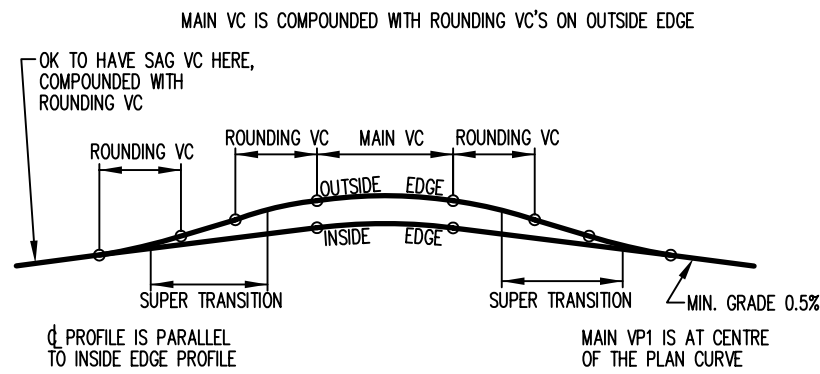
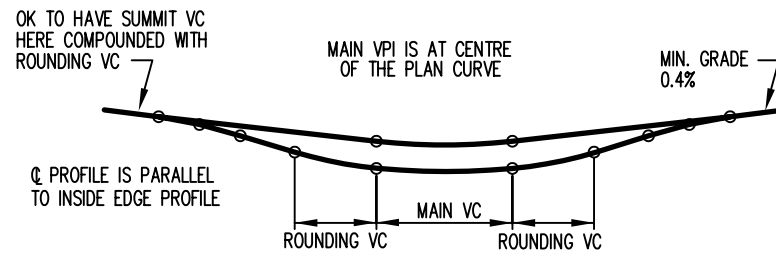


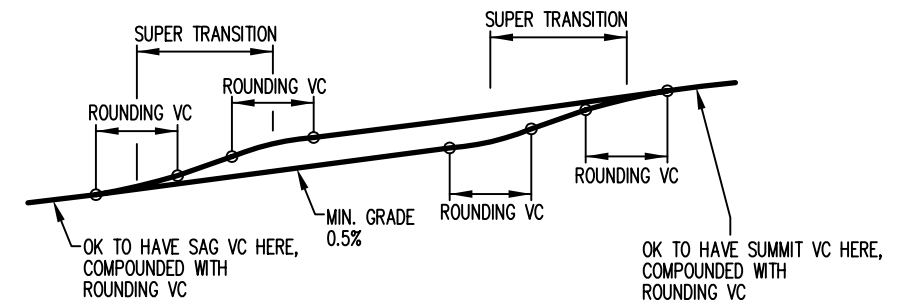
No	REVISION	BY	DATE	AUTH
0.	ISSUED	J.W.T.	8/2001	



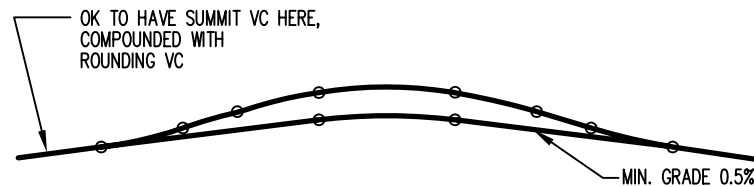
CASE 1 – SUMMIT VC ON FLAT GRADES



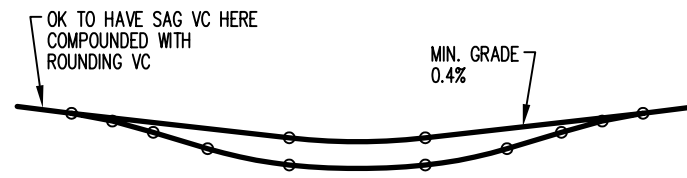
CASE 4 – SAG VC ON FLAT GRADES



CASE 7 – RISING OR FALLING FLAT GRADE

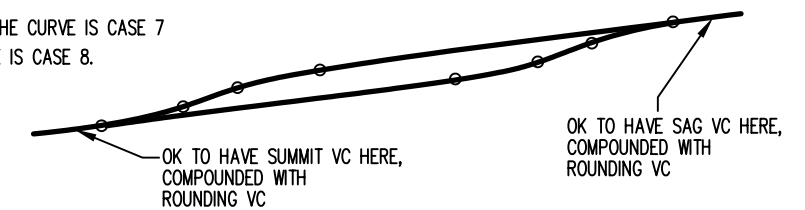


CASE 2 – SUMMIT VC ON STEEPER GRADES



CASE 5 – SAG VC ON STEEPER GRADES

NOTE FOR CASES 7 & 8
 1. OK IF ONE SIDE OF THE CURVE IS CASE 7 AND THE OTHER SIDE IS CASE 8.



CASE 8 – RISING OR FALLING STEEPER GRADE

NOTES FOR CASES 1 & 2

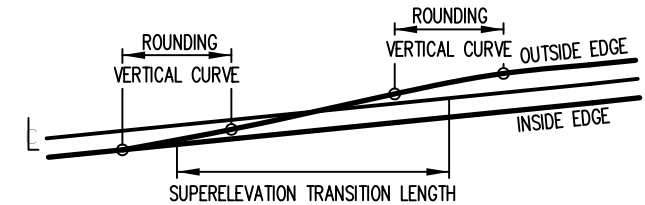
- OK IF ONE SIDE OF THE CURVE IS CASE 1 AND THE OTHER SIDE IS CASE 2.
- IF APPROACH GRADE TO CURVE DOES NOT HAVE A VC, IT MAY BE INTERMEDIATE BETWEEN CASE 1 & CASE 2.

NOTES FOR CASES 4 & 5

- OK IF ONE SIDE OF THE CURVE IS CASE 4, AND THE OTHER SIDE IS CASE 5.
- IF APPROACH GRADE TO CURVE DOES NOT HAVE A VC, IT MAY BE INTERMEDIATE BETWEEN CASE 4 & CASE 5.

SUPERELEVATION TRANSITION – GUIDELINES

THE TYPICAL PROFILE ARRANGEMENTS SHOWN ON THIS DRAWING ARE BASED ON A 4 OR 6 LANE DUAL CARRIAGEWAY WITH PROFILES ON TWO EDGES AND MEDIAN CENTRELINE. SUPERELEVATION IS APPLIED ACROSS THE WHOLE X-SECTION WITH SUPERELEVATION TRANSITION DEVELOPED AS IN THE FOLLOWING DRAWING.



THE RELATIVE GRADE BETWEEN INSIDE AND OUTSIDE EDGES IS COMMONLY OF THE ORDER OF 1% ON URBAN DUAL CARRIAGEWAYS. THIS GIVES A SUPER-ELEVATION TRANSITION LENGTH OF 100m FOR THE 6 LANES SECTION.

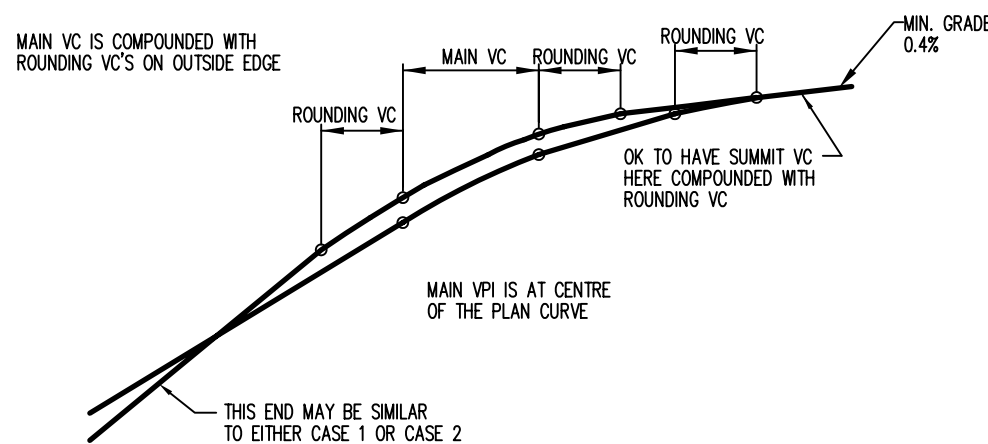
THE ROUNDING VC'S COMMONLY HAVE LENGTHS OF 40 TO 60m.

THE SUPERELEVATION IS MORE OR LESS COINCIDENT WITH THE PLAN TRANSITION.

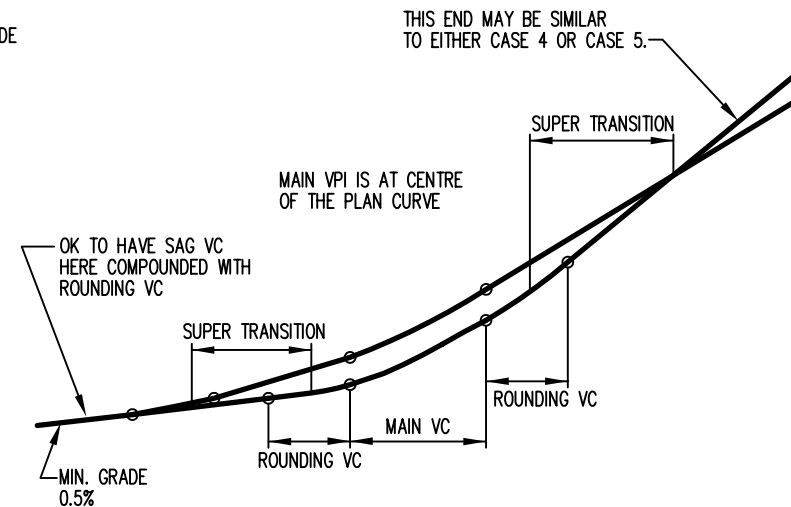
IT MAY BE ADJUSTED IN POSITION SO THAT IT COMES ON ROUNDED 10m CHAINAGE INTERVALS. IF PLAN TRANSITION IS ALREADY FIXED AT A LENGTH SHORTER THAN THE SUPER TRANSITION, THE CENTRES OF THE TWO TRANSITIONS SHOULD BE MATCHED.

GENERAL RULES FOR COORDINATION:

- THE MAIN PROFILE VC'S SHOULD NOT OVERLAP THE ROUNDING VC'S
- A MAIN PROFILE VC MAY BE COMPOUNDED WITH A ROUNDING VC TURNING IN THE SAME DIRECTION
- COMPOUND REVERSE VC'S ARE NOT ALLOWED
- ON A SUPER ELEVATION TRANSITION THE WHOLE PAVEMENT SHALL HAVE A LONGITUDINAL FALL IN ONLY ONE DIRECTION



CASE 3 – RISING OR FALLING GRADE WITH SUMMIT VC



CASE 6 – RISING OR FALLING GRADE WITH SAG VC

* INDICATES SIGNATURES ON ORIGINAL ISSUE OF DRAWING.

DATUM: N/A	GRID: N/A	SURVEYOR: N/A	DESIGNED: C.O.W	APPROVED: * T. QUINN 8/8/2001
SCALE: 1:200	SCALE IN METRES		DRAWN: C.O.W	COORDINATOR
DESIGN ARCHIVE:	DESIGN CHECKED:	DESIGNER	* R. KORENHOF 8/8/2001	MANAGER INFRASTRUCTURE
DRAWING ARCHIVE: *FINAL STANDARD DRAWINGS	STANDARDS/DOCUMENT CONTROL: * J. TRIMMER 8/8/2001	INFRASTRUCTURE TECHNICAL OFFICER	* D. BLAIR 8/8/2001	DIRECTOR TECHNICAL SERVICES

**DISTRICT AND REGIONAL
 DISTRIBUTOR ROADS
 PROFILE COORDINATION
 WITH SUPERELEVATION TRANSITIONS**

LOCALITY STANDARD

**CITY OF WANNEROO
 TECHNICAL SERVICES**



INFRASTRUCTURE SERVICES

FILE No.	DRAWING No	SHEET	REVISION	ORIGINAL DRG.SIZE
	TS 16 - 1 - 0			A3