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 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 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 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 of 3 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 SUPERELAVATION

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

INDEX: 1010

DESCRIPTION: FY 2017-18 DESIGN STANDARDS

SUPERELAVATION RURAL HIGHWAYS, URBAN FREEWAYS AND HIGH SPEED URBAN HIGHWAYS

INDEX NO. SHEET NO. 510 1 of 2
8-LANE PAVEMENT WITH ONE LANE SLOPED TO MEDIAN