LENGTH OF TRANSITION
COMPUTED Lr FROM FIRST CURVE TO SECOND

W/2

₵

FIRST CURVE
(R1)

W/2

C.S.
OR S.C.

P.C.C.

SECOND CURVE (R2)
W/2

W/2

S.C
OR C.S.

PLAN

HIGH SIDE EDGE
OF PAVEMENT

HIGH SIDE EDGE
OF PAVEMENT

FIRST CURVE
₵ GRADE

S

S

SECOND CURVE
₵ GRADE

LOW SIDE EDGE
OF PAVEMENT

C.S.
OR S.C.
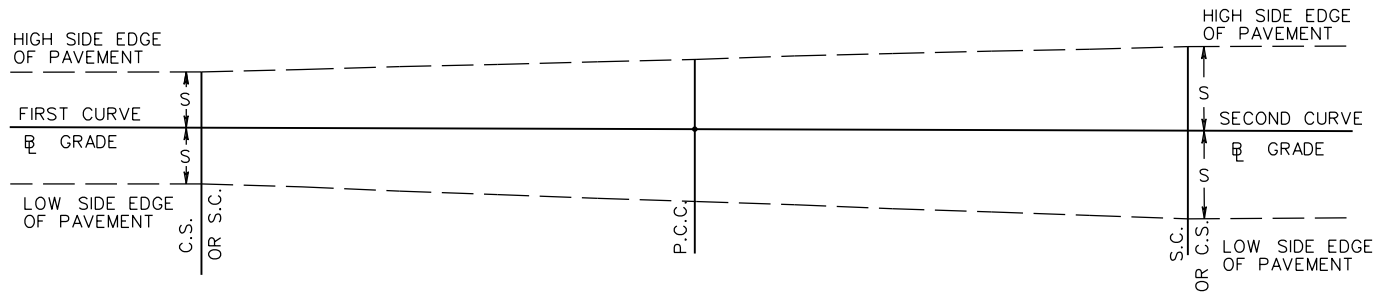
P.C.C.

S

S

S.C.
OR C.S.

LOW SIDE EDGE
OF PAVEMENT

PROFILE

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.

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. WHERE PRACTICAL, A DESIRABLE MAXIMUM RATIO OF 1.75:1 SHOULD BE USED.

3. COMPUTE SUPERELEVATION TRANSITION FROM MAXIMUM OF FIRST CURVE TO MAXIMUM OF SECOND CURVE.
LENGTH OF COMPOUND SPIRAL COMPUTED PER PAGE 803.20.

4. REFER TO CHAPTER 3 OF THE AASHTO GREEN BOOK FOR ADDITIONAL COMPOUND CURVE DESIGN INFORMATION.

5. THE SEPARATE CURVES THAT ARE COMBINED TO CREATE THE COMPOUND CURVE, SHOULD BE OF SUFFICIENT LENGTH TO ALLOW
ADEQUATE DEVELOPMENT OF THE FULL SUPERELEVATION ON EACH CURVE.

SPECIFICATION REFERENCE	METHOD OF APPLYING TC-5.11 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 / 803.13