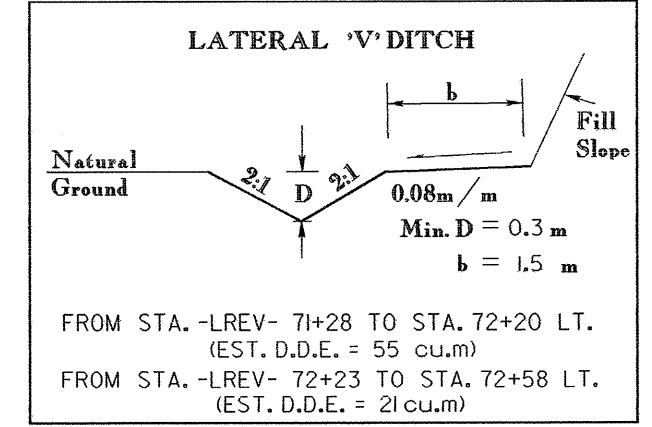
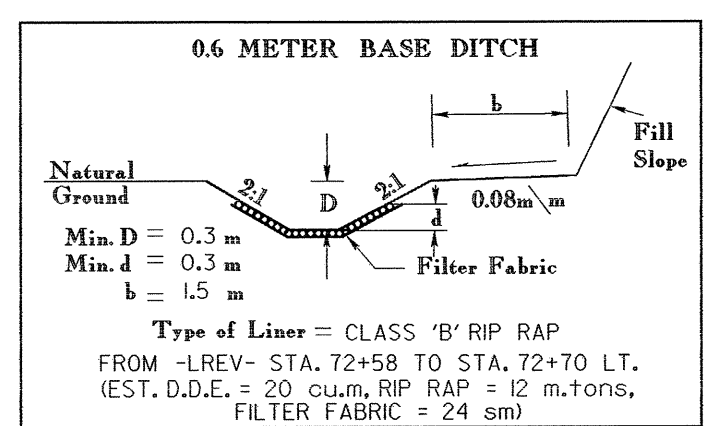


PROJECT REFERENCE NO.	SHEET NO.
R-977A	EC-50/CONST.20
HIGHWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	

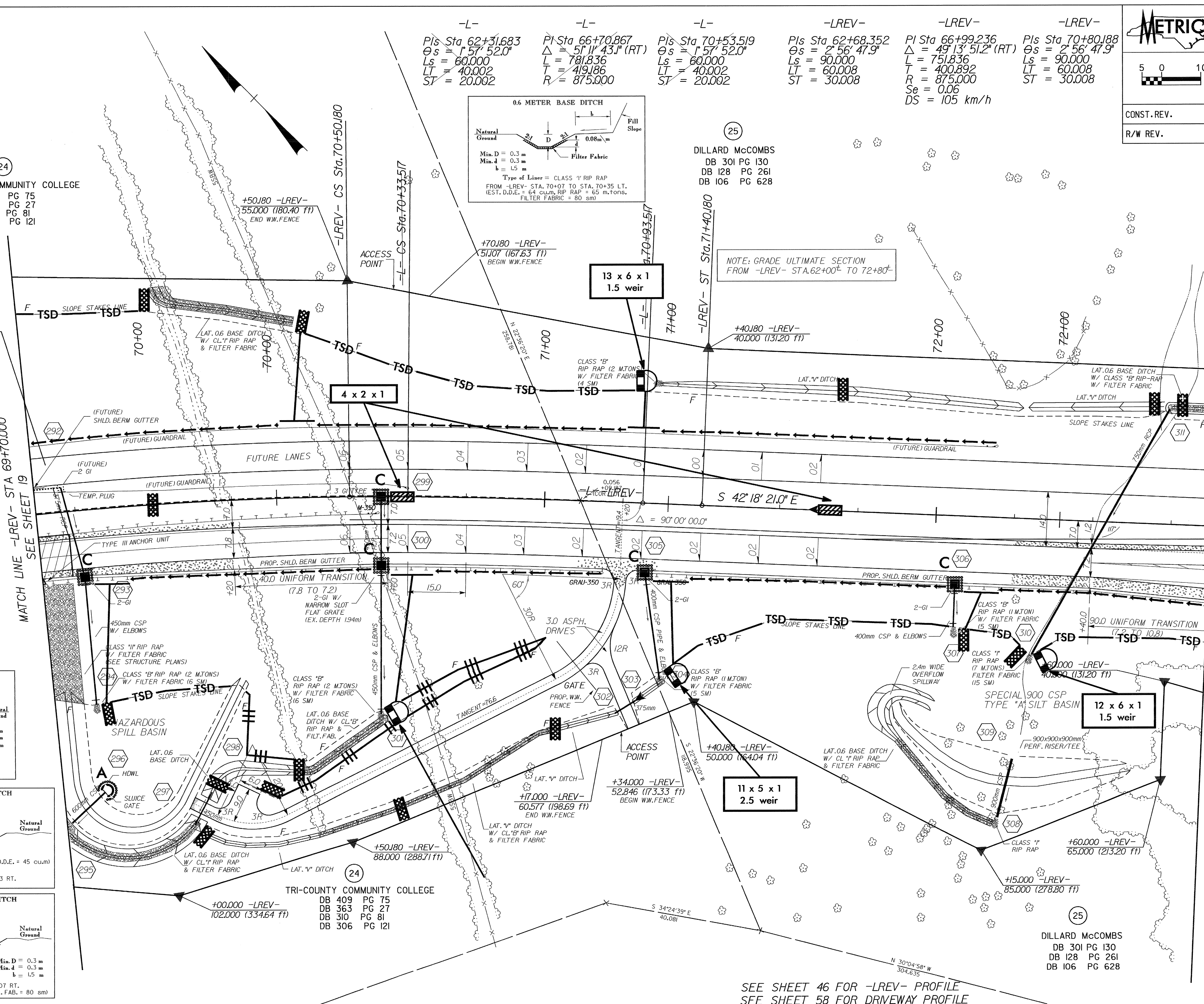
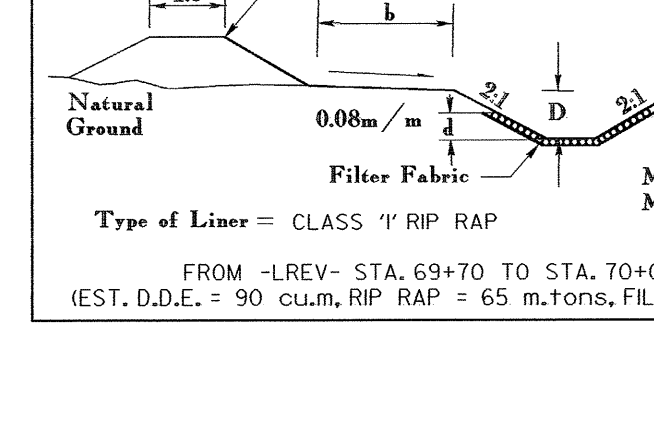
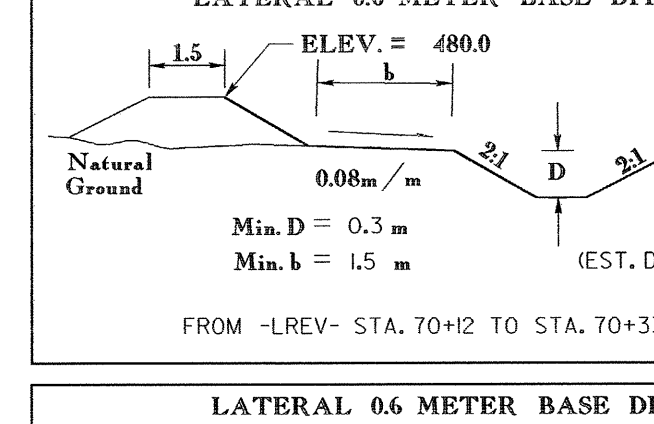
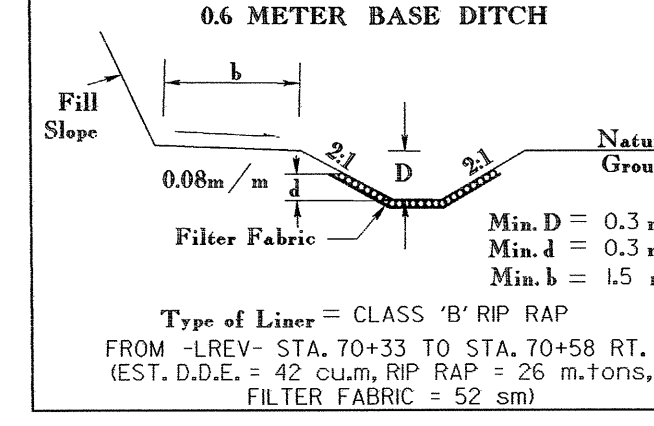
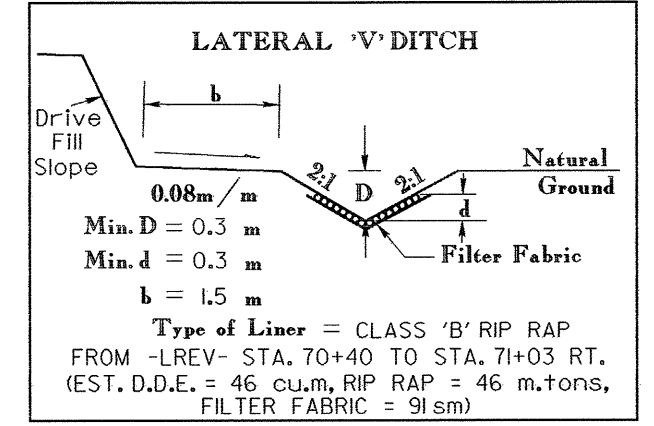
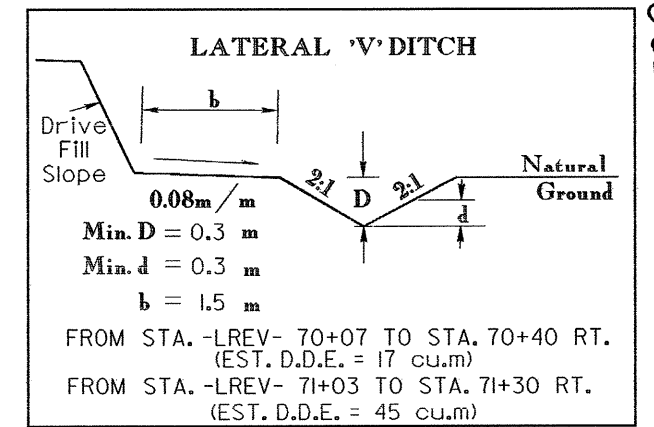
-L-	-L-	-L-	-LREV-	-LREV-	-LREV-
Pls Sta 62+31.683	Pls Sta 66+70.867	Pls Sta 70+53.519	Pls Sta 62+68.352	Pls Sta 66+99.236	Pls Sta 70+80.188
$\Theta_s = 1'57'52.0"$	$\Delta = 51'11'43.1"$ (RT)	$\Theta_s = 1'57'52.0"$	$\Theta_s = 2'56'47.9"$	$\Delta = 49'13'51.2"$ (RT)	$\Theta_s = 2'56'47.9"$
$L_s = 60.000$	$L = 781.836$	$L_s = 60.000$	$L_s = 90.000$	$L = 751.836$	$L_s = 90.000$
$LT = 40.002$	$L = 419.186$	$LT = 40.002$	$LT = 60.008$	$L = 400.892$	$LT = 60.008$
$ST = 20.002$	$R = 875.000$	$ST = 20.002$	$ST = 30.008$	$R = 875.000$	$ST = 30.008$
				$Se = 0.06$	$DS = 105 \text{ km/h}$

24
 TRI-COUNTY COMMUNITY COLLEGE
 DB 409 PG 75
 DB 363 PG 27
 DB 310 PG 81
 DB 306 PG 121

25
 DILLARD McCOMBS
 DB 301 PG 130
 DB 128 PG 261
 DB 106 PG 628



END APPROACH SLAB
 -LREV- POC STA.69+77.957
 (7.0m RT)



MATCH LINE -LREV- STA 72+70.000
 SEE SHEET 21

MATCH LINE -LREV- STA 69+70.000
 SEE SHEET 19

SEE SHEET 46 FOR -LREV- PROFILE
 SEE SHEET 58 FOR DRIVEWAY PROFILE
 SEE PROFILES FOR DITCH GRADES