

PROP. CURVE PR-LRE2-1
PI STA. = 340+17.81
Δ = 44° 15' 11" (RT)
D = 54° 34' 03"
R = 105.00'
T = 42.69'
L = 81.10'
E = 8.35'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 339+75.12
P.T. STA. = 340+56.21

PROP. CURVE PR-LRE2-2
PI STA. = 342+40.77
Δ = 45° 13' 59" (LT)
D = 54° 34' 03"
R = 105.00'
T = 43.74'
L = 82.89'
E = 8.75'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 341+97.03
P.T. STA. = 342+79.92

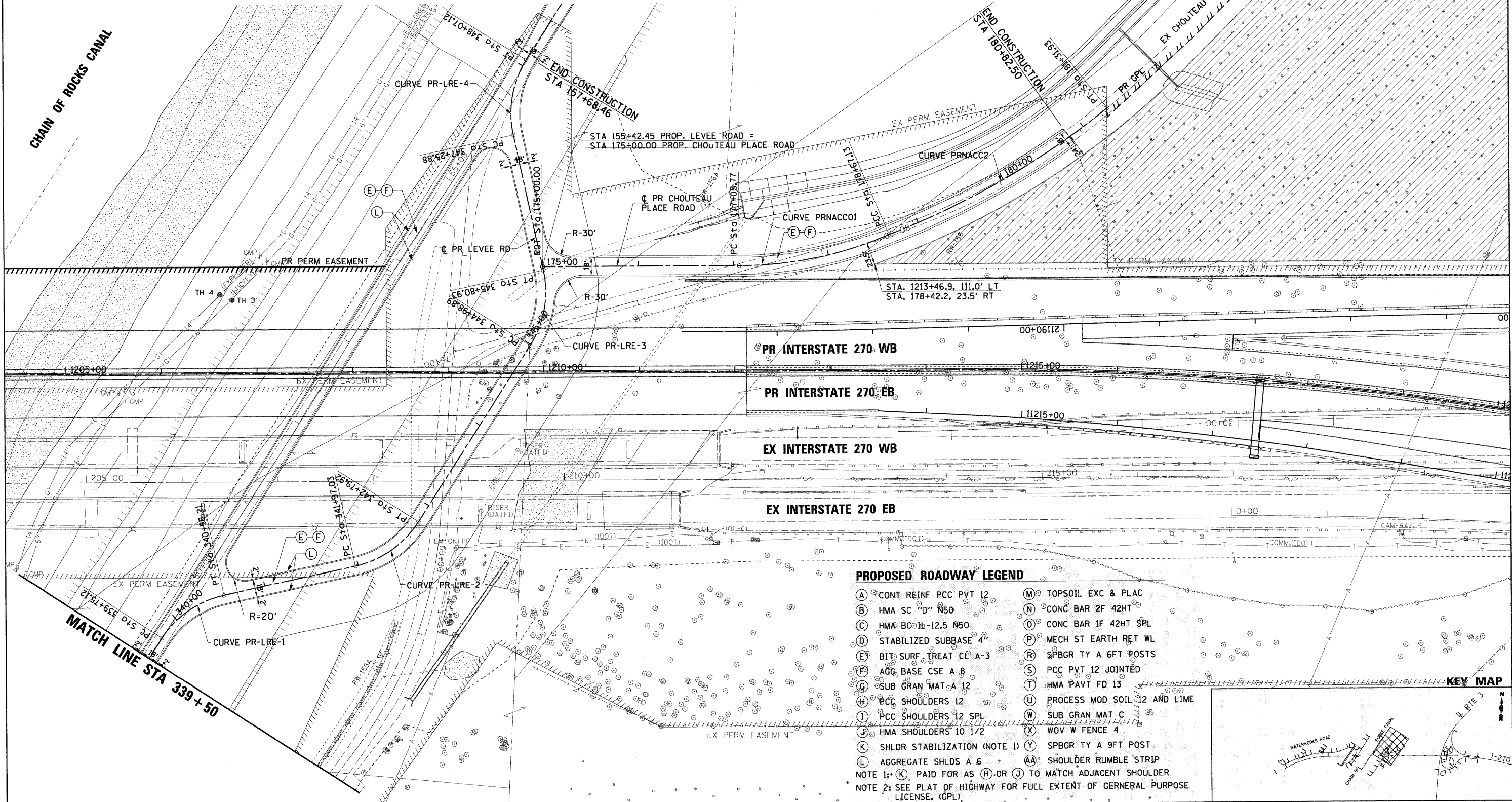
PROP. CURVE PR-LRE2-3
PI STA. = 345+42.13
Δ = 44° 46' 01" (LT)
D = 54° 34' 03"
R = 105.00'
T = 43.24'
L = 82.04'
E = 8.56'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 344+98.89
P.T. STA. = 345+80.93

PROP. CURVE PR-LRE2-4
PI STA. = 347+68.65
Δ = 44° 19' 49" (RT)
D = 54° 34' 03"
R = 105.00'
T = 42.78'
L = 81.24'
E = 8.38'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 347+25.88
P.T. STA. = 348+07.12

EX LEVEE ROAD

PROP. CURVE PRNACC01
PI STA. = 177+87.56
Δ = 23° 06' 47" (LT)
D = 14° 19' 26"
R = 400.00'
T = 81.79'
L = 161.36'
E = 8.28'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 177+05.77
P.T. STA. = 178+67.13

PROP. CURVE PRNACC2
PI STA. = 180+00.63
Δ = 18° 02' 15" (LT)
D = 6° 48' 42"
R = 841.13'
T = 133.50'
L = 264.80'
E = 10.53'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 178+67.13
P.T. STA. = 181+31.93



PROPOSED ROADWAY LEGEND

(A) CONT REINF PCC PVT 12	(M) TOPSOIL EXC & PLAC
(B) HMA SC "D" N50	(N) CONC BAR 2F 42HT
(C) HMA BC 11-12.5 N50	(O) CONC BAR 1F 42HT SPL
(D) STABILIZED SUBBASE 4"	(P) MECH ST EARTH RET WL
(E) BIT SURF TREAT CE A-3	(R) SPBOR TY A 6FT POSTS
(F) AGG BASE CSE A 8	(S) PCC PVT 12 JOINTED
(G) SUB GRAN MAT A 12	(T) HMA PAVT FD 13
(H) PCC SHOULDERS 12	(U) PROCESS MOD SOIL 12 AND LIME
(I) PCC SHOULDERS 12 SPL	(W) SUB GRAN MAT C
(J) HMA SHOULDERS 10 1/2	(X) WOV W FENCE 4
(K) SHLDR STABILIZATION (NOTE 1)	(Y) SPBOR TY A 9FT POST.
(L) AGGREGATE SHLDS A 6	(AA) SHOULDER RUMBLE STRIP

NOTE 1: (K) PAID FOR AS (H) OR (J) TO MATCH ADJACENT SHOULDER
NOTE 2: SEE PLAT OF HIGHWAY FOR FULL EXTENT OF GENERAL PURPOSE LICENSE. (GPL)

