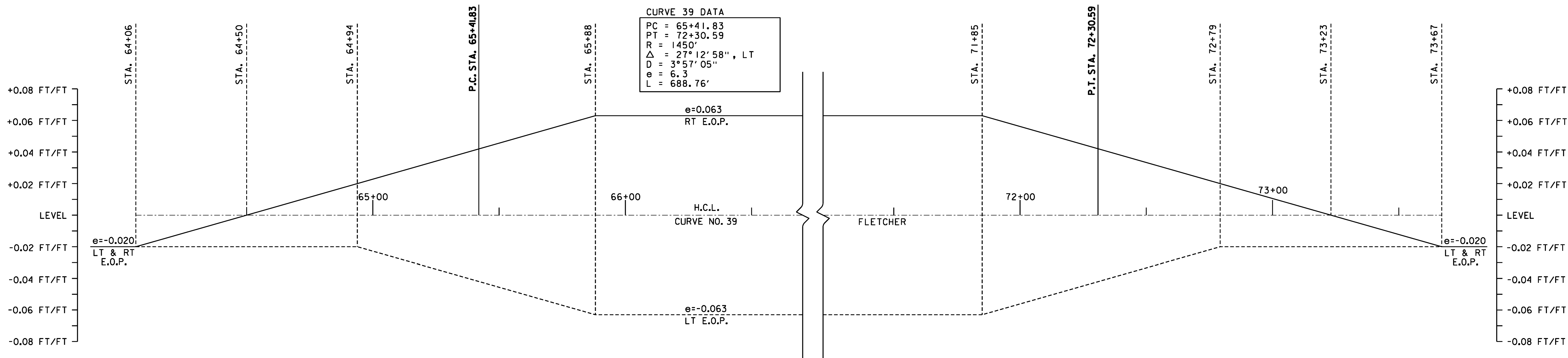


**CURVE 38 BANKING TRANSITION DIAGRAM**



**CURVE 39 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 #16**

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

FILE NAME: p10b258.dgn  
 PROJECT LEADER: JLL  
 DESIGNED BY: STANTEC  
 IPARM FILE: p10b258sbd16.i

PLOT DATE: 11/15/2012  
 DRAWN BY: STANTEC  
 CHECKED BY: STANTEC  
 SHEET 117 OF 387