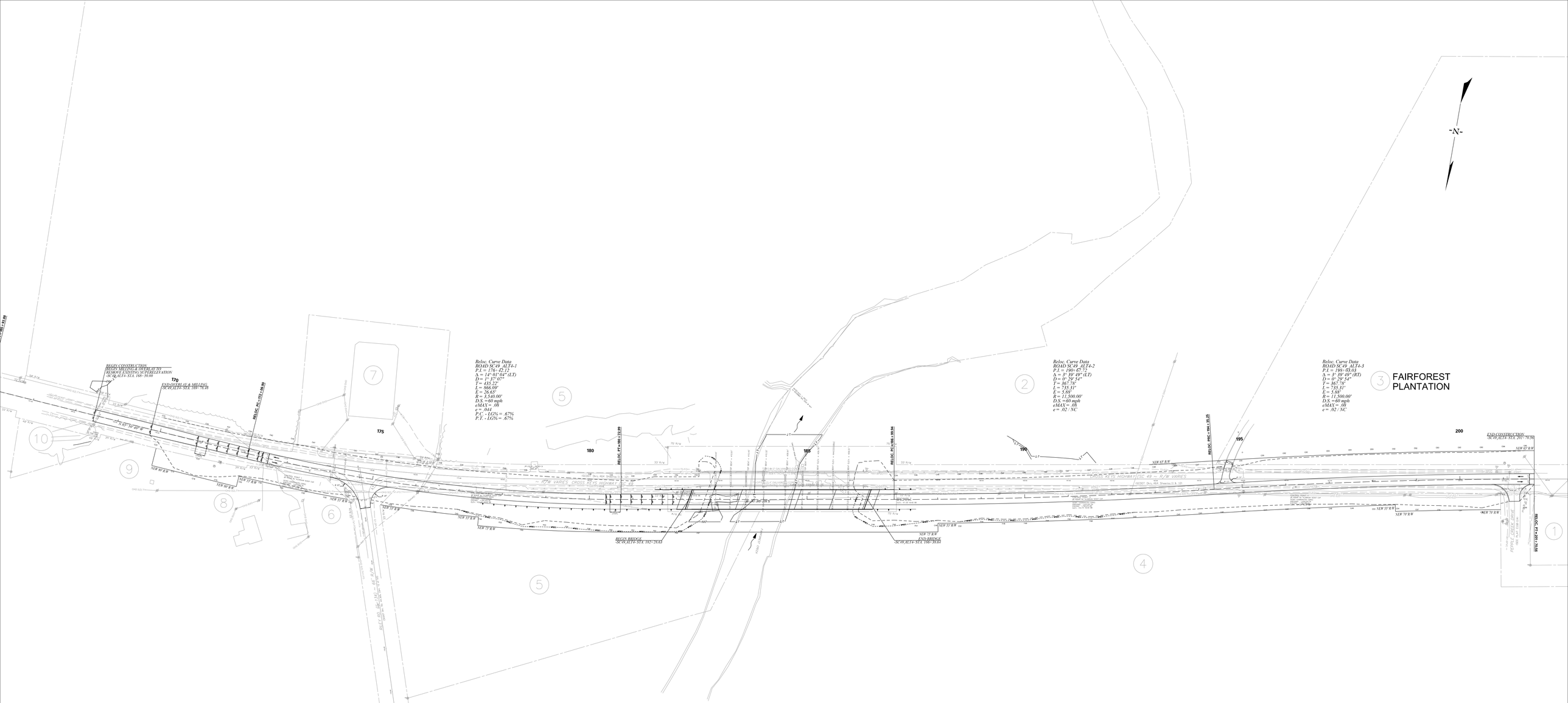
-N-
BEGIN CONSTRUCTION
SC-49_ALT4- STA. 168+ 30.00
BEGIN MILLING & OVERLAY TO
REMOVE EXISTING SUPERELEVATION
SC-49_ALT4- STA. 168+ 30.00
END OVERLAY & MILLING
SC-49_ALT4- STA. 169+ 78.18
RELOC. PC=170+08.90
Reloc. Curve Data
ROAD SC49_ALT4-1
P.I. = 176+ 42.13
Δ = 14° 01' 04" (LT)
D= 1° 37' 07"
T = 235.23'
L = 466.09'
E = 26.65'
R = 3,540.00'
D.S. =60 mph
eMAX= .08
e = .044
P.C. - LG% = .67%
P.T. - LG% = .67%
RELOC. PT=180+72.89
RELOC. PC=186+09.94
Reloc. Curve Data
ROAD SC49_ALT4-2
P.I. = 190+ 67.72
Δ = 8° 59' 09" (LT)
D= 0° 29' 54"
T = 467.72'
L = 735.31'
E = 5.88'
R = 11,500.00'
D.S. =60 mph
eMAX= .08
e = .02 / NC
RELOC. PRC=194+35.25
Reloc. Curve Data
ROAD SC49_ALT4-3
P.I. = 198+ 03.03
Δ = 8° 59' 09" (RT)
D= 0° 29' 54"
T = 467.78'
L = 735.31'
E = 5.88'
R = 11,500.00'
D.S. =60 mph
eMAX= .08
e = .02 / NC
FAIRFOREST
PLANTATION
END CONSTRUCTION
SC-49_ALT4- STA. 201+ 70.56
RELOC. PT=201+70.56
BEGIN BRIDGE
SC-49_ALT4- STA. 182+ 28.63
END BRIDGE
SC-49_ALT4- STA. 188+ 89.84
PEPPER CREEK DRIVE
NEW 45' R/W
NEW 40' R/W
NEW 35' R/W
NEW 30' R/W
NEW 25' R/W
NEW 20' R/W
NEW 15' R/W
NEW 10' R/W
NEW 70' R/W
NEW 55' R/W
NEW 75' R/W
RIFW VARIES CROSS SC 176 HIGHWAY
CROSS SC 49 HIGHWAY
RIFW VARIES
RIFW VARIES CROSS SC 49 HIGHWAY
SC 49 HIGHWAY
SC 49 HIGHWAY
SC 49 HIGHWAY
RIFW VARIES
RIFW VARIES
RIFW VARIES