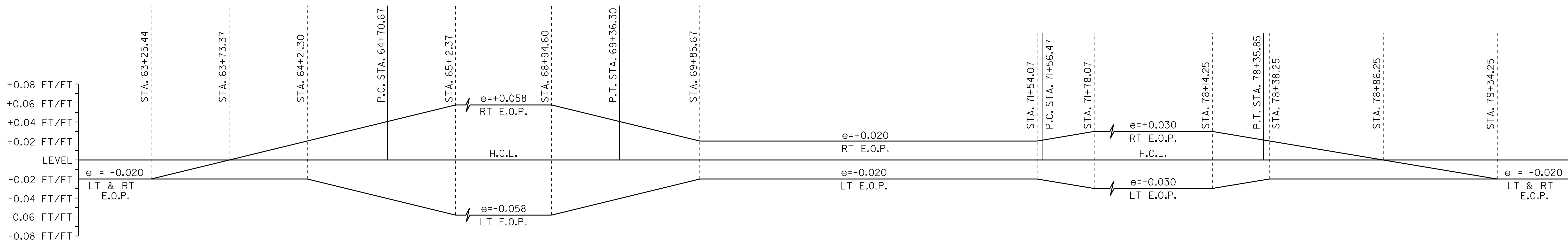


CURVE 13 & CURVE 14 BANKING DIAGRAMS

CURVE 13 RADIUS = 1400'
 CURVE 14 RADIUS = 4200'



CURVE 15 & CURVE 16 BANKING DIAGRAMS

CURVE 15 RADIUS = 1700'
 CURVE 16 RADIUS = 4000'

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 #4

PROJECT NAME: BRIDGEWATER_-_WOODSTOCK
 PROJECT NUMBER: NH_2611(1)S
 FILE NAME: p06b160.dgn
 PROJECT LEADER: D.E.G.
 DESIGNED BY: D.W.E.
 IPARM FILE: p06b160sbd4.i
 PLOT DATE: 28-MAY-2010
 DRAWN BY: C.A.K.
 CHECKED BY: D.E.G.
 SHEET 42 OF 80