



- (A) RECYCLED ASPH CONC 9.5 mm SUPERPAVE, TP 1, GP 1 OR BLEND 1, INCL BITUM MATL & H LIME - (135 LB/SY)
- (B) RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME - (220 LB/SY)
- (C) GR AGGR BAS CRS, 6 INCH, INCL MATL

**TYPICAL SHOULDER DETAIL FOR GUARDRAIL**

STA. 41+18.85 TO 43+02.00 RT, 44+67.00 TO 45+75.15 RT  
 STA. 41+93.85 TO 43+02.00 LT, 44+67.00 TO 46+50.15

**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).

**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

NOT TO SCALE

REVISION DATES		

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: DISTRICT 5 ROAD DESIGN  
**TYPICAL SECTIONS**

P. 1. NO. 0007161  
BRANTLEY COUNTY

DRAWING No.  
**05-002**