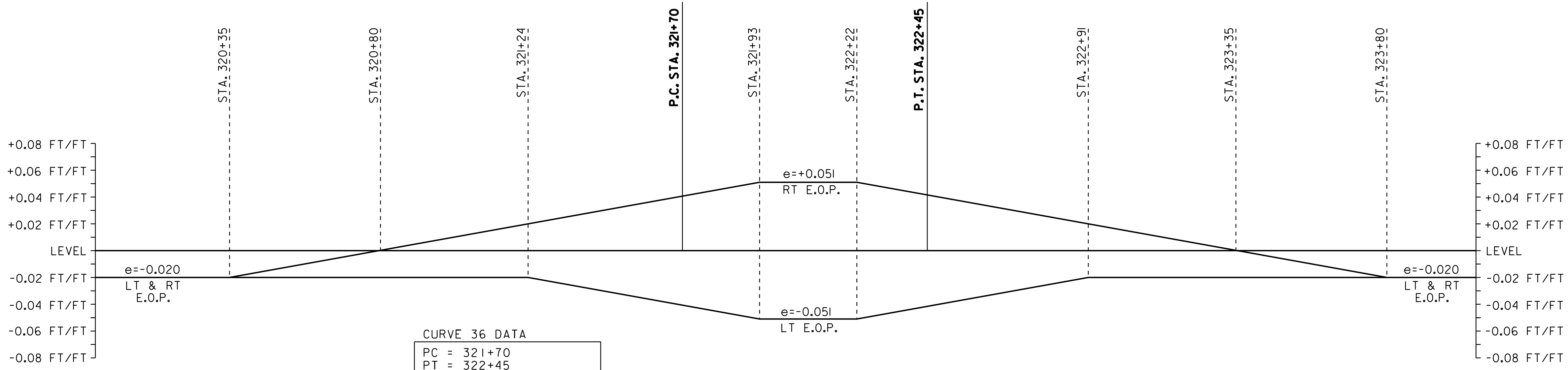


CURVE 35 DATA
 PC = 314+78
 PT = 318+21
 R = 1400'
 Δ = 14°03'50", LT
 D = 4°05'33"
 e = 10.61
 L = 344'

CURVE 35 BANKING DIAGRAM
 CURVE 35 RADIUS = 1,400' LEFT



CURVE 36 DATA
 PC = 321+70
 PT = 322+45
 R = 2000'
 Δ = 2°09'01", LT
 D = 2°51'53"
 e = 0.35
 L = 75'

CURVE 36 BANKING DIAGRAM
 CURVE 36 RADIUS = 2,000' 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. 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 #7

PROJECT NAME: WESTFORD - FAIRFAX	
PROJECT NUMBER: STP 2804(1)	
FILE NAME: p08c212.dgn	PLOT DATE: 31-OCT-2012 13:59
PROJECT LEADER: JLL	DRAWN BY: STANTEC
DESIGNED BY: STANTEC	CHECKED BY: JLL
IPARM FILE: p08c212sbd7.i	SHEET 58 OF 79

NOT TO SCALE