ODOT L&D VOL. 1 - FIGURES 202-7E, 202	2-8E, 202-9E, F	IGURE 202-10	E, FIGURE 301-5B AND FIGURE 301-5C	
SIMPLE CURVE CONFIGURATION				
Designer name:	ALR			
Curve name:	R 90 EB CURVE	1	CLEAR SHEET	
What e <sub>max</sub> table would you like to use?	0.060 MAX			
V =	60	mph	(design speed, mph)	
Dc =	1.00		(degree of curve of alignment)	
Radius =	5,729.58	feet	(radius of curve of alingment)	
e <sub>d</sub> =	= 0.027		(design superelevation rate)	
normal crown (e <sub>NC</sub> ) =	0.016			
	left	Is the curve t	o the left or right (in the direction of stationing)?	
	right	Will the depe	ndent geopak shapes be to the left or right of the baseline?	
Curve widening NOT required for WB-50.	0.000	feet of paven	nent widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig.	301-5b)
Curve widening NOT required for WB-62.	0.000	feet of paven	nent widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig.	301-5c)
	yes	Divided road	way?	
	1.60%	From what cr	oss slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)	
Width of rotating payement @ PC =	24	feet	(do not include curve widening, dore areas or entrance and exit lanes)	
Design speed of PC transition =	60		(as not include out o indening, gold aload of onitatios and onit lands)	
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	0.45		(maximum relative gradient)	
G =	222		(maximum relative slope)	
L(r) =	143.8560	feet	(Superelevation Runoff Length to flat)	
L(t) =	85.2480	feet	(Tangent Runout Length)	
P.T. ROTATION DATA				
	1.60%	To what cros	s slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)	
Width of rotating pavement @ PI =	24	feet	(do not include curve widening, gore areas or entrance and exit lanes)	r
Design speed of P1 transition =	<b>6</b> 0		(adjustment factor for number of lange rotated)	
D(W) = %	0.45		(aujustment factor for humber of lanes folated)	
<i>78</i> –	0.40		(maximum relative gradient)	
G =	142 9560	foot	(maximum relative slope) (Supercleviation Runoff Longth to flot)	
L(t) = 1	85.2480	feet	(Tangent Runout Length)	
-(-)-	0012100	1001	(rangon ranoa zonga)	
P.C. Station	247+95.6500		Percent of super to achieve at P.C.? 66.67%	
Is there a spiral for this curve?	no	l	s the roadway rotating past flat at the P.C. transition? yes	
PT Station	254+35 2600		Percent of super to achieve at P T 2 50 26%	
Is there a spiral for this curve?	104733.2000 no	1	s the roadway rotating past flat at the P T transition?	
			o the reading patient at the rate transition yes	



SIMPLE CURVE CONFIGURATION							
Curve name:	90 EB CURVE	2			CLEAR S	неет	
What $e_{max}$ table would you like to use?	0.060 MAX				OLLAN		
V =	60	mph	(design speed, r	nph)			
Dc =	0.55	ieet	(degree of curve	e of alignment)			
e <sub>d</sub> =	0.016		(design superele	evation rate)			
normal crown (e <sub>NC</sub> ) =	0.016						
	left	Is the curve to	the left or right (i	n the direction of	stationing)?		
CHECK CURVE WIDENING BY HAND	right	Will the depen	dent geopak sha	pes be to the lef	t or right of the bas	eline? o vebicle: 1 & [	Fig. 301-5b)
CHECK CURVE WIDENING BY HAND.	#N/A	feet of paveme	ent widening per l	ane (for 12' lane	and WB-62 design	n vehicle; L&	D Fig. 301-5c)
	yes	Divided roadw	ay?				
		From what cro	ss slope is the ro	adway being rota	ated? (i.e. 1.6% for	NC, etc.)	
Width of rotating pavement @ PC =		feet	(do not include d	curve widening, g	gore areas or entra	nce and exit I	anes)
Design speed of PC transition =	1		(adjustment fact	or for number of	lanes rotated)		
%=	#N/A		(maximum relati	ve gradient)	lanes rotated)		
G =	#N/A		maximum relati	ve slope)			
L(r) =	#N/A	feet	(Superelevation	Runoff Length t	o flat)		
L(t) =	#N/A	feet	(Tangent Runou	it Length)			
P.T. ROTATION DATA							
		To what cross	slope is the road	way being rotate	d? (i.e. 1.6% for N	C, etc.)	)
vulutin or rotating pavement @ PT = Design speed of PT transition -		reet	(do not include d	curve widening, g	gore areas or entra	nce and exit I	anes)
b(w) =	1		(adjustment fact	or for number of	lanes rotated)		
% =	#N/A		(maximum relati	ve gradient)			
G =	#N/A	foot	(maximum relati	ve slope)	o flot)		
L(r) = L(t) = L(t)	#N/A #N/A	feet	(Superelevation (Tangent Runou	t Lenath)	o fiat)		
			(	3,			
P.C. Station			D	orcont of supor t	o ophique at P.C.2		
Is there a spiral for this curve?	no	Is	the roadway rota	ting past flat at t	he P.C. transition?	yes	
				51			
P.T. Station							
			P	ercent of super t	o achieve at P.T.?		
Is there a spiral for this curve?	no	Is	P the roadway rota	ercent of super t ting past flat at t	o achieve at P.T.? he P.T. transition?	yes	
Is there a spiral for this curve?	no Station	ls Super Rate	P the roadway rota	ercent of super t ting past flat at t Curve Informat	o achieve at P.T.? he P.T. transition? <b>ion</b> Full super length =	yes #N/A	
Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from =	no Station #VALUE!	Is Super Rate 0.000	P the roadway rota	ercent of super t ting past flat at t Curve Informat	io achieve at P.T.? he P.T. transition? ion Full super length = Slope at PC =	yes #N/A #N/A	
Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from =	no Station #VALUE!	Is Super Rate 0.000	P the roadway rota	ercent of super t ting past flat at t Curve Informat	ion Full super length = Slope at PC = P.C. L(r) =	<b>yes</b> #N/A #N/A #N/A	
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown =	no Station #VALUE! #N/A	Is Super Rate 0.000 0.016	P	ercent of super t ting past flat at t Curve Informat G-1	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) =	yes #N/A #N/A #N/A #VALUE!	
Is there a spiral for this curve?  P.C. SUPER INFORMATION  cross slope rotating from =  reverse crown = full super =	no Station #VALUE! #N/A #N/A	Super Rate 0.000 0.016 0.016	P	ercent of super t ting past flat at t Curve Informat G-1 G-1	ion Foul super length = Slope at PC = P.C. L(r) = Palue of P.C. L(r) = Palue of P.C. L(t) =	yes #N/A #N/A #N/A #VALUE! #VALUE!	
Is there a spiral for this curve?  P.C. SUPER INFORMATION  cross slope rotating from =  reverse crown = full super =  P.T. SUPER INFORMATION	no Station #VALUE! #N/A #N/A	Is Super Rate 0.000 0.016 0.016	P	ercent of super t ting past flat at t Curve Informat G-1	ion Four Standard St	#N/A #N/A #N/A #N/A #VALUE! #N/A #VALUE! #N/A	
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION	no Station #VALUE! #N/A #N/A	Is Super Rate 0.000 0.016 0.016 Super Rate	P	ercent of super t ting past flat at t Curve Informat G-1 G-1	ion Four Standard St	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super =	no Station #VALUE! #N/A #N/A Station #N/A	Is Super Rate 0.000 0.016 0.016 Super Rate 0.016	P	ercent of super t ting past flat at t Curve Informat G-1 G-1	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	
Is there a spiral for this curve?  P.C. SUPER INFORMATION  Cross slope rotating from =  reverse crown = full super =  P.T. SUPER INFORMATION  full super = reverse crown =	no Station #VALUE! #N/A #N/A Station #N/A #N/A	Is Super Rate 0.000 0.016 0.016 Super Rate 0.016 0.016	P	ercent of super t ting past flat at t Curve Informat G-1 G-1 G-2	to achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(t) = P.T	<pre>#N/A #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!</pre>	times design speed
Is there a spiral for this curve?  P.C. SUPER INFORMATION  Cross slope rotating from =  reverse crown = full super =  P.T. SUPER INFORMATION  full super = reverse crown =	no Station #VALUE! #N/A #N/A Station #N/A #N/A	Is Super Rate 0.000 0.016 0.016 Super Rate 0.016 0.016	P	ercent of super t ting past flat at t Curve Informat G-1 G-1 G-1	o achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = value of P.T. L(r) = Curve length time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spec seconds
Is there a spiral for this curve?  P.C. SUPER INFORMATION  Cross slope rotating from =  reverse crown = full super =  P.T. SUPER INFORMATION  full super = reverse crown = cross slope rotating to =	no Station #VALUE! #N/A #N/A Station #N/A #N/A #V/ALUE!	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000	P	ercent of super t ting past flat at t Curve Informat G-1 G-1 G-1	o achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(t) = value of P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds
Is there a spiral for this curve?  P.C. SUPER INFORMATION  Cross slope rotating from =  reverse crown = full super =  P.T. SUPER INFORMATION  full super = reverse crown =  cross slope rotating to =  SHOULDER INFORMATION FOR CLIRVE	no Station #VALUE! #N/A Station #N/A #N/A #V/ALUE!	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.010 0.000 0.010 0.000 0.010 0.000 0.010 0.000	P	ercent of super t ting past flat at t Curve Informat G-1 G-1 G-1	o achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(t) = Value of P.T. L(t) = Curve length is time at full super =	<pre>#N/A #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A</pre>	times design spee seconds
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	no Station #VALUE! #N/A Station #N/A #N/A #VALUE!	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-1 G-1 G-1	ion achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(t) = Value of P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline	times design spee seconds
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	no Station #VALUE! #N/A #N/A #N/A #N/A #V/A #VALUE! Station	Is Super Rate 0.000 0.016 0.016 Super Rate 0.016 0.000 0.016 0.016 0.016 0.0000 0.000 0.000 0.000 0.000 0.000 0.000	P the roadway rota Left Shoulder Super Rate	Curve Informat G G G	ion achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(r) = Value of P.C. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(r) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spec seconds Right Shoulder Super Rate
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	no Station #VALUE! #N/A #N/A #N/A #N/A #VALUE! Station	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G G G	ion achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(r) = Value of P.C. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(r) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = Cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	no Station #VALUE! #N/A #N/A #N/A #N/A #VALUE! Station	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G G G	ion achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(r) = Value of P.C. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spec seconds Right Shoulder Super Rate
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	no Station #VALUE! #N/A #N/A #N/A #N/A #VALUE! Station	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G-1 G-1 G-1	ion Full super length = Slope at PC = P.C. L(T) = P.C. L(T) = P.C. L(T) = P.C. L(T) = P.C. L(T) = Value of P.C. L(T) = P.T. L(T) = Value of P.T. L(T) = Value of P.T. L(T) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = Cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	no #VALUE! #N/A #N/A #N/A #N/A #VALUE! Station	Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G1 G1 G-1	ion Full super length = Slope at PC = P.C. L(T) = P.C. L(T) = P.C. L(T) = P.C. L(T) = P.T. L(T) = Value of P.T. L(T) = P.T. L(T) = Value of P.T. L(T) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	no #VALUE! #N/A #N/A #N/A #N/A #VALUE! Station	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.010 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G1 G1 G	ion Full super length = Slope at PC = P.C. L(T) = P.C. L(T) = P.C. L(T) = P.C. L(T) = P.C. L(T) = Value of P.C. L(T) = P.T. L(T) = Value of P.T. L(T) = P.T. L(T) = Value of P.T. L(T) = Value of P.T. L(T) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = Cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no #VALUE! #N/A #N/A #N/A #N/A #VALUE! Station	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.010 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G G G C	ion Full super length = Slope at PC = P.C. L(T) = P.C. L(T) = P.C. L(T) = P.C. L(T) = P.T. L(T) = Value of P.C. L(T) = P.T. L(T) = Value of P.T. L(T) = P.T. L(T) = Value of P.T.	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
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Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = Cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no  Station #VALUE!  #N/A #N/A  Station #VALUE!  Station Station	Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G-1 G-1 G-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C	ion Full super length = Slope at PC = P.C. L(T) = P.C. L(T) = P.C. L(T) = P.T. L(T) = Value of P.C. L(T) = P.T. L(T) = P.T. L(T) = Value of P.T. L(T) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = Cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no  Station #VALUE!  #N/A #N/A  Station #VALUE!  Station Station	Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G-N G-N G-N G-S G-S G-S G-S G-S G-S G-S G-S G-S G-S	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.T. L(r) = Value of P.C. L(r) = P.T. L(r) = Value of P.T. L(r) = Value of P.T. L(r) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Booo #N/A Mainline Super Rate	times design spec seconds Right Shoulder Super Rate
Is there a spiral for this curve?  P.C. SUPER INFORMATION  Cross slope rotating from =  reverse crown =  full super =  P.T. SUPER INFORMATION  full super =  cross slope rotating to =  SHOULDER INFORMATION FOR CURVE  P.C. part of curve  P.T. part of curve  STATION INFORMATION	no  Station #VALUE!  #N/A #N/A  Station #VALUE!  Station Station	Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G-N G-N G-N G-S G-S G-S G-S G-S G-S G-S G-S G-S G-S	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(r) = Value of P.C. L(r) = P.T. L(r) = Value of P.T. L(r) = Value of P.T. L(r) = Value of P.T. L(r) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! B #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spec seconds Right Shoulder Super Rate
Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = Cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no  Station #VALUE!  #N/A #N/A  Station #VALUE!  Station Station	Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G-N G-N G-N G-S G-S G-S G-S G-S G-S G-S G-S G-S G-S	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spee seconds Right Shoulder Super Rate
Is there a spiral for this curve?  P.C. SUPER INFORMATION  Cross slope rotating from =  reverse crown = full super =  P.T. SUPER INFORMATION  full super = cross slope rotating to =  SHOULDER INFORMATION FOR CURVE  P.C. part of curve  P.T. part of curve  STATION INFORMATION  CROSS SLOPE INFORMATION	no  Station #VALUE!  #N/A #N/A #N/A #VALUE!  Station Station	Super Rate 0.000 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G-1 G-1 G-1 G-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! BOOO #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
Is there a spiral for this curve?  P.C. SUPER INFORMATION  Cross slope rotating from =  reverse crown =  full super =  P.T. SUPER INFORMATION  full super =  cross slope rotating to =  SHOULDER INFORMATION FOR CURVE  P.C. part of curve  P.T. part of curve  STATION INFORMATION  CROSS SLOPE INFORMATION	no  Station #VALUE!  NVA  NVA  Station #VALUE!  Station  Station	Super Rate 0.000 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G-\ G-\ G-\ G-\ C-\ C-\ C-\ C-\ C-\	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.000 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
Is there a spiral for this curve?  P.C. SUPER INFORMATION  Cross slope rotating from =  reverse crown =  full super =  P.T. SUPER INFORMATION  full super =  cross slope rotating to =  SHOULDER INFORMATION FOR CURVE  P.C. part of curve  P.T. part of curve  STATION INFORMATION  CROSS SLOPE INFORMATION	no  Station  VALUE!  N/A  N/A  N/A  VALUE!  Station  Station  Station	Super Rate 0.000 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	ercent of super t ting past flat at t G-A G-A G-A G-A G-A G-A G-A G-A G-A G-A	ion achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(r) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
Is there a spiral for this curve?  P.C. SUPER INFORMATION  Cross slope rotating from =  reverse crown = full super =  P.T. SUPER INFORMATION  full super = cross slope rotating to =  SHOULDER INFORMATION FOR CURVE  P.C. part of curve  P.T. part of curve  STATION INFORMATION  CROSS SLOPE INFORMATION	no Station WALUE! WNA WNA WNA WNA WNA Station Station Station Station	Super Rate 0.000 0.016 0.016 0.016 0.016 0.010 0.000 Mainline Super Rate	P the roadway rota	Curve Informat G-1 G-1 G-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C	ion achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = Value of P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate

SIMPLE CURVE CONFIGURATION			
Designer name:	ALR		
Curve name:	R 90 EB CURVE	3	CLEAR SHEET
What emax table would you like to use?	0.060 MAX		
V =	60	mph	(design speed, mph)
Dc =	4.08		(degree of curve of alignment)
Radius =	1,403.16	feet	(radius of curve of alingment)
e <sub>d</sub> :	= 0.060		(design superelevation rate)
normal crown (e <sub>NC</sub> ) =	0.016		
	right	Is the curve to	the left or right (in the direction of stationing)?
	right	Will the deper	ident geopak shapes be to the left or right of the baseline?
Curve widening NOT required for WB-50.	0.792	feet of pavem	ent widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5
Curve widening required for WB-62.	1.042	feet of pavem	ent widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5
	yes	Divided roadw	ay?
C. ROTATION DATA			
	1.60%	From what cro	ss slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PC =	24	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PC transition =	60		,
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.45		(maximum relative gradient)
G =	222		(maximum relative slope)
L(r) =	319.6800	feet	(Superelevation Runoff Length to flat)
L(t) =	85.2480	feet	(Tangent Runout Length)
T. ROTATION DATA	1.000/	<b>T</b> 1 1	
	1.60%	To what cross	slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PT =	24	reet	(do not include curve widening, gore areas or entrance and exit lanes)
besign speed of PT transition =	1		(adjustment factor for number of lanes rotated)
D(W) =	0.45		(maximum relative gradient)
70 <b>-</b>	0.40		
G =	222	faat	(Maximum relative slope)
L(1) =	85 2480	feet	(Tangent Runout Length)
L() -	03.2400	1001	(rangent runou Lengin)
P.C. Station	273+59.0300		
Is there a spiral for this curve?	ves	ls	the roadway rotating past flat at the P.C. transition? ves
What is the length of the spiral?	375.00'		Spiral G-value and corresponding design speed: 260; 70-mph
Do you want the tangent runout length	n recalculated to	match the g-va	lue of the spiral? yes New L(t) = 99.8400
P.T. Station	285+82 0900		
Is there a spiral for this curve?	Ves	Is	the roadway rotating past flat at the P T transition? ves
What is the length of the spiral?	375.00'	13	Spiral G-value and corresponding design speed: 260: 70-mph
Do you want the tangent runout length	n recalculated to	match the g-va	spiral o rade and corresponding design speed $200$ , rompinely use of the spiral? <b>ves</b> New L(t) = <b>99.8400</b>
,			
P.C. SUPER INFORMATION			Curve Information
	Station	Super Rate	Full super length = 1223.06 ft.
normal crown =	268+84.1900	0.016	Slope at PC = -0.0600
			P.C. Spiral Length = 375.00
flat =	269+84.0300	0.000	G-value of P.C. Spiral = 260
			P.C. L(t) = 99.84
full super =	273+59.0300	-0.060	G-value of P.C. $L(t) = 260$
			Slope at PT = -0.0600
.T. SUPER INFORMATION	<b>0</b> , 1		P.T. Spiral Length = 375.00
	Station	Super Rate	G-value of P. I. Spiral = 260

 full super =
 285+82.0900
 -0.060

 flat =
 289+57.0900
 0.000

 normal crown =
 290+56.9300
 0.016

# Stope at P1 = -0.0000 P.T. Spiral Length = 375.00 G-value of P.T. Spiral = 260 P.T. L(t) = 99.84 G-value of P.T. L(t) = 260 Curve length is 20.38 times design spee time at full super = 13.90 seconds

SHOULDER	INFORMATION FOR CURVE	

		Mainline	Left Shoulder		Mainline	Right Shoulder
	Station	Super Rate	Super Rate	Station	Super Rate	Super Rate
P.C. part of curve	271+71.5300	-0.0300	-0.0400	272+34.0300	-0.0400	-0.0400
	273+59.0300	-0.0600	-0.0100	273+59.0300	-0.0600	-0.0600
P.T. part of curve	285+82.0900	-0.0600	-0.0100	285+82.0900	-0.0600	-0.0600
	287+69.5900	-0.0300	-0.0400	287+07.0900	-0.0400	-0.0400

STATION INFORMATION

Station

Station Super Rate

% of e(d) L Achieved

Left Shoulder Right Shoulder Super Rate Super Rate

CROSS SLOPE INFORMATION

Super Rate -0.0160

 Station in
 Station in P.T.

 P.C. Area
 Area

 270+84.1226
 288+56.9974

ODOT L&D VOL. 1 - FIGURES 202-7E, 202	2-8E, 202-9E, F	IGURE 202-10	DE, FIGURE 301-5B AND FIGURE 301-5C	
SIMPLE CURVE CONFIGURATION				
Designer name:	ALR			
Curve name:	8 90 WB CURVE	1		IEET
What e <sub>max</sub> table would you like to use?	0.060 MAX			
V =	60	mph	(design speed, mph)	
Dc =	1.00		(degree of curve of alignment)	
Radius =	5,729.58	feet	(radius of curve of alingment)	
e <sub>d</sub> =	= 0.027		(design superelevation rate)	
normal crown (e <sub>NC</sub> ) =	0.016			
	left	Is the curve	to the left or right (in the direction of stationing)?	
	right	Will the dep	endent geopak shapes be to the left or right of the basel	ine?
Curve widening NOT required for WB-50.	0.000	feet of pave	ment widening per lane (for 12' lane and WB-50 design	vehicle; L&D Fig. 301-5b
Curve widening NOT required for WB-62.	0.000	feet of pave	ment widening per lane (for 12' lane and WB-62 design	vehicle; L&D Fig. 301-5c)
	yes	Divided road	iway?	
			_	
P.C. ROTATION DATA		-		
	1.60%	From what c	ross slope is the roadway being rotated? (i.e. 1.6% for N	IC, etc.)
Width of rotating pavement @ PC =	24	feet	(do not include curve widening, gore areas or entrand	ce and exit lanes)
Design speed of PC transition =	60			
D(W) =	1		(adjustment factor for number of lanes rotated)	
% =	0.45		(maximum relative gradient)	
(r) =	1/3 8560	feet	(Superalevation Runoff Length to flat)	
L(I) =	95 2490	feet	(Superelevation Runon Length)	
L(i) =	05.2400	leel	(Tangent Runout Lengin)	
P.T. ROTATION DATA				
	1.60%	To what cros	ss slope is the roadway being rotated? (i.e. 1.6% for NC.	etc.)
Width of rotating pavement @ PT =	24	feet	(do not include curve widening, gore areas or entrand	ce and exit lanes)
Design speed of PT transition =	60		(	
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	0.45		(maximum relative gradient)	
G =	222		(maximum relative slope)	
L(r) =	143.8560	feet	(Superelevation Runoff Length to flat)	
L(t) =	85.2480	feet	(Tangent Runout Length)	
P.C. Station	248+37.6800		Percent of super to achieve at P.C.?	66.67%
Is there a spiral for this curve?	no		Is the roadway rotating past flat at the P.C. transition?	yes
P.T. Station	254+93.3600		Percent of super to achieve at P T ?	59.26%
Is there a spiral for this curve?	no		Is the roadway rotating past flat at the P.T. transition?	ves
				,



SIMPLE CURVE CONFIGURATION							
Designer name:	ALR 90 WB CURVI	= 2					
What emax table would you like to use?	0.060 MAX				CLEAR S		
V =	60	mph	(design speed, r	mph)			
Radius = Dc =	10496.94 0.55	feet	(radius of curve (degree of curve	of alingment)			
e <sub>d</sub> =	= 0.016		(design superele	evation rate)			
normal crown (e <sub>NC</sub> ) =	0.016		(g	,			
	right	Is the curve to	the left or right (i	n the direction of	f stationing)?		
	right	Will the depen	dent geopak sha	pes be to the left	t or right of the bas	eline?	
CHECK CURVE WIDENING BY HAND.	#N/A #N/A	feet of paveme	ent widening per	lane (for 12' lane lane (for 12' lane	and WB-50 design and WB-62 design	n venicle; L&L n vehicle: L&[	D Fig. 301-56) D Fig. 301-5c)
	yes	Divided roadw	ay?			T Vernole, Lui	5 Hg. 661 66)
P.C. ROTATION DATA		From what are	sa clopo is the re	adway baing rat	ptod2 (i.e. 1.6% for	NC ata)	
Width of rotating pavement @ PC =		feet	(do not include (	curve widening.	nore areas or entra	nce and exit l	anes)
Design speed of PC transition =				5,			,
b(w) =	1		(adjustment fact	tor for number of	lanes rotated)		
% = G =	#N/A #N/A		(maximum relati (maximum relati	ve gradient) ve slope)			
L(r) =	#N/A	feet	(Superelevation	Runoff Length to	o flat)		
L(t) =	#N/A	feet	(Tangent Runou	ut Length)			
P.I. ROTATION DATA		To what cross	slope is the road	way being rotate	d? (i.e. 1.6% for N	C, etc.)	
Width of rotating pavement @ PT =		feet	(do not include of	curve widening, g	gore areas or entra	nce and exit I	anes)
Design speed of PT transition =	4		(adjuctment for-	for for number -4	lance rotated)		
b(w) = %	#N/A		(aujusument raci (maximum relati	ve gradient)	anes rotated)		
	#N/A		(maximum relati	ve slope)			
L(r) =	#N/A	feet	(Superelevation	Runoff Length to	o flat)		
L(t) =	#N/A	feet	(Tangent Runou	ut Length)			
P.C. Station			P	ercent of super to	o achieve at P.C.?		
Is there a spiral for this curve?	no	Is	the roadway rota	ting past flat at t	he P.C. transition?	yes	
P.I. Station Is there a spiral for this curve?	no	ls	the readway rota	ercent or super t	o achieve at P.T.?		
		10	the loadway lota	ung past nat at t	he P.T. transition?	yes	
			the loadway lota	ung past nat at t	he P.T. transition?	yes	
		•	the roadway rota	ning past nat at t	he P.T. transition?	yes	
P.C. SUPER INFORMATION	Station	Super Rate	the roadway rota	Curve Informat	he P.T. transition? ion Full super length =	yes #N/A	
P.C. SUPER INFORMATION cross slope rotating from =	Station #VALUE!	Super Rate	ine loadway lota	Curve Informat	ion Full super length = Slope at PC =	yes #N/A #N/A	
P.C. SUPER INFORMATION cross slope rotating from =	Station #VALUE!	Super Rate	ine loadway lota	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) =	<b>yes</b> #N/A #N/A #N/A	
P.C. SUPER INFORMATION cross slope rotating from = reverse crown =	Station #VALUE! #N/A	Super Rate 0.000	ine loadway lota	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) =	yes #N/A #N/A #N/A #VALUE!	
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super =	Station #VALUE! #N/A #N/A	Super Rate 0.000 -0.016 -0.016	ine loouway loo	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = value of P.C. L(t) =	#N/A #N/A #N/A #VALUE! #VALUE!	
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super =	Station #VALUE! #N/A #N/A	Super Rate 0.000 -0.016 -0.016	ine loouway loo	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = value of P.C. L(t) = value of P.C. L(t) = Slope at PT = Slope at PT =	#N/A #N/A #N/A #V/A #VALUE! #VALUE! #N/A	•
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION	Station #VALUE! #N/A #N/A Station	Super Rate 0.000 -0.016 -0.016 Super Rate	ine loouway loo	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Slope at PT = P.T. L(r) = value of P.T. L(r) =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	•
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super =	Station #VALUE! #N/A #N/A Station #N/A	Super Rate 0.000 -0.016 -0.016 Super Rate -0.016	ine loouway loo	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	•
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A #N/A	Super Rate 0.000 -0.016 -0.016 Super Rate -0.016 -0.016	ine loouway loo	Curve Informat G-v G-v G-v G-v	ion           Full super length =           Slope at PC =           P.C. L(r) =           value of P.C. L(r) =           P.T. L(r) =           value of P.T. L(r) =           value of P.T. L(r) =           value of P.T. L(r) =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	<b>Hang de la</b>
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A	Super Rate 0.000 -0.016 -0.016 Super Rate -0.016 -0.016	ine loouway loo	Curve informat G-\ G-\ G-\ G-\	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = ralue of P.C. L(t) = value of P.C. L(t) = P.T. L(r) = value of P.T. L(t) = Curve length is curve length is part of P.T. L(t) = Curve length is curve length is	<pre>% % % % % % % % % % % % % % % % % % %</pre>	times design spee
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to =	Station #VALUE! #N/A #N/A Station #N/A #N/A #VALUE!	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 -0.016 0.000	ine loodway loo	Curve Informat G-1 G-1 G-1	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = value of P.T. L(t) = P.T. L(t) = value of P.T. L(t) = Curve length is time at full super =	<pre>% % % % % % % % % % % % % % % % % % %</pre>	times design spee seconds
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to =	Station #VALUE! #N/A #N/A Station #N/A #N/A #VALUE!	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 -0.016 0.000	ine loouway loo	Curve Informat G1 G1	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) = value of P.T. L(t) = Curve length is time at full super =	yes #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	Station #VALUE! #N/A #N/A Station #N/A #N/A #VALUE!	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 0.000 Maipline	Leff Shoulder	Curve Informat G-v G-v G-1	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) = value of P.T. L(t) = Curve length is time at full super =	yes #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spee seconds
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	Station #VALUE! #N/A #N/A Station #N/A #VALUE!	Super Rate 0.000 -0.016 -0.016 Super Rate -0.016 0.000 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat G-v G-v G-v	ion Full super length = Slope at PC = P.C. L(T) = P.C. L(T) = P.C. L(T) = Slope at PT = P.T. L(T) = P.T. L(T) = P.T. L(T) = value of P.T. L(T) = value of P.T. L(T) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A #N/A Station #V/A #VALUE!	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = value of P.C. L(t) = Slope at PT = P.T. L(r) = value of P.T. L(t) = value of P.T. L(t) = curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! B.000 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A #N/A Station #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 0.000 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Value of P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.T. L(r) = P.T. L(t) = Value of P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #N/A #N/A	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	Station #VALUE! #N/A #N/A Station #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.T. L(r) = P.T. L(t) = P.T. L(t) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Moinline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	Station #VALUE! #N/A #N/A Station #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	Station #VALUE! #N/A Station #N/A #N/A #VALUE!	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(t) = Value of P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #N/A #N/A #VALUE!	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(t) = Value of P.T. L(t) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #V/A #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(t) = Value of P.T. L(t) = Curve length is time at full super = Station Right Shoulder	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A #N/A #N/A #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! BUD #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #V/A #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Value of P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! BUD #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #V/A #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.T. L(r) = value of P.T. L(r) = P.T. L(t) = value of P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! BUD #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #V/A #VALUE! Station	Super Rate 0.000 -0.016 -0.016 Super Rate -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.T. L(r) = Value of P.C. L(r) = P.T. L(r) = Value of P.T. L(r) = Value of P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! BUD #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #V/A #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.T. L(r) = Value of P.C. L(r) = P.T. L(r) = Value of P.T.	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION CROSS SLOPE INFORMATION	Station #VALUE! #N/A #V/A #V/A #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! B #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION CROSS SLOPE INFORMATION	Station #VALUE! #N/A #V/A #VALUE! Station Station	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate Super Rate	Left Shoulder Super Rate % of e(d) Achieved Station in P.T. Area	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION CROSS SLOPE INFORMATION	Station #VALUE! #N/A \$Station #V/A #VALUE! Station Station	Super Rate 0.000 -0.016 -0.016 -0.016 -0.016 0.000 Mainline Super Rate Super Rate	Left Shoulder Super Rate % of e(d) Achieved Station in P.T. Area	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION CROSS SLOPE INFORMATION	Station #VALUE! #N/A #N/A #V/A #VALUE! Station	Super Rate 0.000 -0.016 -0.016 -0.016 0.000 Mainline Super Rate Super Rate	Left Shoulder Super Rate % of e(d) Achieved Station in P.T. Area	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.C. L(t) = P.T. L(t) = P.T. L(t) = Value of P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Moinline Super Rate	times design spee seconds Right Shoulder Super Rate

Designer name:	ALR		
Curve name:	90 WB CURVE	3	CLEAR SHEET
What emax table would you like to use?	0.060 MAX		CLEAK SHEET
V =	60	mph	(design speed, mph)
Dc =	4.00	•	(degree of curve of alignment)
Radius =	1,432.39	feet	(radius of curve of alingment)
e <sub>d</sub> :	= 0.060		(design superelevation rate)
normal crown (e <sub>NC</sub> ) =	0.016		
	right	Is the curve to	the left or right (in the direction of stationing)?
	right	Will the deper	ndent geopak shapes be to the left or right of the baseline?
Curve widening NOT required for WB-50.	0.750	feet of pavem	ent widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b)
Curve widening required for WB-62.	1.000	feet of pavem	ent widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c)
	yes	Divided roadw	/ay?
C. ROTATION DATA			
	1.60%	From what cro	oss slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PC =	24	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PC transition =	60		,
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.45		(maximum relative gradient)
G =	222		(maximum relative slope)
L(r) =	319.6800	feet	(Superelevation Runoff Length to flat)
L(t) =	85.2480	feet	(Tangent Runout Length)
T. RUTATION DATA	1.60%	To what cross	slope is the roadway being rotated? (i.e. 1.6% for NC. etc.)
Width of rotating pavement @ PT =	24	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PT transition =	60		(de net moldade out te machining, gere aroad or ormanice and own harooy
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.45		(maximum relative gradient)
G =	222		(maximum relative slope)
L(r) =	319.6800	feet	(Superelevation Runoff Length to flat)
L(t) =	85.2480	feet	(Tangent Runout Length)
P.C. Station	274+50.3900		
Is there a spiral for this curve?	ves	ls	the roadway rotating past flat at the P.C. transition? ves
What is the length of the spiral?	375.00'	10	Spiral G-value and corresponding design speed: 260; 70-mph
Do you want the tangent runout length	recalculated to	match the g-va	alue of the spiral? yes New L(t) = 99.8400
	007.50 4400		
P.I. Station	287+59.4400	10	the readway relating part flat at the PT transition?
What is the length of the spiral?	yes 375.00'	IS	Spiral G-value and corresponding design speed: 260: 70-mph
Do you want the tangent runout length	recalculated to	match the a-va	alue of the spiral? yes New L(t) = 99.8400
, angen raneat lengt			
			Curve Information
O. GOPER INFORMATION	Station	Super Rate	Full super length = 1309.05 ft
normal crown =	269+75.5500	0,016	Slope at $PC = -0.0600$
		2.0.0	P.C. Spiral Length = 375.00
flat =	270+75.3900	0.000	G-value of P.C. Spiral = 260
			P.C. L(t) = 99.84
full super =	274+50.3900	-0.060	G-value of P.C. $L(t) = 260$
			Slope at PT = -0.0600
I. SUPER INFORMATION	Station	Super Poto	P. I. Spiral Length = 375.00
full ourses	287+50 4400		$G^{-value} \cup F.I. \text{ Spillal} = 200$
ruii super =	201+39.4400	-0.000	F.I.L(I) = 99.04 G-value of P.T.L(t) = 260
flat =	291+34.4400	0.000	Curve length is 21.82 times design
nar –			time at full super = 14.88 seconds
		0.010	• • • • • • • • • • • • • • • • • • • •

full super = 287+59.4400 -0.060 flat = 291+34.4400 0.000 normal crown = 292+34.2800 0.016

SHOULDER INFORMATION FOR CURVE						
		Mainline	Left Shoulder		Mainline	Right Shoulder
	Station	Super Rate	Super Rate	Station	Super Rate	Super Rate
P.C. part of curve	272+62.8900	-0.0300	-0.0400	273+25.39	-0.0400	-0.0400
	274+50.3900	-0.0600	-0.0100	274+50.39	0000-0.0600	-0.0600
P.T. part of curve	287+59.4400	-0.0600	-0.0100	287+59.44	-0.0600	-0.0600
	289+46.9400	-0.0300	-0.0400	<mark>288+84.4</mark> 4	<b>-0.0400</b>	-0.0400

Left Shoulder Right Shoulder Super Rate Super Rate Super Rate

times design spee

STATION INFORMATION		•	% of e(d)
	Station	Super Rate	Achieved

**CROSS SLOPE INFORMATION** 

Super Rate -0.0160

Station in Station in P.T. 
 P.C. Area
 Area

 271+75.4826
 290+34.3474

SIMPLE CURVE CONFIGURATION	-8E, 202-9E, F	IGURE 202-10E	E, FIGURE 301-5B AND FIGURE 301-5C
Designer name:	ALR		
Curve name:	R 2 CURVE 1 E	в	CLEAR SHEET
What emax table would you like to use?	0.060 MAX		
V =	55	mph	(design speed, mph)
Dc =	3.75		(degree of curve of alignment)
Radius =	1,527.89	feet	(radius of curve of alingment)
e <sub>d</sub> =	0.056		(design superelevation rate)
normal crown (e <sub>NC</sub> ) =	0.016		
Curve widening NOT required for WB-50.	right right 0.688	Is the curve to Will the depen feet of pavement	the left or right (in the direction of stationing)? Ident geopak shapes be to the left or right of the baseline? ent widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b
Curve widening NOT required for WB-62.	0.938 yes	feet of pavement Divided roadw	ent widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c ray?
P.C. ROTATION DATA			
	1.60%	From what cro	ss slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PC =	48	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PC transition =	55		
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.47		(maximum relative gradient)
G =	213		(maximum relative slope)
L(r) =	567.4320	feet	(Superelevation Runoff Length to flat)
L(t) =	163.5840	feet	(Tangent Runout Length)
P.T. ROTATION DATA			
	1.60%	To what cross	slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PT = Design speed of PT transition =	48 55	feet	(do not include curve widening, gore areas or entrance and exit lanes)
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.47		(maximum relative gradient)
G =	213		(maximum relative slope)
L(r) =	567.4320	feet	(Superelevation Runoff Length to flat)
L(t) =	163.5840	feet	(Tangent Runout Length)
P.C. Station	69+01.3000		Percent of super to achieve at P.C.? 66.67%
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.C. transition? no
P.T. Station	74+37.4300		Percent of super to achieve at P.T.? 70.00%
Is there a spiral for this curve?	no	Is	the roadway rotating past flat at the P.T. transition? no

P.C. SUPER INFORMATION			Curve Information			
	Station	Super Rate	Full su	per length =	176.76 ft.	
normal crown =	66+86.5960	-0.016	S	ope at PC =	-0.0370	
				P.C. L(r) =	403.85	
			G-value of	of P.C. L(r) =	213	
full super =	70+90.4440	-0.056				
			S	lope at PT =	-0.0389	
P.T. SUPER INFORMATION				P.T. L(r) =	403.85	
	Station	Super Rate	G-value	of P.T. L(r) =	213	
full super =	72+67.2004	-0.056				
			Cu	rve length is	9.75	times design spe
			time a	t full super =	2.19	seconds
normal crown =	76+71.0484	-0.016				
SHOULDER INFORMATION FOR CURVE						
		Mainline	Left Shoulder		Mainline	Right Shoulder

		Mainline	Left Shoulder		Mainline	Right Shoulder
	Station	Super Rate	Super Rate	Station	Super Rate	Super Rate
P.C. part of curve	68+29.7320	-0.0300	-0.0400	69+31.9720	-0.0400	-0.0400
	70+90.4440	-0.0555	-0.0145	70+90.4440	-0.0555	-0.0555
P.T. part of curve	72+67.2004	-0.0555	-0.0145	72+67.2004	-0.0555	-0.0555
	75+27.9124	-0.0300	-0.0400	74+25.6724	-0.0400	-0.0400

#### STATION INFORMATION

Station

## Super Rate

## % of e(d) Achieved

Left Shoulder Right Shoulder Super Rate Super Rate

CROSS SLOPE INFORMATION

Super Rate

Station in Station in P.T. Area

P.C. Area

ODOT L&D VOL. 1 - FIGURES 202-7E, 202	-8E, 202-9E, F	IGURE 202-10E	E, FIGURE 301-5B AND FIGURE 301-5C	
SIMPLE CURVE CONFIGURATION				
Designer name:	ALR			
Curve name:	R 2 CURVE 1 V	NB	CLEAR SI	HEET
What emax table would you like to use?	0.060 MAX			
V =	55	mph	(design speed, mph)	
Dc =	3.75		(degree of curve of alignment)	
Radius =	1,527.89	feet	(radius of curve of alingment)	
e <sub>d</sub> =	0.056		(design superelevation rate)	
normal crown (e <sub>NC</sub> ) =	0.016			
	right	Is the curve to	o the left or right (in the direction of stationing)?	
	left	Will the deper	ndent geopak shapes be to the left or right of the base	line?
Curve widening NOT required for WB-50.	0.688	feet of pavem	ent widening per lane (for 12' lane and WB-50 design	vehicle; L&D Fig. 301-5b)
Curve widening NOT required for WB-62.	0.938	feet of pavem	ient widening per lane (for 12' lane and WB-62 design	vehicle; L&D Fig. 301-5c)
	yes	Divided roadv	vay?	
P.C. ROTATION DATA				
	2.00%	From what cro	oss slope is the roadway being rotated? (i.e. 1.6% for I	NC, etc.)
Width of rotating pavement @ PC =	36	feet	(do not include curve widening, gore areas or entran	ce and exit lanes)
Design speed of PC transition =	55			·
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	0.47		(maximum relative gradient)	
G =	213		(maximum relative slope)	
L(r) =	425.5740	feet	(Superelevation Runoff Length to flat)	
L(t) =	122.6880	feet	(Tangent Runout Length)	
P.I. ROTATION DATA	1 60%	To what eress	slope is the readway being retated? (i.e. 1.6% for NC	oto)
Width of rotating payament @ DT	1.00%	foot	(de pet include ounce widening gere erene er entren	, elc.)
Design speed of PT transition -	15	Teel	(do not include curve widening, gore areas or entran	ce and exit lanes)
besign speed of i i transition =	1		(adjustment factor for number of lanes rotated)	
»(n) = % =	0.47		(maximum relative gradient)	
	212		(maximum relative gladient)	
G =	153 6795	feet	(Superelevation Runoff Length to flat)	
L(1) =	44 3040	feet	(Tangent Runout Length)	
2(0) -	44.0040	1001	(rangent ranout Eeligar)	
			<b>.</b>	
P.C. Station	69+01.3000		Percent of super to achieve at P.C.?	66.67%
Is there a spiral for this curve?	no	Is	the roadway rotating past flat at the P.C. transition?	no
P.T. Station	74+37,4300		Percent of super to achieve at P.T.?	66.67%
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.T. transition?	Ves
			31	

P.C. SUPER INFORMATION			Curve Information		
	Station	Super Rate	Full super length =	343.05 ft.	
cross slope rotating from =	67+70.9440	0.020	Slope at PC =	0.0370	
			P.C. L(r) =	272.21	
			G-value of P.C. L(r) =	213	
full super =	70+43.1580	0.056			
			Slope at PT =	0.0370	
P.T. SUPER INFORMATION			P.T. L(r) =	153.68	
	Station	Super Rate	G-value of P.T. L(r) =	213	
full super =	73+86.2035	0.056	P.T. L(t) =	44.30	
reverse crown =	74+95.5790	0.016	G-value of P.T. L(t) =	213	
flat =	75+39.8830	0.000	Curve length is	9.75	times design
			time at full super =	4.25	seconds
normal crown =	75+84.1870	-0.016			

SHOULDER INFORMATION FOR CURVE

SHOULDER INFORMATION FOR CURVE						
		Mainline	Left Shoulder		Mainline	Right Shoulder
	Station	Super Rate	Super Rate	Station	Super Rate	Super Rate
P.C. part of curve	68+47.6240	0.0300	-0.0400	69+24.3040	0.0400	-0.0400
	70+43.1580	0.0555	-0.0145	70+43.1580	0.0555	-0.0555
P.T. part of curve	73+86.2035	0.0555	-0.0145	73+86.2035	0.0555	-0.0555
	74+56.8130	0.0300	-0.0400	74+29.1230	0.0400	-0.0400

#### STATION INFORMATION

		% of e(d)	Left Shoulder	Right Shoulder	
Station	Super Rate	Achieved	Super Rate	Super Rate	
69+80.7780	0.0474	85.34%	-0.0226	-0.0474	
68+11.2000	0.0252	45.50%	-0.0400	-0.0400	
69+29.2031	0.0406	73.22%	-0.0294	-0.0406	

#### CROSS SLOPE INFORMATION

Super Rate	Station in P.C. Area	Station in P.T Area
0.0160	N/A	74+95.5790

SIMPLE CURVE CONFIGURATION Designer name:	AI R		l i				
Curve name:	SR 2 CURVE 3	3				HEFT	
What e <sub>max</sub> table would you like to use?	0.060 MAX				CLEARC		
V =	55	mph	(design speed, r	nph)			
Radius = Dc =	0.65	reet	(radius of curve (degree of curve	or alingment)			
e <sub>d</sub> =	= 0.016		(design superele	evation rate)			
normal crown (e <sub>NC</sub> ) =	0.016						
	left	Is the curve to	the left or right (in	n the direction of	stationing)?	- 11 0	
CHECK CURVE WIDENING BY HAND.	right #N/A	feet of paveme	dent geopak sna ent widening per l	pes be to the lef ane (for 12' lane	and WB-50 design	eline? n vehicle: L&D	) Fig. 301-5b)
CHECK CURVE WIDENING BY HAND.	#N/A	feet of paveme	ent widening per l	ane (for 12' lane	and WB-62 design	n vehicle; L&D	Fig. 301-5c)
	yes	Divided roadw	ay?				
P.C. ROTATION DATA							
		From what cro	ss slope is the ro	adway being rota	ated? (i.e. 1.6% for	NC, etc.)	
Width of rotating pavement @ PC =		feet	(do not include of	curve widening, g	pore areas or entra	nce and exit l	anes)
b(w) =	1		(adjustment fact	or for number of	lanes rotated)		
% =	#N/A		(maximum relati	ve gradient)			
G =	#N/A #N/A	feet	(maximum relation	ve slope) Rupoff Length t	o flat)		
L(t) =	#N/A	feet	(Tangent Runou	t Length)	5 nat)		
			, U	<b>U</b> ,			
.T. ROTATION DATA		To what cross	slope is the road	way being rotate	d? (ie. 1.6% for N	C etc.)	
Width of rotating pavement @ PT =		feet	(do not include o	curve widening, g	pore areas or entra	nce and exit l	anes)
Design speed of PT transition =	4		(adjustment for	or for number -4	lance rotated)		
b(w) = % -	1 #N/A		(adjustment fact (maximum relati	or for number of ve gradient)	iaries rotated)		
G =	#N/A		(maximum relati	ve slope)			
L(r) =	#N/A	feet	(Superelevation	Runoff Length te	o flat)		
L(t) =	#N/A	feet	(Tangent Runou	t Length)			
P.C. Station			P	ercent of super t	achieve at P.C.?		
Is there a spiral for this curve?	no	ls	the roadway rota	ting past flat at t	ne P.C. transition?	yes	
P.T. Station			P	ercent of super t	o achieve at P.T.?		
P.T. Station Is there a spiral for this curve?	no	ls	P the roadway rota	ercent of super t ting past flat at t	o achieve at P.T.? he P.T. transition?	no	
P.T. Station Is there a spiral for this curve?	no	ls	P the roadway rota	ercent of super t ting past flat at t Curve Informat	o achieve at P.T.? he P.T. transition?	no	
P.T. Station Is there a spiral for this curve?	no Station	ls Super Rate	P the roadway rota	ercent of super t ting past flat at t Curve Informat	o achieve at P.T.? he P.T. transition? <b>ion</b> Full super length =	no #N/A	1
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from =	no Station #VALUE!	ls Super Rate 0.000	P the roadway rota	ercent of super t ting past flat at t <b>Curve Informat</b>	o achieve at P.T.? he P.T. transition? on ull super length = Slope at PC = P.C. (/o) =	no #N/A #N/A #N/A	1
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from =	no Station #VALUE!	Is Super Rate 0.000	P the roadway rota	ercent of super t ting past flat at t Curve Informat	o achieve at P.T.? he P.T. transition? full super length = Slope at PC = P.C. L(r) = alue of P.C. L(r) =	no #N/A #N/A #N/A #N/A	1
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown =	no Station #VALUE!	Is Super Rate 0.000 0.016	P the roadway rota	ercent of super t ting past flat at t Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) =	no #N/A #N/A #N/A #N/A #VALUE!	1
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super =	no Station #VALUE! #N/A #N/A	Is Super Rate 0.000 0.016 0.016	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	o achieve at P.T.? he P.T. transition? 	no #N/A #N/A #N/A #VALUE! #VALUE! #VALUE!	1
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION	no Station #VALUE! #N/A #N/A	Is Super Rate 0.000 0.016 0.016	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = Slope at PT =	NO #N/A #N/A #N/A #VALUE! #VALUE! #N/A #N/A	1
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION	no Station #VALUE! #N/A #N/A	Is Super Rate 0.000 0.016 0.016 0.016	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v G-v	ion 	no #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #N/A #N/A #N/A	1
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown =	no Station #VALUE! #N/A Station #N/A	Is Super Rate 0.000 0.016 0.016 0.016	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v G-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = Slope of P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) =	no #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #N/A #N/A #N/A	1
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown =	no Station #VALUE! #N/A #N/A Station #N/A #N/A	Is Super Rate 0.000 0.016 0.016 0.016 0.016	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v G-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = Slope at PT = P.T. L(r) = P.T. L(r) = Curve length is ion of time t	no #N/A #N/A #N/A #VALUE! #VALUE! #N/A #N/A #N/A #N/A #N/A	times design spee
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to =	no Station #VALUE! #N/A #N/A #N/A #N/A	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.016 0.000	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = value of P.T. L(r) = Curve length is ime at full super =	no #N/A #N/A #N/A #VALUE! #VALUE! #N/A #N/A #N/A #N/A	times design spee seconds
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to =	no Station #VALUE! #N/A Station #N/A #N/A #N/A	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.016 0.016 0.000	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = Slope at PT = P.T. L(r) = value of P.T. L(r) = Curve length is ime at full super =	no #N/A #N/A #N/A #VALUE! #VALUE! #N/A #N/A #N/A #N/A	times design spee seconds
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	no Station #VALUE! #N/A Station #N/A #N/A	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.016 0.016 0.000 Mainline	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = Value of P.T. L(r) = Curve length is ime at full super =	no #N/A #N/A #N/A #VALUE! #VALUE! #N/A #N/A #N/A #N/A #N/A #N/A	times design spee seconds
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	no Station #VALUE! #N/A #N/A Station #N/A #N/A	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate Super Rate	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.T. L(r) = Curve length is ime at full super =	no #N/A #N/A #N/A #VALUE! #VALUE! #V/A #N/A #N/A #N/A #N/A #N/A #N/A #N/A #N	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	no Station #VALUE! #N/A Station #N/A #N/A	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.C. L(t) = Slope at PT = P.T. L(r) = V.T. L(r) = Curve length is ime at full super = Station	NO #N/A #N/A #N/A #VALUE! #VALUE! #N/A #N/A #N/A #N/A #N/A #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	no Station #VALUE! #N/A Station #N/A #N/A #N/A	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.C. L(t) = Slope at PT = P.T. L(r) = V.T. L(r) = Curve length is ime at full super = Station	NO #N/A #N/A #N/A #VALUE! #VALUE! #N/A #N/A #N/A #N/A #N/A #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	no Station #VALUE! #N/A Station #N/A #N/A Station	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-N G-N	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.T. L(r) = Curve length is ime at full super = Station	NO #N/A #N/A #N/A #V/A #V/AUE! #V/AUE! #V/A #N/A #N/A #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	no Station #VALUE! #N/A Station #N/A #N/A Station	Is  Super Rate 0.000 0.016 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate 0.000	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-V G-V	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.C. L(t) = Slope at PT = P.C. L(t) = Curve length is ime at full super = Station	NO #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #V/A #N/A #N/A 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	no Station #VALUE! #N/A Station #N/A #N/A	Is  Super Rate 0.000 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	o achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = P.T. L(r) = ralue of P.T. L(r) = Curve length is ime at full super =	NO #N/A #N/A #N/A #VALUE! #N/A #N/A #N/A #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION Cross slope rotating from = reverse crown = full super = full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #VALUE! #N/A Station #N/A #N/A	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.010 0.000 Mainline Super Rate	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v	o achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = ralue of P.C. L(r) = N.T. L(r) = P.T. L(r) = P.T. L(r) = Curve length is sime at full super = Station	NO #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #N/A #N/A #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #VALUE! #N/A Station #N/A Station	Is Super Rate 0.000 0.016 0.016 0.016 0.010 0.000 Mainline Super Rate	P the roadway rota	ercent of super t ting past flat at t Curve Informat G-v G-v G-v	o achieve at P.T.? he P.T. transition? Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = P.T. L(r) = P.T. L(r) = Curve length is ime at full super = Station Right Shoulder Super Rate	NO #N/A #N/A #N/A #VALUE! #N/A #N/A #N/A #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = cross slope rotating from = full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #VALUE! #N/A Station #N/A Station Station	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.010 0.000 Mainline Super Rate	P the roadway rota	Ercent of super t ting past flat at t Curve Informat G-v G-v G-v Left Shoulder Super Rate	o achieve at P.T.? he P.T. transition? Full super length = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.C. L(r) = Curve length is time at full super = Station	NO #N/A #N/A #N/A #VALUE! #N/A #N/A #N/A #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #V/ALUE! #N/A Station #N/A Station Station	Is Super Rate 0.000 0.016 0.016 0.016 0.016 0.000 Mainline Super Rate	P the roadway rota	Ercent of super t ting past flat at t Curve Informat G-v G-v G-v Super Rate	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = Curve length is ime at full super = Station Right Shoulder Super Rate	no #N/A #N/A #N/A #VALUE! #N/A #N/A #N/A 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #VALUE! #N/A Station #N/A Station Station	Is Super Rate 0.000 0.016 0.016 0.016 0.010 0.000 Mainline Super Rate	P the roadway rota	Ercent of super t ting past flat at t Curve informat G-v G-v G-v C-v C-v	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = Curve length is ime at full super = Station Right Shoulder Super Rate	NO #N/A #N/A #N/A #VALUE! #N/A #N/A #N/A 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #VALUE! #N/A Station #N/A Station Station	Is Super Rate 0.000 0.016 0.016 0.016 0.000 Mainline Super Rate Super Rate	P the roadway rota	Ercent of super t ting past flat at t Curve informat G-\ G-\ G-\ C-\ C-\ C-\ C-\ C-\ C-\ C-\ C-\ C-\ C	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.C. L(t) = P.C. L(t) = P.C. L(t) = Curve length is ime at full super = Station Right Shoulder Super Rate	NO #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #N/A #N/A 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #VALUE! #N/A Station #N/A Station Station	Is Super Rate 0.000 0.016 0.016 0.016 0.000 Mainline Super Rate Super Rate	P the roadway rota	ercent of super t ting past flat at t G-\ G-\ G-\ C-\ C-\ C-\	ion Full super length = Slope at PC. P.C. L(r) = P.T. L(r) = P.T. L(r) = Curve length is ime at full super = Station Right Shoulder Super Rate	NO #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #N/A #N/A 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #V/ALUE! #N/A Station #N/A Station Station	Is Super Rate 0.000 0.016 0.016 0.016 0.000 Mainline Super Rate Super Rate	P the roadway roia	ercent of super t ting past flat at t G-\ G-\ G-\ C-\ C-\ C-\	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = P.T. L(r) = P.T. L(r) = ralue of P.T. L(r) = Curve length is ime at full super = Station Right Shoulder Super Rate	NO #N/A #N/A #N/A #VALUE! #VALUE! #N/A #N/A 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #VALUE! #N/A #N/A #N/A Station Station	Is Super Rate 0.000 0.016 0.016 0.016 0.000 Mainline Super Rate Super Rate Super Rate	P the roadway roia	ercent of super t ting past flat at t G-\ G-\ G-\ C-\	ion Full super length = Slope at PC = P.C. L(r) = Curve length is ime at full super = Station Right Shoulder Super Rate	NO #N/A #N/A #N/A #VALUE! #VALUE! #N/A #N/A 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #VALUE! #N/A #N/A #N/A Station Station	Is Super Rate 0.000 0.016 0.016 0.010 0.000 Mainline Super Rate Super Rate Super Rate Super Rate	P the roadway rota	ercent of super t ting past flat at t G-\ G-\ G-\ C-\	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = Curve length is ime at full super = Station Right Shoulder Super Rate	NO #N/A #N/A #VALUE! #VALUE! #N/A #N/A 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. Station Is there a spiral for this curve? P.C. SUPER INFORMATION cross slope rotating from = full super = full super = normal crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	no Station #VALUE! #N/A Station #N/A Station Station	Is Super Rate 0.000 0.016 0.016 0.016 0.000 Mainline Super Rate Super Rate Super Rate Super Rate Super Rate	P the roadway rota	ercent of super t ting past flat at t G-N G-N G-N	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Slope at PT = P.T. L(r) = Curve length is sime at full super = Station Right Shoulder Super Rate	NO #N/A #N/A #V/A #V/AUE! #VALUE! #V/A #N/A #N/A 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate

ODOT L&D VOL. 1 - FIGURES 202-7E, 202	2-8E, 202-9E, FI	GURE 202-10E	, FIGURE 301-5B AND FIGURE 301-5C	
SIMPLE CURVE CONFIGURATION				
Designer name:	ALR			
Curve name:	SR 2 CURVE 3		CLEAR SH	HEET
What e <sub>max</sub> table would you like to use?	0.060 MAX			
V =	55	mph	(design speed, mph)	
Dc =	3.75		(degree of curve of alignment)	
Radius =	1,527.89	feet	(radius of curve of alingment)	
e <sub>d</sub> =	= 0.056		(design superelevation rate)	
normal crown (e <sub>NC</sub> ) =	0.016			
	left	Is the curve to	the left or right (in the direction of stationing)?	
	right	Will the depen	ident geopak shapes be to the left or right of the base	line?
Curve widening NOT required for WB-50.	0.688	feet of paveme	ent widening per lane (for 12' lane and WB-50 design	vehicle; L&D Fig. 301-5b)
Curve widening NOT required for WB-62.	0.938	feet of paveme	ent widening per lane (for 12' lane and WB-62 design	vehicle; L&D Fig. 301-5c)
	yes	Divided roadw	ay?	
	1.60%	From what cro	ss slope is the roadway being rotated? (i.e. 1.6% for N	NC etc.)
Width of rotating pavement @ PC -	36	feet	(do not include curve widening, gore areas or entran	ce and exit lanes)
Design speed of PC transition =	55	1001	(de net include curve widening, gore areas of entitali	oc and exit lance)
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	0.47		(maximum relative gradient)	
G =	213		(maximum relative slope)	
L(r) =	425.5740	feet	(Superelevation Runoff Length to flat)	
L(t) =	122.6880	feet	(Tangent Runout Length)	
P.T. ROTATION DATA				
	6.00%	To what cross	slope is the roadway being rotated? (i.e. 1.6% for NC	, etc.)
Width of rotating pavement @ PT =	36	feet	(do not include curve widening, gore areas or entran	ce and exit lanes)
Design speed of PT transition =	40		(adjustment factor for number of lange rotated)	
D(W) =	0.54		(adjustment factor for humber of fattes fotated)	
<i>7</i> /2 = 0	195			
G =	369 6300	feet	(Superelevation Runoff Length to flat)	
L(1) =	106.5600	feet	(Tangent Runout Length)	
-(-) -		1001	(rangent raneat zengal)	
P.C. Station	85+76.1700		Percent of super to achieve at P.C.?	<b>66.67%</b>
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.C. transition?	yes
P.T. Station	89+36.9600		Percent of super to achieve at P T 2	100.00%
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.T transition?	no
		10	and reading, reading past hat at the Fifth faribition.	



SUPERELEVATION TRANSITION LENGTH ODOT L&D VOL. 1 - FIGURES 202-7E, 202-8E, 202-9E, FIGURE 202-10E, FIGURE 301-5B AND FIGURE 301-5C IMPLE CURVE CONFIGURATION Designer name: ALR Curve name: AMP E1 CURVE 1 CLEAR SHEET What emay table would you like to use? 0.060 MAX V = 50 mph (design speed, mph) (degree of curve of alignment) Dc = 6.00 Radius = 954.93 feet (radius of curve of alingment) 0.059 (design superelevation rate) e<sub>d</sub> = normal crown (e<sub>NC</sub>) = 0.016 right Is the curve to the left or right (in the direction of stationing)? right Will the dependent geopak shapes be to the left or right of the baseline? Curve widening required for WB-50. feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b) 1.250 Curve widening required for WB-62. 1.500 feet of pavement widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c) Divided roadway? yes P.C. ROTATION DATA From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) 6.00% Width of rotating pavement @ PC = 16 feet (do not include curve widening, gore areas or entrance and exit lanes) 50 Design speed of PC transition = 1 (adjustment factor for number of lanes rotated) b(w) =% = 0.5 (maximum relative gradient) (maximum relative slope) G = 200 188.8000 (Superelevation Runoff Length to flat) L(r) =feet 51.2000 L(t) = feet (Tangent Runout Length) T. ROTATION DATA 5.90% To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) Width of rotating pavement @ PT = 16 feet (do not include curve widening, gore areas or entrance and exit lanes) Design speed of PT transition = 25 1 (adjustment factor for number of lanes rotated) b(w) = % = 0.7 (maximum relative gradient) G = 143 (maximum relative slope) L(r) = 134.9920 feet (Superelevation Runoff Length to flat) feet (Tangent Runout Length) L(t) =36.6080 P.C. Station 500+00.0000 Percent of super to achieve at P.C.? 70.00% Is the roadway rotating past flat at the P.C. transition? Is there a spiral for this curve? no no P.T. Station 504+03.2000 Is there a spiral for this curve? Is the roadway rotating past flat at the P.T. transition? no 200.00 What is the length of the spiral? Spiral G-value and corresponding design speed: G-value is 0; 70+ mph #DIV/0! P.C. SUPER INFORMATION Curve Inf Station Super Rate Full super length = 346 56 ft cross slope rotating from = 500+53.4400 Slope at PC = P.C. L(r) = -0.060 #N/A 3.20 G-value of P.C. L(r) = 200 full super = 500+56.6400 -0.059 Slope at PT = -0.0590 P.T. SUPER INFORMATION P.T. Spiral Length = 200.00 G-value of P.T. Spiral = Super Rate #DIV/0! Station full super = 504+03.2000 -0.059 Curve length is 8.06 times design spee time at full super = 4.73 seconds cross slope rotating to = 506+03.2000 -0.059 SHOULDER INFORMATION FOR CURVE Left Shoulder Mainline Mainline **Right Shoulder** Super Rate Super Rate Super Rate Super Rate 500+59.8400 P.C. part of curve 500+59.8400 -0.0600 -0.0600 -0.0100 -0.0600 500+56.6400 -0.0110 500+56.6400 -0.0590 -0.0590 -0.0590 P.T. part of curve 504+03.2000 -0.0590 -0.0110 504+03.2000 -0.0590 -0.0590504+03.2000 504+03.2000 -0.0590 -0.0110 -0.0590 -0.0590 STATION INFORMATION % of e(d) Left Shoulder Right Shoulder Station Super Rate Achieved Super Rate Super Rate **CROSS SLOPE INFORMATION** Station in Station in P.T.

Super Rate P.C. Area

a Area

ODOT L&D VOL. 1 - FIGURES 202-7E, 202-8E, 202-9E, FIGURE 202-10E, FIGURE 301-5B AND FIGURE 301-5C SIMPLE CURVE CONFIGURATION Designer name: ALR Curve name: AMP E1 CURVE 2 CLEAR SHEET What emax table would you like to use? 0.060 MAX (design speed, mph) (degree of curve of alignment) V = 25 mph Dc = 32.50 Radius = 176.29 feet (radius of curve of alingment) **e**<sub>d</sub> = 0.059 (design superelevation rate) normal crown (e<sub>NC</sub>) = 0.016 right Is the curve to the left or right (in the direction of stationing)? Will the dependent geopak shapes be to the left or right of the baseline? feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b) right Curve widening NOT required for WB-50. 0.000 Curve widening NOT required for WB-62. 0.000 feet of pavement widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c) Divided roadway? yes P.C. ROTATION DATA From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) 5.90% Width of rotating pavement @ PC = Design speed of PC transition = 16 feet (do not include curve widening, gore areas or entrance and exit lanes) 25 b(w) = 1 (adjustment factor for number of lanes rotated) % = 0.7 (maximum relative gradient) G = 143 (maximum relative slope) 133.8480 (Superelevation Runoff Length to flat) L(r) =feet 36.6080 (Tangent Runout Length) L(t) = feet T. ROTATION DATA 5.60% To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) Width of rotating pavement @ PT = (do not include curve widening, gore areas or entrance and exit lanes) 16 feet Design speed of PT transition = 45 b(w) = 1 (adjustment factor for number of lanes rotated) % = 0.54 (maximum relative gradient) G = 185 (maximum relative slope) (Superelevation Runoff Length to flat) (Tangent Runout Length) L(r) = 173.1600 feet L(t) =47.3600 feet P.C. Station 506+03.2000 Percent of super to achieve at P.C.? 100.00% Is there a spiral for this curve? Is the roadway rotating past flat at the P.C. transition? no no P.T. Station 510+80.5000 Percent of super to achieve at P.T.? 95.73% Is there a spiral for this curve? Is the roadway rotating past flat at the P.T. transition? no no

P.C. SUPER INFORMATION				<b>Curve Informat</b>	tion		
	Station	Super Rate		I	Full super length =	469.90 ft.	
cross slope rotating from =	506+02.0560	-0.059			Slope at PC =	-0.0585	
				Gay	P.C.L(f) =	1.14	
				G-v	alue of F.C. L(I) =	143	
full super =	506+03.2000	-0.059					
					Slope at PT =	#N/A	
P.T. SUPER INFORMATION					P.T. L(r) =	7.40	
	Station	Super Rate		G-\	alue of P.T. L(r) =	185	
full super =	510+73.1000	-0.059					
					Curve length is	19.09	times design spee
cross clope retating to -	510,80 5000	0.056		1	time at full super =	12.82	seconds
cross slope rotating to =	510+00.5000	-0.050					
SHOULDER INFORMATION FOR CURVE							
		Mainline	Left Shoulder			Mainline	Right Shoulder
	Station	Super Rate	Super Rate		Station	Super Rate	Super Rate
P.C. part of curve	506+04.3440	-0.0590	-0.0110		506+04.3440	-0.0590	-0.0590
	506+03.2000	-0.0585	-0.0115		506+03.2000	-0.0585	-0.0585
<b>PT</b>							
P.I. part of curve	510+73.1000	-0.0585	-0.0115		510+73.1000	-0.0585	-0.0585
	510+80.5000	-0.0560	-0.0140		510+80.5000	-0.0560	-0.0560
STATION INFORMATION							
			% of e(d)	Left Shoulder	Right Shoulder		
	Station	Super Rate	Achieved	Super Rate	Super Rate		

#### **CROSS SLOPE INFORMATION**

Super Rate P.C. Area Area

Station in Station in P.T.

SUPERELEVATION TRANSITION LENGTH ODOT L&D VOL. 1 - FIGURES 202-7E, 202-8E, 202-9E, FIGURE 202-10E, FIGURE 301-5B AND FIGURE 301-5C SIMPLE CURVE CONFIGURATION Designer name: ALR Curve name: AMP E2 CURVE 1 CLEAR SHEET What emax table would you like to use? 0.060 MAX (design speed, mph) (radius of curve of alingment) V = 45 mph Radius = 636.62 feet Dc = 9.00 (degree of curve of alignment) 0.060 (design superelevation rate) e<sub>d</sub> = normal crown (e<sub>NC</sub>) = 0.016 left Is the curve to the left or right (in the direction of stationing)? Will the dependent geopak shapes be to the left or right of the baseline? feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b) right 1.500 Curve widening required for WB-50. Curve widening required for WB-62. 2.000 feet of pavement widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c) Divided roadway? yes P.C. ROTATION DATA From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) 5.60% Width of rotating pavement @ PC = Design speed of PC transition = 24 45 feet (do not include curve widening, gore areas or entrance and exit lanes) b(w) = 1 (adjustment factor for number of lanes rotated) % = 0.54 (maximum relative gradient) G = (maximum relative slope) 185 266.4000 (Superelevation Runoff Length to flat) L(r) =feet 71.0400 (Tangent Runout Length) L(t) = feet T. ROTATION DATA To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) Width of rotating pavement @ PT = (do not include curve widening, gore areas or entrance and exit lanes) feet Design speed of PT transition = b(w) = (adjustment factor for number of lanes rotated) #N/A % = (maximum relative gradient) G = #N/A (maximum relative slope) L(r) = L(t) = feet feet (Superelevation Runoff Length to flat) (Tangent Runout Length) #N/A #N/A P.C. Station 602+81.0800 Percent of super to achieve at P.C.? 107.14% Is there a spiral for this curve? Is the roadway rotating past flat at the P.C. transition? no no P.T. Station SEE HAND CALCS Percent of super to achieve at P.T.? 50.00% Is there a spiral for this curve? Is the roadway rotating past flat at the P.T. transition? no no

P.C. SUPER INFORMATION				Curve informat	lion		
cross slope rotating from =	Station 602+44.2914	Super Rate 0.056		ł	Full super length = Slope at PC =	#VALUE! 0.0586	
				G-v	P.C. $L(r) =$ alue of P.C. $L(r) =$	55.82 581.428571	
full super =	603+00.1086	0.060			Slone at PT -	#\/ALLIE!	
P.T. SUPER INFORMATION					P.T. L(r) =	#VALUE!	
	Station	Super Rate		G-\	alue of P.T. L(r) =	#VALUE!	
full super = normal crown =	#VALUE! #VALUE!	0.060 0.016					
areas along retating to		0.000		1	Curve length is time at full super =	#VALUE! #VALUE!	times design spee seconds
cross slope rotating to =	#VALUE!	0.000					
SHOULDER INFORMATION FOR CURVE							
	Station	Mainline	Left Shoulder		Station	Mainline	Right Shoulder
P.C. port of ourse	Station	Super Rate	Super Rate		Station	Super Rate	Super Rate
P.C. part of curve	602+02.3486 603+00.1086	0.0600	-0.0600		603+00.1086	0.0600	-0.0140
P.T. part of curve	#VALUE! #VALUE!	0.0600 0.0400	-0.0600 -0.0400		#VALUE! #VALUE!	0.0600 0.0300	-0.0100 -0.0400
STATION INFORMATION			0/ . <b>f</b> . / D		B		
	Station	Super Rate	% of e(d) Achieved	Super Rate	Super Rate		
CROSS SLOPE INFORMATION		Station in	Station in P.T.				

Super Rate P.C. Area Area

SUPERELEVATION TRANSITION LENGTH ODOT L&D VOL. 1 - FIGURES 202-7E, 202-8E, 202-9E, FIGURE 202-10E, FIGURE 301-5B AND FIGURE 301-5C SIMPLE CURVE CONFIGURATION

Designer name:	ALR		•				
Curve name:	AMP E2 CURVE	2			CLEAR S	HEET )	
What e <sub>max</sub> table would you like to use?	0.060 MAX		(1				
V = Radius -	45 636.62	mpn feet	(aesign speed, (radius of curve	of alinament)			
Dc =	9.00	1001	(degree of curve	e of alignment)			
e <sub>d</sub>	= 0.060		(design superel	evation rate)			
normal crown (e <sub>NC</sub> ) =	0.016						
	right	Is the curve to	the left or right (	in the direction o	f stationing)?		
Curve widening required for WB-50	right	Will the depen	dent geopak sha ant widening per	ipes be to the let lane (for 12' lane	t or right of the bas and WB-50 desig	eline? vebicle: I &[	) Fig. 301-5b)
Curve widening required for WB-62.	2.000	feet of paveme	ent widening per	lane (for 12' lane	and WB-62 designed and wB-62 designe	n vehicle; L&	D Fig. 301-5c)
	yes	Divided roadw	ay?				
P.C. ROTATION DATA		From what cro	ss slope is the ro	badway being rot	tated? (i.e. 1.6% fo	NC, etc.)	
Width of rotating pavement @ PC =		feet	(do not include	curve widening,	gore areas or entra	nce and exit	lanes)
Design speed of PC transition =			6 K				
D(W) =	1 #N/A		(adjustment fac	tor for number of	r lanes rotated)		
	#N/A		(maximum relat	ive slope)			
L(r) =	#N/A	feet	(Superelevation	Runoff Length t	o flat)		
L(t) =	#N/A	feet	(Tangent Runou	ut Length)			
P.T. ROTATION DATA							
	1.60%	To what cross	slope is the road	way being rotate	ed? (i.e. 1.6% for N	C, etc.)	
Width of rotating pavement @ PT =	24	feet	(do not include	curve widening,	gore areas or entra	nce and exit	lanes)
Design speed of PT transition = h(w) =	45 1		(adjustment fac	tor for number of	f lanes rotated)		
% =	0.54		(maximum relat	ive gradient)	nanoo rotatoa)		
G =	185		(maximum relat	ive slope)			
L(r) =	266.4000	feet	(Superelevation	Runoff Length t	o flat)		
L(t) =	71.0400	teet	(Tangent Runol	ut Length)			
P.C. Station	SEE HAND CAL	.CS	Pe the reading rate	ercent of super t	o achieve at P.C.?		
is there a spiral for this curve?	no	15	ine roadway rola	ling past hat at t	THE P.C. ITANSIIION?	110	
P.T. Station	614+05.6000						
Is there a spiral for this curve?	yes	ls	the roadway rota	ating past flat at t	he P.T. transition?	no	
What is the length of the spiral?	200.00'		Spiral G-value	e and correspond	ding design speed:	189	; 45-mph
P.C. SUPER INFORMATION				Curve Informa	tion		
cross clope retating from -	Station	Super Rate		1	Full super length =	#VALUE!	
cross slope rotating norm =	#VALUE:	0.000			P.C. L(r) =	#VALUE!	
				G-\	alue of P.C. L(r) =	#VALUE!	
normal crown =	#VALUE!	-0.016					
Tuli Super =	#VALUE!	-0.060			Slope at PT =	-0.0600	
P.T. SUPER INFORMATION				P	.T. Spiral Length =	200.00	
6	Station	Super Rate		G-va	lue of P.T. Spiral =	189	
Tull super =	614+05.6000	-0.060					
					Curve length is	#VALUE!	times design spee
normal crown -	616+05 6000	-0.016			time at full super =	#VALUE!	seconds
		0.010					
SHOULDER INFORMATION FOR CURVI							<b>B</b> : 1 / <b>B</b> ' · · ·
	Station	Mainline Super Pate	Left Shoulder		Station	Mainline Super Pate	Kight Shoulder
P.C. part of curve	#VALUE!	-0.0300	-0.0400		#VALUE!	-0.0400	-0.0400
	#VALUE!	-0.0600	-0.0100		#VALUE!	-0.0600	-0.0600
P.T. part of curve	614+05 6000	-0.0600	-0.0100		614+05 6000	-0.0600	-0.0600
	615+05.6000	-0.0300	-0.0400		614+72.2667	-0.0400	-0.0400
STATION INFORMATION							
	Diation 1	Come Dat	% of e(d)	Left Shoulder	Right Shoulder		
	Station	Super Rate	Achieved	Super Rate	Super Rate		
CROSS SLOPE INFORMATION		Station in	Station in P T				
CROSS SLOPE INFORMATION	Super Rate	Station in P.C. Area	Station in P.T. Area				
CROSS SLOPE INFORMATION	Super Rate	Station in P.C. Area	Station in P.T. Area				

ODOT L&D VOL. 1 - FIGURES 202-7E, 20 SIMPLE CURVE CONFIGURATION	2-8E, 202-9E, F	IGURE 202-10E	E, FIGURE 301-	5B AND FIGURE	301-5C		
Designer name:		1					
What e <sub>max</sub> table would you like to use?	0.060 MAX	: 1			CLEAR S	SHEET	
V =	50	mph	(design speed,	mph)			
Dc =	1.50	<b>6</b>	(degree of curv	e of alignment)			
Radius =	3,819.72	teet	(radius of curve	or alingment)			
normal crown (e <sub>vic</sub> ) =	= 0.028 0.016		(design superer	evalion rate)			
	right	Is the curve to	the left or right (	in the direction o	f stationing)?		
	left	Will the depen	dent geopak sha	pes be to the lef	or right of the bas	eline?	
Surve widening NOT required for WB-50.	0.125	feet of paveme	ent widening per	lane (for 12' lane lane (for 12' lane	and WB-50 design and WB-62 design	n vehicle; L&L n vehicle: L&[	D Fig. 301-5b) D Fig. 301-5c)
······································	yes	Divided roadwa	ay?				
.c. KOTATION DATA	1.60%	From what cro	ss slope is the ro	badway being rot	ated? (i.e. 1.6% for	r NC, etc.)	
Width of rotating pavement @ PC =	24	feet	(do not include	curve widening,	gore areas or entra	ince and exit	lanes)
Design speed of PC transition =	<b>50</b>		(adjustment fee	tor for number of	lance rotated)		
5(w) = % =	0.5		(maximum relat	ive gradient)	lanes (blated)		
G =	200		(maximum relat	ive slope)			
L(r) =	134.4000	feet	(Superelevation	Runoff Length t	o flat)		
L(t) =	76.8000	feet	(Tangent Runo	ut Length)			
T. ROTATION DATA							
Width of rotating payement @ PT -	0.00%	To what cross	slope is the road	way being rotate	ed? (i.e. 1.6% for N	C, etc.)	lanec)
Design speed of PT transition =	50	1661	(do not include	curve widening,	gore areas or entre		lailes)
b(w) =	1		(adjustment fac	tor for number of	lanes rotated)		
% =	0.5		(maximum relat	ive gradient)			
G = L(r) =	200 134.4000	feet	(Superelevation	ive slope) i Runoff Length t	o flat)		
L(t) =	76.8000	feet	(Tangent Runo	ut Length)	,		
P.C. Station			P	ercent of super to	achieve at P.C.?	50.00%	
Is there a spiral for this curve?	no	ls t	the roadway rota	ting past flat at th	ne P.C. transition?	no	
P.T. Station Is there a spiral for this curve?	405+58.1900 no	ls -	P the roadway rota	ercent of super t ating past flat at t	o achieve at P.T.? he P.T. transition?	69.31% no	
				Curve Informat	ion		
	Station	Super Rate			ull super length =	40449.74 ft.	
normal crown =	00+09.6000	0.016			Slope at PC =	#N/A	
				G-v	alue of P.C. L(r) =	200	
					.,		
full super =	00+67.2000	0.028			Slone at PT -	0.0194	
P.T. SUPER INFORMATION					P.T. L(r) =	134.40	
<i></i>	Station	Super Rate		G-\	alue of P.T. L(r) =	200	
tull super = normal crown =	405+16.9359	0.028					
		0.010			Curve length is	811.16	times design spee
cross slope rotating to -	406+51 3359	0.000		1	ime at full super =	551.59	seconds
closs slope lotating to -	400431.3333	0.000					
HOULDER INFORMATION FOR CURVE							
	Station	Mainline Super Rate	Left Shoulder Super Rate		Station	Mainline Super Rate	Right Shoulder Super Rate
C. part of curve		oupo: nuto				oupoi nato	
.T. part of curve							
		•					
TATION INFORMATION			% of e(d)	l eft Shoulder	Right Shoulder		
	Station	Super Rate	Achieved	Super Rate	Super Rate		

CROSS SLOPE INFORMATION Station in Station in P.T. Super Rate P.C. Area Area

Curve name:							
what e table would you like to use?	AMP F3 CURVE	2				HEET	
V =	50	mph	(design speed, i	mph)			
Radius =	954.93	feet	(radius of curve	of alingment)			
Dc =	6.00		degree of curve	e of alignment)			
e <sub>d</sub> =	= 0.059		(design superele	evation rate)			
normal crown (e <sub>NC</sub> ) =	0.016						
	right	Is the curve to	the left or right (i	n the direction of	stationing)?		
	left	Will the depen	dent geopak sha	pes be to the lef	t or right of the base	eline?	
Curve widening required for WB-50.	1.250	feet of paveme	ent widening per	lane (for 12' lane	and WB-50 design	vehicle; L&D	Fig. 301-5b)
Curve widening required for WB-62.	1.500	feet of paveme	ent widening per	lane (for 12' lane	and WB-62 design	i vehicle; L&D	) Fig. 301-5c)
	yes	Divided Ioadw	ay?				
ROTATION DATA		-					
	0.00%	From what cro	ss slope is the ro	adway being rot	ated? (i.e. 1.6% for	NC, etc.)	,
Design speed of PC transition -	24 50	reet	(do not include (	curve widening, g	jore areas or entrar	ice and exit is	anes)
b(w) =	1		(adjustment fact	or for number of	lanes rotated)		
% =	0.5		(maximum relati	ve gradient)	,		
G =	200		(maximum relati	ve slope)			
L(r) =	283.2000	feet	(Superelevation	Runoff Length t	o flat)		
L(t) =	76.8000	feet	(Tangent Runou	it Length)			
ROTATION DATA							
	0.00%	To what cross	slope is the road	way being rotate	d? (i.e. 1.6% for N	C, etc.)	
Width of rotating pavement @ PT =	24	feet	(do not include of	curve widening, g	gore areas or entrar	nce and exit la	anes)
Design speed of PT transition =	<b>5U</b> 1		(adjustment fact	or for number of	lanes rotated)		
D(W) = %	0.5		(maximum relati	ve gradient)	anos iolaiduj		
/o = C -	200		(maximum relati	ve slope)			
G = L(r) =	283.2000	feet	(Superelevation	Runoff Lenath t	o flat)		
L(t) =	76.8000	feet	(Tangent Runou	it Length)			
P.C. Station	409+71.3300						
Is there a spiral for this curve?	yes	ls	the roadway rota	ting past flat at t	he P.C. transition?	no	
What is the length of the spiral?	320.00'		Spiral G-value	and correspond	ling design speed:	226	; 60-mph
P.T. Station	412+86.7900	1-	41	··			
Is there a spiral for this curve? What is the length of the spiral?	yes 320.00'	IS	the roadway rota	iting past flat at t	he P.I. transition?	no 226	: 60-mph
SUPER INFORMATION	Station	Super Rate		Curve Informat	<b>ion</b> Full super lenath =	315.46 ft	
SUPER INFORMATION cross slope rotating from =	Station 406+51.3300	Super Rate 0.000		Curve Informat	<b>ion</b> Full super length = Slope at PC =	315.46 ft. 0.0590	
SUPER INFORMATION cross slope rotating from =	Station 406+51.3300	Super Rate 0.000		Curve Informat	<b>ion</b> Full super length = Slope at PC = C. Spiral Length =	315.46 ft. 0.0590 320.00	I
SUPER INFORMATION cross slope rotating from =	Station 406+51.3300	Super Rate 0.000		<b>Curve Informat</b> P. G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral =	315.46 ft. 0.0590 320.00 226	I
SUPER INFORMATION cross slope rotating from = full super =	Station 406+51.3300 409+71.3300	Super Rate 0.000 0.059		<b>Curve Informat</b> P. G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral =	315.46 ft. 0.0590 320.00 226	I
SUPER INFORMATION cross slope rotating from = full super =	Station 406+51.3300 409+71.3300	Super Rate 0.000 0.059		Curve Informat P. G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT =	315.46 ft. 0.0590 320.00 226 0.0590	I
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION	Station 406+51.3300 409+71.3300	Super Rate 0.000 0.059		Curve Informat P. G-val P	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral -	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226	I
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION	Station 406+51.3300 409+71.3300 Station 412-86 7900	Super Rate 0.000 0.059 Super Rate 0.059		Curve Informat P. G-val P G-va	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral =	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226	I
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super =	Station 406+51.3300 409+71.3300 Station 412+86.7900	Super Rate 0.000 0.059 Super Rate 0.059		Curve Informat P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral =	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226	I
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super =	Station 406+51.3300 409+71.3300 Station 412+86.7900	Super Rate 0.000 0.059 Super Rate 0.059		Curve Informat P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31	times design spec
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super =	Station 406+51.3300 409+71.3300 Station 412+86.7900	Super Rate 0.000 0.059 Super Rate 0.059		Curve Informat P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super =	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30	times design spec seconds
. SUPER INFORMATION cross slope rotating from = full super = . SUPER INFORMATION full super = cross slope rotating to =	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900	Super Rate 0.000 0.059 Super Rate 0.059 0.000		Curve Informat P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super =	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30	times design spec seconds
:. SUPER INFORMATION cross slope rotating from = full super = : SUPER INFORMATION full super = cross slope rotating to = OULDER INFORMATION FOR CURVE	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900	Super Rate 0.000 0.059 Super Rate 0.059 0.000		Curve Informat P. G-val G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super =	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30	times design spec seconds
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline	Left Shoulder	Curve Informat P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super =	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline	times design spec seconds Right Shoulder
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat P. G-val G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408-58 2722	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400	times design spec seconds Right Shoulder Super Rate
. SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = SULDER INFORMATION FOR CURVE . part of curve	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 Station 408+14.0419 409+71.3300	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590	Left Shoulder Super Rate -0.0400 -0.0110	Curve Informat P. G-val G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590	times design spec seconds Right Shoulder Super Rate -0.0400 -0.0590
. SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = SULDER INFORMATION FOR CURVE part of curve	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 Station 408+14.0419 409+71.3300	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590	Left Shoulder Super Rate -0.0400 -0.0110	Curve Informat P. G-val G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590	times design spec seconds Right Shoulder Super Rate -0.0400 -0.0590
. SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = SULDER INFORMATION FOR CURVE . part of curve part of curve	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 Station 408+14.0419 409+71.3300 412+86.7900	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0590 0.0590	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400	Curve Informat P. G-val G-vai	ion           Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral =           Slope at PT = T. Spiral Length = ue of P.T. Spiral =           Curve length is time at full super =           Station           408+66.2792 409+71.3300           412+86.7900 413+89.8408	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590 0.0590 0.0400	times design spec seconds Right Shoulder Super Rate -0.0590 -0.0590 -0.0590
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = SULDER INFORMATION FOR CURVE part of curve part of curve	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 5tation 408+14.0419 409+71.3300 412+86.7900 412+86.7900	Super Rate 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0590	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400	Curve Informat P. G-val G-val	Ion           Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral =           Slope at PT = T. Spiral Length = ue of P.T. Spiral =           Curve length is time at full super =           Station           408+66.2792 409+71.3300           412+86.7900 413+89.8408	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590 0.0590 0.0400	times design spec seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE part of curve part of curve	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 5tation 408+14.0419 409+71.3300 412+86.7900 414+44.0781	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0590 0.0300	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400	Curve Informat P. G-val P G-val	ion           Full super length = Slope at PC =           C. Spiral Length = ue of P.C. Spiral =           Slope at PT =           T. Spiral Length = ue of P.T. Spiral =           Curve length is time at full super =           Station           408+68.2792           409+71.3300           412+86.7900           413+89.8408	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590 0.0590 0.0400	times design sper seconds Right Shoulder Super Rate -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE part of curve part of curve	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 5tation 408+14.0419 409+71.3300 412+86.7900 414+44.0781	Super Rate 0.000 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0590	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400 % of e(d)	Curve Informat P. G-val G-val	ion           Full super length = Slope at PC =           C. Spiral Length = ue of P.C. Spiral =           Slope at PT =           T. Spiral Length = ue of P.T. Spiral =           Curve length is time at full super =           Station           408+68.2792           409+71.3300           412+86.7900           413+89.8408           Right Shoulder	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590 0.0590 0.0400	times design spec seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = ULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 416+06.7900 416+06.7900 414+4.0781 409+71.3300 412+86.7900 414+44.0781	Super Rate 0.000 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0590	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400 % of e(d) Achieved	Curve Informat P. G-val G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 <b>Mainline</b> Super Rate 0.0400 0.0590 0.0590 0.0590	times design spec seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = PULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 416+06.7900 416+06.7900 416+06.7900 414+44.0781 412+86.7900 414+44.0781 Station	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0300	Left Shoulder Super Rate -0.0400 -0.0110 -0.0400 -0.0400 % of e(d) Achieved	P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 <b>Mainline</b> <b>Super Rate</b> 0.0400 0.0590 0.0590 0.0400	times design sper seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 416+06.7900 416+06.7900 414+4.0781 409+71.3300 412+86.7900 414+44.0781 Station	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0300	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400 % of e(d) Achieved	P. G-val P. G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 <b>Mainline</b> <b>Super Rate</b> 0.0400 0.0590 0.0590 0.0400	times design sper seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 416+06.7900 416+06.7900 416+06.7900 414+44.0781 409+71.3300 412+86.7900 414+44.0781 Station	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0300	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400 % of e(d) Achieved	P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 <b>Mainline</b> <b>Super Rate</b> 0.0400 0.0590 0.0590 0.0400	times design spe seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = PULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station           406+51.3300           409+71.3300           Station           412+86.7900           416+06.7900           416+06.7900           416+06.7900           414+4.0781           Station           412+86.7900           Station           Station           412+86.7900           Station           Station	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0300	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400 % of e(d) Achieved	P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590 0.0590 0.0400	times design spe seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = PULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 406+51.3300 3tation 412+86.7900 416+06.7900 416+06.7900 416+06.7900 414+4.019 409+71.3300 412+86.7900 414+44.0781 Station	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0300 0.0590 0.0300	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400 % of e(d) Achieved	P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 <b>Mainline</b> Super Rate 0.0400 0.0590 0.0590 0.0400	times design sper seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE part of curve part of curve STION INFORMATION	Station 406+51.3300 409+71.3300 Station 412+86.7900 416+06.7900 416+06.7900 416+06.7900 414+44.0781 409+71.3300 412+86.7900 414+44.0781 Station	Super Rate           0.000           0.059           Super Rate           0.059           0.000           Mainline           Super Rate           0.0300           0.0590           0.0300           0.0590           0.0300           Super Rate           Super Rate           Super Rate           Super Rate           0.0300	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400 % of e(d) Achieved Station in P.T. Area	Curve Informat P. G-val G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590 0.0590 0.0400	times design spec seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = SULDER INFORMATION FOR CURVE part of curve part of curve STION INFORMATION	Station 406+51.3300 409+71.3300 412+86.7900 412+86.7900 4146+06.7900 408+14.0419 409+71.3300 412+86.7900 414+44.0781 Station	Super Rate 0.000 0.059 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0300 0.0300 0.0300 Super Rate	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400 % of e(d) Achieved Station in P.T. Area	Curve Informat P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = <b>Station</b> 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590 0.0400	times design spec seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0400
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE part of curve part of curve STION INFORMATION	Station           406+51.3300           409+71.3300           Station           412+86.7900           416+06.7900           416+06.7900           418+14.0419           409+71.3300           412+86.7900           Station           412+86.7900           Station           Station           Station           Station           Station	Super Rate 0.000 Super Rate 0.059 0.000 Mainline Super Rate 0.0300 0.0590 0.0590 0.0300 Super Rate	Left Shoulder Super Rate -0.0400 -0.0110 -0.0110 -0.0400 % of e(d) Achieved Station in P.T. Area	Curve Informat P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590 0.0590 0.0400	times design spec seconds Right Shoulder Super Rate -0.0590 -0.0590 -0.0400
. SUPER INFORMATION cross slope rotating from = full super = . SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE . part of curve . part of curve . part of curve SUPER INFORMATION	Station           406+51.3300           409+71.3300           Station           412+86.7900           416+06.7900           416+06.7900           414+40.781           412+86.7900           414+40.781           Station           Station           Station           Station	Super Rate           0.000           0.059           Super Rate           0.059           0.000           Mainline           Super Rate           0.0300           0.0590           0.0300           0.0590           Super Rate           Super Rate           Super Rate	Left Shoulder Super Rate -0.0400 -0.0110 -0.0400 -0.0400 -0.0400 Xchieved Station in P.T. Area	P. G-val P G-val	ion Full super length = Slope at PC = C. Spiral Length = ue of P.C. Spiral = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = <b>Station</b> 408+68.2792 409+71.3300 412+86.7900 413+89.8408 Right Shoulder Super Rate	315.46 ft. 0.0590 320.00 226 0.0590 320.00 226 6.31 4.30 Mainline Super Rate 0.0400 0.0590 0.0590 0.0400	times design spec seconds Right Shoulder Super Rate -0.0400 -0.0590 -0.0590 -0.0400

ODOT L&D VOL. 1 - FIGURES 202-7E, 202-8E, 202-9E, FIGURE 202-10E, FIGURE 301-5B AND FIGURE 301-5C SIMPLE CURVE CONFIGURATION ALR Designer name: Curve name: AMP F3 CURVE 3 CLEAR SHEET What emax table would you like to use? 0.060 MAX (design speed, mph) (degree of curve of alignment) V = 50 mph Dc = 6.75 Radius = 848.83 feet (radius of curve of alingment) 0.060 (design superelevation rate) e<sub>d</sub> = normal crown (e<sub>NC</sub>) = 0.016 right Is the curve to the left or right (in the direction of stationing)? Will the dependent geopak shapes be to the left or right of the baseline? feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b) left Curve widening required for WB-50. 1.437 Curve widening required for WB-62. 1.875 feet of pavement widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c) Divided roadway? yes P.C. ROTATION DATA From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) 0.00% Width of rotating pavement @ PC = Design speed of PC transition = 24 50 feet (do not include curve widening, gore areas or entrance and exit lanes) b(w) = 1 (adjustment factor for number of lanes rotated) % = 0.5 (maximum relative gradient) G = 200 (maximum relative slope) 288.0000 (Superelevation Runoff Length to flat) L(r) =feet 76.8000 L(t) = feet (Tangent Runout Length) T. ROTATION DATA 2.43% To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) Width of rotating pavement @ PT = 24 feet (do not include curve widening, gore areas or entrance and exit lanes) 50 Design speed of PT transition = b(w) = 1 (adjustment factor for number of lanes rotated) % = 0.5 (maximum relative gradient) G = 200 (maximum relative slope) feet feet (Superelevation Runoff Length to flat) (Tangent Runout Length) L(r) = 288.0000 L(t) =76.8000 P.C. Station 419+06.7900 Is there a spiral for this curve? Is the roadway rotating past flat at the P.C. transition? Ves What is the length of the spiral? 300.00' Spiral G-value and corresponding design speed: 208; 50-mph P.T. Station 423+20.2900 Is there a spiral for this curve? Is the roadway rotating past flat at the P.T. transition? ves 300.00' Spiral G-value and corresponding design speed: 208; 50-mph What is the length of the spiral? Do you want the tangent runout length recalculated to match the g-value of the spiral? New L(t) = 79.8720 yes

P.C. SUPER INFORMATION			Curve Information		
	Station	Super Rate	Full super length =	413.50 ft.	
cross slope rotating from =	416+06.7900	0.000	Slope at PC =	0.0600	
			P.C. Spiral Length =	300.00	
			G-value of P.C. Spiral =	208	
full super =	419+06.7900	0.060			
			Slope at PT =	0.0600	
P.T. SUPER INFORMATION			P.T. Spiral Length =	300.00	
	Station	Super Rate	G-value of P.T. Spiral =	208	
full super =	423+20.2900	0.060	P.T. L(t) =	79.87	
			G-value of P.T. L(t) =	208	
flat =	426+20.2900	0.000	Curve length is	8.27	times design spee
normal crown =	427+00.1620	-0.016	time at full super =	5.64	seconds
cross slope rotating to =	427+41.5956	-0.024			

		Mainline	Left Shoulder		Mainline	Right Shoulder
	Station	Super Rate	Super Rate	Station	Super Rate	Super Rate
P.C. part of curve	417+56.7900	0.0300	-0.0400	418+06.7900	0.0400	-0.0400
	419+06.7900	0.0600	-0.0100	419+06.7900	0.0600	-0.0600
P.T. part of curve	423+20.2900	0.0600	-0.0100	423+20.2900	0.0600	-0.0600
	424+70.2900	0.0300	-0.0400	424+20.2900	0.0400	-0.0400

STATION INFORMATION					
	Station	Super Rate	% of e(d)	Left Shoulder	Right Shoulder
	423+49.3061	0.0542	90.33%	-0.0158	-0.0542
	423+61.5994	0.0517	86.23%	-0.0183	-0.0517
	423+52.5990	0.0535	89.23%	-0.0165	-0.0535
	423+42.8563	0.0555	92.48%	-0.0145	-0.0555

CROSS	SLOPE	INFORMATION
010000	OLOI L	

OUI DER INFORMATION FOR CURVE

	Station in	Station in P.T.
Super Rate	P.C. Area	Area
0.0076	416+44.7900	425+82.1692

ODOT L&D VOL. 1 - FIGURES 202-7E, 202-8E, 202-9E, FIGURE 202-10E, FIGURE 301-5B AND FIGURE 301-5C SIMPLE CURVE CONFIGURATION Designer name: ALR Curve name: AMP F4 CURVE 1 **CLEAR SHEET** What e<sub>max</sub> table would you like to use? 0.060 MAX (design speed, mph) (degree of curve of alignment) V = 35 mph Dc = 13.00 Radius = 440.74 feet (radius of curve of alingment) **e**<sub>d</sub> = 0.058 (design superelevation rate) normal crown (e<sub>NC</sub>) = 0.016 left Is the curve to the left or right (in the direction of stationing)? Will the dependent geopak shapes be to the left or right of the baseline? feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b) left Curve widening required for WB-50. 2.000 Curve widening required for WB-62. 2.750 feet of pavement widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c) Divided roadway? yes P.C. ROTATION DATA From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) 5.60% Width of rotating pavement @ PC = Design speed of PC transition = 16 45 feet (do not include curve widening, gore areas or entrance and exit lanes) b(w) = 1 (adjustment factor for number of lanes rotated) % = 0.54 (maximum relative gradient) G = 185 (maximum relative slope) 171.6800 (Superelevation Runoff Length to flat) L(r) =feet 47.3600 (Tangent Runout Length) L(t) = feet T. ROTATION DATA 5.70% To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) Width of rotating pavement @ PT = (do not include curve widening, gore areas or entrance and exit lanes) 16 feet Design speed of PT transition = 35 b(w) = 1 (adjustment factor for number of lanes rotated) % = 0.62 (maximum relative gradient) G = 161 (maximum relative slope) feet feet (Superelevation Runoff Length to flat) (Tangent Runout Length) L(r) = 149.4080 L(t) =41.2160 P.C. Station 700+00.0000 Percent of super to achieve at P.C.? 96.55% Is there a spiral for this curve? Is the roadway rotating past flat at the P.C. transition? no no P.T. Station 702+50.7900 Percent of super to achieve at P.T.? 98.28% Is there a spiral for this curve? Is the roadway rotating past flat at the P.T. transition? no no

P.C. SUPER INFORMATION				Curve Information	tion		
cross slope rotating from =	Station 700+00.0000	Super Rate -0.056		I	Full super length = Slope at PC =	242.29 ft. -0.0560	
				G-v	P.C. L(r) = value of $P.C. L(r) =$	5.92 185	
full super =	700+05.9200	-0.058					
					Slope at PT =	#N/A	
P.T. SUPER INFORMATION	Station	Curren Dete		0.	P.T. L(r) =	2.58	
£	Station	Super Rate		G-\	value of P.I.L(r) =	161	
ruii super =	702+48.2140	-0.058					
					Curve length is	7.17	times design spee
					time at full super =	4.72	seconds
cross slope rotating to =	702+50.7900	-0.0570					
SHOULDER INFORMATION FOR CURVE							
	010110	Mainline	Left Shoulder		0	Mainline	Right Shoulder
P.C. port of ourse	Station	Super Rate	Super Rate		Station	Super Rate	Super Rate
P.C. part of curve	700+00.0000	-0.0580	-0.0580		700+00.0000	-0.0560	-0.0140
	100+03.3200	-0.0000	-0.0300		700+03.3200	-0.0000	-0.0120
P.T. part of curve	702+48.2140	-0.0580	-0.0580		702+48.2140	-0.0580	-0.0120
	702+50.7900	-0.0570	-0.0570		702+50.7900	-0.0570	-0.0130
STATION INFORMATION							
STATION IN ORMATION			% of e(d)	Left Shoulder	Right Shoulder		
	Station	Super Rate	Achieved	Super Rate	Super Rate		
				•	•		
CROSS SLOPE INFORMATION							
		Station in	Station in P.T.				
	Super Rate	P.C. Area	Area				

Designer name:		· •					
What e table would you like to use?	AMP F4 CURVE	2				HEET	
V =	30	mph	(design speed u	mph)			
Dc =	17.50		(degree of curve	e of alignment)			
Radius =	327.40	feet	(radius of curve	of alingment)			
e <sub>d</sub> :	= 0.0570		(design superele	evation rate)			
normal crown (e <sub>NC</sub> ) =	0.016						
	left	Is the curve to	the left or right (i	n the direction of	stationing)?		
	left	Will the depen	dent geopak sha	pes be to the left	t or right of the base	eline?	
Curve widening required for WB-50.	2.708	feet of paveme	ent widening per	ane (for 12' lane	and WB-50 design	vehicle; L&D	Fig. 301-5b)
Curve widening required for WB-62.	3.667	feet of paveme	ent widening per	lane (for 12' lane	and WB-62 design	vehicle; L&D	Fig. 301-5c)
	yes	Divided roadw	ay?				
ROTATION DATA							
	5.80%	From what cro	ss slope is the ro	adway being rota	ated? (i.e. 1.6% for	NC, etc.)	
Width of rotating pavement @ PC =	16	feet	(do not include of	curve widening, g	gore areas or entrar	nce and exit la	anes)
Design speed of PC transition =	35			, , ,			
D(W) =	1		(adjustment fact	or for number of	lanes rotated)		
% = G =	161		(maximum relati	ve gladient) ve slope)			
L(r) =	146.8320	feet	(Superelevation	Runoff Length to	o flat)		
L(t) =	41.2160	feet	(Tangent Runou	t Length)	,		
, , , , , , , , , , , , , , , , , , ,				5,			
ROTATION DATA		-			10 // 1		
Width of rotation and the FT	4.45%	To what cross	slope is the road	way being rotate	d? (i.e. 1.6% for NC	;, etc.)	2222
virutin or rotating pavement @ PT = Design speed of PT transition -	16 30	reet	(ao not include (	urve widening, g	jore areas or entrar	ice and exit la	anes)
b(w) =	1		(adjustment fact	or for number of	lanes rotated)		
% =	0.66		(maximum relati	ve gradient)			
G =	152		(maximum relati	ve slope)			
L(r) =	138.6240	feet	(Superelevation	Runoff Length te	o flat)		
L(t) =	38.9120	feet	(Tangent Runou	it Length)			
P.C. Station	702+50.7900		P	ercent of super t	o achieve at P.C.?	100.00%	
Is there a spiral for this curve?	no	Is	the roadway rota	ting past flat at th	he P.C. transition?	no	
P.T. Station	711+14.1100						
Is there a spiral for this curve?	yes	ls	the roadway rota	iting past flat at t	he P.T. transition?	no	
what is the length of the spiral?	200.00		Spiral G-Value	and correspond	ing design speed.	1000	, 70-mpn
. SUPER INFORMATION	Station	Super Pote		Curve Informat	ion	862 22 4	I.
SUPER INFORMATION	Station 702+48,2140	Super Rate -0.0580		Curve Informat	ion Full super length = Slope at PC =	863.32 ft. -0.0570	I.
SUPER INFORMATION cross slope rotating from =	Station 702+48.2140	Super Rate -0.0580		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) =	863.32 ft. -0.0570 2.58	I
SUPER INFORMATION cross slope rotating from =	Station 702+48.2140	Super Rate -0.0580		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = value of P.C. L(r) =	863.32 ft. -0.0570 2.58 161	I
SUPER INFORMATION	Station 702+48.2140	Super Rate -0.0580		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) =	863.32 ft. -0.0570 2.58 161	I
SUPER INFORMATION cross slope rotating from = full super =	Station 702+48.2140 702+50.7900	Super Rate -0.0580 -0.0570		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = slope at PT =	863.32 ft. -0.0570 2.58 161 -0.0570	I
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION	Station 702+48.2140 702+50.7900	Super Rate -0.0580 -0.0570		Curve Informat	ion Full super length = Slope at PC = P.C. L(t) = value of P.C. L(t) = Slope at PT = T. Spiral Length =	863.32 ft. -0.0570 2.58 161 -0.0570 200.00	I
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION	Station 702+48.2140 702+50.7900 Station	Super Rate -0.0580 -0.0570 Super Rate		Curve Informat	ion Slope at PC = P.C. L(t) = value of P.C. L(t) = Slope at PT = T. Spiral Length = ue of P.T. Spiral =	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000	I
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super =	Station 702+48.2140 702+50.7900 Station 711+14.1100	Super Rate -0.0580 -0.0570 Super Rate -0.0570		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral =	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000	I
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super =	Station 702+48.2140 702+50.7900 Station 711+14.1100	Super Rate -0.0580 -0.0570 Super Rate -0.0570		Curve Informat	Full super length = Slope at PC = P.C. L(r) = value of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral =	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000	times design sno
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super =	Station 702+48.2140 702+50.7900 Station 711+14.1100	Super Rate -0.0580 -0.0570 Super Rate -0.0570		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super =	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62	times design spe seconds
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to =	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super =	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62	times design spe seconds
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to =	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045		Curve Informat	ion Full super length = Slope at PC = P.C. L(t) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super =	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62	times design spe seconds
. SUPER INFORMATION cross slope rotating from = full super = . SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainflice	Laft Shoulder	Curve Informat	ion Full super length = Slope at PC = P.C. L(t) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super =	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62	times design spe seconds
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Pate	Left Shoulder Super Pate	Curve Informat	ion Full super length = Slope at PC = P.C. L(t) = value of P.C. L(t) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super =	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Pate	times design spe seconds Right Shoulder Super Pate
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 Station 702+53.3660	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580	Left Shoulder Super Rate -0,0580	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580	times design spe seconds Right Shoulder Super Rate -0,0120
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = SULDER INFORMATION FOR CURVE part of curve	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 Station 702+53.3660 702+50.7900	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570	Left Shoulder Super Rate -0.0580 -0.0570	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 702+50.7900	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130
. SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = SULDER INFORMATION FOR CURVE part of curve	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 713+53.3660 702+53.3660 702+50.7900	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570	Left Shoulder Super Rate -0.0580 -0.0570	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 702+50.7900	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = SULDER INFORMATION FOR CURVE part of curve part of curve	Station           702+48.2140           702+50.7900           Station           711+14.1100           713+14.1100           Station           702+53.3660           702+50.7900           711+14.1100           712+52.3660           702+53.3660           702+53.3660           702+53.3660           702+53.3660           702+50.7900	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0545	Left Shoulder Super Rate -0.0580 -0.0570 -0.0570	Curve Informat	ion           Full super length = Slope at PC = P.C. L(r) =           ralue of P.C. L(r) =           Slope at PT =           T. Spiral Length = ue of P.T. Spiral =           Curve length is time at full super =           Station           702+53.3660           702+54.7900           71+14.1100           711+57 open	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.035
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = ULDER INFORMATION FOR CURVE part of curve part of curve	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 713+14.1100 702+53.3660 702+53.7900 711+14.1100 711+57.9696	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	Left Shoulder Super Rate -0.0580 -0.0570 -0.0570 -0.0445	Curve Informat	ion           Full super length = Slope at PC = P.C. L(t) = ralue of P.C. L(r) =           Slope at PT = T. Spiral Length = ue of P.T. Spiral =           Curve length is time at full super =           Station 702+53.3660 702+5.07900           711+14.1100 711+57.9696	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = FULDER INFORMATION FOR CURVE part of curve part of curve	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 713+14.1100 702+53.3660 702+50.7900 711+14.1100 711+57.9696	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	Left Shoulder Super Rate -0.0580 -0.0570 -0.0570 -0.0445	Curve Informat	ion           Full super length = Slope at PC = P.C. L(t) = ralue of P.C. L(r) =           Slope at PT = T. Spiral Length = ue of P.T. Spiral =           Curve length is time at full super =           Station 702+53.3660 702+54.7900           711+14.1100 711+57.9696	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0570	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = DULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 713+14.1100 702+53.3660 702+50.7900 711+14.1100 711+57.9696	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	Left Shoulder Super Rate -0.0580 -0.0570 -0.0570 -0.0445	Curve Informat	ion           Full super length = Slope at PC = P.C. L(f) =           ralue of P.C. L(r) =           slope at PT =           T. Spiral Length = ue of P.T. Spiral =           Curve length is time at full super =           Station 702+53.3660 702+50.7900           711+14.1100 711+57.9696	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = ULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 713+14.1100 702+53.3660 702+50.7900 711+14.1100 711+57.9696	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0445	Left Shoulder Super Rate -0.0580 -0.0570 -0.0570 -0.0445 % of e(d) Achieved	Curve Informat	ion           Full super length = Slope at PC = P.C. L(r) =           value of P.C. L(r) =           slope at PT =           T. Spiral Length = ue of P.T. Spiral =           Curve length is time at full super =           Station           702+53.3660           702+53.07900           711+14.1100           711+57.9696           Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = ULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 702+53.3660 702+53.3660 702+50.7900 711+14.1100 711+57.9696	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0570 -0.0570 -0.0570 -0.0445	Left Shoulder Super Rate -0.0580 -0.0570 -0.0445 % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 702+50.7900 711+57.9696 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 <b>Mainline Super Rate</b> -0.0570 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = ULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 702+53.3660 702+50.7900 711+14.1100 711+57.9696 Station	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445 Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0445 % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 702+50.7900 711+14.1100 711+57.9696 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = PULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station           702+48.2140           702+50.7900           Station           711+14.1100           713+14.1100           702+53.3660           702+53.3660           702+53.3660           701+57.9696           Station           Station           Station           Station           Station           Station           Station	Super Rate -0.0580 -0.0570 Super Rate -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0445 Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0445 % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 702+50.7900 711+14.1100 711+57.9696 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = SULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 713+14.1100 702+53.3660 702+50.7900 711+14.1100 711+57.9696 Station	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0445 Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0445 % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(t) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 721+57.3660 721+57.3669 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = PULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 713+14.1100 702+53.3660 702+50.7900 711+14.1100 711+57.9696 Station	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0445 Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0445 % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(t) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 702+53.3660 721+57.9696 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = PULDER INFORMATION FOR CURVE part of curve part of curve STION INFORMATION	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 713+14.1100 702+53.3660 702+50.7900 711+57.9696 Station	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0445 Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0570 -0.0445 % of e(d) Achieved	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 702+50.7900 711+14.1100 711+57.9696 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = PULDER INFORMATION FOR CURVE part of curve part of curve TION INFORMATION	Station 702+48.2140 702+50.7900 Station 711+14.1100 713+14.1100 713+14.1100 702+53.3660 702+50.7900 711+14.1100 711+57.9696 Station	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0570 -0.0570 -0.0570 -0.0445 Super Rate	Left Shoulder Super Rate -0.0570 -0.0570 -0.0445 % of e(d) Achieved Station in P.T.	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = <b>Station</b> 702+53.3660 702+50.7900 <b>711+14.1100</b> <b>711+157.9696</b> <b>Right Shoulder</b> <b>Super Rate</b>	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION Cross slope rotating from = full super = SUPER INFORMATION full super = Cross slope rotating to = Cross	Station           702+48.2140           702+50.7900           Station           711+14.1100           713+14.1100           Station           702+53.3660           702+53.3660           711+14.1100           Station           702+53.3660           Station           Station           Station           Station           Station           Station           Station           Station	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445 Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0445 % of e(d) Achieved Station in P.T. Area	Curve Informat	ion Full super length = Slope at PC = P.C. L(t) = ralue of P.C. L(t) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 702+50.7900 711+14.1100 711+57.9696 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 <b>Mainline</b> Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION Cross slope rotating from = full super = SUPER INFORMATION full super = Cross slope rotating to = Cross	Station           702+48.2140           702+48.2140           702+50.7900           Station           711+14.1100           713+14.1100           702+53.3660           702+53.3660           702+53.3660           702+53.3660           701+14.1100           711+57.9696           Station           Station	Super Rate -0.0580 -0.0570 Super Rate -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0445 Super Rate Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0445 % of e(d) Achieved Station in P.T. Area	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 721+51.79696 711+14.1100 711+57.9696 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design sper seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION Cross slope rotating from = full super = SUPER INFORMATION full super = Cross slope rotating to = Cross	Station           702+48.2140           702+48.2140           702+50.7900           Station           711+14.1100           713+14.1100           702+53.3660           702+53.3660           702+50.7900           711+14.1100           711+57.9696           Station           Station	Super Rate -0.0580 -0.0570 Super Rate -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0445 Super Rate Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0445 % of e(d) Achieved Station in P.T. Area	Curve Informat	ion Full super length = Slope at PC = P.C. L(t) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 721+5.7.900 711+14.1100 711+57.9696 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design sper seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION Cross slope rotating from = full super = SUPER INFORMATION full super = Cross slope rotating to = Cross slope rotating to = COLDER INFORMATION FOR CURVE part of curve part of curve STION INFORMATION	Station           702+48.2140           702+50.7900           Station           711+14.1100           713+14.1100           Station           702+53.3660           702+53.3660           702+53.7900           711+14.1100           711+57.9696           Station           Station           Station	Super Rate -0.0580 -0.0570 Super Rate -0.045 Mainline Super Rate -0.0570 -0.0445 Super Rate Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0570 -0.0445 % of e(d) Achieved Station in P.T. Area	Curve Informat	ion Full super length = Slope at PC = P.C. L(t) = ralue of P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = Station 702+53.3660 702+53.3660 721+57.9696 Right Shoulder Super Rate	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255
SUPER INFORMATION cross slope rotating from = full super = SUPER INFORMATION full super = cross slope rotating to = OULDER INFORMATION FOR CURVE part of curve part of curve STION INFORMATION	Station           702+48.2140           702+50.7900           Station           711+14.1100           713+14.1100           Station           702+53.3660           702+53.3660           702+53.3660           702+53.3660           Station           Station           Station           Station           Station           Station           Station           Station	Super Rate -0.0580 -0.0570 Super Rate -0.0570 -0.045 Mainline Super Rate -0.0580 -0.0570 -0.0570 -0.0445 Super Rate Super Rate	Left Shoulder Super Rate -0.0580 -0.0570 -0.0445 % of e(d) Achieved Station in P.T. Area	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = Slope at PT = T. Spiral Length = ue of P.T. Spiral = Curve length is time at full super = <b>Station</b> 702+53.3660 702+50.7900 <b>711+14.1100</b> 711+57.9696 <b>Right Shoulder</b> <b>Super Rate</b>	863.32 ft. -0.0570 2.58 161 -0.0570 200.00 1000 28.78 19.62 <b>Mainline Super Rate</b> -0.0570 -0.0570 -0.0570 -0.0445	times design spe seconds Right Shoulder Super Rate -0.0120 -0.0130 -0.0255

#### SUPERELEVATION TRANSITION LENGTH ODOT L&D VOL. 1 - FIGURES 202-7E, 202-8E, 202-9E, FIGURE 202-10E, FIGURE 301-5B AND FIGURE 301-5C

ALR MP F4 CURVE 0.060 MAX 45	E 3	CLEAR SH	EET
MP F4 CURVE 0.060 MAX 45	E 3	CLEAR SH	EET
0.060 MAX 45			
45			
	mph	(design speed, mph)	
3.75		(degree of curve of alignment)	
1,527.89	feet	(radius of curve of alingment)	
0.0445		(design superelevation rate)	
0.016			
left left 0.500 0.750 yes	Is the curve Will the dep feet of pave feet of pave Divided roa	e to the left or right (in the direction of stationing)? sendent geopak shapes be to the left or right of the baseli ement widening per lane (for 12' lane and WB-50 design v ement widening per lane (for 12' lane and WB-62 design v stdway?	ne? rehicle; L&D Fig. 301-5 rehicle; L&D Fig. 301-5
4.45%	From what	cross slope is the roadway being rotated? (i.e. 1.6% for N	IC, etc.)
16 45	feet	(do not include curve widening, gore areas or entrand	e and exit lanes)
1		(adjustment factor for number of lanes rotated)	
0.54		(maximum relative gradient)	
185		(maximum relative slope)	
131.7200	feet	(Superelevation Runoff Length to flat)	
47.3600	feet	(Tangent Runout Length)	
6.00%	To what cro	oss slope is the roadway being rotated? (i.e. 1.6% for NC,	etc.)
16	feet	(do not include curve widening, gore areas or entrand	ce and exit lanes)
45			
1		(adjustment factor for number of lanes rotated)	
0.54		(maximum relative gradient)	
185		(maximum relative slope)	
131.7200 47.3600	feet feet	(Superelevation Runoff Length to flat) (Tangent Runout Length)	
713+14.1100		Percent of super to achieve at P.C.?	100.00%
no		Is the roadway rotating past flat at the P.C. transition?	no
718-01 2700			
yes 200.00'		Is the roadway rotating past flat at the P.T. transition? Spiral G-value and corresponding design speed:	<b>no</b> 806; 70-mph
	0.0445 0.016 left 0.500 0.750 yes 4.45% 16 45 131.7200 47.3600 6.00% 16 45 131.7200 47.3600 713+14.1100 no 718+01.2700 yes 200.00'	0.0445 0.016 left Is the curve left Will the dej 0.500 feet of pave 0.750 feet of pave yes Divided roa 4.45% From what 16 feet 45 1 0.54 185 131.7200 feet 47.3600 feet 1 0.54 185 131.7200 feet 47.3600 feet 713+14.1100 feet 718+01.2700 yes 200.00'	0.0445       (design superelevation rate)         0.016       Is the curve to the left or right (in the direction of stationing)?         left       Is the curve to the left or right (in the direction of stationing)?         left       Will the dependent geopak shapes be to the left or right of the baseli         0.500       feet of pavement widening per lane (for 12' lane and WB-50 design v         0.750       feet of pavement widening per lane (for 12' lane and WB-62 design v         vess       Divided roadway?         4.45%       From what cross slope is the roadway being rotated? (i.e. 1.6% for N         16       feet         1       (adjustment factor for number of lanes rotated)         0.54       (maximum relative slope)         131.7200       feet         6.00%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, 16         16       feet         17       (adjustment factor for number of lanes rotated)         0.54       (maximum relative gradient)         185       (maximum relative gradient)         195       (do not include curve widening, gore areas or entrance 45         1       (adjustment factor for number of lanes rotated)         0.54       (maximum relative slope)         131.7200       feet       (Superelevation Runoff Length to flat)

				our ve information		
	Station	Super Rate		Full super length =	487.16 ft.	
cross slope rotating from =	713+14.1100	-0.0445		Slope at PC =	-0.0445	
				P.C. L(r) =	0.00	
				G-value of P.C. L(r) =	#DIV/0!	
full super =	713+14.1100	-0.0445				
				Slope at PT =	-0.0445	
P.T. SUPER INFORMATION				P.T. Spiral Length =	200.00	
	Station	Super Rate		G-value of P T Spiral =	806	
full super –	719,01 2700	0.0445			000	
Tuli Super =	110+01.2700	-0.0445				
				Curve length is	10.83	times design spee
				time at full super =	7.38	seconds
cross slope rotating to =	720+01.2700	-0.060				
SHOULDER INFORMATION FOR CURVE	•					
	-	Mainline	Left Shoulder		Mainline	Right Shoulder
	Station	Super Rate	Super Rate	Station	Super Rate	Super Rate
P.C. part of curve	713+14.1100	-0.0445	-0.0445	713+14.1100	-0.0445	-0.0255
	713+14,1100	-0.0445	-0.0445	713+14,1100	-0.0445	-0.0255
		0.0110	0.01.0		0.0110	0.0200
P.T. part of curve	718+01.2700	-0.0445	-0.0445	718+01.2700	-0.0445	-0.0255
·	717+31.6071	-0.0600	-0.0600	717+31.6071	-0.0600	-0.0100

STATION INFORMATION

Station Super Rate

Super Rate

% of e(d) Left SH Achieved Supe

Left Shoulder Right Shoulder Super Rate Super Rate

CRO	55 51	OPE	INFOR	MATION

Station in Station in P.T. P.C. Area Area

SIMPLE CURVE CONFIGURATION	2-8E, 202-9E, F	IGURE 202-10	E, FIGURE 301-5B AND FIGURE 301-5C
Designer name:	ALR		
Curve name:	AMP G5 CURV	E 1	CLEAR SHEET
What emax table would you like to use?	0.060 MAX		
V =	40	mph	(design speed, mph)
Dc =	10.75		(degree of curve of alignment)
Radius =	532.98	feet	(radius of curve of alingment)
e <sub>d</sub> =	0.0595		(design superelevation rate)
normal crown (e <sub>NC</sub> ) =	0.016		
	right	Is the curve to	the left or right (in the direction of stationing)?
	left	Will the deper	ndent geopak shapes be to the left or right of the baseline?
Curve widening required for WB-50.	1.938	feet of pavem	ent widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5t
Curve widening required for WB-62.	2.625	feet of pavem	ent widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-50
	yes	Divided roadw	vay?
C. ROTATION DATA			
	6.00%	From what cro	oss slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PC =	16	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PC transition =	50		
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.5		(maximum relative gradient)
G =	200		(maximum relative slope)
L(r) =	190.4000	feet	(Superelevation Runoff Length to flat)
L(t) =	51.2000	feet	(Tangent Runout Length)
. ROTATION DATA			
	3.20%	To what cross	s slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PT =	16	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PT transition =	40		
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.58		(maximum relative gradient)
G =	172		(maximum relative slope)
L(r) =	163.7440	feet	(Superelevation Runoff Length to flat)
L(t) =	44.0320	feet	(Tangent Runout Length)
P.C. Station	800+00.0000		Percent of super to achieve at P.C.? 100.00%
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.C. transition? no
P.T. Station	802+91.3200		Percent of super to achieve at P.T.? 53.78%
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.T. transition? no

P.C. SUPER INFORMATION			Curve Information		
	Station	Super Rate	Full super length =	215.64 ft.	
cross slope rotating from =	799+98.4000	0.0600	Slope at PC =	0.0595	
			P.C. L(r) =	1.60	
			G-value of P.C. L(r) =	200	
full super =	800+00.0000	0.0595			
			Slope at PT =	#N/A	
P.T. SUPER INFORMATION			P.T. L(r) =	75.68	
	Station	Super Rate	G-value of P.T. L(r) =	172	
full super =	802+15.6400	0.0595			
			Curve length is	7.28	times design spec
			time at full super =	3.68	seconds
cross slope rotating to =	802+91.3200	0.032			
SHOULDER INFORMATION FOR CURVE		l i i i i i i i i i i i i i i i i i i i			

SHOULDER INFORMATION FOR CORVE	=					
		Mainline	Left Shoulder		Mainline	Right Shoulder
	Station	Super Rate	Super Rate	Station	Super Rate	Super Rate
P.C. part of curve	800+01.6000	0.0600	-0.0100	800+01.6000	0.0600	-0.0600
	800+00.0000	0.0595	-0.0105	800+00.0000	0.0595	-0.0595
P.T. part of curve	802+15.6400	0.0595	-0.0105	802+15.6400	0.0595	-0.0595
	802+91.3200	0.0320	-0.0380	802+69.3040	0.0400	-0.0400

STATION INFORMATION					
	Station	Super Rate	% of e(d) Achieved	Left Shoulder Super Rate	Right Shoulder Super Rate
	802+72.5624	0.0388	65.24%	-0.0312	-0.0400
	802+54.3368	0.0454	76.37%	-0.0246	-0.0454
	802+63.8055	0.0420	70.58%	-0.0280	-0.0420

CROSS SLOPE INFORMATION			
	Super Pate	Station in	Station in P.T.
	ouper Mate	T.O. Alea	Alea

IMPLE CURVE CONFIGURATION	. , .= .=,.			
Designer name:	ALR			
Curve name:	AMP G5 CURV	E 2	CLEAR S	HEET
What emax table would you like to use?	0.060 MAX			
V =	40	mph	(design speed, mph)	
Dc =	2.75		(degree of curve of alignment)	
Radius =	2,083.48	feet	(radius of curve of alingment)	
e <sub>d</sub> =	0.0320		(design superelevation rate)	
normal crown (e <sub>NC</sub> ) =	0.016			
	right	Is the curve to	o the left or right (in the direction of stationing)?	
	left	Will the deper	ndent geopak shapes be to the left or right of the base	eline?
Curve widening NOT required for WB-50.	0.438	feet of pavem	ent widening per lane (for 12' lane and WB-50 desigr	vehicle; L&D Fig. 30
Curve widening NOT required for WB-62.	0.688 ves	feet of pavem Divided roadv	ent widening per lane (for 12' lane and WB-62 desigr vav?	vehicle; L&D Fig. 30
	,			
.C. ROTATION DATA	E 05%	From what are	and along in the ready by heing rotated? (i.e. 1.6% for	NC ata )
Width of rotating powement @ DC	3.95%	foot	de pet include our le widening, gere crees er entre	
Design speed of PC transition -	40	ieel	(ao not include curve widening, gore areas of entra	nce and exit lanes)
besign speed of 1 C transition =	1		(adjustment factor for number of lanes rotated)	
D(W) = % =	0.58		(maximum relative gradient)	
/8 = G =	172		(maximum relative slope)	
G =   (r) -	88,0640	feet	(Superelevation Runoff Length to flat)	
L(t) = 1	44.0320	feet	(Tangent Runout Length)	
-(-)-		loot	(rangeri ranear zengar)	
T. ROTATION DATA	1 60%	To what cross	slope is the readway being retated? (i.e. 1.6% for N	C oto )
Width of rotating payement @ PT -	1.00 %	feet	(do not include curve widening, gore areas or entra	oce and exit lanes)
Design speed of PT transition -	40	leet	(do not include curve widening, gore areas or entra	nce and exit lanes)
besign speed of i i transition =	1		(adjustment factor for number of lanes rotated)	
% =	0.58		(maximum relative gradient)	
G =	172		(maximum relative slope)	
(r) =	88.0640	feet	(Superelevation Runoff Length to flat)	
L(t) =	44.0320	feet	(Tangent Runout Length)	
P.C. Station	802+91.3200		Percent of super to achieve at P.C.?	100.00%
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.C. transition?	no
P.T. Station	807+04.5600	le	Percent of super to achieve at P.T.?	66.67%
		10		
.C. SUPER INFORMATION			Curve Information	
	Station	Super Rate	Full super length =	383.89 ft.
cross slope rotating from =	802+15.6400	0.0595	Slope at PC =	0.0320
			P.C. L(r) =	75.68
			G-value of P.C. L(r) =	172
full super =	802+91.3200	0.0320		
		0.0020	Slope at PT =	0.0213
T. SUPER INFORMATION			P.T. L(r) =	44.03

				G-v	alue 01 F.G. L(I) =	172	
full super =	802+91.3200	0.0320					
					Slope at PT =	0.0213	
P.T. SUPER INFORMATION				_	P.T. L(r) =	44.03	
	Station	Super Rate		G-\	alue of P.T. L(r) =	172	
full super =	806+75.2053	0.0320					
					Curve length is	10.33	times design spee
				1	time at full super =	6.54	seconds
normal crown =	807+19.2373	0.016					
SHOULDER INFORMATION FOR CURVE							
		Mainline	Left Shoulder			Mainline	Right Shoulder
	Station	Super Rate	Super Rate		Station	Super Rate	Super Rate
P.C. part of curve	803+67.0000	0.0595	-0.0105		803+67.0000	0.0595	
	802+91.3200	0.0320	-0.0380				
P.T. part of curve	806+75.2053	0.0320	-0.0380				
	806+80.7093	0.0300	-0.0400				
STATION INFORMATION							
			% of e(d)	Left Shoulder	Right Shoulder		
	Station	Super Rate	Achieved	Super Rate	Super Rate		
				•	•		
CROSS SLOPE INFORMATION							
		Station in	Station in P.T.				
	Super Rate	P.C. Area	Area				
	-						

ODOT L&D VOL. 1 - FIGURES 202-7E, 202	2-8E, 202-9E, F	IGURE 202-10	E, FIGURE 301-5B AND FIGURE 301-5C
SIMPLE CURVE CONFIGURATION	AL P		
Designer name.		= 2	
What a table would you like to use?	AWP G5 CORVI	= 3	CLEAR SHEET
What emax table would you like to use?	0.060 MAX		(decise second such)
V =	35	mpn	(design speed, mpn)
DC = Rodius -	259 10	foot	(redius of ourse of alignment)
Radius =	356.10	Teel	
	0.0600		(design superelevation rate)
normai crown (e <sub>NC</sub> ) =	0.016		
	left	Is the curve t	o the left or right (in the direction of stationing)?
Ourse widewine a service of fee M/D 50	left	will the depe	ndent geopak snapes be to the left or right of the baseline?
Curve widening required for WB-50.	2.583	feet of paven	hent widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b)
Curve widening required for WB-62.	3.417	Teet of paven	hent widening per lane (for 12 lane and WB-62 design vehicle; L&D Fig. 301-5c)
	yes	Divided road	way?
P.C. ROTATION DATA			
	1.60%	From what cr	oss slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PC =	16	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PC transition =	35		· · · · · · · · · · · · · · · · · · ·
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.62		(maximum relative gradient)
G =	161		(maximum relative slope)
L(r) =	154.5600	feet	(Superelevation Runoff Length to flat)
L(t) =	41.2160	feet	(Tangent Runout Length)
P.T. ROTATION DATA	0.000/	<b>T</b> 1 1	
	6.00%	To what cros	s slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PI =	16	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PT transition =	35		(adjustment factor for number of lance related)
D(W) =	0.62		(aujustinent factor for humber of lanes folated)
70 =	0.62		
G =	161		(maximum relative slope)
L(r) =	154.5600	feet	(Superelevation Runott Length to flat)
L(t) =	41.2160	reet	(Tangent Runout Length)
P.C. Station	810+67.7200		Percent of super to achieve at P.C.? 66.67%
Is there a spiral for this curve?	no	l	s the roadway rotating past flat at the P.C. transition? yes
P.T. Station	812+92.1600		Percent of super to achieve at P.T.? 100.00%
Is there a spiral for this curve?	no	I	s the roadway rotating past flat at the P.T. transition? no

P.C. SUPER INFORMATION				Curve Informat	ion		
	Station	Super Rate		I	ull super length =	172.92 ft.	
normal crown =	809+23.4640	0.0160			Slope at PC =	#N/A	
					P.C. L(r) =	154.56	
flat =	809+64.6800	0.000		G-v	alue of P.C. L(r) =	161	
reverse crown =	810+05.8960	-0.016			P.C. L(t) =	41.22	
full super =	811+19.2400	-0.0600		G-v	alue of P.C. L(t) =	161	
					Slope at PT =	-0.0600	
P.T. SUPER INFORMATION					P.T. L(r) =	0.00	
	Station	Super Rate		G-\	alue of P.T. L(r) =	#DIV/0!	
full super =	812+92.1600	-0.0600					
					Curve length is	6.41	times design spee
				1	time at full super =	3.37	seconds
cross slope rotating to =	812+92.1600	-0.060					
SHOULDER INFORMATION FOR CURVE							
		Mainline	Left Shoulder			Mainline	Right Shoulder
	Station	Super Rate	Super Rate		Station	Super Rate	Super Rate
P.C. part of curve	810+67,7200	-0.0400	-0.0400		810+41,9600	-0.0300	-0.0400
	811+19.2400	-0.0600	-0.0600		811+19.2400	-0.0600	-0.0100
P.T. part of curve	812+92.1600	-0.0600	-0.0600		812+92.1600	-0.0600	-0.0100
	812+92.1600	-0.0600	-0.0600		812+92.1600	-0.0600	-0.0100
STATION INFORMATION							
			% of e(d)	Left Shoulder	Right Shoulder		
	Station	Super Rate	Achieved	Super Rate	Super Rate		
CROSS SLOPE INFORMATION							
		Station in	Station in P.T.				
	Super Rate	P.C. Area	Area				

SIMPLE CURVE CONFIGURATION	-8E, 202-9E, F	IGURE 202-108	E, FIGURE 301-5B AND FIGURE 301-5C
Designer name:	ALR		
Curve name:	UNI LOT RO	AD CURVE 1 N	B CLEAR SHEET
What emax table would you like to use?	0.060 MAX		OLLAR ONEL I
V =	30	mph	(design speed, mph)
Dc =	21.50	•	(degree of curve of alignment)
Radius =	266.49	feet	(radius of curve of alingment)
e <sub>d</sub> =	0.0588		(design superelevation rate)
normal crown (e <sub>NC</sub> ) =	0.016		
	right	Is the curve to	the left or right (in the direction of stationing)?
	right	Will the deper	ndent geopak shapes be to the left or right of the baseline?
Curve widening required for WB-50.	3.250	feet of pavem	ent widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b)
Curve widening required for WB-62.	4.500	feet of pavem	ent widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c)
	yes	Divided roadv	vay?
P.C. ROTATION DATA			
	1.60%	From what cro	oss slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PC =	14	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PC transition =	30		
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.66		(maximum relative gradient)
G =	152		(maximum relative slope)
L(r) =	125.0200	feet	(Superelevation Runoff Length to flat)
L(t) =	34.0480	feet	(Tangent Runout Length)
P.T. ROTATION DATA			
	5.70%	To what cross	s slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)
Width of rotating pavement @ PT =	14	feet	(do not include curve widening, gore areas or entrance and exit lanes)
Design speed of PT transition =	30		
b(w) =	1		(adjustment factor for number of lanes rotated)
% =	0.66		(maximum relative gradient)
G =	152		(maximum relative slope)
L(r) =	125.0200	feet	(Superelevation Runoff Length to flat)
L(t) =	34.0480	feet	(Tangent Runout Length)
P.C. Station	14+58.5100		Percent of super to achieve at P.C.? 50.00%
Is there a spiral for this curve?	no	Is	the roadway rotating past flat at the P.C. transition? no
P.T. Station	18+77.1100		Percent of super to achieve at P.T.? 100.00%
Is there a spiral for this curve?	no	ls	s the roadway rotating past flat at the P.T. transition? no



ODOT L&D VOL. 1 - FIGURES 202-7E, 202	-8E, 202-9E, F	IGURE 202-10E	E, FIGURE 301-5B AND FIGURE 301-5C	
SIMPLE CURVE CONFIGURATION				
Designer name:	ALR			
Curve name:	MUNI LOT RO	AD CURVE 1 SI	B CLEAR S	HEET
What emax table would you like to use?	0.060 MAX			
V =	30	mph	(design speed, mph)	
Dc =	21.50	4	(degree of curve of alignment)	
Radius =	266.49	reet	(radius of curve of alingment)	
e <sub>d</sub> =	0.0588		(design superelevation rate)	
normal crown (e <sub>NC</sub> ) =	0.016			
	right	Is the curve to	the left or right (in the direction of stationing)?	O
Curve widening required for MP 50	left	will the deper	ndent geopak snapes be to the left or right of the base	eline?
Curve widening required for WB-50.	3.250	feet of pavem	ent widening per lane (for 12 lane and WB-50 design	vehicle; L&D Fig. 301-50)
Curve widening required for WB-62.	4.500	Divided roadw	and widening per lane (for 12 lane and wid-oz design	Vehicle, Lab Fig. 301-30)
	yes	Divided Todaw	vay :	
P.C. ROTATION DATA				
	1.60%	From what cro	oss slope is the roadway being rotated? (i.e. 1.6% for	NC, etc.)
Width of rotating pavement @ PC =	14	feet	(do not include curve widening, gore areas or entrar	nce and exit lanes)
Design speed of PC transition =	30			
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	0.66		(maximum relative gradient)	
G =	152		(maximum relative slope)	
L(r) =	125.0200	feet	(Superelevation Runoff Length to flat)	
L(t) =	34.0480	feet	(Tangent Runout Length)	
	6.00%	To what cross	slope is the roadway being rotated? (i.e. 1.6% for NC	c. etc.)
Width of rotating pavement @ PT =	14	feet	(do not include curve widening, gore areas or entrar	ice and exit lanes)
Design speed of PT transition =	30		(	,
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	0.66		(maximum relative gradient)	
G =	152		(maximum relative slope)	
L(r) =	125.0200	feet	(Superelevation Runoff Length to flat)	
L(t) =	34.0480	feet	(Tangent Runout Length)	
P.C. Station	14.59 5100		Percent of super to achieve at B.C.2	50.00%
P.C. Station	14+56.5100	la	the ready system of super to achieve at P.C.?	50.00%
is there a spiral for this curve?	no	15	the roadway rotating past hat at the P.C. transition?	yes
P.T. Station	18+77.1100		Percent of super to achieve at P.T.?	100.00%
is there a spiral for this curve?	no	Is	s the roadway rotating past flat at the P.I. transition?	no



Curve name:	ALR					
What a table would you like to use?	SOUTH MARG	INAL CURVE 1			HEET	
Virial e <sub>max</sub> table would you like to use?	0.040 MAX 40	mph	(design speed mph)			
Dc =	4.00	mpri	(degree of curve of alignment)			
Radius =	1,432.39	feet	(radius of curve of alingment)			
e <sub>d</sub> =	#N/A		(design superelevation rate)			
normal crown (e <sub>NC</sub> ) =	0.016					
	right	Is the curve to	the left or right (in the direction of dont google shapes he to the lo	of stationing)?	olino?	
Curve widening NOT required for WB-50. Curve widening NOT required for WB-62.	0.500 0.750 yes	feet of paveme feet of paveme Divided roadw	ent widening per lane (for 12' lan ent widening per lane (for 12' lan ay?	e and WB-50 design e and WB-62 design	וופי vehicle; L&D vehicle; L&D	D Fig. 301-5b) D Fig. 301-5c)
P.C. ROTATION DATA		<b>E</b>				
Width of rotating payement @ PC -		From what cro	ss slope is the roadway being ro	otated? (i.e. 1.6% for	NC, etc.)	anes)
Design speed of PC transition =		1001	(do not include curve widening,	gore areas or entra	nce and exit i	lanes)
b(w) =	1		(adjustment factor for number of	of lanes rotated)		
% = C =	#N/A #N/A		(maximum relative gradient)			
G = L(r) =	#N/A #N/A	feet	(Superelevation Runoff Length	to flat)		
L(t) =	#N/A	feet	(Tangent Runout Length)			
P.I. ROTATION DATA		To what cross	slope is the roadway being rotat	ted? (i.e. 1.6% for N	C, etc.)	
Width of rotating pavement @ PT =		feet	(do not include curve widening,	gore areas or entra	nce and exit I	anes)
Design speed of PT transition =	1		(adjustment factor for number of	of lanes rotated)		
5(w) = % =	#N/A		(maximum relative gradient)	nanes rotated)		
G =	#N/A		(maximum relative slope)			
L(r) =	#N/A	feet	(Superelevation Runoff Length	to flat)		
L(t) =	#N/A	teet	(Tangent Runout Length)			
P.C. Station			Percent of super	to achieve at P.C.?		
is there a spiral for this curve?	no	IST	the roadway rotating past hat at	the P.C. transition?	yes	
P.T. Station			Percent of super	to achieve at P.T.?		
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at	the P.T. transition?	ves	
					,	
			Cupe Inform	tion	,	
P.C. SUPER INFORMATION	Station	Super Rate	Curve Informa	<b>ation</b> Full super length =	, #N∕A	
P.C. SUPER INFORMATION	Station #VALUE!	Super Rate 0.0000	Curve Informa	<b>ation</b> Full super length = Slope at PC =	#N/A #N/A	ı
P.C. SUPER INFORMATION cross slope rotating from =	Station #VALUE!	Super Rate 0.0000	Curve Informa	tion Full super length = Slope at PC = P.C. L(r) =	#N/A #N/A #N/A #N/A	I.
P.C. SUPER INFORMATION cross slope rotating from = reverse crown =	Station #VALUE! #N/A	Super Rate 0.0000 0.016	Curve Informa G-	ttion Full super length = Slope at PC = P.C. L(r) = Value of P.C. L(r) = P.C. L(t) =	#N/A #N/A #N/A #N/A #VALUE!	I
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super =	Station #VALUE! #N/A #N/A	Super Rate 0.0000 0.016 #N/A	<mark>Curve Informa</mark> G- G-	tion Full super length = Slope at PC = P.C. L(r) = value of P.C. L(r) = value of P.C. L(t) =	#N/A #N/A #N/A #N/A #VALUE! #VALUE!	I
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super =	Station #VALUE! #N/A #N/A	Super Rate 0.0000 0.016 #N/A	<b>Curve Informa</b> G- G-	tion Full super length = Slope at PC = P.C. L(r) = value of P.C. L(r) = value of P.C. L(t) = Slope at PT =	#N/A #N/A #N/A #VALUE! #VALUE! #N/A	I
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION	Station #VALUE! #N/A #N/A Station	Super Rate 0.0000 0.016 #N/A	<mark>Curve Informa</mark> G- G-	ation Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = value of P.T. L(r) =	#N/A #N/A #N/A #VALUE! #VALUE! #N/A #VALUE! #VALUE!	I
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super =	Station #VALUE! #N/A #N/A Station #N/A	Super Rate 0.0000 0.016 #N/A Super Rate #N/A	<mark>Curve Informa</mark> G- G- G-	ation           Full super length =           Slope at PC =           P.C. L(r) =           value of P.C. L(r) =           P.C. L(t) =           Slope at PT =           P.T. L(r) =           value of P.T. L(r) =	#N/A #N/A #N/A #VALUE! #VALUE! #N/A #VALUE! #VALUE! #VALUE!	I
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A	Super Rate 0.0000 0.016 #N/A Super Rate #N/A 0.016	Curve Informa G- G- G- G- G-	ation           Full super length =           Slope at PC =           P.C. L(r) =           P.C. L(r) =           value of P.C. L(r) =           value of P.C. L(t) =           Slope at PT =           P.T. L(r) =           value of P.T. L(r) =           value of P.T. L(t) =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	I
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A #N/A	Super Rate 0.0000 0.016 #N/A Super Rate #N/A 0.016	Curve Informa G- G- G- G-	ation           Full super length =           Slope at PC =           P.C. L(r) =           P.C. L(r) =           value of P.C. L(r) =           value of P.C. L(t) =           Slope at PT =           P.T. L(r) =           value of P.T. L(r) =           value of P.T. L(t) =           curve length is	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to =	Station #VALUE! #N/A #N/A Station #N/A #V/ALUE!	Super Rate 0.0000 0.016 #N/A Super Rate #N/A 0.016 0.000	Curve Informa G- G- G- G-	tion Full super length = Slope at PC = P.C. L(r) = value of P.C. L(r) = value of P.C. L(t) = Slope at PT = P.T. L(t) = value of P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #N/A	times design spee seconds
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	Station #VALUE! #N/A #N/A Station #N/A #N/A #VALUE!	Super Rate 0.0000 0.016 #N/A Super Rate #N/A 0.016 0.000	<mark>Curve Informa</mark> G- G- G- G-	tion Full super length = P.C. L(r) = P.C. L(r) = P.C. L(t) = Value of P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.T. L(t) = P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	Station #VALUE! #N/A #N/A Station #N/A #V/A #VALUE!	Super Rate 0.0000 0.016 #N/A Super Rate #N/A 0.016 0.000 Mainline Super Rate	Curve Informa G- G- G- G- G- G- Super Rate	tion Full super length = Slope at PC = P.C. L(r) = value of P.C. L(t) = value of P.C. L(t) = Slope at PT = P.T. L(r) = value of P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A #N/A Station #N/A #VALUE!	Super Rate 0.0000 0.016 #N/A Super Rate #N/A 0.016 0.000 Mainline Super Rate #N/A	Curve Informa G- G- G- G- G- G- Super Rate #V/A	stion           Full super length = Slope at PC = P.C. L(r) =           P.C. L(r) =           P.C. L(t) =           Slope at PT =           value of P.C. L(t) =           Slope at PT =           value of P.C. L(t) =           value of P.T. L(r) =           value of P.T. L(r) =           value of P.T. L(t) =           value of P.T. L(t) =           value of P.T. L(t) =           Station           #N/A	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VA	times design spee seconds Right Shoulder Super Rate #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A #N/A Station #N/A #VALUE! Station #N/A #N/A	Super Rate 0.0000 0.016 #N/A Super Rate #N/A 0.016 0.000 Mainline Super Rate #N/A #N/A	Curve Informa G- G- G- G- G- G- G- Super Rate #V/A #N/A	stion           Full super length =           Slope at PC =           P.C. L(r) =           P.C. L(r) =           P.C. L(t) =           Slope at PT =           value of P.C. L(t) =           Slope at PT =           value of P.T. L(r) =           value of P.T. L(r) =           value of P.T. L(t) =           value of P.T. L(t) =           Station           #N/A	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A

STATION INFORMATION	

Station

% of e(d) Left Shoulder Right Shoulder Achieved Super Rate Super Rate

CROSS	SLOPET	NFORMATION	

Super Rate P.C. Area

Super Rate

Station in Station in P.T. Area

Designer name: Curve name	ALR SOUTH MARG	NAL CURVE 2				HEET	
What emax table would you like to use?	0.040 MAX				CLEAR S		
V =	40	mph	(design speed, i	mph)			
Dc = Radius =	4.00 1.432.39	feet	(radius of curve	of alignment)			
e <sub>d</sub> =	#N/A		(design superele	evation rate)			
normal crown (e <sub>NC</sub> ) =	0.016		(g	,			
	left	Is the curve to	the left or right (i	n the direction o	f stationing)?		
Curve widening NOT required for WP 50	left	Will the depen	dent geopak sha	pes be to the lef	t or right of the bas	eline?	) Fig. 201 Eb)
Curve widening NOT required for WB-50.	0.500	feet of paveme	ent widening per	lane (for 12 lane	and WB-50 design and WB-62 design	n vehicle; L&L	Fig. 301-50) Fig. 301-5c)
	yes	Divided roadw	ay?		g.		g ,
c. ROTATION DATA		From what cro	ss slope is the ro	adway being rot	ated? (i.e. 1.6% for	NC, etc.)	
Width of rotating pavement @ PC =		feet	(do not include of	curve widening,	gore areas or entra	nce and exit la	anes)
Design speed of PC transition =	. 1		(adjustment feet	or for number of	lance rotated)		
5(w) = % =	= #N/A		(maximum relati	ve gradient)	lanes lotateu)		
G =	#N/A		(maximum relati	ve slope)			
L(r) =	#N/A	feet	(Superelevation	Runoff Length t	o flat)		
L(t) =	: #N/A	feet	(Tangent Runou	it Length)			
P.T. ROTATION DATA							
Width of rotating payement @ PT -		To what cross	slope is the road	way being rotate	d? (i.e. 1.6% for No	C, etc.)	anes)
Design speed of PT transition =		1001	(ao not include (	ourve widening,	yore areas or entra	nce anu exit la	anes)
b(w) =	1		(adjustment fact	tor for number of	lanes rotated)		
% =	#N/A		(maximum relati	ve gradient)			
G =	#N/A #N/A	feet	(maximum relati	ve slope) Runoff Length *	o flat)		
L(r) = L(t) =	#N/A	feet	(Tangent Runou	it Length)	o naty		
P.C. Station			P	ercent of super t	o achieve at P.C ?		
Is there a spiral for this curve?	no	ls	the roadway rota	ting past flat at t	he P.C. transition?	yes	
P.T. Station		le le	P the readway rate	ercent of super	to achieve at P.T.?	VOC	
is there a spiral for this curve?	10	15	the loadway lota	ung pasi nai ai i		yes	
P.C. SUPER INFORMATION				Curve Informat	ion		
P.C. SUPER INFORMATION	Station	Super Rate		Curve Informat	<b>ion</b> Full super length =	#N/A	
P.C. SUPER INFORMATION cross slope rotating from =	Station #VALUE!	Super Rate 0.0000		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) =	#N/A #N/A #N/A	
P.C. SUPER INFORMATION cross slope rotating from =	Station #VALUE!	Super Rate 0.0000		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = <i>r</i> alue of P.C. L(r) =	#N/A #N/A #N/A #N/A	
P.C. SUPER INFORMATION cross slope rotating from = reverse crown =	Station #VALUE! #N/A	Super Rate 0.0000 -0.016		Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) =	#N/A #N/A #N/A #V/A #VALUE!	
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super =	Station #VALUE! #N/A #N/A	Super Rate 0.0000 -0.016 #N/A		Curve Informat G-1	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = value of P.C. L(t) = Slope at PT =	#N/A #N/A #N/A #V/A #VALUE! #V/A	
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION	Station #VALUE! #N/A #N/A	Super Rate 0.0000 -0.016 #N/A		Curve Informat G-1	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) =	#N/A #N/A #N/A #VALUE! #VALUE! #N/A #VALUE!	
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION	Station #VALUE! #N/A #N/A Station	Super Rate 0.0000 -0.016 #N/A Super Rate		Curve Informat G-1 G-2	ion           Full super length =           Slope at PC =           P.C. L(r) =           value of P.C. L(t) =           value of P.C. L(t) =           Slope at PT =           P.T. L(r) =           value of P.T. L(r) =	#N/A #N/A #N/A #VALUE! #VALUE! #N/A #VALUE! #VALUE!	I
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A	Super Rate 0.0000 -0.016 #N/A Super Rate #N/A -0.016		Curve Informat G-1 G-2 G-2 G-2	ion           Full super length =           Slope at PC =           P.C. L(r) =           PR.C. L(t) =           value of P.C. L(t) =           Slope at PT =           P.T. L(r) =           P.T. L(r) =           value of P.T. L(r) =           P.T. L(t) =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	I
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A #N/A	Super Rate 0.0000 -0.016 #N/A Super Rate #N/A -0.016		Curve Informat G G- G- G-	ion           Full super length =           Slope at PC =           P.C. L(r) =           P.C. L(t) =           value of P.C. L(t) =           Slope at PT =           P.T. L(r) =           value of P.T. L(r) =           P.T. L(t) =           value of P.T. L(t) =           Curve length is	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00	times design spee
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A #N/A	Super Rate 0.0000 -0.016 #N/A Super Rate #N/A -0.016		Curve Informat G-I G-I G-I G-I	ion           Full super length =           Slope at PC =           P.C. L(r) =           P.C. L(t) =           P.C. L(t) =           value of P.C. L(t) =           Slope at PT =           P.T. L(r) =           value of P.T. L(r) =           P.T. L(t) =           value of P.T. L(t) =           Curve length is           time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to =	Station #VALUE! #N/A #N/A Station #N/A #N/A #N/A	Super Rate 0.0000 -0.016 #N/A Super Rate #N/A -0.016 0.000		Curve Informat G G- G- G-	ion           Full super length =           Slope at PC =           P.C. L(r) =           P.C. L(t) =           P.C. L(t) =           value of P.C. L(t) =           Slope at PT =           P.T. L(r) =           value of P.T. L(r) =           P.T. L(t) =           value of P.T. L(t) =           Curve length is           time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	Station #VALUE! #N/A Station #N/A #N/A #VALUE!	Super Rate 0.0000 -0.016 #N/A Super Rate #N/A -0.016 0.000		Curve Informat G G- G- G-	ion           Full super length =           Slope at PC =           P.C. L(r) =           P.C. L(t) =           P.C. L(t) =           value of P.C. L(t) =           Slope at PT =           P.T. L(r) =           value of P.T. L(r) =           P.T. L(t) =           value of P.T. L(t) =           Curve length is           time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	Station #VALUE! #N/A Station #N/A #N/A #VALUE!	Super Rate 0.0000 -0.016 #N/A Super Rate #N/A -0.016 0.000 Mainline	Left Shoulder	Curve Informat G G G G-	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Slope at PT = V.L(t) = V.L(t) = V.L(t) = P.T. L(t) = P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #N/A	times design spee seconds <b>Right Shoulder</b>
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	Station #VALUE! #N/A #N/A Station #VALUE!	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #U/A	Left Shoulder Super Rate	Curve Informat G-1 G- G- G-	ion           Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Value of P.C. L(t) = Slope at PT = P.T. L(t) = value of P.T. L(t) = Curve length is time at full super =           Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A Station #N/A #VALUE!	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A	Left Shoulder Super Rate #N/A	Curve Informat G-4 G- G- G-	ion           Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.T. L(r) = P.T. L(t) = Curve length is time at full super =           Station #N/A #N/A	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate #N/A #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A #N/A Station #N/A #VALUE! Station #N/A #N/A	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A	Left Shoulder Super Rate #N/A #N/A	Curve Informat G-4 G- G- G-	ion           Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = Value of P.T. L(t) = Curve length is time at full super =           Station #N/A #N/A	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate #N/A #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A Station #N/A #VALUE! Station #N/A #N/A #N/A	Super Rate 0.0000 -0.016 #N/A -0.016 #N/A 0.000 Mainline Super Rate #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A	Curve Informat G-4 G- G- G-	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = Value of P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VA	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	Station #VALUE! #N/A Station #N/A #VALUE! Station #N/A #N/A #N/A	Super Rate 0.0000 -0.016 #N/A -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A	Curve Informat G-4 G- G- G-	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = Value of P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate #N/A #N/A #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #N/A #VALUE! Station #VALUE!	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A	Curve Informat G-4 G- G- G-	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate #N/A #N/A #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #N/A #VALUE! Station #VALUE!	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A % of e(d)	Curve Informat G-4 G- G- G- C-	ion           Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super =           Station           #N/A           #N/A           #N/A           #N/A           #N/A           #Right Shoulder	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VA	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #N/A #VALUE! Station #N/A #N/A #N/A	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Maintine Super Rate #N/A #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A #N/A % of e(d) Achieved	Curve Informat G-1 G- G- G- C- Left Shoulder Super Rate	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.C. L(t) = P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #N/A #VALUE! Station #N/A #N/A #N/A Station	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Maintine Super Rate #N/A #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A #N/A % of e(d) Achieved	Curve Informat G-1 G- G- G- C- Super Rate	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.T. L(r) = Value of P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A #N/A #N/A #VALUE! Station #N/A #N/A #N/A Station	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Maintine Super Rate #N/A #N/A #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A % of e(d) Achieved	Curve Informat G-1 G- G- G- C- Left Shoulder Super Rate	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.C. L(t) = value of P.T. L(t) = value of P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A #N/A #N/A #N/A #N/A #N/A #N/A #N/A	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A % of e(d) Achieved	Curve Informat G-1 G-2 G-2 G-2 G-2 G-2 G-2 G-2 G-2 G-2 G-2	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate #N/A #N/A #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #N/A #V/A #V/A #N/A #N/A #N/A #N/A Station	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A % of e(d) Achieved	Curve Informat G-1 G-2 G-2 G-2 G-2 G-2 G-2 G-2 G-2 G-2 G-2	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A #N/A #N/A #N/A #N/A #N/A #N/A #N/A	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A #N/A #N/A	Left Shoulder Super Rate #N/A #N/A #N/A % of e(d) Achieved	Curve Informat G-1 G-2 G-2 G-2 G-2 G-2 G-2 G-2 G-2 G-2 G-2	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate #N/A #N/A #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A #N/A #N/A #N/A #N/A #N/A #N/A #N/A	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A #N/A #N/A Super Rate	Left Shoulder Super Rate #N/A #N/A #N/A #N/A Achieved Station in P.T. Area	Curve Informat G- G- G- G- Super Rate	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = Value of P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(r) = Value of P.T. L(r) = Curve length is time at full super = Station #N/A #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate #N/A #N/A #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION CROSS SLOPE INFORMATION	Station #VALUE! #N/A Station #N/A #V/A #V/ALUE! Station #N/A #N/A #N/A Station	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A #N/A #N/A Super Rate	Left Shoulder Super Rate #N/A #N/A #N/A #N/A Chieved	Curve Informat G- G- G- G- C-	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = Value of P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(r) = Value of P.T. L(r) = Curve length is time at full super = Station #N/A #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #N/A #N/A #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION CROSS SLOPE INFORMATION	Station #VALUE! #N/A Station #N/A #N/A #N/A #N/A #N/A #N/A Station	Super Rate 0.0000 -0.016 #N/A O.016 0.000 Mainline Super Rate #N/A #N/A #N/A Super Rate	Left Shoulder Super Rate #N/A #N/A #N/A #N/A Achieved Station in P.T. Area	Curve Informat	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = Value of P.C. L(t) = N.T. L(t) = P.T. L(t) = P.T. L(t) = Value of P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #N/A #N/A #N/A	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A
P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION CROSS SLOPE INFORMATION	Station #VALUE! #N/A Station #N/A #V/A #V/ALUE! Station #N/A #N/A Station	Super Rate 0.0000 -0.016 #N/A -0.016 0.000 Mainline Super Rate #N/A #N/A #N/A Super Rate	Left Shoulder Super Rate #N/A #N/A #N/A #N/A Achieved Station in P.T. Area	Curve Informat G- G- G- G- Super Rate	ion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(t) = value of P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station #N/A #N/A #N/A #N/A Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spee seconds Right Shoulder Super Rate #N/A #N/A #N/A

SIMPLE CURVE CONFIGURATION         Design rame: SOUTH MARGINAL CURVE 3         What enue table would you like to use?       0.000 MAX         V =       40       mph       (design speed, mph)         Design speed of Line of this curve of alignment)       Design speed of Line of this curve of alignment)       Design speed of Line of this curve of alignment)         Reduce 5       0.0016       (design superelevation rate)         normal crown (exc) =       0.016       (design superelevation rate)         normal crown (exc) =       0.016       (design superelevation rate)         Curve widening required for WB-82       2.000       feet of pavement widening per lane (for 12 lane and WB-50 design vehicle; L&D Fig. 301-56)         Veign speed of PC transition =       40       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1	ODOT L&D VOL. 1 - FIGURES 202-7E, 202	2-8E, 202-9E, F	- IGURE 202-10	E, FIGURE 301-5B AND FIGURE 301-5C	
Designer name:       ALR         Ware name:       0.040 MAX         V =       40       mph       (design speed, mph)         Dc =       9.00       (degree of curve of alignment)         Radius =       636.62       feet       (radius of curve of alignment)         Regioner name:       0.0160       (design superelevation rate)         normal crown (e <sub>NC</sub> ) =       0.016       (design superelevation rate)         normal crown (e <sub>NC</sub> ) =       0.016       iffet       Is the curve to the left or right (in the desendino of stationing)?         Curve widening required for WB-50.       1.500       feet of pavement widening per lane (for 12 lane and WB-50 design vehicle; L&D Fig. 301-5c)         Curve widening required for WB-50.       1.500       feet of pavement widening per lane (for 12 lane and WB-52 design vehicle; L&D Fig. 301-5c)         Vector       yes       Divided roadway?         PC. ROTATION DATA	SIMPLE CURVE CONFIGURATION				
Curve and the uses of the uses	Designer name:	ALR			
What e <sub>max</sub> table would you like to use?       0.400 MAX         V =       40       mph       (design speed, mph)         Dc =       9.00       (design superelevation rate)         Radius =       636.62       feet       (radius of curve of alingment)         Radius =       0.0160       (design superelevation rate)         normal crown (e <sub>NC</sub> ) =       0.016       if the dependent geopak shapes be to the left or right of the baseline?         Curve widening required for WB-50.       1.500       feet of pavement widening per lane (for 12 lane and WB-50 design vehicle; L&D Fig. 301-5c)         Curve widening required for WB-50.       1.500       feet of pavement widening per lane (for 12 lane and WB-62 design vehicle; L&D Fig. 301-5c)         Vidth of rotating pavement @ PC =       1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC =       1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         b(w) =       1       (adjustment factor for number of lanes rotated)       %         % =       0.58       (maximum relative gradient)       Get       12         L(r) =       33.0240       feet       (Cangent Runout Length)       Fet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1	Curve name:	SOUTH MARG	INAL CURVE	3 CLEAR S	HEET
V =       40       mph       (design speed, mph)         De =       9.00       (design superelevation rate)         Radius =       636.62       feet       (radius of curve of alignment)         e_a =       0.0160       (design superelevation rate)         normal crown (e_bc) =       0.016       (design superelevation factor)         Curve widening required for WB-50.       1.500       feet of pavement widening parts have (for 12 lane and WB-50 design vehicle; L&D Fig. 301-5c)         Curve widening required for WB-50.       1.500       feet of pavement widening parts (for 12 lane and WB-52 design vehicle; L&D Fig. 301-5c)         Viet of rotating pavement @ PC =       1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC =       12       feet (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated)         % =       0.58       (maximum relative slope)         L(f) =       33.0240       feet (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (do not include curve widening, gore areas or entrance and exit lanes)         L(f) =       33.0240       feet (do not include curve widening, gore areas or entrance and exit lanes)         b(w) = <td< th=""><th>What emax table would you like to use?</th><th>0.040 MAX</th><th></th><th></th><th></th></td<>	What emax table would you like to use?	0.040 MAX			
Dc =       9.00       (degree of curve of alignment) Radius =         Radius =       636.62       feet (radius of curve of alignment) (design superelevation rate)         normal crown (e <sub>NC</sub> ) =       0.016         left       Is the curve to the left or right (in the direction of stationing)? left         Curve widening required for WB-50.       1.500         Curve widening required for WB-52.       1.500         Curve widening required for WB-52.       1.600         Curve widening required for WB-52.       1.600         FC. ROTATION DATA       1.80%         PC. ROTATION DATA       1.80%         Width of rotating pavement @ PC =       1.80%         Design speed of PC transition =       40         b(w) =       1         (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1         (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1         (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1         (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1         (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1 <td< th=""><th>V =</th><th>40</th><th>mph</th><th>(design speed, mph)</th><th></th></td<>	V =	40	mph	(design speed, mph)	
Radius =       635.62       feet       (radius of curve of alignment)         e_a =       0.0160       (design superelevation rate)         normal crown (e_{ycc}) =       0.016       is the curve to the left or right (in the direction of stationing)?         Left       Will the dependent geopak shapes be to the left or right of the baseline?       feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5c)         Curve widening required for WB-62.       2.000       feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5c)         Very widening required for WB-62.       1.500       feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5c)         Very bit deft or taxistion =       1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated)       (maximum relative gradient)         % =       0.58       (maximum relative slope)       (i.e. 1.6% for NC, etc.)         L(f) =       33.0240       feet       (Superelevation Runoff Length to flat)         Design speed of PC transition =       40       (adjustment factor for number of lanes rotated)       (adjustment factor for number of lanes rotated) <th>Dc =</th> <th>9.00</th> <th></th> <th>(degree of curve of alignment)</th> <th></th>	Dc =	9.00		(degree of curve of alignment)	
e.g =       0.0160       (design superelevation rate)         normal crown (e <sub>Nc</sub> ) =       0.016       Is the curve to the left or right (in the direction of stationing)?         left       Is the curve to the left or right (in the direction of stationing)?       Will the dependent geopak shapes be to the left or right of the baseline?         Curve widening required for WB-50.       1.500       Test of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5c)         View       Divided roadway?         PC. ROTATION DATA       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC =       12       feet         1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC =       12       feet         0       adjustment factor for number of lanes rotated)       % =         % =       0.58       (maximum relative gradient)         G =       172       (maximum relative slope)         L(r) =       33.0240       feet       (Tangent Runout Length)         PT. ROTATION DATA       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       (adjustment factor for number of lanes rotated)         % =       0.58	Radius =	636.62	feet	(radius of curve of alingment)	
normal crown (e <sub>NC</sub> ) =       0.016         left       is the curve to the left or right (in the direction of stationing)?         curve widening required for WB-50.       1.500         Curve widening required for WB-62.       2.000         yes       Divided roadway?         P.C. ROTATION DATA       1.60%         Width of rotating pavement @ PC =       12         Design speed of PC transition =       40         b(w) =       1         (adjustment factor for number of lanes rotated)         % =       0.58         (maximum relative gradient)         G =       172         (maximum relative gradient)         G =       1.60%         Yet       feet         (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1         (adjustment factor for number of lanes rotated)         % =       0.58         (maximum relative slope)         L(r) =       33.0240         feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1         0 =       1.60%         To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT = <td< th=""><th>e<sub>d</sub> =</th><th>0.0160</th><th></th><th>(design superelevation rate)</th><th></th></td<>	e <sub>d</sub> =	0.0160		(design superelevation rate)	
Iff       Is the curve to the left or right (in the direction of stationing)?         Curve widening required for WB-50.       1.500         Curve widening required for WB-62.       2.000         yes       Divided roadway?         PC. ROTATION DATA	normal crown (e <sub>NC</sub> ) =	0.016			
left       Will the dependent geopat shapes to the left or right of the baseline?         Curve widening required for WB-50.       1.500 (set of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5c) yes         Divided roadway?         P.C. ROTATION DATA         P.C. ROTATION DATA         Width of rotating pavement @ PC = Design speed of PC transition = 40       1.60% % =       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Midth of rotating pavement @ PC = Design speed of PC transition = 40       1.60% % =       feet (do not include curve widening, gore areas or entrance and exit lanes)         % =       0.58       (maximum relative gradient) G =       17.2       (maximum relative slope)         L(f) =       33.0240       feet (do not include curve widening, gore areas or entrance and exit lanes)         Ø Width of rotating pavement @ PT = Design speed of PT transition = 40       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT = Design speed of PT transition = 40       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT = Design speed of PT transition = 40       40       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT = Design speed of PT transition = 40       0.58       Cmaximum relative grad		left	Is the curve to	o the left or right (in the direction of stationing)?	
Curve widening required for WB-50.       1.500       feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5c)         View widening required for WB-62.       2.000       yes         P.C. ROTATION DATA       1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated)       % =       0.58         % =       0.53       (maximum relative slope)       L(r) =       33.0240       feet       (Tangent Runout Length)         P.T. ROTATION DATA       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated)       (adjustment factor for number of lanes rotated)       (do not include curve widening, gore areas or entrance and exit lanes)         b(t) for totating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated)       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of		left	Will the deper	ndent geopak shapes be to the left or right of the base	line?
Curve widening required for WB-62.       2.000       feet of pavement widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c) vided roadway?         P.C. ROTATION DATA       Ise0%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC = 12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) = 1       (adjustment factor for number of lanes rotated)       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT = 12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) = 1       (adjustment factor for number of lanes rotated)       (etc.)         Width of rotating pavement @ PT = 0.58       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) = 1       (adjustment factor for number of lanes rotated)       (etc.)       (etc.)         Width of rotating pavement @ PT = 12       16       (adjustment factor for number of lanes rotated)       (maximum relative gradient)         b(w) = 1       (adjustment factor for number of lanes rotated)       (etc.)       (feet       (Tangent Runout Length)       (Superelevation Runoff Length	Curve widening required for WB-50.	1.500	feet of paver	ent widening per lane (for 12' lane and WB-50 design	vehicle; L&D Fig. 301-5b)
yes       Divided roadway?         P.C. ROTATION DATA       1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC = Design speed of PC transition = 40       1       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) = Design speed of PC transition = 40       1       (adjustment factor for number of lanes rotated)       (maximum relative gradient)         G = L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (do not include curve widening, gore areas or entrance and exit lanes)         PT. ROTATION DATA       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT = Design speed of PT transition = 40       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT = Design speed of PT transition = 40       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT = Design speed of PT transition = 40       40       (adjustment factor for number of lanes rotated)       (i.e. 1.6% for N)       etc.)         Besign speed of PT transition = 40       1       (adjustment factor for number of lanes rotated)       (i.e. 1.6% for N)       etc.)         Besign spe	Curve widening required for WB-62.	2.000	feet of pavem	ent widening per lane (for 12' lane and WB-62 design	vehicle; L&D Fig. 301-5c)
P.C. ROTATION DATA       1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC =       40       40         b(w) =       1       (adjustment factor for number of lanes rotated)         % =       0.58       (maximum relative gradient)         G =       172       (maximum relative stope)         L(t) =       33.0240       feet       (Tangent Runout Length)         PT. ROTATION DATA       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Midth of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Midth of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Midth of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Midth of rotating pavement @ PT =       1.60%		yes	Divided roady	vay?	
P.C. ROTATION DATA         Width of rotating pavement @ PC =       1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Design speed of PC transition =       40       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated)         % =       0.58       (maximum relative gradient)         G =       172       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runotf Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         P.T. ROTATION DATA       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated)       (e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated)       (e. 1.6% for NC, etc.)         width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)					
1.60%       From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PC =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         Design speed of PC transition =       40       (adjustment factor for number of lanes rotated)       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         PT. ROTATION DATA         PT. ROTATION DATA         Vidth of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Design speed of PT transition =       40       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Design speed of PT transition =       40       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Midth of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Midth of rotating pavement @ PT =       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Midth of	P.C. ROTATION DATA				
Width of rotating pavement @ PC =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         Design speed of PC transition =       40       (adjustment factor for number of lanes rotated)         % =       0.58       (maximum relative gradient)         % =       0.58       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (do not include curve widening, gore areas or entrance and exit lanes)         P.T. ROTATION DATA       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         Design speed of PT transition =       40       (adjustment factor for number of lanes rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated? (i.e. 1.6% for NC, etc.)       (maximum relative gradient)         G =       172       (maximum relative gradient)       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)       (		1.60%	From what cr	oss slope is the roadway being rotated? (i.e. 1.6% for	NC, etc.)
Design speed of PC transition =       40         b(w) =       1       (adjustment factor for number of lanes rotated)         % =       0.58       (maximum relative gradient)         G =       172       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(r) =       33.0240       feet       (Tangent Runout Length)         PT. ROTATION DATA         PT. ROTATION DATA       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         b(w) =       1       (adjustment factor for number of lanes rotated)       %         % =       0.58       (maximum relative gradient)         G =       172       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         P.C. Station       31+60.0700       Percent of super to achieve at P.C.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.C. transition?       yes         P.T. Stati	Width of rotating pavement @ PC =	12	feet	(do not include curve widening, gore areas or entrar	nce and exit lanes)
b(w) =       1       (adjustment factor for number of lanes rotated)         % =       0.58       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runotf Length to flat)         L(r) =       33.0240       feet       (Tangent Runout Length)         P.T. ROTATION DATA       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         Design speed of PT transition =       40       (adjustment factor for number of lanes rotated)       % =       0.58       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)       (adjustment factor for number of lanes rotated)       % =       0.58       (maximum relative slope)       (adjustment factor for number of lanes rotated)       % =       0.58       (maximum relative slope)       (adjustment factor for number of lanes rotated)       % =       0.58       (maximum relative slope)       (adjustment factor for number of lanes rotated)       % =       0.58       (maximum relative slope)       (adjustment factor for number of lanes rotated)       % =       0.58       (maximum relative slope)       (adjustment factor for number of lanes rotated)       % =       0.58       (maximum relative slop	Design speed of PC transition =	40			
% =       0.58       (maximum relative gradient)         G =       172       (maximum relative gradient)         L(t) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         PT. ROTATION DATA         PT. ROTATION DATA         Notating pavement @ PT =         12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         Design speed of PT transition =       40       (adjustment factor for number of lanes rotated)         % =       0.58       (maximum relative gradient)         G =       172       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (Superelevation Runoft Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         P.C. Station       31+60.0700       Percent of super to achieve at P.C.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.C. transition?       yes	b(w) =	1		(adjustment factor for number of lanes rotated)	
G =       172       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         PT. ROTATION DATA         1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         Design speed of PT transition =       40       (adjustment factor for number of lanes rotated)       % =         b(w) =       1       (adjustment factor for number of lanes rotated)       % =       0.58       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runotf Length to flat)       L(t) =       33.0240       feet       (Tangent Runout Length)         P.C. Station       31+60.0700       Percent of super to achieve at P.C.?       66.67%       jes         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.C. transition?       yes	% =	0.58		(maximum relative gradient)	
L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         P.T. ROTATION DATA       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         Design speed of PT transition =       40       feet       (adjustment factor for number of lanes rotated)         % =       0.58       (maximum relative gradient)       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         P.C. Station       31+60.0700       Percent of super to achieve at P.C.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.C. transition?       yes	G =	172		(maximum relative slope)	
L(t) =       33.0240       feet       (Tangent Runout Length)         P.T. ROTATION DATA       1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         Design speed of PT transition =       40       (adjustment factor for number of lanes rotated)       (maximum relative gradient)         % =       0.58       (maximum relative gradient)       (maximum relative slope)       (L(r) =       33.0240       feet       (Superelevation Runoff Length to flat)         L(t) =       33.0240       feet       (Superelevation Runout Length)       Precent of super to achieve at P.C.?       66.67%         P.C. Station       31+60.0700       Percent of super to achieve at P.C.?       66.67%       Jest the roadway rotating past flat at the P.C. transition?       yes         P.T. Station       36+65.5900       Percent of super to achieve at P.T.?       66.67%       Jest the roadway rotating past flat at the P.T. transition?       yes	L(r) =	33.0240	feet	(Superelevation Runoff Length to flat)	
P.T. ROTATION DATA         Width of rotating pavement @ PT = Design speed of PT transition = b(w) = 1       1.60% feet       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         b(w) = b(w) = b	L(t) =	33.0240	feet	(Tangent Runout Length)	
1.60%       To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.)         Width of rotating pavement @ PT =       12       feet       (do not include curve widening, gore areas or entrance and exit lanes)         Design speed of PT transition =       40       (adjustment factor for number of lanes rotated)       (maximum relative gradient)         0       6       172       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runotf Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         P.C. Station       31+60.0700       Percent of super to achieve at P.C.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.C. transition?       yes					
Width of rotating pavement @ PT = Design speed of PT transition = b(w) = 1       12 (do not include curve widening, gore areas or entrance and exit lanes)         b(w) = 1       (adjustment factor for number of lanes rotated) % = 0.58         G = 172       (maximum relative gradient)         L(r) = 33.0240       feet         L(r) = 33.0240       feet         P.C. Station       31+60.0700 no         P.C. Station       31+60.0700 no         P.T. Station       36+65.5900 no         P.T. Station       36+65.5900 no         Is there a spiral for this curve?       no         Is there a spiral for this curve?       no         Is there a spiral for this curve?       no	P.I. ROTATION DATA	1 60%	To what eres	s clope is the readway being retated? (i.e. 1.6% for NC	( otc )
Width of hot include dure wideling, gore areas of entrance and exit rates)         Design speed of PT transition =       40         b(w) =       1         (adjustment factor for number of lanes rotated)         % =       0.58         (maximum relative gradient)         G =       172         (maximum relative slope)         L(r) =       33.0240         L(t) =       33.0240         Feet       (Superelevation Runoff Length to flat)         L(t) =       31+60.0700         P.C. Station       31+60.0700         P.C. Station       31+60.0700         Is there a spiral for this curve?       no         Is the roadway rotating past flat at the P.C. transition?       yes	Width of rotating payament @ PT -	1.00%	foot	(do not include curve widening, gore areas or entrar	, elc.)
Besign speed of P Intransition       Image: constraint of the problem o	Design speed of PT transition -	40	leet	(do not include curve widening, gore areas or entrai	ice and exit lanes)
Bit (a) = 1       (a) (a) = 1         % = 0.58       (maximum relative gradient)         G = 172       (maximum relative slope)         L(r) = 33.0240       feet         L(r) = 33.0240       feet         (Tangent Runout Length)         P.C. Station       31+60.0700         P.C. Station       31+60.0700         Is there a spiral for this curve?       no         Is the roadway rotating past flat at the P.C. transition?       yes	besign speed of 11 manshor =	1		(adjustment factor for number of lanes rotated)	
G =       172       (maximum relative slope)         L(r) =       33.0240       feet       (Superelevation Runouf Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         P.C. Station       31+60.0700       Percent of super to achieve at P.C.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.C. transition?       yes         P.T. Station       36+65.5900       Percent of super to achieve at P.T.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.T. transition?       yes	S(W) = %	0.58		(maximum relative gradient)	
L(r) =       33.0240       feet       (Guperelevation Runoff Length to flat)         L(t) =       33.0240       feet       (Tangent Runout Length)         P.C. Station       31+60.0700       Percent of super to achieve at P.C.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.C. transition?       yes         P.T. Station       36+65.5900       Percent of super to achieve at P.T.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.T. transition?       yes	л = С =	172			
L(t) =       33.0240       feet       (Tangent Runout Length)         P.C. Station       31+60.0700       Percent of super to achieve at P.C.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.C. transition?       yes         P.T. Station       36+65.5900       Percent of super to achieve at P.T.?       66.67%         Is there a spiral for this curve?       no       Is the roadway rotating past flat at the P.T. transition?       yes	5 =   (r) =	33 0240	feet	(Superelevation Runoff Length to flat)	
P.C. Station 31+60.0700 Percent of super to achieve at P.C.? 66.67% Is there a spiral for this curve? no Is the roadway rotating past flat at the P.C. transition? yes	L(t) = L(t)	33.0240	feet	(Tangent Runout Length)	
P.C. Station 31+60.0700 Percent of super to achieve at P.C.? 66.67% Is there a spiral for this curve? no Is the roadway rotating past flat at the P.C. transition? yes P.T. Station 36+65.5900 Percent of super to achieve at P.T.? 66.67% Is there a spiral for this curve? no Is the roadway rotating past flat at the P.T. transition? yes					
P.C. Station 31+60.0700 Percent of super to achieve at P.C.? 66.67% Is there a spiral for this curve? no Is the roadway rotating past flat at the P.C. transition? yes P.T. Station 36+65.5900 Percent of super to achieve at P.T.? 66.67% Is there a spiral for this curve? no Is the roadway rotating past flat at the P.T. transition? yes					
Is there a spiral for this curve? no Is the roadway rotating past flat at the P.C. transition? yes P.T. Station 36+65.5900 Percent of super to achieve at P.T.? 66.67% Is there a spiral for this curve? no Is the roadway rotating past flat at the P.T. transition? yes	P.C. Station	31+60.0700		Percent of super to achieve at P.C.?	66.67%
P.T. Station 36+65.5900 Percent of super to achieve at P.T.? 66.67% Is there a spiral for this curve? no Is the roadway rotating past flat at the P.T. transition? yes	Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.C. transition?	yes
P.T. Station 36+65.5900 Percent of super to achieve at P.T.? 66.67% Is there a spiral for this curve? no Is the roadway rotating past flat at the P.T. transition? yes					
Is there a spiral for this curve? no Is the roadway roading basic fill at at the P.T. transition? yes	P.T. Station	36+65.5900		Percent of super to achieve at P T ?	66.67%
	Is there a spiral for this curve?	no	Is	the roadway rotating past flat at the P.T. transition?	yes



PLE CURVE CONFIGURATION				
Designer name:	ALR			
Curve name:	SOUTH MARG	INAL CURVE		HEET
What e <sub>max</sub> table would you like to use?	0.040 MAX		CLEAR S	
V =	40	mph	(design speed, mph)	
Dc =	9.00	•	(degree of curve of alignment)	
Radius =	636.62	feet	(radius of curve of alingment)	
e, =	0.0160		(design superelevation rate)	
pormal crowp (e) =	0.016		(g,p,	
normal crown (c <sub>NC</sub> ) =	right	le the curve t	a the left or right (in the direction of stationing)?	
	left	Will the dener	ndent geonak shapes be to the left or right of the base	line?
Curve widening required for WB-50	1 500	feet of navem	pent widening per lane (for 12' lane and WR-50 design	vehicle: I &D Fig. 301-5h)
Curve widening required for WB-62	2,000	feet of paver	pent widening per lane (for 12' lane and WB-62 design	vehicle: L&D Fig. 301-5c)
our te maching required for the oz.	Ves	Divided road	Nav?	Verhole, EQD Fig. 001 00)
	,	Difficulture		
. ROTATION DATA				
	1.60%	From what cr	oss slope is the roadway being rotated? (i.e. 1.6% for	NC, etc.)
Width of rotating pavement @ PC =	12	feet	(do not include curve widening, gore areas or entrar	nce and exit lanes)
Design speed of PC transition =	40			
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	0.58		(maximum relative gradient)	
G =	172		(maximum relative slope)	
L(r) =	33.0240	feet	(Superelevation Runoff Length to flat)	
L(t) =	33.0240	feet	(Tangent Runout Length)	
ROTATION DATA				
	1.60%	To what cross	s slope is the roadway being rotated? (i.e. 1.6% for NC	C, etc.)
Width of rotating pavement @ PT =	12	feet	(do not include curve widening, gore areas or entrar	nce and exit lanes)
Design speed of PT transition =	40		(	,
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	0.58		(maximum relative gradient)	
G =	172		(maximum relative slope)	
L(r) =	33.0240	feet	(Superelevation Runoff Length to flat)	
L(t) =	33.0240	feet	(Tangent Runout Length)	
P.C. Station	38+87.4200		Percent of super to achieve at P.C.?	66.67%
Is there a spiral for this curve?	no	Is	the roadway rotating past flat at the P.C. transition?	yes
P.T. Station	43+54.0900		Percent of super to achieve at P.T.?	66.67%
		le le	the readway rotating pact flat at the P.T. transition?	VOC



	ALD			
Designer name:	ALK			
Curve name:	NORTH MARC	SINAL CURVE 1	CLEAR SH	HEET
What e <sub>max</sub> table would you like to use?	0.040 MAX			
V =	35	mph	(design speed, mph)	
Dc =	7.50		(degree of curve of alignment)	
Radius =	763.94	feet	(radius of curve of alingment)	
e <sub>d</sub> =	0.0160	NC	(design superelevation rate)	
normal crown (e <sub>NC</sub> ) =	0.016			
	right	Is the curve to	the left or right (in the direction of stationing)?	
	left	Will the deper	ndent geopak shapes be to the left or right of the base	line?
Curve widening required for WB-50.	1.125	feet of pavem	ent widening per lane (for 12' lane and WB-50 design	vehicle; L&D Fig. 30
Curve widening required for WB-62.	1.625	feet of pavem	ent widening per lane (for 12' lane and WB-62 design	vehicle; L&D Fig. 30
	yes	Divided roadv	vay?	
C. ROTATION DATA				
		From what cro	oss slope is the roadway being rotated? (i.e. 1.6% for I	NC, etc.)
Width of rotating pavement @ PC =		feet	(do not include curve widening, gore areas or entran	ce and exit lanes)
Design speed of PC transition =				
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	#N/A		(maximum relative gradient)	
G =	#N/A		(maximum relative slope)	
L(r) =	#N/A	feet	(Superelevation Runoff Length to flat)	
L(t) =	#N/A	feet	(Tangent Runout Length)	
. ROTATION DATA				
		To what cross	s slope is the roadway being rotated? (i.e. 1.6% for NC	, etc.)
Width of rotating pavement @ PT =		feet	(do not include curve widening, gore areas or entran	ce and exit lanes)
Design speed of PT transition =				
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	#N/A		(maximum relative gradient)	
G =	#N/A		(maximum relative slope)	
L(r) =	#N/A	feet	(Superelevation Runoff Length to flat)	
L(t) =	#N/A	teet	(Tangent Runout Length)	
P.C. Station			Percent of super to achieve at P.C.2	
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.C. transition?	ves
		15	the roadway rotating past hat at the rise. transition	yes
P.T. Station			Percent of super to achieve at P.T.?	
Is there a spiral for this curve?	no	Is	the roadway rotating past flat at the P.T. transition?	yes
			Curve Information	
	Station	Super Poto	Full super length -	#N/A
cross slope rotating from -			Slope at PC -	π1N/A #N/Δ
cross slope rotating from =	#VALUE!	0.0000		#N/Δ
			G-value of P.C. L(I) =	#N/Δ
	#N/A	0.016	D C 1 (t) =	#\/ALLIE!
	TINA	0.010	F.O. L(I) =	" V/ LOL:

 $\begin{array}{l} \mbox{G-value of P.C. } L(t) = \\ \mbox{Slope at PT} = \\ \mbox{P.T. } L(r) = \\ \mbox{G-value of P.T. } L(r) = \\ \end{array}$ full super = 0.0160 #N/A #VALUE #N/A P.T. SUPER INFORMATION #VALUE! #VALUE! Station Super Rate P.T. L(t) = 0.0160 #VALUE! full super = #N/A reverse crown = #N/A 0.016 G-value of P.T. L(t) = #VALUE! Curve length is time at full super = 0.00 times design spee #N/A seconds cross slope rotating to = #VALUE! 0.000 SHOULDER INFORMATION FOR CURVE Mainline Right Shoulder Left Shoulder Mainline Super Rate Super Rate Super Rate Super Rate P.C. part of curve P.T. part of curve STATION INFORMATION % of e(d) Left Shoulder Right Shoulder Super Rate Station Achieved Super Rate Super Rate **CROSS SLOPE INFORMATION** Station in Station in P.T. Super Rate P.C. Area Area

IPLE CURVE CONFIGURATION	41.0			
Designer name:	ALR			
Curve name: N		SINAL CURVE?	<sup>2</sup> CLEAR S	HEET )
what e <sub>max</sub> table would you like to use?	0.040 MAX			
V =	40	mph	(design speed, mph)	
DC =	0.20	4	(degree of curve of alignment)	
Radius =	916.73	reet	(radius of curve of alingment)	
e <sub>d</sub> =	0.0160		(design superelevation rate)	
normal crown (e <sub>NC</sub> ) =	0.016			
	right	Is the curve to	o the left or right (in the direction of stationing)?	
0	left	Will the deper	ndent geopak shapes be to the left or right of the base	line?
Curve widening required for WB-50.	1.000	feet of pavern	ent widening per lane (for 12 lane and WB-50 design	vehicle; L&D Fig. 3
Curve widening required for WB-02.	Ves	Divided roady	wav?	Vehicle, Lab Fig. 5
	,00	Divided roadi	iay.	
C. ROTATION DATA				
		From what cre	oss slope is the roadway being rotated? (i.e. 1.6% for	NC, etc.)
Width of rotating pavement @ PC =		feet	(do not include curve widening, gore areas or entrai	nce and exit lanes)
Design speed of PC transition =				
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	#N/A		(maximum relative gradient)	
G =	#N/A		(maximum relative slope)	
L(r) =	#N/A	feet	(Superelevation Runoff Length to flat)	
L(t) =	#N/A	feet	(Tangent Runout Length)	
<b>Γ</b> ΡΟΤΑΤΙΟΝ ΠΑΤΑ				
		To what cross	s slope is the roadway being rotated? (i.e. 1.6% for N	C. etc.)
Width of rotating pavement @ PT =		feet	(do not include curve widening, gore areas or entrai	nce and exit lanes)
Design speed of PT transition =				
b(w) =	1		(adjustment factor for number of lanes rotated)	
% =	#N/A		(maximum relative gradient)	
G =	#N/A		(maximum relative slope)	
L(r) =	#N/A	feet	(Superelevation Runoff Length to flat)	
L(t) =	#N/A	reet	(Tangent Runout Length)	
P.C. Station			Percent of super to achieve at P.C.?	
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at the P.C. transition?	yes
P.T. Station			Percent of super to achieve at P.T.?	
Is there a spiral for this curve?	no	Is	the roadway rotating past flat at the P.T. transition?	yes
·			,	-
C. SUPER INFORMATION			Curve Information	
	Station	Super Rate	Full super length =	#N/A
cross slope rotating from =	#VALUE!	0.0000	Slope at PC =	#N/A #N/A
			P.C. L(r) =	#N/A #N/A
	#N/Δ	0.016	G-value of P.C. $L(t) = P \cap L(t) - L(t)$	#IN/A #\/ALLIE!
	#IVA	0.010	P.C. L(I) =	#VALUE:
full super -	#N/A	0.0160	G-value of P.C. L(t) -	#VALUE!

P.T. SUPER INFORMATION P.T. L(r) = #VALUE! G-value of P.T. L(r) = #VALUE! Station Super Rate P.T. L(t) = #VALUE! G-value of P.T. L(t) = #VALUE! 0.0160 full super = #N/A reverse crown = #N/A 0.016 Curve length is time at full super = 0.00 #N/A times design spee seconds cross slope rotating to = #VALUE! 0.000 SHOULDER INFORMATION FOR CURVE Mainline Left Shoulder Mainline Right Shoulder Stat Super Rate Super Rate Super Rate Super Rate P.C. part of curve P.T. part of curve STATION INFORMATION % of e(d) Left Shoulder Right Shoulder Super Rate Station Achieved Super Rate Super Rate **CROSS SLOPE INFORMATION** Station in Station in P.T. Super Rate P.C. Area Area

ODOT L&D VOL. 1 - FIGURES 202-7E, 202-8E, 202-9E, FIGURE 202-10E, FIGURE 301-5B AND FIGURE 301-5C IMPLE CURVE CONFIGURATION ALR Designer name: Curve name: NORTH MARGINAL CURVE 3 **CLEAR SHEET** What emay table would you like to use? 0.040 MAX V = 40 mph (design speed, mph) 1074.30 (radius of curve of alingment) Radius = feet Dc = 5.33 (degree of curve of alignment) 0.0160 (design superelevation rate) e<sub>d</sub> = normal crown (e<sub>NC</sub>) = 0.016 right Is the curve to the left or right (in the direction of stationing)? left Will the dependent geopak shapes be to the left or right of the baseline? feet of pavement widening per lane (for 12' lane and WB-50 design vehicle; L&D Fig. 301-5b) Curve widening NOT required for WB-50. 0.833 feet of pavement widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c) Curve widening required for WB-62. 1.083 Divided roadway? yes P.C. ROTATION DATA From what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) Width of rotating pavement @ PC = feet (do not include curve widening, gore areas or entrance and exit lanes) Design speed of PC transition = (adjustment factor for number of lanes rotated) b(w) = % = #N/A (maximum relative gradient) (maximum relative slope) G = #N/A #N/A (Superelevation Runoff Length to flat) L(r) =feet #N/A L(t) = feet (Tangent Runout Length) P.T. ROTATION DATA To what cross slope is the roadway being rotated? (i.e. 1.6% for NC, etc.) Width of rotating pavement @ PT = feet (do not include curve widening, gore areas or entrance and exit lanes) Design speed of PT transition = (adjustment factor for number of lanes rotated) b(w) = % = #N/A (maximum relative gradient) G = #N/A (maximum relative slope) L(r) = #N/A feet (Superelevation Runoff Length to flat) feet (Tangent Runout Length) L(t) =#N/A P.C. Station Percent of super to achieve at P.C.? Is the roadway rotating past flat at the P.C. transition? Is there a spiral for this curve? no ves P T Station Percent of super to achieve at P.T.? Is there a spiral for this curve? Is the roadway rotating past flat at the P.T. transition? no ves



SIMPLE CURVE CONFIGURATION Designer name:	ALR					
Curve name:	NORTH MARG	INAL CURVE 4		CLEAR S	HEET )	
What e <sub>max</sub> table would you like to use?	0.040 MAX		(desire encoderab)			
v = Dc =	40	mpn	(design speed, mpn) (degree of curve of alignment)			
Radius =	3,819.72	feet	(radius of curve of alingment)			
e <sub>d</sub> =	#N/A		(design superelevation rate)			
normal crown (e <sub>NC</sub> ) =	0.016	-				
	right	Is the curve to	the left or right (in the direction o	f stationing)?		
Curve widening NOT required for WR 50	left	Will the depen	dent geopak shapes be to the lef	or right of the bas	eline?	Eig. 201 Eb)
Curve widening NOT required for WB-50.	0.250	feet of paveme	ent widening per lane (for 12' lane	and WB-62 design	n vehicle; L&L	D Fig. 301-50) D Fig. 301-5c)
3 - 1	yes	Divided roadw	ay?			3,
P.C. ROTATION DATA						
		From what cro	ss slope is the roadway being rot	ated? (i.e. 1.6% for	NC, etc.)	
Width of rotating pavement @ PC =		feet	(do not include curve widening,	gore areas or entra	nce and exit	anes)
Design speed of PC transition =	1		(adjustment faster for number of	lance retated)		
D(w) = %	#N/A		(adjustment factor for number of (maximum relative gradient)	lanes rolateu)		
G =	#N/A		(maximum relative slope)			
L(r) =	#N/A	feet	(Superelevation Runoff Length t	o flat)		
L(t) =	#N/A	feet	(Tangent Runout Length)			
P.T. ROTATION DATA						
Width of rotating payament @ PT		To what cross	slope is the roadway being rotate	ed? (i.e. 1.6% for N	C, etc.)	2005)
Design speed of PT transition =		Idel	(ao not include curve widening, j	Joie aleas of entra	nce and exit	anes)
b(w) =	1		(adjustment factor for number of	lanes rotated)		
% =	#N/A		(maximum relative gradient)			
G =	#N/A	6	(maximum relative slope)	<b>6</b>		
L(r) = L(t) =	#N/A #N/A	feet	(Superelevation Runott Length t (Tangent Runout Length)	o fiat)		
			(			
P.C. Station			Percent of super to	achieve at P.C.?		
Is there a spiral for this curve?	no	ls	the roadway rotating past flat at th	ne P.C. transition?	yes	
P.T. Station			Percent of super t	o achieve at P.T.?		
Is there a spiral for this curve?	no	IS	the roadway rotating past flat at t	he P.I. transition?	yes	
P.C. SUPER INFORMATION			Curve Informat	ion		
orong close rotating from	Station	Super Rate	I	Full super length =	#N/A	
cross slope rotating from =	#VALUE!	0.0000		P,C, L(r) =	#N/A #N/A	
			G-v	alue of P.C. L(r) =	#N/A	
reverse crown =	#N/A	0.016	-	P.C. L(t) =	#VALUE!	
full super =	#N/A	#N/A	G-v	slope at PT -	#VALUE!	
P.T. SUPER INFORMATION				P.T. L(r) =	#VALUE!	
	Station	Super Rate	G-\	alue of P.T. L(r) =	#VALUE!	
full super =	#N/A	#N/A	~	P.T. L(t) =	#VALUE!	
reverse crown =	#N/A	0.016	G-v	Curve length is	#VALUE!	times design spee
			1	ime at full super =	#N/A	seconds
cross slope rotating to =	#VALUE!	0.000				
SHOULDER INFORMATION FOR CURVE						
	Ctation.	Mainline	Left Shoulder	Ctation	Mainline	Right Shoulder
P.C. part of curve	Station #N/A	Super Rate	Super Kate	Station #N/A	Super Rate	Super Rate
		TT I N/ C3			TT I W/ CD	

		Mainline	Left Shoulder		Mainline	Right Shoulder
	Station	Super Rate	Super Rate	Station	Super Rate	Super Rate
P.C. part of curve	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
P.T. part of curve	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A





% of e(d) Left Shoulder Right Shoulder Achieved Super Rate Super Rate

CROSS	SLOPE II	NFORMATION	

Super Rate P.C. Area

Area

Station in Station in P.T.

Designer name:	ALR						
Curve name:	AIRPORT ACC	ESS ROAD CU	RVE 1		CLEAR S	неет )	
What e <sub>max</sub> table would you like to use?	0.040 MAX		(				
V = Dc =	30 11.00	mph	(design speed, (dearee of curve	mph) e of alignment)			
Radius =	520.87	feet	(radius of curve	of alingment)			
e <sub>d</sub> =	0.0160		(design superel	evation rate)			
normal crown (e <sub>NC</sub> ) =	0.016						
	right left	Is the curve to Will the depen	the left or right (	in the direction o	f stationing)? t or right of the bas	eline?	
Curve widening required for WB-50.	1.750	feet of paveme	ent widening per	lane (for 12' lane	and WB-50 design	n vehicle; L&[	D Fig. 301-5b)
Curve widening required for WB-62.	2.500	feet of paveme	ent widening per	lane (for 12' lane	and WB-62 design	n vehicle; L&[	D Fig. 301-5c)
	yes	Divided roadw	ay?				
P.C. ROTATION DATA							
		From what cro	ss slope is the ro	badway being rot	ated? (i.e. 1.6% for	r NC, etc.)	
Width of rotating pavement @ PC = Design speed of PC transition =		feet	(do not include	curve widening,	gore areas or entra	ince and exit	lanes)
b(w) =	1		(adjustment fac	tor for number of	lanes rotated)		
% =	#N/A		(maximum relat	ive gradient)			
G =   (r) =	#N/A <b>#N/A</b>	feet	(maximum relat	ive siope) Runoff Length t	o flat)		
L(t) = L(t)	#N/A	feet	(Tangent Runou	ut Length)	o hay		
P.I. ROTATION DATA		To what cross	slope is the road	wav being rotate	ed? (i.e. 1.6% for N	C. etc.)	
Width of rotating pavement @ PT =		feet	(do not include	curve widening,	gore areas or entra	ince and exit	lanes)
Design speed of PT transition =	4		(adjustment fee	tor for number of	lanes rotatod)		
D(W) = % =	#N/A		(maximum relat	ive gradient)	lanes rotated)		
G =	#N/A		(maximum relat	ive slope)			
L(r) =	#N/A	feet	(Superelevation	Runoff Length t	o flat)		
L(t) =	#N/A	reet	(Tangent Runot	it Length)			
P.C. Station		le -	Pe Personal Personal Persona Personal Personal P	ercent of super to	b achieve at P.C.?	VOC	
is there a spiral for this curve?	10	15	ine roadway rola	ung past nat at u	ie P.C. transition?	yes	
P.T. Station			P	ercent of super t	o achieve at P.T.?		
Is there a spiral for this curve?	no	ls	the roadway rota	iting past flat at t	he P.T. transition?	yes	
P.C. SUPER INFORMATION				Curve Informat	tion		
	Station	Super Rate		l	ull super length =	#N/A	-
cross slope rotating from =	#VALUE!	0.0000			Slope at PC =	#N/A #N/Δ	
				G-v	alue of P.C. L(r) =	#N/A	
reverse crown =	#N/A	0.016		0	P.C. L(t) =	#VALUE!	
full super =	#N/A	0.0160		G-\	alue of P.C. L(t) = Slope at PT -	#VALUE! #N/A	
P.T. SUPER INFORMATION					P.T. L(r) =	#VALUE!	
<b>7</b> H .	Station	Super Rate		G-\	value of P.T. L(r) =	#VALUE!	
tull super = reverse crown =	#N/A #N/A	0.0160		G-v	P.I.L(t) =	#VALUE! #VALUE!	
		0.070		0-	Curve length is	0.00	times design spee
cross close relating to	#VALUE	0.000			time at full super =	#N/A	seconds
cross supe rotating to =	#VALUE!	0.000					
SHOULDER INFORMATION FOR CURVE							
	Station	Mainline Super Poto	Left Shoulder		Station	Mainline	Right Shoulder
P.C. part of curve	Station	Super Rate	Super Kate		Station	Super Rate	Super Rate
P.T. part of curve							
STATION INFORMATION							
	Station	Supar Data	% of e(d)	Left Shoulder	Right Shoulder		
	Station	Super Rate	Achieved	Super Rate	Super Rate		
CROSS SLOPE INFORMATION							

Super Rate

Station in Station in P.1 P.C. Area Area

Designer name:	ALR						
Curve name:	AIRPORT ACC	ESS ROAD CU	RVE 2		CLEAR S	HEET	
What e <sub>max</sub> table would you like to use?	0.040 MAX		(deelers en end.)				
V = Dc =	30 6.50	mpn	(design speed, l (degree of curve	of alignment)			
Radius =	881.47	feet	(radius of curve	of alingment)			
e <sub>d</sub> =	• 0.0160		(design superel	evation rate)			
normal crown (e <sub>NC</sub> ) =	0.016						
	right	Is the curve to	the left or right (i	n the direction o	f stationing)?		
Curve widening required for WB-50.	1.000	feet of paveme	dent geopak sna ent widening per	pes be to the left ane (for 12' lane	and WB-50 design	eline? h vehicle: L&[	) Fig. 301-5b)
Curve widening required for WB-62.	1.375	feet of paveme	ent widening per	ane (for 12' lane	and WB-62 design	n vehicle; L&E	D Fig. 301-5c)
	yes	Divided roadw	ay?				
P.C. ROTATION DATA		From what cro	ss slope is the ro	adway being rot	ated? (i.e. 1.6% for	NC, etc.)	
Width of rotating pavement @ PC =		feet	(do not include	curve widening, g	gore areas or entra	nce and exit	lanes)
Design speed of PC transition =	4		(		lana antata d		
D(W) = %=	1 #N/A		(adjustment fact	or for number of ve gradient)	lanes rotated)		
G =	#N/A		(maximum relati	ve slope)			
L(r) =	#N/A	feet	(Superelevation	Runoff Length te	o flat)		
L(t) =	#N/A	feet	(Tangent Runou	it Length)			
		To what cross	slope is the road	way being rotate	ed? (i.e. 1.6% for N	C, etc.)	
Width of rotating pavement @ PT =		feet	(do not include	curve widening,	gore areas or entra	nce and exit	lanes)
Design speed of PT transition =	4		(		lana antata d		
D(W) = %	1 #N/A		(adjustment fact	or for number of ve gradient)	lanes rotated)		
G =	#N/A		(maximum relati	ve slope)			
L(r) =	#N/A	feet	(Superelevation	Runoff Length to	o flat)		
L(t) =	#N/A	feet	(Tangent Runou	it Length)			
P.C. Station			Pe	ercent of super to	achieve at P.C.?		
Is there a spiral for this curve?	no	ls	the roadway rota	ting past flat at th	ne P.C. transition?	yes	
			_				
P.I. Station	20	le	the roadway rota	ercent of super to	o achieve at P.I.?	VOC	
		10	ine reddindy red	ang paot nat at a		,	
					ion		
F.C. SUPER INFORMATION	Station	Super Rate		Curve mormat	Full super length =	#N/A	
cross slope rotating from =	#VALUE!	0.0000			Slope at PC =	#N/A	
					P.C. L(r) =	#N/A	
	#NI/A	0.016		G-v	alue of P.C. L(r) =	#NI/Δ	
full super =	#19/74	0.010					
	#N/A	0.0160		G-v	P.C. L(t) = alue of P.C. L(t) =	#VALUE! #VALUE!	
	#N/A	0.0160		G-v	P.C. L(t) = alue of P.C. L(t) = Slope at PT =	#IVA #VALUE! #VALUE! #N/A	
P.T. SUPER INFORMATION	#N/A	0.0160		G-v	P.C. $L(t) =$ value of P.C. $L(t) =$ Slope at PT = P.T. $L(r) =$	#VALUE! #VALUE! #N/A #VALUE!	
P.T. SUPER INFORMATION	#N/A Station	0.0160		G-v G-v	P.C. $L(t) =$ ratue of P.C. $L(t) =$ Slope at PT = P.T. $L(r) =$ value of P.T. $L(r) =$	#VALUE! #VALUE! #N/A #VALUE! #VALUE!	
P.T. SUPER INFORMATION	#N/A Station #N/A #N/A	0.0160 Super Rate 0.0160 0.016		G-v G-v	P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) = P.T. L(t) =	#VALUE! #VALUE! #N/A #VALUE! #VALUE! #VALUE! #VALUE!	
P.T. SUPER INFORMATION full super = reverse crown =	#N/A Station #N/A #N/A	0.0160 Super Rate 0.0160 0.016		G-v G-v	P.C. L(t) = ralue of P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) = ralue of P.T. L(t) = Curve length is	#VALUE! #VALUE! #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00	times design spee
P.T. SUPER INFORMATION full super = reverse crown =	#N/A Station #N/A #N/A	0.0160 Super Rate 0.0160 0.016		G-v G-v G-1	P.C. $L(t) =$ ralue of P.C. $L(t) =$ Slope at PT = P.T. $L(r) =$ ralue of P.T. $L(r) =$ P.T. $L(t) =$ value of P.T. $L(t) =$ Curve length is ime at full super =	#VALUE! #VALUE! #N/A #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to =	#N/A Station #N/A #N/A #VALUE!	0.0160 Super Rate 0.0160 0.016 0.000		G-v G-v G-t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(r) = ralue of P.T. L(r) = P.T. L(t) = value of P.T. L(t) = Curve length is ime at full super =	#VALUE! #VALUE! #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOLL DER INFORMATION FOR CURVE	#N/A Station #N/A #N/A #VALUE!	0.0160 Super Rate 0.0160 0.016 0.000		G-v G-v G-v	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(r) = ralue of P.T. L(r) = P.T. L(t) = value of P.T. L(t) = Curve length is ime at full super =	#VALUE! #VALUE! #N/A #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	#N/A Station #N/A #N/A #VALUE!	0.0160 Super Rate 0.0160 0.016 0.000 Mainline	Left Shoulder	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = value of P.T. L(t) = Curve length is ime at full super =	#VALUE! #VALUE! #N/A #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spee seconds Right Shoulder
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	#N/A Station #N/A #N/A #VALUE!	0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	#N/A Station #N/A #N/A #VALUE! Station	0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = value of P.T. L(t) = Curve length is ime at full super =	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	#N/A Station #N/A #N/A #VALUE! Station	0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super =	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Moinline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	#N/A Station #N/A #N/A #VALUE! Station	0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	#N/A Station #N/A #N/A #VALUE! Station	0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	#N/A Station #N/A #N/A #VALUE!	0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	G-v G-v 1	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = ralue of P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	#N/A Station #N/A #N/A #VALUE!	0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	G-v G-v	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	#N/A Station #N/A #N/A #VALUE!	0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	#N/A Station #N/A #N/A #VALUE! Station Station	0.0160 Super Rate 0.0160 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	#N/A Station #N/A #N/A #VALUE! Station Station	0.0160 Super Rate 0.0160 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	#N/A Station #N/A #N/A #VALUE! Station Station	0.0160 Super Rate 0.0160 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station Right Shoulder Super Rate	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	#N/A Station #N/A #N/A #VALUE! Station Station	0.0160 Super Rate 0.0160 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station Right Shoulder Super Rate	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	#N/A Station #N/A #N/A #V/A #V/A Station Station	0.0160 Super Rate 0.0160 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station Right Shoulder Super Rate	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate
P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION CROSS SLOPE INFORMATION	#N/A Station #N/A #N/A #V/A #V/A Station Station	0.0160 Super Rate 0.0160 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	G-v G-v t	P.C. L(t) = alue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is ime at full super = Station Right Shoulder Super Rate	#VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spee seconds Right Shoulder Super Rate

Super Rate

P.C. Area Area

	ALR									
Curve name:	AIRPORT AC	CESS ROAD CU	RVE 3		CLEAR S	внеет )				
What e <sub>max</sub> table would you like to use?	0.040 MAX									
V =	30	mph	(design speed,	mph)						
Radius =	1.091.35	feet	(radius of curve	of alingment)						
e, -	= 0.0160		(design superel	evation rate)						
normal crown $(e_{NC}) =$	0.016		(design superer	evalion rate)						
	right	Is the curve to	the left or right (	in the direction o	f stationing)?					
	left	Will the depen	dent geopak sha	pes be to the lef	t or right of the bas	eline?				
Curve widening NOT required for WB-50.	0.813	feet of paveme	ent widening per	lane (for 12' lane	and WB-50 design	n vehicle; L&[	D Fig. 301-5b)			
Curve widening required for WB-62.	1.063	teet of pavement widening per lane (for 12' lane and WB-62 design vehicle; L&D Fig. 301-5c)								
	yes	Divided roadw	ayr							
P.C. ROTATION DATA										
		From what cro	ss slope is the ro	adway being rot	ated? (i.e. 1.6% for	r NC, etc.)				
Width of rotating pavement @ PC =		feet	(do not include	curve widening,	gore areas or entra	ince and exit	lanes)			
Design speed of PC transition =	4		(adjustment for	or for number of	lance rotated)					
D(W) = %=	#N/A		(adjustment factor for number of lanes rotated)							
G =	#N/A		(maximum relat	ive slope)						
L(r) =	#N/A	feet	(Superelevation	Runoff Length t	o flat)					
L(t) =	#N/A	feet	(Tangent Runou	ut Length)						
.1. ROTATION DATA		To what cross	slope is the road	way being rotate	ed? (i.e. 1.6% for N	C etc.)				
Width of rotating pavement @ PT =		feet	(do not include	curve widening,	gore areas or entra	ince and exit	lanes)			
Design speed of PT transition =				3,						
b(w) =	1		(adjustment fac	tor for number of	lanes rotated)					
% =	#N/A		(maximum relative gradient)							
G =	#Ν/Α <b>#Ν/Δ</b>	feet	(maximum relat	Ve slope) Runoff Length t	o flat)					
L(t) = L(t)	#N/A	feet	(Tangent Runou	it Length)	onaty					
P.C. Station	20	le	Pi the roadway rota	ercent of super to	VAC					
is there a spiral for this curve?	110	15	ine roadway rola	ung past nat at u		yes				
P.T. Station			P	ercent of super t	o achieve at P T 2					
Is there a spiral for this curve?	no	Is	the roadway rota	ting past flat at t	he P.T. transition?	yes				
						-				
						-				
						·				
P.C. SUPER INFORMATION				Curve Informa	tion					
P.C. SUPER INFORMATION	Station	Super Rate		Curve Informa	<b>tion</b> Full super lenath =	#N/A				
P.C. SUPER INFORMATION cross slope rotating from =	Station #VALUE!	Super Rate 0.0000		Curve Informa	t <b>ion</b> Full super length = Slope at PC =	#N/A #N/A				
P.C. SUPER INFORMATION cross slope rotating from =	Station #VALUE!	Super Rate 0.0000		Curve Informa	tion Full super length = Slope at PC = P.C. L(r) =	#N/A #N/A #\/A				
P.C. SUPER INFORMATION cross slope rotating from =	Station #VALUE!	Super Rate 0.0000		Curve Informa	tion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) =	#N/A #N/A #N/A #N/A				
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super =	Station #VALUE! #N/A #N/A	Super Rate 0.0000 0.016 0.0160		Curve Informa	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) =	#N/A #N/A #N/A #VALUE! #VALUE!				
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super =	Station #VALUE! #N/A #N/A	Super Rate 0.0000 0.016 0.0160		Curve Informa G-v G-v	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = Palue of P.C. L(t) = Slope at PT =	#N/A #N/A #N/A #VALUE! #VALUE! #N/A				
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION	Station #VALUE! #N/A #N/A	Super Rate 0.0000 0.016 0.0160		Curve Informa I G-v	tion Full super length = P.C. L(r) = P.C. L(r) = P.C. L(t) = ralue of P.C. L(t) = Slope at PT = P.T. L(r) =	#N/A #N/A #N/A #VALUE! #VALUE! #N/A #VALUE!				
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION	Station #VALUE! #N/A #N/A Station	Super Rate 0.0000 0.016 0.0160 Super Rate		Curve Informa G-v G-v	tion Full super length = P.C. L(r) = P.C. L(r) = P.C. L(t) = ralue of P.C. L(t) = Slope at PT = P.T. L(r) = ralue of P.T. L(r) =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE!				
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160		Curve Informat G-v G-v G-v	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = ralue of P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = ralue of P.T. L(r) = ralue of P.T. L(t) =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!				
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A #N/A	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160 0.016		Curve Informa G-v G-v G-	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(r) = value of P.T. L(t) = Curve length is	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00	times design spe			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown =	Station #VALUE! #N/A #N/A Station #N/A #N/A	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160 0.016		Curve Informa G-v G-v G-1	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = r.C. L(r) = r.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE!	times design spe seconds			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to =	Station #VALUE! #N/A #N/A Station #N/A #N/A #N/A	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160 0.016 0.000		Curve Informa G-v G-v G-v	tion Full super length = Slope at PC = P.C. L(r) = r.C. L(r) = P.C. L(r) = P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spe seconds			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to =	Station #VALUE! #N/A #N/A Station #N/A #N/A #VALUE!	Super Rate 0.0000 0.016 0.0160 0.0160 0.016 0.016		Curve Informa G-v G-v G-v	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = value of P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(t) = value of P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A	times design spe seconds			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	Station #VALUE! #N/A #N/A Station #N/A #N/A #VALUE!	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160 0.016 0.000 Mainline	Left Shoulder	Curve Informa G-v G-v G-v	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Value of P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.T. L(r) = P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline	times design spe seconds			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE	Station #VALUE! #N/A #N/A Station #N/A #VALUE!	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160 0.0160 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informa G-v G-v G-	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = P.C. L(t) = Value of P.C. L(t) = Slope at PT = P.T. L(r) = Value of P.T. L(t) = Curve length is time at full super =	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A #N/A Station #N/A #VALUE! Station	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informat	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(t) = ralue of P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A #N/A Station #N/A #VALUE! Station	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informa G-v G-v G-	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Interpret and the super set of P.T. L(t) = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A #N/A Station #N/A #VALUE! Station	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informa G-v G-	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Slope at PT = P.T. L(t) = value of P.T. L(t) = value of P.T. L(t) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve	Station #VALUE! #N/A #N/A Station #VALUE! Station	Super Rate 0.0000 0.016 0.0160 Super Rate 0.016 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informa G-v G-v G-	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = slope at PT = P.T. L(r) = value of P.T. L(r) = P.T. L(r) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	Station #VALUE! #N/A #N/A Station #VALUE! Station	Super Rate 0.0000 0.016 0.0160 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informa G-v G-v	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = r.C. L(r) = v.C. L(r) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(r) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve	Station #VALUE! #N/A #N/A #N/A #VALUE! Station	Super Rate 0.0000 0.016 0.0160 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informa G-v G-v	tion Full super length = Slope at PC = P.C. L(r) = ralue of P.C. L(r) = ralue of P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is time at full super = Station	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! 0.00 #N/A Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #N/A #VALUE! Station	Super Rate 0.0000 0.016 0.0160 0.0160 0.0160 0.0160 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informa G-v G-v	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(r) = Value of P.C. L(t) = P.T. L(r) = P.T. L(r) = P.T. L(r) = Curve length is time at full super = Station Right Shoulder	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #V/A #VALUE! Station	Super Rate 0.0000 0.016 0.0160 0.0160 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate	Curve Informa	Tion  Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Value of P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(r) = Value of P.T. L(r) = Curve length is time at full super =  Station  Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = reverse crown = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A Station #N/A #VALUE! Station	Super Rate 0.0000 0.016 0.0160 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	Curve Informat	Tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = P.C. L(t) = Slope at PT = P.T. L(r) = P.T. L(r) = P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! B.00 #N/A Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A #N/A Station #VALUE! Station	Super Rate 0.0000 0.016 0.0160 Super Rate 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	Curve Informa G-v G-v G-v G-v G-v C-v C-v C-v C-v C-v C-v C-v C-v C-v C	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Interpret PT = P.T. L(t) = P.T. L(t) = P.T. L(t) = P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			
P.C. SUPER INFORMATION cross slope rotating from = full super = P.T. SUPER INFORMATION full super = reverse crown = cross slope rotating to = SHOULDER INFORMATION FOR CURVE P.C. part of curve P.T. part of curve STATION INFORMATION	Station #VALUE! #N/A #N/A Station #VALUE! Station	Super Rate 0.0000 0.016 0.0160 0.0160 0.016 0.000 Mainline Super Rate	Left Shoulder Super Rate % of e(d) Achieved	Curve Informa G-v G-v G-v G-v Super Rate	tion Full super length = Slope at PC = P.C. L(r) = P.C. L(r) = P.C. L(t) = Slope at PT = P.T. L(t) = P.T. L(t) = value of P.T. L(t) = Curve length is time at full super = Station Right Shoulder Super Rate	#N/A #N/A #N/A #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! #VALUE! Mainline Super Rate	times design spe seconds Right Shoulder Super Rate			

Super Rate P.C. Area

Station in Station in P.T. P.C. Area Area

Area

SIMPLE CURVE CONFIGURATION	ALP		,				
Curve name:	AIRPORT ACC	CLEAR SHEET					
What e <sub>max</sub> table would you like to use?	0.040 MAX		(1)				
V = Dc =	30 2.00	mpn	(design speed, (degree of curv				
Radius =	2,864.79	feet (radius of curve of alingment)					
e <sub>d</sub> =	#N/A		(design supere	levation rate)			
normal crown (e <sub>NC</sub> ) =	0.016 right	Is the curve to	the left or right	in the direction o	f stationing)?		
	left	Will the depen	dent geopak sha	apes be to the lef	t or right of the bas	eline?	
Curve widening NOT required for WB-50.	0.000	feet of paveme	ent widening per ent widening per	lane (for 12' lane lane (for 12' lane	e and WB-50 design and WB-62 design	n vehicle; L&[ n vehicle: L&[	D Fig. 301-5b) D Fig. 301-5c)
	yes	Divided roadw	ay?			I Vernole, Ede	5 r ig. 00 r 00)
F.C. ROTATION DATA		From what cro	ss slope is the r	oadway being rot	tated? (i.e. 1.6% for	NC, etc.)	
Width of rotating pavement @ PC =		feet	(do not include curve widening, gore areas or entrance and exit lanes)				
besign speed of PC transition =	1		(adjustment factor for number of lanes rotated)				
% =	#N/A		(maximum rela	ive gradient)			
G = L(r) =	#N/A <b>#N/A</b>	feet	(maximum relation (Superelevation	n Runoff Lenath t	o flat)		
L(t) =	#N/A	feet	(Tangent Runo	ut Length)			
P.T. ROTATION DATA							
		To what cross	slope is the roa	dway being rotate	ed? (i.e. 1.6% for N	C, etc.)	
Width of rotating pavement @ PT = Design speed of PT transition =		teet	(do not include	curve widening,	gore areas or entra	ince and exit	lanes)
b(w) =	1		(adjustment fac	tor for number of	f lanes rotated)		
% =	#N/A		(maximum relative gradient)				
G = L(r) =	#N/A #N/A	feet	(maximum relative slope) (Superelevation Runoff Length to flat)				
L(t) =	#N/A	feet	(Tangent Runout Length)				
P.C. Station		Percent of super to achieve at P.C.?					
	110	15	The roadway rola	ung past nat at u	ne F.C. transition?	yes	
P.T. Station	no	ls	F the roadway rot	ercent of super t	to achieve at P.T.?	VAS	
·							
P.C. SUPER INFORMATION	Station	Super Rate		Curve Information	tion Full super length =	#N/A	
cross slope rotating from =	#VALUE!	0.0000			Slope at PC =	#N/A	
				G	P.C. $L(r) =$	#N/A #N/A	
reverse crown =	#N/A	0.016		9-0	P.C. $L(t) = P.C. L(t) =$	#WALUE!	
full super =	#N/A	#N/A		G-\	value of P.C. L(t) =	#VALUE!	
P.T. SUPER INFORMATION					P.T. L(r) =	#N/A #VALUE!	
	Station	Super Rate	e G-value of P.T. L(r) = #VALUE!				
full super =	#N/A #N/A	#N/A		G	P.T.L(t) =	#VALUE!	
Teverse crown =					Curve length is	0.00	times design spee
cross slope rotating to -	#\/ALLEI	0.000		1	time at full super =	#N/A	seconds
cross slope rotating to =	#VALUE:	0.000					
SHOULDER INFORMATION FOR CURVE		Mainline				Mainlina	Diskt Chaulden
	Station	Super Rate	Super Rate		Station	Super Rate	Super Rate
P.C. part of curve	#N/A	#N/A	#N/A		#N/A	#N/A	#N/A
	#N/A	#N/A	#N/A		#N/A	#N/A	#N/A
P.T. part of curve	#N/A	#N/A	#N/A		#N/A	#N/A	#N/A
	#N/A	#N/A	#N/A		#N/A	#N/A	#N/A
		•	% of e(d)	Left Shoulder	Right Shoulder		
	Station	Super Rate	Achieved	Super Rate	Super Rate		
CROSS SLOPE INFORMATION							
		<b>.</b>	0				

Super Rate

P.C. Area Area