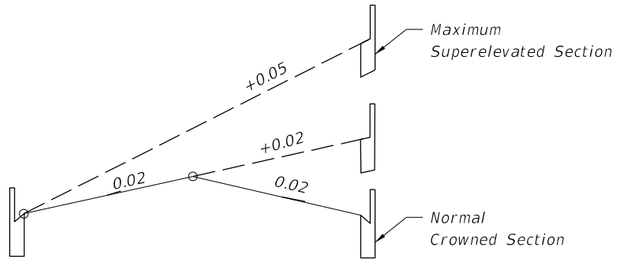
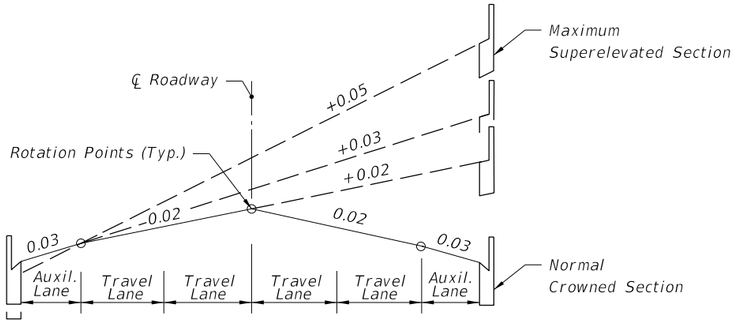
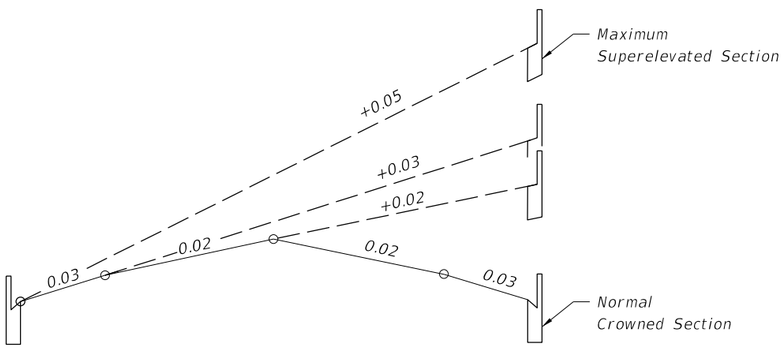


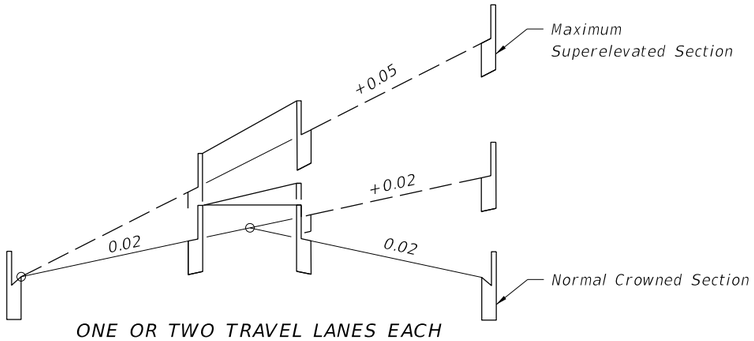
ONE OR TWO TRAVEL LANES EACH DIRECTION



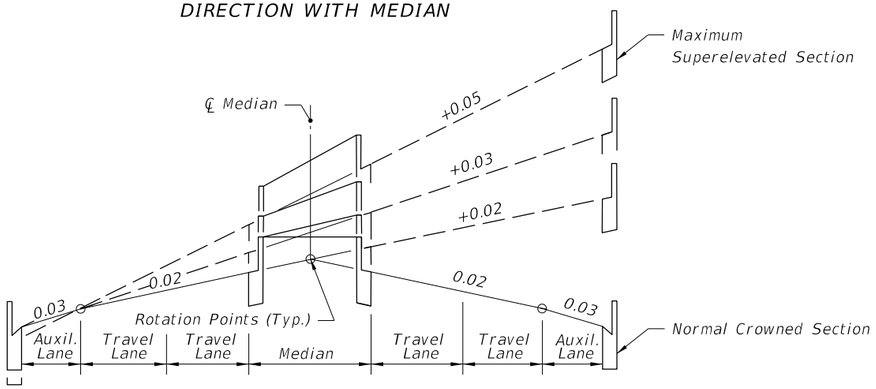
TWO TRAVEL LANES EACH DIRECTION WITH AUXILIARY LANES



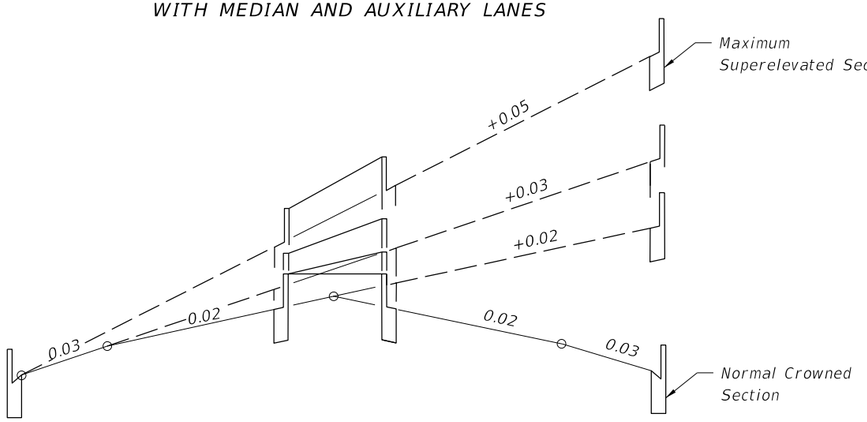
UNDIVIDED FACILITIES



ONE OR TWO TRAVEL LANES EACH DIRECTION WITH MEDIAN



TWO TRAVEL LANES EACH DIRECTION WITH MEDIAN AND AUXILIARY LANES



THREE TRAVEL LANES EACH DIRECTION WITH MEDIAN

DIVIDED FACILITIES

GENERAL NOTES:

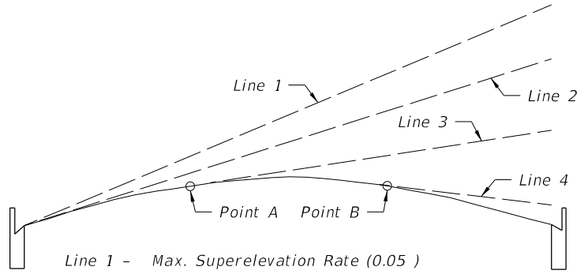
1. Obtain Superelevation by rotating the plane successively about the break points of the section until the plane has attained a slope equal to that required by the Plans. Should the rotation traverse the entire section and further superelevation be required, the remaining rotation of the plane shall 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 superelevation.

2. When positive superelevation 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 superelevation transition.

4. The variable superelevation transition length "L" has a minimum value of 50 feet for design speeds of 25–30 MPH and 75 feet for design speeds of 40–45 MPH.

5. Roadway sections having lane arrangements different from those shown, but composed of a series of planes, are superelevation in a similar manner.



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

When this section is used, superelevation 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.

PARABOLIC SECTION

SUPERELEVATION TRANSITION SECTIONS FOR LOW SPEED HIGHWAYS

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11/01/21			FY 2023-24 STANDARD PLANS	SUPERELEVATION TRANSITIONS - LOW SPEED HIGHWAYS	INDEX 000-511	SHEET 1 of 2

NOTE:

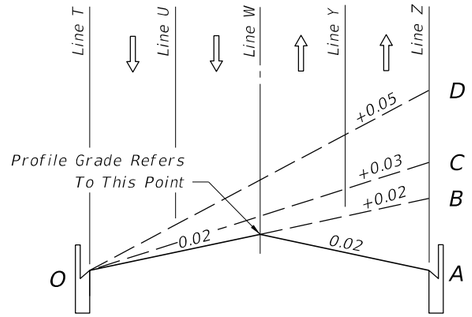
The sections and profiles shown are examples of superelevation transitions. Similar schemes should be used for roadways having other sections.

LINE	DESCRIPTION
T	Inside Travel Lane
U	Inside Lane Line
V	Inside Median Edge Pavement
W	℄ Construction
X	Outside Median Edge Pavement
Y	Outside Lane Line
Z	Outside Travel Lane

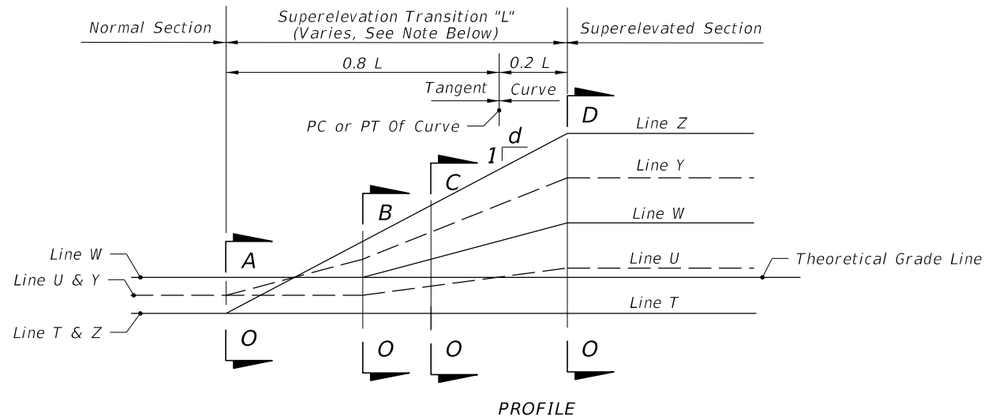
Inside And Outside Are Relative To Curve Center

SLOPE RATIOS FOR SUPERELEVATION TRANSITIONS	
DESIGN SPEED MPH	1:d
25-35	1:100
40	1:125
45	1:150

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

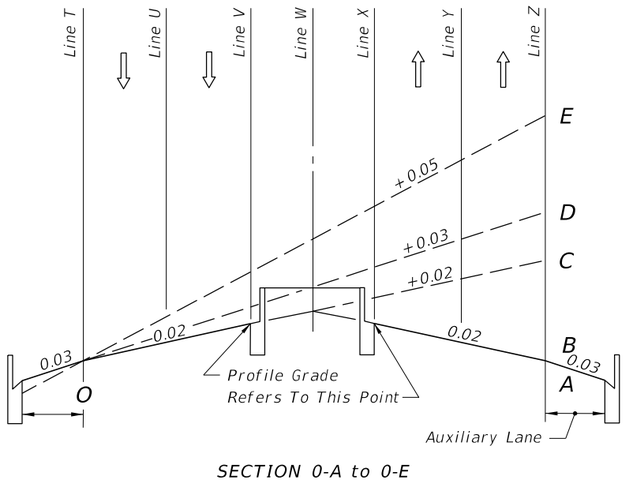


SECTION 0-A to 0-D

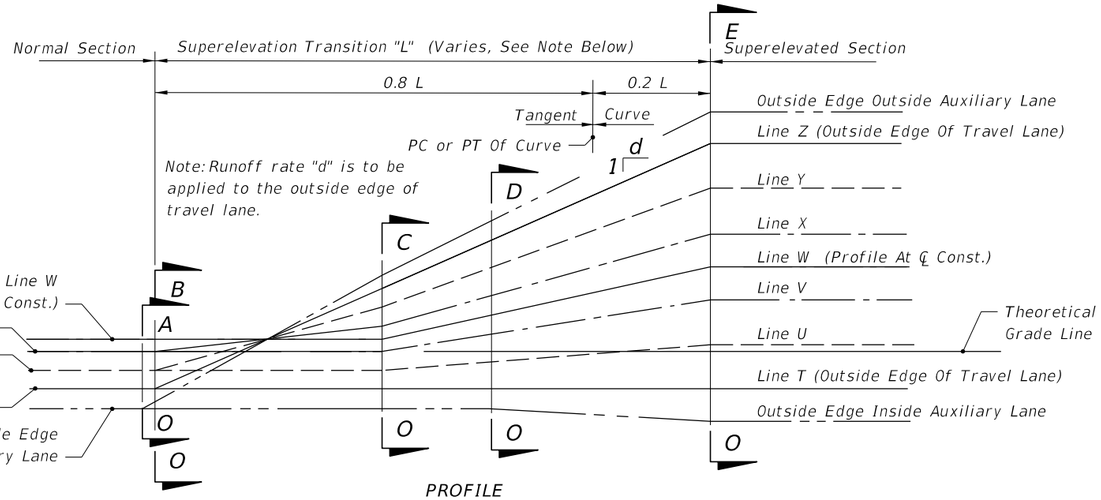


PROFILE

TWO LANES EACH DIRECTION



SECTION 0-A to 0-E



PROFILE

TWO LANES EACH DIRECTION WITH MEDIAN AND AUXILIARY LANE

EXAMPLE SUPERELEVATION SECTIONS AND PROFILES FOR LOW SPEED HIGHWAYS

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11/01/21			FY 2023-24 STANDARD PLANS	SUPERELEVATION TRANSITIONS - LOW SPEED HIGHWAYS	INDEX 000-511	SHEET 2 of 2