

CURVE DATA

REC. DEF.	37+00	Left	
PI	37+73.18 BK =	41+00	Left
Δ	37+58.74 RHD =	38+25	Right
Δ	24°31'30" LF	36+90	Left
D	27°55'	37+75	Left
T	2083.40'	47.30	Left
L	459.10'		
E	303.84'		
SE	34°17'		

SURVEY CURVE DATA

CHORD DEF.	33+31.03 BK =
PI	34+89.50 BK =
Δ	30°51'20"
D	45°37'
T	1264.97'
L	2462.84'
E	171.34'

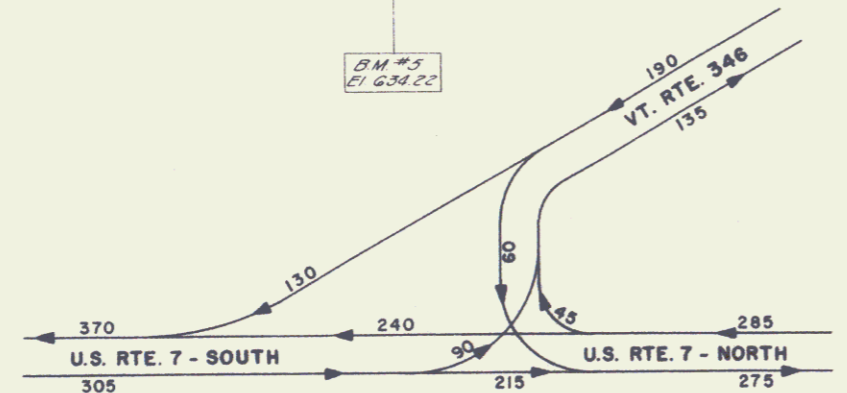
Sta. 29+75 to Sta. 30+75 Et. ✓
Use 1:1 Saded Cut Slope as indicated on Cross Sections.

#88 HENRY H & ALTA N. BAKER
(A 2.4±) STA 30+40-35+96
GRADE CHANGE STA 2+00-4+00 SIDE LINE
CULVERT RIGHTS STA 33+22, 33+25±
COND. 7/25/59
REC.: SEE # 7A

#9 MABEL THOMPSON
(A 1.9±) STA 35+60-39+91
OUTLET DITCH STA 37+15-37+35±
COND. 7/28/59
REC.: SEE # 7A

#10 HENRY J. & LILLIAN A. BASSEN
AND
HENRY W. & NANCY R. BASSEN
(A 3.1±) STA 39+91-46+25
COND. 7/28/59
REC.: SEE # 7A

Topsail (2") to be applied on following Slopes:
Sta. 30+75 to 34+00 Et. (Slope from Shoulder)
33+50 to 32+00 Lt. (Island)
33+50 to 34+50 Lt. ✓
Leg 1: 0+00 to 2+30 Rt. ✓
Leg 2: 2+00 to 3+00 Lt. ✓
Leg 3: 4+00 to 5+00 Rt. ✓



TRAFFIC DIAGRAM
30th PEAK HOUR TRAFFIC
1975 DHV = 750

BM #5 Sta. 30+85 & ✓
R.R. Spike in Road @ Cluster Maple Trees
Elev. 634.22 - 160' RI

BM #6 Sta. 30+10 & ✓
R.R. Spike in Road @ 40' Maple
Elev. 638.825 - 170' RI

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ROUTE US 7
TOWN OF POWNAL
PROJECT NO. F019-1(1)
DRAWN BY _____
DESIGNED BY _____
TRACED BY _____
CHECKED BY _____
SHEET NO. 19 OF 275