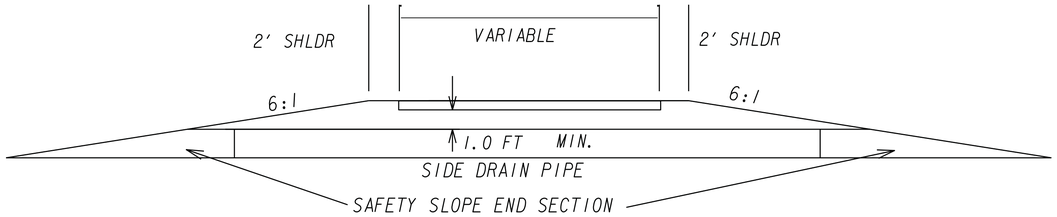
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	BRSTO-0076-01(036)	8	267

DRIVEWAY TYPICAL SECTION



NOTE: ALL DRIVES ARE TO BE PAVED TO THE R/W OR TIE-IN POINT, WHICHER IS FURTHER.

NOTE: DRIVEWAYS THAT ARE TO BE RECONSTRUCTED SHALL BE REPLACED WITH, CONCRETE FOR CONCRETE, AND ASPHALT FOR ALL OTHER SURFACES.

RESIDENTIAL DRIVEWAYS

ASPHALT DRIVES WILL BE PAVED WITH THE FOLLOWING:
RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE II, GP 2 ONLY, INCL BITUM MATL & H LIME(135 LBS/SY)
RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME(220 LBS/SY)

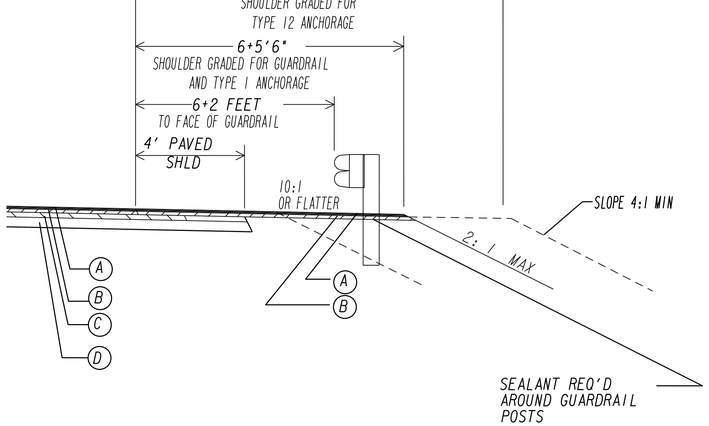
COMMERCIAL DRIVEWAYS

ASPHALT DRIVES WILL BE PAVED WITH THE FOLLOWING:
RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE II, GP 2 ONLY, INCL BITUM MATL & H LIME(135 LBS/SY)
RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME(220 LBS/SY)
GR AGGR BASE CRS, INCL MATL(6 INCHES)

CONCRETE DRIVEWAYS

COMMERCIAL DRIVES - 8" CONCRETE

RESIDENTIAL DRIVES - 6" CONCRETE



SHOULDER DETAIL FOR GUARDRAIL

SEE PLAN FOR LOCATION

(A) SAME AS TYPICAL SECTION
(B) SAME AS TYPICAL SECTION
(C) SAME AS TYPICAL SECTION
(D) SAME AS TYPICAL SECTION

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).

REQUIRED PAVEMENT

(A) RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE II, GP 2 ONLY, INCL BITUM MATL & H LIME(135 LBS/SY)
(B) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME(220 LBS/SY)
(C) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME(880 LBS/SY)
(D) GR AGGR BASE CRS, INCL MATL(12 INCHES)
(E) RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME(AS REQ'D)
(F) INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)(SEE DETAIL S-8)
(G) PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH
(H) PAVEMENT SAFETY EDGE TREATMENT (SEE GA. DETAIL P-7) IF APPLICABLE

Baker
3595 ENGINEERING DRIVE
NORCROSS, GEORGIA 30092
(770) 263-9118

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE PROGRAM DELIVERY

TYPICAL SECTIONS

STATE ROUTE 47

DRAWING No. 05-002

3/1/2007 GPLN