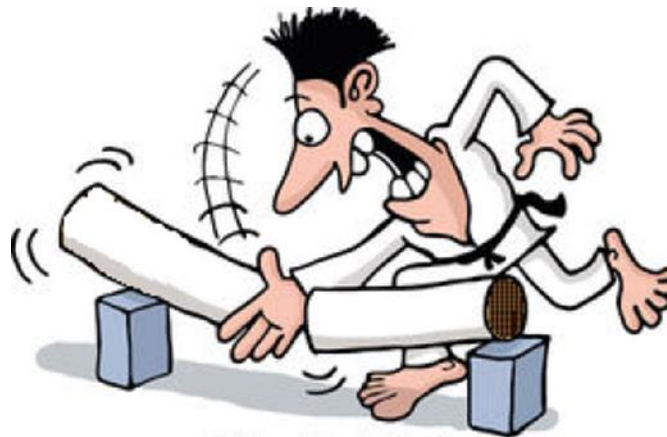


Tips and Tricks for Optimizing Corridor Processing Speeds



Optimizing Corridor Processing Speeds

- Break Up “Long” Corridors into separate dgn files.
 - Things to consider are:
 - The number of intersections, ramps, and entrances.
 - Urban vs. Rural
 - Length of Corridor



Optimizing Corridor Processing Speeds

- **When to Activate the Existing Surface?**
 - End Condition draw to the “active” existing surface which takes a majority of the corridor processing time.
 - Consider deactivating the Active surface when not working on end conditions.



Optimizing Corridor Processing Speeds

- Clipping the Existing Terrain?
 - Corridor Modeler evaluates the entire active surface's width .
 - Clipping the width of the terrain to a reasonable width.



Optimizing Corridor Processing Speeds

- **Vertical Point Controls and Existing Ground Profiles**
 - Consider using template point constraints instead of profiles attached to alignments



Optimizing Corridor Processing Speeds

- What is the “Right” Setting for Template Drop Intervals?
 - What is the maximum distance along a tangent piece of geometry where there are no changes in horizontal geometry, vertical geometry, superelevation, or external point controls?
 - This question won't fit in the dialog prompt.



Optimizing Corridor Processing Speeds

- **What is a Template Drop Multiplier?**
 - Used by Corridor Design Stages, this “Multiplier” modifies the number of template drops on your corridor.



Optimizing Corridor Processing Speeds

- Utilizing Critical Sections Effectively
 - Critical Section settings are key to controlling:
 - The speed of processing
 - The accuracy of the model



Optimizing Corridor Processing Speeds

- Use Template Intervals to Your Advantage
- On large Corridors with many template drops, consider changing the intervals to large numbers in areas where you are not currently designing.
- This will dramatically increase your processing times.



Optimizing Corridor Processing Speeds

- **Limit Use of Meshes**
 - Terrain models can be built more efficiently using graphical terrain filters.



Optimizing Corridor Processing Speeds

- Using the “Final” Design Stage
 - Generally not necessary when doing normal design work.



Optimizing Corridor Processing Speeds

- **What are Corridor Rules?**
 - Corridor Rules - aka - “The Padlock” are used to turn on or off the ability of the Corridor to process when changes are made to settings associated with the Corridor(s).



Optimizing Corridor Processing Speeds

- **Limit Number of Clipping References.**
 - Adding clipping references to corridors is supported but will slow processing times dramatically at this time.



Optimizing Corridor Processing Speeds

- **Choose Parametric Constraints First.**
 - Use Parametric Constraints where possible to utilize the fastest processing times.



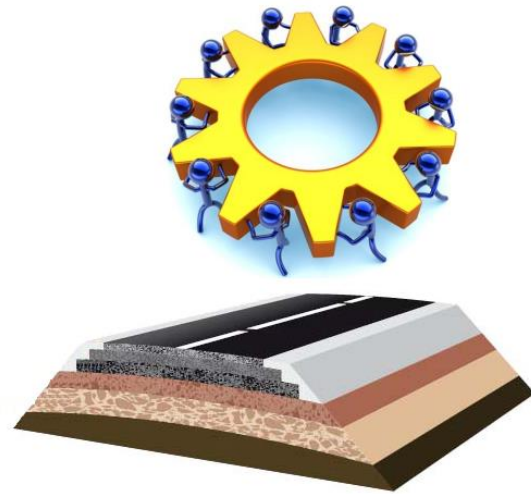
Optimizing Corridor Processing Speeds

- Limit the Number of Corridor References.
 - Corridor references developed from Survey can create a lot of additional processing time
 - Do not add alignments as references to the Corridor unless you need them



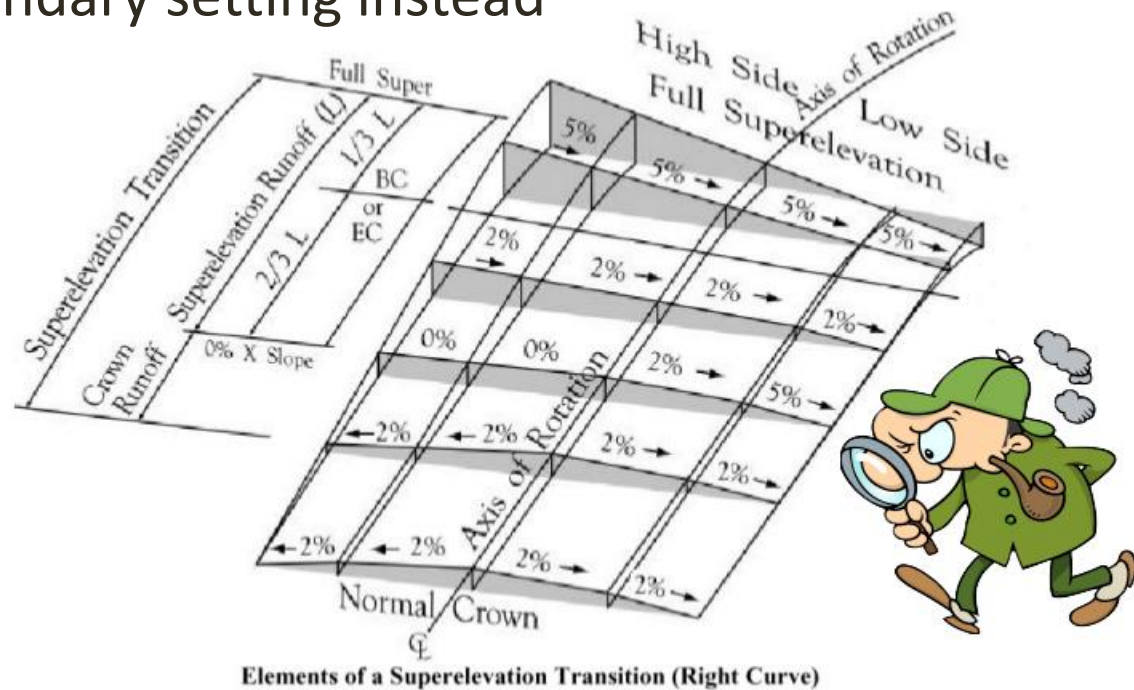
Optimizing Corridor Processing Speeds

- **Dynamic XS View...Use When Needed.**
 - The Dynamic XS View requires the Corridors to Process
 - Do not leave Dynamic XS View open, before exiting dgn file, close Dynamic XS View, and save settings



Optimizing Corridor Processing Speeds

- **Superelevation Lane Objects...Avoid the “Fill”.**
 - Using the fill setting requires a lot of additional processing
 - Use the boundary setting instead



Optimizing Corridor Processing Speeds

- Nesting Depths – Not the kind in a tree branch!
 - Avoid using a nested Depth greater than zero unless the program automatically sets it greater.
 - MoDOT already sets the default Nested Depth setting to Zero in their Workspace.

