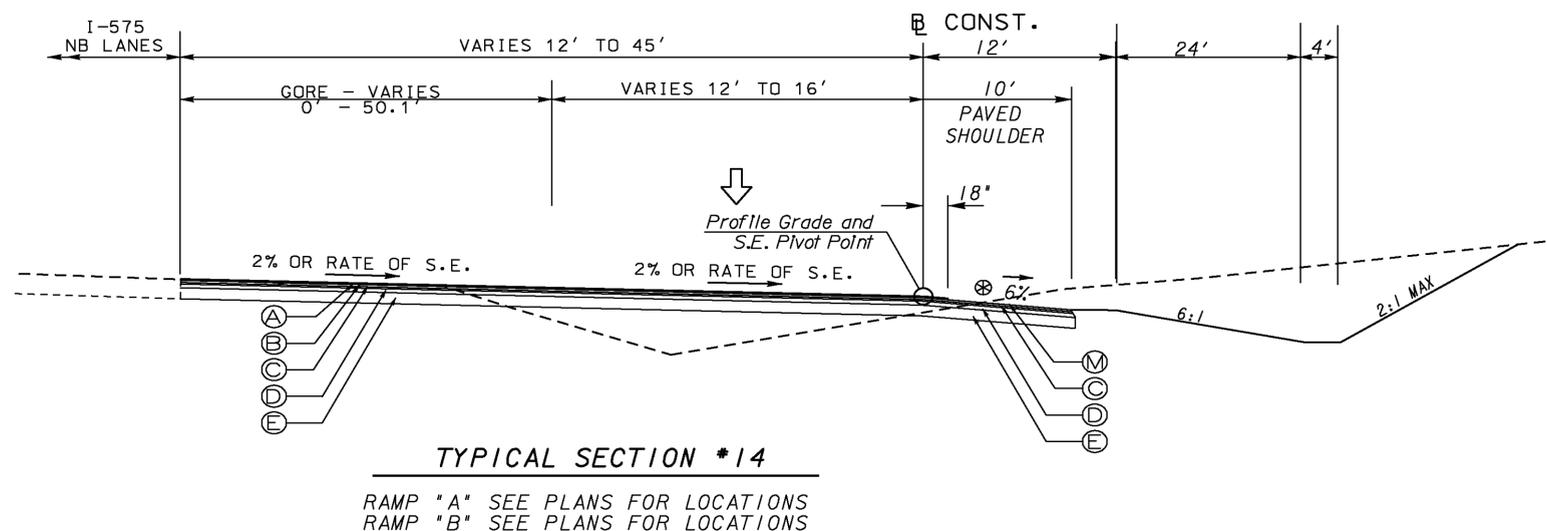
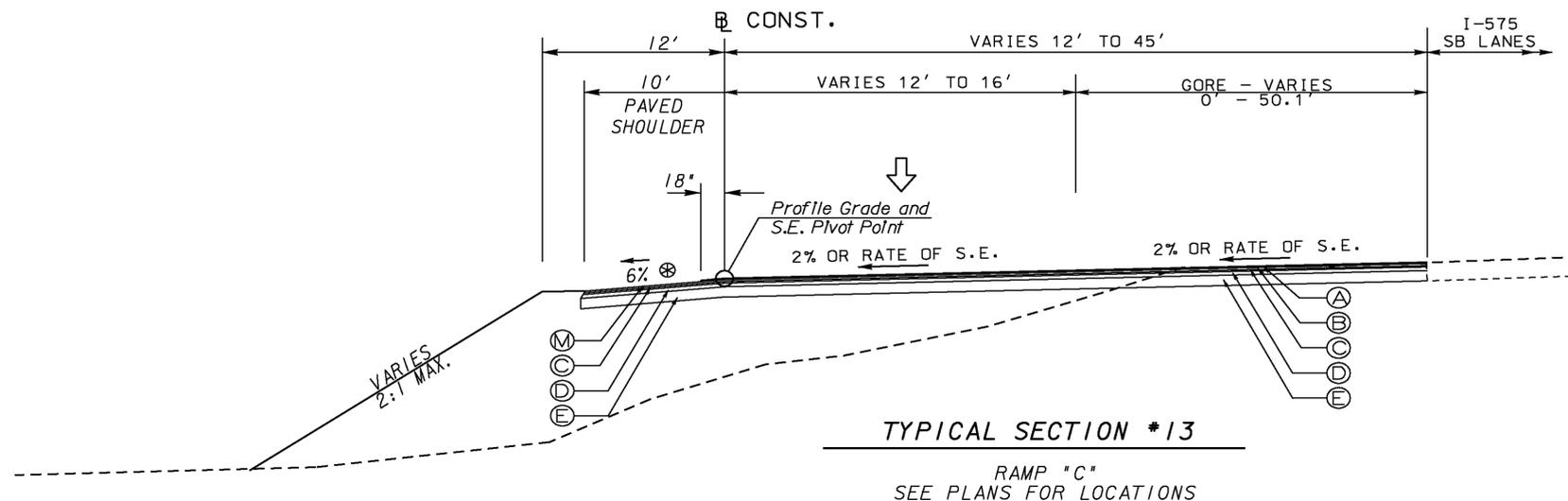
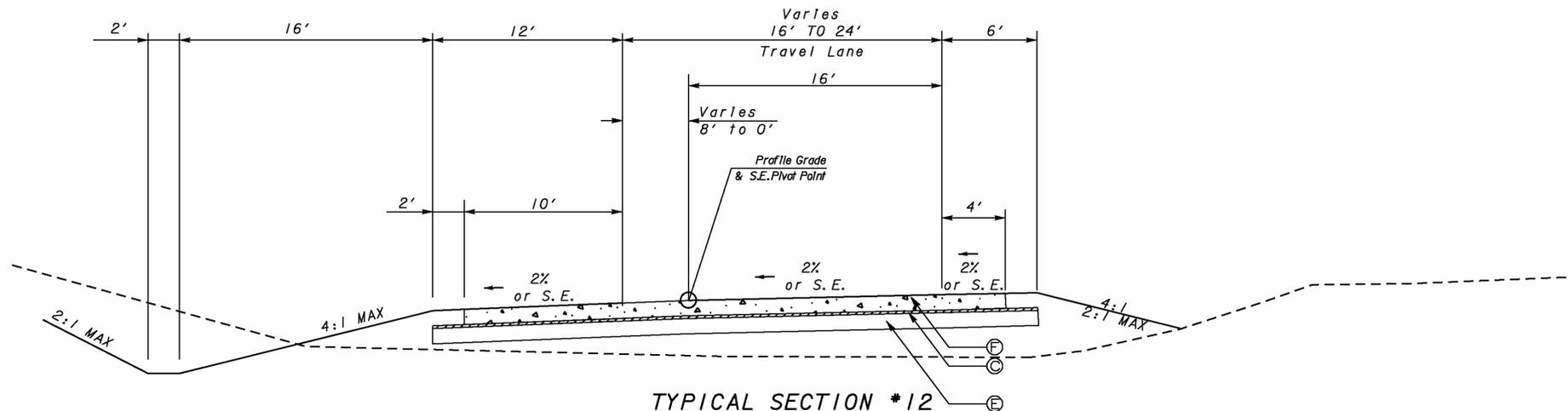


AS-BUILT PLANS 12/12/12



**REQUIRED PAVEMENT**

- (A) ASPHALTIC CONC. 12.5 mm OGFC, GROUP 2, INCL POLYMER-MODIFIED, 90\*/SY
- (B) ASPHALTIC CONCRETE 12.5 mm SMA, 165\*/SY
- (C) ASPHALTIC CONCRETE 19 mm SUPERPAVE, 330\*/SY
- (D) ASPHALTIC CONCRETE 25 mm SUPERPAVE, 880\*/SY
- (E) GRADED AGGREGATE BASE, 12'
- (F) PLAIN PORTLAND CEMENT CONCRETE, 9"
- (G) 8"x30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 2
- (H) 4"x5' CONC. SIDEWALK, DETAIL A-3
- (I) ASPHALTIC CONCRETE 19mm SUPERPAVE, 220 lb/yd
- (J) ASPHALTIC CONCRETE 25mm SUPERPAVE, 440 lb/yd
- (K) GRADED AGGREGATE BASE, 10'
- (L) CONC MEDIAN PAVING, TYPE 7 CURB FACE, 6 IN
- (M) ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165\*/SY
- (N) ASPHALTIC CONCRETE 25mm SUPERPAVE, 330 lb/yd
- (O) ASPHALTIC CONCRETE MILLING OR LEVELING AS REQD
- (P) GRADED AGGREGATE BASE, 8'
- (Q) CONTINUOUS INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE INTERSTATE

**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).**

**REVISION DATES**


STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: INNOVATIVE PROGRAM DELIVERY  
**TYPICAL SECTIONS**

**THE LPA GROUP**  
TRANSPORTATION CONSULTANTS  
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