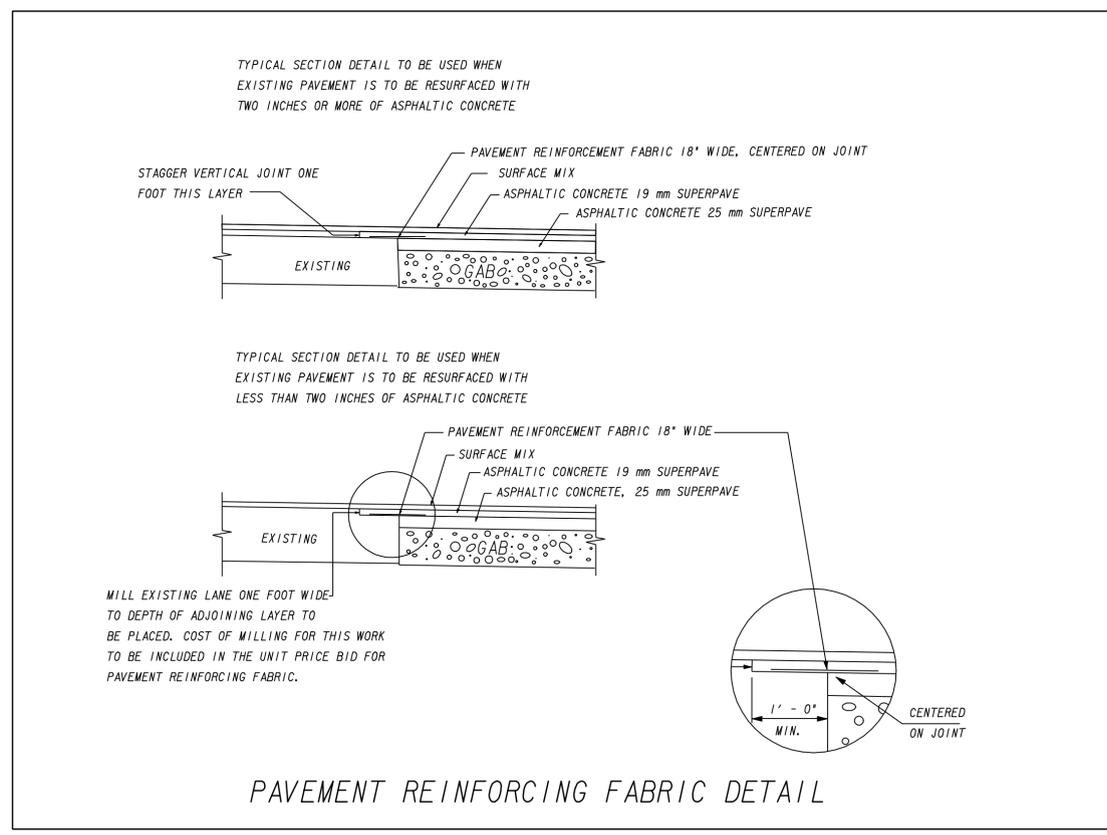
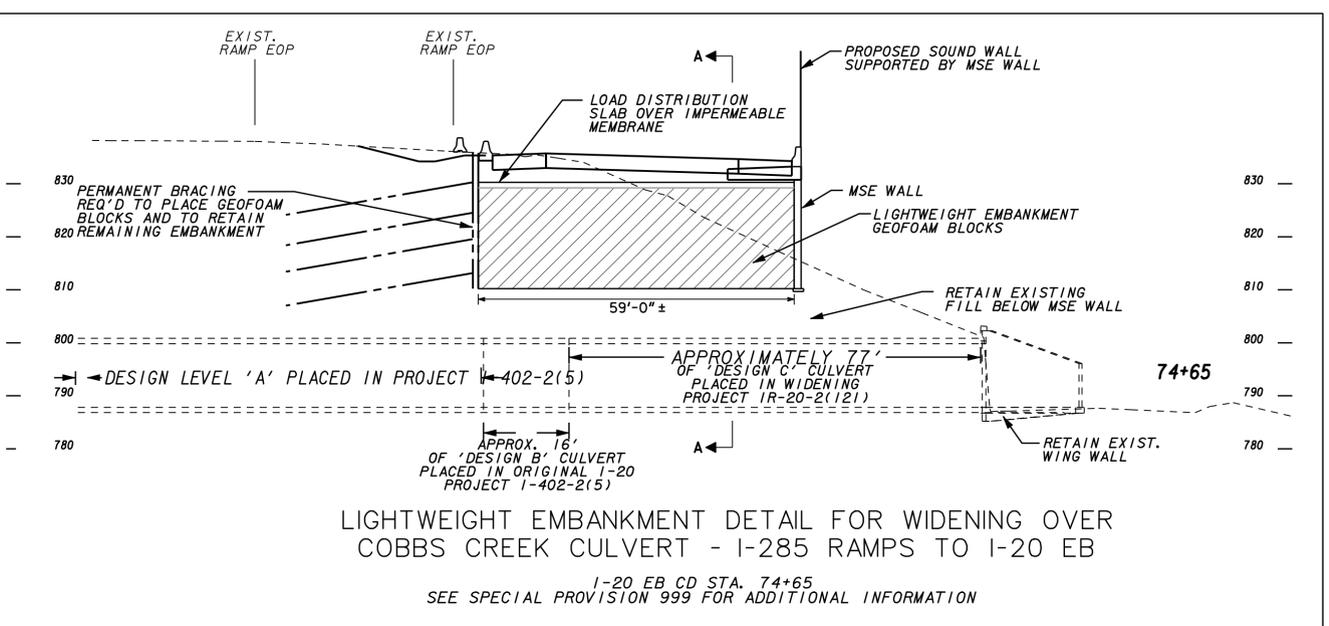
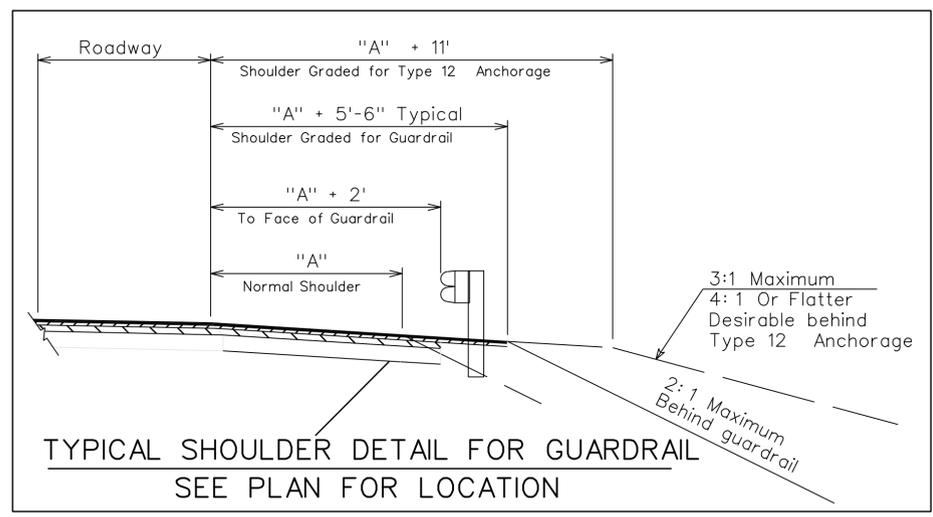
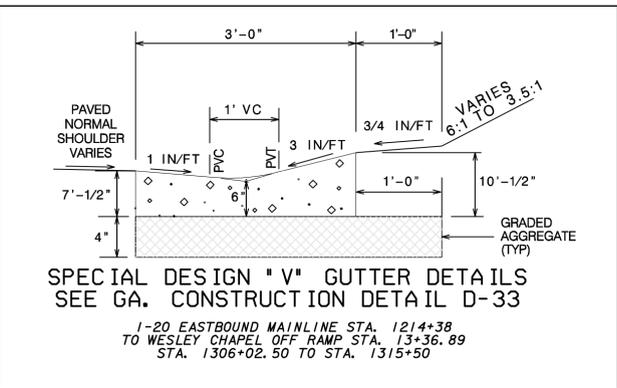


AS-BUILT PLANS - 08/30/13



**ALLOWABLE RANGES TABLE**

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

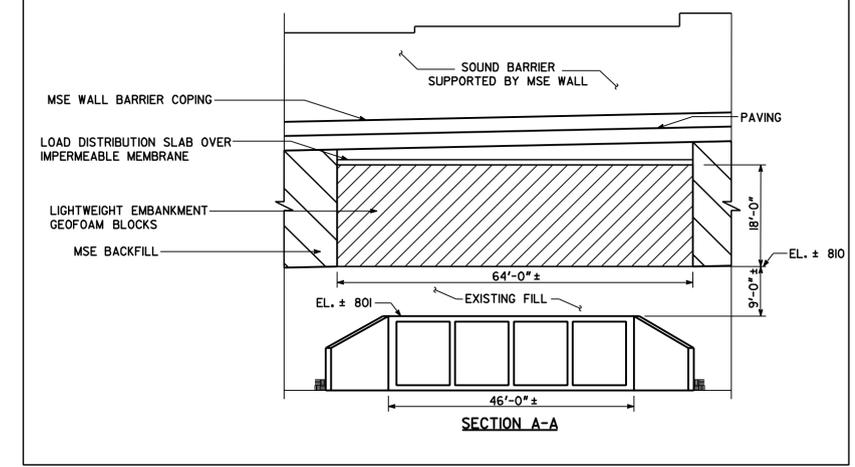
A. NORMAL CROWN	
SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM	0.0156 FT/FT - MINIMUM
0.0208 FT/FT - DESIRABLE	0.0208 FT/FT - DESIRABLE
0.0250 FT/FT - MAXIMUM	0.0300 FT/FT - MAXIMUM

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	0.6%
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

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).



**THE LPA GROUP**  
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REVISION DATES	
08-30-2013	

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

DRAWING No. 05-014