

STANDARD SYMBOLS

- LOCATION  $\text{Ⓢ}$ .....ALIGNMENT ON WHICH THE PROPOSED RIGHT-OF-WAY AND CONSTRUCTION IS BASED.
- STANDARD PAVEMENT.....THE TYPICAL PAVEMENT SECTION TO BE SHOWN ON THE ROAD PLANS.
- P.C. ....POINT OF BEGINNING OF BASELINE CIRCULAR CURVE.
- P.T. ....POINT OF ENDING OF BASELINE CIRCULAR CURVE.
- P.C.C. ....POINT OF BASELINE COMPOUND CURVATURE.
- P.R.C.....POINT OF BASELINE REVERSE CURVE.
- T.S. ....POINT OF CHANGE FROM TANGENT TO TRANSITION CURVE. (TANGENT TO SPIRAL)
- S.C. ....POINT OF CHANGE FROM TRANSITION CURVE TO CIRCULAR CURVE. (SPIRAL TO CIRCULAR)
- C.S. ....POINT OF CHANGE FROM CIRCULAR CURVE TO TRANSITION CURVE. (CIRCULAR TO SPIRAL)
- S.T. ....POINT OF CHANGE FROM TRANSITION CURVE TO TANGENT. (SPIRAL TO TANGENT)
- RADIUS .....RADIUS OF BASELINE CIRCULAR CURVE.
- DV .....APPROXIMATE MAXIMUM SAFE SPEED IN MILES PER HOUR USING STANDARD RATE OF SUPER-ELEVATION.
- NC .....APPROXIMATE MAXIMUM SAFE SPEED IN MILES PER HOUR WITH NO SUPERELEVATION. FACTORS APPLY ONLY TO URBAN LOW SPEED CONDITIONS.
- Lr .....LENGTH OF TRANSITION CURVE MEASURED ALONG BASELINE. WHERE NO TRANSITION CURVE IS APPLIED Lr IS LENGTH OF SUPERELEVATION RUNOFF SECTION.
- W OR PW .....WIDTH OF STANDARD PAVEMENT.
- ZT .....DISTANCE FROM TRANSITIONED BASELINE TO EDGES OF TRANSITIONED PAVEMENT ( $\frac{W}{2} + \frac{w}{2}$ )
- w .....MAXIMUM TOTAL PAVEMENT WIDENING.
- E .....RATE OF SUPERELEVATION.
- F .....SAFE SIDE FRICTION FACTOR.
- S .....AMOUNT OF SUPERELEVATION TO BE APPLIED TO THE BASELINE GRADE TO OBTAIN THE ELEVATIONS OF THE EDGES OF TRANSITIONED PAVEMENT.
- C .....DIFFERENCE IN ELEVATION BETWEEN BASELINE (CENTER) AND EDGE OF PAVEMENT FOR STANDARD PAVEMENT CROWN.
- Lt .....STANDARD PAVEMENT CROWN TRANSITION OR TANGENT RUNOUT SECTION.
- CP .....CHORD POINT (1/10 INCREMENTS OF TRANSITION CURVE).
- NPC.....NORMAL PAVEMENT CROWN.

ALL DISTANCES (HORIZONTAL AND VERTICAL) ARE MEASURED IN FEET.

SPECIFICATION REFERENCE

TRANSITION CURVES FOR RURAL AND URBAN  
HIGHWAYS AND STREET CONDITIONS