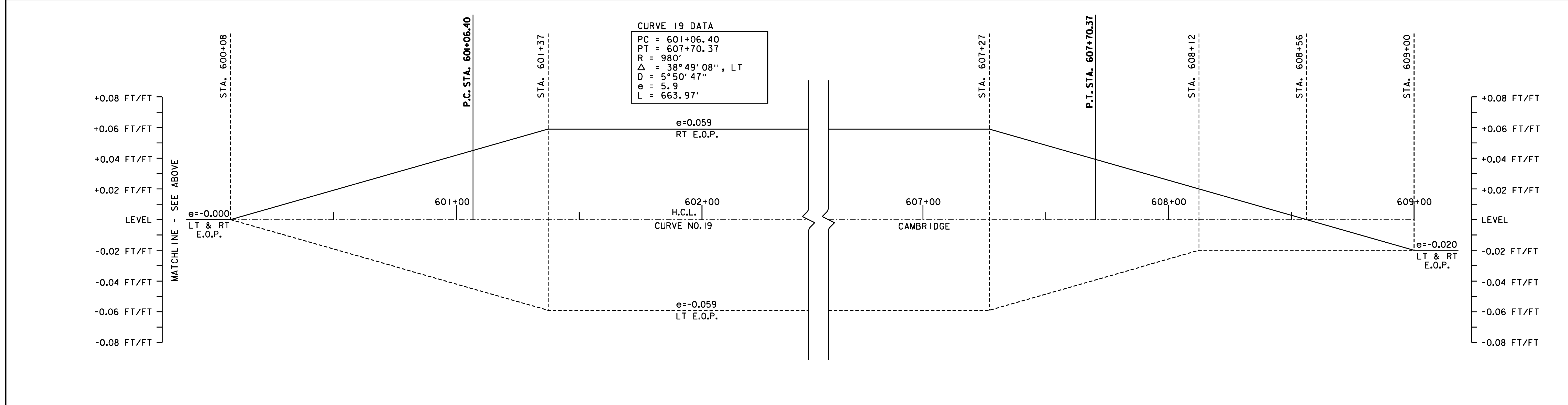


CURVE 17 & 18 BANKING TRANSITION DIAGRAM



CURVE 19 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

**SUPERELEVATION
BANKING
TRANSITION
DIAGRAM
SHEET #8**



PROJECT NAME: CAMBRIDGE-BAKERSFIELD	PLOT DATE: 11/15/2012
PROJECT NUMBER: STP 2926(I)	DRAWN BY: STANTEC
FILE NAME: p10b258.dgn	CHECKED BY: STANTEC
DESIGNED BY: STANTEC	SHEET 109 OF 387
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