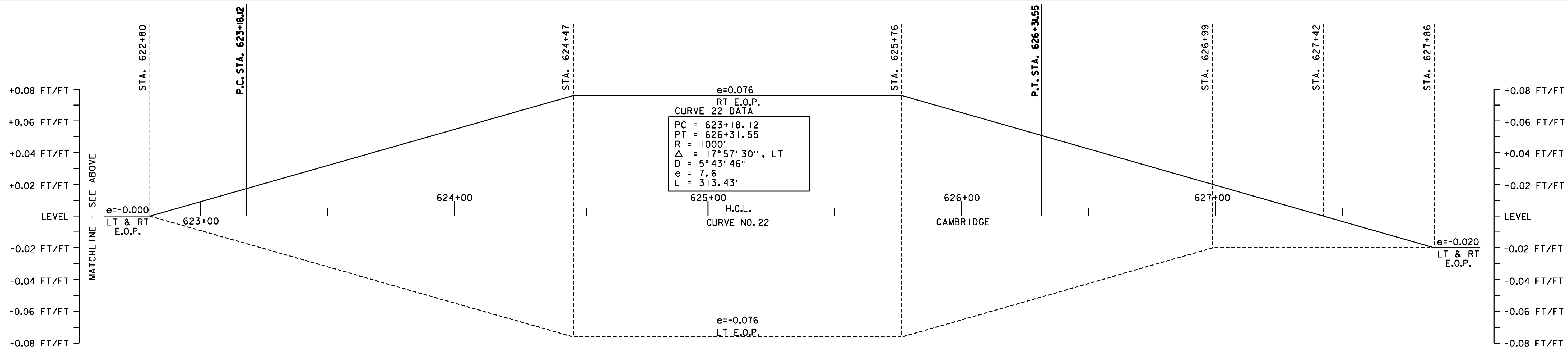


CURVE 21 DATA
 PC = 619+27.41
 PT = 622+41.45
 R = 1800'
 Δ = 9°59'46", RT
 D = 3°10'59"
 e = 4.6
 L = 314.04'

CURVE 21 BANKING TRANSITION DIAGRAM



CURVE 22 DATA
 PC = 623+18.12
 PT = 626+31.55
 R = 1000'
 Δ = 17°57'30", LT
 D = 5°43'46"
 e = 7.6
 L = 313.43'

CURVE 22 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

NOTE: CURVE #20 DOES NOT REQUIRE BANKING

**SUPERELEVATION
 BANKING
 TRANSITION
 DIAGRAM
 SHEET #9**

PROJECT NAME: CAMBRIDGE-BAKERSFIELD
 PROJECT NUMBER: STP 2926(I)

FILE NAME: p10b258.dgn
 PROJECT LEADER: JLL
 DESIGNED BY: STANTEC
 IPARM FILE: p10b258sbd9.i

PLOT DATE: 11/15/2012
 DRAWN BY: STANTEC
 CHECKED BY: STANTEC
 SHEET 110 OF 387

