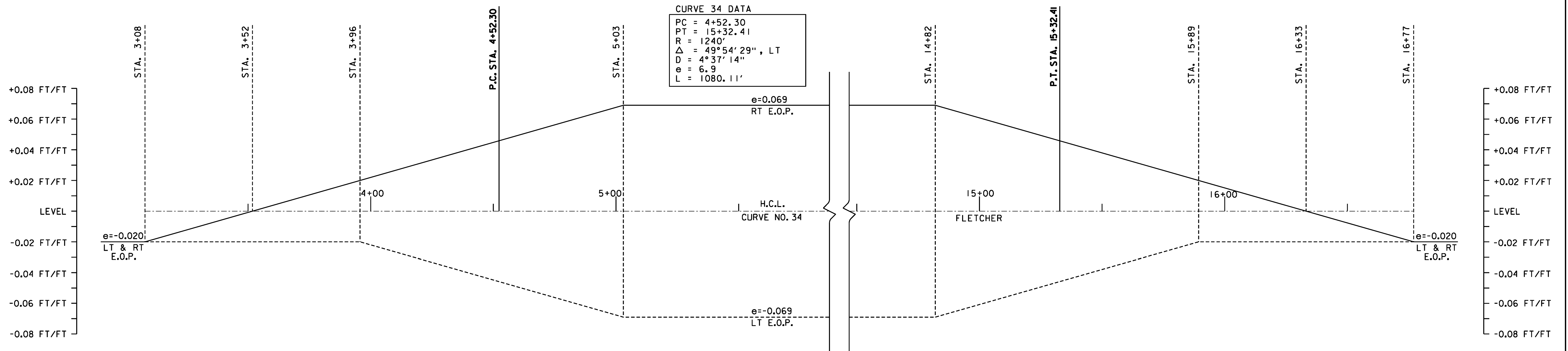


CURVE 33 DATA
 PC = 691+60.82
 PT = 0+67.25
 R = 1800'
 Δ = 9° 10' 52", RT
 D = 3° 10' 59"
 e = 5.5
 L = 288.43'

CURVE 33 BANKING TRANSITION DIAGRAM



CURVE 34 DATA
 PC = 4+52.30
 PT = 15+32.41
 R = 1240'
 Δ = 49° 54' 29", LT
 D = 4° 37' 14"
 e = 6.9
 L = 1080.11'

CURVE 34 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 #14	NOT TO SCALE	
	PROJECT NAME: CAMBRIDGE-BAKERSFIELD	PROJECT NUMBER: STP 2926(I)
	FILE NAME: p10b258.dgn PROJECT LEADER: JLL DESIGNED BY: STANTEC IPARM FILE: p10b258sbd14.i	PLOT DATE: 11/15/2012 DRAWN BY: STANTEC CHECKED BY: STANTEC SHEET 115 OF 387