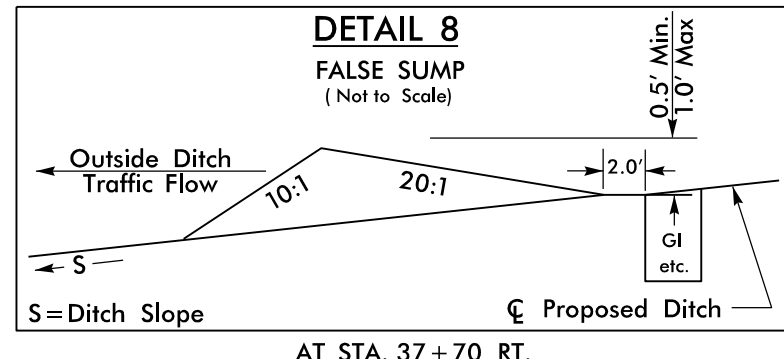
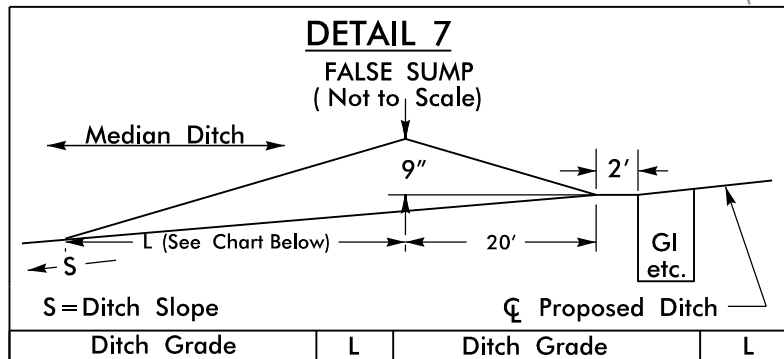
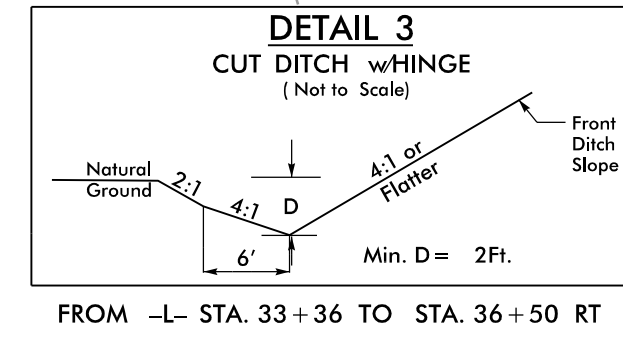
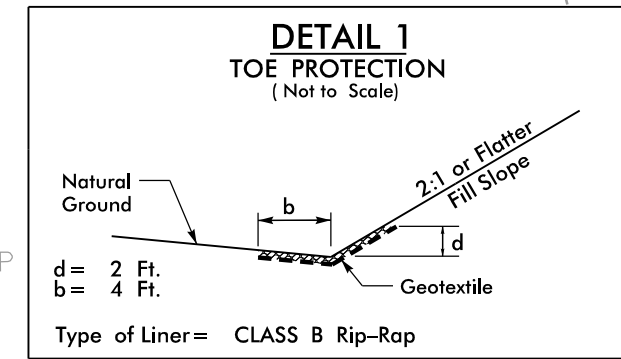
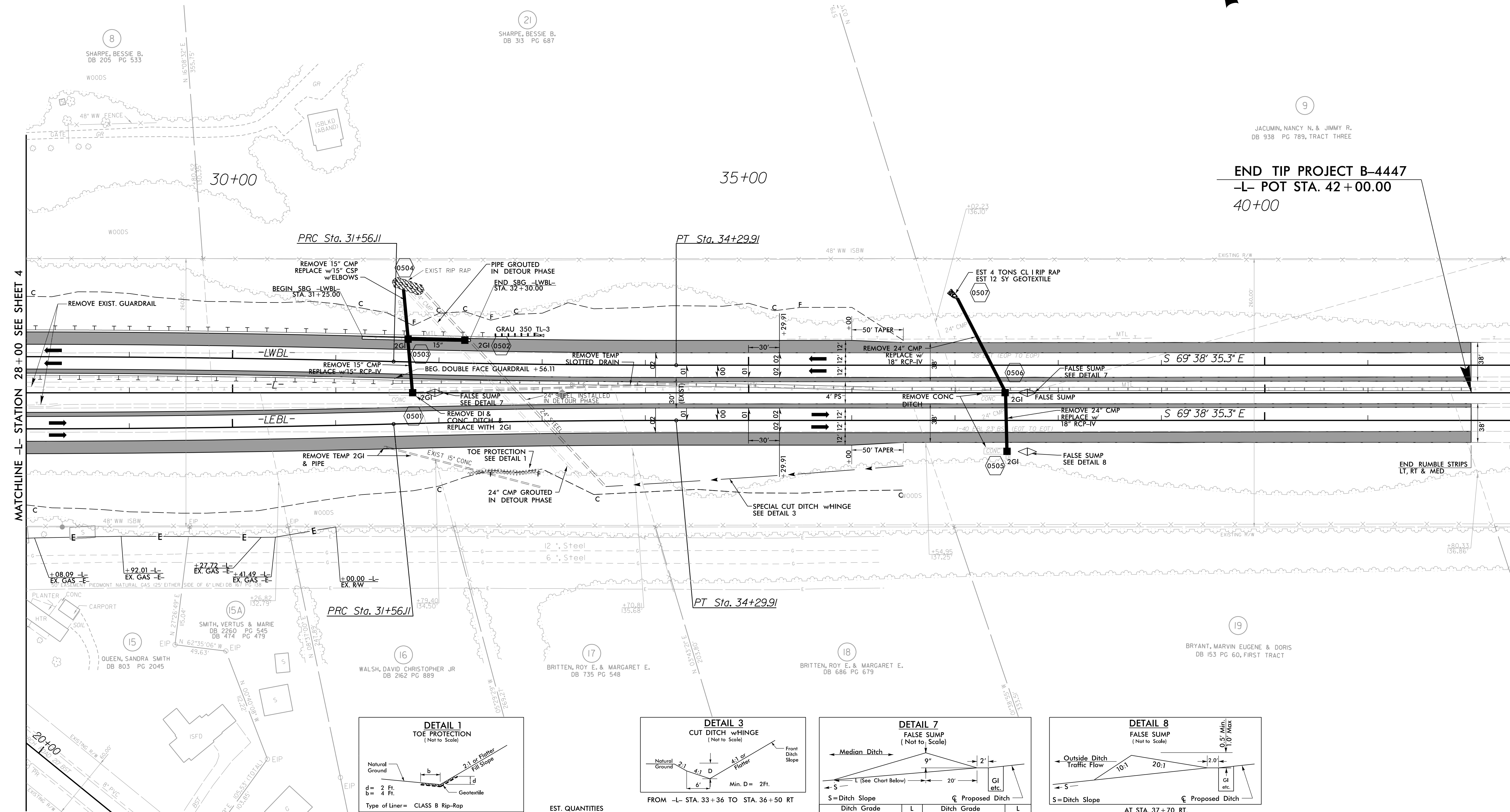
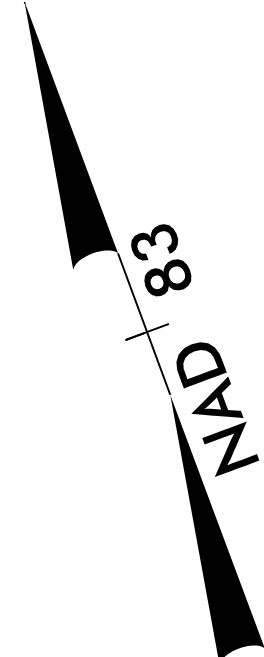


PROJECT REFERENCE NO. B-4447	SHEET NO. 5
ROADWAY DESIGN ENGINEER ANDREW P. YOUNG SEAL 034407 5/17/2017	HYDRAULICS ENGINEER ROY D. LOVINGOOD SEAL 019775 5/18/2017
STEWART	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-LWBL-		-LEBL-	
PI Sta 29+70.60	PI Sta 32+93.02	PI Sta 29+70.60	PI Sta 32+93.02
$\Delta = 1' 27' 58.1''$ (RT)	$\Delta = 1' 27' 58.1''$ (LT)	$\Delta = 1' 27' 58.1''$ (LT)	$\Delta = 1' 27' 58.1''$ (RT)
$D = 0' 23' 42.5''$	$D = 0' 32' 07.7''$	$D = 0' 23' 42.5''$	$D = 0' 32' 07.7''$
$L = 371.04'$	$L = 273.80'$	$L = 371.04'$	$L = 273.80'$
$T = 185.53'$	$T = 136.91'$	$T = 185.53'$	$T = 136.91'$
$R = 14,500.00'$	$R = 10,700.00'$	$R = 14,500.00'$	$R = 10,700.00'$
$SE = NC$	$RO = 60'$	$SE = NC$	$RO = 60'$



EST. QUANTITIES

FROM -L- STA.	TO STA.	CL B RIP RAP	EST. TONS	GEOTEXTILE	DDE	EST. CY
16+25	18+25	60	134	5	45	45
18+25	24+00	60	134	5	45	45
22+75	24+00	38	84	5	285	43
22+75	24+68	58	129	5	43	43
32+25	33+00	23	50	5	17	17

SEE SHEET 2B-1 THRU 2B-4 FOR DETOUR ALIGNMENTS
SEE SHEET 6 FOR -LWBL- PROFILE
SEE SHEET 7 FOR -LEBL- PROFILE

REVISIONS

8/17/99

5/8/2017
US:REK:ms
5/8/2017_B4447_Rdy_psh_05.dgn