

METRIC

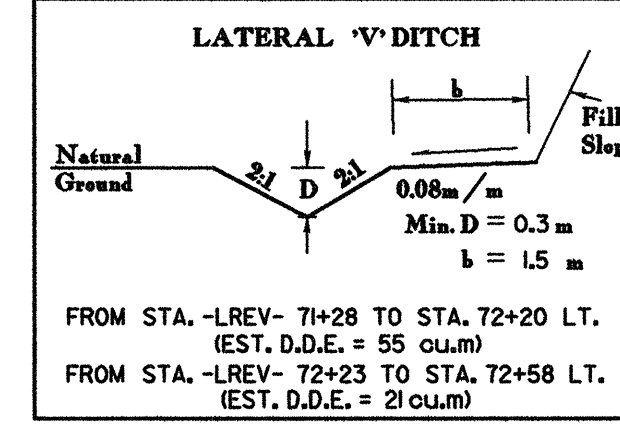
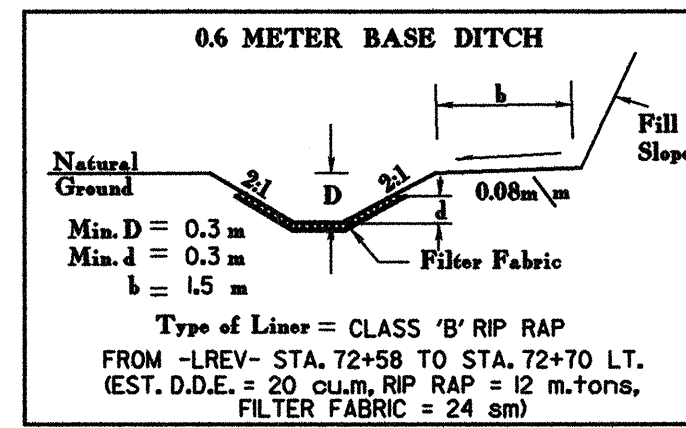
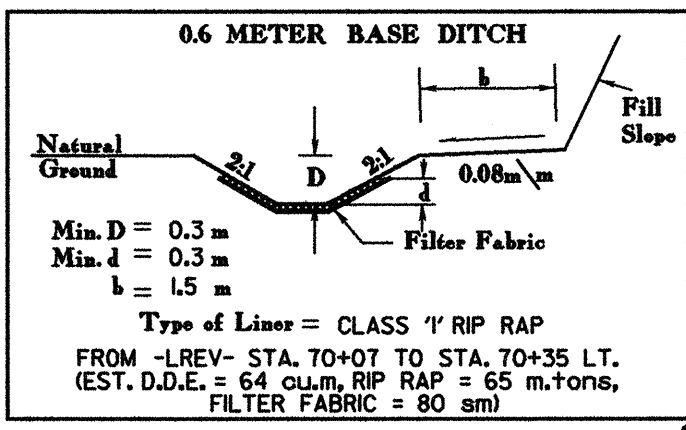
5 0 10

CONST. REV.

R/W REV.

PROJECT REFERENCE NO. R-977A	SHEET NO. 20
HIGHWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

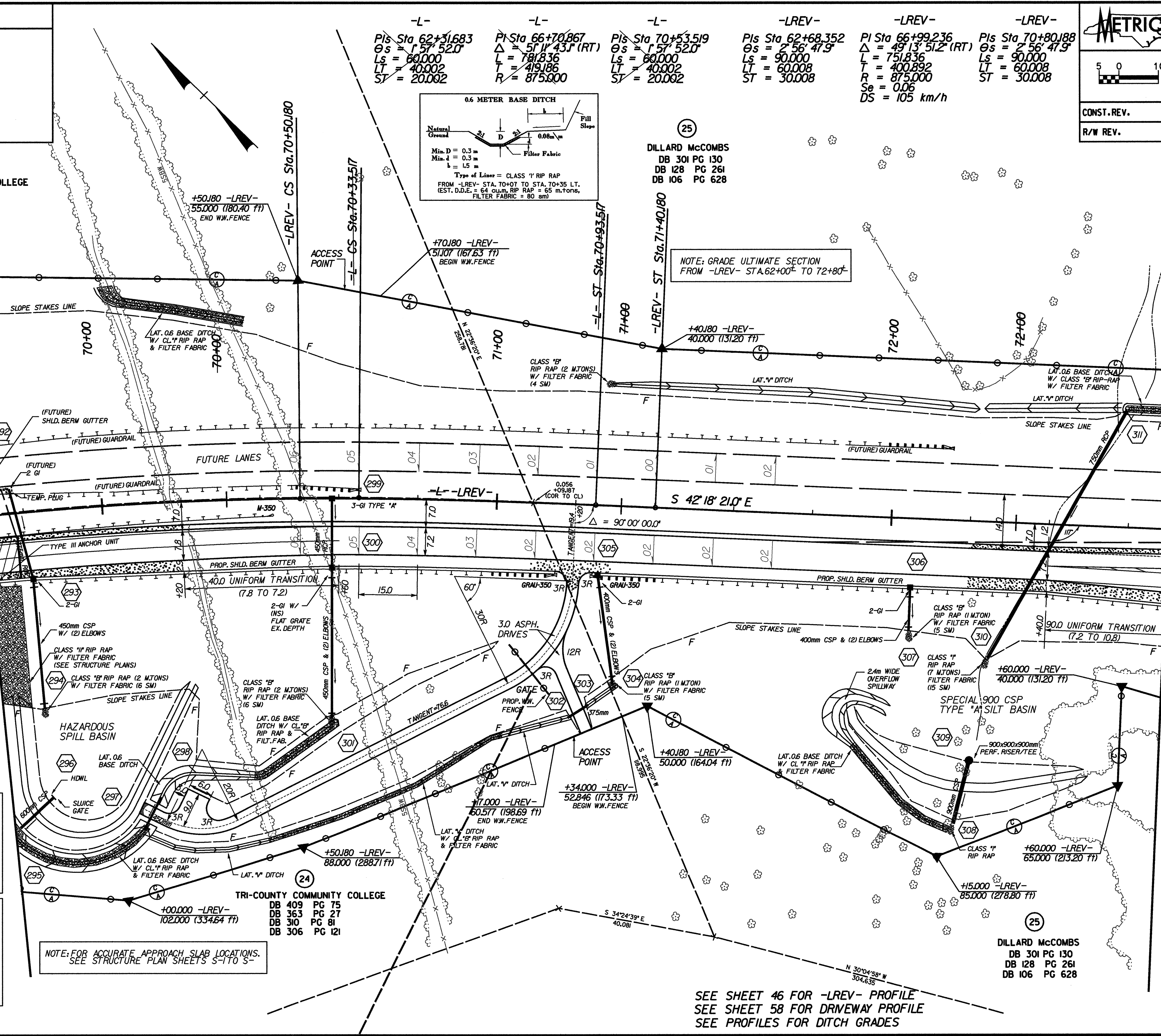
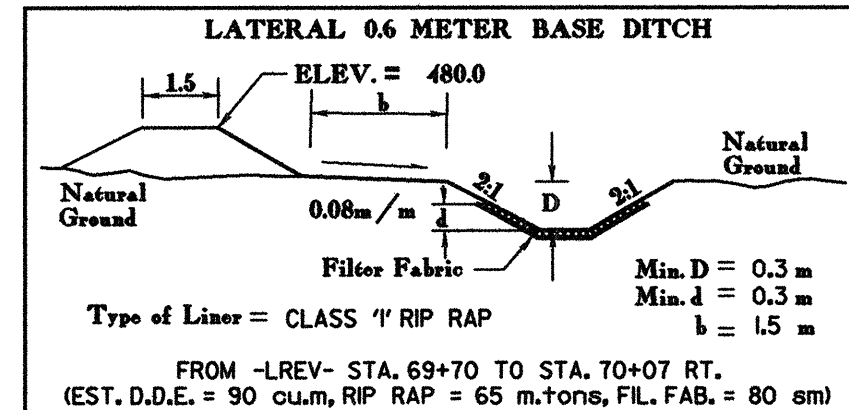
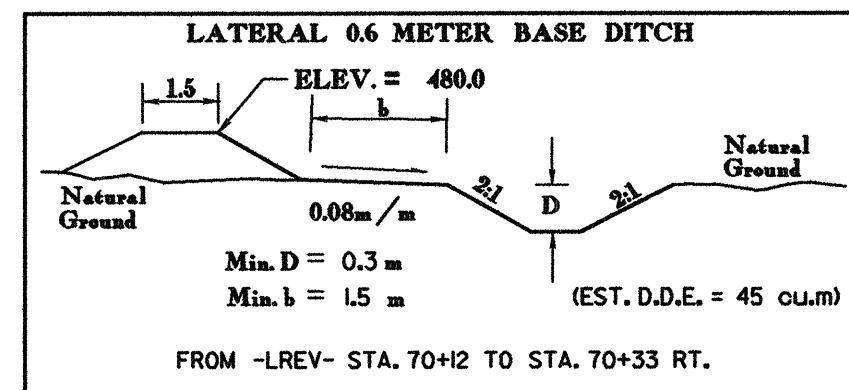
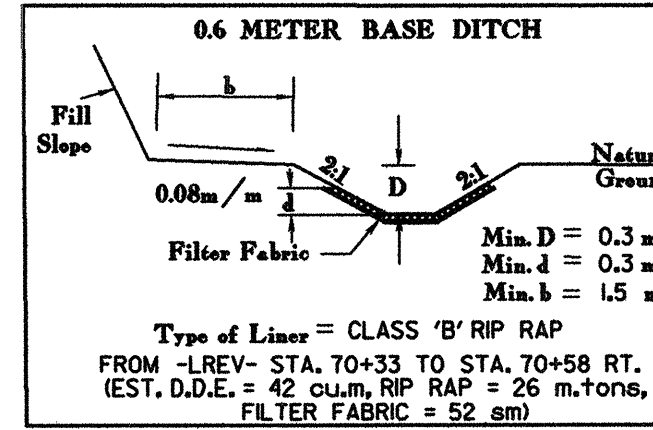
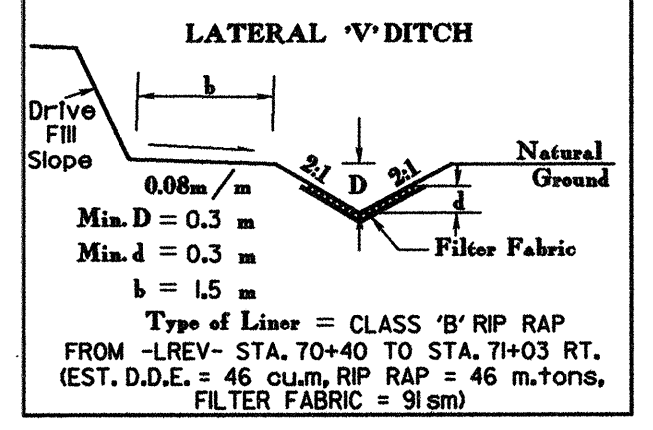
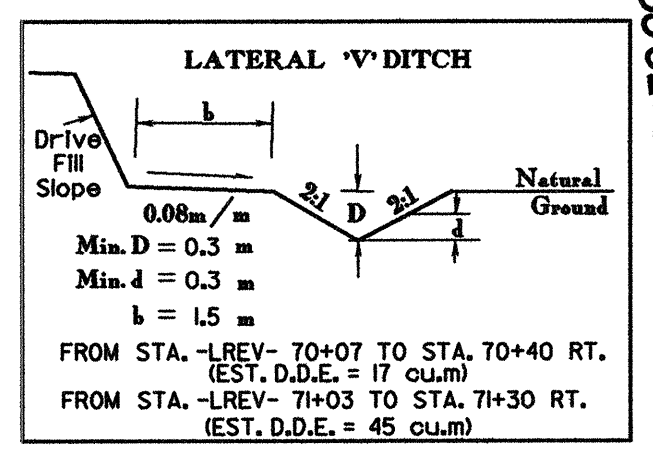
-L- PIs Sta 62+31.683 θs = 1° 57' 52.0" Ls = 60.000 LT = 40.002 ST = 20.002	-L- PI Sta 66+70.867 Δ = 51° 43.1' (RT) L = 781.836 L = 419.186 R = 875.000	-L- PIs Sta 70+53.519 θs = 1° 57' 52.0" Ls = 60.000 LT = 40.002 ST = 20.002	-LREV- PIs Sta 62+68.352 θs = 2° 56' 47.9" Ls = 90.000 L = 400.892 R = 875.000 Ds = 0.06 DS = 105 km/h	-LREV- PI Sta 66+99.236 Δ = 49° 13' 51.2' (RT) L = 751.836 L = 400.892 R = 875.000 Ds = 0.06 DS = 105 km/h	-LREV- PIs Sta 70+80.188 θs = 2° 56' 47.9" Ls = 90.000 L = 400.892 R = 875.000 Ds = 0.06 DS = 105 km/h
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TRI-COUNTY COMMUNITY COLLEGE
DB 409 PG 75
DB 363 PG 27
DB 310 PG 81
DB 306 PG 121

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