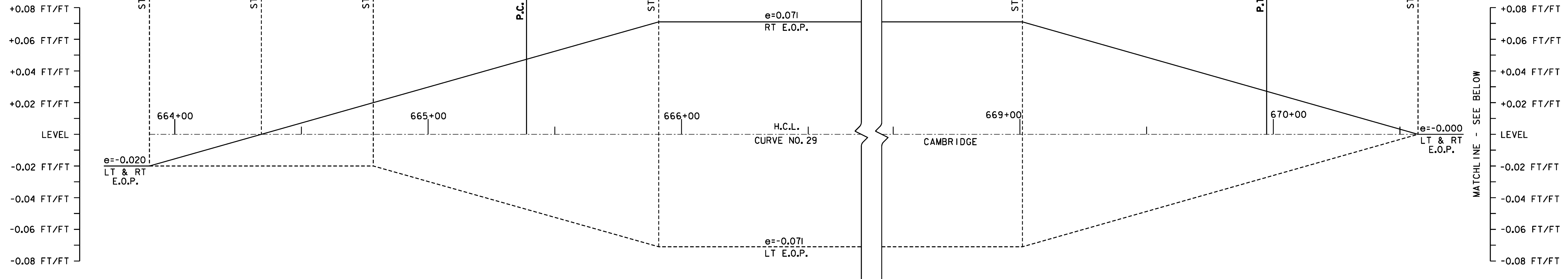
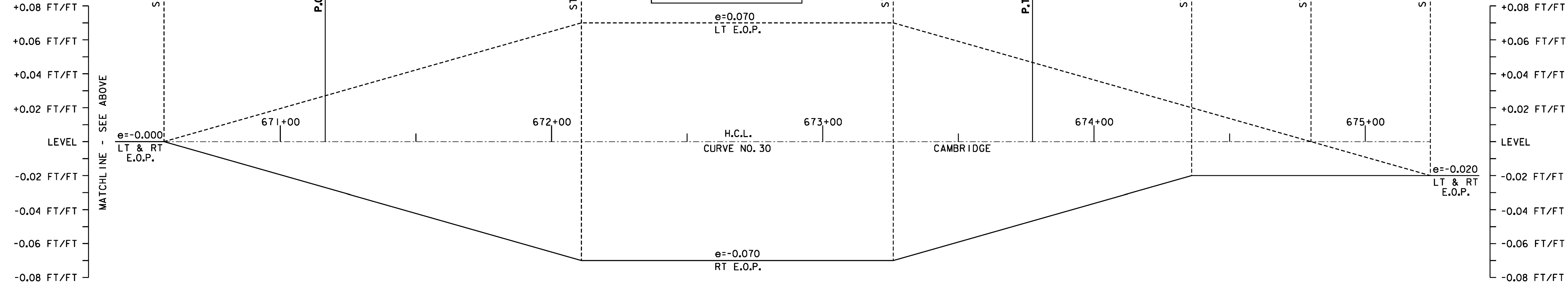


**CURVE 29 DATA**  
 PC = 665+38.80  
 PT = 669+97.27  
 R = 1150'  
 $\Delta$  = 22°50'32", LT  
 D = 4°58'56"  
 e = 7.1  
 L = 458.47'



**CURVE 29 BANKING TRANSITION DIAGRAM**

**CURVE 30 DATA**  
 PC = 671+16.56  
 PT = 673+77.31  
 R = 1200'  
 $\Delta$  = 12°27'01", RT  
 D = 4°46'29"  
 e = 7.0  
 L = 260.76'



**CURVE 30 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 #28 DOES NOT REQUIRE BANKING

**SUPERELEVATION  
 BANKING  
 TRANSITION  
 DIAGRAM  
 SHEET #12**

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

FILE NAME: p10b258.dgn  
 PROJECT LEADER: JLL  
 DESIGNED BY: STANTEC  
 IPARM FILE: p10b258sbd12.i

PLOT DATE: 11/15/2012  
 DRAWN BY: STANTEC  
 CHECKED BY: STANTEC  
 SHEET 113 OF 387

