

RICHARD &
MARY ALICE
McCOY
DB 500 PG 146

Pls Sta 75+35.795
 $\Delta = 2' 12' 47.3"$
Ls = 90.000
T = 60.005
R = 1,65.000
ST = 30.004
Se = 0.05
DS = 105 km/h

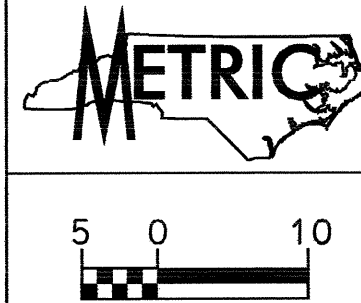
Pls Sta 81+02.675
 $\Delta = 49' 29' 05.4"$ (LT)
L = 1,006.179
T = 536.885
R = 1,65.000
Se = 0.05
DS = 105 km/h

Pls Sta 86+01.973
 $\Delta = 2' 12' 47.3"$
Ls = 90.000
T = 60.005
R = 1,65.000
ST = 30.004

Pls Sta 74+99.317
 $\Delta = 1' 28' 31.5"$
Ls = 60.000
T = 49.001
R = 1,65.000
ST = 20.001

Pls Sta 80+74.497
 $\Delta = 50' 57' 36.9"$ (LT)
L = 1,036.179
T = 555.181
R = 1,65.000

Pls Sta 85+75.496
 $\Delta = 1' 28' 31.5"$
Ls = 60.000
T = 49.001
R = 1,65.000
ST = 20.001



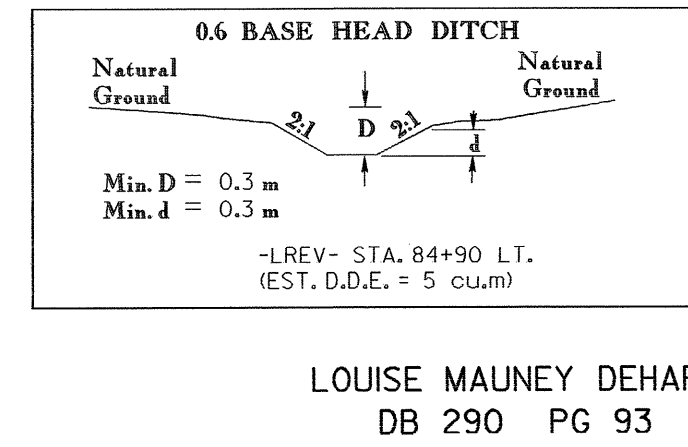
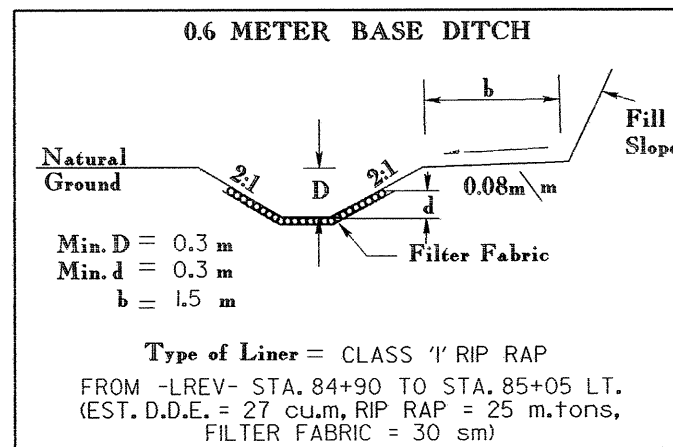
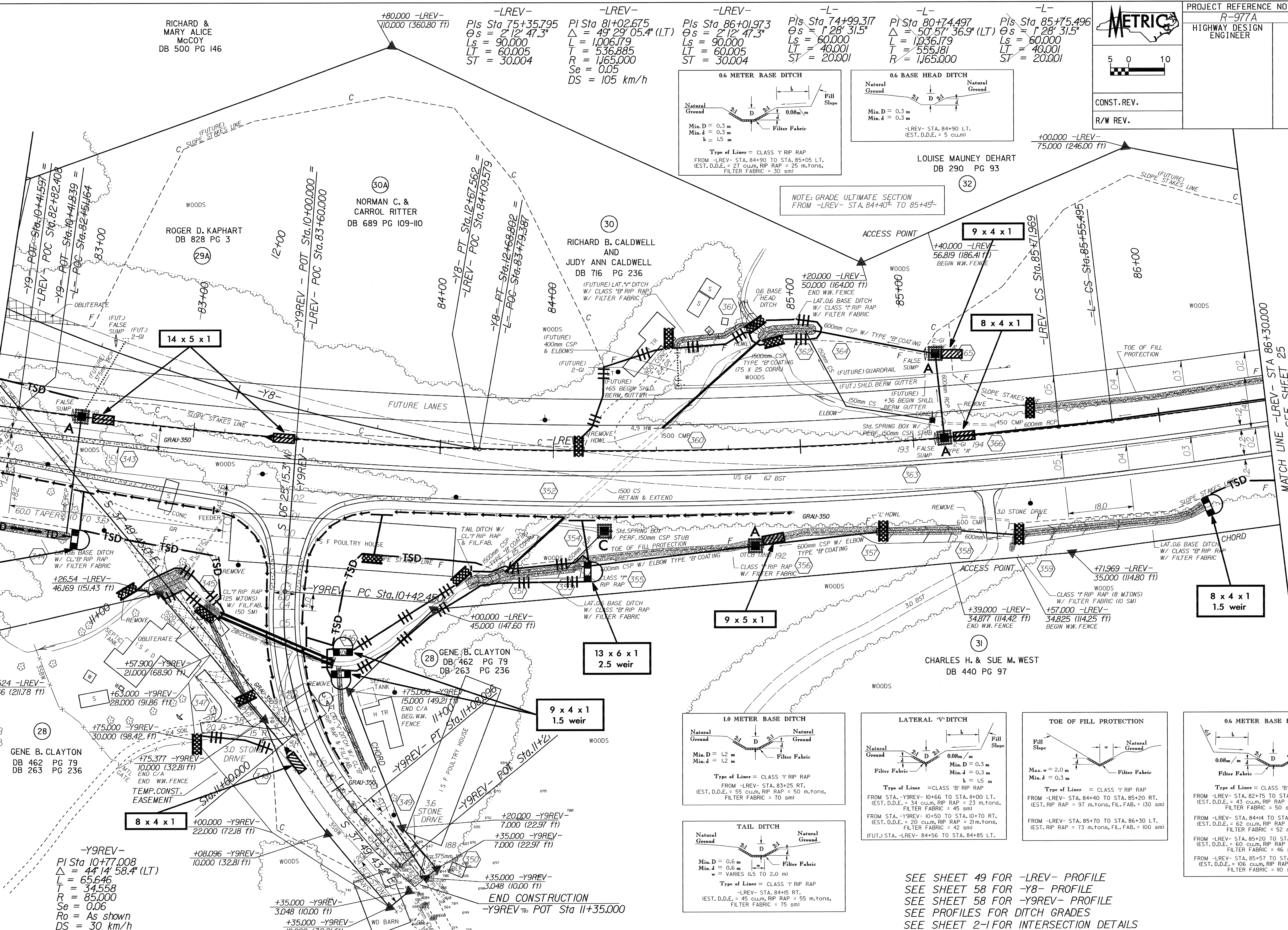
CONST. REV.
R/W REV.

PROJECT REFERENCE NO. R-977A	SHEET NO. EC-54/CONST.24
HIGHWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

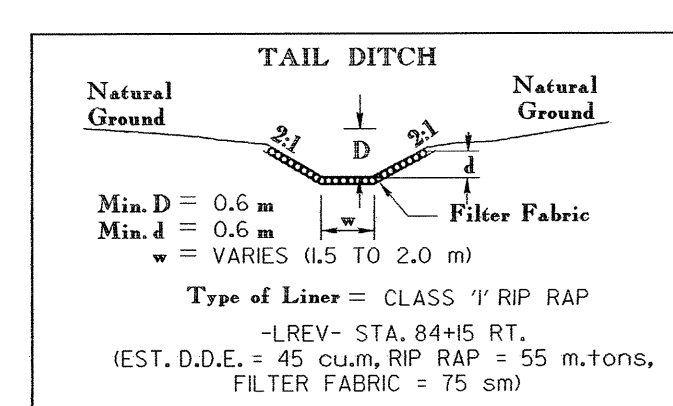
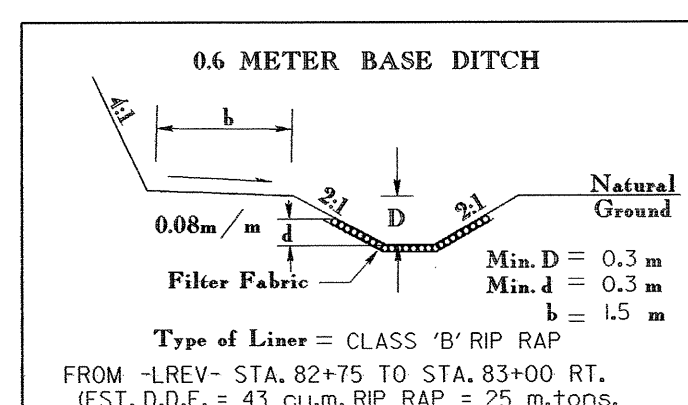
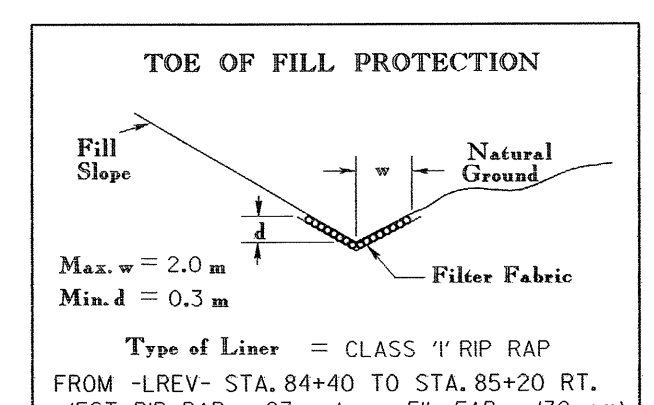
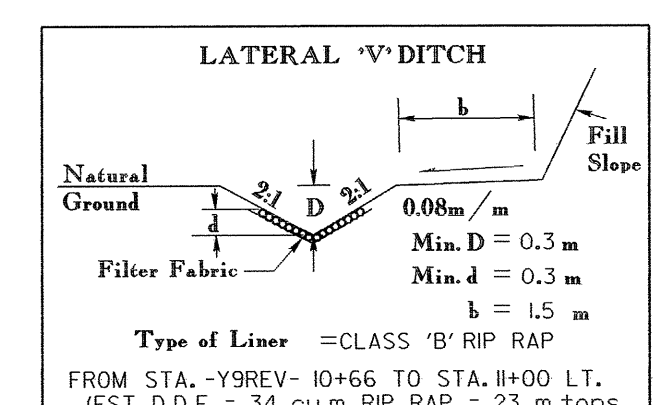
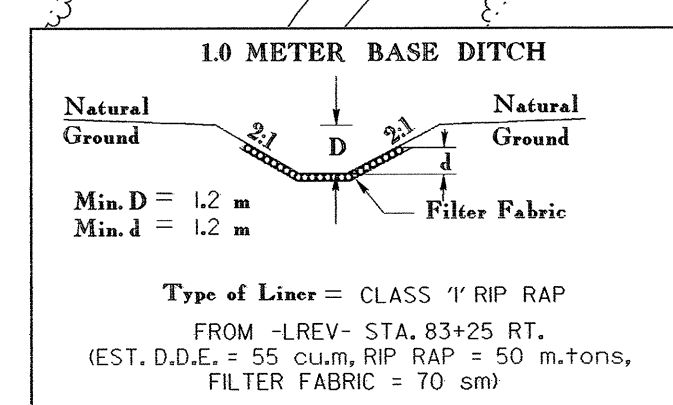
-Y8-
Pls Sta 11+36.858
 $\Delta = 26' 33' 12.6"$ (LT)
L = 268.799
T = 136.858
R = 580.000
Se = EXIST.

-Y9-
Pls Sta 10+18.178
 $\Delta = 27' 36' 31.8"$ (LT)
L = 19.730
T = 9.995
R = 50.000
Se = EXIST.

MICHAEL L. HUGHES
DB 758 PG III
TRACT I



NOTE: GRADE ULTIMATE SECTION FROM -LREV- STA. 84+40 TO 85+45-



SEE SHEET 49 FOR -LREV- PROFILE
SEE SHEET 58 FOR -Y8- PROFILE
SEE SHEET 58 FOR -Y9REV- PROFILE
SEE PROFILES FOR DITCH GRADES
SEE SHEET 2-1 FOR INTERSECTION DETAILS

-Y9REV-
Pls Sta 10+77.008
 $\Delta = 44' 14' 58.4"$ (LT)
L = 65.646
T = 34.558
R = 85.000
Se = 0.06
Ro = As shown
DS = 30 km/h

+08.096 -Y9REV-
10.000 (32.81 ft)
+35.000 -Y9REV-
10.000 (32.81 ft)
+35.000 -Y9REV-
3.048 (10.00 ft)
+35.000 -Y9REV-
3.048 (10.00 ft)
+35.000 -Y9REV-
7.000 (22.97 ft)
+35.000 -Y9REV-
7.000 (22.97 ft)
+35.000 -Y9REV-
3.048 (10.00 ft)
+35.000 -Y9REV-
10.000 (32.81 ft)
+35.000 -Y9REV-
10.000 (32.81 ft)

+20.000 -Y9REV-
7.000 (22.97 ft)
+35.000 -Y9REV-
7.000 (22.97 ft)
+35.000 -Y9REV-
3.048 (10.00 ft)
+35.000 -Y9REV-
10.000 (32.81 ft)
+35.000 -Y9REV-
10.000 (32.81 ft)

END CONSTRUCTION
-Y9REV- POT Sta 11+35.000