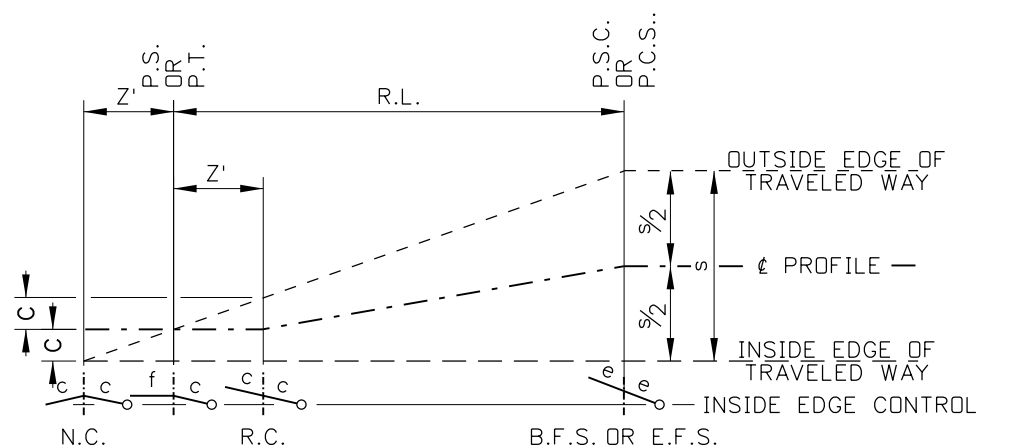
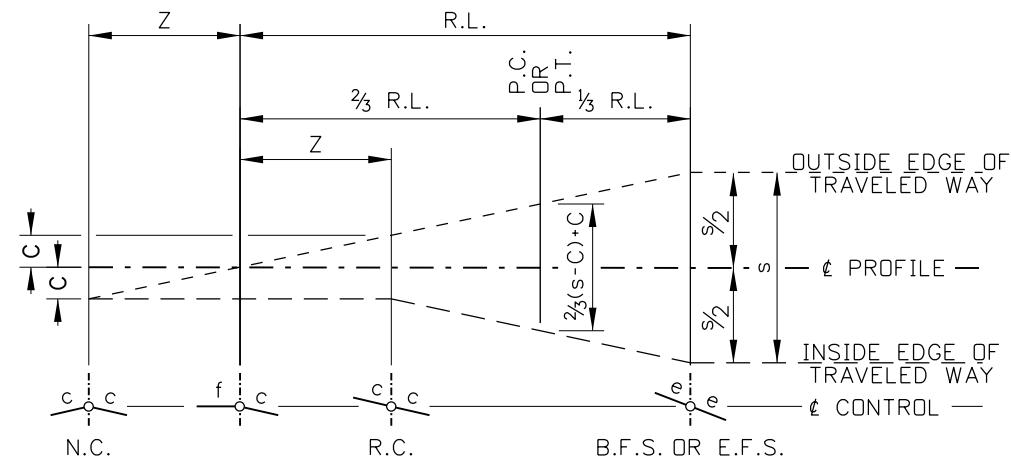
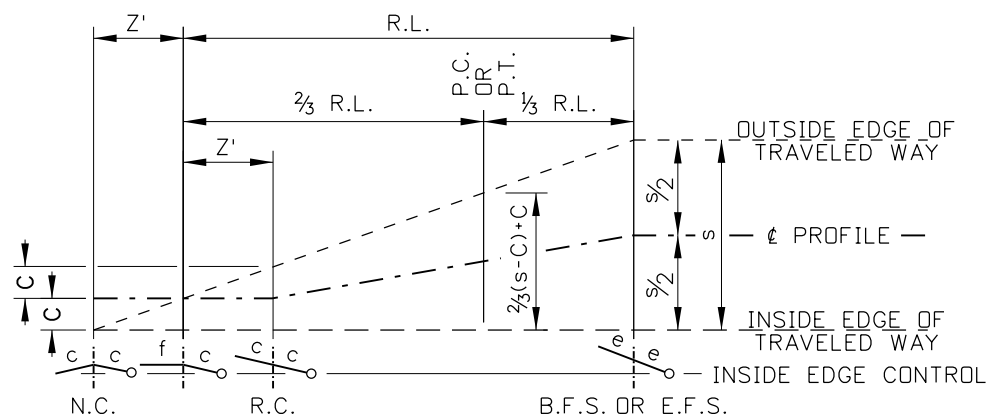


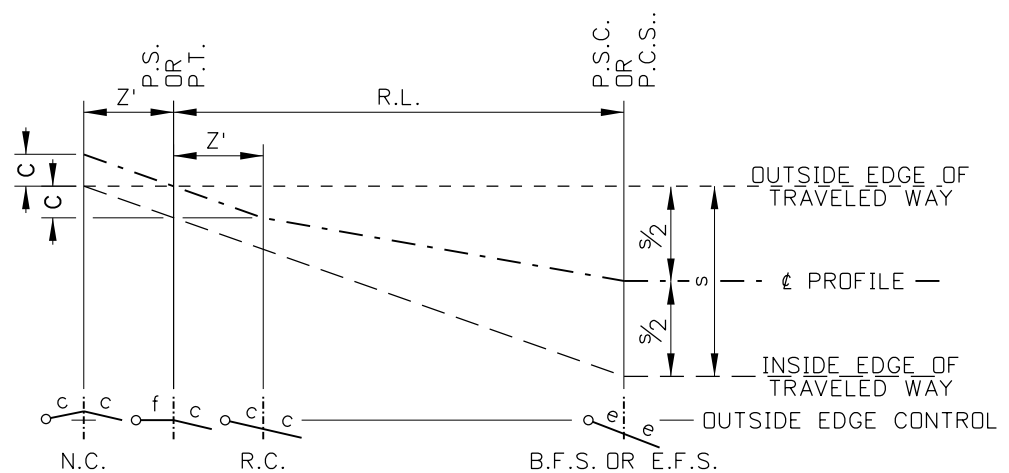
METHOD 1 - REVOLVING ABOUT CENTER LINE



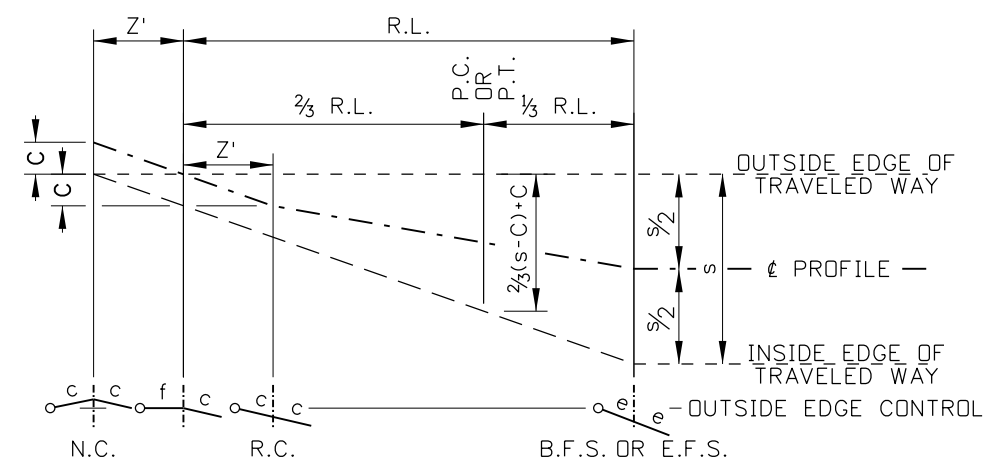
METHOD 2 - REVOLVING ABOUT INSIDE EDGE OF TRAVELED WAY



METHOD 3 - REVOLVING ABOUT OUTSIDE EDGE OF TRAVELED WAY



SPIRAL CURVE SUPERELEVATION



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 ITD DESIGN MANUAL.

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	02-69							
2	01-97	MSM						
3	03-00	MSM						
4	03-05	MSM						

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
 CADD FILE NAME: a5_0305.dgn
 DRAWING DATE: JUNE, 1961

IDAHO TRANSPORTATION DEPARTMENT
 BOISE IDAHO

ORIGINAL SIGNED BY: LOREN THOMAS
 ASSISTANT CHIEF ENGINEER (DEVELOPMENT)
 ORIGINAL SIGNED BY: STEVEN HUTCHINSON
 CHIEF ENGINEER

STANDARD DRAWING
 SUPERELEVATION

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho
English
 STANDARD DRAWING NO. A-5
 SHEET 1 OF 1

ORIGINAL SIGNED BY: TED E. MASDN
 DATE: MARCH 1, 2005