



EXISTING RANDALL ROAD BASELINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	461+24.26	1935349.54	982260.37
E.O.A.	483+00.00	1937525.23	982244.88

EXISTING MCDONALD ROAD BASELINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	677+89.84	1937186.49	982247.30
P.C.	700+69.57	1937228.10	984526.64
P.I.	704+10.94	1937234.34	984867.96
P.T.	706.09.10	1937575.71	984867.55
E.O.A.	710+00.66	1937967.27	984867.13

PROPOSED STEARNS ROAD CONSTRUCTION BASELINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	403+00.00	1937115.61	978965.14
P.I.	435+82.92	1937186.20	982247.30
P.C.	451+76.86	1937215.61	983840.97
P.T.	458+98.03	1937228.92	984562.01
P.T.	465+45.97	1936733.07	985085.67
P.C.	481+79.54	1935609.89	986271.84
P.I.	491+98.78	1934909.09	987011.94
P.T.	501+29.92	1934867.24	988030.32
E.O.A.	544+54.78	1934689.66	992351.53

PROPOSED UMBDENSTOCK ROAD CONSTRUCTION BASELINE			
DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	700+00.00	1937117.74	984453.59
P.C.	700+00.00	1937117.74	984453.59
P.I.	700+87.89	1937190.78	984502.47
P.T.	701+70.84	1937225.16	984583.36
P.C.	702+50.84	1937256.45	984656.99
P.I.	704+79.03	1937345.71	984866.99
P.T.	706+54.04	1937573.89	984867.04
E.O.A.	710+47.42	1937967.27	984867.13

PROP. CURVE UMBCV01
 PI STA. = 700+87.89
 $\Delta = 33^\circ 10' 55''$ (RT)
 $D = 19^\circ 25' 20''$
 $R = 295.00'$
 $T = 87.89'$
 $L = 170.84'$
 $E = 12.82'$
 $e = 6.0\%$
 $T.R. = 90$
 $S.E. RUN = 120$
 $P.C. STA = 700+00.00$
 $P.T. STA = 701+70.84$

PROP. CURVE ASC1
 PI STA. = 458+98.03
 $\Delta = 44^\circ 29' 41''$ (RT)
 $D = 3^\circ 15' 00''$
 $R = 1,763.00'$
 $T = 721.17'$
 $L = 1,369.11'$
 $E = 141.80'$
 $e = 3.02\%$
 $T.R. = 68$
 $S.E. RUN = 102$
 $P.C. STA = 451+76.86$
 $P.T. STA = 465+45.97$

PROP. CURVE UMBCV02
 PI STA. = 704+79.03
 $\Delta = 66^\circ 57' 40''$ (LT)
 $D = 16^\circ 36' 27''$
 $R = 345.00'$
 $T = 228.18'$
 $L = 403.20'$
 $E = 68.63'$
 $e = N/A$
 $P.C. STA = 702+50.84$
 $P.T. STA = 706+54.04$

EXIST. CURVE EXUMBO1
 PI STA. = 704+10.94
 $\Delta = 89^\circ 01' 18.1''$ (LT)
 $D = 16^\circ 29' 59.7''$
 $R = 347.25'$
 $T = 341.37'$
 $L = 539.53'$
 $e = 139.70'$
 $e = 6.0\%$
 $P.C. STA = 700+69.57$
 $P.T. STA = 706+09.10$

NUMBER	STA. & OFFSET FROM PR	DESCRIPTION	ELEVATION
BM6	702+66.89 24.97 RT	"CHISELED BOX CUT" ON TOP OF GUARD WALL AT THE SOUTHEAST CORNER OF BRIDGE CROSSING RR TRACKS, JUST SOUTH OF INTERSECTION OF UMBDENSTOCK ROAD AND MCDONALD ROAD	821.99
BM7	444+30.64 92.60 LT	"CHISELED BOX CUT" ON THE NORTH TOP OF CONCRETE LIGHT POLE BASE, LIGHT POLE IS AT THE SOUTHWEST CORNER OF ASPHALT PARKING LOT OF BIRDIES AND EAGLES DRIVING RANGE.	810.50
BM8	447+43.53 215.88 LT	"ALUMINUM DISK" SET IN CONCRETE AT THE NORTHEAST CORNER OF MCDONALD ROAD AND RANDALL ROAD IN THE SOUTHWEST CORNER OF THE JEWEL PARKING LOT.	805.97
BM15		"ALUMINUM DISK" SET IN CONCRETE AT THE SOUTHWEST CORNER OF ROUTE 31 AND MCLEAN BOULEVARD	716.31

SECTION MARKERS SHALL BE RECORDED AND REINSTALLED ACCORDING TO THE SPECIAL PROVISION FOR SECTION MARKERS. SEE PLATS FOR LOCATIONS OF SECTION MARKERS WITHIN PROJECT LIMITS.