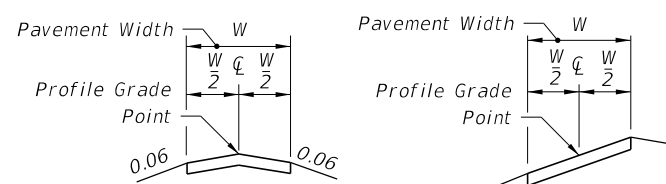
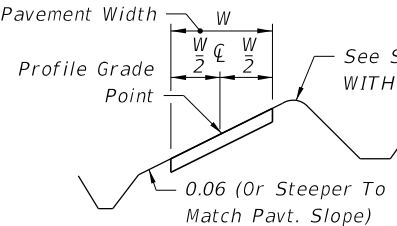


PROFILES



NORMAL CROWN SECTION AA

REVERSE CROWN SECTION BB



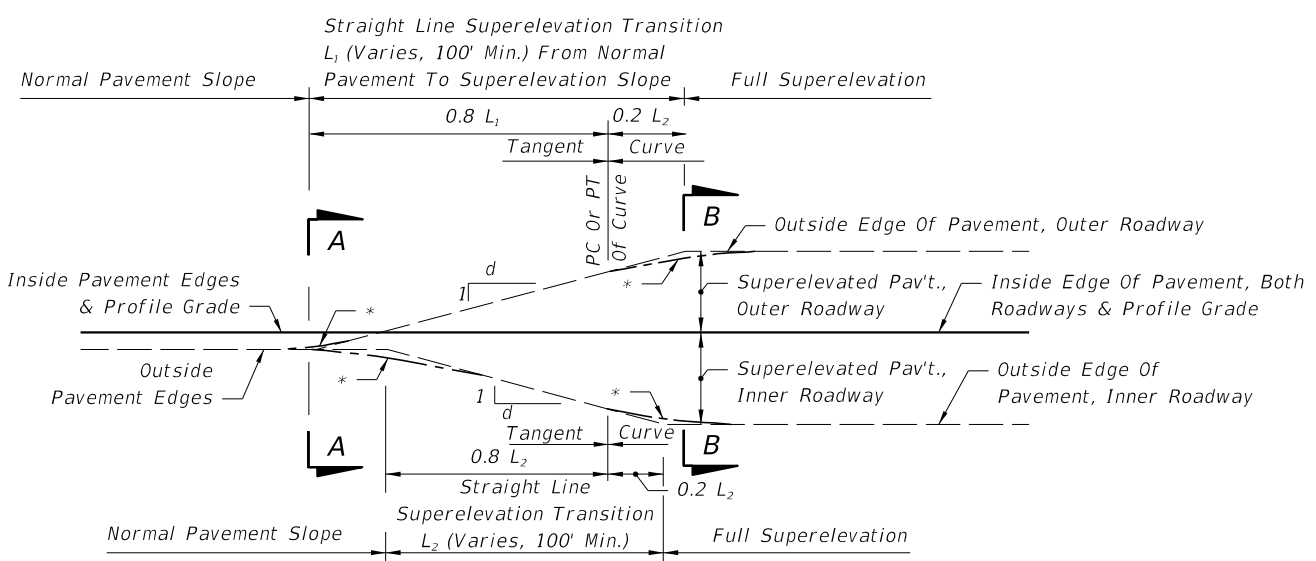
FULLY SUPERELEVATED SECTION CC

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

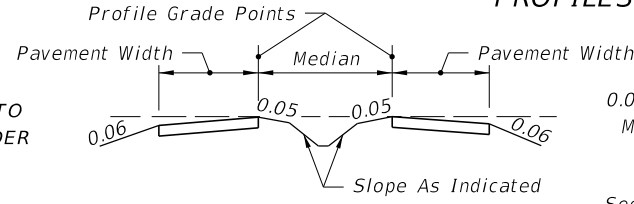
SECTION	DESIGN SPEED, MPH		
	45-50	55-60	65-70
2 Lane & 4 Lane	1:200	1:225	1:250
6 Lane	1:160	1:180	1:200
8 Lane	1:150	1:170	1:190

The length of superelevation 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.

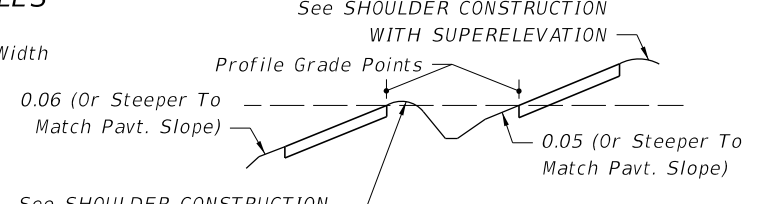
* Short Vertical Curves Are To Be Used On Construction To Avoid Angular Breaks In Edge Profiles



PROFILES



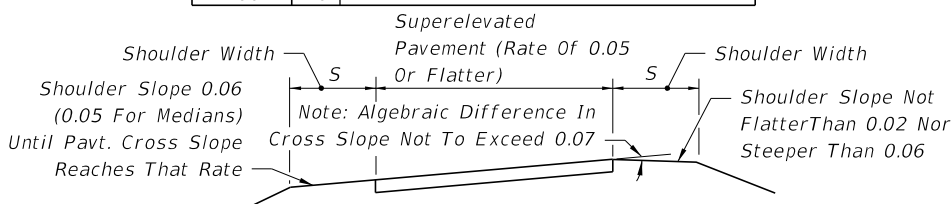
NORMAL SECTION AA



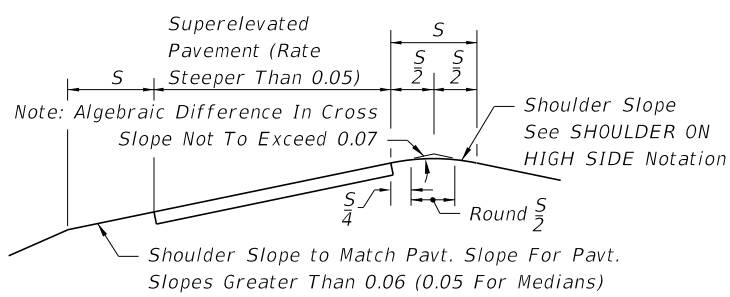
FULLY SUPERELEVATED SECTION BB

4-LANE OR 6-LANE PAVEMENT WITH MEDIAN

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.



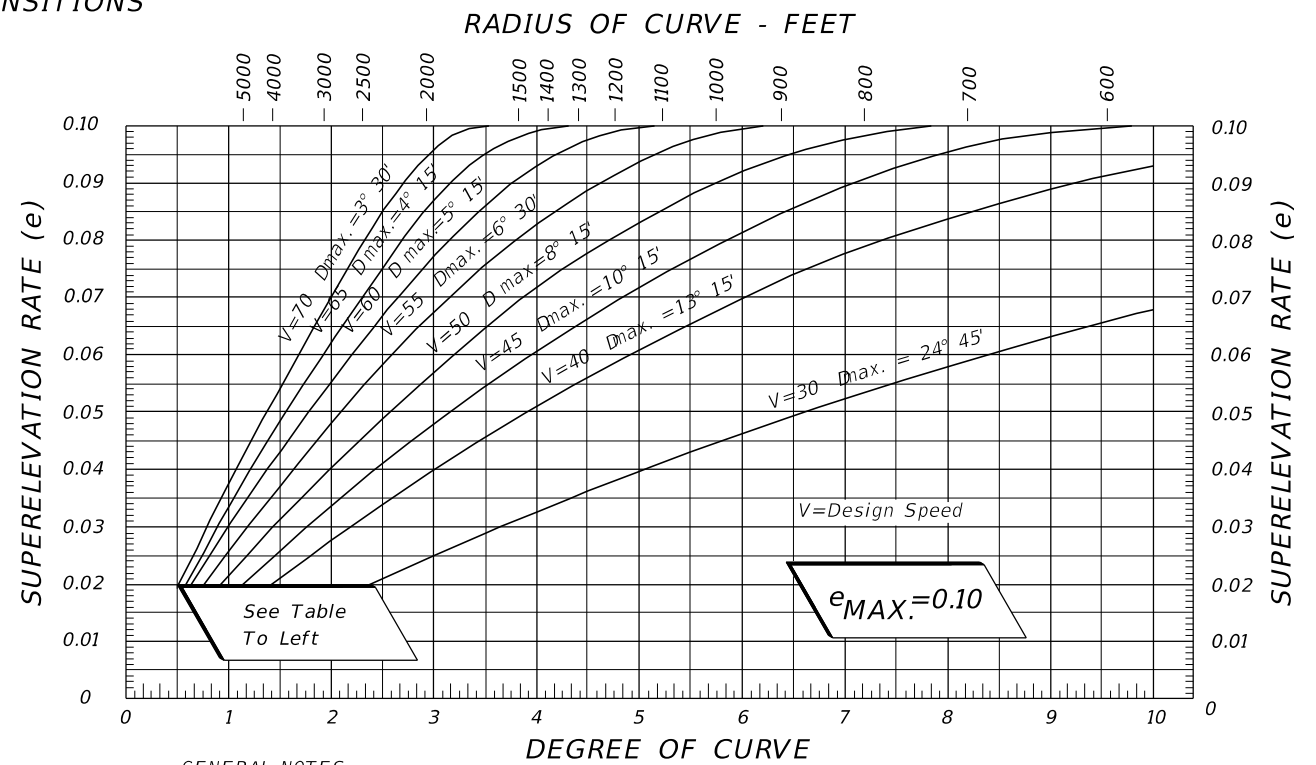
These slopes are the same as those shown pictorially on Sheet 2 of 2.

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

SHOULDER CONSTRUCTION WITH SUPERELEVATION

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	RC	RC	RC
0°45'	NC	NC	RC	RC	0.023	0.025	0.028
1°00'	NC	NC	0.021	0.025	See Table To Right		
1°30'	NC	0.021					
2°00'	RC						

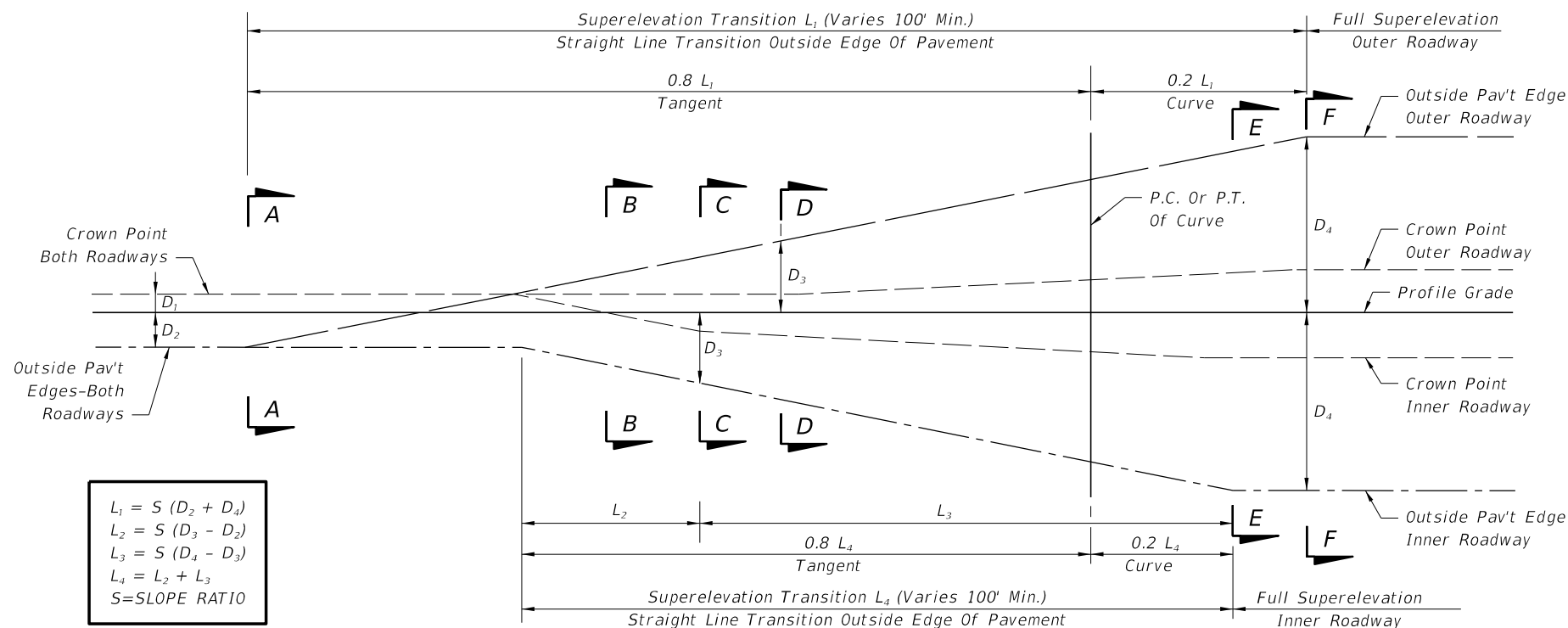
Transitions for these exceptions are to be as detailed in the plans. **SUPERELEVATION TRANSITIONS**



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

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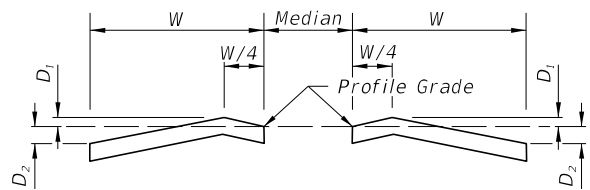
$$L_1 = S (D_2 + D_4)$$

$$L_2 = S (D_3 - D_2)$$

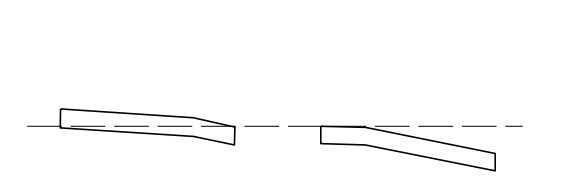
$$L_3 = S (D_4 - D_3)$$

$$L_4 = L_2 + L_3$$

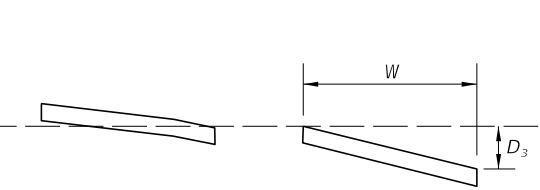
$$S = \text{SLOPE RATIO}$$



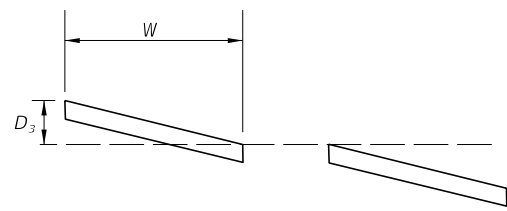
SECTION A-A
NORMAL CROWNED SECTION



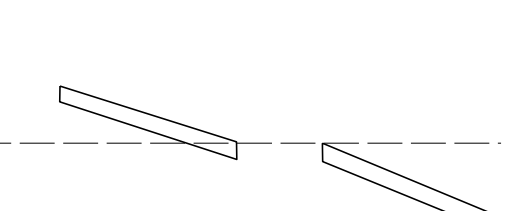
SECTION B-B
SUPERELEVATION SECTION LT. & RT.



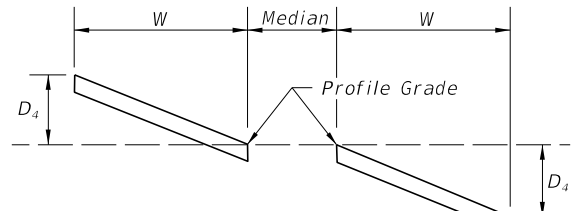
SECTION C-C
SUPERELEVATION SECTION LT.
PLANE INCLINED SECTION RT.



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

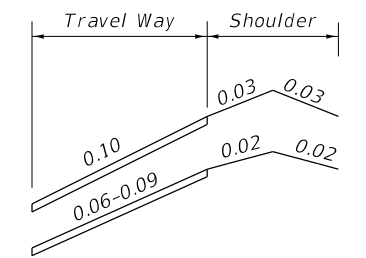
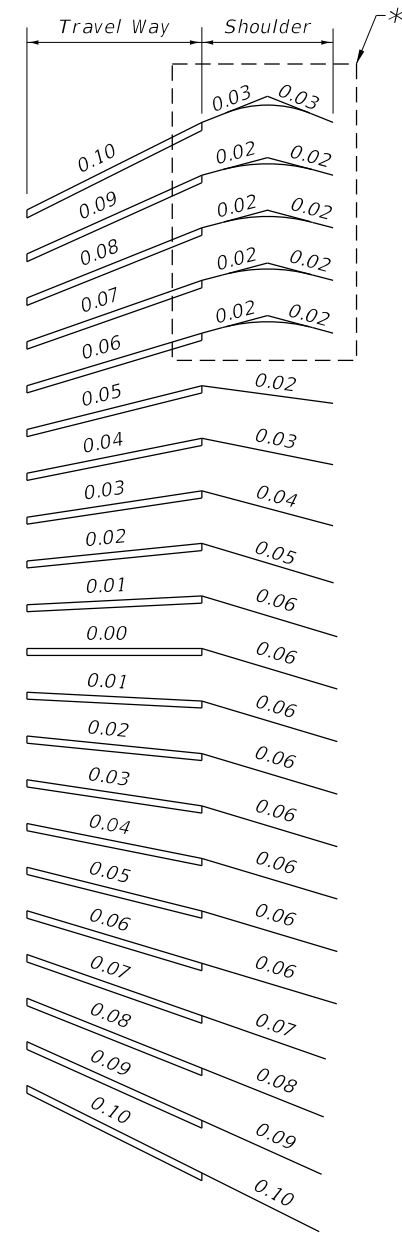


SECTION E-E
SUPERELEVATION TRANSITION LT.
FULL SUPERELEVATION RT.

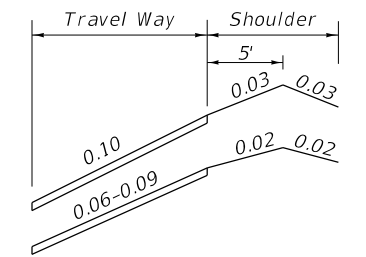


SECTION F-F
FULL SUPERELEVATION LT. & RT.

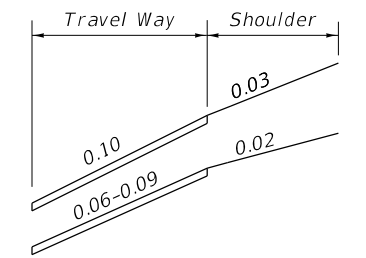
8-LANE PAVEMENT WITH ONE LANE SLOPED TO MEDIAN



- a) 12' AND 10' FULL WIDTH SHOULDERS WITH 5' OR LESS PAVED WIDTHS,
- b) 8' FULL WIDTH SHOULDERS WITH 4' OR LESS PAVED WIDTHS,



8' FULL WIDTH SHOULDER WITH 5' PAVED WIDTH



6' FULL WIDTH SHOULDER WITH 5' OR LESS PAVED WIDTH

SPECIAL SHOULDER BREAK OVER DETAILS

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

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

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LAST REVISION 07/01/14	DESCRIPTION:
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