From: Hudson, Joe
Sent: Friday, September 25, 2009 12:48 PM
To: MacClellan, Lee
Subject: RE: Horiz. curve radius

Lee,

Yeah that makes sense. I thought it was just misleading because I would think you first analyze the horizontal alignment base on the minimum curve radii which is based off of the super elevation charts and a design speed. Then you check your HSSD based of obstructions near the roadway (I am assuming a wall for tunnel situations) and the horizontal radius used. Not sure why they would have to rows set up based on horizontal stopping sight distance but this isn't my territory.

Joe

From: MacClellan, Lee
Sent: Friday, September 25, 2009 11:50 AM
To: Hudson, Joe
Subject: Horiz. curve radius

Hey Joe,

I've been checking the design manual regarding Horizontal curve radius. The design speed is the governing element, followed by HSSD where there are sight obstructions, such as barriers, walls, etc. In open roadway, HSSD isn't so much an issue so superelevation is the second element. See DM 1210.04(2).

Thank you,

Lee MacClellan
UCO Region Design Technical Specialist
Alaskan Way Viaduct Holgate To King Stage 2

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"If one learns from others but does not think, one will be bewildered. If, on the other hand, one thinks but does not learn from others, one will be in peril."
--K'ung-fu-tzu (Confucious)