

SUPERELEVATION e_d	SUPERELEVATION TABLE (LOW SPEED URBAN STREETS)																					SUPERELEVATION e_d
	$V_d = 15$ mph			$V_d = 20$ mph			$V_d = 25$ mph			$V_d = 30$ mph			$V_d = 35$ mph			$V_d = 40$ mph			$V_d = 45$ mph			
	RADIUS (FT.)	L_r (FT.)		RADIUS (FT.)	L_r (FT.)		RADIUS (FT.)	L_r (FT.)		RADIUS (FT.)	L_r (FT.)		RADIUS (FT.)	L_r (FT.)		RADIUS (FT.)	L_r (FT.)		RADIUS (FT.)	L_r (FT.)		
		$n_f=1$	$n_f=2$		$n_f=1$	$n_f=2$		$n_f=1$	$n_f=2$		$n_f=1$	$n_f=2$		$n_f=1$	$n_f=2$		$n_f=1$	$n_f=2$		$n_f=1$	$n_f=2$	
-2.0 % (NC)	50	31	46	107	32	49	198	34	51	333	36	55	510	39	58	762	41	62	1,039	44	67	-2.0 % (NC)
2.0 % (RC)	44	31	46	92	32	49	165	34	51	273	36	55	408	39	58	593	41	62	794	44	67	2.0 % (RC)
2.2 %	44	34	51	91	36	54	134	38	57	270	40	60	404	43	64	586	46	68	785	49	73	2.2 %
2.4 %	44	37	55	91	39	58	163	41	62	268	44	65	400	46	70	580	50	74	776	53	80	2.4 %
2.6 %	44	40	60	90	42	63	161	45	67	265	47	71	396	50	75	573	54	81	767	58	87	2.6 %
2.8 %	43	43	65	89	45	68	160	48	72	263	51	76	393	54	81	567	58	87	758	62	93	2.8 %
3.0 %	43	46	69	89	49	73	159	51	77	261	55	82	389	58	87	561	62	93	750	67	100	3.0 %
3.2 %	43	49	74	88	52	78	158	55	82	259	58	87	385	62	93	556	66	99	742	71	107	3.2 %
3.4 %	43	52	78	88	55	83	157	58	87	256	62	93	382	66	99	550	70	106	734	76	113	3.4 %
3.6 %	42	55	83	87	58	88	155	62	93	254	65	98	378	70	105	544	74	112	726	80	120	3.6 %
3.8 %	42	58	88	87	62	92	154	65	98	252	69	104	375	74	110	539	79	118	718	84	127	3.8 %
4.0 %	42	62	92	86	65	97	153	69	103	250	73	109	371	77	116	533	83	124	711	89	133	4.0 %
4.2 %	41	65	97	85	68	102	153	72	108	248	76	115	368	81	122	528	87	130	703	93	140	4.2 %
4.4 %	41	68	102	85	71	107	152	75	113	246	80	120	365	85	128	523	91	137	696	98	147	4.4 %
4.6 %	41	71	106	84	75	112	151	79	118	244	84	125	361	89	134	518	95	143	689	102	153	4.6 %
4.8 %	41	74	111	84	78	117	150	82	123	242	87	131	358	93	139	513	99	149	682	107	160	4.8 %
5.0 %	41	77	115	83	81	122	149	86	129	240	91	136	355	97	145	508	103	155	675	111	167	5.0 %
5.2 %	40	80	120	83	84	126	148	89	134	238	95	142	352	101	151	503	108	161	668	116	173	5.2 %
5.4 %	40	83	125	82	88	131	147	93	139	236	98	147	349	105	157	498	112	168	662	120	180	5.4 %
5.6 %	40	86	129	82	91	136	146	96	144	234	102	153	346	108	163	494	116	174	655	124	187	5.6 %
5.8 %	40	89	134	81	94	141	145	99	149	233	105	158	343	112	168	489	120	180	649	129	193	5.8 %
6.0 %	39	92	138	81	97	146	144	103	154	231	109	164	340	116	174	485	124	186	643	133	200	6.0 %

- NOTES - LOW-SPEED URBAN STREETS TABLE
1. THE VALUES LISTED ON THIS TABLE WERE CALCULATED USING DISTRIBUTION METHOD 2.

2. SUPERELEVATION MAY BE OPTIONAL ON LOW-SPEED URBAN STREETS.

3. THE SUPERELEVATION RUNOFF LENGTH (L_r) WAS BASED ON THE NUMBER OF LANES ROTATED. SINGLE LANE ROTATED IS TYPICAL OF 2 LANE HIGHWAYS, AND TWO LANES ROTATED IS TYPICAL OF 4 LANE HIGHWAYS.

4. FOR THE TANGENT RUNOUT LENGTH (L_t), USE THE FORMULA: $\frac{2.0\%(0.01)}{K}$, WHERE K IS $\frac{e_d(0.01)}{L_r(FT)}$.

5. VALUES OF RADIUS AND SUPERELEVATION RUNOFF LENGTHS SHALL NOT BE INTERPOLATED OR ROUNDED UP.