STATE AID PROJ. NO.	FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	3	GA.				

TABLE FOR TRANSITION LENGTHS, SUPERELEVATION AND WIDENING

D	20 M.P.H.			30 M.P.H.			40 M.P.H.			50 M.P.H			60 M.P.H.			70 M.P.H.		
	t	S.E.	W	t	S.E.	W	t	S.E.	W	t	S.E.	W	t	S.E.	W	t	S.E.	W
0°15'	0	N.C.	0.0	0	N.C.	0.0	0	N.C.	0.0	0	N.C.	0.0	0	N.C.	0.0	200	.02	0.0
0°30'	0	N.C.	0.0	0	N.C.	0.0	0	N.C.	0.0	150	.02	0.0	175	.02	0.0	200	.02	0.0
0°45'	0	N.C.	0.0	0	N.C.	0.0	125	.02	0.0	150	.02	0.0	175	.02	0.0	200	.02	0.0
1°	0	N.C.	0.0	100	.02	0.0	125	.02	0.0	150	.02	0.0	175	.02	0.0	200	.03	0.0
1°30'	0	N.C.	0.0	100	.02	0.0	125	.02	0.0	150	.03	0.0	175	.04	0.0	200	.04	0.0
2°	100	.02	0.0	100	.02	0.0	125	.03	0.0	150	.04	0.0	175	.05	0.0	200	.06	2.0
2°30'	100	.02	0.0	100	.02	0.0	125	.03	0.0	150	.04	0.0	175	.06	0.0	210	.07	2.0
3°	100	.02	0.0	100	.02	0.0	125	.04	0.0	150	.05	2.0	180	.07	2.0	230	.08	2.0
3°30'	100	.02	0.0	100	.03	0.0	125	.04	0.0	150	.06	2.0	190	.07	2.0	240	.08	2.0
4°	100	.02	2.0	100	.03	2.0	125	.05	2.0	150	.06	2.0	210	.08	2.0			
5°	100	.02	2.0	100	.04	2.0	125	.05	2.0	170	.07	2.0	220	.08	2.0			
6°	100	.02	2.0	100	.04	2.0	125	.06	2.0	180	.08	2.0						
7°	100	.02	2.0	100	.05	2.0	140	.07	2.0	190	.08	2.5						
8°	100	.02	2.0	100	.05	2.0	150	.07	2.0	190	.08	2.5						
9°	100	.02	2.0	100	.05	2.0	160	.07	2.0									
10°	100	.03	2.0	100	.06	2.0	160	.09	2.0									
11°	100	.03	2.0	110	.06	2.5	170	.09	3.0									
12°	100	.03	2.0	120	.07	2.5	170	.09	3.0									
13°	100	.03	2.0	120	.07	2.5												
14°	100	.04	2.0	130	.07	3.0												
15°	100	.04	2.0	130	.07	3.0												
16°	100	.04	2.0	130	.07	3.0												
17°	100	.04	2.0	130	.08	3.0												
18°	100	.05	2.5	140	.08	3.5												
19°	100	.05	2.5	140	.08	3.5												
20°	100	.05	2.5	140	.08	3.5												
21°	100	.05	2.5	140	.08	3.5												
22°	100	.05	2.5	140	.08	4.0												
23°	100	.05	3.0	140	[illegible]	4.0												
24°	100	.06	3.0															
25°	100	.06	3.0															
26°	100	.06	3.5															
27°	100	.06	3.5															
28°	100	.06	3.5															
29°	100	.06	3.5															
30°	100	.07	3.5															
31°	100	.07	4.0															
32°	100	.07	4.0															
33°	100	.07	4.0															
34°	100	.07	4.0															
35°	100	.07	4.0															
36°	100	.07	4.0															
37°	100	.07	4.0															
38°	100	.07	4.0															
39°	100	.08	4.0															
40°	100	.08	4.0															
41°	100	.08	4.0															
42°	100	.08	4.0															
43°	100	.08	4.0															
44°	100	.08	5.0															
45°	100	.08	5.0															
46°	105	.08	5.0															
47°	105	.08	5.0															
48°	110	.08	5.0															
49°	110	.08	5.0															
50°	110	.08	5.5															
51°	115	.08	5.5															
52°	115	.08	5.5															
53°	120	.08	5.5															

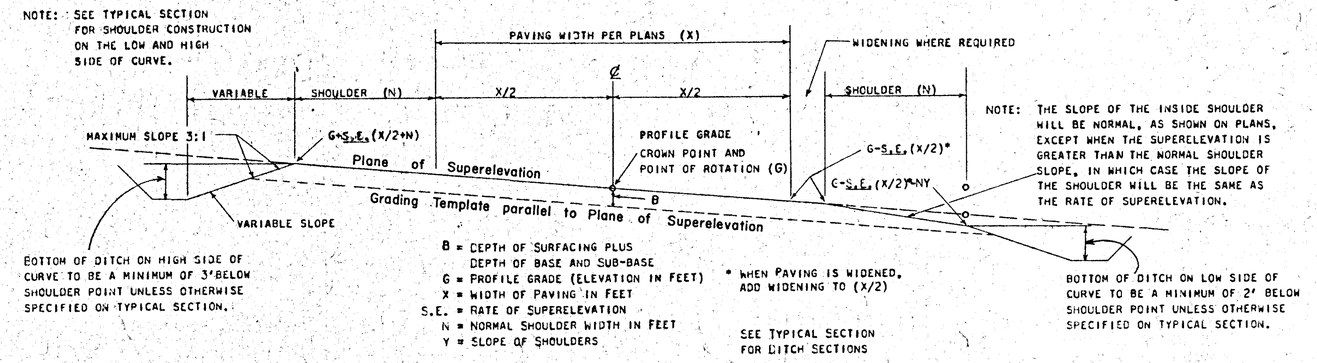
D = DEGREE OF CURVATURE
N.C. = NORMAL CROWN SECTION
t = TRANSITION LENGTH IN FEET
S.E. = RATE OF SUPERELEVATION - FEET PER FOOT OF WIDTH
W = WIDENING IN FEET

NO WIDENING IS REQUIRED ON PAVEMENT 24' OR MORE IN WIDTH.
WHERE THE PAVEMENT IS LESS THAN 24'-0" IN WIDTH AND IS WIDENED, THE TOTAL WIDTH SHALL NOT EXCEED 24'-0".

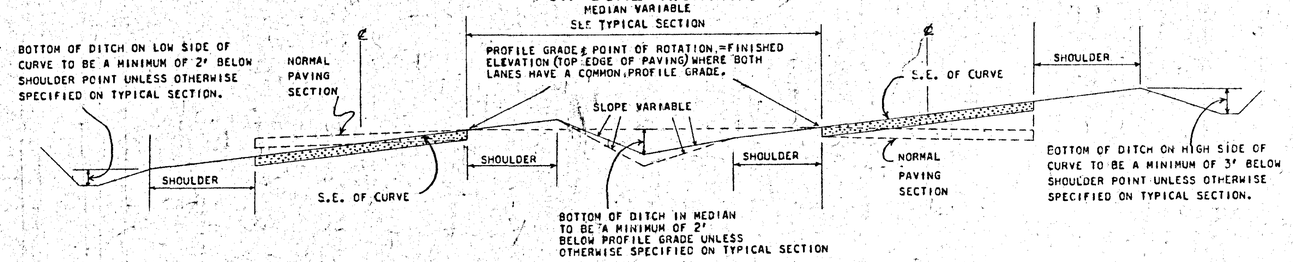
NOTE: IN MUNICIPALITIES, AT INTERSECTIONS AND SPECIAL SPEED RESTRICTED AREAS, THE RATE OF SUPERELEVATION IS TO BE MODIFIED TO GIVE A REASONABLE SPEED.

Note: Transition length as shown in table is for 2 lanes. On multiple lane pavement transition length will be increased as follows:
For 3 — lane highways: 1.2 times t
For 4 — lane highways: 1.5 times t
For 6 — lane highways: 2.0 times t

CROSS SECTION SHOWING METHOD OF ATTAINING SUPERELEVATION FOR GRADING AND FINISHED SECTIONS



CROSS SECTION SHOWING METHOD OF ATTAINING SUPERELEVATION FOR DUAL HIGHWAYS



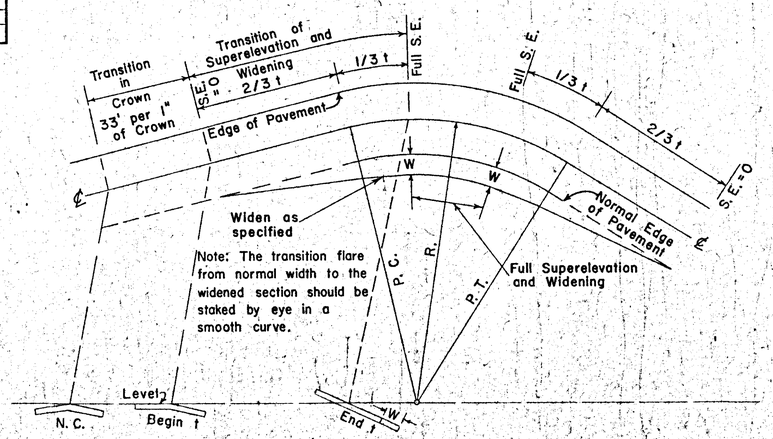
GENERAL NOTES

IN GENERAL, SUPERELEVATION WILL PIVOT ABOUT THE CENTER LINE, BUT WHERE NECESSARY THE PIVOT POINT MAY BE SHIFTED TO THE OUTSIDE OR INSIDE EDGE OF PAVEMENT TO BETTER FIT TOPOGRAPHY OR IMPROVE DRAINAGE.

A CROWN TRANSITION OF 33' PER INCH OF CROWN WILL BE MADE, BRINGING THE OUTSIDE HALF OF ROADWAY TO A LEVEL SECTION AT THE BEGINNING OF SUPERELEVATION. THE SLOPE OF THE INNER PAVING SECTION IS TO BE MAINTAINED UNTIL THE OUTSIDE PAVING SECTION IS IN THE SAME PLANE AS THE INSIDE PAVING SECTION.

THE GRADING TEMPLATE IS TO BE PARALLEL TO THE PLANE OF SUPERELEVATION. FOR FURTHER DETAILS SEE TYPICAL SECTIONS.

PLAN SHOWING TRANSITION FOR SUPERELEVATING AND WIDENING



REVISIONS	DATE	BY
Revised note for curve data. Dwn. by [illegible] & [illegible] Rev. & Plans Approved	Aug 26-57	H.A.S.
Revised Plans Approved	7/18-57	H.A.S.

STATE HIGHWAY DEPARTMENT OF GEORGIA
ENGINEERING DEPARTMENT

STANDARD

SUPERELEVATION AND WIDENING FOR CIRCULAR CURVES

NO SCALE — JULY, 1957

DESIGNED
DRAWN CEB
TRACED HAS
CHECKED

SUBMITTED — ROADWAY DESIGN ENGINEER
APPROVED — STATE HIGHWAY ENGINEER

NUMBER 9028 B