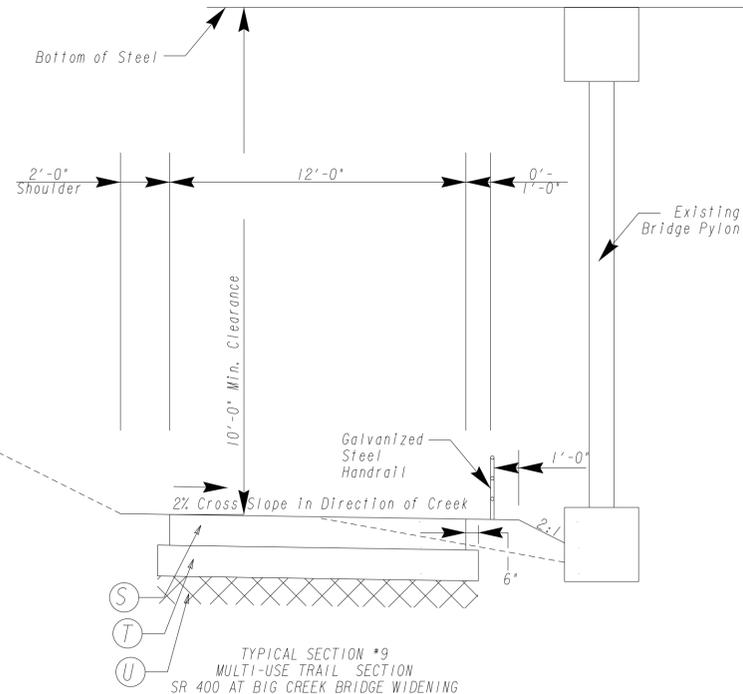
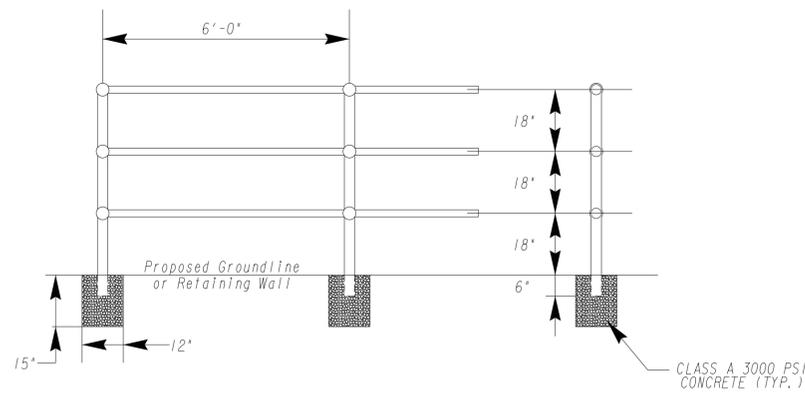


RELEASED FOR CONSTRUCTION - 10/19/2015

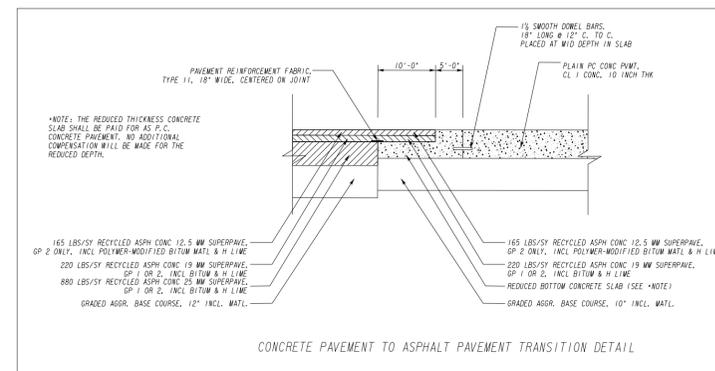
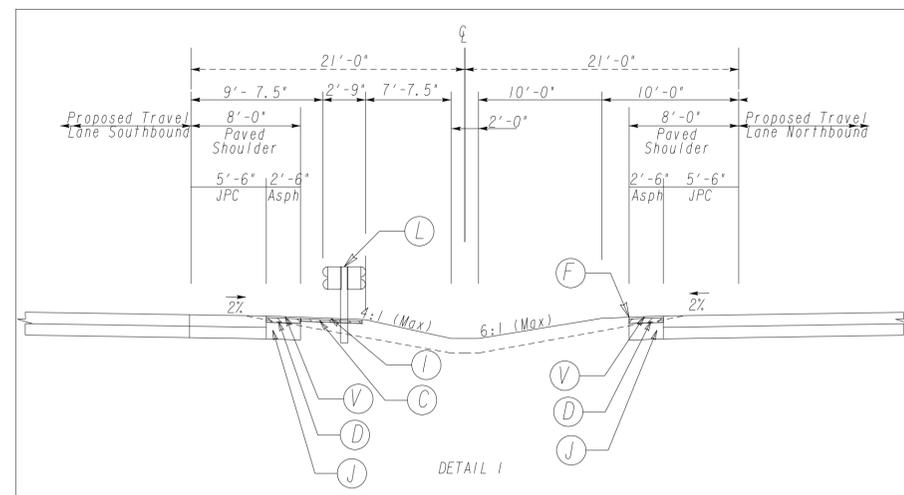


Note: Install Solid Traffic Stripe, 4 in., White at centerline of reconstructed portion of trail



1. JOINTS--
 - A. STANDARD OR SPECIAL GALVANIZED STEEL OR GALVANIZED IRON FITTINGS MAY BE USED AT JOINTS.
 - OR--
 - B. JOINTS MAY BE WELDED. IF WELDED, ALL EXPOSED JOINTS SHALL BE FINISHED BY GRINDING OR FILLING TO GIVE A NEAT APPEARANCE. ALL DAMAGE TO GALVANIZING SHALL BE REPAIRED IN ACCORDANCE WITH THE GA. STANDARD SPECIFICATIONS.
2. FOOTINGS--
 - A. POST MAY BE ANCHORED WITH 2-1/2" X 6-1/2" GALVANIZED FLOOR FLANGES WITH 4-1/2" X 9" GALVANIZED BOLTS.
 - OR--
 - B. POST MAY BE GROUTED IN 6" DEEP, 3" DIAM HOLE. TOTAL LENGTH OF POST WILL BE 6" GREATER THAN THAT IN DETAILS TO GIVE SAME USEABLE HEIGHT AS IF FLOOR FLANGES WERE USED (AS SHOWN).
3. 1.9" (GALV STEEL PIPE) DENOTES O.D. FOR RAIL SECTIONS
I.D. = 1-1/2"

PIPE HANDRAIL DETAIL NTS



ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

SECTION WITH GRADES 0.5% OR GREATER		SECTION WITH GRADES LESS THAN 0.5%	
0.0150 FT/FT - MINIMUM	0.0200 FT/FT - DESIRABLE	0.0150 FT/FT - MINIMUM	0.0200 FT/FT - DESIRABLE
0.0200 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	0.6%
DESIRABLE	1:200	0.5%
MAXIMUM	1:300	0.3%

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).

- (A) 90 LBS/SY ASPH CONC 12.5 MM OGFC, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, OVERLAP 18" ON SHOULDER
- (B) 165 LBS/SY RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME
- (C) 220 LBS/SY RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM & H LIME
- (D) 440 LBS/SY RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM & H LIME
- (E) 880 LBS/SY RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM & H LIME
- (F) SAFETY EDGE, GDOT DETAIL P-7
- (G) GRADED AGGREGATE BASE, 12"
- (H) GRADED AGGREGATE BASE, 10"
- (I) 165 LBS/SY RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM & H LIME
- (J) GRADED AGGREGATE BASE, 8"
- (K) PLAIN PC CONC PVMT, CL 1 CONC, 10 INCH THK
- (L) DOUBLE FACE GUARDRAIL, TYPE 'W', GDOT STD. 4380
- (M) SINGLE FACE GUARDRAIL, TYPE 'W', GDOT STD. 4380
- (N) PREFORMED PLASTIC SKIP PVMT MKG, 8 IN. CONTRAST (BLACK-WHITE) TYP PB (TYP); TP3 (CLEAR/RED) RPMS @ 80' SPACING
- (O) PREFORMED PLASTIC SOLID PVMT MKG, 8 IN. CONTRAST (BLACK-YELLOW) TYP PB (TYP)
- (P) WET WEATHER THERMOPLASTIC SKIP TRAFFIC STRIPE, 5 IN., WHITE; TP3 (CLEAR/RED) RPMS @ 80' SPACING
- (R) WET WEATHER THERMOPLASTIC SOLID TRAFFIC STRIPE, 5 IN., YELLOW
- (S) CONCRETE SIDEWALK - 6 IN THICK
- (T) GRADED AGGREGATE BASE, 6"
- (U) COMPACTED SUBGRADE
- (V) 165 LBS/SY RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM AND H LIME

REVISION DATES	
1/19/2016	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: INNOVATIVE DELIVERY
TYPICAL SECTIONS

SR 400 WIDENING

DRAWING No. 05-004

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE