DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PI No. 0010925, Fulton County
I-285 Ramps @ CR 209/Riverside Drive
Design-Build

OFFICE Innovative Delivery

DATE May 16, 2014

FROM Darryl D. VanMeter, P.E., State Innovative Delivery Engineer

TO Lisa L. Myers, State Project Review Engineer

SUBJECT **Project Information Transmittal to the Office of Engineering Services**

Innovative Delivery (ID) is transmitting the following items either as attachments or via the PCcommon link below to the Office of Engineering Services for your office to use in preparing a cost estimate. Additionally this office has requested for a Design-Build RFP Review which is scheduled for May 21, 2014.

Pccommon Link:

\\Gdot.ad.local\gdot\EngineeringServices\Pccommon\0010925\Project Information Transmitted to Engineering Services on 5-16-2014

Transmittal Items:

1. Concept Report
   a. Estimated Construction Time of 4-6 Months, with 6 Months for Design and Permitting
2. Traffic Report
3. MS4 Infeasibility Report
4. Bridge Condition Survey
5. Pavement Design Package
6. Roundabout Feasibility Study - Peer Review
7. DB Contract
   a. Volume 1 (DB Agreement)
   b. Volume 2 (Technical Provisions)
   c. Volume 3 (Programmatic Technical Provisions)
8. Project Synopsis
9. CES (Transferred to Engineering Services)
10. Costing Plans in PDF
11. SUE Plans in PDF

Should you have any questions please contact Marlo Clowers at 404-631-1713 or mclowers@dot.ga.gov.

DVM:MLC:dto

Attachments:
DB Contract
Costing Plans

cc: Russell McMurry, Chief Engineer
Joe Carpenter, Division of P3/Program Delivery
Marlo Clowers, Office of Innovative Delivery
General File

Print Form

Pavement Design Package Submittal Checklist

Project #:	N/A	Project Manager Office:	Innovative Design
PI #:	0010925	Project Manager:	Marlo Clowers
County:	Fulton	Designer's Office/Company:	ARCADIS
Date Package Submitted:	May 16, 2014	Design Phase Leader:	Shamir Poudel
MGMT Let Date:	Oct 14, 2014	Expected Construction Length (months):	12

Brief Project Description (examples: widen and reconstruct 2 to 4-lane, interchange reconstruction):

The proposed project reconfigures the existing conventional diamond interchange at CR 209/Riverside Drive and I-285 by replacing the traffic signals at each of the ramp terminals with single lane roundabouts.

Note: A more detailed pavement project description will be attached. This description will be focused on the project as it relates to the pavement designs being proposed.

Please check all items below that are attached before submitting your package to your Project Manager. (Note 1) Include this checklist in your pavement design package submittal.

NOTE 1: GDOT Design Phase Leaders (DPL) submit their packages to the State Roadway Design Engineer (SRDE) or designee instead of their Project Manager.

1) Construction Plan Sheets (11" x 17" is acceptable if legible)

- ☒ Cover
- ☒ Traffic Diagrams (Note 3)
- ☒ Typical Sections
- ☐ Staging Typical Sections (Note 2)

Note 2: Staging typicals are required when temporary pavement sections are proposed.

Note 3: Include GDOT Office of Planning review and approval correspondence for traffic diagrams prepared by consultants.

2) Reports and Summaries (Note 4)

- ☐ Soil Survey Summary (Note 5)
- ☐ Pavement Evaluation Summary
- ☐ Pavement Type Selection Report
- ☐ GDOT's VE Study Implementation Correspondence

Note 4: Include GDOT Office of Materials and Research review and approval correspondence for reports and summaries prepared by consultants.
Note 5: One package will include a copy of the complete Soil Survey including sample test data. The remaining copies only require the Soil Survey Summary.

3) Quality Assurance (QA) - (required for Consultant DPL submittals)

- ☒ SRDE QA Review Sheets
- ☒ Consultant DPL QA Review Responses

4) Design Analysis

☒ Full Depth Rigid Pavement	Number of Designs - 1
☐ Overlay Rigid Pavement	Number of Designs -
☒ Full Depth Flexible Pavement	Number of Designs - 1
☒ Overlay Flexible Pavement	Number of Designs - 1

Pavement Design Package Quality Assurance Review Sheet					Mgmt Let Date:	11/15/2015
PI No:	0010925	Project No:	0010925		Submitted by:	IPD
County:	Fulton	SR:	N/A		Date Received:	5/5/2014
OPD PM:	Marlo Clowers	WFTK:			CST Funding:	$2,080,800.00
Full Depth Concrete:	1	Overlay Asphalt:	1		Full Depth Asphalt:	1
Overlay Concrete:	N/A	Traffic Data:	2015/2035		Pavement Eval Summary:	Not Included
VE Study Immplementation:	N/A	Soil Survey:	N/A		Pavement Type Selection:	3/11/2010

Traffic Diagrams

1. Only include the "Build" ADT and DHV traffic diagrams. The "No Build" and the existing year traffic diagrams are not needed in the pavement design package.
2. Based on the Management Let Date and an assumed construction length of two years; the initial and final design year should be 2017/2037, respectively.

Pavement Design Package Submittal Checklist

1. A Pavement Design Package Submittal Checklist that is available on the GDOT ROADS website needs to be included in the packages sent to the Committee.
2. As stated on the checklist; include all plan sheets as half size sheets.

Pavement Design

1. The Consultant Design Phase Leader needs to sign the "Recommended By" line on all of the pavement designs.
2. On the Riverside Dr. full depth pavement design, the lanes in each direction needs to be changed to one.
3. Even though 5 inches of 25mm SP is allowed by Sec. 400 Shelf Special Provision, the Office of Materials has requested that the Pavement Design Committee not approve designs using this due to possible construction issues.
4. The underdesign percentage for the Riverside Dr. full depth pavement design is not within the required underdesign value of 0 - 5% for roadways with curb and gutter. Also, the roundabout traffic data and LDF should be used; if it is higher.
5. The overlay pavement design for Riverside Dr. is incorrect. There is no Pavement Evaluation Summary that details the existing pavement structure. As noted on the design remarks; the plans that the existing pavement information was gathered from need to be included in the pavement package.
6. The existing pavement structure shown for the overlay pavement design seems to be unrealistic. There is only 2 inches of existing asphalt. Also, clarify if the Pavement Evaluation Summary is pending.
7. On the Riverside Dr. overlay pavement design the form should show 2 lanes in one direction and the LDF should be modified.
8. Since there is no Soil Survey Report available yet; typical county values should be used for the soil support value and regional factors. Also, clarify if a Soil Survey Report will be done for this project.
9. On the Riverside Dr. overlay pavement design; according to the typical sections, there is no reason why a thicker pavement structure cannot be provided that will ensure the underdesign value is within or close to the 0 - 5% required range.
10. The ramps should not be constructed with CRCP as the design analysis reflects. Use JPCP to construct the ramps; which the typical sections and the project description show.
11. Separate ramp designs can be proposed if desired to possibly save on the construction material costs; since each ramp has different traffic data.

Typical Sections

1. Use the full pay item description for all of the pavement layers.
2. Include the Class B Base and Pavement Widening Detail.
3. Extend the 19mm Superpave interlayer 2 ft. beyond the vertical edge of the concrete paving.
4. Milling is shown on the overlay design but is not shown on the overlay typical sections; E.g. Riverside Dr. typical Section.
5. The Riverside Dr. mainline and roundabout typical sections show different thicknesses for the 25mm layer (Label C).

Cover Sheet

1. Show the begin/end location for the Ramp A - D construction.

ARCADIS U.S., Inc.
2410 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770.431.8666
Fax 770.435.2666
www.arcadis-us.com

TRANSPORTATION

Subject:
Riverside Drive Roundabouts Pavement Design Package Quality Assurance Review Consultant Responses
PI No. 0010925

From:
Ryan Graves

Contact:
Ryan Graves

Phone:
770.431.8666

Email:
Ryan.Graves@arcadis-us.com

Date:
May 16, 2014

ARCADIS Project No.:
GADT0201.0141

Traffic Diagrams

1. Only include the "Build" ADT and DHV traffic diagrams. The "No Build" and the existing year traffic diagrams are not needed in the pavement design package.
   - ARCADIS Response: Only "Build" ADT and DHV traffic diagrams will be included with the pavement design submittal.
2. Based on the Management Let Date and an assumed construction length of two years; the initial and final design year should be 2017/2037, respectively.
   - ARCADIS Response: The Riverside Drive Roundabout project is being advanced as a design-build project and the project schedule has been accelerated. The interchange is expected to open to traffic in 2015.

Pavement Design Package Submittal Checklist

1. A Pavement Design Package Submittal Checklist that is available on the GDOT ROADS website needs to be included in the packages sent to the Committee.
   - ARCADIS Response: The current Pavement Design Package Submittal Checklist, from the GDOT R.O.A.D.S. website, will be included with the pavement design submitted to the Pavement Design Committee.
2. As stated on the checklist; include all plan sheets as half size sheets.
   - ARCADIS Response: Construction Plan sheets will be included with the Pavement Design Submittal.

Pavement Design

1. The Consultant Design Phase Leader needs to sign the "Recommended By" line on all of the pavement designs.
   - ARCADIS Response: The Consultant Design Phase Leader will sign "Recommended By" line on all pavement designs.
2. On the Riverside Dr. full depth pavement design, the lanes in each direction needs to be changed to one.
   - ARCADIS Response: The number of lanes in each direction will be changed to one for the Riverside Drive Full depth pavement design.
3. Even though 5 inches of 25mm SP is allowed by Sec. 400 Shelf Special Provision, the Office of Materials has requested that the Pavement Design Committee not approve designs using this due to possible construction issues.
   - ARCADIS Response: A depth of 7 inches for 25mm superpave will be used instead of 5 inches on all flexible pavement designs.
4. The underdesign percentage for the Riverside Dr. full depth pavement design is not within the required underdesign value of 0 - 5% for roadways with curb and gutter. Also, the roundabout traffic data and LDF should be used; if it is higher.
   - ARCADIS Response: The Riverside Drive pavement design will be adjusted to be within the required underdesign percentage range of 0-5%. Due to the addition of right turn lanes to all the roundabout approaches traffic in a single lane will not be greater than the traffic volume shown for Riverside Drive, which will be used for the full depth pavement design on Riverside Drive.
5. The overlay pavement design for Riverside Dr. is incorrect. There is no Pavement Evaluation Summary that details the existing pavement structure. As noted on the design remarks; the plans that the existing pavement information was gathered from need to be included in the pavement package.
   - ARCADIS Response: In response to comments by the State Pavement Engineer, a pavement evaluation was not completed and as-built plans were used to determine existing pavement sections. The existing plans will be included in the Pavement Design Package.
6. The existing pavement structure shown for the overlay pavement design seems to be unrealistic. There is only 2 inches of existing asphalt. Also, clarify if the Pavement Evaluation Summary is pending.
   - ARCADIS Response: A pavement evaluation is not proposed for the project. As-built plans were used to determine the existing pavement section of Riverside Drive. These plans indicate that Riverside Drive was constructed with only 2 inches of asphalt. The pertinent existing plan sheets will be included with the Pavement Design Package.
7. On the Riverside Dr. overlay pavement design the form should show 2 lanes in one direction and the LDF should be modified.
   - ARCADIS Response: Riverside Drive will only have two lanes in one direction on the approaches to the interchange, where right turn lanes will be added. The travel lanes leaving the interchange will remain just a single lane. For this reason the LDF for the overlay section was kept as 1 lane. Proposed construction plan sheets will be included in the Pavement Design Package so that the lane configurations of the proposed construction are clearer.
8. Since there is no Soil Survey Report available yet; typical county values should be used for the soil support value and regional factors. Also, clarify if a Soil Survey Report will be done for this project.
   - ARCADIS Response: Typical county values for soil support values and regional factors were used when preparing the pavement evaluations.

9. On the Riverside Dr. overlay pavement design; according to the typical sections, there is no reason why a thicker pavement structure cannot be provided that will ensure the underdesign value is within or close to the 0 - 5% required range.
    - ARCADIS Response: A pavement design on Riverside Drive that would provide and underdesign value within the 0-5%required range would require 5.5 inches of 19mm leveling. While the project does propose replacing curb & gutter along the entire length of the project it is crucial to minimize grade changes along much of the project corridor as this would increase impacts to adjacent parcel. This is especially critical in the area adjacent to the historically eligible resource in the southwestern quadrant of the interchange.
10. The ramps should not be constructed with CRCP as the design analysis reflects. Use JPCP to construct the ramps; which the typical sections and the project description show.
    - ARCADIS Response: The ramp pavement design will be updated to show JPCP
11. Separate ramp designs can be proposed if desired to possibly save on the construction material costs; since each ramp has different traffic data.
    - ARCADIS Response: For simplicity, only one pavement design will be proposed for the ramps at this time. The design-build team may propose alternate pavement sections for the ramps.

Typical Sections

1. Use the full pay item description for all of the pavement layers.
    - ARCADIS Response: Full pay item descriptions will be used on the typical sections.
2. Include the Class B Base and Pavement Widening Detail.
    - ARCADIS Response: The Class B Base and Pavement Widening Detail will be included with the project typical sections.
3. Extend the 19mm Superpave interlayer 2 ft. beyond the vertical edge of the concrete paving.
    - ARCADIS Response: The 19mm Superpave interlayer will be extended 2 feet beyond the vertical edge of the concrete paving.
4. Milling is shown on the overlay design but is not shown on the overlay typical sections; E.g. Riverside Dr. typical Section.
    - ARCADIS Response: Milling will be shown on the Riverside Drive overlay typical section
5. The Riverside Dr. mainline and roundabout typical sections show different thicknesses for the 25mm layer (Label C).
    - ARCADIS Response: The thickness of the 25mm pavement layer will be revised to be consistent between the Riverside Drive typical section and the roundabout typical section.

Cover Sheet

1. Show the begin/end location for the Ramp A - D construction.
    - ARCADIS Response: Limit of construction labels will be added to the cover sheet for all ramps.

P.I. 0010925, Fulton County, Riverside Drive at I-285 Interchange Improvements

Detailed Project Description: The proposed Design-Build project is located on Riverside Drive at the interchange with I-285 in Fulton County Georgia and is within the city limits of Sandy Springs. The project consists of safety improvements to the existing interchange which will convert the two existing signalized intersections at each ramp terminal with roundabouts.

The current roadway configuration of Riverside Drive consists of one, twelve foot lane in both directions and traffic signals at the ramp termini. There are no turn lanes at the intersections with the I-285 entrance ramps, resulting in turning vehicles blocking the through movements. The existing bridge only provides for two lanes of traffic, one northbound and one southbound. The eastbound and westbound I-285 off ramps each consists of a single, sixteen foot lane. There are no existing sidewalks approaching the bridge, however there are existing sidewalks on the bridge itself. The existing right-of-way along Riverside Drive varies from 50 to 100 feet.

The proposed Design-Build project will convert the signalized intersections at the ramp termini to single lane roundabouts, one at each intersection. Each approach to the roundabout will be widened to two lanes with one lane entering the roundabout and the other serving as a right turn lane. Sidewalks will be added to both sides of the roadway along Riverside Driveway within the limits of the project. The project is approximately 0.5 mile length.

The project will also include routine rehabilitation of the existing bridge. This work includes replacement of the joints at bent 2 and abutments 1 and 5. All construction joints will be resealed and the bridge deck will be sealed with a two-part polymer overlay. Concrete spalling will be repaired on bents 3 & 4 and abutment 5.

Proposed Pavement Description

The full depth flexible pavement section for Riverside Drive will consist of 12” GAB base layer, 5” 25mm superpave intermediate layer, and top layer of 2” 19mm superpave, 1.5” 12mm superpave. This will produce a SN of 5.10, and the required SN is 5.70 resulting in a 10.52% underdesign.

The existing overlay flexible pavement section for Riverside Drive will consist of existing 6” GAB base layer, an existing 5” cement stabilized graded aggregate, an existing 1.5” asphalt concrete intermediate layer, and a proposed top layer of 2” 19mm superpave, 1.5” 12mm superpave. This will produce a SN of 3.39, and the required SN is 5.70 resulting in a 40.52% underdesign.

The full depth rigid pavement section for the interstate ramps will consist of 10” GAB base layer, 3” of 19mm superpave intermediate layer, and top layer of 9” plain concrete pavement. This will result in a pavement that is 14.24% understressed and 16.60% overdesigned.

Flexible Pavement Design Analysis

PI Number	0010925	**County(s)**	Fulton (north)
Project Number	N/A	**Design Name**	Riverside Drive Full Depth Pavement
Project Description	Riverside Drive Roundabout Interchange Improvements at I-285		

Traffic Data (AADTs are one-way)						**Miscellaneous Data**	
Initial Design Year	2015	**Initial AADT, VPD**	9,765	**24 Hour Truck %**	8.00	**Lanes in one direction**	1
Final Design Year	2035	**Final AADT, VPD**	10,790	**SU Truck %**	7.00	**Curb & Gutter/Barrier**	Yes
		Mean AADT, VPD	10,278	**MU Truck %**	1.00		

Design Data					
Lane Distribution Factor (%)	100.00	**Soil Support Value**	2.00	**Single Unit ESAL**	0.40
Terminal Serviceability Index	2.50	**Regional Factor**	1.80	**Multiple Unit ESAL**	1.50
		User Defined 18-KIP ESAL	0.00	**Calculated 18-KIP ESAL**	0.54
Non-Standard Value Comment	As no soil survey has been performed Soil Support Value and Regional Factor were determined from typical county values taken from Appendix G & H of the Pavement Design Manual.				

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	**LDF (%)**	**Vehicle Type**	**Volume (%)**	**ESAL Factor**	**Daily ESAL**
10,278	100.00	Single Unit Truck	7.00	0.40	288
		Multi Unit Truck	1.00	1.50	155
				Total Daily ESALs	443
				Total Design Period ESALs	3,233,900

Proposed Flexible Full Depth Pavement Structure				
Course	**Material**	**Thickness (inches)**	**Structural Coefficient**	**Structural Value**
Course 1	12.5 mm Superpave	1.50	0.4400	0.66
Course 2	19 mm Superpave	2.00	0.4400	0.88
Course 3	25 mm Superpave	1.00	0.4400	0.44
		6.00	0.3000	1.80
Course 4	Graded Aggregate Base	12.00	0.1600	1.92
Required SN	5.79	**Proposed pavement is 1.55% Underdesigned**	**Proposed SN**	5.70

Design Remarks	Full Depth pavement will be utilized for widening, primarily in the form of right turn lanes for the interchange approaches

Prepared By — Ryan Graves, PE - ARCADIS Project Engineer — 5/16/2014 10:23 AM **Date**

Recommended By — Consultant Design Phase Leader — 5/16/14 **Date**

Approved By — State Pavement Engineer — **Date**

Filename: G:\Tra\GDOT I-285\Riverside\RDY\Pavement Design\GDOT Pavement Design Tool v2.0.xlsm

GDOT Pavement Design Tool - Version 2.0

Flexible Pavement Design Analysis

PI Number	0010925	**County(s)**	Fulton (north)
Project Number	N/A	**Design Name**	Riverside Drive Existing Pavem't Overlay
Project Description	Riverside Drive Roundabout Interchange Improvements at I-285		

Traffic Data (AADTs are one-way)						**Miscellaneous Data**	
Initial Design Year	2015	**Initial AADT, VPD**	9,765	**24 Hour Truck %**	8.00	**Lanes in one direction**	1
Final Design Year	2035	**Final AADT, VPD**	10,790	**SU Truck %**	7.00	**Curb & Gutter/Barrier**	Yes
		Mean AADT, VPD	10,278	**MU Truck %**	1.00	**Milling Depth (inches)**	0.50

Design Data					
Lane Distribution Factor (%)	100.00	**Soil Support Value**	2.00	**Single Unit ESAL**	0.40
Terminal Serviceability Index	2.50	**Regional Factor**	1.80	**Multiple Unit ESAL**	1.50
		User Defined 18-KIP ESAL	0.00	**Calculated 18-KIP ESAL**	0.54
Non-Standard Value Comment	As no soil survey has been performed Soil Support Value and Regional Factor were determined from typical county values taken from Appendix G & H of the Pavement Design Manual.				

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	**LDF (%)**	**Vehicle Type**	**Volume (%)**	**ESAL Factor**	**Daily ESAL**
10,278	100.00	Single Unit Truck	7.00	0.40	288
		Multi Unit Truck	1.00	1.50	155
				Total Daily ESALs	443
				Total Design Period ESALs	3,233,900

Proposed Flexible Overlay Pavement Structure				
Course	**Material**	**Thickness (inches)**	**Structural Coefficient**	**Structural Value**
Overlay 1	12.5 mm Superpave	1.50	0.4400	0.66
Existing 1	Asphaltic Concrete	1.50	0.3000	0.45
Existing 2	Cement Stabilized Graded Aggregate	6.00	0.2200	1.32
Existing 3	Graded Aggregate Base	6.00	0.1600	0.96
Required SN	5.79	**Proposed pavement is 41.45% Underdesigned**	**Proposed SN**	3.39

Design Remarks	No existing pavement data was available at the time of this pavm't desing. Existing pavement section has been determined by information gathered from existing plans, I-285-1(16)88

Prepared By — 5/16/2014 10:23 AM

Ryan Graves, PE - ARCADIS Project Engineer — **Date**

Recommended By — 5/16/14

Consultant Design Phase Leader — **Date**

Approved By

State Pavement Engineer — **Date**

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Rigid Pavement Design Analysis

PI Number	0010925		**County(s)**	Fulton (north)	
Project Number	N/A		**Design Name**	Full Depth Ramp Pavement	
Project Description	Riverside Drive Roundabout Interchange Improvements at I-285				
Section Location	Developed using volumes for the eastbound entrance ramp			**Type Section**	JPCP
Begin Section Station	60+91	**End Section Station**	63+55	**Section Length**	264

Traffic Data (AADTs are one-way)						**Miscellaneous Data**	
Initial Design Year	2015	**Initial AADT, VPD**	5,015	**24 Hour Truck %**	10.50	**Lanes in one direction**	1
Final Design Year	2035	**Final AADT, VPD**	5,540	**SU Truck %**	9.50	**Curb & Gutter/Barrier**	Yes
		Mean AADT, VPD	5,278	**MU Truck %**	1.00	**Interstate**	Yes

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	**LDF (%)**	**Vehicle Type**	**Volume (%)**	**ESAL Factor**	**Daily ESAL**
5,278	100	Other Vehicles	89.50	0.004	19
		Single Unit Truck	9.50	0.500	251
		Multi Unit Truck	1.00	2.680	142
				Total Daily ESALs	412
				Total Design Period ESALs	3,007,600

Design Data							
Terminal Serviceability Index (P_t)	2.50	**Working Stress (psi)**	450	**Modulus of Elasticity (psi)**	3,200,000		
Soil Support Value	2.00	**Subgrade Modulus (k)**	110	**Subbase Modulus (k_1)**	175	**Subbase Modulus (k_{eff})**	225
Trial Depth of PCC Pavement (inches)	9.00	**Calculated Stress from Equation (psi)**	385.92				
% Understressed	14.24	**% Overdesigned**	16.60	**Balanced Thickness (inches)**	8.22		
Non-Standard Value Comment	No soil survey performed - Soil Support Value and Subgrade Modulus taken from typical county values published in the Pavement Design Manual						

Proposed Rigid Pavement Structure	
Material	**Thickness (inches)**
JPCP - Jointed Portland Cement Concrete Pavement	9.00
19 mm Superpave Asphaltic Concrete Interlayer	3.00
Graded Aggregate Base	10.00

JPCP - Dowel Bar Size and Spacing
Refer to GDOT Standard 5046H: Joint Details for Portland Cement Concrete Paving

Design Remarks	

Prepared By — Ryan Graves, PE - ARCADIS Project Engineer — 5/16/2014 10:23 AM (Date)

Recommended By — Consultant Design Phase Leader — 5/16/2014 (Date)

Approved By — State Pavement Engineer — Date

Filename: G:\Tra\GDOT I-285\Riverside\RDY\Pavement Design\GDOT Pavement Design Tool v2.0.xlsm

GDOT Pavement Design Tool - Version 2.0

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

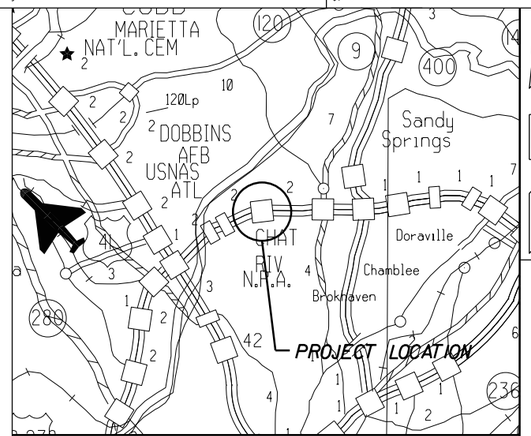
COSTING PLANS OF PROPOSED
RIVERSIDE DRIVE AT I-285
INTERCHANGE IMPROVEMENTS

FEDERAL AID PROJECT

FEDERAL ROUTE * N/A

STATE ROUTE * N/A

P.I.NO.0010925 FULTON COUNTY



LOCATION SKETCH

DESIGN DATA:
TRAFFIC A.D.T.: 19,350 (2015)
TRAFFIC A.D.T.: 21,580 (2035)
TRAFFIC D.H.V.: 1745 (2035)
DIRECTIONAL DIST: 0.50/0.50 (N.B./S.B.)
% TRUCKS: 8.5%
24 HR.TRUCKS %: 8%
SPEED DESIGN: 35 MPH

LOCATION & DESIGN APPROVAL DATE:

FUNCTIONAL CLASS:
URBAN MINOR ARTERIAL

THIS PROJECT IS 100% IN FULTON COUNTY AND IS 44% IN CONG.DIST.NO.11 & 56% IN CONG.DIST.6

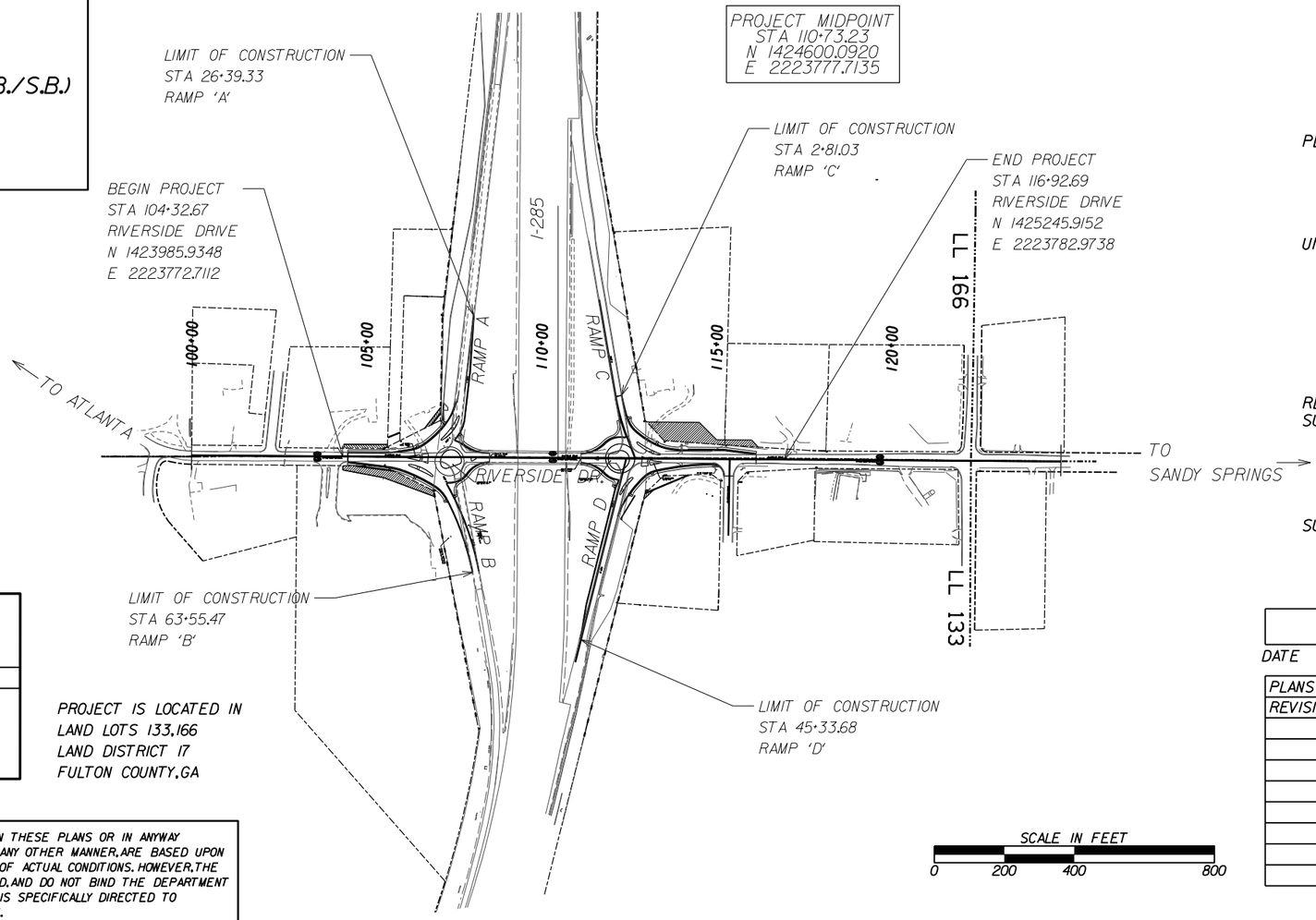
PROJECT DESIGNATION: EXEMPT

DESIGNED IN ENGLISH UNITS.

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983)/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

LENGTH OF PROJECT	COUNTY No. 121 Project No. 0010925
	MILES
NET LENGTH OF ROADWAY	0.190
NET LENGTH OF BRIDGES	0.049
NET LENGTH OF PROJECT	0.239
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.239

PROJECT MIDPOINT
STA 110+73.23
N 1424600.0920
E 2223777.7135



PROJECT IS LOCATED IN
LAND LOTS 133,166
LAND DISTRICT 17
FULTON COUNTY, GA

SCALE IN FEET
0 200 400 800

NOTE :
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

PLANS PREPARED BY: ARCADIS
Infrastructure, environment, buildings

UNDER THE SUPERVISION OF:

SHAMIR POUDEL, P.E.

RECOMMENDED FOR SUBMISSION BY:

DESIGN

SUBMITTED BY:

STATE DESIGN ENGINEER

DATE CHIEF ENGINEER

PLANS COMPLETED - -	
REVISIONS	

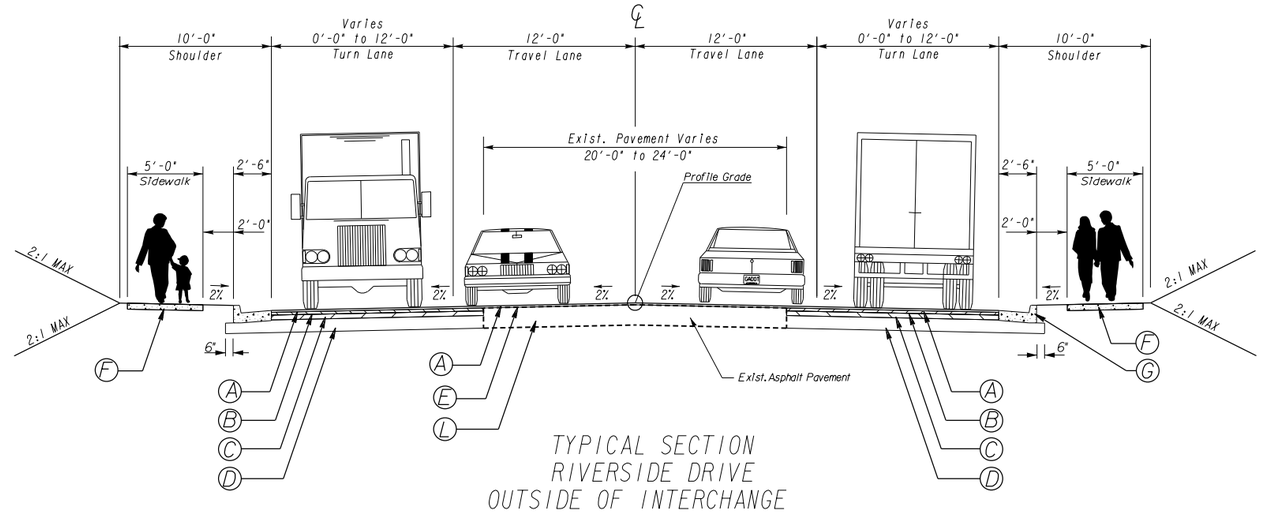
THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT 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.

DRAWING No. 01-001

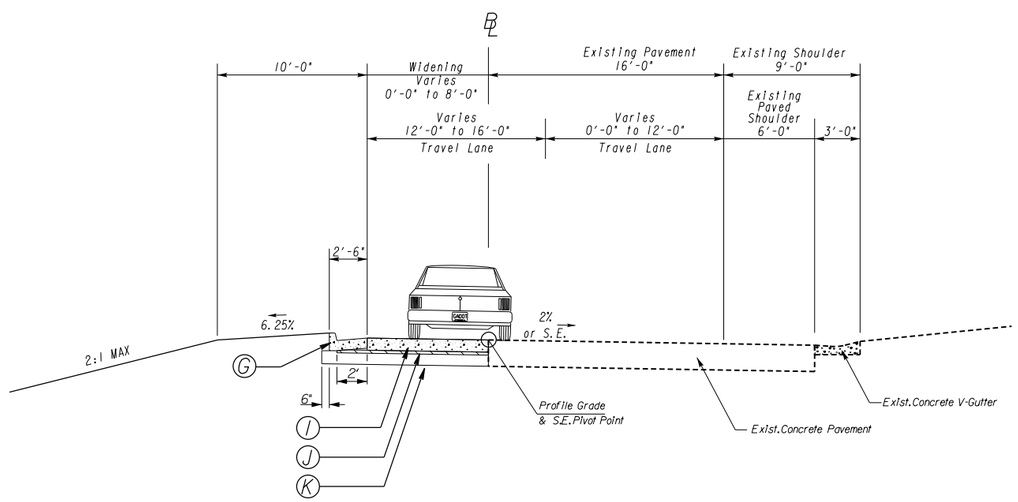
CONCOV

REQUIRED PAVEMENT

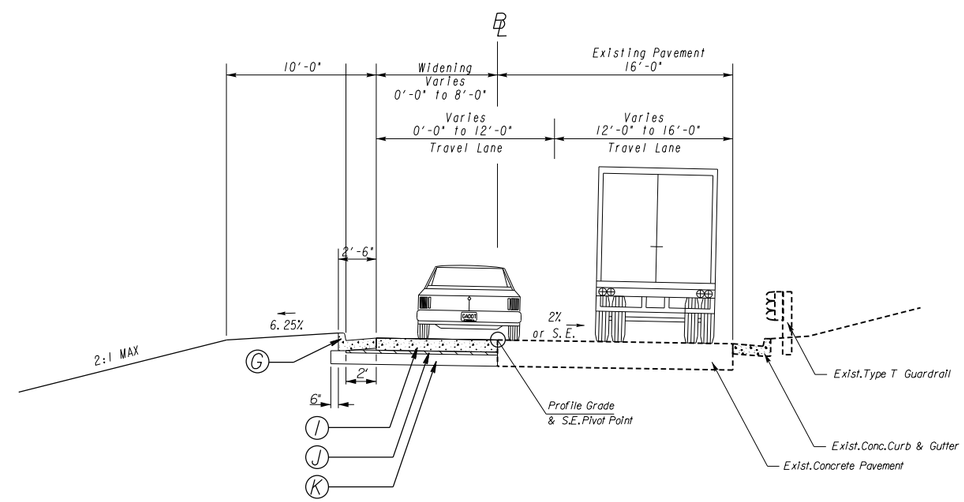
- (A) 165 LB/SY RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME
- (B) 220 LB/SY RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- (C) 770 LB/SY RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- (D) 12" GR AGGR BASE CRS, INCL MATL
- (E) RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME, AS REQUIRED
- (F) CONC SIDEWALK, 4 IN
- (G) CONC CURB AND GUTTER, 8 IN X 30 IN, TYPE 2
- (H) CONC CURB AND GUTTER, 8 IN X 30 IN, TYPE 7
- (I) PLAIN PC CONC PVMT, CL 3 CONC, 9 INCH THK
- (J) 330 LB/SY RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- (K) 10" GR AGGR BASE CRS, INCL MATL
- (L) MILL ASPH CONC PVMT, VARIABLE DEPTH



TYPICAL SECTION
RIVERSIDE DRIVE
OUTSIDE OF INTERCHANGE



TYPICAL SECTION
I-285 EASTBOUND EXIT RAMP



TYPICAL SECTION
I-285 WESTBOUND EXIT RAMP

NOT TO SCALE

ARCADIS
Infrastructure, environment, buildings

COSTING PLANS
FOR DESIGN-BUILD

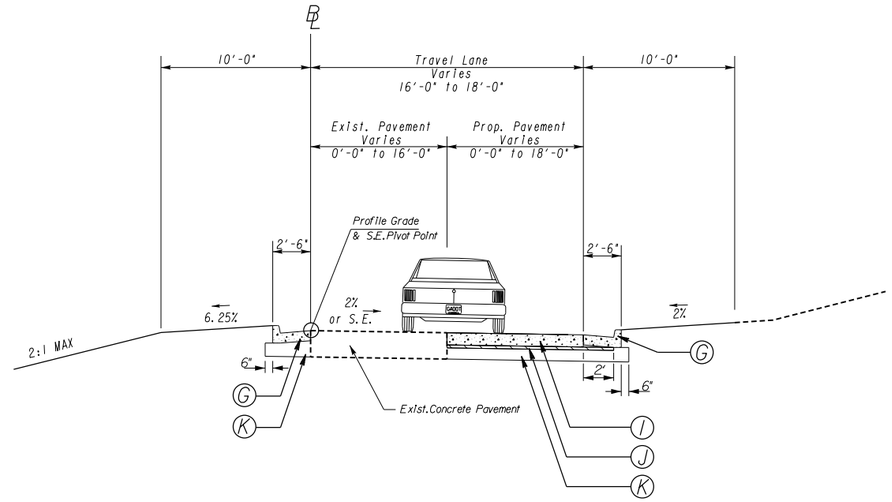
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TYPICAL SECTIONS

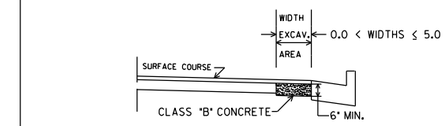
DRAWING No. 05-001

REQUIRED PAVEMENT

- (A) 165 LB/SY RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME
- (B) 220 LB/SY RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- (C) 770 LB/SY RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- (D) 12" GR AGGR BASE CRS, INCL MATL
- (E) RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME, AS REQUIRED
- (F) CONC SIDEWALK, 4 IN
- (G) CONC CURB AND GUTTER, 8 IN X 30 IN, TYPE 2
- (H) CONC CURB AND GUTTER, 8 IN X 30 IN, TYPE 7
- (I) PLAIN PC CONC PVMT, CL 3 CONC, 9 INCH THK
- (J) 330 LB/SY RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- (K) 10" GR AGGR BASE CRS, INCL MATL
- (L) MILL ASPH CONC PVMT, VARIABLE DEPTH



TYPICAL SECTION
I-285 ENTRANCE RAMPS



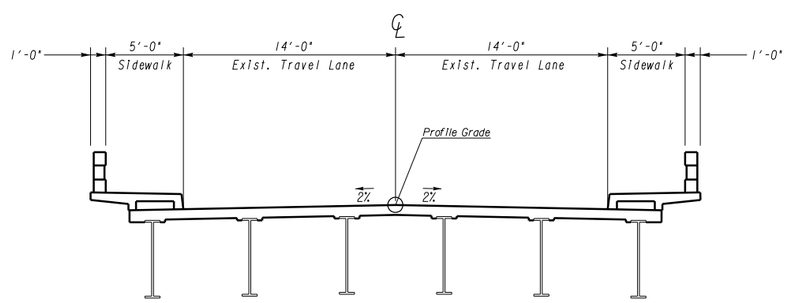
NO SCALE
CLASS "B" CONCRETE BASE OR PAVEMENT WIDENING
Item Code 500-9999 - Cu. Yds.

In excavated areas between the existing paving and new curb and gutter that are 5'-0" or less in width, Class "B" concrete shall be placed in lieu of the base and paving specified by the typical section. Payment will be made under "Class B Concrete Base and Pavement Widening".

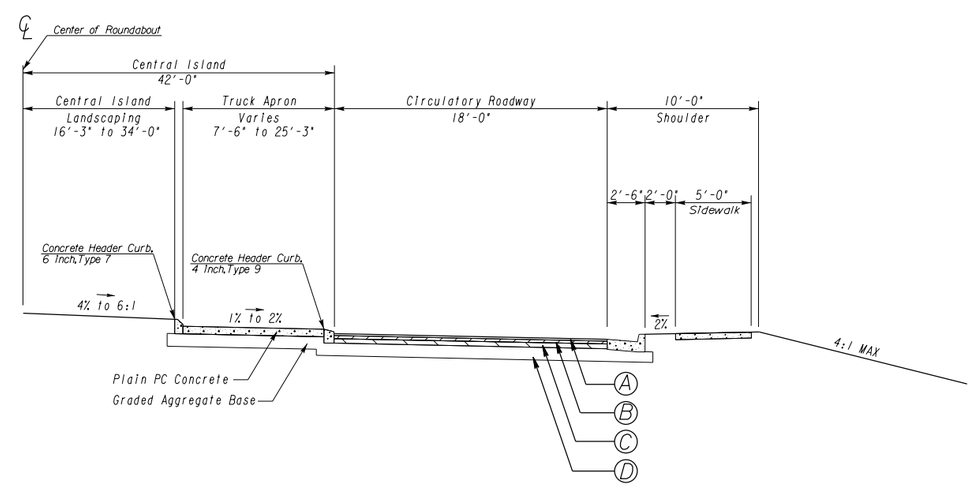
In excavated areas greater than 5'-0" in width, the Contractor shall place base and paving as specified on the typical section.

See plans for details of curb and gutter construction.

CLASS "B" CONCRETE BASE OR WIDENING DETAIL



TYPICAL SECTION
RIVERSIDE DRIVE BRIDGE OVER I-285



TYPICAL SECTION
RIVERSIDE DRIVE ROUNDABOUT
(SEE GDOT CONSTR. DETAIL RA-2)

NOT TO SCALE

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FOR DESIGN-BUILD

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

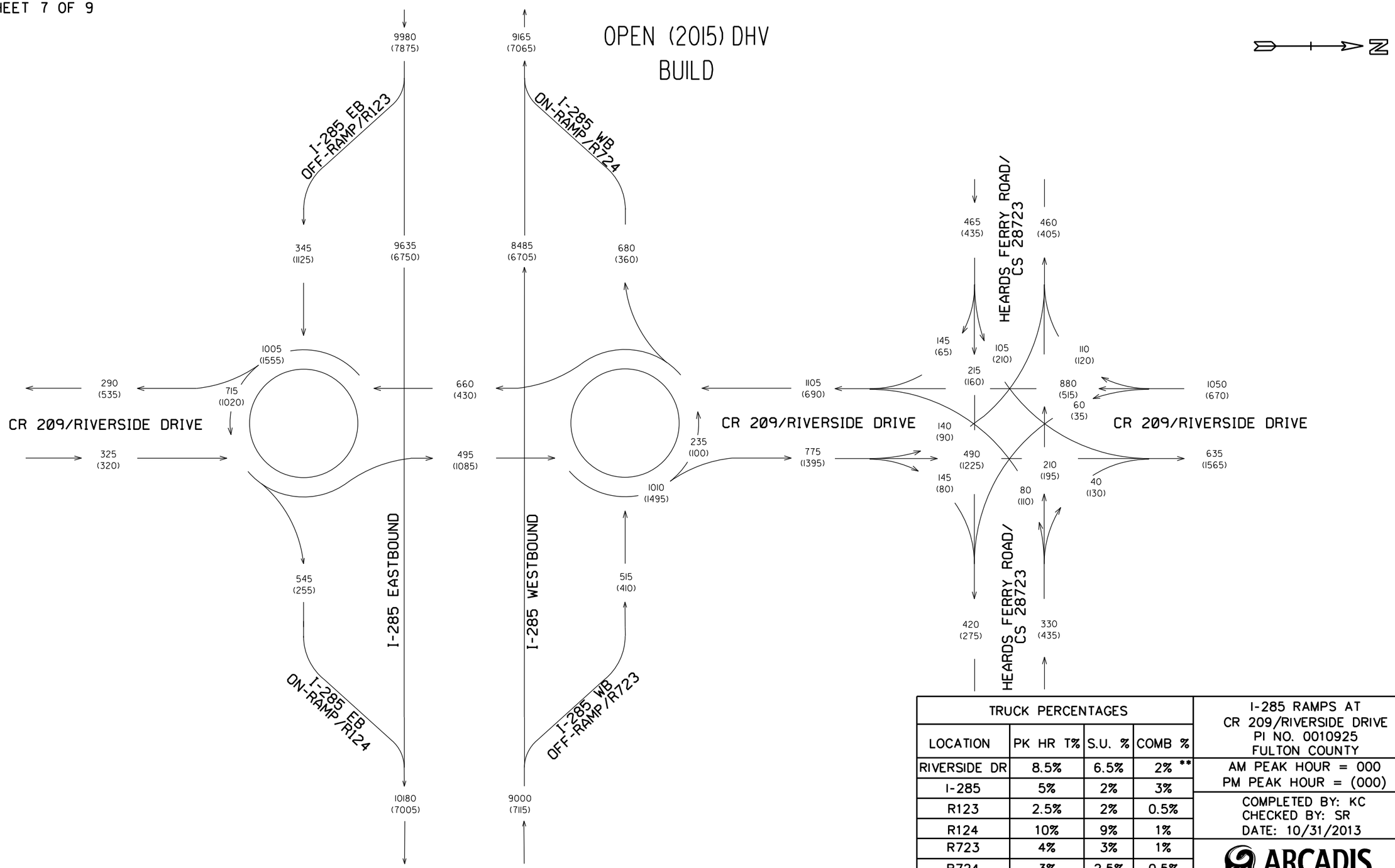
OFFICE:

TYPICAL SECTIONS

DRAWING No.
05-002

SHEET 7 OF 9

OPEN (2015) DHV BUILD



TRUCK PERCENTAGES			
LOCATION	PK HR T%	S.U. %	COMB %
RIVERSIDE DR	8.5%	6.5%	2% **
I-285	5%	2%	3%
R123	2.5%	2%	0.5%
R124	10%	9%	1%
R723	4%	3%	1%
R724	3%	2.5%	0.5%
** LARGE TRUCKS PROHIBITED			

I-285 RAMPS AT
CR 209/RIVERSIDE DRIVE
PI NO. 0010925
FULTON COUNTY

AM PEAK HOUR = 000
PM PEAK HOUR = (000)

COMPLETED BY: KC
CHECKED BY: SR
DATE: 10/31/2013

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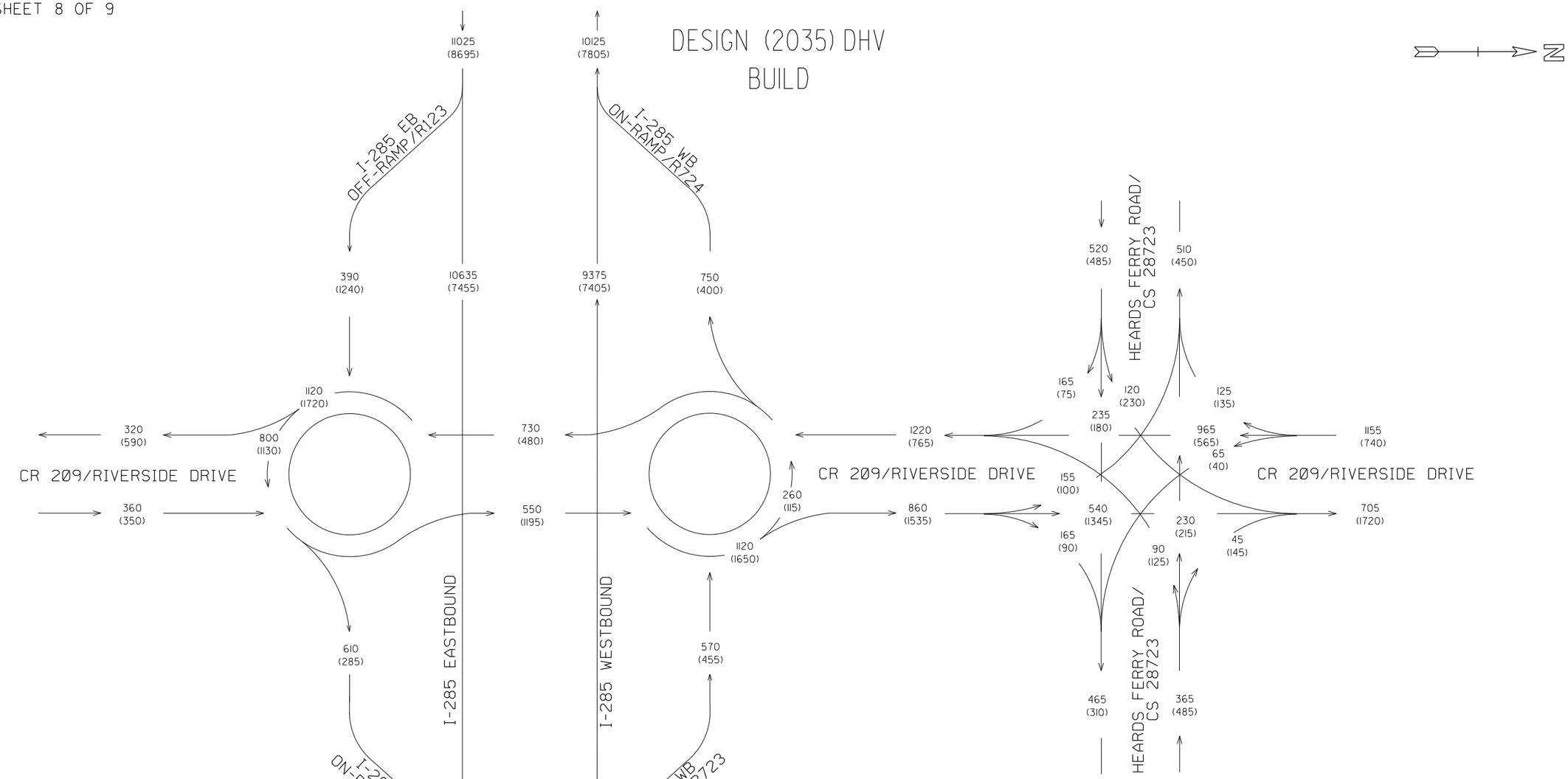
SHEET 8 OF 9

DESIGN (2035) DHV
BUILD



TRUCK PERCENTAGES			
LOCATION	PK HR T%	S.U. %	COMB %
RIVERSIDE DR	8.5%	6.5%	2% **
I-285	5%	2%	3%
R123	2.5%	2%	0.5%
R124	10%	9%	1%
R723	4%	3%	1%
R724	3%	2.5%	0.5%
** LARGE TRUCKS PROHIBITED			

I-285 RAMPS AT
CR 209/RIVERSIDE DRIVE
PI NO. 0010925
FULTON COUNTY

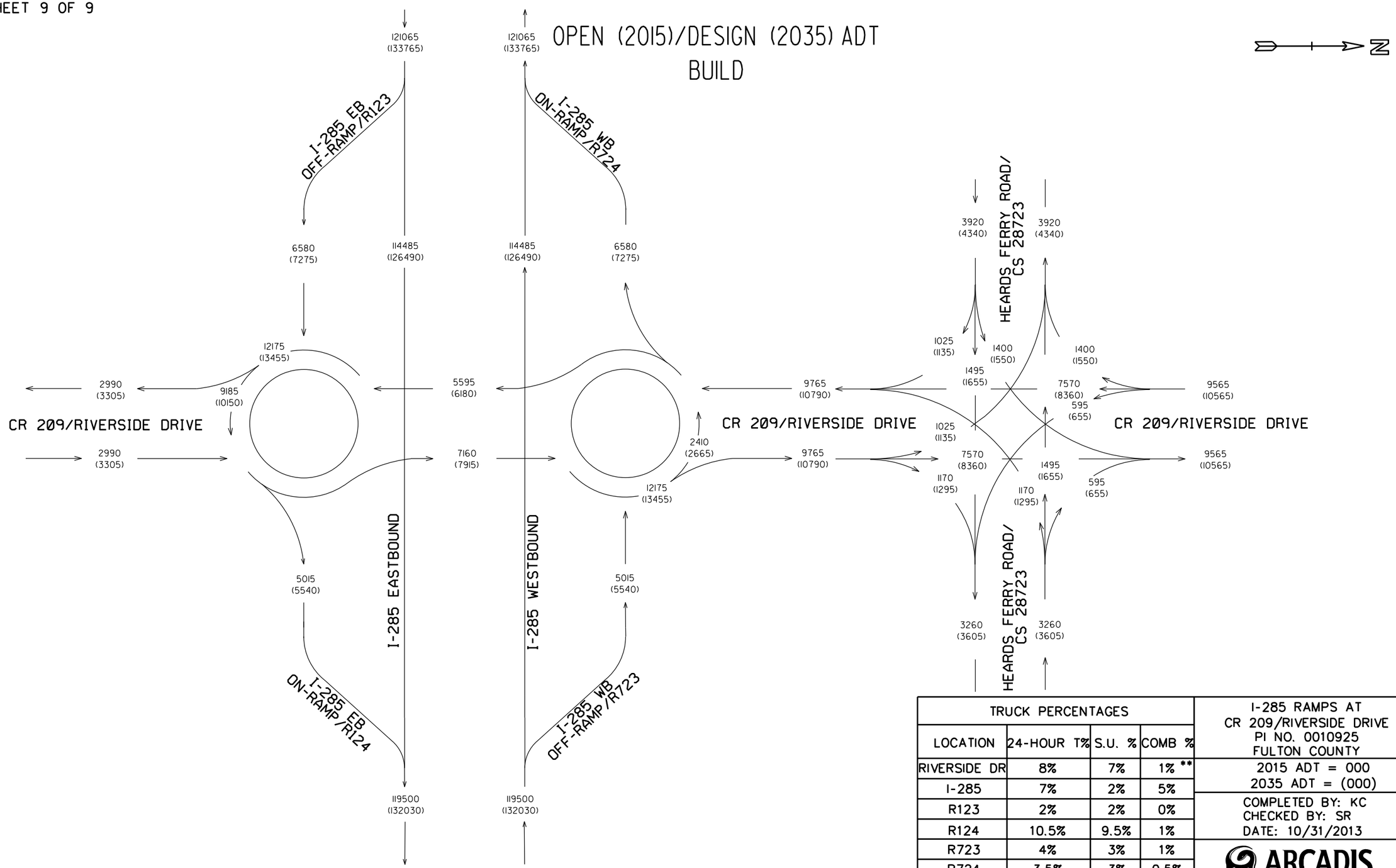
AM PEAK HOUR = 000
PM PEAK HOUR = (000)

COMPLETED BY: KC
CHECKED BY: SR
DATE: 10/31/2013

ARCADIS
Infrastructure, Water, Environment, Buildings

SHEET 9 OF 9

OPEN (2015)/DESIGN (2035) ADT
BUILD



TRUCK PERCENTAGES			
LOCATION	24-HOUR T%	S.U. %	COMB %
RIVERSIDE DR	8%	7%	1% **
I-285	7%	2%	5%
R123	2%	2%	0%
R124	10.5%	9.5%	1%
R723	4%	3%	1%
R724	3.5%	3%	0.5%
** LARGE TRUCKS PROHIBITED			

I-285 RAMPS AT
CR 209/RIVERSIDE DRIVE
PI NO. 0010925
FULTON COUNTY

2015 ADT = 000
2035 ADT = (000)

COMPLETED BY: KC
CHECKED BY: SR
DATE: 10/31/2013

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Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Fulton County
P.I. # 0010925

OFFICE Planning

DATE November 14, 2013

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

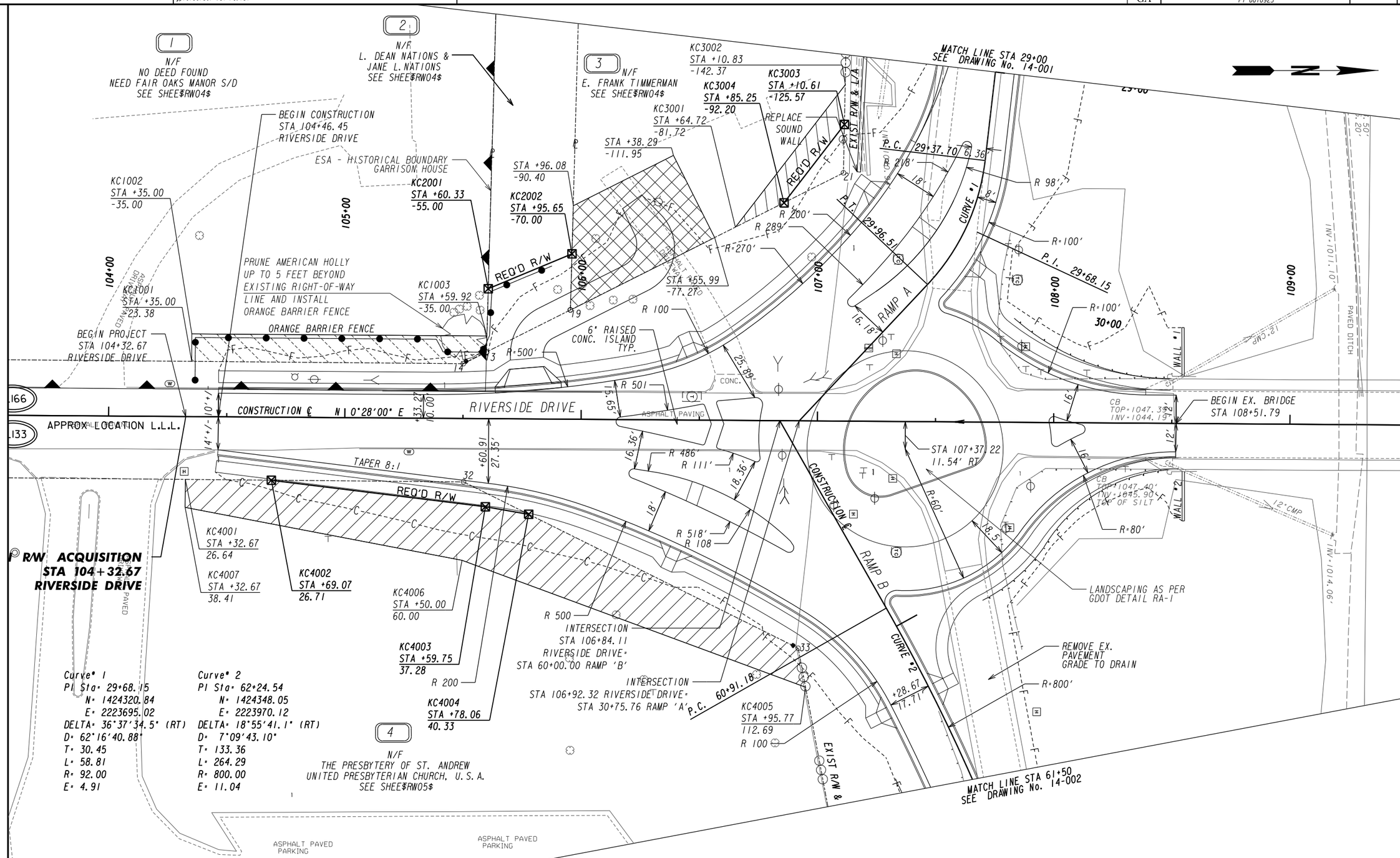
TO Darryl D. VanMeter, State Innovative Program Delivery Engineer
Attention: Marlo Clowers, P.E.

SUBJECT **Design Traffic Review** for I-285 RAMPS @ CR 209/RIVERSIDE DRIVE.

We have reviewed the consultant's Design Traffic data for the above project. The Design Traffic is approved.

If you have any questions concerning this information, please contact Rhonda Niles at (404) 631-1924.

CLV/RFN



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

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SCALE IN FEET
0 20 40 80

COSTING PLANS
FOR DESIGN-BUILD

REVISION DATES

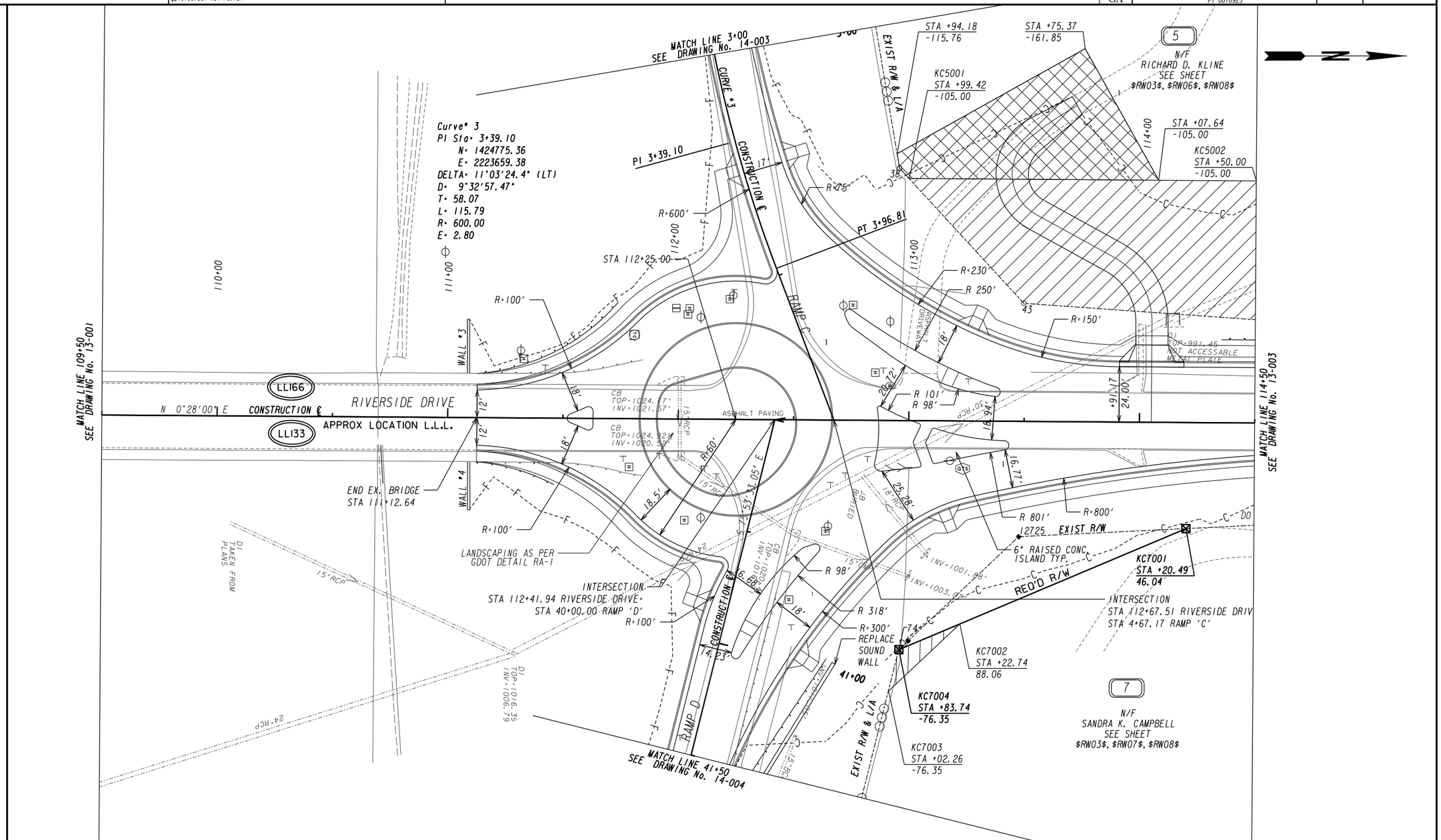
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE DELIVERY

MAINLINE PLAN

PROJECT: PI 0010925
COUNTY: FULTON

DRAWING No.
13-001

12/14/2012 GPLN



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	— C — — F —
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
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SCALE IN FEET
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COSTING PLANS FOR DESIGN-BUILD

REVISION DATES

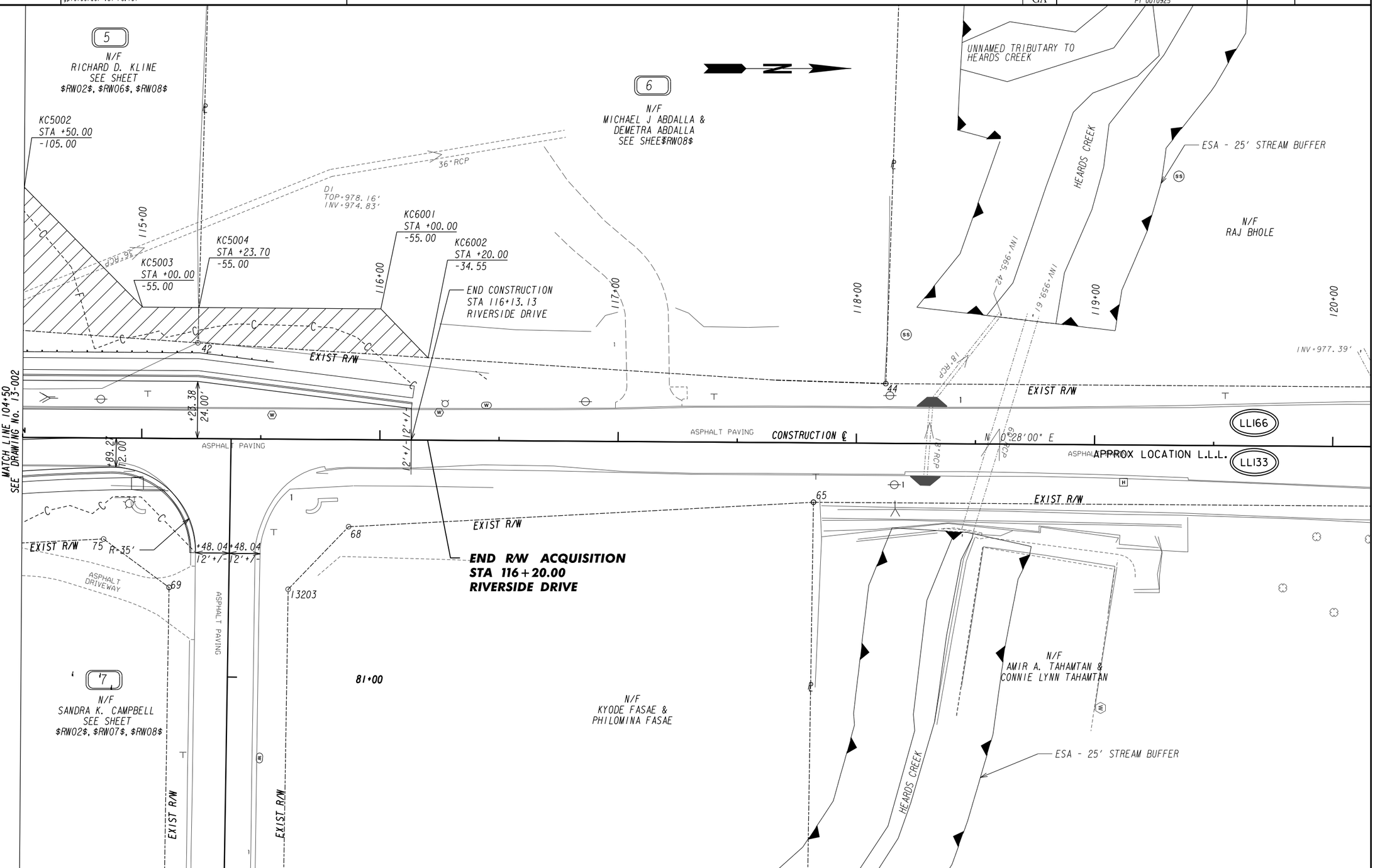
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE DELIVERY

MAINLINE PLAN

PROJECT: PI 0010925
COUNTY: FULTON

DRAWING No. 13-002

12/14/2012 GPLN



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
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SCALE IN FEET
0 20 40 80

COSTING PLANS
FOR DESIGN-BUILD

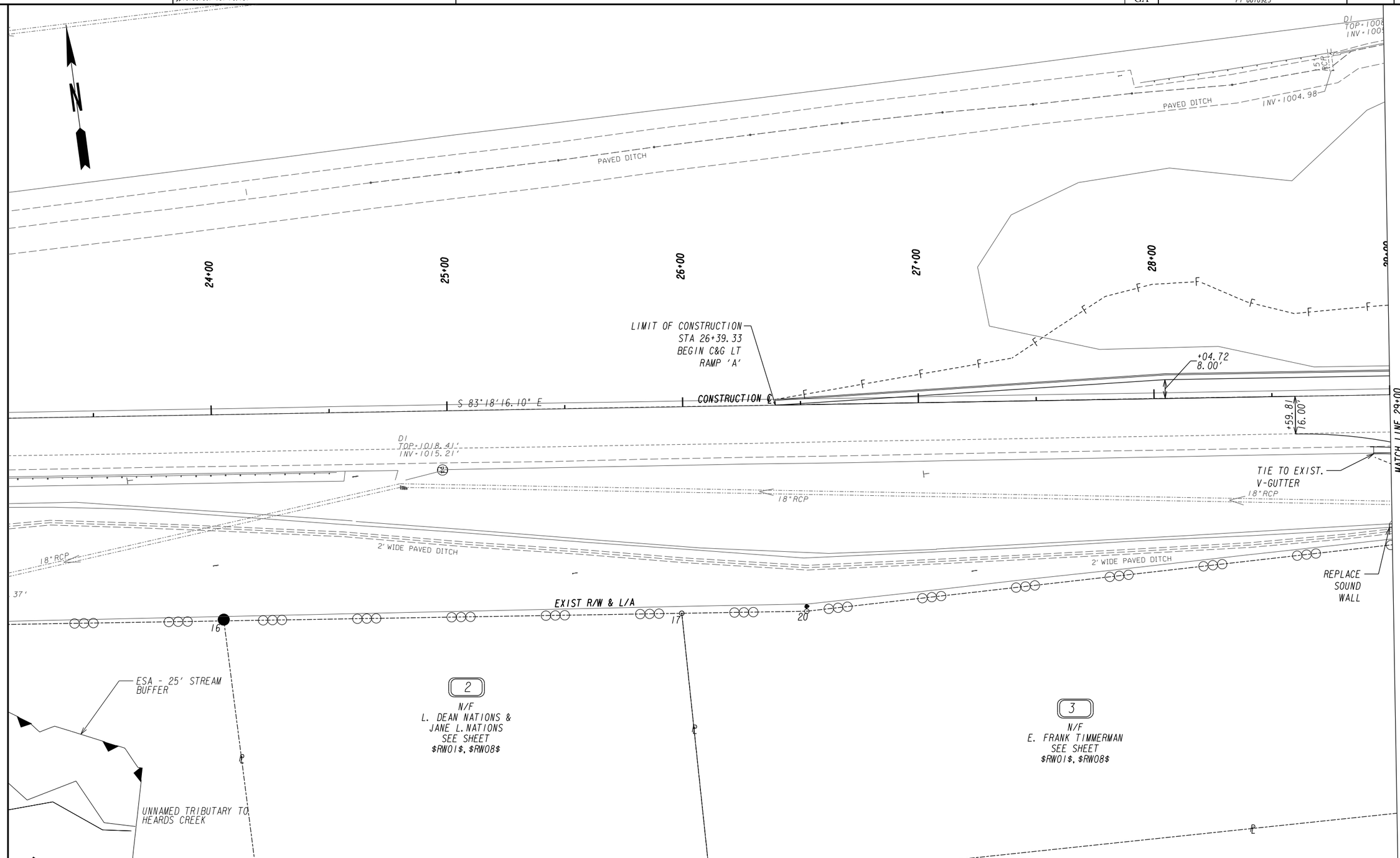
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE DELIVERY

MAINLINE PLAN

PROJECT: PI 0010925
COUNTY: FULTON

DRAWING No.
13-003



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

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LIMIT OF ACCESS
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SCALE IN FEET
0 20 40 80

COSTING PLANS
FOR DESIGN-BUILD

REVISION DATES

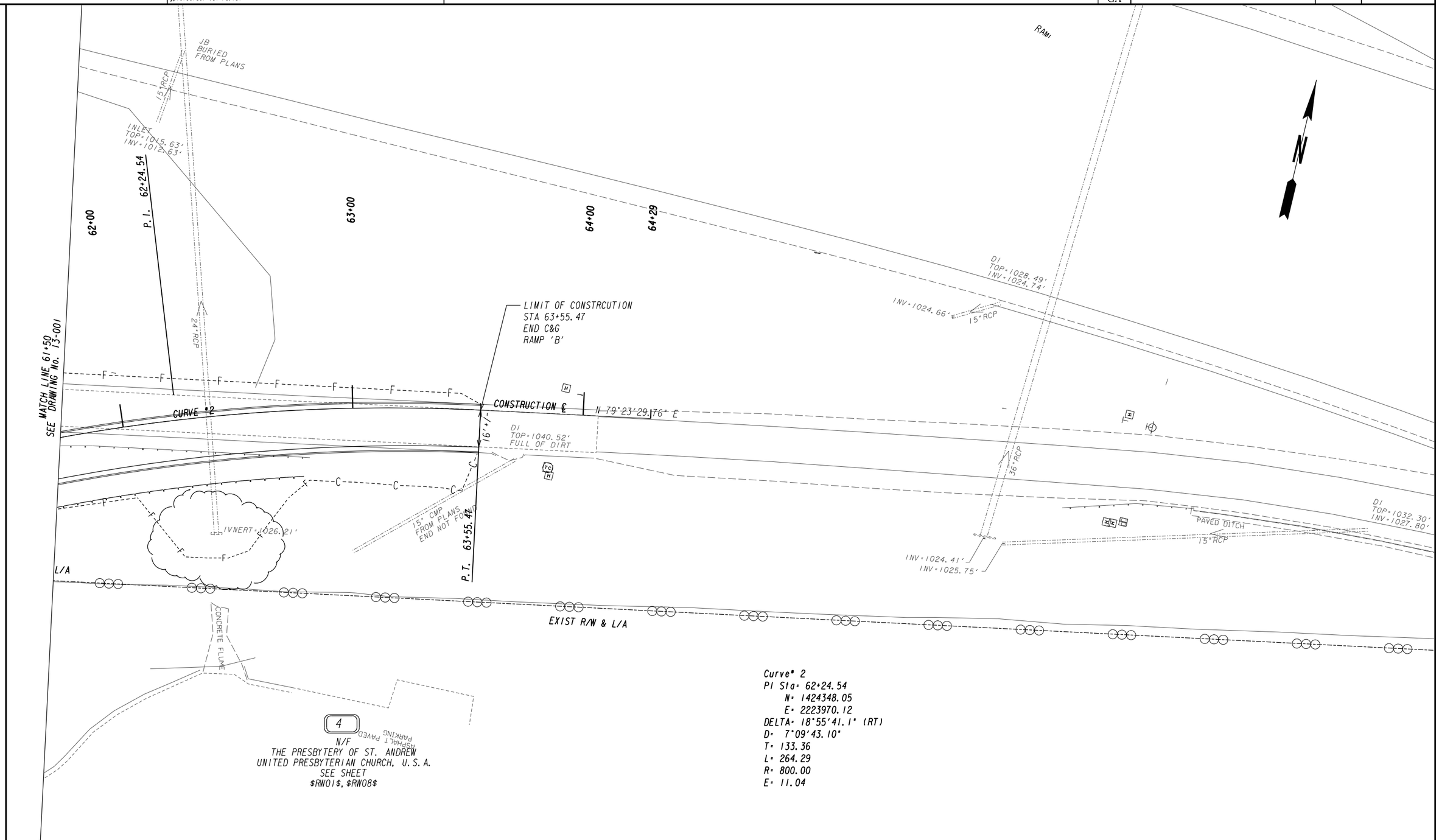
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE DELIVERY

CROSSROAD PLAN

PROJECT: PI 0010925
COUNTY: FULTON

DRAWING No.
14-001

12/14/2012 GPLN



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N= 1424348.05
E= 2223970.12
DELTA= 18°55'41.1" (RT)
D= 7°09'43.10"
T= 133.36
L= 264.29
R= 800.00
E= 11.04

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	C F
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	

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SCALE IN FEET
0 20 40 80

COSTING PLANS
FOR DESIGN-BUILD

REVISION DATES

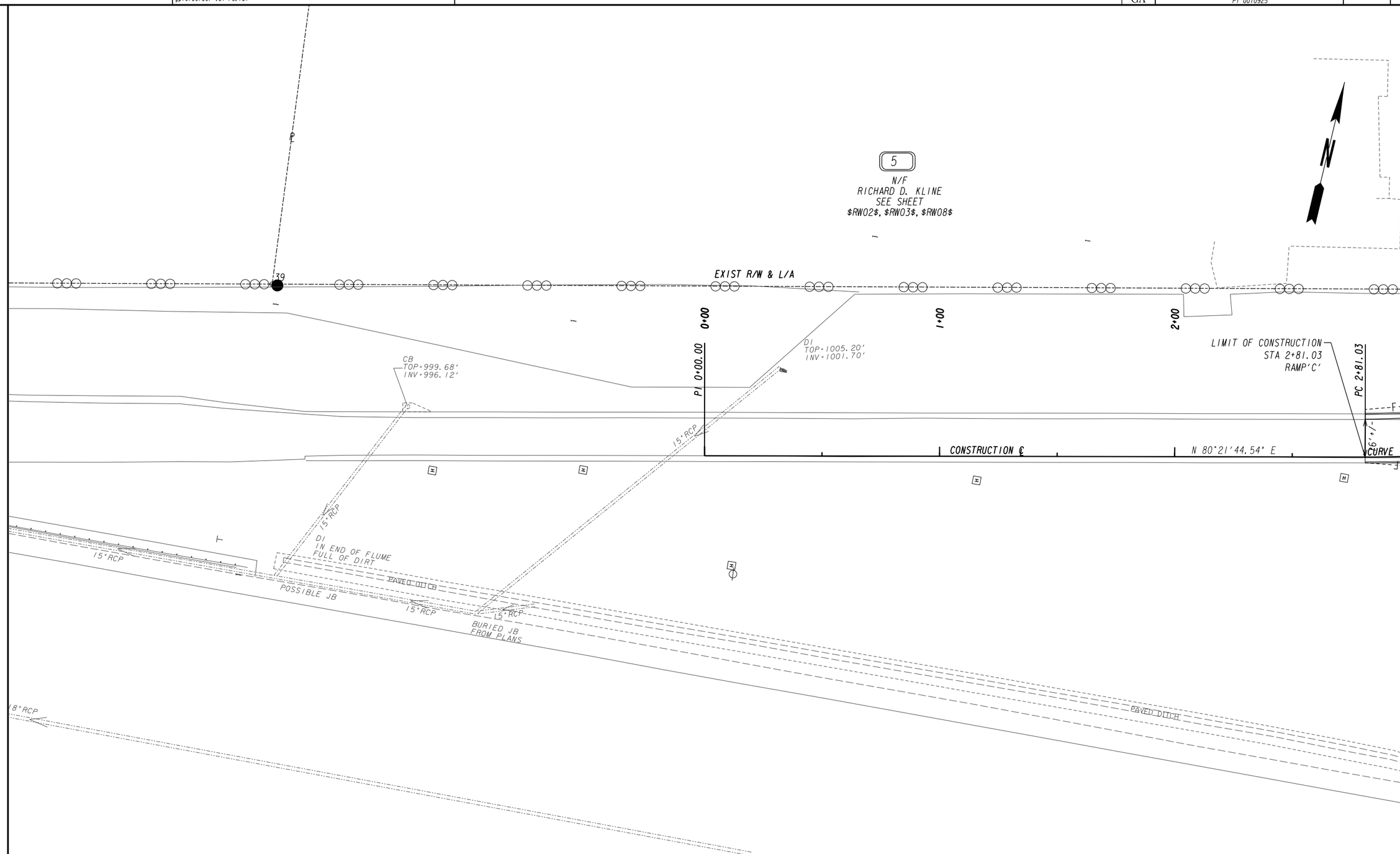
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE DELIVERY

CROSSROAD PLAN

PROJECT: PI 0010925
COUNTY: FULTON

DRAWING No. 14-002

12/14/2012 GPLN



PROPERTY AND EXISTING R/W LINE	
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EASEMENT FOR CONSTR OF SLOPES	
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END LIMIT OF ACCESS	ELA
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SCALE IN FEET
0 20 40 80

COSTING PLANS
FOR DESIGN-BUILD

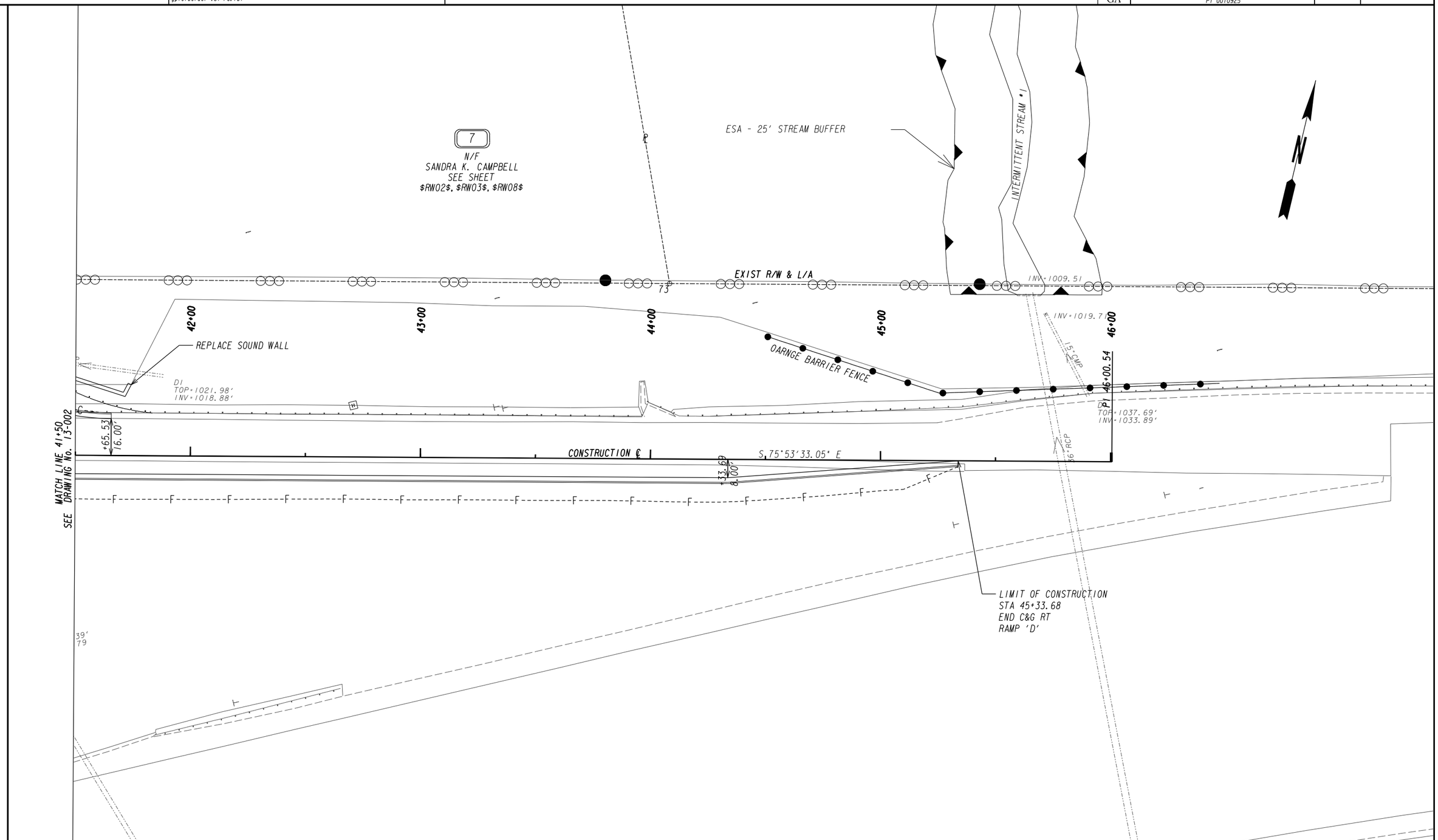
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE DELIVERY

CROSSROAD PLAN

PROJECT: PI 0010925
COUNTY: FULTON

DRAWING No.
14-003



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

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LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

ARCADIS
Infrastructure · Water · Environment · Buildings

SCALE IN FEET
0 20 40 80

COSTING PLANS FOR DESIGN-BUILD

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE DELIVERY

CROSSROAD PLAN

PROJECT: PI 0010925
COUNTY: FULTON

DRAWING No. 14-004

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I-75 See Sheet 1A

STATE AID ROAD NO.	FED. ROAD DIST. No.	STATE	FED. AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	8	GA.	I-285-1(16)88	60	1	449

STATE OF GEORGIA
STATE HIGHWAY DEPARTMENT OF GEORGIA

PLAN AND PROFILE OF PROPOSED
CIRCUMFERENTIAL ROUTE

FEDERAL AID PROJECT
I-285-1(16)88 Ct.1, Ct.2, Ct.3, Ct.4, Ct.5 & I-75-3(18)270 Ct.1, Ct.2 & S-1383(2)

U.S. 41 TO ROSWELL ROAD
COBB & FULTON COUNTIES

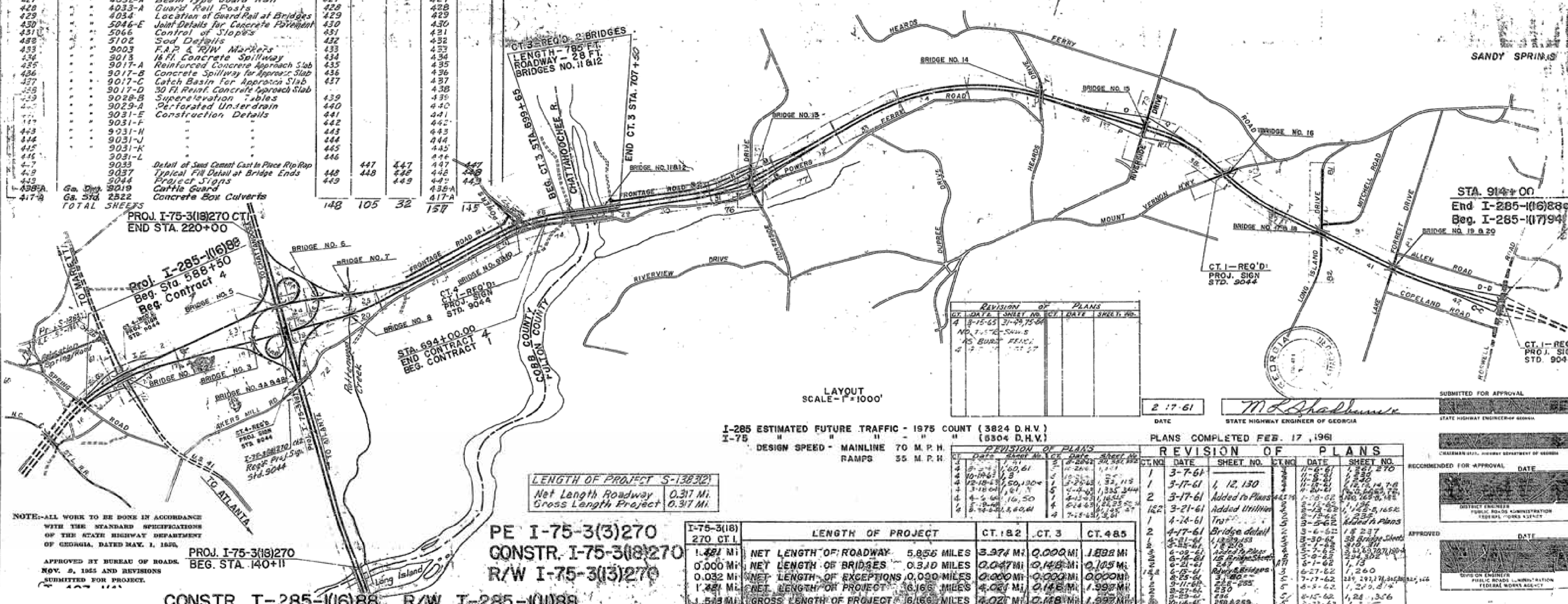
FEDERAL ROUTE # 285 & 75
STATE ROUTE #

SCALES | AS SHOWN

CONVENTIONAL SIGNS

STATE AND NATIONAL LINE
COUNTY LINE
CITY, VILLAGE OR BOROUGH
TOWNSHIP LINE
SECTION LINE
GRANT LINE
FENCE LINE
GUARD RAIL
UNFENCED PROPERTY
RIGHT OF WAY LINE
TRAVELED WAY
RAILROADS
RETAINING WALL
BASE OR SURVEY LINE
LIMIT OF ACCESS
LIMIT OF ACCESS & R/W
PERFORATED UNDERDRAIN
LEVEE
CULVERTS
DROP INLET
TROLLEY POLE
POWER POLE
TELEPHONE OR TELEGRAPH POLES
MARSH
HEDGE
GROUND ELEVATION
GRADE ELEVATION
RIGHT OF WAY MARKER
F. A. P. MARKER

THE "LIMIT OF ACCESS LINE" SHOWN ON PLANS IS DEFINED AS THAT LINE ALONG WHICH THE STATE HIGHWAY DEPT. RESERVES THE RIGHT TO CONSTRUCT AND MAINTAIN A FENCE OR OTHER BARRIER.



LAYOUT
SCALE – 1" = 1000'

REVISION OF PLANS					
CT.	DATE	SHEET NO.	CT.	DATE	SHEET NO.
4	8-15-65	31-49, 75-84			
	NO. [illegible] SHOWS AS BUILT FENCE				
4	[illegible]	[illegible] 27			

I-285 ESTIMATED FUTURE TRAFFIC – 1975 COUNT (3824 D.H.V.)
I-75 " " " – " " (5304 D.H.V.)
DESIGN SPEED – MAINLINE 70 M.P.H.
RAMPS 35 M.P.H.

REVISION OF PLANS					
CT.	Date	Sheet No.	CT.	Date	Sheet No.
4	[illegible]	1, 41	5	8-28-62	301, 302, 382
4	8-2-63	1, 60, 61	5	11-28-62	1, 271
4	10-19-63	1, 3	3	10-31-62	[illegible]
4	12-18-63	1, 50, 130	1	3-25-63	1, 33, 115
4	3-18-64	1, 61, [illegible]	5	4-4-63	1, 335, 344
4	4-6-64	16, 50	1	4-13-63	1, 165-E
4	5-19-64		4	6-14-63	1, 22, 23, [illegible]
4	8-14-64	1, 3, 60, 61			61, 145, 47
			4	7-15-63	1, 3, 61

LENGTH OF PROJECT S-1383(2)	
Net Length Roadway	0.317 Mi.
Gross Length Project	0.317 Mi.

PE I-75-3(3)270
CONSTR. I-75-3(18)270
R/W I-75-3(13)270

I-75-3(18) 270 CT. 1	LENGTH OF PROJECT		CT. 1 & 2	CT. 3	CT. 4 & 5
1.481 Mi.	NET LENGTH OF ROADWAY	5.856 MILES	3.974 Mi.	0.000 Mi.	1.898 Mi.
0.000 Mi.	NET LENGTH OF BRIDGES	0.310 MILES	0.047 Mi.	0.148 Mi.	0.105 Mi.
0.032 Mi.	NET LENGTH OF EXCEPTIONS	0.000 MILES	0.000 Mi.	0.000 Mi.	0.000 Mi.
1.481 Mi.	NET LENGTH OF PROJECT	6.166 MILES	4.021 Mi.	0.148 Mi.	1.997 Mi.
1.513 Mi.	GROSS LENGTH OF PROJECT	6.166 MILES	4.021 Mi.	0.148 Mi.	1.997 Mi.

CONSTR. I-285-1(16)88 R/W I-285-1(11)88

NOTE:–ALL WORK TO BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE STATE HIGHWAY DEPARTMENT OF GEORGIA, DATED MAY 1, 1950.

APPROVED BY BUREAU OF ROADS NOV. 8, 1955 AND REVISIONS SUBMITTED FOR PROJECT.

2-17-61
DATE

M. L. Shadburn
STATE HIGHWAY ENGINEER OF GEORGIA

PLANS COMPLETED FEB. 17, 1961

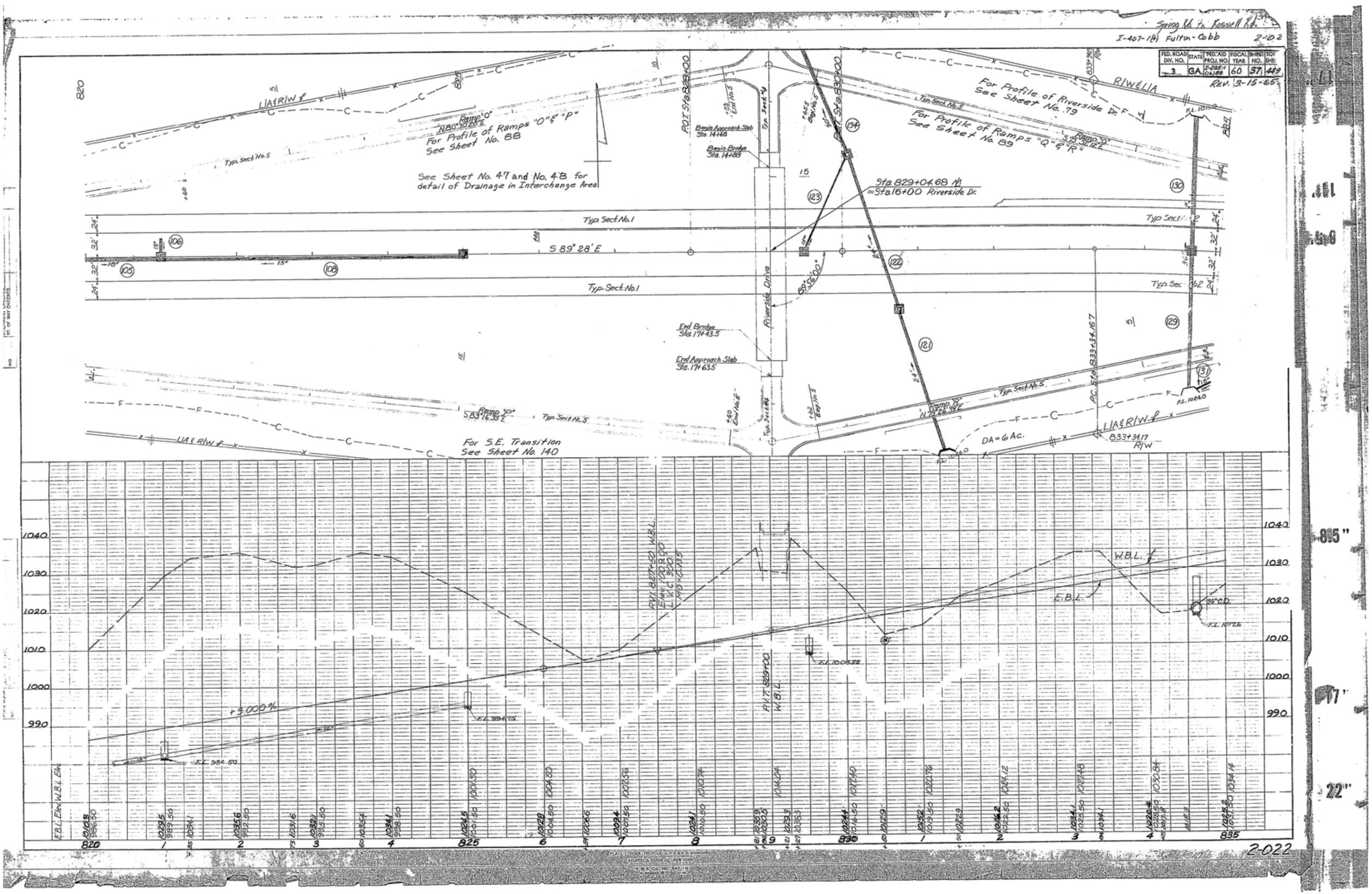
REVISION OF PLANS					
CT. NO.	DATE	SHEET NO.	CT. NO.	DATE	SHEET NO.
1	3-7-61	———	[illegible]	11-6-61	1, 231, 270
1	3-17-61	1, 12, 130	[illegible]	11-6-61	1, 235
2	3-17-61	Added to Plans	[illegible]	11-8-61	1, 240
1&2	3-21-61	Added Utilities	[illegible]	11-15-61	1, 12, 13, 14, 7-8
1	4-24-61	Traf[illegible]	[illegible]	11-20-61	[illegible]
2	4-17-61	Bridge detail	[illegible]	1-08-62	1, 165-D, 165
[illegible]	4-21-61	1, 13, 29, 153	[illegible]	2-15-62	1, 136
[illegible]	5-25-61	1, 8, 216	[illegible]	2-13-62	1, 145-B, 165E
[illegible]	6-09-61	Added to Plans	[illegible]	2-13-62	1, 234
[illegible]	6-14-61	15 Bridge Sheets	[illegible]	3-5-62	Added to Plans
[illegible]	6-21-61	247	[illegible]	3-6-62	1 & 237
1&2	6-15-61	Rdwy & Bridges	[illegible]	3-30-62	38 Bridge Sheets
[illegible]	8-25-61	3, 180	[illegible]	4-1-62	310, 311
[illegible]	9-11-61	226-255	[illegible]	5-7-62	[illegible]
[illegible]	9-27-61	230	[illegible]	5-9-62	234, 302
[illegible]	9-29-61	286	[illegible]	6-1-62	1, 13
[illegible]	10-16-61	258 & 259	3	6-27-62	1, 260
[illegible]	10-18-61	Added to Plans	5	7-17-62	289, 293, [illegible]
			5	8-9-62	1, 275, 276
			[illegible]	8-15-62	1, 28 [illegible], 356
			[illegible]	8-22-62	1, 3 [illegible]
			1	8-27-62	1, [illegible]

SUBMITTED FOR APPROVAL
[redacted]
STATE HIGHWAY ENGINEER OF GEORGIA
[redacted]
CHAIRMAN STATE HIGHWAY DEPARTMENT OF GEORGIA

RECOMMENDED FOR APPROVAL DATE
[redacted]
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

APPROVED DATE
[redacted]
DIVISION ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

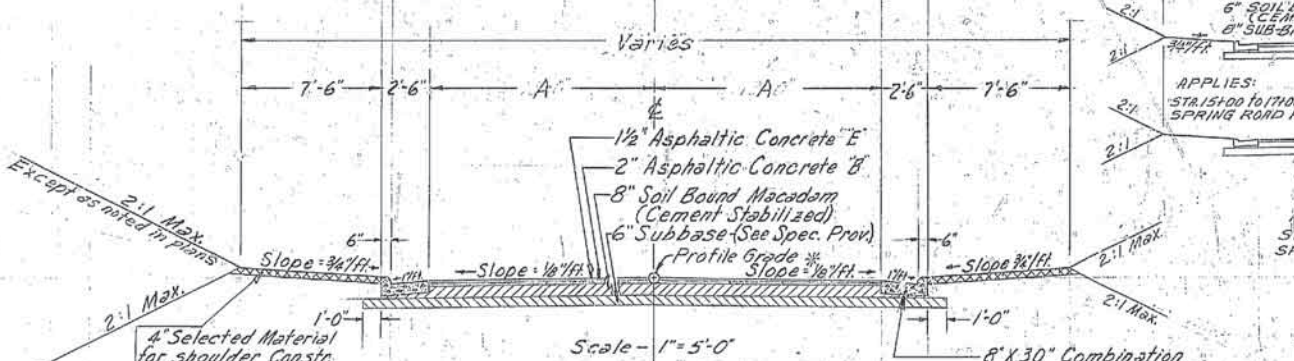
1-271



Spring Rd. to Roswell Rd.
I-407-1(4) Fulton-Cobb
2-02
FED. ROAD DIV. NO. 3
STATE GA
FED. AID PROJ. NO. I-285-1 (16)88
FISCAL YEAR 60
SHEET NO. 37
TOT SHE 449
REV. 3-15-65
For Profile of Ramps "O" & "P" See Sheet No. 88
See Sheet No. 47 and No. 48 for detail of Drainage in Interchange Area
For Profile of Riverside Dr. See Sheet No. 79
For Profile of Ramps "Q" & "R" See Sheet No. 89
Sta. 829+04.68 N/ = Sta. 16+00 Riverside Dr.
Typ. Sect. No. 1
Typ. Sect. No. 2
Typ. Sect. No. 3
Typ. Sect. No. 5
S 89° 28' E
Riverside Drive
End Bridge Sta. 17+43.5
End Approach Slab Sta. 17+63.5
Begin Approach Slab Sta. 14+68
Begin Bridge Sta. 14+88
For S.E. Transition See Sheet No. 140
DA = 6 Ac.
P.C. Sta. 833+34.167
833+34.17 R/W
P.O.T. Sta. 828+00
P.O.T. Sta. 830+00
P.V.I. 827+50 W.B.L.
Elev. 1009.00
L.V.C. 300.
MO = 0.135
P.V.T. 829+00 W.B.L.
+3.000%
W.B.L.
E.B.L.
F.L. 982.50
F.L. 994.75
F.L. 1008.25
F.L. 1017.6
F.L. 1024.0
F.B.L. Elev. W.B.L. Elev.
820
825
830
835
2-022

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	GA	I-285-1 (143) GB	60	3	449

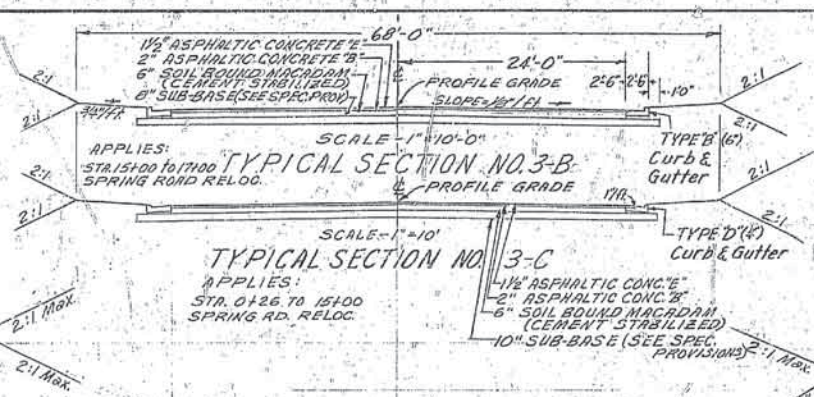
REVISION	DATE
Changed Mt. Vernon Typ.	
Sect. From 3A to 3	8-25-6
Changed Heards Drive	5-7-6
Typ. Sect From 4A to 4	
Add Spring Rd. to 3-A	5-7-62
Spring Rd. from 3-A to 3	7-23-63
Typ. Sect. 4 & 4-A-C-1-A	10-18-63
Add Typ. Sect. 3-B & 3-C for Spring Rd. Reloc.	9-23-64



Scale - 1" = 5'-0"

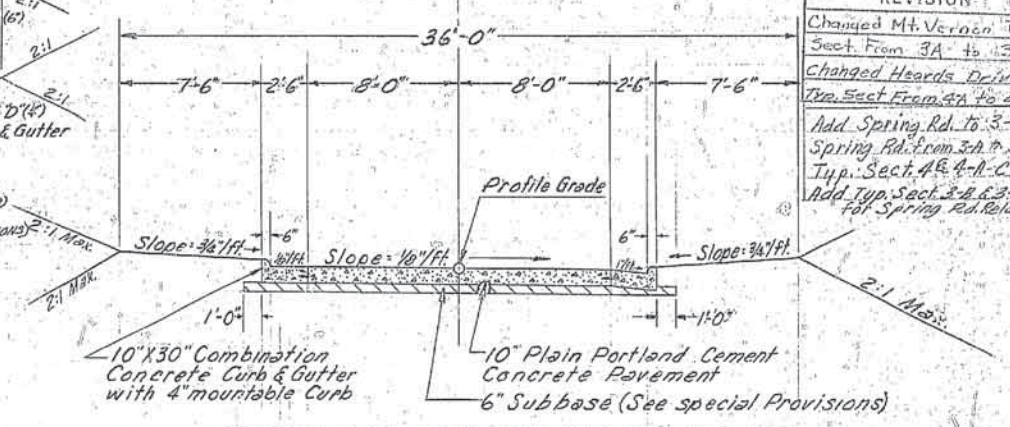
TYPICAL SECTION NO. 3

Application: Northside Drive:- Sta. 13+25 - A = 13'-0"
Between Ramps - A = 12'-0"
Sta. 21+02 - 23+50 - A = 13'-0"
Mount Vernon Hwy. Sta. 4+00 to Sta. 8+62 & Sta. 11+53 to Sta. 15+00



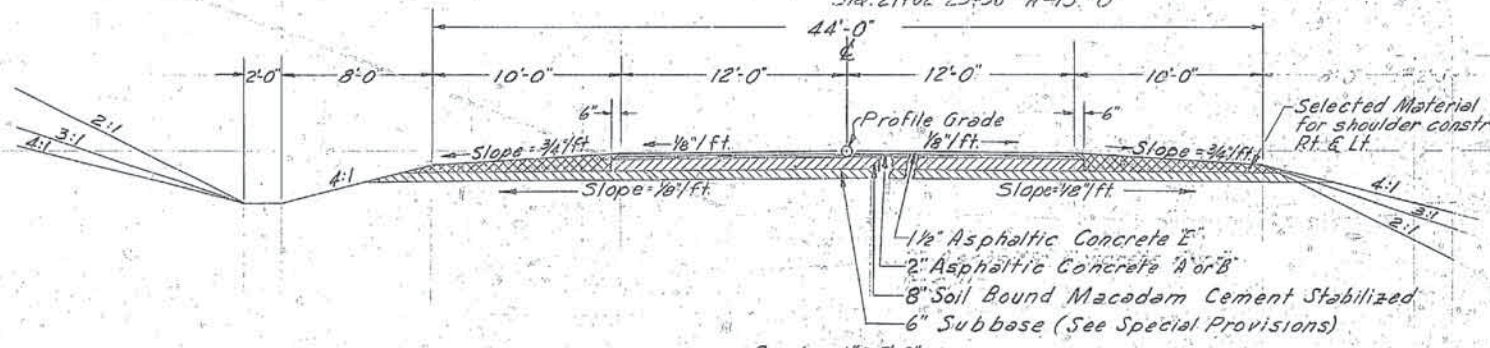
TYPICAL SECTION NO. 3-B

TYPICAL SECTION NO. 3-C



TYPICAL SECTION NO. 5

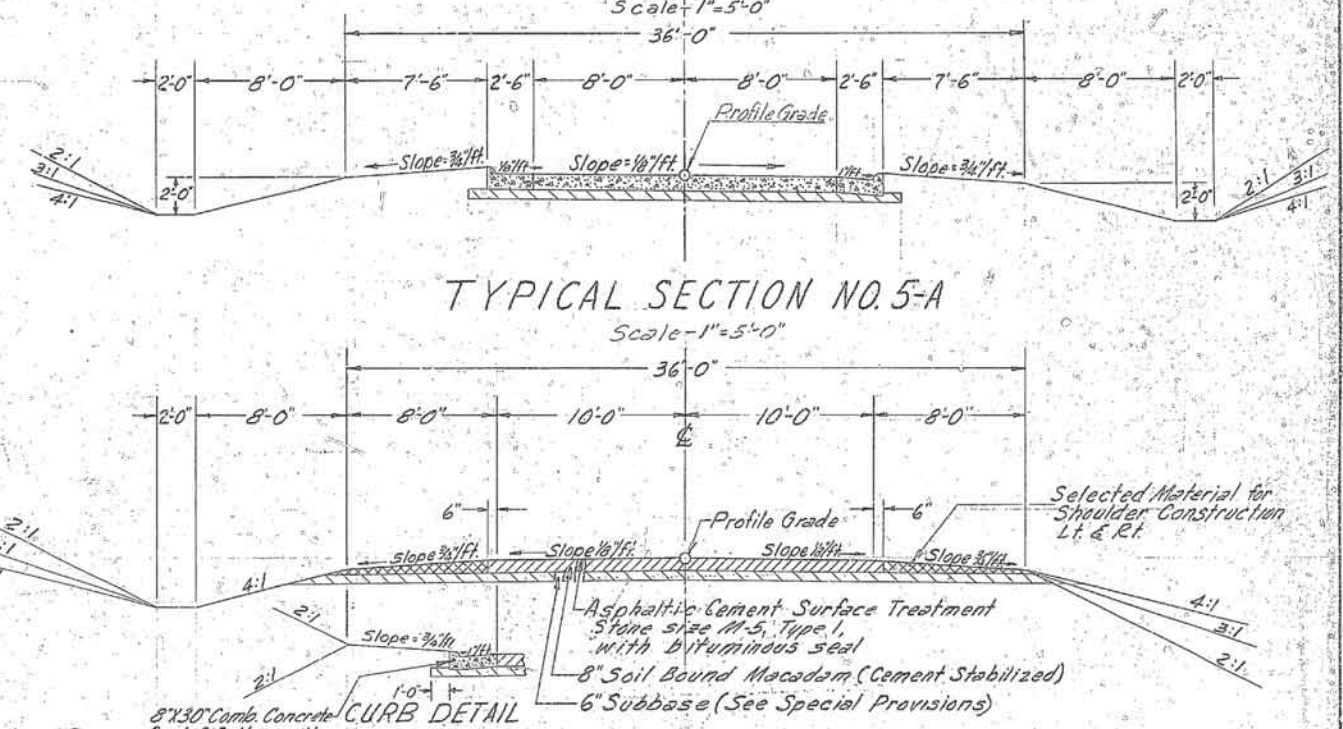
Scale - 1" = 5'-0"



Scale - 1" = 5'-0"

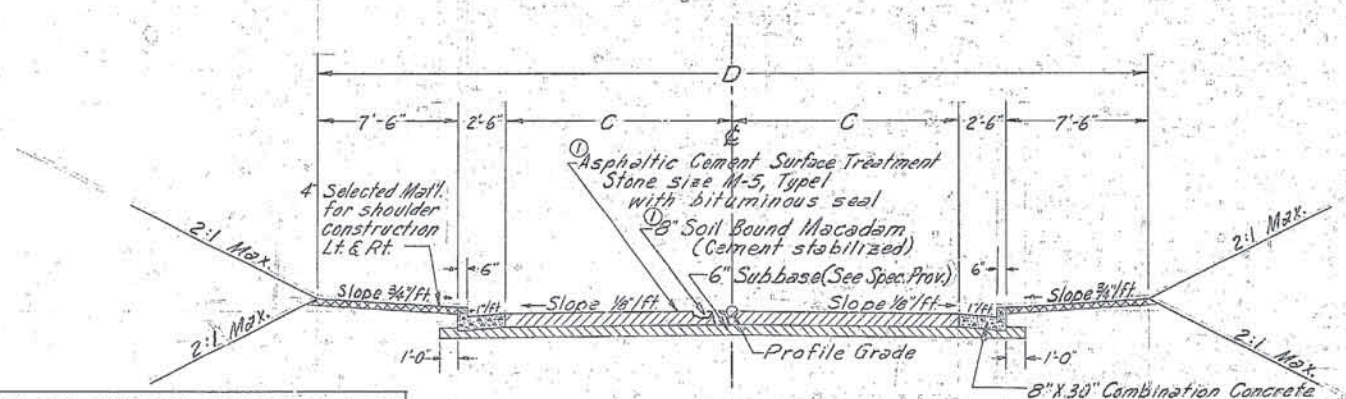
TYPICAL SECTION NO. 3-A

Application: Powers Ferry Rd. - Sta. 30+50 to Sta. 37+33
Sta. 39+32 to Sta. 43+50



TYPICAL SECTION NO. 5-A

Scale - 1" = 5'-0"

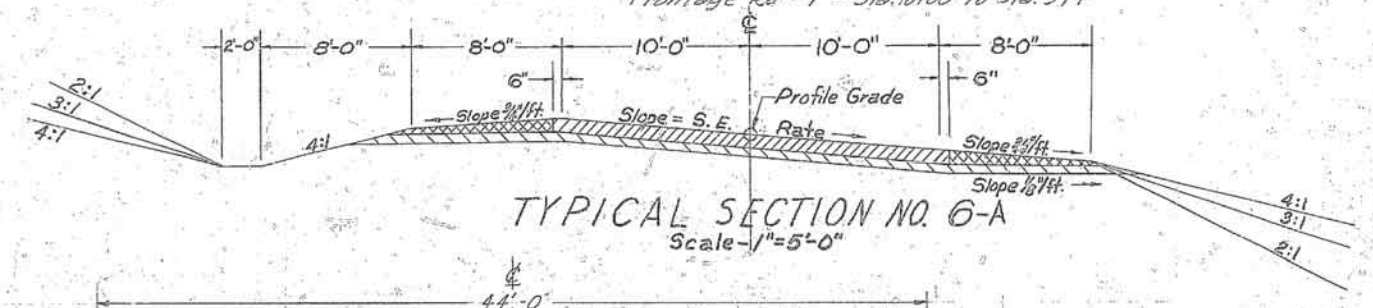


Scale - 1" = 5'-0"

TYPICAL SECTION NO. 4

APPLICATION OF TYPICAL SECTION NO. 4				
Road	Sta.	to Sta.	C	D
Riverside Drive	10+00	13+52	10'-0"	40'-0"
	13+52	14+88	12'-0"	44'-0"
	17+43.5	18+50	12'-0"	44'-0"
	18+50	21+00	10'-0"	40'-0"
Long Island Dr.	2+00	23+00	13'-0"	46'-0"
Mitchell Road	1+75	7+62	10'-0"	40'-0"
Powers Fy. (at Akers Mill)	18+00	23+12	13'-0"	46'-0"
Heards Drive	1+75	3+23.8	12'-0"	44'-0"
	6+11.5	8+75	12'-0"	44'-0"

NOTE ① - Contract 4 & I-75
Paving section modified to:
1½" Asphaltic Concrete "E"
6" Soil Bound Macadam (Cem. Stab.)
6" Subbase (See Special Prov.)

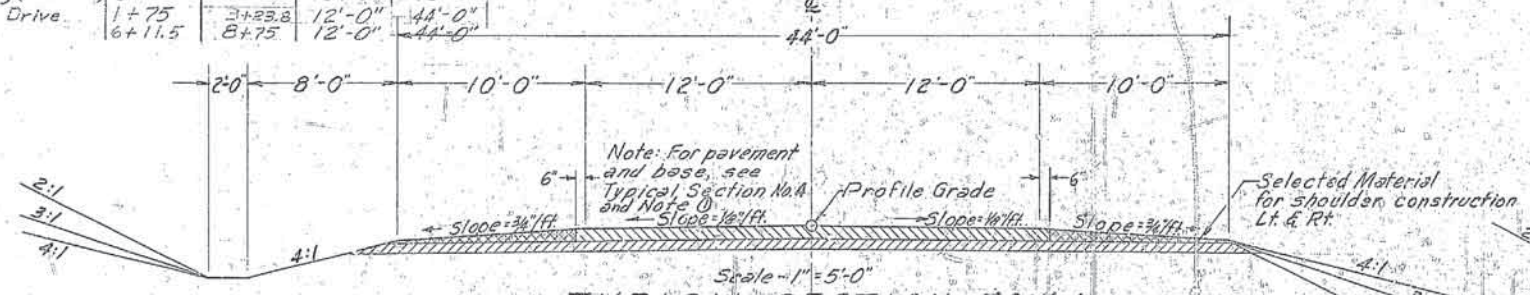


TYPICAL SECTION NO. 6

Scale - 1" = 5'-0"
Application: Frontage Rd. #2 - Sta. 1+50 to Sta. 34+04
Frontage Rd. #1 - Sta. 10+00 to Sta. 37+

TYPICAL SECTION NO. 6-A

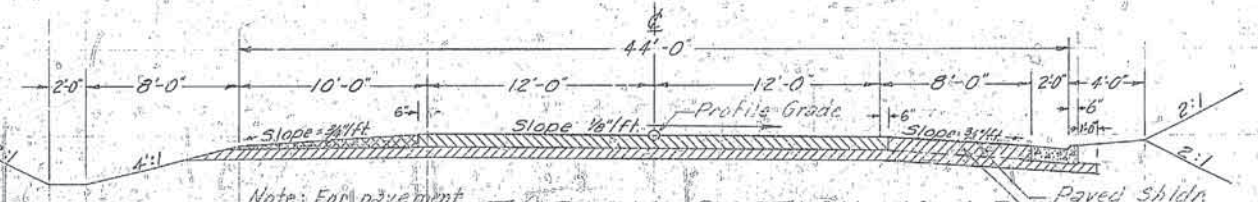
Scale - 1" = 5'-0"



Scale - 1" = 5'-0"

TYPICAL SECTION NO. 4-A

Application: Akers Mill - Sta. 15+00 to Sta. 17+25
Sta. 21+67 to Sta. 26+00
Powers Ferry - Sta. 14+20 to Sta. 18+00



TYPICAL SECTION NO. 4-B

Scale - 1" = 5'-0"
Application: Akers Mill Sta. 9+83.3 to Sta. 21+04.97 (at Powers Fy.)

1-03