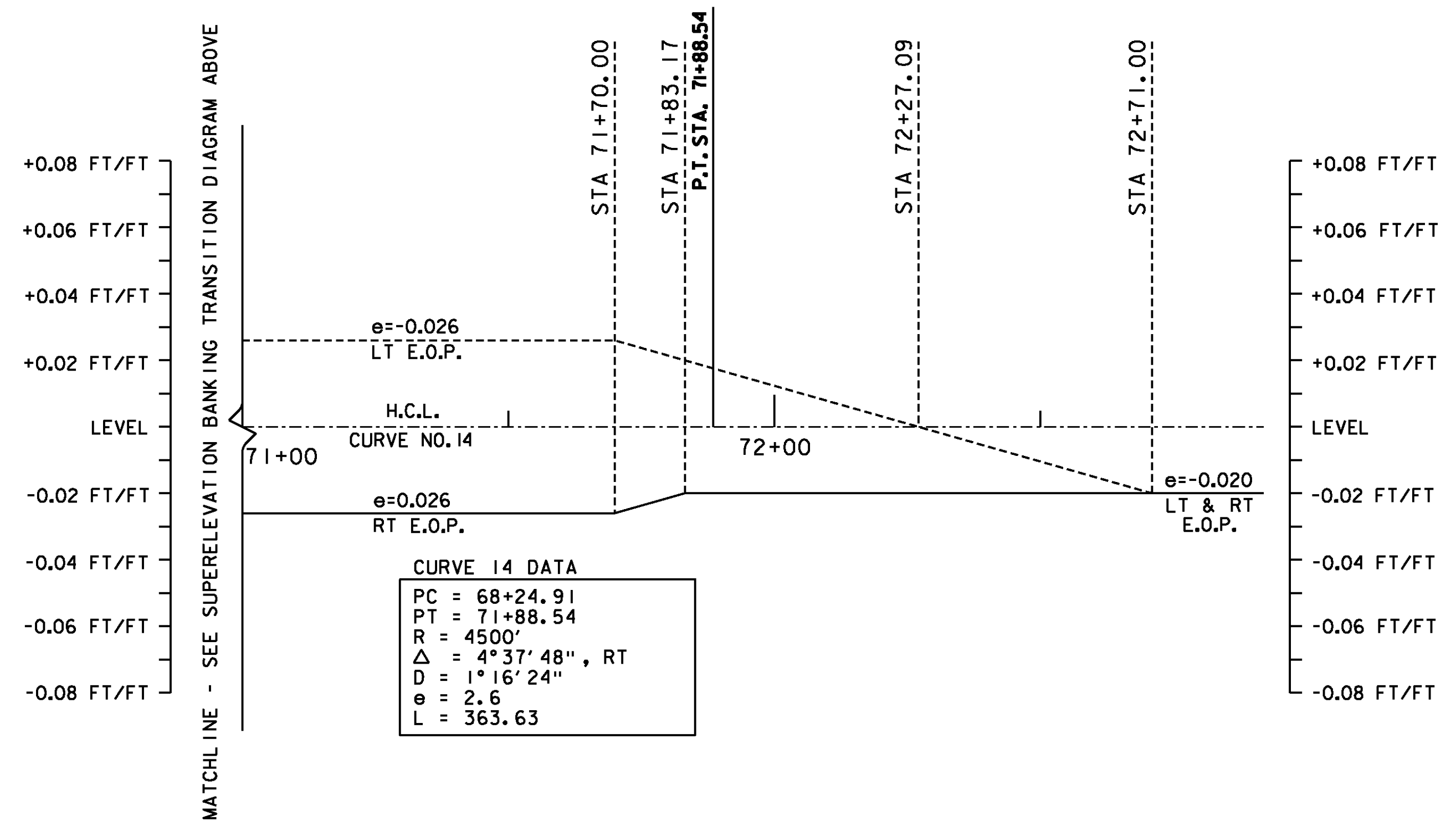


CURVE 12, 13 & 14 BANKING TRANSITION DIAGRAMS



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 #5	PROJECT NAME: ESSEX-WESTFORD	PLOT DATE: 2/20/2013
	PROJECT NUMBER: STP 2912(I)	DRAWN BY: STANTEC
	FILE NAME: p10c226.dgn	CHECKED BY: STANTEC
	DESIGNED BY: STANTEC	SHEET 74 OF 239
	IPARM FILE: p10c226sbd05.i	