



**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. A MAXIMUM SUPERELEVATION RATE OF 0.08 IS USED IN AREAS WITH A POSTED SPEED ABOVE 30 MPH. IN THE 30 MPH ZONE A MAXIMUM SUPERELEVATION RATE OF 0.04 WAS USED. 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 DIAGRAMS SHEET #6**

NOT TO SCALE

PROJECT NAME: WESTFORD - FAIRFAX  
PROJECT NUMBER: STP 2804(1)

FILE NAME: p08c212.dgn  
PROJECT LEADER: JLL  
DESIGNED BY: STANTEC  
IPARM FILE: p08c212sbd6.i

PLOT DATE: 31-OCT-2012 13:59  
DRAWN BY: STANTEC  
CHECKED BY: JLL  
SHEET 57 OF 79