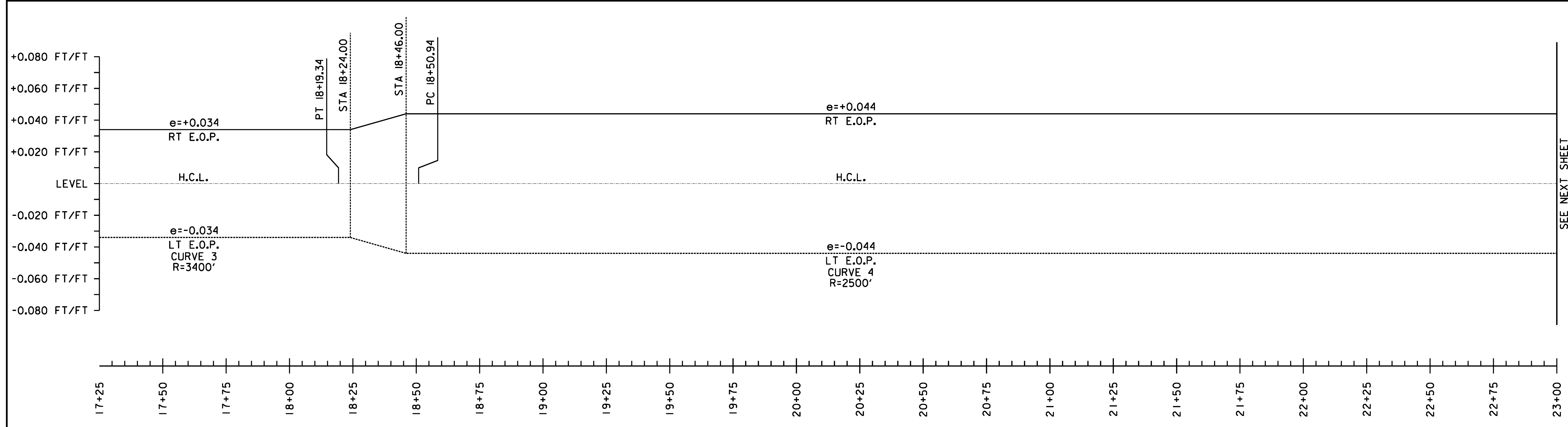


SEE BELOW



SEE NEXT SHEET

SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
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.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #2**

| | |
|-----------------|--------------------|
| PROJECT NAME: | STOCKBRIDGE-BETHEL |
| PROJECT NUMBER: | STP 2910(1) |
| FILE NAME: | z10b214_sbd.02.dgn |
| PROJECT LEADER: | D.E.G. |
| DESIGNED BY: | L.M.B. |
| IPARM FILE: | z10b214sbd2.1 |
| PLOT DATE: | 3/17/2014 |
| DRAWN BY: | W.G.P. |
| CHECKED BY: | J.P.S. |
| SHEET | 148 OF 397 |