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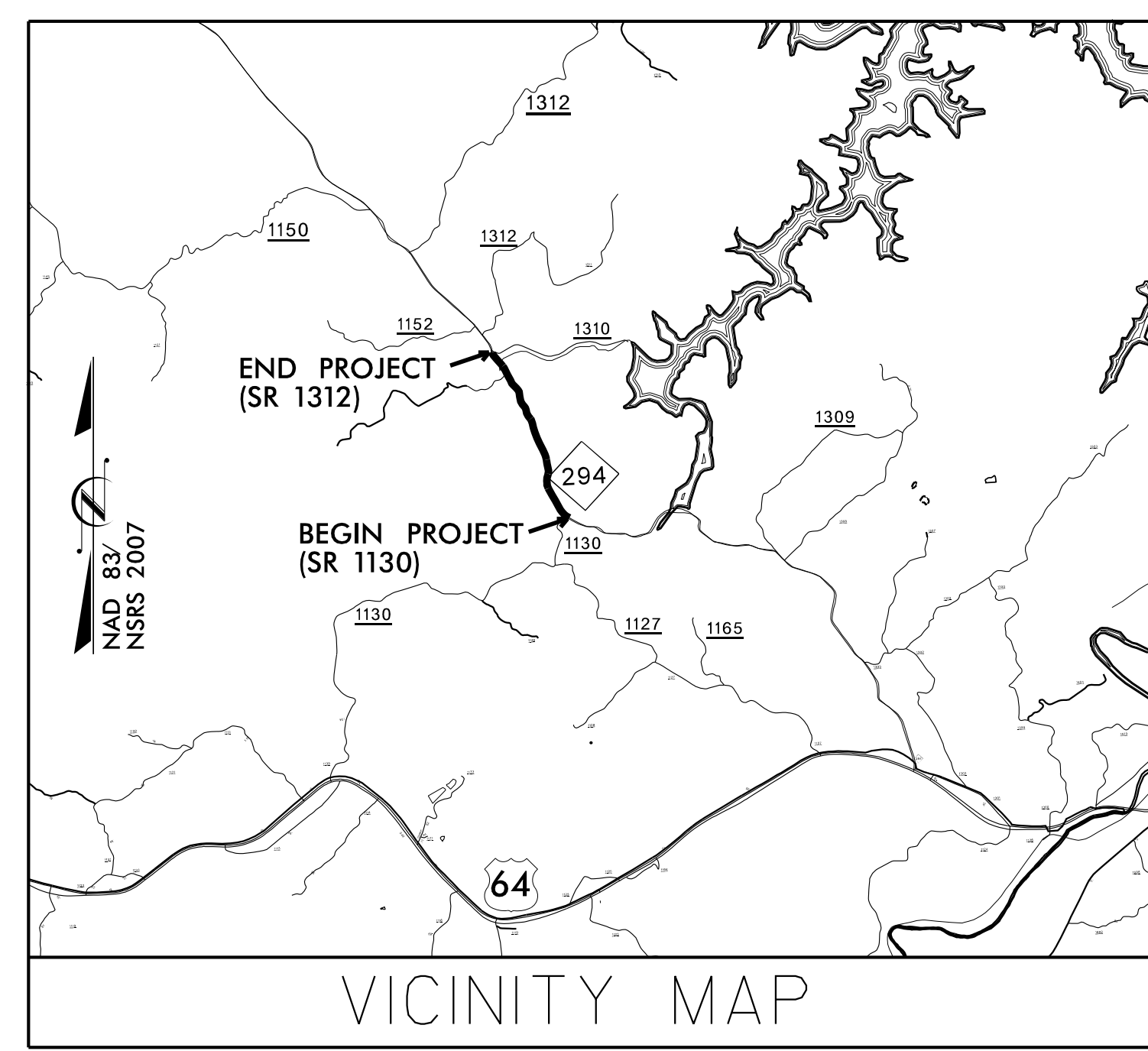
PROJECT NO.	SHEET NO.
R-3622B	UO-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

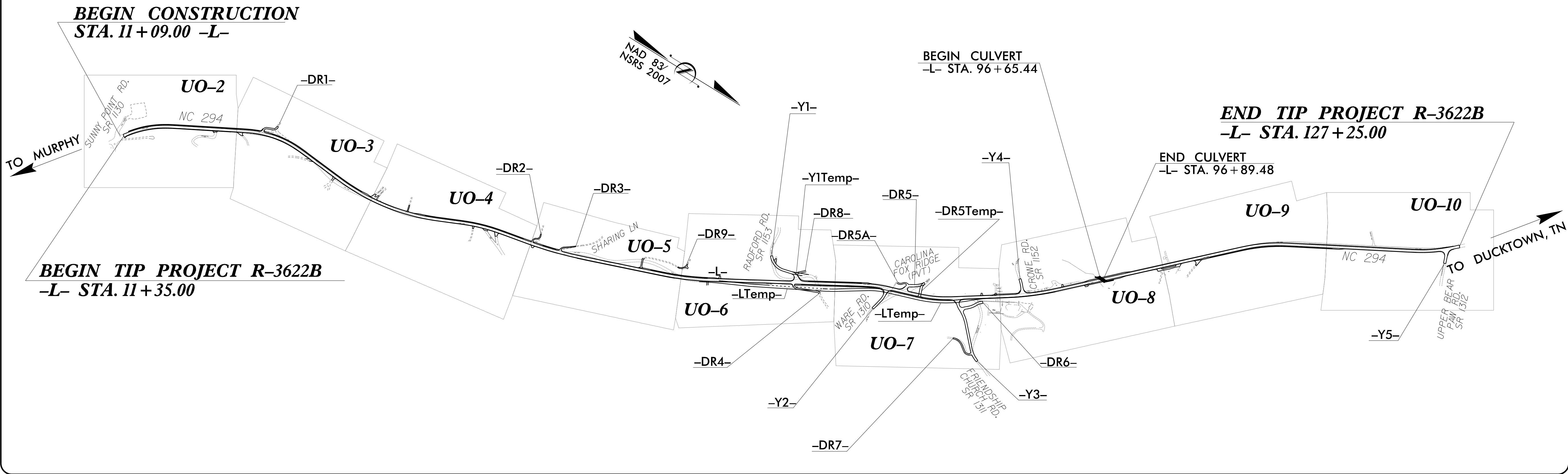
**UTILITIES BY OTHERS PLANS
CHEROKEE COUNTY**

LOCATION: NC 294 FROM SR 1130 (SUNNY POINT ROAD)
TO SR 1312 (UPPER BEAR PAW ROAD)

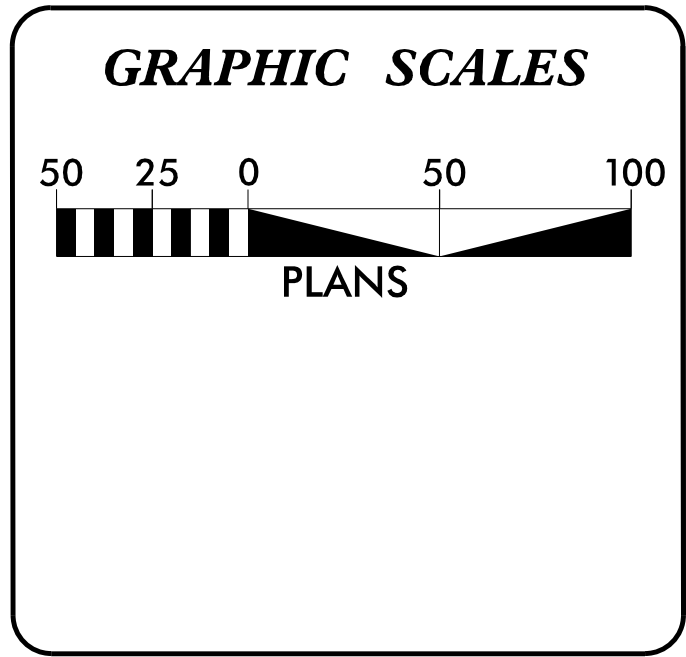
TYPE OF WORK: POWER AND TELEPHONE



TIP PROJECT: R-3622B



CONTRACT:



INDEX OF SHEETS

SHEET NO.	DESCRIPTION
UO-1	TITLE SHEET
UO-2 TO UO-10	UTILITIES BY OTHERS PLANS

UTILITY OWNERS ON PROJECT

- POWER - BLUE RIDGE MOUNTAIN EMC
- TELEPHONE - FRONTIER COMMUNICATIONS

V&M
Vaughn & Melton
Consulting Engineers
3089-L Beam Road
Charlotte, NC 28217
704-357-0488

PREPARED FOR THE OFFICE OF:
**DIVISION OF HIGHWAYS
UTILITIES ENGINEERING SECTION**

1591 MAIL SERVICES CENTER
RALEIGH NC 27699-1591
PHONE (919) 250-4128
FAX (919) 250-4119

Roger Worthington, P.E. UTILITIES SECTION ENGINEER
Xxxxx Xxxx, P.E. UTILITIES SQUAD LEADER PROJECT ENGINEER
Reece Schuler, PE UTILITIES PROJECT DESIGNER

\$\$\$ SYSTEM \$\$\$
\$\$\$ DCN \$\$\$
\$\$\$ USER NAME \$\$\$

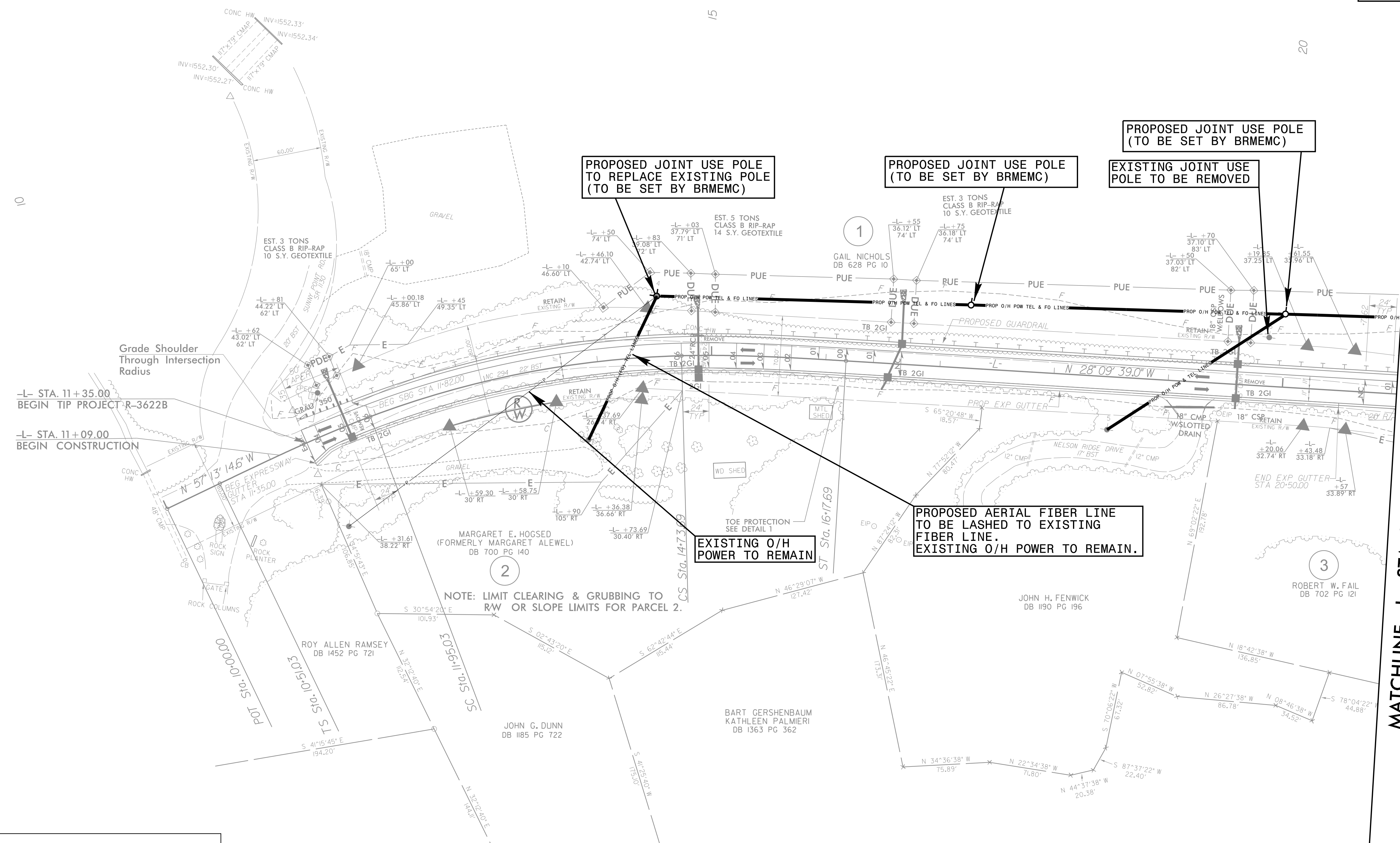
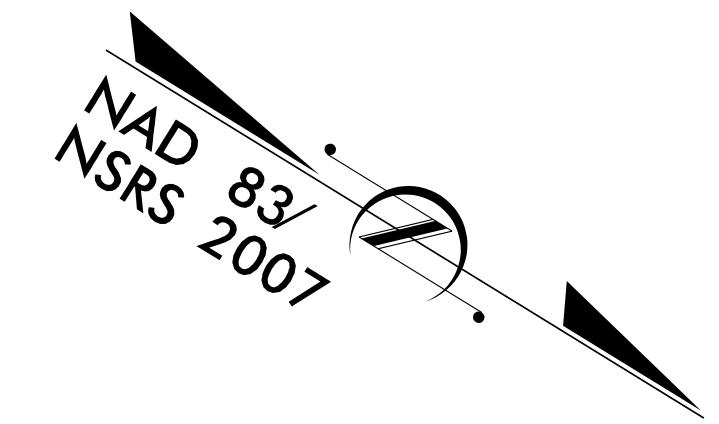
UTILITIES BY OTHERS

NOTE:
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-L- STA. 11+35.00
BEGIN TIP PROJECT R-3622B

-L- STA. 11+09.00
BEGIN CONSTRUCTION

MATCHLINE -L- STA. 21+00 SEE SHEET UO-3

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCGS FOR MONUMENT "SMOKEY" WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF NORTHING: 521488.4600(ft) EASTING: 448118.6300(ft) ELEVATION: 1807.451(ft)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99979974

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "SMOKEY" TO -L- STATION 10+00.00 IS
S 20°05'53" E 5725.99'

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88

<p>-L-</p> <p>PI Sta 11-47.07 Os = 4° 57' 01.3" Ls = 144.00' LT = 96.04' ST = 48.03'</p>	<p>PI Sta 13-35.67 Δ = 19° 09' 33.1" (RT) D = 6' 52' 31.8" L = 278.66' T = 140.64' R = 833.33'</p>	<p>PI Sta 15-21.73 Os = 4° 57' 01.3" Ls = 144.00' LT = 96.04' ST = 48.03'</p>
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REVISIONS

8/17/99

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$SERNAME\$\$\$\$\$

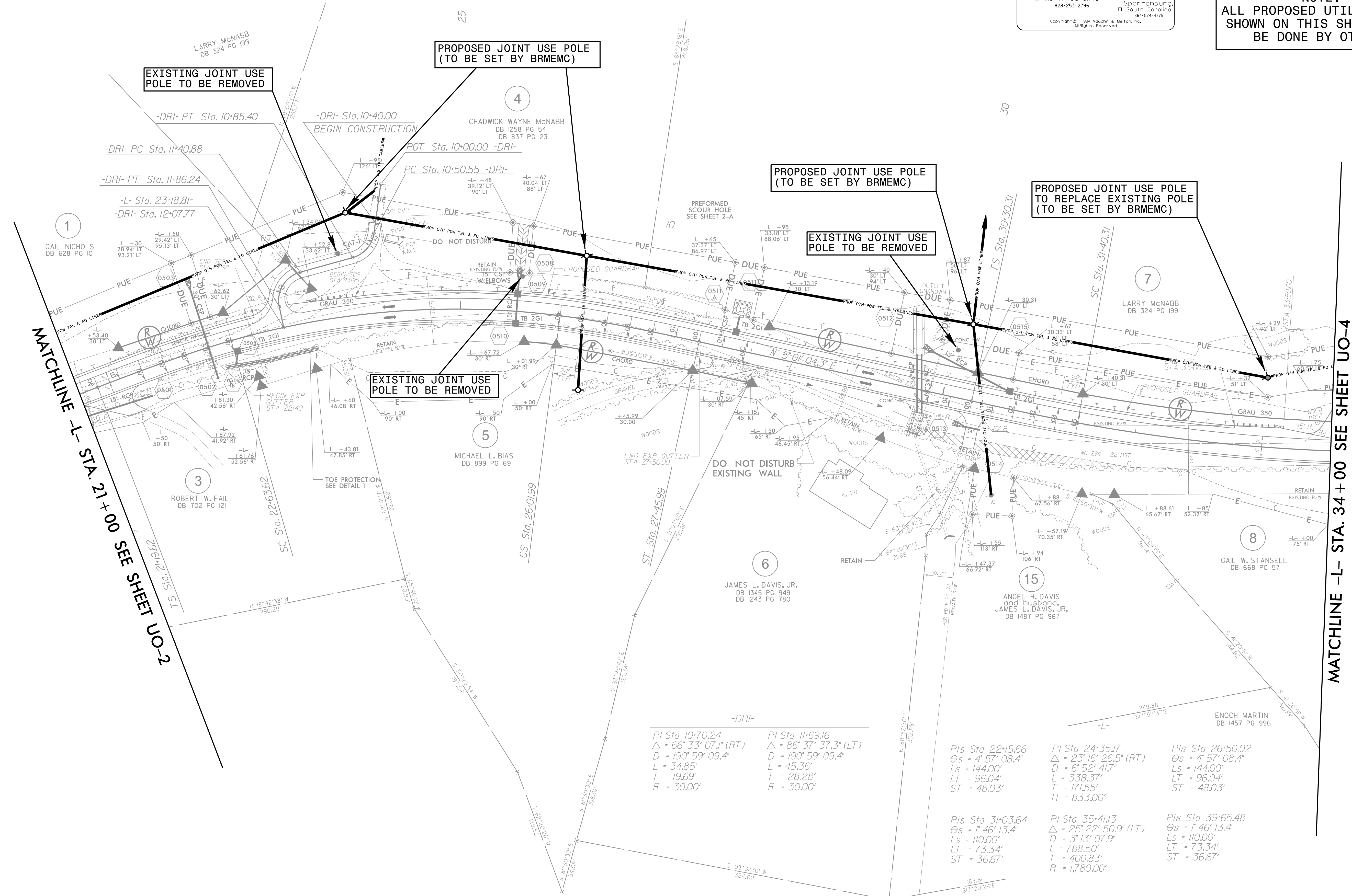
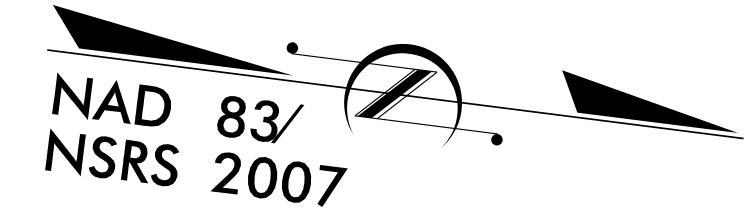
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MATCHLINE -L- STA. 21+00 SEE SHEET UO-2

MATCHLINE -L- STA. 34+00 SEE SHEET UO-4

-DRI-

PI Sta 10+70.24	PI Sta 11+69.16
Δ = 66° 33' 07.1" (RT)	Δ = 86° 37' 37.3" (LT)
D = 190° 59' 09.4"	D = 190° 59' 09.4"
L = 34.85'	L = 45.36'
T = 19.69'	T = 28.28'
R = 30.00'	R = 30.00'

PIs Sta 22+15.66	PI Sta 24+35.17	PIs Sta 26+50.02
Δs = 4° 57' 08.4"	Δ = 23° 16' 26.5" (RT)	Δs = 4° 57' 08.4"
Ls = 144.00'	D = 6° 52' 41.7"	Ls = 144.00'
LT = 96.04'	T = 338.37'	LT = 96.04'
ST = 48.03'	T = 171.55'	ST = 48.03'
	R = 833.00'	
PIs Sta 31+03.64	PI Sta 35+41.13	PIs Sta 39+65.48
Δs = 1° 46' 13.4"	Δ = 25° 22' 50.9" (LT)	Δs = 1° 46' 13.4"
Ls = 110.00'	D = 3° 13' 07.9"	Ls = 110.00'
LT = 73.34'	L = 788.50'	LT = 73.34'
ST = 36.67'	T = 400.83'	ST = 36.67'
	R = 1,780.00'	

SEE SHEET 14 FOR -L- PROFILE
SEE SHEET 22 FOR -DRI- PROFILE

REVISIONS

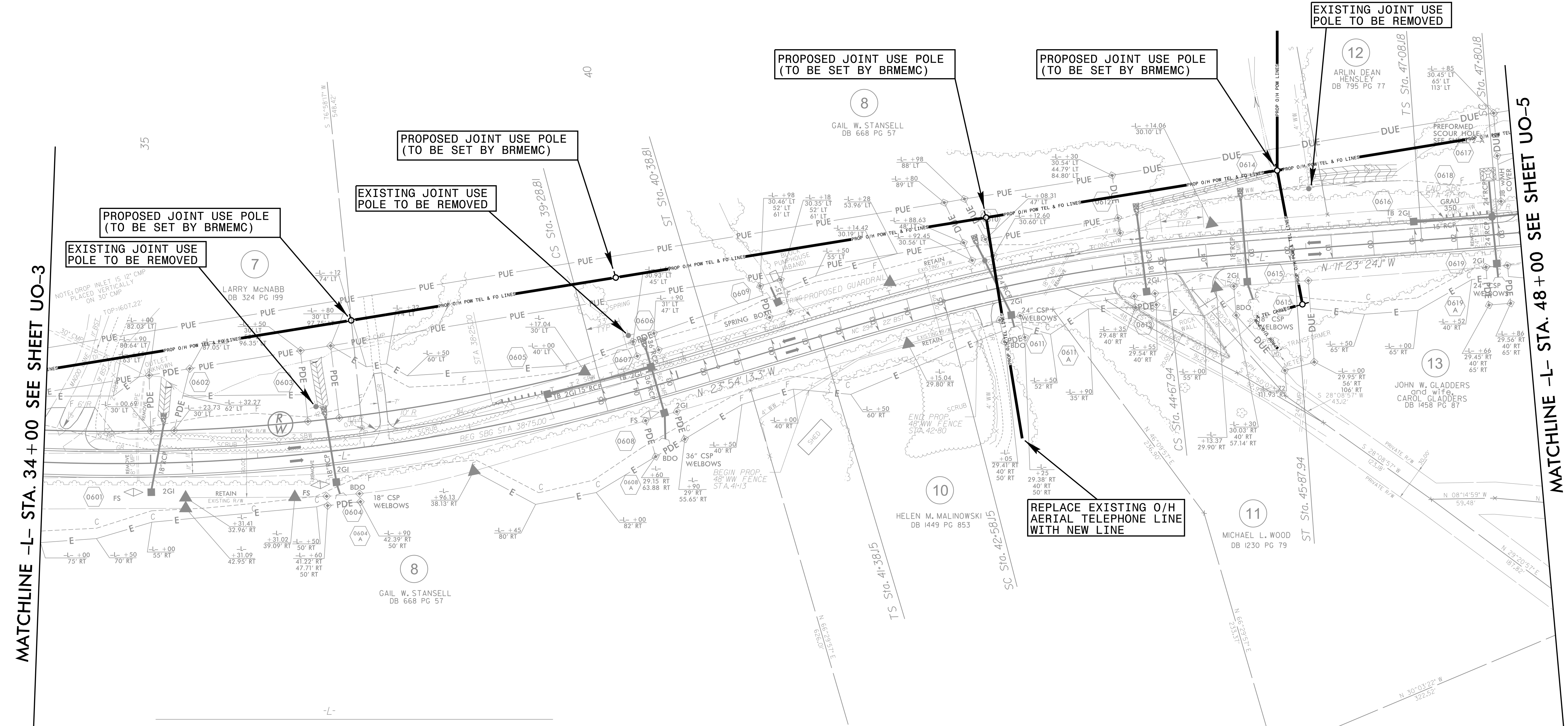
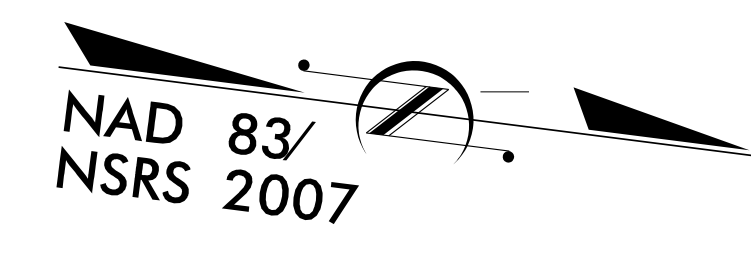
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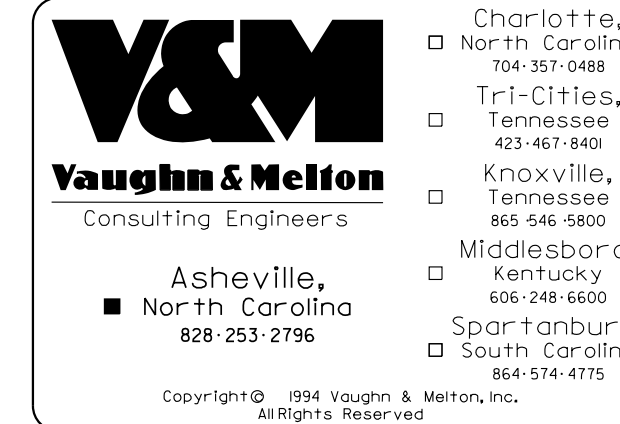
MATCHLINE -L- STA. 34 + 00 SEE SHEET UO-3

MATCHLINE -L- STA. 48 + 00 SEE SHEET UO-5

<p>Pls Sta 31+03.64 $\Theta_s = 1^\circ 46' 13.4''$ $L_s = 110.00'$ $LT = 73.34'$ $ST = 36.67'$</p>	<p>Pls Sta 35+41.13 $\Delta = 25^\circ 22' 50.9''$ (LT) $D = 3^\circ 13' 07.9''$ $L = 788.50'$ $T = 400.83'$ $R = 1,780.00'$</p>	<p>Pls Sta 39+65.48 $\Theta_s = 1^\circ 46' 13.4''$ $L_s = 110.00'$ $LT = 73.34'$ $ST = 36.67'$</p>
<p>Pls Sta 42+18.15 $\Theta_s = 2^\circ 16' 36.0''$ $L_s = 120.00'$ $LT = 80.01'$ $ST = 40.01'$</p>	<p>Pls Sta 43+63.21 $\Delta = 7^\circ 57' 37.3''$ (RT) $D = 3^\circ 47' 39.9''$ $L = 209.79'$ $T = 105.06'$ $R = 1,510.00'$</p>	<p>Pls Sta 45+07.94 $\Theta_s = 2^\circ 16' 36.0''$ $L_s = 120.00'$ $LT = 80.01'$ $ST = 40.01'$</p>
<p>Pls Sta 47+56.18 $\Theta_s = 0^\circ 35' 33.8''$ $L_s = 72.00'$ $LT = 48.00'$ $ST = 24.00'$</p>	<p>Pls Sta 50+03.78 $\Delta = 7^\circ 21' 10.1''$ (LT) $D = 1^\circ 38' 47.1''$ $L = 446.59'$ $T = 223.60'$ $R = 3,480.00'$</p>	<p>Pls Sta 52+50.77 $\Theta_s = 0^\circ 35' 33.8''$ $L_s = 72.00'$ $LT = 48.00'$ $ST = 24.00'$</p>

REVISIONS

\$\$\$\$\$SYTIME\$\$\$\$\$
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UTILITIES BY OTHERS

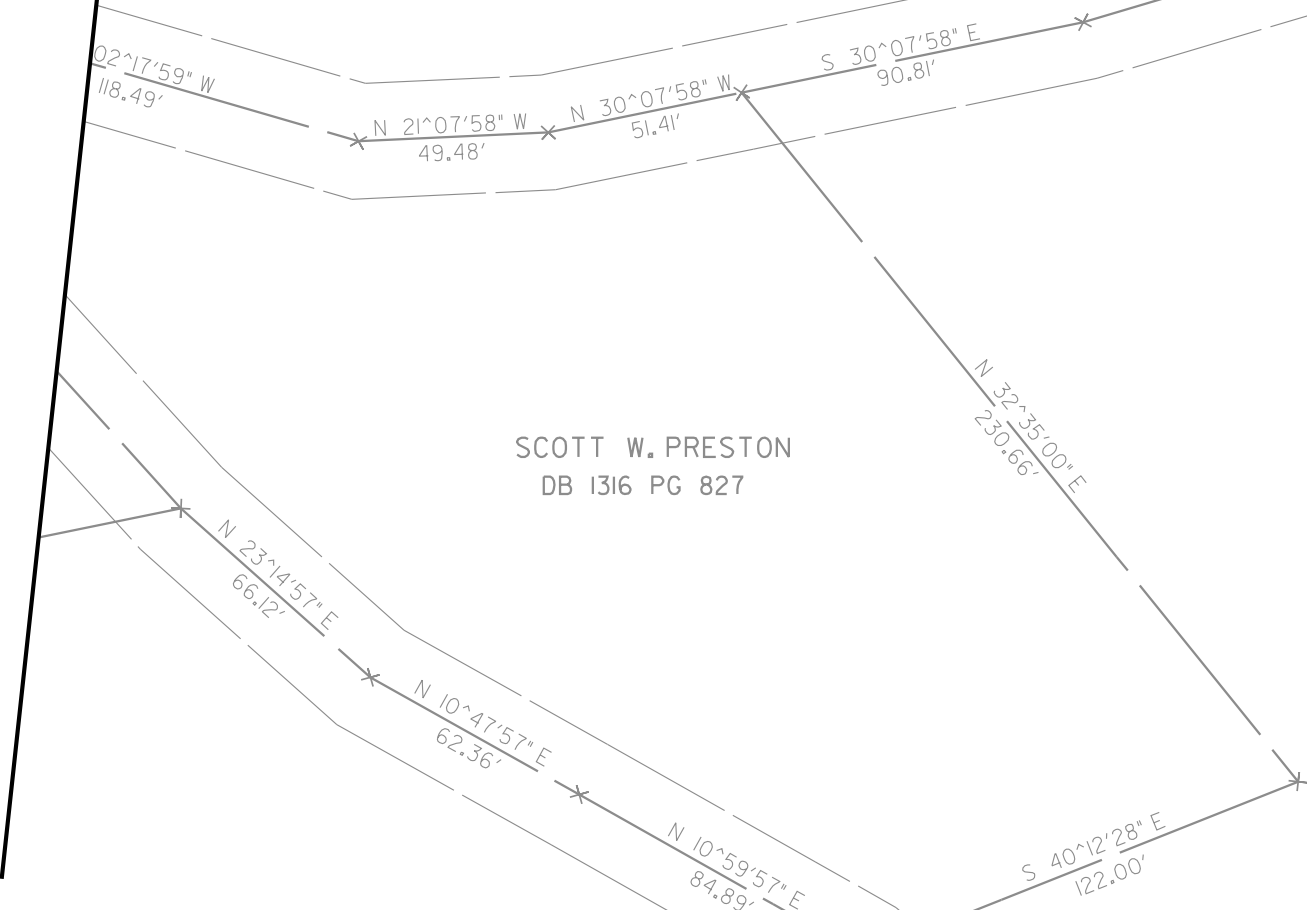
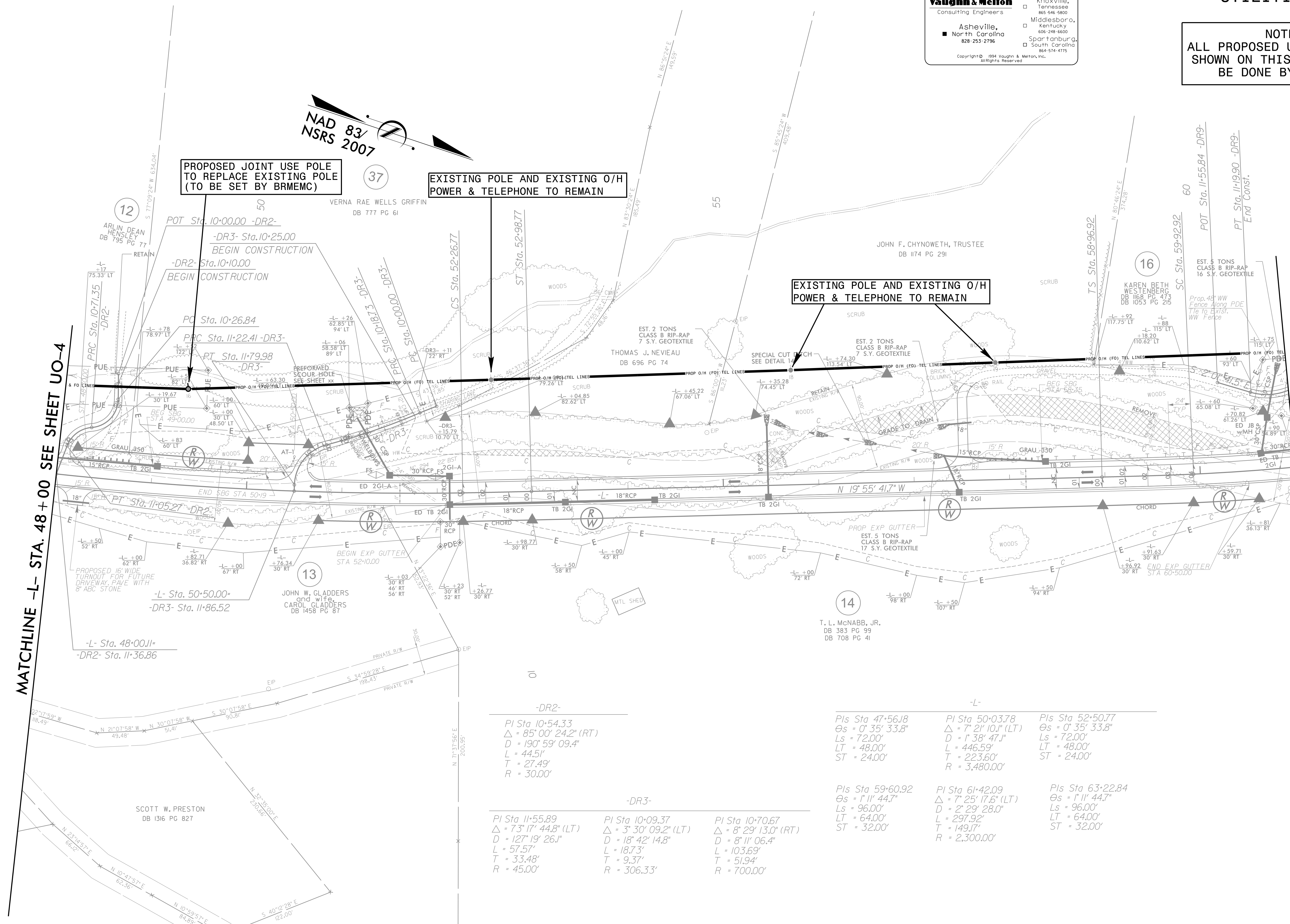
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REVISIONS

MATCHLINE -L- STA. 48+00 SEE SHEET UO-4

MATCHLINE -L- STA. 61+00 SEE SHEET UO-6



-DR2-
PI Sta 10+54.33
Δ = 85° 00' 24.2" (RT)
D = 190° 59' 09.4"
L = 44.51'
T = 27.49'
R = 30.00'

-DR3-
PI Sta 11+55.89 Δ = 73° 17' 44.8" (LT) D = 127° 19' 26.1" L = 57.57' T = 33.48' R = 45.00'
PI Sta 10+09.37 Δ = 3° 30' 09.2" (LT) D = 18° 42' 14.8" L = 18.73' T = 9.37' R = 306.33'
PI Sta 10+70.67 Δ = 8° 11' 06.4" (RT) D = 8° 11' 06.4" L = 103.69' T = 51.94' R = 700.00'

-L-
PIs Sta 47+56.18 Δs = 0° 35' 33.8" Ls = 72.00' LT = 48.00' ST = 24.00'
PI Sta 50+03.78 Δ = 7° 21' 10.1" (LT) D = 1° 38' 47.1" L = 446.59' T = 223.60' R = 3,480.00'
PIs Sta 52+50.77 Δs = 0° 35' 33.8" Ls = 72.00' LT = 48.00' ST = 24.00'

PIs Sta 59+60.92 Δs = 1° 11' 44.7" Ls = 96.00' LT = 64.00' ST = 32.00'
PI Sta 61+42.09 Δ = 7° 25' 17.6" (LT) D = 2° 29' 28.0" L = 297.92' T = 149.17' R = 2,300.00'
PIs Sta 63+22.84 Δs = 1° 11' 44.7" Ls = 96.00' LT = 64.00' ST = 32.00'

SYSTEMS TIME \$\$\$\$
SERIAL \$SERNAME\$\$\$\$

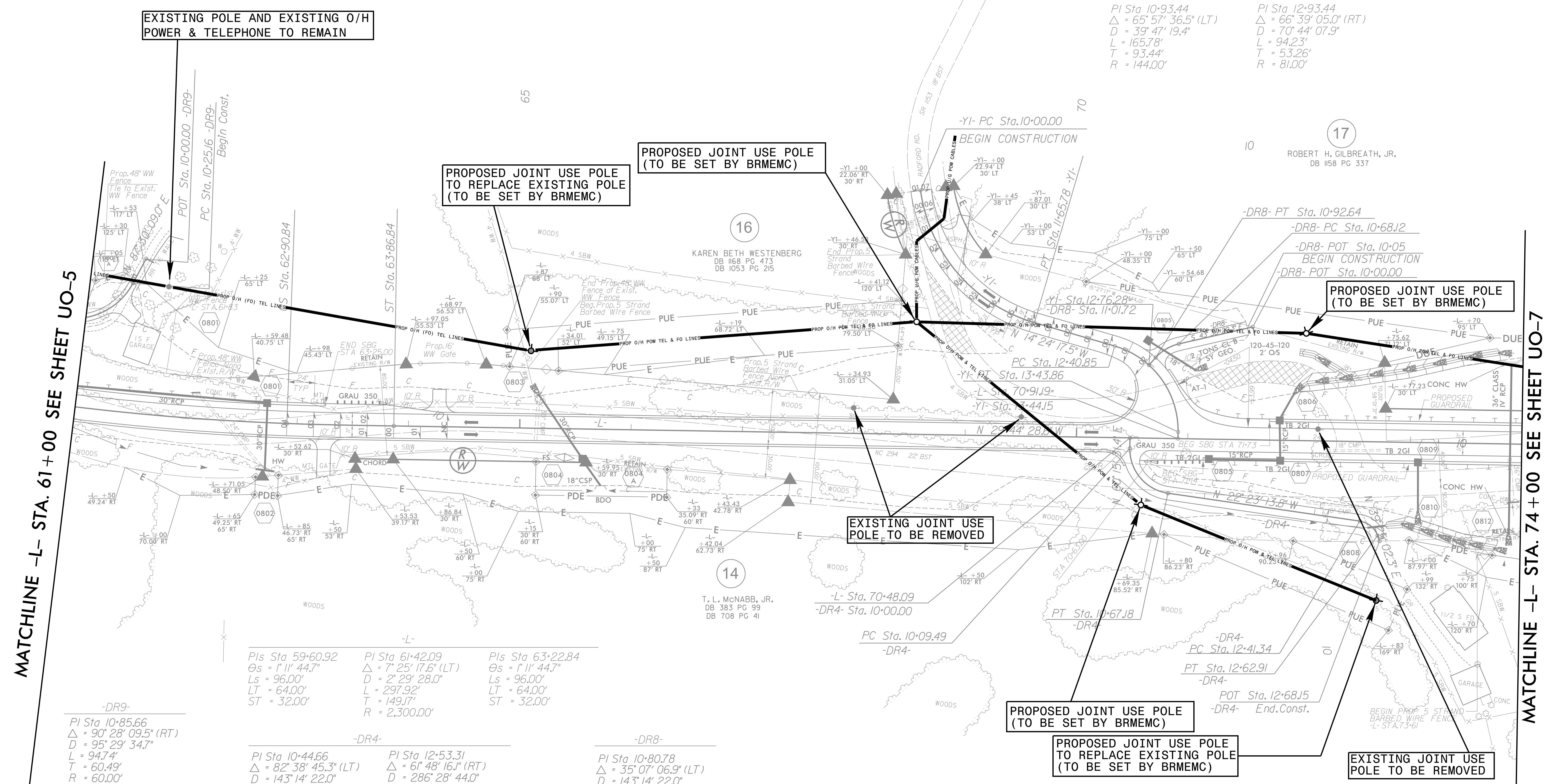
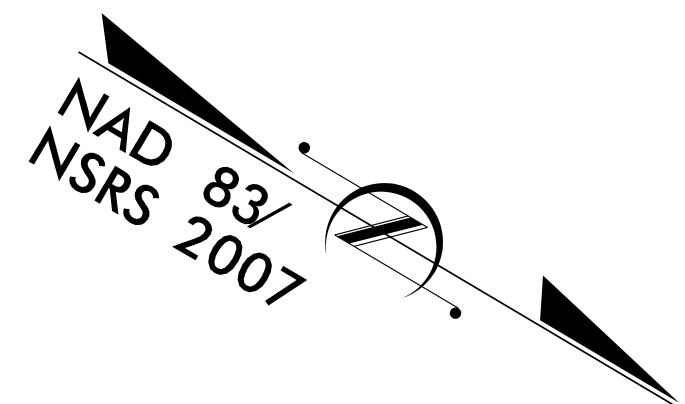
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MATCHLINE -L- STA. 61+00 SEE SHEET UO-5

MATCHLINE -L- STA. 74+00 SEE SHEET UO-7

-Y1-
PI Sta 10+93.44
 $\Delta = 65^{\circ} 57' 36.5''$ (LT)
D = 39' 47' 19.4"
L = 165.78'
T = 93.44'
R = 144.00'

PI Sta 12+93.44
 $\Delta = 66^{\circ} 39' 05.0''$ (RT)
D = 70' 44' 07.9"
L = 94.23'
T = 53.26'
R = 81.00'

-L-
PIs Sta 59+60.92
 $\Theta_s = 1^{\circ} 11' 44.7''$
Ls = 96.00'
LT = 64.00'
ST = 32.00'

PI Sta 61+42.09
 $\Delta = 7^{\circ} 25' 17.6''$ (LT)
D = 2' 29' 28.0"
L = 297.92'
T = 149.17'
R = 2,300.00'

PIs Sta 63+22.84
 $\Theta_s = 1^{\circ} 11' 44.7''$
Ls = 96.00'
LT = 64.00'
ST = 32.00'

-DR4-
PI Sta 10+44.66
 $\Delta = 82^{\circ} 38' 45.3''$ (LT)
D = 143' 14' 22.0"
L = 57.70'
T = 35.17'
R = 40.00'

PI Sta 12+53.31
 $\Delta = 61^{\circ} 48' 16.1''$ (RT)
D = 286' 28' 44.0"
L = 21.57'
T = 11.97'
R = 20.00'

-DR8-
PI Sta 10+80.78
 $\Delta = 35^{\circ} 07' 06.9''$ (LT)
D = 143' 14' 22.0"
L = 24.52'
T = 12.66'
R = 40.00'

EXIST PAVING TO BE REMOVED

8/17/99

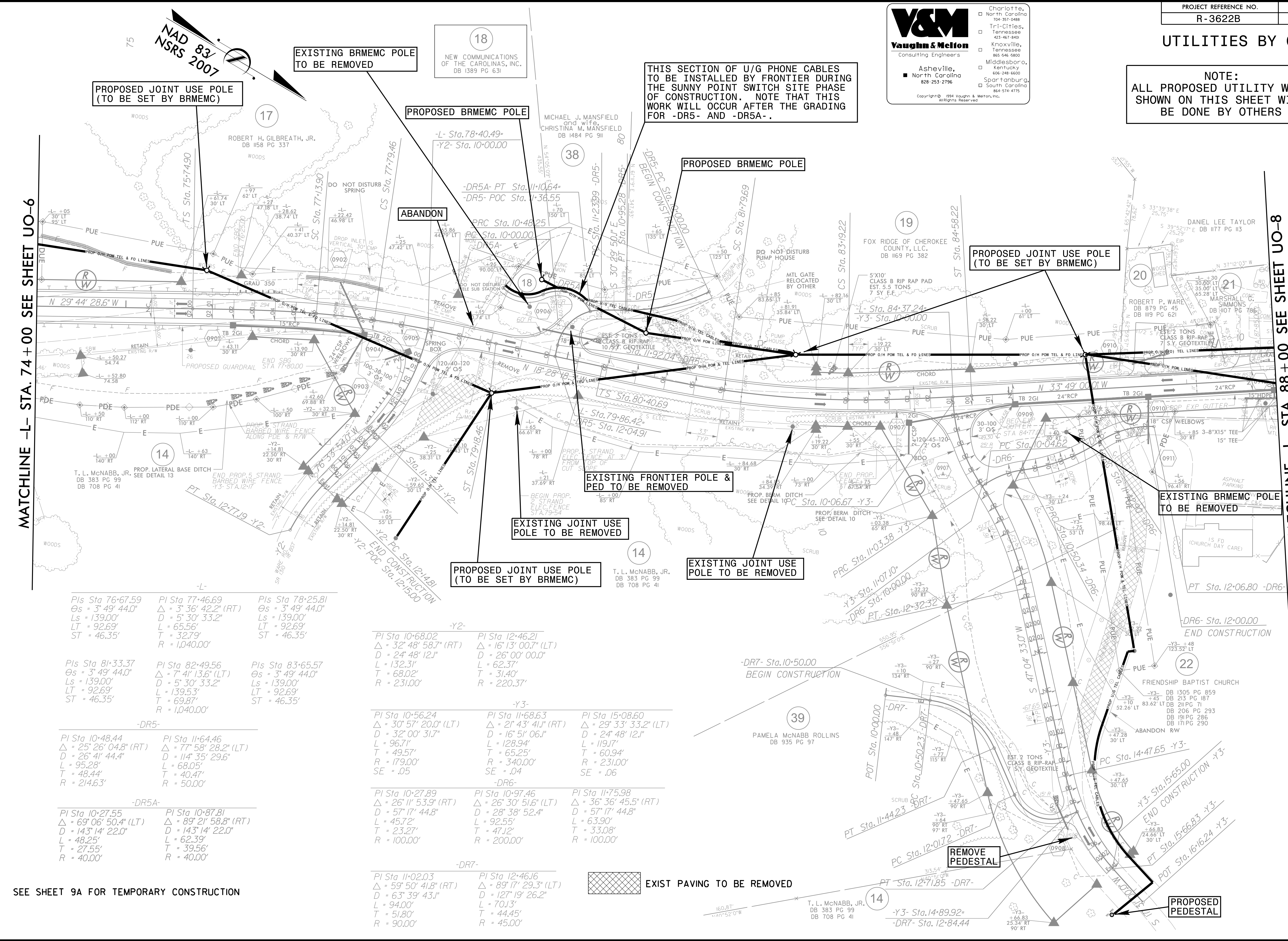
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MATCHLINE -L- STA. 74+00 SEE SHEET UO-6

MATCHLINE -L- STA. 88+00 SEE SHEET UO-8

-L-

Pls Sta 76+67.59 Os = 3° 49' 44.0" Ls = 139.00' LT = 92.69' ST = 46.35'	Pls Sta 77+46.69 Δ = 3° 36' 42.2" (RT) L = 65.56' T = 32.79' R = 1,040.00'	Pls Sta 78+25.81 Os = 3° 49' 44.0" Ls = 139.00' LT = 92.69' ST = 46.35'
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Pls Sta 81+33.37 Os = 3° 49' 44.0" Ls = 139.00' LT = 92.69' ST = 46.35'	Pls Sta 82+49.56 Δ = 7° 41' 13.6" (LT) D = 5° 30' 33.2" L = 139.53' T = 69.87' R = 1,040.00'	Pls Sta 83+65.57 Os = 3° 49' 44.0" Ls = 139.00' LT = 92.69' ST = 46.35'
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-DR5-

Pls Sta 10+48.44 Δ = 25° 26' 04.8" (RT) D = 26° 41' 44.4" L = 95.28' T = 48.44' R = 214.63'	Pls Sta 11+64.46 Δ = 77° 58' 28.2" (LT) D = 114° 35' 29.6" L = 68.05' T = 40.47' R = 50.00'
--	--

-DR5A-

Pls Sta 10+27.55 Δ = 69° 06' 50.4" (LT) D = 143° 14' 22.0" L = 48.25' T = 27.55' R = 40.00'	Pls Sta 10+87.81 Δ = 89° 21' 58.8" (RT) D = 143° 14' 22.0" L = 62.39' T = 39.56' R = 40.00'
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-Y2-

Pls Sta 10+68.02 Δ = 32° 48' 58.7" (RT) D = 24° 48' 12.1" L = 132.31' T = 68.02' R = 231.00'	Pls Sta 12+46.21 Δ = 16° 13' 00.7" (LT) D = 26° 00' 00.0" L = 62.37' T = 31.40' R = 220.37'
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-Y3-

Pls Sta 10+56.24 Δ = 30° 57' 20.0" (LT) D = 32° 00' 31.7" L = 96.71' T = 49.57' R = 179.00'	Pls Sta 11+68.63 Δ = 21° 43' 41.1" (RT) D = 16° 51' 06.1" L = 128.94' T = 65.25' SE = .04	Pls Sta 15+08.60 Δ = 29° 33' 33.2" (LT) D = 24° 48' 12.1" L = 119.17' T = 60.94' R = 231.00'
--	--	---

-DR6-

Pls Sta 10+27.89 Δ = 26° 11' 53.9" (RT) D = 57° 17' 44.8" L = 45.72' T = 23.27' R = 100.00'	Pls Sta 10+97.46 Δ = 26° 30' 51.6" (LT) D = 28° 38' 52.4" L = 92.55' T = 47.12' R = 200.00'	Pls Sta 11+75.98 Δ = 36° 36' 45.5" (RT) D = 57° 17' 44.8" L = 63.90' T = 33.08' R = 100.00'
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-DR7-

Pls Sta 11+02.03 Δ = 59° 50' 41.8" (RT) D = 63° 39' 43.1" L = 94.00' T = 51.80' R = 90.00'	Pls Sta 12+46.16 Δ = 89° 17' 29.3" (LT) D = 127° 19' 26.2" L = 70.13' T = 44.45' R = 45.00'
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EXIST PAVING TO BE REMOVED

SEE SHEET 9A FOR TEMPORARY CONSTRUCTION

8/17/99

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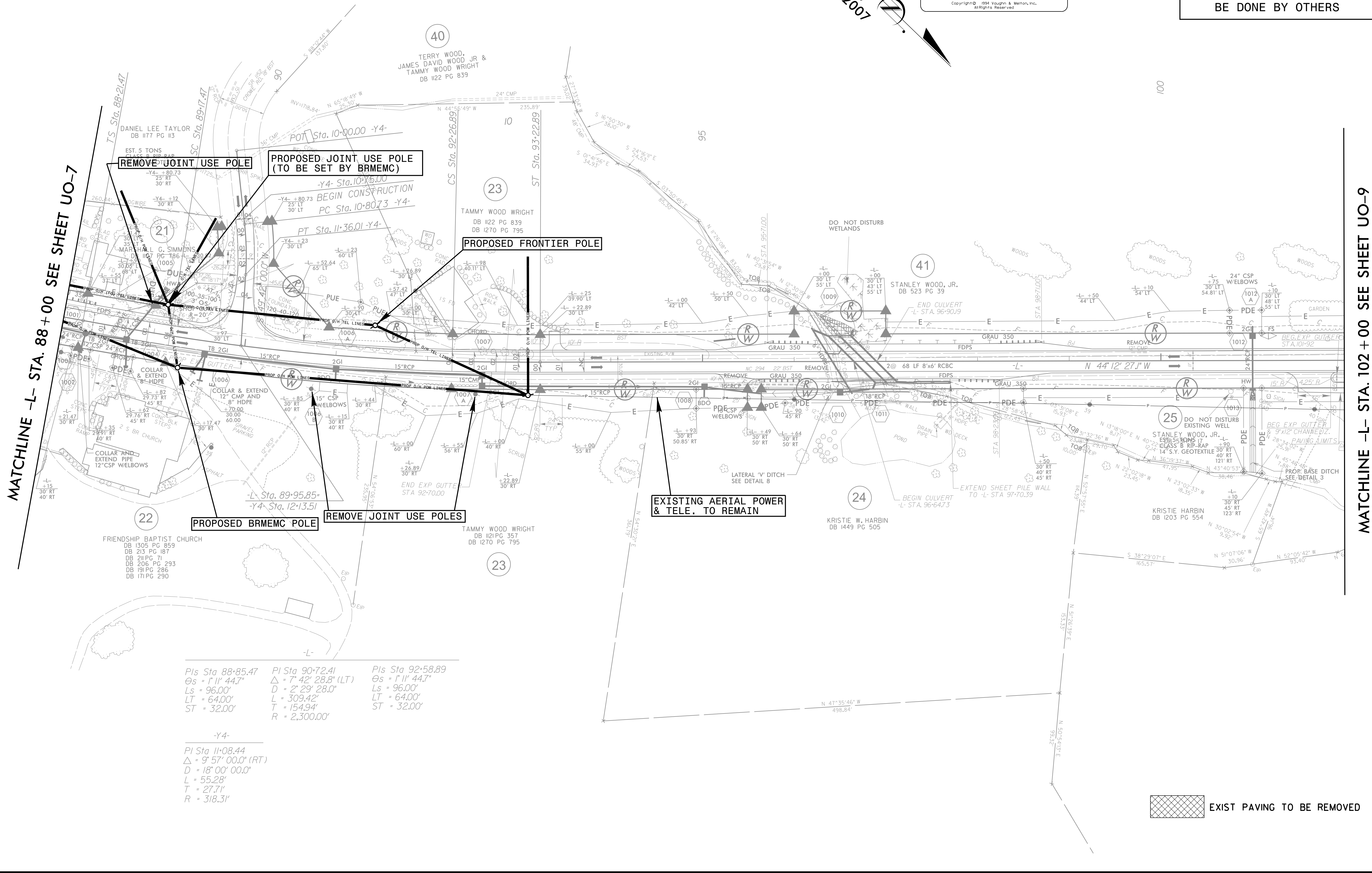
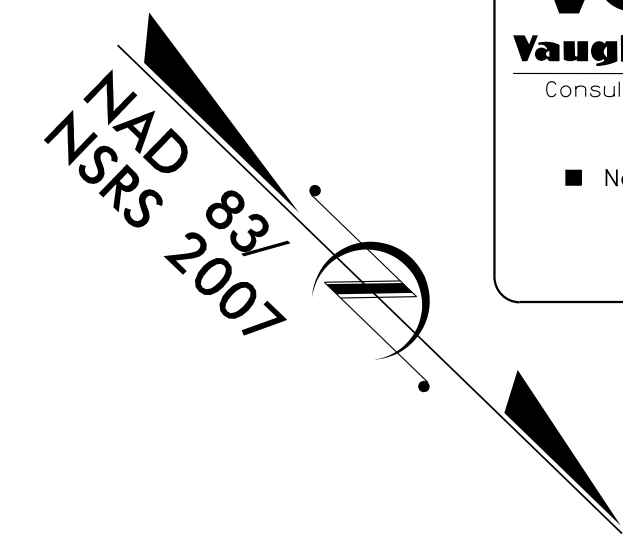
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PROJECT REFERENCE NO.	SHEET NO.
R-3622B	UO-8

UTILITIES BY OTHERS

NOTE:
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MATCHLINE -L- STA. 88+00 SEE SHEET UO-7

MATCHLINE -L- STA. 102+00 SEE SHEET UO-9

PIs Sta 88+85.47 Os = 1' 11" 44.7" Ls = 96.00' LT = 64.00' ST = 32.00'	PI Sta 90+72.41 Δ = 7' 42" 28.8" (LT) D = 2' 29" 28.0" L = 309.42' T = 154.94' R = 2,300.00'	PIs Sta 92+58.89 Os = 1' 11" 44.7" Ls = 96.00' LT = 64.00' ST = 32.00'
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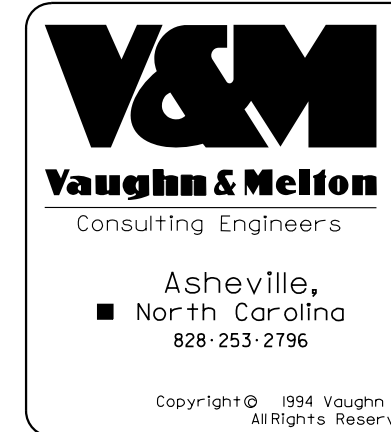
-Y4-

PI Sta 11+08.44 Δ = 9' 57" 00.0" (RT) D = 18' 00" 00.0" L = 55.28' T = 27.71' R = 318.31'
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EXIST PAVING TO BE REMOVED

REVISIONS

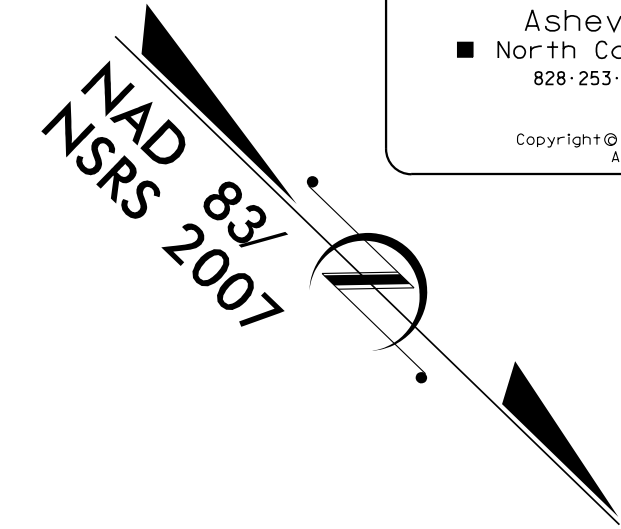
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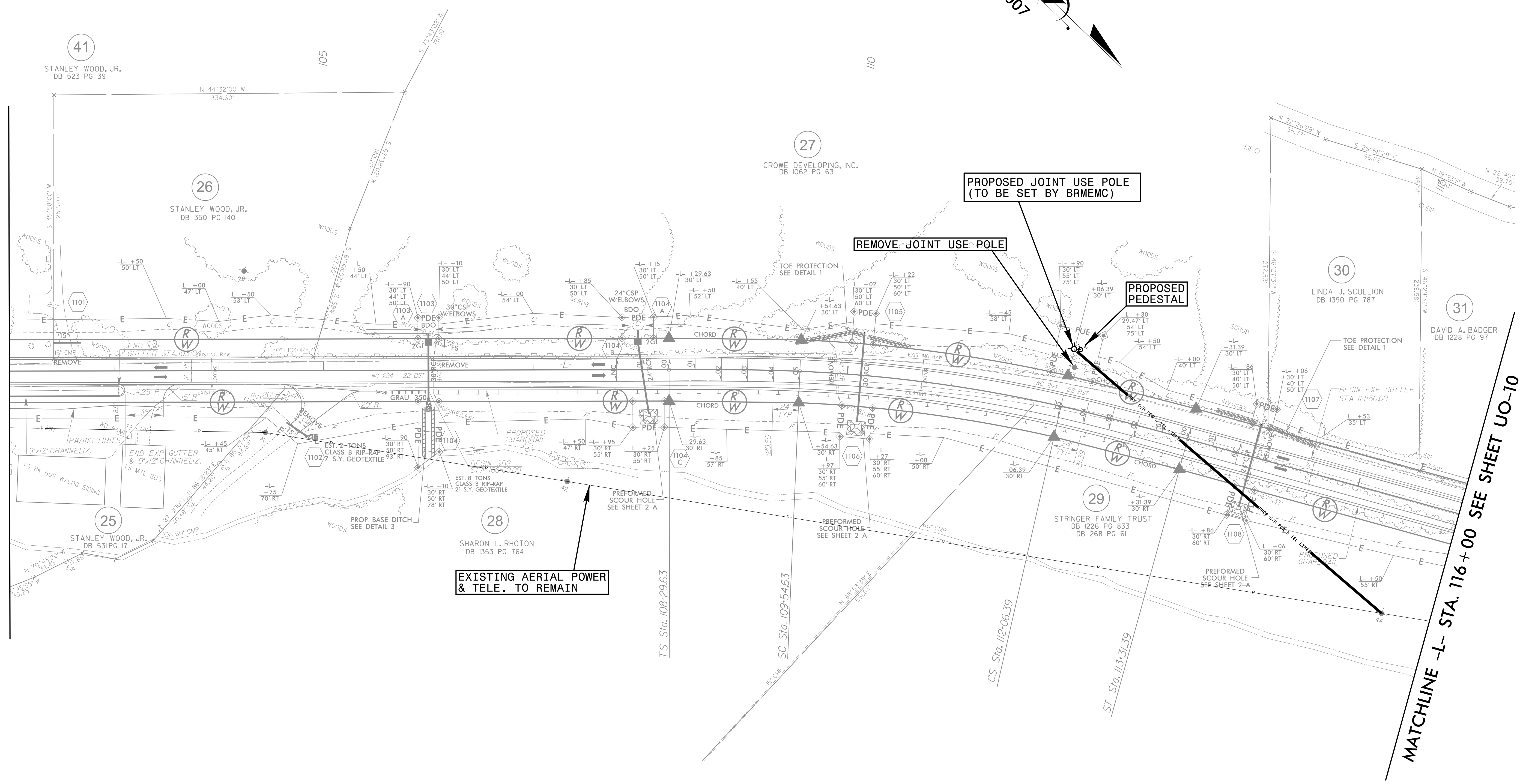
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MATCHLINE -L- STA. 102+00 SEE SHEET UO-8

MATCHLINE -L- STA. 116+00 SEE SHEET UO-10



PROPOSED JOINT USE POLE (TO BE SET BY BRMEMC)

REMOVE JOINT USE POLE

PROPOSED PEDESTAL

EXISTING AERIAL POWER & TELE. TO REMAIN

Pls Sta 109+12.97	Pls Sta 110+80.85	Pls Sta 112+48.06
Os = 2' 34' 34.5"	Δ = 10' 22' 39.5" (RT)	Os = 2' 34' 34.5"
Ls = 125.00'	D = 4' 07' 19.2"	Ls = 125.00'
LT = 83.34'	L = 251.76'	LT = 83.34'
ST = 41.67'	T = 126.23'	ST = 41.67'
	R = 1,390.00'	

EXIST PAVING TO BE REMOVED

SEE SHEET 19 FOR -L- PROFILE
 SEE SHEET 22 FOR -Y4- PROFILE

REVISIONS

SYSTEMS

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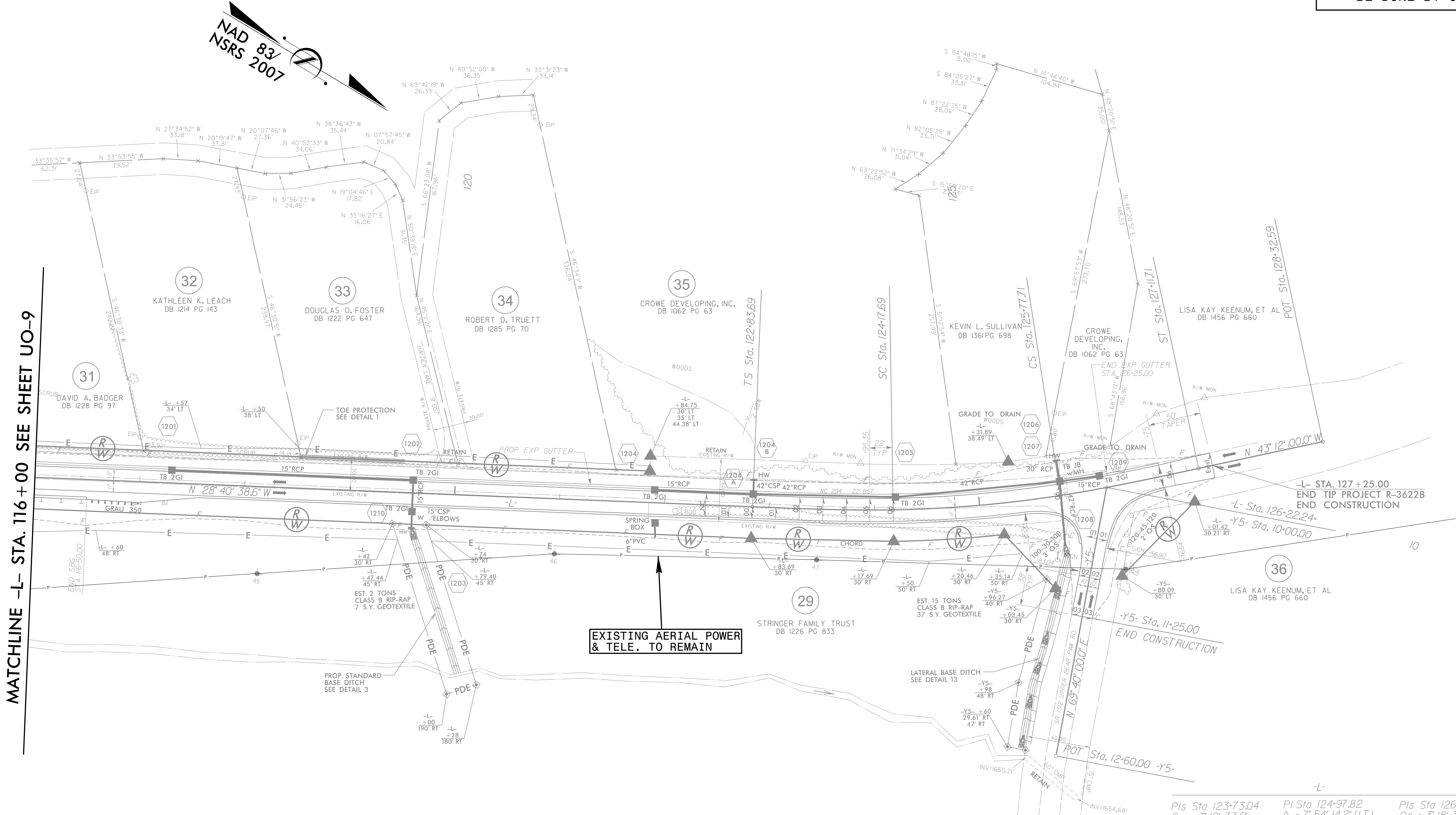
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 SHOWN ON THIS SHEET WILL
 BE DONE BY OTHERS



Pls Sta 123+73.04 $\Theta s = 3' 18" 33.6"$ $Ls = 134.00'$ $LT = 89.35'$ $ST = 44.68'$	Pls Sta 124+97.82 $\Delta = 7' 54" 14.2" (LT)$ $D = 4' 56" 21.4"$ $L = 160.02'$ $T = 80.14'$ $R = 1,160.00'$	Pls Sta 126+22.39 $\Theta s = 3' 18" 33.6"$ $Ls = 134.00'$ $LT = 89.35'$ $ST = 44.68'$
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SEE SHEET 21 FOR -L- PROFILE
 SEE SHEET 22 FOR -Y5- PROFILE

\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$SERNAME\$\$\$