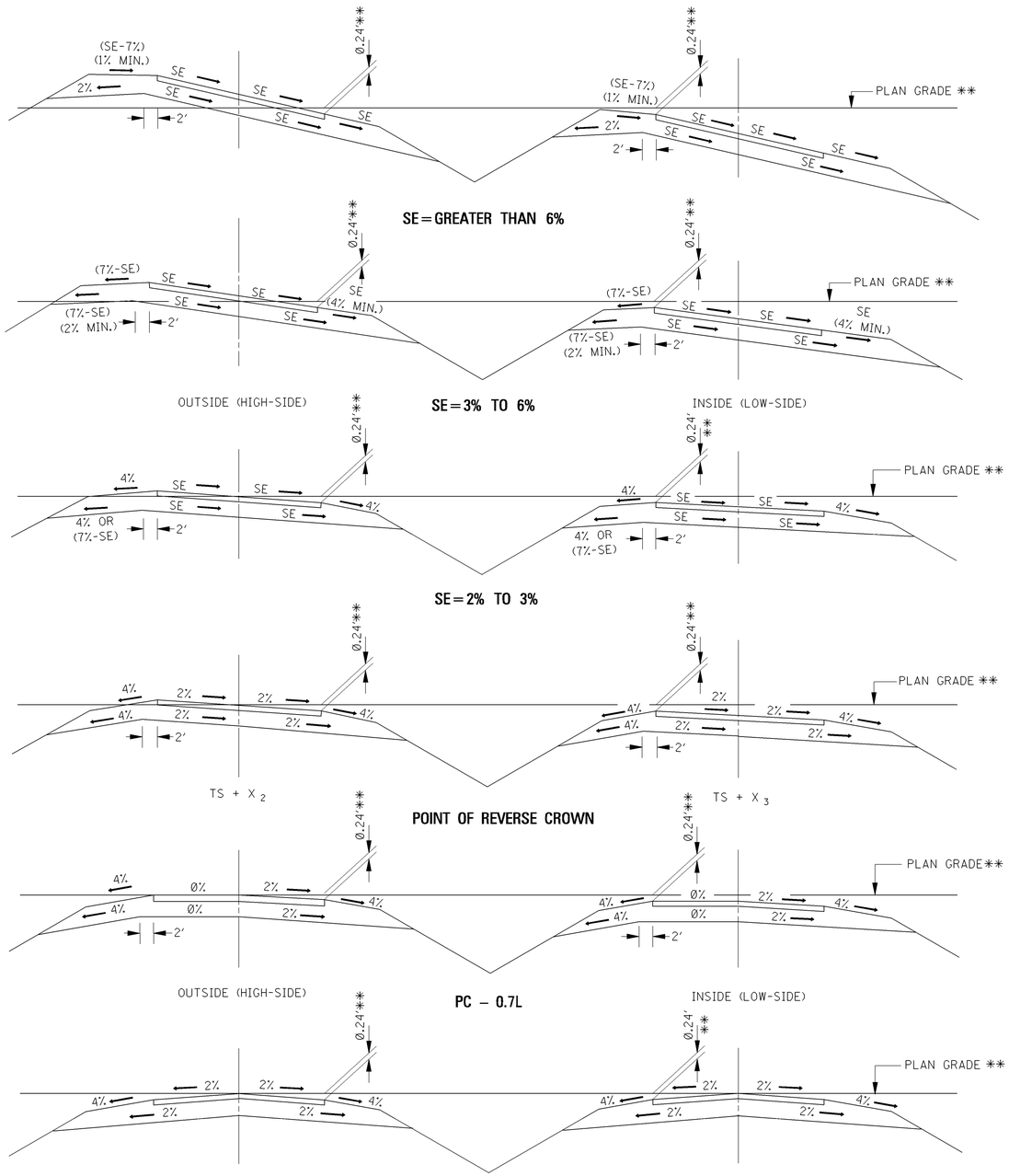
STATE	PROJECT NO.
MISS.	



NOTE: TYPICAL, OR AS SHOWN ELSEWHERE ON THE PLANS.

** THE 0.24 DIFFERENCE IN ELEVATION FROM PLAN GRADE LINE TO EDGE OF TRAVELED WAY IS BASED ON 12' TRAVEL LANES, 2% NORMAL CROWN SLOPE, AND THE LOCATION OF PLAN GRADE AT THE CENTERLINE OF ROADWAY. ALTHOUGH THE HORIZONTAL LOCATION OF PLAN GRADE AT THE CENTER-LINE IS PREFERRED AND ILLUSTRATED ON THIS STANDARD DRAWING, PLAN GRADE LOCATION IS VARIABLE (i.e. PLAN GRADE AT THE MEDIAN EDGE OF TRAVEL LANE) AND SHOULD BE VERIFIED ON THE TYPICAL SECTION(S).

MINIMUM RADII FOR DESIGN SUPERELEVATION RATES, DESIGN SPEEDS, AND e_{max} = 0.100

e	V = 30 mph	V = 35 mph	V = 40 mph	V = 45 mph	V = 50 mph	V = 55 mph	V = 60 mph	V = 65 mph	V = 70 mph
	R (ft)	R (ft)	R (ft)	R (ft)	R (ft)	R (ft)	R (ft)	R (ft)	R (ft)
NC	3320	4350	5520	6830	8280	9890	11700	13100	14700
0.020	2440	3210	4080	5050	6130	7330	8630	9720	10900
0.022	2200	2900	3680	4570	5540	6630	7810	8800	9860
0.024	2000	2640	3350	4160	5050	6050	7130	8040	9010
0.026	1840	2420	3080	3820	4640	5550	6550	7390	8290
0.028	1690	2230	2840	3520	4280	5130	6050	6840	7680
0.030	1570	2060	2630	3270	3970	4760	5620	6360	7140
0.032	1450	1920	2450	3040	3700	4440	5250	5930	6680
0.034	1360	1790	2290	2850	3470	4160	4910	5560	6260
0.036	1270	1680	2150	2670	3250	3900	4620	5230	5900
0.038	1190	1580	2020	2510	3060	3680	4350	4940	5570
0.040	1120	1490	1900	2370	2890	3470	4110	4670	5270
0.042	1060	1400	1800	2240	2740	3290	3900	4430	5010
0.044	994	1330	1700	2120	2590	3120	3700	4210	4760
0.046	940	1260	1610	2020	2460	2970	3520	4010	4540
0.048	890	1190	1530	1920	2340	2830	3360	3830	4340
0.050	844	1130	1460	1830	2240	2700	3200	3660	4150
0.052	802	1080	1390	1740	2130	2580	3060	3500	3980
0.054	762	1030	1330	1660	2040	2460	2930	3360	3820
0.056	724	974	1270	1590	1950	2360	2810	3220	3670
0.058	689	929	1210	1520	1870	2260	2700	3090	3530
0.060	656	886	1160	1460	1790	2170	2590	2980	3400
0.062	624	846	1110	1400	1720	2090	2490	2870	3280
0.064	594	808	1060	1340	1650	2010	2400	2760	3160
0.066	564	772	1020	1290	1590	1930	2310	2670	3060
0.068	536	737	971	1230	1530	1860	2230	2570	2960
0.070	509	704	931	1190	1470	1790	2150	2490	2860
0.072	483	671	892	1140	1410	1730	2070	2410	2770
0.074	460	641	855	1100	1360	1670	2000	2330	2680
0.076	437	612	820	1050	1310	1610	1940	2250	2600
0.078	416	585	786	1010	1260	1550	1870	2180	2530
0.080	396	558	754	968	1220	1500	1810	2120	2450
0.082	377	533	722	930	1170	1440	1750	2050	2380
0.084	359	509	692	893	1130	1390	1690	1990	2320
0.086	341	486	662	856	1080	1340	1630	1930	2250
0.088	324	463	633	820	1040	1290	1570	1870	2190
0.090	307	440	604	784	992	1240	1520	1810	2130
0.092	291	418	574	748	948	1190	1460	1740	2060
0.094	274	395	545	710	903	1130	1390	1670	1990
0.096	256	370	513	671	854	1080	1320	1600	1910
0.098	236	343	477	625	798	1010	1250	1510	1820
e_{max} = 0.100	R_{min} = 200	R_{min} = 292	R_{min} = 410	R_{min} = 540	R_{min} = 694	R_{min} = 877	R_{min} = 1090	R_{min} = 1340	R_{min} = 1630

KEY:

V = DESIGN SPEED (mph)
R = RADIUS (ft)
e = FULL SUPERELEVATION RATE (ft/ft)
NC = NORMAL CROWN

GENERAL NOTES:

1. SE RATE IS DETERMINED FROM A RADIUS EQUAL TO, OR SLIGHTLY SMALLER THAN, THE RADIUS OF THE CURVE.
2. SEE SHEET SDRO-2 FOR SE RUNOFF VALUES.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPERELEVATION
CASE II
ROTATION ABOUT EDGE OF TRAVELED WAY
(2% NORMAL SUBGRADE)

WORKING NUMBER
SDSE-2C
SHEET NUMBER

ISSUE DATE: