



CURVE DATA

US ROUTE 2
 CURVE # 4 DATA
 $\Delta = 34^\circ 48' 25.8''$ LT
 $R = 291.063$
 $T = 91.234$
 $L = 176.821$
 $E = 13.964$
 $BANK = NC$

PARK ST.
 CURVE # 1 DATA
 $\Delta = 06^\circ 37' 35.1''$ LT
 $R = 250.000$
 $T = 14.473$
 $L = 28.913$
 $E = 0.419$

CURBLINE CURVE DATA

CURBLINE CURVE #2 DATA
 $R = 295.500$ (1) $R = 100.000$ (2)
 $L = 49.973$ (1) $L = 12.490$ (2)
 $\Delta = 16^\circ 50' 43.9''$ Left
 $T = 38.501$ (1) $T = 24.431$ (2)
 $E = 2.498$

CURBLINE CURVE #3 DATA
 $R = 175.965$
 $L = 7.950$
 $\Delta = 3^\circ 37' 23.5''$ Left
 $T = 3.977$
 $E = 0.045$

CURBLINE CURVE #4 DATA
 $R = 100.000$
 $L = 24.834$
 $\Delta = 14^\circ 13' 44.0''$ Left
 $T = 12.481$
 $E = 0.776$

CURBLINE CURVE #5 DATA
 $R = 55.000$
 $L = 10.412$
 $\Delta = 10^\circ 50' 46.4''$ Left
 $T = 5.221$
 $E = 0.247$

**SIDEWALK LAYOUT POINTS
(TIE TO CONSTRUCTION Q)**

POINT	STATION	OFFSET
S12	19+108.29	5.96 LT
S13	19+115.47	9.50 LT
S14	4+014.14	11.71 LT
S15	4+019.72	7.55 LT
S16	4+021.19	6.89 LT
S17	4+025.43	5.73 LT
S18	4+029.81	5.55 LT
S19	5+017.06	4.50 LT

**CURBLINE LAYOUT POINTS
(TIE TO CONSTRUCTION Q)**

POINT	STATION	OFFSET
B1	19+116.38	8.27 RT
B2	19+137.01	8.55 RT
C1	19+154.25	8.97 RT
C2	19+196.42	11.17 RT
E1	19+215.89	10.04 RT
E2	19+233.70	7.04 RT
F1	19+134.90	9.35 LT
F2	19+144.81	11.03 LT
F3	19+159.04	9.35 LT
F4	19+160.67	9.13 LT
F5	19+163.90	8.11 LT
F6	19+177.62	14.23 LT
F7	19+180.76	8.77 LT

**DRIVE LAYOUT POINTS
(TIE TO CONSTRUCTION Q)**

POINT	STATION	OFFSET
D29	19+179.18	11.16 LT
D30	19+202.17	9.83 LT
D31	19+208.80	10.22 LT
D32	19+211.50	4.50 LT
D33	19+220.86	4.50 LT
D34	19+223.54	8.93 LT
D35	19+229.70	8.94 LT
D36	19+232.39	4.50 LT

DATUM

VERTICAL	NAVD88
HORIZONTAL	NAD83(92)



STA 19+100 TO 19+260

PROJECT NAME: DANVILLE
 PROJECT NUMBER: F EGC 028-3(32)

FILE NAME: ...highway\plottiles\alc-05.prf PLOT DATE: 1/18/2011
 DESIGN SUPERVISOR: GARY SANTY DRAWN BY: STANTEC
 DESIGNED BY: STANTEC CHECKED BY: STANTEC
 ALIGNMENT/CURBLINE PLAN ALC-5 SHEET 53 OF 306