



- 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 SUPERELEVATION TRANSITION FROM MAXIMUM OF FIRST CURVE TO MAXIMUM OF SECOND CURVE. LENGTH OF COMPOUND SPIRAL COMPUTED PER PAGE 802.22.
 4. REFER TO CHAPTER 3 OF THE AASHTO GREEN BOOK FOR ADDITIONAL COMPOUND CURVE DESIGN INFORMATION.