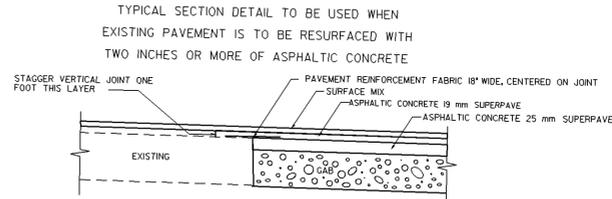


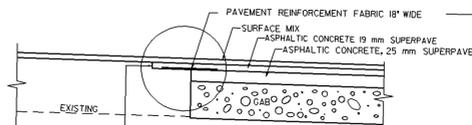
TYPICAL SECTIONS - NOT TO SCALE

REVISION DATES	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
	GA.	BRST0-0076-01(037)	5	148

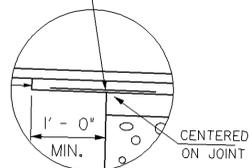
DETAIL A



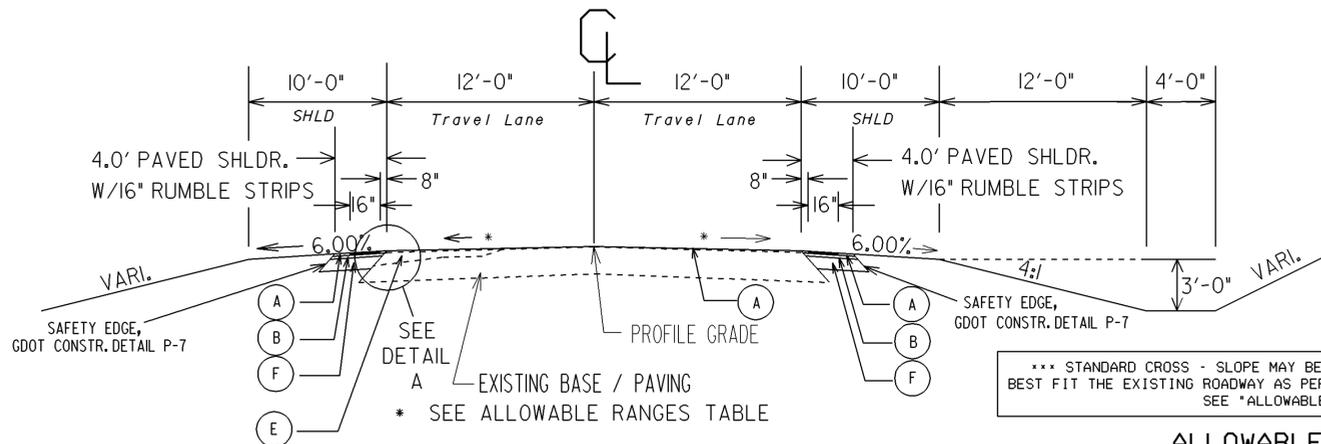
TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH LESS THAN TWO INCHES OF ASPHALTIC CONCRETE



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.



S.R. 47



TYPICAL SECTION #1
STA 128+00 TO 129+00
STA 153+75 TO 154+00

*** STANDARD CROSS - SLOPE MAY BE VARIED - AS DIRECTED BY THE ENGINEER - TO BEST FIT THE EXISTING ROADWAY AS PER SECTION 149 OF THE STANDARD SPECIFICATIONS. SEE "ALLOWABLE RANGES TABLE" BELOW.

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 0.5% OR LESS
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 S.E. RATE EXISTING IN FIELD (WHICHEVER IS GREATER)

C: SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT TO FULL S.E.)

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.

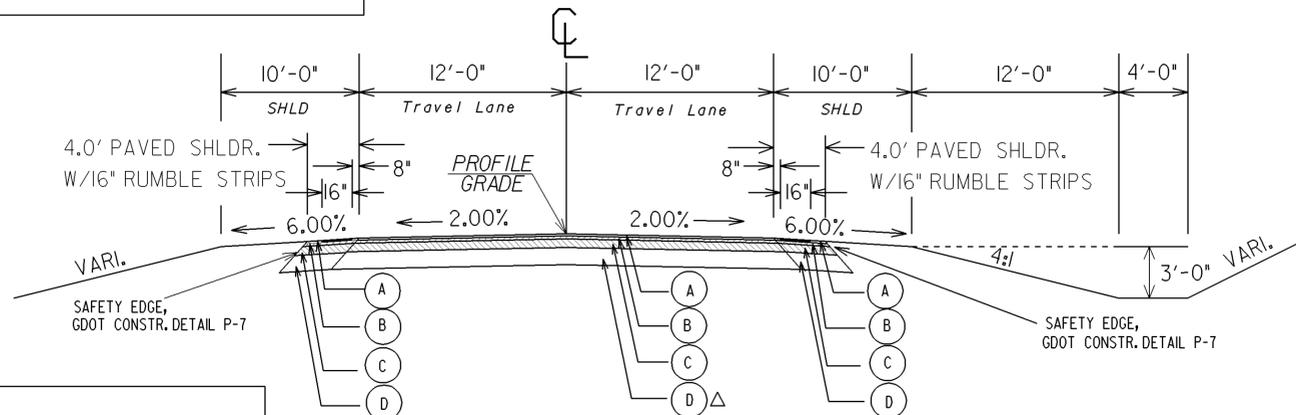
D: POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

- 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 S.E. 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).

S.R. 47



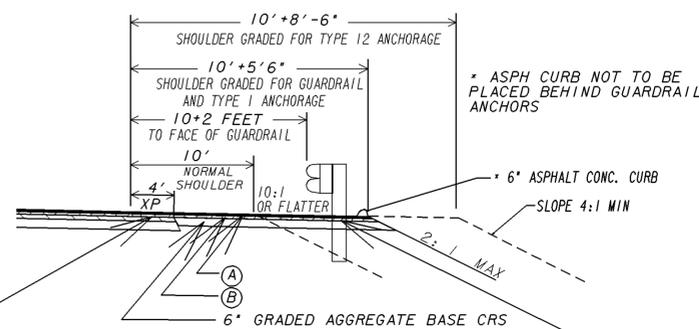
TYPICAL SECTION #2
STA 129+00 TO 135+30
STA 138+25 TO 153+75

A	135	LBS/SQ. YD. REC. ASPH. CONC. 9.5mm, SUPERPAVE, TYPE II, GP 2 ONLY, INCL. BITUM. MATERIAL & H. LIME
B	220	LBS/SQ. YD. REC. ASPH. CONC. 19mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM. MATERIAL & H. LIME,
C	880	LBS/SQ. YD. REC. ASPH. CONC. 25mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM. MATERIAL & H. LIME,
D	Δ	12" GRADED AGGREGATE BASE
E		RECYCLED ASPH. LEVELING, INCLUDING BITUM. MATERIAL & H LIME, AS REQ'D
F		6" GRADED AGGREGATE BASE

Δ = INCREASE DEPTH OF GRADED AGGREGATE TO 16" FROM STA. 148+00 TO STA. 150+00 LT & RT

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0-6'	0-10'
2:1	OVER 6'	OVER 10'

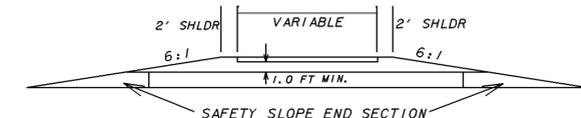
* GUARDRAIL REQUIRED ON FILL SECTIONS WITH SLOPES AT 2:1



SHOULDER DETAIL FOR GUARDRAIL
SEE PLAN FOR LOCATION

- (A) SAME AS TYPICAL SECTION
- (B) SAME AS TYPICAL SECTION

DRIVEWAY TYPICAL SECTION



RESIDENTIAL DRIVEWAYS
ASPHALT DRIVES WILL BE PAVED WITH THE FOLLOWING:
135 lbs/yd² RECYC. ASPH. CONC. 9.5 mm SUPERPAVE
220 lbs/yd² RECYC. ASPH. CONC. 19 mm SUPERPAVE

COMMERCIAL DRIVEWAYS
ASPHALT DRIVES WILL BE PAVED WITH THE FOLLOWING:
135 lbs/yd² RECYC. ASPH. CONC. 9.5 mm SUPERPAVE
440 lbs/yd² RECYC. ASPH. CONC. 19 mm SUPERPAVE

CONCRETE DRIVEWAYS
COMMERCIAL DRIVES - 8" CONCRETE
RESIDENTIAL DRIVES - 6" CONCRETE

NOTE

ALL DRIVES SHALL BE PAVED TO THE RIGHT OF WAY LINE OR TO THE TIE-IN POINT, WHICHEVER IS GREATER.