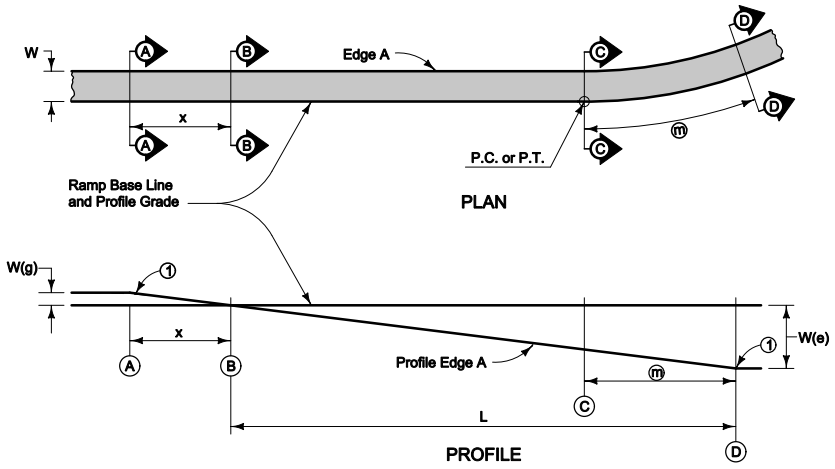
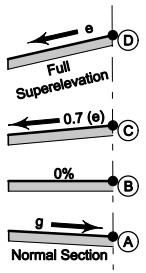
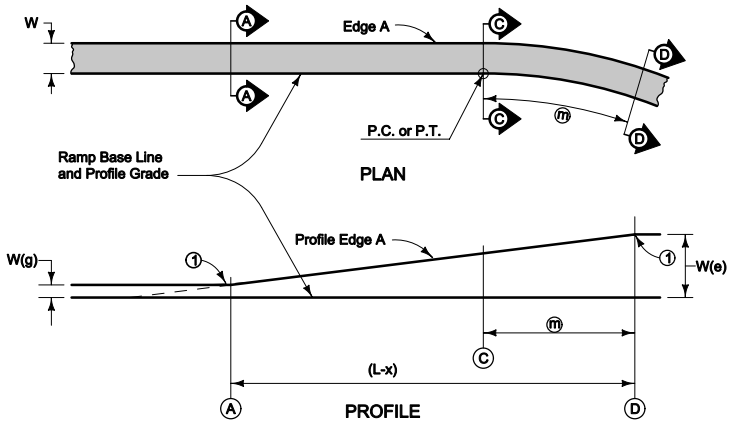


CASE A
Normal Pavement Sloped in the Opposite Direction of Superelevation

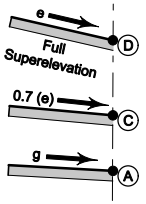


g = Normal Cross Slope
e = Full Superelevation

AXIS OF ROTATION
AT BASE LINE



CASE B
Normal Pavement Sloped in the Same Direction as Superelevation



g = Normal Cross Slope
e = Full Superelevation

AXIS OF ROTATION
AT BASE LINE

Refer to specific curve data contained in detail project plans for tangent runout length (x), runoff length (L) and full superelevation (e).

In both cases, place 70% of full superelevation at the P.C. and P.T. Place the other 30% of the runoff length within the curve.

Unless otherwise specified, all lengths are measured along the centerline of the roadway.

Section view is shown in the direction of traffic.

(m) = 30% of L

(W) = 24' regardless of paved lane width

(1) Smooth curve established at time of construction.

Iowa Department of Transportation

STANDARD ROAD PLAN

REVISION	
NEW	04-20-10

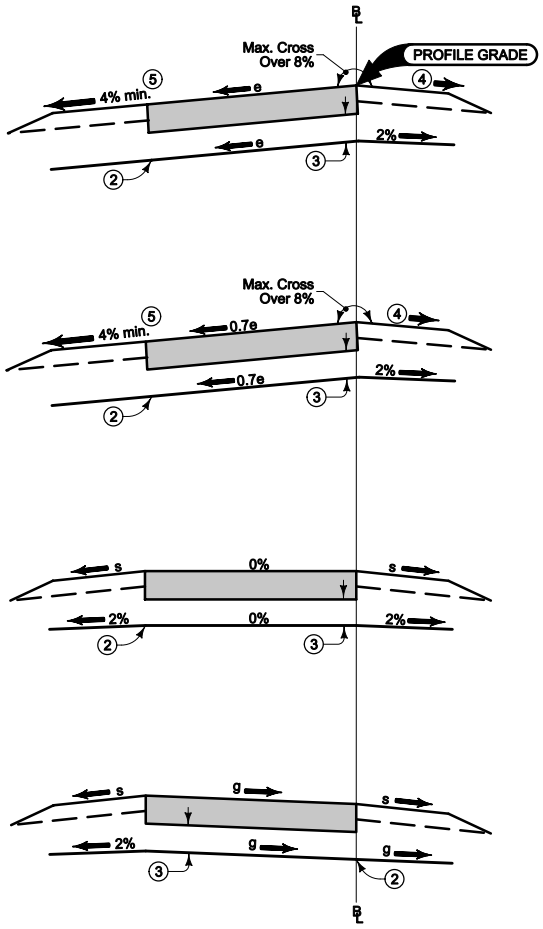
PV-303

SHEET 1 of 2

REVISIONS: New. Replaces RP-3.

Deanna Maifield
APPROVED BY DESIGN METHODS ENGINEER

SUPERELEVATION DETAILS
RAMPS



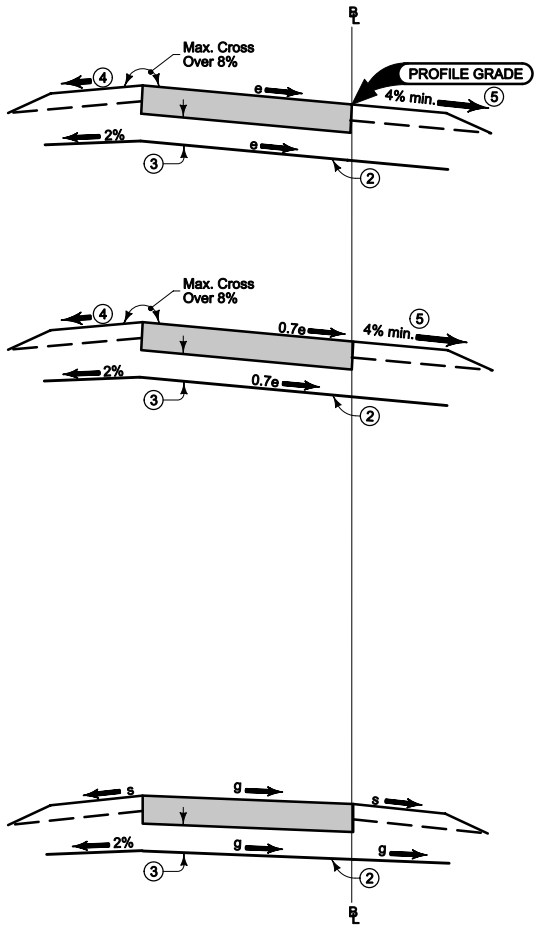
SECTION D-D

SECTION C-C

SECTION B-B

SECTION A-A

CASE A



CASE B

② Subgrade Surface

③ 6 inches

④ High Side: Maintain normal shoulder slope of 4% unless this slope produces a grade break with adjacent pavement of more than 8%. Then determine the shoulder slope by a 8% break with adjacent pavement. If superelevation slope exceeds 7%, maintain a 1% slope away from mainline.

⑤ Low Side: Maintain the normal shoulder slope of 4% unless the adjacent pavement slope is steeper. Then slope the shoulder at the same rate as the adjacent pavement.

Iowa Department of Transportation

REVISION: NEW 04-20-10

STANDARD ROAD PLAN

PV-303

SHEET 2 of 2

REVISIONS: New. Replaces RP-3.

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SUPERELEVATION DETAILS RAMPS