

STATE

ND

PROJECT NO.

Project Number

SECTION NO.

30

SHEET NO.

Page

Superpave FAA 45
(Leveling Course)

3" Superpave FAA 45
(Basis of Estimate)

B

C

DETAIL A

DETAIL A

6' 12' 12' 6'

4' 14' 14' 4'

A B C D E F

4:1 4:1

See DETAIL A See DETAIL B

CL 4 Aggregate Shoulder
Area = 1.00 SF

Superpave FAA 45
(Basis of Estimate)

3" Superpave FAA 45
(Leveling Course)

E F

DETAIL B

(right curve shown, section reversed for left curve)

Location	Curve Direction	Left Curve										Right Curve																	
		Superelevation (%)				Total Depth of Superpave FAA 45						Additional Quantities				Superelevation (%)				Total Depth of Superpave FAA 45						Additional Quantities			
		Existing Slope Left	Proposed Slope Right	Left	Right	A (in)	B (in)	C (in)	D (in)	E (in)	F (in)	Tack (gal)	Area (sf)	FAA 45 (ton)	AC* (ton)	Existing Slope Left	Proposed Slope Right	Left	Right	A (in)	B (in)	C (in)	D (in)	E (in)	F (in)	Tack (gal)	Area (sf)	FAA 45 (ton)	AC* (ton)
TS-72' Station 4378+76.74																													
TS Station 4379+48.74																													
SC Station 4384+48.74	Right																												
CS Station 4395+68.20																													
ST Station 4400+68.20																													
ST+72' Station 4401+40.20																													
TS-72' Station 4404+20.89		-2.1	-2.1	-2.1	-2.1	3	3	3	3	3	3	-	-	-	-														
TS Station 4404+92.89		-2.1	0.0	-2.1	0.0	3	3	3	3	3	3	52.8	-	100.0	6.0														
SC Station 4409+92.89	Left	-4.6	+4.6	-5.5	+5.5	6.2	5.8	5.6	4.3	3	3	232.4	5.3992	440.2	26.4														
CS Station 4420+93.52		-4.6	+4.6	-5.5	+5.5	6.2	5.8	5.6	4.3	3	3	52.8	-	100.0	6.0														
ST Station 4425+93.52		-2.1	0.0	-2.1	0.0	3	3	3	3	3	3	-	-	-	-														
ST+72' Station 4426+65.52		-2.1	-2.1	-2.1	-2.1	3	3	3	3	3	3	-	-	-	-														
PC-96' Station 4497+71.11		-2.1	-2.1	-2.1	-2.1	3	3	3	3	3	3	5.0	-	10.6	0.6														
PC-40' Station 4498+27.11		-2.1	-2.1	-2.1	0.0	7.5	6.5	6	3	3	3	7.8	12.4029	19.8	1.2														
PC Station 4498+67.11		-2.1	-2.1	-2.1	+1.4	10.5	8.9	8	3	3	3	4.6	15.5006	12.8	0.8														
PC+19' Station 4498+86.11	Left	-2.1	-2.1	-2.1	+2.1	12	10	9	3	3	3	500.8	17.1535	1,319.8	19.2														
PT-19' Station 4516+88.89		-2.1	-2.1	-2.1	+2.1	12	10	9	3	3	3	4.6	17.1535	12.8	0.8														
PT Station 4517+07.89		-2.1	-2.1	-2.1	+1.4	10.5	8.9	8	3	3	3	7.8	15.5006	19.8	1.2														
PT+40' Station 4517+47.89		-2.1	-2.1	-2.1	0.0	7.5	6.5	6	3	3	3	5.0	12.4029	10.6	0.6														
PT+96' Station 4518+03.89		-2.1	-2.1	-2.1	-2.1	3	3	3	3	3	3	-	-	-	-														
PC-96' Station 5035+36.47																													
PC-40' Station 5035+92.47																													
PC Station 5036+32.47																													
PC+19' Station 5036+51.47	Right																												
PT-19' Station 5046+20.14																													
PT Station 5046+39.14																													
PT+40' Station 5046+79.14																													
PT+96' Station 5047+35.14																													
TOTALS												x,xxx.x		x,xxx.x	xxx.x											x,xxx.x		x,xxx.x	xxx.x

This document is preliminary and not for construction or implementation purposes.

Proposed Curve Superelevation Correction Typical Sections

Project Description

Project Location

Note: Variable "A" represents the high side of both left and right curves and variable "F" represents the low side of both left and right curves.

Note: The "Total Depth of Superpave FAA 45" columns represent the depth of HMA required to correct the superelevation on the curves. The "Additional Quantities" columns represent the HMA required to adjust the superelevation (in addition to the basis of estimate overlay.)

10/10/2017 4:06:02 PM brosin E:\Work\Updated PPG Drawings\Updated PPG Plan Sections\Section 30 - Typical Sections\Superelev Curve Correction\1017 Update\030TP_007_Proposed SE Correction Typical.dgn