**GENERAL NOTES**

1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.

2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.

3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.

4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.

5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWING:

   - 6 LANE DIVIDED: +20%
   - 8 LANE DIVIDED: +50%

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**ABBREVIATIONS**

- NC - NORMAL CROWN
- RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
- S - SUPERELEVATION
- L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
- d - WIDTH OF PAVEMENT
- Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
- C - NORMAL CROWN (FT.)
- e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)

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**SUPERELEVATION TABLE FOR ONE-WAY TRAFFIC**

| DEPART | 35 MPH | MINIMUM | DESIRABLE | 40 MPH | MINIMUM | DESIRABLE | 45 MPH | MINIMUM | DESIRABLE | 50 MPH | MINIMUM | DESIRABLE | 55 MPH | MINIMUM | DESIRABLE | 60 MPH | MINIMUM | DESIRABLE | 65 MPH | MINIMUM | DESIRABLE | 70 MPH | MINIMUM | DESIRABLE | 75 MPH | MINIMUM | DESIRABLE |
|--------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|--------|----------|-----------|
| Ls     |        |          |           |        |          |           |        |          |           |        |          |           |        |          |           |        |          |           |        |          |           |        |          |           |        |          |           |        |          |           |        |          |           |

**SUPERELEVATION FORMULA**

\[ S = \pm L(e \pm C) \]

**OUTSIDE LANE**

1. **ONE-WAY TRAFFIC**

   - SUPERELEVATION FORMULA: \[ S = \pm L(e \pm C) \]
   - Profiles shown are consistent with Division of Highways' Uniform Premium Specifications with appropriate use of equal and opposite values.

   - **PROFILE GRADING:**
     - Normal Crown
     - Reverse Crown
     - Super-elevation at normal crown slope

   - **CONTROL POINT:**
     - Profile Grade & Outside Pavement Edge

\[ Ls \]

**MAXIMUM**

\[ Ls \]

**SUPPLEMENTAL NOTES**

- ON HIGHER CLASS FRAMES, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.

- SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.

- LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT.

- MAXIMUM VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.

- ADDITIONAL TRANSITION LENGTHS AS FOLLOWING:

   - 6 LANE DIVIDED: +20%
   - 8 LANE DIVIDED: +50%

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**ARKANSAS STATE HIGHWAY COMMISSION**

**TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC**

**STANDARD DRAWING SE-1**

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**REVISED SUPERELEVATION TABLE**

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