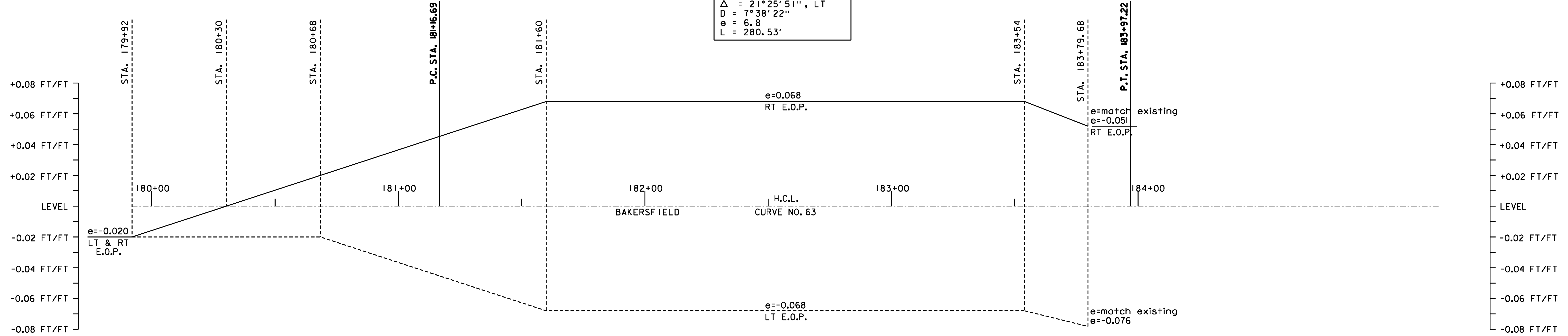


CURVE 63 DATA
 PC = 181+16.69
 PT = 183+97.22
 R = 750'
 $\Delta = 21^\circ 25' 51''$, LT
 D = 7° 38' 22"
 e = 6.8
 L = 280.53'



CURVE 63 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 #62 DOES NOT REQUIRE BANKING

**SUPERELEVATION
 BANKING
 TRANSITION
 DIAGRAM
 SHEET #23**

PROJECT NAME: CAMBRIDGE-BAKERSFIELD	PLOT DATE: 11/15/2012
PROJECT NUMBER: STP 2926(1)	DRAWN BY: STANTEC
FILE NAME: p10b258.dgn	CHECKED BY: STANTEC
DESIGNED BY: STANTEC	SHEET 124 OF 387
IPARM FILE: p10b258sbd23.i	

