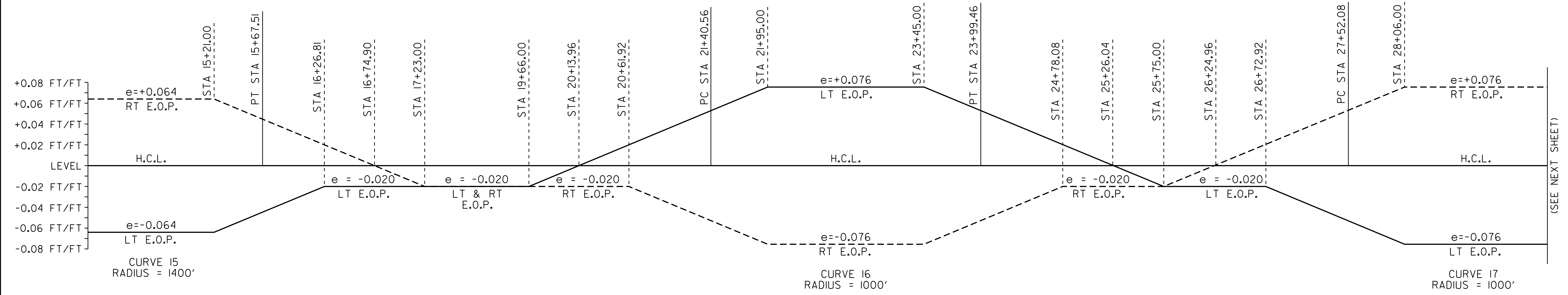
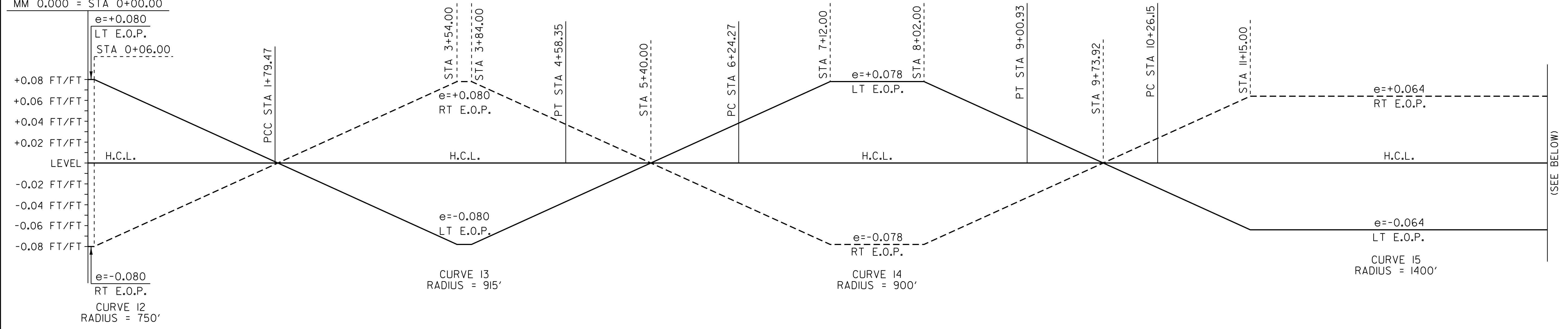
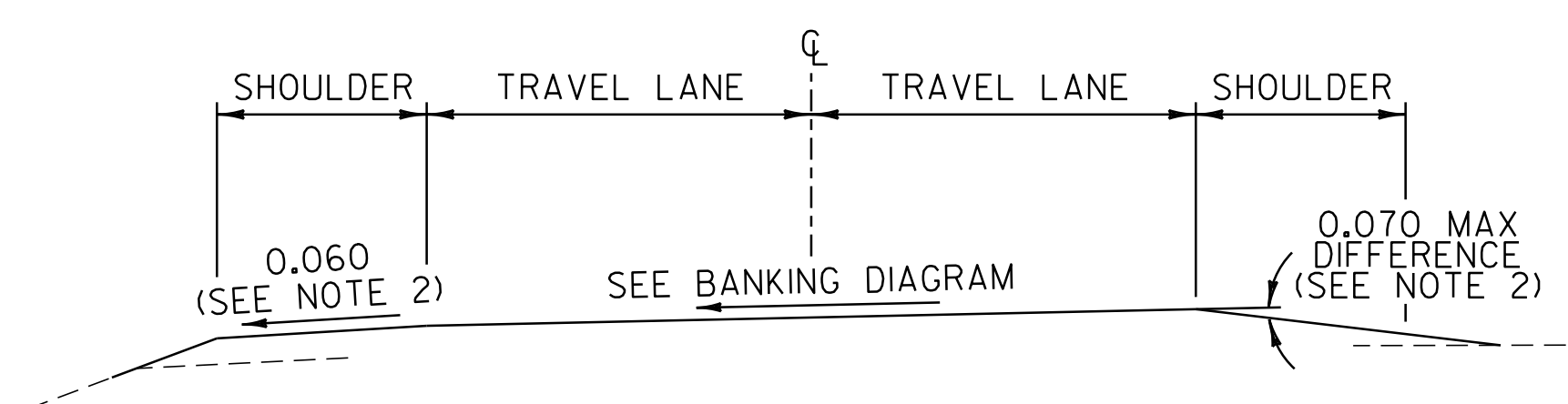


END WARREN GORE
 MM 4.793 = STA 253+07.04
 BEGIN NORTON
 MM 0.000 = STA 0+00.00



- 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 SUPERELEVATION BANKING DIAGRAMS SHEET #3	PROJECT NAME: WARREN GORE - NORTON	PLOT DATE: 31-OCT-2011 11:54
	PROJECT NUMBER: STP 2725(1)S	DRAWN BY: C.A.K.
	FILE NAME: p07c218.dgn	DESIGNED BY: M.J.L.
	IPARM FILE: p07c218sbd3.i	CHECKED BY: D.W.E.
		SHEET 87 OF 107