

**SUPERELEVATION VALUES FOR PRESERVATION PROJECTS
URBAN & SUBURBAN - ROTATING ABOUT EDGE LINE**

POSTED SPEED		20 MPH				30 MPH				35 MPH				40 MPH				45 MPH				50 MPH				55 MPH			
RADIUS	DEGREE	e (%)		Lr	e (%)		Lr	e (%)		Lr	e (%)		Lr	e (%)		Lr	e (%)		Lr	e (%)		Lr	e (%)		Lr				
		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		61	NC	RC		68	NC	RC		73	NC	RC		78	NC	RC		83	NC	2.7		97	NC	3.0		96
2000	2°51'	NC	RC		61	NC	RC		68	NC	RC		73	NC	2.6		81	NC	3.0		100	NC	3.3		119	NC	3.6		138
1500	3°49'	NC	RC		61	NC	RC		68	NC	RC		73	NC	2.9		90	NC	3.3		110	NC	3.6		130	RC	3.9	96	149
1190	4°48'	NC	RC		61	NC	RC		68	NC	2.9		84	NC	3.3		102	NC	3.6		120	RC	3.9	90	140	4.0		153	
1000	5°43'	NC	RC		61	NC	2.6		71	NC	3.0		87	NC	3.5		109	RC	3.8	83	127	2.8	4.0	101	144				
950	6°00'	NC	RC		61	NC	2.7		74	NC	3.1		90	NC	3.5		109	RC	3.9	83	130	3.6		130					
926	6°11'	NC	RC		61	NC	2.7		74	NC	3.1		90	NC	3.5		109	RC	3.9	83	130	4.0		144					
900	6°21'	NC	RC		61	NC	2.7		74	NC	3.2		93	NC	3.6		112	RC	3.9	83	130								
850	6°44'	NC	RC		61	NC	2.8		76	NC	3.2		93	NC	3.7		115	RC	4.0	83	133								
800	7°09'	NC	RC		61	NC	2.9		79	NC	3.3		96	NC	3.8		118	RC		83									
750	7°38'	NC	RC		61	NC	2.9		79	NC	3.4		99	RC	3.8	78	118	3.1			103								
711	8°03'	NC	RC		61	NC	3.0		82	NC	3.5		102	RC	3.9	78	121	4.0			133								
700	8°11'	NC	RC		61	NC	3.0		82	NC	3.5		102	RC	3.9	78	121												
650	8°48'	NC	RC		61	NC	3.1		85	NC	3.6		105	RC	4.0	78	124												
600	9°32'	NC	RC		61	NC	3.2		87	NC	3.7		107	RC		78													
550	10°25'	NC	RC		61	NC	3.3		90	NC	3.8		110	3.5		108													
533	10°44'	NC	RC		61	NC	3.4		93	NC	3.9		113	4.0		124													
500	11°27'	NC	RC		61	NC	3.4		93	RC	3.9	73	113																
450	12°43'	NC	RC		61	NC	3.6		98	RC	4.0	73	116																
400	14°19'	NC	2.6		63	NC	3.7		101	RC		73																	
375	15°16'	NC	2.6		63	NC	3.8		104	4.0		116																	
350	16°22'	NC	2.7		66	NC	3.9		106																				
325	17°37'	NC	2.8		68	RC	4.0	68	109																				
300	19°05'	NC	2.9		71	RC		68																					
250	22°55'	NC	3.1		75	4.0		109																					
235	24°22'	NC	3.2		78																								
200	28°36'	NC	3.3		80																								
150	38°11'	NC	3.6		88																								
100	57°17'	RC	4.0	61	97																								
95	60°18'	RC		61																									
90	63°39'	2.8		66																									
86	66°37'	4.0		97																									
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				61				68				73		78		83		90										96	
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.
 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

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.

ALL LENGTHS IN TABLE ARE GIVEN IN FEET

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

	SUPERELEVATION VALUES					DESIGNED CHECKED		PARISH		SHEET NO.
	URBAN & SUBURBAN PRR PROJECTS					DETAILED CHECKED		CONTROL SECTION		
			NO.	DATE	REVISION DESCRIPTION	BY	DATE SHEET	04-15-11	STATE PROJECT	