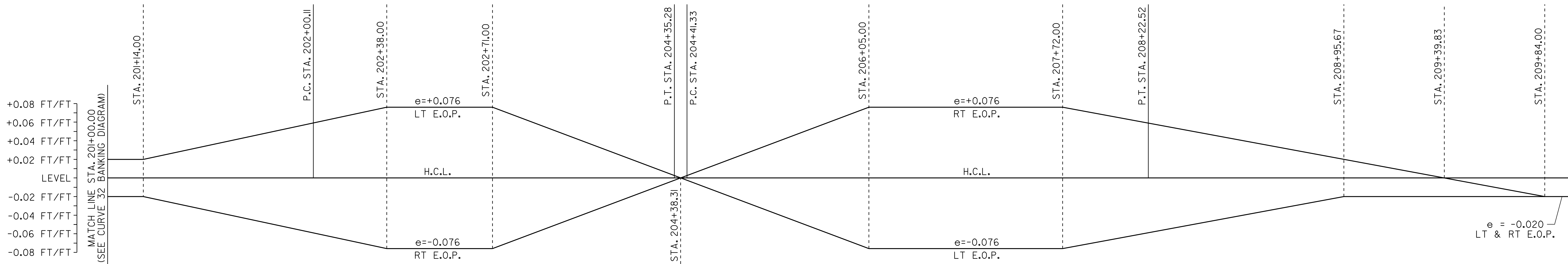


CURVE 32 BANKING DIAGRAM
 CURVE 32 RADIUS = 750'



CURVE 33 & CURVE 34 BANKING DIAGRAMS
 CURVE 33 RADIUS = 1000'
 CURVE 34 RADIUS = 1000'

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 #9**

PROJECT NAME: BRIDGEWATER_-_WOODSTOCK
 PROJECT NUMBER: NH_2611(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: p06b160sbd9.i SHEET 47 OF 80