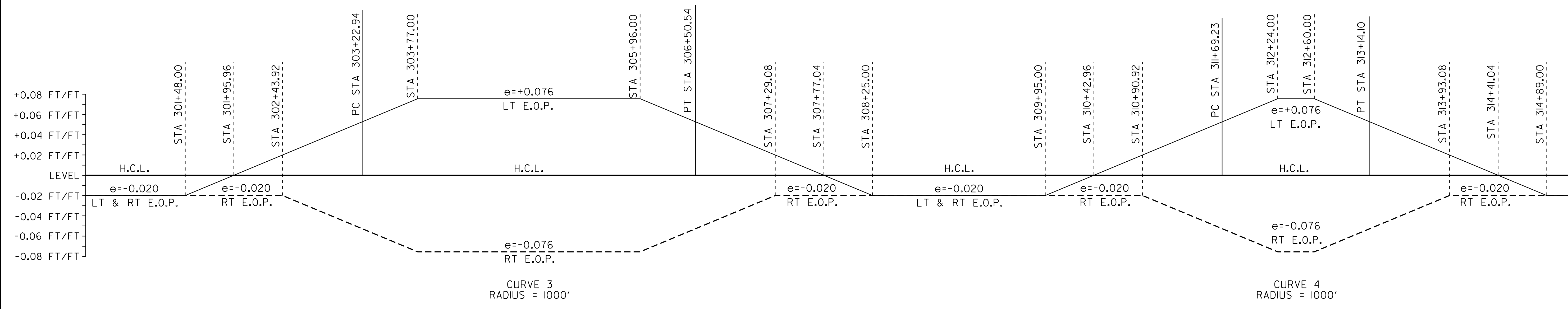


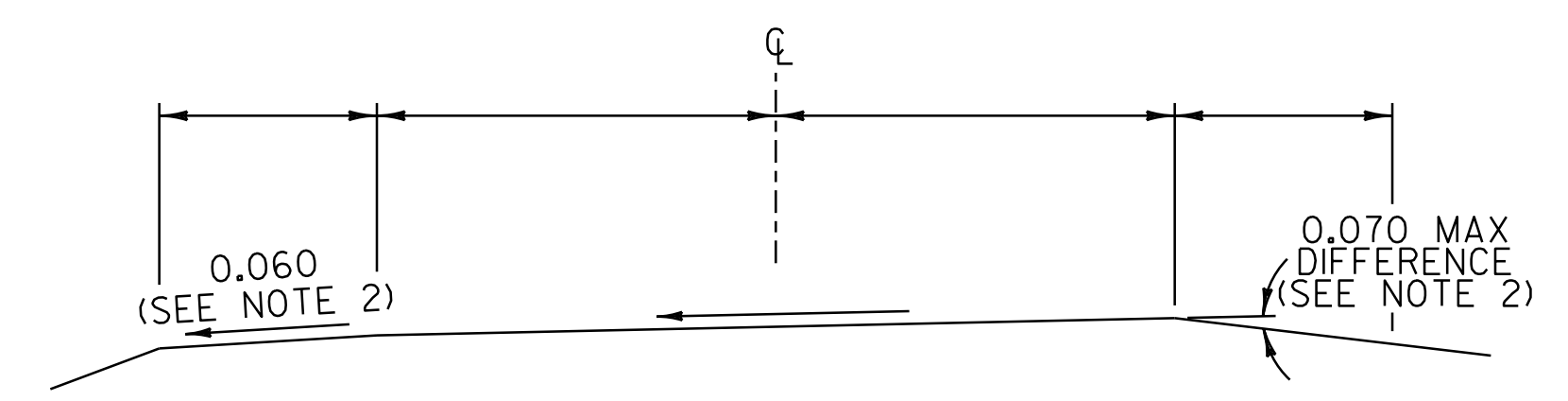
(SEE BELOW)



(SEE NEXT SHEET)

**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. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE 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**

<b>SUPERELEVATION BANKING DIAGRAMS SHEET #2</b>	PROJECT NAME: BRIGHTON - WARREN GORE	PLOT DATE: 31-OCT-2011 11:51
	PROJECT NUMBER: STP 2724(0)S	DRAWN BY: C.A.K.
	FILE NAME: p07c216.dgn	DESIGNED BY: M.J.L.
	IPARM FILE: p07c216sbd2.i	CHECKED BY: D.W.E.
		SHEET 43 OF 107