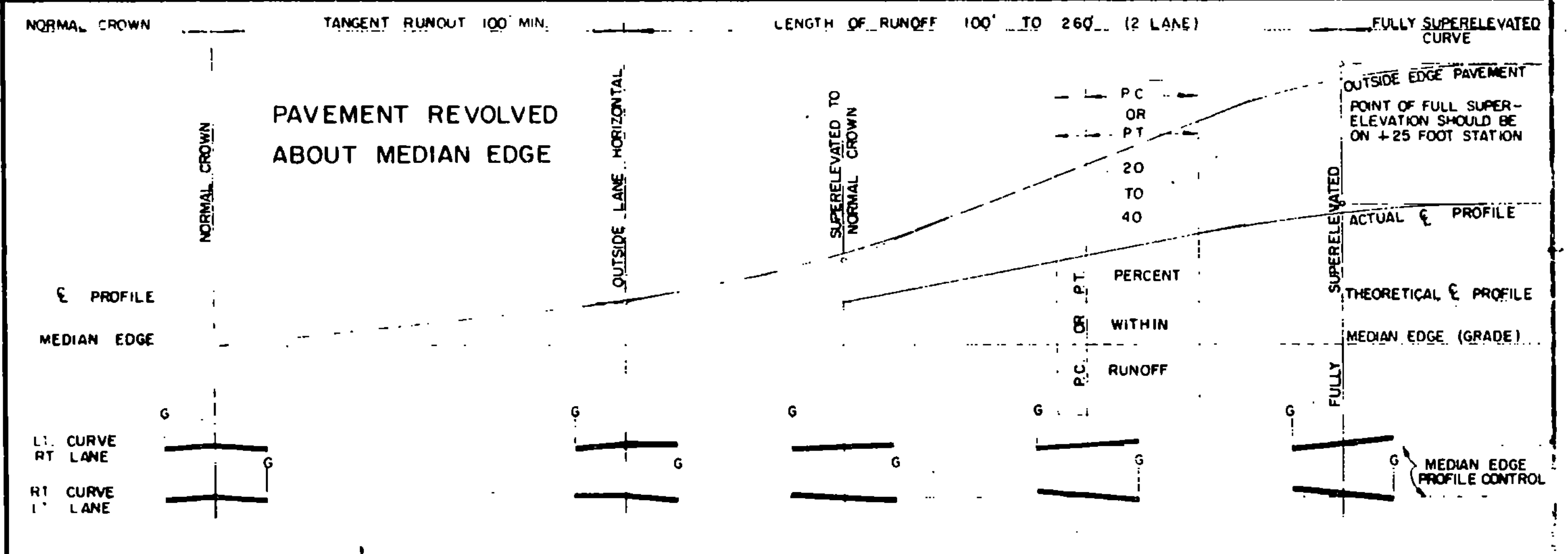
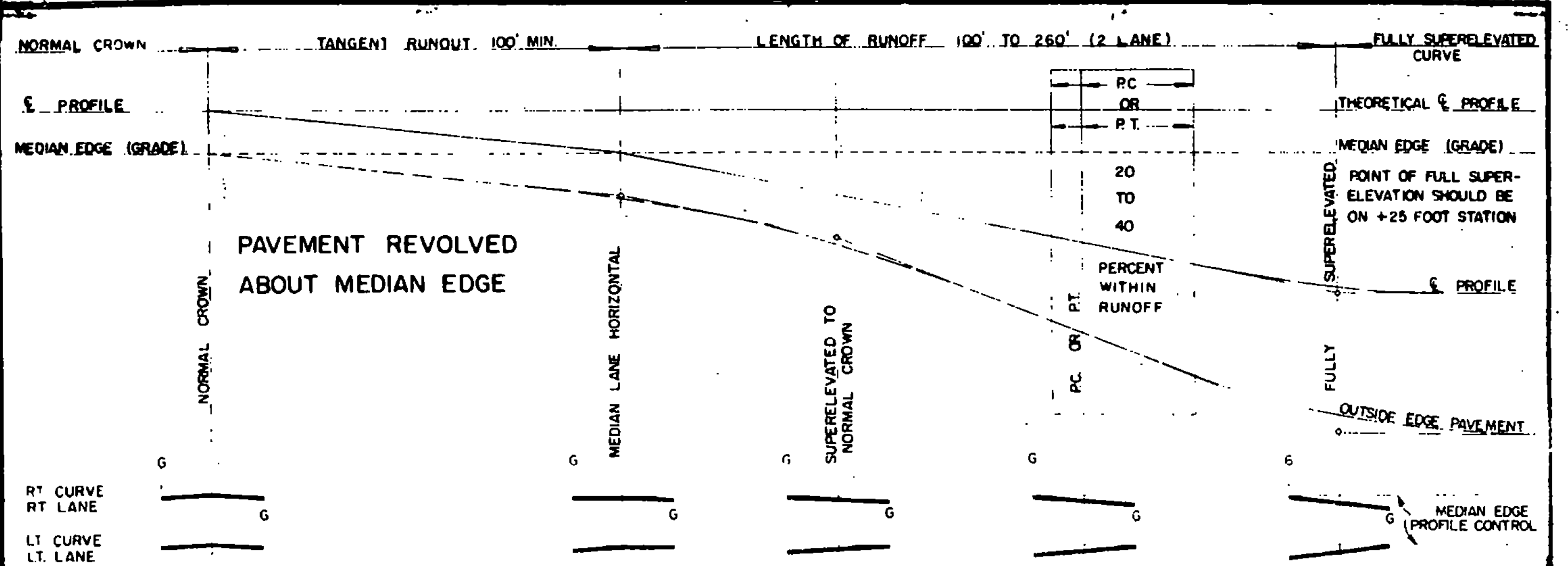
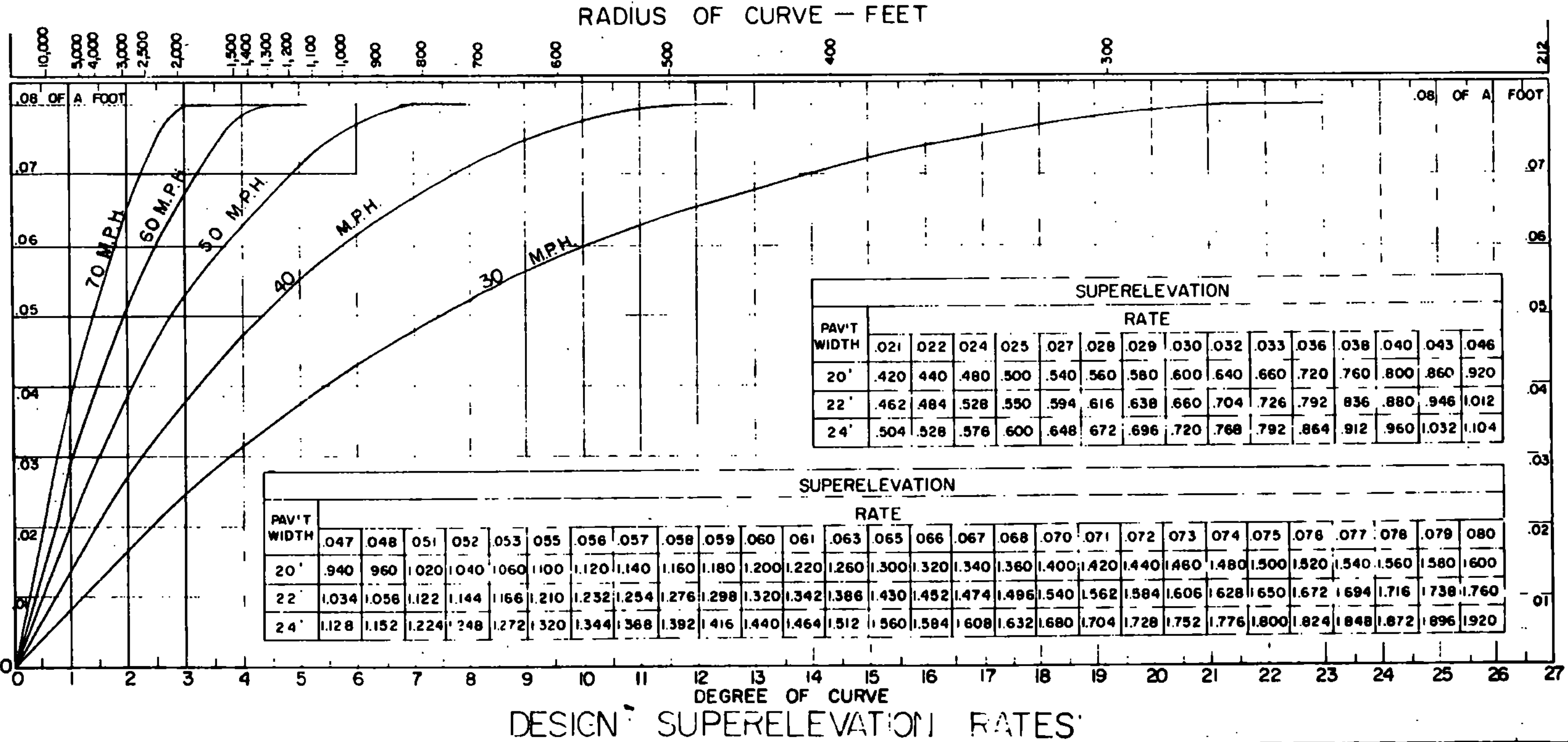


DEGREE OF CURVE	RADIUS	V = 40 M.P.H.		V = 50 M.P.H.		V = 60 M.P.H.		V = 65 M.P.H.		V = 70 M.P.H.			
		e	L - FEET	e	L - FEET	e	L - FEET	e	L - FEET	e	L - FEET		
0° 15'	22918'	NC	0	0	NC	0	0	NC	0	0	NC	0	0
0° 30'	11459'	NC	0	0	NC	0	0	NC	0	0	NC	0	0
0° 45'	7639'	NC	0	0	NC	0	0	RC	150	150	.022	175	175
1° 00'	5730'	NC	0	0	NC	125	125	.021	150	150	.029	175	175
1° 30'	3820'	NC	100	100	.021	125	125	.030	150	150	.041	175	175
2° 00'	2865'	RC	100	100	.027	125	125	.038	150	150	.051	175	210
2° 30'	2292'	.021	100	100	.033	125	125	.046	150	170	.061	175	240
3° 00'	1910'	.025	100	100	.038	125	125	.053	150	190	.068	180	270
3° 30'	1637'	.028	100	100	.043	125	140	.058	150	210	.074	200	300
4° 00'	1432'	.031	100	100	.047	125	150	.063	150	230	.078	210	310
5° 00'	1146'	.038	100	100	.055	125	170	.071	170	260	D MAX. = 3°-45'		
6° 00'	955'	.043	100	120	.062	130	190	.077	180	280	D MAX. = 4°-45'		
7° 00'	819'	.048	100	130	.067	140	210	.080	190	280	D MAX. = 7°-30'		
8° 00'	716'	.058	100	140	.071	150	220				D MAX. = 7°-30'		
9° 00'	637'	.056	100	150	.075	160	240				D MAX. = 7°-30'		
10° 00'	573'	.060	110	160	.078	160	240				D MAX. = 7°-30'		
11° 00'	521'	.063	110	170	.079	170	250				D MAX. = 7°-30'		
12° 00'	477'	.065	120	180	.080	170	250				D MAX. = 12°-15'		
13° 00'	441'	.068	120	180							D MAX. = 12°-15'		
14° 00'	409'	.070	130	190							D MAX. = 12°-15'		
16° 00'	358'	.074	130	200							D MAX. = 12°-15'		
18° 00'	318'	.077	140	210							D MAX. = 12°-15'		
20° 00'	286'	.079	140	210							D MAX. = 12°-15'		
22° 00'	260'	.080	140	220							D MAX. = 22°-45'		

$e_{max} = 0.08$

V - ASSUMED DESIGN SPEED  
e - RATE OF SUPERELEVATION  
L - MINIMUM LENGTH OF RUNOFF OF SPIRAL CURVE  
NC - NORMAL CROWN SECTION  
RC - REMOVE ADVERSE CROWN, SUPERELEVATE AT NORMAL CROWN SLOPE  
SPIRALS DESIRABLE BUT NOT AS ESSENTIAL ABOVE HEAVY LINE  
LENGTHS ROUNDED IN MULTIPLES OF 25 OR 50 FEET PERMIT SIMPLER CALCULATIONS  
LENGTH OF RUNOFF FOR A 4 LANE HIGHWAY IS BASED ON A ROADWAY WITH 16 FEET OR LESS MEDIAN

DESIGN VALUES FOR RATE OF SUPERELEVATION AND MINIMUM LENGTH OF RUNOFF

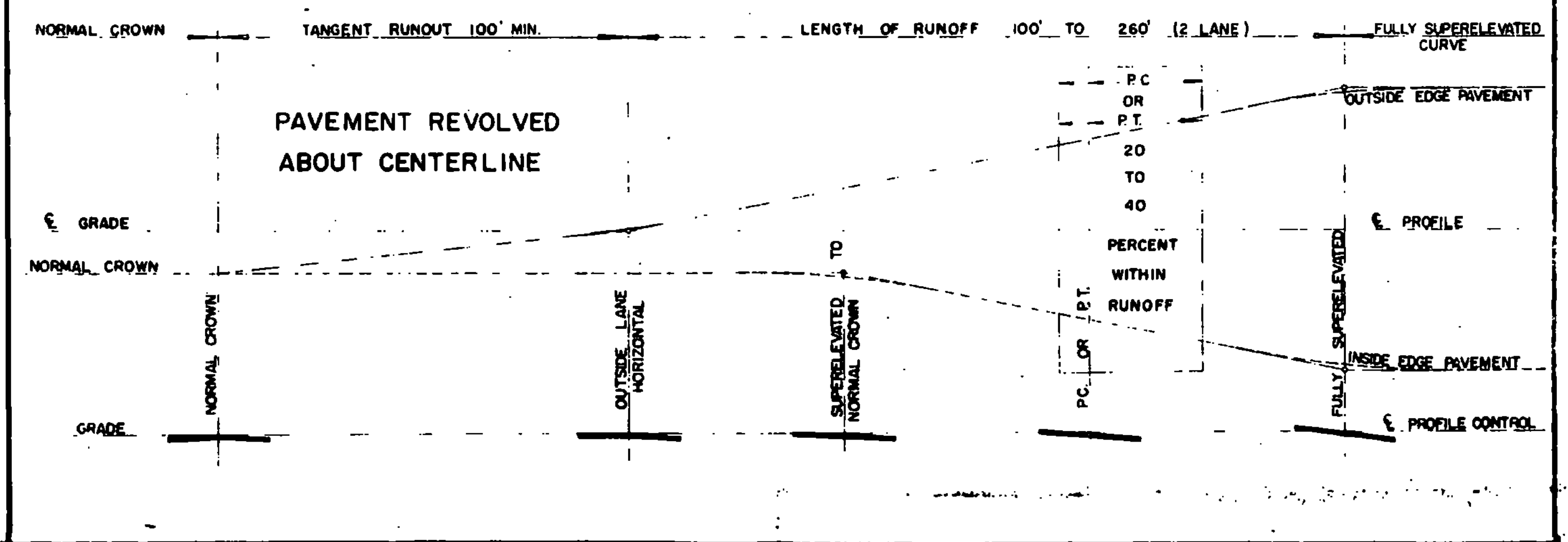


TANGENT RUNOUT CONSISTS OF MAKING THE LANE OR LANES ON THE OUTSIDE OF THE CURVE, HORIZONTAL WITH THE CENTERLINE, USING 100' MIN. WHERE THE NORMAL CROWN IS APPROXIMATELY 1/4 INCH PER FOOT

LENGTH OF RUNOFF FROM 60 TO 80 PERCENT OF THE LENGTH OF RUNOFF PREFERABLY SHOULD BE LOCATED ON THE TANGENT AT CURVES.

CURVES WITH SPIRALS THE LENGTH OF THE SPIRAL AND THE LENGTH OF RUNOFF ARE THE SAME IN DISTANCE. BREAKS IN PROFILES FOR PAVEMENT EDGES SHOULD BE ROUNDED IN FINAL DESIGN BY INSERTION OF VERTICAL CURVES. THE MINIMUM VERTICAL CURVE LENGTH IN FEET CAN BE USED NUMERICALLY EQUAL TO THE DESIGN SPEED IN M.P.H.

DENOTES WHERE GRADE IS CARRIED



REVISIONS AND CORRECTIONS  
OCT. 25, 1985 - REVISED TO CONFORM TO A.A.S.P.C. POLICY OF GEOMETRIC DESIGN, 1964

APPROVED  
DATE 02/01/97

CHIEF ENGINEER  
ASST CHIEF ENGINEER  
HIGHWAY ENGINEER

BANKING TABLES



STANDARD B-1