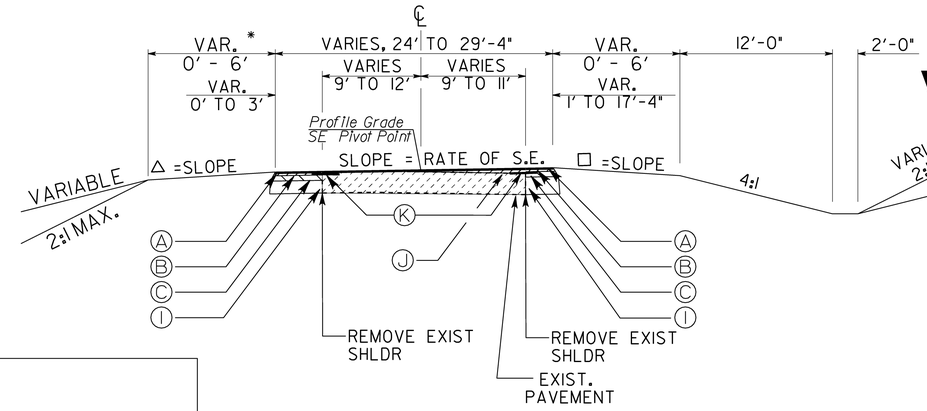
FOR USE WITH TYPICAL SECTION NO. 10	
ROAD	STATION RANGES
NEW RD	STA. 27+50.00 TO 27+93.00
YOW MILL RD	STA. 14+35.00 TO 15+00.00
SCOTT RD	STA. 28+50.00 TO 29+27.00



△ SLOPE 6% OR RATE OF S.E. WHICHEVER IS GREATER

□ SLOPE AS FOLLOWS:
S.E RATE OF 3% OR LESS, USE 5%
S.E. RATE OF 4% OR LESS, USE 4%
S.E. RATE OF 5% OR LESS, USE 3%
S.E. RATE OF 6% OR LESS, USE 2%
SLOPE 6% OR RATE OF S.E. WHICHEVER IS GREATER

ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 8%

VOID

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%

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.

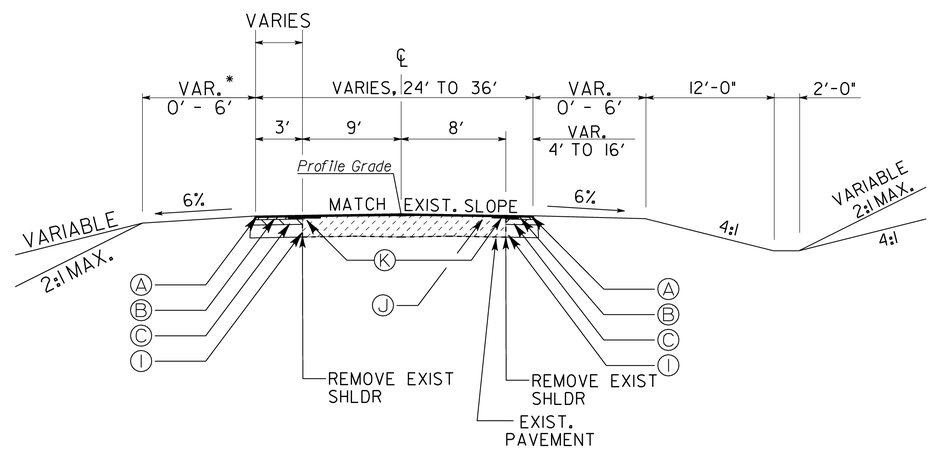
E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

TYPICAL SECTION NO. 10
SUPERELEVATION SECTION
N.T.S.

REQUIRED PAVEMENT

- (A) 165 LB/SY RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME
- (B) 220 LB/SY RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- (C) 440 LB/SY RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- (I) 10" GRADED AGGREGATE BASE
- (J) RECYCLED ASPH. CONC. LEVELING (AS DIRECTED)
- (K) PAVEMENT REINFORCING FABRIC, SEE DWG. 5-014

FOR USE WITH TYPICAL SECTION NO. 11	
ROAD	STATION RANGES
PRICE RD	STA. 15+00.00 TO 15+88.00
ANDERSON THOMAS RD (NORTH)	STA. 27+70.00 TO 28+70.00
MARTIN DR	STA. 11+10.00 TO 12+00.00
MARTIN DR	STA. 23+89.00 TO 24+92.00
NEW RD	STA. 16+10.00 TO 17+00.00
NEW RD	STA. 27+93.00 TO 28+30.00
YOW MILL RD	STA. 13+29.00 TO 14+35.00
YOW MILL RD	STA. 23+50.00 TO 24+50.00
SISK RD	STA. 17+00.00 TO 17+50.00
SISK RD	STA. 23+50.00 TO 24+00.00
HAYES RD	STA. 22+09.77 TO 23+25.00
EASTANOLLEE LIVESTOCK RD	STA. 13+65.00 TO 18+72.00
SCOTT RD	STA. 29+27.00 TO 29+87.73



TYPICAL SECTION NO. 11
N.T.S.

* 11'-6" WITH GUARDRAIL
(SEE DWG. NO. 5-013 FOR GUARDRAIL DETAIL)

** SEE DRAWING 5-017 FOR RUMBLE STRIP DETAIL

ARCADIS
Infrastructure, environment, facilities

REVISION DATES

GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTION
PROJECT EDS00-0545-00(020)
COUNTY FRANKLIN/ STEPHENS

DRAWING NO. 5-006

PLOT DRIVER: ustn_ogmeng
Filename: g:\tro\63284\rdy\122110typ01.dgn
Time: 9:22:27 AM
User Name: wcrenshaw Job Name: 122110
Date: 12/15/2012