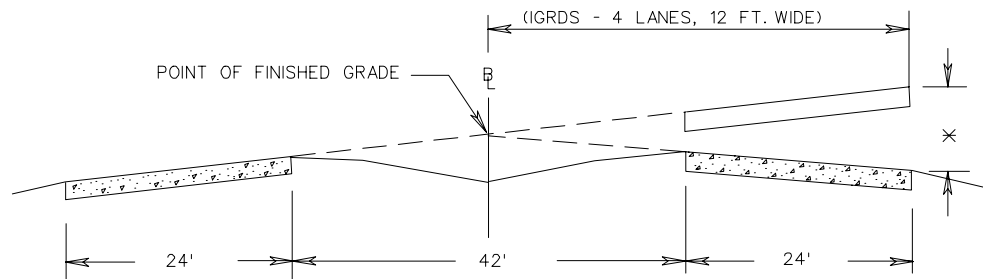


THE PAVEMENT WIDTHS SHOWN IN THE STANDARD TC-5 TABLES ON SHEET 801.20 THROUGH 801.40 REPRESENT TWICE THE DISTANCE FROM THE CROWNLINER TO THE EDGE OF PAVEMENT ON THE HIGH SIDE.



× 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).

PROJECTS IN WHICH LANES MAY BE ADDED IN THE FUTURE IN THE MEDIAN AREA SHOULD BE DESIGNED WITH THE CONSTRUCTION BASELINE AND POINT OF FINISHED GRADE LOCATED IN THE MIDDLE OF THE MEDIAN. SUPERELEVATION IS TO BE ROTATED FROM THIS BASELINE POINT. THIS WILL PREVENT UNEVEN PAVEMENT PROBLEMS (WHEN ADDITIONAL LANES ARE ADDED IN THE MEDIAN AREA) SUCH AS CROSSOVER GRADES AS WELL AS THE NEED FOR RETAINING WALLS, MEDIAN BARRIERS AND SPECIAL DESIGN DRAINAGE STRUCTURES. ADDITIONAL RIGHT OF WAY OR EASEMENTS, IN MOST SITUATIONS, WILL NOT BE REQUIRED.

## DETAILS OF SUPERELEVATION ABOUT BASELINE