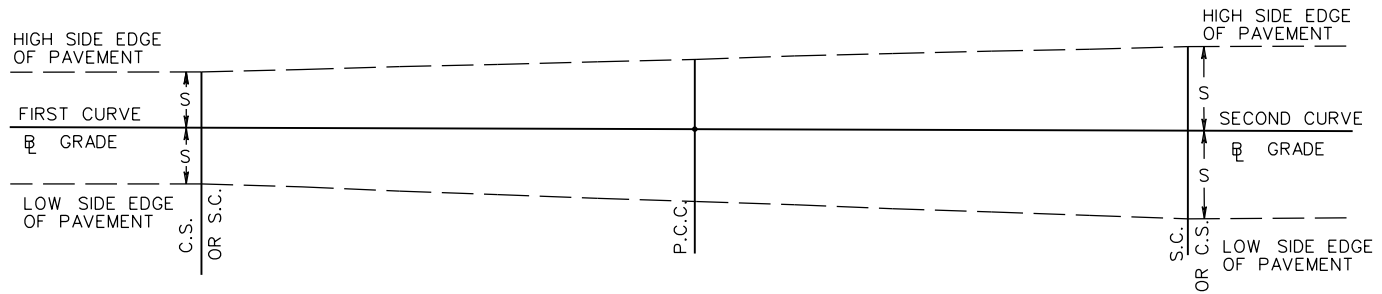


PLAN



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.
2. FOR COMPOUND CURVES ON RAMP 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



ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 1 OF 1

803.13