

STANDARD SYMBOLS

- LOCATION \mathbb{B}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)
- RADIUSRADIUS OF BASELINE CIRCULAR CURVE.
- DVAPPROXIMATE MAXIMUM SAFE SPEED IN MILES PER HOUR USING STANDARD RATE OF SUPER-ELEVATION.
- NCAPPROXIMATE MAXIMUM SAFE SPEED IN MILES PER HOUR WITH NO SUPERELEVATION. FACTORS APPLY ONLT TO URBAN LOW SPEED CONDITIONS.
- LrLENGTH OF TRANSITION CURVE MEASURED ALONG BASELINE. WHERE NO TRANSITION CURVE IS APPLIED Lr IS LENGTH OF SUPERELEVATION RUNOFF SECTION.
- W OR PWWIDTH OF STANDARD PAVEMENT.
- ZTDISTANCE FROM TRANSITIONED BASELINE TO EDGES OF TRANSITIONED PAVEMENT
- wMAXIMUM TOTAL PAVEMENT WIDENING.
- ERATE OF SUPERELEVATION.
- FSAFE SIDE FRICTION FACTOR.
- SAMOUNT OF SUPERELEVATION TO BE APPLIED TO THE BASELINE GRADE TO OBTAIN THE ELEVATIONS OF THE EDGES OF TRANSITIONED PAVEMENT.
- CDIFFERENCE IN ELEVATION BETWEEN BASELINE (CENTER) AND EDGE OF PAVEMENT FOR STANDARD PAVEMENT CROWN.
- LtSTANDARD PAVEMENT CROWN TRANSITION OR TANGENT RUNOUT SECTION.
- CPCHORD 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**