



NOTE:

1. FOR COMPOUND CURVES ON OPEN ROADWAYS, THE RATIO OF FLATTER RADIUS (R_1) TO THE SHARPER RADIUS (R_2) 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 (R_1) TO THE SHARPER RADIUS (R_2) SHALL NOT EXCEED 2:1.
3. COMPUTE STRAIGHT LINE WIDENING AND SUPERELEVATION TRANSITION FROM MAXIMUM OF FIRST CURVE TO MAXIMUM OF SECOND CURVE.
4. REFER TO CHAPTER 3 OF THE AASHTO GREEN BOOK FOR ADDITIONAL COMPOUND CURVE DESIGN INFORMATION.

SPECIFICATION REFERENCE	<h2 style="margin: 0;">METHOD OF APPLYING TC-5.01 ON COMPOUND CURVES RURAL CONDITIONS WITH PAVEMENT WIDENING</h2> <p style="margin: 0;">VIRGINIA DEPARTMENT OF TRANSPORTATION</p>	ROAD AND BRIDGE STANDARDS	
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