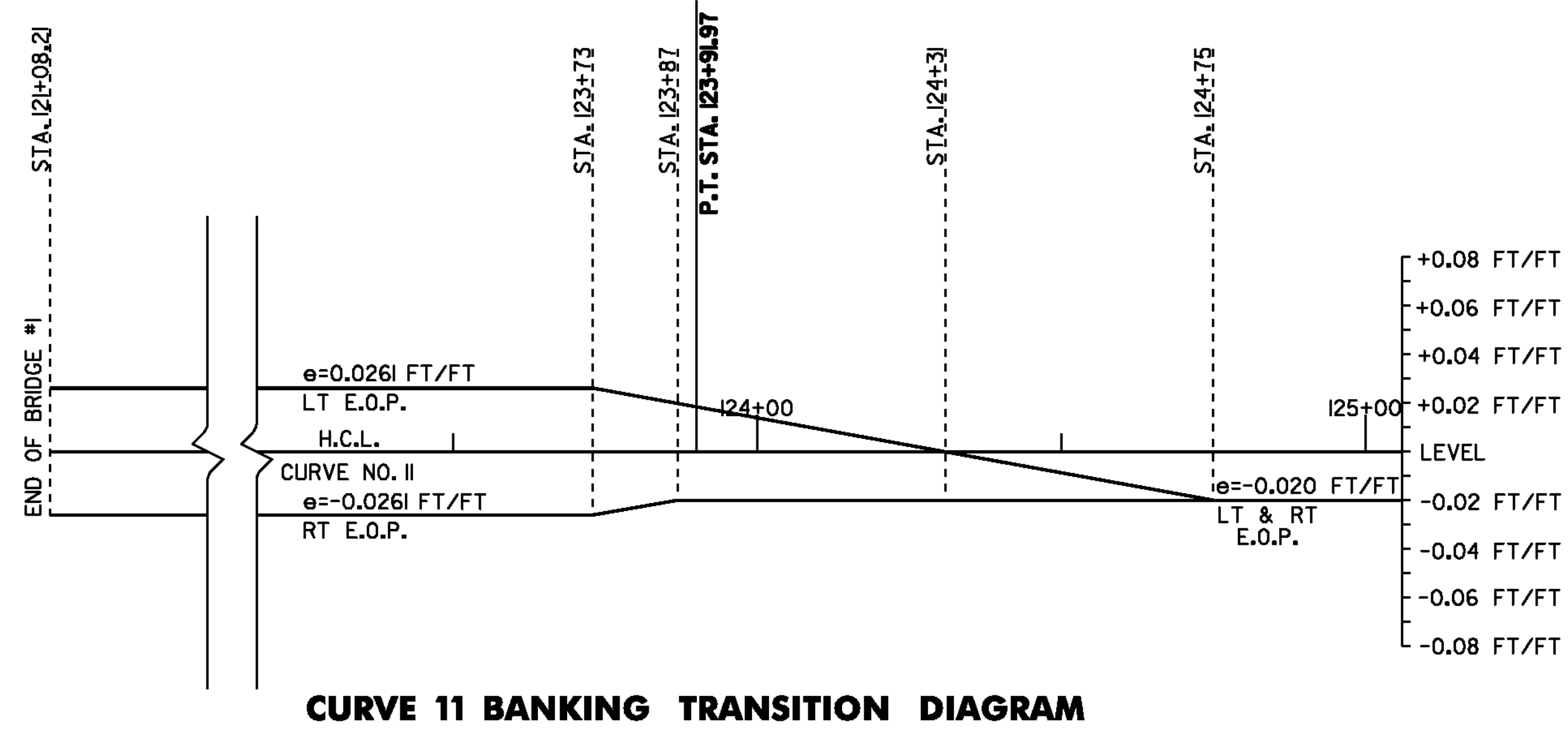
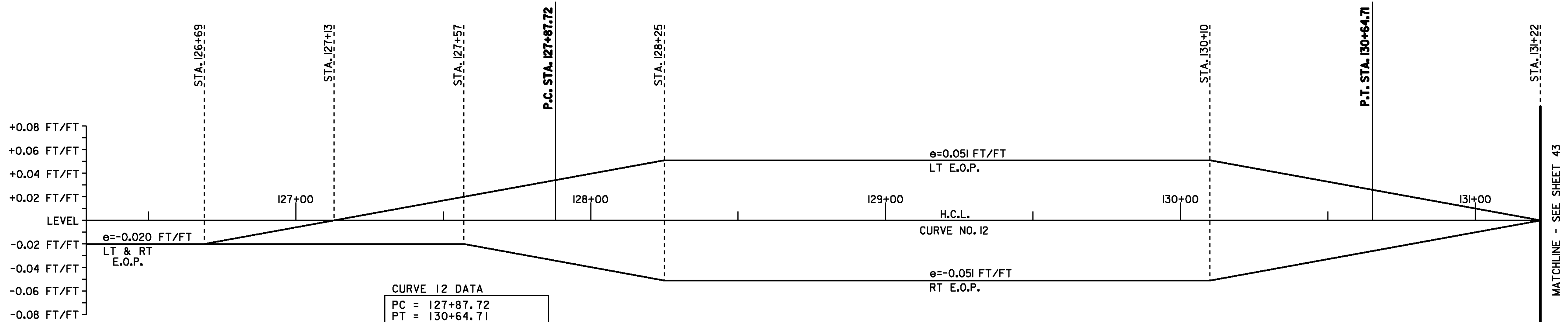


CURVE 11 DATA

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



CURVE 11 BANKING TRANSITION DIAGRAM



CURVE 12 DATA

PC = 127+87.72
 PT = 130+64.71
 R = 2000'
 $\Delta = 7^\circ 56' 07''$, RT
 D = 2° 51' 53"
 e = 5.1%
 L = 276.99'

CURVE 12 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 #5**



PROJECT NAME: COVENTRY-NEWPORT CITY
 PROJECT NUMBER: STP 2308(I)
 FILE NAME: p01c052.dgn
 PROJECT LEADER: JLL
 DESIGNED BY: STANTEC
 IPARM FILE: p01c052sbd05.1
 PLOT DATE: 18-MAY-2012
 DRAWN BY: STANTEC
 CHECKED BY: STANTEC
 SHEET 42 OF 107