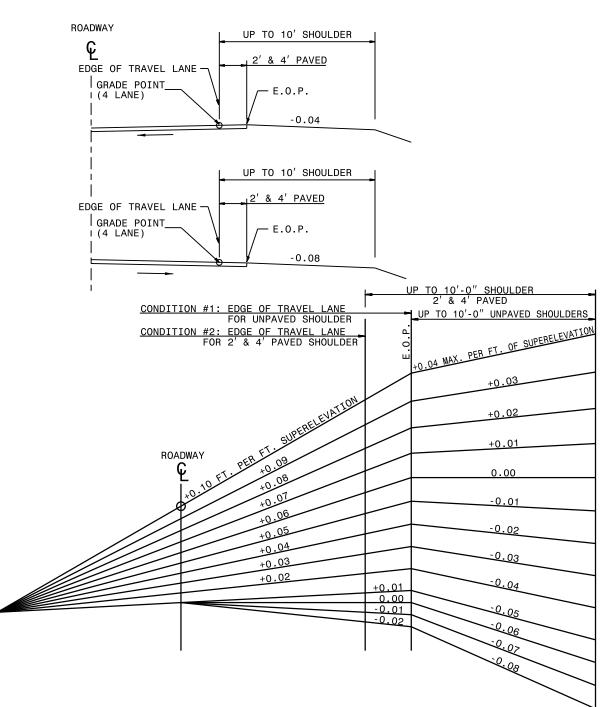
NOTE: ON LOW SIDE OF SUPERELEVATED PAVEMENT USE NORMAL SHOULDER SLOPE UNLESS NORMAL SHOULDER SLOPE IS FLATTER THAN SUPERELEVATION. THEN USE SUPER-ELEVATION RATE ON SHOULDER.

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



DIVISION OF RALEIGH, DEPT

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J

(SHOULDERS)

METHOD

RUCTION CURVE CONST SUPERELEVATED DRAWING SHOULDER STANDARD 9F SIDE ROADWAY 9F HIGH **METHOD**

SHEET 1 OF 1

560.01

DIVISION OF RALEIGH

ABOVE) CURVE

AND

10,

SHOULDERS

METHOD HIGH

SUPEREL

0F

SIDE

METHOD

560.02

DEPT

RUCTION

CONST EVATED

NORMAL OUTSIDE SHOULDER SLOPES

ROADWAY SHOULDER WIDTH PAVED SHOULDER EDGE OF TRAVEL LANE--0.04

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

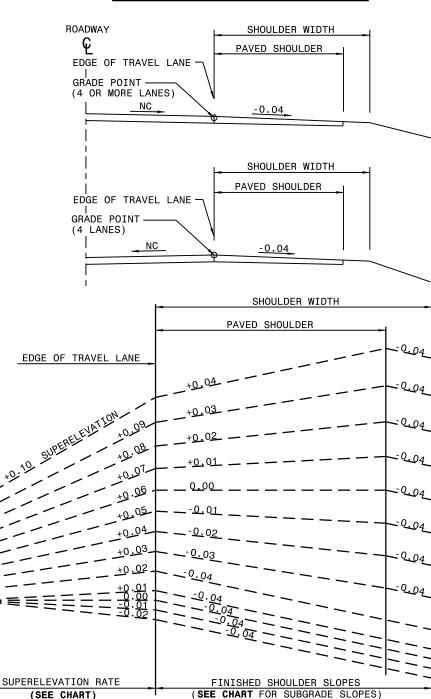
PAVEMENT, SAME APPLIES. ON DIVIDED ROADWAYS, GRADE

POINT TO BE AT THE MEDIAN EDGE OF TRAVEL LANE.

PAVED SHOULDERS	
TRAVEL LANE SUPERELEVATION RATE	* SHOULDER SUBGRADE SLOPE
-0.02	-0.02
-0.01	-0.02
0.00	-0.02
+0.01	-0.02
+0.02	-0.02
+0.03	-0.01
+0.04	0.00
+0.05	+0.01
+0.06	+0.02
+0.07	+0.03
+0.08	+0.04
+0.09	+0.05
+0.10	+0.06

*SHOULDER SUBGRADE SLOPE SAME AS FINISHED SHOULDER SLOPE WHEN USING THROUGH LANE PAVEMENT ON SHOULDERS

NORMAL MEDIAN SHOULDER SLOPES



ROADWAY

DEPT CURVE SHOULDER) RUCTION CONST PERELEVATED & CONCRETE DRAWING SHOULDER STANDARD 9F

ATION

DIVISION OF RALEIGH,

SHEET 2 OF 2

560.02

IDE OF SUF (ASHPALT ROADWA SIDI I (A HIGH METHOD II **METHOD**