PROJECT REFERENCE NO.	SHEET NO.
	EC-70/CONST.22
R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

CONST.REV.

R /W REV.

6 x 3 x 1 1.5 weir

MATCHLINE STA. 22+20.000 Y9

MATCHLINE STA. 311+60.000 MATCH TO SHT. NO. 21

MATCHLINE STA. 315+20.000 MATCH TO SHT. NO. 23

45
BEN E. PITTMAN, JR.
DB 20D PG 108

-Y9- CS 19+51.075

-Y9- ST 19+97.075

-Y9- TS 21+01.685

-Y9- SC 21+61.685

NAD 83

S 69° 18' 27.3" E

PROP. 5m DR.

EXISTING R/W

R/W MON

375 RCP

450 RCP

FALSE SUMP SEE DETAIL 1 SHT 2-I

FALSE SUMP SEE DETAIL 2 SHT.2-J

FALSE SUMP SEE DETAIL 3 SHT.2-J

4 x 2 x 1

REMOVE 375 CONC FES

REMOVE 375 mm CONC FES

PROP. CABLE GUIDERAIL

US HWY 74 W 7.2 BST

US HWY 74 E 7.2 BST

12 BST

-L- CS 314+66.745

-Y8- CS 45+40.672

-Y8- SC 46+00.672

BY8B-10 -Y8-45+75.603 1.612 (LT)

VG-55 -L-311+75.808 0.822 (LT)

VG-56 -L-312+51.324 1.635 (LT)

VG-57 -L-313+28.095 0.450 (LT)

VG-58 -L-314+03.860 1.073 (LT)

VG-59 -L-314+81.649 0.866 (LT)

-Y8-		
PIs Sta 40+86.528	PI Sta 43+31.133	
Θs = 1° 39' 47.7"	Δ = 14° 11' 50.8" (RT)	
Ls = 98.700	L = 421.247	
LT = 65.803	T = 211.708	
ST = 32.903	R = 1,700.001	
	SE = 2%	

-Y8-		
PIs Sta 45+77.705	PI Sta 46+84.050	PIs Sta 47+83.343
Θs = 6° 44' 26.4"	Δ = 31° 03' 50.8" (RT)	Θs = 5° 43' 46.5"
Ls = 60.000	L = 162.651	Ls = 60.000
RI = 1700.000	T = 83.378	LT = 40.021
R2 = 300.000	R = 300.000	ST = 20.019
LT = 37.033	SE = 8%	
ST = 23.030		

-L-		
PIs Sta 308+86.745	PI Sta 311+95.668	PIs Sta 315+00.081
Θs = 1° 38' 30.2"	Δ = 17° 56' 58.2" (RT)	Θs = 1° 38' 30.2"
Ls = 100.000	L = 546.670	Ls = 100.000
LT = 66.670	T = 275.593	LT = 66.670
ST = 33.336	R = 1,745.000	ST = 33.336
	SE = 4%	

SEE SHEET NO. 62 FOR -L- RT LN & -L- LT LN GRADES AND PROFILES.
SEE SHEETS NO. 126 AND NO. 127 FOR LINE -Y8- GRADE AND PROFILE.
SEE SHEET NO. 133 AND 134 FOR LINE -Y9- GRADE AND PROFILE.

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mwagner