

MULTILANE FACTORS FOR "L"	
1.0 LANE ROTATED (2 LANE ROADBED)	= 1.00
1.5 LANE ROTATED (3 LANE ROADBED)	= 1.25
2.0 LANE ROTATED (4 LANE ROADBED)	= 1.50
2.5 LANE ROTATED (5 LANE ROADBED)	= 1.75
3.0 LANE ROTATED (6 LANE ROADBED)	= 2.00
3.5 LANE ROTATED (7 LANE ROADBED)	= 2.25

MAXIMUM RADIUS FOR USE OF A SPIRAL CURVE TRANSITION	
DESIGN SPEED	MAXIMUM RADIUS (FT)
30	456
35	620
40	810
45	1025
50	1265
55	1531
60	1822
65	2138
70	2479

TABLE NOTE: THE EFFECT OF SPIRAL CURVE TRANSITION ON LATERAL ACCELERATION IS LIKELY TO BE NEGLIGIBLE FOR LARGER RADII.

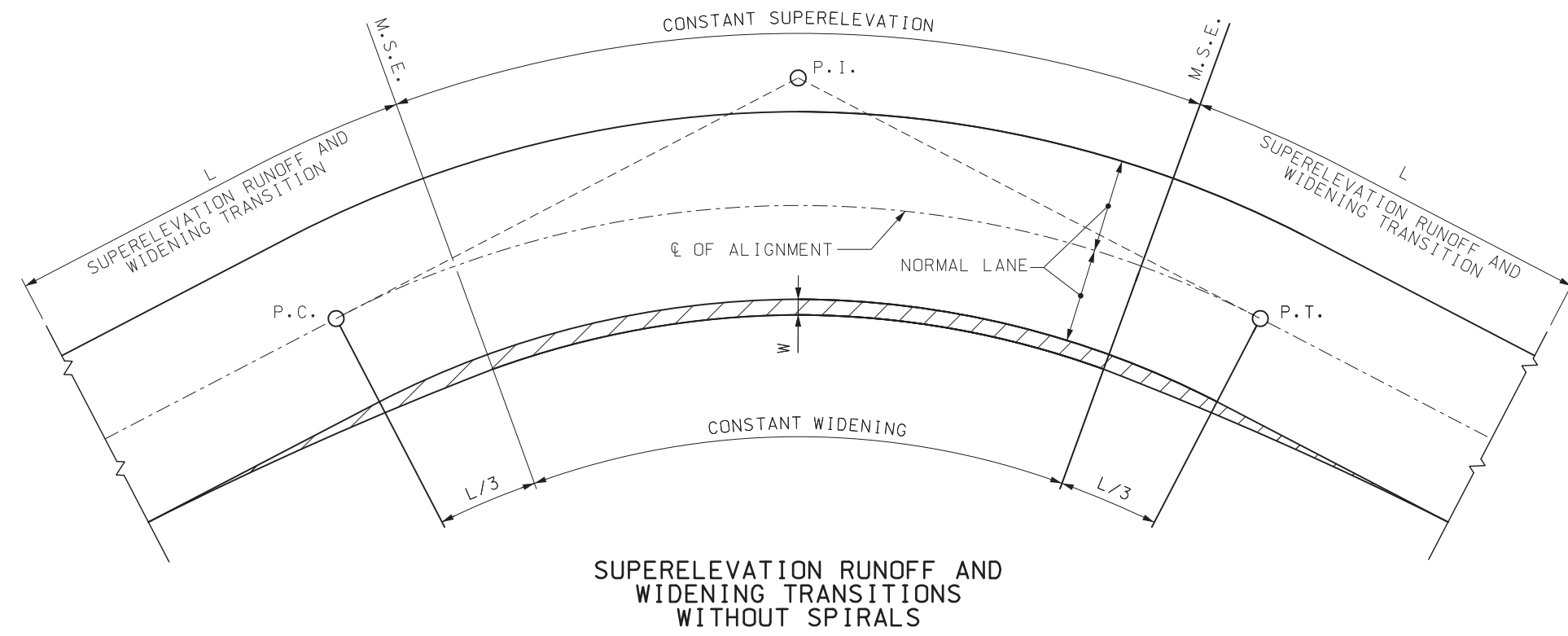
GENERAL NOTES:

A PRACTICAL CONTROL FOR THE LENGTH OF SPIRAL "Ls" IS CONSIDERED TO BE THE SUPERELEVATION RUNOFF "L", SEE STANDARD PLANS 203.22 SHEET 1 OF 2.

"W" THE WIDENING FOR SURFACING AT INSIDE SHOULDERS, SEE STANDARD PLANS 203.22 SHEET 2 OF 2.

WIDENING TRANSITION VARIES IN DIRECT PROPORTION TO DISTANCE.

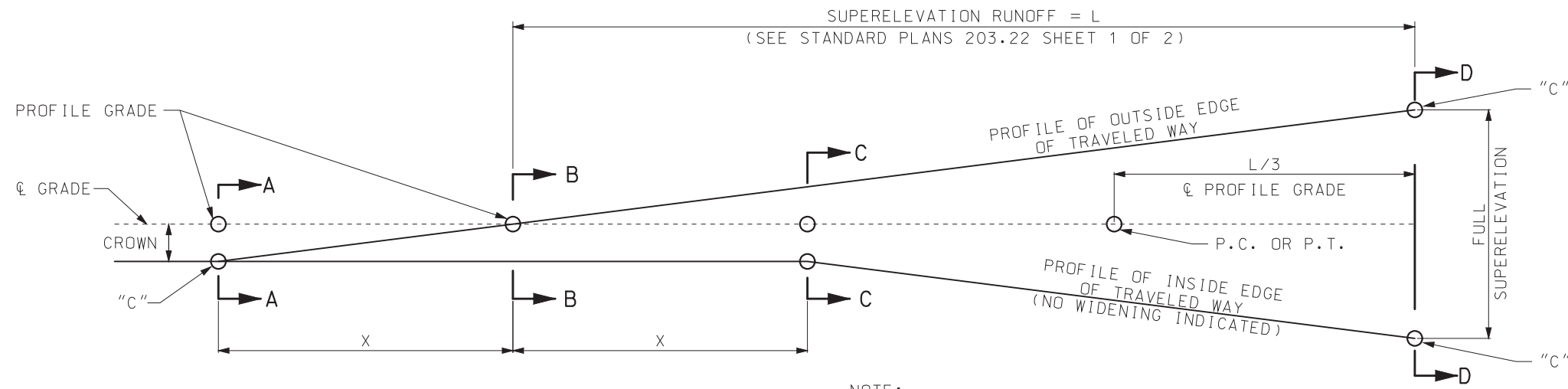
SPIRAL CURVES ARE USED ON ALL ROADWAYS THAT HAVE DESIGN TRAFFIC GREATER THAN 400 VEHICLES PER DAY, AND HAVE A RADIUS LESS THAN THE VALUES LISTED IN THE "MAXIMUM RADIUS FOR USE OF A SPIRAL CURVE TRANSITION" TABLE.



MoDOT MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
 105 WEST CAPITOL JEFFERSON CITY, MO 65102
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 KENNETH L. VOSS
 NUMBER PE-2002016747
 PROFESSIONAL ENGINEER
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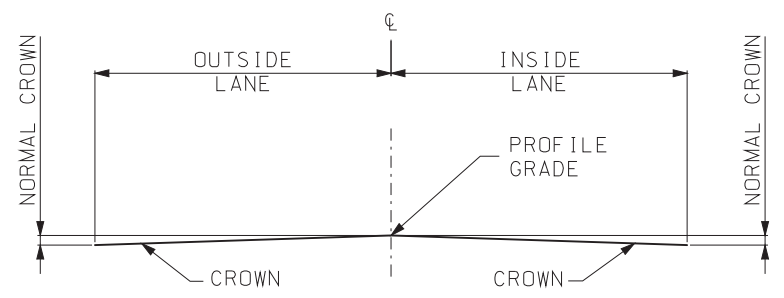
SUPERELEVATION SPIRALS AND WIDENING UNDIVIDED HIGHWAYS



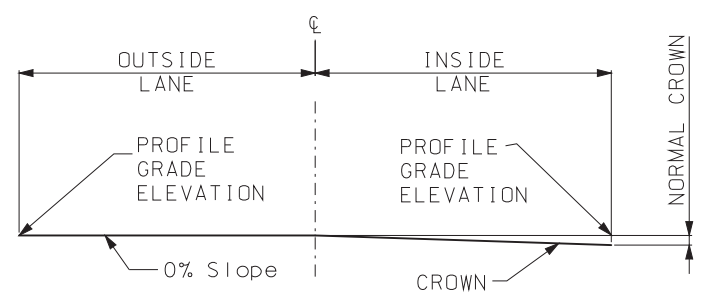
A-A TO B-B IS THE TANGENT RUNOUT.

$$x = \frac{L \times NC(\%)}{e(\%)}$$

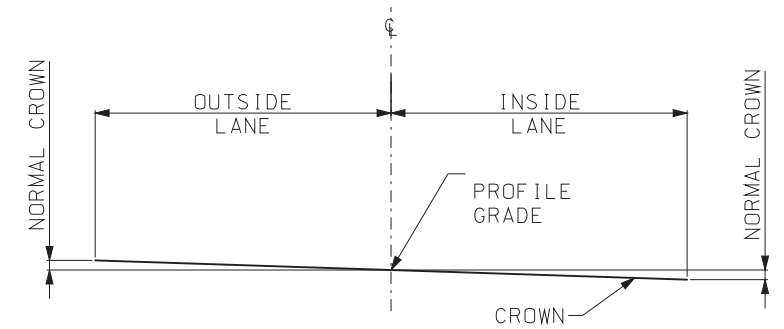
NOTE:
SHORT VERTICAL CURVES MAY BE INSERTED AT POINTS "C" BY EYE ADJUSTMENTS OF STAKES OR FORMS IN THE FIELD.



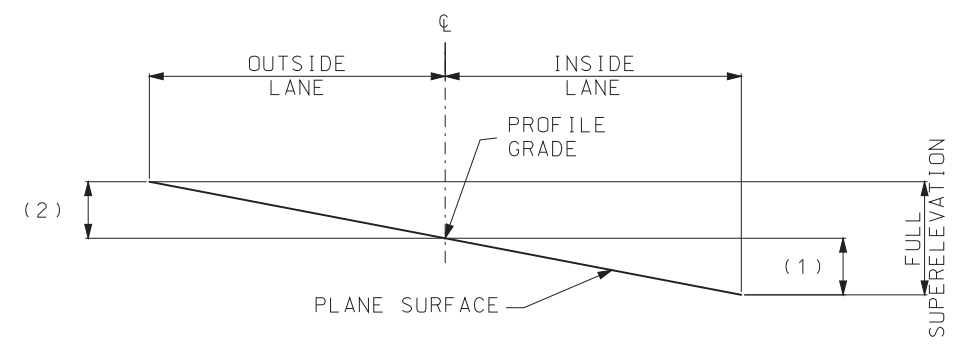
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

- (1) FULL S.E. FOR 1/2 PAVEMENT WIDTH IF GREATER THAN CROWN SLOPE.
- (2) FULL S.E. FOR 1/2 PAVEMENT WIDTH.

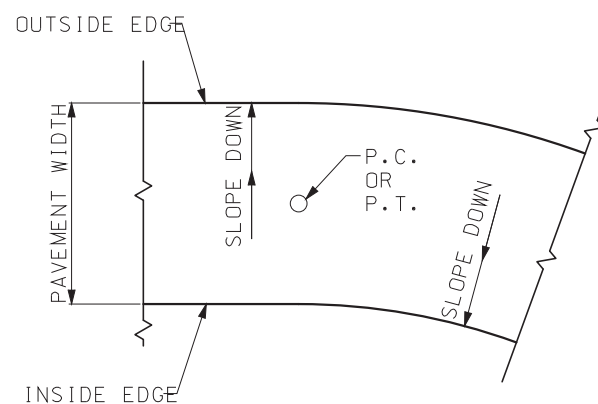
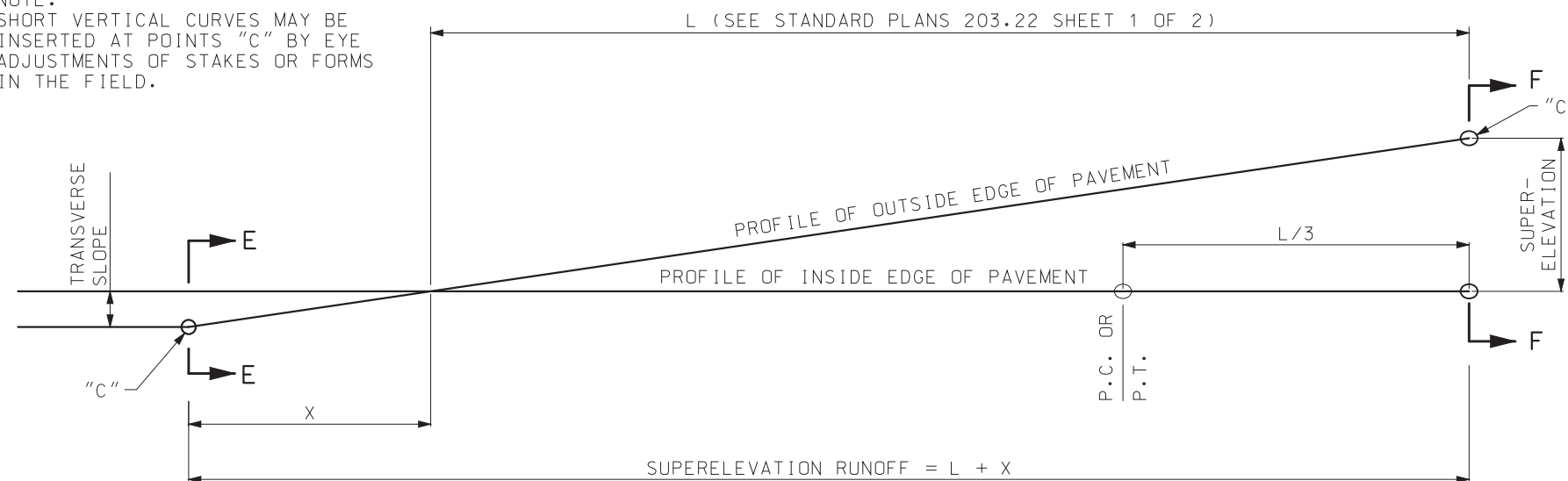
CASE NUMBER 1

(WHERE HIGH POINT OF TRAVELED WAY IS AT CENTERLINE ON TANGENT SECTION)
NOTE: USE FOR 2 LANE TRAFFIC ROADS ONLY. PAVEMENT REVOLVED ABOUT ITS C.

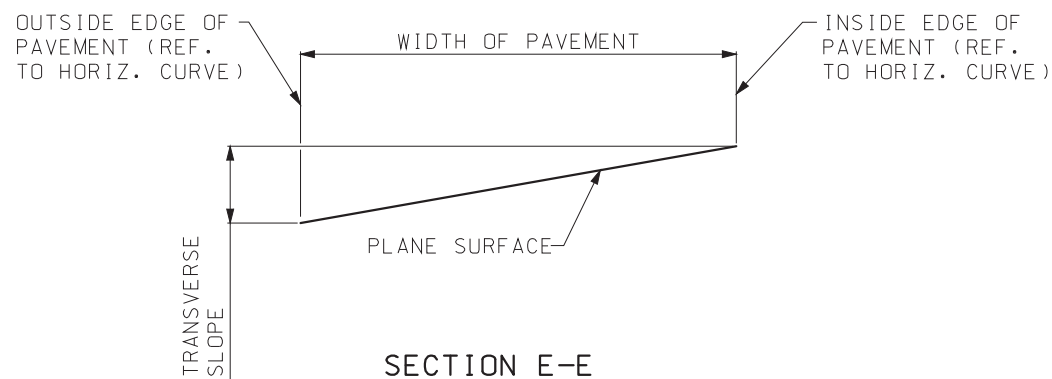
	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
		SUPERELEVATION SPIRALS AND WIDENING UNDIVIDED HIGHWAYS
DATE EFFECTIVE: 07/01/2017 DATE PREPARED: 5/1/2017	203.20G	SHEET NO. 2 OF 4

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

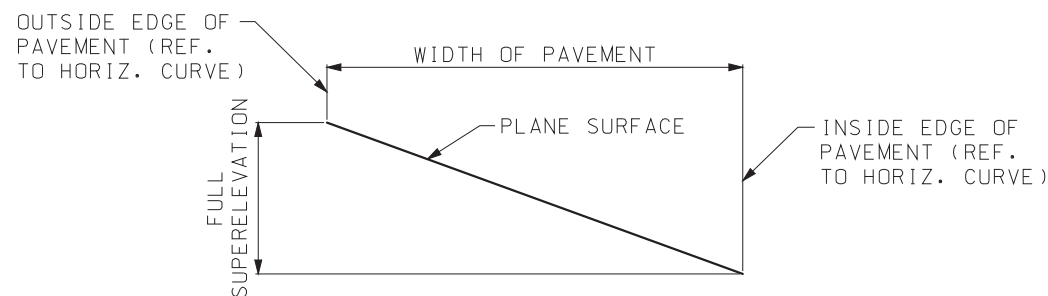
NOTE:
SHORT VERTICAL CURVES MAY BE
INSERTED AT POINTS "C" BY EYE
ADJUSTMENTS OF STAKES OR FORMS
IN THE FIELD.



PLAN OF ALIGNMENT
FOR CASE NUMBER 2



SECTION E-E



SECTION F-F

CASE NUMBER 2

(WHERE TRANSVERSE SLOPE ON TANGENT SECTION IS OPPOSITE TO SLOPE OF SUPERELEVATION)
NOTE: PAVEMENT REVOLVED ABOUT ITS INSIDE EDGE WITH REFERENCE TO THE HORIZONTAL CURVE WHICH IS BEING APPROACHED.

STRAIGHT LINE METHODS OF ATTAINING SUPERELEVATION

MoDOT MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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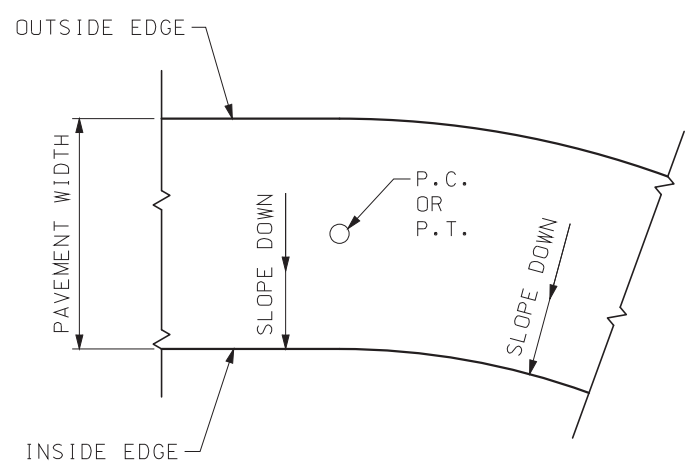
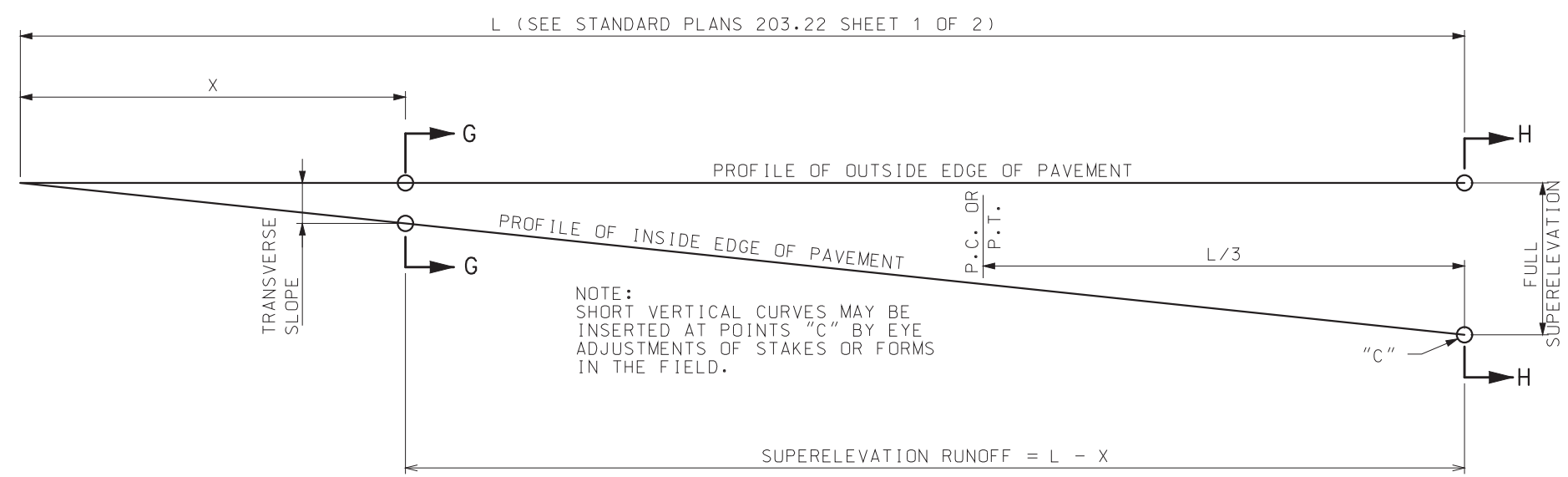
SUPERELEVATION
SPIRALS AND WIDENING
UNDIVIDED HIGHWAYS

DATE EFFECTIVE: 07/01/2017
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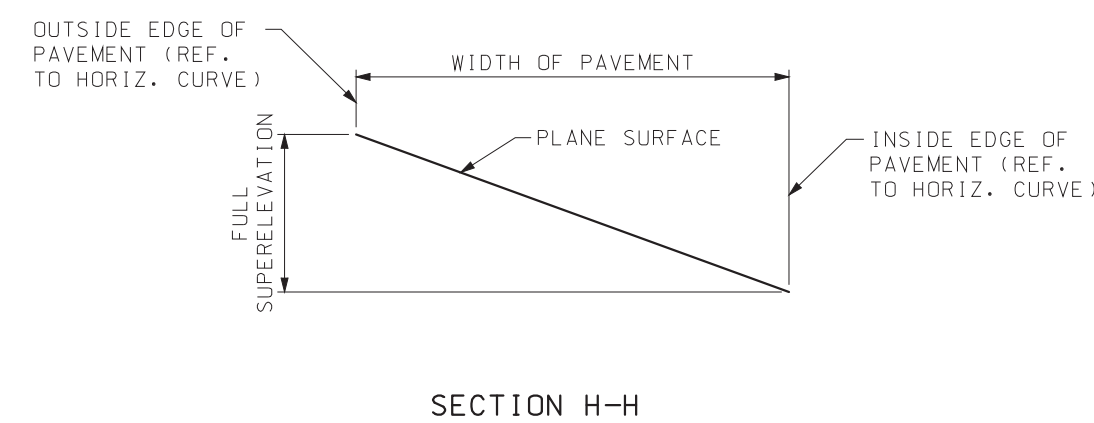
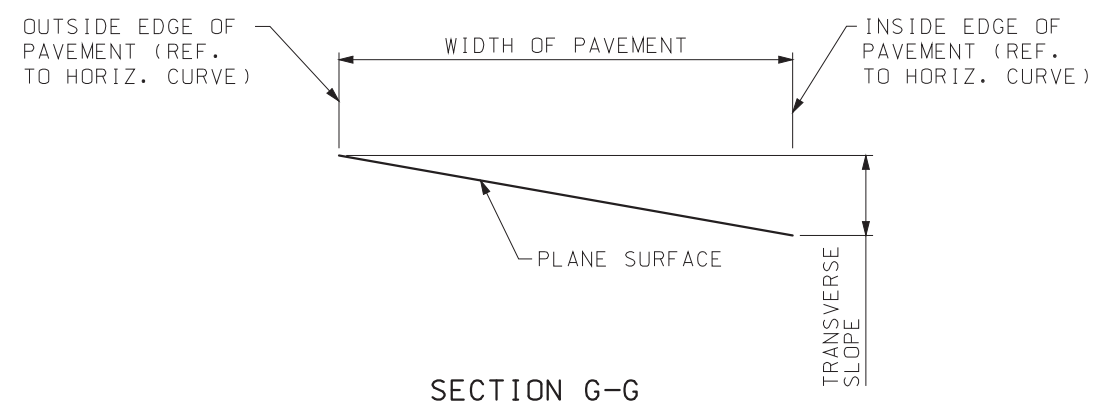
203.20G

SHEET NO.
3 OF 4

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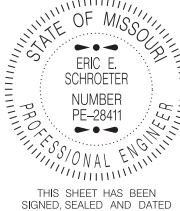
PLAN OF ALIGNMENT FOR CASE NUMBER 3



CASE NUMBER 3

(WHERE TRANSVERSE SLOPE ON TANGENT SECTION IS SAME DIRECTION AS SLOPE OF SUPERELEVATION)
NOTE: PAVEMENT REVOLVED ABOUT ITS OUTSIDE EDGE WITH REFERENCE TO THE HORIZONTAL CURVE WHICH IS BEING APPROACHED.

STRAIGHT LINE METHOD OF ATTAINING SUPERELEVATION

	<p>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</p> <p>105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)</p>
	<p>SUPERELEVATION SPIRALS AND WIDENING UNDIVIDED HIGHWAYS</p>
<p>DATE EFFECTIVE: 07/01/2017 DATE PREPARED: 5/1/2017</p>	<p>203.20G</p>
	<p>SHEET NO. 4 OF 4</p>