

SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC (4% MAXIMUM)

DEGREE OF CURVE	30 MPH		DEGREE OF CURVE	35 MPH		DEGREE OF CURVE	40 MPH		DEGREE OF CURVE	45 MPH	
	e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)
	MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE
0° 15'			0° 15'			0° 15'			0° 15'		
0° 30'			0° 30'			0° 30'			0° 30'		
0° 45'			0° 45'			0° 45'			0° 45'		
1° 00'	NC		1° 00'	NC		1° 00'			1° 00'	RC	90
1° 15'			1° 15'			1° 15'			1° 15'		
1° 30'			1° 30'			1° 30'	RC	84	1° 30'		
1° 45'			1° 45'			1° 45'			1° 45'		
2° 00'			2° 00'	RC	78	2° 00'	0.022	88	2° 00'	0.022	95
2° 15'			2° 15'			2° 15'			2° 15'	0.024	99
2° 30'			2° 30'			2° 30'	0.024	92	2° 30'		
2° 45'	RC	72	2° 45'			2° 45'	0.026	97	2° 45'	0.026	104
3° 00'			3° 00'	0.022	82	3° 00'			3° 00'	0.028	108
3° 15'			3° 15'			3° 15'			3° 15'	0.030	113
3° 30'	0.022	75	3° 30'			3° 30'	0.028	101	3° 30'	0.032	117
3° 45'			3° 45'			3° 45'			3° 45'	0.032	122
4° 00'			4° 00'	0.024	86	4° 00'	0.030	105	4° 00'	0.034	126
4° 15'	0.024	79	4° 15'			4° 15'	0.032	109	4° 15'	0.036	131
4° 30'			4° 30'	0.026	90	4° 30'	0.032	109	4° 30'	0.038	135
4° 45'			4° 45'			4° 45'	0.032	109	4° 45'	0.040	135
5° 00'			5° 00'	0.028	88	5° 00'	0.034	113	5° 00'	0.040	135
5° 15'			5° 15'			5° 15'			5° 15'		
5° 30'	0.026	83	5° 30'	0.030	98	5° 30'	0.036	118			
5° 45'			5° 45'			5° 45'	0.036	118			
6° 00'			6° 00'	0.032	101	6° 00'	0.038	122			
6° 15'	0.028	86	6° 15'			6° 15'	0.038	122			
6° 30'			6° 30'			6° 30'	0.040	126			
6° 45'			6° 45'			6° 45'	0.040	126			
7° 00'	0.030	90	7° 00'	0.034	105	7° 00'					
7° 15'			7° 15'			7° 15'					
7° 30'			7° 30'	0.036	109	7° 30'					
7° 45'	0.032	93	7° 45'			7° 45'					
8° 00'			8° 00'	0.038	113	8° 00'					
8° 15'			8° 15'			8° 15'					
8° 30'	0.034	97	8° 30'	0.040	117	8° 30'					
8° 45'			8° 45'			8° 45'					
9° 00'			9° 00'			9° 00'					
9° 15'	0.036	100	9° 15'			9° 15'					
9° 30'			9° 30'			9° 30'					
9° 45'			9° 45'			9° 45'					
10° 00'			10° 00'			10° 00'					
10° 15'	0.038	104	10° 15'			10° 15'					
10° 30'			10° 30'			10° 30'					
10° 45'			10° 45'			10° 45'					
11° 00'			11° 00'			11° 00'					
11° 15'	0.040	108	11° 15'			11° 15'					
11° 30'			11° 30'			11° 30'					
11° 45'			11° 45'			11° 45'					
12° 00'			12° 00'			12° 00'					
12° 15'	0.036	100	12° 15'			12° 15'					
12° 30'			12° 30'			12° 30'					
12° 45'			12° 45'			12° 45'					
13° 00'			13° 00'			13° 00'					
13° 15'			13° 15'			13° 15'					
13° 30'	0.038	104	13° 30'			13° 30'					
13° 45'			13° 45'			13° 45'					
14° 00'			14° 00'			14° 00'					
14° 15'			14° 15'			14° 15'					
14° 30'			14° 30'			14° 30'					
14° 45'	0.040	108	14° 45'			14° 45'					
15° 00'			15° 00'			15° 00'					
15° 15'			15° 15'			15° 15'					
15° 30'			15° 30'			15° 30'					
15° 45'			15° 45'			15° 45'					
16° 00'			16° 00'			16° 00'					
16° 15'			16° 15'			16° 15'					
16° 30'			16° 30'			16° 30'					

D MAX = 8° 00'

D MAX = 10° 30'

D MAX = 15° 15'

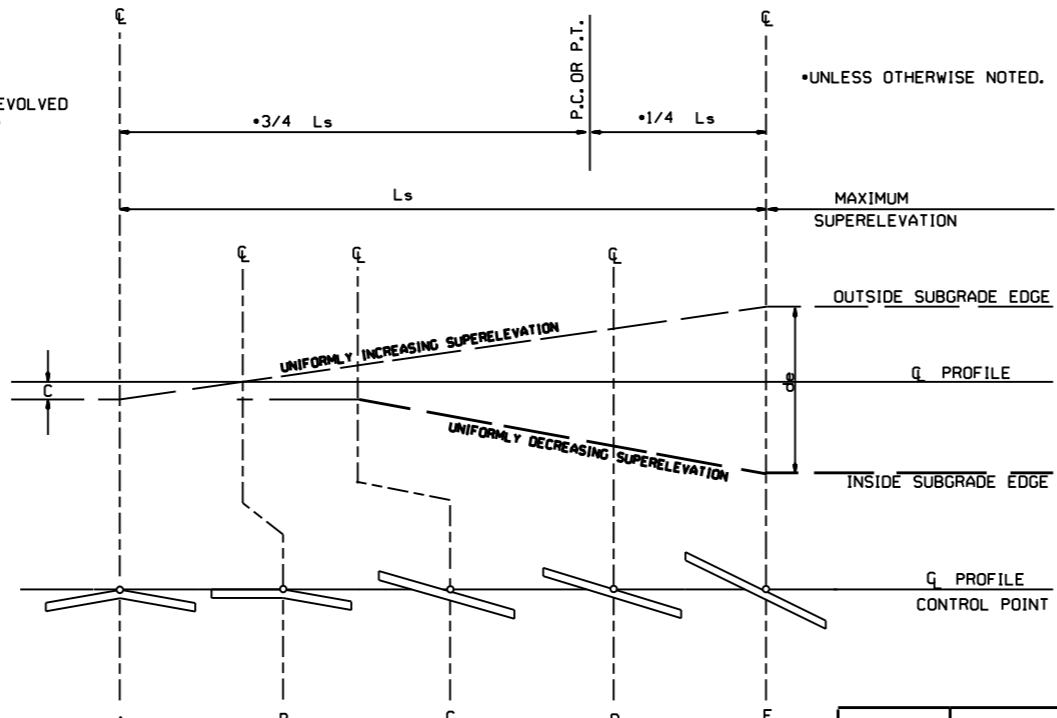
- #### ABBREVIATIONS
- NC - NORMAL CROWN
 - RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
 - e - RATE OF SUPERELEVATION (FT. PER FT.)
 - Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
 - L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
 - d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
 - C - NORMAL CROWN (FT.)

GENERAL NOTES

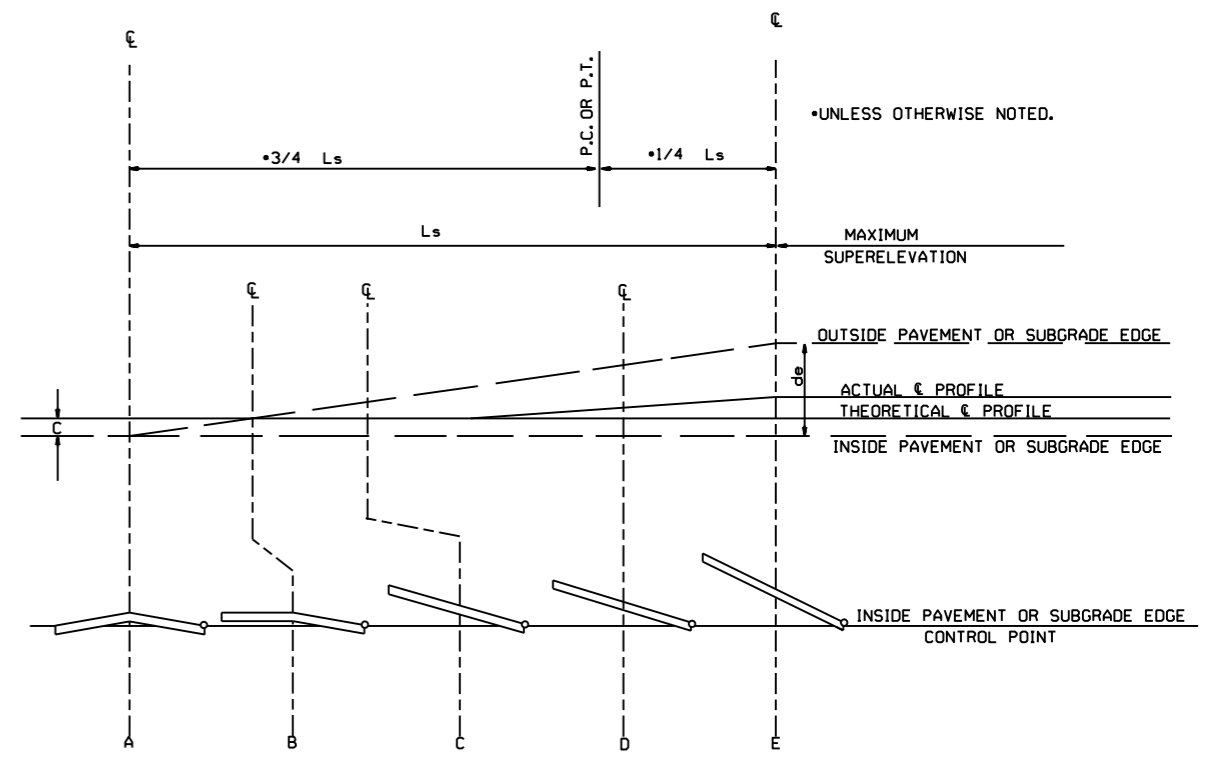
- ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
- SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
- LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
- PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

3 LANE UNDIVIDED	-----	+20%
4 LANE UNDIVIDED	-----	+50%
5 LANE UNDIVIDED	-----	+80%
6 LANE UNDIVIDED	-----	+100%

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C. RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$

11-07-19	ISSUED		

ARKANSAS STATE HIGHWAY COMMISSION	
TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC (4% MAXIMUM)	
STANDARD DRAWING SE-3	