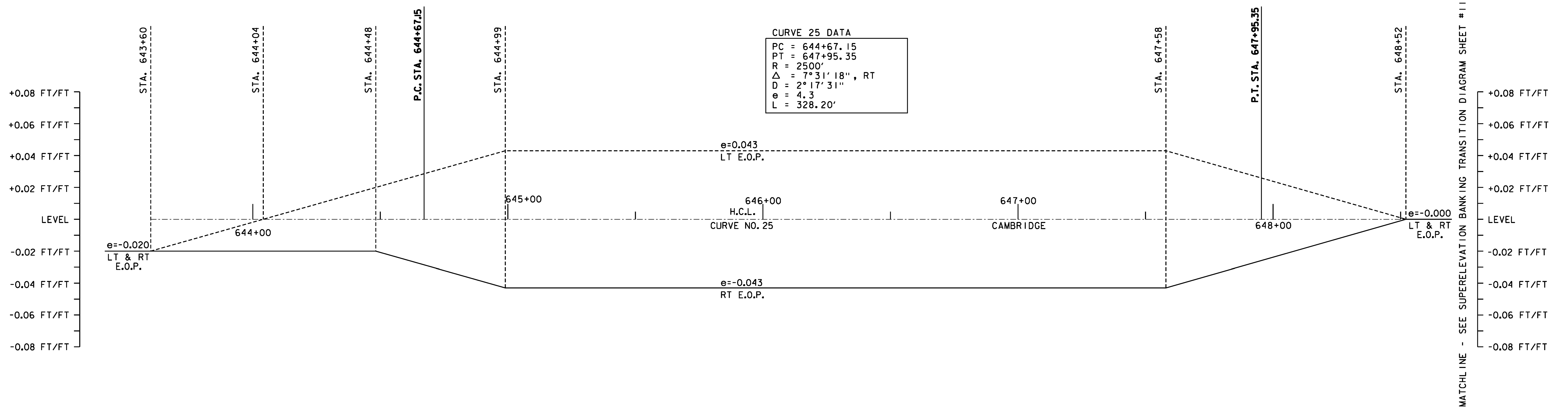


CURVE 23 DATA

PC = 629+82.33
PT = 634+61.66
R = 4000'
Δ = 6°51'57", RT
D = 1°25'57"
e = 2.9
L = 479.32'

CURVE 23 BANKING TRANSITION DIAGRAM



CURVE 25 DATA

PC = 644+67.15
PT = 647+95.35
R = 2500'
Δ = 7°31'18", RT
D = 2°17'31"
e = 4.3
L = 328.20'

CURVE 25 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.



**SUPERELEVATION
BANKING
TRANSITION
DIAGRAM
SHEET #10**

NOT TO SCALE

NOTE: CURVE #24 DOES NOT REQUIRE BANKING

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

FILE NAME: p10b258.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p10b258sbd10.i

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

MATCHLINE - SEE SUPERELEVATION BANKING TRANSITION DIAGRAM SHEET #11