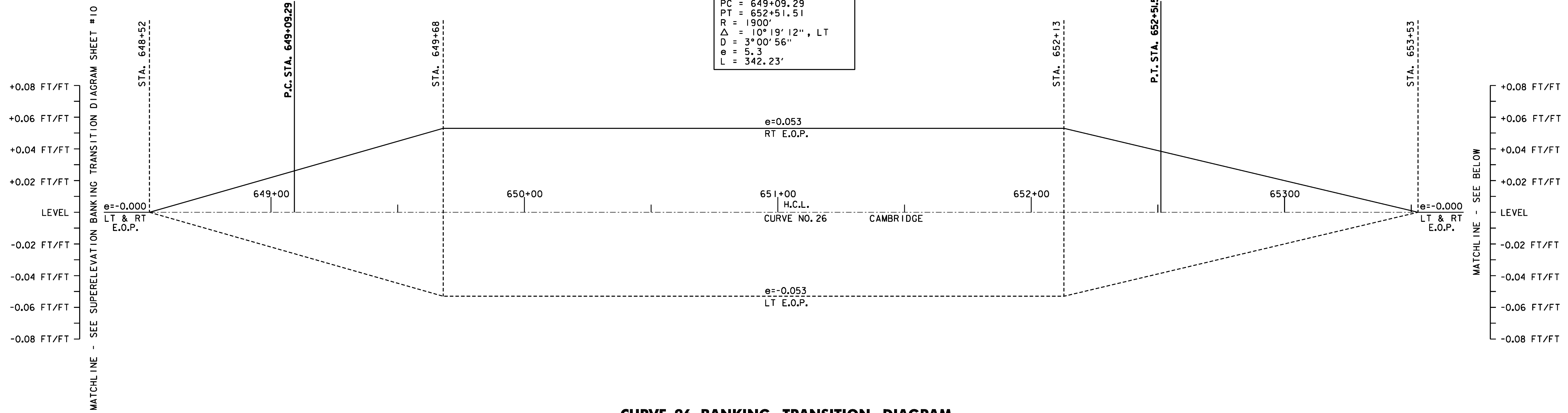
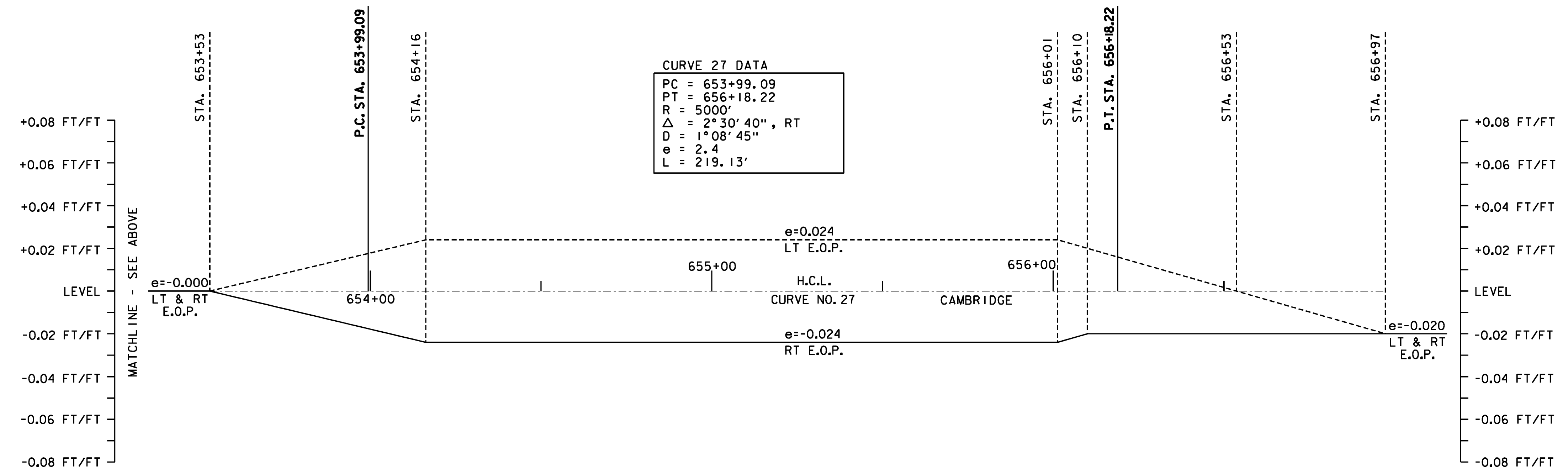


**CURVE 26 DATA**  
 PC = 649+09.29  
 PT = 652+51.51  
 R = 1900'  
 $\Delta = 10^{\circ}19'12''$ , LT  
 D =  $3^{\circ}00'56''$   
 e = 5.3  
 L = 342.23'



**CURVE 26 BANKING TRANSITION DIAGRAM**

**CURVE 27 DATA**  
 PC = 653+99.09  
 PT = 656+18.22  
 R = 5000'  
 $\Delta = 2^{\circ}30'40''$ , RT  
 D =  $1^{\circ}08'45''$   
 e = 2.4  
 L = 219.13'



**CURVE 27 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.



<b>SUPERELEVATION BANKING TRANSITION DIAGRAM SHEET #11</b>	NOT TO SCALE	
	PROJECT NAME: CAMBRIDGE-BAKERSFIELD	PLOT DATE: 11/15/2012
	PROJECT NUMBER: STP 2926(1)	DRAWN BY: STANTEC
FILE NAME: p10b258.dgn	DESIGNED BY: STANTEC	CHECKED BY: STANTEC
IPARM FILE: p10b258sbd11.i		SHEET 112 OF 387