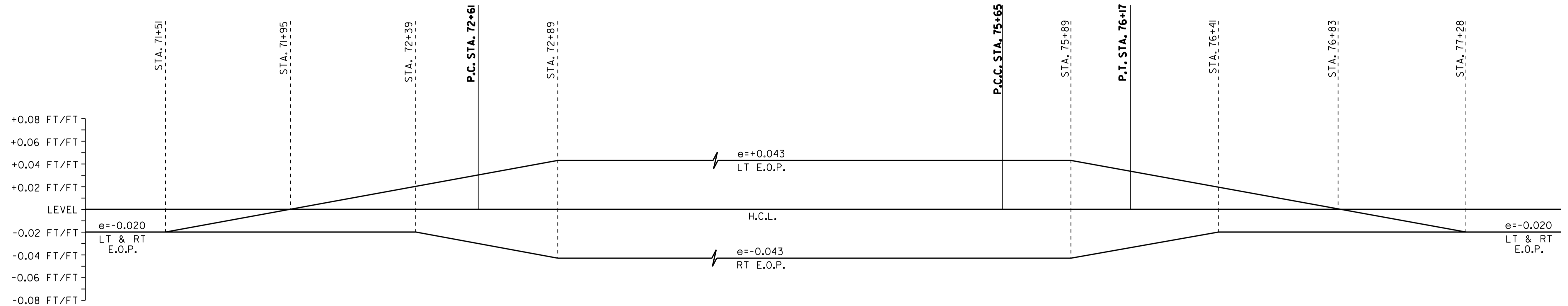


CURVE 6 BANKING DIAGRAM
 CURVE 5 RADIUS = 1500' RIGHT

CURVE DATA	
PC	= 66+34
PT	= 67+97
R	= 1500'
Δ	= 6° 13' 17.44", RT
D	= 3° 49' 10.99"
e	= 2.21
L	= 162.88'



CURVE 7 DATA	
PC	= 72.61
PT	= 75+65
R	= 2500'
Δ	= 6° 57' 37.06", RT
D	= 2° 17' 30.59"
e	= 4.62
L	= 303.70'

CURVE 7 & CURVE 8 BANKING DIAGRAM
 CURVE 7 RADIUS = 2500' RIGHT
 CURVE 8 RADIUS = 1000' RIGHT

CURVE 8 DATA	
PC	= 75+68
PT	= 76+17
R	= 1000'
Δ	= 2° 48' 35.58", RT
D	= 5° 43' 46.48"
e	= 0.30
L	= 49.04'

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 #3

PROJECT NAME:	TROY	FILE NAME:	p07b198.dgn	PLOT DATE:	25-OCT-2011 4:02
PROJECT NUMBER:	STP 2717(I)	PROJECT LEADER:	JLL	DRAWN BY:	STANTEC
		DESIGNED BY:	STANTEC	CHECKED BY:	JLL
		IPARM FILE:	p07b198sbd3.i	SHEET	73 OF 116