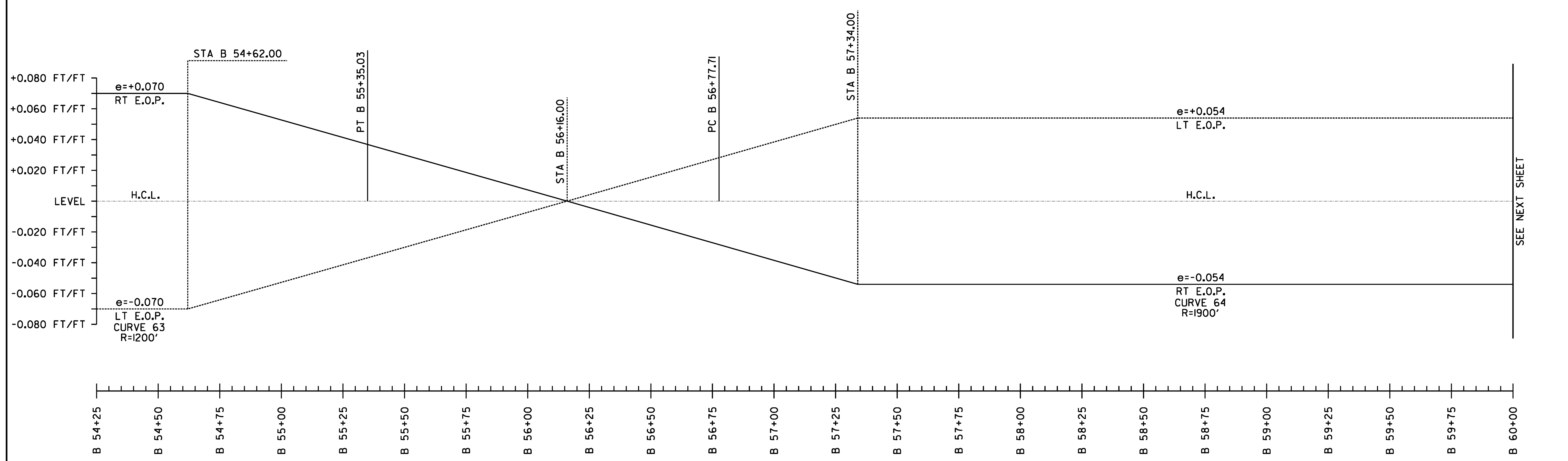


SEE BELOW



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 #36**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME:	z10b214.sbd.36.dgn
DESIGNED BY:	L.M.B.
IPARM FILE:	z10b214sbd36.1
PLOT DATE:	3/17/2014
DRAWN BY:	W.G.P.
CHECKED BY:	J.P.S.
SHEET	182 OF 397

FILE NAME : Y:\P\0\182\182\182\CADD\MSTN\10b214\_sbd.36.dgn  
DATE/TIME : 3/17/2014  
USER : 4916