

CURVE DATA
 P.I. = Sta. 105+01.12
 $\Delta = 16^\circ 41' 14''$ RT
 $Dc = 09^\circ 53' 44''$
 $R = 579.00'$
 $T = 84.92'$
 $L = 168.63'$
 $E = 6.19'$

CURVE DATA
 P.I. = Sta. 106+93.76
 $\Delta = 13^\circ 20' 14''$ RT
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 23.38'$
 $L = 46.56'$
 $E = 1.36'$

CURVE DATA
 P.I. = Sta. 109+06.55
 $\Delta = 24^\circ 39' 26''$ LT
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 43.71'$
 $L = 86.07'$
 $E = 4.72'$

CURVE DATA
 P.I. = Sta. 110+59.68
 $\Delta = 29^\circ 37' 02''$ LT
 $Dc = 13^\circ 40' 28''$
 $R = 419.00'$
 $T = 110.77'$
 $L = 216.59'$
 $E = 14.40'$

CURVE DATA
 P.I. = Sta. 114+14.03
 $\Delta = 27^\circ 00' 35''$ RT
 $Dc = 07^\circ 29' 58''$
 $R = 764.00'$
 $T = 183.49'$
 $L = 360.16'$
 $E = 21.73'$

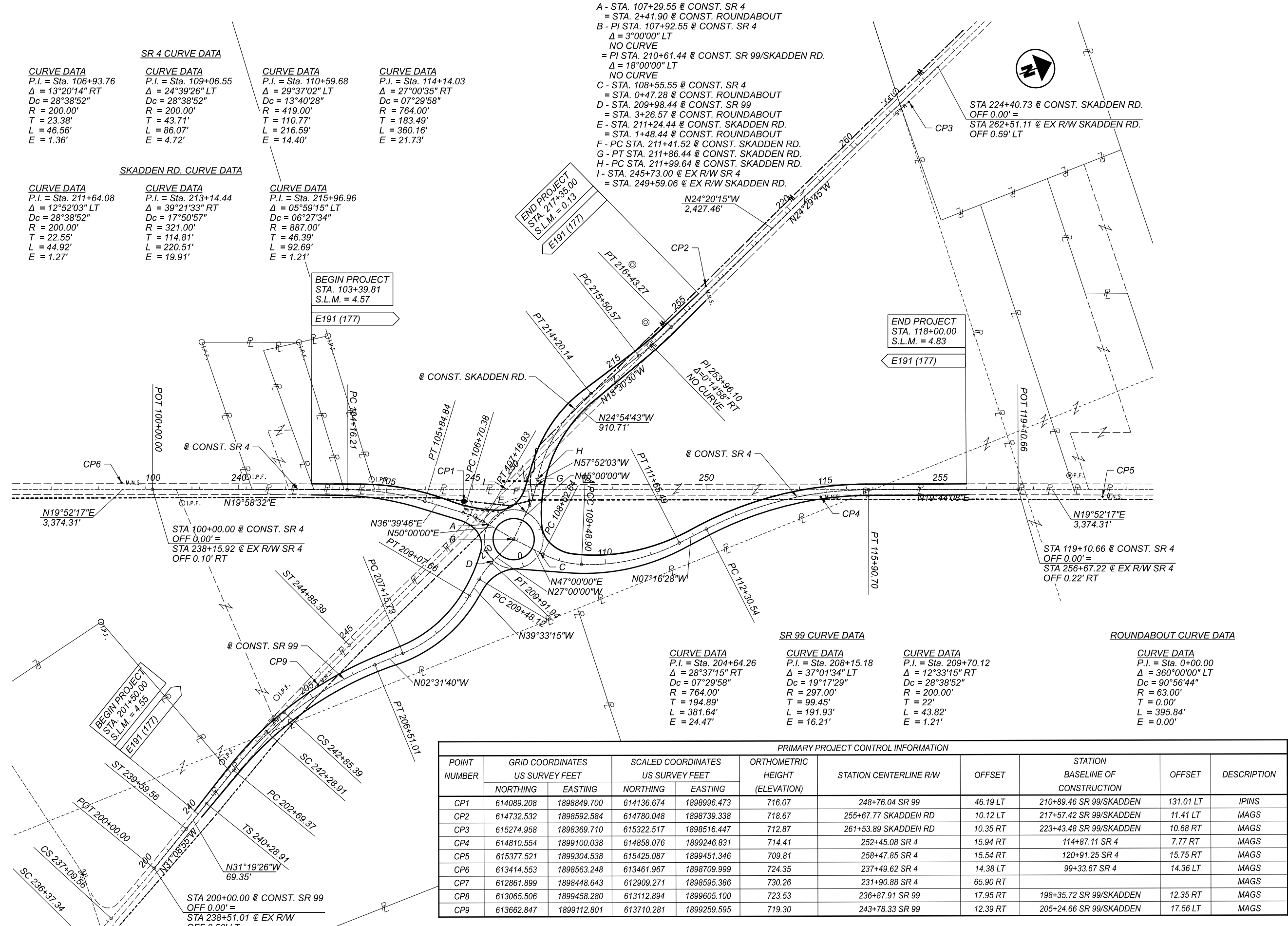
SKADDEN RD. CURVE DATA

CURVE DATA
 P.I. = Sta. 211+64.08
 $\Delta = 12^\circ 52' 03''$ LT
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 22.55'$
 $L = 44.92'$
 $E = 1.27'$

CURVE DATA
 P.I. = Sta. 213+14.44
 $\Delta = 39^\circ 21' 33''$ RT
 $Dc = 17^\circ 50' 57''$
 $R = 321.00'$
 $T = 114.81'$
 $L = 220.51'$
 $E = 19.91'$

CURVE DATA
 P.I. = Sta. 215+96.96
 $\Delta = 05^\circ 59' 15''$ LT
 $Dc = 06^\circ 27' 34''$
 $R = 887.00'$
 $T = 46.39'$
 $L = 92.69'$
 $E = 1.21'$

A - STA. 107+29.55 @ CONST. SR 4
 = STA. 2+41.90 @ CONST. ROUNDABOUT
 B - PI STA. 107+92.55 @ CONST. SR 4
 $\Delta = 3^\circ 00' 00''$ LT
 NO CURVE
 = PI STA. 210+61.44 @ CONST. SR 99/SKADDEN RD.
 $\Delta = 18^\circ 00' 00''$ LT
 NO CURVE
 C - STA. 108+55.55 @ CONST. SR 4
 = STA. 0+47.28 @ CONST. ROUNDABOUT
 D - STA. 209+98.44 @ CONST. SR 99
 = STA. 3+26.57 @ CONST. ROUNDABOUT
 E - STA. 211+24.44 @ CONST. SKADDEN RD.
 = STA. 1+48.44 @ CONST. ROUNDABOUT
 F - PC STA. 211+41.52 @ CONST. SKADDEN RD.
 G - PT STA. 211+86.44 @ CONST. SKADDEN RD.
 H - PC STA. 211+99.64 @ CONST. SKADDEN RD.
 I - STA. 245+73.00 @ EX R/W SR 4
 = STA. 249+59.06 @ EX R/W SKADDEN RD.



SR 99 CURVE DATA

CURVE DATA
 P.I. = Sta. 204+64.26
 $\Delta = 28^\circ 37' 15''$ RT
 $Dc = 07^\circ 29' 58''$
 $R = 764.00'$
 $T = 194.89'$
 $L = 381.64'$
 $E = 24.47'$

CURVE DATA
 P.I. = Sta. 208+15.18
 $\Delta = 37^\circ 01' 34''$ LT
 $Dc = 19^\circ 17' 29''$
 $R = 297.00'$
 $T = 99.45'$
 $L = 191.93'$
 $E = 16.21'$

CURVE DATA
 P.I. = Sta. 209+70.12
 $\Delta = 12^\circ 33' 15''$ RT
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 22'$
 $L = 43.82'$
 $E = 1.21'$

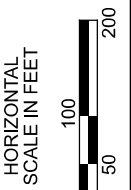
ROUNDABOUT CURVE DATA

CURVE DATA
 P.I. = Sta. 0+00.00
 $\Delta = 360^\circ 00' 00''$ LT
 $Dc = 90^\circ 56' 44''$
 $R = 63.00'$
 $T = 0.00'$
 $L = 395.84'$
 $E = 0.00'$

PRIMARY PROJECT CONTROL INFORMATION										
POINT NUMBER	GRID COORDINATES US SURVEY FEET		SCALED COORDINATES US SURVEY FEET		ORTHOMETRIC HEIGHT (ELEVATION)	STATION CENTERLINE R/W	OFFSET	STATION BASELINE OF CONSTRUCTION	OFFSET	DESCRIPTION
	NORTHING	EASTING	NORTHING	EASTING						
CP1	614089.208	1898849.700	614136.674	1898996.473	716.07	248+76.04 SR 99	46.19 LT	210+89.46 SR 99/SKADDEN	131.01 LT	IPINS
CP2	614732.532	1898592.584	614780.048	1898739.338	718.67	255+67.77 SKADDEN RD	10.12 LT	217+57.42 SR 99/SKADDEN	11.41 LT	MAGS
CP3	615274.958	1898369.710	615322.517	1898516.447	712.87	261+53.89 SKADDEN RD	10.35 RT	223+43.48 SR 99/SKADDEN	10.68 RT	MAGS
CP4	614810.554	1899100.038	614858.076	1899246.831	714.41	252+45.08 SR 4	15.94 RT	114+87.11 SR 4	7.77 RT	MAGS
CP5	615377.521	1899304.538	615425.087	1899451.346	709.81	258+47.85 SR 4	15.54 RT	120+91.25 SR 4	15.75 RT	MAGS
CP6	613414.553	1898563.248	613461.967	1898709.999	724.35	237+49.62 SR 4	14.38 LT	99+33.67 SR 4	14.36 LT	MAGS
CP7	612861.899	1898448.643	612909.271	1898595.386	730.26	231+90.88 SR 4	65.90 RT			MAGS
CP8	613065.506	1899458.280	613112.894	1899605.100	723.53	236+87.91 SR 99	17.95 RT	198+35.72 SR 99/SKADDEN	12.35 RT	MAGS
CP9	613662.847	1899112.801	613710.281	1899259.595	719.30	243+78.33 SR 99	12.39 RT	205+24.66 SR 99/SKADDEN	17.56 LT	MAGS

COMBINED SCALE FACTOR: 0.99992271
 PROJECT ADJUSTMENT FACTOR: 1.000077296

NOTE: BEGIN WORK AND END WORK LIMITS/FLAGS WILL BE PROVIDED ON ALL APPROPRIATE SHEETS AT STAGE 2 DESIGN. AFTER NON-CONCEPTUAL MAINTENANCE OF TRAFFIC AND PERMANENT TRAFFIC CONTROL HAVE BEEN ESTABLISHED.



SCHEMATIC PLAN
 SR 4 AND SR 99/SKADDEN RD.

DESIGN AGENCY	
DESIGNER	ABC
REVIEWER	XYZ 03/03/21
PROJECT ID	123456
SHEET	TOTAL
P.02	88