



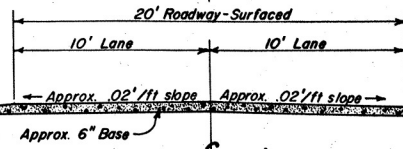
Highway Factors Attachment – Typical Section for FM 1788 in the vicinity of the crash

Andrews, TX

HWY22MH006

(2 pages)

Existing 100' ROW Usual (135' Max.)
 Varies Thru Job



EXISTING X-SECTION

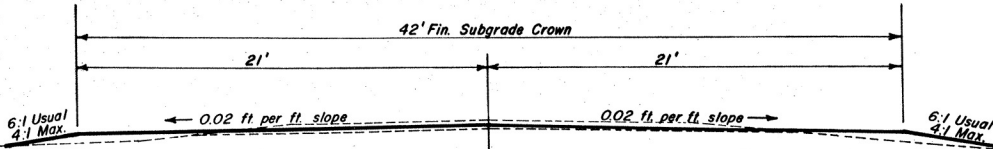
CD 1718-4-5
PIPELINE CROSSING STATIONS

121+00		

CSR 1718-4-4
PIPELINE CROSSING STATIONS

316+90	446+00	570+85
322+90	450+35	588+80
337+90	451+25	605+00
347+92	456+75	614+80
362+20	472+00	640+75
362+20	496+85	642+40 *
371+05	507+95	649+40
394+45	513+45	655+15
419+80	514+05	662+70
420+00	516+35	681+00
436+10	522+10	708+50

* UNDERGROUND TELEPHONE CABLE

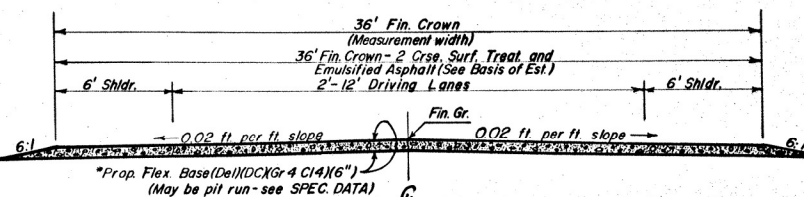


PROP. NORMAL X-SECTION

Road Grader Work
 Sta 0+22.0 To Sta 228+32.82
 Sta 228+71.39 To Sta 724+27.00

Note: Exist surf and base to be processed with the top 6" of prop. embankment.

Note: For curve superelevation data see plan sheet 9 (CSR 1718-4-4)



TYPICAL COMPLETED X-SECTION

"Prop. Flex. Base (Del)DCX Gr 4 CI 4 (6")
 (May be pit run - see SPEC. DATA)

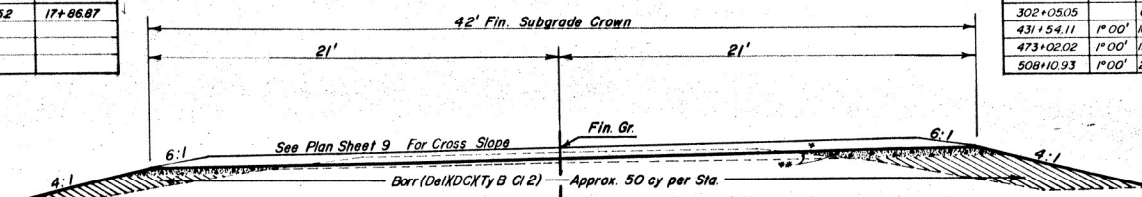
CD 1718-4-5
CENTERLINE FM 1788 CURVE DATA

P.I. STA.	DEGREE	DELTA	TANGENT	LGTH. OF CRV.	RADIUS	P.C. STA.	P.T. STA.
9+17.90	1°00'	17°31'LT	882.7'	1751.67'	5730.0'	0+35.2	17+86.87

NO SUPERELEVATION

CSR 1718-4-4
CENTERLINE FM 1788 CURVE DATA

P.I. STA.	DEGREE	DELTA	TANGENT	LGTH. OF CRV.	RADIUS	P.C. STA.	P.T. STA.
302+05.05		0°00'RT					
431+54.11	1°00'	10°27'LT	524.0'	1045.0'	5730.0'	426+30.11	436+75.11
473+02.02	1°00'	12°26'RT	624.2'	1243.39'	5730.0'	466+77.82	479+21.15
508+10.93	1°00'	26°51'LT	1367.7'	2685.0'	5730.0'	494+43.23	521+28.23



TYPICAL BORROW X-SECTION & ROAD GRADER WORK

To be used approx. 50 Sta's. (Curves)
 (CSR 1718-4-4)

Fill Section
 Sta. 65+00 to Sta. 71+00
 Sta. 89+00 to Sta. 93+00
 Approx. 50 cy per Sta.

TYPICAL CROSS-SECTIONS

PROJECT	CD 1718-4-3	DATE	
NO.	CSR 1718-4-4	REV.	2
DESIGNER	ANDREWS	CHECKED	
DATE	1718 4	PROJECT	485 FM 1788