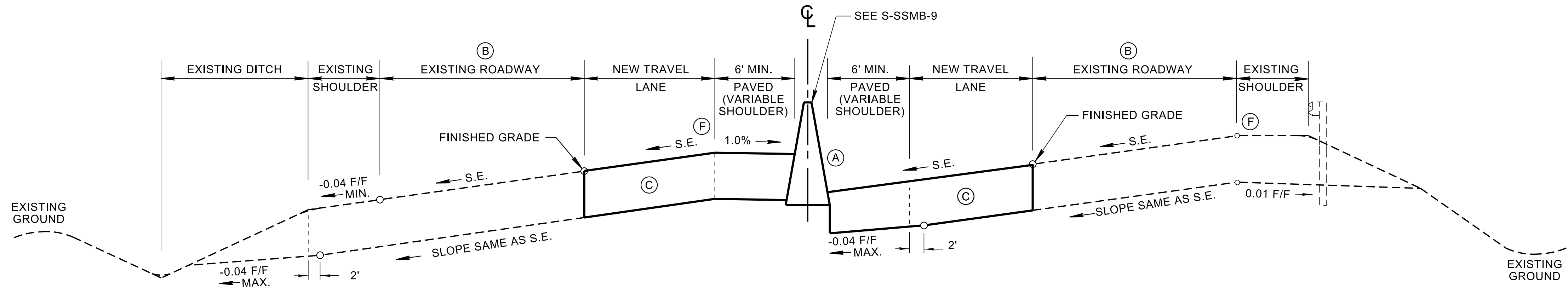


TANGENT SECTION



SUPERELEVATION SECTION

PURPOSE

THIS STANDARD DRAWING MAYBE USED WHEN UTILIZING THE EXISTING DEPRESSED MEDIAN TO ADD EITHER A TRUCK CLIMBING LANE, AN AUXILIARY LANE OR AN ADDITIONAL NEW LANE.

DESIGN NOTES

- (A) SEE STANDARD DRAWING S-SSMB SERIES FOR BARRIER WALL DETAILS.
- (B) EXISTING LANES TO REMAIN IN PLACE UNLESS OTHERWISE SPECIFIED.
- (C) EXISTING INSIDE SHOULDERS REQUIRE FULL DEPTH REMOVAL UNLESS OTHERWISE SPECIFIED.
- (D) GRADES ONE PERCENT STEEPER THAN THE VALUE SHOWN MAY BE USED FOR EXTREME CASES IN URBAN AREAS WITH RIGHT-OF-WAY CONSTRAINTS OR WHERE NEEDED IN MOUNTAINOUS TERRAIN.
- (E) ALTHOUGH THE SELECTED DESIGN SPEED ESTABLISHES THE LIMITING VALUES OF CURVE RADIUS AND MINIMUM SIGHT DISTANCE THAT SHALL BE USED IN DESIGN, THERE SHALL BE NO RESTRICTION ON THE USE OF FLATTER HORIZONTAL CURVES OR GREATER SIGHT DISTANCES WHERE SUCH IMPROVEMENTS CAN BE PROVIDED AS A PART OF AN ECONOMICAL DESIGN (SEE PAGE 2-55).
- (F) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHOULD NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.
- (G) PAGE NUMBERS REFERRED TO ON THIS DRAWING ARE FROM "A POLICY OF GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" AASHTO, 2011 (GREEN BOOK), UNLESS OTHERWISE NOTED.

TABLE I FREEWAY - DESIGN STANDARDS (E)

DESIGN STANDARDS (FOR GIVEN DESIGN SPEED)	DESIGN SPEEDS (MPH)					(G)	
	50	55	60	65	70		
MINIMUM RADIUS (FT.) 0.08 MAX. S.E.	758	960	1200	1480	1810	SEE PAGE 3-32	
MINIMUM STOPPING SIGHT DISTANCE (FT.)	425	495	570	645	730	SEE PAGE 3-4	
MINIMUM "K" VALUE	CREST VERTICAL CURVE	84	114	151	193	247	SEE PAGE 3-155
	SAG VERTICAL CURVE	96	115	136	157	181	SEE PAGE 3-161
MAXIMUM GRADES % (D)	LEVEL TERRAIN	4	4	3	3	3	SEE PAGE 8-4
	ROLLING TERRAIN	5	5	4	4	4	
	MOUNTAINOUS TERRAIN	6	6	6	5	5	
FOR SUPERELEVATION SEE STANDARD DRAWINGS RD11-SE SERIES							
FOR INSIDE SHOULDER SEE STANDARD DRAWINGS RD11-TS-5 AND RD11-SE-3A							