

GENERAL NOTES - STANDARD SIGNS

- 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 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 SAFETY AND DESIGN.
- 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 MOUNTED BEHIND GUARD RAIL SHALL BE 6 FEET FROM THE FACE OF THE GUARD RAIL TO THE NEARER EDGE OF THE SIGN(S).
- 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.
- 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 (HIGH INTENSITY) RETRO-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 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
- TYPE IX (VERY HIGH INTENSITY) FLUORESCENT YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL WARNING SIGNS.
- 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 1/2 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.
- THE CONTRACTOR WILL, AS REQUESTED BY THE DISTRICT TRAFFIC OPERATIONS ENGINEER, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.

GENERAL NOTES - SPECIAL ROADSIDE SIGNS

- SPECIAL ROADSIDE SIGNS SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND ALL SUPPLEMENTS THERETO, AS WELL AS TO THE GEORGIA STANDARD SPECIFICATIONS AND/OR SPECIAL PROVISIONS.
- SPECIAL ROADSIDE SIGNS SHALL BE FABRICATED USING ALUMINUM BOLTED EXTRUDED PANELS.
- BACKGROUND FOR SPECIAL ROADSIDE SIGNS SHALL BE STANDARD INTERSTATE GREEN, TYPE III (ENCAPSULATED LENS), REFLECTIVE SHEETING, UNLESS SPECIFIED OTHERWISE IN THE PLANS.
- LEGENDS FOR SPECIAL ROADSIDE SIGNS SHALL BE WHITE, TYPE IX (PRISMATIC LENS), REFLECTIVE SHEETING LETTERS, NUMERALS, SYMBOLS, AND BORDERS ON 0.032 INCH ALUMINUM CUTOUTS.
- SHIELDS SHALL BE 0.08 INCH ALUMINUM OF THE SIZE AND SHAPE SPECIFIED IN THE PLANS. U.S. AND GEORGIA SHIELD LEGENDS SHALL BE BLACK NUMERALS AND LETTERS SILK SCREENED ON WHITE, TYPE IX (PRISMATIC LENS), REFLECTIVE SHEETING BACKGROUNDS WITH NO BORDERS. INTERSTATE SHIELDS SHALL BE PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
- FOR DETAILS OF U.S. AND INTERSTATE SHIELDS AND ARROWS, REFER TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
- LEGENDS FOR SPECIAL ROADSIDE SIGNS SHALL BE FASTENED TO SIGN PANELS WITH ALUMINUM PULL-THROUGH BLIND RIVETS OR WITH AN APPROVED NON-CORROSIVE FASTENER.
- SPACING BETWEEN LETTERS OR OTHER CHARACTERS THAT IS NOT SHOWN IN THE PLANS MAY BE RECOMMENDED BY THE MANUFACTURER, BUT SHALL CONFORM TO INTERSTATE SIGNING REQUIREMENTS.
- FOR ASSEMBLY DETAILS AND ASSEMBLY COMPONENTS DETAILS ON ALUMINUM BOLTED EXTRUDED PANELS, REFER TO GEORGIA STANDARDS 9041 AND 9042.
- FOR DETAILS OF SPECIAL ROADSIDE SIGNS SEE DETAILS OF SPECIAL ROADSIDE SIGNS.
- 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 DISTRICT 7 OFFICE OF TRAFFIC OPERATIONS.
- HORIZONTAL CLEARANCE FOR SPECIAL ROADSIDE SIGNS SHALL BE 32 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEAR EDGE OF THE SIGN UNLESS SPECIFIED OTHERWISE IN THE PLANS.
- SPECIAL ROADSIDE SIGNS ERECTED ON STEEP CUT SLOPES SHALL HAVE A MINIMUM CLEARANCE OF 1 FOOT ABOVE THE GROUNDLINE AND MAXIMUM HEIGHT OF 10 FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN.
- EXIT GORE SIGNS SHALL BE ERECTED WITHIN A RANGE OF 25 FEET MINIMUM TO 100 FEET MAXIMUM FROM THE PHYSICAL NOSE OF THE RAMP. A MINIMUM CLEARANCE OF 2 FEET FROM THE EDGES OF THE RAMP AND MAINLINE PAVED SHOULDERS TO THE RIGHT AND LEFT EDGES OF THE SIGN, RESPECTIVELY SHALL BE MAINTAINED.
- POST LENGTHS, POST SIZES, AND FOOTING SIZES FOR SPECIAL ROADSIDE SIGNS ARE ESTIMATED, ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE CORRECT LENGTHS AND SIZES ACCORDING TO GEORGIA STANDARDS PRIOR TO ORDERING MATERIALS. FOR ERECTION AND FOUNDATION DETAILS FOR SPECIAL ROADSIDE SIGNS WITH BREAK-AWAY POSTS, REFER TO GEORGIA STANDARDS 9054A, 9054B, AND 9054C.
- GALVANIZED STEEL I-BEAMS SHALL HAVE ALL IDENTIFICATION NUMBERS RE-ESTABLISHED AFTER COMPLETION OF GALVANIZING.
- FOR BREAK-AWAY POSTS THE CONTRACT BID PRICE FOR CLASS "A" CONCRETE SHALL INCLUDE THE COST OF FURNISHING AND PLACING REINFORCEMENT STEEL AND STUB POSTS AS SHOWN IN THE FOOTING DETAILS ON GEORGIA STANDARD 9054A.
- THE NEAR EDGE OF SIGNS ERECTED BEHIND GUARD RAIL SHALL BE 6 FEET BEHIND THE FACE OF THE GUARD RAIL.
- THE CONTRACTOR SHALL ENSURE THAT ALL SPECIAL ROADSIDE SIGNS INSTALLED BY THIS PROJECT HAVE A MINIMUM SIGHT DISTANCE OF 1000 FEET. CLEARING OF OBSTACLES TO OBTAIN THE MINIMUM SIGHT DISTANCE SHALL BE IN ACCORDANCE WITH SECTION 201 OF THE GEORGIA STANDARD SPECIFICATIONS. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE OVERALL PRICE BID FOR THE PROJECT.
- BREAK-AWAY POSTS MARKED WITH AN (*) ARE SPECIAL DESIGN. THE CONTRACTOR SHALL NOT CHANGE THESE POSTS IN ANY WAY WITHOUT APPROVAL FROM THE DISTRICT 7 OFFICE OF TRAFFIC OPERATIONS.

ENVIRONMENTAL RESOURCES IMPACT TABLE

Resource Name/Type	Location			Construction Activity	Permitted Activity	Special Provision?	Comments including any permit expiration dates
	Beginning STA	Ending STA	Side				
EUCHEE CREEK	STA 368+94.00 / I-20	STA 369+22.00 / I-20	LT	NONE ALLOWED	NONE	NONE	N/A
EUCHEE CREEK STREAM BUFFER	STA 368+69.00 / I-20	STA 369+47.00 / I-20	LT	NONE ALLOWED	NONE	NONE	N/A



RELEASED FOR CONSTRUCTION
8-9-2015

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE PROGRAM DELIVERY

GENERAL NOTES
STATE-WIDE MAINLINE
WEIGH IN MOTION - PHASE B
DESIGN BUILD

DRAWING No. 04-002