



HIGHWAY FACTORS ATTACHMENT

Cottman Avenue Curve Data

Philadelphia, Pennsylvania

HWY23FH014

(2 pages)

09\26\2012
PLOTTED:

D-9012 CADD (02-90) REVISED (10-04)

OPERATOR: X:\8200s\8265_02\CIVIL\CP2\CP2\Igm\Rev_1\CP2Curv01.dgn (DeFaul1)

| DISTRICT | COUNTY | ROUTE | SECTION | SHEET |
|----------------------|-----------------|---------|---------|-----------|
| 6-0 | PHILADELPHIA | 0095 | CP2 | 17 OF 374 |
| CITY OF PHILADELPHIA | | | | |
| REVISION NUMBER | REVISIONS | DATE | BY | |
| 1 | TYPO CORRECTION | 9/26/12 | JW | |

**SR 0095
CURVE NO. 1**
PI STA 618+98.73
 $\Delta = 1^\circ 16' 59''$ RT
D = 0°57' 18"
T = 67.18'
L = 134.35'
R = 6000.00'
E = 0.38'
PC STA 618+31.56
PT STA 619+65.91
SUPERELEVATION 3.20%

**SR 0095
CURVE NO. 7**
PI STA 697+53.12
 $\Delta = 20^\circ 22' 52''$ LT
D = 2°55' 00"
T = 353.12'
L = 698.78'
R = 1964.43'
E = 31.49'
PCC STA 694+00.00
PT STA 700+98.78
SUPERELEVATION 4.69%

**RAMP C
CURVE NO. 12**
PI STA 14+89.08
 $\Delta = 69^\circ 34' 20''$ LT
D = 11°14' 04"
T = 354.28'
L = 619.28'
R = 510.00'
E = 110.98'
PC STA 11+34.80
PT STA 17+54.07
SUPERELEVATION 6.0%

**RAMP E
CURVE NO. 18**
PI STA 29+56.56
 $\Delta = 0^\circ 09' 07''$ LT
D = 0°56' 36"
T = 8.05'
L = 16.10'
R = 6073.00'
E = 0.01'
PC STA 29+48.51
PT STA 29+64.61
SUPERELEVATION 3.2%

**SR 0073
CURVE NO. 38**
PI STA 119+64.02
 $\Delta = 5^\circ 54' 01''$ LT
D = 5°43' 47"
T = 51.54'
L = 102.98'
R = 1000.00'
E = 1.33'
PC STA 119+12.48
PT STA 120+15.46
SUPERELEVATION

**BLEIGH AVE
CURVE NO. 26**
PI STA 1+83.07
 $\Delta = 90^\circ 01' 22''$ LT
D = 31°18' 33"
T = 183.07'
L = 287.53'
R = 183.00'
E = 75.85'
PC STA 0+00.00
PT STA 2+87.53
SUPERELEVATION NORMAL CROWN

**SR 0095
CURVE NO. 2**
PI STA 631+97.06
 $\Delta = 8^\circ 38' 17''$ RT
D = 1°01' 23"
T = 422.94'
L = 844.28'
R = 5600.00'
E = 15.95'
PC STA 627+74.11
PT STA 636+18.40
SUPERELEVATION 3.40%

**RAMP B
CURVE NO. 8**
PI STA 16+81.47
 $\Delta = 3^\circ 38' 46''$ RT
D = 1°02' 12"
T = 175.92'
L = 351.73'
R = 5527.00'
E = 2.80'
PC STA 15+05.54
PT STA 18+57.27
SUPERELEVATION 3.4%

**RAMP C
CURVE NO. 13**
PI STA 23+91.93
 $\Delta = 26^\circ 27' 25''$ LT
D = 8°48' 53"
T = 152.80'
L = 300.14'
R = 650.00'
E = 17.72'
PC STA 22+39.13
PT STA 25+39.28
SUPERELEVATION 5.8%

**RAMP F
CURVE NO. 19**
PI STA 14+24.66
 $\Delta = 90^\circ 33' 38''$ RT
D = 38°11' 50"
T = 151.48'
L = 237.09'
R = 150.00'
E = 63.18'
PC STA 12+73.19
PT STA 15+10.28
SUPERELEVATION 6.0%

**SR 0073
CURVE NO. 39**
PI STA 126+36.68
 $\Delta = 32^\circ 59' 45''$ RT
D = 15°21' 39"
T = 110.47'
L = 214.81'
R = 373.00'
E = 16.02'
PC STA 125+26.21
PT STA 127+41.01
SUPERELEVATION

**BLEIGH AVE
CURVE NO. 27**
PI STA 7+51.08
 $\Delta = 11^\circ 51' 14''$ LT
D = 6°35' 36"
T = 90.21'
L = 179.79'
R = 869.00'
E = 4.67'
PC STA 6+60.86
PT STA 8+40.65
SUPERELEVATION NORMAL CROWN

**SR 0095
CURVE NO. 3**
PI STA 651+60.78
 $\Delta = 4^\circ 49' 58''$ RT
D = 0°57' 18"
T = 253.19'
L = 506.09'
R = 6000.00'
E = 5.34'
PC STA 649+07.58
PT STA 654+13.67
SUPERELEVATION 3.20%

**RAMP B
CURVE NO. 9**
PI STA 34+75.66
 $\Delta = 3^\circ 17' 42''$ RT
D = 0°58' 07"
T = 170.12'
L = 340.15'
R = 5915.00'
E = 2.45'
PC STA 33+05.54
PT STA 36+45.69
SUPERELEVATION 3.2%

**RAMP C
CURVE NO. 14**
PI STA 30+42.22
 $\Delta = 5^\circ 41' 09''$ RT
D = 1°44' 58"
T = 162.63'
L = 325.00'
R = 3275.00'
E = 4.04'
PC STA 28+79.59
PT STA 32+04.59
SUPERELEVATION 3.2%

**RAMP F
CURVE NO. 20**
PI STA 19+80.79
 $\Delta = 5^\circ 41' 09''$ RT
D = 1°44' 58"
T = 162.63'
L = 325.00'
R = 3275.00'
E = 4.04'
PC STA 18+18.16
PT STA 21+43.16
SUPERELEVATION 3.2%

**SR 0073
CURVE NO. 40**
PI STA 130+92.69
 $\Delta = 30^\circ 08' 19''$ LT
D = 15°21' 39"
T = 100.43'
L = 196.20'
R = 373.00'
E = 13.28'
PC STA 129+92.26
PT STA 131+88.47
SUPERELEVATION

**MILNOR STREET
CURVE NO. 28**
PI STA 46+26.78
 $\Delta = 7^\circ 54' 04''$ RT
D = 5°43' 46"
T = 69.06'
L = 137.90'
R = 1000.00'
E = 2.38'
PC STA 45+57.72
PT STA 46+95.62

**SR 0095
CURVE NO. 4**
PI STA 666+50.82
 $\Delta = 17^\circ 29' 43''$ LT
D = 1°54' 35"
T = 461.62'
L = 916.05'
R = 3000.00'
E = 35.31'
PC STA 661+89.20
PT STA 671+05.25
SUPERELEVATION 5.3%

**RAMP B
CURVE NO. 10**
PI STA 39+41.65
 $\Delta = 6^\circ 26' 23''$ RT
D = 1°59' 59"
T = 161.17'
L = 322.01'
R = 2865.00'
E = 4.53'
PC STA 37+80.48
PT STA 41+02.48
SUPERELEVATION 4.1%

**RAMP C
CURVE NO. 15**
PI STA 40+04.02
 $\Delta = 0^\circ 09' 10''$ RT
D = 0°15' 00"
T = 30.57'
L = 61.13'
R = 22927.00'
E = 0.02'
PC STA 39+73.45
PT STA 40+34.59
SUPERELEVATION NORMAL CROWN

**RAMP F
CURVE NO. 21**
PI STA ~~XXXXXX~~ 142+24.24
 $\Delta =$ ~~XXXXXX~~ LT
D = 0°57' 17"
T = 99.97'
L = 199.92'
R = 6001.27'
E = 0.83'
PCC STA 25+63.35
PT STA 27+63.27
SUPERELEVATION 3.2%

**SR 0073
CURVE NO. 23**
PI STA 142+24.24
 $\Delta = 37^\circ 32' 01''$ LT
D = 11°14' 04"
T = 173.29'
L = 334.09'
R = 510.00'
E = 28.64'
PC STA 140+50.96
PT STA 143+85.05
SUPERELEVATION 6.0%

**MILNOR STREET
CURVE NO. 29**
PI STA 52+94.42
 $\Delta = 29^\circ 05' 05''$ RT
D = 16°22' 13"
T = 90.79'
L = 177.67'
R = 350.00'
E = 11.58'
PC STA 52+03.63
PT STA 53+81.30

**SR 0095
CURVE NO. 5**
PI STA 680+98.24
 $\Delta = 0^\circ 14' 38''$ RT
D = 0°14' 57"
T = 48.94'
L = 97.88'
R = 23000.00'
E = 0.05'
PC STA 680+49.30
EQ PT STA 681+47.18 BK
SUPERELEVATION NORMAL CROWN

**RAMP B
CURVE NO. 11**
PI STA 50+14.16
 $\Delta = 108^\circ 28' 26''$ LT
D = 19°05' 55"
T = 416.53'
L = 567.97'
R = 300.00'
E = 213.32'
PC STA 45+97.63
PT STA 51+65.60
SUPERELEVATION 6.0%

**RAMP D
CURVE NO. 16**
PI STA 12+50.28
 $\Delta = 21^\circ 02' 12''$ RT
D = 4°15' 02"
T = 250.28'
L = 494.93'
R = 1348.00'
E = 23.04'
PC STA 10+00.00
PT STA 14+94.93
SUPERELEVATION 6%

**RAMP F
CURVE NO. 22**
PI STA 28+63.28
 $\Delta = 1^\circ 53' 13''$ LT
D = 0°56' 36"
T = 100.01'
L = 200.00'
R = 6073.00'
E = 0.82'
PCC STA 27+63.27
PT STA 29+63.27
SUPERELEVATION 3.2%

**SR 0073
CURVE NO. 24**
PI STA 147+96.33
 $\Delta = 37^\circ 32' 01''$ RT
D = 11°14' 04"
T = 173.29'
L = 334.09'
R = 510.00'
E = 28.64'
PC STA 146+23.05
PT STA 149+57.14
SUPERELEVATION 6.0%

**MILNOR STREET
CURVE NO. 30**
PI STA 58+90.68
 $\Delta = 38^\circ 06' 24''$ LT
D = 14°19' 26"
T = 138.15'
L = 266.04'
R = 400.00'
E = 23.18'
PC STA 57+52.53
PT STA 60+18.56

**SR 0095
CURVE NO. 6**
PI STA 691+18.18
 $\Delta = 16^\circ 33' 20''$ LT
D = 2°55' 00"
T = 285.80'
L = 567.62'
R = 1964.43'
E = 20.68'
PC STA 688+32.38
PCC STA 694+00.00
SUPERELEVATION 4.69%

**RAMP E
CURVE NO. 17**
PI STA 15+18.39
 $\Delta =$ ~~XXXXXX~~ LT
D = 1°44' 58"
T = 317.17'
L = 632.37'
R = 3275.00'
E = 15.32'
PC STA 12+01.22
PT STA 18+33.59
SUPERELEVATION 4.1%

**SR 0073
CURVE NO. 37**
PI STA 116+11.87
 $\Delta = 11^\circ 11' 36''$ RT
D = 5°43' 47"
T = 97.99'
L = 195.36'
R = 1000.00'
E = 4.79'
PC STA 115+13.88
PT STA 117+09.24
SUPERELEVATION

**SR 1010
CURVE NO. 25**
PI STA 3+31.98
 $\Delta = 7^\circ 36' 41''$ RT
D = 10°47' 25"
T = 35.32'
L = 70.54'
R = 531.00'
E = 1.17'
PC STA 2+96.66
PT STA 3+67.20
SUPERELEVATION 6.0%

**MILNOR STREET SPUR
CURVE NO. 31**
PI STA 11+60.41
 $\Delta = 14^\circ 37' 34''$ LT
D = 20°50' 05"
T = 35.29'
L = 70.20'
R = 275.00'
E = 2.26'
PC STA 11+25.12
PT STA 11+95.32
SUPERELEVATION NORMAL CROWN

**MILNOR STREET SPUR 2
CURVE NO. 32**

PI STA 11+47.15
 $\Delta = 142^\circ 27' 59''$ RT
D = 114°35' 30"
T = 147.15'
L = 124.33'
R = 50.00'
E = 105.42'
PC STA 10+00.00
PT STA 11+24.33
SUPERELEVATION NORMAL CROWN

**STATE ROAD SPUR
CURVE NO. 33**

PI STA 11+98.37
 $\Delta = 52^\circ 28' 04''$ RT
D = 28°38' 52"
T = 98.56'
L = 183.15'
R = 200.00'
E = 22.97'
PC STA 10+99.81
PT STA 12+82.95
SUPERELEVATION NORMAL CROWN

**WISSINOMING STREET SOUTH
CURVE NO. 34**

PI STA 10+63.50
 $\Delta = 26^\circ 00' 12''$ RT
D = 20°50' 05"
T = 63.50'
L = 124.81'
R = 275.00'
E = 7.24'
PC STA 10+00.00
PT STA 11+24.81
SUPERELEVATION NORMAL CROWN

**WISSINOMING STREET SOUTH
CURVE NO. 35**

PI STA 16+15.29
 $\Delta = 17^\circ 22' 25''$ LT
D = 20°50' 05"
T = 42.02'
L = 83.39'
R = 275.00'
E = 3.19'
PC STA 15+73.28
PT STA 16+56.67
SUPERELEVATION NORMAL CROWN

**WISSINOMING STREET NORTH
CURVE NO. 36**

PI STA 1+29.10
 $\Delta = 41^\circ 07' 00''$ LT
D = 31°05' 48"
T = 69.10'
L = 132.22'
R = 184.25'
E = 12.53'
PC STA 0+60.00
PT STA 1+92.22
SUPERELEVATION REVERSE CROWN

