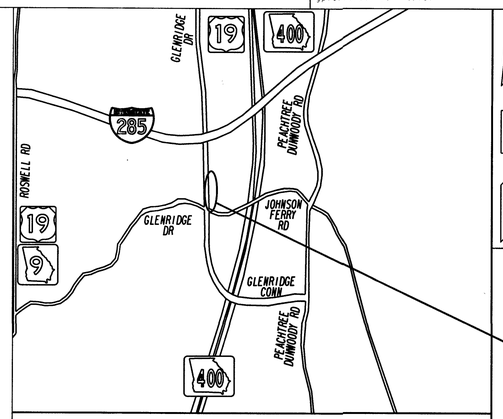
CITY OF SANDY SPRINGS
PUBLIC WORKS DEPARTMENT

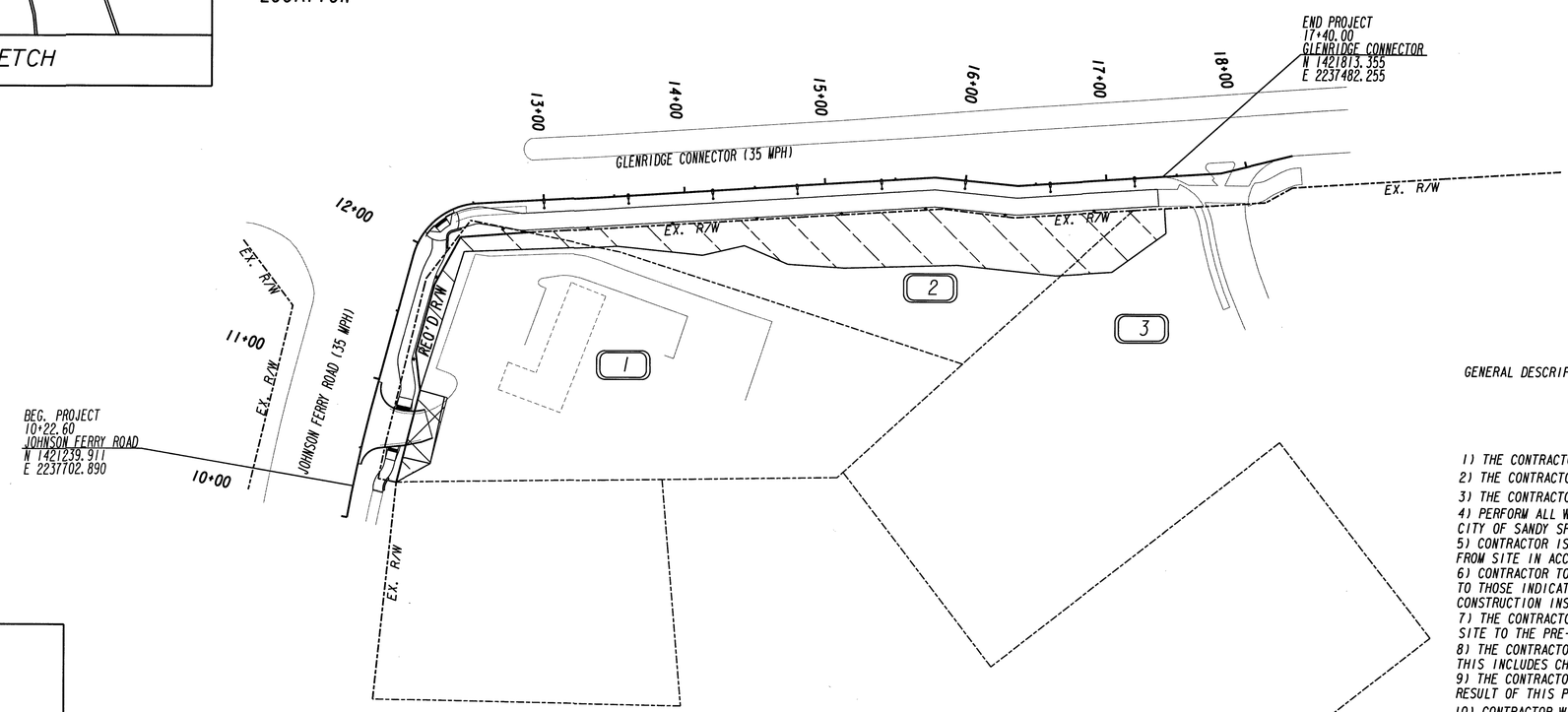
JOHNSON FERRY ROAD
SIDEWALK PROJECT

ISSUED FOR CONSTRUCTION



PROJECT LOCATION

LOCATION SKETCH



THIS PROJECT HAS A TOTAL AREA OF 0.70 ACRES AND A TOTAL DISTURBED AREA OF 0.53 ACRES

SIDEWALK PROJECT
JOHNSON FERRY ROAD
GENERAL DESCRIPTION: THIS PROJECT INVOLVES THE PLACEMENT OF NEW SIDEWALK.

SCOPE OF SERVICE

1) THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE AFFECTED UTILITIES.
2) THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE CITY OF SANDY SPRINGS.
3) THE CONTRACTOR SHALL COORDINATE ALL WORK WITH AFFECTED PROPERTY OWNERS.
4) PERFORM ALL WORK IN ACCORDANCE WITH THE ATTACHED PLANS OR AS DIRECTED BY CITY OF SANDY SPRINGS STAFF OR ONSITE CONSTRUCTION INSPECTOR.
5) CONTRACTOR IS RESPONSIBLE FOR HAULING SEDIMENT AND DEBRIS REMOVED FROM SITE IN ACCORDANCE WITH THE ATTACHED PLANS.
6) CONTRACTOR TO PROVIDE NECESSARY BACKFILL MATERIAL AND SHALL RESTORE GRADES TO THOSE INDICATED ON PLANS OR AS DIRECTED BY THE CITY STAFF OR ONSITE CONSTRUCTION INSPECTOR.
7) THE CONTRACTOR SHALL STABILIZE ALL DISTURBED AREAS AND SHALL RESTORE THE SITE TO THE PRE-CONSTRUCTION CONDITION.
8) THE CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF ANY DAMAGED FENCING. THIS INCLUDES CHAIN LINK FENCING.
9) THE CONTRACTOR SHOULD REPLACE ANY DAMAGED PROPERTY WHICH OCCURS AS A RESULT OF THIS PROJECT.
10) CONTRACTOR WILL BE RESPONSIBLE FOR SCHEDULING A PRECONSTRUCTION MEETING WITH CITY STAFF AND PROJECT ENGINEER PRIOR TO COMMENCING CONSTRUCTION.
11) CONTRACTOR WILL PROVIDE SUITABLE EROSION AND SEDIMENT CONTROL MEASURES SO AS TO PREVENT SEDIMENT FROM LEAVING SITE.
12) CONTRACTOR IS RESPONSIBLE FOR RESTORING PROPERTIES TO PRE-EXISTING CONDITIONS, INCLUDING THE REMOVAL AND SUITABLE DISPOSAL OF ALL CONSTRUCTION MATERIALS AND DEBRIS.
13) THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF ALL CONSTRUCTION ACTIVITY WITH THE CITY OF SANDY SPRINGS STAFF AND THE ONSITE CONSTRUCTION INSPECTOR.
14) CONTRACTOR TO REFER TO GDOT STANDARDS AND DETAILS FOR SPECIFIC INFORMATION REGARDING EROSION CONTROL DEVICES, PIPE CONNECTIONS, ETC.
15) CONTRACTOR TO NOTIFY CITY OF SANDY SPRINGS STAFF OR ONSITE CONSTRUCTION INSPECTOR OF ANY PLAN DISCREPANCIES OR CHANGES IN QUANTITIES IMMEDIATELY.

FUNCTIONAL CLASS:
URBAN ARTERIAL

THIS PROJECT IS 100% IN FULTON 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.

GEORGIA REGISTERED PROFESSIONAL No. 028001 ENGINEER THOMAS SCOTT FRANCEL
8/21/2019

PLANS PREPARED BY: Tom Francel
DESIGN

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 INDICATVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

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

PLANS PREPARED AND SUBMITTED BY:

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(770) 421-8422

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DRAWING NO.	DESCRIPTION	
1	COVER	
2	INDEX	
3	REVISION SUMMARY	
4	GENERAL NOTES	
5-6	EXISTING CONDITIONS	
7	TYPICAL SECTIONS	
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22-24	RIGHT OF WAY	
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28-29	SIGNING AND MARKING PLAN	
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	GEORGIA CONSTRUCTION STANDARDS AND DETAILS	REV DATE
9032	CONCRETE CURB & GUTTER, CONCRETE CURBS, CONCRETE MEDIANS	10/2011
A-2	CONCRETE VALLEY GUTTER AT STREET INTERSECTION	07/2011
A-3	THIS DETAIL REPLACES GA STANDARD 9031W: SPECIAL DETAILS - CONCRETE SIDEWALK DETAILS CURB CUT	06/2009
	(WHEELCHAIR) RAMPS	
A-4	DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS	06/2009
T-1	DETAILS OF SIGN PLATES	01/2000
T-2	DETAILS FOR TYPICAL FRAMING	01/2000
T-3A	TYPE 7, 8, AND 9, SQUARE TUBE POST INSTALLATION DETAIL	07/2002
	FULTON COUNTY CONSTRUCTION DETAILS	
308	STANDARD SIDEWALK SECTION	06/2008
	MISCELLANEOUS CONSTRUCTION DETAILS	
	ANCHOR SYSTEM DETAIL	04/2018
S-7	SERRATED SLOPE DETAIL BENCHING DETAIL	07/2011

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SANDY SPRINGS™
GEORGIA

DESIGN MODIFICATION APPROVAL FORM

Date: July 25, 2018

To: John McDonough, City of Sandy Springs City Manager

Project Number # TS163

Project Name Johnson Ferry Rd SW: Johnson Ferry Road at Glenridge Connector (PW18-00002)

Project Manager Ko Seo

Design Deviations

As part of the Concept Plan Review for the Johnson Ferry Road Sidewalk Project, the City's design consultant, AEI, received the following comments from Community Development and request for the following design deviations:

1. Per Development Code, the Johnson Ferry Road Section should consist of travel lane, 8' Bike Facility, 6' Planting Zone, 10' Sidewalk, 1' Maintenance Strip, and Pedestrian Lights.
   - This project does not include the 8-ft bike facility due to lack of available right-of-way. The beginning of the project's proposed streetscape section matches and connects to the section just east of the sidewalk project with 7-ft sidewalk and transitions after a driveway with 10-ft sidewalk, 6-ft planting zone, 1-ft maintenance strip, and pedestrian lights. Adding additional 8-ft bike facility will increase the require ROW from the adjacent private parcel and will impact the private property's parking lot and landscape area.
2. Per Development Code, the Glenridge Connector Section should consist of travel lane, 12' Bike Facility, 8' Planting Zone, 12' Sidewalk, 1' Maintenance Strip, and Pedestrian Lights.
   - This project does not include the 12-ft bike facility due to lack of available right-of-way; however, it includes 12-ft sidewalk, 6-ft planting zone, 3-ft maintenance Strip, and pedestrian lights on Glenridge Connector. The proposed streetscape section matches the streetscape by development just north of the sidewalk project, which was approved and constructed as part of LDP16-00038 in 2017. Adding additional 12-ft bike facility and increasing the planting zone by 2 feet will require minimum of 14 feet of ROW from the adjacent private parcels and will impact the private properties.
3. Per Technical Code Section 10.D.2, when permanent grades are proposed to be steeper than 3:1, an appropriate retaining structure shall be designed to retain the resulting embankment.
   - This project includes 2:1 slope behind 6-ft planting zone, 12-ft sidewalk, and 3-ft maintenance strip on Glenridge Connector. Flattening the embankment slope from 2:1 to 3:1 will increase the impact to the private property by increasing the number of tree removal and impact the existing parking lot. Furthermore, constructing a 360-LF retaining wall in lieu of 2:1 embankment may increase the cost of the project by $250,000.

Name John McDonough
DocuSigned by:
Signature John McDonough
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DESIGN CONSULTANT

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019
Tom Travel

REVISION DATES

INDEX
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DESIGN CONSULTANT

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9/21/2019

REVISION DATES

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PROJECT GENERAL NOTES

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

2. ALL KNOWN UTILITY FACILITIES ARE SHOWN SCHEMATICALLY ON PLANS, AND ARE NOT NECESSARILY ACCURATE IN LOCATION AS TO PLAN OR ELEVATION. UTILITY FACILITIES SUCH AS SERVICE LINES OR UNKNOWN FACILITIES NOT SHOWN ON PLANS WILL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY UNDER THIS REQUIREMENT. "EXISTING UTILITY FACILITIES" MEANS ANY UTILITY THAT EXISTS ON THE PROJECT IN ITS ORIGINAL, RELOCATED OR NEWLY INSTALLED POSITION.

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

   1. City of Atlanta Water
      Anthony DiStephano
      (404) 374-4552
   2. Georgia Power
      Lamonte Waslien
      (404) 947-0729
   3. TCA AT&T
      Shawn Berner
      (770) 855-4415
   4. Verizon Business
      Michael Walker
      (470) 304-9277
   5. Comcast
      Charles Ross
      (770) 559-6994

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

5. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND TO DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL IN COMPLIANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS. CONCRETE AND ASPHALT MATERIALS REMOVED FROM THE PROJECT SITE MAY NOT BE PLACED IN FILL LOCATIONS THAT FALL WITHIN EASEMENT AREAS. WITH THE PRIOR APPROVAL OF THE ENGINEER, THESE MATERIALS MAY BE PLACED WITHIN THE R/W PROVIDED THERE IS THREE (3') FEET OF MINIMUM COVER AND THERE ARE NO PLANS FOR THE FUTURE WIDENING OF THE ROADWAY.

6. STRUCTURES, TREES, SHRUBS AND OTHER PLANT MATERIAL THAT FALL WITHIN THE RIGHT-OF-WAY AND EASEMENT LIMITS, BUT OUTSIDE THE LIMITS OF CONSTRUCTION, SHALL NOT BE DISTURBED UNLESS DIRECTED BY THE ENGINEER.

7. IN AREAS WHERE NEW PAVEMENT OR PAVEMENT WIDENING IS REQUIRED, SAW CUT OF EXISTING PAVEMENT WILL BE REQUIRED IN ACCORDANCE WITH SECTION 411 OF THE GEORGIA STANDARD SPECIFICATIONS AND WILL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".

8. ALL CONCRETE SIDEWALKS AND WHEEL CHAIR RAMPS LOCATED IN THE RADIUS RETURN SHALL BE 8" THICKNESS.

9. ALL CUT AND FILL SLOPES SHALL BE STABILIZED TO COMPLY WITH SECTION 161.3.05.B OF THE SPECIFICATIONS IN ORDER TO REDUCE THE POTENTIAL FOR EROSION. IF THE SEASON DOES NOT PERMIT PERMANENT GRASSING, TEMPORARY STRAW MULCH AND/OR TEMPORARY VEGETATION SHALL BE USED AS PER THE EROSION AND SEDIMENTATION POLLUTION CONTROL PLAN (ESPCP) OR AS DIRECTED BY THE ENGINEER.

10. EROSION CONTROL MEASURES SHALL BE INSTALLED TO BE IN COMPLIANCE WITH THE APPROVED EROSION AND SEDIMENTATION POLLUTION CONTROL PLAN (ESPCP). EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES THAT INVOLVE ENVIRONMENTAL SENTITIVE AREAS (ESA'S) AS DEFINED UNDER SECTION 107.23.F OF THE SPECIFICATIONS AND THE ESPCP. IN GENERAL, EROSION CONTROL ITEMS SHOULD BE INSTALLED PRIOR TO THE START OF ANY LAND DISTURBING ACTIVITIES.

11. IRRIGATION HEADS TO BE RELOCATED TO THE BACK OF THE SIDEWALK. COST SHALL BE INCLUDED IN PRICE BID FOR 'GRADING COMPLETE'.

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

13. AN N.O.I. (NOTICE OF INTENT) IS NOT REQUIRED FOR THIS PROJECT. THE DISTURBED AREA IS 0.53 ACRES.

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

15. ALL AREAS BETWEEN THE BACK OF CURB AND SIDEWALK AND TO SHOULDER BREAK POINT SHALL BE LANDSCAPED WITH SOD. ALL COST ASSOCIATED WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE PRICE BID FOR 700-9000 SOD.

16. ALL EXISTING PEDESTRIAN FACILITIES, INCLUDING ACCESS TO TRANSIT STOPS, SHALL BE MAINTAINED. WHERE PEDESTRIAN ROUTES ARE CLOSED, ALTERNATE ROUTES SHALL BE PROVIDED. WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED WITHIN THE LIMITS OF THE PROJECT, THE TEMPORARY PEDESTRIAN FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY (PER LATEST MUTCD). COST FOR CONSTRUCTING AND MAINTAINING TEMPORARY PEDESTRIAN FACILITIES SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.

MAINTENANCE OF TRAFFIC GENERAL NOTES

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

2. ALL SIGNS SHALL HAVE TYPE III RETROREFLECTIVE SHEETING UNLESS OTHERWISE NOTED.

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

4. EXISTING TRAFFIC SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. MAINTENANCE INCLUDES REPLACING DAMAGED AND STOLEN SIGNS, AND PERIODIC CLEANING OF EXISTING SIGNS AND CONSTRUCTION RELATED TRAFFIC CONTROL DEVICES.

5. THE WORKSITE TRAFFIC CONTROL SUPERVISOR (WTCS) SHALL BE RESPONSIBLE FOR THE ELIMINATION OF ANY CONFLICTING PAVEMENT MARKINGS. THE WTCS SHALL NOT USE "BLACK OUT PAINT" TO ERADICATE CONFLICTING MARKINGS. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION WHETHER THE CONFLICTING MARKINGS HAVE BEEN ADEQUATELY ELIMINATED.

6. TRAFFIC DRUMS MEETING THE MINIMUM REQUIREMENTS OF THE MUTCD AND SECTION 150 SHALL BE USED FOR CHANNELIZATION OF TRAFFIC IN ALL TRAFFIC SHIFTS. FOR ANY WORK ZONE, THE MAXIMUM DRUM SPACING, IN FEET, SHALL BE THE DESIGN OR POSTED SPEED LIMIT, WHICHEVER IS LESS. BASED ON FIELD CONDITIONS, THE MAXIMUM SPACING OF THE TRAFFIC DRUMS MAY NEED TO BE FURTHER REDUCED.

7. ALL TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED BY THE CONTRACTOR SO AS NOT TO INTERFERE WITH SIGHT DISTANCES ALONG ANY ADJACENT SIDE ROAD OR DRIVEWAY.

8. THE CITY OF SANDY SPRINGS DEPARTMENT OF PUBLIC WORKS RESERVES THE RIGHT TO MODIFY THIS MAINTENANCE OF TRAFFIC PLAN AS FIELD CONDITIONS WARRANT. IF ADDITIONAL TRAFFIC CONTROL DEVICES ARE REQUIRED, THESE SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE DEPARTMENT.

9. REFLECTORIZED TYPE 3 BARRICADES SHALL BE USED AT THE ACTUAL LOCATION OF TOTAL STREET CLOSURE. EACH BARRICADE SHALL HAVE TWO TYPE 'A' LIGHTS AND ONE R11-2 (ROAD CLOSED) SIGN ATTACHED.

10. THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO ALL DRIVEWAYS AT ALL TIMES.

ADDITIONAL NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR CONTACTING F&G LLC, PLN GLENRIDGE POINT LP, AND GLENRIDGE LIFEHOPE SPE, LLC PRIOR TO CONSTRUCTION ALONG THEIR PROPERTY. CONTRACTOR MUST PROVIDE 48 HOURS ADVANCE NOTICE PRIOR TO DEMOLITION AND/OR CONTRUCTION OF DRIVEWAYS.

2. TIE-IN SLOPES MUST BE BLENDED IN TO EXISTING SLOPES AS PROPERTY, TERRAIN, AND VEGETATION ALLOWS.

3. CONTRACTOR SHALL NOT DISTURB TREES OUTSIDE LIMITS OF CONSTRUCTION

CITY OF SANDY SPRINGS TRANSPORTATION NOTES

1. ALL TRAFFIC CONTROL AND WARNING DEVICES MUST BE SHOWN AND PLACED PER MUTCD. THE TRAFFIC CONTROL PLAN IS SUBJECT TO CHANGE BY THE SANDY SPRINGS TRAFFIC ENGINEER.

2. TEMPORARY TRAFFIC CONTROL AND WARNING DEVICES SHALL BE PLACED PRIOR TO THE COMMENCEMENT OF ANY ROAD IMPROVEMENT WORK ON CITY ROADS AND SHALL REMAIN IN PLACE UNTIL THE CONCLUSION OF ALL SIGNING AND STRIPING WORK.

3. ALL SIGNS SHALL CONFORM TO THE MUTCD STANDARDS AND SANDY SPRINGS FOR COLOR, SIZE, REFLECTIVITY, HEIGHT, AND PLACEMENT.

4. STRIPING (WHITE AND YELLOW) AND ARROW MARKING SHALL BE APPLIED USING GDOT STANDARDS FOR THERMOPLASTIC STRIPING.

5. WHEN NECESSARY, EXISTING STRIPING SHALL BE REMOVED BY HYDROBLASTING, UNLESS SPECIFIED BY THE SANDY SPRINGS TRAFFIC ENGINEER.

6. ALL FINAL SIGNAGE MUST BE INSTALLED CONCURRENTLY WITH THE PERFORMANCE OF THE STRIPING WORK.

7. CONTACT THE SANDY SPRINGS TRAFFIC ENGINEER (770-730-5600) ONE WEEK PRIOR TO COMMENCEMENT OF ANY STRIPING WORK.

8. A CITY OF SANDY SPRINGS UTILITY PERMIT IS REQUIRED FOR ANY CONSTRUCTION WITHIN THE ROW. REFER TO THE CITY'S UTILITY PERMIT POLICY FOR REQUIREMENTS.

9. CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE AS-BUILT STATUS OF DOWNSTREAM DRAINAGE IMPROVEMENTS PRIOR TO BEGINNING CONSTRUCTION AND ADVISE THE ENGINEER OF ANY DIFFERENCES NOTED BETWEEN FIELD CONDITIONS AND WHAT IS DEPICTED ON THE CONSTRUCTION DOCUMENTS.

10. SAWCUT MUST BE USED IN ANY AREA WHERE NEW PAVEMENT WILL ABUT EXISTING PAVEMENT.

11. NO CLOSURES OF OR ENCROACHMENTS INTO THE PEDESTRIAN, BICYCLE, OR VEHICULAR TRAVEL AREAS SHALL BE DONE WITHOUT PRIOR APPROVAL FROM THE SANDY SPRINGS TRAFFIC ENGINEER. ALL PROPOSED PLANS FOR CLOSURES AND ENCROACHMENTS SHALL BE SUBMITTED AT LEAST TWO WEEKS PRIOR TO INTENDED BEGINNING AND MUST BE APPROVED PRIOR TO COMMENCEMENT.

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8/21/2019
Tom Travel

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GENERAL NOTES
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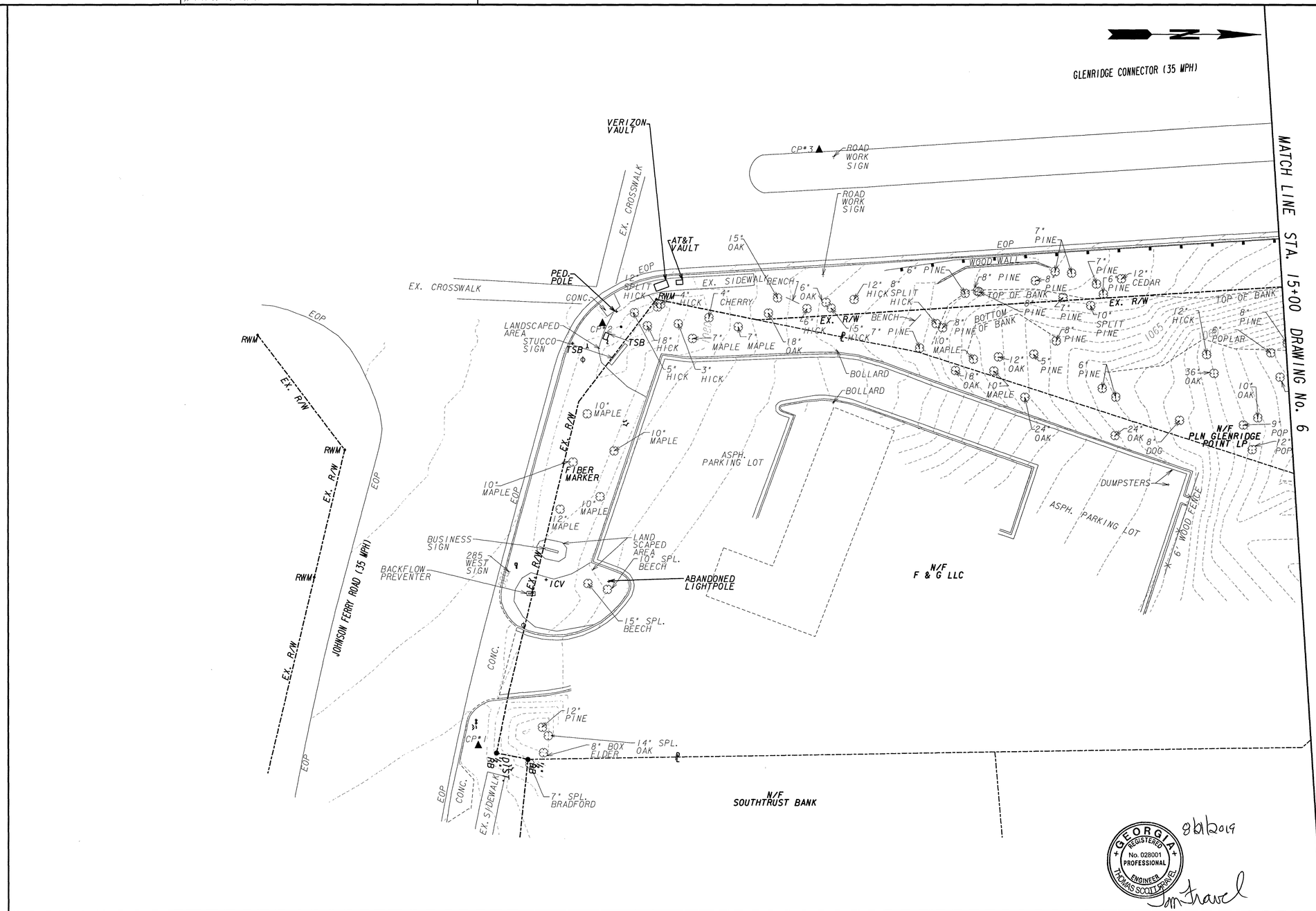

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT TRAVEL

8/21/2019

Tom Travel

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

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

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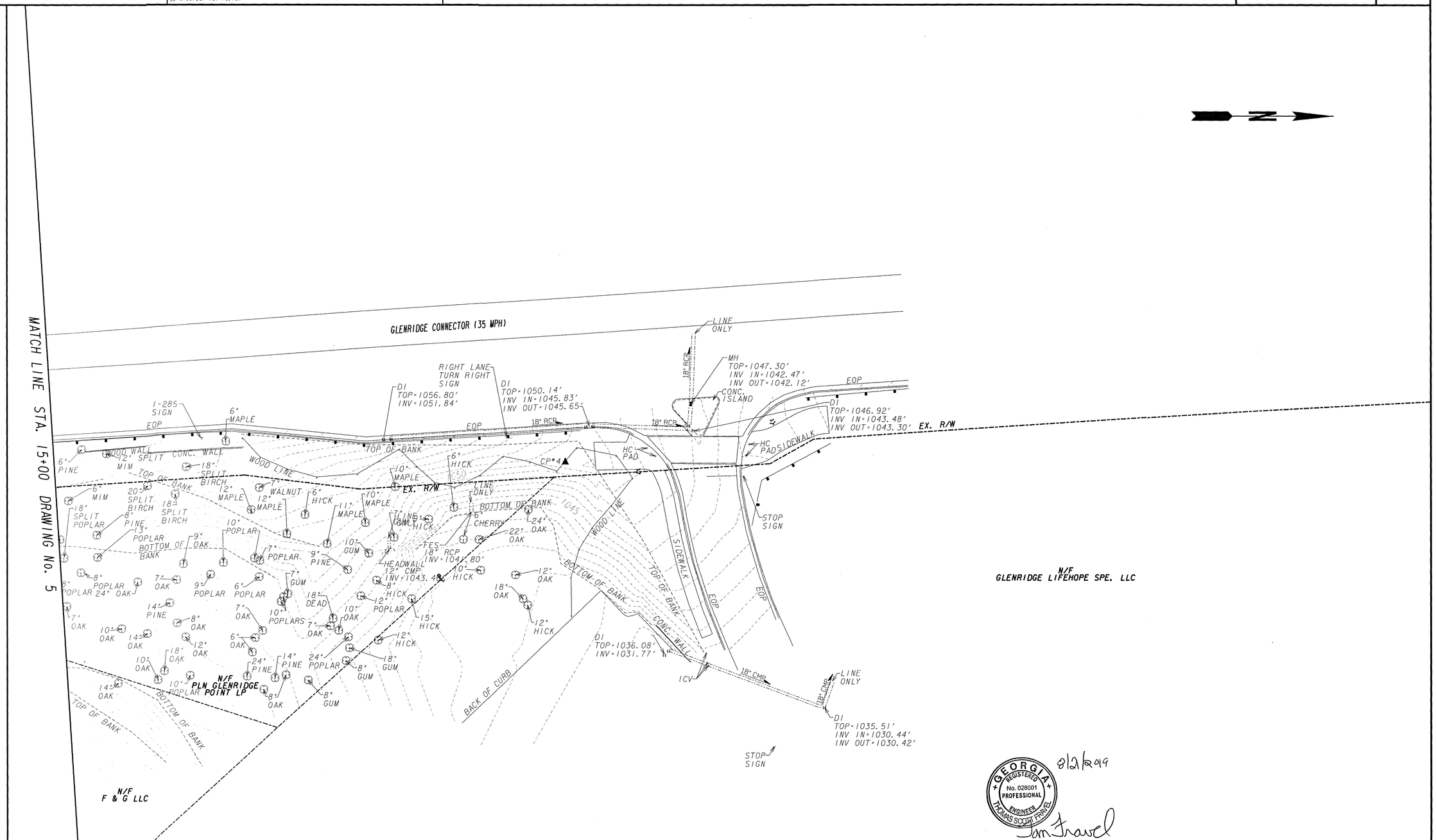

8/21/2019

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL

Tom Travel

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
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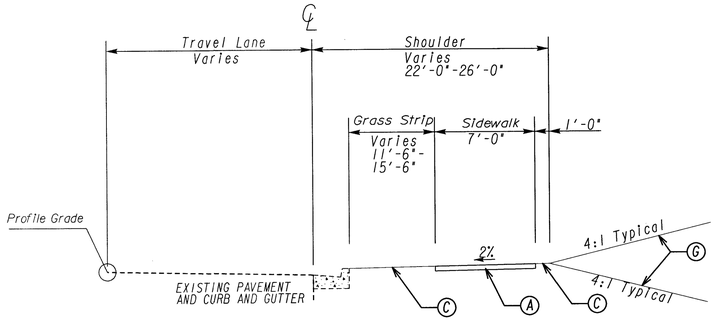

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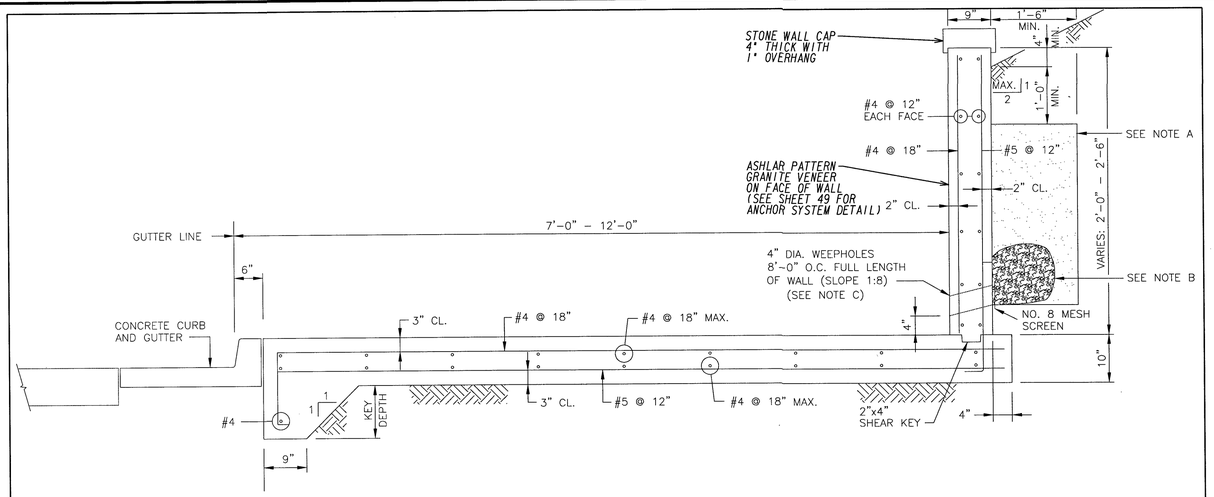
JOHNSON FERRY ROAD



KEY DEPTH	WALL HEIGHT
6" MIN.	2'-0"
0'-9"	2'-6"
1'-0"	3'-0"
2'-0"	5'-0"

LOADS:
SURCHARGE = 0 PSF

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

SOIL PROPERTIES:
SOIL WEIGHT = 110 PCF
* = 28°
C = 0
ALLOWABLE SOIL PRESSURE = 2,000 PSF

NOTES:

A. CONTINUOUS BLANKET OF FINE AGGREGATE UNDERDRAIN MATERIAL CONSISTING OF NO. 10 CONCRETE SAND MEETING THE REQUIREMENTS OF SECTION 801.02 OF THE STANDARD SPECIFICATIONS, OR OTHER AGGREGATE WITH A COEFFICIENT OF PERMEABILITY EQUAL TO 100 TO 500 FEET PER DAY.

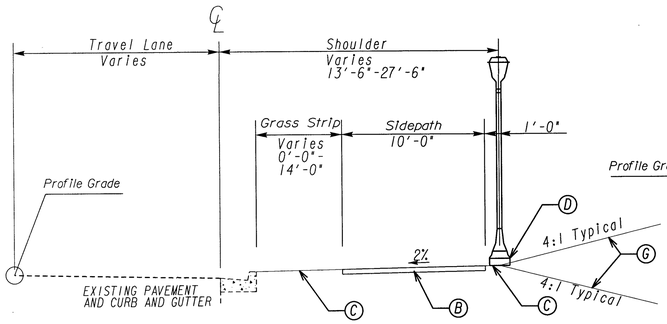
B. 1 CU. FT. NO. 89 OR 789 STONE CONTAINED IN A BURLAP BAG AT EACH WEEPHOLE.

C. WEEP HOLES REQUIRED WHEN WALL HEIGHT IS EQUAL TO OR GREATER THAN 3'-0".

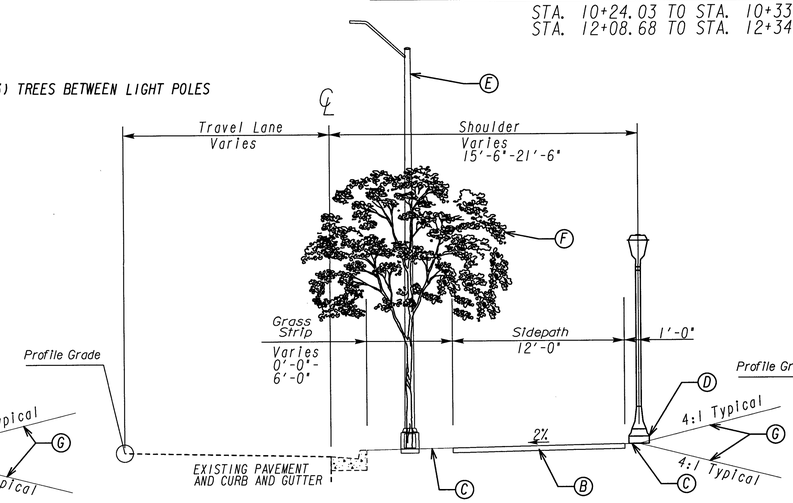
D. CONCRETE SHALL BE COLORED KHAKI OR BUFF PER PCID STANDARDS.

STA. 10+24.03 TO STA. 10+33.50
STA. 12+08.68 TO STA. 12+34.79
S-3 SIDEWALK WALL DETAIL

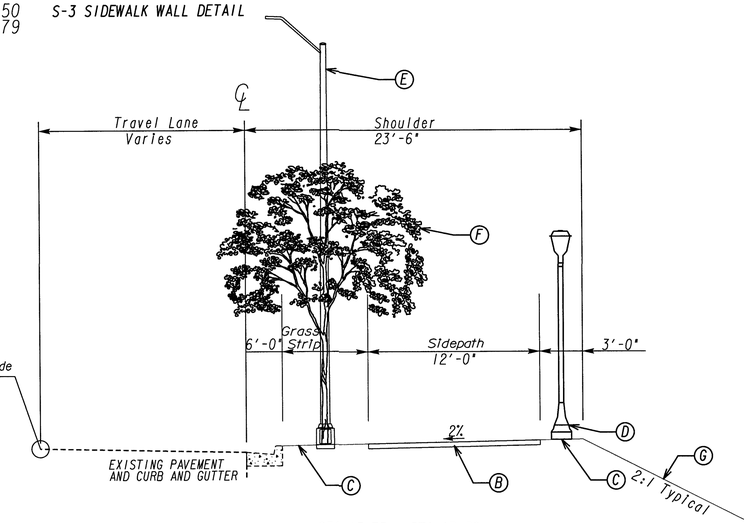
(A) CONC SIDEWALK, 4 IN
(B) CONC SIDEWALK, 6 IN
(C) SODDING
(D) PEDESTRIAN LIGHT POLES, 60' CENTER TO CENTER (INSTALLED BY GEORGIA POWER)
(E) STREET LIGHT POLES, 60' CENTER TO CENTER* (INSTALLED BY GEORGIA POWER)
(F) STREET TREES ("DYNAMITE" CREPE MYRTLE-2" CALIPER), 15' CENTER TO CENTER**
(G) PERMANENT GRASSING
* STREET LIGHTS SHALL BE SPACED OPPOSITE TO PEDESTRIAN LIGHTS
** STREET TREES SHALL BE SPACED BETWEEN STREET LIGHTS, WITH A TOTAL OF THREE (3) TREES BETWEEN LIGHT POLES



STA 10+83 - STA 12+09
JOHNSON FERRY ROAD



STA 12+35 - STA 13+75
GLENRIDGE CONNECTOR



STA 13+75 - STA 17+36
GLENRIDGE CONNECTOR

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GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019
Tom Travel

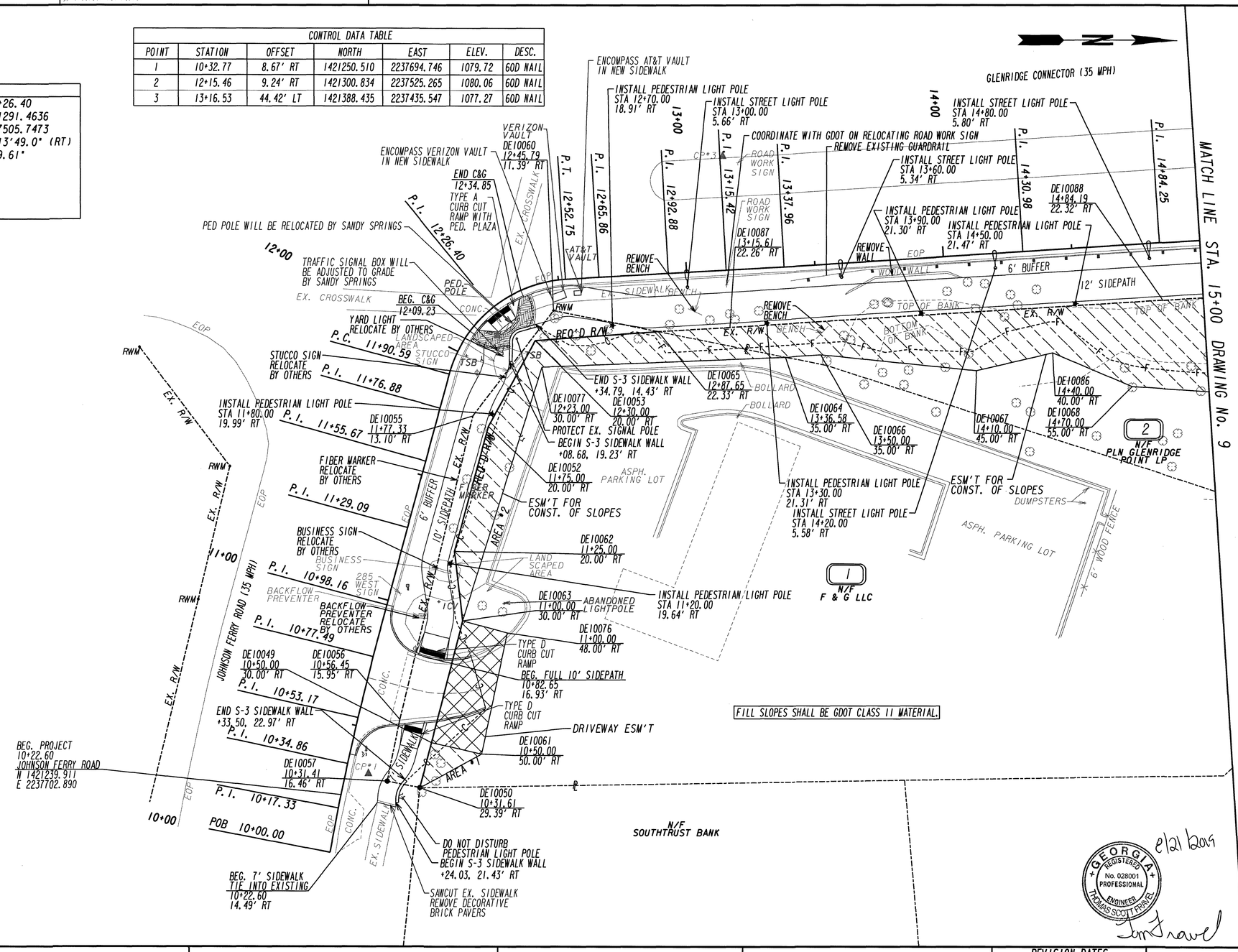
REVISION DATES

TYPICAL SECTION
JOHNSON FERRY RD

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		7
CORRECTED:		DATE:		
VERIFIED:		DATE:		

CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
1	10+32.77	8.67' RT	1421250.510	2237694.746	1079.72	60D NAIL
2	12+15.46	9.24' RT	1421300.834	2237525.265	1080.06	60D NAIL
3	13+16.53	44.42' LT	1421388.435	2237435.547	1077.27	60D NAIL

Curve# 1
PI Sta= 12+26.40
N= 1421291.4636
E= 2237505.7473
DELTA= 71°13'49.0" (RT)
D=114°35'29.61"
T= 35.82
L= 62.16
R= 50.00
E= 11.50



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

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

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SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
JOHNSON FERRY RD

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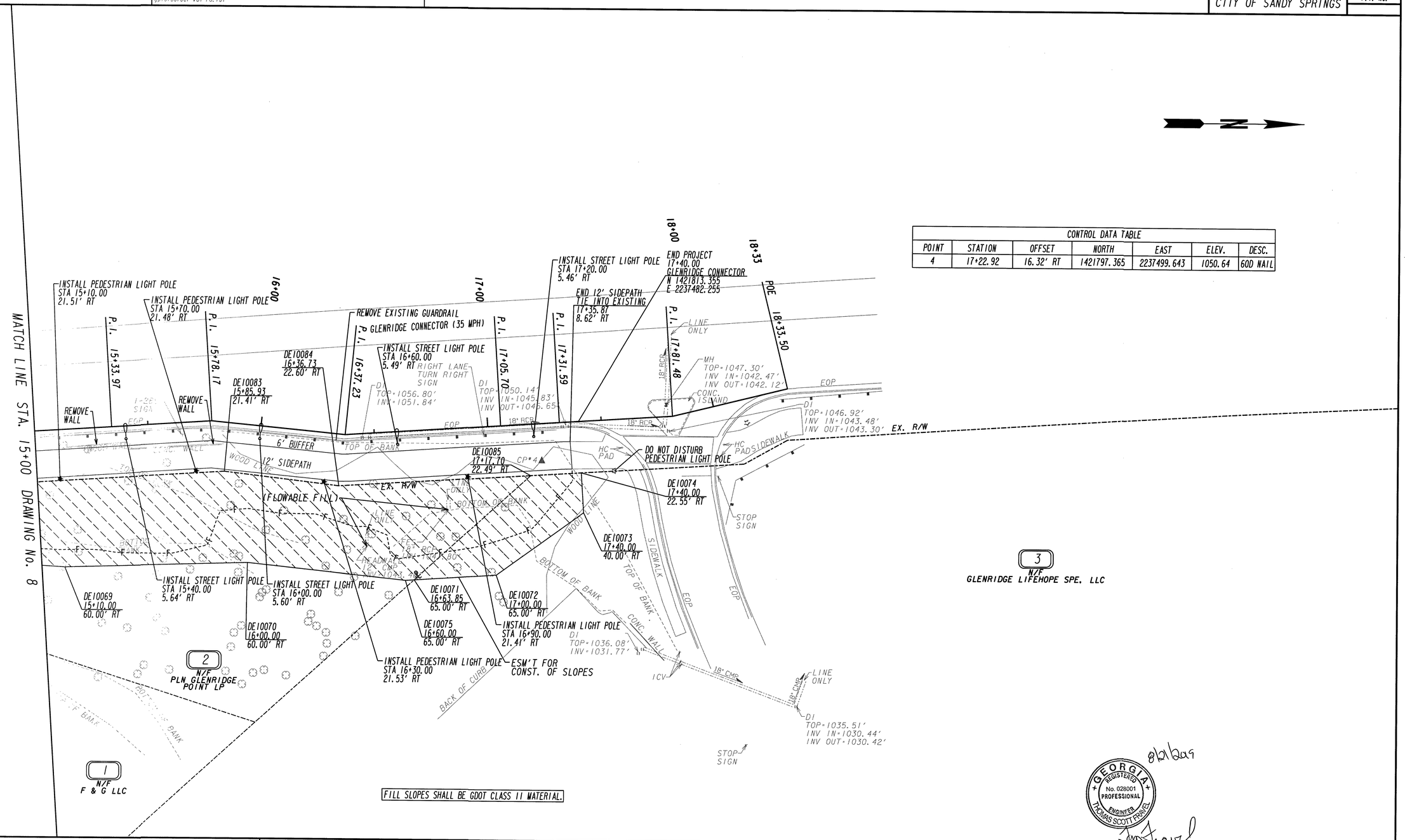
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 8

10/23/2015 GPLN



CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
4	17+22.92	16.32' RT	1421797.365	2237499.643	1050.64	60D NAIL

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRANZ

8/21/2019

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

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SCALE IN FEET
0 20 40 80

REVISION DATES

CONSTRUCTION PLAN
JOHNSON FERRY RD

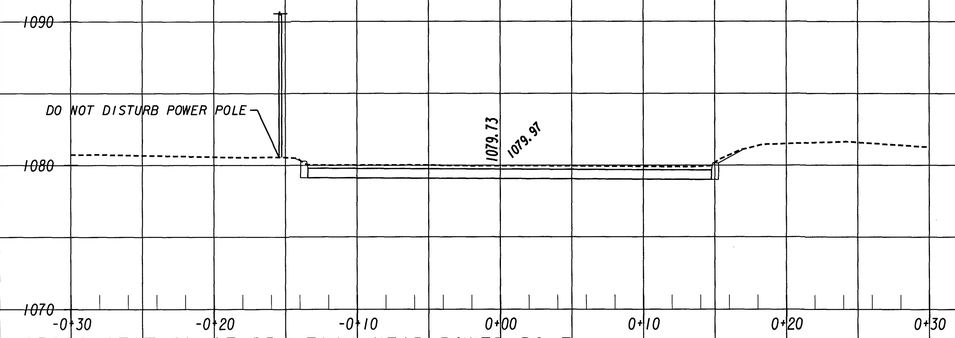
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		9
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

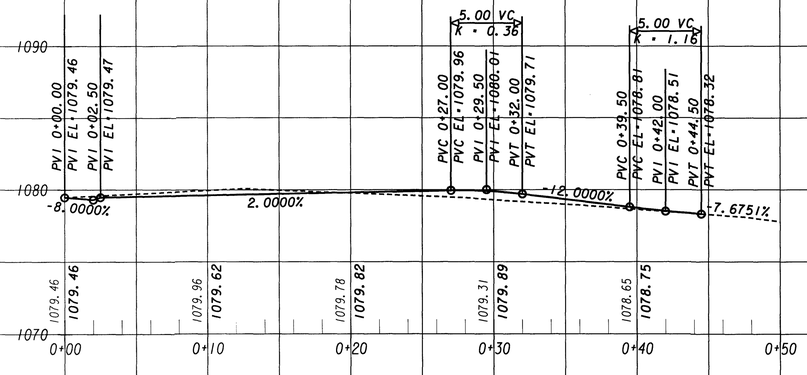
8/21/2019 1:42:59 PM GPLOT-V8 Driveway Profile.dgn
gcarroll gplotborder-V8I-PO.tbl

CITY OF SANDY SPRINGS

P.I. No.



CROSS-SECTION OF DRIVEWAY NEAR POWER POLE



10+69 RT
COMMERCIAL
JOHNSON FERRY RD

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8/21/2019

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SCALE IN FEET
0 5 10 20

REVISION DATES

DRIVEWAY PROFILE
JOHNSON FERRY RD

CHECKED:		DATE:	
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DRAWING No.
10

10/23/2015 GPLN

8/21/2019 1:43:08 PM GPLOT-V8 13.dgn

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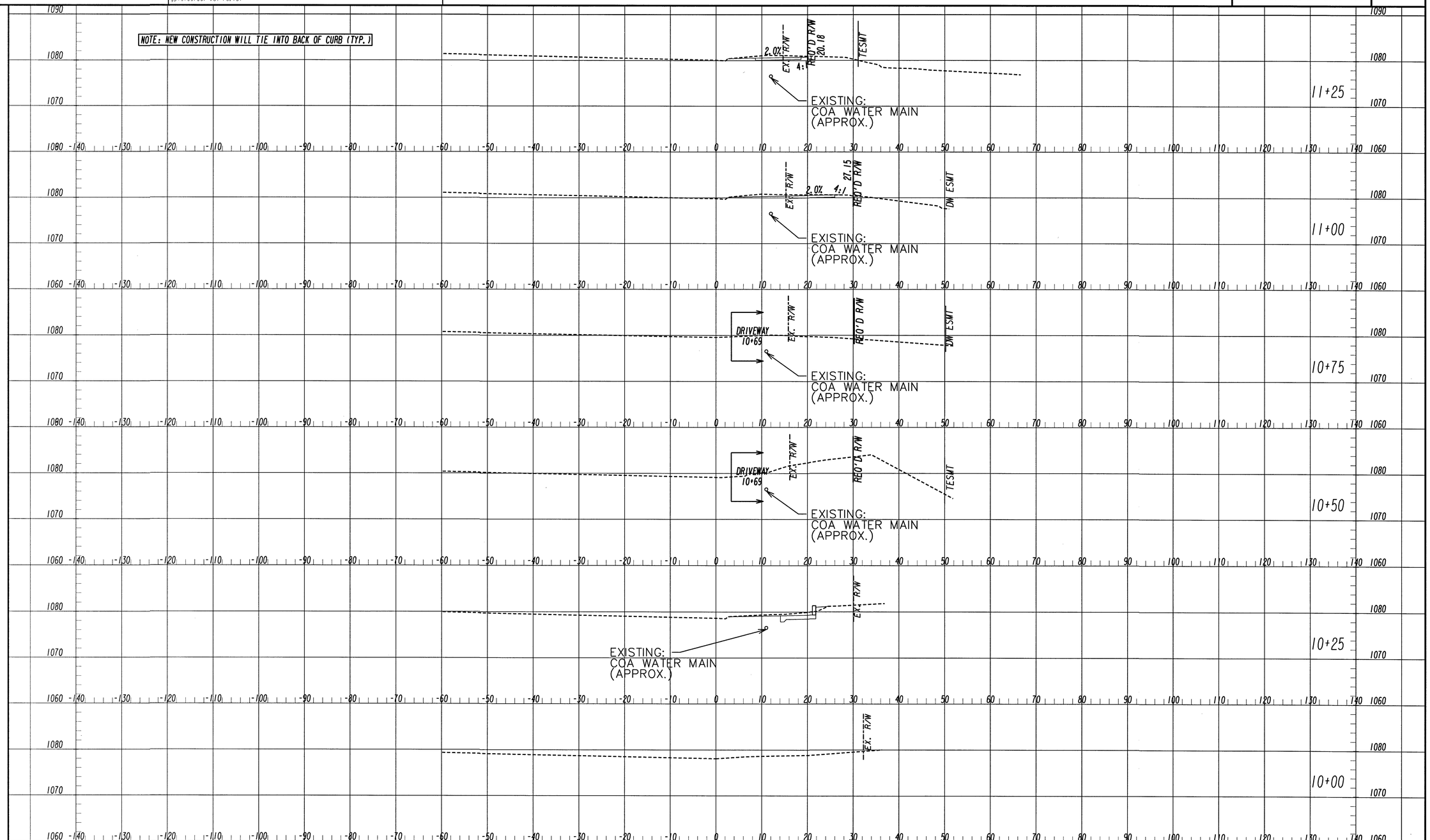
CITY OF SANDY SPRINGS

P. I. No.

NOTE: NEW CONSTRUCTION WILL TIE INTO BACK OF CURB (TYP.)



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0 10 20 40

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CROSS SECTIONS
JOHNSON FERRY RD

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11

7/31/2015 SUXSEW

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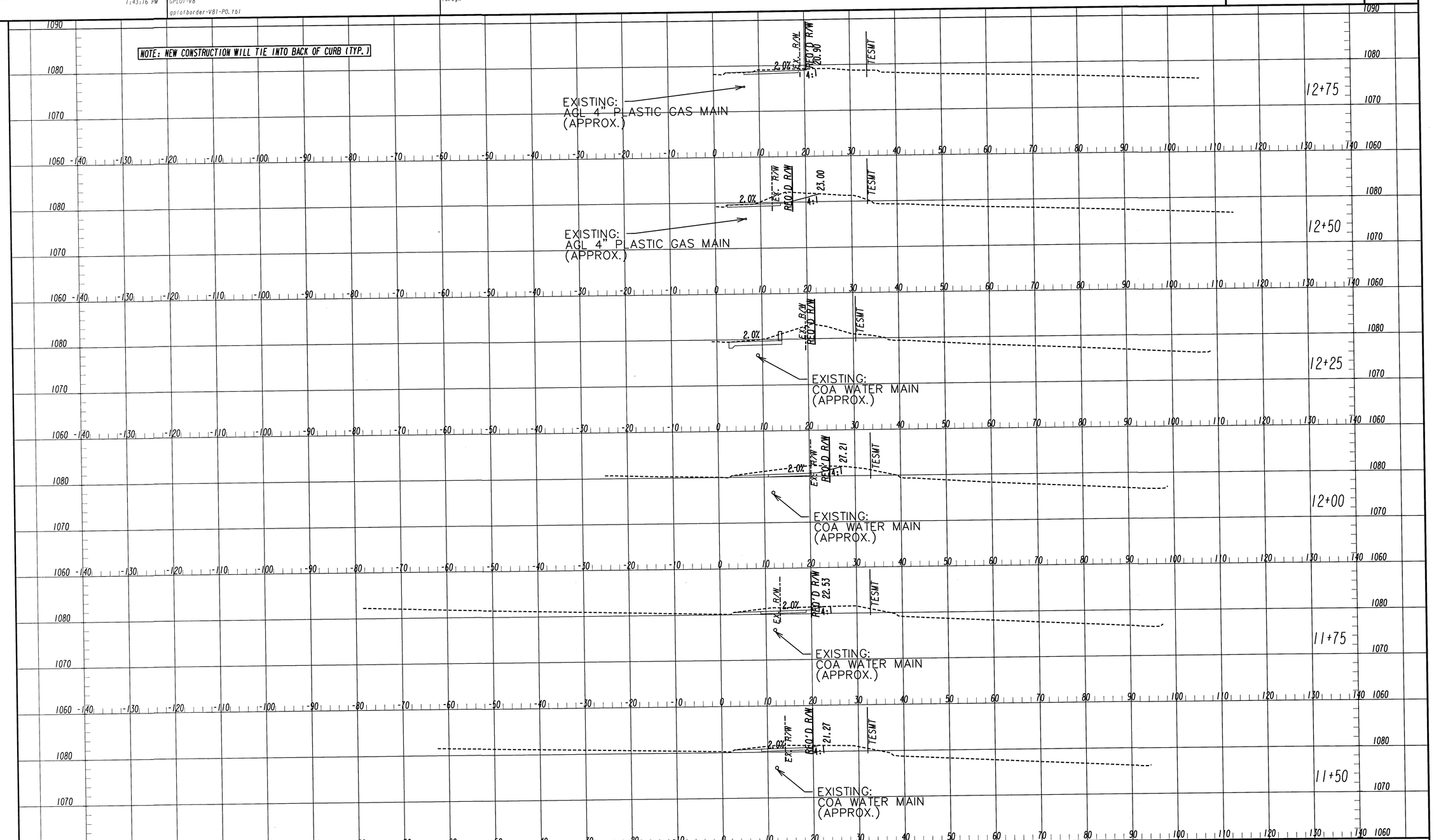
CITY OF SANDY SPRINGS | P.I. No.

NOTE: NEW CONSTRUCTION WILL TIE INTO BACK OF CURB (TYP.)



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8/21/2019

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SCALE IN FEET
0 10 20 40

REVISION DATES

CROSS SECTIONS
JOHNSON FERRY RD

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CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
12

7/31/2015 SUXSEW

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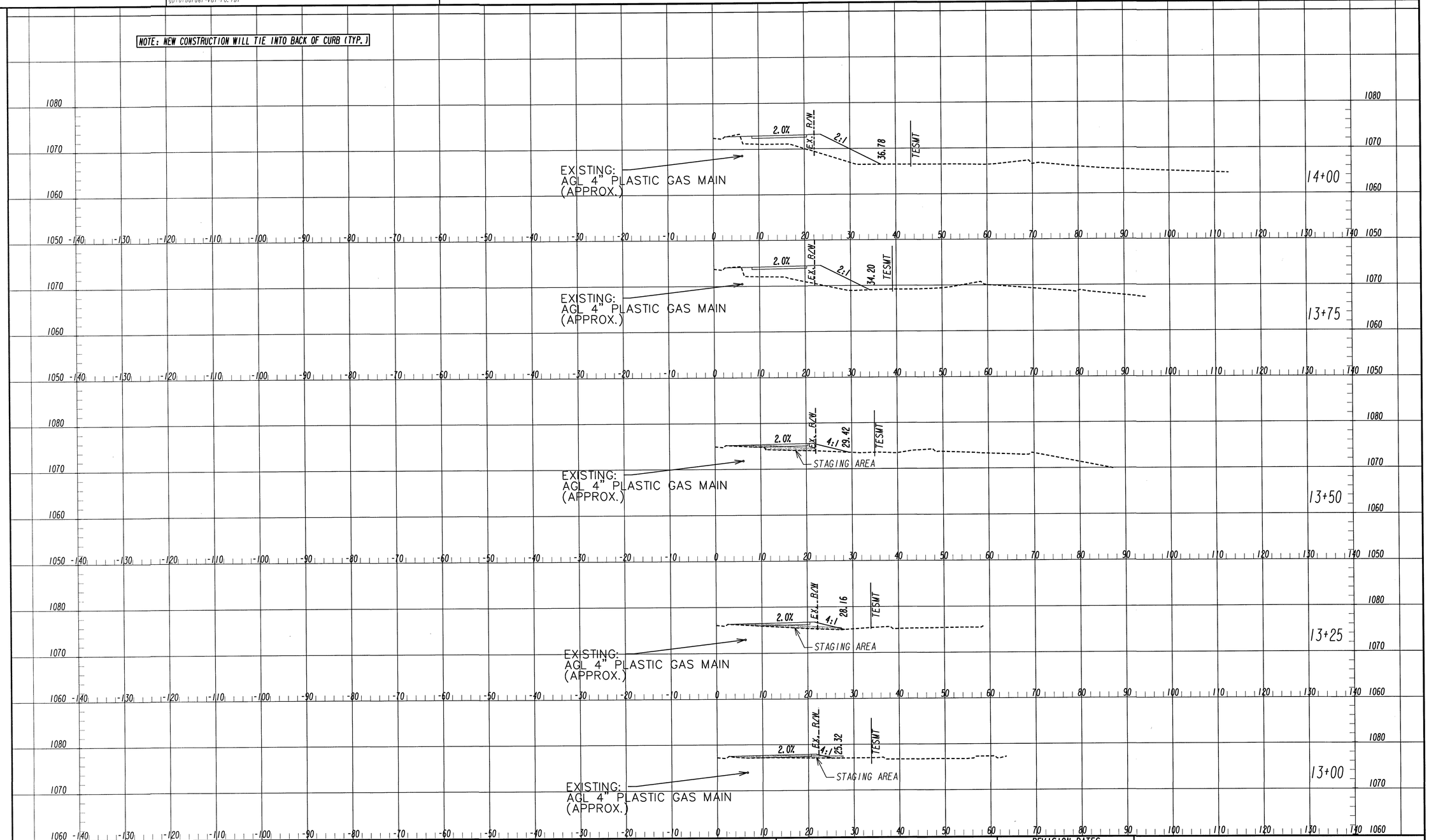
CITY OF SANDY SPRINGS | P.I. No.



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8/21/2019

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SCALE IN FEET
0 10 20 40

REVISION DATES

CROSS SECTIONS
JOHNSON FERRY RD

CHECKED:		DATE:	
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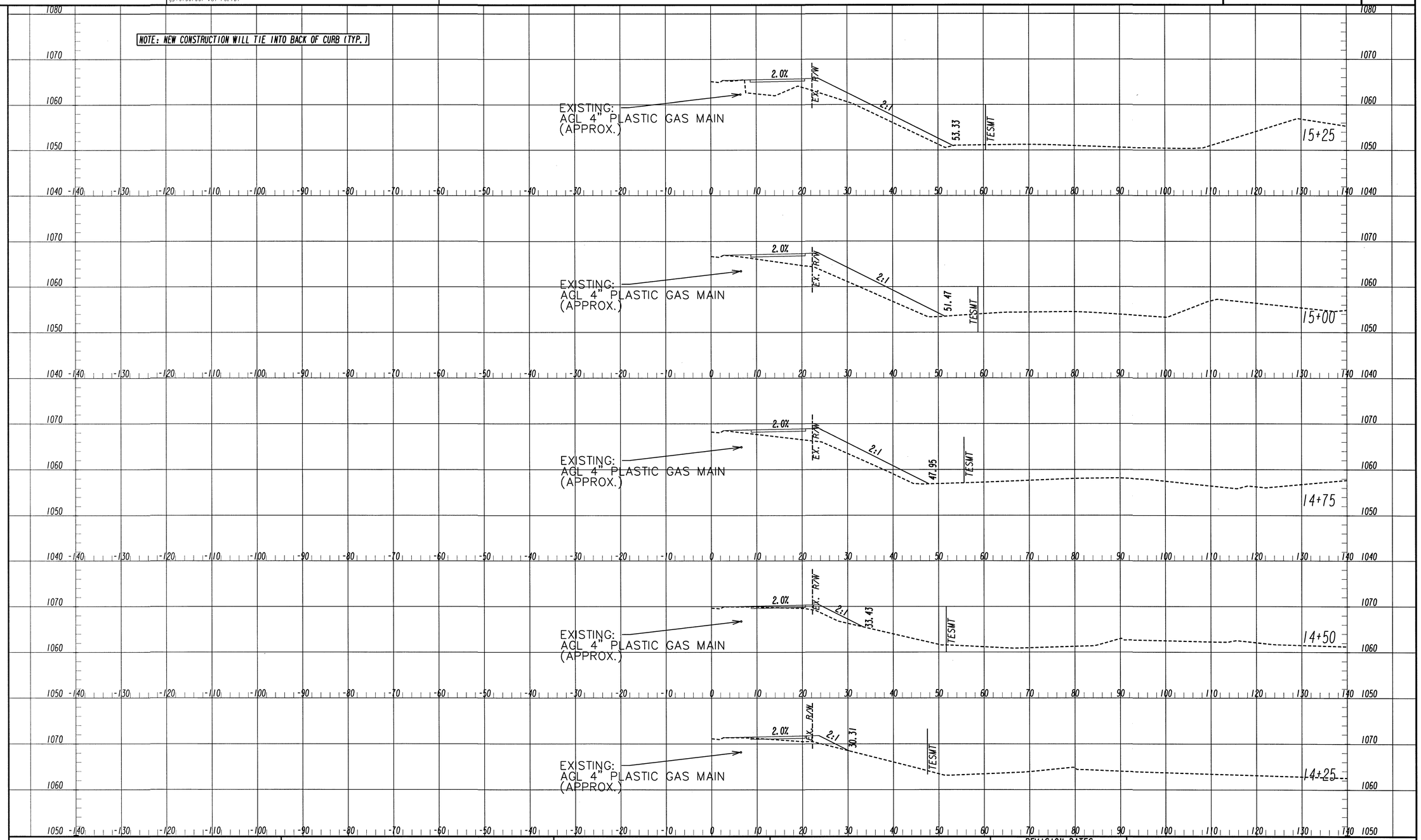
VERIFIED:		DATE:	

DRAWING No. 13

7/31/2015 SUXSEW

NOTE: NEW CONSTRUCTION WILL TIE INTO BACK OF CURB (TYP.)



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REVISION DATES

CROSS SECTIONS
JOHNSON FERRY RD

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CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
14

8/21/2019 1:43:38 PM GPLOT-V8 13.dgn
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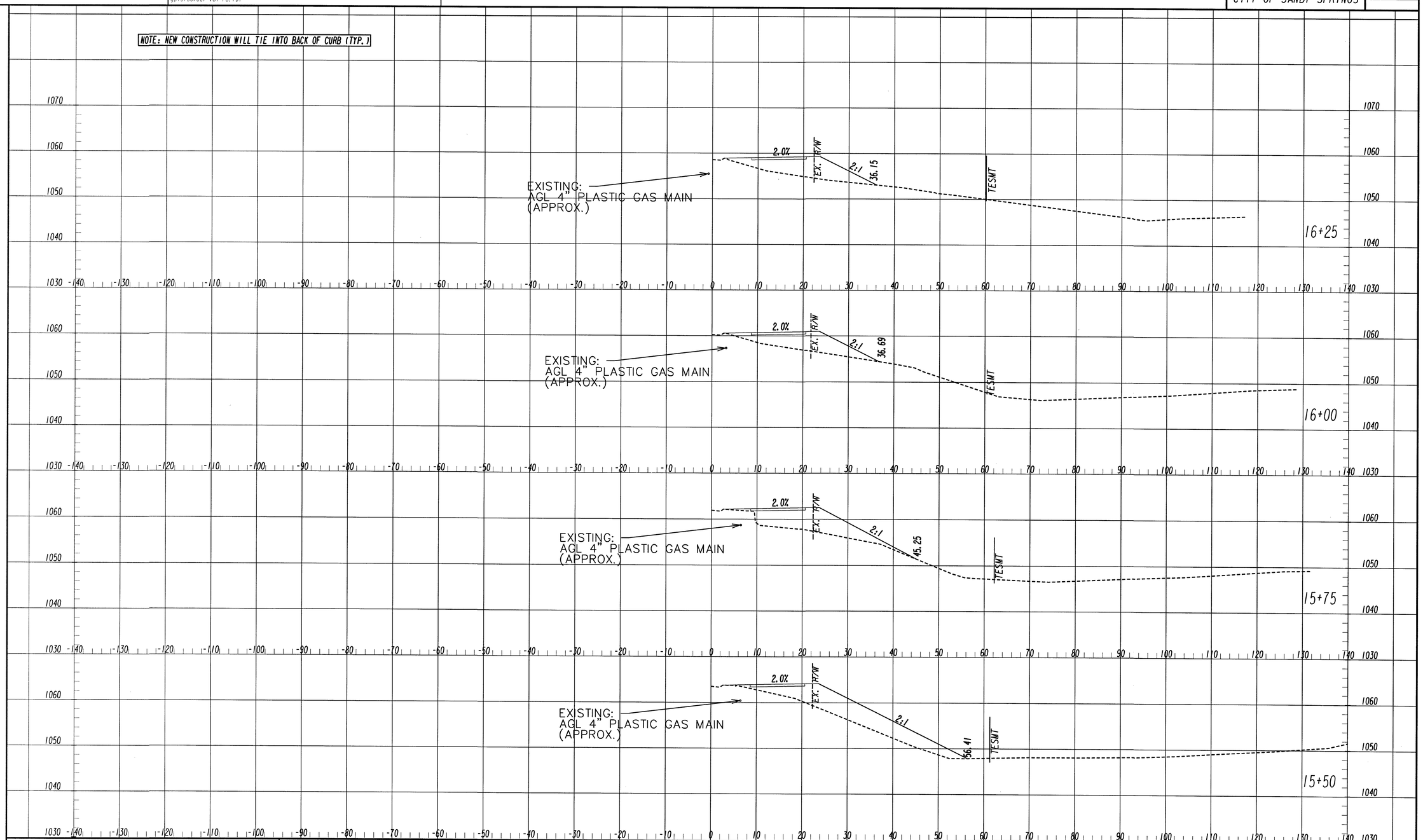
CITY OF SANDY SPRINGS

P.I. No.



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Tom Fravel

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REVISION DATES

CROSS SECTIONS
JOHNSON FERRY RD

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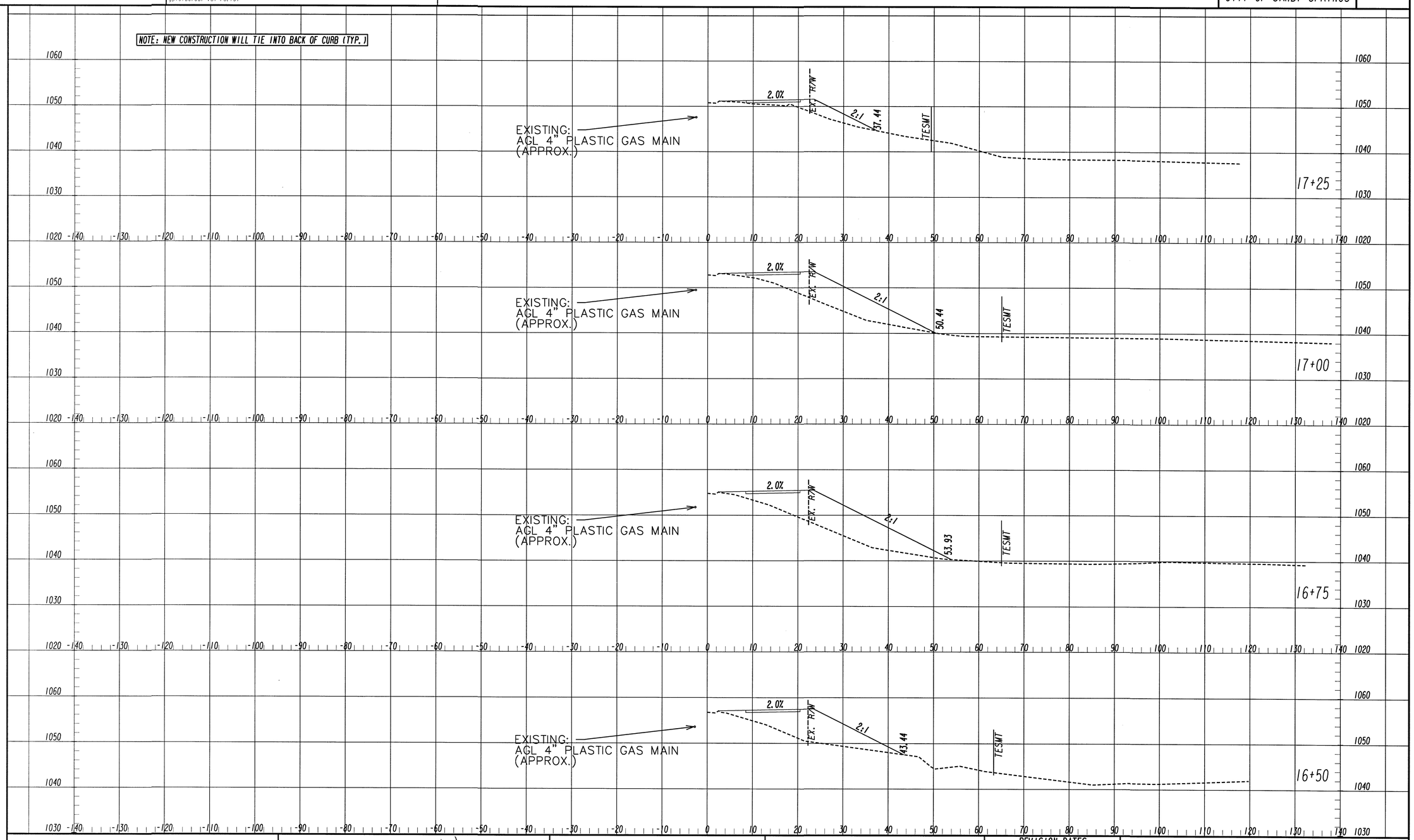
DRAWING No.

15

7/31/2015 SUXSEW

NOTE: NEW CONSTRUCTION WILL TIE INTO BACK OF CURB (TYP.)



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CROSS SECTIONS
JOHNSON FERRY RD

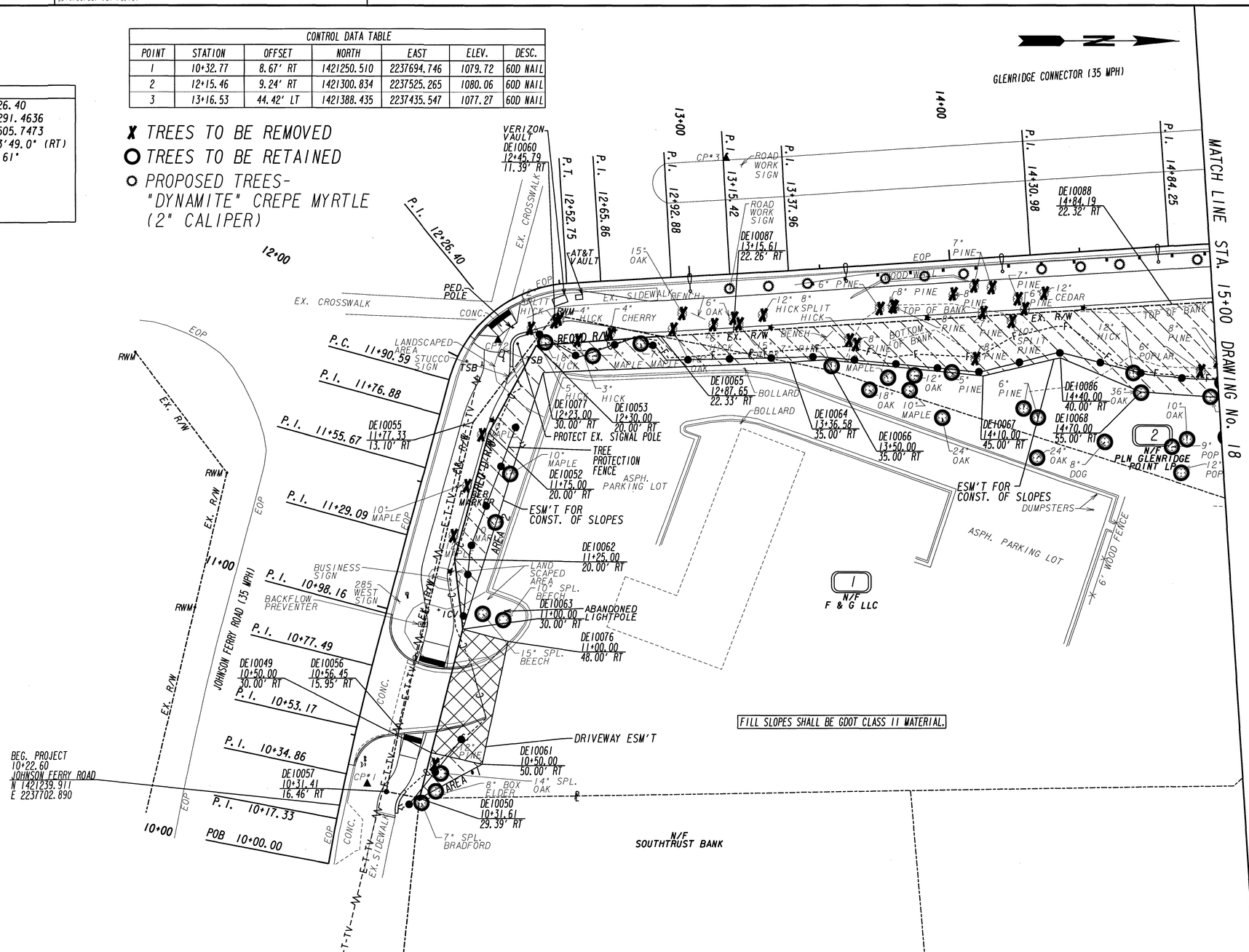
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
16

CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
1	10+32.77	8.67' RT	1421250.510	2237694.746	1079.72	60D NAIL
2	12+15.46	9.24' RT	1421300.834	2237525.265	1080.06	60D NAIL
3	13+16.53	44.42' LT	1421388.435	2237435.547	1077.27	60D NAIL

Curve# 1
PI Sta= 12+26.40
N= 1421291.4636
E= 2237505.7473
DELTA= 71°13'49.0" (RT)
D=114°35'29.61"
T= 35.82
L= 62.16
R= 50.00
E= 11.50

✗ TREES TO BE REMOVED
O TREES TO BE RETAINED
O PROPOSED TREES- "DYNAMITE" CREPE MYRTLE (2" CALIPER)



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

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

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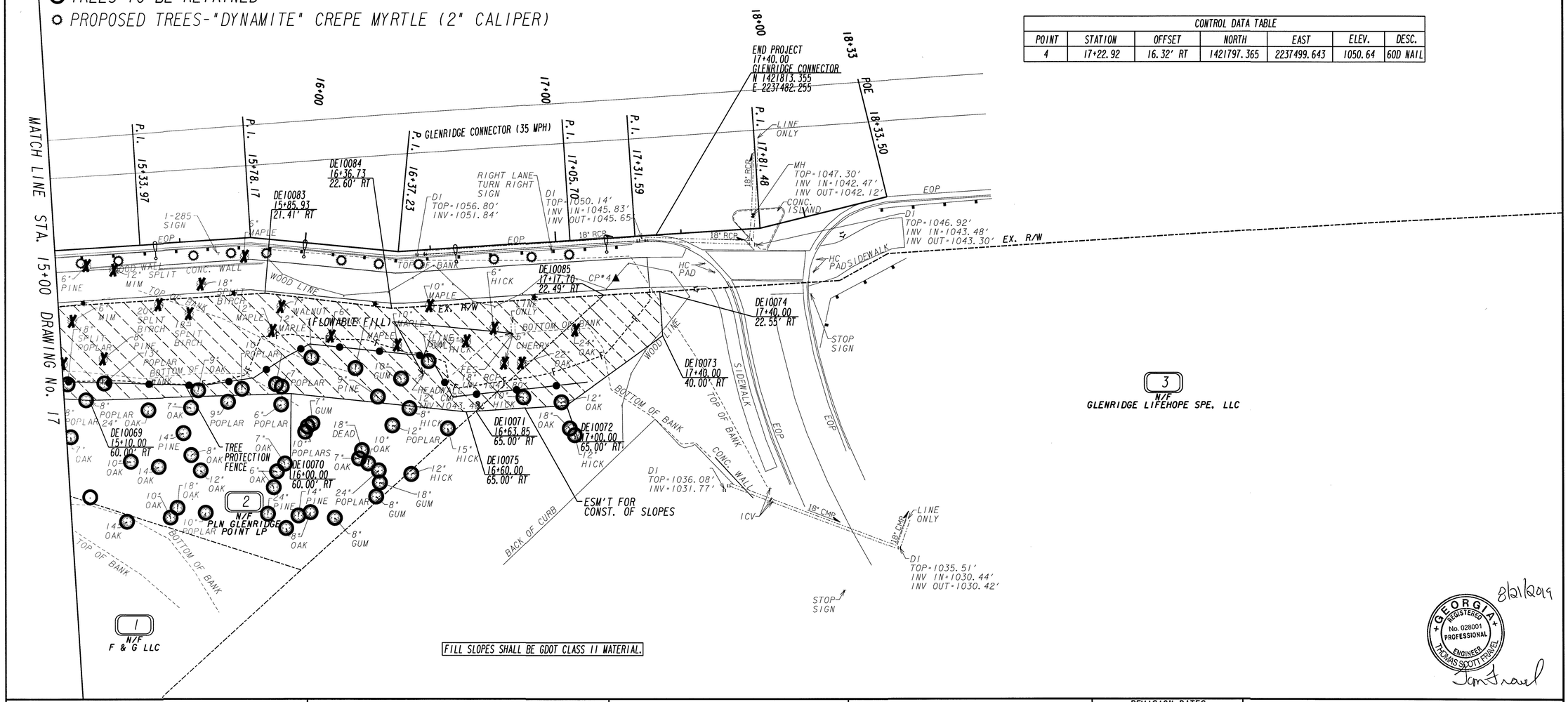
REVISION DATES

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019

TREE PLAN
JOHNSON FERRY RD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	17
CORRECTED:	DATE:	
VERIFIED:	DATE:	

✘ TREES TO BE REMOVED
O TREES TO BE RETAINED
O PROPOSED TREES-"DYNAMITE" CREPE MYRTLE (2" CALIPER)



CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
4	17+22.92	16.32' RT	1421797.365	2237499.643	1050.64	60D NAIL

FILL SLOPES SHALL BE GDOT CLASS II MATERIAL.

8/21/2019
GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT PRAVEL

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

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

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SCALE IN FEET
0 20 40 80

REVISION DATES

TREE PLAN
JOHNSON FERRY RD

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		18
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

EXISTING OVERHEAD	OVERHEAD TO BE REMOVED	PROPOSED OVERHEAD	TYPE OF UTILITY
E	E	E	ELECTRIC
E-T	E-T	E-T	
E-TV	E-TV	E-TV	
E-TC	E-TC	E-TC	
E-T-TV	E-T-TV	E-T-TV	
E-T-TV-TC	E-T-TV-TC	E-T-TV-TC	
E-TV-TC	E-TV-TC	E-TV-TC	
E-T-TC	E-T-TC	E-T-TC	
GW	GW	GW	
T	T	T	TELECOMMUNICATIONS
T-TC	T-TC	T-TC	
T-TV-TC	T-TV-TC	T-TV-TC	
T-TV	T-TV	T-TV	
TV	TV	TV	CABLE TV
TV-TC	TV-TC	TV-TC	
TC	TC	TC	TRAFFIC CONTROL

EXISTING UNDERGROUND	UNDERGROUND TO BE REMOVED	PROPOSED UNDERGROUND	TYPE OF UTILITY
E	E	E	ELECTRIC (QL-D)
E(C)	E(C)		ELECTRIC (QL-C)
E(B)	E(B)		ELECTRIC (QL-B)
T	T	T	TELECOMMUNICATIONS (QL-D)
T(C)	T(C)		TELECOMMUNICATIONS (QL-C)
T(B)	T(B)		TELECOMMUNICATIONS (QL-B)
TV	TV	TV	CABLE TV (QL-D)
TV(C)	TV(C)		CABLE TV (QL-C)
TV(B)	TV(B)		CABLE TV (QL-B)
W	W	W	WATER (QL-D)
W(C)	W(C)		WATER (QL-C)
W(B)	W(B)		WATER (QL-B)
**W	**W	**W	WATER FOR LABELED PIPE SIZES (QL-D)
**W(C)	**W(C)		WATER FOR LABELED PIPE SIZES (QL-C)
**W(B)	**W(B)		WATER FOR LABELED PIPE SIZES (QL-B)
NW	NW	NW	NON-POTABLE WATER (QL-D)
NW(C)	NW(C)		NON-POTABLE WATER (QL-C)
NW(B)	NW(B)		NON-POTABLE WATER (QL-B)
**NW	**NW	**NW	NON-POTABLE WATER FOR LABELED PIPE SIZES (QL-D)
**NW(C)	**NW(C)		NON-POTABLE WATER FOR LABELED PIPE SIZES (QL-C)
**NW(B)	**NW(B)		NON-POTABLE WATER FOR LABELED PIPE SIZES (QL-B)
STM	STM	STM	STEAM (QL-D)
STM(C)	STM(C)		STEAM (QL-C)
STM(B)	STM(B)		STEAM (QL-B)
**STM	**STM	**STM	STEAM FOR LABELED PIPE SIZES (QL-D)
**STM(C)	**STM(C)		STEAM FOR LABELED PIPE SIZES (QL-C)
**STM(B)	**STM(B)		STEAM FOR LABELED PIPE SIZES (QL-B)
SS	SS	SS	SANITARY SEWER WITH FLOW DIRECTION (QL-D)
SS(C)	SS(C)		SANITARY SEWER WITH FLOW DIRECTION (QL-C)
SS(B)	SS(B)		SANITARY SEWER WITH FLOW DIRECTION (QL-B)
Σ**SS	Σ**SS	Σ**SS	SANITARY SEWER WITH FLOW DIRECTION FOR LABELED PIPE SIZES (QL-D)
Σ**SS(C)	Σ**SS(C)		SANITARY SEWER WITH FLOW DIRECTION FOR LABELED PIPE SIZES (QL-C)
Σ**SS(B)	Σ**SS(B)		SANITARY SEWER WITH FLOW DIRECTION FOR LABELED PIPE SIZES (QL-B)
SFM	SFM	SFM	SANITARY SEWER FORCE MAIN WITH FLOW DIRECTION (QL-D)
SFM(C)	SFM(C)		SANITARY SEWER FORCE MAIN WITH FLOW DIRECTION (QL-C)
SFM(B)	SFM(B)		SANITARY SEWER FORCE MAIN WITH FLOW DIRECTION (QL-B)
G	G	G	GAS (QL-D)
G(C)	G(C)		GAS (QL-C)
G(B)	G(B)		GAS (QL-B)
**G	**G	**G	GAS FOR LABELED PIPE SIZES (QL-D)
**G(C)	**G(C)		GAS FOR LABELED PIPE SIZES (QL-C)
**G(B)	**G(B)		GAS FOR LABELED PIPE SIZES (QL-B)
P	P	P	PETROLEUM (QL-D)
P(C)	P(C)		PETROLEUM (QL-C)
P(B)	P(B)		PETROLEUM (QL-B)
**P	**P	**P	PETROLEUM FOR LABELED PIPE SIZES (QL-D)
**P(C)	**P(C)		PETROLEUM FOR LABELED PIPE SIZES (QL-C)
**P(B)	**P(B)		PETROLEUM FOR LABELED PIPE SIZES (QL-B)
TC	TC	TC	TRAFFIC CONTROL (QL-D)
TC(C)	TC(C)		TRAFFIC CONTROL (QL-C)
TC(B)	TC(B)		TRAFFIC CONTROL (QL-B)
UNK(B)	UNK(B)		UNKNOWN UTILITY FOUND IN SUE INVESTIGATION (QL-B)

UTILITY LEGEND

UTILITY CELLS

EXISTING	PROPOSED	TEMPORARY		EXISTING	PROPOSED	TEMPORARY	
E	E	E	ELECTRIC MANHOLE	W	W	W	WELL
H	H	H	HAND HOLE	W	W	W	WATER VAULT
E	E	E	TRANSFORMER	W	W	W	WATER VALVE MARKER
E	E	E	ELECTRIC METER				STAND PIPE
			UTILITY POLE/GUY POLE				CLEANOUT
			LIGHT POLE	SS	SS	SS	SANITARY SEWER MANHOLE
			GUY ANCHOR	ARV	ARV	ARV	AIR RELEASE VALVE
E	E	E	ELECTRIC BOX	GT	GT	GT	GREASE TRAP
M	M	M	MARKER		S	S	SANITARY SEWER FORCE MAIN VALVE
T	T	T	TELECOMMUNICATIONS MANHOLE				VENT
T	T	T	TELECOMMUNICATIONS PEDESTAL	G	G	G	GAS VALVE
X	X	X	SPLICE BOX	G	G	G	GAS METER
SLC	SLC	SLC	SUBCRIBER LOOP CARRIER (aka "SLICK")	G	G	G	GAS MANHOLE
			CABINET	GPR	GPR	GPR	GAS PRESSURE REGULATOR
			PHONE BOOTH	G	G	G	GAS VAULT
			CABLE TV PEDESTAL	GTS	GTS	GTS	GAS TEST STATION
TV	TV	TV	CABLE TV MANHOLE	P	P	P	PETROLEUM VALVE
W	W	W	WATER VALVE		MISC.		
W	W	W	WATER METER		LOS		LIMITS OF OVERHEAD AND SUBSURFACE UTILITY INVESTIGATION
W	W	W	WATER MANHOLE		TH		TEST HOLE (QL-A ONLY)
			FIRE HYDRANT ASSEMBLY (INCLUDES ASSOCIATED VALVE)		EOI		END OF INFORMATION
BFP	BFP	BFP	BACKFLOW PREVENTER				QUALITY LEVEL (QL) DELINEATION
PIV	PIV	PIV	PRESSURE INDICATOR VALVE		123		POLE ID
ARV	ARV	ARV	AIR RELEASE VALVE		ADI		SANITARY SEWER MANHOLE (SSMH) ID

QUALITY LEVELS AND DEFINITIONS

QL-D DEPICTED ACCORDING TO UTILITY RECORD INFORMATION AND IN-FIELD VISUAL INSPECTION. NO ELECTRONIC DESIGNATING INFORMATION WAS OBTAINED.

QL-C EXISTING UTILITY STRUCTURES HAVE BEEN FIELD LOCATED AND SURVEYED TO ASSIST IN DEPICTING THE UTILITIES SHOWN ON RECORDS. NO ELECTRONIC DESIGNATING INFORMATION WAS OBTAINED.

QL-B INFORMATION WAS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROPRIATE HORIZONTAL POSITION OF THE SUBSURFACE UTILITIES. QL-B DATA SHOULD BE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES DEFINED BY THE PROJECT AND REDUCED ONTO PLAN DOCUMENTS.

QL-A OBTAIN PRECISE HORIZONTAL AND VERTICAL POSITION OF THE UTILITY LINE BY EXCAVATING A TEST HOLE. THE TEST HOLE SHALL BE DONE USING VACUUM EXCAVATION OR COMPARIABLE NONDESTRUCTIVE EQUIPMENT IN A MANNER AS TO CAUSE NO DAMAGE TO THE UTILITY LINE. AFTER EXCAVATING A TEST HOLE, A FIELD SURVEY SHALL BE PERFORMED TO DETERMINE THE EXACT LOCATION AND POSITION OF THE UTILITY LINE.

ABBREVIATIONS:

R.T.	Remote Terminal
PVC	Polyvinyl Chloride Pipe
DIP	Ductile Iron Pipe
SSMH	Sanitary Sewer Manhole
EOI	End of Information
STL	Steel
MH	Manhole
PL	Plastic
MP	Medium Pressure
HP	High Pressure
PE	Polyethylene
RIP	Retired In Place
CI	Cast Iron
TC	Terra Cotta
PCP	Pressurized Concrete Pipe
HDPE	High Density Polyethylene
CT	Count
FO	Fiber Optic
OH	Overhead
PR	Pair
REG	Regulator

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DESIGN CONSULTANT
PROFESSIONAL ENGINEERING

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019
Tom Travel

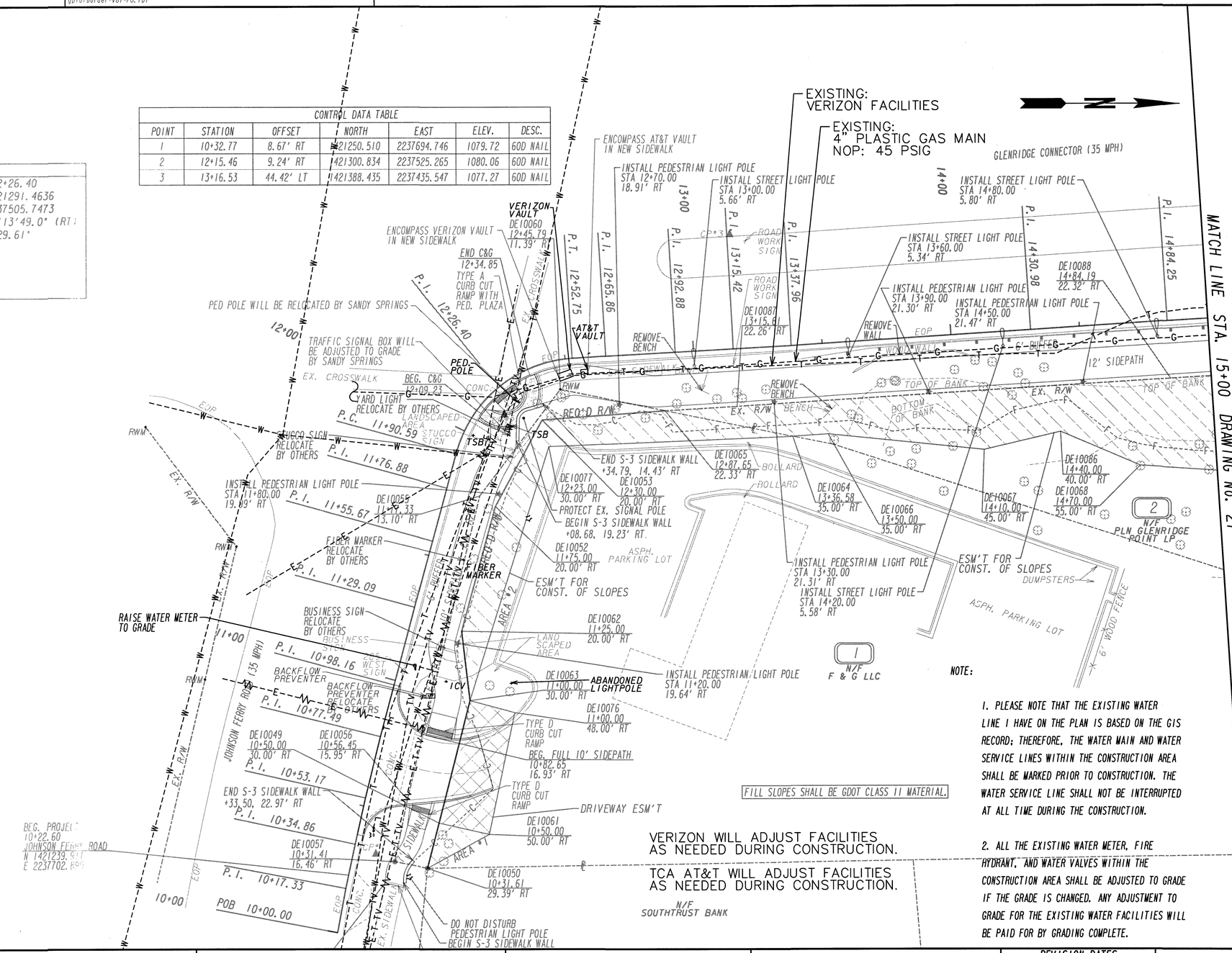
REVISION DATES

UTILITY LEGEND
JOHNSON FERRY RD

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		19
VERIFIED:		DATE:		

CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
1	10+32.77	8.67' RT	1421250.510	2237694.746	1079.72	60D NAIL
2	12+15.46	9.24' RT	1421300.834	2237525.265	1080.06	60D NAIL
3	13+16.53	44.42' LT	1421388.435	2237435.547	1077.27	60D NAIL

Curve# 1
PI Sta= 12+26.40
N= 1421291.4636
E= 2237505.7473
DELTA= 71°13'49.0" (RT)
D= 14°35'29.61"
T= 35.82
L= 62.16
R= 50.00
E= 11.50



NOTE:

1. PLEASE NOTE THAT THE EXISTING WATER LINE I HAVE ON THE PLAN IS BASED ON THE GIS RECORD; THEREFORE, THE WATER MAIN AND WATER SERVICE LINES WITHIN THE CONSTRUCTION AREA SHALL BE MARKED PRIOR TO CONSTRUCTION. THE WATER SERVICE LINE SHALL NOT BE INTERRUPTED AT ALL TIME DURING THE CONSTRUCTION.

2. ALL THE EXISTING WATER METER, FIRE HYDRANT, AND WATER VALVES WITHIN THE CONSTRUCTION AREA SHALL BE ADJUSTED TO GRADE IF THE GRADE IS CHANGED. ANY ADJUSTMENT TO GRADE FOR THE EXISTING WATER FACILITIES WILL BE PAID FOR BY GRADING COMPLETE.

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

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

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REVISION DATES

UTILITY PLANS
JOHNSON FERRY RD

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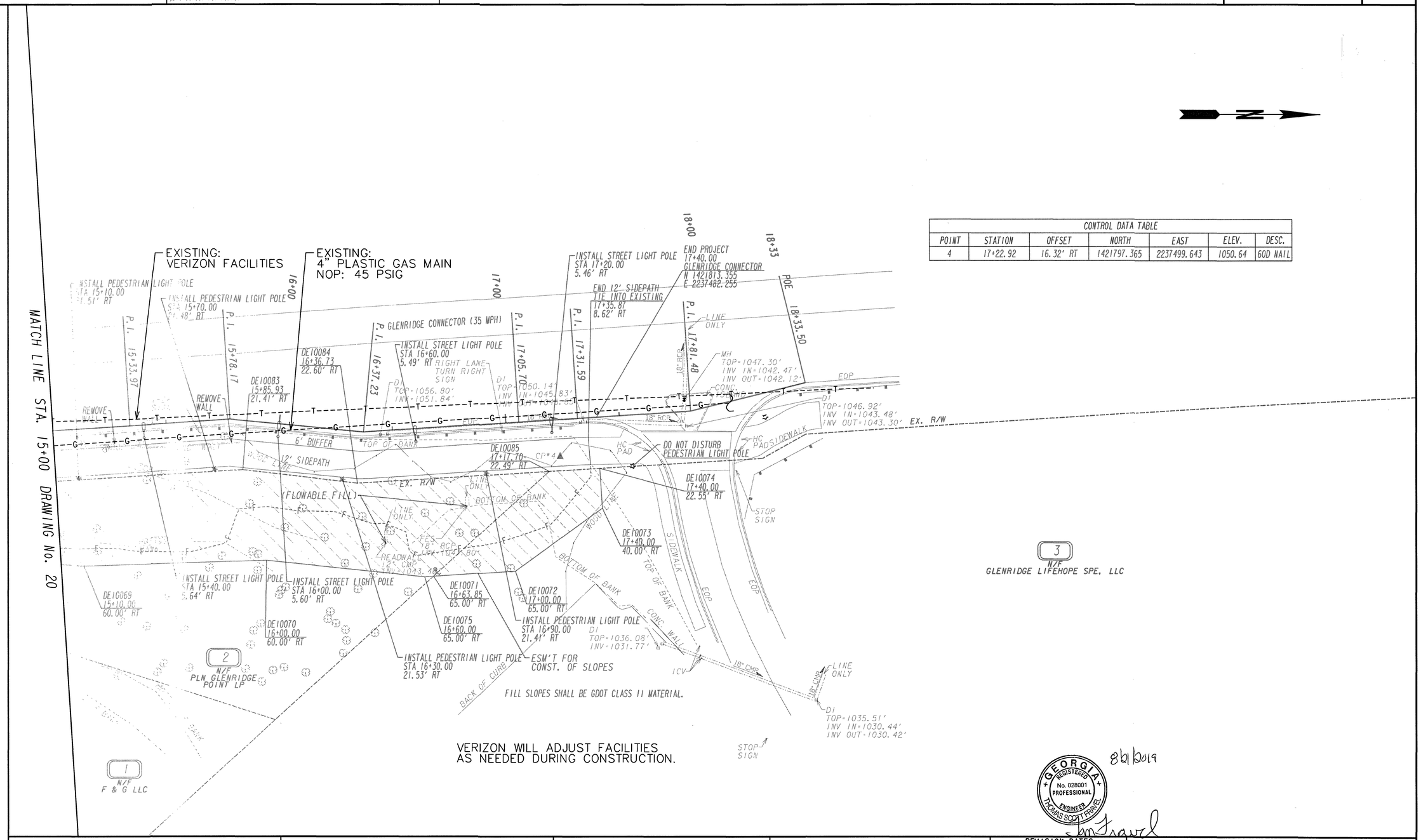
BACKCHECKED:		DATE:		20
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
4	17+22.92	16.32' RT	1421797.365	2237499.643	1050.64	60D NAIL

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT TRAVEL

8/21/2019

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

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

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REVISION DATES

UTILITY PLANS
JOHNSON FERRY RD

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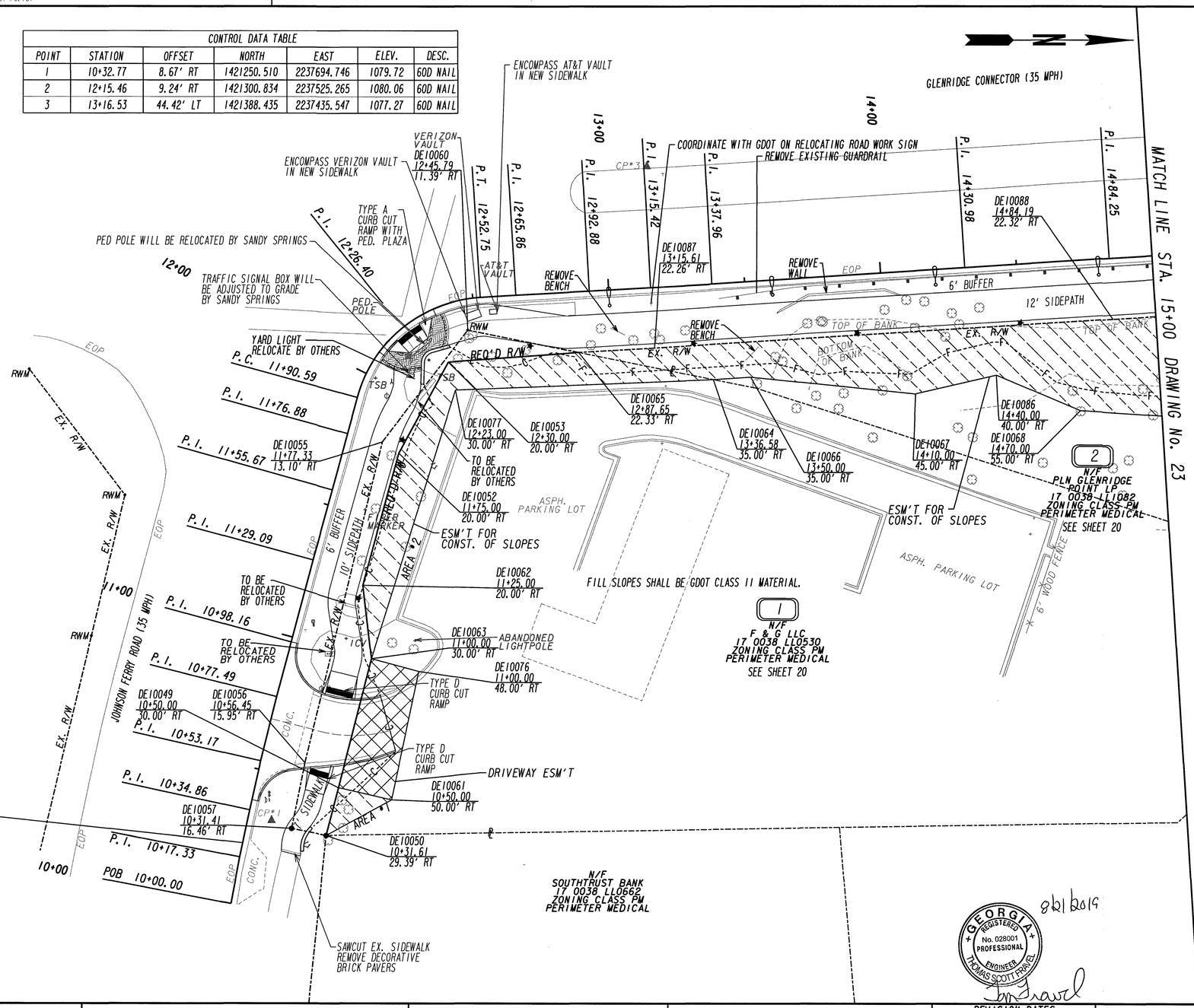
BACKCHECKED:		DATE:		21
CORRECTED:		DATE:		
VERIFIED:		DATE:		

CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
1	10+32.77	8.67' RT	1421250.510	2237694.746	1079.72	60D NAIL
2	12+15.46	9.24' RT	1421300.834	2237525.265	1080.06	60D NAIL
3	13+16.53	44.42' LT	1421388.435	2237435.547	1077.27	60D NAIL

Curve# 1
PI Sta= 12+26.40
N= 1421291.4636
E= 2237505.7473
DELTA= 71°13'49.0" (RT)
D=114°35'29.61"
T= 35.82
L= 62.16
R= 50.00
E= 11.50



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8/21/2019

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

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

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REVISION DATES

RIGHT OF WAY
JOHNSON FERRY RD

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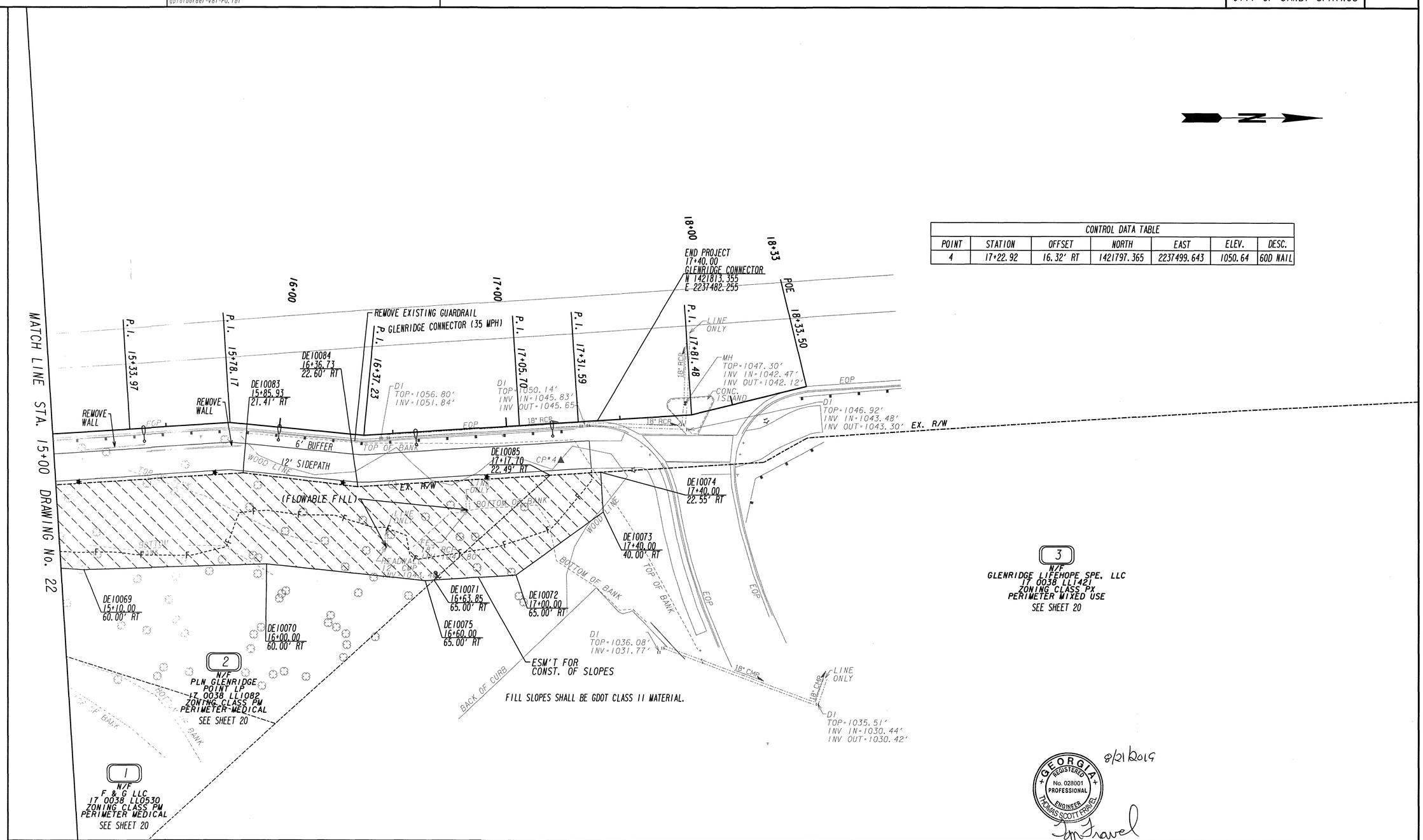
VERIFIED:		DATE:	

DRAWING No. 22



CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
4	17+22.92	16.32' RT	1421797.365	2237499.643	1050.64	60D NAIL

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019

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

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

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BACKCHECKED:		DATE:		23
CORRECTED:		DATE:		
VERIFIED:		DATE:		

SEE SHEET 18

PAR# 1 F&G LLC REQ'D R/W DE 2

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
DE10057	16.46	R	10+31.41	Johnson Ferry-Glenridge
	24.47		N 78°24'00.5" W	
DE10056	15.95	R	10+56.45	Johnson Ferry-Glenridge
	120.59		N 76°21'31.9" W	
DE10055	13.10	R	11+77.33	Johnson Ferry-Glenridge
	51.58		N 52°30'15.6" W	
DE10060	11.39	R	12+45.79	Johnson Ferry-Glenridge
	41.54		N 11°21'12.9" E	
DE10065	22.33	R	12+87.65	Johnson Ferry-Glenridge
	47.98		S 4°16'07.4" E	
DE10053	20.00	R	12+30.00	Johnson Ferry-Glenridge
	37.91		S 61°15'44.2" E	
DE10052	20.00	R	11+75.00	Johnson Ferry-Glenridge
	49.94		S 74°38'59.1" E	
DE10062	20.00	R	11+25.00	Johnson Ferry-Glenridge
	26.93		N 83°15'40.4" E	
DE10063	30.00	R	11+00.00	Johnson Ferry-Glenridge
	48.77		S 75°35'49.8" E	
DE10049	30.00	R	10+50.00	Johnson Ferry-Glenridge
	18.03		S 75°28'03.9" E	
DE10050	29.39	R	10+31.61	Johnson Ferry-Glenridge
	12.94		S 11°08'56.0" W	
DE10057	16.46	R	10+31.41	Johnson Ferry-Glenridge

REQD R/W = 1957.60 SF
REQD R/W = 0.045 ACRES
REMAINDER = +/- 1.14 ACRES

SEE SHEET 18

PAR# 1 F&G LLC REQ'D TEMP. EASM'T. AREA 1 DE 3

PNT	OFFSET/		STATION/	ALIGNMENT
DE10050	29.39	R	10+31.61	Johnson Ferry-Glenridge
DE10049	30.00	R	10+50.00	Johnson Ferry-Glenridge
DE10061	50.00	R	10+50.00	Johnson Ferry-Glenridge
DE10050	29.39	R	10+31.61	Johnson Ferry-Glenridge

REQD EASMT AREA = 180.26 SF

SEE SHEET 18

PAR# 1 F&G LLC REQ'D TEMP. EASM'T. AREA 2 DE 4

PNT	OFFSET/		STATION/	ALIGNMENT
DE10063	30.00	R	11+00.00	Johnson Ferry-Glenridge
DE10062	20.00	R	11+25.00	Johnson Ferry-Glenridge
DE10052	20.00	R	11+75.00	Johnson Ferry-Glenridge
DE10053	20.00	R	12+30.00	Johnson Ferry-Glenridge
DE10065	22.33	R	12+87.65	Johnson Ferry-Glenridge
DE10064	35.00	R	13+36.58	Johnson Ferry-Glenridge
DE10077	30.00	R	12+23.00	Johnson Ferry-Glenridge
DE10063	30.00	R	11+00.00	Johnson Ferry-Glenridge

REQD EASMT AREA = 1870.79 SF

SEE SHEET 18

PAR# 1 F&G LLC REQ'D DRNY. EASM'T. DE 7

PNT	OFFSET/		STATION/	ALIGNMENT
DE10049	30.00	R	10+50.00	Johnson Ferry-Glenridge
DE10063	30.00	R	11+00.00	Johnson Ferry-Glenridge
DE10076	48.00	R	11+00.00	Johnson Ferry-Glenridge
DE10061	50.00	R	10+50.00	Johnson Ferry-Glenridge
DE10049	30.00	R	10+50.00	Johnson Ferry-Glenridge

SEE SHEETS 18 & 19

PAR# 2 PLN GLENRIDGE POINT LP REQ'D TEMP. EASM'T. DE 5

PNT	OFFSET/		STATION/	ALIGNMENT
DE10065	22.33	R	12+87.65	Johnson Ferry-Glenridge
DE10087	22.26	R	13+15.61	Johnson Ferry-Glenridge
DE10088	22.32	R	14+84.19	Johnson Ferry-Glenridge
DE10083	21.41	R	15+85.93	Johnson Ferry-Glenridge
DE10084	22.60	R	16+36.73	Johnson Ferry-Glenridge
DE10085	22.49	R	17+17.70	Johnson Ferry-Glenridge
DE10071	65.00	R	16+63.85	Johnson Ferry-Glenridge
DE10075	65.00	R	16+60.00	Johnson Ferry-Glenridge
DE10070	60.00	R	16+00.00	Johnson Ferry-Glenridge
DE10069	60.00	R	15+10.00	Johnson Ferry-Glenridge
DE10068	55.00	R	14+70.00	Johnson Ferry-Glenridge
DE10086	40.00	R	14+40.00	Johnson Ferry-Glenridge
DE10067	45.00	R	14+10.00	Johnson Ferry-Glenridge
DE10066	35.00	R	13+50.00	Johnson Ferry-Glenridge
DE10064	35.00	R	13+36.58	Johnson Ferry-Glenridge
DE10065	22.33	R	12+87.65	Johnson Ferry-Glenridge

REQD EASMT AREA = 11487.27 SF

SEE SHEET 19

PAR# 3 GLENRIDGE LIFEHOPE SPE, LLC REQ'D TEMP. EASM'T. DE 6

PNT	OFFSET/		STATION/	ALIGNMENT
DE10085	22.49	R	17+17.70	Johnson Ferry-Glenridge
DE10074	22.55	R	17+40.00	Johnson Ferry-Glenridge
DE10073	40.00	R	17+40.00	Johnson Ferry-Glenridge
DE10072	65.00	R	17+00.00	Johnson Ferry-Glenridge
DE10071	65.00	R	16+63.85	Johnson Ferry-Glenridge
DE10085	22.49	R	17+17.70	Johnson Ferry-Glenridge

REQD EASMT AREA = 1591.68 SF

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRANCL
8/1/2019
Tom Francl

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

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

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0 20 40 80

REVISION DATES

RIGHT OF WAY
JOHNSON FERRY RD

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

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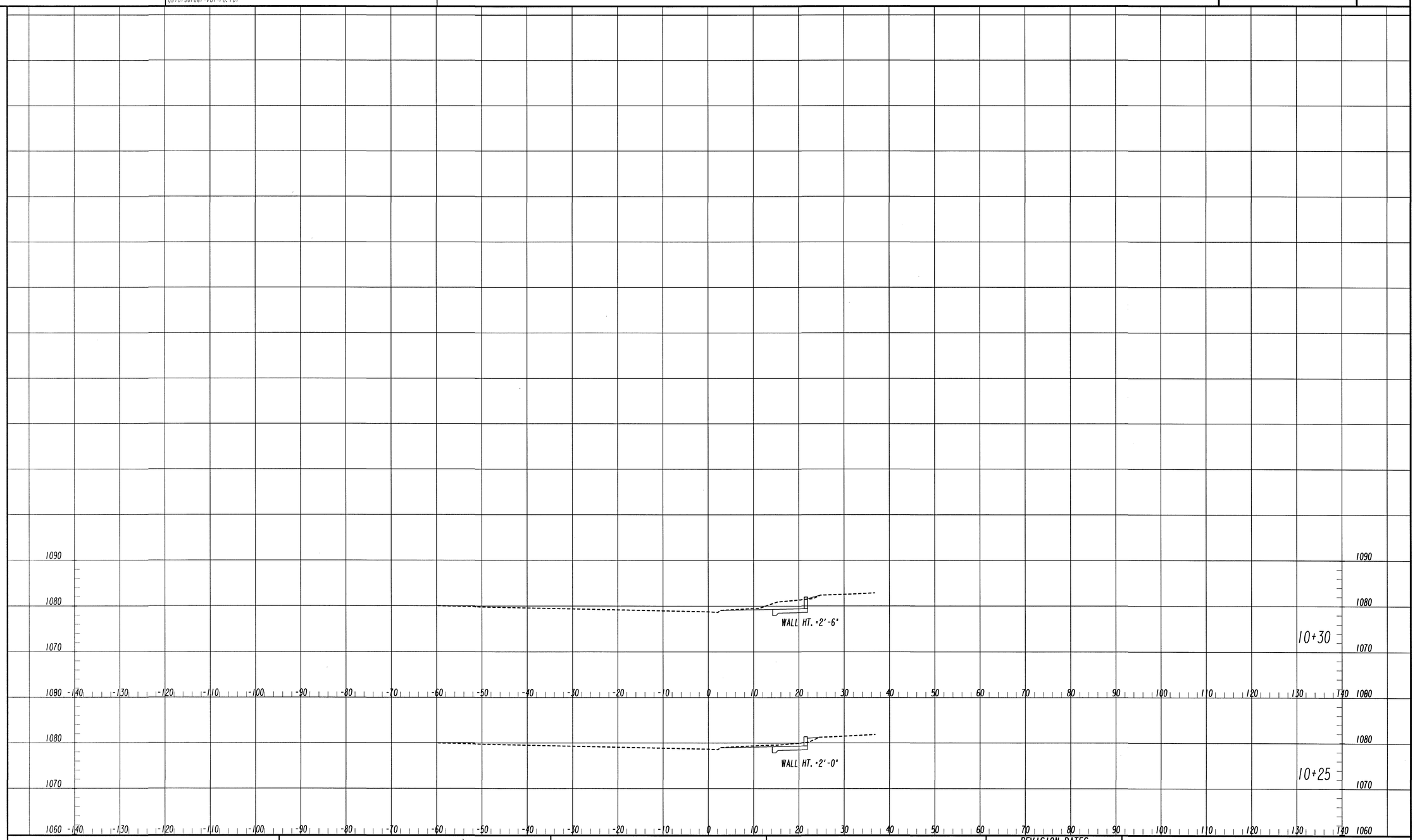
CITY OF SANDY SPRINGS

P. I. No.



GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT PRAWEL

8/21/2019

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Louisville, KY 40223
(502) 245-3813

1690 Roberts Boulevard, Suite 109
Kennesaw, GA 30144
(770) 421-8422

SCALE IN FEET

0 10 20 40

REVISION DATES

S-3 WALL CROSS SECTIONS
JOHNSON FERRY RD

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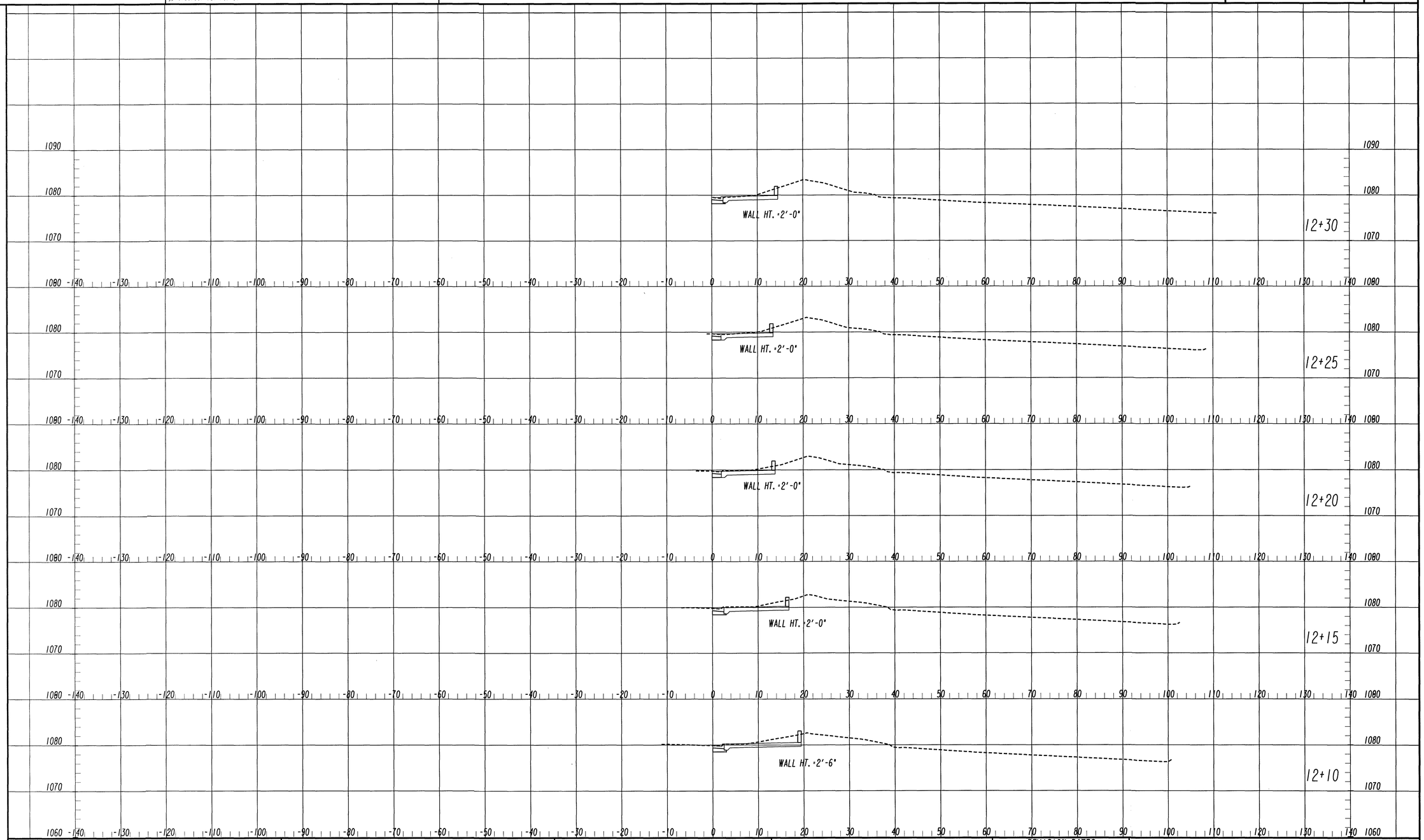
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.

25

7/31/2015 SUXSEW



GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRANCIS 8/21/2019

PLANS PREPARED AND SUBMITTED BY:

AEI

AMERICAN ENGINEERS, INC.
www.aei.co

Branch Offices
O 65 Aberdeen Drive
Glasgow, KY 42141
(270) 651-7220
O 2500 Nelson Miller Parkway
Louisville, KY 40223
(502) 245-3813
● 1530 Roberts Boulevard, Suite 109
Kennesaw, GA 30144
(770) 421-8422

PROFESSIONAL ENGINEERING
DESIGN CONSULTANT

SCALE IN FEET
0 10 20 40

REVISION DATES

S-3 WALL CROSS SECTIONS
JOHNSON FERRY RD

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

DRAWING No. 26

PARCEL# 1

TREES TO BE REMOVED

TYPE	SIZE	QTY	CANOPY
PINE	12"	1	500
MAPLE	12"	1	500
MAPLE	10"	2	1000
HICKORY	3"	1	250
SPLIT HICKORY	12"	1	500
HICKORY	4"	1	250
CHERRY	4"	1	250
TOTAL	8		3,250

PROTECTED TREES (WITHIN PROJECT AREA)

TYPE	SIZE	QTY	CANOPY
SPLIT BRADFORD	7"	1	250
BOX ELDER	8"	1	250
OAK	14"	1	500
SPLIT BEECH	15"	1	1000
SPLIT BEECH	10"	1	500
MAPLE	10"	2	1000
HICKORY	18"	1	1000
MAPLE	7"	2	500
TOTAL	10		5,000

PARCEL# 2

TREES TO BE REMOVED

TYPE	SIZE	QTY	CANOPY
OAK	18"	1	1000
OAK	15"	1	500
HICKORY	6"	3	750
OAK	6"	1	250
HICKORY	15"	1	500
HICKORY	12"	1	500
SPLIT HICKORY	8"	1	250
PINE	8"	7	1750
PINE	6"	3	750
PINE	7"	3	750
SPLIT PINE	10"	1	500
CEDAR	12"	1	500
POPLAR	6"	1	250
WIM	6"	1	250
WIM	12"	1	500
SPLIT BIRCH	20"	1	1000
SPLIT BIRCH	18"	2	2000
MAPLE	6"	1	250
MAPLE	12"	1	500
WALNUT	7"	1	250
MAPLE	10"	2	1000
HICKORY	9"	1	250
CHERRY	6"	1	250
OAK	22"	1	1000
TOTAL	38		15,500

PROTECTED TREES (WITHIN PROJECT AREA)

TYPE	SIZE	QTY	CANOPY
PINE	7"	1	250
MAPLE	10"	1	500
OAK	12"	1	500
PINE	5"	1	250
HICKORY	12"	1	500
OAK	36"	1	1000
POPLAR	8"	2	500
SPLIT POPLAR	18"	1	1000
POPLAR	13"	1	500
OAK	24"	1	1000
OAK	7"	1	500
OAK	9"	1	250
POPLAR	9"	1	250
POPLAR	10"	1	500
MAPLE	12"	1	500
MAPLE	11"	1	500
GUM	10"	1	500
GUM	7"	1	250
TOTAL	19		9,250

PARCEL# 3

TREES TO BE REMOVED

TYPE	SIZE	QTY	CANOPY
OAK	24"	1	1000
TOTAL	1		1,000

PROTECTED TREES (WITHIN PROJECT AREA)

TYPE	SIZE	QTY	CANOPY
HICKORY	10"	1	500
TOTAL	1		500

PROPOSED TREES

"DYNAMITE" CREPE MYRTLE (250 SF CREDIT)

LOCATIONS
13+15, 13+30, 13+45, 13+75, 13+90, 14+05, 14+35, 14+50, 14+65, 14+95, 15+10, 15+25, 15+55, 15+70, 15+85, 16+15, 16+30, 16+45, 16+75, 16+90, 17+05
TOTAL: 21 TREES = 5250 SF

ADDITIONAL LANDCAPING TO BE REMOVED

LARGE SHRUB AT APPROX. STA 10+99

FLOWERS NEAR SIGNS AT APPROX. STA 11+16 & STA 12+08

BUSHES BEHIND EX. SIDEWALK FROM APPROX. STA 12+50 - STA 12+65

SHRUBS BEHIND EX. GUARDRAIL FROM APPROX. STA 13+30 - STA 17+30

CANOPY REQUIREMENT

PROJECT AREA = 30,537 SF

COVERAGE REQUIREMENT: 40% OF PROJECT AREA

30,537 X 0.40 = 12,215 SF REQUIRED CANOPY COVERAGE (RCC)

PRE-DEVELOPMENT CANOPY

CANOPY = PROTECTED TREES + TREES TO BE REMOVED =

14,750 + 19,750 = 34,500 SF

EXISTING CANOPY COVERAGE = 34,500 / 30,537 = 113%

POST-DEVELOPMENT CANOPY

CANOPY = PROTECTED TREES + PROPOSED TREES=

14,750 + 5,250 = 20,000 SF

PROPOSED CANOPY COVERAGE = 20,000 / 30,537 = 65%

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL

8/21/2019

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DESIGN CONSULTANT

SCALE IN FEET
0 20 40 80

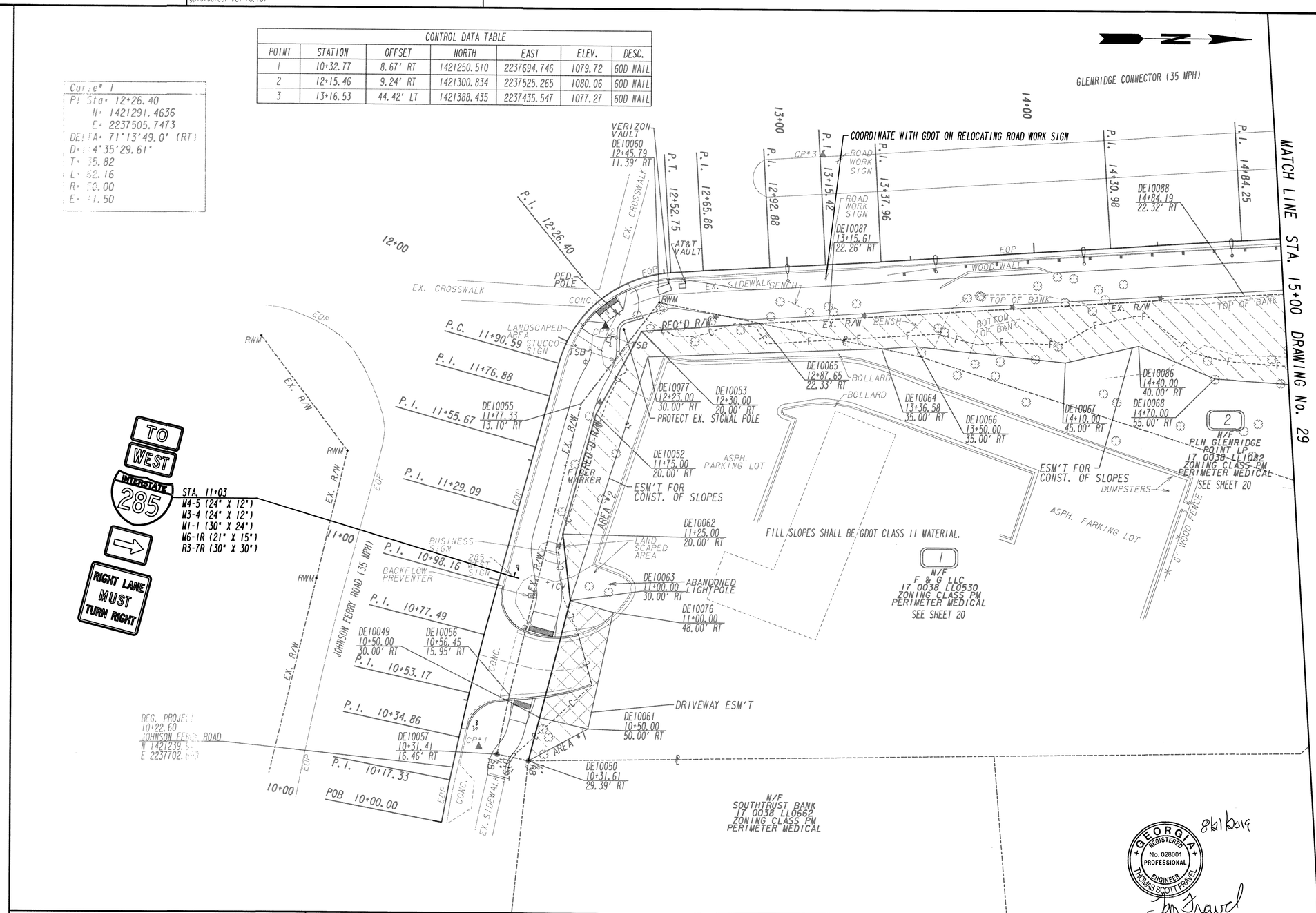
REVISION DATES

CANOPY REQUIREMENT CALCULATIONS
JOHNSON FERRY RD

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

CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
1	10+32.77	8.67' RT	1421250.510	2237694.746	1079.72	60D NAIL
2	12+15.46	9.24' RT	1421300.834	2237525.265	1080.06	60D NAIL
3	13+16.53	44.42' LT	1421388.435	2237435.547	1077.27	60D NAIL

Curve 1
PI Sta: 12+26.40
N: 1421291.4636
E: 2237505.7473
DELTA: 71°13'49.0" (RT)
D: 14°35'29.61"
T: 35.82
L: 62.16
R: 80.00
E: 1.50



GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019

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

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

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REVISION DATES		

SIGNING AND MARKING PLAN
JOHNSON FERRY RD

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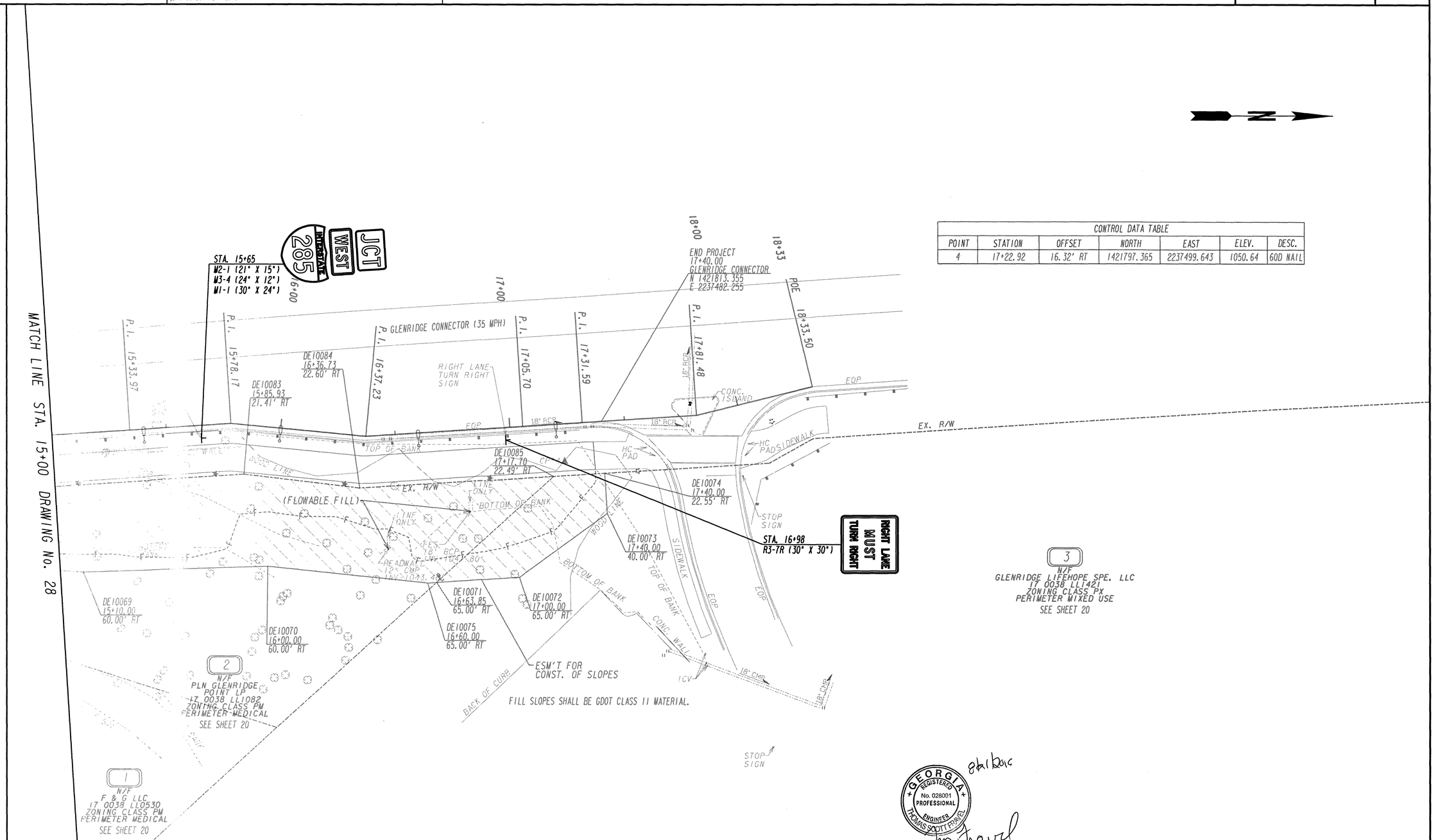
CORRECTED:		DATE:		
VERIFIED:		DATE:		



CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
4	17+22.92	16.32' RT	1421797.365	2237499.643	1050.64	60D NAIL

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 028001 THOMAS SCOTT FRAVEL

8/21/2019

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

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

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SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLAN
JOHNSON FERRY RD

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		29
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

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CITY OF SANDY SPRINGS | P.I. No.

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1	10+32.77	8.67' RT	1421250.510	2237694.746	1079.72	60D NAIL
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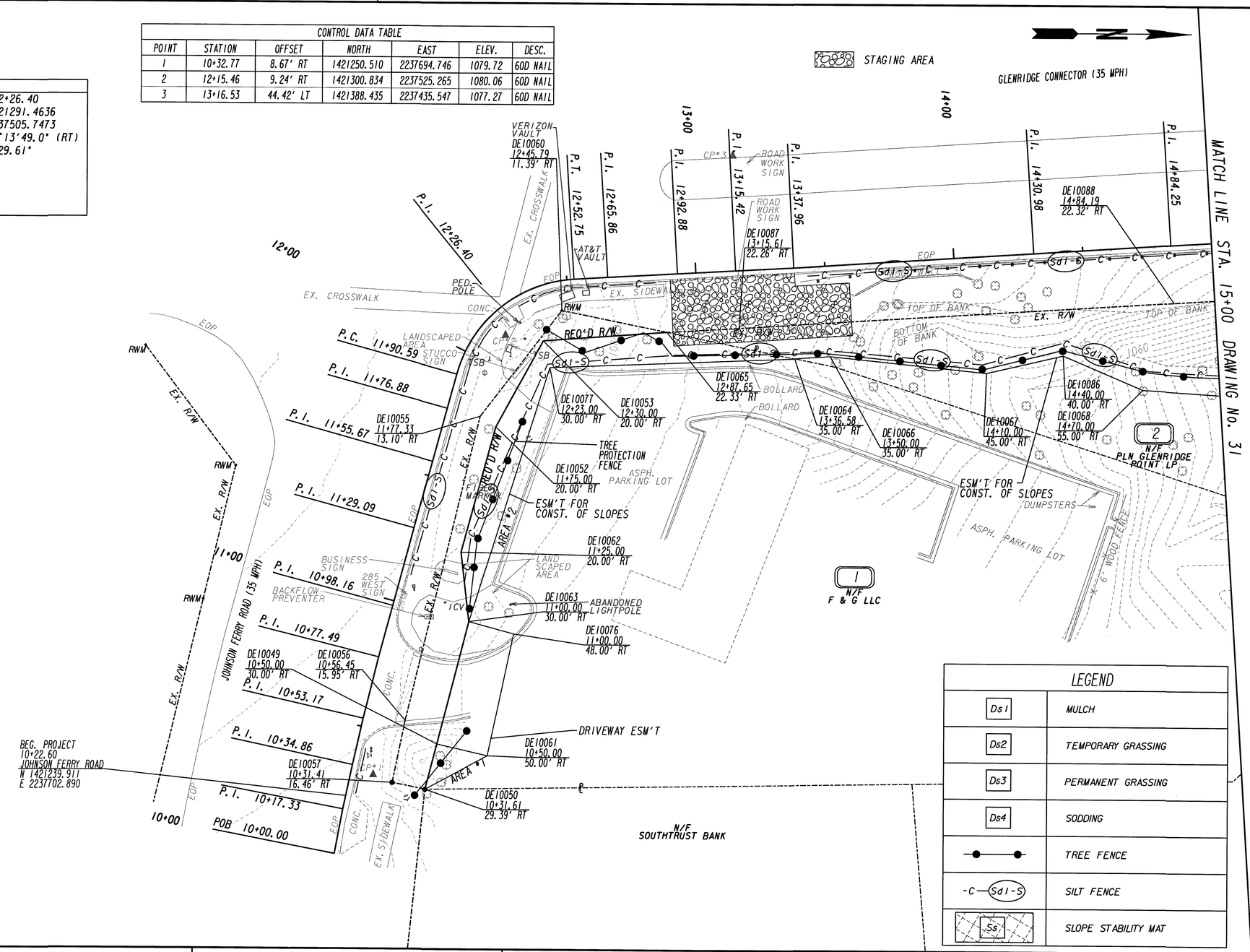
3	13+16.53	44.42' LT	1421388.435	2237435.547	1077.27	60D NAIL

Curve# 1
PI Sta= 12+26.40
N= 1421291.4636
E= 2237505.7473
DELTA= 71°13'49.0" (RT)
D=114°35'29.61"
T= 35.82
L= 62.16
R= 50.00
E= 11.50



LEGEND	
Ds1	MULCH
Ds2	TEMPORARY GRASSING
Ds3	PERMANENT GRASSING
Ds4	SODDING
	TREE FENCE
-C—Sd1-S	SILT FENCE
Ss	SLOPE STABILITY MAT

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019
Tom Travel

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

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

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65 Aberdeen Drive Glasgow, KY 42141 (270) 651-7220
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SCALE IN FEET
0 20 40 80

REVISION DATES

BMP LOCATION DETAILS STAGE 1A

JOHNSON FERRY RD

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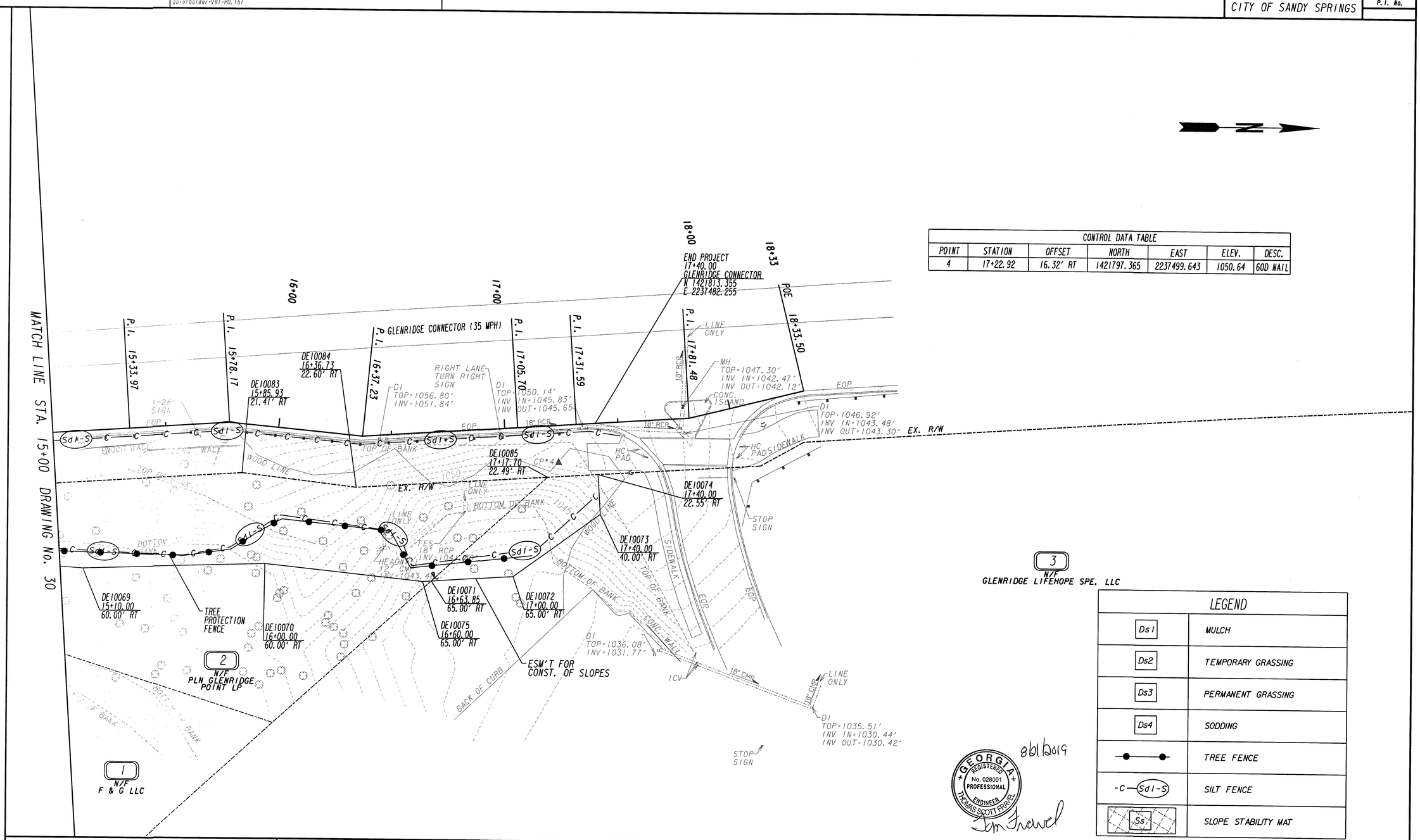
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 30

10/23/2015 GPLN



CONTROL DATA TABLE						
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LEGEND	
Ds1	MULCH
Ds2	TEMPORARY GRASSING
Ds3	PERMANENT GRASSING
Ds4	SODDING
—●—●—	TREE FENCE
-C—Sdl-S	SILT FENCE
Ss	SLOPE STABILITY MAT

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019

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

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

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SCALE IN FEET
0 20 40 80

REVISION DATES

BMP LOCATION DETAILS STAGE 1A

JOHNSON FERRY RD

CHECKED:		DATE:	
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DRAWING No. 31

CONTROL DATA TABLE						
POINT	STATION	OFFSET	NORTH	EAST	ELEV.	DESC.
1	10+32.77	8.67' RT	1421250.510	2237694.746	1079.72	60D NAIL
2	12+15.46	9.24' RT	1421300.834	2237525.265	1080.06	60D NAIL
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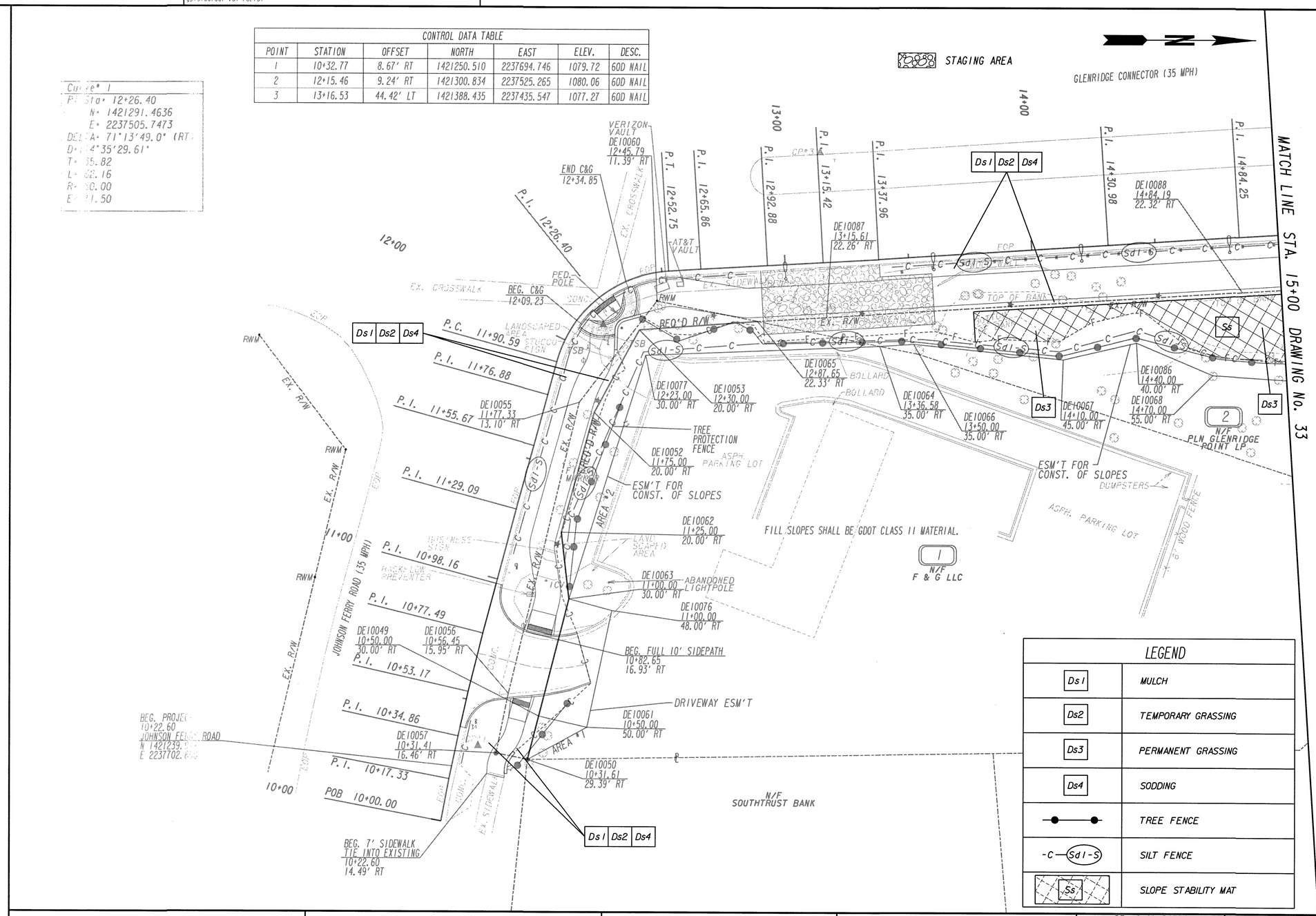

LEGEND	
Ds1	MULCH
Ds2	TEMPORARY GRASSING
Ds3	PERMANENT GRASSING
Ds4	SODDING
—●—●—	TREE FENCE
-C—(Sd1-S)	SILT FENCE
Ss	SLOPE STABILITY MAT

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019
Tom Travel

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

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

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0 20 40 80

REVISION DATES

BMP LOCATION DETAILS
STAGE 1
JOHNSON FERRY RD

CHECKED:		DATE:	DRAWING No.
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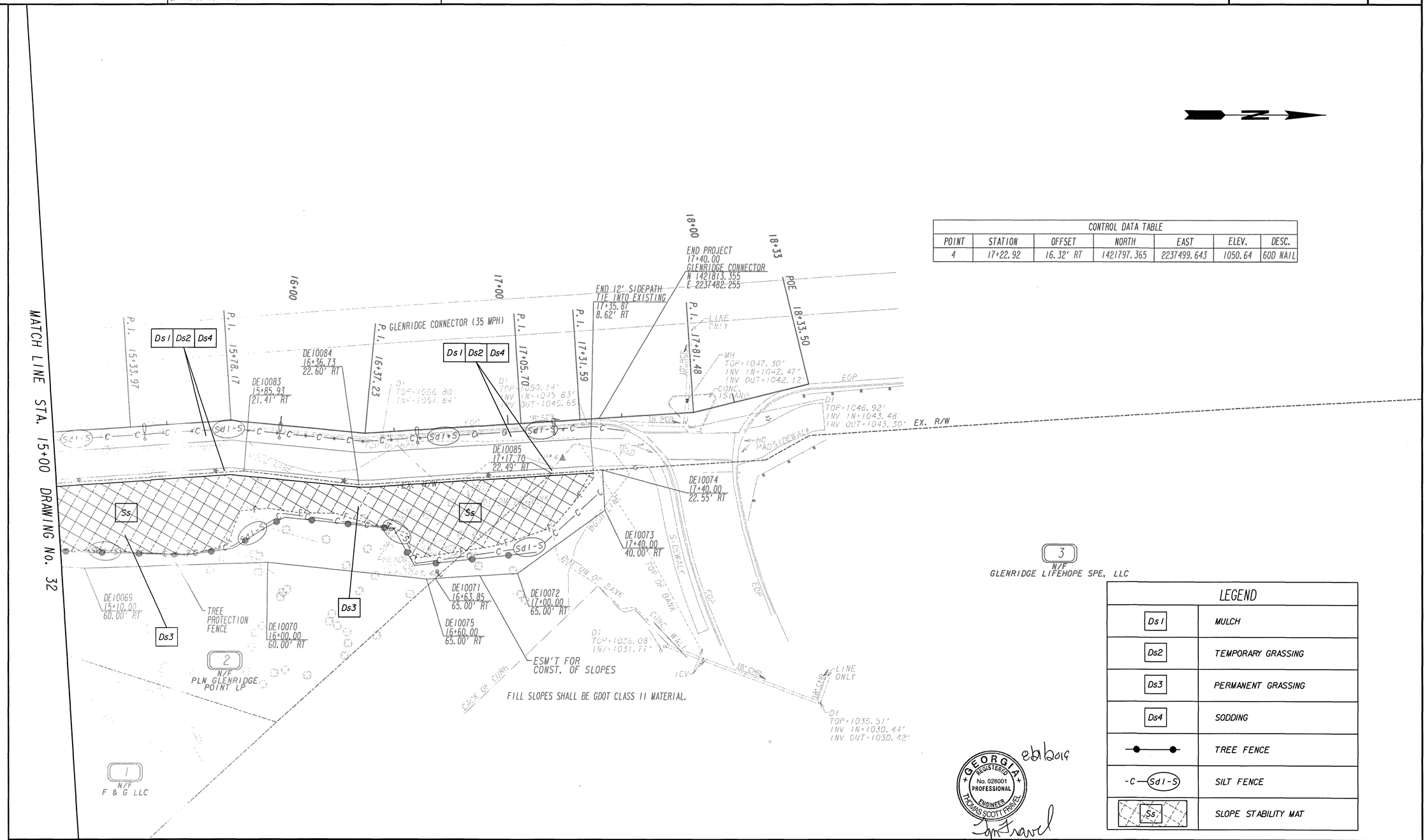
VERIFIED:		DATE:	



CONTROL DATA TABLE						
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LEGEND	
Ds1	MULCH
Ds2	TEMPORARY GRASSING
Ds3	PERMANENT GRASSING
Ds4	SODDING
●—●—	TREE FENCE
-C—Sd1-S	SILT FENCE
Ss	SLOPE STABILITY MAT

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL

8/21/2019

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

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

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0 20 40 80

REVISION DATES

BMP LOCATION DETAILS STAGE I

JOHNSON FERRY RD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	33
CORRECTED:	DATE:	
VERIFIED:	DATE:	

10/23/2015 GPLN

GEORGIA
UNIFORM CODING SYSTEM
FOR SOIL EROSION AND SEDIMENT CONTROL PRACTICES
GEORGIA SOIL AND WATER CONSERVATION COMMISSION

STRUCTURAL PRACTICES

CODE	PRACTICE	DETAIL	MAP SYMBOL	DESCRIPTION
Cd	CHECKDAM			A small temporary barrier or dam constructed across a swale, drainage ditch or area of concentrated flow.
Ch	CHANNEL STABILIZATION			Improving, constructing or stabilizing an open channel, existing stream, or ditch.
Co	CONSTRUCTION EXIT		Co	A crushed stone pad located at the construction site exit to provide a place for removing mud from tires thereby protecting public streets.
Cr	CONSTRUCTION ROAD STABILIZATION		Cr	A traveiway constructed as part of a construction plan including access roads, subdivision roads, parking areas and other on-site vehicle transportation routes.
Dc	STREAM DIVERSION CHANNEL			A temporary channel constructed to convey flow around a construction site while a permanent structure is being constructed.
Di	DIVERSION			An earth channel or dike located above, below, or across a slope to divert runoff. This may be a temporary or permanent structure.
Dn1	TEMPORARY DOWNDRAIN STRUCTURE		Dn1	A flexible conduit of heavy-duty fabric or other material designed to safely conduct surface runoff down a slope. This is temporary and inexpensive.
Dn2	PERMANENT DOWNDRAIN STRUCTURE		Dn2	A paved chute, pipe, sectional conduit or similar material designed to safely conduct surface runoff down a slope.
Fr	FILTER RING			A temporary stone barrier constructed at storm drain inlets and pond outlets.
Ga	GABION			Rock filter baskets which are hand-placed into position forming soil stabilizing structures.
Gr	GRADE STABILIZATION STRUCTURE		Gr	Permanent structures installed to protect channels or waterways where otherwise the slope would be sufficient for the running water to form gullies.
Lv	LEVEL SPREADER			A structure to convert concentrated flow of water into less erosive sheet flow. This should be constructed only on undisturbed soils.
Rd	ROCK FILTER DAM			A permanent or temporary stone filter dam installed across small streams or drainageways.
Re	RETAINING WALL		Re	A wall installed to stabilize cut and fill slopes where maximum permissible slopes are not obtainable. Each situation will require special design.
Rt	RETRO FITTING		Rt	A device or structure placed in front of a permanent stormwater detention pond outlet structure to serve as a temporary sediment filter.
Sd1	SEDIMENT BARRIER			A barrier to prevent sediment from leaving the construction site. It may be sandbags, bales of straw or hay, brush, logs and poles, gravel, or a silt fence.
Sd2	INLET SEDIMENT TRAP			An impounding area created by excavating around a storm drain drop inlet. The excavated area will be filled and stabilized on completion of construction activities.
Sd3	TEMPORARY SEDIMENT BASIN		Sd3	A basin created by excavation or a dam across a waterway. The surface water runoff is temporarily stored allowing the bulk of the sediment to drop out.
Sd4	TEMPORARY SEDIMENT TRAP			A small temporary pond that drains a disturbed area so that sediment can settle out. The principle feature distinguishing a temporary sediment trap from a temporary sediment basin is the lack of a pipe or riser.
Sk	FLOATING SURFACE SKIMMER		Sk	A buoyant device that releases/drains water from the surface of sediment ponds, traps, or basins at a controlled rate of flow.
Spb	SEEP BERM		Spb	Linear control device constructed as a diversion perpendicular to the direction of runoff to enhance dissipation and infiltration, while creating multiple sedimentation chambers with the employment of intermediate dikes.

STRUCTURAL PRACTICES

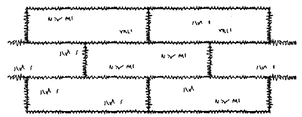
CODE	PRACTICE	DETAIL	MAP SYMBOL	DESCRIPTION
Sr	TEMPORARY STREAM CROSSING		Sr	A temporary bridge or culvert-type structure protecting a stream or watercourse from damage by crossing construction equipment.
St	STORMDRAIN OUTLET PROTECTION		St	A paved or short section of riprap channel at the outlet of a storm drain system preventing erosion from the concentrated runoff.
Su	SURFACE ROUGHENING		Su	A rough soil surface with horizontal depressions on a contour or slopes left in a roughened condition after grading.
Tc	TURBIDITY CURTAIN		Tc	A floating or staked barrier installed within the water (it may also be referred to as a floating boom, silt barrier, or silt curtain).
Tp	TOPSOILING		Tp	The practice of stripping off the more fertile soil, storing it, then spreading it over the disturbed area after completion of construction activities.
Tr	TREE PROTECTION		Tr	To protect desirable trees from injury during construction activity.
Wt	VEGETATED WATERWAY OR STORMWATER CONVEYANCE CHANNEL		Wt	Paved or vegetative water outlets for diversions, terraces, berms, dikes or similar structures.

VEGETATIVE PRACTICES

CODE	PRACTICE	DETAIL	MAP SYMBOL	DESCRIPTION
Bf	BUFFER ZONE		Bf	Strip of undisturbed original vegetation, enhanced or restored existing vegetation or the reestablishment of vegetation surrounding an area of disturbance or bordering streams.
Cs	COASTAL DUNE STABILIZATION (WITH VEGETATION)		Cs	Planting vegetation on dunes that are denuded, artificially constructed, or re-nourished.
Ds1	DISTURBED AREA STABILIZATION (WITH MULCHING ONLY)		Ds1	Establishing temporary protection for disturbed areas where seedlings may not have a suitable growing season to produce an erosion retarding cover.
Ds2	DISTURBED AREA STABILIZATION (WITH TEMP SEEDING)		Ds2	Establishing a temporary vegetative cover with fast growing seedings on disturbed areas.
Ds3	DISTURBED AREA STABILIZATION (WITH PERM SEEDING)		Ds3	Establishing a permanent vegetative cover such as trees, shrubs, vines, grasses, or legumes on disturbed areas.
Ds4	DISTURBED AREA STABILIZATION (SODDING)		Ds4	A permanent vegetative cover using sods on highly erodable or critically eroded lands.
Du	DUST CONTROL ON DISTURBED AREAS		Du	Controlling surface and air movement of dust on construction site, roadways and similar sites.
Fl-Cd	FLOCCULANTS AND COAGULANTS		Fl-Cd	Substance formulated to assist in the solids/liquid separation of suspended particles in solution.
Sb	STREAMBANK STABILIZATION (USING PERM VEGETATION)		Sb	The use of readily available native plant materials to maintain and enhance streambanks, or to prevent, or restore and repair small streambank erosion problems.
Ss	SLOPE STABILIZATION		Ss	A protective covering used to prevent erosion and establish temporary or permanent vegetation on steep slopes, shore lines, or channels.
Tac	TACKIFIERS AND BINDERS		Tac	Substance used to anchor straw or hay mulch by causing the organic material to bind together.

GaSWCC (Amended - 2013)

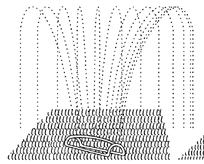
SODDING



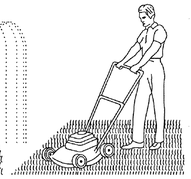
LAY SOD IN A STAGGERED PATTERN. BUTT THE STRIPS TIGHTLY AGAINST EACH OTHER. DO NOT LEAVE SPACES AND DO NOT OVERLAP. A SHARPENED MASON'S TROWEL IS A HANDY TOOL FOR TUCKING DOWN THE ENDS AND TRIMMING PIECES.

BUTTING - ANGLED ENDS CAUSED BY THE AUTO-MATIC SOD CUTTER MUST BE MATCHED CORRECTLY.

ROLL SOD IMMEDIATELY TO ACHIEVE FIRM CONTACT WITH THE SOIL.

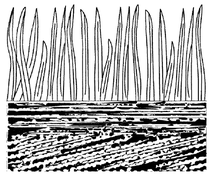


WATER TO A DEPTH OF 4" AS NEEDED. WATER WELL AS SOON AS THE SOD IS LAID.



MOW WHEN THE SOD IS ESTABLISHED - IN 2-3 WEEKS. SET THE MOWER HIGH (2"-3").

APPEARANCE OF GOOD SOD



SHOOTS OR GRASS BLADES. GRASS SHOULD BE GREEN AND HEALTHY, MOWED AT A 2"-3" CUTTING HEIGHT.

THATCH - GRASS CLIPPINGS AND DEAD LEAVES. UP TO 1/2" THICK.

ROOT ZONE - SOIL AND ROOTS SHOULD BE 1/2" - 3/4" THICK, WITH DENSE ROOT MAT FOR STRENGTH.

Source: Va. DSWC

Figure 6-6.2

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PROFESSIONAL ENGINEERING

DESIGN CONSULTANT

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL

8/21/2019

REVISION DATES

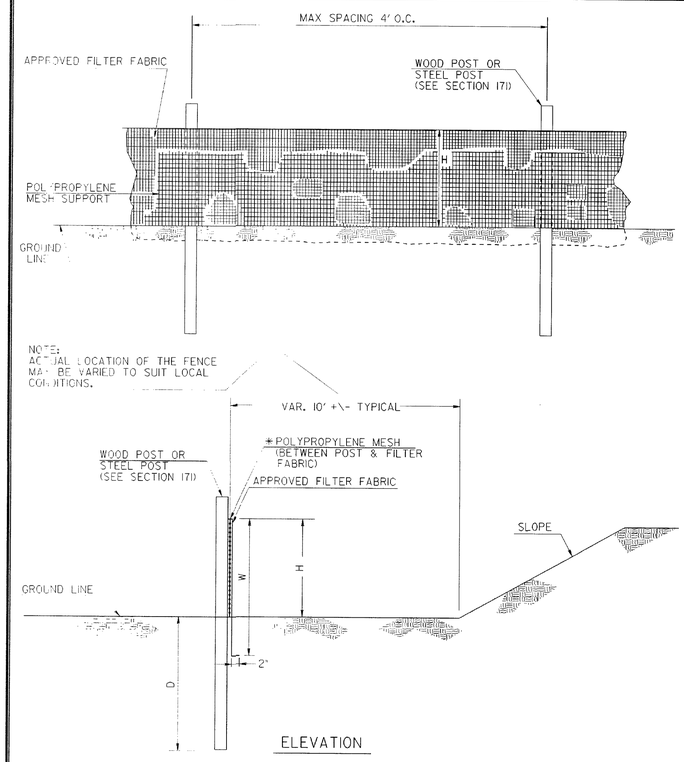
EROSION CONTROL DETAILS
JOHNSON FERRY RD

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		34
CORRECTED:		DATE:		
VERIFIED:		DATE:		

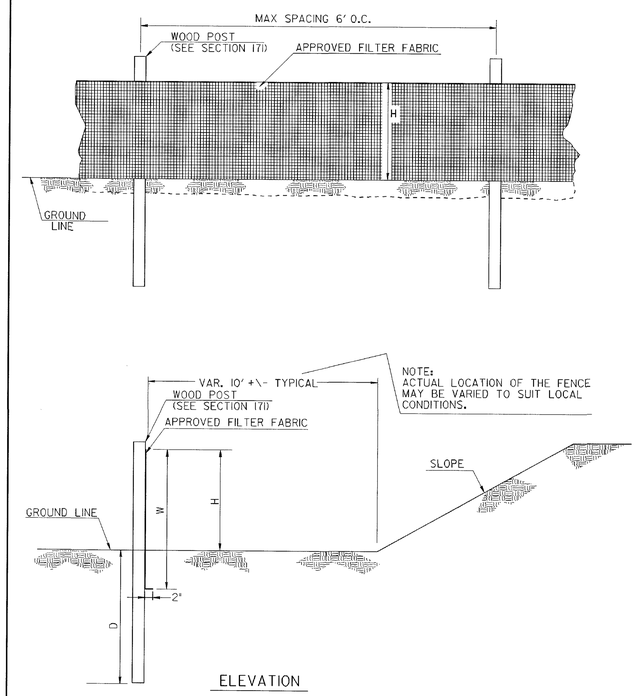
CITY OF SANDY SPRINGS

P.I. No.

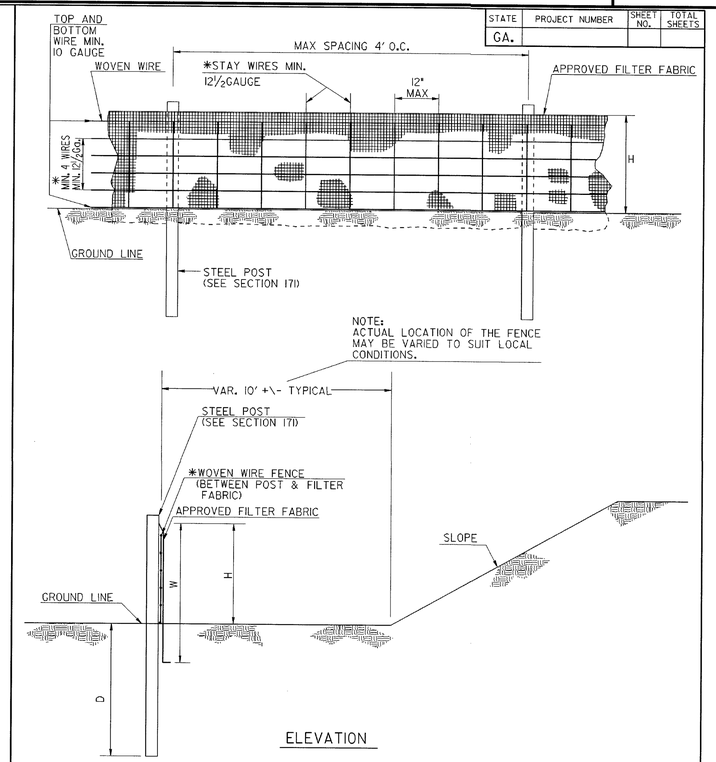
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



SINGLE ROW TYPE C SILT FENCE WITH POLYPROPYLENE MESH SUPPORT



SINGLE ROW TYPE A SILT FENCE



SINGLE ROW TYPE C SILT FENCE WITH WOVEN WIRE SUPPORT

FENCE TYPE	POST LENGTH	H	D	W	TYPICAL USES
TYPE "A"	4 FT.	2'-4"	1'-6"	3'-0"	
TYPE "C"	4 FT.	2'-4"	1'-6"	3'-0"	AT BRIDGE END ROLLS, DOUBLE ROW ALONG STREAMS, WETLANDS AND ENVIRONMENTALLY SENSITIVE AREAS FOR USE OF THIS MATERIAL IN FABRIC CHECKDAMS SEE D-24D.

NOTES:

1. WIRE STAPLES SHALL BE AT LEAST 17 GAUGE, WITH LEGS AT LEAST ½ INCHES LONG AND A CROWN AT LEAST ¾INCHES WIDE. NAILS SHALL BE AT LEAST 14 GAUGE, 1INCH LONG , WITH BUTTON HEADS AT LEAST ¾ INCHES WIDE.
2. NAILS OR STAPLES SHALL BE EVENLY PLACED WITH AT LEAST 5 PER POST FOR TYPE A FENCE AND 4 PER POST FOR TYPE C FENCE.
3. THE VERTICAL WIRES FOR THE WOVEN WIRE SUPPORT FENCE SHALL HAVE A MAXIMUM SPACING OF 12 INCHES. THE TOP AND BOTTOM WIRES SHALL BE AT LEAST 10 GAUGE AND ALL OTHER WIRES SHALL BE AT LEAST 12½ GAUGE.
4. TEMPORARY SILT FENCE INSTALLATION IS DIFFERENT THAN THE SILT RETENTION BARRIER INSTALLATION.
5. SEE SECTION 171 FOR SILT FENCE SPECIFICATIONS.
6. SEE SECTION 894 FOR FENCING SPECIFICATIONS.
7. SEE OPL-36 FOR A LIST APPROVED SILT FENCE FABRIC.
8. TEMPORARY SILT FENCE SHALL NOT BE PLACED WITHIN STATE WATERS UNLESS PERMITTED.

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

PLANS PREPARED AND SUBMITTED BY:

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GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 028001 THOMAS SCOTT FRENCH
8/21/2019

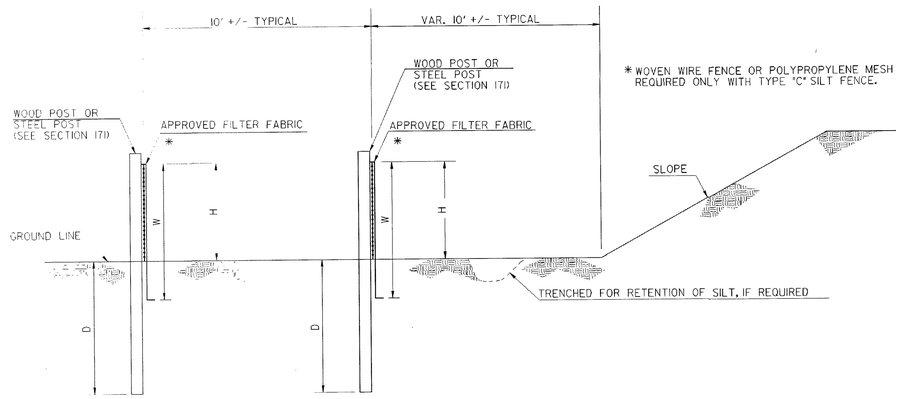
REVISION DATES

EROSION CONTROL DETAILS
JOHNSON FERRY RD

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

DRAWING No. 35

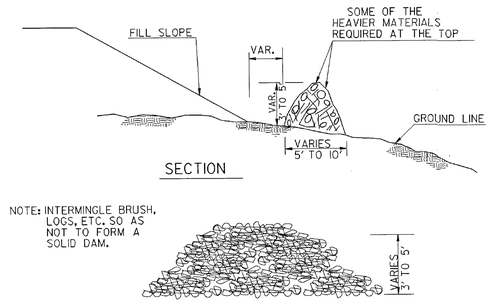
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS



ELEVATION

DOUBLE ROW SILT FENCE

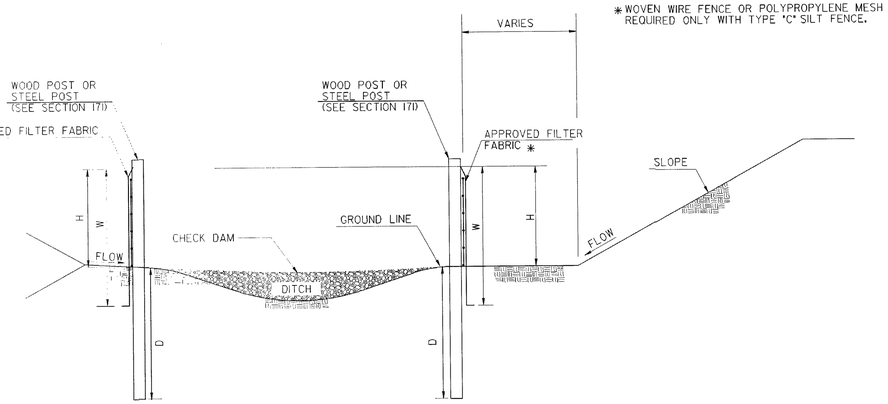
FENCE TYPE	POST LENGTH	H	D	W	TYPICAL USES
TYPE "A"	4 FT.	2'-4"	1'-6"	3'-0"	
TYPE "C"	4 FT.	2'-4"	1'-6"	3'-0"	AT BRIDGE END ROLLS, DOUBLE ROW ALONG STREAMS, WETLANDS AND ENVIRONMENTALLY SENSITIVE AREAS FOR USE OF THIS MATERIAL IN FABRIC CHECKDAMS SEE D-24D.



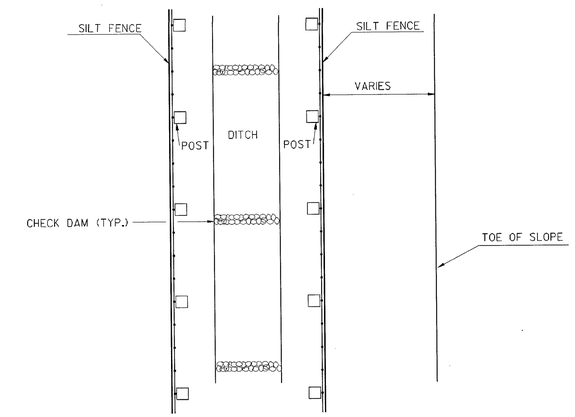
FRONT VIEW

NOTE: BRUSH BARRIER(S) WILL BE INCLUDED IN PAYMENT FOR CLEARING & GRUBBING.

BRUSH BARRIER DETAILS
(FOR USE IN RURAL AREAS)



ELEVATION



PLAN

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

FENCE TYPE	POST LENGTH	H	D	W	TYPICAL USES
TYPE "A"	4 FT.	2'-4"	1'-6"	3'-0"	
TYPE "C"	4 FT.	2'-4"	1'-6"	3'-0"	AT BRIDGE END ROLLS, DOUBLE ROW ALONG STREAMS, WETLANDS AND ENVIRONMENTALLY SENSITIVE AREAS FOR USE OF THIS MATERIAL IN FABRIC CHECKDAMS SEE D-24D.

SILT FENCE
PERIMETER INSTALLATION ALONG DITCH SECTION

DATE	REVISION	BY

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

TEMPORARY SILT FENCE

BERM DITCH, INSTALLATION, BRUSH BARRIER

NO SCALE REV. AND REDRAWN JAN. 2011

NUMBER D-24B (SHEET 2 OF 4)

PLANS PREPARED AND SUBMITTED BY:
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GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRANCEL
8/21/2019

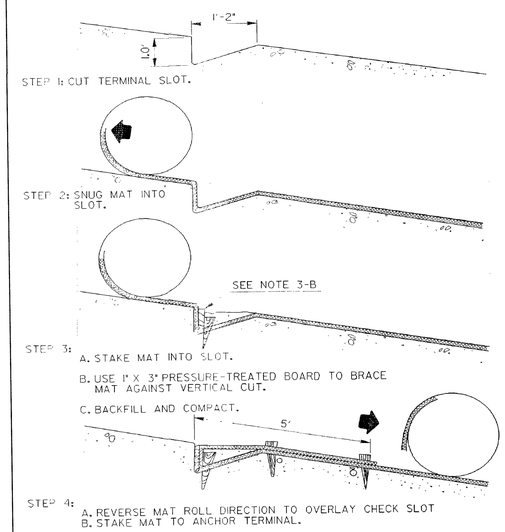
REVISION DATES

EROSION CONTROL DETAILS
JOHNSON FERRY RD

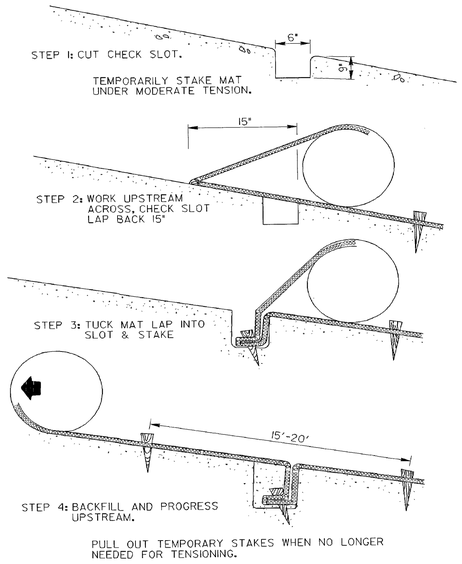
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 36

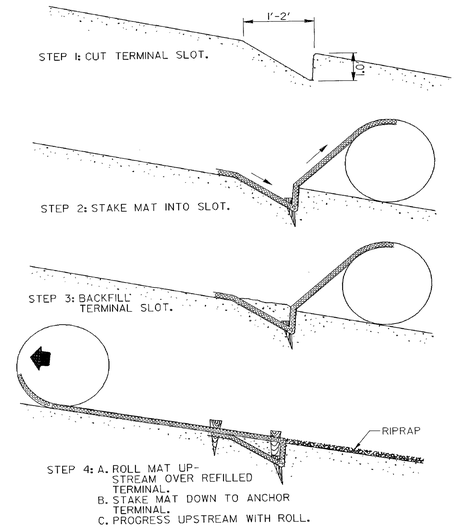
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



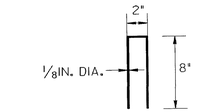
UPSTREAM TERMINAL



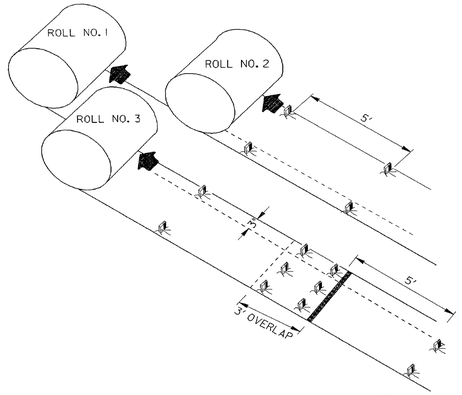
TRANSVERSE CHECK SLOT



DOWNSTREAM TERMINAL



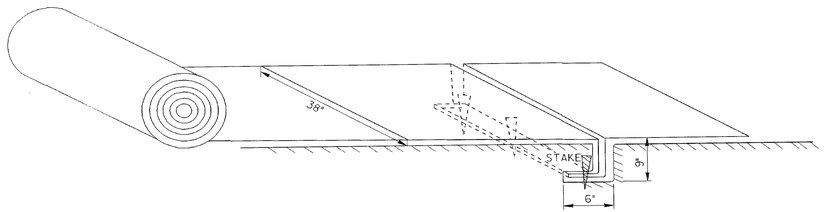
METAL MATTING - BLANKET STAPLE



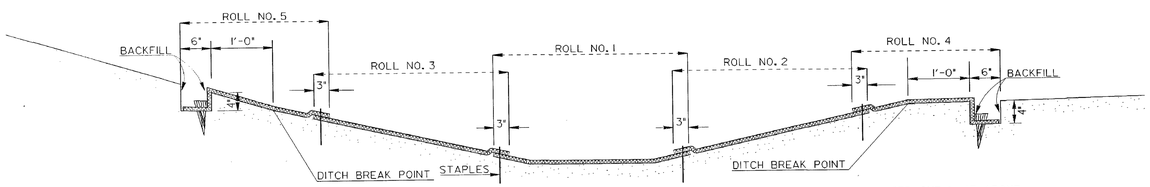
SEQUENTIAL ROLL RUN OUT IN CHANNELS

GENERAL NOTES

1. INSTALLATION TO BE DONE AS PER MANUFACTURER'S RECOMMENDATIONS.
2. START AT DOWNSTREAM TERMINAL AND PROGRESS UPSTREAM.
3. FIRST ROLL IS CENTERED LONGITUDINALLY IN MID CHANNEL AND PINNED WITH TEMPORARY STAKES TO MAINTAIN ALIGNMENT.
4. SUBSEQUENT ROLLS FOLLOW IN STAGGERED SEQUENCE BEHIND FIRST ROLL. USE CENTER ROLL FOR ALIGNMENT TO CHANNEL CENTER.
5. WORK OUTWARDS FROM CHANNEL CENTER TO EDGE.
6. USE 3' OVERLAP AND STAKE AT 5' INTERVAL ALONG SEAMS.
7. USE 3' OVERLAPS AND SHINGLE DOWNSTREAM TO CONNECT LINING AT ROLL ENDS.
8. METAL STAPLES MAY BE USED IN LIEU OF WOODEN STAKES.



PICTORAL VIEW OF TRANSVERSE SLOT



DITCH SECTION

NOTE: MAT TO BE PLACED ONE FEET ABOVE DITCH BREAK POINT OR ONE FOOT ABOVE THE 25 YEAR STORM.

	1-9-11	REVISED SHEET LAYOUT & ADDED DITCH SECTION. ADDED METAL STAPLE.	T.P.C.	DATE / REVISION / BY	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

CONSTRUCTION DETAILS
PERMANENT SOIL REINFORCING MAT
(TURF REINFORCING MATS)
INSTALLATION ON DITCHES

NO SCALE — AUGUST 1988

Designed ____ Drawn K.L.J. Traced ____ Checked ____

NUMBER D-35

PLANS PREPARED AND SUBMITTED BY:

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GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 028001 THOMAS SCOTT PRINCE
8/21/2019

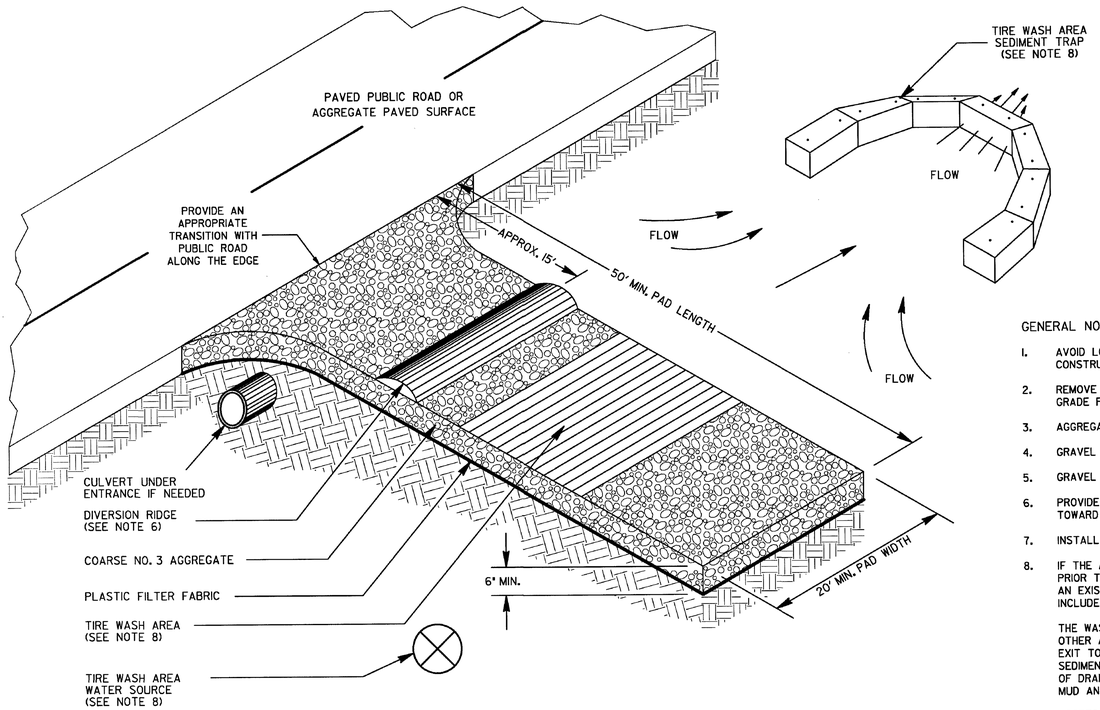
REVISION DATES

EROSION CONTROL DETAILS
JOHNSON FERRY RD

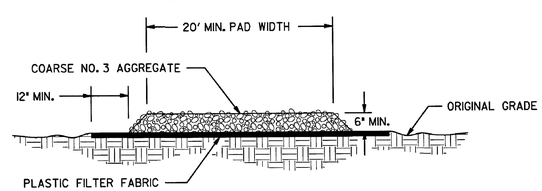
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 37

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



ENTRANCE ELEVATION



GENERAL NOTES:

1. AVOID LOCATING CONSTRUCTION EXITS ON STEEP SLOPES OR AT SHARP CURVES ON PUBLIC ROADS. CONSTRUCTION EXITS ARE NOT REQUIRED FOR DIRT PUBLIC ROADS.
2. REMOVE ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FROM THE FOUNDATION AREA AND GRADE FOR POSITIVE DRAINAGE.
3. AGGREGATE SIZE SHALL BE COARSE NO. 3 AGGREGATE WITH 0.0% PASSING THE 1.06 INCH U.S. STANDARD SIEVE.
4. GRAVEL PAD SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES AND PLACED ON APPROVED PLASTIC FILTER FABRIC.
5. GRAVEL PAD WIDTH SHALL BE EQUAL FULL WIDTH AT ALL POINTS OF VEHICULAR EGRESS, BUT NO LESS THAN 20'.
6. PROVIDE A TRAVERSABLE DIVERSION RIDGE CONSTRUCTED OF AGGREGATE 6 INCHES TO 8 INCHES HIGH WHEN GRADE TOWARD PAVED AREA IS GREATER THAN 2%.
7. INSTALL CULVERT UNDER THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE DITCHES.
8. IF THE ACTION OF THE VEHICLE TRAVELING OVER THE GRAVEL PAD DOES NOT SUFFICIENTLY REMOVE THE MUD PRIOR TO ENTERING PUBLIC ROADS, THE CONTRACTOR SHALL ADD A CONSTRUCTION EXIT TIRE WASH ASSEMBLY TO AN EXISTING CONSTRUCTION EXIT WHEN DIRECTED BY THE ENGINEER. THE CONSTRUCTION EXIT TIRE WASH ASSEMBLY INCLUDES: TIRE WASH AREA, WATER SOURCE, AND SEDIMENT TRAP OR OTHER ACCEPTABLE SEDIMENT STORAGE DEVICE.

   THE WASHING SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE THAT DRAINS INTO A SEDIMENT TRAP OR OTHER ACCEPTABLE SEDIMENT STORAGE DEVICE. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE CONSTRUCTION EXIT TO THE SEDIMENT CONTROL DEVICE. ACCEPTABLE SEDIMENT STORAGE DEVICE EXAMPLES INCLUDE TEMPORARY SEDIMENT TRAPS, HAY BALES OR STONE FILTER RING WITH THE SEDIMENT STORAGE SIZED FOR 67 CUBIC YARDS PER ACRE OF DRAINAGE. TIRE WASHING SHALL BE DONE MANUALLY OR BY EQUIPMENT SUITABLE FOR TRUCK TRAFFIC THAT REMOVES MUD AND DIRT.
9. AGGREGATE SHALL BE KEPT LOOSE OR SCARIFIED WHEN AGGREGATE BECOMES CONSOLIDATED.
10. CONSTRUCTION EXIT SHALL BE MAINTAINED IN A CONDITION THAT PREVENTS TRACKING AND/OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR, AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT. MAINTENANCE OF CONSTRUCTION EXIT WILL BE PAID ON THE BASIS OF HAVING OR NOT HAVING A CONSTRUCTION EXIT TIRE WASH ASSEMBLY WHEN DIRECTED BY THE ENGINEER. ALL MUD AND DEBRIS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES OR SITE ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

   SEE STANDARD SPECIFICATION 163, AND SUPPLEMENTS THERETO FOR THE CONSTRUCTION AND REMOVAL OF CONSTRUCTION EXITS. SEE STANDARD SPECIFICATION 165, AND SUPPLEMENTS THERETO FOR THE MAINTENANCE OF CONSTRUCTION EXITS.

PAY ITEM:

163-0300	CONSTRUCTION EXIT	(EA)
163-0310	CONSTRUCTION EXIT TIRE WASH ASSEMBLY	(EA)
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	(EA)
165-0310	MAINTENANCE OF CONSTRUCTION EXIT TIRE WASH ASSEMBLY	(EA)

BY	REVISION	DATE
DLE	REV. TIRE WASH & NOTES	04-18-18
DLE	REV. GSWCC 2016 MANUAL	04-22-16
TPC	REV. CONSTR. EXIT LABELS	01-19-11

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

CONSTRUCTION EXIT

NO SCALE FEBRUARY 2001

DESIGNED ____
DRAWN DLE
TRACED ____
CHECKED ____

NUMBER D-41

PLANS PREPARED AND SUBMITTED BY:

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(770) 421-8422

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019

REVISION DATES

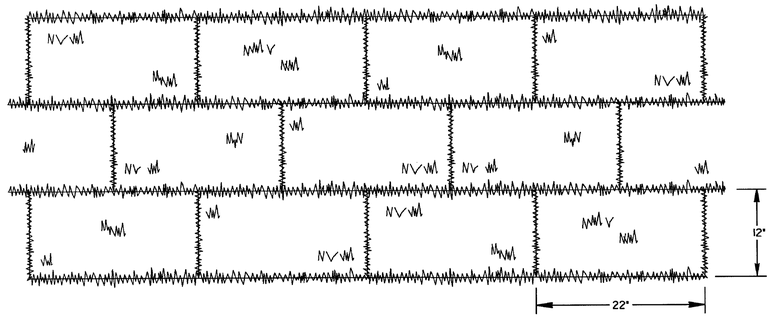
EROSION CONTROL DETAILS
JOHNSON FERRY RD

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

DRAWING No. 38

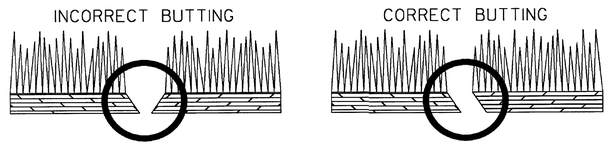
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

SOD LAYOUT

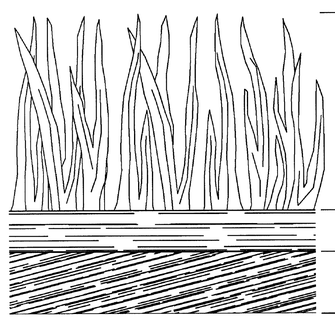


NOTE: SOD MAY BE EITHER 12" WIDE BY 22" LONG BLOCKS OR 21" WIDE BY 52' LONG ROLLS.

ABUTTING SOD



SOD APPEARANCE



GENERAL NOTES:

1. SOD SHALL MEET SECTIONS 700 AND 890 OF THE STANDARD SPECIFICATIONS AND SUPPLEMENTS THERETO. SOD SHALL BE CUT INTO 12"Wx22'L BLOCKS OR 21"Wx52'L ROLLS.
2. PLACE SOD IN A STAGGERED PATTERN ENSURING FIRM CONTACT WITH THE SOIL. BUTT THE STRIPS TIGHTLY AGAINST EACH OTHER WITH THE AUTOMATIC SOD CUTTER ANGLES CORRECTLY MATCHED WITHOUT SPACES OR OVERLAP.
3. PLACE THE LONG SIDE OF SOD PERPENDICULAR TO DRAINAGE FLOW IF INSTALLED IN DITCHES.
4. STAKE SOD PLACED IN DITCHES OR SLOPES STEEPER THAN 2:1 OR ANY OTHER AREAS WHERE SOD SLIPPING MAY OCCUR. USE WOOD STAKES THAT ARE A MINIMUM OF 8" LONG AND A MAXIMUM OF 1" WIDE. DRIVE STAKES FLUSH WITH THE TOP OF SOD AND USE A MINIMUM OF 8 STAKES PER SQUARE YARD TO HOLD SOD IN PLACE.
5. ROLL SOD IMMEDIATELY TO ACHIEVE FIRM CONTACT WITH THE SOIL.
6. WATER THE SOD IMMEDIATELY AFTER INSTALLATION AND WATER TO A DEPTH OF 4" AS NEEDED.
7. MOW ESTABLISHED SOD TO A HEIGHT NOT LESS THAN 2"-3" AS NECESSARY.

PAY ITEM:
700-9300 SOD (SY)

DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION	CONSTRUCTION DETAILS SOD INSTALLATION NO SCALE 4-22-2016	
BY	DESIGNED ____ DRAWN DLE TRACED ____ CHECKED ____	NUMBER D-54

PLANS PREPARED AND SUBMITTED BY:
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O 65 Aberdeen Drive
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PROFESSIONAL ENGINEERING
DESIGN CONSULTANT

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019
Tom Fravel

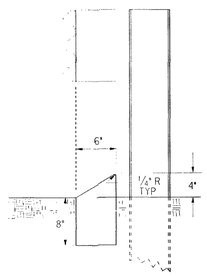
REVISION DATES		

EROSION CONTROL DETAILS
JOHNSON FERRY RD

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		39
CORRECTED:		DATE:		
VERIFIED:		DATE:		

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

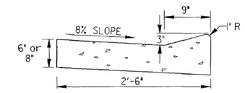
FACE OF CURB MUST ALIGN WITH BACK EDGE OF GUARDRAIL AND THE FACE OF THE OFFSET BLOCK.



TYPE 8

TYPE 8 CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 4012C.

RAISED EDGE WITH CONCRETE GUTTER



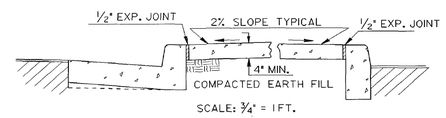
SCALE: 1" = 1FT.

RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED MONOLITHIC WITH GUTTER. JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

NOTE:
IF CONCRETE MEDIAN INTERCEPTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (CONSTRUCTION DETAIL A-3 AND A-4) WILL BE REQUIRED.

CONCRETE MEDIAN (Between Curbs)

NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.

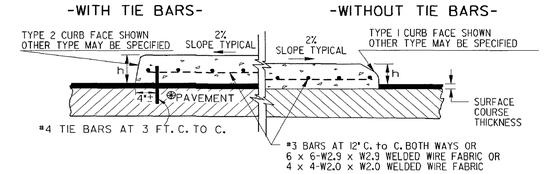


SCALE: 3/4" = 1FT.

NOTE: WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

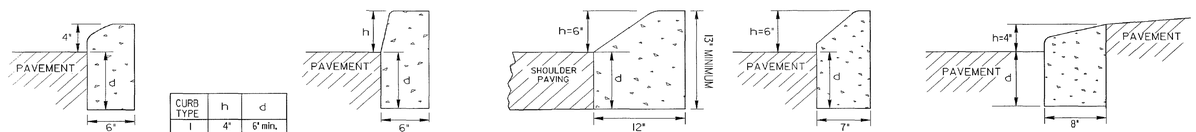
CONCRETE MEDIANS (Integral)

SCALE: 1"=1FT.



NOTE:
IF FINAL SURFACE COURSE IN PRESENT OR MUST BE INSTALLED BEFORE THE CONCRETE MEDIAN CAN BE INSTALLED, THEN DOWELED IN CONCRETE MEDIAN IS REQUIRED.

CONCRETE HEADER CURBS



TYPE 1 TYPE 2, 3 OR 4 TYPE 6 TYPE 7 TYPE 9 TRUCK APRON IN ROUNDABOUTS

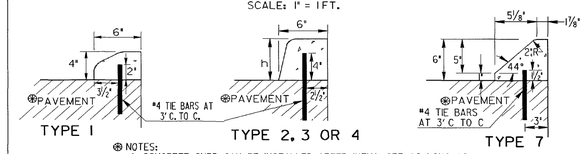
CURB TYPE	h	d
1	4"	6" min.
2	6"	8" min.
3	8"	10" min.
4	10"	12" min.
6	6"	1' min.
7	6"	8" min.
9	4"	8" min.

THE DIMENSION d MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVEMENT TYPICAL SECTION.

SCALE: 1 1/2" = 1FT.

CONCRETE DOWELED INTEGRAL CURBS

SCALE: 1" = 1FT.



TYPE 1 TYPE 2, 3 OR 4 TYPE 7

NOTES:
1. CONCRETE CURB CAN BE INSTALLED AFTER INTIAL SET AS LONG AS TIE BARS ARE DRILLED INTO UNDERLAYING CONCRETE PAVEMENT.
2. CONCRETE CURB CAN BE INSTALLED BEFORE INITIAL SET WITH DOWELS THAT ARE DRIVEN INTO UNDERLYING CONCRETE PAVMENT.
3. JOINTS IN CURB AND CONCRETE MEDIAN WILL MATCH THOSE IN THE CONCRETE PAVEMENT.
4. ALL TYPES OF CONCRETE CURB CAN BE PLACED ON ASPHALT PAVEMENTS WHERE TIE BARS MAY BE EITHER DRIVEN OR DRILLED INTO THE UNDERLYING PAVEMENT. CONTRACTION JOINTS SHALL BE CONSTRUCTED IN CURB OR CONCRETE MEDAIN AT 20 FT. SPACING.

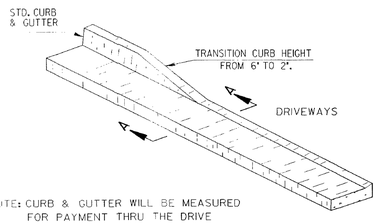
MINIMUM TIE BAR LENGTHS (FOR CONC. DOWELED CURBS OR CONC. MEDIAN)		
CURB TYPE	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	8"
2, 3 or 4	8"	12"
7	6"	8"

NOTE:
TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-31)

DETAILS OF RECESSED CURB FOR DRIVEWAYS

NO SCALE

PICTORIAL VIEW

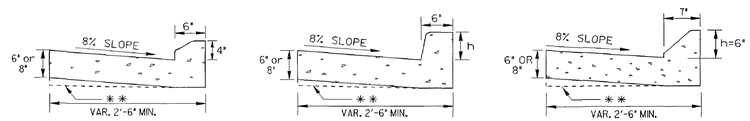


NOTE: CURB & GUTTER WILL BE MEASURED FOR PAYMENT THRU THE DRIVE

SECTIONAL VIEW
SECTION A-A

(SEE SEPARATE CONSTRUCTION DETAILS FOR DRIVEWAYS)

CONCRETE CURB & GUTTER

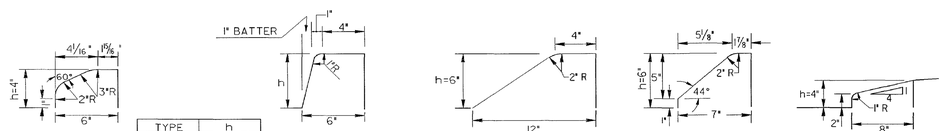


SCALE: 1"= 1FT.

TYPE 1 TYPE 2, 3 OR 4 TYPE 7

** AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

CURB FACE DESIGN

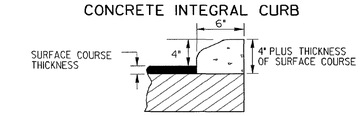


TYPE 1 TYPE 2, 3 OR 4 TYPE 6 TYPE 7 TYPE 9

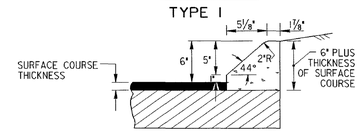
TYPE	h
1	4"
2	6"
3	8"
4	10"
6	6"
7	6"
9	4"

SCALE: 2"=1FT.

CONCRETE INTEGRAL CURB



TYPE 1



TYPE 7

SCALE: 1 1/2" = 1FT.

DATE	REVISION	BY
11-15-11	REV. TYPE 9 CURB DETAIL & REV. OVERALL LAYOUT	TC
1-27-11	REV. MEDIAN NOTE AND	GLO
	ADDED TYPE 9 CURB DETAIL	
3-03	ADDED TYPE 3 DETAIL	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
CONCRETE CURB & GUTTER
CONCRETE CURBS, CONCRETE MEDIANS

SCALE: AS SHOWN REVISED AND REDRAWN OCT. 2011

DES. ____ DRW. ____ TRA. ____ CHK. ____

(SUBMITTED) STATE DESIGN POLICY ENGINEER
(APPROVED) CHIEF ENGINEER

NUMBER 9032B

PLANS PREPARED AND SUBMITTED BY:
AEI
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PROFESSIONAL ENGINEERING
DESIGN CONSULTANT

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 028001 THOMAS SCOTT FRAVEL
8/21/2019
Tom Travel

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CONSTRUCTION DETAILS
JOHNSON FERRY RD

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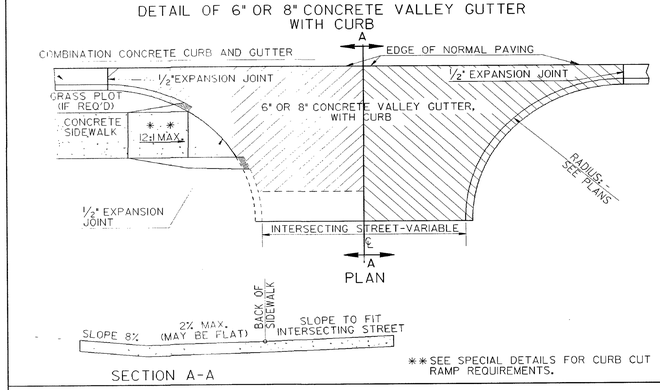
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 40

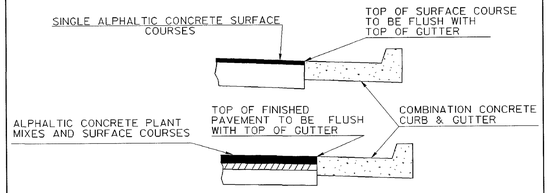
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

DETAIL OF 6" OR 8" CONCRETE VALLEY GUTTER WITH CURB

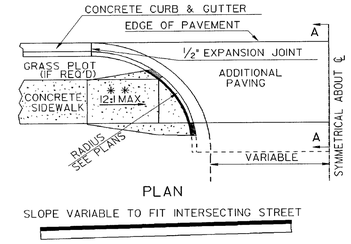


** SEE SPECIAL DETAILS FOR CURB CUT RAMP REQUIREMENTS.

DETAIL OF PLACING PAVEMENT ADJACENT TO GUTTER



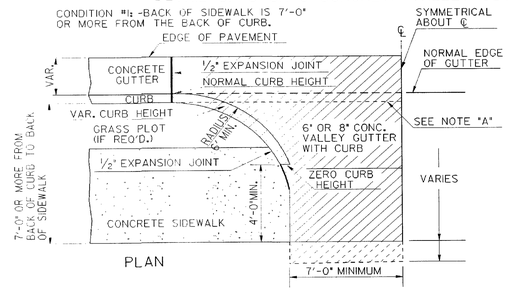
DETAIL OF ADDITIONAL PAVING AT STREET INTERSECTION



NOTE:
ADDITIONAL PAVING TO EXTEND TO END OF RETURN WHEN NO CONCRETE SIDEWALK IS SET UP.

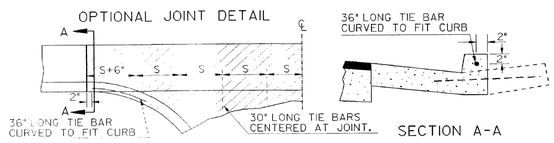
** SEE SPECIAL DETAILS FOR CURB CUT RAMP REQUIREMENTS.

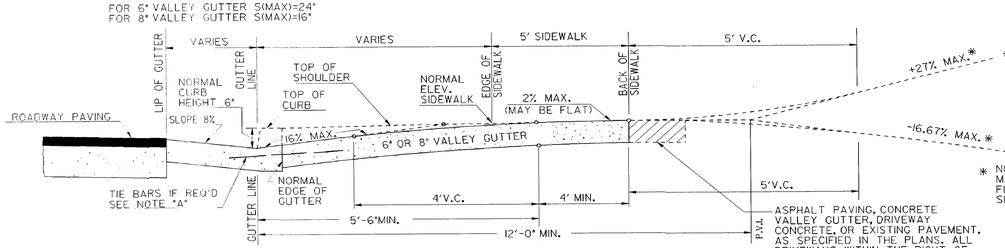
DETAIL OF 6" OR 8" CONCRETE VALLEY GUTTER WITHOUT CURB



CONDITION #1-BACK OF SIDEWALK IS 7'-0" OR MORE FROM BACK OF CURB.
ZERO CURB HT. TO BE A MINIMUM OF 3'-2" FROM GUTTER LINE.
IF CURB TRANSITION EXTENDS PAST EDGE OF SIDEWALK, THE TOP OF THE VARIABLE HEIGHT CURB IS TO REMAIN FLUSH WITH THE TOP OF THE SIDEWALK THROUGHT OUT TRANSITION. ZERO CURB HEIGHT WILL BE A MINIMUM OF 4'-0" FROM BACK OF SIDEWALK.

NOTE: "A"
CONSTRUCTION JOINT OPTIONAL: -WHEN IMPLEMENTED #4 TIE BARS WILL BE REQUIRED AS SHOWN BELOW TO BE INCLUDED IN UNIT PRICE FOR VALLEY GUTTER. IF CURB IS POURED THROUGH VALLEY GUTTER, THE TOP PORTION WILL BE REMOVED BEFORE SETTING TO MATCH GRADE OF VALLEY GUTTER.





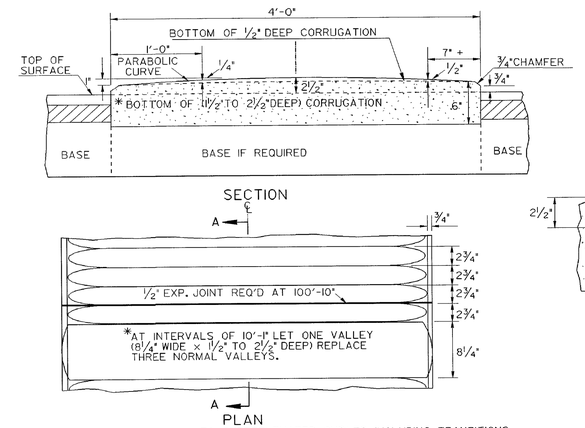
*PERCENTAGE OF ASCENDING GRADE MAY BE INCREASED AT A DISTANCE OF 23' FROM THE GUTTER LINE.

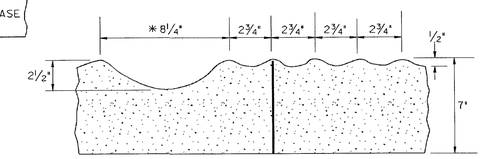
*PERCENTAGE DESCENDING GRADE MAY BE INCREASED AT A DISTANCE 18' FROM THE GUTTER LINE.

* NOTE:
MAXIMUM DRIVEWAY GRADES SHOWN ABOVE ARE INTENDED FOR RESIDENTIAL DRIVEWAYS WHERE FLATTER GRADES ARE NOT FEASIBLE. GRADES FOR COMMERCIAL DRIVEWAYS OR FOR TRUCKS SHALL NOT BE GREATER THAN 11% UNLESS SPECIFIED OTHERWISE.

ASPHALT PAVING, CONCRETE VALLEY GUTTER, DRIVEWAY CONCRETE, OR EXISTING PAVEMENT, AS SPECIFIED IN THE PLANS. ALL DRIVEWAYS WITHIN THE RIGHT OF WAY SHALL BE PAVED.

DETAIL OF 4' CORRUGATED CONCRETE MEDIAN





*APPLIES ONLY TO SUPERELEVATED CURVES, INCLUDING TRANSITIONS.

SEE SPECIAL DETAILS FOR DETAILS OF CONCRETE SIDEWALK.

This Detail Replaces Ga Standard 9031J

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.

GLO	ADDED PAVEMENT NOTE, REV. DRIVEWAY SECTION	2-21-03	4-8-02	T-2-11
GLO	REV. PAVEMENT NOTES	REVISED	REVISED	REVISED
BY	REVISION	DATE		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL

CONCRETE VALLEY GUTTER AT STREET INTERSECTION
6" OR 8" CONCRETE VALLEY GUTTER AT DRIVE
PLACING PAVEMENT ADJACENT TO GUTTER
ADDITIONAL PAVING AT STREET INTERSECTION
4' CORRUGATED CONCRETE MEDIAN

NO SCALE MARCH 12, 2002

NUMBER A2

PLANS PREPARED AND SUBMITTED BY:
AEI
O 65 Aberdeen Drive, Glasgow, KY 42141, (270) 651-7220
O 2500 Nelson Miller Parkway, Louisville, KY 40223, (502) 245-383
Branch Office: 1530 Roberts Boulevard, Suite 109, Kennesaw, GA 30144, (770) 421-8422
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PROFESSIONAL ENGINEERING

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019
Tom Travel

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JOHNSON FERRY RD

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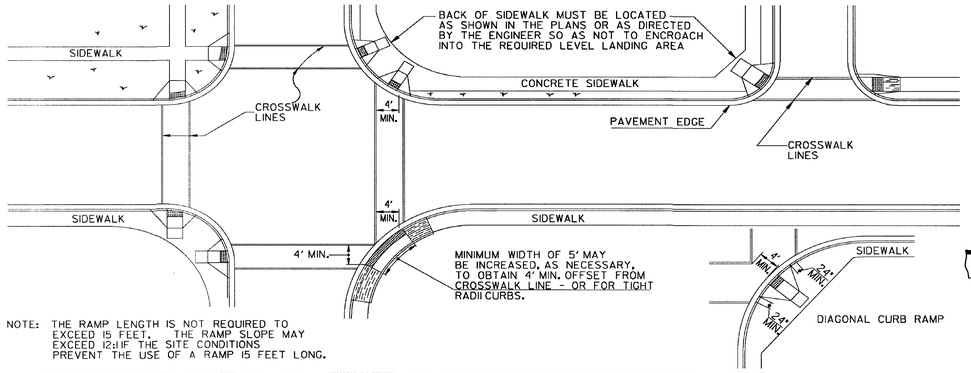
DRAWING No. 41

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

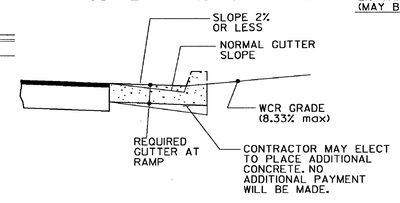
TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW



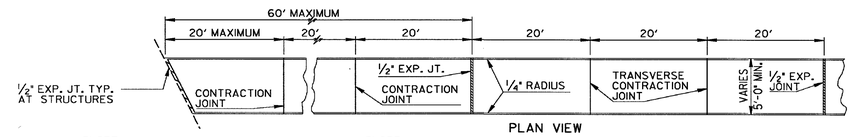
NOTE: THE RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET. THE RAMP SLOPE MAY EXCEED 12:1 IF THE SITE CONDITIONS PREVENT THE USE OF A RAMP 15 FEET LONG.

DIAGONAL CURB RAMP

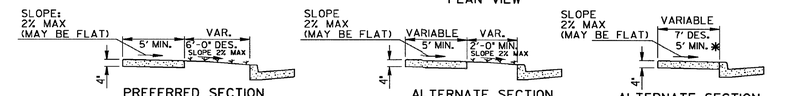
GUTTER TRANSITION DETAIL



CONCRETE SIDEWALK DETAILS



PLAN VIEW



PREFERRED SECTION WITH 6' GRASS STRIP

*16' SHOULDER RECOMMENDED WITH THIS INSTALLATION

ALTERNATE SECTION WITH GRASS STRIP

ALTERNATE SECTION WITHOUT GRASS STRIP

*5' MIN WIDTH WITH NO OBSTRUCTIONS (MAILBOXS, SIGNS, ETC)

7' PREFERRED WIDTH WITH A 2' AREA OF CONTRASTING COLOR & TEXTURE ADJACENT TO THE CURB. (COST OF TEXTURE, COLORING & HOLES REQUIRED FOR MAILBOX AND SIGN POST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK)

NOTES FOR CONCRETE SIDEWALK:

A. CONCRETE TO BE PLACED 4" THICK AND FINISHED WITH TAMPS, WOOD FLOATS AND STIFF-BRISTLE BROOMS.
B. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 20 FT. INTERVALS. ALL EDGES TO BE ROUNDED TO 1/4" RADIUS.
C. 1/2" EXPANSION JOINTS SHALL BE PLACED, WHERE SIDEWALK TIE INTO A STRUCTURE OR TERMINATE AT CURB, RAMPS OR DRIVEWAYS AND AT 60' INTERVALS.

NOTES FOR CURB CUT RAMPS:

1. CURB CUT RAMPS WILL BE LOCATED AS FOLLOWS UNLESS PLANS OR CONTRACT SPECIFY OTHERWISE.
   a) AT ALL PEDESTRIAN CROSSWALKS WHERE CURB IS CONSTRUCTED OR REPLACED.
   b) WHERE THE SIDEWALK, CONCRETE OR UNPAVED, IS INTERRUPTED BY THE CURB AT TURNOUTS OR AT INTERSECTIONS.
   c) AT OTHER LOCATIONS SUCH AS HOSPITALS, NURSING HOMES, REST AREAS, ETC., WHERE THE CURB WOULD OTHERWISE BE AN OBSTRUCTION TO THE PHYSICALLY DISABLED.
2. RAMPS WILL BE CONSTRUCTED FROM CONCRETE. SPECIFICATIONS FOR RAMPS WILL BE THE SAME AS FOR CONCRETE SIDEWALK. RAMPS SHALL HAVE EITHER A ROUGH OR A TEXTURED FINISH.
3. DROP INLETS ARE NOT TO BE LOCATED DIRECTLY IN FRONT OF RAMPS. CATCH BASINS SHOULD BE LOCATED AT LEAST 10 FT. FROM RAMPS WHEN FEASIBLE.
4. WHERE RAMPS ARE LOCATED IN RADII, THE DIMENSIONS SHOWN FOR RAMP WIDTHS AND TAPERS ARE MEASURED PERPENDICULAR TO THE RAMP AND NOT ALONG THE CURVE.
5. WHERE UTILITY STRUCTURES CONFLICT, WHERE SIDEWALK GEOMETRY VARIES, AT SKEWED INTERSECTIONS, OR IN OTHER SPECIAL CASES, THE RAMP DESIGNS MAY BE MODIFIED BY THE DESIGNER OR ENGINEER, PROVIDED THAT THE WIDTH REMAINS A MINIMUM OF 48 INCHES, AND NO SLOPE ON THE ACCESSIBLE PART OF THE RAMP IS STEEPER THAN 12:1.
6. LIN. FT. OF CURB AND GUTTER WILL INCLUDE THE TRANSITIONED CURB IN FRONT OF RAMPS. SQ. YDS. OF CONCRETE SIDEWALK AND CONCRETE MEDIAN PAVING WILL INCLUDE RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR CURB RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR SAWING AND REMOVING EXISTING SIDEWALK OR CURB WHERE NECESSARY FOR RAMP CONSTRUCTION.
7. WHEN A CURB RAMP IS PLACED ON EXISTING PAVEMENT, THE PAVEMENT SHALL BE REMOVED TO PROVIDE A MINIMUM THICKNESS OF 3 INCHES OF CONCRETE AT ALL LOCATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVAL OF THE PAVEMENT.
8. DETECTABLE WARNING SURFACES ARE REQUIRED ON ALL INTERSECTIONS WITH PUBLIC STREETS, SIGNALIZED COMMERCIAL DRIVEWAYS, AND COMMERCIAL DRIVEWAYS WITH AN AADT OF 25 VPD.

This Detail Replaces Ga Standard 9031W

Guidelines For Usage On Metric Projects

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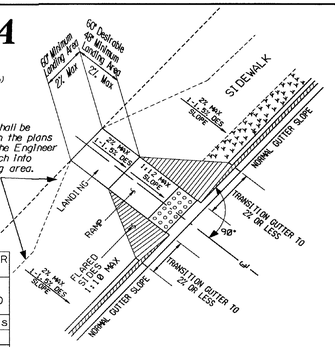
Type A

(Perpendicular)
(The Preferred Ramp)

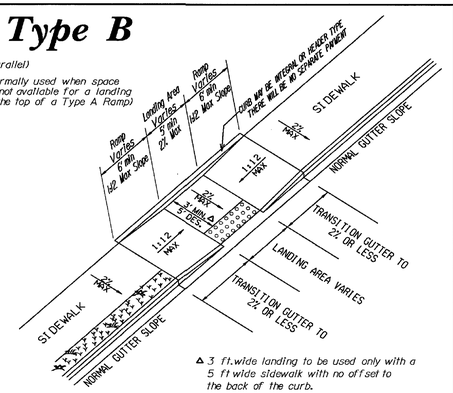


LENGHT REQUIRED FOR A 1:10 SLOPE	
DIFFERENCE IN HEIGHT	LENGTH REQUIRED
1 Inch	10 Inches
2 Inches	1'-8"
3 Inches	2'-6"
4 Inches	3'-4"
5 Inches	4'-2"
6 Inches	5 feet

Type B

(Parallel)

(Normally used when space is not available for a landing at the top of a Type A Ramp)

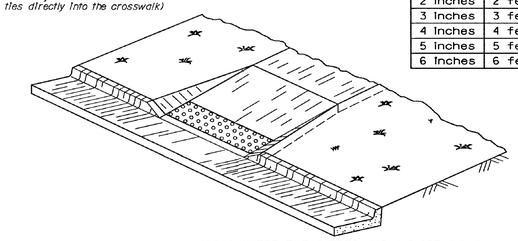


△ 3 ft. wide landing to be used only with a 5 ft wide sidewalk with no offset to the back of the curb.

Type D

(Perpendicular)

(Normally used when the sidewalk ties directly into the crosswalk)

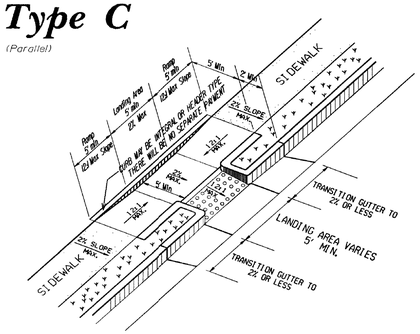


LENGHT REQUIRED FOR A 1:12 SLOPE	
DIFFERENCE IN HEIGHT	LENGTH REQUIRED
1 Inch	1 foot
2 Inches	2 feet
3 Inches	3 feet
4 Inches	4 feet
5 Inches	5 feet
6 Inches	6 feet

IN AREAS WHERE THE GUTTER HAS A SLOPE 1" IN 1' END NORMAL GUTTER SLOPE AT A DISTANCE OF 6 TO 10 FEET FROM THE RAMP AND BEGIN TRANSITION TO A FLAT GUTTER SLOPE. NORMAL GUTTER SLOPE SHALL BE RESUMED AT A SIMILAR DISTANCE BEYOND THE RAMP.

Type C

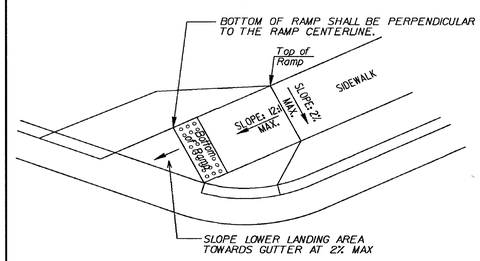
(Parallel)

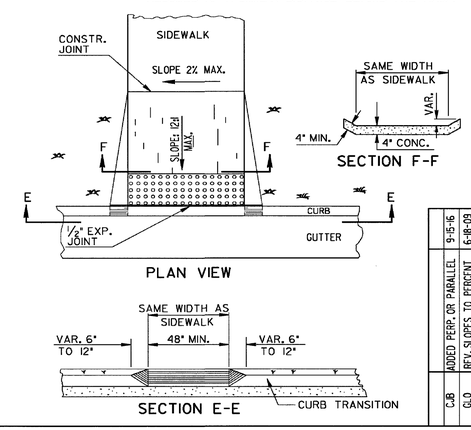


Skewed Ramp Details

(Applies to Type A Type D Ramps Only)

WHEN THE RAMP CENTERLINE IS NOT PERPENDICULAR TO THE CURB A LEVEL LANDING AREA WITH SLOPES LESS THAN 2% MUST BE PROVIDED AT THE BOTTOM OF THE RAMP.





REVISION	DATE
ADDED PERP. OR PARALLEL	9-15-16
REV. SLOPES TO PERCENT	6-18-09
AND ADDED 1:24 & 1:24 CHART.	
ADDED GEN. NOTE NO. 8.	
REV. TRUNCATED DOMES	5-10-06
REVISED	2-21-03
REVISED	2-10-03
REVISED	7-29-02
REVISED	5-29-02
REVISED	5-23-02
REVISED	5-13-02
REVISED	4-29-02
REVISED	4-11-02
REVISED	4-3-02
REVISED	3-28-02

C.B. G.O.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL DETAIL
CONCRETE SIDEWALK DETAILS
CURB CUT (WHEELCHAIR) RAMPS

NO SCALE MARCH 12, 2002

NUMBER A3

PLANS PREPARED AND SUBMITTED BY:

AEI
AMERICAN ENGINEERS, INC.
www.aei.co
DESIGN CONSULTANT
PROFESSIONAL ENGINEERING

Branch Offices
65 Aberdeen Drive Glasgow, KY 42141 (270) 651-7220
2500 Nelson Miller Parkway Louisville, KY 40223 (502) 245-3813
1690 Roberts Boulevard, Suite 109 Kennesaw, GA 30144 (770) 421-8422

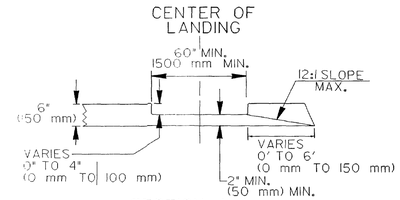
GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT PRIVETT
9/21/2019

REVISION DATES		

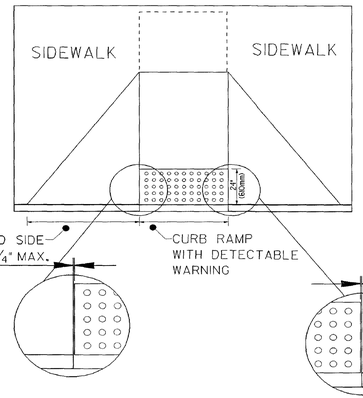
CONSTRUCTION DETAILS
JOHNSON FERRY RD

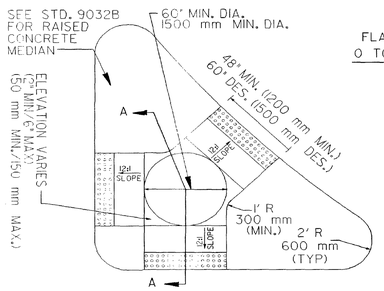
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		42
CORRECTED:		DATE:		
VERIFIED:		DATE:		

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



SECTION A-A





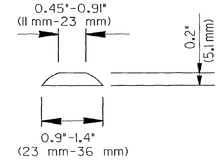
CONCRETE ISLAND WITH ELEVATED CUT THROUGH

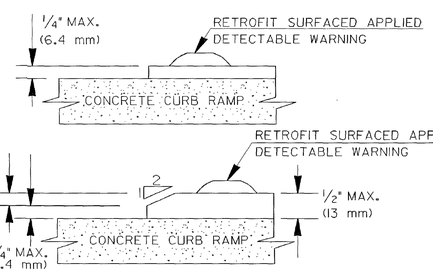
SIZE: DETECTABLE WARNINGS SHALL BE 24 INCHES (610 mm) IN THE DIRECTION OF PEDESTRAIN TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.

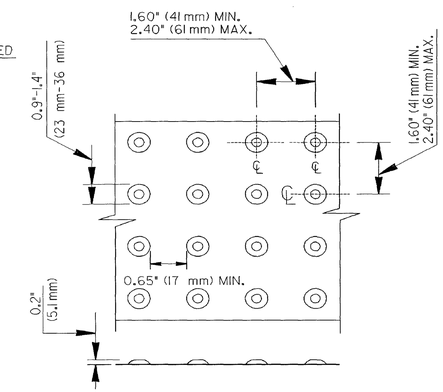
LOCATION: THE DETECTABLE WARNING SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD IS 6 TO 8 INCHES (150 mm to 180mm) FROM THE CURB LINE OR OTHER POTENTIAL HAZARD, SUSH AS A REFLECTIVE POOL EDGE OR THE DYNAMIC ENVELOPE OF RAIL OPERATIONS.

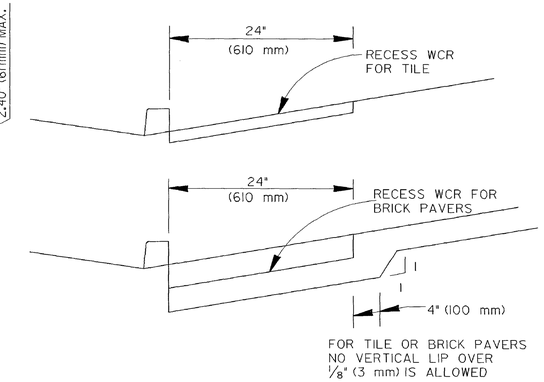
DOME SIZE AND SPACING: TRUNCATED DOMES SHALL HAVE A BASE DIAMETER OF 0.9 INCH TO 1.4 INCH (23mm-36mm) AT THE BOTTOM, A DIAMETER OF 0.45 INCH TO 0.91 INCH (11mm-23mm) AT THE TOP, THE TOP DIAMETER SHALL BE A MINIMUM OF 50% AND A MAXIMUM OF 65% OF THE BASE DIAMENTER, A HEIGHT OF 0.2 INCH (5.1mm) AND A CENTER-TO-CENTER SPACING OF 2.40 INCHES (61mm) DESIRABLE 1.60 INCHES (41mm) MINIMUM MEASURED ALONG ONE SIDE OF A SQUARE ARRANGEMENT. DOMES SHALL HAVE A SQUARE ARRANGEMENT. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.

VISUAL CONTRAST: DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT WALKING SURFACE EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE VISUAL CONTRACT SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING SURFACE.









MATERIALS:

NEW CONSTRUCTION

THE DETECTABLE WARNINGS SHALL BE MADE OF MATERIALS SPECIFIED ON QPL 87.

RETROFIT OF EXISTING RAMPS

SURFACED APPLIED MATERIALS WILL ONLY BE APPROVED TO BE USED ON EXISTING WHEELCHAIR RAMPS.

INSTALLATION:

BRICK PAVERS SHALL BE SET IN A WET MORTAR BED. THE BED SHALL BE PLACED ON CONCRETE. THE CONCRETE SHALL BE A MINIMUM OF 4" THICK.

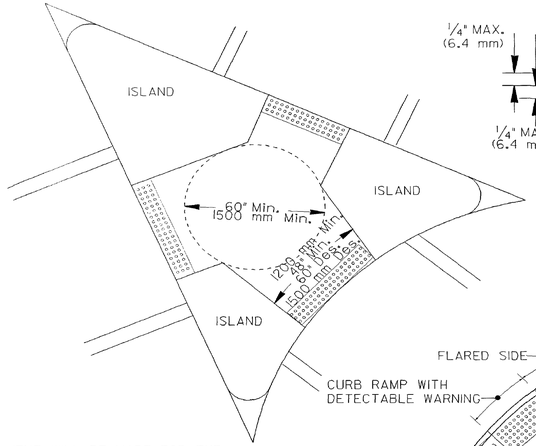
CERAMIC TILE SHALL BE EPOXIED IN PLACE OR SET IN A WET MORTAR BED. MANUFACTURER RECOMMEND ADHESIVE OR FASTENER SHALL BE USED IN THE INSTALLATION.

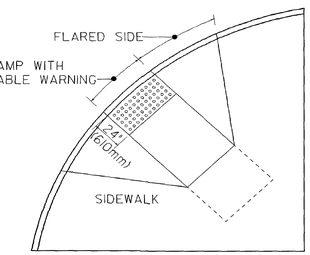
ALL OTHER MATERIALS SHALL BE INSTALLED ACCORDING TO MANUFACTURES DETAILS OR INSTRUCTION.

GENERAL NOTES:

RETROFIT SURFACED APPLIED MATERIALS ONLY:

1. CHANGES IN LEVEL OF 1/4" (6.4 mm) HIGH MAXIMUM SHALL BE PERMITTED VERTICALLY ON SURFACED APPLIED MATERIALS.
2. CHANGES IN LEVEL BETWEEN 1/4" (6.4 mm) HIGH MINIMUM AND 1/2" (13mm) HIGH MAXIMUM SHALL BE BELEVELED WITH A SLOPE NOT STEEPER THAN 2:1.

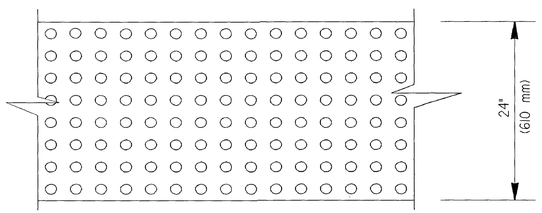




DETAIL FOR DETECTABLE WARNING AT CUT-THRU CONCRETE ISLAND

NO SEPARATE PAYMENT WILL BE MADE FOR THE DETECTABLE WARNINGS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK (OR CURB CUT RAMP IF THE ITEM IS INCLUDED IN THE PROPOSAL).

FOR CUT-THRU ISLANDS AND EXISTING RAMPS, WHERE NO SIDEWALK OR CURB CUT RAMPS ARE IN THE PROPOSAL, THE COST OF THE DETECTABLE WARINGS SHALL BE INCLUDED IN THE OVERALL BID PRICE SUBMITTED.



GLO	6-8-09	ADDED RETROFIT DETAIL AND ADDED ALT. RAMP DETAIL AND GEN. NOTES
GLO	10-2-06	ADDED TOLERANCE TO DTL.
GLO	5-10-06	REVISED TRUNCATED DOMES AND NOTES.
	11-14-02	REVISED
	7-29-02	REVISED
BY	DATE	REVISION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL DETAIL

DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS

NO SCALE — MARCH 12, 2002

NUMBER A4

PLANS PREPARED AND SUBMITTED BY:
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O 2500 Nelson Miller Parkway Louisville, KY 40223 (502) 245-3813
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AMERICAN ENGINEERS, INC.
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DESIGN CONSULTANT
PROFESSIONAL ENGINEERING

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 028001 THOMAS SCOTT PRAVEL
8/21/2019
Tom Travel

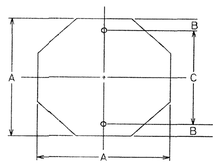
REVISION DATES

CONSTRUCTION DETAILS
JOHNSON FERRY RD

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

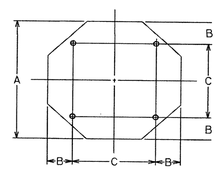
DRAWING No. 43

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

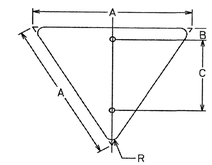


OCTAGON

A	B	C
24	3	18
30	3	24
36	3	30

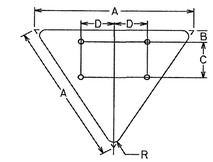


A	B	C
48	9	30

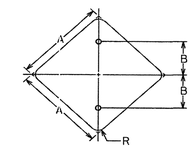


EQUILATERAL TRIANGLE

A	B	C	R
30	3	18	1 1/2
36	3	21	2
48	3	27	3

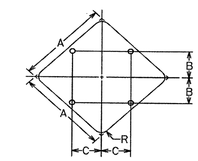


A	B	C	D	R
60	3	18	15	3



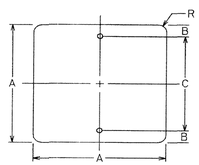
DIAMOND

A	B	R
24	12	1 1/2
30	15	1 7/8
36	18	2 1/4



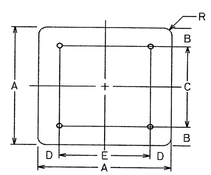
A	B	C	R
*36	10	10	2 1/4
48	15	15	3
60	18	18	3 3/4

* FOR TWO POST ERECTION

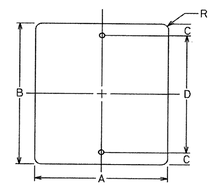


SQUARE

A	B	C	R
*8	3	12	1 1/2
24	3	18	1 1/2
30	3	24	1 7/8

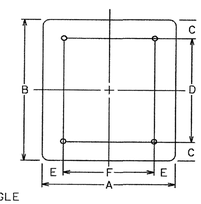


A	B	C	D	E	R
36	6	24	6	24	2 1/4
48	6	36	6	36	3

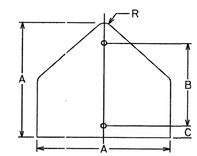


VERTICAL RECTANGLE

A	B	C	D	R
12	18	1 1/2	15	1 1/2
18	24	3	18	1 1/2
24	30	3	24	1 1/2
30	36	3	30	1 7/8

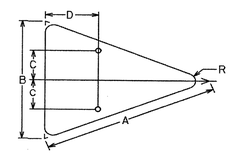


A	B	C	D	E	F	R
36	48	6	36	6	24	2 1/4
48	60	6	48	9	30	3



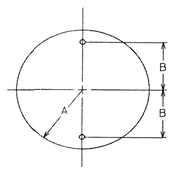
PENTAGON

A	B	C	R
30	21	3	1 7/8
36	24	3	2 1/4



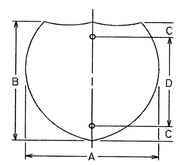
ISOSCELES TRIANGLE

A	B	C	D	R
40	30	7 1/2	12	1 7/8
48	36	9	15	2 1/4



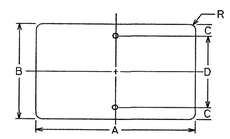
CIRCLE

A	B
15	12
18	15



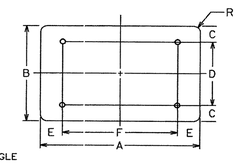
INTERSTATE SHIELD

A	B	C	D
24	24	3	18
30	24	3	18
36	36	6	24
45	36	6	24



HORIZONTAL RECTANGLE

A	B	C	D	R
21	15	1 1/2	12	1 1/2
24	12	1 1/2	9	1 1/2
24	18	3	12	1 1/2
30	15	1 1/2	12	1 1/2
30	24	3	18	1 1/2
36	12	1 1/2	9	1 1/2
36	24	3	18	1 1/2
48	12	1 1/2	9	1 1/2
48	24	3	18	1 7/8



A	B	C	D	E	F	R
48	36	6	24	9	30	2 1/4
60	24	3	18	12	36	1 1/2
60	36	6	24	12	36	2 1/4

DATE	REVISIONS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF TRAFFIC SAFETY & DESIGN

DETAILS OF SIGN PLATES

NO SCALE JANUARY 2000

PC601E

T-1

...\Utility\gp signs.dgn Jul. 03, 2003 06:10:30

PLANS PREPARED AND SUBMITTED BY:

AEI
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DESIGN CONSULTANT

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GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019
Tom Travel

REVISION DATES		

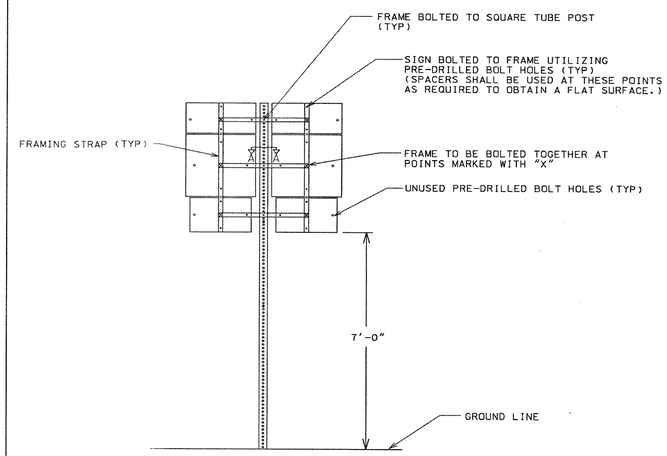
CONSTRUCTION DETAILS
JOHNSON FERRY RD

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

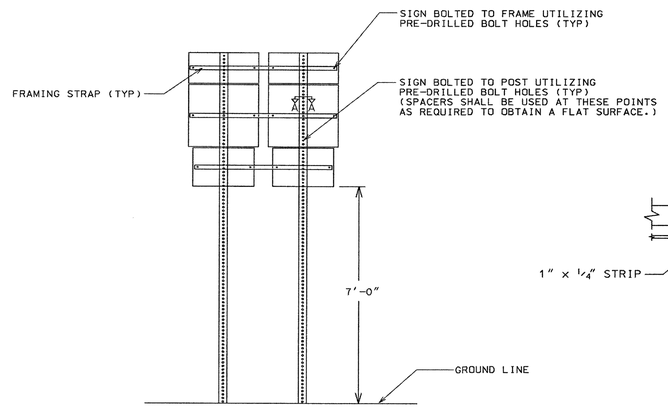
DRAWING No.
44

10/23/2015 GPLN

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

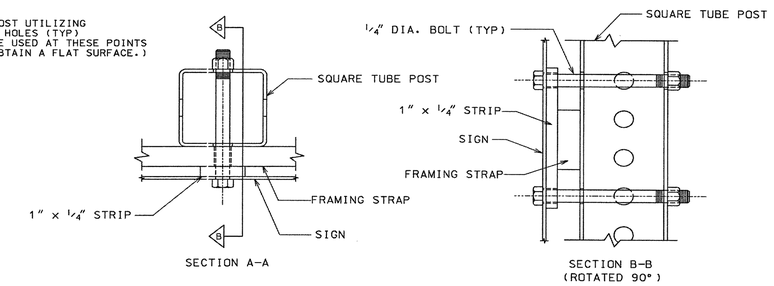


SINGLE POST ERECTION



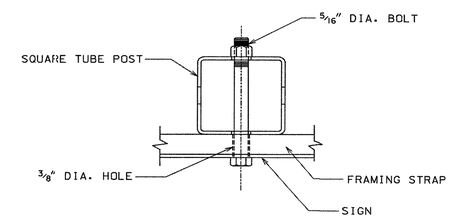
DUAL POST ERECTION

TYPICAL ASSEMBLY UNIT (BACK VIEW)



OPTION #1 – FRAMING STRAP WITHOUT MOUNTING HOLE

(ALL FRAMING STRAPS SHALL BE 1 1/2" x 1/2" x REQUIRED LENGTH)



OPTION #2 – FRAMING STRAP WITH MOUNTING HOLE

(ALL FRAMING STRAPS SHALL BE 2" x 1/2" x REQUIRED LENGTH)

GENERAL NOTES:

1. STYLE OF FRAMING IS OPTIONAL. ALTERNATE DESIGNS ARE ACCEPTABLE UPON APPROVAL OF THE ENGINEER. FRAME SHALL BE DESIGNED SO AS TO HOLD THE ASSEMBLY IN A FIXED, RIGID POSITION.
2. FRAMING STRAPS SHALL BE GALVANIZED STEEL OR ALUMINUM.
3. STEEL SHALL BE A.S.T.M. DESIGNATION A-283, GRADE D, GALVANIZED IN ACCORDANCE WITH A.S.T.M. DESIGNATION A-123.
4. ALUMINUM SHALL BE ALLOY 6061-T6.
5. BOLTS, NUTS, WASHERS, AND SPACERS SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND/OR SPECIAL PROVISIONS.
6. FRAMING STRAPS ON A DUAL POST ERECTION SHALL NOT BE BOLTED TO THE POST.

DATE	REVISIONS
3/31/00	CHANGED U-CHANNEL POST TO SQUARE TUBE POST

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF TRAFFIC OPERATIONS

DETAILS FOR TYPICAL FRAMING

NO SCALE JANUARY 2000

T-2

PLANS PREPARED AND SUBMITTED BY:
AEI
O 65 Aberdeen Drive, Glasgow, KY 42141, (270) 651-7220
O 2500 Nelson Miller Parkway, Louisville, KY 40223, (502) 245-3813
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DESIGN CONSULTANT
PROFESSIONAL ENGINEERING

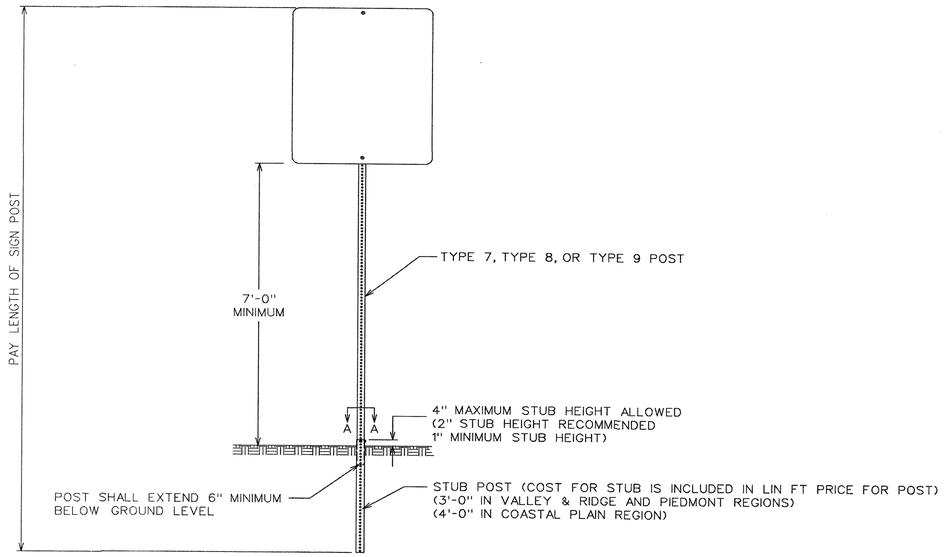
GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 028001 THOMAS SCOTT FRAVEL
8/31/2015
Tom Travel

REVISION DATES		

CONSTRUCTION DETAILS
JOHNSON FERRY RD

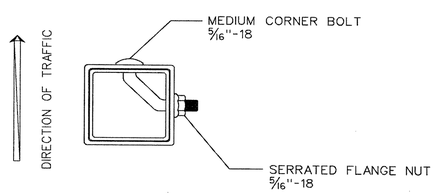
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		45
CORRECTED:		DATE:		
VERIFIED:		DATE:		

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



FRONT VIEW

POST	STUB SIZE
TYPE 7	2¼" x 2¼"
TYPE 8	2¾" x 2¾"
TYPE 9	2½" x 2½"



SECTION A-A

SIGN POST SELECTION CHART

70 MPH Wind Load Chart + 15% Gust Factor

	SLIP BASE NOT REQUIRED				GROUND MOUNTED BREAKAWAY SIGN SUPPORT REQUIRED				
	TYPE 7 2"14 ga.		TYPE 9 2-1/4"14 ga	TYPE 8 2-1/2"12 ga.	TYPE 8 2-1/2"12 ga.		TYPE 8 w/TYPE 9 Insert* 2-1/2"12 ga. W/2-1/4"14 ga.		
Sign Centroid	1 Post	2 Post	1 Post	1 Post	2 Post	3 Post	1 Post	2 Post	3 Post
	SQUARE FOOTAGE				SQUARE FOOTAGE				
6'	13.50	27.00	19.25	30.00	60.00	90.00	49.25	98.50	147.75
7'	11.60	23.20	16.50	25.75	51.50	77.25	42.25	84.50	126.75
8'	10.15	20.30	14.45	22.55	45.10	67.65	37.00	74.00	111.00
9'	9.00	18.00	12.85	20.00	40.00	60.00	32.85	65.70	98.55
10'	8.10	16.20	11.55	18.00	36.00	54.00	29.55	59.10	88.65
11'	7.40	14.80	10.50	16.40	32.80	49.20	26.90	53.80	80.70
12'	6.80	13.60	9.65	15.00	30.00	45.00	24.65	49.30	73.95
13'	6.25	12.50	8.90	13.85	27.70	41.55	22.75	45.50	68.25
14'	5.80	11.60	8.25	12.90	25.80	38.70	21.15	42.30	63.45
15'	5.00	10.00	6.45	10.10	20.20	30.30	16.55	33.10	49.65
16'	4.70	9.40	6.05	9.45	18.90	28.35	15.50	31.00	46.50
17'	4.40	8.80	5.70	8.90	17.80	26.70	14.60	29.20	43.80
18'	4.15	8.30	5.40	8.40	16.80	25.20	13.80	27.60	41.40
19'	3.95	7.90	5.10	7.95	15.90	23.85	13.05	26.10	39.15
20'	3.75	7.50	4.85	7.55	15.10	22.65	12.40	24.80	37.20

SIGN CENTROID IS DISTANCE FROM GROUND LEVEL TO BOTTOM OF SIGN *PLUS* HALF THE HEIGHT OF SIGN.
EXAMPLE: 24" X 48" SIGN THAT IS 7 FEET FROM GROUND TO BOTTOM OF SIGN. ADD HALF OF 48" (24" OR 2 FT) *PLUS* 7 FT. = 9' CENTROID.

SIGN PLATE SHALL NOT EXCEED 48" IN WIDTH ON A SINGLE POST.

* TYPE 9 INSERT SHALL BE A CONTINOUS POST INSERTED INTO THE TYPE 8 POST WHERE REQUIRED. THE INSERT POST SHALL EXTEND FROM THE BOTTOM OF THE SLIP BASE UPPER ASSEMBLY TO 4" BELOW THE BOTTOM OF THE SIGN. THE INSERT POST SHALL NOT EXTEND ABOVE THE BOTTOM OF THE SIGN. PAYMENT FOR THE INSERT POST SHALL BE PER LINEAR FOOT OF TYPE 9 POST.

GROUND MOUNTED BREAKAWAY SIGN SUPPORT WILL BE MEASURED AND PAID FOR SEPARATELY. THE COST FOR THIS WORK SHALL INCLUDE THE UPPER AND LOWER ASSEMBLY, STUB POST, CLASS "A" CONCRETE, ALL HARDWARE NECESSARY TO COMPLETE THE INSTALLATION, AND BE INCLUDED IN THE BID PRICE SUBMITTED FOR ITEM 636-3010.

DATE	REVISIONS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF TRAFFIC SAFETY & DESIGN

TYPE 7, 8, AND 9
SQUARE TUBE POST
INSTALLATION DETAIL

NO SCALE JULY 2002

T-3A

PC60TB

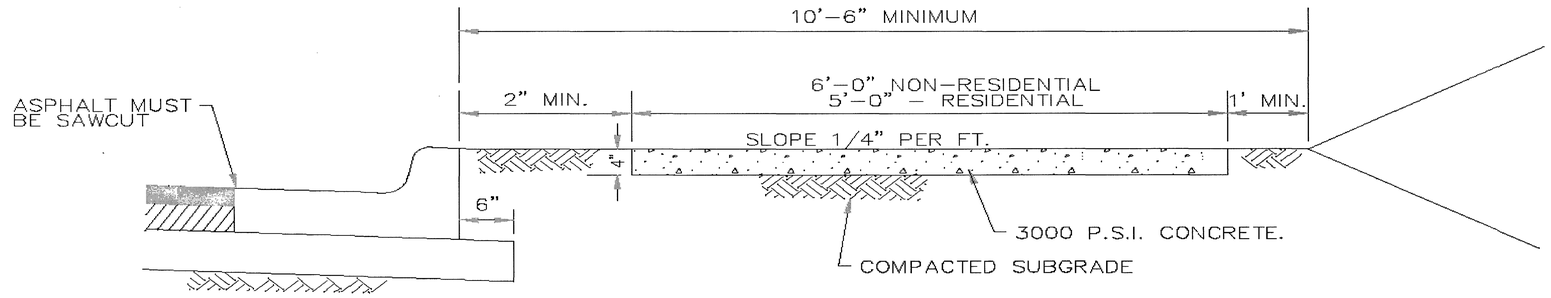
PLANS PREPARED AND SUBMITTED BY:
AEI
O 65 Aberdeen Drive
Glasgow, KY 42141
(270) 651-7220
O 2500 Nelson Miller Parkway
Louisville, KY 40223
(502) 245-3813
Branch Offices
● 1630 Roberts Boulevard, Suite 109
Kennesaw, GA 30144
(770) 421-8422
AMERICAN ENGINEERS, INC.
www.aei.cc
DESIGN CONSULTANT
PROFESSIONAL ENGINEERING

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019

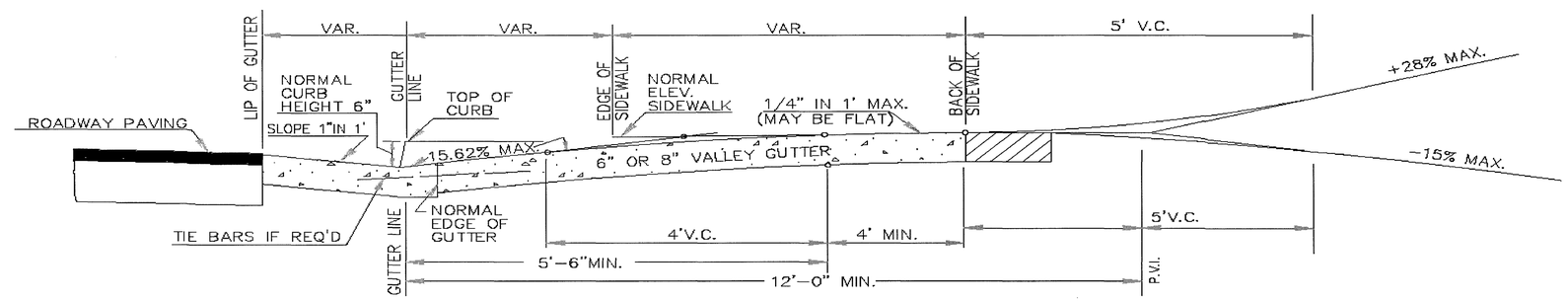
REVISION DATES		

CONSTRUCTION DETAILS
JOHNSON FERRY RD

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		46
CORRECTED:		DATE:		
VERIFIED:		DATE:		



TYPICAL SECTION OF SIDEWALK
N.T.S.



SECTION AT ℄ OF DRIVEWAY

NOTES:

1. USE ⅜" X 4" EXPANSION JOINTS AT CHANGE OF DIRECTIONS, CURBS, RIGID STRUCTURES AND RIGID PAVEMENT. ON STRAIGHT RUNS PROVIDE EXPANSION JOINTS EVERY 24 FEET.
2. TOOL ALL EXPOSED EDGES AND JOINTS TO ¼ " RADIUS.
3. BROOM FINISH PERPENDICUAR TO TRAVEL.
4. PROVIDE ¾" DEEP SAW CUT CONTRACTION JOINTS EVERY 5'–0".
5. ZONING OVERLAY REQUIREMENTS MAY SUPERCEDE STANDARD DETAIL.

FULTON COUNTY STANDARD DETAIL 308
STANDARD SIDEWALK SECTION

DATE	REVISIONS	DATE	REVISIONS
6–05	NRR		

DGS/DRN/CHKD: KAH
APPROVED: LJM
DATE: 4–19–05

FULTON COUNTY

FULTON COUNTY PUBLIC WORKS
141 PRYOR ST. ATLANTA, GA. 30303
404–612–7400 FAX: 404–730–6325

DRAWING NO. 308

PLANS PREPARED AND SUBMITTED BY:
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8/21/2019

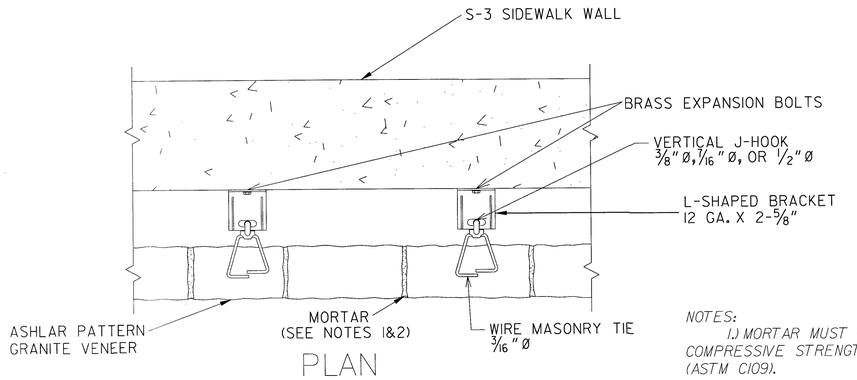
REVISION DATES

CONSTRUCTION DETAILS
JOHNSON FERRY RD

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

DRAWING No. 47

TIE-HVR-195VB Anchor System



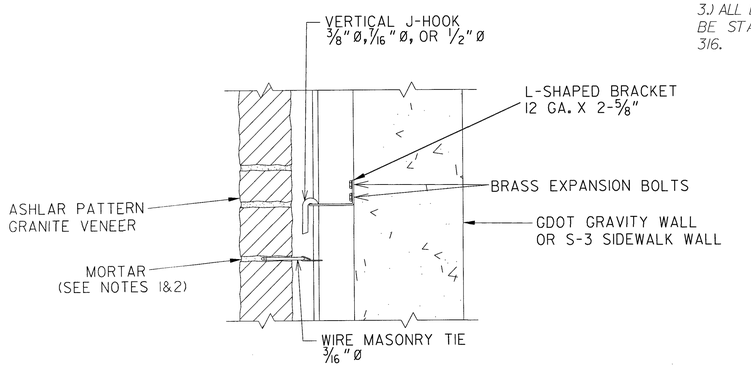
PLAN

NOTES:

1.) MORTAR MUST HAVE 28 DAY COMPRESSIVE STRENGTH OF 1800 PSI (ASTM C109).

2.) MORTAR MUST MEET PROPERTY REQUIREMENTS OF ASTM C270.

3.) ALL BRACKETS, HOOKS, AND TIES SHALL BE STAINLESS STEEL: AISI TYPE 304 OR 316.



SECTION

PLANS PREPARED AND SUBMITTED BY:

AEI

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

GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL

8/21/2019

Tom Fravel

REVISION DATES

ANCHOR SYSTEM DETAIL
JOHNSON FERRY RD

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

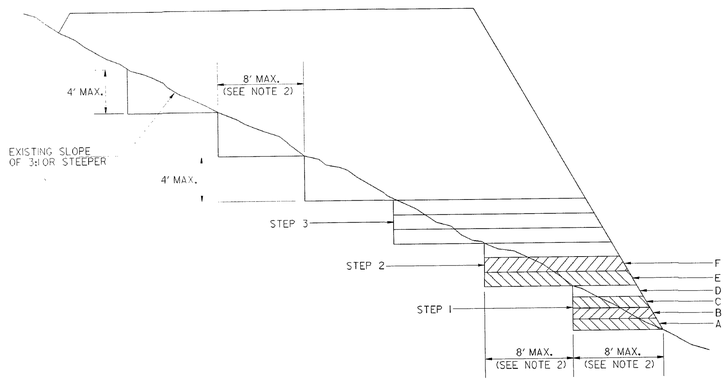
DRAWING No. 48

7/31/2015 SUXSEW

8/21/2019 3:39:39 PM gcarroll | GPLOT-V8 gplotborder-v8I-PO.tbl | BMP DETAILS.dgn | CITY OF SANDY SPRINGS | P.I. No.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

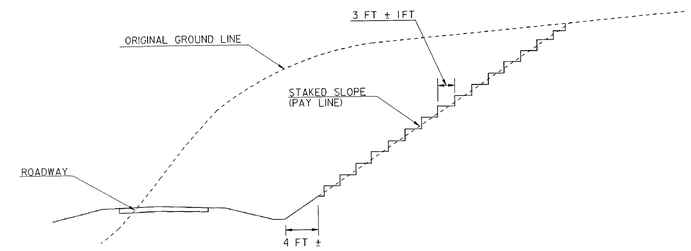
BENCHING DETAIL



NOTES :

1. WHERE THE EMBANKMENT IS TO BE PLACED ON A HILLSIDE OR ANOTHER EXISTING EMBANKMENT HAVING A SLOPE OF 3 TO 1 OR STEEPER, THE FOUNDATION MUST BE BENCHED WHILE THE EMBANKMENT IS BEING MADE.(SEE DIAGRAM ABOVE)
2. THE DIAGRAM SHOWS THAT BEFORE LAYER "A" IS PLACED THE FIRST STEP (1) IS CUT INTO THE SLOPE A MAXIMUM DISTANCE OF ABOUT 8 FEET (ABOUT 3/4 THE WIDTH OF THE TYPICIAL D-8 BULLDOZER BLADE). SUCCESSIVE LAYERS B, C, AND D ARE THEN PLACED BEFORE LAYER "E" IS PLACED. THE SECOND STEP IS CUT 8 FEET INTO THE SLOPE AND SUCCESSIVE LAYERS ARE AGAIN PLACED. IF IT IS ANTICIPATED THAT THE VERTICAL PART OF THE STEP WILL EXCEED 4 FEET IF A 8 FEET HORIZONTAL CUT IS MADE, THEN THE ACTUAL CUT STOPS WHEN THE VERTICAL PART REACHES A MAXIMUM OF 4 FEET ALLOWING THE HORIZONTAL DISTANCE TO VARY.
3. THE PROCESS OF BENCHING IS CONSIDERED INCIDENTAL TO THE ITEM OF UNCLASSIFIED EXCAVATION AND BORROW OR GRADING COMPLETE IN CONSTRUCTION OF THE EMBANKMENT AND NO ADDITIONAL MEASUREMENT OF QUANTITY OR PAYMENT WILL BE MADE FOR BENCHING.

SERRATED SLOPE DETAIL



NOTES :

1. SLOPES STEEPER THAN 3:1 SHALL BE SERRATED.
2. WIDTH OF STEP SHALL BE 3 FT \ 1FT.
3. HEIGHT OF STEP IS A FUNCTION OF WIDTH AND STAKED SLOPE.
4. TREAD OF STEP SHALL BE APPROXIMATELY HORIZONTAL.
5. SERRATED SLOPES SHALL BE USED ON ALL PROJECTS IN DISTRICTS 1, 6, AND 7, EXCEPT WHERE SPECIFICALLY EXCEPTED BY THE GEOTECHNICAL BUREAU IN THE SOIL SURVEY REPORT. SERRATED SLOPES SHALL NOT BE USED IN DISTRICTS 2, 3, 4, AND 5, UNLESS REQUIRED BY THE SOIL SURVEY.

G.L.O.	REVISED BENCHING DETAIL & REVISED TITLE BLOCK.	6-18-09	
R.M.U.	GEN. REVISION	1-28-82	
BY	REVISION	DATE	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL

SERRATED SLOPE DETAIL
BENCHING DETAIL

NO SCALE — JULY, 1981

NUMBER S-7

PLANS PREPARED AND SUBMITTED BY:

AEI
65 Aberdeen Drive, Glasgow, KY 42141, (270) 651-7220
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GEORGIA REGISTERED No. 028001 PROFESSIONAL ENGINEER THOMAS SCOTT FRAVEL
8/21/2019
Tom Fravel

REVISION DATES

EROSION CONTROL DETAILS
JOHNSON FERRY RD

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

DRAWING No. 49

10/23/2015 GPLN