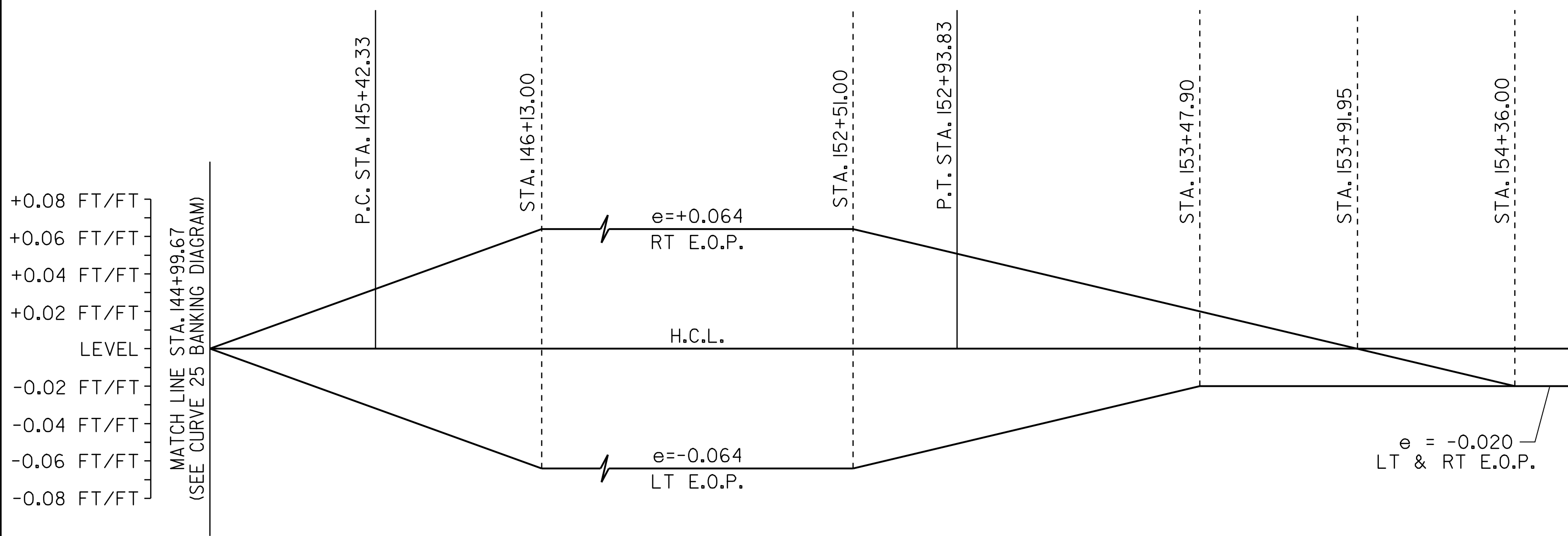


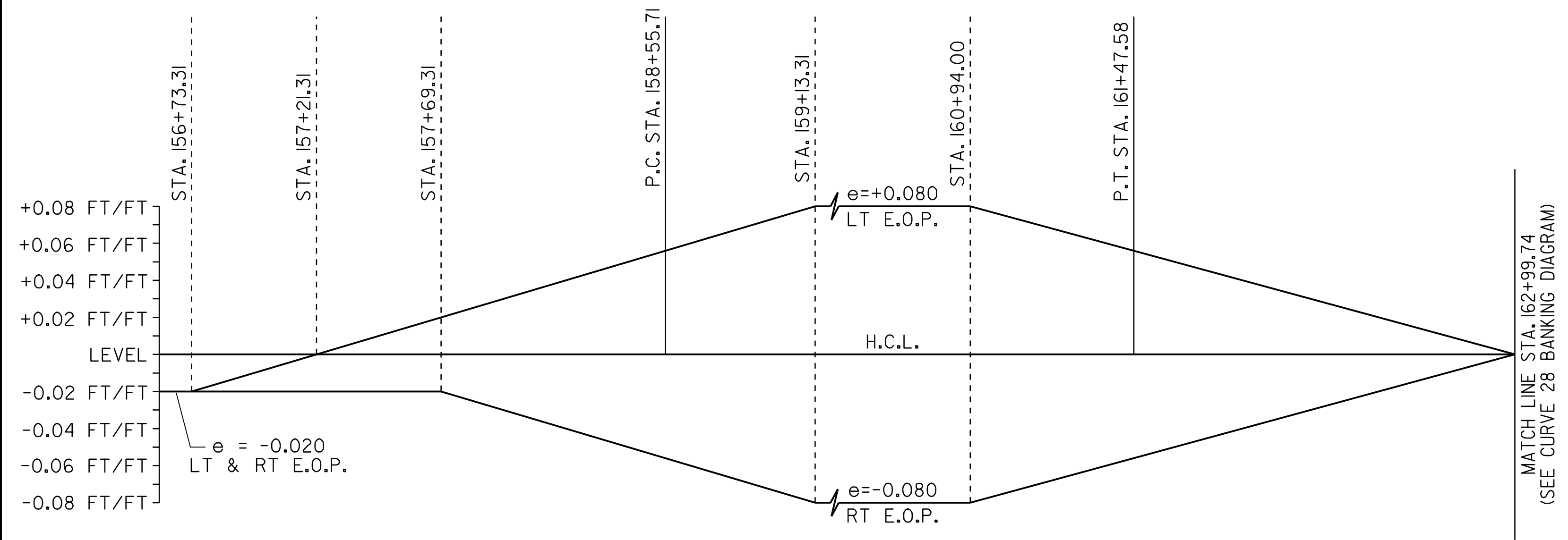
CURVE 24 & CURVE 25 BANKING DIAGRAMS

CURVE 24 RADIUS = 1000'
 CURVE 25 RADIUS = 500'



CURVE 26 BANKING DIAGRAM

CURVE 26 RADIUS = 1400'



CURVE 27 BANKING DIAGRAM

CURVE 27 RADIUS = 600'

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 #7**

PROJECT NAME: BRIDGEWATER_-_WOODSTOCK
 PROJECT NUMBER: NH_26!!(1)S

FILE NAME: p06b160.dgn_-- PLOT DATE: 28-MAY-2010
 PROJECT LEADER: D.E.G. DRAWN BY: C.A.K.
 DESIGNED BY: D.W.E. CHECKED BY: D.E.G.
 IPARM FILE: p06b160sbd7.i SHEET 45 OF 80