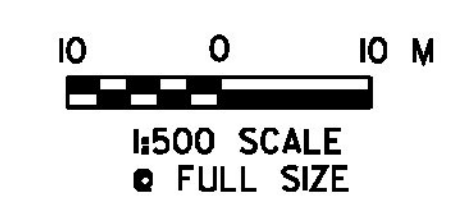
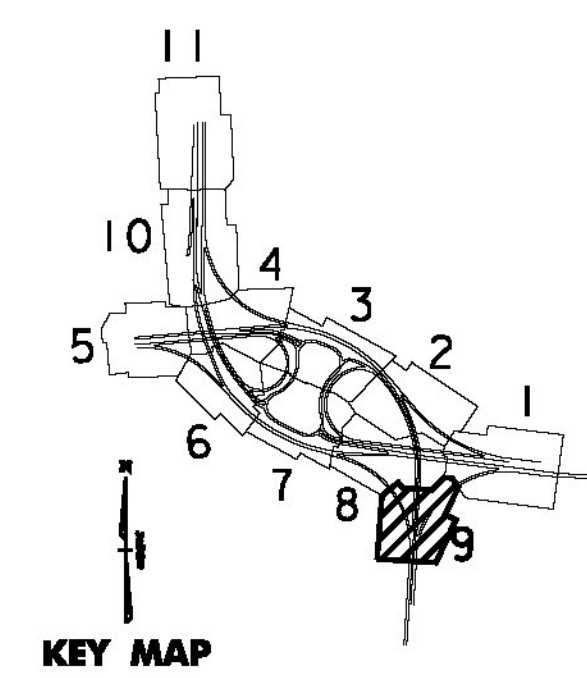
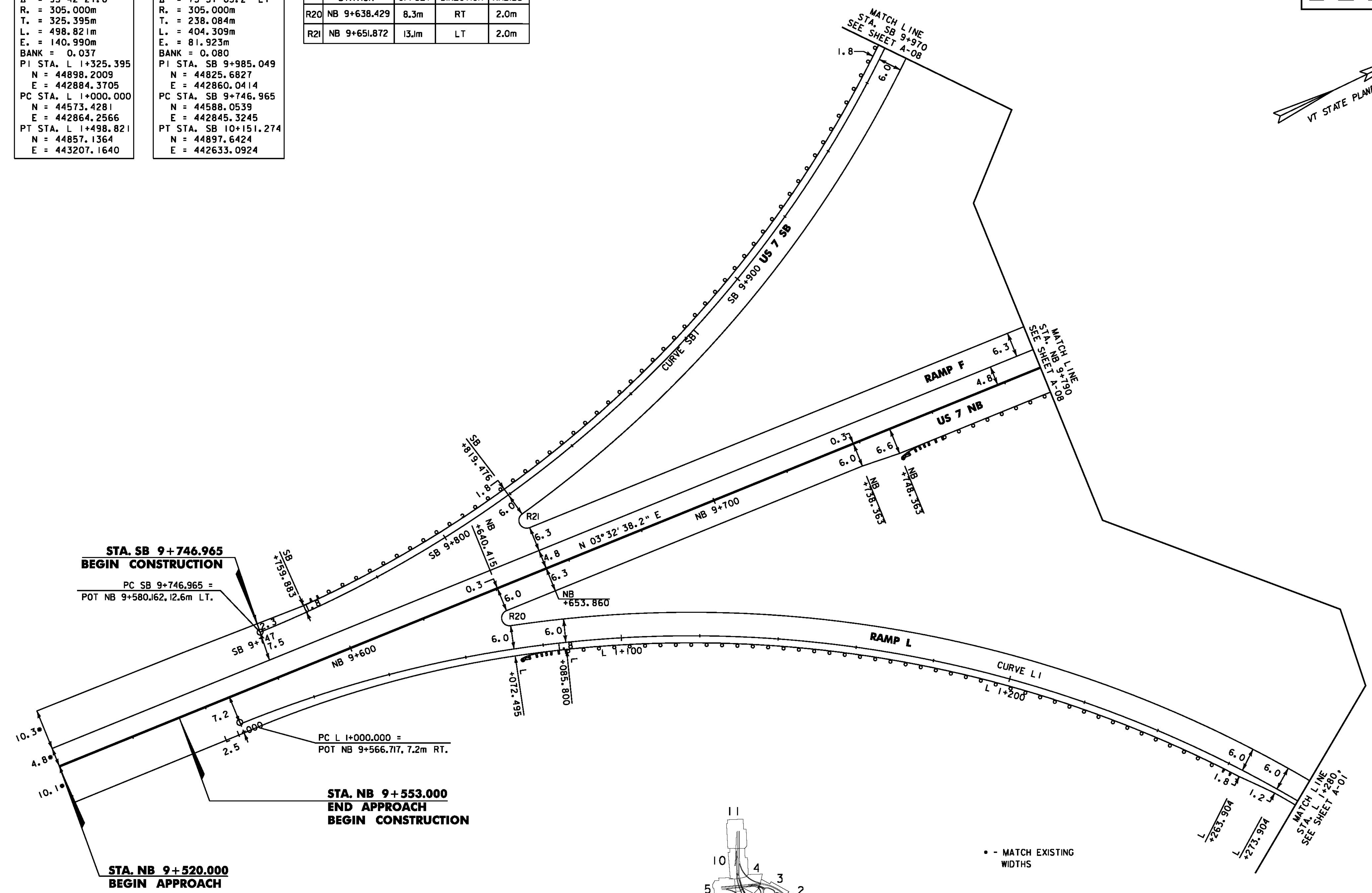


CURVE LI	
Δ = 93°42'21.8"	
R. = 305.000m	
T. = 325.395m	
L. = 498.821m	
E. = 140.990m	
BANK = 0.037	
PI STA. L 1+325.395	
N = 44898.2009	
E = 442884.3705	
PC STA. L 1+000.000	
N = 44573.4281	
E = 442864.2566	
PT STA. L 1+498.821	
N = 44857.1364	
E = 443207.1640	

CURVE SBI	
Δ = 75°57'05.2" LT	
R. = 305.000m	
T. = 238.084m	
L. = 404.309m	
E. = 81.923m	
BANK = 0.080	
PI STA. SB 9+985.049	
N = 44825.6827	
E = 442860.0414	
PC STA. SB 9+746.965	
N = 44588.0539	
E = 442845.3245	
PT STA. SB 10+151.274	
N = 44897.6424	
E = 442633.0924	

RADI TABLE				
	STATION	OFFSET	DIRECTION	RADIUS
R20	NB 9+638.429	8.3m	RT	2.0m
R21	NB 9+651.872	13.1m	LT	2.0m



• - MATCH EXISTING WIDTHS



PROJECT NAME: BENNINGTON	PLOT DATE: 1/26/2010
PROJECT NUMBER: NH 019-1(54)	DRAWN BY: STANTEC
FILE NAME: ...zd307c4alg.plans.ptf	CHECKED BY: GARY SANTY
DESIGN SUPERVISOR: GREG EDWARDS	SHEET 74 OF 468
DESIGNED BY: MARC FOISY	
ALIGNMENT PLAN A-09	

1/26/2010 4:47:00 PM v:\953\active\953002\transportation\grawma\comtr\act\_4\blst\_files\zd307c4alg.plans.ptf