



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.

CURVE 7 BANKING TRANSITION DIAGRAM



NOT TO SCALE
**SUPERELEVATION
 BANKING
 TRANSITION
 DIAGRAM
 SHEET #3**

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

FILE NAME: p10b258.dgn
 PROJECT LEADER: JLL
 DESIGNED BY: STANTEC
 IPARM FILE: p10b258sbd3.i

PLOT DATE: 11/15/2012
 DRAWN BY: STANTEC
 CHECKED BY: STANTEC
 SHEET 104 OF 387