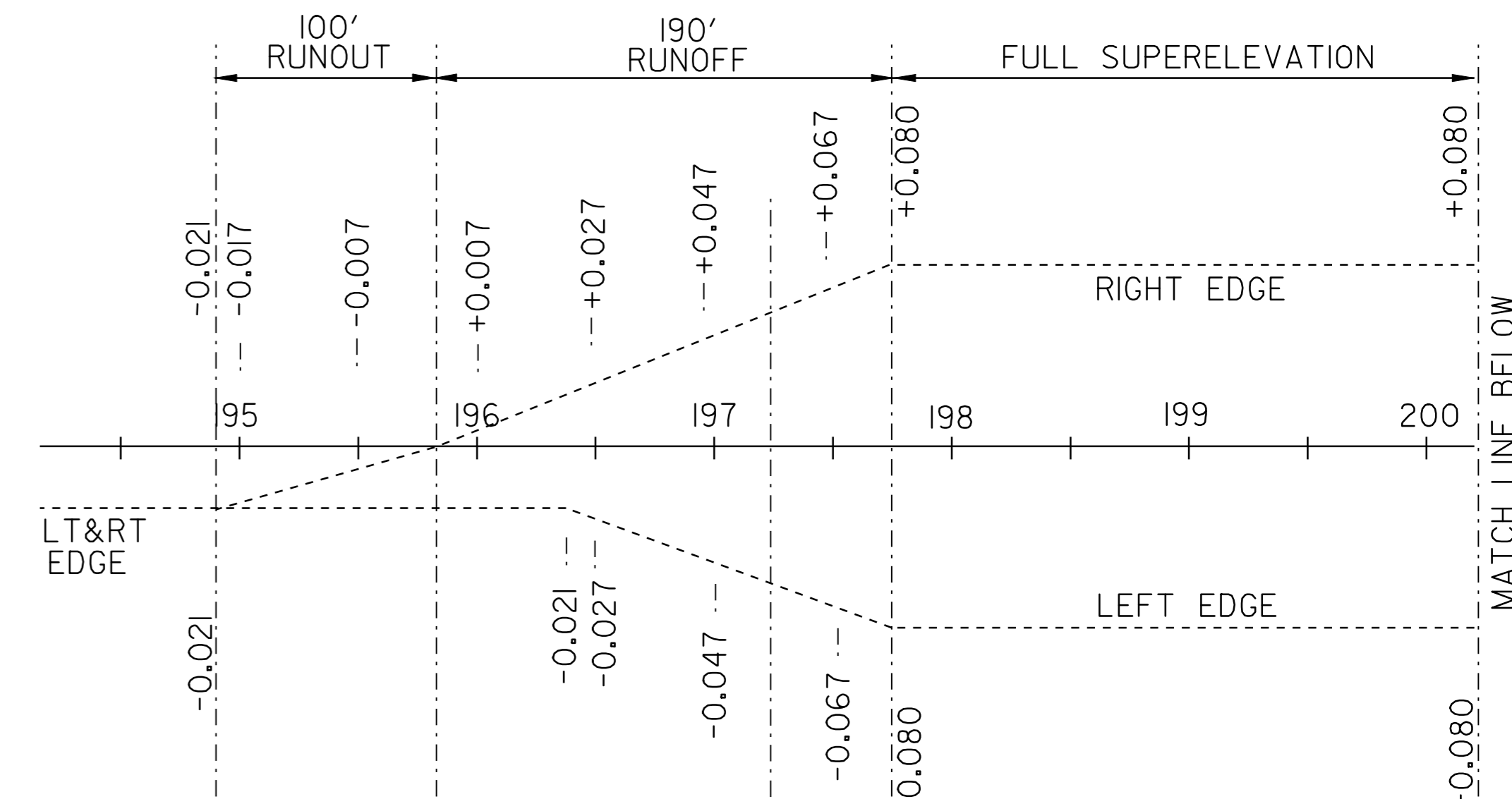


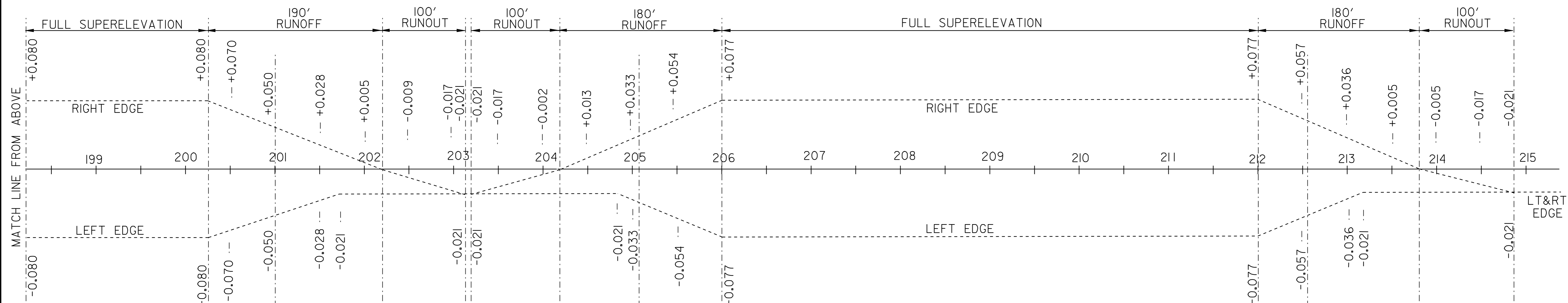
**CURVE # 18**  
 △ 6° RT  
 R=1432'  
 D=4° 00'  
 T=75'  
 L=150'  
 BANKING 0.063 FT/FT  
 150' RUNOFF (50 MPH)

NO SUPERELEVATION TRANSITION  
 DETAIL HAS BEEN PROVIDED FOR  
 CURVE #19. ROADWAY IS NORMAL  
 CROWN.



**CURVE # 20**  
 △ 43° LT  
 R=508'  
 D=11° 15'  
 T=200'  
 L=381'  
 BANKING 0.080 FT/FT  
 190' RUNOFF (50 MPH)

**CURVE # 19**  
 △ 1° LT  
 R=8595'  
 D=0° 45'  
 T=75'  
 L=150'  
 BANKING NORMAL  
 CROWN (50 MPH)



**CURVE # 20 (CONTINUED)**  
 △ 43° LT  
 R=508'  
 D=11° 15'  
 T=200'  
 L=381'  
 BANKING 0.080 FT/FT  
 190' RUNOFF (50 MPH)

**CURVE # 21**  
 △ 45° LT  
 R=966'  
 D=6° 00'  
 T=400'  
 L=750'  
 BANKING 0.077 FT/FT  
 180' RUNOFF (50 MPH)

**NOTES:**

SUPERELEVATION DIAGRAMS ARE NOT TO SCALE.

THE CONTRACTOR IS RESPONSIBLE FOR THE ENGINEERING WORK  
 REQUIRED TO LAYOUT AND MAINTAIN THE CROSS SLOPES IN THE  
 REGRADING OF THE RECLAIMED AREAS.

SUPERELEVATION BANKING DIAGRAM SHEET #5		DESIGNED BY <u>LFW</u> DATE <u>1/05</u>
		DRAWN BY <u>LFW</u> DATE <u>1/05</u>
		DESIGN FILE NO. <u>pave/99c192/99c192.dgn</u>
PRF FILE <u>99c192bd5.1</u> DATE <u>1/05</u>	DATE PLOTTED <u>12-MAR-2007</u>	
PROJ. NAME <b>MORGAN</b>		
PROJ. NO. <b>AC STP 2220(1)S</b>		
SHEET <b>50</b> OF <b>61</b> SHEETS		