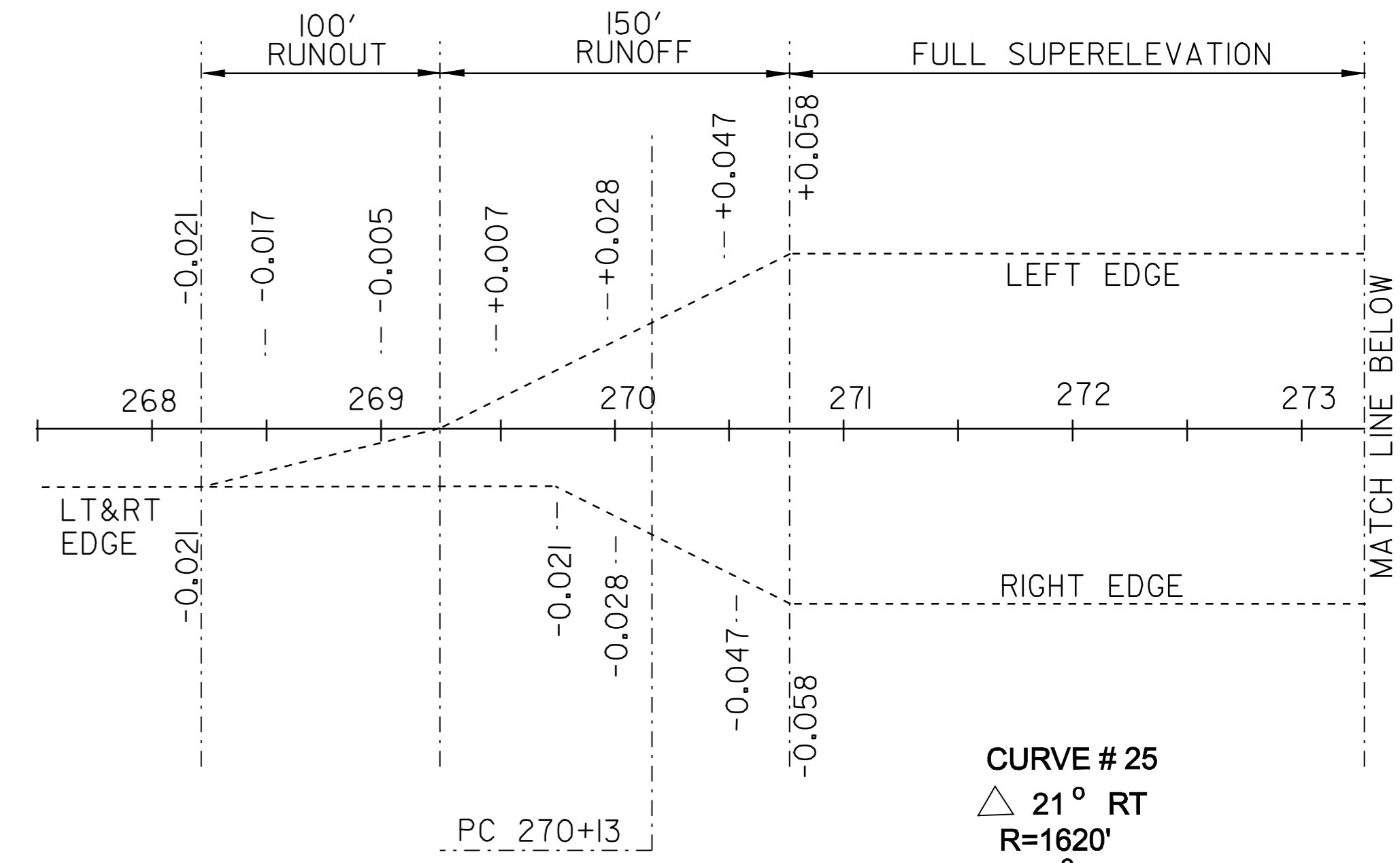
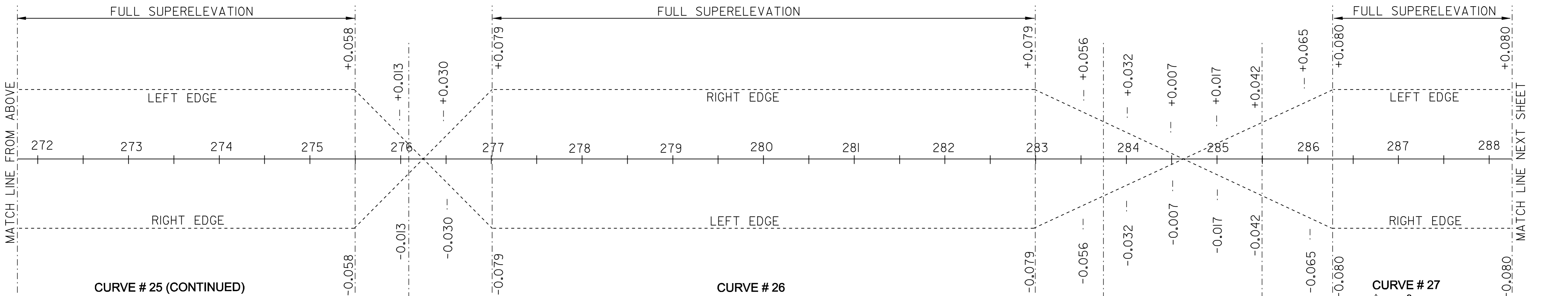


CURVE # 24
 △ 52° RT
 R=820'
 D=7° 00'
 T=400'
 L=743'
 BANKING 0.058 FT/FT
 120' RUNOFF (35 MPH)

NO SUPERELEVATION TRANSITION
 DETAIL HAS BEEN PROVIDED FOR
 COLD PLANED AREA. MATCH EXIST-
 ING SUPERELEVATION.



CURVE # 25
 △ 21° RT
 R=1620'
 D=3° 30'
 T=300'
 L=594'
 BANKING 0.058 FT/FT
 150' RUNOFF (50 MPH)



CURVE # 25 (CONTINUED)
 △ 21° RT
 R=1620'
 D=3° 30'
 T=300'
 L=594'
 BANKING 0.058 FT/FT
 150' RUNOFF (50 MPH)

CURVE # 26
 △ 49° LT
 R=894'
 D=6° 25'
 T=407.34'
 L=765'
 BANKING 0.079 FT/FT
 190' RUNOFF (50 MPH)

CURVE # 27
 △ 29° RT
 R=677'
 D=8° 30'
 T=175'
 L=341'
 BANKING 0.080 FT/FT
 190' 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.

<p>SUPERELEVATION BANKING DIAGRAM SHEET # 7</p>		DESIGNED BY	LFW	DATE	1/05
		DRAWN BY	LFW	DATE	1/05
		DESIGN FILE NO.	pave/99c192/99c192.dgn		
		PRF FILE	99c192bd7.1	DATE PLOTTED	02-MAR-2007
PROJ. NAME		MORGAN			
PROJ. NO.		AC STP 2220(1)S			
SHEET		52	OF	61	SHEETS