

GENERAL CONDITION

ALL ORIGINAL CROSS SECTIONS SHALL BE TAKEN FROM THE BASELINE AT STATIONS, PLUS FIFTIES, AND UNUSUAL BREAKS IN THE GROUND AS ON TANGENT ALIGNMENT.

WHERE A PART OR ALL OF A SUPERELEVATION TRANSITION CURVE FALLS ON A VERTICAL CURVE, ELEVATIONS ON THE VERTICAL CURVE SHOULD BE COMPUTED FOR THE POSITIONS GIVEN ON SHEET 802.16 FOR CROWN TRANSITIONS, SHEET 802.17 FOR URBAN PROJECTS AND SHEET 802.18 FOR RURAL PROJECTS. THESE ELEVATIONS AND PLUSES SHOULD BE SHOWN ON THE PLANS FOR THE CONVENIENCE OF THE SURVEY PARTY IN STAKING OUT THE PROJECT. THROUGHOUT THESE SECTIONS OF THE GRADE, ELEVATIONS AT EVEN STATIONS AND PLUS FIFTIES SHOULD BE OMITTED.

SLOPE STAKES SHOULD BE SET AT THE POSITIONS ON THE TRANSITION GIVEN ON SHEETS 802.16, 802.17 AND 802.18 AND GROUND CROSS SECTIONS TAKEN AT THESE POSITIONS OMITTING THE STATIONS AND PLUS FIFTIES THROUGHOUT THE TRANSITION. IF UNUSUAL BREAKS IN THE GROUND OCCUR, ADDITIONAL SECTIONS SHOULD, OF COURSE, BE TAKEN. ADDITIONAL SECTIONS SHOULD ALSO BE TAKEN WHERE LOCATION IS THROUGH ROCK CUT IN ANTICIPATION OF UNUSUAL BREAKAGE WHICH MAY OCCUR DURING CONSTRUCTION.

AFTER ROUGH GRADING HAS BEEN DONE, FINE GRADING (BLUE TOP) AND FORM STAKES SHOULD BE SET AT THE POSITIONS GIVEN ON SHEET 802.16 FOR CROWN TRANSITIONS, SHEET 802.17 FOR URBAN PROJECTS OR AS GIVEN ON SHEET 802.18 FOR RURAL PROJECTS.

FINAL CROSS SECTIONS SHOULD, OF COURSE, BE TAKEN AT THOSE POSITIONS AT WHICH THE SLOPE STAKE SECTIONS WERE TAKEN. WHERE UNUSUAL BREAKAGE IN ROCK OCCURS, AND THIS WAS NOT ANTICIPATED, ADDITIONAL FINAL SECTIONS SHOULD BE TAKEN AND ORIGINAL GROUND SECTIONS INTERPOLATED.

BASELINE STAKES SHOULD BE SET AT ALL P.C.'S, P.T.'S, T.S.'S, S.T.'S, S.C.'S, AND C.S.'S IN STAKING OUT ALIGNMENT BUT SLOPE STAKES NEED NOT BE SET NOR CROSS SECTIONS TAKEN AT P.C.'S OR P.T.'S EXCEPT WHERE CALLED FOR IN THE ACCOMPANYING TABLES. THE TRANSITION WILL TAKE ITS FORM FROM THE POSITIONS GIVEN ON SHEETS 802.17 AND 802.18.

THE RIGHT OF WAY SHALL, IN ALL CASES, BE REFERENCED FROM THE BASELINE.

THE DESIGNER SHOULD EXERCISE CAUTION IN THE USE OF COMPOUND AND REVERSE CURVES UNLESS TOPOGRAPHICAL OR RIGHT OF WAY RESTRICTIONS MAKE THEIR USE APPROPRIATE. THE USE OF BROKEN-BACK CURVES SHOULD BE AVOIDED EXCEPT WHERE VERY UNUSUAL TOPOGRAPHICAL OR RIGHT OF WAY CONDITIONS MAKE OTHER ALTERNATIVES IMPRACTICAL. THE USE OF BROKEN-BACK CURVES MAY REQUIRE A DESIGN EXCEPTION FROM THE STATE LOCATION AND DESIGN ENGINEER. SEE SHEETS 802.11 THRU 802.14 FOR GENERAL INFORMATION ON COMPOUND, REVERSE AND BROKEN-BACK CURVE INFORMATION. REFER TO APPENDIX A OF THE ROAD DESIGN MANUAL FOR SPECIFIC COMPOUND AND REVERSE CURVE DESIGN INFORMATION.

A DESIGN EXCEPTION IS NOT REQUIRED WHEN USING VALUES FROM SHEETS 802.24 THRU 802.44 SINCE THESE TABLES WERE DERIVED WITHIN AASHTO GUIDELINES.

REFER TO CHAPTER 4 OF AASHTO'S A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR INFORMATION ON THE USE OF 18' PAVEMENT WIDTHS (9' LANE WIDTHS).

ALL TANGENT RUNOUT SECTION (L_t) VALUES AND SUPERELEVATION RUNOFF LENGTHS (L_r) LISTED IN THE TABLES HAVE BEEN ROUNDED UP TO THE NEAREST FOOT. ALL L_t VALUES ARE BASED ON A 2% CROWN.

EXPLANATION OF TABLES AND INSTRUCTIONS FOR USE GENERAL CONDITION

VIRGINIA DEPARTMENT OF TRANSPORTATION