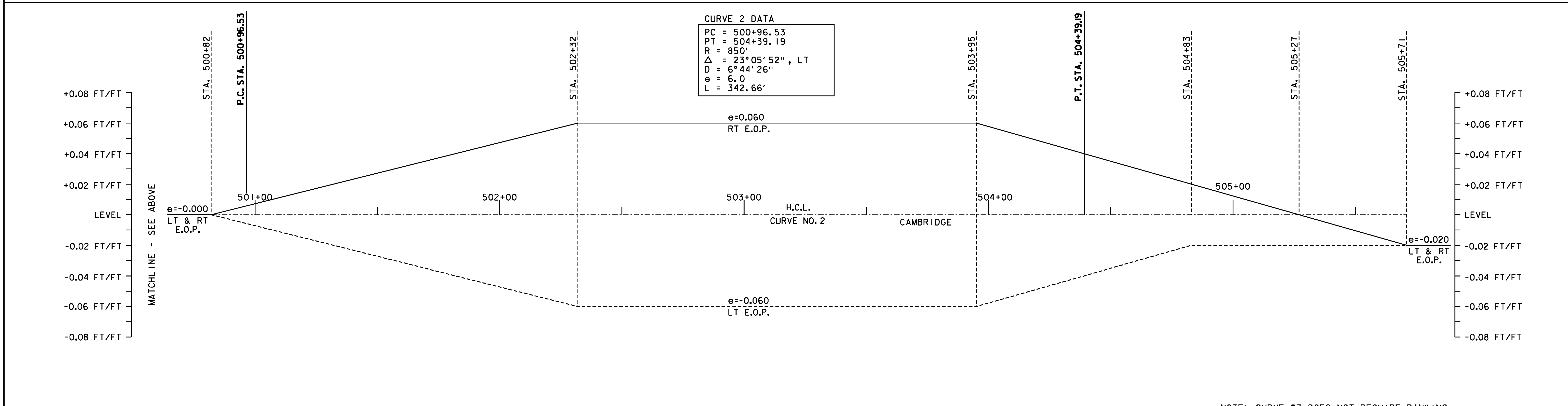


**CURVE 1A & 1B BANKING TRANSITION DIAGRAM**



**CURVE 2 BANKING TRANSITION DIAGRAM**

**SUPERELEVATION BANKING NOTES:**

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE ROADWAY.
2. 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 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

NOTE: CURVE #3 DOES NOT REQUIRE BANKING

**SUPERELEVATION  
BANKING  
TRANSITION  
DIAGRAM  
SHEET #1**

PROJECT NAME: CAMBRIDGE-BAKERSFIELD  
PROJECT NUMBER: STP 2926(I)

FILE NAME: p10b258.dgn  
PROJECT LEADER: JLL  
DESIGNED BY: STANTEC  
IPARM FILE: p10b258sbd1.i

PLOT DATE: 11/15/2012  
DRAWN BY: STANTEC  
CHECKED BY: STANTEC  
SHEET 102 OF 387

