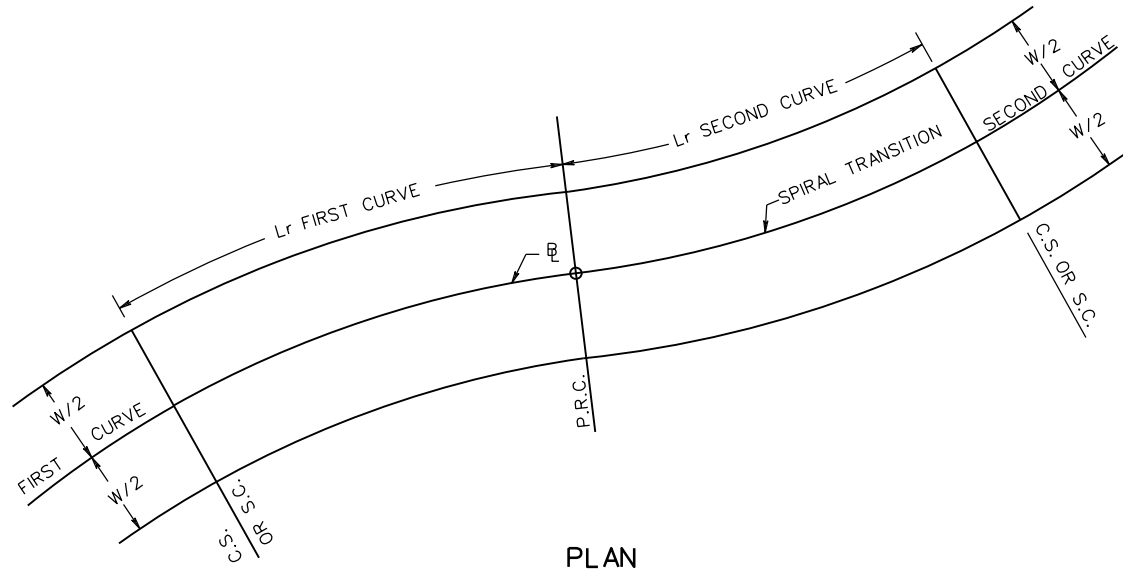
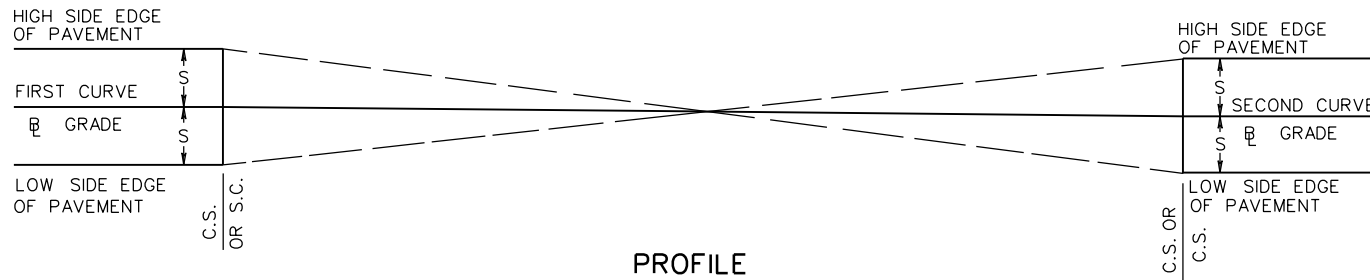


TC-5.11



PLAN



PROFILE

NOTES:

1. COMPUTE SUPERELEVATION TRANSITION FROM MAXIMUM OF FIRST CURVE TO MAXIMUM OF SECOND CURVE. LENGTH OF SUPERELEVATION RUNOFF (L_r) 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.



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1

REVISION DATE

803.14

METHOD OF APPLYING TC-5.11 ON REVERSE CURVES
URBAN & RURAL CONDITIONS W/OUT PAVEMENT WIDENING

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE