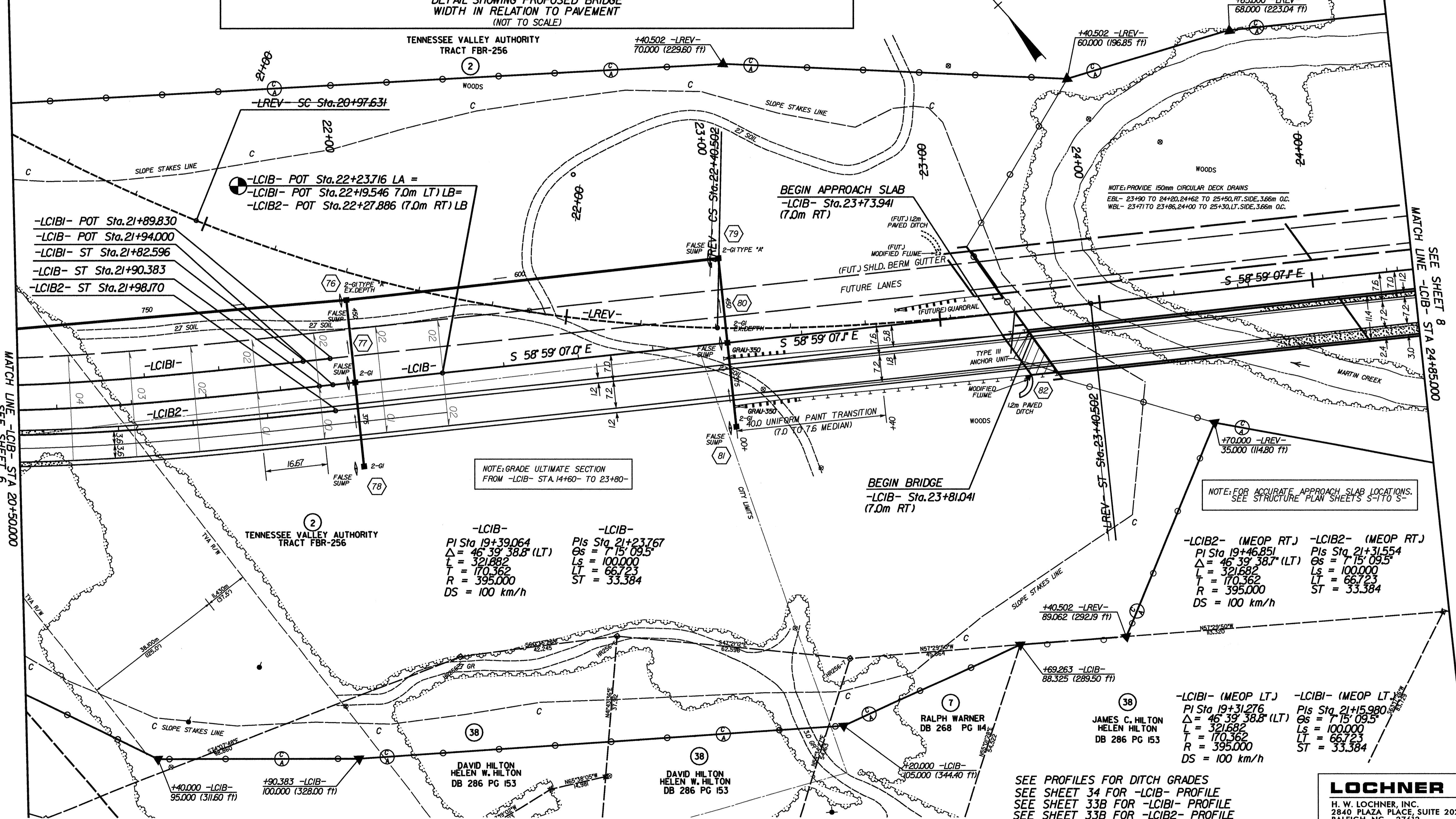


-LREV-
 PIs Sta 20+64.354
 $\Delta = 7'15''09.5$
 $L = 100.000$
 $LT = 66.723$
 $ST = 33.384$

-LREV-
 PIs Sta 21+69.856
 $\Delta = 20'43''25.6$ (LT)
 $L = 142.871$
 $LT = 72.225$
 $R = 395.000$
 $DS = 100$ km/h

-LREV-
 PIs Sta 22+73.886
 $\Delta = 7'15''09.5$
 $L = 100.000$
 $LT = 66.723$
 $ST = 33.384$

RIGHT OF WAY PLAN SHEETS 6 AND 7



-LCIB- POT Sta.22+23.716 LA =
 -LCIB1- POT Sta.22+19.546 7.0m LT) LB=
 -LCIB2- POT Sta.22+27.886 (7.0m RT) LB

-LCIB1- POT Sta.21+89.830
 -LCIB- POT Sta.21+94.000
 -LCIB1- ST Sta.21+82.596
 -LCIB- ST Sta.21+90.383
 -LCIB2- ST Sta.21+98.170

NOTE: GRADE ULTIMATE SECTION
 FROM -LCIB- STA. 14+60 TO 23+80-

-LCIB-
 PIs Sta 19+39.064
 $\Delta = 46'39''38.8$ (LT)
 $L = 321.882$
 $T = 170.362$
 $R = 395.000$
 $DS = 100$ km/h

-LCIB-
 PIs Sta 21+23.767
 $\Delta = 7'15''09.5$
 $Ls = 100.000$
 $LT = 66.723$
 $ST = 33.384$

NOTE: FOR ACCURATE APPROACH SLAB LOCATIONS.
 SEE STRUCTURE PLAN SHEETS S-1 TO S-

-LCIB2- (MEOP RT) -LCIB2- (MEOP RT)
 PIs Sta 19+46.851 PIs Sta 21+31.554
 $\Delta = 46'39''38.8$ (LT) $\Delta = 7'15''09.5$
 $L = 321.882$ $Ls = 100.000$
 $T = 170.362$ $LT = 66.723$
 $R = 395.000$ $ST = 33.384$
 $DS = 100$ km/h

-LCIB1- (MEOP LT) -LCIB1- (MEOP LT)
 PIs Sta 19+31.276 PIs Sta 21+15.980
 $\Delta = 46'39''38.8$ (LT) $\Delta = 7'15''09.5$
 $L = 321.882$ $Ls = 100.000$
 $T = 170.362$ $LT = 66.723$
 $R = 395.000$ $ST = 33.384$
 $DS = 100$ km/h

SEE PROFILES FOR DITCH GRADES
 SEE SHEET 34 FOR -LCIB- PROFILE
 SEE SHEET 33B FOR -LCIB1- PROFILE
 SEE SHEET 33B FOR -LCIB2- PROFILE