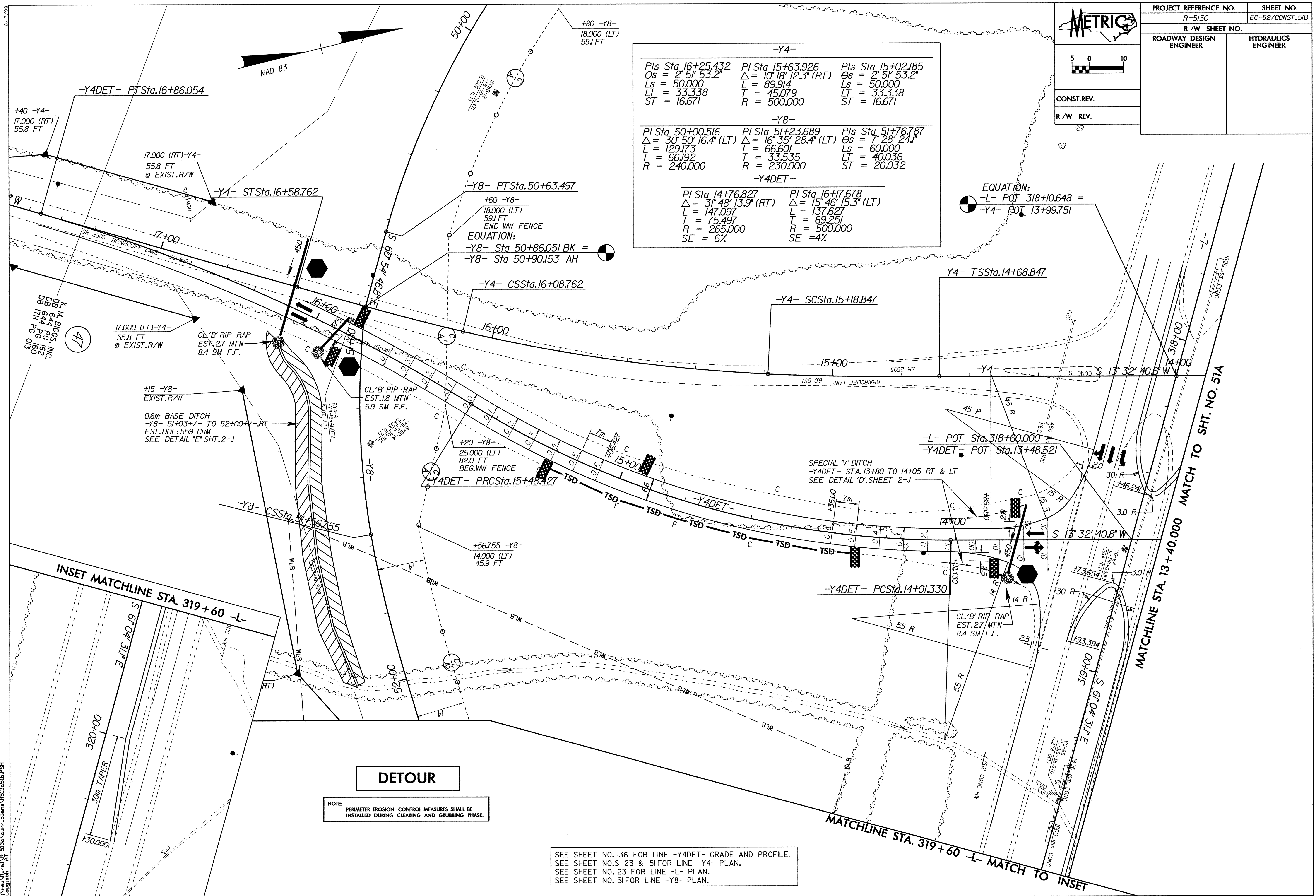


PROJECT REFERENCE NO. R-513C	SHEET NO. EC-52/CONST.51B
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	

-Y4-		
PIs Sta. 16+25.432 Os = 2° 51' 53.2" Ls = 50.000 LT = 33.338 ST = 16.671	PI Sta. 15+63.926 Δ = 10° 18' 12.3" (RT) L = 89.914 T = 45.079 R = 500.000	PIs Sta. 15+02.185 Os = 2° 51' 53.2" Ls = 50.000 LT = 33.338 ST = 16.671
-Y8-		
PI Sta. 50+00.516 Δ = 30° 50' 16.4" (LT) L = 129.173 T = 66.192 R = 240.000	PI Sta. 51+23.689 Δ = 16° 35' 28.4" (LT) L = 66.601 T = 33.535 R = 230.000	PIs Sta. 51+76.787 Os = 7° 28' 24.1" Ls = 60.000 LT = 40.036 ST = 20.032
-Y4DET-		
PI Sta. 14+76.827 Δ = 31° 48' 13.9" (RT) L = 147.097 T = 75.497 R = 265.000 SE = 6%	PI Sta. 16+7.678 Δ = 15° 46' 15.3" (LT) L = 137.627 T = 69.251 R = 500.000 SE = 4%	

EQUATION:
-L- POT Sta. 318+10.648 =
-Y4- POT Sta. 13+99.751



K. M. BIGGS, INC.
DB 644 PG 152
DB 171 PG 015

INSET MATCHLINE STA. 319+60 -L-

DETOUR

NOTE: PERIMETER EROSION CONTROL MEASURES SHALL BE INSTALLED DURING CLEARING AND GRUBBING PHASE.

SEE SHEET NO. 136 FOR LINE -Y4DET- GRADE AND PROFILE.
SEE SHEET NO. 5 FOR LINE -Y4- PLAN.
SEE SHEET NO. 23 FOR LINE -L- PLAN.
SEE SHEET NO. 51 FOR LINE -Y8- PLAN.

MATCHLINE STA. 319+60 -L- MATCH TO INSET

MATCHLINE STA. 13+40.000 MATCH TO SHT. NO. 51A

8/17/23
 R:\P\2024\1037\Drawings\Road\13-513c\curr\plans\RB13c51b.PSH
 M. Leung