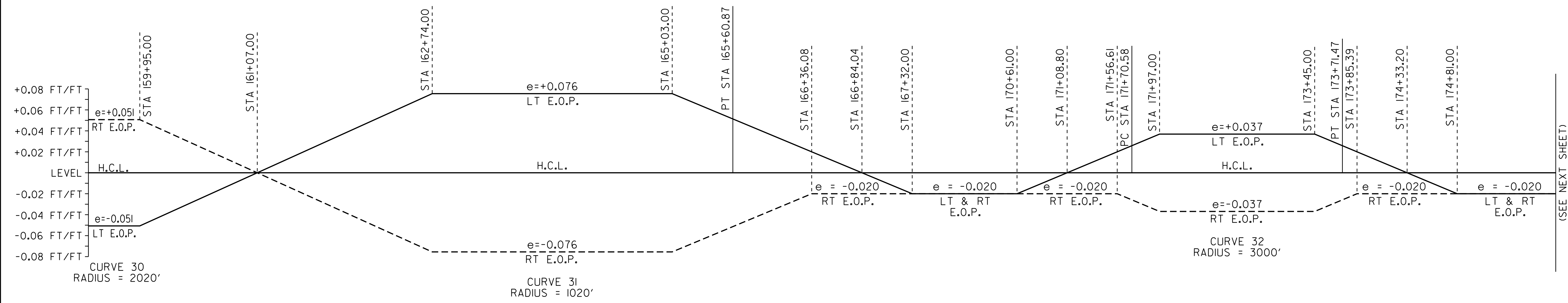


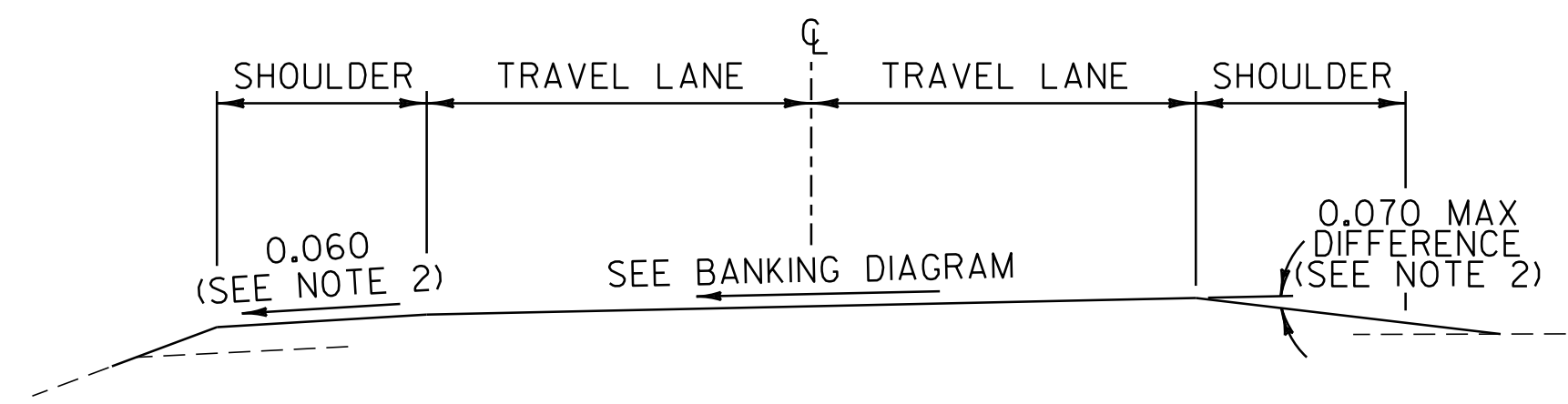
(SEE BELOW)



(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 SUPERELEVATION BANKING DIAGRAMS SHEET #7	PROJECT NAME: WARREN GORE - NORTON
	PROJECT NUMBER: STP 2725(0)S
	FILE NAME: p07c218.dgn
	PLOT DATE: 31-OCT-2011 11:54
	PROJECT LEADER: D.E.G.
	DESIGNED BY: M.J.L.
	IPARM FILE: p07c218sbd7.i
	CHECKED BY: D.W.E.
	SHEET 91 OF 107