

**PROJECT GENERAL NOTES**

1. A NOI (NOTICE OF INTENT) WILL BE REQUIRED FOR THIS PROJECT.
2. ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED SHALL BE PLACED IN KIND I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND ASPHALT FOR DIRT DRIVES. DRIVEWAY RELOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA. THE CONTRACTOR SHALL CONSTRUCT NEW DRIVEWAYS TO MATCH THE ACTUAL FIELD LOCATION OF EXISTING DRIVEWAYS OR AS LOCATED IN THE PLANS. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHER-WISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. 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. DRIVEWAY PAVEMENTS SHALL BE CONSTRUCTED USING GDOT STANDARD PAVEMENT SCHEDULES:  
 ASPHALT DRIVES -- RESIDENTIAL: RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE 11, GP 2 ONLY, INCL BITUM MATL & H LIME (135 LBS/SY) 6" GRADED AGGREGATE BASE  
 COMMERCIAL: RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE 11, GP 2 ONLY, INCL BITUM MATL & H LIME (135 LBS/SY) RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY) 6" GRADED AGGREGATE BASE  
 CONCRETE DRIVES -- RESIDENTIAL/PARK: 6" DRIVEWAY CONCRETE  
 COMMERCIAL: 8" DRIVEWAY CONCRETE
3. THE CONTRACTOR SHALL INSTALL ORANGE FABRIC SAFETY FENCING AS SHOWN ON THE CONSTRUCTION PLAN SHEET TO ENSURE THAT THE ESA IS NOT ADVERSELY IMPACTED DURING PROJECT CONSTRUCTION.
4. MAINTAIN ACCESS TO ALL DRIVEWAYS DURING CONSTRUCTION.

**PROJECT SPECIFIC NOTES**

1. ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES. 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.
2. THERE IS NO SUITABLE PLACE TO BURY THE EXISTING BRIDGE/CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF THE EXISTING BRIDGE/CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.
3. THE CONTRACTOR SHALL REMOVE AND REMOUNT WHEN THE NEW BRIDGE IS COMPLETE THE BRASS PLAQUES AT THE NORTH AND SOUTH END ON THE ALTAMAHA RIVER BRIDGE.
4. LEAD PAINT - EXISTING STRUCTURAL STEEL MAY HAVE BEEN PAINTED WITH LEAD PAINT. CONTRACTOR SHALL HANDLE AND REMOVE EXISTING STRUCTURAL STEEL PAINTED WITH LEAD PAINT ACCORDING TO GDOT SPECIFICATIONS AND APPLICABLE STATE AND FEDERAL REGULATIONS. ALL COSTS ASSOCIATED WITH HANDLING AND REMOVING EXISTING STRUCTURAL STEEL PAINTED WITH LEAD PAINT SHALL BE INCLUDED IN THE PRICE BID FOR REMOVAL OF EXISTING BRIDGE.
5. THE QWICK KURB TRAFFIC SEPARATOR WITH FLEXIBLE UPRIGHTS AT THE ENTRANCE TO PLANT HATCH IS TO BE SALVAGED. WHEN REMOVED, THE MATERIAL SHOULD BE DELIVERED TO THE BAXLEY AREA OFFICE.
6. PRICE FOR RAISED ISLANDS, INCLUDING CONCRETE AND DOWELS SHALL BE INCLUDED IN PRICE BID FOR CLASS B CONCRETE.

SUPER ELEVATION DESCRIPTIONS	
ME	= MATCH EXISTING
BNC	= BEGIN NORMAL CROWN
ENC	= END NORMAL CROWN
ZS	= ZERO SUPER
RC	= REVERSE CROWN
BFS	= BEGIN FULL SUPER ELEVATION
EFS	= END FULL SUPER ELEVATION

NOTE:  
 WHERE SIDE ROADS INTERSECT, SIDEROAD CROSS SLOPES SHOULD MATCH MAINLINE EDGE OF TRAVEL WAY GRADE.

**DRAINAGE GENERAL NOTES**

PIPE CULVERT MATERIAL ALTERNATES FOR COASTAL PLAIN REGION						
TYPE OF PIPE INSTALLATION	C O N C R E T E	CORRUGATED STEEL AASHTO M-36		CORRU-GATED ALUMINUM AASHTO M-156	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"
LONGITUDINAL INTERSTATE AND TRAVEL BEARING	X					
LONGITUDINAL NON-INTERSTATE AND NON-TRAVEL BEARING	X	X		X	X	X
S T O R M D R A I N	C R O S S S L O S E	ADT < 250	X	X	X	X
		250 < ADT < 1500	X		X	
		ADT > 1500	X			
D R A I N	C R O S S S L O S E	ADT < 250		X		X
		ADT > 250			X	
SIDE DRAIN		X	X	X	X	X
PERMANENT SLOPE DRAIN		X	X	X	X	X
PERFORATED UNDERDRAIN		X	X	X	X	

**NOTE:**

1. THE CONTRACTOR SHALL PROVIDE ADDITIONAL STORM SEWER CAPACITY CALCULATIONS IF A PIPE MATERIAL OTHER THAN CONCRETE IS SELECTED.
2. THE COST FOR TYING PROPOSED DRAINAGE PIPE TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE PRICE FOR DRAINAGE PIPE.
3. UNLESS NOTED OTHERWISE WITHIN THE PLANS ALL ABANDONED PIPES WITHIN THE RIGHT OF WAY SHALL BE REMOVED.
4. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE THROUGHOUT THE PROJECT AT ALL TIMES DURING THE STAGING PROCESS.

1. ALLOWABLE MATERIALS ARE INDICATED BY AN "X".
2. 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.

**UTILITY GENERAL NOTES**

UTILITY OWNER	SERVICE
LEVEL 3 COMMUNICATIONS	FIBER
SATILLA EMC	POWER
ALTAMAHA EMC	POWER
GEORGIA POWER	TRANSMISSION
GEORGIA TRANSMISSION CORPORATION	TRANSMISSION
BELLSOUTH (AT&T)	TELEPHONE



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**REVISION DATES**

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: PROGRAM DELIVERY

**GENERAL NOTES**

**US 1 / SR 4 / SR 15**

US 1 / SR 4 / SR 15 BRIDGE REPLACEMENT OVER ALTAMAHA RIVER, OVERFLOW 1 AND WILLIAMS CREEK APPLING AND TOOMBS COUNTIES

DRAWING No.  
**4-001**