CONCRETE SHOULDER PLAN
ADJACENT TO 12' LANE

* THE DISTANCE FROM THE CORRUGATION TO THE TRANSVERSE JOINT SHALL BE AT LEAST 6" BUT LESS THAN 12".

CONCRETE SHOULDER PLAN
ADJACENT TO 14' LANE

* THE DISTANCE FROM THE CORRUGATION TO THE TRANSVERSE JOINT SHALL BE AT LEAST 6" BUT LESS THAN 12".

FULL DEPTH SHOULDER PAVEMENT

SECTION A - A

SECTION B - B

FREeway SHOULDera CORRugATIONS
(FOR FREEWAY SHOULDERS PAVED 4 FEET OR GREATER)
SHOULDER CORRUGATIONS AT BRIDGES

FREEWAY SHOULDER CORRUGATIONS

(For Freeway Shoulders Paved 4 Feet or Greater)
TYPICAL NON-FREeway
SHOULDER CORRUGATION INSTALLATION

* LATERAL DEVIATION SHALL NOT EXCEED 1" IN 100'.

NOTE:
ON CONCRETE PAVEMENTS, THE DISTANCE FROM A SHOULDER
CORRUGATION TO A TRANSVERSE JOINT SHALL BE AT LEAST
6" BUT LESS THAN 12".

SHOULDER CORRUGATIONS ON TWO-WAY ROADWAYS

NON-FREeway SHOULDER CORRUGATIONS
(For NON-FREeway SHOULDERS PAVED 6 FEET OR GREATER)
SHOULDER CORRUGATIONS AT INTERSECTIONS

NOTE:

SHOULDER CORRUGATIONS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVES, WHEN DIRECTED BY THE ENGINEER.

SHOULDER CORRUGATIONS AT BRIDGES

NON-FREeway SHOULDER CORRUGATIONS

(For non-freeway shoulders paved 6 feet or greater)
SHOULDER CORRUGATIONS AT INTERSECTIONS

SHOULDER CORRUGATIONS AT RAILROADS

NON-FREeway SHOULDER CORRUGATIONS
(FOR NON-FREeway SHOULDERS PAVED 6 FEET OR GREATER)
TYPICAL NON-FREeways CENTER LINE CORRUGATION INSTALLATION FOR CONCRETE PAVEMENT

*LATERAL DEVIATION SHALL NOT EXCEED 1" IN 100'.

NOTES:

ON CONCRETE PAVEMENTS, THE DISTANCE FROM A CENTER LINE CORRUGATION TO A TRANSVERSE JOINT SHALL BE AT LEAST 6" BUT LESS THAN 12".

ON CONCRETE PAVEMENTS, CORRUGATIONS MAY BE CONSTRUCTED IN TWO PASSES AND THEREFORE NOT BE SYMMETRICAL ACROSS THE CENTER LINE.

TYPICAL NON-FREeways CENTER LINE CORRUGATION INSTALLATION FOR HMA PAVEMENT

*LATERAL DEVIATION SHALL NOT EXCEED 1" IN 100'.

NON-FREeways CENTER LINE CORRUGATIONS

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

SHOULDER AND CENTER LINE CORRUGATIONS

2-21-2018
12-12-2016
R-112-1
F.H.W.A. APPROVAL
PLAN DATE
6 OF 9
CENTER LINE CORRUGATIONS ON TWO-WAY ROADWAYS

CENTER LINE CORRUGATIONS AT INTERSECTIONS

NON-FREEWAY CENTER LINE CORRUGATIONS
CENTER LINE CORRUGATIONS AT DRIVEWAYS

CENTER LINE CORRUGATIONS AT BRIDGES

CENTER LINE CORRUGATIONS AT RAILROADS

NON-FREEWAY CENTER LINE CORRUGATIONS
SHOULDER CORRUGATION CROSS-SECTIONS AND LOCATIONS SHALL BE AS DETAILED ON THIS STANDARD. CORRUGATIONS ON NON-FREeways SHALL BE IN CONCRETE AND HMA SHOULDERS PAVED AT LEAST 6’-0” WIDE WITH A POSTED SPEED OF 55 MPH. CORRUGATIONS CAN BE USED IN OTHER SITUATIONS WHERE THEY HAVE BEEN PREVIOUSLY APPROVED USING CURRENT GUIDELINES.

CORRUGATIONS SHALL NOT BE PLACED OVER A TRANSVERSE SHOULD ER JOINT.

DO NOT WILL SHOULDER OR CENTER LINE CORRUGATIONS THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

NOTES: (NON-FREeway)

SHOULDER CORRUGATION CROSS-SECTIONS AND LOCATIONS SHALL BE AS DETAILED ON THIS STANDARD. CORRUGATIONS ON FREeways SHALL BE IN CONCRETE AND HMA SHOULDERS PAVED 4’-0” OR WIDER OR WHERE THE SHOULDER LIES BETWEEN THE PAVEMENT AND VALLEY GUTTER OR CURB AND GUTTER. CORRUGATIONS WILL NOT BE USED IN FREeway EXIT/ENTRY RAMP SHOULDERS OR WHERE SHOULDERS ARE SEPARATED FROM THE PAVEMENT BY VALLEY GUTTER OR CURB AND GUTTER, EXCEPT FOR LOOP RAMPS. CORRUGATIONS WILL BE USED ON FREeway TO FREeway RAMPS.

CORRUGATIONS SHALL NOT BE PLACED OVER A TRANSVERSE SHOULD ER JOINT.


WITHIN AN URBAN FREeway AREA OR OTHER LIMITED FREeway AREA, SHOULDER CORRUGATIONS MAY BE OFFSET UP TO 12” FROM THE EDGE OF THE TRAFFIC LANE, AS SHOWN IN THE PLANS, OR AS DIRECTED BY THE ENGINEER. IF NEEDED, THE CORRUGATION MAY BE LOCATED ON THE OPPOSITE SIDE OF THE JOINT FOR 14’ LAKES TO MAINTAIN THE MINIMUM OFFSET TO THE JOINT LINE.

NOTES: (FREeway)