

CURVE NO. 15
FRONTAGE ROAD
P.I. STA. 4385+20.44
N=192521.65
E=1762476.43
R = 292432.960'
T = 33.433'
Δ = 0°00'47"
L = 66.865'
C = 66.865'
D = 0°01'11"
eMAX = LSUS
V = 40 MPH
S = NO SUPER

CURVE NO. 16
FRONTAGE ROAD
P.I. STA. 4385+63.73
N=192551.56
E=1762507.73
R = 11.992'
T = 9.858'
Δ = 78°50'49"
L = 16.502'
C = 15.230'
D = 477°47'56"
eMAX = LSUS
V = 40 MPH
S = NO SUPER

CURVE NO. 12
MAIN ST
P.I. STA. 4390+75.60
N=192801.73
E=1762853.21
R = 1039.000'
T = 42.109'
Δ = 4°38'30"
L = 84.173'
C = 84.150'
D = 5°30'52"
eMAX = LSUS
V = 40 MPH
S = NO SUPER

CURVE NO. 27
CL SURVEY I-40
P.I. STA. 4401+62.56
N=193508.26
E=1763898.52
R = 5729.587'
T = 712.600'
Δ = 14°10'45"
L = 1417.919'
C = 1414.303'
D = 1°00'00"

CURVE NO. 13
RAMP A
P.I. STA. 4400+15.80
N=192929.95
E=1763352.31
R = 6480.000'
T = 216.432'
Δ = 3°49'33"
L = 432.703'
C = 432.622'
D = 0°53'03"
eMAX = 6%
V = 25 MPH
S = 4.6%

CURVE NO. 8
RAMP A
P.I. STA. 4410+03.03
N=192160.45
E=1762733.68
R = 292.000'
T = 332.113'
Δ = 97°21'18"
L = 496.156'
C = 438.587'
D = 19°37'19"
eMAX = LSUS
V = 25 MPH
S = 5.8%

CURVE NO. 6
LINE B & SURVEY BASELINE RAMP E
P.I. STA. 4398+76.14
N=192645.14
E=1763787.93
R = 942.925'
T = 361.955'
Δ = 42°00'00"
L = 691.200'
C = 675.828'
D = 6°04'35"

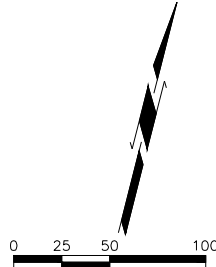
CURVE NO. 7
CONST. LANE C
P.I. STA. 4399+15.36
N=192636.43
E=1763802.41
R = 942.925'
T = 361.955'
Δ = 42°00'00"
L = 691.200'
C = 675.828'
D = 6°04'35"

CURVE NO. 19
CL SURVEY RAMP A
P.I. STA. 4394+66.25
N=192844.09
E=1763272.66
R = 7639.437'
T = 333.545'
Δ = 5°00'00"
L = 666.667'
C = 666.455'
D = 0°45'00"

CURVE NO. 9
RAMP C
P.I. STA. 4385+65.12
N=192162.06
E=1762697.58
R = 324.000'
T = 225.000'
Δ = 69°33'21"
L = 393.328'
C = 369.617'
D = 17°41'02"
eMAX = 6%
V = 25 MPH
S = 4.6%

CURVE NO. 5
LINE B & SURVEY BASELINE RAMP E
P.I. STA. 4388+17.10
N=192223.25
E=1762810.35
R = 948.566'
T = 199.097'
Δ = 23°42'28"
L = 392.496'
C = 389.702'
D = 6°02'25"

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MAIN ST. CUSTER COUNTY
GEOMETRIC LAYOUT SHEET 2 OF 3
JOB PIECE NO. 27911(06) SHEET NO. 29