
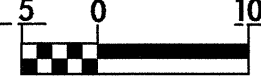
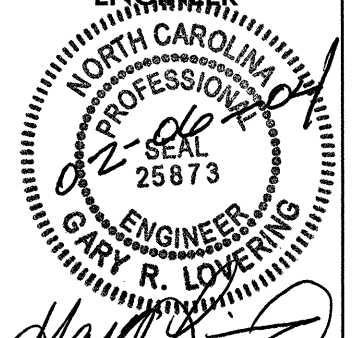
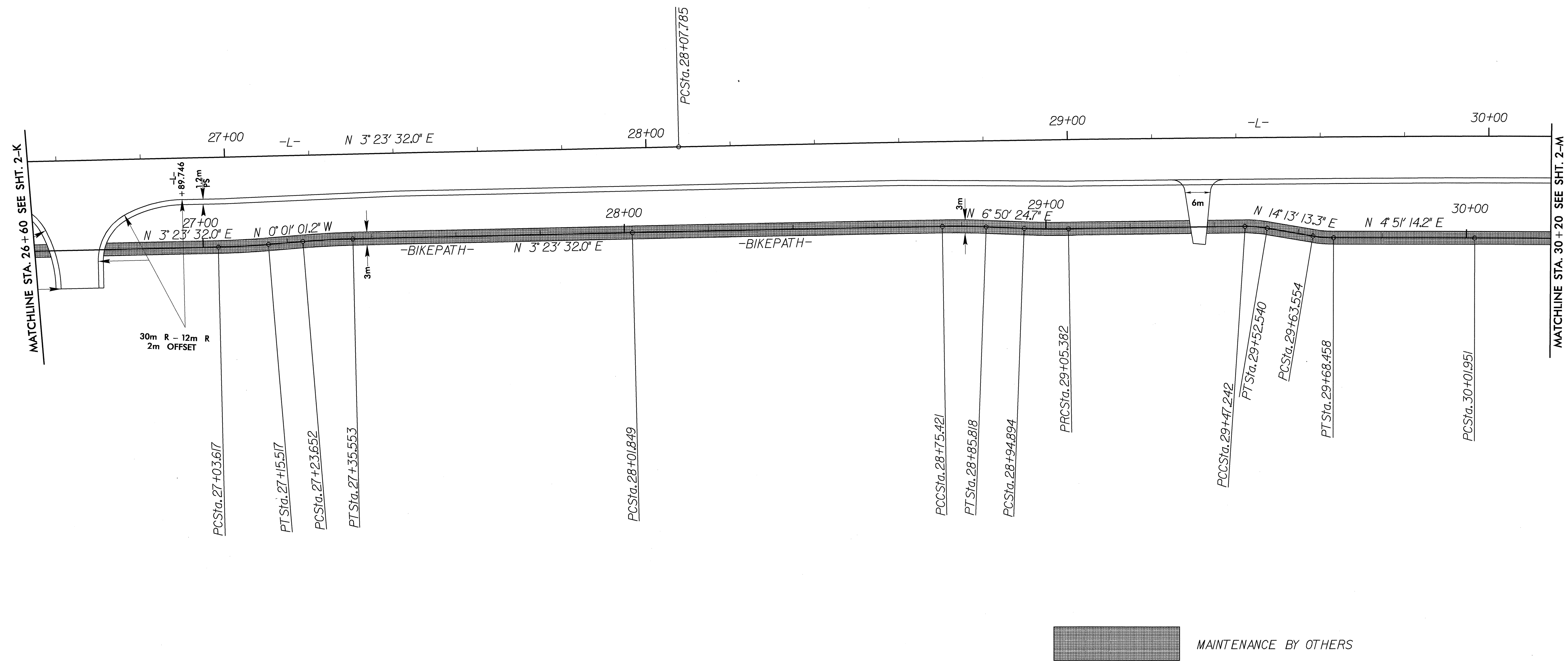
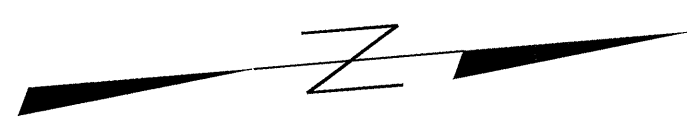


8/17/99

	PROJECT REFERENCE NO.	SHEET NO.
	U-2734	2-L
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	
	HYDRAULICS ENGINEER	
	CONST. REV. _____	
R/W REV. _____		

-BIKEPATH-



-BIKEPATH-

PI Sta. 27+09.569	PI Sta. 27+29.604	PI Sta. 28+38.635	PI Sta. 28+80.620	PI Sta. 29+00.139	PI Sta. 29+26.312	PI Sta. 29+49.898	PI Sta. 29+66.012
$\Delta = 3^{\circ} 24' 33.2''$ (LT)	$\Delta = 3^{\circ} 24' 33.2''$ (RT)	$\Delta = 0^{\circ} 28' 09.9''$ (RT)	$\Delta = 2^{\circ} 58' 42.8''$ (RT)	$\Delta = 3^{\circ} 00' 17.2''$ (LT)	$\Delta = 0^{\circ} 16' 01.6''$ (RT)	$\Delta = 10^{\circ} 07' 04.2''$ (RT)	$\Delta = 9^{\circ} 21' 59.1''$ (LT)
L = 11,900	L = 11,900	L = 73,572	L = 10,397	L = 10,489	L = 41,860	L = 5,298	L = 4,904
T = 5,952	T = 5,952	T = 36,786	T = 5,200	T = 5,246	T = 20,930	T = 2,656	T = 2,458
R = 200,000	R = 200,000	R = 8,980,005	R = 200,000	R = 200,000	R = 8,979,005	R = 30,000	R = 30,000

NOTE: SEE SHEET 23 & 24 FOR -BIKEPATH- PROFILE
SEE SHEET 8 & 9 FOR -L- ALIGNMENT

03-DEC-2003 14:32
88-PTC-NV-2734-2-L.rvt
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