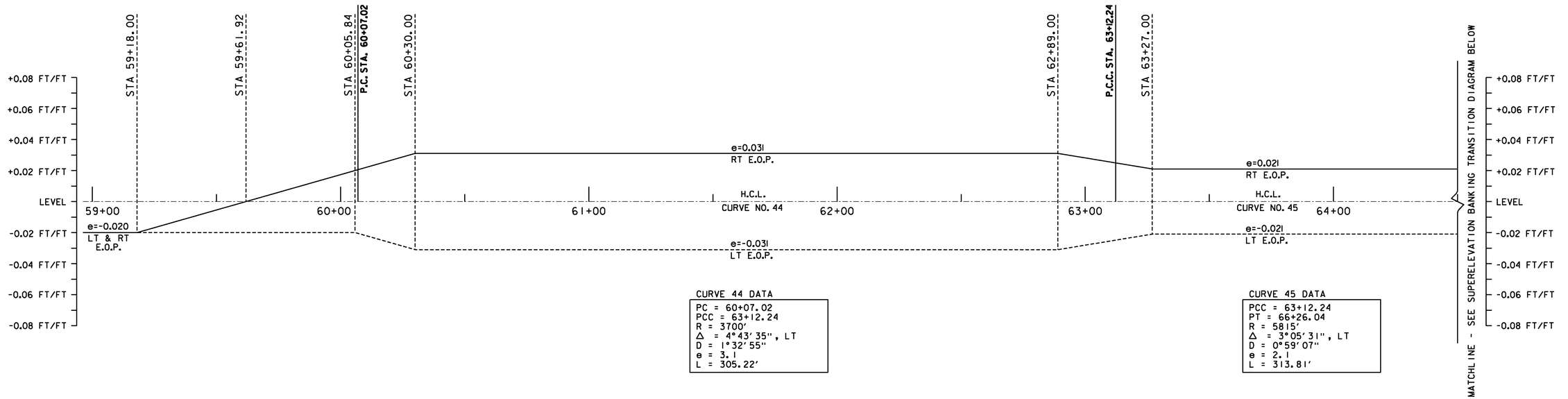


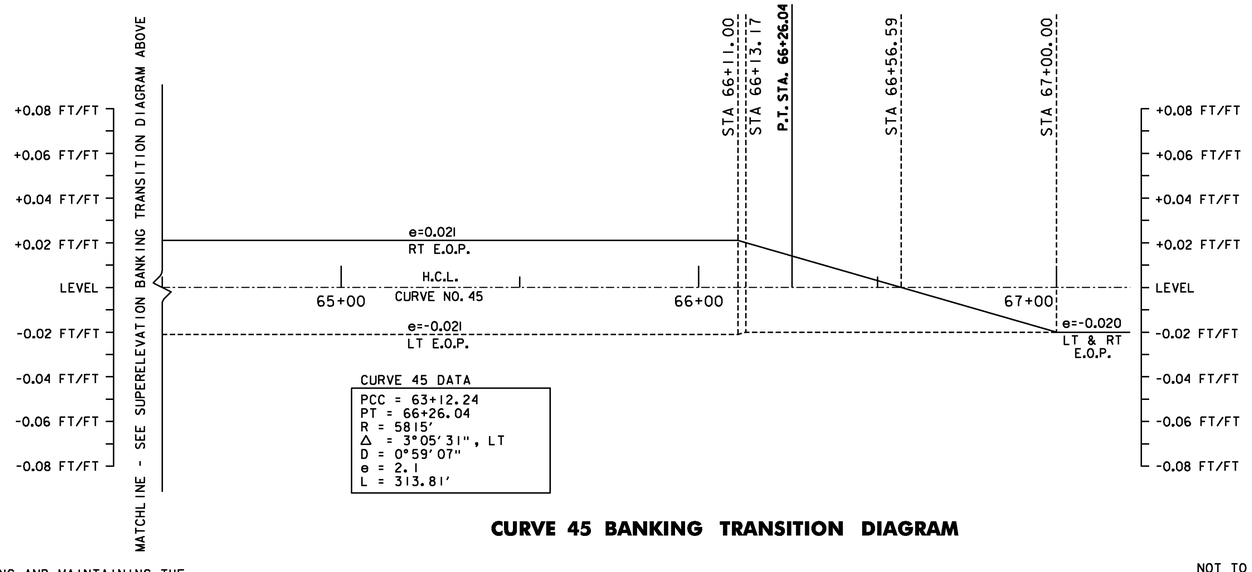
CURVE 44 DATA

PC = 60+07.02
PCC = 63+12.24
R = 3700'
Δ = 4°43'35", LT
D = 1°32'55"
e = 3.1
L = 305.22'

CURVE 45 DATA

PCC = 63+12.24
PT = 66+26.04
R = 5815'
Δ = 3°05'31", LT
D = 0°59'07"
e = 2.1
L = 313.81'

CURVE 44 & 45 BANKING TRANSITION DIAGRAMS



CURVE 45 DATA

PCC = 63+12.24
PT = 66+26.04
R = 5815'
Δ = 3°05'31", LT
D = 0°59'07"
e = 2.1
L = 313.81'

CURVE 45 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.

NOT TO SCALE

NOTE: CURVES #42 & #43 DO NOT REQUIRE BANKING

Stantec

SUPERELEVATION BANKING TRANSITION DIAGRAM SHEET #14

PROJECT NAME: ESSEX-WESTFORD
PROJECT NUMBER: STP 2912(1)

FILE NAME: p10c226.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p10c226sbd14.i
PLOT DATE: 2/20/2013
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 83 OF 239