

NOTE: DRIVEWAYS SHOWN ON PLANS ARE TENTATIVE AND MUST BE VERIFIED WITH PROPERTY OWNERS. THE MAXIMUM NUMBER OF DRIVEWAYS THAT CAN BE CONSTRUCTED AND INCLUDED IN THIS PROJECT ARE THOSE THAT ARE SHOWN ON THE PLANS. LONG WITH 5 ADDITIONAL 30 FT. WIDE DRIVEWAYS, OR OTHER COMBINATIONS EQUIVALENT IN QUANTITY TO 1/2" E DRIVEWAYS WITH 30 FT. WIDTHS, TO REPLACE EXISTING DRIVEWAYS BETWEEN STA. 1 + 49.5 AND STA. 1 + 70.61. ANY OTHER DRIVEWAYS CONSTRUCTED THAT ARE NOT SHOWN ON PLANS OR THAT DO NOT REPLACE AN EXISTING DRIVEWAY CAN NOT BE INCLUDED IN OR PAID FOR AS A PART OF THIS PROJECT.

NOTE: TRAFFIC TO BE CARRIED  
THROUGH CONSTRUCTION.

### ROCK ROAD WIDENING & CHANNELIZATION

N. L. KELLOGG AVE. - S. L. DOUGLAS AVE.

R. W. LINN - CITY ENGINEER  
DATE: MAR 1974 PROJ. NO. DAKS 573055

#### GENERAL NOTES

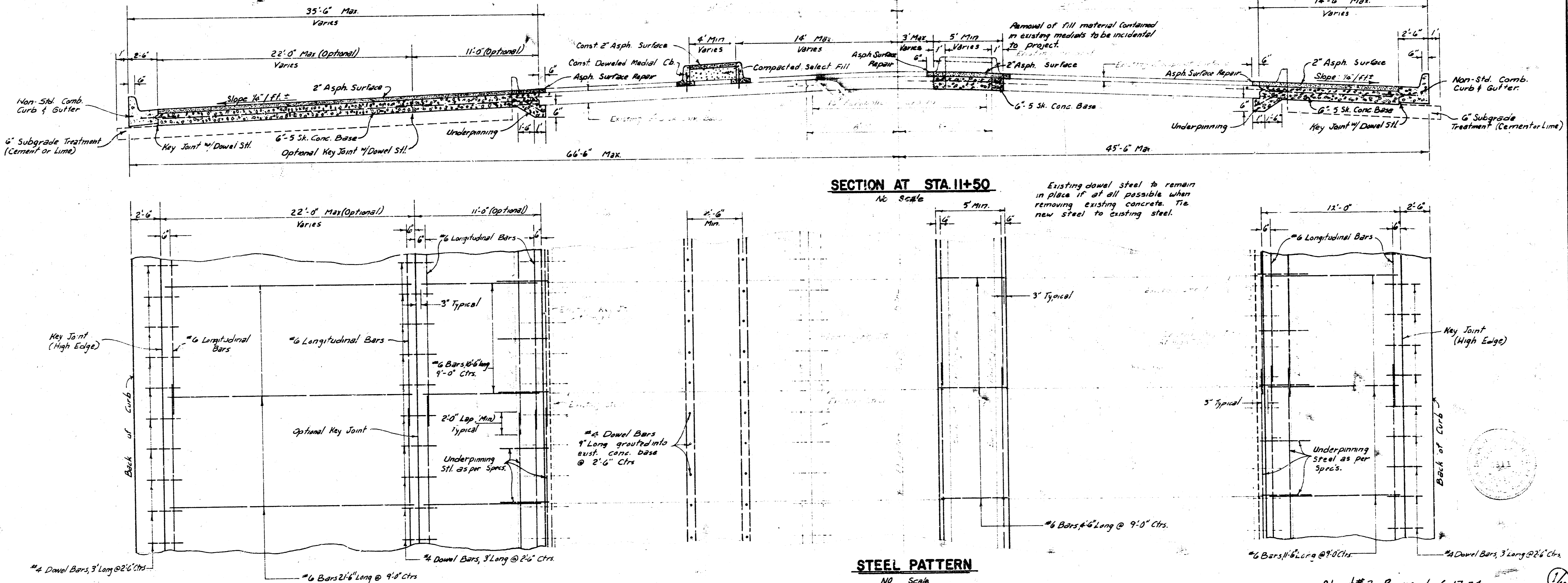
Contractor to grade parking and curb right of way for sidewalk. Compact fill in walk areas.

Engineer to exercise the option of eliminating underpinning where dowel steel is useable along existing edge of pavement.

All existing and future utility lines on plans above or below grade as indicated are for information and identification purposes only. Contractors shall have full responsibility in contacting each utility company, shown or not shown.

Type of subgrade treatment shall be determined by the Field Engineer. Subgrade treatment may consist of lime, cement, subgrade modification or any combination of these. 14.6' figs.

Asph. Surface Repair adjacent to existing H.E. & Metal Curb to be paid for as part of Asphaltic Concrete. Repair in excess of 6" in width to be incidental to project.

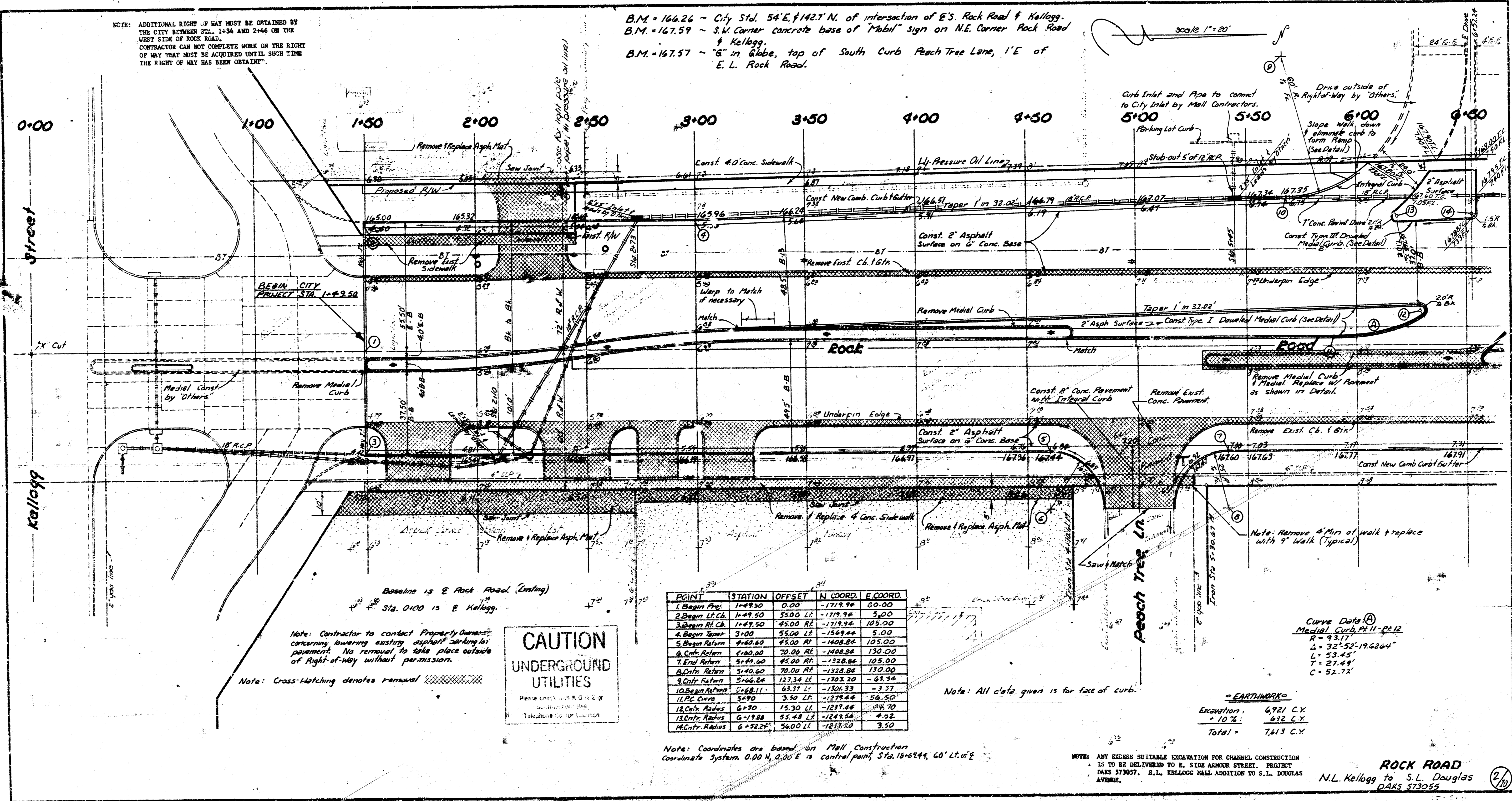


Survey, Dulles  
 Plan  
 E. L. Kelllogg  
 DCD 93  
 Chicago

NOTE: ADDITIONAL RIGHT OF WAY MUST BE OBTAINED BY THE CITY BETWEEN STA. 1+34 AND 2+46 ON THE WEST SIDE OF ROCK ROAD.  
 CONTRACTOR CAN NOT COMPLETE WORK ON THE RIGHT OF WAY THAT MUST BE ACQUIRED UNTIL SUCH TIME THE RIGHT OF WAY HAS BEEN OBTAINED.

B.M. = 166.26 - City Std. 54'E, 142.7' N. of intersection of E.S. Rock Road & Kellogg.  
 B.M. = 167.59 - S.W. Corner concrete base of "Mabil" sign on N.E. Corner Rock Road & Kellogg.  
 B.M. = 167.57 - 6" in Globe, top of South Curb Peach Tree Lane, 1'E of E. L. Rock Road.

Scale 1" = 20'



POINT	STATION	OFFSET	N. COORD.	E. COORD.
1. Begun Prop.	1+49.50	0.00	-1779.94	60.00
2. Begun Lt. Cb.	1+49.50	55.00	-1779.94	3.00
3. Begun Rt. Cb.	1+49.50	45.00	-1779.94	105.00
4. Begun Turn	3+00	55.00	-1569.44	5.00
5. Begun Return	4+60.80	45.00	-1468.84	105.00
6. Cont. Return	4+60.80	70.00	-1468.84	130.00
7. Cont. Return	5+40.00	45.00	-1328.84	105.00
8. Cont. Return	5+40.00	70.00	-1328.84	130.00
9. Cont. Return	5+46.24	123.34	-1303.30	-61.34
10. Begun Return	5+68.11	63.31	-1303.30	-3.31
11. Cont. Return	5+90	3.50	-1279.44	58.50
12. Cont. Return	6+30	15.30	-1237.44	48.70
13. Cont. Return	6+78.88	55.48	-1244.58	4.02
14. Cont. Return	6+58.25	56.00	-1217.50	3.50

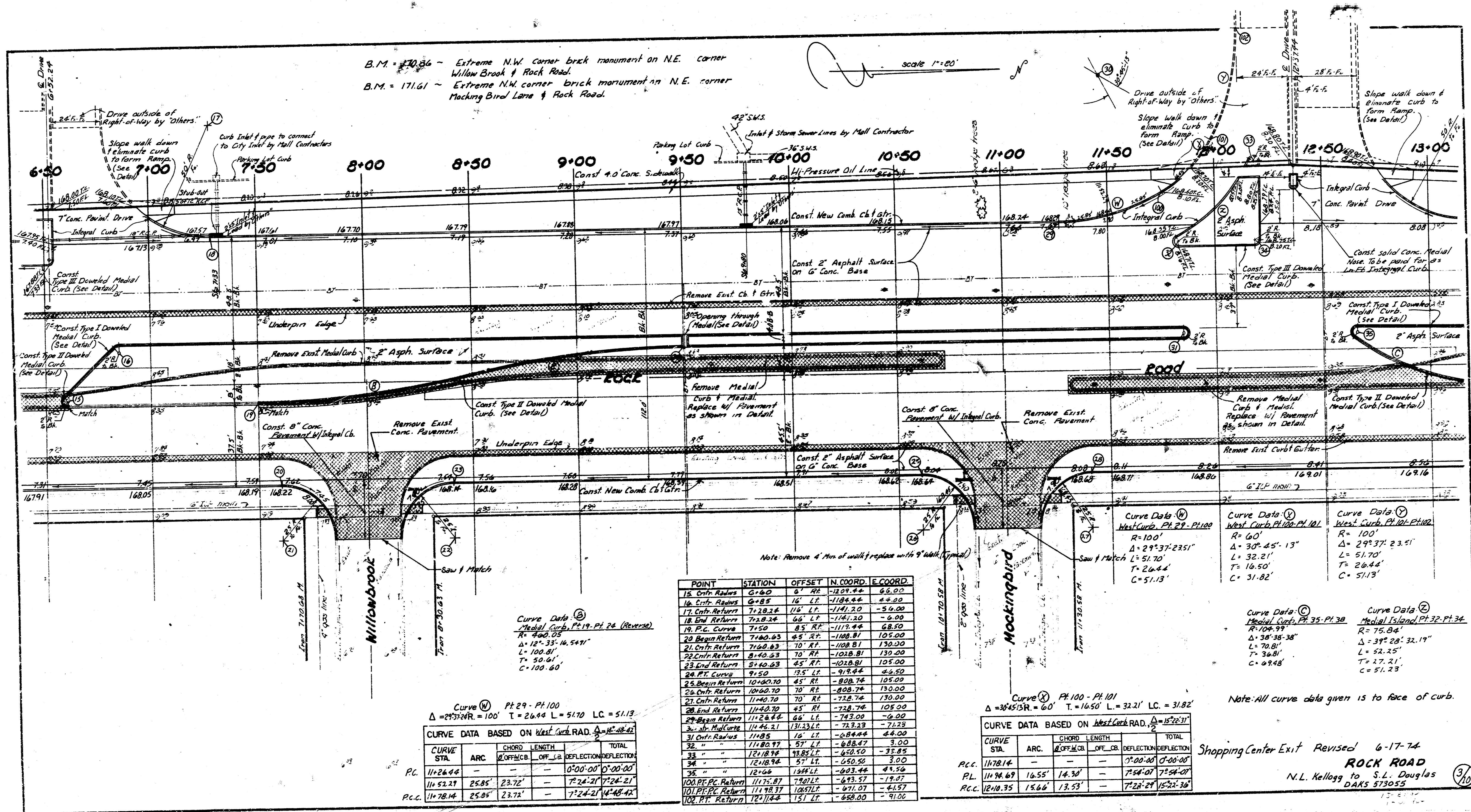
**CAUTION**  
 UNDERGROUND UTILITIES  
 Please Contact City of Dulles  
 202-261-1100  
 10000 E. of Loudon

Curve Data  
 Vertical Curve PVI = P+12  
 P = 9.517  
 Δ = 32°52'19.520"  
 L = 53.45'  
 T = 21.49'  
 C = 52.7'

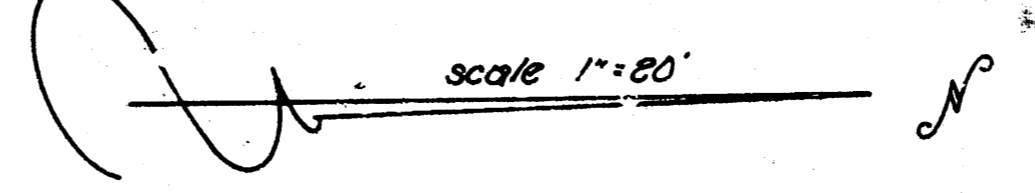
EARTHWORK  
 Excavation: 4921 C.Y.  
 10%: 672 C.Y.  
 Total = 7613 C.Y.

Note: Coordinates are based on Mall Construction Coordinate System. 0.00 N, 0.00 E is control point Sta. 16+6244, 60' Lt. of E.

NOTE: ANY EXCESS SUITABLE EXCAVATION FOR CHANNEL CONSTRUCTION IS TO BE DELIVERED TO E. SIDE ARMOUR STREET. PROJECT DMS 573057. S.L. KELLOGG MALL ADDITION TO S.L. DOUGLAS AVENUE.  
**ROCK ROAD**  
 N.L. Kellogg to S.L. Douglas  
 DMS 573055



B.M. = 170.36 - Extreme N.W. corner brick monument on N.E. corner Willow Brook & Rock Road.  
 B.M. = 171.61 - Extreme N.W. corner brick monument on N.E. corner Mockingbird Lane & Rock Road.



Note: Remove 4' Min. of walk replace with 9' walk (typical)

POINT	STATION	OFFSET	N. COORD.	E. COORD.
15. Ctr. Radius	6+40	0' RT	-1209.44	66.00
16. Ctr. Radius	6+85	16' LT	-1194.44	44.00
17. Ctr. Return	7+28.24	105' LT	-1141.20	-9.00
18. End Return	7+28.24	66' LT	-1141.20	-9.00
19. P.C. Curve	7+50	85' RT	-1119.44	68.50
20. Begin Return	7+60.03	65' RT	-1108.81	105.00
21. Ctr. Return	7+60.03	70' RT	-1108.81	130.00
22. End Return	8+10.03	70' RT	-1018.81	130.00
23. End Return	8+10.03	45' RT	-1018.81	105.00
24. P.C. Curve	9+50	135' LT	-919.44	66.50
25. Begin Return	10+00.70	45' RT	-808.74	105.00
26. Ctr. Return	10+00.70	70' RT	-808.74	130.00
27. End Return	11+00.70	45' RT	-728.74	130.00
28. Begin Return	11+26.44	66' LT	-743.00	-9.00
29. End Return	11+26.44	131.52 LT	-743.23	-74.23
30. Ctr. Radius	11+85	16' LT	-684.44	64.00
31. " "	11+80.77	57' LT	-684.44	3.00
32. " "	12+18.94	118.51 LT	-452.50	-32.85
33. " "	12+18.94	57' LT	-650.50	3.00
34. " "	12+68	134.41	-603.44	41.50
100. P.C. Return	11+75.87	740.12	-673.57	-19.07
101. P.C. Return	11+78.37	1047.12	-671.07	-6.157
102. P.C. Return	12+114.4	151' LT	-668.00	-91.00

Curve Data ①  
 R = 400.05  
 $\Delta = 12^\circ 35' 14.54''$   
 $L = 100.01'$   
 $T = 50.01'$   
 $C = 100.00'$

Curve Data ②  
 R = 100'  
 $\Delta = 29^\circ 37' 23.51''$   
 $L = 51.70'$   
 $T = 26.44'$   
 $C = 51.13'$

Curve Data ③  
 R = 100'  
 $\Delta = 30^\circ 45' 13''$   
 $L = 32.21'$   
 $T = 16.50'$   
 $C = 31.82'$

Curve Data ④  
 R = 100'  
 $\Delta = 29^\circ 37' 23.51''$   
 $L = 51.70'$   
 $T = 26.44'$   
 $C = 51.13'$

Curve Data ⑤  
 R = 75.84'  
 $\Delta = 39^\circ 28' 32.19''$   
 $L = 52.25'$   
 $T = 27.21'$   
 $C = 51.23'$

Curve Data ⑥  
 R = 100'  
 $\Delta = 26^\circ 45' 13''$   
 $L = 32.21'$   
 $T = 16.50'$   
 $C = 31.82'$

Curve Data ⑦  
 R = 100'  
 $\Delta = 29^\circ 37' 23.51''$   
 $L = 51.70'$   
 $T = 26.44'$   
 $C = 51.13'$

Curve Data ⑧  
 R = 100'  
 $\Delta = 30^\circ 45' 13''$   
 $L = 32.21'$   
 $T = 16.50'$   
 $C = 31.82'$

Curve Data ⑨  
 R = 100'  
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 $L = 51.70'$   
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 $C = 51.13'$

Curve Data ⑩  
 R = 100'  
 $\Delta = 30^\circ 45' 13''$   
 $L = 32.21'$   
 $T = 16.50'$   
 $C = 31.82'$

Curve Data ⑪  
 R = 100'  
 $\Delta = 29^\circ 37' 23.51''$   
 $L = 51.70'$   
 $T = 26.44'$   
 $C = 51.13'$

Curve Data ⑫  
 R = 100'  
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 $T = 16.50'$   
 $C = 31.82'$

Curve Data ⑬  
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Curve Data ⑭  
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Curve Data ⑮  
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 $C = 51.13'$

Curve Data ⑯  
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 $C = 31.82'$

Curve Data ⑰  
 R = 100'  
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 $L = 51.70'$   
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 $C = 51.13'$

Curve Data ⑱  
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Curve Data ⑲  
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 $C = 51.13'$

Curve Data ⑳  
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 $\Delta = 30^\circ 45' 13''$   
 $L = 32.21'$   
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 $C = 31.82'$

Curve Data ㉑  
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 $C = 51.13'$

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 $L = 51.70'$   
 $T = 26.44'$   
 $C = 51.13'$

Curve Data ㊿  
 R = 100'  
 $\Delta = 30^\circ 45' 13''$   
 $L = 32.21'$   
 $T = 16.50'$   
 $C = 31.82'$

Note: All curve data given is to face of curb.

Shopping Center Exit Revised 6-17-74

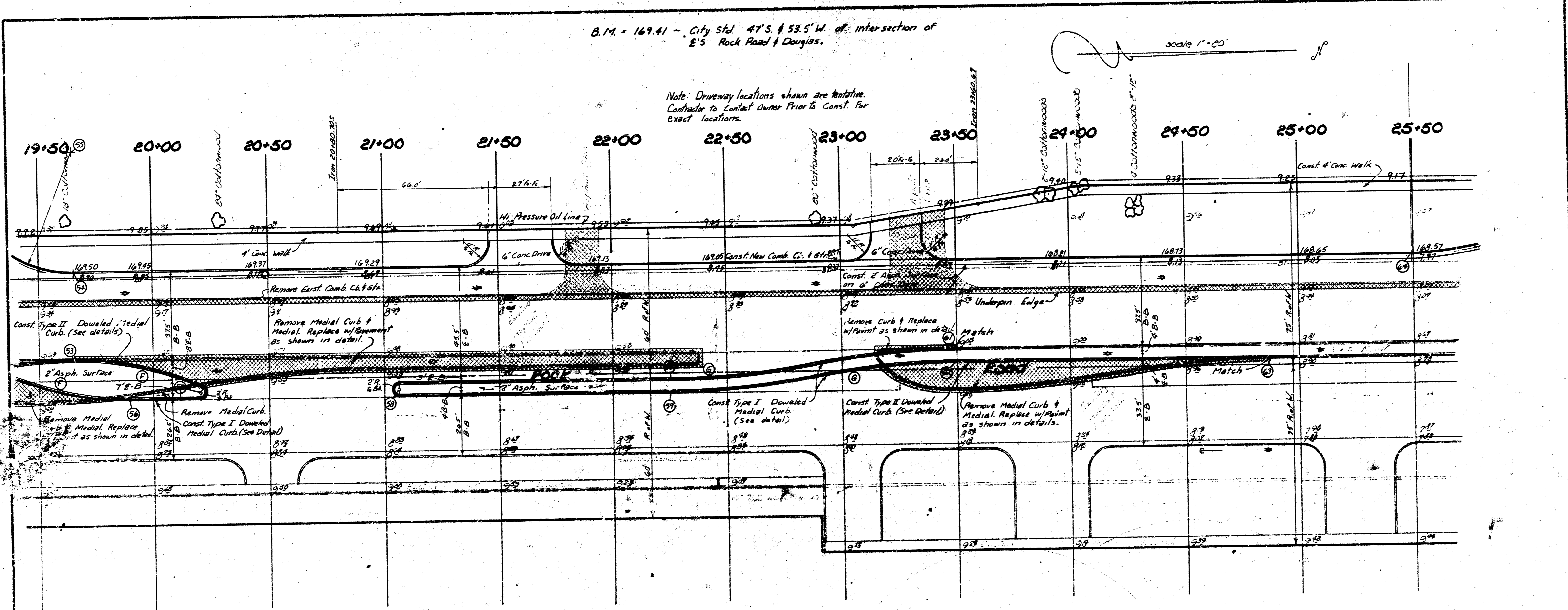
**ROCK ROAD**  
 N.L. Kellogg to S.L. Douglas  
 DAKS 573055



B.M. = 169.41 - City Std. 47'S. & 53.5' W. of intersection of  
 E'S Rock Road & Douglas.

Scale 1" = 20'

Note: Driveway locations shown are tentative.  
 Contractor to Contact Owner Prior to Const. for  
 exact locations.



Curve Data: (E)  
 Medial Curb, Pt. 51-Pt. 56 & Pt. 53-Pt. 57  
 R = 145.50'  
 Δ = 22° 31' 11.518"  
 L = 57.44'  
 T = 29.10'  
 C = 57.07'

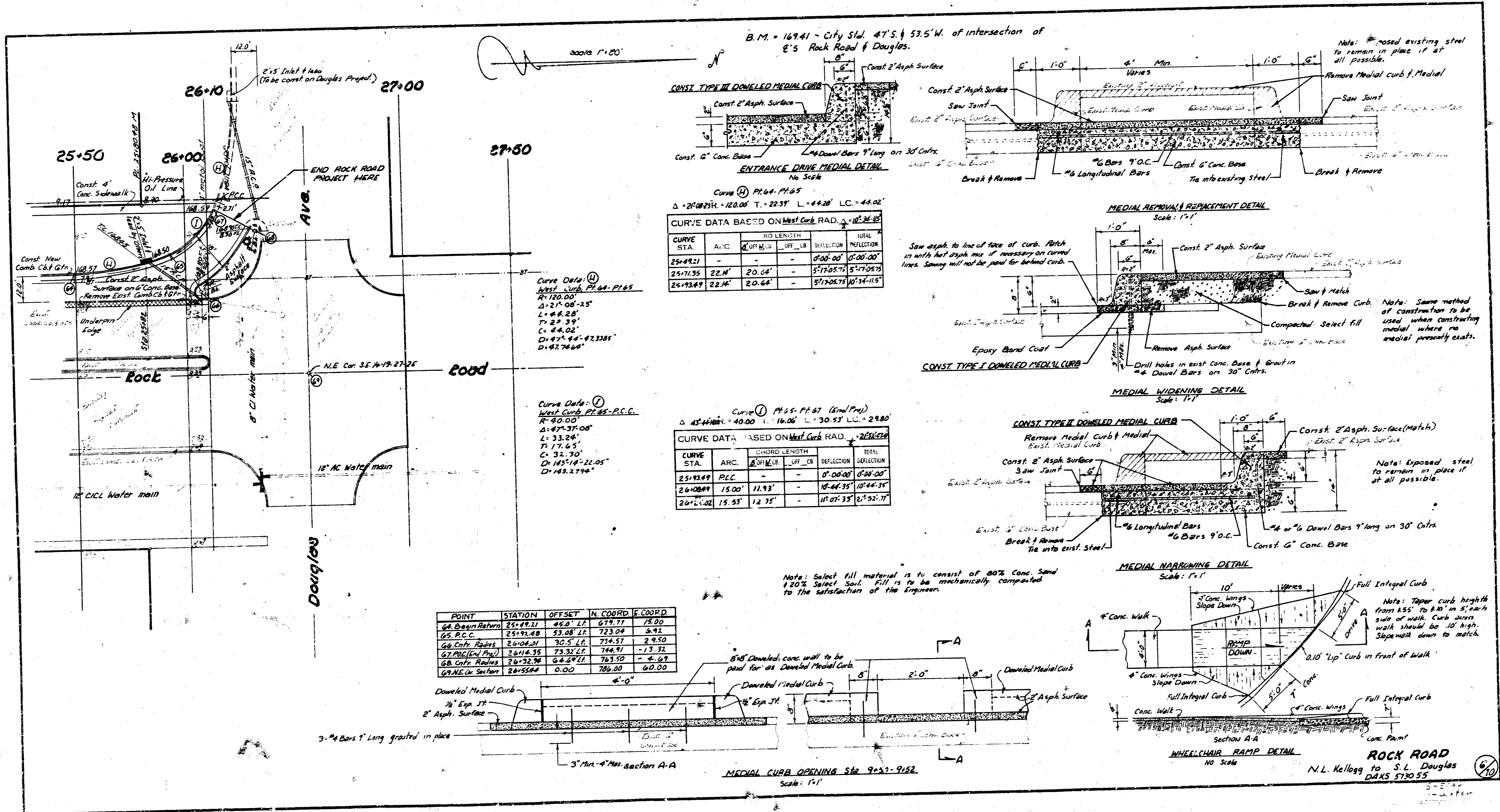
Curve Data: (C)  
 Medial Curb, Pt. 54-Pt. 62 & Pt. 60-Pt. 61 (Reverse)  
 R = 357.06'  
 Δ = 10° 03' 25.3297"  
 L = 62.81'  
 T = 31.48'  
 C = 62.76'

Note: All data given is to face of curb.

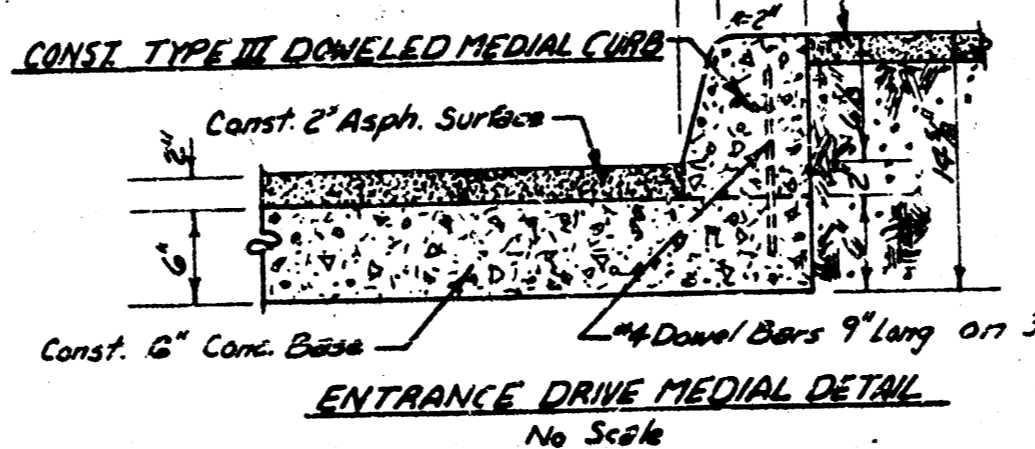
POINT	STATION	OFFSET	N. COORD.	E. COORD.
53 P.C. Curve	19+63	8.5' LT	95.56	51.50*
54 End Return	19+53.44	45.0' LT	96.00	15.00
55 Ctrn Return	19+65.44	96.0' LT	96.00	-35.00
56 P.T. Curve	19+70	7.5' RT	120.52	67.50
57 Ctrn Radius	20+20	5.0' RT	150.52	65.00
58 Ctrn Radius	21+06	5.0' RT	236.56	65.00
59 P.C. Curve	22+25	7.5' RT	355.56	67.50
60 P.C. Curve	22+25	2.5' RT	355.56	64.50
61 P.T. Curve	23+50	8.5' LT	480.52	51.50
62 P.T. Curve	24+50	3.5' LT	480.52	54.50
63 Match Pt.	24+80	3.5' LT	618.56	56.50
64 Begin Return	25+49.31	45.0' LT	679.77	15.00

ROCK ROAD  
 N.L. Kellogg to S.L. Douglas  
 DAKS 573055  
 5-8-57  
 1-1-1-57

570

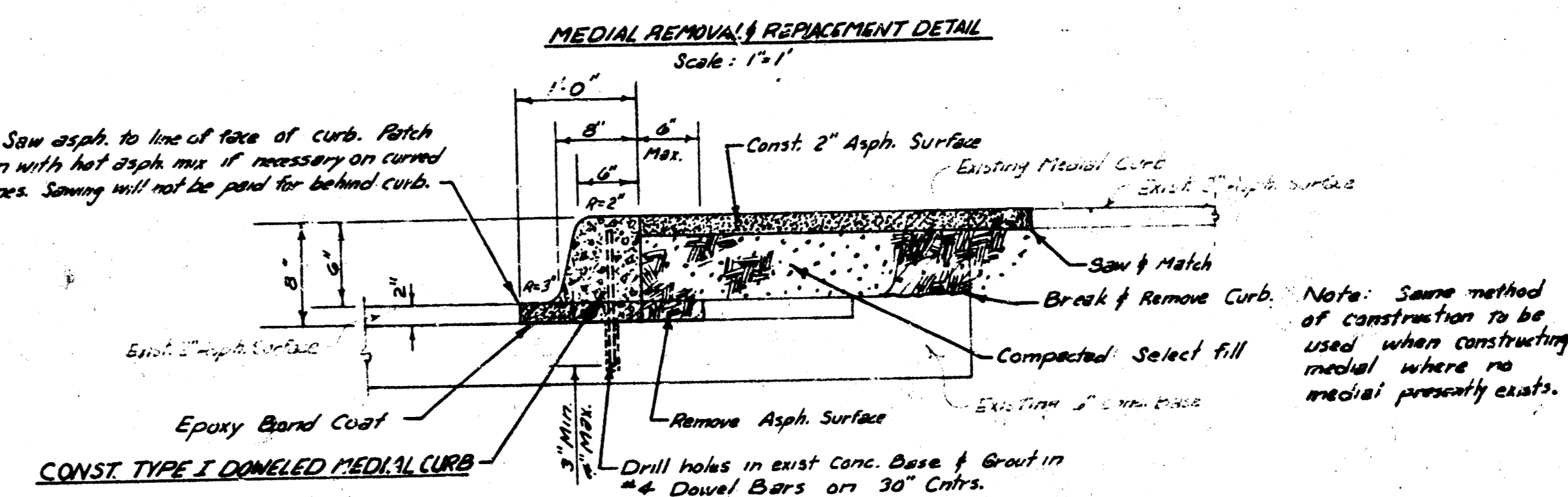
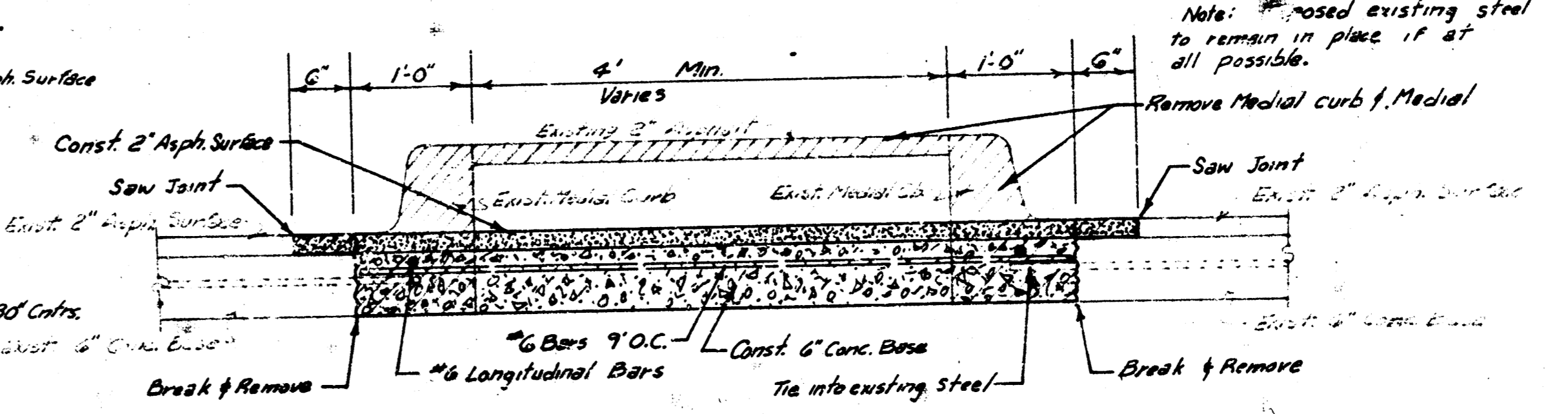


B.M. = 169.41 - City Std. 47 S. & 53.5' W. of intersection of E's Rock Road & Douglas.



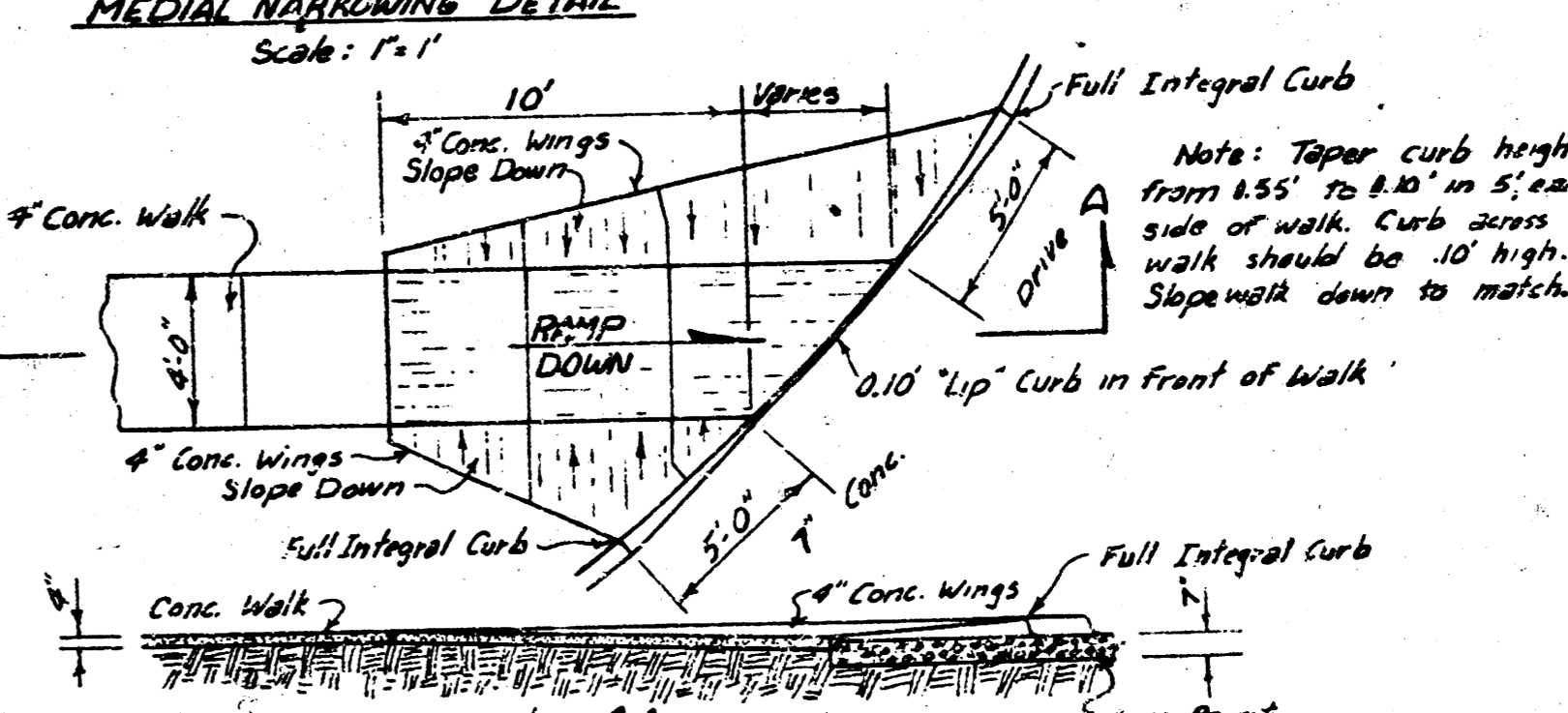
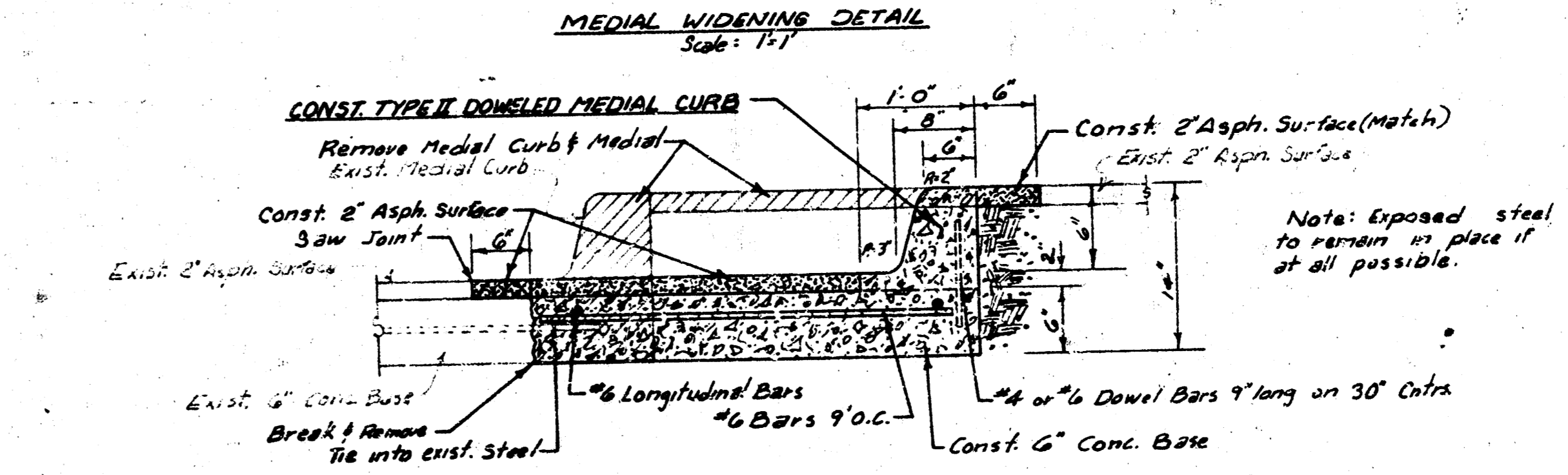
Curve Data ① P1.64-P1.65  
 $\Delta = 27^{\circ}02'58''$  R=120.00 T=22.37 L=44.28 LC=44.02

CURVE STA.	ARC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
25+49.21	-	-	0'00.00"	0'00.00"
25+71.35	22.14'	20.64'	5'17.05"	5'17.05"
25+93.49	22.14'	20.64'	5'17.05"	10'34.10"

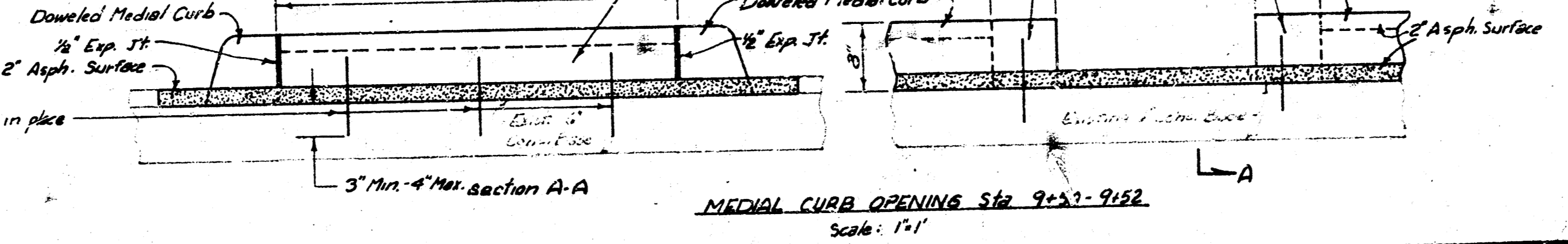


Curve Data ② P1.65-P1.67 (End Proj)  
 $\Delta = 45^{\circ}44'08''$  R=40.00 T=16.06 L=30.53 LC=29.80

CURVE STA.	ARC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
25+93.49	P.C.C.	-	0'00.00"	0'00.00"
26+108.49	15.00'	11.93'	10'04.35"	10'04.35"
26+211.00	15.53'	12.35'	10'07.35"	20'11.70"

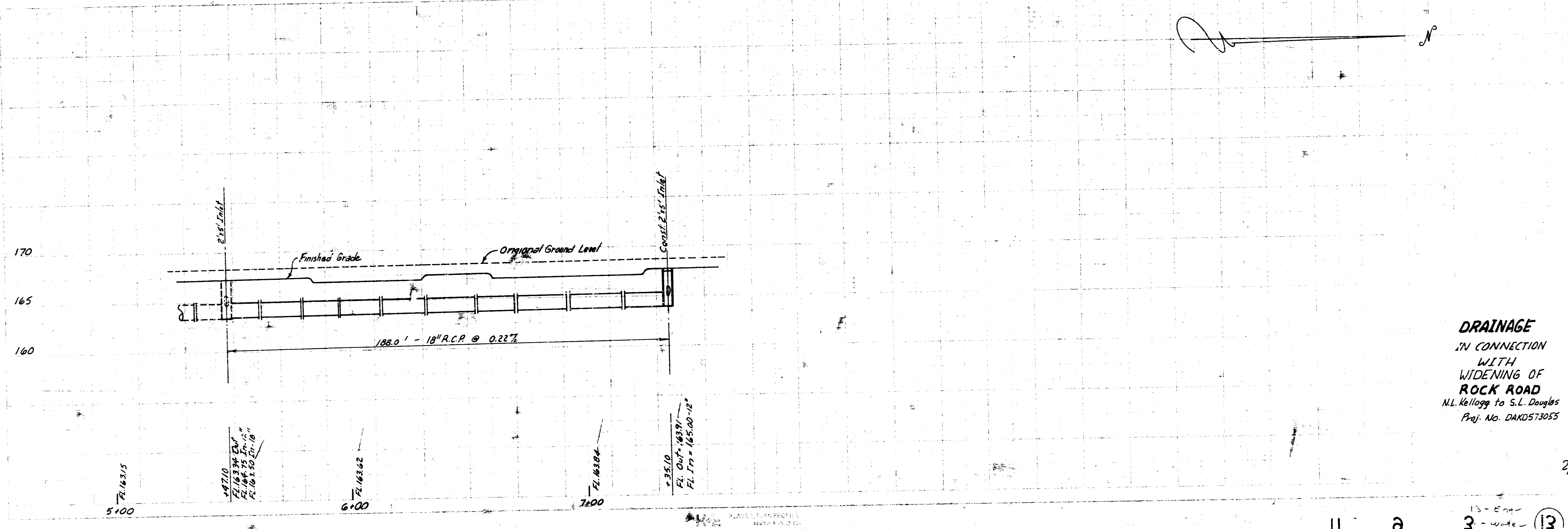
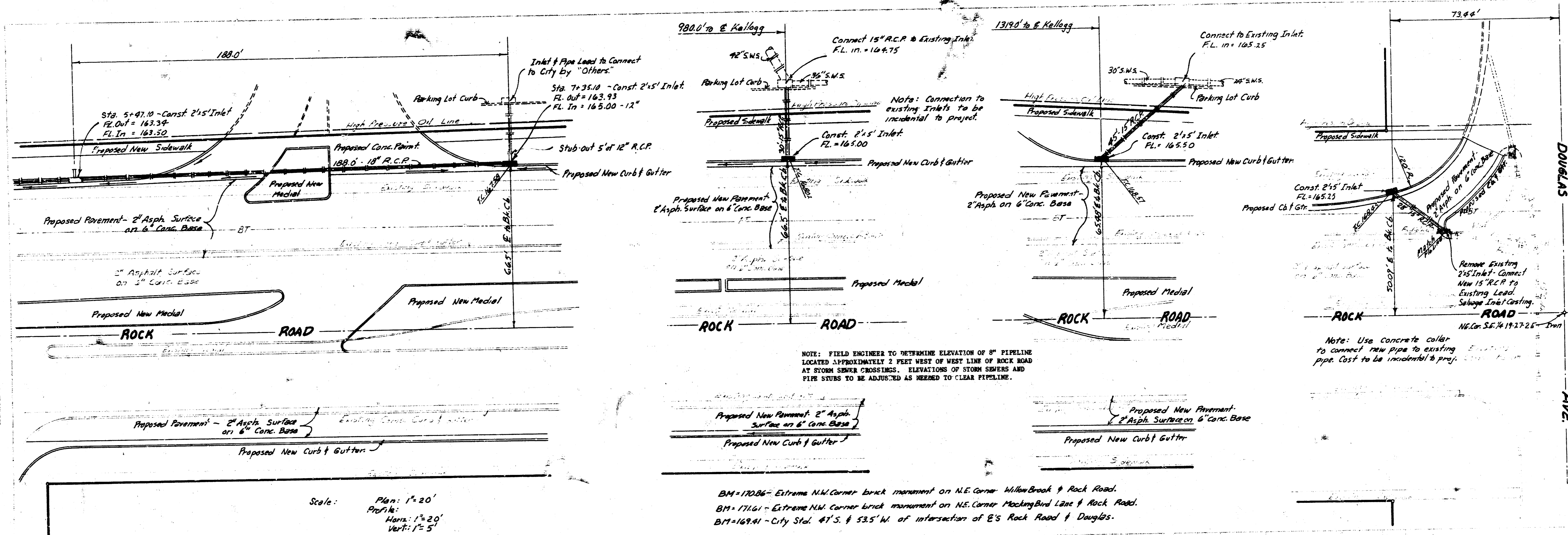


POINT	STATION	OFFSET	N. COORD.	E. COORD.
GA. Begin Return	25+49.21	45.21' LT	679.77	75.00
GB. P.C.C.	25+93.49	53.08' LT	723.04	5.92
GC. Curb Radius	26+108.21	30.51' LT	774.57	2.90
GD. P.O.C. (End Proj)	26+116.35	73.32' LT	744.91	-13.32
GE. Curb Radius	26+132.76	68.82' LT	763.50	-6.67
GF. NE. Sec. Section	26+135.64	0.00	786.00	60.00



ROCK ROAD  
 N.L. Kellogg to S.L. Douglas  
 DAKS 573055





**DRAINAGE**  
 IN CONNECTION  
 WITH  
 WIDENING OF  
**ROCK ROAD**  
 N.L. Kellogg to S.L. Douglas  
 Proj. No. DAKD573055