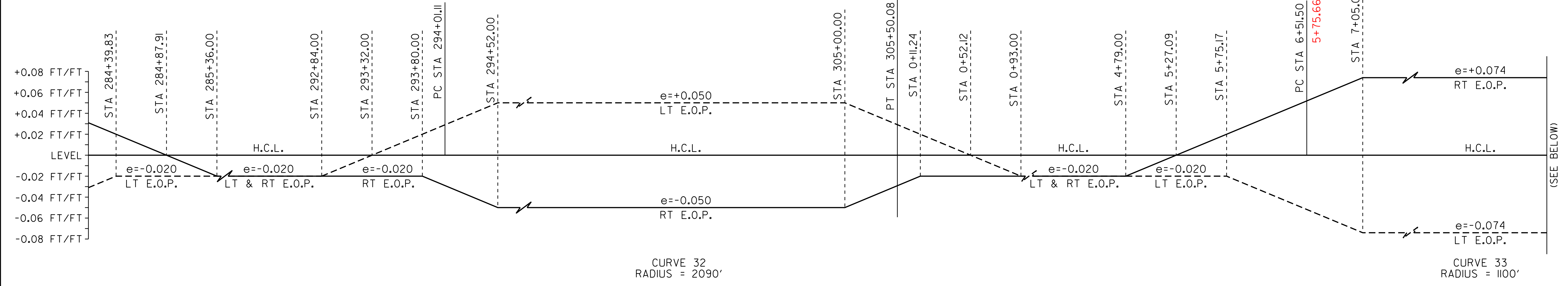
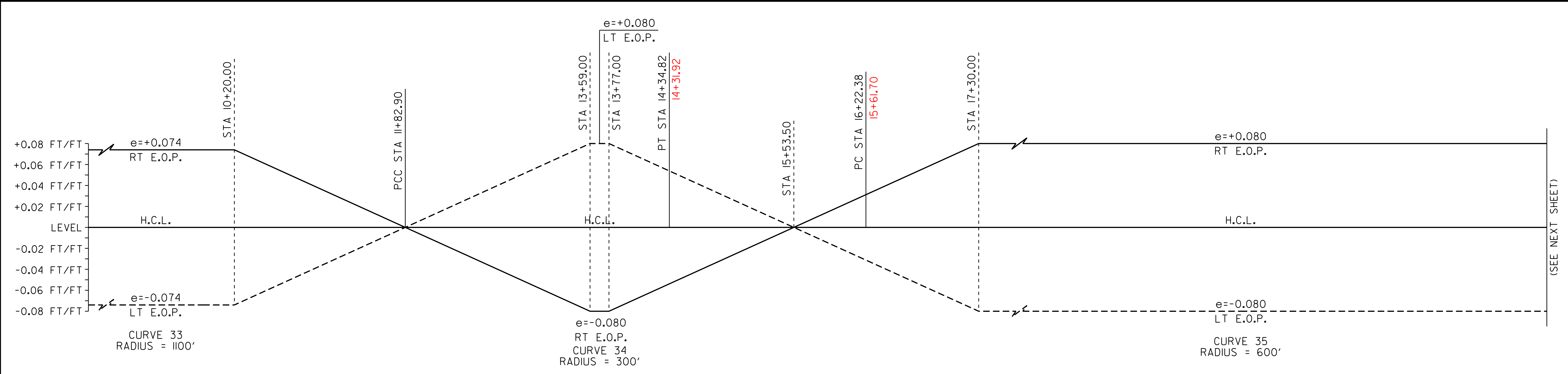


END RIPTON  
MM 5.786 = STA 305+50.08  
BEGIN HANCOCK  
MM 0.000 = STA 0+00.00



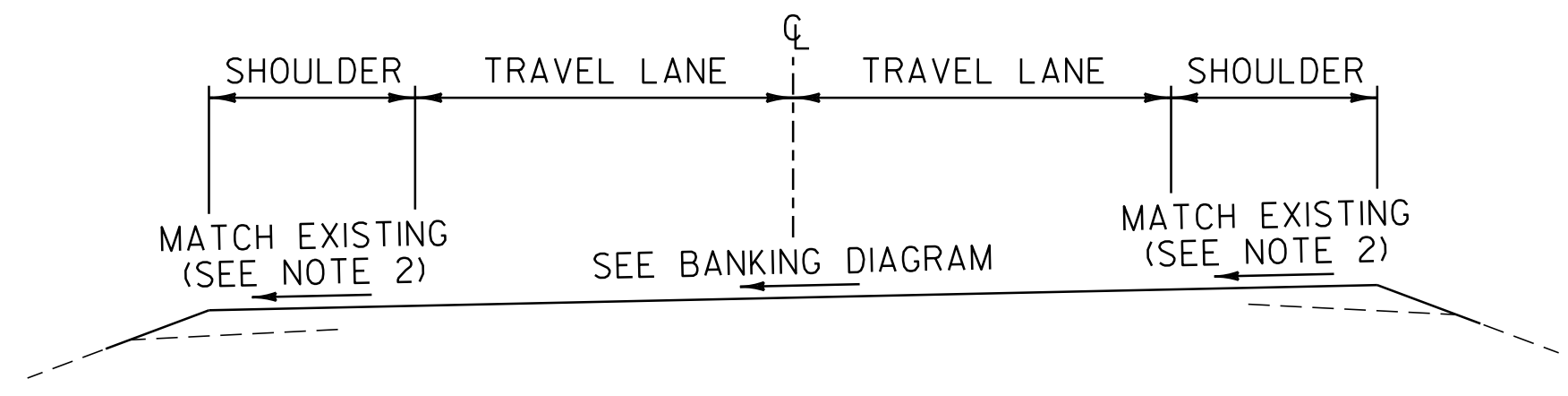
(SEE BELOW)



(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 SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.
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.



<b>SUPERELEVATION BANKING DIAGRAMS SHEET #8</b>	PROJECT NAME: RIPTON - HANCOCK	PLOT DATE: 18-SEP-2013 17:10
	PROJECT NUMBER: STP 2803(1)	DRAWN BY: C.A.K.
	FILE NAME: p08cl60.dgn	DESIGNED BY: M.J.M.
	IPARM FILE: p08cl60sbd8.i	CHECKED BY: D.W.E.
		SHEET 95 OF 114