

PROJECT GENERAL NOTES

- AN N.O.I. (NOTICE OF INTENT) IS REQUIRED FOR THIS PROJECT. THIS TOTAL PROJECT AREA IS 6.37 ACRES. THE DISTURBED AREA IS 1.44 ACRES.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD AND SUPPLEMENTAL SPECIFICATIONS, CURRENT EDITION.
- INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GEORGIA STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL INSTALL ORANGE BARRIER FENCING AS SHOWN ON THE CONSTRUCTION PLAN SHEETS TO ENSURE THAN AN ESA IS NOT ADVERSELY IMPACTED DURING PROJECT CONSTRUCTION. NO STAGING OF EQUIPMENT SHALL BE PERMITTED WITHIN THE ENVIRONMENTALLY SENSITIVE AREA BOUNDARIES. THE ORANGE BARRIER FENCE IS TO BE INSTALLED PRIOR TO THE INSTALLATION OF PERIMETER BMP'S AND CLEARING AND GRUBBING OPERATIONS.
- ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES OCCURING IN THEM. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL, OR IN AN ENGINEERED FILL. SEE SECTION 201 OF THE STANDARD SPECIFICATION AND SUPPLEMENTS THERETO FOR ADDITIONAL INFORMATION.
- THERE IS NO SUITABLE PLACE TO BURY EXISTING BRIDGE/CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE AS SHOWN IN GA SPECIFICATION 201 TO DISPOSE OF THE EXISTING BRIDGE/CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.
- ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED WILL BE PAVED BACK TO THE TIE IN POINT OR REQUIRED RIGHT OF WAY, WHICHEVER DOESN'T REQUIRE THE NEED FOR A DRIVEWAY EASEMENT. ALL DRIVEWAYS OVER 11% IN GRADE SHALL BE PAVED WITH CONCRETE. ALL OTHER DRIVEWAYS SHALL BE REPLACED AS FOLLOWS: ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE AND ASPHALT FOR EARTH/GRAVEL DRIVES. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHERWISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. EXISTING DRIVEWAY LOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA; THE CONTRACTOR SHALL CONSTRUCT DRIVEWAYS TO MATCH THE LOCATION OF EXISTING DRIVEWAYS AT THE TIE IN POINT, IF APPLICABLE. THE CONTRACTOR SHALL OBTAIN THE APPROVAL FROM THE ENGINEER PRIOR TO MAKING ANY REVISIONS TO LOCATION, WIDTH, AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. DRIVES SHALL BE CONSTRUCTED USING:

RESIDENTIAL:
 ASPHALT - 165 LB/SY RECYCLED ASPHALT CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, GRADED AGGREGATE BASE, 6".
 CONCRETE - DRIVEWAY CONCRETE, 6 IN THICK, (URBAN SHOULDER) CONC VALLEY GUTTER, 6 IN.

COMMERCIAL:
 ASPHALT - 165 LB/SY RECYCLED ASPHALT CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LB/SY RECYCLED ASPHALT CONC, 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, GRADED AGGREGATE BASED, 6".
 CONCRETE - DRIVEWAY CONCRETE, 8 IN THICK, (URBAN SHOULDER) CONC VALLEY GUTTER, 8 IN.
- TEMPORARY BARRIERS, METHOD 1 OR 2 - PLACE TEMPORARY BARRIERS AS SHOWN ON THE PLANS AND GEORGIA STANDARD NO. 4960 TO PROVIDE FOR 12'-0" TRAFFIC LANES. SUPPLY AND USE THE BARRIER IN ACCORDANCE WITH SECTION 620 OF THE GEORGIA DOT SPECIFICATIONS.
- THE PROJECT SITE IS LOCATED APPROXIMATELY 1.8 MILES FROM VALLEY AIRPORT. PER FEDERAL AVIATION ADMINISTRATION (FAA) CODE OF FEDERAL REGULATIONS TITLE 14 PART 77.9, AT LEAST 45 DAYS PRIOR TO CONSTRUCTION, FAA COORDINATION IS RECOMMENDED TO ENSURE THAT CONSTRUCTION EQUIPMENT OR ANY VERTICAL CONSTRUCTION (APPLICABLE TO BOTH PERMANENT AND TEMPORARY CONSTRUCTION, INCLUDING CONSTRUCTION EQUIPMENT) DOES NOT PENETRATE THE VALLEY AIRPORT APPROACH SLOPE OR AFFECT NAVIGATION EQUIPMENT. FAA FORM 7460 "NOTICE OF PROPOSED CONSTRUCTION" MAY NEED TO BE FILED BASED ON FAA COORDINATION.
- ALL SIDEWALK AND WHEELCHAIR RAMPS LOCATED WITHIN THE RADII ARE TO BE CONSTRUCTED 8" THICK.

Pipe Culvert Material Alternates

For Piedmont/Blue Ridge Region

TYPE OF PIPE INSTALLATION	C O N C R E T E	CORRUGATED STEEL AASHTO M-36		CORRUGATED ALUMINUM AASHTO M-196	PLASTIC		
		ALUMINUM COATED (TYPE 2) CORR. STEEL	PLAIN ZINC COATED	PLAIN UNCOATED ALUMINUM	CORR. POLY-ETHYLENE AASHTO M-252	CORR. POLY-ETHYLENE SMOOTHED LINED AASHTO M-294 TYPE 'S'	POLY VINYL CHLORIDE (PVC) PROFILE WALL AASHTO M-304
LONGITUDINAL INTERSTATE AND TRAVEL BEARING	X						
LONGITUDINAL NON-INTERSTATE AND NON-TRAVEL BEARING	X				X	X	X
STORM DRAIN	ADT < 250	X			X	X	X
	250 < ADT < 1500	X	*		X	X	X
RAINFALL AREA	ADT < 15,000	X			X	X	X
	ADT > 15,000	X					
GRADE > 10%	ADT < 250				X	X	X
	ADT > 250				X	X	X
SIDE DRAIN	X				X	X	X
PERMANENT SLOPE DRAIN		X	X	X	X	X	X
PERFORATED UNDERDRAIN		X	X	X	X		X

* This type pipe can be used if the addition of Type 'B' Coating (AASHTO M-190, Half Bituminous Coated with Paved Invert) is utilized.

- NOTES:
- Allowable materials are indicated by an "X".
 - Structural requirements of storm drain pipe will be in accordance with Georgia Standard 1030-D or 1030-P, whichever is applicable, and the Standard Specifications.
 - Graded aggregate backfill shall be used in cross drain applications for all plastic pipes (AASHTO M-294, HDPE pipe; AASHTO M-304, PVC pipe; ASTM F-949, PVC pipe).
 - The Contractor shall provide additional storm sewer capacity calculations if a pipe material other than concrete is selected.
 - Pipe used under mechanically stabilized earth (MSE) walls, within MSE wall backfill, or within five feet of an MSE wall face shall be Class V Concrete Pipe.
 - Project specific pH and Resistivity values are entered into the respective boxes above to determine allowable pipe materials.
- Rev. 03-22-10

REVISION DATES		GENERAL NOTES	
		SR 18 BRIDGE REPLACEMENT @ LONG CAME CREEK TROUP COUNTY	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	04-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		