

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

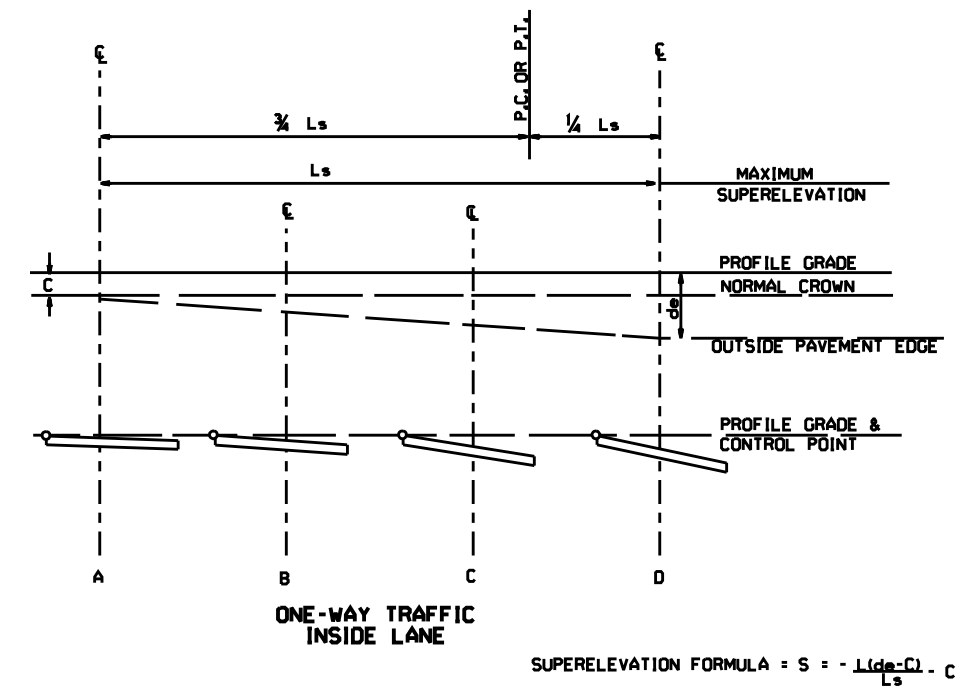
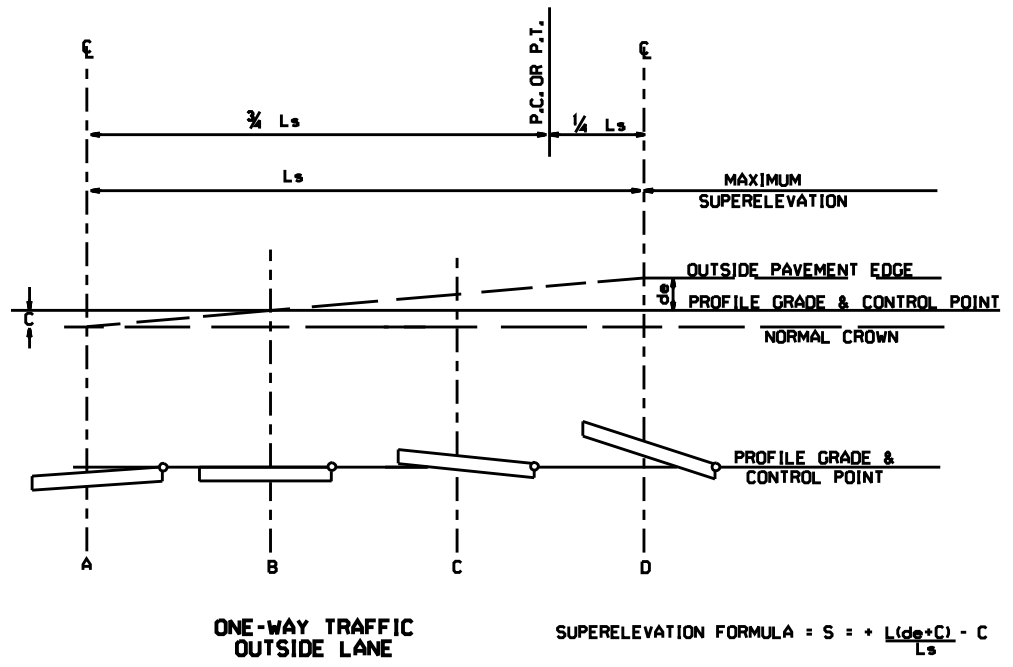
R (meters)	V _d = 30 km/h		V _d = 40 km/h		V _d = 50 km/h		V _d = 60 km/h		V _d = 70 km/h		V _d = 80 km/h		V _d = 90 km/h		V _d = 100 km/h		V _d = 110 km/h		V _d = 120 km/h		
	L _s (meters)		L _s (meters)		L _s (meters)		L _s (meters)		L _s (meters)		L _s (meters)		L _s (meters)		L _s (meters)		L _s (meters)		L _s (meters)		
	(%)	MINIMUM	DESIRABLE	(%)	MINIMUM	DESIRABLE	(%)	MINIMUM	DESIRABLE	(%)	MINIMUM	DESIRABLE	(%)	MINIMUM	DESIRABLE	(%)	MINIMUM	DESIRABLE	(%)	MINIMUM	DESIRABLE
7000																					
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30																					

- GENERAL NOTES**
- ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
 - SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
 - LENGTHS FOR L_s MAY BE ROUNDED IN MULTIPLES OF 5m TO PERMIT SIMPLER CALCULATIONS.
 - MINIMUM L_s VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
 - DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

6 LANE DIVIDED-----+20%
8 LANE DIVIDED-----+50%

ABBREVIATIONS

- NC - NORMAL CROWN
- RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
- S - SUPERELEVATION
- L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (m)
- d - WIDTH OF PAVEMENT
- e - MAXIMUM RATE OF SUPERELEVATION (m PER m)
- L_s - LENGTH OF SUPERELEVATION TRANSITION (m)
- C - NORMAL CROWN (m)



ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC