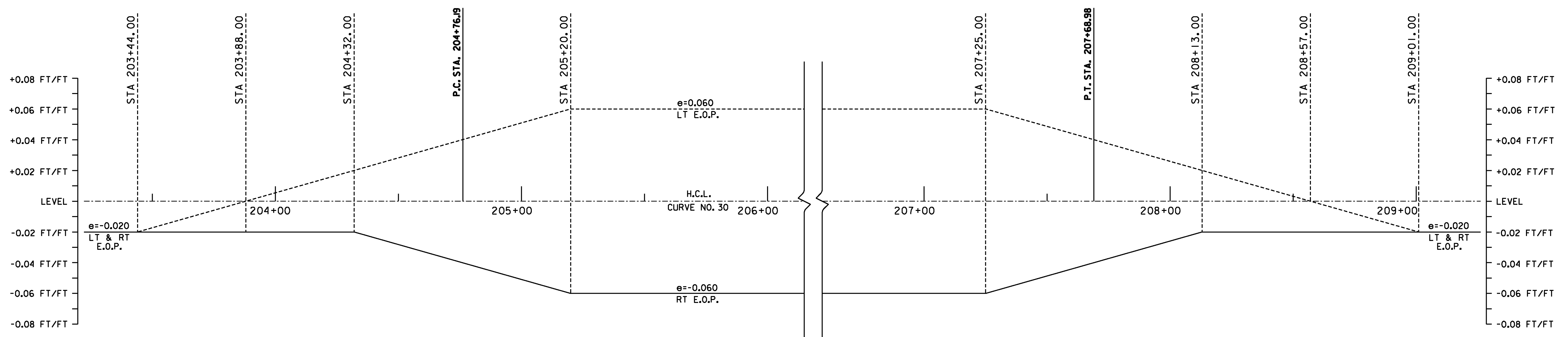


CURVE 28 DATA

PCC = 190+15.49
PT = 192+45.54
R = 3467'
$\Delta = 3^\circ 48' 07''$, RT
D = 1°39'09"
e = 3.3
L = 230.05'

CURVE 28 BANKING TRANSITION DIAGRAM



CURVE 30 DATA

PC = 204+76.19
PT = 207+68.98
R = 800'
$\Delta = 20^\circ 58' 11''$, RT
D = 7°09'43"
e = 6.0
L = 292.79'

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 RATE, RUNOFF AND TANGENT RUNOUT LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED. A e 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 e MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED. SEE THE LATEST EDITION OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS' (AASHTO'S) POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR MORE INFORMATION.



<p>NOT TO SCALE</p> <p>SUPERELEVATION BANKING TRANSITION DIAGRAM SHEET #9</p>	<p>NOTE: CURVE #29 DOES NOT REQUIRE BANKING</p>							
	<p>PROJECT NAME: ESSEX-WESTFORD</p> <p>PROJECT NUMBER: STP 2912(I)</p>							
	<table border="0"> <tr> <td>FILE NAME: p10c226.dgn</td> <td>PLOT DATE: 2/20/2013</td> </tr> <tr> <td>PROJECT LEADER: JLL</td> <td>DRAWN BY: STANTEC</td> </tr> <tr> <td>DESIGNED BY: STANTEC</td> <td>CHECKED BY: STANTEC</td> </tr> <tr> <td>IPARM FILE: p10c226sbd09.i</td> <td>SHEET 78 OF 239</td> </tr> </table>	FILE NAME: p10c226.dgn	PLOT DATE: 2/20/2013	PROJECT LEADER: JLL	DRAWN BY: STANTEC	DESIGNED BY: STANTEC	CHECKED BY: STANTEC	IPARM FILE: p10c226sbd09.i
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