

REVISIONS

<p>Pls Sta 37+34.020 $\Delta s = 0' 58" 56.0"$ $Ls = 60.000$ $LT = 40.001$ $ST = 20.001$</p>	<p>Pls Sta 42+09.117 $\Delta = 29' 09" 16.1" (RT)$ $L = 890.472$ $R = 1,750.000$</p>	<p>Pls Sta 46+64.493 $\Delta s = 0' 58" 56.0"$ $Ls = 60.000$ $LT = 40.001$ $ST = 20.001$</p>	<p>Pls Sta 37+70.910 $\Delta s = 1' 28" 24.0"$ $Ls = 90.000$ $LT = 60.002$ $ST = 30.002$</p>	<p>Pls Sta 42+40.027 $\Delta = 28' 10" 20.1" (RT)$ $L = 860.472$ $R = 1,750.000$ $Se = 0.03$ $DS = 100 \text{ km/h}$</p>	<p>Pls Sta 46+91.382 $\Delta s = 1' 28" 24.0"$ $Ls = 90.000$ $LT = 60.002$ $ST = 30.002$</p>
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METRIC

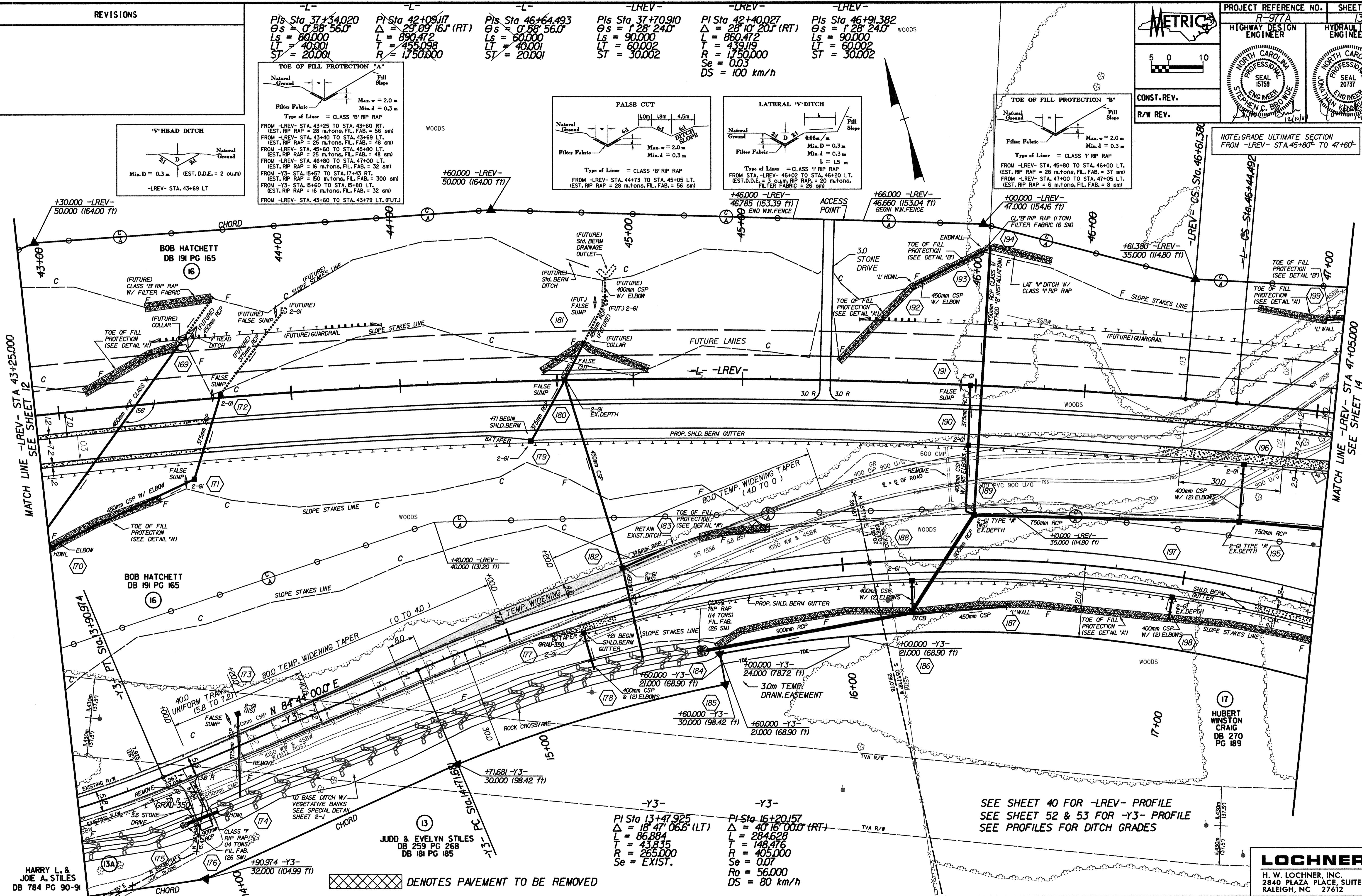
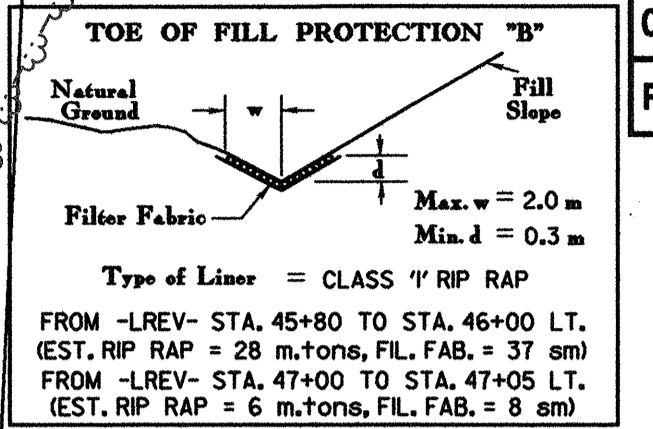
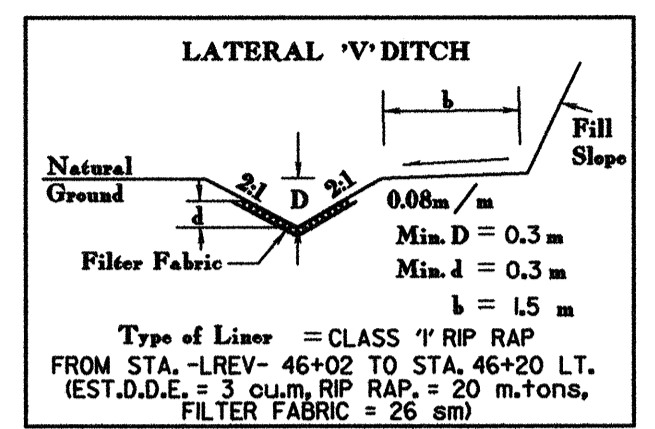
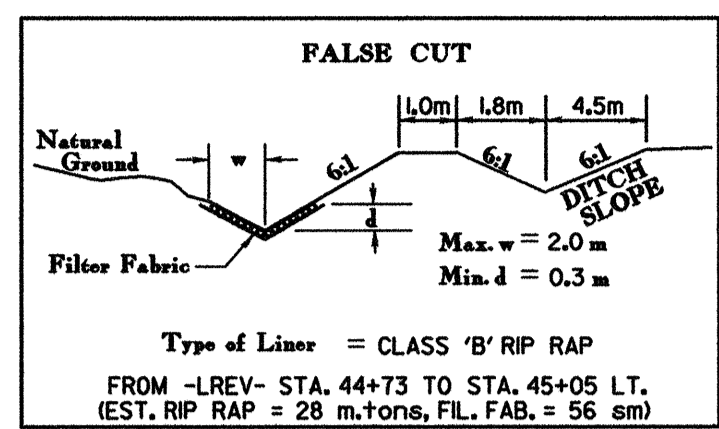
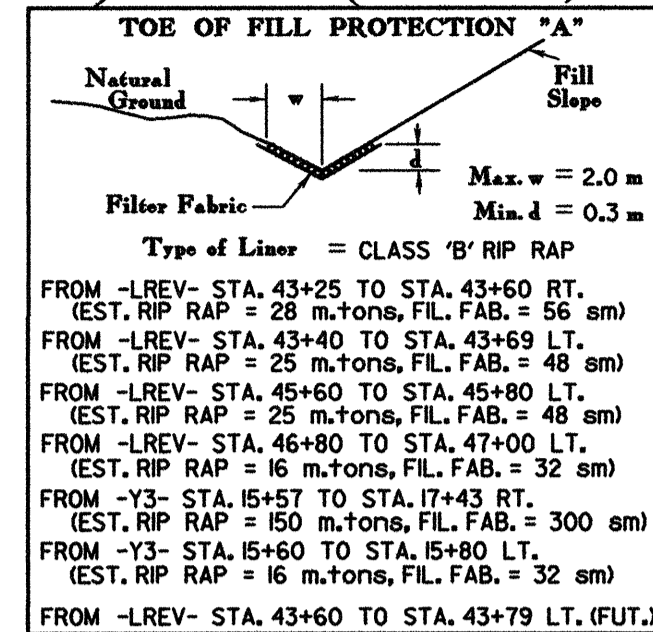
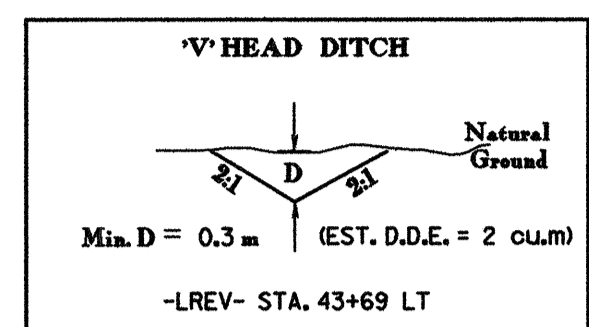
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PROJECT REFERENCE NO. R-977A
 HIGHWAY DESIGN ENGINEER

SHEET NO. 13
 HYDRAULICS ENGINEER

CONST. REV.
 R/W REV.

NOTE: GRADE ULTIMATE SECTION FROM -LREV- STA. 45+80' TO 47+60'



MATCH LINE -LREV- STA 43+25.000
 SEE SHEET 12

MATCH LINE -LREV- STA 47+05.000
 SEE SHEET 14

HARRY L. & JOE A. STILES
 DB 784 PG 90-91

JUDD & EVELYN STILES
 DB 181 PG 185

PI Sta 13+47.925
 $\Delta = 18' 47" 06.6" (LT)$
 $L = 86.884$
 $T = 43.835$
 $R = 265.000$
 $Se = EXIST.$

PI Sta 16+20.157
 $\Delta = 40' 16" 00.0" (RT)$
 $L = 284.628$
 $T = 148.476$
 $R = 405.000$
 $Se = 0.07$
 $Ro = 56.000$
 $DS = 80 \text{ km/h}$

SEE SHEET 40 FOR -LREV- PROFILE
 SEE SHEET 52 & 53 FOR -Y3- PROFILE
 SEE PROFILES FOR DITCH GRADES

LOCHNER
 H. W. LOCHNER, INC.
 2840 PLAZA PLACE, SUITE 202
 RALEIGH, NC 27612

DENOTES PAVEMENT TO BE REMOVED