

## URBAN CONDITION

URBAN CONDITIONS APPLY TO URBAN STREET SYSTEMS AND ANY OTHER ROAD WITH PRESENT OR FUTURE URBAN STREET OPERATING CONDITIONS.

THESE TABLES CONTAIN SUPERELEVATION RATES AND TRANSITION LENGTHS FOR STANDARD URBAN PAVEMENT WIDTHS THROUGH A RANGE OF CURVES AND DESIGN VELOCITIES CONSIDERED MOST LIKELY TO BE USED IN URBAN ROAD DESIGN.

DEFINITIONS FOR THE STANDARD SYMBOLS USED THROUGHOUT THESE TABLES ARE FOUND ON SHEET 801.01.

A TABLE FOR "LOW SPEED URBAN" DESIGNS IS ON SHEET 801.20 WITH A RANGE OF STANDARD PAVEMENT WIDTHS (W), TRANSITION LENGTHS ( $L_r$ ), AND RADII OF CURVE WHEN SUPERELEVATED BY AN AMOUNT EQUAL TO THE NORMAL CROWN AND THE APPROXIMATE MAXIMUM SAFE SPEEDS (DV) AFFORDED THEREBY. VALUES IN THIS TABLE CAN BE USED ON STREETS WITH OPERATING SPEEDS LESS THAN OR EQUAL TO 45 MPH. ALSO SHOWN ARE THE APPROXIMATE MAXIMUM SAFE SPEEDS (NC) WITH NO SUPERELEVATION. VALUES FOR (NC) CAN BE USED ON URBAN ARTERIAL, COLLECTOR, AND LOCAL STREETS.

FOR MINIMUM DESIGN FACTORS FOR VARIOUS DESIGN SPEEDS FOR URBAN CONDITIONS SEE SHEETS 801.21 THRU 801.29

WHEN URBAN CONDITIONS APPLY THERE WILL BE NO BASELINE TRANSITION OR PAVEMENT WIDENING. THE LENGTH OF SUPERELEVATION RUNOFF ( $L_r$ ) DETERMINES THE LENGTH OF SUPERELEVATION TRANSITION THROUGH WHICH THE OUTER EDGE OF PAVEMENT IS RAISED ABOVE THE BASELINE GRADE TO A MAXIMUM OF  $E \left(\frac{W}{2}\right)$ . SEE SHEET 801.06 FOR A GRAPHICAL ILLUSTRATION OF THE APPLICATION OF THIS CORRECTION.

FOR CURVE RADII NOT LISTED IN TABLES REFER TO SHEET 801.18 TO CALCULATE TRANSITION LENGTHS ( $L_r$ ).

$L_r$  SHOULD BE SHOWN ON THE PLANS FOR ALL CURVES.

E SHOULD BE SHOWN ON THE PLANS FOR ALL CURVES WITH URBAN STREET CONDITIONS.

FOR GRAPHICAL ILLUSTRATION OF DESIGN SUPERELEVATION RATES FOR URBAN CONDITIONS SEE SHEET 801.15.

FOR ADDITIONAL GENERAL INSTRUCTIONS (BOTH URBAN AND RURAL) SEE SHEET 801.04.

EXPLANATION OF TABLES AND INSTRUCTIONS FOR USE  
URBAN CONDITION