

ALLOWABLE RANGES TABLE

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

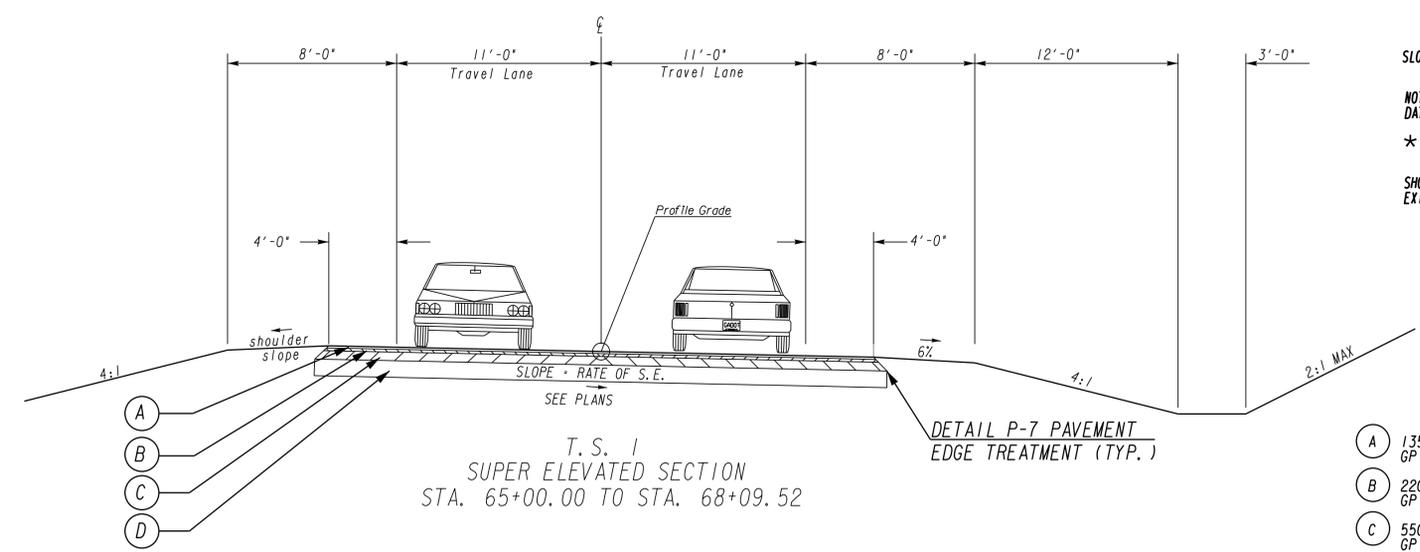
| SECTION WITH GRADES 0.5% OR GREATER | SECTION WITH GRADES LESS THAN 0.5% |
|-------------------------------------|------------------------------------|
| 0.0150 FT/FT - MINIMUM | 0.0156 FT/FT - MINIMUM |
| 0.0208 FT/FT - DESIRABLE | 0.0208 FT/FT - DESIRABLE |
| 0.0250 FT/FT - MAXIMUM | 0.0300 FT/FT - 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 | 0.5% |
| 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).

| SLOPE CONTROLS | | |
|----------------|-----|----------|
| SLOPE | CUT | FILL |
| 4:1 | — | 0-10' |
| 2:1 | ALL | OVER 10' |

- NOTE:
- CUT SLOPES MAY BE A MAXIMUM OF 2:1 TO REMAIN WITHIN THE RIGHT-OF-WAY LIMITS.
 - FILL SLOPES STEEPER THAN 4:1 WILL REQUIRE GUARDRAIL.

TYPICAL SECTIONS



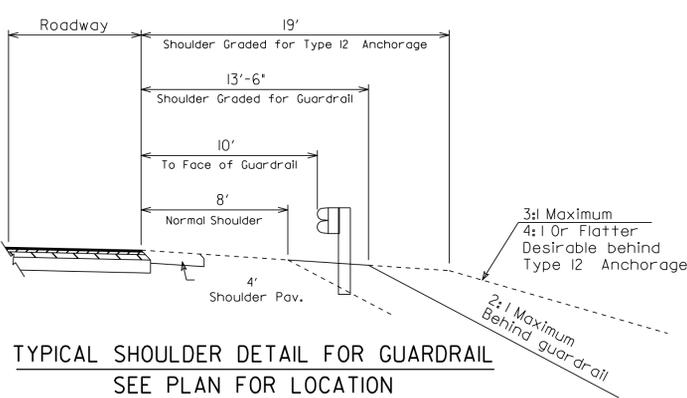
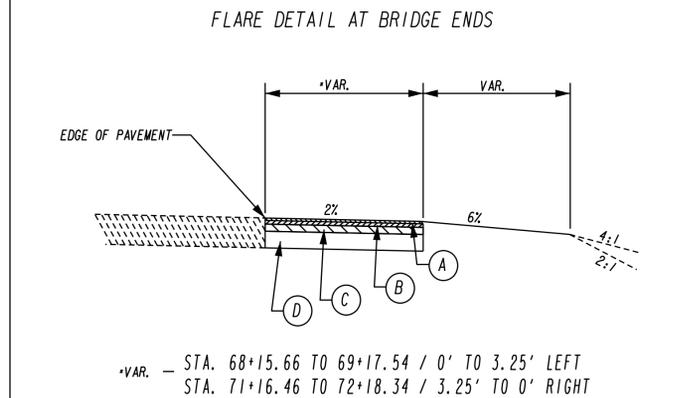
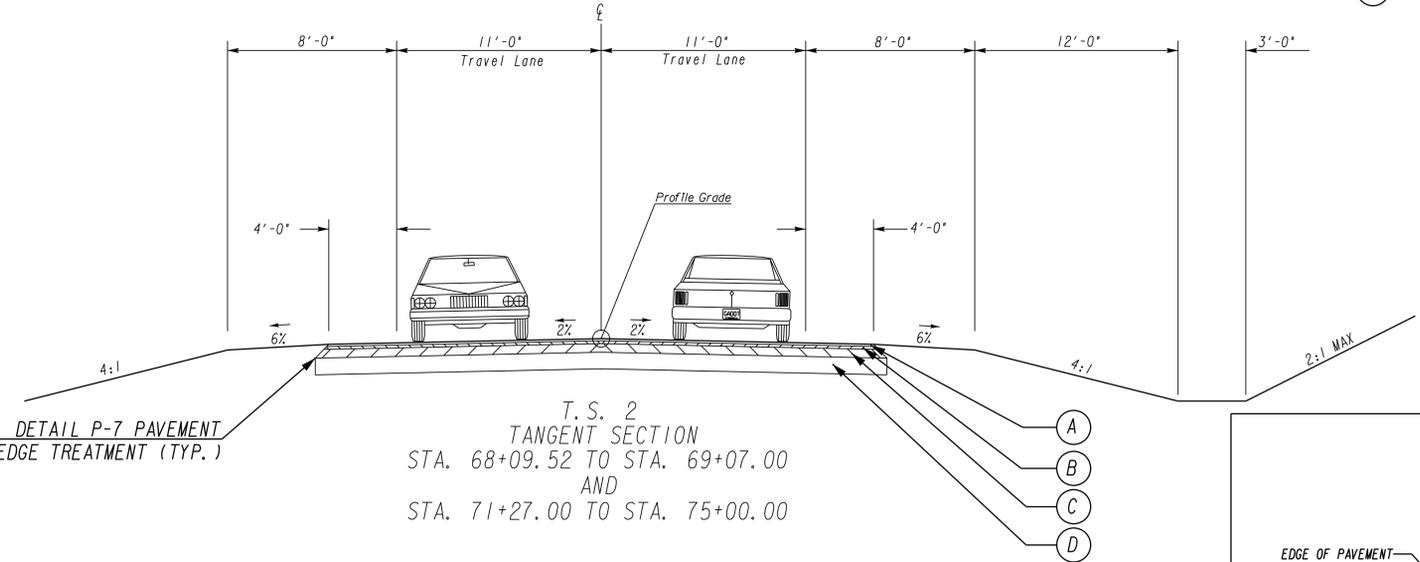
SLOPE : SEE ROADWAY PLANS FOR SUPERELEVATION RATES AND TRANSITIONS.

NOTE: FOR METHOD OF SUPERELEVATION SEE CONSTR PLAN & PROFILE SHEETS-CURVE DATA. LOCATIONS OF NORMAL CROWN & FULL S.E. NOTED ON CONSTR CENTERLINE.

* SEE PLAN SHEETS.

SHOULDER MAY BE GRADED AWAY FROM ROADWAY TO FACILITATE THE SLOPE TIE TO EXISTING GROUND.

- (A) 135 LBS/SQ YD RECYCLED ASPH CONC 9.5 mm SUPERPAVE, TYPE 1, GP 1 OR BLEND 1, INCL BITUM MATL & H LIME
- (B) 220 LBS/SQ YD RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- (C) 550 LBS/SQ YD RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM
- (D) 8" GRADED AGGREGATE BASE



GEORGIA
DEPARTMENT
OF
TRANSPORTATION

| REVISION DATES | |
|----------------|--|
| | |
| | |
| | |
| | |
| | |

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 4
TYPICAL SECTIONS

SR 64 @ FIVE MILE CREEK

DRAWING No. 05-001