PLAN

Lr SECOND CURVE

Lr FIRST CURVE

SPIRAL TRANSITION

SECOND CURVE

W/2

W/2

C.S. OR S.C.

℄

P.R.C.

W/2

FIRST CURVE

W/2

C.S. OR S.C.

PROFILE

HIGH SIDE EDGE
OF PAVEMENT

FIRST CURVE

S

℄ GRADE

S

LOW SIDE EDGE
OF PAVEMENT

C.S. OR S.C.

HIGH SIDE EDGE
OF PAVEMENT
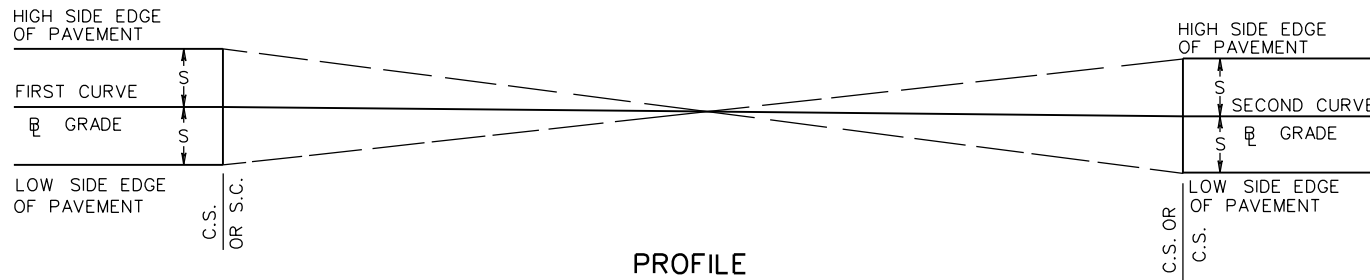
S

SECOND CURVE

S

℄ GRADE

LOW SIDE EDGE
OF PAVEMENT

C.S. OR C.S.

NOTES:

1. COMPUTE SUPERELEVATION TRANSITION FROM MAXIMUM OF FIRST CURVE
   TO MAXIMUM OF SECOND CURVE. LENGTH OF SUPERELEVATION RUNOFF (Lr)
   COMPUTED PER PAGE 803.20.

2. REFER TO CHAPTER 3 OF THE AASHTO'S A POLICY ON THE GEOMETRIC DESIGN OF HIGHWAYS AND STREETS
   FOR ADDITIONAL REVERSE CURVE DESIGN INFORMATION.

3. 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.

4. REVERSE CURVES SHOULD HAVE A CURVE LENGTH THAT ALLOWS ADEQUATE DEVELOPMENT OF
   THE FULL SUPERELEVATED SECTION OF PAVEMENT FOR EACH CURVE.

VDOT	METHOD OF APPLYING TC-5.11 ON REVERSE CURVES	SPECIFICATION REFERENCE
ROAD AND BRIDGE STANDARDS	URBAN & RURAL CONDITIONS W/OUT PAVEMENT WIDENING	
SHEET 1 OF 1	REVISION DATE	VIRGINIA DEPARTMENT OF TRANSPORTATION	
803.14		