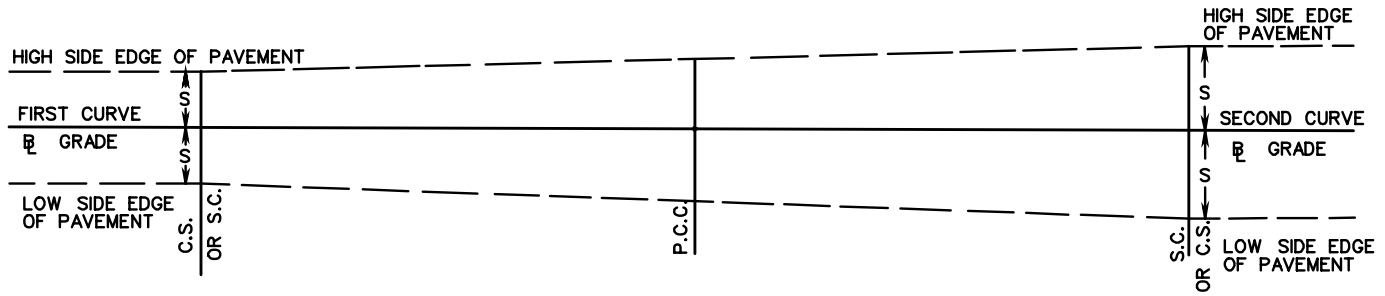


PLAN



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. 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 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

## METHOD OF APPLYING TC-5.01 ON COMPOUND CURVES RURAL CONDITIONS WITH PAVEMENT WIDENING

VIRGINIA DEPARTMENT OF TRANSPORTATION

REV. 1/07

802.11