



× THE ELEVATION DIFFERENTIAL BETWEEN NORMAL CROWN AND MAXIMUM SUPERELEVATION, RELATIVE TO THE BASELINE PROFILE.

ADDITIONAL INFORMATION MAY BE OBTAINED FROM A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS (AASHTO) BOOK, CHAPTER III - ELEMENTS OF DESIGN (SUPERELEVATION RUNOFF).

ON STANDARD TC-5.11ULS, TC-5.11U , AND TC-5.11R (WITHOUT PAVEMENT WIDENING) SUPERELEVATED CURVES, POSITION THE SUPERELEVATION RUNOFF SECTION (L_r) TWO THIRDS ($2/3$) ON THE TANGENT AND ONE THIRD ($1/3$) INTO THE CURVE. STATIONS AND ELEVATIONS FOR THESE TRANSITIONS WILL NEED TO BE COMPUTED FOR TS, SC, CS, ST AND EVERY 25' INCREMENT (i.e., 10+00, 10+25, 10+50, 10+75, etc...)

SPECIFICATION REFERENCE

DETAILS OF SUPERELEVATION ABOUT BASELINE

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 1 OF 1

803.07