SHOULDER ON HIGH SIDE: A shoulder slope of 0.06 downward from the edge of travel way will be maintained until a 0.07 break in slope at the pavement edge is reached due to superelevation of the pavement. As the pavement superelevation 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 travel way. Any further increase in pavement superelevation will necessitate sloping the inside half of the shoulder toward the travel way and the outer half outward, both at 0.02 for superelevations 0.06-0.09 and both at 0.03 for superelevation 0.10. For shoulders with paved widths 5 feet or less see Special Shoulder Break Over Details on Sheet 2 of 2.

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 3 of 2.

NOTE: These details apply to both paved and grassed shoulders. For median shoulders use 0.05 in lieu of 0.06.
**Super elevation - High Speed Roadways**

**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 LT.

**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**

**B) FULL WIDTH SHOULDER WITH 5' PAVED WIDTH**

**SPECIAL SHOULDER BREAK OVER DETAILS**

*FOR SHOULDERS WITH PAVED WIDTHS 5 FEET OR LESS SEE SPECIAL SHOULDER BREAK OVER DETAILS*