8/23/93

DGN 0102DEL_P10a6

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-1

GRIER ROAD
MECKLENBURG COUNTY

T.I.P. PROJECT P-5208H

LINE	SHEET NO.
-L-	X-2 THRU X-8
-Y1- (INCLUDING -Y4- & -Y3B- CROSS SECTIONS)	X-9 THRU X-32
-Y2-	X-33 THRU X-38
-Y3-	X-39 THRU X-40
-Y4-	X-41
-Y5-	X-42
-Y6-	X-43
-DR1-	X-44 THRU X-45
PIPE PROFILES (RAIL)	X-46 THRU X-48
-M1- (RAIL)	X-49 THRU X-79

APPROXIMATE AREAS OF UNDERCUT

2/18/2013
R:\Roadway\XSC\
Keys

rdy_xpl_index.dgn

8/23/99

DGN 0102DEL_P10a6

CROSS-SECTION SUMMARY

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-1A

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

Station -L-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
10+16.99	0	0	0
10+50.00	0	7,316	0
10+84.70	0	6,408	0
11+00.00	0	2,156	0
11+10.00	0	1,301	0
11+15.25	0	662	0

Station -L-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
12+75.00	0	0	0
13+05.00	0	2,504	0
13+50.00	0	3,118	0
14+05.00	0	2,991	0
14+37.49	0	1,518	0
14+50.00	0	543	0
14+83.91	0	1,392	0
15+00.00	0	621	0
15+50.00	0	1,194	0
16+00.00	0	392	0
16+50.00	7	175	200
17+03.30	35	55	237
17+50.00	62	43	208
17+93.13	83	23	169
18+00.00	15	4	23
18+50.00	98	29	129
19+00.00	78	45	100
19+50.00	49	83	102
19+65.00	9	30	30
20+00.00	18	64	71
20+30.00	21	45	62
20+50.00	19	27	42
20+75.00	24	30	53
21+00.00	29	13	53
21+15.00	16	0	23

Station -Y1-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
10+92.00	0	0	0
11+00.00	1	0	0
11+40.00	13	4	0
11+50.00	5	1	0
11+88.00	25	6	0
12+00.00	10	3	0
12+36.00	35	13	0
12+50.00	16	8	0
13+00.00	33	22	0
13+22.03	2	21	0
13+50.00	5	58	0
14+00.00	10	188	0
14+50.00	9	242	0
15+00.00	7	199	0

Station -Y1-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
15+50.00	5	135	0
16+00.00	4	134	0
16+50.00	5	194	0
16+55.41	1	25	0
17+00.00	6	113	0
17+36.56	12	13	0
17+50.00	8	5	0
18+00.00	71	10	0
18+50.00	97	10	0
19+00.00	137	15	0
19+50.00	185	19	0
20+00.00	151	53	0
20+50.00	102	107	0
20+85.00	47	96	0
21+00.00	12	46	0
21+21.09	9	72	0
21+50.00	3	70	0
22+00.00	16	439	0
22+22.89	21	377	0
22+35.00	14	210	0
22+50.00	16	285	0
23+00.00	64	1,096	0
23+50.00	69	1,317	0
24+00.00	48	1,670	0
24+50.00	23	2,224	0
24+75.00	4	1,374	0
25+00.00	2	1,585	0
25+50.00	3	3,905	0
26+00.00	1	5,044	0
26+50.00	0	6,469	0
27+00.00	0	8,074	0
27+27.58	0	5,170	0
27+50.00	0	4,641	0
28+00.00	0	9,716	0
28+50.00	0	8,677	0
29+00.00	0	10,442	0
29+50.00	0	12,120	0
29+69.66	0	4,791	0
30+00.00	0	7,524	0
30+50.00	0	13,028	0
31+00.00	0	12,521	0
31+50.00	0	12,187	38
32+00.00	0	13,890	841
32+50.00	0	13,292	890
33+00.00	0	10,832	771
33+15.00	0	2,941	140
33+50.00	0	6,419	0
34+00.00	0	8,180	0
34+50.00	0	7,037	0
35+00.00	0	5,968	0
35+50.00	66	4,825	0
35+90.00	98	2,998	0
36+00.00	29	650	0

Station -Y1-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
36+50.00	256	2,933	0
37+00.00	275	2,414	0
37+50.00	301	1,711	0
38+00.00	311	1,073	0
38+50.00	198	683	0
38+68.19	49	166	61
39+00.00	34	171	99
39+50.00	6	87	72
39+65.18	3	13	0
40+00.00	10	12	0
40+50.00	18	5	0
41+00.00	15	5	0
41+50.00	14	4	0
42+00.00	15	4	0
42+50.00	16	4	0
43+00.00	16	3	0
43+23.47	7	1	0
43+50.00	8	1	0
43+85.00	10	1	0
44+00.00	4	0	0
44+10.00	3	0	0

Station -Y2-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
10+75.00	0	0	0
11+00.00	21	0	0
11+50.00	35	0	0
12+00.00	30	0	0
12+25.00	13	2	0
12+50.00	9	10	0
13+00.00	9	33	0
13+50.00	1	80	0
13+75.00	0	87	0
14+00.00	0	134	0
14+41.27	7	317	0
14+50.00	3	82	0
15+00.00	9	646	0
15+22.23	1	392	0
15+50.00	4	373	0
15+99.67	10	385	0

Station -Y2-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
16+47.29	0	0	0
17+00.00	19	760	0
17+50.00	9	555	0
17+64.93	0	110	0
17+68.85	0	27	0
18+00.00	0	180	46
18+50.00	0	202	109
19+00.00	1	137	92

Station -Y2-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
19+50.00	2	129	69
19+70.00	1	59	22
20+00.00	2	80	28
20+50.00	7	129	47
21+00.00	9	129	51
21+20.00	4	49	20
21+40.00	5	34	20
21+60.00	11	9	20

Station -Y3-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
10+85.00	0	0	0
11+00.00	0	0	0
11+50.00	1	4	0
12+00.00	0	55	0
12+43.65	0	124	0
12+56.13	0	50	0
13+04.13	0	291	0
13+21.27	0	124	0
13+26.94	0	45	0
13+65.65	0	356	0

Station -Y4-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
10+50.00	0	0	0
10+75.00	6	13	0
11+00.00	13	4	0
11+25.00	30	3	0
11+50.00	48	2	0
11+78.11	64	0	0

Station -Y5-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
10+90.00	0	0	0
11+00.00	3	0	0
11+25.00	4	0	0
11+50.00	1	1	0
11+75.00	0	8	0
12+00.00	0	29	0
12+38.39	1	64	0

Station -Y6-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
11+27.35	0	0	0
11+50.00	3	2	0
11+61.44	3	1	0
11+76.13	6	1	0
12+00.00	16	4	0
12+30.00	26	4	0

Station -Y6-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
12+50.00	15	3	0
12+58.26	5	1	0
12+87.15	18	3	0

Station -DR1-	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)
10+31.23	0	0	0
10+35.00	0	19	0
10+50.00	0	71	0
10+70.00	0	70	0
11+00.00	0	68	0
11+25.00	0	46	0
11+50.00	0	43	0
11+75.00	1	33	0
12+00.00	7	14	0
12+15.00	7	1	0
12+35.00	13	0	0

Approximate quantities only. Unclassified excavation, fine grading, clearing and grubbing, breaking of existing pavement and removal of existing pavement will be paid for at the lump sum price for "Grading".

4/17/2013
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fkeys

Prepared in the Office of: AECOM NC FIRM LICENSE No F-0342 701 Corporate Center Drive, Suite 475 Raleigh, NC 27607 (919) 854-6200 FAX (919) 854-6259

DGN 0102DEL_p10a6

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CROSS-SECTION SUMMARY

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

Station PHASE 1 M1	Uncl. Exc. (cu. yd.)	Undercut (cu. yd.)	Embt (cu. yd.)
10786+00	0		0
10787+00	194		0
10788+00	248		0
10789+00	262		0
10790+00	170		4
10791+00	102		5
10792+00	141		2
10793+00	205	270	1
10794+00	254	281	0
10795+00	305	300	0
10796+00	394	316	0
10797+00	401	328	0
10798+00	288		13
10799+00	144		372
10800+00	62		1578
10801+00	80		2525
10802+00	119		2793
10803+00	143		5404
10804+00	158		8666
10805+00	313		4796
10806+00	815		46
10807+00	1425		0
10807+26	467		0
10808+00	1579		0
10809+00	2644		0
10810+00	2951		0
10811+00	3073		0
10812+00	2933		0
10813+00	2823		0
10814+00	2938		0
10815+00	2559		0
10816+00	1772		0
10817+00	1079		1
10818+00	465		28
10819+00	239		284
10820+00	151		362
10821+00	21		138
10822+00	22		44
10823+00	60		13
10824+00	113		1
10825+00	175		1
10825+35	83		0
10826+00	160		0
10827+00	222		0
10828+00	186		0
10829+00	195		0
10830+00	259		0
10831+00	205		75
10832+00	107		255
10833+00	104		381
10834+00	133		339
10835+00	174		202
10836+00	172		205

Station PHASE 1 M1	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
10837+00	131	345
10838+00	104	378
10839+00	87	407
10840+00	76	510
10841+00	103	309
10842+00	290	33
10843+00	447	0
10843+64	288	0
10844+00	151	0
10845+00	278	0
10846+00	137	0
10847+00	79	25
10848+00	133	25
10849+00	208	0

Station PHASE 2 M1	Uncl. Exc. (cu. yd.)	Undercut (cu. yd.)	Embt (cu. yd.)
10786+00	0		0
10787+00	0		0
10788+00	0		0
10789+00	0		0
10790+00	16		0
10791+00	38		1
10792+00	52		4
10793+00	98	124	5
10794+00	141	153	2
10795+00	190	212	0
10796+00	253	250	0
10797+00	333	239	0
10798+00	396		0
10799+00	394		0
10800+00	402		0
10801+00	546		0
10802+00	718		0
10803+00	845		0
10804+00	1024		0
10805+00	1268		0
10806+00	1418		0
10807+00	1452		0
10807+26	389		0
10808+00	1066		0
10809+00	1432		0
10810+00	1384		0
10811+00	1227		0
10812+00	1445		0
10813+00	1612		0
10814+00	1474		0
10815+00	1480		0
10816+00	1368		0
10817+00	1231		0
10818+00	929		0
10819+00	619		0
10820+00	429		0
10821+00	270		0
10822+00	191		0
10823+00	199		0
10824+00	209		1
10825+00	254		3
10825+35	292		3
10826+00	603		5
10827+00	526		1
10828+00	453		0
10829+00	334		2
10830+00	356		9
10831+00	393		20
10832+00	379		23
10833+00	462		17
10834+00	556		17
10835+00	461		25
10836+00	304		61

Station PHASE 2 M1	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
10837+00	342	91
10838+00	494	112
10839+00	464	268
10840+00	395	357
10841+00	441	178
10842+00	571	26
10843+00	919	2
10843+64	739	0
10844+00	303	0
10845+00	248	0
10846+00	0	0
10847+00	0	0
10848+00	0	0
10849+00	0	0

Station M1	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
10850+00	228	0
10851+00	243	0
10852+00	221	0
10853+00	166	0
10854+00	133	0
10855+00	132	50
10856+00	132	80
10857+00	141	30
10858+00	157	0
10859+00	149	0
10860+00	119	0
10861+00	112	0
10862+00	199	0
10863+00	253	3
10864+00	222	3
10865+00	220	0
10866+00	354	0
10867+00	553	0
10868+00	722	0
10869+00	889	1
10870+00	837	24
10871+00	442	139
10872+00	140	116

USER: westni
DATE: 4/17/2013
TIME: 05:54:02 PM
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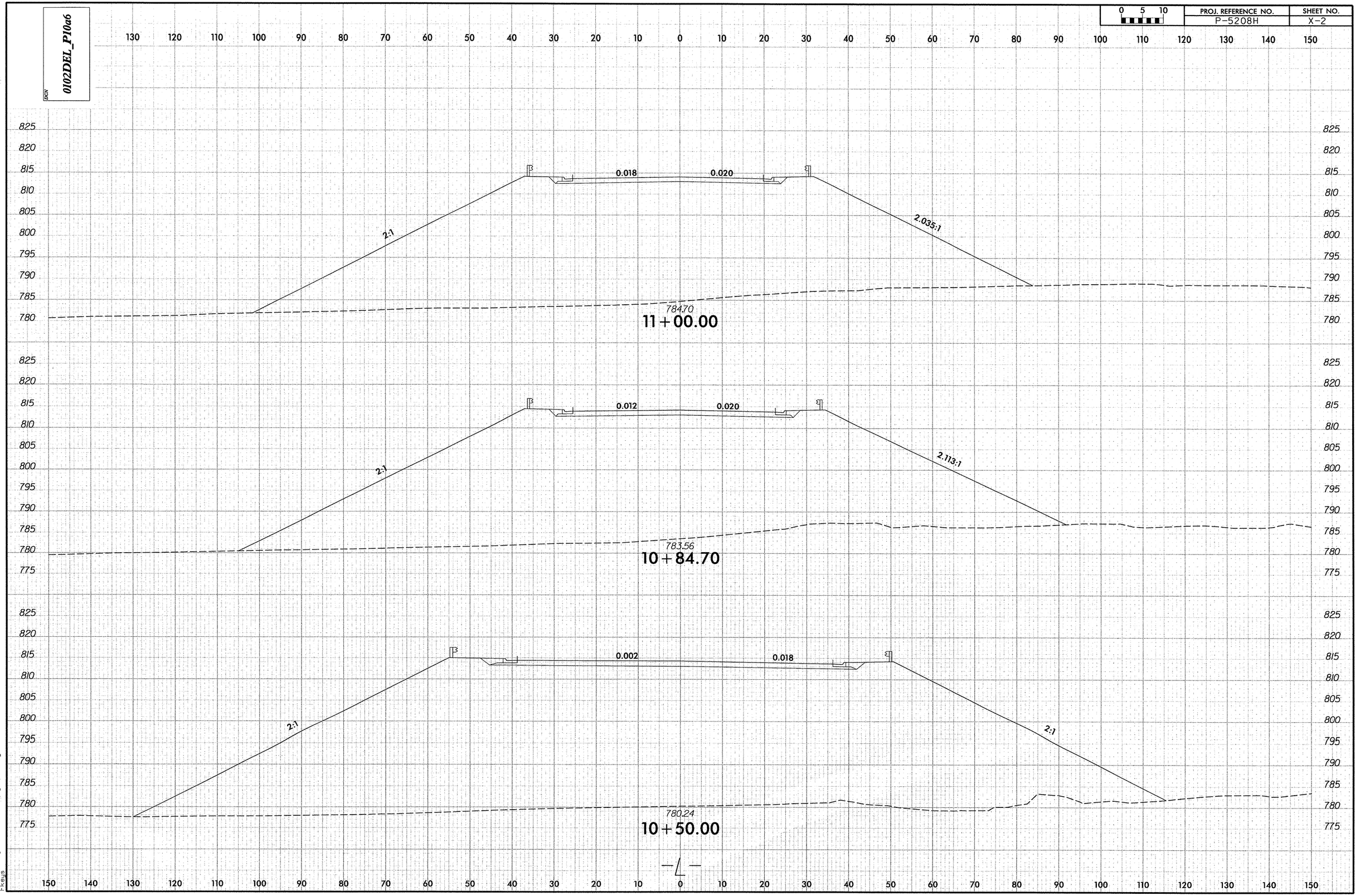

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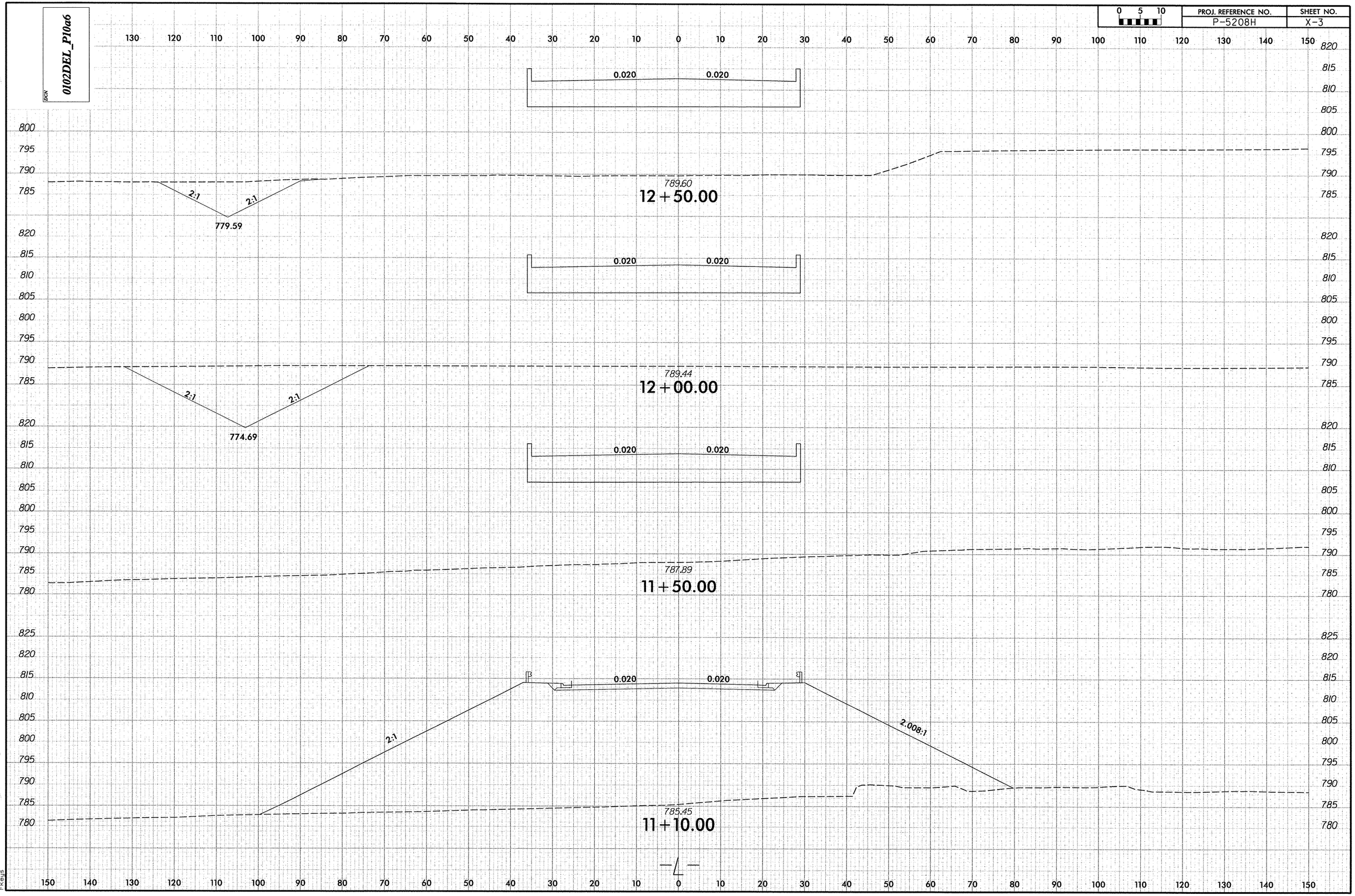

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DGN 0102DEL_P10a6

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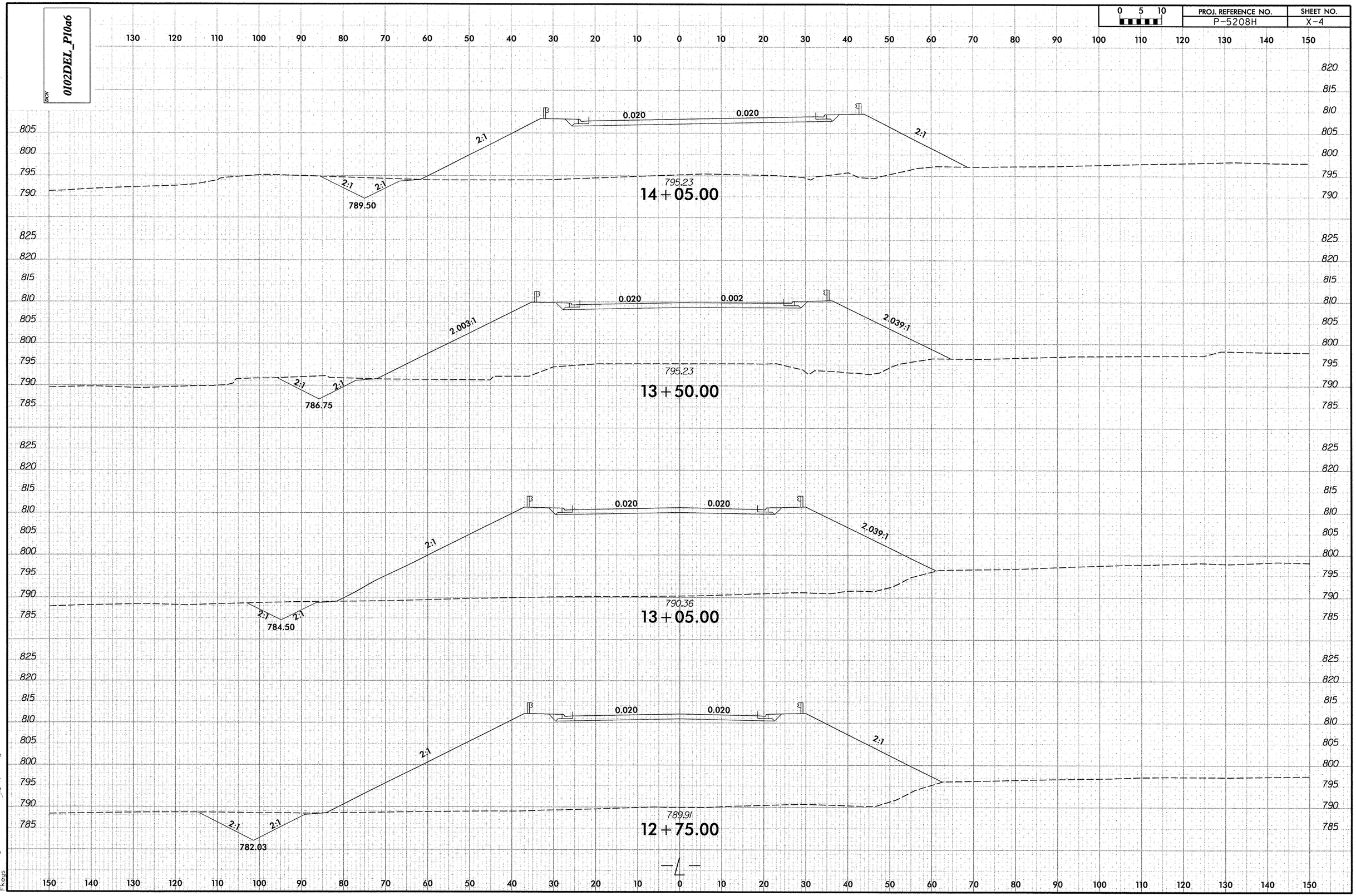
	P-5208H	X-4



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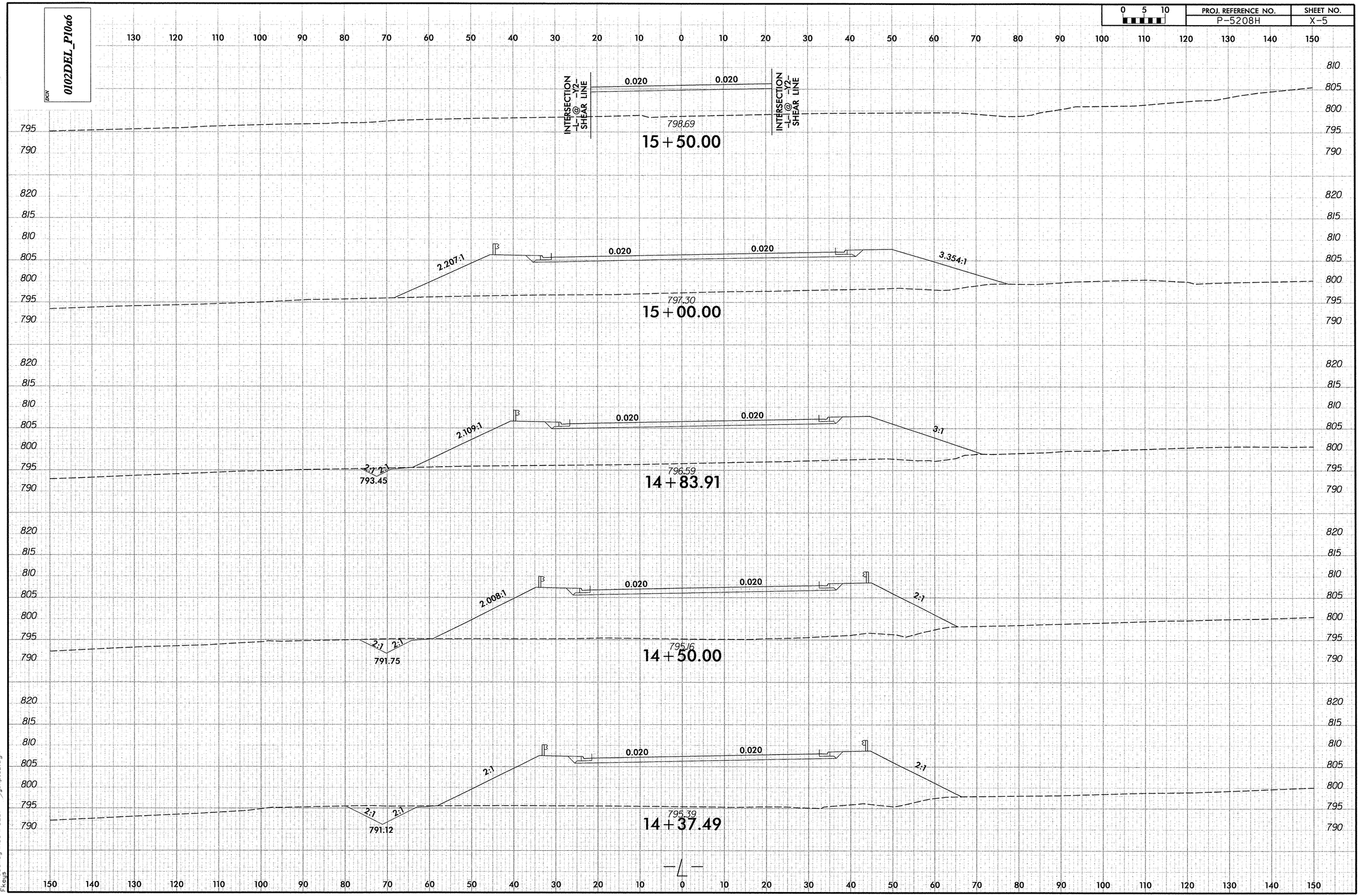
FKeys

DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-5



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Keys

DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-6

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

815 810 805 800 795

3:1 0.020 0.020 2:1 2:1

804.00

802.61

18+00.00

815 810 805 800 795

3:1 0.020 0.020 2:1 2:1

804.39

802.72

17+93.13

815 810 805 800 795

4:1 0.020 0.020

INTERSECTION –L– –Y6– –L– @ SHEAR LINE

804.65

17+50.00

815 810 805 800 795

4:1 0.020 0.020 4:1

804.30

17+03.30

815 810 805 800 795

INTERSECTION –L– –Y2– –L– @ SHEAR LINE

0.020 0.020 4.282:1

804.07

16+50.00

810 805 800 795 790

INTERSECTION –L– –Y2– –L– @ SHEAR LINE

0.020 0.020

INTERSECTION –L– –Y2– –L– @ SHEAR LINE

800.09

16+00.00

–L–

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/6/2013
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DGN 0102DEL_P10a6

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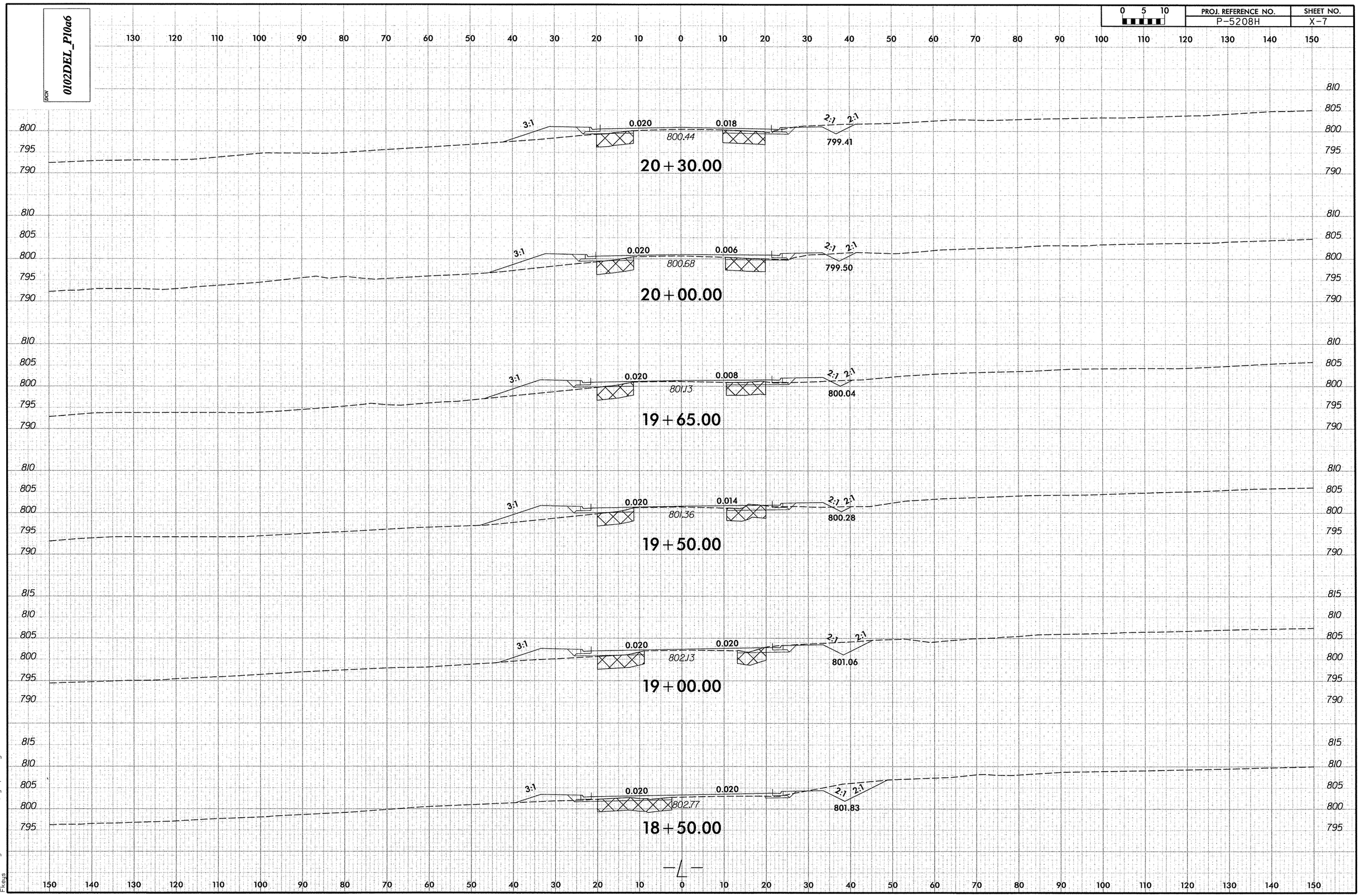
	P-5208H	X-7



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Fkeys

DGN 0102DEL_P10a6

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	P-5208H	X-8

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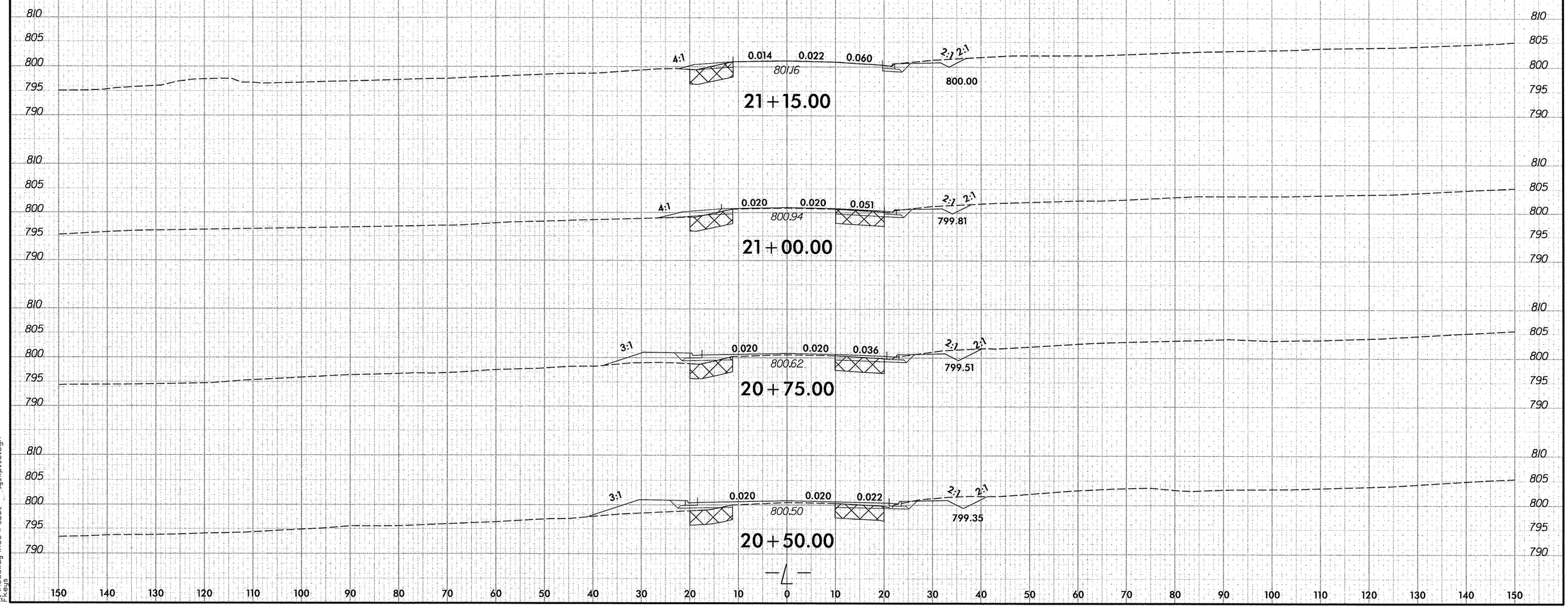

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DGN 0102DEL_P10a6

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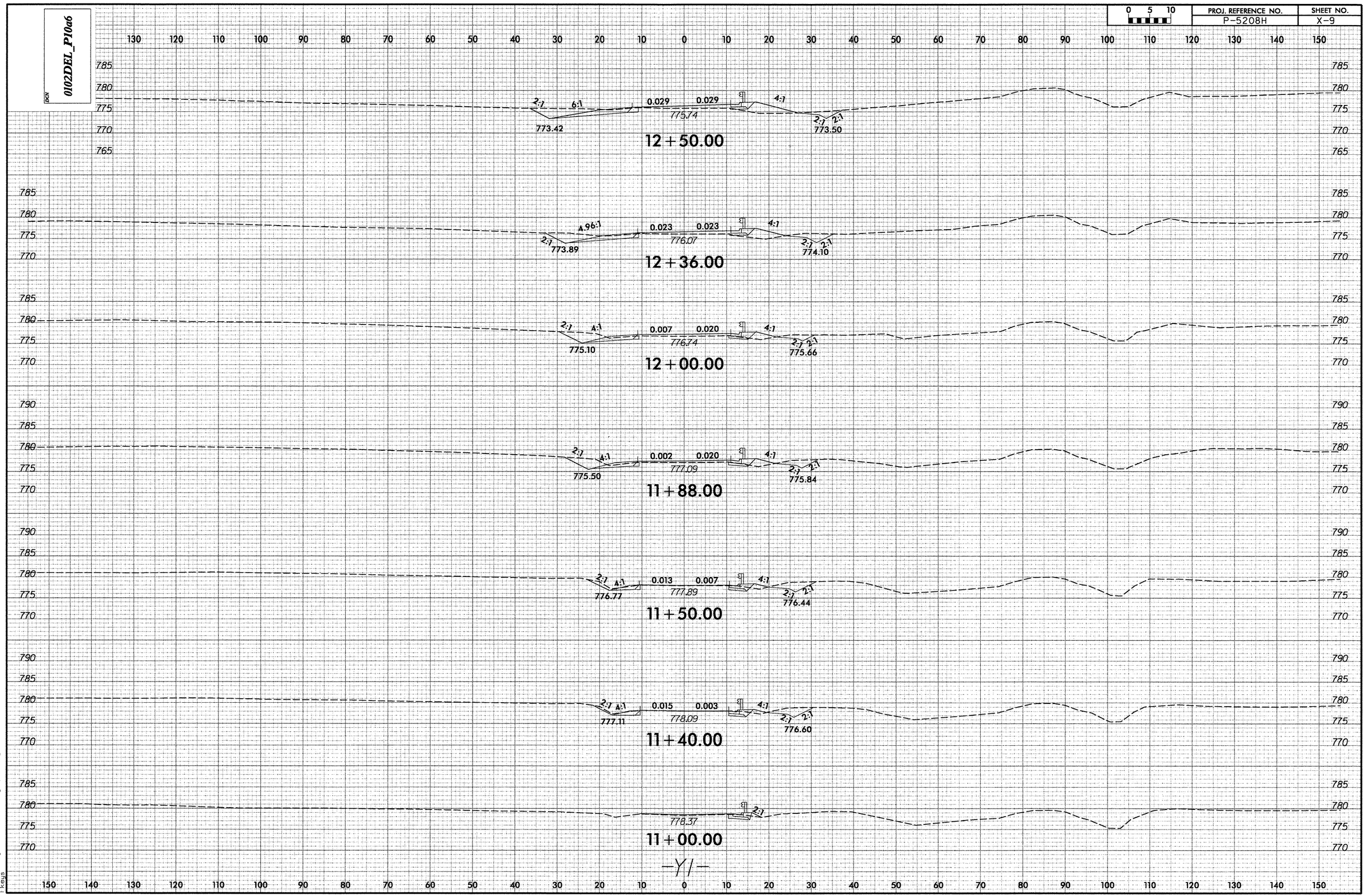
	P-5208H	X-9



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keys

DGN 0102DEL_P10a6

0 5 10

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-10

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

785 780 775 770 765 760 755

3:1 0.030 0.030 4:1 2:1 2:1

772.19 769.54

14+50.00

785 780 775 770 765 760

3:1 0.030 0.030 4:1 2:1 2:1

772.92 770.14

14+00.00

785 780 775 770 765 760

3:1 0.030 0.030 4:1 2:1 2:1

773.76 770.74

13+50.00

785 780 775 770 765

4:1 0.030 0.030 4:1 2:1 2:1

774.25 771.08

13+22.03

790 785 780 775 770 765 760

INTERSECTION
-Y1- @ DONNA DR.
SHEAR LINE

0.030 0.030 4:1 2:1 2:1

774.48 771.34

13+00.00

-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

4/18/2013
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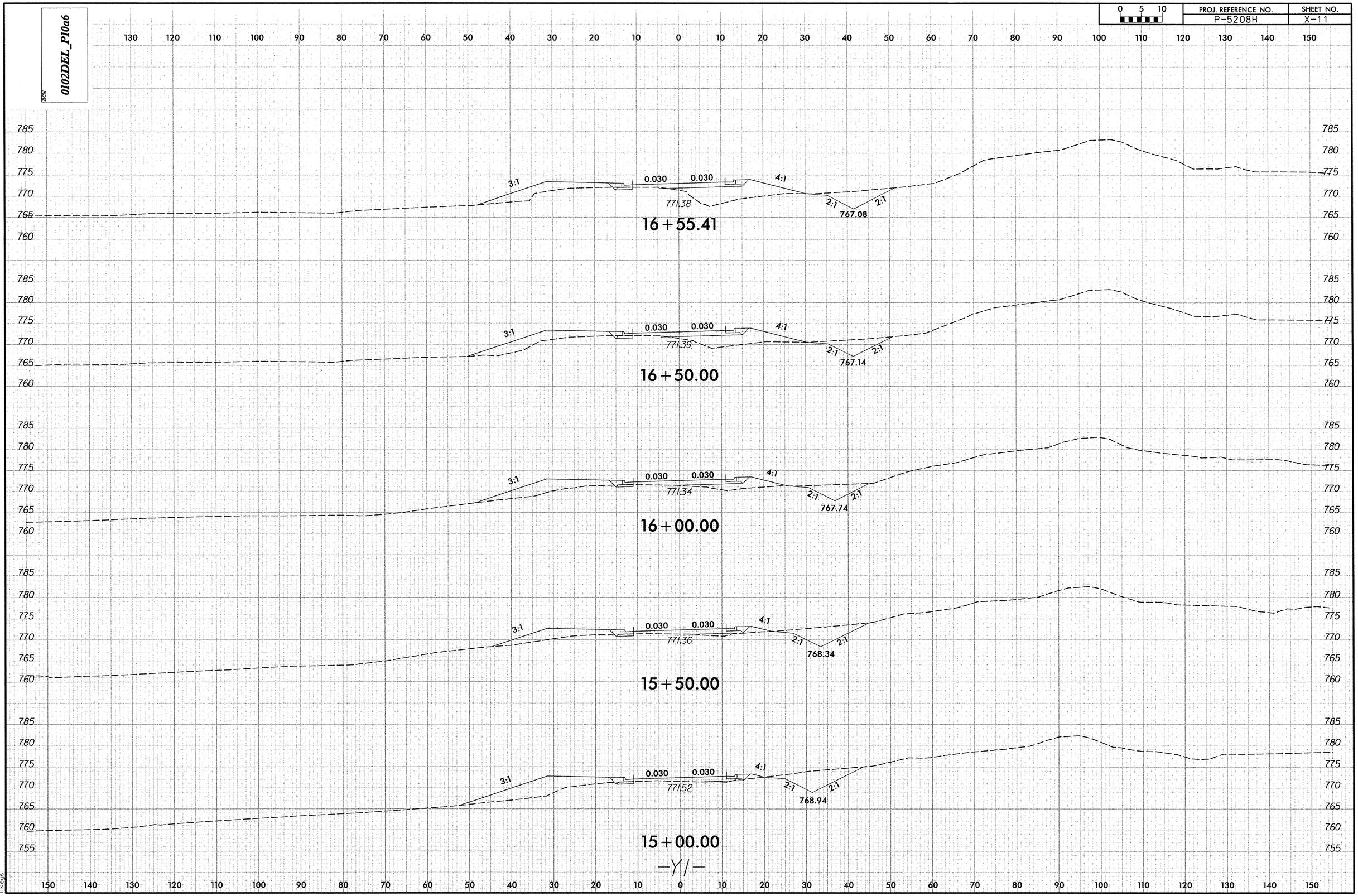
rkeys



0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-11
0 5 10
16+55.41
3:1
0.030
0.030
4:1
771.38
2:1
767.08
2:1
16+50.00
3:1
0.030
0.030
4:1
771.39
2:1
767.14
2:1
16+00.00
3:1
0.030
0.030
4:1
771.34
2:1
767.74
2:1
15+50.00
3:1
0.030
0.030
4:1
771.36
2:1
768.34
2:1
15+00.00
3:1
0.030
0.030
4:1
771.52
2:1
768.94
2:1
-Y1-

DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-12

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

790 785 780 775 770 765

4:1 0.030 0.030 4:1
780.95

19+00.00

790 785 780 775 770 765

4:1 0.030 0.030 4:1
777.56

18+50.00

785 780 775 770 765

4:1 0.030 0.030 4:1
776.29

18+00.00

785 780 775 770 765

4:1 0.030 0.030 4:1
773.87

17+50.00

785 780 775 770 765

4:1 0.030 0.030 4:1
773.24

17+36.56

785 780 775 770 765

INTERSECTION BRANCH HILL CIRCLE SHEAR LINE -Y1- @

0.030 0.030 4:1
772.71

17+00.00

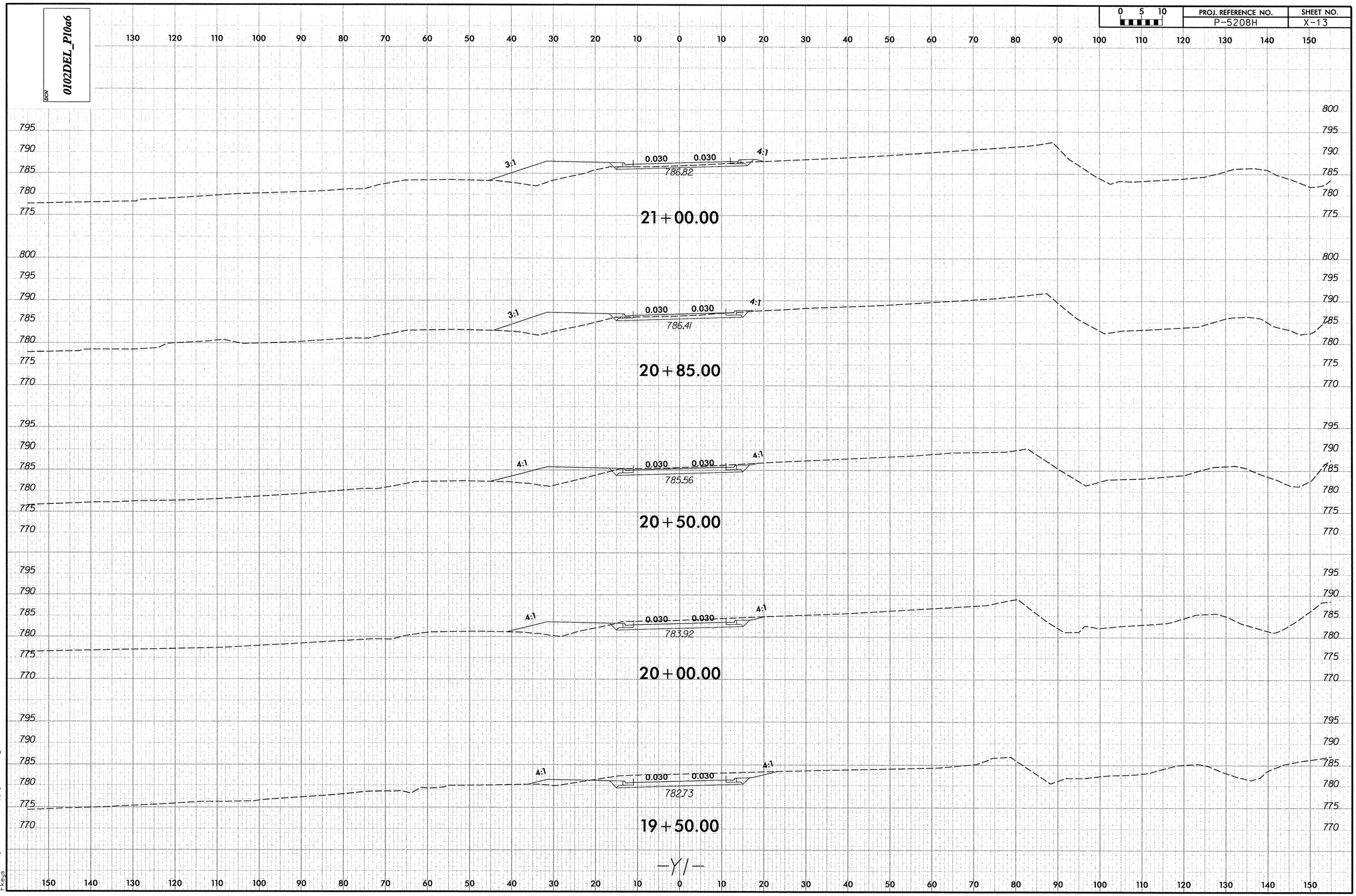
-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/6/2013
K:\Roadway\XSCVP5208...\fig_xp1_Y1.dgn
Fkeys

DGN 0102DEL_P10a6

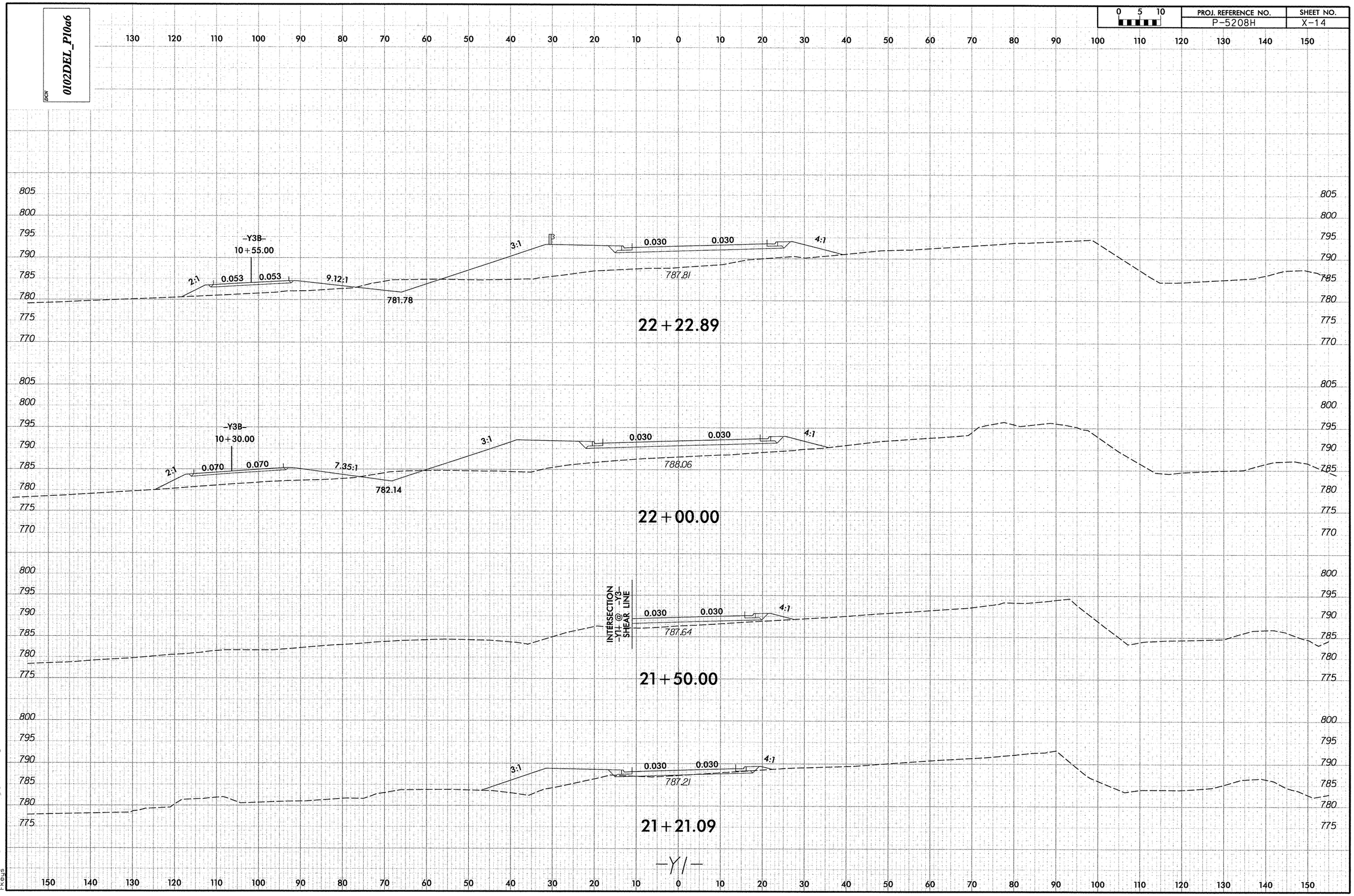
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-13



2/6/2013
R:\Roadway\XSC\P5208_xs1_Y1.dgn
Fkeys

DGN 0102DEL_P10a6

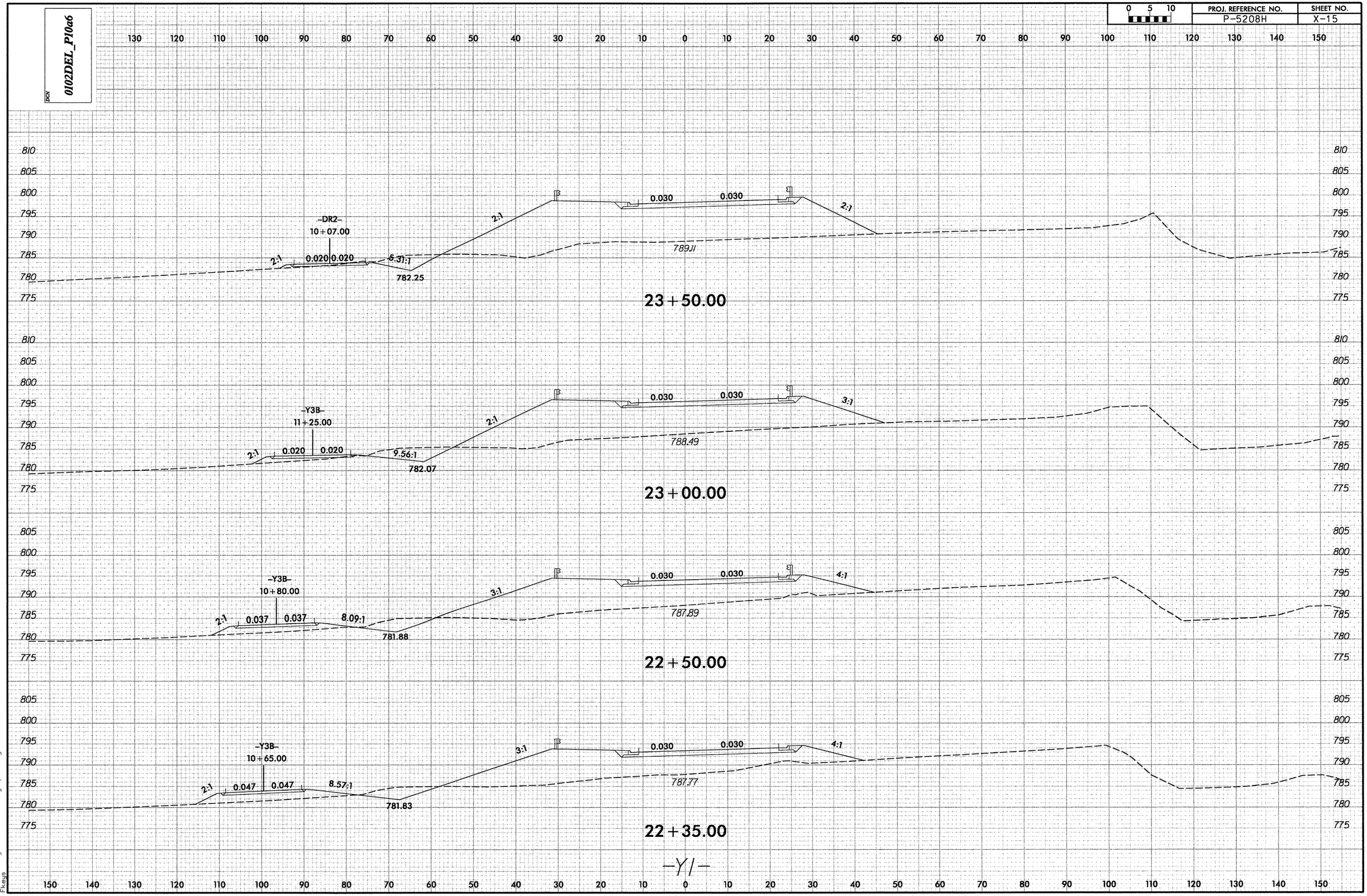
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-14



2/6/2013
E:\Roadway\SC\P520_xpl_Y1.dgn
Fkeys

DGN 0102DEL_P10a6

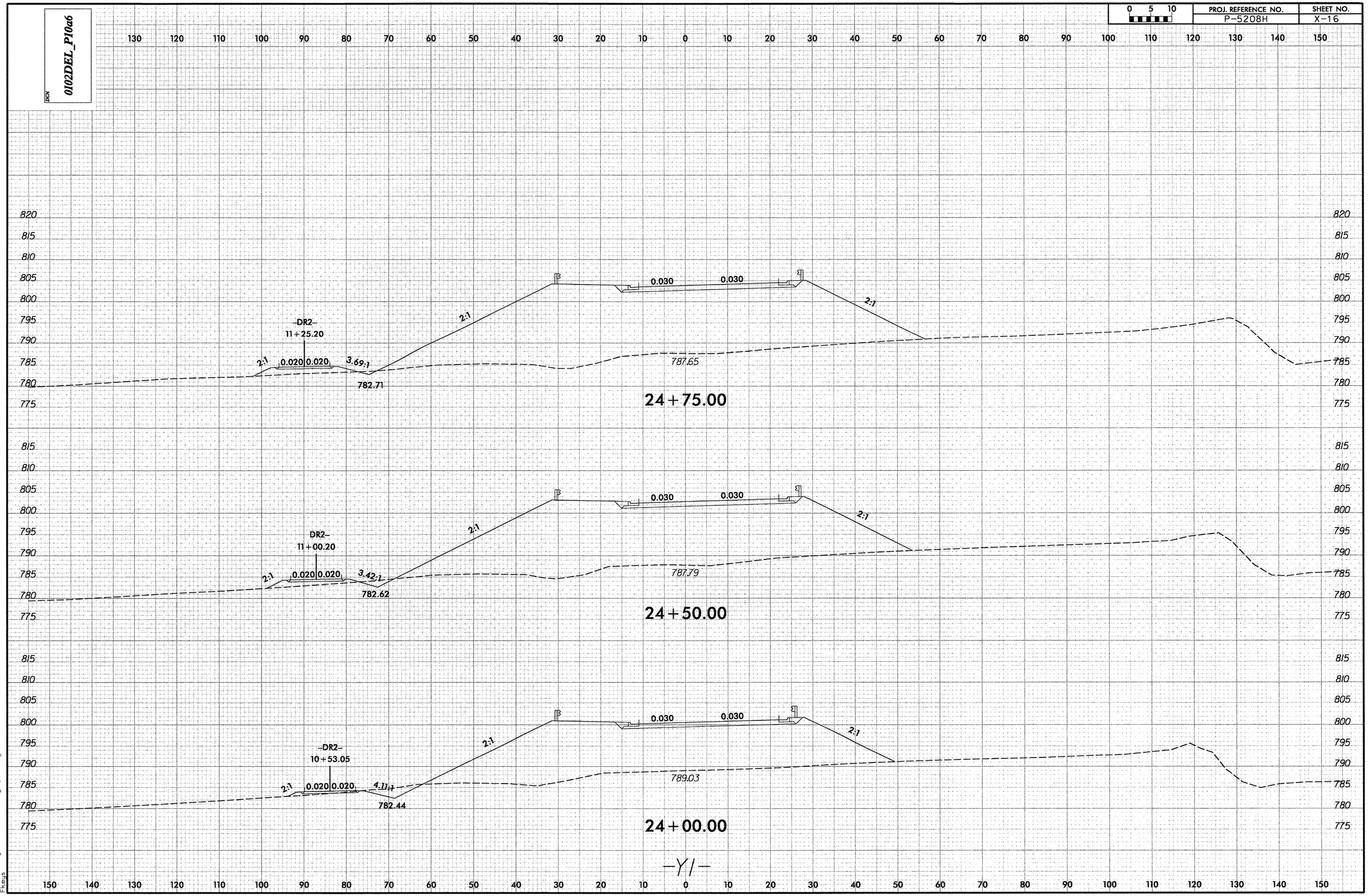
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-15



2/25/2013
K:\Roadway\XSC\P5208H_Rdy_xp1_Y1.dgn
R. Kegg

DGN 0102DEL_P10a6

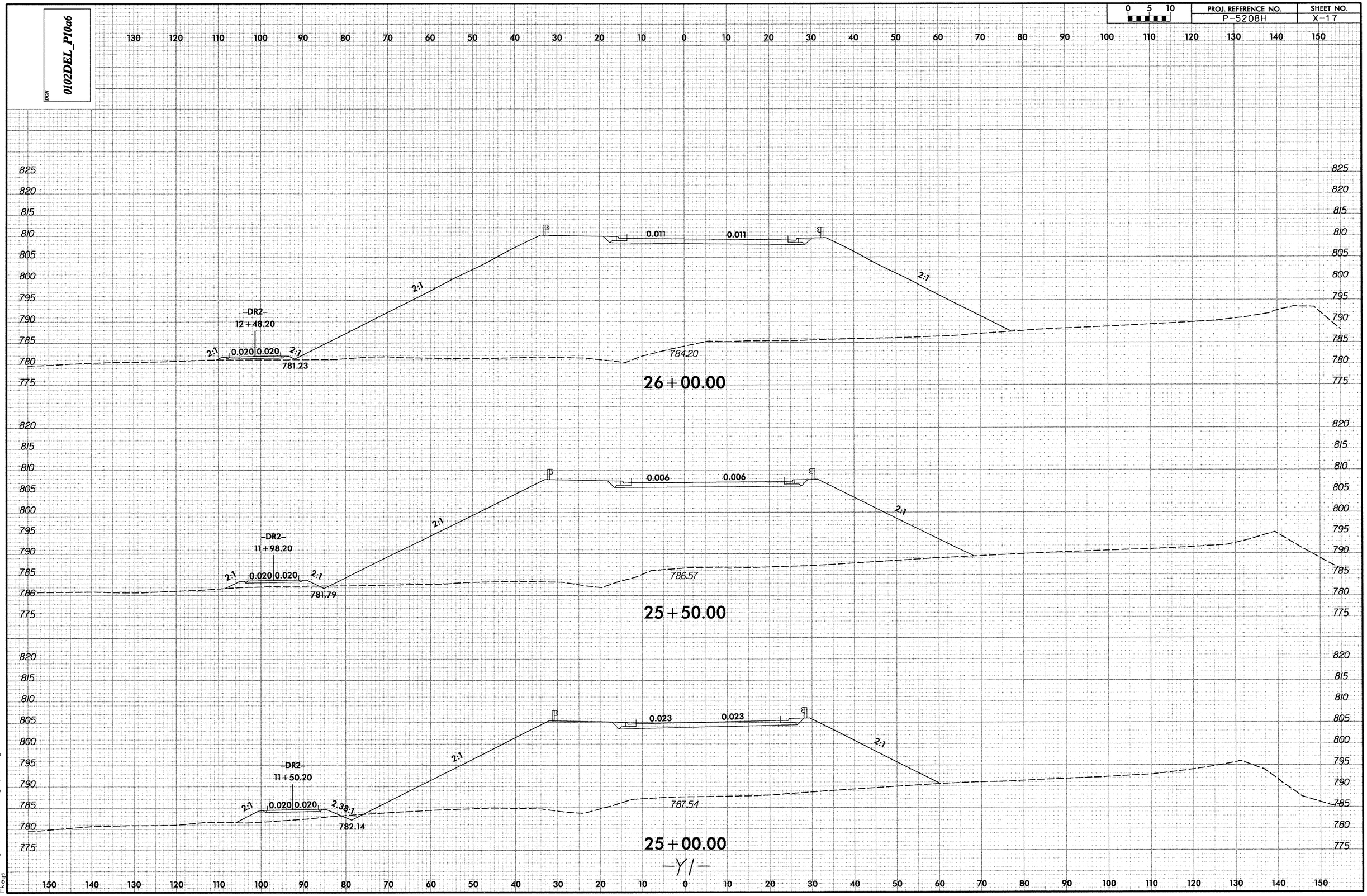
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-16



2/25/2013
P:\Roadway\XSC\P5208H_Rdy_xp1_Y1.dgn
F.Keys

DGN 0102DEL_P10a6

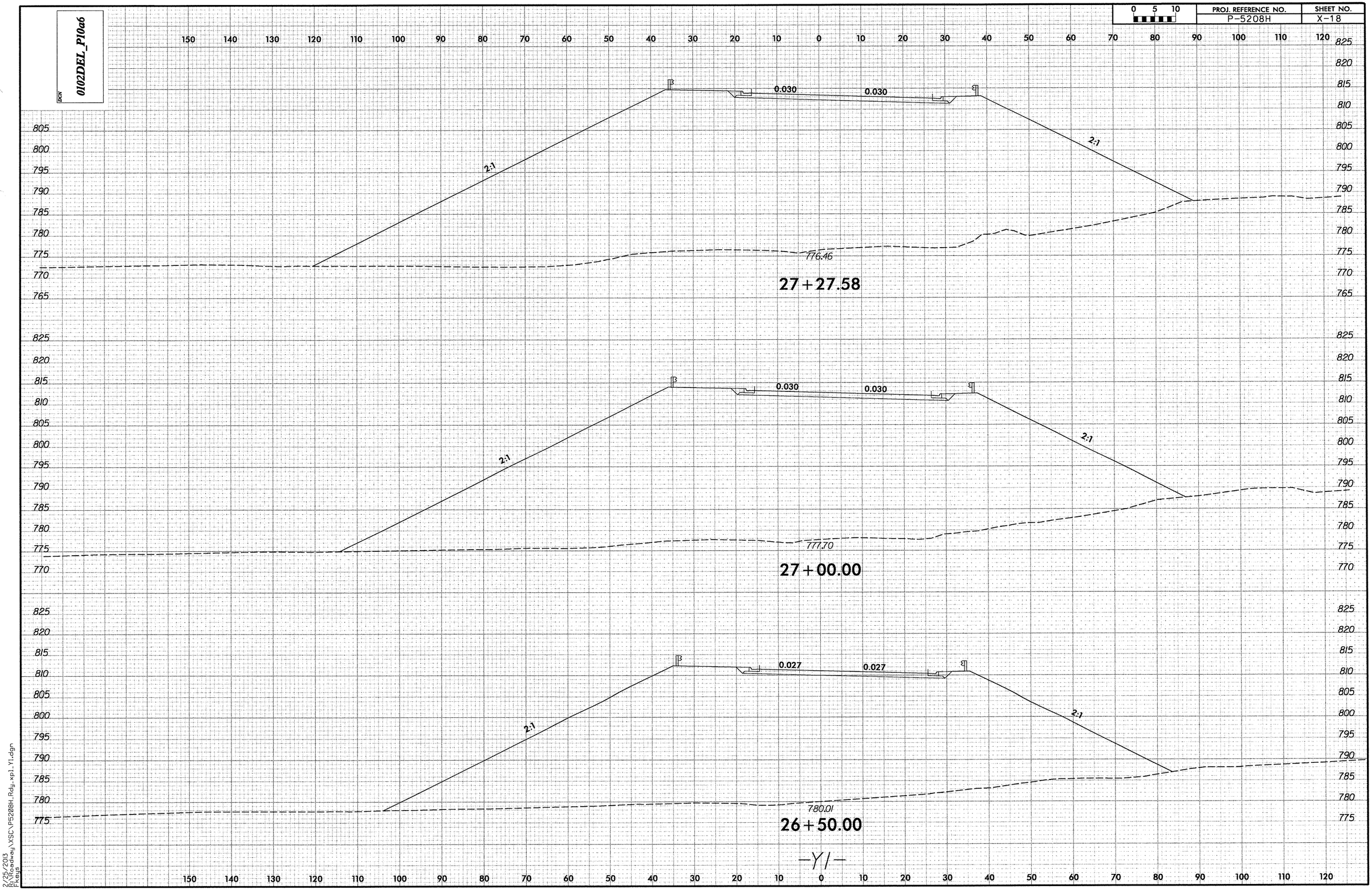
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-17



2/25/2013
H:\Roadway\XSC\P5208H_Rdy_xp1_Y1.dgn
Keys

DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-18



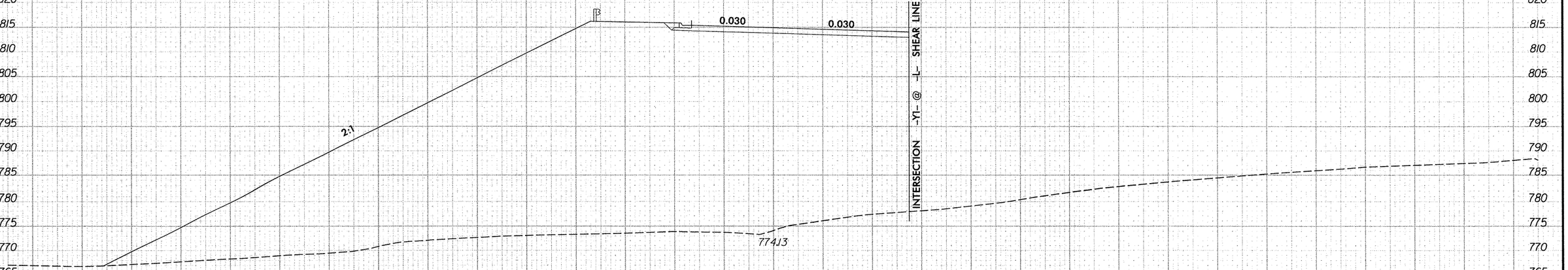
2/25/2013
R:\Roadway\XSC\P5208H_Rdy_xp1_Y1.dgn
FKeys

DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-19

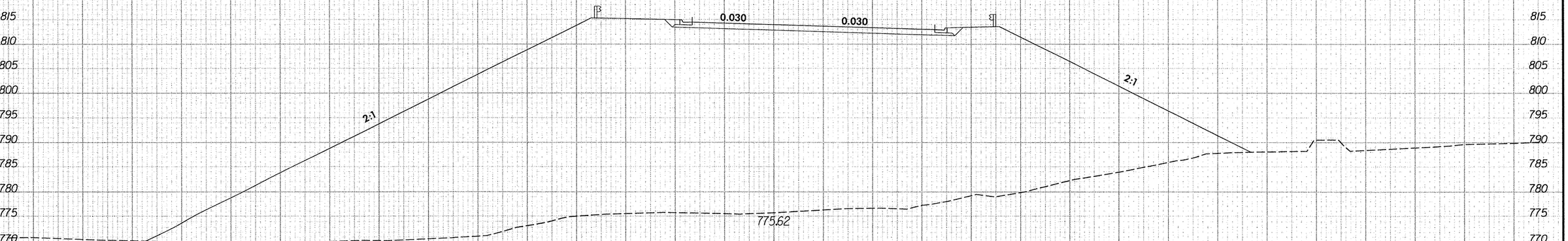
130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

830 825 820 815 810 805 800 795 790 785 780 775 770 765 760



28+00.00

825 820 815 810 805 800 795 790 785 780 775 770 765



27+50.00

-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/6/2013
R:\Roadway\XSCVP520_xpl_Y1.dgn
Fkeys

DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-20

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

830 825 820 815 810 805 800 795 790 785 780 775 770 765 760

0.030 0.030

2:1 2:1

769.28

29+00.00

INTERSECTION -Y1- @ -L- SHEAR LINE

0.030 0.030

2:1

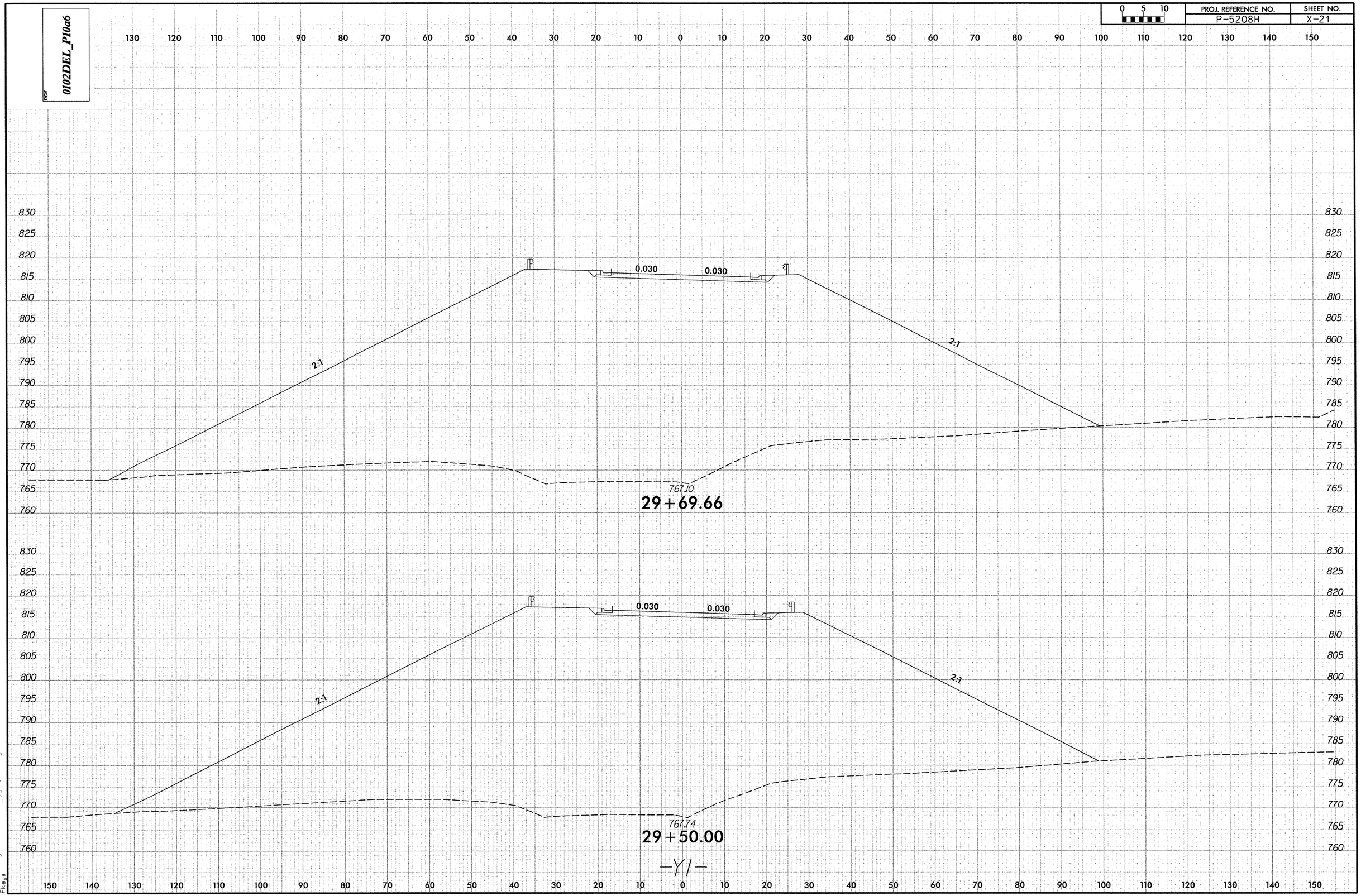
772.04

28+50.00

-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/6/2013
7:25:26 AM
Plotted by: XSC\P520.
File: g-xp1_Y1.dgn



2/6/2013
R:\Roadway\XSC\P520...y_xpl_Y1.dgn
Fkeys

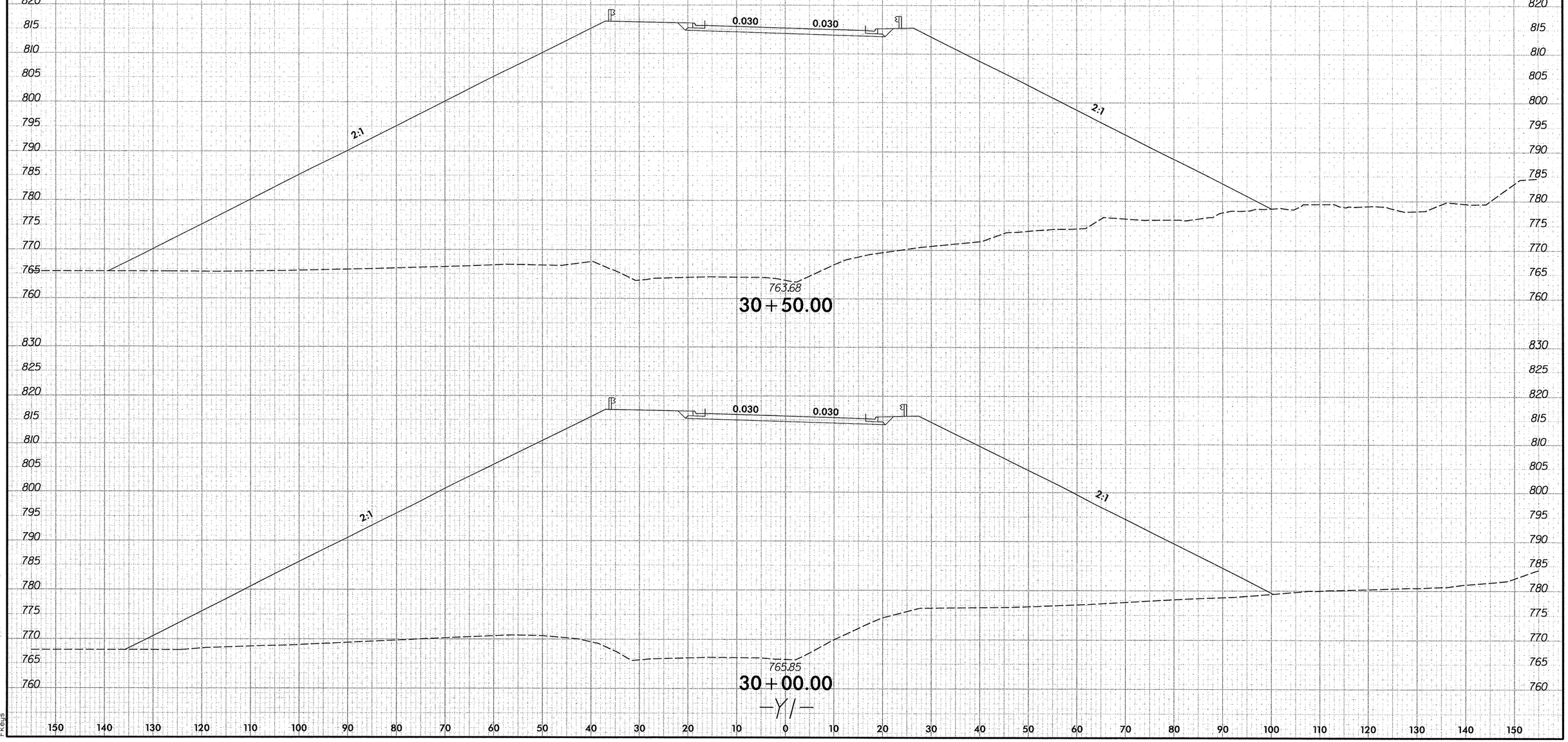
PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-22

0 5 10

DGN 0102DEL_P10a6

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

830 825 820 815 810 805 800 795 790 785 780 775 770 765 760

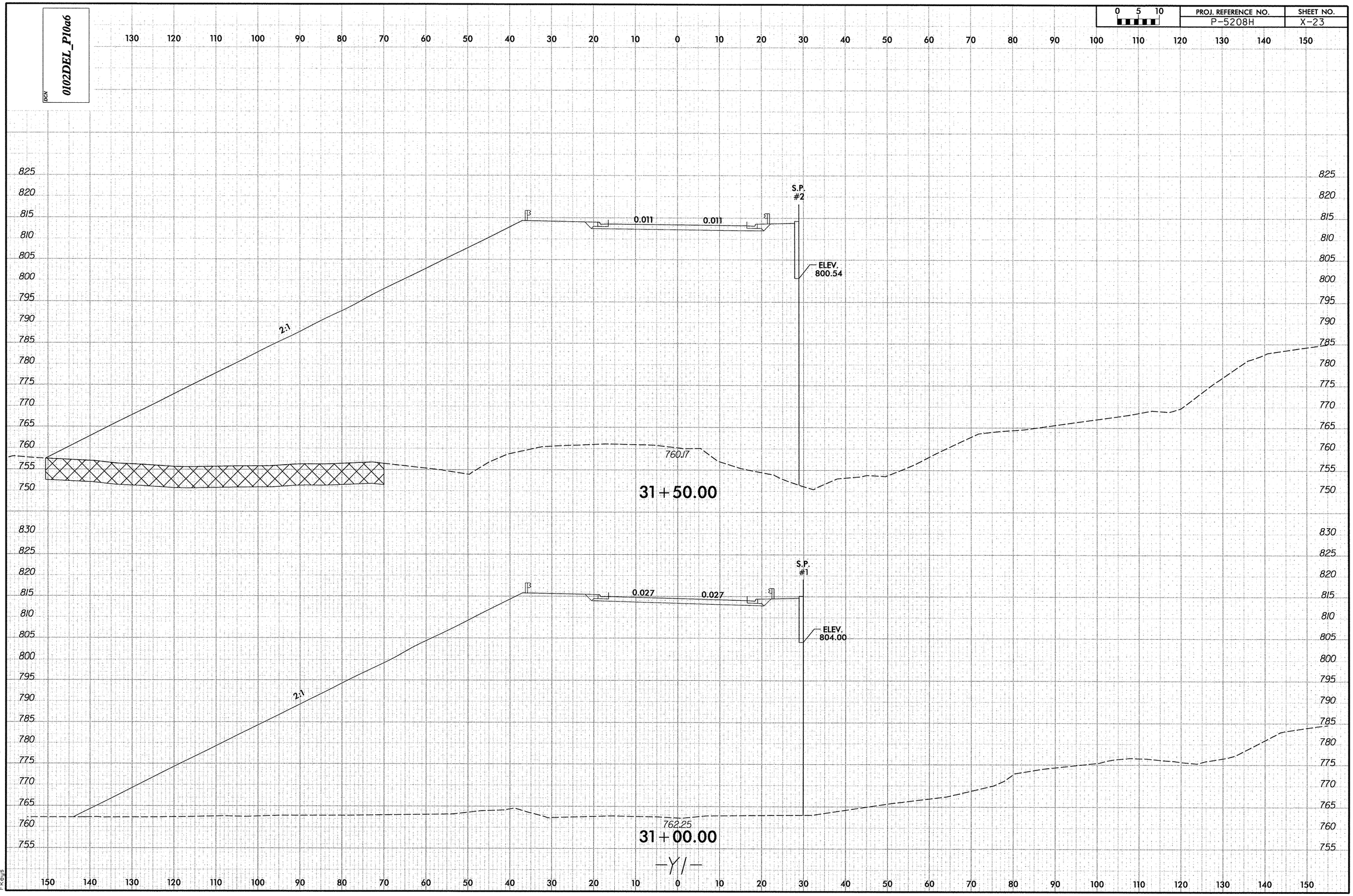


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

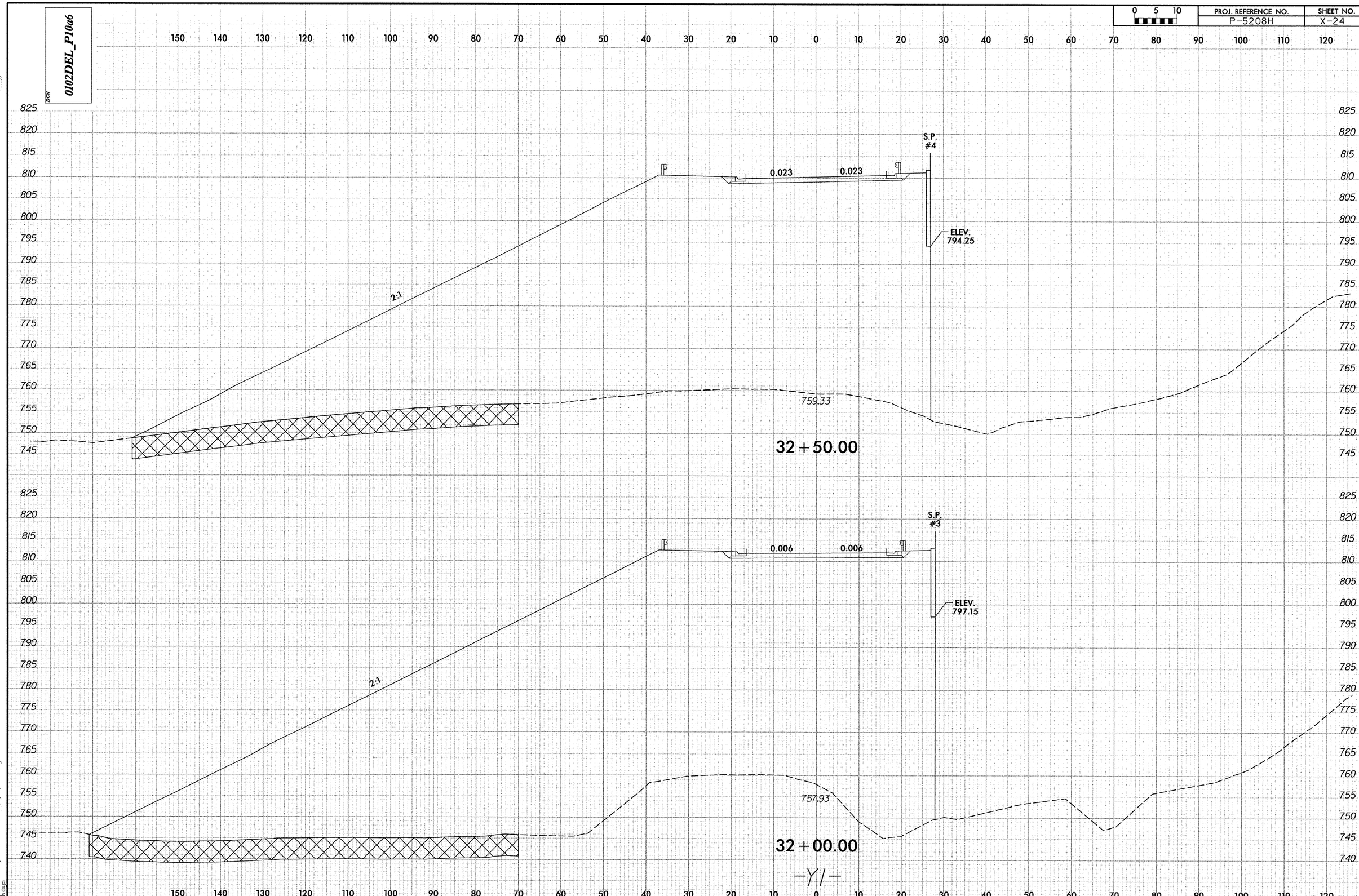
2/6/2013
R:\Roadway\XSC\P5208_..._xpl_Y1.dgn
Fkeys

DGN 0102DEL_P10a6

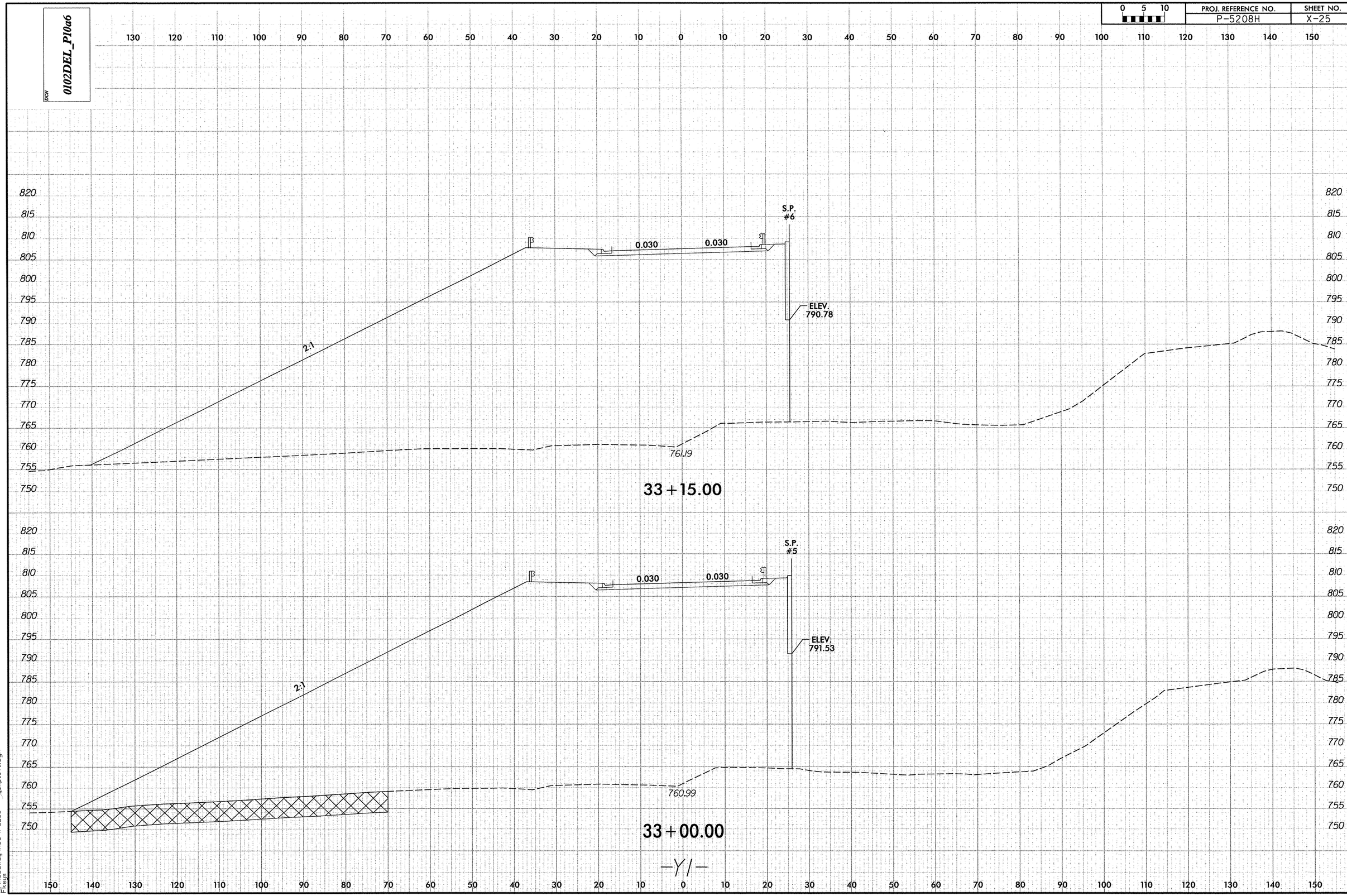
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-23



2/6/2013
R:\Roadway\XSC\P520L_dg_xpl_Y1.dgn
Fkeys



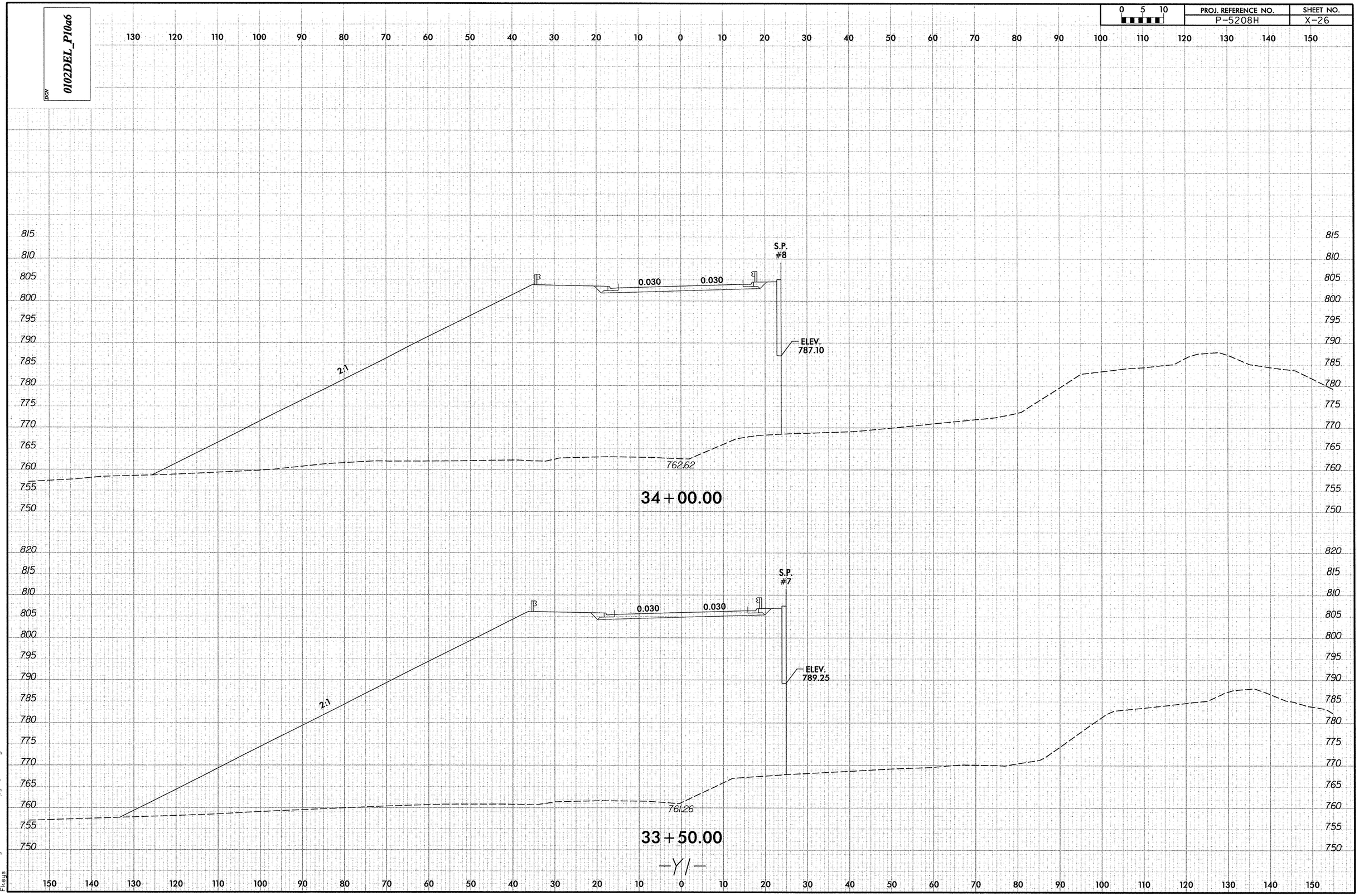
2/6/2013
R:\Roadway\XSC\P520_ _g_xpl_Y1.dgn
Fkeys



0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-25
S.P. #6
0.030
0.030
ELEV. 790.78
2:1
761.19
33+15.00
S.P. #5
0.030
0.030
ELEV. 791.53
2:1
760.99
33+00.00
-Y1-

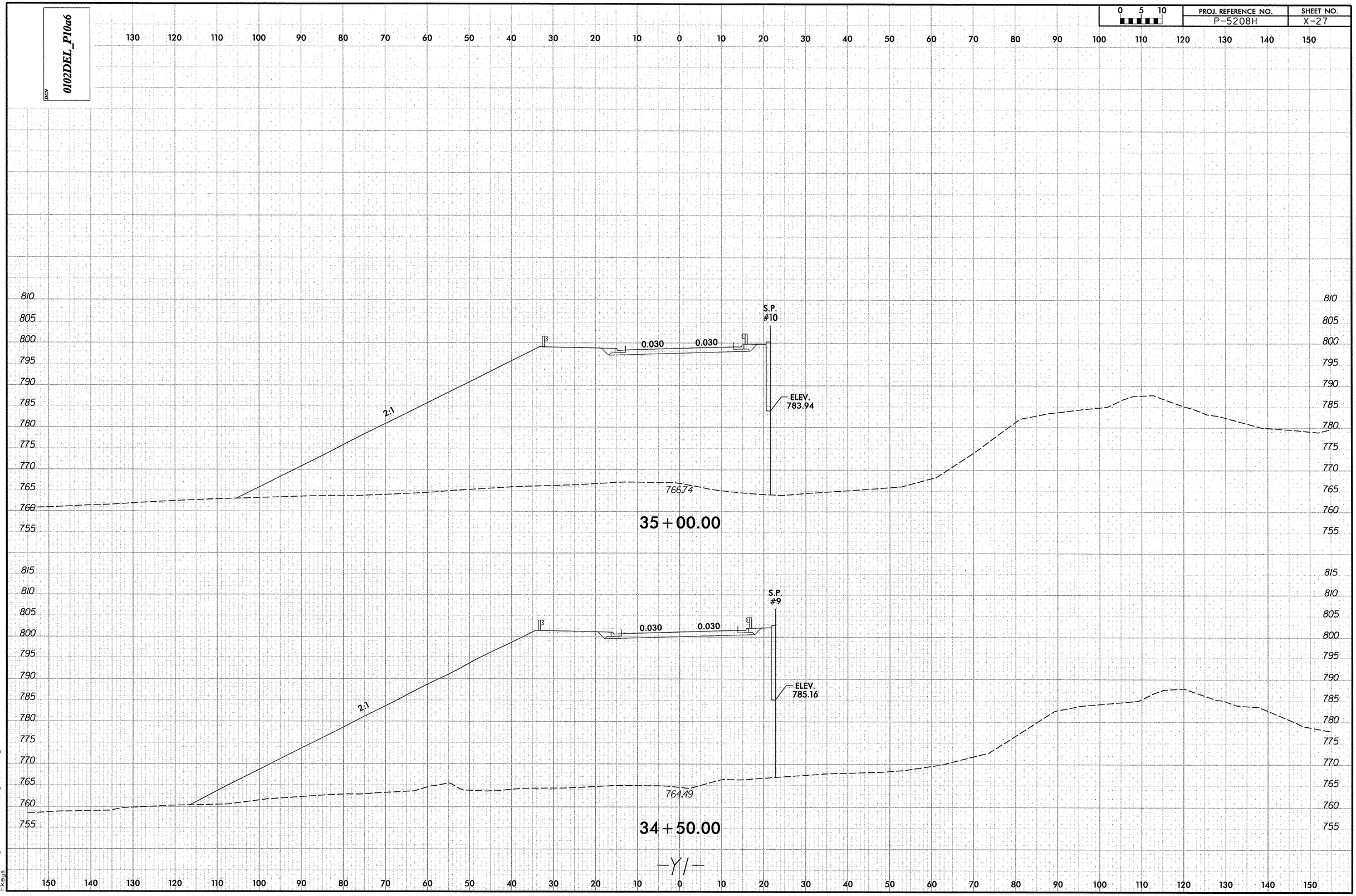
DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-26



-Y1-

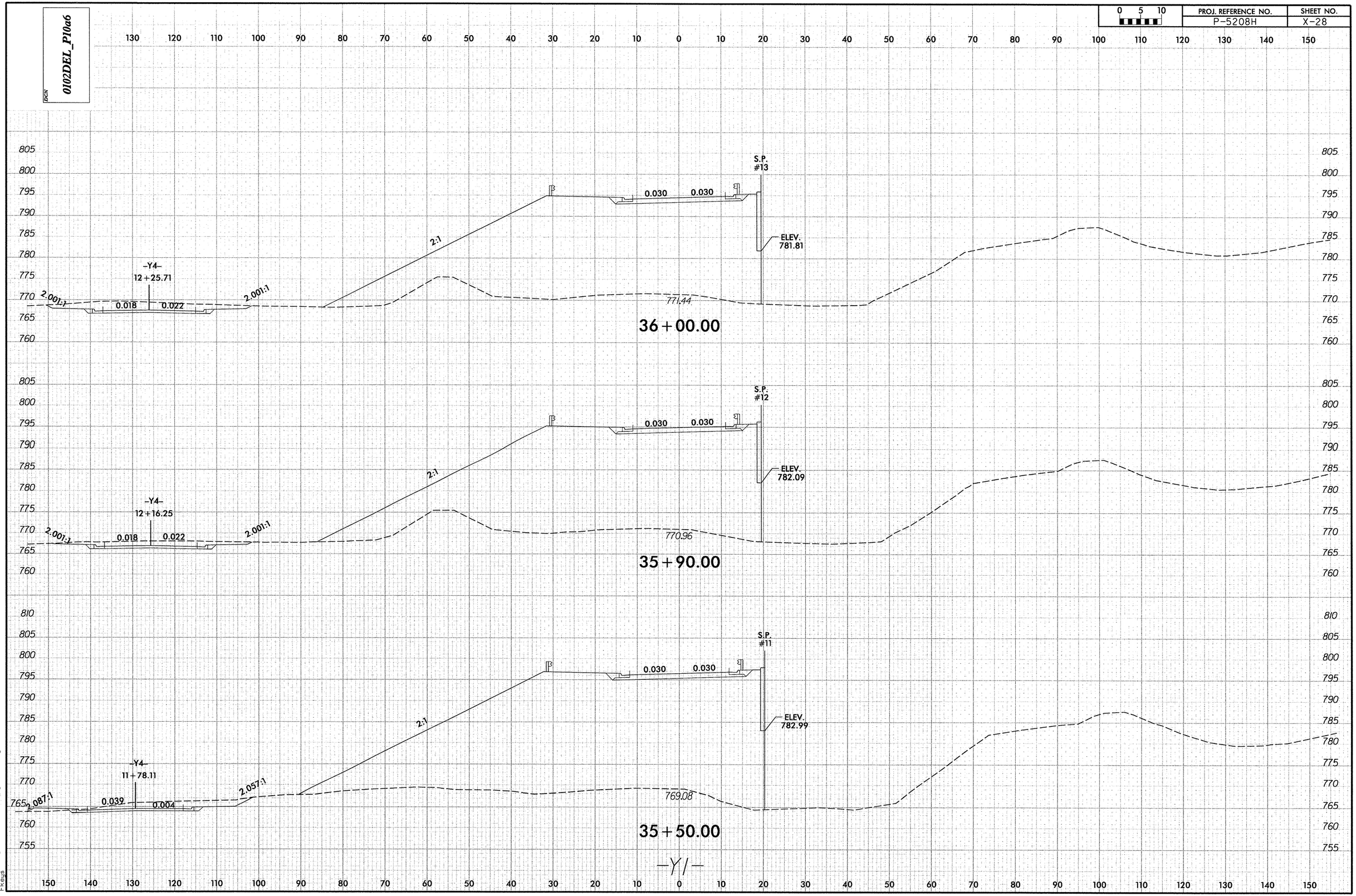
2/6/2013
R:\Roadway\XSC\P5208_4-xp1_Y1.dgn
FKeys



0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-27
0 5 10
S.P. #10
0.030
0.030
ELEV. 783.94
2:1
766.74
35+00.00
S.P. #9
0.030
0.030
ELEV. 785.16
2:1
764.49
34+50.00
-Y1-

DGN 0102DEL_P10a6

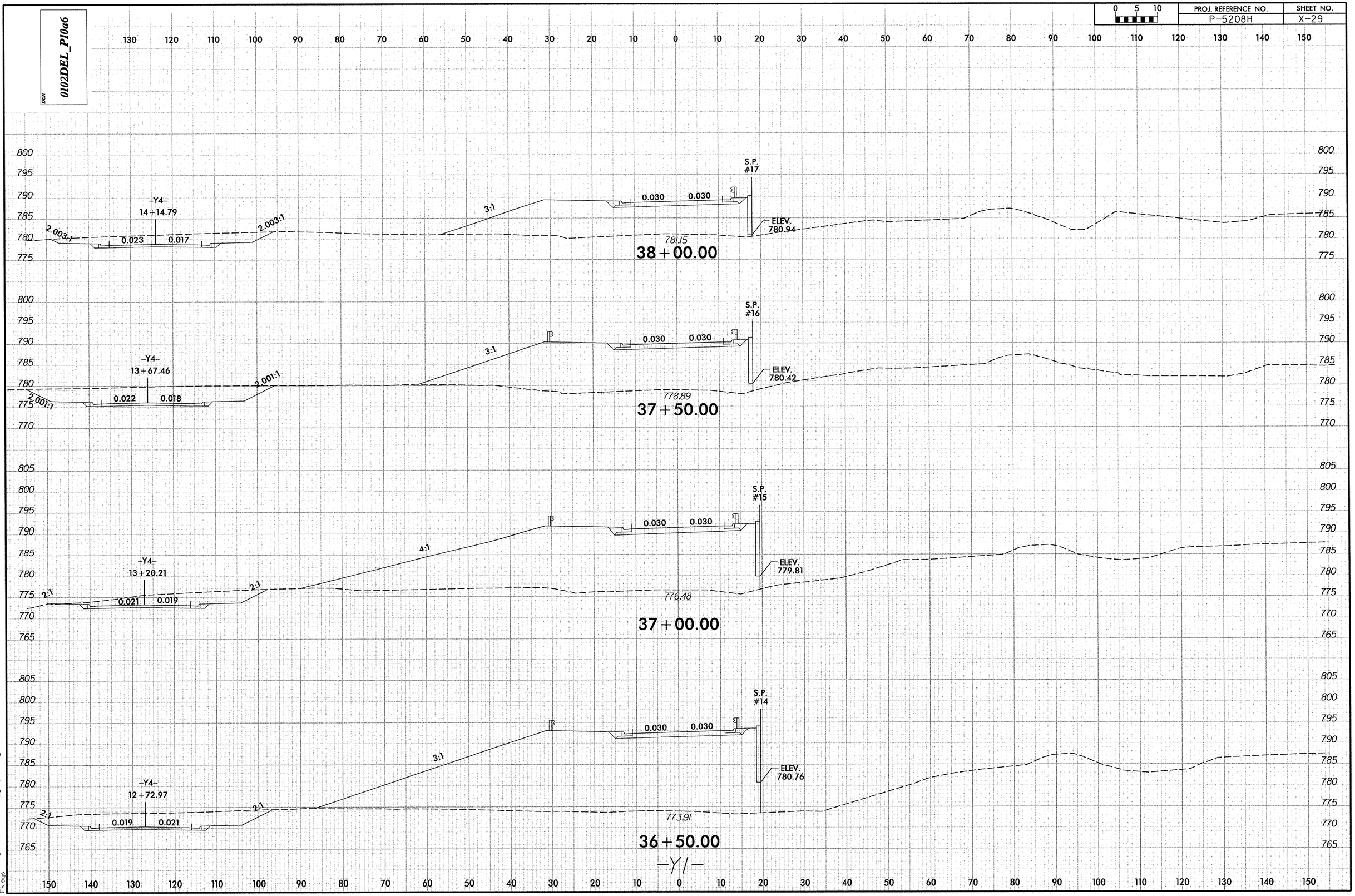
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-28



2/6/2013
R:\Roadway\XSC\P520_
4-xp1_Y1.dgn
Fkeys

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-29

DGN 0102DEL_P10a6



2/6/2013 C:\Roadway\XSCVP526.y-xp1.Y1.dgn

DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-30

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

800 795 790 785 780

S.P. #23

6:1 0.030 0.030

786.89

ELEV. 780.82

40+00.00

800 795 790 785 780

S.P. #22

4:1 0.030 0.030 0.030

786.32

ELEV. 780.92

39+65.18

800 795 790 785 780

S.P. #21

4:1 0.030 0.030 0.030

786.01

ELEV. 780.96

39+50.00

800 795 790 785 780 775

S.P. #20

INTERSECTION –Y1– @ –Y5– SHEAR LINE

0.030 0.030

784.68

ELEV. 781.14

39+00.00

800 795 790 785 780

–Y4– 14+79.51

2.007:1 0.023 0.020 2.007:1

4:1

S.P. #19

0.030 0.030

783.80

ELEV. 781.26

38+68.19

800 795 790 785 780 775

–Y4– 14+62.22

2.006:1 0.023 0.009 2.006:1

3:1

S.P. #18

0.030 0.030

783.17

ELEV. 781.33

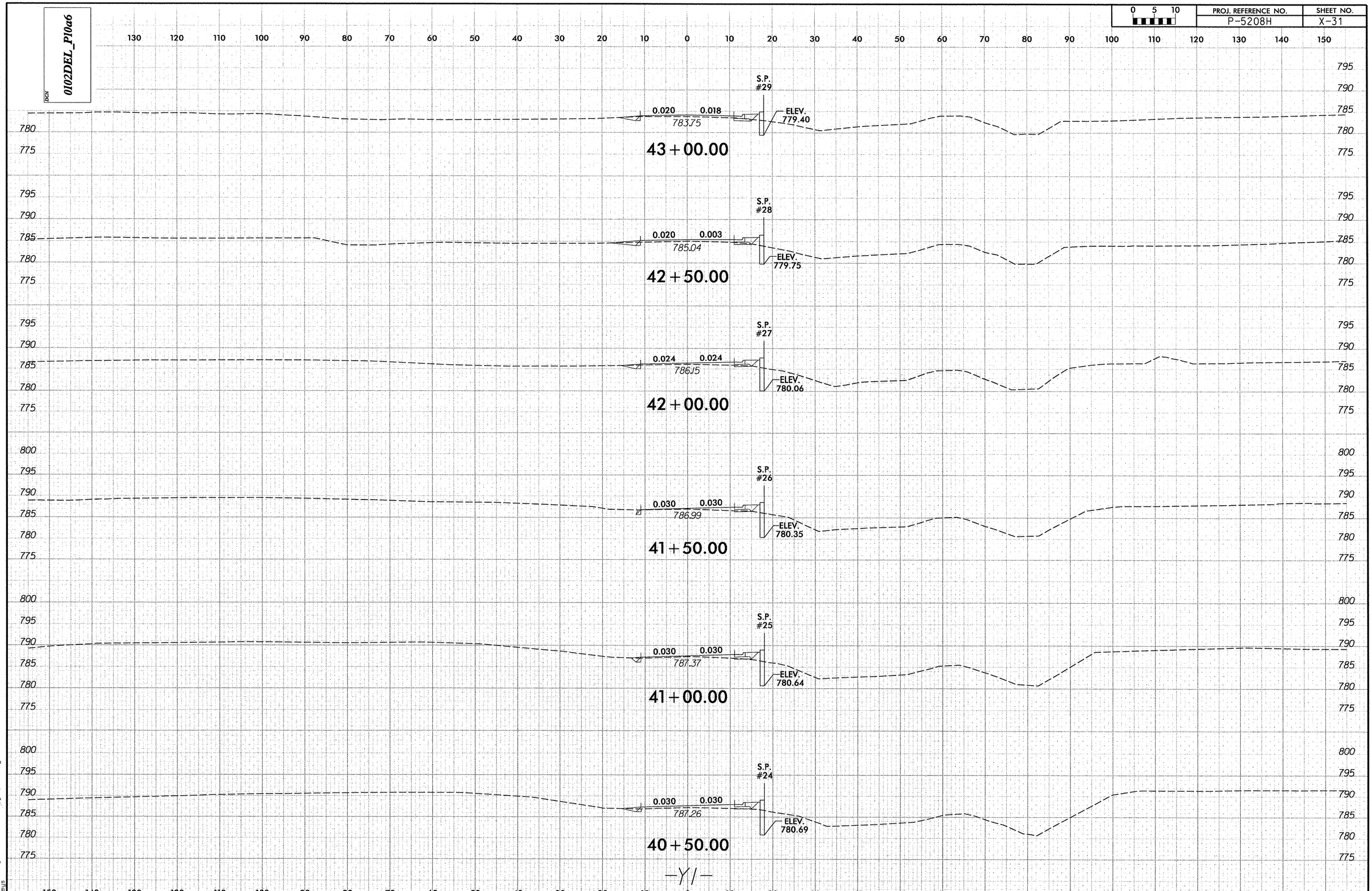
38+50.00

–Y1–

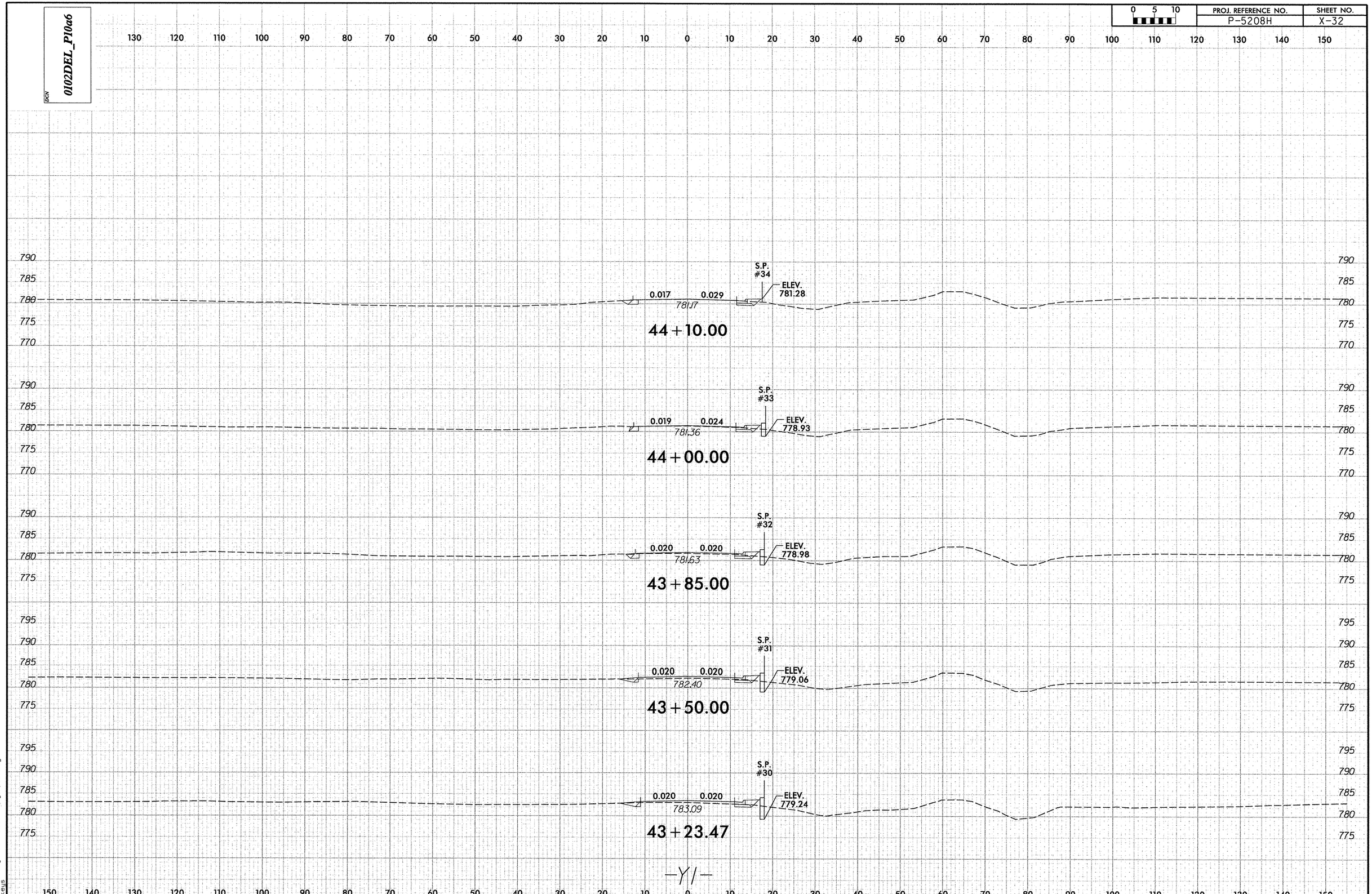
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/6/2013
R:\Roadway\XSC\P526
Fkeys

x-xp1_Y1.dgn



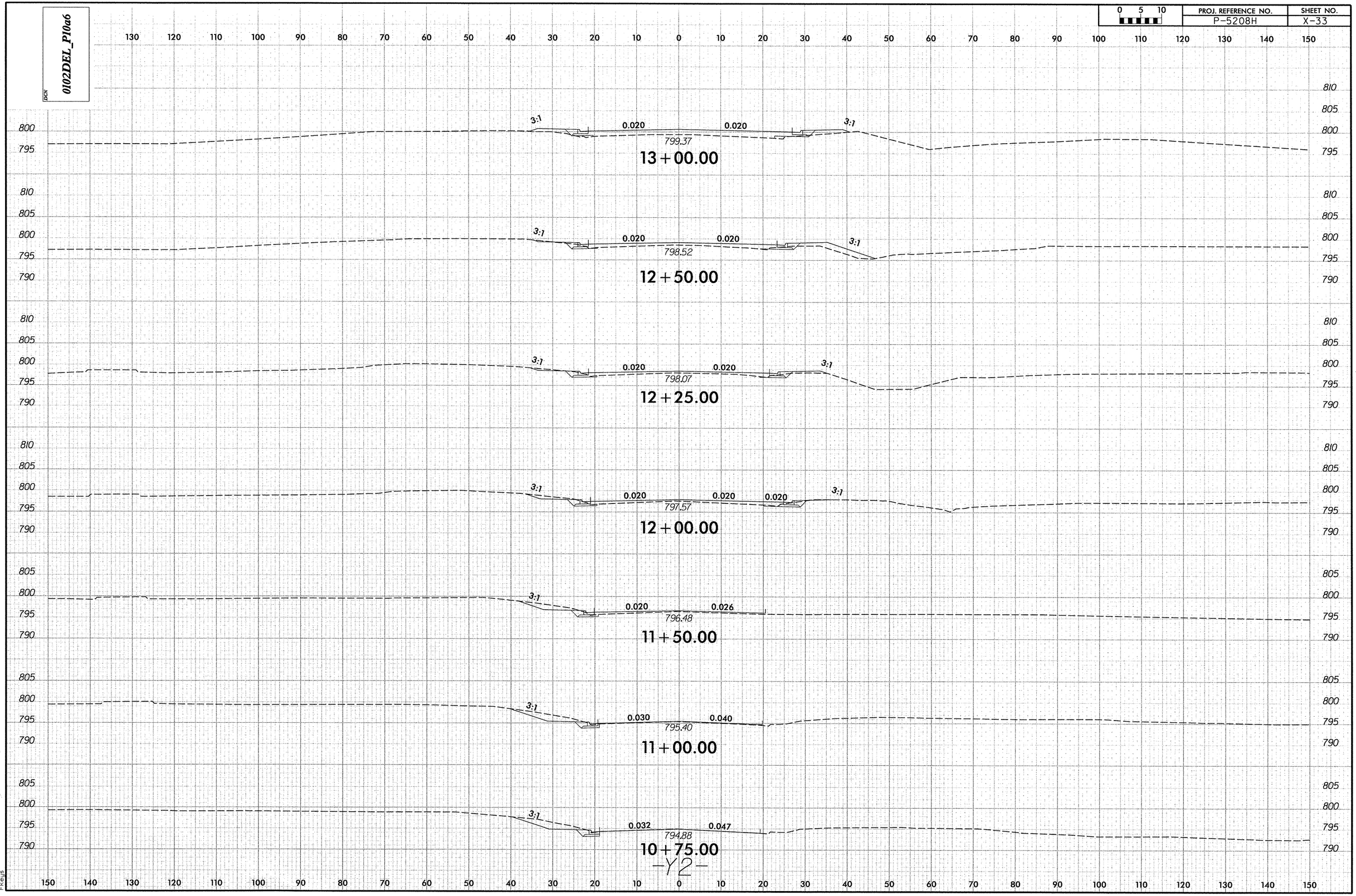
0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-31
S.P. #29
0.020
0.018
783.75
ELEV. 779.40
43+00.00
S.P. #28
0.020
0.003
785.04
ELEV. 779.75
42+50.00
S.P. #27
0.024
0.024
786.15
ELEV. 780.06
42+00.00
S.P. #26
0.030
0.030
786.99
ELEV. 780.35
41+50.00
S.P. #25
0.030
0.030
787.37
ELEV. 780.64
41+00.00
S.P. #24
0.030
0.030
787.26
ELEV. 780.69
40+50.00
-Y1-



0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-32
0 5 10
S.P. #34
ELEV. 781.28
0.017
0.029
781.17
44+10.00
S.P. #33
ELEV. 778.93
0.019
0.024
781.36
44+00.00
S.P. #32
ELEV. 778.98
0.020
0.020
781.63
43+85.00
S.P. #31
ELEV. 779.06
0.020
0.020
782.40
43+50.00
S.P. #30
ELEV. 779.24
0.020
0.020
783.09
43+23.47
-Y1-

DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-33

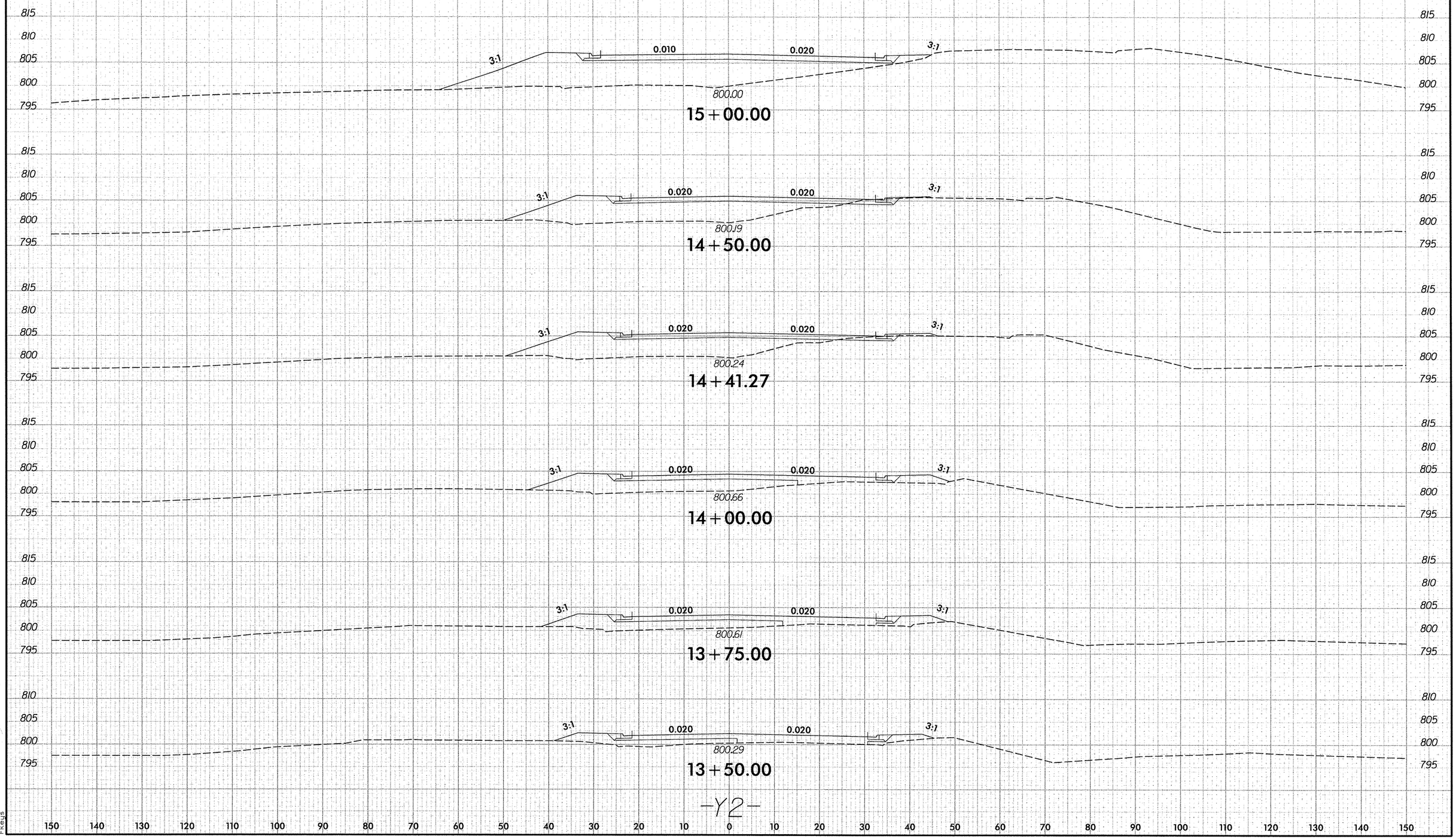


2/6/2013
R:\Roadway\XSC\P526_xp1_Y2.dgn
Fkeys

DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-34

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



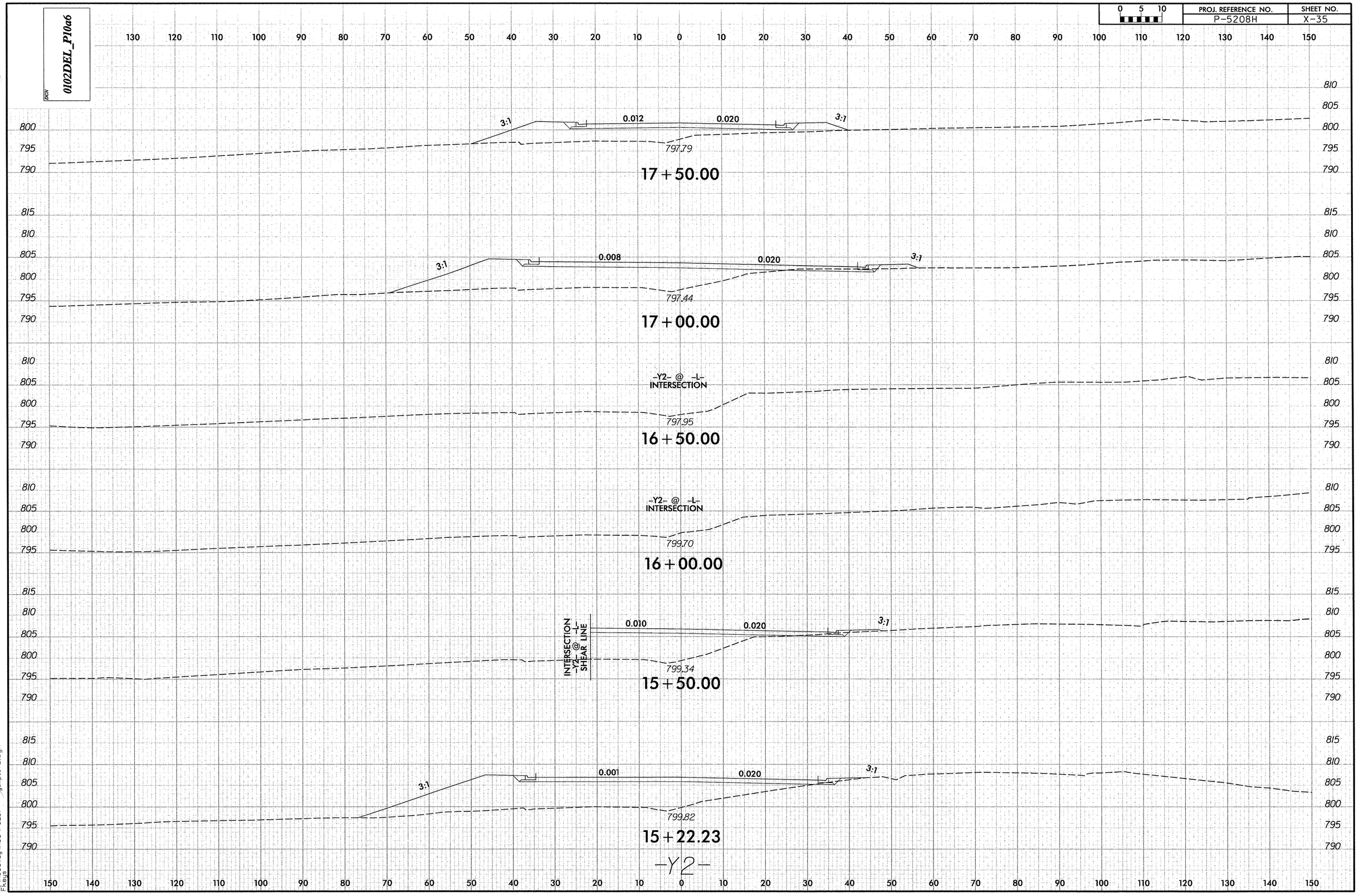
-Y2-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/6/2013
B:\Roadway\XSC\P526_xpl_Y2.dgn
Fkeys

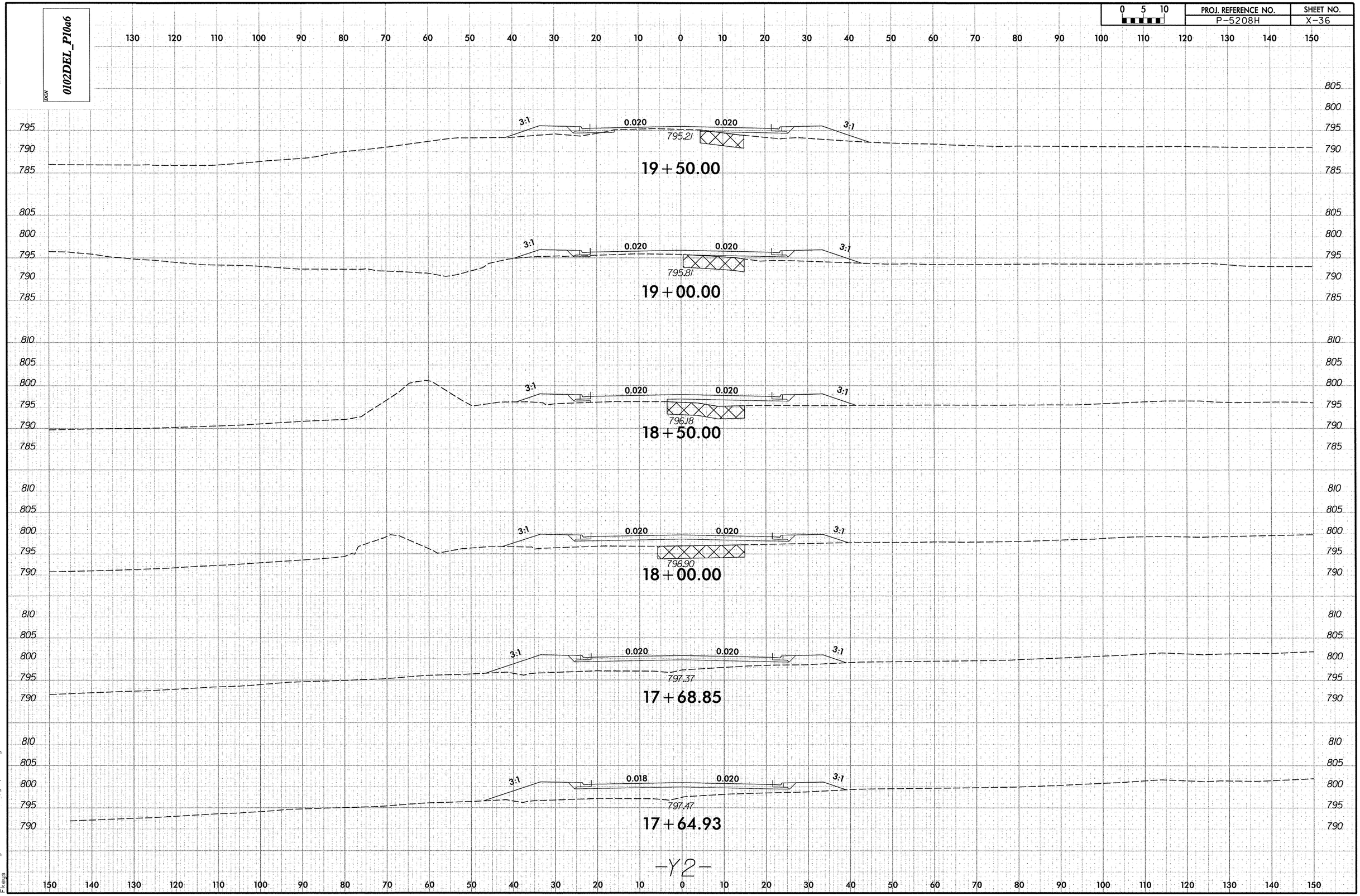
DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-35

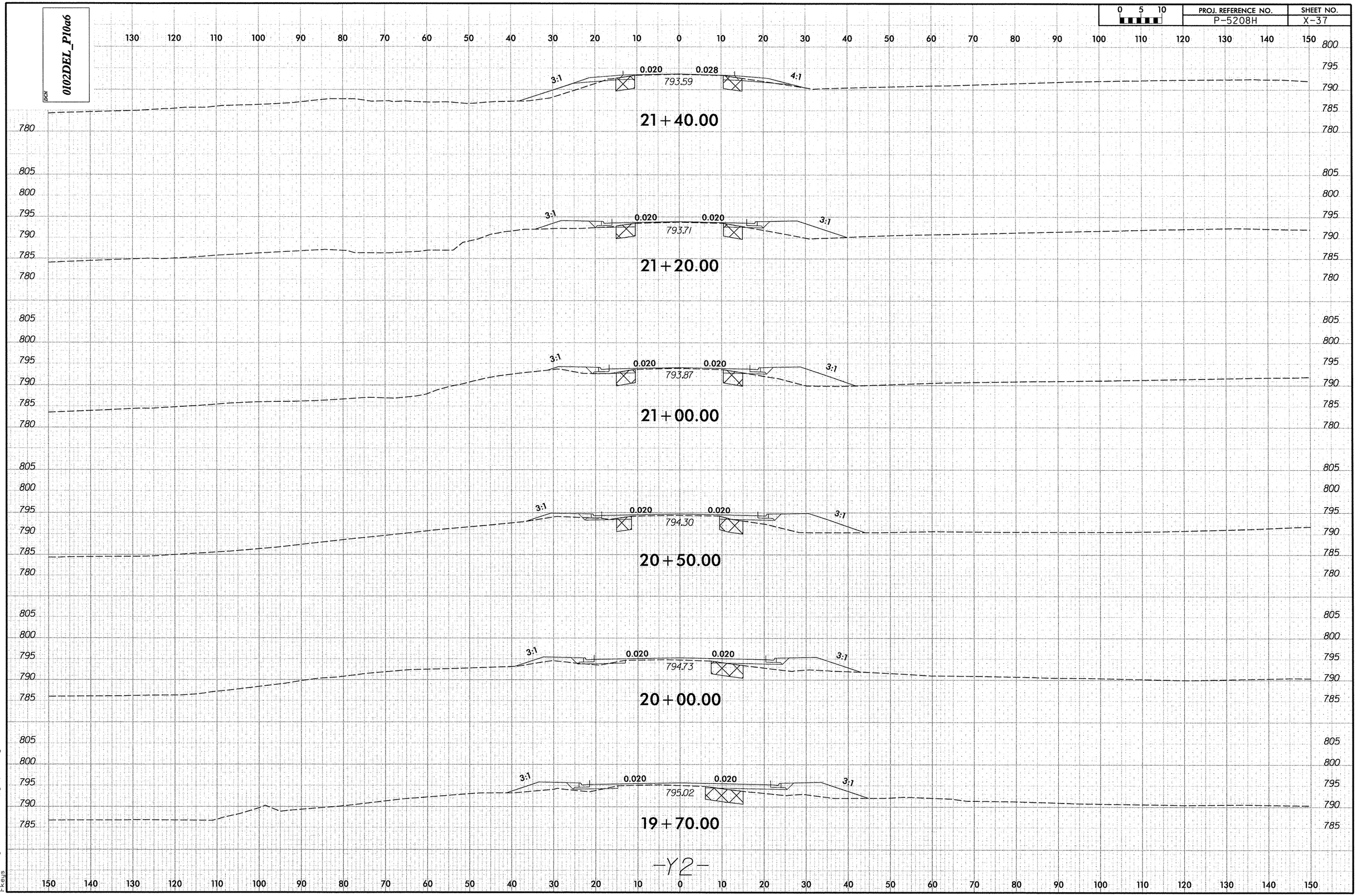


2/6/2013
R:\Roadway\XSC\P526
F Keys

y-xp1-Y2.dgn



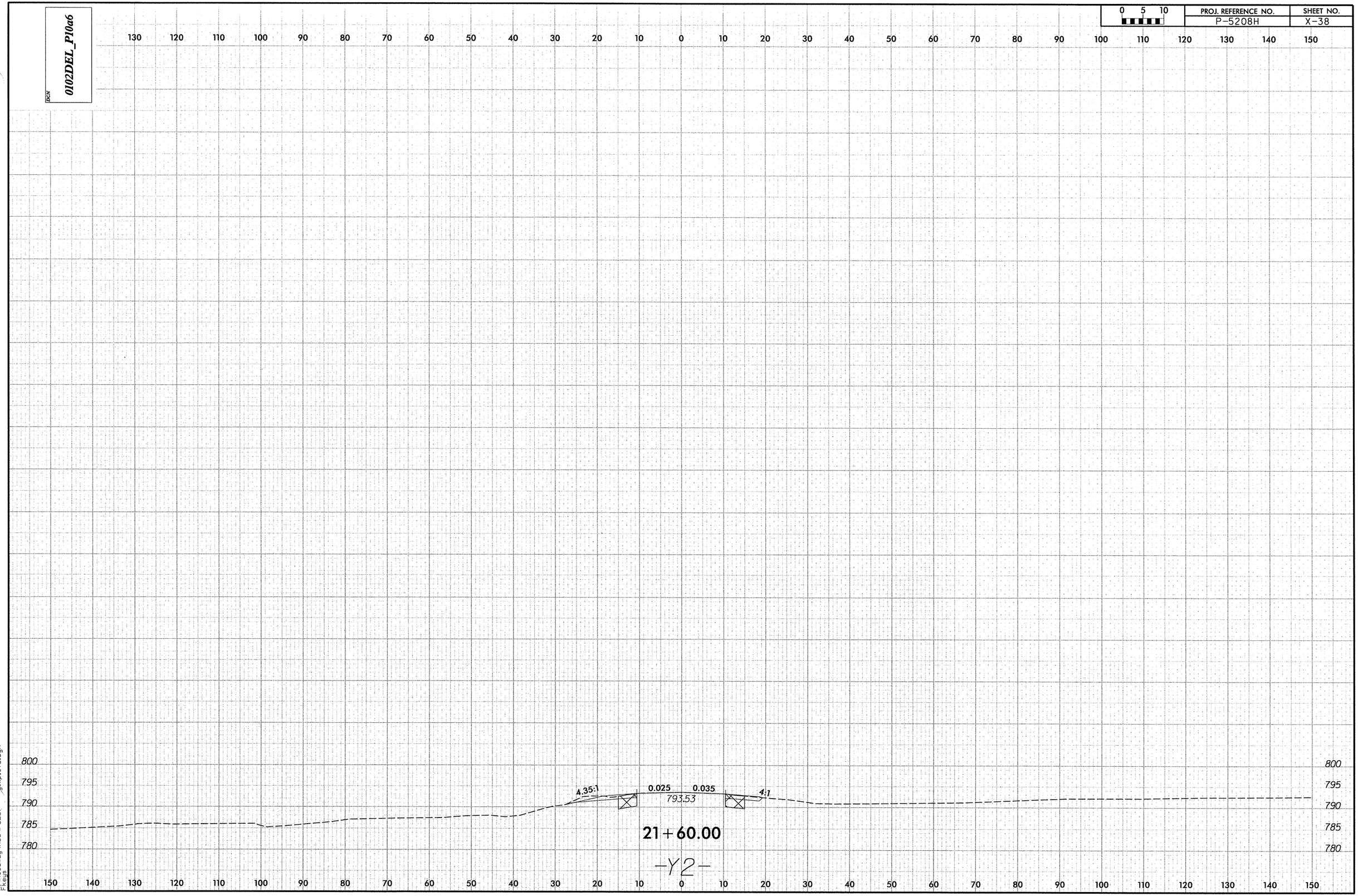
2/6/2013
R:\Roadway\XSC\P520_ _y_xpl_Y2.dgn
Fkeys



0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-37
0 5 10
21+40.00
0.020
0.028
793.59
3:1
4:1
21+20.00
0.020
0.020
793.71
3:1
21+00.00
0.020
0.020
793.87
3:1
20+50.00
0.020
0.020
794.30
3:1
20+00.00
0.020
0.020
794.73
3:1
19+70.00
0.020
0.020
795.02
3:1
-Y2-

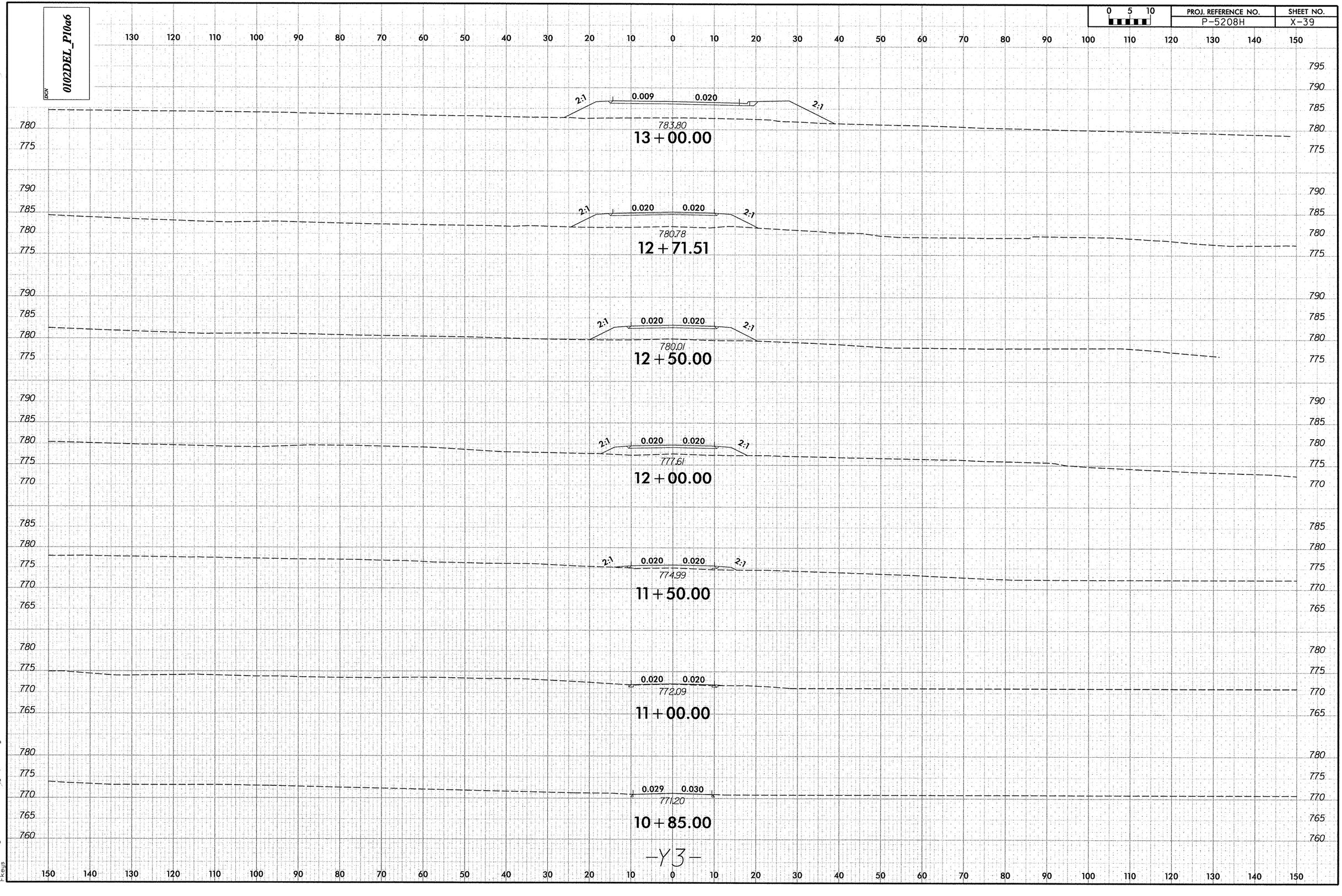
DGN 0102DEL_P10a6

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-38



2/6/2013
R:\Roadway\XSC\P526_4_xpl_Y2.dgn
Fkeys

0102DEL_P10a6	0 5 10	PROJ. REFERENCE NO. P-5208H	SHEET NO. X-39



-Y3-

2/6/2013
R:\Roadway\XSC\P526
Fkeys
4xpl_Y3.dgn

DGN 0102DEL_P10a6

0 5 10

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-40

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

800
795
790
785
780

2:1 0.021 0.021 2:1

784.51

13+26.94

-Y3-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/6/2013
R:\Roadway\XSC\P526_4-xpl_Y3.dgn
F Keys

DGN 0102DEL_P10a6

0 5 10

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-41

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

770
765
760

2:1 0.020 0.020 2:1

763.49

11+50.00

770
765
760
755

2:1 0.020 0.020 2:1

760.81

11+25.00

770
765
760
755
750

2:1 0.020 0.020 2:1

758.14

11+00.00

765
760
755
750

2:1 0.007 0.023 2:1

756.55

10+75.00

765
760
755
750
745

2:1 0.009 0.035 2:1

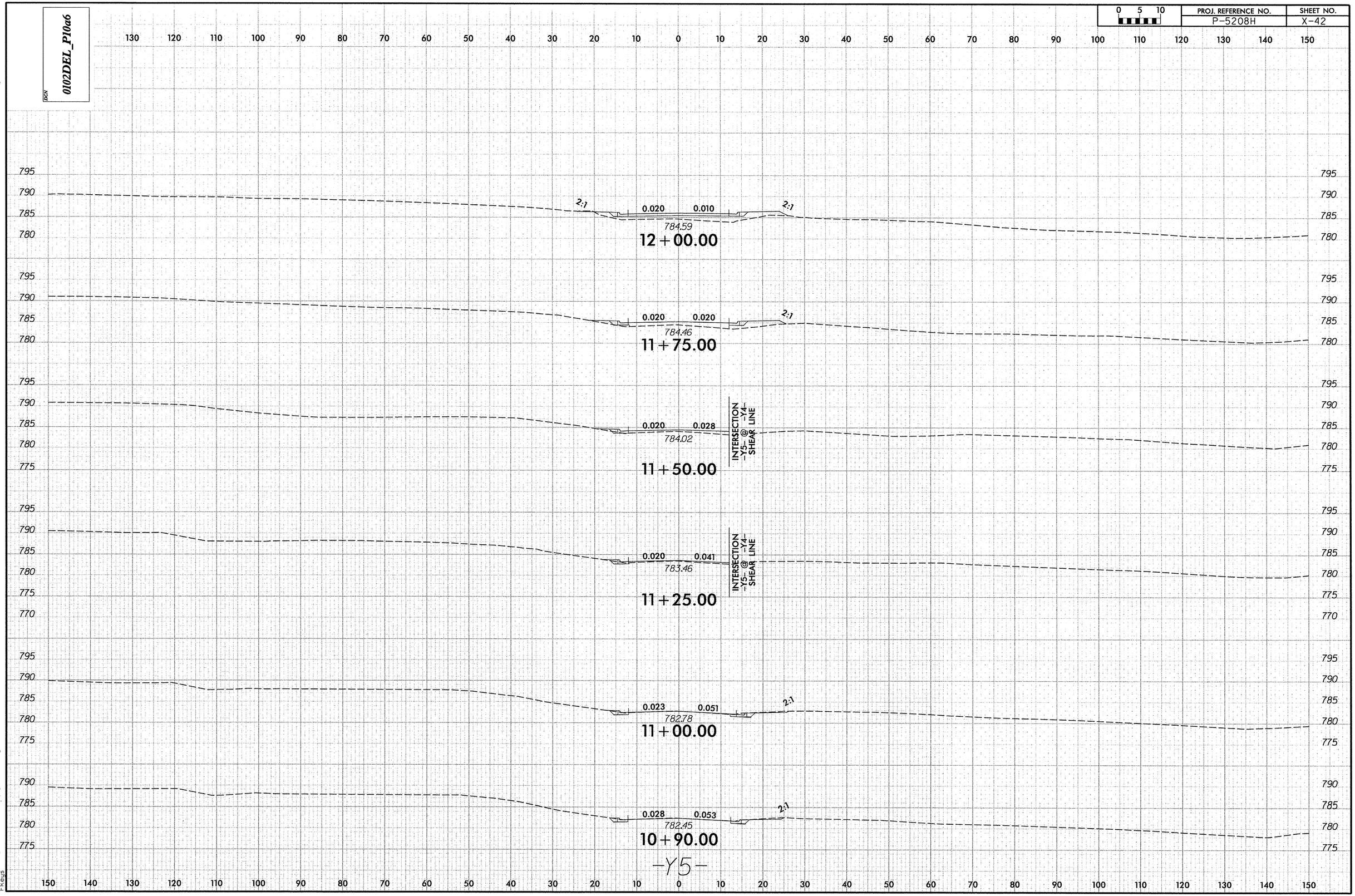
754.64

10+50.00

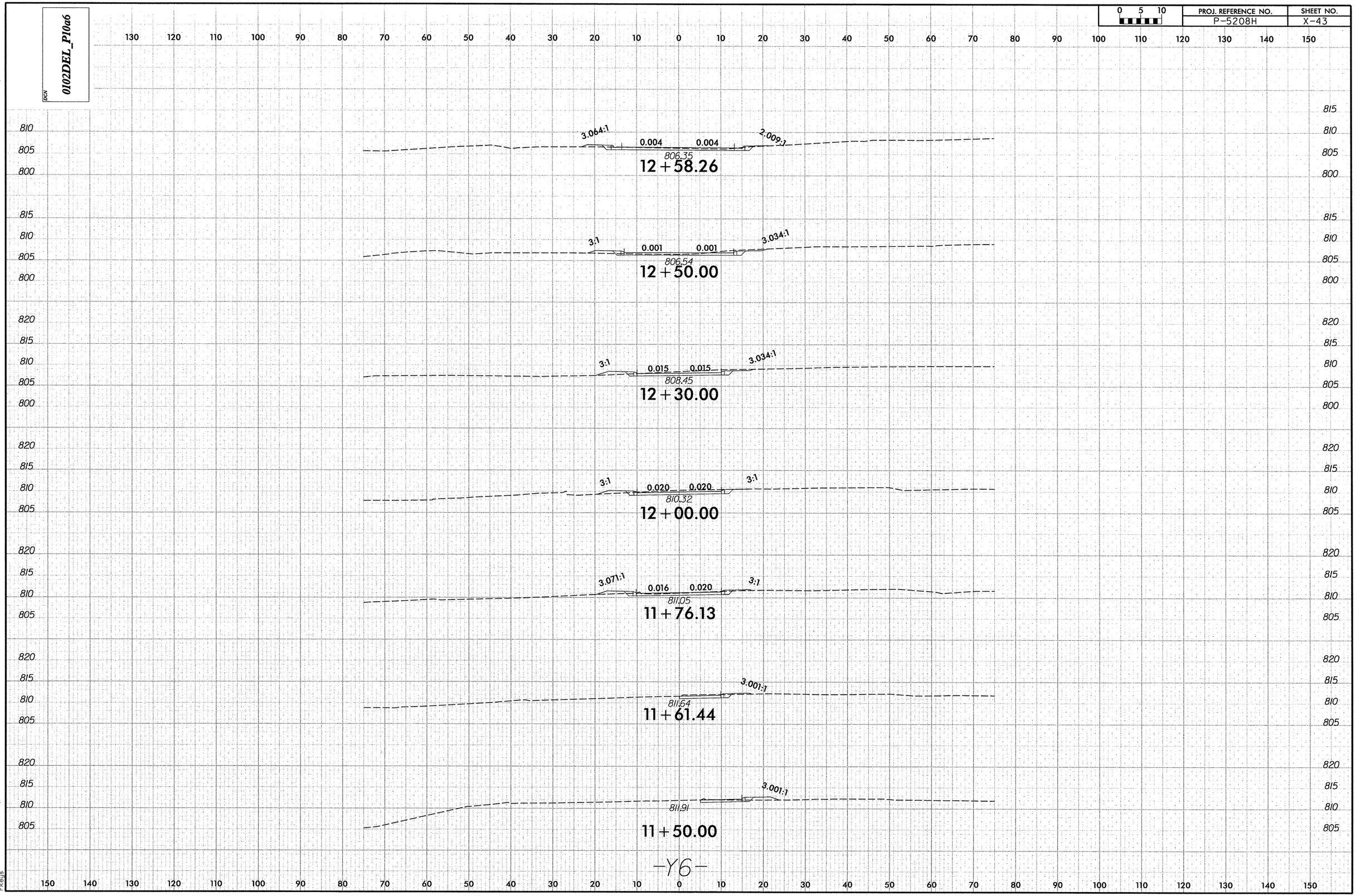
-Y4-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

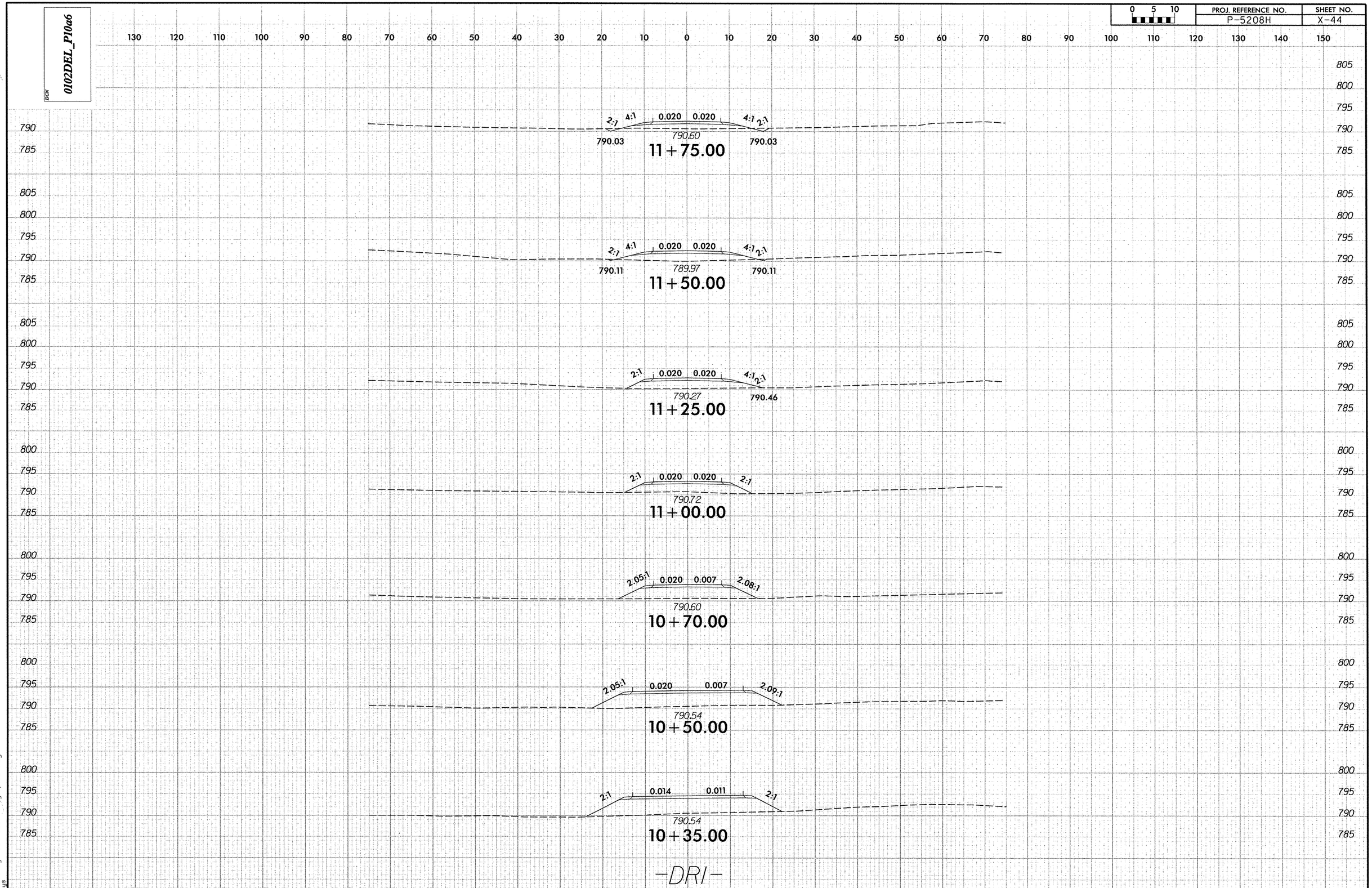
2/6/2013
R:\Projects\Rodney\XSC\P5208_4-xpl_Y4.dgn
fkeys



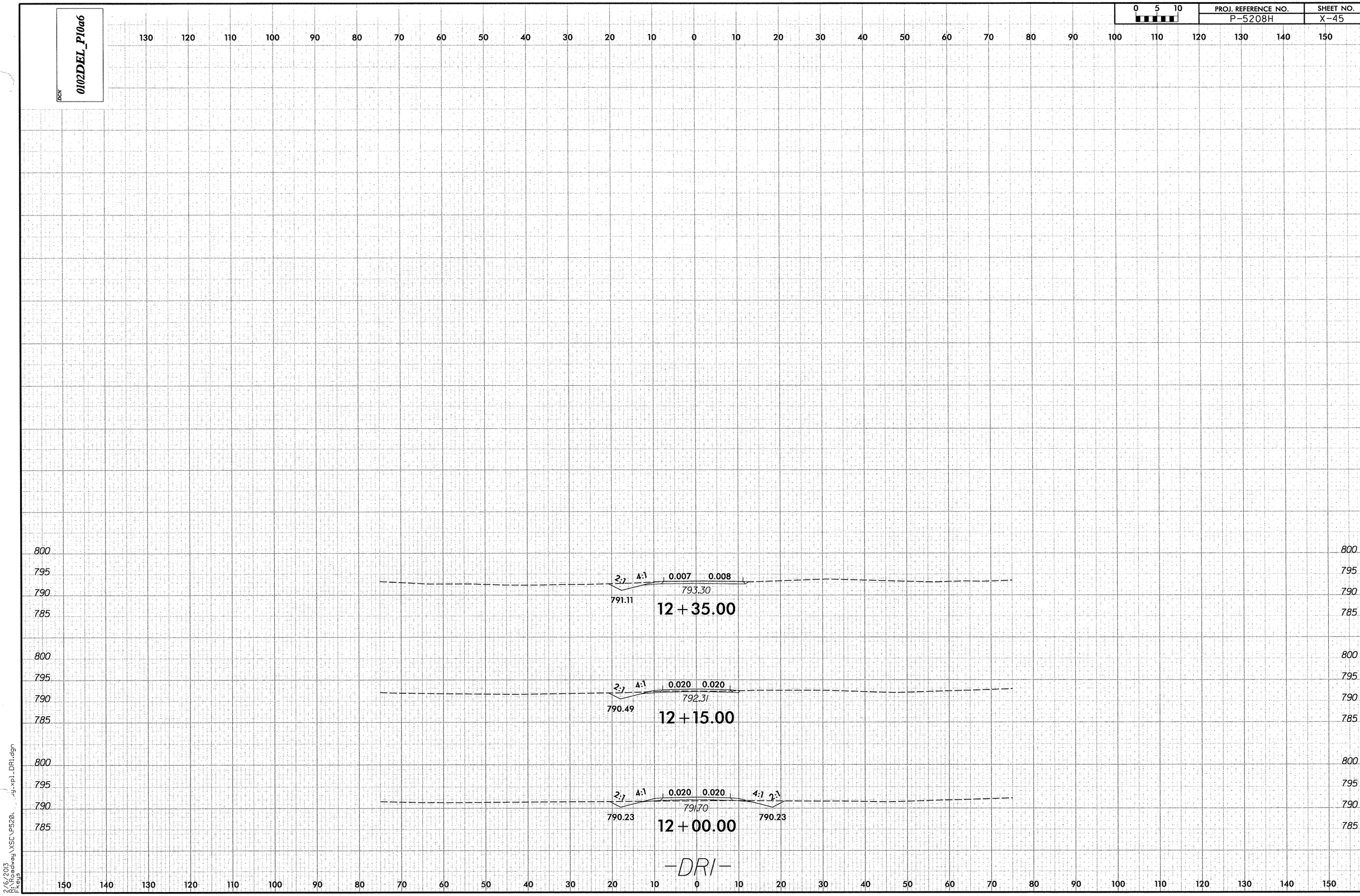
0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-42
0 5 10
12+00.00
784.59
0.020
0.010
2:1
11+75.00
784.46
0.020
0.020
2:1
11+50.00
784.02
0.020
0.028
INTERSECTION -Y5- @ -Y4- SHEAR LINE
11+25.00
783.46
0.020
0.041
INTERSECTION -Y5- @ -Y4- SHEAR LINE
11+00.00
782.78
0.023
0.051
2:1
10+90.00
782.45
0.028
0.053
2:1
-Y5-



0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-43
3.064:1
0.004
0.004
2.009:1
806.35
12+58.26
3:1
0.001
0.001
3.034:1
806.54
12+50.00
3:1
0.015
0.015
3.034:1
808.45
12+30.00
3:1
0.020
0.020
3:1
810.32
12+00.00
3.071:1
0.016
0.020
3:1
811.05
11+76.13
3.001:1
811.64
11+61.44
3.001:1
811.91
11+50.00
-Y6-



0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-44
0 5 10
2:1 4:1 0.020 0.020 4:1 2:1
790.03 790.60 790.03
11+75.00
2:1 4:1 0.020 0.020 4:1 2:1
790.11 789.97 790.11
11+50.00
2:1 0.020 0.020 4:1 2:1
790.27 790.46
11+25.00
2:1 0.020 0.020 2:1
790.72
11+00.00
2.05:1 0.020 0.007 2.08:1
790.60
10+70.00
2.05:1 0.020 0.007 2.09:1
790.54
10+50.00
2:1 0.014 0.011 2:1
790.54
10+35.00
-DRI-



0102DEL_P10a6
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-45
2:1
4:1
0.007
0.008
793.30
791.11
12+35.00
0.020
0.020
792.31
790.49
12+15.00
0.020
0.020
791.70
790.23
790.23
12+00.00
-DR1-

0102DEL_p10a6

DGN

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-46

OLD CONCORD RD
(SR2426)

MATCH LINE THIS SHEET – SEE BELOW

SEE ROADWAY PLANS

10803 + 54.08

54" WSP - 268 LF @ 8.51%

54" WSP - 381 LF @ 4.46%

INV = 743.0
321.0' RT

EXIST R/W

℄ EXISTING TRACK 1 (TO BE REMOVED)

℄ PROPOSED TRACK 1

℄ PROPOSED TRACK 2

40:1

2:1

40:1

INV = 772.0'
54.0' LT

54" WSP - 102 LF @ 6.08%

3GI
TOP 773.0

INV. 765.8

2:1

50:1

SHEAR LINE

SEE ROADWAY PLANS

EXIST R/W

OLD CONCORD RD
(SR2426)

MATCH LINE THIS SHEET – SEE ABOVE

10803 + 54.08

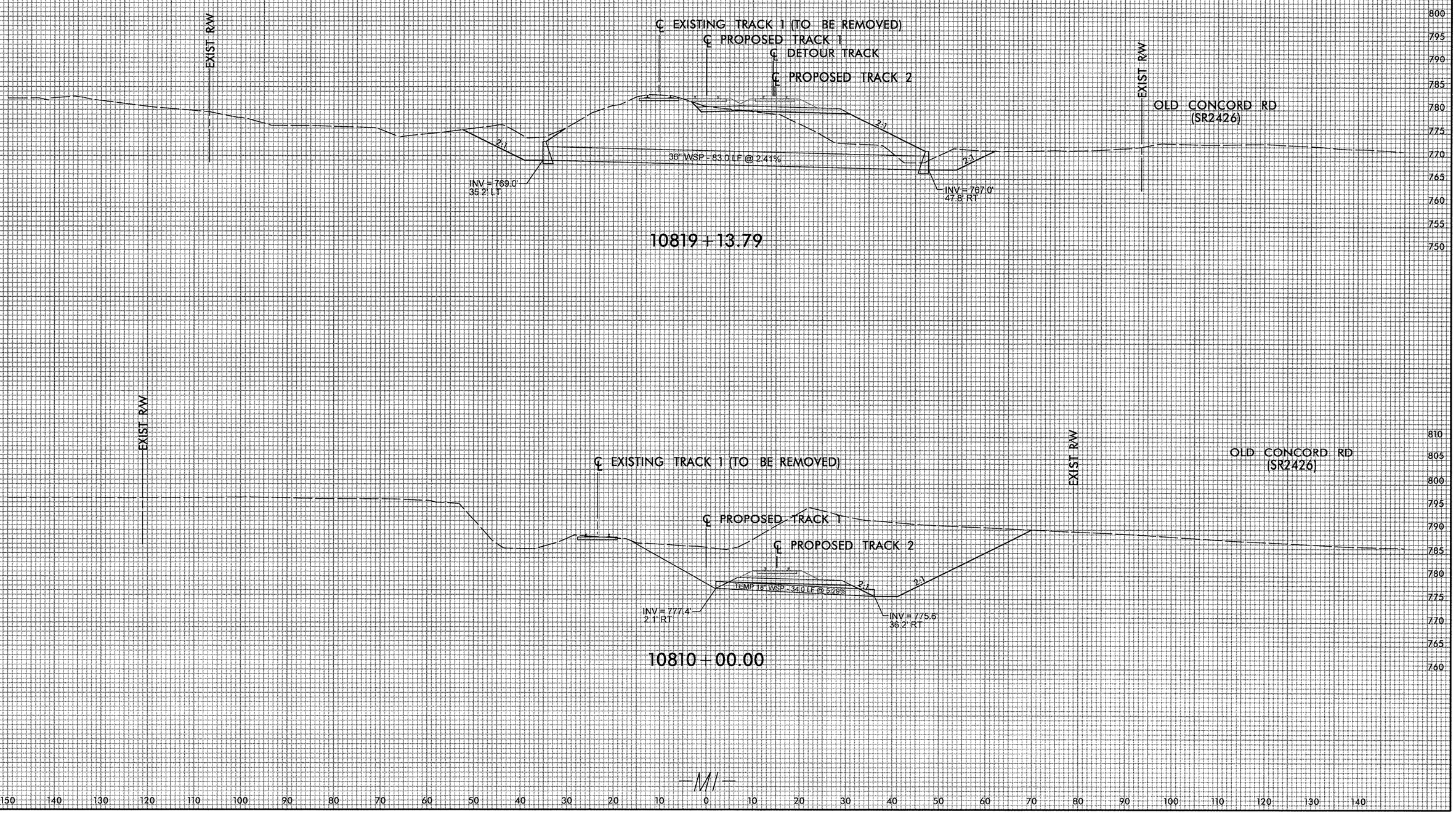
—M/—

8:54:11 PM
R:\Roads\Xsc\Grier Detour\P-5208H_RR_DRAINAGE_XPL.dgn
westm

0102DEL_p10a6

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-47

0 5 10



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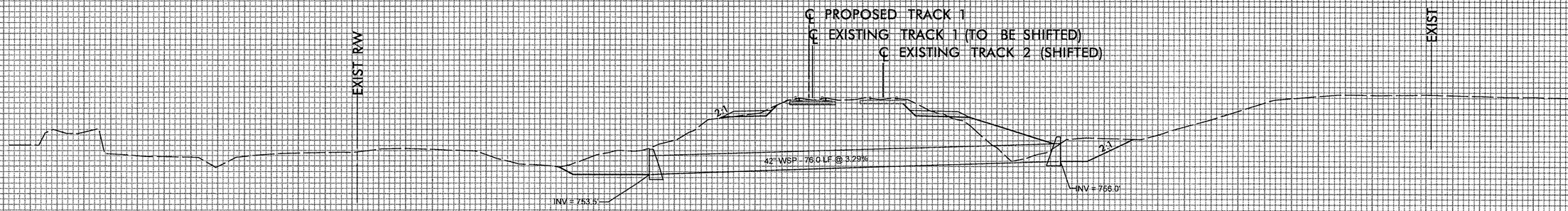
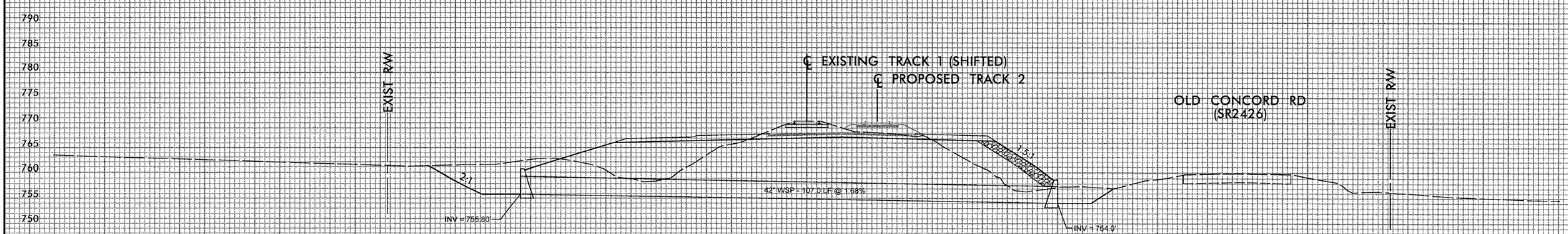
R:\Rail\Xsc\Grier Detour\P-5208H_RR_DRAINAGE_XPL.dgn
westmi

DGN 0102DEL_p10a6



10871+07.64

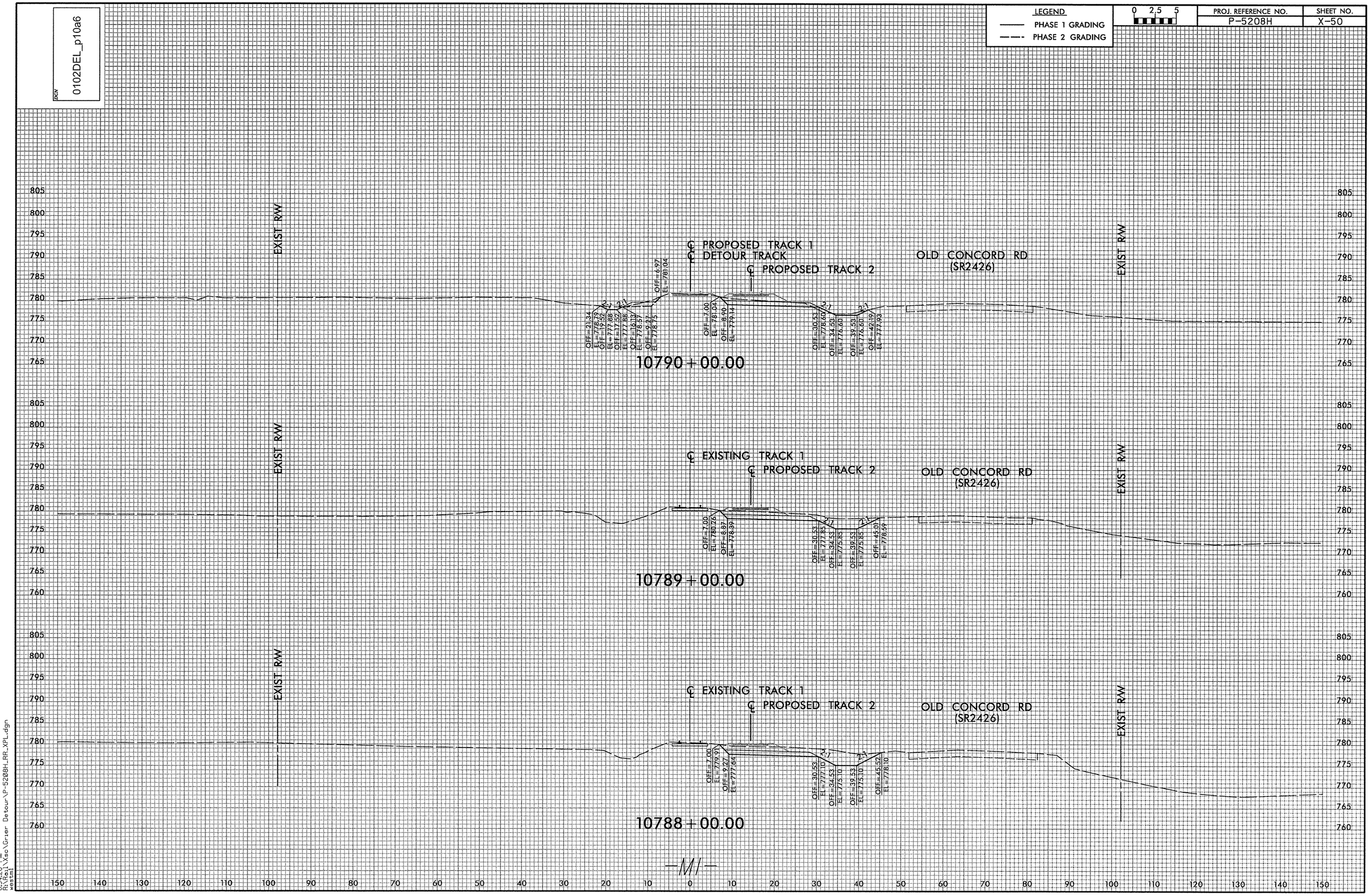


10839+47.50

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130

8:54:2 PM
R:\Rail\Xsec\Grier Detour\P-5208H_RR_DRAINAGE_XPL.dgn
westm1

DGN
0102DEL_p10a6
LEGEND
PHASE 1 GRADING
PHASE 2 GRADING
0 2.5 5
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-49
EXIST R/W
℄ EXISTING TRACK 1
℄ PROPOSED TRACK 2
OLD CONCORD RD
(SR2426)
OFF=7.00
EL=779.14
OFF=9.20
EL=776.95
OFF=30.53
EL=776.41
OFF=34.53
EL=774.41
OFF=39.53
EL=774.41
OFF=43.55
EL=776.43
2:1
10787+00.00
OFF=7.00
EL=778.49
OFF=9.13
EL=776.36
OFF=30.53
EL=775.83
OFF=34.53
EL=773.83
OFF=39.53
EL=773.83
OFF=44.56
EL=774.58
6.65:1
10786+00.00
10785+00.00
-M1-
805
800
795
790
785
780
775
770
765
760
755
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150
8:54:19 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westml



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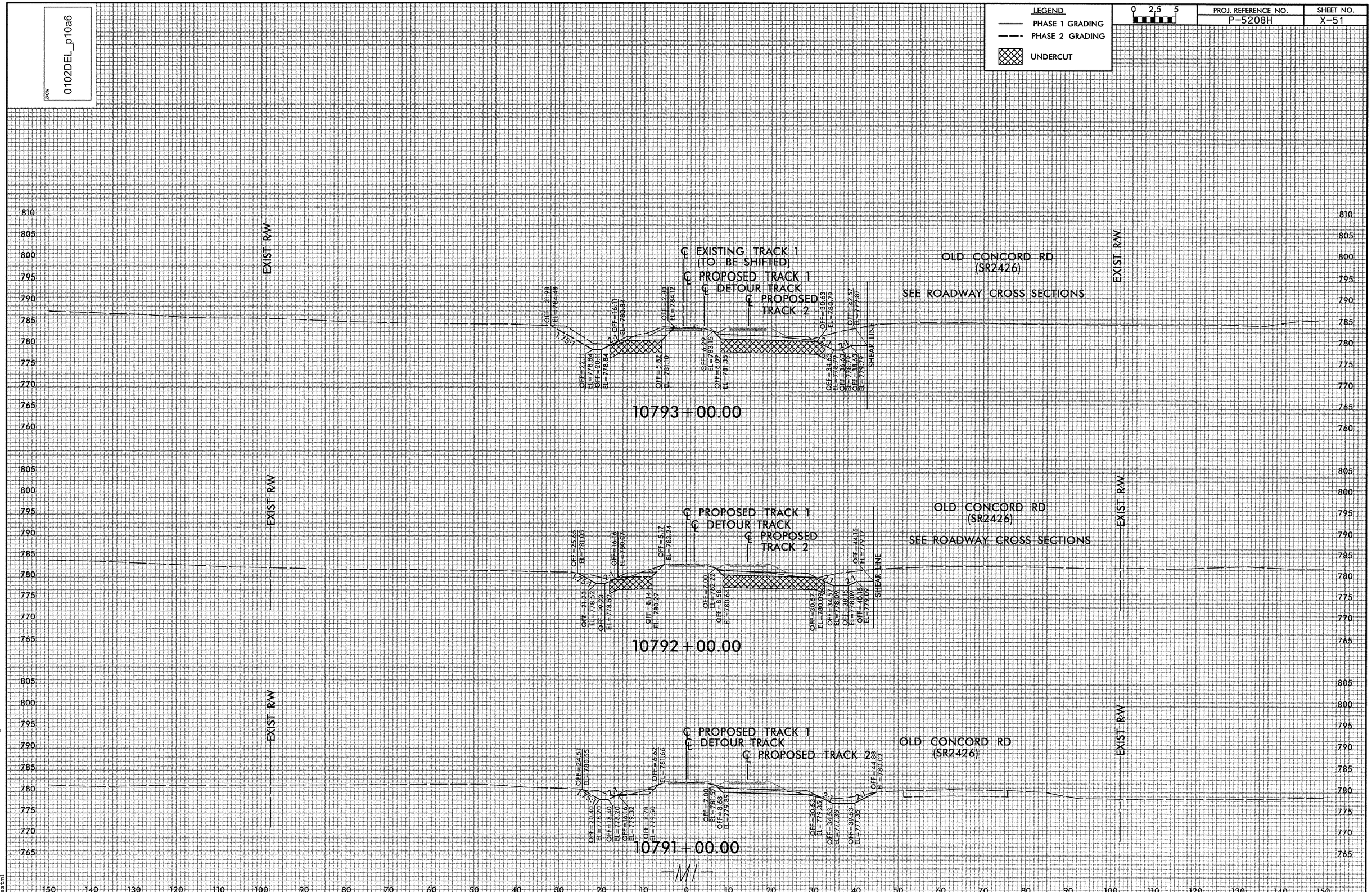
westml



8:54:22 PM
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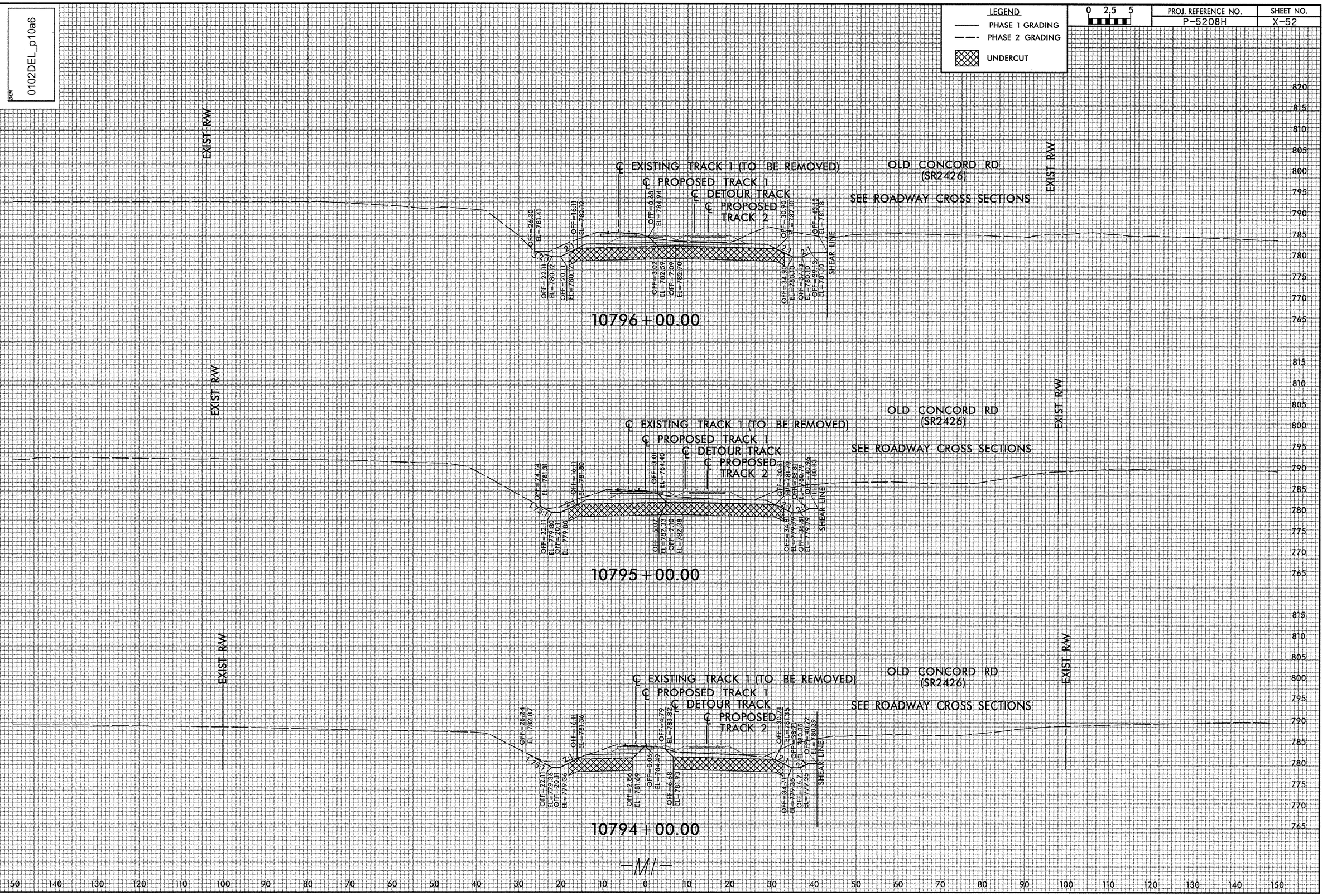
westml



8:54:23 PM
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westml

pgdv 0102DEL_p10a6

LEGEND
PHASE 1 GRADING
PHASE 2 GRADING
UNDERCUT

0 2.5 5

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-53

EXIST R/W

℄ EXISTING TRACK 1 (TO BE REMOVED)
℄ PROPOSED TRACK 1
℄ PROPOSED TRACK 2
DETOUR TRACK

OFF=30.88 EL=783.17
OFF=25.11 EL=780.28
OFF=20.11 EL=780.28
OFF=16.11 EL=782.28
OFF=3.80 EL=784.80
OFF=2.29 EL=781.76
OFF=4.63 EL=782.93
OFF=7.53 EL=783.86
OFF=6.53 EL=782.85
OFF=3.14 EL=782.26
OFF=39.45 EL=778.36
OFF=44.12 EL=779.46
OFF=48.12 EL=780.25
OFF=59.67 EL=780.48
SHEAR LINE

OLD CONCORD RD
(SR2426)
SEE ROADWAY CROSS SECTIONS

10799+00.00

EXIST R/W

℄ EXISTING TRACK 1 (TO BE REMOVED)
℄ PROPOSED TRACK 1
℄ DETOUR TRACK
℄ PROPOSED TRACK 2

OFF=30.96 EL=783.28
OFF=25.11 EL=780.38
OFF=20.11 EL=780.36
OFF=16.11 EL=782.36
OFF=3.55 EL=783.46
OFF=2.55 EL=782.38
OFF=3.83 EL=783.02
OFF=6.74 EL=783.95
OFF=5.85 EL=782.90
OFF=31.07 EL=782.94
OFF=37.20 EL=779.27
OFF=42.20 EL=779.29
OFF=46.20 EL=780.27
OFF=59.01 EL=780.45
SHEAR LINE

OLD CONCORD RD
(SR2426)
SEE ROADWAY CROSS SECTIONS

10798+00.00

EXIST R/W

℄ EXISTING TRACK 1 (TO BE REMOVED)
℄ PROPOSED TRACK 1
℄ DETOUR TRACK
℄ PROPOSED TRACK 2

OFF=38.74 EL=787.12
OFF=25.11 EL=780.30
OFF=20.11 EL=780.30
OFF=16.11 EL=782.30
OFF=3.48 EL=785.42
OFF=2.71 EL=782.99
OFF=6.07 EL=782.86
OFF=7.09 EL=783.88
OFF=30.99 EL=782.28
OFF=36.92 EL=780.28
OFF=39.99 EL=780.28
OFF=41.99 EL=781.28
OFF=47.28 EL=781.38
SHEAR LINE

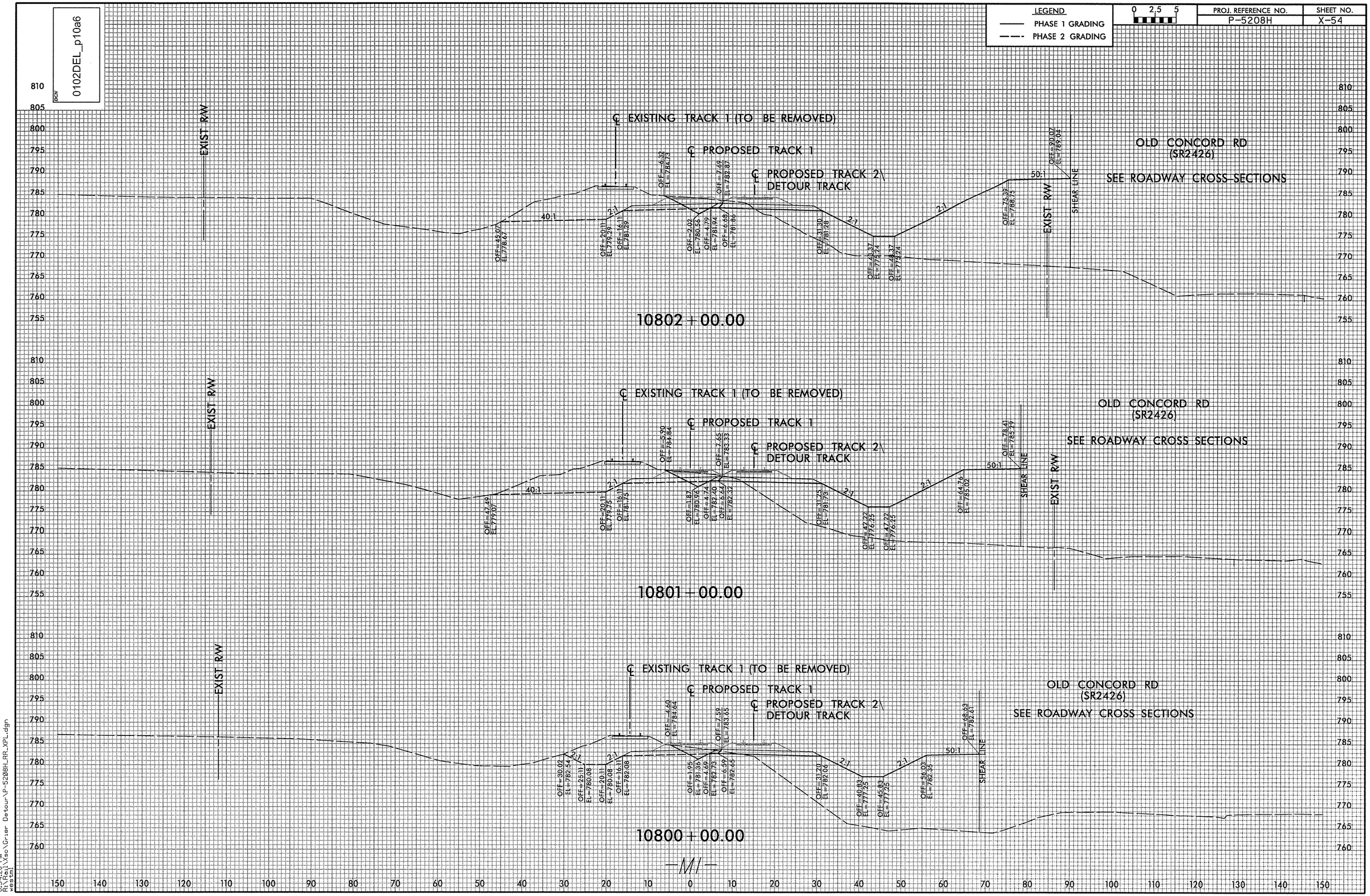
OLD CONCORD RD
(SR2426)
SEE ROADWAY CROSS SECTIONS

10797+00.00

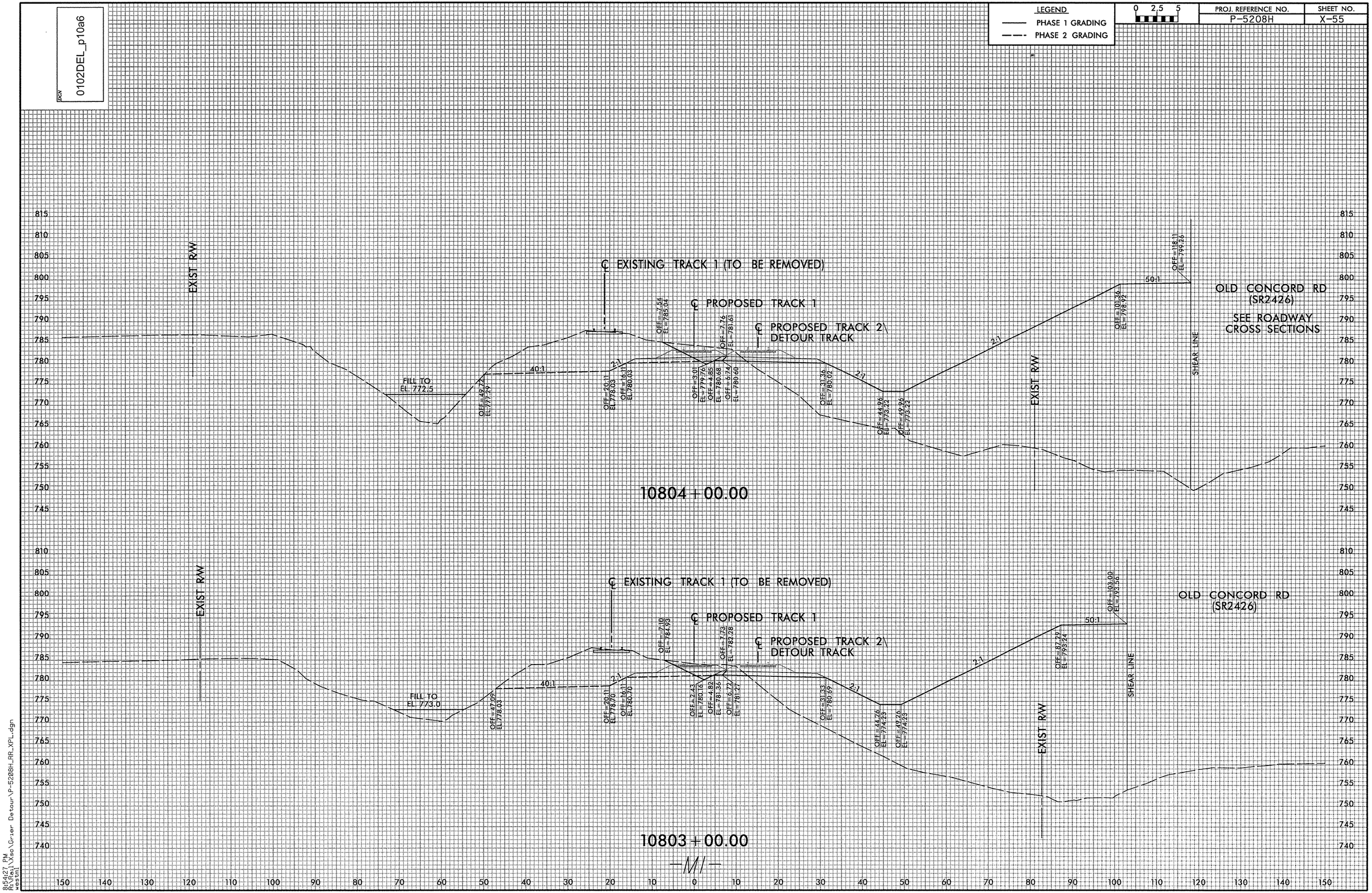
—M/—

8:54:24 PM
P:\2021\XSec\Grier Detour\P-5208H_RR_XPL.dgn
westm

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



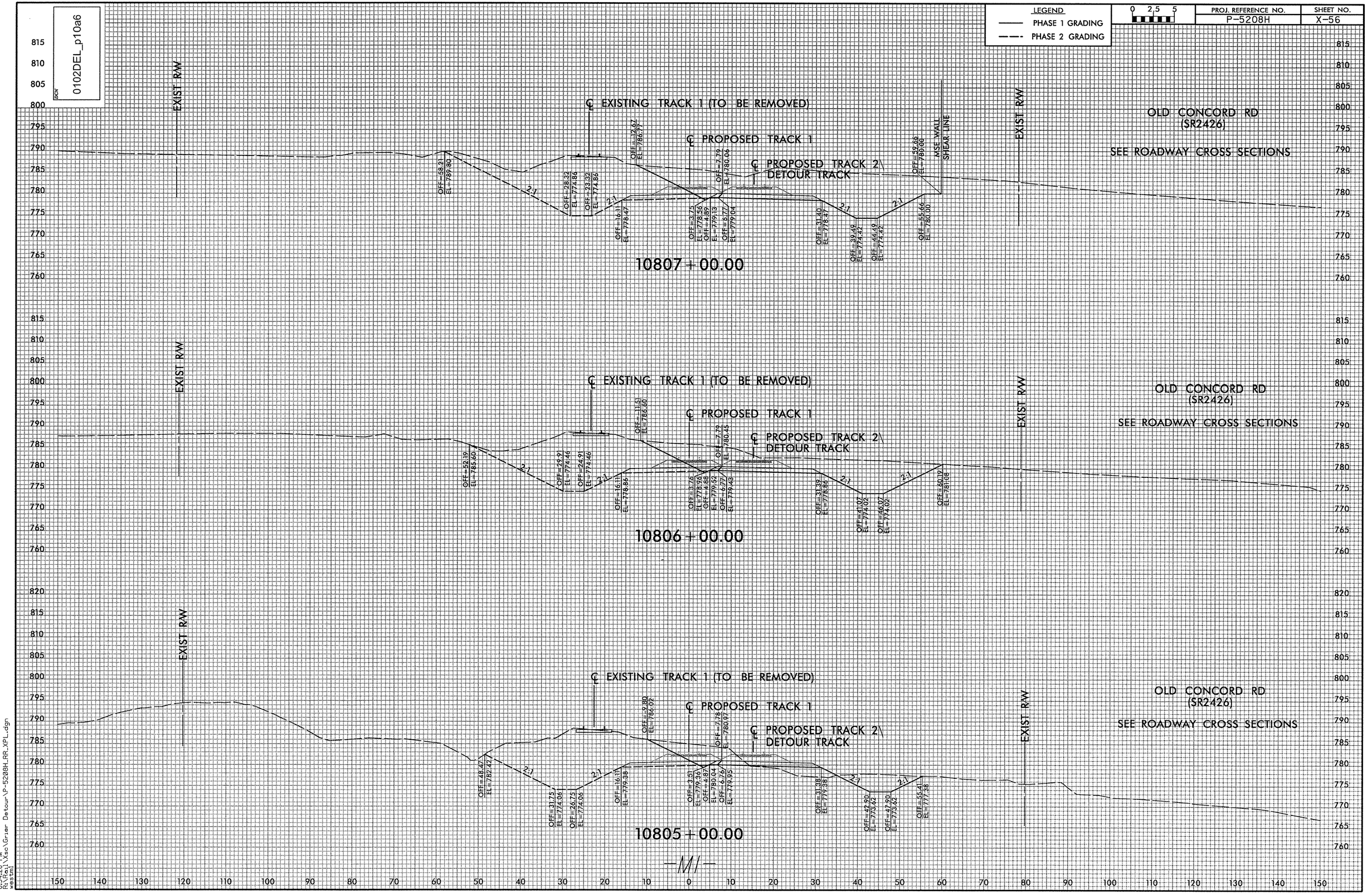
8:54:26 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westml



DGN
0102DEL_p10a6
LEGEND
PHASE 1 GRADING
PHASE 2 GRADING
0 2.5 5
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-55
EXIST R/W
℄ EXISTING TRACK 1 (TO BE REMOVED)
℄ PROPOSED TRACK 1
℄ PROPOSED TRACK 2\ DETOUR TRACK
FILL TO EL. 772.5
40:1
2:1
50:1
OFF=49.72 EL=777.29
OFF=20.11 EL=778.03
OFF=16.11 EL=780.03
OFF=7.54 EL=785.04
OFF=3.01 EL=779.76
OFF=4.85 EL=780.68
OFF=7.76 EL=781.61
OFF=6.74 EL=780.60
OFF=31.36 EL=780.02
OFF=44.96 EL=773.22
OFF=49.96 EL=773.22
OFF=101.36 EL=798.92
OFF=118.11 EL=799.26
SHEAR LINE
OLD CONCORD RD (SR2426)
SEE ROADWAY CROSS SECTIONS
10804+00.00
FILL TO EL. 773.0
OFF=47.09 EL=778.03
OFF=20.11 EL=778.70
OFF=16.11 EL=780.70
OFF=7.10 EL=784.93
OFF=2.43 EL=780.16
OFF=4.82 EL=781.36
OFF=7.73 EL=782.28
OFF=6.72 EL=781.27
OFF=31.33 EL=780.69
OFF=44.26 EL=774.23
OFF=49.26 EL=774.23
OFF=87.29 EL=793.24
OFF=103.00 EL=793.56
OLD CONCORD RD (SR2426)
10803+00.00
-M1-
8:54:27 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westml

DGN 0102DEL_p10a6

LEGEND	0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
PHASE 1 GRADING		P-5208H	X-56
PHASE 2 GRADING			



8:54:28 PM
R:\Raj\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westm

0102DEL_p10a6

DGN

LEGEND
PHASE 1 GRADING
PHASE 2 GRADING

0 2.5 5

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-57

EXIST R/W

℄ EXISTING TRACK 1 (TO BE REMOVED)

℄ PROPOSED TRACK 1

℄ PROPOSED TRACK 2
DETOUR TRACK

OFF=-55.81
EL=789.67

OFF=-26.99
EL=775.26

OFF=-21.99
EL=775.26

OFF=-16.11
EL=779.20

OFF=-14.08
EL=786.94

OFF=-3.47
EL=778.10

OFF=-4.88
EL=778.87

OFF=7.79
EL=779.79

OFF=6.71
EL=778.71

OFF=21.39
EL=778.20

OFF=38.16
EL=774.82

OFF=43.16
EL=774.82

OFF=61.48
EL=781.98

MSE WALL

SHEAR LINE

EXIST R/W

OLD CONCORD RD
(SR2426)

SEE ROADWAY CROSS SECTIONS

2:1

10808+00.00

℄ EXISTING TRACK 1 (TO BE REMOVED)

℄ PROPOSED TRACK 1

℄ PROPOSED TRACK 2
DETOUR TRACK

OFF=-64.39
EL=788.20

OFF=-27.90
EL=774.97

OFF=-22.92
EL=774.97

OFF=-16.11
EL=778.38

OFF=-13.46
EL=787.02

OFF=-3.69
EL=778.45

OFF=-4.89
EL=779.55

OFF=7.79
EL=779.97

OFF=6.72
EL=778.96

OFF=21.40
EL=778.38

OFF=39.11
EL=774.53

OFF=44.11
EL=774.53

MSE WALL

OFF=55.35
EL=780.66

OFF=60.36
EL=780.74

OLD CONCORD RD
(SR2426)

SEE ROADWAY CROSS SECTIONS

10807+26.44

—MI—

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

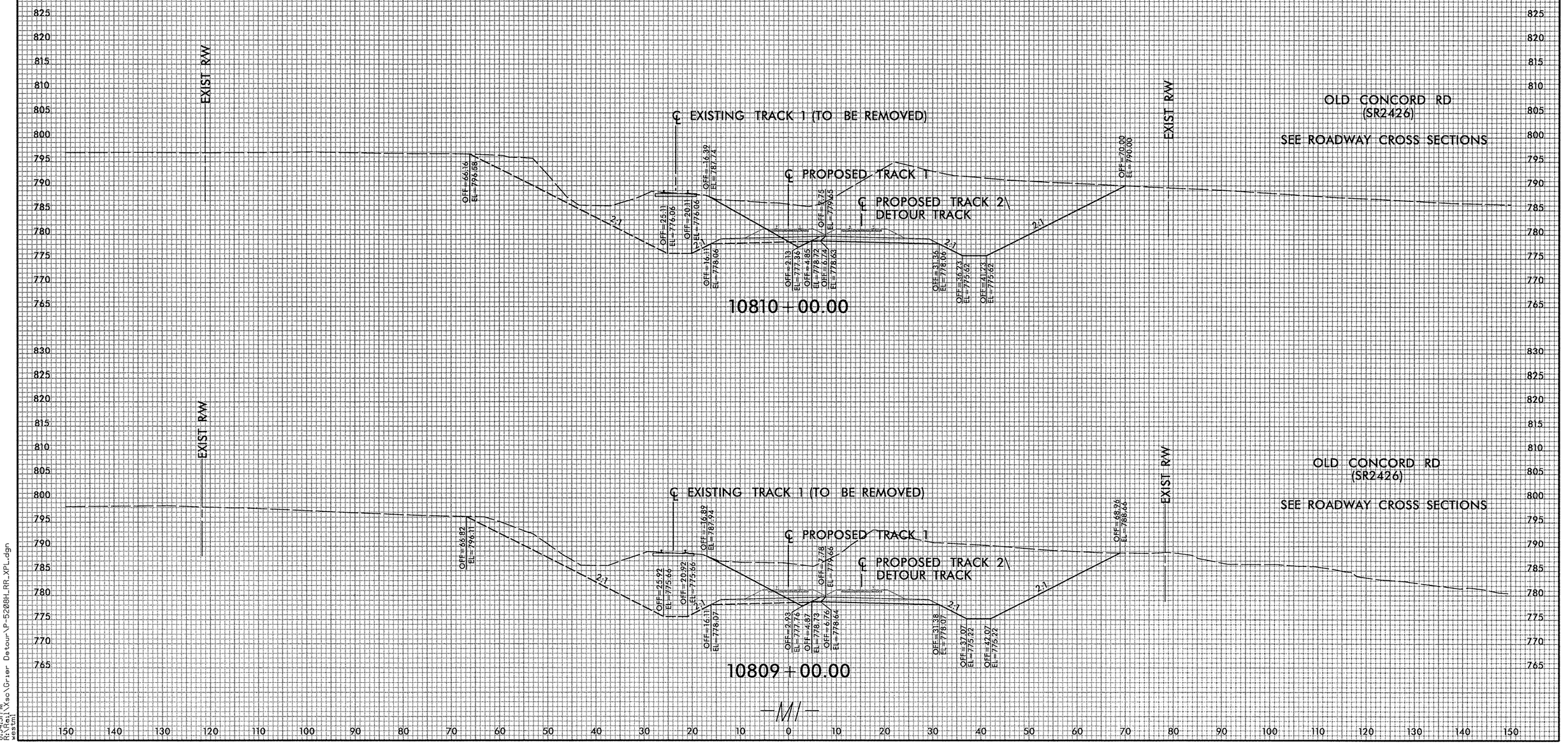
8:54:30 PM
R:\Projects\Misc\Grier Detour\P-5208H_RR_XPL.dgn
westml

DGN 0102DEL_p10a6

LEGEND
PHASE 1 GRADING
PHASE 2 GRADING

0 2.5 5

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-58



8:54:31 PM
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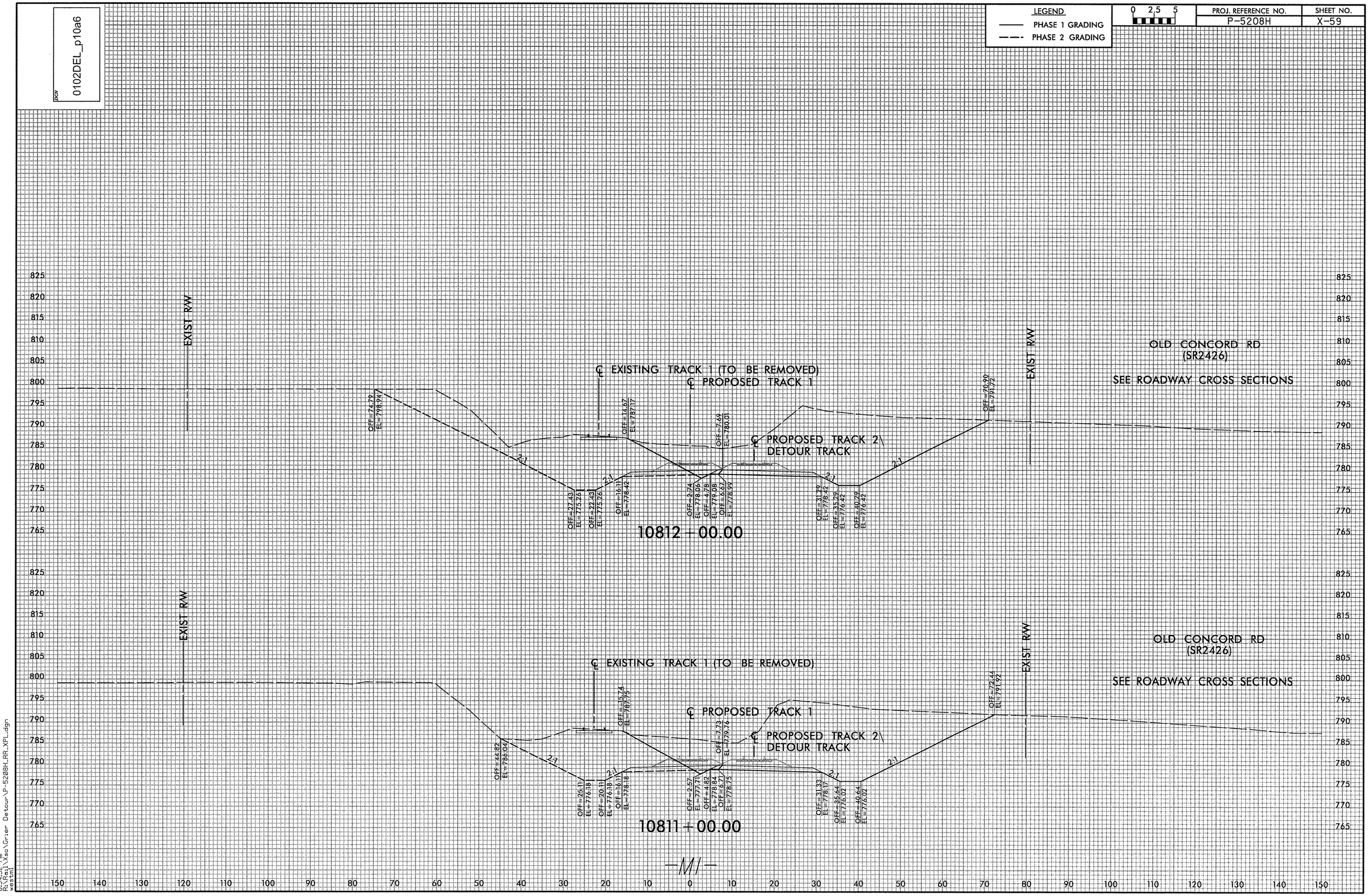
westm



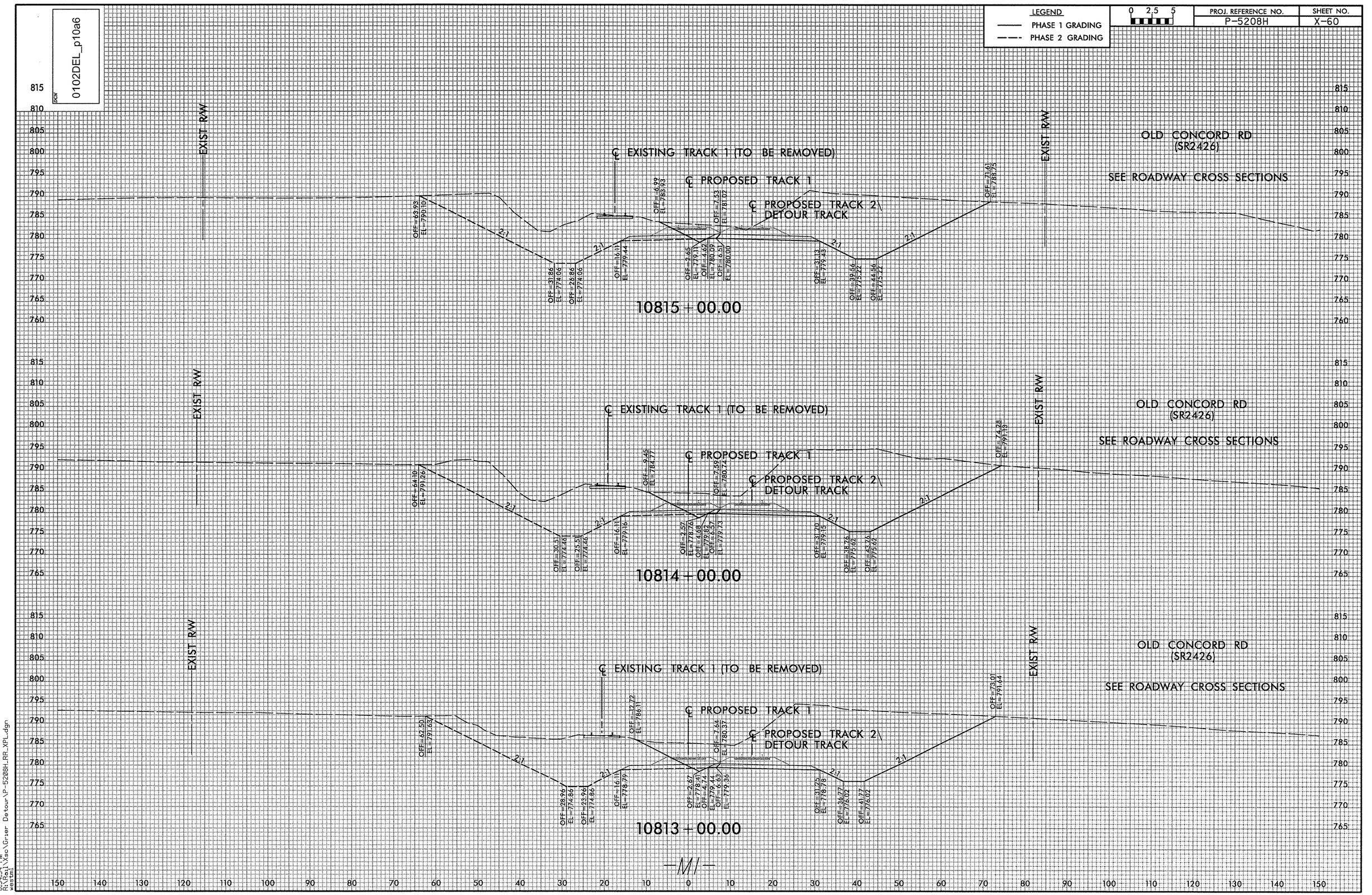
DGN
0102DEL_p10a6
LEGEND
PHASE 1 GRADING
PHASE 2 GRADING
0 2.5 5
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-59
EXIST R/W
℄ EXISTING TRACK 1 (TO BE REMOVED)
℄ PROPOSED TRACK 1
℄ PROPOSED TRACK 2\
DETOUR TRACK
OLD CONCORD RD
(SR2426)
SEE ROADWAY CROSS SECTIONS
10812+00.00
10811+00.00
2:1
-M1-
8:54:32 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westml

0102DEL_p10a6

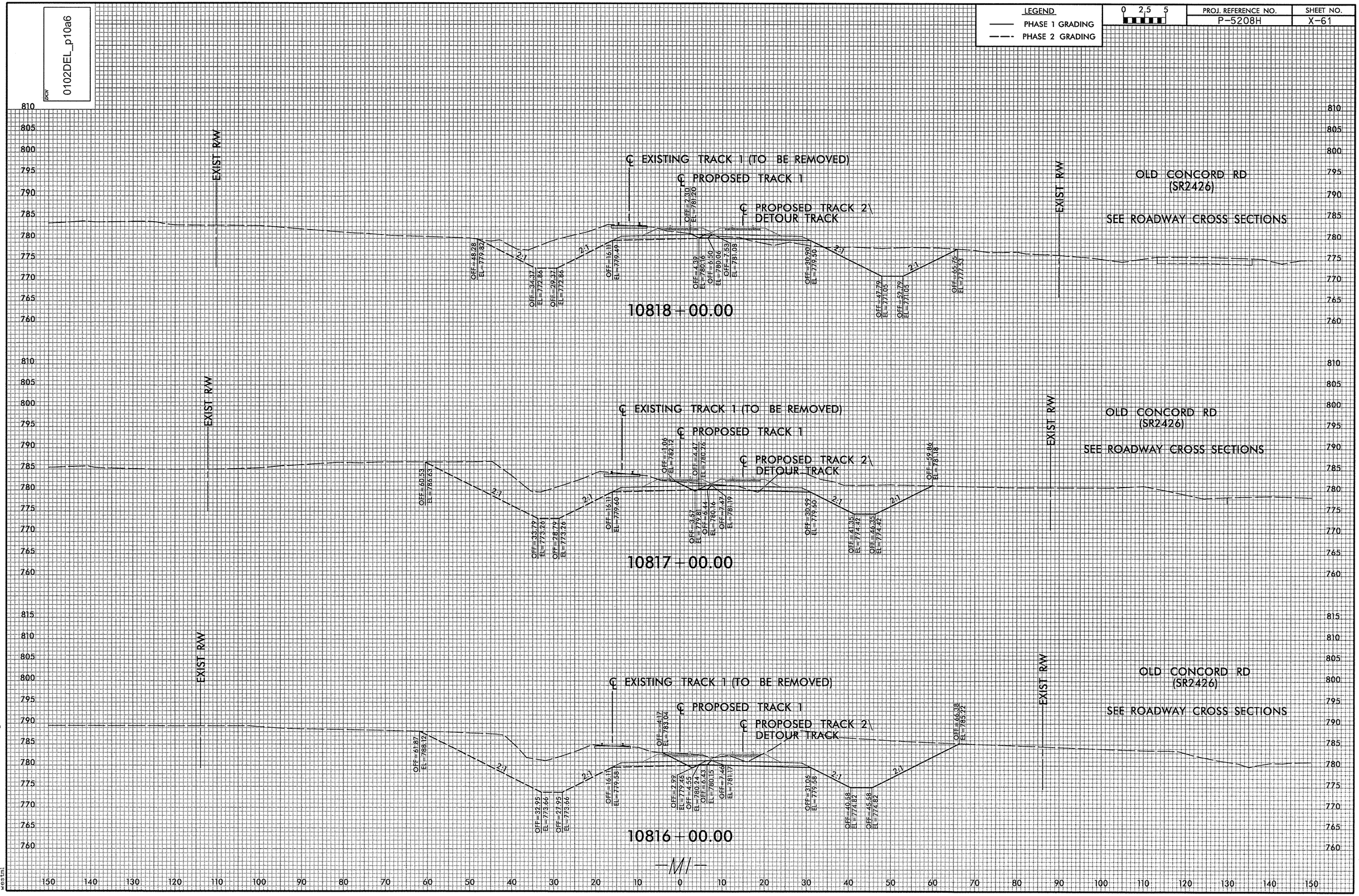
LEGEND
PHASE 1 GRADING
PHASE 2 GRADING

0 2.5 5

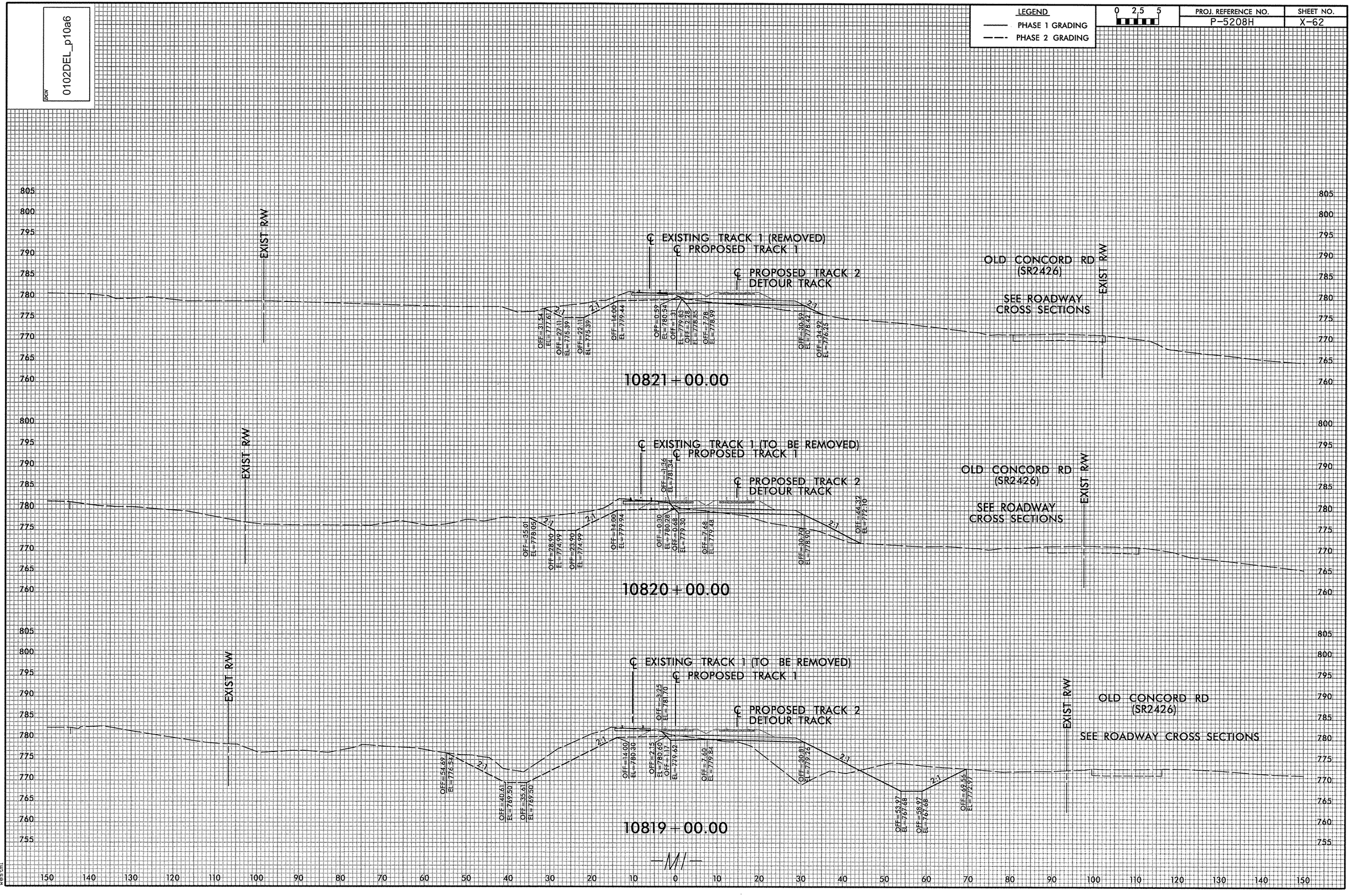
PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-60



8:54:34 PM
C:\Civil\Vso\Grier Detour\P-5208H_RR_XPL.dgn
westml



0102DEL_p10a6
LEGEND
PHASE 1 GRADING
PHASE 2 GRADING
0 2.5 5
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-61
EXIST R/W
℄ EXISTING TRACK 1 (TO BE REMOVED)
℄ PROPOSED TRACK 1
℄ PROPOSED TRACK 2\ DETOUR TRACK
OLD CONCORD RD (SR2426)
SEE ROADWAY CROSS SECTIONS
10818+00.00
10817+00.00
10816+00.00
-M1-



8:54:36 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westml

DGN 0102DEL_p10a6

LEGEND	0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
PHASE 1 GRADING PHASE 2 GRADING		P-5208H	X-63

—M/—

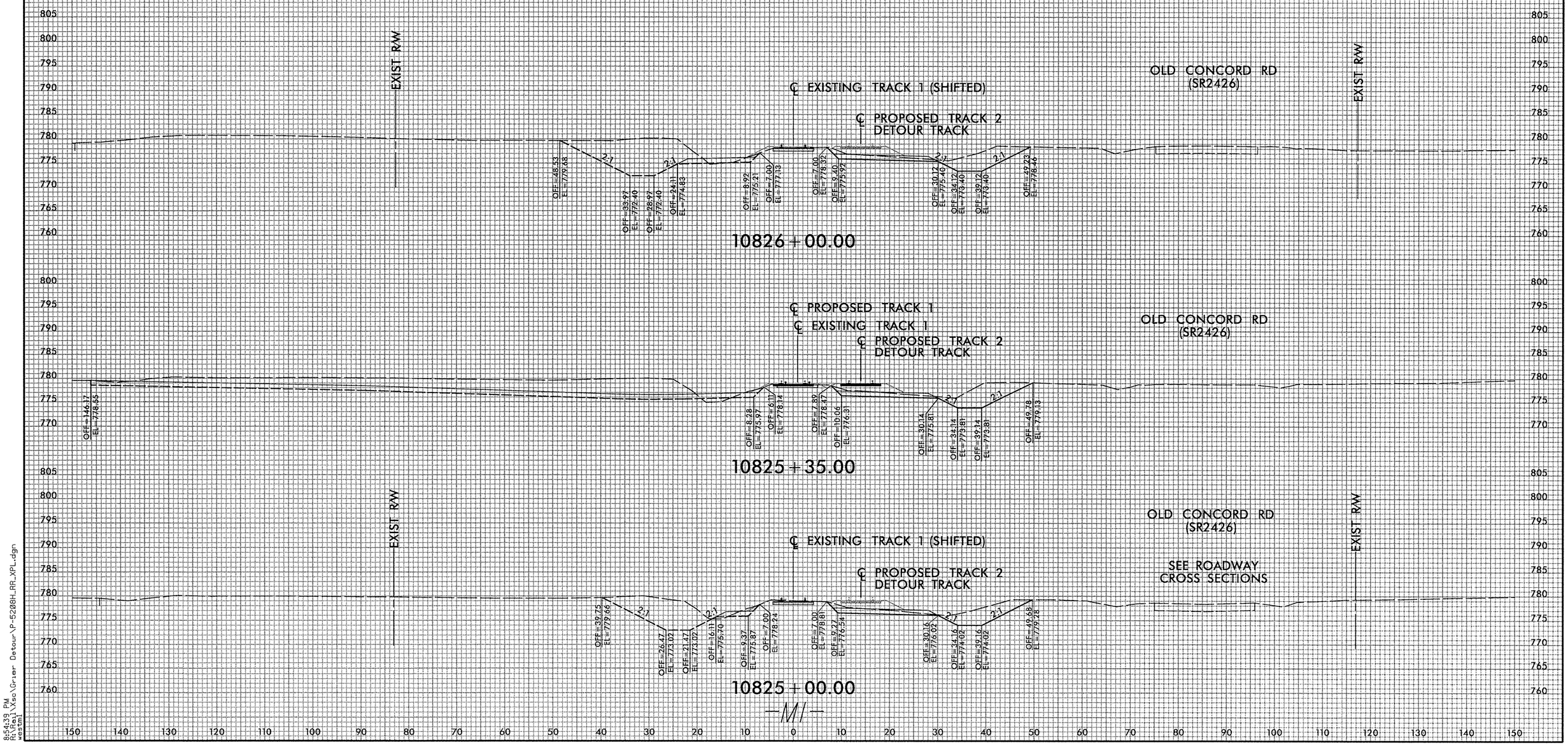
R-5438 PM
R-5208H_Vsc\Grier Detour\P-5208H_RR_XPL.dgn
westn1

DGN 0102DEL_p10a6

LEGEND
PHASE 1 GRADING
PHASE 2 GRADING

0 2.5 5

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-64



8:54:39 PM
R:\Roj\Xso\Grier Detour\P-5208H_RR_XPL.dgn
westml

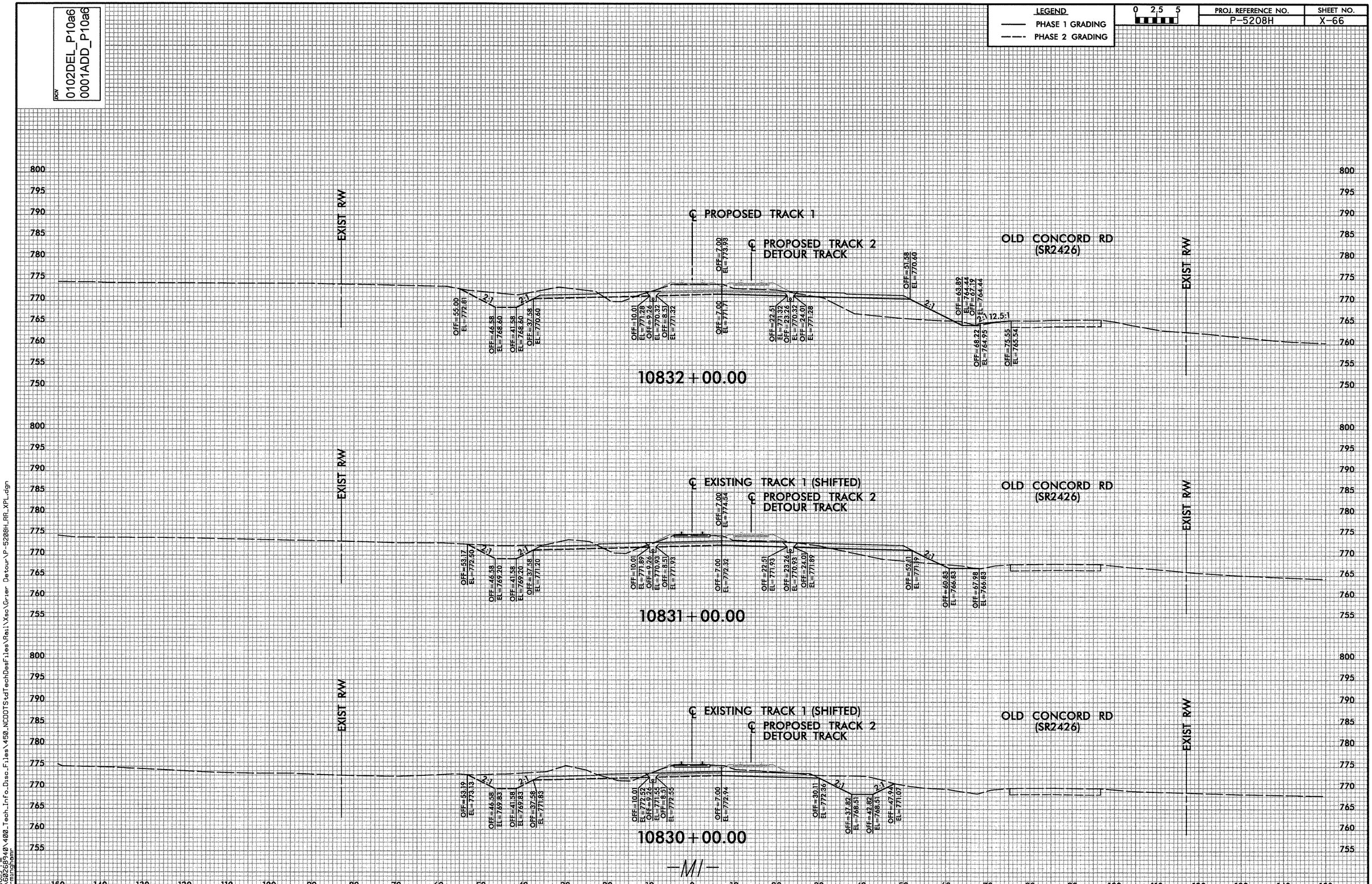
DGN 0102DEL_p10a6

LEGEND
PHASE 1 GRADING
PHASE 2 GRADING

0 2.5 5

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-65

8:54:40 PM
P:\5208H\Xsec\Grier Detour\P-5208H_RR_XPL.dgn
westm



3:30:19 PM
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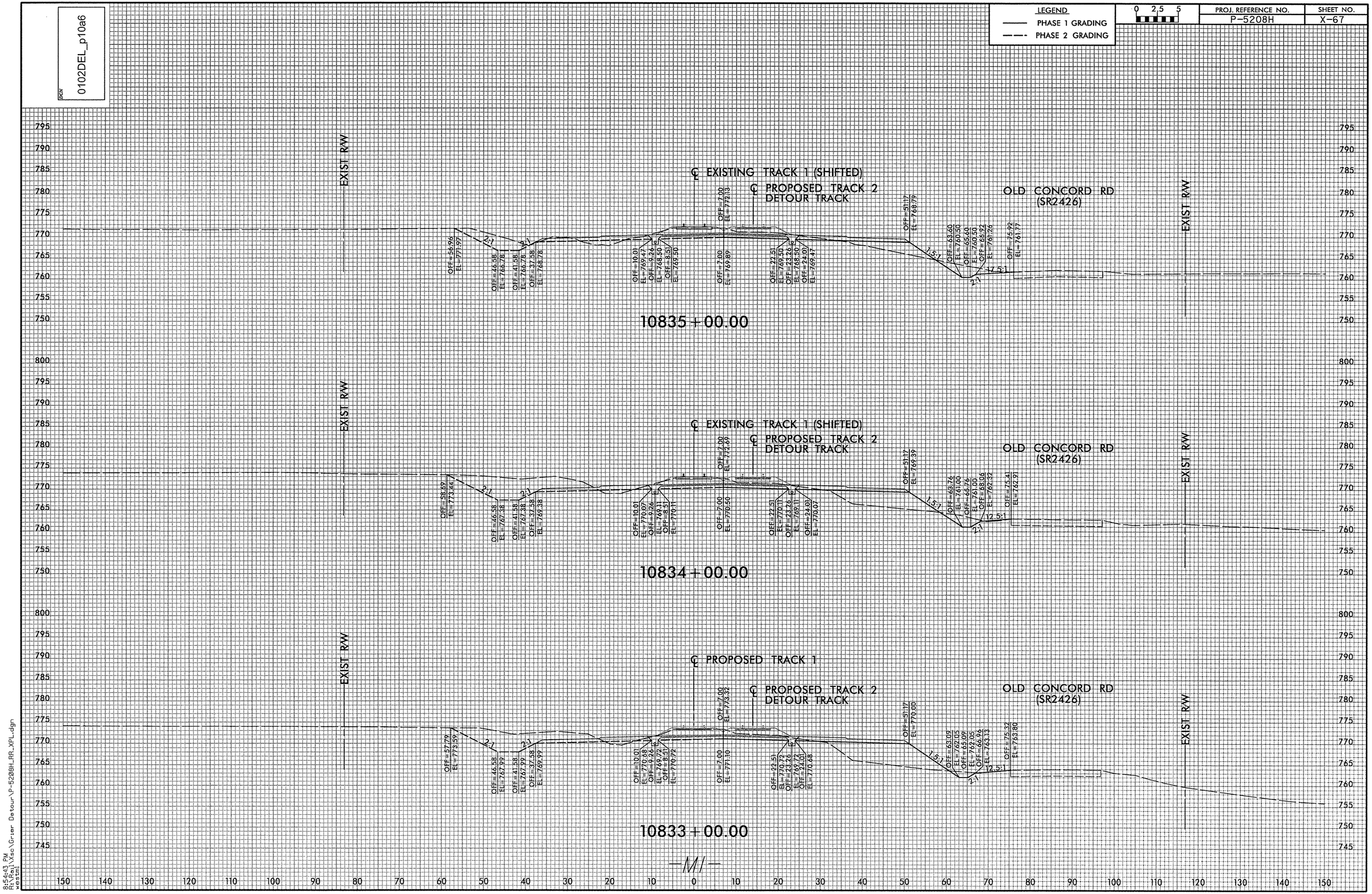
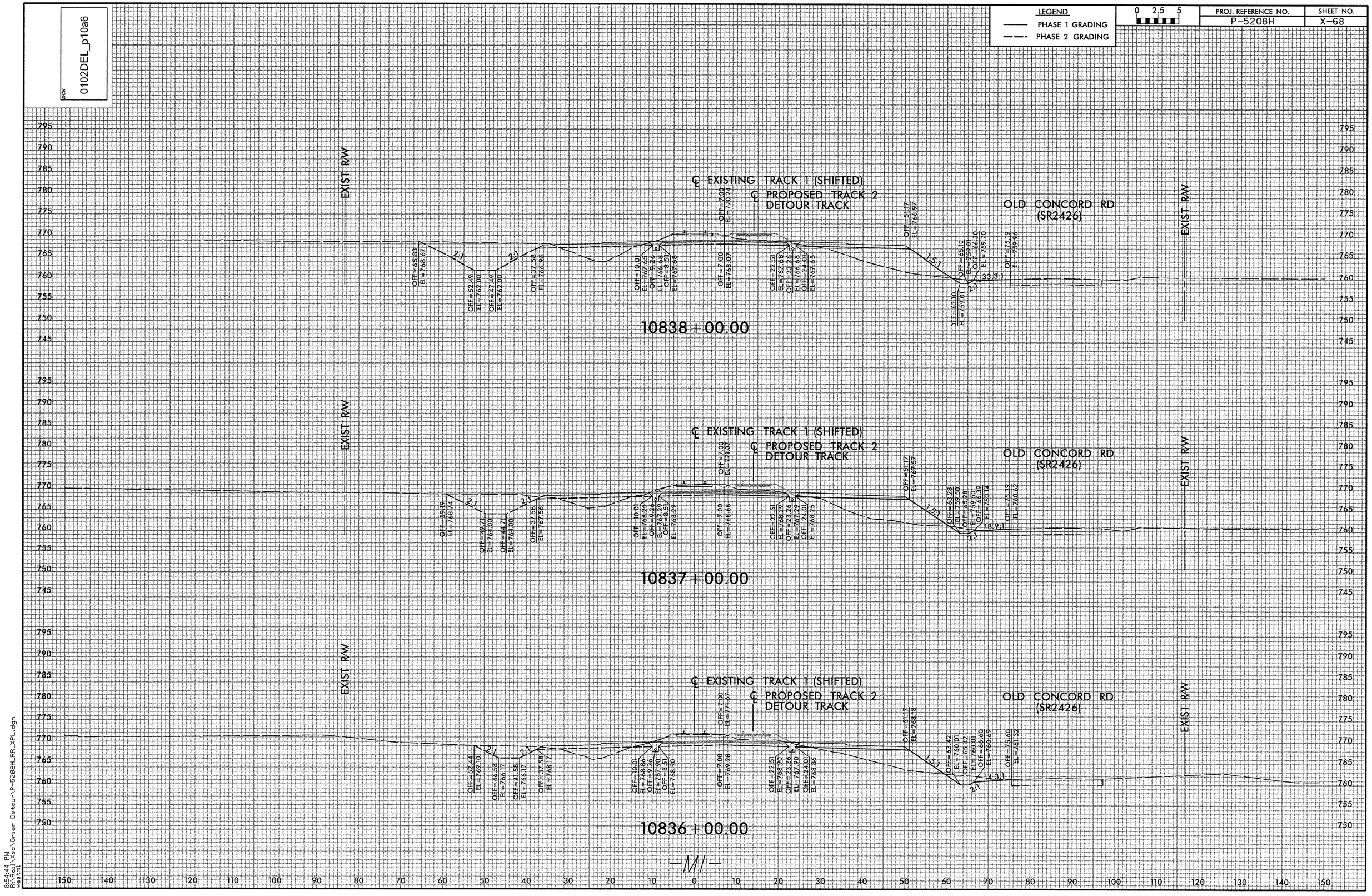
birminghamr



0102DEL_p10a6
LEGEND
PHASE 1 GRADING
PHASE 2 GRADING
0 2.5 5
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-67
EXIST R/W
℄ EXISTING TRACK 1 (SHIFTED)
℄ PROPOSED TRACK 2
DETOUR TRACK
OLD CONCORD RD
(SR2426)
10835+00.00
10834+00.00
℄ PROPOSED TRACK 1
10833+00.00
-M1-
8:54:43 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westmi



0102DEL_p10a6
LEGEND
PHASE 1 GRADING
PHASE 2 GRADING
0 2.5 5
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-68
EXIST R/W
℄ EXISTING TRACK 1 (SHIFTED)
℄ PROPOSED TRACK 2
DETOUR TRACK
OLD CONCORD RD
(SR2426)
10838+00.00
10837+00.00
10836+00.00
-M1-

DGN 0102DEL_p10a6

LEGEND
PHASE 1 GRADING
PHASE 2 GRADING

0 2.5 5

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-69

8:54:46 PM
R:\Final_Xss\Grier Detour\P-5208H_LRR_XPL.dgn
westml

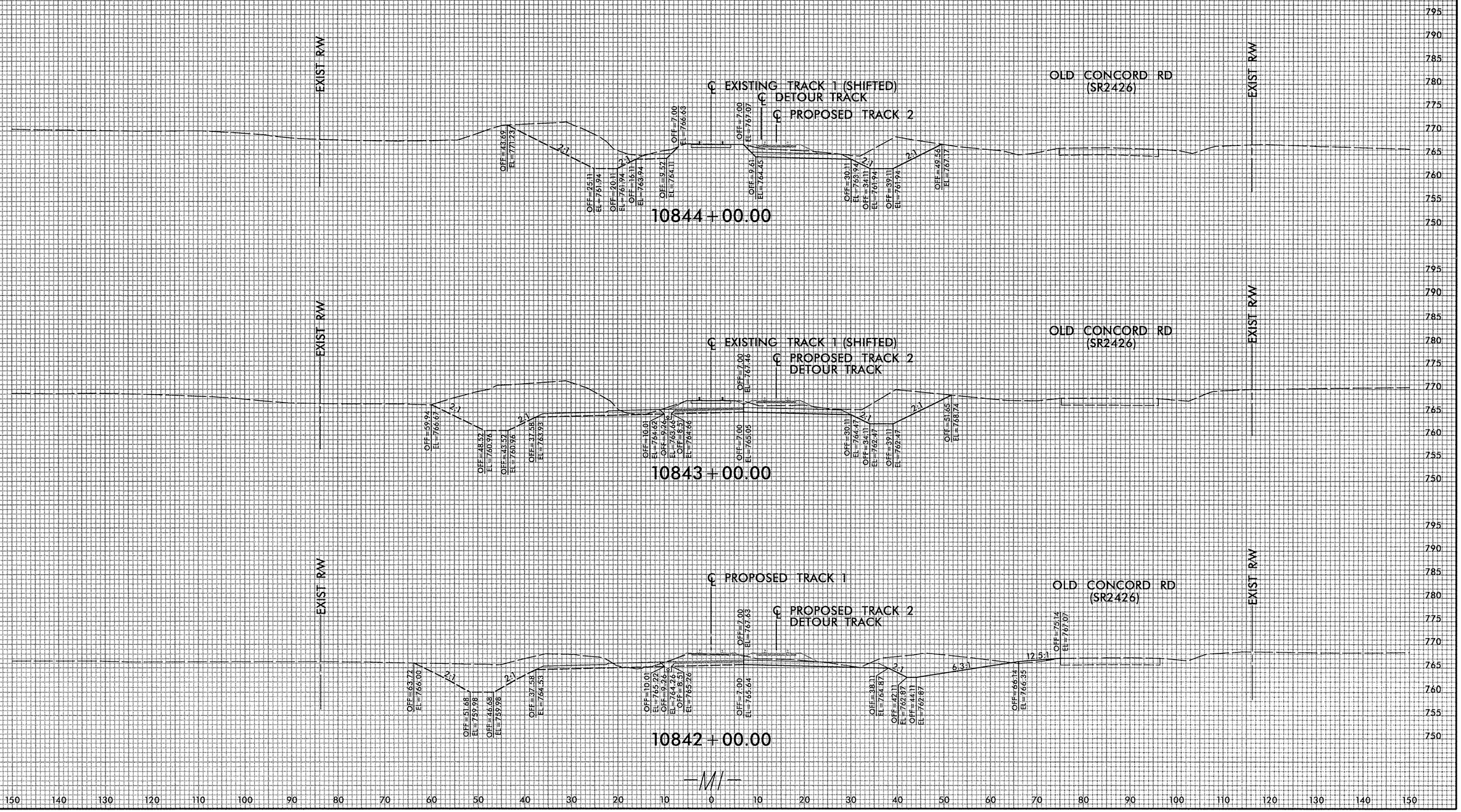
—M/—

DGN 0102DEL_p10a6

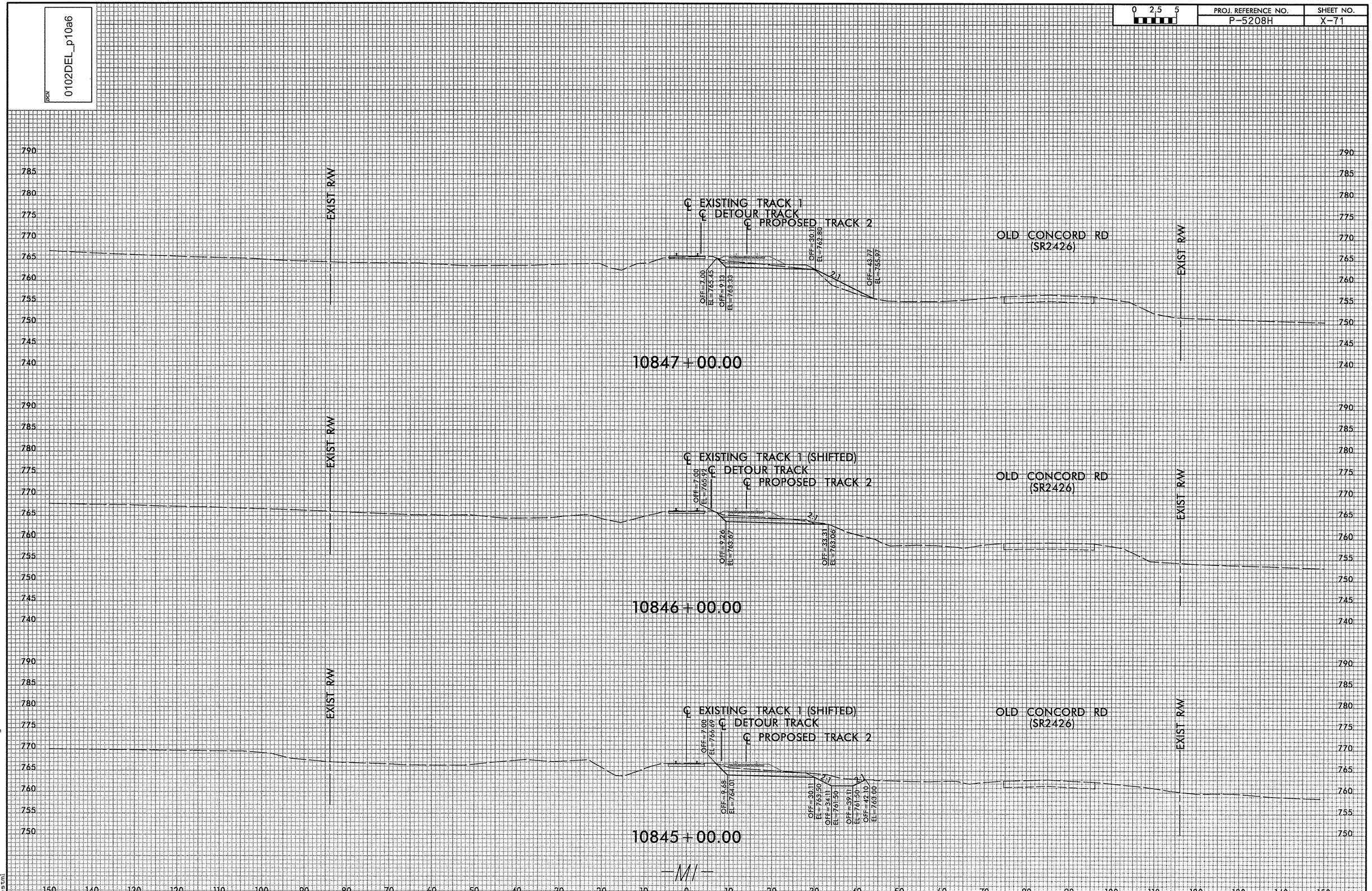
LEGEND
PHASE 1 GRADING
PHASE 2 GRADING

0 2.5 5

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-70



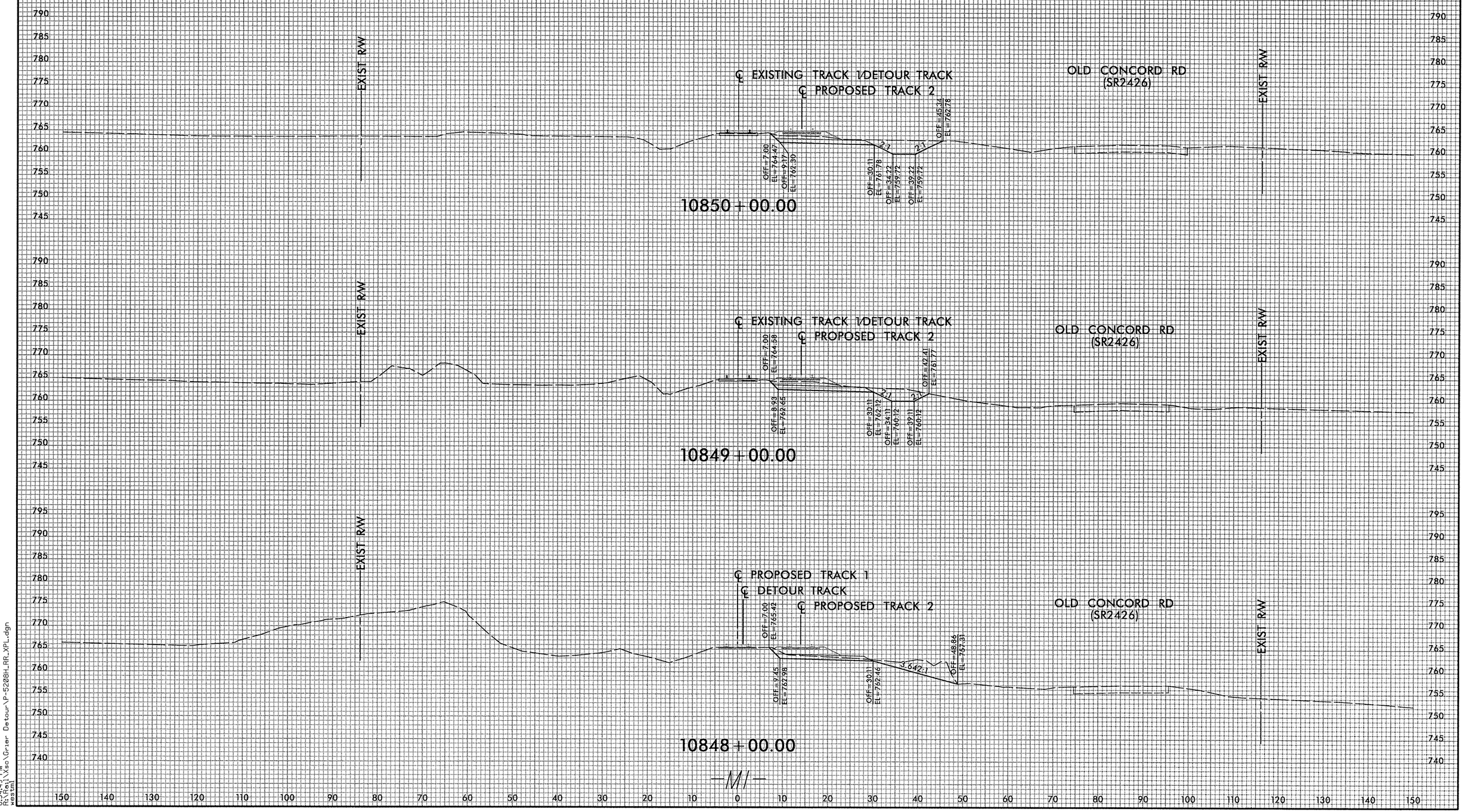
8:54:47 PM
R:\Rail\Vac\Grier Detour\P-5208H_RR_XPL.dgn
westml



0102DEL_p10a6
0 2.5 5
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-71
EXIST R/W
℄ EXISTING TRACK 1
℄ DETOUR TRACK
℄ PROPOSED TRACK 2
OLD CONCORD RD
(SR2426)
OFF=7.00
EL=765.45
OFF=9.13
EL=763.33
OFF=30.11
EL=762.80
OFF=43.77
EL=755.97
2:1
10847+00.00
℄ EXISTING TRACK 1 (SHIFTED)
℄ DETOUR TRACK
℄ PROPOSED TRACK 2
OFF=7.00
EL=765.92
OFF=9.26
EL=763.67
OFF=33.31
EL=763.06
10846+00.00
℄ EXISTING TRACK 1 (SHIFTED)
℄ DETOUR TRACK
℄ PROPOSED TRACK 2
OFF=7.00
EL=766.69
OFF=9.68
EL=764.01
OFF=30.11
EL=763.50
OFF=34.11
EL=761.50
OFF=39.11
EL=761.50
OFF=42.10
EL=763.00
10845+00.00
-M1-
8:54:48 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westml

DGN 0102DEL_p10a6

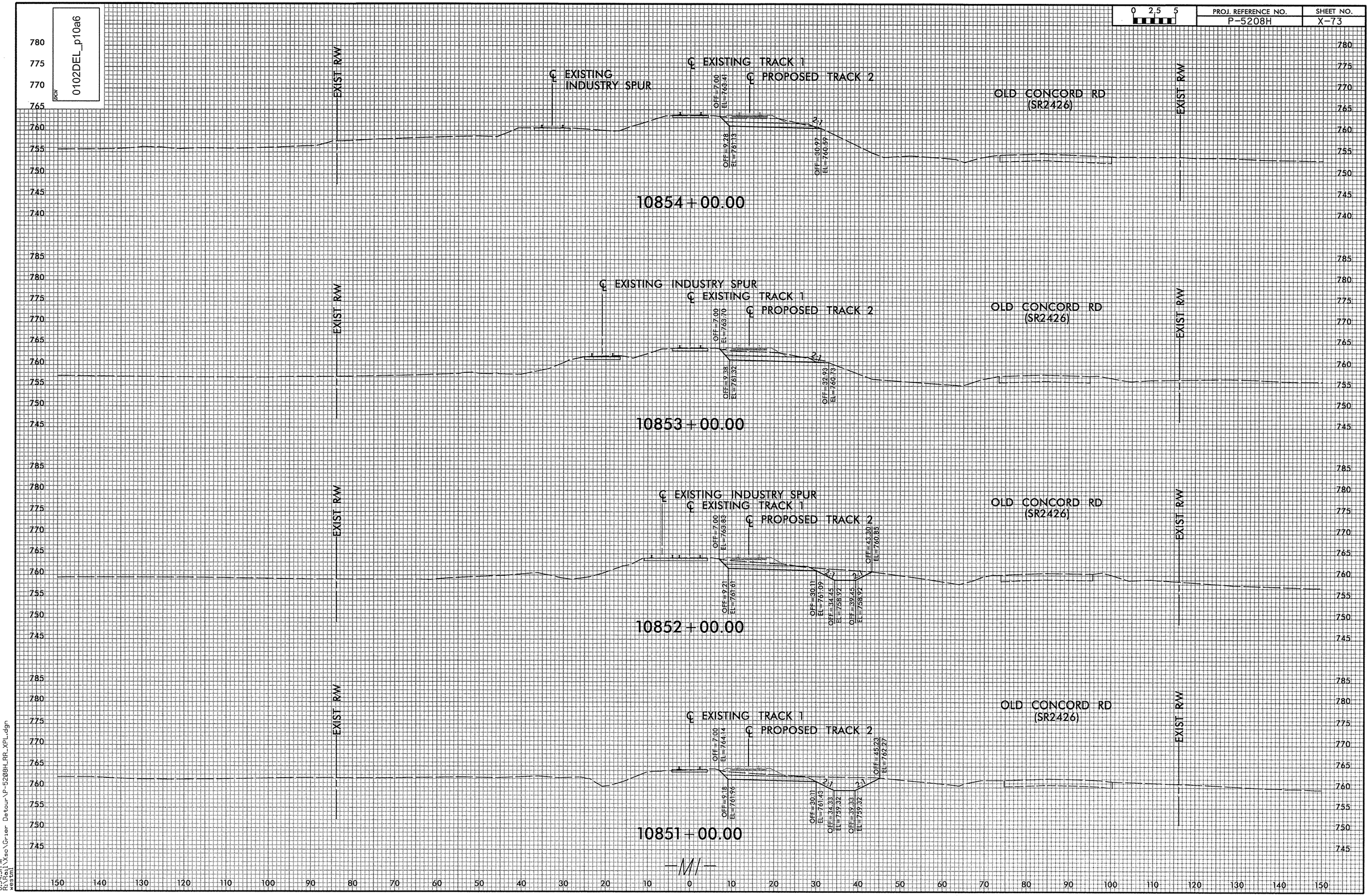
0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-72



8:54:49 PM
R:\Projects\Vso\Grier Detour\P-5208H_RR_XPL.dgn
westm

0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-73

DGN: 0102DEL_p10a6



8:54:51 PM
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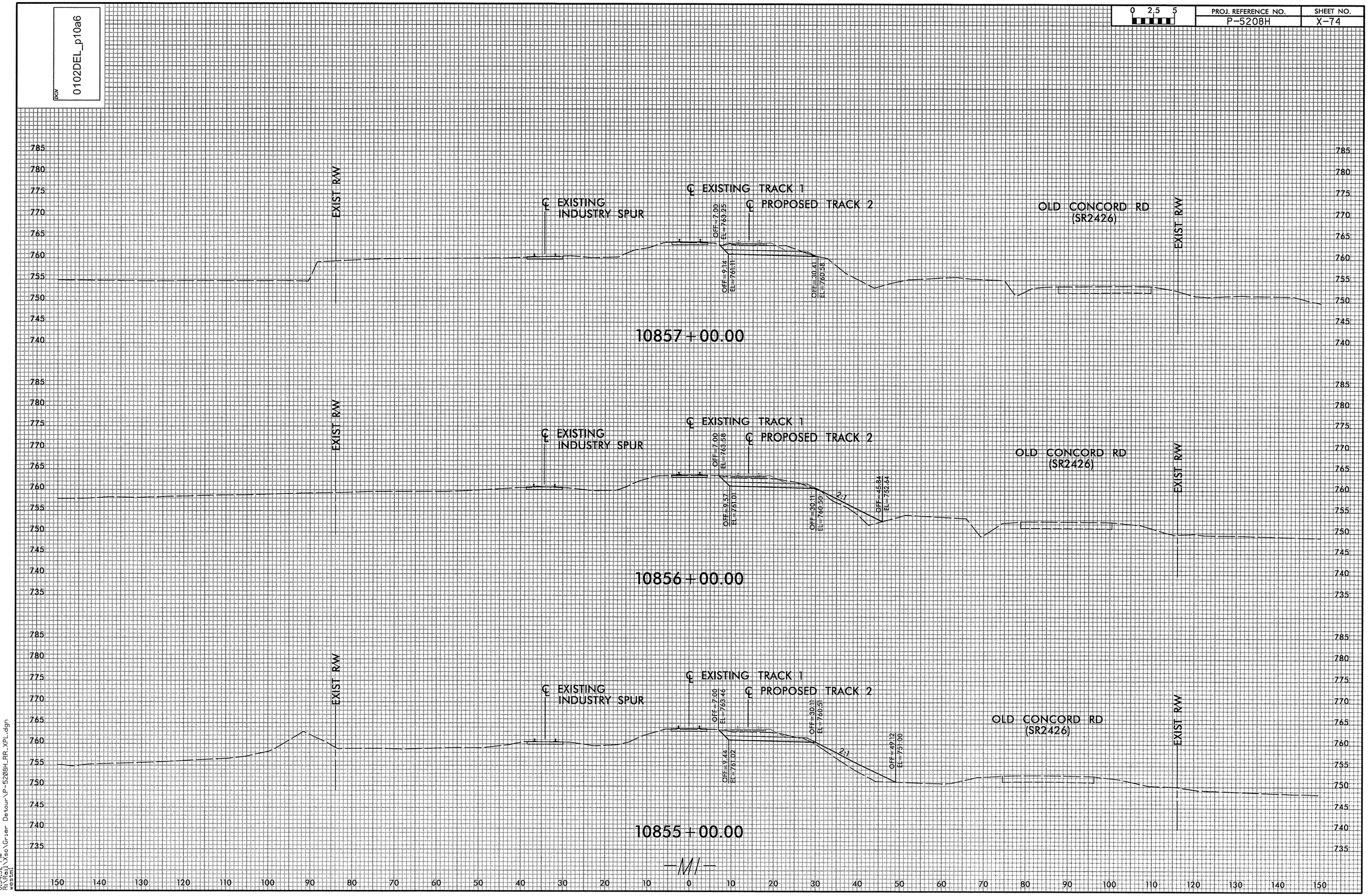
westml



0102DEL_p10a6
0 2.5 5
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-74
EXIST R/W
℄ EXISTING INDUSTRY SPUR
℄ EXISTING TRACK 1
℄ PROPOSED TRACK 2
OLD CONCORD RD (SR2426)
OFF=7.00 EL=763.25
OFF=9.14 EL=761.11
OFF=30.41 EL=760.58
10857+00.00
OFF=7.00 EL=763.58
OFF=9.57 EL=761.01
OFF=30.11 EL=760.50
OFF=45.84 EL=752.64
2:1
10856+00.00
OFF=7.00 EL=763.46
OFF=9.44 EL=761.02
OFF=30.11 EL=760.51
OFF=49.12 EL=751.00
10855+00.00
-M1-
8:54:52 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westml

DGN 0102DEL_p10a6

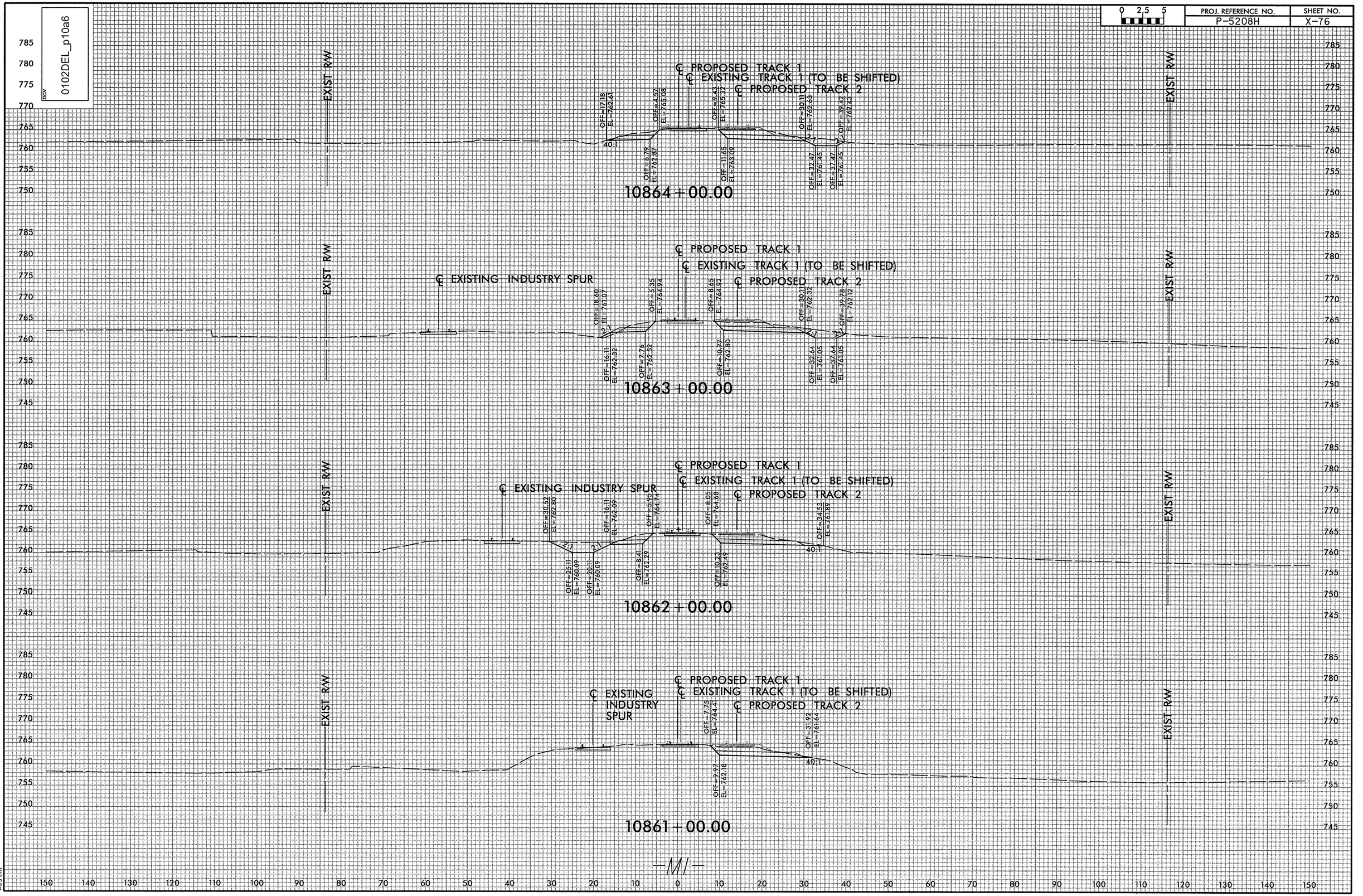
0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	P-5208H	X-75

8:54:53 PM
R:\Roj\Mso\Grier Detour\VP-5208H_RR_XPL.dgn
westml

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-76

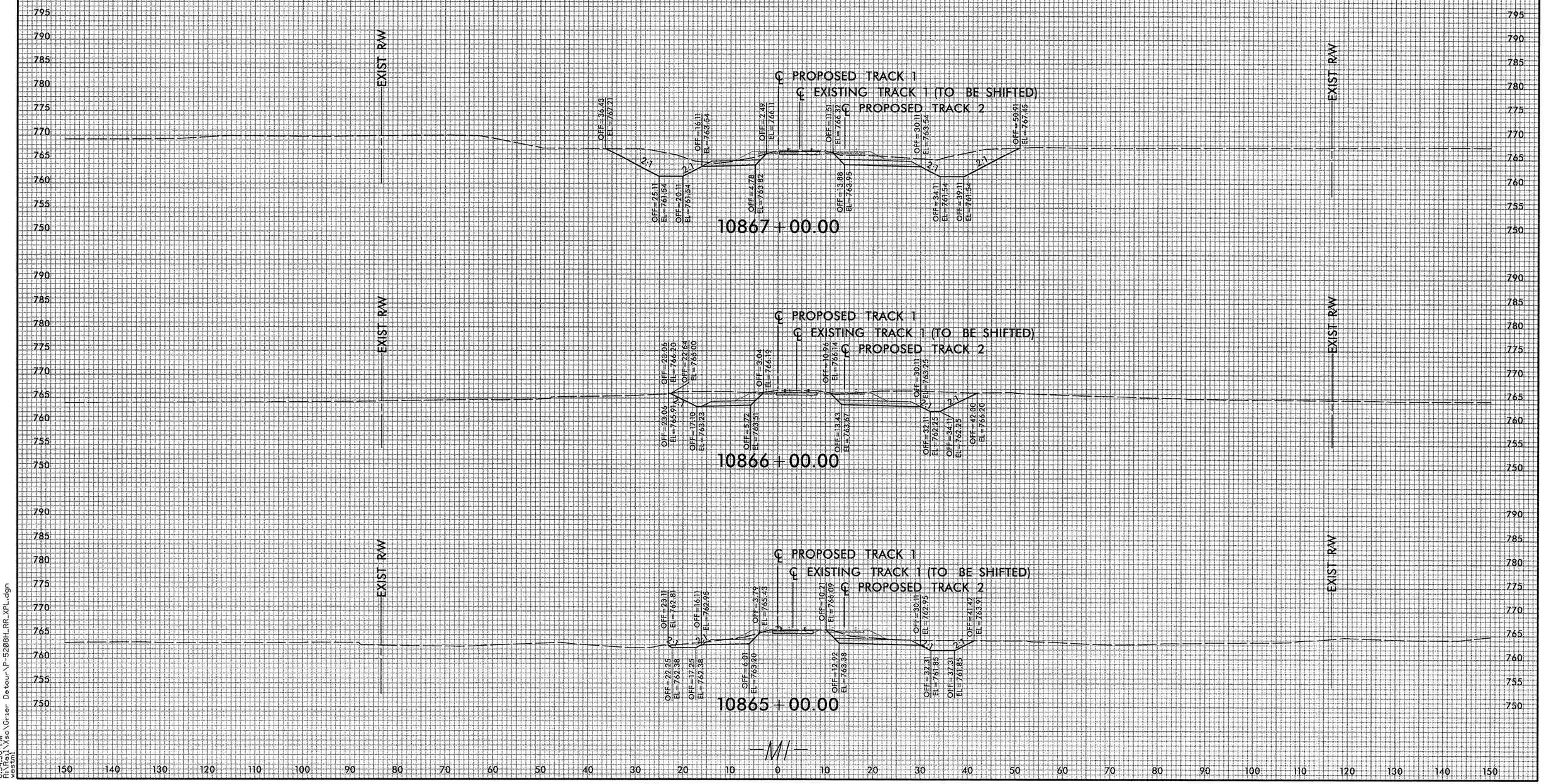
0 2.5 5

DGN 0102DEL_p10a6



—M/—

8:54:54 PM
R:\Rail\Vsc\Grier Detour\P-5208H_RR_XPL.dgn
vestml

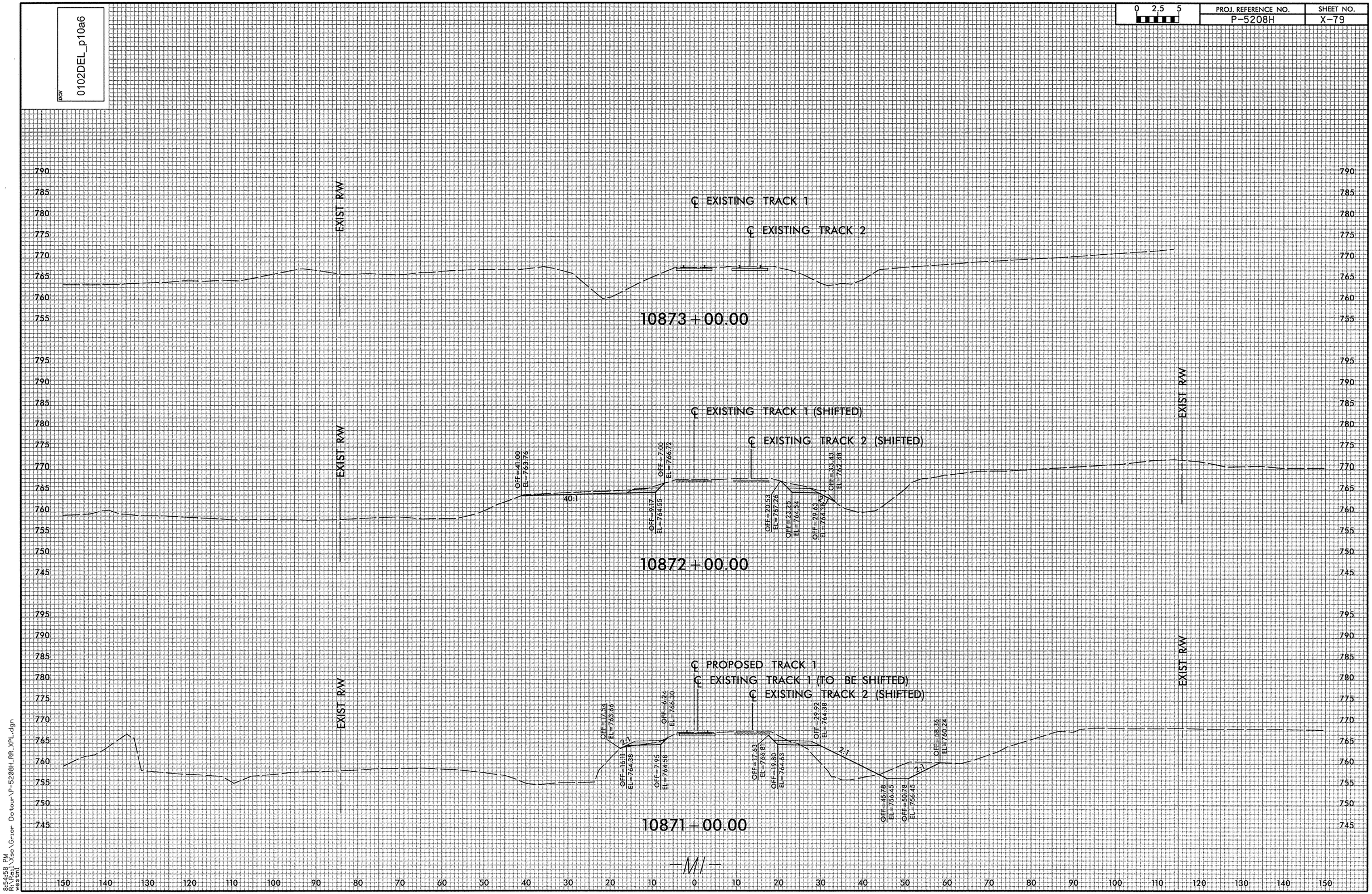


8:54:56 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westml

PROJ. REFERENCE NO.	SHEET NO.
P-5208H	X-78

DGN 0102DEL_p10a6

8:54:57 PM
R:\5208\Vso\Grier Detour\P-5208H_RR_XPL.dgn
westsm



0 2.5 5
PROJ. REFERENCE NO.
P-5208H
SHEET NO.
X-79
DGN
0102DEL_p10a6
EXIST R/W
℄ EXISTING TRACK 1
℄ EXISTING TRACK 2
10873+00.00
℄ EXISTING TRACK 1 (SHIFTED)
℄ EXISTING TRACK 2 (SHIFTED)
OFF=41.00 EL=763.76
OFF=7.00 EL=766.72
OFF=9.17 EL=764.55
OFF=20.53 EL=767.26
OFF=23.25 EL=764.54
OFF=29.63 EL=764.38
OFF=33.43 EL=762.48
40:1
10872+00.00
℄ PROPOSED TRACK 1
℄ EXISTING TRACK 1 (TO BE SHIFTED)
℄ EXISTING TRACK 2 (SHIFTED)
OFF=17.54 EL=763.66
OFF=16.11 EL=764.38
OFF=6.24 EL=766.30
OFF=7.95 EL=764.58
OFF=17.63 EL=766.81
OFF=19.80 EL=764.63
OFF=29.92 EL=764.38
OFF=46.78 EL=756.45
OFF=50.78 EL=756.45
OFF=58.36 EL=760.24
2:1
10871+00.00
-M1-
8:54:58 PM
R:\Rail\Xsc\Grier Detour\P-5208H_RR_XPL.dgn
westml