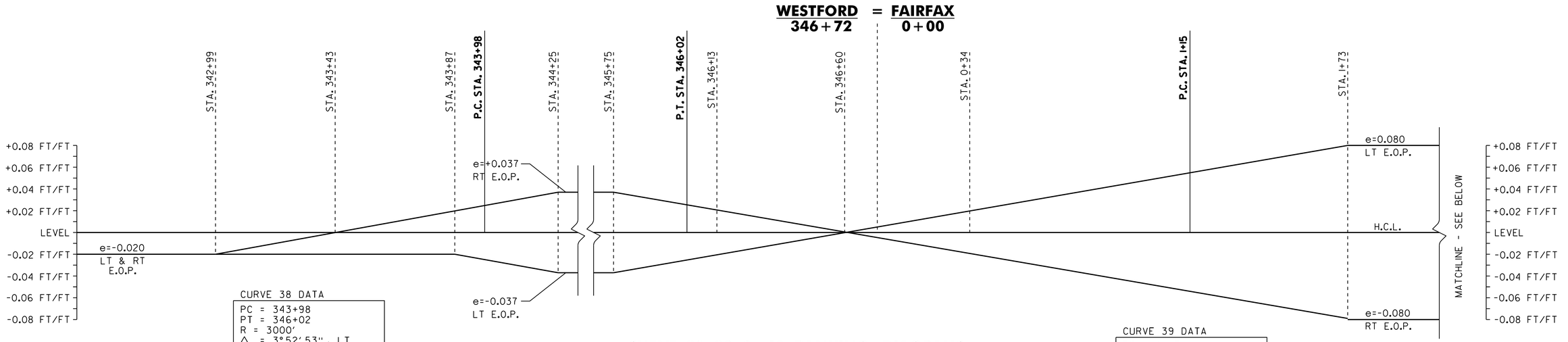
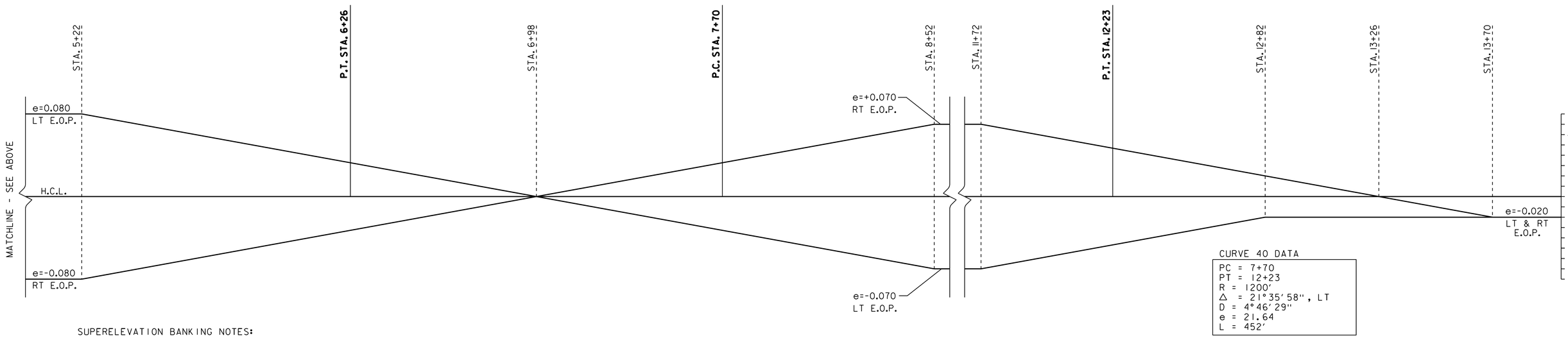


CURVE 38, 39 & 40 BANKING DIAGRAMS

CURVE 38 RADIUS = 3,000' LEFT
CURVE 39 RADIUS = 800' RIGHT
CURVE 40 RADIUS = 1,200' 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.

NOT TO SCALE

Stantec

SUPERELEVATION BANKING DIAGRAMS SHEET #9

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

FILE NAME: p08c212.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p08c212sbd9.i

PLOT DATE: 31-OCT-2012 13:59
DRAWN BY: STANTEC
CHECKED BY: JLL
SHEET 60 OF 79