

## **PAVEMENT CROSS SLOPE**

Pavement resurfacing or rehabilitation will be accomplished such that the finished pavement on tangent sections will be crowned in accordance with new construction standards.

## **SUPERELEVATION REQUIREMENTS**

Standard superelevation will be provided on all curves to comply with the project design speed unless the following conditions exist:

- Excessive cost to provide superelevation.
- Excessive property damage.

Superelevations may be provided for design speeds up to a maximum of 15 MPH less than the project design speed for current traffic volumes of 750 vehicles per day or less, if the above conditions exist, with appropriate signing:

- Advisory curve signs and speed limit signs will be erected.

## **PAVEMENT EDGE DROP**

Pavement edge drops usually are caused by resurfacing of pavement without regrading the existing shoulder or erosion of gravel, turf, or earth shoulder materials.

This hazard shall be eliminated or mitigated by utilizing one or more of the following practices:

- Paving the full top width between shoulder breaks.

- Selectively paving shoulders at points where vehicle encroachments are likely to create pavement edge drops, such as on the inside of horizontal curves.

- Constructing a beveled or tapered pavement edge so that any edge drop that develops has a reduced impact on the recovery maneuver.

- Reconstruction of shoulders.

## **INTERSECTIONS**

Many intersection improvements can be made at a relatively low cost and are safety cost-effective, particularly at higher traffic volumes.

The intersection improvements must be tailored to site-specific conditions and rely heavily on professional judgment and experience along with current Department guidelines.