

SIGNING & MARKING:

- ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
- SIGN ERECTION STATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR OR BY THE PROJECT ENGINEER WITHOUT PRIOR APPROVAL FROM THE OFFICE OF TRAFFIC OPERATIONS.
- ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF 7 FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN OR ASSEMBLY.
- HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON ALL OTHER ROADWAYS SHALL BE 6 FEET FROM THE EDGE OF THE PAVED SHOULDER OR 12 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEARER EDGE OF THE SIGN(S), WHICHEVER IS GREATER. THE HORIZONTAL CLEARANCE IN NON-MOUNTABLE CURB SECTIONS SHALL BE AT LEAST 2 FEET FROM THE CURB FACE TO THE NEARER EDGE OF THE SIGN(S).
- HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS MOUNTED BEHIND GUARD RAIL SHALL BE 6 FEET FROM THE FACE OF THE GUARD RAIL TO THE NEARER EDGE OF THE SIGN(S).
- SINGLE PLATE, HORIZONTAL RECTANGULAR SIGNS OVER 48 INCHES IN WIDTH SHALL BE MOUNTED ON TWO POSTS WITH TWO EACH 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAPS. THE STRAPS SHALL BE FLUSH WITH THE BACK OF THE SIGN WITH ONE EACH ACROSS THE TOP AND BOTTOM OF THE SIGN. THE CENTERLINE OF EACH POST SHALL BE INSET 1/6TH OF THE SIGN WIDTH FROM THE EDGE OF THE SIGN. SIGN PLATE BOLT HOLES SHALL BE 3/8 INCH DIAMETER, DRILLED OR PUNCHED, AS SHOWN ON THE SIGN PLATE DETAILS.
- EACH 42 OR 48 INCH WIDE x 18 OR 24 INCH HIGH SIGN REQUIRES ONE 2 INCH x 1/2 INCH x (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAP LOCATED IN THE CENTER OF THE SIGN AND FLUSH WITH THE BACK OF THE SIGN.
- TYPE 4 POST SHALL BE INSTALLED WITH A BREAK AWAY FOOTING. SEE DETAIL FOR ADDITIONAL INFORMATION ON BREAK AWAY FOOTING DESIGN.
- SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY-TYPICAL FRAMING DETAILS.
- TYPE III (ENCAPSULATED LENS) REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS I OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
- TYPE IX (WIDE ANGLE PRISMATIC) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3A, R1-4A, R5-1, R5-1A).
- TYPE IX (WIDE ANGLE PRISMATIC) FLUORESCENT YELLOW GREEN REFLECTIVE SHEETING SHALL BE USED FOR SCHOOL ZONE (S1-1, S2-1, S3-1, S4-3, AND THE TOP PORTION OF THE S5-1) SIGNS, BICYCLE CROSSING (W11-1) SIGNS, AND PEDESTRIAN CROSSING (W11-2 AND W11A-2) SIGNS. SIGNS WITHIN THE SAME ASSEMBLY AS THE SCHOOL ZONE SIGNS SPECIFICALLY LISTED ABOVE AND ALL REGULATORY SIGNS PLACED AS PART OF THE SCHOOL ZONE SIGNING SHALL HAVE TYPE VI (WIDE ANGLE PRISMATIC) REFLECTIVE SHEETING BACKGROUNDS OF THE APPROPRIATE COLOR.
- A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.
- WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.
- FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.
- CONTRACTOR WILL, AS REQUESTED BY THE ENGINEER, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.

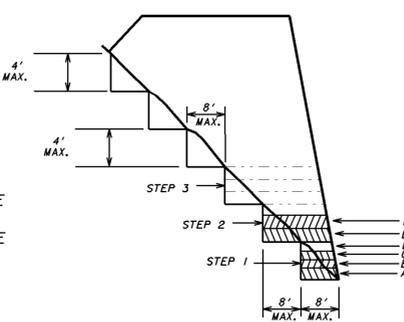
GENERAL NOTES:

- 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.
- A N.O.I. IS REQUIRED FOR THIS PROJECT.
- COUNTY RD 226/BURKE RD SHALL BE CLOSED DURING CONSTRUCTION. SEMINOLE COUNTY WILL BE RESPONSIBLE FOR THE PROJECT DETOUR.
- ALL BORROW, STOCKPILE 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 EITHER IN A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL.
- ALL PERMANENT SAFETY FEATURES SHALL BE FULLY INSTALLED AND OPERATIONAL BEFORE THE ROADWAY IS OPEN TO TRAFFIC. ALL PAVING OPERATIONS SHALL BE COMPLETE AND PERMANENT PAVING MARKINGS, WORDS, AND SYMBOLS SHALL BE IN PLACE.



Know what's below.
Call before you dig.

UTILITIES
NO KNOWN FACILITIES



BENCHING DETAIL

- 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 BENCHING WHILE THE EMBANKMENT IS BEING MADE. (SEE DIAGRAM ABOVE)
- THE DIAGRAM SHOWS THAT BEFORE LAYER "A" IS PLACED THE FIRST STEP (1) IS CUT INTO THE SLOPE A MAXIMUM DISTANCE OF ABOUT 8 FEET (ABOUT 1/4 THE WIDTH OF THE TYPICAL D-8 BULLDOZER BLADE) SUCCESSIVE LAYERS B, C, AND D ARE THEN PLACED BEFORE LAYER "E" IS PLACED. THE SECOND STEP IS CUT 8 FEET INTO THE SLOPE AND SUCCESSIVE LAYERS ARE AGAIN PLACED. IF IT IS ANTICIPATED THAT THE VERTICAL PART OF THE STEP WILL EXCEED 4 FEET IF A 8 FEET HORIZONTAL CUT IS MADE, THEN THE ACTUAL CUT STOPS WHEN THE VERTICAL PART REACHES A MAXIMUM OF 4 FEET 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.

PIPE CULVERT MATERIAL ALTERNATES FOR COASTAL PLAIN REGION

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-949
LONGITUDINAL INTERSTATE AND TRAVEL BEARING	X							
LONGITUDINAL NON-INTERSTATE AND NON-TRAVEL BEARING	X	X		X		X	X	X
STORM DRAIN	ADT < 250	X	X	X		X	X	X
	250 < ADT < 1500	X		X		X	X	X
	1500 < ADT < 15,000	X				X	X	X
DRAIN	ADT > 15,000	X						
	GRADE > 10%		X	X	X	X	X	X
GRADE > 25%				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	X

- 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).
 - CROSS DRAIN AND STORM DRAIN PIPE: UNLESS NOTED OTHERWISE IN THE PLANS, THE PIPE SIZES SPECIFIED FOR CROSS DRAIN PIPE ARE BASED ON A MANNING'S "N" DESIGN VALUE OF 0.012. ALTERNATE PIPE MATERIALS WITH MANNING'S "N" DESIGN VALUES LESS THAN OR EQUAL TO 0.012 MAY BE USED AS NOTED IN THE ALLOWABLE PIPE MATERIALS CHART.
 - THE CONTRACTOR MAY, AT HIS OWN EXPENSE, SUBMIT OTHER DESIGNS CONSIDERING ALTERNATE PIPE MATERIALS WITH MANNING'S "N" DESIGN VALUES GREATER THAN 0.012 TO THE PROJECT ENGINEER FOR APPROVAL. THE SUBMITTED DESIGNS SHALL BE STAMPED AND SEALED BY A QUALIFIED PROFESSIONAL ENGINEER.
 - SIDE DRAIN PIPE AND UNDER DRAIN PIPE: ALTERNATE PIPE MATERIALS MAY BE USED AS NOTED IN THE ALLOWABLE PIPE MATERIALS CHART. SIDE DRAIN PIPE IS NORMALLY DESIGNED USING A MANNING'S "N" VALUE FOR CORRUGATED METAL PIPE. SUBMISSION OF ALTERNATE DESIGNS WITH LESSER FRICTION COEFFICIENTS IS NOT REQUIRED.

ENVIRONMENTAL RESOURCES IMPACT TABLE:

RESOURCE NAME/TYPE	LOCATION		SIDE	CONSTRUCTION ACTIVITY	PERMITTED ACTIVITY	CONTROLLING CRITERIA	SPECIAL PROVISION?	COMMENTS INCLUDING ANY PERMIT EXPIRATION DATES
	BEGINNING STA	ENDING STA						
WETLAND 1	112+00.00	125+50.00	BOTH	ROADWAY CONSTRUCTION	0.075 ACRES OF PERMANENT WETLAND IMPACT AND 1.62 ACRES OF TEMP. IMPACT	SECTION 404/REGIONAL PERMIT 96	NO	ORANGE BARRIER FENCE SHALL BE PLACED AS SHOWN ON PLANS PRIOR TO CLEARING & GRUBBING. NO CLEARING SHALL OCCUR OUTSIDE OF ORANGE BARRIER FENCE.
BRIDGE* 253-5018-0	117+00.00	119+00.00	BOTH	EXISTING BRIDGE REMOVAL	PHOTOGRAPHY/HISTORY	PERMANENT ARCHIVAL RECORD	NO	BRIDGE SHOULD BE PHOTOGRAPHED USING MEDIUM FORMAT PHOTOGRAPHY PER STANDARDS AGREED UPON BETWEEN GDOT & SHPO. SUBMIT TO SHPO FOR ACCEPTANCE & RETENTION.
PROTECTED SPECIES	117+00.00	119+00.00	BOTH	EXISTING BRIDGE REMOVAL	REFER TO SPECIAL PROVISION 107.236	MIGRATORY BIRD TREATY ACT	107.236	REFER TO SPECIAL PROVISION 107.236 FOR EXCLUSIONARY DATES AND CONTACT INFORMATION.
STREAM 2	117+57.55	120+73.30	BOTH	EXISTING BRIDGE REMOVAL BRIDGE CONSTRUCTION	ACTIVITIES WITHIN 100' OF PROPOSED BRIDGE ARE EXEMPT	MEMO FROM EPD DATED 9/20/2010 RE: BUFFER VARIANCE ISSUES	NO	BUFFER VARIANCE EXEMPTION ACTIVITIES WITHIN 100' OF PROPOSED BRIDGE ARE EXEMPT

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION	
7/11/2012		OFFICE: DISTRICT 4	
		GENERAL NOTES	
		CR 226 / BURKE RD @ FISHPOND DRAIN	
		DRAWING No. 4-001	

USE ON CONSTRUCTION