STANDARD SYMBOLS

LOCATION ℄.....ALIGNMENT ON WHICH THE PROPOSED RIGHT-OF-WAY AND CONSTRUCTION IS BASED.
STANDARD PAVEMENT.....THE TYPICAL PAVEMENT SECTION TO BE SHOWN ON THE ROAD PLANS.
P.C. .....POINT OF BEGINNING OF BASELINE CIRCULAR CURVE.
P.T. .....POINT OF ENDING OF BASELINE CIRCULAR CURVE.
P.C.C. .....POINT OF BASELINE COMPOUND CURVATURE.
P.R.C.....POINT OF BASELINE REVERSE CURVE.
T.S. .....POINT OF CHANGE FROM TANGENT TO TRANSITION CURVE. (TANGENT TO SPIRAL)
S.C. .....POINT OF CHANGE FROM TRANSITION CURVE TO CIRCULAR CURVE. (SPIRAL TO CIRCULAR)
C.S. .....POINT OF CHANGE FROM CIRCULAR CURVE TO TRANSITION CURVE. (CIRCULAR TO SPIRAL)
S.T. .....POINT OF CHANGE FROM TRANSITION CURVE TO TANGENT. (SPIRAL TO TANGENT)
RADIUS .....RADIUS OF BASELINE CIRCULAR CURVE.
DV .....APPROXIMATE MAXIMUM SAFE SPEED IN MILES PER HOUR USING STANDARD RATE OF SUPER-ELEVATION.
NC .....APPROXIMATE MAXIMUM SAFE SPEED IN MILES PER HOUR WITH NO SUPERELEVATION. FACTORS APPLY ONLY TO URBAN LOW SPEED CONDITIONS.
Lr .....LENGTH OF TRANSITION CURVE MEASURED ALONG BASELINE. WHERE NO TRANSITION CURVE IS APPLIED Lr IS LENGTH OF SUPERELEVATION RUNOFF SECTION.
W OR PW .....WIDTH OF STANDARD PAVEMENT.
ZT .....DISTANCE FROM TRANSITIONED BASELINE TO EDGES OF TRANSITIONED PAVEMENT $(\frac{W}{2}+\frac{w}{2})$
w .....MAXIMUM TOTAL PAVEMENT WIDENING.
E .....RATE OF SUPERELEVATION.
F .....SAFE SIDE FRICTION FACTOR.
S .....AMOUNT OF SUPERELEVATION TO BE APPLIED TO THE BASELINE GRADE TO OBTAIN THE ELEVATIONS OF THE EDGES OF TRANSITIONED PAVEMENT.
C .....DIFFERENCE IN ELEVATION BETWEEN BASELINE (CENTER) AND EDGE OF PAVEMENT FOR STANDARD PAVEMENT CROWN.
Lt .....STANDARD PAVEMENT CROWN TRANSITION OR TANGENT RUNOUT SECTION.
CP .....CHORD POINT (1/10 INCREMENTS OF TRANSITION CURVE).
NPC.....NORMAL PAVEMENT CROWN.

ALL DISTANCES (HORIZONTAL AND VERTICAL) ARE MEASURED IN FEET.

SPECIFICATION REFERENCE

TRANSITION CURVES FOR RURAL AND URBAN HIGHWAYS AND STREET CONDITIONS

VIRGINIA DEPARTMENT OF TRANSPORTATION

REV. 1/07

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