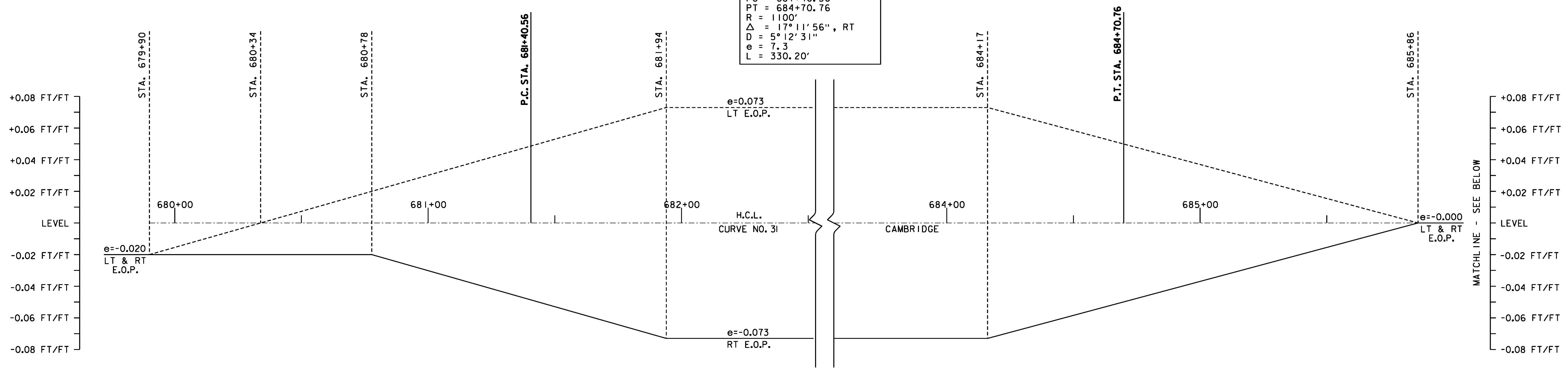
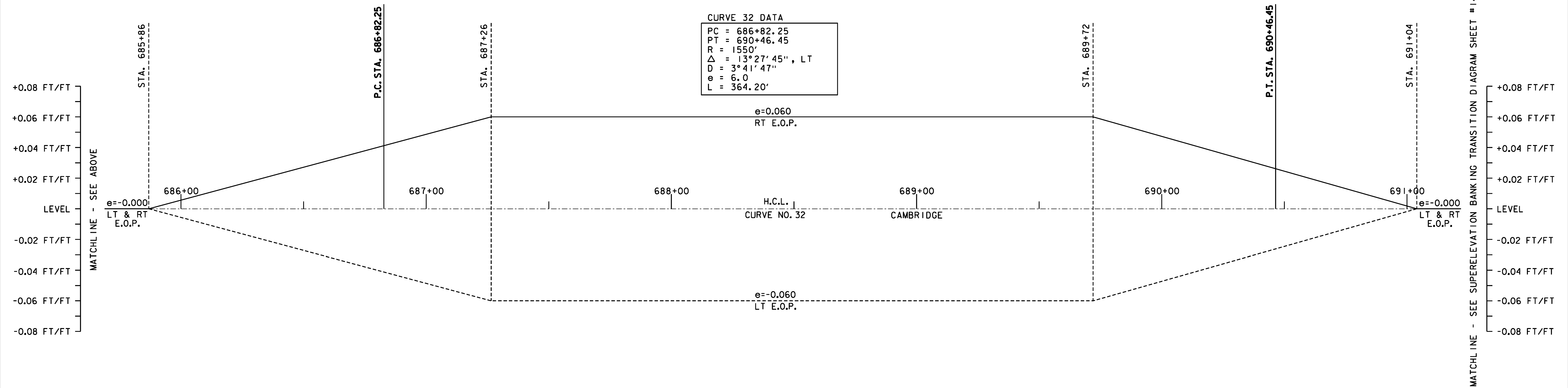


CURVE 31 DATA
 PC = 681+40.56
 PT = 684+70.76
 R = 1100'
 $\Delta = 17^\circ 11' 56''$, RT
 D = $5^\circ 12' 31''$
 e = 7.3
 L = 330.20'



CURVE 31 BANKING TRANSITION DIAGRAM

CURVE 32 DATA
 PC = 686+82.25
 PT = 690+46.45
 R = 1550'
 $\Delta = 13^\circ 27' 45''$, LT
 D = $3^\circ 41' 47''$
 e = 6.0
 L = 364.20'



CURVE 32 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 #13	PROJECT NAME: CAMBRIDGE-BAKERSFIELD
	PROJECT NUMBER: STP 2926(I)
	FILE NAME: p10b258.dgn
DESIGNED BY: STANTEC	PLOT DATE: 11/15/2012
IPARM FILE: p10b258sbd13.i	DRAWN BY: STANTEC
	CHECKED BY: STANTEC
	SHEET 14 OF 387