

InRoads

Roadway Superelevation

Thought you should know that a better explanation should be given defining how InRoads calculates superelevation. The AASHTO book "A Policy on Geometric Design of Highways and Streets", page 182, recommends that the superelevation transition be accomplished throughout the length of the spiral.

InRoads makes the assumption the calculated superelevation transition length from AASHTO Method #5, or the transition lengths found in the Superelevation Tables, and the user entered spiral length as being one and the same when in fact, *this assumption may not be valid in all cases*. InRoads makes no checks to determine if the spiral lengths specified in the horizontal alignment and the superelevation transition lengths match. What this means is if the user decides to utilize a spiral length *longer*, or *shorter* than what is found in the Superelevation Table the critical transition stations *will not be correctly calculated*.

For example, the user wants to employ a 190 foot spiral length based on good sound engineering judgment, and the superelevation table specifies a 167 foot transition, InRoads calculates transition stations based on the 167 foot transition length, *not* the 190 foot spiral length as is recommended by AASHTO. There is currently *no way* in InRoads to override or synchronize superelevation transitions to use the spiral length as defined in the horizontal alignment. The only way to handle this deviation in transition lengths is to manually calculate and edit your superelevation transition stations using the "Build Super Transitions" dialog box.

From JR Heathcote - R3 Project Manager