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ISSUANCES		
No.	Drawing Issue Description	Date
A	ISSUE PRELIMINARY SUBMITTAL	2/16/2019
B	ISSUED FOR BID	2/19/2019

PEBBLEBROOK HS B007 -
FIELDHOUSE
DOE Facility Code 4066
FTE = 2787
IU = 143
991 OLD ALABAMA ROAD
MABLETON, GA 30126
COBB COUNTY SCHOOL DISTRICT

ES & PC
DETAILS I

JEREMIAH PHILLIPS	19-110.10
ANTONIO SAMPLE	10/25/2019
DYLAN LEE	
ROBERT NIEBESKI	

EC3.00

ISSUED FOR CONSTRUCTION

TABLE 6-17.1. DIVERSION DESIGN CRITERIA

DIVERSION TYPE	LAND OR ADJACENT PROTECTED	STORM	STORM FREQUENCY	MINIMUM TOP WIDTH
TEMPORARY	CONSTRUCTION AREAS BUILDING SITES	10 YRS	0.5'	4'
PERMANENT	LANDSCAPED, RECREATION AND SIMILAR AREAS	25 YRS	0.5'	4'
	DWELLINGS, SCHOOLS, COMMERCIAL BUILDINGS, AND SIMILAR INSTALLATIONS	60 YRS	0.5'	4'

- USE 24-HR STORM DURATION
 - USE 10 YRS OR THE STORM FOR THE STORM FREQUENCY SPECIFIED IN TITLE 12 OF THE OFFICIAL CODE OF GEORGIA ANNOTATED
- SPECIFICATIONS:**
- ALL TREES, BRUSH, STUMPS, OBSTRUCTIONS, AND OTHER OBSTACLES SHALL BE REMOVED AND DISPOSED OF SO AS NOT TO INTERFERE WITH THE PROPER FUNCTIONING OF THE DIVERSION.
 - THE DIVERSION SHALL BE EXCAVATED OR SHAPED TO ADEQUATE CROSS SECTION AS REQUIRED TO MEET THE CRITERIA SPECIFIED HEREIN AND TO BE IRREGULARITIES WHICH WILL IMPAIR NORMAL FLOW.
 - ALL FILLS SHALL BE MACHINE COMPACTED AS NEARLY TO PREVENT UNDESIRABLE SETTLEMENT THAT WOULD CAUSE DAMAGE TO THE ADJACENT CROPLAND.
 - ALL EARTH REMOVED AND NOT REUSED FOR CONSTRUCTION SHALL BE SPREAD OR DISPOSED OF SO THAT IT WILL NOT INTERFERE WITH THE PROPER FUNCTIONING OF THE DIVERSION.
 - DIVERSION CHANNEL SHALL BE STABILIZED IN ACCORDANCE WITH SPECIFICATION D.

DESIGN CRITERIA:

LOCATION: DIVERSION LOCATION SHALL BE DETERMINED BY CONSIDERING OUTLET CONDITIONS, TOPOGRAPHY, LAND USE, SOIL TYPE, LENGTH OF SLOPE, SEEP PLANES (WHEN SEEPAGE IS A PROBLEM), AND THE DEVELOPMENT LAYOUT. DIVERSIONS SHOULD BE TAILORED TO FIT THE CONDITIONS FOR A PARTICULAR FIELD AND LOCAL SOIL TYPES.

CHANNEL DESIGN: A DIVERSION CONSISTS OF TWO COMPONENTS THAT MUST BE DESIGNED - THE RIDGE AND THE CHANNEL.

RIDGE DESIGN: THE RIDGE SHALL BE COMPACTED AND DESIGNED TO HAVE STABLE SIDE SLOPES, WHICH SHALL NOT BE STEEPER THAN 2:1. THE RIDGE SHALL BE A MINIMUM WIDTH OF FOUR FEET AT THE DESIGN WATER ELEVATION AFTER SETTLEMENT. ITS DESIGN SHALL ALLOW TEN PERCENT FOR SETTLEMENT.

CHANNEL DESIGN: LAND SLOPE MUST BE TAKEN INTO CONSIDERATION WHEN CHOOSING CHANNEL DIMENSIONS. ON THE STEEPER SLOPES, NARROW AND DEEP CHANNELS MAY BE REQUIRED. ON THE MORE GENTLE SLOPES, BROAD, SHALLOW CHANNELS USUALLY ARE APPLICABLE. THE WIDE SHALLOW SECTION WILL BE EASIER TO MAINTAIN. SINCE SEDIMENT DEPOSITION IS OFTEN A PROBLEM IN DIVERSIONS, THE DESIGNED FLOW VELOCITY SHOULD BE KEPT AS HIGH AS THE CHANNEL LINING WILL PERMIT.

CHANNEL DESIGN: TABLE 6-14.1 INDICATES THE STORM FREQUENCY REQUIRED FOR THE DESIGN OF THE DIVERSION. THE REQUIRED STORM FREQUENCY IS BASED ON THE PURPOSE OF THE DIVERSION. THE CHANNEL PORTION OF THE DIVERSION MAY HAVE A PARABOLIC OR TRAPEZOIDAL CROSS-SECTION. DETAILED INFORMATION FOR THE DESIGN OF THESE CHANNELS IS PROVIDED IN THE SPECIFICATION B - STORMWATER CONVEYANCE CHANNEL.

OUTLETS: EACH DIVERSION MUST HAVE AN ADEQUATE OUTLET. THE OUTLET MAY BE A STABILIZED OR NATURAL WATERWAY, A STABILIZED VEGETATED AREA OR A STABILIZED OPEN CHANNEL. IN ALL CASES, THE OUTLET MUST DISCHARGE IN SUCH A MANNER AS TO NOT CAUSE AN EROSION PROBLEM. PROTECTED OUTLETS SHALL BE CONSTRUCTED AND STABILIZED PRIOR TO CONSTRUCTION OF THE DIVERSION.

STABILIZATION: DIVERSION CHANNELS SHALL BE STABILIZED IN ACCORDANCE WITH ITEM 9 OF THE CONSTRUCTION SPECIFICATIONS. **CH-CHANNEL STABILIZATION**

DIVERSIONS FOR ROADS AND UTILITY RIGHTS-OF-WAY: A DETAILED DESIGN IS NOT REQUIRED FOR THIS TYPE OF DIVERSION. DIVERSIONS INSTALLED TO SHUNT WATER OFF A ROAD OR RIGHT-OF-WAY SHALL CONSIST OF A SERIES OF COMPACTED RIDGES OF SOIL RUNNING DIAGONALLY ACROSS THE ROAD AT A 30° ANGLE. RIDGES ARE CONSTRUCTED BY EXCAVATING A CHANNEL UP-STREAM FOR THIS TYPE OF DIVERSION.

COMPACTED EARTH RIDGE: THE COMPACTED RIDGE HEIGHT SHALL BE 8"-12" ABOVE THE ORIGINAL ROAD SURFACE. THE CHANNEL DEPTH SHALL BE 8"-12" BELOW THE ORIGINAL ROAD SURFACE. CHANNEL BOTTOMS AND RIDGE TOPS SHALL BE SMOOTH ENOUGH TO BE CROSSED BY VEHICULAR TRAFFIC. THE MAXIMUM SPACING BETWEEN DIVERSIONS SHALL BE AS FOLLOWS:

ROAD GRADE (FEET)	DISTANCE BETWEEN DIVERSIONS (FEET)
1	400
2	300
3	225
4	150
5	100
6	75
7	50
8	25
9	15
10	10
11	5
12	5

STABLE OUTLETS SHALL BE PROVIDED FOR EACH DIVERSION.

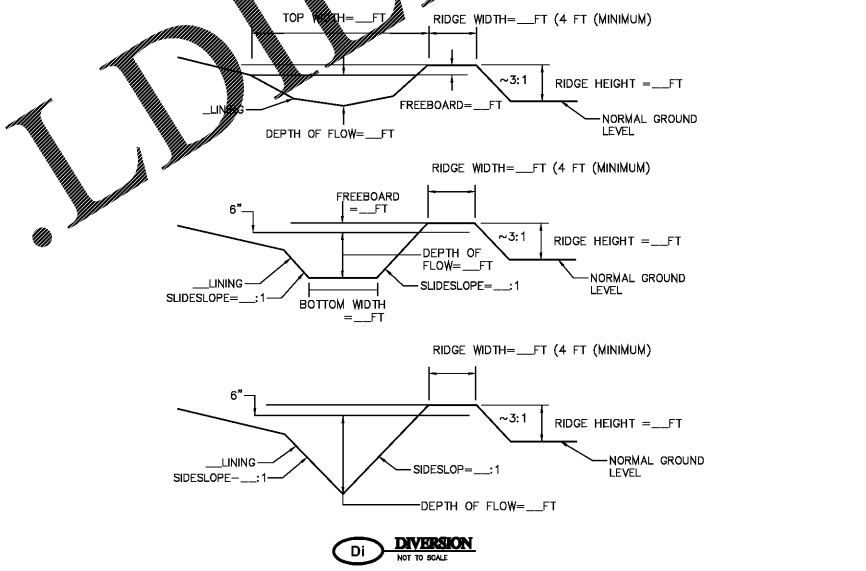


TABLE 6-27.2. POST SIZE

TYPE	MIN. LENGTH	TYPE OF POST	SIZE OF POST
1	4'	STEEL GALV.	1 1/2" - 1 3/8" DIA. / 1 1/2" DIA.
2	4'	WOOD	4" DIA. / 4" DIA.

TABLE 6-27.3. FASTENERS FOR WOOD POSTS

GAUGE	CROWN	LEDS	STAPLES / POST
17	3/4"	1/2"	5 MIN.
18	3/4"	1/2"	5 MIN.

TABLE 6-27.4

TYPE FENCE	C
TENSILE STRENGTH (LBS. MIN.) (ASTM D-4832)	WARP-250 FILL-150
ELONGATION (MAX) (ASTM D-4832)	40
AGE (APPROXIMATE OPENING SIZE) (MAX. SEVE SIZE) (ASTM D-4791)	#50
FLOW RATE (GAL./MIN./SQ.F.T.) (DOT-47)	70
ULTRAVIOLET STABILITY (ASTM D-4832 AFTER 300 HOURS WEATHERING IN ACCORDANCE WITH ASTM D-4355)	80
BURSTING STRENGTH (PSI MIN.) (ASTM D-3785 COMPRESSIVE BURSTING STRENGTH TEST)	175
MINIMUM FABRIC WIDTH (INCHES)	36

TYPE C SILT FENCE

SPECIFICATIONS:

- USE STEEL OR WOOD POSTS OR AS SPECIFIED BY THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
- THE SILT FENCE SHALL BE 36 INCHES WIDE WITH WIRE REINFORCEMENT.
- TYPE C SILT FENCE SHALL BE USED WHERE RUNOFF FLOWS OR VELOCITIES ARE PARTICULARLY HIGH OR WHERE SLOPES EXCEED A VERTICAL HEIGHT OF 10 FEET.

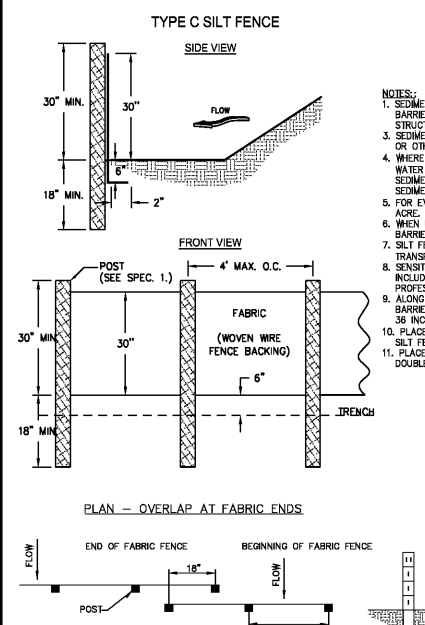
NOTES:

- SEDIMENT BARRIERS SHALL BE INSTALLED WHERE RUNOFF CAN BE STORED BEHIND THE BARRIER WITHOUT DAMAGING THE SUBMERGED AREA BEHIND THE BARRIER OF THE STRUCTURE ITSELF.
- SEDIMENT BARRIERS SHALL NOT BE INSTALLED ACROSS STREAMS, DITCHES, WATERWAYS, OR OTHER CONCENTRATED FLOW AREAS.
- WHERE ALL RUNOFF IS TO BE STORED BEHIND THE SEDIMENT BARRIER (WHERE NO STORM WATER DISPOSAL SYSTEM IS PRESENT), MAXIMUM CONTINUOUS SLOPE LENGTH BEHIND A SEDIMENT BARRIER SHALL NOT EXCEED THOSE SHOWN IN TABLE 6-27.1 CRITERIA FOR SEDIMENT BARRIER. FOR LONGER SLOPE LENGTHS, SLOPE INTERRUPTERS MUST BE USED.
- FOR EVERY 100 FEET OF SEDIMENT BARRIER, THE DRAINAGE AREA SHALL NOT EXCEED 1/4 ACRE.
- WHEN USING MULTIPLE TYPES OF SEDIMENT BARRIERS ON A SITE IN A SINGLE RUN, THE BARRIERS MUST BE OVERLAPPED A MINIMUM OF 18 INCHES.
- SILT FENCING MATERIAL TO BE USED MUST BE ON THE EXISTING GEORGIA DEPARTMENT OF TRANSPORTATION QUALIFIED PRODUCTS LIST #36 (QPL-36), TYPE C SILT FENCING.
- SENSITIVE AREAS ARE ANY AREAS THAT NEED ADDITIONAL PROTECTION. THESE AREAS INCLUDE, BUT ARE NOT LIMITED TO, STATE WATERS, WETLANDS, OR ANY AREA THE DESIGN PROFESSIONAL DESIGNATES AS SENSITIVE.
- ALONG ALL STATE WATERS AND OTHER SENSITIVE AREAS, TWO ROWS OF TYPE S SEDIMENT BARRIERS SHALL BE USED. THE TWO ROWS OF TYPE S SHALL BE PLACED A MINIMUM OF 36 INCHES APART.
- PLACE WOOD CHIP MULCH BEAMS A MAXIMUM OF 18" HIGH IN FRONT OF ALL SINGLE ROW SILT FENCES.
- PLACE WOOD CHIP MULCH BEAMS, HAYBALES, OR COMPOST FILTER SOCKS IN BETWEEN DOUBLE ROW SILT FENCES.

TABLE 6-27.1. CRITERIA FOR SEDIMENT BARRIER

LAND SLOPE PERCENT	MAXIMUM SLOPE LENGTH ABOVE FENCE FEET
< 2	100
2 TO 5	75
5 TO 10	50
10 TO 20	25
> 20	15

*IN AREAS WHERE THE SLOPE IS GREATER THAN 20% A FLAT AREA LENGTH OF 10 FEET BETWEEN THE TOE OF SLOPE TO THE BARRIER SHOULD BE PROVIDED.



Sd1-S SILT FENCE TYPE SENSITIVE
NOT TO SCALE

CURB INLET PROTECTION:

ONCE PAVEMENT HAS BEEN INSTALLED, A CURB INLET FILTER SHALL BE INSTALLED ON INLETS RECEIVING RUNOFF FROM DISTURBED AREAS. THIS METHOD OF INLET PROTECTION SHALL BE REMOVED IF A SAFETY HAZARD IS CREATED.

ONE METHOD OF CURB INLET PROTECTION USES "PIGS-IN-A-BLANKET" 8-INCH CONCRETE BLOCKS WRAPPED IN FILTER FABRIC. ANOTHER METHOD USES SAND OR GRAVEL BAGS CONSTRUCTED BY WRAPPING DOT #57 STONE WITH FILTER FABRIC, WIRE, PLASTIC MESH, OR EQUIVALENT MATERIAL. A GAP OF APPROXIMATELY 4 INCHES SHALL BE LEFT BETWEEN THE INLET FILTER AND THE INLET TO ALLOW FOR OVERFLOW AND PREVENT HAZARDOUS PONDING IN THE ROADWAY. PROPER INSTALLATION AND MAINTENANCE ARE CRUCIAL DUE TO POSSIBLE PONDING IN THE ROADWAY, RESULTING IN A HAZARDOUS CONDITION.

MAINTENANCE REQUIREMENTS:

THE TRAP SHALL BE INSPECTED REGULARLY AND AFTER EACH RAIN. REPAIRS MADE AS NEEDED.

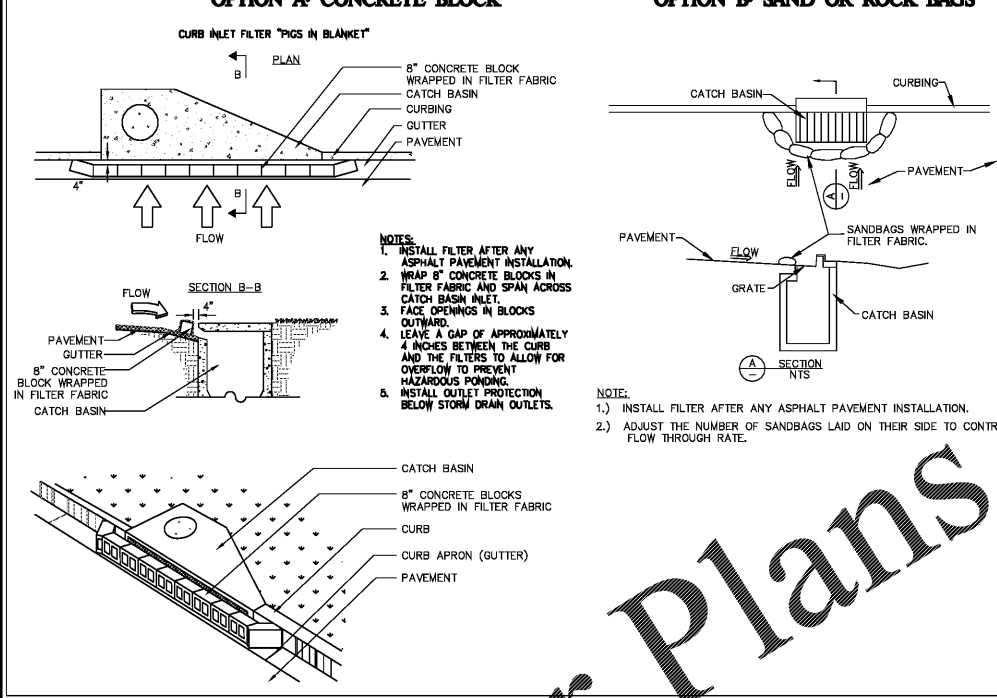
SEDIMENT SHALL BE REMOVED WHEN SEDIMENT HAS ACCUMULATED TO ONE-HALF THE HEIGHT OF THE TRAP. SEDIMENT SHALL BE REMOVED FROM CURB INLET PROTECTION IMMEDIATELY.

SEDIMENT SHALL NOT BE WASHED INTO THE TRAP. IT SHALL BE REMOVED FROM THE SEDIMENT TRAP AND DISPOSED OF AND STABILIZED SO THAT IT WILL NOT ENTER THE INLET.

WHEN CONTRIBUTING DRAINAGE AREAS HAVE BEEN PERMANENTLY STABILIZED, ALL MATERIALS AND ANY SEDIMENT SHALL BE REMOVED, AND EITHER SALVAGED OR DISPOSED OF PROPERLY. THE DISTURBED AREA SHALL BE BROUGHT TO PROPER GRADE, THEN SMOOTHED AND COMPACTED. APPROPRIATELY STABILIZE ALL DISTURBED AREAS AROUND THE INLET.

NOTE:

- INSTALL FILTER AFTER ANY ASPHALT PAVEMENT INSTALLATION.
- ADJUST THE NUMBER OF SANDBAGS LAID ON THEIR SIDE TO CONTROL FLOW THROUGH RATE.



Sd2-P CURB INLET PROTECTION
NOT TO SCALE

Order Plans

PROJECT NUMBER: 20190224.01 PROJECT NAME: PEBBLEBROOK HS B007 - FIELDHOUSE COVER SHEET
DRAWING NUMBER: G0.00 - COVER SHEET
DATE: 10/17/2019 7:48:58 AM
FILE NAME: Pebblebrook B007_Fieldhouse_2019_central_detached.rvt

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