



\* 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-5.01ULS, TC-5.01U , AND TC-5.01R (WITHOUT PAVEMENT WIDENING) SUPERELEVATED CURVES, POSITION THE  $L_f$  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 ALL CHORD POINTS AND SHOWN ON THE PROFILES.

SPECIFICATION  
REFERENCE

## DETAILS OF SUPERELEVATION ABOUT BASELINE

VIRGINIA DEPARTMENT OF TRANSPORTATION

REV. 1/07

802.07