STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-1M-022-1(26)	690	770

TYPICAL VALUES FOR SUPERELEVATION RATES AND RUNOFF LENGTHS

(SEE GENERAL NOTE NO. 8)

D	R (ft)	V = 30 mph S.E.	L (ft) Two Lanes	L (ft) Four Lanes	V = 40 mph S.E.	L (ft) Two Lanes	L (ft) Four Lanes	V = 50 mph S.E.	L (ft) Two Lanes	L (ft) Four Lanes	V = 55 mph S.E.	L (ft) Two Lanes	L (ft) Four Lanes	V = 60 mph S.E.	L (ft) Two Lanes	L (ft) Four Lanes	V = 65 mph S.E.	L (ft) Two Lanes	L (ft) Four Lanes	V = 70 mph S.E.	L (ft) Two Lanes	L (ft) Four Lanes
0°-15'	22,918	NC	0	0	NC	0	0	NC	0	0	NC	0	0	NC	0	0	NC	0	0	NC	0	0
0°-30'	11,459	NC	0	0	NC	0	0	NC	0	0	NC	0	0	RC	175	175	RC	190	190	RC	200	200
0°-45'	7,639	NC	0	0	NC	0	0	RC	150	150	RC	160	160	.022	175	175	.025	190	190	.028	200	200
1°	5,730	NC	0	0	NC	0	0	.021	150	150	.025	160	160	.029	175	175	.032	190	190	.036	200	200
1°-30'	3,820	NC	0	0	.021	125	125	.030	150	150	.035	160	160	.041	175	175	.046	190	200	.051	200	240
2°	2,865	NC	100	100	.027	125	125	.038	150	150	.045	160	170	.051	175	210	.058	190	230	.065	200	290
2°-30'	2,292	.021	100	100	.033	125	125	.046	150	170	.053	160	200	.061	175	240	.068	190	300	.075	220	330
3°	1,910	.025	100	100	.038	125	125	.053	150	190	.060	160	230	.068	180	270	.075	210	320	.080	230	350
3°-30'	1,637	.028	100	100	.043	125	140	.058	150	210	.067	170	260	.074	200	300	.079	220	350			
4°	1,432	.031	100	100	.047	125	150	.063	150	230	.071	180	270	.076	210	310						
5°	1,146	.038	100	100	.055	125	170	.071	170	260	.078	200	300									
6°	955	.043	100	120	.062	130	190	.077	180	280												
7°	819	.048	100	130	.067	140	210	.080	190	280												
8°	716	.053	100	140	.071	150	220															
9°	637	.056	100	150	.075	160	240															
10°	573	.060	110	160	.078	180	240															
11°	521	.063	110	170	.079	170	250															
12°	477	.065	120	190	.080	170	250															
13°	441	.068	120	190																		
14°	409	.070	130	190																		
16°	358	.074	130	200																		
18°	318	.077	140	210																		
20°	286	.079	140	210																		
22°	260	.080	140	230																		

MAX. D=22°-45'

MAX. D=3°-00'

MAX. D=3°-45'

MAX. D=4°-45'

MAX. D=6°-00'

MAX. D=7°-30'

MAX. D=12°-15'

NOTE: -SPIRALS SELDOM USED ABOVE HEAVY LINE.

T = MINIMUM LENGTH (FT) OF TRANSITIONAL RUNOFF (OR SPIRAL) FOR PAVEMENTS 2 LANES WIDE - OR FOR 4-LANE PAVEMENTS DIVIDED BY A 60 FT. OR WIDER MEDIAN WITH EACH PAVEMENT SECTION BEING 2-LANES WIDE (FOR 3-LANES MULTIPLY T BY 1.2)

T' = MINIMUM LENGTH FT. OF TRANSITIONAL RUNOFF (OR SPIRAL) EITHER FOR 4-LANE PAVEMENTS DIVIDED BY A MEDIAN LESS THAN 20' WIDE INTO TWO 2-LANE PAVEMENTS-OR FOR 4-LANE UNDIVIDED PAVEMENTS (FOR 3-LANES & 6-LANES MULTIPLY T' BY 1 1/4 & 1 1/2 RESPECTIVELY AND ROUND OFF.)

FOR DIVIDED HIGHWAYS NOT HAVING THE SAME NUMBER OF LANES ON BOTH SIDES OF THE MEDIAN, BOTH T AND T' MAY BE UTILIZED.
WHERE FUTURE ADDITION OF LANES IS ANTICIPATED TRANSITIONAL RUNOFF (OR SPIRAL) LENGTHS SHOULD BE BASED UPON THE EVENTUAL NUMBER OF LANES.

D = DEGREE OF CURVE

M.P.H. = ESTIMATED OPERATING SPEED, IN MILE PER HOUR

S.E. = RATE OF SUPERELEVATION, IN FEET PER FOOT

NC = NORMAL CROWN SLOPE

RC = REMOVE ADVERSE CROWN; SUPERELEVATE AT NORMAL CROWN SLOPE

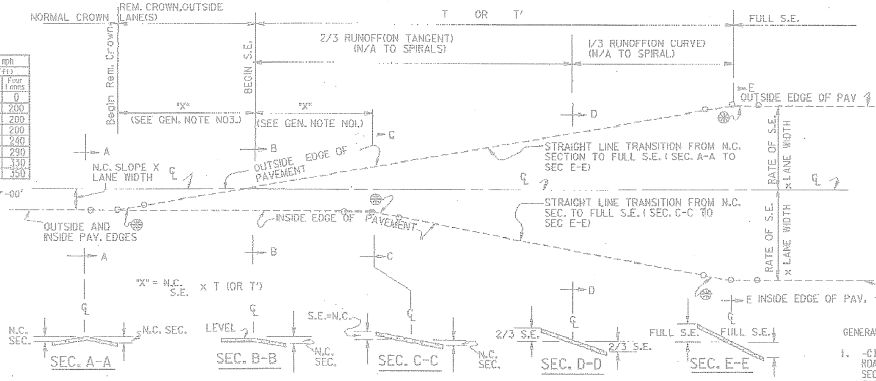
$$"X" = \frac{N.C.}{S.E.} \times T \text{ (OR T')}$$

(d) -RATE OF S.E. OR NORMAL SHOULDER SLOPE WHICHEVER IS GREATER (BUT NOT LESS THAN 3/4" PER FT. FOR UNPAVED SHOULDERS.)

(e) -ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE NOT OT EXCEED .08'/FT.

(f) -SLOPED AT THE RATE OF S.E.

(g) -DESIRED MINIMUM DITCH DEPTHS: 2 FT. ON S.E. LOW SIDE; 3' ON HIGH SIDE.



RELATIVE PROFILE DIAGRAM OF TRANSITION FROM CROWN SECTION TO FULL SUPERELEVATION

SECTION	LOCATION, IF CURVE IS CIRCULAR	LOCATION, IF CURVE IS SPIRAL
SEC. A-A	ON TANGENT	ON TANGENT
SEC. B-B	2/3 T PRIOR TO P.C. OR PAST P.T.	AT T.S. OR S.T.
SEC. C-C	ON TRANSITIONAL RUNOFF	ON SPIRAL TRANSITION
SEC. D-D	ON P.C. OR P.T.	ON SPIRAL TRANSITION
SEC. E-E	1/3 T PAST P.C. TO 1/3 T PRIOR TO P.T.	S.C. THRU C.S.

SHORT VERTICAL CURVES ARE TO BE USED WHERE NEEDED ON CONSTRUCTION TO AVOID ANGULAR BREAKS IN EDGE PROFILE.

GENERAL NOTES:

1. -CIRCULAR CURVES: THE CROWN ON THE OUTSIDE SECTION OF ROADWAY SHALL BE REMOVED (SEC. B-B) TO GIVE LEVEL OUTSIDE SECTION PRIOR TO RUNOFF. 2/3 OF THE RUNOFF SHALL BE ON THE TANGENT. THE INSIDE SECTION OF ROADWAY SHALL MAINTAIN THE NORMAL CROWN UNTIL THE OUTSIDE SECTION IS SUPERELEVATED AT THE SAME RATE (SEC C-C). SEC. D-D IS AT THE P.C OR P.T WITH 1/3 OF RUNOFF ON THE CURVE.

   -SPIRAL CURVES: THE CROWN ON THE OUTSIDE SECTION OF ROADWAY SHALL BE REMOVED ON THE TANGENT (SEC. B-B AT THE T.S. OR S.T.) TO GIVE A LEVEL OUTSIDE SECTION. THE SUPERELEVATION RUNOFF SHALL BE EFFECTED OVER THE WHOLE OF THE TRANSITIONAL SPIRAL. THE INSIDE SECTION OF ROADWAY SHALL MAINTAIN THE NORMAL CROWN UNTIL THE OUTSIDE SECTION IS SUPERELEVATED AT THE SAME RATE. (SEC. C-C.). FULL SUPERELEVATION SHALL BE OBTAINED AT THE END OF THE TRANSITIONAL SPIRAL. (SEC. E-E IS AT THE S.C. THRU THE C.S.)

2. -UNDIVIDED HIGHWAYS: IN GENERAL, SUPERELEVATION SHALL BE ATTAINED BY ROTATION ABOUT THE CENTERLINE; HOWEVER, WHERE DESIRABLE, THE POINT OF ROTATION MAY BE EITHER THE INSIDE OR OUTSIDE EDGE OF PAVEMENT WITH SIMILAR GEOMETRICS TO THE DIAGRAM ABOVE.

   -DIVIDED HIGHWAYS: IN GENERAL, THE POINT OF ROTATION SHALL BE THE PROFILE GRADE OR INSIDE EDGES OF THE MEDIAN, BUT WHERE DESIRABLE, ROTATION MAY BE MADE (1) ABOUT THE CENTERLINE OF EACH ROADWAY SEPARATELY OR (2) ABOUT THE CENTERLINE OF THE MEDIAN. WHERE METHOD (2) IS USED, THE RUNOFF LENGTH T OR T' SHALL BE INCREASED IN PROPORTION TO THE TOTAL WIDTH INCLUDING THE MEDIAN.

3. CROWN WIPEOUT LENGTH MAY BE REDUCED, IF NEEDED. (SEE NOTE 4)

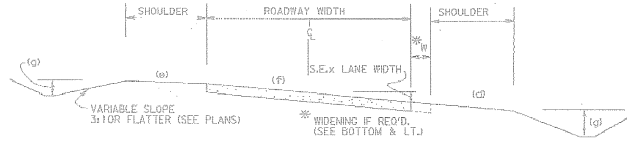
4. MODIFICATIONS MAY BE MADE TO THE HERESHOWN DETAILS, S.E. RATES, TRANSITIONS, SHOULDER SLOPES, WIDENING ETC., AT INDIVIDUAL LOCATIONS PROVIDED SUCH MODIFICATIONS ARE IN ACCORDANCE WITH CURRENT AASHTO GEOMETRIC DESIGN POLICY.

5. T AND T' VALUES ARE BASED UPON 12' LANES AND ARE DESIRABLE FOR 11' & 10' LANES. HOWEVER IF SHORTER LENGTHS ARE NEEDED BETWEEN REVERSE CURVES OR AT BRIDGES, T AND T' MAY BE REDUCED BY APPROXIMATELY 8% AND 17% FOR 11' AND 10' LANES RESPECTIVELY.

6. DOWNGRADE LANES OF DIVIDED HIGHWAYS MAY BE SUPERELEVATED FOR HIGHER SPEEDS THAN UPGRADE LANES WHERE DESIRABLE.

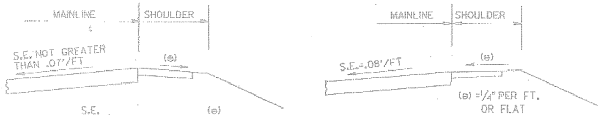
7. CAREFUL ATTENTION SHOULD BE GIVEN TO GEOMETRICS WHERE IT IS NECESSARY TO SUPERELEVATE ON VERTICAL CURVES, AT INTERSECTIONS, ON CLOSE REVERSE CURVES, AT TURNOUTS, AT TURN LANES, ON STEEP GRADES OR WHERE OTHER POTENTIAL INTERFERING ELEMENTS ARE PRESENT.

8. THE TABULATED VALUES SHOWN AT THE TOP LEFT ARE BASED UPON A MAXIMUM SUPERELEVATION RATE OF 0.08. THE DESIGNER MAY SPECIFY SUPERELEVATION RATES AND RUNOFF LENGTHS DERIVED FROM THE A.A.S.H.T.O. DESIGN TABLES BASED UPON OTHER MAXIMUM RATES WHERE CONDITIONS WARRANT. SEE PROJECT PLANS FOR S.E. AT EACH CURVE.



TYPICAL SECTION AT FULL SUPERELEVATION

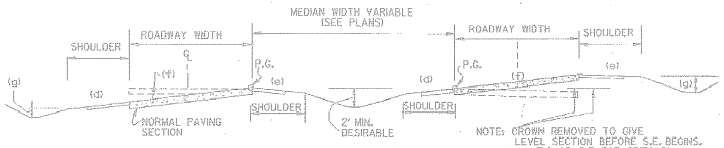
NOTE: GRADING TEMPLATES SHALL BE PARALLEL TO THE PLANE OF SUPERELEVATION



S.E.	(e)
.02'/FT. OR .03'/FT.	1/2" PER FT.
.04'/FT. OR .05'/FT.	1/4" PER FT.
.06'/FT. OR .07'/FT.	1/8" PER FT.

NOTE: THESE SECTIONS ARE APPLICABLE TO EITHER PAVED OR UNPAVED SHOULDERS, INSIDE OR OUTSIDE SHOULDERS

TYPICAL SHOULDER SECTIONS ON THE HIGH SIDE OF SUPER ELEVATION



TYPICAL SECTION OF SUPERELEVATION FOR DIVIDED HIGHWAYS

DISREGARD VALUES LESS THAN 2 FT. (ABOVE HEAVY LINE) FOR 2-LANE (ONE-WAY OR TWO-WAY TRAFFIC) PAVEMENTS. FOR 3-LANES OR 4-LANES UNDIVIDED MULTIPLY VALUES BY 1.5 & 2 RESPECTIVELY AND ROUND TO NEAREST 1/2 FOOT. IF RESULT IS LESS THAN 2 FT., DO NOT WIDEN.

PAVEMENT WIDENING ON OPEN HIGHWAY CURVES

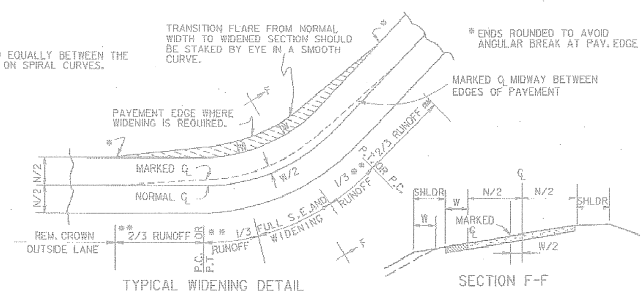
VALUES (IN FEET) FOR TWO-LANE ROADWAYS-ONE-WAY OR TWO-WAY TRAFFIC

D	24 FOOT ROADWAY M.P.H. 30	40	50	60	70	22 FOOT ROADWAY M.P.H. 30	40	50	60	70	20 FOOT ROADWAY M.P.H. 30	40	50	60
1°	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	1.0	1.0	1.5	1.5	1.5	2.0
2°	0.0	0.0	0.0	0.5	0.5	1.0	1.0	1.0	1.5	1.5	2.0	2.0	2.0	2.5
3°	0.0	0.0	0.5	0.5	1.0	1.0	1.0	1.5	1.5	2.0	2.0	2.0	2.5	2.5
4°	0.0	0.5	0.5	1.0	1.0	1.0	1.5	1.5	2.0	2.0	2.0	2.5	2.5	3.0
5°	0.5	0.5	1.0	1.0		1.5	1.5	2.0	2.0		2.5	2.5	2.5	3.0
6°	0.5	1.0	1.0	1.5		1.5	2.0	2.0	2.5		2.5	3.0	3.0	3.5
7°	0.5	1.0	1.5			1.5	2.0	2.5			2.5	3.0	3.5	
8°	1.0	1.0	1.5			2.0	2.0	2.5			3.0	3.0	3.5	
9°	1.0	1.5	2.0			2.0	2.5	3.0			3.0	3.5	4.0	
10°-11°	1.0	1.5				2.0	2.5				3.0	3.5		
12°-14.5°	1.5	2.0				2.5	3.0				3.5			
15°-18°	2.0					3.0					4.0			
19°-21°	2.5					3.5					4.5			
22°-25°	3.0					4.0					5.0			
26°-28.5°	3.5					4.5					5.5			

NOTE: PAVEMENT WIDENING ON CURVES IS INTENDED FOR UTILIZATION WHERE TRUCK TRAFFIC IS SIGNIFICANT AND THE INCREASE IN PAVEMENT WIDTH IS TO BE 2 FT. OR GREATER.

LOCATIONS FOR WIDENING SHALL BE SHOWN IN THE PLANS OR SPECIFIED BY THE ENGINEER.

NOTE: WIDENING MAY BE DIVIDED EQUALLY BETWEEN THE INSIDE AND THE OUTSIDE ON SPIRAL CURVES.



TYPICAL WIDENING DETAIL

* ** RUNOFF PROPORTIONS N/A TO SPIRALS

REV. BY	REVISION	DATE
	GEN. REVISIONS	1-12-97

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD

SUPERELEVATION
RATES, DETAILS, & RUNOFF LENGTHS

NO SCALE

DES. ___ DRW. ___ TRA. ___ CHK. ___

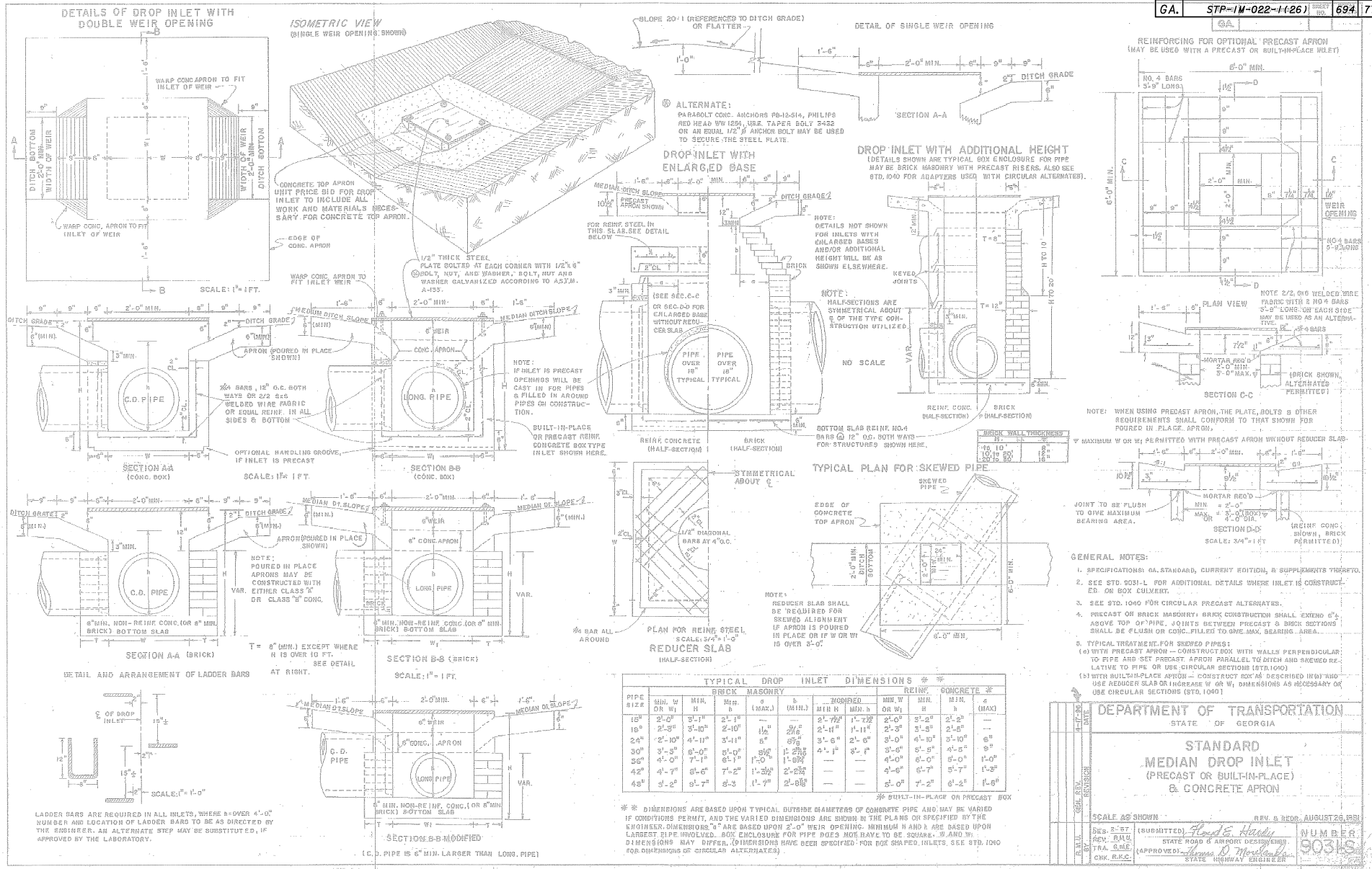
(SUBMITTED) STATE ROAD & AIRPORT DESIGN ENGR.

(APPROVED) CHIEF ENGINEER

NUMBER 9028C

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-IM-022-1(26)	694	770

GA.



TYPICAL DROP INLET DIMENSIONS * **

PIPE SIZE	BRICK MASONRY: MIN. W OR W1	MIN. H	MIN. h	a (MAX.)	b (MIN.)	MODIFIED: MIN H	MIN. h	REINF. CONCRETE *: MIN. W OR W1	MIN. H	MIN. h	a (MAX)
18"	2'-0"	3'-1"	2'-1"	—	—	2'-7 1/2"	1'-7 1/2"	2'-0"	3'-2"	2'-2"	—
18" b	2'-3"	3'-10"	2'-10"	1 1/2"	2 1/16"	2'-11"	1'-11"	2'-3"	3'-5"	2'-5"	—
24"	2'-10"	4'-11"	3'-11"	2"	2 7/8"	3'-6"	2'-6"	3'-0"	4'-10"	3'-10"	6"
30"	3'-3"	6'-0"	5'-0"	2 1/2"	3'-2 11/16"	4'-1"	3'-1"	3'-6"	5'-5"	4'-5"	9"
36"	4'-0"	7'-1"	6'-1"	3'-0"	1'-8 3/4"	—	—	4'-0"	6'-0"	5'-0"	1'-0"
42"	4'-7"	8'-6"	7'-2"	1'-3 1/2"	2'-2 3/4"	—	—	4'-6"	6'-7"	5'-7"	1'-2"
48"	5'-2"	9'-7"	8'-3	1'-7"	2'-8 5/8"	—	—	5'-0"	7'-2"	6'-2"	1'-6"

* BUILT-IN-PLACE OR PRECAST BOX

** DIMENSIONS ARE BASED UPON TYPICAL OUTSIDE DIAMETERS OF CONCRETE PIPE AND MAY BE VARIED IF CONDITIONS PERMIT, AND THE VARIED DIMENSIONS ARE SHOWN IN THE PLANS OR SPECIFIED BY THE ENGINEER. DIMENSIONS "a" ARE BASED UPON 2'-0" WEIR OPENING. MINIMUM H AND h ARE BASED UPON LARGEST PIPE INVOLVED. BOX ENCLOSURE FOR PIPE DOES NOT HAVE TO BE SQUARE. W AND W1 DIMENSIONS MAY DIFFER. (DIMENSIONS HAVE BEEN SPECIFIED FOR BOX SHAPED INLETS. SEE STD. 1040 FOR DIMENSIONS OF CIRCULAR ALTERNATES.)

REV.	BY	DATE	REVISION
	R.A.W.	4-17-86	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD MEDIAN DROP INLET (PRECAST OR BUILT-IN-PLACE) & CONCRETE APRON

SCALE AS SHOWN — REV. & REDR. AUGUST 26, 1991

DES. 2-87 (SUBMITTED) Hoyt E. Hardy
REV. R.A.W.
TRA. G.M.E.
CHK. R.K.C. (APPROVED) Thomas D. Morris
STATE HIGHWAY ENGINEER
STATE ROAD & AIRPORT DESIGN ENGR.

NUMBER 9031-L

FORM EF3

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
GA.	STP-1M-022-1 (26)	1	82

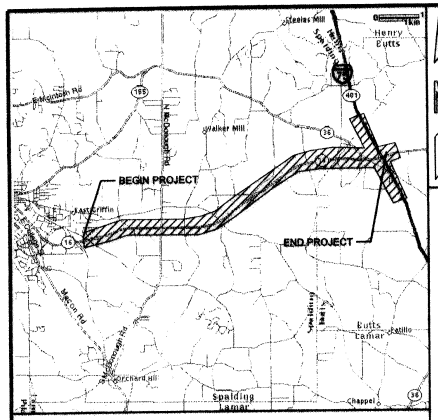
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROPOSED RIGHT OF WAY
S. R. 16 - ARTHUR K. BOLTON PARKWAY
REHOBOTH ROAD TO INTERSTATE 75
SPALDING / BUTTS COUNTIES

FEDERAL AID PROJECT
PARTIAL LIMITED ACCESS
STP-1M-022-1(26)
1M-0000-00(523)

FEDERAL ROUTE • N/A
STATE ROUTE • 16
P. I. NO. 332520
P. I. NO. 0000523

NN-34-A&B



LOCATION MAP

DESIGN DATA:
TRAFFIC A.D.T.: 12,250 (2002)
TRAFFIC A.D.T.: 20,750 (2022)
TRAFFIC D.H.V.: 1645
DIRECTIONAL DIST.: 50/50
% TRUCKS: 7%
24 HR. TRUCKS %: 10%
DESIGN SPEED: 55 mph / 45mph
FUNCTIONAL CLASSIFICATION: RURAL ARTERIAL

MIDPOINT COORDINATES
N 1181083.5974
E 2300572.6742
STA 383+39.93

STATE OR COUNTY LINE
CITY LIMIT LINE
PROPERTY LINE
SURVEY OR BASE LINE
RIGHT OF WAY LINE: EXISTING, REQUIRED, LIMIT OF ACCESS, R/W & LIMIT OF ACCESS, R/W MARKER
FENCE
RAILROADS
POWER LINE
TELEPHONE LINE
POWER POLES
TELEPHONE OR TELEGRAPH POLES

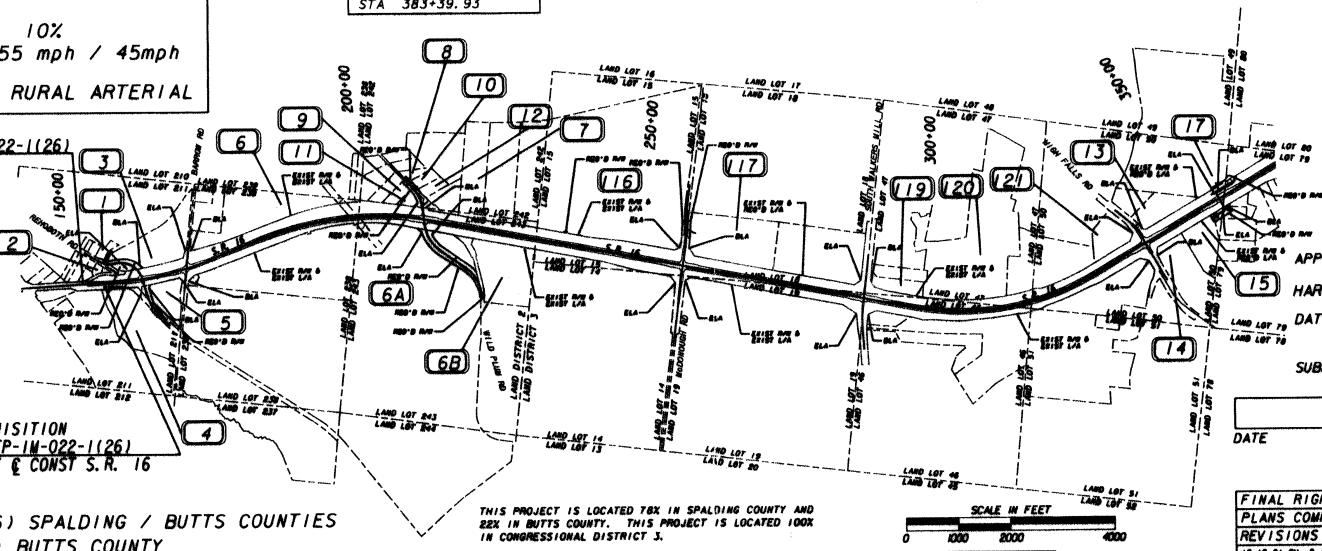
NOTE:
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO " STATE HIGHWAY DEPARTMENT OF GEORGIA ", "STATE HIGHWAY DEPARTMENT ", GEORGIA STATE HIGHWAY DEPARTMENT ", " HIGHWAY DEPARTMENT ", OR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

PREPARED BY: HDR/WLJorden
ENGINEERS·SURVEYORS·PLANNERS
2810 PREMIERE PARKWAY, SUITE 200
DULUTH, GEORGIA 30097
(678) 775-4800 FAX (678) 775-4848

GEORGIA REGISTERED PROFESSIONAL ENGINEER
04-26-04

BEGIN PROJECT
PROJECT NO. STP-1M-022-1(26)
STA. 152+50.00
℄ CONST S.R. 16

BEGIN R/W ACQUISITION
PROJECT NO. STP-1M-022-1(26)
STA. 155+71.97 ℄ CONST S.R. 16



LOCATION AND DESIGN APPROVAL DATE: 10-23-2001

APPROVED BY: Harvey P. Booker
HARVEY P. BOOKER State Highway Right-of-Way Administrator
DATE: NOV. 16, 2001

SUBMITTED BY: JERRY MORRIS

DATE | CHIEF ENGINEER

STP-1M-022-1(26) SPALDING / BUTTS COUNTIES
1M-0000-00(523) BUTTS COUNTY

THIS PROJECT IS LOCATED 78% IN SPALDING COUNTY AND 22% IN BUTTS COUNTY. THIS PROJECT IS LOCATED 100% IN CONGRESSIONAL DISTRICT 3.

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.

LENGTH OF PROJECT	SPALDING CO. MILES	BUTTS CO. MILES	TOTAL MILES
NET LENGTH OF ROADWAY	6.73	1.94	8.67
NET LENGTH OF BRIDGES	0.03	0.05	0.08
NET LENGTH OF PROJECT	6.76	1.99	8.75
NET LENGTH OF EXCEPTIONS	0.00	0.00	0.00
GROSS LENGTH OF PROJECT	6.76	1.99	8.75

APPROVED BY FHWA
DATE 10-31-01
APPROVED BY R/W
DATE 11-16-01

FINAL RIGHT-OF-WAY	01-14-03 SH. 1, 2, 54, 56, 57 & 74.
PLANS COMPLETED 11-02-2001	05-22-03 SH. 1-3, 5, 7-9, 11, 13, 14, 16, 18, 37, 42, 44, 58, 59, 61, 63, 65, 66, 68
REVISIONS	
12-19-01 SH. 2-4, 27, 35-36, 52, 54, 61, 72 & 78.	07-11-03 SH. 66 & 67
05-31-02 SH. 1-82 (GENERAL).	09-16-03 SH. 1-3, 54 & 79
07-24-02 SH. 1, 64 & 67.	09-24-03 SH. 1-2, 48 & 49
08-07-02 SH. 1, 35 & 36.	11-06-03 SH. 1-2, 23-28
10-04-02 SH. 1-3, 5, 7-9, 11, 23, 25-27, 29, 35, 37, 39, 42, 44, 46, 48, 52, 54, 56-58, 60-61, 63, 68, 70, 72, 74-77, 79 & 81.	12-05-03 SH. 1-3, 18-21, 23-29, 34, 35, 39-44, 46, 48-50, 52, 58, 59, 68
	01-21-04 ADDED SHEET 2A FOR REVISIONS.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-1M-022-1(26)	2	82

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

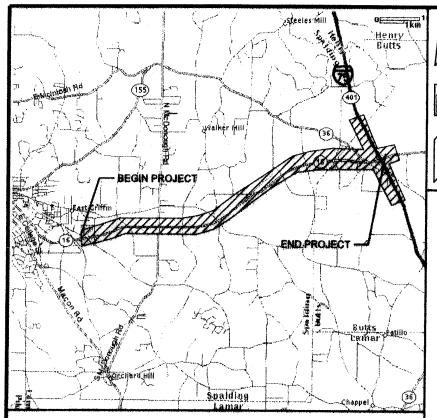
PROPOSED RIGHT OF WAY
S. R. 16 - ARTHUR K. BOLTON PARKWAY
REHOBOTH ROAD TO INTERSTATE 75
SPALDING / BUTTS COUNTIES

FEDERAL AID PROJECT
PARTIAL LIMITED ACCESS
STP-1M-022-1(26)
1M-0000-00(523)

FEDERAL ROUTE • N/A
STATE ROUTE • 16
P. I. NO. 332520
P. I. NO. 0000523

PREPARED BY:

HDR/WLJorden
ENGINEERS·SURVEYORS·PLANNERS
2810 PREMIERE PARKWAY, SUITE 200
DULUTH, GEORGIA 30097
(678) 775-4900 FAX (678) 775-4846



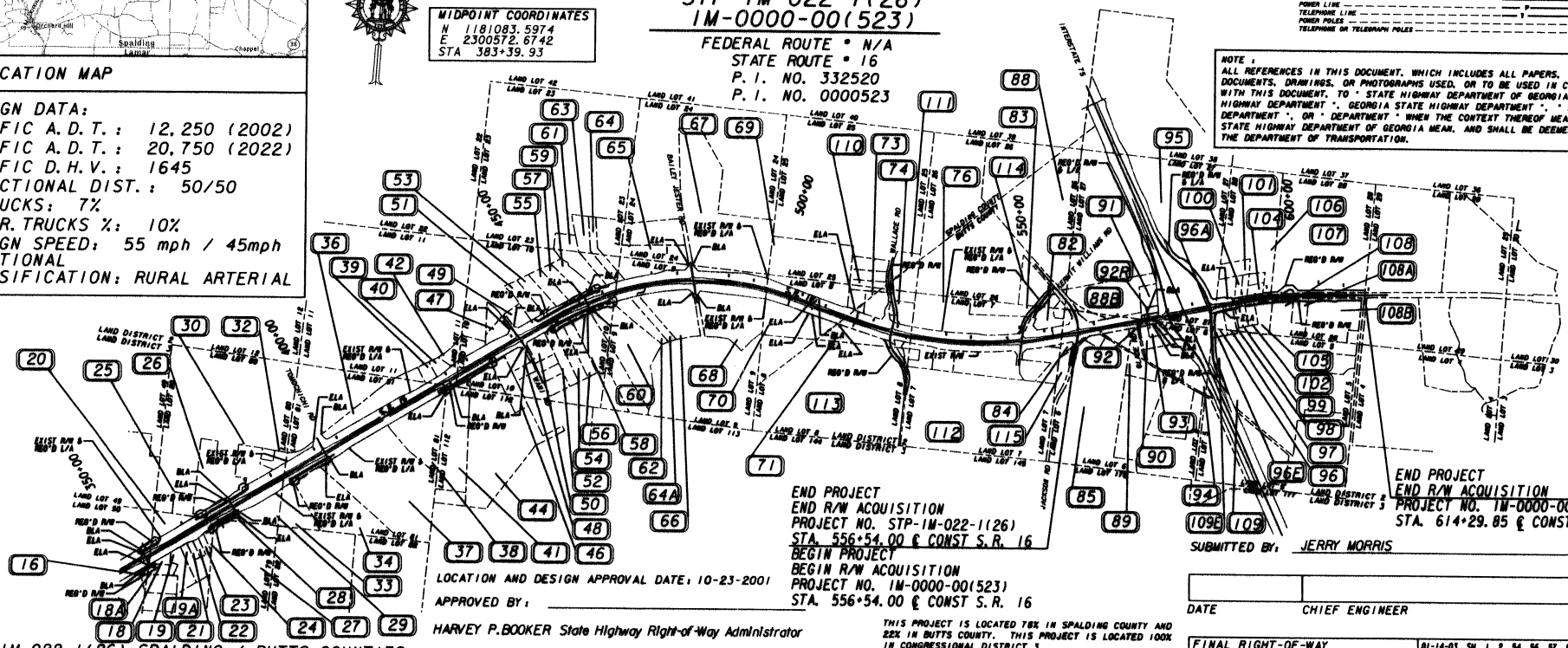
LOCATION MAP

MIDPOINT COORDINATES
N 1181083.5974
E 2300572.6742
STA 383+39.93

DESIGN DATA:
TRAFFIC A.D.T.: 12,250 (2002)
TRAFFIC A.D.T.: 20,750 (2022)
TRAFFIC D.H.V.: 1645
DIRECTIONAL DIST.: 50/50
% TRUCKS: 7%
24 HR. TRUCKS %: 10%
DESIGN SPEED: 55 mph / 45mph
FUNCTIONAL
CLASSIFICATION: RURAL ARTERIAL

STATE OR COUNTY LINE
CITY LIMIT LINE
PROPERTY LINE
SURVEY OR BASE LINE
RIGHT OF WAY LINE { EXISTING / REQUIRED / LIMIT OF ACCESS / R/W & LIMIT OF ACCESS / R/W BARRIER
FENCE
RAILROADS
POWER LINE
TELEPHONE LINE
POWER POLES
TELEPHONE OR TELEGRAPH POLES

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 MEAN, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.



END PROJECT
END R/W ACQUISITION
PROJECT NO. STP-1M-022-1(26)
STA. 556+54.00 ℄ CONST S.R. 16

BEGIN PROJECT
BEGIN R/W ACQUISITION
PROJECT NO. 1M-0000-00(523)
STA. 556+54.00 ℄ CONST S.R. 16

END PROJECT
END R/W ACQUISITION
PROJECT NO. 1M-0000-00(523)
STA. 614+29.85 ℄ CONST S.R. 16

LOCATION AND DESIGN APPROVAL DATE: 10-23-2001

APPROVED BY: _____

HARVEY P. BOOKER State Highway Right-of-Way Administrator

DATE: _____

SUBMITTED BY: JERRY MORRIS

DATE CHIEF ENGINEER

THIS PROJECT IS LOCATED 78% IN SPALDING COUNTY AND 22% IN BUTTS COUNTY. THIS PROJECT IS LOCATED 100% IN CONGRESSIONAL DISTRICT 3.

STP-1M-022-1(26) SPALDING / BUTTS COUNTIES
1M-0000-00(523) BUTTS COUNTY

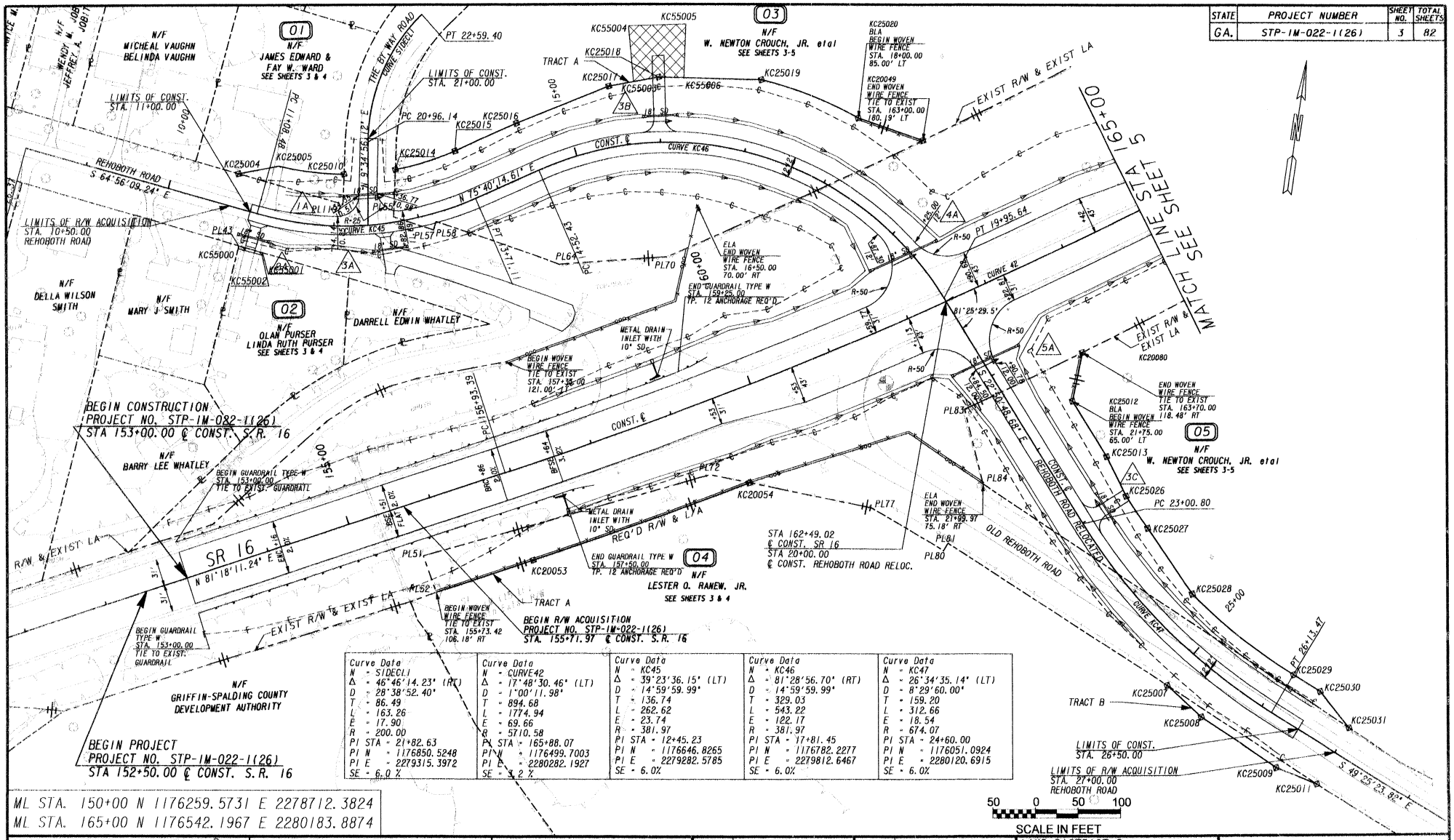
THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT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

LENGTH OF PROJECT	SPALDING CO. MILES	BUTTS CO. MILES	TOTAL MILES
NET LENGTH OF ROADWAY	6.73	1.94	8.67
NET LENGTH OF BRIDGES	0.03	0.05	0.08
NET LENGTH OF PROJECT	6.76	1.99	8.75
NET LENGTH OF EXCEPTIONS	0.00	0.00	0.00
GROSS LENGTH OF PROJECT	6.76	1.99	8.75

SCALE IN FEET
0 1000 2000 4000

FINAL RIGHT-OF-WAY	01-14-03 SH. 1, 2, 54, 56, 57, & 74.
PLANS COMPLETED 11-02-2001	05-22-03 SH. 1-3, 5, 7-9, 11, 13, 14, 16, 18, 37,
REVISIONS	42, 44, 58, 59, 61, 63, 65, 66, 68
12-19-01 SH. 2-4, 27, 35-36, 52, 54, 61, 72 & 78.	07-11-03 SH. 66 & 67
05-31-02 SH. 1-02 (GENERAL).	08-16-03 SH. 1-3, 54 & 79
07-24-02 SH. 1, 64 & 67.	09-24-03 SH. 1-2, 48 & 49
08-07-02 SH. 1, 35 & 36.	11-06-03 SH. 1-2, 23-28
10-04-02 SH. 1-3, 5, 7-9, 11, 23, 25-27, 29, 35,	12-05-03 SH. 1-3, 18-21, 23-29, 34, 35,
37, 39, 42, 44, 46, 48, 52, 54, 56-58,	39-44, 46, 48-50, 52, 58, 59, 68
60-61, 63, 68, 70, 72, 74-77, 79 & 81.	01-21-04 ADDED SHEET 2A FOR REVISIONS.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-1M-022-1(26)	3	82



Curve Data	Curve Data	Curve Data	Curve Data	Curve Data
N = SIDECL1	N = CURVE42	N = KC45	N = KC46	N = KC47
Δ = 46°46'14.23" (RT)	Δ = 17°48'30.46" (LT)	Δ = 39°23'36.15" (LT)	Δ = 81°28'56.70" (RT)	Δ = 26°34'35.14" (LT)
D = 28°38'52.40"	D = 1°00'11.98"	D = 14°59'59.99"	D = 14°59'59.99"	D = 8°29'60.00"
T = 86.49	T = 894.68	T = 136.74	T = 329.03	T = 159.20
L = 163.26	L = 1774.94	L = 262.62	L = 543.22	L = 312.66
E = 17.90	E = 69.66	E = 23.74	E = 122.17	E = 18.54
R = 200.00	R = 5710.58	R = 381.97	R = 381.97	R = 674.07
PI STA = 21+82.63	PI STA = 165+88.07	PI STA = 12+45.23	PI STA = 17+81.45	PI STA = 24+60.00
PI N = 1176850.5248	PI N = 1176499.7003	PI N = 1176646.8265	PI N = 1176782.2277	PI N = 1176051.0924
PI E = 2279315.3972	PI E = 2280282.1927	PI E = 2279282.5785	PI E = 2279812.6467	PI E = 2280120.6915
SE = 6.0 %	SE = 3.2 %	SE = 6.0%	SE = 6.0%	SE = 6.0%

ML STA. 150+00 N 1176259.5731 E 2278712.3824
ML STA. 165+00 N 1176542.1967 E 2280183.8874

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
R/W AND LIMIT OF ACCESS

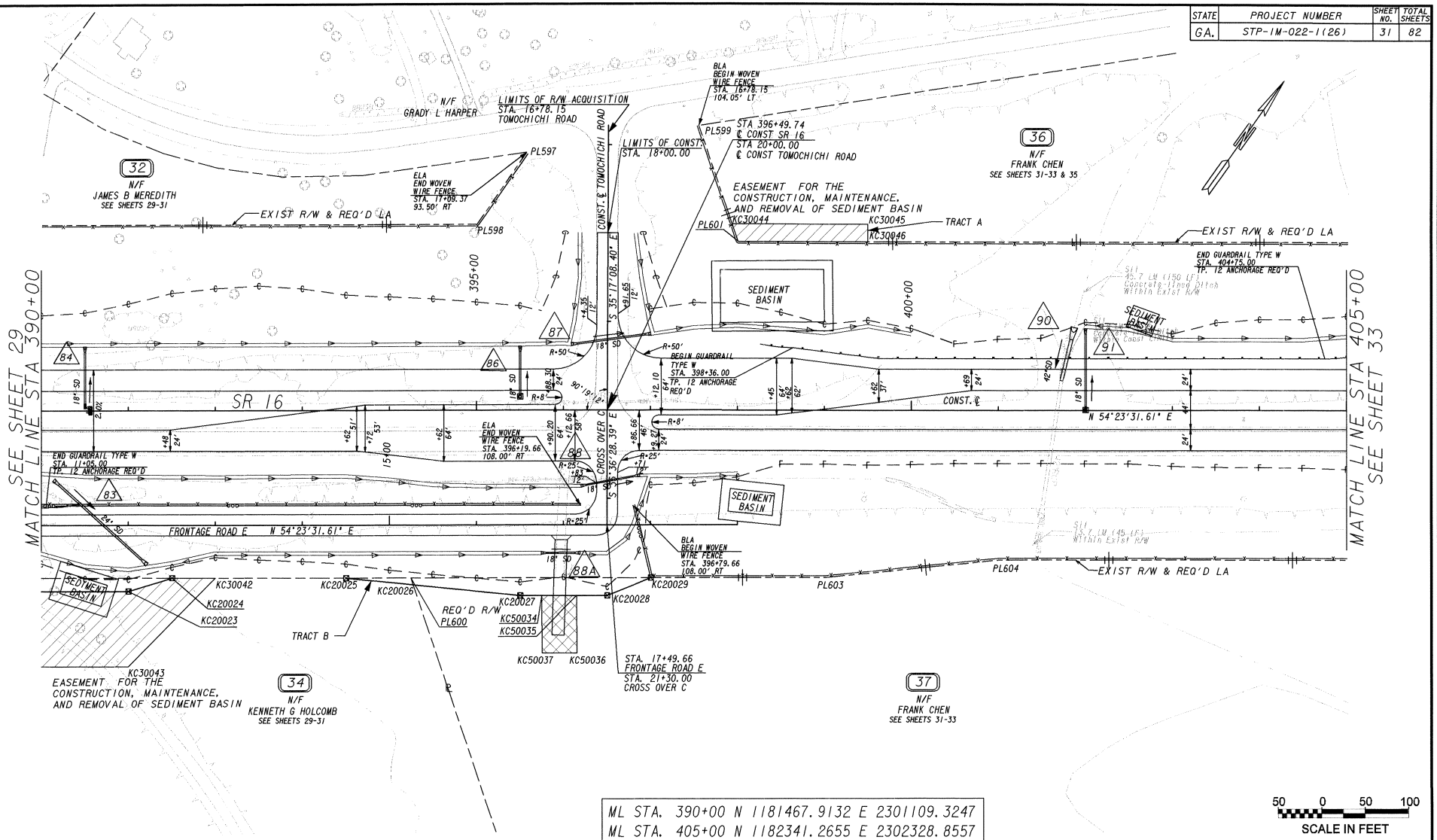
HDR/WLJorden
ENGINEERS·SURVEYORS·PLANNERS
2810 PREMIERE PARKWAY, SUITE 200
DULUTH, GEORGIA 30097
(678) 775-4800 FAX (678) 775-4848

DATE	REVISIONS	DATE	REVISIONS
12-19-01	REVISED NAME PAR. 1.	08-23-04	ADDED DRIVEWAYS PAR. 3 & 5.
	REV. REQ'D R/W PAR. 3.		ADDED DRWY EASM'T PAR. 3.
05-31-02	GENERAL		
10-04-02	REVISED NAME PAR. 3, 4 & 5.		
05-22-03	REVISED NAME PAR. 3, 5.		
09-16-03	REVISED DITCH PAR. 1.		
12-05-03	REVISED NAME PAR. 4.		

LAND DISTRICT 2
LAND LOT NO. 211
GMD 1066 (AKIN)

GEORGIA
DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY PLAN
PROJECT NO. STP-1M-022-1(26)
SPALDING COUNTY
DATE 11-02-01 SHEET 3 OF 82

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-1M-022-1(26)	31	82



ML STA. 390+00 N 1181467.9132 E 2301109.3247
ML STA. 405+00 N 1182341.2655 E 2302328.8557

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	
R/W AND LIMIT OF ACCESS	

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DULUTH, GEORGIA 30097
(678) 775-4800 FAX (678) 775-4848

DATE	REVISIONS	DATE	REVISIONS
05-31-02	GENERAL		

LAND DISTRICT 3
LAND LOT NO. 81
GMD 1066 (AKIN)

GEORGIA
DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY PLAN
PROJECT NO. STP-1M-022-1(26)
SPALDING COUNTY
DATE 11-02-01 SHEET 31 OF 82

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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-1M-022-1(26)	32	82

PARCEL 36 TRACT A REQ'D EASM'T. KC30014

PNT	OFFSET		STATION	ALIGNMENT
PL601	190.093	L	398+00.71	S.R. 16
KC30044	210.000	L	397+93.87	S.R. 16
KC30045	210.000	L	399+50.00	S.R. 16
KC30046	190.088	L	399+50.00	S.R. 16
PL601	190.093	L	398+00.71	S.R. 16

REQD EASMT AREA = 3040.34 SF

PARCEL 36 TRACT B REQ'D EASM'T. KC30015

PNT	OFFSET		STATION	ALIGNMENT
KC30047	190.049	L	411+25.00	S.R. 16
KC30048	210.000	L	411+50.00	S.R. 16
KC30049	210.000	L	413+50.00	S.R. 16
KC30050	190.041	L	413+75.00	S.R. 16
KC30047	190.049	L	411+25.00	S.R. 16

REQD EASMT AREA = 4489.90 SF

TOTAL LOT SIZE = +/- 15.299 ACRES

PARCEL 36 REQ'D L/A KC17009

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
PL599	104.05	L	16+78.15	TOMOCHICHI ROAD
	138.751		S 54°35'02.96" E	
PL601	190.093	L	398+00.71	S.R. 16
	1700.029		N 54°23'38.53" E	
PL616	190.036	L	415+00.74	S.R. 16
	202.241		N 62°55'29.28" E	
PL617	160.029	L	417+00.74	S.R. 16
	356.683		N 54°23'38.53" E	
PL621	160.017	L	420+57.43	S.R. 16

REQD L/A = 2397.70 LF

PARCEL 37 REQ'D R/W KC20014

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
PL600	189.901	R	394+24.42	S.R. 16
	275.582		N 54°23'38.53" E	
KC20029	189.910	R	397+00.00	S.R. 16
	53.885		S 32°30'05.79" W	
KC20028	210.000	R	396+50.00	S.R. 16
	100.000		S 54°23'31.61" W	
KC20027	210.000	R	395+50.00	S.R. 16
	123.567		S 60°07'53.88" W	
KC20026	197.643	R	394+27.05	S.R. 16
	8.178		N 54°24'11.83" W	
PL600	189.901	R	394+24.42	S.R. 16

REQD R/W = 4233.11 SF
REQD R/W = 0.097 ACRES
REMAINDER = +/- 66.568 ACRES

PARCEL 37 REQ'D L/A KC17516

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
KC20029	189.910	R	397+00.00	S.R. 16
	200.700		N 54°23'38.53" E	
PL603	189.916	R	399+00.70	S.R. 16
	201.001		N 48°41'00.39" E	
PL604	169.923	R	401+00.70	S.R. 16
	893.410		N 54°26'54.06" E	
PL612	170.800	R	409+94.11	S.R. 16

REQD L/A = 1295.11 LF

PARCEL 37 REQ'D DRWY. EASM'T. KC50010

PNT	OFFSET		STATION	ALIGNMENT
KC50034	210.000	R	395+75.00	S.R. 16
KC50035	210.000	R	396+15.00	S.R. 16
KC50036	275.000	R	396+15.00	S.R. 16
KC50037	275.000	R	395+75.00	S.R. 16
KC50034	210.000	R	395+75.00	S.R. 16

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
R/W AND LIMIT OF ACCESS

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DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY PLAN
PROJECT NO. STP-1M-022-1(26)
SPALDING COUNTY
DATE 11-02-01 SHEET 32 OF 82

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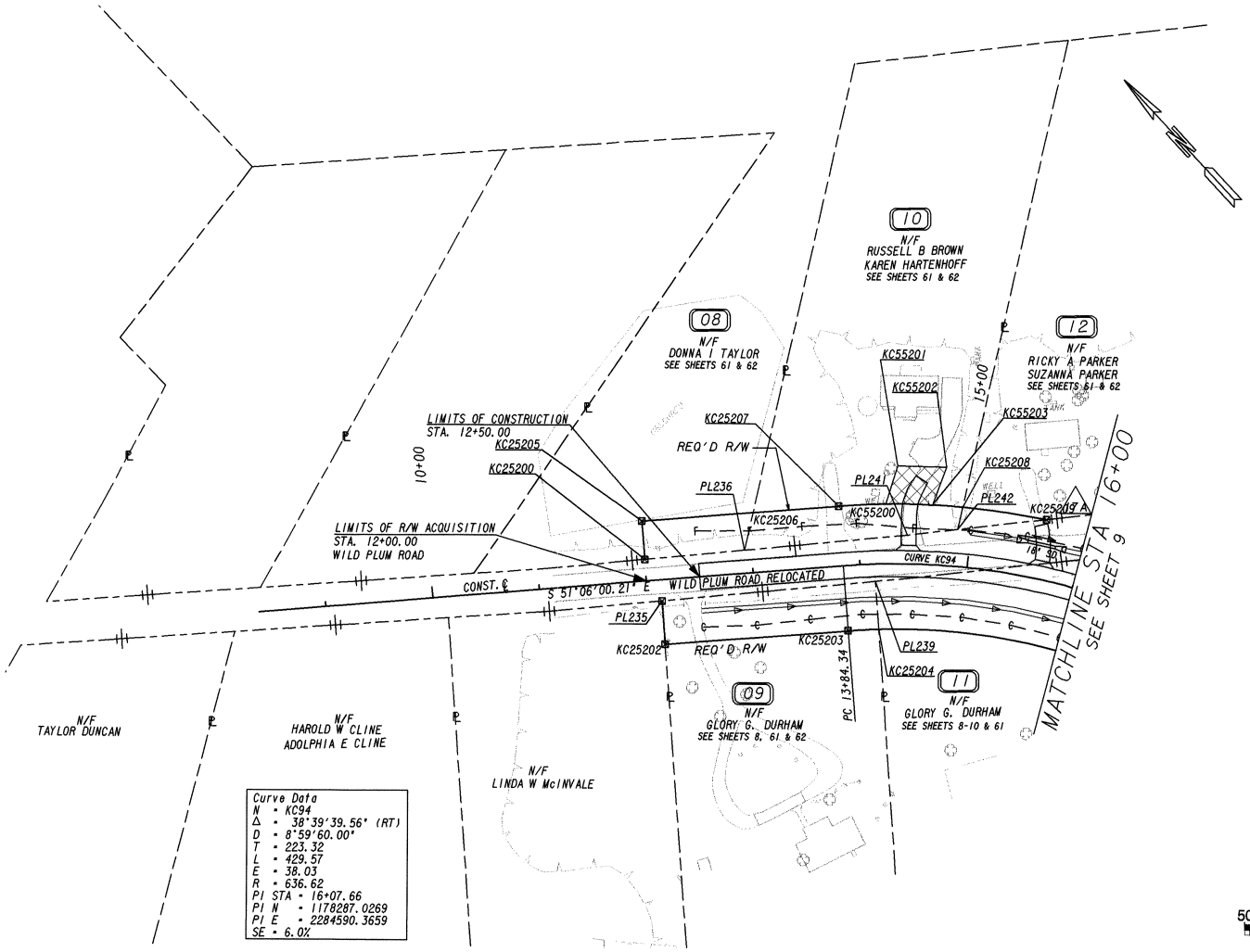
WILD PLUM ROAD STA. 10+00 N 1178668.6132 E 2284117.4599	STATE	PROJECT NUMBER	SHEET NO. / TOTAL SHEETS
WILD PLUM ROAD STA. 16+00 N 1178266.2533 E 2284558.4937	GA.	STP-1M-022-1(26)	61 / 82



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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END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS

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DULUTH, GEORGIA 30097
(678) 775-4800 FAX (678) 775-4848

DATE	REVISIONS	DATE	REVISIONS
12-19-01	LOCATED WELL PAR. 10 & 12.		
05-31-02	GENERAL		
10-04-02	REVISED NAME PAR. 9 & 11.		
05-22-03	REVISED NAME PAR. 9 & 11.		

LAND DISTRICT 2
LAND LOT NO. 242
GMD 1066 (AKIN)

GEORGIA
DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY PLAN
PROJECT NO. STP-1M-022-1(26)
SPALDING COUNTY
DATE 11-02-01 SHEET 61 OF 82

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