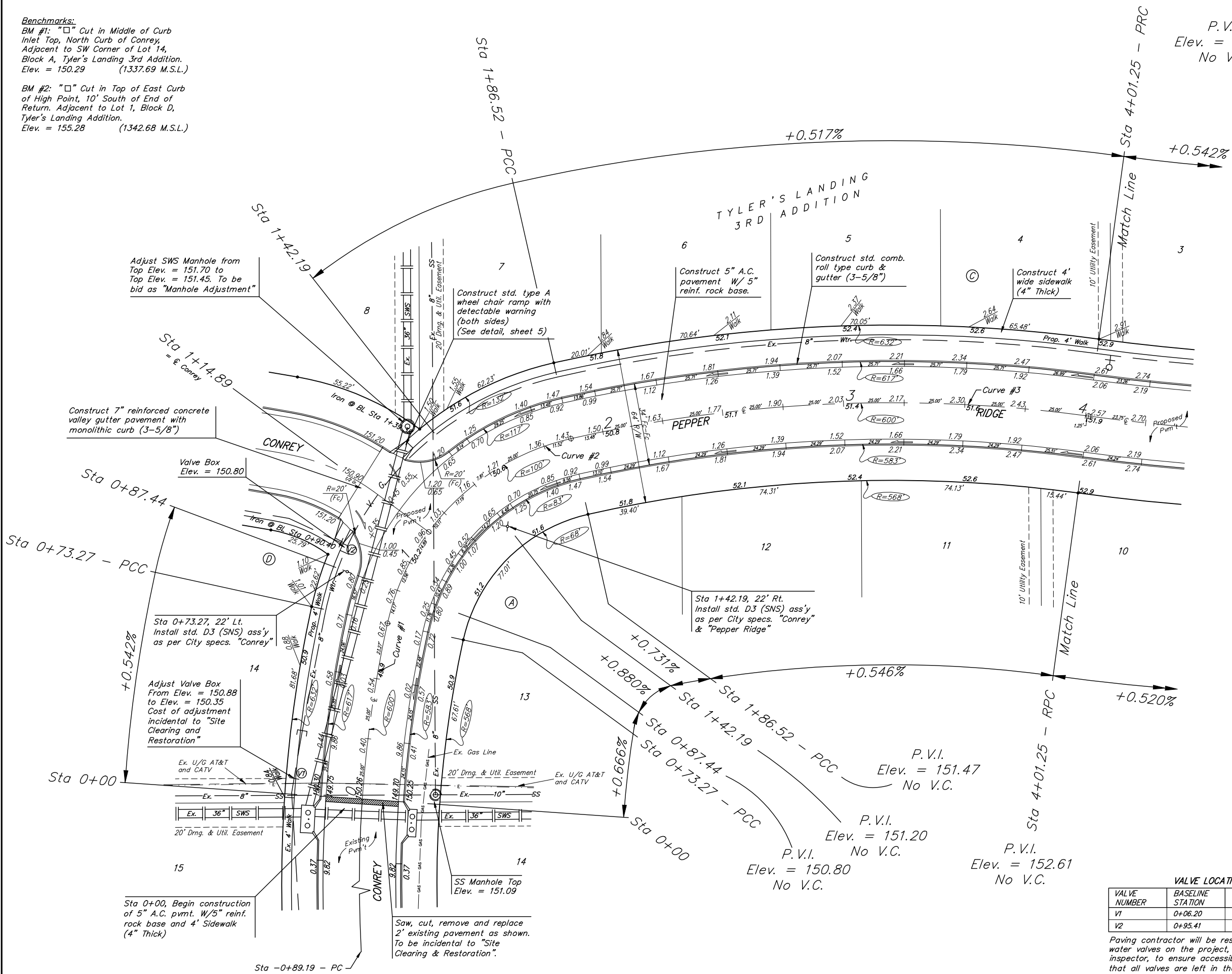


**Benchmarks:**  
 BM #1: "□" Cut in Middle of Curb  
 Inlet Top, North Curb of Conrey,  
 Adjacent to SW Corner of Lot 14,  
 Block A, Tyler's Landing 3rd Addition.  
 Elev. = 150.29 (1337.69 M.S.L.)

BM #2: "□" Cut in Top of East Curb  
 of High Point, 10' South of End of  
 Return. Adjacent to Lot 1, Block D,  
 Tyler's Landing Addition.  
 Elev. = 155.28 (1342.68 M.S.L.)

P.V.I.  
 Elev. = 152.61  
 No V.C.

Scale: 1" = 20'  
 • = Iron



Curve #1  
 Curve Data Based on Centerline  
 Rad. = 600' Delta = 18°37'01" Tangent = 98.34'  
 Arc = 162.46' L.C. = 194.10' Def./Ft. = 3.43782 Min.

Station	Arc	Face Chord Lengths		Defl.	Total Defl.
		8' Left	8' Right		
-0+89.19	-	-	-	0°00'00"	0°00'00"
0+00.00	89.19'	111.34'	102.43'	5°06'37"	5°06'37"
0+25.00	25.00'	31.25'	28.75'	1°25'57"	6°32'34"
0+50.00	25.00'	31.25'	28.75'	1°25'57"	7°58'31"
0+73.27	23.27'	29.09'	26.76'	1°20'00"	9°18'31"

Curve #2  
 Curve Data Based on Centerline  
 Rad. = 100' Delta = 64°53'16" Tangent = 63.57'  
 Arc = 113.25' L.C. = 107.29' Def./Ft. = 17.18882 Min.

Station	Arc	Face Chord Lengths		Defl.	Total Defl.
		8' Left	8' Right		
0+73.27	-	-	-	0°00'00"	0°00'00"
0+84.77	11.50'	14.37'	8.62'	3°17'40"	3°17'40"
1+00.00	15.23'	19.02'	11.41'	4°21'47"	7°39'27"
1+14.89	14.89'	18.60'	11.16'	4°15'57"	11°55'24"
1+25.00	10.11'	12.63'	7.58'	2°53'47"	14°49'11"
1+42.19	17.19'	21.46'	12.88'	4°55'28"	19°44'39"
1+50.00	7.81'	9.76'	5.86'	2°14'15"	21°58'54"
1+75.00	25.00'	31.17'	18.70'	7°09'43"	29°08'37"
1+86.52	11.52'	14.39'	8.64'	3°18'01"	32°26'38"

Curve #3  
 Curve Data Based on Centerline  
 Rad. = 600' Delta = 20°30'20" Tangent = 108.53'  
 Arc = 214.73' L.C. = 213.59' Def./Ft. = 2.86484 Min.

Station	Arc	Face Chord Lengths		Defl.	Total Defl.
		8' Left	8' Right		
1+86.52	-	-	-	0°00'00"	0°00'00"
2+00.00	13.48'	14.04'	12.92'	0°38'37"	0°38'37"
2+25.00	25.00'	26.04'	23.96'	1°11'37"	1°50'14"
2+50.00	25.00'	26.04'	23.96'	1°11'38"	3°01'52"
2+75.00	25.00'	26.04'	23.96'	1°11'37"	4°13'29"
3+00.00	25.00'	26.04'	23.96'	1°11'37"	5°25'06"
3+25.00	25.00'	26.04'	23.96'	1°11'37"	6°36'43"
3+50.00	25.00'	26.04'	23.96'	1°11'38"	7°48'21"
3+75.00	25.00'	26.04'	23.96'	1°11'37"	8°59'58"
4+00.00	25.00'	26.04'	23.96'	1°11'37"	10°11'35"
4+01.25	1.25'	1.30'	1.20'	0°03'35"	10°15'10"

NOTE: ROLL TYPE CURB & GUTTER TO BE CONSTRUCTED ON THE PAVEMENT SHOWN ON THIS SHEET. TOP OF CURB ELEVATIONS ARE GIVEN FOR FULL HEIGHT CURB.

VALVE LOCATION TABLE

VALVE NUMBER	BASELINE STATION	OFFSET DISTANCE	OFFSET DIRECTION
V1	0+06.20	28.65'	Lt.
V2	0+95.41	26'	Lt.

Paving contractor will be responsible to operate all water valves on the project, in the presence of the inspector, to ensure accessibility to the valves, and that all valves are left in the "ON" position when the project is completed.

**Baughman** Tyler's Landing 3rd Addition - Phase 2  
**Conrey / Pepper Ridge**  
 STA 0+00 to STA 4+01.25

PROJECT NUMBER: 472-84263  
 DESIGN: RDM/ABC  
 DRAWN: RDM  
 APPROVED: ABC  
 DATE: 4-25-07  
 SCALE: Noted  
 SHEET: 6 OF 22

Tyler's Landing 3rd Phase 2\STR\STR1.dwg 06-01-E454