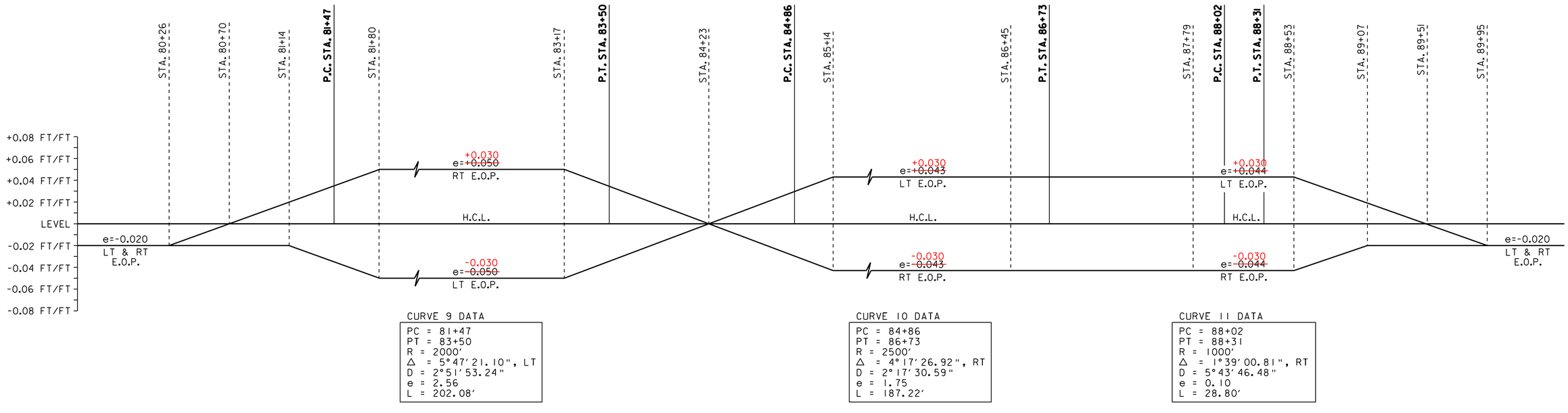

CURVE 9 DATA

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 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 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'

CURVE 9, CURVE 10, & CURVE 11 BANKING DIAGRAMS

CURVE 9 RADIUS = 2000' LEFT
CURVE 10 RADIUS = 2500' RIGHT
CURVE 11 RADIUS = 1000' RIGHT

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.

Stantec

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 14:03
DRAWN BY: STANTEC
CHECKED BY: JLL
SHEET 74 OF 116