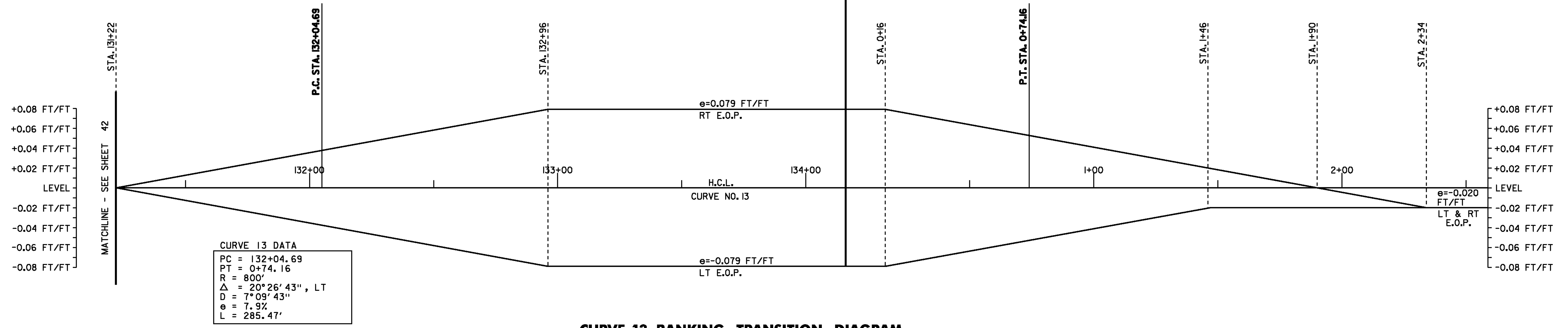
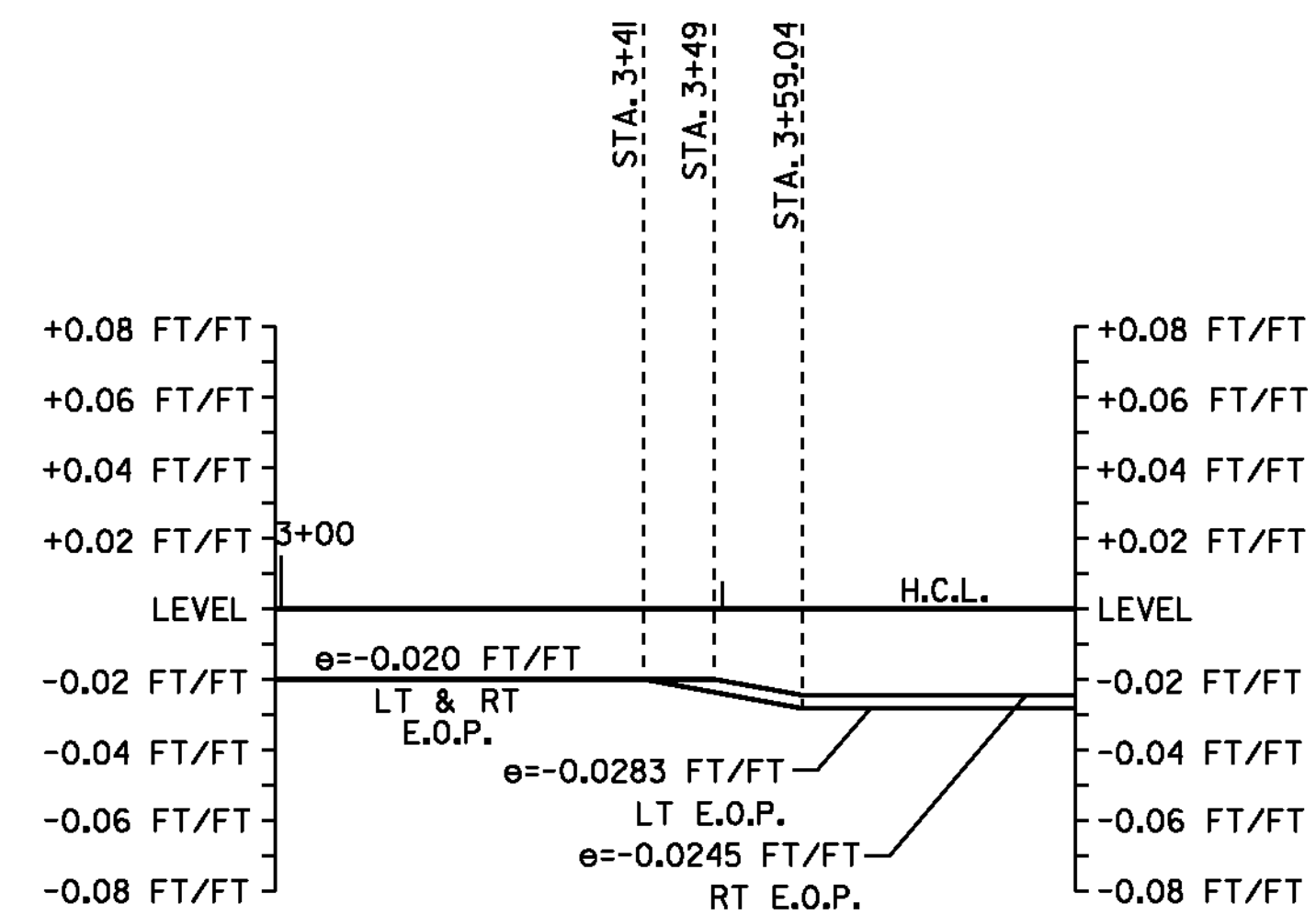


COVENTRY P.O.C. 134+16.48 BK = NEWPORT CITY P.O.C. 0+00.00 AHD



CURVE 13 BANKING TRANSITION DIAGRAM



END PROJECT 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 #6**

PROJECT NAME:	COVENTRY-NEWPORT CITY
PROJECT NUMBER:	STP 2308(I)
FILE NAME:	p01c052.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p01c052sbd06.1
PLOT DATE:	18-MAY-2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	43 OF 107