

# GENERAL NOTES

# PROJECT NOTES

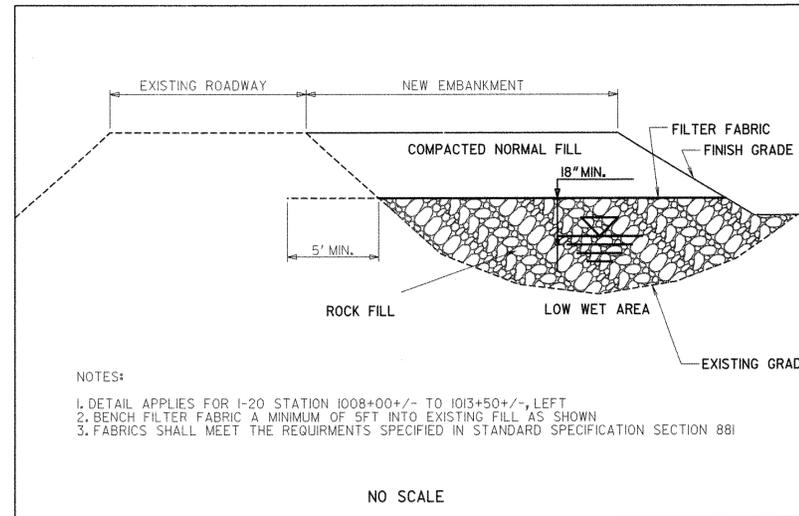
| STATE   | PROJECT NUMBER     | SHEET NUMBER | TOTAL SHEETS |
|---------|--------------------|--------------|--------------|
| GEORGIA | NHS00-0003-00(621) | 4            | 297          |

1. INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES DURING CONSTRUCTION UNLESS OTHERWISE INDICATED IN THE PLANS.



Know what's below.  
Call before you dig.

| UTILITY OWNERS               | TYPE OF FACILITY |
|------------------------------|------------------|
| AT&T                         | TELEPHONE        |
| JEFFERSON ENERGY COOPERATIVE | ELECTRIC         |



NOTES:  
1. DETAIL APPLIES FOR I-20 STATION 1008+00+/- TO 1013+50+/-, LEFT  
2. BENCH FILTER FABRIC A MINIMUM OF 5FT INTO EXISTING FILL AS SHOWN  
3. FABRICS SHALL MEET THE REQUIREMENTS SPECIFIED IN STANDARD SPECIFICATION SECTION 881

ROCK EMBANKMENT PLACEMENT DETAIL

- A NOTICE OF INTENT (NOI) FOR STORM WATER DISCHARGE IS REQUIRED FOR THIS PROJECT.
- THE CONTRACTOR WILL INSURE THAT POSITIVE AND ADEQUATE DRAINAGE IS MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS. THIS MAY INCLUDE, BUT NOT LIMITED TO, REPLACEMENT OR RECONSTRUCTION OF EXISTING DRAINAGE STRUCTURES THAT HAVE BEEN DAMAGED OR REMOVED, OR REGRADING AS REQUIRED BY THE ENGINEER. EXCEPT FOR THOSE DRAINAGE ITEMS SHOWN AT SPECIFIC LOCATIONS IN THE PLANS AND HAVING PAY ITEMS IN THE DETAILED ESTIMATE, NO SEPERATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
- THERE IS NOT A SUITABLE PLACE TO BURY THE EXISTING BRIDGE WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL FIND A SUITABLE PLACE TO DISPOSE OF THE EXISTING BRIDGE AT NO ADDITIONAL COST TO THE DEPARTMENT.
- DRIVEWAYS SHALL BE PAVED BACK TO THE TIE-IN POINT OR REQUIRED RIGHT OF WAY.
- CONTRACTOR SHALL CLEAR AND GRUB ALL RIGHTS OF WAY AND EASEMENTS IN ACCORDANCE WITH SECTION 201 OF THE GEORGIA DEPT. OF TRANSPORTATION STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL MAINTAIN PROPER DRAINAGE DURING ALL STAGES OF THE PROJECT. ANY TEMPORARY DRAINAGE STRUCTURES REQUIRED WILL BE INCLUDED IN THE OVERALL COST OF IN PLACE EMBANKMENT.
- THE COUNTY SHALL BE RESPONSIBLE FOR PROVIDING A DETOUR PLAN DURING ANY ROAD CLOSURES.

| Resource Name/Type           | Location                 |            | Side | Construction Activity                                   | Permitted Activity                              | Controlling Criteria          | Special Provisions? | Comments including any permit expiration date  |
|------------------------------|--------------------------|------------|------|---|---|-------------------------------|---------------------|--|
|                              | Beginning STA            | Ending STA |      |   |   |                               |                     |  |
| Wetland 3                    | 320+50                   | N/A        | N/A  | Roadway Construction                                    | Non-jurisdictional                              | Ecology Addendum dated 9/2/10 | N/A                 | All streams and wetland will be delineated on plans. A total of 1817 stream credits for an estimated impact of 450 linear feet and 0.05 wetland credits for an estimated impact of 200 linear feet (0.01 ac) of ephemeral channels will be obtained from an USACE approved mitigation bank.  |
| Stream 1, 3A, 3D, 3E, 3F, 3G | See sheets 13-05 & 13-07 | N/A        | Both | No construction activity                                | N/A   | Ecology Addendum dated 9/2/10 | N/A                 | All streams and wetland will be delineated on plans. A total of 1817 stream credits for an estimated impact of 450 linear feet and 0.05 wetland credits for an estimated impact of 200 linear feet (0.01 ac) of ephemeral channels will be obtained from an USACE approved mitigation bank.  |
| Stream 2                     | See sheet 13-05 & 13-06  | N/A        | Both | Roadway Construction/<br>Fill Slope                     | 65' culvert extension/<br>30' r/p rap/320' fill | Ecology Addendum dated 9/2/10 | N/A                 | All streams and wetland will be delineated on plans. A total of 1817 stream credits for an estimated impact of 450 linear feet and 0.05 wetland credits for an estimated impact of 200 linear feet (0.01 ac) of ephemeral channels will be obtained from an USACE approved mitigation bank.  |
| Stream 2A                    | 1012+50, I-20            | N/A        | RT   | Fill Slope  | 60' fill  | Ecology Addendum dated 9/2/10 | N/A                 | All streams and wetland will be delineated on plans. A total of 1817 stream credits for an estimated impact of 450 linear feet and 0.05 wetland credits for an estimated impact of 200 linear feet (0.01 ac) of ephemeral channels will be obtained from an USACE approved mitigation bank.  |
| Stream 2B                    | 213+10, Ramp B           | N/A        | RT   | Fill Slope  | 35' fill  | Ecology Addendum dated 9/2/10 | N/A                 | All streams and wetland will be delineated on plans. A total of 1817 stream credits for an estimated impact of 450 linear feet and 0.05 wetland credits for an estimated impact of 200 linear feet (0.01 ac) of ephemeral channels will be obtained from an USACE approved mitigation bank.  |
| Stream 3B                    | 320+00, Ramp C           | N/A        | Both | Fill Slope  | 200' fill                                       | Ecology Addendum dated 9/2/10 | N/A                 | All streams and wetland will be delineated on plans. A total of 1817 stream credits for an estimated impact of 450 linear feet and 0.05 wetland credits for an estimated impact of 200 linear feet (0.01 ac) of ephemeral channels will be obtained from an USACE approved mitigation bank.  |
| Migratory Birds              | 2039+74.59               | 2043+00.59 | Both | Demolition of old bridge and construction of new bridge | Refer to Special Provision 107.23g              | Migratory Bird Treaty Act     | 107.23g             | Demolition of existing Three Points Road Bridge over I-20 would occur outside of migratory bird nesting season (April 1st-August 31st) if exclusionary devices are not installed prior to March 1. Transmit Special Provision for bridge demolition in order to avoid impacts to nesting migratory birds to Office of Design and Construction. |

## PIPE CULVERT MATERIAL ALTERNATES FOR PIEDMONT/BLUE RIDGE REGION

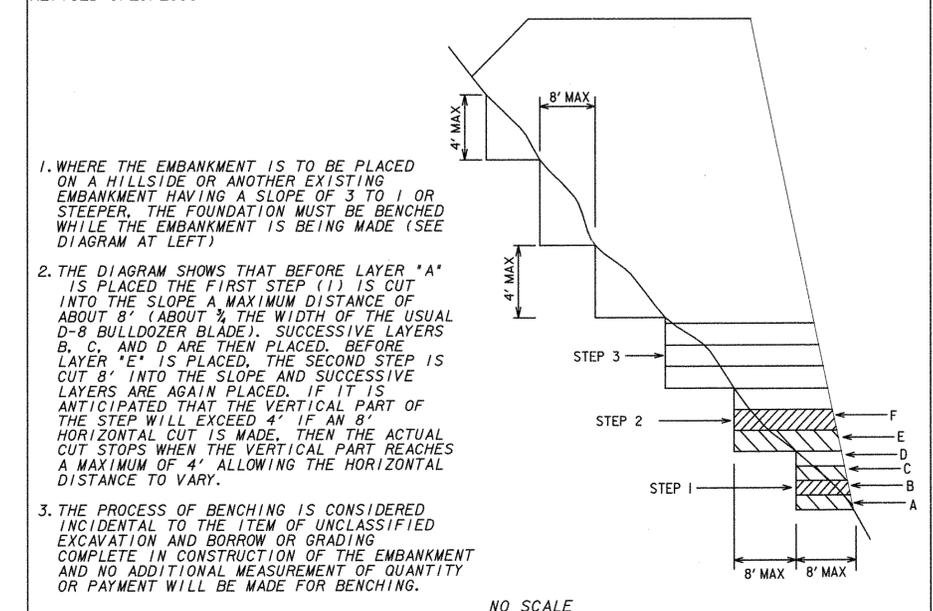
| TYPE OF PIPE INSTALLATION                          | CONCRETE    | CORRUGATED STEEL AASHTO M-36         |                   | CORRUGATED ALUMINUM AASHTO M-196 | PLASTIC                          |  |   |   |
|--|-------------|--------------------------------------|-------------------|----------------------------------|----------------------------------|--|---|---|
|  |             | ALUMINUM COATED (TYPE 2) CORR. STEEL | PLAIN ZINC COATED | PLAIN UNCOATED ALUMINUM          | CORR. PLOY-ETHYLENE AASHTO M-252 | CORR. PLOY-ETHYLENE SMOOTH LINED AASHTO M-294 TYPE 'S' | POLY VINYL CHLORIDE (PVC) PROFILE WALL AASHTO M-304 | POLY VINYL CHLORIDE (PVC) CORRUGATED SMOOTH INTERIOR ASTM F-949 |
| LONGITUDINAL INTERSTATE AND TRAVEL BEARING         | X           |                                      |                   |                                  |                                  |  |   |   |
| LONGITUDINAL NON-INTERSTATE AND NON-TRAVEL BEARING | X           | X                                    |                   | X                                |                                  | X  | X   | X   |
| STORM DRAIN  | GRADE < 10% | ADT < 250                            | X                 | X                                | X                                | X  | X   | X   |
|  |             | 250 < ADT < 1500                     | X                 | X*                               | X                                | X  | X   | X   |
|  |             | 1500 < ADT < 15000                   | X                 |                                  |                                  | X  | X   | X   |
| GRADE > 10%  | ADT < 250   |                                      | X                 | X                                | X                                | X  | X   |   |
|  | ADT > 250   |                                      |                   | X                                | X                                | X  | X   |   |
| SIDE DRAIN   | X           | X                                    | X                 | X                                | X                                | X  | X   |   |
| PERMANENT SLOPE DRAIN                              |             | X                                    | X                 | X                                | X                                | X  | X   |   |
| PERFORATED UNDERDRAIN                              |             | X                                    | 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:
- All 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.

Rev. 09-03-08

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- 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 AT LEFT)
- THE DIAGRAM SHOWS THAT BEFORE LAYER 'A' IS PLACED THE FIRST STEP (1) IS CUT INTO THE SLOPE A MAXIMUM DISTANCE OF ABOUT 8' (ABOUT 3/4 THE WIDTH OF THE USUAL D-8 BULLDOZER BLADE). SUCCESSIVE LAYERS B, C, AND D ARE THEN PLACED. BEFORE LAYER 'E' IS PLACED, THE SECOND STEP IS CUT 8' INTO THE SLOPE AND SUCCESSIVE LAYERS ARE AGAIN PLACED. IF IT IS ANTICIPATED THAT THE VERTICAL PART OF THE STEP WILL EXCEED 4' IF AN 8' HORIZONTAL CUT IS MADE, THEN THE ACTUAL CUT STOPS WHEN THE VERTICAL PART REACHES A MAXIMUM OF 4' ALLOWING THE HORIZONTAL DISTANCE TO VARY.
- 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.

BENCHING DETAIL

| REVISIONS |    |             |      |    |             |
|-----------|----|-------------|------|----|-------------|
| DATE      | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|           |    |             |      |    |             |

**MA** Moreland Altobelli Associates, Inc.  
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Telephone (770) 263-5945

| DESIGNED BY | NAME | DATE | DRAWN BY | NAME | DATE | QUANTITIES BY | NAME | DATE |
|-------------|------|------|----------|------|------|---------------|------|------|
|             |      |      |          |      |      |               |      |      |

Department of Transportation  
State of Georgia

I-20 / THOMSON WEST BYPASS INTERCHANGE  
GENERAL NOTES

DRAWING NUMBER  
4-01