

SR 247 PROJECT NOTES

1. Construction Baselines

Construction baselines shown on the plans for each intersection have been established based on known, recoverable physical features. See the Individual Intersection plan sheets for references to specific features.

2. The erosion control plan provided is a suggested plan for performing the work.

The Contractor is responsible for supplementing this plan as necessary to include his actual proposed construction activities. The contractor shall also develop and submit for approval detailed schedules, staging plans, and specific site plans required under Section 161 - Control of Soil Erosion and Sedimentation.

3. On all existing pavement to be overlaid, the existing surface course shall be removed (milled) prior to placement of superpave surface course. The average milling depth is estimated to be 1 1/2".

4. A Notice of Intent is not required for this project.

5. The contractor shall adhere to the Call Before You Dig Law by calling the Underground Protection Center at 1-800-282-7411 before beginning construction.

6. Utility Contacts

1. Georgia Power Company
2. Cox Communications (Cable TV)
3. Macon Water Authority (Water & Sewer)
4. Alltel Georgia
5. Atlanta Gas Light Company
6. Bell South Telecommunications, Inc.
7. Flint Energies
8. ST Services (Jet Fuel)

7. The contractor shall dispose of all wood poles and signs once they have been removed. There is no suitable site to bury any removed items within the project limits.

8. The contractor shall prepare the three point levels and "best fits" as required by section 149 of the 2001 Standard Specifications. This data shall be submitted to the Area Engineer for approval 14 days prior to beginning construction.

9. The cost for the removal of miscellaneous drainage structures shall be included in the cost bid for the item "GRADING COMPLETE."

10. All driveways where access is allowed, shall be placed as directed by the Engineer in accordance with the "Rules and Regulations for Control and Protection of Department of Transportation Rights-of-Way." All driveways that are to be reconstructed shall be replaced in kind, i.e. asphalt for asphalt, concrete for concrete, and aggregate surface course for earth. The driveway locations indicated in the plans are from the best available data. The Contractor shall construct new driveways to match the actual field location of existing driveways where they are not in conflict with the "Rules and Regulations." The Contractor shall obtain the approval of the Engineer prior to making any revisions such as to location, width, and/or number of drives to be constructed. All existing earth, gravel and asphalt drives shall be paved to approximately 15 feet from the normal edge of paving as shown. Drives shall be paved as follows:

Asphaltic Concrete Drives

- Residential: - 165 Lb./S.Y. Asphaltic Concrete 12.5 mm Superpave
- 6" Graded Aggregate Base.
- Commercial: - 165 Lb./S.Y. Asphaltic Concrete 12.5 mm Superpave
- 220 Lb./S.Y. Asphaltic Concrete 19.0 mm Superpave
- 8" Graded Aggregate Base.

Concrete Drives

- Residential: - 4" Concrete Driveway.
- Commercial: - 6" Concrete Driveway.

Earth Drives

- Asphalt Rural Turnout, maximum 15'.
- 6" Aggregate Surface Course

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%

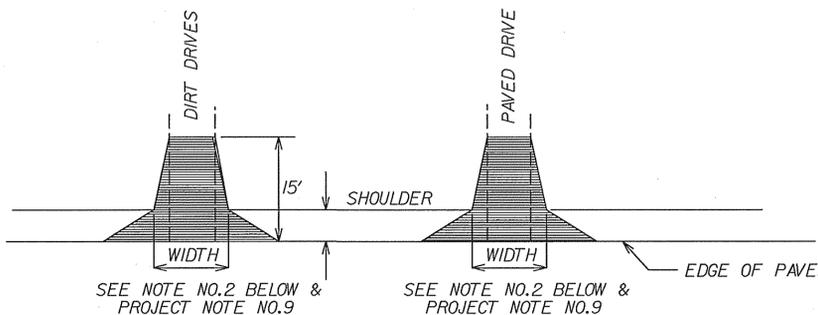
LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

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 THE SAME RATE AS THE SE TRANSITION.

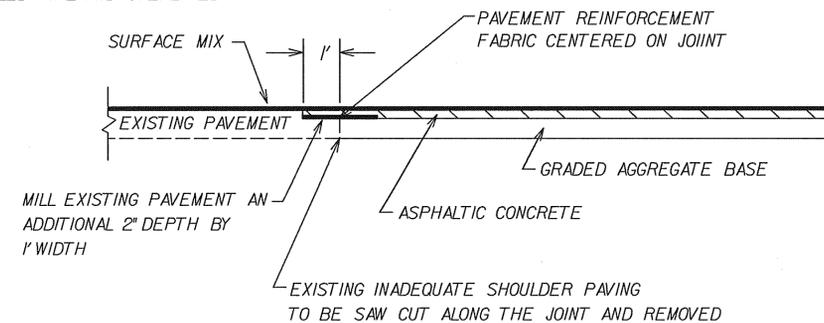
E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).



1. ASPH. DRIVES ARE TO BE RESURFACED 15' FROM EDGE OF PAVEMENT. DIRT DRIVES WILL BE RESURFACED TO THE LIMITS OF EXISTING PAVEMENT TO A MAXIMUM OF 15' FROM EDGE OF PAVEMENT.
2. MINIMUM DRIVEWAY WIDTH SHALL BE 14' FOR RESIDENTIAL DRIVES AND 24' FOR COMMERCIAL DRIVES.

TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH LESS THAN TWO INCHES OF ASPHALTIC CONCRETE.

EXISTING PAVEMENT TO BE MILLED 1/2" AND OVERLAYED



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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF CONSULTANT DESIGN

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
PROJECT NOTES
PROJECT STP-034-3(37)
COUNTY BIBB
DATE SH OF

DGN#SPECIFICATION*****
SHOWDATE TIME*****