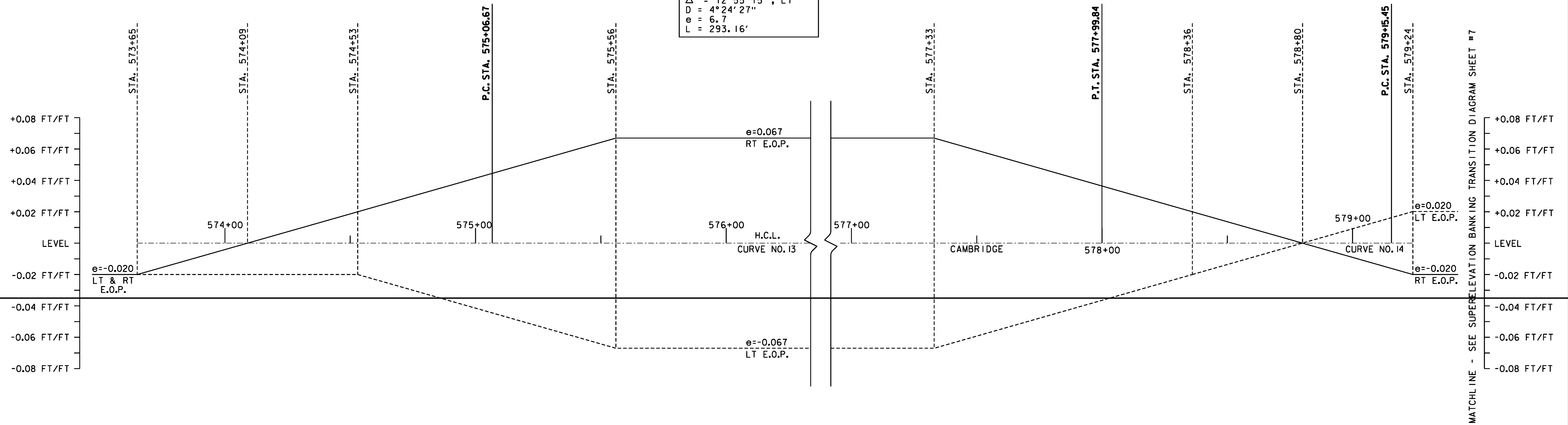


CURVE 14 DATA	
PC	= 579+15.45
PT	= 580+24.16
R	= 5000'
Δ	= 1° 14' 45", RT
D	= 1° 08' 45"
e	= 2.0
L	= 108.71'

CURVE 13 DATA	
PC	= 575+06.67
PT	= 577+99.84
R	= 1300'
Δ	= 12° 55' 15", LT
D	= 4° 24' 27"
e	= 6.7
L	= 293.16'



CURVE 13 & 14 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 #6



PROJECT NAME:	CAMBRIDGE-BAKERSFIELD	PLOT DATE:	11/15/2012
PROJECT NUMBER:	STP 2926(1)	DRAWN BY:	STANTEC
FILE NAME:	p10b258.dgn	CHECKED BY:	STANTEC
DESIGNED BY:	STANTEC	SHEET	107 OF 387
IPARM FILE:	p10b258sbd6.i		