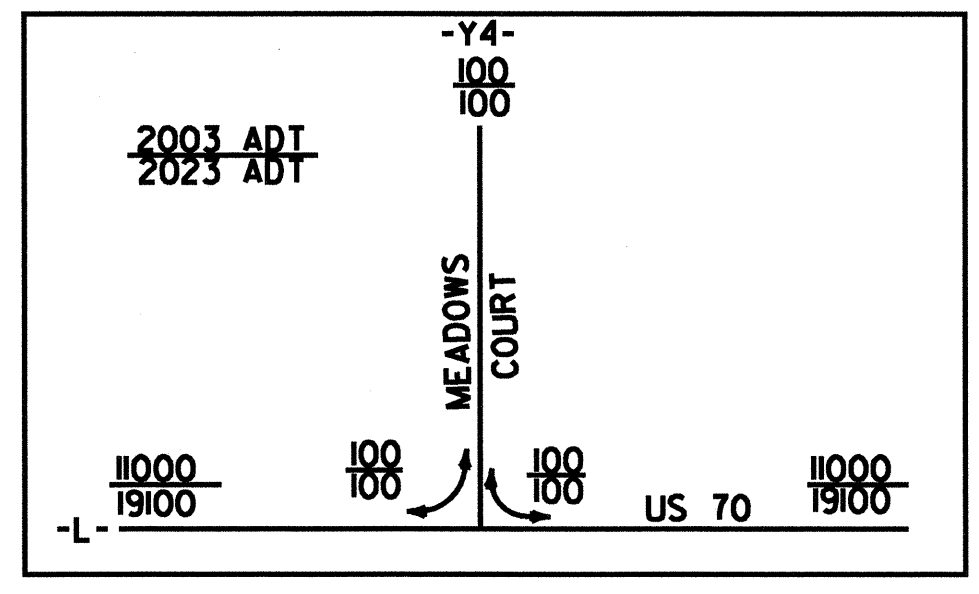


**L**

PJ = 28+66.388  
 $\Delta = 14^\circ 58' 59.5''$  LT.  
 $L_c = 86.000$  M  
 $\theta_s = 3^\circ 22' 29.8''$  LT.  
 $T_s = 139.048$  M  
 $L_c = 104.900$  M  
 $R = 730.000$  M  
 $U = 57.344$  M  
 $V = 28.676$  M  
 $P = 0.422$  M  
 $Q = 42.995$  M  
 SUPER = 0.04

**Y3**

PJ = 11+47.669  
 $\Delta = 61^\circ 47' 37.2''$  RT  
 $T = 86.770$  M  
 $L = 156.383$  M  
 $R = 145.000$  M  
 SUPER = 0.06



**MATCHLINE STA. 26+00 -L- SEE SHEET 08**

CLASS "B" RIP RAP  
 W/ FILTER FABRIC LINER  
 EST. 2 M TONS  
 EST. 6 m<sup>2</sup> FABRIC  
 +23.041 (RADIUS PT)  
 3.773m LT

+20.000 -L-  
 21.000m (68.90')

POT Sta. 26+39.812 -L- =  
 POT Sta. 12+31.337 -Y3-  
 $\Delta = 89^\circ 59' 59.8''$

+27.340 -L-  
 18.000m (59.06')

+27.340 -L-  
 15.000m (49.21')

**MATCHLINE STA. 12+00 -Y3- SEE SHEET 28**

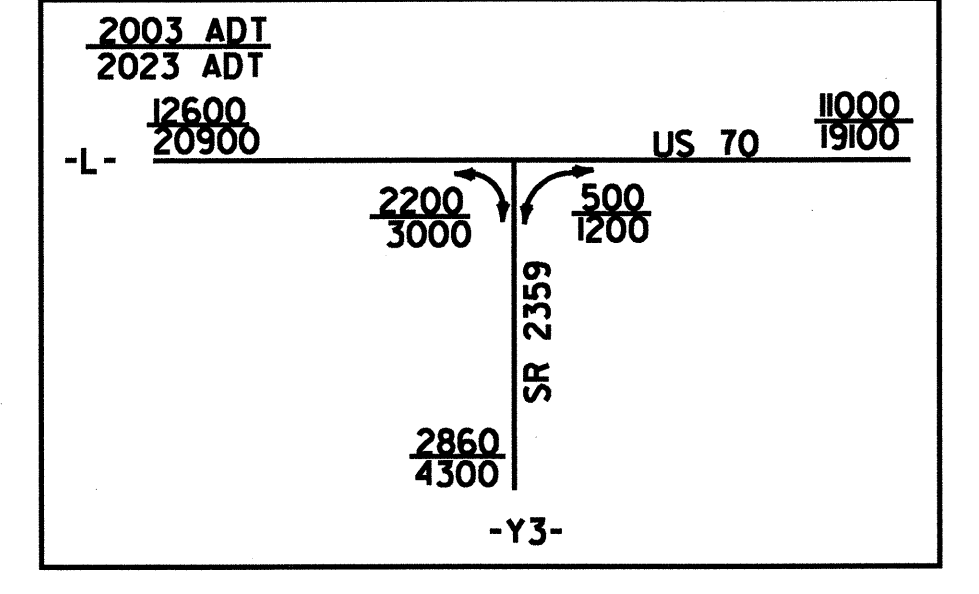
+70.000 -L-  
 19.000m (62.34')

+70.000 -L-  
 15.000m (49.21')

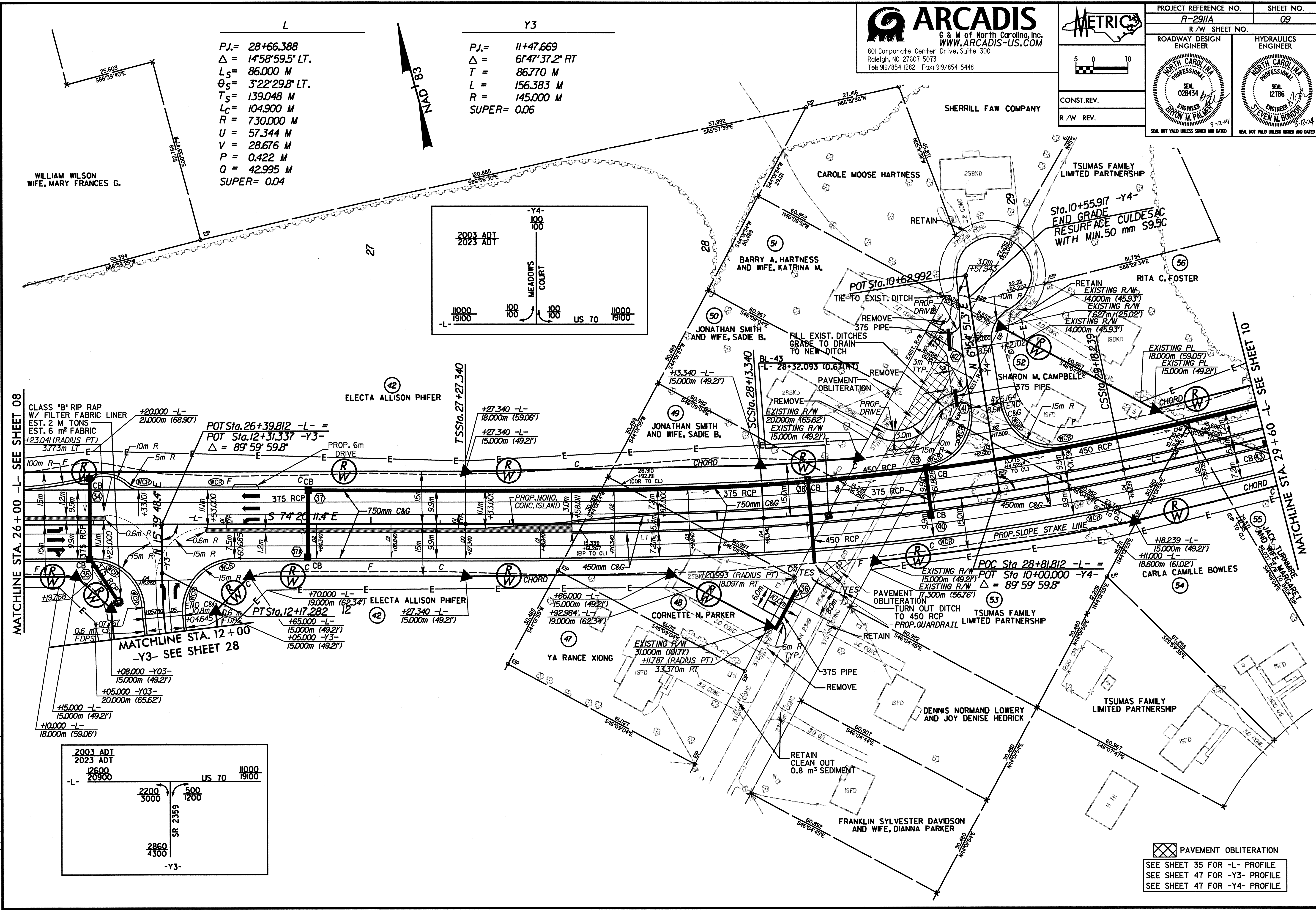
+105.000 -Y3-  
 20.000m (65.62')

+15.000 -L-  
 15.000m (49.21')

+10.000 -L-  
 18.000m (59.06')



REVISIONS



PAVEMENT OBLITERATION  
 SEE SHEET 35 FOR -L- PROFILE  
 SEE SHEET 47 FOR -Y3- PROFILE  
 SEE SHEET 47 FOR -Y4- PROFILE