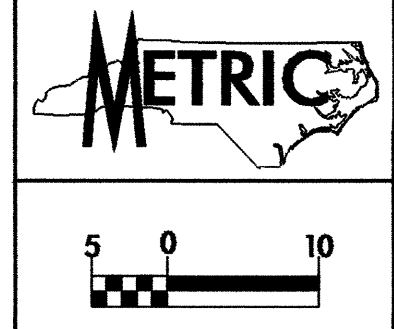


-L-
 Pts Sta 234+42.916
 $\theta_s = 2^\circ 23' 14.4''$
 $L_s = 125.000$
 $LT = 83.341$
 $ST = 41.674$
 $SE = 0.04$

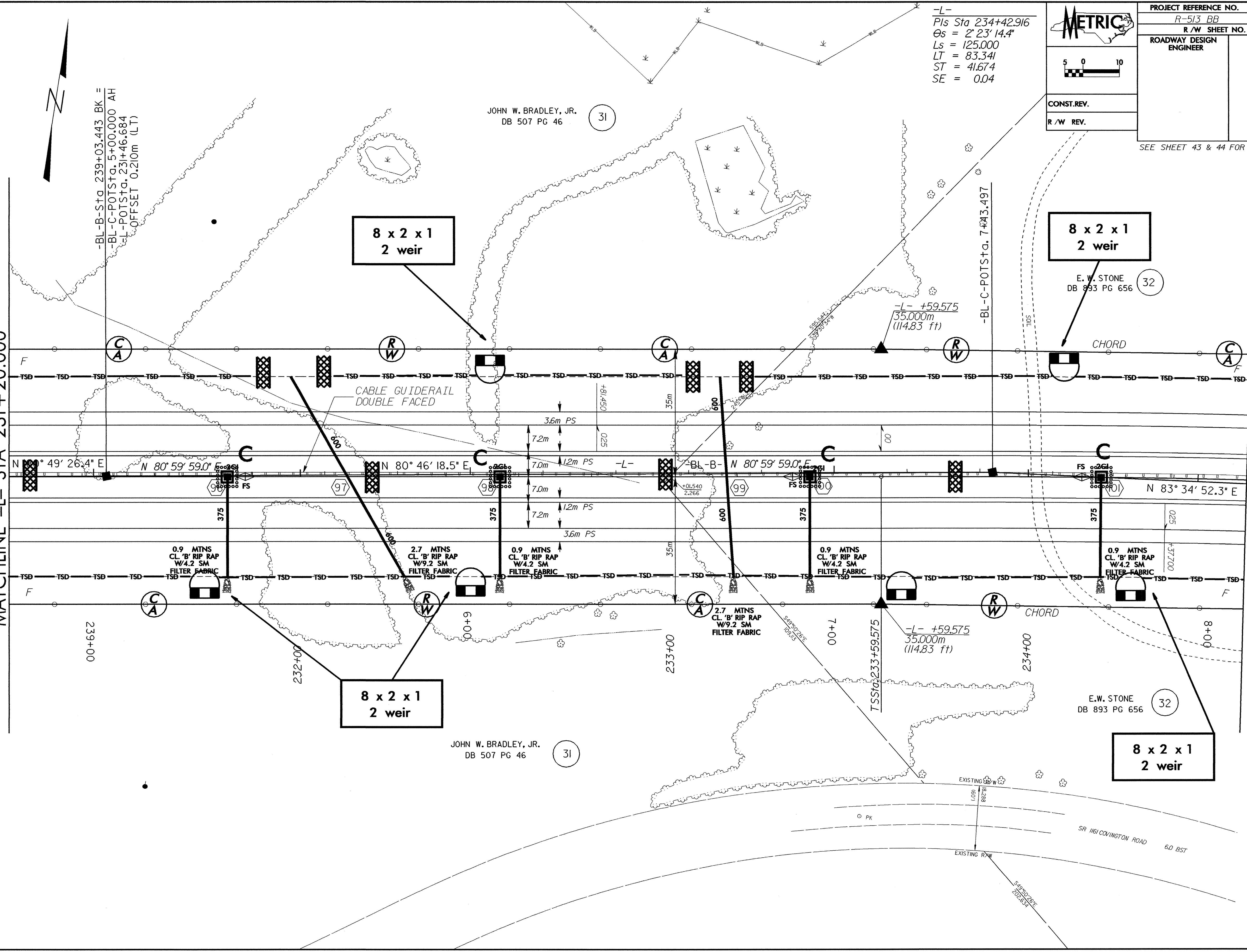


PROJECT REFERENCE NO. R-513 BB	SHEET NO. EC-54/CONST.26
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	
R/W REV.	

SEE SHEET 43 & 44 FOR -L- PROFILE

MATCHLINE -L- STA 231+20.000

MATCHLINE -L- STA 234+60.000



-BL-B- Sta 239+03.443 BK =
 -BL-C-POT Sta. 5+00.000 AH
 -L-POT Sta. 231+46.684
 L-OFFSET 0.210m (LT)

-BL-C-POT Sta. 7+43.497

-L- +59.575
 35.000m
 (114.83 ft)

-L- +59.575
 35.000m
 (114.83 ft)

8 x 2 x 1
 2 weir

8 x 2 x 1
 2 weir

8 x 2 x 1
 2 weir

8 x 2 x 1
 2 weir



JOHN W. BRADLEY, JR.
 DB 507 PG 46

JOHN W. BRADLEY, JR.
 DB 507 PG 46

E.W. STONE
 DB 893 PG 656

SR 1161 COVINGTON ROAD
 6.0 BST

EXISTING GRW

EXISTING RW

8.17.99