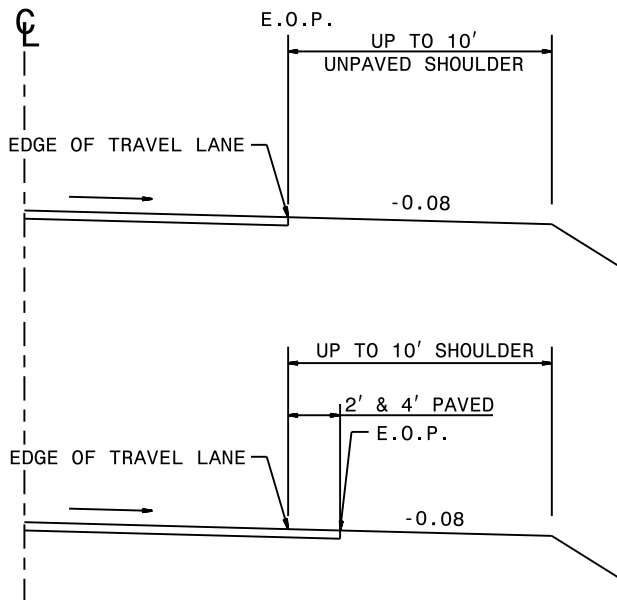


NORMAL OUTSIDE SHOULDER SLOPES

ROADWAY

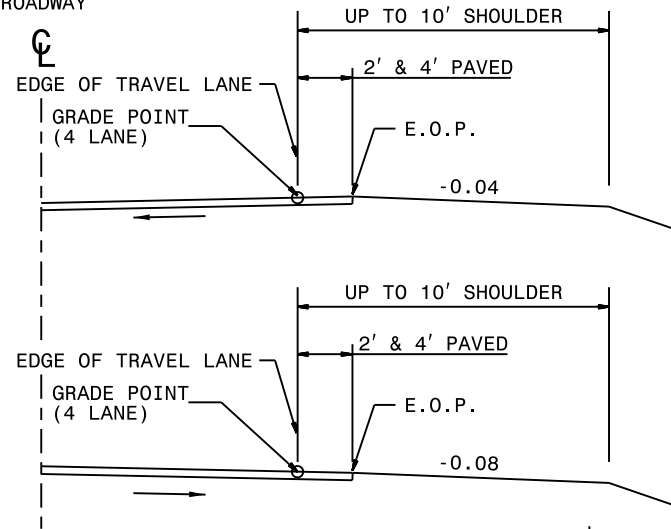


NOTE: ON LOW SIDE OF SUPERELEVATED PAVEMENT USE NORMAL SHOULDER SLOPE UNLESS NORMAL SHOULDER SLOPE IS FLATTER THAN SUPERELEVATION, THEN USE SUPER-ELEVATION RATE ON SHOULDER.

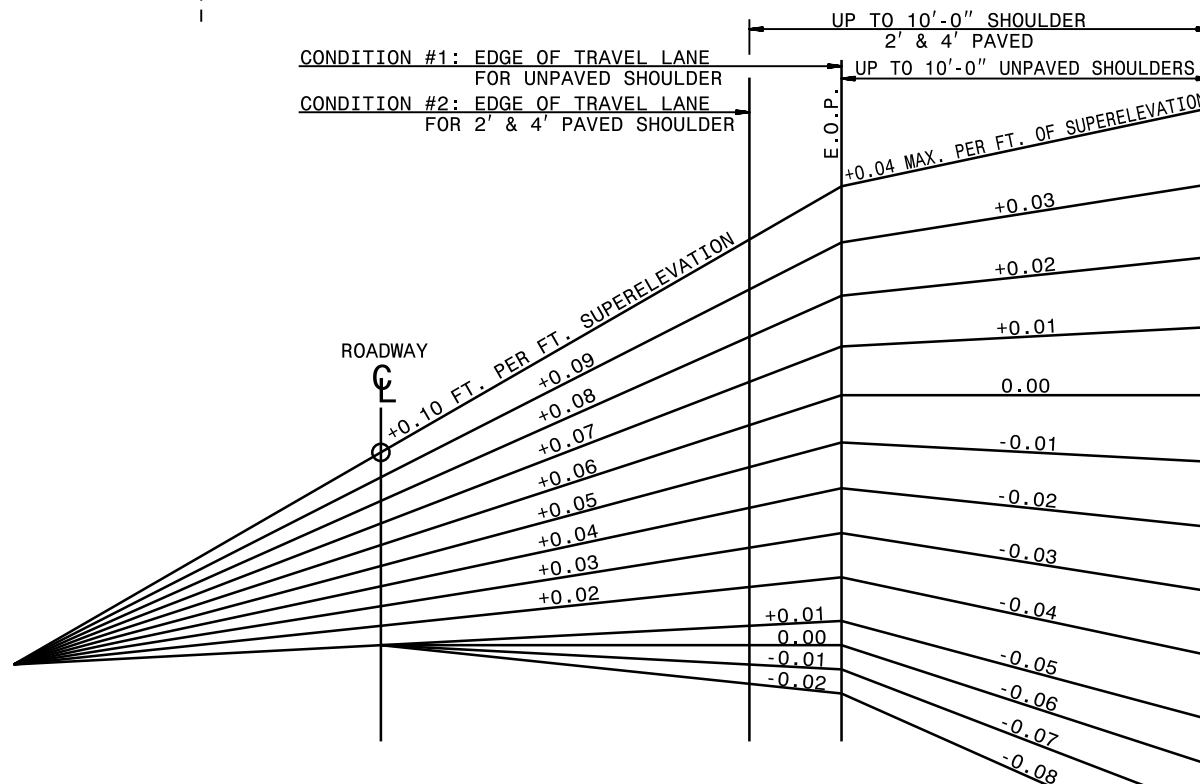
NOTE: "ROLL-OVER" ALGEBRAIC DIFFERENCE IN RATES OF CROSS SLOPE NOT TO EXCEED 0.06 AS SHOWN. IF SUPER-ELEVATION IS REVOLVED ABOUT CENTER LINE OF PAVEMENT, SAME APPLIES. ON DIVIDED ROADWAYS, GRADE POINT TO BE AT THE MEDIAN EDGE OF TRAVEL LANE.

NORMAL MEDIAN SHOULDER SLOPES

ROADWAY



CONDITION #1: EDGE OF TRAVEL LANE FOR UNPAVED SHOULDER
 CONDITION #2: EDGE OF TRAVEL LANE FOR 2' & 4' PAVED SHOULDER

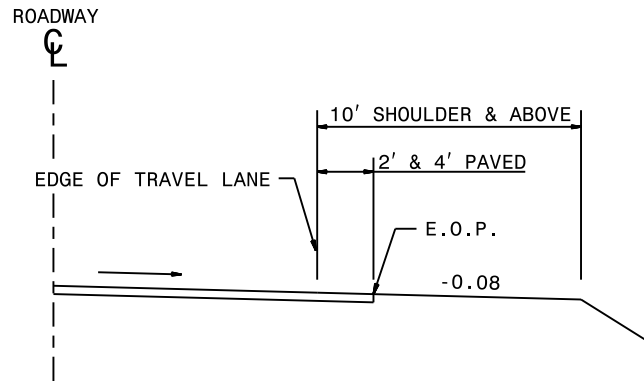


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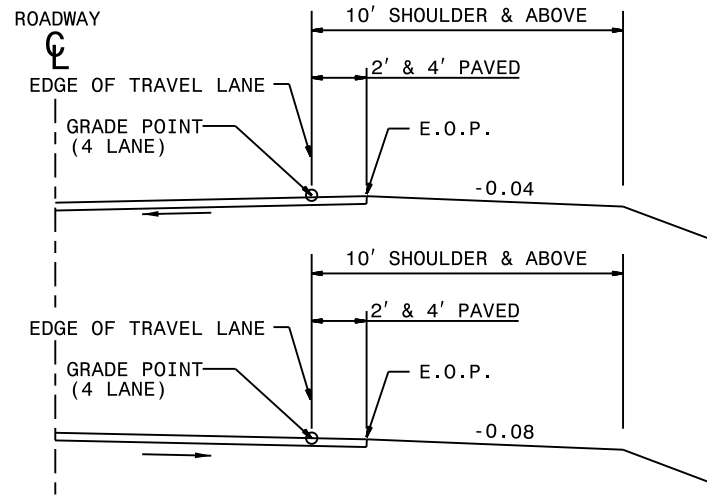
1-18

ROADWAY STANDARD DRAWING FOR
METHOD OF SHOULDER CONSTRUCTION
 HIGH SIDE OF SUPERELEVATED CURVE
 METHOD I (SHOULDERS UP TO 10')

NORMAL OUTSIDE SHOULDER SLOPES

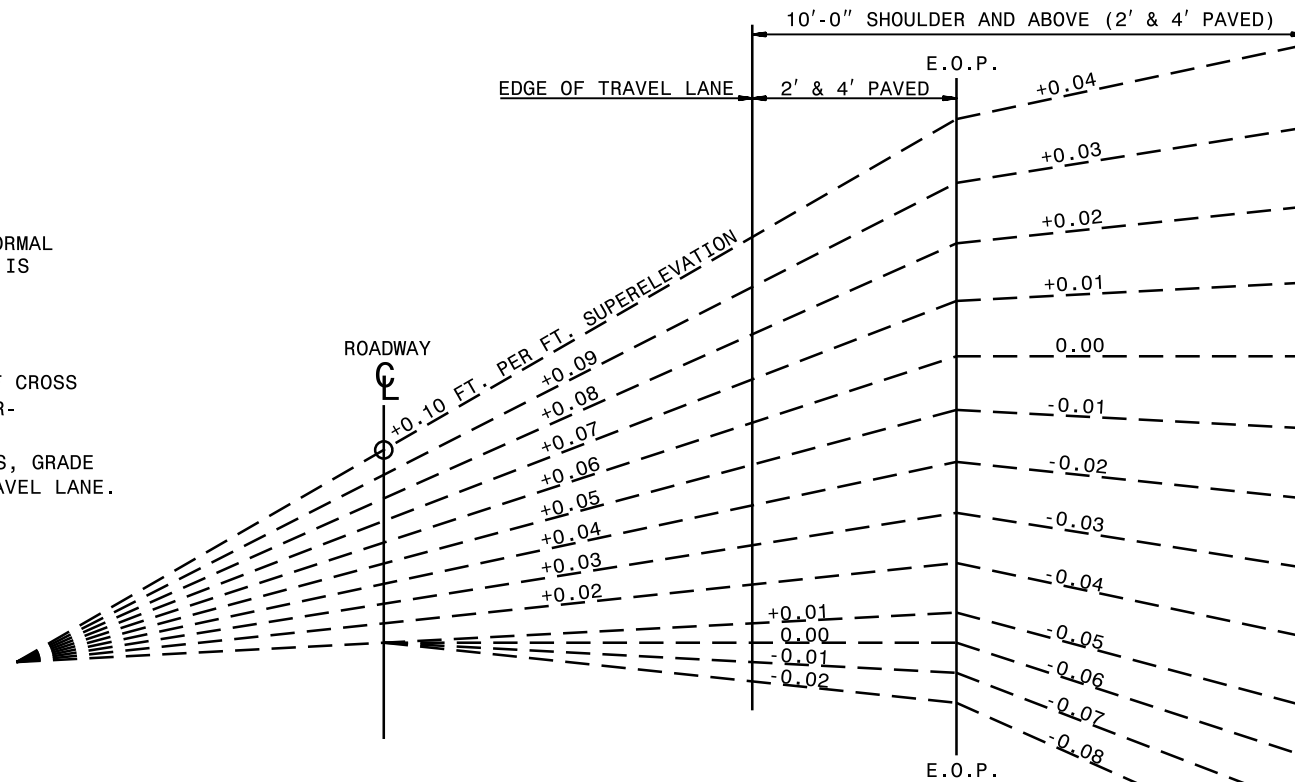


NORMAL MEDIAN SHOULDER SLOPES



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 INSIDE TRAVEL LANE.



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ROADWAY STANDARD DRAWING FOR
METHOD OF SHOULDER CONSTRUCTION
HIGH SIDE OF SUPERELEVATED CURVE
METHOD II (SHOULDERS 10' AND ABOVE)

