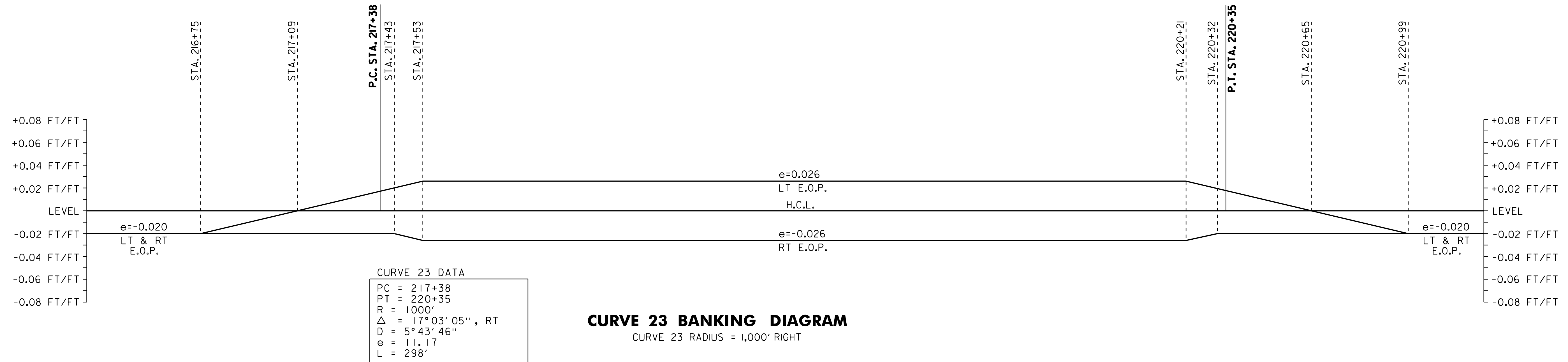


CURVE 21 DATA
 PC = 207+05
 PT = 210+17
 R = 320'
 Δ = 55° 59' 33" , RT
 D = 17° 54' 18"
 e = 42.41
 L = 313'

CURVE 22 DATA
 PC = 210+63
 PT = 210+85
 R = 500'
 Δ = 2° 29' 02" , LT
 D = 11° 27' 33"
 e = 0.12
 L = 22'

CURVE 21 & 22 BANKING DIAGRAM
 CURVE 21 RADIUS = 320' RIGHT
 CURVE 22 RADIUS = 500' LEFT



CURVE 23 DATA
 PC = 217+38
 PT = 220+35
 R = 1000'
 Δ = 17° 03' 05" , RT
 D = 5° 43' 46"
 e = 11.17
 L = 298'

CURVE 23 BANKING DIAGRAM
 CURVE 23 RADIUS = 1,000' RIGHT

SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT AND MATCH THE ADJACENT LANE CROSS SLOPE WHEN THE LANE CROSS SLOPE EXCEEDS SIX PERCENT.
3. 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 THE 30 MPH ZONE A MAXIMUM SUPERELEVATION RATE OF 0.04 WAS USED. 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 DIAGRAMS SHEET #1

PROJECT NAME: WESTFORD - FAIRFAX	FILE NAME: p08c212.dgn	PLOT DATE: 31-OCT-2012 13:58
PROJECT NUMBER: STP 2804(1)	PROJECT LEADER: JLL	DRAWN BY: STANTEC
	DESIGNED BY: STANTEC	CHECKED BY: JLL
	IPARM FILE: p08c212sbd1.i	SHEET 52 OF 79