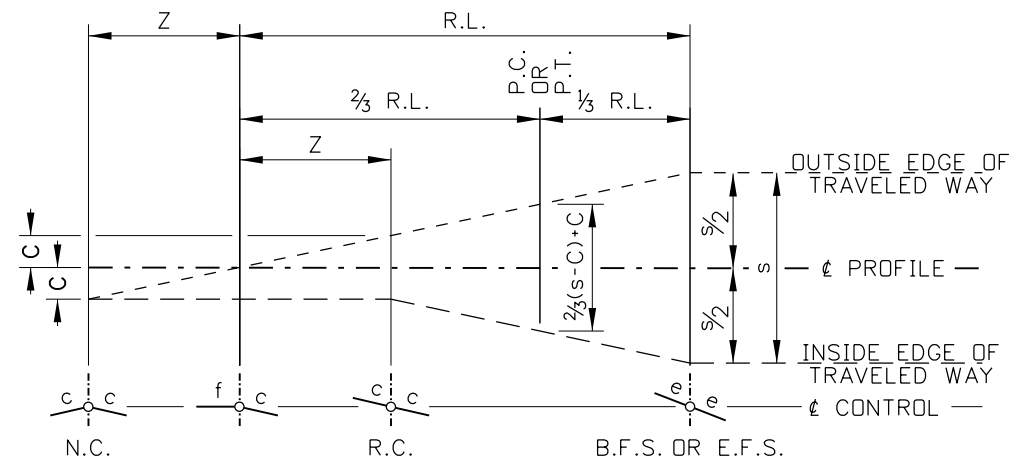
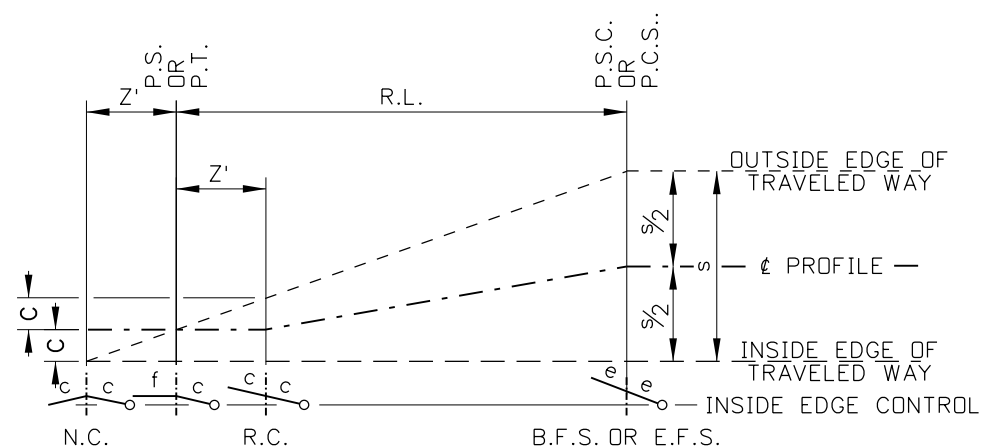


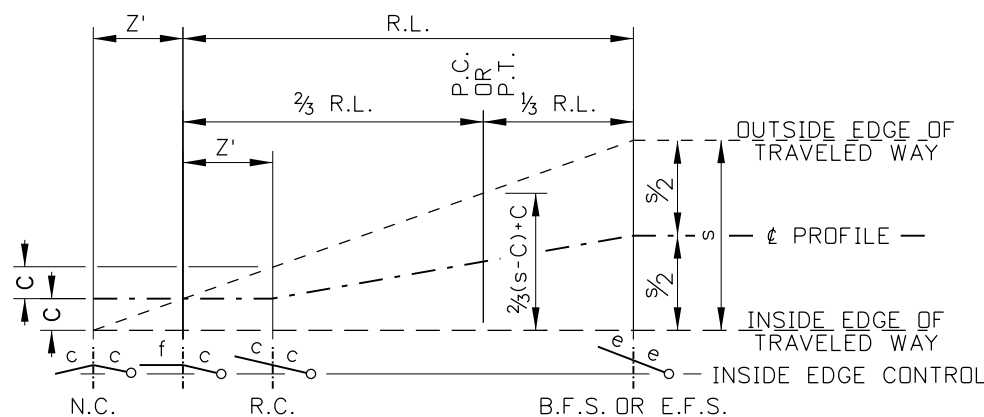
METHOD 1 - REVOLVING ABOUT CENTER LINE



METHOD 2 - REVOLVING ABOUT INSIDE EDGE OF TRAVELED WAY



METHOD 3 - REVOLVING ABOUT OUTSIDE EDGE OF TRAVELED WAY



SIMPLE CURVE SUPERELEVATION

SUPERELEVATION NOMENCLATURE	
SYMBOL	DESCRIPTION
R.L.	RUNOFF LENGTH OR SPIRAL LENGTH
Z OR Z'	TANGENT RUNOUT LENGTH
e	SUPERELEVATION RATE (FT./FT.)
c	NORMAL CROWN RATE (FT./FT.)
f	FLAT (0 FT./FT.)
W _t	WIDTH OF TRAVELED WAY
s	$e(W_t)$
C	$c(W_t)/2$
P.C.	POINT OF CURVE
P.S.	POINT OF SPIRAL
P.T.	POINT OF TANGENT
P.C.S.	POINT OF CURVE TO SPIRAL
P.S.C.	POINT OF SPIRAL TO CURVE
N.C.	NORMAL CROWN
R.C.	REVERSE CROWN
B.F.S.	BEGIN FULL SUPERELEVATION
E.F.S.	END FULL SUPERELEVATION

NOTES

- METHOD 1 SHALL BE USED TO DEVELOP SUPERELEVATION FOR ALL CURVES ON UNDIVIDED HIGHWAYS OR DIVIDED HIGHWAYS WITH SEPARATE PROFILES; HOWEVER, IF THE PLANS SHOW A PROFILE GRADE ON THE INSIDE OF THE CURVE, THEN METHOD 2 SHALL BE USED.
- ON DIVIDED HIGHWAYS WITH NARROW MEDIANS, I.E., MEDIAN PROFILE CONTROL, METHODS 2 & 3 SHALL BE USED FOR THE RESPECTIVE ROAD BEDS.
- WIDENING, WHEN USED, SHALL BE DEVELOPED UNIFORMLY WITHIN THE RUNOFF LENGTH ON THE INSIDE OF THE CURVE.
- FURTHER SUPERELEVATION AND RUNOFF DESIGN INFORMATION IS AVAILABLE THE ROADWAY DESIGN MANUAL.

SPIRAL CURVE SUPERELEVATION

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED	
DESIGN CHECKED	
DETAILED	
DRAWING CHECKED	

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY	
CADD FILE NAME	
DRAWING DATE:	

IDAHO TRANSPORTATION DEPARTMENT

PROJECT NO.	
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STANDARD DETAIL A-5	
SUPERELEVATION	

English
COUNTY
KEY NUMBER
SHEET 1 OF 1

NOT APPROVED
PRELIMINARY
FOR CONSTRUCTION