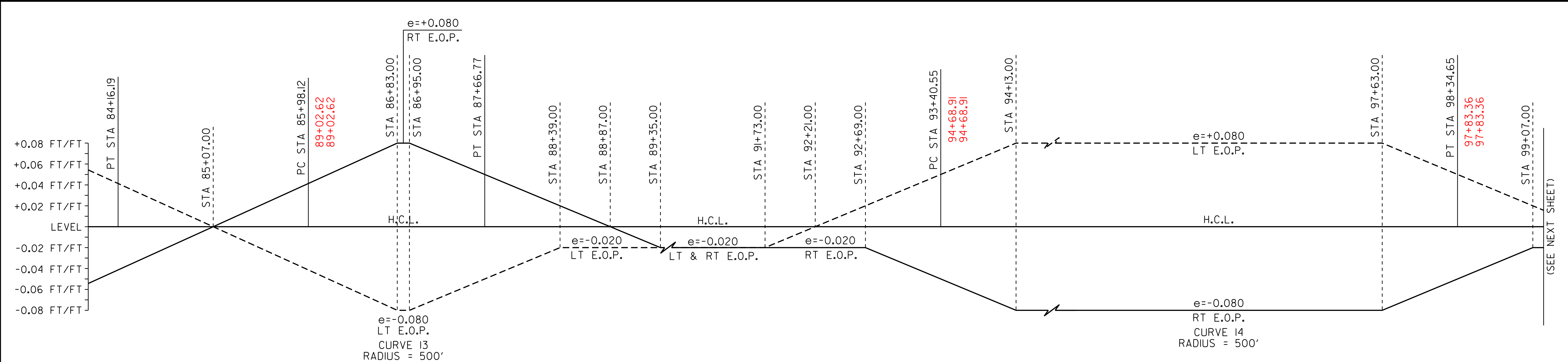
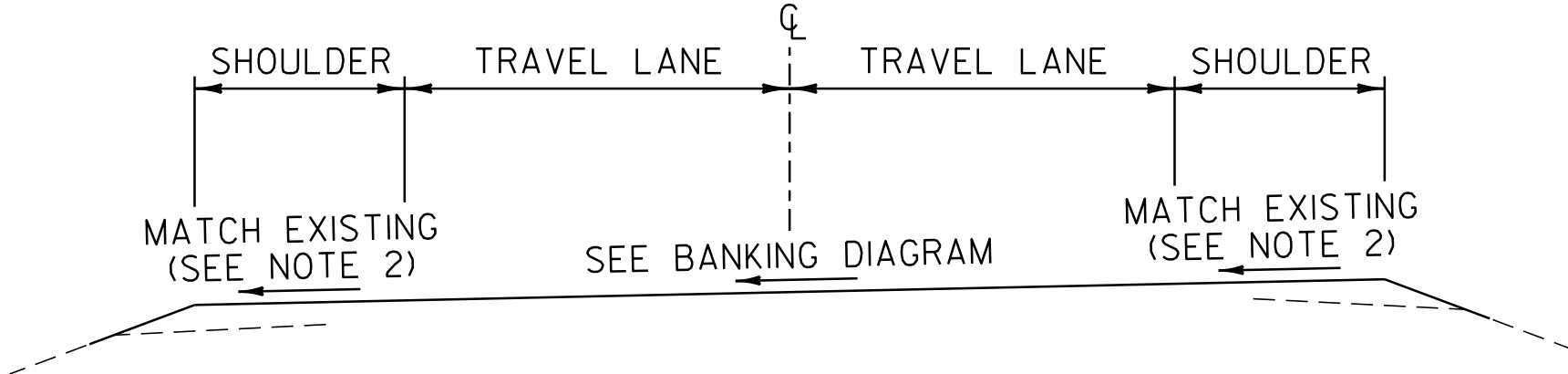




1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



SUPERELEVATION BANKING DIAGRAMS SHEET #3	PROJECT NAME: RIPTON - HANCOCK	
	PROJECT NUMBER: STP 2803(I)	
	FILE NAME: p08cl60.dgn	PLOT DATE: 19-SEP-2013 11:16
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.M.	CHECKED BY: D.W.E.
	IPARM FILE: p08cl60sbd3.i	SHEET 90 OF 114