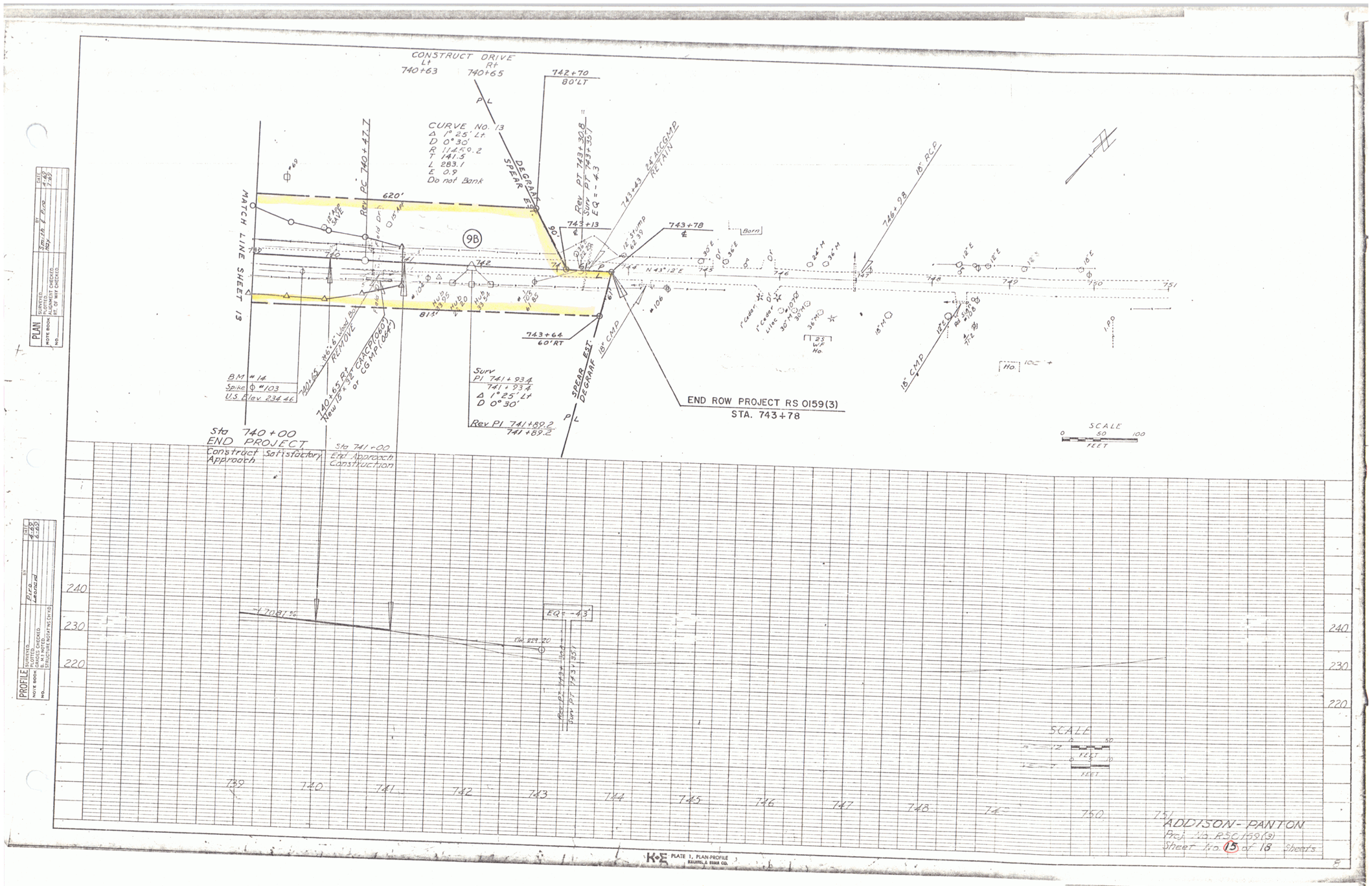
CONSTRUCT DRIVE
Lt 740+63
Rt 740+65
742+70
80'LT
P L
CURVE No. 13
Δ 1° 25' Lt.
D 0° 30'
R 1145.9.2
T 141.5
L 283.1
E 0.9
Do not Bank
DEGRAAF
SPEAR EST.
Rev PC 740+47.7
Rev PT 743+30.8
Surv PT 743+35.7
EQ = 4.3
743+43 24" ACCGMP
RETAIN
743+13
743+78
743+64
60'RT
MATCH LINE SHEET 13
620'
81'
90'
9B
Barn
N 43° 12' E
746+98 18" RCP
18" CMP
B.M. #14
Spike Φ #103
U.S. Elev 234.46
740+65 Rt
New 15 x 38" CAAP(Oval)
REMOVE
740+65 Rt
New 15 x 38" CAAP(Oval)
or CGMP(Oval)
Surv
PI 741+93.4
741+93.4
Δ 1° 25' Lt
D 0° 30'
Rev PI 741+89.2
741+89.2
SPEAR EST.
DEGRAAF
18" CMP
END ROW PROJECT RS 0159(3)
STA. 743+78
Sta 740+00
END PROJECT
Construct Approach
Satisfactory
Sta 741+00
End Approach Construction
SCALE
0 50 100
FEET
-7.08% ±
EQ = -4.3'
Sta 229.20
Rev PI 742+54.5
Surv PI 742+54.5
SCALE
FEET
ADDISON-PANTON
Proj. No. RS0159(3)
Sheet No. 15 of 18 Sheets
PLAN
SURVEYED
PLOTTED
NOTE BOOK
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NO.
PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BRIDGE
STRUCTURE NOTATIONS CHKD.
K+E PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.

8