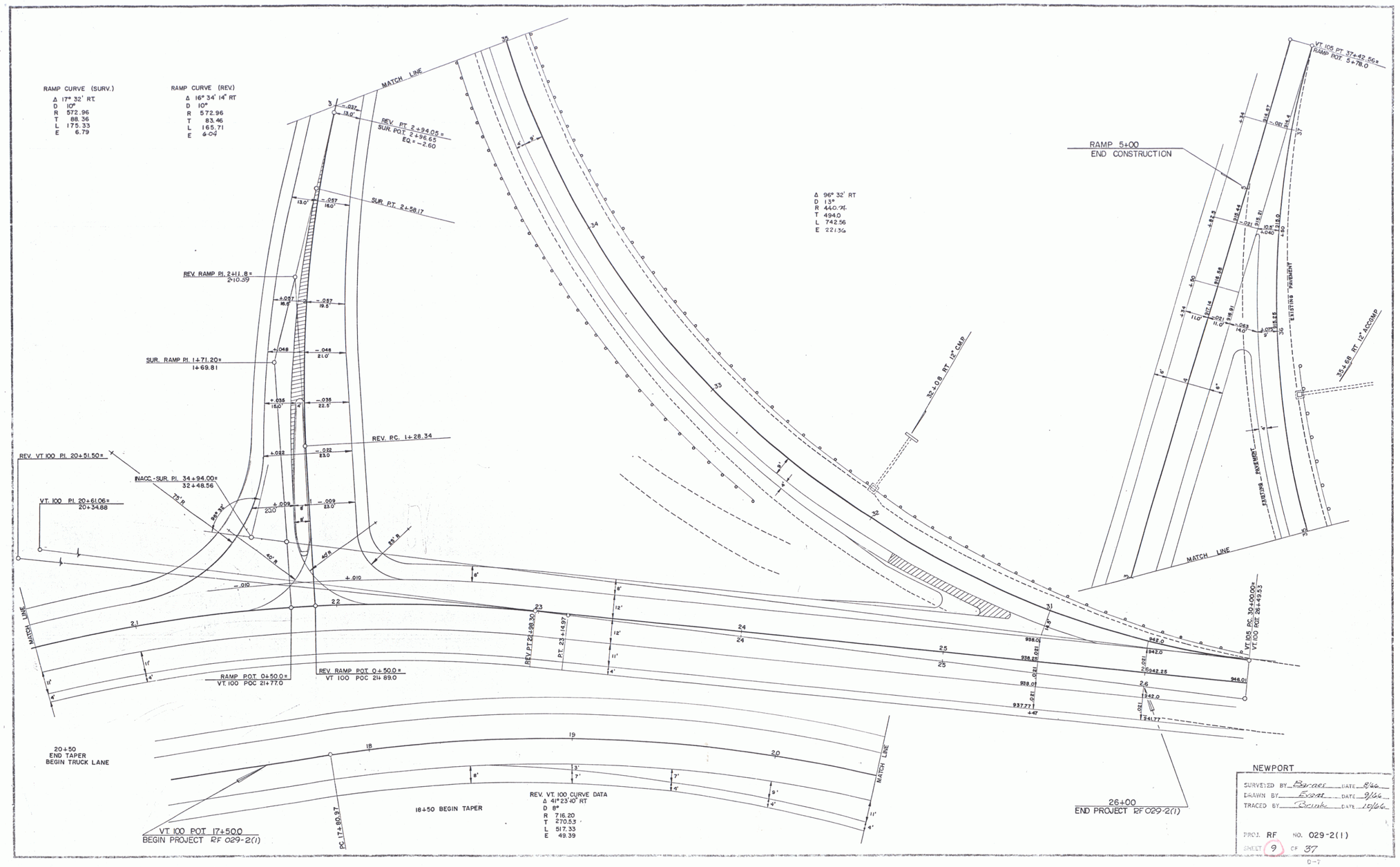
RAMP CURVE (SURV.)
Δ 17° 32' RT
D 10°
R 572.96
T 88.36
L 175.33
E 6.79
RAMP CURVE (REV)
Δ 16° 34' 14" RT
D 10°
R 572.96
T 83.46
L 165.71
E 6.04
MATCH LINE
REV. PT 2+94.05 =
SUR. POT. 2+96.65
EQ. = -2.60
SUR. PT. 2+58.17
REV. RAMP PI. 2+11.8 =
2+10.59
SUR. RAMP PI. 1+71.20 =
1+69.81
REV. RC. 1+28.34
REV. VT 100 PI. 20+51.50 =
INACC.-SUR. PI. 34+94.00 =
32+48.56
VT. 100 PI. 20+61.06 =
20+54.88
Δ 96° 32' RT
D 13°
R 440.74
T 494.0
L 742.56
E 221.36
32+08 RT. 12" CMP.
VT. 105 PT 37+42.56 =
RAMP POT. 5+78.0
RAMP 5+00
END CONSTRUCTION
EXISTING PAVEMENT
35+68 RT. 12" ACCOMP.
RAMP POT. 0+50.0 =
VT. 100 POC 21+77.0
REV. RAMP POT. 0+50.0 =
VT 100 POC 21+89.0
REV. PT 22+98.30
PT. 23+14.57
VT. 105 PC. 39+00.00 =
VT. 100 POT. 28+49.53
20+50
END TAPER
BEGIN TRUCK LANE
VT. 100 POT 17+50.0
BEGIN PROJECT RF 029-2(1)
PC. 17+80.97
18+50 BEGIN TAPER
REV. VT. 100 CURVE DATA
Δ 41° 23' 10" RT
D 8°
R 716.20
T 270.53
L 517.33
E 49.39
26+00
END PROJECT RF 029-2(1)
NEWPORT
SURVEYED BY Barnes DATE 8/66
DRAWN BY Evans DATE 9/66
TRACED BY Brink DATE 10/66
PROJ. RF NO. 029-2(1)
SHEET 9 OF 37

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