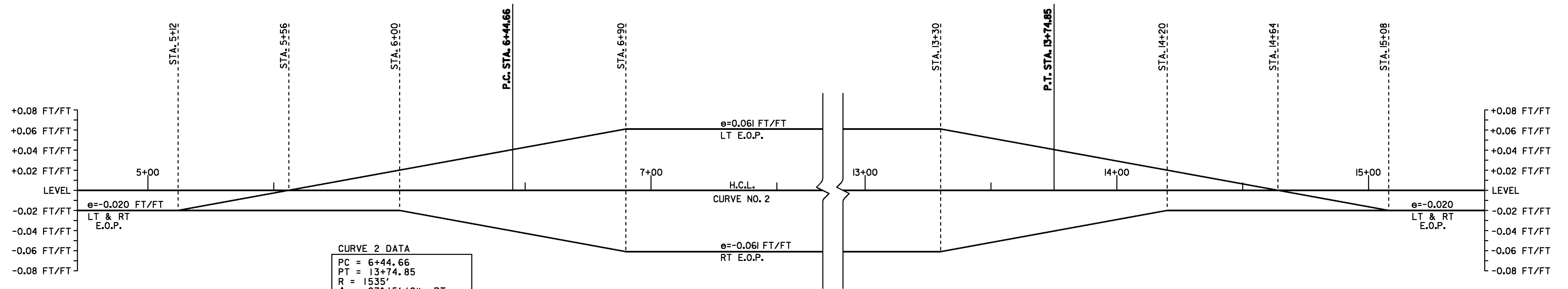


**BEGIN PROJECT BANKING TRANSITION DIAGRAM**



**CURVE 2 DATA**  
 PC = 6+44.66  
 PT = 13+74.85  
 R = 1535'  
 $\Delta$  = 27° 15' 19", RT  
 D = 3° 43' 57"  
 e = 6.1%  
 L = 730.19'

**CURVE 2 BANKING TRANSITION DIAGRAM**

**SUPERELEVATION BANKING NOTES:**

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE ROADWAY.
2. SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT AND MATCH THE ADJACENT LANE CROSS SLOPE WHEN THE LANE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED. A MAXIMUM SUPERELEVATION RATE OF 0.08 IS USED IN AREAS WITH A POSTED SPEED ABOVE 30 MPH. IN AREAS WITH AN INTERSECTING SIDE ROAD A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED. SEE VAOT STANDARD B-1 FOR MORE INFORMATION.



**SUPERELEVATION  
 BANKING  
 TRANSITION  
 DIAGRAM  
 SHEET #1**

PROJECT NAME: COVENTRY-NEWPORT CITY  
 PROJECT NUMBER: STP 2308(I)  
 FILE NAME: p01c052.dgn  
 PROJECT LEADER: JLL  
 DESIGNED BY: STANTEC  
 IPARM FILE: p01c052sbd01.1  
 PLOT DATE: 18-MAY-2012  
 DRAWN BY: STANTEC  
 CHECKED BY: STANTEC  
 SHEET 38 OF 107