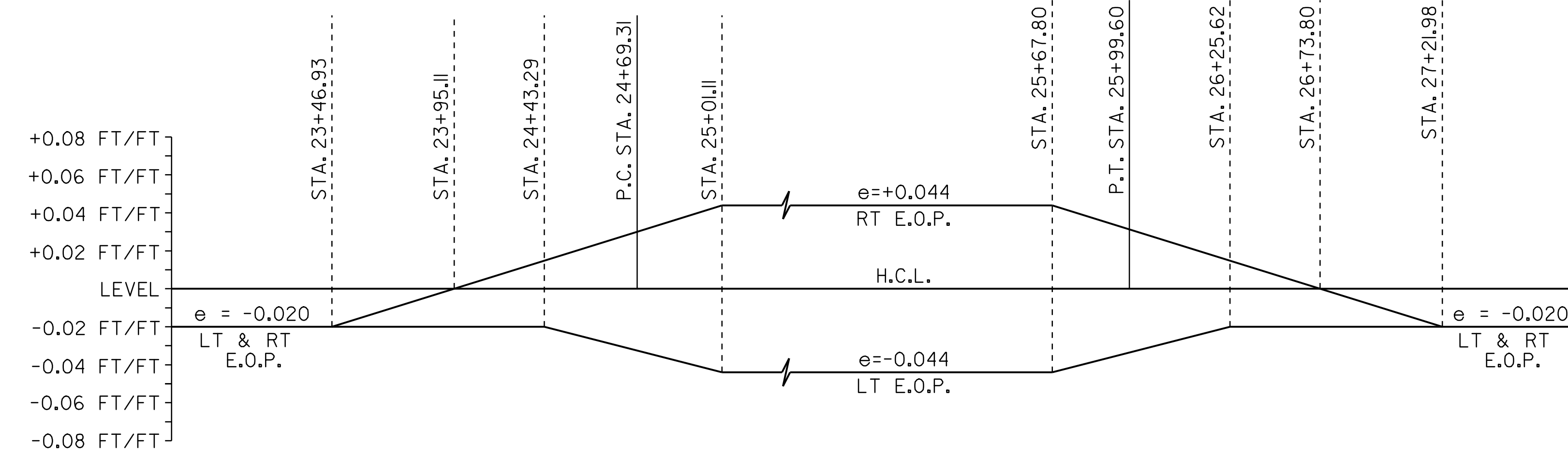
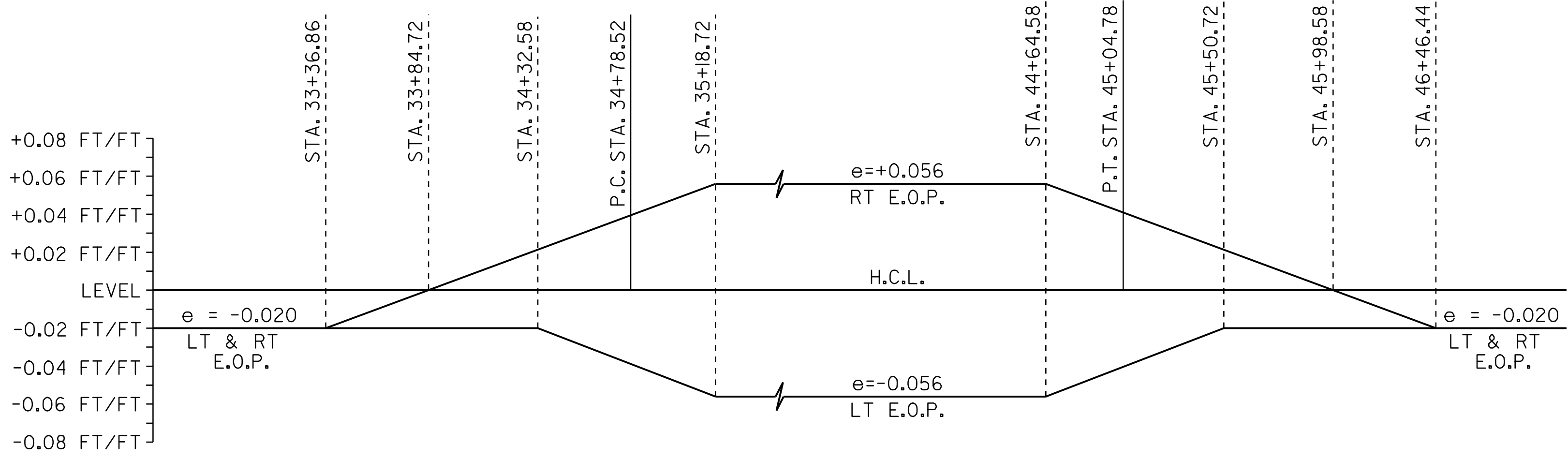


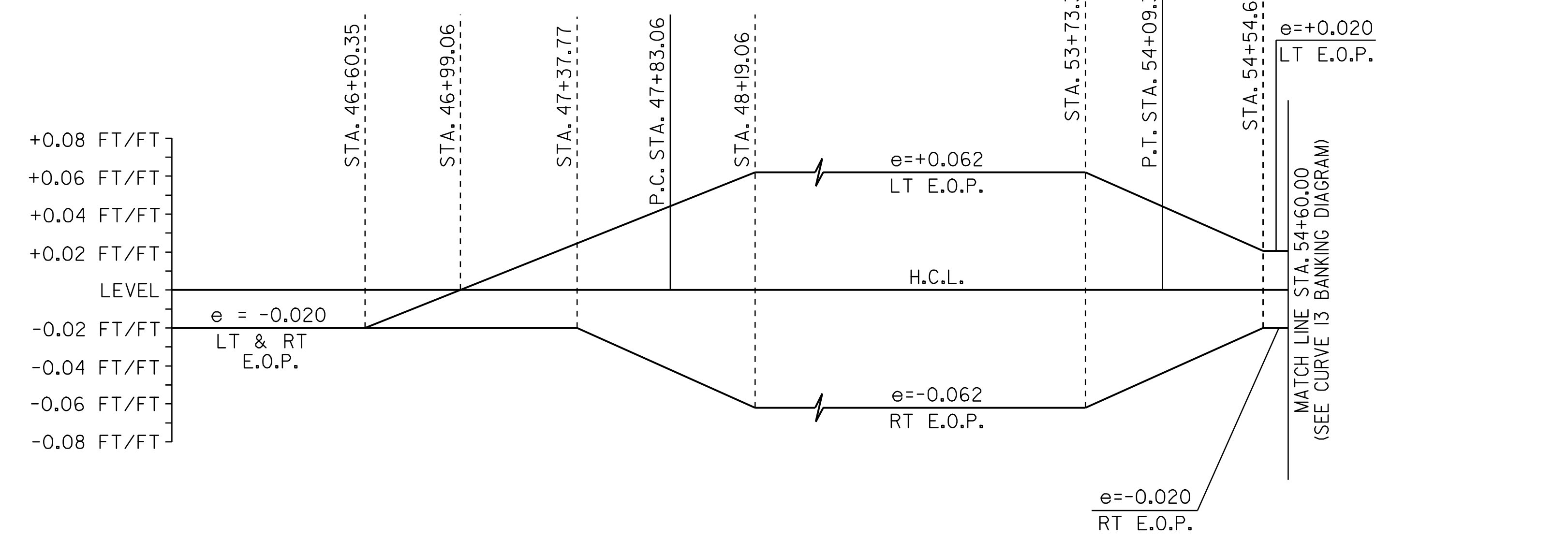
**CURVE 9 BANKING DIAGRAM**  
CURVE 9 RADIUS = 525'



**CURVE 10 BANKING DIAGRAM**  
CURVE 10 RADIUS = 2500'



**CURVE 11 BANKING DIAGRAM**  
CURVE 11 RADIUS = 1750'



**CURVE 12 BANKING DIAGRAM**  
CURVE 12 RADIUS = 700'

**SUPERELEVATION BANKING NOTES:**

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT AND MATCH THE ADJACENT LANE CROSS SLOPE WHEN THE LANE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.

**NOT TO SCALE**  
**SUPERELEVATION BANKING DIAGRAMS SHEET #3**

PROJECT NAME: BRIDGEWATER - WOODSTOCK	PLOT DATE: 28-MAY-2010
PROJECT NUMBER: NH_2611(S)	DRAWN BY: C.A.K.
FILE NAME: p06b160.dgn	CHECKED BY: D.E.G.
DESIGNED BY: D.W.E.	SHEET 41 OF 80
IPARM FILE: p06b160sbd3.i	