

1) 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 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. DRIVES SHALL BE CONSTRUCTED USING:

- ASPHALT - RESIDENTIAL - ASPH CONC 12.5mm SUPERPAVE (165 LB/SY) GRADED AGGREGATE BASE, 6"
- 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" THICKNESS
- COMMERCIAL - DRIVEWAY CONCRETE, 8" THICKNESS

2) A N.O.I. IS REQUIRED FOR THIS PROJECT.

3) THERE IS NO SUITABLE PLACE FOR DISPOSAL OF THE REMOVED SLABS AND REMOVED BRIDGE OR BRIDGE PARTS WITHIN THE PROJECT LIMITS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIND AN ENVIRONMENTALLY APPROVED LOCATION FOR THE DISPOSAL OF THE EXISTING BRIDGE.



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CHEROKEE COUNTY	WATER
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CHEROKEE COUNTY	SEWER
AT&T	TELEPHONE
COMCAST COMMUNICATIONS	CABLE TELEVISION
COBB EMC	ELECTRIC
GEORGIA POWER COMPANY	ELECTRIC DISTRIBUTION

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM	0.0156 FT/FT - MINIMUM
0.0208 FT/FT - DESIRABLE	0.0208 FT/FT - DESIRABLE
0.0250 FT/FT - MAXIMUM	0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE

S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

RATE OF CHANGE	CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM 1:150	0.67%
DESIRABLE 1:200	0.50%
MAXIMUM 1:300	0.33%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

- 50% OF TRANSITION INSIDE CURVE - MAXIMUM
- 33% OF TRANSITION INSIDE CURVE - DESIRABLE
- 20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT SAME RATE AS THE SE TRANSITION.

E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

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. 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 WALL ASTM F-949
LONGITUDINAL INTERSTATE AND TRAVEL BEARING	X							
LONGITUDINAL NON-INTERSTATE AND NON-TRAVEL BEARING	X	X		X	X	X	X	X
STORM DRAIN CROSS DRAIN	ADT < 250	X	X	X	X	X	X	X
	250 < ADT < 1500	X	X*	X	X	X	X	X
GRADE ≤ 10%	1500 < ADT < 15000	X			X	X	X	X
	ADT > 15000	X						
GRADE > 10%	ADT < 250		X	X	X	X	X	X
	ADT > 250			X	X	X	X	X
SIDE DRAIN	X	X		X	X	X	X	X
PERMANENT SLOPE DRAIN		X	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).



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REVISION DATES

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION

OFFICE: GENERAL NOTES

RIDGEWALK INTERCHANGE

DRAWING No. 4-01