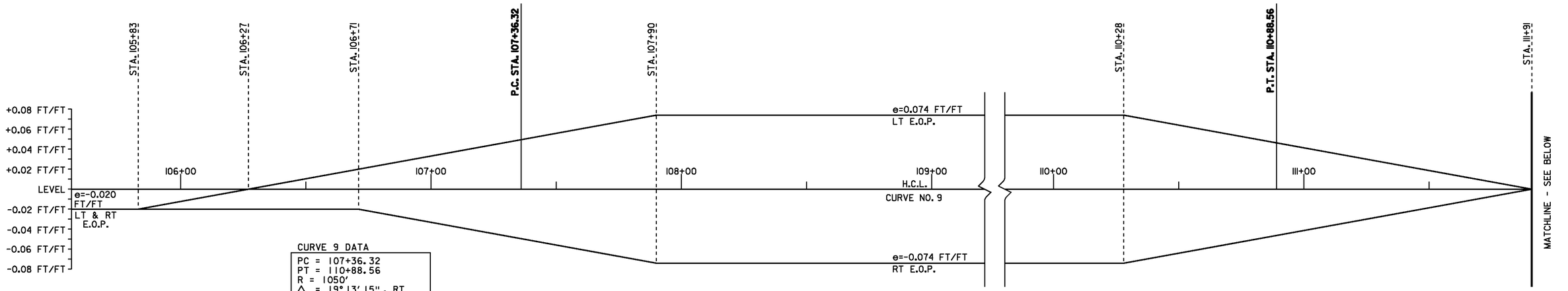
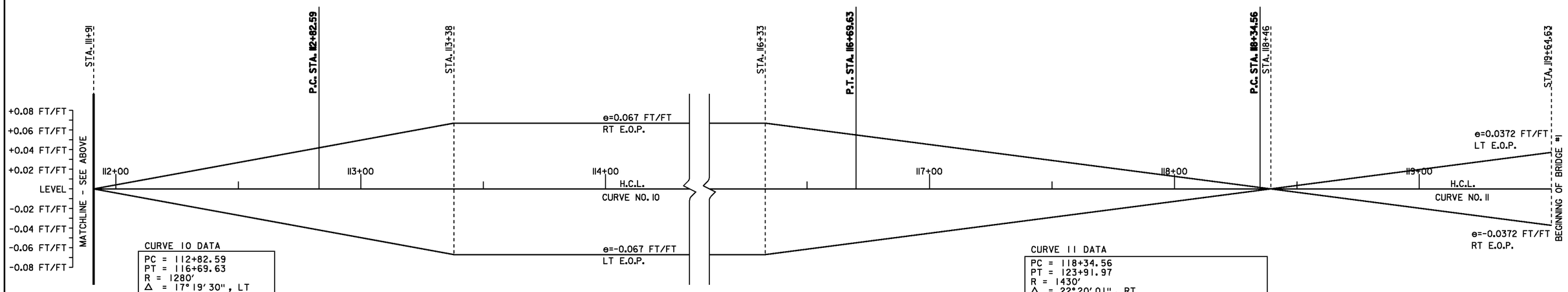


CURVE 9 DATA

PC = 107+36.32
PT = 110+88.56
R = 1050'
Δ = 19°13'15", RT
D = 5°27'24"
e = 7.4%
L = 352.24'

CURVE 9 BANKING TRANSITION DIAGRAM



CURVE 10 DATA

PC = 112+82.59
PT = 116+69.63
R = 1280'
Δ = 17°19'30", LT
D = 4°28'34"
e = 6.7%
L = 387.04'

CURVE 11 DATA

PC = 118+34.56
PT = 123+91.97
R = 1430'
Δ = 22°20'01", RT
D = 4°00'24"
e = VARIES TO MATCH BRIDGE:
BEGINNING = 3.72%
END = 2.61%
L = 557.41'

CURVE 10 & 11 BANKING TRANSITION DIAGRAMS

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.

Stantec

SUPERELEVATION BANKING TRANSITION DIAGRAM SHEET #4

PROJECT NAME: COVENTRY-NEWPORT CITY
PROJECT NUMBER: STP 2308(I)

FILE NAME: p01c052.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p01c052sbd04.i
PLOT DATE: 18-MAY-2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 41 OF 107