

TYPICAL DRIVEWAY DETAIL

SLOPE CONTROLS	
SLOPE	CUT
4:1	0-7'
2:1	OVER 7'

SLOPE CONTROLS	
SLOPE	FILL
4:1	0-6'
2:1	OVER 6'

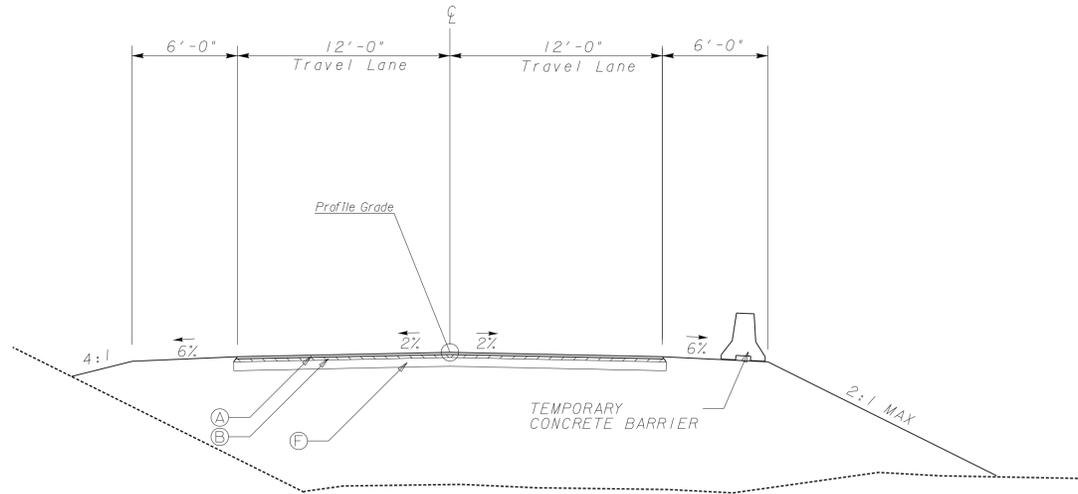
\*GUARDRAIL REQUIRED

PAVEMENT MATERIAL SCHEDULE

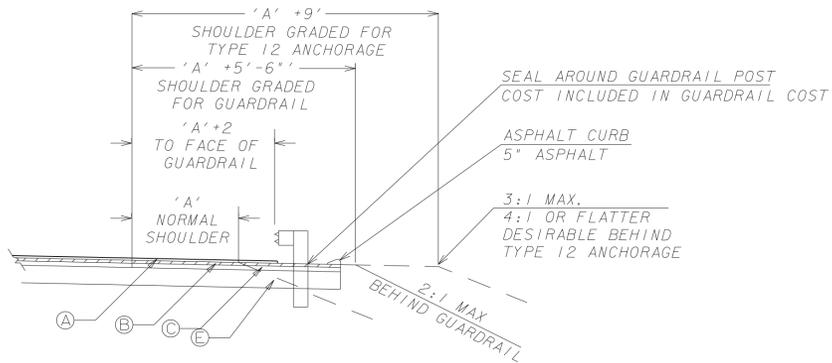
A	RECYCLED ASPHALT CONC. 9.5 mm SUPERPAVE, TP 11 @ 135 LBS/SY
B	RECYCLED ASPHALT CONC. 19 mm SUPERPAVE @ 220 LBS/SY
C	RECYCLED ASPHALT CONC. 25 mm SUPERPAVE @ 880 LBS/SY (4" MAX LIFT)
D	ASPHALTIC CONC. LEVELING, AS REQUIRED
E	GRADED AGGREGATE BASE COURSE, 12 INCHES
F	GRADED AGGREGATE BASE COURSE, 6 INCES
G	PAVEMENT REINFORCEMENT FABRIC, 18" WIDE

NOTE:

1. SEE ROADWAY PLANS FOR LOCATION OF GUARDRAIL.
2. SEE ROADWAY PLANS FOR SUPERELEVATION RATES AND TRANSITION LOCATIONS.



TS - 5  
 SR 36 DETOUR ROAD TANGENT SECTION  
 SEE ROADWAY PLANS FOR SUPERELEVATION RATES AND TRANSITIONS  
 SEE CONSTRUCTION STAGING PLANS FOR LOCATION OF CONCRETE BARRIER



NOTE: SURFACE COURSE 'A' OF SHOULDER PAVING UNDER GUARDRAIL EXTENDS TO FACE OF GUARDRAIL ONLY.  
 TYPICAL SHOULDER DETAIL FOR GUARDRAIL  
 SEE ROADWAY PLANS FOR LOCATION  
 SEE GA STD 4052 FOR DETAILS

**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).

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REVISION DATES


STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: CONSULTANT DESIGN  
**TYPICAL SECTIONS**

SR 36 BRIDGE OVER  
 TOWALIGA RIVER

DRAWING No.  
**5-03**