



**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.

CURVE #2 DATA

$\Delta$	= 31°00' 30.48" LT
D	= 9° 14' 28.52"
R	= 620.00'
T	= 171.99'
L	= 335.54'
E	= 23.41'
e	= 7.4%

NOTE: CURVES NOT SHOWN DO NOT REQUIRE SUPERELEVATION  
NOT TO SCALE

PROJECT NAME:	SOUTH BURLINGTON-WILLISTON
PROJECT NUMBER:	NH 2944(I)
FILE NAME:	zild340sbd.dgn
PROJECT LEADER:	G. EDWARDS
DESIGNED BY:	J. BURKE
BANKING SHEET I	
PLOT DATE:	2/15/2017
DRAWN BY:	J. BURKE
CHECKED BY:	J. LITTLE
SHEET	91 OF 249

