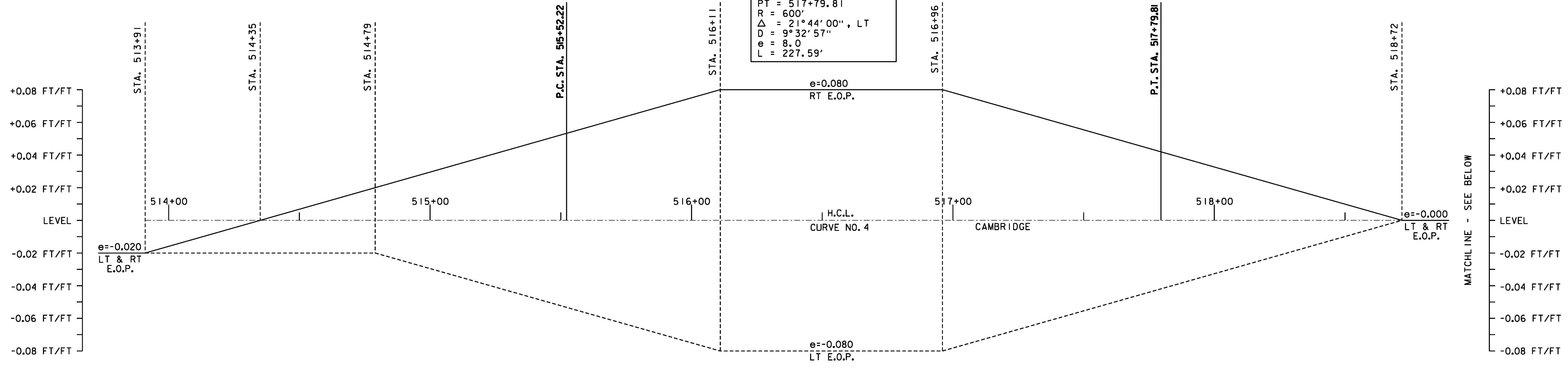
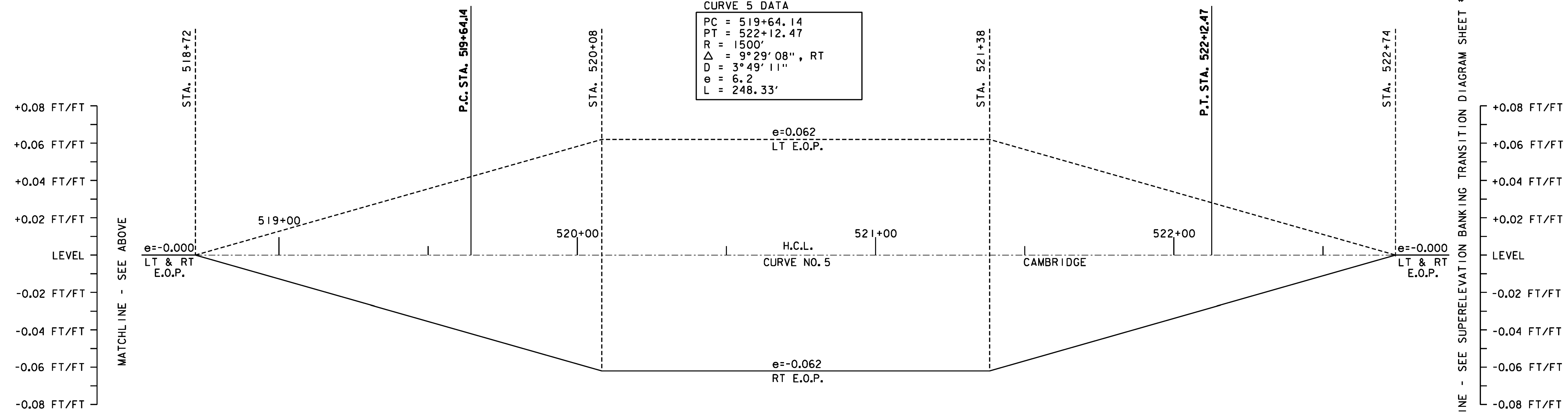


CURVE 4 DATA
 PC = 515+52.22
 PT = 517+79.81
 R = 600'
 Δ = 21°44'00", LT
 D = 9°32'57"
 e = 8.0
 L = 227.59'



CURVE 4 BANKING TRANSITION DIAGRAM

CURVE 5 DATA
 PC = 519+64.14
 PT = 522+12.47
 R = 1500'
 Δ = 9°29'08", RT
 D = 3°49'11"
 e = 6.2
 L = 248.33'



CURVE 5 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.



NOT TO SCALE
SUPERELEVATION BANKING TRANSITION DIAGRAM SHEET #2

PROJECT NAME: CAMBRIDGE-BAKERSFIELD	PLOT DATE: 11/15/2012
PROJECT NUMBER: STP 2926(I)	DRAWN BY: STANTEC
FILE NAME: p10b258.dgn	CHECKED BY: STANTEC
DESIGNED BY: STANTEC	SHEET 103 OF 387
IPARM FILE: p10b258sbd2.i	