

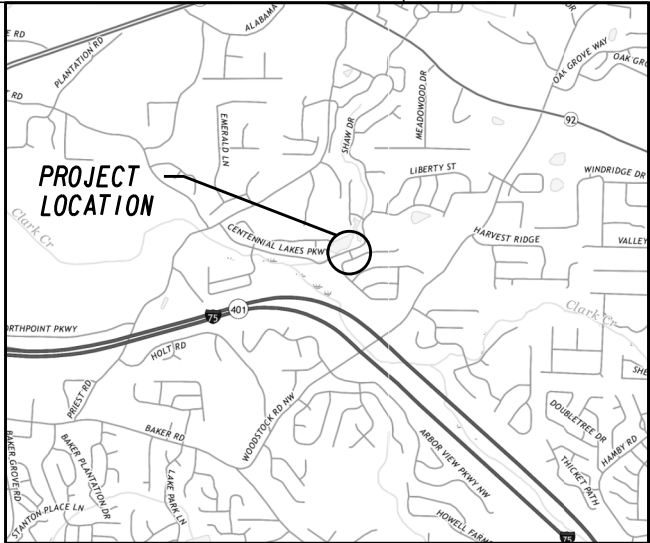
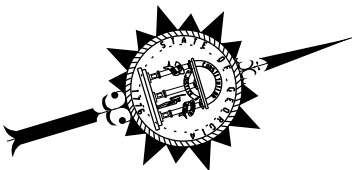
CHEROKEE COUNTY

SPLOST ROADWAY PROGRAM

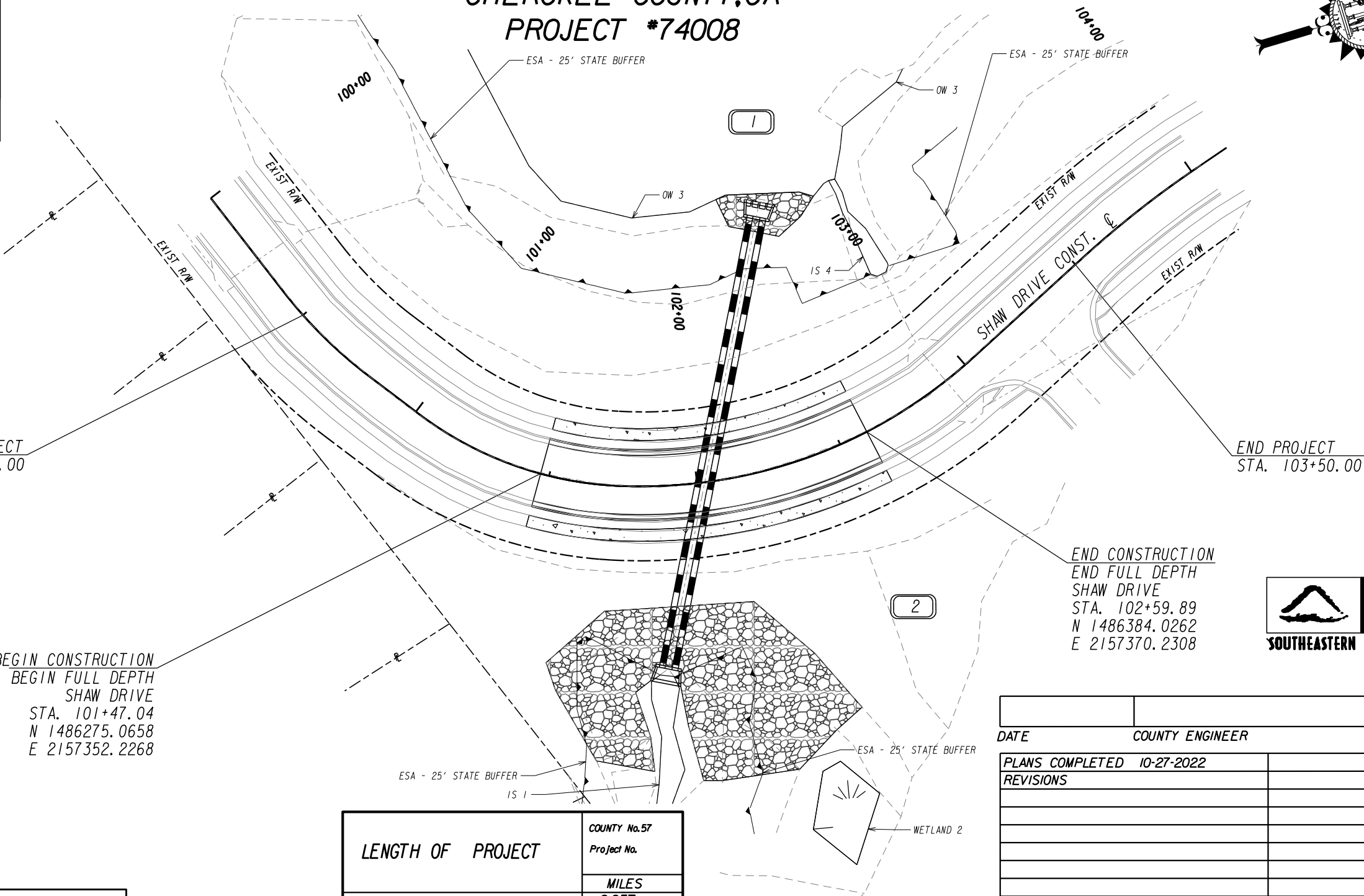
SHAW DRIVE CULVERT REPLACEMENT

CHEROKEE COUNTY,GA

PROJECT #74008



LOCATION SKETCH



THIS PROJECT IS 100% IN
CHEROKEE COUNTY AND IS
100% IN CONG.DIST.NO.II.

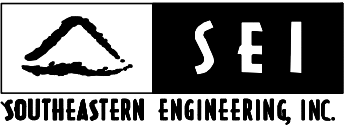
PROJECT DESIGNATION:
DESIGNED IN ENGLISH UNITS

THIS PROJECT HAS BEEN PREPARED
USING THE HORIZONTAL GEORGIA
COORDINATE SYSTEM OF 1984 (NAD
1983/94 WEST ZONE, AND THE NORTH
AMERICAN VERTICAL DATUM (NAVD)
OF 1988.

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY
INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON
FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE
SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT
OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO
SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

BEGIN CONSTRUCTION
BEGIN FULL DEPTH
SHAW DRIVE
STA. 101+47.04
N 1486275.0658
E 2157352.2268

END CONSTRUCTION
END FULL DEPTH
SHAW DRIVE
STA. 102+59.89
N 1486384.0262
E 2157370.2308



LENGTH OF PROJECT	COUNTY No.57 Project No.
	MILES
NET LENGTH OF ROADWAY	0.057
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	0.057
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.057



DATE	COUNTY ENGINEER
PLANS COMPLETED 10-27-2022	
REVISIONS	

[illegible][illegible]

REVISION DATES			INDEX SHAW DRIVE				
			CHECKED:		DATE:		DRAWING No.
			BACKCHECKED:		DATE:		02-0001
			CORRECTED:		DATE:		
			VERIFIED:		DATE:		

PROJECT GENERAL NOTES

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD AND SUPPLEMENTAL SPECIFICATIONS, CURRENT EDITION.
- ALL KNOWN UTILITY FACILITIES ARE SHOWN SCHEMATICALLY ON PLANS, AND ARE NOT NECESSARILY ACCURATE IN LOCATION AS TO PLAN OR ELEVATION. UTILITY FACILITIES SUCH AS SERVICE LINES OR UNKNOWN FACILITIES NOT SHOWN ON PLANS WILL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY UNDER THIS REQUIREMENT. "EXISTING UTILITY FACILITIES" MEANS ANY UTILITY THAT EXISTS ON THE PROJECT IN ITS ORIGINAL, RELOCATED OR NEWLY INSTALLED POSITION.
- CCWSA TO RELOCATE 10" DIP WATER MAIN WHEN NECESSARY. CCWSA TO BE CONTACTED PRIOR TO INSTALLATION OF DRAINAGE PIPES. CCWSA WILL ISOLATE THE MAIN SO THAT THE CONTRACTOR CAN REMOVE AND REPLACED THE STORM DRAIN. PRIOR TO FINAL GRADING, CCWSA WILL NEED TO BE COORDINATED WITH TO TIE THE LINE BACK TOGETHER.
- THE FOLLOWING UTILITIES HAVE FACILITIES IN THE PROJECT AREA:

1) Cobb EMC

2) Cherokee County Water & Sewer Authority

3) Southern Company Gas (Formerly Atlanta Gas Light)

4) AT&T

5) Windstream

6) Crown Castle
- INGRESS AND EGRESS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES. REFER TO SUB-SECTION 107.07 OF THE GEORGIA STANDARD SPECIFICATIONS.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FURNISH SUITABLE BORROW MATERIAL FOR THE PROJECT AND TO DISPOSE OF ANY UNSUITABLE OR WASTE MATERIAL IN COMPLIANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS. CONCRETE AND ASPHALT MATERIALS REMOVED FROM THE PROJECT SITE MAY NOT BE PLACED IN FILL LOCATIONS THAT FALL WITHIN EASEMENT AREAS. WITH THE PRIOR APPROVAL OF THE ENGINEER, THESE MATERIALS MAY BE PLACED WITHIN THE R/W PROVIDED THERE IS THREE (3') FEET OF MINIMUM COVER AND THERE ARE NO PLANS FOR THE FUTURE WIDENING OF THE ROADWAY.
- PERFORATED UNDERDRAIN SHALL BE PLACED IN AREAS WHERE WET CONDITIONS EXIST IN THE SUBGRADE AS DIRECTED BY THE ENGINEER.
- STRUCTURES, TREES, SHRUBS AND OTHER PLANT MATERIAL THAT FALL WITHIN THE RIGHT-OF-WAY AND EASEMENT LIMITS, BUT OUTSIDE THE LIMITS OF CONSTRUCTION, SHALL NOT BE DISTURBED UNLESS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL OBSERVE ALL APPLICABLE LOCAL, STATE AND FEDERAL SAFETY REGULATIONS REGARDING PIPE INSTALLATION IN TRENCHES. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COST INCURRED TO COMPLY WITH THIS REQUIREMENT.
- ALL EXISTING PIPE NO LONGER IN USE WITHIN CONSTRUCTION LIMITS SHALL BE REMOVED UNLESS OTHERWISE NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER. REMOVAL OF PIPE SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- IN AREAS WHERE NEW PAVEMENT OR PAVEMENT WIDENING IS REQUIRED, SAW CUT OF EXISTING PAVEMENT WILL BE REQUIRED IN ACCORDANCE WITH SECTION 411 OF THE GEORGIA STANDARD SPECIFICATIONS AND WILL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- LUMP-SUM TRAFFIC CONTROL: THE PRICE BID FOR LUMP-SUM TRAFFIC CONTROL SHALL INCLUDE THE COST OF STAGED CONSTRUCTION, MAINTENANCE OF TRAFFIC (INCLUDING AGGREGATE SURFACE COURSE), INSTALLATION AND REMOVAL OF ALL TEMPORARY SIGNAGE, INTERIM PAVEMENT MARKINGS, BARRICADES, AND OTHER INTERIM TRAFFIC CONTROL DEVICES NECESSARY FOR THE CONSTRUCTION AND MAINTENANCE OF THE PROJECT. DEVICES UTILIZED ON THE PROJECT SHALL BE IN COMPLIANCE THE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION AND SECTION 150. ALL DEVICES, SIGNS, POSTS, BARRICADES, ETC SHALL BE FROM THE GDOT QUALIFIED PRODUCTS LIST (OPL). ALL DEVICES SHALL BE CRASHWORTHY UNDER AASHTO AND NCHRP 350 REQUIREMENTS. THE ENGINEER MAY DIRECT THAT ADDITIONAL DEVICES AND MARKINGS BE ADDED TO THE TRAFFIC CONTROL PLAN. THE COST OF NOMINAL ITEMS ADDED BY THE ENGINEER SHALL BE INCLUDED IN LUMP-SUM TRAFFIC CONTROL EXCEPT FOR THE ADDITION OF A CHANGEABLE MESSAGE SIGN(S). THE CONTRACT UNIT PRICE WILL BE PAID FOR A CHANGEABLE MESSAGE SIGN(S) OR A UNIT PRICE WILL BE DETERMINED WHEN A CHANGEABLE MESSAGE SIGN(S) IS NOT INCLUDED IN THE CONTRACT.

PROJECT GENERAL NOTES CONT'D:

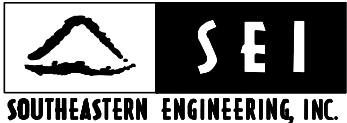
- ALL CUT AND FILL SLOPES SHALL BE STABILIZED TO COMPLY WITH SECTION 161.3.05.B OF THE SPECIFICATIONS IN ORDER TO REDUCE THE POTENTIAL FOR EROSION. IF THE SEASON DOES NOT PERMIT PERMANENT GRASSING, TEMPORARY STRAW MULCH AND/OR TEMPORARY VEGETATION SHALL BE USED AS PER THE EROSION AND SEDIMENTATION POLLUTION CONTROL PLAN (ESPCP) OR AS DIRECTED BY THE ENGINEER.
- EROSION CONTROL MEASURES SHALL BE INSTALLED TO BE IN COMPLIANCE WITH THE APPROVED EROSION AND SEDIMENTATION POLLUTION CONTROL PLAN (ESPCP). EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES THAT INVOLVE ENVIRONMENTAL SENSITIVE AREAS (ESA'S) AS DEFINED UNDER SECTION 107.23.F OF THE SPECIFICATIONS AND THE ESPCP. IN GENERAL, EROSION CONTROL ITEMS SHOULD BE INSTALLED PRIOR TO THE START OF ANY LAND DISTURBING ACTIVITIES. THE INSTALLATION OF THE EROSION CONTROL ITEMS MAY BE INSTALLED CONCURRENT WITH THE START OF THE LAND DISTURBING ACTIVITIES, IF ALLOWED BY THE ESPCP.
- SPRINKLER SYSTEMS TO BE HANDLED AS FOLLOWS:

CASE 1 - SYSTEMS WITHIN THE CONSTRUCTION LIMITS OWNED BY INDIVIDUALS OR PRIVATE COMPANIES ARE TO BE REMOVED TO THE BACK OF THE CONSTRUCTION LIMITS AND PLUGGED.

CASE 2 - SYSTEMS SHOWN BY THE PLANS TO BE REMOVED AND RELOCATED SHALL BE RELOCATED TO THE BACK OF THE SIDEWALK. COST SHALL BE INCLUDED IN PRICE BID FOR "GRADING COMPLETE".
- AN N.O.I. (NOTICE OF INTENT) IS NOT REQUIRED FOR THIS PROJECT. THE DISTURBED ACREAGE IS 0.27 ACRES
- ATTENTION IS CALLED TO SECTION 149.3. CONSTRUCTION REQUIREMENTS. CONTRACTOR IS REQUIRED TO TAKE THREE-POINT LEVELS ON WIDENING AND RECONSTRUCTION PROJECTS AND OBTAIN THE ENGINEER'S APPROVAL OF THE "BEST FIT" PROFILE AND CROSS SLOPE, TO MINIMIZE LEVELING REQUIREMENTS OF THE EXISTING ROADWAY. THE CONTRACTOR MUST GET THE ENGINEER'S APPROVAL OF THE PROPOSED BEST FIT BEFORE BEGINNING WIDENING AND RECONSTRUCTION. COST FOR SURVEY WORK TO BE INCLUDED IN GRADING COMPLETE OR OTHER ITEMS, NO SEPARATE PAYMENT SHALL BE MADE.
- ALL ROADWAY DRAINAGE PIPES SHALL BE REINFORCED CONCRETE.
- CONTRACTOR TO PROVIDE PRE-CONSTRUCTION PHOTOS OF ALL DRIVEWAYS TO PROJECT ENGINEER PRIOR TO CONSTRUCTION. PHOTOS MAY BE DIGITAL.
- ALL EXISTING STORM DRAIN PIPES INCLUDING BOX CULVERTS WITHIN THE CONSTRUCTION LIMITS SHALL BE CLEANED PRIOR TO COMPLETION OF PROJECT. COST TO BE INCLUDED IN GRADING COMPLETE.
- ALL GRASSED MEDIANS, LANDSCAPED AREAS BETWEEN THE BACK OF CURB AND SIDEWALK AND TO SHOULDER BREAK POINT SHALL BE SODDED WITH BERMUDA TIF GRAND SOD, UNLESS THERE IS EXISTING GRASS. THEN THE SOD TYPE FROM BACK OF CURB TO EXISTING GRASS SHALL MATCH ADJACENT GRASS. ALL COST ASSOCIATED WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE PRICE BID FOR 700-9000 SOD.
- ALL EXISTING PEDESTRIAN FACILITIES, INCLUDING ACCESS TO TRANSIT STOPS, SHALL BE MAINTAINED. WHERE PEDESTRIAN ROUTES ARE CLOSED, ALTERNATE ROUTES SHALL BE PROVIDED. WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED WITHIN THE LIMITS OF THE PROJECT, THE TEMPORARY PEDESTRIAN FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY (PER LATEST MUTCD). COST FOR CONSTRUCTING AND MAINTAINING TEMPORARY PEDESTRIAN FACILITIES SHALL BE INCLUDED IN THE PRICE BID FOR GRADING COMPLETE.

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ALL ITEMS NECESSARY FOR COMPLIANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR "TRAFFIC CONTROL".
- ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- ALL SIGNS SHALL HAVE TYPE IX RETROREFLECTIVE SHEETING UNLESS OTHERWISE NOTED.
- IN RESIDENTIAL AREAS, TEMPORARY AND PERMANENT SIGNS SHALL BE LOCATED ON OR AS CLOSE AS POSSIBLE TO PROPERTY LINES.
- EXISTING TRAFFIC SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. MAINTENANCE INCLUDES REPLACING DAMAGED AND STOLEN SIGNS, AND PERIODIC CLEANING OF EXISTING SIGNS AND CONSTRUCTION RELATED TRAFFIC CONTROL DEVICES.
- THE WORKSITE TRAFFIC CONTROL SUPERVISOR (WTCS) SHALL BE RESPONSIBLE FOR THE ELIMINATION OF ANY CONFLICTING PAVEMENT MARKINGS. THE WTCS SHALL NOT USE "BLACK OUT PAINT" TO ERADICATE CONFLICTING MARKINGS. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION WHETHER THE CONFLICTING MARKINGS HAVE BEEN ADEQUATELY ELIMINATED.
- TEMPORARY TRAFFIC BARRIERS SHALL HAVE A TWO (2') FEET MINIMUM OFFSET FROM THE EDGE OF ANY TRAVEL LANE. ONLY TRAFFIC DRUMS, MEETING THE MINIMUM REQUIREMENTS OF THE MUTCD AND SECTION 150, AND TEMPORARY BARRIERS THAT ARE CRASHWORTHY SHALL BE USED ADJACENT TO TRAVEL LANES. UNLESS PRIOR APPROVAL IS GRANTED BY CHEROKEE COUNTY, THE TEMPORARY BARRIERS CAN NOT BE PLACED LESS THAN TWO (2') FEET FROM THE EDGE OF THE TRAVEL LANE. THE USE OF TYPE I AND II BARRICADES AND TRAFFIC CONES IS PROHIBITED.
- TRAFFIC DRUMS MEETING THE MINIMUM REQUIREMENTS OF THE MUTCD AND SECTION 150 SHALL BE USED FOR CHANNELIZATION OF TRAFFIC IN ALL TRAFFIC SHIFTS. FOR ANY WORK ZONE, THE MAXIMUM DRUM SPACING, IN FEET, SHALL BE THE DESIGN OR POSTED SPEED LIMIT, WHICHEVER IS LESS. BASED ON FIELD CONDITIONS, THE MAXIMUM SPACING OF THE TRAFFIC DRUMS MAY NEED TO BE FURTHER REDUCED.
- ALL TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED BY THE CONTRACTOR SO AS NOT TO INTERFERE WITH SIGHT DISTANCES ALONG ANY ADJACENT SIDE ROAD OR DRIVEWAY.
- CHEROKEE COUNTY RESERVES THE RIGHT TO MODIFY THIS MAINTENANCE OF TRAFFIC PLAN AS FIELD CONDITIONS WARRANT. IF ADDITIONAL TRAFFIC CONTROL DEVICES ARE REQUIRED, THESE SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE DEPARTMENT.
- REFLECTORIZED TYPE 3 BARRICADES SHALL BE USED AT THE ACTUAL LOCATION OF TOTAL STREET CLOSURE. EACH BARRICADE SHALL HAVE TWO TYPE 'A' LIGHTS AND ONE R11-2 (ROAD CLOSED) SIGN ATTACHED.
- ALL M4-9 SIGNS SHALL HAVE ADVISORY BLADES (INSTALLED ABOVE THE "DETOUR" SIGN) IDENTIFYING THE CLOSED STREET THAT THE DETOUR ROUTE SERVES.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PREPARE A STAGING PLAN FOR APPROVAL BY CHEROKEE COUNTY BEFORE STARTING CONSTRUCTION. PAYMENT SHALL BE INCLUDED IN THE PRICE FOR "TRAFFIC CONTROL". THE CONTRACTOR WILL NOT BE ALLOWED TO CLOSE THE ROAD DURING THE CONSTRUCTION OF THE PROJECT WITHOUT APPROVAL BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO ALL DRIVEWAYS AT ALL TIMES.

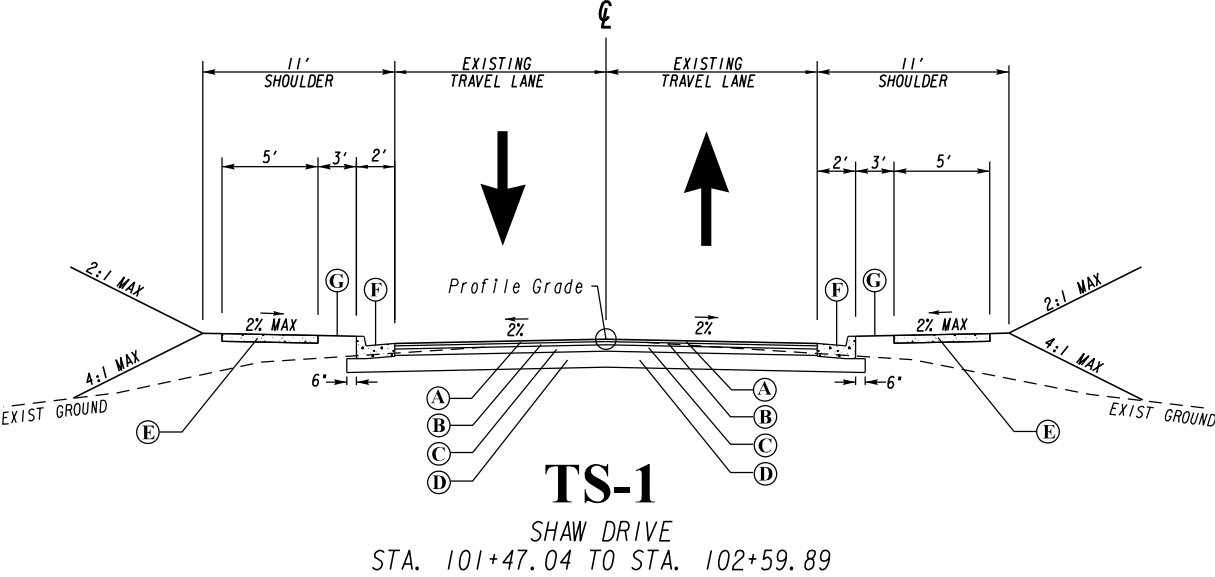


REVISION DATES

GENERAL NOTES
SHAW DRIVE

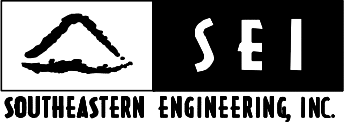
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04-0001



TYPICAL SECTION LEGEND

- A RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (165 LB/SY) (402-4510)
- B RECYCLED ASPH CONC 19MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LB/SY) (402-3190)
- C RECYCLED ASPH CONC 25MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (440 LB/SY) (402-3120)
- D GR AGGR BASE CRS, 10 INCH, INCL MATL (310-5100)
- E CONC SIDEWALK, 4 IN (441-0104)
- F CONC CURB & GUTTER, 8" X 24", TP 2 (441-6216)
- G SOD (700-9300)




N.T.S.

REVISION DATES

TYPICAL SECTIONS
SHAW DRIVE

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VERIFIED:		DATE:		

05-0001


SEI
SOUTHEASTERN ENGINEERING, INC.

Curve* 1
PI Sta* 100+60.10
N* 1486217.3124
E* 2157287.8351
DELTA* 14°59'06.4" (LT)
D* 36°57'54.07"
T* 20.39
L* 40.54
R* 155.00
E* 1.33

Curve* 2
PI Sta* 102+14.46
N* 1486308.4280
E* 2157412.7195
DELTA* 79°29'26.5" (LT)
D* 47°44'47.34"(1) D* 34°43'28.97"(2)
T* 113.40(1) T* 129.33(2)
L* 71.47(1) L* 130.64(2)
R* 120.00(1) R* 165.00(2)
E* 45.10

Curve* 3
PI Sta* 103+78.21
N* 1486492.7165
E* 2157324.4028
DELTA* 08°13'40.9" (RT)
D* 17°01'32.19"
T* 24.21
L* 48.33
R* 335.00
E* 0.87

BEGIN PROJECT
STA. 100+50.00

N/F
HAROLD F. MUNOZ &
GLORIA P. CUARTAS

TEMPORARY BENCH MARK
TOP ELEV. = 917.87

BEGIN 8"x24" C&G, TP 2
BEGIN 5' SIDEWALK
TIE TO EXISTING
STA 101+47.04, 10.41' LT

BEGIN CONSTRUCTION
BEGIN FULL DEPTH
SHAW DRIVE
STA. 101+47.04
N 1486275.0658
E 2157352.2268

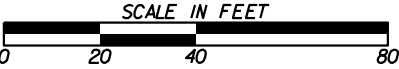
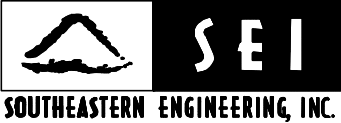
BEGIN 8"x24" CONC C&G, TP 2
BEGIN 5' SIDEWALK
TIE TO EXISTING
STA 101+47.04, 9.49' RT

N/F
JOSEPH P. SLYKERMEN &
SANDRA B. SLYKERMEN

N/F
WILLARD F. BURBRIDGE, JR. &
ANNALENA BURBRIDGE

N/F
RICHARD P. CARROZZA &
THERESE L. CARROZZA

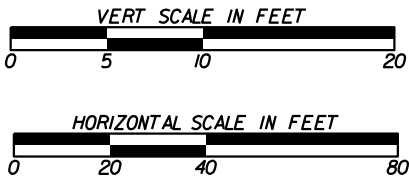
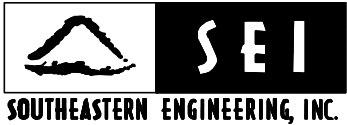
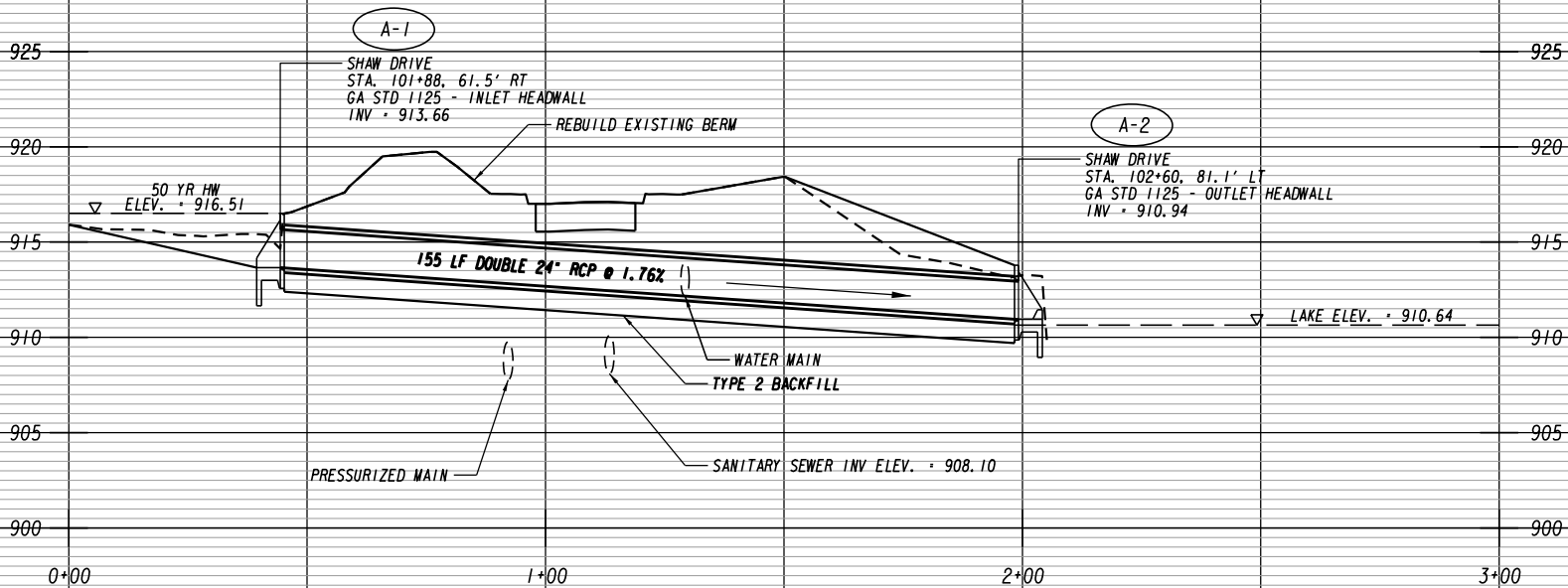
BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)



REVISION DATES			

CONSTRUCTION PLAN
SHAW DRIVE

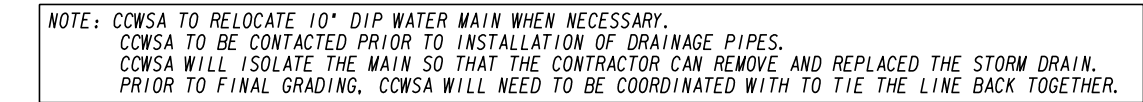
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VERIFIED:		DATE:		13-0001



REVISION DATES		

DRAINAGE PROFILE
SHAW DRIVE

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		22-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		



CHECKED:	DATE:	DRAWING No. 24-0001
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

Curve* 1
PI Sta* 100+60.10
N* 1486217.3124
E* 2157287.8351
DELTA* 14°59'06.4" (LT)
D* 36°57'54.07"
T* 20.39
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R* 155.00
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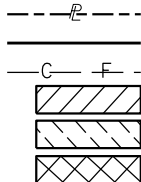
BEGIN PROJECT
STA. 100+50.00

BEGIN CONSTRUCTION
BEGIN FULL DEPTH
SHAW DRIVE
STA. 101+47.04
N 1486275.0658
E 2157352.2268

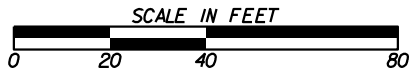
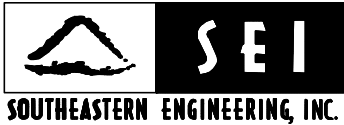
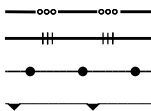
END PROJECT
STA. 103+50.00

END CONSTRUCTION
END FULL DEPTH
SHAW DRIVE
STA. 102+59.89
N 1486384.0262
E 2157370.2308

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES



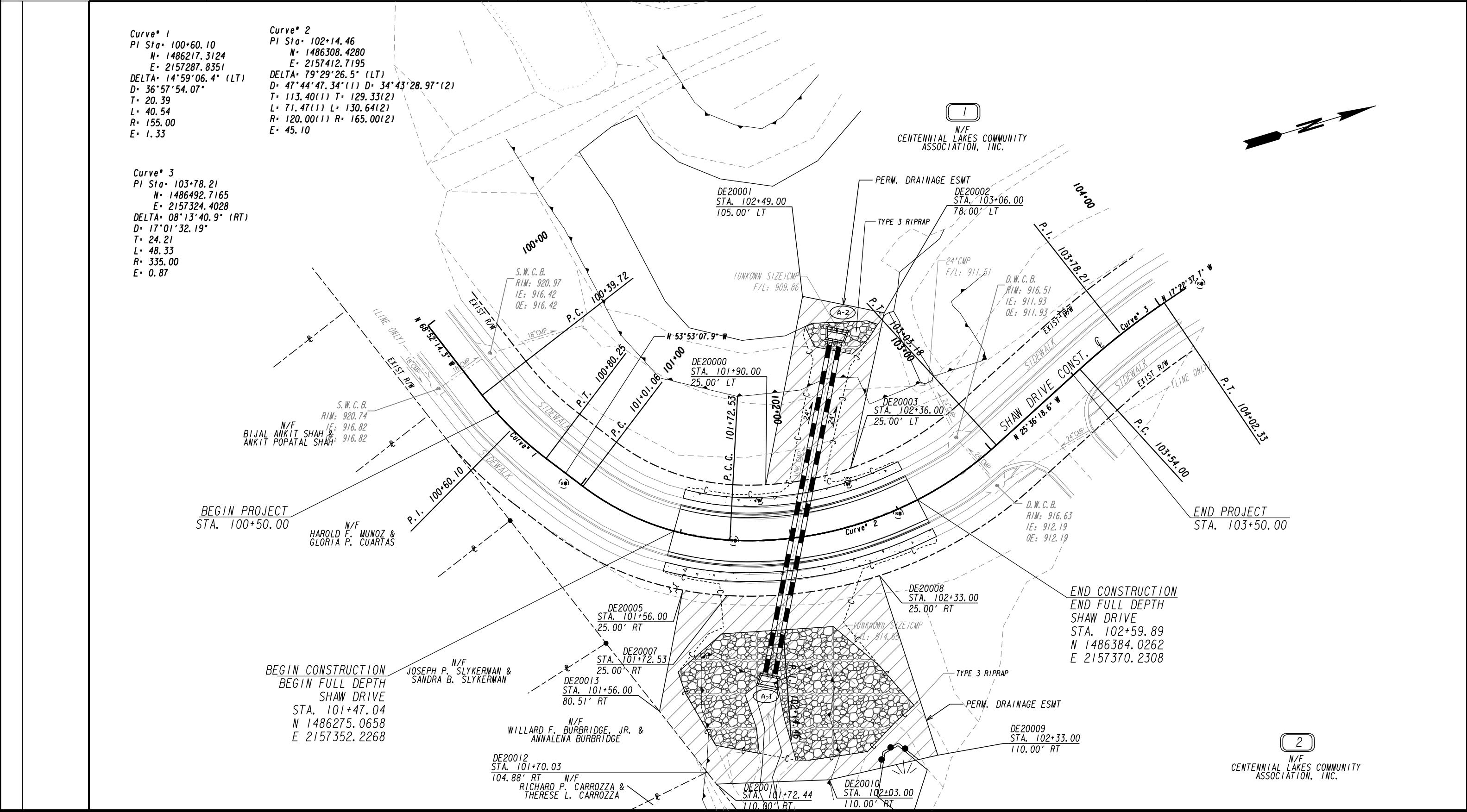
BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)



REVISION DATES

BMP LOCATION DETAILS
SHAW DRIVE

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		54-0001



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR, DRAINAGE,
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

SCALE IN FEET

0 20 40 80

SEI

SOUTHEASTERN ENGINEERING, INC.

DATE	REVISIONS

DATE	REVISIONS

CHEROKEE COUNTY
SPLOST ROADWAY PROGRAM
RIGHT OF WAY MAP
PROJECT NO: 5221277
COUNTY: CHEROKEE
LAND LOT NO:
LAND DISTRICT: 21
GMD 817
DATE 11/03/22 SH 1 OF 2

PAR 1 - CENTENNIAL LAKES COMMUNITY ASSOCIATION, INC.
REQ'D PERM. DRAINAGE EASM'T. DE20001

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE20000	25.00 L 86.39	101+90.00 N 62°14'09.4" W	C/L SHAW DRIVE
DE20001	105.00 L 37.47	102+49.00 N 28°06'49.2" E	C/L SHAW DRIVE
DE20002	78.00 L 71.56	103+06.00 S 61°06'19.0" E	C/L SHAW DRIVE
DE20003	25.00 L	102+36.00	C/L SHAW DRIVE
ARC LENGTH = 39.03			
CHORD BEAR = S 5°42'28.8" W			
LNTH CHORD = 38.90			
RADIUS = 140.00			
DEGREE = 40°55'32.0"			
DE20000	25.00 L	101+90.00	C/L SHAW DRIVE
REQD EASMT	= 2933.26	SF	
REQD EASMT	= 0.067	ACRES	

PAR 1 - CENTENNIAL LAKES COMMUNITY ASSOCIATION, INC.
REQ'D PERM. DRAINAGE EASM'T. DE20002

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE20005	25.00 R	101+56.00	C/L SHAW DRIVE
ARC LENGTH = 19.98			
CHORD BEAR = N 23°42'25.5" E			
LNTH CHORD = 19.96			
RADIUS = 145.00			
DEGREE = 39°30'51.6"			
DE20007	25.00 R	101+72.53	C/L SHAW DRIVE
ARC LENGTH = 69.63			
CHORD BEAR = N 9°15'42.1" E			
LNTH CHORD = 69.24			
RADIUS = 190.00			
DEGREE = 30°09'20.4"			
DE20008	25.00 R	102+33.00	C/L SHAW DRIVE
85.00 N 88°45'47.0" E			
DE20009	110.00 R	102+33.00	C/L SHAW DRIVE
49.93 S 3°58'18.4" W			
DE20010	110.00 R	102+03.00	C/L SHAW DRIVE
50.88 S 14°29'17.4" W			
DE20011	110.00 R	101+72.44	C/L SHAW DRIVE
6.86 S 68°40'37.0" W			
DE20012	104.88 R	101+70.03	C/L SHAW DRIVE
34.78 S 68°40'37.0" W			
DE20013	80.51 R	101+56.00	C/L SHAW DRIVE
55.51 N 62°20'46.0" W			
DE20005	25.00 R	101+56.00	C/L SHAW DRIVE
REQD EASMT	= 8885.68	SF	
REQD EASMT	= 0.204	ACRES	