

NEW	REVISIONS				
1-11-90	7-19-94	1-11-01	7-31-07	6-17-08	

ST. LOUIS COUNTY PROJ.	
SHEET NUMBER	TOTAL SHEETS

Table adopted from AASHTO "A Policy on Geometric Design of Highways and Streets," 1990 Edition.

Design Speed		SUPERELEVATION DATA								
Degree of Curve	Radius (ft.)	V=30 M.P.H. or Less			V=40 M.P.H.			V=50 M.P.H.		
		S.E.	2-Lanes L (ft.)	4-Lanes L (ft.)	S.E.	2-Lanes L (ft.)	4-Lanes L (ft.)	S.E.	2-Lanes L (ft.)	4-Lanes L (ft.)
0° 15'	22,918	NC	0	0	NC	0	0	NC	0	0
0° 30'	11,459	NC	0	0	NC	0	0	NC	0	0
0° 45'	7,639	NC	0	0	NC	0	0	NC	150	225
1° 00'	5,730	NC	0	0	NC	125	190	.020	150	225
1° 30'	3,820	NC	100	150	.020	125	190	.024	150	225
2° 00'	2,865	NC	100	150	.022	125	190	.027	150	225
2° 30'	2,292	.020	100	150	.025	125	190	.030	150	225
3° 00'	1,910	.020	100	150	.027	125	190	.033	150	225
3° 30'	1,637	.022	100	150	.028	125	190	.035	150	225
4° 00'	1,432	.024	100	150	.030	125	190	.037	150	225
5° 00'	1,146	.026	100	150	.033	125	190	.039	150	225
6° 00'	955	.028	100	150	.035	125	190	.040	150	225
7° 00'	819	.030	100	150	.037	125	190			
8° 00'	716	.031	100	150	.039	125	190			
9° 00'	637	.033	100	150	.040	125	190			
10° 00'	573	.034	100	150	.040	125	190			
11° 00'	521	.035	100	150						
12° 00'	477	.036	100	150						
13° 00'	441	.037	100	150						
14° 00'	409	.038	100	150						
16° 00'	358	.039	100	150						
18° 00'	318	.040	100	150						
19° 00'	302	.040	100	150						

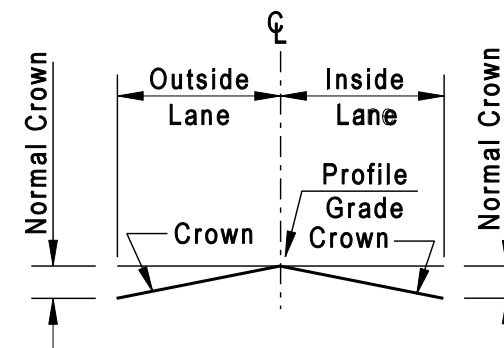
D (max.) = 6° 00'

D (max.) = 10° 00'

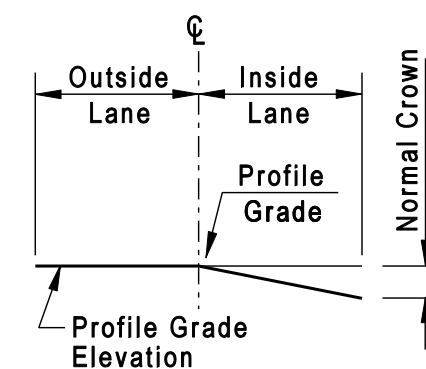
D (max.) = 19° 00'

**LEGEND**

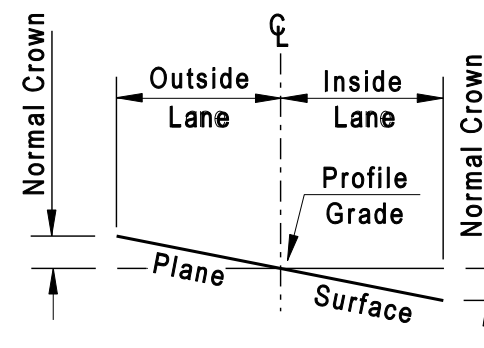
- V = Assumed Design Speed
- S.E. = Rate of Superelevation
- L = Length of S.E. Transition
- NC = Normal Crown (0.02 ft./ft.)



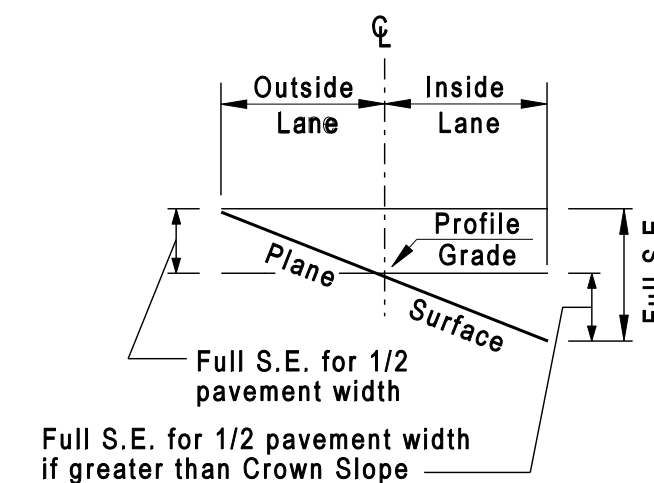
**SECTION A-A**



**SECTION B-B**



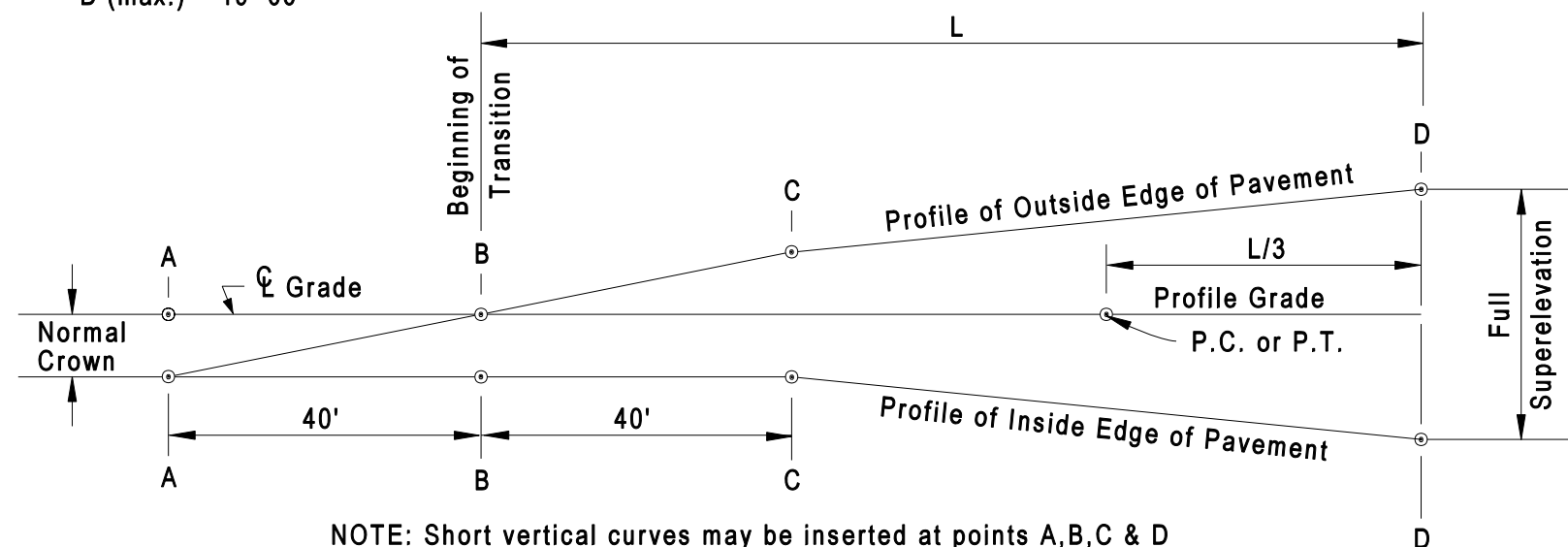
**SECTION C-C**



**SECTION D-D**

**NOTES**

- 1) For superelevation design information, use AASHTO "A Policy on Geometric Design of Highways and Streets", 2004 Edition.
- 2) Lengths rounded in multiples of 25 feet or 50 feet permit simpler calculations.
- 3) The L (feet) for 3 lane roadway is 1.2 times the corresponding length for 2 lane roadway, and the L (feet) for 5 lane roadway is 1.7 times the corresponding length for 2 lane roadway.
- 4) Spirals seldom used above heavy Line.



NOTE: Short vertical curves may be inserted at points A, B, C & D by visual adjustments of stakes or forms in the field.

SAINT LOUIS COUNTY  
DEPARTMENT OF HIGHWAYS AND TRAFFIC  
CLAYTON, MISSOURI

**SUPERELEVATION  
(STRAIGHT LINE METHOD)**

REVISION DATE: June 17, 2008

DRAWING  
C203.20