

METRIC

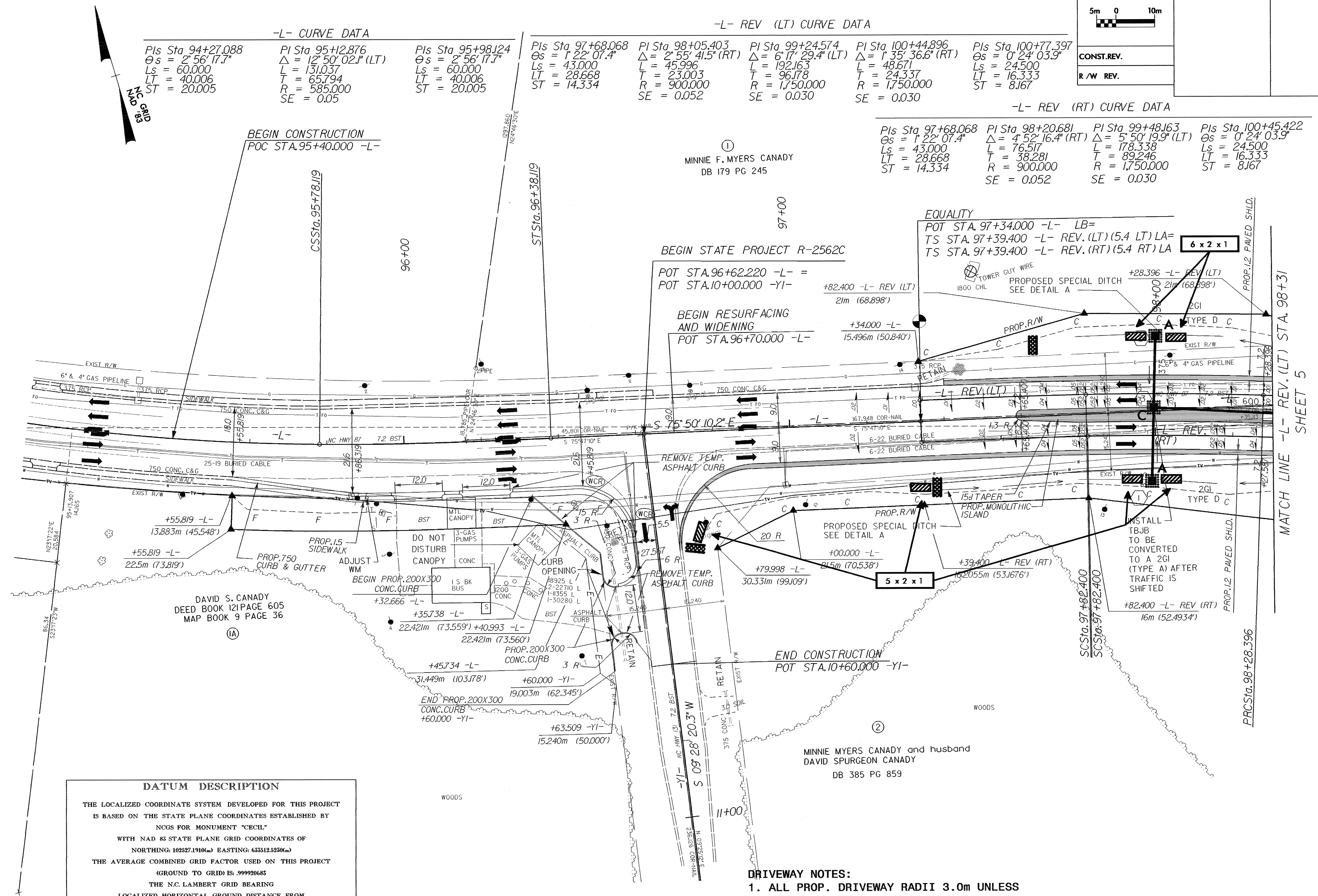
5m 0 10m

CONST. REV.

R/W REV.

PROJECT REFERENCE NO. R-2562C	SHEET NO. EC-35/CONST.4
R/W SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	

-L- CURVE DATA			-L- REV (LT) CURVE DATA				-L- REV (RT) CURVE DATA				
Pls Sta 94+27.088	PI Sta 95+12.876	Pls Sta 95+98.124	Pls Sta 97+68.068	PI Sta 98+05.403	PI Sta 99+24.574	PI Sta 100+44.896	Pls Sta 100+77.397	Pls Sta 97+68.068	PI Sta 98+20.681	PI Sta 99+48.163	Pls Sta 100+45.422
$\Theta_s = 2^\circ 56' 17.7''$	$\Delta = 12^\circ 50' 02.1''$ (LT)	$\Theta_s = 2^\circ 56' 17.7''$	$\Theta_s = 1^\circ 22' 07.4''$	$\Delta = 2^\circ 55' 41.5''$ (RT)	$\Delta = 6^\circ 17' 29.4''$ (LT)	$\Delta = 1^\circ 35' 36.6''$ (RT)	$\Theta_s = 0^\circ 24' 03.9''$	$\Theta_s = 1^\circ 22' 07.4''$	$\Delta = 4^\circ 52' 16.4''$ (RT)	$\Delta = 5^\circ 50' 19.9''$ (LT)	$\Theta_s = 0^\circ 24' 03.9''$
$L_s = 60.000$	$L = 131.037$	$L_s = 60.000$	$L_s = 43.000$	$L = 45.996$	$L = 192.163$	$L = 48.671$	$L_s = 24.500$	$L_s = 43.000$	$L = 76.517$	$L = 178.338$	$L_s = 24.500$
$LT = 40.006$	$T = 65.794$	$LT = 40.006$	$LT = 28.668$	$T = 23.003$	$T = 96.178$	$T = 24.337$	$LT = 16.333$	$LT = 43.000$	$T = 38.281$	$T = 89.246$	$LT = 16.333$
$ST = 20.005$	$R = 585.000$	$ST = 20.005$	$ST = 14.334$	$R = 900.000$	$R = 1,750.000$	$R = 1,750.000$	$ST = 8.167$	$ST = 14.334$	$R = 900.000$	$R = 1,750.000$	$ST = 8.167$
	$SE = 0.05$			$SE = 0.052$	$SE = 0.030$	$SE = 0.030$			$SE = 0.052$	$SE = 0.030$	



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NOGS FOR MONUMENT "CECIL"

WITH NAD 83 STATE PLANE GRID COORDINATES OF
NORTHING: 102527.1910(m) EASTING: 633112.5230(m)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 999920685

THE N.C. LAMBERT GRID BEARING
LOCALIZED HORIZONTAL GROUND DISTANCE FROM "CECIL" TO -L- STATION 96+62.220 IS
N 34 DEGREES 10 MINUTES 51.4 SECONDS W, 7647.4 m

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NGVD 29

- DRIVEWAY NOTES:**
- ALL PROP. DRIVEWAY RADII 3.0m UNLESS OTHERWISE SHOWN.
 - PROP. DRIVEWAY WIDTHS AT END OF RADII SHALL BE 4.9m MIN. UNLESS OTHERWISE SHOWN. TAPER DRIVEWAY TO EXISTING DRIVEWAY WIDTH.

SEE SHEET 32 FOR -L- REV. PROFILE

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