<table>
<thead>
<tr>
<th>RESOURCE NAME</th>
<th>INFORMED BY</th>
<th>LOCATION</th>
<th>STAGE</th>
<th>PERMITTED CONSTRUCTION ACTIVITY</th>
<th>SPECIAL PREVISIONS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Hope Baptist Church</td>
<td>beginners sta</td>
<td>104+50</td>
<td>105+100</td>
<td></td>
<td></td>
<td>0.004 acre of permanent fill Impact</td>
</tr>
<tr>
<td>Benthic/ Channel 1</td>
<td>beginners sta</td>
<td>106+50</td>
<td>107+50</td>
<td>Activities occur within 50-foot drainage structure exclusion area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intermittent Stream 2</td>
<td>beginners sta</td>
<td>108+50</td>
<td>109+50</td>
<td></td>
<td></td>
<td>0.001 acre of permanent fill and 0.003 acre of permanent clearing</td>
</tr>
<tr>
<td>Intermittent Stream 3</td>
<td>beginners sta</td>
<td>110+50</td>
<td>111+50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian Stream 1</td>
<td>beginners sta</td>
<td>112+50</td>
<td>113+50</td>
<td></td>
<td></td>
<td>1.406 square feet/200 linear feet of non-overlap buffer stream</td>
</tr>
</tbody>
</table>

**EXEMPTIONS**

No exemptions were identified.

For the construction of the road, an NPDES Permit will be obtained from USACE prior to commencement of construction activity.

For the construction of the road, an NPDES Permit will be obtained from USACE prior to commencement of construction activity.

**WETLANDS MITIGATION**

1. 1.20 stream credits would be withdrawn from a USACE approved mitigation bank serving HVC 03710103 for 176 linear feet of impacts. Credits would be obtained by Rockdale County.
2. 0.009 wetland credit would be withdrawn from a USACE approved mitigation bank serving HVC 03710103 for 0.014 acre of permanent impacts to wetlands and estuarine channels. Credits would be obtained by Rockdale County.
NOT TO SCALE

TYPICAL SECTION #16

McDaniel Mill Rd / Reloc. Klondike Road Roundabout

NOTE: Existing pavement to be removed within driveway area.

- 4-ft Bottom Ditch
  AT ROUNDABOUT QUADRANTS

NOT TO SCALE

ROCKDALE COUNTY
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

Klondike Rd/McDaniel Mill Rd
West Rd Intersection Improvements

DATE
REVISION

5-0001
# Roadway Surfacing Quantities

## Summary of Quantities for Roundabout Lighting Plans

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CABLE TP SHANK, ADW NO 12</td>
<td>LF</td>
<td>800</td>
</tr>
<tr>
<td>CABLE TP SHANK, ADW NO 18</td>
<td>LF</td>
<td>2800</td>
</tr>
<tr>
<td>CABLE TP SHANK, ADW NO 8</td>
<td>LF</td>
<td>200</td>
</tr>
<tr>
<td>CABLE TP SHANK, ADW NO 3/0</td>
<td>LF</td>
<td>10</td>
</tr>
<tr>
<td>CLASS &quot;B&quot; CONCRETE, INCL REINFORCED STEEL</td>
<td>CY</td>
<td>30</td>
</tr>
<tr>
<td>CONDUIT, NONMETAL, TP 2, 1 IN</td>
<td>LF</td>
<td>1800</td>
</tr>
<tr>
<td>UNCLASSIFIED ELEVATION</td>
<td>CY</td>
<td>667</td>
</tr>
<tr>
<td>FOUNDATION BACKFILL MATERIAL, TP 1, 1 IN</td>
<td>CY</td>
<td>667</td>
</tr>
<tr>
<td>CONDUIT, RIGID, 3/4 IN</td>
<td>LF</td>
<td>200</td>
</tr>
<tr>
<td>ELECTRICAL JUNCTION BOX</td>
<td>EA</td>
<td>14</td>
</tr>
<tr>
<td>ELECTRIC POLE SVC ASSEMBLY, UNDERGROUND SVC PT</td>
<td>EA</td>
<td>1</td>
</tr>
<tr>
<td>POWER SERVICE CABINET</td>
<td>EA</td>
<td>1</td>
</tr>
<tr>
<td>SERVICE PANEL PICK UP POINT</td>
<td>LS</td>
<td>3</td>
</tr>
<tr>
<td>CONDUIT, NONMETAL, TP 2, 2 IN</td>
<td>LF</td>
<td>200</td>
</tr>
<tr>
<td>LIGHTING STD, 30 FT, MH, 6 FT ARM</td>
<td>EA</td>
<td>16</td>
</tr>
<tr>
<td>COMPLETE ROUNDABOUT BRIDGE</td>
<td>EA</td>
<td>15</td>
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## Summary of Quantities for Water Line Relocation Plans

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<tr>
<td>WATER MAIN, B IN</td>
<td>LF</td>
<td>2780</td>
</tr>
<tr>
<td>WATER MAIN, 6 IN</td>
<td>I</td>
<td>20</td>
</tr>
<tr>
<td>FIRE HYDRANT ASSEMBLY WITH VALVE</td>
<td>EA</td>
<td>3</td>
</tr>
<tr>
<td>DATE VALVE, B IN</td>
<td>EA</td>
<td>3</td>
</tr>
<tr>
<td>TAPPING SLEEVE &amp; VALVE ASSEMBLY</td>
<td>EA</td>
<td>4</td>
</tr>
<tr>
<td>INSERTION VALVE, B IN</td>
<td>EA</td>
<td>1</td>
</tr>
<tr>
<td>RELocate EXIST, FIRE HYDRANT</td>
<td>EA</td>
<td>1</td>
</tr>
<tr>
<td>CUT AND PLUG EXISTING WATER MAIN</td>
<td>EA</td>
<td>4</td>
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<tr>
<td>CONCRETE THRUSET COLLAR, B IN PIPE</td>
<td>EA</td>
<td>5</td>
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<tr>
<td>VALVE MARKERS</td>
<td>EA</td>
<td>9</td>
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<tr>
<td>WATER MAIN</td>
<td>LF</td>
<td>80</td>
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<tr>
<td>ROUNDABOUT BRIDGE</td>
<td>EA</td>
<td>1500</td>
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<tr>
<td>ROCK ELEVATION</td>
<td>CY</td>
<td>390</td>
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<tr>
<td>TEMPORARY SILT FENCE, TYPE C**</td>
<td>CY</td>
<td>2700</td>
</tr>
<tr>
<td>TRENCH BURIED, 6 FT ARM</td>
<td>EA</td>
<td>100</td>
</tr>
<tr>
<td>WRECKAGE **</td>
<td>AC</td>
<td>0.40</td>
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**Locations as directed by Engineer**
<table>
<thead>
<tr>
<th>WATER QUALITY MONITOR &amp; SAMPLING</th>
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<tbody>
<tr>
<td><strong>LOCATION</strong></td>
</tr>
<tr>
<td>STA 98+10, 17 FT RL</td>
</tr>
<tr>
<td>STA 286+00, 82 FT LT</td>
</tr>
<tr>
<td>STA 1+00, 16 FT LT</td>
</tr>
<tr>
<td>STA 94+46, 85 FT LT</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
</tr>
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</table>

| BARRIER FENCE (ORANGE) | 4 FT | 1 | 600 |

<table>
<thead>
<tr>
<th>GRASSING</th>
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<tr>
<td>PERMANENT GRASSING</td>
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<tr>
<td>TEMPORARY GRASSING</td>
</tr>
<tr>
<td>FERTILIZER MIXED GRADE</td>
</tr>
<tr>
<td>WOOL</td>
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<tr>
<td>FERTILIZER NITROGEN CONTENT</td>
</tr>
<tr>
<td>AGRICULTURAL LIME</td>
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<table>
<thead>
<tr>
<th>TEMPORARY EROSION CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEMPORARY SILT FENCE, TYPE C</td>
</tr>
<tr>
<td>ROCK FILTER DAMS</td>
</tr>
<tr>
<td>INLET SEDIMENT TRAP</td>
</tr>
<tr>
<td>EROSION CONTROL WATTS, SLOPES</td>
</tr>
<tr>
<td>RIP RAP CHECK DAMS</td>
</tr>
<tr>
<td>CONSTRUCTION EXIT</td>
</tr>
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</table>

*It is the responsibility of the contractor to determine locations for all construction Exit.

<table>
<thead>
<tr>
<th>MAINTENANCE OF EROSION CONTROL</th>
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</thead>
<tbody>
<tr>
<td>WAINT. OF TEMP SILT FENCE, TYPE C</td>
</tr>
<tr>
<td>WAINT. OF INLET SEDIMENT TRAP</td>
</tr>
<tr>
<td>MAINT. OF CHECK DAM- ALL TYPES</td>
</tr>
<tr>
<td>WAINT. OF CONSTRUCTION EXIT</td>
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<tr>
<td>MAINT. OF ROCK FILTER DAMS</td>
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<table>
<thead>
<tr>
<th>WATER QUALITY INSPECTION</th>
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<tr>
<td>MONTHS</td>
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### Summary Quantities

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<tr>
<th>AERIAL ROW (WATER)</th>
<th>NO ROW (INTERSECTION IMPROVEMENTS)</th>
<th>AERIAL ROW (WATER)</th>
<th>NO ROW (INTERSECTION IMPROVEMENTS)</th>
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<tbody>
<tr>
<td>REMOVED</td>
<td>1300</td>
<td>1300</td>
<td>1300</td>
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<tr>
<td>RECOVERED</td>
<td>84</td>
<td>84</td>
<td>84</td>
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### Notes

- Wooddale County
- Rockdale Highway 2002

**DATE**

**REVISION**

**DEPARTMENT OF TRANSPORTATION**

**SUMMARY QUANTITIES**

- [link to全文](#)
<table>
<thead>
<tr>
<th>Location</th>
<th>R 544</th>
<th>R 553</th>
<th>120</th>
<th>1045</th>
<th>114</th>
<th>745</th>
<th>2038</th>
<th>4</th>
<th>166</th>
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<tr>
<td>Total</td>
<td>9344</td>
<td>8933</td>
<td>120</td>
<td>1604</td>
<td>67</td>
<td>208</td>
<td>4</td>
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<td>Thermoplastic Pavement Markings</td>
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<td></td>
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**CHARACTERISTIC MESSAGE SIGN, POST, TP 3**

**SACH**

**DATE**

**REVISION**

**DEPARTMENT OF TRANSPORTATION**

**SUMMARY QUANTITIES**

**ALONG WITH GRADING WILL GO W/O M.D. & D.M. INTERSECTION IMPROVEMENTS**

**6-0003**
CONSTRUCTION CENTER LINE
FOR: CURVE 02/13
PT STA. 50+42.14
E 237127.92
S 11.69 FT
EXTERNAL 1.25
TYP. 85.61
LENGTH 49.61
ELEV 1400.00
PT 309+45.00
SUPER ELEV. RATE 1.62

CONSTRUCTION CENTER LINE
FOR: CURVE 02/13
PT STA. 95+46.82
E 2394271.965
S 11.06 FT
EXTERNAL 3.50
TYP. 125.00
LENGTH 563.64
ELEV 1800.00
PT 309+46.82
TRANS. SLOPE 7.1
SUPER ELEV. RATE 3.3X

BEGIN ALIGNMENT
MIZUMOTO MILL RD
E 2324815.39

LIMIT OF CONSTRUCTION
MIZUMOTO MILL RD
E 2394271.96

BEGIN ALIGNMENT
KLONDIKE RD
E 2394271.96

END ALIGNMENT
WURST RD INTERSECTION
E 237127.92

SCALE IN FEET

DEPARTMENT OF TRANSPORTATION
ROCKDALE COUNTY

CONSTRUCTION LAYOUT

KLONDIKE RD/MIZUMOTO MILL RD/WURST RD INTERSECTION IMPROVEMENT
### Roundabout Quadrant Edges of Pavement Baselines

#### Southeast Roundabout Quadrant Edge of Pavement

<table>
<thead>
<tr>
<th>Point Number</th>
<th>Alignment</th>
<th>Alignment Description</th>
<th>Station</th>
<th>L.R. or C</th>
<th>Northing</th>
<th>Easting</th>
<th>Elevation</th>
</tr>
</thead>
<tbody>
<tr>
<td>P0126</td>
<td>1/25</td>
<td>Northwest Quadrant Baseline</td>
<td>000000</td>
<td>0.00</td>
<td>N 1101101.087</td>
<td>1201215.156</td>
<td>65.16</td>
</tr>
<tr>
<td>P0126</td>
<td>1/25</td>
<td>Northeast Quadrant Baseline</td>
<td>000000</td>
<td>0.00</td>
<td>N 1101101.087</td>
<td>1201215.156</td>
<td>65.16</td>
</tr>
<tr>
<td>P0126</td>
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<td>Southwestern Quadrant Baseline</td>
<td>000000</td>
<td>0.00</td>
<td>N 1101101.087</td>
<td>1201215.156</td>
<td>65.16</td>
</tr>
<tr>
<td>P0126</td>
<td>1/25</td>
<td>SouthEastern Quadrant Baseline</td>
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<td>0.00</td>
<td>N 1101101.087</td>
<td>1201215.156</td>
<td>65.16</td>
</tr>
</tbody>
</table>

#### Northwest Roundabout Quadrant Edge of Pavement

<table>
<thead>
<tr>
<th>Point Number</th>
<th>Alignment</th>
<th>Alignment Description</th>
<th>Station</th>
<th>L.R. or C</th>
<th>Northing</th>
<th>Easting</th>
<th>Elevation</th>
</tr>
</thead>
<tbody>
<tr>
<td>P0126</td>
<td>1/25</td>
<td>Northwest Quadrant Baseline</td>
<td>000000</td>
<td>0.00</td>
<td>N 1101101.087</td>
<td>1201215.156</td>
<td>65.16</td>
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<td>P0126</td>
<td>1/25</td>
<td>Northeast Quadrant Baseline</td>
<td>000000</td>
<td>0.00</td>
<td>N 1101101.087</td>
<td>1201215.156</td>
<td>65.16</td>
</tr>
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<td>P0126</td>
<td>1/25</td>
<td>Southwestern Quadrant Baseline</td>
<td>000000</td>
<td>0.00</td>
<td>N 1101101.087</td>
<td>1201215.156</td>
<td>65.16</td>
</tr>
<tr>
<td>P0126</td>
<td>1/25</td>
<td>SouthEastern Quadrant Baseline</td>
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<td>0.00</td>
<td>N 1101101.087</td>
<td>1201215.156</td>
<td>65.16</td>
</tr>
</tbody>
</table>

### Roundabout Inscribed Circle (Outside) Baseline

<table>
<thead>
<tr>
<th>Point Number</th>
<th>Alignment</th>
<th>Alignment Description</th>
<th>Station</th>
<th>L.R. or C</th>
<th>Northing</th>
<th>Easting</th>
<th>Elevation</th>
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<tbody>
<tr>
<td>P0126</td>
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<td>65.16</td>
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<td>1201215.156</td>
<td>65.16</td>
</tr>
</tbody>
</table>

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**NOTES:**

- Special Grading:
- Time:
- PI No.
- REF 01
- REF 02
- REF 03
- REF 04
- REF 05
- REF 06
- REF 07
- REF 08
- REF 09
- REF 10
- REF 11
- REF 12
- REF 13
- REF 14
- REF 15
- REF 06
- REF 07
- REF 08
- REF 09
- REF 10
- REF 11
- REF 12
- REF 13
- REF 14
- REF 15

**STATE:** GA

**DATE:** 3/1/2007

**DEPARTMENT OF TRANSPORTATION**

**145 Technology Parkway NW**

**Peachtree Corners, GA 30092**

**DRAWING 2 OF 3**

**SOUTH SOUTHWEST ROUNDABOUT INSCRIBED CIRCLE (OUTSIDE) BASELINE**

**DATE:** 3/1/2007

**REVISION:** 0006

**PROJECT POINT TABLE - SHEET 1 OF 2**
### INSIDE EDGE OF ROUNDABOUT CIRCULATION ROADSWAY

<table>
<thead>
<tr>
<th>Point Number</th>
<th>Alignment</th>
<th>Alignment Description</th>
<th>Station</th>
<th>Offset</th>
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<th>Easting</th>
<th>Inversion</th>
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<tbody>
<tr>
<td>F3200</td>
<td>K22</td>
<td>Relocated Klondike Rd W</td>
<td>0.00</td>
<td>0.00</td>
<td>C</td>
<td>N 101011 4761</td>
<td>252480 1395</td>
<td>316.78</td>
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<tr>
<td>F3202</td>
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<td>316.78</td>
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<tr>
<td>F3203</td>
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<td>N 101011 4761</td>
<td>252480 1395</td>
<td>316.78</td>
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### INSIDE APPROACH BASELINES (OR EDGE OF MEDIAN)

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<td>316.78</td>
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<tr>
<td>F3205</td>
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<tr>
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### RELOCATED KLONDIKE ROAD WEST APPROACH

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<th>Station</th>
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### RELOCATED KLONDIKE ROAD EAST APPROACH

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### MC DANIEL WILL ROAD SOUTH APPROACH

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</table>
MATCH LINE DMG 19-DOOR

DO NOT CONSTRUCT MEDIAN IN THIS SECTION DURING STAGE 1.

CONSTRUCT TEMPORARY 2' BOTTOM DITCH TO EXISTING DITCH ALONG MCDANIEL WILL ROAD WITH 50 SYE RIP RAP, TP 5 FOR CHANNEL PROTECTION.

STAGE 1 NOTES:

1. MAINTAIN TRAFFIC ON MCDANIEL WILL ROAD THROUGHOUT PROJECT AREA. MAINTAIN EXISTING CROSSING ALONG PONDAL THROUGHOUT THE CONSTRUCTION ZONE AT THE ROUNDABOUT.

2. MAINTAIN TRAFFIC ON EXISTING KLODIKE ROAD, AND MCDANIEL ROAD WITHIN PROJECT AREA.

3. MAINTAIN TRAFFIC ON EXISTING KLODIKE ROAD/ MCDANIEL WILL ROAD/ROUNDABOUT INTERSECTION FOR ALL APPROACHES. OPERATE WITH MULTI-WAY STOP CONTROL.

4. CONSTRUCT SECTIONS OF RELOCATED KLODIKE ROAD THAT DO NOT CROSS EXISTING ROADWAYS, INCLUDING APPROACHES TO THE ROUNDABOUT.

5. CONSTRUCT NORTH SIDE OF KLODIKE ROAD NEAR WEST PROJECT LIMITS, WHILE MAINTAINING TRAFFIC.

6. RECONSTRUCT KLODIKE ROAD NEAR EAST PROJECT LIMITS, WHILE MAINTAINING TRAFFIC.

MAINTAIN MIN. 10' LANES ALONG KLODIKE ROAD.

SCALE IN FEET

0 50 100 200

CONSTRUCTION STAGING PLAN

KLODIKE ROAD/MCDANIEL WILL ROAD
MCDANIEL RD INTERSECTION IMPROVEMENTS

DEPARTMENT OF TRANSPORTATION
ROCKDALE COUNTY

DATE

REVISION

SCALE IN FEET

PERMANENT CONSTRUCTION UNDER TRAFFIC

PERMANENT CONSTRUCTION
1. Maintain traffic on McDaniel Mill Road throughout project area. Maintain existing drainage along roadway throughout the construction zone at the roundabout.

2. Maintain traffic on existing Klondike Road, and Hurst Road within project area.

3. Maintain traffic on existing Klondike Road/McDaniel Mill Road/Hurst Road intersection for all approaches. Operate with multi-way stop control.

4. Construct sections of relocated Klondike Road that go over cross existing roadways, including approaches to the roundabout.

5. Construct north side of Klondike Road near west project limits, while maintaining traffic.

6. Reconstruct Klondike Road near east project limits, while maintaining traffic.

7. Construct Hurst Road on the south side of the existing roadway.

**STAGE 1**
STAGE 2 NOTES:

1. Re-route Mudanik will rd through traffic as per detour plan on map 80-850-018. Close existing Mudanik will road to through traffic within project area.

2. Construct Mudanik will road throughout project area, including the roundabout, except for the section through the existing intersection with Klondike rd and Mudanik rd.

3. Maintain traffic on existing Klondike rd within project area.

4. Swivel Mudanik will road traffic to newly-constructed widening on north side of roadway, while containing construction activities under traffic for portion of existing roundabout access to maintain traffic, while commencing construction on north side of roadway.

5. Maintain traffic on existing Klondike rd/ Mudanik will roundabout road intersection for all approaches except for Mudanik will rd, operate with multi-way stop control.

6. Construct relocated Klondike rd throughout project area.

7. Construct north side of Klondike rd near west project limits, while maintaining traffic.

8. Reconstruct Klondike rd near east project limits, while maintaining traffic.
STAGE 2 NOTES:

1. RE-RUTE MCDANIEL WILL RD THROUGH TRAFFIC
   AS PER DETOUR PLAN ON DNG. RD-007. CLOSE EXISTING
   MCDANIEL WILL RD ROAD TO THROUGH TRAFFIC WITHIN
   PROJECT AREA.

2. CONSTRUCT MCDANIEL WILL RD ROAD THROUGHOUT
   THE PROJECT AREA, INCLUDING THE ROUNDABOUT, EXCEPT FOR
   THE SECTION THROUGH THE EXISTING INTERSECTION WITH
   ALDANIAE RD AND MURST RD.

3. MAINTAIN TRAFFIC ON EXISTING KLONDIKE ROAD.
   WITHIN PROJECT AREA.

4. SHIFT MURST RD ROAD TO NEWLY-CONSTRUCTED
   ROADWAY ON SOUTH SIDE OF ROADWAY, WHILE CONTINUING
   CONSTRUCTION ACTIVITIES UNDER TRAFFIC FOR PORTION
   OF EXISTING ROADWAY NECESSARY TO MAINTAIN TRAFFIC, WHILE
   CONTINUING CONSTRUCTION ON NORTH SIDE OF ROADWAY.

5. MAINTAIN TRAFFIC ON EXISTING KLONDIKE ROAD/ MCDANIEL WILL RD ROAD INTERSECTION
   FOR ALL APPROACHES EXCEPT FOR MCDANIEL WILL RD.
   OPERATE WITH MULTI-WAY STOP CONTROL.

6. CONSTRUCT RELOCATED KLONDIKE ROAD
   THROUGHOUT PROJECT AREA.

7. CONSTRUCT NORTH SIDE OF KLONDIKE ROAD NEAR
   WEST PROJECT LIMITS, WHILE MAINTAINING TRAFFIC.

STAGE 2 NOTES (CONT'D.):

- MAINTAIN ONE-LANE WITH
  CONSTRUCTION BETWEEN
  MURST RD AND
  MCDANIEL WILL RD
  NORTH FOR EMERGENCY
  VEHICLE ACCESS.

- MAINTAIN SINGLE-LANE
  TRAFFIC ON ONE OR TWO LANE
  TO SERVE DRIVeways, ACCESS TO/ FROM NORTH
  ALONG KLONDIKE RD.

- MAINTAIN MIN. 10' LANE
  ALONG KLONDIKE RD.
1. Re-route Klondike Road traffic onto relocated roadway through roundabout.
2. Close existing Klondike Road west of Mudaniel Mill Road and obliterate existing pavement.
3. Close existing Klondike Road east of Mudaniel Mill Road to through traffic. West of existing roadway will remain to serve existing properties.
4. Construct Cul-de-Sac, while maintaining access to existing driveway.
5. Route Hurst Road traffic to intersect Klondike Road at new roundabout via reconstructed section of Mudaniel Mill Road.
6. Operate existing intersection with multi-way stop control, while being reconstructed under traffic.
7. Mudaniel Mill Road to remain closed to through traffic with detour still in operation.

STAGE 3

NOTES:

1. Re-route Klondike Road traffic onto relocated roadway through roundabout.
2. Close existing Klondike Road west of Mudaniel Mill Road and obliterate existing pavement.
3. Close existing Klondike Road east of Mudaniel Mill Road to through traffic. West of existing roadway will remain to serve existing properties.
4. Construct Cul-de-Sac, while maintaining access to existing driveway.
5. Route Hurst Road traffic to intersect Klondike Road at new roundabout via reconstructed section of Mudaniel Mill Road.
6. Operate existing intersection with multi-way stop control, while being reconstructed under traffic.
7. Mudaniel Mill Road to remain closed to through traffic with detour still in operation.
SIGN LEGEND

* ADD WARNING WILL ND. ADVISORY STREET NAME BLADE (ST) TO ALL W+ DETOUR SIGNS

NOTE: ALL SIGNS TO BE METAL

NOTE: CONTRACTOR WILL BE RESPONSIBLE FOR ALL DETOUR SIGNING.
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**GENERAL ELECTRICAL NOTES**

- Note 1
- Note 2
- Note 3

**GENERAL ABBREVIATIONS**

- Abbreviation 1
- Abbreviation 2
- Abbreviation 3

---

**SUITE 110**
**3069 PEACHTREE IND. BLVD.**
**TEL. (770) 493-8685**
**DULUTH, GEORGIA 30097**

**EDEC**
**EDEC, INC.**
**PROFESSIONAL No. 22613**

---
SPECIAL DETAIL

DETECTABLE WARNING SURFACE TRUNCATED DOME SIZE, SPACING AND ALIGNMENT REQUIREMENTS

NO SCALE

MARCH 12, 2002

NUMBER

A4

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

NEW CONSTRUCTION

The detectable warnings shall be made of materials specified on OPL 97.

RETROFIT OF EXISTING RAMPS

Surfaced applied materials shall only be approved to be used on existing wheelchair ramps.

INSTALLATION

Brick pavers shall be set in a wet mortar bed. The bed shall be placed on concrete. The concrete shall be a minimum of 4" thick.

Ceramic tile shall be epoxyed in place or set in a wet mortar bed. Manufacturer recommend adhesive or fastener shall be used in the installation.

All other materials shall be installed according to manufacturer, details or instruction.

GENERAL NOTES:

1. Retrosurfaced applied materials only.

2. Changes in level between 1/4", 1/2", 1" horizontal maximum shall be permitted vertically on surfaced applied materials.

3. Changes in level between 1/4", 1/2", 1" high minimum and 1/4", 1/2", 1" high maximum shall be beveled with a slope not steeper than 2:1.

FOR CUT-THRU ISLANDS AND EXISTING RAMPS, WHERE NO SIDEWALK OR CURB CUT RAMPS ARE IN THE PROPOSAL, THE COST OF THE DETECTABLE WARNINGS SHALL BE INCLUDED IN THE OVERALL BID PRICE.

NO SEPARATE PAYMENT WILL BE MADE FOR THE DETECTABLE WARNINGS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK OR CURB CUT RAMPS IF THE ITEM IS INCLUDED IN THE PROPOSAL.

CONCRETE ISLAND WITH ELEVATED CUT THROUGH

CONCRETE CURB RAMP

CONCRETE ISLAND

ISLAND

SPE W

ISLAND

FLARED SIDE

CURB RAMP WITH DETECTABLE WARNING

DETAIL FOR DETECTABLE WARNING AT CUT-THRU CONCRETE ISLAND

SPE W

SPE W

SPE W

SPE W

SPE W

SPE W

SPE W

SPE W

SPE W

SPE W

SPE W

SPE W

SPE W

SPE W
TYPE "A"

PLAN VIEW

SECTION A-A

No. 4 Bar 10' Long

No. 6 Bar 10' Long

No. 6 Bars 10'6" Long

GREAT SLOPE

DETAILS OF 4" CONCRETE BAPPLE

VARIES

TYPE "A" FLUME QUANTITIES:

OPR. W = 0.07 L. CONCRETE = 0.47 (8,995.04 cu. ft.)
OPR. W = 0.44 L. CONCRETE = 0.06 (179.77 cu. ft.)
OPR. W = 0.54 L. CONCRETE = 0.19 (374.30 cu. ft.)
OPR. W = 0.70 L. CONCRETE = 0.51 (1,224.00 cu. ft.)
OPR. W = 0.85 L. CONCRETE = 0.66 (1,840.00 cu. ft.)
OPR. W = 0.99 L. CONCRETE = 0.81 (2,456.00 cu. ft.)
OPR. W = 1.15 L. CONCRETE = 0.96 (3,072.00 cu. ft.)
OPR. W = 1.50 L. CONCRETE = 1.24 (4,032.00 cu. ft.)
OPR. W = 1.95 L. CONCRETE = 1.58 (5,040.00 cu. ft.)
OPR. W = 2.25 L. CONCRETE = 1.79 (6,000.00 cu. ft.)

GENERAL NOTES:

1. SPECIFICATIONS: SEQUA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THERETO.

2. SIZE AND EXPANSION OF TYPE "A" CONCRETE FLUMES ARE ADJUSTED FOR
AN AMOUNT NOT LESS THAN 6% OF THE CAPACITY OF THE HYDRAULIC STRUCTURE.

3. CONCRETE BAPPLES ARE RECOMMENDED FOR TYPES "A" AND "B" FLUMES.

4. CONCRETE BAPPLES ARE RECOMMENDED FOR TYPES "A" AND "B" FLUMES.

5. CONCRETE BAPPLES ARE RECOMMENDED FOR TYPES "A" AND "B" FLUMES.

6. CONCRETE BAPPLES ARE RECOMMENDED FOR TYPES "A" AND "B" FLUMES.

CONCRETE FLUMES

TYPES "A" & "B"

NO SCALE

REV & NO. OCT 1963
ASPHALT PAVEMENT - OVERLAY

TRAVEL LANE OR
PAVED SHOULDER

30° DESIRABLE
40° MAXIMUM

FINISH GRADED SHOULDER

EXISTING PAVEMENT

EXISTING SHOULDER

** AS MEASURED DIRECTLY BEHIND THE PAVING SPREADER.

ADDITIONAL QUANTITIES:

DEPTH OF OVERLAY (ft)

(\(IT^2\) \(\text{IN}^2\) x 0.000484 \(\text{T} / \text{ft} \times \text{LENGTH (ft)} \times \text{ TN})

DEPTH OF OVERLAY (ft), WITH 1 IN. RUTTING

(\(IT^2\) \(\text{IN}^2\) x 0.000484 \(\text{T} / \text{ft} \times \text{LENGTH (ft)} \times (\text{ft} + 1) \text{ IN} \times \text{ TN})

PLAIN PC CONCRETE PAVEMENT
OR ROLLER COMPACTED CONCRETE PAVEMENT

EDGE OF PAVEMENT

8"

CONCRETE PAVEMENT

15" VARIES

INTERMEDIATE GRADED SHOULDER

AGGREGATE BASE

** NOTE: IF REQUIRED,

NOTE: IF REQUIRED.

ADDITIONAL QUANTITIES:

CONCRETE

0.07407 \(\text{SY} / \text{ft} \times \text{LENGTH (ft)} \times \text{ TN})

ASPHALT INTERLAYER, IF REQUIRED

0.004074 \(\text{TN} / \text{ft} \times \text{LENGTH (ft)} \times \text{ TN})

AGGREGATE BASE (BASED ON 207 TN/CY)

0.0042592 \(\text{TN} / \text{ft} \times \text{LENGTH (ft)} \times \text{ TN})

ASPHALT PAVEMENT - NEW

TRAVEL LANE OR
SHOULDER

30° DESIRABLE
40° MAXIMUM

FINISH GRADED SHOULDER

SURFACE COURSE

BINDER COURSE

ASPHALT BASENone

INTERMEDIATE GRADED SHOULDER

** AS MEASURED DIRECTLY BEHIND THE PAVING SPREADER.

ADDITIONAL QUANTITIES:

DEPTH OF OVERLAY (ft)

(\(IT^2\) \(\text{IN}^2\) x 0.000484 \(\text{T} / \text{ft} \times \text{LENGTH (ft)} \times \text{ TN})

GENERAL NOTES:

1. THE SAFETY EDGE SHALL BE CONSTRUCTED AS AN INTEGRAL OPERATION OF THE ROADWAY PAVEMENT PLACEMENT PROCESS.

2. USE AN APPROVED MECHANICAL DEVICE THAT WILL:

   a. APPLY COMPACTIVE EFFORT TO THE ASPHALT MIXTURE TO ELIMINATE OBJECTABLE Voids AS THE MIXTURE PASSES THROUGH THE ROLLER DEVICE.

b. PRODUCE A ROLLER WITH A UNIFORM TEXTURE, SHAPE, AND DENSITY WHILE AUTOMATICALLY ADJUSTING TO VARIOUS HEIGHTS ENCOUNTERED ALONG THE ROADWAY SHOULDER.

3. A SINGLE-PLATE STRIKE-OFF METHOD SHALL NOT BE USED FOR BITUMINOUS PAVING AS THE SINGLE-PLATE STRIKE-OFF METHOD HAS BEEN FOUND TO PRODUCE A NON-SURVIVABLE EDGE.

4. COMPACT THE EDGE OF THE SHOULDER WITH THE ROLLER, WITH THE ROLLER STAYING OFF THE EDGE AT LEAST 6 INCHES, WITH THE EDGE MIX TO SLIGHTLY COOL PRIOR TO COMPACTING.

5. SHORT SECTIONS OF HANDWORK ARE ALLOWED, WHEN NECESSARY, FOR TRANSITIONS AND TURNOUTS.

CONTINUOUS REINFORCED CONCRETE PAVEMENT

EDGE OF PAVEMENT

8"

CONCRETE PAVEMENT

15" VARIES

INTERMEDIATE GRADED SHOULDER

AGGREGATE BASE

** NOTE: IF REQUIRED,

ADDITIONAL QUANTITIES:

CONCRETE

0.07407 \(\text{SY} / \text{ft} \times \text{LENGTH (ft)} \times \text{ TN})

ASPHALT INTERLAYER, IF REQUIRED

0.004074 \(\text{TN} / \text{ft} \times \text{LENGTH (ft)} \times \text{ TN})

AGGREGATE BASE (BASED ON 207 TN/CY)

0.0042592 \(\text{TN} / \text{ft} \times \text{LENGTH (ft)} \times \text{ TN})

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAIL
PAVEMENT EDGE TREATMENT
ASPHALT AND CONCRETE PAVEMENT

NO SCALE
SEPTEMBER 2011

NUMBER
P-7
SIGN POST SELECTION CHART

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NOTES:
- TYPE 2 INSERT SHALL BE A CONTINUOUS POST INSERTED INTO THE TYPE A POST WHERE REQUIRED.
- THE INSERT POST SHALL EXTEND FROM THE BOTTOM OF THE SLIP BASE UPPER ASSEMBLY TO 4" BEHIND THE BOTTOM OF THE SIGN.
- THE INSERT POST SHALL NOT EXTEND ABOVE THE TOP OF THE SIGN.
- GROUND MOUNTED BREAKAWAY SIGN SUPPORT WILL BE MEASURED AND PAID FOR SEPARATELY. THE COST FOR THIS WORK SHALL INCLUDE THE UPPER AND LOWER ASSEMBLY, STUB POST, CLASS "A" CONCRETE, ALL HARDWARE NECESSARY TO COMPLETE THE INSTALLATION, AND BE INCLUDED IN THE BID PRICE SUBMITTED FOR ITEM 630-390.

DATE: JULY 2002

T-3A
THE 1550-1 SIGN SHALL BE ERECTED:
1. ON EVERY HIGHWAY THAT COMPRIS.
2. AT THE TERMINAL POINT OF EVERY HIGHWAY SYSTEM WHICH BEGINS OR ENDS WITHIN THE STATE BOUNDARIES.
3. ON EVERY HIGHWAY THAT COMPRIS.
4. ON EVERY HIGHWAY WHERE TRAFFIC FIRST ENTERS A COUNTY WITH A SUPERVISORY BOARD THAT HAS A PERMIT TO OPERATE SPEED LIMITING DEVICES.
5. ON EVERY HIGHWAY WHERE TRAFFIC FIRST ENTERS AN AIRPORT.
GENERAL NOTES:
1. SPACING BETWEEN DOUBLE LINES SHALL BE EQUAL TO THE LINE WIDTH.
2. EDGE LINES SHALL BE PLACED A MINIMUM OF 4 INCHES FROM THE NORMAL EDGE OF PAVEMENT.
3. CONTRAST MARKINGS FOR SHIP STRIPOING SHALL BE AS SHOWN IN DETAIL THIS.
**GENERAL NOTES:**

1. Spacing of Type 2 arrow is representative of spacing for Type 1, Type 3, Type 4, & Type 5 arrows.
2. All turning lanes shall have a minimum of 2 arrows.
3. Ground mounted or overhead signage shall be supplemented by Type 1 word.

*ADJUST TO MEET LOCAL CONDITIONS / NOT LESS THAN 50’ NOR MORE THAN 100’.*
GENERAL NOTES:

1. FOR YELLOW STRIPLING, THE SQUARE YARDS SHOWN ON PLAN SUMMARY AND DETAIL ESTIMATE SHEETS INCLUDES THE AREA WITHIN THE BORDERS AND THE 5" SOLID DOUBLE YELLOW BORDER.

2. FOR WHITE STRIPLING, THE SQUARE YARDS SHOWN ON PLAN SUMMARY AND DETAIL ESTIMATE SHEETS INCLUDES THE AREA WITHIN THE BORDERS AS WELL AS THE 8" SOLID WHITE BORDER.
RAISED REFLECTIVE MARKERS

1. Type 1:
   - One color for two-way traffic clear or yellow.
   - 5.5 cm to 6.0 cm max.
   - 30° to 35° pitch.

2. Type 2:
   - One color for one-way traffic.
   - Clear or yellow.
   - 0.6 cm to 0.8 cm max.
   - 30° to 35° pitch.

3. Type 3:
   - Two colors for one-way traffic.
   - Gray combination of clear, yellow, or red.
   - 0.5 cm to 0.8 cm max.
   - 30° to 35° pitch.

4. Type 4:
   - Opaque ceramic marker.
   - White, yellow or black.

5. Type 5:
   - Oval ceramic marker.
   - Non-reflective white, yellow or black.

6. Type 6:
   - Reflective ceramic marker.
   - Reflective white, yellow or black.

NON-REFLECTIVE MARKER

- White or yellow.

REFLECTIVE MARKER

- White or yellow.

CERAMIC JIGGLE BAR MARKER

- White or yellow.

ALTERNATE RAISED REFLECTIVE MARKERS

- One color for two-way traffic clear or yellow.
- 3.2 cm to 3.5 cm max.
- 30° to 35° pitch.
- 0.6 cm to 0.8 cm max.
- 30° to 35° pitch.

GENERAL NOTES:

2. The contractor shall use raised pavement marker sources as listed in OR, No.
3. Colors for reflective elements shall be either clear, yellow, or red as specified.
4. The shell of the reflective markers shall be of one color or of a combination of two colors, which shall be the same as the reflective element.
5. The surface of opaque ceramic markers shall be glazed and of the color specified in the plans with a white, yellow, or red ceramic base.
6. Colors for all raised pavement markers shall be as specified in the plans.

CERAMIC CHANNEL MARKER

- One color for two-way traffic clear or yellow.
- 3.2 cm to 3.5 cm max.
- 30° to 35° pitch.
- 0.6 cm to 0.8 cm max.
- 30° to 35° pitch.

DATE: T-15C
REVISIONS:

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF TRAFFIC SAFETY & DESIGN
DETAILS OF RAISED PAVEMENT MARKERS
NO SCALE JANUARY 2000

T-15C

<table>
<thead>
<tr>
<th>STATE</th>
<th>PROJECT NUMBER</th>
<th>ISSUE TOTAL</th>
<th>JOB, SHEETS</th>
</tr>
</thead>
</table>
GENERAL NOTES:
1. CONCRETE STRENGTH SHALL BE 4000 PSI MINIMUM.
2. REINFORCING SHALL BE PER AASHTO M70, CLASS # REINFORCED CONCRETE PIPE, PLUS ONE #4 BAR TOP AND BOTTOM, EACH SIDE.
3. WALLS MAY HAVE 1/4 TAPER. WALL THICKNESSES SHOWN ARE THE MINIMUM.
4. LIFT HOLES MAY BE PROVIDED IN THE SIDE WALLS FOR HANDLING.
5. END SECTION JOINT WILL BE A MATCHED FIT TO THE ADJOINING PIPE JOINT AT ALL INLET AND OUTLET ENDS. NON-FITTING JOINTS WILL REQUIRE A BUILT-IN-PLACE REINFORCED COLLAR CONNECTION WITH NO ADDITIONAL PAYMENT.
6. ALL END SECTIONS FOR PIPES WITH "D" OVER 24" ON SINGLE LINES WILL HAVE GALV. SAFETY BARS, SPACED NOT MORE THAN 24" ON CENTERS, AND INSTALLED PERPENDICULAR TO THE MAINLINE TRAFFIC FLOW. ALL END SECTIONS FOR MULTIPLE LINE PIPES WILL HAVE GRATES.
7. TYPICAL USE OF SAFETY END SECTIONS IS AT THE ENDS OF PIPES UNDER DRIVEWAYS OR SIDEROADS WHERE THE PIPE CULVERT IS PARALLEL TO THE MAINLINE AND FALLS INSIDE THE MAINLINE CLEAR ZONE WIDTH.

PLAN VIEW

SECTION B-B

TRAFFIC FLOW

SECTION A-A

GRATE DETAIL

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD SAFETY END SECTION
(CONCRETE)

FOR SIDE DRAIN PIPES OR FOR STORM
DRAIN PIPE PARALLEL TO MAINLINE

ALTERNATE 3

DEPICTED SCALE: 1/4" = 1'-0" PROPORTIONAL SCALE: 1/4"

SUBMITTAL SHEET NO. 112

REVISIONS: 0

DEPICTOR: ""
EDGE OF GRADED SHOULDER

PAY LIMITS OF TERMINAL - 53'-1/2' WALK.

TRAFFIC FLOW

TYPE 12A - 3' GUARDRAIL TERMINAL
(TANGENT, ENERGY-ABSORBING)

PAY LIMITS OF TERMINAL - 53'-1/2' WALK.

TRAFFIC FLOW

TYPE 12B - 3' GUARDRAIL TERMINAL
(FLARED, ENERGY-ABSORBING)

PAY LIMITS OF TERMINAL - 53'-1/2' WALK.

TRAFFIC FLOW

TYPE 12C - 3' TERMINAL
(FLARED, NON-ENERGY-ABSORBING)
SEE DRAWING 6-0001 FOR SUMMARY OF QUANTITIES