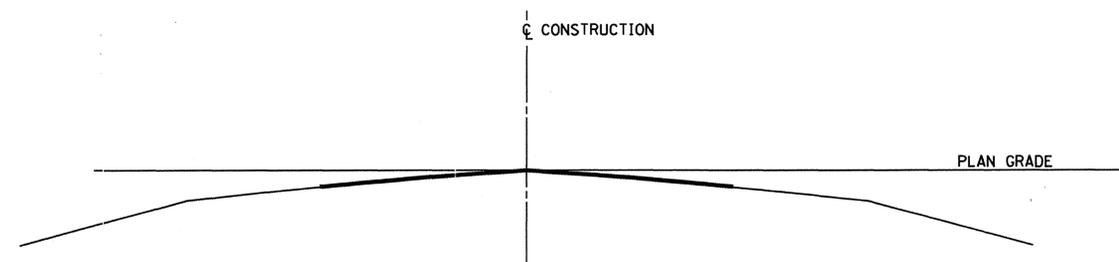


FULL SUPERELEVATED SECTION



NORMAL TANGENT SECTION

*D	V = 30 mph	V = 40 mph
	e	e
0°15'	NC	NC
0°30'	NC	NC
0°45'	NC	NC
1°00'	NC	NC
1°30'	NC	.021
2°00'	RC	.028
2°30'	.021	.034
3°00'	.025	.040
3°30'	.029	.046
4°00'	.033	.051
5°00'	.040	.061
6°00'	.046	.070
7°00'	.053	.078
8°00'	.058	.084
9°00'	.063	.089
10°00'	.068	.094
11°00'	.072	.097
12°00'	.076	.099
13°00'	.080	.100
14°00'	.083	D _{max} = 13°15'
16°00'	.089	
18°00'	.093	
20°00'	.097	
22°00'	.099	
24°00'	.100	
D _{max} = 24°45'		

KEY:
D = DEGREE OF CURVE
V = DESIGN SPEED (mph)
e = FULL SUPERELEVATION RATE (%)
NC = NORMAL CROWN (2% CROSS SLOPE)
RC = REVERSE CROWN; SUPERELEVATE AT NORMAL CROSS SLOPE (2%)

e_{max} = 10%

*NOTE: FOR DEGREE OF CURVE INTERMEDIATE BETWEEN TABLE VALUES, USE A STRAIGHT-LINE INTERPOLATION TO DETERMINE THE SUPERELEVATION RATE.

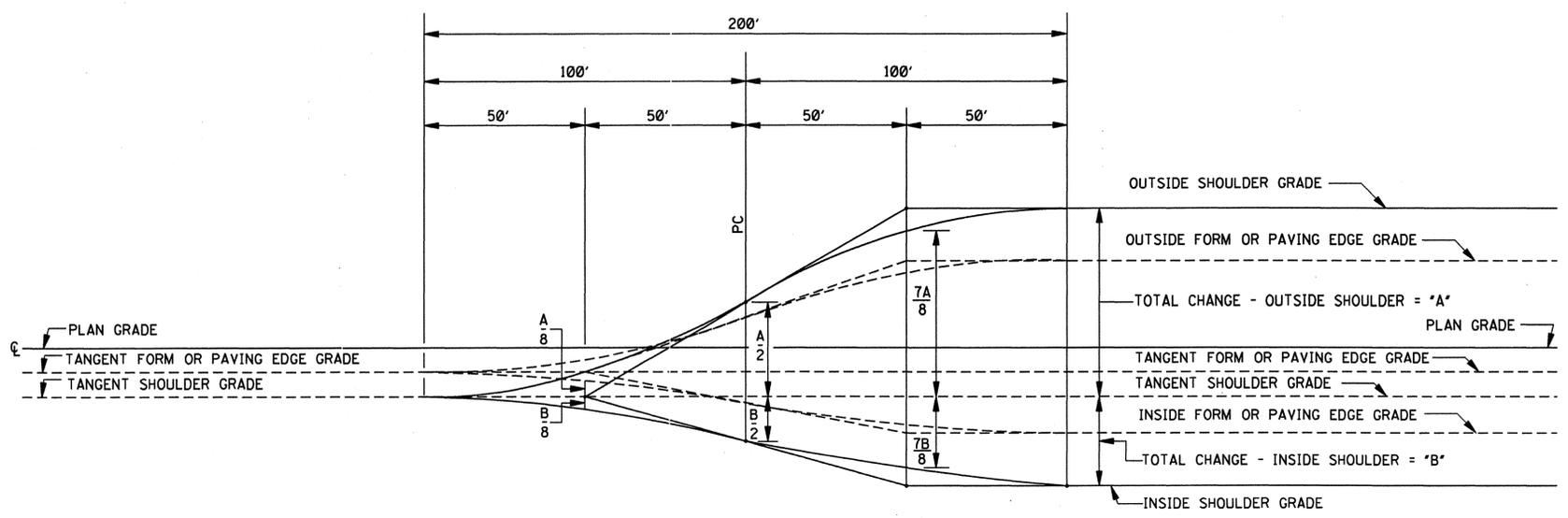
*EXTRA WIDTH TABLE FOR TRAVELED WAY

DEGREE OF CURVE 'D'	EXTRA WIDTH (ft)		
	20' SURF. WIDTH	22' SURF. WIDTH	24' SURF. WIDTH
>2°	0	0	0
2°-3°	2.0	0	0
4°-5°	2.5	0	0
6°-8°	3.0	2.0	0
9°-11°	3.5	2.5	0
≤ 11°	4.0	3.0	0

*NOTE: EXTRA WIDTH TO BE ADDED ON INSIDE OF CURVE. THE SPECIFIED EXTRA WIDTH TO BE ADDED AT UNIFORM RATE THROUGHOUT SUPERELEVATION RUNOFF (L). CENTERLINE STRIPE SHOULD EQUALLY DIVIDE SURFACED WIDTH.

GENERAL NOTES:

- THIS SHEET ONLY APPLIES TO LOCAL ROAD FACILITIES IN RESTRICTED LOCATIONS (V ≤ 40 mph) AND TO DETOURS.
- IT IS SUGGESTED THAT BOTH SHOULDER GRADE & FORM GRADE CORRECTIONS FOR SUPERELEVATION RUNOFF BE DETERMINED GRAPHICALLY. USE STANDARD CROSS SECTION SHEET WITH HORIZONTAL SCALE 1"=20' AND VERTICAL SCALE 1"=1'. CONNECT CONTROL POINTS WITH FLEXIBLE CURVE. CORRECTIONS CAN BE READ AT ANY POINT.
- STATE AID DIVISION: USE STANDARD SA-SE-1.



BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION		<p align="center">SUPERELEVATION TRANSITION FOR LOCAL FACILITIES (V ≤ 40 mph)</p>	
DATE			
ISSUE DATE:		OCTOBER 1, 1998	
		 WORKING NUMBER SE-1 SHEET NUMBER 275	