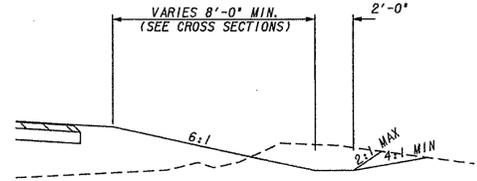
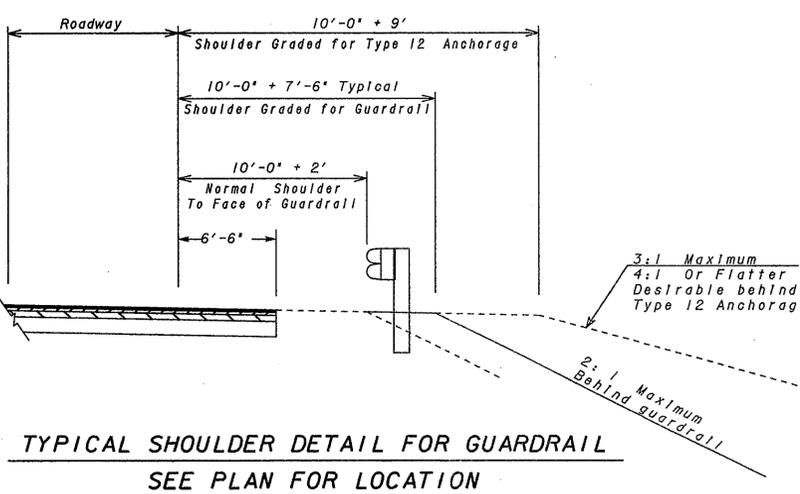
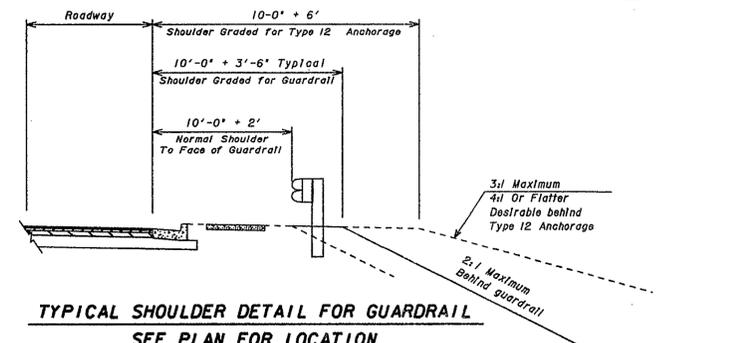
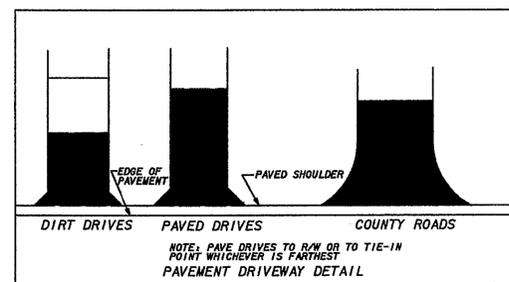


MILL EXISTING LANE ONE FOOT WIDE TO DEPTH OF ADJOINING LAYER TO BE PLACED. COST OF MILLING, VARIABLE DEPTH FOR THIS WORK TO BE INCLUDED IN THE UNIT PRICE BID FOR PAVEMENT REINFORCING FABRIC.

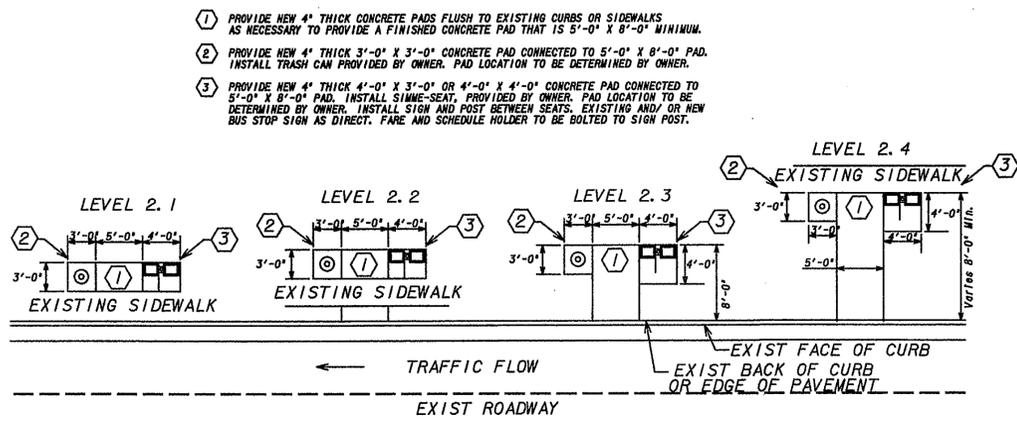
PAVEMENT REINFORCING FABRIC DETAIL



ALL DRIVEWAYS ARE TO BE PAVED BACK TO THE TIE-IN POINT OR REQUIRED RIGHT OF WAY, WHICHEVER IS GREATER.
 ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED SHALL BE PLACED IN KIND (I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE) AND CONTINUED WITH AGGREGATE SURFACE COURSE TO THE TIE-IN POINT. DRIVEWAY RELOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA. THE CONTRACTOR SHALL CONSTRUCT NEW DRIVEWAYS TO MATCH THE ACTUAL FIELD LOCATION OF EXISTING DRIVEWAYS OR AS LOCATED IN THE PLANS. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHERWISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. DRIVES SHALL BE CONSTRUCTED USING:
 ASPHALT DRIVES - RECYCLED ASPH CONC 12.5mm SUPERPAVE (165 LF/SY) POLYMER-MODIFIED GRADED AGGREGATE BASE, 6"
 CONCRETE DRIVES - RESIDENTIAL: 6\"/>

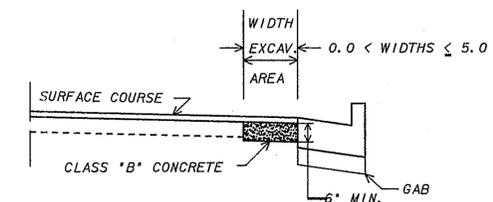


LEVEL 2 IMPROVEMENT TYPICAL WAITING PAD INSTALLATION SITE



NOTE: WAITING PAD MUST BE CLEAR OF UTILITY POLES, FIRE HYDRANTS, AND TRAFFI SIGNS. WAITING PAD TO HAVE MAXIMUM CROSS SLOPE OF 2%. WHERE TYING INTO EDGE OF PAVEMENT, PARTICULARLY ASPHALT, THE ASPHALT BE CUT STRAIGHT WITH A CONCRETE SAW AND THAT THE TIE-IN BE TWO STRAIGHT EDGES.

BUS STOP DETAIL ATHENS TRANSIT



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 SEE PLAN FOR LOCATION

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 (11 FEET) EQUAL TO THE SPEED DESIGN (11 MPH).



GRESHAM SMITH AND PARTNERS

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS CR 481/COLLEGE STATION ROAD

CSBRG-0006-00(320)
 CLARKE COUNTY
 DRAWING No. 05-005