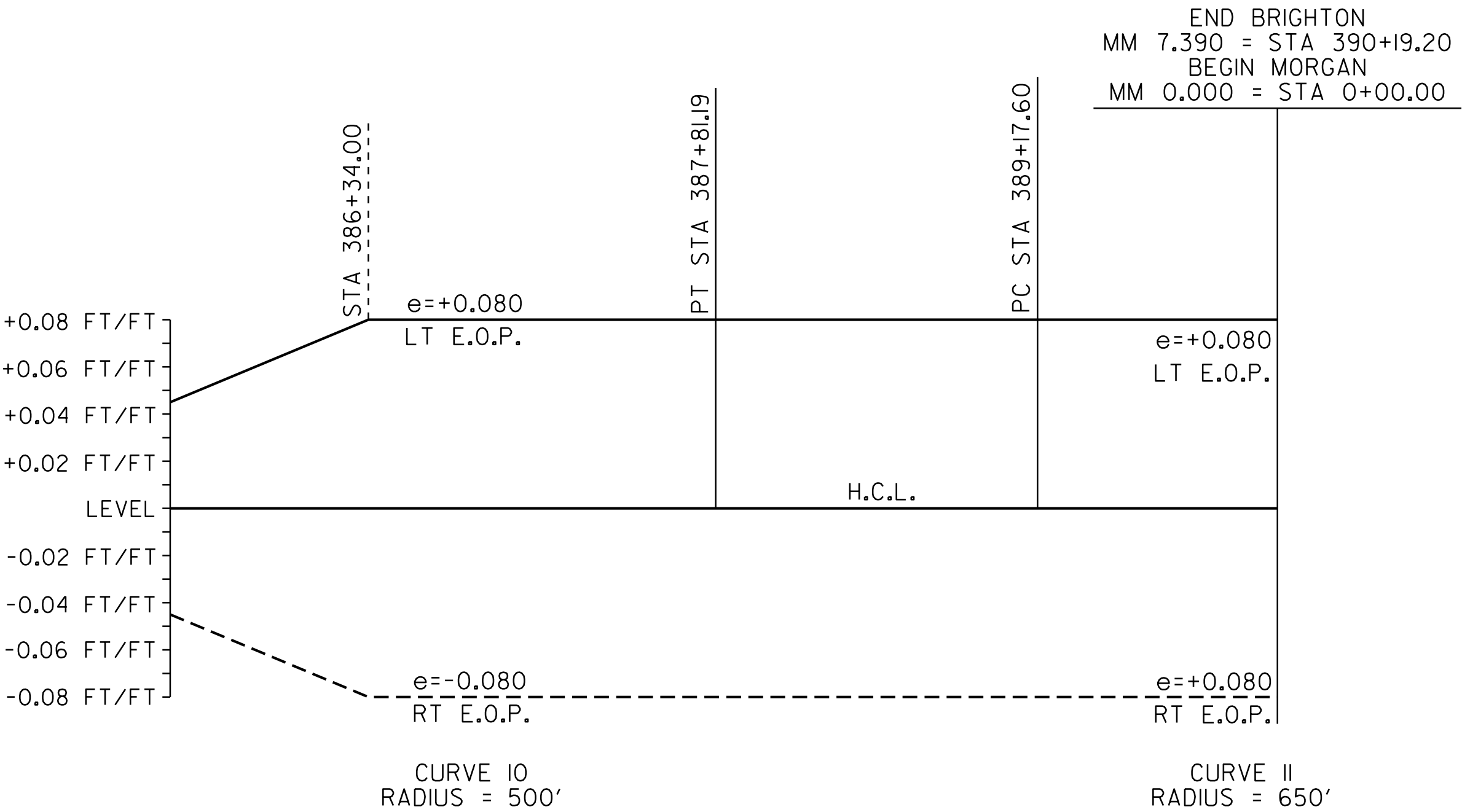
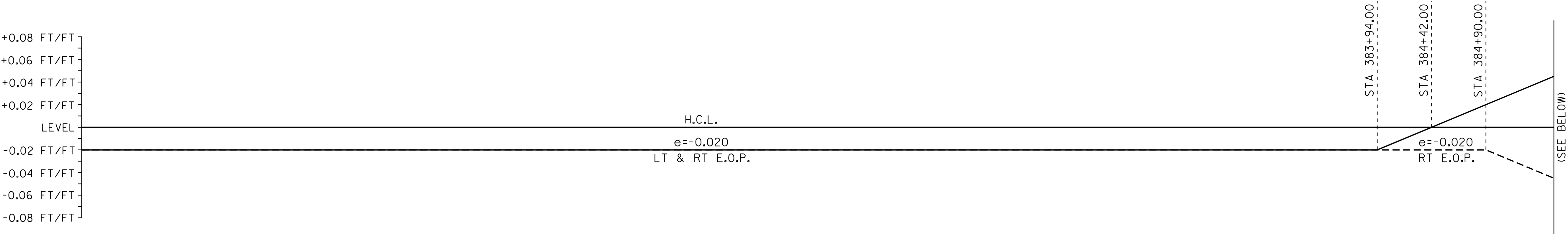
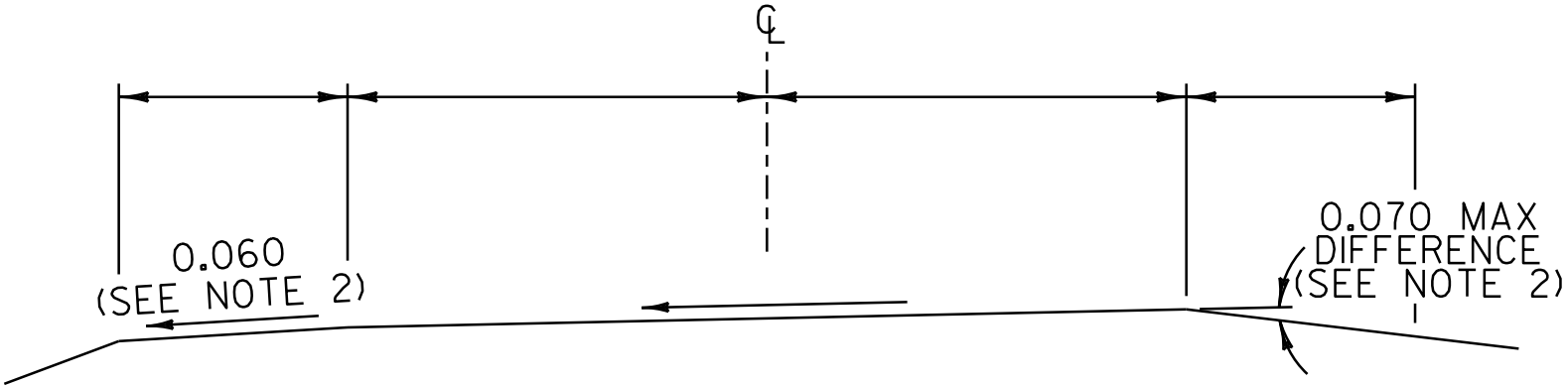




SUPERELEVATION BANKING NOTES:

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 #5

|                                      |                              |
|--------------------------------------|------------------------------|
| PROJECT NAME: BRIGHTON - WARREN GORE |                              |
| PROJECT NUMBER: STP 2724(1)S         |                              |
| FILE NAME: p07c216.dgn               | PLOT DATE: 31-OCT-2011 11:51 |
| PROJECT LEADER: D.E.G.               | DRAWN BY: C.A.K.             |
| DESIGNED BY: M.J.L.                  | CHECKED BY: D.W.E.           |
| IPARM FILE: p07c216sbd5.i            | SHEET 46 OF 107              |