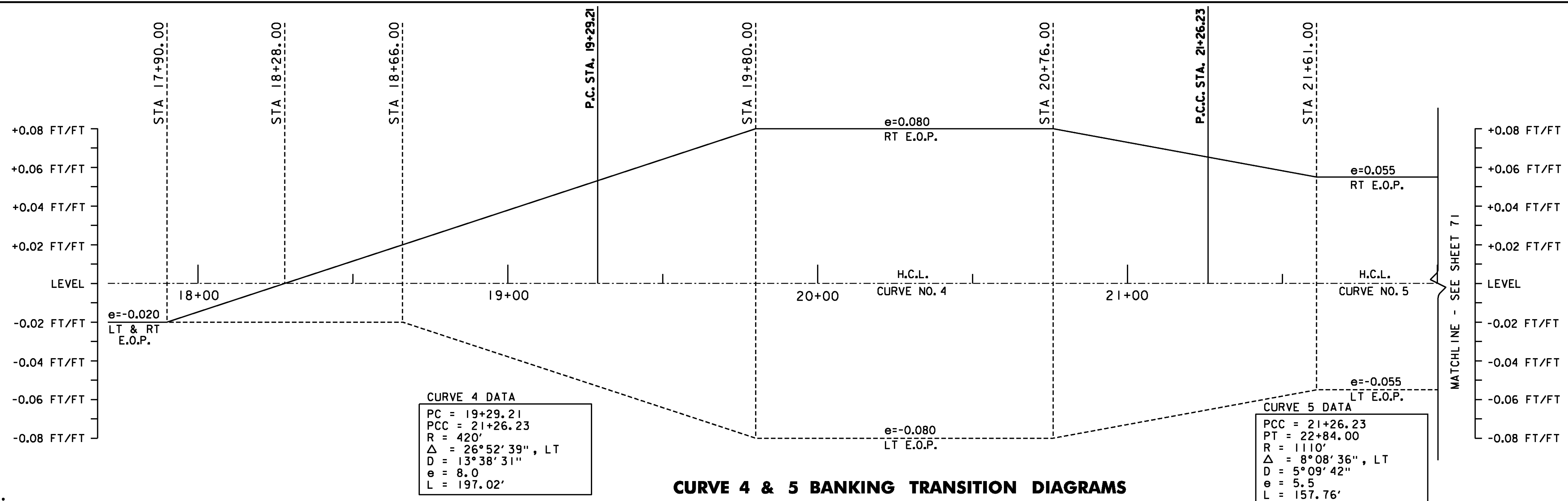


**BEGIN RECLAMATION BANKING TRANSITION DIAGRAM**



**CURVE 4 & 5 BANKING TRANSITION DIAGRAMS**

**SUPERELEVATION BANKING NOTES:**

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE ROADWAY.
2. SUPERELEVATION RATE, RUNOFF AND TANGENT RUNOUT LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED. A  $e$  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  $e$  MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED. SEE THE LATEST EDITION OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS' (AASHTO'S) POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR MORE INFORMATION.

NOT TO SCALE

**SUPERELEVATION  
 BANKING  
 TRANSITION  
 DIAGRAM  
 SHEET #1**

PROJECT NAME: ESSEX-WESTFORD  
 PROJECT NUMBER: STP 2912(I)

FILE NAME: p10c226.dgn  
 PROJECT LEADER: JLL  
 DESIGNED BY: STANTEC  
 IPARM FILE: p10c226sbd01.i

PLOT DATE: 2/20/2013  
 DRAWN BY: STANTEC  
 CHECKED BY: STANTEC  
 SHEET 70 OF 239

