

TABLE 7.4.62 Minimum Centerline Radius for a Normal Road*

Design Speed (MPH)	Radius (ft.)
15	50
20	107*
25	198*
30	333
35	510
40	762
45	1039

* A local residential street with 90° or near 90° turns may be designed with a minimum centerline radius of 75 with the approval of the Traffic Engineer.

Section 7-4(l)(3) Superelevation

The use of superelevation (i.e. outside edge of pavement higher than inside edge) should be limited in an urban setting due to the lower speeds of the roadways. Superelevation shall not be used on local streets. Refer to the current [AASHTO Green Book](#) for guidance on superelevation rates.

The use of superelevation requires the careful design of transitions leading to/from normal crown sections to and from superelevated sections. Designs involving such transitions should show sufficient detail to demonstrate that drainage is being accommodated (i.e. no low points) and to provide sufficient information for adequate construction staking to ensure the desired result. Vertical profile lines for all curblines as well as detailed superelevation run-out plans shall be provided for superelevation design. See [FIGURE 7.4.91](#) for a visual representation of a superelevation runout plan.

FIGURE 7.4.91 Example Superelevation Runout Plan

