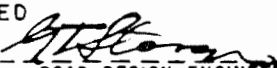
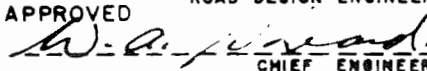


TWO-LANE AND DIVIDED UPGRADES																	DIVIDED DOWNGRADES					
V=DESIGN SPEED	50	60	70	80	90	100	110	120	130	80	90	100	110	120	130							
RFD-V-7.4-03			8	7	6	6	5	4	3	8	8	8	7	6	5							
RAD-V-7.4-03			8	7	6	6	5	4	3	8	8	8	7	6	5							
RAU-V-7.4-03			8	8	7	6	5	4	3													
RAU-V-7.4-02			8	8	8	7	6	5														
RAU-V-10-00			8	8	8	7	7															
RCU-V-10-00			8	8	8	7	7															
RCU-V-8.4-00			10	9	8	8																
RLU-V-VARIABLE			10	9																		
UFD-V-VARIABLE	8	8	8	7	6					8	7											
UAD-V-VARIABLE	8	8	8	7						8												
UAU-V-VARIABLE	10	9	8																			
UAU-V-7.4-03	10	9	8																			
UCD-V-VARIABLE	10	9																				
UCU-V-7.4-2.5	10	9																				
ULU-V-VARIABLE	10																					
DAU-V-8.4-00		10	9	9	8	8																
DCU-V-7.4-00		10	9	9																		
DLU-V-6.8-00		10	10																			

RECOMMENDED  ROAD DESIGN ENGINEER	SASKATCHEWAN DEPARTMENT OF HIGHWAYS	STANDARD PLAN No. 20270
APPROVED  CHIEF ENGINEER	MAXIMUM GRADIENTS	
DATE: DECEMBER 7, 1976		

RECOMMENDED

APPROVED

DATE: DECEMBER 7, 1976

ROAD DESIGN ENGINEER
CHIEF ENGINEER

SASKATCHEWAN DEPARTMENT OF HIGHWAYS

MAXIMUM GRADIENTS

STANDARD
PLAN
No.
20270