Table 4-5: Superelevation Runoff Length for Design Superelevation and Design Speed (e_{max} = 6%), 1 Lane Rotated, in Feet

e (%)	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	V_d = 50 mph	V_d = 55 mph	V_d = 60 mph	V_d = 65 mph	V_d = 70 mph	V_d = 75 mph
1.5	23	24	26	27	29	31	33	36	38	40	42	45	47
2.0	31	32	34	36	39	41	44	48	51	53	56	60	63
2.2	34	36	38	40	43	46	49	53	56	59	61	66	69
2.4	37	39	41	44	46	50	53	58	61	64	67	72	76
2.6	40	42	45	47	50	54	58	62	66	69	73	78	82
2.8	43	45	48	51	54	58	62	67	71	75	78	84	88
3.0	46	49	51	55	58	62	67	72	77	80	84	90	95
3.2	49	52	55	58	62	66	71	77	82	85	89	96	101
3.4	52	55	58	62	66	70	76	82	87	91	95	102	107
3.6	55	58	62	65	70	74	80	86	92	96	100	108	114
3.8	58	62	65	69	74	79	84	91	97	101	106	114	120
4.0	62	65	69	73	77	83	89	96	102	107	112	120	126
4.2	65	68	72	76	81	87	93	101	107	112	117	126	133
4.4	68	71	75	80	85	91	98	106	112	117	123	132	139
4.6	71	75	79	84	89	95	102	110	117	123	128	138	145
4.8	74	78	82	87	93	99	107	115	123	128	134	144	152
5.0	77	81	86	91	97	103	111	120	128	133	140	150	158
5.2	80	84	89	95	101	108	116	125	133	139	145	156	164
5.4	83	88	93	98	105	112	120	130	138	144	151	162	171
5.6	86	91	96	102	108	116	124	134	143	149	156	168	177
5.8	89	94	99	105	112	120	129	139	148	155	162	174	183
6.0	92	97	103	109	116	124	133	144	153	160	167	180	189

Note: 1 lane rotated is typical for 2-lane highway.

Source: A Policy on Geometric Design of Highways and Streets, AASHTO, 2018. Chapter 3 Elements of Design, Table 3-16a