

STANDARD SIGN SUMMARY GENERAL NOTES

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.
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 DISTRICT TRAFFIC ENGINEER.
3. ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF SEVEN (7) FEET THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN OR ASSEMBLY.
- 4a. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON NON-INTERSTATE SHALL BE SIX (6) FEET FROM THE EDGE OF THE PAVED SHOULDER OR TWELVE (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 TWO (2) FEET FROM THE CURB FACE TO THE NEARER EDGE OF THE SIGN(S).
- 4b. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS MOUNTED BEHIND GUARD RAIL SHALL BE SIX (6) FEET FROM THE FACE OF THE GUARD RAIL TO THE NEARER EDGE OF THE SIGN(S).
5. SIGNAL PLATE, HORIZONTAL RECTANGULAR SIGNS OVER FORTY-EIGHT (48) INCHES IN WIDTH SHALL BE MOUNTED ON TWO (2) POSTS WITH TWO (2) EACH 2 INCH X 1/2 INCH X (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAPS. THE STRAPS SHALL BE FLUSH WITH THE BACK OF THE SIGN WITH ONE EACH ACROSS THE TOP AND BOTTOM OF THE SIGN. THE CENTERLINE OF EACH POST SHALL BE INSET 1/6TH OF THE SIGN WIDTH FROM THE EDGE OF THE SIGN. SIGN PLATE BOLT HOLES SHALL BE 3/8 INCH DIAMETER, DRILLED OR PUNCHED, AS SHOWN ON THE SIGN PLATE DETAILS.
6. EACH 42 OR 48 INCH WIDE X 18 OR 24 INCH HIGH SIGN REQUIRES ONE 2 INCH X 1/2 INCH X (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAP LOCATED IN THE CENTER OF THE SIGN AND FLUSH WITH THE BACK OF THE SIGN.
7. SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY - TYPICAL FRAMING DETAILS.
8. TYPE 3 (ENCAPSULATED LENS) 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.
9. TYPE 9 (WIDE ANGLE PRISMATIC) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3A, R1-4A, R5-1, R5-1A).
10. TYPE 9 (WIDE ANGLE PRISMATIC) 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, BICYCLE CROSSING (W11-1) SIGNS, AND PEDESTRIAN CROSSING (W11-2 AND W11A-2) SIGNS. SIGNS WITHIN THE SAME ASSEMBLY AS THE SCHOOL ZONE SIGNS SPECIFICALLY LISTED ABOVE AND ALL REGULATORY SIGNS PLACED AS PART OF THE SCHOOL ZONE SIGNING SHALL HAVE TYPE VI (WIDE ANGLE PRISMATIC) REFLECTIVE SHEETING BACKGROUNDS OF THE APPROPRIATE COLOR.
11. TYPE 9 (WIDE ANGLE PRISMATIC) FLUORESCENT YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL WARNING SIGNS.
12. A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.
13. WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.

14. FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.
15. CONTRACTOR WILL, AS REQUIRED BY THE ENGINEER, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.

UTILITY OWNER	SERVICE
WINDSTREAM	TELEPHONE



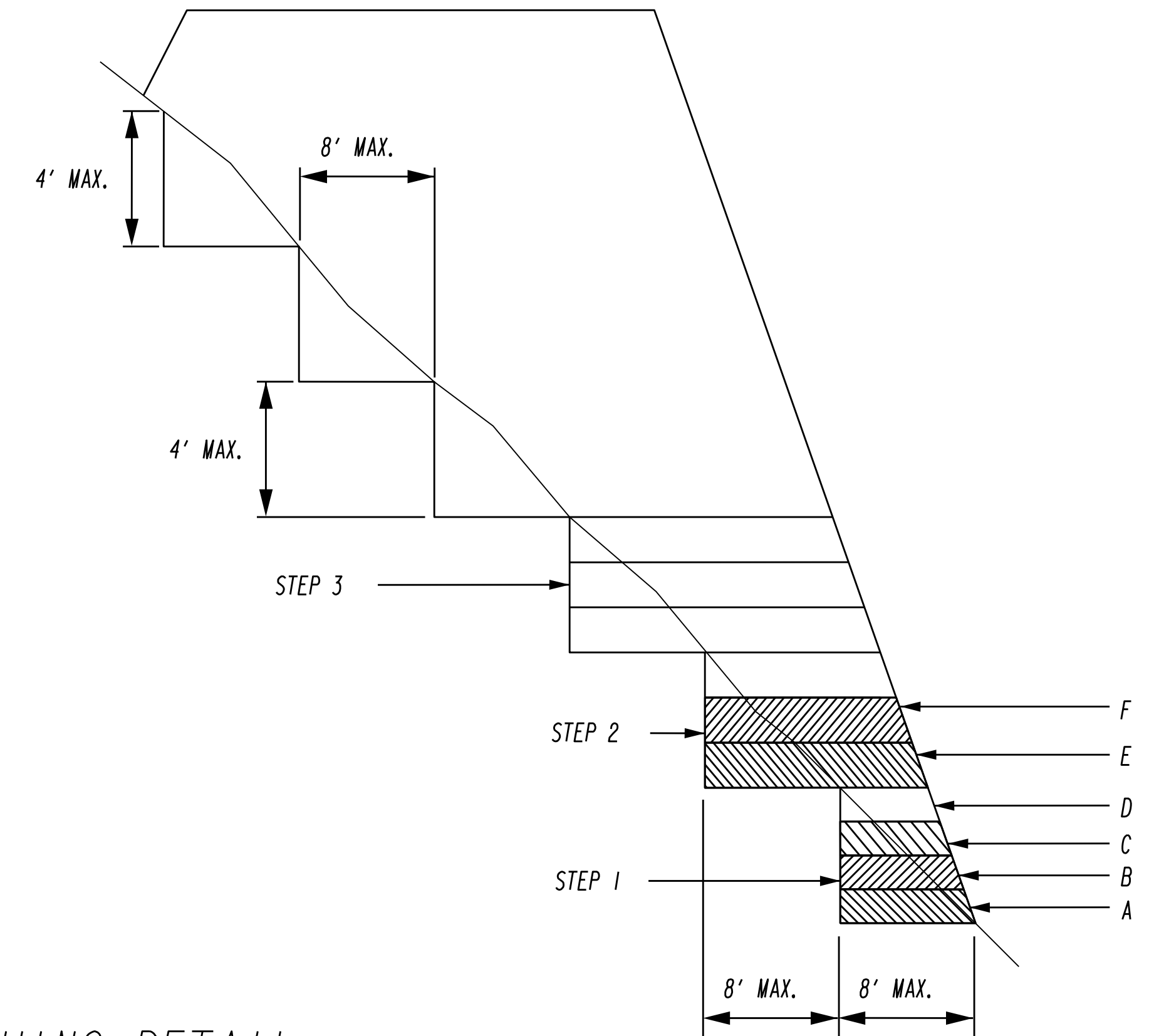
GENERAL NOTES

1. THIS PROJECT REQUIRES A N.O.I.
2. THERE IS NO SUITABLE PLACE TO BURY THE EXISTING BRIDGE/CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF THE EXISTING BRIDGE/CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.
3. ALL BORROW, STOCKPILES AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES. 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.
4. ORANGE BARRIER FENCE (OBF), 4', SHALL BE PLACED AS SHOWN ON PLANS. NO WORK SHALL OCCUR OUTSIDE OF THE ORANGE BARRIER FENCE LIMITS.
5. THE ROAD SHALL BE CLOSED DURING CONSTRUCTION.
6. THE DETOUR SHALL BE PROVIDED BY THE CONTRACTOR. THE COST OF MATERIALS, INSTALLATION, MAINTENANCE AND REMOVAL ARE TO BE INCLUDED IN THE COST OF TRAFFIC CONTROL. SIGNING IS TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE M.U.T.C.D., SPECIAL PROVISION 150, AND DRAWING 20-001, WHICHEVER IS STRICTEST.
7. ALL PERMANENT SAFETY FEATURES SHALL BE FULLY INSTALLED AND OPERATIONAL BEFORE THE ROADWAY IS OPENED TO TRAFFIC. ALL PAVING OPERATIONS SHALL BE COMPLETE AND PERMANENT PAVING MARKING, WORDS AND SYMBOLS SHALL BE IN PLACE.

1. WHERE THE EMBANKMENT IS TO BE PLACED ON A HILLSIDE OR ANOTHER EXISTING EMBANKMENT HAVING A SLOPE OF 3 TO 1 OR STEEPER. THE FOUNDATION MUST BE BENCHING WHILE THE EMBANKMENT IS BEING MADE.
(SEE DIAGRAM AT RIGHT)

2. THE DIAGRAM SHOWS THAT BEFORE LAYER 'A' IS PLACED THE FIRST STEP (1) IS TO CUT INTO THE SLOPE A MAXIMUM DISTANCE OF ABOUT 8 FEET (ABOUT 1/4 THE WIDTH OF THE TYPICAL D-8 BULLDOZER BLADE). SUCCESSIVE LAYERS B, C, AND D ARE THEN PLACED BEFORE LAYER 'E' IS PLACED, THE SECOND STEP IS CUT 8 FEET INTO THE SLOPE AND SUCCESSIVE LAYERS ARE AGAIN PLACED. IF IT IS ANTICIPATED THAT THE VERTICAL PART OF THE STEP WILL EXCEED 4 FEET IF A 8 FEET HORIZONTAL CUT IS MADE, THEN THE ACTUAL CUT STOPS WHEN THE VERTICAL PART REACHES A MAXIMUM OF 4 FEET ALLOWING THE HORIZONTAL DISTANCE TO VARY.

3. THE PROCESS OF BENCHING IS CONSIDERED INCIDENTAL TO THE ITEM OF UNCLASSIFIED EXCAVATION AND BORROW OR GRADING COMPLETE IN CONSTRUCTION OF THE EMBANKMENT AND NO ADDITIONAL MEASUREMENT OF QUANTITY OR PAYMENT WILL BE MADE FOR BENCHING.



BENCHING DETAIL

Revised 9/29/08

4.5.28

NO SCALE

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 4

GENERAL NOTES

SR 64 @ FIVE MILE CREEK

DRAWING No.
04-001