

UTILITY INTEREST PROTECTION

- ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED SHALL BE PLACED IN KIND EXCEPT FOR DIRT DRIVES 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 OTHERWISE 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. REQUIRED DRIVEWAY EASEMENTS NOT SHOWN ON THE PLANS SHALL BE ACQUIRED. ALL DRIVEWAYS WILL BE PAVED BACK TO THE TIE-IN POINT OR REQUIRED RIGHT OF WAY WHICHEVER IS GREATER. DIRT DRIVEWAYS WILL BE PAVED WITH ASPHALT TO THE RIGHT OF WAY LINE AND CONTINUED WITH AGGREGATE SURFACE COURSE TO THE TIE-IN POINT. DRIVES SHALL BE CONSTRUCTED USING:
 - ASPHALT - RESIDENTIAL - ASPH CONC 12.5mm SUPERPAVE (165 LB/SY) GRADED AGGREGATE BASE, 6"
 - ASPHALT - COMMERCIAL - ASPH CONC 12.5mm SUPERPAVE (165 LB/SY), ASPH CONC 19mm SUPERPAVE (220 LB/SY), GRADED AGGREGATE BASE, 6"
 - CONCRETE - RESIDENTIAL - DRIVEWAY CONCRETE, 6" THICK
 - CONCRETE - COMMERCIAL - DRIVEWAY CONCRETE, 8" THICK
- A N.O.I. IS REQUIRED FOR THIS PROJECT.
- THERE IS NO SUITABLE PLACE WITHIN THE PROJECT LIMITS TO BURY DEBRIS. THE CONTRACTOR SHOULD FIND A SUITABLE PLACE TO DISPOSE OF DEBRIS, AT NO ADDITIONAL COST TO THE DEPARTMENT.
- ALL ITEMS TO BE REMOVED THAT DO NOT HAVE A SPECIFIC PAY ITEM SHALL BE REMOVED UNDER GRADING COMPLETE UNLESS SHOWN OTHERWISE IN THE PLANS. MISCELLANEOUS REMOVAL SHALL INCLUDE, BUT IS NOT LIMITED TO, EXISTING PAVEMENT, DRAINAGE STRUCTURES, TEMPORARY DRAINAGE PIPE, TEMPORARY DRAINAGE STRUCTURES, TEMPORARY AND DETOUR PAVEMENT, REMOVAL OR PLUGGING DRAIN PIPE, GUARDRAIL, CURBS, CONCRETE SLABS, SIGN FOOTINGS, ETC. INCOMBUSTIBLE MATERIALS THAT CANNOT BE PLACED IN EMBANKMENTS SHALL BE DISPOSED OF IN ACCORDANCE WITH SPECIFICATIONS. EXCEPT THAT WASTE AREAS SHALL BE PROVIDED OFF THE RIGHT OF WAY AT THE CONTRACTOR'S EXPENSE AS A PART OF THE PAY ITEM.
- THE COST OF POND DEWATERING AND MUCK REMOVAL SHALL BE INCLUDED IN LUMP SUM GRADING COMPLETE. PRIOR TO DEWATERING THE CONTRACTOR MUST SUBMIT A PLAN FOR DEWATERING AND MUCK REMOVAL TO THE DEPARTMENT FOR APPROVAL.
- IF UNDERGROUND STORAGE TANKS ARE ENCOUNTERED BY GDOT'S CONSTRUCTION PERSONNEL DURING PROJECT IMPLEMENTATION, THEY SHALL BE HANDLED IN ACCORDANCE WITH GDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION SECTION 217-REMOVAL OF UNDERGROUND STORAGE TANKS.
- ANY CONTAMINATED SOIL EXCAVATED DURING CONSTRUCTION ACTIVITIES AT PARCELS 44, 46, 47 AND 68 MUST BE DISPOSED OF AT A PERMITTED LINED MUNICIPAL SOLID WASTE LANDFILL.
- NO DEMOLITION AND/OR CONSTRUCTION WORK WILL BE ALLOWED OVER COLONIAL PIPELINE COMPANY'S EXISTING PIPELINES AT ANY OF THE FOUR SITES ASSOCIATED WITH THE ROADWAY PROJECT UNTIL MAINLINES HAVE EITHER BEEN RELOCATED OR COLONIAL'S ENGINEERING TEAM INDICATES THAT THE PROPOSED CONSTRUCTION WORK OVER OUR EXISTING PIPELINES WILL BE ACCEPTABLE.
- THE CONTRACTOR MAY USE CRUSHED CONCRETE ROADWAY SLABS AS GRADED AGGREGATE BASE. THE CRUSHED CONCRETE SHALL MEET SUBSECTION 815.2.03 OF THE DEPARTMENT SPECIFICATIONS.

UTILITY OWNER	SERVICE
AT&T (BELLSOUTH)	TELEPHONE
CHARTER COMMUNICATIONS	CABLE TV
CITY OF LAWRENCEVILLE	GAS
COLONIAL PIPELINE	GAS
GEORGIA POWER DISTRIBUTION	ELECTRIC DISTRIBUTION
JACKSON EMC	ELECTRIC DISTRIBUTION
GEORGIA POWER TRANSMISSION	ELECTRIC TRANSMISSION
GWINNETT COUNTY	WATER AND SEWER
GWINNETT COUNTY	TRAFFIC CONTROL



- COLONIAL PIPELINE COMPANY (CPC) HAS PREVIOUSLY REVIEWED AND APPROVED THE USE OF THE "PILECO D36 DIESEL HAMMER". THE PROPOSED USE OF ANY OTHER PILE DRIVING HAMMER SHALL BE REVIEWED AND APPROVED BY CPC PRIOR TO USE.
- THE CONTRACTOR SHALL PROVIDE INDEPENDENT CONTINUOUS VIBRATION MONITORING ABOVE THE PIPELINE AT THE CLOSEST POINT TO PILE DRIVING ACTIVITY TO ENSURE THAT THE VIBRATION DOES NOT EXCEED THE ALLOWABLE LIMIT OF 1 IN/SEC. IF THE SEISMOGRAPH READINGS EXCEED 1 IN/SEC AT ANY TIME, ALL PILE DRIVING ACTIVITY MUST CEASE AND PROPER ADJUSTMENTS MUST BE MADE TO THE PILE DRIVING EQUIPMENT IN ORDER TO ENSURE THAT THE VIBRATION LEVELS ARE MAINTAINED BELOW 1 IN/SEC. THE COST FOR VIBRATION MONITORING SHALL BE INCLUDED IN GRADING COMPLETE.
- THE CLOSEST PILE THAT WILL BE DRIVEN WILL BE A MINIMUM OF 30 FEET FROM THE PIPELINES.
- THE APPROVED METHOD OF TEMPORARY SHORING FOR THE CONSTRUCTION OF THE MECHANICALLY STABILIZED EARTH (MSE) WALLS IS SHEET PILE. IF ANY OTHER METHODS ARE USED THEN PRIOR BY REVIEW AND APPROVAL SHALL BE REQUIRED BY CPC.
- NO EQUIPMENT SHALL BE ALLOWED INSIDE CPC'S EASEMENT WITHOUT PRIOR APPROVAL BY CPC.
- A MINIMUM DEPTH OF 4 FEET WILL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION OVER CPC'S PIPELINES.
- THE CONTRACTOR SHALL PLACE WOODEN MATS THAT ARE A MINIMUM OF 12 INCHES THICK OVER CPC'S EASEMENT AND LINES IN THE AREA OF THE PROPOSED BRIDGE CONSTRUCTION. THE COST FOR WOODEN MATS SHALL BE INCLUDED IN GRADING COMPLETE.
- ANY TEMPORARY SHORING INSTALLED ON COLONIAL'S EASEMENT MUST BE A MINIMUM DISTANCE OF AT LEAST 10 FEET FROM THE CLOSEST EDGE OF COLONIAL'S CLOSEST PIPELINE.
- ANY TEMPORARY SHORING ON COLONIAL'S EASEMENT CANNOT BE HAMMERED OR VIBRATED INTO PLACE (THE USE OF AN AUGER FOR INSTALLATION PURPOSES WILL BE ACCEPTABLE AS LONG AS ADEQUATE PIPELINE PROTECTIVE MEASURES ARE IMPLEMENTED).
- A COLONIAL INSPECTOR MUST BE PRESENT DURING ANY TEMPORARY SHORING INSTALLATION OR REMOVAL WORK ON COLONIAL'S EASEMENT.
- THE TEMPORARY SHORING ON COLONIAL'S EASEMENT OR IN CLOSE PROXIMITY TO COLONIAL'S EASEMENT MUST NOT CREATE A CONDITION THAT WOULD PREVENT COLONIAL FROM SAFELY EXCAVATING ITS PIPELINES DURING AN EMERGENCY OR FOR MAINTENANCE PURPOSES.
- ALL TEMPORARY SHORING ON COLONIAL'S EASEMENT OR IN CLOSE PROXIMITY TO COLONIAL'S EASEMENT MUST BE REMOVED IN AN EXPEDITIOUS MANNER.
- THE TEMPORARY SHORING OR ANY WORK ASSOCIATED WITH IT MUST NOT CREATE UNSTABLE SOIL CONDITIONS ON COLONIAL'S EASEMENT OR IN CLOSE PROXIMITY TO COLONIAL'S EASEMENT.

TYPE OF PIPE INSTALLATION		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	POLY VINYL CHLORIDE (PVC) CORRUGATED SMOOTH INTERIOR ASTM F-959	
S T O R M D R A I N	LONGITUDINAL INTERSTATE AND TRAVEL BEARING	X							
	LONGITUDINAL NON-INTERSTATE AND NON-TRAVEL BEARING	X	X		X	X	X	X	
	GRADE ≤ 10%	ADT < 250	X	X	X	X	X	X	X
		250 < ADT < 1500	X	X*		X	X	X	X
		1,500 < ADT < 15,000	X			X	X	X	X
	GRADE > 10%	ADT > 15,000	X						
ADT < 250			X	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.

- NOTE:**
- 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.



REVISION DATES		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PROGRAM DELIVERY	
07/11/2011		GENERAL NOTES	
07/20/2011			
02/22/2013			
03/04/2013			
		SR 316	DRAWING No. 4-01

USE ON CONSTRUCTION