METHOD OF SHOULDER CONSTRUCTION

NORMAL OUTSIDE SHOULDER SLOPES
ROADWAY

NOTE: ON LOW SIDE OF SUPERELEVATED PAVEMENT USE NORMAL SHOULDER SLOPE UNLESS NORMAL SHOULDER SLOPE IS FLATTER THAN SUPERELEVATION, THEN USE SUPERELEVATION RATE ON SHOULDER.

NOTE: "ROLL-OVER" ALGEBRAIC DIFFERENCE IN RATES OF CROSS SLOPE NOT TO EXCEED 0.06 AS SHOWN. IF SUPERELEVATION IS REVOLVED ABOUT CENTER LINE OF PAVEMENT, SAME APPLIES. ON DIVIDED ROADWAYS, GRADE POINT TO BE AT THE MEDIAN EDGE OF TRAVEL LANE.
**NORMAL OUTSIDE SHOULDER SLOPES**

**NORMAL MEDIAN SHOULDER SLOPES**

**NOTE:** On low side of super-elevated pavement use normal shoulder slope unless normal shoulder slope is flatter than super-elevation, then use super-elevation rate on shoulder.

**NOTE:** "Roll-over" algebraic difference in rates of cross slope not to exceed 0.06 as shown. If super-elevation is revolved about center line of pavement, same applies. On divided roadways, grade point to be at the median edge of inside travel lane.
NOTE: ON LOW SIDE OF SUPERELEVATED PAVEMENT USE NORMAL SHOULDER SLOPE UNLESS NORMAL SHOULDER SLOPE IS FLATTER THAN SUPERELEVATION, THEN USE SUPER-ELEVATION RATE ON SHOULDER.

NOTE: "ROLL-OVER" ALGEBRAIC DIFFERENCE IN RATES OF CROSS SLOPE NOT TO EXCEED 0.06 AS SHOWN. IF SUPER-ELEVATION IS REVOLVED ABOUT CENTER LINE OF PAVEMENT, SAME APPLIES. ON DIVIDED ROADWAYS, GRADE POINT TO BE AT THE MEDIAN EDGE OF TRAVEL LANE.
NOTE: ON LOW SIDE OF SUPERELEVATED PAVEMENT USE NORMAL SHOULDER SLOPE UNLESS NORMAL SHOULDER SLOPE IS FLATTER THAN SUPERELEVATION, THEN USE SUPER-ELEVATION RATE ON SHOULDER.

NOTE: "ROLL-OVER" ALGEBRAIC DIFFERENCE IN RATES OF CROSS ELEVATION IS REVOLVED ABOUT CENTER LINE OF PAVEMENT, SAME APPLIES. ON DIVIDED ROADWAYS, GRADE POINT TO BE AT THE MEDIAN EDGE OF TRAVEL LANE.