SUPERELEVATION VALUES FOR PRESERVATION / REHABILITATION / REPLACEMENT (PRR) PROJECTS
URBAN & SUBURBAN - ROTATING ABOUT CENTER LINE

POSTED SPEED		20 MPH				30 MPH				35 MPH				40 MPH				45 MPH				50 MPH				55 MPH			
		e (%)		Lr		e (%)		Lr		e (%)		Lr		e (%)		Lr		e (%)		Lr		e (%)		Lr		e (%)		Lr	
RADIUS	DEGREE	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES	MIN	DES
3000	1°54'	NC	RC		41	NC	RC		45	NC	RC		48	NC	RC		52	NC	RC		56	NC	2.7		65	NC	3.0		77
2000	2°51'	NC	RC		41	NC	RC		45	NC	RC		48	NC	2.6		54	NC	3.0		67	NC	3.3		79	NC	3.6		92
1500	3°49'	NC	RC		41	NC	RC		45	NC	RC		48	NC	2.9		60	NC	3.3		73	NC	3.6		86	RC	3.9	64	100
1000	5°43'	NC	RC		41	NC	2.6		47	NC	3.0		58	NC	3.5		72	RC	3.8	56	84	2.8	4.0	67	96				
950	6°00'	NC	RC		41	NC	2.7		49	NC	3.1		60	NC	3.5		72	RC	3.9	56	87	3.6		86					
900	6°21'	NC	RC		41	NC	2.7		49	NC	3.2		62	NC	3.6		74	RC	3.9	56	87	4.0		96					
850	6°44'	NC	RC		41	NC	2.8		51	NC	3.2		62	NC	3.7		77	RC	4.0	56	89								
800	7°09'	NC	RC		41	NC	2.9		53	NC	3.3		64	NC	3.8		79	RC		56									
750	7°38'	NC	RC		41	NC	2.9		53	NC	3.4		66	RC	3.8	52	79	3.1		69									
700	8°11'	NC	RC		41	NC	3.0		55	NC	3.5		68	RC	3.9	52	81	4.0		89									
650	8°48'	NC	RC		41	NC	3.1		56	NC	3.6		70	RC	4.0	52	83												
600	9°32'	NC	RC		41	NC	3.2		58	NC	3.7		72	RC		52													
550	10°25'	NC	RC		41	NC	3.3		60	NC	3.8		74	3.5		72													
500	11°27'	NC	RC		41	NC	3.4		62	RC	3.9	48	75	4.0		83													
450	12°43'	NC	RC		41	NC	3.6		65	RC	4.0	48	77																
400	14°19'	NC	2.6		42	NC	3.7		67	RC		48																	
375	15°16'	NC	2.6		42	NC	3.8		69	3.9		75																	
350	16°22'	NC	2.7		44	NC	3.9		71	4.0		77																	
325	17°37'	NC	2.8		45	RC	4.0	45	73																				
300	19°05'	NC	2.9		47	RC		45																					
250	22°55'	NC	3.1		50	4.0		73																					
235	24°22'	NC	3.2		52																								
200	28°38'	NC	3.3		54																								
150	38°11'	NC	3.6		58																								
100	57°17'	RC	4.0	41	65																								
95	60°18'	RC		41																									
90	63°39'	2.8		45																									
85	67°24'	4.0		65																									
R min		86				250				371				533				711				926				1190			
R nc		109				343				527				790				1080				1449				1921			
R rc		91				266				398				575				771				1010				1301			
Runout		41				45				48				52				56				60				64			
f		0.27				0.2				0.18				0.16				0.15				0.14				0.13			

Notes:
Table layout is based on rounded Radius. Interpolation between radii is acceptable to obtain superelevation values.
Values are based on 12' lanes and are for rotating one lane only. Runout and Runoff should be increased 50% if rotating two lanes.
Runout should occur in the tangent section prior to applying runoff.
50% - 90% of runoff length (Lr) should occur before the PC or after PT.
Exceptions to the minimum values may be made with proper justification by the Project Engineer and noted on the As-Built Plans.
When existing foreslope rates can be maintained within existing right-of-way, desirable values should be used.
R min is limiting radius.
Superelevation rate should not exceed 8% for Districts 04 & 05.
If curve advisory speed < rdwy posted speed minus 15 mph, low cost safety improvements shall be considered.

e = RATE OF SUPERELEVATION (%)
Lr = DESIRED LENGTH OF SUPERELEVATION RUNOFF (FT)
MPH = MILES PER HOUR
NC = NORMAL CROWN
RC = REVERSE CROWN
f = SIDE FRICTION FACTOR

ALL LENGTHS IN TABLE ARE GIVEN IN FEET

SUPERELEVATION TRANSITION LENGTH, Lt = TANGENT RUNOUT + SUPERELVATION RUNOFF, Lr

NOTES:

THE DESIRED VALUES ARE IN ACCORDANCE WITH THE LATEST LADOTD DESIGN GUIDELINES AND SHALL BE USED WHERE FEASIBLE. IF CONSTRAINTS DO NOT ALLOW THE USE OF THESE FACTORS, THEN THE HIGHEST PRACTICAL LESSOR VALUE MAY BE USED. MINIMUM VALUES WILL BE BASED ON THE EXISTING CONDITIONS OF THE ROADWAY. IF THE EXISTING CONDITIONS ARE USED, THEY MUST BE IDENTIFIED PRIOR TO ANY CHANGES OF THE EXISTING SURFACE AND APPROVED BY THE PROJECT ENGINEER.

THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE DEGREE OF ALL CURVES AND FOR THE ACCURACY OF THE PROPOSED CURVE LAYOUT(S). THE CONTRACTOR SHALL SUBMIT THE CURVE LAYOUT(S) TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO COMMENCING WORK.

ALL WORK SHALL BE PAID FOR UNDER BID ITEM 740-01-00100, CONSTRUCTION LAYOUT.

PRRSV-02-CL

SUPERELEVATION VALUES

URBAN & SUBURBAN PRR PROJECTS

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED | CHECKED
DETAILED | CHECKED
DATE | SHEET 07-12-12
PARISH
CONTROL SECTION
STATE PROJECT
SHEET NO.