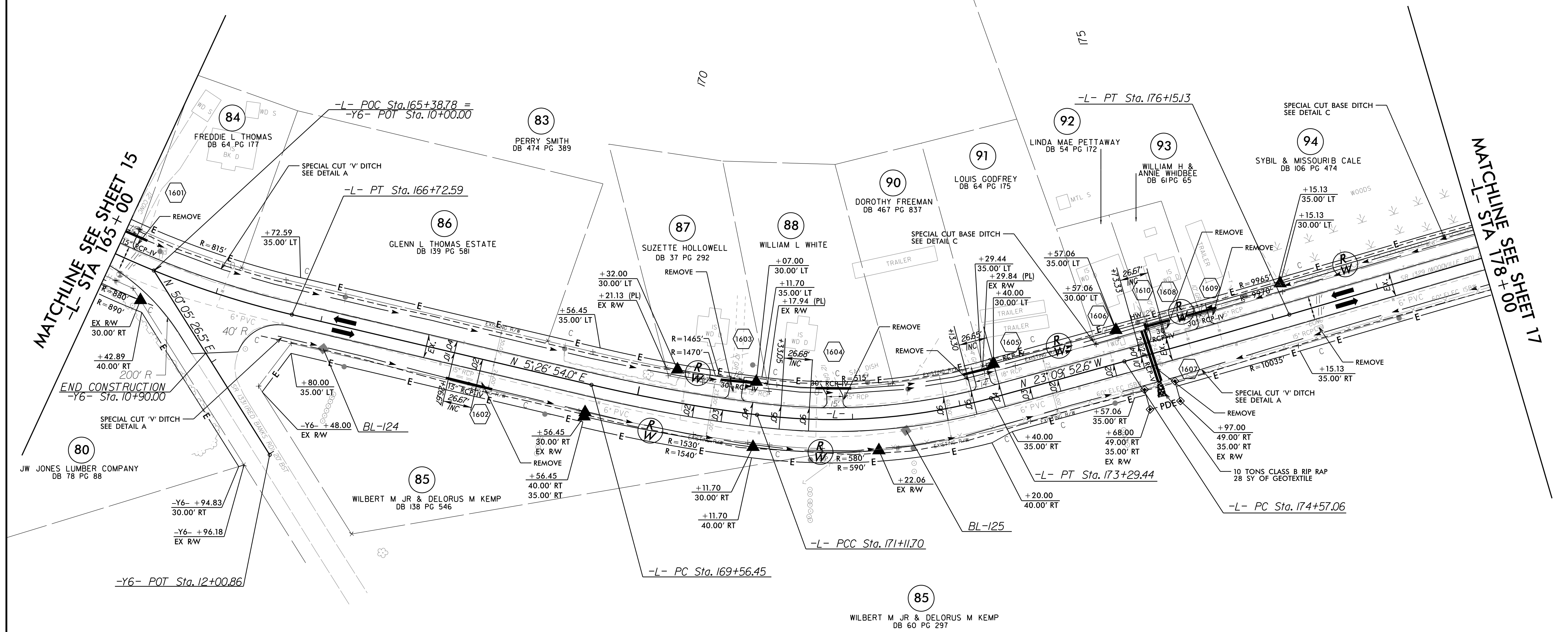


5/14/19

-L-			
PI Sta 165+40.68	PI Sta 170+34.4	PI Sta 172+22.01	PI Sta 175+36.10
$\Delta = 17^{\circ} 55' 47.7" (LT)$	$\Delta = 5^{\circ} 55' 47.6" (LT)$	$\Delta = 22^{\circ} 40' 59.0" (LT)$	$\Delta = 0^{\circ} 54' 20.5" (LT)$
$D = 6^{\circ} 44' 26.4"$	$D = 3^{\circ} 49' 11.0"$	$D = 10^{\circ} 25' 02.7"$	$D = 0^{\circ} 34' 22.6"$
$L = 266.00'$	$L = 155.24'$	$L = 217.74'$	$L = 158.07'$
$T = 134.09'$	$T = 77.69'$	$T = 110.32'$	$T = 79.04'$
$R = 850.00'$	$R = 1,500.00'$	$R = 550.00'$	$R = 10,000.00'$
$SE = EXIST$	$SE = 0.06$	$SE = 0.06$	$SE = EXIST$

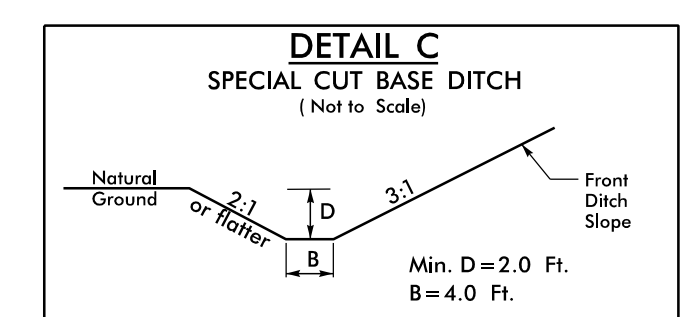
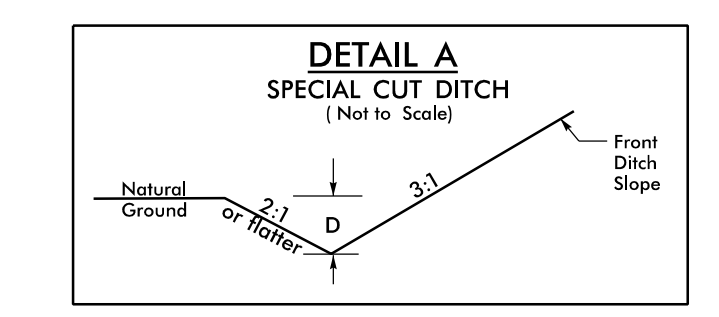
BM #4 (TBM 4)  
 NAIL SET IN 24" SWEET GUM TREE  
 -L- STA. 168+44.02 (65.96' RT)  
 N 900657 E 2796206  
 EL = 10.42'

PROJECT REFERENCE NO. R-5740	SHEET NO. 16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<p>DOCUMENT NOT CONSIDERED FINAL        UNLESS ALL SIGNATURES COMPLETED</p>	



MATCHLINE SEE SHEET 15  
 -L- STA 165+00

MATCHLINE SEE SHEET 17  
 -L- STA 178+00



FROM -L- STA. 163+28 TO -L- STA. 170+77 LT Min. D=1.5 Ft.  
 FROM -L- STA. 166+47 TO -L- STA. 174+82 RT Min. D=1.0 Ft.  
 FROM -L- STA. 174+83 TO -L- STA. 188+42 RT Min. D=1.5 Ft.

FROM -L- STA. 170+77 TO -L- STA. 174+81 LT  
 FROM -L- STA. 174+81 TO -L- STA. 189+01 LT

NOTE: SEE SHEET 27 FOR -L- PROFILE

16-DEC-2019 16:23 R5740\_r.dwg\_PSH-16.dgn  
 5:58:50 PM