

## Pipe Culvert Material Alternates For Piedmont/Blue Ridge Region

TYPE OF PIPE INSTALLATION	CONCRETE	CORRUGATED STEEL AASHTO M-36		CORRU-GATED 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 CROSS DRAIN	GRADE ≤ 10%	ADT < 250	X	X	X	X	X	X	
		250 < ADT < 1,500	X	X*	X		X	X	
		1,500 < ADT < 15,000	X				X	X	X
		ADT > 15,000	X						
STORM DRAIN	GRADE > 10%	ADT < 250		X	X	X	X	X	
		ADT > 250			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.

**NOTES:**

1. Allowable materials are indicated by an "X".
2. 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.
3. 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).  
Rev. 09-18-07

**PROJECT SPECIFIC NOTES:**

1. ALL DRIVEWAYS, WHERE ACCESS IS ALLOWED, SHALL BE PLACED AS DIRECTED BY THE ENGINEER. ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED SHALL BE PLACED IN KIND I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND ASPHALT FOR AGGREGATE SURFACE COURSE ON EARTH. THE DRIVEWAY LOCATIONS INDICATED ON THE PLANS ARE FROM THE BEST AVAILABLE DATA. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER PRIOR TO MAKING ANY REVISIONS SUCH AS LOCATION, WIDTH AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. SEE GA STANDARD 9031H AND GA CONSTRUCTION DETAIL A1 AND A2.  
  
WHERE REQUIRED, THE DRIVES SHALL BE PAVED AS FOLLOWS:  
  
ASPHALT DRIVES  
  
RESIDENTIAL  
- 1 1/2" ASPHALTIC CONC 12.5 mm SUPERPAVE  
- 6" GRADED AGGREGATE BASE  
  
COMMERCIAL:  
- 1 1/2" ASPHALTIC CONC 12.5 mm SUPERPAVE  
- 3" ASPHALTIC CONC 19.0 mm SUPERPAVE  
- 6" GRADED AGGREGATE BASE  
  
CONCRETE DRIVES  
  
COMMERCIAL:  
8" DRIVEWAY CONCRETE
2. RESIDENTIAL DRIVES WILL BE 14' WIDE AND COMMERCIAL DRIVES WILL BE 24' WIDE UNLESS NOTED OTHERWISE ON THE PLANS.
3. 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 R/W LINE AND CONTINUED WITH AGGREGATE SURFACE COURSE TO THE TIE-IN POINT.
4. MAINTAIN ACCESS TO ALL DRIVEWAYS DURING CONSTRUCTION.
5. THERE IS NO SUITABLE PLACE TO BURY CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF THE CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.
6. REMOVE EXISTING DRAINAGE PIPES AND STRUCTURES WITHIN CONSTRUCTION LIMITS UNLESS OTHERWISE NOTED. REMOVAL OF EXISTING PIPE STRUCTURES AND PLUGGING AND FILLING SHALL BE PAID FOR UNDER GRADING COMPLETE.
7. AN N.O.I. IS REQUIRED FOR THIS PROJECT.
8. ORANGE SAFETY FENCE SHALL BE INSTALLED IMMEDIATELY BEHIND THE CONSTRUCTION LIMITS IN THE AREA OF THE MOORE PROPERTY TO PROTECT EXISTING VEGETATION IN THE AREA OF THE RIGHT OF WAY OUTSIDE THE CONSTRUCTION LIMITS.
9. CONTRACTOR IS INSTRUCTED TO CLEAR AND GRUB TO THE LIMIT OF THE RIGHT OF WAY UNLESS SHOWN ON THE PLANS TO PROTECT AN AREA WITHIN ORANGE BARRIER FENCE.
10. TEMPORARY SHORING REQUIRED DURING CONSTRUCTION SHALL NOT BE MEASURED FOR PAYMENT. INCLUDE THE COST IN THE OVERALL BID PRICE FOR GRADING COMPLETE.
11. ORANGE SAFETY FENCE SHALL BE INSTALLED IMMEDIATELY BEHIND THE CONSTRUCTION LIMITS IN THE AREA OF THE A. L. SHAW BARN PROPERTY AND THE HOLCOMB HOUSE PROPERTY TO PROTECT EXISTING VEGETATION IN THE AREA OF THE RIGHT OF WAY OUTSIDE THE CONSTRUCTION LIMITS.
12. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE THROUGHOUT THE PROJECT AT ALL TIMES DURING THE STAGING PROCESS.
13. OBLITERATION OF EXISTING PAVEMENT SECTIONS SHALL BE INCLUDED IN THE OVERALL LUMP SUM BID PRICE FOR CLEARING AND GRUBBING.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY CLEARING FOR ADVANCE SIGHT DISTANCE OF SIGNS IN ACCORDANCE WITH THE MUTCD AND INCLUDED IN THE OVERALL BID PRICE FOR PROVIDED SIGNAGE PAY ITEMS.
15. SAW CUTTING OF THE EXISTING ASPHALT CONCRETE PAVEMENT IS TO BE IN ACCORDANCE WITH SECTION 411 AND SECTION 441 OF THE SPECIFICATIONS. THE COST FOR THIS WORK IS TO BE INCLUDED IN GRADING COMPLETE.
16. LIME-STABILIZATION SHALL BE PERFORMED ALONG THE FULL WIDTH OF THE ENTIRE MAINLINE, SIDEROADS AND RAMP SUBGRADES WITH LIME USING CLASS C STABILIZATION. LIME-STABILIZATION SHOULD BE ACHIEVED BY MIXING THE UPPER 8 INCHES OF SUBGRADE SOILS WITH LIME ADDED AT A RATE OF 4.5% BY DRY WEIGHT OF SOIL OR APPROXIMATELY 30 POUNDS PER SQUARE YARD. DRY APPLICATION OF LIME SHOULD NOT BE USED. IF QUICKLIME IS USED, PELLETIZED QUICKLIME SHOULD BE SLAKED ON THE ROADWAY AND MIXED WITH SUBGRADE SOILS, OR SLAKED IN A TANK ON-SITE AND DISTRIBUTED AS A SLURRY. IF HYDRATED LIME IS USED, IT SHOULD BE MIXED IN A TANK ON-SITE AND DISTRIBUTED AS A SLURRY. LIME STABILIZATION IN ACCORDANCE WITH SPECIAL PROVISION SECTION 225.
17. ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES OCCURRING IN THEM. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL. SEE SECTION 201 OF THE STANDARD SPECIFICATION SUPPLEMENTS THERETO FOR ADDITIONAL INFORMATION.
18. NO STAGING, PARKING, OR LAND DISTURBING ACTIVITIES ARE TO TAKE PLACE ON AREAS DESIGNATED AS ENVIRONMENTALLY SENSITIVE AREAS (ESA), EXCEPT FOR WORK REQUIRED IN PERMITTED RIGHT OF WAY OR EASEMENT AREAS.
19. THE CONTRACTOR SHALL PROTECT THE RAILROAD TRACKS AND PROPERTY FROM FALLING DEBRIS AT ALL TIMES. THE CONTRACTOR IS REQUIRED TO COORDINATE ACTIVITIES AND PROVIDE FLAGMEN AND INSURANCE PER CSX REQUIREMENTS. THE COST SHALL BE INCLUDED IN THE OVERALL BID FOR THE PROJECT.
20. CONTRACTOR WILL COORDINATE WITH THE ROADMASTER OR AUTHORIZED RAILROAD REPRESENTATIVE TO CONSTRUCT AND REMOVE A TEMPORARY CONSTRUCTION HAUL ROAD OVER TRACKS. INSTALLATION AND REMOVAL OF THE CROSSING SURFACE WILL BE BY CSXT FORCES. THE ACTUAL LIMIT OF WORK ADJACENT TO EACH TRACK WILL BE DETERMINED IN THE FIELD AND WILL BE A FUNCTION OF THE TYPE OF SURFACE THAT IS INSTALLED. GDOT CONTRACTOR IS NOT RESPONSIBLE FOR ANY COST FOR MATERIALS OR LABOR ASSOCIATED WITH THE INSTALLATION AND REMOVAL OF THE TEMPORARY CROSSING SURFACE ACROSS CSXT TRACKS.

UTILITY OWNER	TYPE OF SERVICE
City of Calhoun	Electrical (dist.)
Georgia Power Company	Electrical (dist.)
North Georgia EMC	Electrical (dist.)
Tennessee Valley Authority	Electrical (trans.)
Atlanta Gas Light	Gas
Dalton Utilities	Gas
Southern Natural Gas	Gas
City of Calhoun	Water/Sewer
AT&T - (Bellsouth)	Telephone
AT&T - (long distance)	Telephone
CSX Railroad	Railroad
Comcast Communications	Cable TV
Calnet Communications	Telephone



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REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PROGRAM DELIVERY <b>GENERAL NOTES</b>
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	DRAWING No. <b>04-001</b>

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