



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. FOR COMPOUND CURVES ON RAMP, THE RATIO OF THE FLATTER RADIUS (R1) TO THE SHARPER RADIUS (R2) SHALL NOT EXCEED 2:1.
2. COMPUTE SUPERELEVATION TRANSITION FROM MAXIMUM OF FIRST CURVE TO MAXIMUM OF SECOND CURVE. LENGTH OF COMPOUND SPIRAL COMPUTED PER THE FOURTH EDITION OF AASHTO'S A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.
3. REFER TO APPENDIX A OF THE ROAD DESIGN MANUAL FOR ADDITIONAL COMPOUND CURVE DESIGN INFORMATION.

SPECIFICATION REFERENCE

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