

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	0.6%
DESIRABLE 1:200	0.50%
MAXIMUM 1:300	0.33%

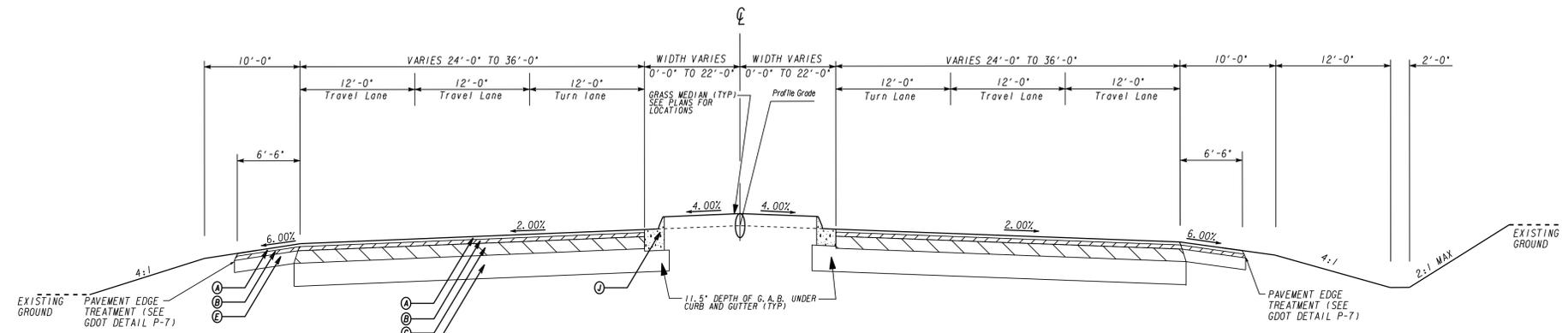
LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

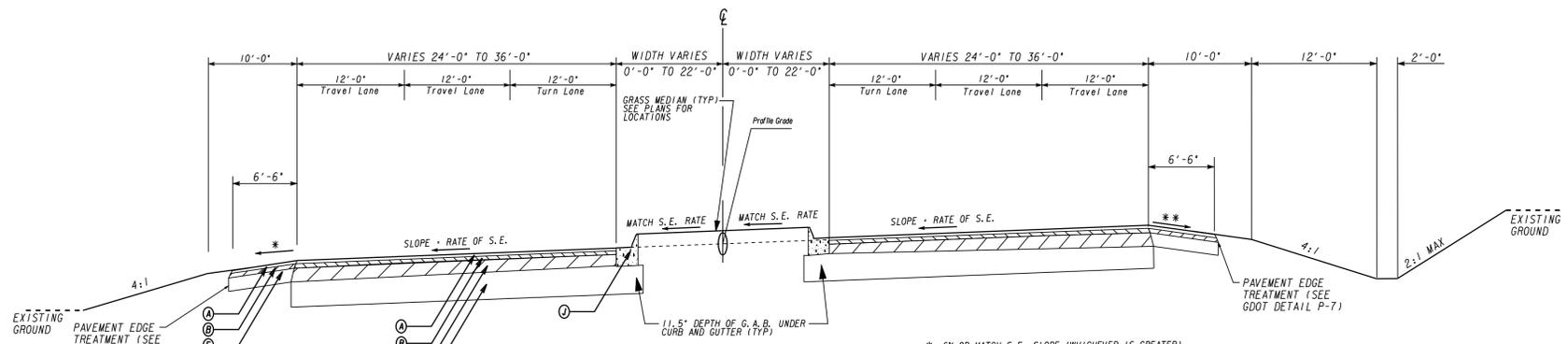
50% OF TRANSITION INSIDE CURVE - MAXIMUM
33% OF TRANSITION INSIDE CURVE - DESIRABLE
20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

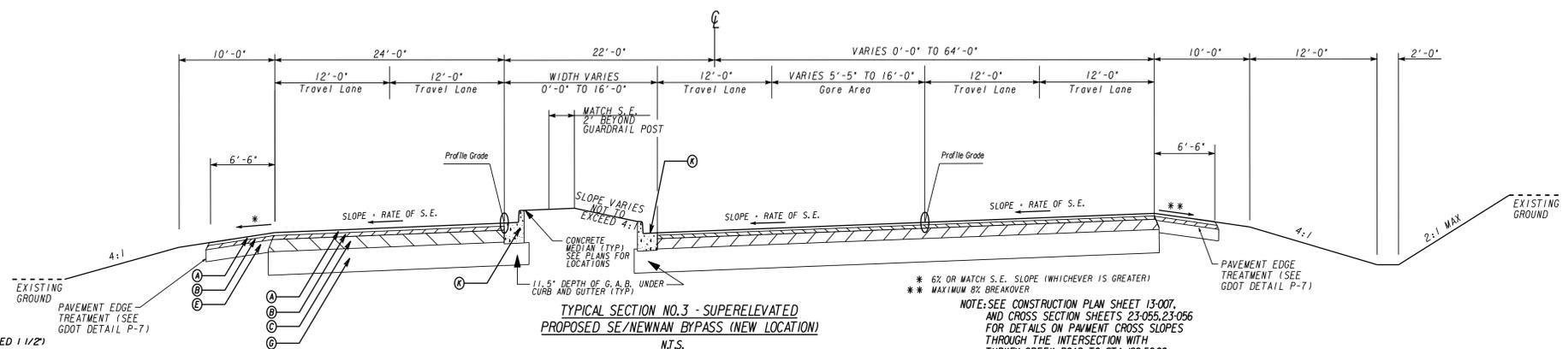
E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (1 IN FEET) EQUAL TO THE SPEED DESIGN (1 IN MPH).



TYPICAL SECTION NO.1 - NORMAL CROWN
 PROPOSED SE/NEWMAN BYPASS (NEW LOCATION)
 N.T.S.
 APPLIES TO: STA.100+15.50 TO STA.103+01.86 Δ SEE STANDARD RAISED MEDIAN (SHEET 5-004)
 STA.103+01.86 TO STA.117+03.08 Δ SEE STANDARD RAISED MEDIAN (SHEET 5-004)
 STA.117+03.08 TO STA.129+49.67 Δ SEE STANDARD RAISED MEDIAN (SHEET 5-004)
 STA.129+49.67 TO STA.143+40.31 Δ SEE STANDARD RAISED MEDIAN (SHEET 5-004)
 STA.143+40.31 TO STA.167+46.20 Δ SEE STANDARD RAISED MEDIAN (SHEET 5-004)
 STA.167+46.20 TO STA.180+53.92
 STA.180+53.92 LT. TO STA.183+61.43 LT.
 STA.180+53.92 RT. TO STA.184+13.48 RT.



TYPICAL SECTION NO.2 - SUPERELEVATED
 PROPOSED SE/NEWMAN BYPASS (NEW LOCATION)
 N.T.S.
 SEE PLANS FOR SUPERELEVATION RATES AND TRANSITION
 * 6% OR MATCH S.E. SLOPE (WHICHEVER IS GREATER)
 ** MAXIMUM 8% BREAKOVER



TYPICAL SECTION NO.3 - SUPERELEVATED
 PROPOSED SE/NEWMAN BYPASS (NEW LOCATION)
 N.T.S.
 APPLIES TO: STA.185+43.82 LT. TO STA.189+66.70 LT. (TO REVERSE CROWN)
 STA.185+91.29 RT. TO STA.189+66.70 RT. (TO REVERSE CROWN)
 NOTE: SEE CONSTRUCTION PLAN SHEET 13-007 AND CROSS SECTION SHEETS 23-056, 23-056 FOR DETAILS ON PAVEMENT CROSS SLOPES THROUGH THE INTERSECTION WITH TURKEY CREEK ROAD TO STA 190+50.00.

- REQUIRED PAVEMENT**
- ① RECYCLED ASPH CONC 125mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LB/SY
 - ② RECYCLED ASPH CONC 19mm SUPERPAVE, GP 1 OR GP 2, INCL BITUM MATL & H LIME, 220 LB/SY
 - ③ RECYCLED ASPH CONC 25mm SUPERPAVE, GP 1 OR GP 2, INCL BITUM MATL & H LIME, 440 LB/SY
 - ④ RECYCLED ASPH CONC 25mm SUPERPAVE, GP 1 OR GP 2, INCL BITUM MATL & H LIME, 660 LB/SY
 - ⑤ 6" GRADED AGGREGATE BASE
 - ⑥ 8" GRADED AGGREGATE BASE
 - ⑦ 12" GRADED AGGREGATE BASE
 - ⑧ RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME, (APPLICABLE WHERE GRADE DIFFERENCES EXCEED 1 1/2")
 - ⑨ MILL ASPH CONC PVMT, VARIABLE DEPTH
 - ⑩ CONC CURB & GUTTER, 8" X 30", TP 7
 - ⑪ CONC CURB & GUTTER, 8" X 24", TP 2



REVISION DATES

GEORGIA
 DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
 SE / NEWMAN BYPASS FROM
 S.R. 16 TO TURKEY CREEK ROAD

DRAWING No.
5-001