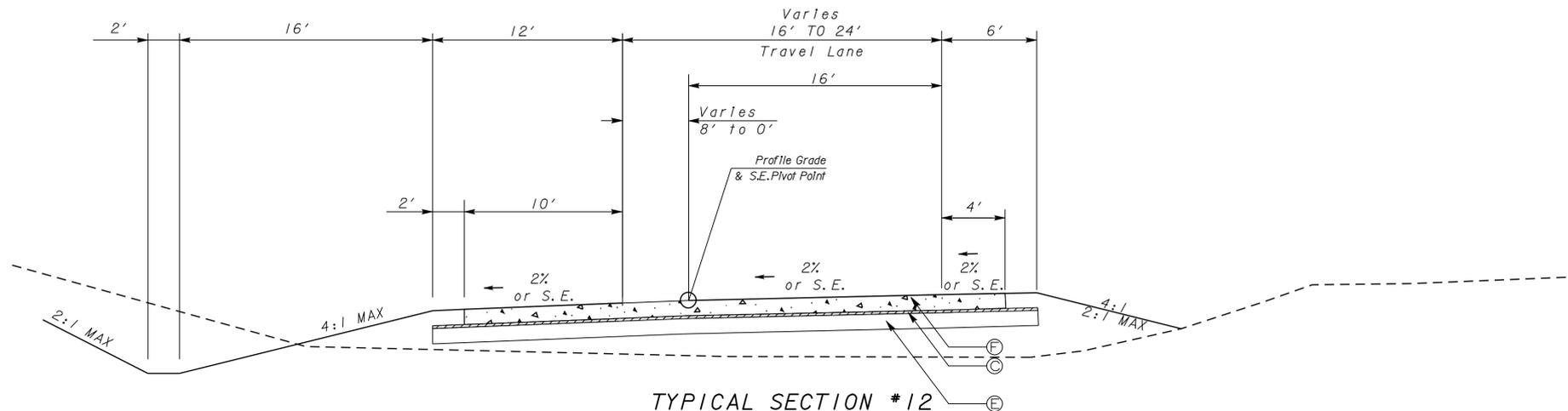
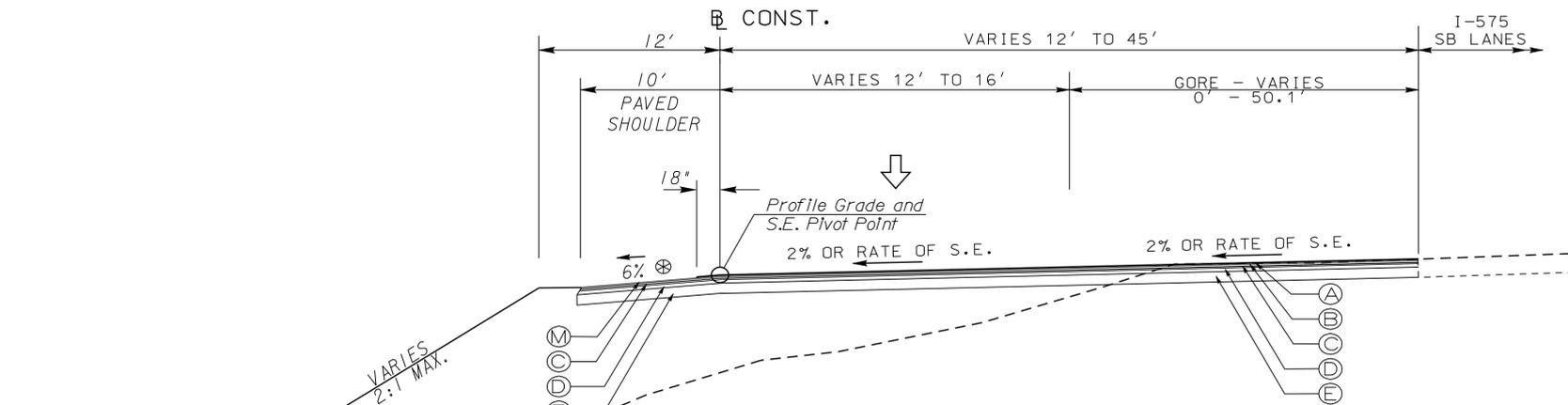


RELEASED FOR CONSTRUCTION 12/02/10

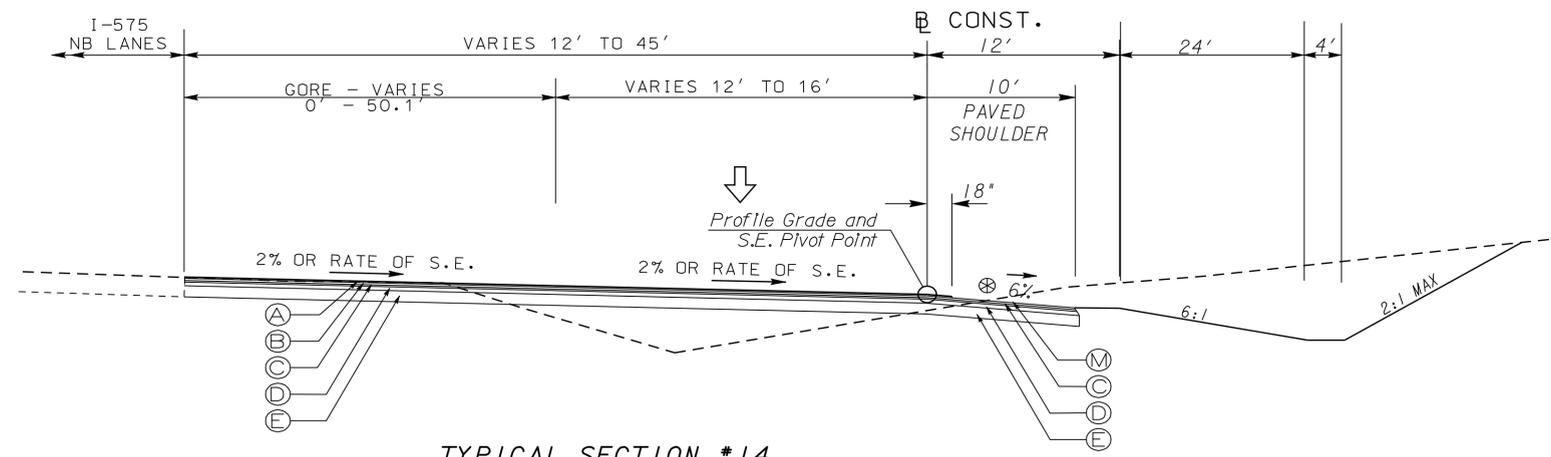


TYPICAL SECTION #12
RAMP "C"
SEE PLANS FOR LOCATIONS

- 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



TYPICAL SECTION #13
RAMP "C"
SEE PLANS FOR LOCATIONS



TYPICAL SECTION #14
RAMP "A" SEE PLANS FOR LOCATIONS
RAMP "B" SEE PLANS FOR LOCATIONS

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