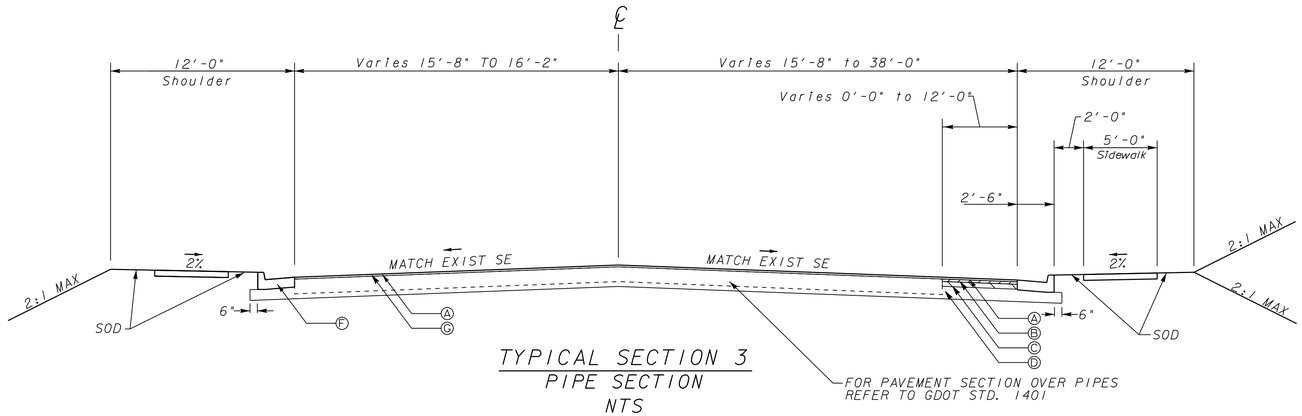


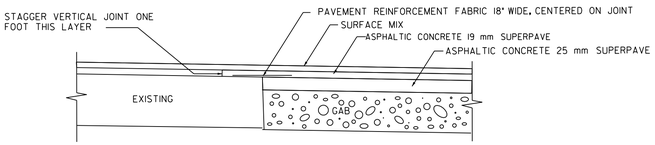
TYPICAL SECTION 3
PIPE SECTION
NTS

CS 782 / COLLEGE ST.
STA. 20+76.00 TO 21+26.00

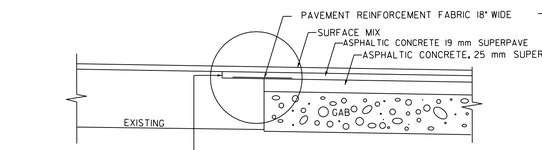
Ⓐ RECYCLED ASPH. CONC., 12.5 MM SUPERPAVE, GP 2, 192.5 lbs/sy
Ⓑ RECYCLED ASPH. CONC., 19 MM SUPERPAVE, GP 1 or 2, 220 lbs/sy
Ⓒ RECYCLED ASPH. CONC., 25 MM SUPERPAVE, GP 1 or 2, 660 lbs/sy
Ⓓ GR. AGGR. BASE CRS 12" INCL MATL
Ⓔ PVM'T REINFORCED FABRIC, TYP. - (SEE DETAIL)
Ⓕ 8" X 30" TYPE 2 CONC. CURB & GUTTER, GA. STD. 9032-B
Ⓖ MILL/INLAY - 1¾"

SLOPE CONTROLS	
SLOPE	CUT
4:1	0-10'
2:1	OVER 10'

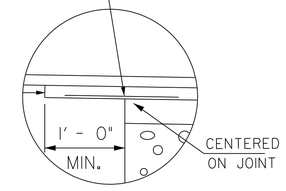
TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH TWO INCHES OR MORE OF ASPHALTIC CONCRETE

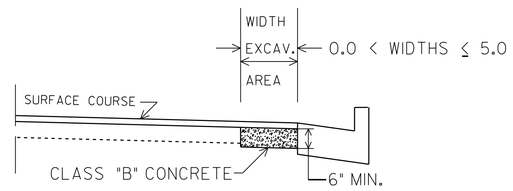


TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH LESS THAN TWO INCHES OF ASPHALTIC CONCRETE



MILL EXISTING LANE ONE FOOT WIDE TO DEPTH OF ADJOINING LAYER TO BE PLACED. COST OF MILLING FOR THIS WORK TO BE INCLUDED IN THE UNIT PRICE BID FOR PAVEMENT REINFORCING FABRIC.





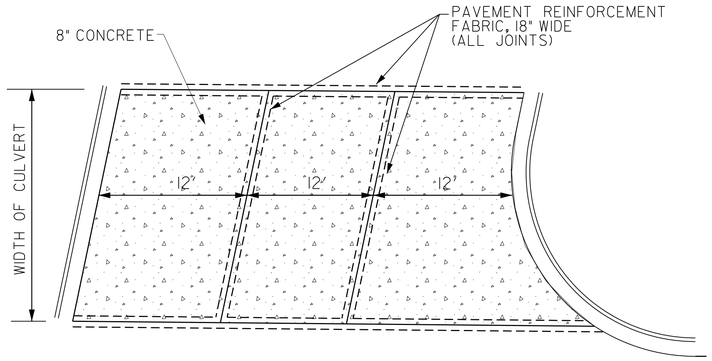
NO SCALE
CLASS "B" CONCRETE BASE OR PAVEMENT WIDENING
Item Code 500-9999 - Cu. Yds.

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



JOINT DETAIL OVER CULVERT

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM	0.0156 FT/FT - MINIMUM
0.0208 FT/FT - DESIRABLE	0.0208 FT/FT - DESIRABLE
0.0250 FT/FT - MAXIMUM	0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE

S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

	RATE OF CHANGE	CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

50% OF TRANSITION INSIDE CURVE - MAXIMUM
33% OF TRANSITION INSIDE CURVE - DESIRABLE
20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

ARCADIS
Infrastructure, environment, facilities

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: GDOT DISTRICT 6

TYPICAL SECTIONS

RED BUD ROAD (SR 156)
AT COLLEGE STREET (CS 782)

DRAWING No. 5-02

3/1/2007 GPLN