

CURVE 9 DATA

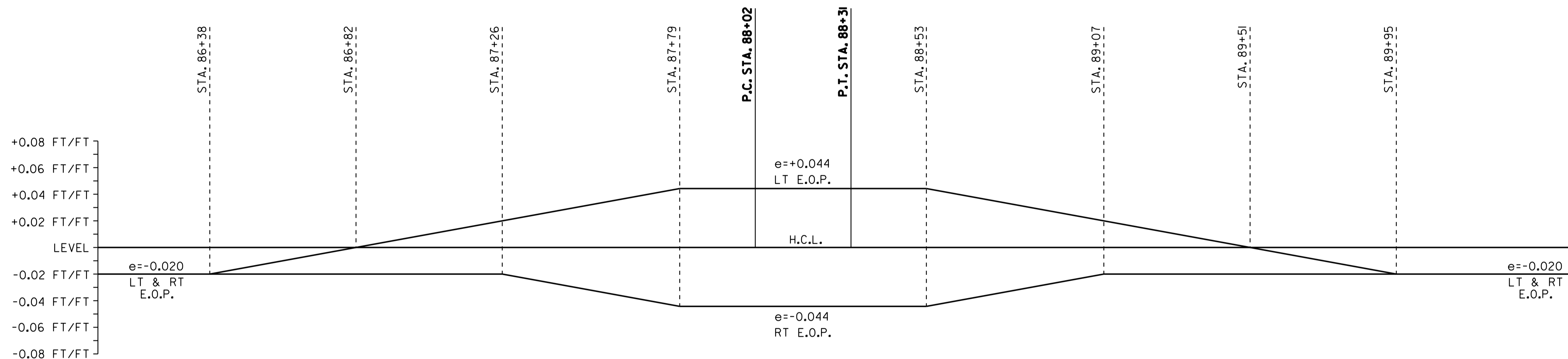
PC	= 81+47
PT	= 83+50
R	= 2000'
Δ	= 5° 47' 21.10", LT
D	= 2° 51' 53.24"
e	= 2.56
L	= 202.08'

CURVE 9 & CURVE 10 BANKING DIAGRAMS

CURVE 8 RADIUS = 2000' LEFT
 CURVE 9 RADIUS = 2500' RIGHT

CURVE 10 DATA

PC	= 84+86
PT	= 86+73
R	= 2500'
Δ	= 4° 17' 26.92", RT
D	= 2° 17' 30.59"
e	= 1.75
L	= 187.22'



CURVE 11 BANKING DIAGRAM

CURVE 11 RADIUS = 1000' RIGHT

CURVE DATA

PC	= 88+02
PT	= 88+31
R	= 1000'
Δ	= 1° 39' 00.81", RT
D	= 5° 43' 46.48"
e	= 0.10
L	= 28.80'

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.

THIS SHEET NOT USED.
 SEE REVISED SHEET PLOT DATE 10-12-11.



NOT TO SCALE
SUPERELEVATION BANKING DIAGRAMS SHEET #4

PROJECT NAME:	TROY
PROJECT NUMBER:	STP 2717(1)
FILE NAME:	p07b198.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p07b198sbd4.i
PLOT DATE:	25-OCT-2011 4:02
DRAWN BY:	STANTEC
CHECKED BY:	JLL
SHEET	74 OF 116