**Table 2-3 m: Horizontal Curvature of High-Speed Highways and Connecting Roadways with Superelevation**

**[based on emax = 6%]**

| Design Speed (km/h) | Usual Min.[1,2] Radius of Curve (m) | Absolute Min.[1,3] Radius of Curve (m) |
|---|---|---|
| 70 | 236 | 184 |
| 80 | 323 | 252 |
| 90 | 521 | 336 |
| 100 | 725 | 437 |
| 110 | 930 | 560 |
| 120 | 1142 | 756 |
| 130 | 1436 | 951 |

**[based on emax = 8%]**

| Design Speed (km/h) | Usual Min.[1,2] Radius of Curve (m) | Absolute Min.[1,3] Radius of Curve (m) |
|---|---|---|
| 70 | 212 | 168 |
| 80 | 289 | 229 |
| 90 | 468 | 304 |
| 100 | 650 | 394 |
| 110 | 832 | 501 |
| 120 | 1000 | 667 |
| 130 | 1256 | 832 |

[1]For other maximum superelevation rates refer to AASHTO's *A Policy on Geometric Design of Highways and Streets*.

[2]Applies to new location construction. For 3R or reconstruction, existing curvature equal to or flatter than absolute minimum values may be retained unless accident history indicates flattening curvature.

[3]Absolute minimum values should be used only where unusual design circumstances dictate.