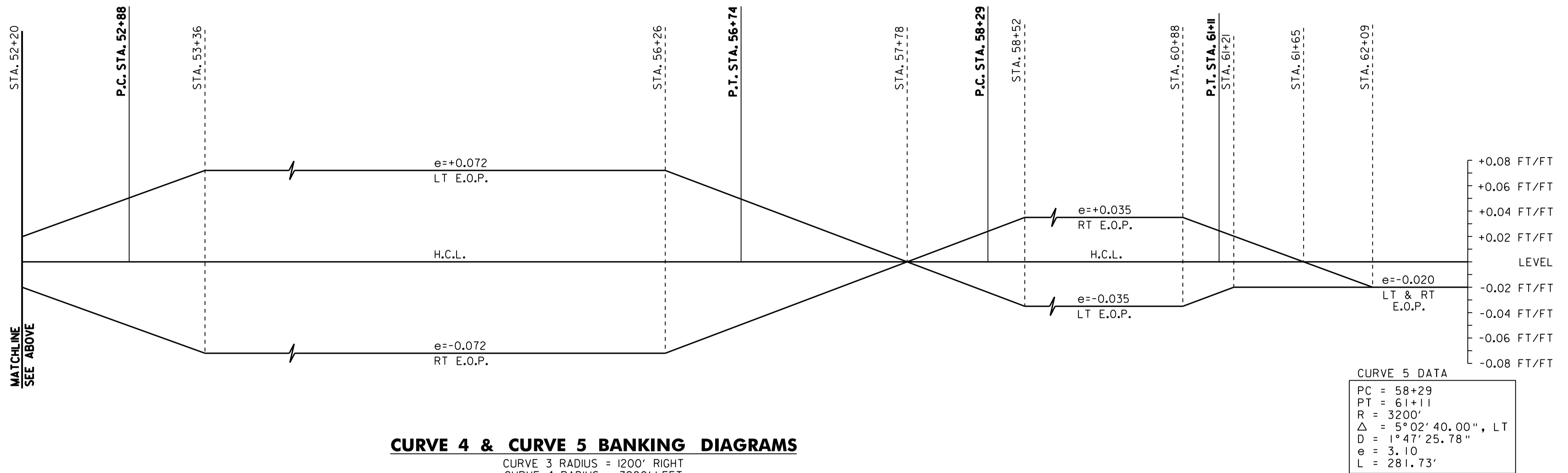


CURVE DATA
 PC = 51+21
 PT = 51+75
 R = 2000'
 $\Delta = 1^{\circ}34'10.82''$, RT
 $D = 2^{\circ}51'53.24''$
 e = 0.19
 L = 54.79'

CURVE 3 BANKING DIAGRAM
 CURVE 3 RADIUS = 2000' RIGHT



CURVE 4 DATA
 PC = 52+88
 PT = 56+74
 R = 1200'
 $\Delta = 18^{\circ}24'50.38''$, RT
 $D = 4^{\circ}46'28.73''$
 e = 15.66
 L = 385.66'

CURVE 5 DATA
 PC = 58+29
 PT = 61+11
 R = 3200'
 $\Delta = 5^{\circ}02'40.00''$, LT
 $D = 1^{\circ}47'25.78''$
 e = 3.10
 L = 281.73'

CURVE 4 & CURVE 5 BANKING DIAGRAMS
 CURVE 3 RADIUS = 1200' RIGHT
 CURVE 4 RADIUS = 3200' LEFT

SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. 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 AND A MAXIMUM SUPERELEVATION RATE OF 0.08. SEE VAOT STANDARD B-1 FOR MORE INFORMATION.



NOT TO SCALE
SUPERELEVATION BANKING DIAGRAMS SHEET #2

PROJECT NAME: TROY	PLOT DATE: 25-OCT-2011 4:02
PROJECT NUMBER: STP 2717(I)	DRAWN BY: STANTEC
FILE NAME: p07b198.dgn	CHECKED BY: JLL
DESIGNED BY: STANTEC	SHEET 72 OF 116
IPARM FILE: p07b198sbd2.i	