



NOTE:

1. FOR COMPOUND CURVES ON 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, 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.

SPECIFICATION REFERENCE

**METHOD OF APPLYING TC-5.01 ON COMPOUND CURVES
URBAN CONDITIONS & RURAL CONDITIONS WITHOUT PAVEMENT WIDENING**