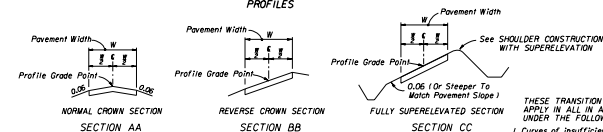


SLOPE RATIOS FOR SUPERELEVATION TRANSITIONS

SECTION	DESIGN SPEED, MPH		
	45-50	55-60	65-70
1 Lane	$1/120$	$1/125$	$1/130$
2 Lane & 4 Lane	$1/200$	$1/225$	$1/250$
6 Lane	$1/160$	$1/180$	$1/200$
B Lane	$1/150$	$1/170$	$1/190$

The length of superlevation transition is to be determined by the relative slope between the travel way edge of pavement and the profile grade, except that the minimum length of transition shall be 100 ft.

PROFILES



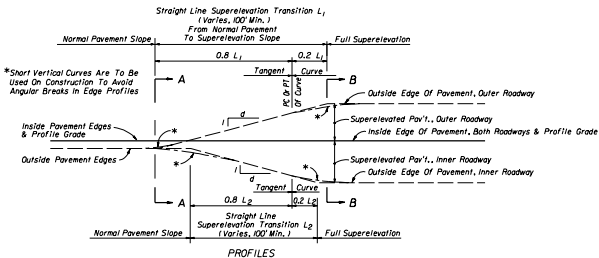
2-LANE, 4-LANE OR 6-LANE PAVEMENT, NO MEDIAN

THESE TRANSITION DETAILS ARE TO APPLY IN ALL IN ALL CASES, EXCEPT UNDER THE FOLLOWING CONDITIONS:

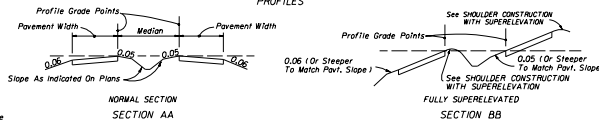
1. Curves of insufficient length.
2. Insufficient tangent length between curves.
3. Deficient transition distance between a curve and other control points (i.e.).
4. At PCC's or PRC's (Runoff rates are applicable).

Transitions for these exceptions are to be as detailed in the plans.

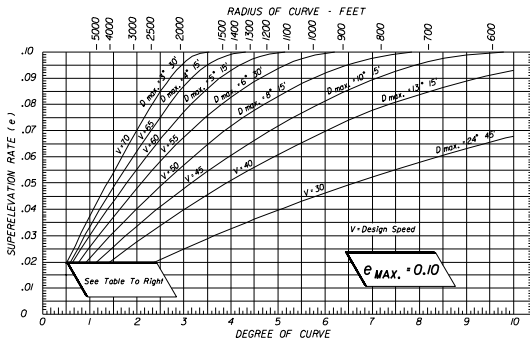
SUPERELEVATION TRANSITIONS



PROFILES



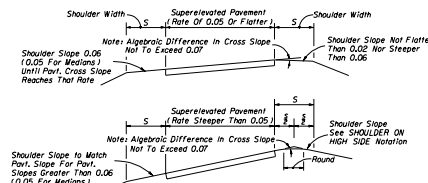
4-LANE OR 6-LANE PAVEMENT WITH MEDIAN



DEGREE OF CURVE (D)	DESIGN SPEED, V MPH						
	30	40	45/50	55	60	65	70
0° 15'	NC	NC	NC	NC	NC	NC	NC
0° 30'	NC	NC	NC	NC	NC	NC	NC
0° 45'	NC	NC	NC	NC	NC	0.025	0.028
1° 00'	NC	NC	0.020	0.025	0.030	0.035	0.038
1° 30'	NC	0.020	0.025	0.030	0.035	0.040	0.045
2° 00'	RC	0.020	0.025	0.030	0.035	0.040	0.045

SEE DESIGN SUPERELEVATION RATE TO LEFT

SHOULDER CONSTRUCTION WITH SUPERELEVATION



SHOULDER ON HIGH SIDE: A shoulder slope of 0.06 downward from the edge of pavement will be maintained until a 0.07 break in slope at the pavement edge is reached due to superlevation of the pavement. As the pavement superlevation increases, the 0.07 break in slope will be maintained and the shoulder flattened until the shoulder slope reaches the minimum of 0.02 downward from the edge of pavement. Any further increase in pavement superlevation will necessitate sloping the inside half of the shoulder toward the pavement and the outer half outward, both at 0.02 for superelevations 0.06-0.09 and both at 0.03 for superlevation 0.10.

SHOULDER ON LOW SIDE: Maintain 0.06 drop across inside shoulder until pavement cross slope reaches 0.06. For pavement cross slopes greater than 0.06, shoulder to have same slope as pavement.

These slopes are the same as those shown pictorially on sheet 2.

NOTE: These details apply to both paved and grassed shoulders. For median shoulders use 0.05 in lieu of 0.06.

GENERAL NOTES

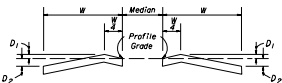
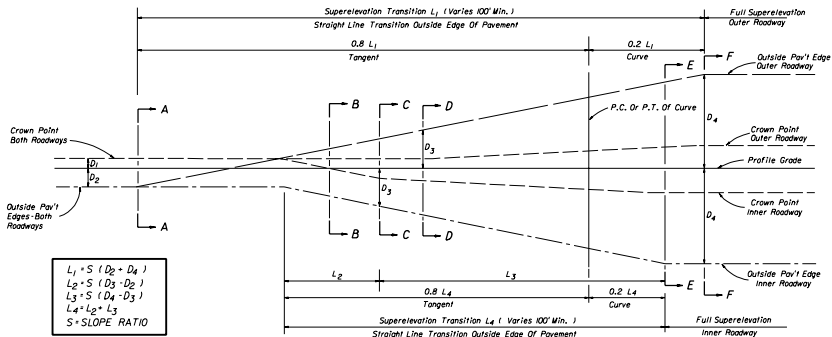
1. For curves in urban highways and high speed urban streets, see Index No. 511.

DESIGN SUPERELEVATION RATES FOR RURAL HIGHWAYS, URBAN FREEWAYS AND HIGH SPEED URBAN HIGHWAYS

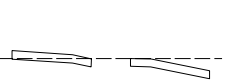
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD DESIGN

SUPERELEVATION
RURAL HIGHWAYS, URBAN FREEWAYS
AND HIGH SPEED URBAN HIGHWAYS

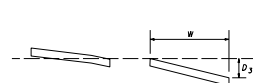
Designed by	HW	3/65	Checked by	BM	10/74
Drawn by	EM	4/74	Approved by		
Checked by			Scale	1 of 2	510



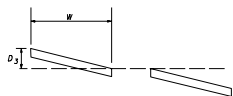
SECTION A-A
NORMAL CROWNED SECTION



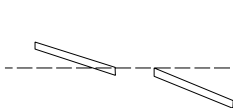
SECTION B-B
SUPERELEVATION SECTION LT. & RT.



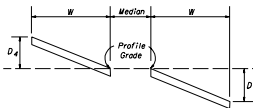
SECTION C-C
SUPERELEVATION SECTION LT.
PLANE INCLINED SECTION RT.



SECTION D-D
PLANE INCLINED SECTION LT.
SUPERELEVATION TRANSITION RT.

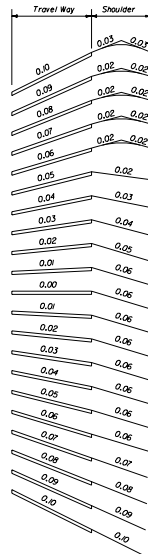


SECTION E-E
SUPERELEVATION TRANSITION LT.
FULL SUPERELEVATION RT.



SECTION F-F
FULL SUPERELEVATION LT. & RT.

8-LANE PAVEMENT WITH ONE LANE SLOPED TO MEDIAN



SLOPES OF TRAVELED WAY
AND ABUTTING SHOULDERS
**SHOULDER SLOPES ON
SUPERELEVATION SECTIONS**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD DESIGN

SUPERELEVATION
RURAL HIGHWAYS, URBAN FREEWAYS
AND HIGH SPEED URBAN HIGHWAYS

DESIGNED BY	DATE	APPROVED BY	DATE
DESIGNED BY	08/11/77	APPROVED BY	08/11/77
DRAWN BY	SMW	REVISIONS	DATE
CHECKED BY	08/11/77	NO	2 of 2