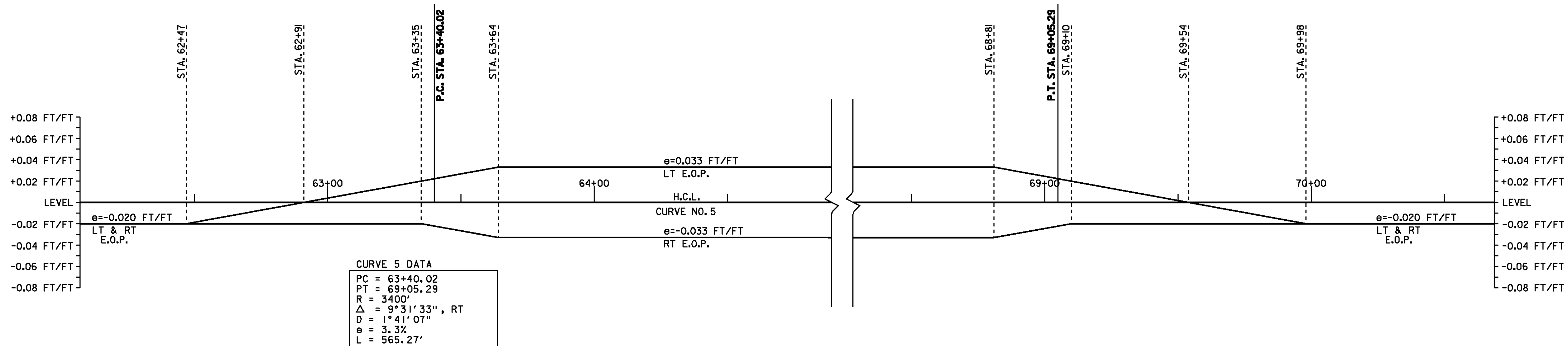


CURVE 3 BANKING TRANSITION DIAGRAM



CURVE 5 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.

NOTE: CURVES NO. 4 & 6 DO NOT REQUIRE BANKING

**SUPERELEVATION
BANKING
TRANSITION
DIAGRAM
SHEET #2**

PROJECT NAME: COVENTRY-NEWPORT CITY

PROJECT NUMBER: STP 2308(I)

FILE NAME: p01c052.dgn

PROJECT LEADER: JLL

DESIGNED BY: STANTEC

IPARM FILE: p01c052sbd02.1

PLOT DATE: 18-MAY-2012

DRAWN BY: STANTEC

CHECKED BY: STANTEC

SHEET 39 OF 107

