

REVISIONS

-L-

Pls Sta 287+56.600	PI Sta 290+71.002	Pls Sta 293+78.672
$\theta s = 2' 33'' 28.3''$	$\Delta = 22' 02'' 53.6'' (LT)$	$\theta s = 2' 33'' 28.3''$
$Ls = 125.000$	$L = 538.740$	$Ls = 125.000$
$LT = 83.342$	$T = 272.744$	$LT = 83.342$
$ST = 41.675$	$R = 1,400.000$	$ST = 41.675$
	$SE = 4\%$	

-Y8-

Pls Sta 18+33.523	PI Sta 21+11.541	Pls Sta 23+63.120
$\theta s = 2' 31'' 04.2''$	$\Delta = 18' 31'' 40.1'' (LT)$	$\theta s = 1' 11'' 22.3''$
$Ls = 127.000$	$L = 467.271$	$Ls = 60.000$
$LT = 84.675$	$T = 235.693$	$LT = 40.001$
$ST = 42.341$	$R = 1,445.000$	$ST = 20.001$
	$SE = 3\%$	

PROJECT REFERENCE NO. R-513C SHEET NO. 14

R/W SHEET NO.

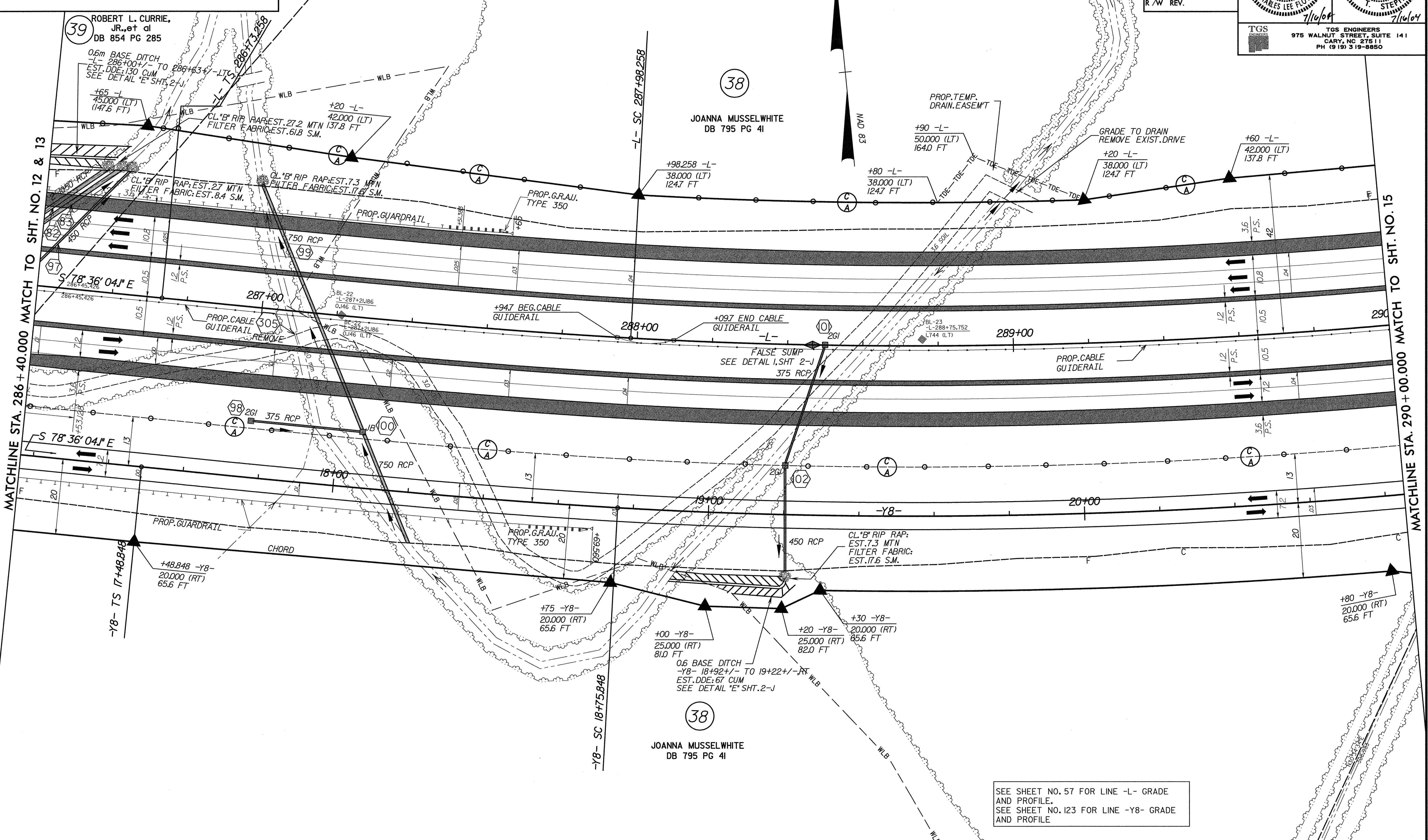
ROADWAY DESIGN ENGINEER: CHARLES LEE FLOWERS, 12300

HYDRAULICS ENGINEER: T. STEPHENS, 20754

CONST. REV.

R/W REV.

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39 ROBERT L. CURRIE, JR., et al
DB 854 PG 285

38 JOANNA MUSSELWHITE
DB 795 PG 41

38 JOANNA MUSSELWHITE
DB 795 PG 41

SEE SHEET NO. 57 FOR LINE -L- GRADE AND PROFILE.
SEE SHEET NO. 123 FOR LINE -Y8- GRADE AND PROFILE