PROPOSAL FOR DESIGN-BUILD SERVICES FOR

I-285 at SR 141 (Peachtree Industrial Boulevard) Interchange Improvement Project

GDOT
Georgia Department of Transportation

Exhibit C. Technical Proposal

RFP # 484-10162020DB

PI No. 0017126 | DeKalb County, Georgia

Prepared for
Georgia Department of Transportation

Prepared by
Baldwin-United, LLC

February 18, 2021 | 11:00 AM

BALDWIN Asphalt • Infrastructure • Bridges
UNITED INFRASTRUCTURE GROUP
KCI

Table of Contents

The below items are hyperlinked to the sections listed. Bookmarks have been utilized to ensure ease of use in the document.

C.1 Technical Proposal

C.1.1. Construction Staging and Traffic Management Narrative..... 1

C.1.2. Project Management Approach..... 3

C.1.3. Proposal Schedule..... 5

C.2 Project Differences from Reference Information Documents (RIDs)..... 7

C.1. Technical Proposal

C.1.1. Construction Staging and Traffic Management Narrative

Construction staging and traffic management shall be implemented in a direct and practical approach as to allow for minimal impacts to public traffic, as well as provide a safe work zone for project personnel and the traveling public. Baldwin-United, LLC (BULLC) shares the values of GDOT in providing a safe and predictable environment during construction.

The focus of our phasing will be driven by our CPM schedule and the work restrictions as noted in the RFP. The project will be constructed in three stages and will closely follow the construction staging plan shown in the Costing Plans, with certain modifications that we believe will allow the project to be constructed more efficiently while maintaining a safe work zone as detailed below:

- Stage 1a (NTP 3a)
  - Flowers Road
    - Coordinate Utility relocations.
    - Clear and grub within the right-of-way.
  - NB PIB Ramp
    - Install Changeable Message Signs (CMS) to close access from NB PIB Ramp to Flowers Road.
    - Install temporary barrier and impact attenuators.
  - SB PIB Ramp
    - Install temporary barrier and impact attenuators Sta 144+83 to 152+58 and Sta 949+50 to Sta 951+85 as shown on Drawing No.19-0002.
    - Construct temporary and permanent pavement as shown on Drawing No. 19-0002.
    - Install temporary barrier and impact attenuators Sta 119+92 to 131+00 +/-.
    - Construct rough grading and drainage Sta 121+20 to Sta 130+40 +/- .
    - Construct Wall No. 1 Sta 123+87 to Sta 130+07.
  - Peachtree Industrial Boulevard (PIB)/SR 141
    - Shift traffic as shown on Drawing No. 19-000.
    - Construct bridge piers in the median.
- Stage 1b (NTP 3b)
  - Flowers Road
    - Coordinate utility relocations.
    - Shift Flowers Road traffic, maintaining two lanes.
    - Construct Flowers Road including widening.
    - Once construction is completed shift traffic to permanent location.
  - NB PIB Ramp
    - Install temporary concrete barrier and impact attenuators as shown on Drawing No.19-0002.
    - Construct NB PIB temporary ramp.
- Stage 2
  - NB and SB PIB Ramps
    - Install temporary barrier along temporary NB and SB PIB ramps as shown on Drawing No. 19-0023.
    - Shift NB and SB PIB ramp traffic to temporary ramps.
    - Construct NB and SB PIB ramps as shown on costing plans.
    - Install and remove overhead sign structures with nighttime lane closures.
    - Construct remaining retaining walls and drainage system.
  - Peachtree Industrial Boulevard (PIB)/SR 141
    - Shift PIB traffic back to existing lane configuration.
    - Complete construction of bridge.
- Stage 3
  - Install temporary barrier as shown on Drawing 19-0028 and 19-0029.
  - Construct SB PIB ramp between Sta 144+32 and Sta 146+40+/-.
  - Install temporary barrier along I-285 WB. To be removed when Top End (PI 0001758) is under construction.
  - Shift NB PIB ramp exit traffic to permanent ramp location.
  - Install temporary barrier along WB I-285 from Sta 124+94 to Sta 141+59.
  - Construct remaining widening along I-285 WB.
  - Once bridge construction is complete, shift SB PIB ramp exit traffic to permanent location.
  - Remove all temporary pavement.

C.1.1.(a) Significant Project Challenges to Construction Phasing

The previous stated stages are the most effective way to limiting impacts to traffic, although some challenges will still exist. The following are some of the major challenges to the construction phasing for this project and how we will address these issues.

- **I-285 Median Construction for the Overhead Sign Structures –** Installing overhead sign structures over I-285 will involve careful planning and coordination. Having discussed this challenge with our subcontractor, the BULLC team has devised a plan which avoids shifting traffic on I-285. We will accomplish this by installing temporary barrier wall to protect work areas in the existing median using lane closures per section 18.3.2.1.3 and installing caissons for sign foundations in lieu of spread footings thus reducing the sign footprint. Traffic pacing will be required to set the Type 1 structures.
- **PIB Median Construction –** A significant challenge on PIB will be the construction of the footing in the median of PIB for the new bridge during Stage 1a. The available work zone is very constrained and is limited to 19' in width. We intend to utilize the infield of the existing SB PIB ramp as a construction staging and laydown area. Re-bar cages and other material will be placed in the median during nighttime lane closures and traffic pacing operations.
- **Traffic Management –** The main hazards on this project involve working alongside high speed moving traffic and changing traffic flows. Effective use of traffic control devices will be placed before, within, and after the project limits to increase the traveling public's awareness as an effective means of communication with the traveling public. The Worksite Traffic Control Supervisor (WTCS) will inspect all traffic control devices prior to each work period, as well as periodically during work hours.

C.1.1(b) Approach to Minimizing Impacts and User Distraction to the Traveling Public

- BULLC will provide both on-site and off-site locations for performing work and staging equipment and materials. Equipment can be mobilized in and out, as needed, which will reduce distractions to motorists along the project.
- The following locations will be investigated as potential be laydown areas in proximity of the project site:
  - Infield area of the existing SB PIB ramp.
  - Undeveloped parcel north of Flowers Road shown as n/f Peter R. Maltese Revocable Trust

C.1.1(c) Approach to Safety and Congestion Mitigation Measures

BULLC team will work with GDOT, the local community, and businesses to provide proper access during all phases of construction, and all work areas will be monitored continuously for public safety. To minimize impacts to the public the following processes will be implemented:

- Maintenance and Protection of GDOT Right-of-Way – The team will be proactive in keeping maintenance issues to a minimum by routinely removing litter, routinely mowing, watering exposed areas to control dust, maintaining erosion control devices, inspecting traffic control devices, and maintaining construction entrances.
  - Delivery Procedure - Prior to any delivery, subcontractors and vendors working within the project will coordinate with the team to minimize possible distractions to the traveling public. Trucks and equipment entering/exiting the project site can cause distractions for the motoring public. In such cases, temporary lane closures following MUTCD approved practices will be used for the safety of all drivers.
- Traffic Control – All traffic devices and any traffic restrictions to the public will meet or exceed MUTCD and GDOT requirements. The use of signage, effective traffic control procedures and public outreach will be employed to minimize impacts.
- Laydown Areas – Laydown areas will be properly delineated and barricaded. Entrances and exits will be clear and obvious, and proper signage will be utilized both within the laydown area and at entrances and exits.
  - Safe Access in the Construction Zone - All construction vehicle access points will be provided acceleration and deceleration lanes to facilitate loaded-truck ingress and egress. Construction access to work/laydown areas in the right-of-way will be provided appropriate signage and delineated walkways.
    During lane closures, which will only be utilized during nighttime hours, traffic operations will be kept similar to the standard conditions to maintain the flow of traffic. When work is taking place in close proximity to the travel lanes, visual barrier panels will be utilized to limit distractions to much of the traveling public. Work operations that occur in close proximity to the travel lanes or disturb the normal level of traffic operations will be performed during non-peak travel times only.
  - Optimal driving conditions approach - To minimize the impacts to motorists, BULLC will install and maintain clear and direct temporary pavement markings. Regular maintenance and repainting will be performed in accordance

with MUTCD standards. Water blasting or rotary erasing pavement marking removal methods will be used. Narrow lanes and shoulders will be used only when necessary. Smooth pavement transitions will be constantly monitored as necessary. A dedicated WTCS will be available full- time with the knowledge and resources to rapidly respond to incidents and coordinate with local emergency responders. Town hall meetings and media outreach methods such as news broadcasting messages, newspaper articles, website articles and message boards, will be utilized.

C.1.2. Project Management Approach

GDOT, its consultants, key stakeholders, and BULLC/KCI will comprise the project team to successfully deliver this project. The BULLC/KCI team's management of the I-285 at SR 141 (Peachtree Industrial Boulevard) Interchange Improvement Design-Build Project will be governed by the Project Management Plan (PMP). The PMP will be developed to serve as the primary tool in managing the organization, staffing, directing, and controlling the day-to-day operations.

The approach to the overall management of this project will follow the PMP and the structure as displayed in the organizational chart. Design changes and construction sequence changes will flow down the organizational chart. Project reporting, quality inspections, and construction field issues will flow up the chart so that appropriate approvals are made. Separate discipline teams will be developed, with each discipline team having a primary point of contact (POC) who will report directly to the Project Manager. The POC will inform the Project Manager of all decisions made at the discipline level. Quality and safety managers will serve as their own discipline and they will have authority over each discipline POC to hold quality and safety to the highest standards.

Support will be provided between members of the design and the construction teams. BULLC will assist KCI's design team with construction knowledge and field conditions. The design team will provide support through quality inspections and periodic meetings to verify that the work items are being constructed as proposed in the design documents.

We are fully committed to collaborating with GDOT. We will establish reliable points of contact for the third-party stakeholders, the local community and law enforcement agencies. During construction, our project office will have an open-door policy for communication with project participants. The established plan will be carried out throughout the life of the I-285 at PIB interchange project and will be evaluated weekly, tweaking the plan as necessary. *Please see the organization chart on page 4.*

C.1.3. Proposal Schedule *Please see the proposed schedule on pages 5 and 6.*

C.2. Project Differences from Reference Information Documents (RIDs)

Flowers Road – Flowers Road is a low volume collector with a 25-mph design speed. It is two lanes south of the existing I-285 WB off-ramp to Flowers Road and three lanes with two NB lanes north of this location. The 2019 ADT on Flowers Road, north of the off-ramp is 1,100 VPD, and the bi-directional DHV is 45 VPH (AM) and 70 VPH (PM). The future year 2044 Build ADT is 2,150 VPD, and the bi-directional DHV is 75 VPH (AM) and 305 VPH (PM). Flowers Road, reconstructed with two lanes, will provide an acceptable level of service. Removing the third lane on Flowers Road within the project limits will reduce impacts, construction limits, and costs with no impacts to traffic operations. There are no driveways within the project limits; therefore, there will be no impacts to property access. *See schematic plans for revised layout and transition to three lanes at Station 500.* Wall #3 has been eliminated and Wall #4 modified with the realignment of Flowers Road. *See schematic plans for Wall #4 envelope*.

I-285 WB Ramp to SB PIB Bridge over PIB Boulevard – The vertical and horizontal alignments are the same as the RIDs. However, BULLC is proposing to use four 63" Florida I-Beams in lieu of six 63" Bulb Tee Girders. The interior bent will be founded on drilled caissons and the cap depth increased per preliminary design. The number of piles and beam seats at the end bents will be adjusted for the number of beams. *See schematic plans for section and elevation.*

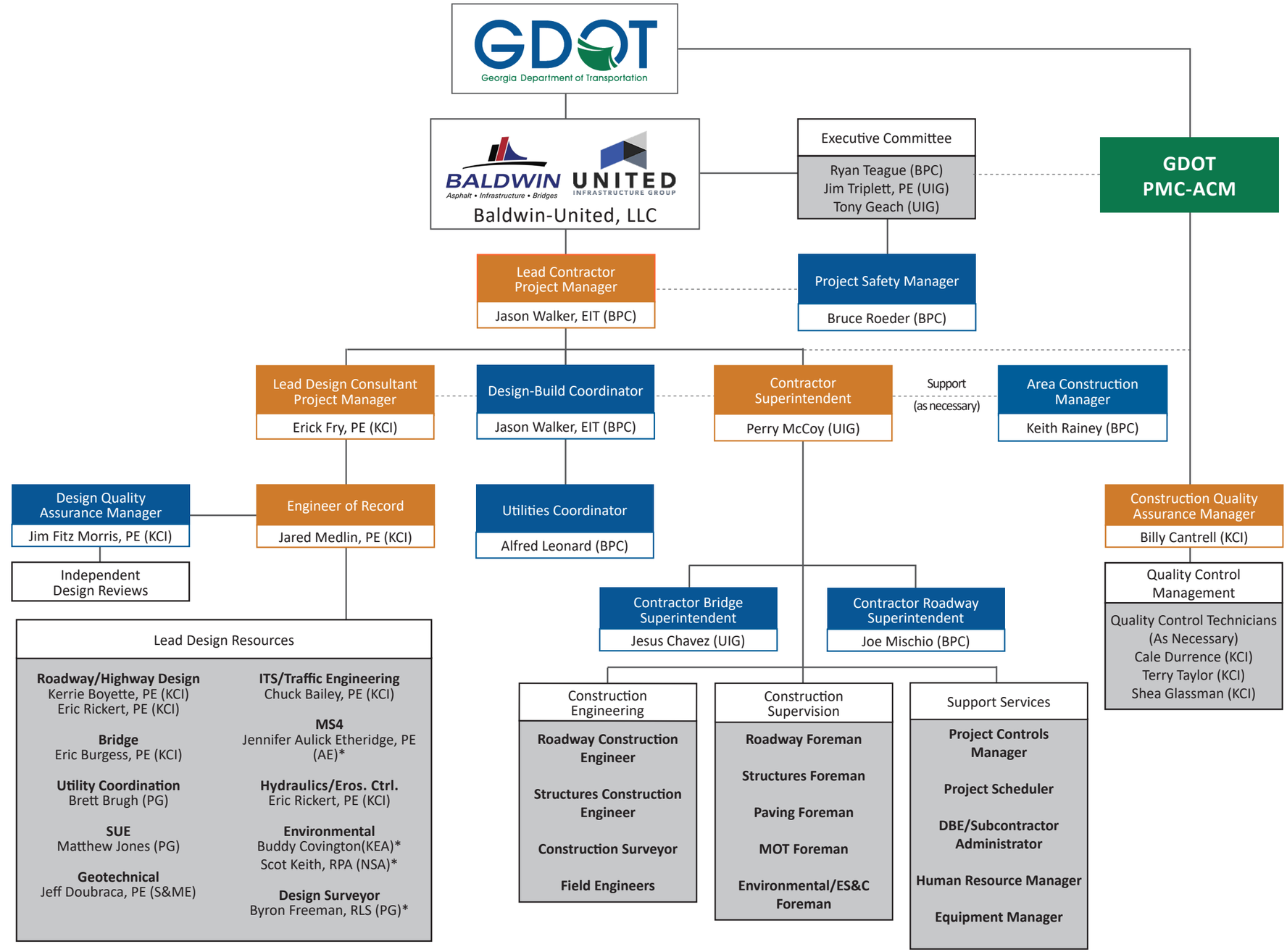
Alternate Wall Type – Gravix will be considered as an alternate wall type for Walls #1 and #4.

Elimination of the Bio-retention Area – The bio-retention area in the infield of the PIB southbound loop ramp was sized in the RIDs to treat the water quality volume. Per the 2020 Drainage Manual and the Technical Provision Section 12.3.8.2 of the RFP, open-graded friction course may be used as a stand-alone BMP to achieve 80 percent TSS removal. OGFC will be utilized to treat the net new impervious area and the associated water quality volume.

Use of Mast Arms at Signalized Intersection – As required by Technical Provision Section 16.3.4.1 of the RFP we are proposing to install mast arms at the signalized location. *See schematic plan beginning on page 7.*

C.1.2. Organization Chart

BULLC's organization chart identifies all participating firms, the Lead Contractor Project Manager, Lead Design Consultant Project Manager, Engineer of Record, Contractor Superintendent and Roadway/Bridge Superintendents, and Construction Quality Assurance Manager, along with the pertinent lines of communication.



LEGEND

- **Key Team Members**
- **Added Value Team Members**

Lead Contractor
Baldwin-United, LLC (BULLC)
Member: Baldwin Paving Company, Inc. (BPC)
Member: United Infrastructure Group, Inc. (UIG)

Lead Design Consultant
KCI Technologies, Inc. (KCI)

Other Team Members:

NEPA, Ecology, Air and Noise
Kennedy Engineering & Associates Group, LLC (KEA)*

History and Archaeology
New South Associates, Inc. (NSA)*

Geotechnical
S&ME, Inc. (S&ME)

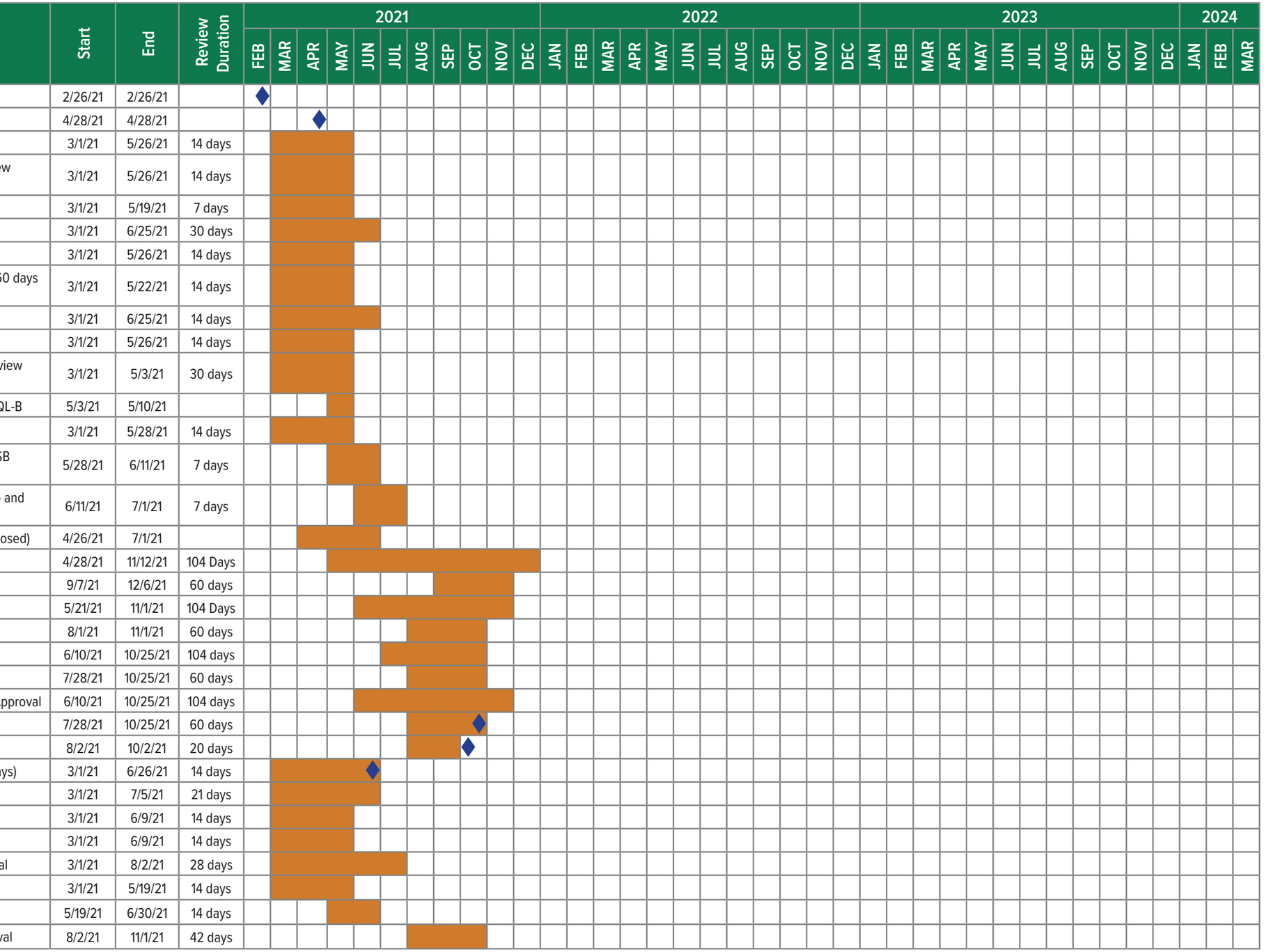
Survey
Platinum Geomatics, LLC (PG)*

MS4
Aulick Engineering, LLC (AE)*

*DBE Firms

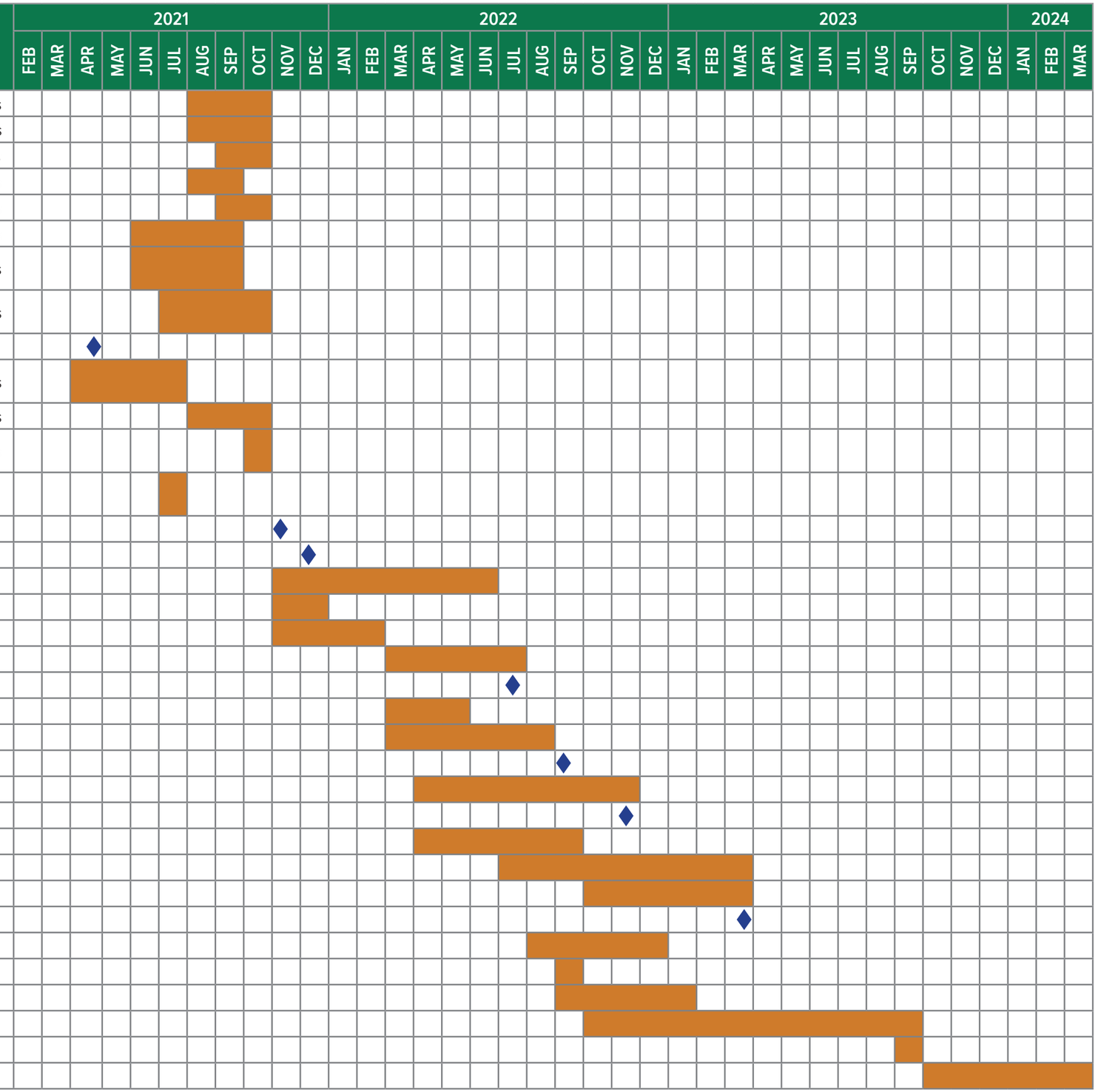
C.1.3. Proposal Schedule

Activity	Start	End	Review Duration
Bid Opening	2/26/21	2/26/21	
NTP 1 & NTP 2	4/28/21	4/28/21	
Project Management Plan & Review & Approval	3/1/21	5/26/21	14 days
Quality Management Plan (QMP): Administration/ Design/ Construction & Review Approval (w/in 30 days of NTP 1 & prior to start of design)	3/1/21	5/26/21	14 days
Project Design Data Notebook & Review & Approval (w/in 21 days of NTP 1)	3/1/21	5/19/21	7 days
Project Baseline Schedule & Review & Approval (w/in 60 days of NTP1)	3/1/21	6/25/21	30 days
Safety Plan/Review/Approval	3/1/21	5/26/21	14 days
Comprehensive Environmental Protection Plan (CEPP)/Review/Approval (w/in 60 days of NTP 1)	3/1/21	5/22/21	14 days
Schedule of Values & Review & Approval (w/in 60 days of NTP 1)	3/1/21	6/25/21	14 days
Utility Management Plan & Review & Approval	3/1/21	5/26/21	14 days
Overhead/Subsurface Utilities Engineering (SUE) Information to Utilities for Review (URPN Letter 1a - SUE Submit to Utility Companies) (NTP 1+ 5 cal days)	3/1/21	5/3/21	30 days
Verification of Overhead/Subsurface Utility Engineering (SUE) Investigations - QL-B	5/3/21	5/10/21	
SUE Utility Impact Analysis (UIA) & Review & Approval (NTP 1 + 120 Cal days)	3/1/21	5/28/21	14 days
Overhead/Subsurface Utility Engineering (SUE) Investigations - QL-A (PIB and SB Ramp) & Review/Approval	5/28/21	6/11/21	7 days
Overhead/Subsurface Utility Engineering (SUE) Investigations - QL-A (NB Ramp and Flowers Rd) & Review/Approval (UIA + 45 cal. days)	6/11/21	7/1/21	7 days
Relocated Utility Plans (URPN Letter 2 - 2nd Submission Letter (Existing & Proposed)	4/26/21	7/1/21	
AT&T Preliminary Design & Review/Final Design & Review/Approval	4/28/21	11/12/21	104 Days
AT&T Agreement Preparation & Review/Approval	9/7/21	12/6/21	60 days
Georgia Power Preliminary Design & Review/Final Design & Review/Approval	5/21/21	11/1/21	104 Days
Georgia Power Agreement Preparation & Review/Approval	8/1/21	11/1/21	60 days
Comcast Preliminary Design & Review/Final Design & Review/Approval	6/10/21	10/25/21	104 days
Comcast Agreement Preparation & Review/Approval	7/28/21	10/25/21	60 days
Southern Company Gas Preliminary Design & Review/Final Design & Review/Approval	6/10/21	10/25/21	104 days
Southern Company Gas Agreement Preparation & Review/Approval	7/28/21	10/25/21	60 days
Utility Emergency Response Plan & Review/Comments/Final Plan & Review	8/2/21	10/2/21	20 days
Construction Phasing and Staging Plan & Review & Approval (NTP 1 + 60 cal days)	3/1/21	6/26/21	14 days
Preliminary Design (60 - 70%) & Review	3/1/21	7/5/21	21 days
Drainage Design Report & Review & Approval	3/1/21	6/9/21	14 days
Stormwater System Report & Review & Approval	3/1/21	6/9/21	14 days
Preliminary Bridge & Wall Layouts/Reviews/Comments/Final Designs & Approval	3/1/21	8/2/21	28 days
Soil Survey & Review & Approval	3/1/21	5/19/21	14 days
BFI 's and WFI's & Review & Approval	5/19/21	6/30/21	14 days
Preliminary Bridge #1 Substructure & Review/Comments/Final Design & Approval	8/2/21	11/1/21	42 days

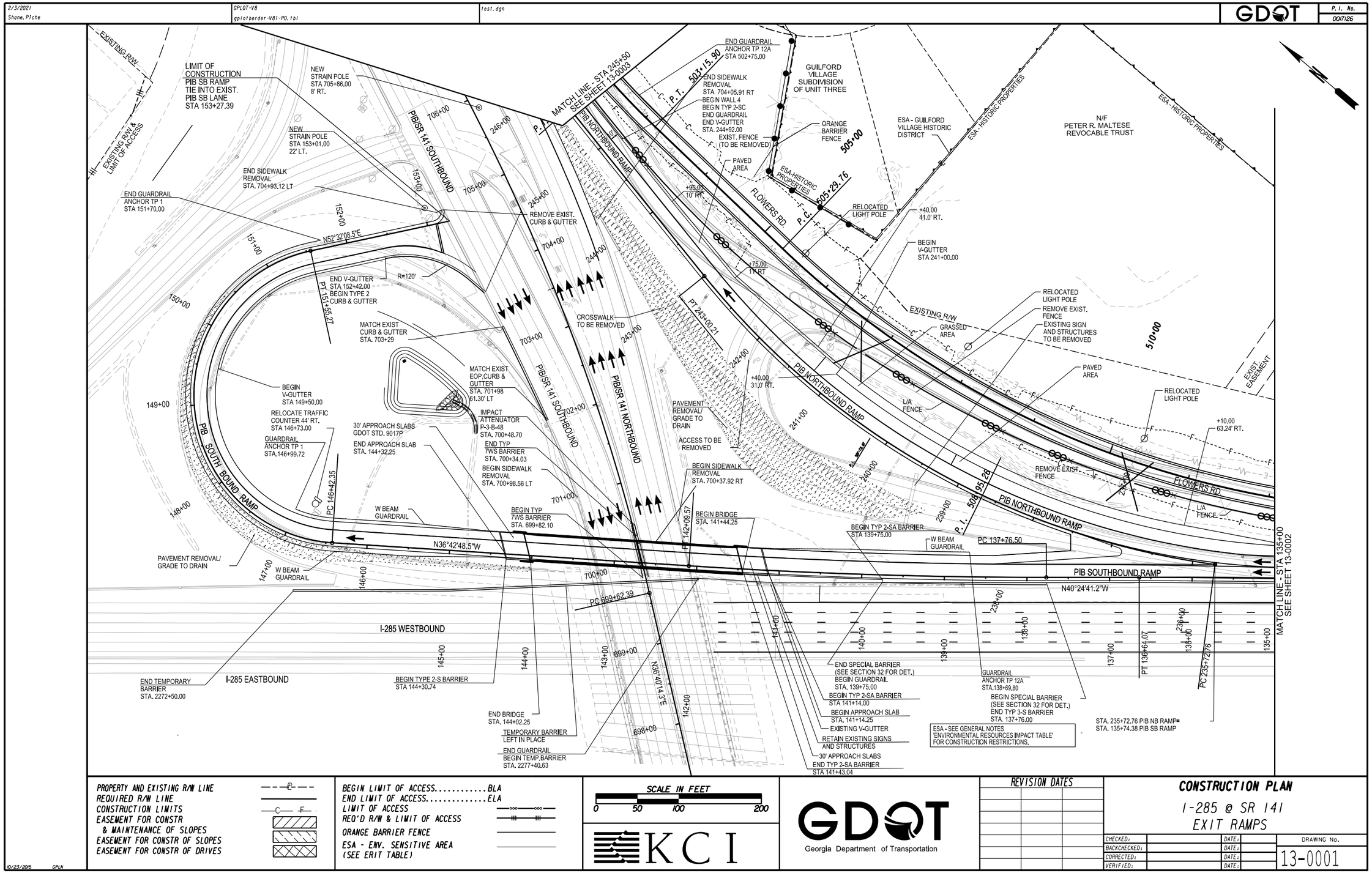


Design/Review & Construction Time

Activity	Start	End	Review Duration
Preliminary Wall Design & Review/Comments/Final Design & Approval	8/2/21	11/1/21	42 days
Overhead Sign Supports Final Plans & Review/Comments/Final Design & Approval	8/2/21	10/10/21	20 days
Traffic Signal Timing Plans & Review & Approval	9/22/21	11/1/21	10 days
Traffic Signal Permit & Review & Approval	8/1/21	9/22/21	14 days
ITS Implementation Plan & Review & Approval	8/30/21	11/1/21	14 days
Transportation Management Plan & Review & Approval (NTP 1 + 120 days)	5/26/21	9/23/21	21 days
Maintenance Management Plan & Review/Comments/Final Design & Approval (NTP 1 + 150 days)	5/26/21	9/24/21	42 days
Final Plans & Specifications Development/Review/Comments/2nd Review/ Released for Construction	7/5/21	11/1/21	28 days
Determination of Scope Re-Evaluation Meeting (NTP + 45 days)	4/28/21	4/28/21	
Environmental Special Studies Updates/GDOT Review #1/Revisions/GDOT Review #2/ FHWA Review/Approval	4/7/21	7/26/21	74 Days
NEPA Re-Eval/GDOT Review #1/Revisions/GDOT Review #2/FHWA Review/Approval	7/26/21	11/1/21	74 Days
Notice of Intent (NOI) with final/signed Erosion Control Plans and construction activites schedule/Review/Approval	9/20/21	11/1/21	14 days
FAA Notice of Proposed Construction or Alteration (Form FAA 7460-1) (45 days prior to NTP 3)	7/5/21	8/5/21	
NTP 3a Bridge & SB Ramp & I-285 and Util Relo ex AT&T	11/1/21	11/1/21	
NTP 3b NB Ramp and Flowers Road AT&T relocation	12/6/21	12/6/21	
Utility Relocations	11/1/21	6/24/22	
Install Office Trailer/ Mobilization / Construction Access	11/1/21	12/16/21	
Clear/Grub & Erosion Control	11/5/21	3/1/21	
Install Stage 1 Temp Pavement (SB Ramp)	3/1/22	7/15/22	
Open Temp Southbound Ramp	7/15/22	7/15/22	
Grade for Bridge Endbents	3/1/22	5/26/22	
Install Stage 1 Temp Pavement (NB Ramp)	3/29/22	9/1/22	
Open Temp Northbound Bound Ramp	9/1/22	9/1/22	
Relocate Flowers Road Stage 1	4/19/22	11/15/22	
Open Flowers In Final Alignment	11/15/22	11/15/22	
Bridge Foundation/Substructure/Superstructure	4/19/22	9/3/22	
Concstruct PIB Perm SB Ramp	7/26/22	3/24/23	
ITS / Traffic Signal	10/1/22	3/24/23	
Open SB PIB Ramp in Final Alignment	3/24/23	3/24/23	
Construct Soldier Pile Wall	9/15/22	12/15/22	
Bridge Misc Items	9/3/22	10/3/22	
Remove and Install Overhead Signs on I-285	9/26/22	1/31/23	
Construct NB PIB Ramp & Open NB PIB Ramp in Final Alignment	10/15/23	9/7/23	
Final Seeding/Mulching	9/7/23	9/14/23	
Punch List & Demobilization/Contract Closeout Documentation	10/1/23	3/8/24	



C.2. Project Differences from Reference Information Documents (RIDs)



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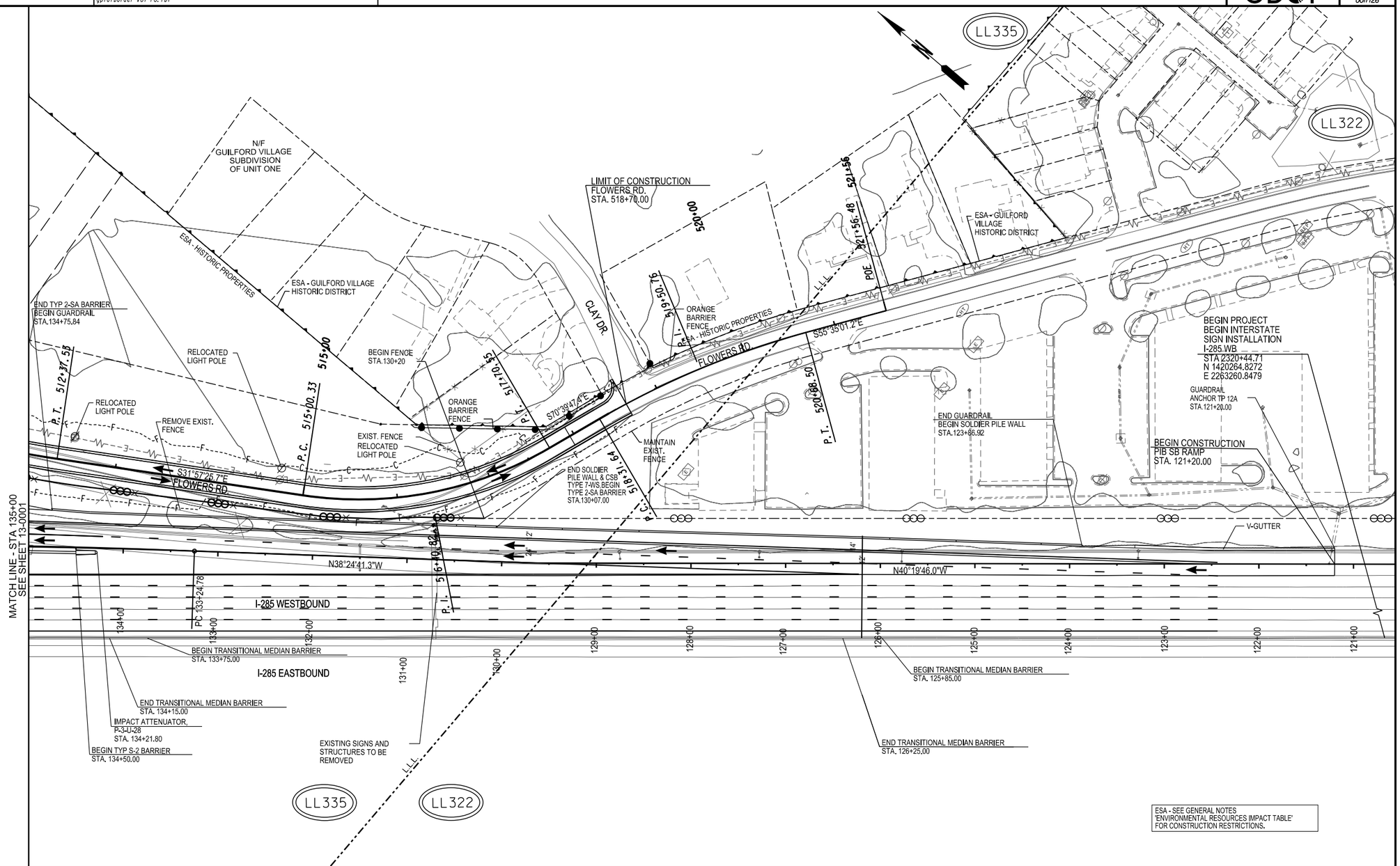

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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 (SEE ERIT TABLE)

SCALE IN FEET 0 50 100 200

KCI

GDOT Georgia Department of Transportation

REVISION DATES

CONSTRUCTION PLAN
I-285 @ SR 141
EXIT RAMPS

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 13-0002

10/23/2015 GPLN

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LIMITS OF CONSTRUCTION
PIB NB RAMP TIE INTO
EXIST PIB NB LANE
STA. 251+35.66

PERENNIAL STREAM 1

NON-BUFFERED STATE WATER B

INTERMITTENT STREAM 2

ESA - 25' STREAM BUFFER

END GUARDRAIL TIE TO EXISTING GUARDRAIL STA. 714+76.21

END PROJECT PIB/SR 141
STA. 714+76.21
N 1424872.9543
E 2260865.9320

EXISTING R/W

END L/A STA. 713+72.75

STA. 251+35.66 PIB NB RAMP= STA. 710+93.84 PIB/SR 141

PIB/SR 141 NORTHBOUND

N11°35'09.2"E

PIB/SR 141 SOUTHBOUND

ORANGE BARRIER FENCE

EXISTING R/W & LIMIT OF ACCESS

ESA - 25' STREAM BUFFER

PERENNIAL STREAM 1

ESA - HISTORIC PROPERTIES

LIMIT OF CONSTRUCTION
FLOWERS RD
STA. 500+00.00

BEGIN GUARDRAIL TIE TO EXISTING GUARDRAIL STA. 500+00.00

ESA - GUILFORD VILLAGE HISTORIC DISTRICT

NEW STRAIN POLE
STA 502+40.79
39' LT.

NON-BUFFERED STATE WATER A

T BEAM GUARDRAIL

FLOWERS RD.

END TYPE 2-SB
BEGIN TYPE 2-SA
STA. 249+00.00

S09°45'46.8"W

END TYPE 2-SA
BEGIN GUARDRAIL
STA. 249+00.00

END TYPE 2-SC
BEGIN TYPE 2-SB
STA. 248+00.00

PIB NORTHBOUND RAMP

N10°45'42.6"E

MATCH LINE - STA 245+50
SEE SHEET 13-0001

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 (SEE ERIT TABLE)	

SCALE IN FEET
0 50 100 200

KCI

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Georgia Department of Transportation

REVISION DATES

CONSTRUCTION PLAN
I-285 @ SR 141
PIB NB RAMP

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 13-0003

10/23/2015 GPLN

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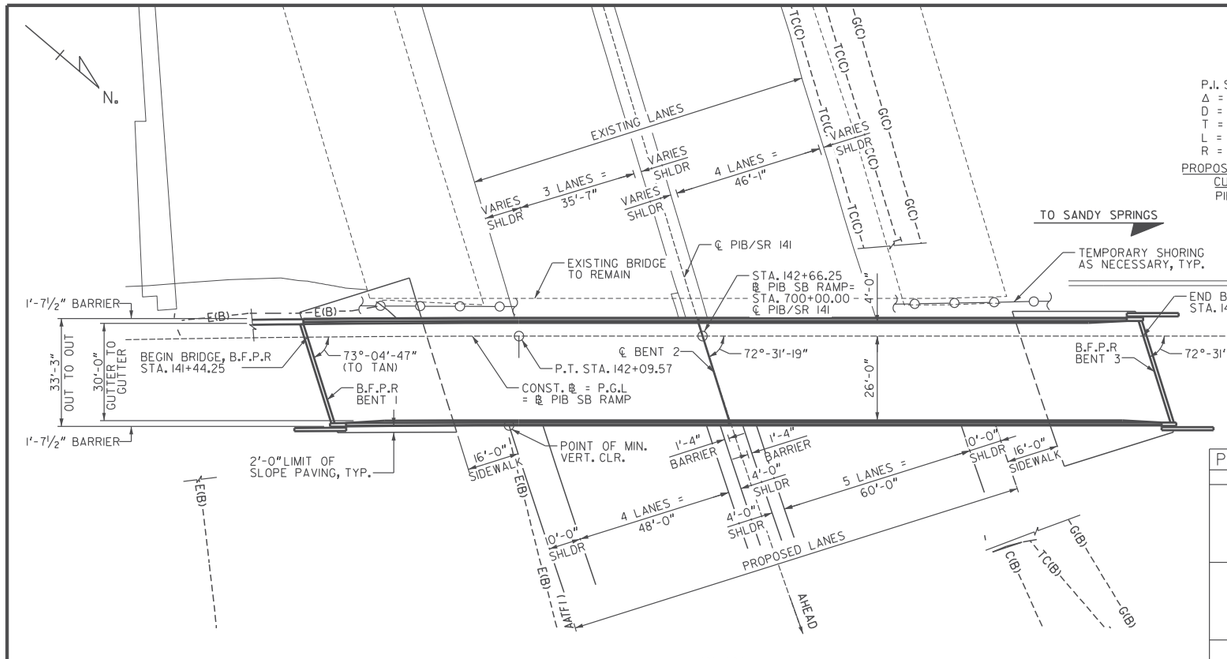


PLAN
SCALE: 1" = 20'-0"

P.I. STA. = 139+93.11
Δ = 03°-41'-52.8" RT
D = 00°-51'-13.99"
T = 216.61 FT.
L = 433.08 FT.
R = 6710.00 FT.
PROPOSED HORIZONTAL CURVE DATA
PIB SB RAMP

P.I. STA. = 705+18.56
Δ = 25°-05'-05.0" LT
D = 02°-17'-30.59"
T = 556.18 FT.
L = 1094.53 FT.
R = 2500.00 FT.
EXISTING HORIZONTAL CURVE DATA
PIB/SR 141

PIB/SR 141 EXISTING EOP ELEVATIONS		
STATION	OFFSET	ELEVATION
699+76.00	52.56 FT. LT.	1021.78 FT.
	3.30 FT. LT.	1023.59 FT.
	3.37 FT. RT.	1023.85 FT.
	53.77 FT. RT.	1025.93 FT.
699+96.00	52.63 FT. LT.	1021.35 FT.
	3.11 FT. LT.	1023.34 FT.
	3.27 FT. RT.	1023.57 FT.
	54.08 FT. RT.	1025.70 FT.
700+16.00	52.70 FT. LT.	1020.96 FT.
	2.99 FT. RT.	1023.09 FT.
	3.30 FT. RT.	1023.21 FT.
	54.49 FT. RT.	1025.34 FT.
700+42.00	52.96 FT. LT.	1020.41 FT.
	3.10 FT. RT.	1022.60 FT.
	3.72 FT. RT.	1022.87 FT.
	55.31 FT. RT.	1024.87 FT.

NOTE: MEASURED FROM ℄ PIB/SR 141

PROPOSED BRIDGE CONSISTS OF

1 - 122'-0" FLORIDA I-BEAM, 63 IN. PSC BEAM SPAN ---------- SPECIAL DESIGN
1 - 136'-0" FLORIDA I-BEAM, 63 IN. PSC BEAM SPAN ---------- SPECIAL DESIGN
2 - PILE END BENTS ---------- SPECIAL DESIGN
1 - CONCRETE INTERMEDIATE BENT ---------- SPECIAL DESIGN

TRAFFIC DATA

TRAFFIC ---------- 6575 (2024)
7750 (2044)
DESIGN SPEED ---------- 25 MPH
TRUCKS ---------- 6.5%
24 HR TRUCKS ---------- 6.5%
DIRECTIONAL ---------- 100%

PROPOSED UTILITIES

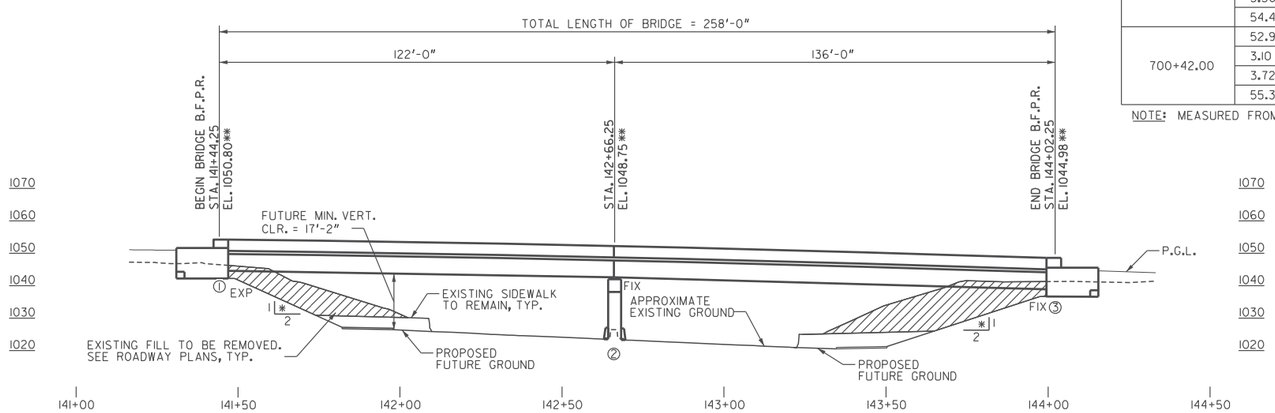
NONE

DESIGN DATA

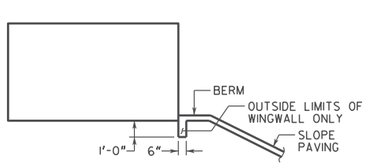
SPECIFICATIONS ---------- AASHTO LRFD 8TH EDITION, 2017
DESIGN VEHICLE LIVE LOAD ---------- HL-93
FUTURE PAVING ALLOWANCE ---------- 30 LBS. PER SQ. FT.

NOTES:

1. ** STATIONS AND SPAN LENGTHS ARE ALONG P.G.L. AT THE INTERSECTION OF P.G.L. AND B.F.P.R. OR ℄ BENT.
2. * SLOPE NORMAL TO END BENT.
3. BENT PILES NOT SHOWN.
4. ALL PROPOSED BENTS ARE PARALLEL.
5. THE PROPOSED BRIDGE DECK IS ON A 2 % CROSS-SLOPE.
6. P.G.L. = PROFILE GRADE LINE.
8. BRIDGE DRAINAGE IS CONTAINIED WITHIN THE SHOULDER AND COLLECTED OFF THE BRIDGE.



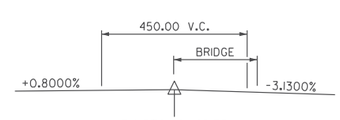
ELEVATION
SCALE: 1" = 20'-0"



SLOPE PAVING DETAIL AT WINGS

BERM ELEVATION	
LOCATION	ELEVATION
BENT 1 LEFT	1042.28 FT.
BENT 1 RIGHT	1041.61 FT.
BENT 3 LEFT	1036.70 FT.
BENT 3 RIGHT	1035.86 FT.

NOTE: FOR BRIDGE STAKING PURPOSE ONLY.



PROPOSED VERTICAL CURVE DATA
PIB SB RAMP

PROJECT P.I. NO. 0017126
BRIDGE NO. 1

KCI TECHNOLOGIES
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

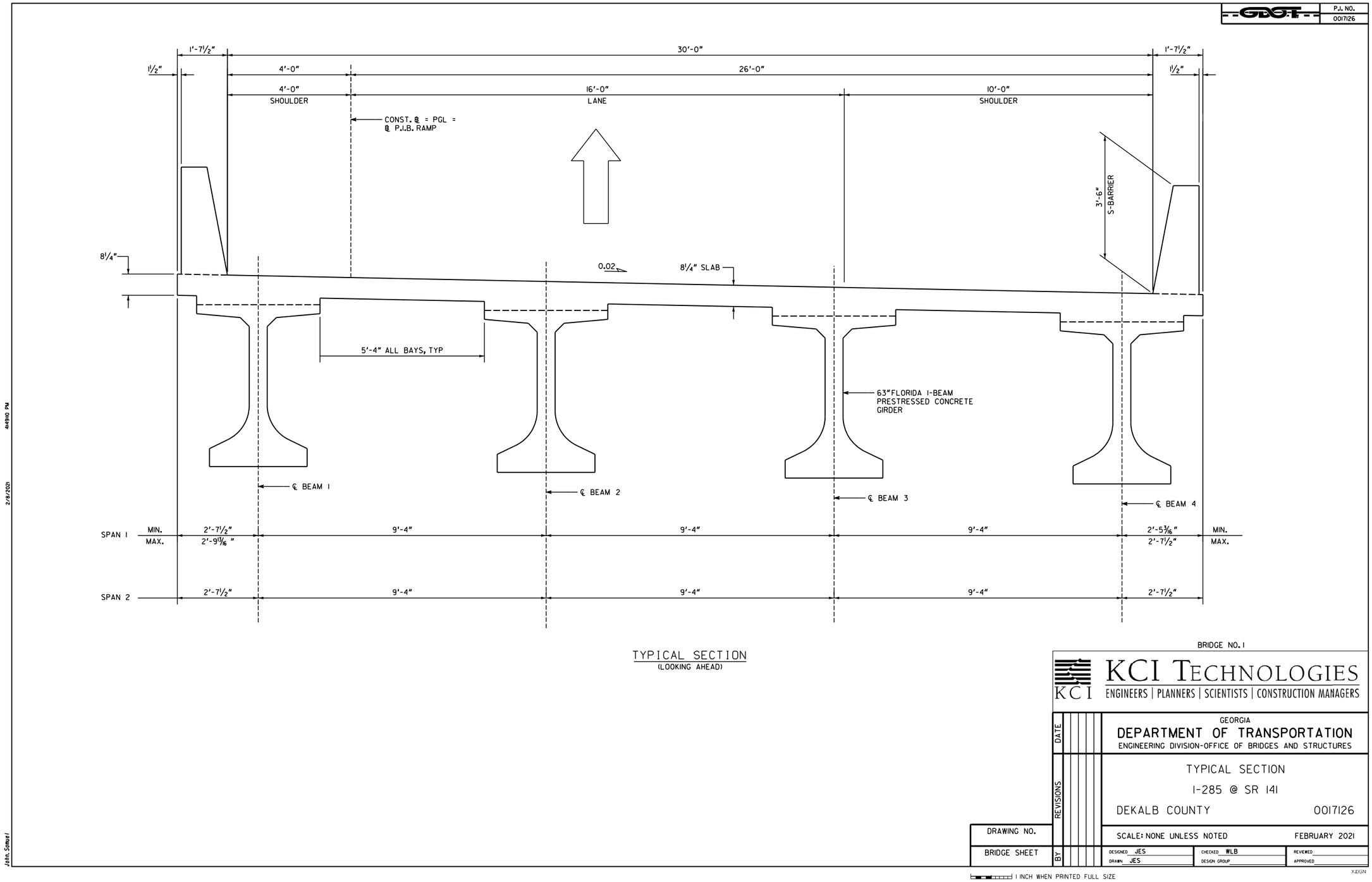
NOT RELEASED FOR CONSTRUCTION

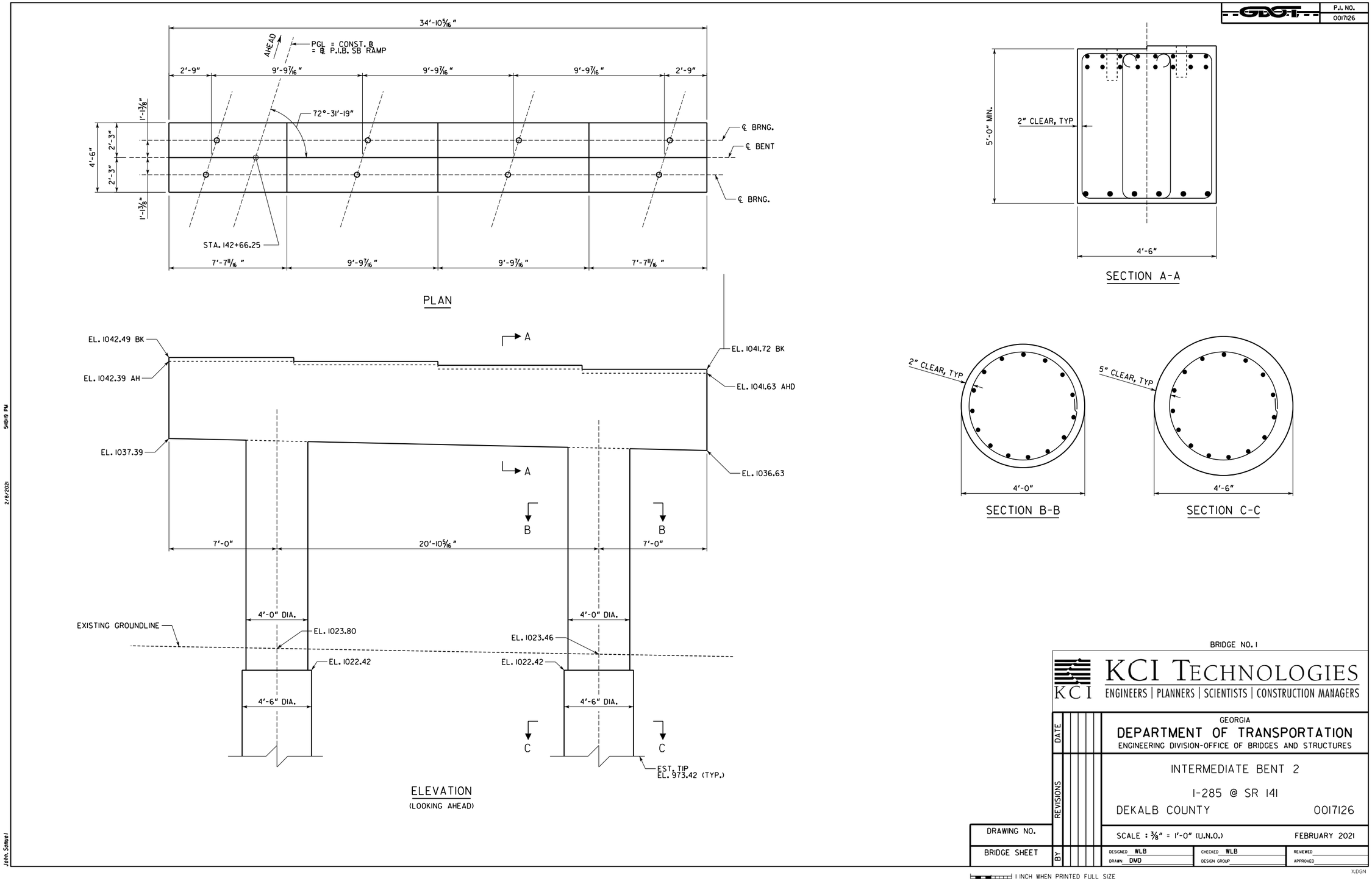
PLAN AND ELEVATION
I-285 @ SR 141
DEKALB COUNTY 0017126
SCALE: 1"=20'-0" (UNLESS NOTED OTHERWISE) FEBRUARY 2021

DATE | REVISIONS | BY
DRAWING NO.
JOB NO. 0017126 | BRIDGE SHEET
DESIGNED | CHECKED | REVIEWED
DRAWN | DESIGN GROUP | APPROVED

1 INCH WHEN PRINTED FULL SIZE

0017126.35-0001.dgn 3:04:04 PM 12/2/2020


P.I. NO.
0017126
1'-7½"
30'-0"
1'-7½"
1½"
4'-0"
26'-0"
1½"
4'-0"
SHOULDER
16'-0"
LANE
10'-0"
SHOULDER
CONST. ℄ = PGL =
℄ P.I.B. RAMP
3'-6"
S-BARRIER
8¼"
0.02
8¼" SLAB
5'-4" ALL BAYS, TYP
63"FLORIDA I-BEAM
PRESTRESSED CONCRETE
GIRDER
℄ BEAM 1
℄ BEAM 2
℄ BEAM 3
℄ BEAM 4
SPAN 1
MIN.
MAX.
2'-7½"
2'-9 13/16 "
9'-4"
9'-4"
9'-4"
2'-5 3/16 "
2'-7½"
MIN.
MAX.
SPAN 2
2'-7½"
9'-4"
9'-4"
9'-4"
2'-7½"
TYPICAL SECTION
(LOOKING AHEAD)
BRIDGE NO. 1
KCI TECHNOLOGIES
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS
GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES
DATE
REVISIONS
BY
TYPICAL SECTION
I-285 @ SR 141
DEKALB COUNTY
0017126
DRAWING NO.
BRIDGE SHEET
SCALE: NONE UNLESS NOTED
FEBRUARY 2021
DESIGNED JES
DRAWN JES
CHECKED WLB
DESIGN GROUP
REVIEWED
APPROVED
1 INCH WHEN PRINTED FULL SIZE
XJDGN
2/8/2021 4:49:10 PM
John.Samuel


GDOT
P.I. NO.
0017126
34'-10 5/16"
AHEAD
PGL = CONST. & = & P.I.B. SB RAMP
2'-9"
9'-9 7/16"
9'-9 7/16"
9'-9 7/16"
2'-9"
72°-31'-19"
1'-1 3/8"
2'-3"
4'-6"
2'-3"
1'-1 3/8"
℄ BRNG.
℄ BENT
℄ BRNG.
STA. 142+66.25
7'-7 11/16"
9'-9 7/16"
9'-9 7/16"
7'-7 11/16"
PLAN
EL. 1042.49 BK
EL. 1042.39 AH
EL. 1041.72 BK
EL. 1041.63 AHD
EL. 1037.39
EL. 1036.63
A
A
B
B
7'-0"
20'-10 5/16"
7'-0"
4'-0" DIA.
4'-0" DIA.
EXISTING GROUNDLINE
EL. 1023.80
EL. 1023.46
EL. 1022.42
EL. 1022.42
4'-6" DIA.
4'-6" DIA.
C
C
EST. TIP
EL. 973.42 (TYP.)
ELEVATION
(LOOKING AHEAD)
5'-0" MIN.
2" CLEAR, TYP
4'-6"
SECTION A-A
2" CLEAR, TYP
4'-0"
SECTION B-B
5" CLEAR, TYP
4'-6"
SECTION C-C
BRIDGE NO. 1
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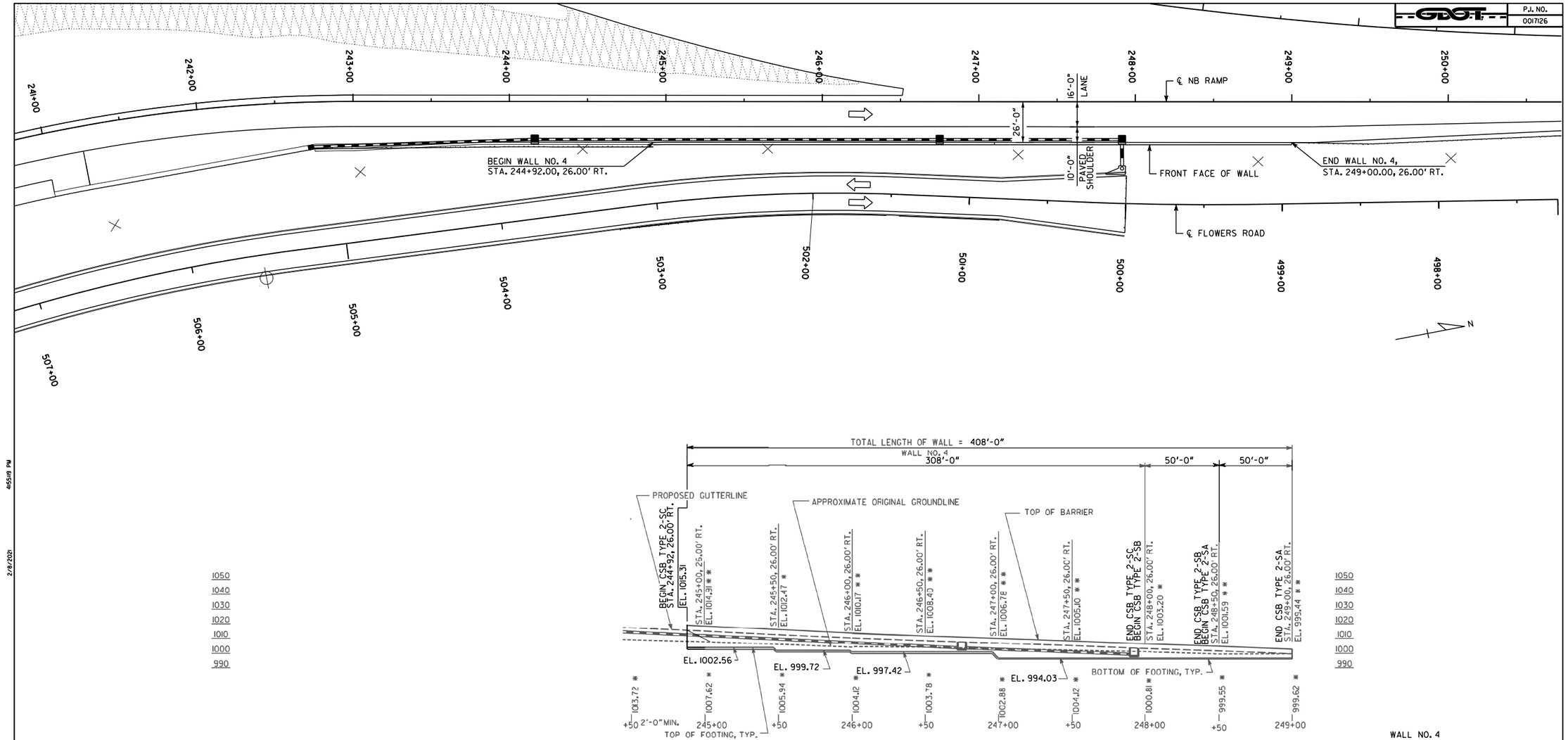
GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES
DATE
REVISIONS
BY
INTERMEDIATE BENT 2
I-285 @ SR 141
DEKALB COUNTY
0017126
DRAWING NO.
BRIDGE SHEET
SCALE : 3/8" = 1'-0" (U.N.O.)
FEBRUARY 2021
DESIGNED WLB
CHECKED WLB
REVIEWED
DRAWN DMD
DESIGN GROUP
APPROVED
1 INCH WHEN PRINTED FULL SIZE
X.DGN
2/8/2021
John.Samuel



ELEVATION
(FRONT FACE OF WALL SHOWN)

WALL NO. 4

WALL CONSISTS OF
(WALL NO. 4)

CONCRETE SIDE BARRIER ---------- GA STD 4949B (05-2020)

NOTES

1. STATIONS SHOWN ARE ALONG CONST. ℄ NB PIB RAMP. OFFSETS SHOWN ARE MEASURED TO THE GUTTERLINE OF TYPE 7-WS OR CONCRETE SIDE BARRIER.
2. * * ELEVATIONS SHOWN ARE PROPOSED FINISHED GRADE ELEVATIONS AT THE GUTTERLINE OF CONCRETE SIDE BARRIER (CSB).
3. * ELEVATIONS SHOWN ARE APPROXIMATE ORIGINAL GROUNDLINE ELEVATIONS.
4. SEE DRAINAGE PLANS FOR DRAINAGE DETAILS AND PAYMENT.

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ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

WALL NO. 4 PLAN AND ELEVATION
I-285 @ SR 141
DEKALB COUNTY 0017126

SCALE: NONE UNLESS NOTED FEBRUARY 2021

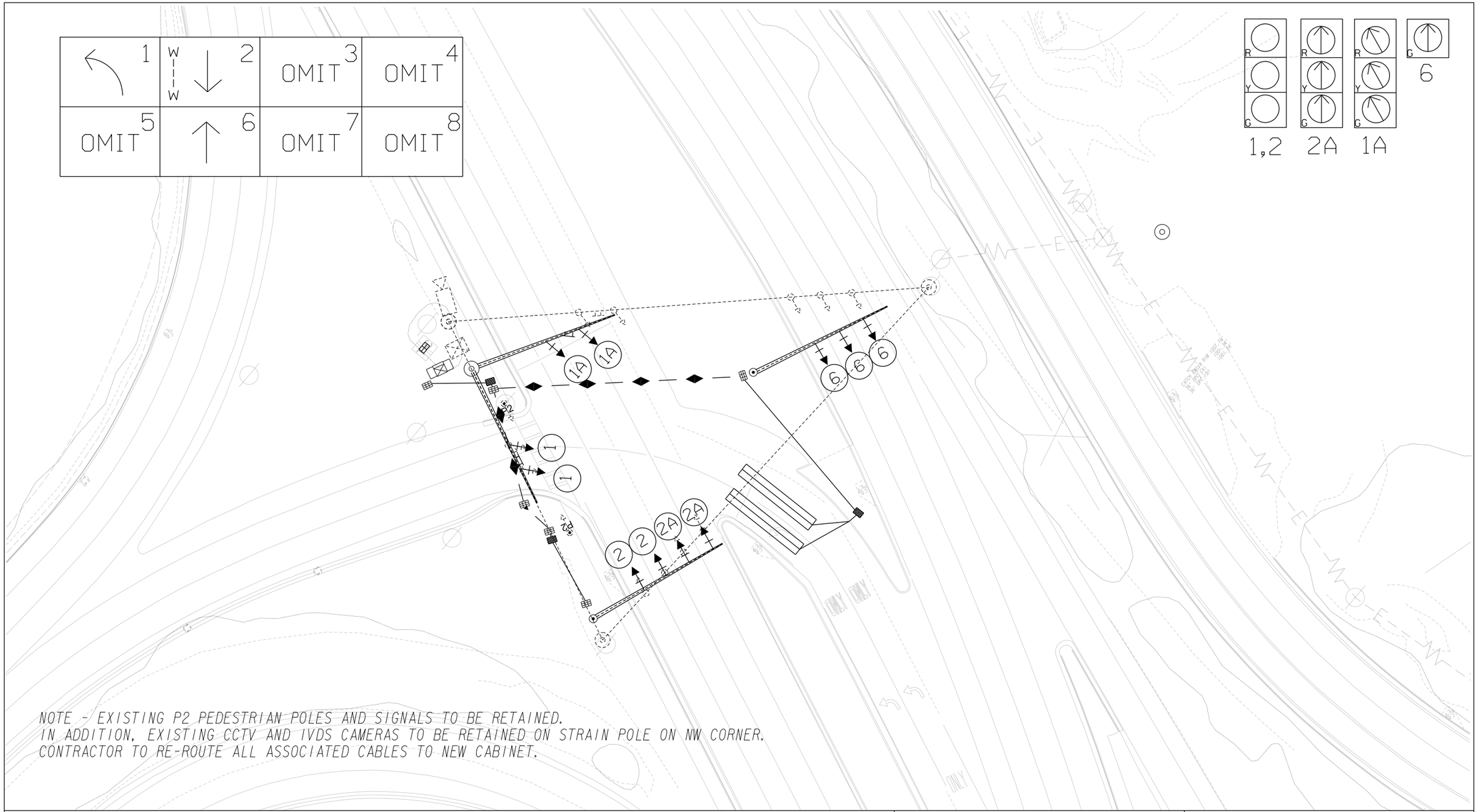
DRAWING NO.
BRIDGE SHEET

REVISIONS | DATE | BY

DESIGNED | CHECKED | REVIEWED
DRAWN JES | DESIGN GROUP | APPROVED

1 INCH WHEN PRINTED FULL SIZE

X.DGN



Project Information:	Prepared for:	Prepared by:	Location
PI# 0017126 Dekalb County Design-Build Proposed signal modifications	Baldwin-United, LLC	KCI TECHNOLOGIES Engineers Planners Scientists Construction Managers 2160 Satellite Boulevard Suite 130 Duluth, GA 30097 Phone: 678-990-6200 Fax: 678-990-6222 www.kci.com	Peachtree Industrial Blvd at I-285 WB Ramp