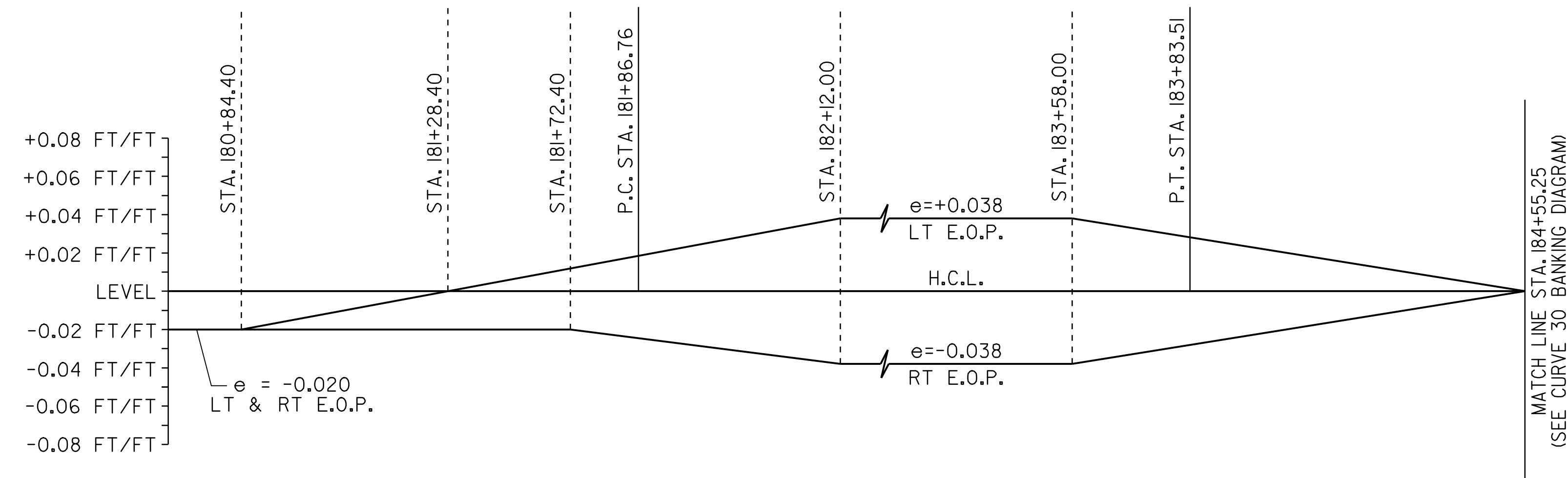
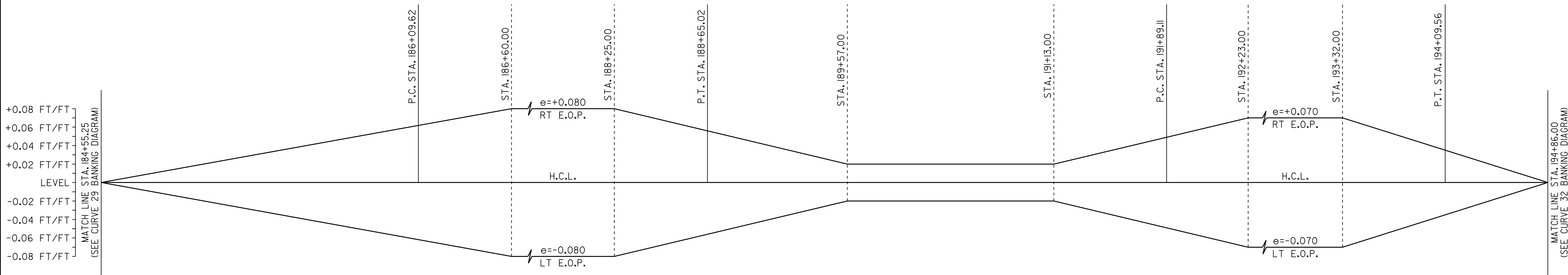


CURVE 28 BANKING DIAGRAM
CURVE 28 RADIUS = 500'



CURVE 29 BANKING DIAGRAM
CURVE 29 RADIUS = 3000'



CURVE 30 & CURVE 31 BANKING DIAGRAMS
CURVE 30 RADIUS = 725'
CURVE 31 RADIUS = 1200'

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 #8

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: p06b160sbd8.i SHEET 46 OF 80