LENGTH OF COMPOUND SPIRAL

FIRST CURVE (R1)

W/2

W/2

℄

P.C.C.

C.S. OR S.C.

S.C OR C.S.

SECOND CURVE (R2)

W/2

W/2

PLAN

HIGH SIDE EDGE OF PAVEMENT

HIGH SIDE EDGE OF PAVEMENT

FIRST CURVE

℄ GRADE

LOW SIDE EDGE OF PAVEMENT

S

S

C.S. OR S.C.

P.C.C.

S.C. OR C.S.

S

S

SECOND CURVE

℄ GRADE

LOW SIDE EDGE OF PAVEMENT

PROFILE

NOTE:

1. FOR COMPOUND CURVES ON 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. FOR COMPOUND CURVES ON RAMPS, THE RATIO OF THE FLATTER RADIUS (R1) TO THE SHARPER RADIUS (R2) SHALL NOT EXCEED 2:1.

2. COMPUTE SUPERELEVATION TRANSITION FROM MAXIMUM OF FIRST CURVE TO MAXIMUM OF SECOND CURVE. LENGTH OF COMPOUND SPIRAL COMPUTED PER PAGE 802.22.

3. REFER TO THE ROAD DESIGN MANUAL FOR ADDITIONAL COMPOUND CURVE DESIGN INFORMATION.

SPECIFICATION REFERENCE

METHOD OF APPLYING TC-5.01 ON COMPOUND CURVES
URBAN CONDITIONS & RURAL CONDITIONS WITHOUT PAVEMENT WIDENING

VIRGINIA DEPARTMENT OF TRANSPORTATION

802.13