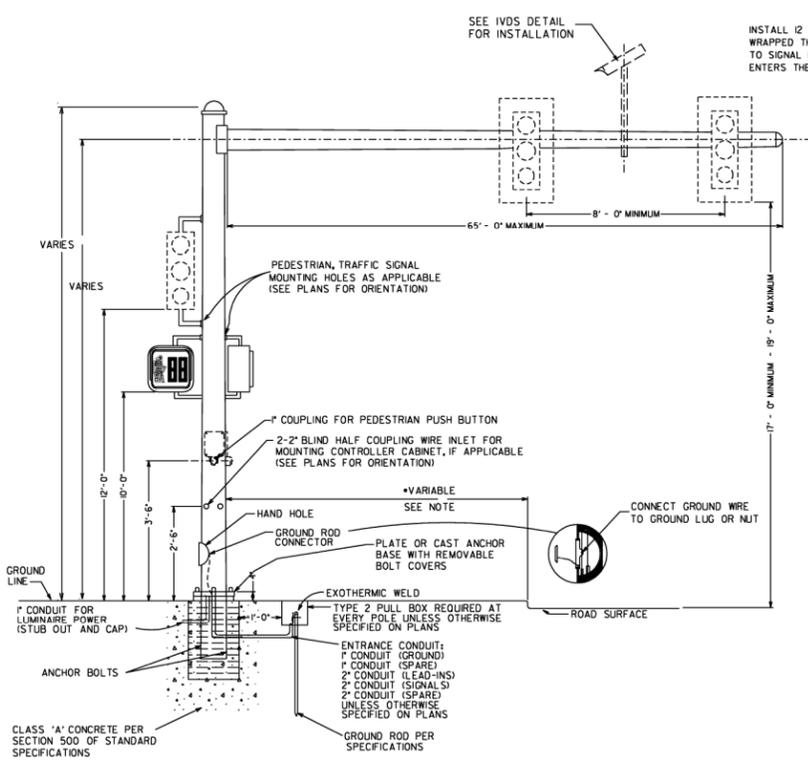


TOP VIEW FOR INLET HOLES ORIENTATION

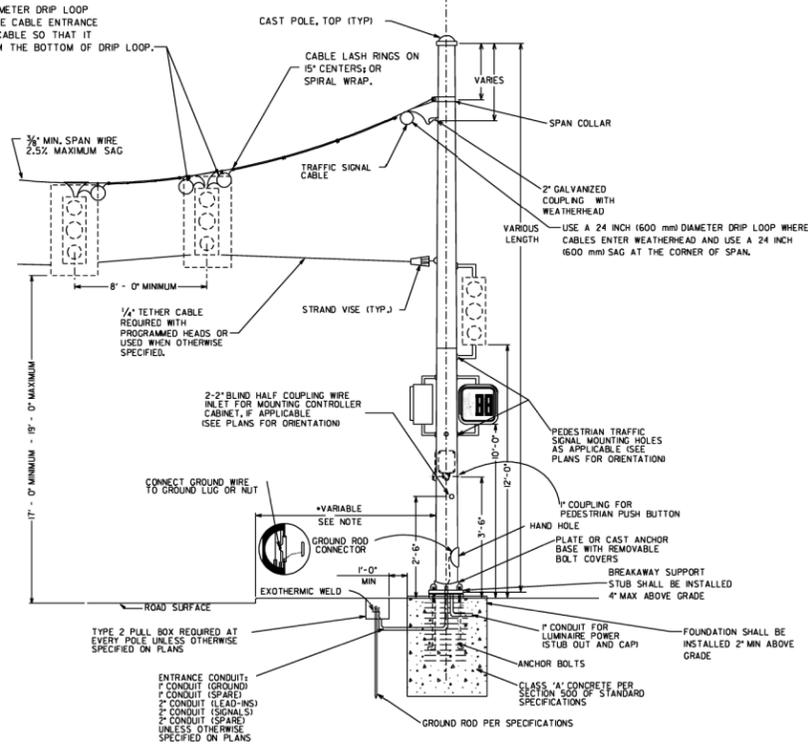


TOP VIEW FOR INLET HOLES ORIENTATION

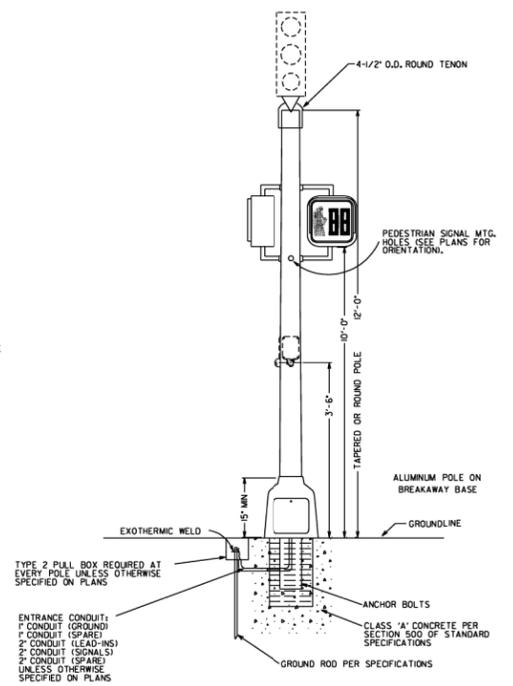
NOTES:
 DRAWINGS AND OTHER DATA INDICATING POLE DIMENSIONS AND DESIGN TOGETHER WITH DESIGN OF BASE SHALL BE PREPARED BY THE CONTRACTOR AND APPROVED BY THE DEPT. ENGINEER, PER SPECIFICATIONS AND DETAILS.
 FOUNDATION SIZE AND REINFORCING SHALL BE DETERMINED FROM THE "STEEL STRAIN POLE FOUNDATIONS" SHEET WITH THE USE OF THE BENDING MOMENT AT YIELD PROVIDED BY POLE MANUFACTURER.
 ALL HOLES IN MAST ARMS MUST BE FABRICATED BY THE MANUFACTURER. SEE SECTION 925 OF STANDARD SPECIFICATIONS REGARDING RIGID MOUNTING HARDWARE FOR SIGNAL HEADS.
 WHEN POLES ARE LOCATED ON ALL CORNERS, LUMINAIRES ARE TO BE INSTALLED PERPENDICULAR TO THE FAR SIDE APPROACHING TRAFFIC.
 WHEN LUMINAIRES ARE ONLY BEING INSTALLED ON TWO CORNERS, THEY SHOULD BE INSTALLED PERPENDICULAR TO THE FAR SIDE APPROACHING TRAFFIC ON THE MAJOR APPROACH.



TYPICAL MAST ARM POLE DETAIL



TYPICAL STEEL STRAIN POLE DETAIL



PEDESTAL POLE MOUNTED SIGNAL HEAD

*NOTE:
 CLEAR-ZONE WIDTH REQUIREMENTS ARE BASED ON AVERAGE DAILY TRAFFIC AND VEHICLE SPEEDS. SEE THE AASHTO "ROADSIDE DESIGN GUIDE" FOR GUIDANCE ON DESIGN OF CLEAR-ZONE AREAS.
 FOUNDATIONS SHALL BE INSTALLED ABOVE GRADE, BUT NOT EXCEED 4" MAXIMUM STUB HEIGHT TO LESSEN SNAGGING OF THE UNDERCARRIAGE OF A VEHICLE

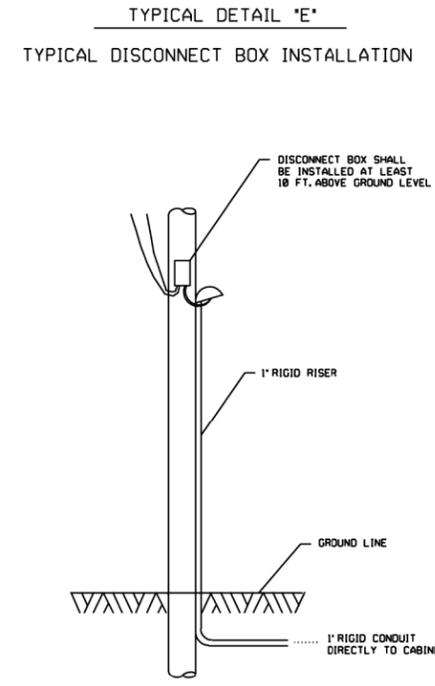
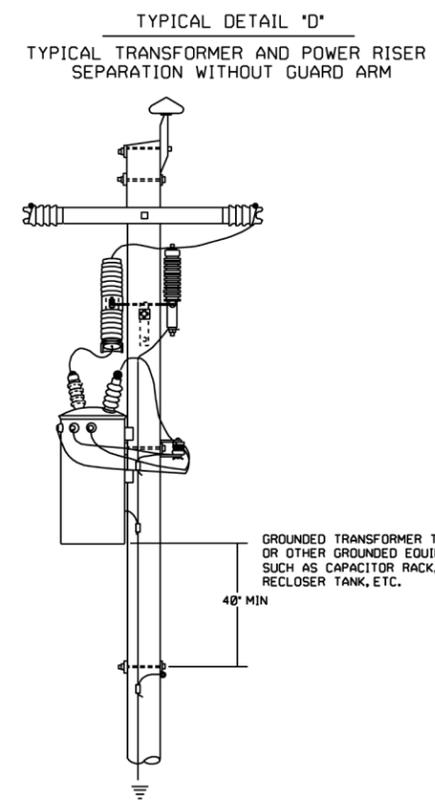
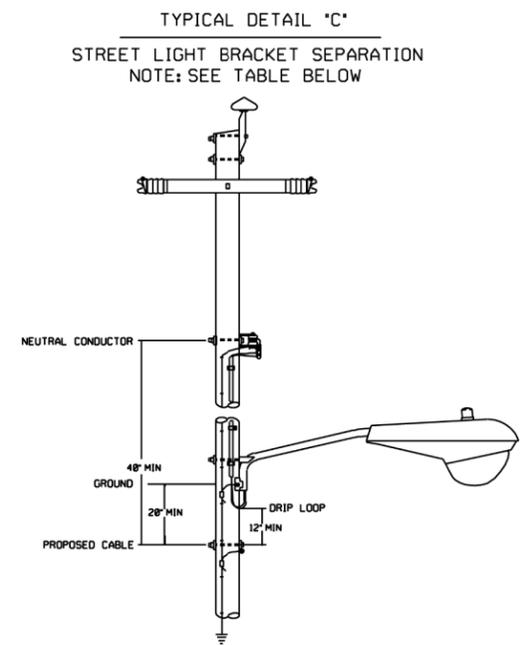
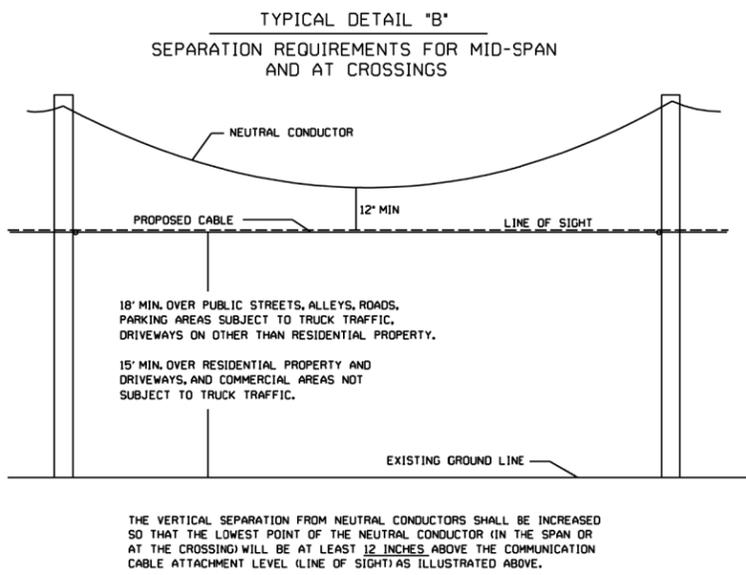
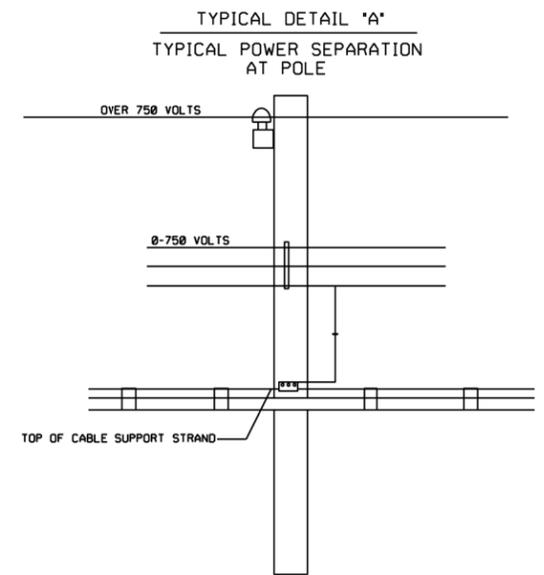
Guidelines For Usage On Metric Projects
 When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following: "Rounded-Off" conversion factors: 1"=25mm, 4"=100mm and 12"=1,300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
REVISION DESCRIPTION	TRAFFIC SIGNAL DETAIL DETAILS OF METAL TRAFFIC SIGNAL SUPPORT STRUCTURES
REV. BY:	APRIL 2010 NET TO SCALE - REPORT ERRORS
DETAIL NUMBER	TS-04



REVISION DATES		CONSTRUCTION DETAILS SANDY SPRINGS ATMS PHASE 4	
CHECKED:	DATE:	CHECKED:	DATE:
BACKCHECKED:	DATE:	BACKCHECKED:	DATE:
CORRECTED:	DATE:	CORRECTED:	DATE:
VERIFIED:	DATE:	VERIFIED:	DATE:
			DRAWING No. 40-0007

STATE	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.				



VERTICAL CLEARANCES AT THE POLE FOR SPAN WIRES AND BRACKETS FOR STREET LIGHTS (RULE 238C)

TYPE OF CLEARANCE	IF EFFECTIVELY GROUNDED	CLEARANCE (IN.) IF NOT EFFECTIVELY GROUNDED		
		FOR LUMINAIRES UP TO 150V	OVER 150V	FOR TROLLEY CONDUCTORS
ABOVE COMMUNICATION CROSS ARMS	20 (A)	20 (A)	20 (A)	20 (A)
BELOW COMMUNICATION CROSS ARMS	24	24	40	24
ABOVE COMMUNICATION CABLES	4	20 (A)	20 (A)	12
BELOW COMMUNICATION CABLES	4	20	40	12
FROM COMMUNICATION TERMINAL BOXES	4	20 (A)	20 (A)	12 (B)
FROM COMMUNICATION BRACKETS, BRIDLE WIRE RINGS, AND DRIVE HOOKS	4	16 (A)	16 (A)	4

NOTES A, MAY BE REDUCED TO 12 IN. FOR WIRES OR PARTS OF BRACKETS 40 IN. OR MORE FROM SURFACE OF POLE
B. IF OBTAINABLE IF NOT, MAXIMUM OBTAINABLE

Guidelines For Usage On Metric Projects
When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following: *Rounded Off* conversion factors: 1" = 25mm, 4" = 100mm, and 12" or 1' = 300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

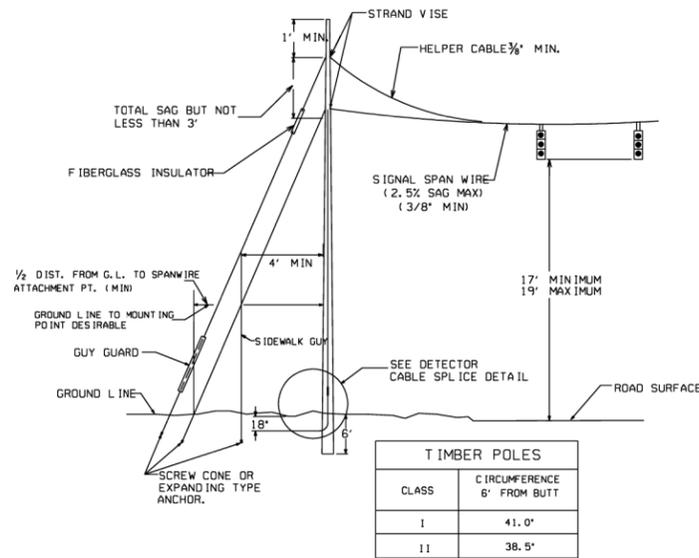
REVISION	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
REVISION	DESCRIPTION	TRAFFIC SIGNAL DETAIL UTILITY CLEARANCE DETAIL
REV. BY:	DATE	DETAIL NUMBER APRIL 2010 TS-08

NOT TO SCALE - REPORT ERRORS

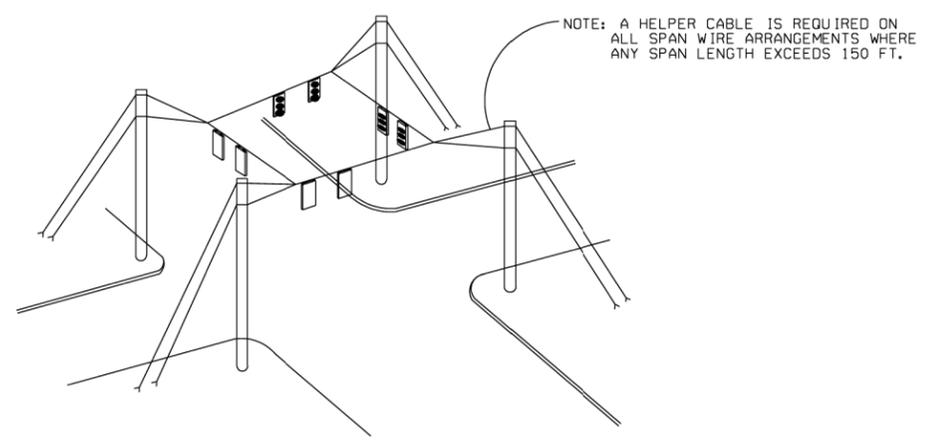


REVISION DATES		CONSTRUCTION DETAILS	
		SANDY SPRINGS ATMS PHASE 4	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	40-0008	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

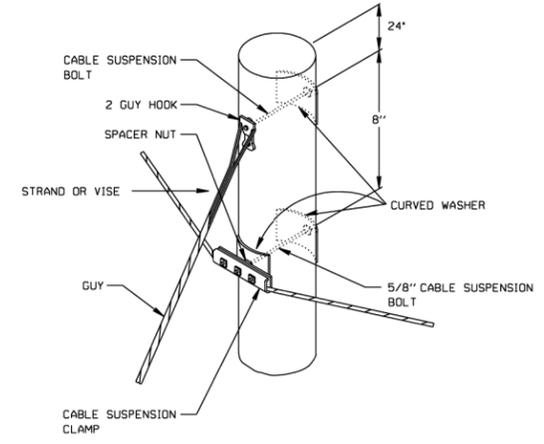
STATE	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.				



SAG = .025 SPAN LENGTH
SPAN LENGTH = LONGEST DISTANCE BETWEEN ANY TWO SUPPORT POLES IN INSTALLATION.

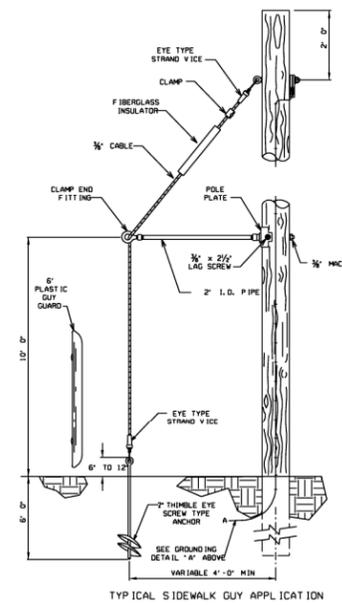
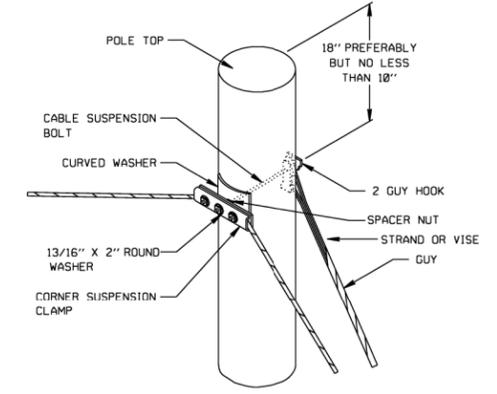


TYPICAL DETAIL "D"
SUSPENSION STRAND - PULL TOWARD POLE - LESS THAN 5 FEET

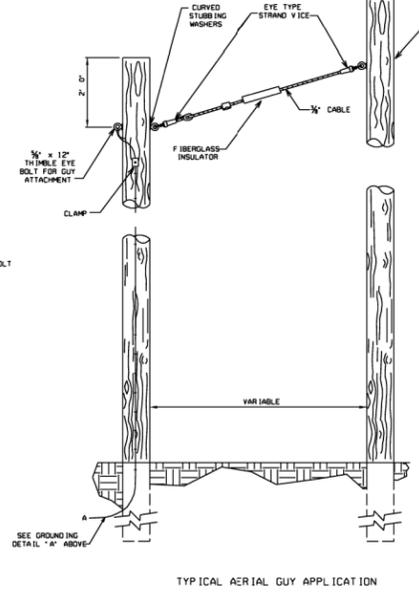


TYP. TIMBER SIGNAL POLE DETAIL

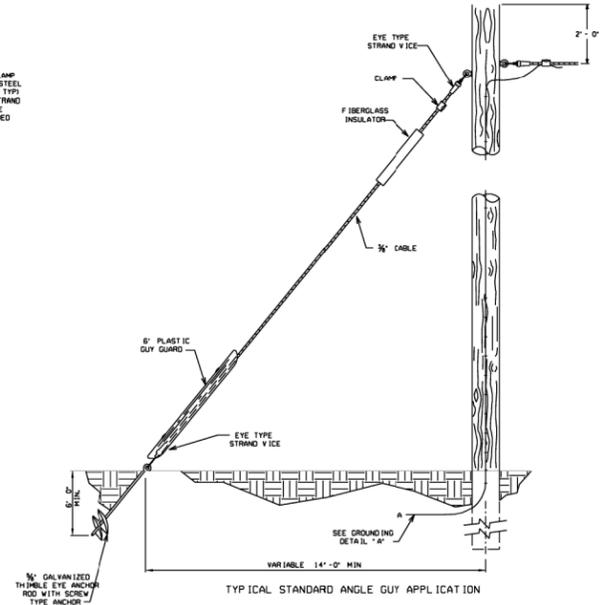
TYPICAL DETAIL "E"
SUSPENSION STRAND - PULL AWAY FROM POLE - 5 FEET OR MORE



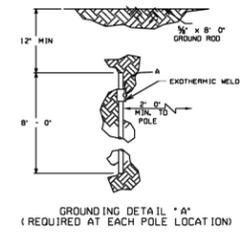
TYPICAL SIDEWALK GUY APPLICATION



TYPICAL AERIAL GUY APPLICATION



TYPICAL STANDARD ANGLE GUY APPLICATION



GROUNDING DETAIL "A"
(REQUIRED AT EACH POLE LOCATION)

Guidelines For Usage On Metric Projects
When these details are incorporated into plans and/or projects that are being prepared or constructed in metric units, need or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following: - ROUNDED OFF conversion factors: 1"=25mm, 4"=100mm, and 12" or 1'-300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
TRAFFIC SIGNAL DETAIL	
STANDARD GUYING DETAILS	
REV. BY:	DATE
DETAIL NUMBER	
APRIL 2010	
TS-09	

REVISION DATES

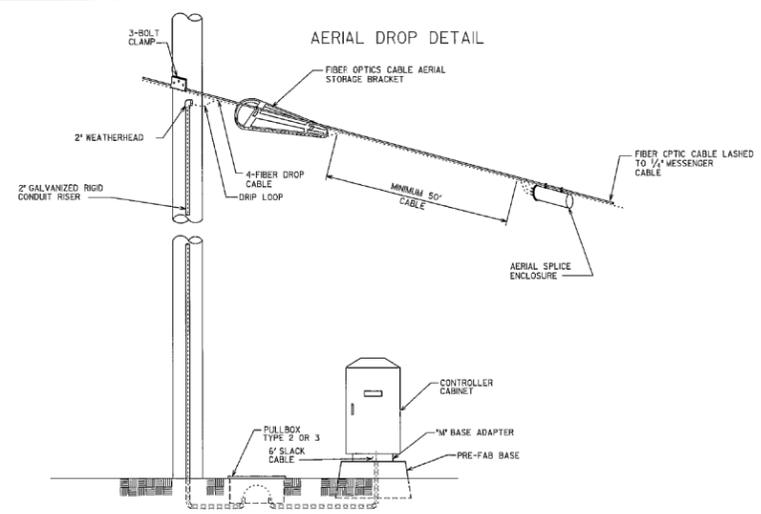
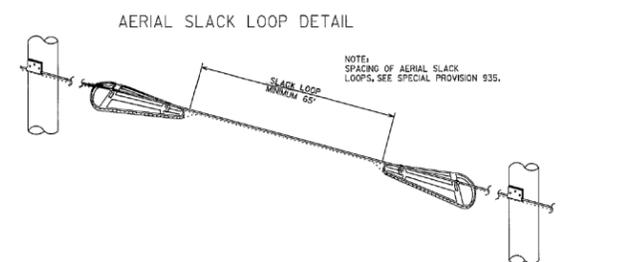
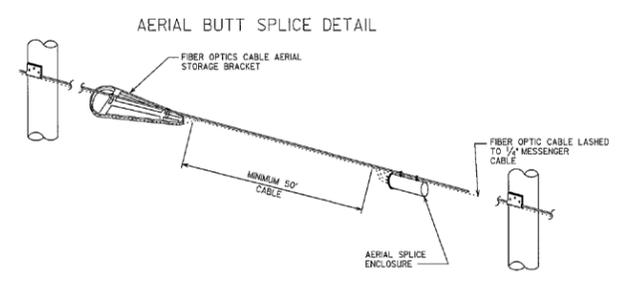
NO.	DATE	DESCRIPTION

CONSTRUCTION DETAILS
SANDY SPRINGS ATMS PHASE 4

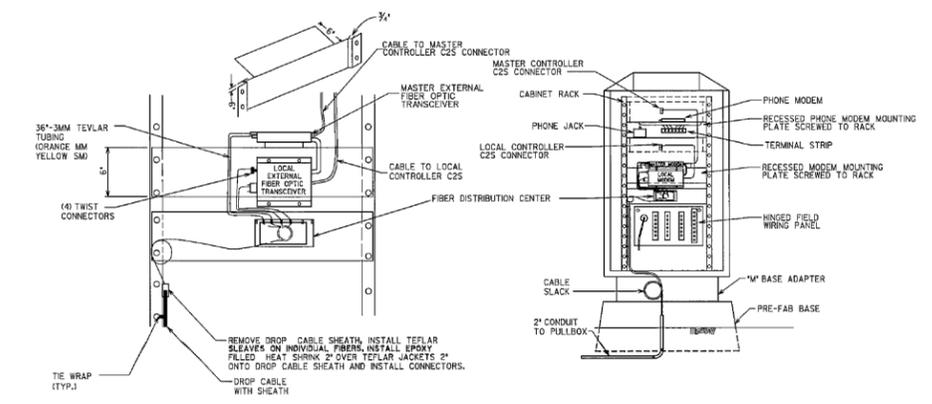
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BACKCHECKED:	DATE:	40-0009
CORRECTED:	DATE:	
VERIFIED:	DATE:	



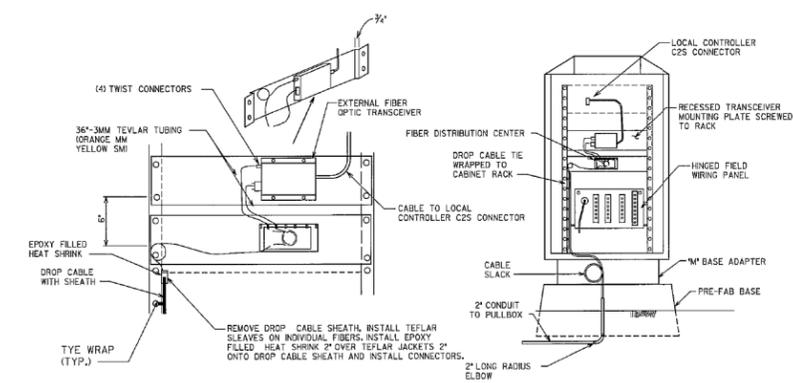
DATE## #USER#	TIME## ##PENTABLE##	#PRF#	#DGN#	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
				GA			



FIBER OPTIC DETAIL DROP - CABLE TERMINATION IN CONTROL CABINET MODEL 332 - MASTER SYSTEM



FIBER OPTIC DETAIL DROP-CABLE TERMINATION IN CONTROL CABINET - MODEL 332 LOCAL SYSTEM



3/1/2002
 GPLN

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

-NO SCALE-

REVISION DATES	
11/01/2000	
11/01/2000	
12/18/2001	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: TRAFFIC OPERATIONS
 SIGNAL PLANS

FIBER OPTIC DETAILS
 SHEET 1 OF 2

TS-10
 DRAWING No.
 DECEMBER 2001



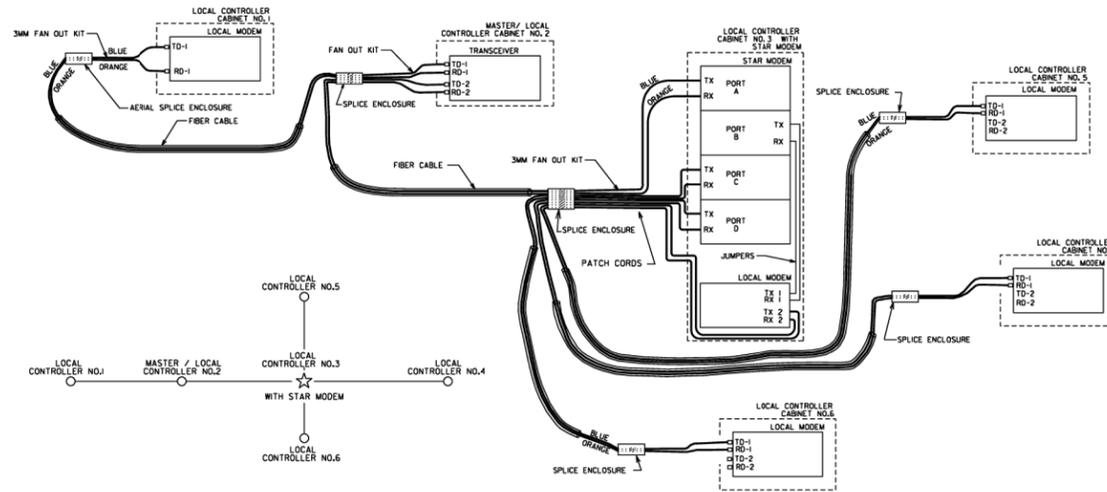
REVISION DATES	

CONSTRUCTION DETAILS
 SANDY SPRINGS ATMS PHASE 4

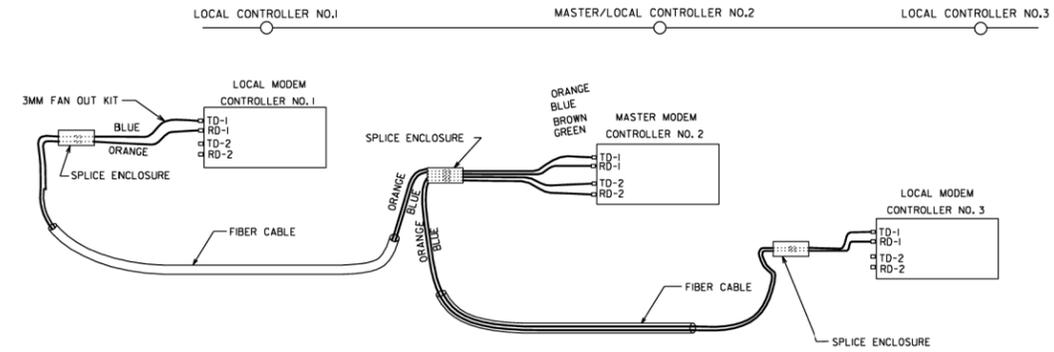
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	40-0010

STATE	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.				

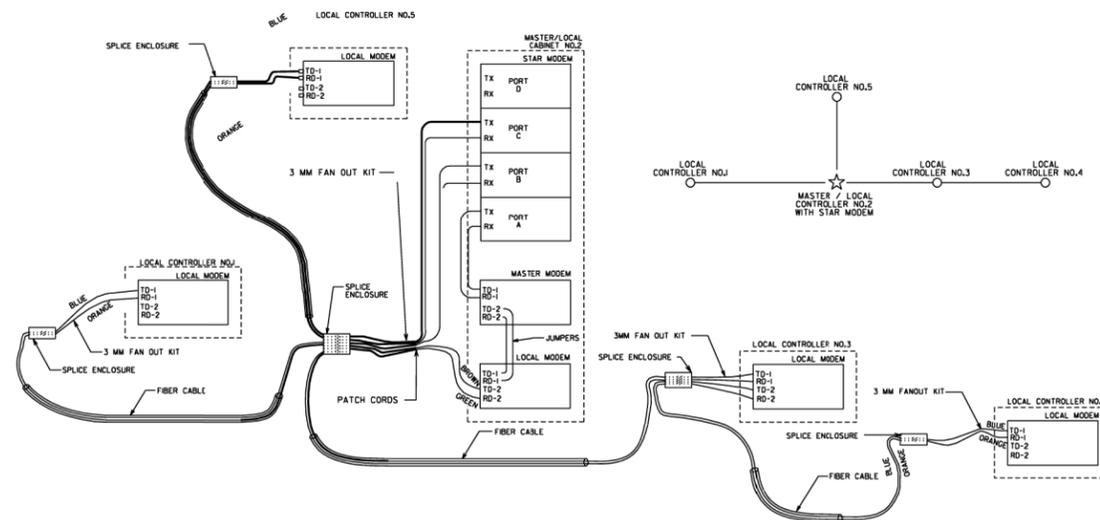
DROP CABLE SPLICE DETAIL
 FOR
 LOCAL CONTROLLER WITH STAR MODEM



FIBER OPTIC DISTRIBUTION DETAIL
 (CLOSED LOOP SYSTEM ONLY)



DROP CABLE SPLICE DETAIL
 FOR
 MASTER / LOCAL CONTROLLER WITH STAR MODEM



DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION DESCRIPTION		TRAFFIC SIGNAL DETAIL FIBER OPTICS DETAILS 2 OF 2	
REV. BY:	DATE	DETAIL NUMBER	
	APRIL 2010	TS-11	
NOT TO SCALE - REPORT ERRORS			



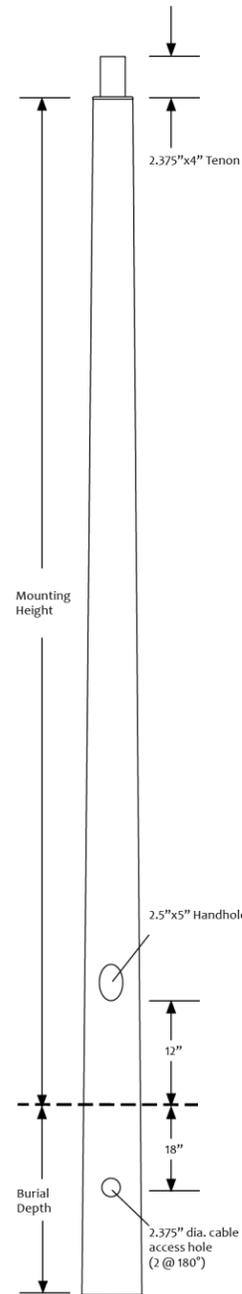
REVISION DATES

NO.	DATE	DESCRIPTION

CONSTRUCTION DETAILS
 SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	40-0011
CORRECTED:	DATE:	
VERIFIED:	DATE:	

Side Mount : Direct Burial : AASHTO BREAKAWAY POLES

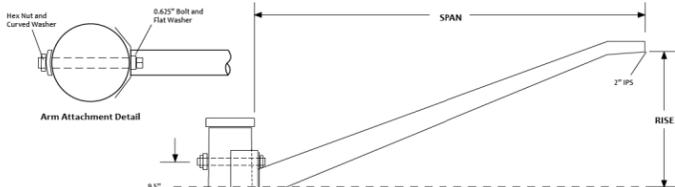


CMT Catalog Number	Nominal Mounting Height (ft.)	Shaft Length (ft.)	Weight of Pole (lb.)	Tip O.D. (in.)	Butt O.D. (in.)	Maximum EPA		
						80 MPH	100 MPH	120 MPH
Single Arm, 50# Luminaire								
SB13-D-50-85BK	10	13	24	4.41	7.22	6.8	4.0	3.0
SB20-D-50-85BK	16	20	52	4.41	8.68	6.0	4.0	3.0
SB24-D-50-85BK	20	24	66	4.41	9.59	6.0	4.0	3.0
Double Arm (@180°), two 55# Luminaires								
SB20-D-200-85BK	16	20	56	4.41	8.68	8.3	5.2	5.2
SB24-D-200-85BK	20	24	80	4.41	9.59	8.3	5.2	5.2
SB30-D-200-85BK	25	30	107	4.41	10.80	8.3	5.2	5.2
SB35-D-200-85BK	30	35	145	4.41	11.97	8.3	5.2	5.2
SB40-D-200-85BK	35	40	173	4.41	12.91	8.3	4.8	4.8

For 140 MPH, see High Wind Speed section.

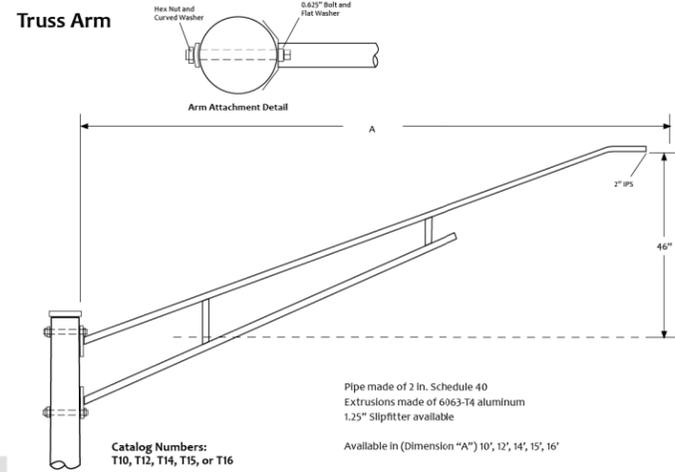
ACCESSORIES : Mast Arms

Tapered Arm



Catalog Number	Type (ft.)	Span (in.)	Rise (in.)	Weight (lbs.)	EPA (eq. ft.)
S4	4	45	15	7	1.1
S6	6	68	24	10.5	1.6
S8	8	90	32	15	2.4
S10	10	114	39	18	3.3
S12	12	138	46	20	4.0

Truss Arm

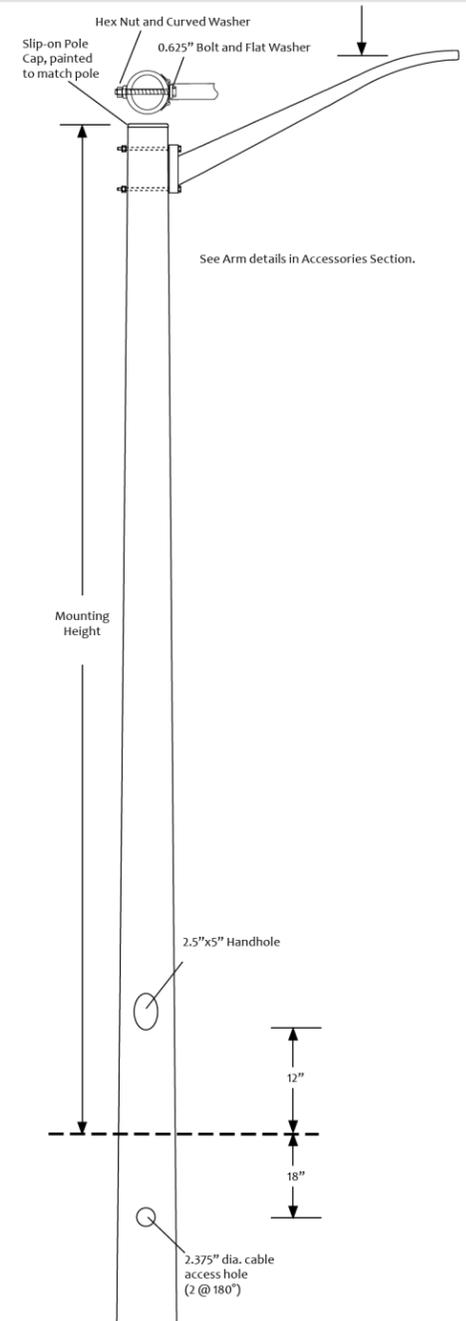


CMT · Marathon 36

CMT · Marathon Poles · 800-416-4276 · www.cmt-poles.com

AASHTO BREAKAWAY POLES : MAST ARM : Direct Burial

CMT Catalog Number	Nominal Mounting Height (ft.)	Shaft Length (ft.)	Weight of Pole (lb.)	Tip O.D. (in.)	Butt O.D. (in.)	Maximum EPA		
						80 MPH	100 MPH	120 MPH
4' Single Mast Arm, 50# Luminaire								
MB23-D-50-S4	20	23	63	4.41	9.38	6.5	3.5	3.0
MB30-D-50-S4	25	30	95	4.41	10.80	6.5	3.5	3.0
MB35-D-50-S4	30	35	123	4.41	11.86	6.5	3.5	3.0
MB39-F-50-S4	35	39	167	5.12	13.63	6.5	3.5	3.0
4' Double Mast Arm (@180°), 50# Luminaire								
MB23-D-50-D4	20	23	85	4.41	9.38	5.5	4.0	3.0
MB30-F-50-D4	25	30	117	5.12	11.51	5.5	4.0	3.0
MB35-K-50-D4	30	35	158	6.54	12.68	5.5	4.0	3.0
MB39-K-50-D4	35	39	185	6.54	13.54	5.5	4.0	3.0
6' Single Mast Arm, 50# Luminaire								
MB23-D-50-S6	20	23	87	4.41	9.38	6.0	3.5	3.0
MB30-F-50-S6	26	30	115	5.12	11.51	6.5	3.5	3.0
MB33-F-50-S6	30	33	136	5.12	12.21	6.5	3.5	3.0
MB39-F-50-S6	36	39	176	5.12	13.63	6.5	3.5	3.0
6' Double Mast Arm (@180°), 50# Luminaire								
MB23-F-50-D6	20	23	96	5.12	10.09	5.2	4.0	3.0
MB30-F-50-D6	26	30	141	5.12	11.51	5.5	4.0	3.0
MB33-F-50-D6	30	33	161	5.12	12.21	5.5	4.0	3.0
8' Single Mast Arm, 50# Luminaire								
MB22-K-50-S8	20	22	90	6.54	10.58	9.0	7.5	5.0
MB28-K-50-S8	25	28	123	6.54	12.59	12.0	7.5	5.0
MB33-K-50-S8	30	33	161	6.54	13.62	12.0	7.5	5.0
8' Double Mast Arm (@180°), 50# Luminaire								
MB22-K-50-D8	20	22	100	6.54	11.29	7.0	5.0	3.5
MB28-K-50-D8	25	28	144	6.54	12.59	6.5	5.0	3.5
10' Single Mast Arm, 50# Luminaire								
MB22-K-50-S10	20	22	92	6.54	11.18	10.0	6.0	3.0
MB28-K-50-S10	25	28	121	6.54	12.48	10.0	6.0	3.0
MB33-K-50-S10	30	33	162	6.54	13.62	10.0	6.0	3.0
10' Double Mast Arm (@180°), 50# Luminaire								
MB22-K-50-D10	20	22	116	6.54	11.18	7.0	5.0	3.5
12' Single Mast Arm, 50# Luminaire								
MB21-K-50-S12	20	21	88	6.54	11.02	9.0	5.0	3.0
MB26-K-50-S12	25	26	121	6.54	12.21	10.0	5.0	3.0
MB32-K-50-S12	30	32	170	6.54	13.40	12.0	5.0	3.0
MB36-K-50-S12	35	36	201	6.54	14.34	9.5	5.0	3.0
12' Double Mast Arm (@180°), 50# Luminaire								
MB21-K-50-D12	20	21	117	6.54	11.02	7.5	5.0	3.0



Maximum EPA is calculated using wind velocities shown with a 1.3 gust factor. Poles are available with other EPA specifications. Contact factory.
 Total weight of fixture(s) and bracket(s) should not exceed vertical load shown above.
 Standard features are as shown on drawing. Available optional features are listed in the order grid on Page 2, and in the Accessories pages.
 Slip-fit tenon to be used only with 50# vertical load series.
 Tenon-mounted side arm brackets should be used only in symmetrical double, triple, or quad arrangements. Available bullhorn brackets are listed in the Accessories section.

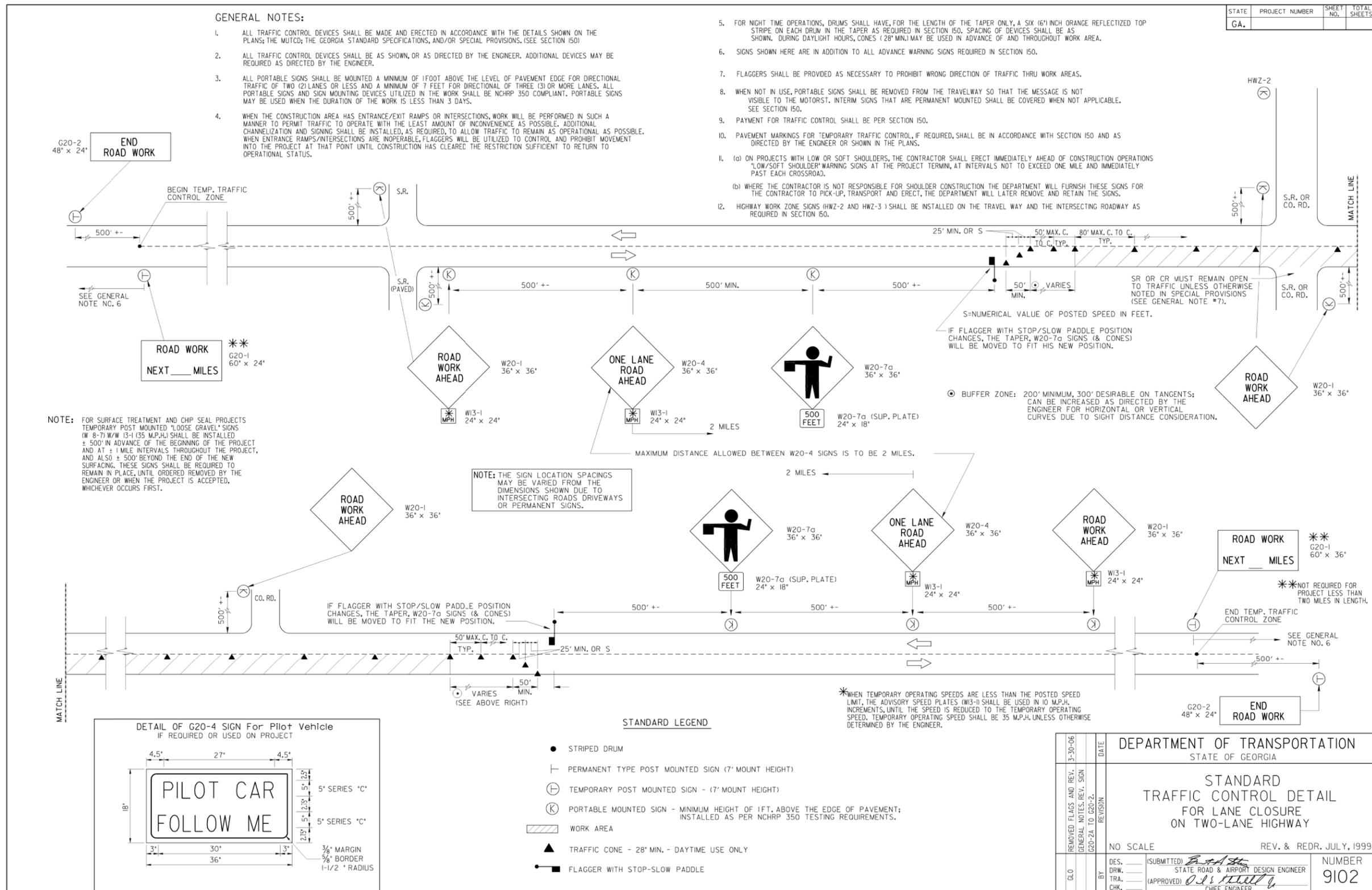
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REVISION DATES

CONSTRUCTION DETAILS SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	40-0012
CORRECTED:	DATE:	
VERIFIED:	DATE:	

8/3/2006 11:38:53 AM \\GDOT-D5N1\GDOT\GDOT\GDOT\1111\out\put\cot_gowens.W:\BARR\Revised 9/02/9/02.prf_G0-R06



NOTE: FOR SURFACE TREATMENT AND CHIP SEAL PROJECTS TEMPORARY POST MOUNTED "LOOSE GRAVEL" SIGNS (W 8-7) W/W 13-1 (35 M.P.H.) SHALL BE INSTALLED ± 500' IN ADVANCE OF THE BEGINNING OF THE PROJECT AND AT ± 1 MILE INTERVALS THROUGHOUT THE PROJECT, AND ALSO ± 500' BEYOND THE END OF THE NEW SURFACING. THESE SIGNS SHALL BE REQUIRED TO REMAIN IN PLACE, UNTIL ORDERED REMOVED BY THE ENGINEER OR WHEN THE PROJECT IS ACCEPTED, WHICHEVER OCCURS FIRST.

NOTE: THE SIGN LOCATION SPACINGS MAY BE VARIED FROM THE DIMENSIONS SHOWN DUE TO INTERSECTING ROADS DRIVEWAYS OR PERMANENT SIGNS.

*WHEN TEMPORARY OPERATING SPEEDS ARE LESS THAN THE POSTED SPEED LIMIT, THE ADVISORY SPEED PLATES (W13-1) SHALL BE USED IN 10 M.P.H. INCREMENTS, UNTIL THE SPEED IS REDUCED TO THE TEMPORARY OPERATING SPEED. TEMPORARY OPERATING SPEED SHALL BE 35 M.P.H. UNLESS OTHERWISE DETERMINED BY THE ENGINEER.

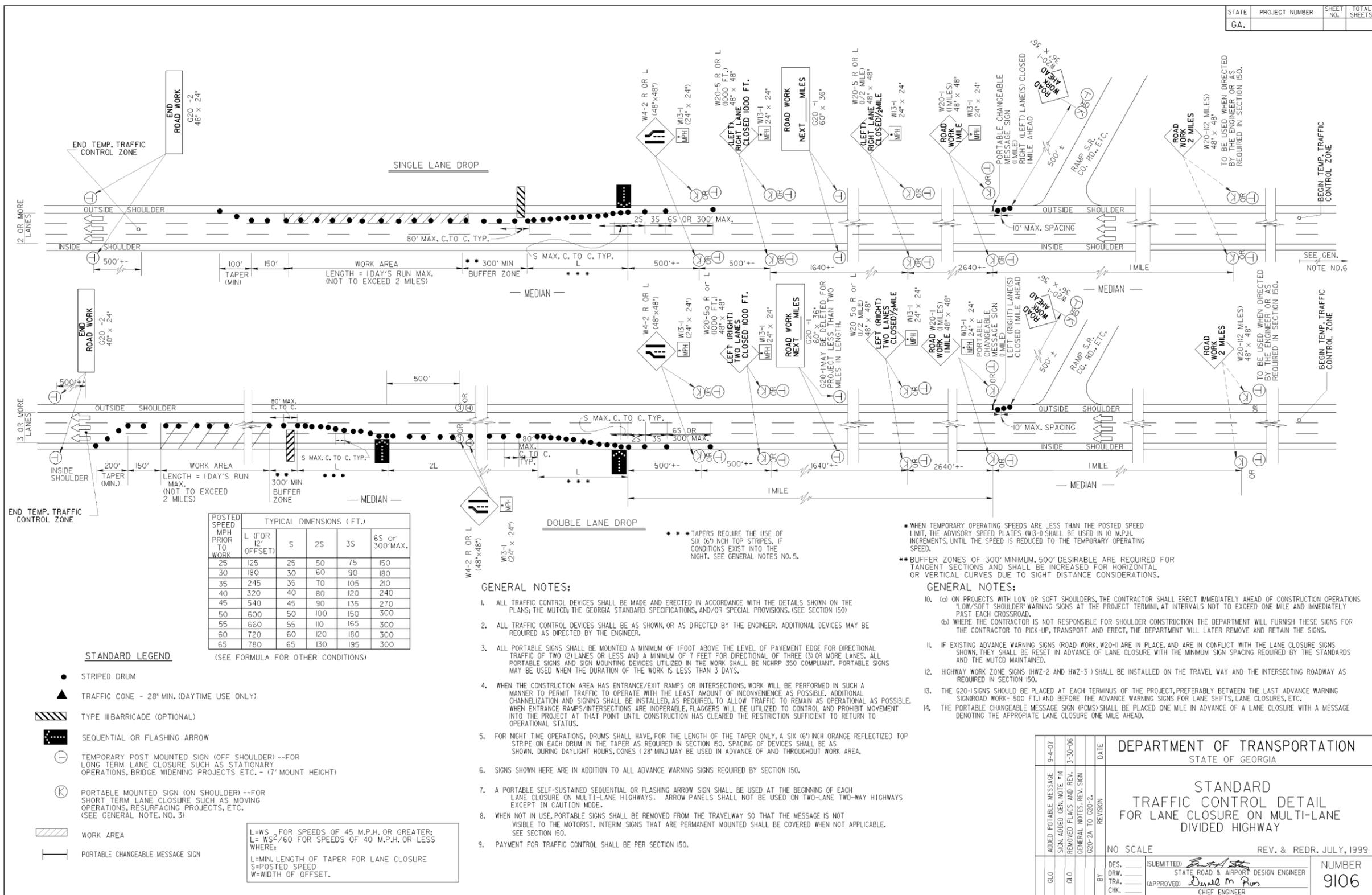


- STANDARD LEGEND**
- STRIPED DRUM
 - PERMANENT TYPE POST MOUNTED SIGN (7' MOUNT HEIGHT)
 - ⊕ TEMPORARY POST MOUNTED SIGN - (7' MOUNT HEIGHT)
 - Ⓚ PORTABLE MOUNTED SIGN - MINIMUM HEIGHT OF 1 FT. ABOVE THE EDGE OF PAVEMENT; INSTALLED AS PER NCHRP 350 TESTING REQUIREMENTS.
 - ▨ WORK AREA
 - ▲ TRAFFIC CONE - 28" MIN. - DAYTIME USE ONLY
 - FLAGGER WITH STOP-SLOW PADDLE

REMOVED FLAGS AND REV. DATE		3-30-06		DATE		3-30-06	
GENERAL NOTES, REV. SIGN		G20-2A TO G20-2		REVISION			
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA				STANDARD TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE HIGHWAY			
NO SCALE				REV. & REDR. JULY, 1999			
DES. (SUBMITTED) <i>B.A.H.</i>		STATE ROAD & AIRPORT DESIGN ENGINEER		NUMBER		9102	
DRAW. (APPROVED) <i>O.S. [Signature]</i>		CHIEF ENGINEER					



REVISION DATES		GEORGIA STANDARDS	
		SANDY SPRINGS ATMS PHASE 4	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	41-0002	
CORRECTED:	DATE:		
VERIFIED:	DATE:		



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

POSTED SPEED MPH PRIOR TO WORK	TYPICAL DIMENSIONS (FT.)				
	L (FOR 12' OFFSET)	S	2S	3S	6S OR 300' MAX.
25	125	25	50	75	150
30	180	30	60	90	180
35	245	35	70	105	210
40	320	40	80	120	240
45	540	45	90	135	270
50	600	50	100	150	300
55	660	55	110	165	300
60	720	60	120	180	300
65	780	65	130	195	300

STANDARD LEGEND

- STRIPED DRUM
- ▲ TRAFFIC CONE - 28" MIN. (DAYTIME USE ONLY)
- ▨ TYPE II BARRICADE (OPTIONAL)
- ⬢ SEQUENTIAL OR FLASHING ARROW
- ⊕ TEMPORARY POST MOUNTED SIGN (OFF SHOULDER) --FOR LONG TERM LANE CLOSURE SUCH AS STATIONARY OPERATIONS, BRIDGE WIDENING PROJECTS ETC. - (7' MOUNT HEIGHT)
- Ⓚ PORTABLE MOUNTED SIGN (ON SHOULDER) --FOR SHORT TERM LANE CLOSURE SUCH AS MOVING OPERATIONS, RESURFACING PROJECTS, ETC. (SEE GENERAL NOTE, NO. 3)
- ▨ WORK AREA
- ⊏ PORTABLE CHANGEABLE MESSAGE SIGN

L=WS FOR SPEEDS OF 45 M.P.H. OR GREATER;
 L= WS²/60 FOR SPEEDS OF 40 M.P.H. OR LESS WHERE:
 L=MIN. LENGTH OF TAPER FOR LANE CLOSURE
 S=POSTED SPEED
 W=WIDTH OF OFFSET.

GENERAL NOTES:

- ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS; THE MUTCD; THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. (SEE SECTION 150)
- ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF 1 FOOT ABOVE THE LEVEL OF PAVEMENT EDGE FOR DIRECTIONAL TRAFFIC OF TWO (2) LANES OR LESS AND A MINIMUM OF 7 FEET FOR DIRECTIONAL OF THREE (3) OR MORE LANES. ALL PORTABLE SIGNS AND SIGN MOUNTING DEVICES UTILIZED IN THE WORK SHALL BE NCHRP 350 COMPLIANT. PORTABLE SIGNS MAY BE USED WHEN THE DURATION OF THE WORK IS LESS THAN 3 DAYS.
- WHEN THE CONSTRUCTION AREA HAS ENTRANCE/EXIT RAMP OR INTERSECTIONS, WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE WITH THE LEAST AMOUNT OF INCONVENIENCE AS POSSIBLE. ADDITIONAL CHANNELIZATION AND SIGNING SHALL BE INSTALLED, AS REQUIRED, TO ALLOW TRAFFIC TO REMAIN AS OPERATIONAL AS POSSIBLE. WHEN ENTRANCE RAMP/INTERSECTIONS ARE INOPERABLE, FLAGGERS WILL BE UTILIZED TO CONTROL AND PROHIBIT MOVEMENT INTO THE PROJECT AT THAT POINT UNTIL CONSTRUCTION HAS CLEARED THE RESTRICTION SUFFICIENT TO RETURN TO OPERATIONAL STATUS.
- FOR NIGHT TIME OPERATIONS, DRUMS SHALL HAVE, FOR THE LENGTH OF THE TAPER ONLY, A SIX (6) INCH ORANGE REFLECTIZED TOP STRIPE ON EACH DRUM IN THE TAPER AS REQUIRED IN SECTION 150. SPACING OF DEVICES SHALL BE AS SHOWN, DURING DAYLIGHT HOURS, CONES (28" MIN.) MAY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA.
- SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED BY SECTION 150.
- A PORTABLE SELF-SUSTAINED SEQUENTIAL OR FLASHING ARROW SIGN SHALL BE USED AT THE BEGINNING OF EACH LANE CLOSURE ON MULTI-LANE HIGHWAYS. ARROW PANELS SHALL NOT BE USED ON TWO-LANE TWO-WAY HIGHWAYS EXCEPT IN CAUTION MODE.
- WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTERIM SIGNS THAT ARE PERMANENT MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
- PAYMENT FOR TRAFFIC CONTROL SHALL BE PER SECTION 150.

- * WHEN TEMPORARY OPERATING SPEEDS ARE LESS THAN THE POSTED SPEED LIMIT, THE ADVISORY SPEED PLATES (W3-1) SHALL BE USED IN 10 M.P.H. INCREMENTS, UNTIL THE SPEED IS REDUCED TO THE TEMPORARY OPERATING SPEED.
- ** BUFFER ZONES OF 300' MINIMUM, 500' DESIRABLE, ARE REQUIRED FOR TANGENT SECTIONS AND SHALL BE INCREASED FOR HORIZONTAL OR VERTICAL CURVES DUE TO SIGHT DISTANCE CONSIDERATIONS.

GENERAL NOTES:

- (a) ON PROJECTS WITH LOW OR SOFT SHOULDERS, THE CONTRACTOR SHALL ERECT IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS "LOW/SOFT SHOULDER" WARNING SIGNS AT THE PROJECT TERMINI, AT INTERVALS NOT TO EXCEED ONE MILE AND IMMEDIATELY PAST EACH CROSSROAD.
- (b) WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PICK-UP, TRANSPORT AND ERECT, THE DEPARTMENT WILL LATER REMOVE AND RETAIN THE SIGNS.
- IF EXISTING ADVANCE WARNING SIGNS (ROAD WORK, W20-1) ARE IN PLACE AND ARE IN CONFLICT WITH THE LANE CLOSURE SIGNS SHOWN, THEY SHALL BE RESET IN ADVANCE OF LANE CLOSURE WITH THE MINIMUM SIGN SPACING REQUIRED BY THE STANDARDS AND THE MUTCD MAINTAINED.
- HIGHWAY WORK ZONE SIGNS (HWZ-2 AND HWZ-3) SHALL BE INSTALLED ON THE TRAVEL WAY AND THE INTERSECTING ROADWAY AS REQUIRED IN SECTION 150.
- THE G20-1 SIGNS SHOULD BE PLACED AT EACH TERMINUS OF THE PROJECT, PREFERABLY BETWEEN THE LAST ADVANCE WARNING SIGN/ROAD WORK - 500 FT.) AND BEFORE THE ADVANCE WARNING SIGNS FOR LANE SHIFTS, LANE CLOSURES, ETC.
- THE PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) SHALL BE PLACED ONE MILE IN ADVANCE OF A LANE CLOSURE WITH A MESSAGE DENOTING THE APPROPRIATE LANE CLOSURE ONE MILE AHEAD.

9-4-07		DATE		DEPARTMENT OF TRANSPORTATION	
SIGN ADDED GEN. NOTE #14		3-30-06		STATE OF GEORGIA	
REMOVED FLAGS AND REV. SIGN				STANDARD TRAFFIC CONTROL DETAIL	
GENERAL NOTES, REV. SIGN				FOR LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY	
G20-2A TO G20-2				NO SCALE	
				REV. & REDR. JULY, 1999	
DES. (SUBMITTED) <i>[Signature]</i>		STATE ROAD & AIRPORT DESIGN ENGINEER		NUMBER	
TR. (APPROVED) <i>[Signature]</i>		CHIEF ENGINEER		9106	
CHK.					

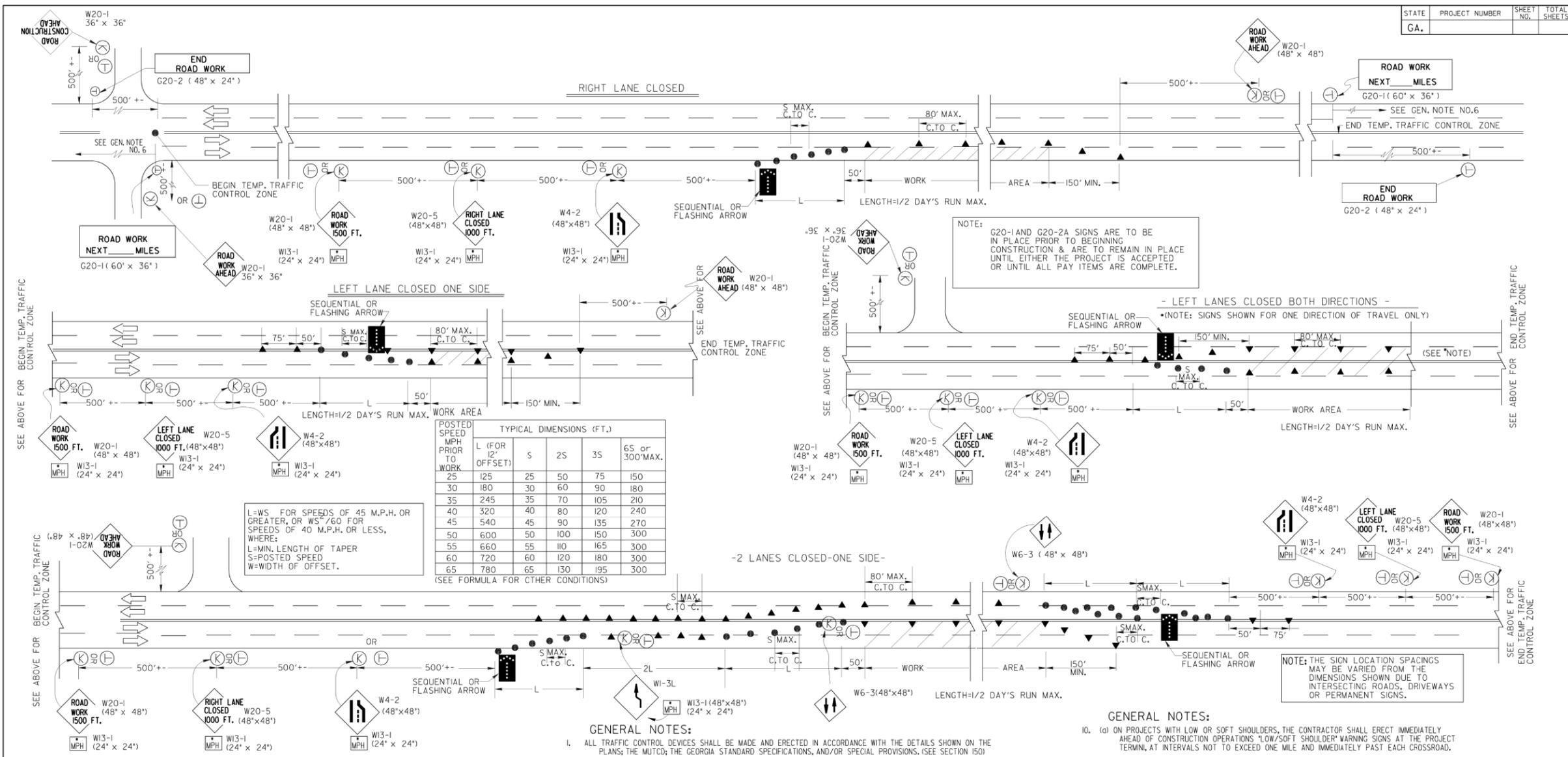


REVISION DATES

GEORGIA STANDARDS
 SANDY SPRINGS ATMS PHASE 4

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	41-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

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POSTED SPEED MPH TO WORK

POSTED SPEED MPH	L (FOR 12' OFFSET)	S	2S	3S	6S or 300' MAX.
25	125	25	50	75	150
30	180	30	60	90	180
35	245	35	70	105	210
40	320	40	80	120	240
45	540	45	90	135	270
50	600	50	100	150	300
55	660	55	110	165	300
60	720	60	120	180	300
65	780	65	130	195	300

(SEE FORMULA FOR OTHER CONDITIONS)

L=WS FOR SPEEDS OF 45 M.P.H. OR GREATER, OR WS/60 FOR SPEEDS OF 40 M.P.H. OR LESS, WHERE:
 L=MIN. LENGTH OF TAPER
 S=POSTED SPEED
 W=WIDTH OF OFFSET.

GENERAL NOTES:

- ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS; THE MUTCD; THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. (SEE SECTION 150)
- ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF 1 FOOT ABOVE THE LEVEL OF PAVEMENT EDGE FOR DIRECTIONAL TRAFFIC OF TWO (2) LANES OR LESS AND A MINIMUM OF 7 FEET FOR DIRECTIONAL OF THREE (3) OR MORE LANES. ALL PORTABLE SIGNS AND SIGN MOUNTING DEVICES UTILIZED IN THE WORK SHALL BE NCHRP 350 COMPLIANT. PORTABLE SIGNS MAY BE USED WHEN THE DURATION OF THE WORK IS LESS THAN 3 DAYS.
- WHEN THE CONSTRUCTION AREA HAS ENTRANCE/EXIT RAMP OR INTERSECTIONS, WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE WITH THE LEAST AMOUNT OF INCONVENIENCE AS POSSIBLE. ADDITIONAL CHANNELIZATION AND SIGNING SHALL BE INSTALLED, AS REQUIRED, TO ALLOW TRAFFIC TO REMAIN AS OPERATIONAL AS POSSIBLE. WHEN ENTRANCE RAMP/INTERSECTIONS ARE INOPERABLE, FLAGGERS WILL BE UTILIZED TO CONTROL AND PROHIBIT MOVEMENT INTO THE PROJECT AT THAT POINT UNTIL CONSTRUCTION HAS CLEARED THE RESTRICTION SUFFICIENT TO RETURN TO OPERATIONAL STATUS.
- FOR NIGHT TIME OPERATIONS, DRUMS SHALL HAVE, FOR THE LENGTH OF THE TAPER ONLY, A SIX (6) INCH ORANGE REFLECTIZED TOP STRIPE ON EACH DRUM IN THE TAPER AS REQUIRED IN SECTION 150. SPACING OF DEVICES SHALL BE AS SHOWN DURING DAYLIGHT HOURS, CONES (28" MIN.) MAY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA.
- SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED IN SECTION 150.
- A PORTABLE SELF-SUSTAINED SEQUENTIAL OR FLASHING ARROW SIGN SHALL BE USED AT THE BEGINNING OF EACH LANE CLOSURE.
- WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTERIM SIGNS THAT ARE PERMANENT MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
- PAYMENT FOR TRAFFIC CONTROL SHALL BE PER SECTION 150.

GENERAL NOTES:

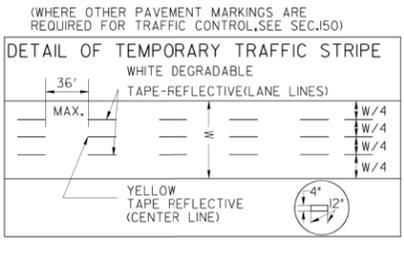
- (a) ON PROJECTS WITH LOW OR SOFT SHOULDERS, THE CONTRACTOR SHALL ERECT IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS "LOW/SOFT SHOULDER" WARNING SIGNS AT THE PROJECT TERMINAL AT INTERVALS NOT TO EXCEED ONE MILE AND IMMEDIATELY PAST EACH CROSSROAD.
- (b) WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION, THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PICK-UP, TRANSPORT AND ERECT, THE DEPARTMENT WILL LATER REMOVE AND RETAIN THE SIGNS.
- HIGHWAY WORK ZONE SIGNS (HWZ-2 AND HWZ-3) SHALL BE INSTALLED ON THE TRAVEL WAY AND THE INTERSECTING ROADWAY AS REQUIRED IN SECTION 150.
- THE G20-1 SIGNS SHOULD BE PLACED AT EACH TERMINUS OF THE PROJECT, PREFERABLY BETWEEN THE LAST ADVANCE WARNING SIGN (ROAD WORK - 500 FT.) AND BEFORE THE ADVANCE WARNING SIGNS FOR LANE SHIFTS, LANE CLOSURES, ETC.

FOR LOCATIONS ON THIS PROJECT INVOLVING ADDED TURN LANES, THE DISTRICT TRAFFIC OPERATIONS OFFICE WILL FURNISH A SCHEMATIC DRAWING OF THE TEMPORARY PAVEMENT MARKINGS AT THE PRE-CONSTRUCTION CONFERENCE.

WHEN TEMPORARY OPERATING SPEEDS ARE LESS THAN THE POSTED SPEED LIMIT, THE ADVISORY SPEED PLATES (W13-1) SHALL BE USED IN 10 M.P.H. INCREMENTS, UNTIL THE SPEED IS REDUCED TO THE TEMPORARY OPERATING SPEED.

STANDARD LEGEND

- STRIPED DRUM
- TEMPORARY POST MOUNTED SIGN (OFF SHOULDER) --FOR LONG TERM LANE CLOSURE SUCH AS STATIONARY OPERATIONS, BRIDGE WIDENING PROJECTS ETC. - (7' MOUNT HEIGHT)
- PORTABLE MOUNTED SIGN (ON SHOULDER) --FOR SHORT TERM LANE CLOSURE SUCH AS MOVING OPERATIONS, RESURFACING PROJECTS, ETC. (SEE GENERAL NOTE, NO. 3)
- TRAFFIC CONE - 28" MIN. (DAYTIME USE ONLY)
- SEQUENTIAL OR FLASHING ARROW
- WORK AREA



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON MULTI-LANE UNDIVIDED HIGHWAY

NO SCALE REV. & REDR. JULY, 1999

DES. (SUBMITTED) *B. A. H.*
 STATE ROAD & AIRPORT DESIGN ENGINEER
 TR. (APPROVED) *O. J. H.*
 CHIEF ENGINEER

NUMBER 9107

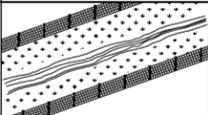
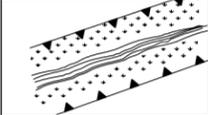
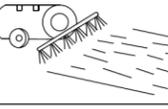
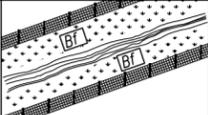
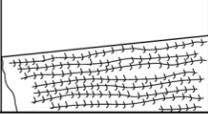
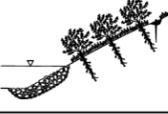
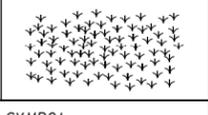


REVISION DATES

NO.	DATE	DESCRIPTION

GEORGIA STANDARDS
SANDY SPRINGS ATMS PHASE 4

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

3/3/2016 11:35:14 AM GPLOT-V8 gplotborder-V81-PO.tbl		ECL-GSWCC-2016-Ed111on_Rev03-01-2016.dgn		P.L. No.			
CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION	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.	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.
	LINE CODE				SYMBOL	Ds3	
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.	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.
	LINE CODE				PATTERN	Ds4	
	ESA-25' (OR 50') STREAM BUFFER, ETC.				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.
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.	FI-Co	SYMBOL	FI-Co	
	SYMBOL	Bf			POLYACRYLAMIDE		
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.	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.
	SYMBOL	Ds1			PATTERN	Sb	
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					

NOTE:

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



NO SCALE

REVISION DATES

EROSION CONTROL LEGEND

UNIFORM CODE SHEET

SHEET 1 OF 7

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BACKCHECKED:		DATE:		
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VERIFIED:		DATE:		52-001

REVISION DATES

EROSION CONTROL LEGEND
SANDY SPRINGS ATMS PHASE 4

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		52-0001



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

CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Cd-S	STONE CHECK DAM OR SANDBAG CHECK DAM GA. STD 1031 SECTION 163.603		STONE CHECK DAMS ARE CONSTRUCTED OF TYPE-3 RIP-RAP WITH GEOTEXTILE UNDERLINER. STONE CHECK DAMS ARE PREFERRED IN ROADWAY DITCHES OUTSIDE THE CLEAR ZONE. CONSIDERATION SHOULD BE GIVEN TO USING OTHER APPROPRIATE CHECK DAMS AND/OR BMPs WITHIN THE CLEAR ZONE. SANDBAG CHECK DAMS ARE RECOMMENDED IN CONCRETE LINED CHANNELS FOR TEMPORARY VELOCITY CONTROL ONLY. ENSURE DISCHARGE POINT IS PROPERLY STABILIZED AND INCLUDE APPROPRIATE BMPs FOR SEDIMENT STORAGE UPSTREAM AND/OR DOWNSTREAM OF CONCRETE LINED CHANNELS. IF THIS ITEM IS USED IN AN AREA WITH FLOWS GREATER THAN 2.0-CFS OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM SHALL BE USED AT THE DOWNSTREAM DISCHARGE POINT.
		SYMBOL 	
Ch-1	VEGETATED CHANNEL STABILIZATION SECTION 700		A NEW OR EXISTING CHANNEL MAY BE LINED WITH PERMANENT VEGETATION ONLY FOR VELOCITIES UP TO 5.0 fps. THIS MEASURE SHALL BE DESIGNED IN ACCORDANCE WITH THE GDOT CHANNEL LINING DESIGN PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. TYPICALLY NOT SHOWN IN PLANS.
		LINE CODE 	
Ch-2R1	CHANNEL STABILIZATION RIP-RAP, TYPE 1 CONSTRUCTION DETAIL D-49 SECTION 603		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 1 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
		LINE CODE 	
Ch-2R3	CHANNEL STABILIZATION RIP-RAP, TYPE 3 CONSTRUCTION DETAIL D-49 SECTION 603		THIS ITEM CONSISTS OF LINING A CHANNEL WITH TYPE 3 RIP-RAP 24" THICK (UNLESS SPECIFIED OTHERWISE) PLACED ON TOP OF A GEOTEXTILE UNDERLINER. THE RIP-RAP SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED. "Dp" SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
		LINE CODE 	

NOTE:
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
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	
		DRAWING No. 52-002	



REVISION DATES		EROSION CONTROL LEGEND	
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Ch-2T1	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-2 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.		*Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.	Ch-2T6	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-12 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.		*Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
	LINE CODE										
Ch-2T2	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-4 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.		*Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.	Ch-3	CONCRETE CHANNEL STABILIZATION CONSTRUCTION DETAIL D-10, D-49 SECTION 441		CHANNELS ARE LINED WITH CONCRETE FOR VELOCITIES >7- 10 fps. THIS ITEM CONSISTS OF CONSTRUCTING A 4" THICK CONCRETE CHANNEL. THE CONCRETE SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.		*Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN. RIP-RAP SHOULD BE USED TO DISSIPATE ENERGY DOWNSTREAM OF CONCRETE LINED CHANNELS.
	LINE CODE										
Ch-2T3	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-6 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.		*Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.	Co	CONSTRUCTION EXIT CONSTRUCTION DETAIL D-41 SECTION 163, 800		A CONSTRUCTION EXIT IS A STONE STABILIZED PAD THAT REDUCES OR ELIMINATES THE TRANSPORT OF MUD FROM CONSTRUCTION AREAS ONTO PUBLIC ROADS BY EQUIPMENT OR RUNOFF. BEST USED AT ACCESS POINTS, I.e. NEW LOCATION PROJECTS, BORROW PITS, WASTE PITS, ACCESS ROADS, ETC. SHOULD BE MINIMUM 20' WIDE, 50' LONG, 6" THICK, AND REQUIRES A GEOTEXTILE UNDERLAYER. 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.
	LINE CODE										
Ch-2T4	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-8 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.		*Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.	Dc-A	STREAM DIVERSION CHANNEL GEOTEXTILE, POLYETHYLENE FILM SECTION 163		A TEMPORARY CHANNEL CONSTRUCTED TO CONVEY FLOW AROUND A CONSTRUCTION SITE WHILE A PERMANENT DRAINAGE STRUCTURE IS BEING CONSTRUCTED IN A NATURAL STREAM. THIS IS A MEASURE USED TO PROTECT STREAM BEDS FROM EROSION. LINE THE CHANNEL WITH GEOTEXTILE OR POLYETHYLENE FILM. INSTALL TWO ROWS OF Sd1-S PARALLEL TO THE CHANNEL TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING THE STREAM. THE SIZE OF THE CHANNEL WILL DEPEND ON THE DISCHARGE, CHANNEL GEOMETRY, CHANNEL SLOPE AND ROUGHNESS. IT IS ACCEPTABLE FOR VELOCITIES BETWEEN 0 - 2.5 fps.		THE DRAINAGE AREA SHALL BE NOT GREATER THAN 1 SQUARE MILE. CONSTRUCTION OF THE DIVERSION CHANNEL IS INCLUDED IN THE COST OF THE STRUCTURE.
	LINE CODE										
Ch-2T5	TURF REINFORCEMENT MAT (TRM) CONSTRUCTION DETAIL D-35 SECTION 711		THIS THREE DIMENSIONAL EROSION CONTROL MAT IS USED IN CONJUNCTION WITH PERMANENT VEGETATION IN CHANNELS TO STABILIZE THE SOIL BY REINFORCING THE GRASS ROOTS TO PROVIDE LONG-TERM PROTECTION FOR SHEAR STRESSES 0-10 psf. THE TRM SHALL PROTECT THE CHANNEL FLOWING TO A DEPTH "Dp" RECOMMENDED BY THE GDOT CHANNEL LINING PROGRAM.		*Dp* SHALL BE IDENTIFIED IN A TABLE LOCATED ON THE SUMMARY OF QUANTITIES SHEETS AND IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.	<p>NOTE:</p> <ol style="list-style-type: none"> DO NOT USE EROSION CONTROL ITEMS IN A FLOWING STREAM OR IN A TIDAL AREA BELOW HIGH TIDE. FOR ADDITIONAL INFORMATION ON THE DESIGN AND APPLICATION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs), REFER TO THE LATEST EDITION OF THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION'S, "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA". 					
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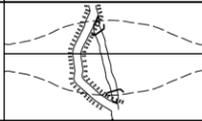
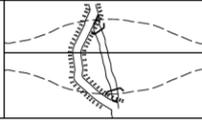
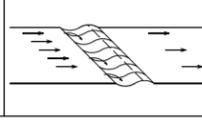
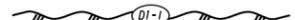
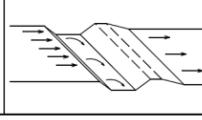
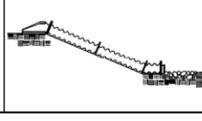
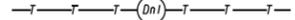


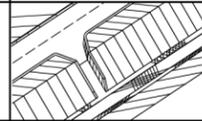
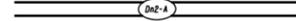
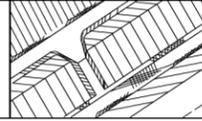
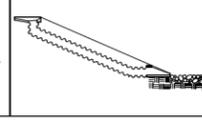
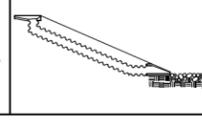
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CORRECTED:		DATE:	
VERIFIED:		DATE:	
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REVISION DATES		EROSION CONTROL LEGEND	
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BACKCHECKED:		DATE:	
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VERIFIED: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

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

NOTE:

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

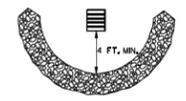
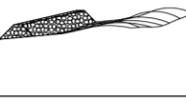
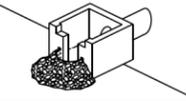


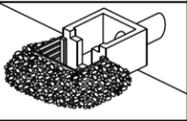
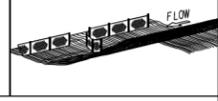
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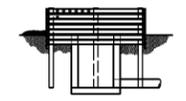
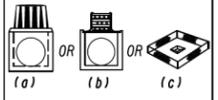
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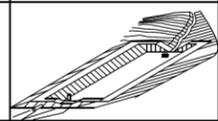
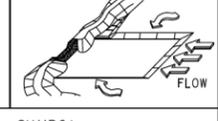
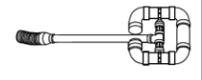
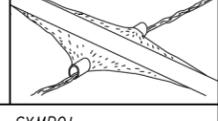
CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
Fr	FILTER RING		A TEMPORARY STONE BARRIER CONSTRUCTED AT DRAINAGE STRUCTURE INLETS AND POST-CONSTRUCTION POND OUTLETS. IT REDUCES RUNOFF VELOCITY AND HELPS PREVENT SEDIMENT FROM LEAVING SITE PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR ADDITIONAL INFORMATION ON USAGE.
	CONSTRUCTION DETAIL D-46 SECTION 163	SYMBOL 	
Rd	ROCK FILTER DAM		ROCK FILTER DAMS ARE CONSTRUCTED OF TYPE 3 STONE RIP-RAP FACED WITH *57 STONE ON THE UPSTREAM SIDE. THEY ARE PLACED ACROSS DRAINAGEWAYS WHICH DRAIN 50 ACRES OR LESS. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING ROCK FILTER DAMS. THE DAM SHOULD NOT BE HIGHER THAN THE CHANNEL BANKS. ROCK FILTER DAMS SHOULD BE USED IN DITCHES PRIOR TO DISCHARGING INTO STREAMS, WETLANDS, OPEN-WATERS, OR OTHER ESAS.
	CONSTRUCTION DETAIL D-43 SECTION 163, 603	SYMBOL 	
Rd-B	STONE FILTER BERM		STONE FILTER BERMS ARE CONSTRUCTED SIMILAR TO ROCK FILTER DAMS FOR A LINEAR APPLICATION. THEY ARE CONSTRUCTED OF TYPE-3 STONE RIP-RAP FACED WITH *57 STONE ON THE UPSTREAM SIDE. GEOTEXTILE UNDERLINER SHALL BE USED WHEN PLACING STONE FILTER BERMS. STONE FILTER BERMS ARE IDEAL ALONG THE PERIMETER FOR SHEET FLOW AND/OR SHALLOW CONCENTRATED FLOW TO A COMMON LOW AREA WHERE PERIMETER SILT FENCE ALONE MAY BE INSUFFICIENT. THERE IS NO WELL-DEFINED CHANNEL FOR A STANDARD ROCK FILTER DAM, AND/OR CONSTRUCTING A ROCK OUTLET TEMPORARY SEDIMENT TRAP IS NOT APPLICABLE.
	CONSTRUCTION DETAIL D-50 SECTION 163, 603	LINE CODE 	
Rp	RIP-RAP		RIP-RAP IS A FLEXIBLE PERMANENT BLANKET FOR PROTECTION OF FILL SLOPES AND BRIDGE END ROLLS. RIP-RAP TYPE-1 SHOULD BE PLACED ON TOP OF A GEOTEXTILE UNDERLINER AT A MINIMUM 24" THICKNESS OR AS INDICATED ON THE PLANS. RIP-RAP MAY ALSO BE USED AT DRAINAGE STRUCTURE OUTLETS WITHIN THE RIGHT-OF-WAY. HOWEVER, APPROPRIATE OUTLET PROTECTION SHOULD BE PROVIDED AT OUTFALLS. REFER TO STORM DRAIN OUTLET PROTECTION FOR ADDITIONAL INFORMATION ON USING RIP-RAP AT OUTFALLS.
	SECTION 603	PATTERN 	
Rt-P	RETROFITTING PERFORATED HALF-ROUND PIPE		A PERFORATED HALF-ROUND PIPE WITH STONE FILTER PLACED IN FRONT OF A PERMANENT STORMWATER DETENTION POND OUTLET STRUCTURE TO SERVE AS A TEMPORARY SEDIMENT FILTER. SHOULD BE USED ONLY IN DETENTION PONDS WITH LESS THAN 30 ACRES TOTAL DRAINAGE AREA. SHALL ONLY BE USED IN DETENTION BASINS LARGE ENOUGH TO STORE 67 CUBIC YARDS OF SEDIMENT PER ACRE OF DISTURBED AREA. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR DESIGN CRITERIA.
	CONSTRUCTION DETAIL D-44 SECTION 163	SYMBOL 	

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

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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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:
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CODE	PRACTICE STD OR DETAIL SPEC. SECT.	DETAIL	DESCRIPTION
St	STORM DRAIN OUTLET PROTECTION GA. STD. 1125 & 2332		A PIPE OR BOX CULVERT OUTLET HEADWALL WITH AN APRON AND DISSIPATOR BLOCKS IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. IT IS USED ON THE OUTLET OF ALL BOX CULVERTS AND ON 48" AND LARGER PIPES. MAY BE USED ON INLET FOR FLOWING STREAMS. USE ON SMALL PIPES WHEN OUTLET VELOCITY OF THE 25-YEAR STORM IS 12 fps AND GREATER.
		SYMBOL 	
St-Rp	STORM DRAIN OUTLET PROTECTION (RIP-RAP) CONSTRUCTION DETAIL D-55 SECTION 603		RIP-RAP OUTLET PROTECTION IS USED TO REDUCE VELOCITY AT THE OUTLET OF A PIPE, CHANNEL, OR STRUCTURE PRIOR TO ENTERING AN EXISTING STREAM OR PUBLICLY MAINTAINED DRAINAGE SYSTEM. THE MINIMUM DESIGN OF RIP-RAP OUTLET PROTECTION SHALL BE THE 25-YEAR STORM PEAK FLOW, BUT LARGER STORMS ARE RECOMMENDED. TYPE-1 RIP-RAP AT A DEPTH OF 36" AND PLACED ON FILTER FABRIC IS PREFERRED FOR ALL d50 ≤ 1.2 FEET. TYPE-3 RIP-RAP AT A DEPTH OF 18" AND PLACED ON FILTER FABRIC MAY BE USED FOR d50 ≤ 0.7 FEET. REFER TO THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" FOR REQUIRED DESIGN DIMENSIONS AND OTHER INFORMATION TO BE INCLUDED IN THE PLANS.
		PATTERN 	
Su	SURFACE ROUGHENING SERRATED SLOPES CONSTRUCTION DETAIL S-7 SECTION 205		PROVIDING A ROUGH SOIL SURFACE WITH HORIZONTAL DEPRESSIONS, BY OPERATING A CLEATED DOZER ON THE SLOPE IN A VERTICAL DIRECTION. CREATING SERRATED SLOPES IN THE GRADING PROCESS TO CONSTRUCT BENCHES WILL REDUCE RUNOFF VELOCITY AND INCREASE INFILTRATION OF WATER. IN MOST CASES THIS BMP IS NOT REQUIRED TO BE SHOWN ON THE PLANS, BUT REQUIRED TO BE COMPLETED BY THE CONTRACTOR UNDER ALL PROJECTS. IF SERRATED SLOPES ARE SPECIFIED BY THE SOIL SURVEY, THEN THIS BMP SHALL BE SHOWN ON THE PLANS WHERE SERRATED SLOPES ARE TO BE USED.
		LINE CODE 	
Tc-F	TURBIDITY CURTAIN FLOATING CONSTRUCTION DETAIL D-51 SECTION 170		A FLOATING TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED WHERE CONSTRUCTION IS REQUIRED IN A LARGE BODY OF WATER SUCH AS LAKES AND RIVERS. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY ALSO BE REFERRED TO AS A FLOATING BOOM, SILT BARRIER, OR SILT CURTAIN.
		LINE CODE 	
Tc-S	TURBIDITY CURTAIN STAKED CONSTRUCTION DETAIL D-51 SECTION 170		A STAKED TURBIDITY CURTAIN IS USED TO PREVENT SEDIMENT FROM MOVING IN WATER BY ALLOWING IT TO DROP OUT OF SUSPENSION AND REMAIN WITHIN THE CONSTRUCTION AREA. IT IS TYPICALLY USED IN SHALLOW INUNDATED AREAS. IT MAY BE USED TO PROTECT A SMALL STREAM BEING REALIGNED OR RESTORED. IN THIS CASE, CURTAIN SHOULD EXTEND TO BOTTOM OF STREAMBED. THE HEIGHT SHOULD BE LIMITED TO 5 FEET UNLESS DIRECTED AND EXTEND 2 FEET ABOVE NORMAL WATER ELEVATION. IT SHOULD BE USED AS DIRECTED BY THE ENGINEER. THIS BMP IS ONLY TO BE USED WHEN PERMITTED FILL IS BEING PLACED INTO A STATE WATER, OR AS A SUPPLEMENT TO ADEQUATELY PLACED PERIMETER BMPs. IT MAY BE REFERRED TO AS A SILT BARRIER OR SILT CURTAIN.
		LINE CODE 	

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NOTE:
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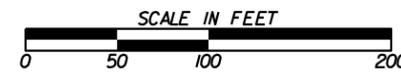
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	NO SCALE	REVISION DATES	EROSION CONTROL LEGEND SANDY SPRINGS ATMS PHASE 4																	
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INSTALL:
PERMANENT GRASSING AROUND DISTURBED AREA OF POLE BASE
MATCH EXISTING GRASS OR GROUND COVER
(TYPICAL, ALL LOCATIONS WHERE NEW POLE INSTALLED)



REVISION DATES

NO.	DATE	DESCRIPTION

BMP LOCATION DETAILS
SANDY SPRINGS ATMS PHASE 4

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