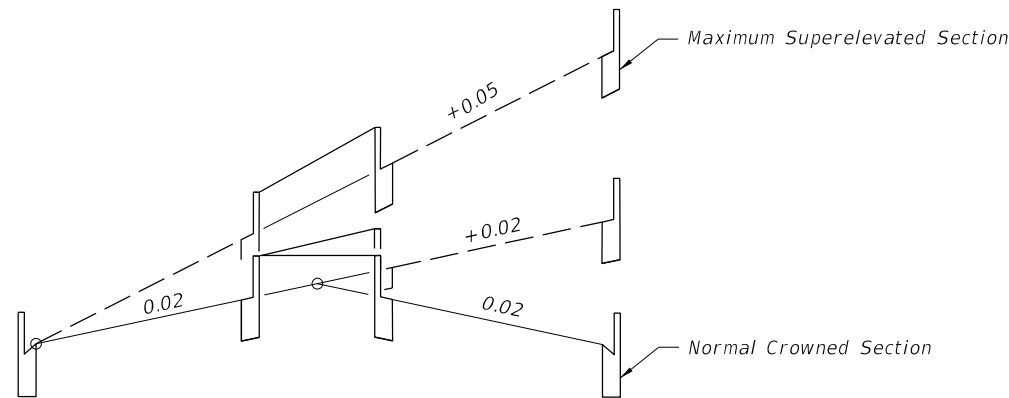
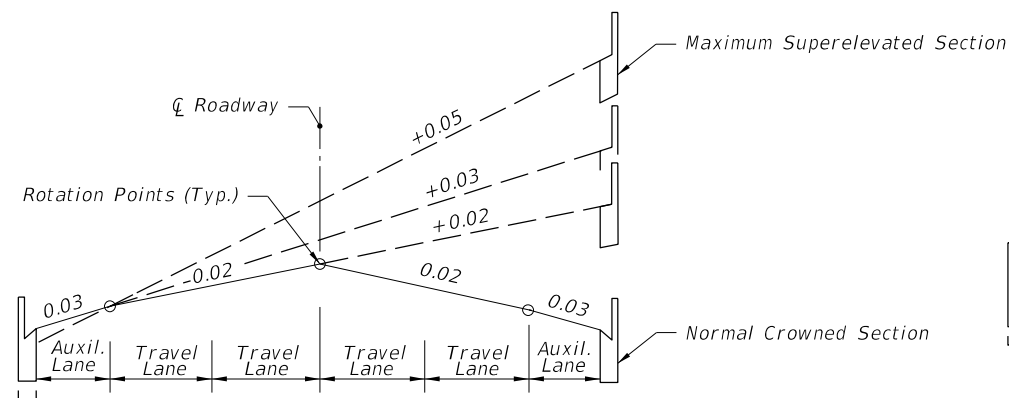


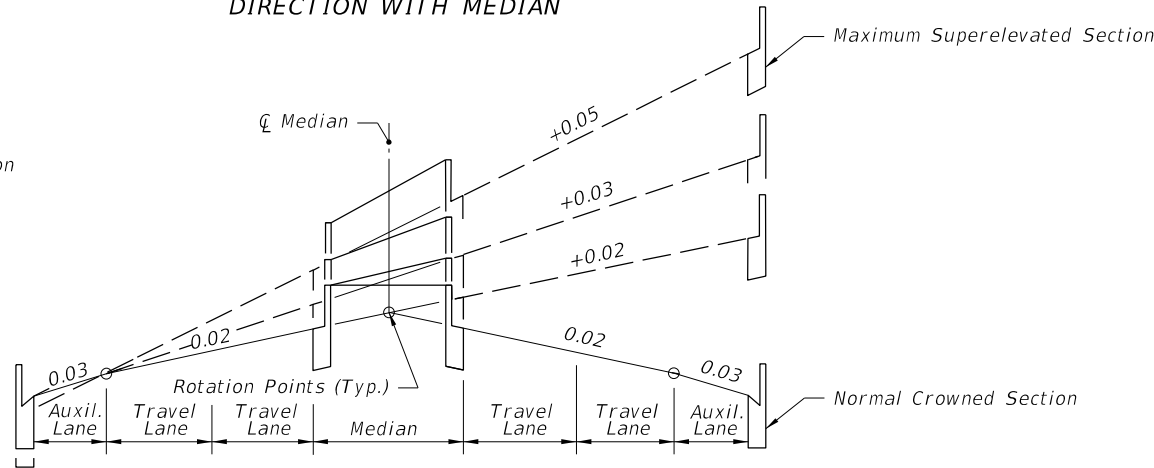
TWO TRAVEL LANES EACH DIRECTION



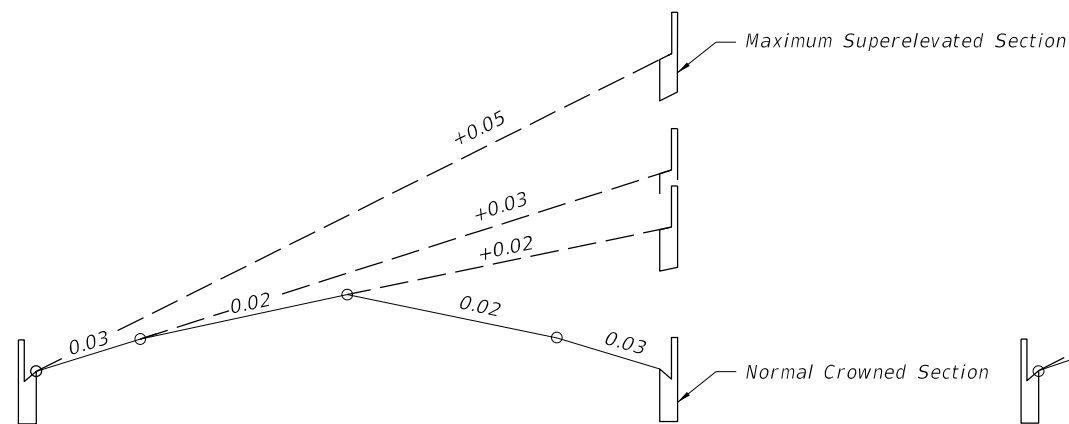
TWO TRAVEL LANES EACH DIRECTION WITH MEDIAN



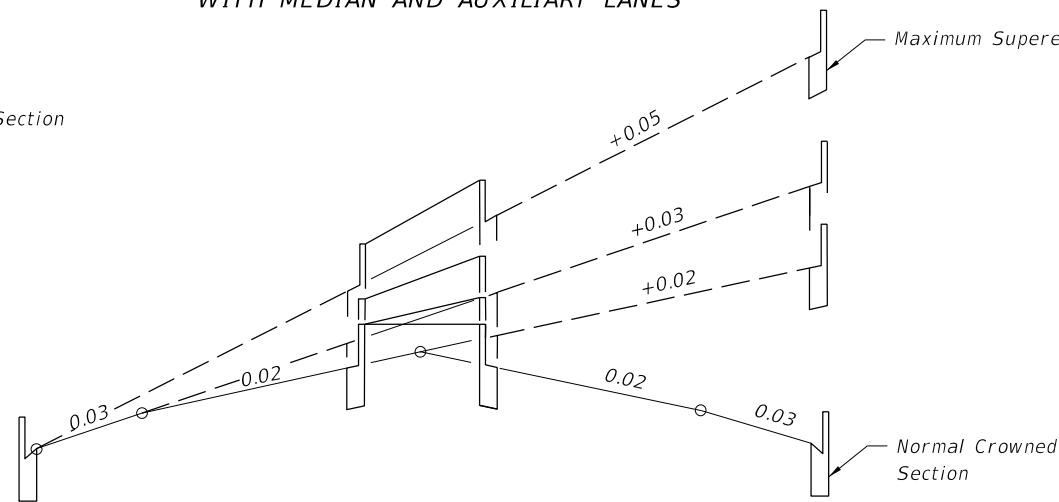
TWO TRAVEL LANES EACH DIRECTION WITH AUXILIARY LANES



TWO TRAVEL LANES EACH DIRECTION WITH MEDIAN AND AUXILIARY LANES

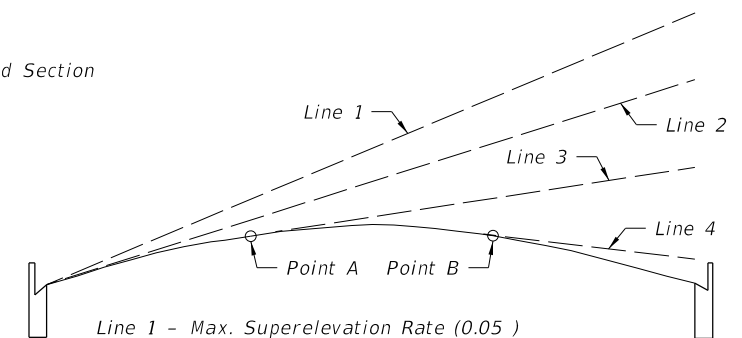


UNDIVIDED FACILITIES



THREE TRAVEL LANES EACH DIRECTION WITH MEDIAN

DIVIDED FACILITIES



Line 1 - Max. Superlevation Rate (0.05)
 Line 2 - Slope Of Parabola At Inside Edge Of Pavt.
 Line 3 - Positive Superlevation Rate Less Than Max. Slope Of Parabola.
 Line 4 - Adverse Superlevation.

When this section is used, superlevation is established by rotating a tangent about the arc of the parabolic crown until the desired slope is attained (points A & B on sketch). The normal parabolic crown will be maintained outside the limits of the plane thus formed.

GENERAL NOTES:

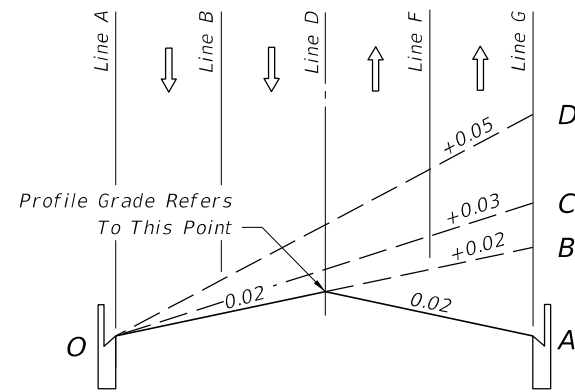
1. Obtain Superlevation by rotating the plane successively about the break points of the section until the plane has attained a slope equal to that required by the Plans. Should the rotation traverse the entire section and further superlevation be required, the remaining rotation of the plane shall be about the low edge of the inside travel lane. Crown is to be removed in the auxiliary lane to the outside of the curve only when the adjoining travel lanes require positive superlevation.
2. When positive superlevation is required, continue the slope of the pavement across the gutter on the high side.
3. Place short vertical curves at all angular profile breaks within the limits of the superlevation transition.
4. The variable superlevation transition length "L" has a minimum value of 50 feet for design speeds under 40 MPH and 75 feet for design speeds of 40 MPH or greater.
5. Roadway sections having lane arrangements different from those shown, but composed of a series of planes, are superlevation in a similar manner.

SUPERELEVATION TRANSITION SECTIONS FOR LOW SPEED HIGHWAYS

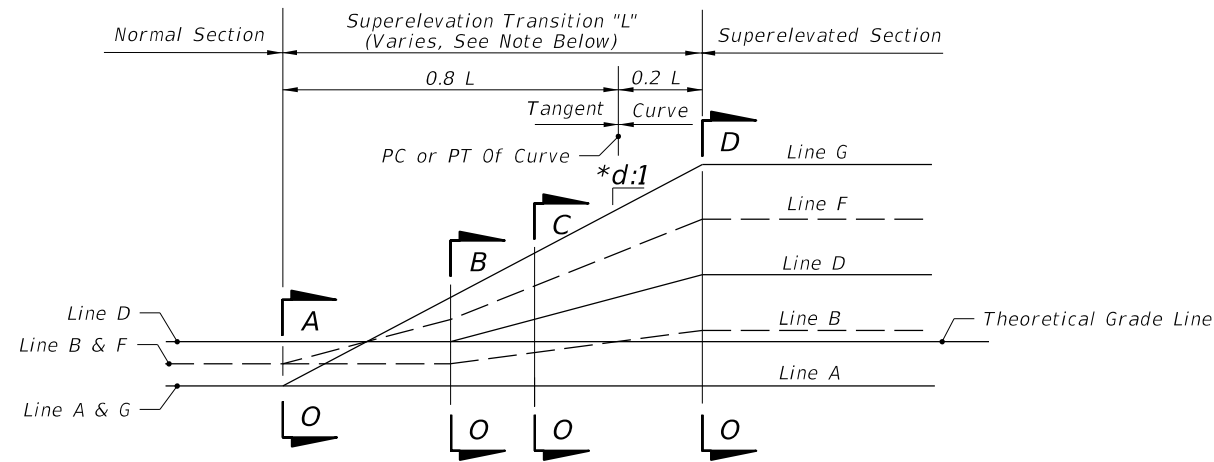
PARABOLIC SECTION

10/18/2018 10:08:54 AM

LAST REVISION 11/01/18	REVISION	DESCRIPTION:	 FY 2019-20 STANDARD PLANS	SUPERELEVATION TRANSITIONS - LOW SPEED HIGHWAYS	INDEX 000-511	SHEET 1 of 2
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SECTION 0-A to 0-D

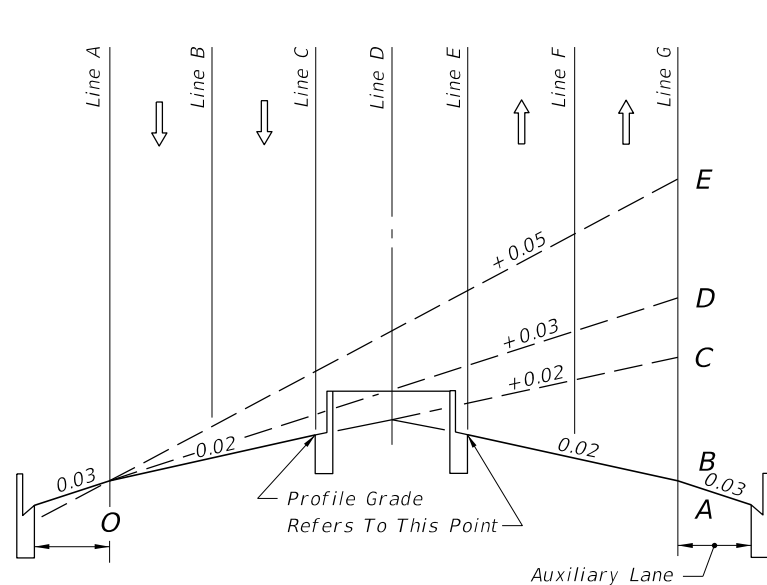


PROFILE

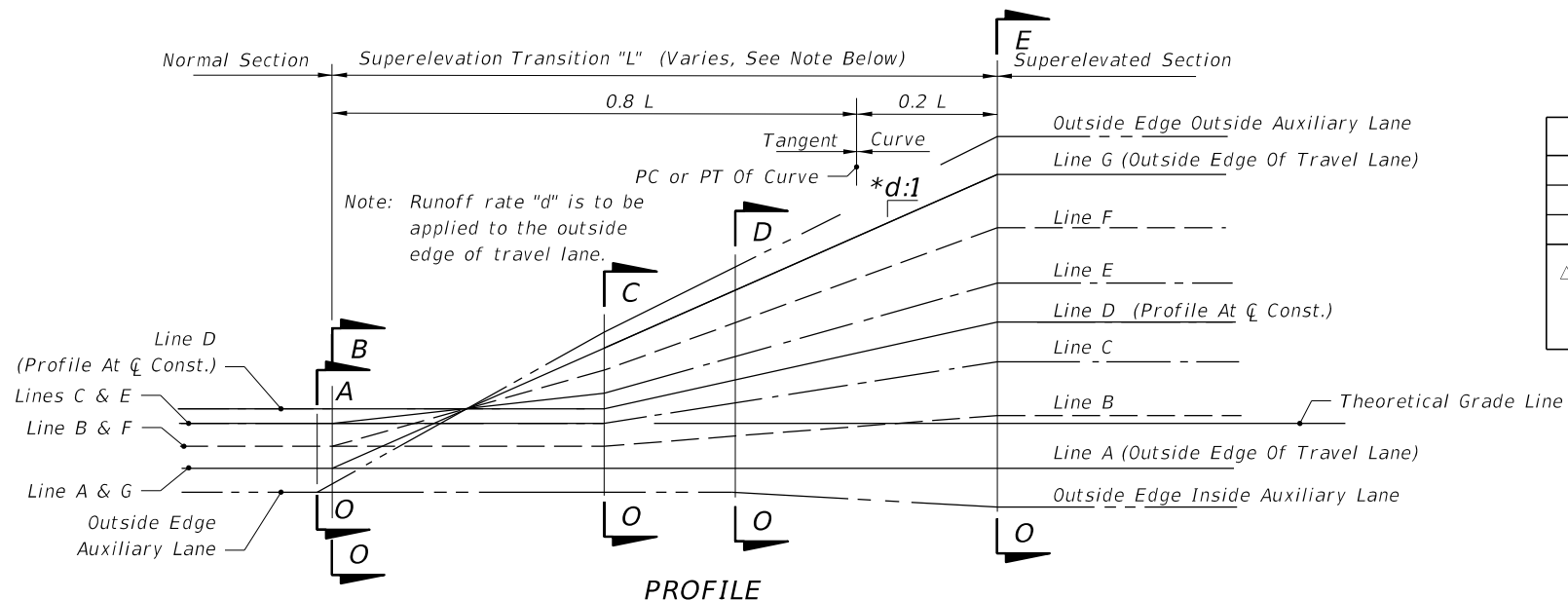
TWO LANES EACH DIRECTION

LINE	DESCRIPTION
A	Inside Travel Lane
B	Inside Lane Line
C	Inside Median Edge Pavement
D	℄ Construction
E	Outside Median Edge Pavement
F	Outside Lane Line
G	Outside Travel Lane

Inside And Outside Are Relative To Curve Center



SECTION 0-A to 0-E



PROFILE

TWO LANES EACH DIRECTION WITH MEDIAN AND AUXILIARY LANE

*d (Slope Ratio)	
30 MPH	1: 100
40 MPH	1: 125
45-50 MPH Δ	1: 150

Δ 1: 125 May Be Used For 45 MPH Under Restricted Conditions.

Note:
The sections and profiles shown are examples of superelevation transitions.
Similar schemes should be used for roadways having other sections.

EXAMPLE SUPERELEVATION SECTIONS AND PROFILES FOR LOW SPEED HIGHWAYS

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LAST REVISION 11/01/18	DESCRIPTION:
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STANDARD PLANS

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