



TYPICAL SECTION 7

TANGENT SECTION

STA. 215+52.01 TO STA. 216+66.87

SLOPE CONTROL FILL & CUT	
SLOPE	HIGH FROM SHLD. PT.
**2:1	0'-10'
	10' AND OVER

**GUARDRAIL IS REQUIRED ON FILL SECTION

*NOTE:
 SEE PLANS AND CROSS SECTIONS FOR PAVEMENT WIDTH, SLOPES, AND DITCHES.

PAVEMENT DESIGN - SR 21

- A RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLY-MOD BITUM MATL & H LIME (165 LBS/SY)
- B RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
- C RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (660 LBS/SY)
- D GR AGGR BASE CRS, 12 INCH, INCL MATL
- E LEVELING AS NEEDED
- F RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (165 LBS/SY)
- G PVMT REINF. FABRIC FULL WIDTH, TYPE 2 (SEE SHEET 5-09 FOR DETAIL)
- I VARIABLE DEPTH MILLING

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).



NOT TO SCALE



REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS
CROSSGATE ROAD & GULFSTREAM ROAD
 SR 21 AT CROSSGATE ROAD INTERSECTION IMPROVEMENTS

DRAWING No.
05-004