**GENERAL NOTES:**

1. "L" in the table is for rotation about the centerline of 2 lanes (4") and 4 lanes (8") of traveled way.
   
   a. plan grade of 30' NC is assumed in column B.
   
   b. for rotating a width of 2 travel lanes, L = 0.33(L in column B).
   
   c. for rotating a width of 3 travel lanes, L = 0.25(L in column B).
   
   d. for rotating a width of 4 travel lanes, L = 0.20(L in column B).

2. a. vertical curve with a length equal to the design speed on A/B should be placed at excessive angular breaks.

3. THE 8% DIFFERENCE IN ELEVATION FROM PLAN GRADE LINE TO EDGE OF TRAVELED WAY IS BASED ON 12' TRAVEL LANE 2.5% NORMAL CROWN SLOPE AND THE LOCATION OF PLAN GRADE AT THE CENTERLINE OF ROADWAY. ALTHOUGH THE HORIZONTAL LOCATION OF PLAN GRADE AT THE CENTERLINE IS PREFERRED AND ILLUSTRATED ON THIS STANDARD DIAGRAM, PLAN GRADE LOCATION IS VARIABLE (I.E., PLAN GRADE AT THE MEDIAN EDGE OF TRAVELED WAY) AND SHOULD BE VENTED ON THE TYPICAL SECTIONS.

**KEY:**

- D = DEGREE OF CURVE
- V = DESIGN SPEED (MPH)
- L = FULL SUPERELEVATION RATE (%) = FULL SUPERELEVATION RUNOFF %
- X = LENGTH OF SUPERELEVATION RUNOFF (FROM ADVERSE CROWN REMOVED TO FULL SUPER)
- D = "D" FOR PLAN WIDTH OF ROTATION
- PC = NORMAL CROWN (US CROSS SLOPE)
- PC = REVERSE CROWN SUPERELEVATE AT NORMAL CROWN SLOPE (2X)

**DIAGRAMMATIC PLAN AND PROFILE**

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