South Carolina
Department of Transportation

February 12, 1999

INSTRUCTIONAL BULLETIN NO. 99-2

SUBJECT: Superelevation
EFFECTIVE DATE: February 18, 1999
SUPERSEDES: None
RE: Standard Drawing No. 100-6 – Superelevation

When roadways have a design speed less than 50 mph, Standard Drawing No. 100-6 recommends a maximum superelevation rate of 0.06 foot per foot. This rate is preferred; however, there are conditions that warrant an 0.08 foot per foot maximum superelevation. Generally, on rural secondary roadways the design speed will be 45 mph, but the superelevation rate of 0.08 foot per foot is more desirable that the 0.06 foot per foot that is shown on our standard drawing.

Although the preferred superelevation is shown on the standard drawing, the standard will be revised by adding the note shown below in order to allow the use of all acceptable superelevation rates with the specified design speed. The 0.10 and 0.12 tables will not be used.

Note: The Design Speed and Rates shown on this standard are preferred. They may be varied but must conform to AASHTO publication "Geometric Design of Highways and Streets"

Approved: _____

E. S. Eargle
Road Design Engineer

ESE:adf

cc:
Federal Proj. Dev. Engr. Pratt
"C" Proj. Dev. Engr. Kneece

bc:
Road Design

Post Office Box 191
Columbia, South Carolina 29202-0191

Phone: (803) 737- 2314
TTY: (803) 737- 3870

January 8, 1999

The Road Design Committee met January 7, 1999 at 9 AM in Mr. Eargle's Office. Attending were Bob Wicker, Jim Frick, Ray Amick, Hartwell Merchant, and Edward Livingston. Bob Wicker provided doughnuts. The purpose of the meeting was to discuss the Superelevation Standard and more specifically, the use of the .08 table on secondary roads with a design speed of less than 50 miles per hour. The decision was made to leave the standard as is but add a note that allows the use of the .08 table as allowed by AASTO Policy on Geometric Design of Highways and Streets. The note will read as follows.

The Design Speeds and Rates shown on this standard are preferred. They may be varied but must conform to AASHTO publication "Geometric Design of Highways and Streets"

Submitted By
T.E. Livingston