

**PROJECT GENERAL NOTES**

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD AND SUPPLEMENTAL SPECIFICATIONS, CURRENT EDITION.
- ALL KNOWN UTILITY FACILITIES ARE SHOWN SCHEMATICALLY ON 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 PLANS WILL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY UNDER THIS REQUIREMENT. "EXISTING UTILITY FACILITIES" MEANS ANY UTILITY THAT EXISTS ON THE PROJECT IN ITS ORIGINAL, RELOCATED OR NEWLY INSTALLED POSITION.
- THE FOLLOWING UTILITIES HAVE FACILITIES IN THE PROJECT AREA:
 

1. Atlanta Gas Light Company Gas	4. CCWS Water and Sewer	7. Cobb Traffic Fiber Signal
2. AT&T Southeast Network (BellSouth) Telecommunications	5. Sunesys	8. Zayo Telecommunications
3. Comcast Cable Telecommunications	6. Cobb EMC Electricity	
- INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GEORGIA STANDARD SPECIFICATIONS.
- RIGHT-OF-WAY MARKERS IN RESIDENTIAL LAWN AND DEVELOPED COMMERCIAL AREAS SHALL BE PLACED FLUSH WITH THE FINISHED SURFACE.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND TO DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL IN COMPLIANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS. CONCRETE AND ASPHALT MATERIALS REMOVED FROM THE PROJECT SITE MAY NOT BE PLACED IN FILL LOCATIONS THAT FALL WITHIN EASEMENT AREAS. WITH THE PRIOR APPROVAL OF THE ENGINEER, THESE MATERIALS MAY BE PLACED WITHIN THE R/W PROVIDED THERE IS THREE (3') FEET OF MINIMUM COVER AND THERE ARE NO PLANS FOR THE FUTURE WIDENING OF THE ROADWAY.
- PERFORATED UNDERDRAIN SHALL BE PLACED IN AREAS WHERE WET CONDITIONS EXIST IN THE SUBGRADE AS DIRECTED BY THE ENGINEER.
- 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.
- 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.
- ALL EXISTING PIPE NO LONGER IN USE SHALL BE REMOVED UNLESS OTHERWISE NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER. REMOVAL OF PIPE SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- IN AREAS WHERE NEW PAVEMENT OR PAVEMENT WIDENING IS REQUIRED, SAW CUT OF EXISTING PAVEMENT WILL BE REQUIRED IN ACCORDANCE WITH SECTION 411 OF THE GEORGIA STANDARD SPECIFICATIONS AND WILL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- ALL RETAINING WALLS SHALL HAVE ASHLAR STONE FORM LINER OR OTHER FORM LINER AS DIRECTED. THIS APPLIES TO ALL RETAINING WALL FACES EXPOSED TO PUBLIC VIEW. ALL RETAINING WALL EXPOSED FACES SHALL HAVE ANTI-GRAFFITI COATING. THE ASHLAR FINISH AND ANTI-GRAFFITI COATING SHALL BE INCLUDED IN THE PRICE OF THE WALL.
- 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:
 

ASPHALTIC DRIVES	
RESIDENTIAL	- 1-1/2" ASPH. CONC. 12.5 MM SUPERPAVE, 165 LB/SY - 6" GRADED AGGREGATE BASE
COMMERCIAL	
	- 1-1/2" ASPH. CONC. 12.5 SUPERPAVE, 165 LB/SY - 2" ASPH. CONC. 19MM SUPERPAVE, 220 LB/SY - 6" GRADED AGGREGATE BASE
CONCRETE DRIVES	
RESIDENTIAL	- 6" CONCRETE VALLEY GUTTER - 4" CONCRETE DRIVEWAY
COMMERCIAL	
	- 8" CONCRETE VALLEY GUTTER - 6" CONCRETE DRIVEWAY
- LUMP-SUM TRAFFIC CONTROL: THE PRICE BID FOR LUMP-SUM TRAFFIC CONTROL SHALL INCLUDE THE COST OF STAGED CONSTRUCTION, MAINTENANCE OF TRAFFIC (INCLUDING AGGREGATE SURFACE COURSE), INSTALLATION AND REMOVAL OF ALL TEMPORARY SIGNAGE, INTERIM PAVEMENT MARKINGS, BARRICADES, AND OTHER INTERIM TRAFFIC CONTROL DEVICES NECESSARY FOR THE CONSTRUCTION AND MAINTENANCE OF THE PROJECT. DEVICES UTILIZED ON THE PROJECT SHALL BE IN COMPLIANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION AND SECTION 150. ALL DEVICES, SIGNS, POSTS, BARRICADES, ETC SHALL BE FROM THE GOOT QUALIFIED PRODUCTS LIST (GPL). ALL DEVICES SHALL BE CRASHWORTHY UNDER AASHTO AND NCHRP 350 REQUIREMENTS. THE ENGINEER MAY DIRECT THAT ADDITIONAL DEVICES AND MARKINGS BE ADDED TO THE TRAFFIC CONTROL PLAN. THE COST OF NOMINAL ITEMS ADDED BY THE ENGINEER SHALL BE INCLUDED IN LUMP-SUM TRAFFIC CONTROL EXCEPT FOR THE ADDITION OF A CHANGEABLE MESSAGE SIGN(S). THE CONTRACT UNIT PRICE WILL BE PAID FOR A CHANGEABLE MESSAGE SIGN(S) OR A UNIT PRICE WILL BE DETERMINED WHEN A CHANGEABLE MESSAGE SIGN(S) IS NOT INCLUDED IN THE CONTRACT.

**PROJECT GENERAL NOTES CONT'D:**

- DETOURS IN THE PLANS; DETOURS SHOWN IN THE PLANS SHALL BE SIGNED AND MARKED AS PER THE PLANS. THE COST OF MAINTENANCE, GRADING, TEMPORARY DRAINAGE, TEMPORARY SIGNAGE, TEMPORARY MARKINGS AND TEMPORARY DEVICES SHALL BE INCLUDED IN LUMP-SUM TRAFFIC CONTROL. THE COST OF STONE BASE (G&B) AND THE PLACEMENT OF THE TYPICAL PAVEMENT SECTION INCLUDED IN THE PLANS FOR THE DETOUR WILL BE PAID AT CONTRACT UNITS PRICES. WHEN INSTALLED FOR A DETOUR SHOWN IN THE PLANS, TEMPORARY CONCRETE BARRIERS, ATTENUATORS, TEMPORARY GUARDRAIL AND ANCHORS WILL BE PAID AT CONTRACT UNIT PRICES. THE UNIT PRICES BID FOR THESE PAY ITEMS SHALL INCLUDE INSTALLATION AND REMOVAL. PERMANENT DEVICES, TO BE INCORPORATED INTO THE FINAL WORK, MAY BE USED FOR INTERIM/TEMPORARY DUTIES PROVIDED THE PERMANENT DEVICES ARE NOT DAMAGED DURING THE INTERIM USAGE. THE COST FOR REPLACEMENT OF DAMAGED COMPONENTS SHALL BE INCLUDED IN LUMP-SUM TRAFFIC CONTROL.
- DETOURS NOT SHOWN IN THE PLANS (DETOURS PROPOSED BY THE CONTRACTOR); THE COST TO INSTALL, MAINTAIN AND REMOVE ANY DETOUR SHALL BE INCLUDED IN THE PRICE BID FOR LUMP-SUM TRAFFIC CONTROL. THE COST OF GRADING, PAVEMENT, SIGNING, MARKINGS, TEMPORARY DEVICES, TEMPORARY CONCRETE BARRIERS, ATTENUATORS, TEMPORARY GUARDRAIL AND ANCHORS, ETC SHALL BE INCLUDED IN THE PRICE BID FOR LUMP-SUM TRAFFIC CONTROL. DETOURS NOT SHOWN IN THE PLANS WILL NOT BE ELIGIBLE TO BE PAID AT CONTRACT UNIT PRICES.
- ALL CUT AND FILL SLOPES SHALL BE STABILIZED TO COMPLY WITH SECTION 161.3.05.B OF THE SPECIFICATIONS IN ORDER TO REDUCE THE POTENTIAL FOR EROSION. IF THE SEASON DOES NOT PERMIT PERMANENT GRASSING, TEMPORARY STRAW MULCH AND/OR TEMPORARY VEGETATION SHALL BE USED AS PER THE EROSION AND SEDIMENTATION POLLUTION CONTROL PLAN (ESPCP) OR AS DIRECTED BY THE ENGINEER.
- EROSION CONTROL MEASURES SHALL BE INSTALLED TO BE IN COMPLIANCE WITH THE APPROVED EROSION AND SEDIMENTATION POLLUTION CONTROL PLAN (ESPCP). EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES THAT INVOLVE ENVIRONMENTAL SENSITIVE AREAS (ESA'S) AS DEFINED UNDER SECTION 107.23.F OF THE SPECIFICATIONS AND THE ESPCP. IN GENERAL, EROSION CONTROL ITEMS SHOULD BE INSTALLED PRIOR TO THE START OF ANY LAND DISTURBING ACTIVITIES. THE INSTALLATION OF THE EROSION CONTROL ITEMS MAY BE INSTALLED CONCURRENT WITH THE START OF THE LAND DISTURBING ACTIVITIES, IF ALLOWED BY THE ESPCP.
- SPRINKLER SYSTEMS TO BE HANDLED AS FOLLOWS:
 

CASE 1 - SYSTEMS WITHIN THE CONSTRUCTION LIMITS OWNED BY INDIVIDUALS OR PRIVATE COMPANIES ARE TO BE REMOVED TO THE BACK OF THE CONSTRUCTION LIMITS AND PLUGGED.
CASE 2 - SYSTEMS SHOWN BY THE PLANS TO BE REMOVED AND RELOCATED SHALL BE RELOCATED TO THE BACK OF THE SIDEWALK. COST SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING, RELOCATING, AND MAINTAINING THE PROPERTY OWNER'S MAILBOX TO AN AREA OUTSIDE CONSTRUCTION LIMITS DURING THE LIFE OF THE CONTRACT. THE LOCATION OF THE BOX SHOULD BE CONVENIENT TO BOTH THE MAIL CARRIER AND THE PATRON. YET NOT INTERFERE WITH PROPOSED WORK. IT MAY BE NECESSARY FOR THE CONTRACTOR TO CONFER WITH THE POST OFFICE SERVING THE AREA. ALL COSTS INCURRED FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS.
- AN N.O.I. (NOTICE OF INTENT) IS/IS NOT REQUIRED FOR THIS PROJECT. THE DISTURBED AREA IS ACRES.
- ATTENTION IS CALLED TO SECTION 149.3, CONSTRUCTION REQUIREMENTS. CONTRACTOR IS REQUIRED TO TAKE THREE-POINT LEVELS ON WIDENING AND RECONSTRUCTION PROJECTS AND OBTAIN THE ENGINEER'S APPROVAL OF THE "BEST FIT" PROFILE AND CROSS SLOPE, TO MINIMIZE LEVELING REQUIREMENTS OF THE EXISTING ROADWAY. THE CONTRACTOR MUST GET THE ENGINEER'S APPROVAL OF THE PROPOSED BEST FIT BEFORE BEGINNING WIDENING AND RECONSTRUCTION. COST FOR SURVEY WORK TO BE INCLUDED IN GRADING COMPLETE OR OTHER ITEMS, NO SEPARATE PAYMENT SHALL BE MADE.
- ALL ROADWAY DRAINAGE PIPES SHALL BE REINFORCED CONCRETE. THE GOOT PIPE SELECTION CHART MAY ONLY BE USED FOR DRIVEWAY PIPES.
- CONTRACTOR TO PROVIDE PRE-CONSTRUCTION PHOTOS OF ALL DRIVEWAYS TO PROJECT ENGINEER PRIOR TO CONSTRUCTION. PHOTOS MAY BE DIGITAL.
- ALL EXISTING STORM DRAIN PIPES INCLUDING BOX CULVERTS WITHIN THE CONSTRUCTION LIMITS SHALL BE CLEANED PRIOR TO COMPLETION OF PROJECT. COST TO BE INCLUDED IN GRADING COMPLETE.
- 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 700-9000 SOD.
- ALL EXISTING PEDESTRIAN FACILITIES, INCLUDING ACCESS TO TRANSIT STOPS, SHALL BE MAINTAINED. WHERE PEDESTRIAN ROUTES ARE CLOSED, ALTERNATE ROUTES SHALL BE PROVIDED. WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED WITHIN THE LIMITS OF THE PROJECT, THE TEMPORARY PEDESTRIAN FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY (PER LATEST MUTCD). COST FOR CONSTRUCTING AND MAINTAINING TEMPORARY PEDESTRIAN FACILITIES SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

- ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR "TRAFFIC CONTROL".
- ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- ALL SIGNS SHALL HAVE TYPE III RETROREFLECTIVE SHEETING UNLESS OTHERWISE NOTED.
- IN RESIDENTIAL AREAS, TEMPORARY AND PERMANENT SIGNS SHALL BE LOCATED ON OR AS CLOSE AS POSSIBLE TO PROPERTY LINES.
- EXISTING TRAFFIC SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. MAINTENANCE INCLUDES REPLACING DAMAGED AND STOLEN SIGNS, AND PERIODIC CLEANING OF EXISTING SIGNS AND CONSTRUCTION RELATED TRAFFIC CONTROL DEVICES.
- THE WORKSITE TRAFFIC CONTROL SUPERVISOR (WTCS) SHALL BE RESPONSIBLE FOR THE ELIMINATION OF ANY CONFLICTING PAVEMENT MARKINGS. THE WTCS SHALL NOT USE "BLACK OUT PAINT" TO ERADICATE CONFLICTING MARKINGS. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION WHETHER THE CONFLICTING MARKINGS HAVE BEEN ADEQUATELY ELIMINATED.
- TEMPORARY TRAFFIC BARRIERS SHALL HAVE A TWO (2') FEET MINIMUM OFFSET FROM THE EDGE OF ANY TRAVEL LANE. ONLY TRAFFIC DRUMS, MEETING THE MINIMUM REQUIREMENTS OF THE MUTCD AND SECTION 150, AND TEMPORARY BARRIERS THAT ARE CRASHWORTHY SHALL BE USED ADJACENT TO TRAVEL LANES. UNLESS PRIOR APPROVAL IS GRANTED BY COBB COUNTY DEPARTMENT OF TRANSPORTATION, THE TEMPORARY BARRIERS CAN NOT BE PLACED LESS THAN TWO (2') FEET FROM THE EDGE OF THE TRAVEL LANE. THE USE OF TYPE I AND II BARRICADES AND TRAFFIC CONES IS PROHIBITED.
- TRAFFIC DRUMS MEETING THE MINIMUM REQUIREMENTS OF THE MUTCD AND SECTION 150 SHALL BE USED FOR CHANNELIZATION OF TRAFFIC IN ALL TRAFFIC SHIFTS. FOR ANY WORK ZONE, THE MAXIMUM DRUM SPACING, IN FEET, SHALL BE THE DESIGN OR POSTED SPEED LIMIT, WHICHEVER IS LESS. BASED ON FIELD CONDITIONS, THE MAXIMUM SPACING OF THE TRAFFIC DRUMS MAY NEED TO BE FURTHER REDUCED.
- ALL TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED BY THE CONTRACTOR SO AS NOT TO INTERFERE WITH SIGHT DISTANCES ALONG ANY ADJACENT SIDE ROAD OR DRIVEWAY.
- THE COBB COUNTY DEPARTMENT OF TRANSPORTATION RESERVES THE RIGHT TO MODIFY THIS MAINTENANCE OF TRAFFIC PLAN AS FIELD CONDITIONS WARRANT. IF ADDITIONAL TRAFFIC CONTROL DEVICES ARE REQUIRED, THESE SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE DEPARTMENT.
- THE CONTRACTOR MUST OBTAIN A ROAD CLOSURE PERMIT FROM COBB COUNTY DEPARTMENT OF TRANSPORTATION A MINIMUM OF 3 WEEKS PRIOR TO ROAD CLOSURE. FOR INFORMATION CALL (770) 528-1653.
- REFLECTORIZED TYPE 3 BARRICADES SHALL BE USED AT THE ACTUAL LOCATION OF TOTAL STREET CLOSURE. EACH BARRICADE SHALL HAVE TWO TYPE 'A' LIGHTS AND ONE R11-2 (ROAD CLOSED) SIGN ATTACHED.
- ALL M4-9 SIGNS SHALL HAVE ADVISORY BLADES (INSTALLED ABOVE THE "DETOUR" SIGN) IDENTIFYING THE CLOSED STREET THAT THE DETOUR ROUTE SERVES.
- INFORMATION SIGNS, INFORMING MOTORISTS OF THE ROAD CLOSURE SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO THE ROAD CLOSURE. THESE SIGNS SHALL BE INSTALLED AT OR AS NEAR AS POSSIBLE TO THE ROAD CLOSURE (SEE SPECIFICATIONS BELOW):
 

(ROAD NAME) WILL BE CLOSED TO THRU TRAFFIC FROM (SIDE ROAD) TO (SIDE ROAD) (DATE) THRU (DATE) (REASON FOR CLOSURE) FOR INFO CALL (770) 528-1653
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- THESE SIGNS SHALL BE RETROREFLECTIVE SHEETING ON METAL, 4 INCH BLACK UPPER AND LOWER CASE LETTERING (SERIES 'B' OR WIDER) ON WHITE BACKGROUND.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PREPARE A MAINTENANCE OF TRAFFIC PLAN FOR APPROVAL BY COBB COUNTY DEPARTMENT OF TRANSPORTATION BEFORE STARTING CONSTRUCTION. PAYMENT SHALL BE INCLUDED IN THE PRICE FOR "TRAFFIC CONTROL". THE CONTRACTOR WILL NOT BE ALLOWED TO CLOSE THE ROAD DURING THE CONSTRUCTION OF THE PROJECT WITHOUT APPROVAL BY THE ENGINEER.
- NO LANE CLOSURES ARE ALLOWED BETWEEN 6-9AM AND 4-7PM WITHOUT PRIOR APPROVAL BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO ALL DRIVEWAYS AT ALL TIMES.



REVISION DATES		COBB COUNTY DEPARTMENT OF TRANSPORTATION	
		OFFICE:	
		<b>GENERAL NOTES</b>	
		XXXXXXXXXXXXXXXXXXXX	
		XXXXXXXXXXXXXXXXXXXX	
		DRAWING No.	04-001