

RDWY "B" CURVE DATA

P.I. 10 Δ = 17°45'43" D = 26°00'00" E = 220.368' T = 34.934' L = 68.315' P.C. = 3+53.417 P.I. = 3+87.851 P.T. = 4+21.733	P.I. 15 Δ = 11°26'53" D = 26°00'00" E = 220.368' T = 158.491' L = 274.800' P.C. = 6+04.305 P.I. = 7+62.796 P.T. = 8+79.106	P.I. 20 Δ = 63°55'37" D = 26°00'00" E = 220.368' T = 137.506' L = 245.873' P.C. = 9+74.406 P.I. = 11+11.912 P.T. = 12+20.279
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RDWY "A" CURVE DATA

P.I. 10 Δ = 72°35'50" D = 29°00'00" E = 197.572' T = 145.123' L = 250.335' P.C. = 1+40.557 P.I. = 2+85.680 P.T. = 3+90.892	P.I. 15 Δ = 65°08'56" D = 29°00'00" E = 197.572' T = 126.228' L = 227.651' P.C. = 6+25.130 P.I. = 7+51.358 P.T. = 8+49.781	P.I. 20 Δ = 10°52'06" D = 30°00'00" E = 545.674' T = 51.910' L = 103.505' P.C. = 10+13.688 P.I. = 10+70.598 P.T. = 11+22.196
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RDWY "D" CURVE DATA

P.I. 5 Δ = 22°00'00" D = 36°00'00" E = 159.155' T = 30.940' L = 61.111' P.C. = 0+90.00 P.I. = 1+51.11 P.T. = 1+51.11	P.I. 10 Δ = 36°30'00" D = 38°00'00" E = 150.778' T = 49.719' L = 96.053' P.C. = 1+96.61 P.I. = 2+46.83 P.T. = 2+92.66
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RDWY "J" CURVE DATA

P.I. 5 Δ = 60°00'00" D = 38°00'00" E = 150.778' T = 87.052' L = 157.875' P.C. = 3+03.16 P.I. = 3+90.21 P.T. = 4+61.05	P.I. 10 Δ = 33°00'00" D = 38°00'00" E = 150.778' T = 44.663' L = 86.842' P.C. = 5+61.80 P.I. = 6+06.96 P.T. = 6+98.64
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RDWY "N"

P.I. 5 Δ = 27°30'00" D = 38°00'00" E = 150.778' T = 36.895' L = 72.368' P.C. = 0+91.10 P.I. = 1+28.00 P.T. = 1+63.47

P.I. 25 Δ = 58°13'07" D = 26°00'00" E = 220.368' T = 122.703' L = 223.918' P.C. = 14+23.840 P.I. = 15+46.543 P.T. = 16+47.759	P.I. 30 Δ = 22°13'39" D = 26°00'00" E = 220.368' T = 43.281' L = 85.485' P.C. = 17+40.190 P.I. = 17+83.476 P.T. = 18+25.675	P.I. 35 Δ = 16°44'18" D = 20°00'00" E = 220.368' T = 42.146' L = 83.692' P.C. = 19+38.308 P.I. = 19+80.454 P.T. = 20+22.000
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P.I. 25 Δ = 20°45'58" D = 38°00'00" E = 150.778' T = 27.627' L = 54.648' P.C. = 13+27.236 P.I. = 13+54.863 P.T. = 13+81.884	P.I. 35 Δ = 28°49'32" D = 34°00'00" E = 168.517' T = 43.308' L = 84.781' P.C. = 14+52.962 P.I. = 14+96.269 P.T. = 15+37.743	P.I. 40 Δ = 56°49'06" D = 34°00'00" E = 168.517' T = 91.152' L = 167.113' P.C. = 16+05.976 P.I. = 16+97.128 P.T. = 17+73.089
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P.I. 5 Δ = 28°30'00" D = 38°00'00" E = 150.778' T = 38.293' L = 75.000' P.C. = 3+89.10 P.I. = 4+27.39 P.T. = 4+64.10	P.I. 10 Δ = 8°30'00" D = 38°00'00" E = 150.778' T = 11.205' L = 22.368' P.C. = 5+43.00 P.I. = 5+54.20 P.T. = 5+65.37
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P.I. 5 Δ = 28°00'00" D = 38°00'00" E = 150.778' T = 37.593' L = 73.689' P.C. = 0+49.16 P.I. = 0+86.75 P.T. = 1+60.43	P.I. 10 Δ = 56°00'00" D = 38°00'00" E = 150.778' T = 80.170' L = 147.368' P.C. = 0+24.83 P.I. = 1+05.00 P.T. = 1+72.20
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P.I. 40 Δ = 19°50'31" D = 20°00'00" E = 220.368' T = 50.106' L = 99.209' P.C. = 20+88.468 P.I. = 21+38.575 P.T. = 21+87.670	P.I. 45 Δ = 71°24'54" D = 24°00'00" E = 238.732' T = 171.594' L = 247.562' P.C. = 22+69.092 P.I. = 24+40.685 P.T. = 25+66.654	P.I. 50 Δ = 28°53'41" D = 24°00'00" E = 238.732' T = 61.507' L = 120.395' P.C. = 26+54.882 P.I. = 27+16.389 P.T. = 27+76.278
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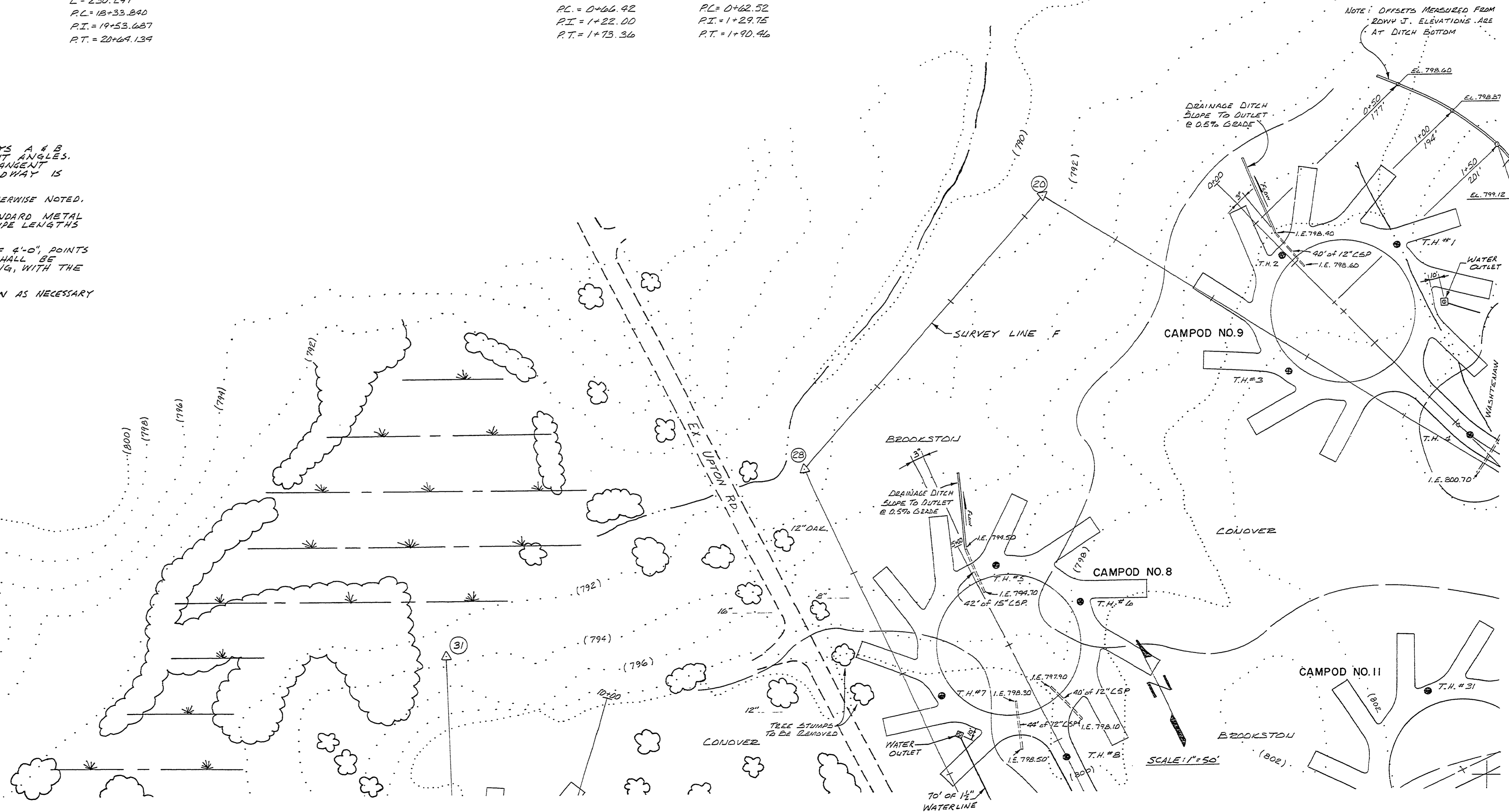
P.I. 45 Δ = 39°09'00" D = 17°00'00" E = 337.039' T = 119.897' L = 230.297' P.C. = 18+33.840 P.I. = 19+53.687 P.T. = 20+64.134	P.I. 50 Δ = 43°30'00" D = 34°00'00" E = 168.517' T = 67.231' L = 127.941' P.C. = 0+62.52 P.I. = 1+29.75 P.T. = 1+90.46
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P.I. 5 Δ = 38°30'00" D = 34°00'00" E = 159.155' T = 55.579' L = 106.949' P.C. = 0+64.92 P.I. = 1+22.00 P.T. = 1+73.36	P.I. 10 Δ = 43°30'00" D = 34°00'00" E = 168.517' T = 67.231' L = 127.941' P.C. = 0+62.52 P.I. = 1+29.75 P.T. = 1+90.46
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NOTES:

- ROADWAYS CONNECTING CAMPOD LOOPS TO ROADWAYS A & B ARE TO INTERSECT THESE TWO ROADS AT RIGHT ANGLES. THIS RIGHT ANGLE TO BE MEASURED FROM TANGENT TO CURVE THROUGH INTERSECTION POINT IF ROADWAY IS ON A CURVE.
- CURVE RADIUS AT INTERSECTIONS TO BE 30' UNLESS OTHERWISE NOTED.
- CULVERTS SHOWN ON PLAN TO BE PROVIDED WITH STANDARD METAL END SECTIONS. CULVERT LENGTHS INDICATED ARE PIPE LENGTHS ONLY.
- WATER LINES TO BE BURIED TO A MINIMUM DEPTH OF 2'-0". POINTS AT WHICH A DEFLECTION IN WATER LINE OCCURS SHALL BE MARKED WITH A CONCRETE CYLINDER, 4" X 12" LONG, WITH THE LETTER "W" CAST IN THE TOP END.
- MAKE SLIGHT ADJUSTMENTS IN WATERLINE LOCATION AS NECESSARY TO AVOID CUTTING TREES.

I	II
III	IV



SURVEYED BY L. THOMPSON	12-74	DRAWN BY D. PADDGETT	8-75	NO.	DATE	BY	REVISIONS	NO.	DATE	BY	REVISIONS	MICHIGAN DEPARTMENT OF NATURAL RESOURCES	PROJECT NO. 24-1344
DESIGNED BY R. HAEUSLER	8-75	CHECKED BY		1.				3.				PLAN - AREA I SHEET TITLE	SLEEPY HOLLOW STATE PARK AREA OR PARK
	DATE		DATE	2.				4.					PROJECT CAMPGROUND DEVELOP. SHEET 3 OF PLAN NO. E-103