STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-0004-00(731)	5	73

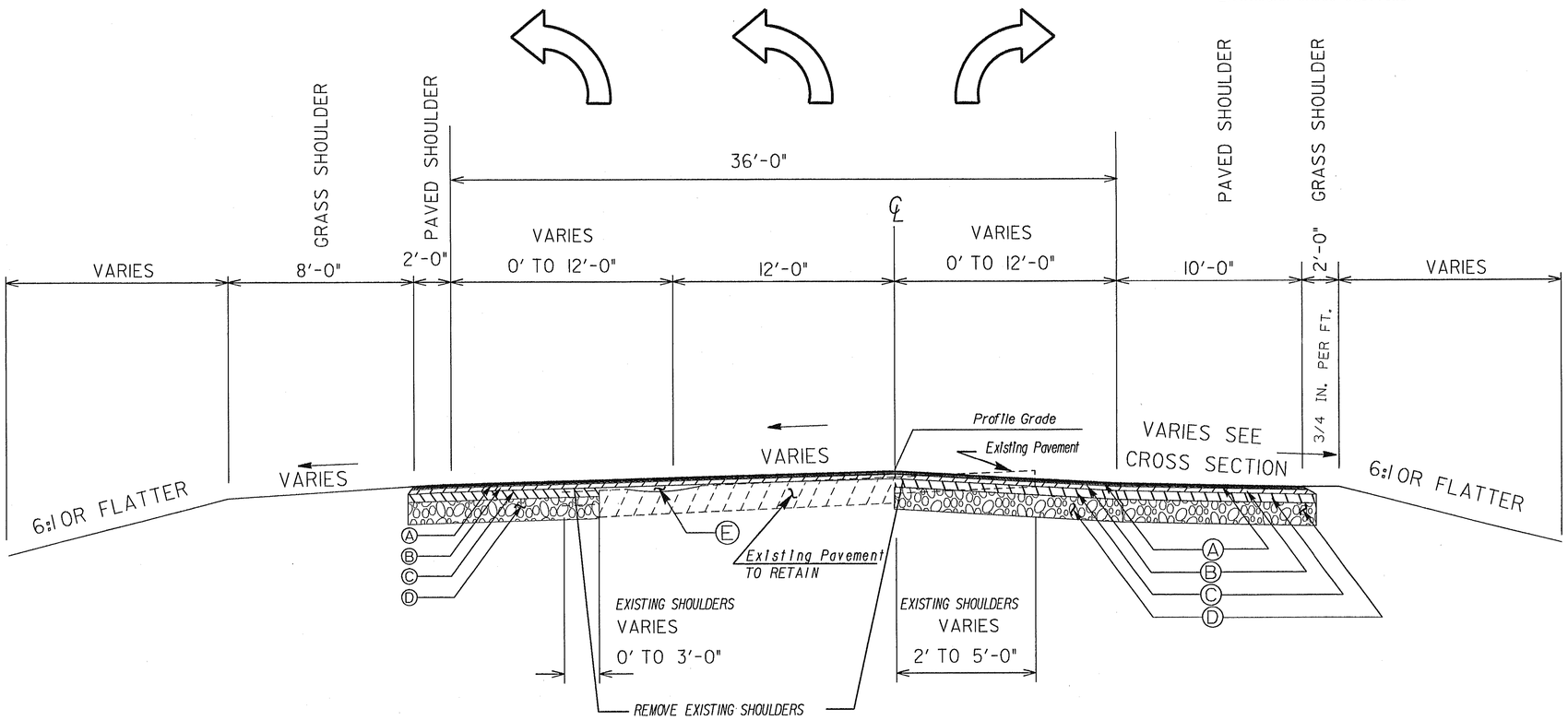
TYPICAL SECTION

RUSSELL PARKWAY/CS 762 EB OFF RAMP

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

NOTE:
STANDARD CROSS-SLOPE OF 1/4" PER FT. 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."

NOTE: FOR DETAILS OF SUPERELEVATION SEE GA. STD. 9028C AND THE EARTHWORK CROSS SECTIONS.



APPLIES TO STA. 94+70.00 TO STA. 99+62.09

REQUIRED PAVEMENT

Ⓐ ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 165 LBS/SQ YD. MIX DESIGN LEVEL C
Ⓑ ASPHALTIC CONCRETE 19mm SUPERPAVE, 220 LBS/SQ YD. MIX DESIGN LEVEL C
Ⓒ ASPHALTIC CONCRETE 25mm SUPERPAVE, 550 LBS/SQ YD. MIX DESIGN LEVEL B
Ⓓ GRADED AGGREGATE BASE, 12"
Ⓔ ASPHALTIC CONCRETE LEVELING, AS REQ'D

NOTE: REMOVE EXISTING SHOULDER PAVING

NOT TO SCALE

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

SE 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%

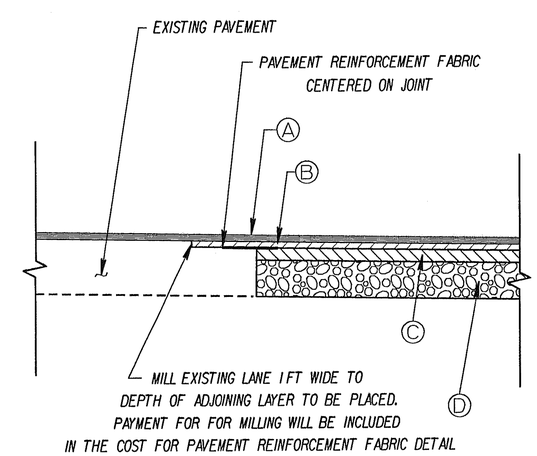
*LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES
50% OF TRANSTION 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).

PAVEMENT REINFORCEMENT FABRIC DETAIL

TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH LESS THAN 2" OF ASPHALTIC CONCRETE



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3/17/2008 10:50:41 AM \\GDOT-DSN1\GOPLOT\OCF\Road Design Tiff-18x12 to Tiff-36x24.ocf lblanchard X:\Scanning Staging Area\0004731\0004731_0005.tif GO-RD-Plans-Review