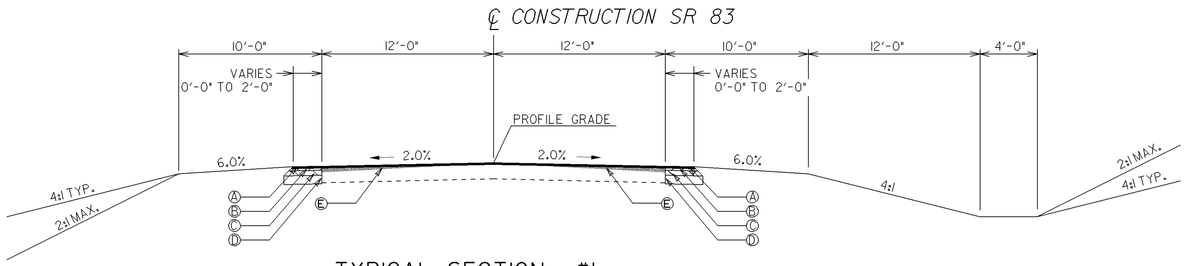
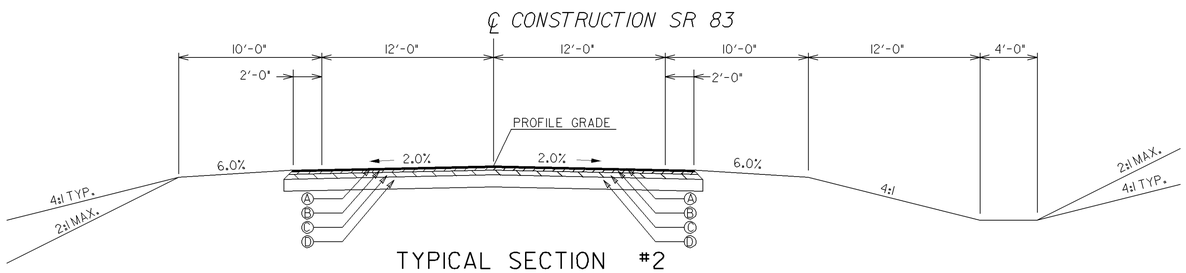
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	BRSTO-2938-00(004)	6	188



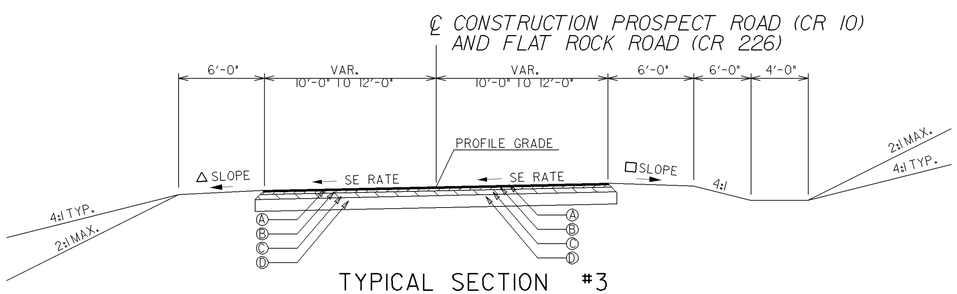
TYPICAL SECTION #1

OVERLAY SECTIONS
STA 29+01.00 TO 30+00.00
STA 42+00.00 TO 47+50.00



TYPICAL SECTION #2

NORMAL SECTION
STA 30+00.00 TO 34+36.00
STA 36+26.00 TO 42+00.00



TYPICAL SECTION #3

SUPERELEVATED NORMAL SECTION
STA 10+25.00 TO 13+23.12 STA 14+80.00
TO 15+26.32 (PROSPECT ROAD/CR 10)
STA 1+56.20 TO 2+51.61 (FLAT ROCK ROAD)

REQUIRED PAVEMENT

(A) RECYCLED ASPH CONC 9.5 mm SUPERPAVE, TYPE II, 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) RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME - (770 LB/SY)
(D) GR AGGR BASE CRS, 12 INCH, INCL MATL
(E) RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME, AS DIRECTED BY THE ENGINEER

SUPERELEVATION SLOPE RATE		
△ SLOPE AS FOLLOWS □ SLOPE AS FOLLOWS		
S.E.	△ SLOPE	□ SLOPE
-8.00	-8.00	0.00
-6.00	-6.00	+2.00
N.C.	-6.00	+6.00
+6.00	-2.00	+6.00
+8.00	0.00	+8.00

TABLE 1

△ ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE NOT TO EXCEED 8%.
□ RATE OF S.E. OR NORMAL SHOULDER SLOPE WHICHEVER IS GREATER (BUT NOT LESS THAN 6%; FOR UNPAVED SHOULDER)

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%

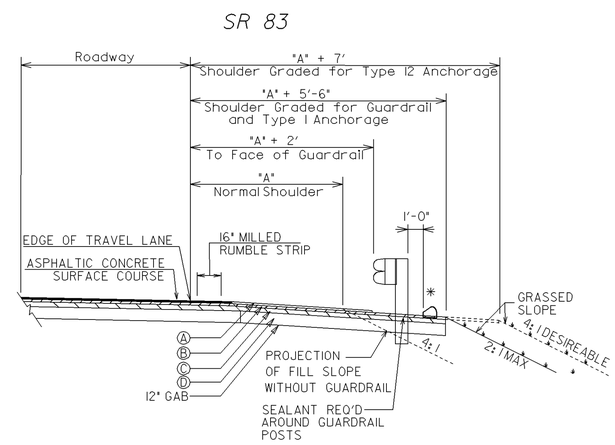
LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

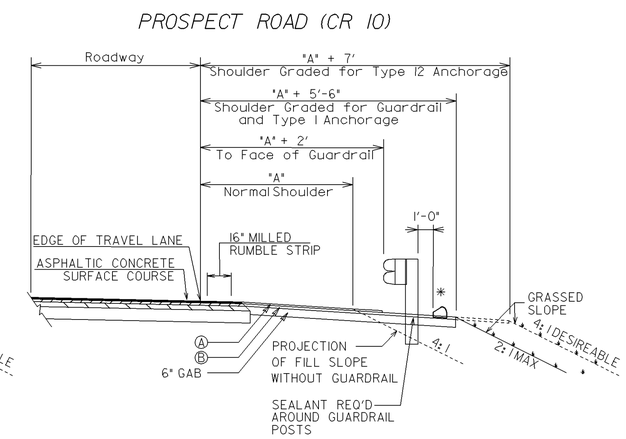
D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

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).





TYPICAL SHOULDER DETAIL FOR
GUARDRAIL AND ASPHALT SHOULDER
SEE PLAN FOR LOCATION

* ASPHALTIC CONCRETE CURB PER SECTION 436 SHALL BE REQUIRED WHERE SPECIFIED. TYPICAL USE IS FOR EROSION PREVENTION OF HIGH FILL SLOPES WHERE SPILLWAYS ARE REQUIRED.

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
PROJECT: BRSTO-2938-00(004)
COUNTY: MORGAN
DRAWING NO. 05-01

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