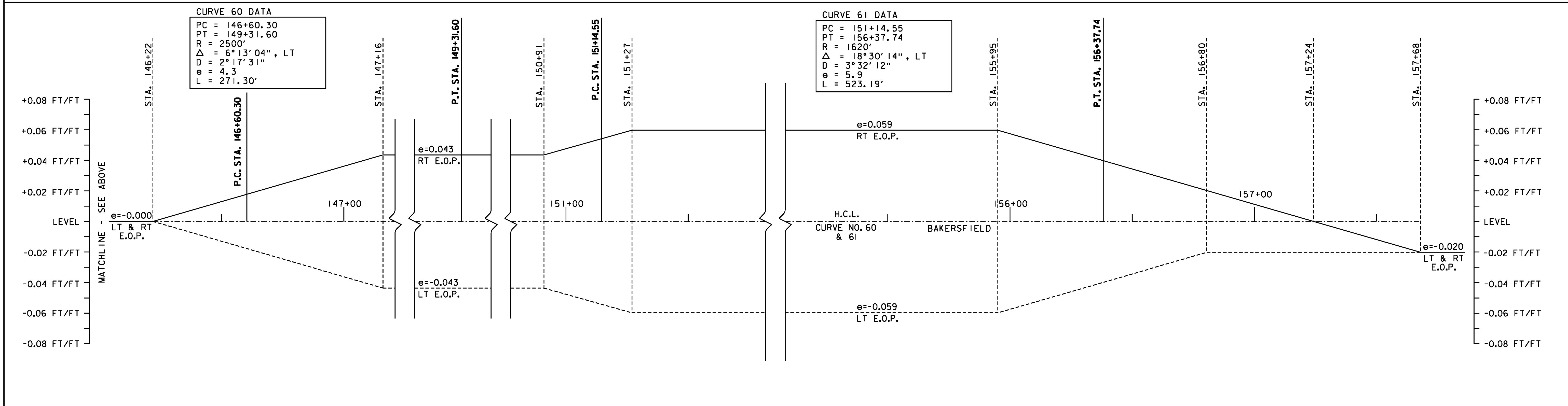


**CURVE 59 BANKING TRANSITION DIAGRAM**



**CURVE 60 & 61 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.



<b>SUPERELEVATION BANKING TRANSITION DIAGRAM SHEET #22</b>	NOT TO SCALE	
	PROJECT NAME: CAMBRIDGE-BAKERSFIELD	PROJECT NUMBER: STP 2926(I)
	FILE NAME: p10b258.dgn PROJECT LEADER: JLL DESIGNED BY: STANTEC IPARM FILE: p10b258sbd22.i	PLOT DATE: 11/15/2012 DRAWN BY: STANTEC CHECKED BY: STANTEC SHEET 123 OF 387