

3_6 SUPERELEVATION SHAPE INPUT

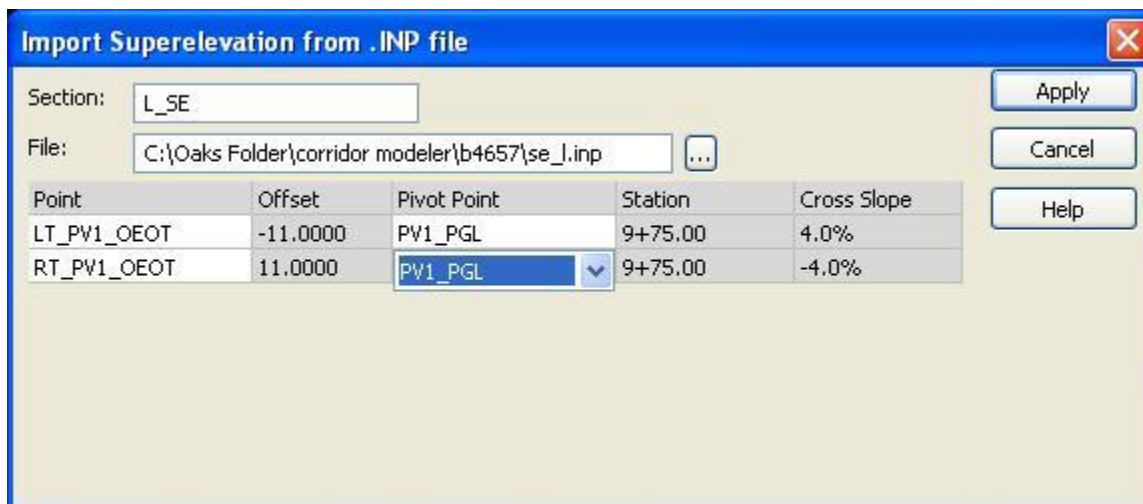
Question:

In the example, did you use a shape .INP to create the supers on the turn bulbs? I thought shape .INP files could only handle roadway widths that are constant.

Answer:

AutoShape inputs were used for constant width roadway pavement while ShapeMaker was used for varying width pavement. This statement is true if you are creating Geopak Shapes for legacy Criteria x-sections.

With corridor modeling, you can still use the AutoShape Inputs to apply the super to your templates. All it needs from you INP is the stationing and se rate. The pavement width can vary because you are actually selecting the Pivot Point (usually the centerline) and the Superelevated Point (usually the outside EOT). As the EOT is varying with graphics location, so is the width of the roadway.



Also super can be introduced into the model through the Roadway Designer Superelevation Wizard Below is a link to the superelevation tutorial and explains how supers are applied in NCDOT design. There is also an exercise to try out.