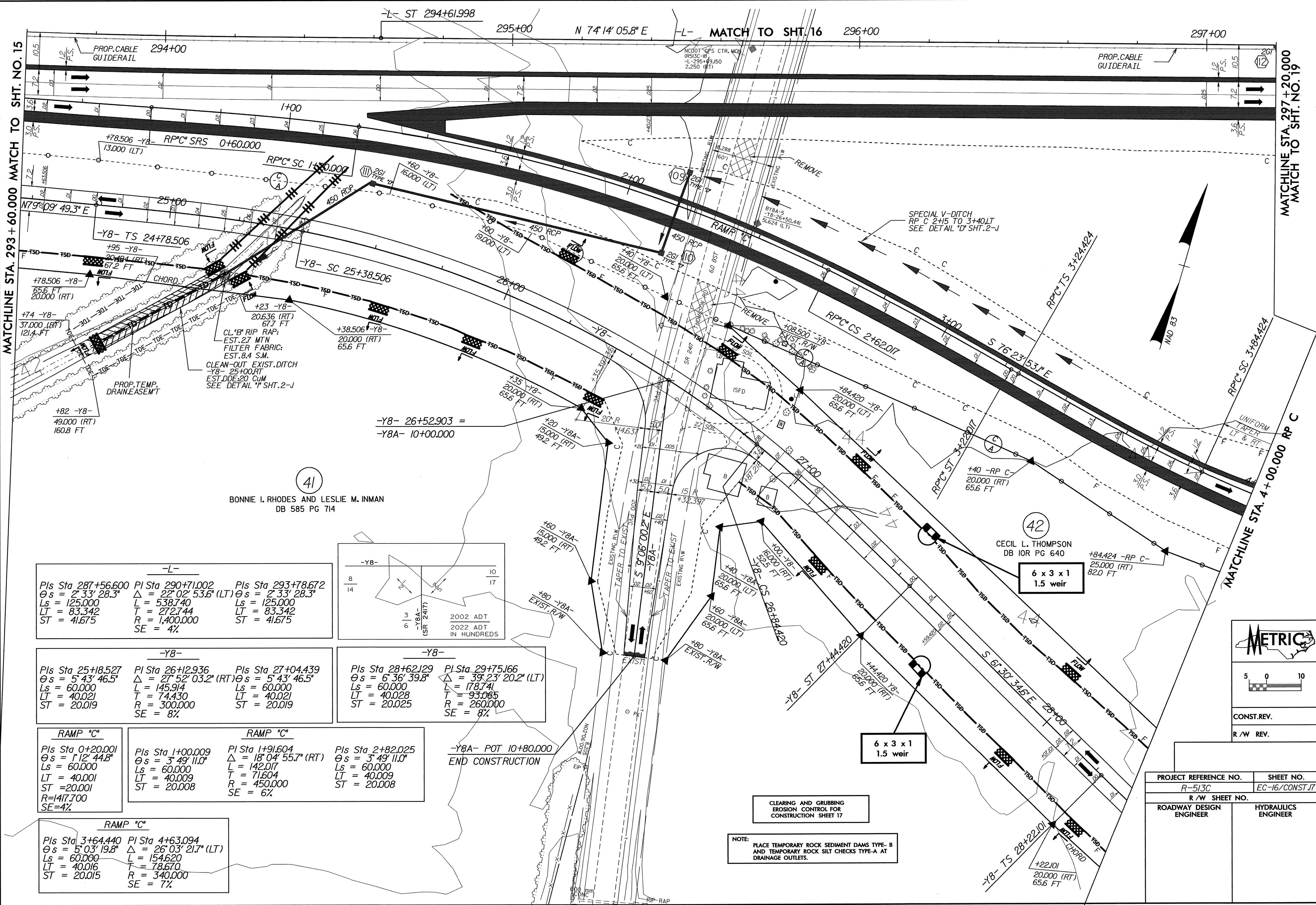


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 6/10/09

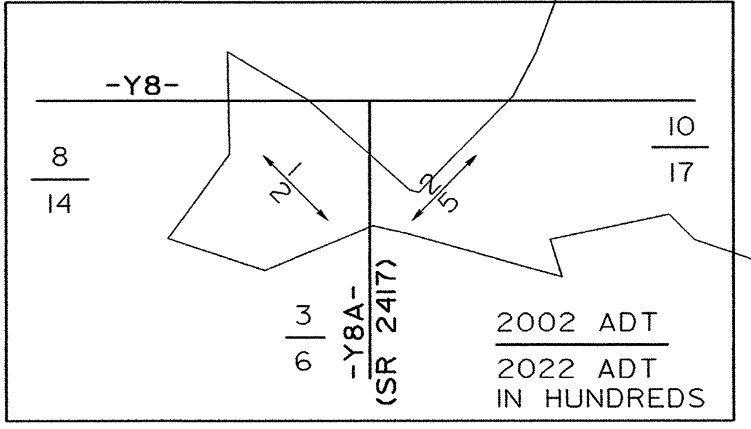


41
 BONNIE I. RHODES AND LESLIE M. INMAN
 DB 585 PG 714

42
 CECIL L. THOMPSON
 DB IOR PG 640
 6 x 3 x 1
 1.5 weir

-L-

Pls Sta 287+56.600 $\theta s = 2^{\circ} 33' 28.3''$ Ls = 125.000 LT = 83.342 ST = 41.675	Pls Sta 290+71.002 $\Delta = 22^{\circ} 02' 53.6''$ (LT) $\theta s = 2^{\circ} 33' 28.3''$ L = 538.740 T = 272.744 R = 1,400.000 SE = 4%	Pls Sta 293+78.672 $\theta s = 2^{\circ} 33' 28.3''$ Ls = 125.000 LT = 83.342 ST = 41.675
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-Y8-

Pls Sta 25+18.527 $\theta s = 5^{\circ} 43' 46.5''$ Ls = 60.000 LT = 40.021 ST = 20.019	Pls Sta 26+12.936 $\Delta = 27^{\circ} 52' 03.2''$ (RT) $\theta s = 5^{\circ} 43' 46.5''$ L = 145.914 T = 74.430 R = 300.000 SE = 8%	Pls Sta 27+04.439 $\theta s = 5^{\circ} 43' 46.5''$ Ls = 60.000 LT = 40.021 ST = 20.019
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-Y8-

Pls Sta 28+62.129 $\theta s = 6^{\circ} 36' 39.8''$ Ls = 60.000 LT = 40.028 ST = 20.025	Pls Sta 29+75.166 $\Delta = 39^{\circ} 23' 20.2''$ (LT) $\theta s = 6^{\circ} 36' 39.8''$ L = 178.741 T = 93.065 R = 260.000 SE = 8%
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RAMP "C"

Pls Sta 0+20.001 $\theta s = 1^{\circ} 12' 44.8''$ Ls = 60.000 LT = 40.001 ST = 20.001 R=1417.700 SE=4%

RAMP "C"

Pls Sta 1+00.009 $\theta s = 3^{\circ} 49' 11.0''$ Ls = 60.000 LT = 40.009 ST = 20.008	Pls Sta 1+91.604 $\Delta = 18^{\circ} 04' 55.7''$ (RT) $\theta s = 3^{\circ} 49' 11.0''$ L = 142.017 T = 71.604 R = 450.000 SE = 6%	Pls Sta 2+82.025 $\theta s = 3^{\circ} 49' 11.0''$ Ls = 60.000 LT = 40.009 ST = 20.008
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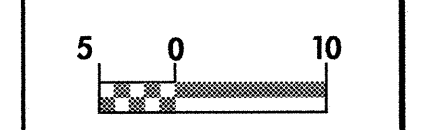
RAMP "C"

Pls Sta 3+64.440 $\theta s = 5^{\circ} 03' 19.8''$ Ls = 60.000 LT = 40.016 ST = 20.015	Pls Sta 4+63.094 $\Delta = 26^{\circ} 03' 21.7''$ (LT) $\theta s = 5^{\circ} 03' 19.8''$ L = 154.620 T = 78.670 R = 340.000 SE = 7%
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-Y8A- POT 10+80.000
END CONSTRUCTION

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 17

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE-B
AND TEMPORARY ROCK SILT CHECKS TYPE-A AT
DRAINAGE OUTLETS.



CONST. REV.
R/W REV.

PROJECT REFERENCE NO. R-513C	SHEET NO. EC-16/CONST.17
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R/W SHEET NO.

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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