



NOTE:

1. FOR COMPOUND CURVES ON OPEN ROADWAYS, THE RATIO OF FLATTER RADIUS (R1) TO THE SHARPER RADIUS (R2) SHALL NOT EXCEED 1.5:1 WHERE PRACTICAL, A DESIRABLE MAXIMUM RATIO OF 1.75:1 SHOULD BE USED.
2. FOR COMPOUND CURVES ON RAMPS AND AT INTERSECTIONS, THE RATIO OF THE FLATTER RADIUS (R1) TO THE SHARPER RADIUS (R2) SHALL NOT EXCEED 2:1.
3. COMPUTE SUPERELEVATION TRANSITION FROM MAXIMUM OF FIRST CURVE TO MAXIMUM OF SECOND CURVE. LENGTH OF COMPOUND SPIRAL COMPUTED PER PAGE 802.21.
4. REFER TO CHAPTER 3 OF THE AASHTO GREEN BOOK FOR ADDITIONAL COMPOUND CURVE DESIGN INFORMATION.
5. THE USE OF SPIRAL TRANSITIONS FOR COMPOUND AND REVERSE CURVES ON URBAN ROADWAYS SHOULD BE AVOIDED. HOWEVER, THE ENGINEER DOES HAVE LATITUDE IN THE USE OF SPIRAL TRANSITIONS IF THE GEOMETRICS ARE WARRANTED.

SPECIFICATION REFERENCE

METHOD OF APPLYING TC-5.01 ON COMPOUND CURVES URBAN & RURAL CONDITIONS W/OUT PAVEMENT WIDENING

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 1 OF 1

802.13