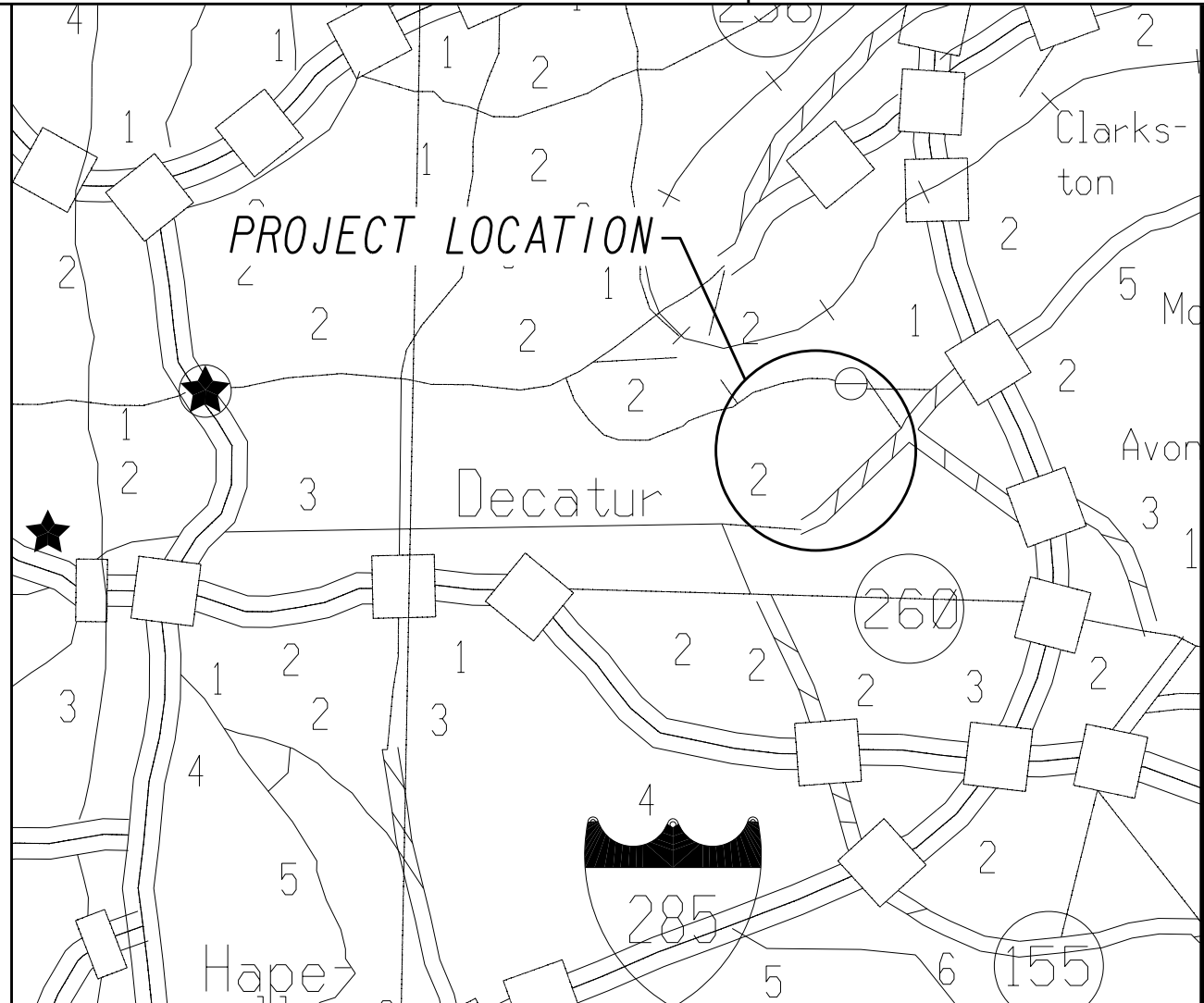
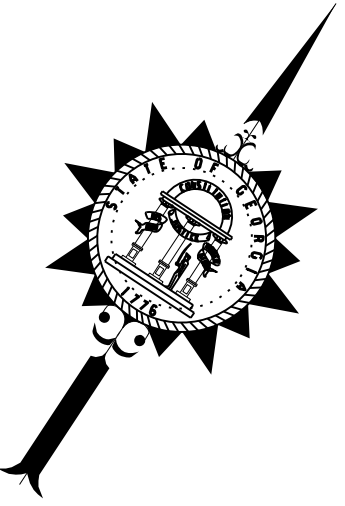


RENEW ATLANTA
CITY OF ATLANTA
CONSTRUCTION PLANS
NORTH HIGHLAND AVENUE
PEDESTRIAN SAFETY IMPROVEMENTS
RENEW ATLANTA
FULTON COUNTY,GA



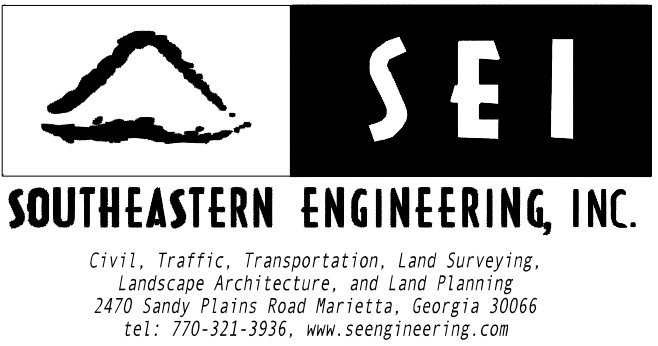
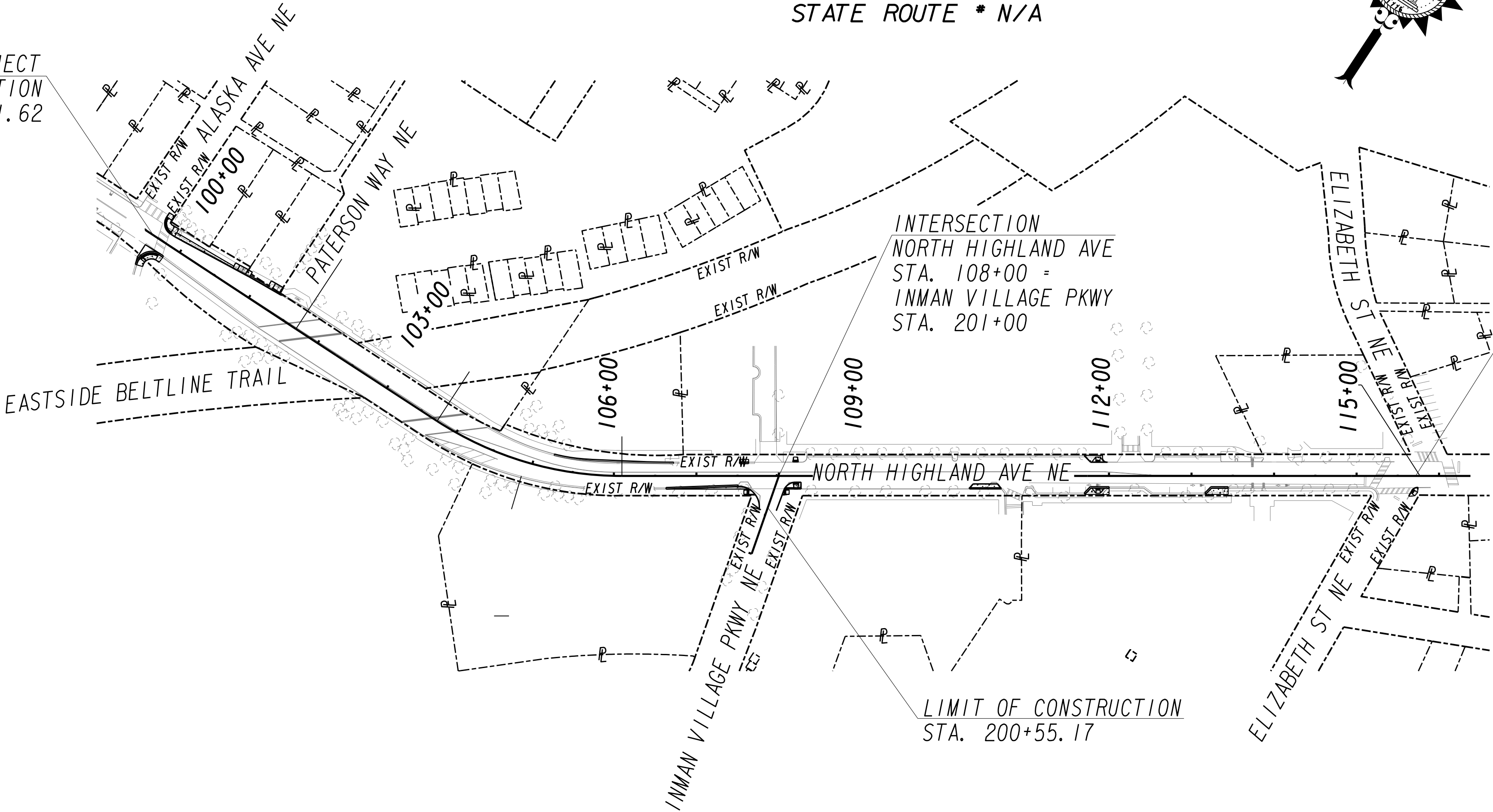
LOCATION SKETCH

FEDERAL ROUTE * N/A
STATE ROUTE * N/A



BEGIN PROJECT
BEGIN CONSTRUCTION
STA. 99+61.62

END PROJECT
END CONSTRUCTION
STA. 115+77.00



PREPARED BY: _____
DESIGN

APPROVED BY: _____
RENEW ATLANTA DESIGN ENGINEER

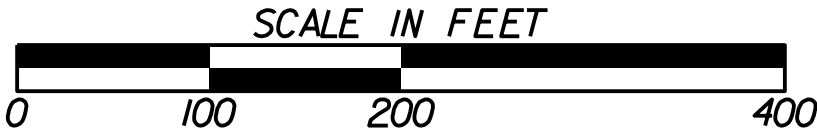
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CENTERLINE SHOWN ON PLANS IS A "DESIGN CENTERLINE"
AND REFLECTS THE APPROXIMATE LOCATION OF THE
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THE DATA TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY
INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON
FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE
SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT
OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO
SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

TOPOGRAPHICAL INFORMATION
SHOWN HEREIN WAS OBTAINED
THROUGH PUBLICLY AVAILABLE
GIS & AERIAL IMAGERY

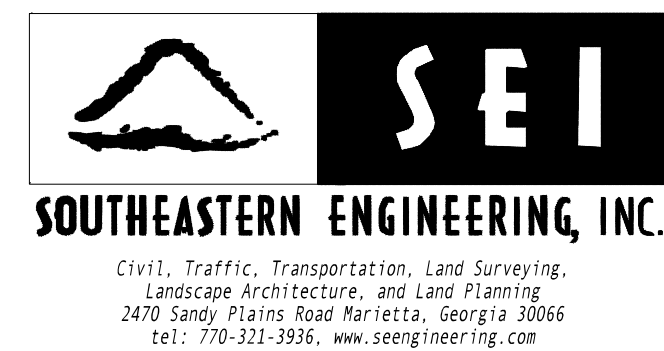
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NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	0.305
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.305









PLANS COMPLETED 08-22-2018	
REVISIONS	

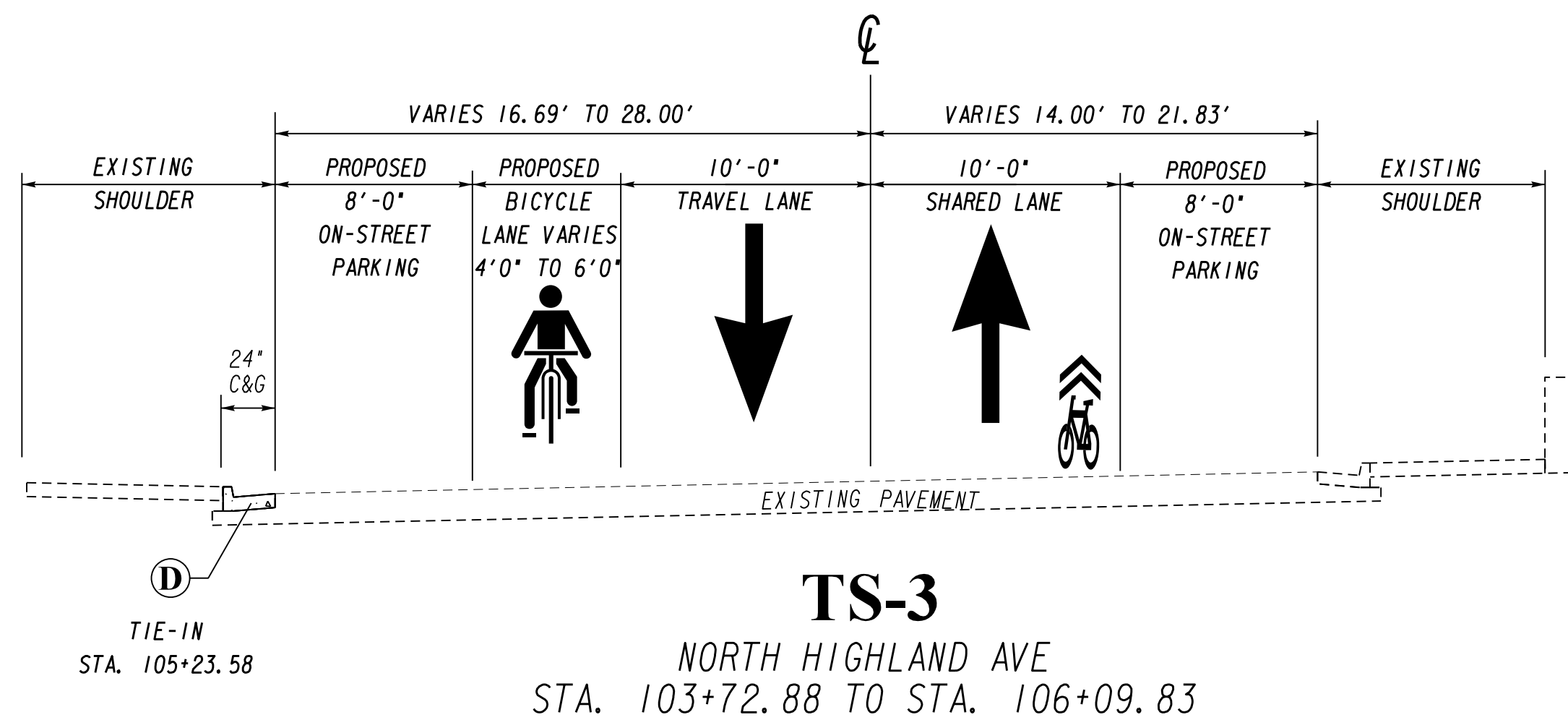
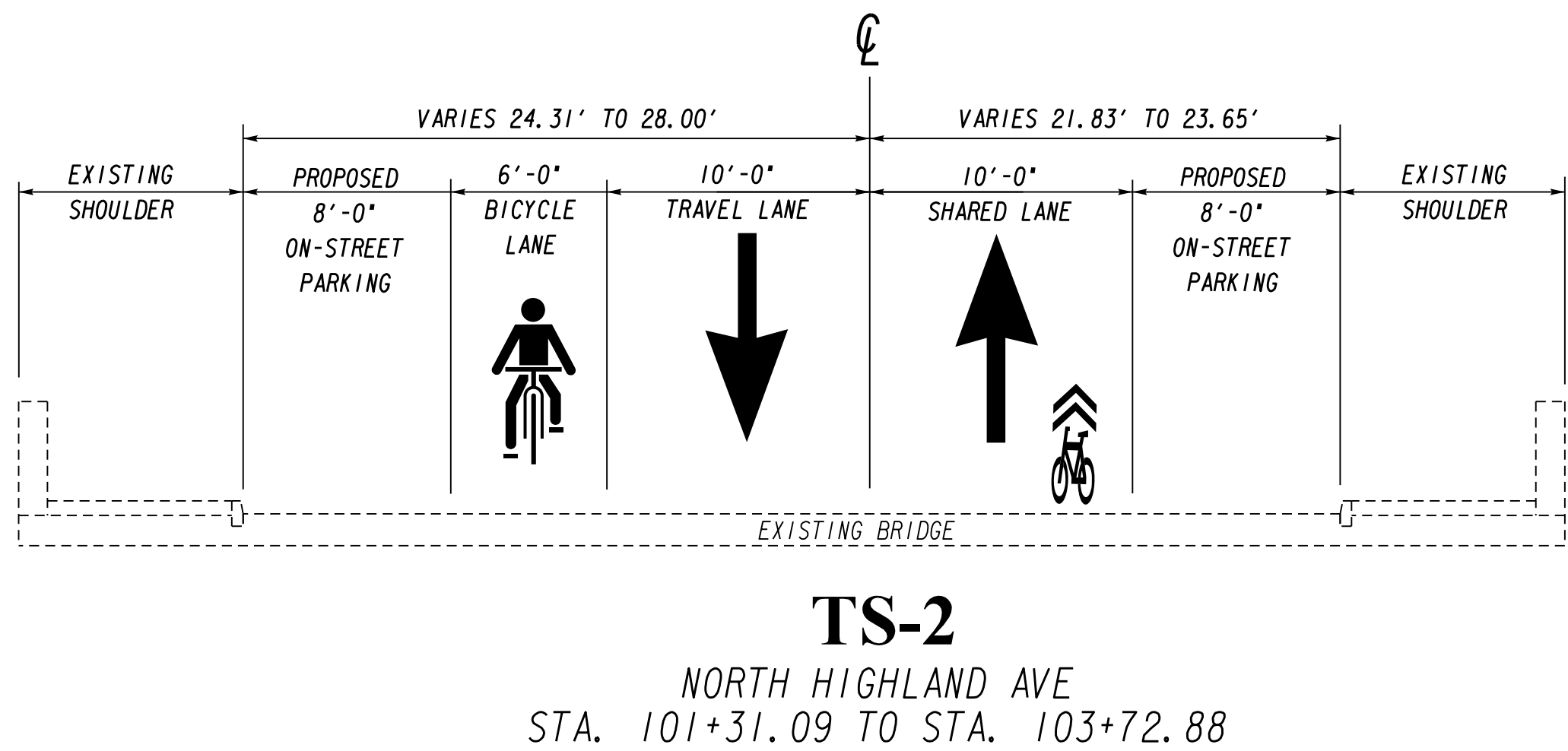
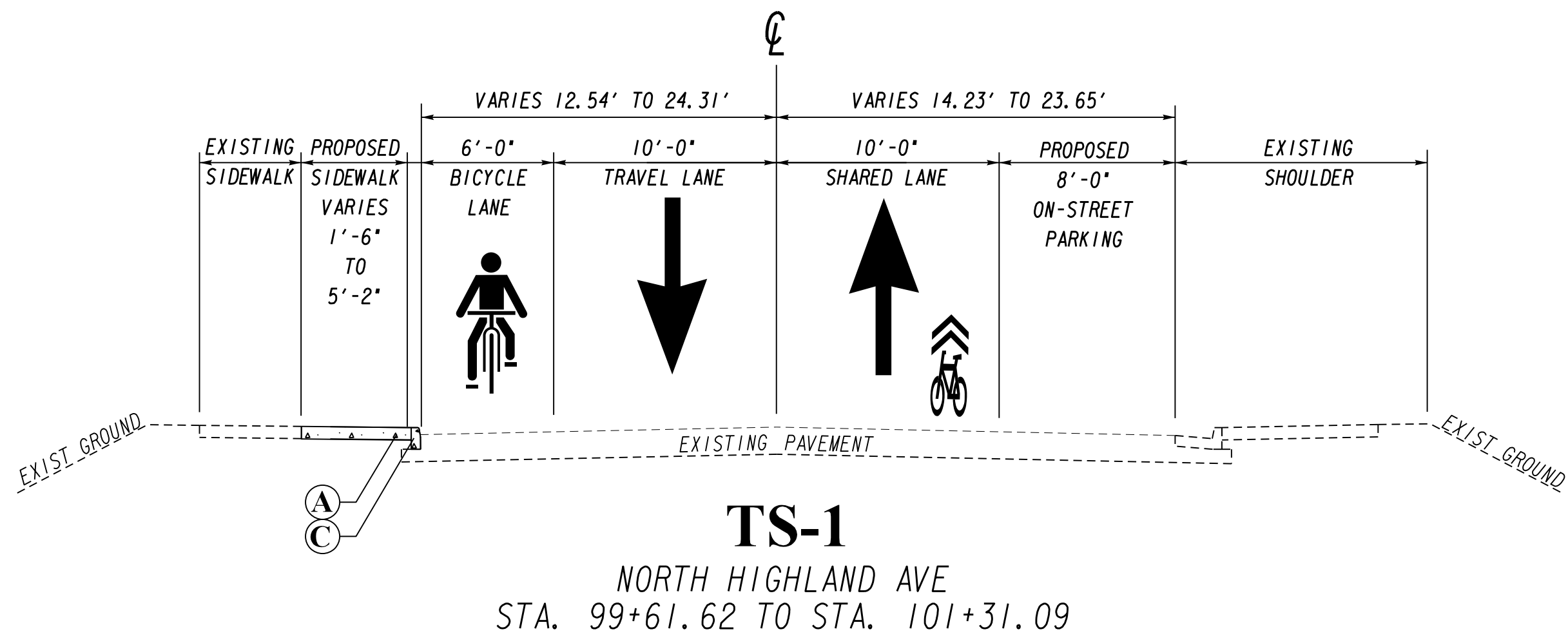
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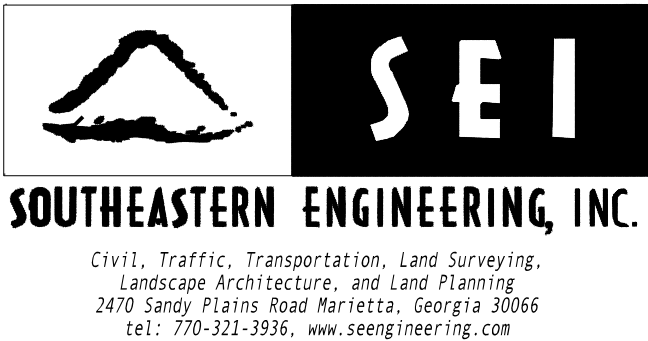
RENEW ATLANTA	
OFFICE :	
REVISION SUMMARY	
NORTH HIGHLAND AVENUE	
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10/17/2018 SOUTHEASTERN ENGINEERING, INC.		2:50:30 PM gp1ot-V8 gp1otborder-V81-P0.1b1	I:\CUSTOMERS_PROJECTS\1061-ASG-111-JV\1061-17-116-Renew Atlanta\1234567\DGN\North Highland Ave\1234567_04-0001.dgn		STATE GA	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS																								
<div>PROJECT GENERAL NOTES</div> <div><div><div><div><div>1. STRUCTURES, TREES, SHRUBS AND OTHER PLANT MATERIAL THAT FALL WITHIN THE RIGHT-OF-WAY AND EASEMENT LIMITS, BUT OUTSIDE THE LIMITS OF CONSTRUCTION, SHALL NOT BE DISTURBED UNLESS DIRECTED BY THE ENGINEER.</div><div>2. ALL DRIVEWAYS SHALL BE MAINTAINED DURING CONSTRUCTION.</div><div>3. AN N.O.I. (NOTICE OF INTENT) IS NOT REQUIRED FOR THIS PROJECT</div><div>4. ALL GRASSED MEDIANS, LANDSCAPED AREAS BETWEEN THE BACK OF CURB AND SIDEWALK AND TO SHOULDER BREAK POINT SHALL BE SODDED WITH BERMUDA TIF GRAND SOD, UNLESS THERE IS EXISTING GRASS, THEN THE SOD TYPE FROM BACK OF CURB TO EXISTING GRASS SHALL MATCH ADJACENT GRASS. ALL COST ASSOCIATED WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE PRICE BID FOR 700-9300 SOD.</div><div>5. ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES OCCURRING IN THEM. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL. ;SEE SECTION 201 OF THE STANDARD SPECIFICATION AND SUPPLEMENTS THERETO FOR ADDITIONAL INFORMATION.</div><div>6. THERE IS NO KNOWN SUITABLE PLACE TO BURY EXISTING CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE AS SHOWN IN GA. SPECIFICATION 201 TO DISPOSE OF EXISTING CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.</div><div>7. ALL CURB RAMPS WITHIN RADI1 WILL BE CONSTRUCTED WITH 8" CONCRETE.</div><div>8. ALL TEMPORARY SHORING WILL BE CONSIDERED INCIDENTAL TO GRADING COMPLETE AND WILL NOT BE MEASURED FOR PAYMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE NEED FOR WHAT IS SHOWN IS FOR INFORMATIONAL PURPOSES ONLY.</div><div>9. EXISTING PIPES, WITHIN THE PROJECT LIMITS, ARE TO BE RETAINED UNLESS OTHERWISE NOTED. PIPES WILL BE FLAGGED REMOVE OR FILL WITH FLOWABLE FILL ON THE ROADWAY PLAN SHEETS IF THE PIPE IS NO LONGER IN USE.</div><div>10. THE CONTRACTOR IS NOT TO DISTURB ANY ADDITIONAL AREAS OUTSIDE OF THE CONSTRUCTION LIMITS.</div><div>11. ALL DRIVEWAYS SHALL BE MAINTAINED DURING CONSTRUCTION. ALL DRIVEWAYS TO BE CONSTRUCTED SHALL BE REPLACED IN KIND I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE ETC. ANY OTHER DRIVEWAY MATERIAL OR SPECIALIZED DRIVEWAY WILL NOT BE REPLACED IN KIND (I.E. PAVERS) AND WILL BE REPLACED WITH ASPHALT OR CONCRETE. ALL EARTH OR GRAVEL DRIVES SHALL BE PAVED WITH ASPHALT TO THE RIGHT-OF-WAY LIMIT OR TIE -IN POINT. DRIVEWAYS SHALL BE PAVED AS FOLLOWS:<div><div>ASPHALTIC DRIVES</div><div>RESIDENTIAL - 1-1/2" ASPH. CONC. 12.5 MM SUPERPAVE, 165 LB/SY - 6" GRADED AGGREGATE BASE</div><div>COMMERCIAL - 1-1/2" ASPH. CONC. 12.5 SUPERPAVE, 165 LB/SY - 2" ASPH. CONC. 19MM SUPERPAVE, 220 LB/SY - 8" GRADED AGGREGATE BASE</div><div>CONCRETE DRIVES</div><div>RESIDENTIAL - 6" CONCRETE VALLEY GUTTER - 6" CONCRETE DRIVEWAY</div><div>COMMERCIAL - 8" CONCRETE VALLEY GUTTER - 8" CONCRETE DRIVEWAY</div></div></div></div><div>1. TREE PROTECTION MEASURES WILL BE INSTALLED AND MAINTAINED PER THE LATEST EDITION OF THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA</div><div>2. MUST ALSO COMPLY WITH CITY OF ATLANTA TREE ORDINANCE</div><div>3. PRIOR TO THE REMOVAL OF THE EXISTING CURBING WITHIN CRITICAL ROOT ZONE, THE CONTRACTOR WILL COORDINATE WITH A CERTIFIED ARBORIST OR LANDSCAPE ARCHITECT TO ENSURE THE TREE ROOTS ARE PROTECTED DURING THE DEMOLITION.</div><div>4. A CERTIFIED ARBORIST TO PERFORM ROOT PRUNING PRIOR TO DEMOLITION OF THE CURB.</div><div>5. TREES WITHIN THE CLOSE PROXIMITY OF THE LIMITS OF DISTURBANCE WILL BE PROTECTED BY USING THE STANDARD GASWCC TREE PROTECTION FENCING AND/OR THE STRAPPED-ON-PLANKING METHOD. BASED ON THE CITY OF ATLANTA TREE ORDINANCE, IF TREES ARE TO BE LOST OR DESTROYED OR 20 PERCENT OR MORE OF THE CRITICAL ROOT ZONE (CRZ) WILL BE IMPACTED, A TREE PERMIT MUST BE RECEIVED FOR THIS PROJECT FROM THE DEPARTMENT OF PARKS AND RECREATION, A TEMPORARY CONSTRUCTION EASEMENT IS REQUIRED IF TREE WORK EXTENDS ONTO PRIVATE PROPERTY.</div><div>6. ALL SIDEWALK, CURBING, AND DRIVEWAY REMOVAL WITHIN CRZ MUST BE DONE BY HAND, REMOVE OLD CONCRETE (OR ASPHALT) USING HAND MACHINERY (I.E., JACK HAMMER). NO CUT OR FILL OF EARTH ALLOWED WITHIN CRZ. LEVEL USING CRUSH-N-RUN OR 57 STONE, LAY 6 MIL PLASTIC SHEET BEFORE POURING CONCRETE OVER TREE ROOTS TO PROTECTS ROOTS FROM LEECHING.</div><div>7. INSTALLED SIGNAGE SHALL AVOID CRZ AND SHALL NOT TRIM MORE THAN 20 PERCENT OF THE CANOPY OF EXISTING TREES. TREE TRIMMING CAN OCCUR FOR VISIBILITY BUT SHOULD BE MINIMAL AND LESS THAN 20 PERCENT UNLESS A TREE PERMIT IS OBTAINED.</div></div></div><div><div>GENERAL NOTES - STANDARD SIGNS</div><div><div><div>1. ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.</div><div>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.</div><div>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.</div><div>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).</div><div>5. SINGLE PLATE, HORIZONTAL RECTANGULAR SIGNS OVER 48 INCHES IN WIDTH SHALL BE MOUNTED ON TWO POSTS WITH 2 EACH 2 INCH x ¼ 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 ¼ INCH DIAMETER, DRILLED OR PUNCHED, AS SHOWN ON THE SIGN PLATE DETAILS.</div><div>6. EACH 42 OR 48 INCH WIDE x 18 OR 24 INCH HIGH SIGN REQUIRES ONE 2 INCH x ¼ 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.</div><div>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.</div><div>8. TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.</div><div>9. TYPE 11 (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).</div><div>10. TYPE 11 (VERY HIGH INTENSITY) FLUORESCENT YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL WARNING SIGNS.</div><div>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 OF THE S5-1) SIGNS. ALL REGULATORY SIGNS WITHIN THE SCHOOL ZONE SIGNING SHALL HAVE TYPE 9 (VERY HIGH INTENSITY) REFLECTIVE SHEETING.</div><div>12. A ¼ INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.</div><div>13. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL¼ INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.</div><div>14. INTERSTATE SHIELDS SHALL CONTAIN THE WORD GEORGIA. ALL INTERSTATE, U.S., AND GEORGIA SHIELDS REQUIRING ALT, BUS, CONN, LOOP, OR SPUR SHALL USE 4 INCH SERIES "D" LETTERS. REFER TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, FOR DETAILS.</div><div>15. FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.</div><div>16. REFER TO PLAN SHEETS FOR LOCATION OF THE DISTRICT ENGINEERS OFFICE TO BE SHOWN ON ALL R552-1 (LIMITED ACCESS) SIGNS IN THIS PROJECT, IF ANY.</div><div>17. THE CONTRACTOR WILL, AS REQUESTED BY THE DISTRICT TRAFFIC OPERATIONS ENGINEER, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.</div></div></div><div><div>TRAFFIC SIGNAL GENERAL NOTES</div><div><div><div>1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION.</div><div>2. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES PRIOR TO ORDERING. AT THE DISCRETION OF THE ENGINEER, MINOR SHIFTS, (UP TO A MAXIMUM OF 5 FEET), IN LOCATION OF NEW SIGNAL POLES, ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS.</div><div>3. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNALS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC SIGNAL AND/OR CONTROL SYSTEM ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT POLE LOCATION(S) REQUIRED BY THE PROJECT DURING THE INTERIM PERIOD THROUGH INSTALLATION OF NEW SIGNAL EQUIPMENT. AT NO TIME SHALL THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL OPERATION TO BE INOPERABLE.</div><div>4. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE CITY TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE.</div><div>5. PER GDOT 2016 SUPPLEMENTAL SPECIFICATIONS SECTION 647.3.05, ALL SIGNAL EQUIPMENT INCLUDING BUT NOT LIMITED TO POLES, CABINETS, HEADS, AND OTHER EQUIPMENT, THAT ARE NOT USED IN THE FINAL INSTALLATION SHALL BE REMOVED. THE COST OF REMOVAL SHALL BE INCLUDED IN THE LUMP SUM TRAFFIC SIGNAL INSTALLATION ITEMS. WHEN REMOVED, ALL EXISTING EQUIPMENT SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO CITY OF ATLANTA SIGNAL SHOP AT 124 CLAIRE DR. ATLANTA, 30315. CONTACT THE CITY SIGNAL ENGINEER AT (404)-330-6501 TO SCHEDULE DELIVERY</div><div>6. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE GDOT SPECIFICATION.</div><div>7. THE INSTALLATIONS SHALL BE CAPABLE OF MONITORING OVER ETHERNET NETWORKS FROM EXISTING CENTRAL COMPUTERS OR VIA "CLOSED LOOP" MONITORING, PER THE CITY SIGNAL ENGINEER. CENTRAL COMPUTERS ARE LOCATED AT 55 TRINITY AVE SW, SUITE 4900 ATLANTA, GEORGIA, 30303. NETWORK ABILITIES DEMONSTRATION IS REQUIRED AT CENTRAL SITES. NOTED PRIOR TO FINAL ACCEPTANCE.</div><div>8. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT & CoA STANDARDS.</div><div>9. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE SIDEWALK PAY ITEM.</div><div>10. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE DEPARTMENT, ANY BARRIER WALL, FENCE, DITCH PAVING, CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGNS, GUARDRAILS, LANDSCAPING, GRASSINGS, UTILITY SERVICE LINES, STORM DRAIN PIPES, MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED, DUE TO CONTRACTOR'S ACTIVITY.</div><div>11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES TO ENSURE COMPLIANCE TO ALL STATE AND FEDERAL LAWS AND GUIDELINES. THE COST SHALL BE CONSIDERED INCIDENTAL AND BE INCLUDED IN THE OVERALL BID PRICE. NO ADDITIONAL PAYMENTS SHALL BE MADE TO THE CONTRACTOR FOR EROSION CONTROL.</div><div>12. ALL TRAFFIC MARKING, SYMBOLS OR STRIPING TO BE REMOVED AND/OR REPLACED SHALL BE PAID FOR IN THE TRAFFIC CONTROL LUMP SUM ITEM.</div><div>13. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH MODIFYING EXISTING AND ESTABLISHING NEW POWER AND COMMUNICATIONS SERVICES FOR TRAFFIC SIGNAL, VIDEO DETECTION SYSTEMS AND/OR CCTV CAMERAS ON THIS PROJECT. IF A UTILITY TRANSFORMER IS REQUIRED FOR TRAFFIC SIGNAL EQUIPMENT, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INCLUDE AS PART OF THEIR BID PRICE, FOR THAT TRAFFIC SIGNAL INSTALLATION IF THE RESPECTIVE UTILITY REQUIRES PAYMENT FOR INSTALLATION</div><div>14. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL MONTHLY POWER AND COMMUNICATION SERVICE TO THE TRAFFIC SIGNAL INSTALLATION AND SUPPORT DEVICES, UNTIL THE NEW TRAFFIC SIGNAL INSTALLATION HAS SATISFACTORILY COMPLETED A TEST PERIOD OF UNINTERRUPTED OPERATION, FOR 30 DAYS. UPON COMPLETION OF THE TEST PERIOD, THE CONTRACTOR WILL COMPLETE A TRANSFER OF UTILITY COST TO THE CITY OF ATLANTA</div><div>15. CURB LINES, PROPERTY LINES, AND RIGHT-OF-WAY LIMITS SHOWN ARE APPROXIMATE AND ARE BASED ON CURRENTLY AVAILABLE INFORMATION AND FIELD OBSERVATIONS. THE CONTRACTOR IS RESPONSIBLE FOR LIMITING CONSTRUCTION TO PUBLIC RIGHT-OF-WAY ONLY AND SHALL NOT ENCROACH UPON PRIVATE PROPERTY WITHOUT LEGAL EASEMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES (HORIZONTAL AND VERTICAL), PROPERTY LINES, AND RIGHTS OF WAY. THE ATTENTION OF THE BIDDER IS DIRECTED SPECIFICALLY TO SUB- SECTIONS 102.04, 102.05, AND 104.03 OF THE GDOT SPECIFICATIONS. ALL DEVICES, EQUIPMENT, AND MATERIALS INSTALLED SHALL BE INSTALLED WITHIN THE EXISTING RIGHT OF WAY</div><div>16. CONTRACTOR SHALL REFER TO SUPPLEMENT SPECIFICATION SECTION 925 OF GDOT 2016 SUPPLEMENTAL SPECS FOR TRAFFIC SIGNAL EQUIPMENT FOR THE TYPICAL RACK ELEVATION DIAGRAM FOR 332A CABINET</div></div></div></div><tr><td>09/17/2015</td><td>GPUNOLD</td><td></td><td></td><td></td><td><div>REVISION DATES</div><table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table></td><td><div>RENEW ATLANTA</div><div>OFFICE:</div><div>GENERAL NOTES</div><div>NORTH HIGHLAND AVENUE</div><div>DRAWING No. 04-001</div></td></tr></div></div>					09/17/2015	GPUNOLD				<div>REVISION DATES</div> <table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>																						<div>RENEW ATLANTA</div> <div>OFFICE:</div> <div>GENERAL NOTES</div> <div>NORTH HIGHLAND AVENUE</div> <div>DRAWING No. 04-001</div>
09/17/2015	GPUNOLD				<div>REVISION DATES</div> <table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>																						<div>RENEW ATLANTA</div> <div>OFFICE:</div> <div>GENERAL NOTES</div> <div>NORTH HIGHLAND AVENUE</div> <div>DRAWING No. 04-001</div>					



TYPICAL SECTION LEGEND

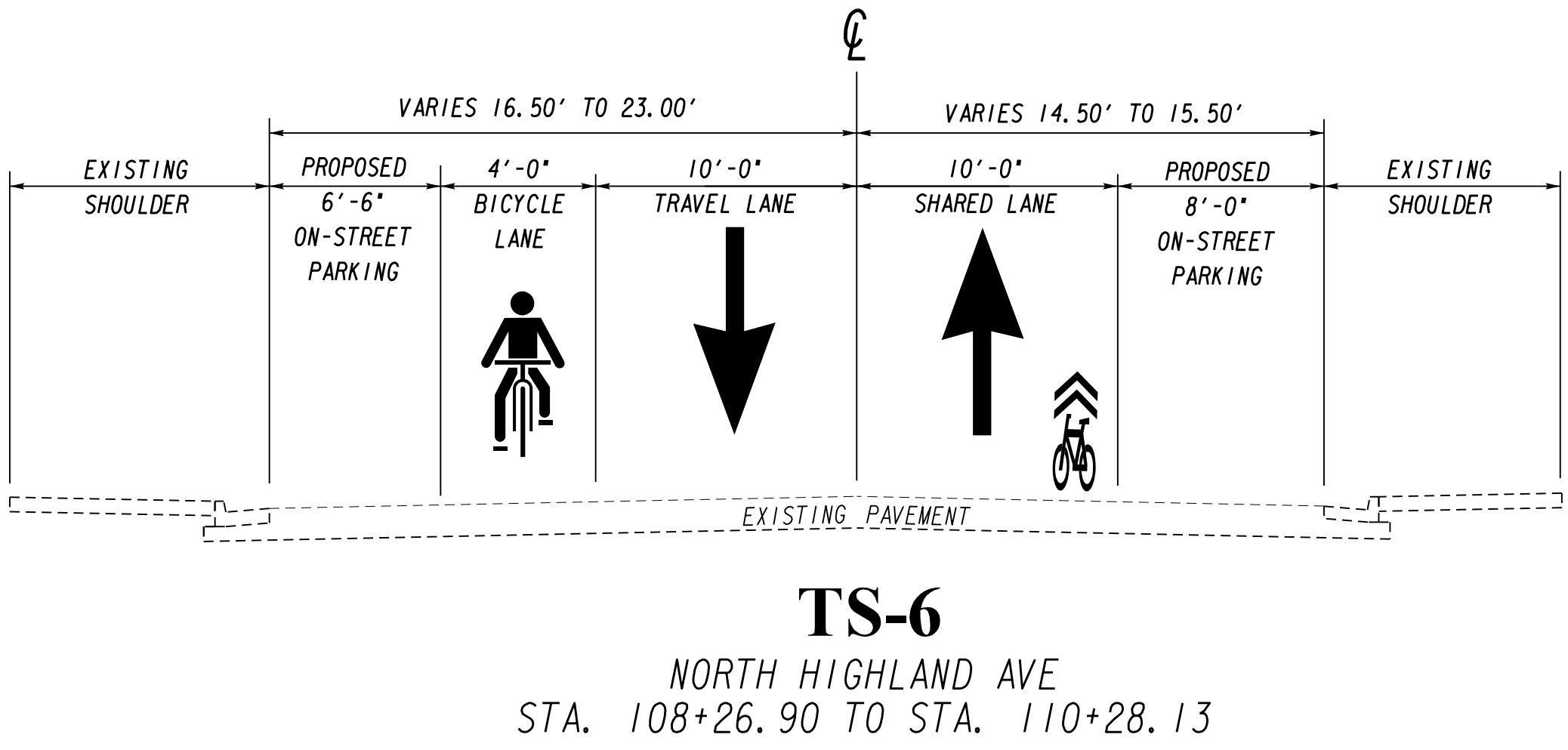
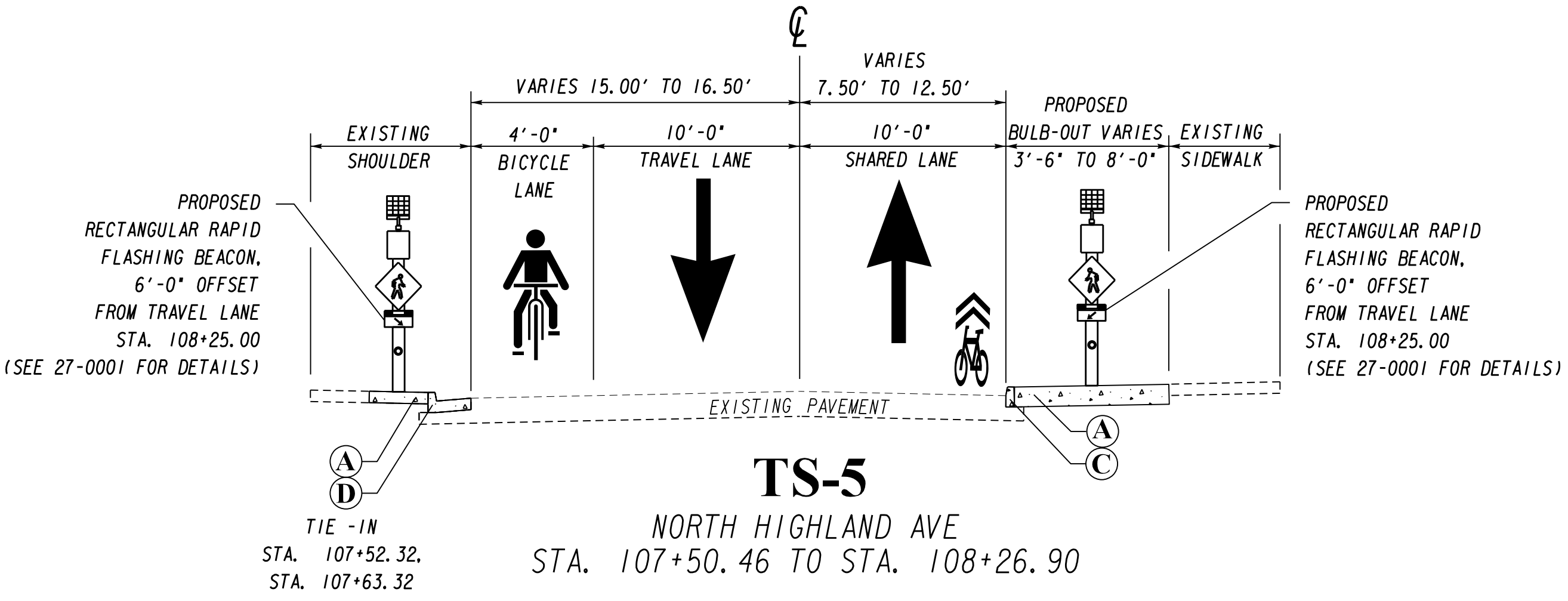
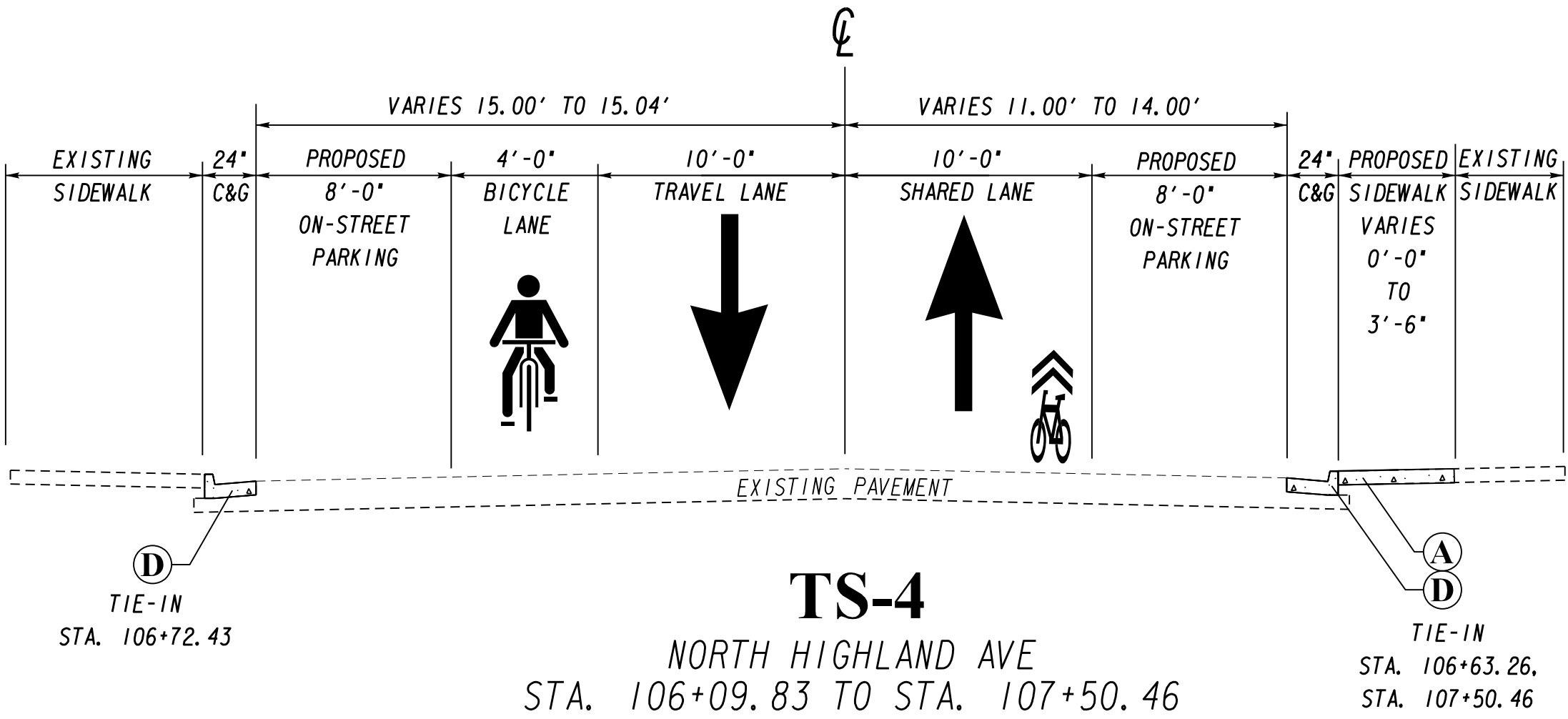
- A CONC SIDEWALK, 4 IN (441-0104)
- B CONCRETE MEDIAN, 6 IN, WITH TIE-BARS (441-0748)
- C CONCRETE HEADER CURB, 6 IN, TP 2 (441-5002)
- D CONC CURB & GUTTER, 6 IN X 24 IN, TP 2 (441-6012)
- E BRICK PAVERS (900-0039)



NTS

REVISION DATES		

RENEW ATLANTA	
OFFICE:	
TYPICAL SECTIONS	
NORTH HIGHLAND AVENUE	
DRAWING No. 05-001	



TYPICAL SECTION LEGEND

- A** CONC SIDEWALK, 4 IN (441-0104)
- B** CONCRETE MEDIAN, 6 IN, WITH TIE-BARS (441-0748)
- C** CONCRETE HEADER CURB, 6 IN, TP 2 (441-5002)
- D** CONC CURB & GUTTER, 6 IN X 24 IN, TP 2 (441-6012)
- E** BRICK PAVERS (900-0039)



REVISION DATES

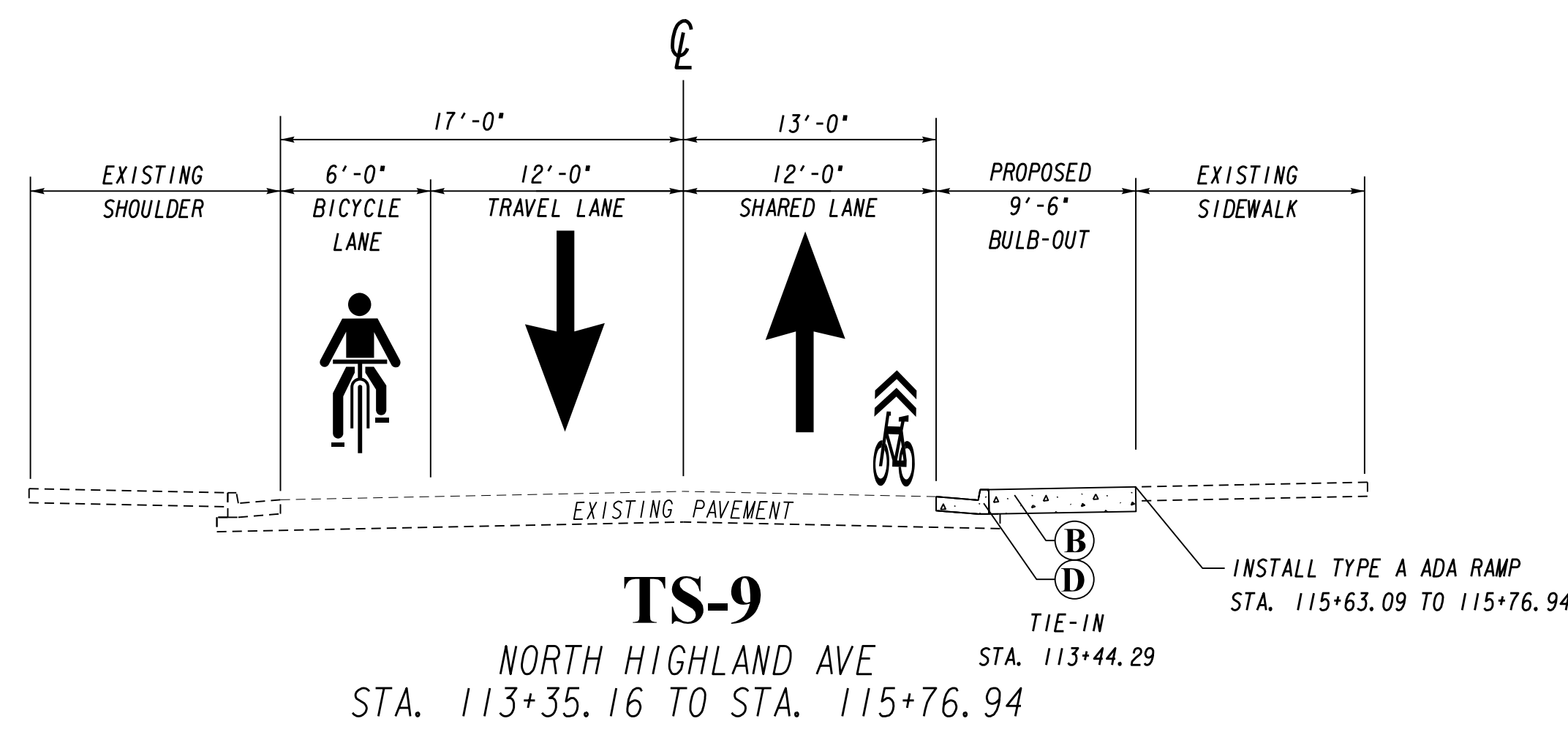
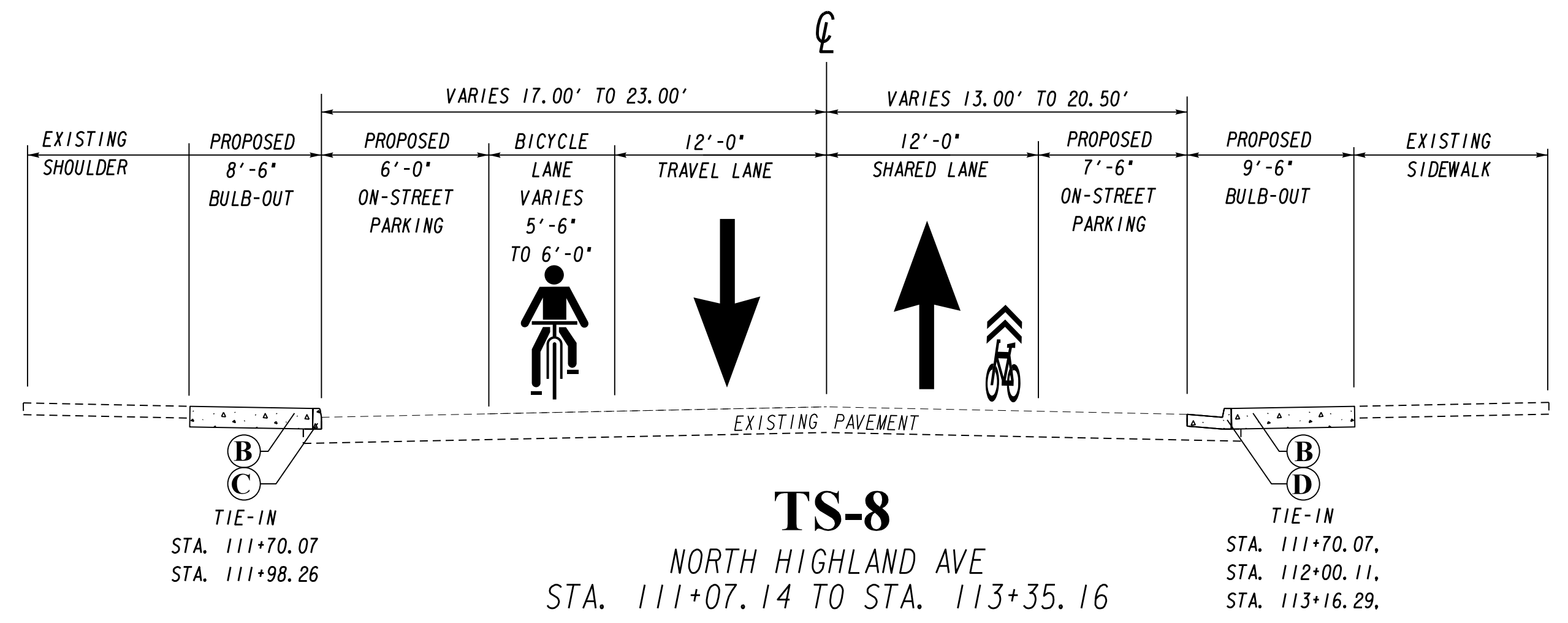
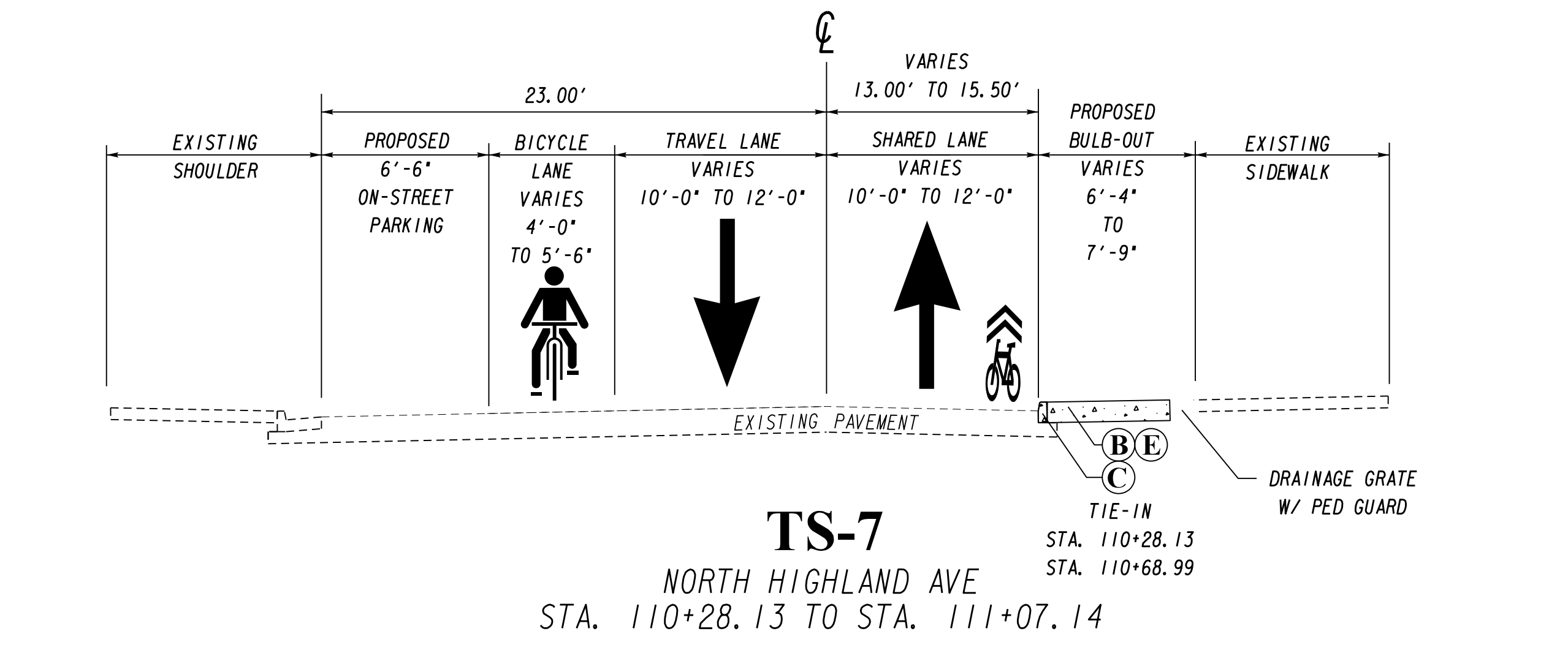
RENEW ATLANTA

OFFICE:

TYPICAL SECTIONS

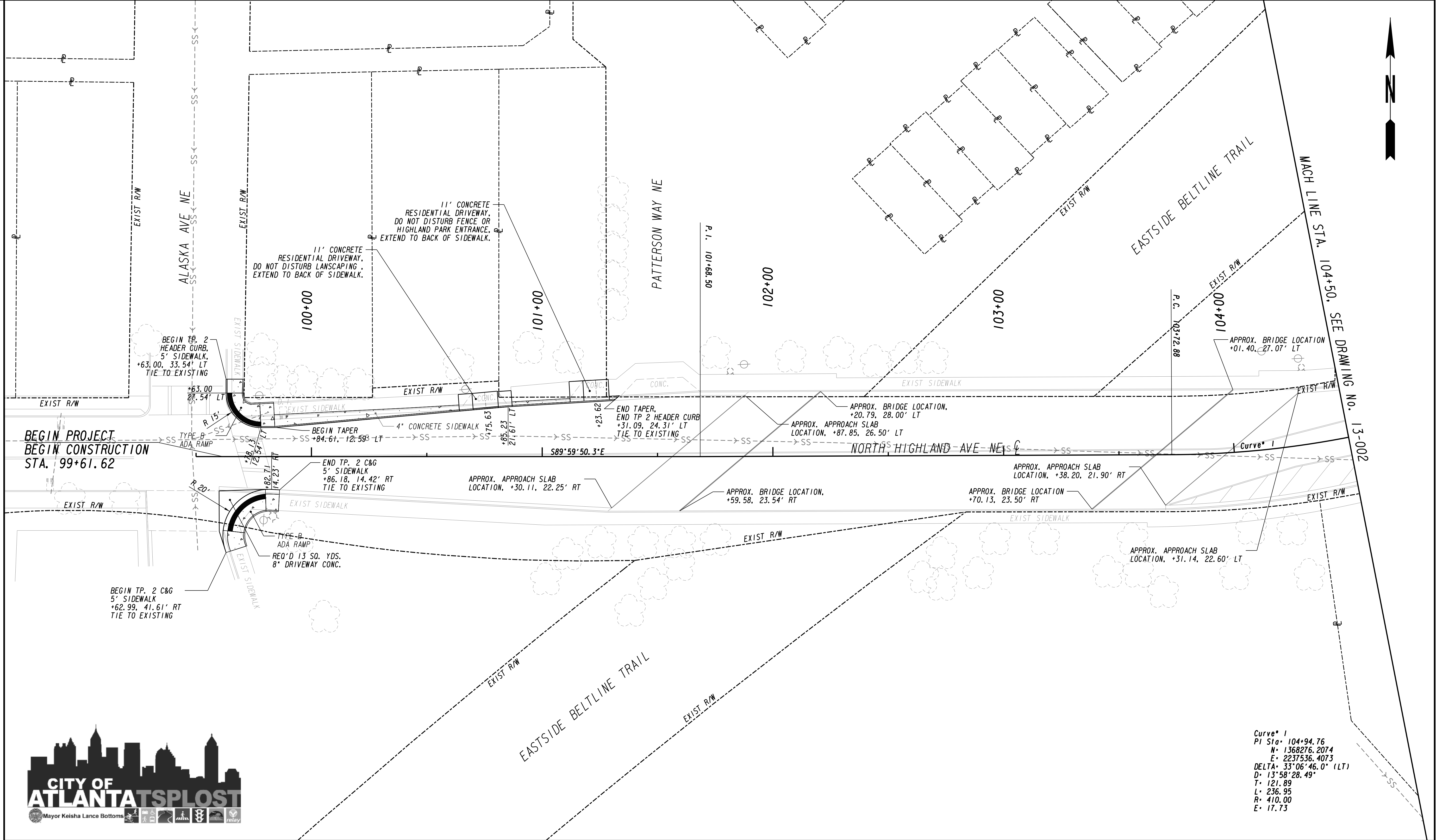
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DRAWING No.
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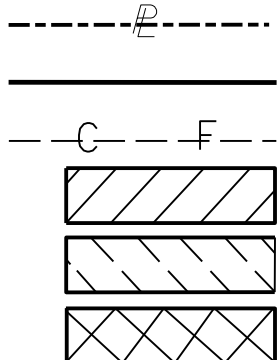
TYPICAL SECTION LEGEND

- Ⓐ CONC SIDEWALK, 4 IN (441-0104)
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- Ⓓ CONC CURB & GUTTER, 6 IN X 24 IN, TP 2 (441-6012)
- Ⓔ BRICK PAVERS (900-0039)

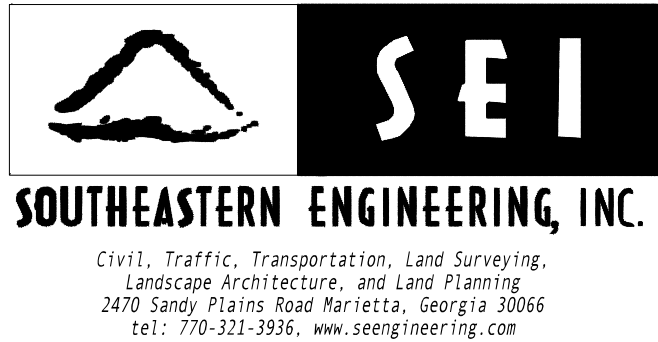
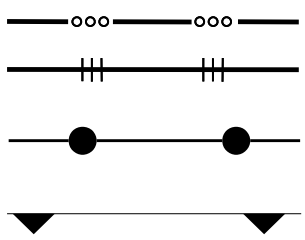


Curve* 1
PI Sta* 104+94.76
N* 1368276.2074
E* 2237536.4073
DELTA* 33°06'46.0" (LT)
D* 13'58"28.49"
T* 121.89
L* 236.95
R* 410.00
E* 17.73

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA



REVISION DATES

NO.	DATE	DESCRIPTION

RENEW ATLANTA

OFFICE:

MAINLINE PLAN

NORTH HIGHLAND AVENUE

DRAWING No.
13-001



Curve* I
PI Sta* 104+94.76
N* 1368276.2074
E* 2237536.4073
DELTA* 33°06'46.0" (LT)
D* 13°58'28.49"
T* 121.89
L* 236.95
R* 410.00
E* 17.73

PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR

& MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

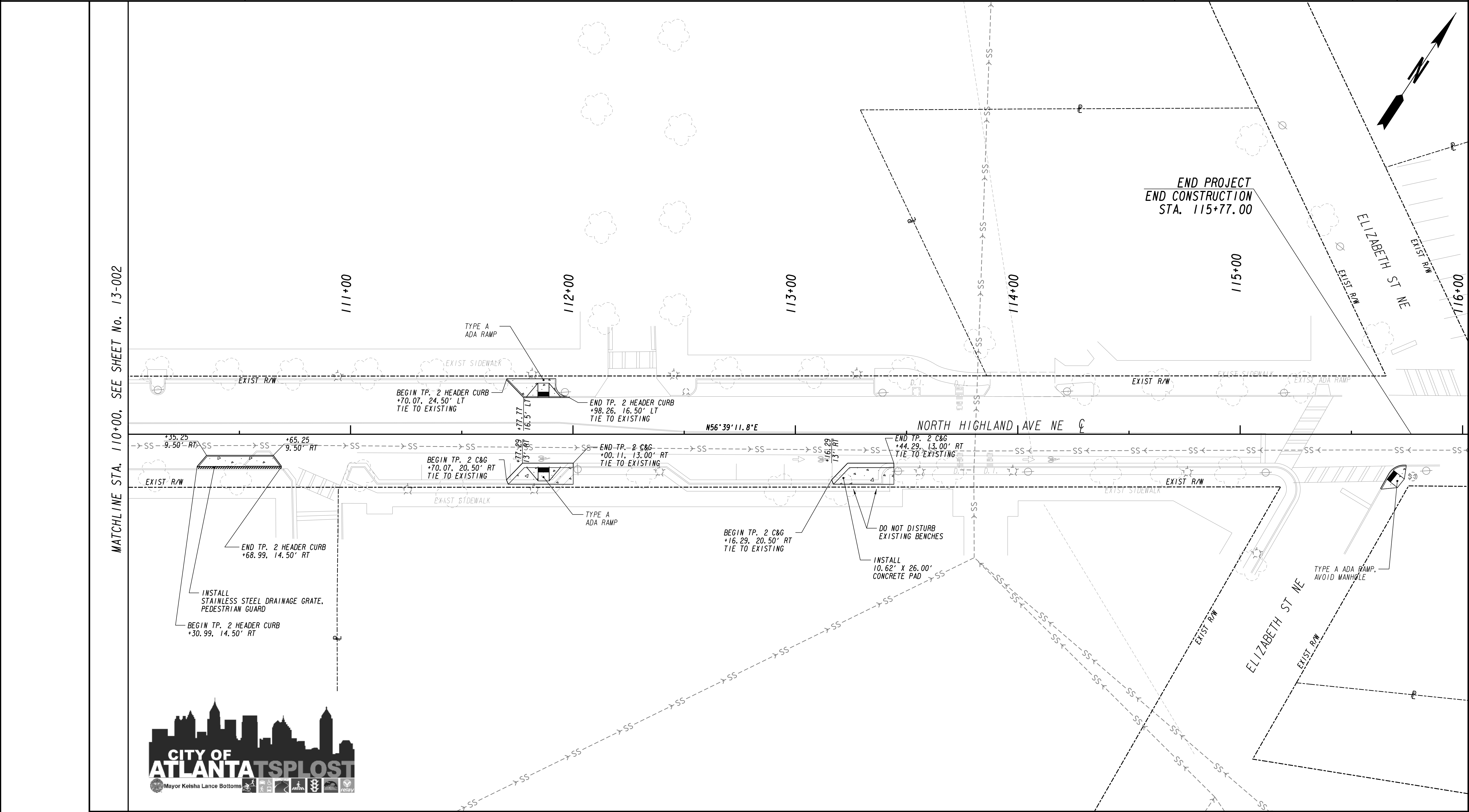
LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

ESA - ENV. SENSITIVE AREA

<



PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR

& MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

---P---

---C---F---

[Hatched Box]

[Hatched Box]

[Hatched Box]

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

ESA - ENV. SENSITIVE AREA

SCALE IN FEET

0 20 40 80

REVISION DATES		

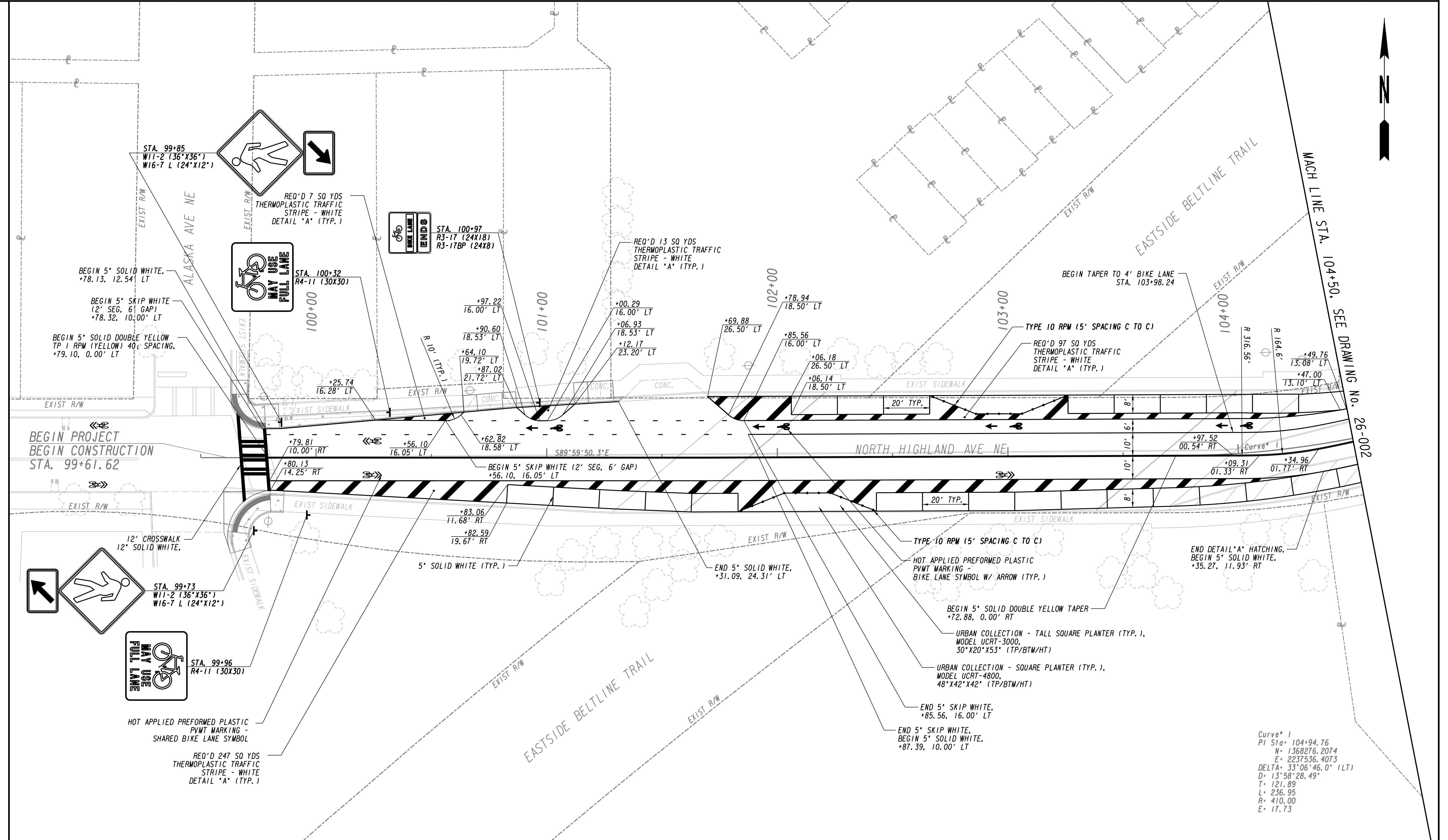
RENEW ATLANTA

OFFICE:

MAINLINE PLAN

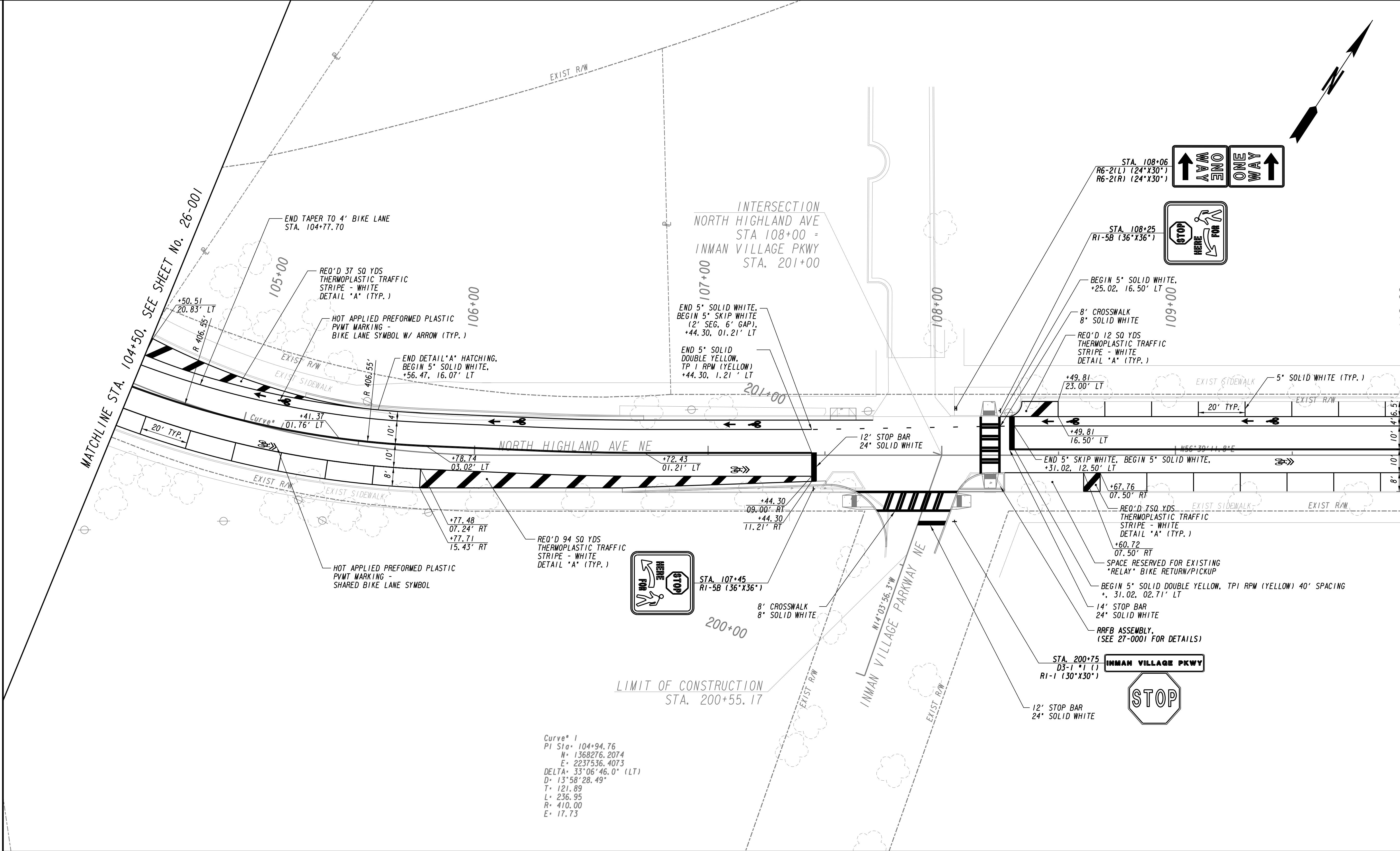
NORTH HIGHLAND AVENUE

DRAWING No.
13-003

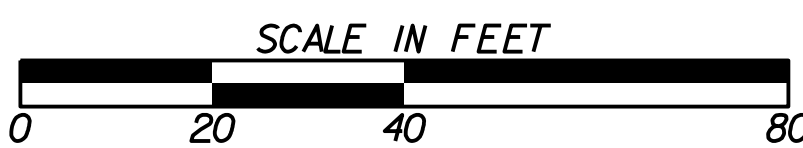


MATCHLINE STA. 104+50. SEE SHEET No. 26-001

MATCHLINE STA. 110+00. SEE SHEET No. 26-003



Curve 1
PI Sta. 104+94.76
N= 1368276.2074
E= 2237536.4073
DELTA= 33°06'46.0" (LT)
D= 13°58'28.49"
T= 121.89
L= 236.95
R= 410.00
E= 17.73



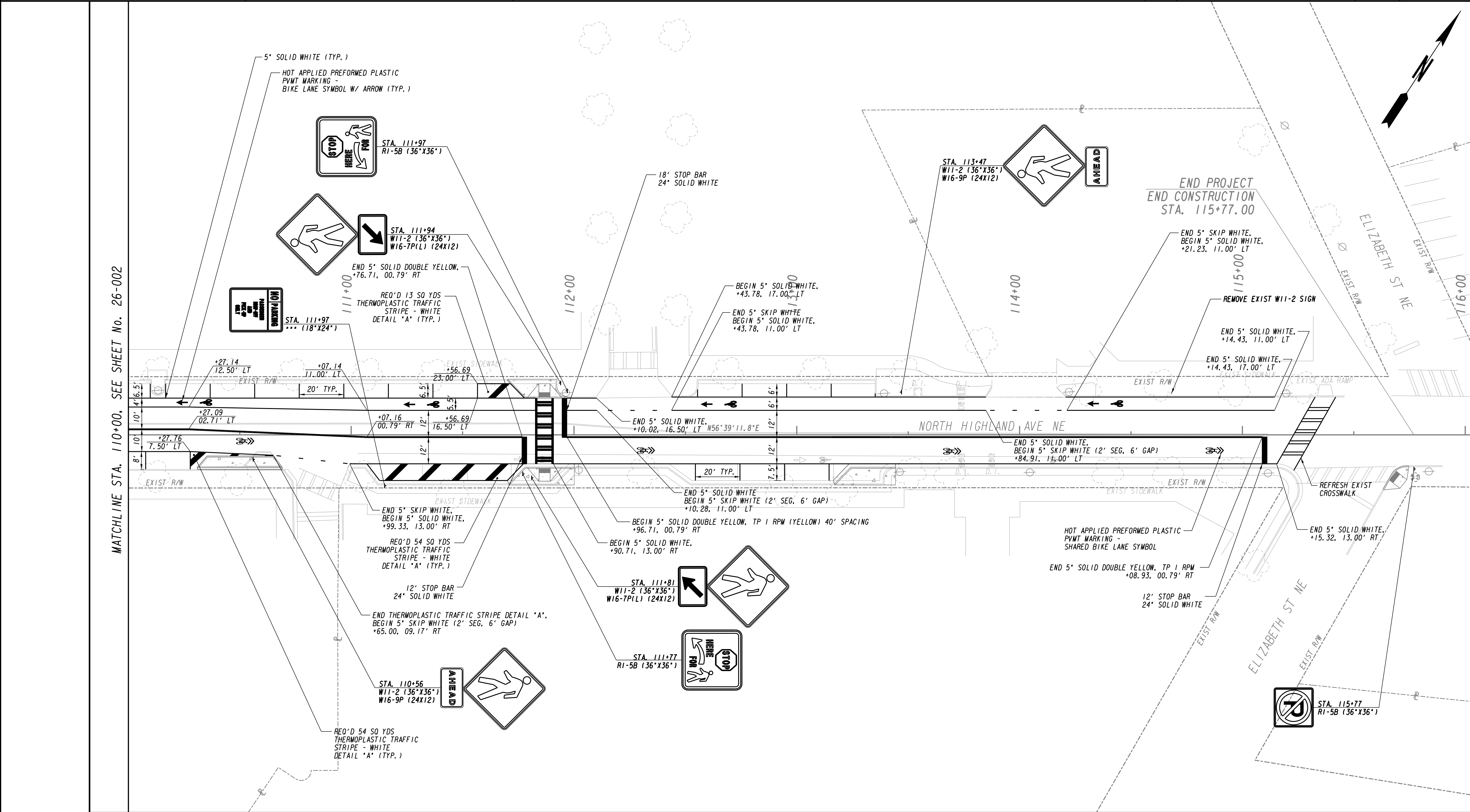
REVISION DATES		

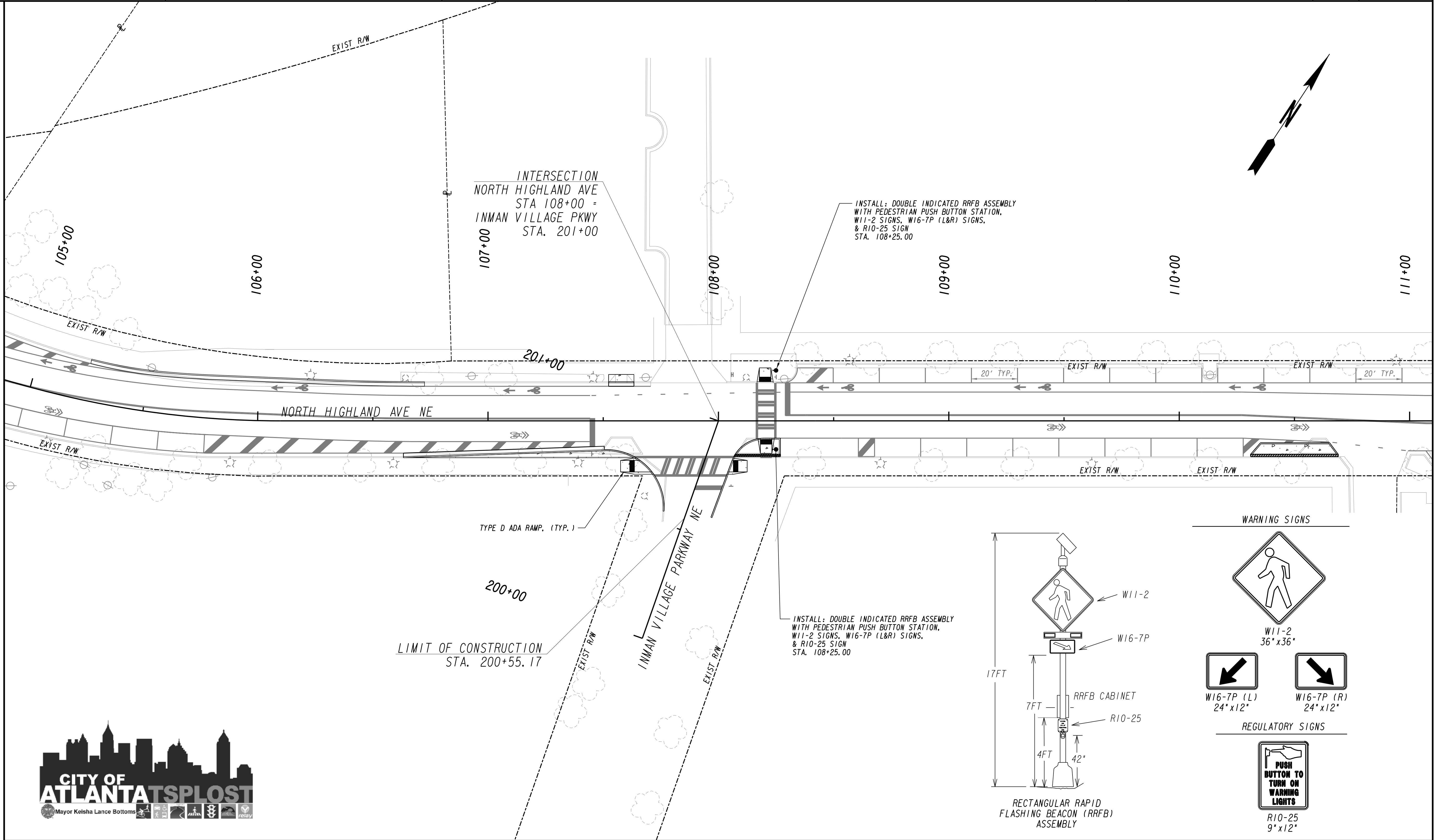
RENEW ATLANTA

OFFICE:
SIGNING AND MARKING PLANS

NORTH HIGHLAND AVENUE

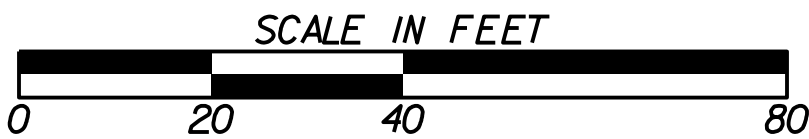
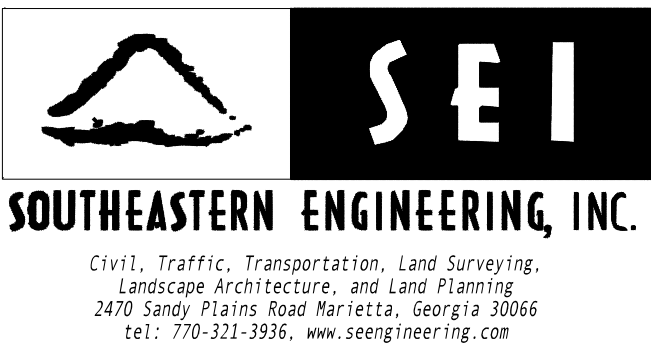
DRAWING No.
26-002





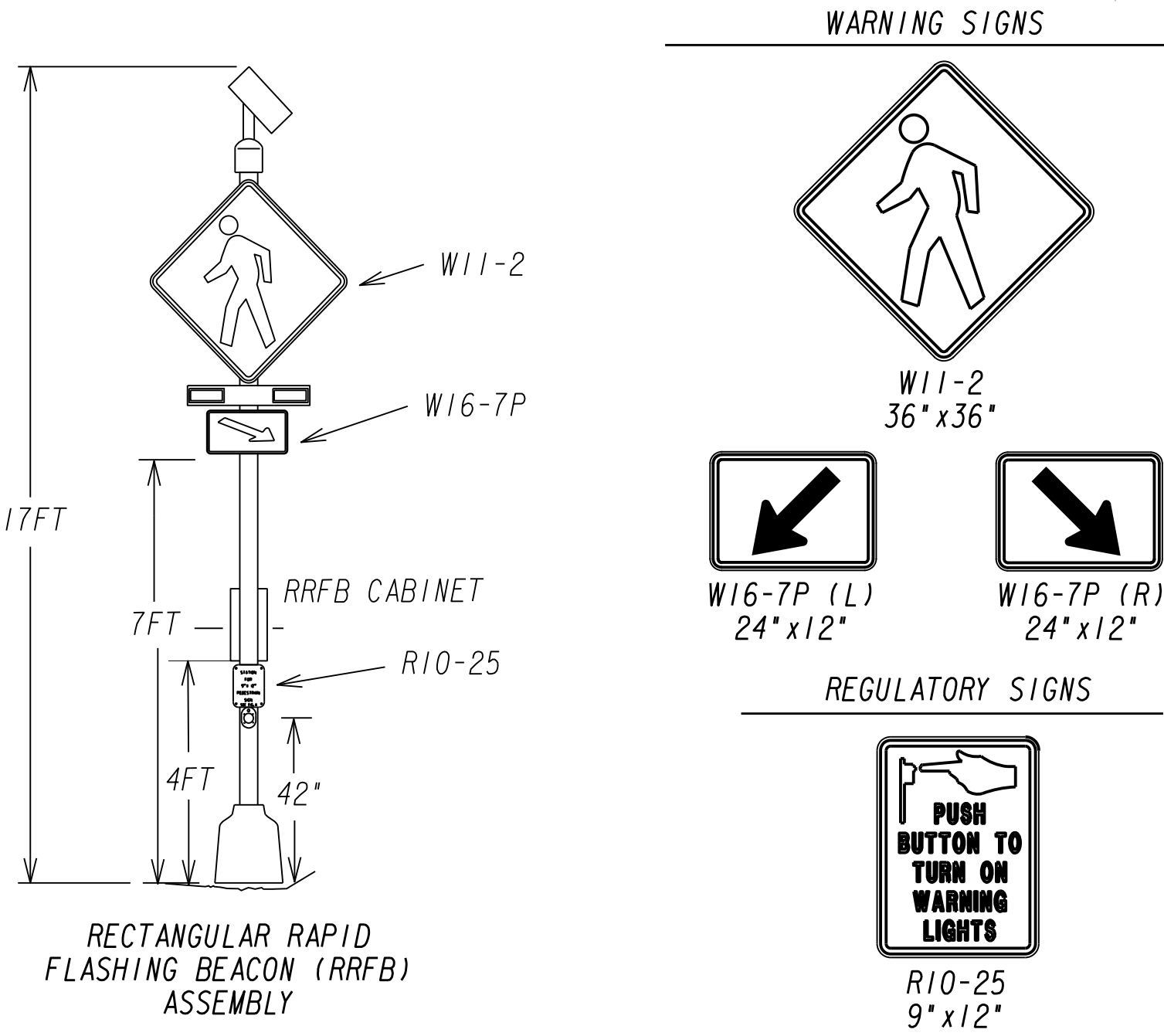
- SIGNAL LEGEND**
- | | |
|---------------------------|--|
| ➔ PROPOSED SIGNAL HEAD | ➔➔➔ PROPOSED 4-SECTION SIGNAL HEAD |
| ➔➔➔ EXISTING SIGNAL HEAD | ➔➔➔ PROPOSED 5-SECTION (CLUSTER) SIGNAL HEAD |
| ➔➔➔ RELOCATED SIGNAL HEAD | ⊙ PEDESTRIAN SIGNAL HEAD |

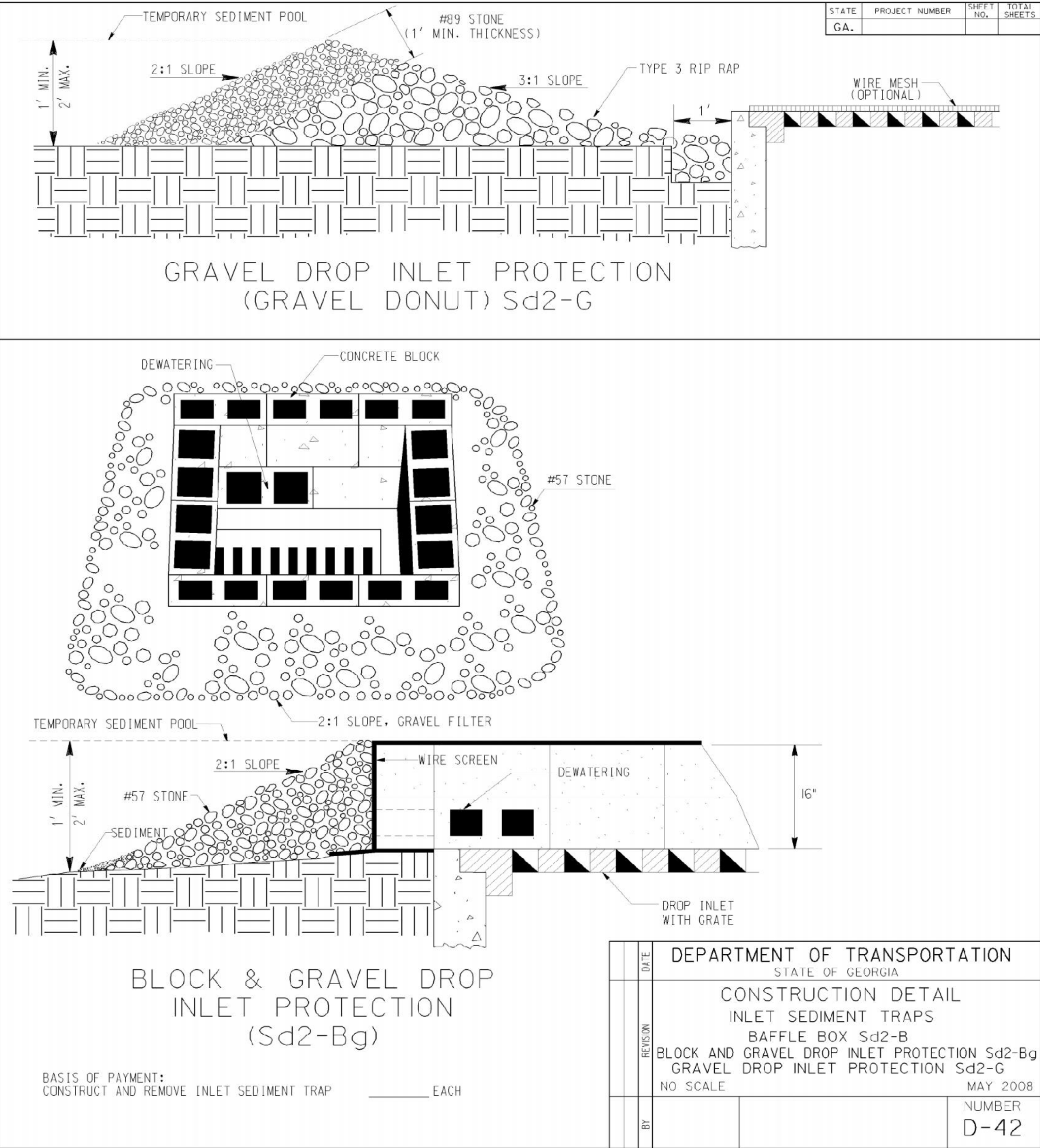
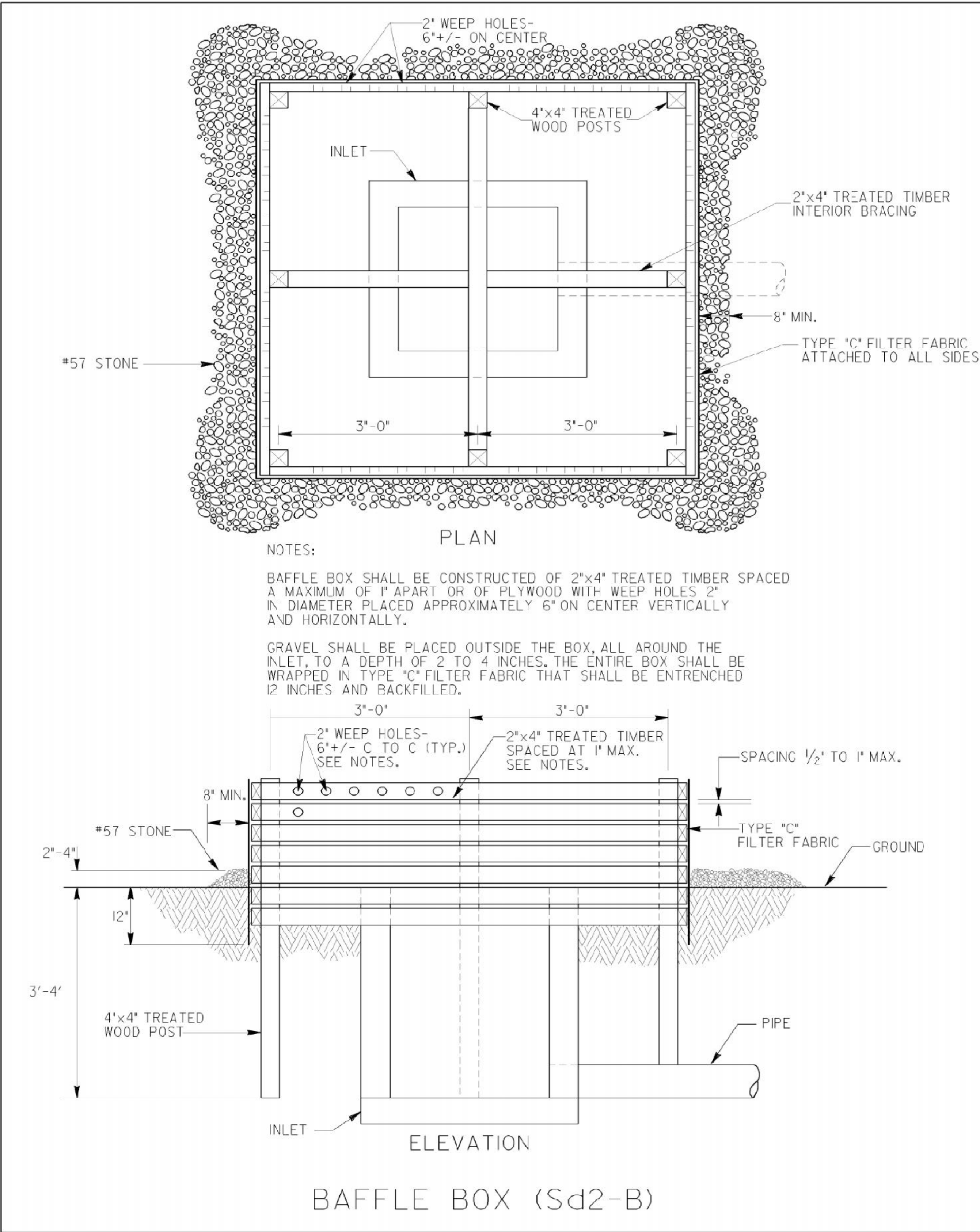
- DETECTION LEGEND**
- | |
|---------------------------------|
| PROPOSED VIRTUAL DETECTION ZONE |
| PROPOSED INDUCTIVE LOOP |
| PROPOSED VIDEO DETECTION CAMERA |
| ⊙ PROPOSED MAGNETOMETER |
| PROPOSED RADAR |



REVISION DATES		

RENEW ATLANTA	
OFFICE:	
SIGNAL PLANS	
NORTH HIGHLAND AVENUE	
DRAWING No. 27-001	

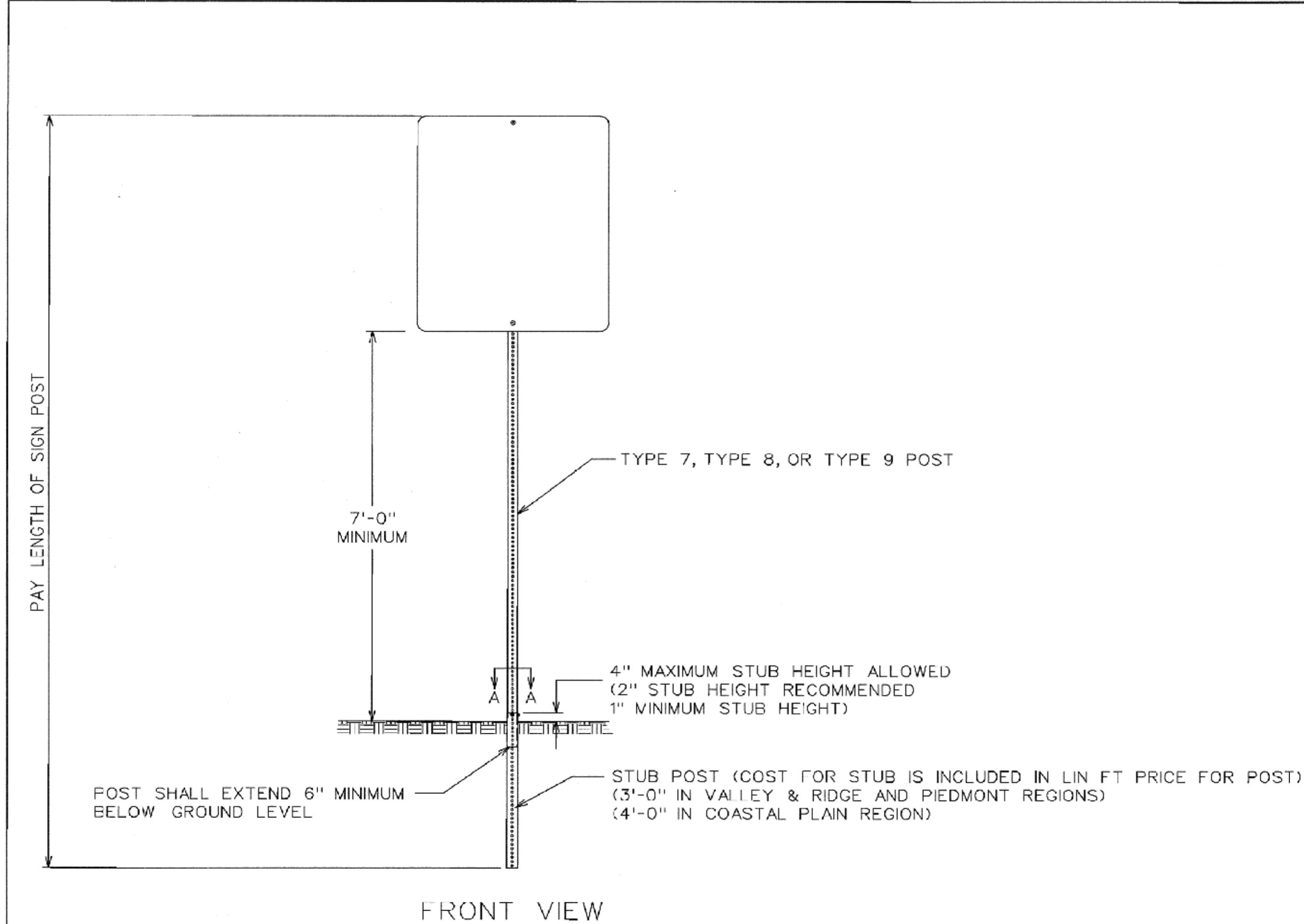




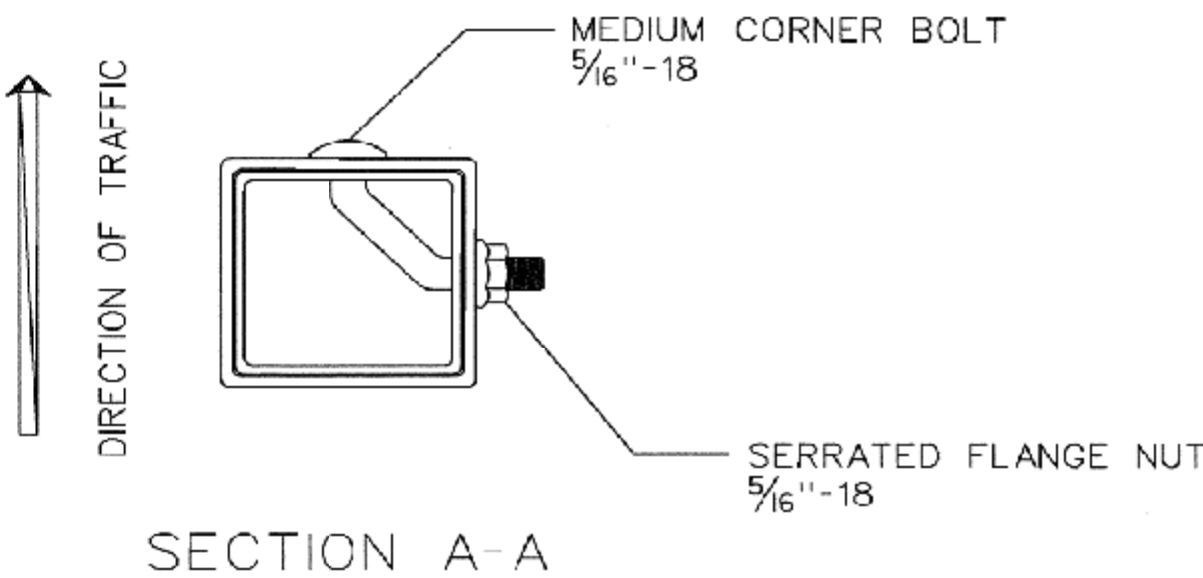
DRAWING No.
0-002

DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC OPERATIONS
3/31/00	CHANGED U-CHANNEL POST TO SQUARE TUBE POST	
		DETAILS FOR TYPICAL FRAMING NO SCALE JANUARY, 2000

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



POST	STUB SIZE
TYPE 7	2 1/4" x 2 1/4"
TYPE 8	2 3/4" x 2 3/4"
TYPE 9	2 1/2" x 2 1/2"



SIGN POST SELECTION CHART

Sign Centroid	SLIP BASE NOT REQUIRED				GROUND MOUNTED BREAKAWAY SIGN SUPPORT REQUIRED				
	TYPE 7 2" 1/4 ga.		TYPE 9 2-1/4" 1/4 ga.	TYPE 8 2-1/2" 1/2 ga.	TYPE 8 2-1/2" 1/2 ga.		TYPE 8 w / TYPE 9 Insert 2-1/2" 1/2 ga. W / 2-1/4" 1/4 ga.		
	1 Post	2 Post	1 Post	1 Post	2 Post	3 Post	1 Post	2 Post	3 Post
SQUARE FOOTAGE									
6'	13.50	27.00	19.25	30.00	60.00	90.00	49.25	98.50	147.75
7'	11.60	23.20	16.50	25.75	51.50	77.25	42.25	84.50	126.75
8'	10.15	20.30	14.45	22.55	45.10	67.65	37.00	74.00	111.00
9'	9.00	18.00	12.85	20.00	40.00	60.00	32.85	65.70	98.55
10'	8.10	16.20	11.55	18.00	36.00	54.00	29.55	59.10	88.65
11'	7.40	14.80	10.50	16.40	32.80	49.20	26.90	53.80	80.70
12'	6.80	13.60	9.65	15.00	30.00	45.00	24.65	49.30	73.95
13'	6.25	12.50	8.90	13.85	27.70	41.55	22.75	45.50	68.25
14'	5.80	11.60	8.25	12.90	25.80	38.70	21.15	42.30	63.45
15'	5.00	10.00	6.45	10.10	20.20	30.30	16.55	33.10	49.65
16'	4.70	9.40	6.05	9.45	18.90	28.35	15.50	31.00	46.50
17'	4.40	8.80	5.70	8.90	17.80	26.70	14.60	29.20	43.80
18'	4.15	8.30	5.40	8.40	16.80	25.20	13.80	27.60	41.40
19'	3.95	7.90	5.10	7.95	15.90	23.85	13.05	26.10	39.15
20'	3.75	7.50	4.85	7.55	15.10	22.65	12.40	24.80	37.20

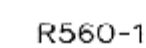
SIGN CENTROID IS DISTANCE FROM GROUND LEVEL TO BOTTOM OF SIGN PLUS HALF THE HEIGHT OF SIGN.
EXAMPLE: 24" X 48" SIGN THAT IS 7 FEET FROM GROUND TO BOTTOM OF SIGN. ADD HALF OF 48" (24" OR 2 FT) PLUS 7 FT. = 9' CENTROID.

SIGN PLATE SHALL NOT EXCEED 48" IN WIDTH ON A SINGLE POST.

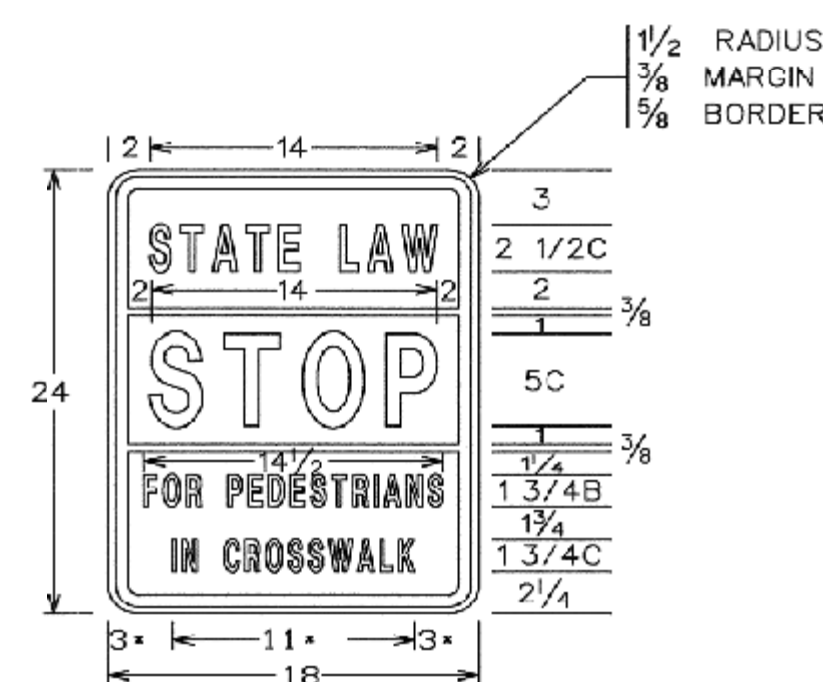
TYPE 9 INSERT SHALL BE A CONTINUOUS POST INSERTED INTO THE TYPE 8 POST WHERE REQUIRED. THE INSERT POST SHALL EXTEND FROM THE BOTTOM OF THE SLIP BASE UPPER ASSEMBLY TO 4" BELOW THE BOTTOM OF THE SIGN. THE INSERT POST SHALL NOT EXTEND ABOVE THE BOTTOM OF THE SIGN. PAYMENT FOR THE INSERT POST SHALL BE PER LINEAR FOOT OF TYPE 9 POST.

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 BD PRICE SUBMITTED FOR ITEM 636-3010.

DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
		TYPE 7, 8, AND 9 SQUARE TUBE POST INSTALLATION DETAIL
		NO SCALE JULY 2002



COLORS
STATE SHIELD & BORDER - RED (REFL)
LEGEND & BELT - BLACK (NON-REFL)
BACKGROUND - WHITE (REFL)



R560-5

COLORS

LEGEND & BORDER-BLACK (NON-REFL)	
WORD "STOP"	-RED (REFL)
BACKGROUND	-WHITE (REFL)



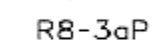
COLORS
CIRCLE & DIAGONAL - RED (REFL)
LEGEND & BORDER - BLACK (NON-REFL)
BACKGROUND - WHITE (REFL)



COLORS
LEGEND & BORDER - BLACK (NON-REFL)
BACKGROUND - WHITE (REFL)



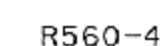
COLORS
LEGEND & BORDER - BLACK (NON-REFL)
BACKGROUND - WHITE (REFL)



COLORS

LEGEND & BORDER - RED (REFL)

BACKGROUND - WHITE (REFL)



COLORS
LEGEND & BORDER - BLACK (NON-REFL)
BACKGROUND - WHITE (REFL)

1550-1

COLORS
LEGEND & BORDER - BLACK (NON-REFL)
BACKGROUND - WHITE (REFL)

THE 1550-1 SIGN SHALL BE ERECTED:

1. ON EVERY HIGHWAY THAT COMPRISES A PART OF THE STATE HIGHWAY SYSTEM AT THAT POINT ON THE HIGHWAY WHICH INTERSECTS THE STATE LINE.
2. AT THE TERMINI OF EVERY HIGHWAY THAT COMPRISES A PART OF THE STATE HIGHWAY SYSTEM WHICH BEGINS OR ENDS WITHIN THE STATE BOUNDARIES.
3. ON EVERY HIGHWAY THAT COMPRISES A PART OF THE STATE HIGHWAY SYSTEM AT THAT POINT ON THE HIGHWAY WHERE TRAFFIC FROM OUTSIDE THE COUNTY FIRST ENTERS A COUNTY THAT HAS A PERMIT TO OPERATE SPEED DETECTION DEVICES, AND
4. ON EVERY HIGHWAY THAT COMPRISES A PART OF THE STATE HIGHWAY SYSTEM AT THAT POINT ON THE HIGHWAY WHERE TRAFFIC FIRST ENTERS THE CORPORATE LIMITS OF ANY MUNICIPALITY THAT HAS A PERMIT TO OPERATE SPEED DETECTION DEVICES.

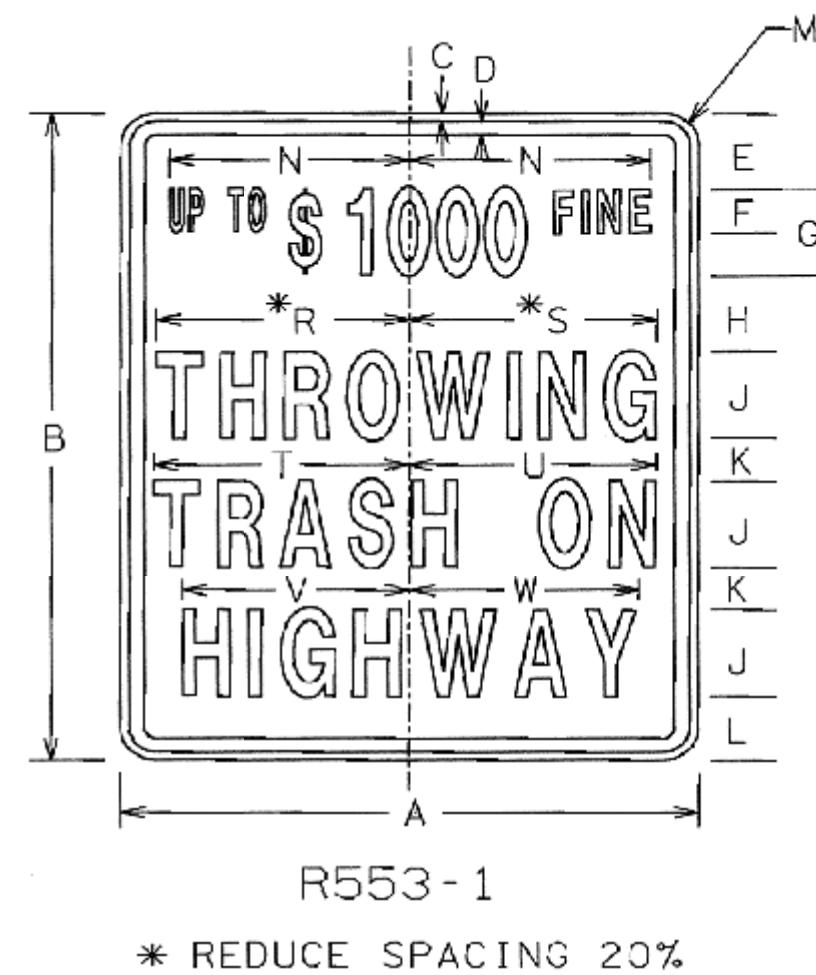
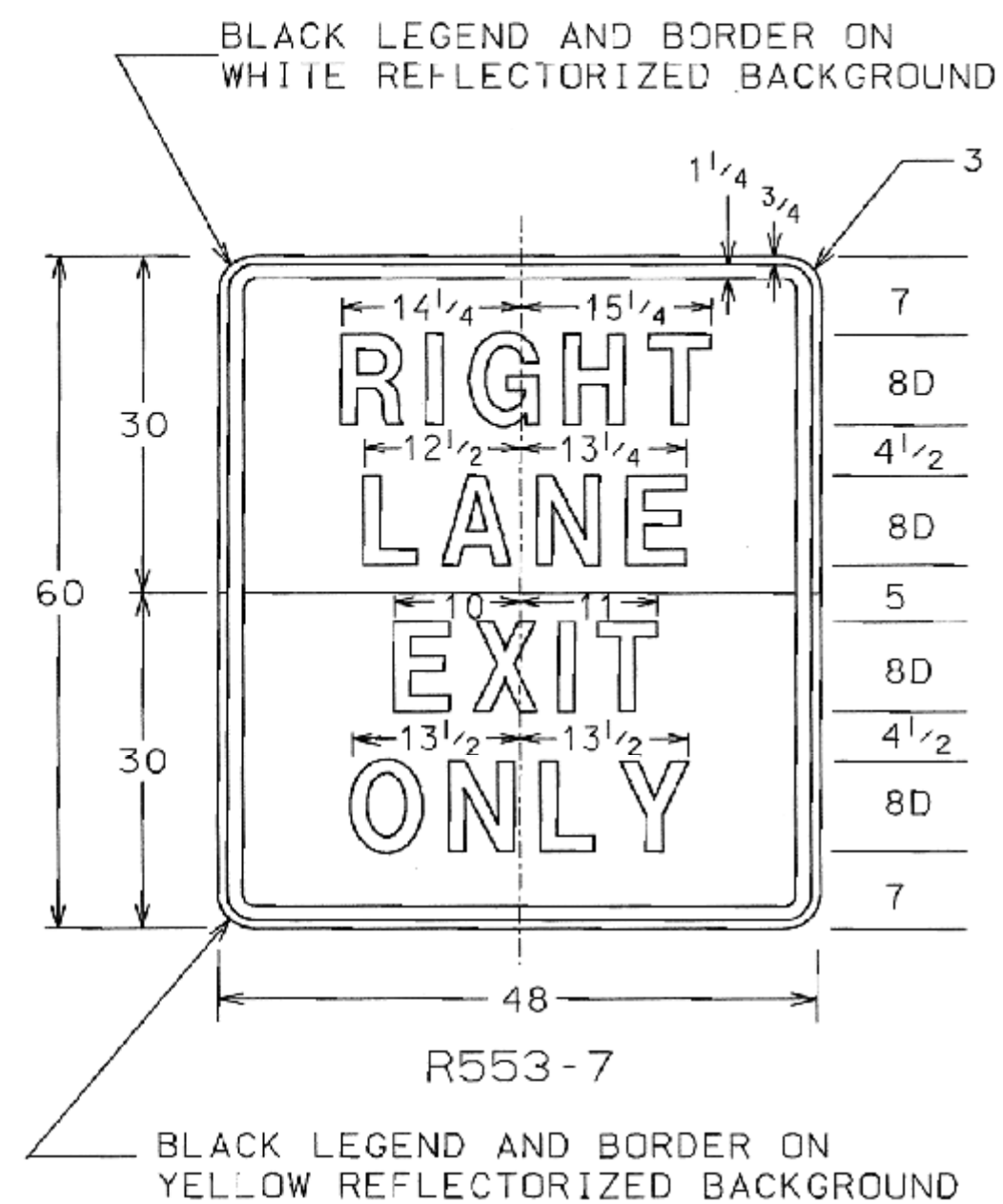
DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
5-24-00	ADDED R3-8 DETAIL	DETAILS OF REGULATORY SIGNS SHEET 1 OF 2 NO SCALE JANUARY 2000
1-21-03	DELETED R1-4 SIGNS	
1-21-03	REV SIGN CODES FOR R3-9 SIGNS	

OFFICE:

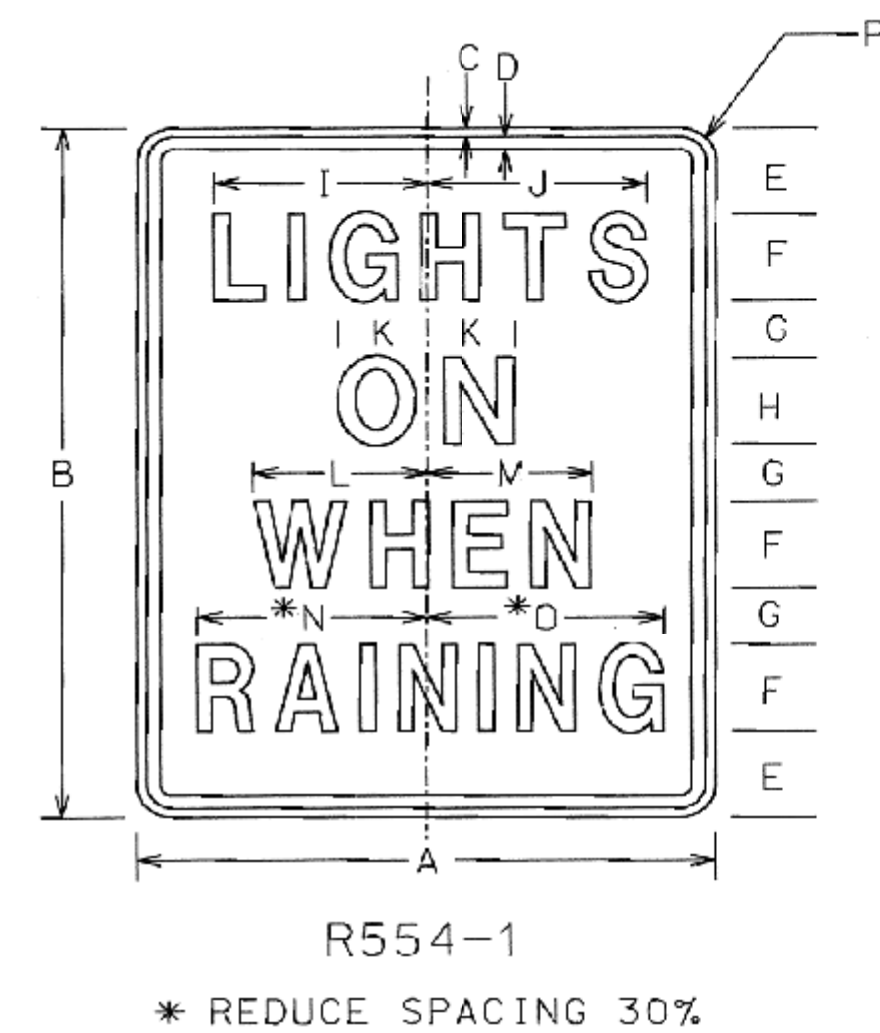
CONSTRUCTION DETAILS

NORTH HIGHLAND AVENUE

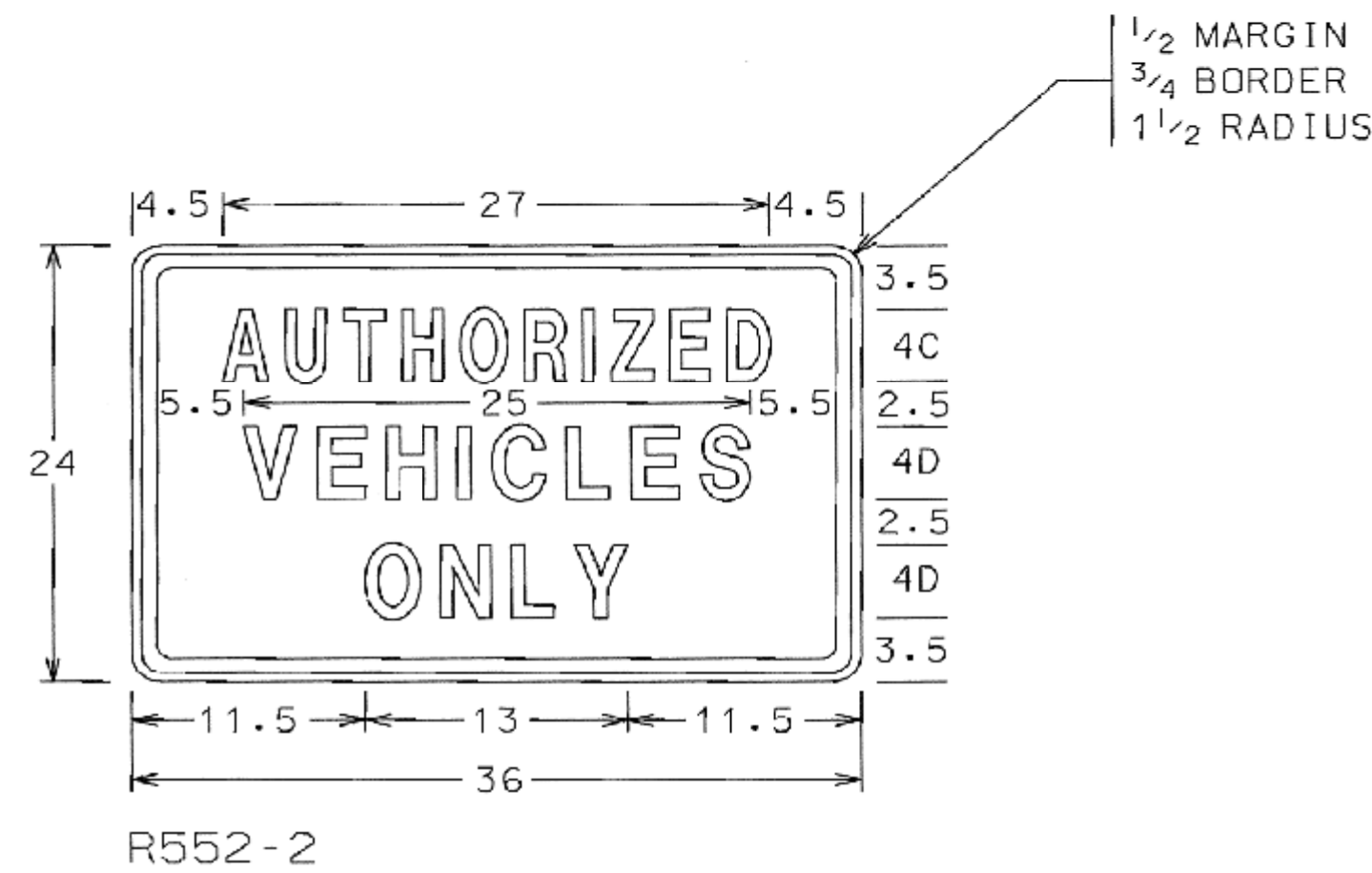
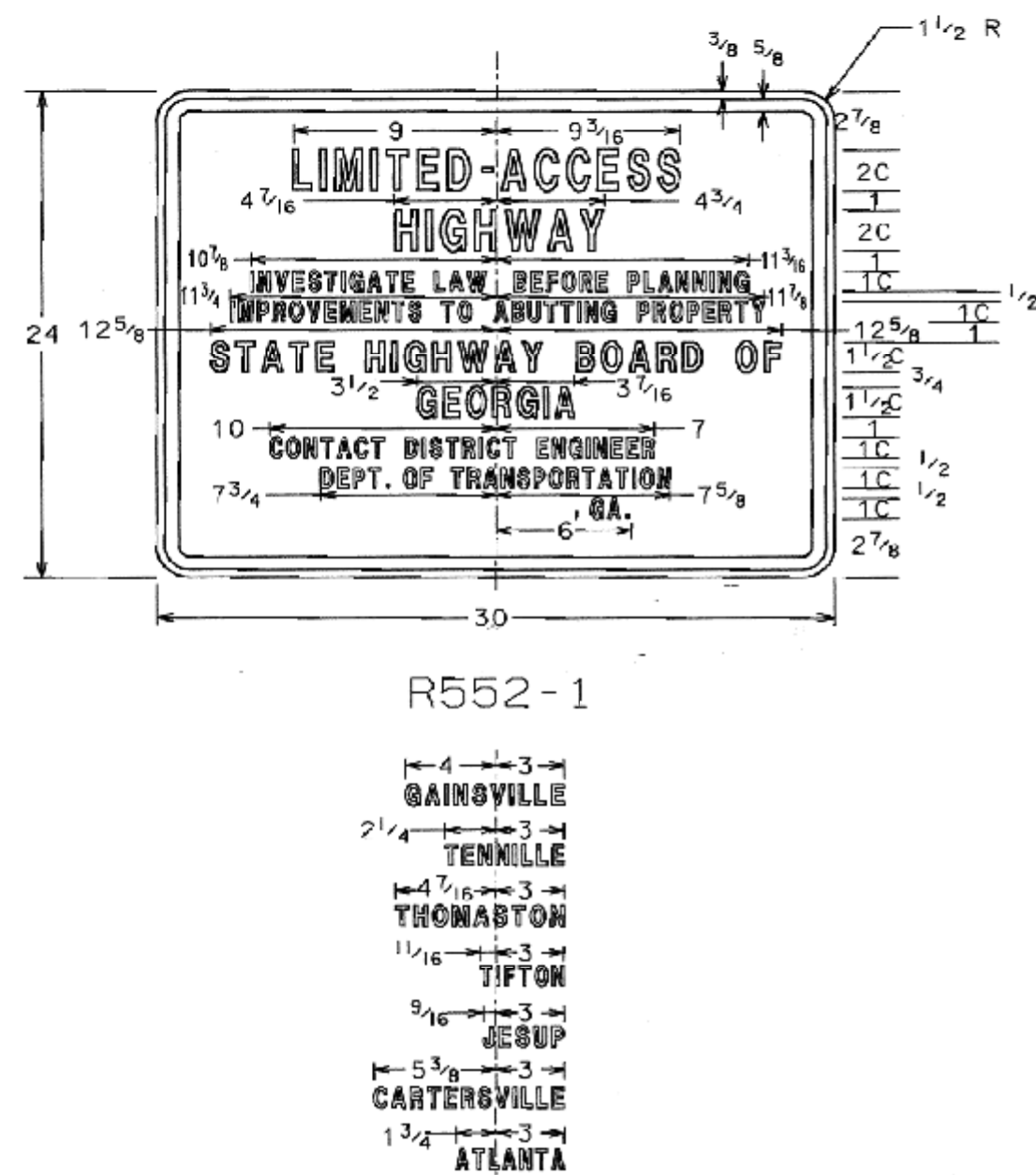
DRAWING No.
40-005



SIGN	DIMENSIONS (INCHES)																		
	A	B	C	D	E	F	G	H	J	K	L	M	N	R	S	T	U	V	W
STD & MIN	24	30	3/8	5/8	3 1/2	2B	4C	3 1/2	4C	2	3	1 1/2	10	10 1/4	10 3/4	10 1/8	9 3/8	9 1/2	
EXPWY	36	48	5/8	7/8	6	3B	6C	6	6C	3	6	2 1/4	15	15 3/4	15 3/8	16 1/8	15 3/8	14 1/8	14 1/4
FWY	48	60	3/4	1 1/4	7	4B	7C	8	8C	4	6	3	20	21	20 3/4	21 1/2	20 1/4	18 3/4	19

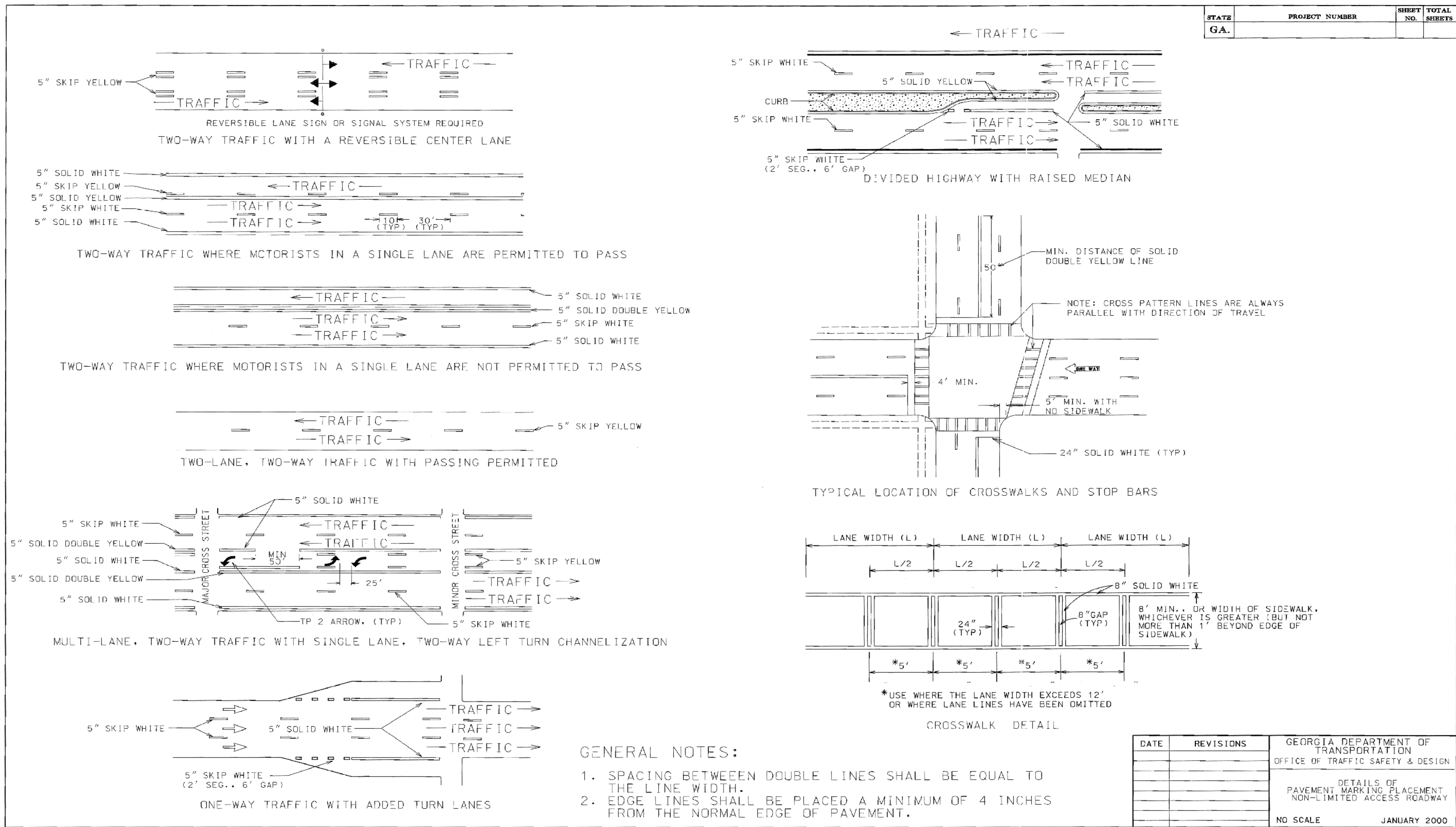


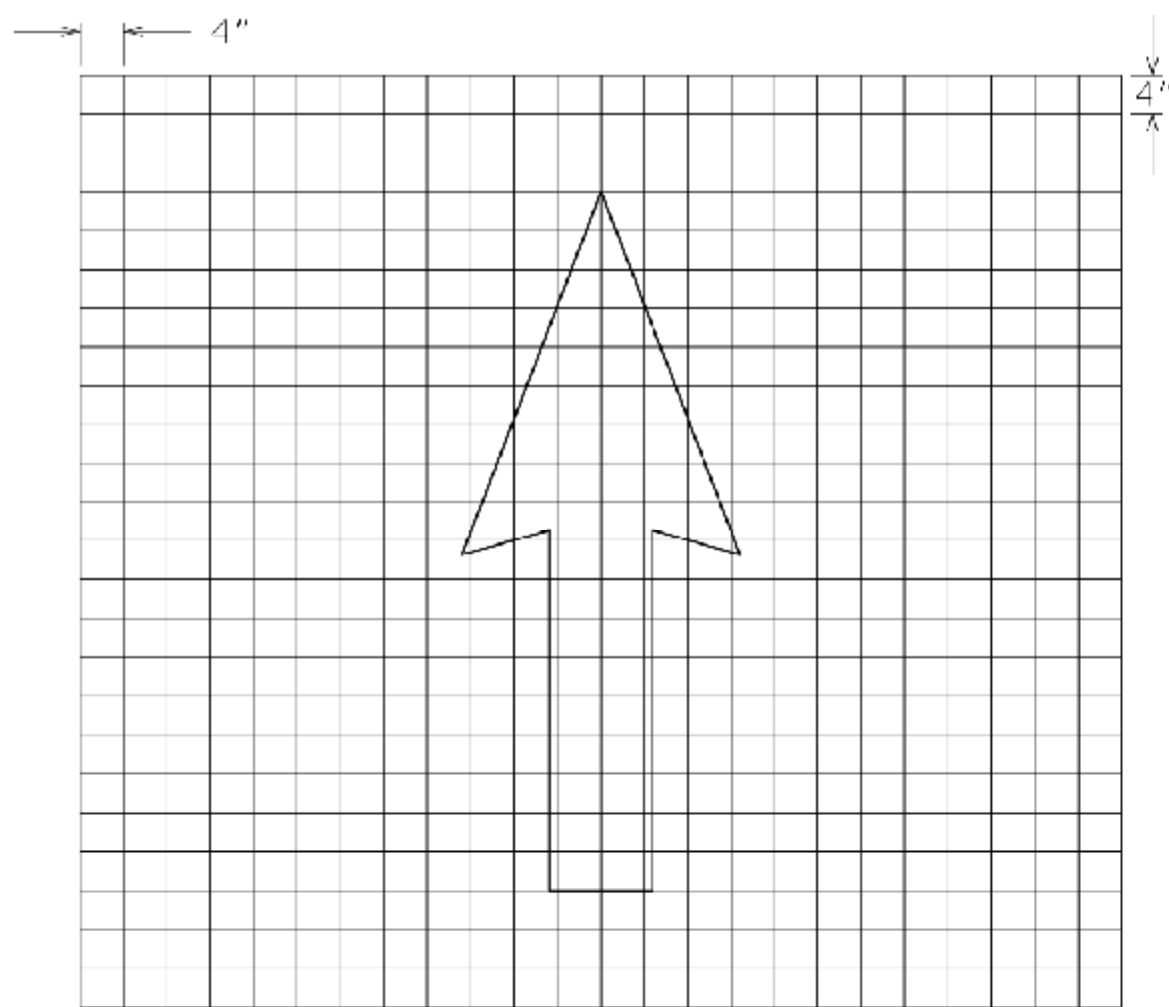
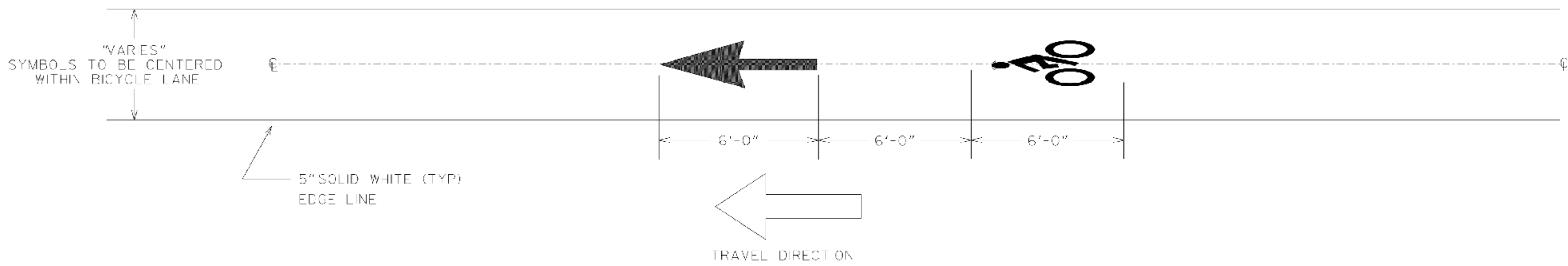
SIGN	DIMENSIONS (INCHES)																		
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P			
STD & MIN	24	30	3/8	5/8	3 1/2	4D	2 1/4	4E	8 3/4	9 1/4	4	6 3/4	7 1/4	9 1/4	9 3/4	1 1/2			
EXPWY	36	48	5/8	7/8	6	6D	4	6E	13 1/4	13 3/4	5 1/2	10 3/4	10 1/4	14 1/4	14 3/4	2 1/4			
FWY	48	60	3/4	1 1/4	7	8D	4 1/2	8E	17 1/8	17 3/8	7	14 3/8	13 3/8	18 3/8	19 3/8	3			



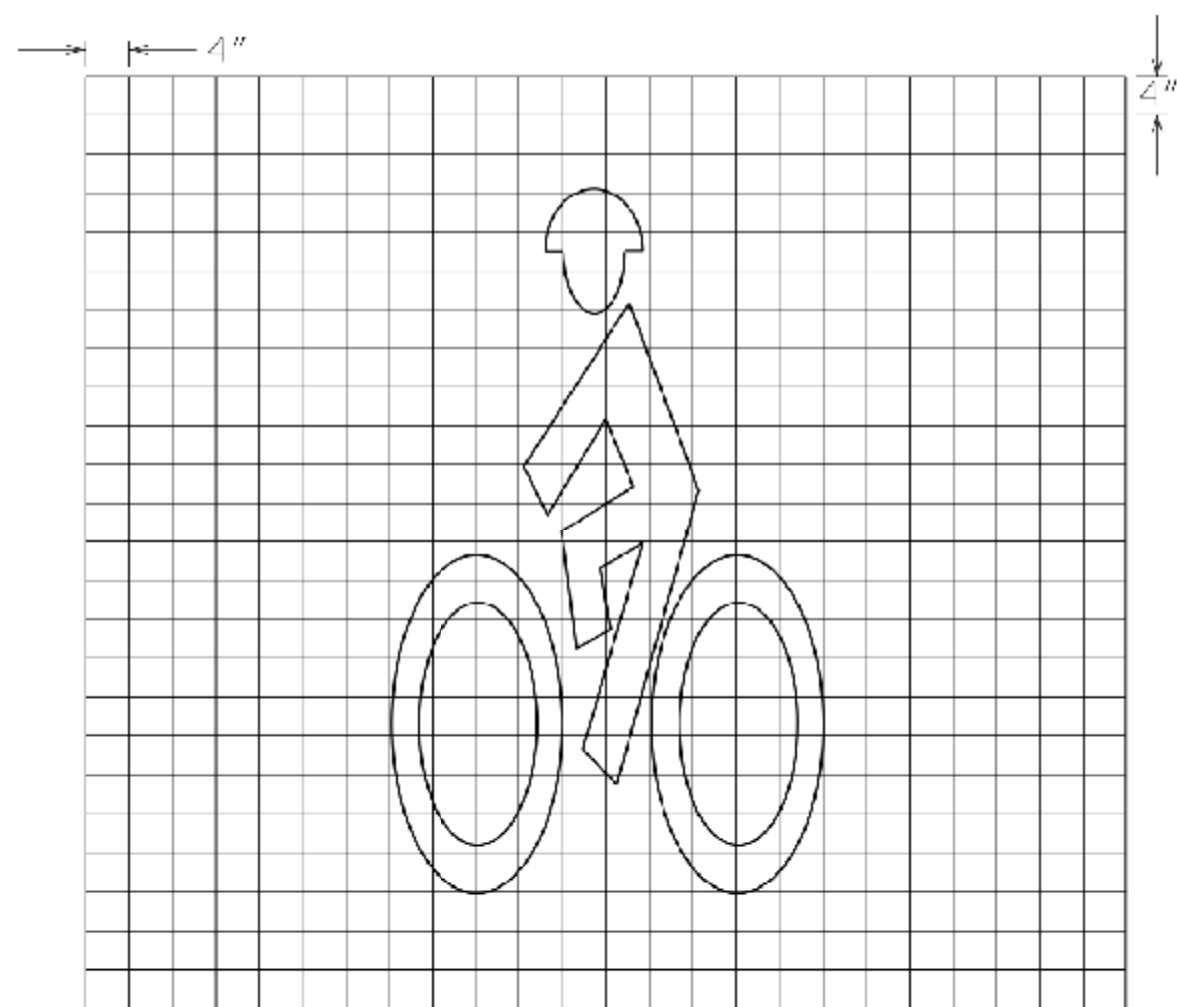
DATE	REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC SAFETY & DESIGN
		DETAILS OF REGULATORY SIGNS SHEET 2 OF 2
		NC SCALE JANUARY 2000

DRAWING No.
40-007





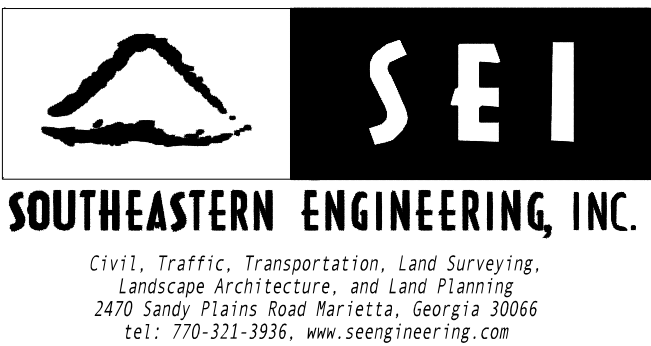
TYPE 1 ARROW - BICYCLE LANE



TYPE 4 SYMBOL - BICYCLE LANE

- GENERAL NOTES:
1. BICYCLE LANE SYMBOLS SHALL BE PLACED ON THE FAR SIDE OF EACH INTERSECTION 6 FEET BEYOND THE CROSS WALK OR END OF INTERSECTING ROAD RADI. ADDITIONAL SYMBOLS MAY BE PLACED ON LONG, UNINTERRUPTED SECTIONS OF ROADWAY BASED ON ENGINEERING JUDGEMENT.
 2. ALL BICYCLE LANE PAVEMENT SYMBOLS SHALL BE HOT APPLIED PREFORMED PLASTIC (THERMOPLASTIC - 659) FOR BOTH ASPHALT AND CONCRETE PAVEMENTS.
 3. BICYCLE LANE EDGE LINE SHALL MATCH THE PAVEMENT MARKING TYPE SPECIFIED BY THE PAVEMENT MARKING SELECTION CHART IN SECTION 12 OF THE SIGNING AND MARKING DESIGN GUIDELINES.
 4. FOR ADDITIONAL INFORMATION REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES, CURRENT EDITION.

	3-30-16	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
	Rev. 2009 MUTCD Manual	REVISION	CONSTRUCTION DETAILS DETAILS OF BICYCLE LANE PAVEMENT MARKINGS	
			NO SCALE	JANUARY 2000
DESIGNED	BY			NUMBER T-16
DRAWN				
TRACED				
CHECKED				



REVISION DATES

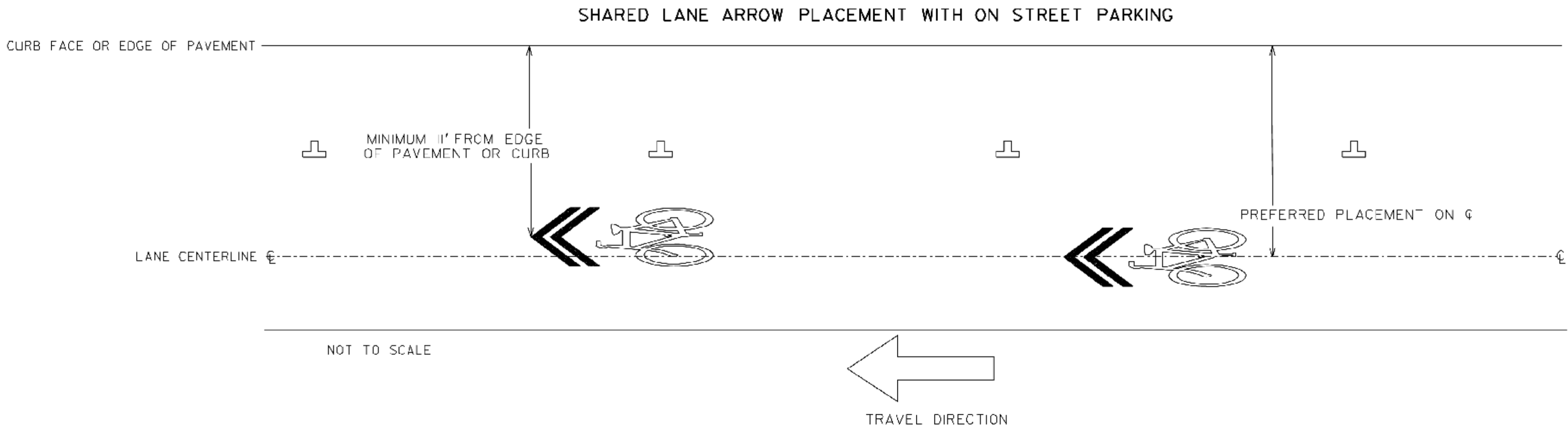
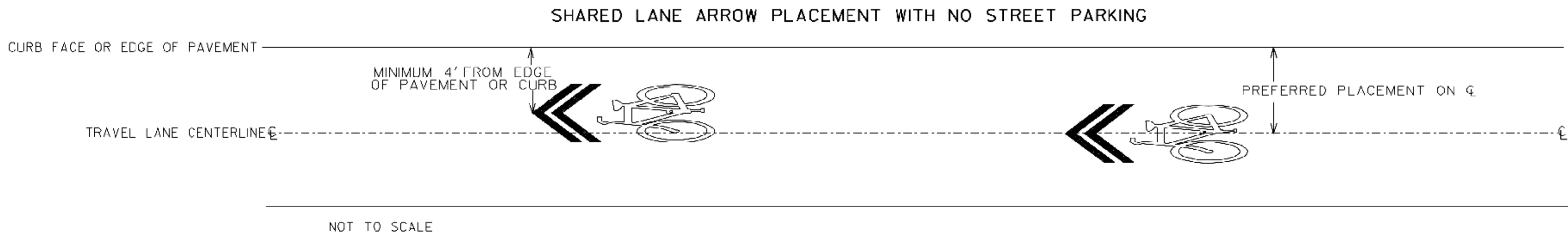
RENEW ATLANTA

OFFICE:
CONSTRUCTION DETAILS

NORTH HIGHLAND AVENUE

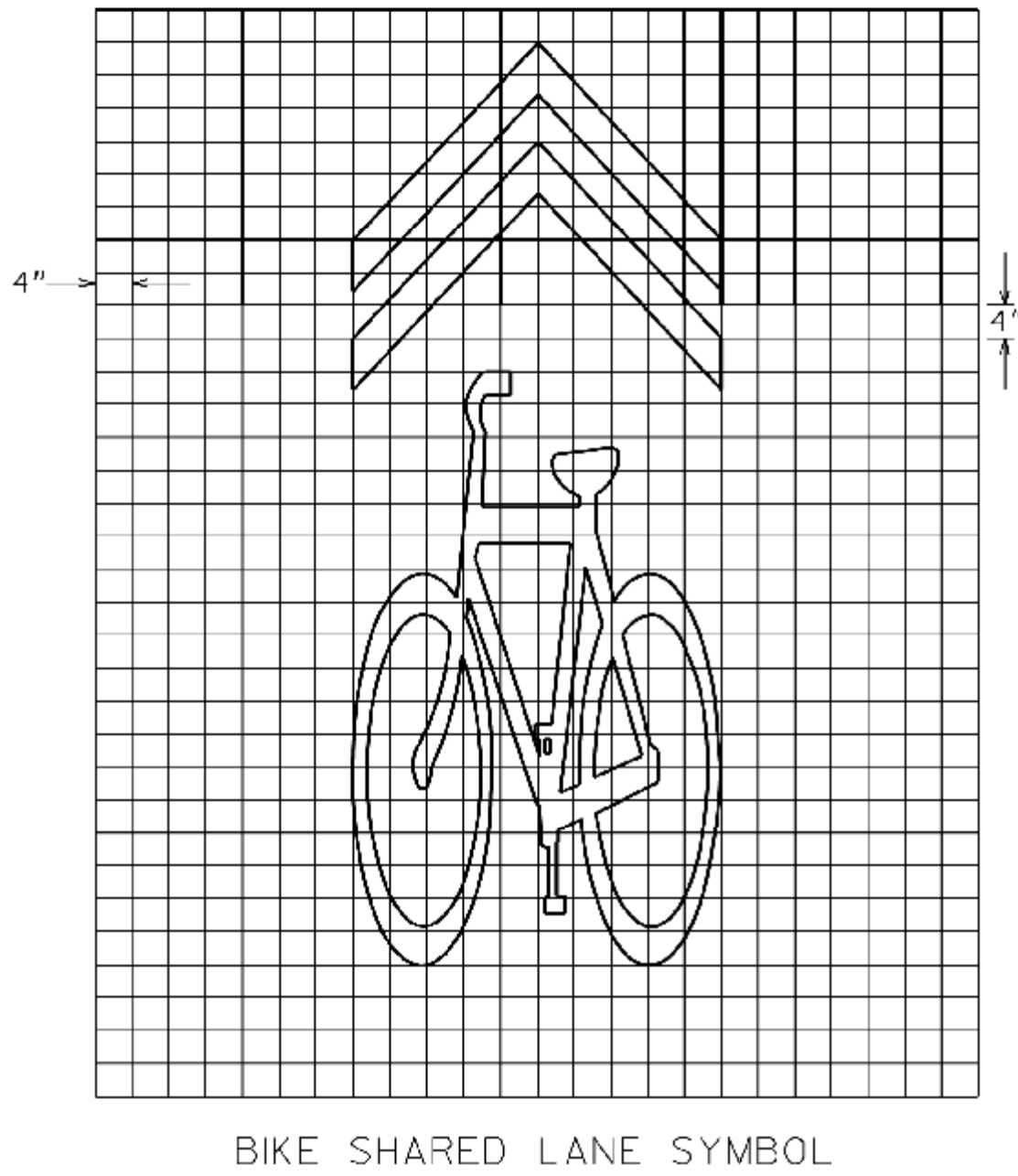
DRAWING No.
40-010

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

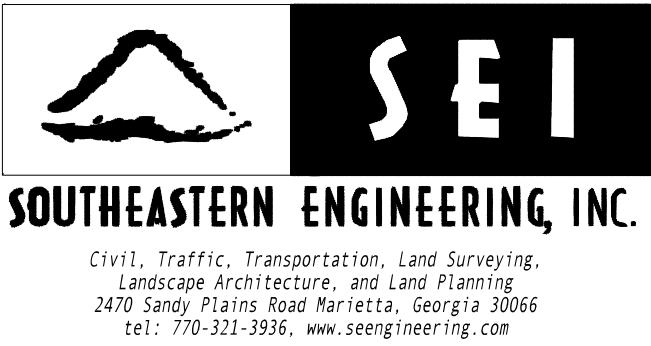


GENERAL NOTES:

1. SHARED LANE MARKINGS SHALL BE PLACED ON THE FAR SIDE OF EACH INTERSECTION 6 FEET BEYOND THE CROSS WALK OR END OF INTERSECTING ROAD RADII. ADDITIONAL SYMBOLS SHOULD BE PLACED NOT GREATER THAN EVERY 250 FEET THEREAFTER.
2. SHARED LANE MARKINGS SHALL NOT BE PLACED ON SHOULDERS OR IN DESIGNATED BIKE LANES.
3. ALL SHARED BICYCLE LANE PAVEMENT SYMBOLS SHALL BE HOT APPLIED PREFORMED PLASTIC (THERMOPLASTIC - 659) FOR BOTH ASPHALT AND CONCRETE PAVEMENTS.
4. FOR ADDITIONAL INFORMATION REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES, CURRENT EDITION.



		DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
		REVISION	CONSTRUCTION DETAILS DETAILS OF SHARED BICYCLE LANE
		BY	NO SCALE 3-30-16 NUMBER T-16A
			DESIGNED _____ DRAWN _____ TRACED _____ CHECKED _____



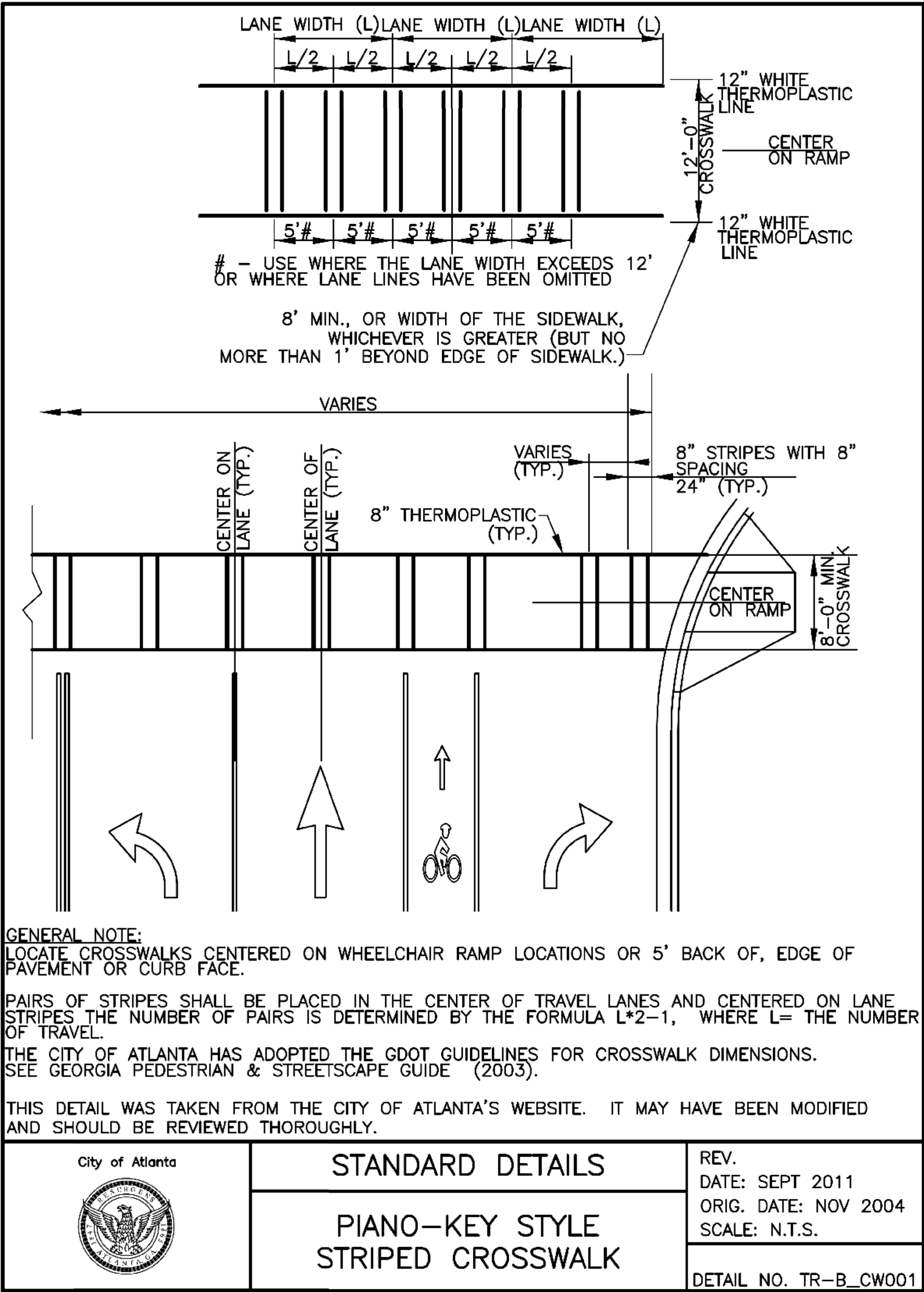
REVISION DATES

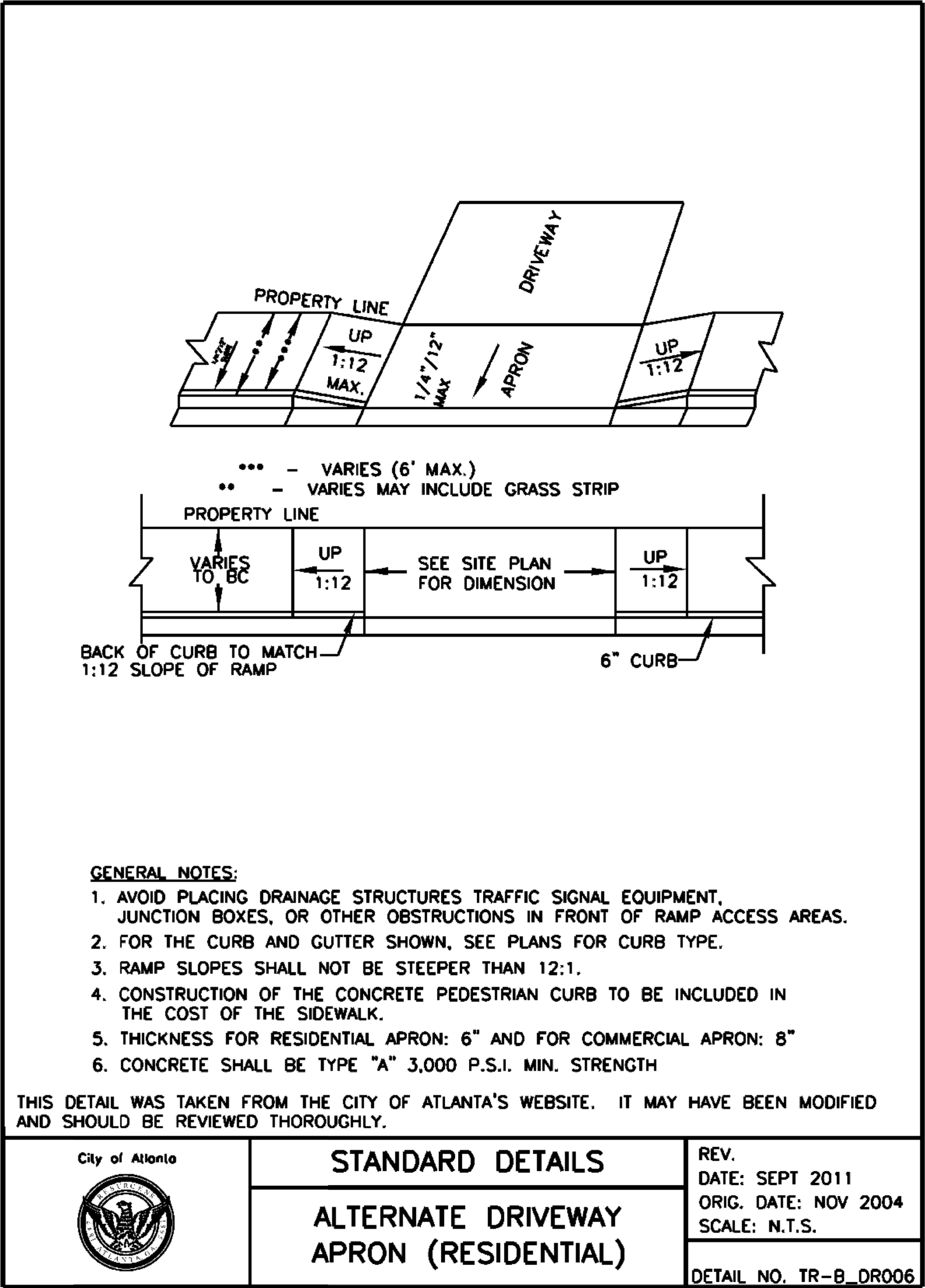
RENEW ATLANTA

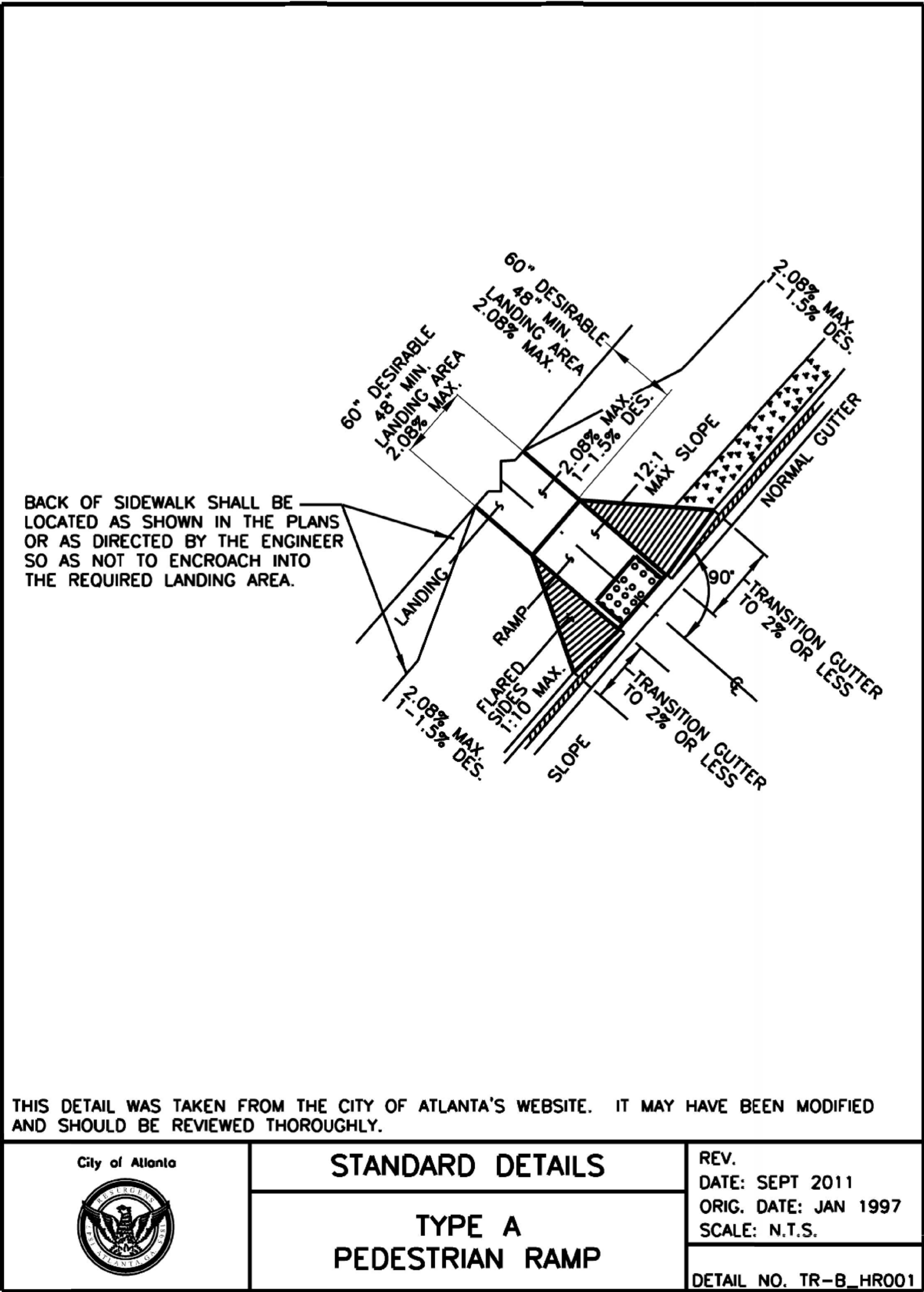
OFFICE:
CONSTRUCTION DETAILS

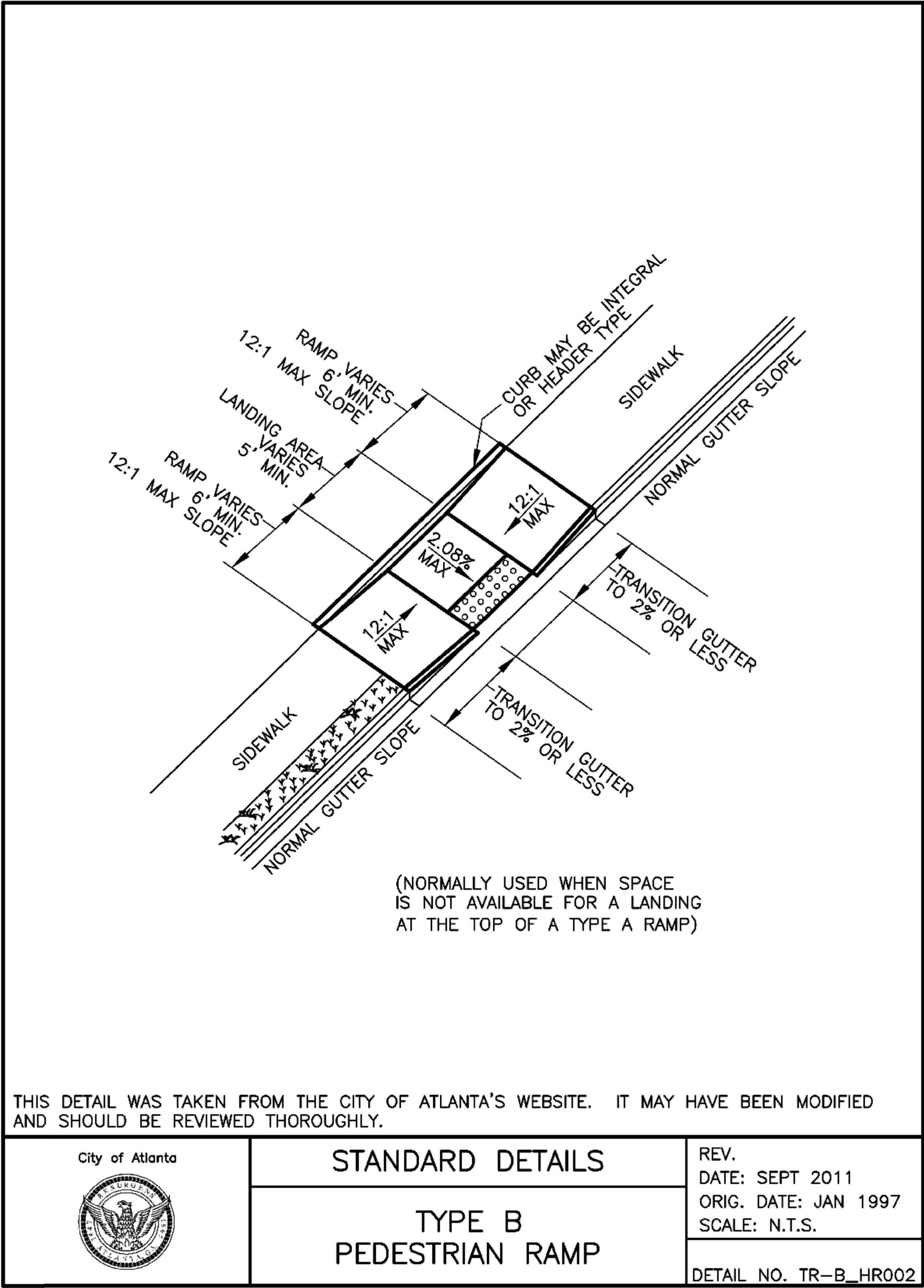
NORTH HIGHLAND AVENUE

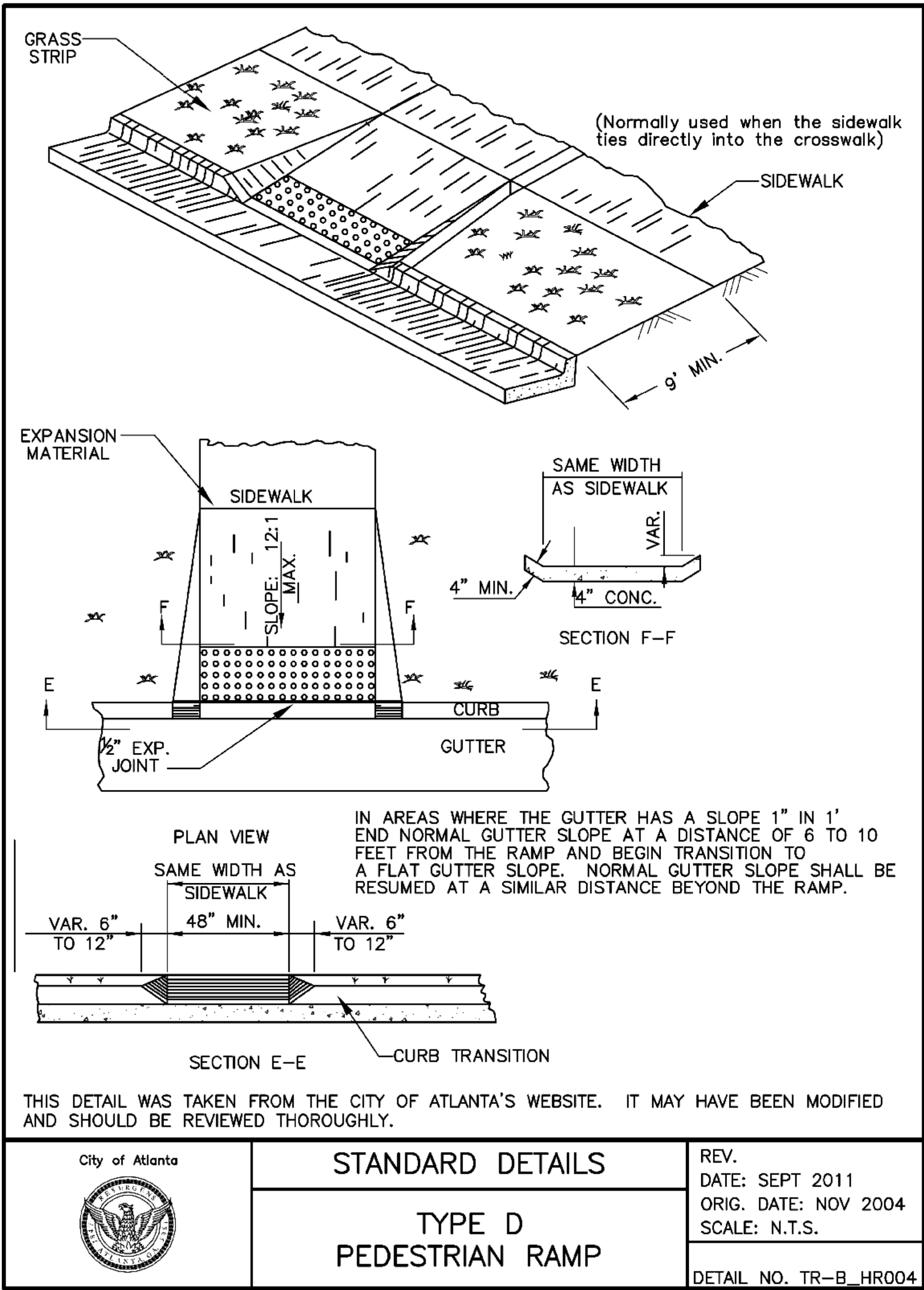
DRAWING No.
40-011

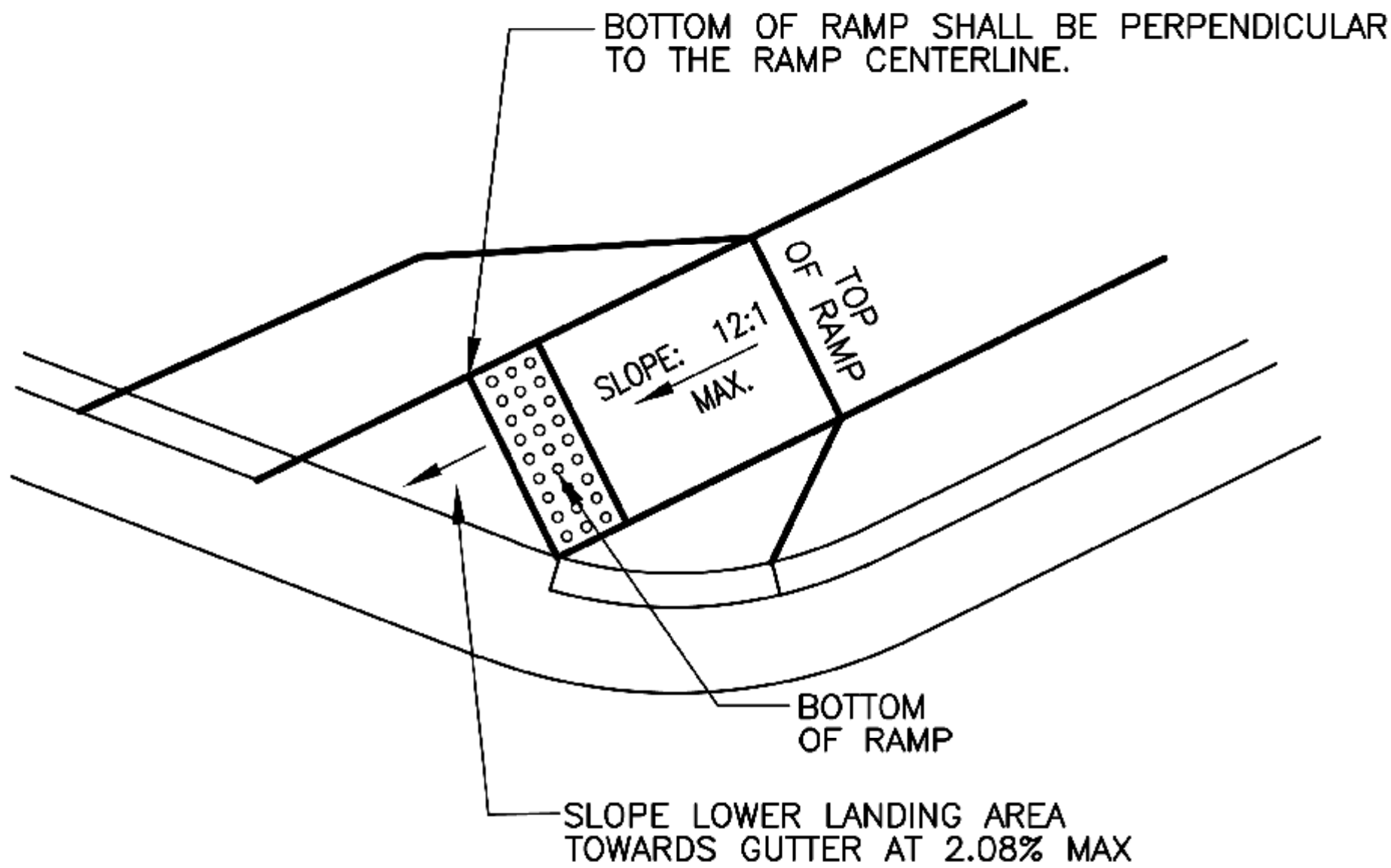









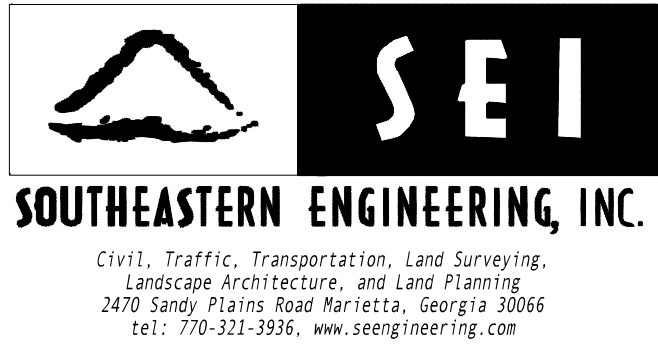




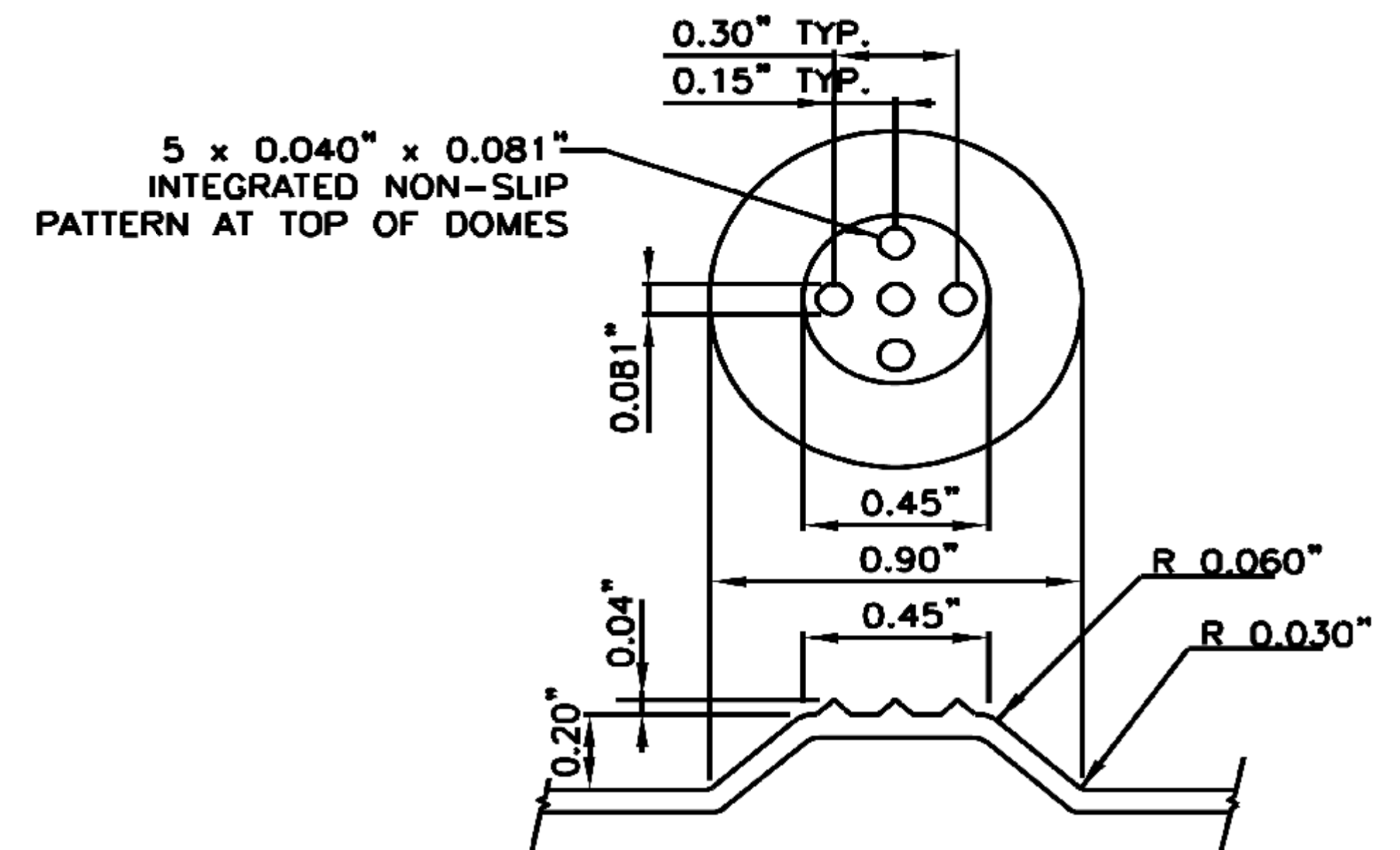
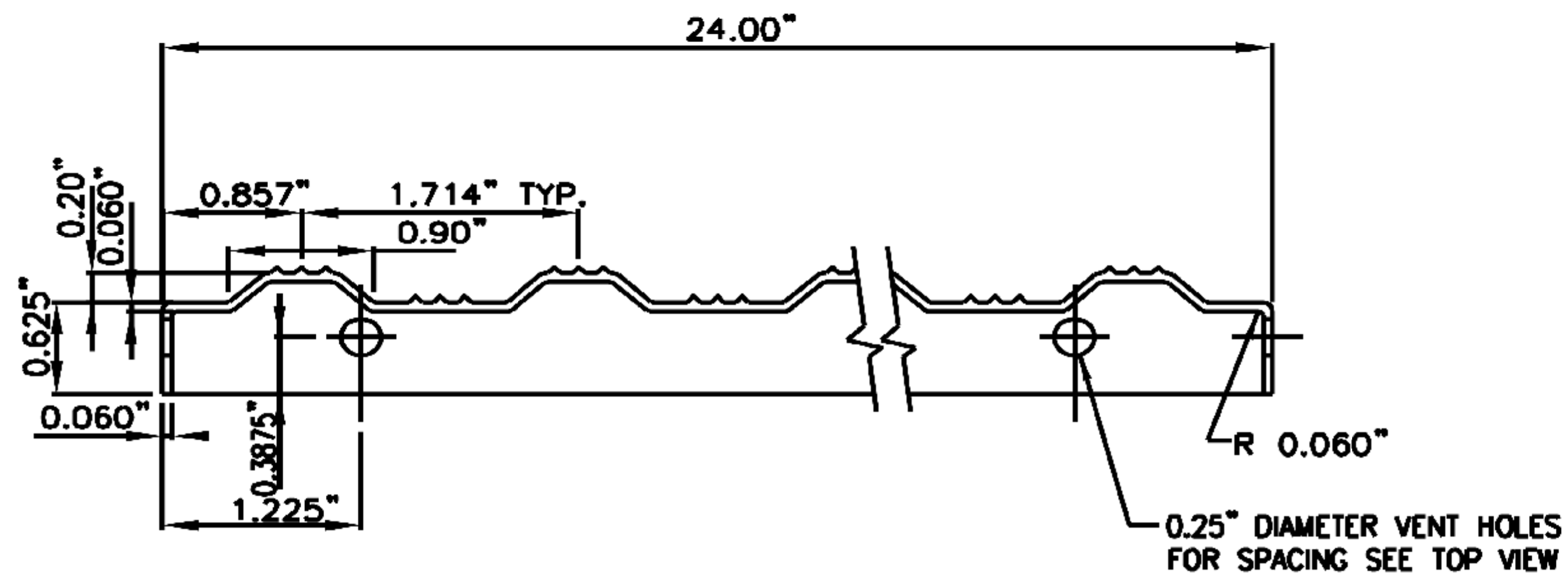
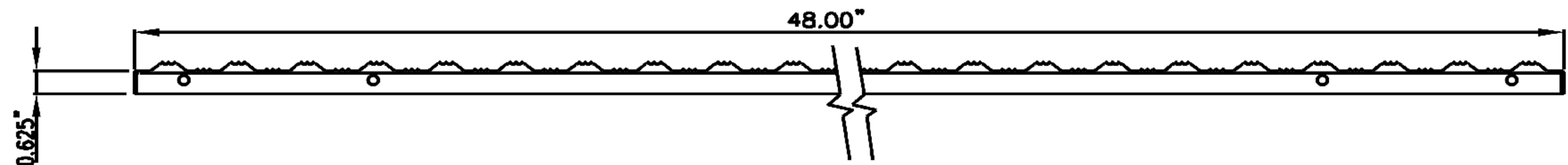
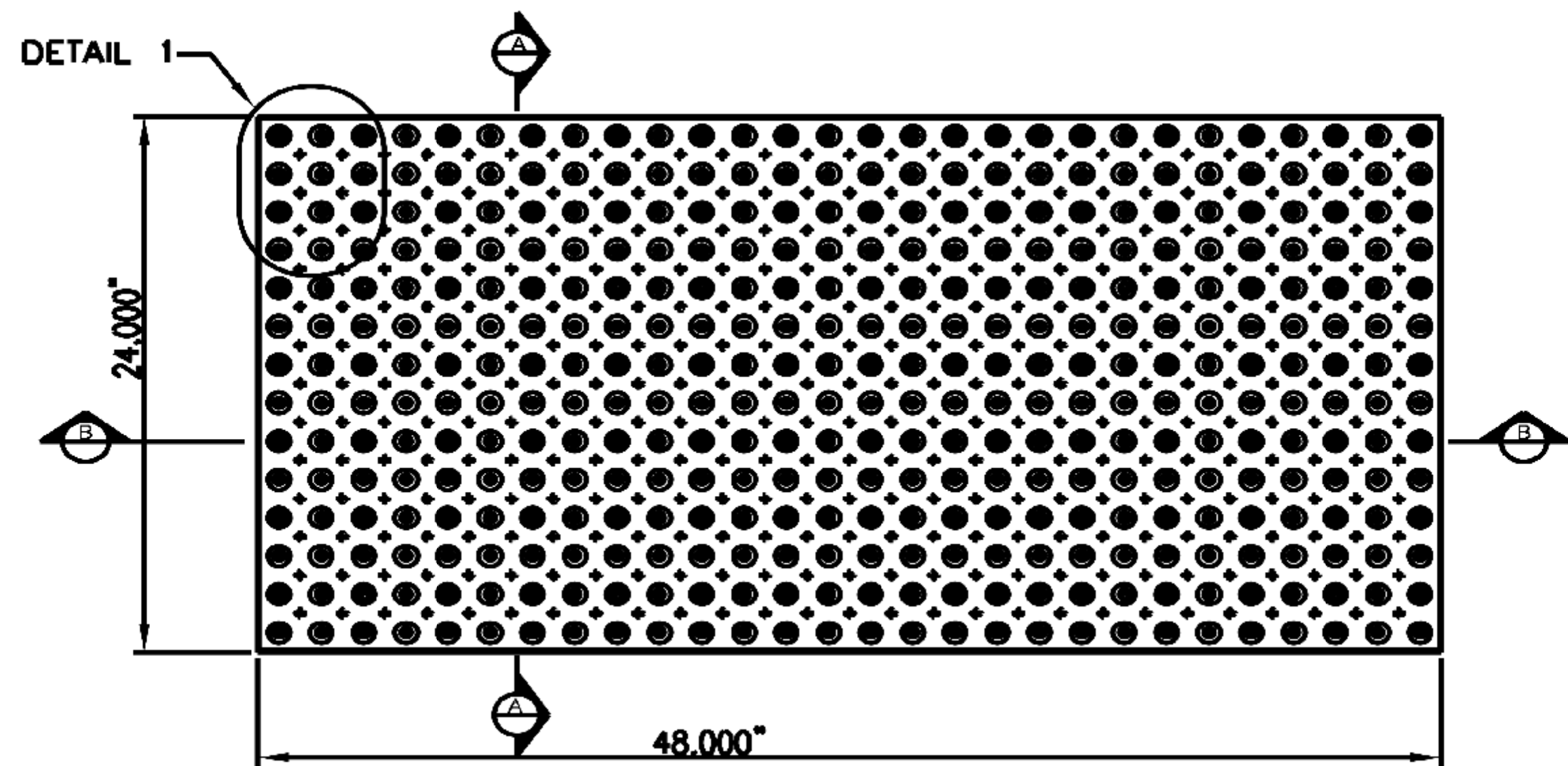
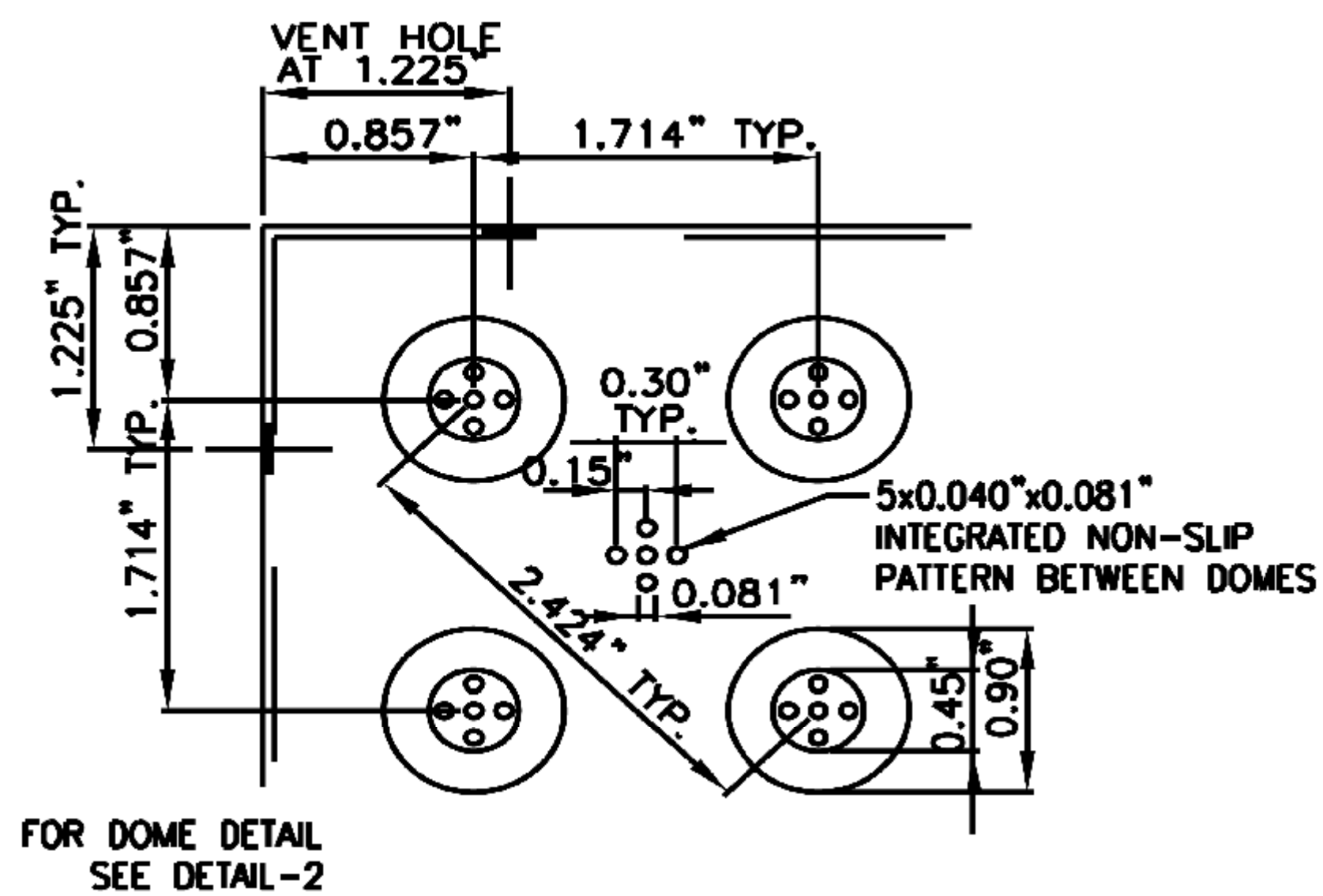
NOTE
WHEN THE RAMP CENTERLINE IS NOT PERPENDICULAR TO THE CURB
A LEVEL LANDING AREA WITH SLOPES LESS THAN 2.08% MUST BE
PROVIDED AT THE BOTTOM OF THE RAMP.

THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED
AND SHOULD BE REVIEWED THOROUGHLY.

 City of Atlanta	STANDARD DETAILS	REV. DATE: SEPT 2011
	SKEWED RAMP DETAIL TYPE A AND D ONLY	ORIG. DATE: JAN 1997
		SCALE: N.T.S.
DETAIL NO. TR-B_HR005		



REVISION DATES			RENEW ATLANTA	
			OFFICE:	
			CONSTRUCTION DETAILS	
			NORTH HIGHLAND AVENUE	
			DRAWING No. 40-017	



THIS DETAIL WAS TAKEN FROM THE CITY OF ATLANTA'S WEBSITE. IT MAY HAVE BEEN MODIFIED AND SHOULD BE REVIEWED THOROUGHLY.

City of Atlanta

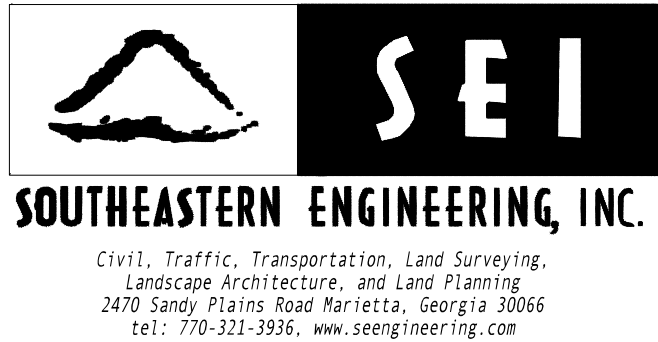


STANDARD DETAILS

TRUNCATED DOME
DETAIL

DATE: SEPT 2011
ORIG. DATE: NOV 2004
SCALE: N.T.S.

DETAIL NO. TR-B_SW010



REVISION DATES

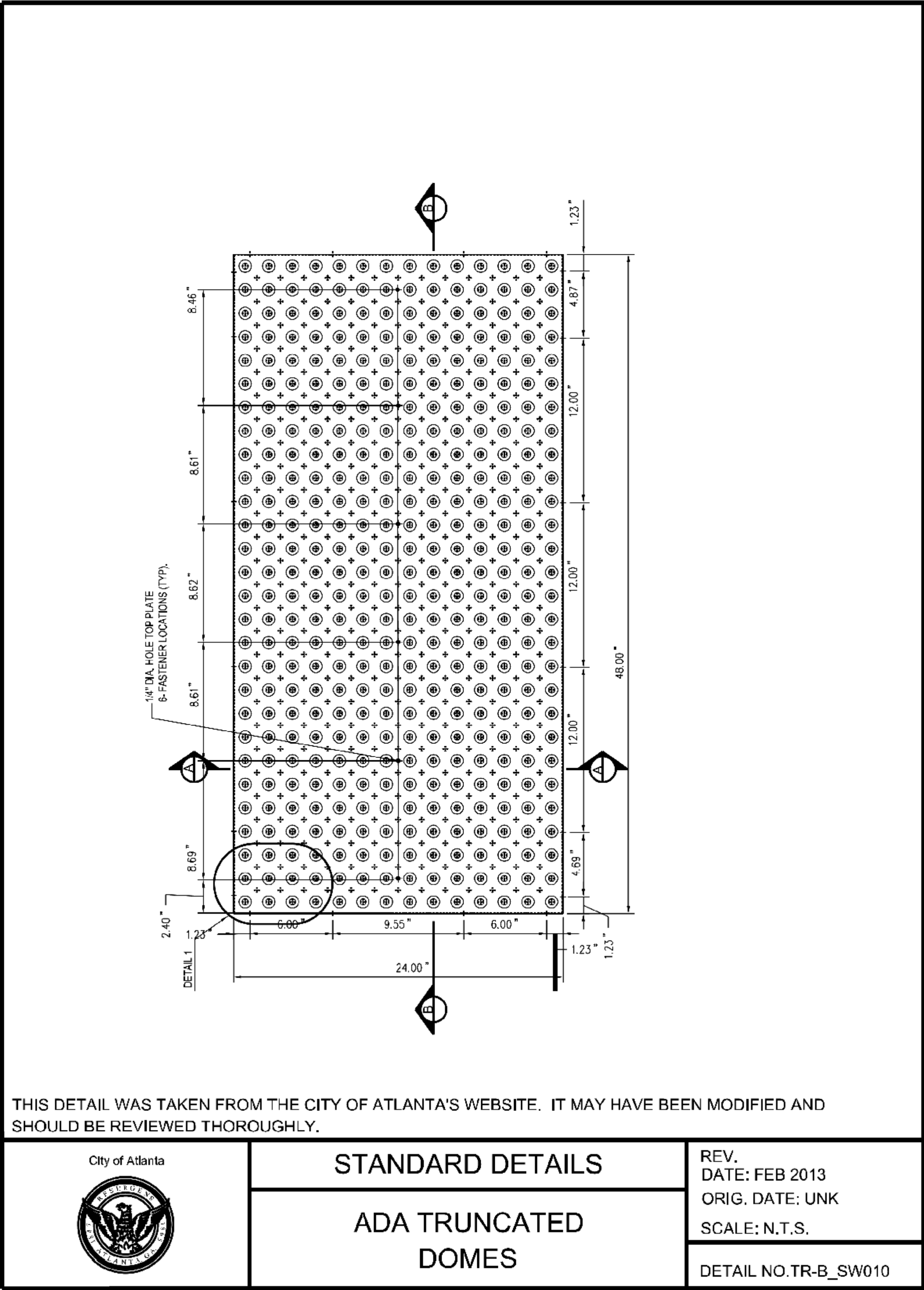
RENEW ATLANTA

OFFICE:

CONSTRUCTION DETAILS

NORTH HIGHLAND AVENUE

DRAWING No.
40-020





GENERAL NOTES :

1.

ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS; THE MUTCD; THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. (SEE SECTION 150).
2.

ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
3.

ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF 1 FOOT ABOVE THE LEVEL OF PAVEMENT EDGE FOR DIRECTIONAL TRAFFIC OF TWO (2) LANES OR LESS AND A MINIMUM OF 7 FEET FOR DIRECTIONAL OF THREE (3) OR MORE LANES. ALL PORTABLE SIGNS AND SIGN MOUNTING DEVICES UTILIZED IN THE WORK SHALL BE NCHRP 350 COMPLIANT. PORTABLE SIGNS MAY BE USED WHEN THE DURATION OF THE WORK IS LESS THAN 3 DAYS.
4.

WHEN THE CONSTRUCTION AREA HAS ENTRANCE/EXIT RAMPS OR INTERSECTIONS, WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE WITH THE LEAST AMOUNT OF INCONVENIENCE AS POSSIBLE. ADDITIONAL CHANNELIZATION AND SIGNING SHALL BE INSTALLED AS REQUIRED, TO ALLOW TRAFFIC TO REMAIN AS OPERATIONAL AS POSSIBLE. WHEN ENTRANCE RAMPS/INTERSECTIONS ARE IMPERFECT, FLAGGERS WILL BE UTILIZED TO CONTROL AND PROHIBIT MOVEMENT INTO THE PROJECT AT THAT POINT UNTIL CONSTRUCTION HAS CLEARED THE RESTRICTION SUFFICIENT TO RETURN TO OPERATIONAL STATUS.
5.

FOR NIGHT TIME OPERATIONS, DRUMS SHALL HAVE, FOR THE LENGTH OF THE TAPER ONLY, A SIX (6) INCH ORANGE REFLECTIZED TOP STRIPE ON EACH DRUM IN THE TAPER AS REQUIRED IN SECTION 150. SPACING OF DEVICES SHALL BE AS SHOWN. DURING DAYLIGHT HOURS, CONES (28" MIN.) MAY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA.
6.

SIGN LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS BUT MUST BE WITHIN THE LIMITATIONS SET FORTH IN THE MUTCD.
7.

A PORTABLE SELF-SUSTAINED SEQUENTIAL OR FLASHING ARROW SIGN SHALL BE USED AT THE BEGINNING OF EACH LANE CLOSURE ON MULTI-LANE HIGHWAYS. ARROW PANELS SHALL NOT BE USED ON TWO-LANE TWO-WAY HIGHWAYS EXCEPT IN CAUTION MODE.
8.

WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBILE TO THE MOTORIST. INTERIM SIGNS THAT ARE PERMANENTLY MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
9.

PROJECT SIGNS W20-1, C20-1 & C20-2 FOR THIS PROJECT SHALL BE COORDINATED WITH ADJACENT CONSTRUCTION PROJECTS. ONLY ONE SET OF SIGNS IS REQUIRED IN EACH DIRECTION FOR THE TOTAL LENGTH OF ALL PROJECTS AT THE BEGINNING OF THE FIRST PROJECT AND AT THE ENDING OF THE LAST PROJECT. ADVANCE CONSTRUCTION SIGNS ARE NOT REQUIRED ON INTERMEDIATE PROJECTS, UNLESS CONSTRUCTION ON THE ADJACENT PROJECTS IS COMPLETED BEFOREHAND. THEN PROJECT CONSTRUCTION SIGNS WILL BE ADDED AS NECESSARY.
10.

ALL THE COST OF THE MATERIALS, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL SECTION 150. LUMP SUM. WHEN SHOWN AS A PAYMENT ITEM IN THE PROPOSAL, OTHERWISE, ALL THE COST WILL BE INCLUDED IN THE OVER-ALL BID SUBMITTED. EXCEPT ON CERTAIN PROJECTS SOME ITEMS MAY BE PAID FOR SEPARATELY BY THE UNIT WHEN SPECIFIED ON THE PLANS AND IN THE PROPOSAL.
11.

FOR FREEWAY CONSTRUCTION THE CONTRACTOR SHALL ARRANGE HIS WORK SO THAT THERE IS AN EXIT CORE SIGN AND AN EXIT DIRECTION SIGN IN PLACE FOR ALL EXIT RAMPS AT ALL TIMES.
12.

ALL CROSSROADS, SIDEROADS, RAMPS OR OTHER ENTRANCES TO MAINLINE CONSTRUCTION SHALL REQUIRE W20-1 SIGNS LOCATED AS SHOWN IN THE PLANS, OR AS DIRECTED BY THE ENGINEER.
13.

MARKINGS AND/OR SIGNS IN CONFLICT WITH INTERIM TRAFFIC CONTROL SHALL BE REMOVED, RELOCATED OR COVERED; APPLICABLE EXISTING AND INTERIM MARKINGS AND/OR SIGNING SHALL BE MAINTAINED PER SECTION 150.
14.

ANY CHANNELIZING DEVICES (DRUMS OR BARRICADES) IN CONFLICT WITH CONCRETE BARRIERS SHALL BE OMITTED.
15.

CONTRACTOR SHALL PROVIDE THE NECESSARY TRAFFIC CONTROL DURING THE TIE-IN OPERATION.
16.

THE TRAFFIC CONTROL DEVICES SHOWN FOR ANY STAGE CONSTRUCTION SHALL REMAIN IN PLACE AND BE UTILIZED SO LONG AS NECESSARY FOR THE FOLLOWING STAGES AND SHALL BE REMOVED IMMEDIATELY WHEN NO LONGER REQUIRED. THE DEVICES MAY OR MAY NOT BE SHOWN ON THE PLANS FOR THESE FOLLOWING STAGES. REFER TO THE PLAN SHEET FOR THE INITIAL STAGE FOR THESE TRAFFIC CONTROLS.
17.

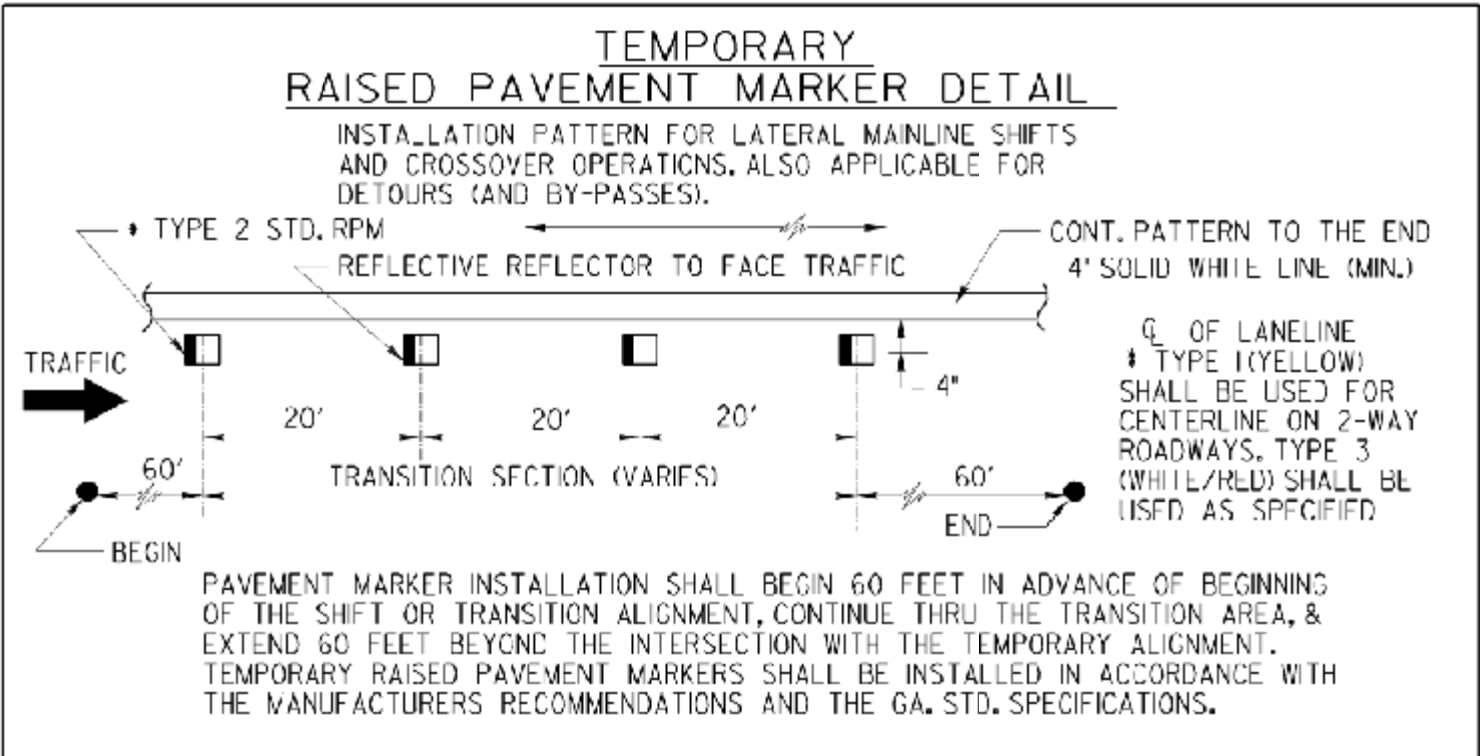
EXISTING GUIDE SIGNS SHALL REMAIN IN PLACE SO LONG AS THEY DO NOT CONFLICT WITH THE CONSTRUCTION OF THIS PROJECT. WHEN IN CONFLICT, THEY SHALL BE RELOCATED ON TEMPORARY POSTS AT THE LOCATION AS DIRECTED BY THE ENGINEER. ANY DISTANCE SHOWN ON THE SIGN SHALL BE ADJUSTED ACCORDINGLY. IF THE SIGNS CANNOT BE RELOCATED, THEN THE SIGN SHALL BE REMOVED AND STORED AT A PLACE DESIGNATED BY THE ENGINEER. IF NEITHER OF THE ABOVE CAN BE DONE, THEN THE CONTRACTOR SHALL PROVIDE INTERIM GUIDE SIGNS AS COVERED IN SECTION 150.
18.

(a) ON PROJECTS WITH LOW OR SOFT SHOULDERS, THE CONTRACTOR SHALL ERECT IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS "LOW/SOFT SHOULDER" WARNING SIGNS AT THE PROJECT TERMINUS, AT INTERVALS NOT TO EXCEED 1 MILE AND IMMEDIATELY PAST EACH CROSSROAD.

(b) WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION, THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PICK UP, TRANSPORT, AND ERECT. THE DEPARTMENT WILL LATER REMOVE AND RETAIN THE SIGNS.

STANDARD LEGEND

- STRIPED DRUM
- TYPE III BARRICADES
- SPECIAL BARRICADE WITH BI-DIRECTIONAL, TYPE "C" STEADY BURNING LIGHT OR HIGHWAY SIGN AS SPECIFIED (SEE DETAIL)
- SEQUENTIAL OR FLASHING ARROW
- PORTABLE CHANGEABLE MESSAGE SIGN
- PERMANENT TYPE POST MOUNTED SIGN
- TEMPORARY POST MOUNTED SIGN
- PORTABLE MOUNTED SIGN - FLAGS NOT REQUIRED
- WORK AREA
- TRAFFIC CONE - 28" MIN. - (DAYTIME USE ONLY)
- FLAGGER WITH STOP-SLOW PADDLE
- TRAFFIC IMPACT ATTENUATOR (CRASH CUSHION)
- TYPE I CLEAR (WHITE) DELINEATOR - SINGLE FACE
- TYPE I YELLOW DELINEATOR - SINGLE FACE
- TYPE I CLEAR (WHITE) DELINEATOR DOUBLE FACE
- TYPE I YELLOW DELINEATOR DOUBLE FACE



MATCHLINE STA. 104+50, SEE SHEET No. 54-001

MATCHLINE STA. 110+00, SEE SHEET No. 54-003

INTERSECTION
NORTH HIGHLAND AVE
STA 108+00 =
INMAN VILLAGE PKWY
STA. 201+00

EXIST R/W

EXIST R/W

EXIST SIDEWALK

EXIST R/W

EXIST SIDEWALK

EXIST SIDEWALK

EXIST R/W

EXIST SIDEWALK

EXIST R/W

NORTH HIGHLAND AVE NE

N56°39'11.8"E

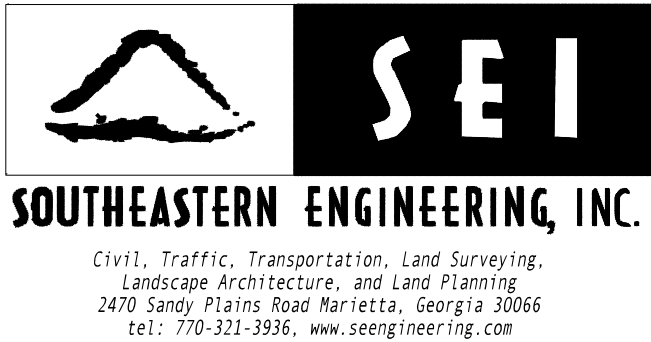
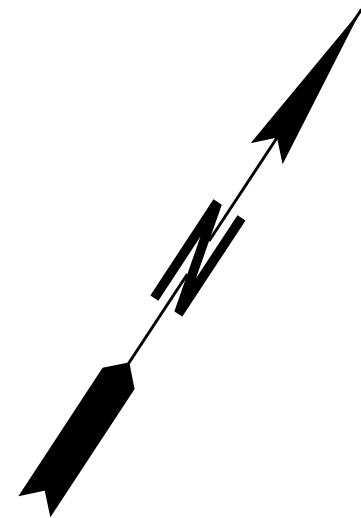
INMAN VILLAGE PARKWAY NE

LIMIT OF CONSTRUCTION
STA. 200+55.17

Curve* 1
PI Sta• 104+94.76
N• 1368276.2074
E• 2237536.4073
DELTA• 33°06'46.0" (LT)
D• 13°58'28.49"
T• 121.89
L• 236.95
R• 410.00
E• 17.73

RRFB ASSEMBLY,
(SEE 27-0001 FOR DETAILS)

RRFB ASSEMBLY,
(SEE 27-0001 FOR DETAILS)



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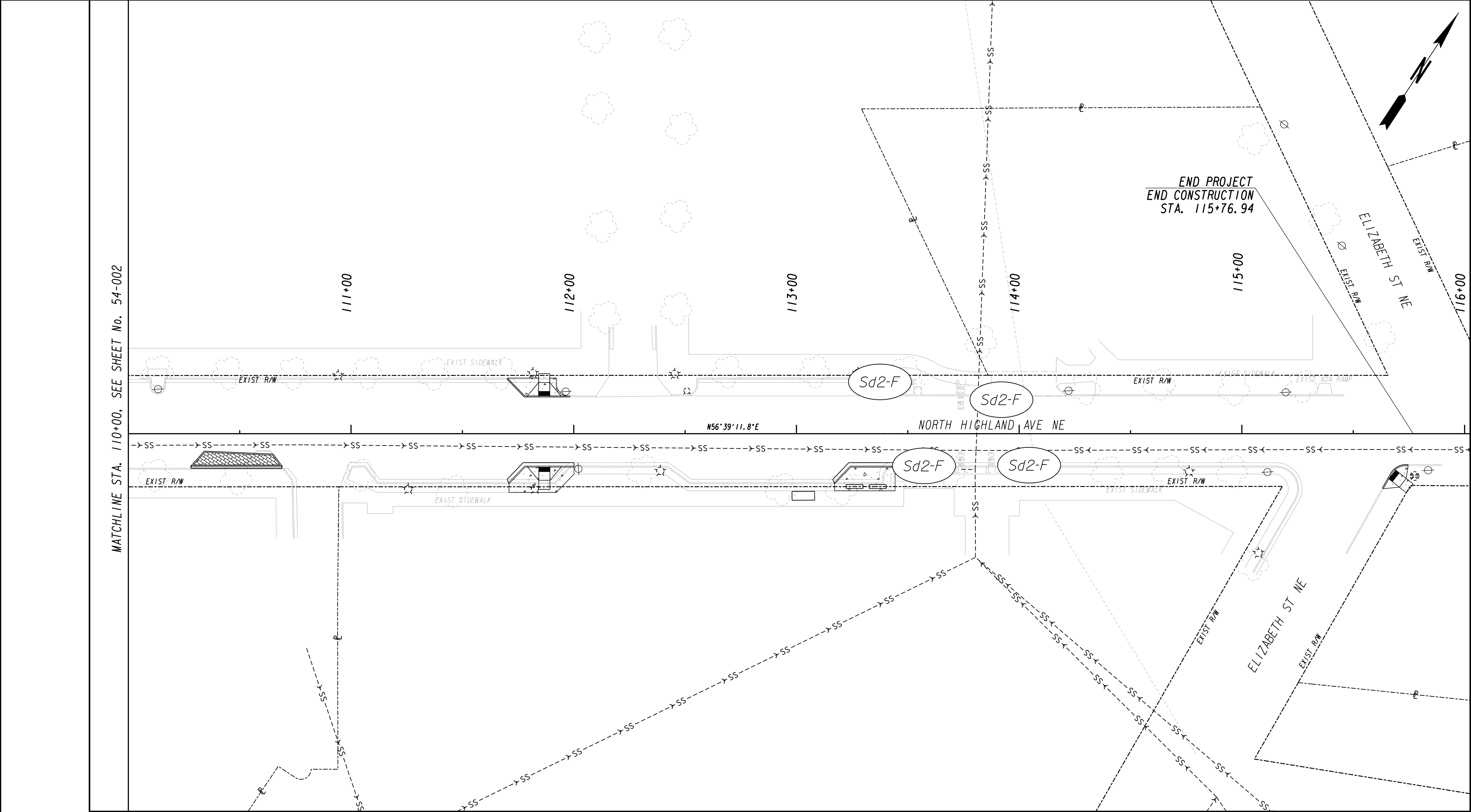
RENEW ATLANTA

OFFICE:

BMP LOCATION DETAILS

NORTH HIGHLAND AVENUE

DRAWING No.
54-002



Mayor Keisha Lance Bottoms

SOUTHEASTERN ENGINEERING, INC.
Civil, Traffic, Transportation, Land Surveying,
Landscape Architecture, and Land Planning
2470 Sandy Plains Road Marietta, Georgia 30066
tel: 770-321-3936, www.seengineering.com

SCALE IN FEET

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NORTH HIGHLAND AVENUE

DRAWING No.
54-003