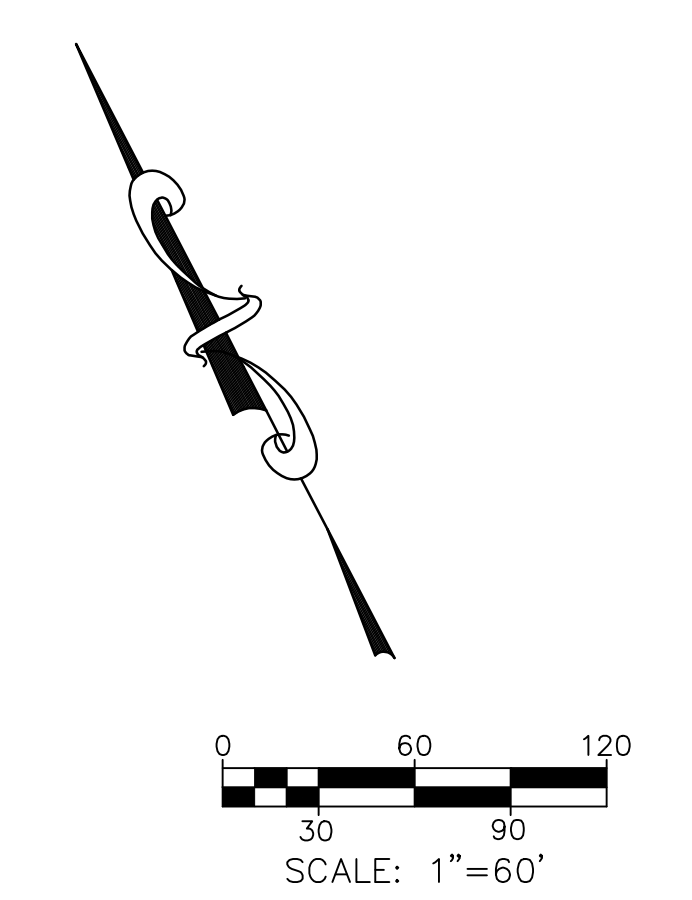
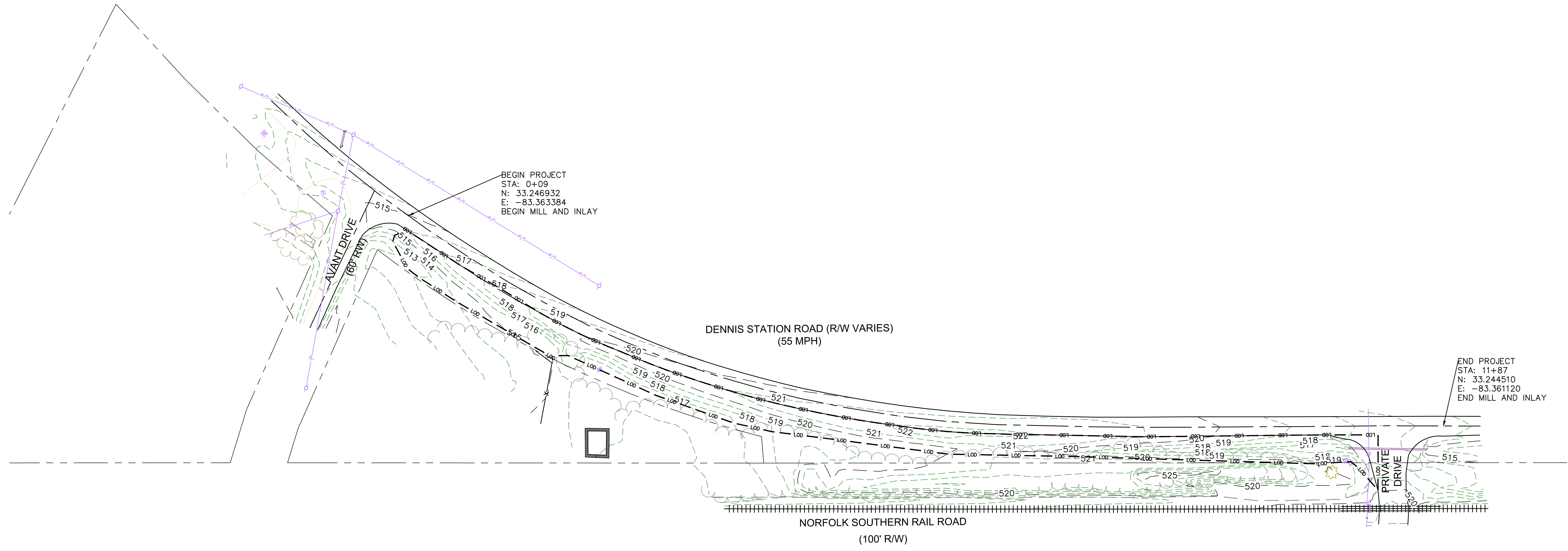


# PUTNAM COUNTY, GEORGIA

## RIGHT TURN DECEL LANE AT DENNIS STATION ROAD CONSTRUCTION PLANS



LOCATION MAP  
N.T.S.



CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO BEGINNING WORK (CALL BEFORE YOU DIG: (DIAL 811)). CONTRACTOR IS RESPONSIBLE FOR ALL LOCATION.

UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY. OTHER UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THESE PLANS.

ALL WORK SHALL BE DONE IN ACCORDANCE WITH GDOT STANDARDS.

CONTRACTOR SHALL ADHERE TO ALL EROSION CONTROL REGULATIONS, AND INSTALL ALL NECESSARY EROSION AND SEDIMENT CONTROL MEASURES, WHETHER OR NOT THE PLANS SHOW THE REQUIRED MEASURES.



REVISIONS

Δ	DATE	BY	DESCRIPTION	Δ	DATE	BY	DESCRIPTION



NAME	DATE	NAME	DATE
DESIGNED BY MF	7/13/2021	DRAWN BY MF	7/13/2021
CHECKED BY BS	6/15/2021	CHECKED BY BS	6/15/2021
SUPERVISED BY			

PUTNAM COUNTY, GEORGIA

DENNIS STATION DECEL LANE  
COVER SHEET

DRAWING NUMBER  
1-01

P:\LEI\PROJECTS\0664-9000 ATLAS PROJECTS\21-3100-21101 PUTNAM COUNTY (DENNIS STATION DECEL LANE)\DENNIS STATION - MASTER.DWG, 7/13/2021 9:51 AM

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GEORGIA STANDARD CONSTRUCTION DETAILS, STANDARDS, AND SPECIAL DETAILS REQUIRED FOR THIS PROJECT ARE LISTED IN THE INDEX WITH THE LATEST REVISION DATES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE STANDARDS AND DETAILS SHOWN IN THE INDEX AND MAINTAINING THESE ON THE PROJECT SITE. FULL SIZE PRINTS MAY BE PURCHASED BY THE CONTRACTOR FROM THE GEORGIA DEPARTMENT OF TRANSPORTATION.



Know what's below.  
Call before you dig.

REVISIONS

Δ	DATE	BY	DESCRIPTION	Δ	DATE	BY	DESCRIPTION



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CHECKED BY	BS	6/15/2021	CHECKED BY	BS	6/15/2021
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PUTNAM COUNTY, GEORGIA

DENNIS STATION DECEL LANE

INDEX

DRAWING NUMBER

2-01



ALL WORK TO BE DONE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORTATION OF GEORGIA STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF TRANSPORTATION SYSTEMS, 2021 EDITION AND SUPPLEMENTS THERETO, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.

ALL KNOWN UTILITY FACILITIES ARE SHOWN SCHEMATICALLY ON HIGHWAY PLANS AND ARE NOT NECESSARILY ACCURATE IN LOCATION AS TO PLAN OR ELEVATION. UTILITY FACILITIES SUCH AS SERVICE LINES OR UNKNOWN FACILITIES NOT SHOWN ON HIGHWAY PLANS WILL NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY UNDER THIS REQUIREMENT EXCEPT AS NOTED BELOW. "EXISTING UTILITY FACILITIES" MEANS ANY UTILITY THAT EXISTS ON THE HIGHWAY PROJECT IN ITS ORIGINAL, RELOCATED, OR NEWLY INSTALLED POSITION. THE CONTRACTOR WILL NOT BE HELD RESPONSIBLE FOR THE COST OF REPAIRS TO DAMAGED UTILITY FACILITIES OTHER THAN SERVICE FROM STREET MAINS TO ABUTTING PROPERTY, WHEN SUCH FACILITIES ARE NOT SHOWN ON THE HIGHWAY PLANS AND THEIR EXISTENCE IS UNKNOWN TO THE CONTRACTOR PRIOR TO THE DAMAGES OCCURRING PROVIDING THE ENGINEER DETERMINES THE CONTRACTOR HAS OTHERWISE FULLY COMPLIED WITH THE SPECIFICATIONS. ALL UTILITY FACILITIES WHICH ARE IN CONFLICT WITH CONSTRUCTION AND ARE NOT COVERED AS SPECIFIC ITEMS IN THE DETAILED ESTIMATE ARE TO BE REMOVED OR RELOCATED TO CLEAR CONSTRUCTION IN ADVANCE OF HIS WORK.

THE CONTRACTOR SHALL STRICTLY ADHERE TO DUST CONTROL REGULATIONS. ALL AREAS SUBJECTED TO DUST FORMATION MUST BE PERIODICALLY WATERED SUFFICIENT TO RETARD DUST. ALL COSTS FOR DUST CONTROL SHALL BE INCLUDED IN PRICE BID FOR GRADING COMPLETE - LUMP SUM.

INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GADOT STANDARD SPECIFICATIONS.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL.

HORIZONTAL CONTROL IS BASED UPON ASSUMED NORTH AMERICAN DATUM 1983, STATE PLANE, GEORGIA EAST ZONE. SEE PLANS FOR LOCATIONS AND DESCRIPTIONS.

**GEORGIA D.O.T. NOTES**

THE WORK AUTHORIZED MUST BEGIN WITHIN THREE MONTHS AND BE COMPLETED WITHIN TWELVE MONTHS ON A SCHEDULE SATISFACTORY TO THE DEPARTMENT FROM THE PERMIT APPROVAL DATE AND ALSO, BE COMPLETED BEFORE THIS FACILITY IS OPEN TO THE PUBLIC.

CONSTRUCTION OF EROSION CONTROL BARRIERS PER GEORGIA DEPARTMENT OF NATURAL RESOURCES CODE 391-3-7 AND SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED.

APPLICANT SHALL RESTORE ALL EXISTING SIGNS AND REGRASS TO DOT SPECIFICATIONS ALL RIGHT OF WAY THAT IS DISTURBED DURING WORK AUTHORIZATION HEREIN.

THE PERMIT APPLICANT IS RESPONSIBLE FOR REPLACEMENT OF ALL EXISTING PAVEMENT MARKINGS DAMAGED BY THE PERMIT CONSTRUCTION AND THE ADDITION OF NEW PAVEMENT MARKINGS AND/OR SIGNS AS SHOWN ON THE APPROVED PLAN, OR CURRENT M.U.T.C.D. GUIDELINES.

**NOTICE**

NO WORK WILL BE ACCOMPLISHED UNDER THIS PERMIT WITHIN THE CONSTRUCTION LIMITS OF ANY DOT PROJECT WITHOUT WRITTEN APPROVAL OF THE PERMIT CONTRACTOR.

THE MAINTENANCE OF THE DRIVEWAY FROM THE NORMAL EDGE OF PAVEMENT IS THE RESPONSIBILITY OF THE PERMITEE.

THE APPLICANT IS RESPONSIBLE TO OBTAIN ALL NECESSARY ENVIRONMENTAL APPROVALS PRIOR TO ANY WORK ON STATE R/W.

1. THE CONTRACTOR SHALL OBSERVE ALL APPLICABLE LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS REGARDING PIPE INSTALLATION IN TRENCHES. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
2. AT LOCATIONS WHERE NEW PAVEMENT IS TO BE PLACED ADJACENT TO EXISTING PAVEMENT WITHOUT AN OVERLAY OR WHERE CURBING IS TO BE PLACED ACROSS A PAVED AREA, A JOINT SHALL BE SAWED ON A LINE ESTABLISHED BY THE ENGINEER TO ENSURE A PAVEMENT REMOVAL TO A NEAT LINE. THE COST FOR SAWED JOINTS, WHEN REQUIRED, SHALL BE INCLUDED IN PRICE BID FOR OTHER CONTRACT ITEMS, EXCEPT WHEN SAWING P.C.C CONCRETE PAVEMENT.
3. THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLES 104.05 AND 107.07 OF THE GADOT STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND SEQUENCE OF OPERATIONS IN REGARDS TO MAINTENANCE OF TRAFFIC DURING CONSTRUCTION.
4. PRICE BID FOR TRAFFIC CONTROL - LUMP SUM SHALL INCLUDE, BUT IS NOT LIMITED TO CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY SIGNING AND PAVEMENT MARKINGS, BARRICADES, CHANNELIZING DEVICES ETC. REQUIRED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION. ALL TEMPORARY SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION AND/OR AS DIRECTED BY THE ENGINEER.
5. ALL CUT AND FILL SLOPES SHALL BE GRASSED AS DIRECTED BY THE ENGINEER IMMEDIATELY AFTER THE SLOPES ARE ESTABLISHED IN ORDER TO REDUCE EROSION. IF THE SEASON DOES NOT PERMIT GRASSING, TEMPORARY MULCH SHALL BE USED AS DIRECTED BY THE ENGINEER. REFER TO SECTION 161 OF THE STANDARD SPECIFICATIONS.
6. THE CONTRACTOR SHALL ENSURE THAT POSITIVE AND ADEQUATE DRAINAGE IS MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS. THIS MAY INCLUDE, BUT NOT LIMITED TO, REPLACEMENT OR RECONSTRUCTION OF EXISTING DRAINAGE STRUCTURES THAT HAVE BEEN DAMAGED OR REMOVED OR REGRADING AS REQUIRED BY THE ENGINEER, EXCEPT FOR THOSE DRAINAGE ITEMS SHOWN AT SPECIFIC LOCATIONS IN THE PLANS AND HAVING SPECIFIC PAY ITEMS IN THE DETAILED ESTIMATE. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COSTS INCURRED TO COMPLY WITH THIS REQUIREMENT.
7. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO OR CONCURRENT WITH LAND DISTURBANCE ACTIVITIES AND SHALL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTION OR AS DIRECTED BY THE ENGINEER.
8. ALL SILT FENCES MUST BE PLACED AS ACCESS IS OBTAINED DURING CLEARING. NO GRADING SHALL BE DONE UNTIL SILT FENCE INSTALLATION IS COMPLETE. IT IS THE CONTRACTORS RESPONSIBILITY TO MAINTAIN ALL SILT FENCES AND TO REPAIR OR REPLACE ANY SILT FENCE THAT IS NOT SATISFACTORY. EROSION CONTROL GATES SHALL BE PLACED IMMEDIATELY AFTER DRAINAGE STRUCTURES ARE IN PLACE. ALL EROSION CONTROL DEVICES SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER. SEE THE GADOT STANDARD SPECIFICATIONS REGARDING EROSION CONTROL AND THE MANUAL FOR EROSION AND SEDIMENT CONTROL BY G.S.W.C.C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING WETLAND AREAS FREE FROM SILTATION. THE CONTRACTOR SHALL OBTAIN AND ABIDE BY ALL CORPS OF ENGINEERS RULES AND REGULATIONS CONCERNING CONSTRUCTION ADJACENT TO WATERWAYS AND MAINTAIN WATER QUALITY.
9. CONSTRUCTION LAYOUT WILL BE REQUIRED BY THE CONTRACTOR. ALL COST FOR THIS ITEM WILL BE INCLUDED IN THE PRICE BID FOR OTHER CONTRACT ITEMS.
10. GDOT INSPECTOR SHALL BE NOTIFIED A MINIMUM OF 72 HOURS IN ADVANCE OF ALL SIGNING STRIPING FOR PRE-MARKING THE LOCATIONS. THE CONTRACTOR SHALL COORDINATE THIS ACTION WITH THE PROJECT ENGINEER.
11. WHERE WET SUBGRADE IS ENCOUNTERED AND WHERE IDENTIFY BY THE ENGINEER, UNDERDRAIN PIPE WITH DRAINAGE AGGREGATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER TO AID IN DEWATERING THE SUBGRADE
12. ALL EXISTING PIPE SHALL BE REMOVED UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. COST FOR REMOVAL SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.
13. CONTRACTOR SHALL INSTALL SIDEDRAINS AS LISTED IN THE PLANS OR DIRECTED BY ENGINEER.

**GENERAL NOTES - STANDARD SIGNS**

1. ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
2. 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.
3. 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.
4. 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).
5. SINGLE PLATE, HORIZONTAL RECTANGULAR SIGNS OVER 48 INCHES IN WIDTH SHALL BE MOUNTED ON TWO POSTS WITH 2 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.
6. 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.
7. SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY - TYPICAL FRAMING DETAILS.
8. TYPE 3 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
9. TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3P, R5-1, R5-1A, R5-1B).
10. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW REFLECTIVE SHEETING SHALL USED FOR ALL WARNING SIGNS.
11. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW GREEN REFLECTIVE SHEETING SHALL BE USED FOR SCHOOL ZONE (S1-1, S2-1, S3-1, S4-3, AND THE TOP PORTION THE S5-1) SIGNS. ALL REGULATORY SIGNS WITHIN THE SCHOOL ZONE SIGNING SHALL HAVE TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING.
12. A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.
13. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES THE POST(S), ADDITIONAL INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.
14. FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.
15. THE CONTRACTOR WILL, AS REQUESTED BY THE DISTRICT TRAFFIC OPERATIONS ENGINEER, REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED ARE CONTRARY TO THESE SIGN PLANS.

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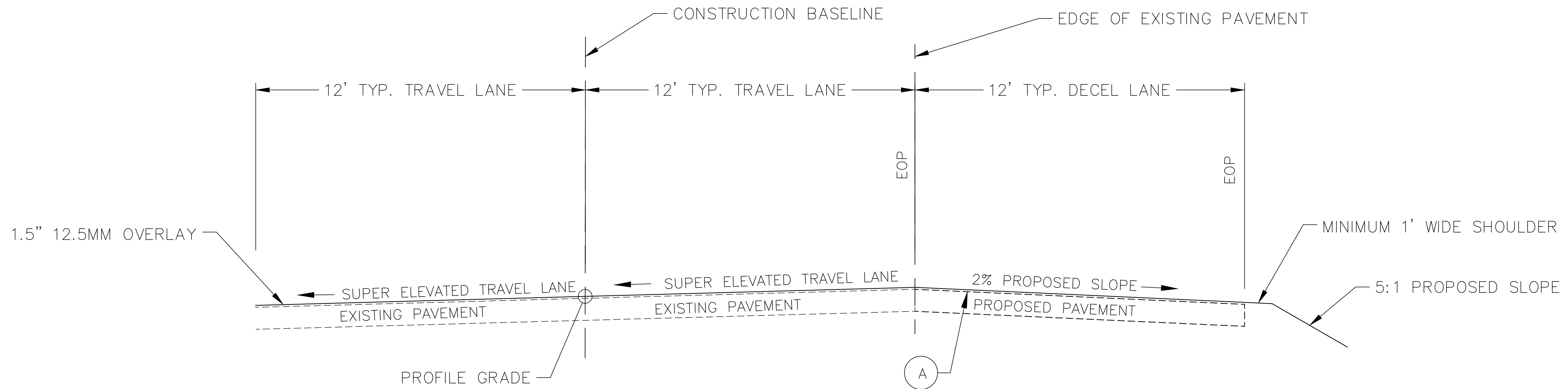
PUTNAM COUNTY, GEORGIA

DENNIS STATION DECEL LANE

**GENERAL NOTES**

DRAWING NUMBER

4-01



TYPICAL SECTION – DENNIS STATION RD

N.T.S.

STA 0+00 TO 8+00

- (A) PROPOSED HEAVY DUTY ASPHALT PAVEMENT  
 1.5" 12.5MM SUPERPAVE GP 2 ONLY  
 2" 19MM SUPERPAVE GP 1 OR 2  
 6" 25MM SUPERPAVE GP1 OR 2  
 12 INCHES OF GRADED AGGREGATE BASE (GAB) OR RECYCLED CONCRETE BASE COURSE FROM AN APPROVED GDOT SOURCE

PAVEMENT SECTION	HEAVY DUTY**
12.5MM SUPERPAVE GP 2 ONLY	1.5 INCHES
19MM SUPERPAVE GP 1 OR 2	2 INCHES
25MM SUPERPAVE GP 1 OR 2	6 INCHES
GRADED AGGREGATE BASE (GAB) or CONCRETE BASE COURSE FROM AN APPROVED GDOT SOURCE	12 INCHES

\*\* HEAVY DUTY - DRIVEWAYS AND PARKING LOTS SUBJECT TO AUTOMOBILE AND TRUCK TRAFFIC

**ASPHALT PAVEMENT**

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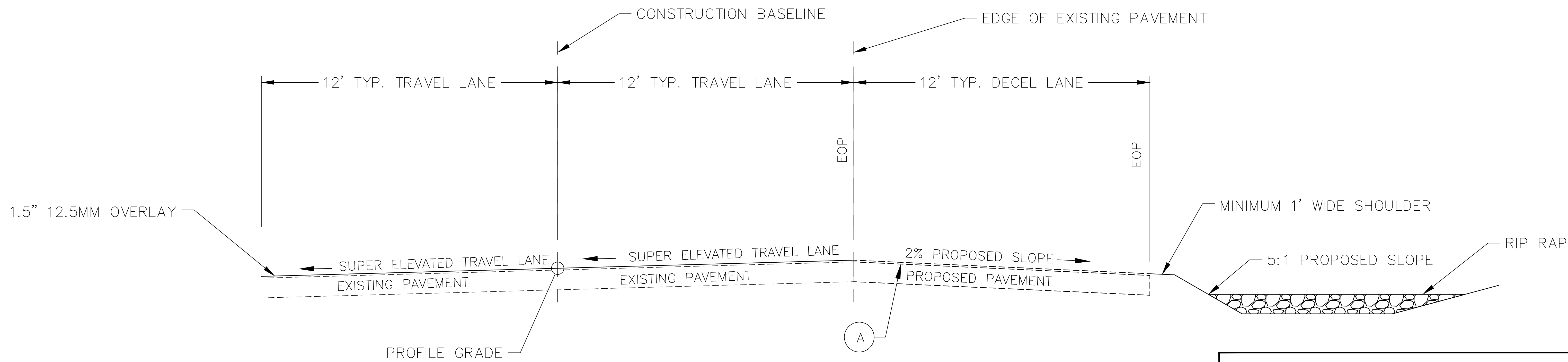
PUTNAM COUNTY, GEORGIA

DENNIS STATION ROAD RIGHT TURN DECEL LANE

TYPICAL SECTION I

DRAWING NUMBER  
5-01

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TYPICAL SECTION – DENNIS STATION RD: RIP-RAP

N.T.S.

STA 8+00 TO 11+90

- A
- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
  - 1.5" 12.5MM SUPERPAVE GP 2 ONLY
  - 2" 19MM SUPERPAVE GP 1 OR 2
  - 6" 25MM SUPERPAVE GP1 OR 2
  - 12 INCHES OF GRADED AGGREGATE BASE (GAB)

PAVEMENT SECTION	HEAVY DUTY**
12.5MM SUPERPAVE GP 2 ONLY	1.5 INCHES
19MM SUPERPAVE GP 1 OR 2	2 INCHES
25MM SUPERPAVE GP 1 OR 2	6 INCHES
GRADED AGGREGATE BASE (GAB) or CONCRETE BASE COURSE FROM AN APPROVED GDOT SOURCE	12 INCHES

\*\* HEAVY DUTY - DRIVEWAYS AND PARKING LOTS SUBJECT TO AUTOMOBILE AND TRUCK TRAFFIC

**ASPHALT PAVEMENT**  
SCALE: 1" = 1'



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PUTNAM COUNTY, GEORGIA

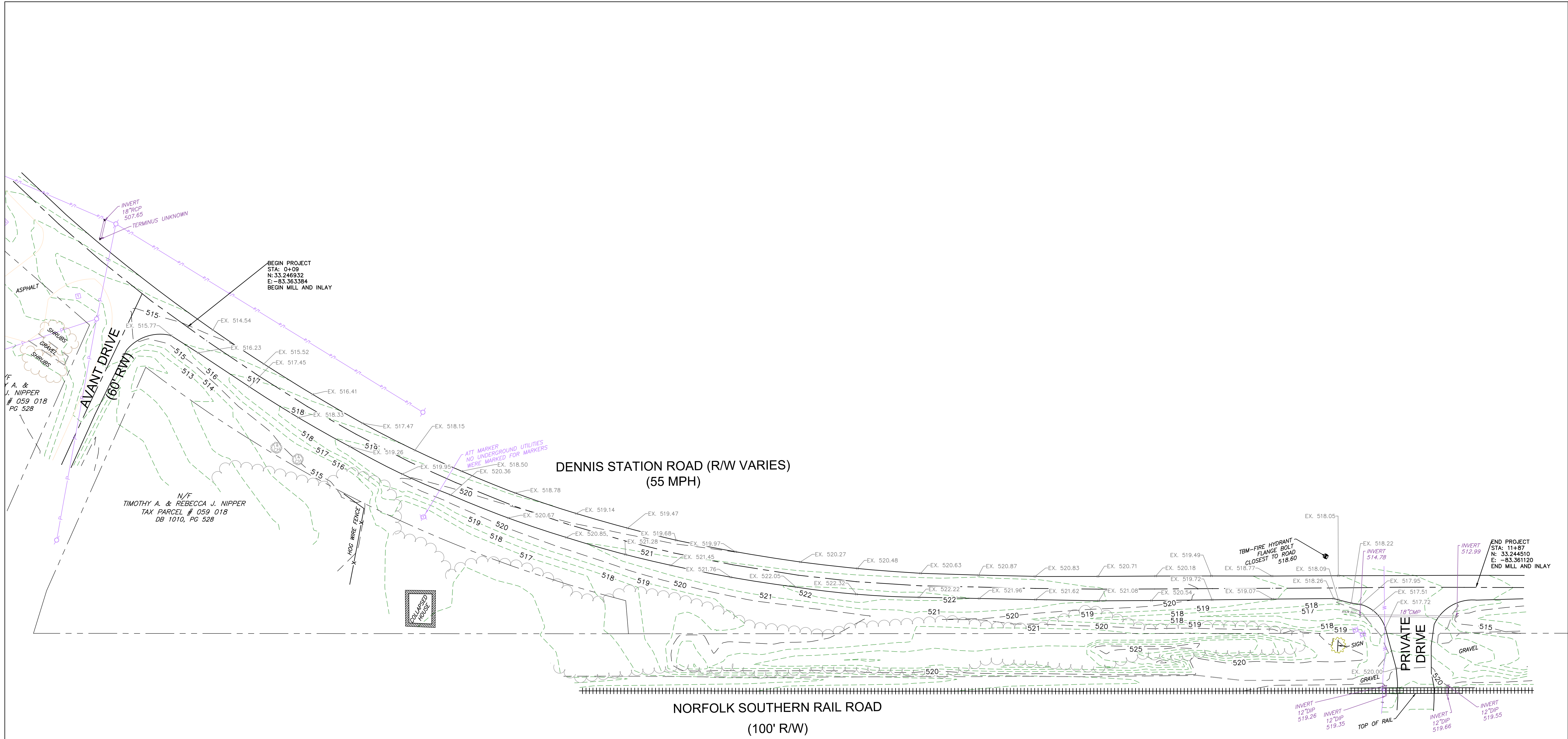
DENNIS STATION ROAD RIGHT TURN DECEL LANE

TYPICAL SECTION II

DRAWING NUMBER  
5-02

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BEGIN PROJECT  
STA: 0+09  
N: 33.246932  
E: -83.363384  
BEGIN MILL AND INLAY

N/F  
TIMOTHY A. & REBECCA J. NIPPER  
TAX PARCEL # 059 018  
DB 1010, PG 528

DENNIS STATION ROAD (R/W VARIES)  
(55 MPH)

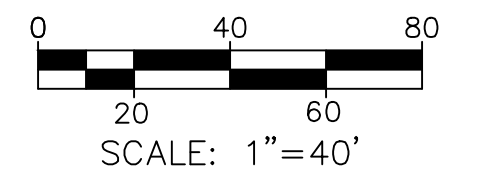
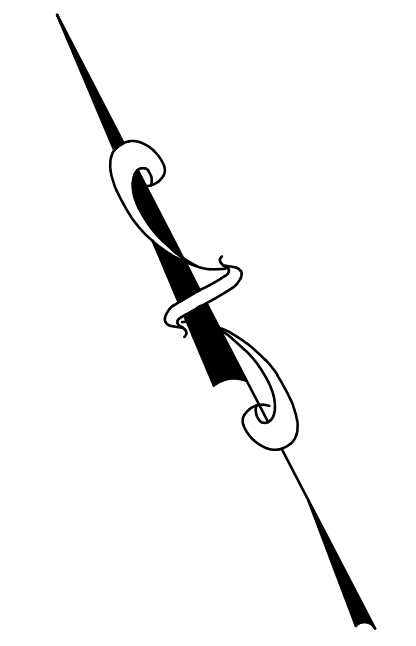
NORFOLK SOUTHERN RAIL ROAD  
(100' R/W)

N/F  
TERESA WOOTEN  
TAX PARCEL # 059 009  
DB 102, PG 74

N/F  
INTERFOR US INC  
TAX PARCEL # 059 019  
DB 775, PG 369

END PROJECT  
STA: 11+87  
N: 33.244510  
E: -83.361120  
END MILL AND INLAY

LEGEND		
X- EX. XXXX	————	EXISTING SPOT ELEV.
---XXX---	————	EXISTING CONTOURS
————	————	EXISTING STORM PIPE



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Δ	DATE	BY	DESCRIPTION	Δ	DATE



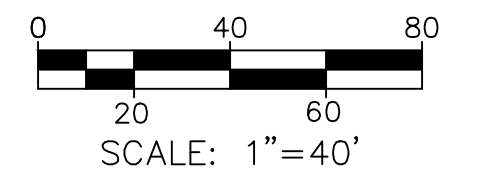
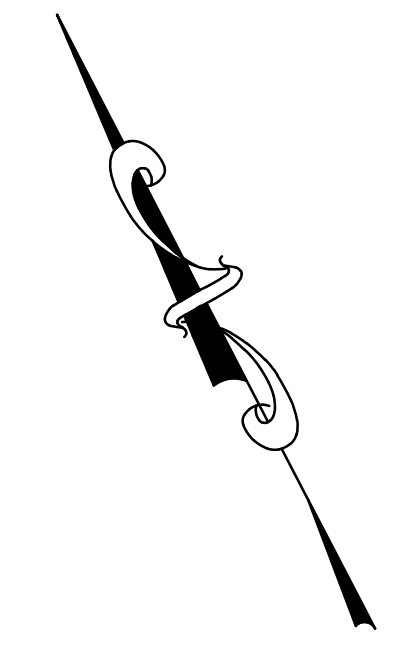
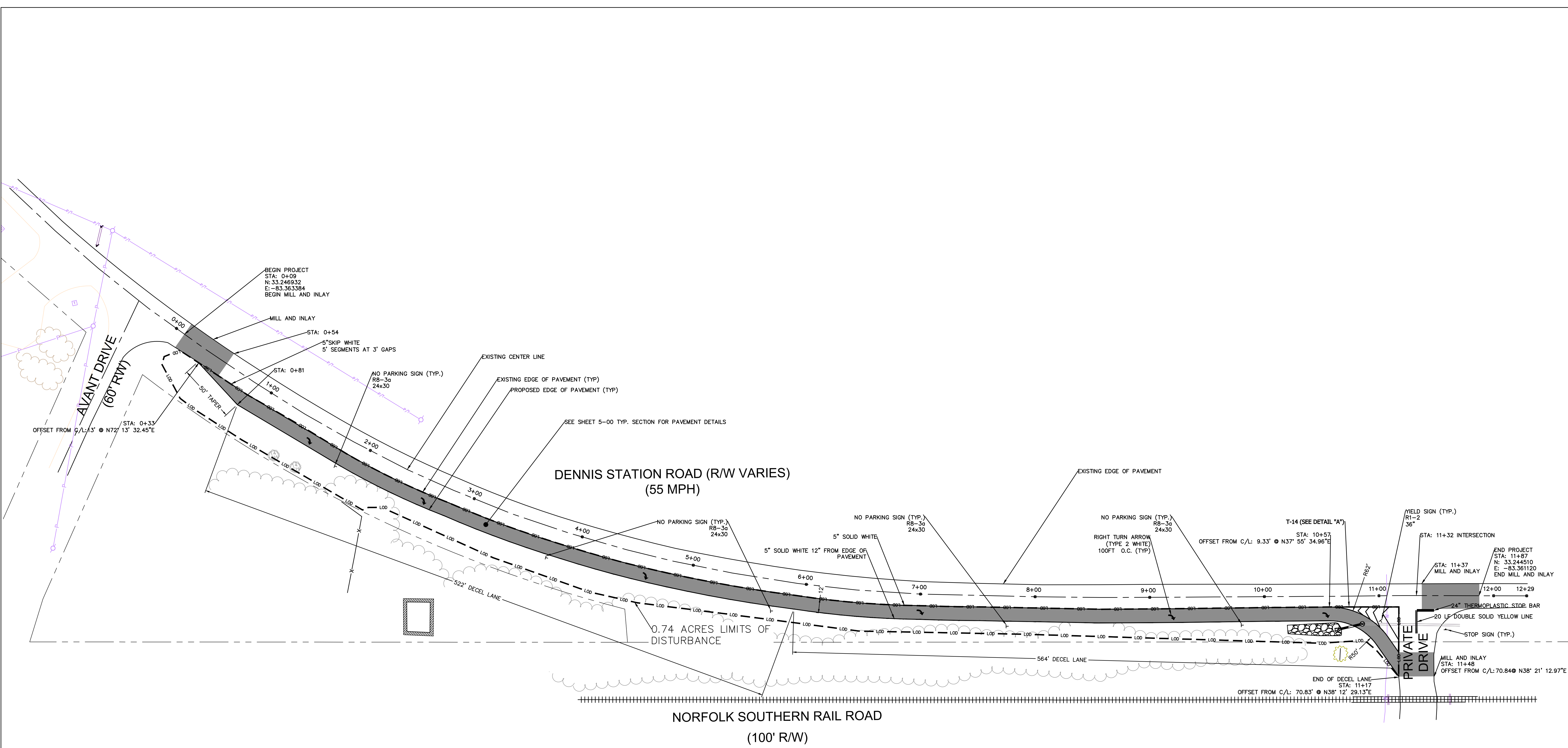
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PUTNAM COUNTY, GEORGIA

DENNIS STATION ROAD RIGHT TURN DECEL LANE  
EXISTING SITE CONDITIONS

DRAWING NUMBER  
13-01

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PUTNAM COUNTY, GEORGIA

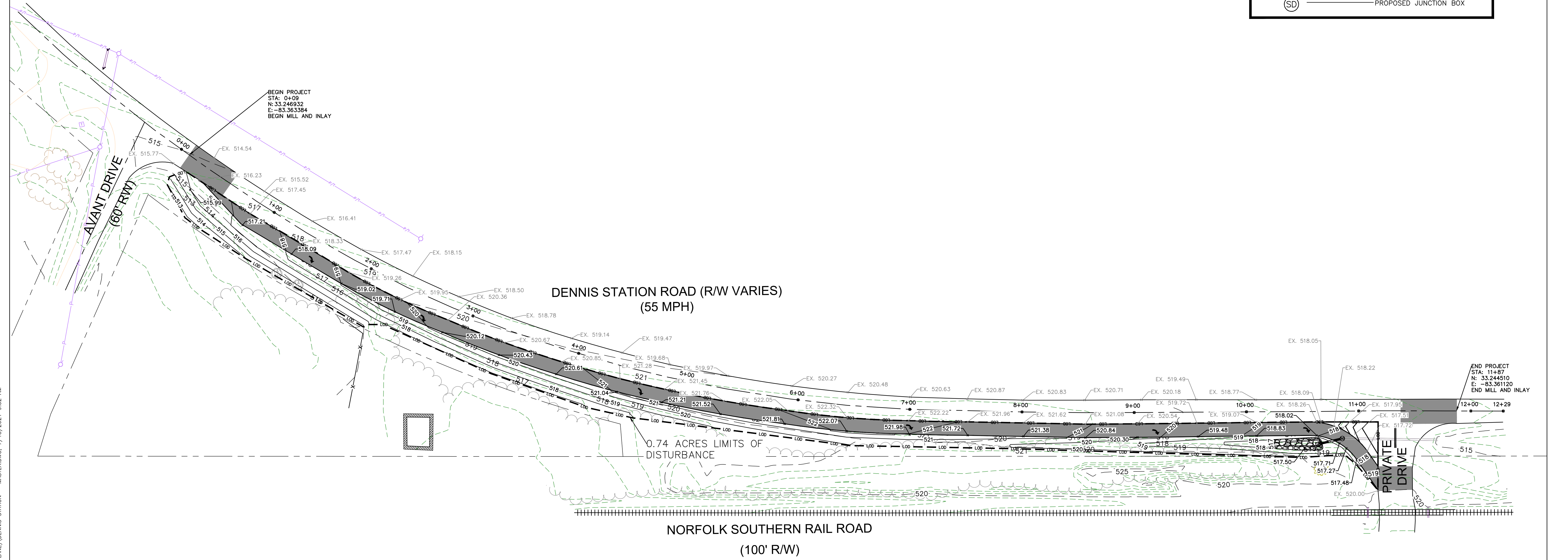
DENNIS STATION ROAD RIGHT TURN DECEL LANE  
MAINLINE CONSTRUCTION PLANS

DRAWING NUMBER  
13-02



**LEGEND**

- EX XXXX ——— EXISTING SPOT ELEV.
- XXXX ——— PROPOSED SPOT ELEV.
- XXX— EXISTING CONTOURS
- XXX— PROPOSED CONTOURS
- EXISTING STORM PIPE
- PROPOSED STORM PIPE
- PROPOSED FLARED-END SECTION
- PROPOSED JUNCTION BOX



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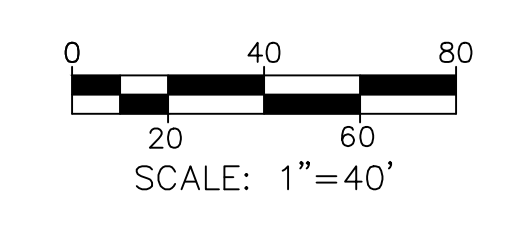
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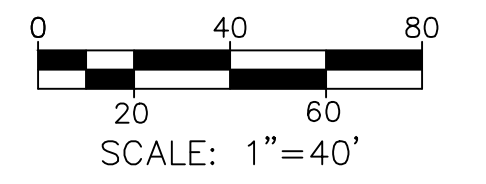
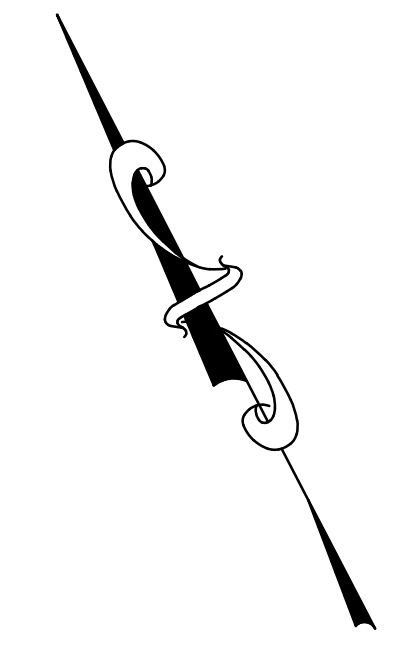
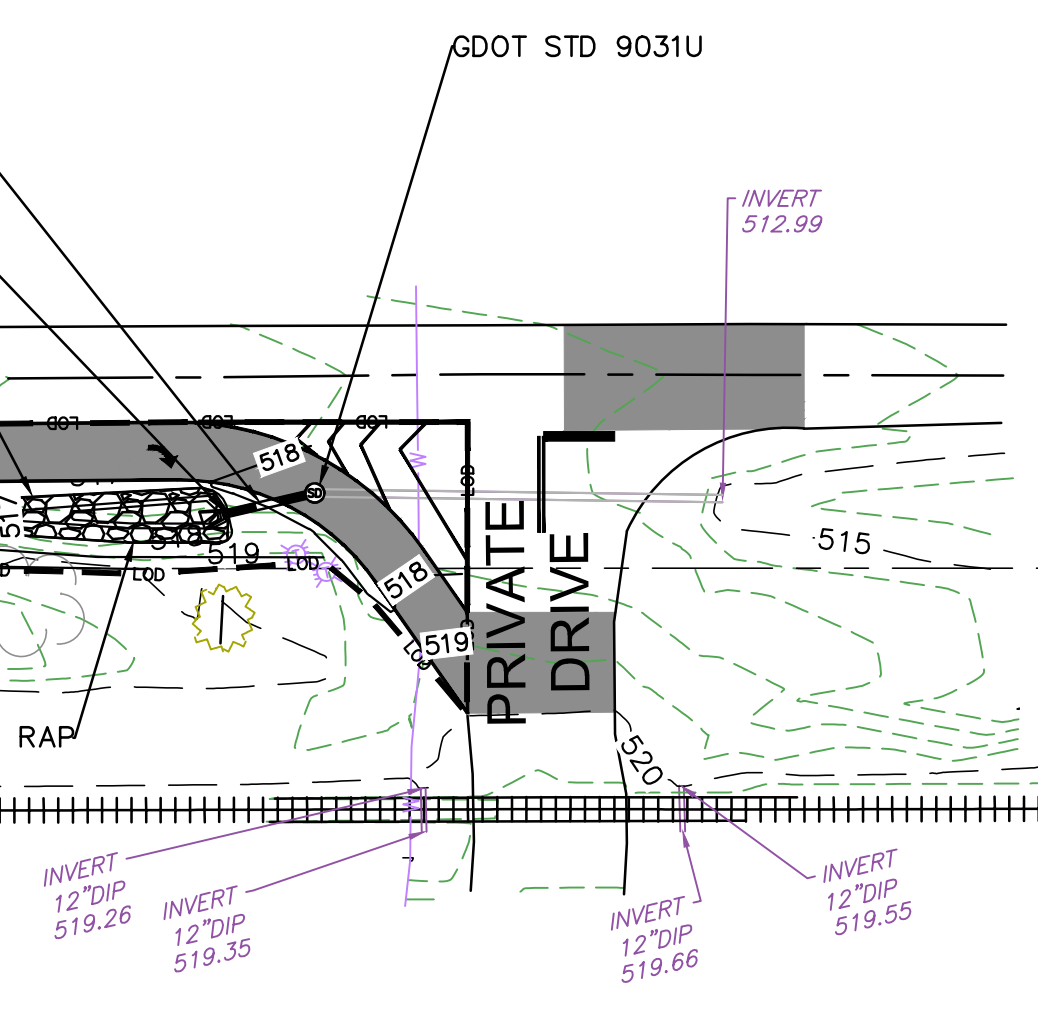
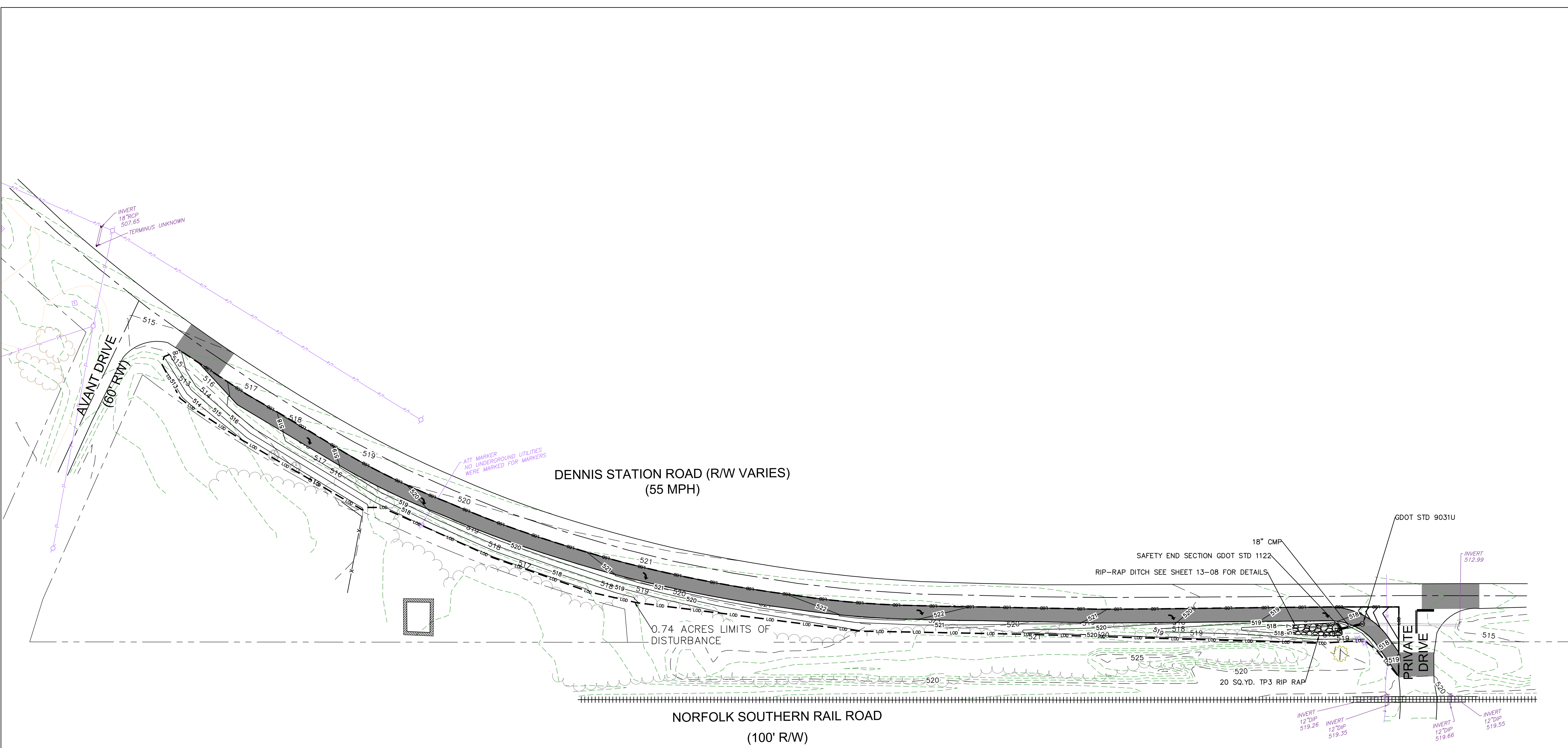
PUTNAM COUNTY, GEORGIA

DENNIS STATION ROAD RIGHT TURN DECEL LANE  
**GRADING PLAN**



DRAWING NUMBER  
**13-03**

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REVISIONS					
Δ	DATE	BY	DESCRIPTION	Δ	DATE



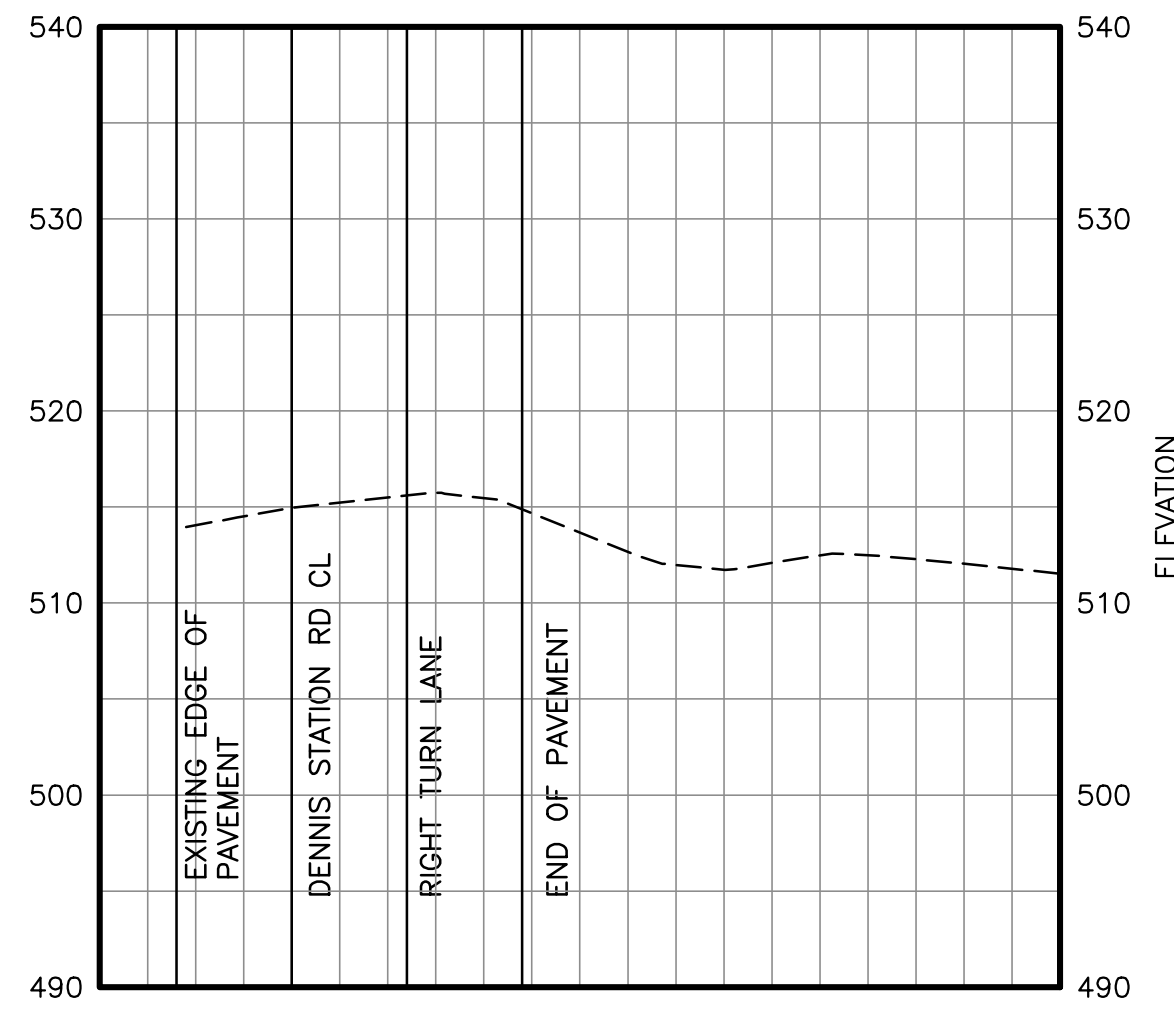
NAME	DATE	NAME	DATE
DESIGNED BY MF	7/13/2021	DRAWN BY MF	7/13/2021
CHECKED BY BS	6/11/2021	CHECKED BY EB	6/11/2021
SUPERVISED BY			

PUTNAM COUNTY, GEORGIA

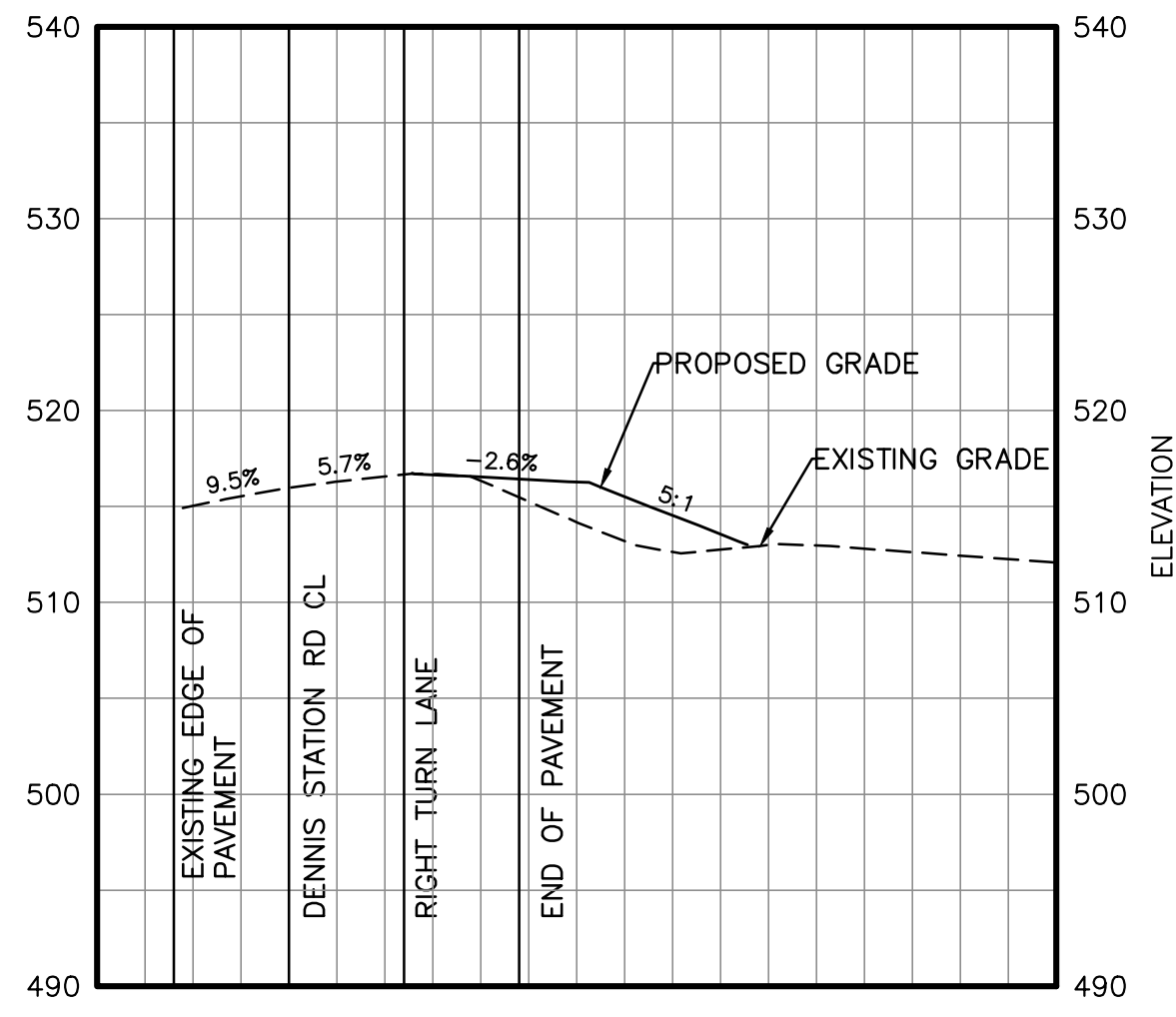
DENNIS STATION ROAD RIGHT TURN DECEL LANE  
DRAINAGE PLAN

DRAWING NUMBER  
13-04

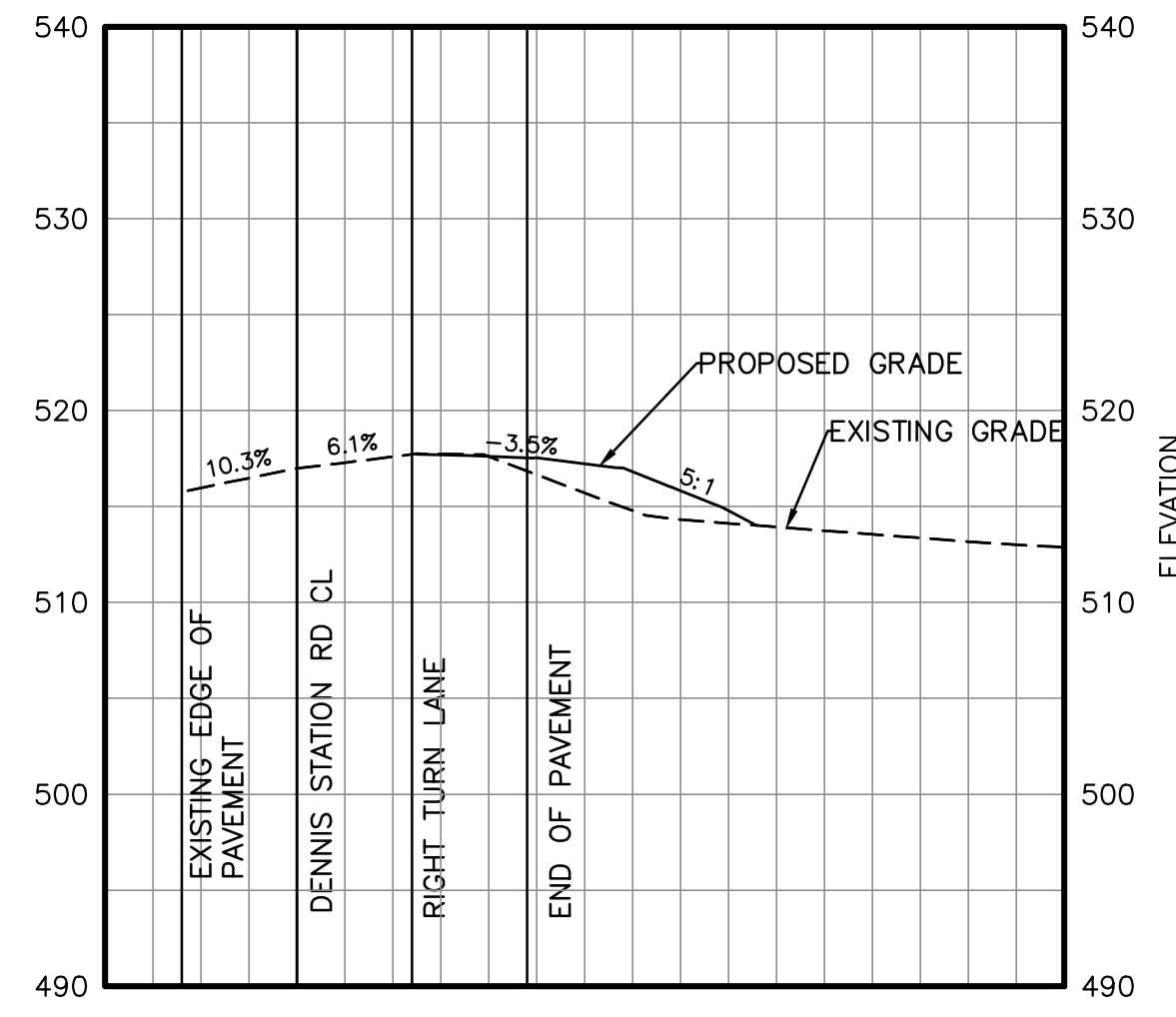
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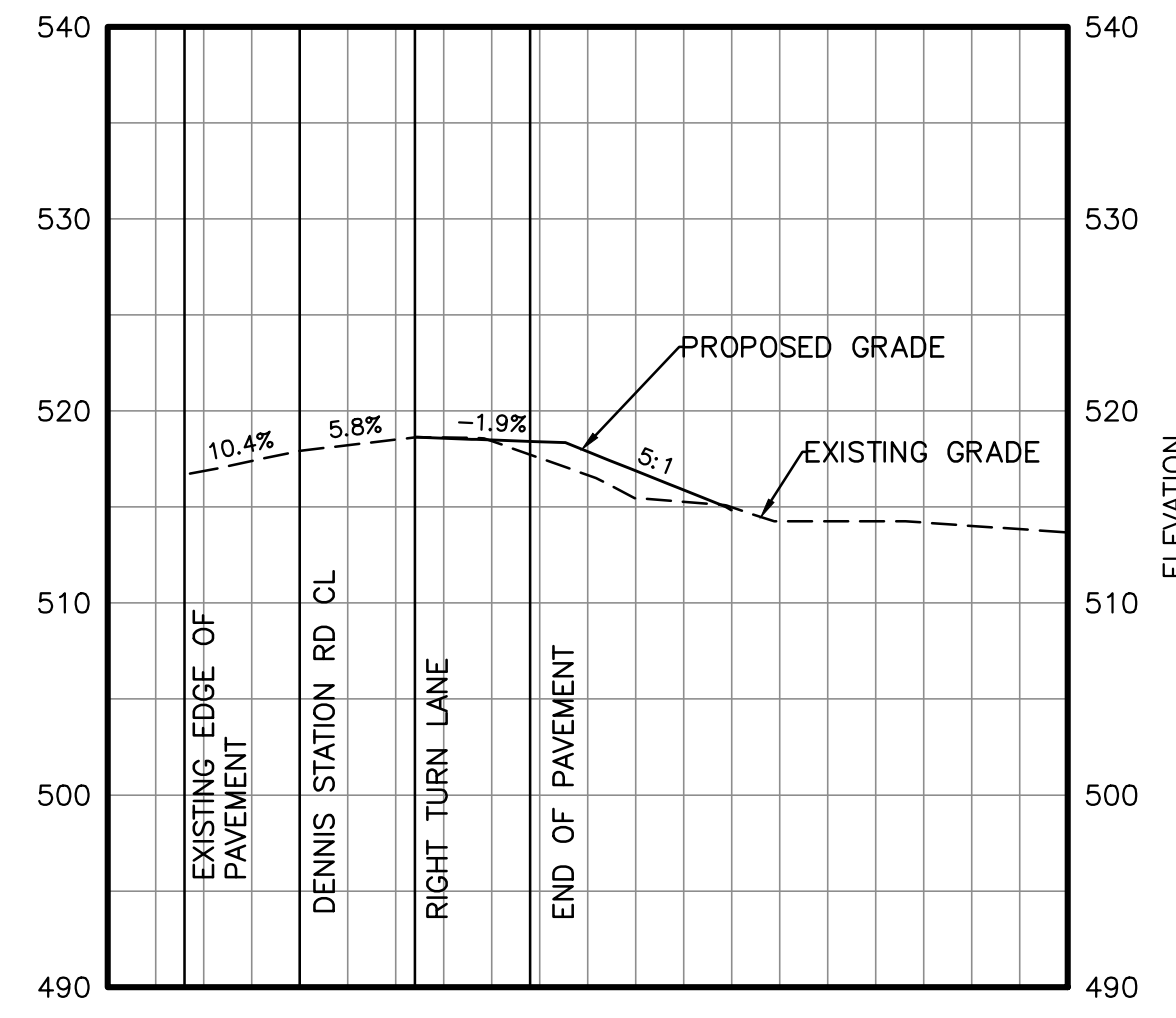
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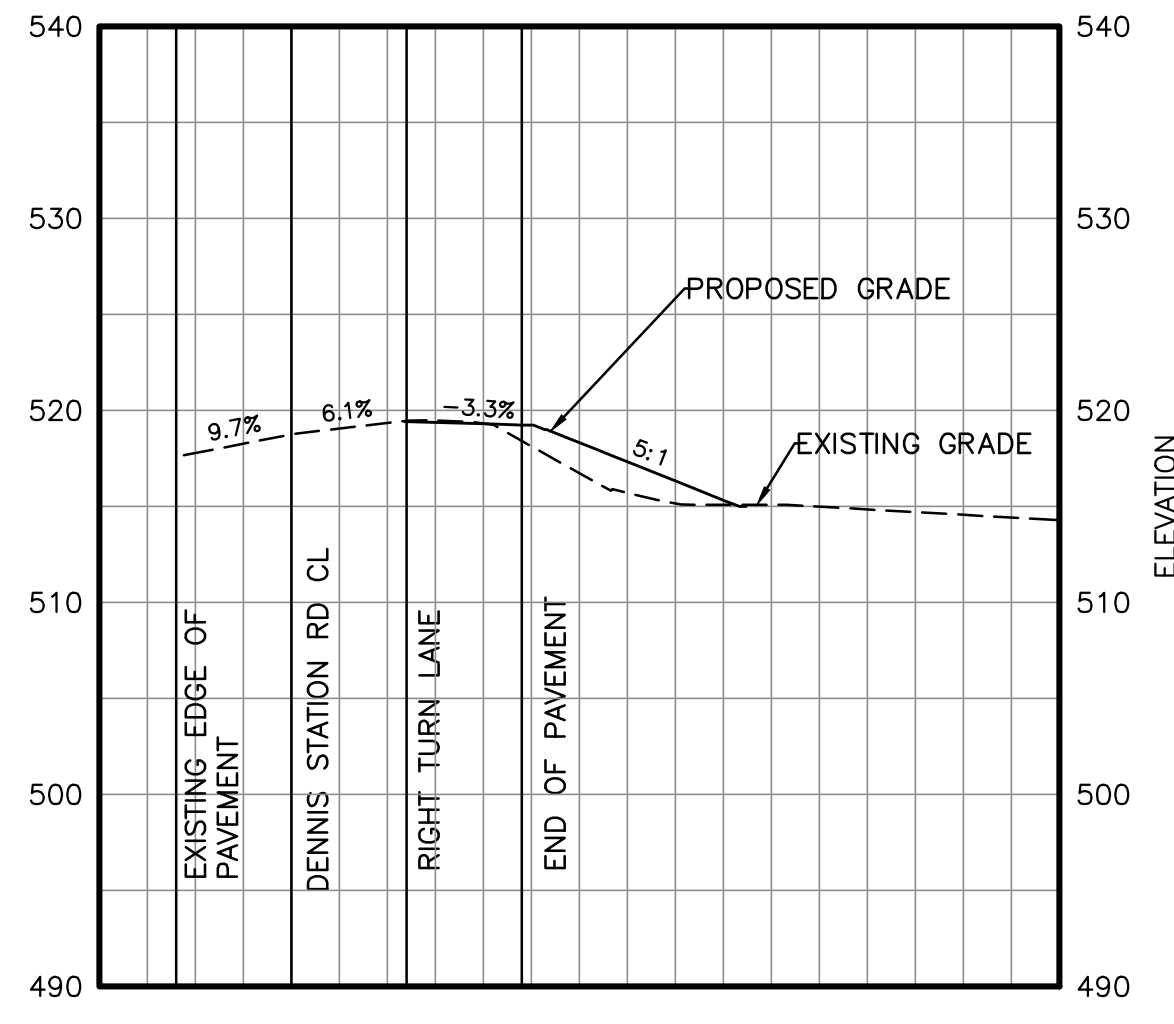
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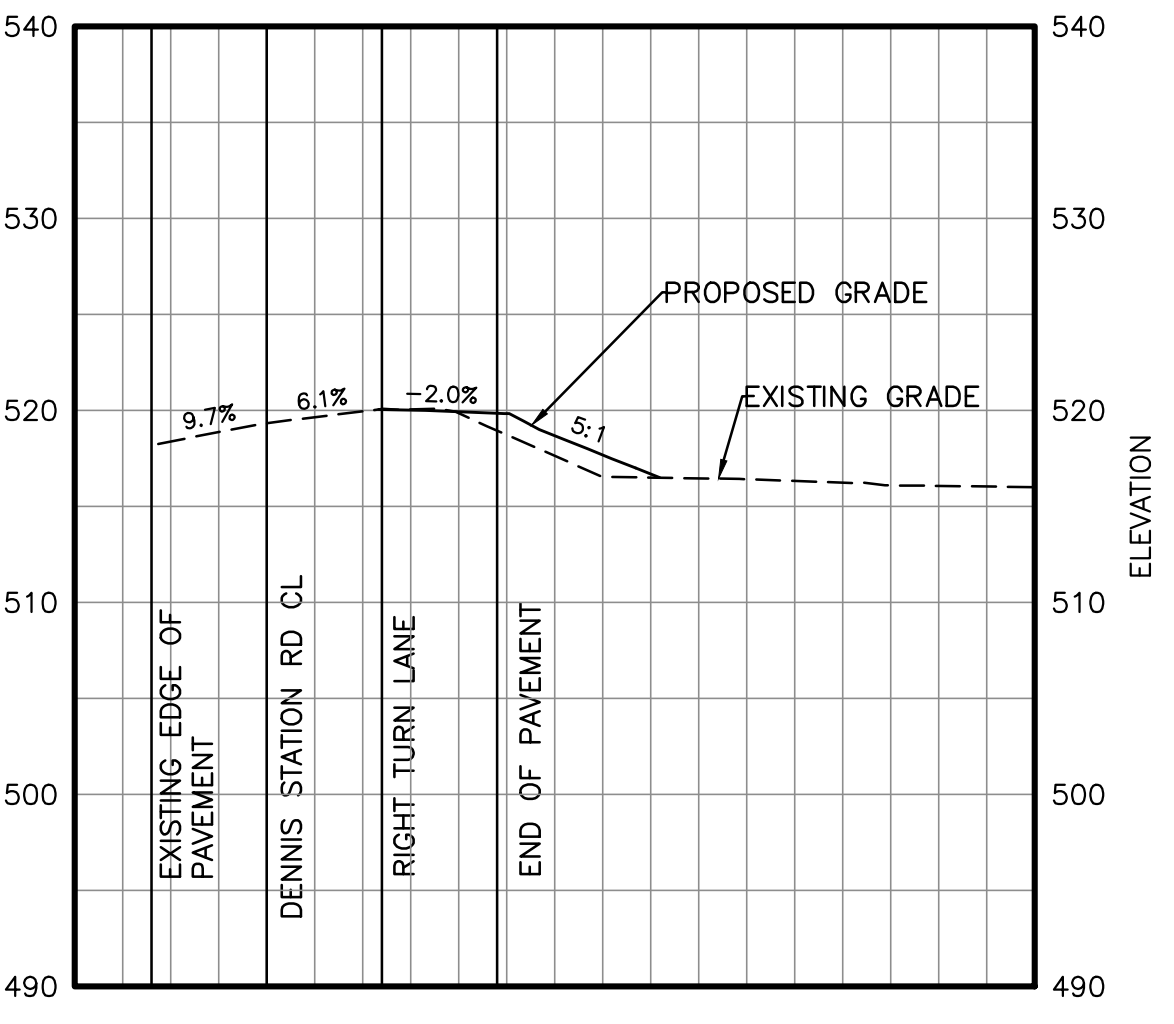
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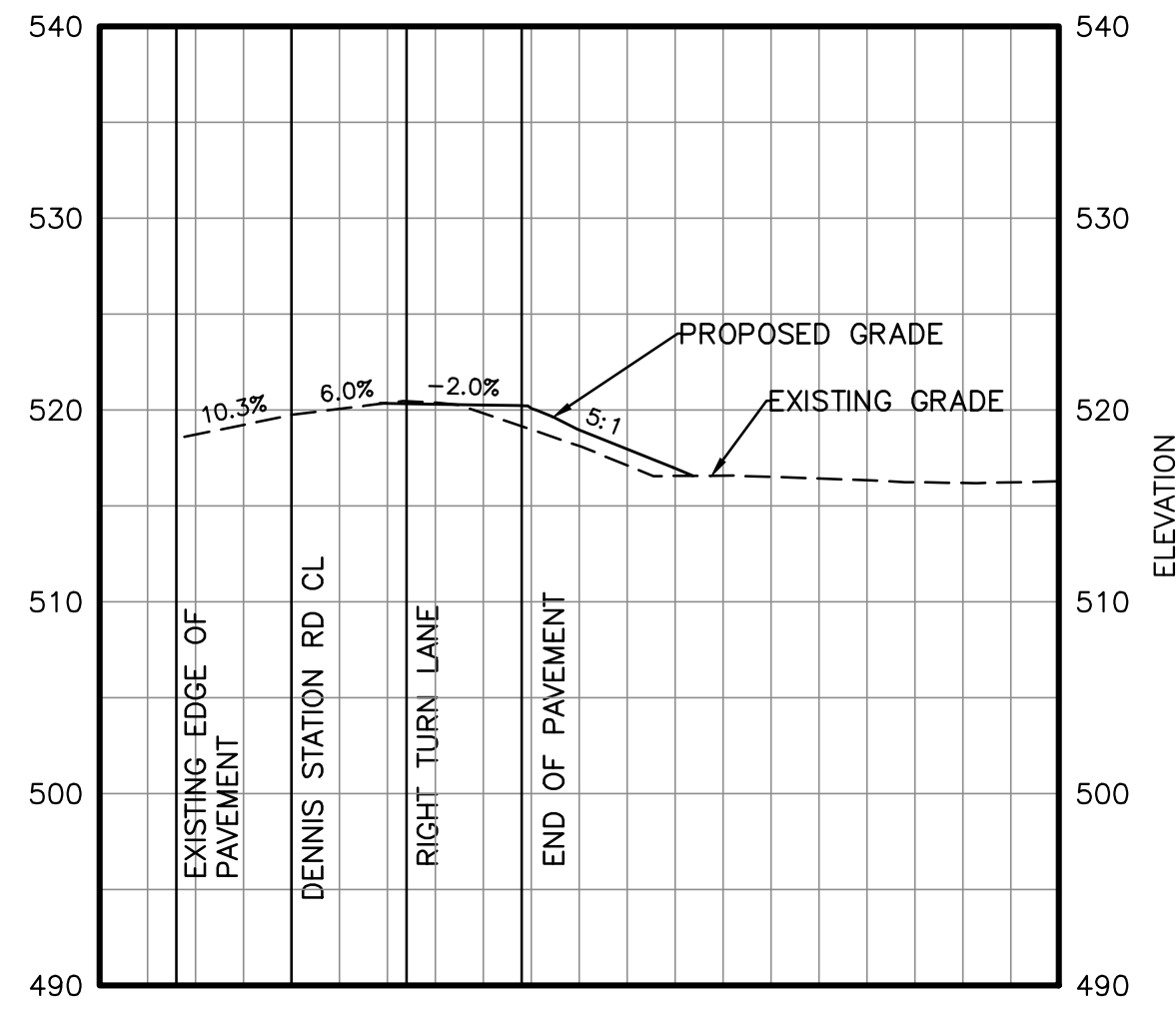
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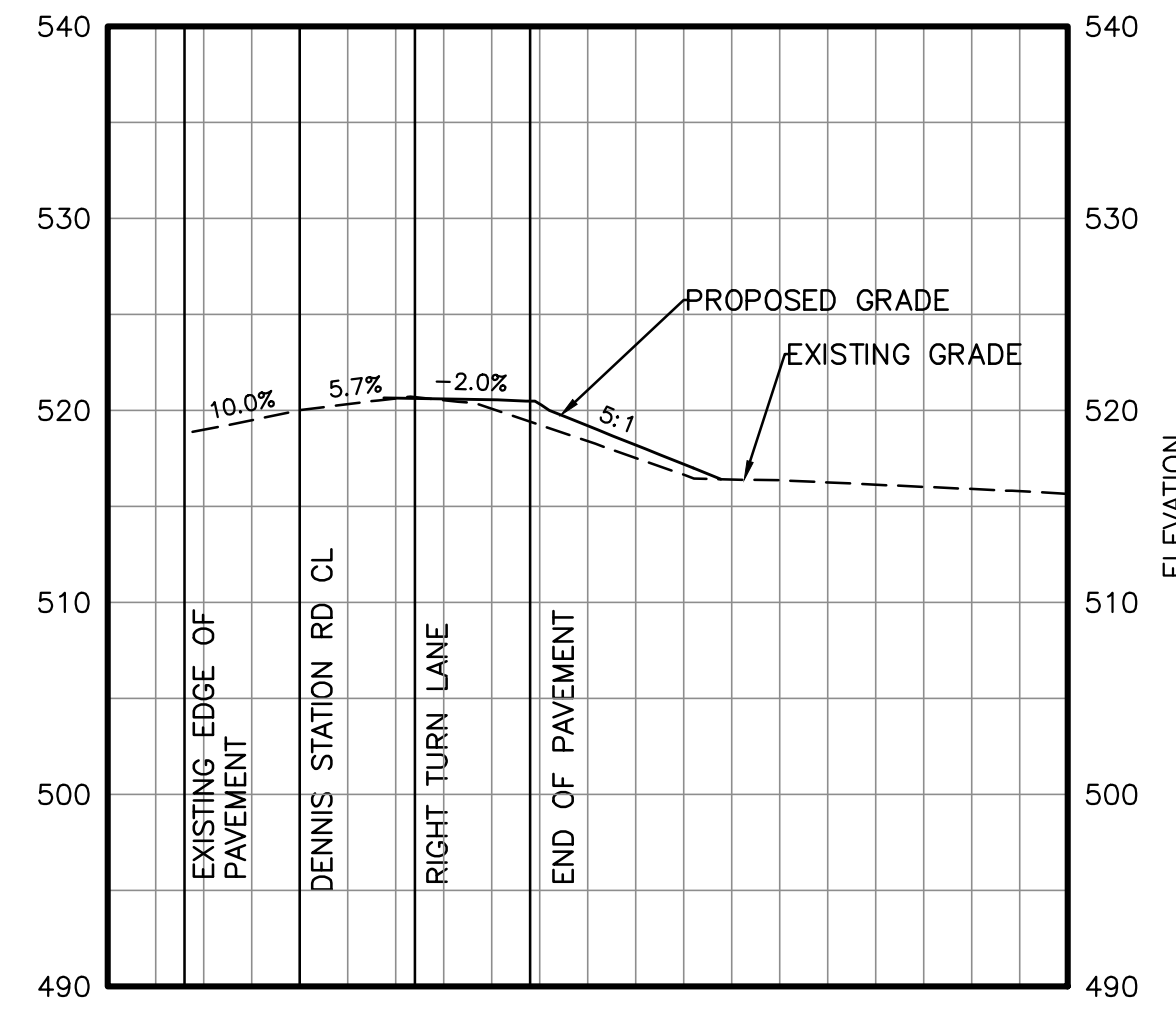
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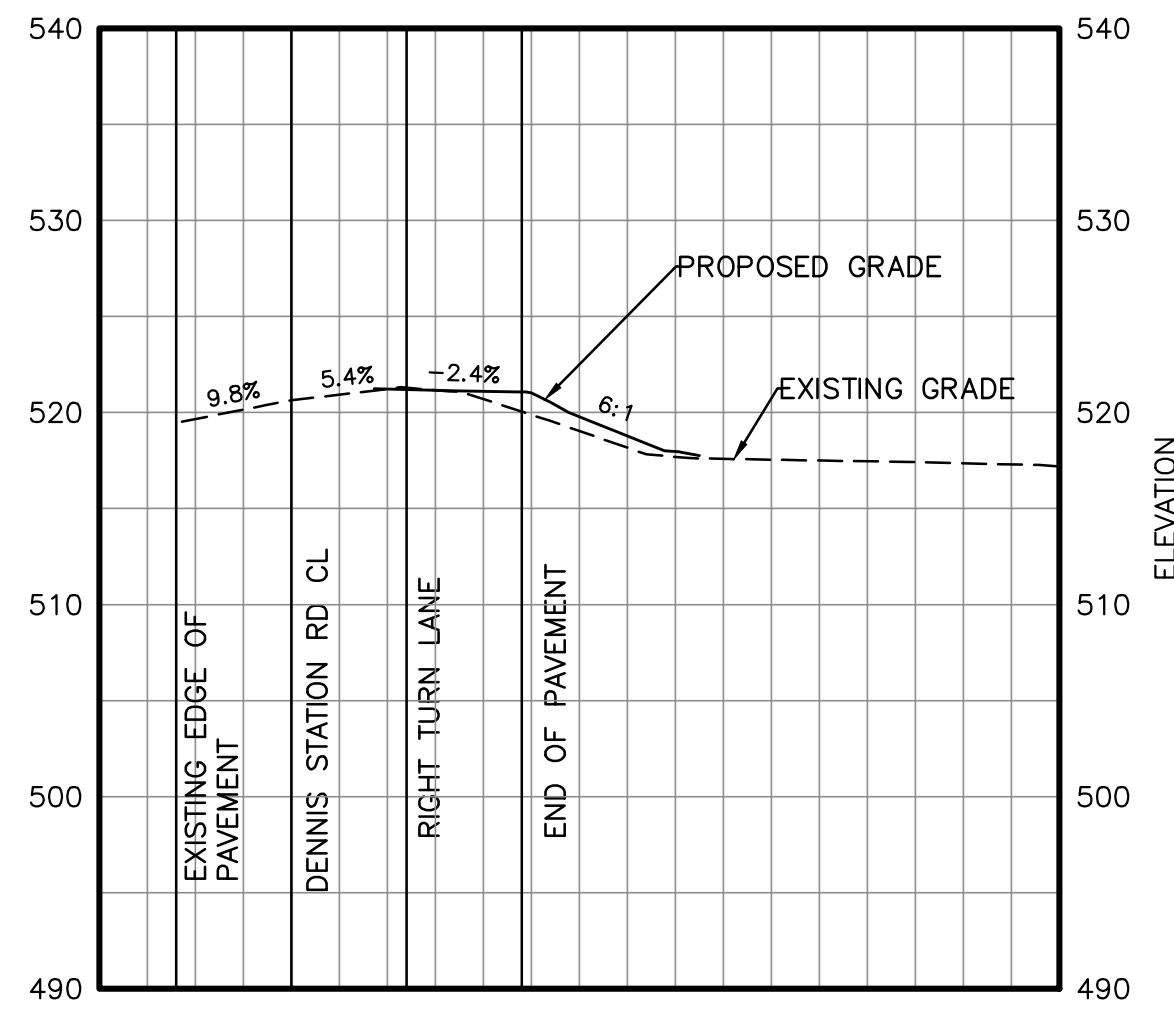
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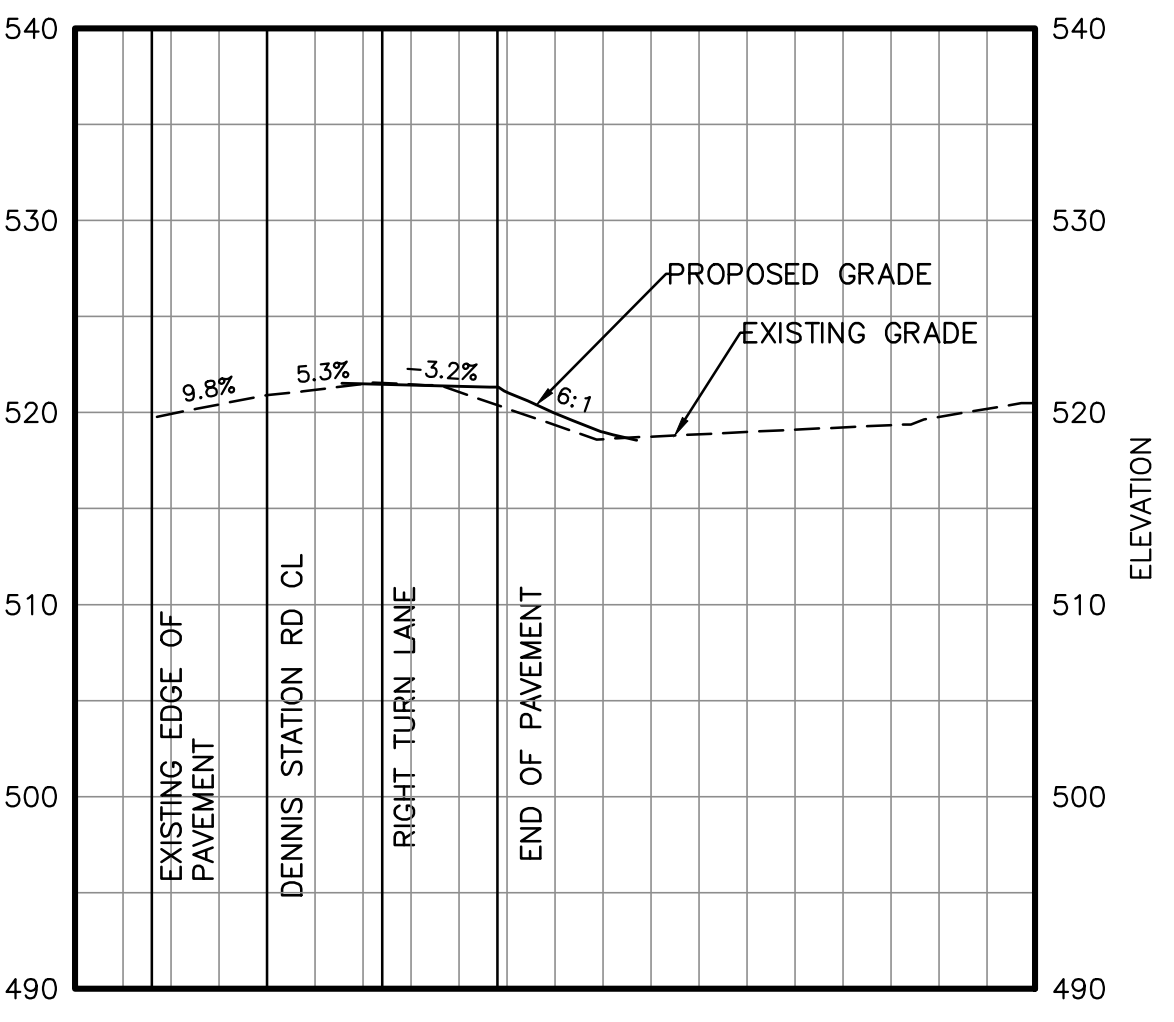
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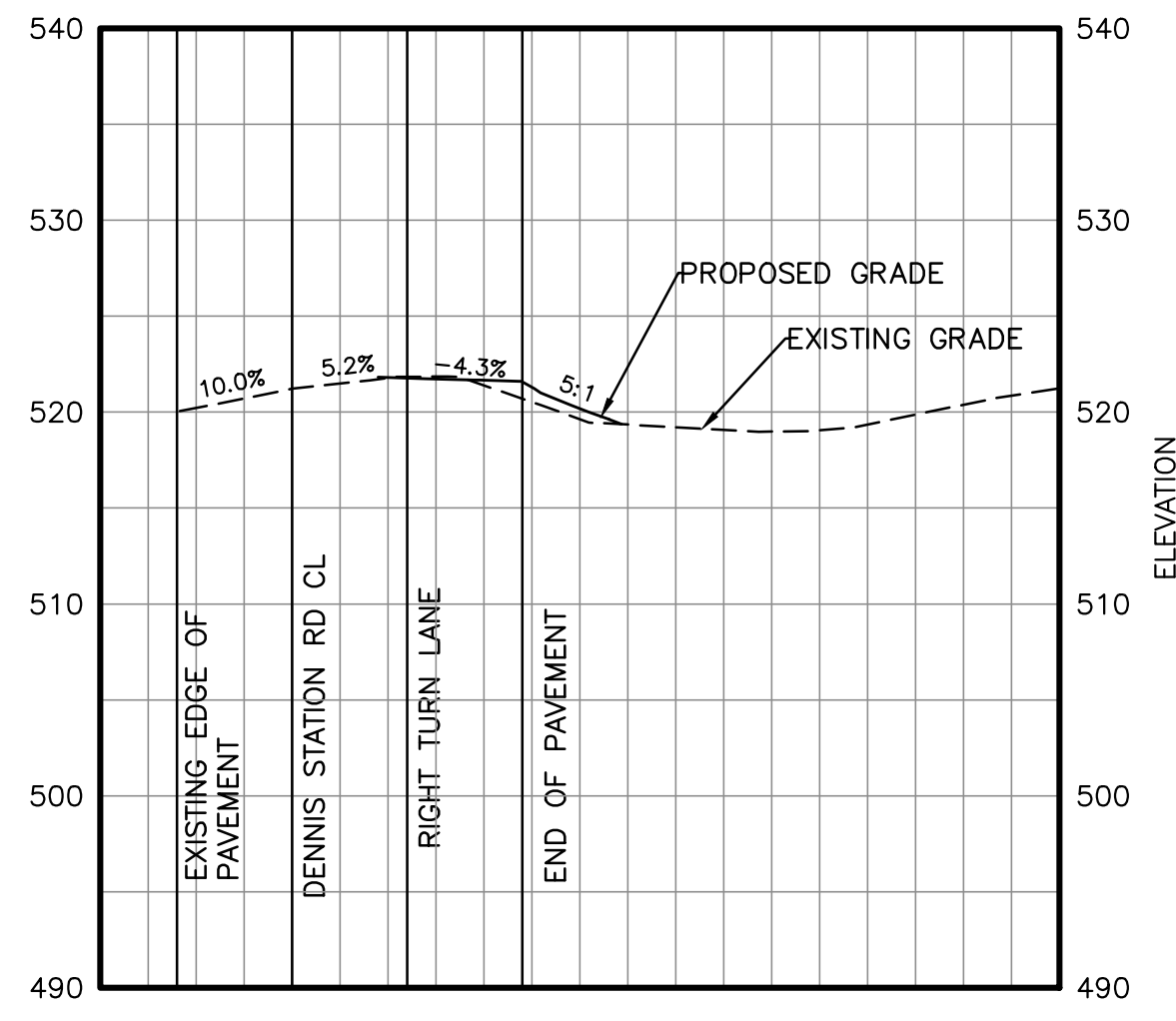
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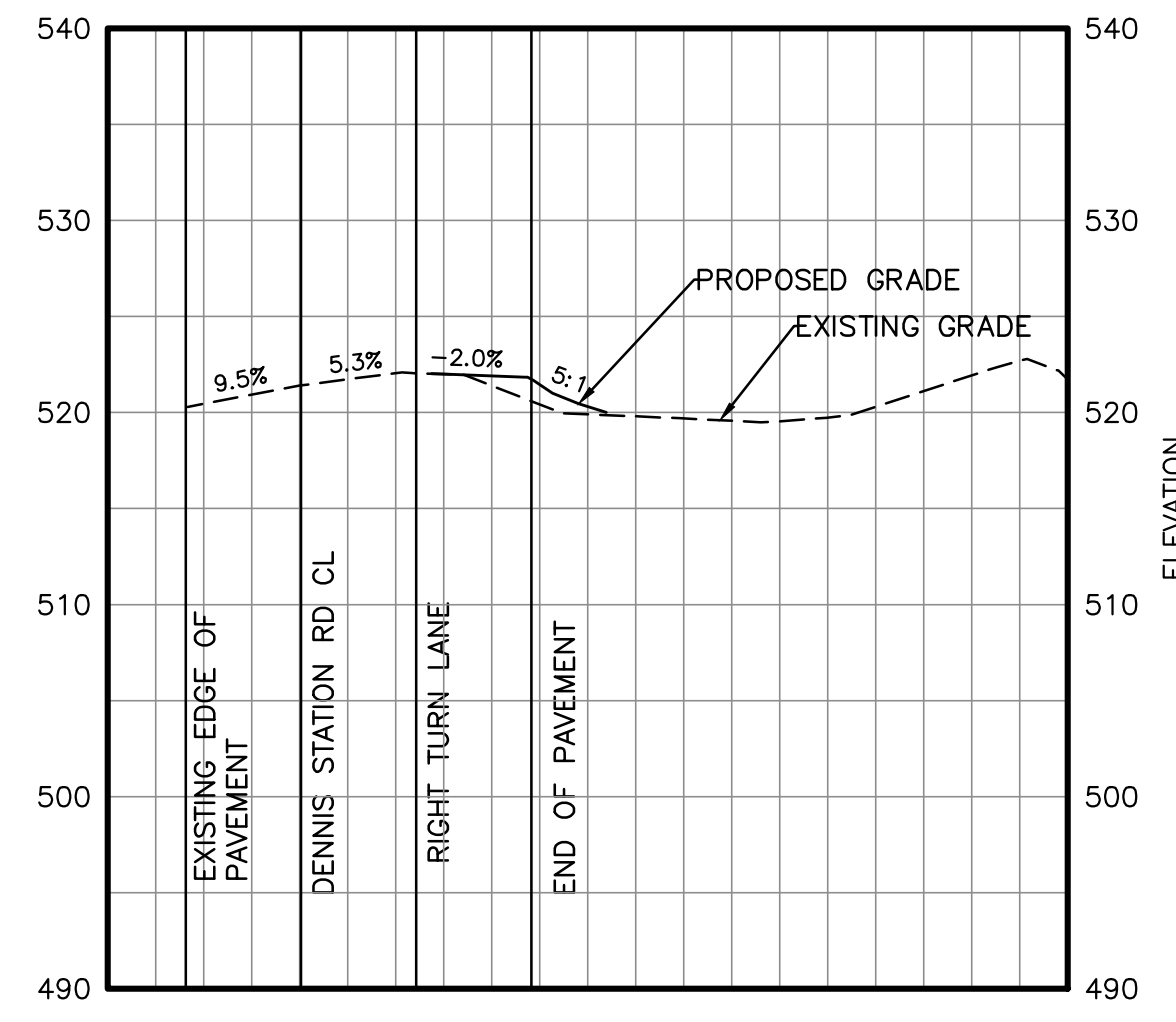
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5+00.00  
SCALE H 1" = 20', V 1" = 10'



5+50.00  
SCALE H 1" = 20', V 1" = 10'



6+00.00  
SCALE H 1" = 20', V 1" = 10'



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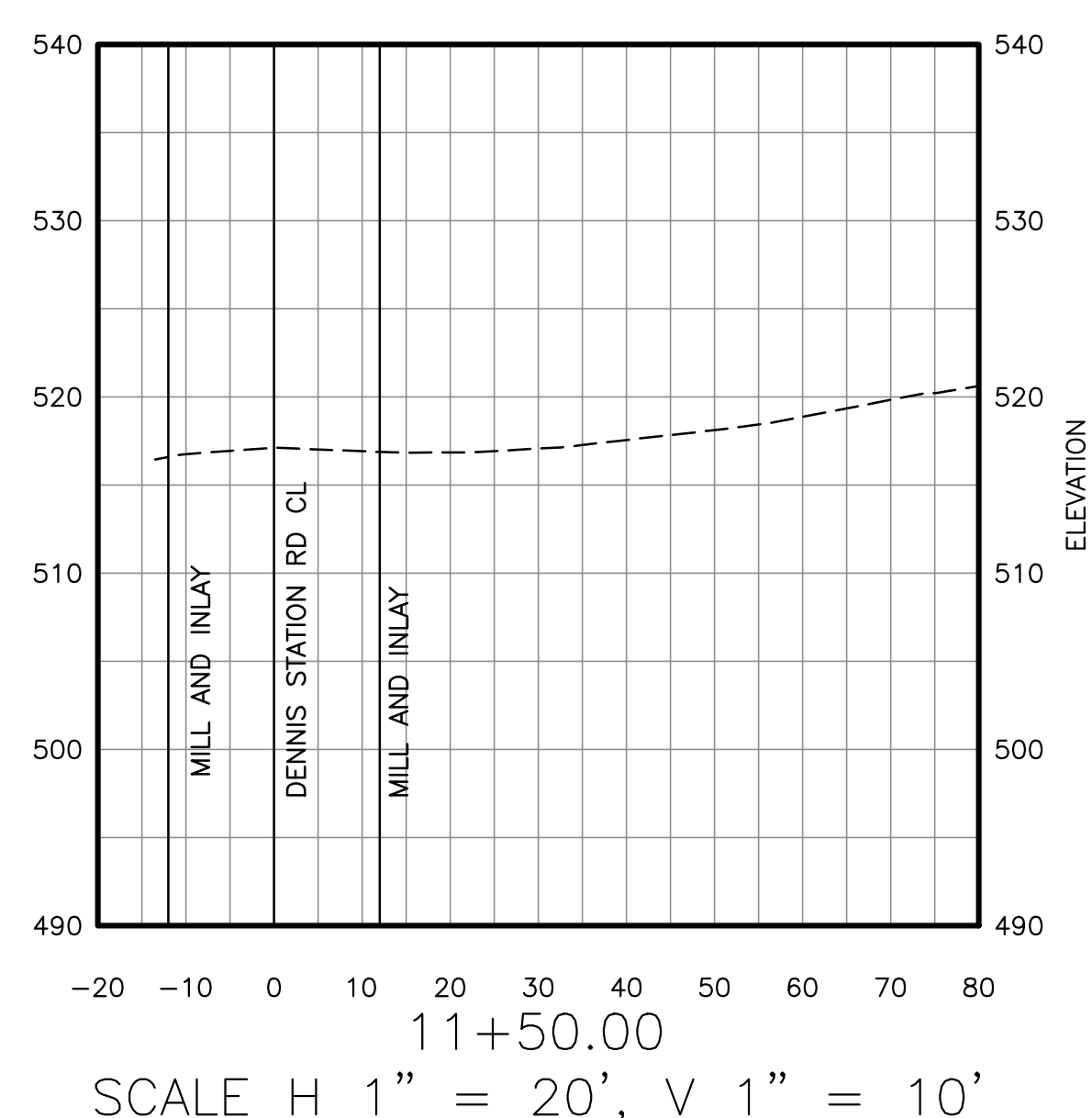
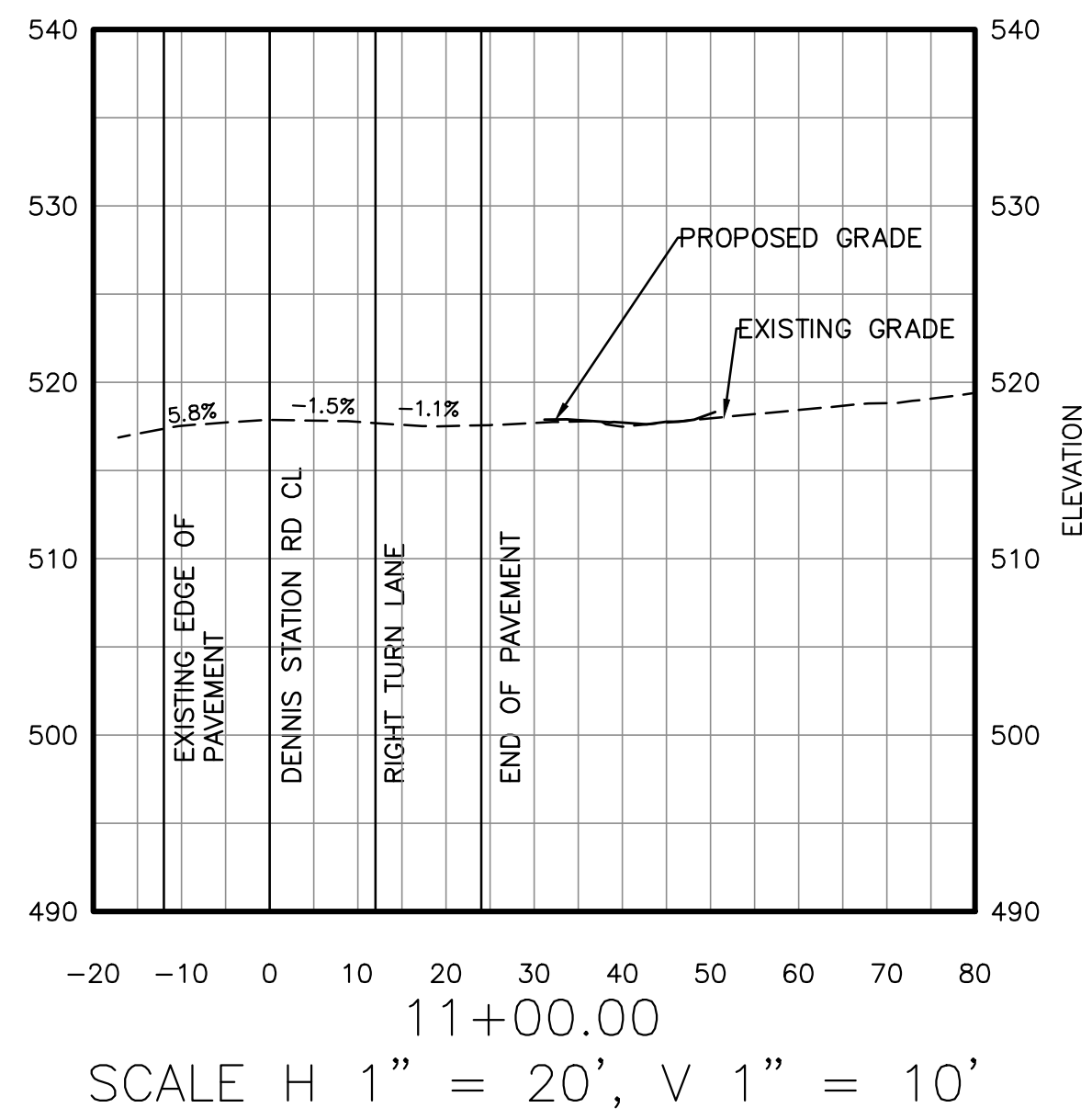
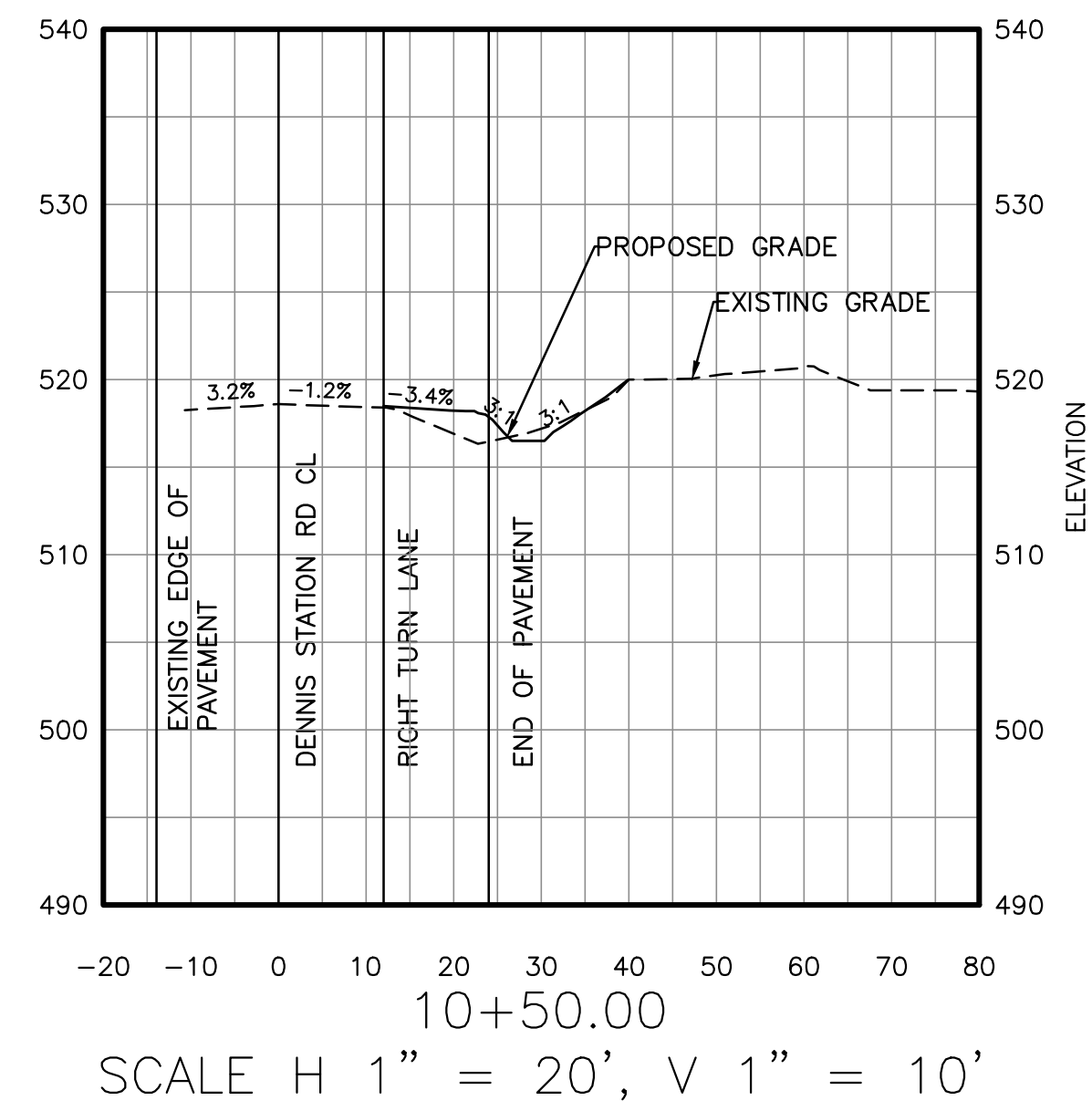
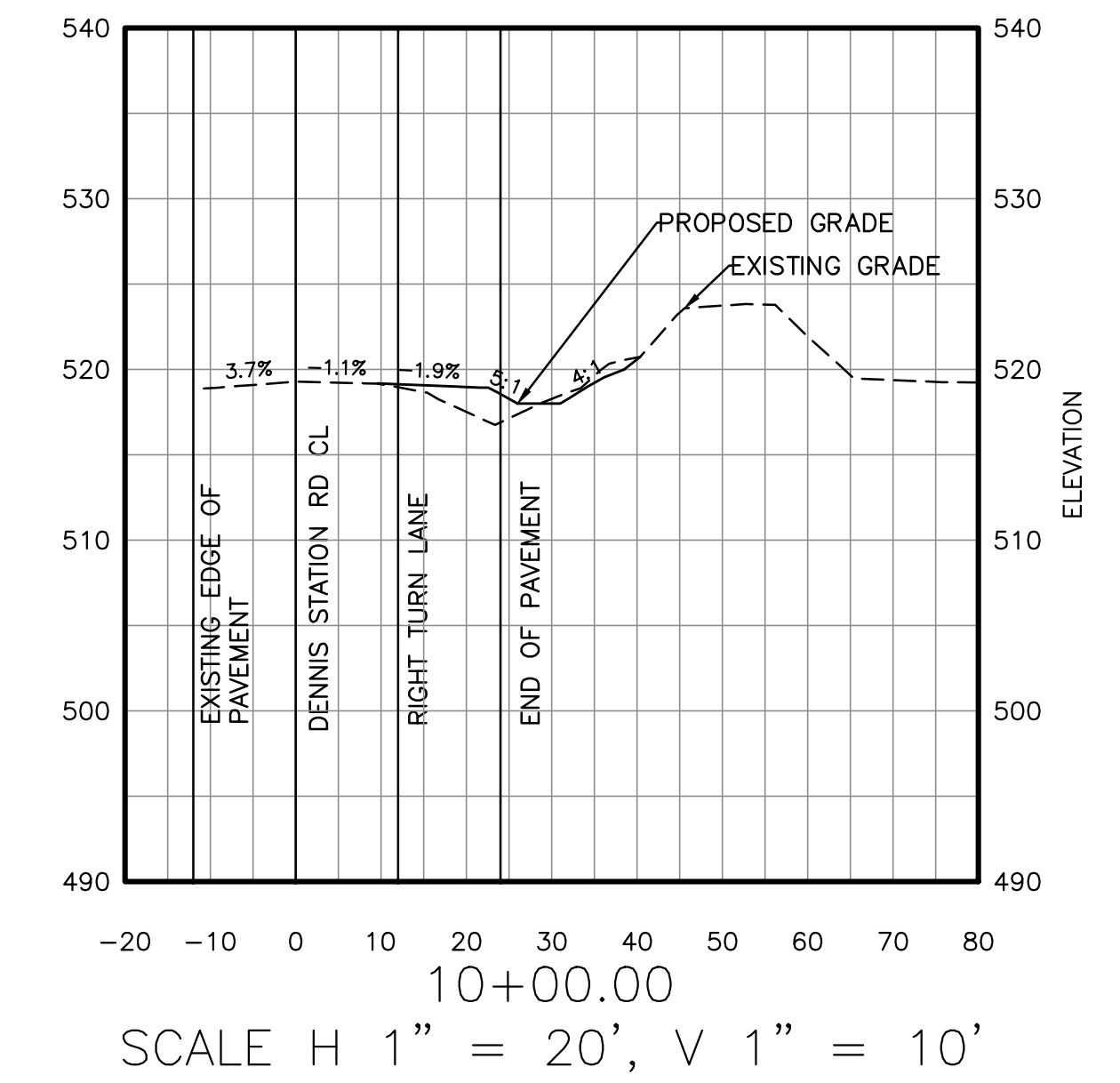
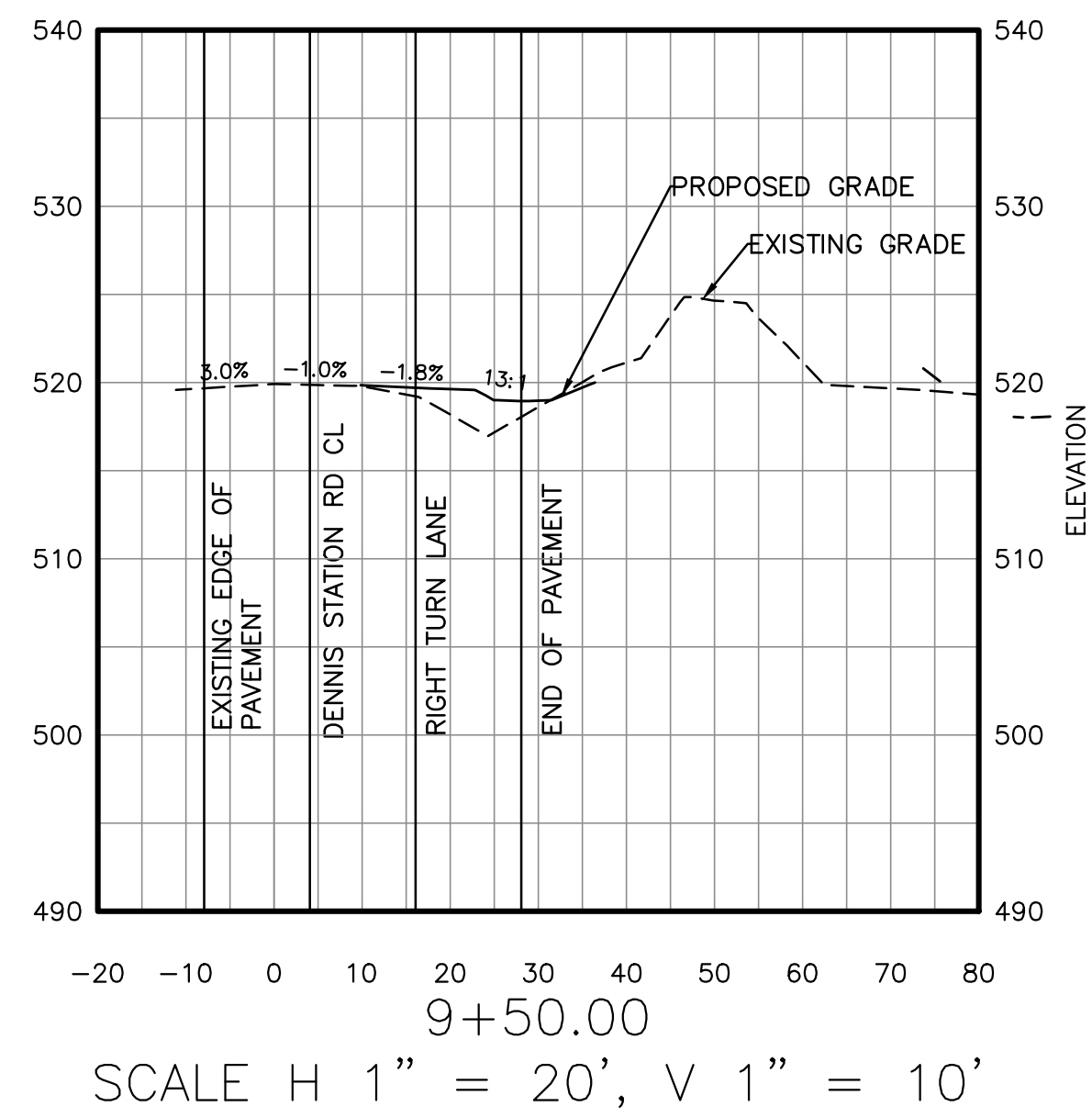
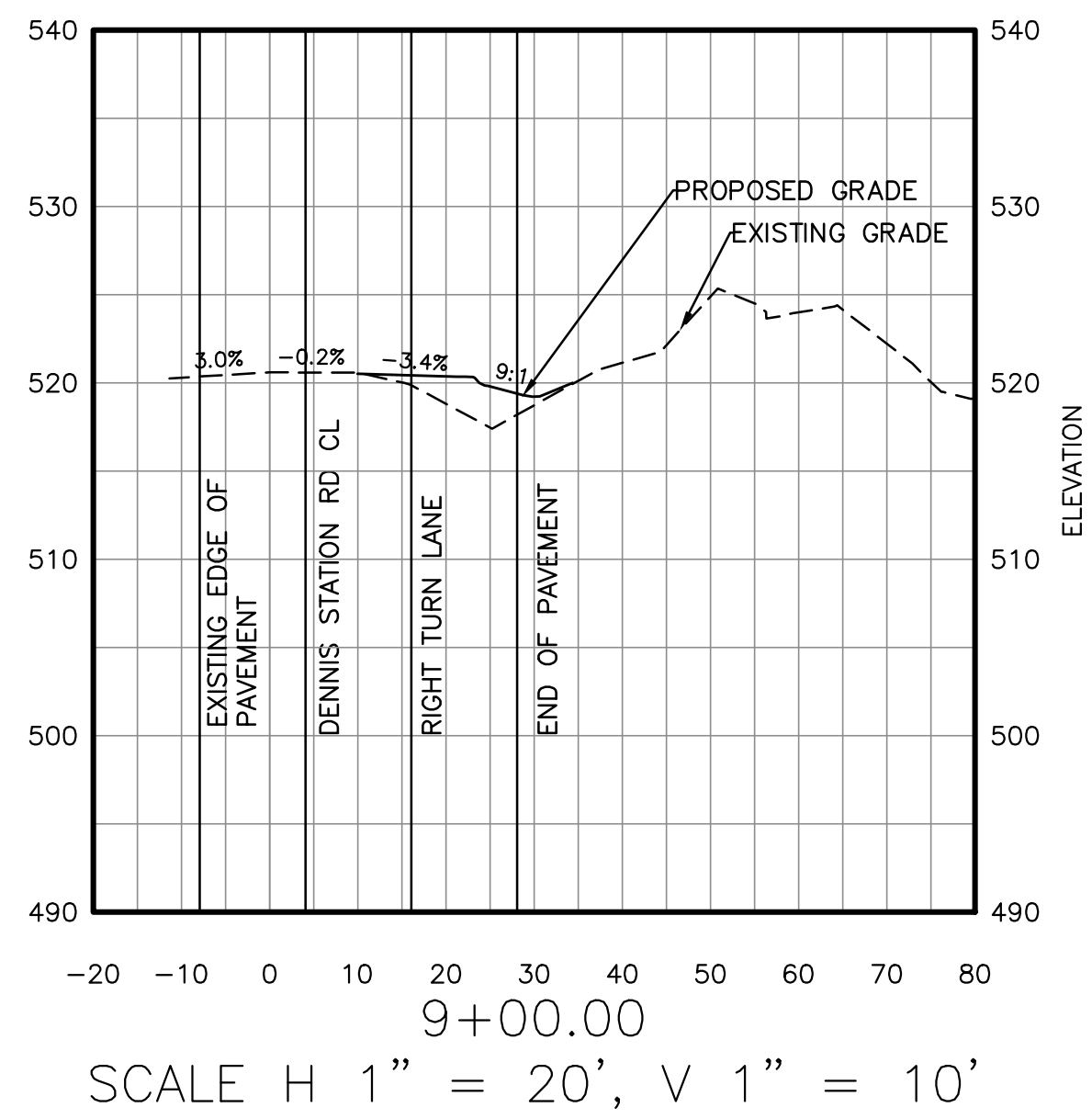
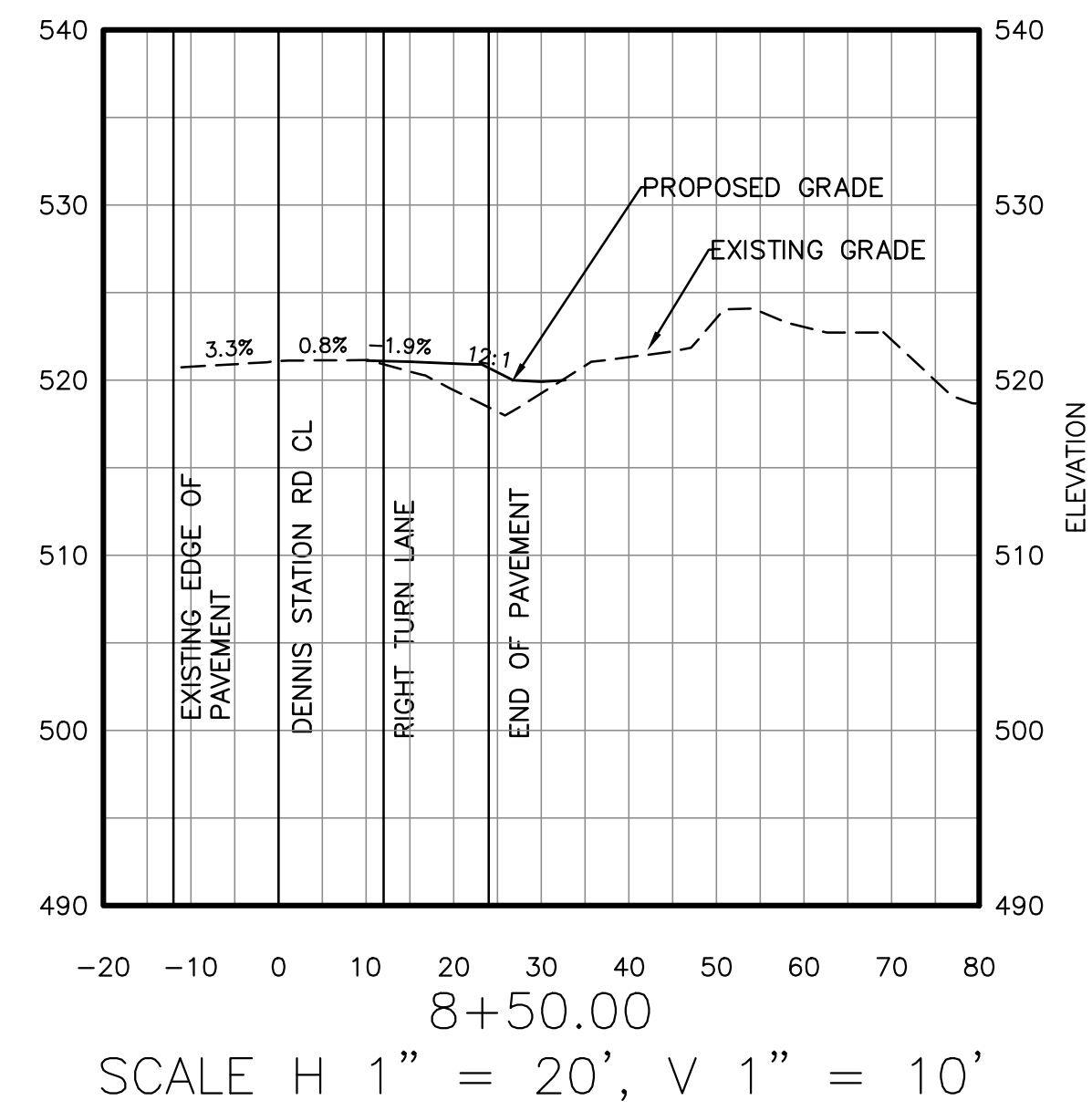
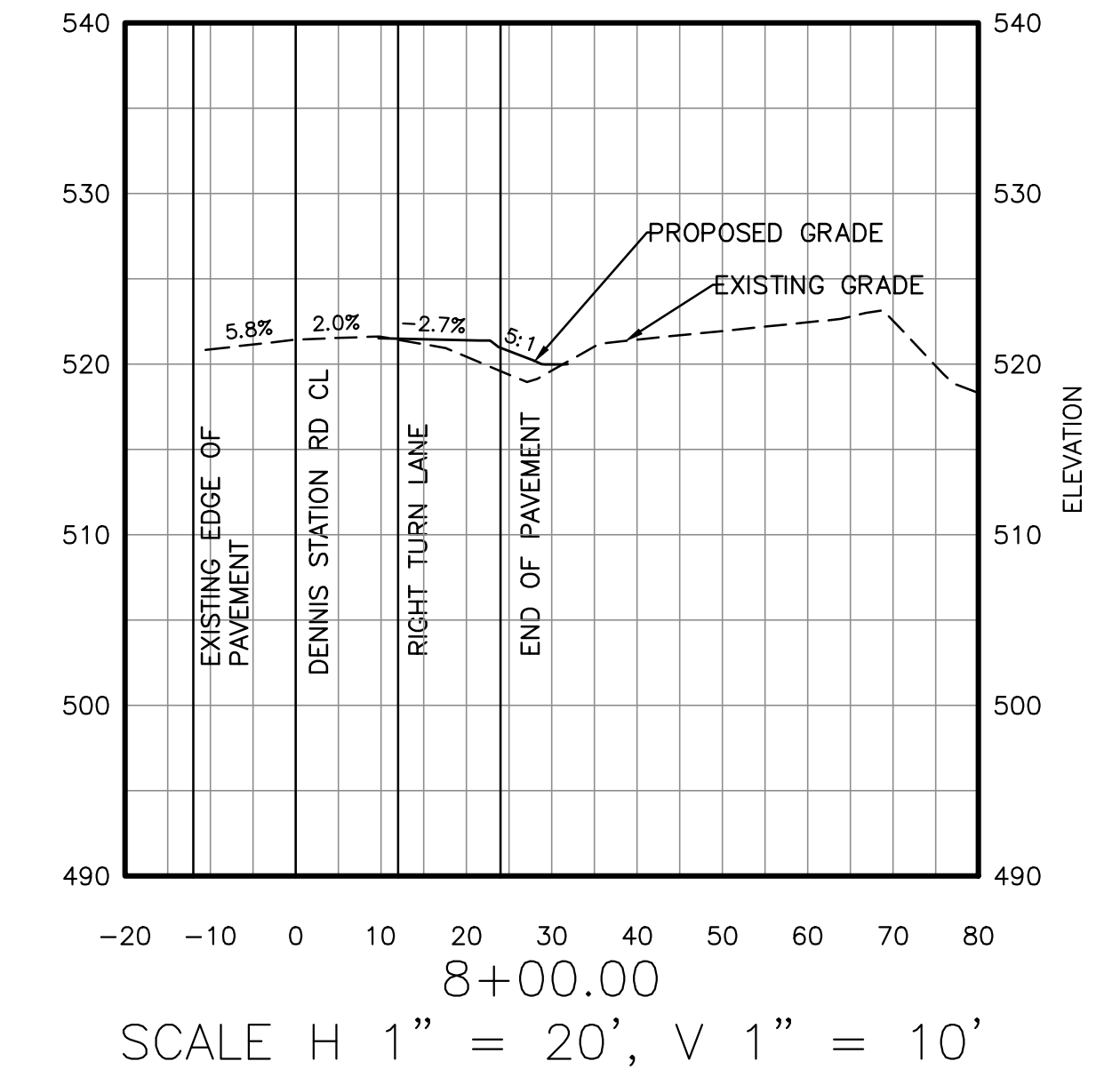
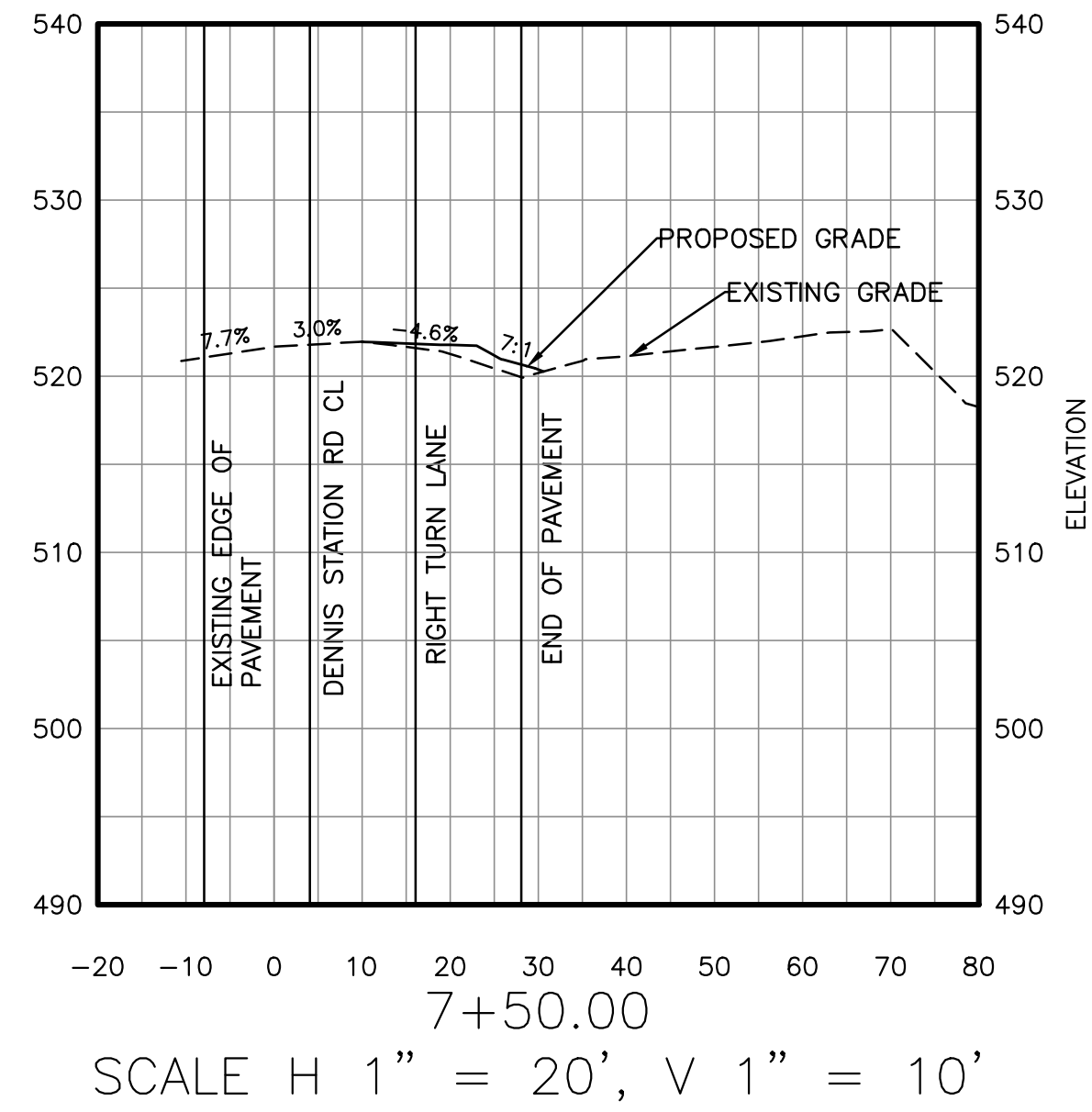
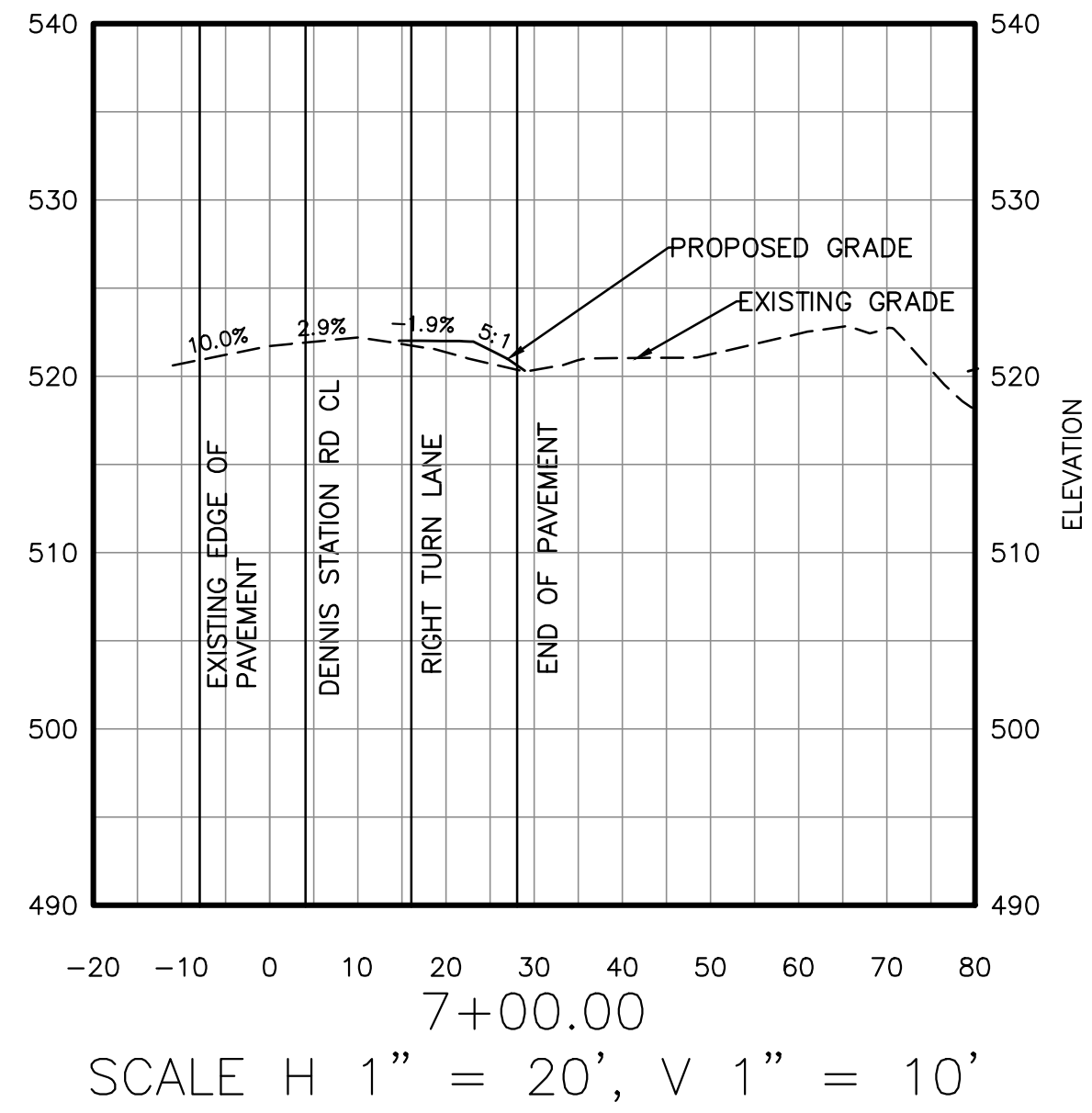
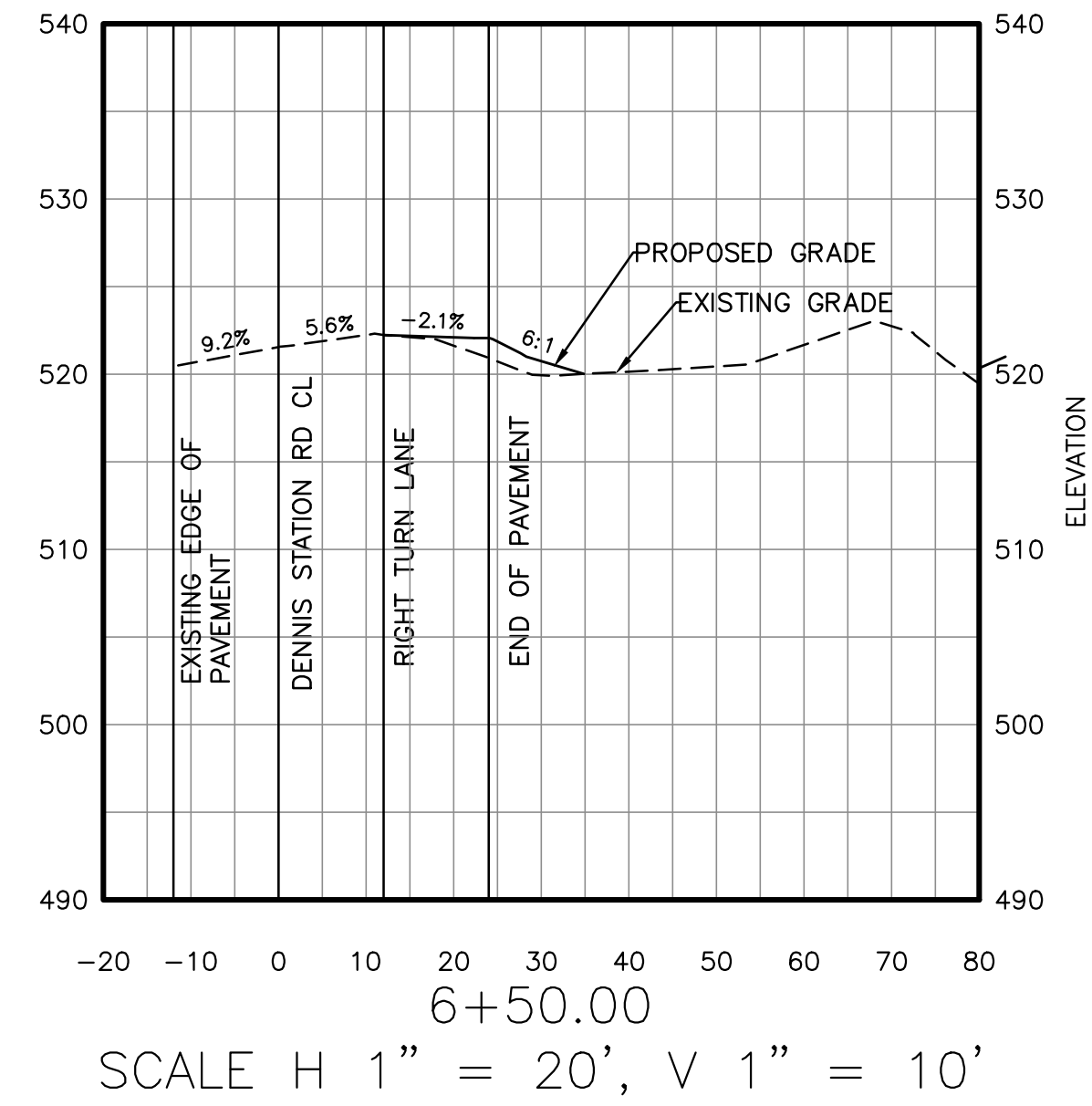
NAME	DATE	NAME	DATE
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CHECKED BY BS	6/15/2021	CHECKED BY BS	6/15/2021
SUPERVISED BY			

PUTNAM COUNTY, GEORGIA

DENNIS STATION DECEL LANE  
CROSS-SECTION I

DRAWING NUMBER  
13-05

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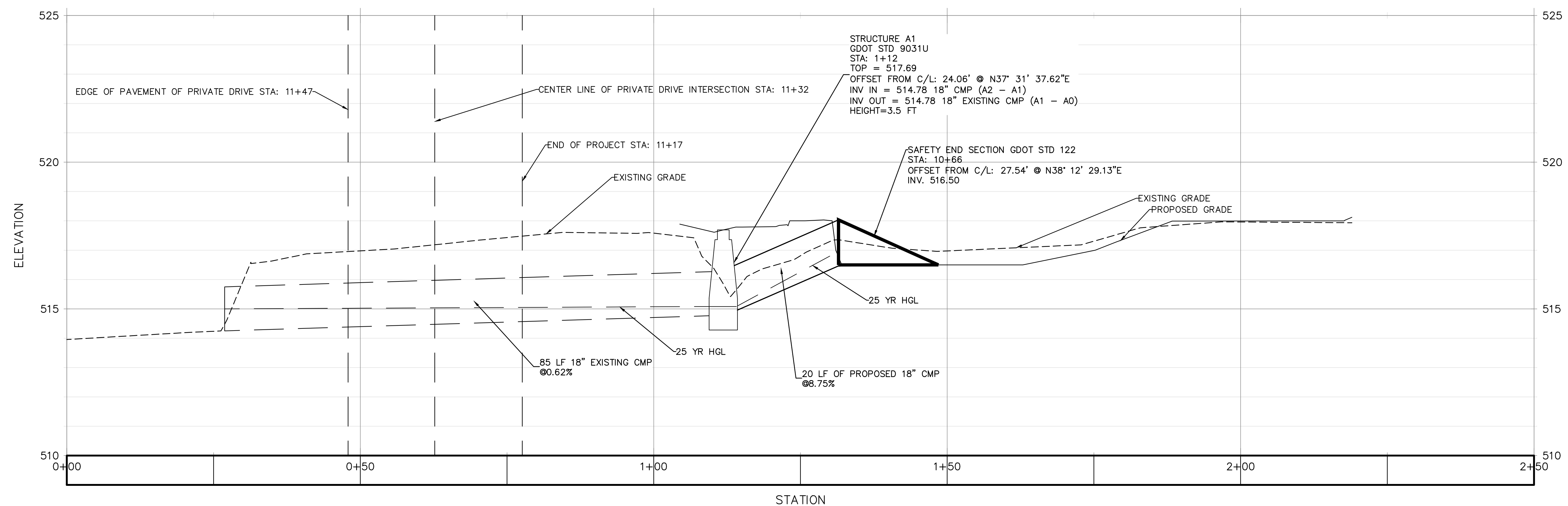
NAME	DATE	NAME	DATE
DESIGNED BY MF	7/13/2021	DRAWN BY MF	7/13/2021
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PUTNAM COUNTY, GEORGIA

DENNIS STATION DECEL LANE  
CROSS-SECTION II

DRAWING NUMBER  
13-06

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STORM  
SCALE: 1" = 10'H, 1" = 2'V



Know what's below.  
Call before you dig.

REVISIONS					
Δ	DATE	BY	DESCRIPTION	Δ	DATE



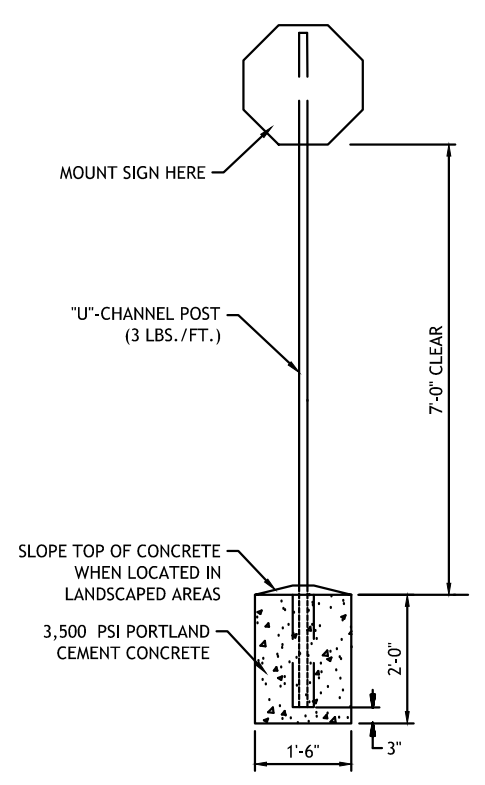
NAME	DATE	NAME	DATE
DESIGNED BY: MF	7/13/2021	DRAWN BY: MF	7/13/2021
CHECKED BY: BS	6/15/2021	CHECKED BY: BS	6/15/2021
SUPERVISED BY:			

PUTNAM COUNTY, GEORGIA

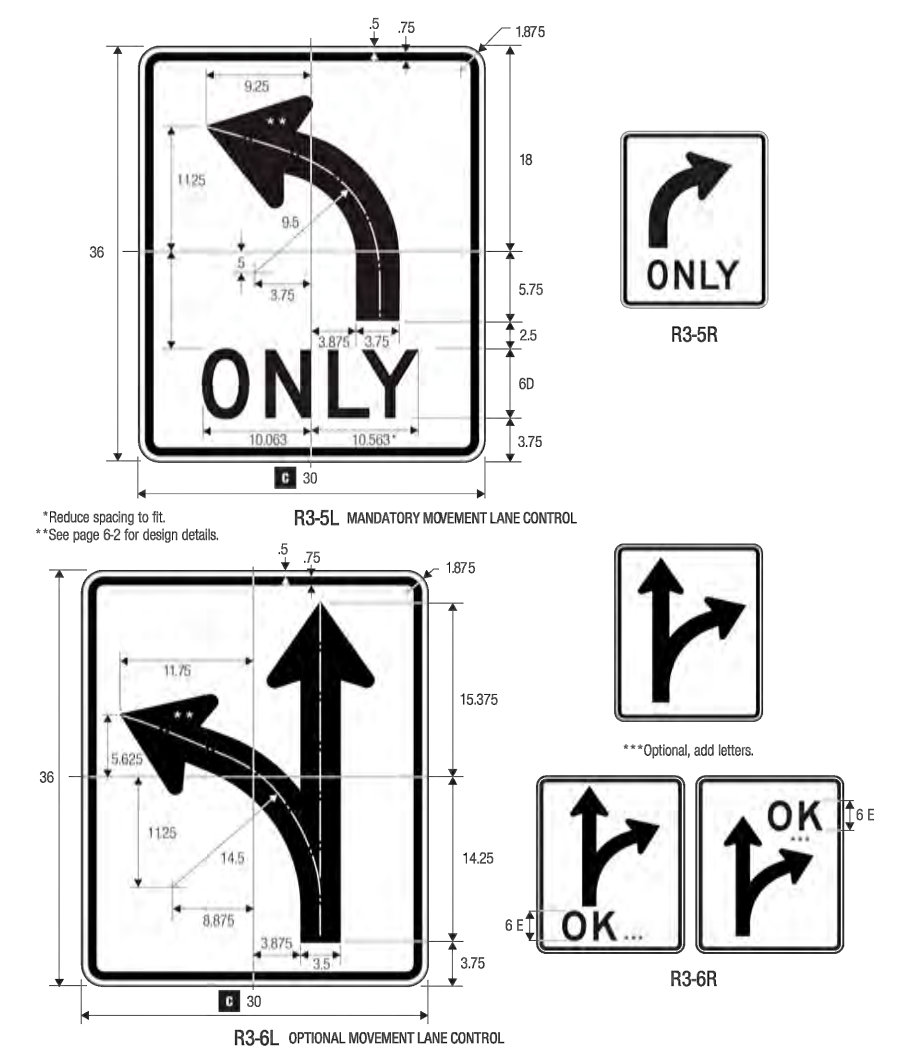
DENNIS STATION DECEL LANE  
**STORM PROFILE**

DRAWING NUMBER  
**13-07**

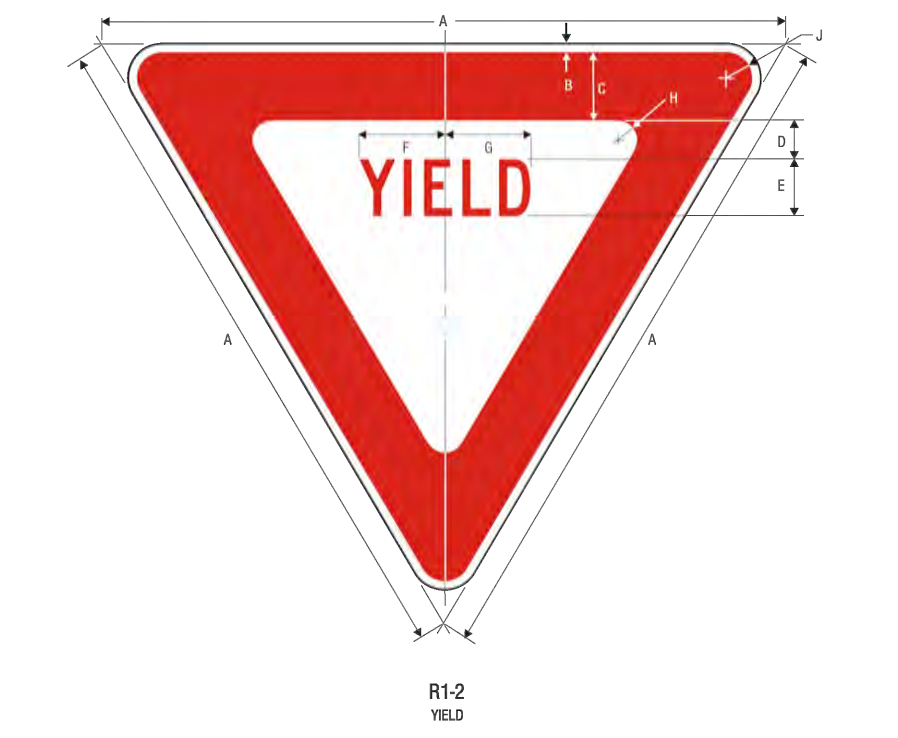
ALL SIGNS SHOULD COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATIONS 'UNIFORM TRAFFIC CONTROL DEVICES', LOCAL CODES AND AS SPECIFIED. MOUNT SIGNS IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS



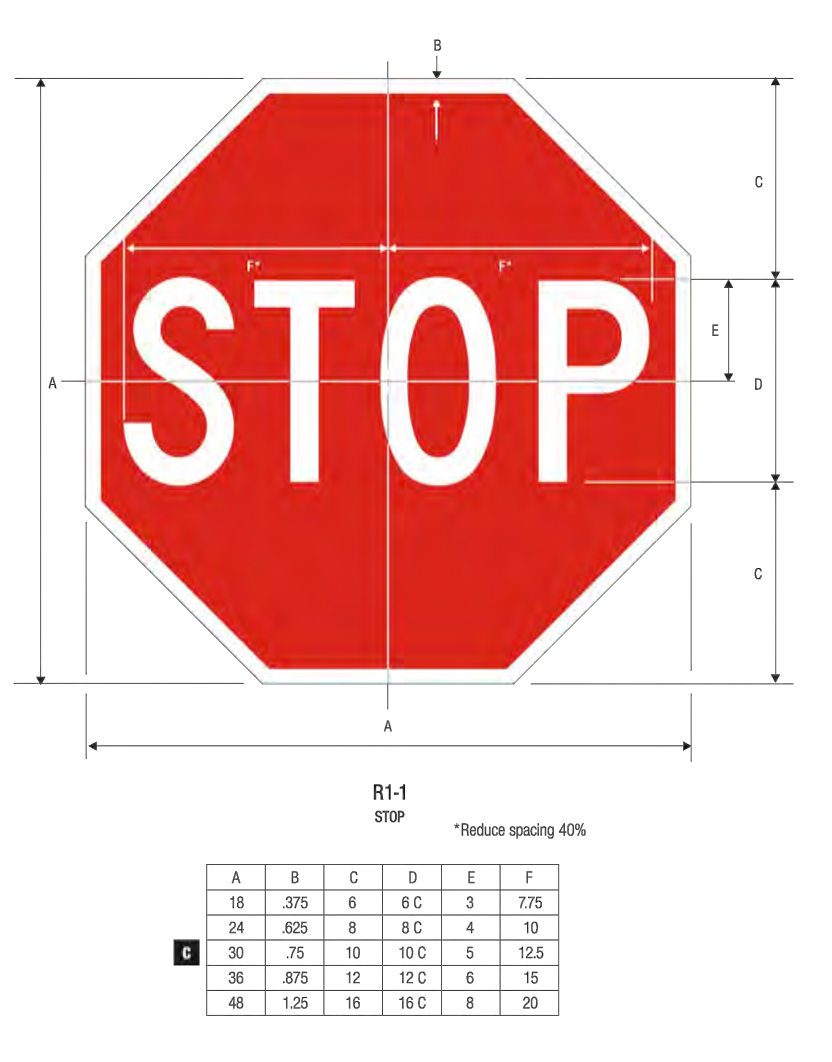
**SIGN BASE DETAIL**  
SCALE: 1" = 2'



**R3-5L MANDATORY MOVEMENT LANE CONTROL**  
COLORS: LEGEND - BLACK BACKGROUND - WHITE (RETROREFLECTIVE)  
LETTER BORDER - BLACK (RETROREFLECTIVE)  
BACKGROUND - WHITE (RETROREFLECTIVE)  
1-27



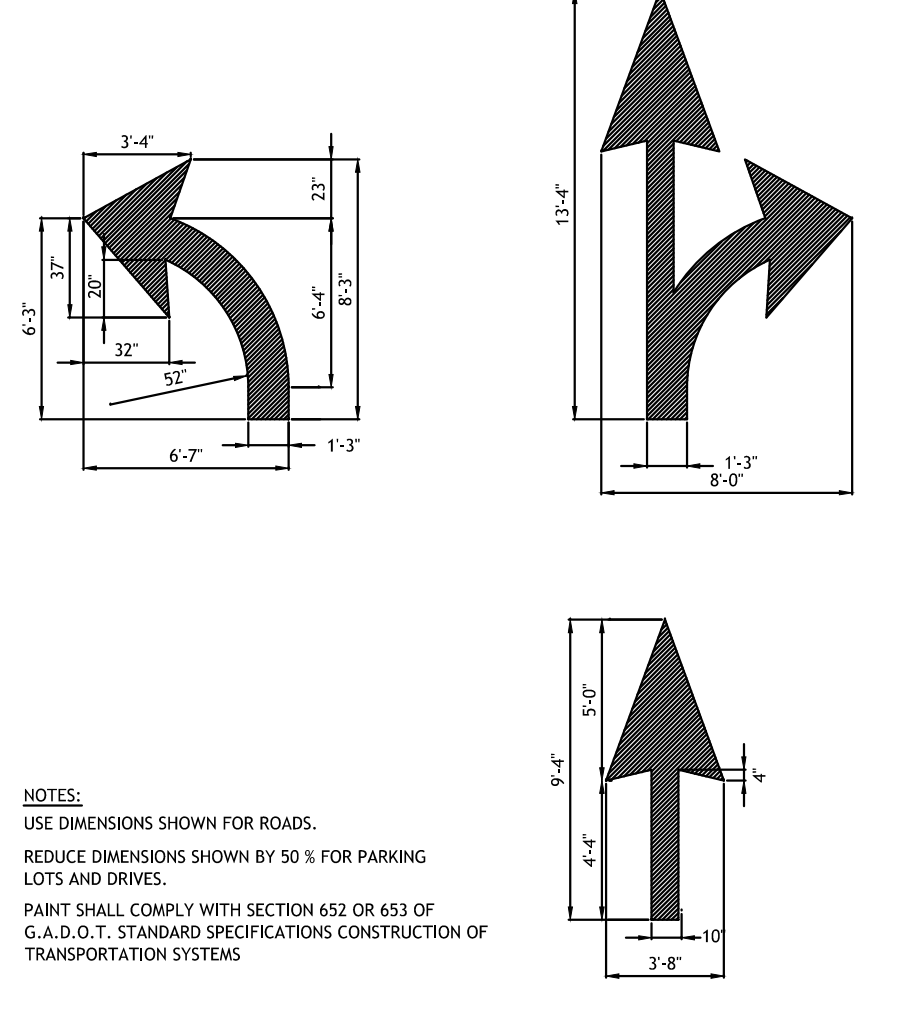
**R1-2 YIELD**  
COLORS: LEGEND - RED (RETROREFLECTIVE)  
LETTER BORDER - BLACK (RETROREFLECTIVE)  
BACKGROUND - WHITE (RETROREFLECTIVE)  
1-2



**R1-1 STOP**  
COLORS: LEGEND - WHITE (RETROREFLECTIVE)  
BACKGROUND - RED (RETROREFLECTIVE)  
1-1

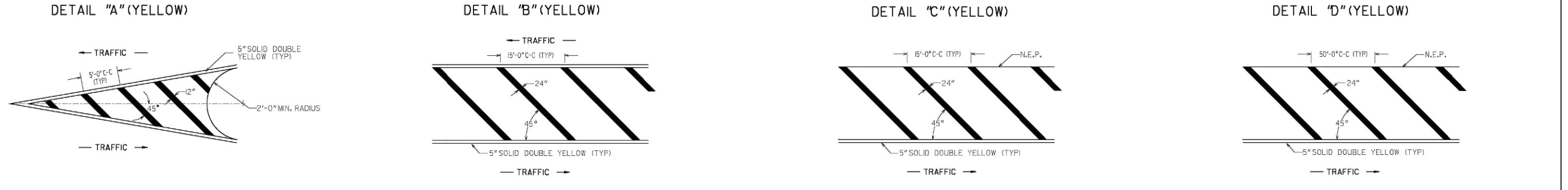


**R9-3a NO PARKING (GENERAL)**  
COLORS: CIRCLE & DIAGONAL - RED (RETROREFLECTIVE)  
LETTER BORDER - BLACK (RETROREFLECTIVE)  
BACKGROUND - WHITE (RETROREFLECTIVE)  
1-104



**PAVEMENT MARKINGS**  
SCALE: 1" = 4'

NOTES:  
USE DIMENSIONS SHOWN FOR ROADS.  
REDUCE DIMENSIONS SHOWN BY 50% FOR PARKING LOTS AND DRIVES.  
PAINT SHALL COMPLY WITH SECTION 403 OR 453 OF G.A.D.O.T. STANDARD SPECIFICATIONS CONSTRUCTION OF TRANSPORTATION SYSTEMS

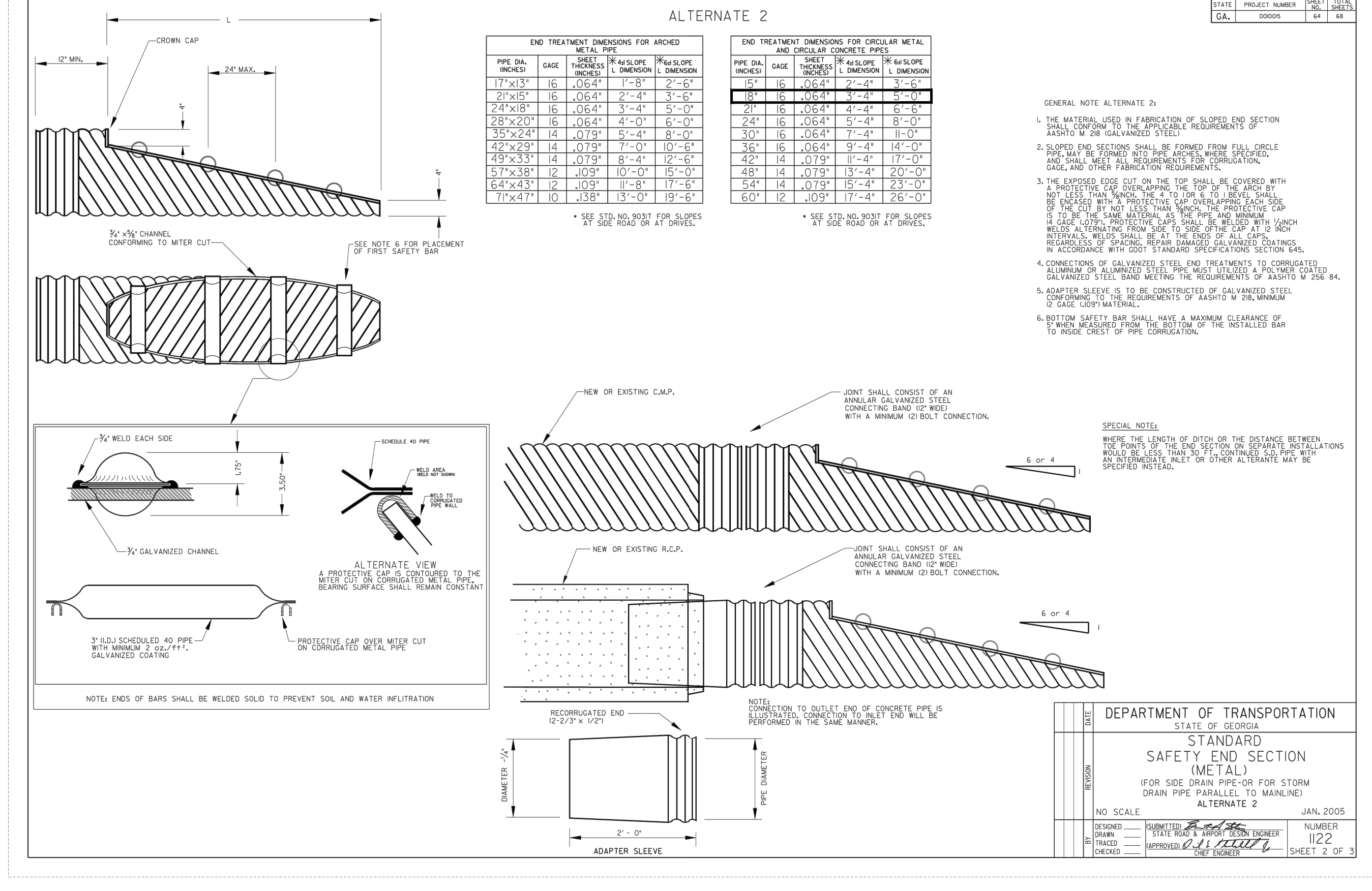
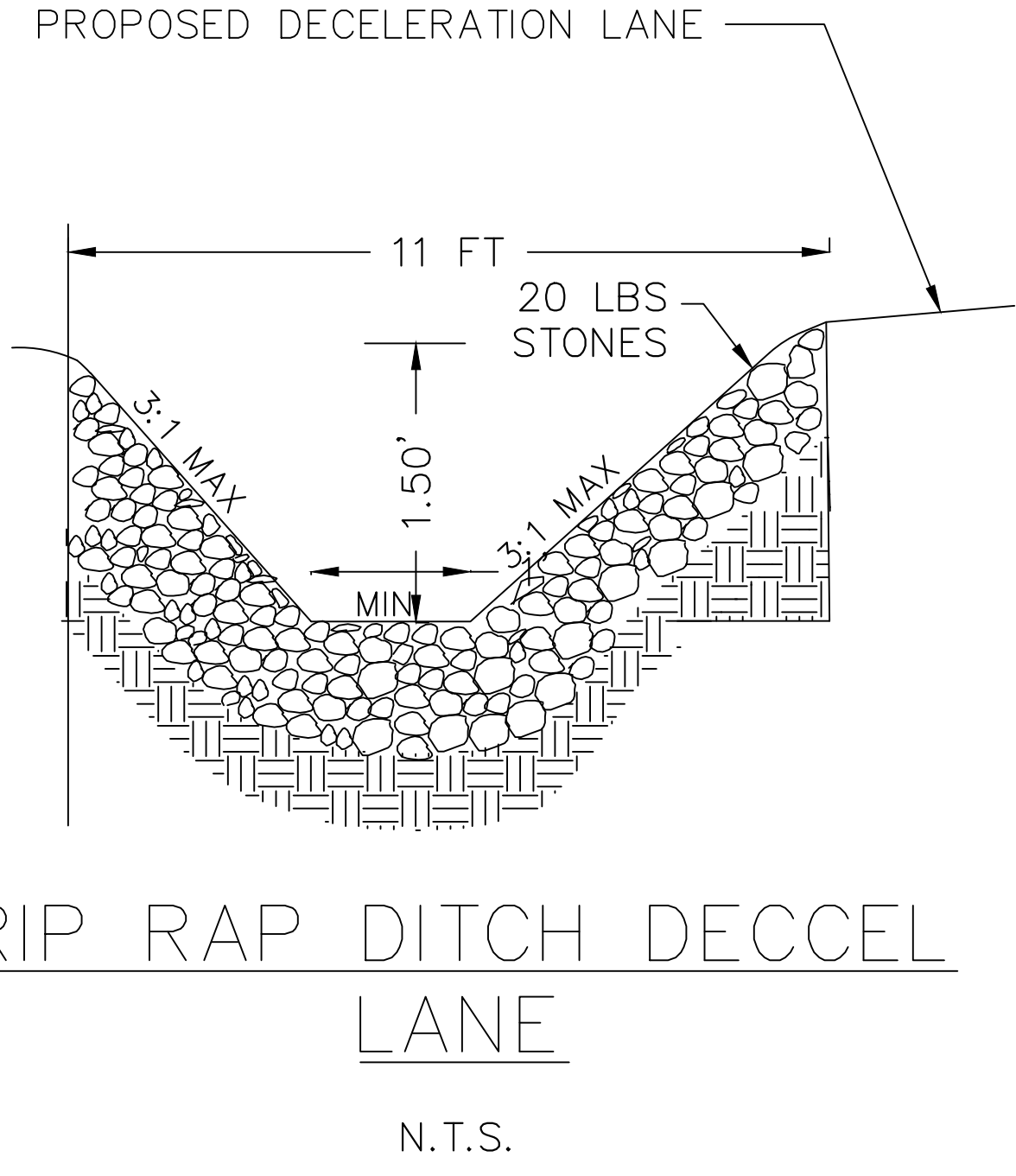


GENERAL NOTES:  
1. FOR YELLOW STRIPING, THE SQUARE YARDS SHOWN ON PLAN, SUMMARY AND DETAILED ESTIMATE SHEETS INCLUDE THE AREA WITHIN THE BORDERS AND THE 5' SOLID DOUBLE YELLOW BORDER.  
2. FOR WHITE STRIPING, THE SQUARE YARDS SHOWN ON PLAN, SUMMARY AND DETAILED ESTIMATE SHEETS INCLUDES THE AREA WITHIN THE BORDERS AS WELL AS THE 8' SOLID WHITE BORDER.

**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

DATE	REVISIONS	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
6/25/04	Modified general note 1	GA	00000	14	14
11/28/05	CHANGED BORDER				
11/28/08	Modified general note 1				

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: TRAFFIC OPERATIONS  
**SIGNING AND MARKING PLANS**  
DETAIL OF PAVEMENT MARKING  
HATCHING  
JANUARY 2000  
NUMBER T-14



REVISIONS							
NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION



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PUTNAM COUNTY, GEORGIA

DENNIS STATION DECEL LANE  
CONSTRUCTION DETAILS I

DRAWING NUMBER  
13-08

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

### PIPE CURVED ALIGNMENT USING SECTIONS WITH DROPPED JOINTS

**NOTE TO DESIGNER:**  
A COST COMPARISON ESTIMATE SHALL BE MADE BEFORE PIPE CURVED ALIGNMENT IS SPECIFIED.

$TAN \frac{\Delta}{N} = \frac{L}{R + \frac{D}{2} + t}$

WHERE:  
 N = NUMBER OF PIPE SECTIONS WITH DROPPED JOINTS  
 D = INSIDE DIAMETER OF PIPE  
 Δ = DEFLECTION ANGLE, DEGREES  
 R = RADIUS OF CURVATURE (FT.)  
 t = PIPE WALL THICKNESS (FT.)  
 L = NORMAL LENGTH OF PIPE SECTION (FT.) 4', 6', OR 8' TYPICAL.

**NOTES FOR PIPE CURVED ALIGNMENT:**

- PLANS ARE TO SPECIFY ONLY THE PIPE DIAMETER "D", THE ANGLE "Δ", AND THE TANGENT ALIGNMENT.
- PIPE WALL THICKNESS "t", PIPE SECTION LENGTHS "L", AND DROP IN PIPE JOINT "ΔA" VARIES ACCORDING TO PIPE PRODUCER AND IS BASED ON FEASIBILITY.
- THE RADIUS "R" AND THE NUMBER OF DROPPED JOINT PIPE SECTIONS "N" IS DETERMINED BY (1) & (2) ABOVE. MINOR MODIFICATIONS IN THE RADIUS "R" ARE NORMALLY MADE SO THAT "N" WILL BE A WHOLE NUMBER.
- PIPE SECTIONS SHALL BE ORIENTED SUCH THAT THE PLANE OF THE DROPPED JOINT IS AT RIGHT ANGLES TO THE THEORETICAL CIRCULAR CURVE. THE TOP OF SECTIONS ARE TO BE MARKED SO THAT THE DEFLECTION ANGLE IS PROPERLY ORIENTED.
- DETAILS ARE SHOWN FOR CONCRETE PIPE. CURVED ALIGNMENT FOR C.M. PIPE SHALL BE AS RECOMMENDED BY THE MANUFACTURER AND APPROVED BY THE ENGINEER.
- PAYMENT PER LIN. FT. OF PIPE INCLUDES PIPE SECTIONS WITH DROPPED JOINTS.

### DETAILS OF CONCRETE JUNCTION BOX

(PRECAST OR BUILT IN PLACE)

**REINFORCED CONCRETE TOP**

W - 1/2"    T1 - 1/4"    T2 - 1/4"

4" CL    #4 BARS AT 6" O.C.

LIFT BAR OR EYE BOLT & RING REQ'D.

**SECTIONAL VIEW**

REINFC. CONC. TOP    SEE NOTE 4    12" MIN.

#4 BARS AT 12" O.C. BOTH WAYS - OR 2/2 6x6 WELDED WIRE FABRIC IN ALL SIDES & BOTTOM (IF REQ'D - SEE GEN. NOTE 5)

OPTIONAL HANDLING GROOVE IF BOX IS PRECAST

**PLAN VIEW**  
(SHOWN WITHOUT REQ'D. TOP)

T = 6" FOR CONCRETE

**DETAILS OF BRICK JUNCTION BOX**  
FOR BRICK T = 8" (MAX. 10 FT. DEPTH)

REINFC. CONC. TOP    SEE NOTE 4    12" MIN.

**SECTIONAL VIEW**

**PLAN VIEW**  
(SHOWN WITHOUT REQ'D. TOP)

### PIPE ELBOW SECTION (PRE-FABRICATED)

**PLAN VIEW**

**SPlice DETAIL (TYPICAL)**

**NOTES FOR PIPE ELBOW:**

- PAYMENT FOR LIN. FT. OF PIPE INCLUDES ELBOWS.
- ELBOW ANGLE Δ SHALL VARY ACCORDING TO NEED, BUT SHALL NOT BE GREATER THAN 45°. THE CONTRACTOR SHALL INFORM PRODUCER AS TO ANGLE REQUIRED.
- CONCRETE PIPE SHALL BE CUT BEFORE BEING CURED AND STEEL EXPOSED FROM EACH SIDE OF CUT. EXPOSED STEEL SHALL BE REJOINED. FILLER RODS AT LEAST EQUAL TO RODS IN PIPE SHALL BE ADDED AS NEEDED FOR HANDLING STRENGTH & TO HOLD GROUT.
- ALL VOID IN SPlice SHALL BE PACKED WITH GROUT MORTAR RICH ENOUGH TO GIVE STRENGTH AT LEAST EQUAL TO REMOVED CONCRETE WITH INSIDE SMOOTHED OUT.
- C.M. PIPE ELBOW NOT SHOWN, BUT MAY BE SPECIFIED. SOLID WELD SHALL BE REQUIRED FOR C.M. ELBOW JOINT WITH GALVANIZING AND/OR COATINGS REPAIRED AS REQ'D.

### DETAILS OF BRICK JUNCTION BOX

FOR BRICK T = 8" (MAX. 10 FT. DEPTH)

REINFC. CONC. TOP    SEE NOTE 4    12" MIN.

**SECTIONAL VIEW**

**PLAN VIEW**  
(SHOWN WITHOUT REQ'D. TOP)

⊗ PREVENT BOND WITH EITHER 30 LB. ASPHALT SATURATED FELT OR PREFORMED FOAM JOINT FILLER.

### CONCRETE COLLAR FOR DEFLECTING PIPE

**PLAN SECTION**

JOINT DEPTH PLUS 8" MIN (EACH SIDE)

8 #4 BARS, EQUALLY SPACED

\* MAXIMUM JOINT GAP OF 9" UNLESS LARGER OPENING IS APPROVED

TO RETAIN CONCRETE, THE JOINT GAP SHALL BE SEALED, COVERED, FILLED BY ANY MEANS APPROVED BY THE ENGINEER

8" MIN. FROM PIPE OUTSIDE; 6" MIN. FROM HELL (WHERE APPLICABLE) OUTSIDE

16" MIN.    4 #4 EARS ALL AROUND

**NOTES FOR CONCRETE COLLARS:**

- PERIMETERS OF CONCRETE COLLARS DO NOT HAVE TO BE SMOOTH LINES. COLLARS MAY BE FORMED AGAINST COMPACTED OR UNDISTURBED SOIL. DIMENSIONS ARE MINIMUM. COLLAR MAY BE SQUARE, ROUND OR SHAPE MAY VARY SO LONG AS MINIMUM DIMENSIONS ARE OBTAINED.
- ALL CONCRETE COLLARS ARE TO BE CONSTRUCTED WITH CLASS A CONCRETE.
- PAYMENT FOR LIN. FT. OF PIPE INCLUDES COLLARS.

### CONCRETE COLLAR FOR JOINTING PIPE

**PLAN OR SIDE SECTION**

6" MIN.    6" MIN. FOR UNCOATED GALV. C.M. PIPE, 8" MIN. OTHERWISE

2 #4 BARS ALL AROUND, 2" CL

6" MIN.    4 #4 BARS, EQUALLY SPACED

### BOLT, RING & WASHER DETAILS

5/8" EYE BOLT    1/2" DIAM. RING

LOCK NUT TO BE CAST IN CONC.

1/2" ROD BOTH SIDES OF LOCK NUT

5/8" STD. NUT

3/8" R TYP.

1" PIPE SLEEVE    5/2" LONG

2" x 3/4" 1/4" OR 3" x 1/4" WASHER

NUT

**ALTERNATE CONNECTION FOR BOLT & RING**

**STEEL LIFTING BAR DETAIL**

LIFT BAR SHALL BE ABLE TO MOVE UP & DOWN

3/4" LIFT BAR

10"

NOTE: ALL EXPOSED STEEL COMPONENTS TO BE GALVANIZED.

### DETAILS OF CIRCULAR PRECAST JUNCTION BOX

(REINFORCING AND DESIGN SHALL COMPLY WITH A.S.T.M. C-478 EXCEPT AS OTHERWISE SHOWN. MATERIALS SHALL COMPLY WITH GA. STA. SPECIFICATIONS FOR PRECAST MANHOLE)

REINFC. CONC. TOP    SEE NOTE 4    12" MIN.

#4 BARS AT 12" O.C. BOTH WAYS

12" MIN.

1.0'

6"

**SECTIONAL VIEW**

REBARS 12" O.C. (SEE TABLE AT RT.)

**PLAN SECTION**

MIN. INSERT INLET PIPE 5" EACH SIDE

A.S.T.M. C-478 REINF.

PIPE SIZE	MIN. I.	MIN. H.	MIN. H.	MAX. PIPE CONC. C.M.	REBARS IN BOTTOM
15"	1'-10"	2'-10"	3'-2"	30"	36"
18"	2'-2"	3'-2"	3'-9"	36"	48"
24"	2'-9"	3'-9"	4'-4"	48"	54"
30"	3'-4"	4'-4"	5'-2"	54"	60"
36"	4'-0"	5'-2"	6'-4"	60"	66"
42"	4'-7"	5'-9"	7'-0"	66"	72"
48"	5'-2"	6'-4"	7'-6"	72"	78"

NOTE: OPENINGS SHALL BE PRECAST FOR BOTH INLET AND OUTLET

### GENERAL NOTES:

- SPECIFICATIONS GEORGIA STANDARD, CURRENT EDITION & SUPPLEMENTS THERETO.
- ILLUSTRATED PIPES, PIPE JOINTS, ALIGNMENT, SIZES, ETC. ARE SHOWN AS REPRESENTATIVE. ACTUAL REQUIREMENTS VARY PER LOCATION AS INDICATED IN THE PLANS.
- JUNCTION BOXES DO NOT HAVE TO BE CONSTRUCTED SQUARE. W & W DIMENSIONS MAY VARY ACCORDING TO PIPE SIZE.
- ALL JUNCTION BOX TOPS SHALL BE EQUIPPED WITH EITHER AN EYE BOLT & RING (SHOWN) OR A LIFTING EAR (ALTERNATE).
- REINFORCING IS REQUIRED FOR ALL PRECAST JUNCTION BOXES. REINFORCING MAY BE OMITTED FOR BUILT IN PLACE CONCRETE BOXES NOT OVER 10 FT. DEEP AND NOT LARGER THAN 3' x 3'. CONSTRUCTION JOINTS PERMITTED IF DOWELED OR KEVED. ALL JUNCTION BOX TOPS SHALL BE REINFORCED.

### DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

## STANDARD

PRECAST OR BUILT IN PLACE  
JUNCTION BOXES  
PIPE COLLARS, PIPE ELBOW  
& PIPE CURVED ALIGNMENT

NO SCALE    REV. & REDR. JULY 1985

DES. R.M.U. (SUBMITTED) <i>Hal Keweenaw</i>	<b>NUMBER</b> <b>9031U</b>
DRW. R.M.U.	
TRA. G.M.E. (APPROVED) <i>Hal Keweenaw</i>	
CHK. R.C.C.	

STATE HIGHWAY ENGINEER

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Δ	DESCRIPTION

**ATLAS**

407 East Maple Street Suite 107  
Cumming, GA 30040  
Telephone (770) 781-5507  
COA-LSF #1323, PEF #7665

NAME	DATE	NAME	DATE
DESIGNED BY MF	7/13/2021	DRAWN BY MF	7/13/2021
CHECKED BY BS	6/15/2021	CHECKED BY BS	6/15/2021
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PUTNAM COUNTY, GEORGIA

DENNIS STATION DECEL LANE  
CONSTRUCTION DETAILS II

DRAWING NUMBER  
13-09

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ESPCP GENERAL NOTES

THE ESCAPE OF SEDIMENT FROM THE PROJECT SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO LAND-DISTURBING ACTIVITIES.

EROSION AND SEDIMENTATION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE CONTROL, ADDITIONAL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.

ESPCP ALTERATIONS

THIS EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN (ESPCP) IS PROVIDED BY THE DEPARTMENT. IT ADDRESSES THE STAGED CONSTRUCTION OF THE PROJECT ON THE BASIS OF COMMON CONSTRUCTION METHODS AND TECHNIQUES. IF THE CONTRACTOR ELECTS TO ALTER THE STAGED CONSTRUCTION FROM THAT SHOWN IN THE PLANS OR UTILIZE CONSTRUCTION TECHNIQUES THAT RENDER THIS PLAN INEFFECTIVE, THE CONTRACTOR SHALL REVISE THE PLANS IN ACCORDANCE TO SPECIAL PROVISION 161-CONTROL OF SOIL EROSION AND SEDIMENTATION OF THE CONTRACT.

THE CONTRACTOR, THE CERTIFIED DESIGN PROFESSIONAL, AND THE WECS SHALL CAREFULLY EVALUATE THIS PLAN PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES. ADMENDMENTS/REVISIONS TO THE ESPCP WHICH HAVE A SIGNIFICANT EFFECT ON WITH A HYDRAULIC COMPONENT REQUIRES A FORMAL REVISION OF THE ESPCP AND THE SIGNATURE OF A GSWCC LEVEL-II CERTIFIED DESIGN PROFESSIONAL. ADDITIONAL MAY BE ADDED PER SPECIAL PROVISION 161-CONTROL OF SOIL EROSION AND SEDIMENTATION.

CONSTRUCTION SCHEDULE AND SEQUENCE OF MAJOR ACTIVITIES

THE CONTRACTOR IS RESPONSIBLE FOR DEVELOPING THE CONSTRUCTION SCHEDULE FOR THE PROJECT. A COPY OF THE CONSTRUCTION SCHEDULE SHALL BE MAINTAINED AT THE PROJECT SITE.

STAGE DESCRIPTIONS PROVIDED IN THE NARRATIVE BELOW REPRESENT ACTIVITIES PROSCRIBED IN THE INDIVIDUAL EROSION CONTROL STAGES. FOR A COMPLETE DESCRIPTION OF CONSTRUCTION STAGING PLANS, REFER TO BMP DETAIL DRAWINGS (54 SERIES).

STAGE 1:  
PLACEMENT OF PERIMETER EROSION CONTROL BARRIER PRIOR TO THE COMMENCEMENT OF ANY CLEARING & GRUBBING ACTIVITIES. LAND DISTURBING ACTIVITIES SHALL ONLY OCCUR AFTER THE APPROPRIATE BMP'S HAVE BEEN INSTALLED. NO SEDIMENT BASINS ARE BEING USED ON THIS PROJECT.

STAGE 2:  
CONSTRUCTION ACTIVITIES DETAILED IN THE CONSTRUCTION PLANS. THIS INCLUDES GRADING, DRAINAGE, PAVING AND INSTALLATION OF MAJOR STRUCTURES. THROUGHOUT STAGE 2, TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED AS DETICATED BY THE BMP INSTALLATION DETAILS.

STAGE 3:  
FINAL GRADING, GRASSING, MULCHING, AND OTHER MISCELLANEOUS ITEMS. REMOVAL AND PROPER CLEAN UP OF TEMPORARY EROSION CONTROL. PLACEMENT OF PERMANENT EROSION CONTROL ITEMS AS DETAILED IN THE STAGE 3 BMP LOCATION DETAILS.

SITE STABILIZATION AND VEGETATION PLANTING SCHEDULE

THE EPD GENERAL NPDES GAR100002 PERMIT STATES THAT ANY DISTURBED AREA WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITHIN 14 DAYS OF SUCH CESSATION OR AS SOON AS PRACTICABLE IF PRECLUDED BY ADVERSE WEATHER CONDITIONS. HOWEVER IN SPECIAL CASES, THE PROJECT ENGINEER MAY REQUIRE THE CONTRACTOR TO PERFORM STABILIZATION MORE OFTEN THAN 14 DAYS.

DISTURBED AREAS SHALL BE STABILIZED WITH SUITABLE MATERIAL LISTED IN THE CURRENT EDITION OF THE DEPARTMENT'S STANDARD SPECIFICATIONS (OR SPECIAL PROVISIONS) SECTIONS 161, 163, 700, OR 711 ON THE BASIS OF WHEN CONSTRUCTION ACTIVITIES ARE EXPECTED TO RESUME.

ALL TEMPORARY AND PERMANENT VEGETATIVE PRACTICES INCLUDING PLANT SPECIES, PLANTING DATES, SEEDING, FERTILIZING, LIMING, AND MULCHING RATES FOR THIS PROJECT CAN BE FOUND IN SECTION 700 OF THE CURRENT EDITION OF THE DEPARTMENT'S STANDARD SPECIFICATIONS (OR SPECIAL PROVISIONS) AND OTHER APPLICABLE CONTRACT DOCUMENTS OR LANDSCAPING PLANS.

PETROLEUM STORAGE, SPILLS AND LEAKS

THESE PLANS EXPRESSLY DELEGATE THE RESPONSIBILITY OF PROPER ON-SITE HAZARDOUS MATERIAL MANAGEMENT TO THE CONTRACTOR. THE CONTRACTOR SHALL AT A MINIMUM PROVIDE AN ACTION PLAN AND KEEP THE NECESSARY MATERIALS ON SITE FOR THE CAPTURE, CLEAN UP, AND DISPOSAL OF ANY PETROLEUM PRODUCT, OR OTHER HAZARDOUS MATERIAL, LEAKS OR SPILLS ASSOCIATED WITH THE SERVICING, REFUELING OR OPERATION OF ANY EQUIPMENT UTILIZED AT THE SITE. A COPY OF THE ACTION PLAN SHALL BE SUBMITTED TO THE PROJECT ENGINEER AND MAINTAINED ON THE PROJECT SITE. ALL PERSONNEL OPERATING OR SERVICING EQUIPMENT SHALL BE FAMILIAR WITH THE ACTION PLAN. THE CONTRACTOR SHALL NOT PARK, REFUEL, OR MAINTAIN EQUIPMENT WITHIN STREAM BUFFERS.

IF THE CONTRACTOR ELECTS TO STORE PETROLEUM PRODUCTS ON SITE, THE CONTRACTOR SHALL PREPARE AN ESPCP ADDENDUM THAT ADDRESSES THE ADDITIONAL NEEDED FOR ONSITE STORAGE AND SPILL PREVENTION FOR PETROLEUM PRODUCTS. THIS PLAN SHALL BE PREPARED BY A CERTIFIED DESIGN PROFESSIONAL AS REQUIRED BY GAR100002 FOR INCLUSION WITH THESE PLANS. THE CONTRACTOR'S ATTENTION IS SPECIFICALLY DIRECTED TO STANDARD SPECIFICATION 107-LEGAL REGULATIONS AND RESPONSIBILITY TO THE PUBLIC FOR ADDITIONAL REQUIREMENTS.

WASTE DISPOSAL

WHERE ATTAINABLE, LOCATE WASTE COLLECTION AREAS, DUMPSTERS, TRASH CANS AND PORTABLE TOILETS AT LEAST 50 FEET AWAY FROM STREETS, GUTTERS, WATERCOURSES AND STORM DRAINS. SECONDARY CONTAINMENT SHALL BE PROVIDED AROUND LIQUID WASTE COLLECTION AREAS TO MINIMIZE THE LIKELIHOOD OF CONTAMINATED DISCHARGES. THE CONTRACTOR SHALL COMPLY WITH APPLICABLE STATE AND LOCAL WASTE STORAGE AND DISPOSAL REGULATIONS AND OBTAIN ALL NECESSARY PERMITS. SOLID MATERIALS, INCLUDING BUILDING MATERIALS SHOULD BE COVERED ON RAISED PLATFORMS AND ADJACENT TO THE Co AND OR STAGING AREA. NO DISCHARGE FROM THIS AREA SHALL BE PERMITTED TO WATERS OF THE STATE, UNLESS AUTHORIZED BY A SECTION 404 PERMIT.

DEWATERING AND PUMPING ACTIVITIES

ANY PUMPED DISCHARGE FROM AN EXCAVATION OR DISTURBED AREA SHALL BE ROUTED THROUGH AN APPROPRIATELY SIZED SEDIMENT BASIN, SILT FILTER BAG, OR SHALL BE TREATED EQUIVALENTLY WITH SUITABLE BMP'S. THE CONTRACTOR SHALL ENSURE THE POST BMP TREATED DISCHARGE IS SHEET FLOWING. FAILURE TO CREATE SHEET FLOW WILL OBLIGATE THE CONTRACTOR TO PERFORM WATER QUALITY SAMPLING OF PUMPED DISCHARGES. THE CONTRACTOR SHALL PREPARE SAMPLING PLANS IN ACCORDANCE WITH THE CURRENT GAR100002 NPDES PERMIT BY UTILIZING A CERTIFIED DESIGN PROFESSIONAL. NO SEPARATE PAYMENT WILL BE MADE FOR WATER QUALITY SAMPLING OF PUMP DISCHARGES.

NONSTORMWATER DISCHARGES

NONSTORMWATER DISCHARGES DEFINED IN PART III.A.2 OF THE NPDES PERMIT WILL BE IDENTIFIED AFTER CONSTRUCTION HAS COMMENCED. THESE DISCHARGES SHALL BE SUBJECT TO THE SAME REQUIREMENTS AS STORM WATER DISCHARGES REQUIRED BY THE GEORGIA EROSION AND SEDIMENTATION CONTROL ACT, THE NPDES PERMIT, THE CLEAN WATER ACT, THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA, DEPARTMENT STANDARDS, AND OTHER CONTRACT DOCUMENTS. THE NPDES DOES NOT AUTHORIZE THE DISCHARGE OF SOAPS OR SOLVENTS USED IN VEHICLE AND EQUIPMENT WASHING OR THE DISCHARGE OF WASTEWATER CONTAINING STUCCO, PAINT,OILS, CURING COMPOUNDS, AND OTHER CONSTRUCTION MATERIALS.

READY MIX CHUTE WASH DOWN

THE WASHING OF READY-MIX CONCRETE DRUMS AND DUMP TRUCK BODIES USED IN THE DELIVERY OF PORTLAND CEMENT CONCRETE IS PROHIBITED ON THIS SITE.

IN ACCORDANCE WITH STANDARD SPECIFICATION 107: LEGAL REGULATIONS AND RESPONSIBILITY TO THE PUBLIC, ONLY THE DISCHARGE CHUTE UTILIZED IN THE DELIVERY OF PORTLAND CEMENT CONCRETE MAY BE RINSED FREE OF FRESH CONCRETE REMAINS. THE CONTRACTOR SHALL EXCAVATE A PIT OUTSIDE OF STATE WATER BUFFERS, AT LEAST 25 FEET FROM ANY STORM DRAIN AND OUTSIDE OF THE TRAVELLED WAY, INCLUDING SHOULDERS, FOR A WASH-DOWN PIT. THE PIT SHALL BE LARGE ENOUGH TO STORE ALL WASH-DOWN WATER WITHOUT OVERTOPPING. IMMEDIATELY AFTER THE WASH-DOWN OPERATIONS ARE COMPLETED AND AFTER THE WASH-DOWN WATER HAS SOAKED INTO THE GROUND, THE PIT SHALL BE FILLED IN, AND THE GROUND ABOVE IT SHALL BE GRADED TO MATCH THE ELEVATION OF THE SURROUNDING AREAS. ALTERNATE WASH-DOWN PLANS MUST BE APPROVED BY THE PROJECT ENGINEER.

WASH-DOWN PLANS DESCRIBE PROCEDURES THAT PREVENT WASH-DOWN WATER FROM ENTERING STREAMS AND RIVERS. NEVER DISPOSE OF WASH-DOWN WATER DOWN A STORM DRAIN. ESTABLISH A WASH-DOWN PIT THAT INCLUDES THE FOLLOWING: (1) A LOCATION AWAY FROM ANY STORM DRAIN, STREAM, OR RIVER, (2) ACCESS TO THE VEHICLE BEING USED FOR WASH DOWN, (3) SUFFICIENT VOLUME FOR WASH-DOWN WATER, AND (4) PERMISSION TO USE THE AREA FOR WASH DOWN.

ON SITES WHERE PERMISSION OR ACCESS TO EXCAVATE A WASH-DOWN PIT IS UNAVAILABLE, THE CONTRACTOR MAY HAVE TO WASH-DOWN INTO A SEALABLE 55-GALLON DRUM OR OTHER SUITABLE CONTAINER AND THEN TRANSPORT THE CONTAINER TO A PROPER DISPOSAL SITE. FOR ADDITIONAL INFORMATION, REFER TO THE GEORGIA SMALL BUSINESS ENVIRONMENTAL ASSISTANCE PROGRAM'S "A GUIDE FOR READY MIX CHUTE/HOPPER WASH-DOWN".

OTHER CONTROLS

IF THE CONTRACTOR ELECTS TO STORE BUILDING MATERIAL, BUILDING PRODUCTS, CONSTRUCTION WASTE, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE, AND OTHER MATERIALS ON THE SITE, THE CONTRACTOR SHALL PROVIDE AN APPROPRIATE COVERING TO MINIMIZE THE EXPOSURE OF THOSE MATERIALS OR PRODUCTS TO PRECIPITATION AND STORMWATER TO MINIMIZE THE DISCHARGE OF POLLUTANTS. MINIMIZATION OF EXPOSURE IS NOT REQUIRED IN CASES WHERE EXPOSURE TO PRECIPITATION AND TO STORMWATER WILL NOT RESULT IN A DISCHARGE OF POLLUTANTS, OR WHERE EXPOSURE OF THE SPECIFIC MATERIAL OR PRODUCT POSES LITTLE RISK TO STORMWATER CONTAMINATION OR IS INTENDED FOR OUTDOOR USE.

THE CONTRACTOR SHALL FOLLOW THIS ESPCP AND ENSURE AND DEMONSTRATE COMPLIANCE WITH ALL APPLICABLE STATE AND/OR LOCAL REGULATIONS FOR WASTE DISPOSAL, SANITARY SEWER AND SEPTIC SYSTEMS, AND PETROLEUM STORAGE.

THE CONTRACTOR SHALL CONTROL DUST FROM THE SITE IN ACCORDANCE WITH SECTION 161 OF THE CURRENT EDITION OF THE DEPARTMENT'S STANDARD SPECIFICATIONS.

POST-CONSTRUCTION FOR STORMWATER MANAGEMENT

ALL PERMANENT POST-CONSTRUCTION MEASURES ARE SHOWN IN THE CONSTRUCTION PLANS AND IN THE ESPCP PLAN. THE POST-CONSTRUCTION BMPs FOR THIS PROJECT CONSIST OF VEGETATION, AND INLET PROTECTION THE POST-CONSTRUCTION BMPs WILL PROVIDE PERMANENT STABILIZATION OF THE SITE AND PREVENT ABNORMAL TRANSPORTATION OF SEDIMENT AND POLLUTANTS INTO RECEIVING WATERS.

SOIL SERIES INFORMATION

THE FOLLOWING IS A SUMMARY OF THE SOILS THAT ARE EXPECTED TO BE FOUND ON THE PROJECT SITE:

SOIL SERIES LEGEND

SOIL SERIES SYMBOL	DESCRIPTION	HYDROLOGIC SOIL GROUP
DgB2	DAVIDSON LOAM, 2 TO 6 PERCENT SLOPES, MODERATELY ERODED	B
DhC2	DAVIDSON CLAY LOAM, 6 TO 10 PERCENT SLOPES, MODERATELY ERODED	B
DhE2	DAVIDSON CLAY LOAM, 10 TO 25 PERCENT SLOPES, MODERATELY ERODED	B

DUE TO THE SIZE AND SCOPE OF THIS PROJECT AND THE NATURE OF SOIL SERIES MAPS, IT IS NOT REASONABLY PRACTICAL TO DELINEATE THE PRECISE LOCATIONS OF THE ABOVE LISTED SOILS ON THE CONSTRUCTION PLANS. THE NRCS SOIL SURVEY AND SOIL SERIES MAPS FOR THE PROJECT SITE ARE ALSO AVAILABLE ONLINE AT [HTTP://weboilsurvey.sc.egov.usda.gov/app/homepage.htm](http://weboilsurvey.sc.egov.usda.gov/app/homepage.htm).

SILT FENCE INSTALLATION WITH J HOOKS AND SPURS

SILT FENCE SHOULD NEVER BE RUN CONTINUOUSLY. THE SILT FENCE SHOULD TURN BACK INTO THE FILL OR SLOPE TO CREATE SMALL POCKETS THAT TRAP SILT AND FORCE STORMWATER TO FLOW THROUGH THE SILT FENCE. THIS TECHNIQUE IS CALLED USING J HOOKS (OR SPURS). THE J HOOKS SHALL BE UTILIZED ON ALL SILT FENCES THAT ARE LOCATED AROUND THE PERIMETER OF THE PROJECT AND ALONG THE TOE OF EMBANKMENTS OR SLOPES. THE J HOOKS SHALL BE SPACED IN ACCORDANCE WITH GDOT CONSTRUCTION DETAIL D-24C. THE MAXIMUM J-HOOK SPACING IS REACHED WHEN THE TOP OF THE J HOOK IS AT THE SAME ELEVATION AS THE BOTTOM OF THE IMMEDIATELY UPGRADIENT J HOOK. J HOOKS SHALL BE PAID FOR AS SILT FENCE ITEMS PER LINEAR FOOT. ALL COSTS AND OTHER INCIDENTAL ITEMS ARE INCLUDED IN COST OF INSTALLING AND MAINTAINING THE SILT FENCE.

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DENNIS STATION DECEL LANE  
EROSION CONTROL NOTES I

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SEDIMENT STORAGE

THE SITE HAS A TOTAL DISTURBED AREA OF 0.74 ACRES. THE PROJECT CONSISTS OF PAVEMENT OVERLAY ON DENNIS STATION ROAD, AND CONSTRUCTION OF A JUNCTION BOX, CMP PIPE, AND FLARED-END SECTION. AS A RESULT, PROJECT IS TO HAVE SILT FENCE ALONG OUTER LIMITS OF CONSTRUCTION TO RETAIN ANY SILT THAT MAY WASH DOWN IN A RAIN EVENT AS WELL AS TREE PROTECTION FENCES.

USE OF ALTERNATIVE AND/OR ADDITIONAL BMPS:

A LARGE SIGN (MINIMUM 4 FEET X 8 FEET) MUST BE POSTED ON SITE BY THE ACTUAL START DATE OF CONSTRUCTION. THE SIGN MUST BE VISIBLE FROM A PUBLIC ROADWAY. THE SIGN MUST IDENTIFY THE FOLLOWING: (1) THE CONSTRUCTION SITE, (2) THE PERMITTEE(S), (3) THE CONTACT PERSON(S) ALONG WITH THEIR TELEPHONE NUMBER(S), AND (4) THE PERMITTEE-HOSTED WEBSITE WHERE THE PLAN CAN BE VIEWED. THE PERMITTEE-HOSTED WEBSITE WHERE THE PLAN CAN BE VIEWED MUST BE PROVIDED ON THE SUBMITTED NOI. THE SIGN MUST REMAIN ON SITE AND THE PLAN MUST BE AVAILABLE ON THE PROVIDED WEBSITE UNTIL A NOT HAS BEEN SUBMITTED.

STATE-WATER BUFFER IMPACT

STATE-WATER BUFFERS, AS DEFINED BY O.C.G.A. 12-7-1, (ARE NOT) IMPACTED BY THIS PROJECT.

NON-EXEMPT ACTIVITIES SHALL NOT BE CONDUCTED WITHIN THE 25- OR 50-FOOT UNDISTURBED STREAM BUFFERS AS MEASURED FROM THE POINT WRESTED VEGETATION OR WITHIN 25- FEET OF THE COASTAL MARSHLAND BUFFER AS MEASURED FROM THE JURISDICTIONAL DETERMINATION LINE WITHOUT FIRST ACQUIRING THE NECESSARY VARIANCES AND PERMITS.

RIPRAP OUTLET PROTECTION

THERE IS RIPRAP OUTLET PROTECTION PROPOSED FOR THIS PROJECT.

TEMPORARY SEDIMENT BASIN DETAILS

DUE TO THE NATURE OF THIS PROJECT, TEMPORARY SEDIMENT BASINS ARE NOT FEASIBLE FOR THIS PROJECT.

INSPECTIONS AND REPORTING

AS THE PRIMARY PERMITTEE, THE DEPARTMENT MUST RETAIN THE DESIGN PROFESSIONAL WHO PREPARED THE ESPCP, OR AN ALTERNATIVE DESIGN PROFESSIONAL APPROVED BY EPD IN WRITING, TO INSPECT THE INSTALLATION OF THE INITIAL SEDIMENT STORAGE REQUIREMENTS AND PERIMETER CONTROL BMPS WITHIN 7 DAYS OF INSTALLATION OVER THE ENTIRE INFRASTRUCTURE PROJECT. ALTERNATIVELY, FOR LINEAR INFRASTRUCTURE PROJECTS, THE PERMITTEE MUST RETAIN EITHER OF THESE PERSONNEL TO INSPECT THE INITIAL SEDIMENT STORAGE REQUIREMENTS AND PERIMETER CONTROL BMPS FOR THE INITIAL SEGMENT, AS DEFINED BY PART IV.A.5. OF THE CURRENT GAR100002 PERMIT, WITHIN 7 DAYS OF INSTALLATION AND ALL SEDIMENT BASINS WITHIN THE ENTIRE LINEAR INFRASTRUCTURE PROJECT WITHIN 7 DAYS OF INSTALLATION. THE INSPECTING DESIGN PROFESSIONAL SHALL REPORT THE RESULTS TO THE PRIMARY PERMITTEE WITHIN 7 DAYS, AND THE PERMITTEE MUST CORRECT ALL DEFICIENCIES WITHIN 2 BUSINESS DAYS OF RECEIPT OF THE INSPECTION REPORT, UNLESS ON-SITE WEATHER CONDITIONS ARE SUCH THAT MORE TIME IS REQUIRED. ADDITIONALLY, THE DEPARTMENT'S CONSTRUCTION PROJECT ENGINEER WILL BE RESPONSIBLE FOR ALL SUBSEQUENT 7 DAY INSPECTIONS FOR ALL NEW BMP INSTALLATIONS.

ALL OTHER INSPECTIONS SHALL BE DOCUMENTED ON THE APPROPRIATE DEPARTMENT INSPECTION FORMS. SEE STANDARD SPECIFICATION (OR SPECIAL PROVISION) 167 AND OTHER CONTRACT DOCUMENTS FOR INSPECTION AND REPORTING REQUIREMENTS. THESE INSPECTIONS SHALL CONTINUE UNTIL THE NOTICE OF TERMINATION (NOT) IS SUBMITTED.

WHENEVER THE DEPARTMENT FINDS THAT A BMP HAS FAILED OR IS DEFICIENT BEYOND ROUTINE MAINTENANCE AND HAS RESULTED IN SEDIMENT DEPOSITION INTO WATERS OF THE STATE, THE CONTRACTOR SHALL TAKE REASONABLE STEPS TO ADDRESS THE CONDITION, INCLUDING CLEANING UP ANY CONTAMINATED SURFACES SO THE MATERIAL WILL NOT DISCHARGE IN SUBSEQUENT STORM EVENTS. WHEN THE REPAIR DOES NOT REQUIRE A NEW OR REPLACEMENT BMP OR SIGNIFICANT REPAIR, THE BMP FAILURE OR DEFICIENCY MUST BE CORRECTED BY THE CLOSE OF THE NEXT BUSINESS DAY FROM THE TIME OF DISCOVERY. A REPAIR REQUIRING A NEW OR REPLACEMENT BMP OR SIGNIFICANT REPAIR MUST BE OPERATIONAL BY NO LATER THAN 7 DAYS FROM THE TIME OF DISCOVERY. IF THE REPAIR TIME WITHIN 7 DAYS IS INFEASIBLE, THE CONTRACTOR AND THE DEPARTMENT SHALL SCHEDULE THE BMP REPAIR TO BE OPERATIONAL AS SOON AS PRACTICAL AFTER THE 7 DAY TIME FRAME.

FAILURE TO PERFORM INSPECTIONS AS REQUIRED BY THE CONTRACT DOCUMENTS AND THE NPDES PERMIT SHALL RESULT IN THE CESSATION OF ALL CONSTRUCTION ACTIVITIES WITH THE EXCEPTION OF TRAFFIC CONTROL AND EROSION CONTROL. CONTINUED FAILURE TO PERFORM INSPECTIONS SHALL RESULT IN NON-REFUNDABLE DEDUCTIONS AS SPECIFIED IN THE CONTRACT DOCUMENTS.

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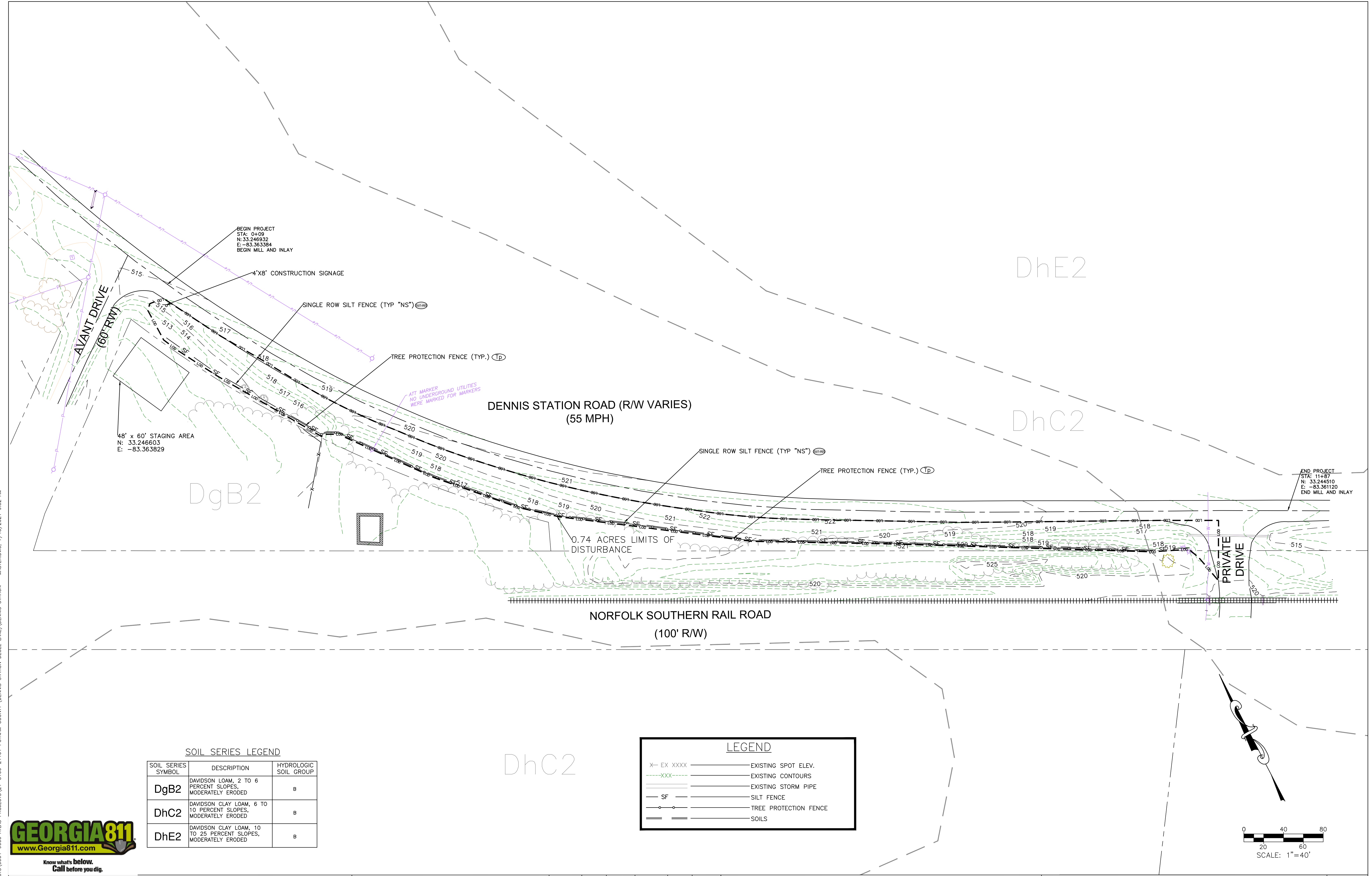
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EROSION CONTROL NOTES II

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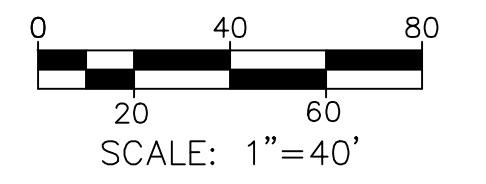
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**SOIL SERIES LEGEND**

SOIL SERIES SYMBOL	DESCRIPTION	HYDROLOGIC SOIL GROUP
DgB2	DAVIDSON LOAM, 2 TO 6 PERCENT SLOPES, MODERATELY ERODED	B
DhC2	DAVIDSON CLAY LOAM, 6 TO 10 PERCENT SLOPES, MODERATELY ERODED	B
DhE2	DAVIDSON CLAY LOAM, 10 TO 25 PERCENT SLOPES, MODERATELY ERODED	B

LEGEND	
X- EX XXXX	EXISTING SPOT ELEV.
---XXX---	EXISTING CONTOURS
---	EXISTING STORM PIPE
SF	SILT FENCE
○	TREE PROTECTION FENCE
---	SOILS



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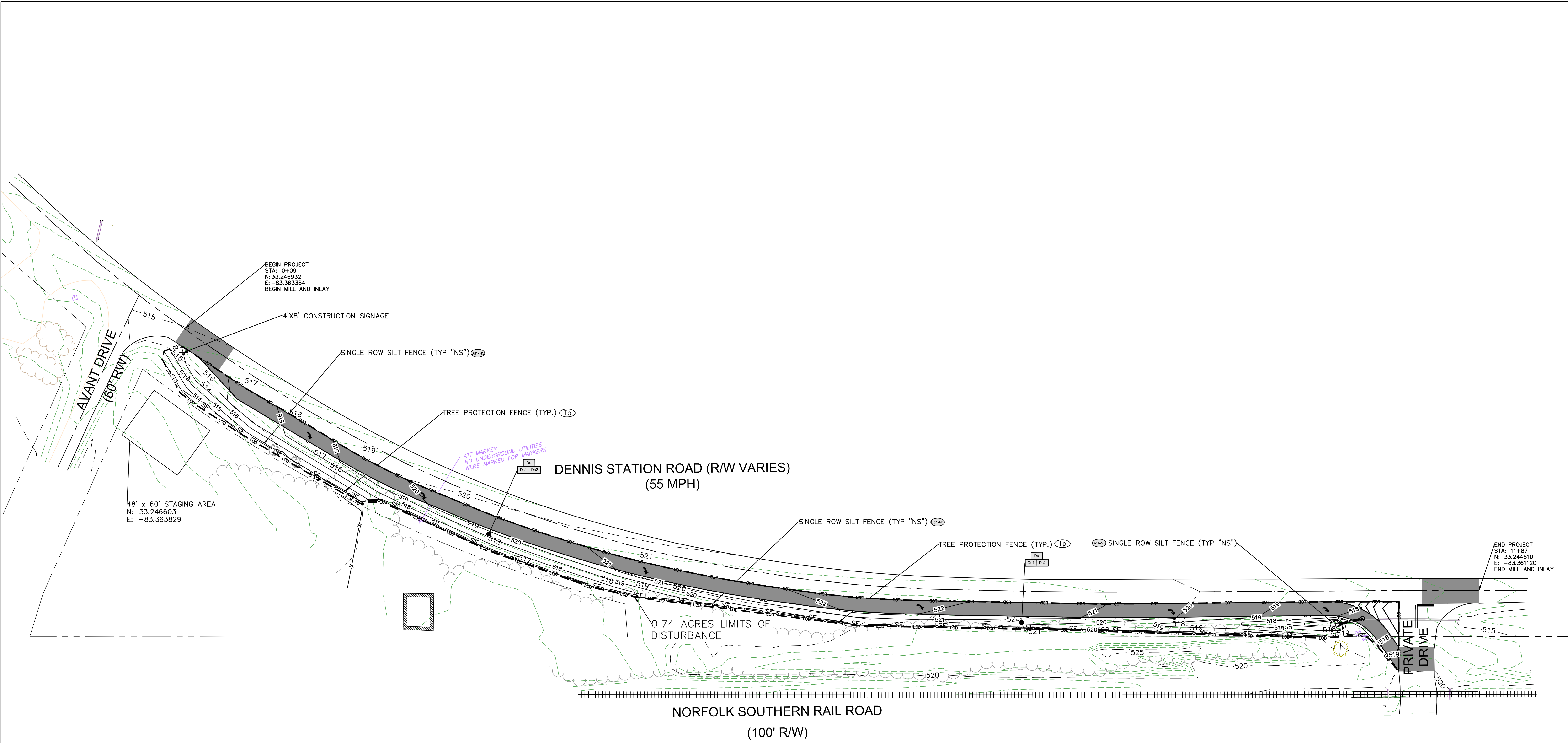
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DENNIS STATION DECEL LANE  
EROSION CONTROL INITIAL PHASE

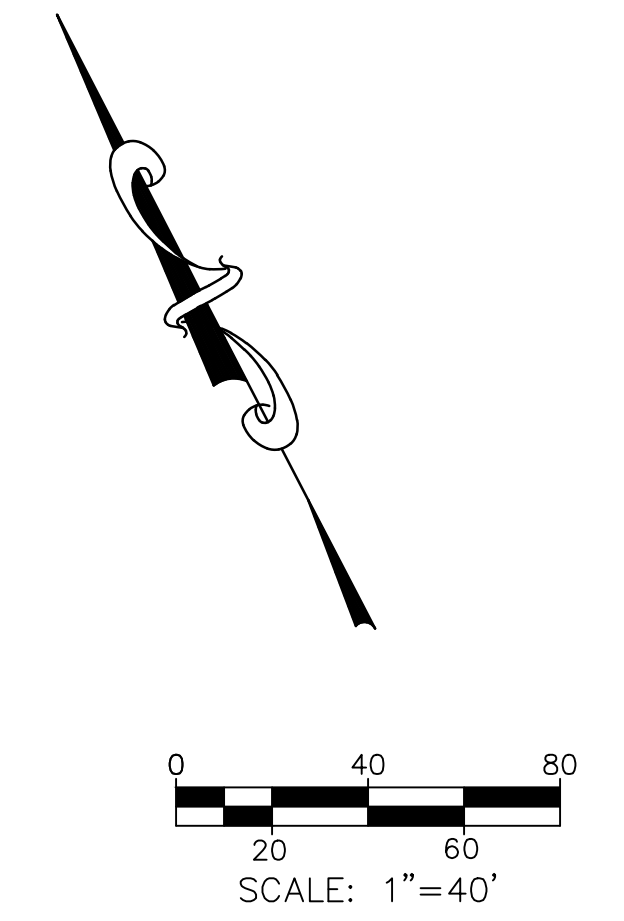
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**LEGEND**

X- EX XXXX	EXISTING SPOT ELEV.
X- XXXX	PROPOSED SPOT ELEV.
---XXX---	EXISTING CONTOURS
---XXX---	PROPOSED CONTOURS
---	EXISTING STORM PIPE
---	PROPOSED STORM PIPE
	PROPOSED FLARED-END SECTION
	PROPOSED JUNCTION BOX
SF	SILT FENCE
	TREE PROTECTION FENCE



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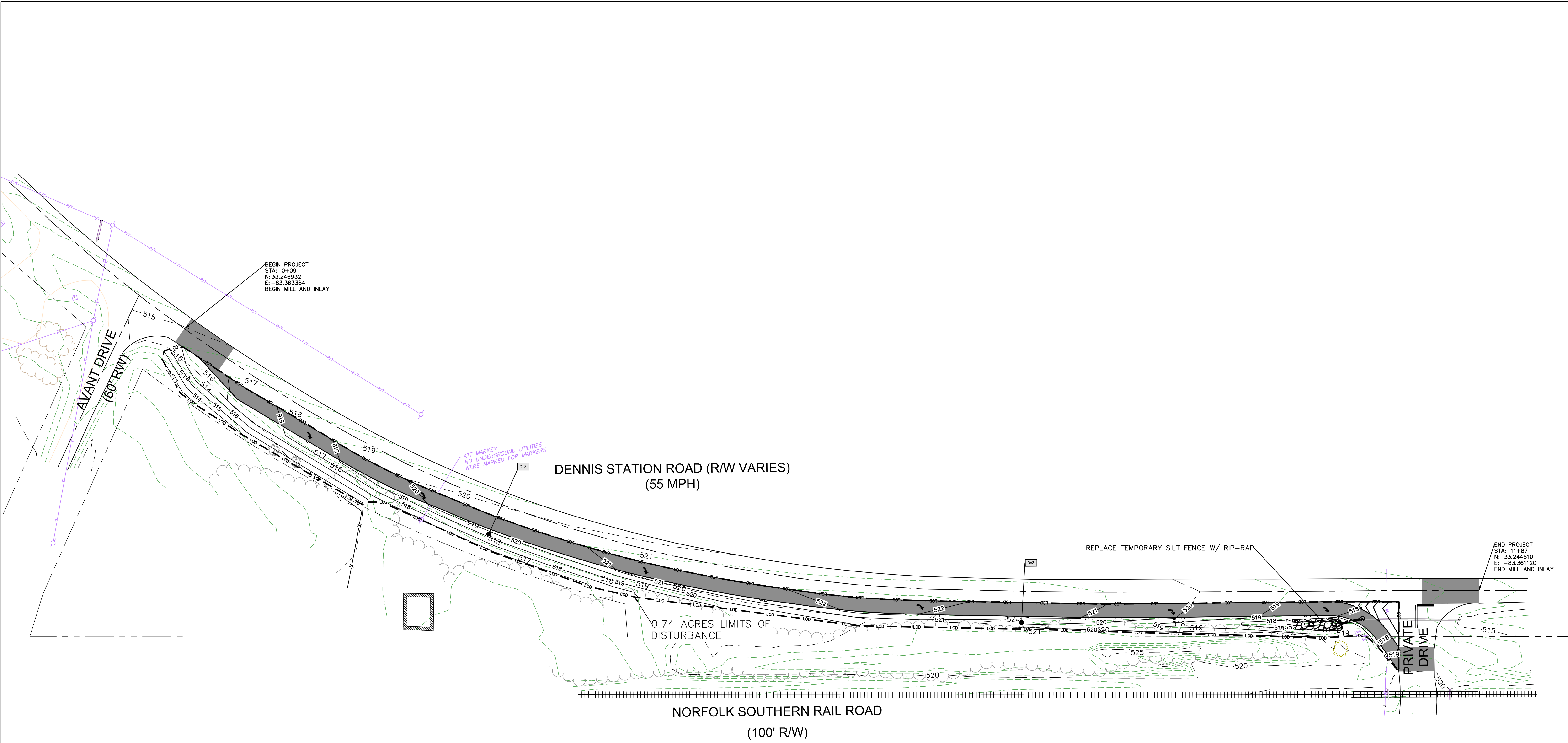
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DENNIS STATION DECEL LANE  
EROSION CONTROL INTERMEDIATE PHASE

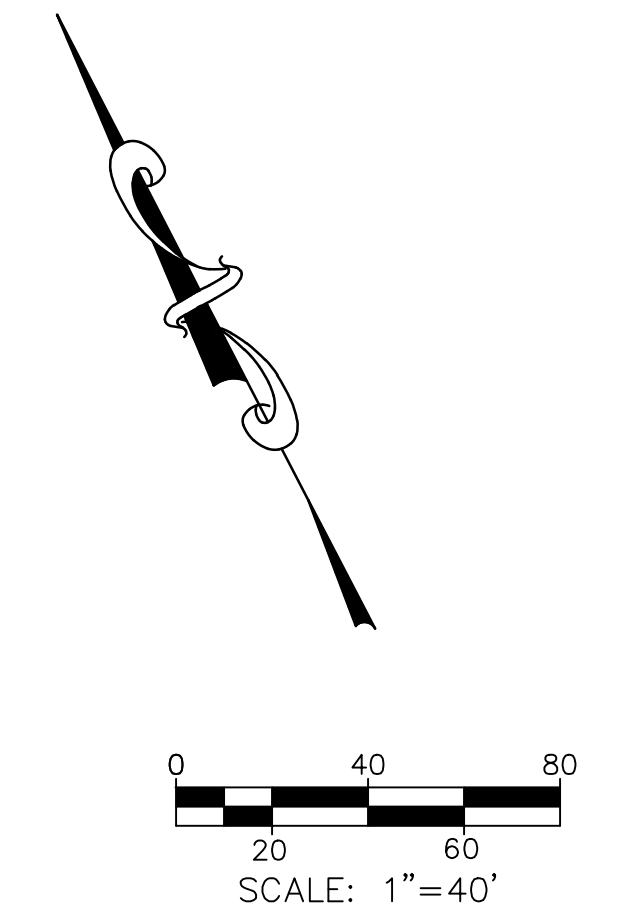
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**LEGEND**

X- EX XXXX	EXISTING SPOT ELEV.
X- XXXX	PROPOSED SPOT ELEV.
---XXX---	EXISTING CONTOURS
---XXX---	PROPOSED CONTOURS
---	EXISTING STORM PIPE
---	PROPOSED STORM PIPE
---	PROPOSED FLARED-END SECTION
SD	PROPOSED JUNCTION BOX



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DENNIS STATION DECEL LANE  
EROSION CONTROL FINAL PHASE

DRAWING NUMBER  
54-01

# GEORGIA UNIFORM CODING SYSTEM

## FOR SOIL EROSION AND SEDIMENT CONTROL PRACTICES

### GEORGIA SOIL AND WATER CONSERVATION COMMISSION

#### STRUCTURAL PRACTICES

CODE	PRACTICE	DETAIL	MAP SYMBOL	DESCRIPTION
Cd	CHECKDAM			A small temporary barrier or dam constructed across a swale, drainage ditch or area of concentrated flow.
Ch	CHANNEL STABILIZATION			Improving, constructing or stabilizing an open channel, existing stream, or ditch.
Co	CONSTRUCTION EXIT			A crushed stone pad located at the construction site exit to provide a place for removing mud from tires thereby protecting public streets.
Cr	CONSTRUCTION ROAD STABILIZATION			A travelway constructed as part of a construction plan including access roads, subdivision roads, parking areas and other on-site vehicle transportation routes.
Dc	STREAM DIVERSION CHANNEL			A temporary channel constructed to convey flow around a construction site while a permanent structure is being constructed.
Di	DIVERSION			An earth channel or dike located above, below or across a slope to divert runoff. This may be a temporary or permanent structure.
Dn1	TEMPORARY DOWNDRAIN STRUCTURE			A flexible conduit of heavy-duty fabric or other material designed to safely conduct surface runoff down a slope. This is temporary and inexpensive.
Dn2	PERMANENT DOWNDRAIN STRUCTURE			A paved chute, pipe, sectional conduit or similar material designed to safely conduct surface runoff down a slope.
Fr	FILTER RING			A temporary stone barrier constructed at storm drain inlets and pond outlets.
Ga	GABION			Rock filter baskets which are hand-placed into position forming soil stabilizing structures.
Gr	GRADE STABILIZATION STRUCTURE			Permanent structures installed to protect channels or waterways where otherwise the slope would be sufficient for the running water to form gullies.
Lv	LEVEL SPREADER			A structure to convert concentrated flow of water into less erosive sheet flow. This should be constructed only on undisturbed soils.
Rd	ROCK FILTER DAM			A permanent or temporary stone filter dam installed across small streams or drainways.
Re	RETAINING WALL			A wall installed to stabilize cut and fill slopes where maximum permissible slopes are not obtainable. Each situation will require special design.
Rf	RETRO FITTING			A device or structure placed in front of a permanent stormwater detention pond outlet structure to serve as a temporary sediment filter.
Sd1	SEDIMENT BARRIER			An impounding area created by excavating around a storm drain drop inlet. The excavated area will be filled and stabilized on completion of construction activities.
Sd2	INLET SEDIMENT TRAP			A basin created by excavation or a dam across a waterway. The surface water runoff is temporarily stored allowing the bulk of the sediment to drop out.
Sd3	TEMPORARY SEDIMENT BASIN			A small temporary pond that drains a disturbed area so that sediment can settle out. The principle feature distinguishing a temporary sediment trap from a temporary sediment basin is the lack of a pipe or riser.
Sd4	TEMPORARY SEDIMENT TRAP			A linear control device constructed as a diversion perpendicular to the direction of runoff to enhance dissipation and infiltration, while creating multiple sedimentation chambers with the employment of intermediate dikes.
Sk	FLOATING SURFACE SKIMMER			A buoyant device that releases/drains water from the surface of sediment ponds, traps, or basins at a controlled rate of flow.
Spb	SEEP BERM			Linear control device constructed as a diversion perpendicular to the direction of runoff to enhance dissipation and infiltration, while creating multiple sedimentation chambers with the employment of intermediate dikes.

#### STRUCTURAL PRACTICES

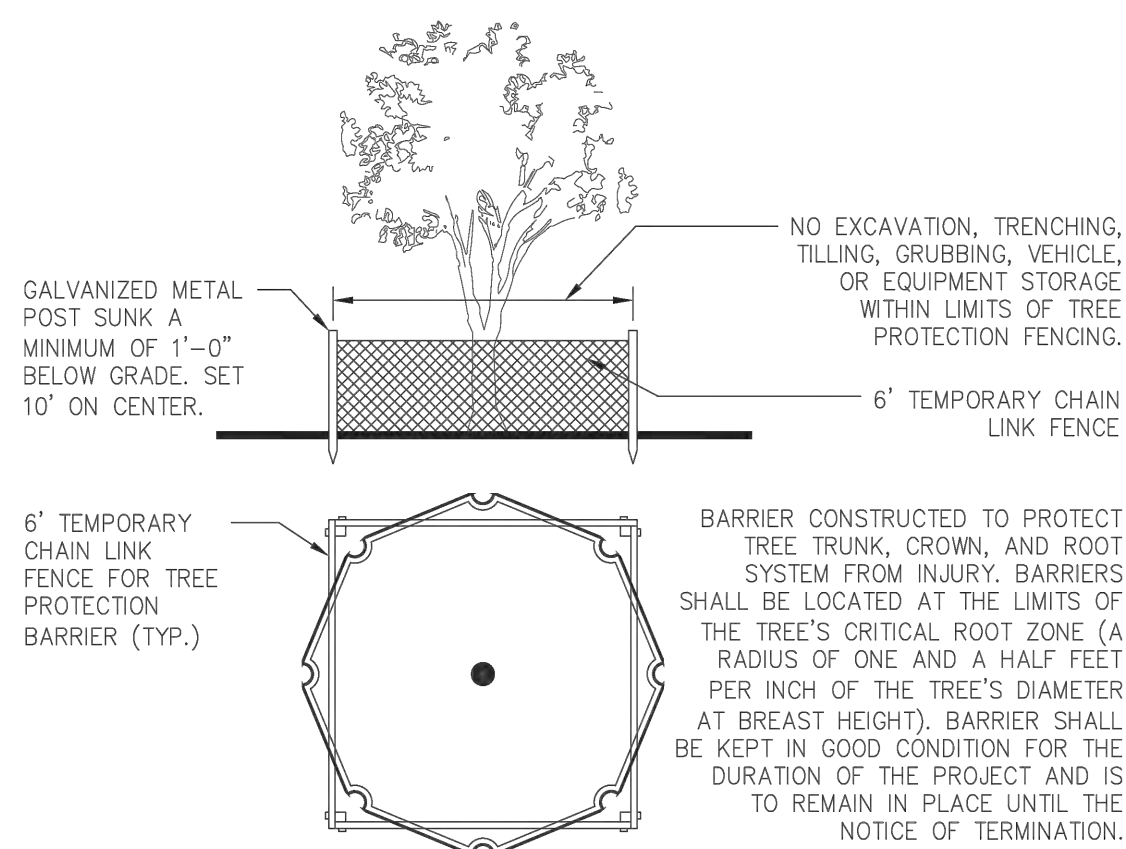
CODE	PRACTICE	DETAIL	MAP SYMBOL	DESCRIPTION
Sr	TEMPORARY STREAM CROSSING			A temporary bridge or culvert-type structure protecting a stream or watercourse from damage by crossing construction equipment.
St	STORMDRAIN OUTLET PROTECTION			A paved or short section of riprap channel at the outlet of a storm drain system preventing erosion from the concentrated runoff.
Su	SURFACE ROUGHENING			A rough soil surface with horizontal depressions on a contour or slopes left in a roughened condition after grading.
Tc	TURBIDITY CURTAIN			A floating or staked barrier installed within the water (it may also be referred to as a floating boom, silt barrier, or silt curtain).
Tp	TOPSOILING			The practice of stripping off the more fertile soil, storing it, then spreading it over the disturbed area after completion of construction activities.
Tr	TREE PROTECTION			To protect desirable trees from injury during construction activity.
Vt	VEGETATED WATERWAY OR STORMWATER CONVEYANCE			Paved or vegetative water outlets for diversions, terraces, berms, dikes or similar structures.

#### VEGETATIVE PRACTICES

CODE	PRACTICE	DETAIL	MAP SYMBOL	DESCRIPTION
Bf	BUFFER ZONE			Strip of undisturbed original vegetation, enhanced or restored existing vegetation or the reestablishment of vegetation surrounding an area of disturbance or bordering streams.
Cs	COASTAL DUNE STABILIZATION (WITH VEGETATION)			Planting vegetation on dunes that are denuded artificially constructed, or re-nourished.
Ds1	DISTURBED AREA STABILIZATION (WITH MULCHING ONLY)			Establishing temporary protection for disturbed areas where seedlings may not have a suitable growing season to produce an erosion retarding cover.
Ds2	DISTURBED AREA STABILIZATION (WITH SEEDING)			Establishing a temporary vegetative cover with fast growing seedlings on disturbed areas.
Ds3	DISTURBED AREA STABILIZATION (WITH PERM SEEDING)			Establishing a permanent vegetative cover such as trees, shrubs, vines, grasses, or legumes on disturbed areas.
Ds4	DISTURBED AREA STABILIZATION (SOONER)			A permanent vegetative cover using sods on highly erodible or critically eroded lands.
Du	DUST CONTROL ON DISTURBED AREAS			Controlling surface and air movement of dust on construction site, roadways and similar sites.
Fl-Cd	FLOCCULANTS AND COAGULANTS			Substance formulated to assist in the solids/liquid separation of suspended particles in solution.
Sb	STREAMBANK STABILIZATION (USING PERM. VEGETATION)			The use of readily available native plant materials to maintain and enhance streambanks, or to prevent, or restore and repair small streambank erosion problems.
Ss	SLOPE STABILIZATION			A protective covering used to prevent erosion and establish temporary or permanent vegetation on steep slopes, shore lines, or channels.
Tac	TACKIFIERS AND BINDERS			Substance used to anchor stone or hay mulch by causing the organic material to bind together.

#### TREE PROTECTION

##### CHAIN LINK FENCE DETAIL



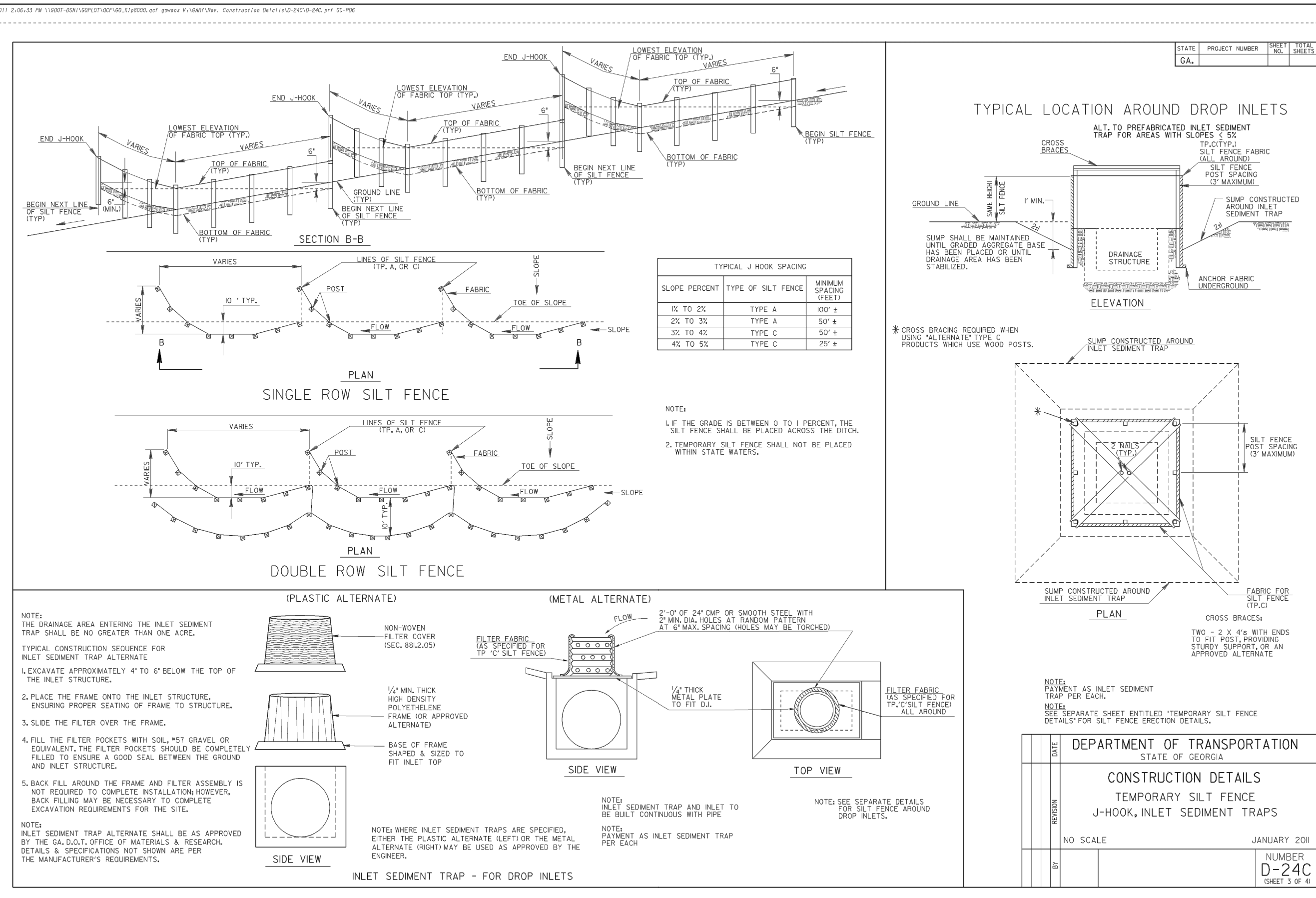
##### FOR ADDED PROTECTION

— PROVIDE 4" DEEP ORGANIC MULCH OVER ANY UNPROTECTED ROOT ZONE.  
— PROVIDE TEMPORARY IRRIGATION WHERE PRACTICAL AND FEASIBLE.

Figure 6-38.2

GSWCC 2016 Edition

6-228



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
CONSTRUCTION DETAILS  
TEMPORARY SILT FENCE  
J-HOOK, INLET SEDIMENT TRAPS  
NO SCALE  
JANUARY 2011  
D-24C  
SHEET 3 OF 4

#### SEEDING SCHEDULE: Ds1 Ds2

1. ALL DISTURBED AREAS SHALL RECEIVE GRASSING. REPLACE EXISTING GRASS/SOD IN KIND AS INDICATED ON THE PLANS USING PROPER APPLICATION. ALL OTHER AREAS SHALL RECEIVE GRASSING USING ONE OF THE FOLLOWING SEED SCHEDULES:

MARCH THRU JUNE	RATE(LBS/ACRE) MIXTURE	
SERICA LESPEDeza (SCARIFIED)	60	40
BERMUDA GRASS (HULLED)	10	10
FESCUE	50	40
JUNE THRU SEPTEMBER		
SERICA LESPEDeza (SCARIFIED)	60	40
SERICA LESPEDeza (UNSCARIFIED)	75	25
BERMUDA GRASS (HULLED)	10	10
FESCUE	50	40
SEPTEMBER THRU MARCH		
SERICA LESPEDeza (UNSCARIFIED)	75	75
FESCUE	50	40
RYE	—	56

2. PRIOR TO SEED APPLICATION TREAT SOIL AS FOLLOWS:  
a. TWO (2) TONS AGRICULTURAL LIME/ACRE  
b. 1500 LBS 6-12-12 FERTILIZER/ACRE

**Ds3** THOROUGHLY INCORPORATE THE ABOVE AMENDMENTS INTO THE FIRST TWO OR THREE INCHES OF SOIL. AFTER SEEDING, FIRM THE SEEDS INTO THE TOP 1/4" OF SOIL. MULCH IMMEDIATELY AFTER SEEDING WITH EITHER STRAW, HAY, OR WOOD CELLULOSE FIBER. STRAW OR HAY SHALL BE APPLIED AT A RATE OF 100 LBS/1000 S.F. HAY OR STRAW WILL BE ANCHORED WITH AN ADHESIVE. WATER AS NEEDED TO ESTABLISH SEEDLINGS.

NOTE: PRIOR TO SOWING, INOCULATE COMMERCIAL CULTURE ACCORDING TO MANUFACTURER'S INSTRUCTIONS.

#### Dust Control on Disturbed Areas Du



**DEFINITION**  
Controlling surface and air movement of dust on construction sites, roads, and demolition sites.

##### PURPOSE

- To prevent surface and air movement of dust from exposed soil surfaces.
- To reduce the presence of airborne substances which may be harmful or injurious to human health, welfare, or safety, or to animals or plant life.

##### CONDITIONS

This practice is applicable to areas subject to surface and air movement of dust where on and off-site damage may occur without treatment.

##### METHOD AND MATERIALS

###### A. Temporary Methods

**Mulches.** See standard Ds1 - Disturbed Area Stabilization (With Mulching Only). Synthetic resins may be used instead of asphalt to bind mulch material. Refer to specification Tac - Tackifiers. Resins such as Curasol or Terratack should be used according to manufacturer's recommendations.

**Vegetative Cover.** See specification Ds2 - Disturbed Area Stabilization (With Temporary Seeding).

**Spray-on Adhesives.** These are used on mineral soils (not effective on muck soils). Keep traffic off these areas. Refer to specification Tac - Tackifiers.

**Tillage.** This practice is designed to roughen

and bring clods to the surface. It is an emergency measure which should be used before wind erosion starts. Begin plowing on windward side of site. Chisel-type plows spaced about 12 inches apart, spring-toothed harrows, and similar plows are examples of equipment which may produce the desired effect.

**Irrigation.** This is generally done as an emergency treatment. Site is sprinkled with water until the surface is wet. Repeat as needed.

**Barriers.** Solid board fences, snowfences, burlap fences, crate walls, bales of hay and similar material can be used to control air currents and soil blowing. Barriers placed at right angles to prevailing currents at intervals of about 15 times their height are effective in controlling wind erosion.

**Calcium Chloride.** Apply at rate that will keep surface moist. May need retreatment.

**B. Permanent Methods**

**Permanent Vegetation.** See specification Ds3 - Disturbed Area Stabilization (With Permanent Vegetation). Existing trees and large shrubs may afford valuable protection if left in place.

**Topsoiling.** This entails covering the surface with less erosive soil material. Use specification Tp - Topsoiling.

**Stone.** Cover surface with crushed stone or coarse gravel. See specification Cr-Construction Road Stabilization.

#### Tp TOPSOILING

##### DEFINITION

The stripping off of the fertile topsoil, storing it, then spreading it over the disturbed area after the completion of construction activities.



##### PURPOSE

- Provide a suitable soil medium for vegetative growth on areas where other measures will not produce or maintain a desirable stand.

##### SPECIFICATIONS

- Recommended for sites with slopes 2:1 or flatter where:
  - (1) the texture of the exposed subsoil or parent material is not suitable to produce adequate vegetative growth.
  - (2) the soil material is so shallow that the rooting zone is not deep enough to support plants with continuing supplies of moisture and food.
  - (3) the soil to be vegetated contains material toxic to plant growth.
- Topsoil should be friable and loamy, free of debris, objectionable weed and stones, and contain no toxic substance that may be harmful to plant growth.

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#### Tp TOPSOILING

- A stripping depth of 4"-6" is common and should be confined to the immediate construction area.
- Stockpiles should not obstruct natural drainage or cause off-site environmental damage.
- Stockpiles shall be contained by sediment barriers and stabilized with temporary vegetative measures.
- Where the pH of the subsoil is 5.0 or less or composed of heavy clays, agricultural lime shall be spread at a rate of 100lbs/1000 sq.ft.
- Subsoil shall be loosened by discing or scarifying to a minimum depth of 3" to permit bonding of the topsoil to the subsoil. Tracking by a bulldozer is also adequate.
- Topsoil should be applied at a uniform depth of 5" (unsettled), but may be adjusted at the discretion of the design professional.
- Topsoil should be handled only when dry in order to prevent damaging the soil structure.

Table 1. Cubic Yards of Topsoil Required for Application to Various Depths

Depth (in.)	Per 1,000 Sq. Ft.	Per Acre
1	3.1	134
2	6.2	268
3	9.3	403
4	12.4	537
5	15.5	672
6	18.6	806

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Know what's below. Call before you dig.

#### REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION



DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE
MF	MF	7/13/2021	MF	MF	7/13/2021
CHECKED BY	BS	6/15/2021	CHECKED BY	BS	6/15/2021
SUPERVISED BY					

PUTNAM COUNTY, GEORGIA

DENNIS STATION DECEL LANE

EROSION CONTROL DETAILS I

DRAWING NUMBER

55-01

GSWCC (Amended - 2013)