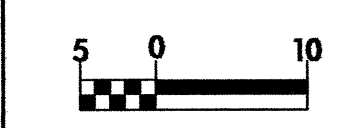


| -RB- | | -SR5- | |
|---------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| Pls Sta 10+42.009 | PI Sta 11+83.821 | Pls Sta 30+62.623 | PI Sta 32+37.198 |
| $\Theta_s = 3^\circ 36' 34.7''$ | $\Delta = 27^\circ 10' 09.0''$ (LT) | $\Theta_s = 3^\circ 36' 34.7''$ | $\Delta = 34^\circ 09' 02.0''$ (LT) |
| $L_s = 63.000$ | $L = 237.096$ | $L_s = 63.000$ | $L = 298.020$ |
| $LT = 42.009$ | $T = 120.820$ | $LT = 42.009$ | $T = 153.584$ |
| $ST = 21.008$ | $R = 500.000$ | $ST = 21.008$ | $R = 500.000$ |
| $SE = 0.076$ | | $SE = 0.076$ | |

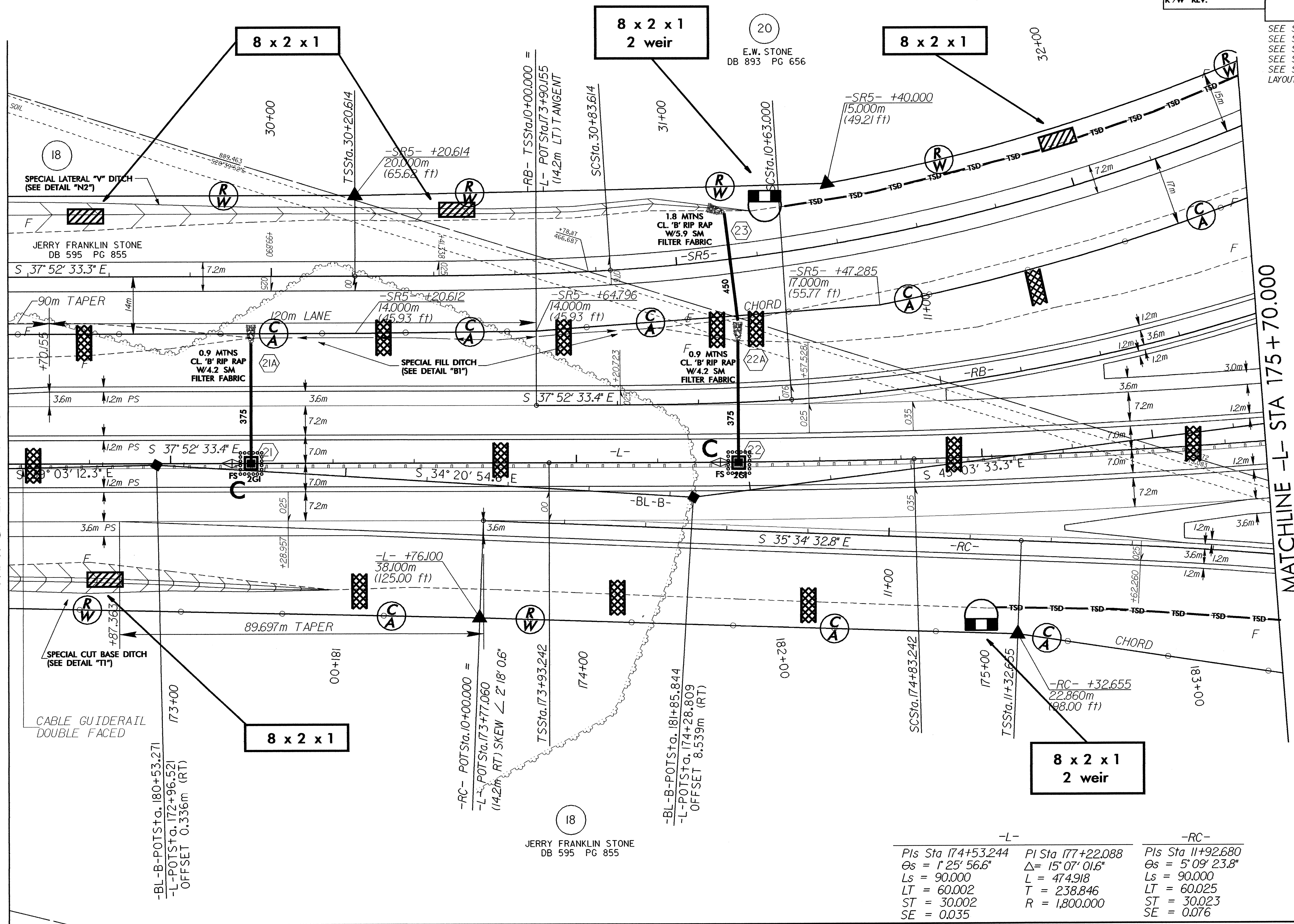
| | |
|-------------------------|---------------------|
| | |
| PROJECT REFERENCE NO. | SHEET NO. |
| R-513 BB | EC-38/CONST.10 |
| R/W SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| CONST. REV. | |
| R/W REV. | |



SEE SHEET 35 & 36 FOR -L- PROFILE
 SEE SHEET 55 FOR -SR5- PROFILE
 SEE SHEET 50 FOR -RB- PROFILE
 SEE SHEET 51 FOR -RC- PROFILE
 SEE SHEET 2-F FOR SHEAR POINT LAYOUT

MATCHLINE -L- STA 172+60.000

MATCHLINE -L- STA 175+70.000



JERRY FRANKLIN STONE
 DB 595 PG 855

| -L- | | -RC- | |
|---------------------------------|--------------------------------|---------------------------------|--|
| Pls Sta 174+53.244 | PI Sta 177+22.088 | Pls Sta 11+92.680 | |
| $\Theta_s = 1^\circ 25' 56.6''$ | $\Delta = 15^\circ 07' 01.6''$ | $\Theta_s = 5^\circ 09' 23.8''$ | |
| $L_s = 90.000$ | $L = 474.918$ | $L_s = 90.000$ | |
| $LT = 60.002$ | $T = 238.846$ | $LT = 60.025$ | |
| $ST = 30.002$ | $R = 1,800.000$ | $ST = 30.023$ | |
| $SE = 0.035$ | | $SE = 0.076$ | |