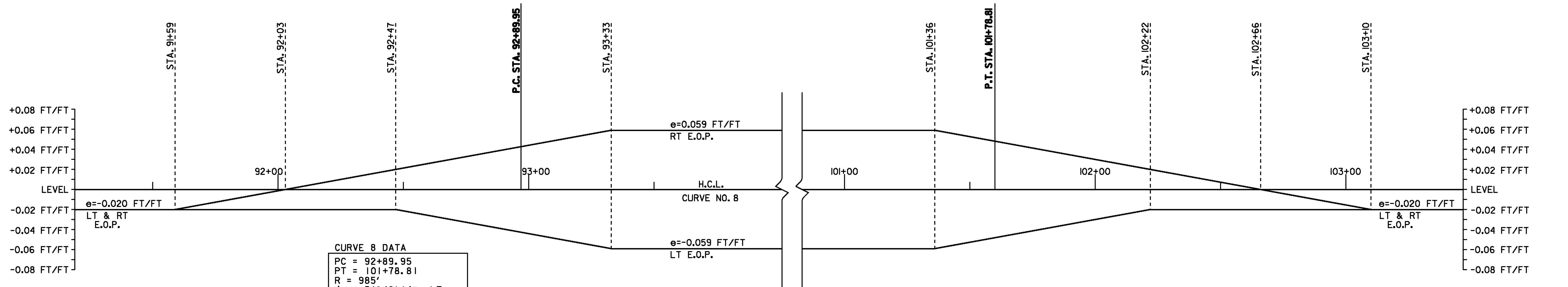


**CURVE 7 DATA**  
 PC = 83+74.05  
 PT = 89+34.01  
 R = 1415'  
 $\Delta$  = 22°40'25", LT  
 D = 4°02'57"  
 e = 6.4%  
 L = 559.96'

**CURVE 7 BANKING TRANSITION DIAGRAM**



**CURVE 8 DATA**  
 PC = 92+89.95  
 PT = 101+78.81  
 R = 985'  
 $\Delta$  = 51°42'14", LT  
 D = 5°49'01"  
 e = 5.9%  
 L = 888.86'

**CURVE 8 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 #3**



PROJECT NAME:	COVENTRY-NEWPORT CITY
PROJECT NUMBER:	STP 2308(I)
FILE NAME:	p01c052.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p01c052sbd03.1
PLOT DATE:	18-MAY-2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	40 OF 107