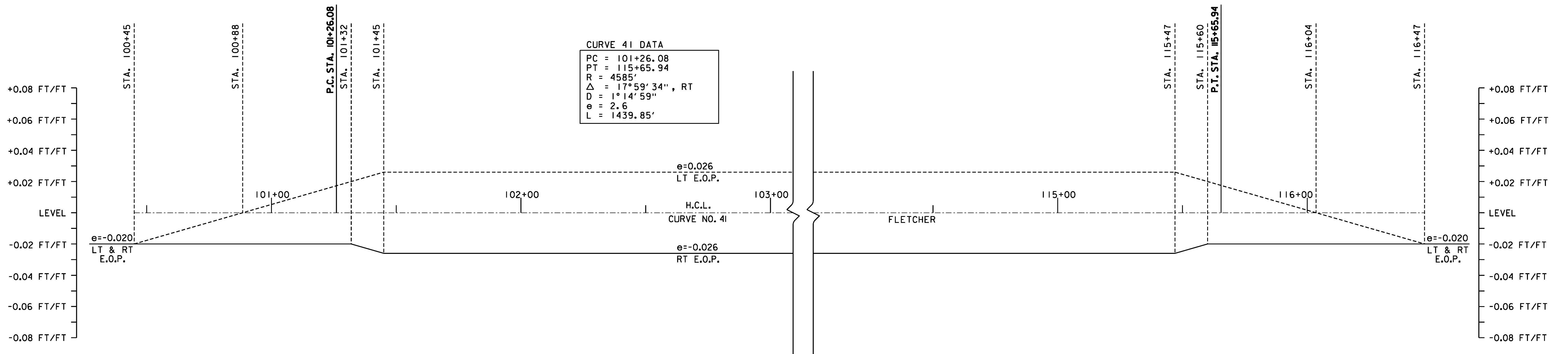


CURVE 40 BANKING TRANSITION DIAGRAM



CURVE 41 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 #17**

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

FILE NAME: p10b258.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p10b258sbd17.i

PLOT DATE: 11/15/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 118 OF 387

