

Design Speed, <i>V</i> (km/h)	Curve Radius, <i>R</i> (m)		
	[See Figure 43-3C]	Remove (Adverse) Crown *	Normal Crown
30	< 22	$22 \leq R < 25$	≥ 25
40	< 47	$47 \leq R < 55$	≥ 55
50	< 86	$86 \leq R < 98$	≥ 98
60	< 142	$142 \leq R < 167$	≥ 167
70	< 204	$204 \leq R < 258$	≥ 258

* The shaded area in Figure 43-4C reflects these radius ranges. In one of these ranges, it is desirable to remove the crown and superelevate the roadway at a uniform cross slope, *e*, of +0.02. However, it is acceptable to superelevate at the theoretical rate from Figure 43-3C, if consistent with field conditions.

Note: The limit for normal crown is based on a theoretical superelevation rate, *e*, of -0.02. The upper limit for remove (adverse) crown is based on a theoretical superelevation rate, *e*, of +0.02. The radius is calculated from the formula as follows:

$$R = \frac{V^2}{127(e + f)}$$

**RADIUS FOR NORMAL-CROWN SECTION
AND REMOVE (ADVERSE)-CROWN SECTION
(Low-Speed Urban Street)**

Figure 43-3D