

**This electronic collection of documents is provided
for the convenience of the user
and is Not a Certified Document –**

**The documents contained herein were originally issued
and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CROSS SECTION INDEX		
	X-SECTION EARTHWORK SUMMARY	SHEET #
-L-RT	373 + 00.00 TO 478 + 00.00	1 - 97
-L-LT	373 + 00.00 TO 478 + 00.00	98 - 174
-Y1-	11 + 00.00 TO 48 + 50.00	175 - 195
-Y1RPB-	10 + 00.00 TO 32 + 88.63	196 - 204
-Y1RPC-	10 + 00.00 TO 32 + 95.71	205 - 214
-Y1RPD-	10 + 00.00 TO 32 + 31.74	215 - 223
-Y1LPB-	10 + 00.00 TO 22 + 19.35	224 - 226
-Y2-	10 + 00.00 TO 26 + 50.00	227 - 232
-Y3-	14 + 25.00 TO 23 + 00.00	233 - 237
-Y4-	11 + 19.74 TO 12 + 42.12	238-239
-Y1DET-	15 + 93.03 TO 33 + 46.92	240-246
-Y2DET-	15 + 00.00 TO 28 + 03.31	247-252
-SRSA-	10 + 00.00 TO 31 + 50.00	253-254
-DR2-	10 + 16.50 TO 12 + 10.00	255-257

07/10/2017 16:01
 X:\P\10259\03 U-2579C WS Beltway\Design\Roadway\XSC\U-2579c_rdy_xpl.sht.index.dgn

**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-1B

Quantities are approximate only. The Resident Engineer will re-cross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt
L	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	Y1	(cu. yd.)	(cu. yd.)
373+00.00	0	0	397+00.00	0	19333	418+00.00	2438	11	441+50.00	45	7062	463+50.00	13296	0	18+00.00	38	110
373+50.00	0	0	397+50.00	0	24189	418+50.00	4801	0	441+77.34	38	3025	463+87.62	9952	0	18+50.00	76	365
374+00.00	0	0	398+00.00	0	28712	419+00.00	7660	0	442+00.00	18	1144	464+00.00	3310	0	18+78.66	38	263
374+50.00	0	0	398+50.00	0	30228	419+50.00	9814	0	442+50.00	172	1384	464+50.00	13399	0	19+00.00	30	207
374+77.67	0	0	399+00.00	0	28522	420+00.00	11122	0	443+00.00	405	1858	465+00.00	13216	0	19+50.00	55	521
375+00.00	0	0	399+50.00	0	23147	420+47.15	11592	0	443+50.00	591	614	465+50.00	13141	0	20+00.00	35	621
375+50.00	0	0	400+00.00	0	16176	420+61.30	3730	0	444+00.00	1144	161	466+00.00	13469	0	20+50.00	37	524
376+00.00	0	0	400+50.00	0	10701	421+00.00	10433	0	444+50.00	1854	21	466+50.00	13678	0	21+00.00	45	353
376+50.00	0	0	401+00.00	0	6443	421+50.00	13662	0	444+77.34	1287	0	467+00.00	13152	0	21+23.74	25	169
377+00.00	0	0	401+50.00	1	3222	422+00.00	14025	0	445+00.00	1350	0	467+50.00	11961	0	21+50.00	32	202
377+50.00	0	0	402+00.00	330	1160	422+50.00	16329	0	445+50.00	4277	0	468+00.00	10332	0	21+83.74	22	255
377+77.67	0	0	402+50.00	836	392	423+00.00	17976	0	446+00.00	6120	0	468+07.62	1402	0	22+00.00	0	114
378+00.00	0	0	403+00.00	1255	255	423+50.00	16826	0	446+50.00	7804	0	468+40.00	5349	0	22+50.00	0	272
378+50.00	0	0				424+00.00	15416	0	447+00.00	9195	0	468+50.00	1465	0	23+00.00	0	205
379+00.00	0	0	Station	Uncl. Exc.	Embt	424+50.00	14057	0	447+50.00	10708	0	469+00.00	6140	0	23+40.94	0	205
379+50.00	0	0				425+00.00	13165	0				469+50.00	4055	0	23+50.00	8	87
380+00.00	0	0	L	(cu. yd.)	(cu. yd.)	425+50.00	12307	0	Station	Uncl. Exc.	Embt	470+00.00	2033	20	23+64.30	27	184
380+26.43	0	0	403+00.00	0	0	426+00.00	10565	0				470+50.00	587	413	24+00.00	48	482
380+50.00	0	0	403+50.00	2131	130	426+50.00	8138	0	L	(cu. yd.)	(cu. yd.)	471+00.00	36	1636	24+24.30	13	348
381+00.00	0	0	404+00.00	3594	31	427+00.00	5180	0	447+50.00	0	0	471+40.00	0	2452	24+50.00	8	354
381+50.00	0	0	404+50.00	6118	0	427+50.00	2108	543	448+00.00	11923	0	471+50.00	0	740	25+00.00	166	527
382+00.00	0	0	405+00.00	9092	0	428+00.00	381	1986	448+50.00	12286	0	472+42.45	0	9250	25+50.00	396	325
382+50.00	0	0	405+50.00	11101	0	428+50.00	86	3170	448+86.48	8875	0				26+00.00	321	371
383+00.00	0	0	406+00.00	12458	0	429+00.00	411	2820	449+00.00	3332	0	Station	Uncl. Exc.	Embt	26+50.00	172	424
383+50.00	0	0	406+50.00	12862	0	429+50.00	1183	1324	449+50.00	12637	0				26+89.15	187	272
384+00.00	0	0	407+00.00	12941	0	430+00.00	1854	260	450+00.00	12461	0	L	(cu. yd.)	(cu. yd.)	27+50.00	431	243
384+50.00	0	0	407+50.00	12969	0	430+50.00	2002	36	450+50.00	12306	0	474+92.45	0	0	28+13.39	385	82
385+00.00	0	0	408+00.00	12128	0	431+00.00	1536	30	451+00.00	12277	0	475+50.00	0	9568			
385+50.00	0	0	408+50.00	11620	0	431+50.00	680	275	451+50.00	11807	0	476+00.00	0	8866	Station	Uncl. Exc.	Embt
386+00.00	0	0	409+00.00	10844	0	432+00.00	155	1107	452+00.00	11966	0	476+50.00	0	7442	Y1	(cu. yd.)	(cu. yd.)
386+24.41	0	0	409+50.00	9921	34	432+50.00	64	2423	452+50.00	13566	0	477+00.00	0	5168			
386+50.00	0	0	410+06.22	10262	38	433+00.00	43	3652	453+00.00	15924	0	477+50.00	0	3228	30+34.05	0	0
386+77.67	0	0				433+50.00	57	4181	453+06.48	2251	0	478+00.00	159	1732	30+78.60	0	1754
387+00.00	0	0	Station	Uncl. Exc.	Embt	434+00.00	45	4185	453+50.00	16371	0				31+00.00	0	1352
387+50.00	0	0				434+50.00	10	4054	454+00.00	20736	0	Station	Uncl. Exc.	Embt	31+50.00	0	4252
388+00.00	0	0	L	(cu. yd.)	(cu. yd.)	435+00.00	119	3829	454+50.00	21822	0	Y1	(cu. yd.)	(cu. yd.)	31+78.60	0	2774
388+50.00	0	0	410+06.22	0	0	435+50.00	568	4226	455+00.00	22059	0				32+00.00	0	1962
389+00.00	0	0	410+50.00	7329	0	436+00.00	1178	5375	455+50.00	21521	0	10+75.00	0	0	32+50.00	0	3505
389+50.00	0	0	411+00.00	7842	0	436+50.00	1332	6939	456+00.00	20943	0	11+50.00	19	77	33+00.00	0	2383
390+00.00	0	0	411+50.00	6794	0	437+00.00	820	10002	456+50.00	20785	0	12+00.00	22	152	33+50.00	0	1982
390+50.00	0	0	412+00.00	5957	0	437+50.00	251	14580	457+00.00	21092	0	12+50.00	28	205	33+84.15	0	1090
391+00.00	0	0	412+50.00	4668	0	438+00.00	80	19194	457+50.00	21370	0	13+00.00	36	258	34+00.00	0	405
391+50.00	0	0	413+00.00	2129	0	438+50.00	91	20062	458+00.00	21891	0	13+50.00	50	301	34+44.15	0	718
392+00.00	0	0	413+50.00	305	1046	439+00.00	68	17915	458+50.00	22435	0	14+00.00	49	227	34+50.00	0	46
392+50.00	0	0	414+00.00	0	3693	439+50.00	72	15816	459+00.00	22390	0	14+50.00	37	169	35+00.00	63	186
393+00.00	0	18347	414+50.00	0	4844	440+00.00	93	13255	459+50.00	21977	0	15+00.00	42	152	35+50.00	249	0
393+50.00	0	18606	415+00.00	133	3106				460+00.00	21293	0	15+50.00	53	139	36+00.00	617	0
394+00.00	0	19259	415+50.00	1188	909	Station	Uncl. Exc.	Embt	460+50.00	20219	0	15+98.74	65	132	36+50.00	1116	0
394+50.00	0	20124	416+00.00	3593	0				461+00.00	18853	0	16+00.00	2	3	36+51.92	53	0
395+00.00	0	21764	416+50.00	5707	0	L	(cu. yd.)	(cu. yd.)	461+50.00	17647	0	16+50.00	77	83	37+00.00	1778	0
395+50.00	0	25291	417+00.00	5738	0	440+00.00	0	0	462+00.00	16381	0	17+00.00	95	80	37+50.00	2471	0
396+00.00	0	25853	417+47.15	4006	25	440+50.00	83	10886	462+50.00	15240	0	17+50.00	107	152	38+00.00	2604	0
396+50.00	0	20684	417+61.30	892	11	441+00.00	56	8956	463+00.00	14140	0	17+78.66	57	117	38+50.00	2517	0

**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

PROJ. REFERENCE NO.	SHEET NO.
U-2579C	X-1C

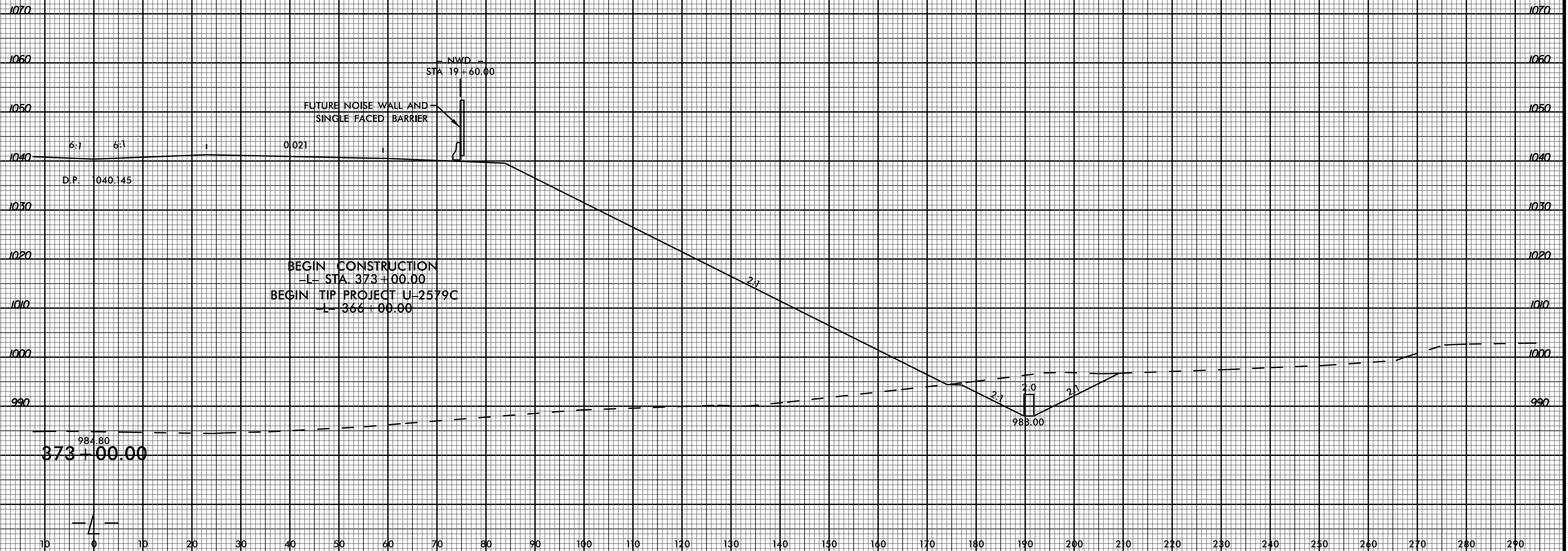
Quantities are approximate only. The Resident Engineer will re-cross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt
Y1	(cu. yd.)	(cu. yd.)	Y1Rpb	(cu. yd.)	(cu. yd.)	Y1Rpd	(cu. yd.)	(cu. yd.)	Y2	(cu. yd.)	(cu. yd.)	Y3	(cu. yd.)	(cu. yd.)	Y2Det	(cu. yd.)	(cu. yd.)
39+00.00	2030	0	31+00.00	6120	0	22+07.75	1564	0	15+50.00	54	93	26+00.00	7	11	15+00.00	0	0
39+50.00	1219	0	31+50.00	5175	0	22+50.00	550	2	16+00.00	92	63	26+50.00	4	11	15+50.00	3	0
39+81.92	488	0	31+54.25	414	0	23+00.00	160	422	16+50.00	115	42				16+00.00	11	1
40+00.00	237	0	32+00.00	3967	0	23+50.00	0	1687	17+00.00	162	27	Station	Uncl. Exc.	Embt	16+50.00	53	1
40+50.00	462	5				24+00.00	0	3428	17+50.00	258	14				17+00.00	121	0
40+81.92	167	11	Station	Uncl. Exc.	Embt	24+47.75	0	4973	18+00.00	259	7	Y4	(cu. yd.)	(cu. yd.)	17+50.00	101	9
41+00.00	68	11				25+00.00	0	7761	18+50.00	197	8	10+10.00	0	0	18+00.00	32	102
41+50.00	648	129	Y1Rpc	(cu. yd.)	(cu. yd.)	25+50.00	0	9445	19+00.00	165	14	10+50.00	4	7	18+50.00	28	226
41+76.92	713	164	18+35.00	0	0	26+00.00	0	11375	19+50.00	180	17	11+00.00	24	10	19+00.00	24	246
42+00.00	785	187	18+85.00	0	11872	26+50.00	0	12039	20+18.52	310	20	11+19.74	16	5	19+50.00	50	132
42+50.00	1860	522	19+35.00	0	13545	26+87.75	0	7676				11+50.00	14	6	20+00.00	154	19
43+00.00	1668	718	19+85.00	0	14989	27+00.00	0	2109	Station	Uncl. Exc.	Embt	12+00.00	1	12			
43+50.00	1374	811	20+35.00	0	15778	27+50.00	0	7784	Y2	(cu. yd.)	(cu. yd.)	12+25.00	0	117	Station	Uncl. Exc.	Embt
44+00.00	1102	741	20+85.00	0	15239	28+00.00	0	7204				12+42.12	0	115	Y2Det	(cu. yd.)	(cu. yd.)
44+50.00	811	605	21+17.08	0	8882	28+50.00	0	7075	22+40.27	0	0						
45+00.00	543	464	21+55.00	0	8679	29+00.00	0	6669	23+00.00	164	182	Station	Uncl. Exc.	Embt	23+00.00	0	0
45+50.00	326	303	22+00.00	0	7426	29+16.62	0	2073	23+50.00	69	178				23+50.00	271	0
46+00.00	168	167	22+50.00	0	5632	29+50.00	0	3914	24+00.00	45	175	Y1Det	(cu. yd.)	(cu. yd.)	24+00.00	246	0
46+50.00	86	86	23+00.00	0	3520	30+00.00	0	5434	24+50.00	35	158	15+93.03	0	0	24+50.00	154	0
47+00.00	107	46	23+57.08	0	2233	30+50.00	0	5080	25+00.00	37	132	16+50.00	23	2	25+00.00	103	0
47+50.00	143	50	24+00.00	2	781	31+00.00	0	4277	25+50.00	62	73	17+00.00	17	2	25+50.00	59	0
48+00.00	132	43	24+50.00	83	254	31+50.00	0	2919	26+00.00	76	28	17+50.00	36	0	26+00.00	53	5
48+50.00	56	14	25+00.00	448	20				26+50.00	87	34	18+00.00	61	1	26+50.00	86	5
			25+50.00	767	0	Station	Uncl. Exc.	Embt				18+50.00	102	1	27+00.00	76	0
Station	Uncl. Exc.	Embt	25+97.08	566	11				Station	Uncl. Exc.	Embt	19+00.00	239	0	27+50.00	40	0
Y1Rpb	(cu. yd.)	(cu. yd.)	26+50.00	416	122	Y1Lpb	(cu. yd.)	(cu. yd.)				19+50.00	416	0	28+03.31	16	0
			27+00.00	392	365	13+50.00	0	0	Y3	(cu. yd.)	(cu. yd.)	20+00.00	534	0			
19+00.00	0	0	27+50.00	363	634	14+00.00	462	19	13+25.00	0	0	20+50.00	571	0	Station	Uncl. Exc.	Embt
19+50.00	0	8354	28+00.00	205	782	14+50.00	509	19	13+50.00	5	4	21+00.00	622	0	Srsa	(cu. yd.)	(cu. yd.)
20+00.00	0	9561	28+50.00	71	694	15+00.00	942	0	14+00.00	35	12	21+50.00	637	0			
20+50.00	0	10671	29+00.00	98	589	15+50.00	1836	0	14+50.00	57	10	22+00.00	388	0	10+00.00	0	0
21+00.00	0	11571	29+50.00	82	794	16+00.00	2772	0	15+00.00	55	11	22+50.00	280	0	10+50.00	94	2
21+50.00	0	11949	29+61.75	12	239	16+50.00	3308	0	15+50.00	38	21	23+00.00	351	0	11+00.00	98	5
22+00.00	0	11097	30+00.00	47	876	16+81.14	2141	0	16+00.00	26	32	23+50.00	353	0	11+50.00	142	4
22+50.00	0	9633	30+50.00	36	1017	17+00.00	1307	0	16+50.00	16	68	24+00.00	378	0	12+00.00	159	0
23+00.00	0	8345	30+61.75	7	159	17+13.05	883	0	17+00.00	11	129	24+50.00	190	21			
23+50.00	0	6972	31+00.00	46	243	17+50.00	2398	0	17+50.00	7	219	25+00.00	3	343	Station	Uncl. Exc.	Embt
24+00.00	0	5000	31+51.75	437	43	18+00.00	3537	0	18+00.00	0	338	25+50.00	0	1130			
24+50.00	40	2732	31+63.36	182	0				18+50.00	0	440	26+00.00	0	1855	Srsa	(cu. yd.)	(cu. yd.)
24+87.50	204	963	32+00.00	636	0	Station	Uncl. Exc.	Embt	19+00.00	0	500	26+50.00	0	1881	29+50.00	0	0
25+00.00	129	211	32+11.75	216	0				19+50.00	0	549	27+00.00	0	1495	30+00.00	55	17
25+50.00	905	523				Y2	(cu. yd.)	(cu. yd.)	20+00.00	5	538	27+50.00	0	1192	30+50.00	147	0
26+00.00	1341	122	Station	Uncl. Exc.	Embt	10+00.00	0	0	20+50.00	9	426	28+00.00	0	950	31+00.00	236	0
26+50.00	1427	5				10+50.00	119	20	21+00.00	12	301	28+50.00	0	691			
27+00.00	1781	0	Y1Rpd	(cu. yd.)	(cu. yd.)	11+00.00	89	23	21+50.00	7	187	29+00.00	12	427	Station	Uncl. Exc.	Embt
27+27.50	1375	0	18+60.00	0	0	11+50.00	79	34	22+00.00	0	98	29+50.00	25	220			
27+50.00	1417	0	19+10.00	4163	0	12+00.00	76	36	22+50.00	4	39	30+00.00	68	73	Dr2	(cu. yd.)	(cu. yd.)
28+00.00	3859	0	19+60.00	4056	0	12+50.00	75	25	23+00.00	16	11	30+50.00	178	9	10+16.50	0	0
28+50.00	4169	0	20+00.00	3160	0	13+00.00	67	29	23+50.00	23	5	31+00.00	207	0	10+25.00	0	18
29+00.00	6196	0	20+10.00	797	0	13+50.00	57	47	24+00.00	24	7	31+50.00	131	0	10+50.00	0	180
29+50.00	8163	0	20+50.00	3369	0	14+00.00	53	56	24+50.00	22	10	32+00.00	71	0	10+75.00	0	269
30+00.00	7689	0	21+00.00	3778	0	14+50.00	46	84	25+00.00	9	12	32+50.00	48	0	11+00.00	0	208
30+50.00	6990	0	21+50.00	2498	0	15+00.00	38	113	25+50.00	5	12	33+46.92	78	0	11+25.00	0	116

10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



03-JUL-2017 15:59
R:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$\$SERNAME\$\$\$\$\$

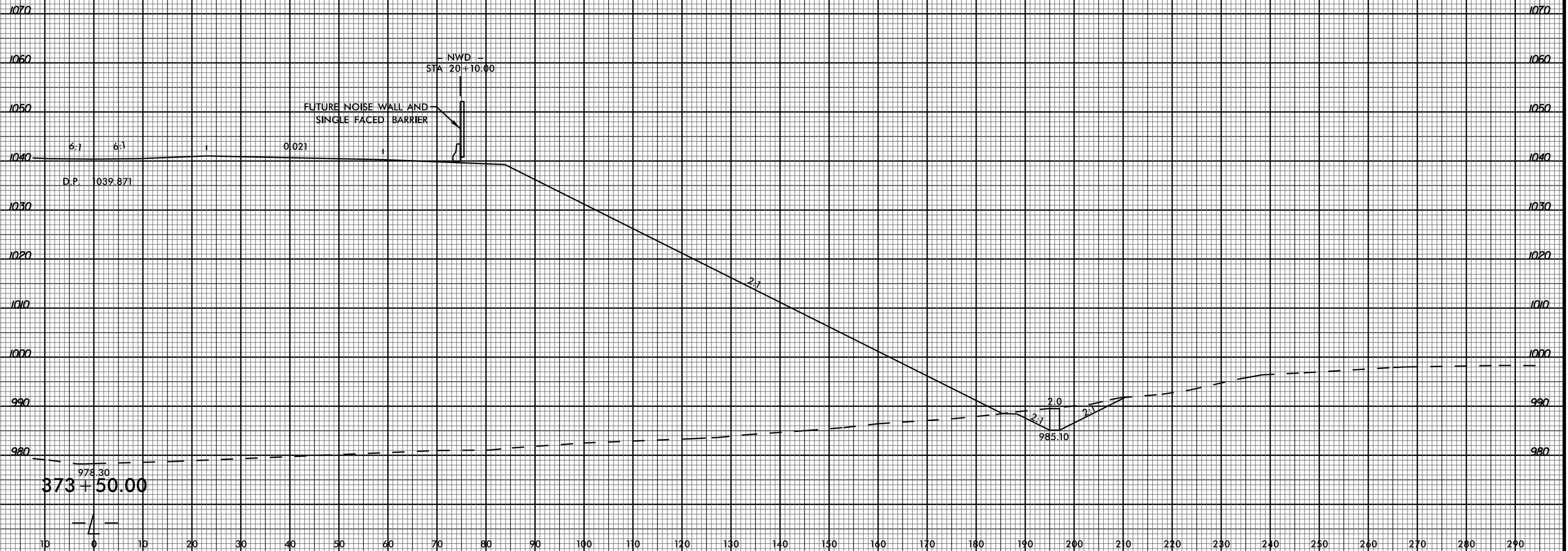
6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-2

10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

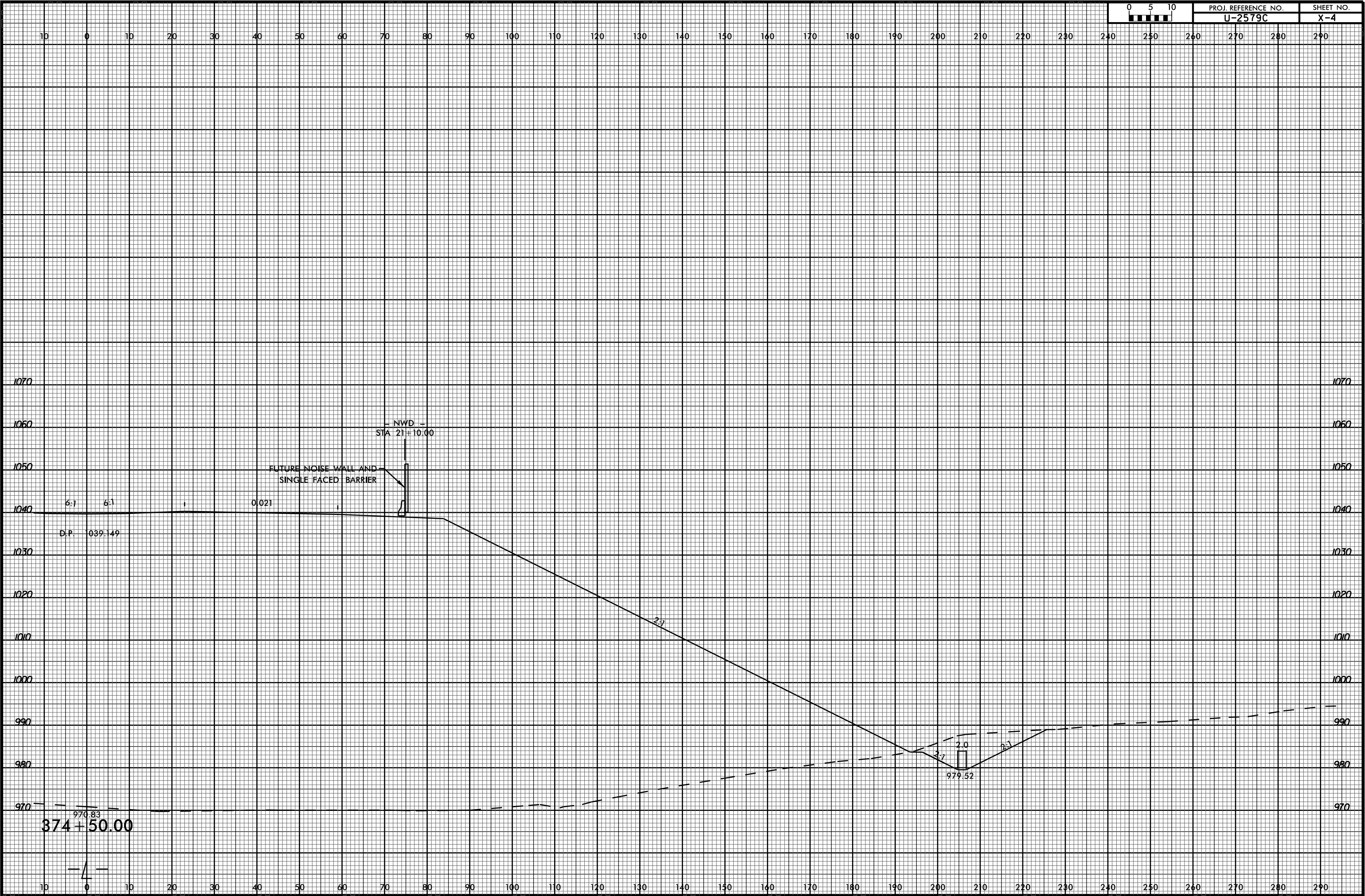


03-JUL-2017 15:59
 P:\Roadway\XSC\U2579C_Rdy_xpl.l_r-right.dgn
 \$\$\$USERNAME\$\$\$



10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



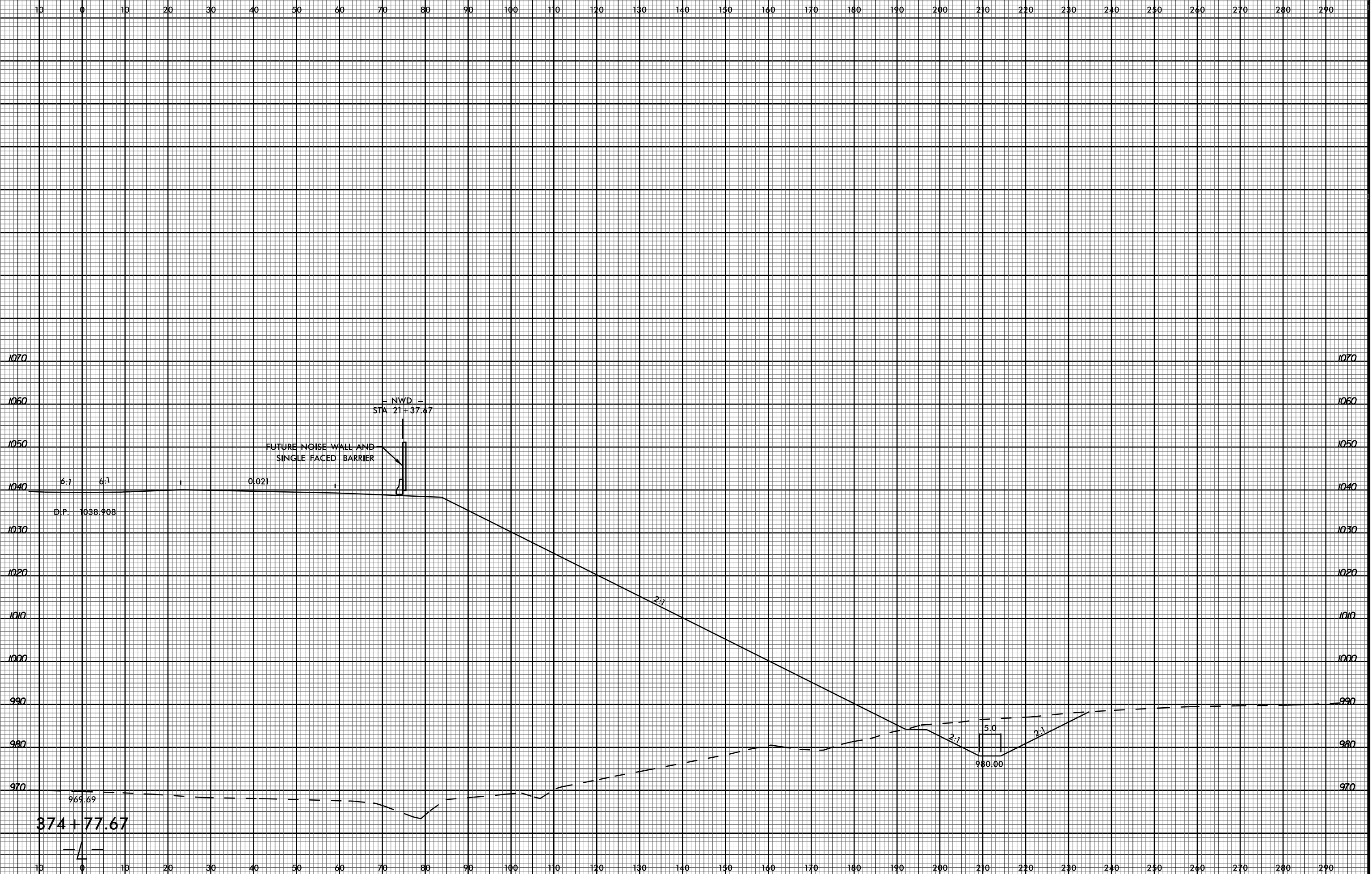


6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-5



= NWD =
STA 21+37.67

FUTURE NOISE WALL AND
SINGLE FACED BARRIER

6:1 6:1
D.P. 1038.908

0.021

2:1

5.0
2:1
2:1
980.00

969.69

374+77.67

4

03-JUL-2017 15:59
P:\Projects\X50\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

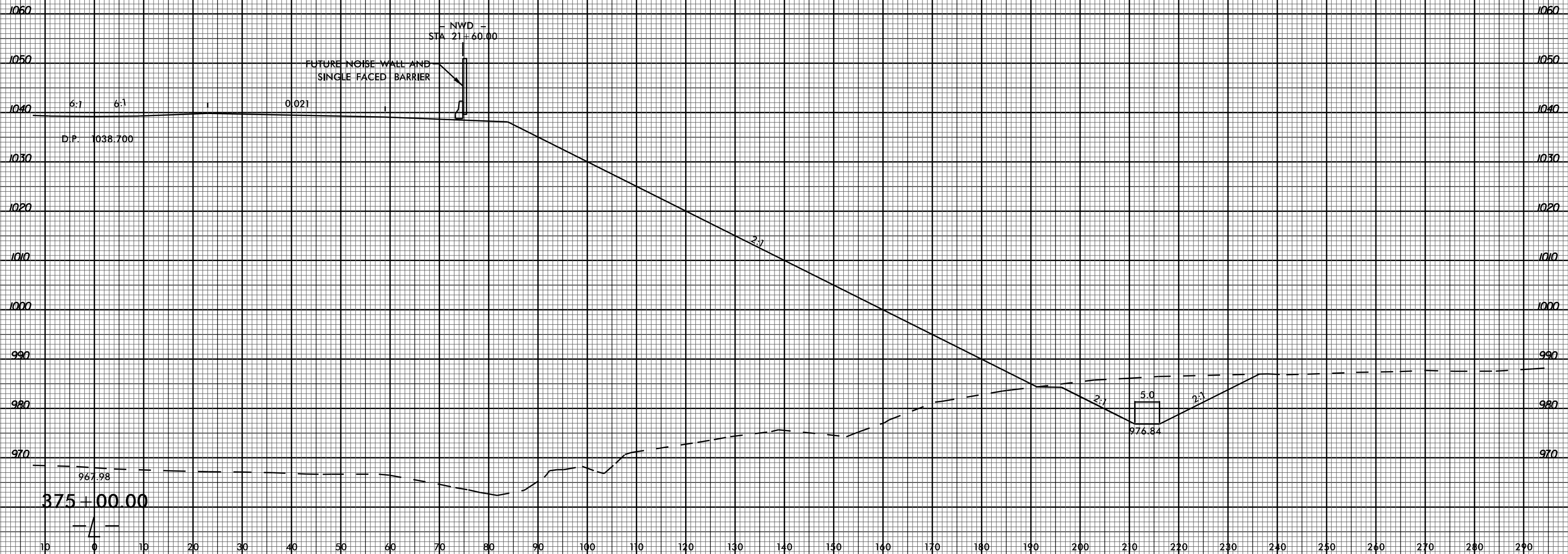
6/23/16



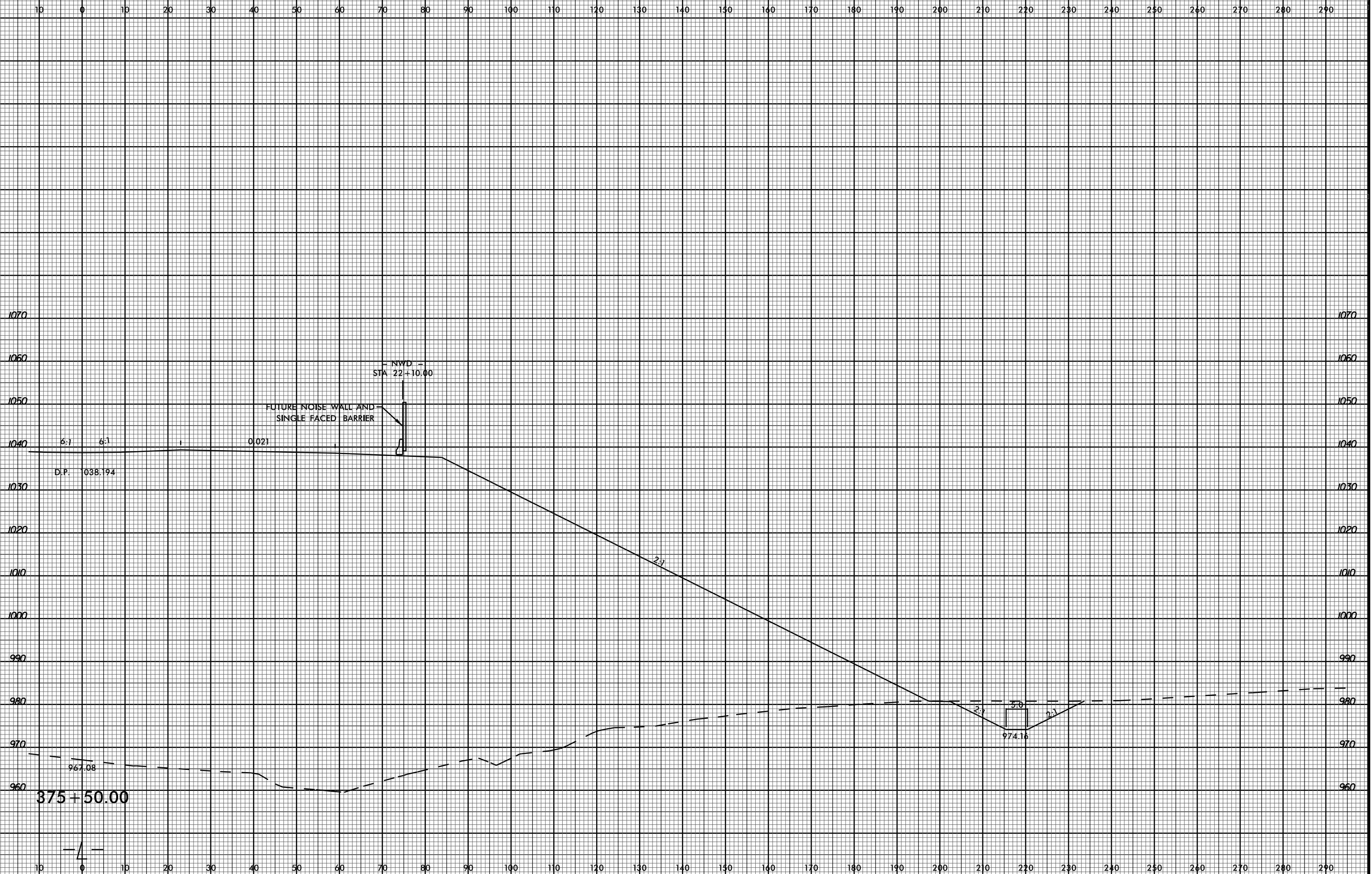
PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-6

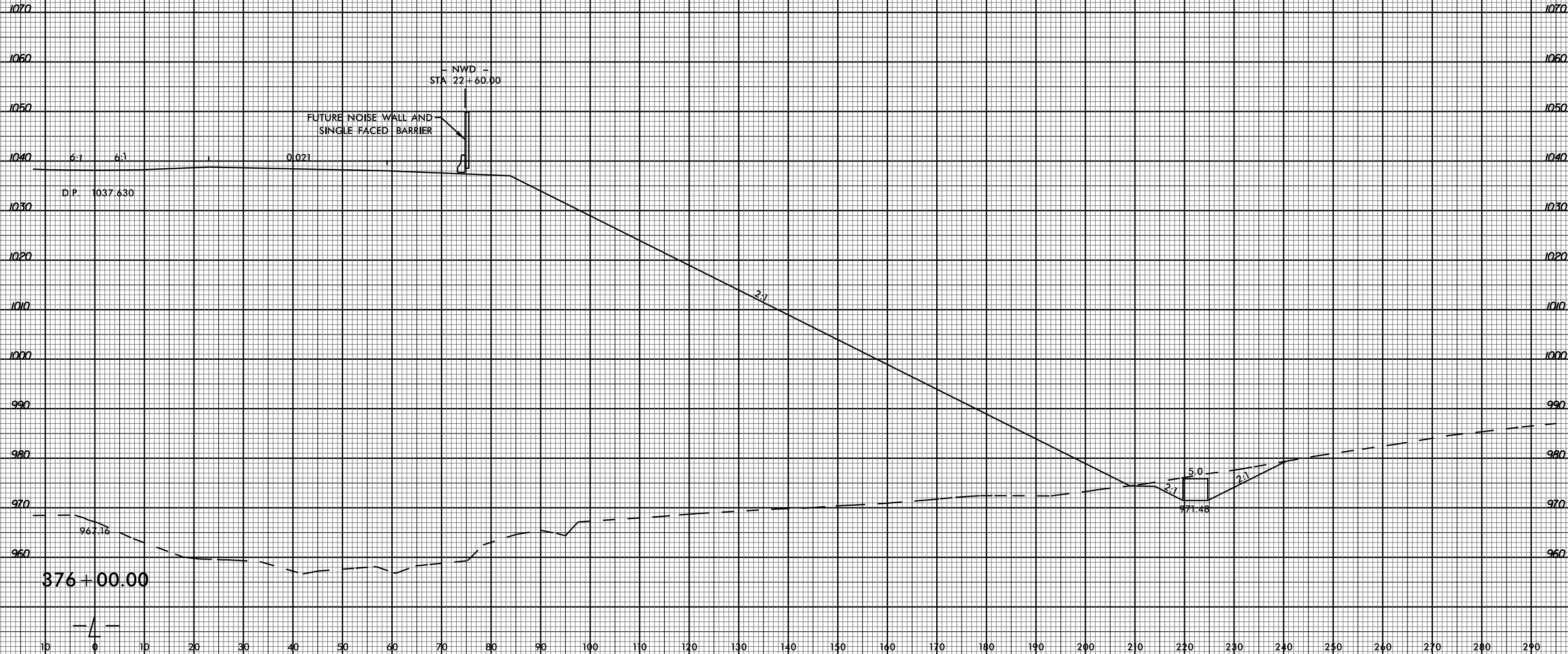
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



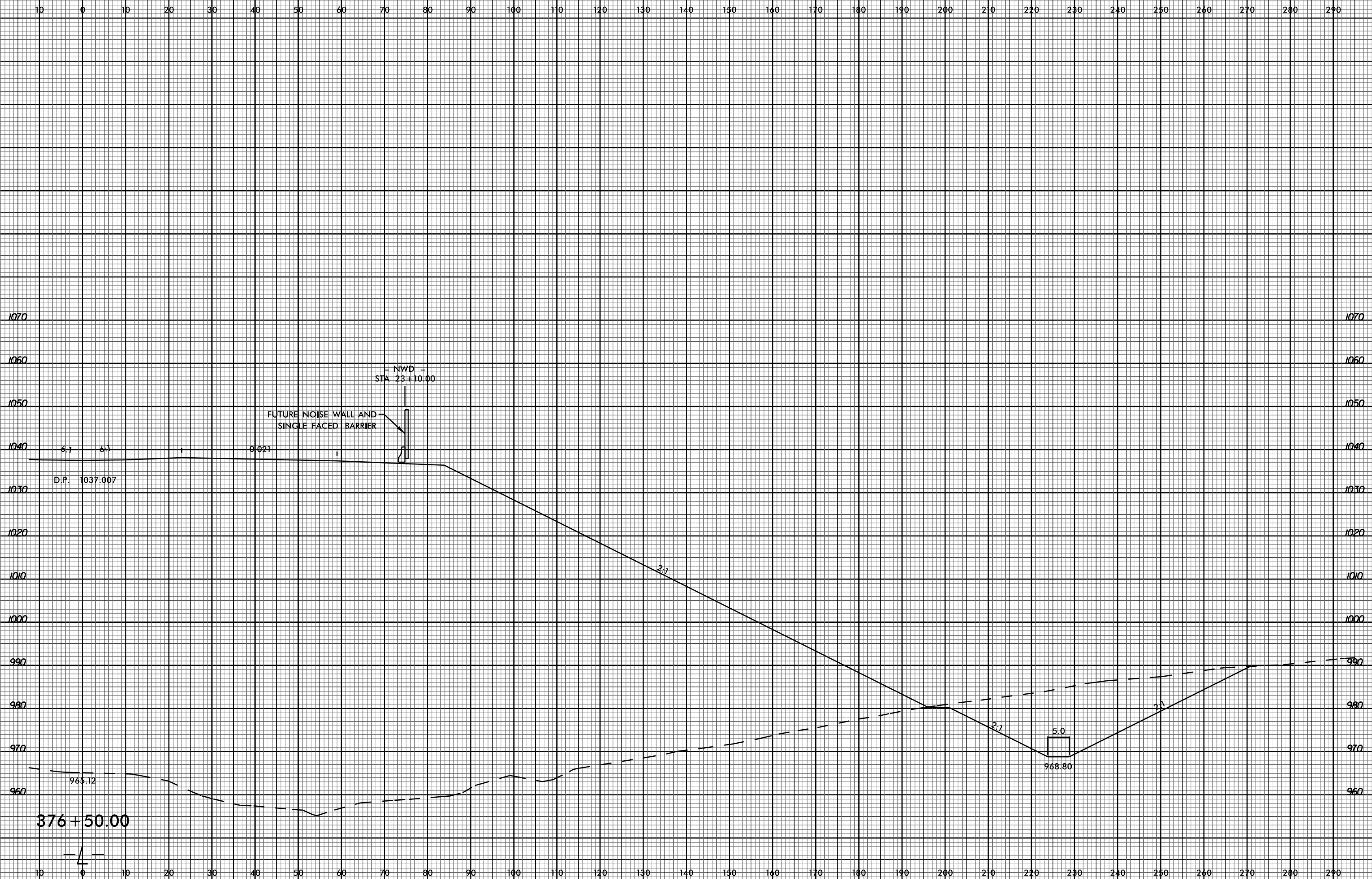
03-JUL-2017 15:59
P:\Roadway\XSC\U2579C_Rdy_xpl.l_r-right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

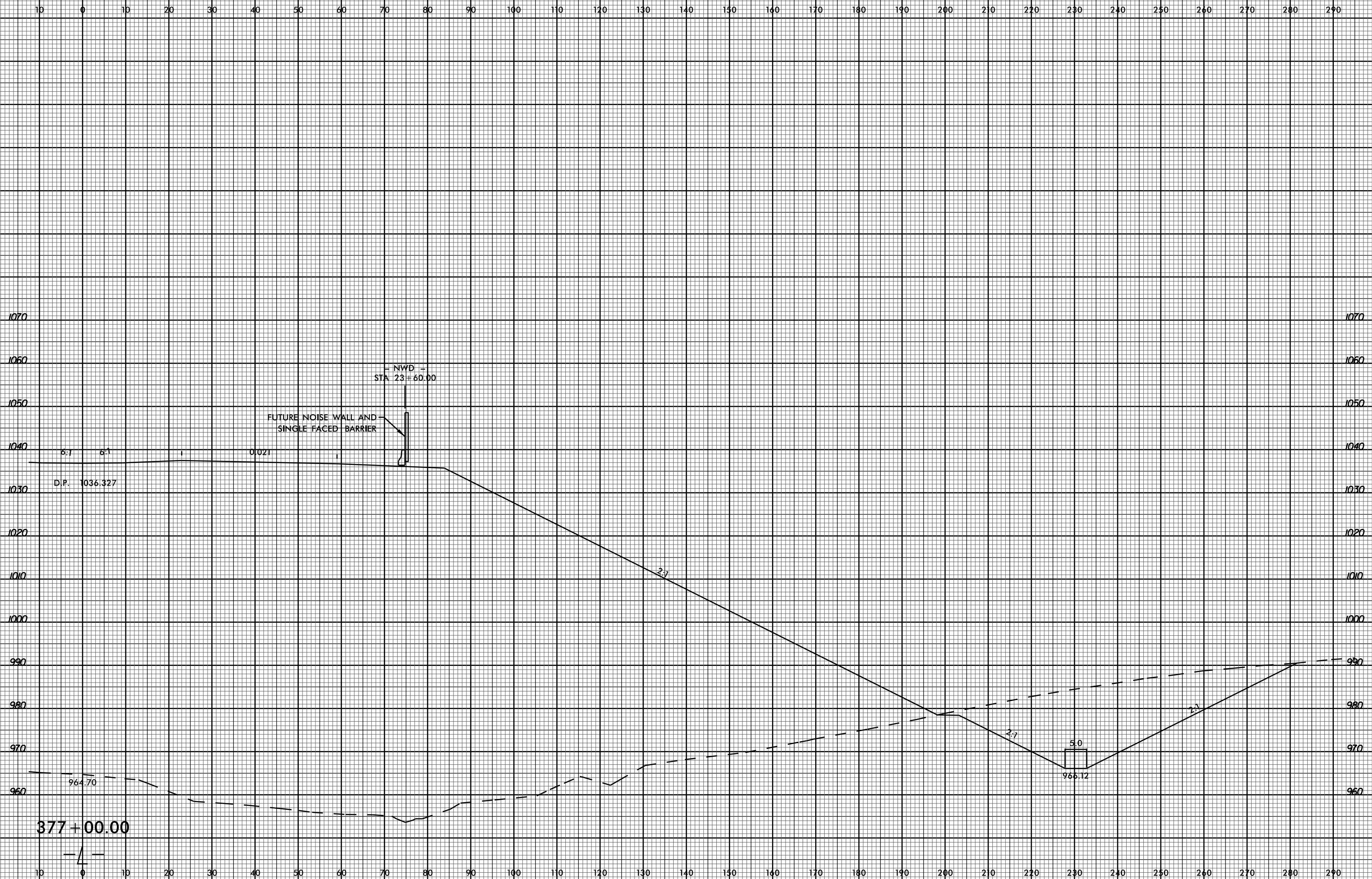


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



03-JUL-2017 15:59
R:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



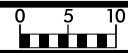


03-JUL-2017 15:59
R:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$SERNAME\$\$\$\$

377+00.00

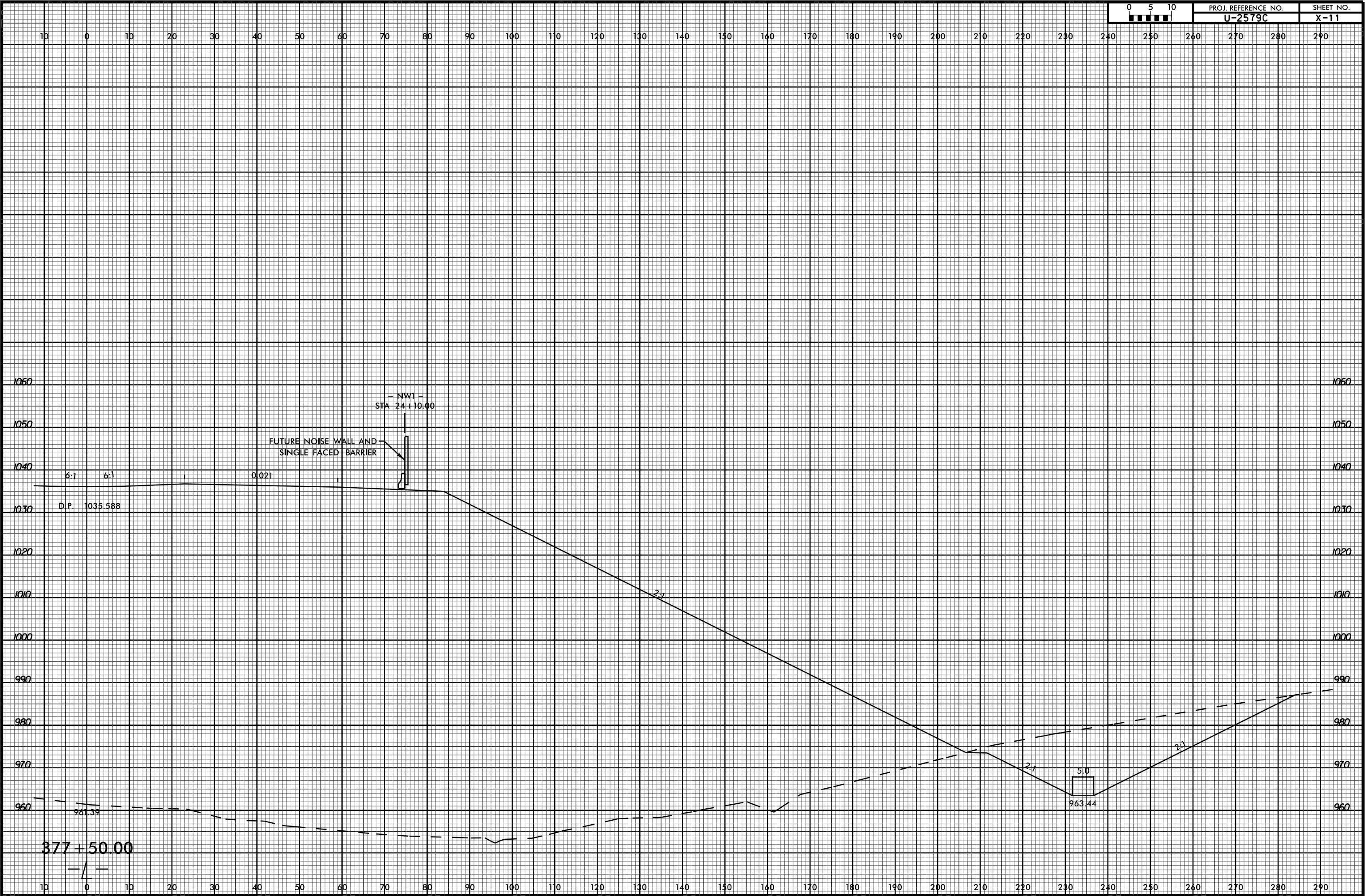


6/23/16

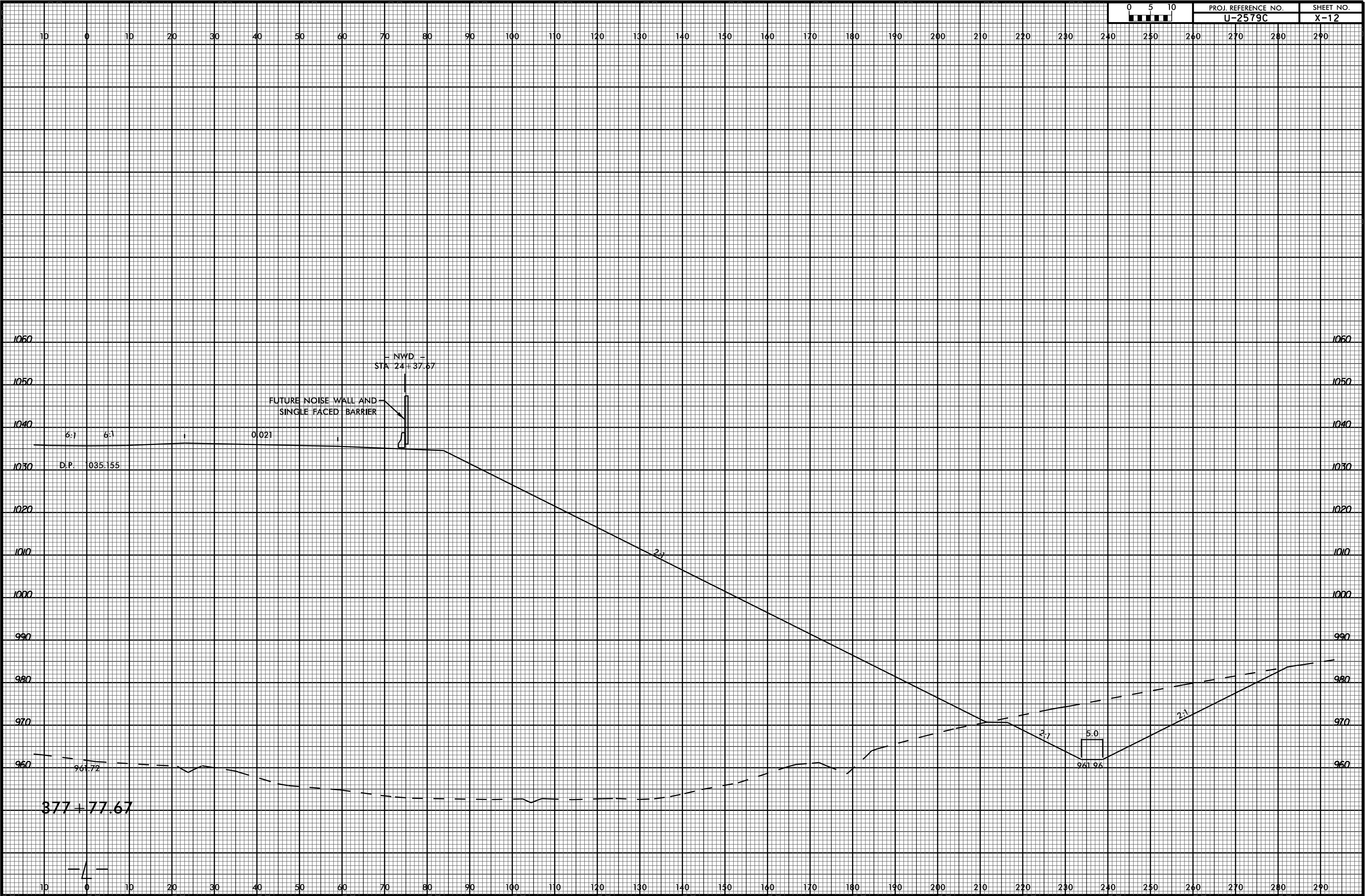


PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-11



03-JUL-2017 15:59
P:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

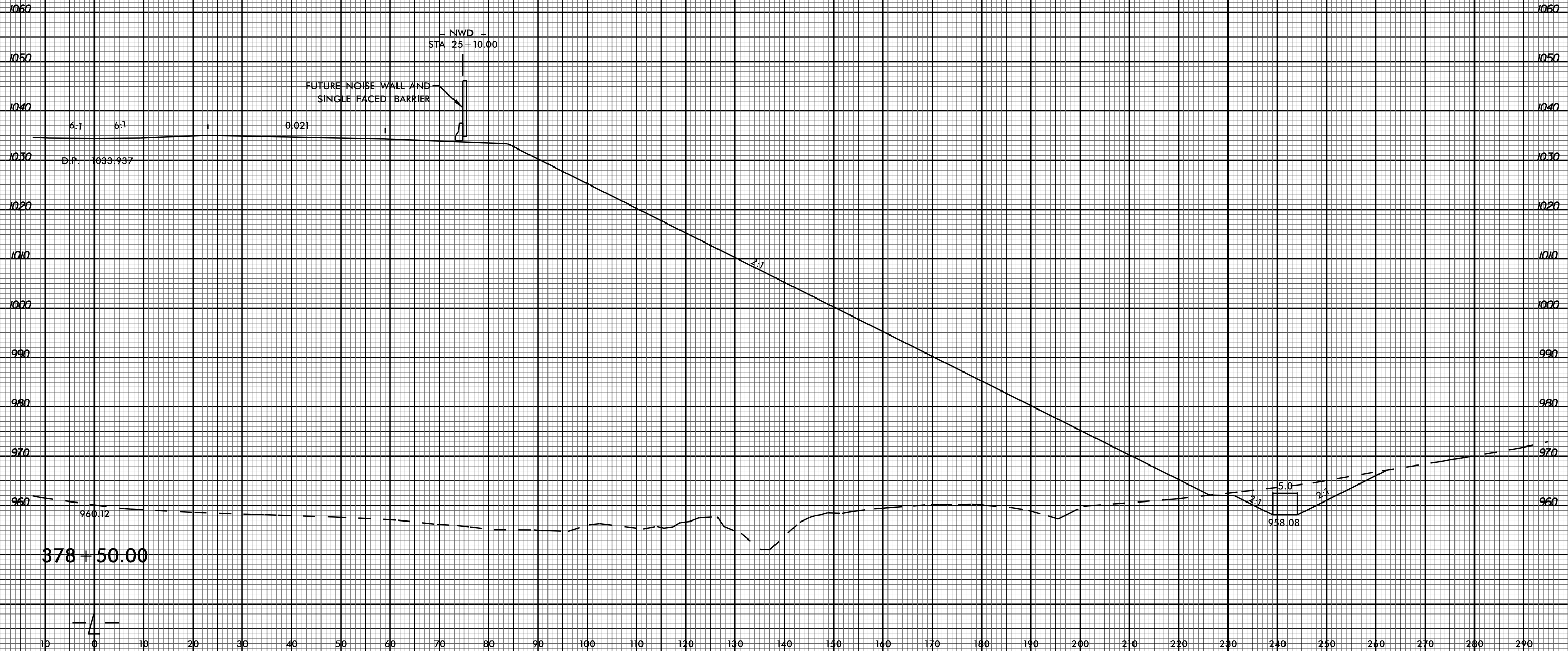


03-JUL-2017 15:59
P:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$SERNAME\$\$\$\$

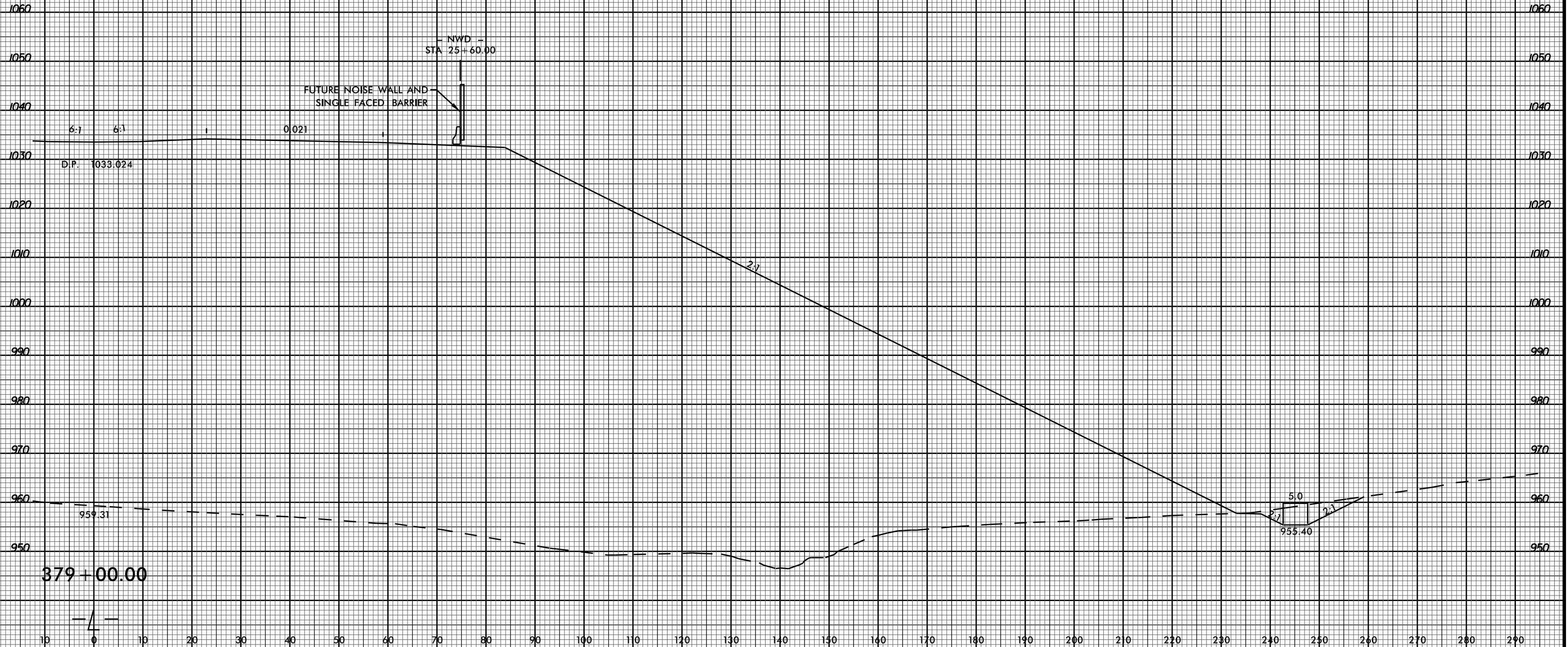
4



10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

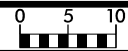


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

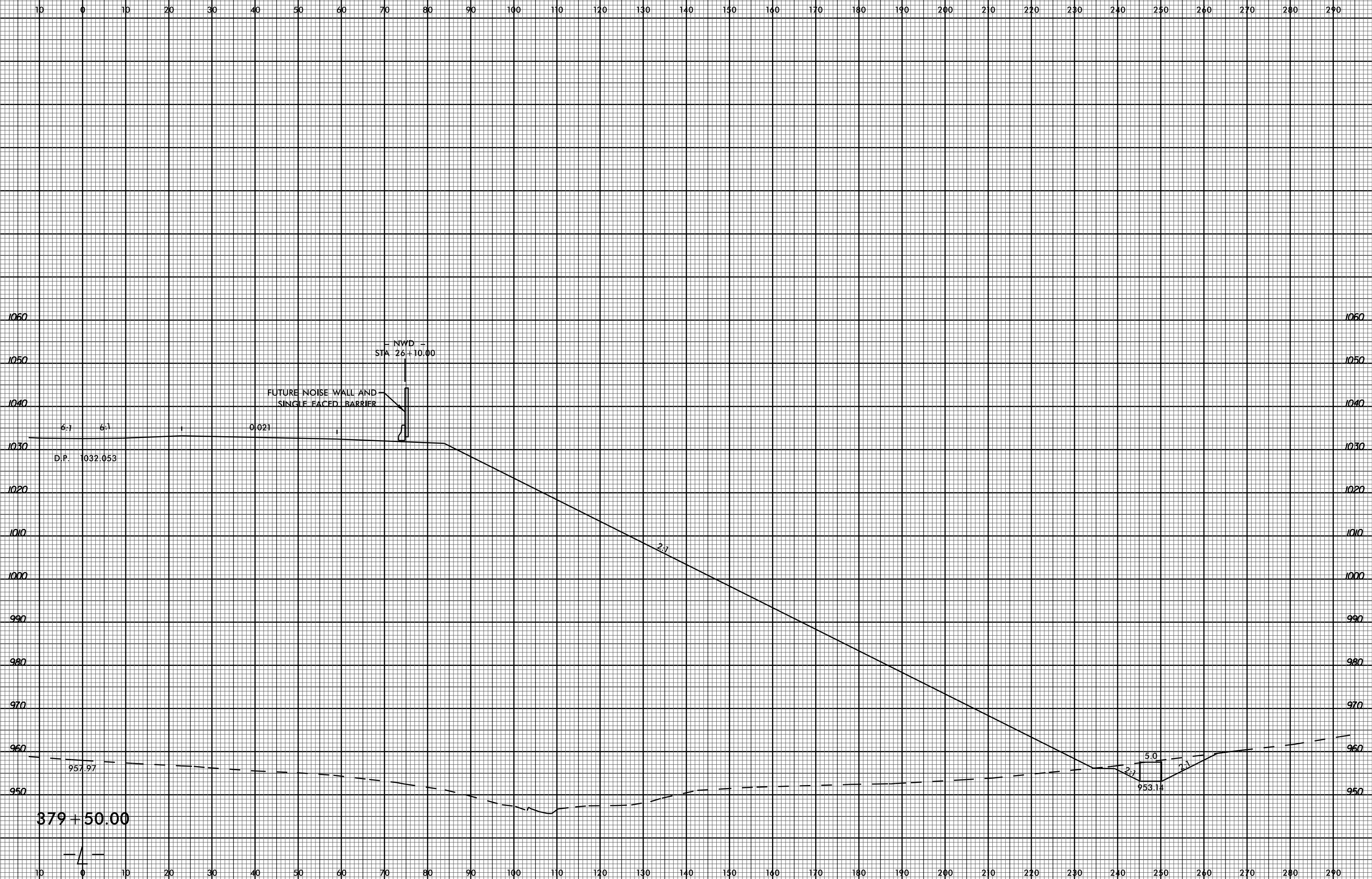


03-JUL-2017 15:59
P:\Projects\XSC\U2579C_Rdg_xpl.l-right.dgn
\$\$\$\$\$SERNAME\$\$\$\$\$

6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-16



FUTURE NOISE WALL AND SINGLE FACED BARRIER

NWD - STA 26+10.00

6:1 6:1
D.P. 1032.053

0.021

2:1

957.97

5.0

953.14

2:1

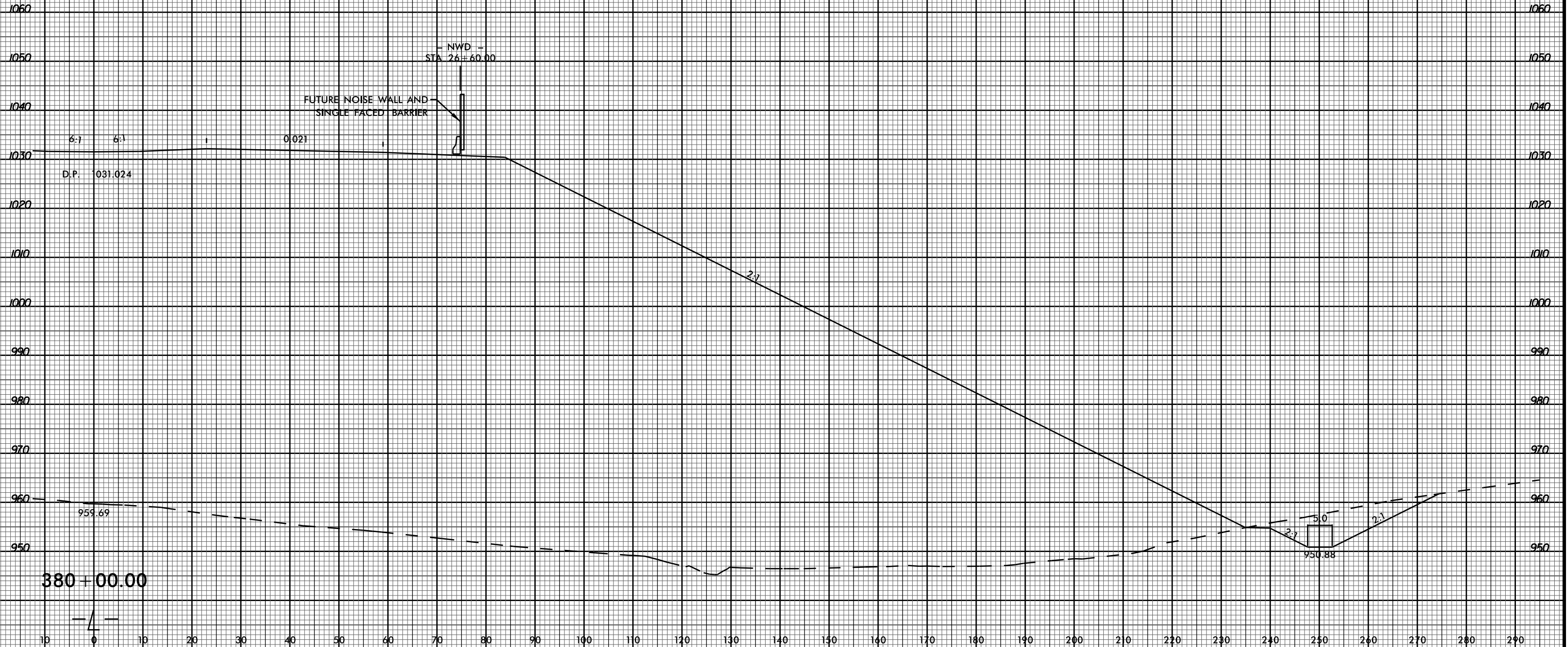
379 + 50.00

4

03-JUL-2017 15:59 P:\Roadway\XSC\U2579C_Rdy_xpl.l-right.dgn



10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



03-JUL-2017 15:59
R:\Projects\XSC\U2579C_Rdg_xpl.l_r-right.dgn
\$\$\$\$SERIAL\$\$\$\$

380+00.00



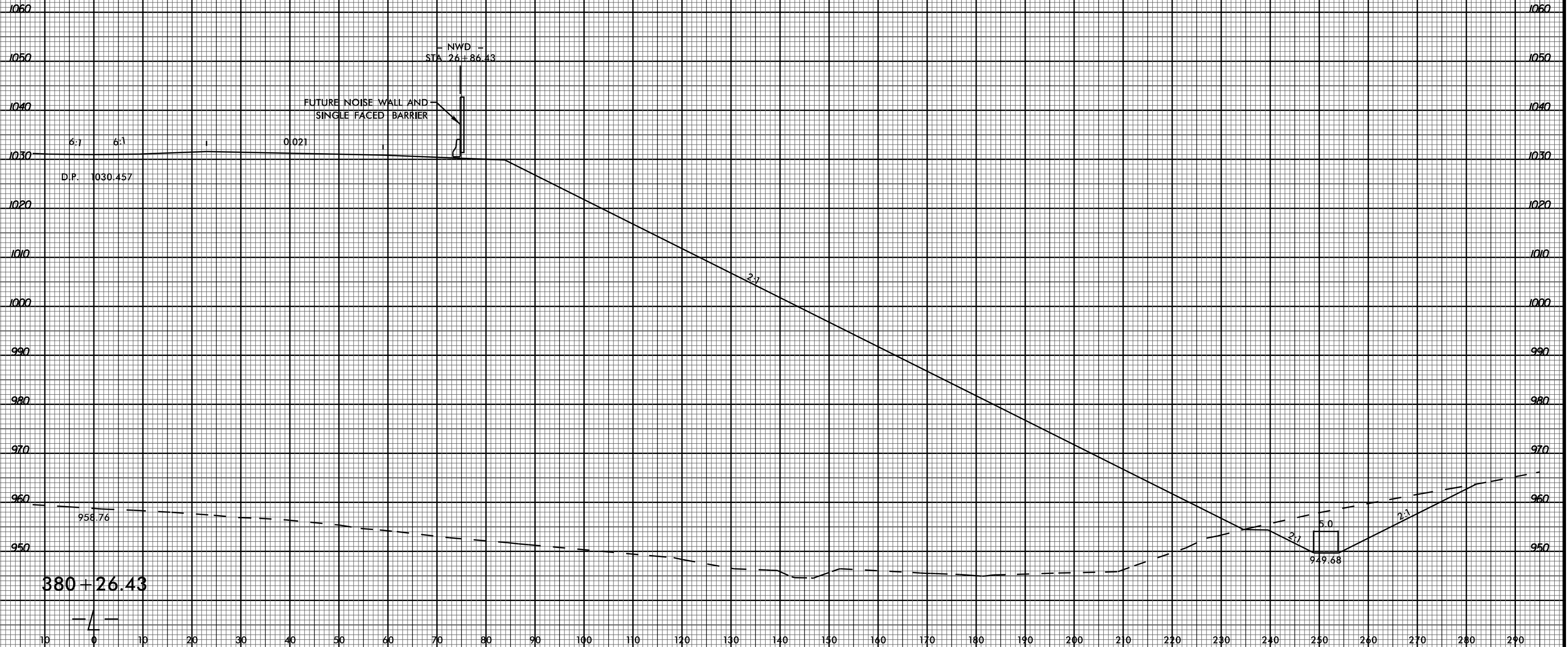
6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-18

10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

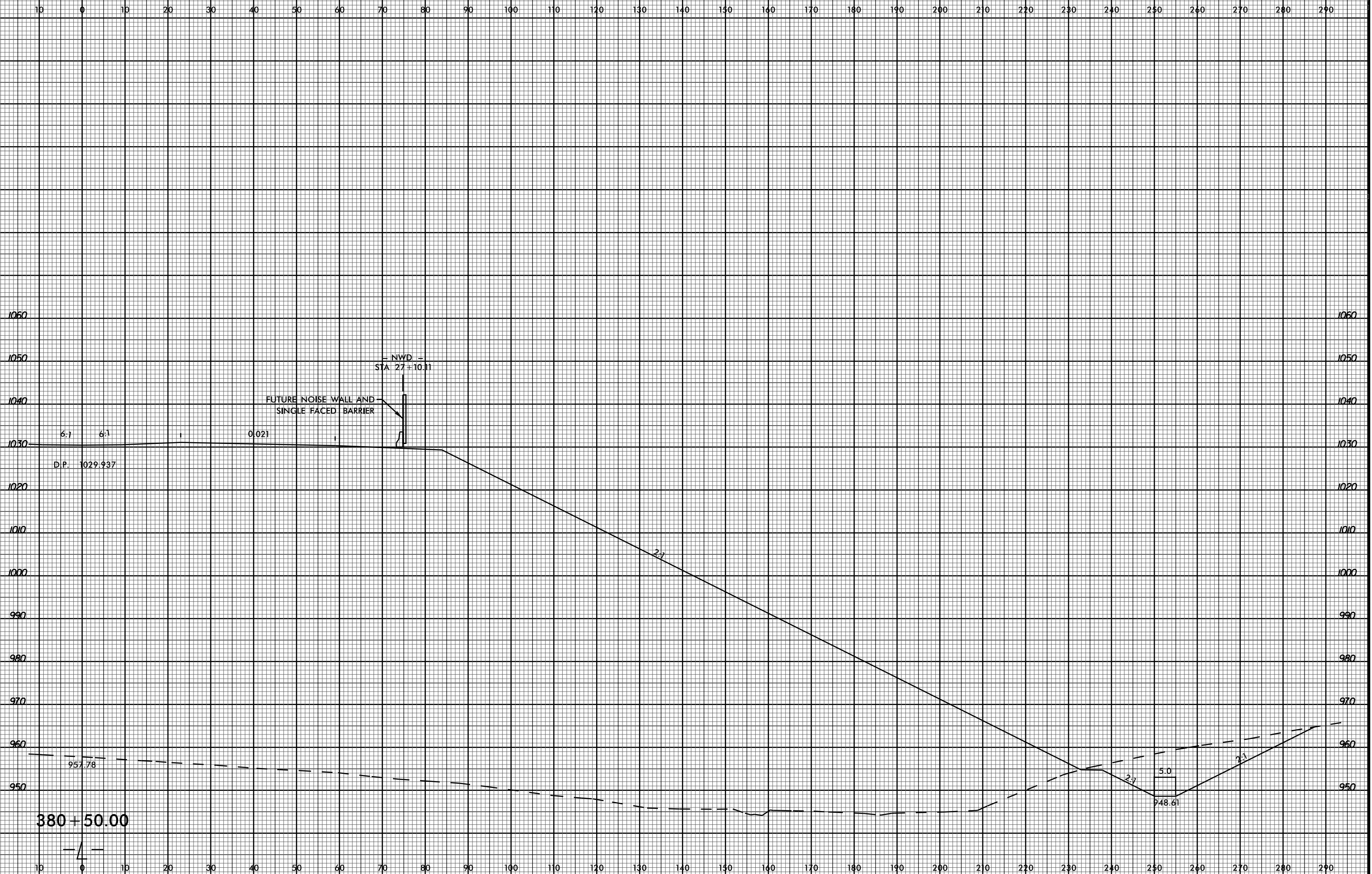


03-JUL-2017 15:59
P:\Roadway\XSC\U2579C_Rdy_xpl.l_r.r.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-19



FUTURE NOISE WALL AND SINGLE FACED BARRIER

= NWD =
STA 27 + 10.11

6:1 6:1
D.P. 1029.937

0.021

2:1

957.78

380 + 50.00

4

5.0

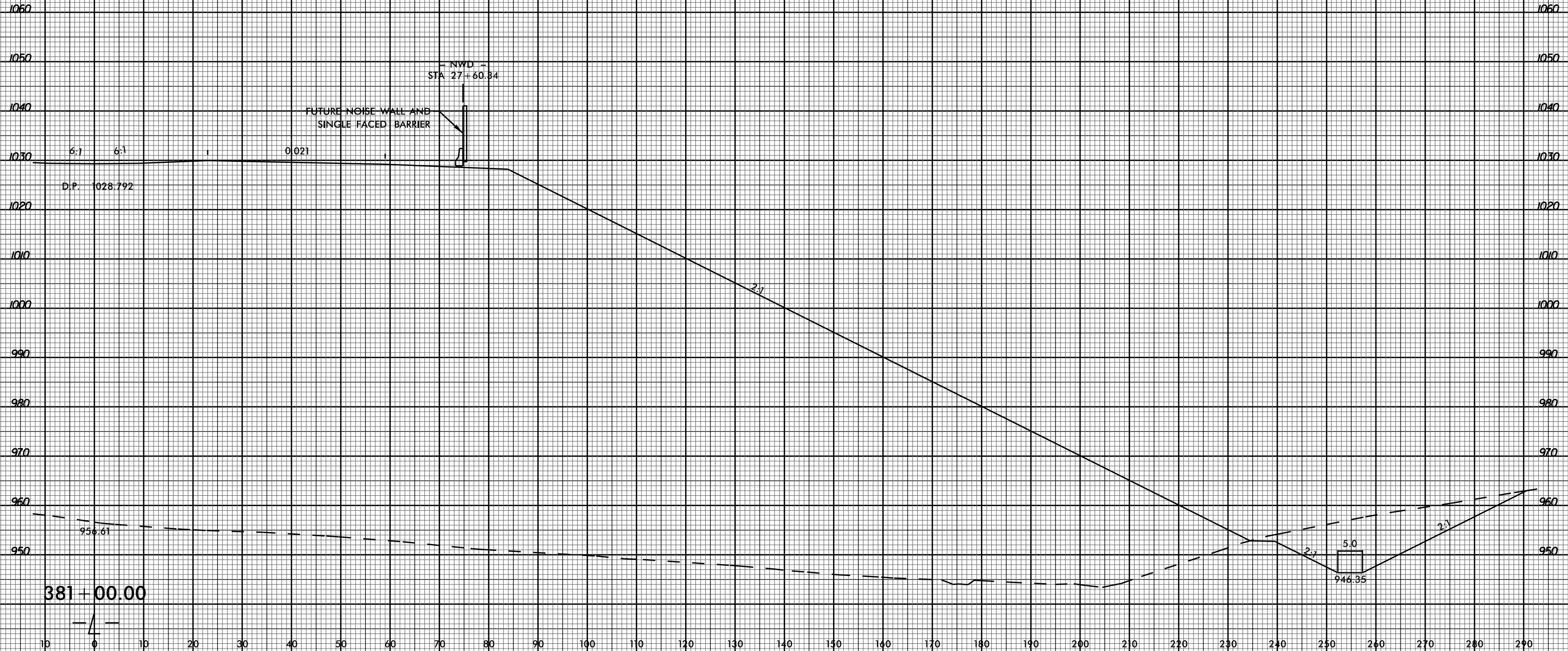
948.61

2:1

03-JUL-2017 15:59
P:\Roadway\XSC\U2579C_Rdg_xpl.l_r.rtg.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

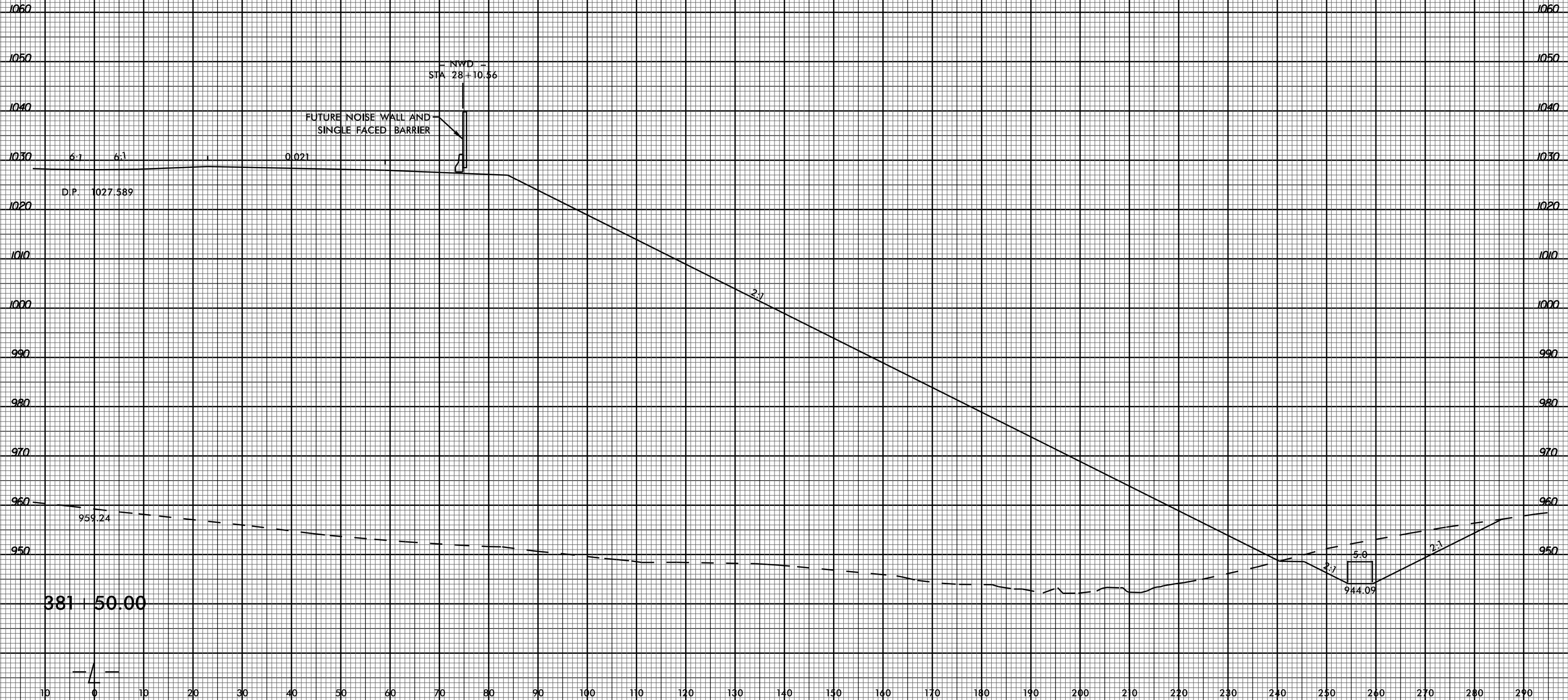


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290





10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

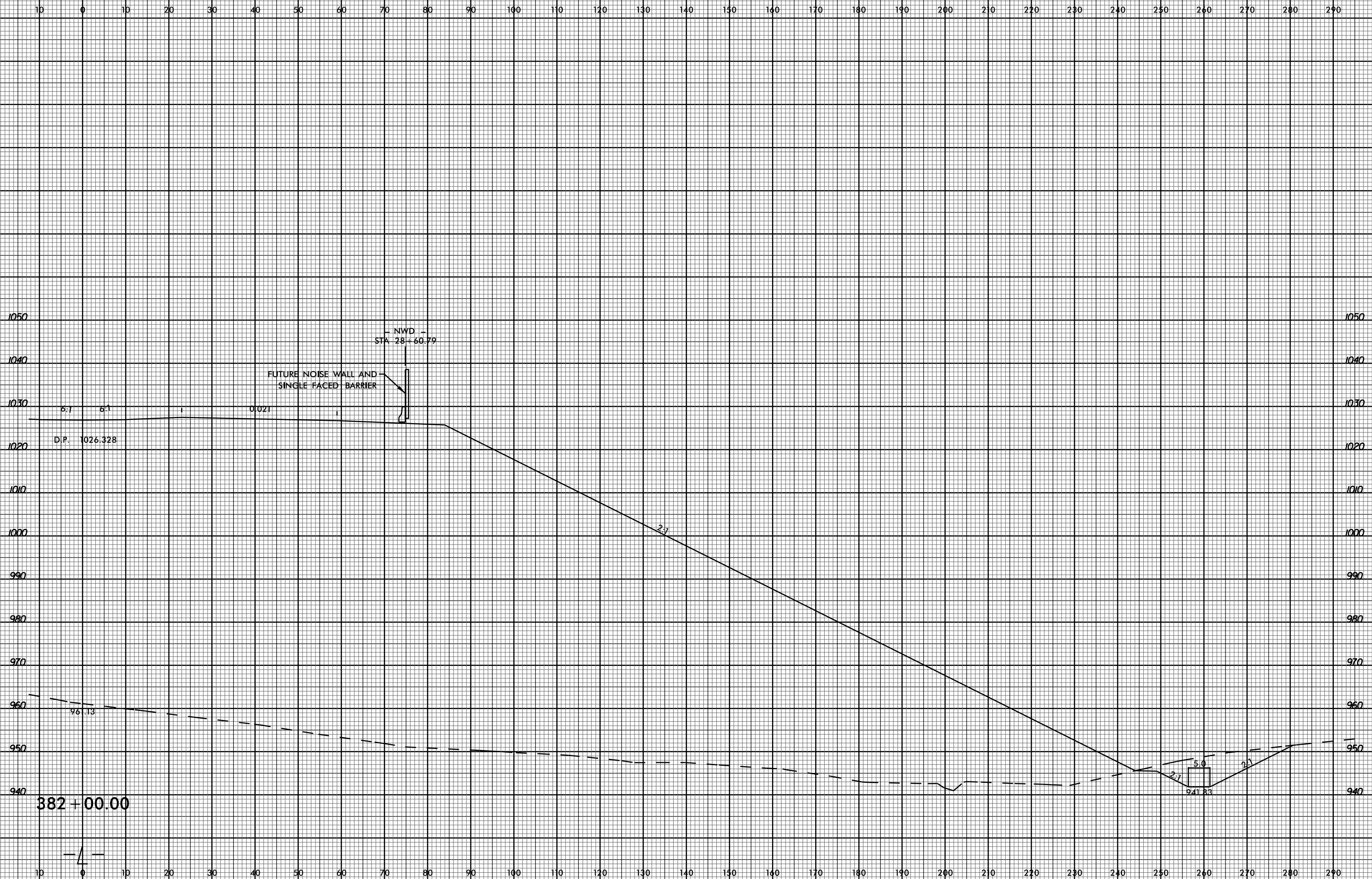


6/23/16



PROJ. REFERENCE NO.
U-2579C

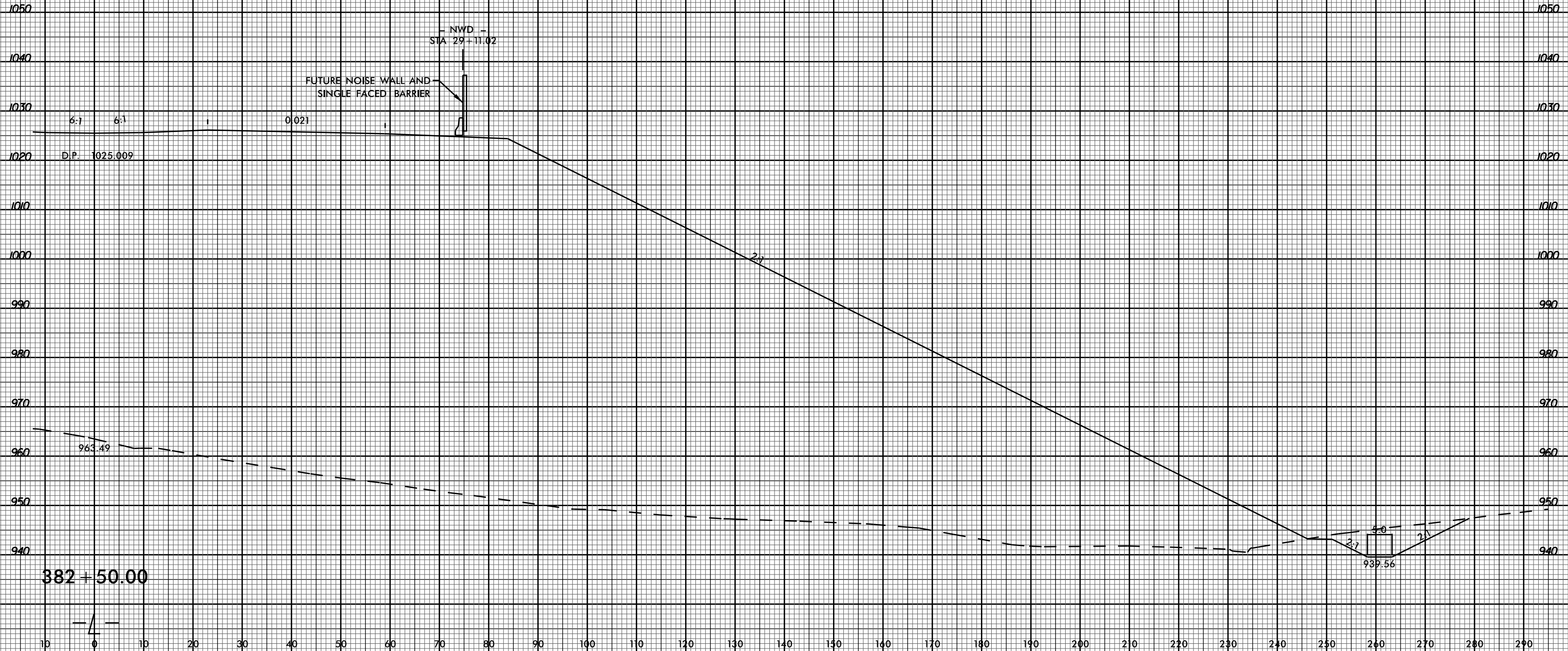
SHEET NO.
X-22



03-JUL-2017 15:59
R:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$SERIAL\$\$\$\$

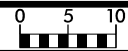


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

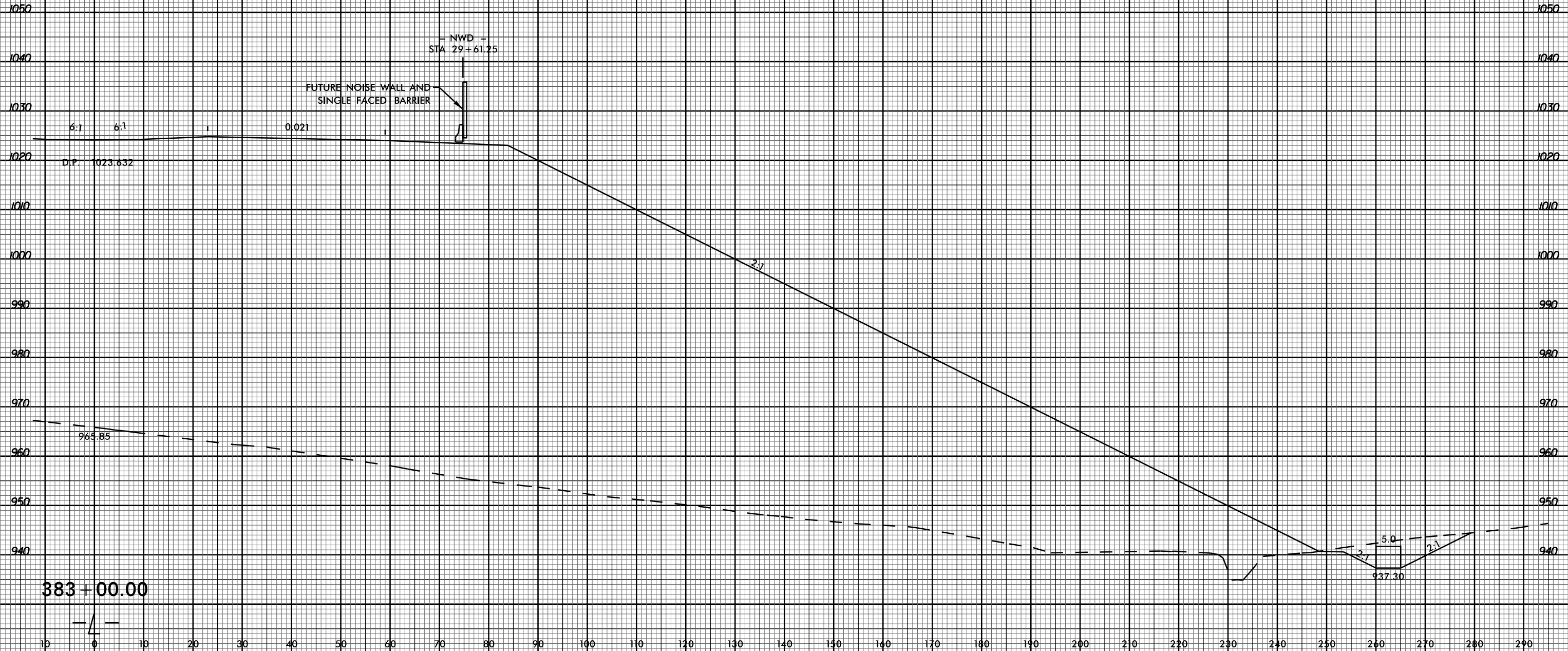


382 + 50.00





10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



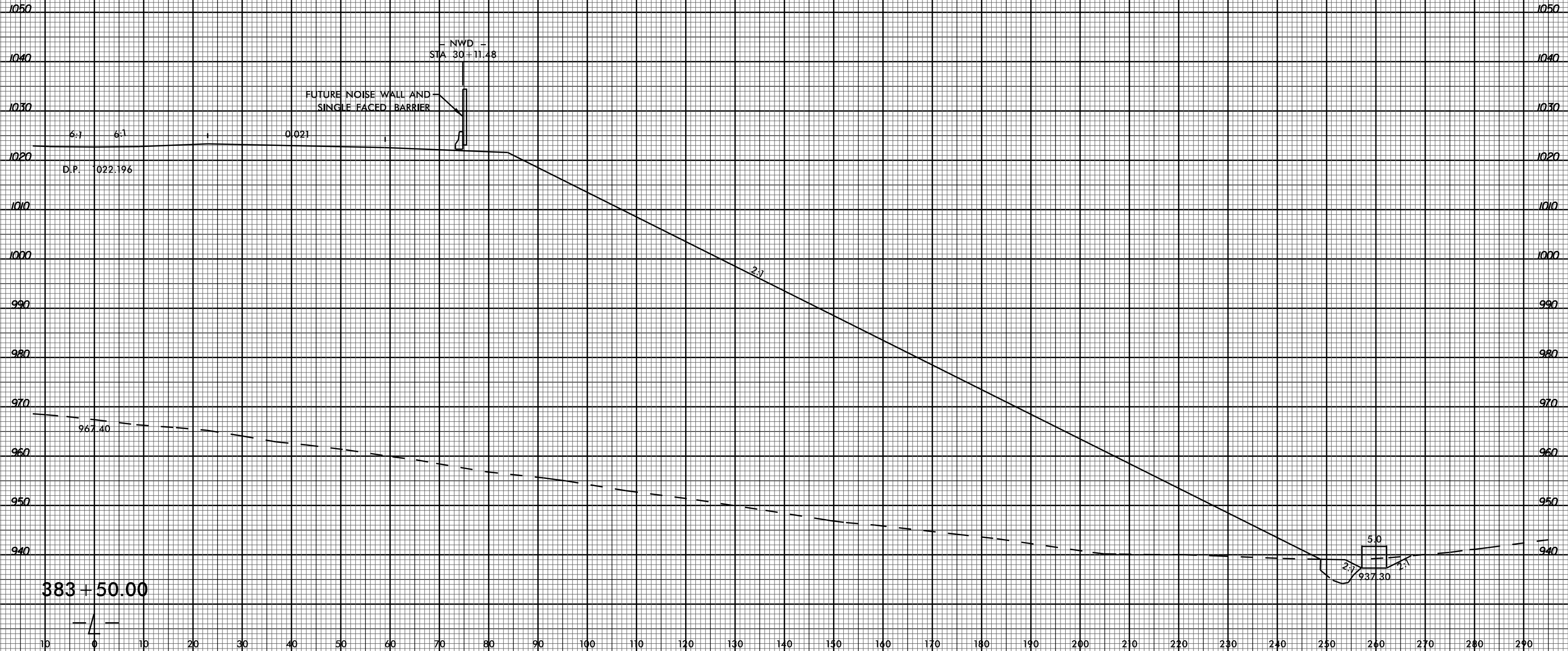
6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-25

10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



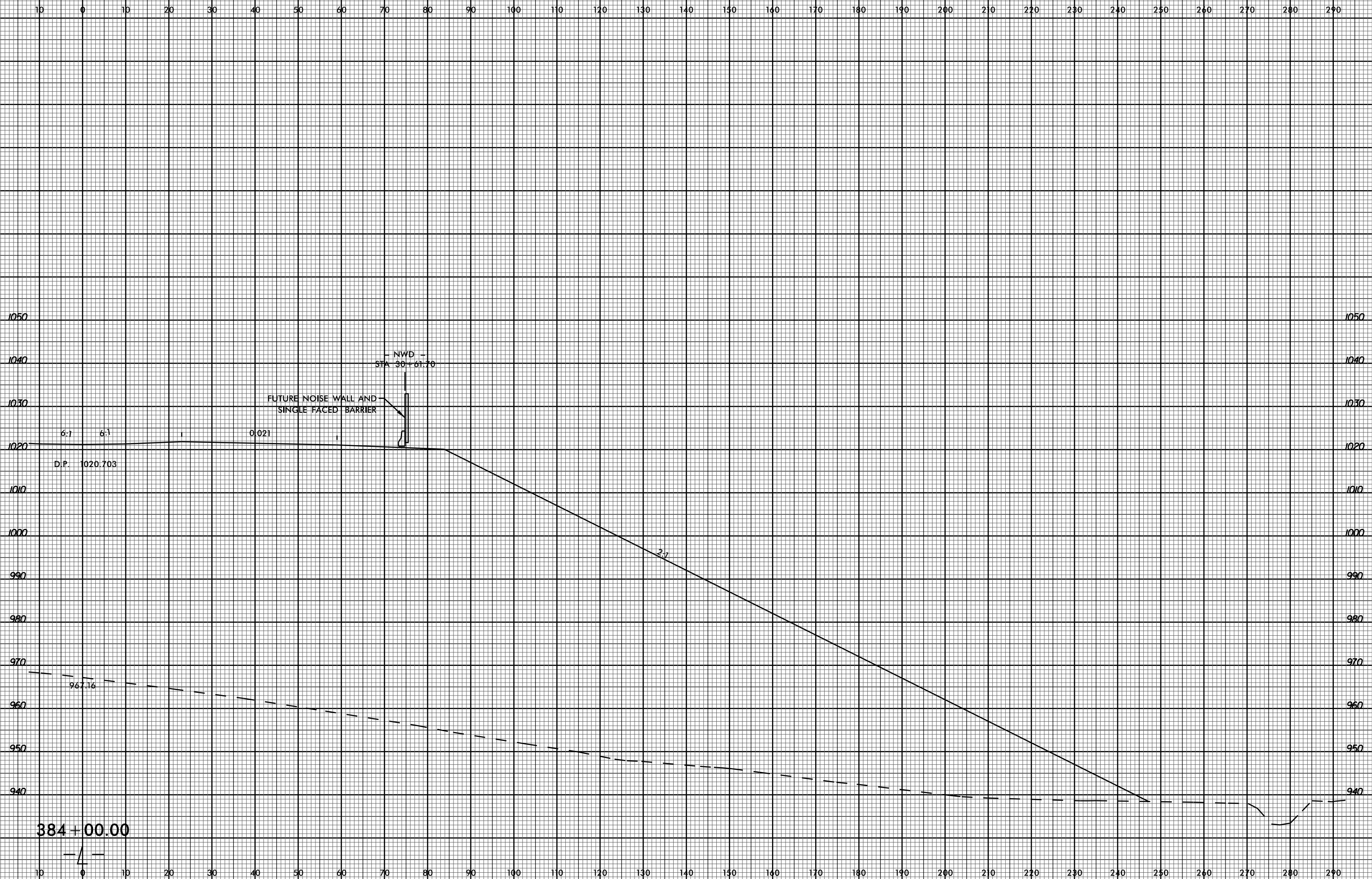
03-JUL-2017 15:59
P:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

6/23/16



PROJ. REFERENCE NO.
U-2579C

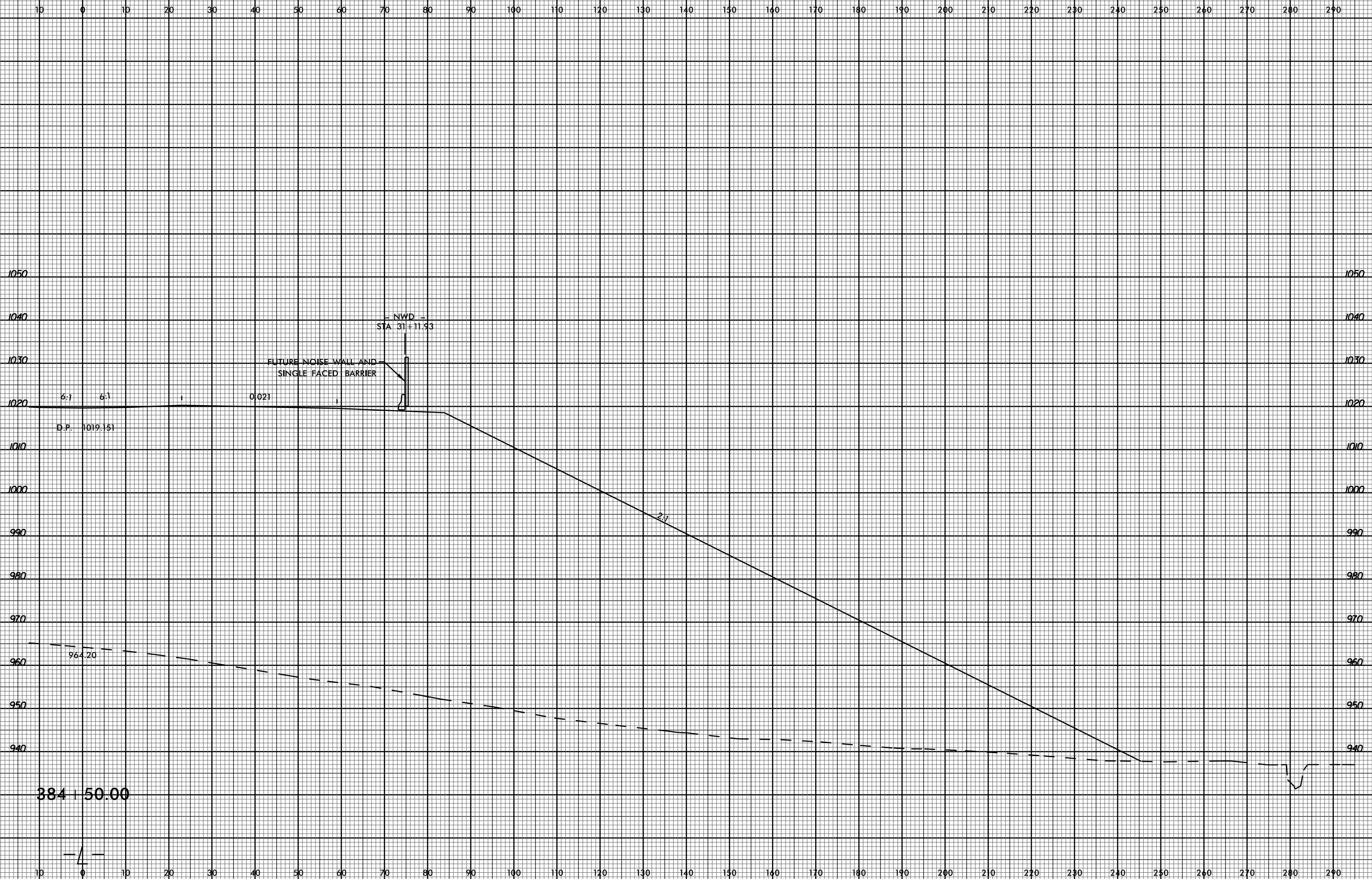
SHEET NO.
X-26

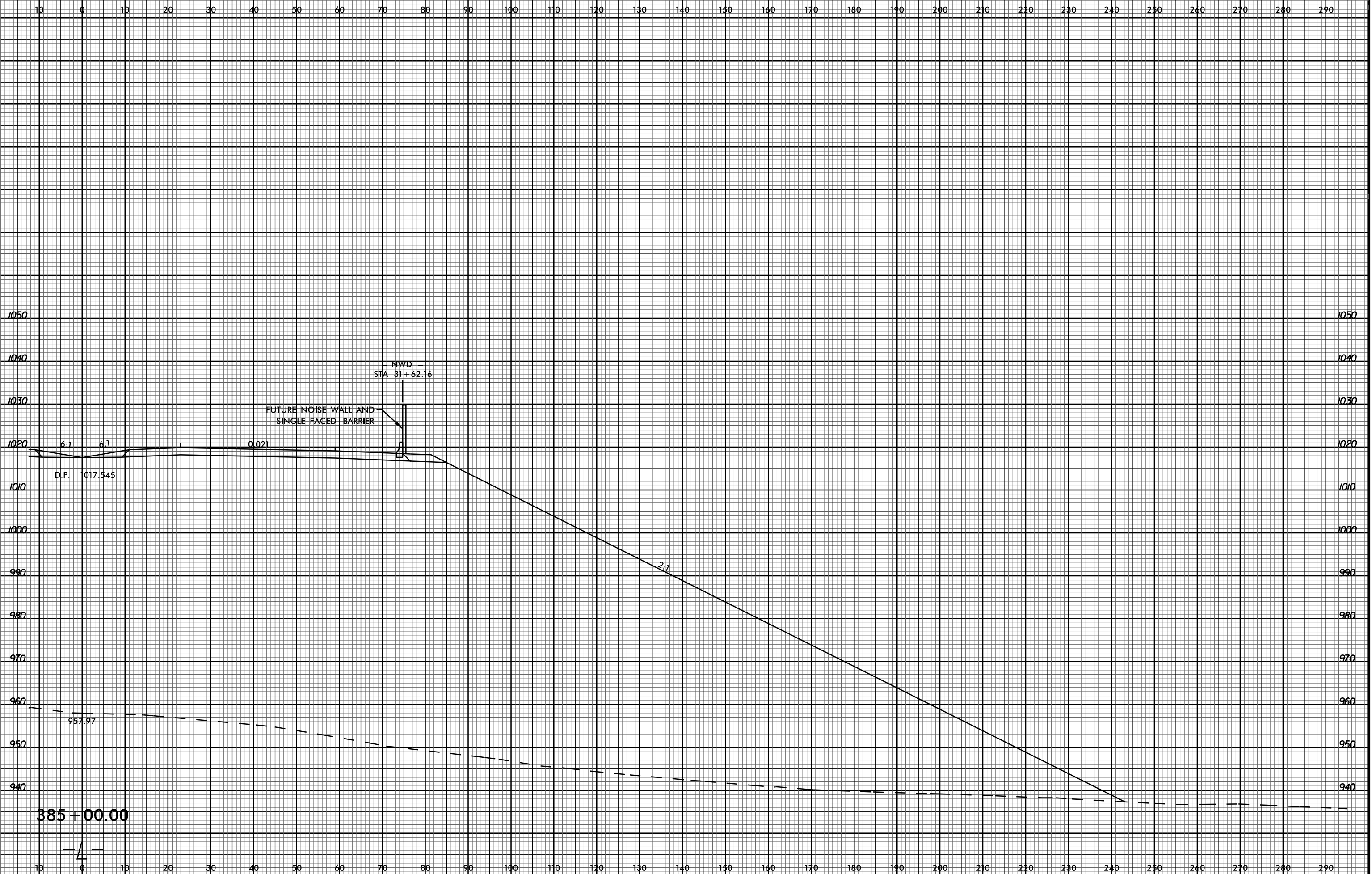


03-JUL-2017 15:59
R:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$SERNAME\$\$\$\$

384+00.00

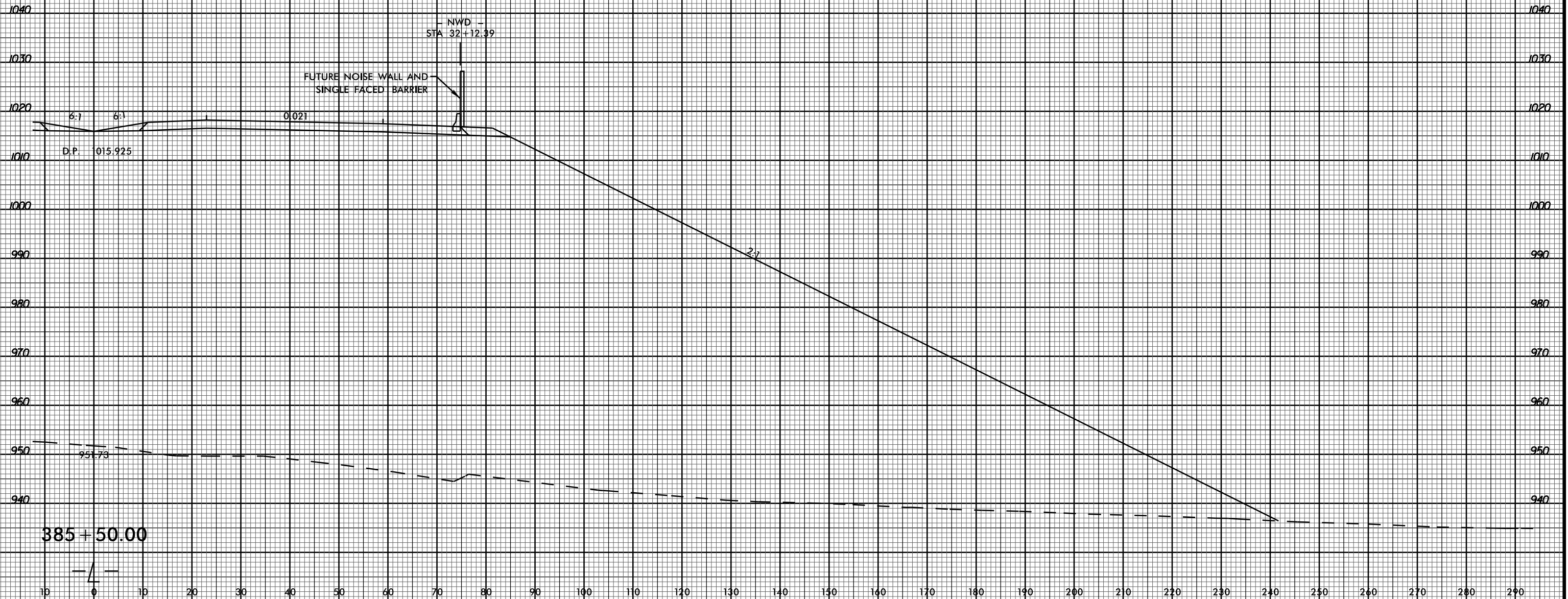






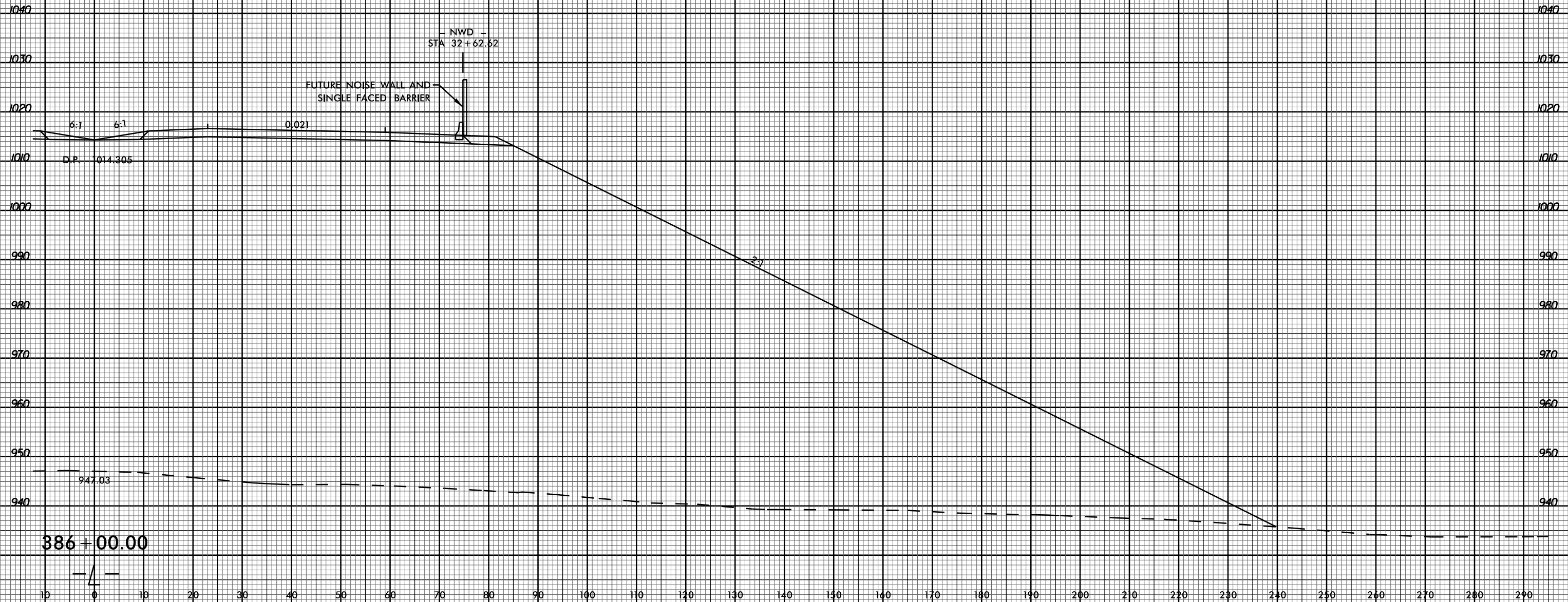


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290





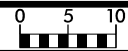
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290





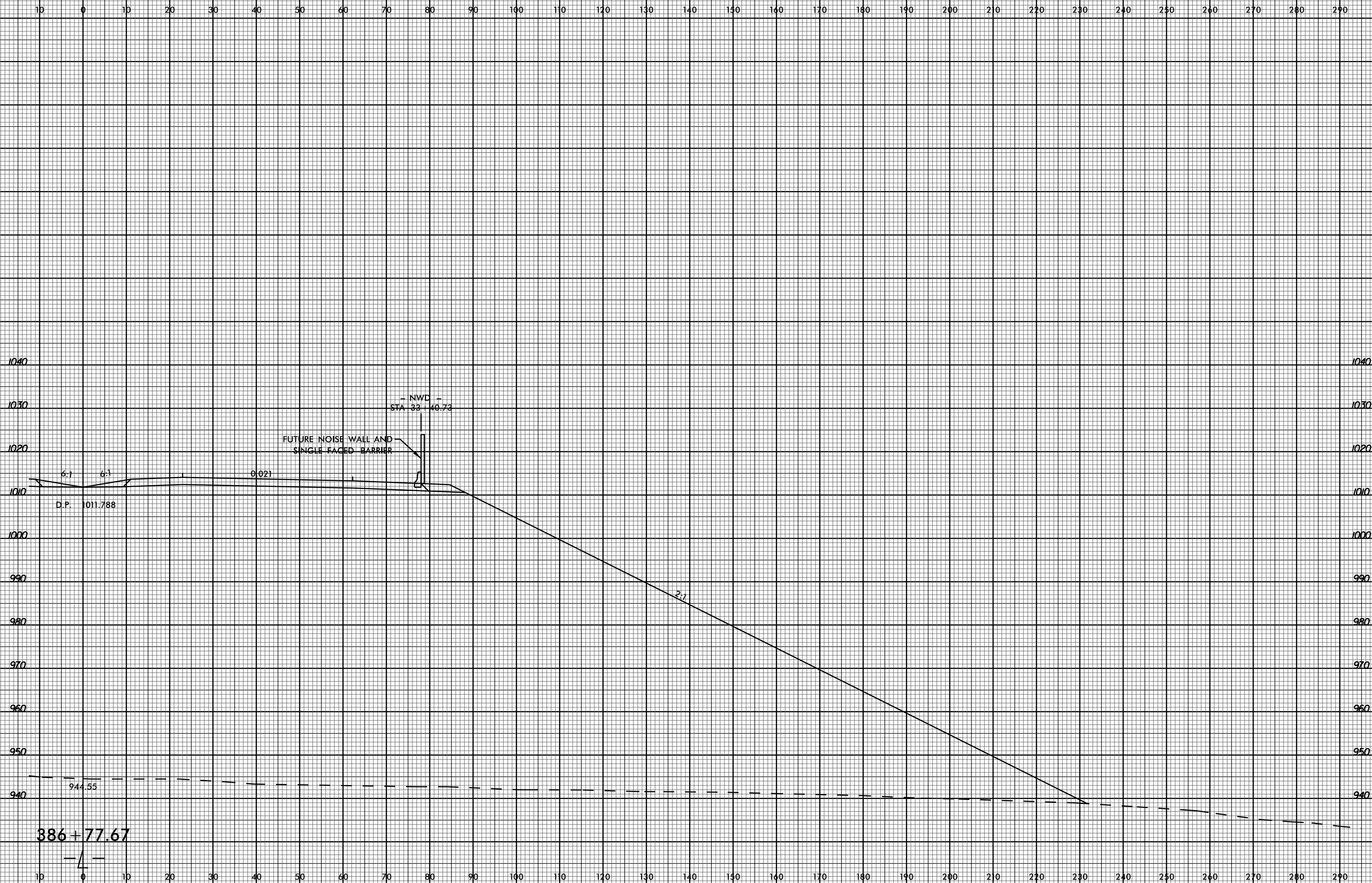
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

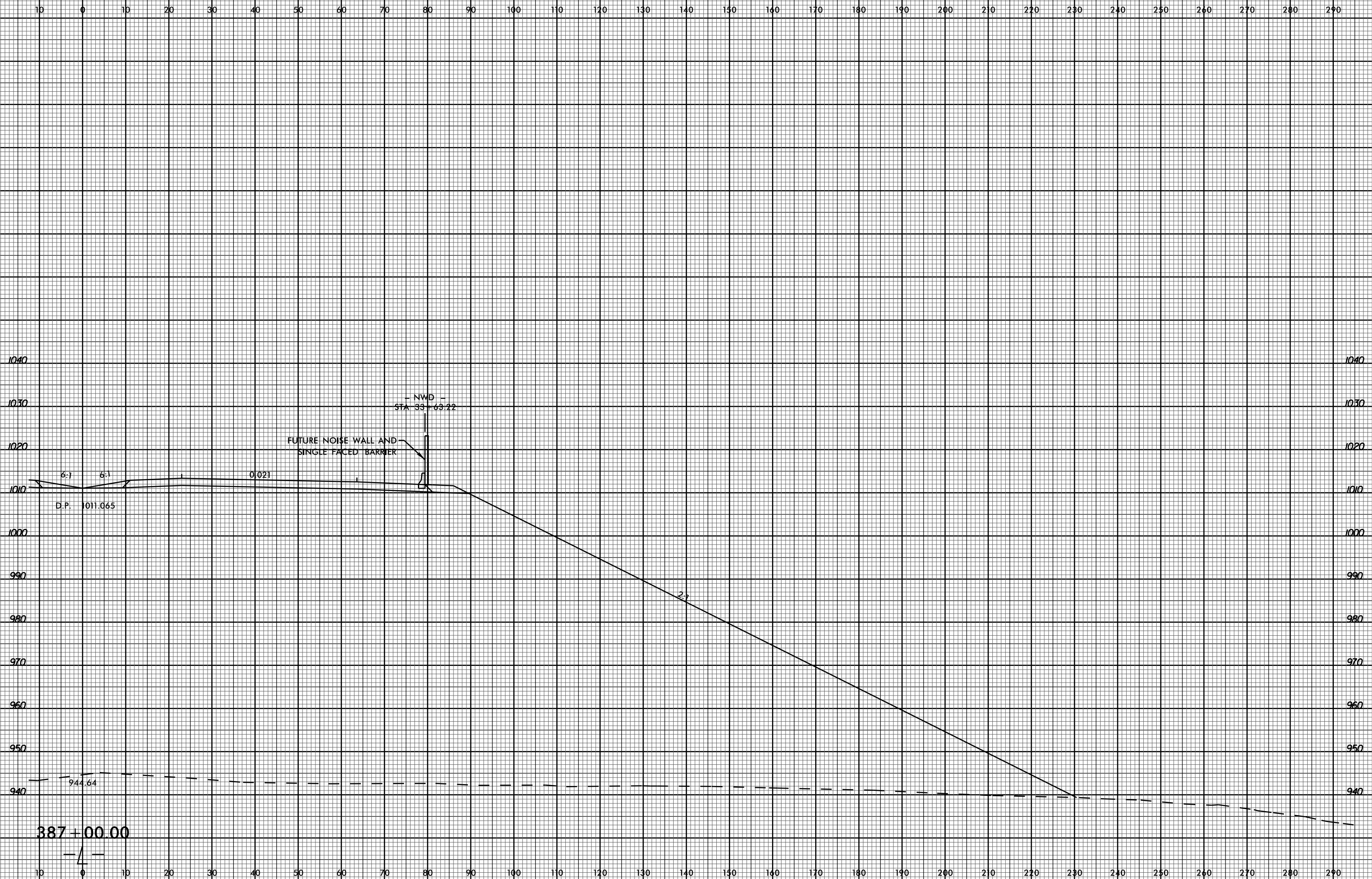




10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



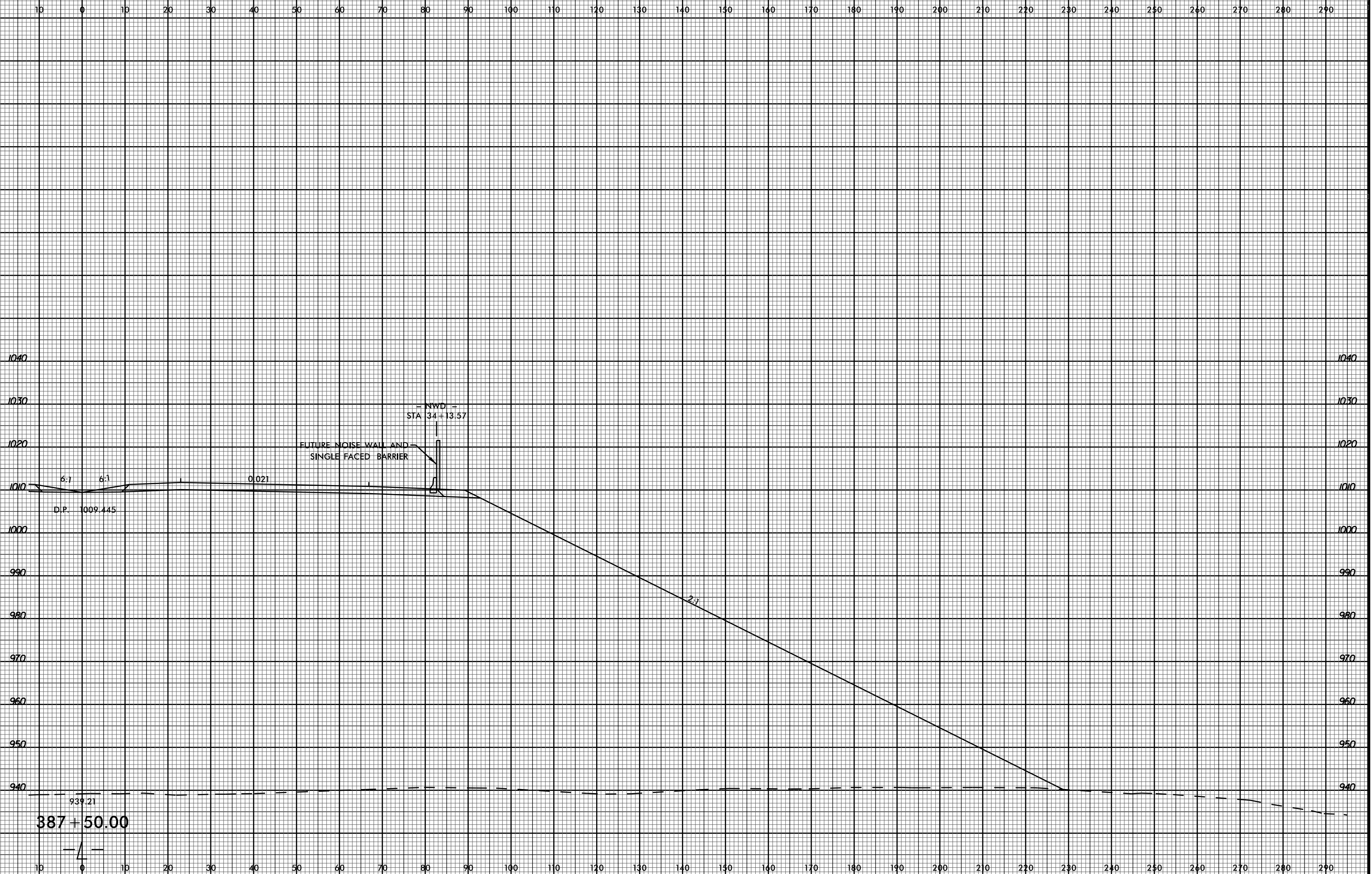




03-JUL-2017 15:59
P:\Projects\XSC\U2579C_Rdg_xpl.l_r-right.dgn
\$\$\$\$SERNAME\$\$\$

387+00.00

4

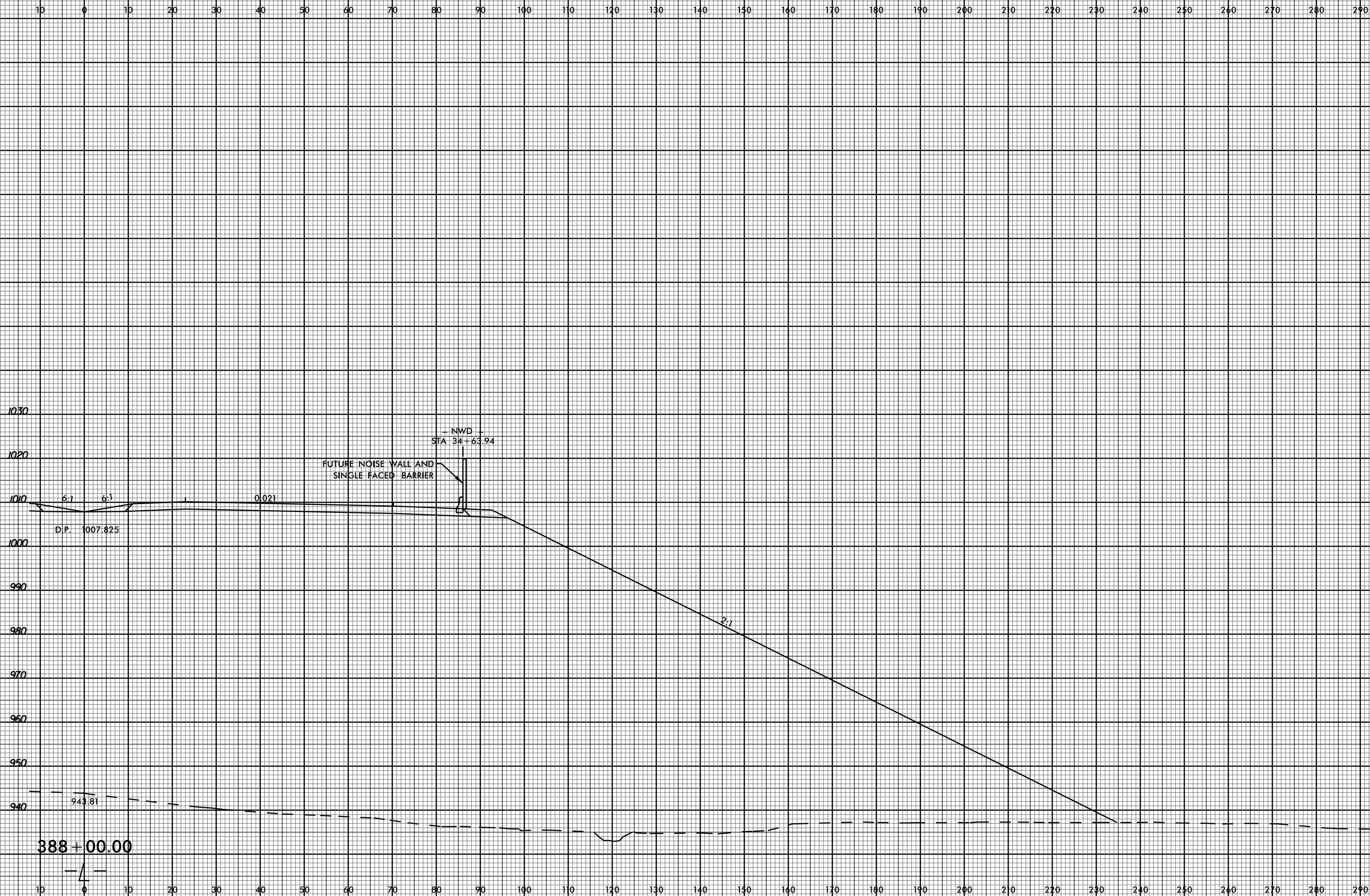


6/23/16



PROJ. REFERENCE NO.
U-2579C

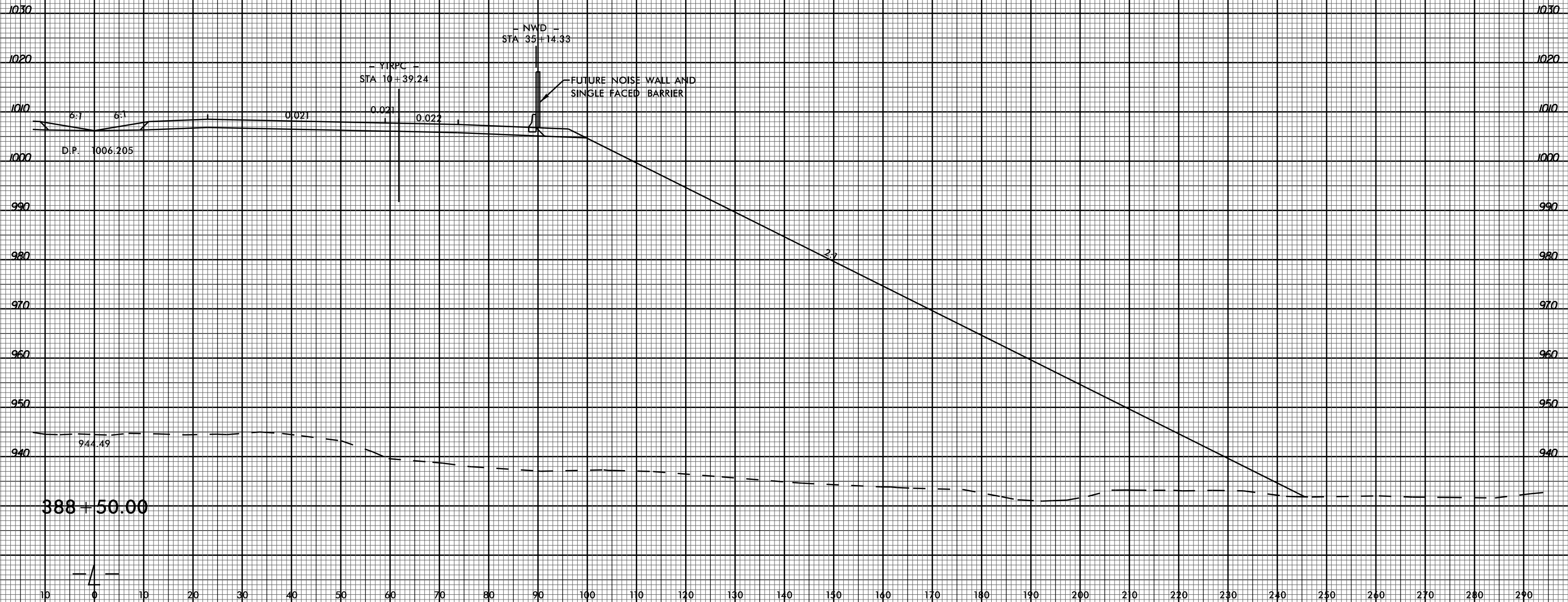
SHEET NO.
X-36



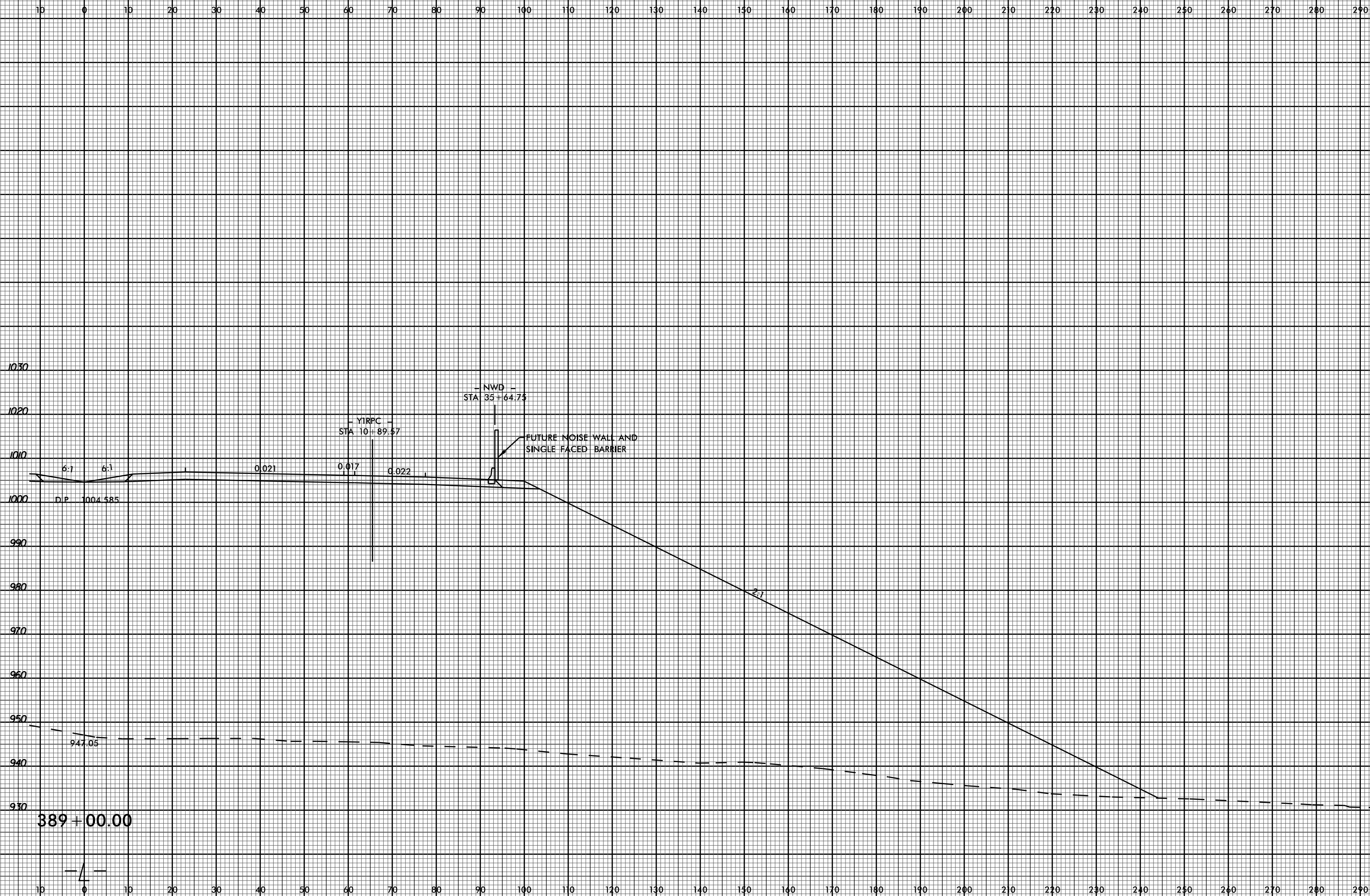
03-JUL-2017 15:59
P:\Roadway\X50\U2579C_Rdy_xpl.l_r.r.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

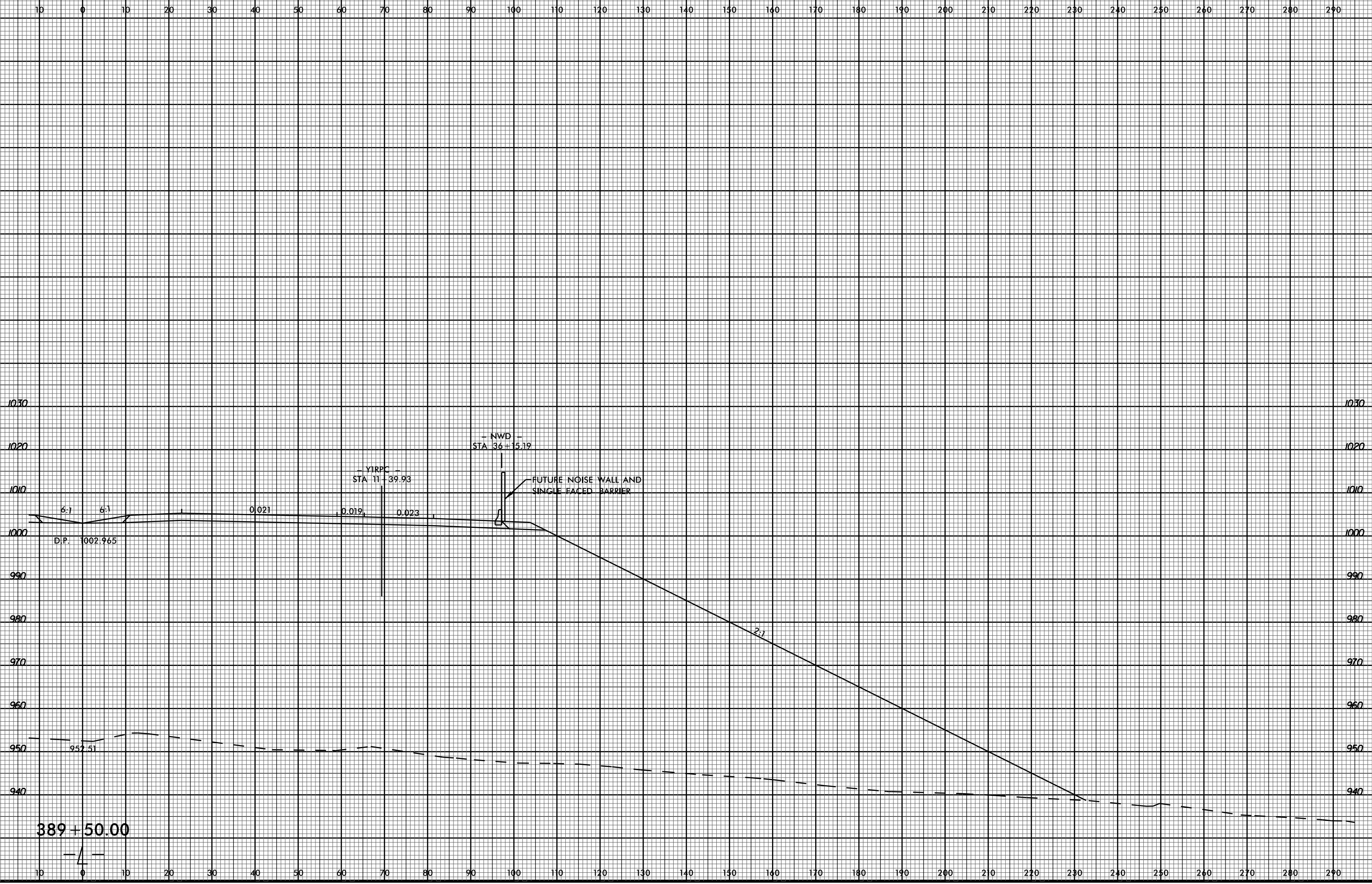


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290





1030 1030

1020 1020

1010 1010

1000 1000

990 990

980 980

970 970

960 960

950 950

940 940

- NWD -
STA 36+15.19

- YIRPC -
STA 11+39.93

FUTURE NOISE WALL AND
SINGLE FACED BARRIER

6:1 6:1
D.P. 1002.965

0.021 0.019 0.023

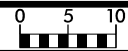
2:1

952.51

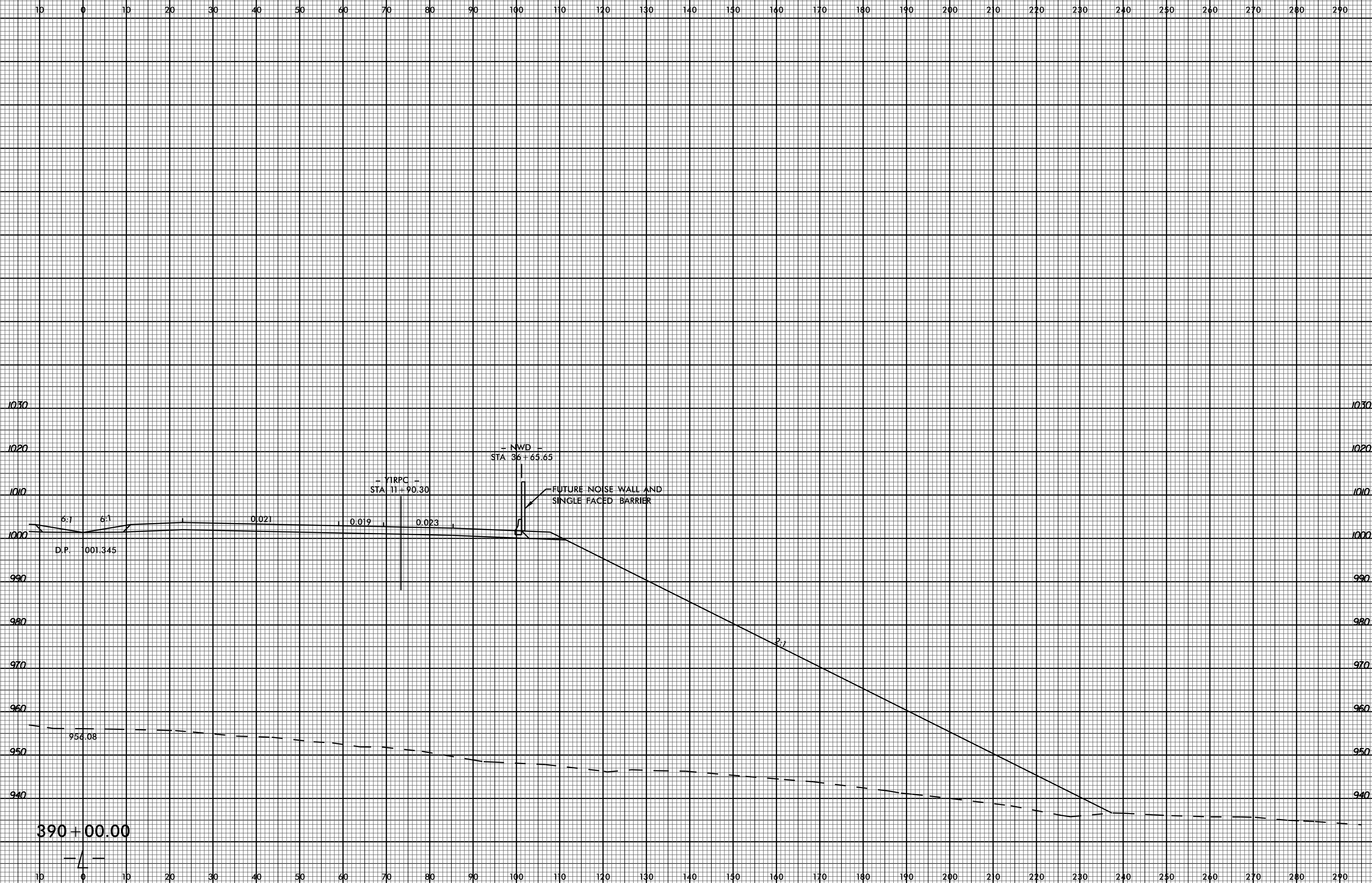
389+50.00

4

6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-40



1030 1030

1020 1020

1010 1010

1000 1000

990 990

980 980

970 970

960 960

950 950

940 940

390 + 00.00

10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

03-JUL-2017 15:59 P:\Roadway\XSC\U2579C_Rdy_xpl_1_1_right.dgn

6:1 6:1
D.P. 1001.345

- YIRPC -
STA 11 + 90.30

- NWD -
STA 36 + 65.65

FUTURE NOISE WALL AND
SINGLE FACED BARRIER

0.021 0.019 0.023

2:1

954.08

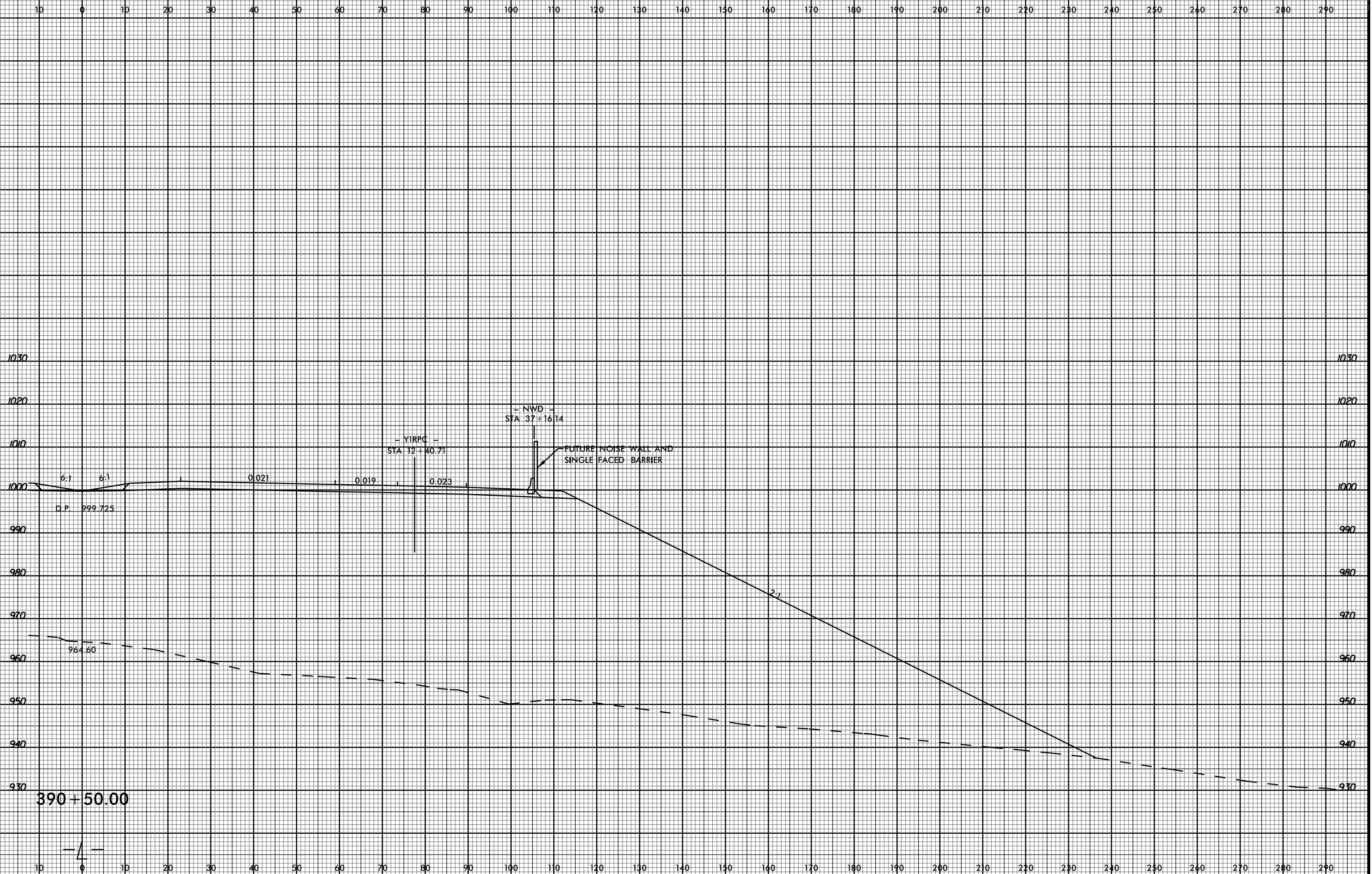
4

6/23/16



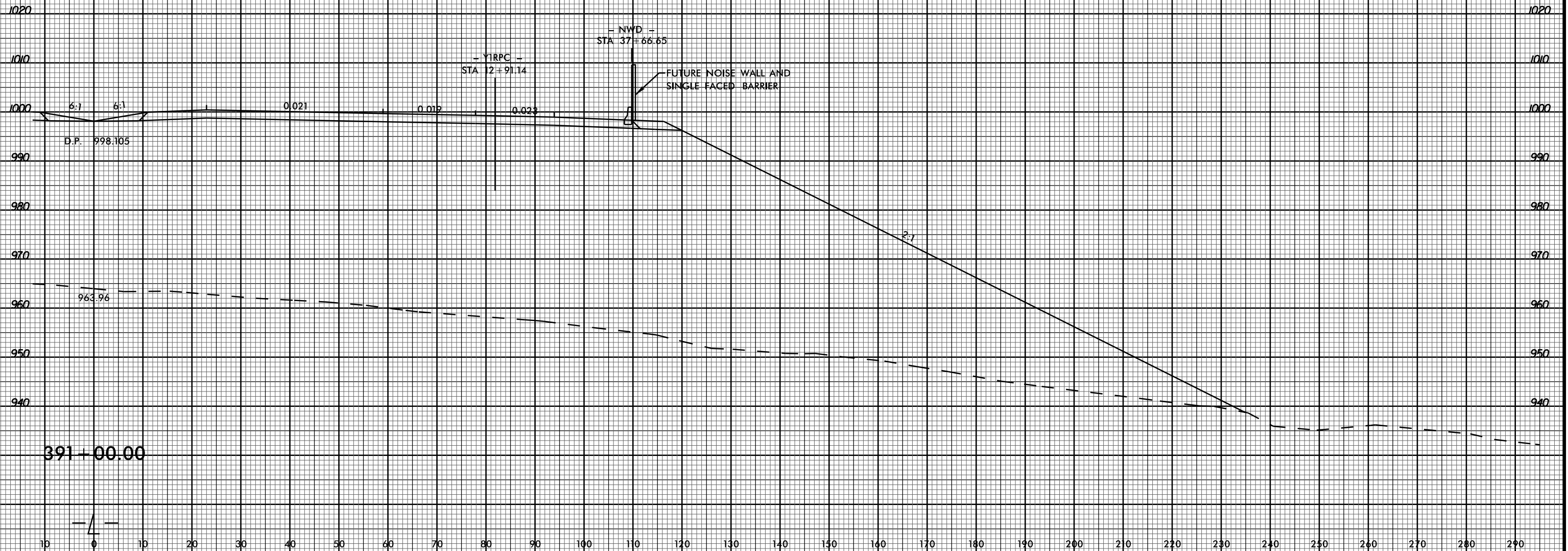
PROJ. REFERENCE NO.
U-2579C

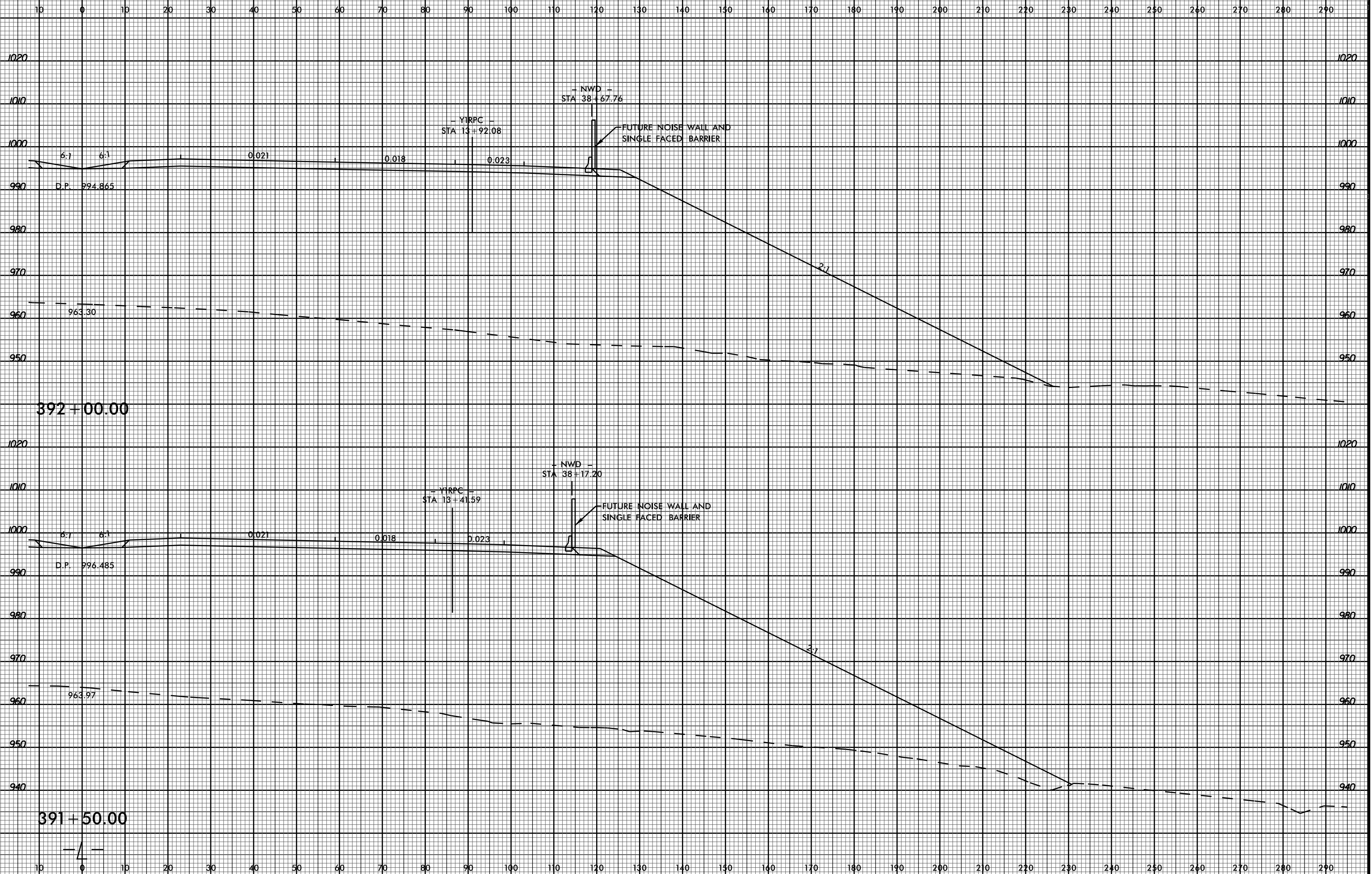
SHEET NO.
X-41

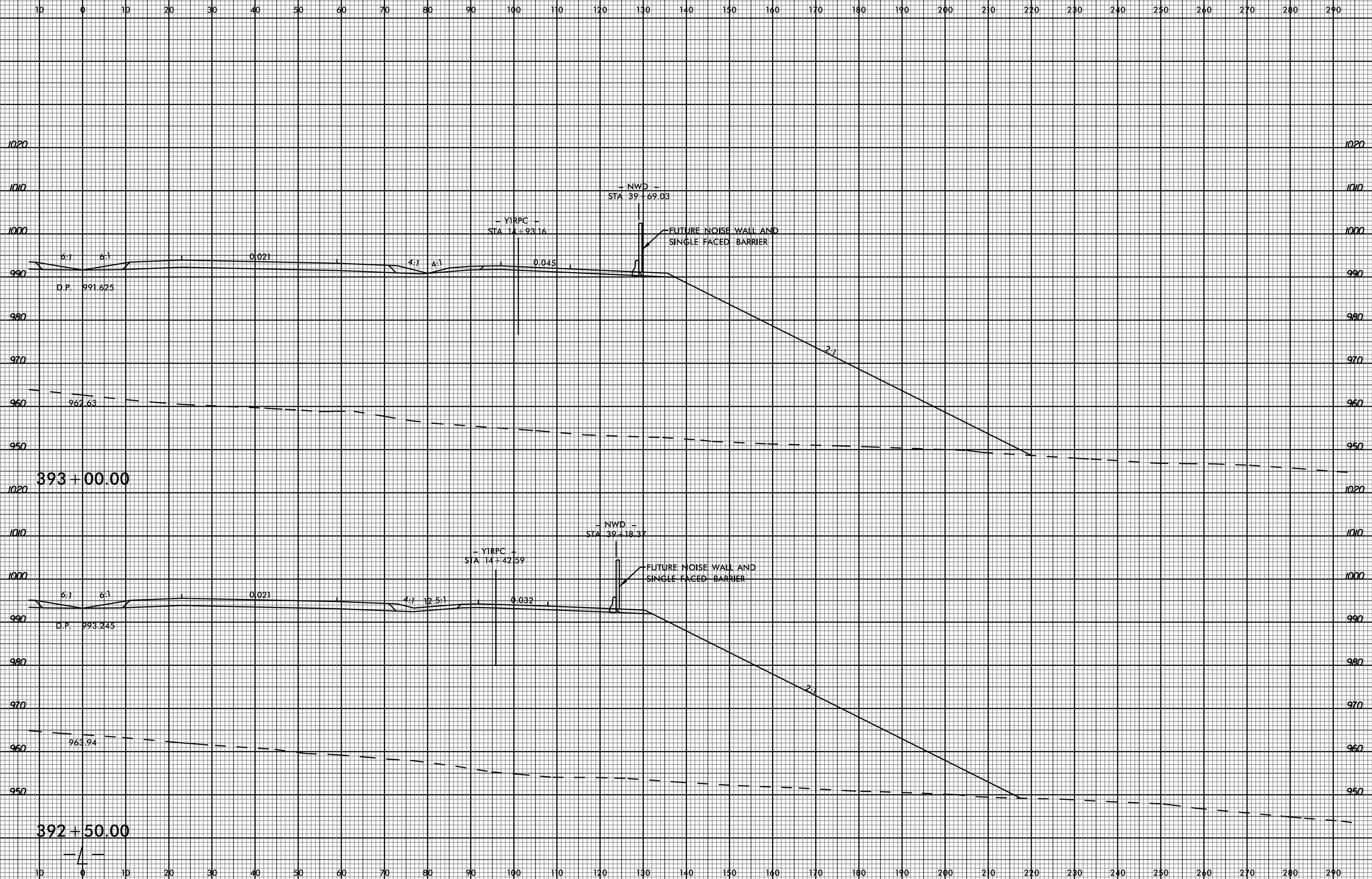


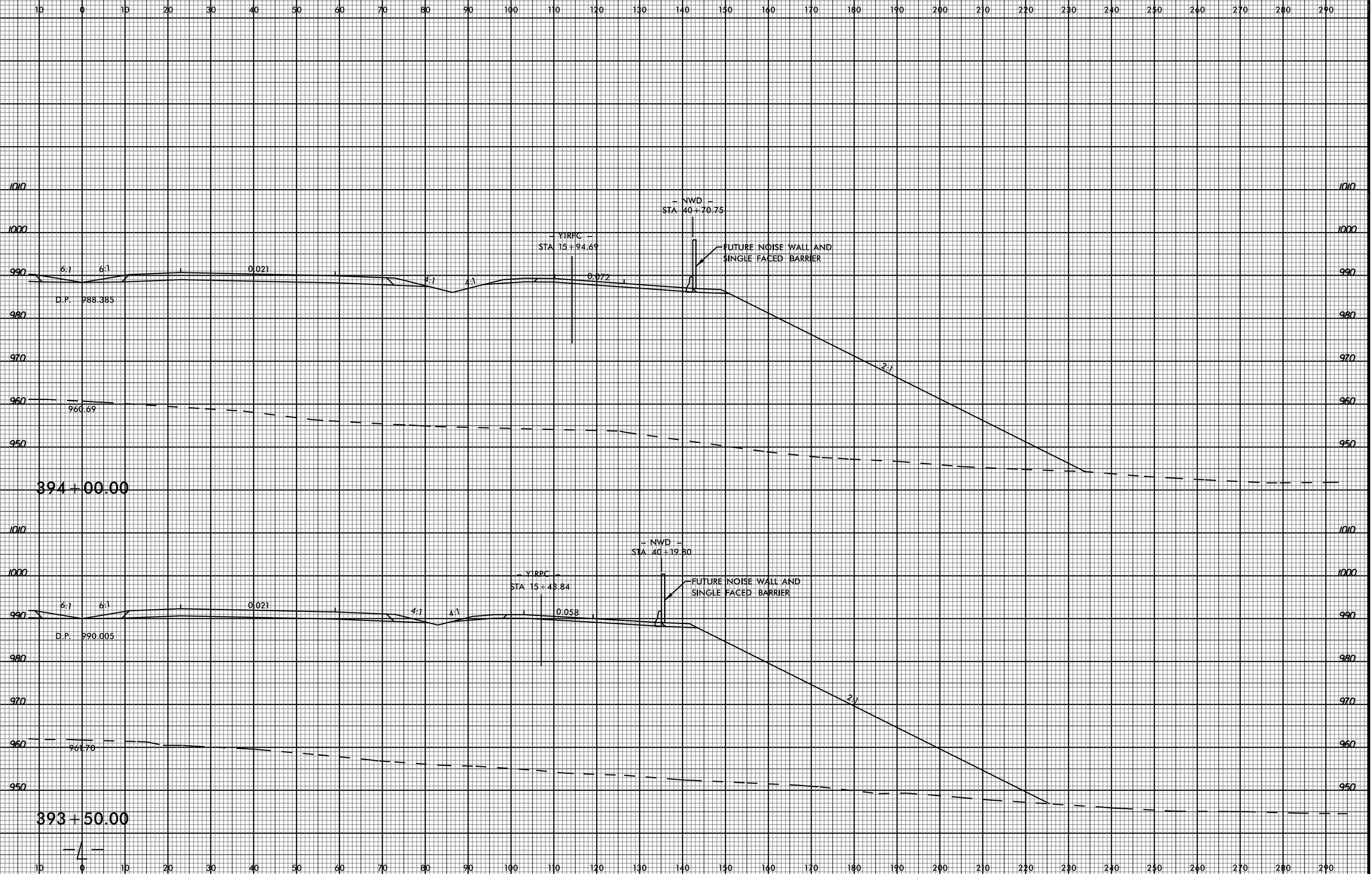
03-JUL-2017 15:59
R:\Projects\XSC\U2579C_Rdy_xpl.l...right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

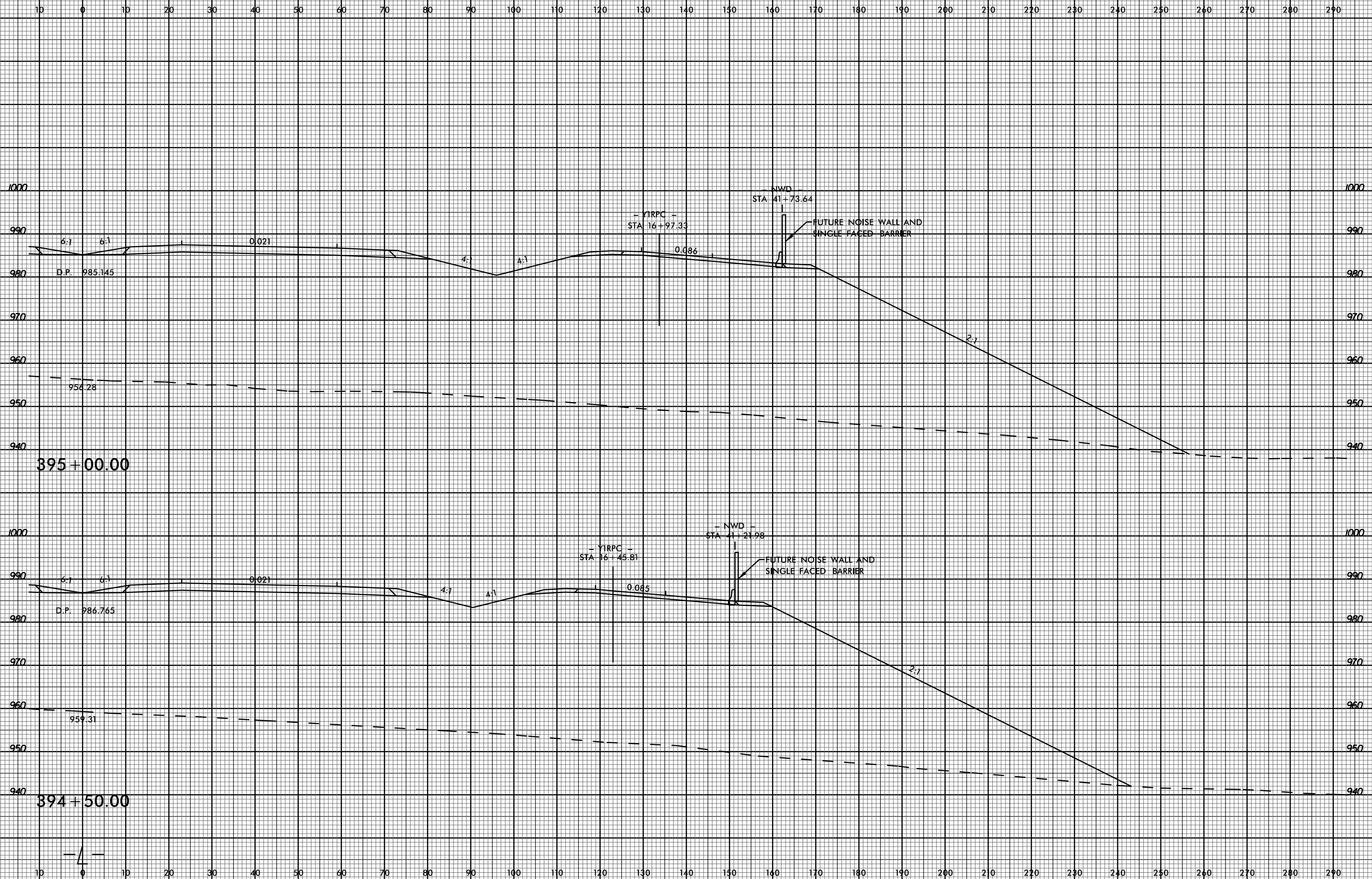
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

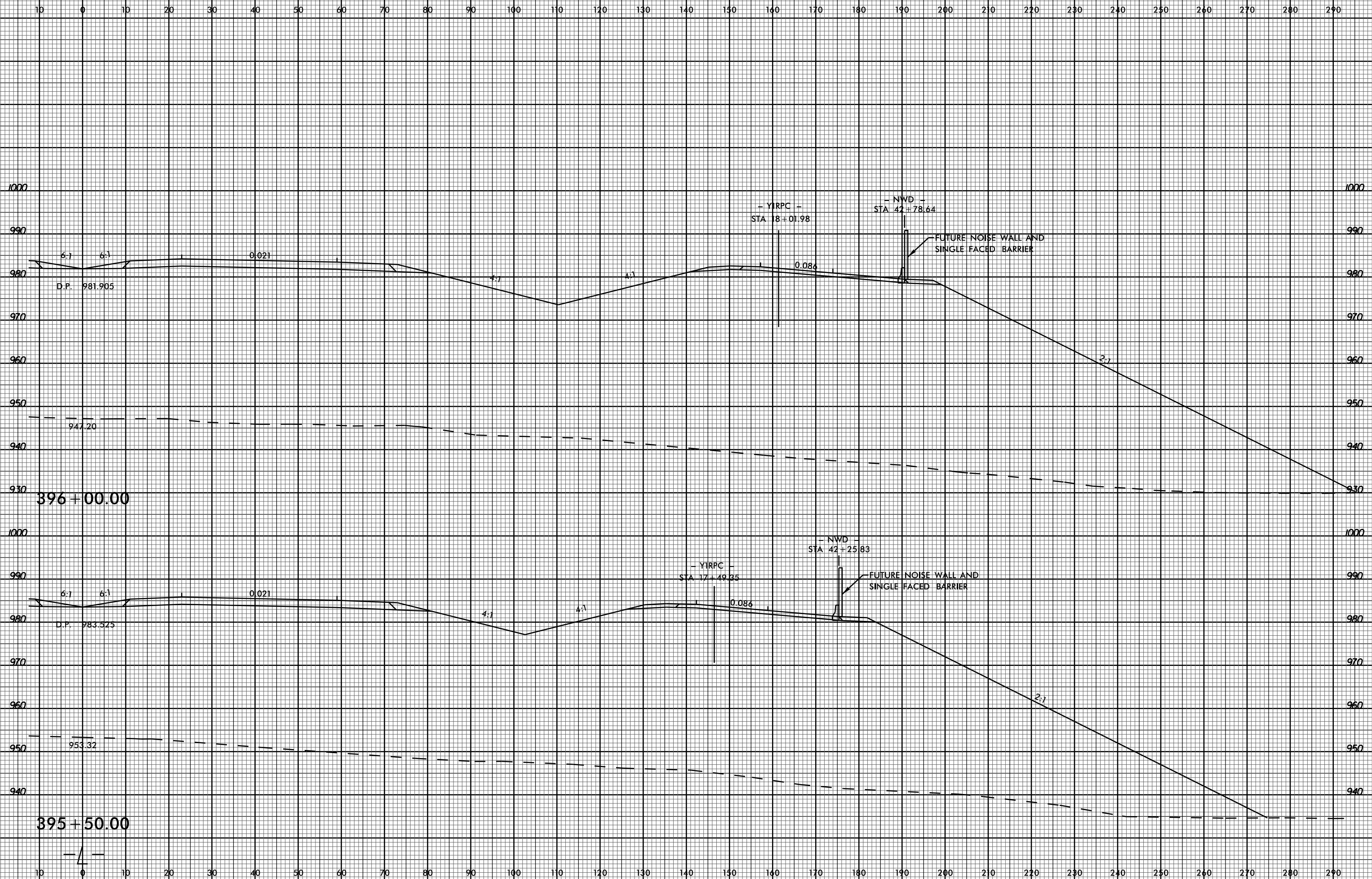


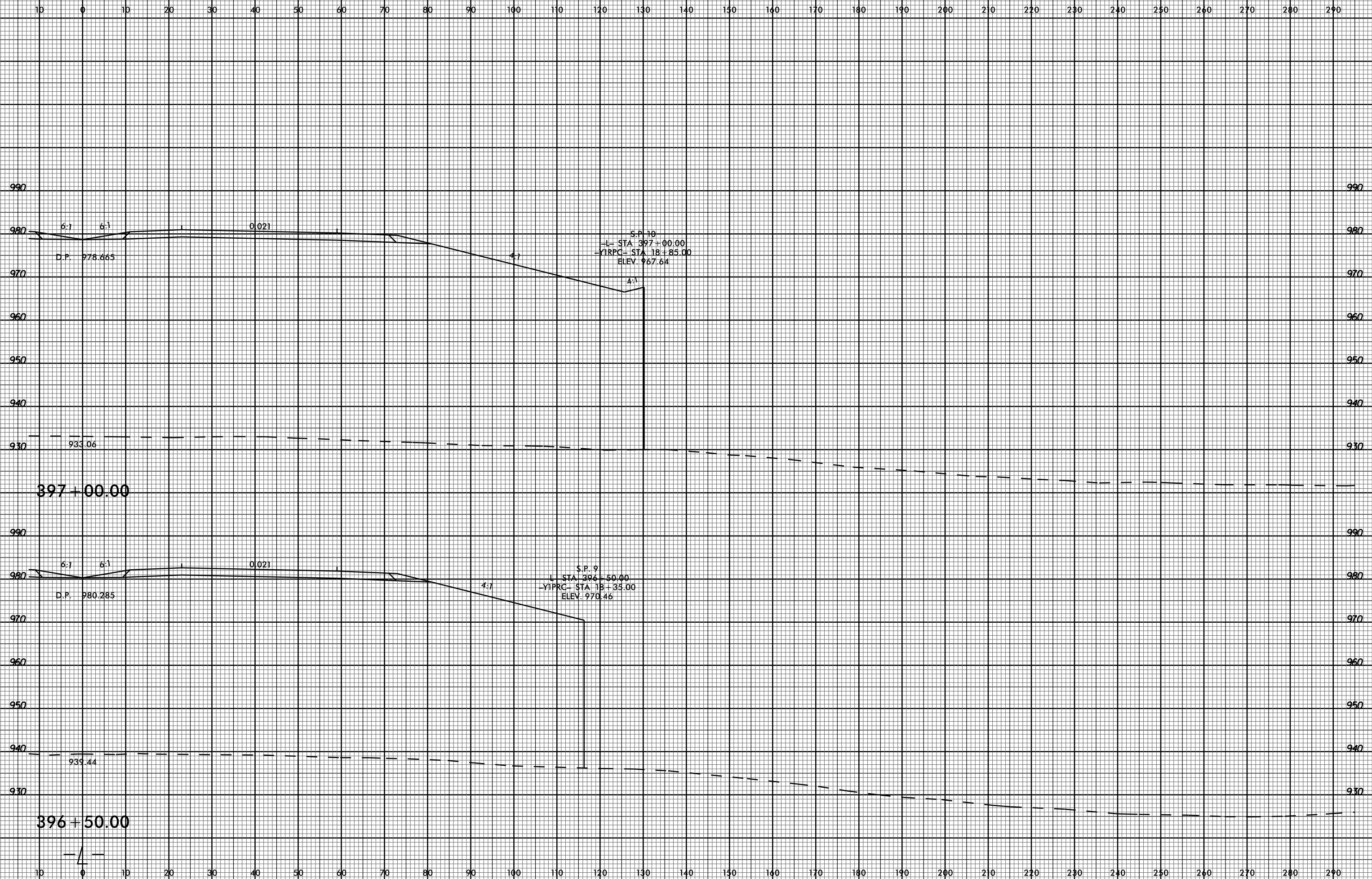
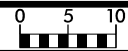


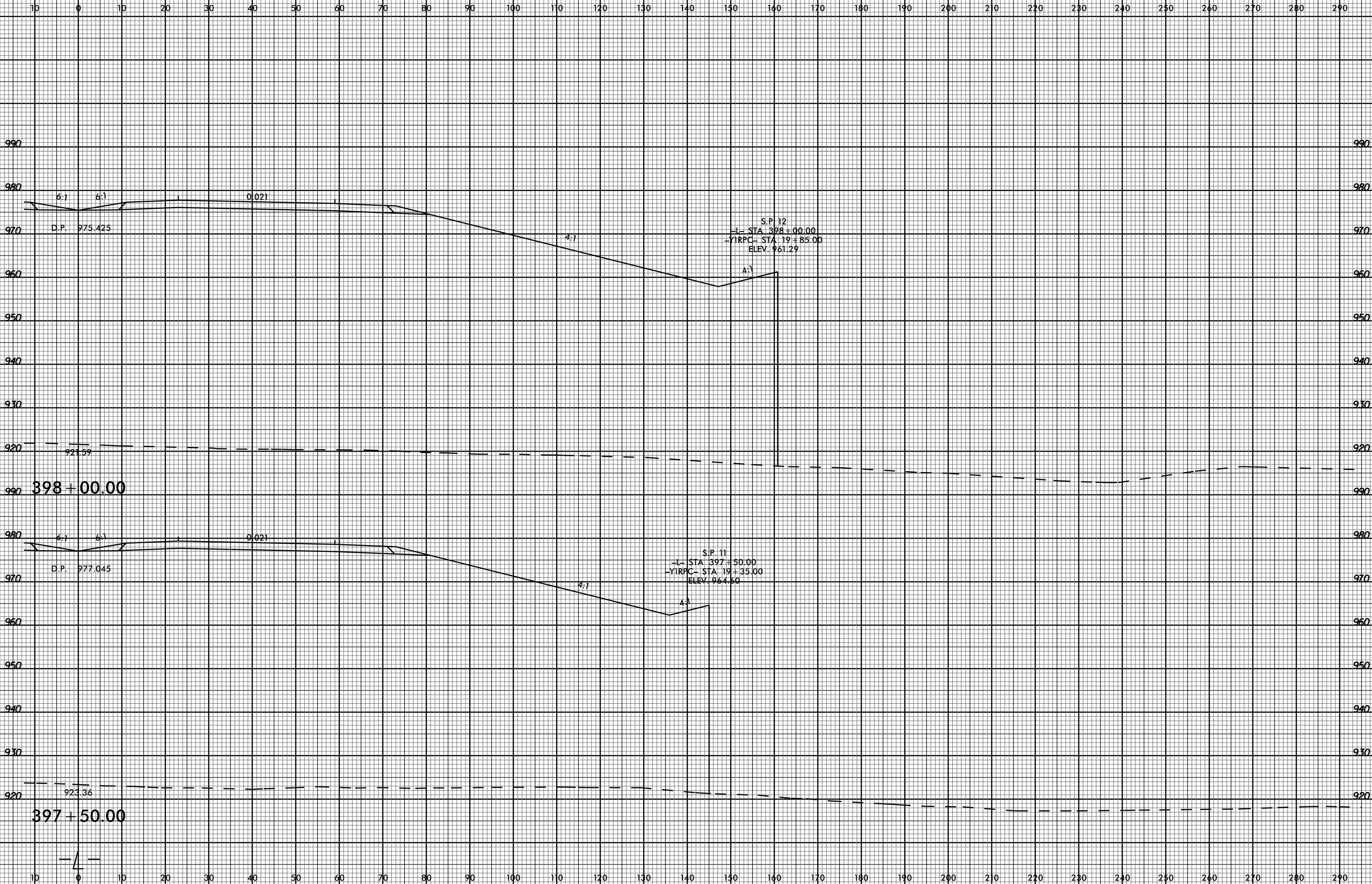


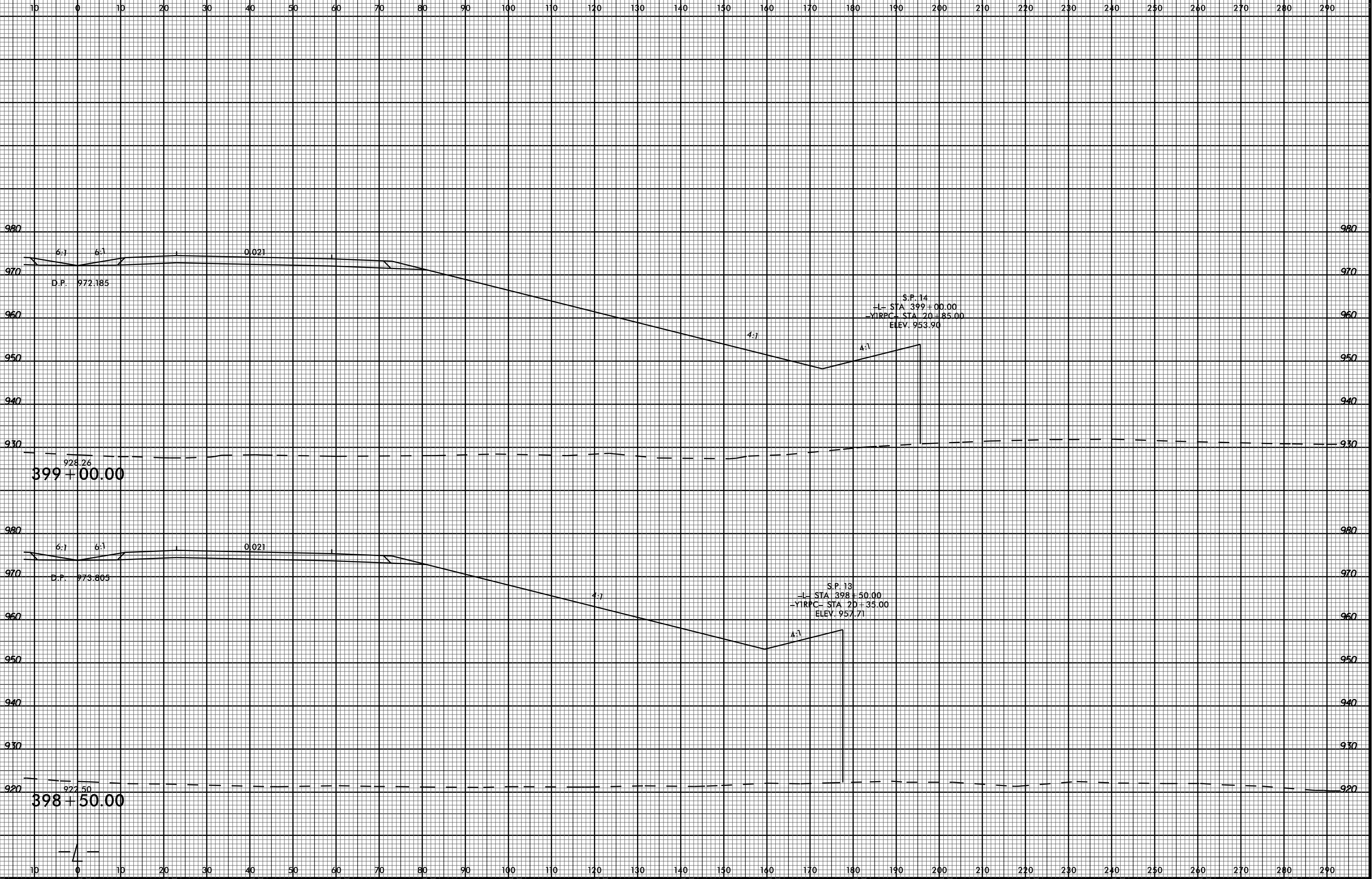


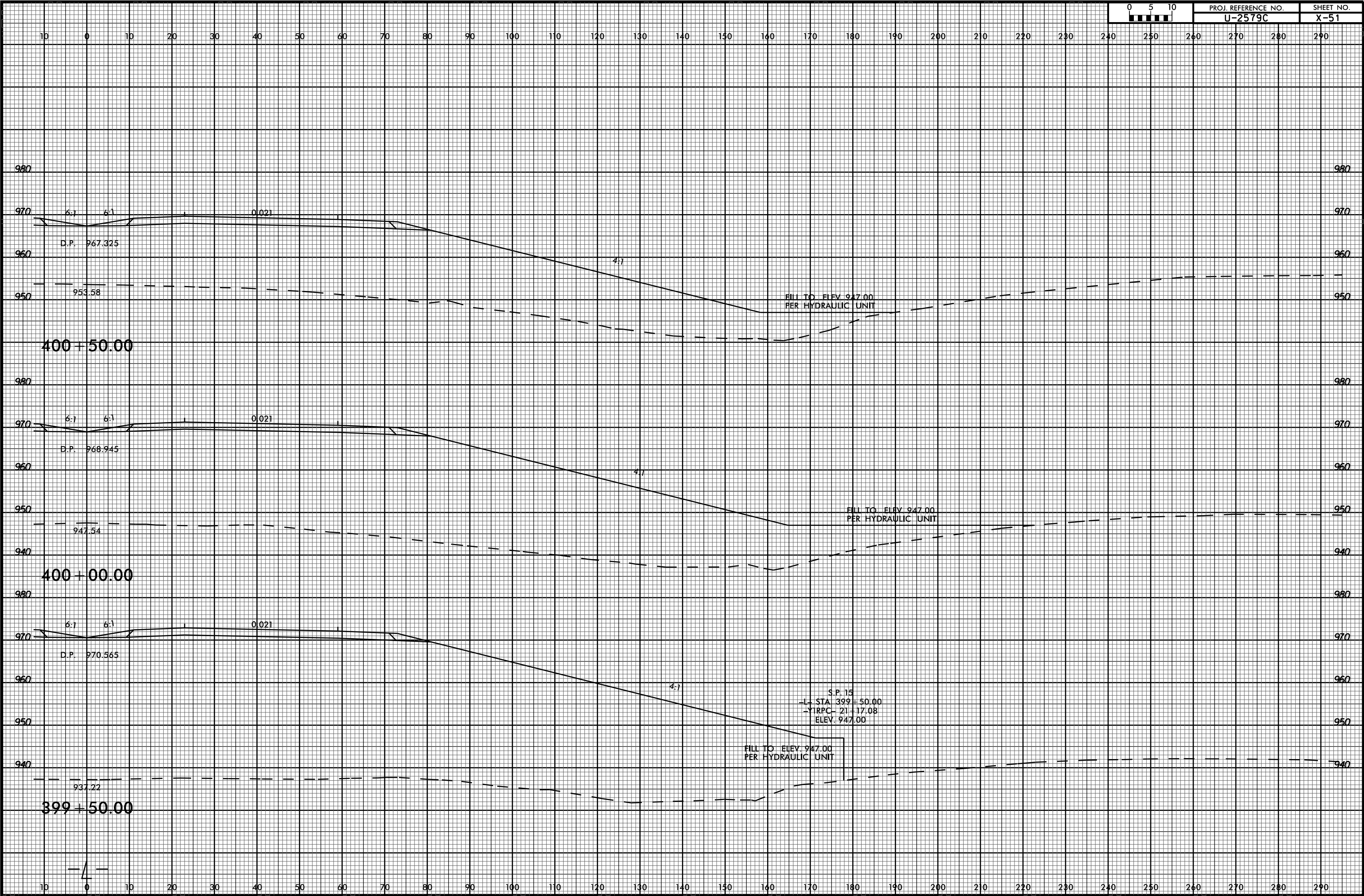


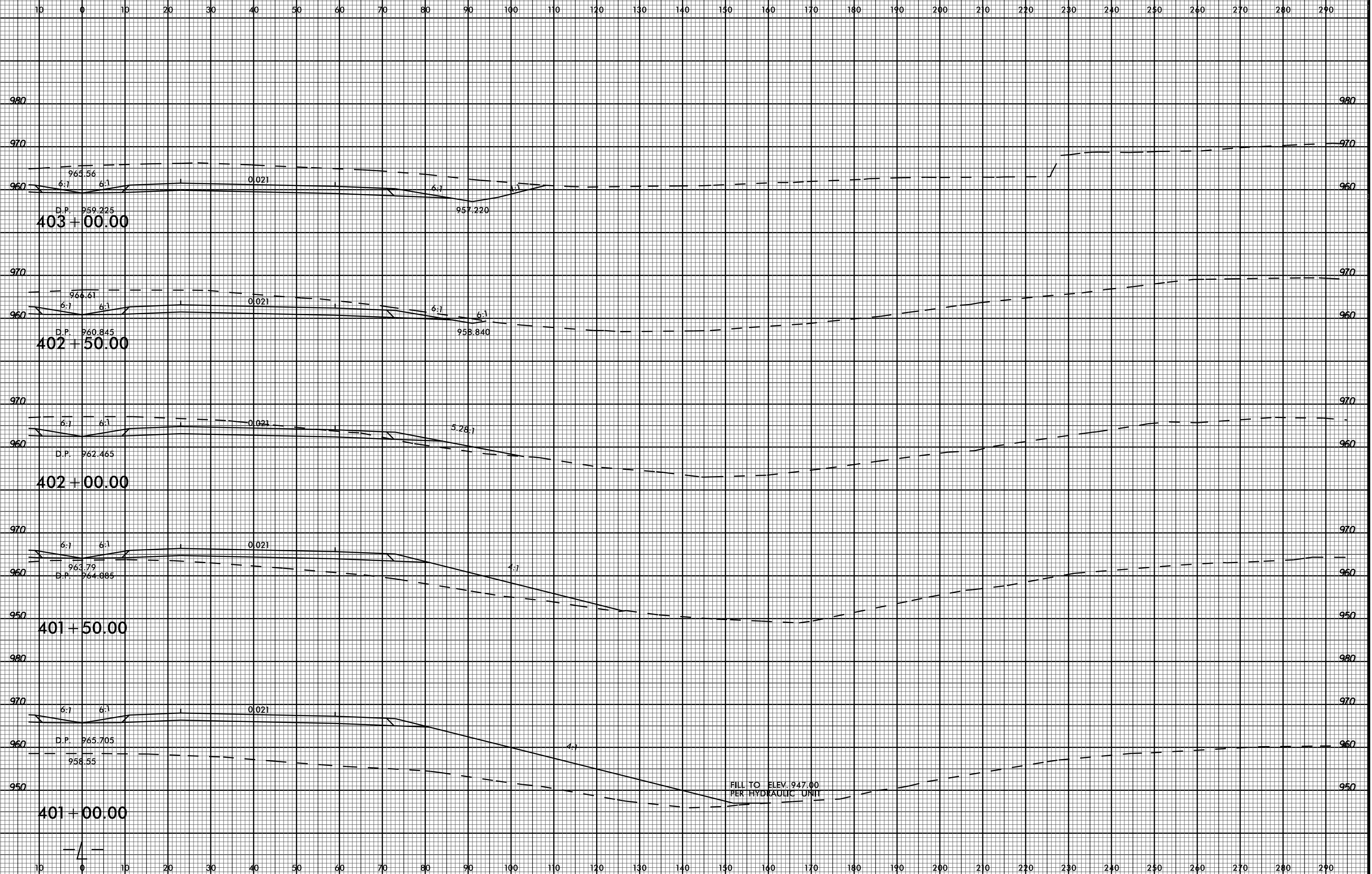


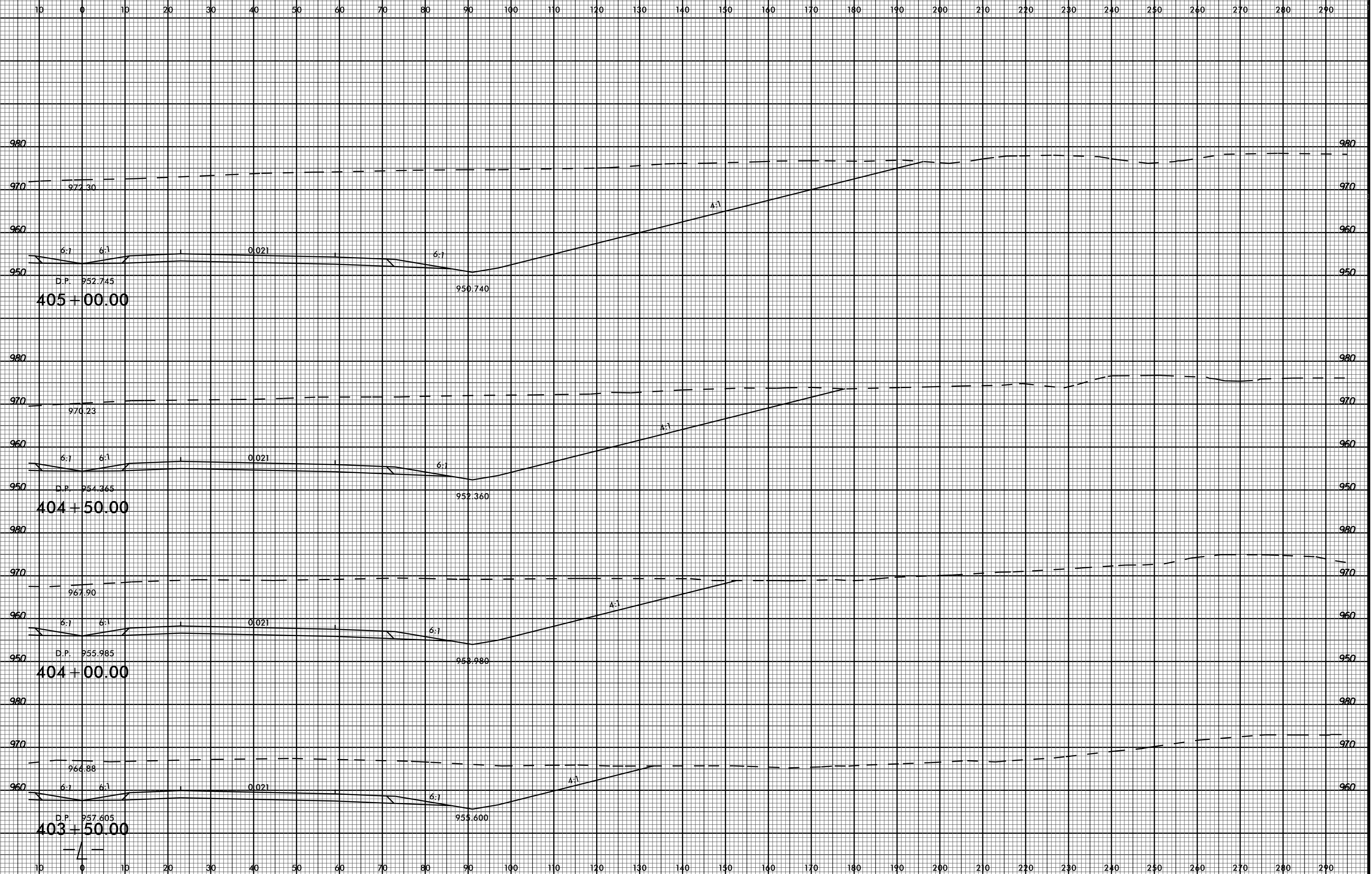


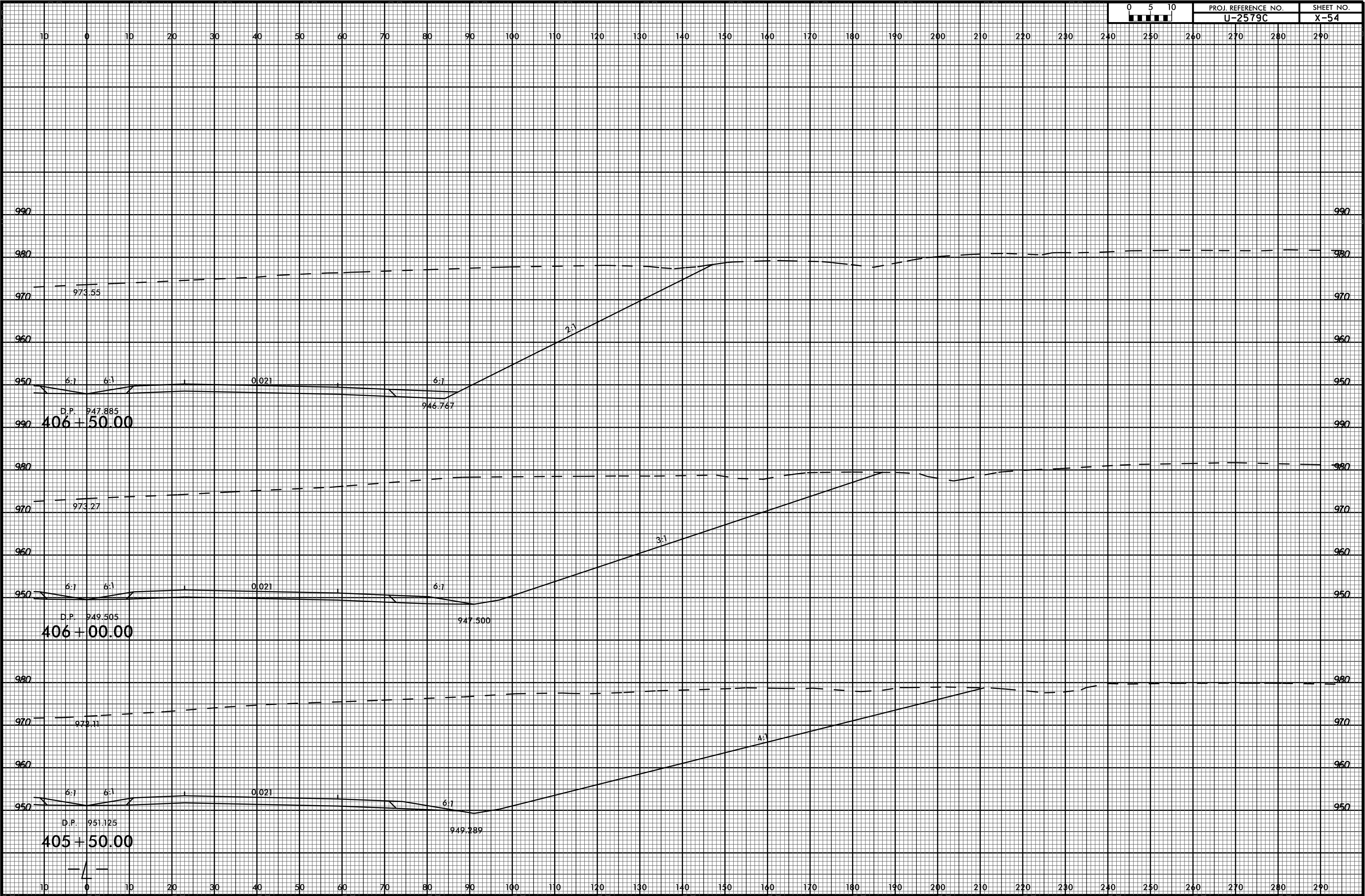


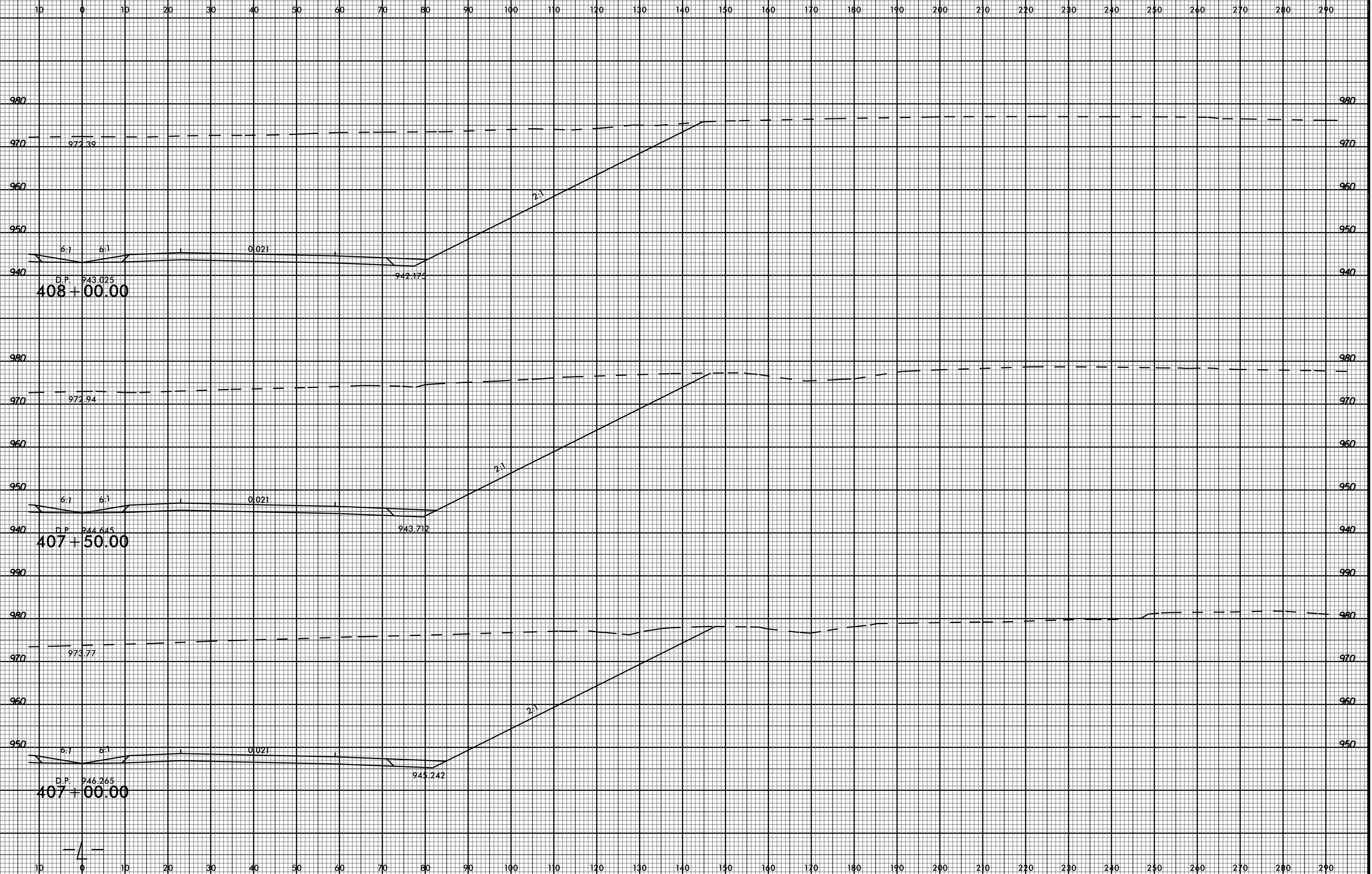


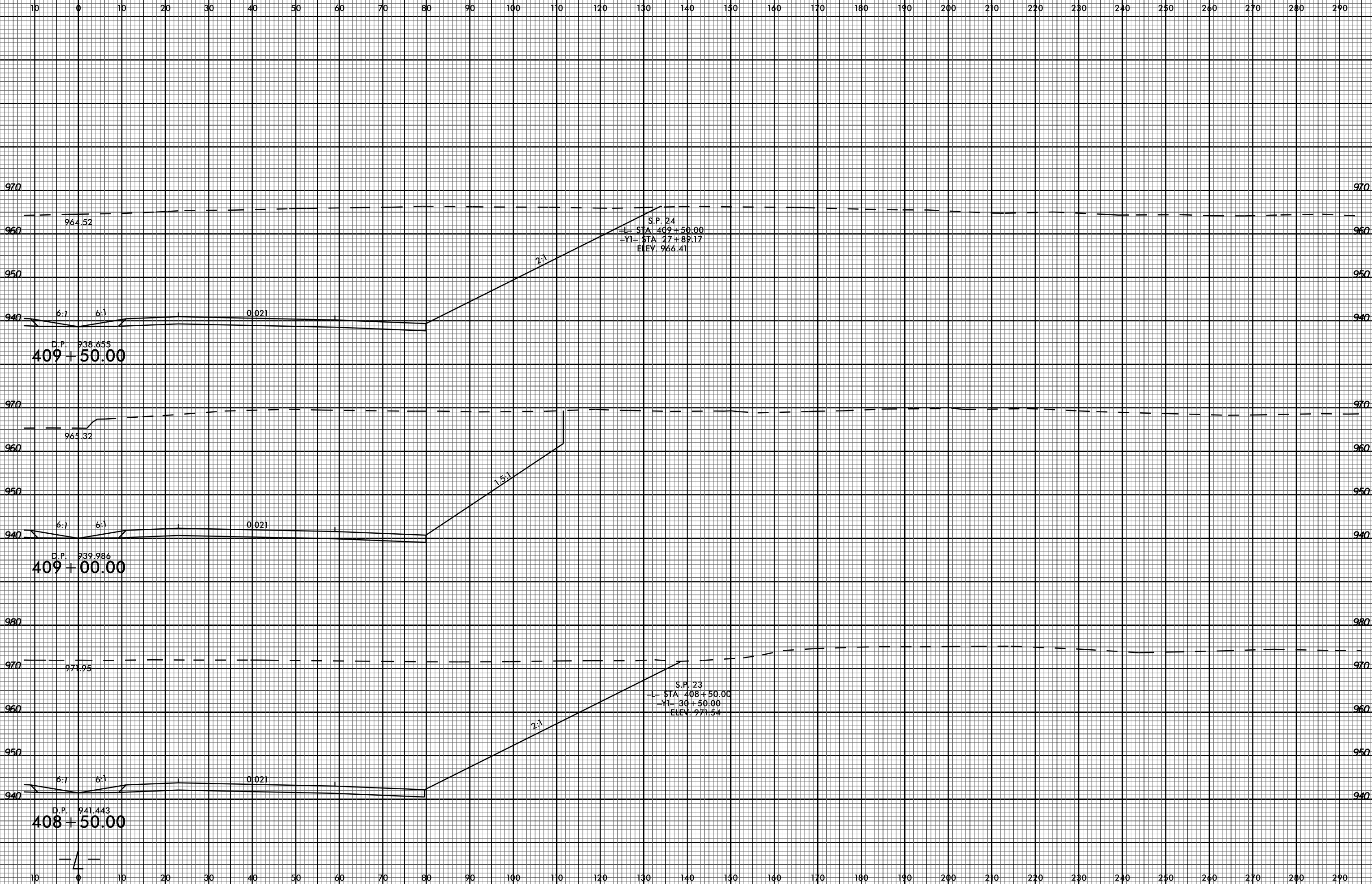


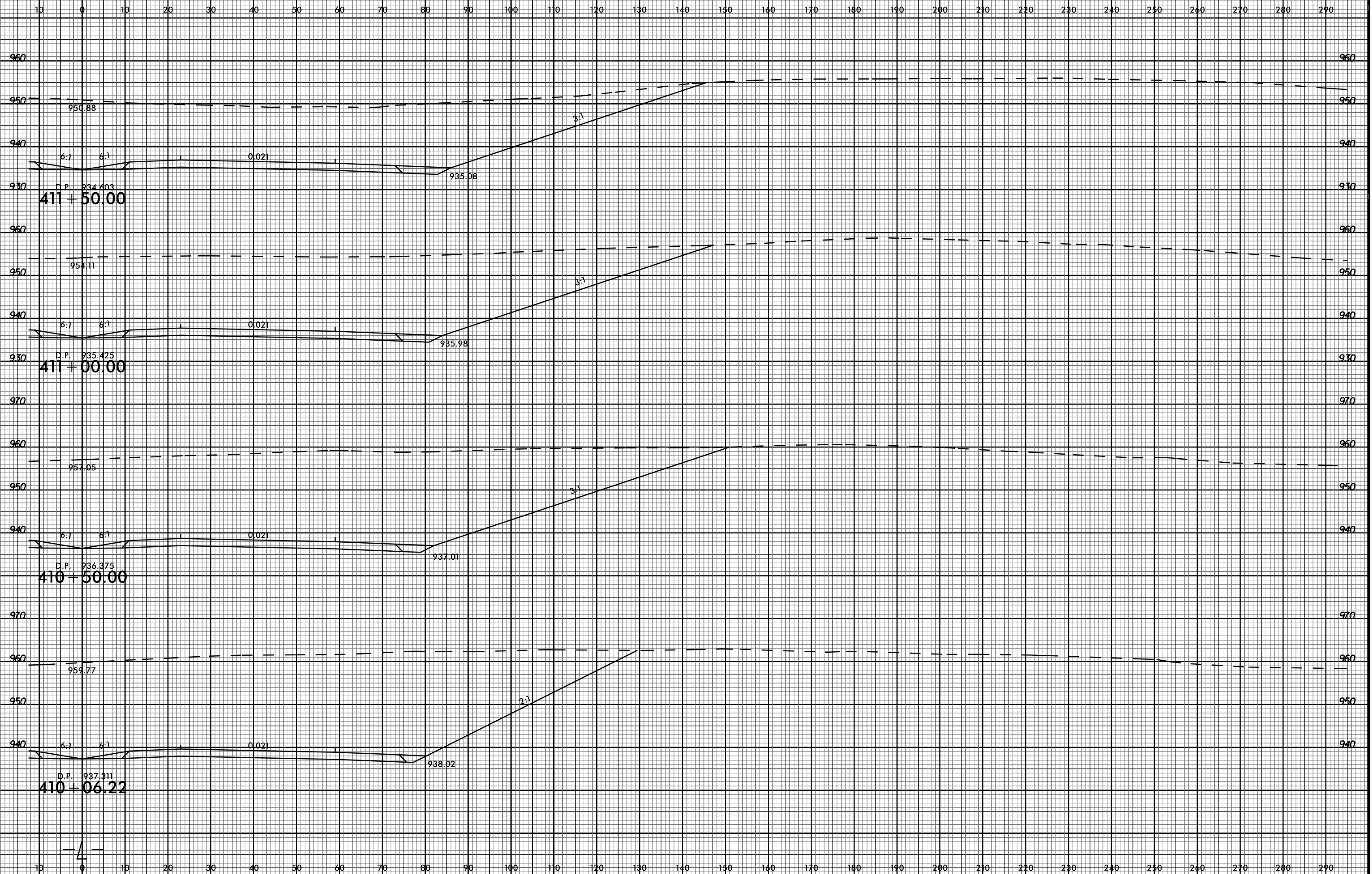




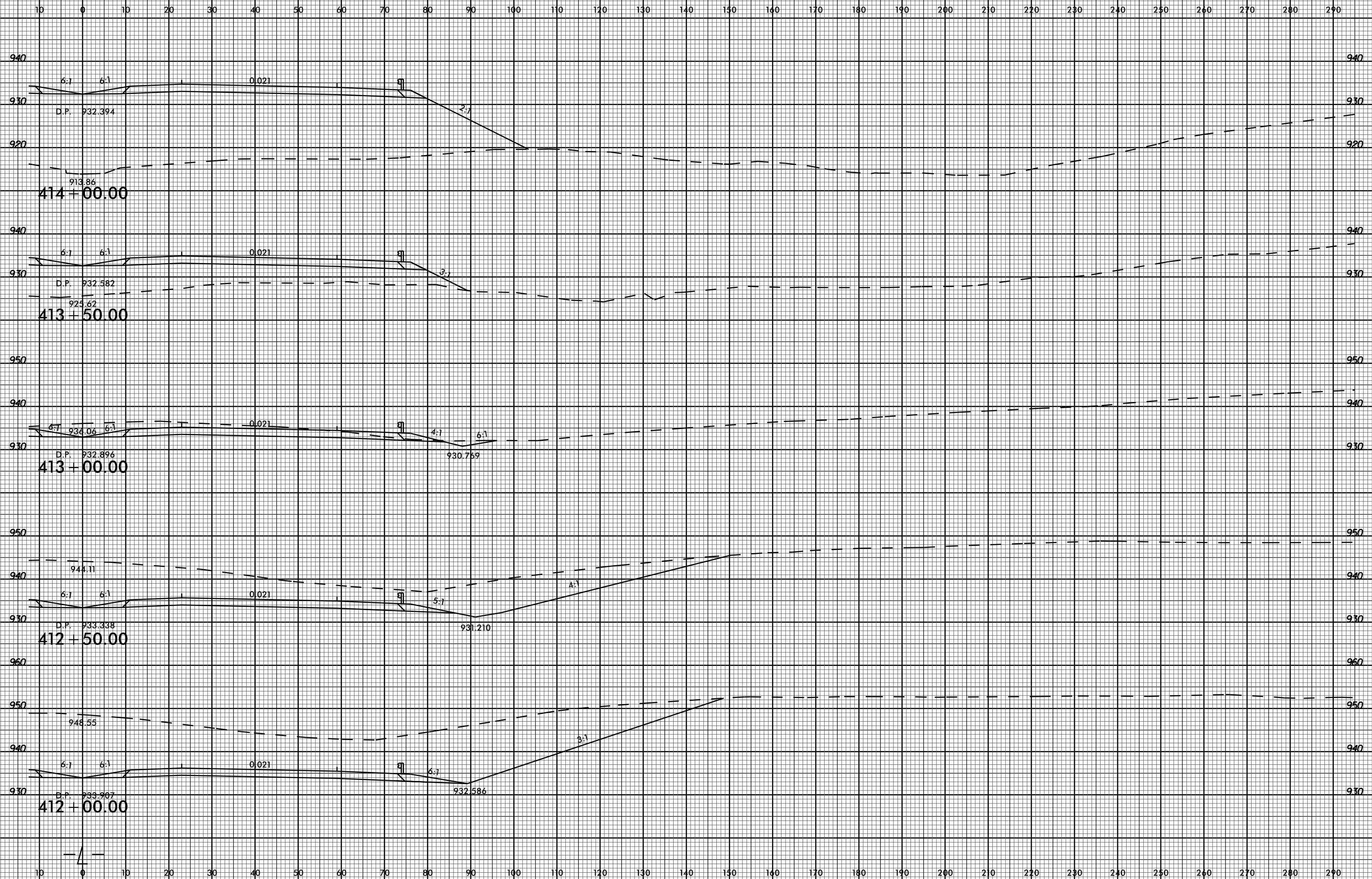


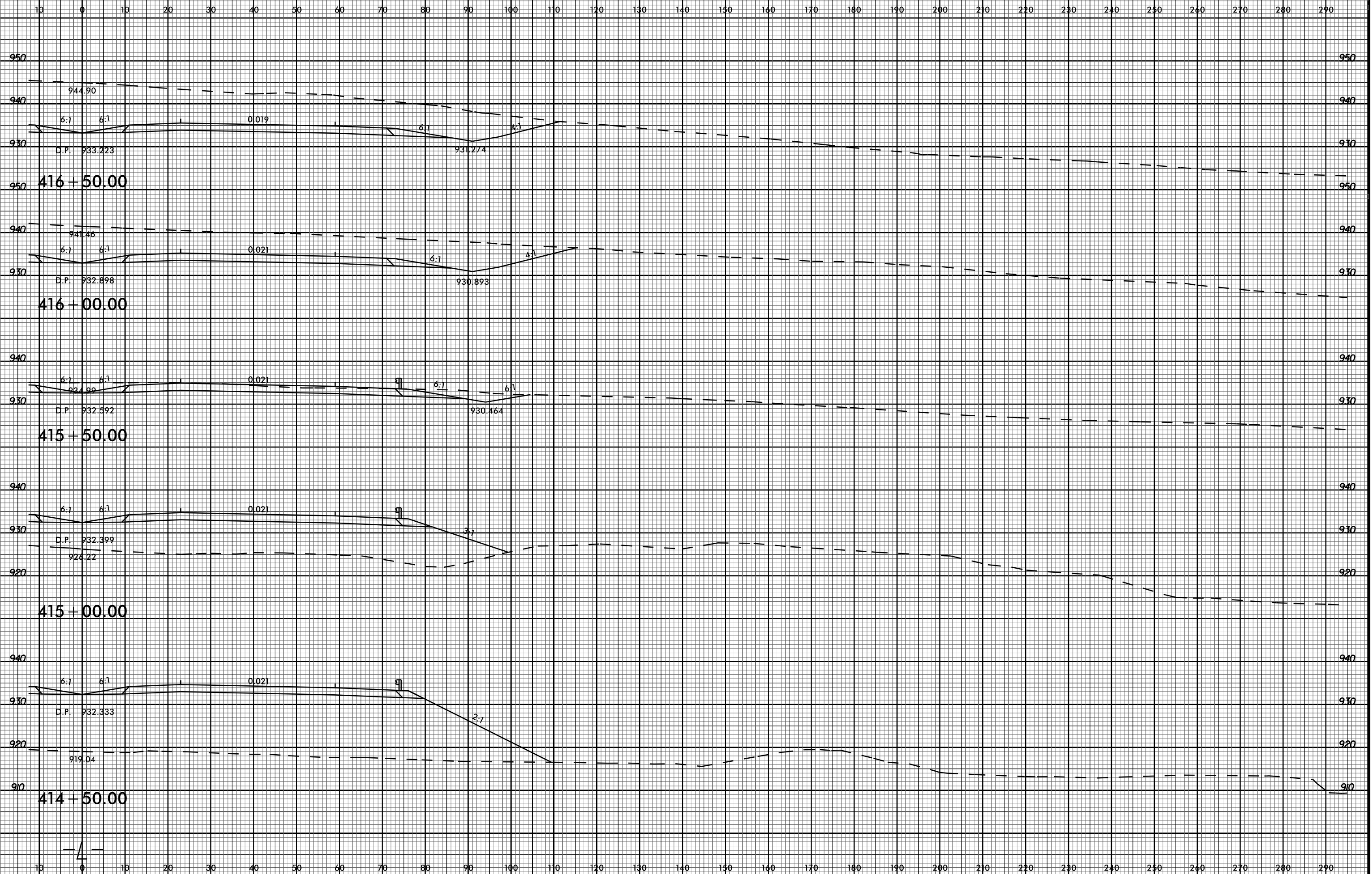


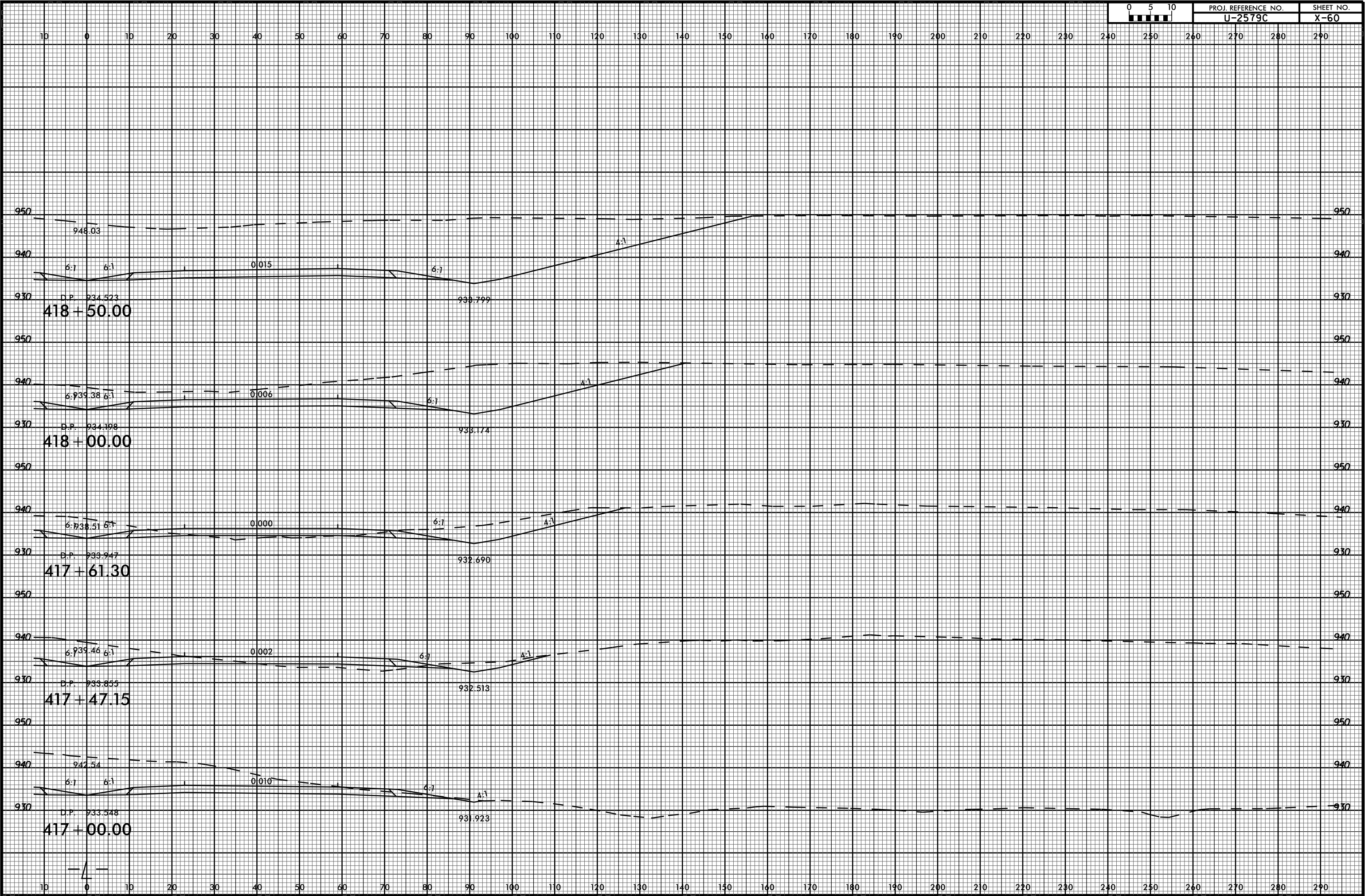


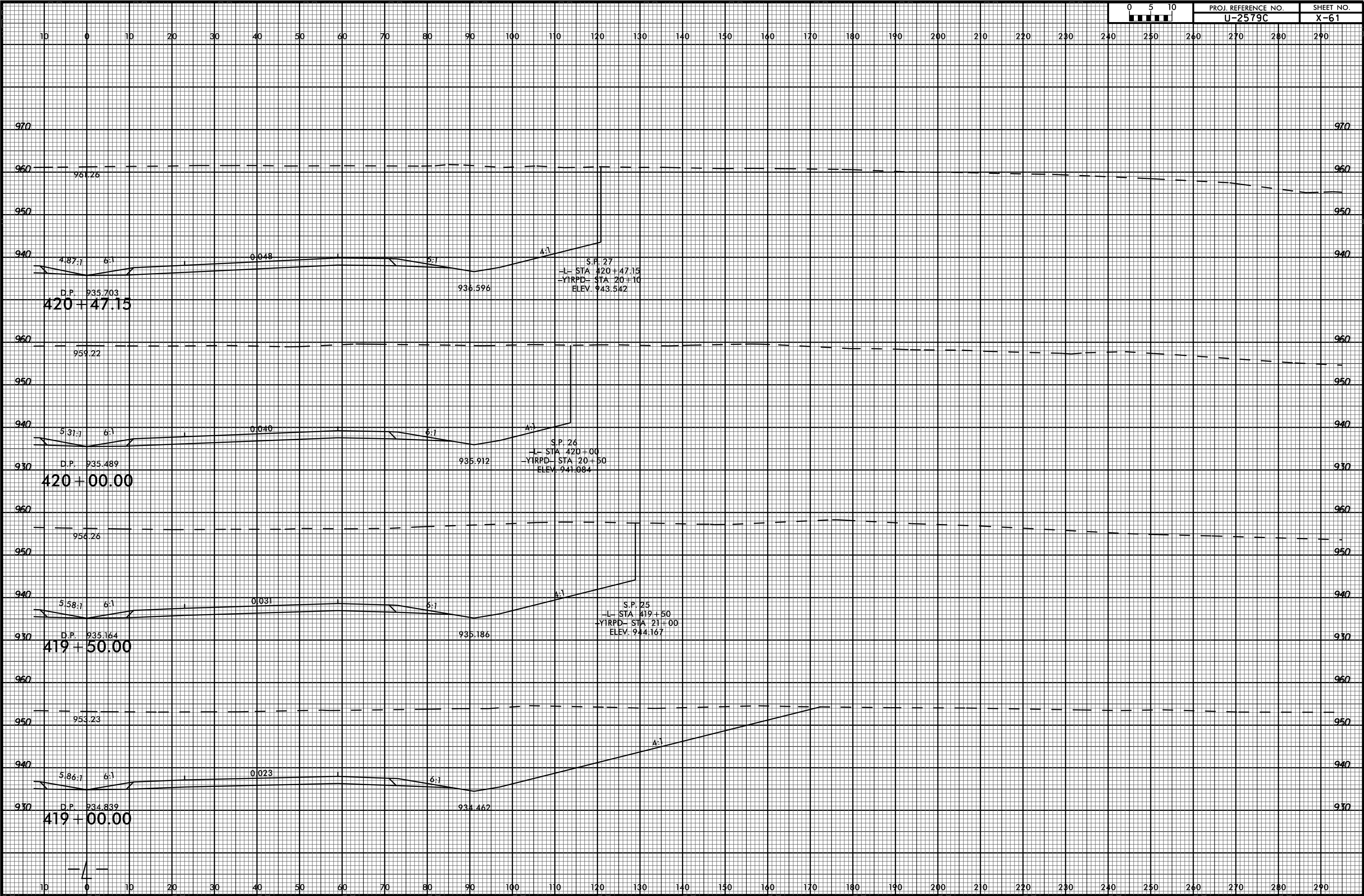


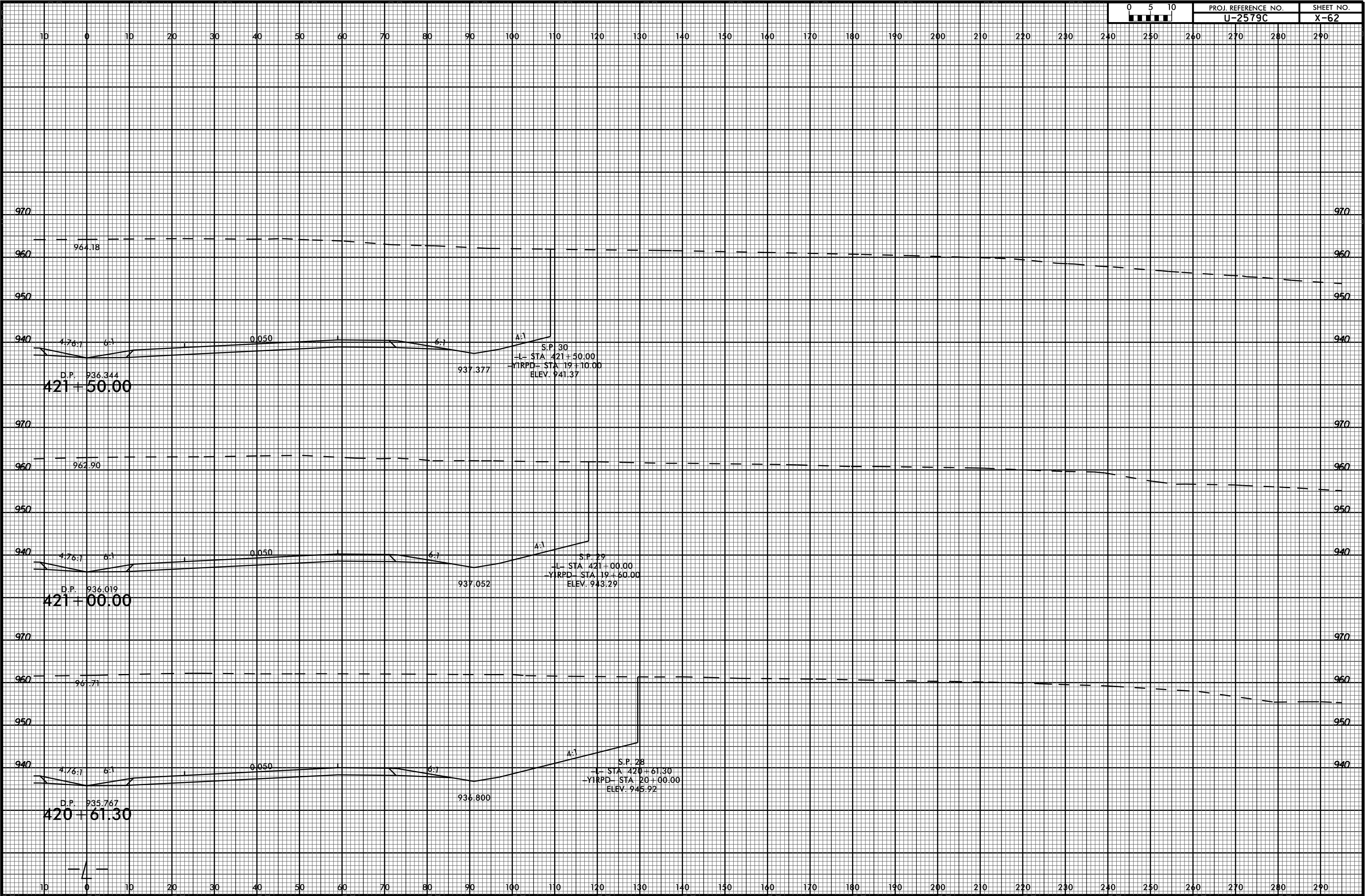
4

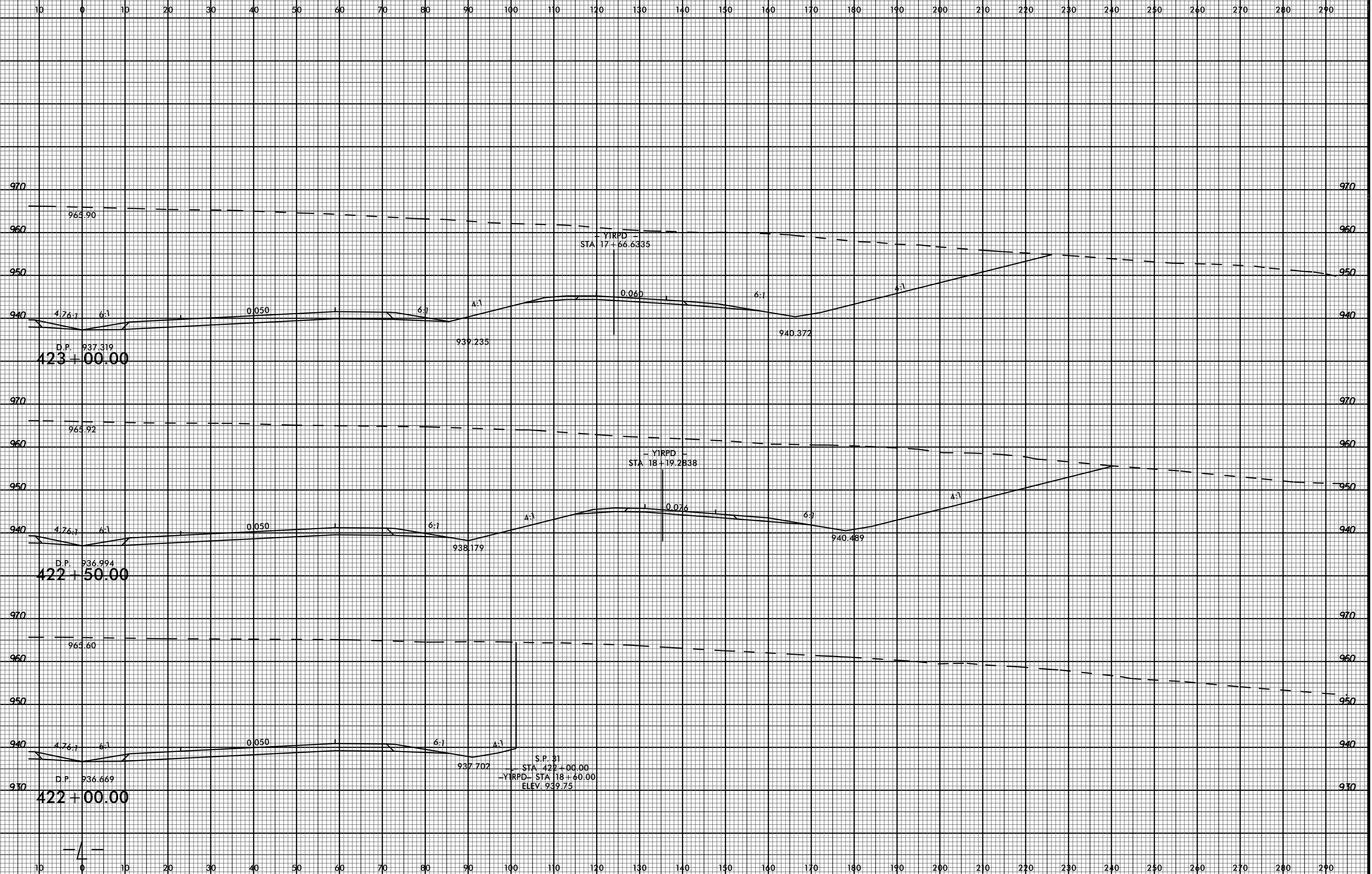




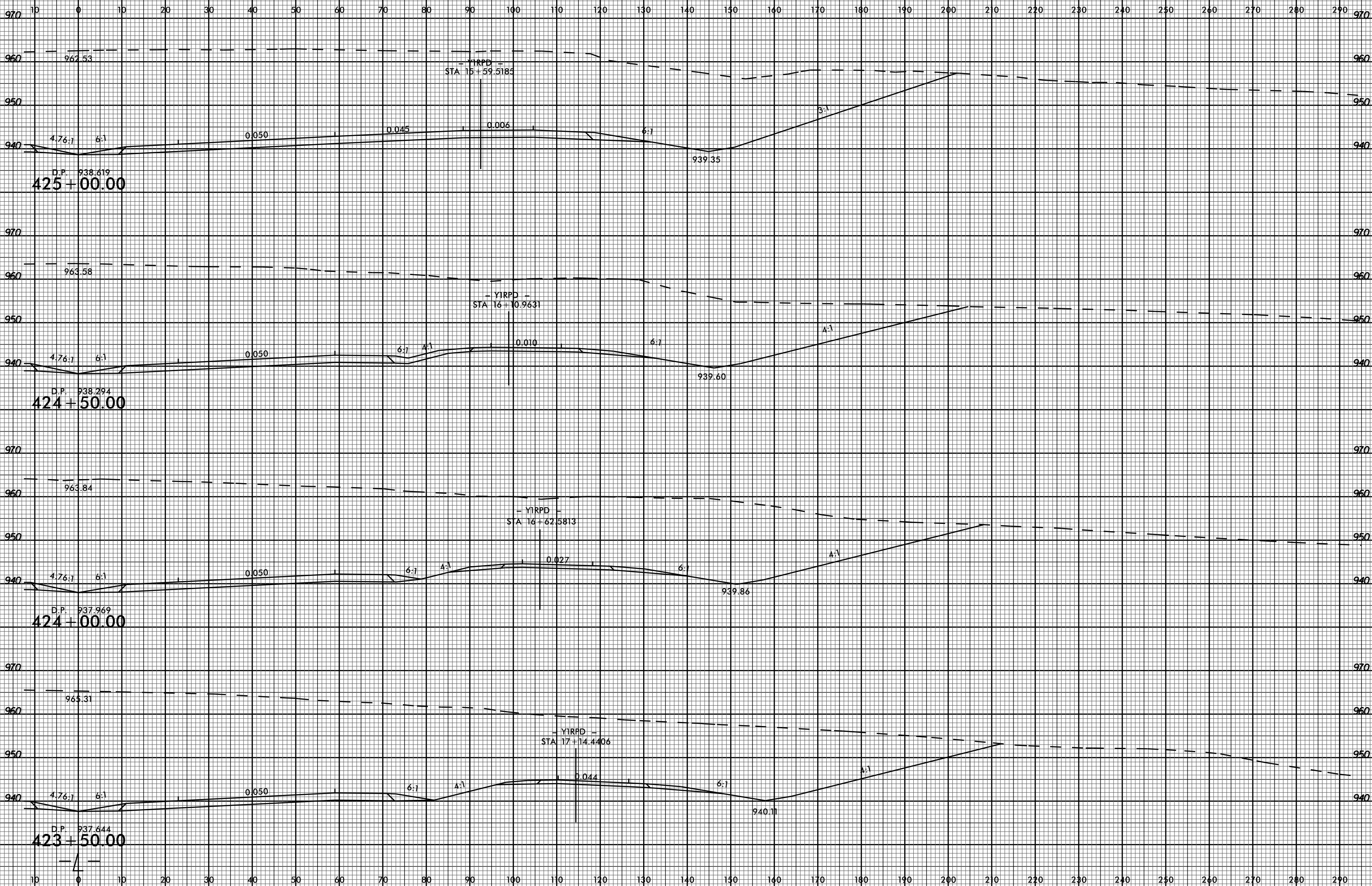


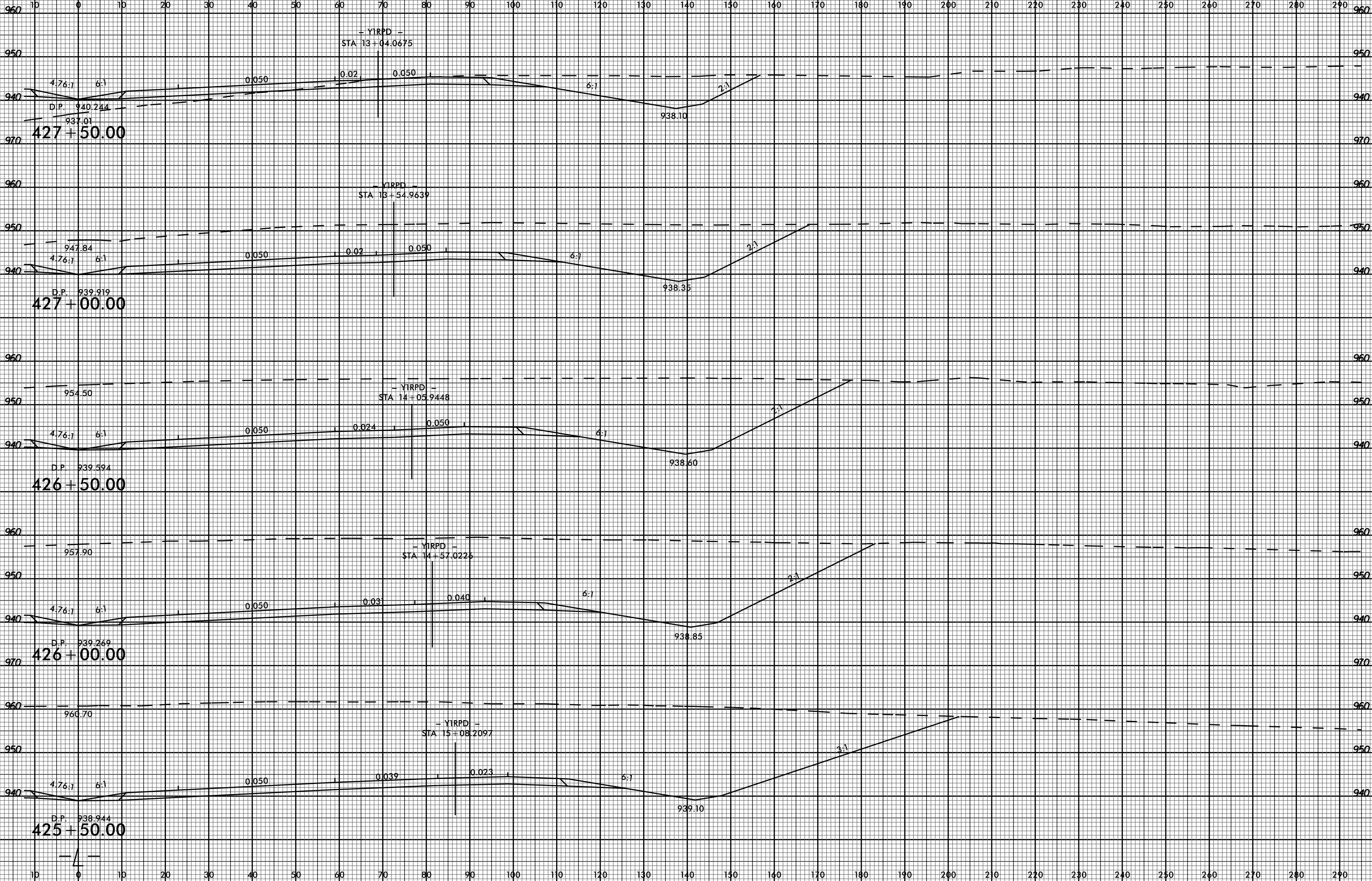
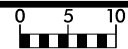


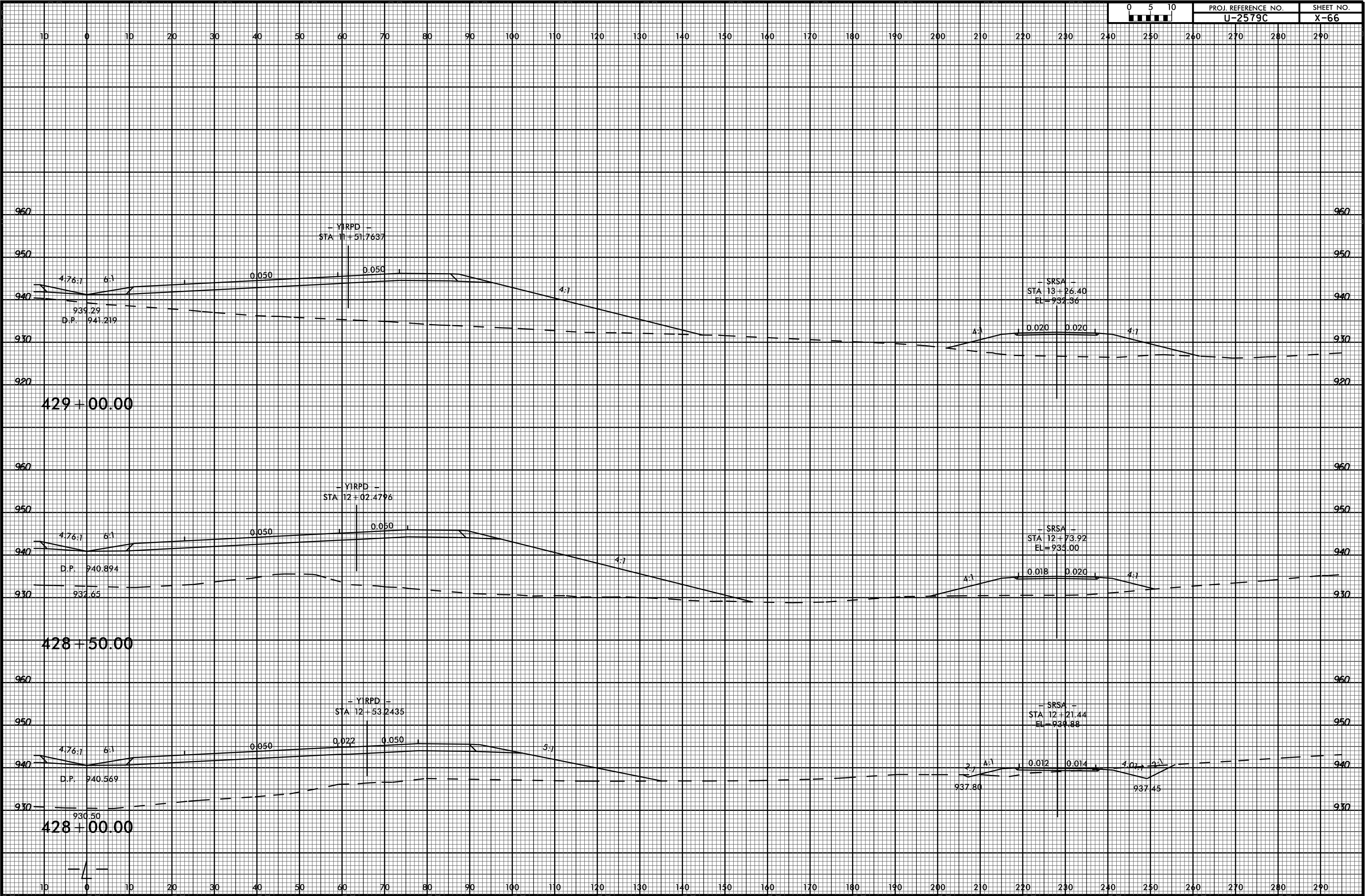


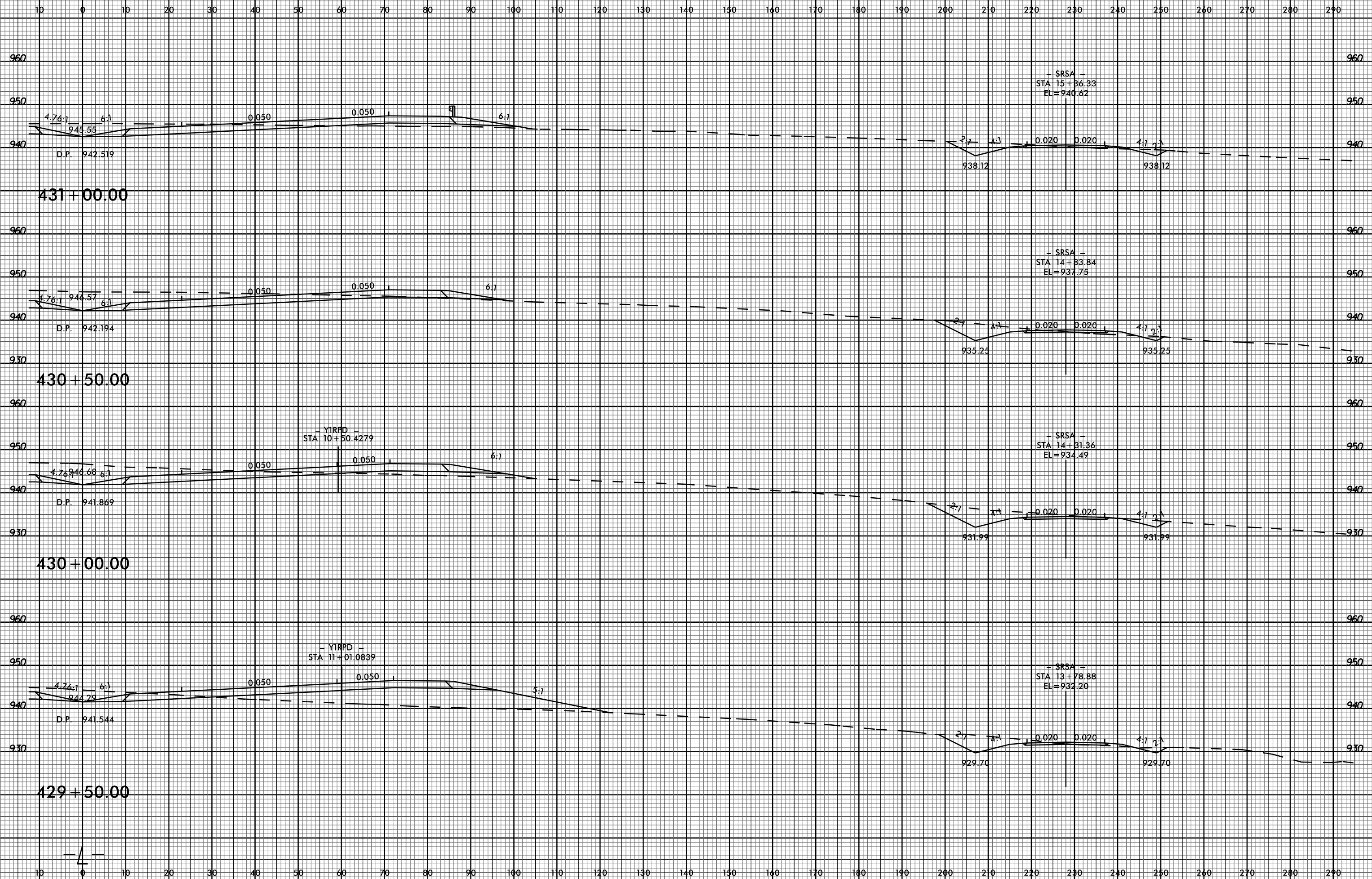


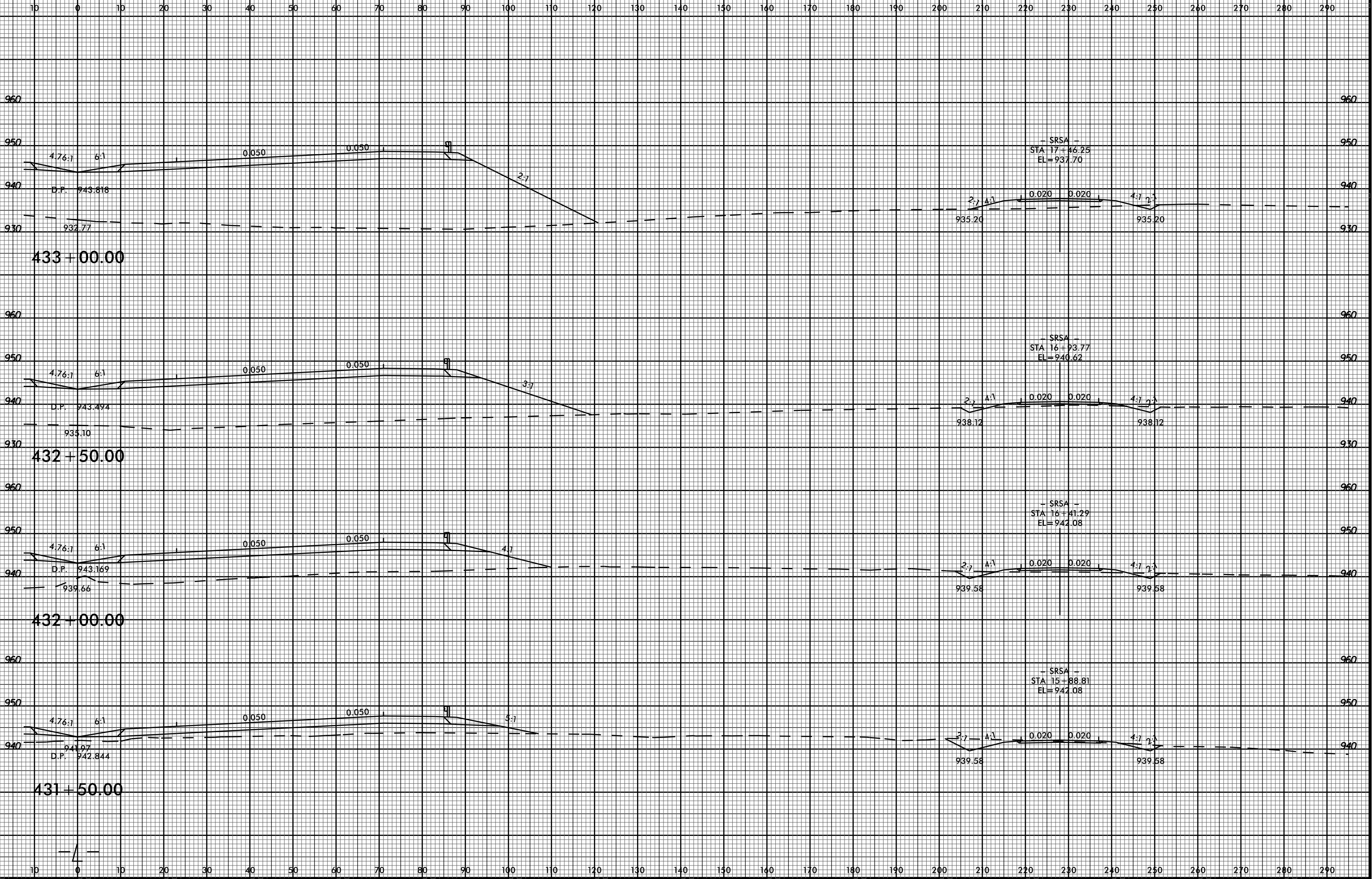
03-JUL-2017 15:59
P:\Roadway\XSC\U2579C_Rdy_xpl_1_right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

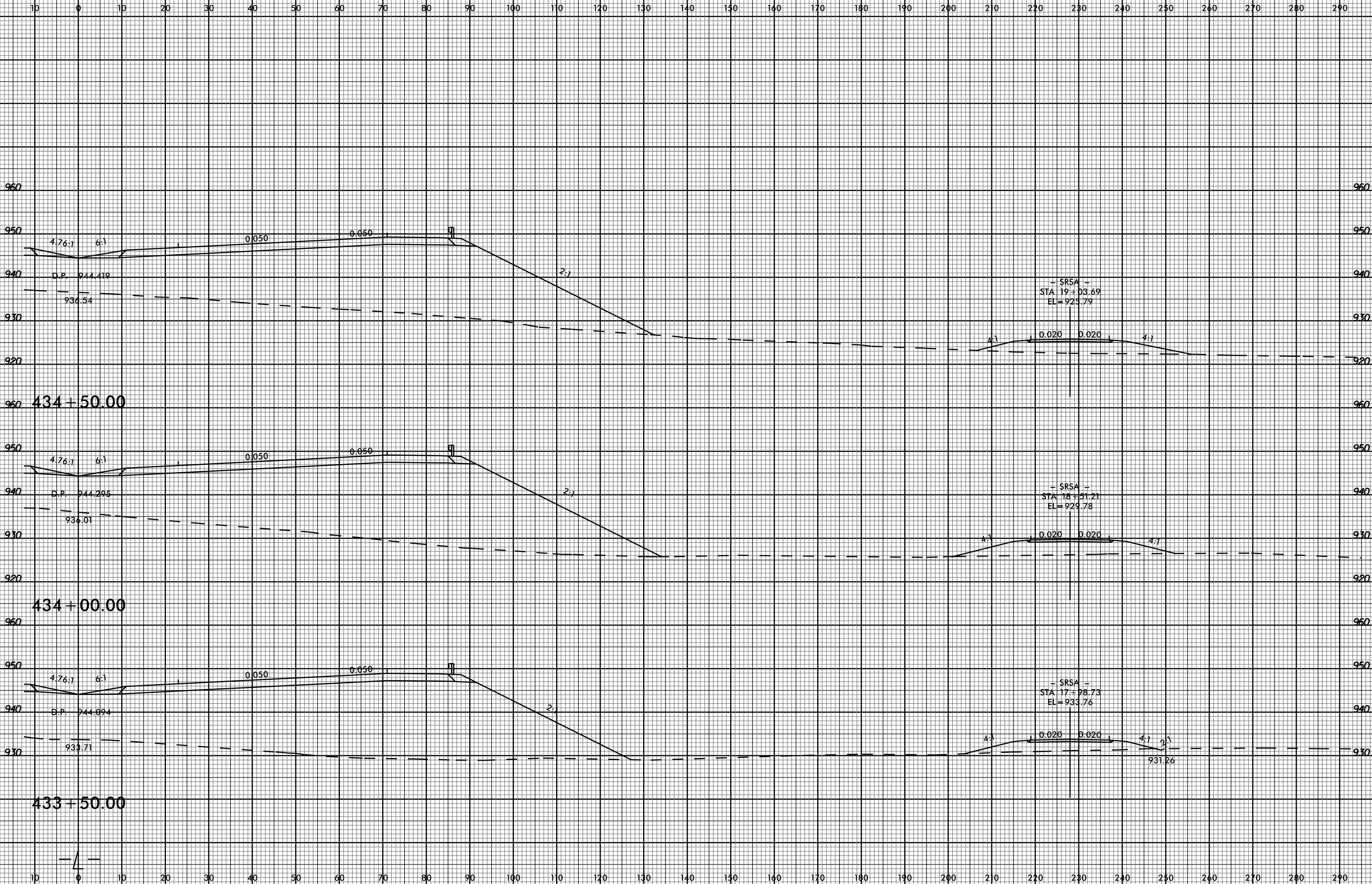


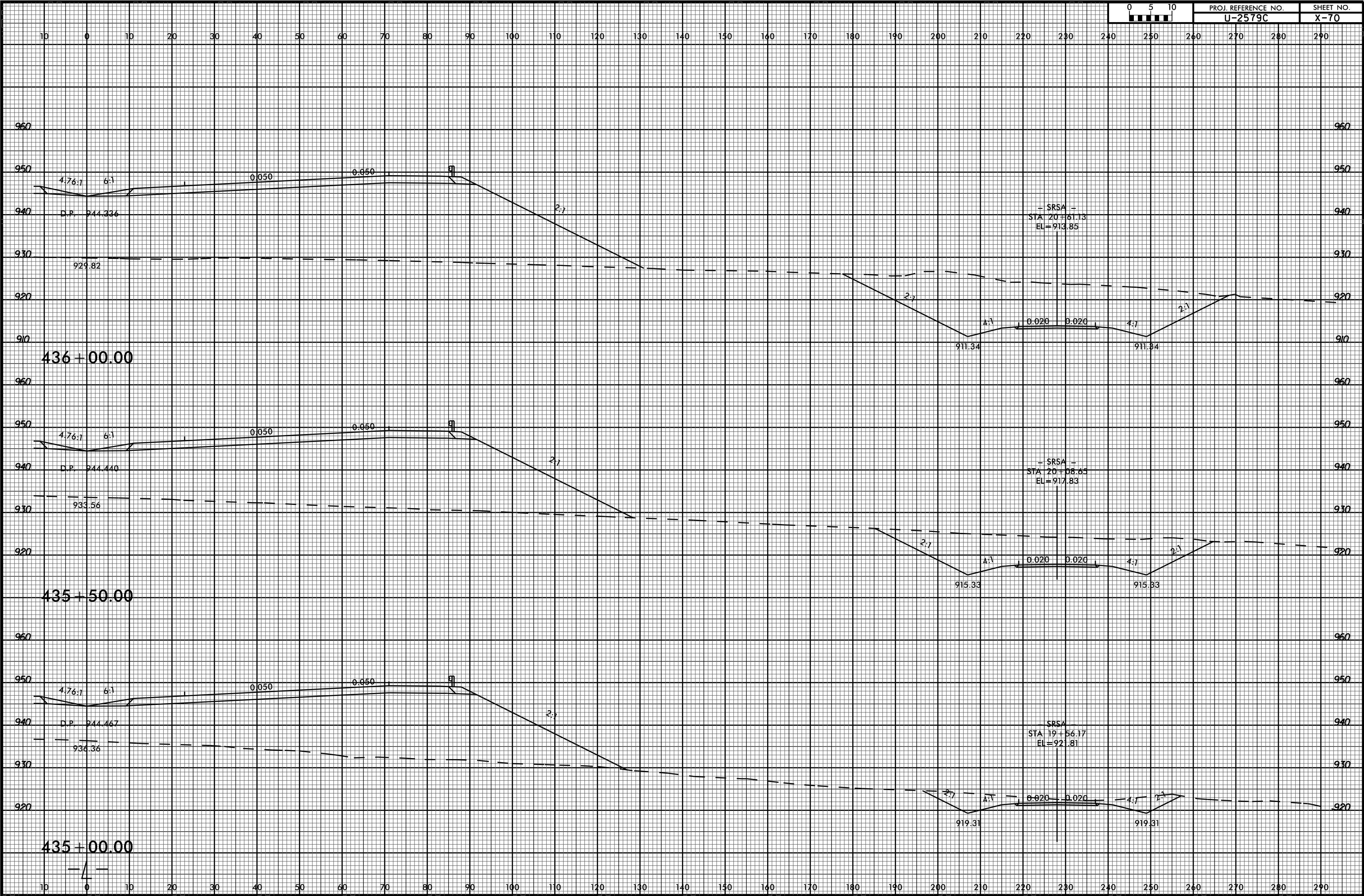


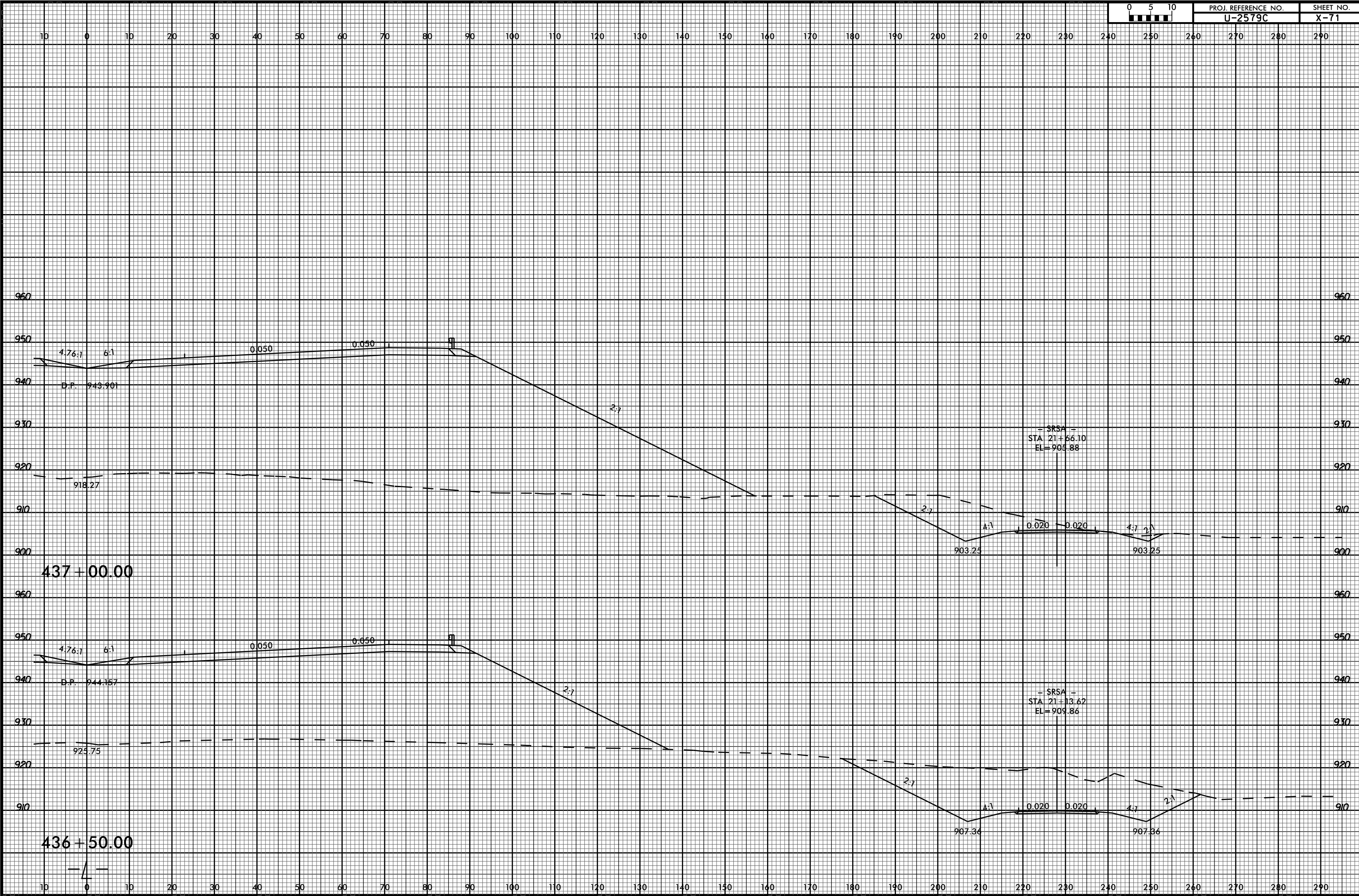








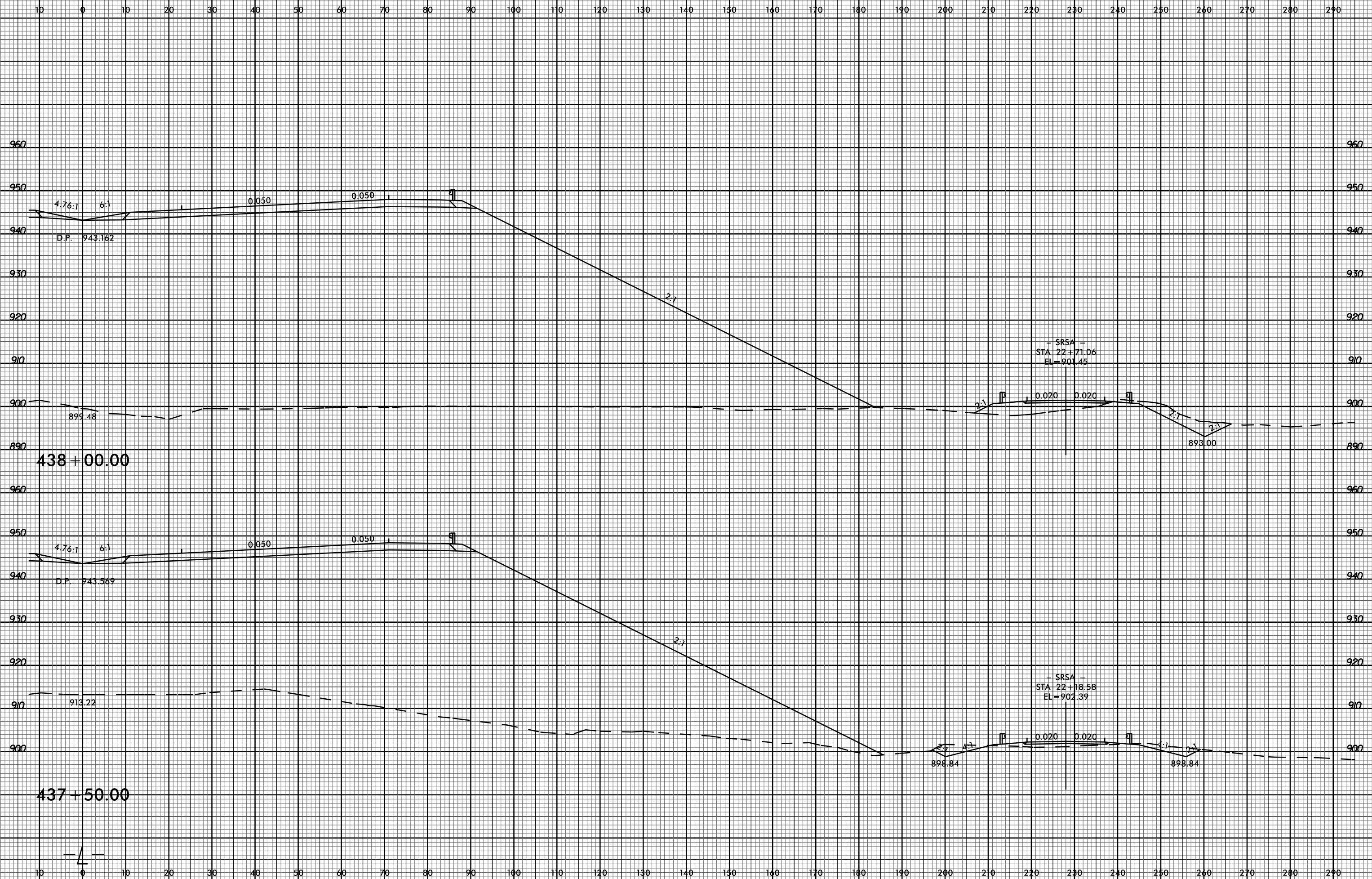




6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-72



4.76:1 6:1
D.P. 943.162

0.050 0.050

2:1

- S.R.S.A. -
STA 22+71.06
EL=901.45

2:1

0.020 0.020

2:1

893.00

438+00.00

4.76:1 6:1
D.P. 943.569

0.050 0.050

2:1

- S.R.S.A. -
STA 22+18.58
EL=902.39

2:1

0.020 0.020

2:1

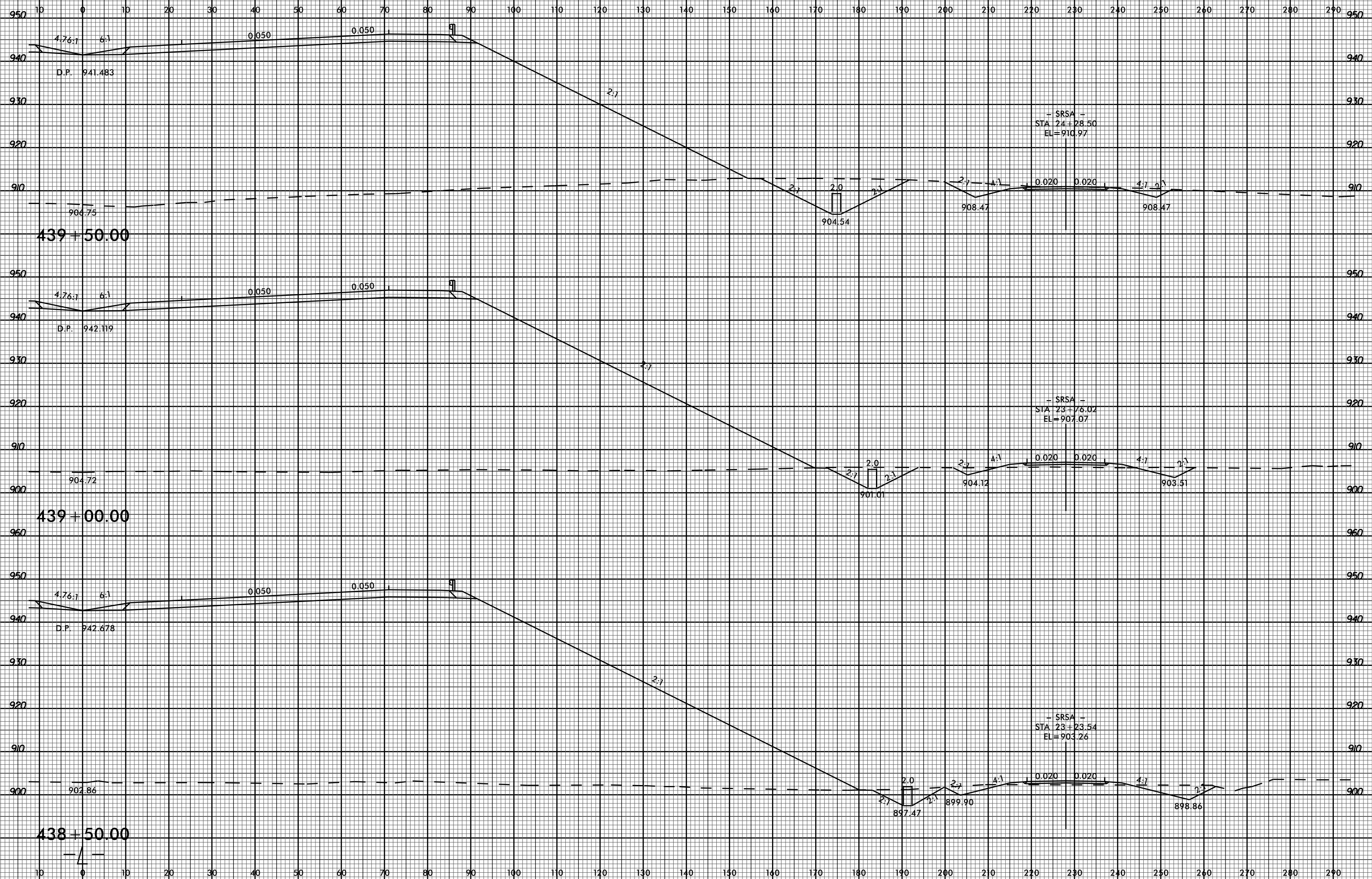
898.84

898.84

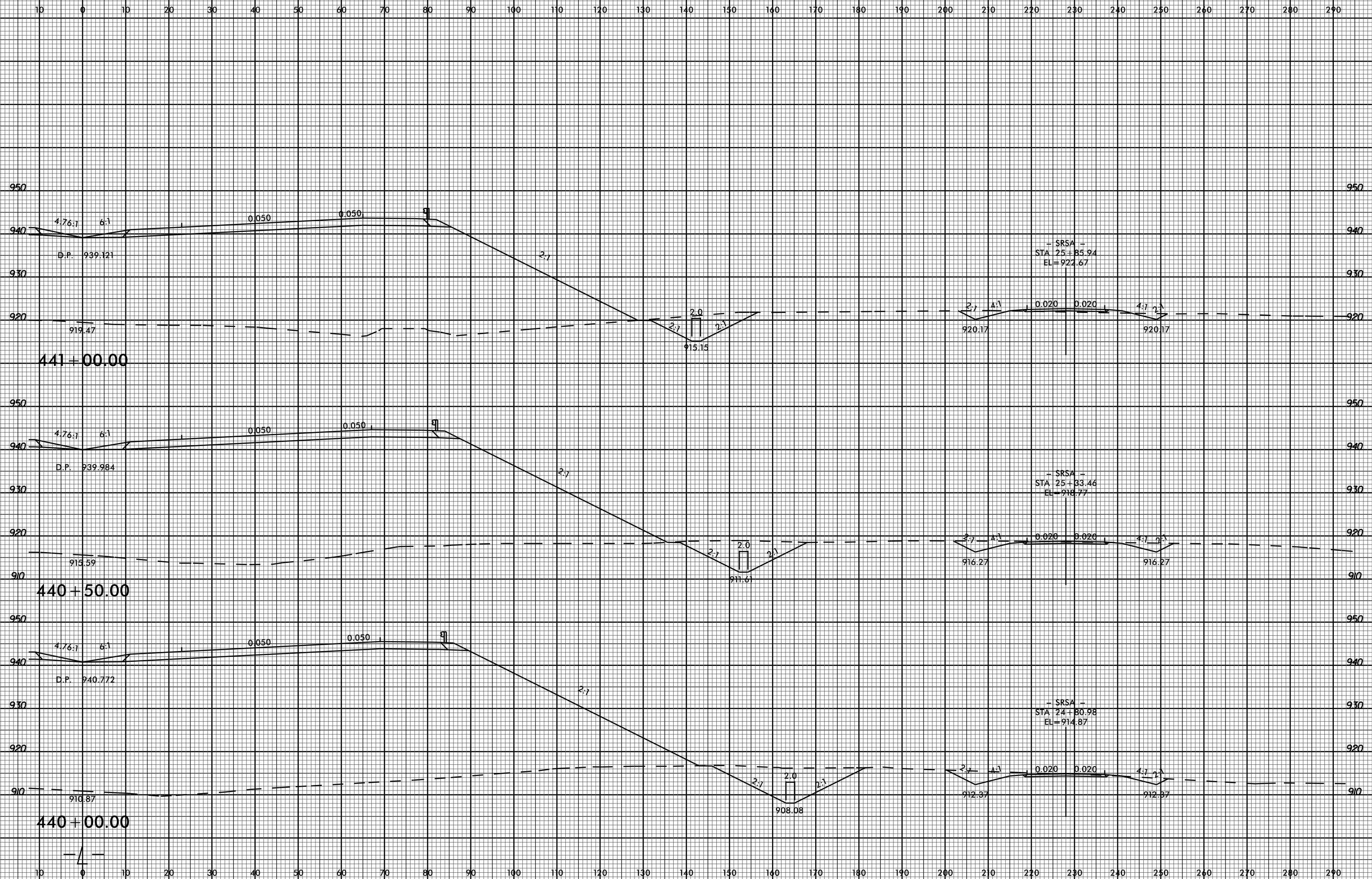
437+50.00

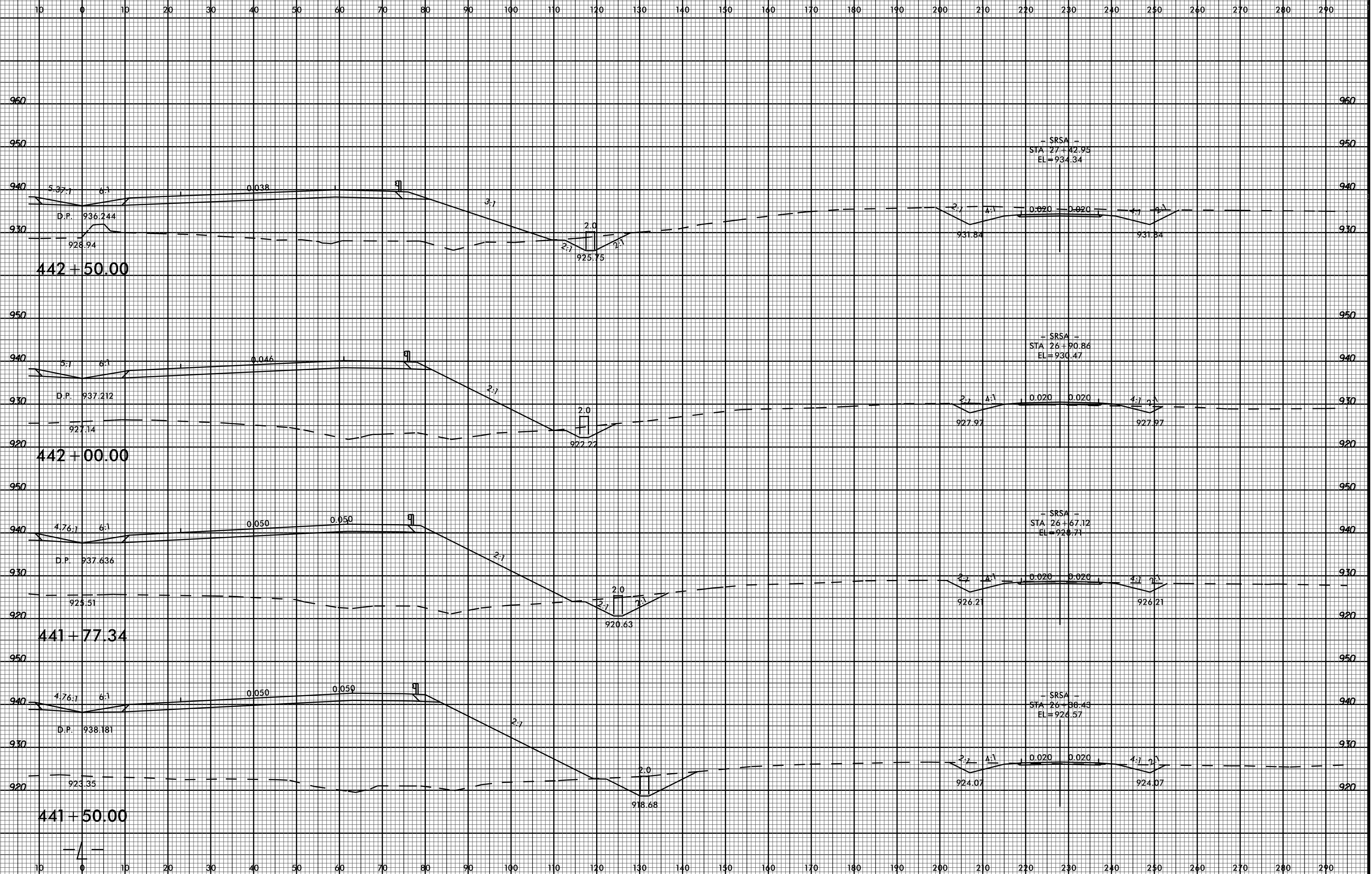
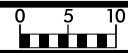
03-JUL-2017 15:59
P:\Projects\XSC\U2579C_Rdg_xpl.l_r-right.dgn
\$\$\$\$USERNAME\$\$\$



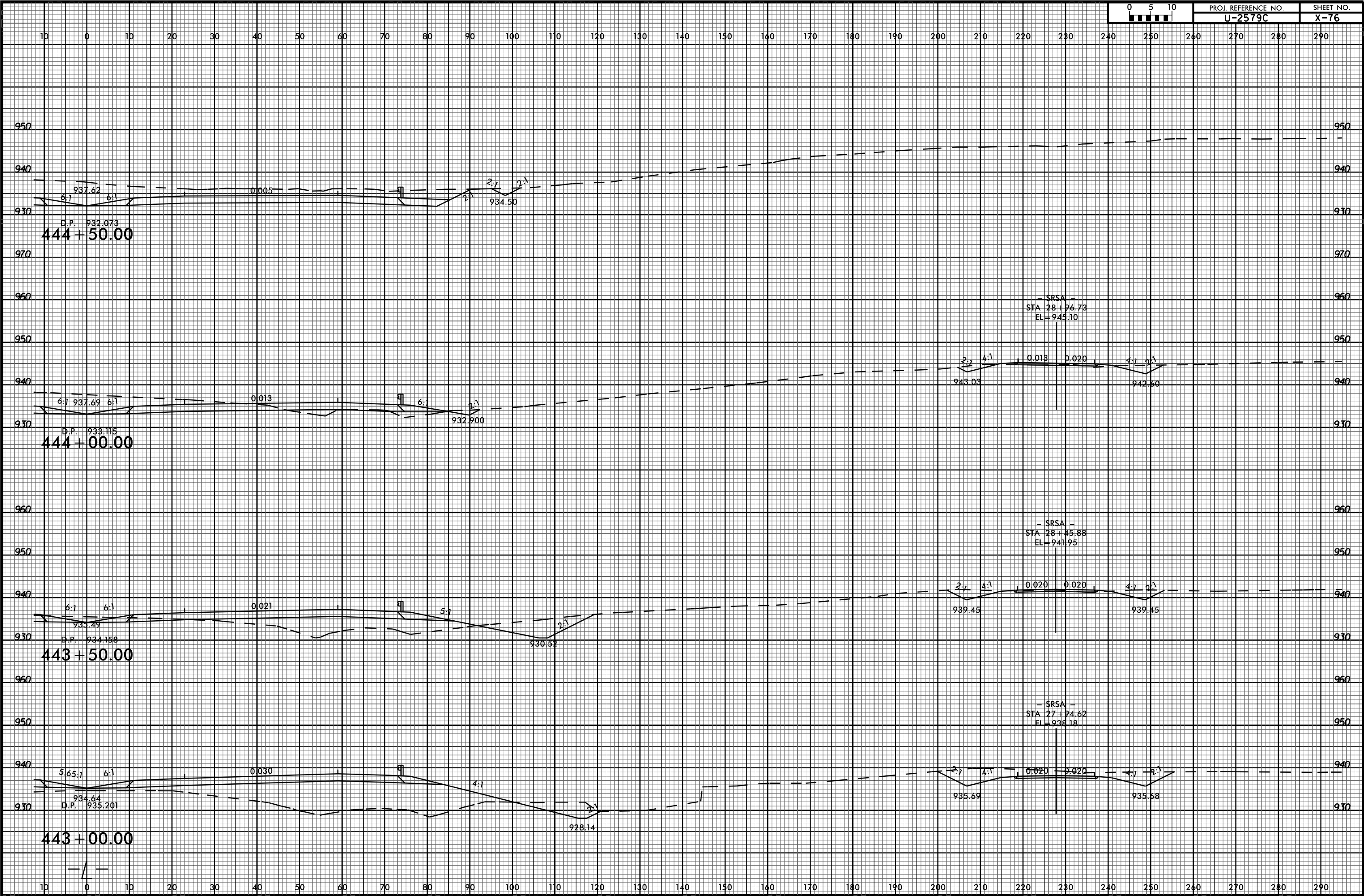


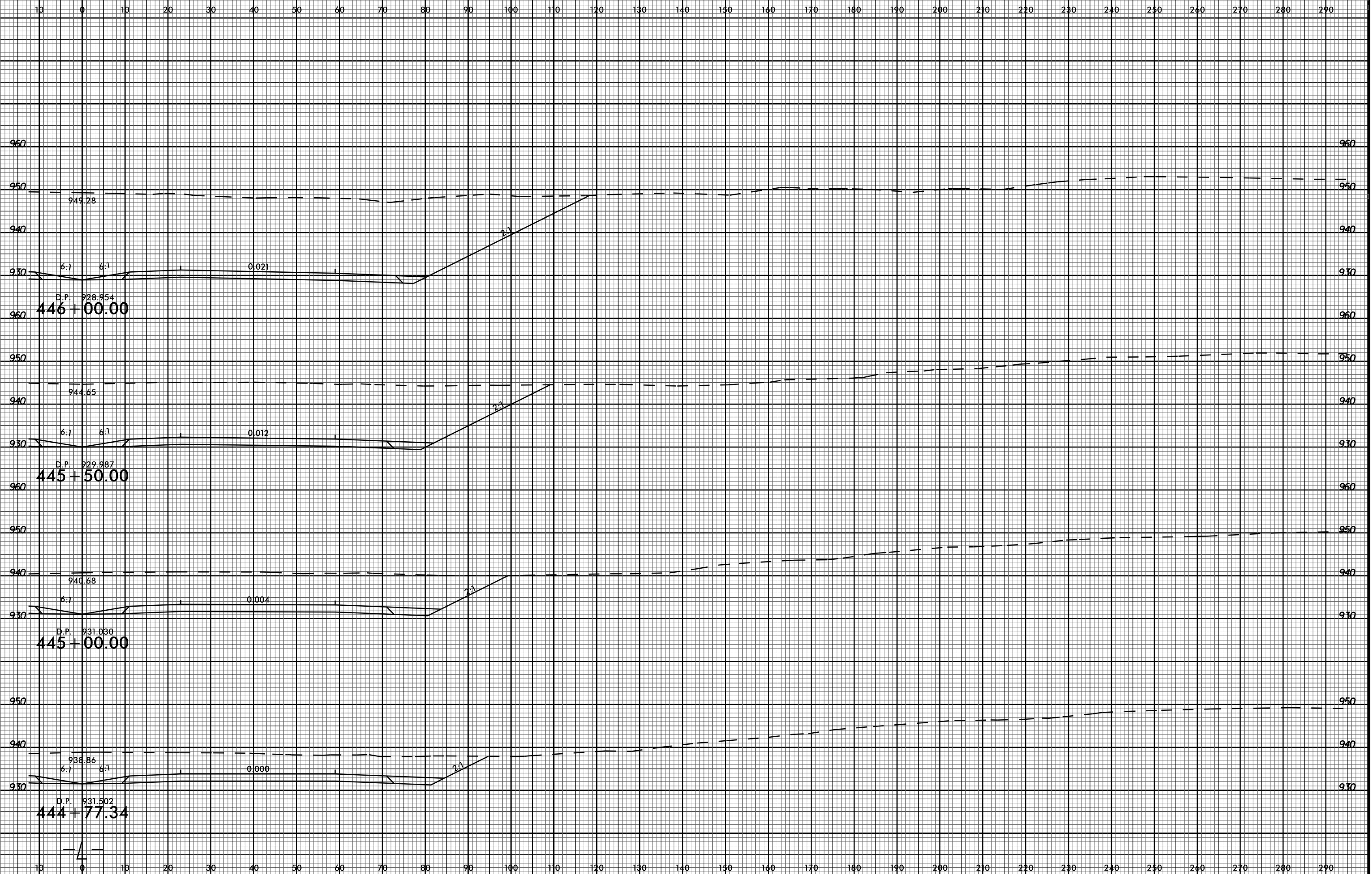
03-JUL-2017 15:59
P:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

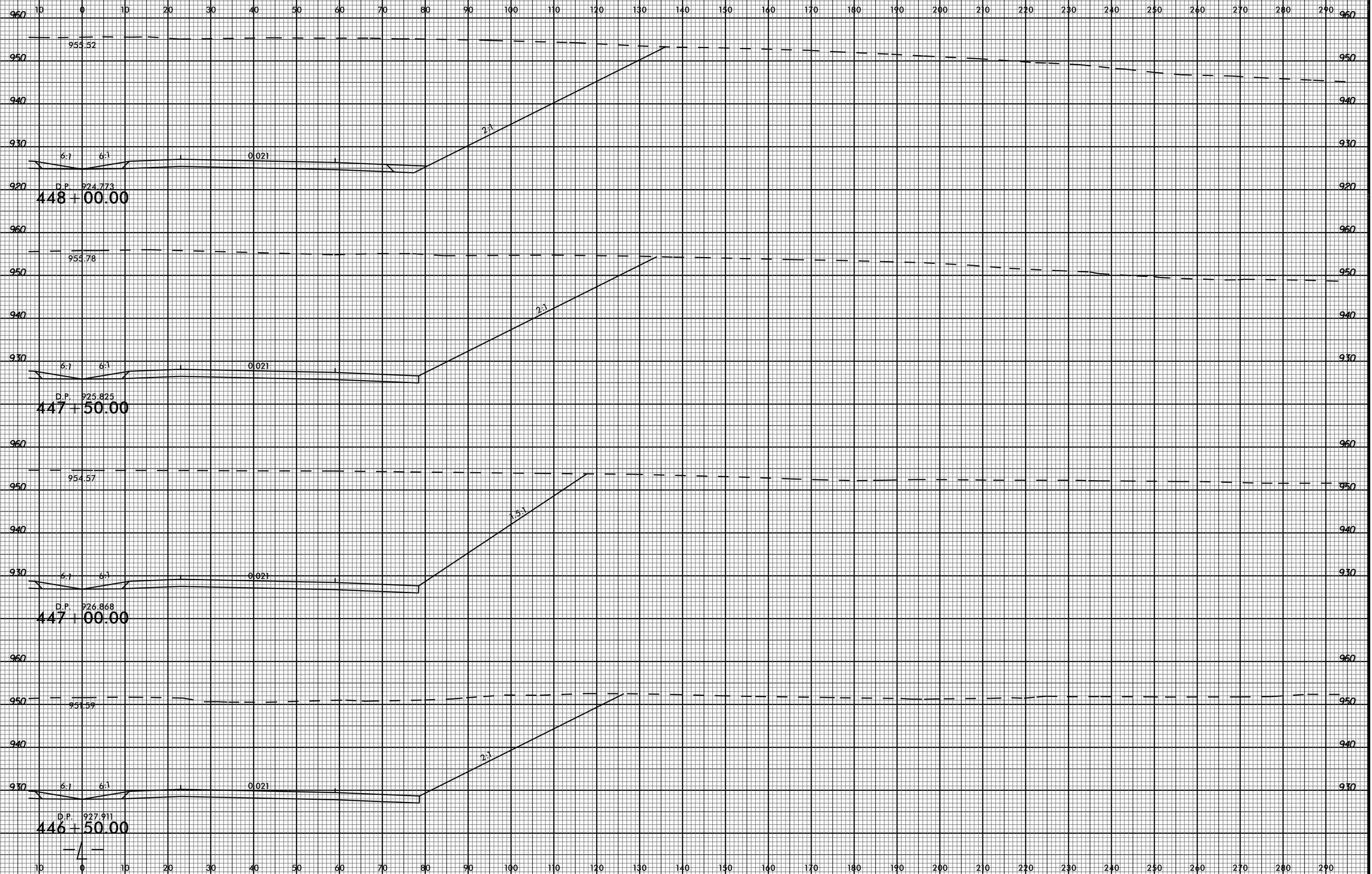


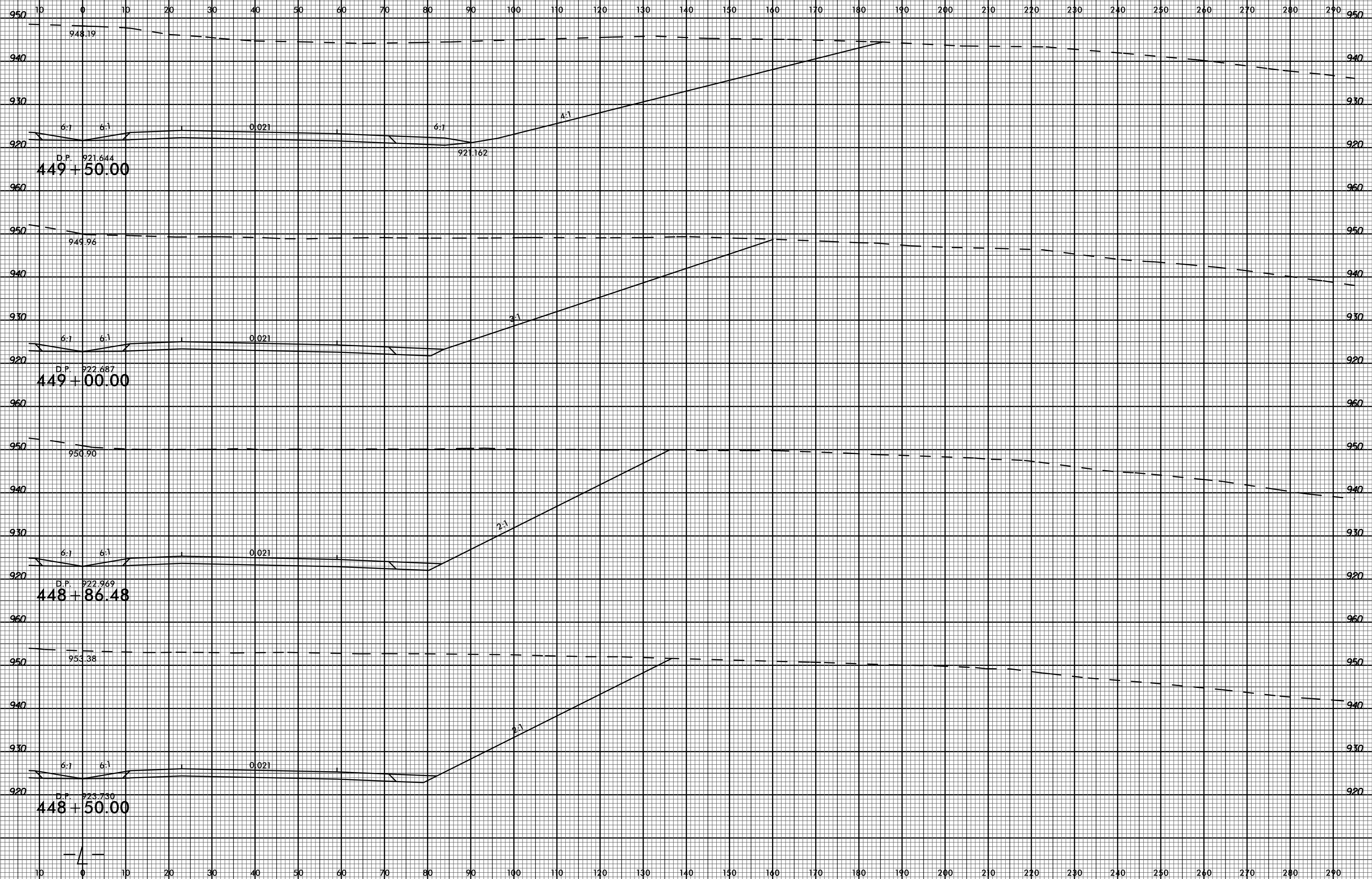


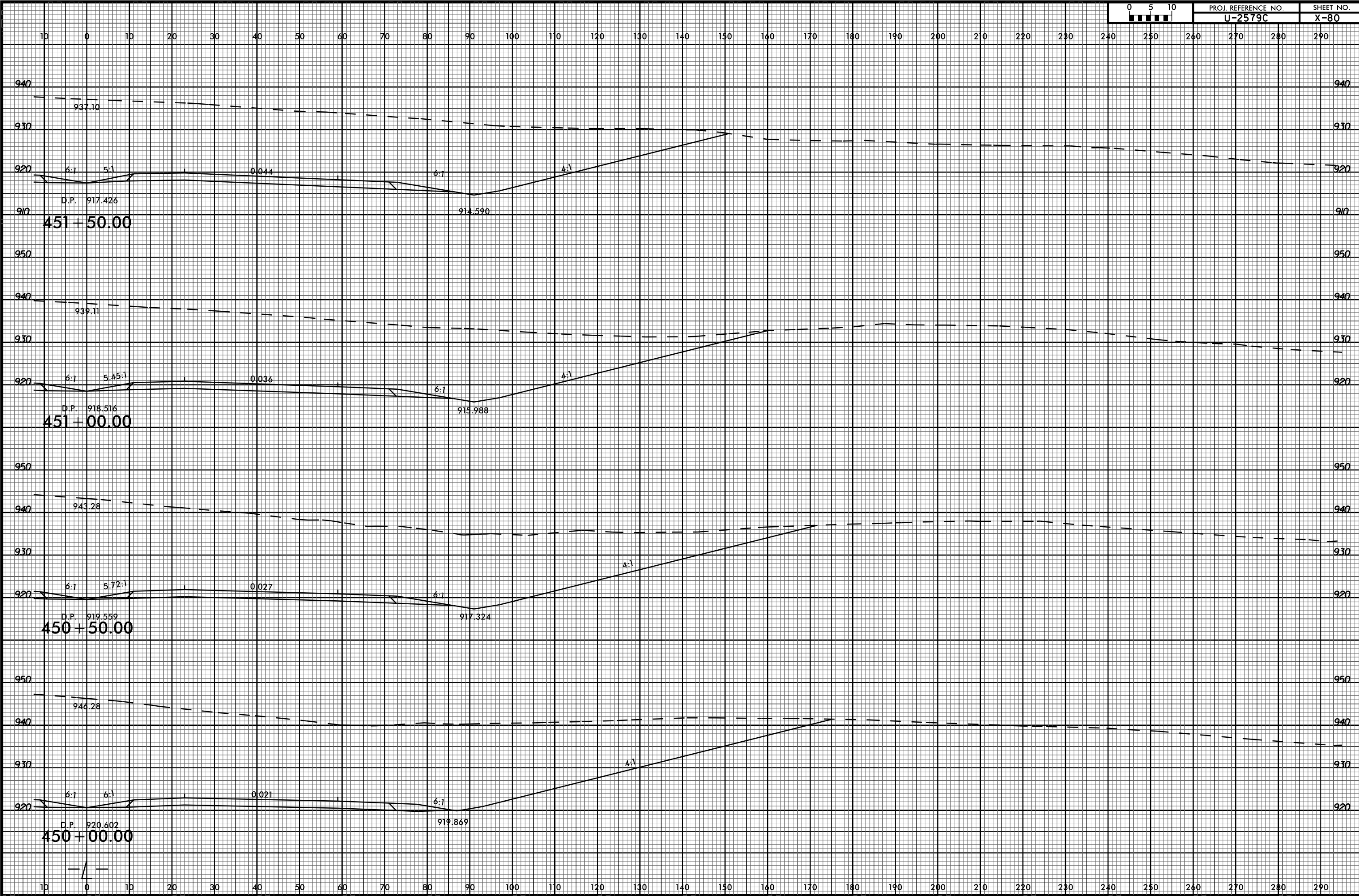
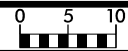
03-JUL-2017 15:59
P:\Projects\XSC\U2579C_Rdy_xpl_1_1_right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

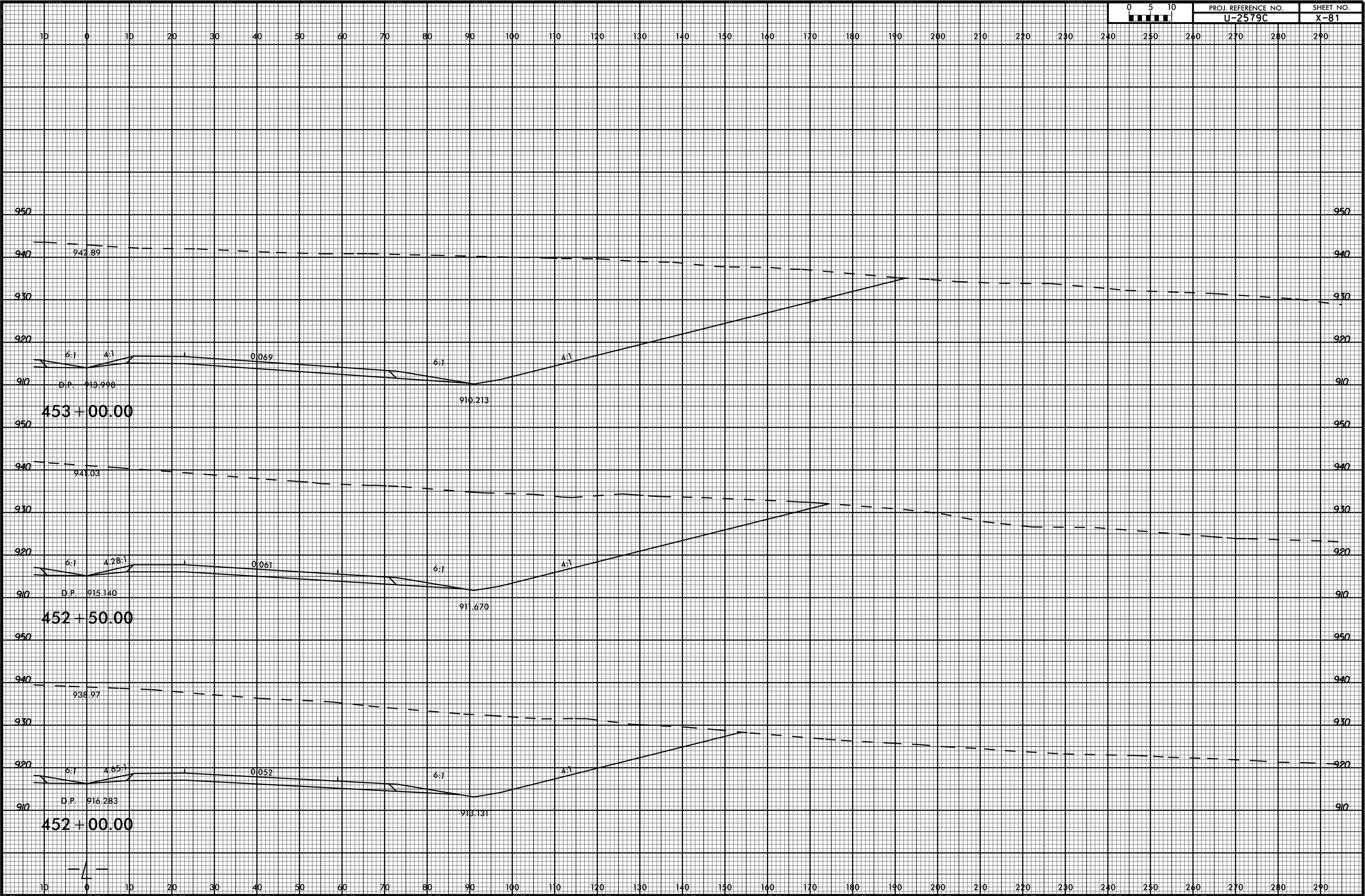


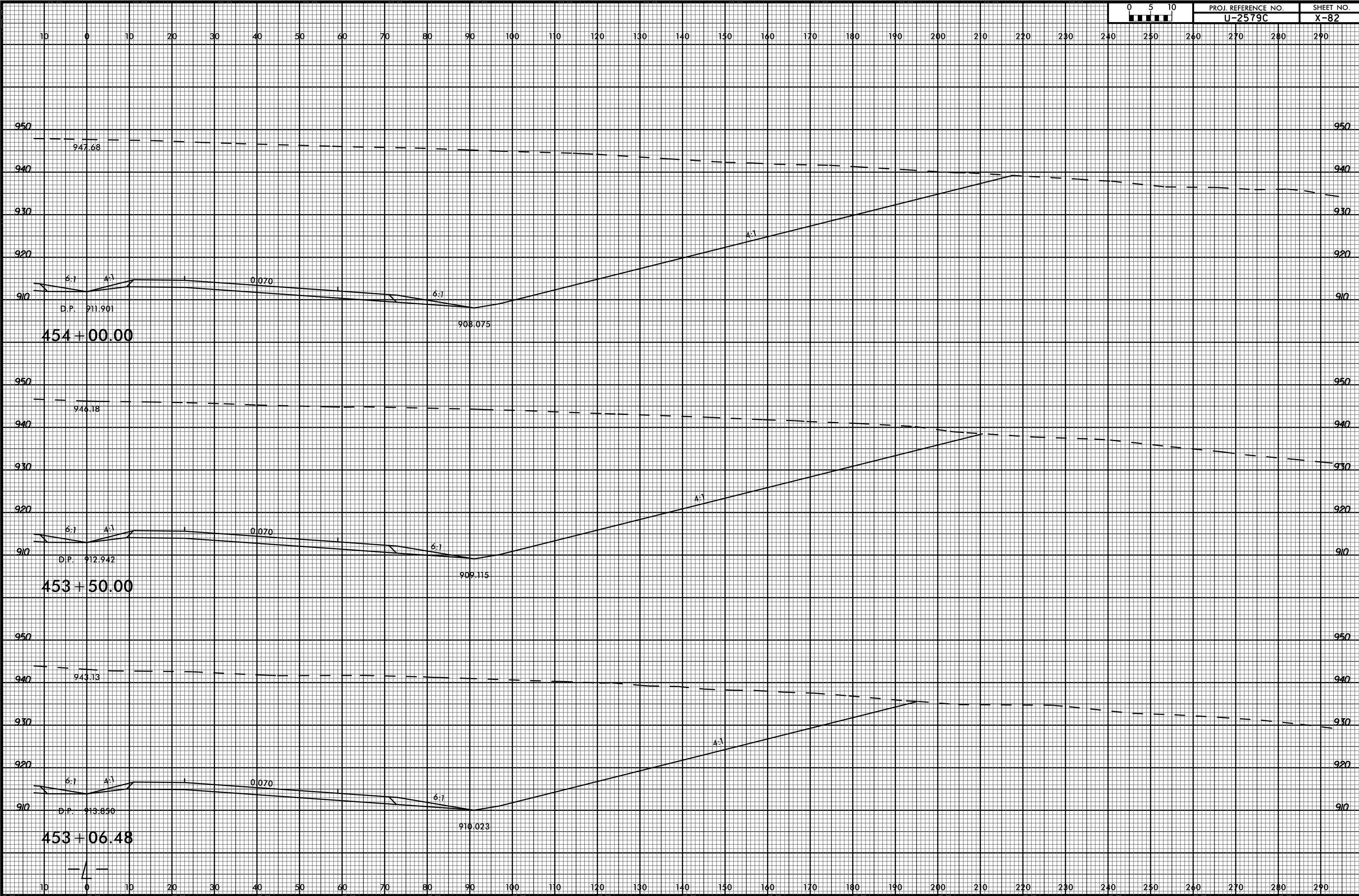


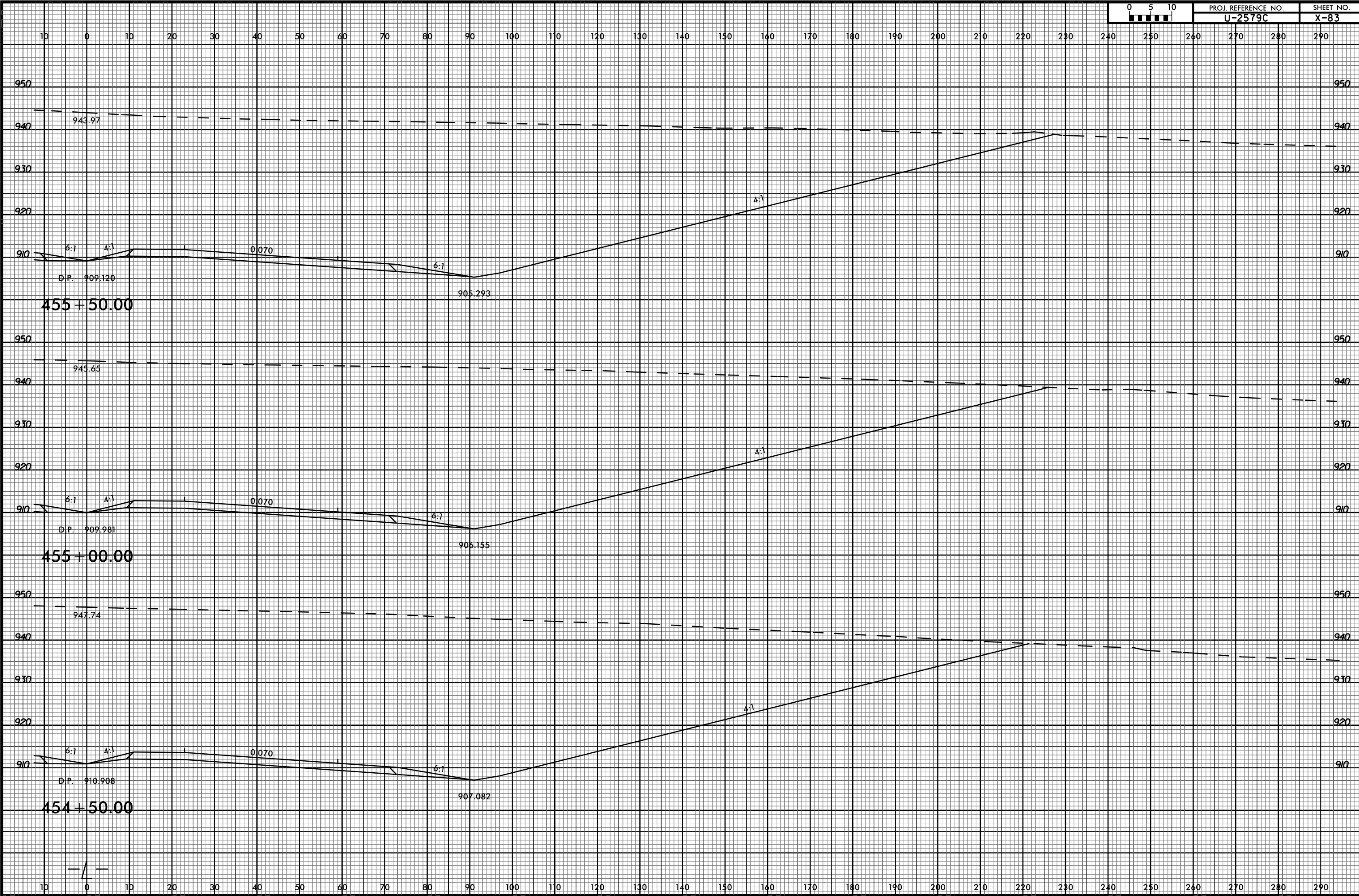
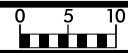


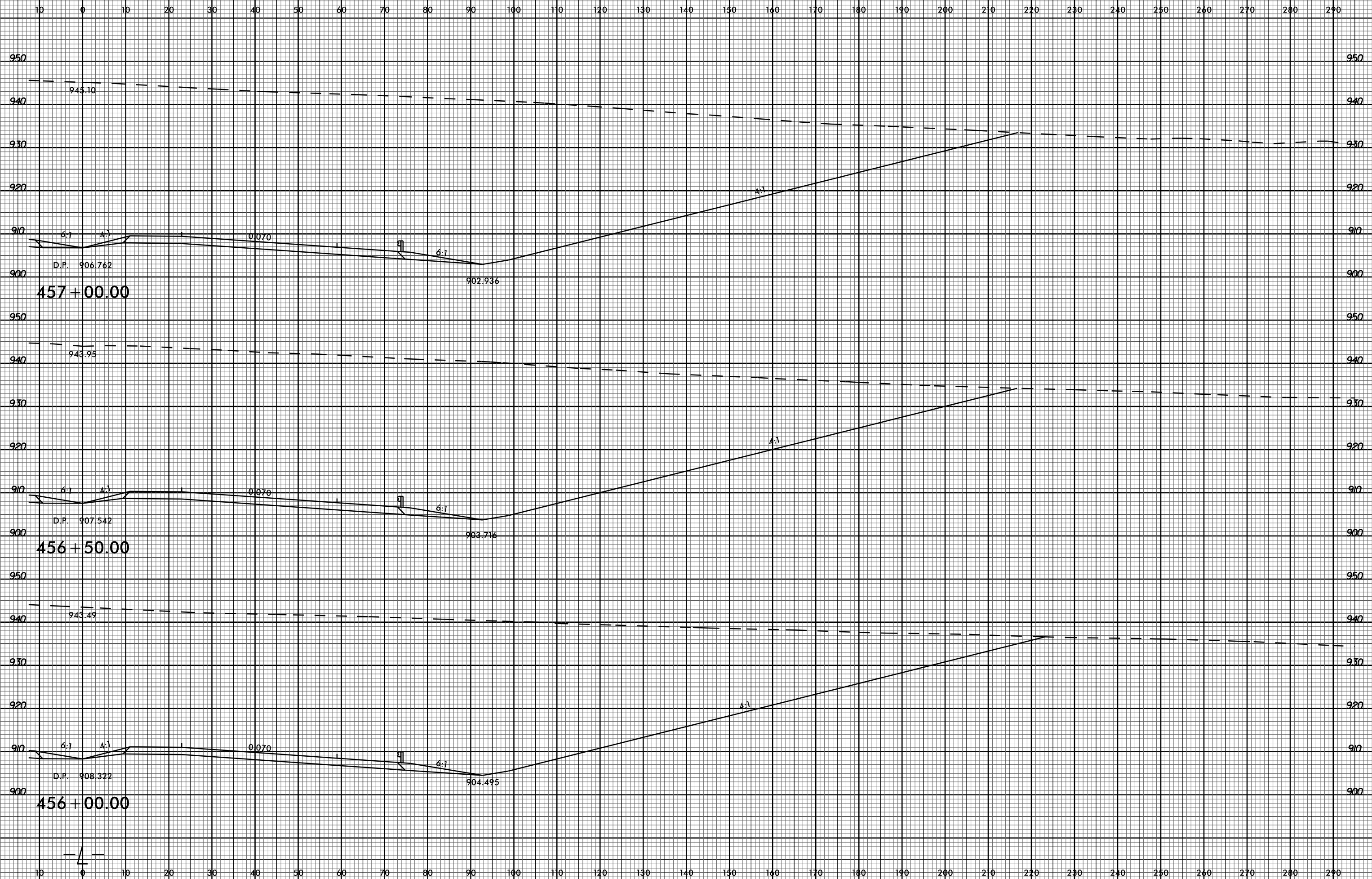








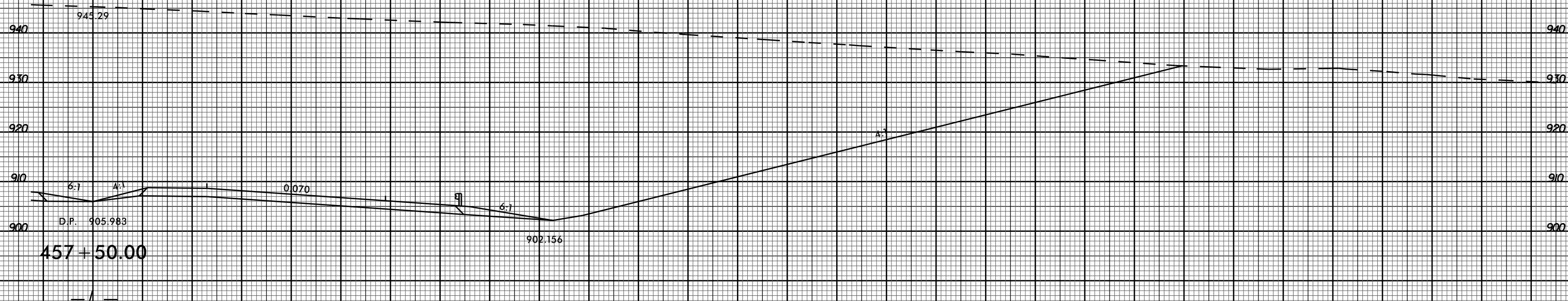
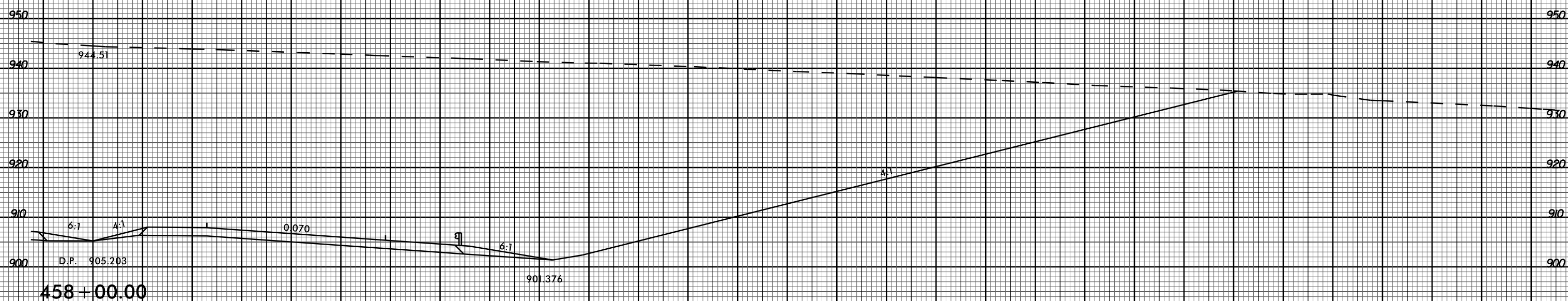
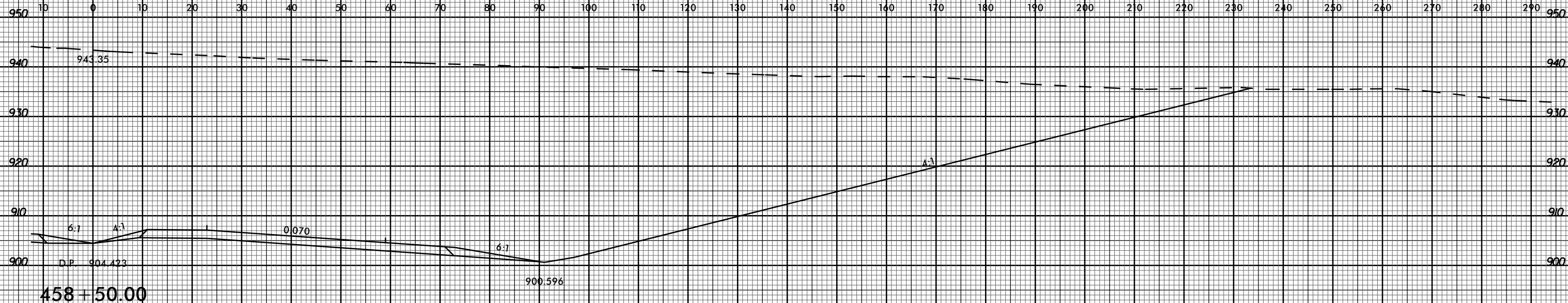


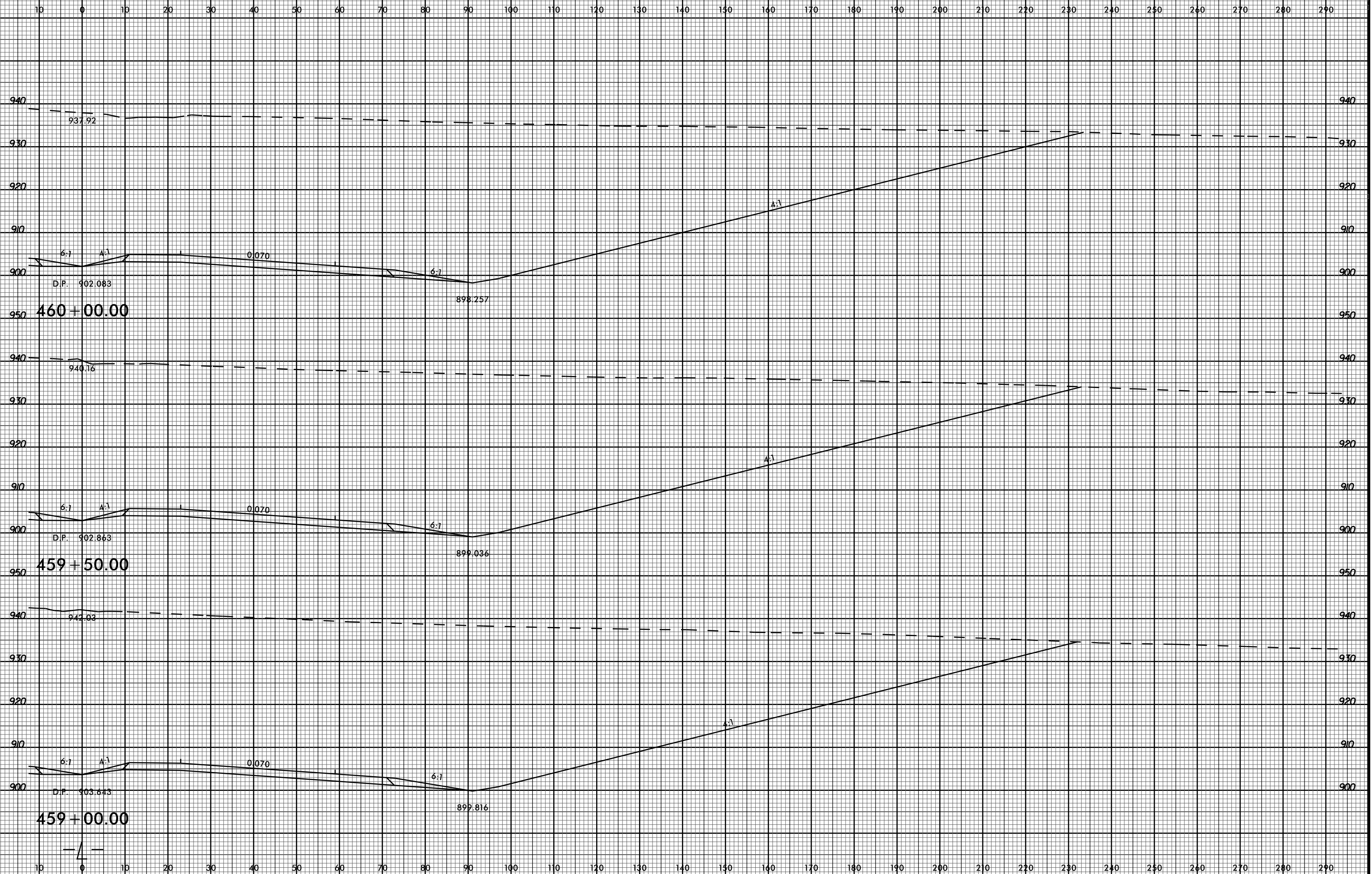


457+00.00

456+50.00

456+00.00





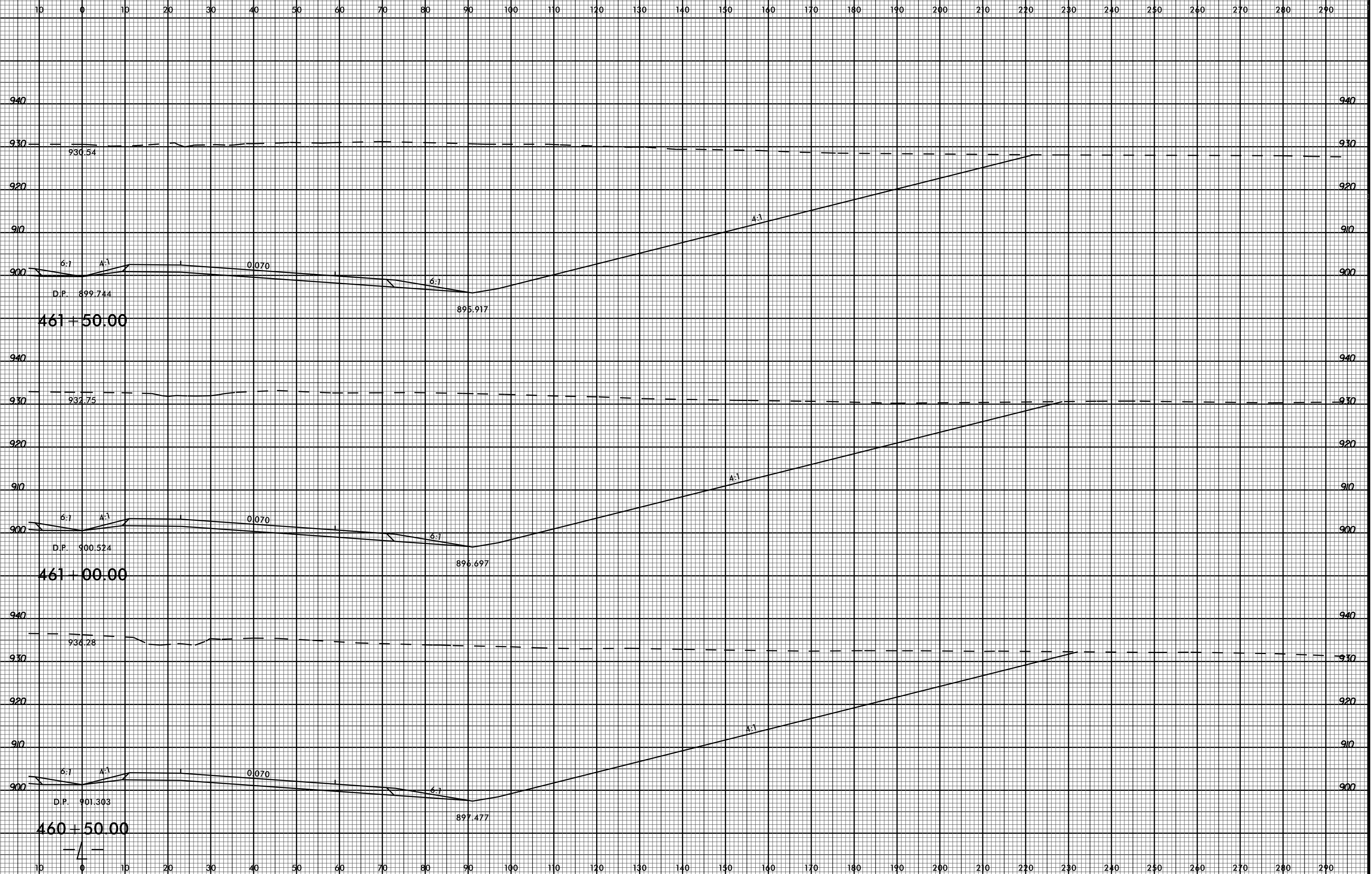
03-JUL-2017 15:59
P:\Projects\XSC\U2579C_Rdg_xpl_1_1_right.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

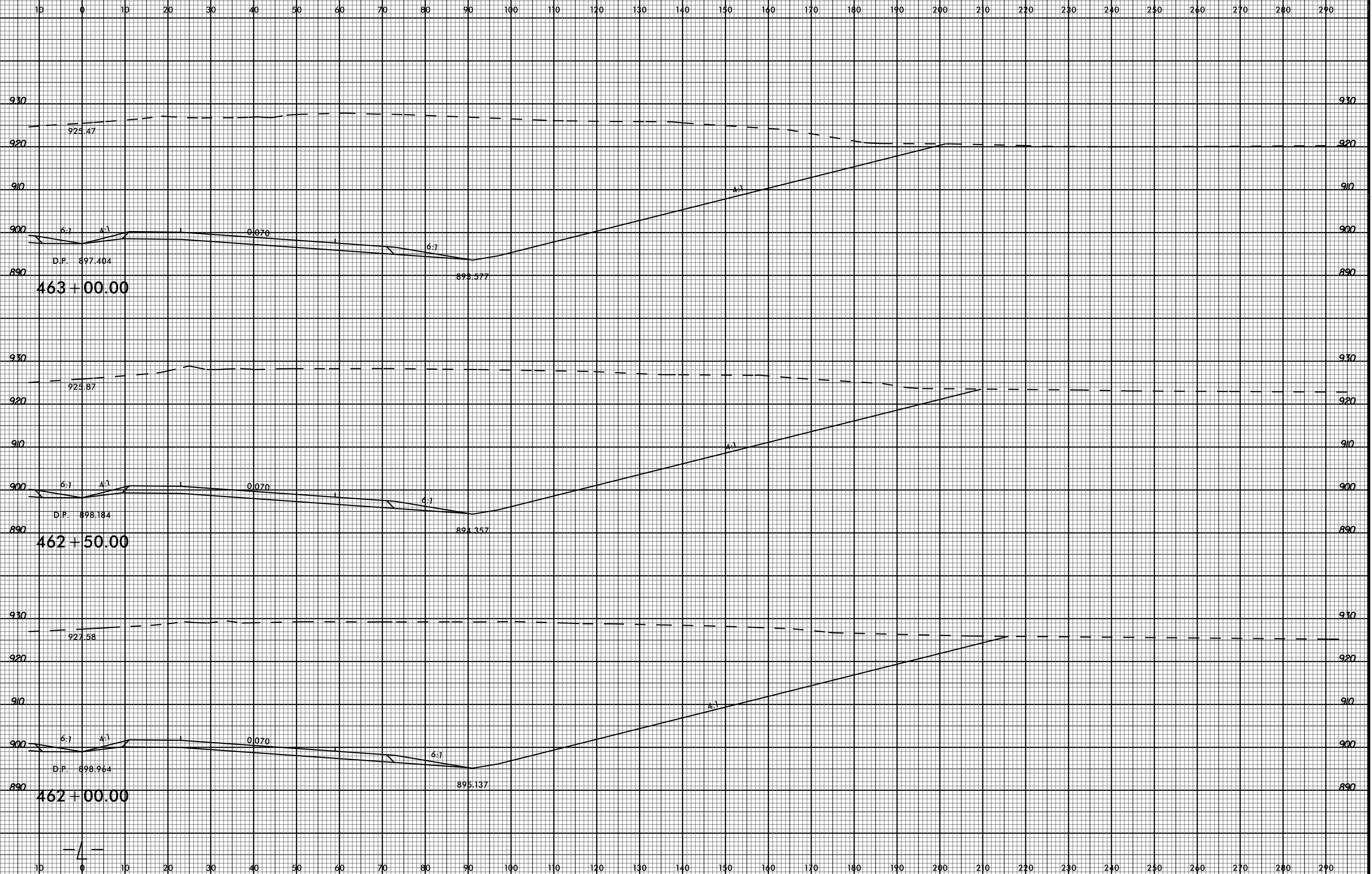
460 + 00.00

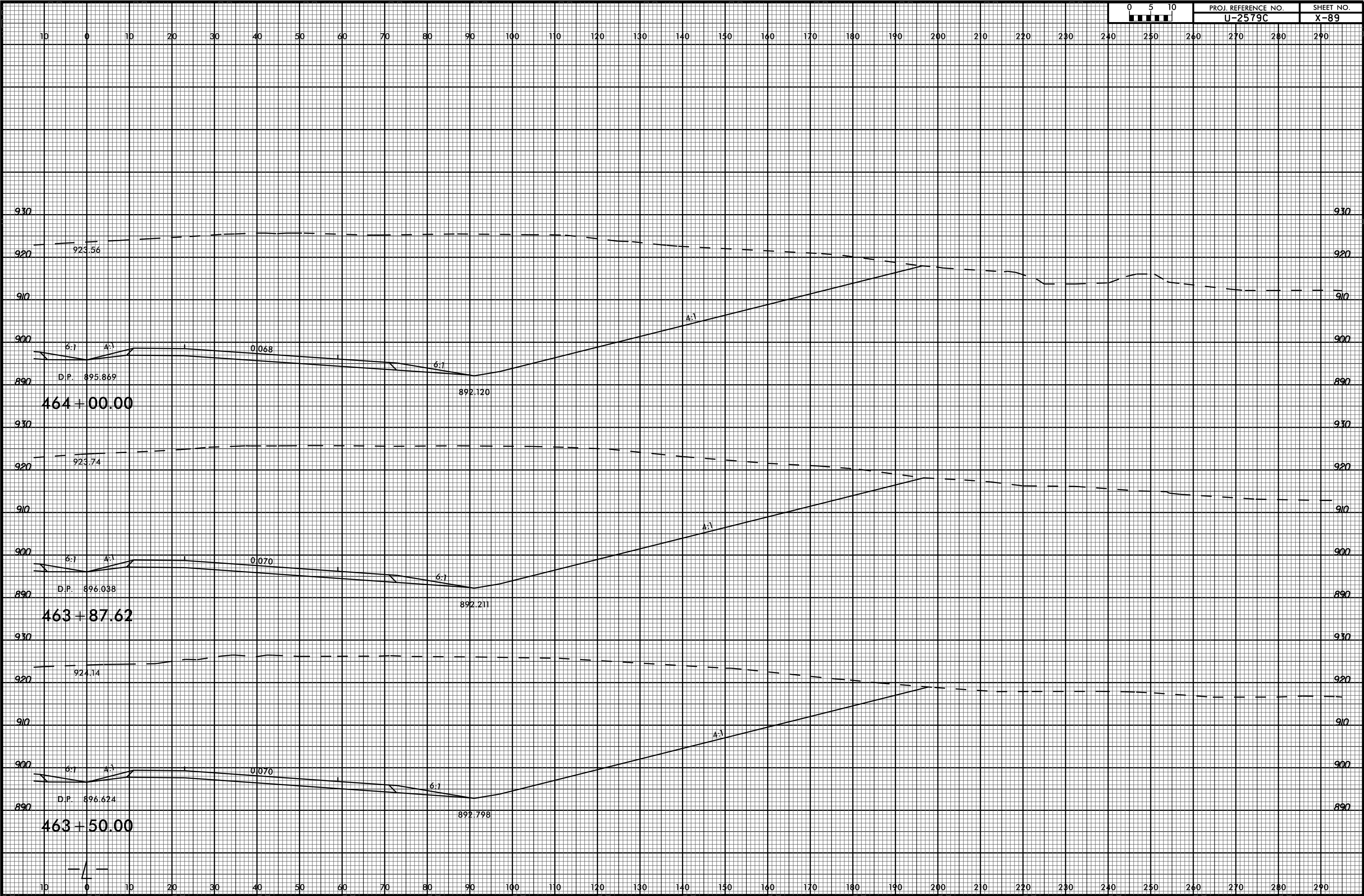
459 + 50.00

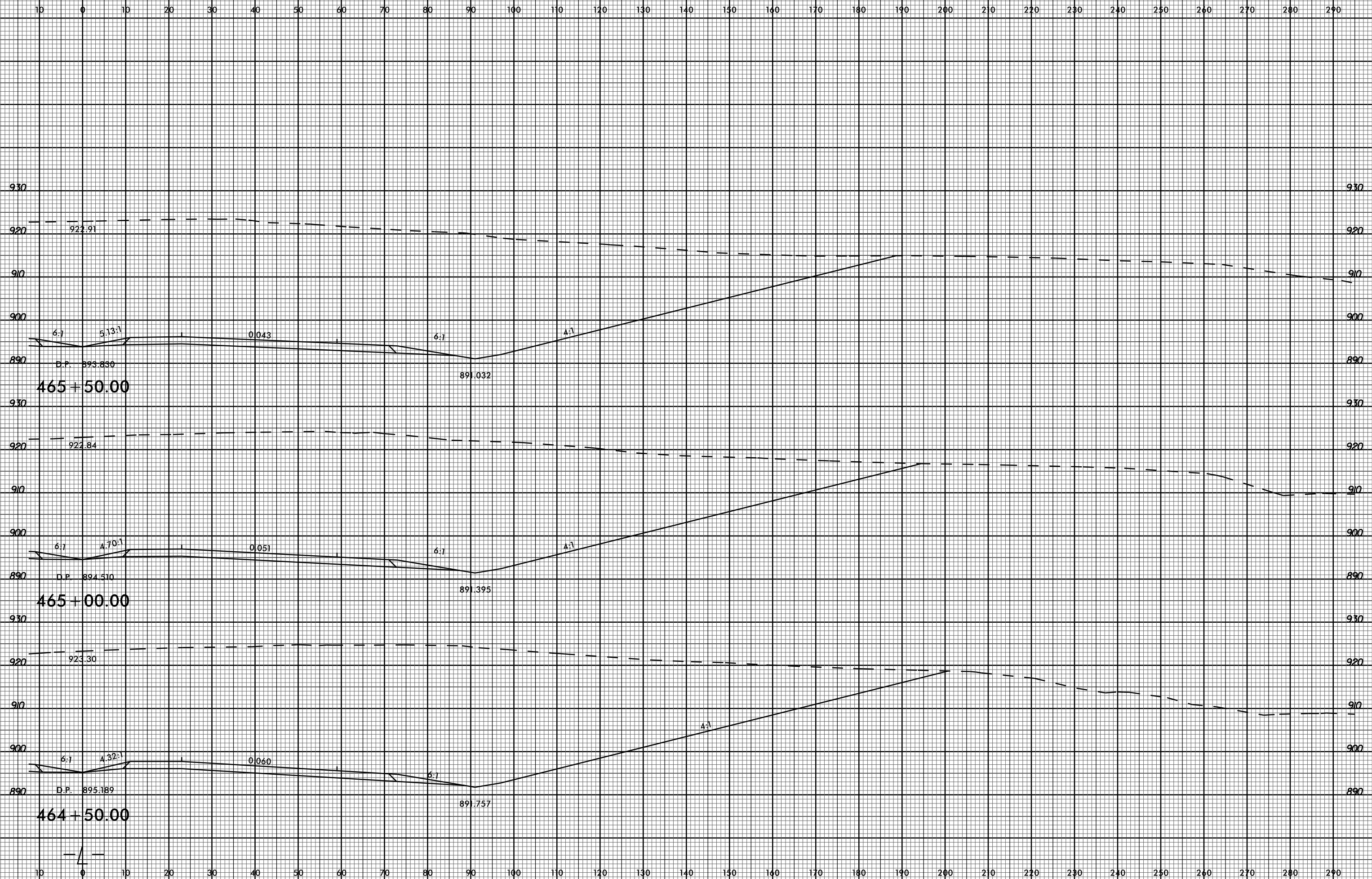
459 + 00.00

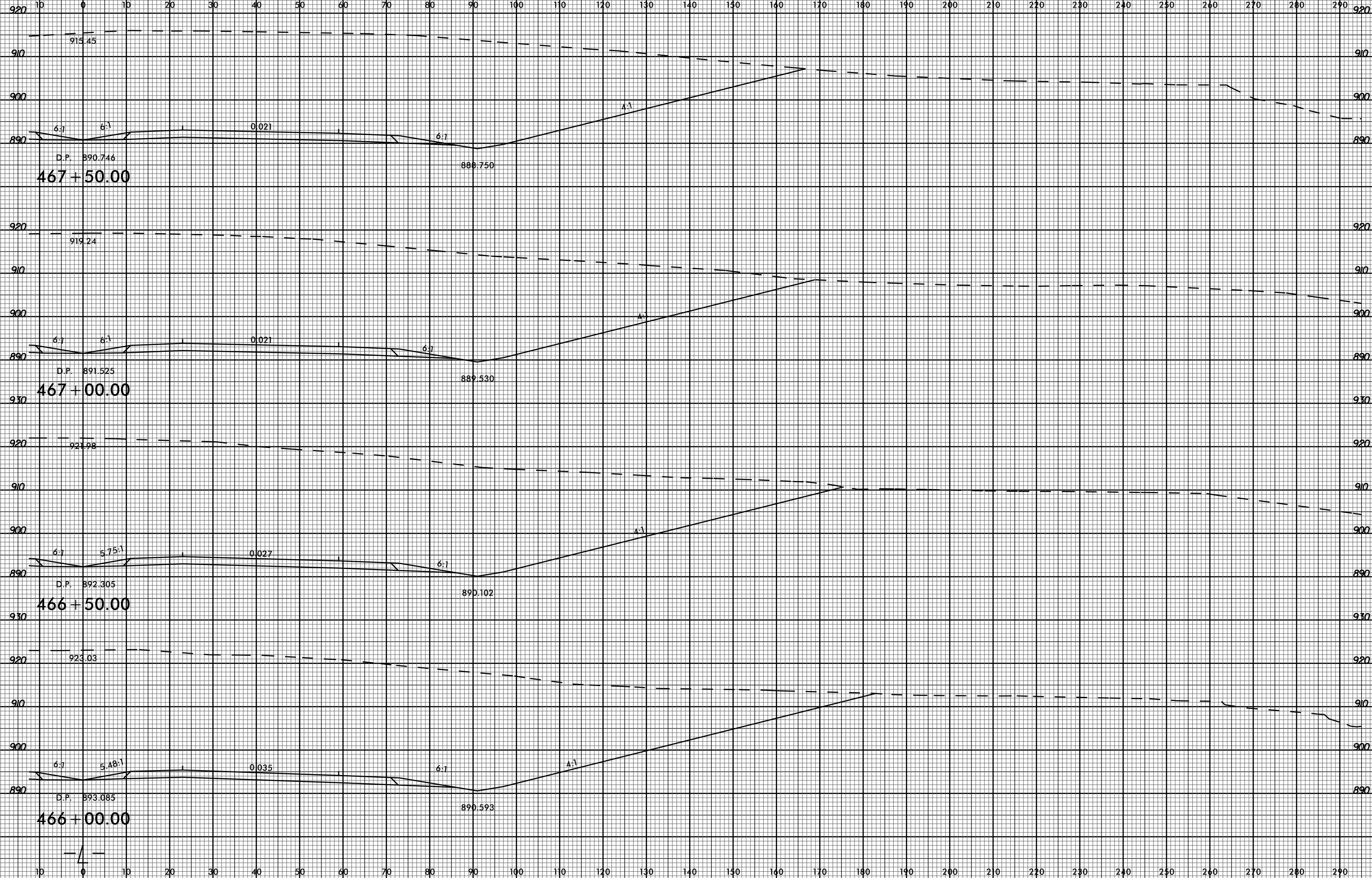








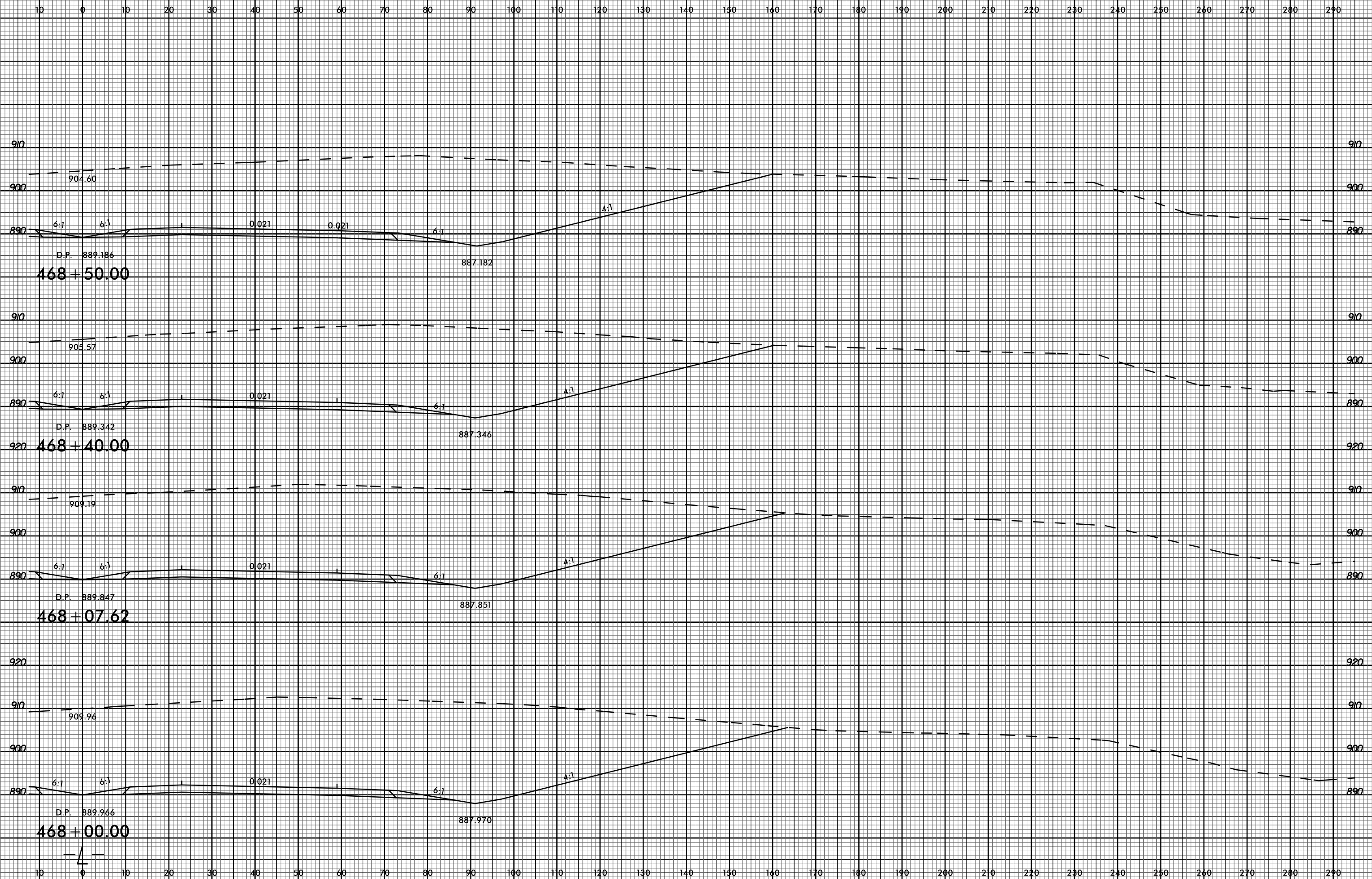




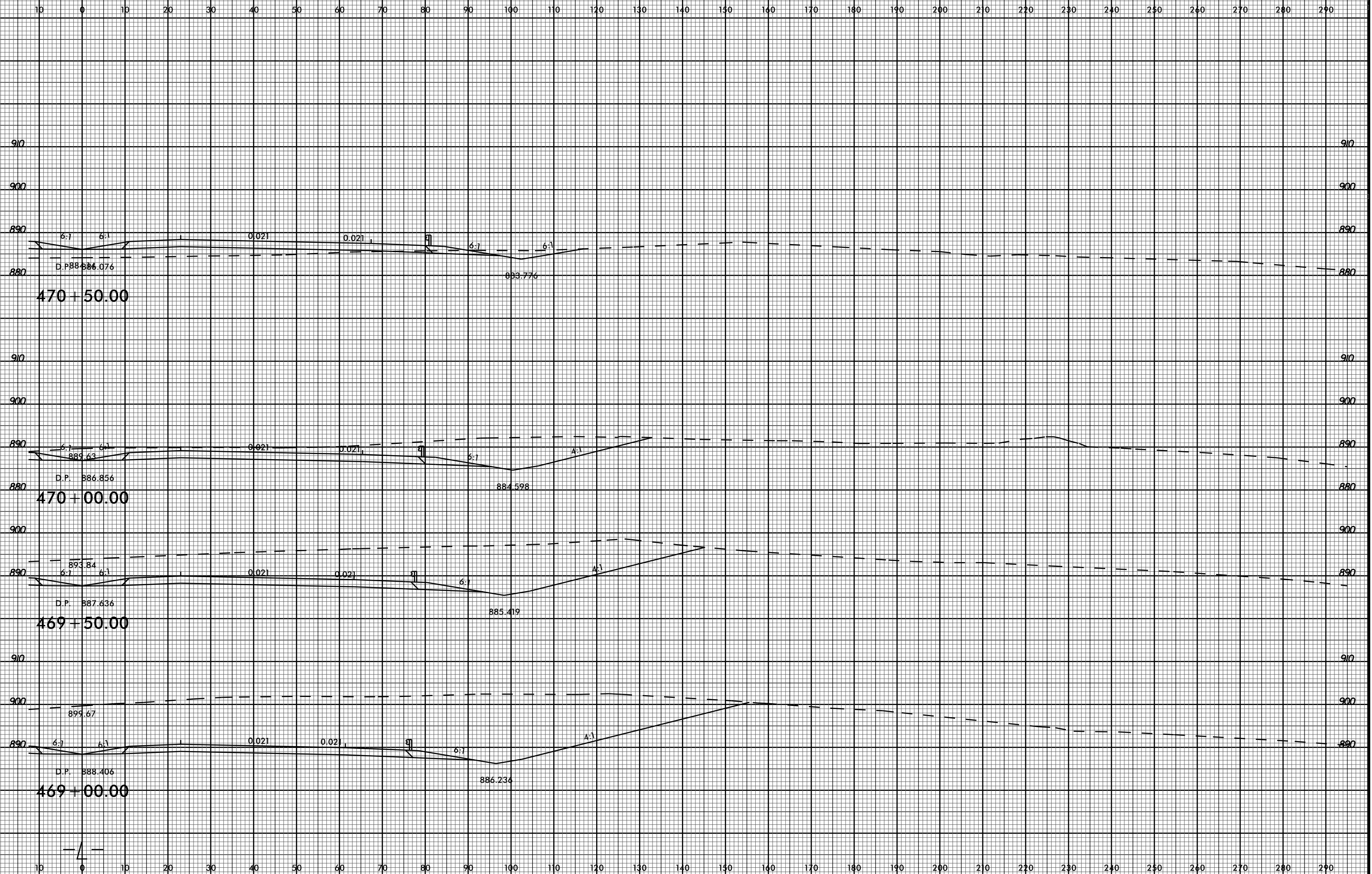
6/23/16

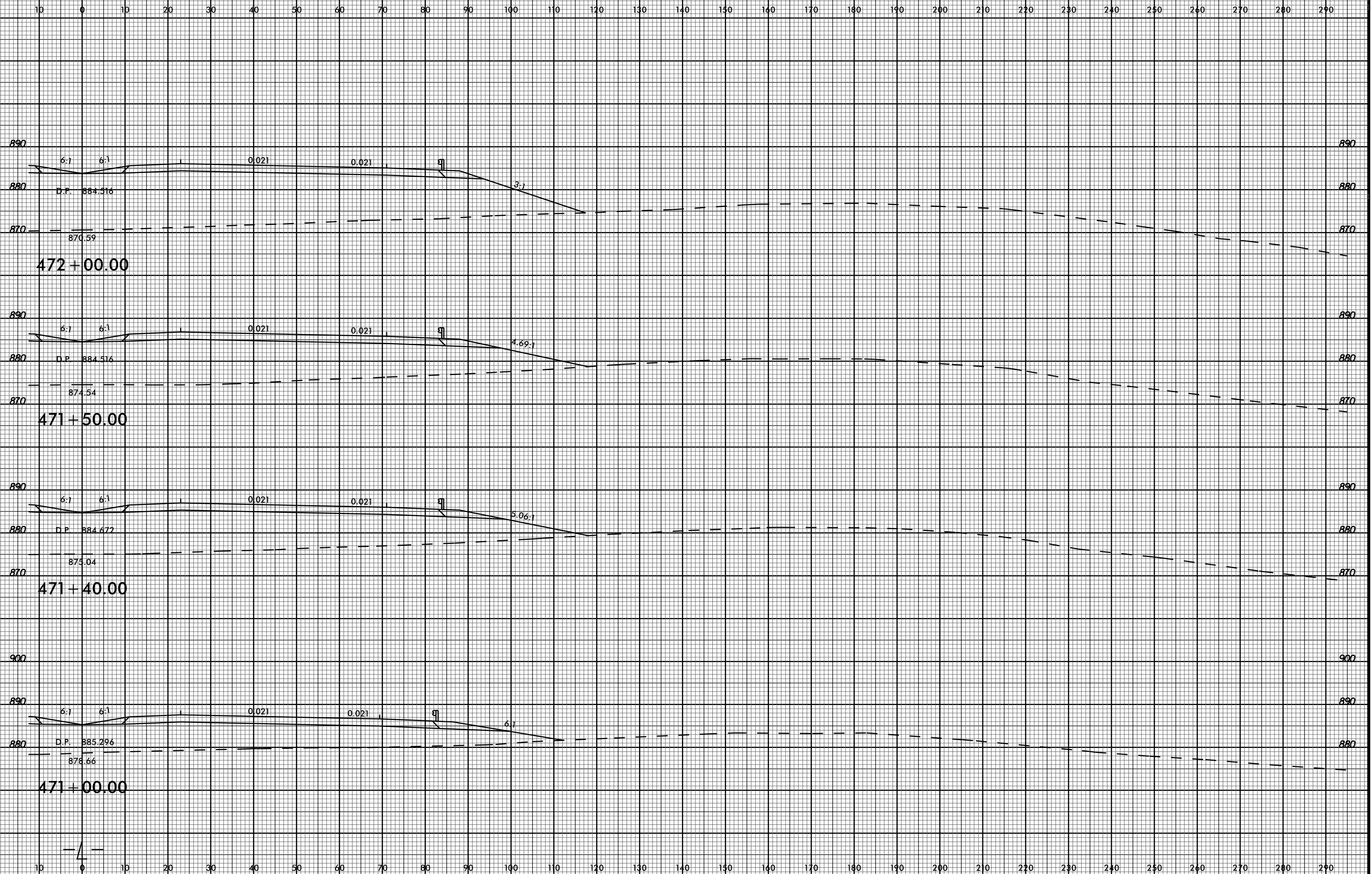


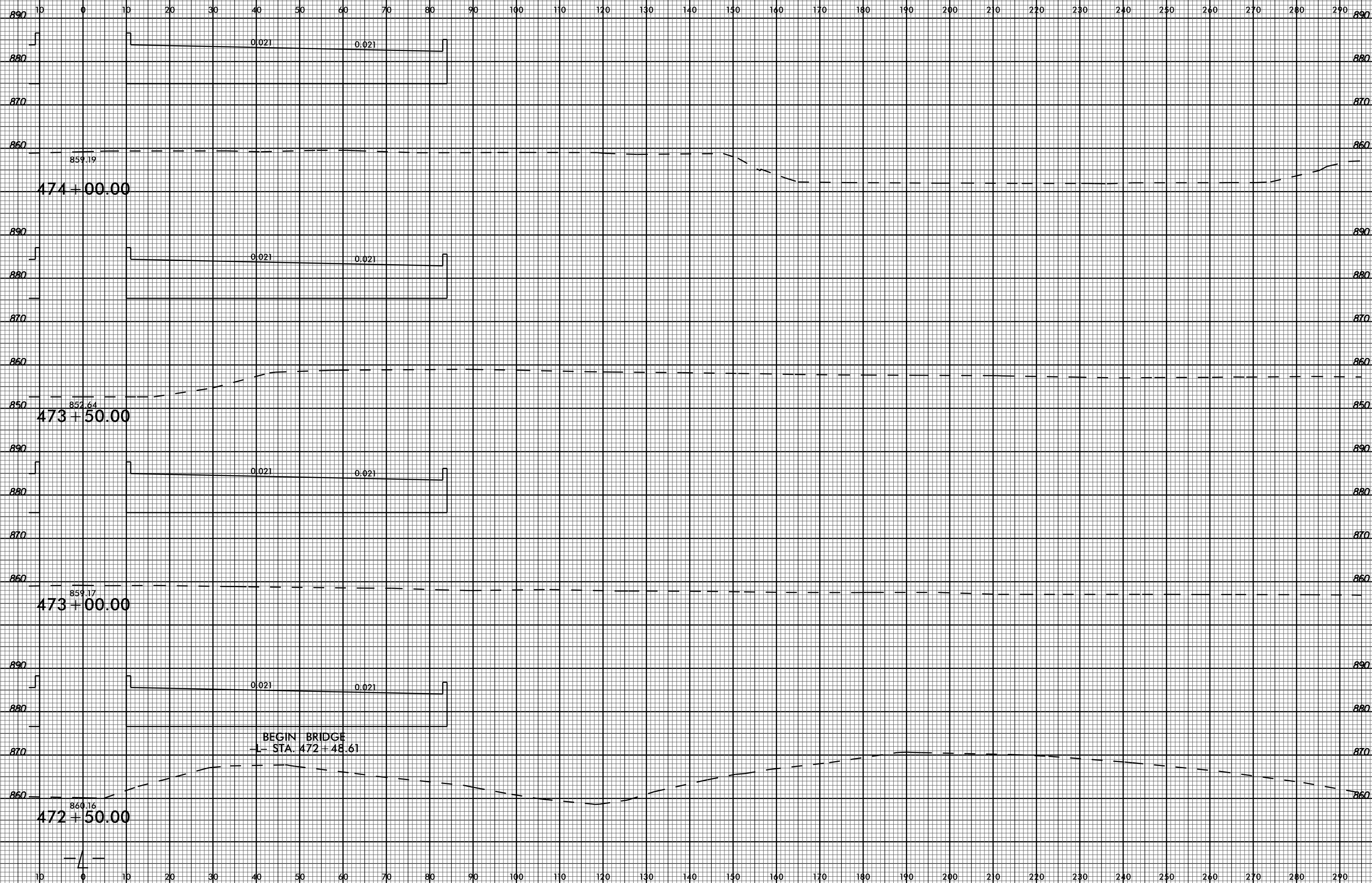
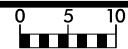
PROJ. REFERENCE NO. U-2579C SHEET NO. X-92

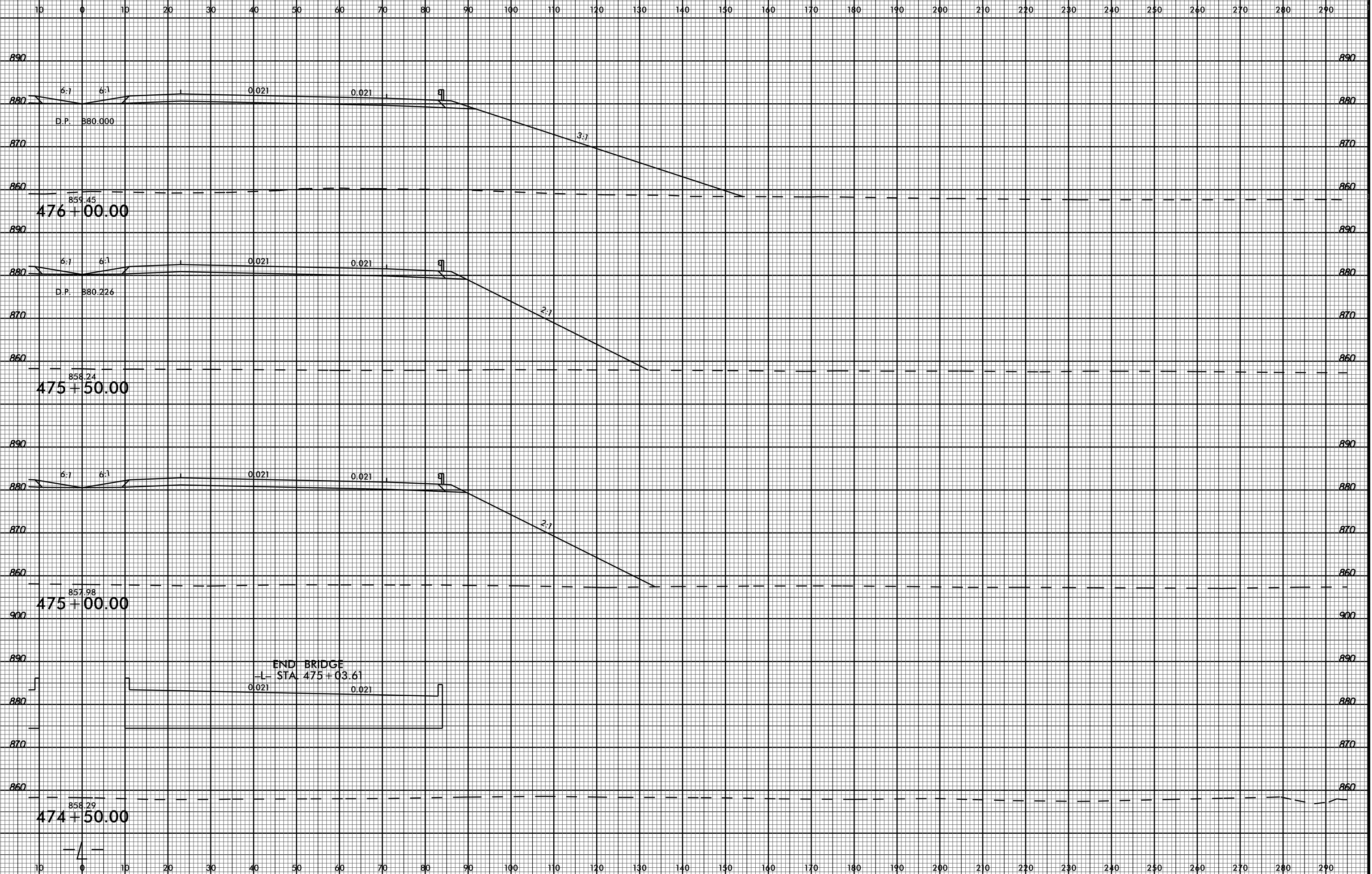


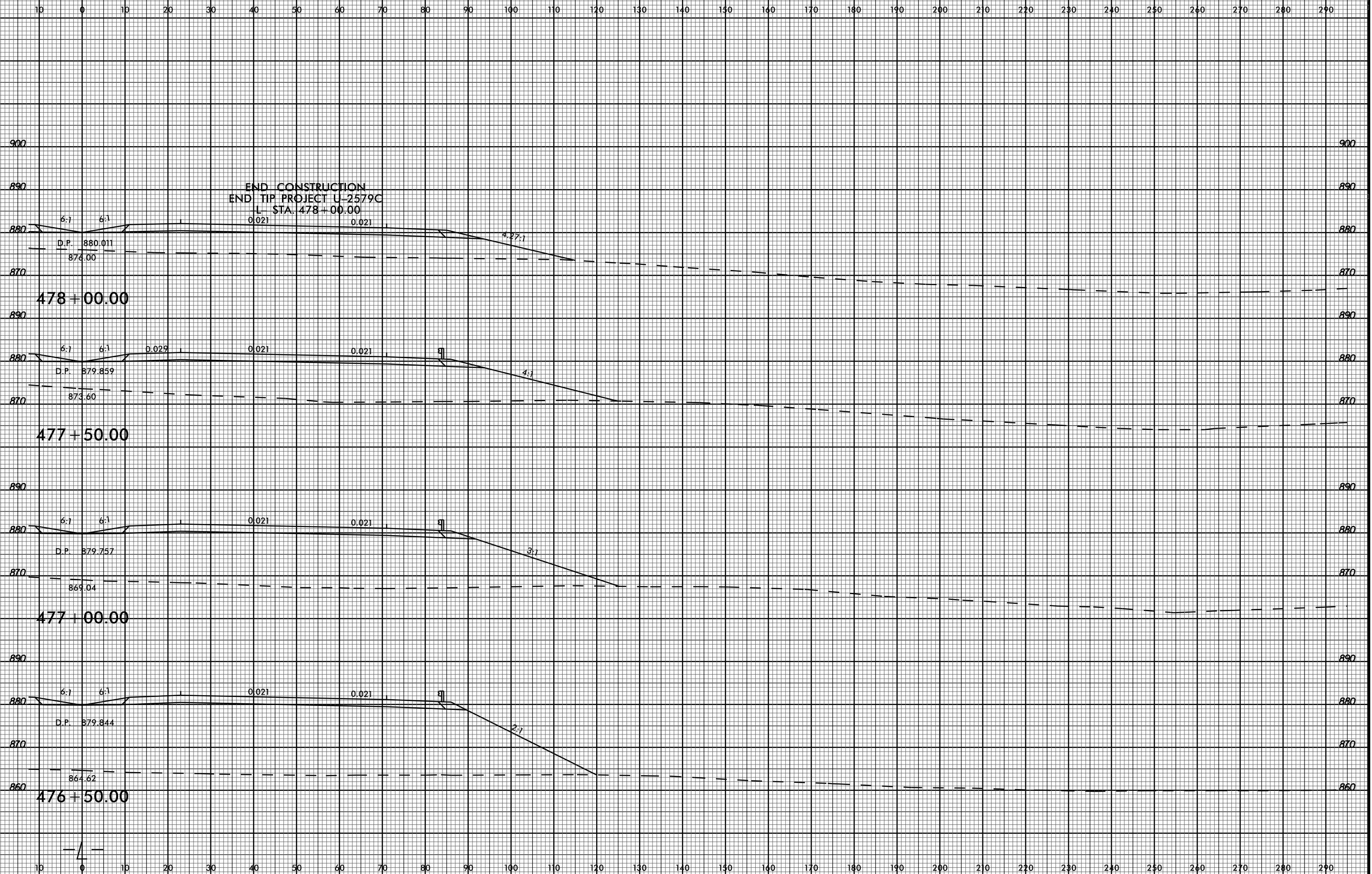
03-JUL-2017 15:59 P:\Roadway\XSC\U2579C_Rdg_xpl.l-right.dgn

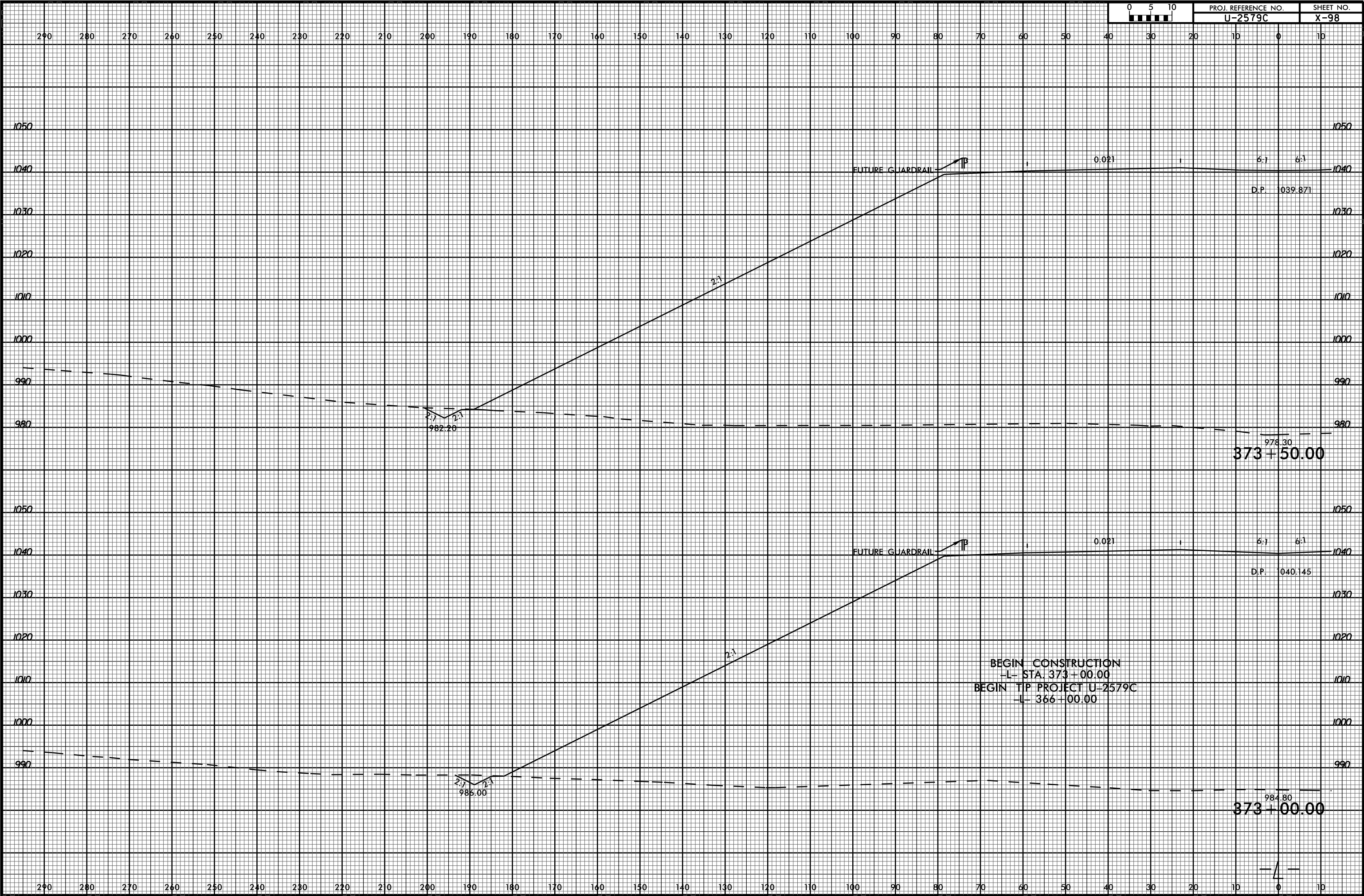




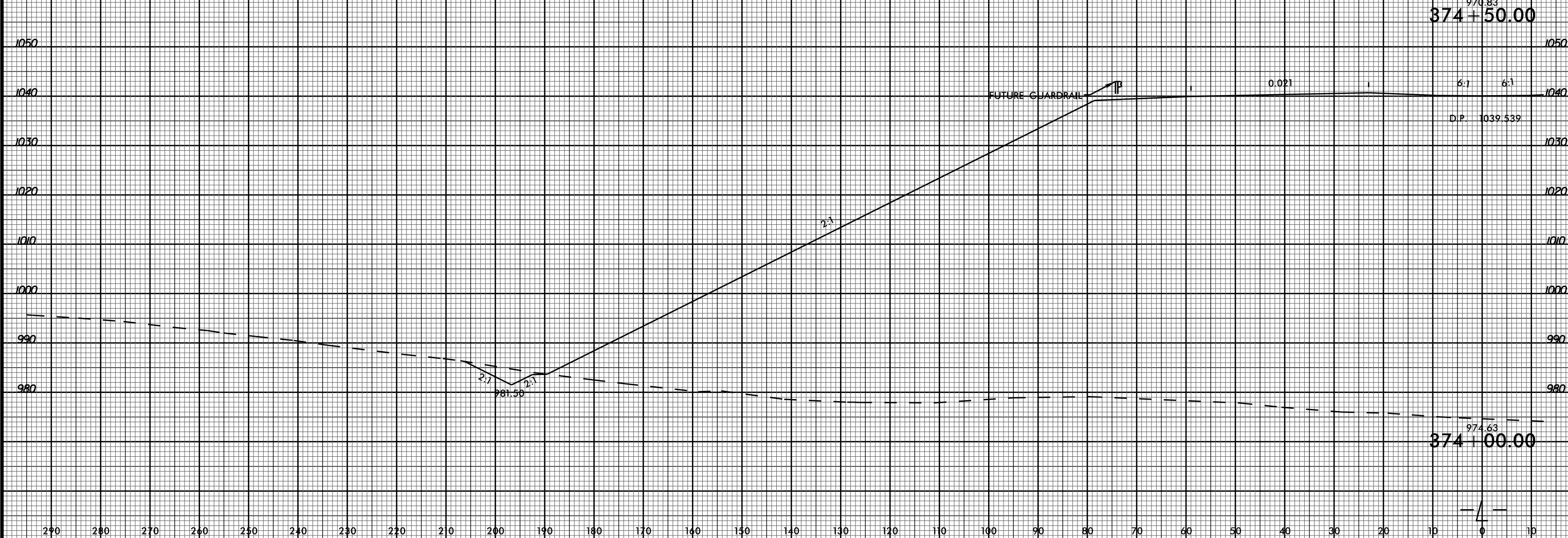
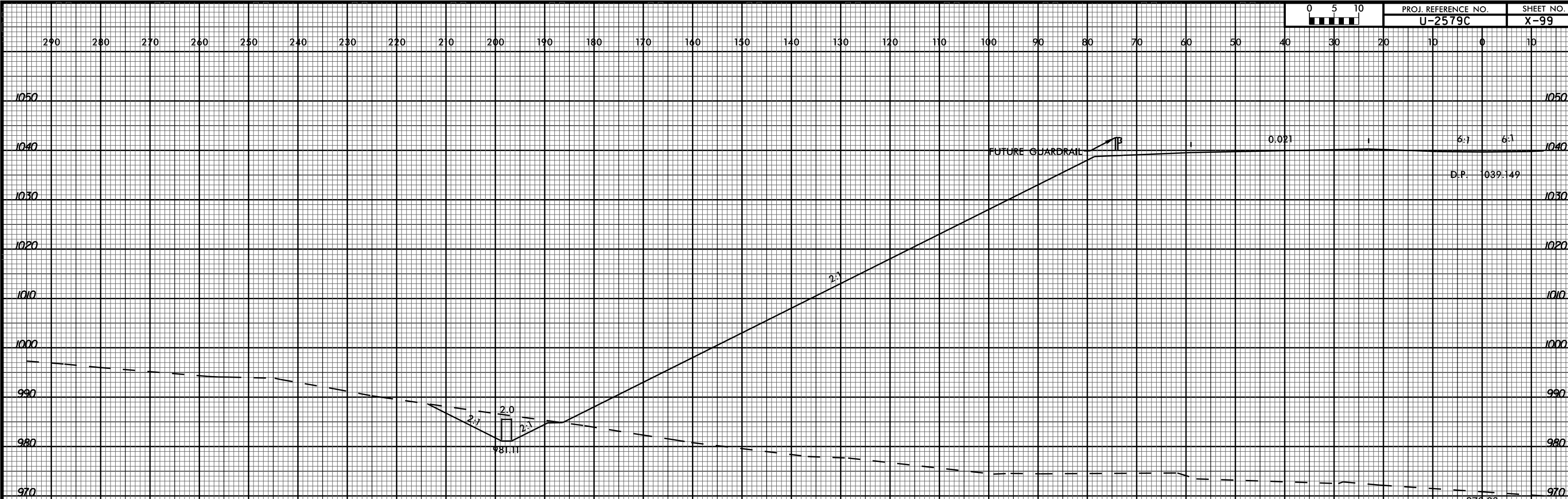








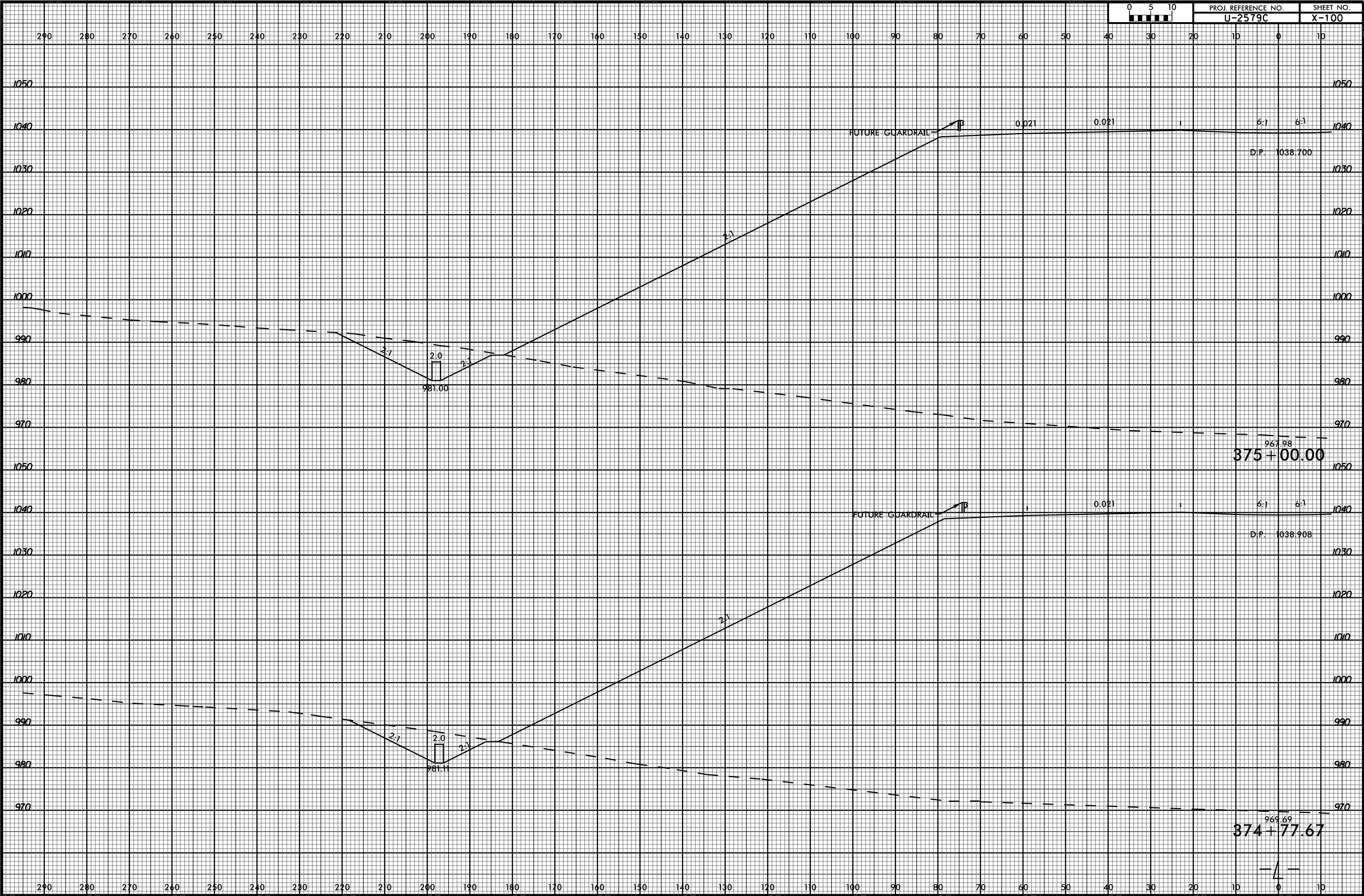
BEGIN CONSTRUCTION
 -L- STA. 373+00.00
 BEGIN TP PROJECT U-2579C
 -L- 366+00.00



6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-100

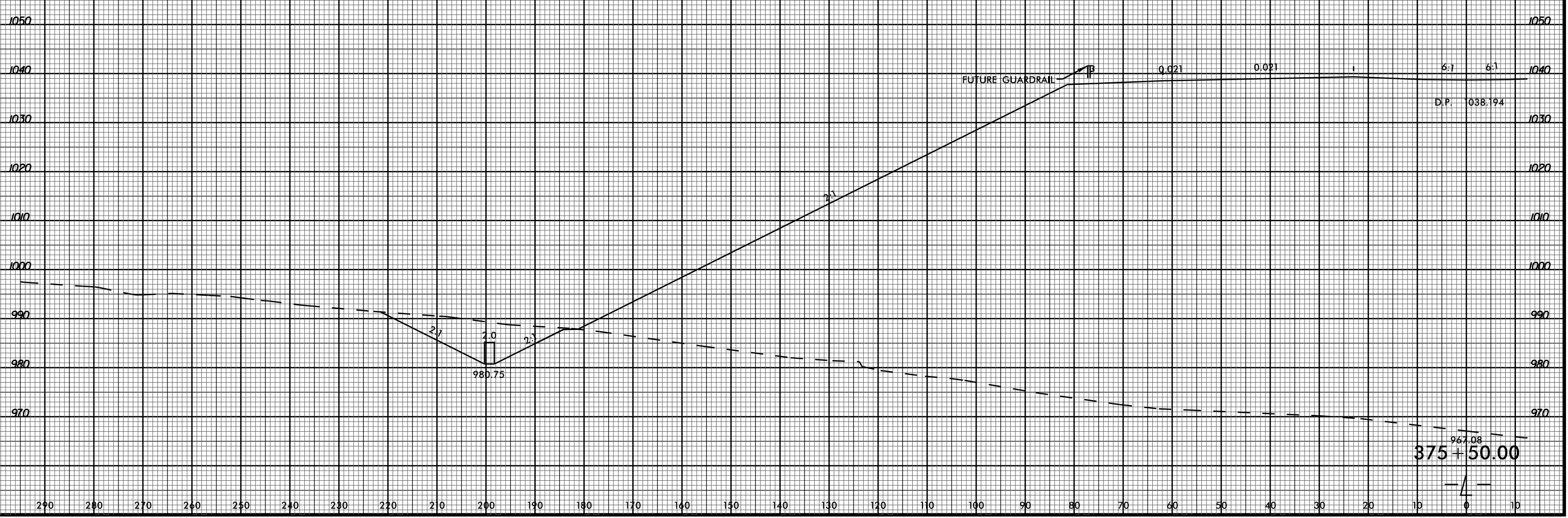
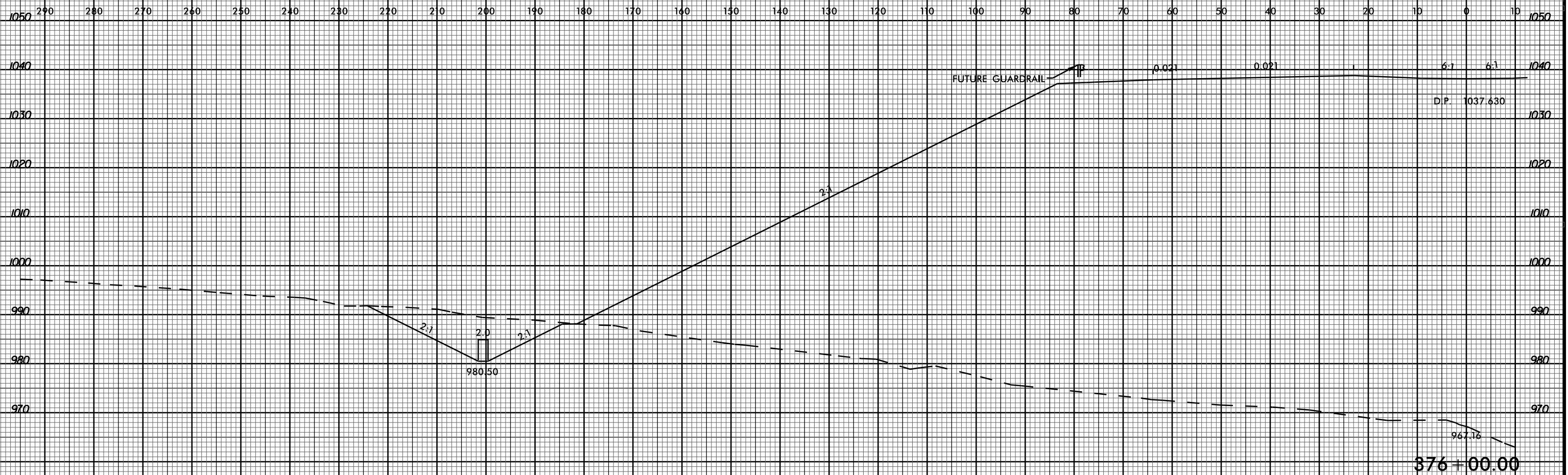


03-JUL-2017 15:59 P:\Roadway\XSC\U2579c_rdy_xpl_1_1_1.dgn

6/23/16



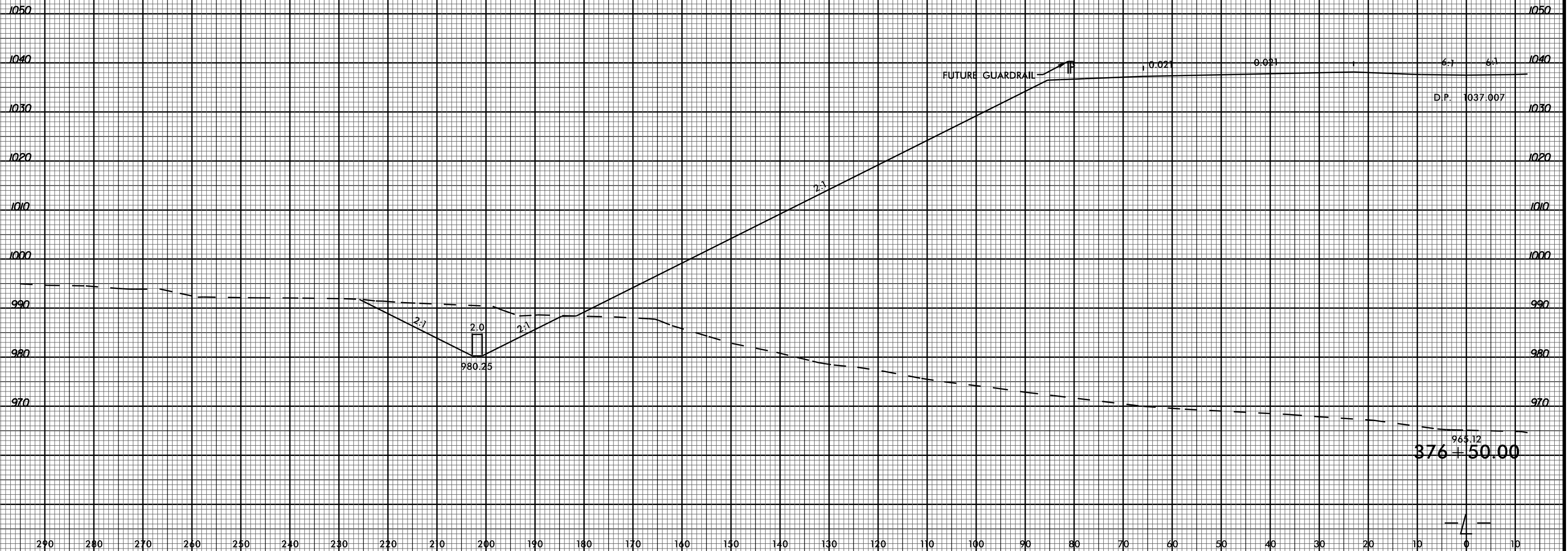
PROJ. REFERENCE NO. U-2579C SHEET NO. X-101



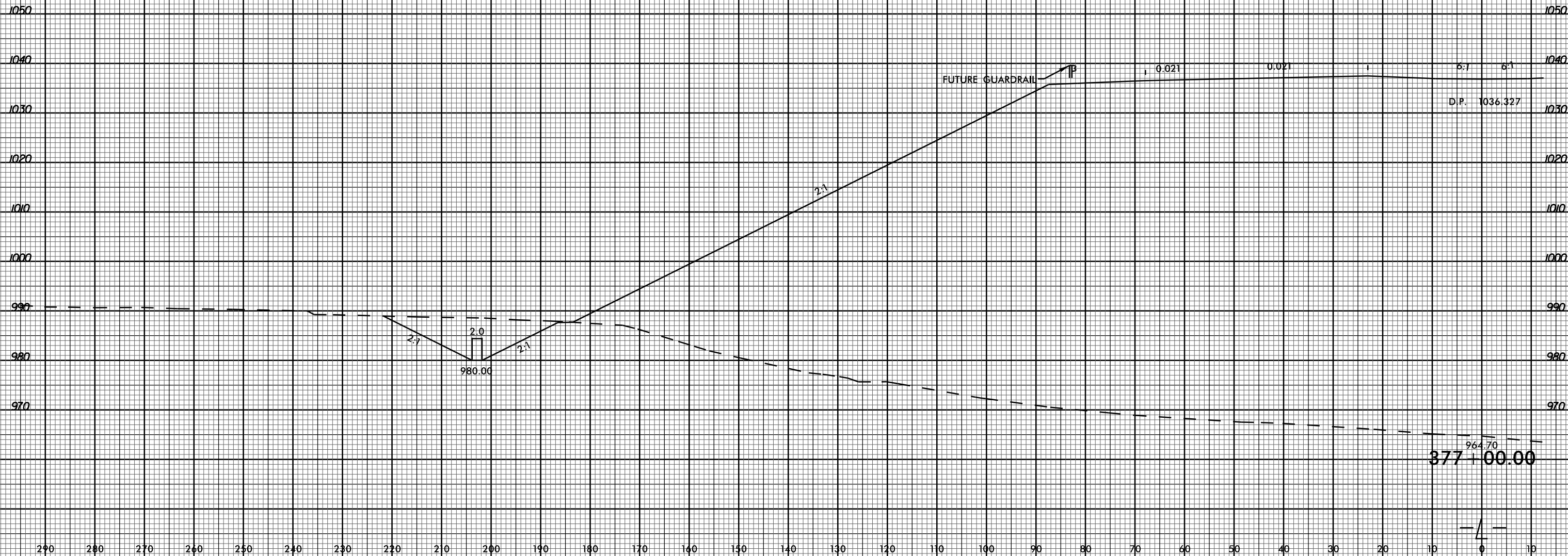
03-JUL-2017 15:59 P:\Roadway\XSC\U2579c_rdy_xpl_1_1_1.dgn



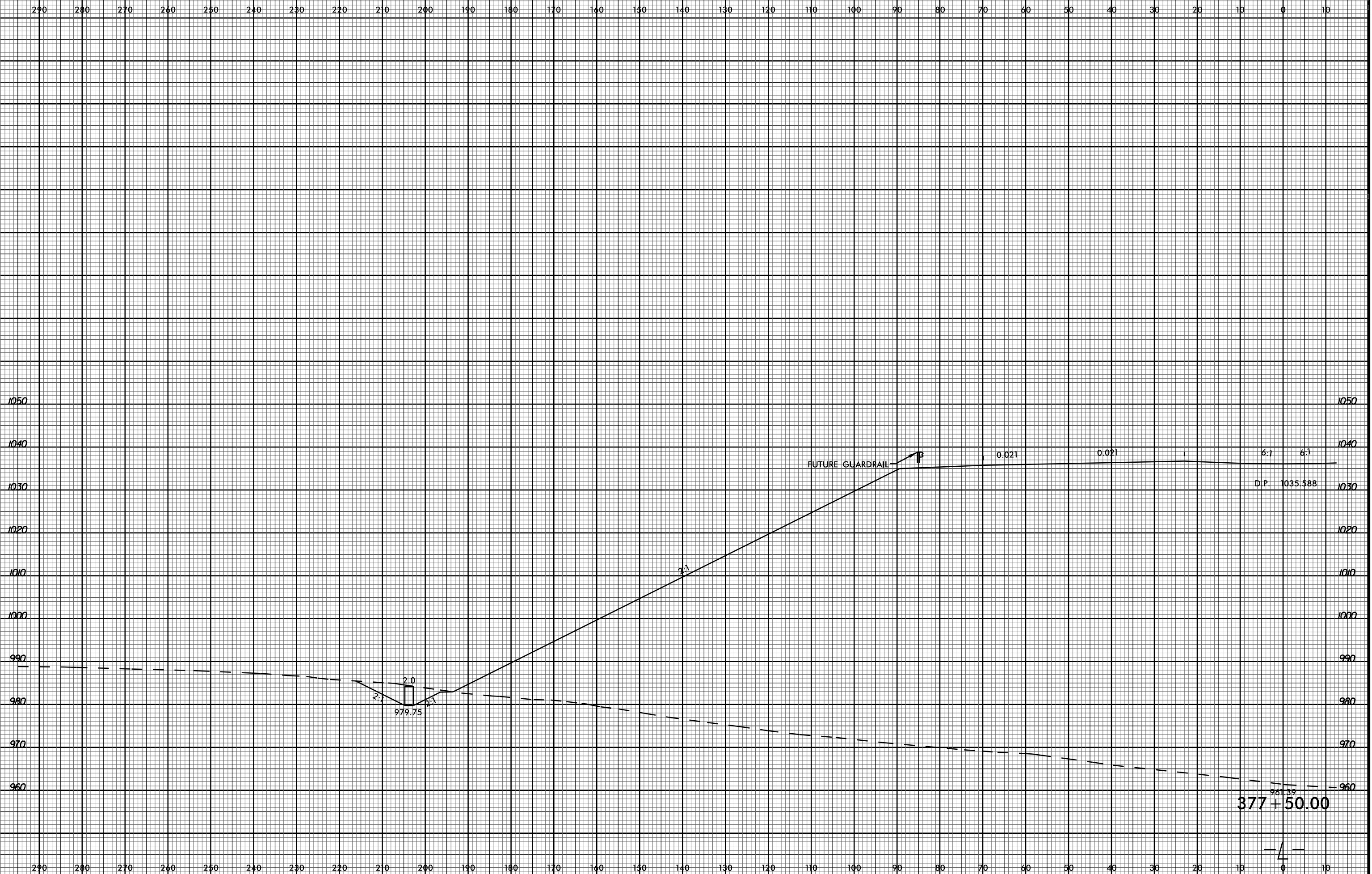
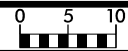
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



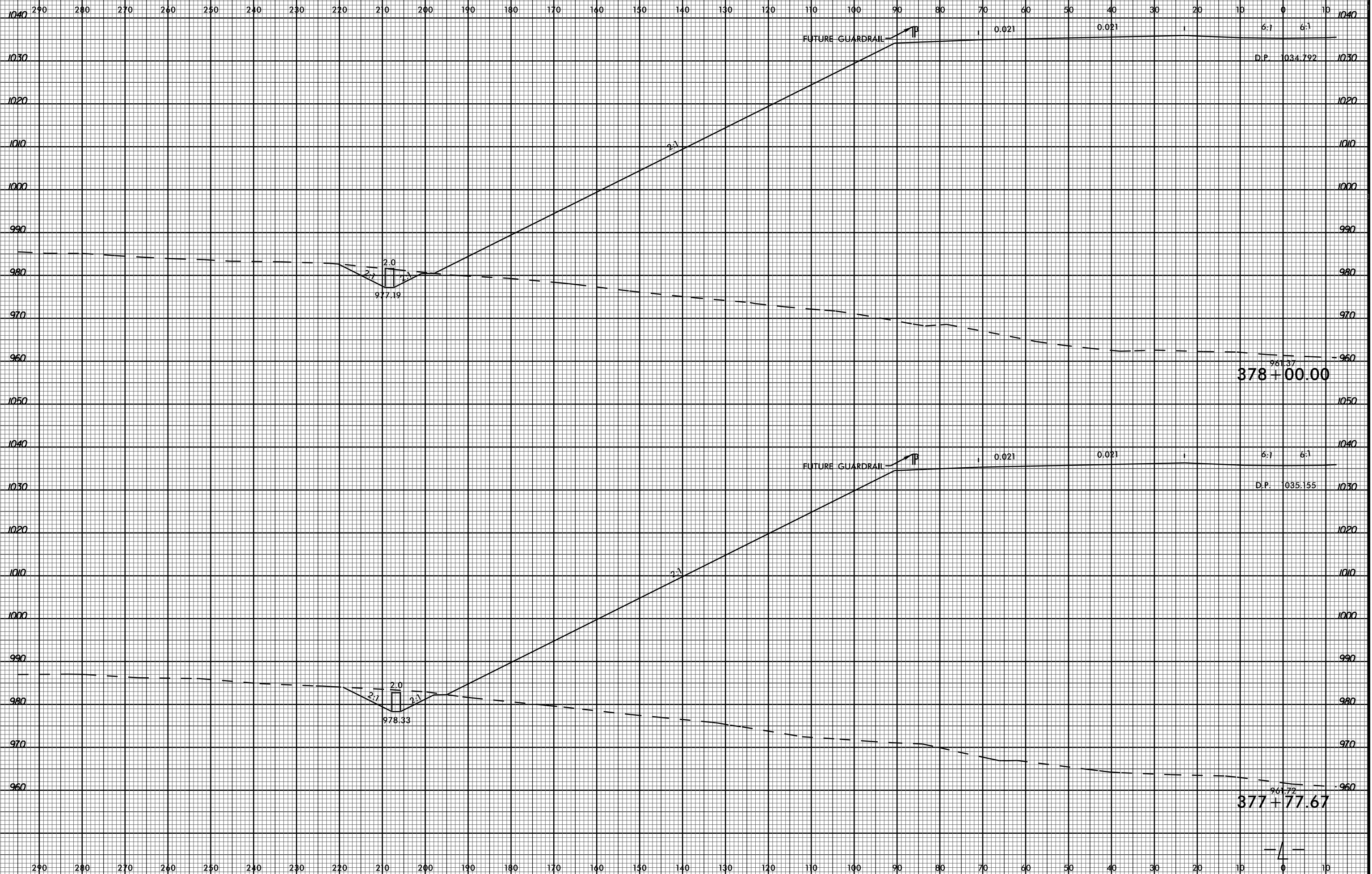
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



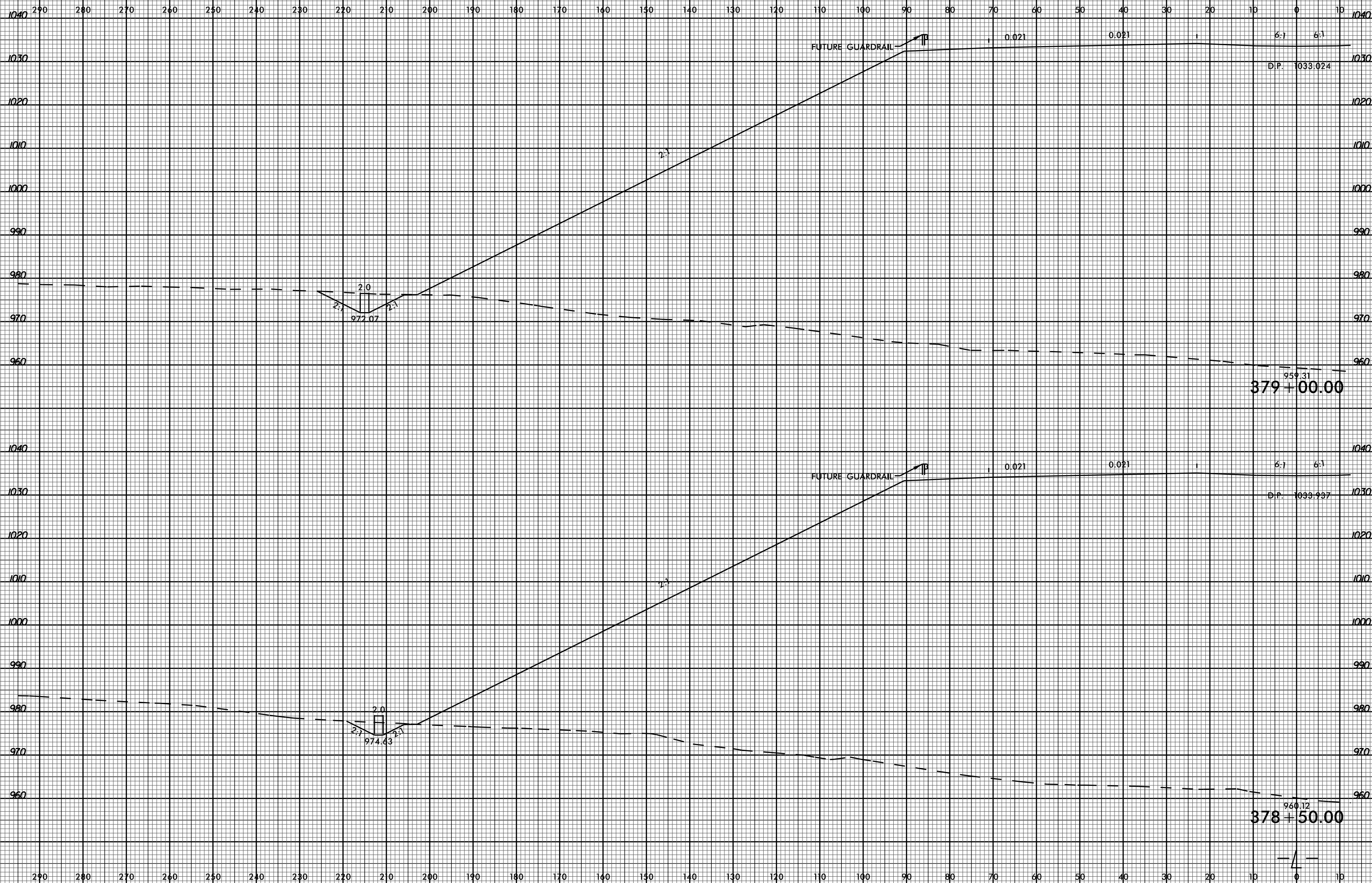
6/23/16

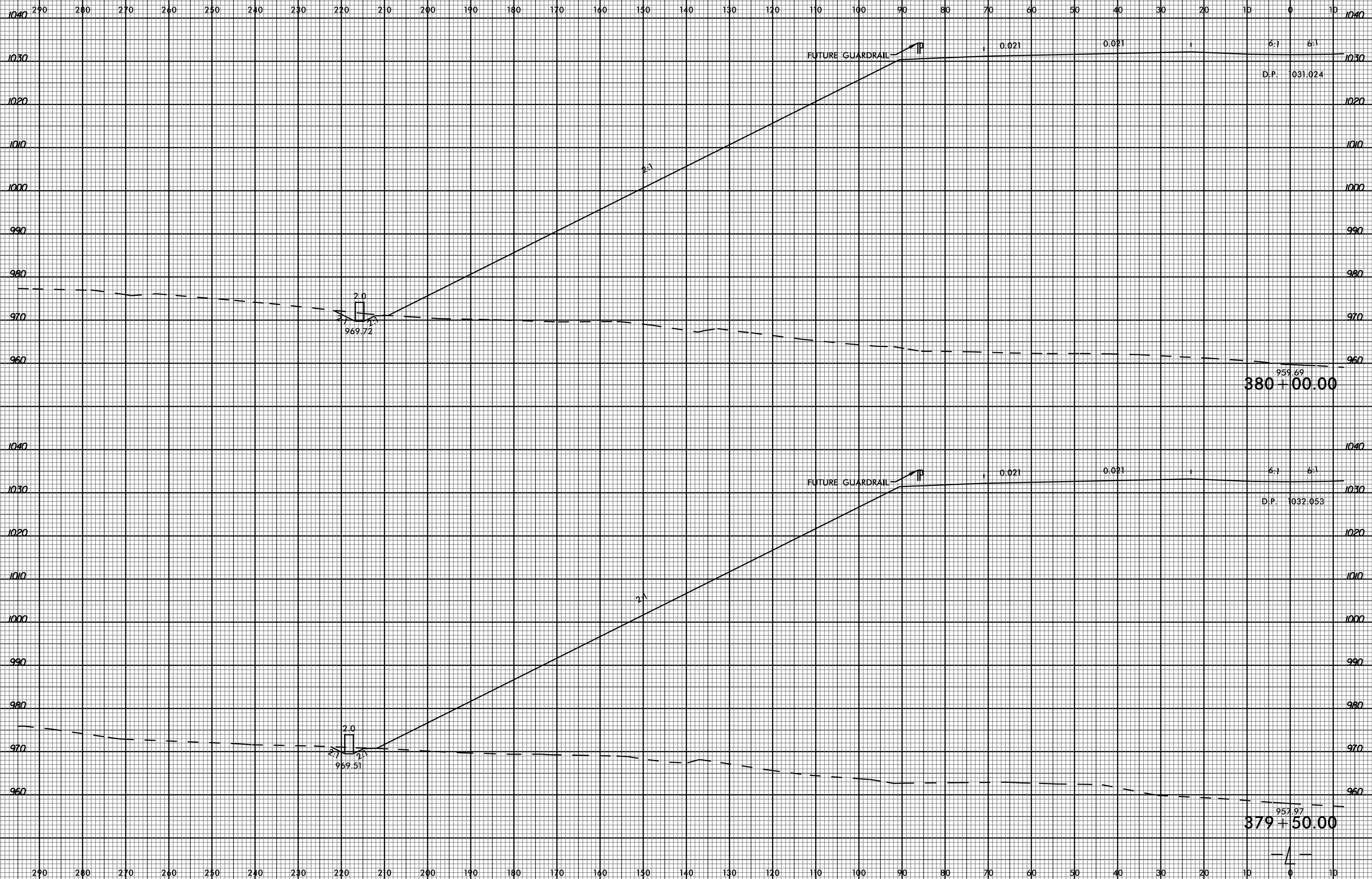


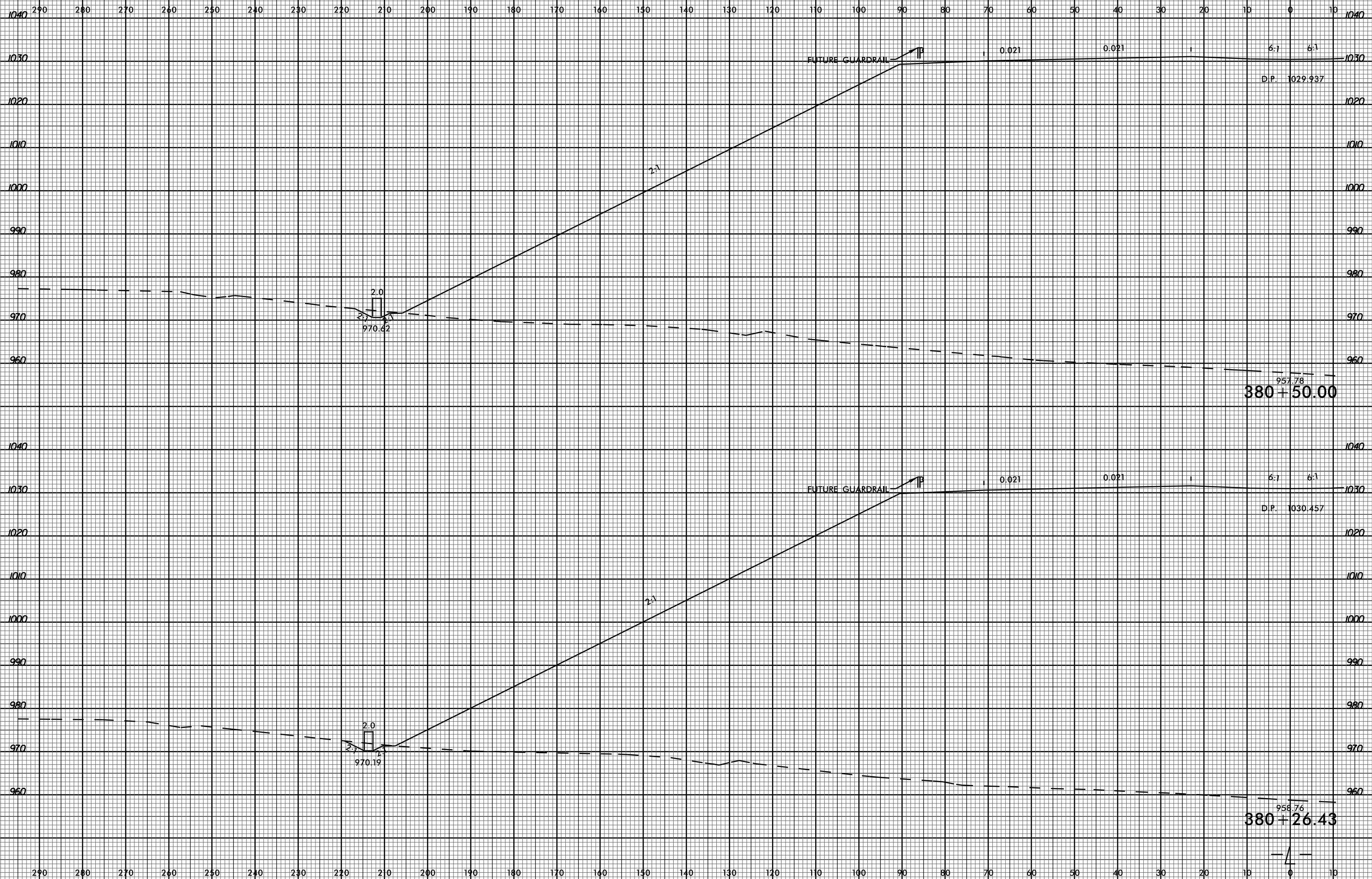
PROJ. REFERENCE NO. U-2579C SHEET NO. X-105



03-JUL-2017 15:59 P:\Roadway\XSC\U2579c_rdy_xp1.llef.dgn



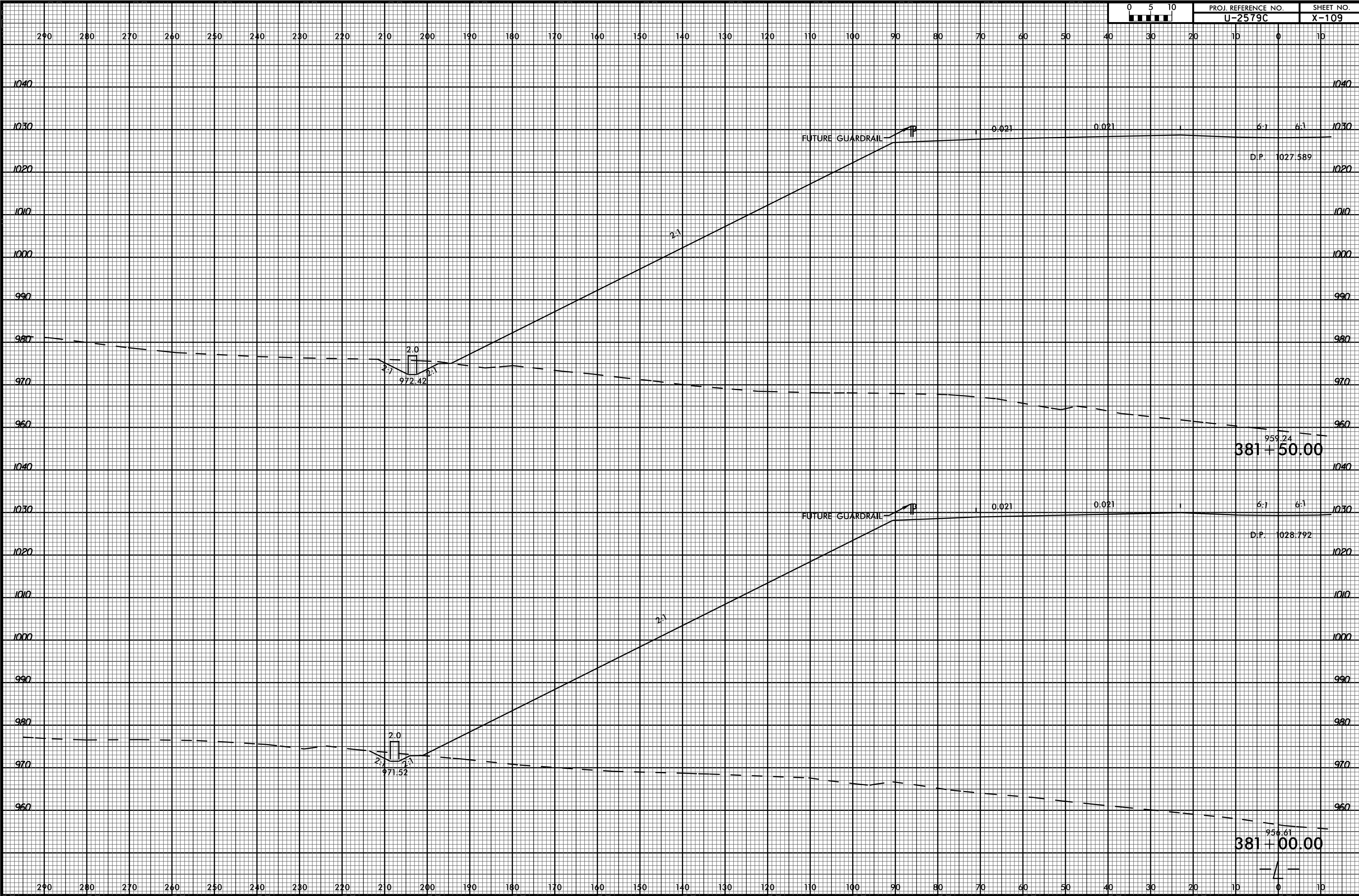




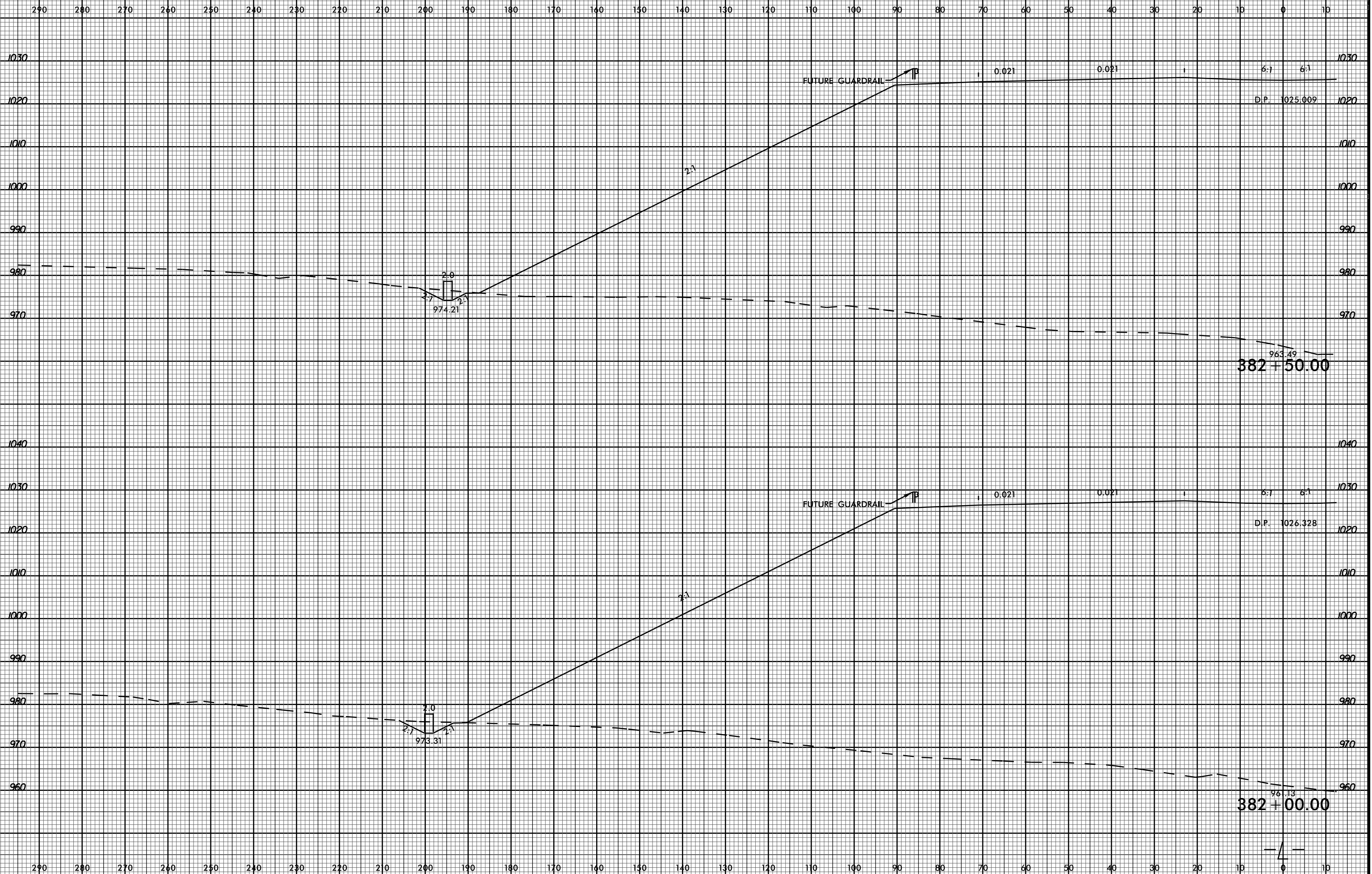
6/23/16

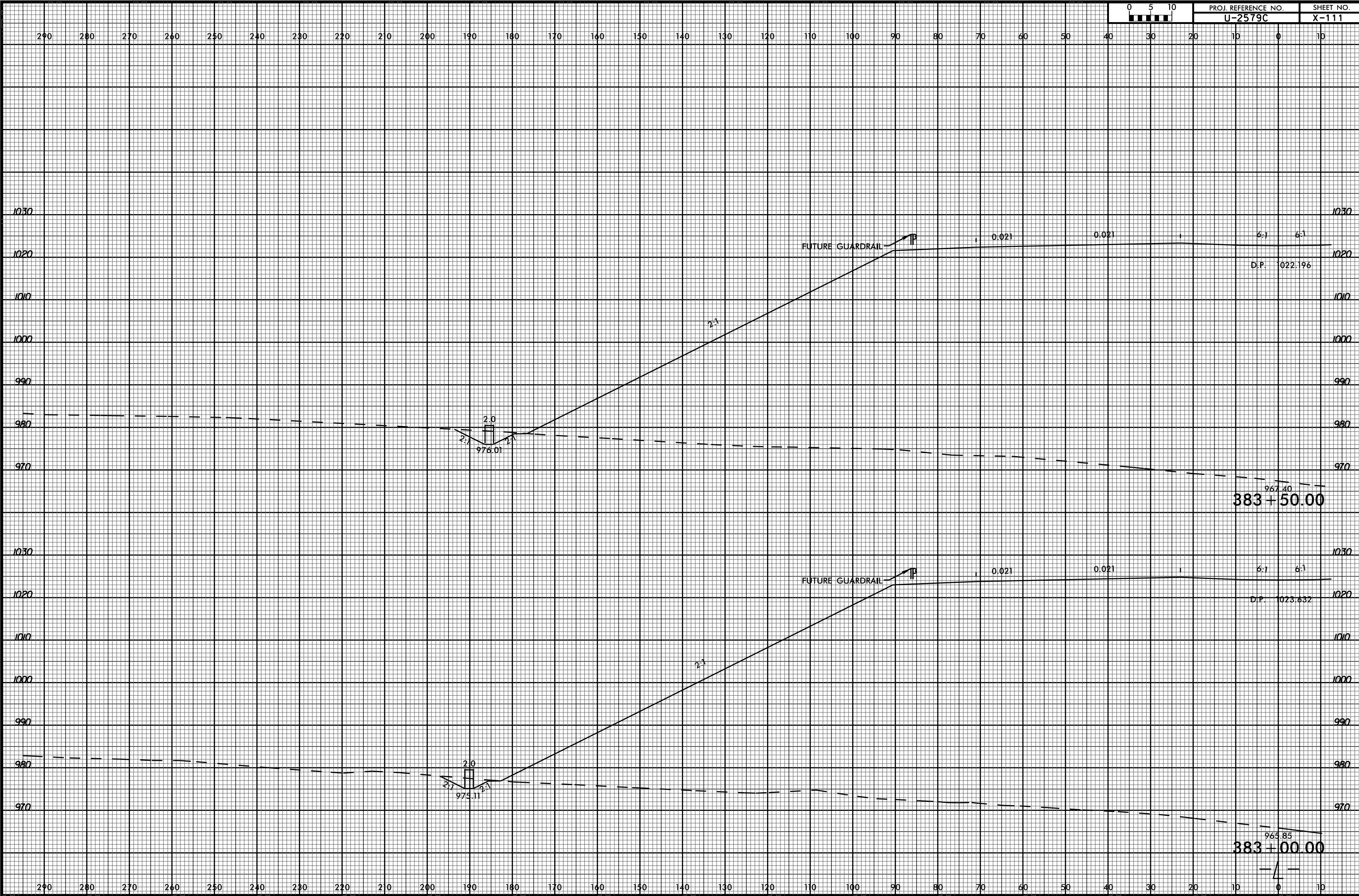


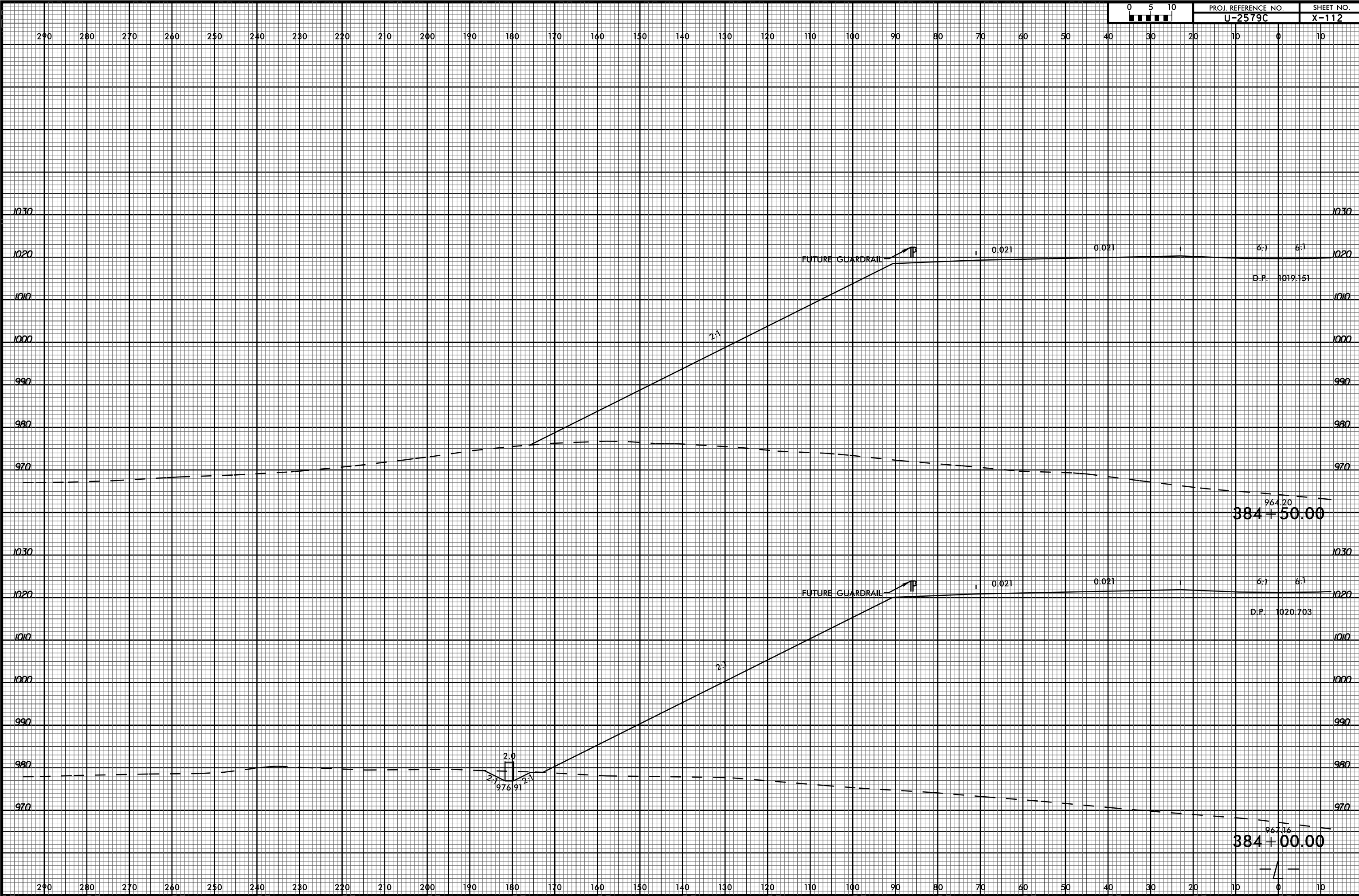
PROJ. REFERENCE NO. U-2579C SHEET NO. X-109

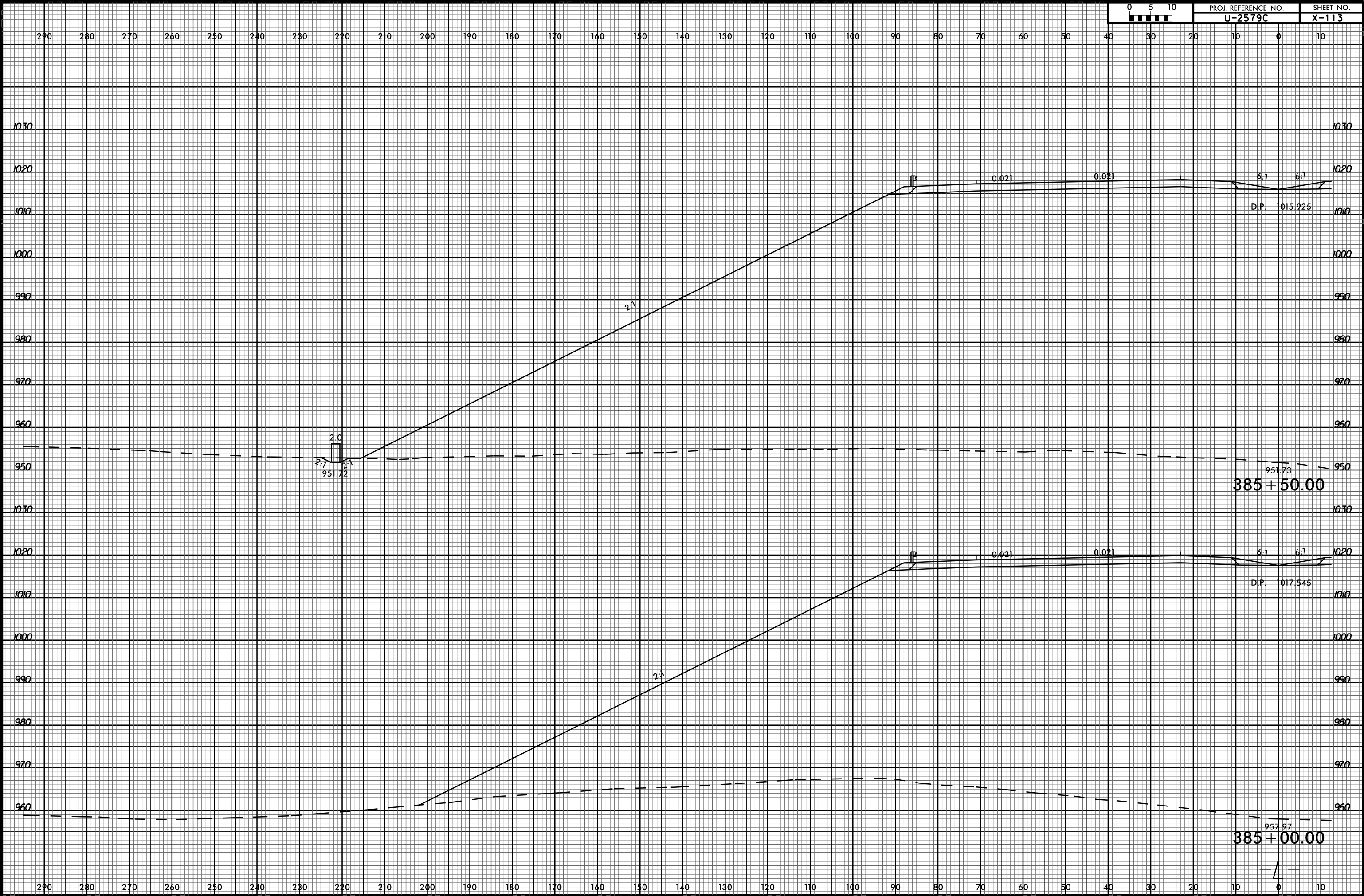


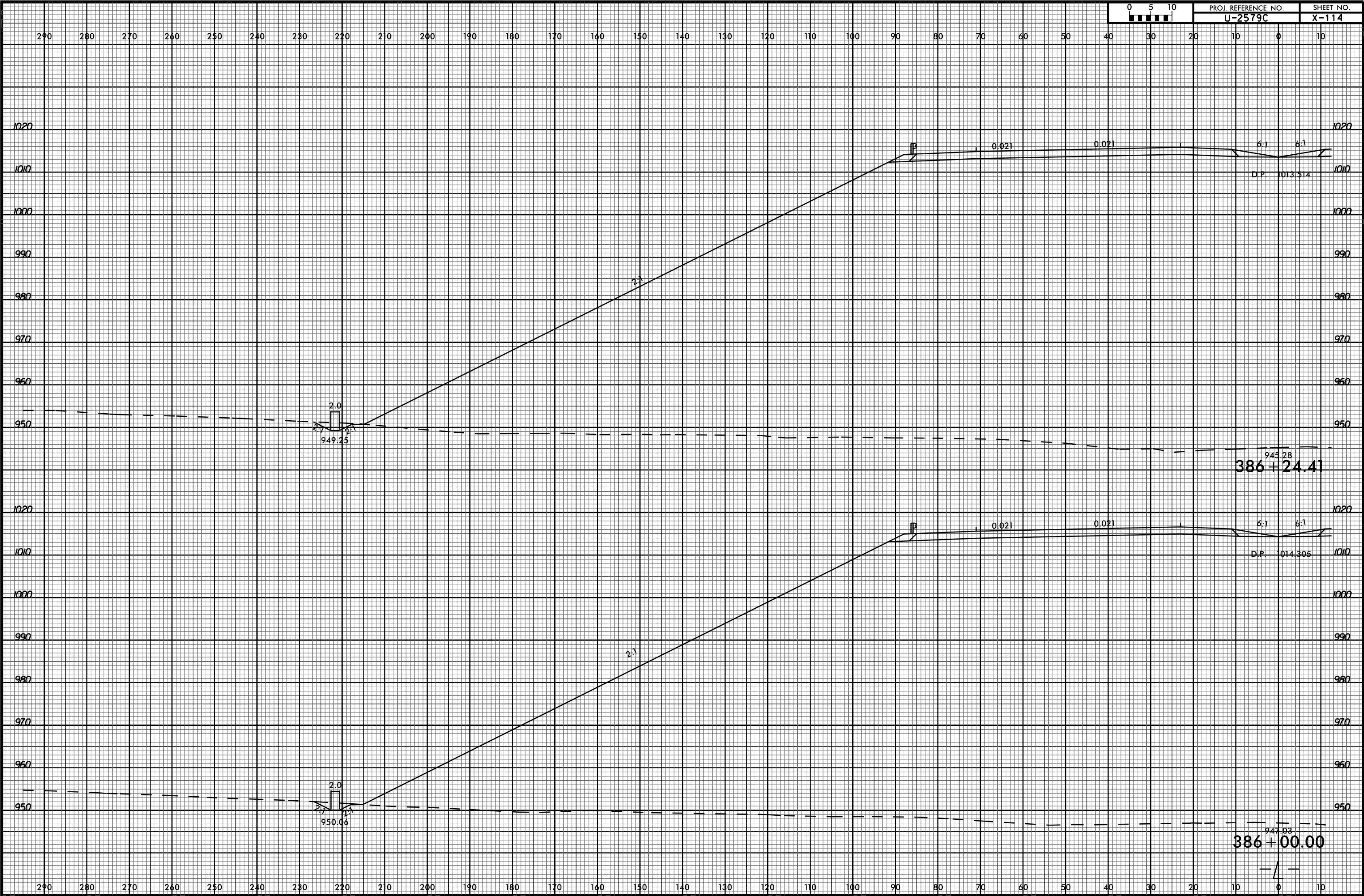
03-JUL-2017 15:59 P:\Roadway\XSC\U2579c_rdy_xpl\left.dgn

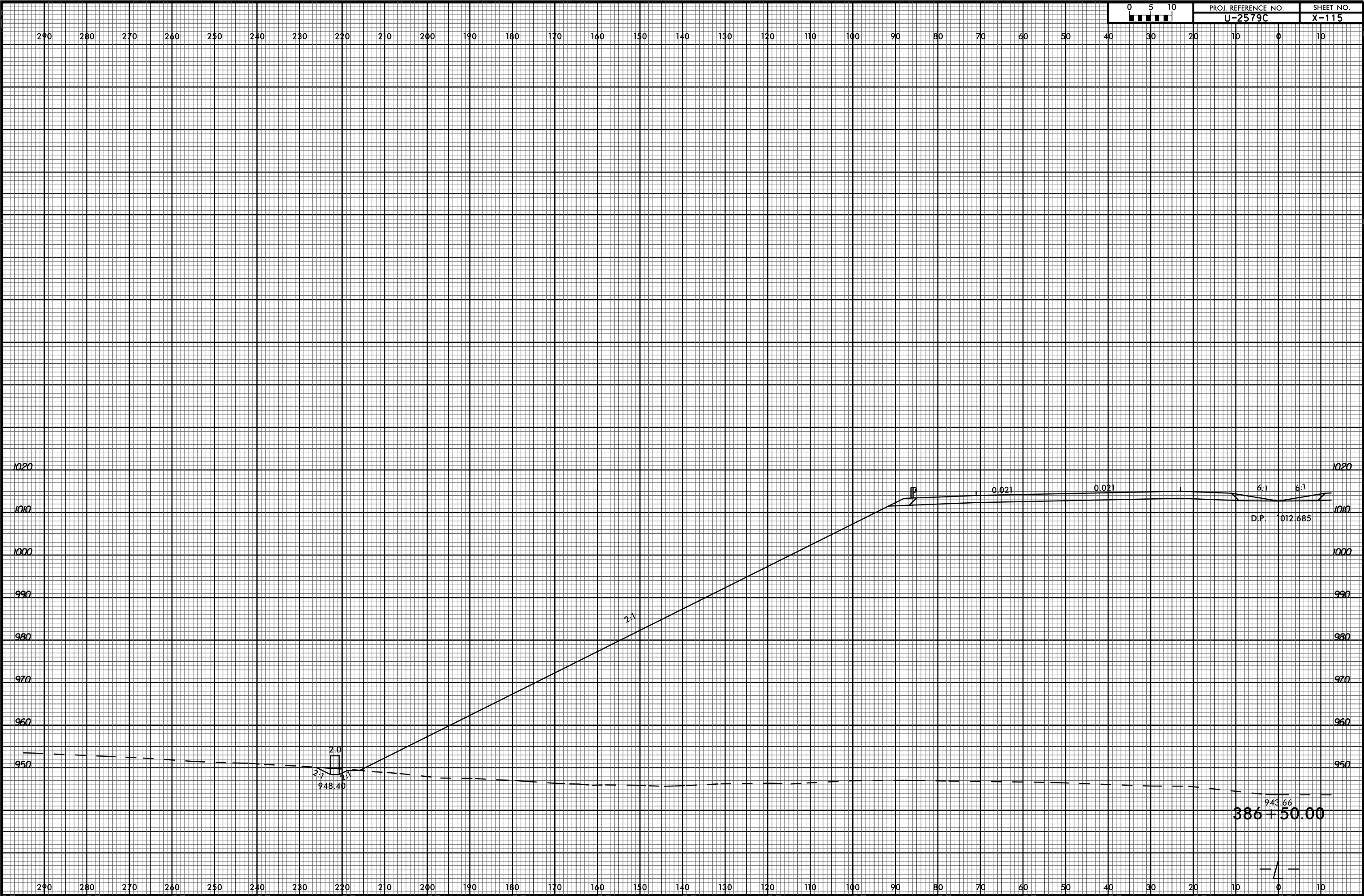


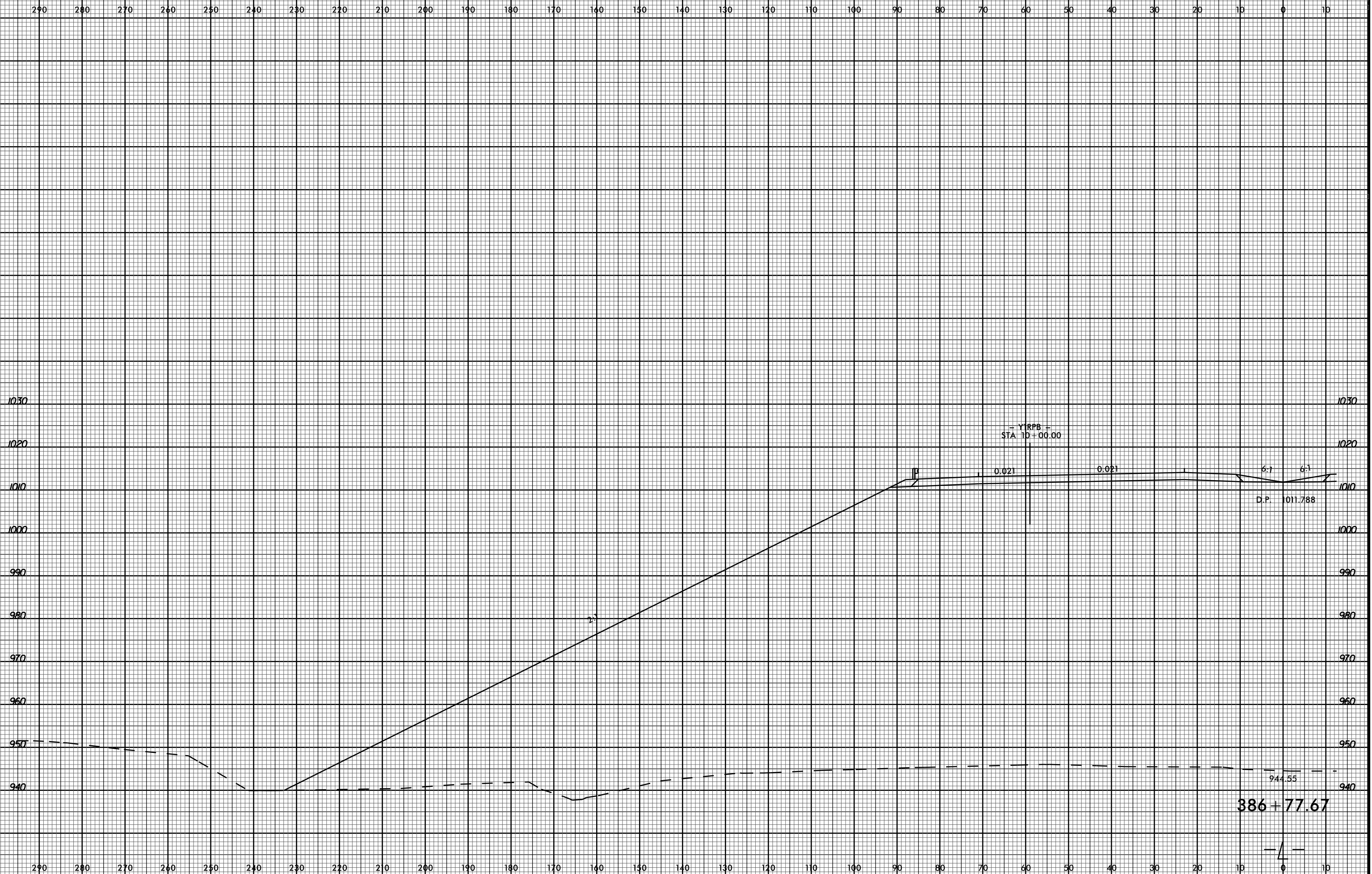








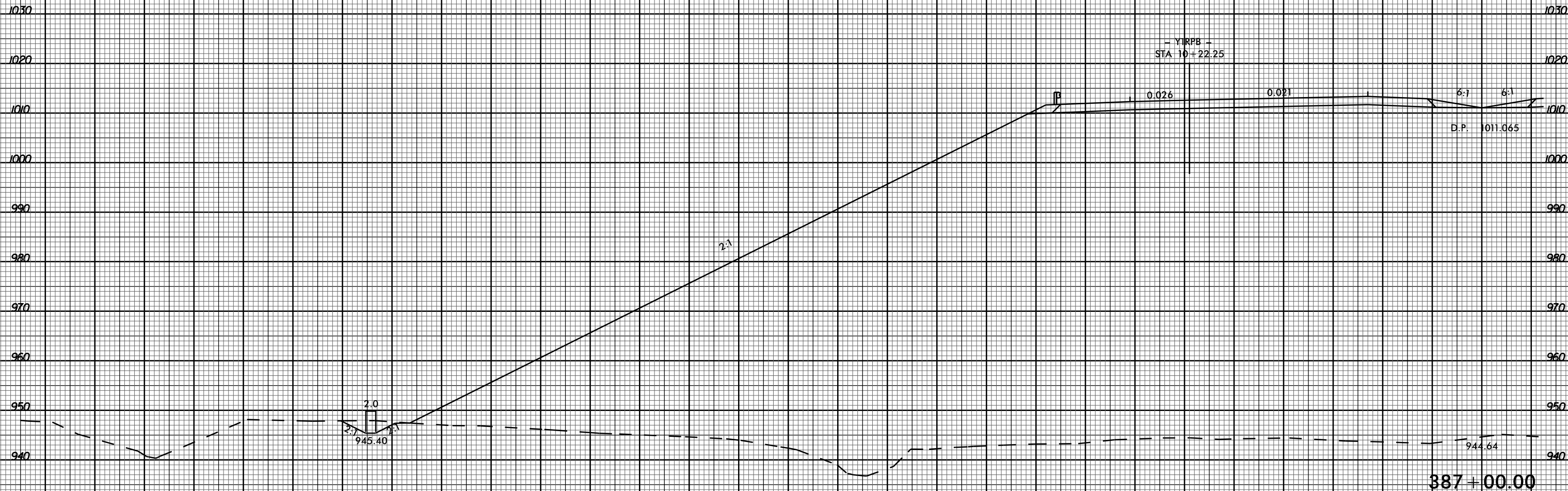
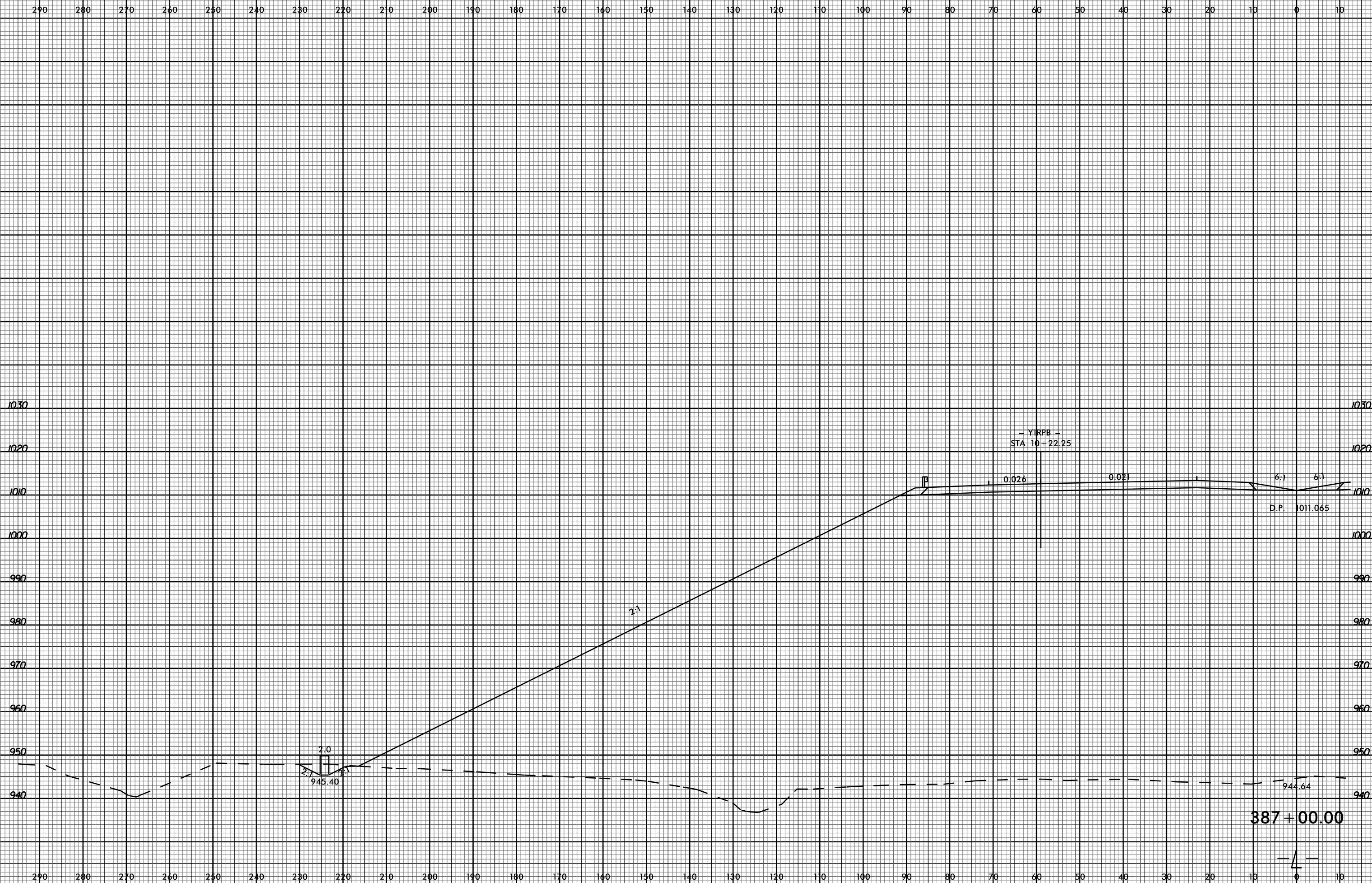




6/23/16

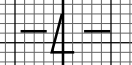


PROJ. REFERENCE NO. U-2579C SHEET NO. X-117



03-JUL-2017 15:59 P:\Roadway\XSC\U2579c_rdy_xp_1_1_1.dgn

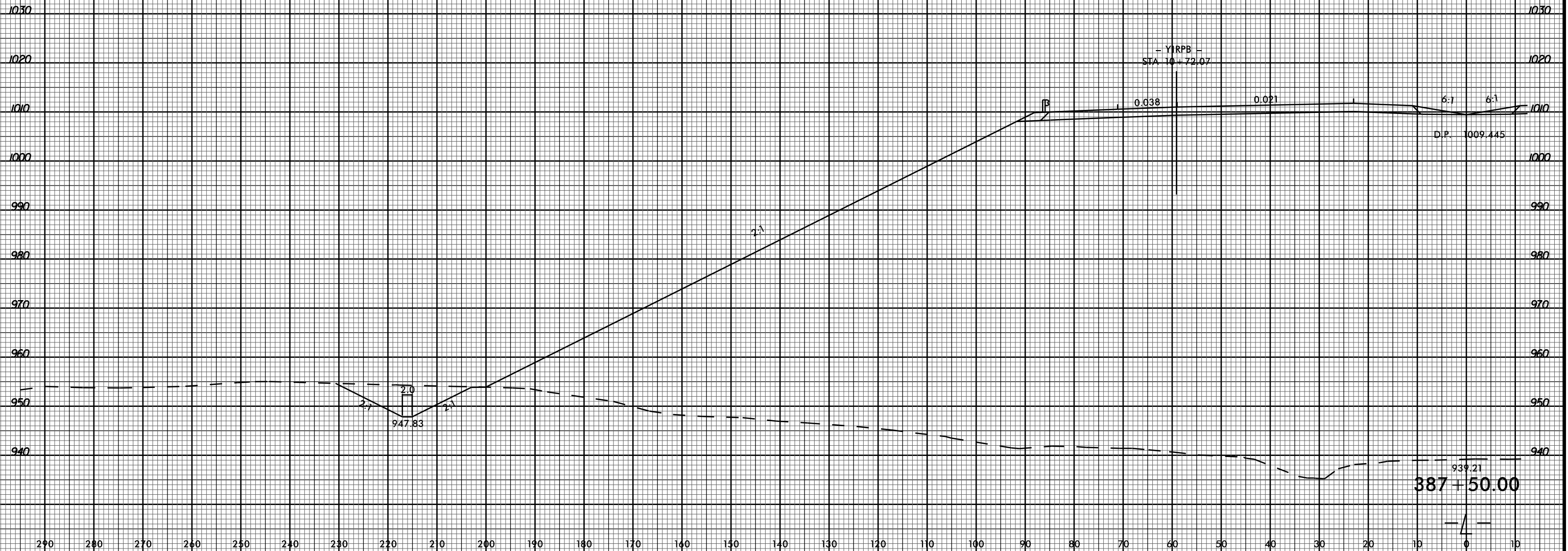
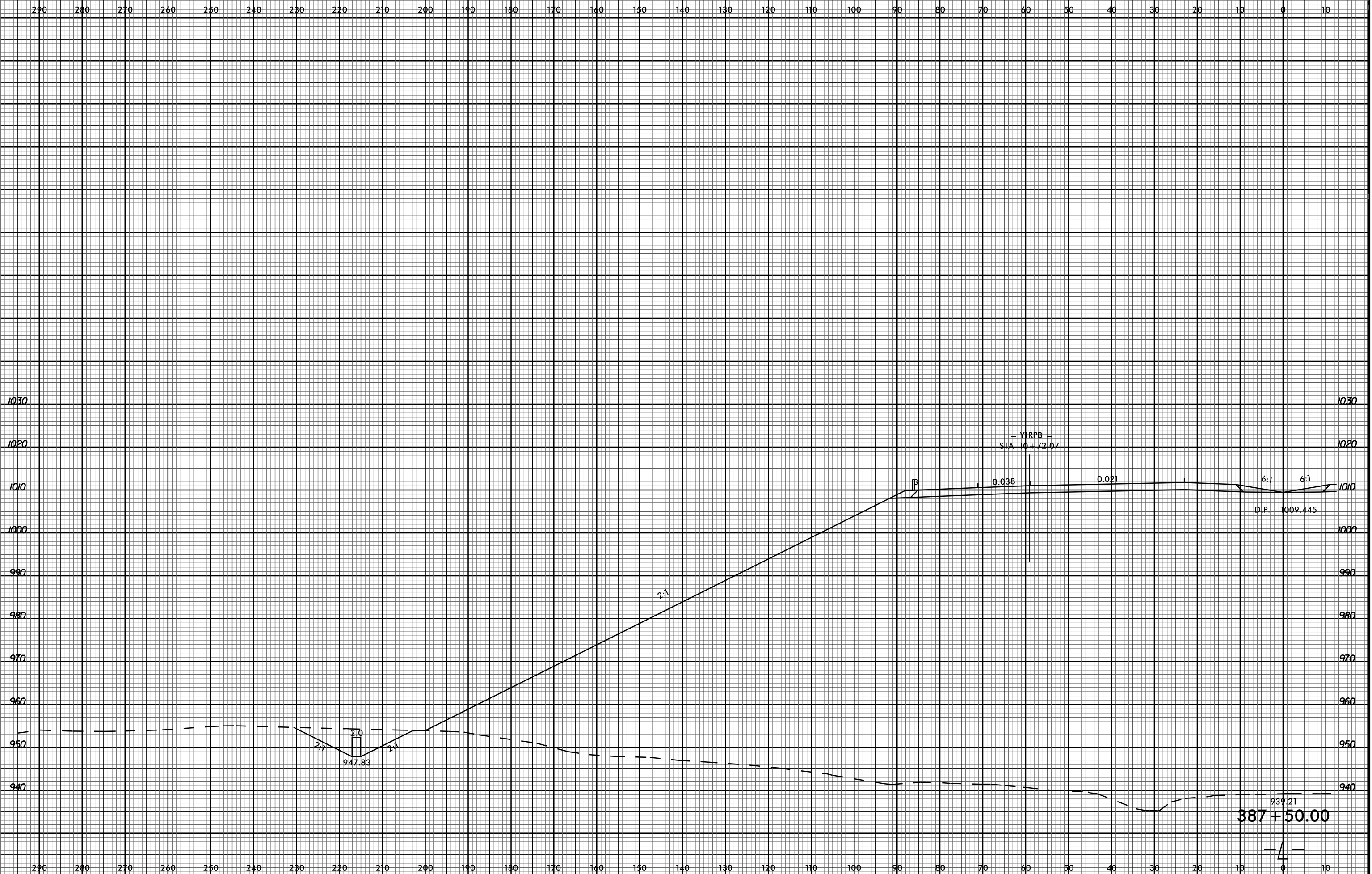
387+00.00



6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-118

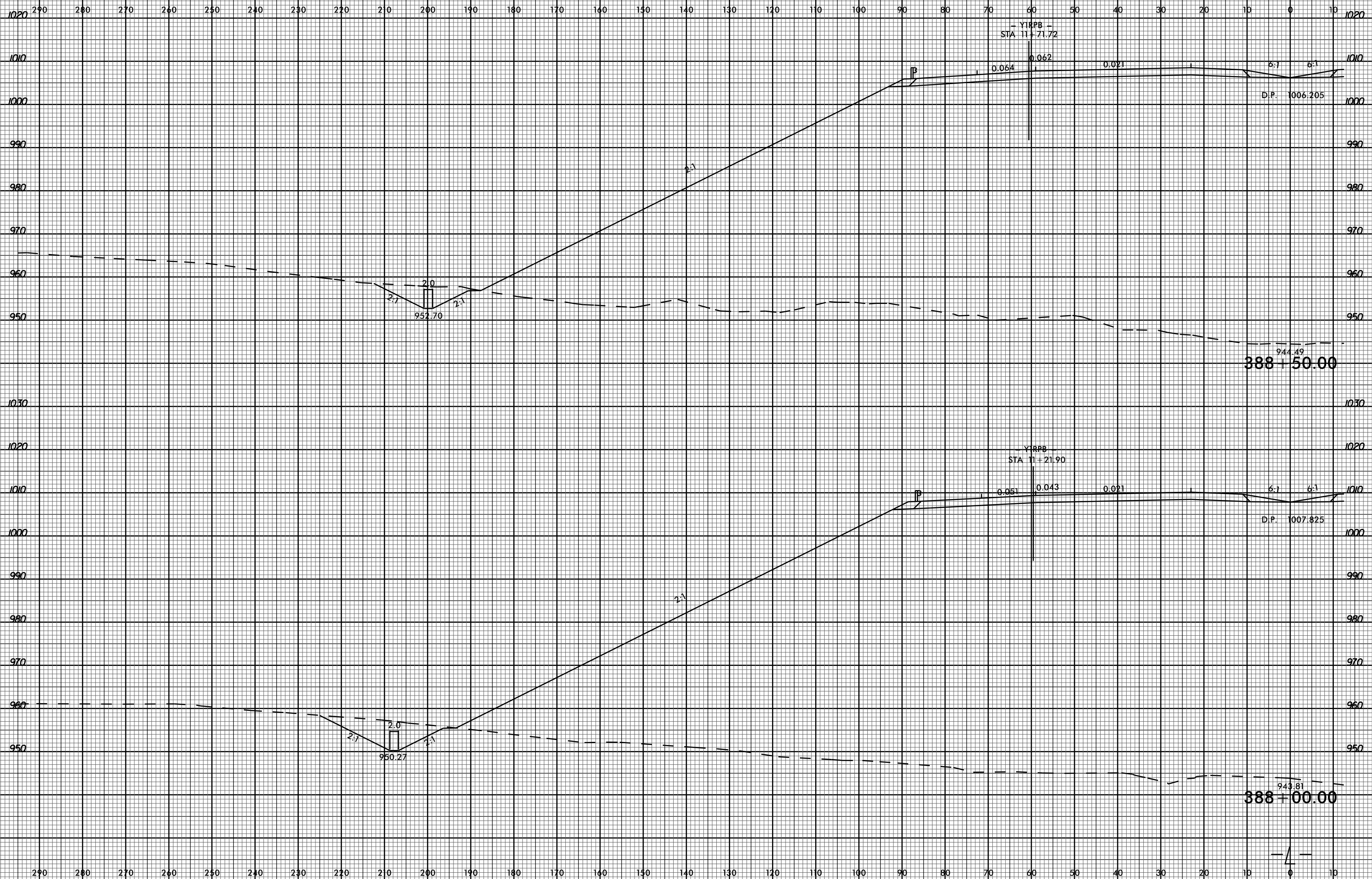


03-JUL-2017 15:59 P:\Roadway\XSC\U2579c_rdy_xpl_1.lft.dgn

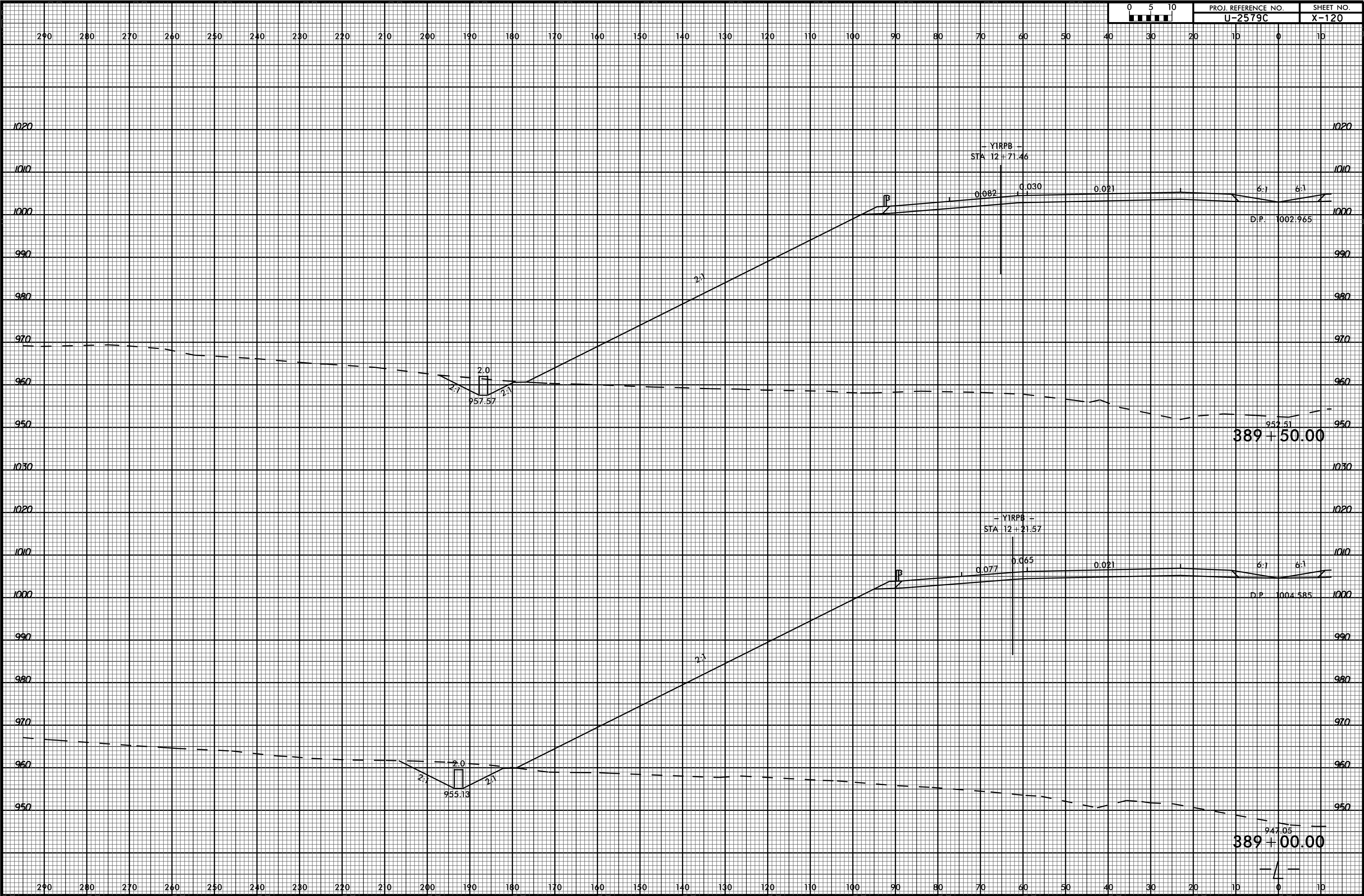
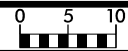
6/23/16

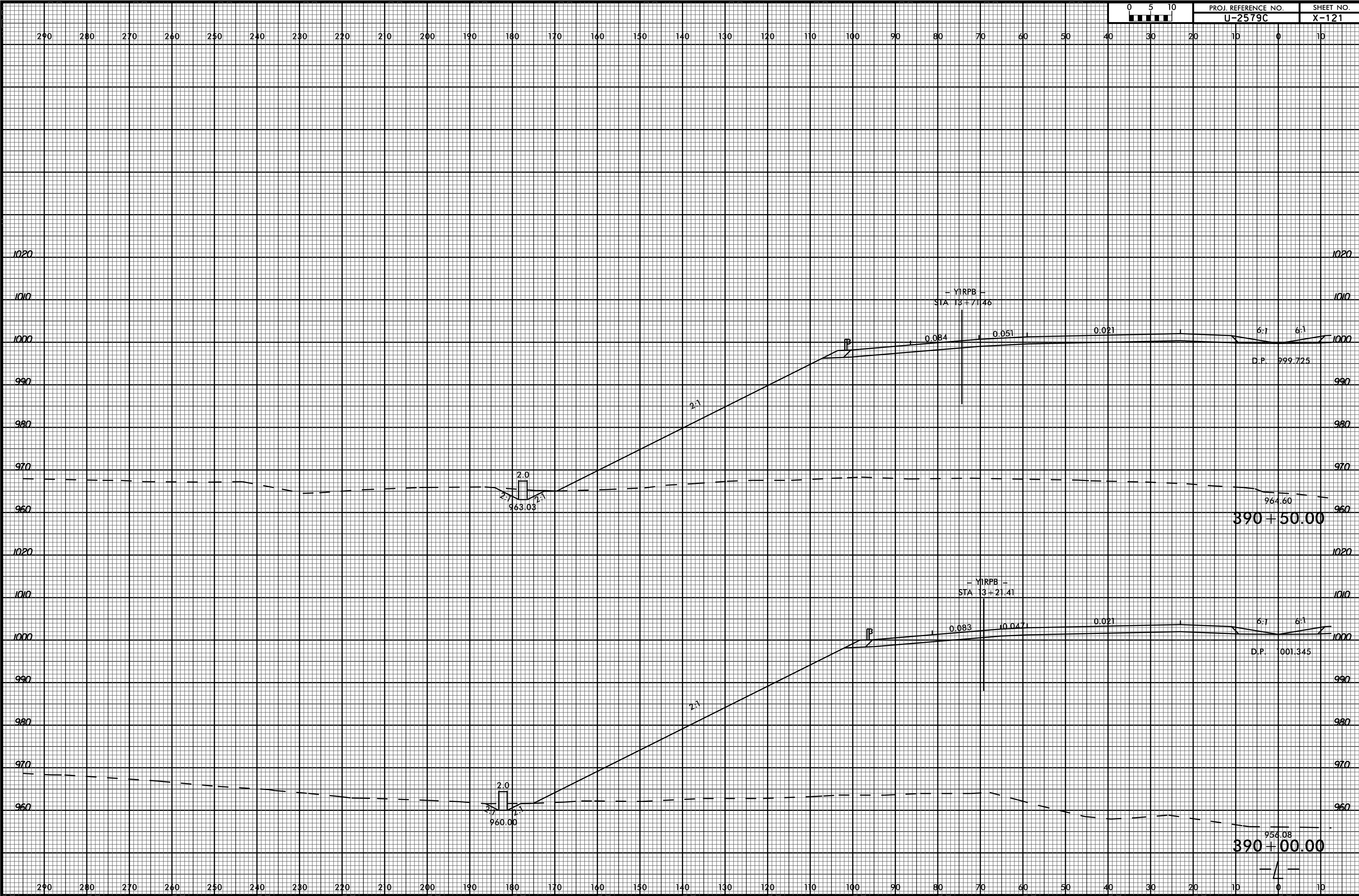


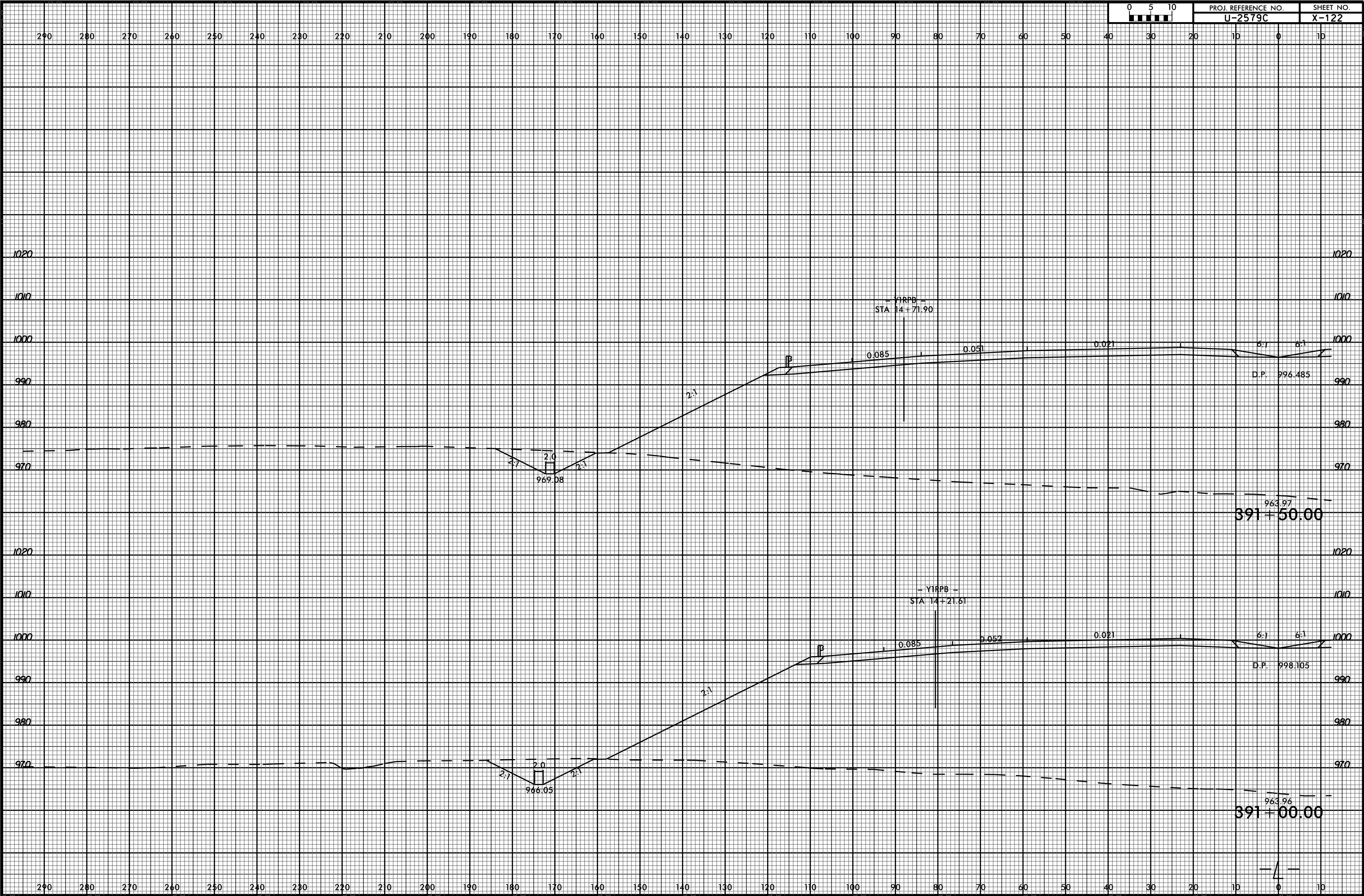
PROJ. REFERENCE NO. U-2579C SHEET NO. X-119

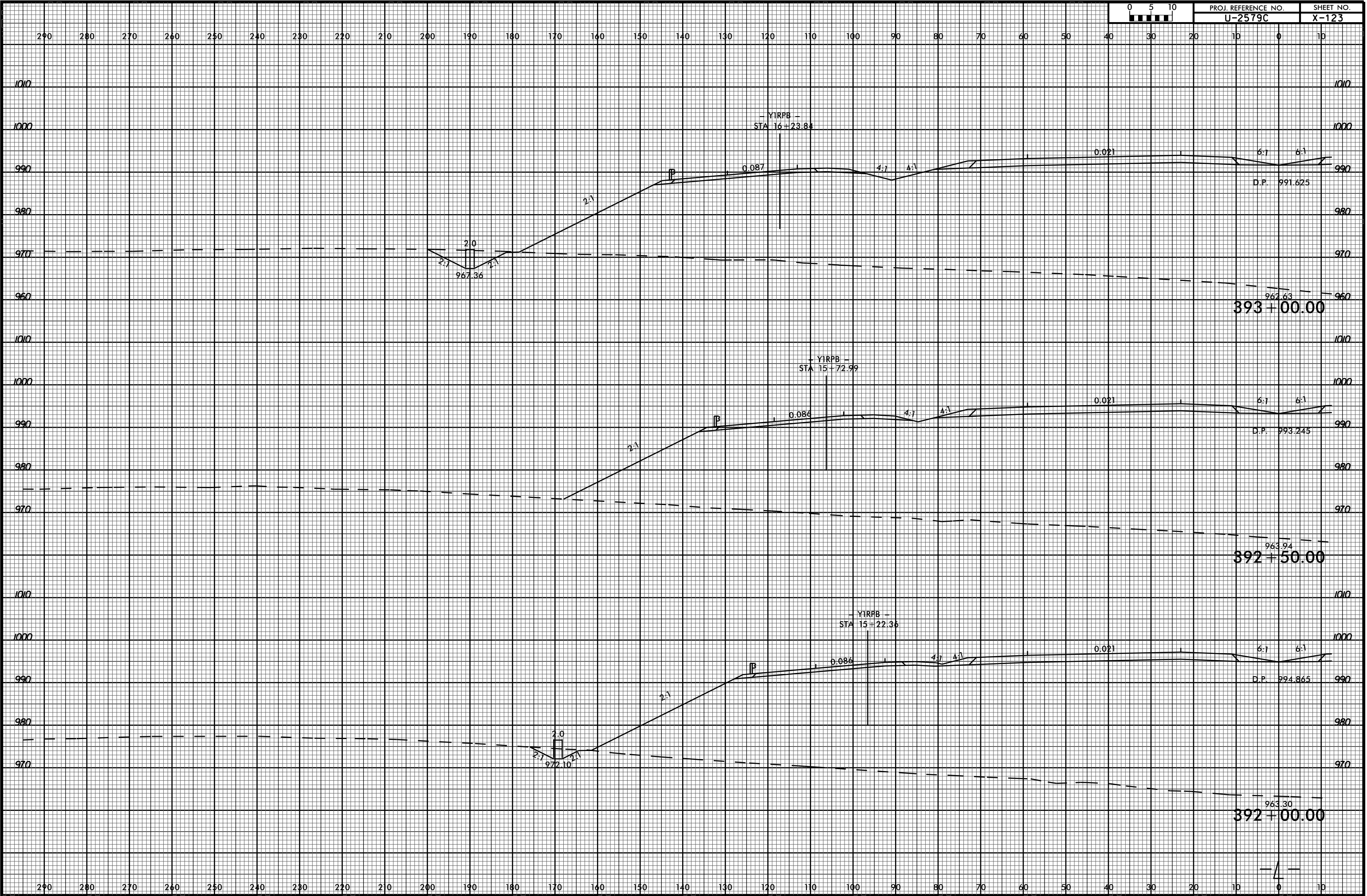
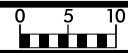


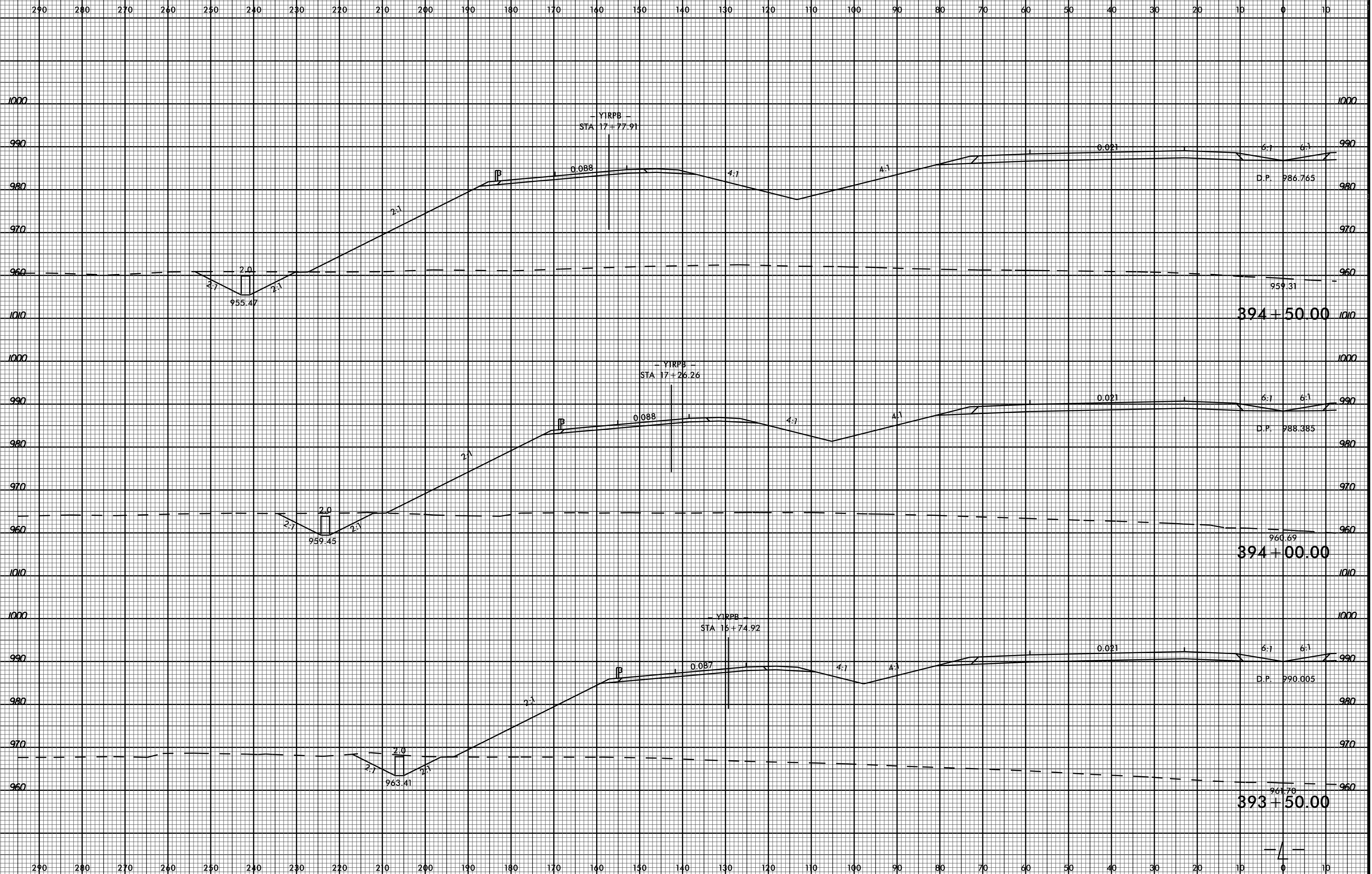
03-JUL-2017 15:59 P:\roscoe\XSC\U2579c_rdy_xpl_1.lft.dgn

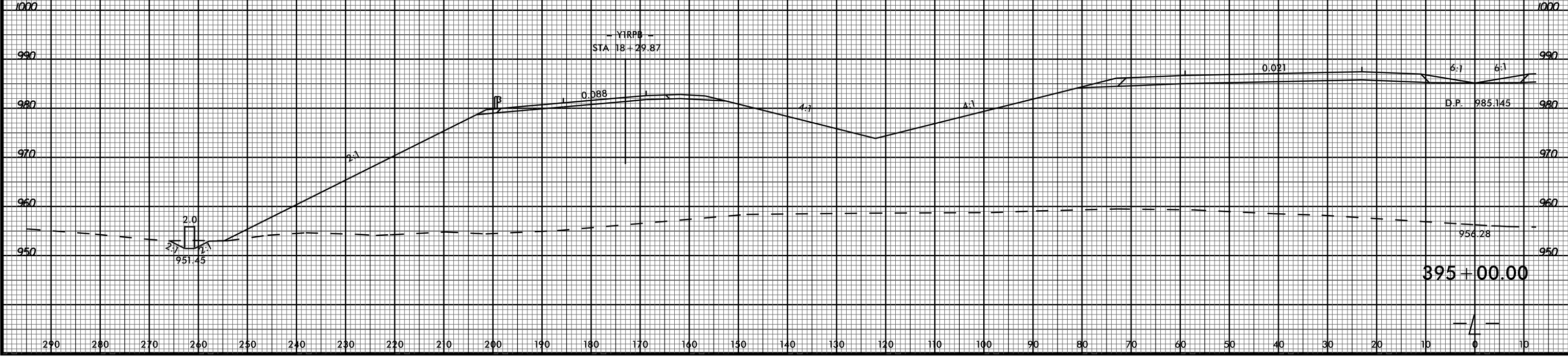
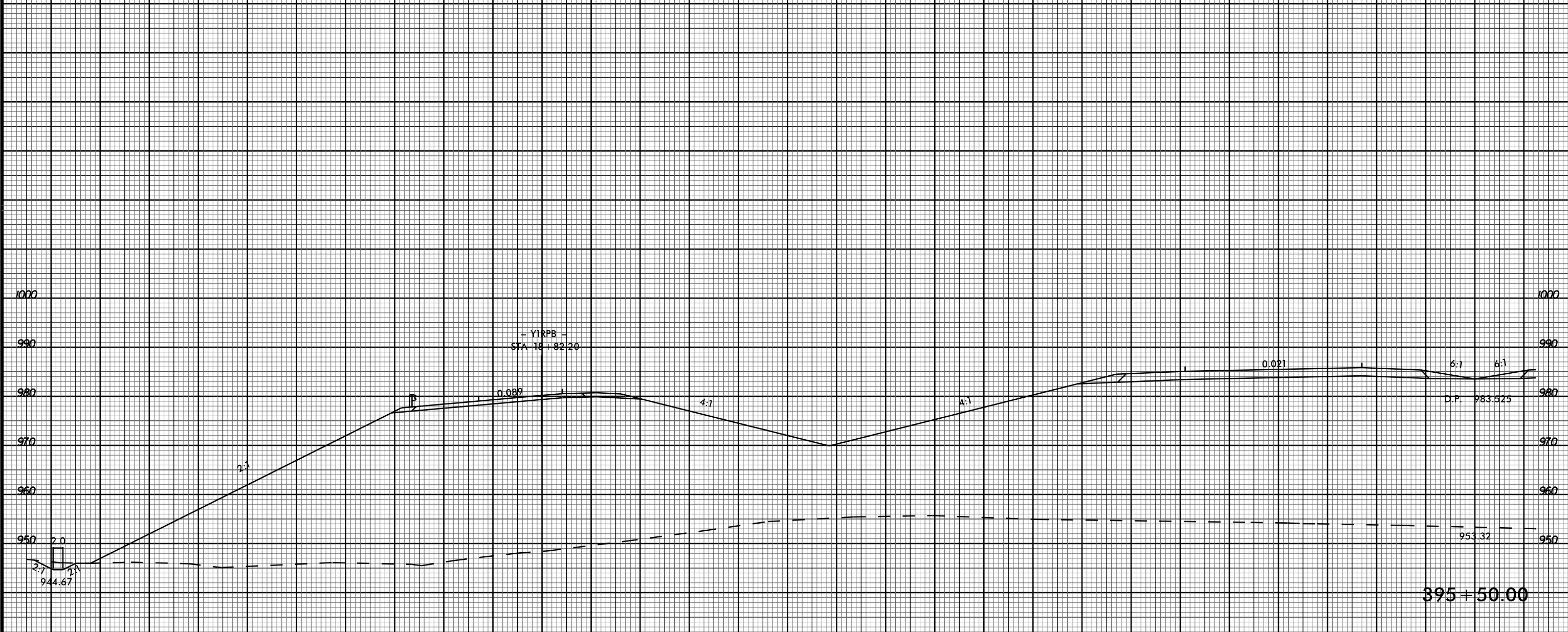
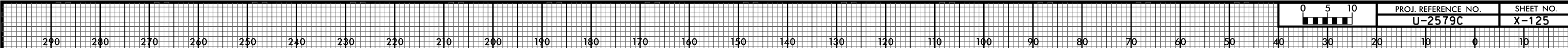


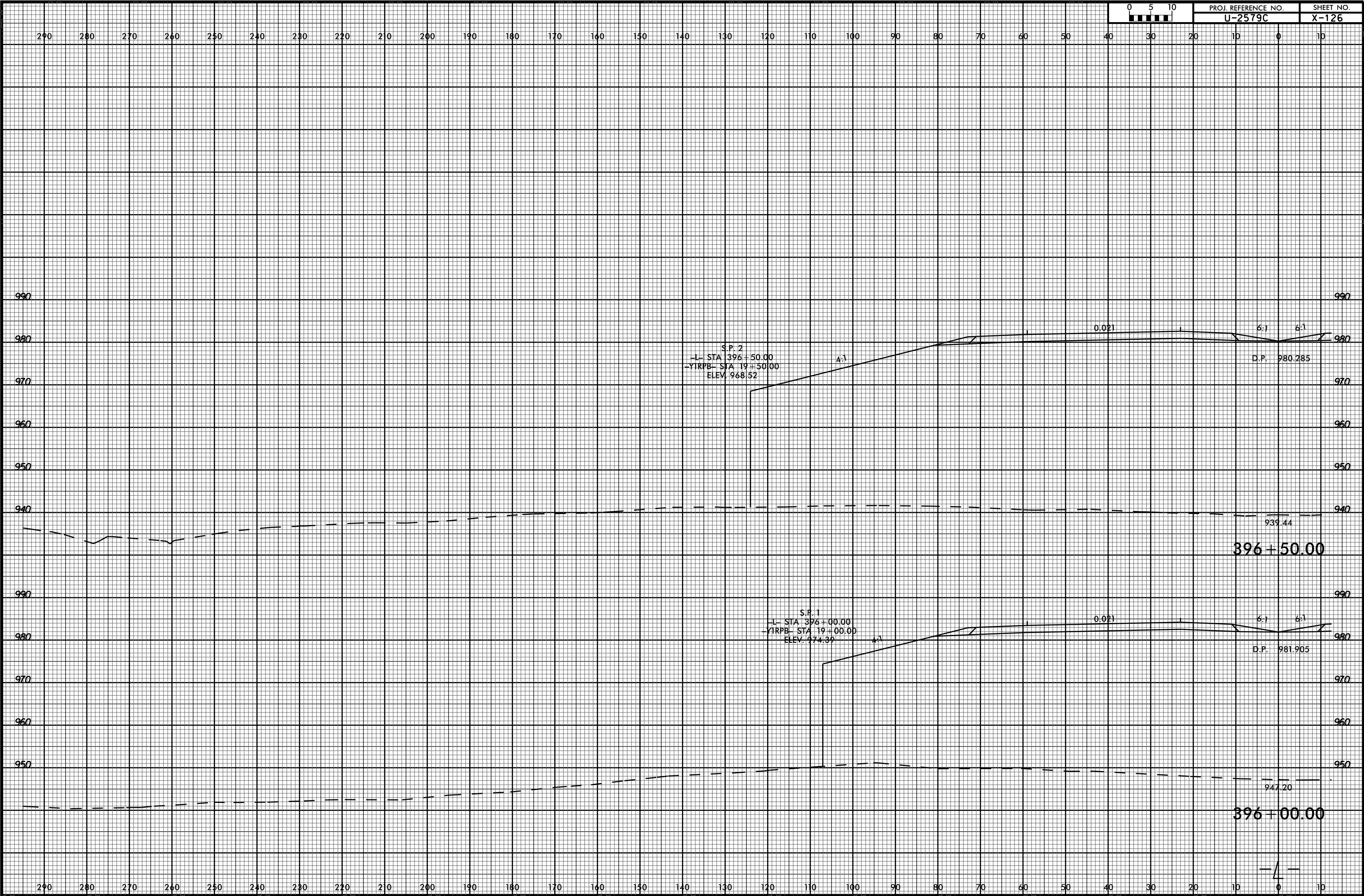


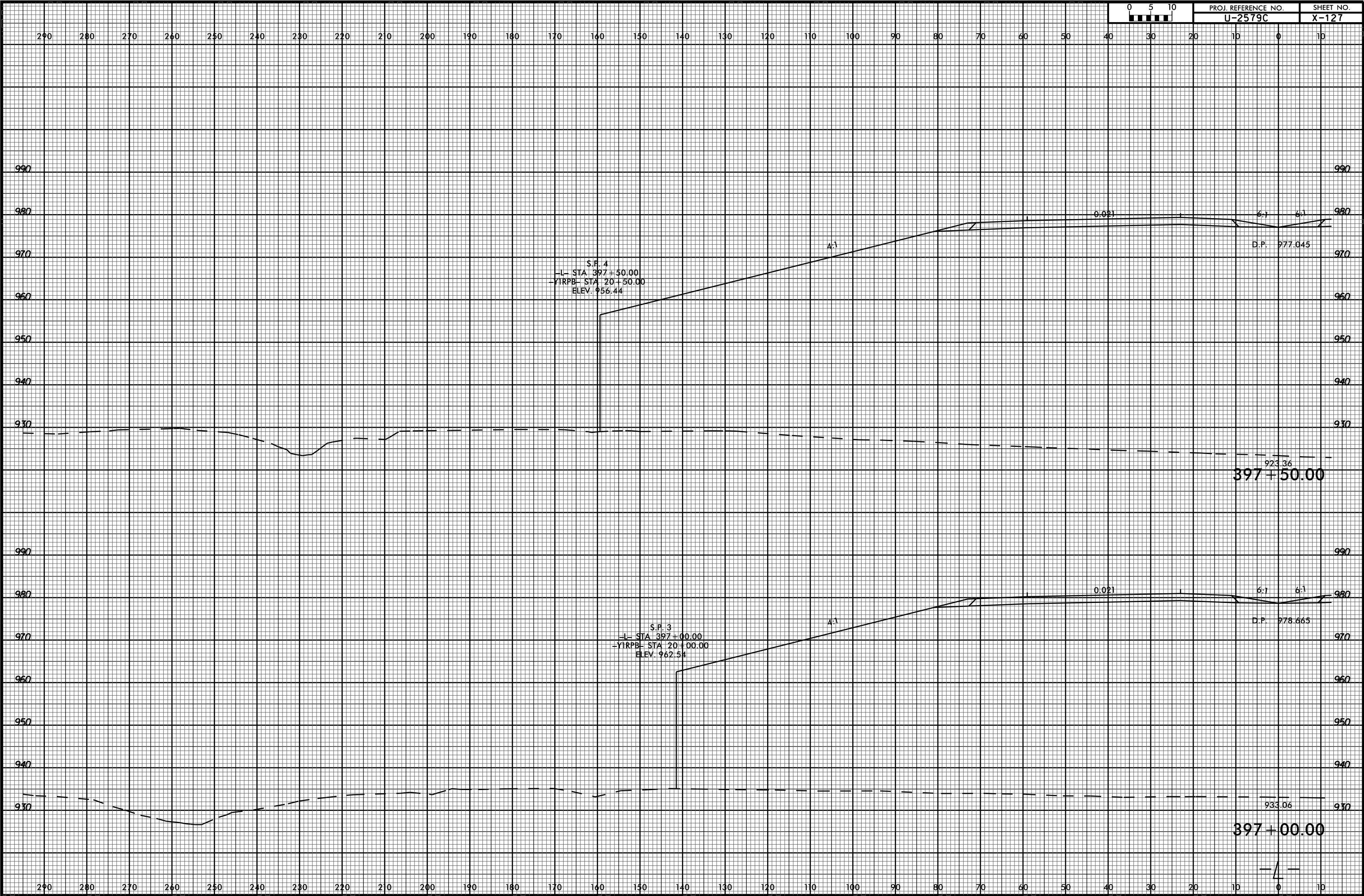


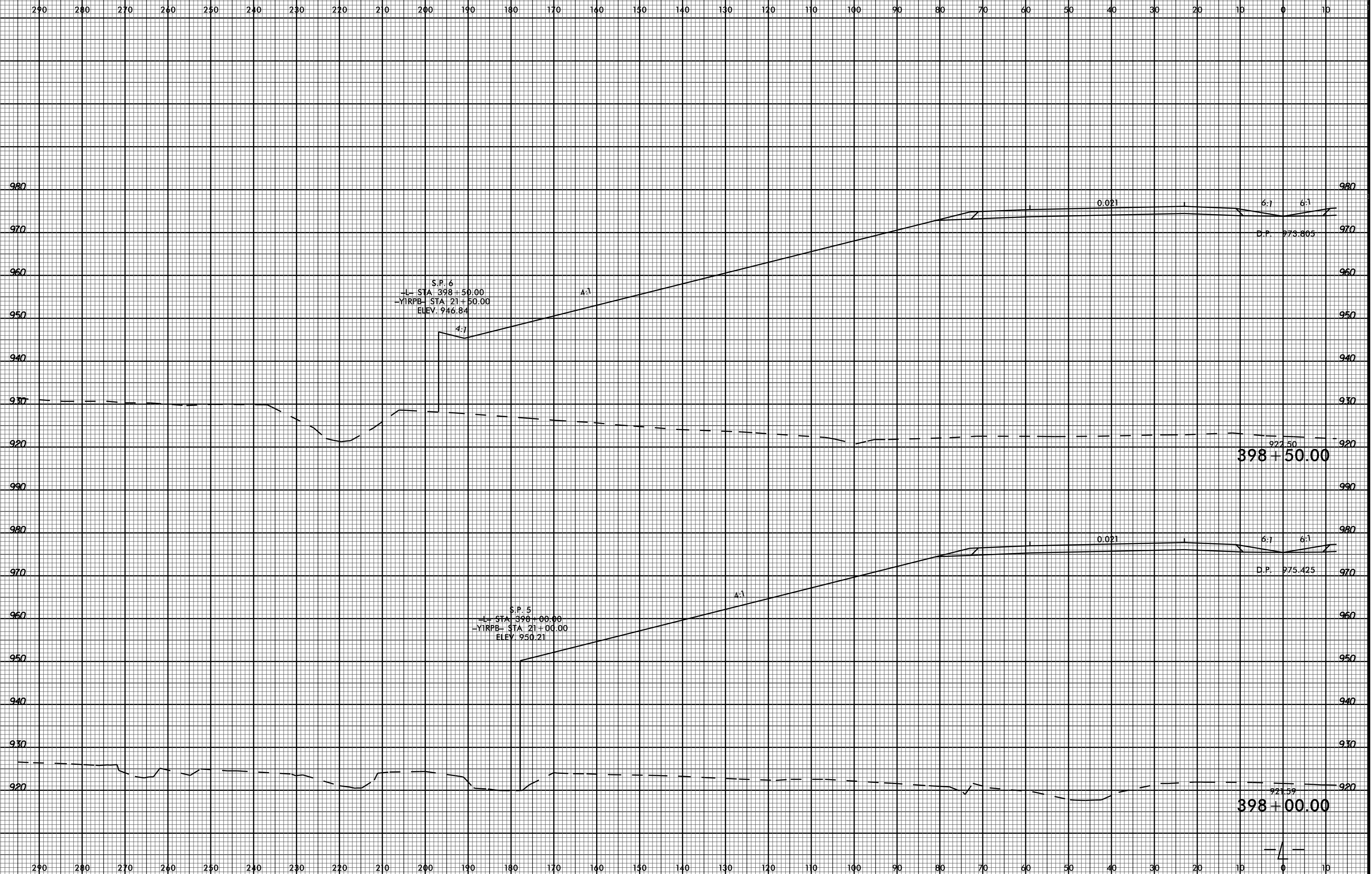
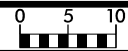












S.P. 6
 -L- STA 398+50.00
 -YLRPB- STA 21+50.00
 ELEV. 946.84

4:1

4:1

0.021

6:1

6:1

D.P. 973.865

922.50
398+50.00

S.P. 5
 -L- STA 398+00.00
 -YLRPB- STA 21+00.00
 ELEV. 950.21

4:1

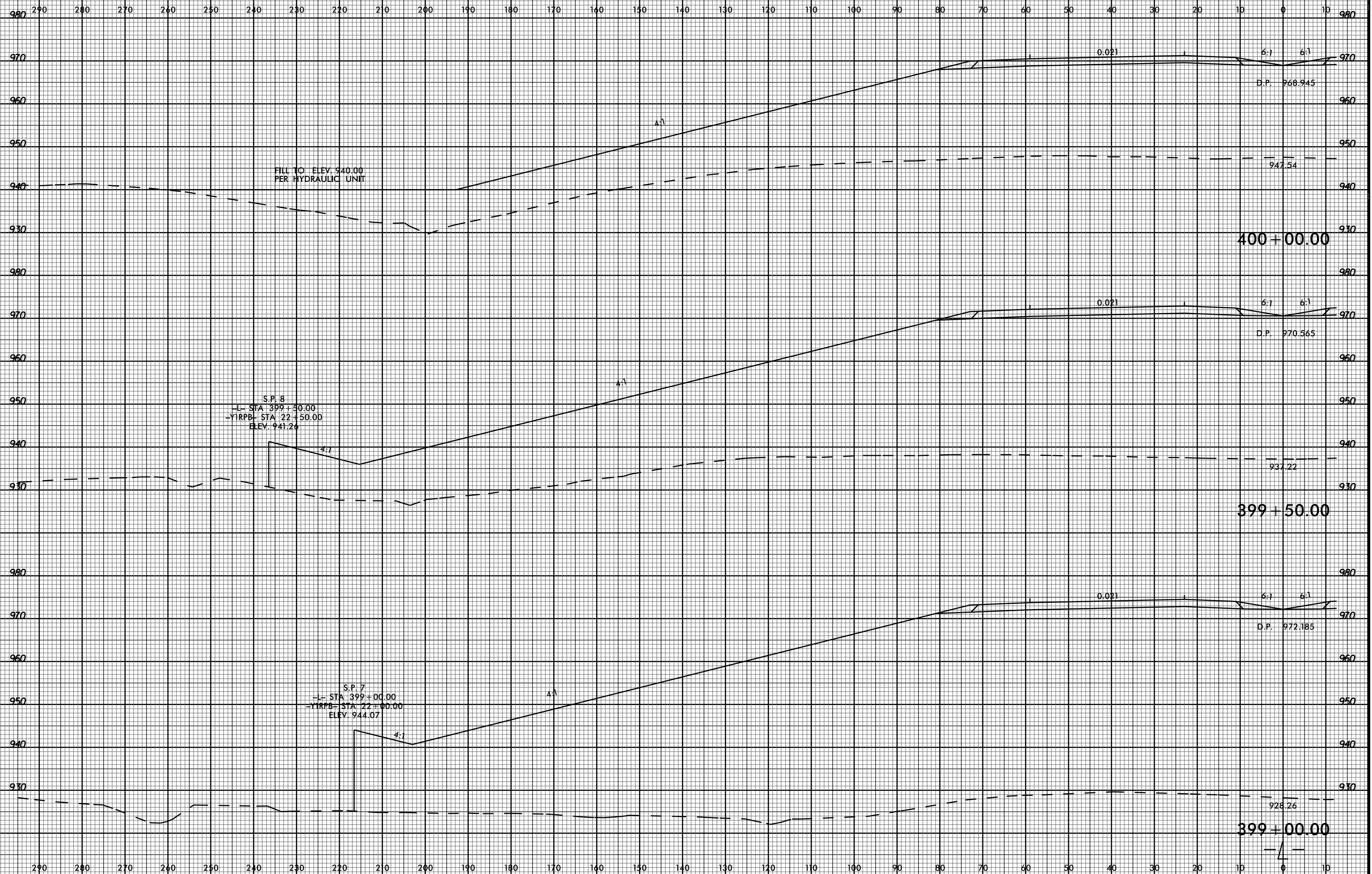
0.021

6:1

6:1

D.P. 975.425

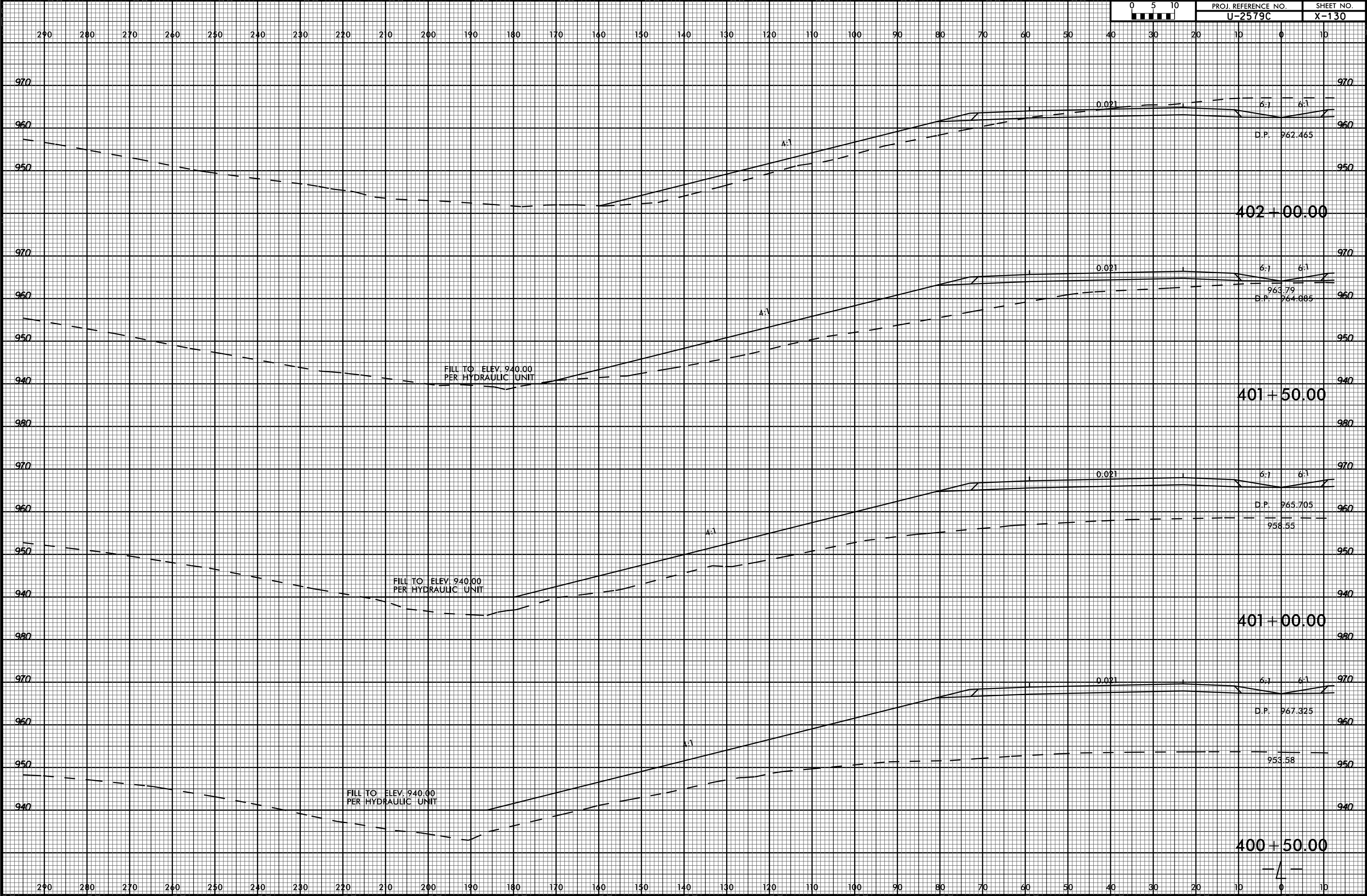
921.59
398+00.00



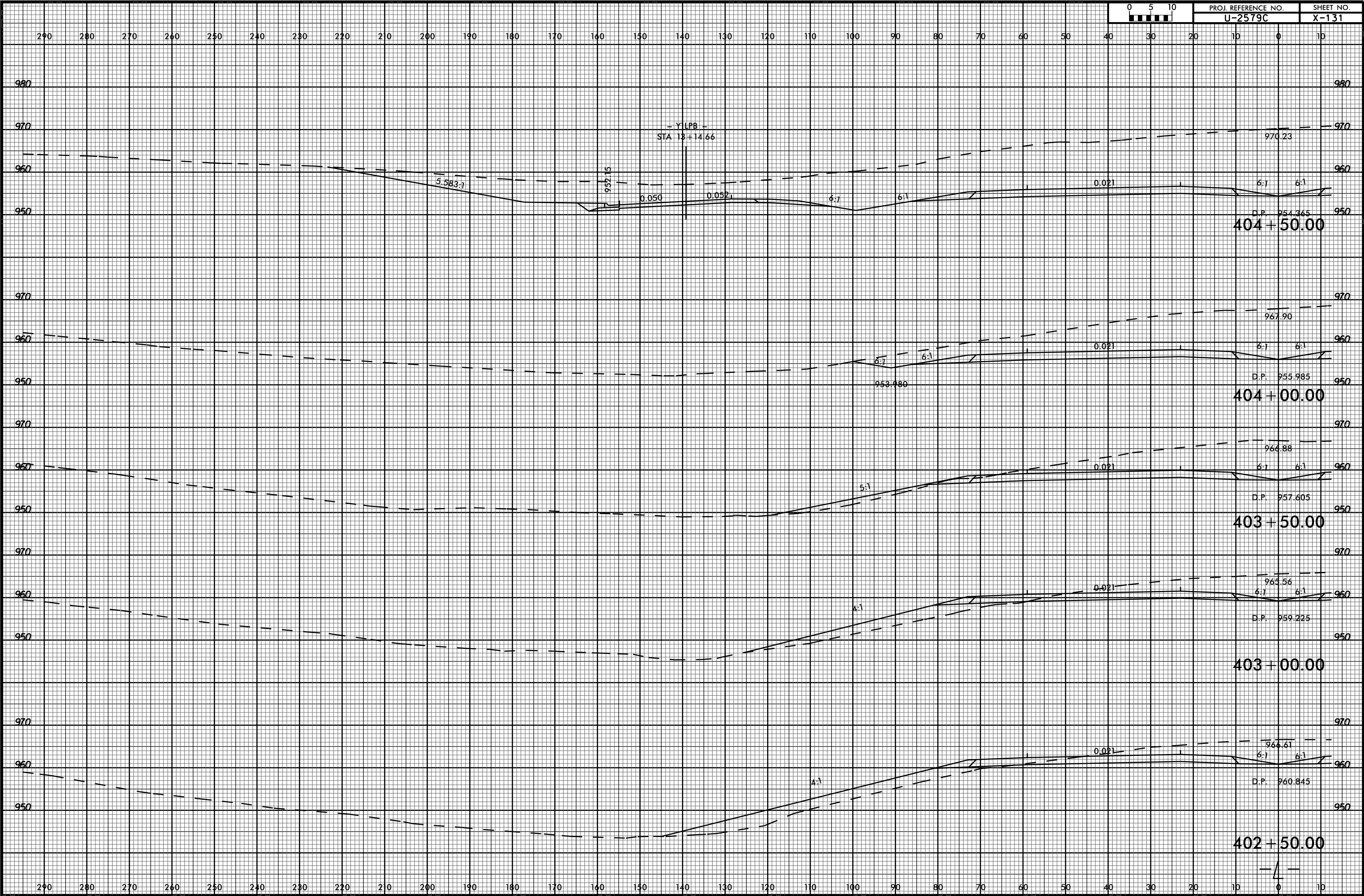
S.P. 8
 LL STA 399+50.00
 YIRPB STA 22+50.00
 ELEV. 941.26

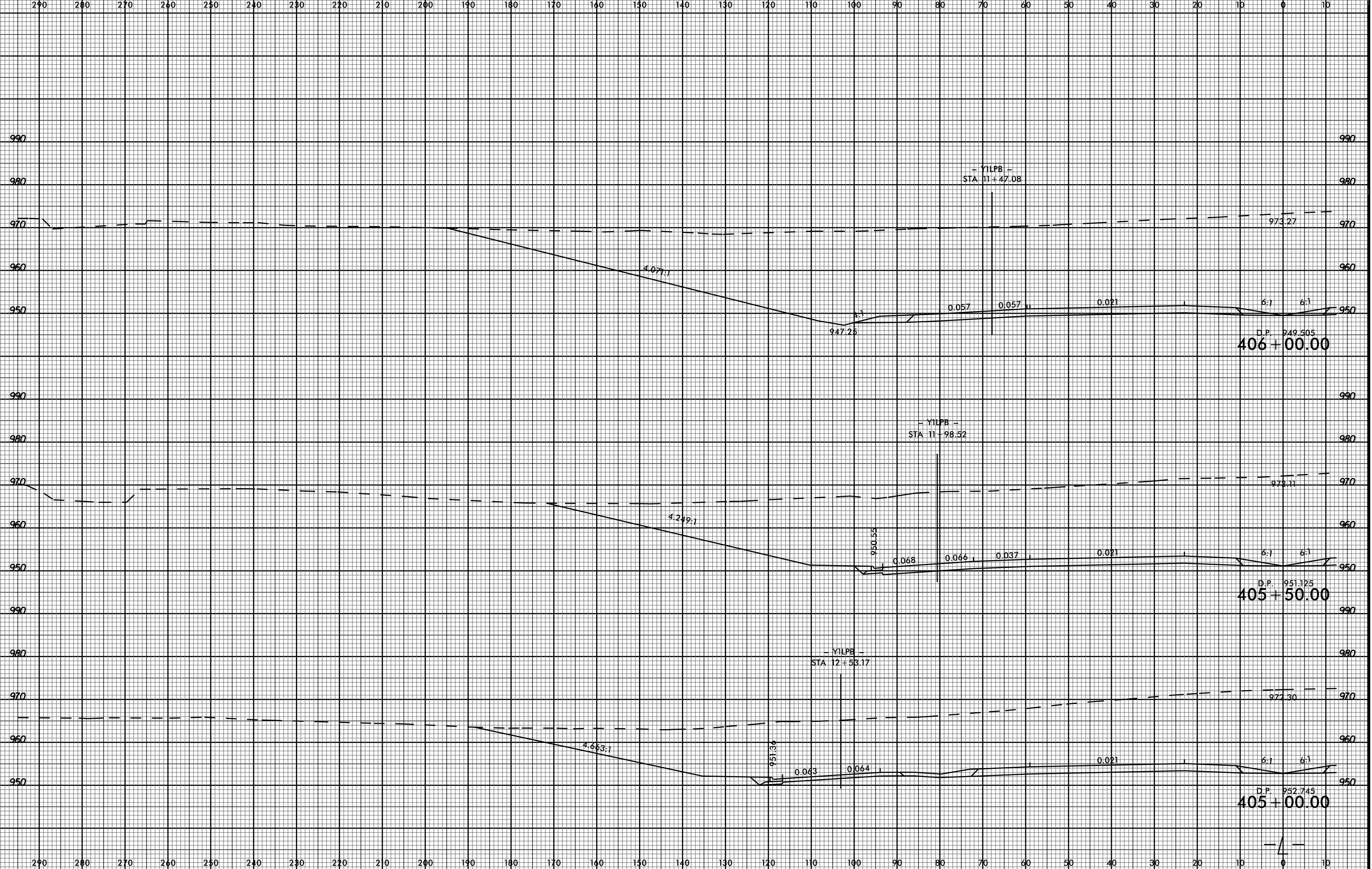
S.P. 7
 LL STA 399+00.00
 YIRPB STA 22+00.00
 ELEV. 944.07

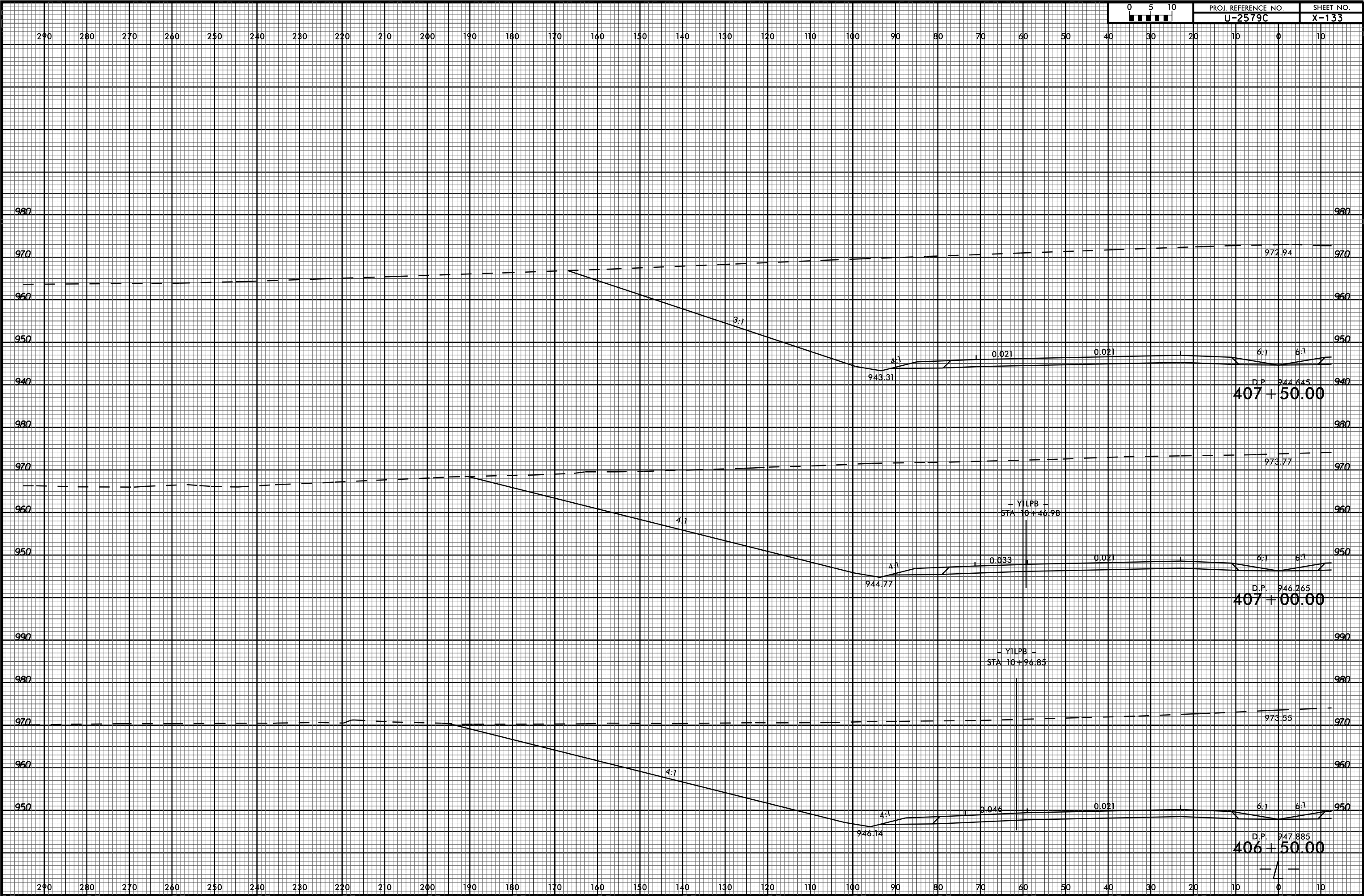
6/23/16

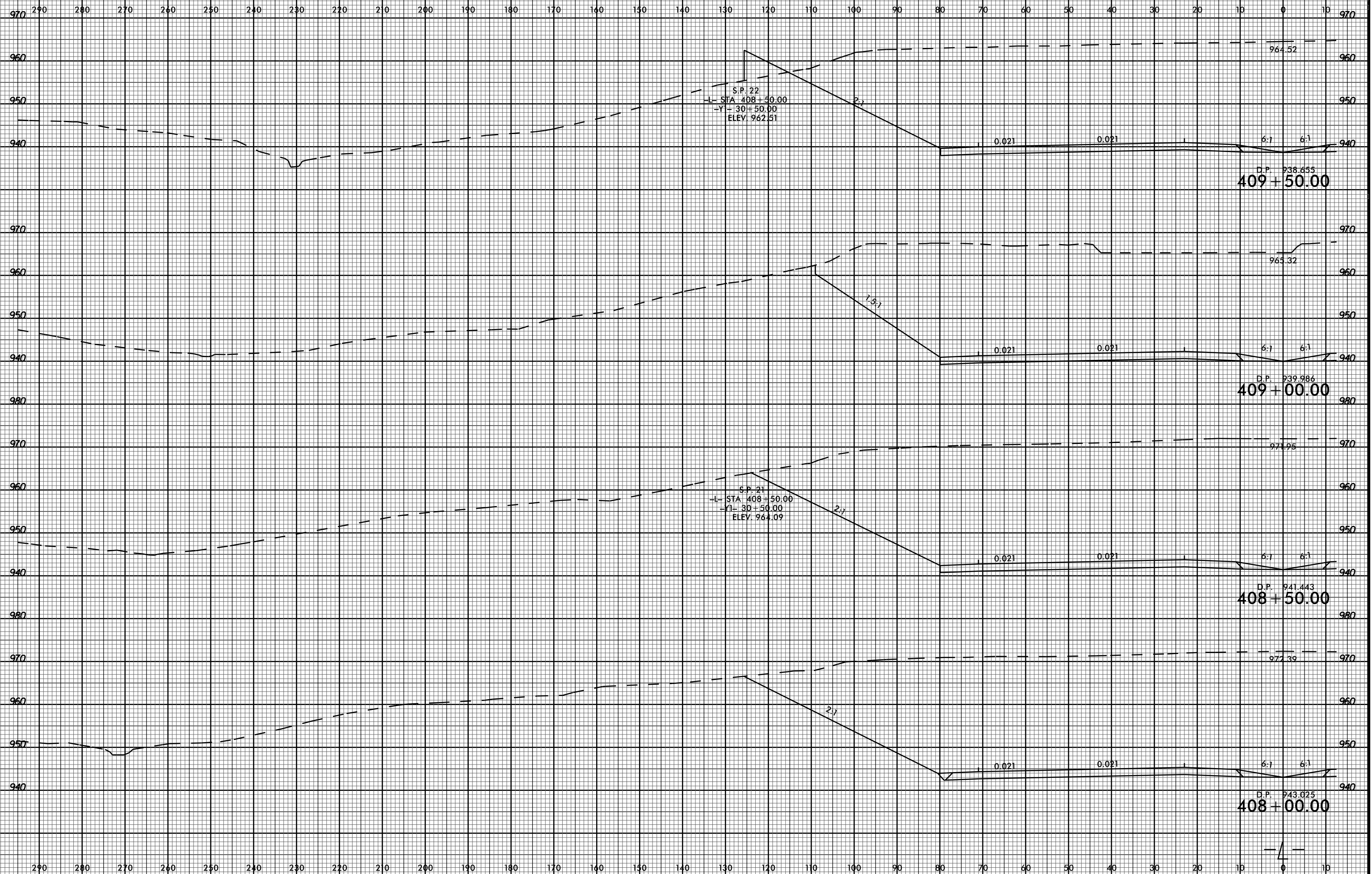


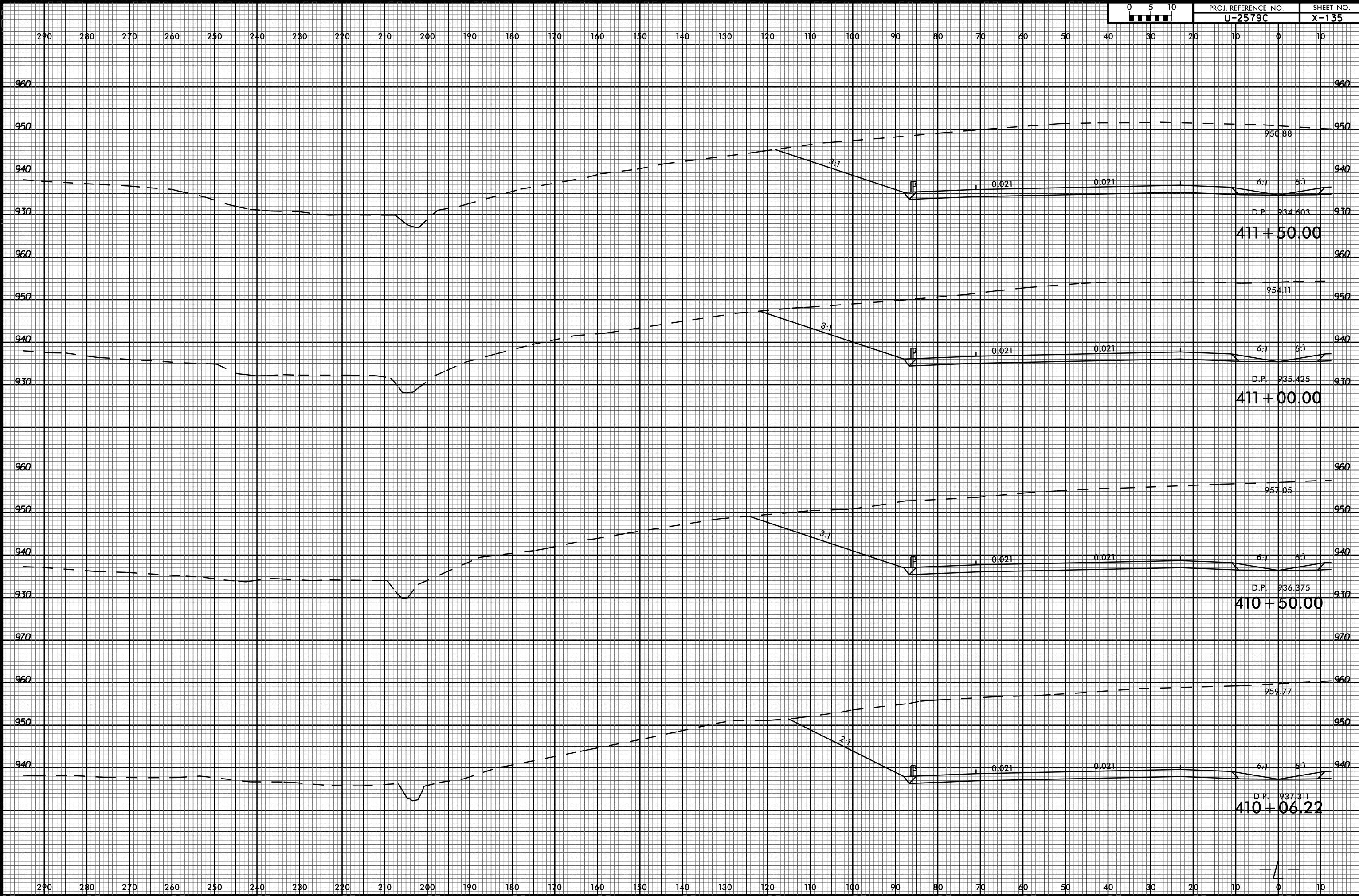
03-JUL-2017 15:59
P:\Projects\XSC\U2579c_rdy_xpl\left.dgn
\$\$\$\$SERIAL\$\$\$\$

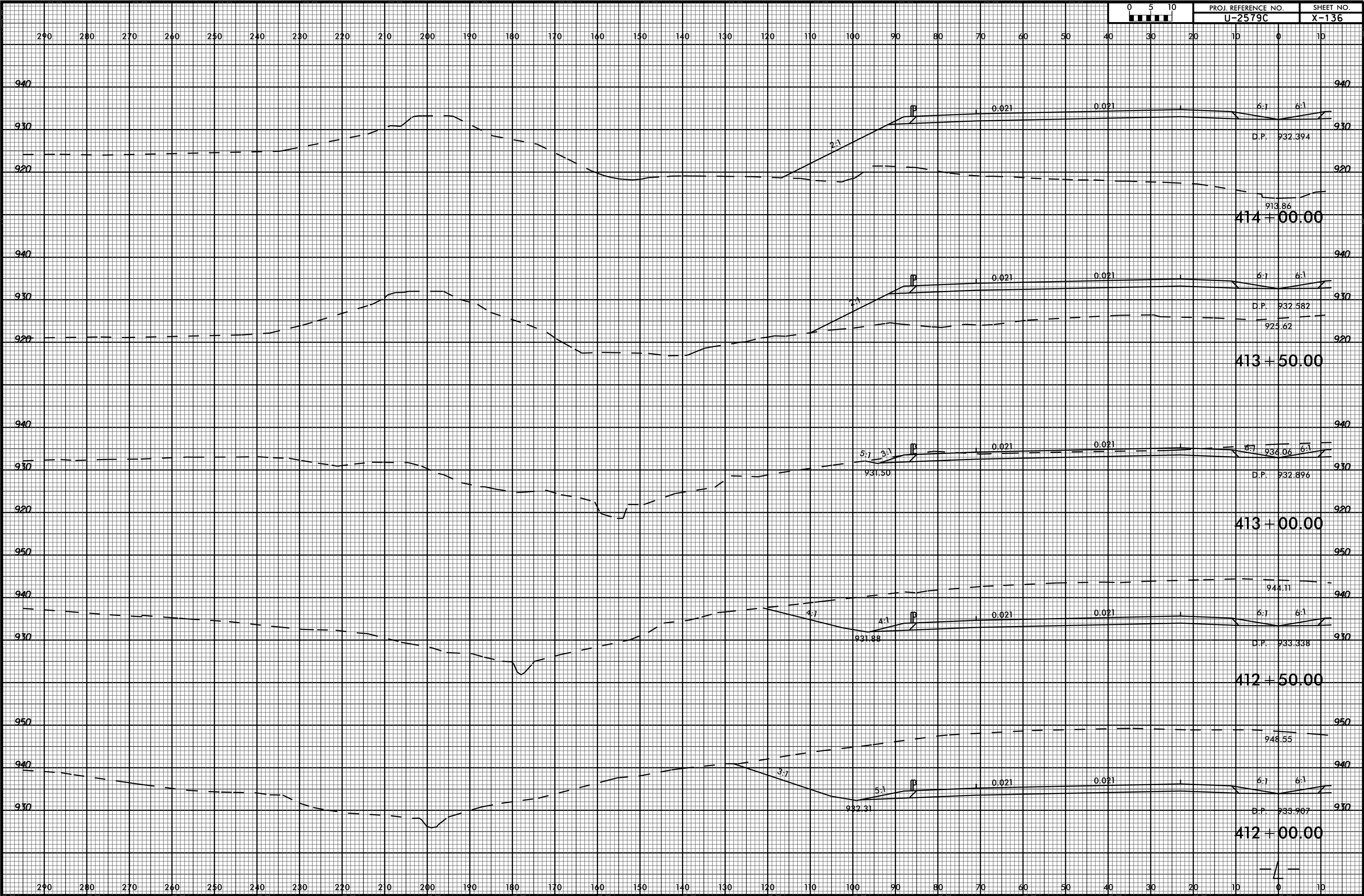


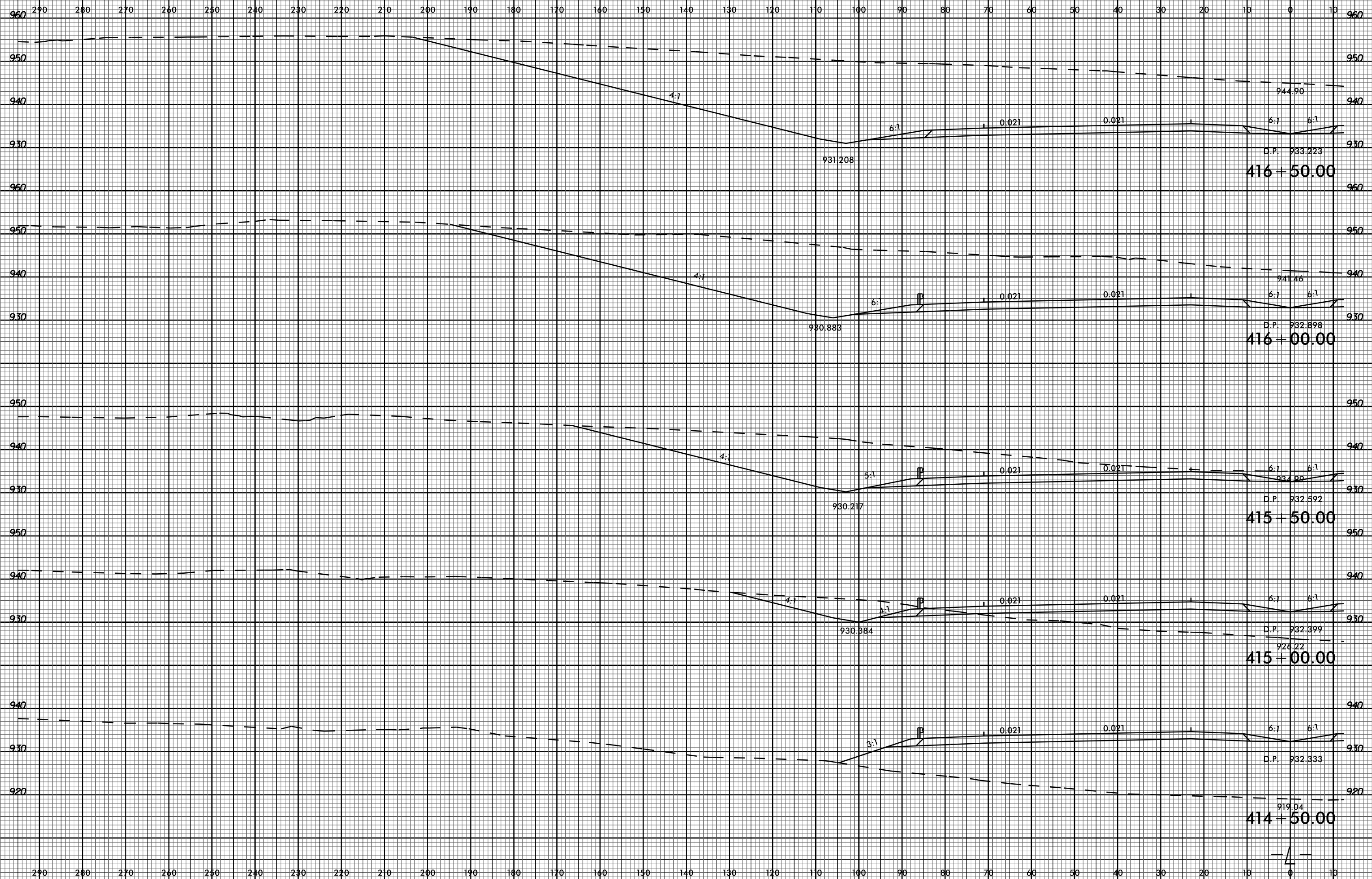


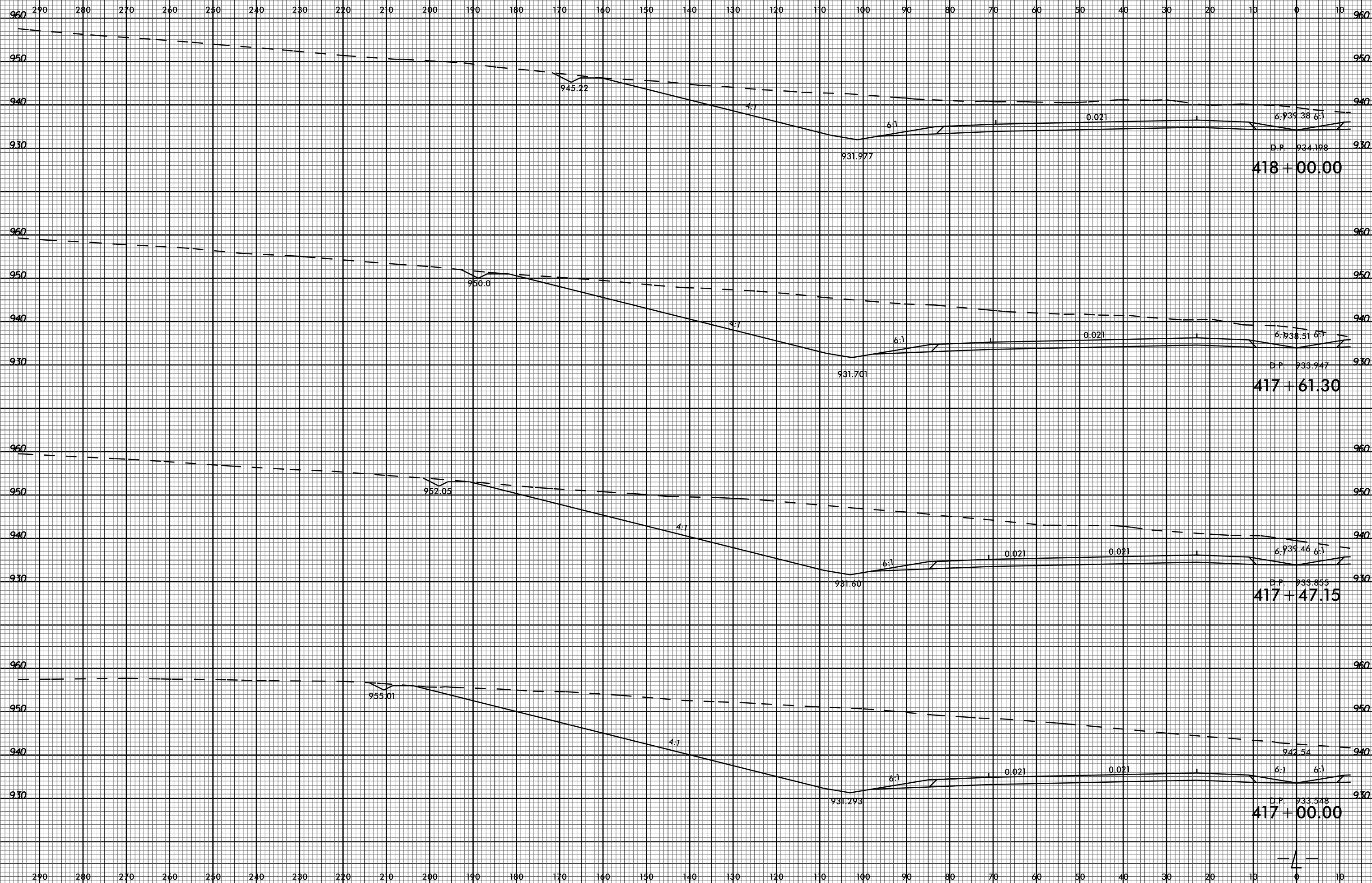


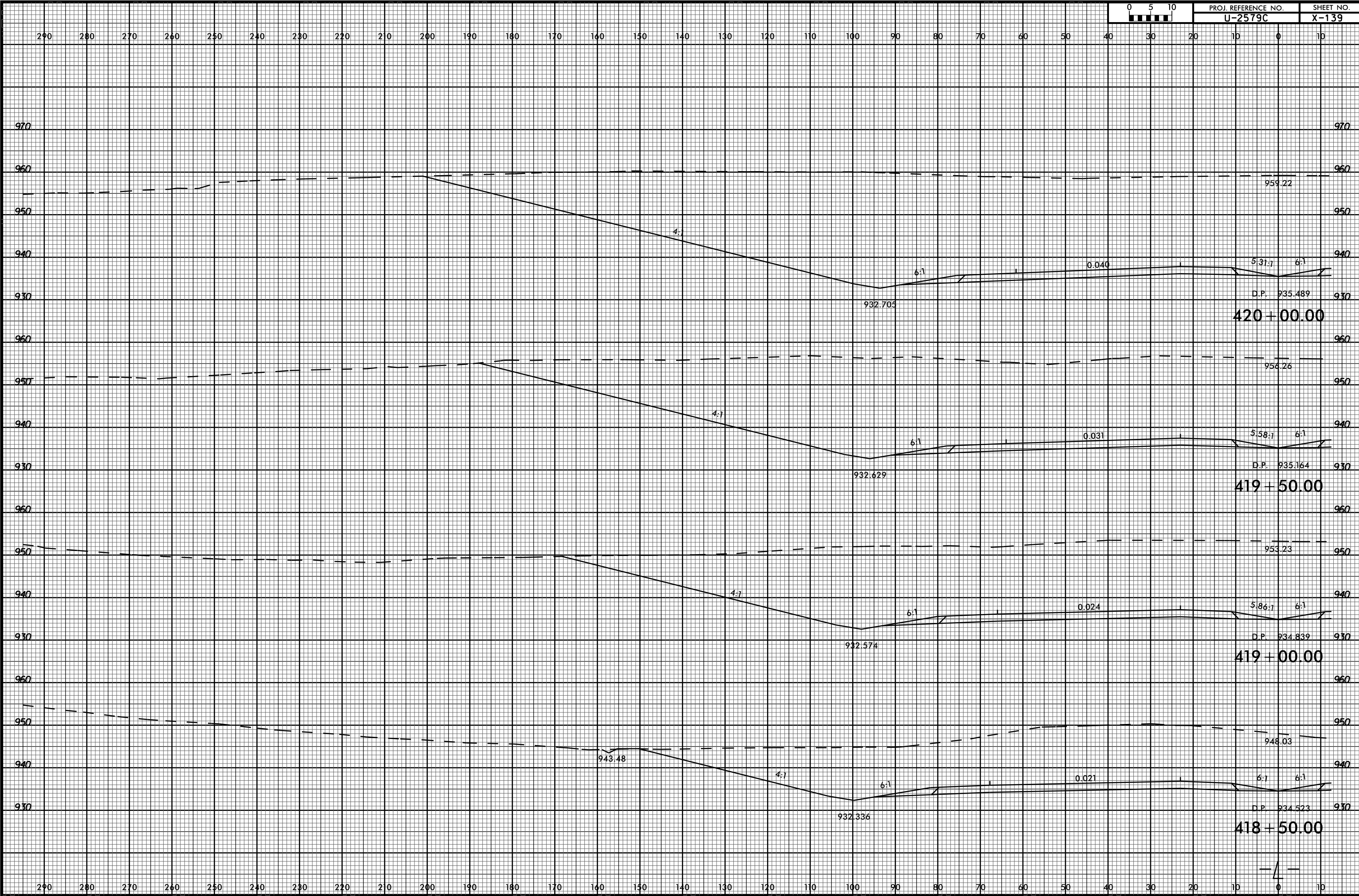
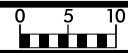


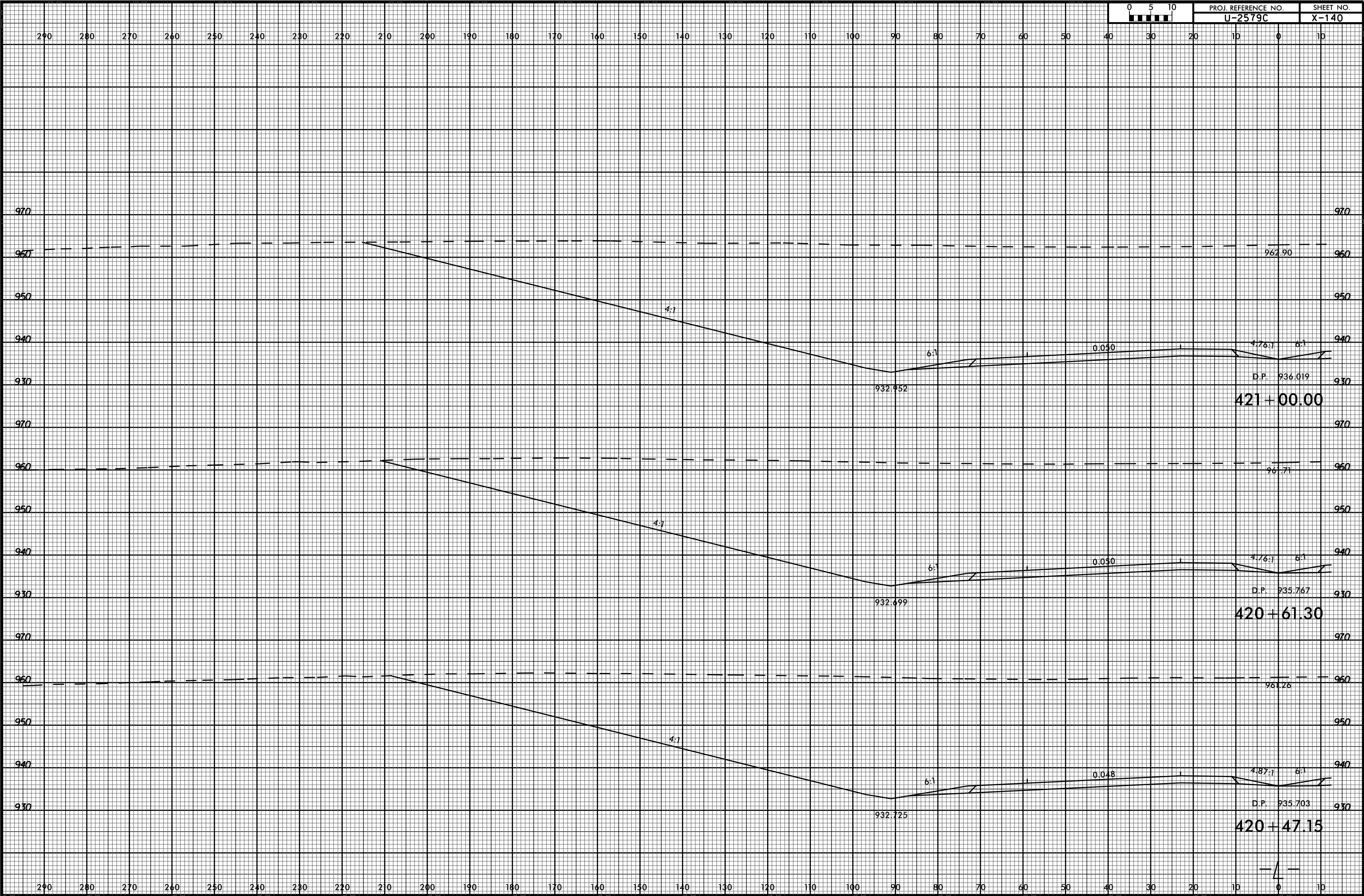


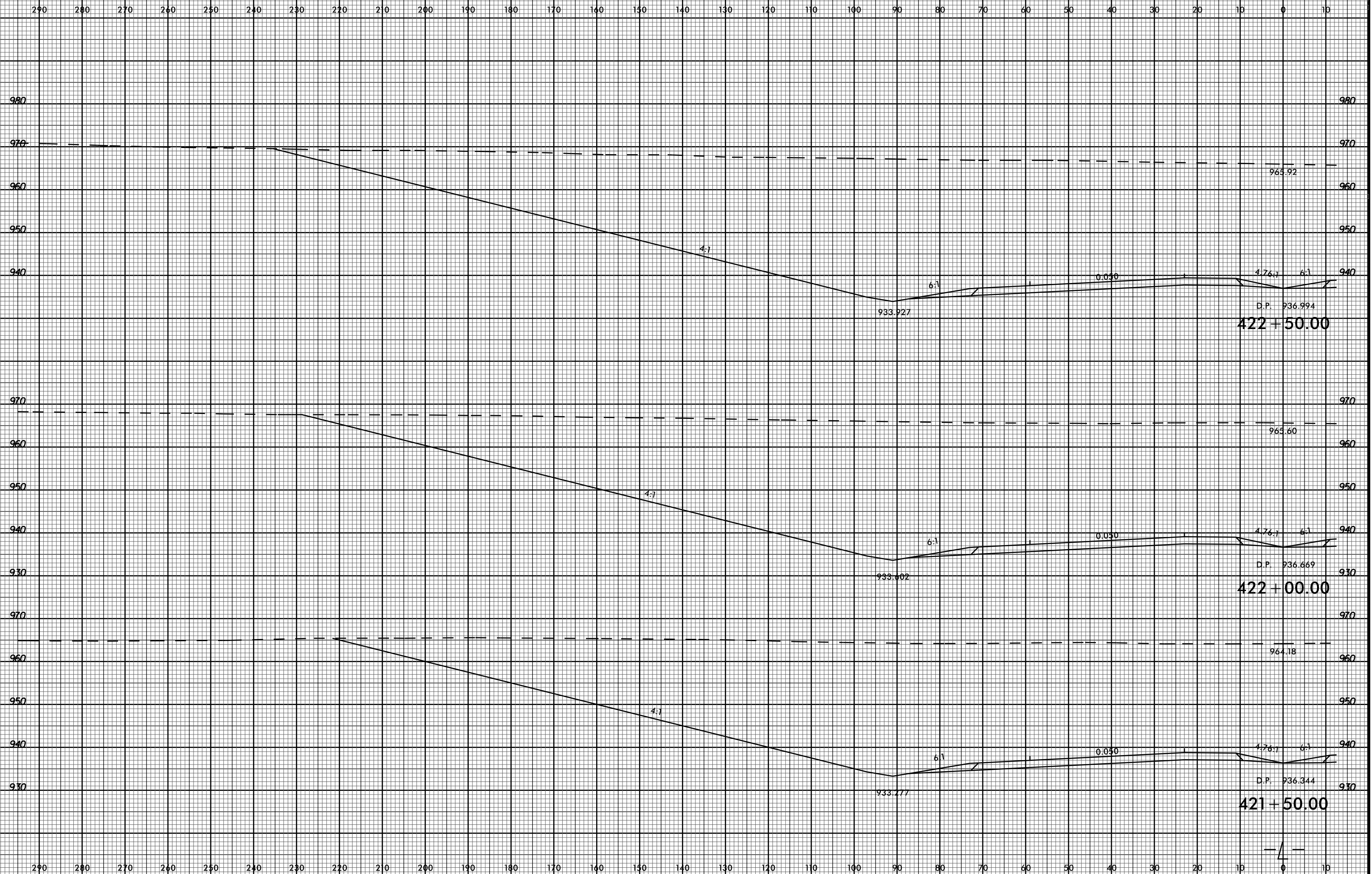


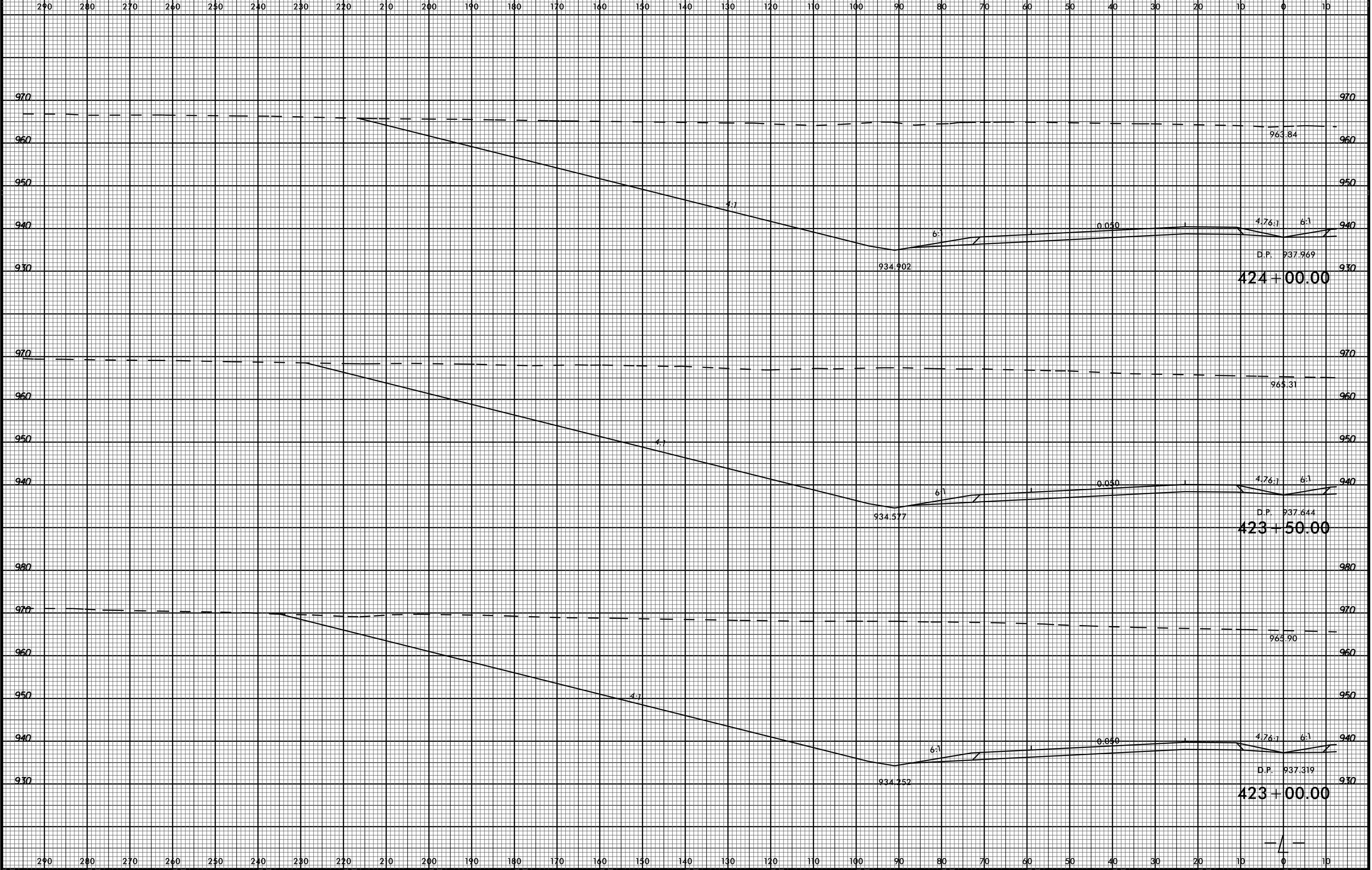








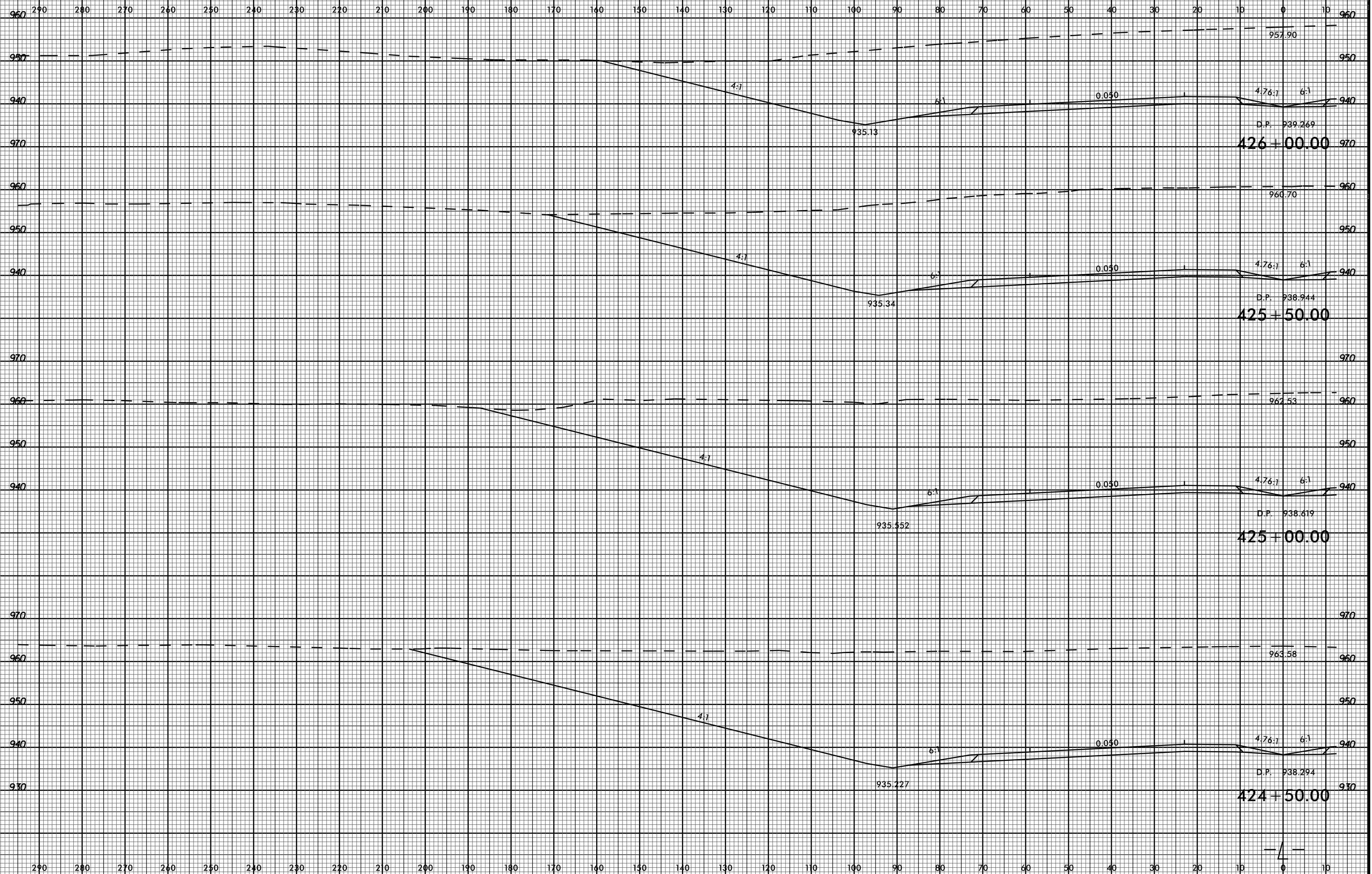




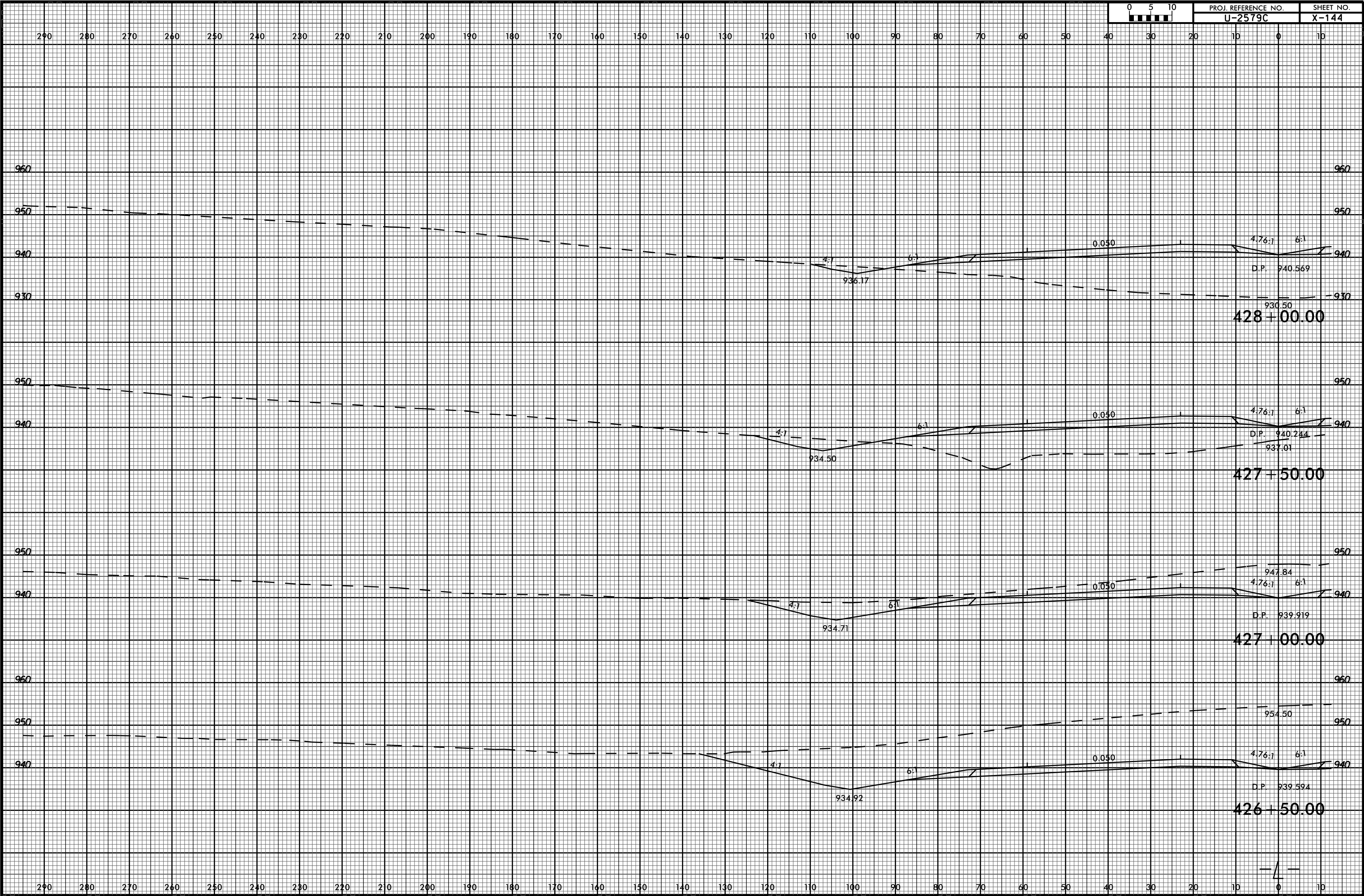
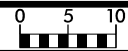
6/23/16

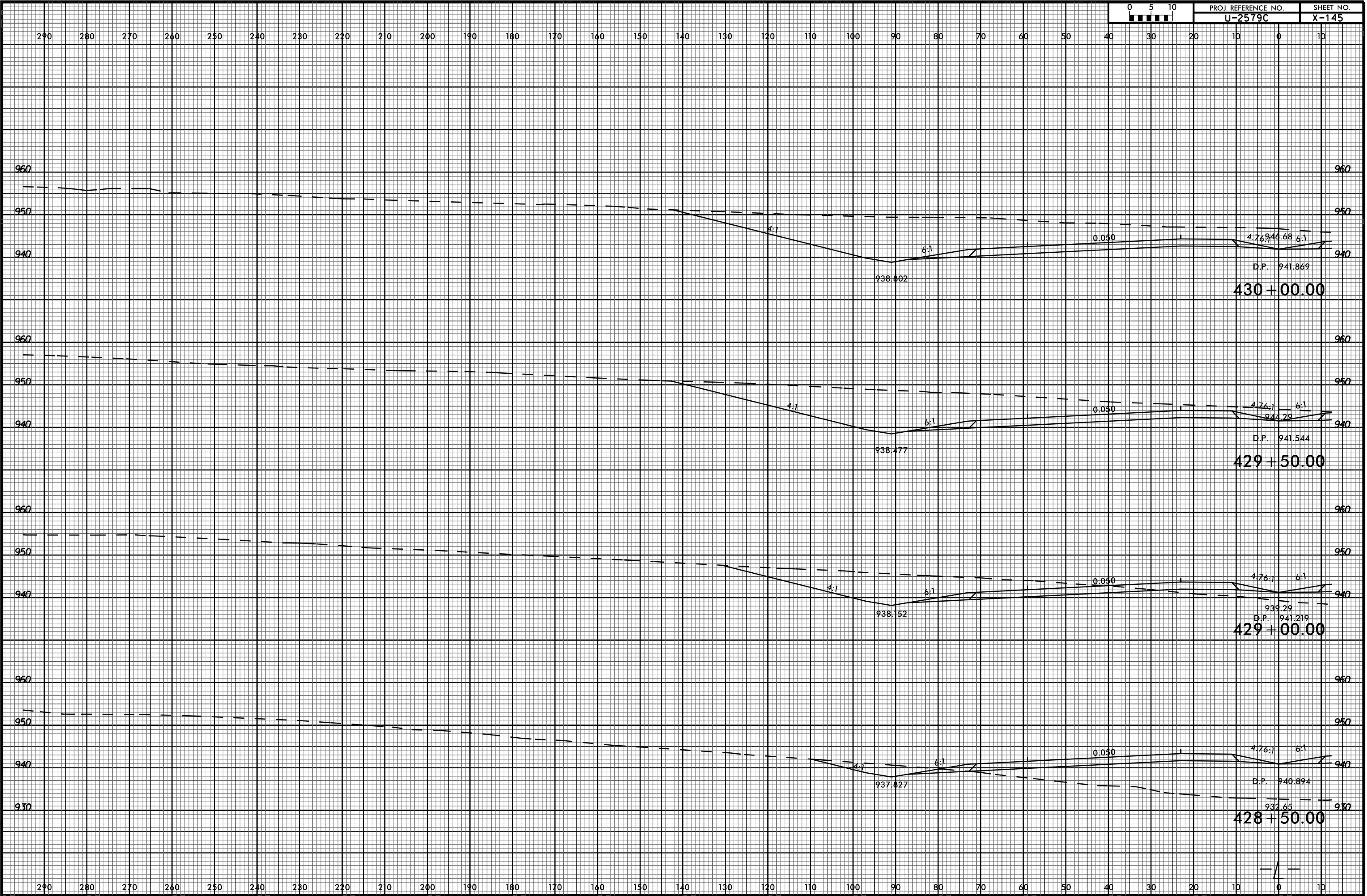


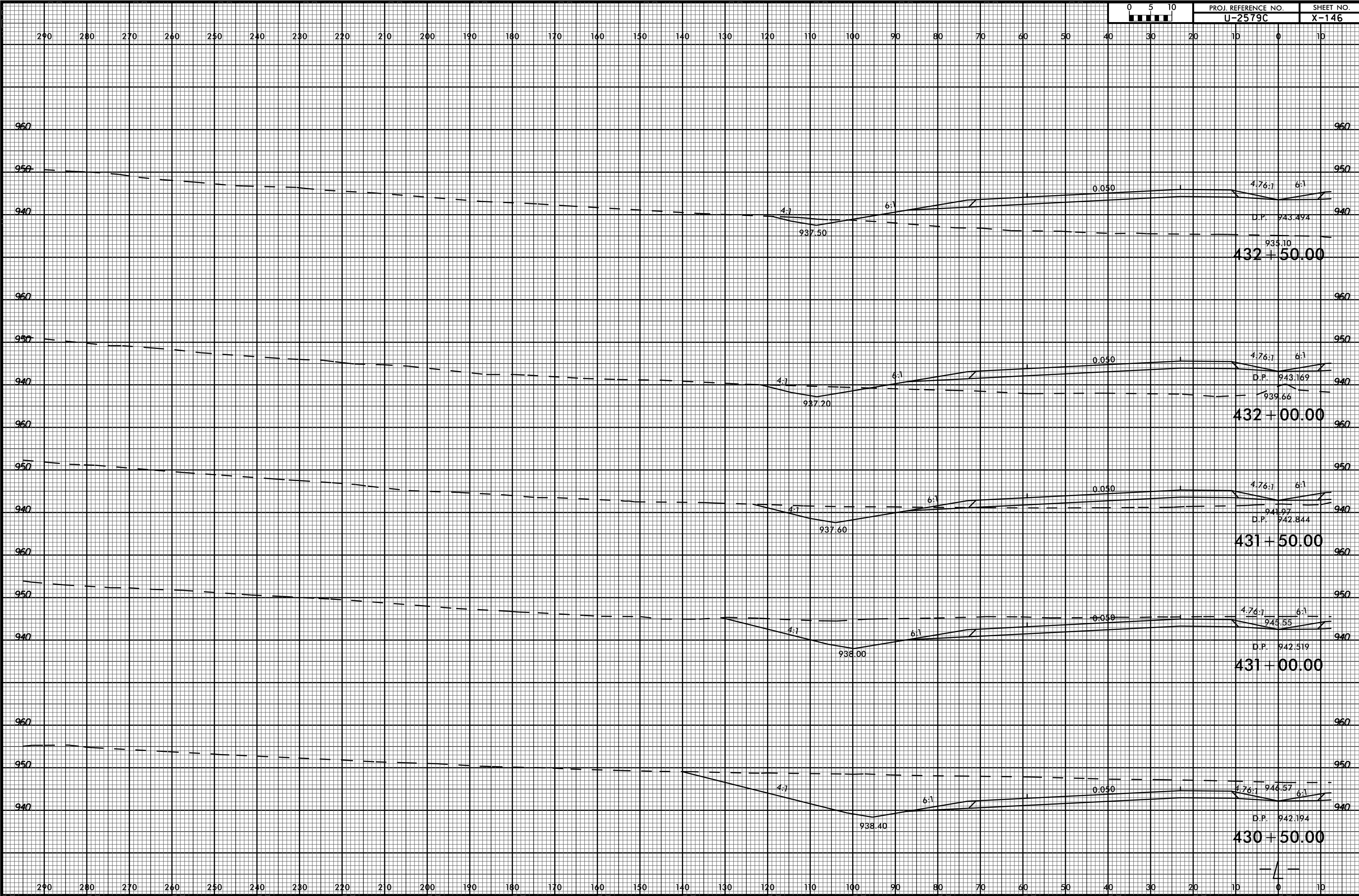
PROJ. REFERENCE NO. U-2579C SHEET NO. X-143

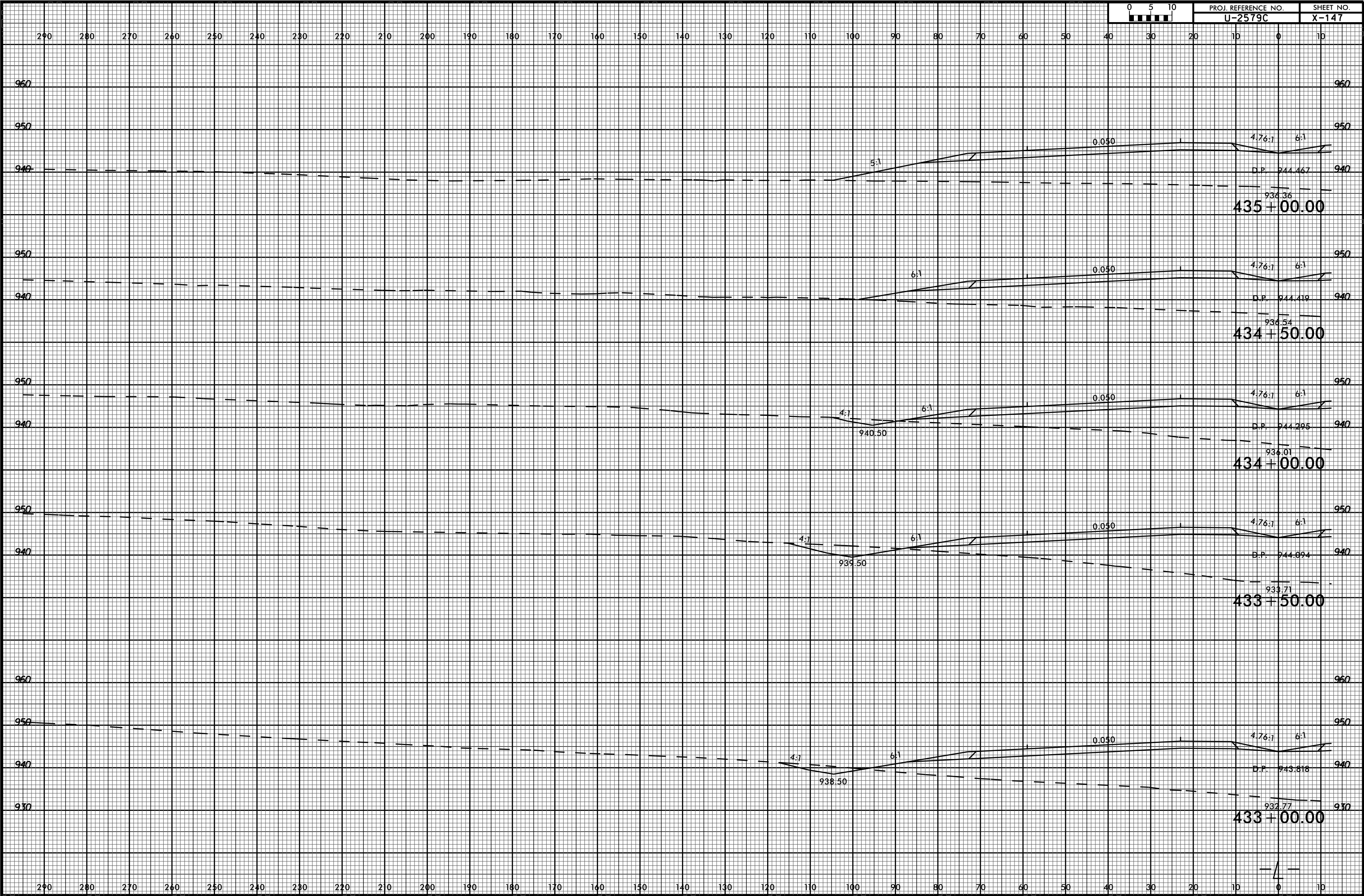
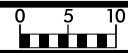


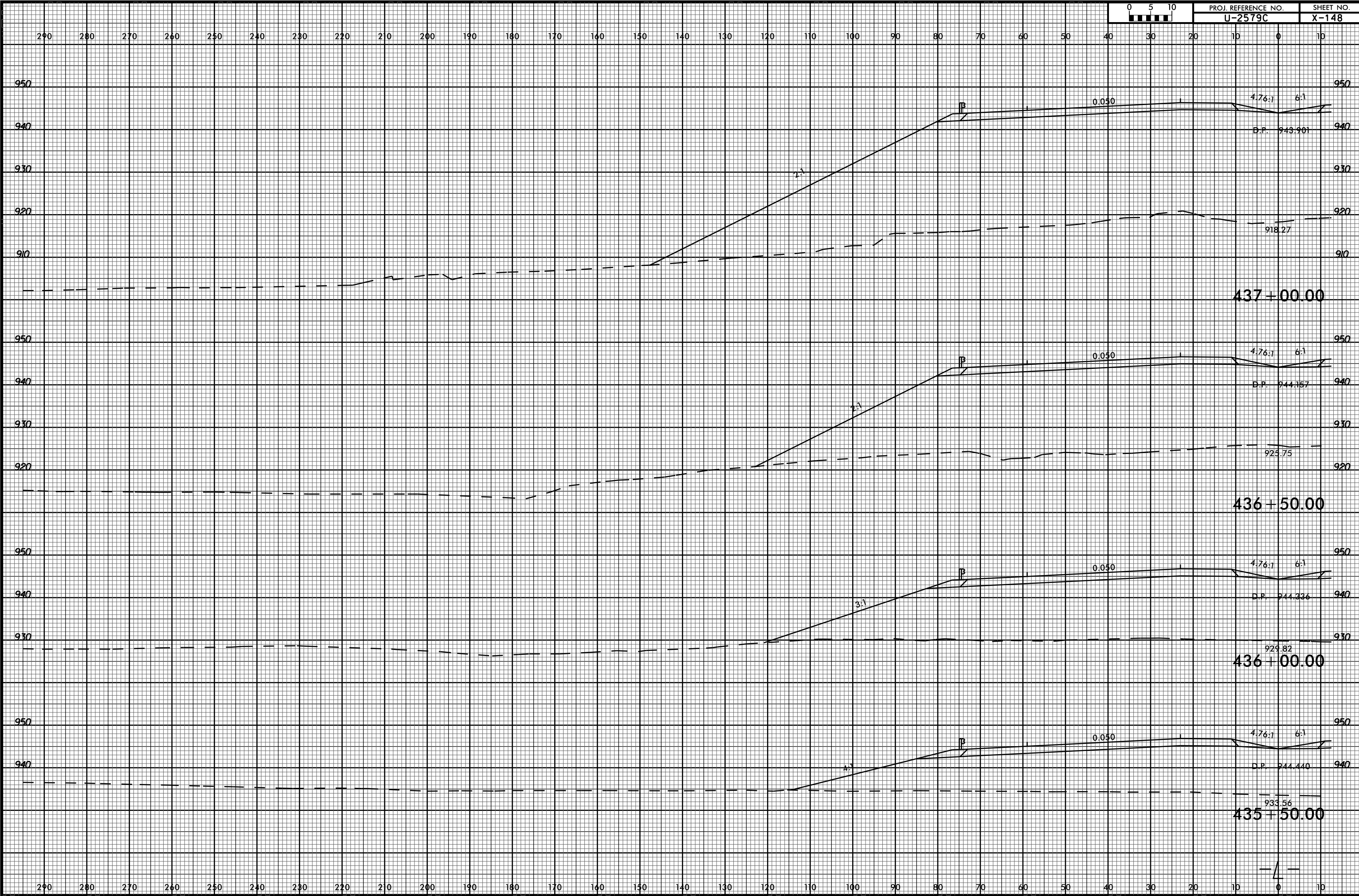
03-JUL-2017 15:59 P:\Roadway\XSC\U2579c_rdy_xpl\left.dgn

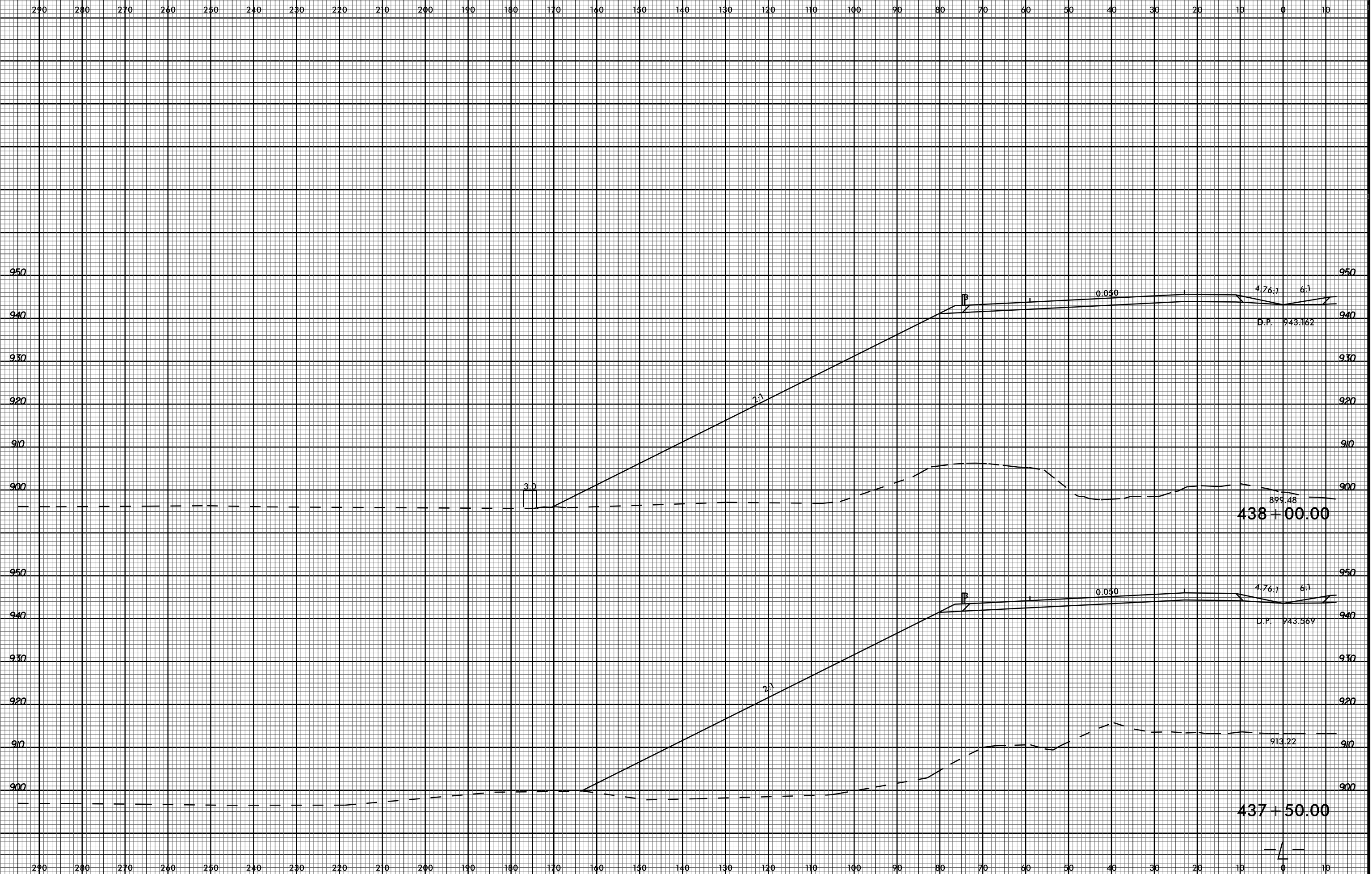


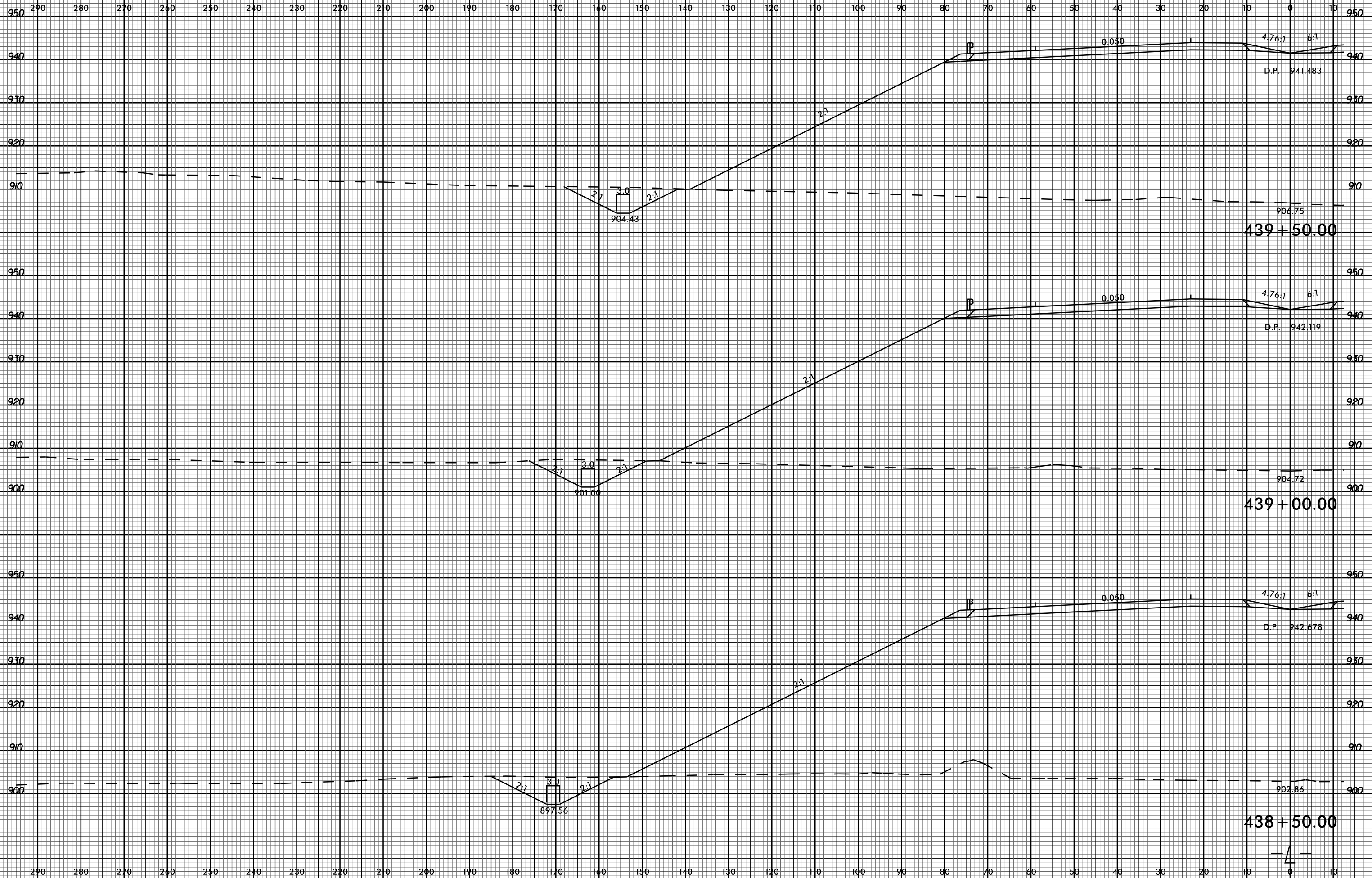


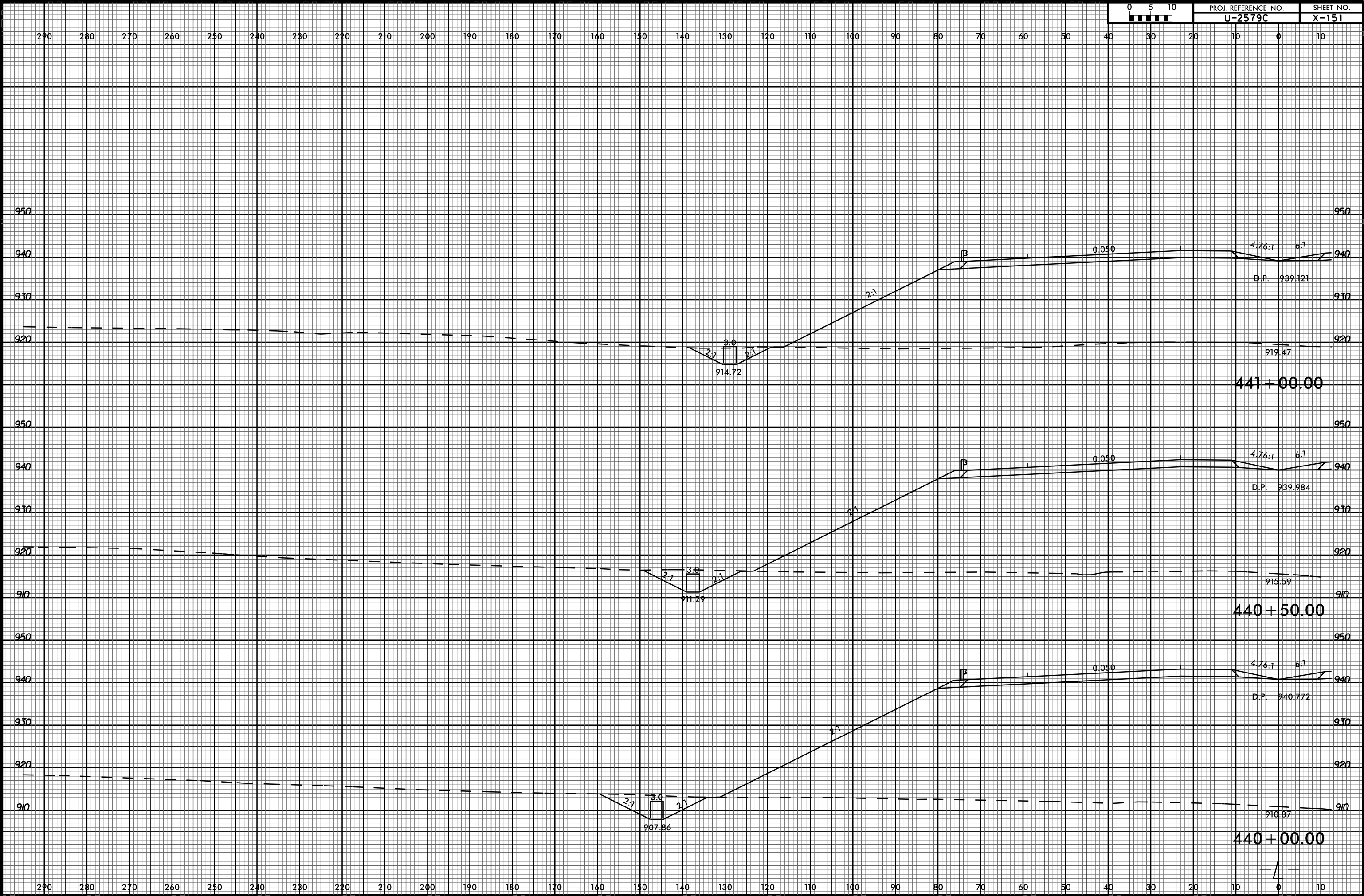


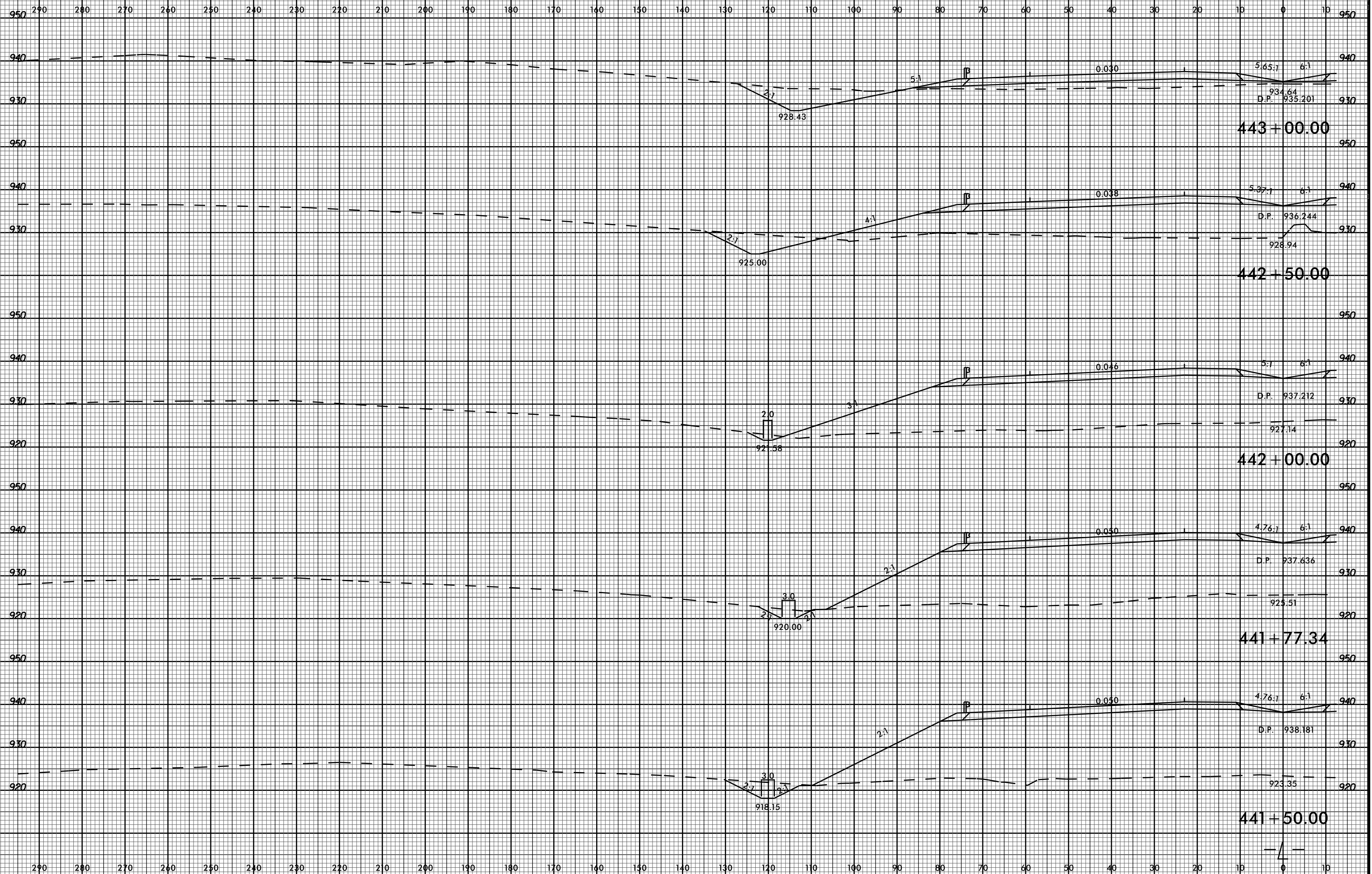


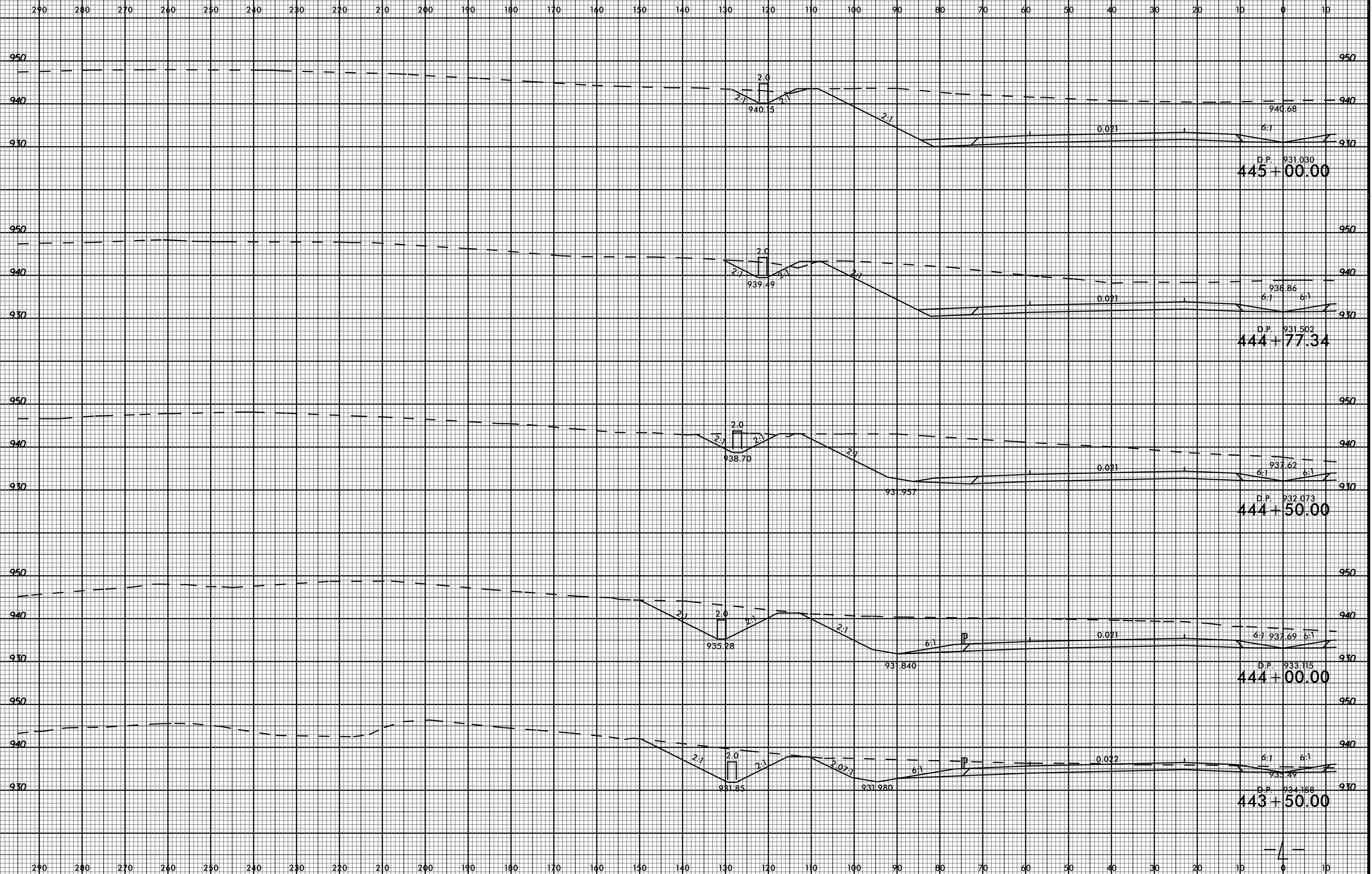


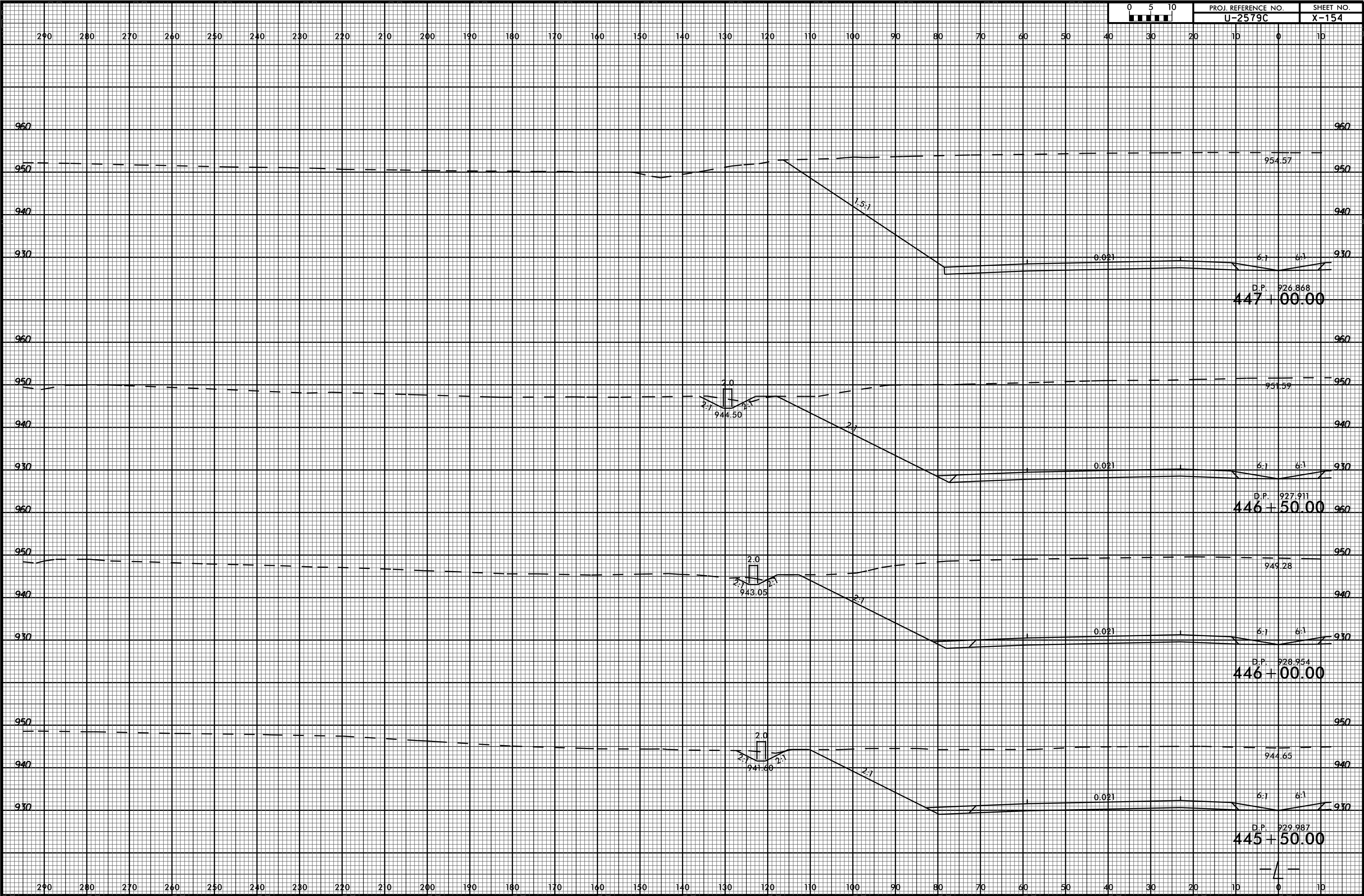


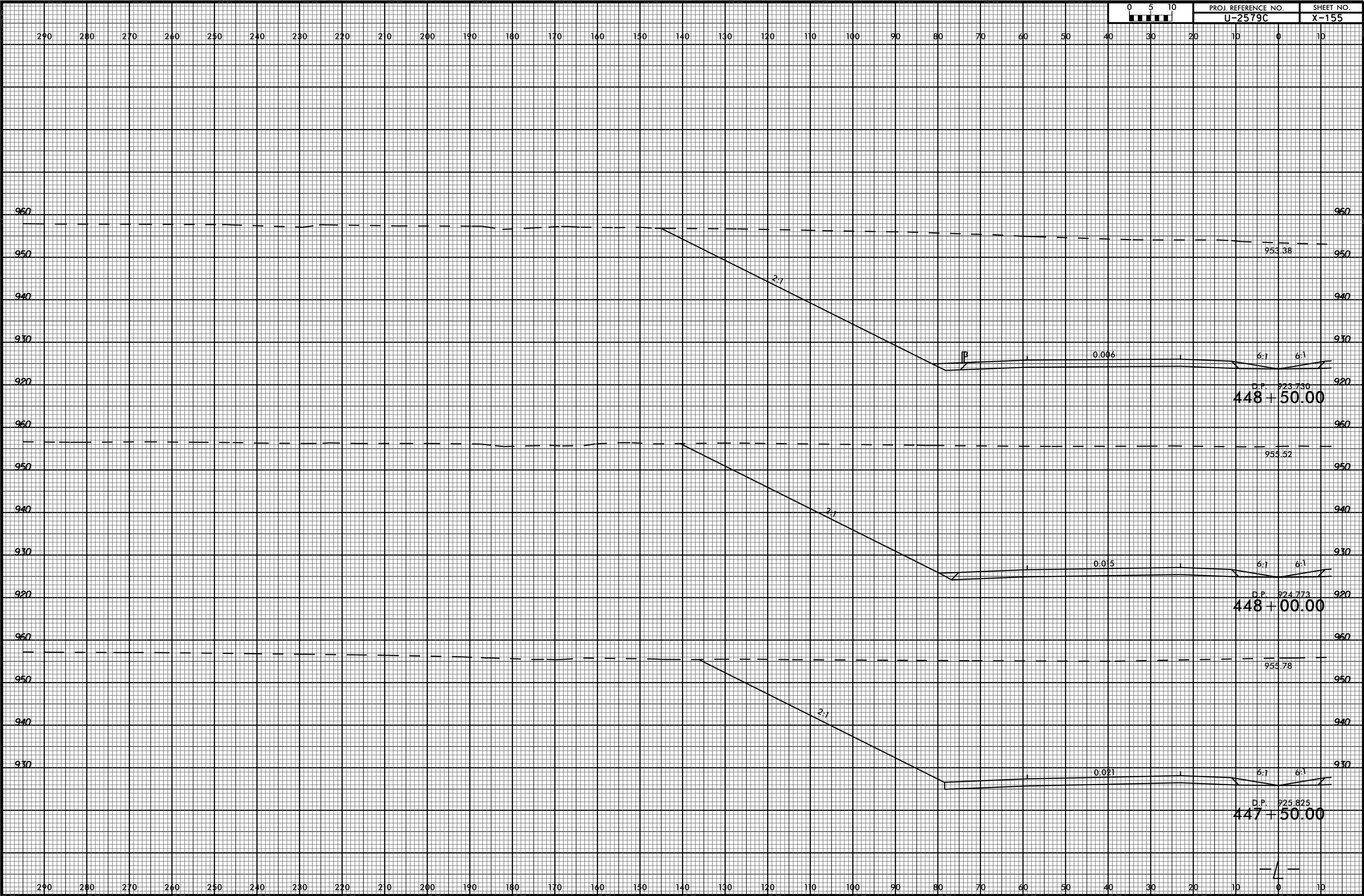
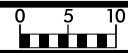


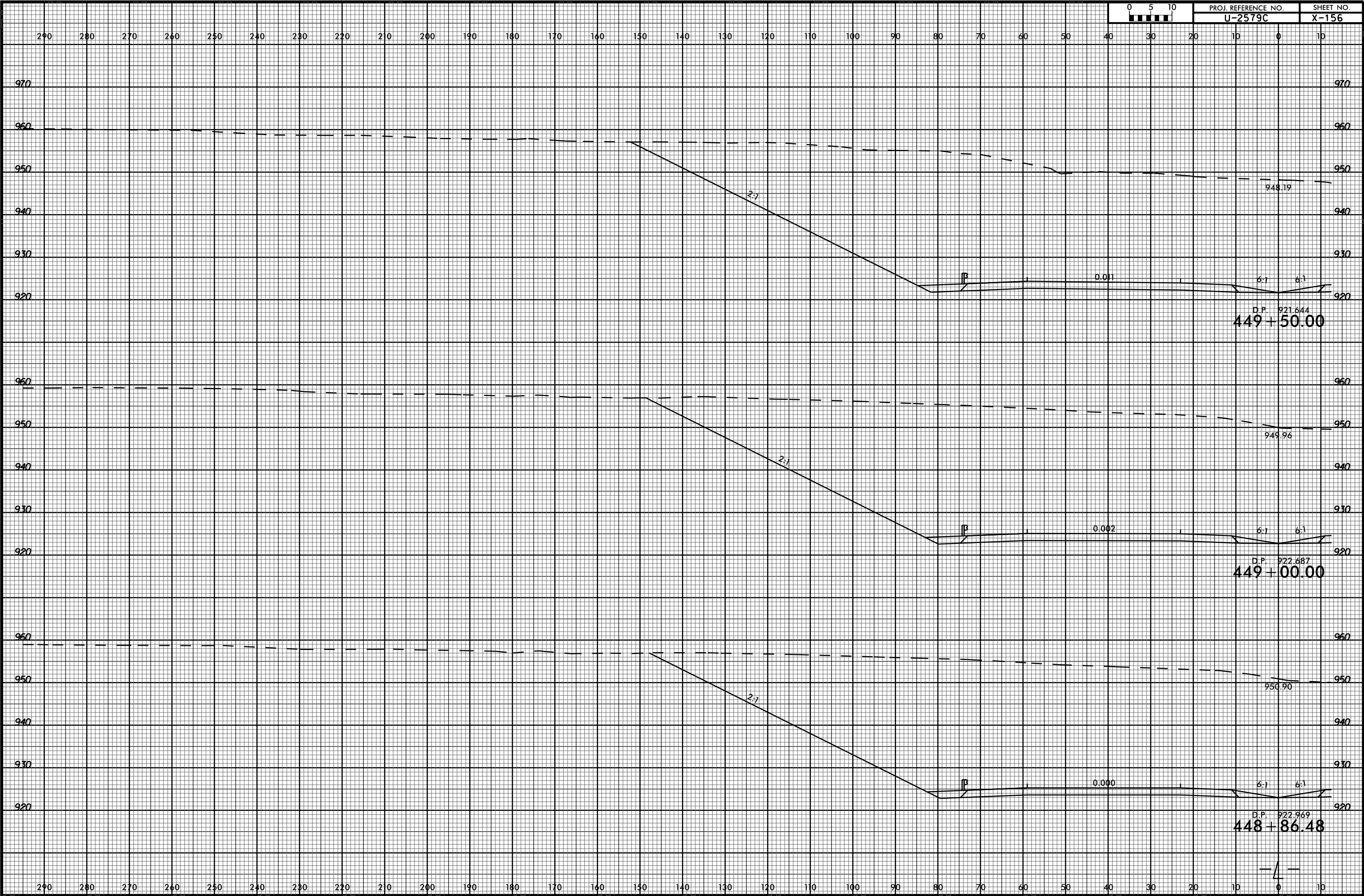








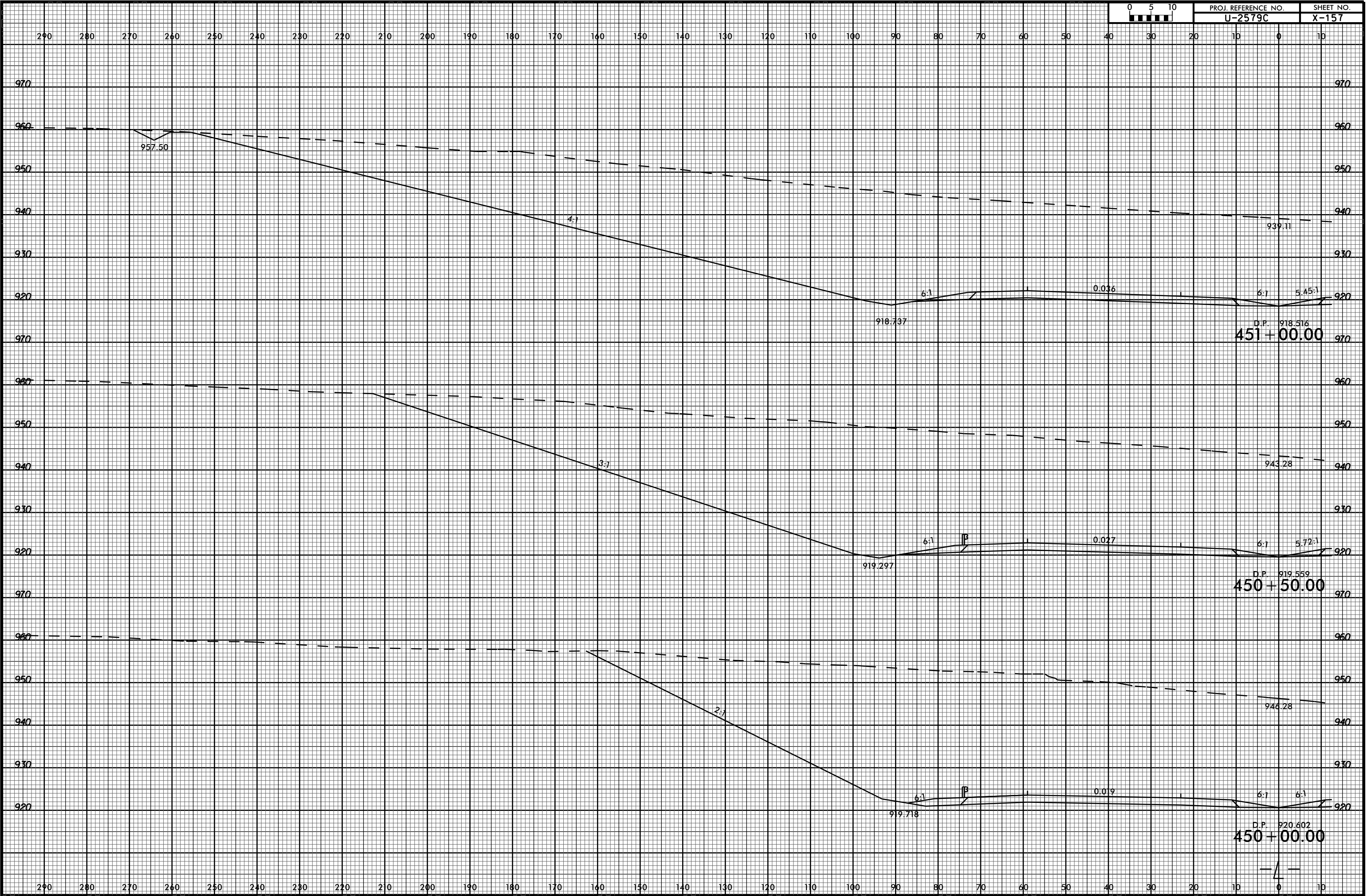




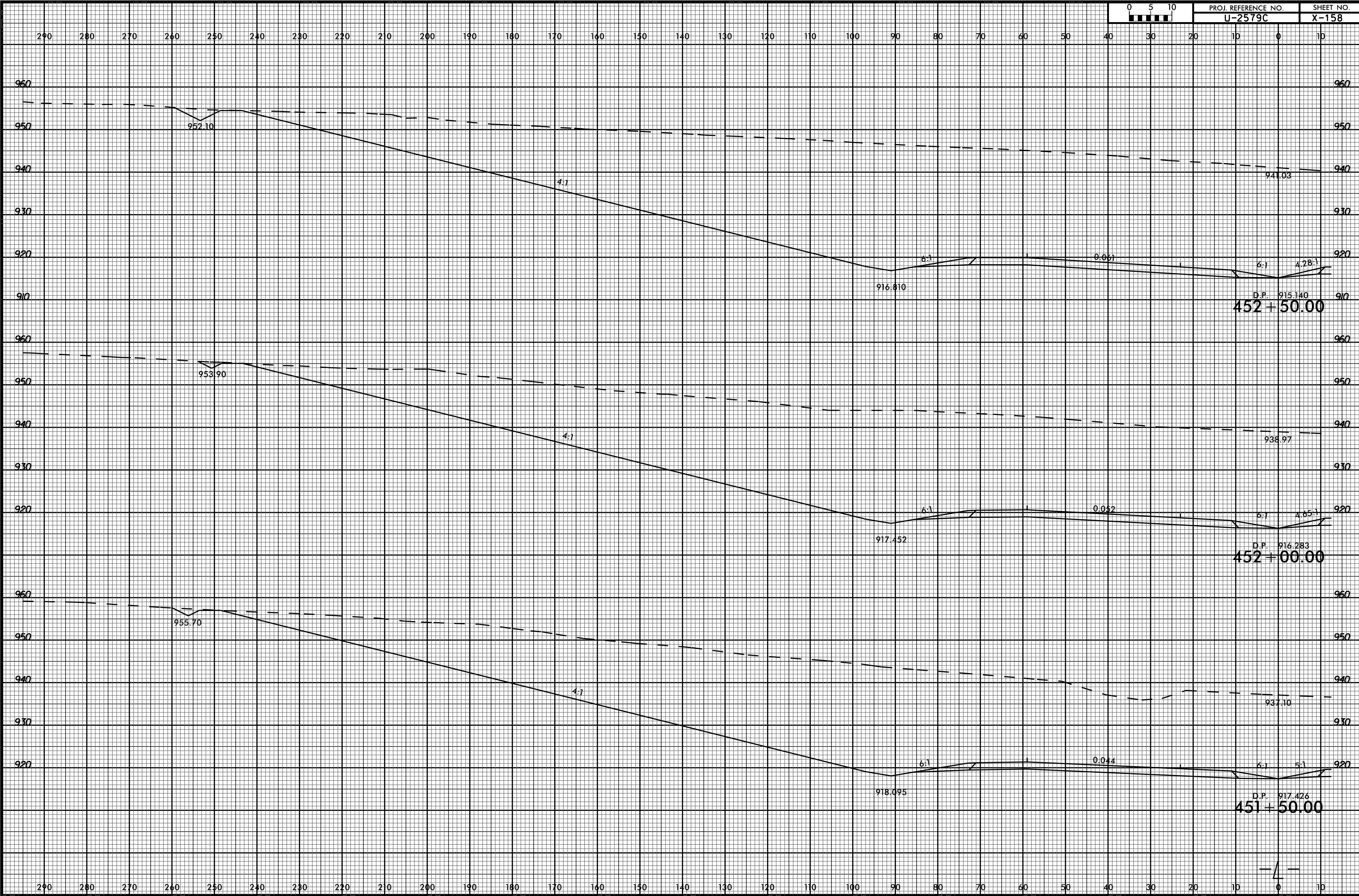
6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-157



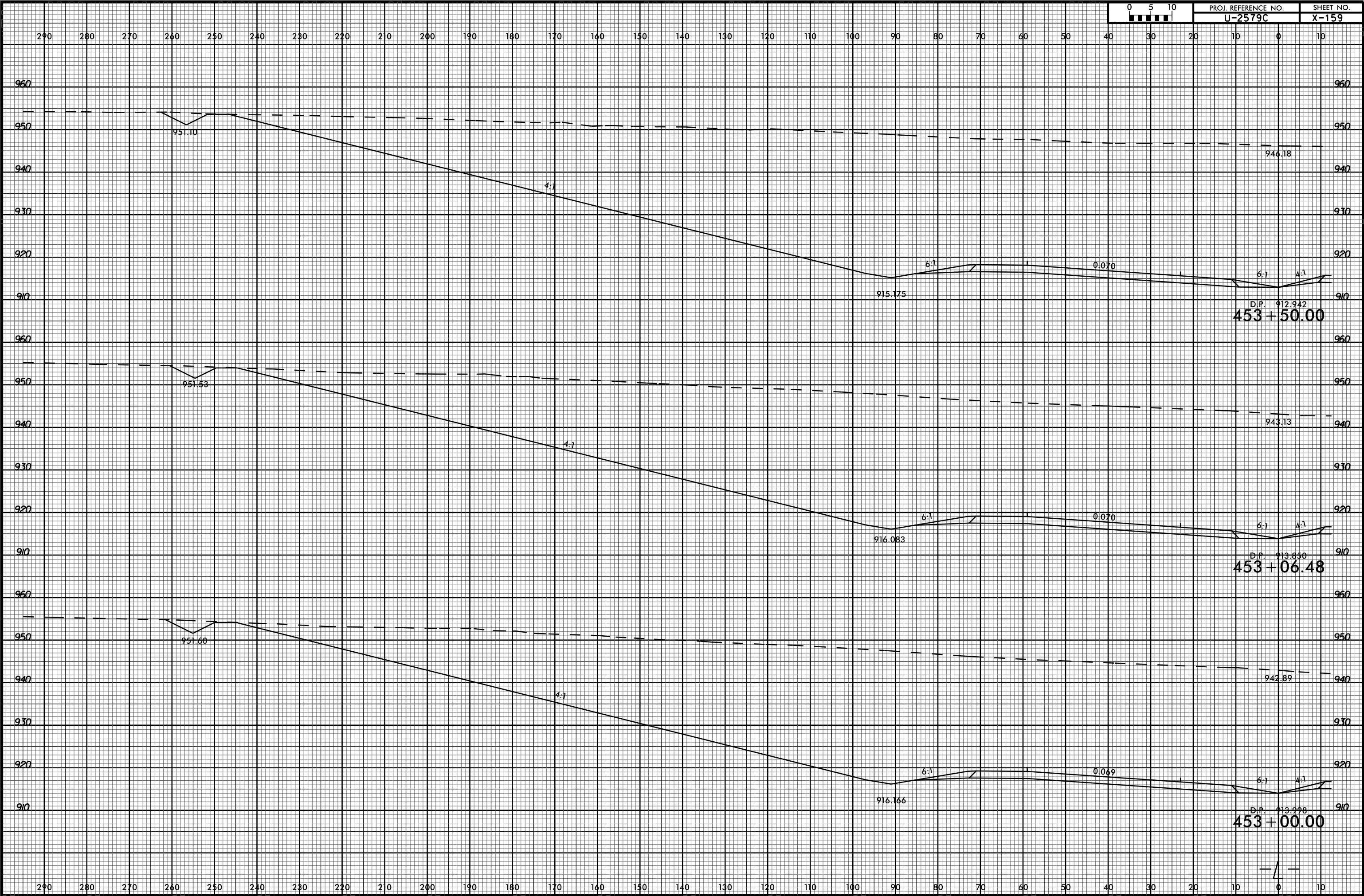
03-JUL-2017 15:59 P:\Projects\XSC\U2579c_rdy_xp_1_1_1\left.dgn



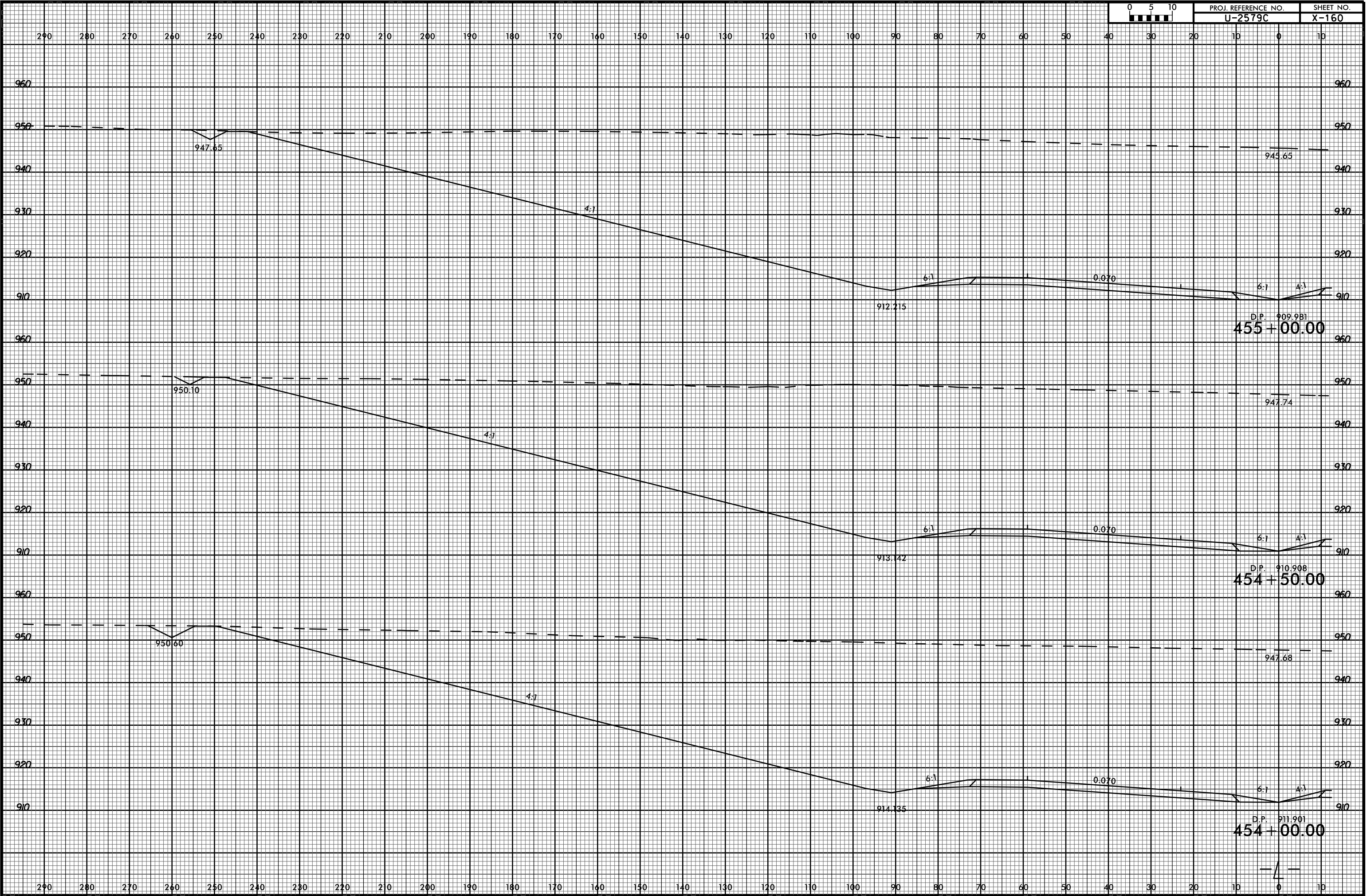
6/23/16

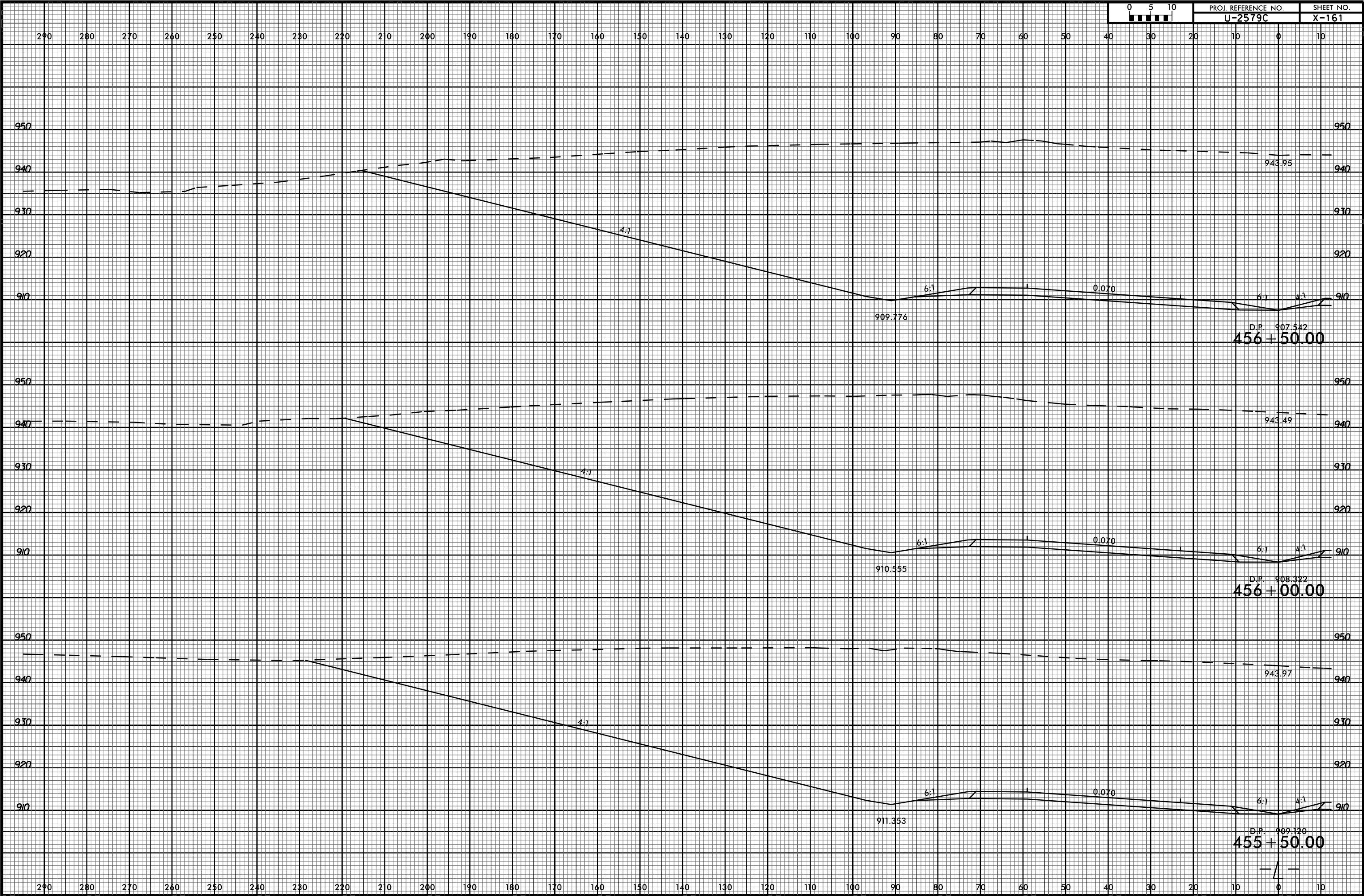


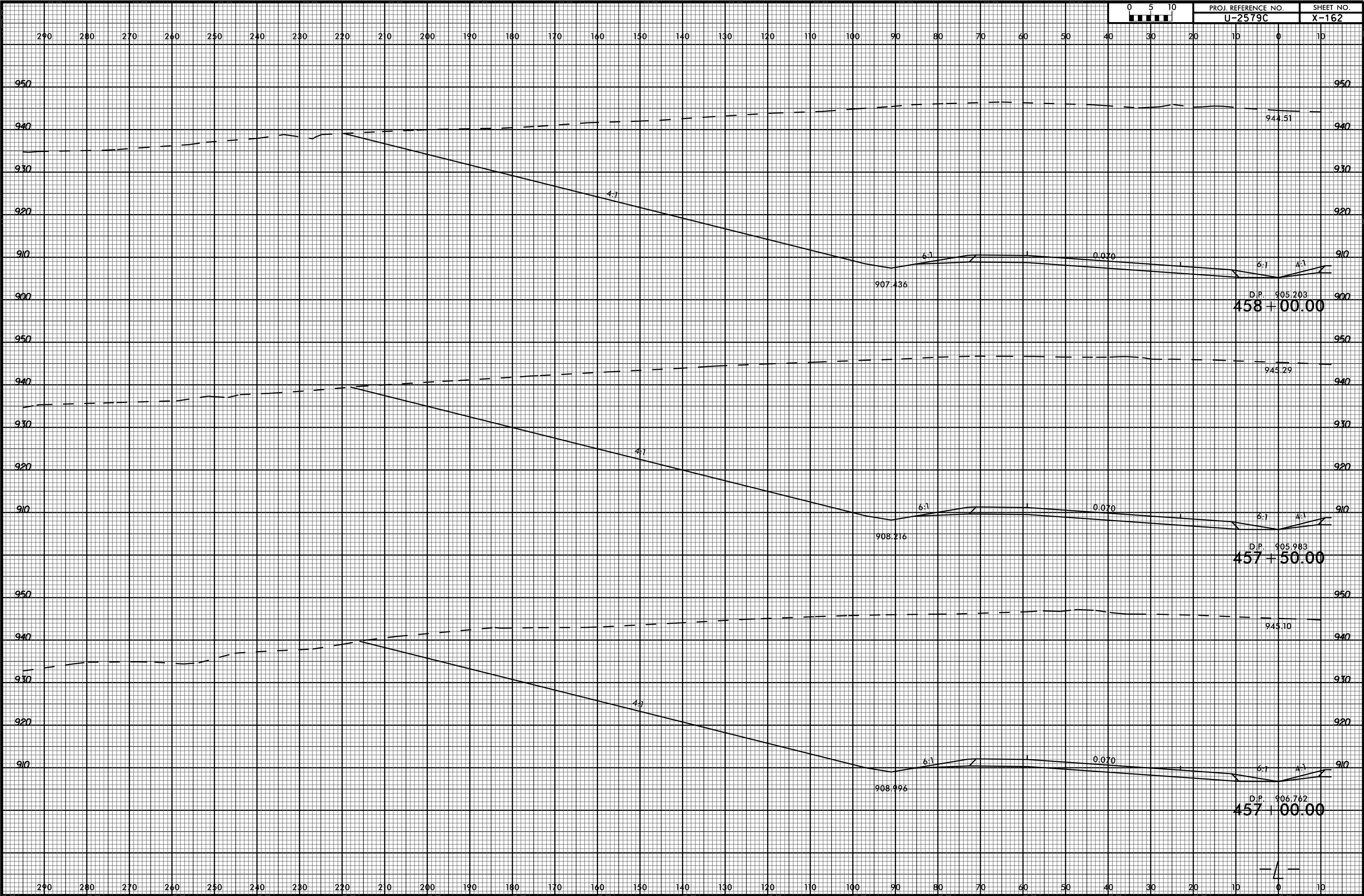
PROJ. REFERENCE NO. U-2579C SHEET NO. X-159



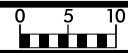
03-JUL-2017 15:59 P:\Projects\XSC\U2579c_rdy_xp_1_1_left.dgn



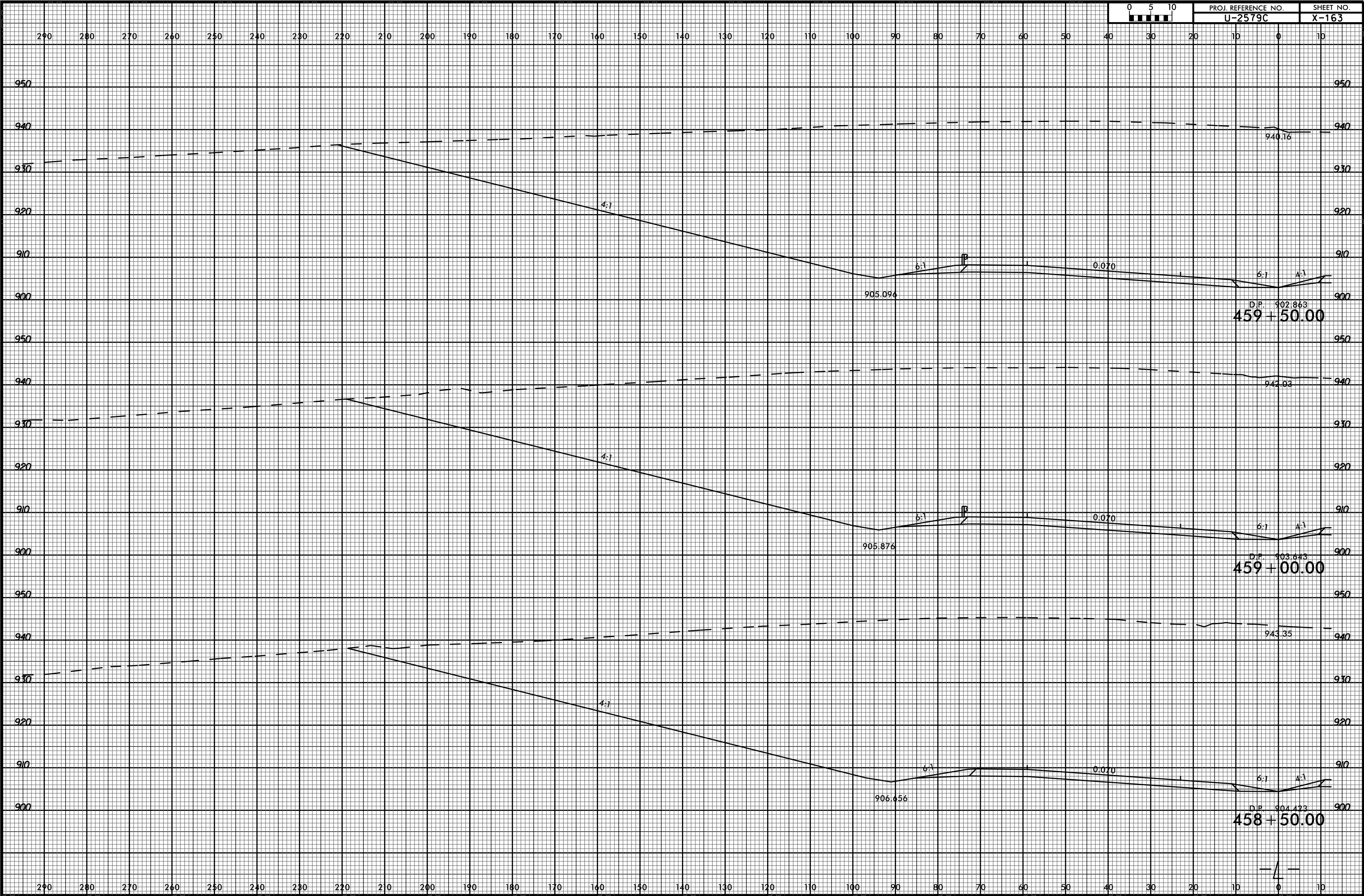




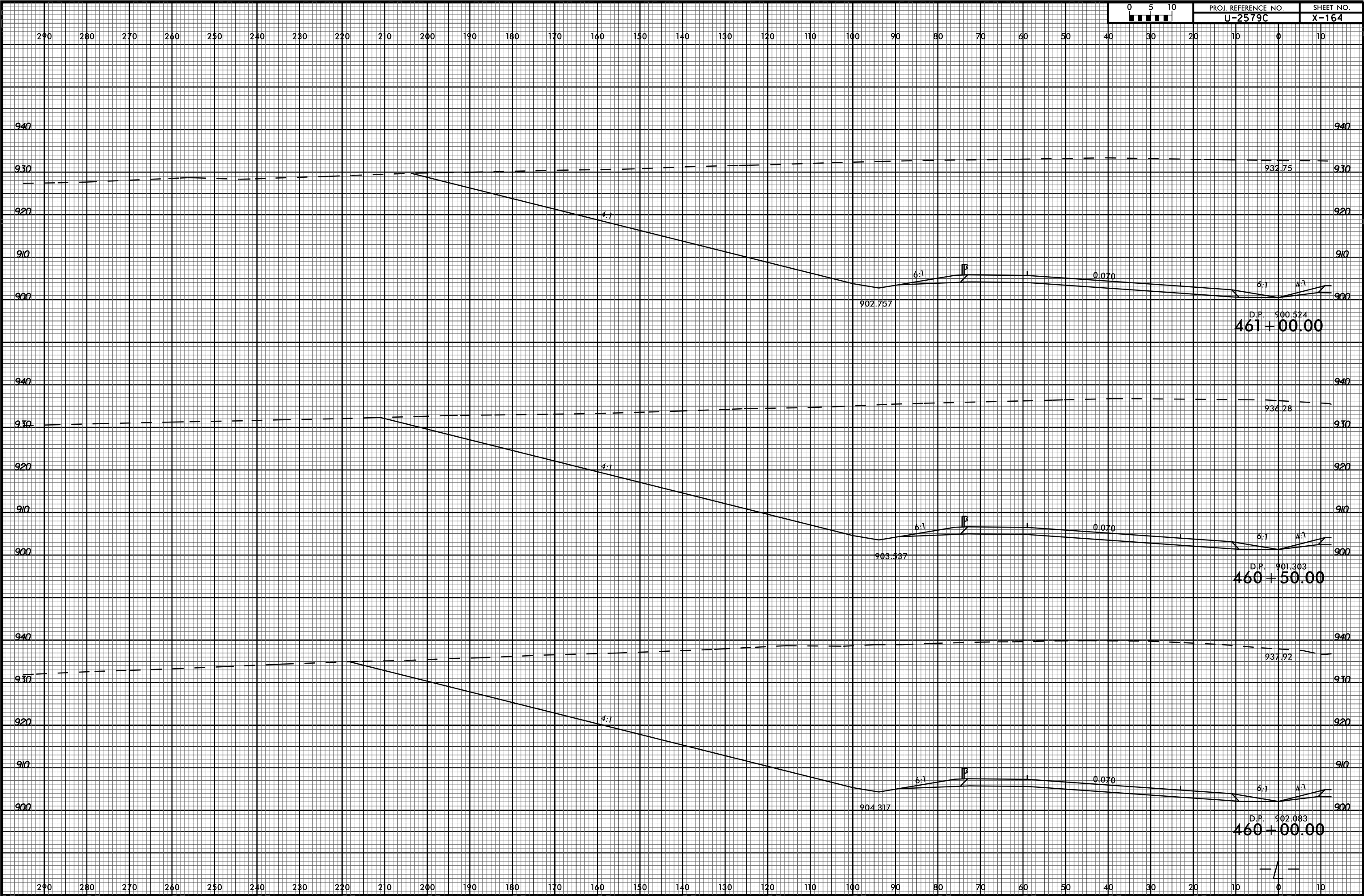
6/23/16



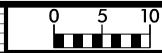
PROJ. REFERENCE NO. U-2579C SHEET NO. X-163



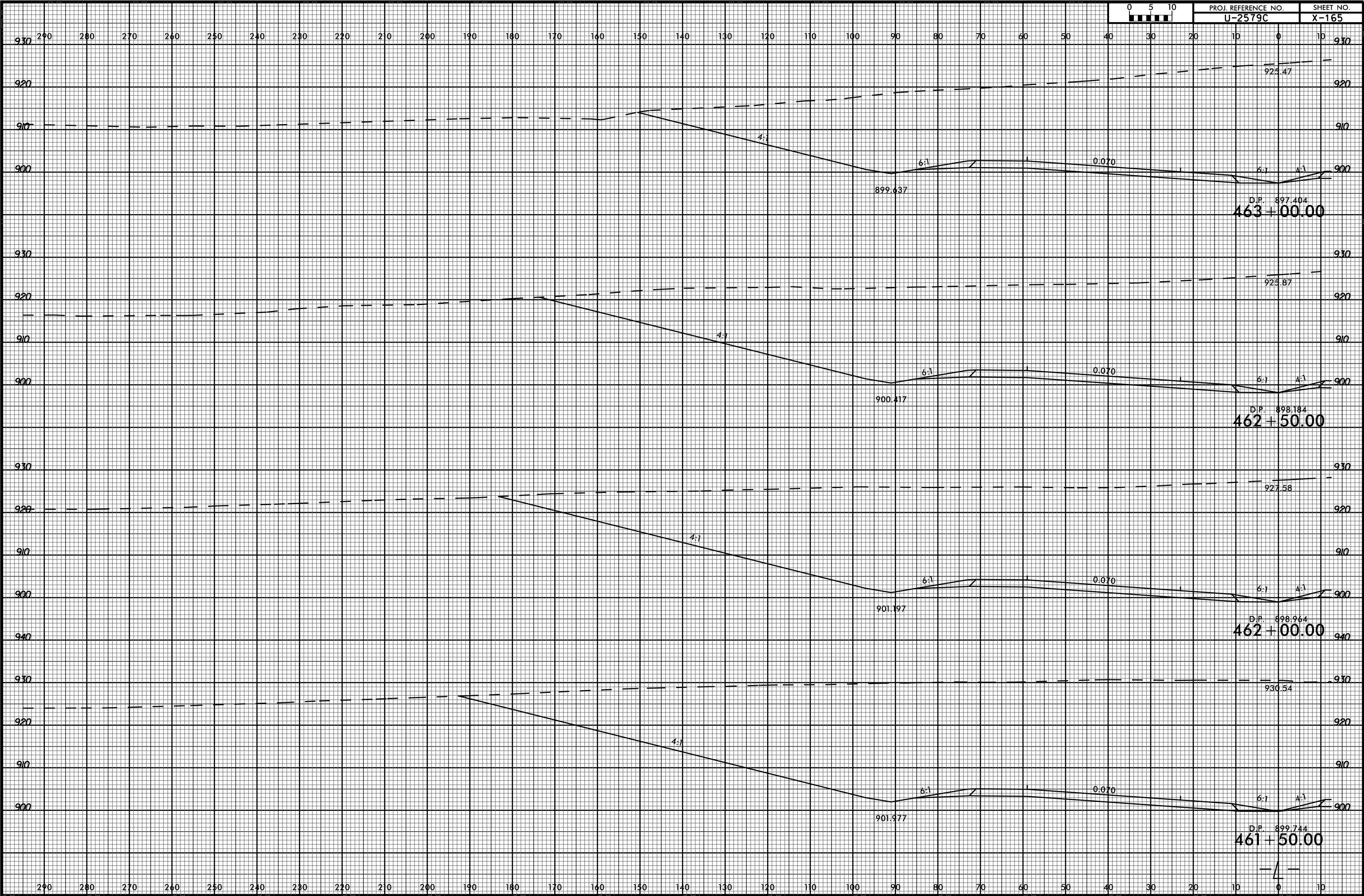
03-JUL-2017 16:00 P:\Projects\XSC\U2579c_rdy_xp.l...left.dgn



6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-165

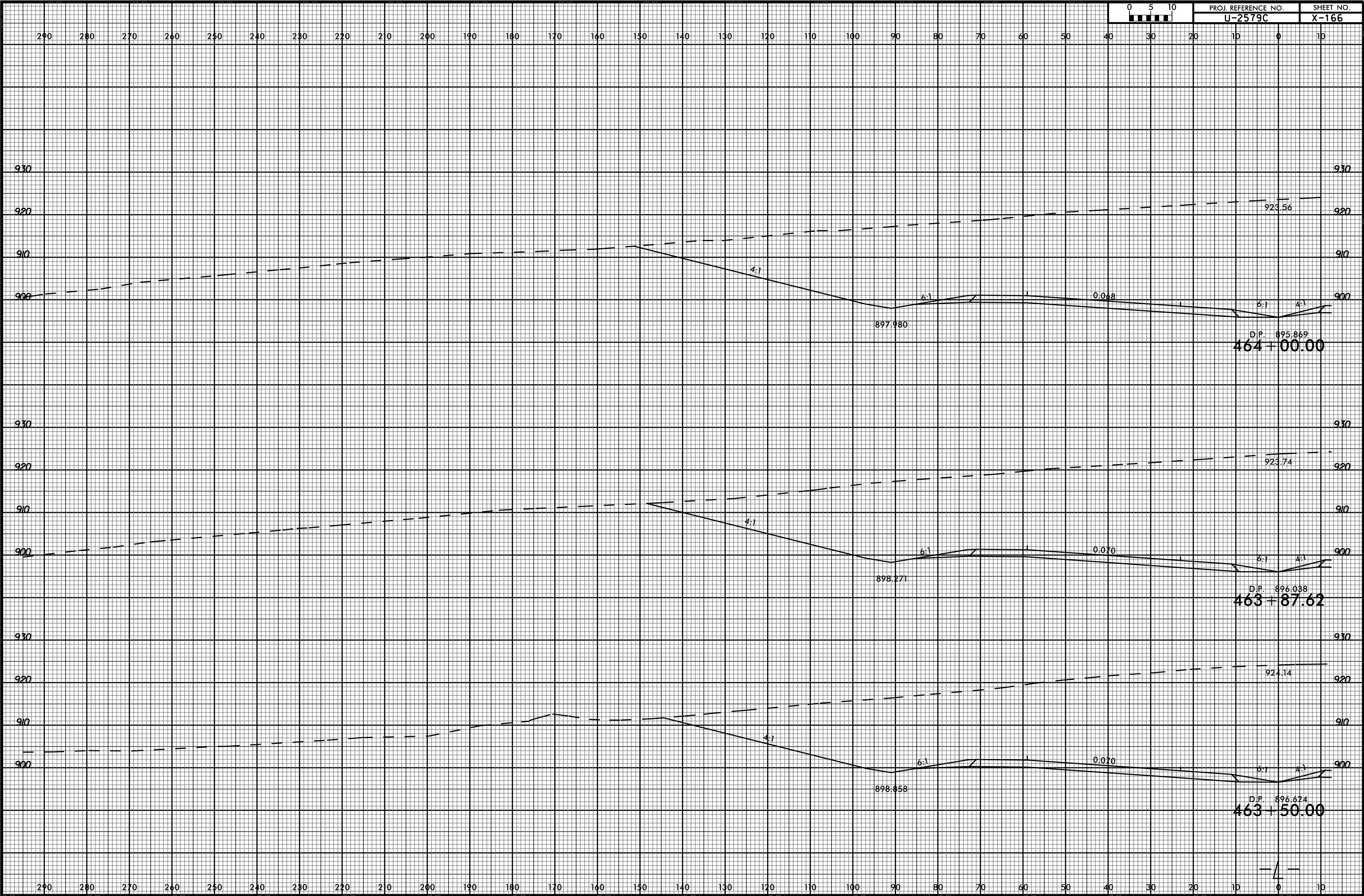


03-JUL-2017 16:00 P:\Roadway\XSC\U2579c_rdy_xpl_1_1_1_1_1_1.dgn

6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-166

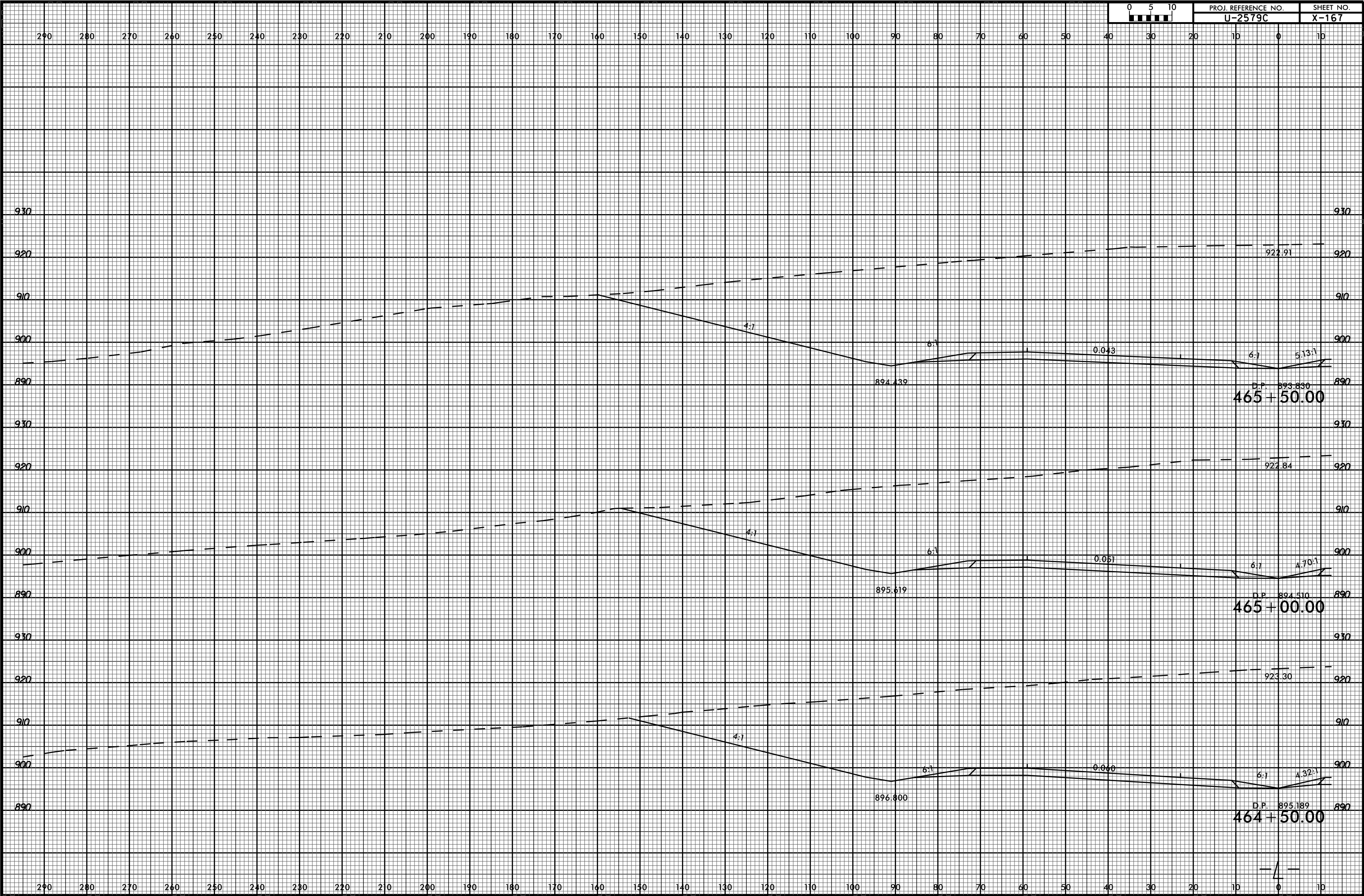


03-JUL-2017 16:00 P:\Projects\XSC\U2579c_rdy_xp1.llef.tdgn

6/23/16



PROJ. REFERENCE NO.
U-2579C
SHEET NO.
X-167

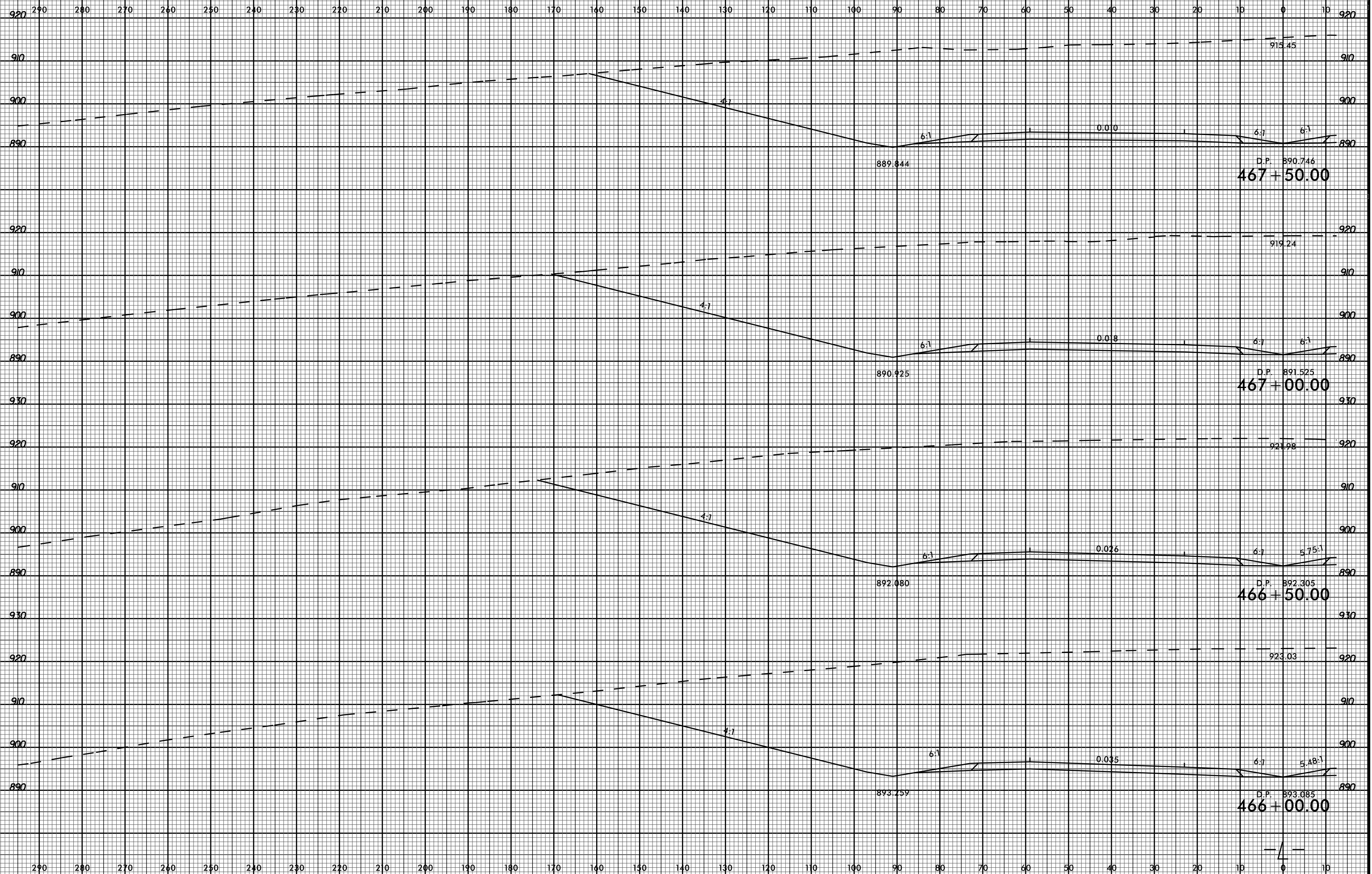


03-JUL-2017 16:00
P:\Projects\XSC\U2579c_r.dwg_xp.l...left.dgn
\$\$\$\$\$SERIAL\$\$\$\$\$

6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-168

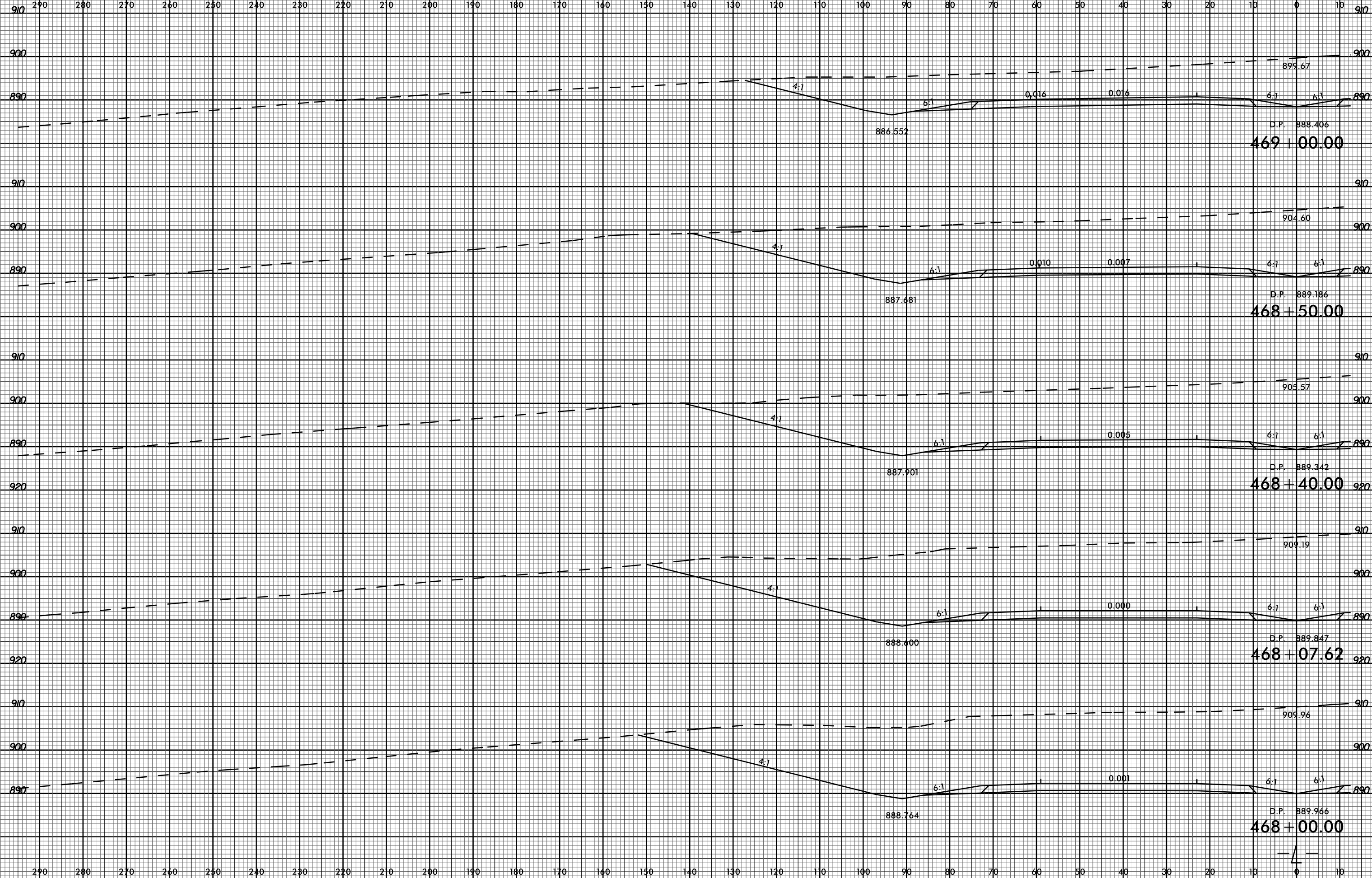


03-JUL-2017 16:00 P:\Projects\XSCY\U2579c_rdy_xp_1_1_1_1.dgn

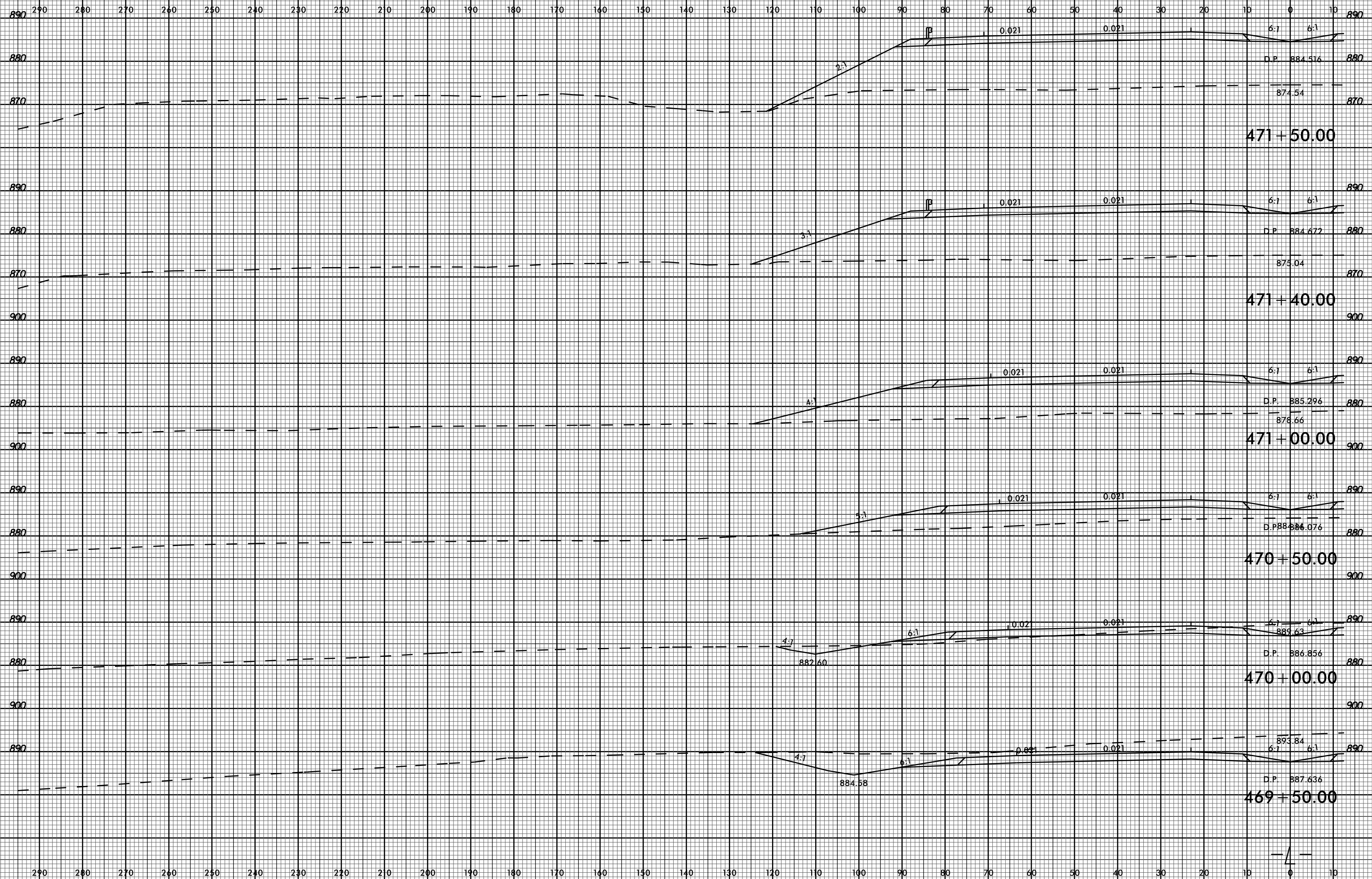
6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-169



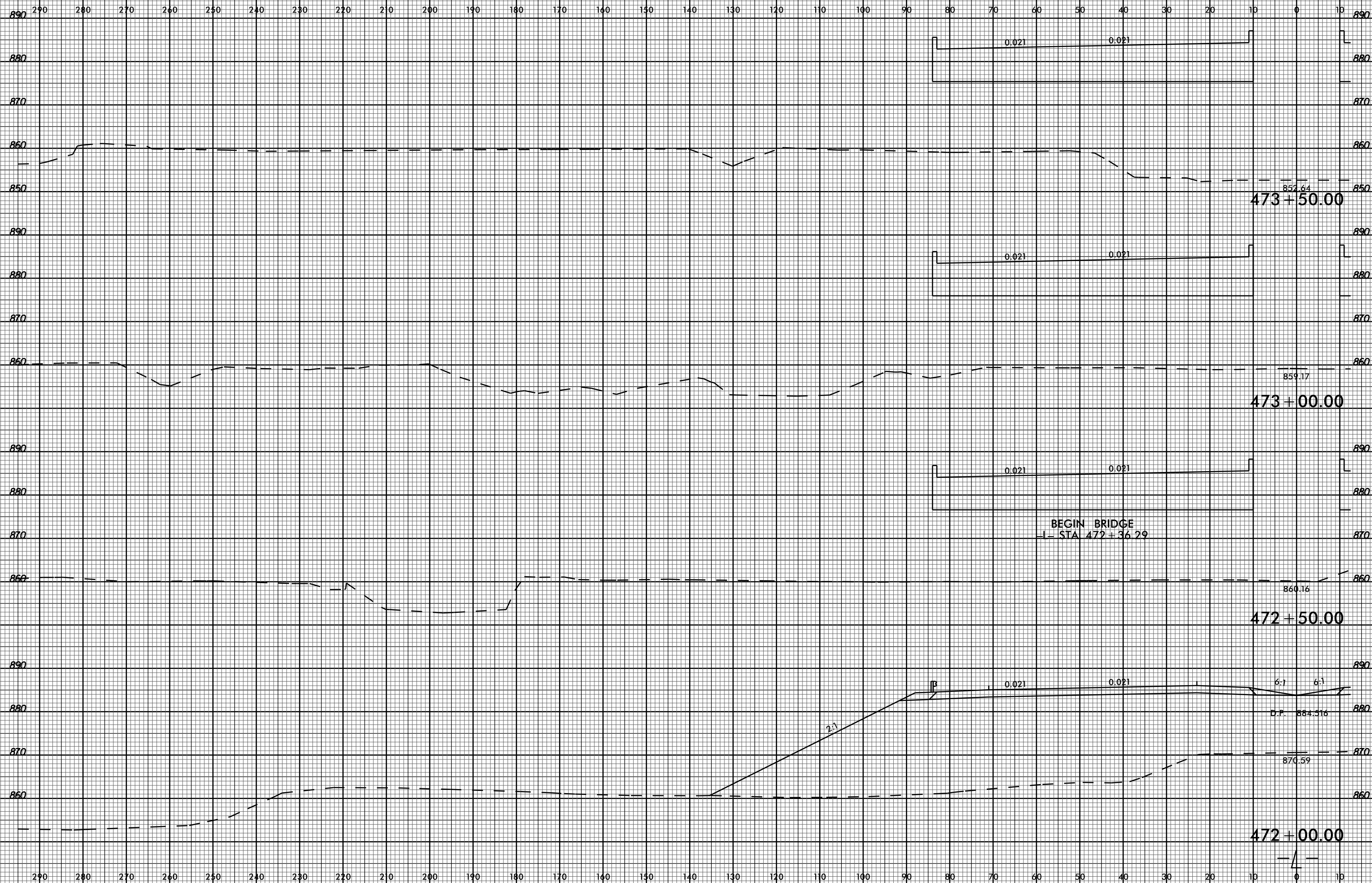
03-JUL-2017 16:00 P:\Projects\XSCY\U2579c_rdy_xp_1_1_left.dgn



6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-171



852.64
473+50.00

859.17
473+00.00

860.16
472+50.00

870.59
472+00.00

BEGIN BRIDGE
+ STA 472+36.29

2:1

0.021

0.021

6:1

6:1

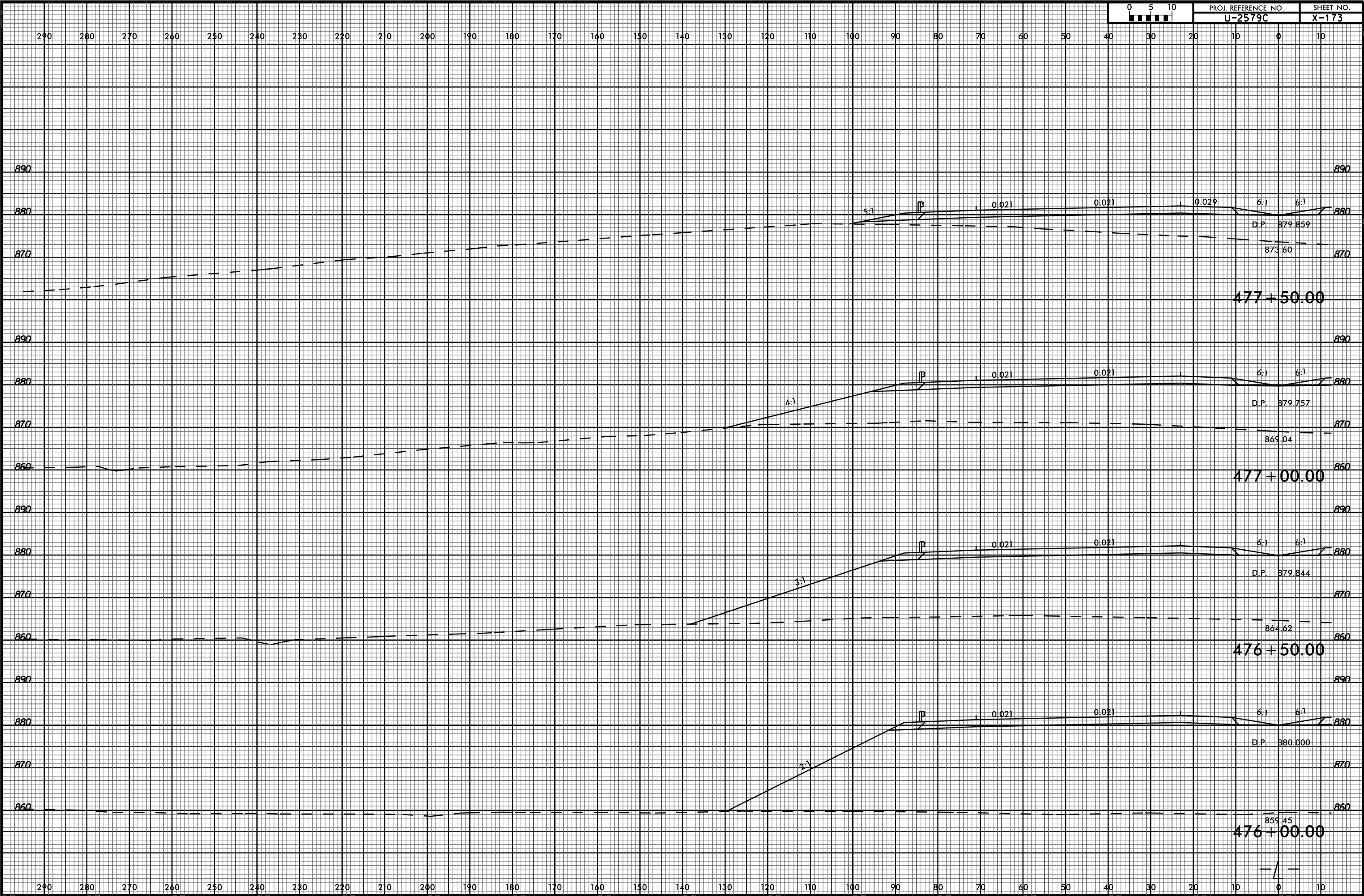
D.P. 864.316

03-JUL-2017 16:00
P:\Projects\XSC\U2579c_rdy_xp_1_1.lef.dgn
\$\$\$\$\$SERIAL\$\$\$\$\$

6/23/16



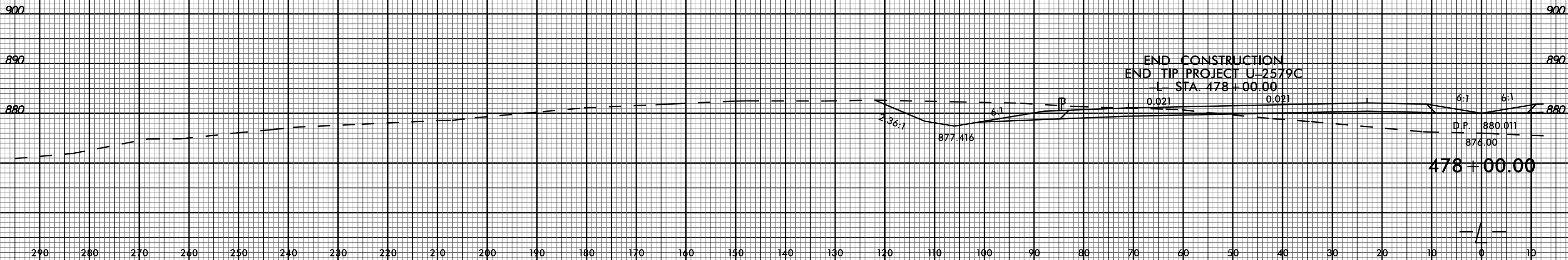
PROJ. REFERENCE NO. U-2579C SHEET NO. X-173

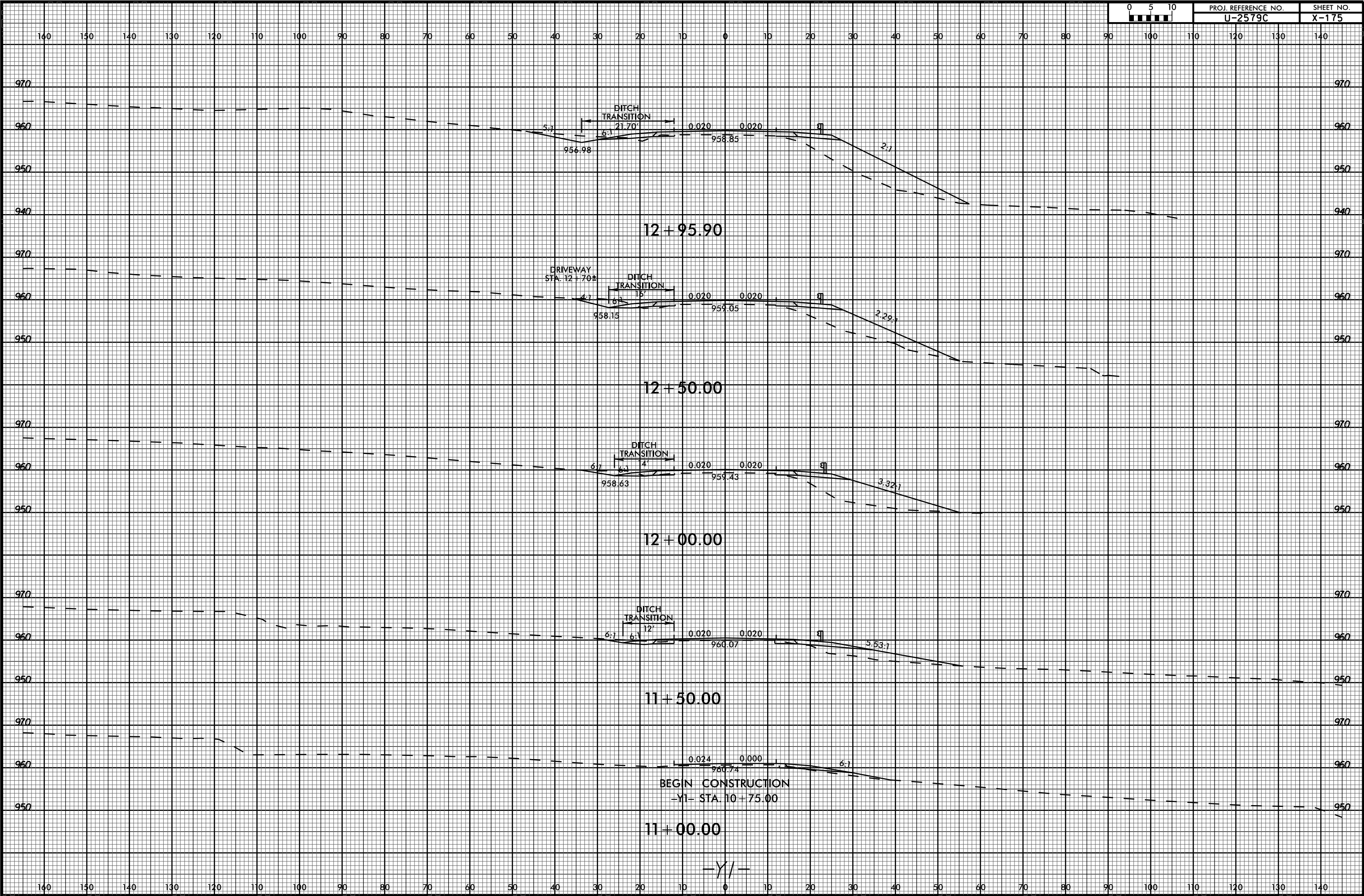


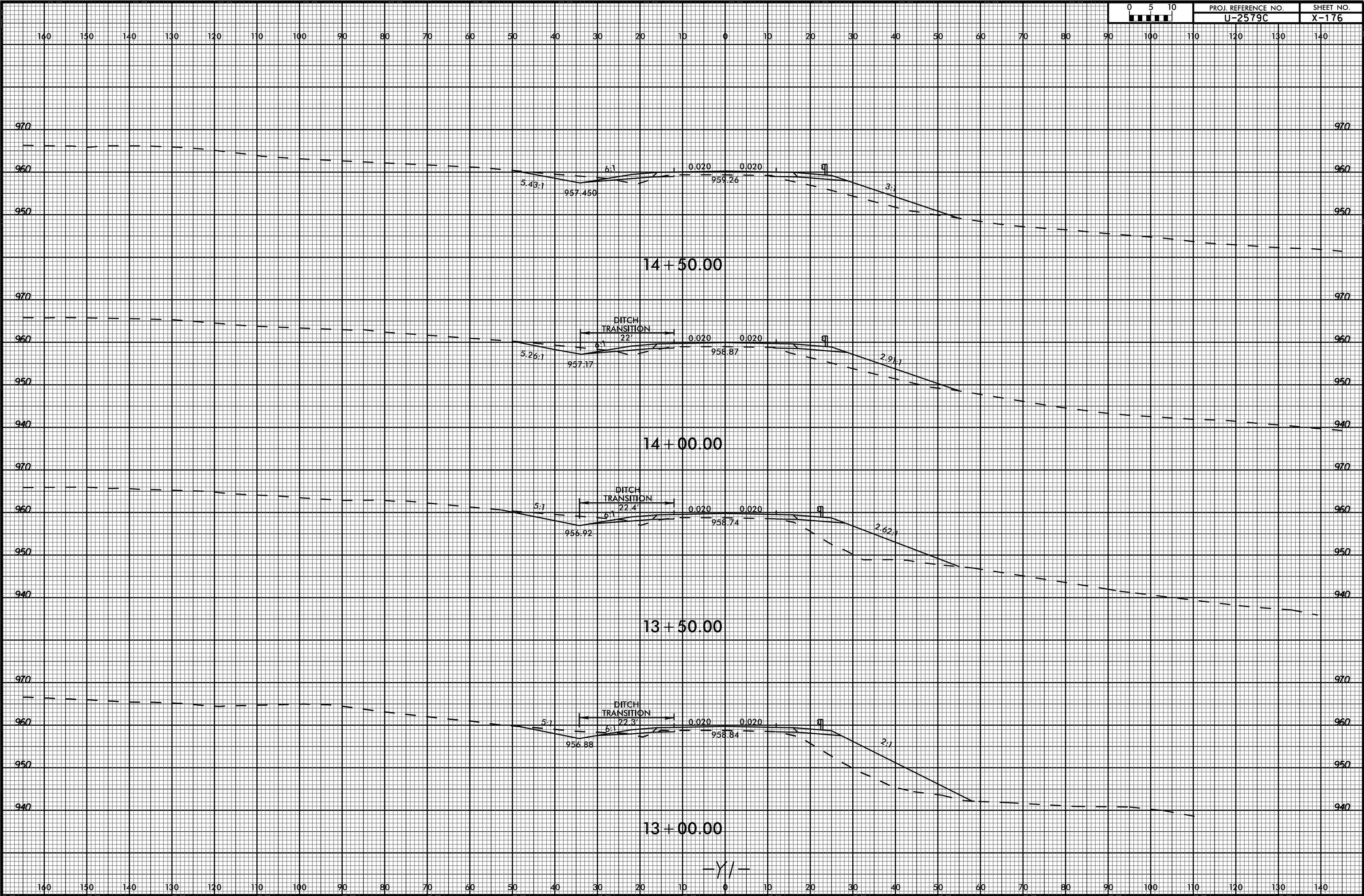
03-JUL-2017 16:00 P:\Projects\XSC\U2579c_rdy_xp\1_1_1\left.dgn

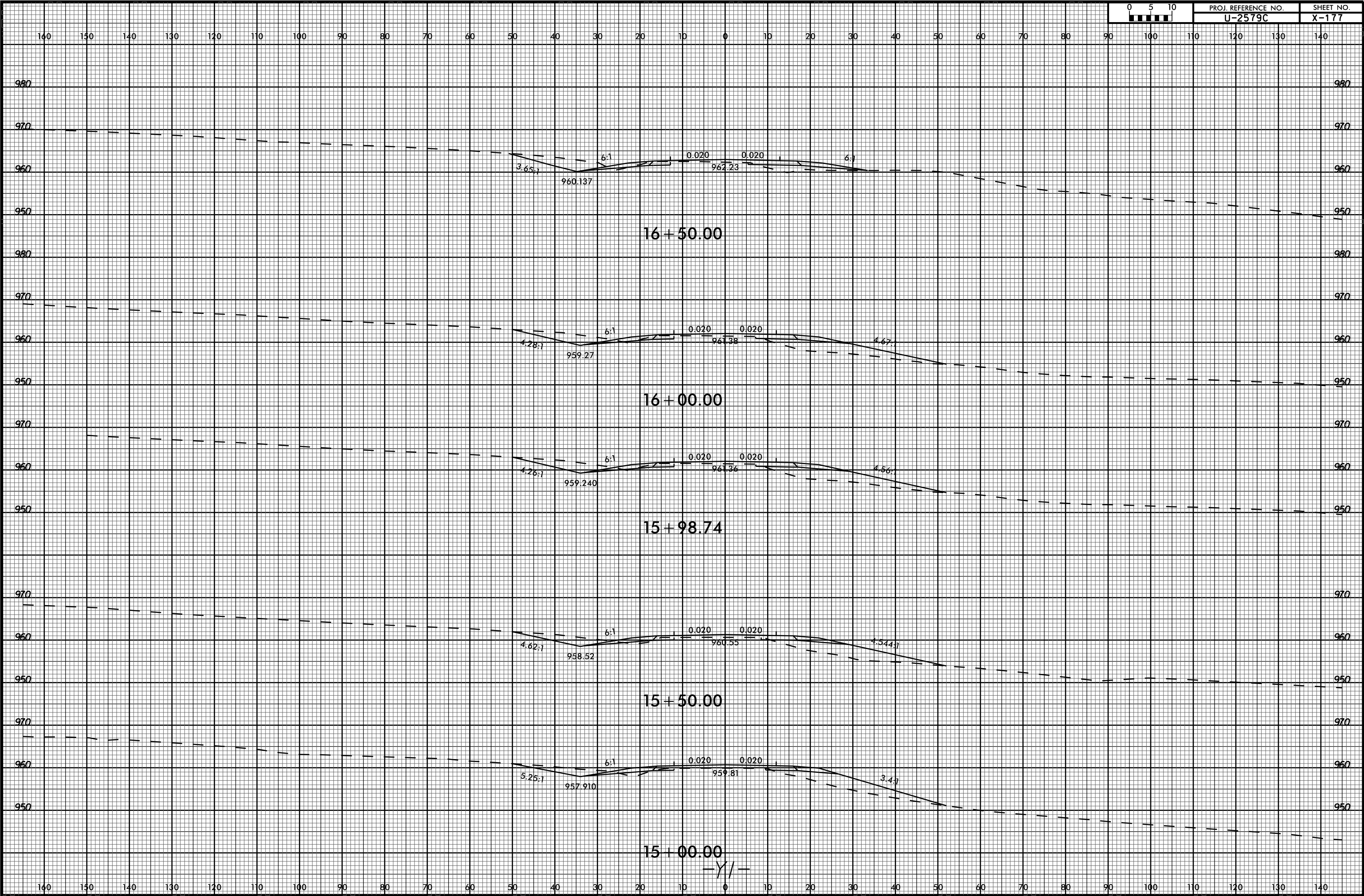


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10





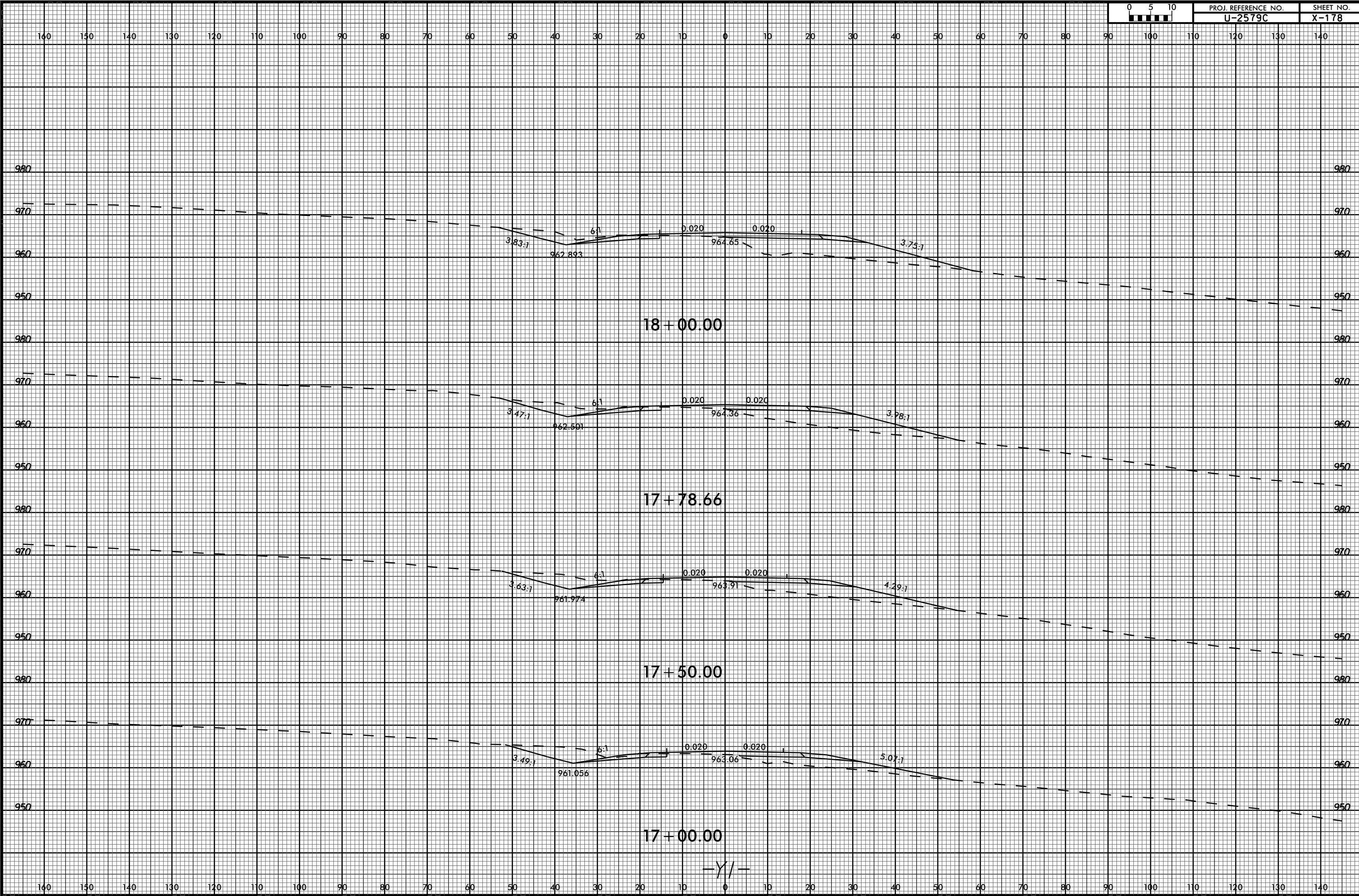




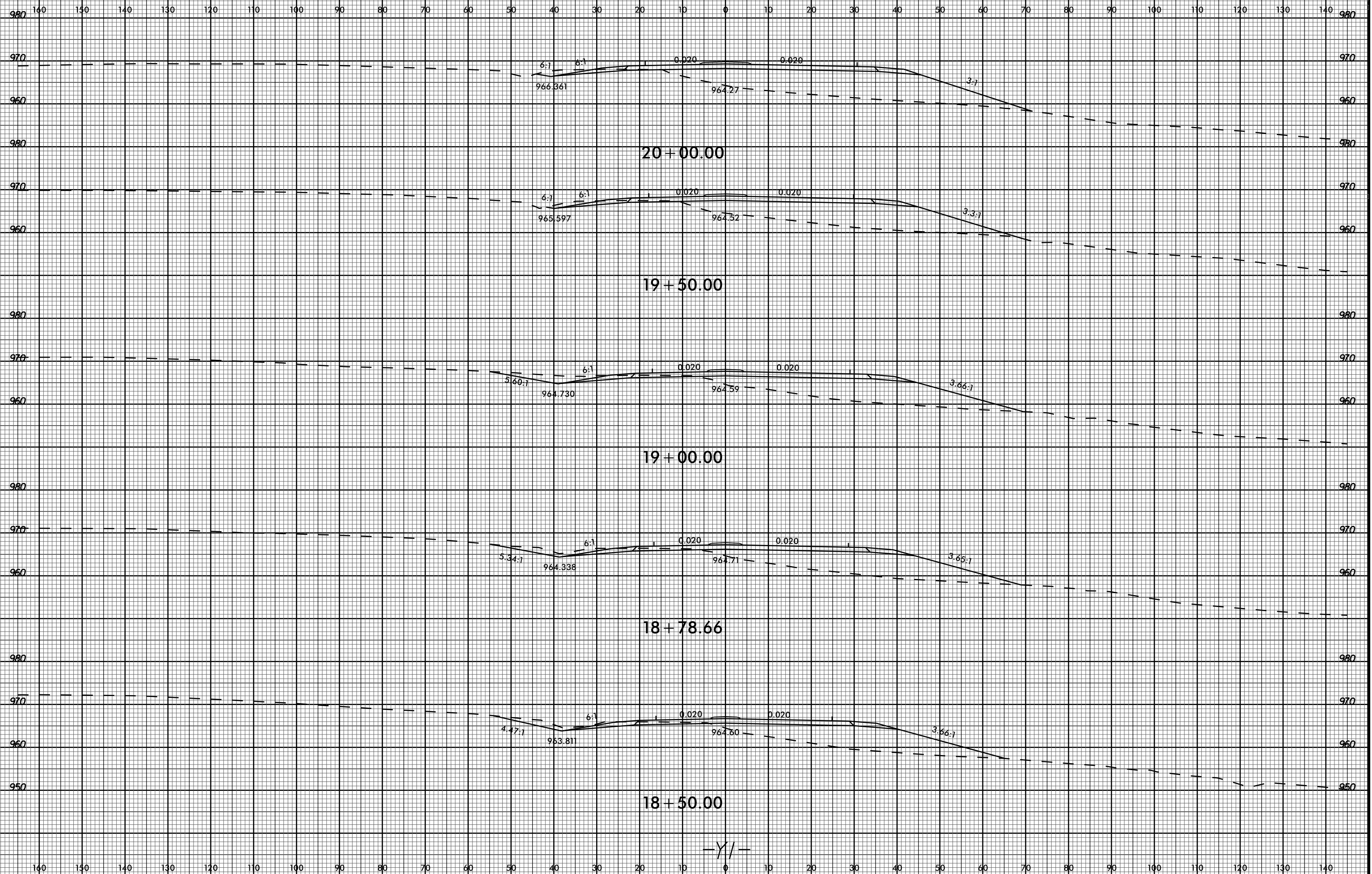
6/23/16

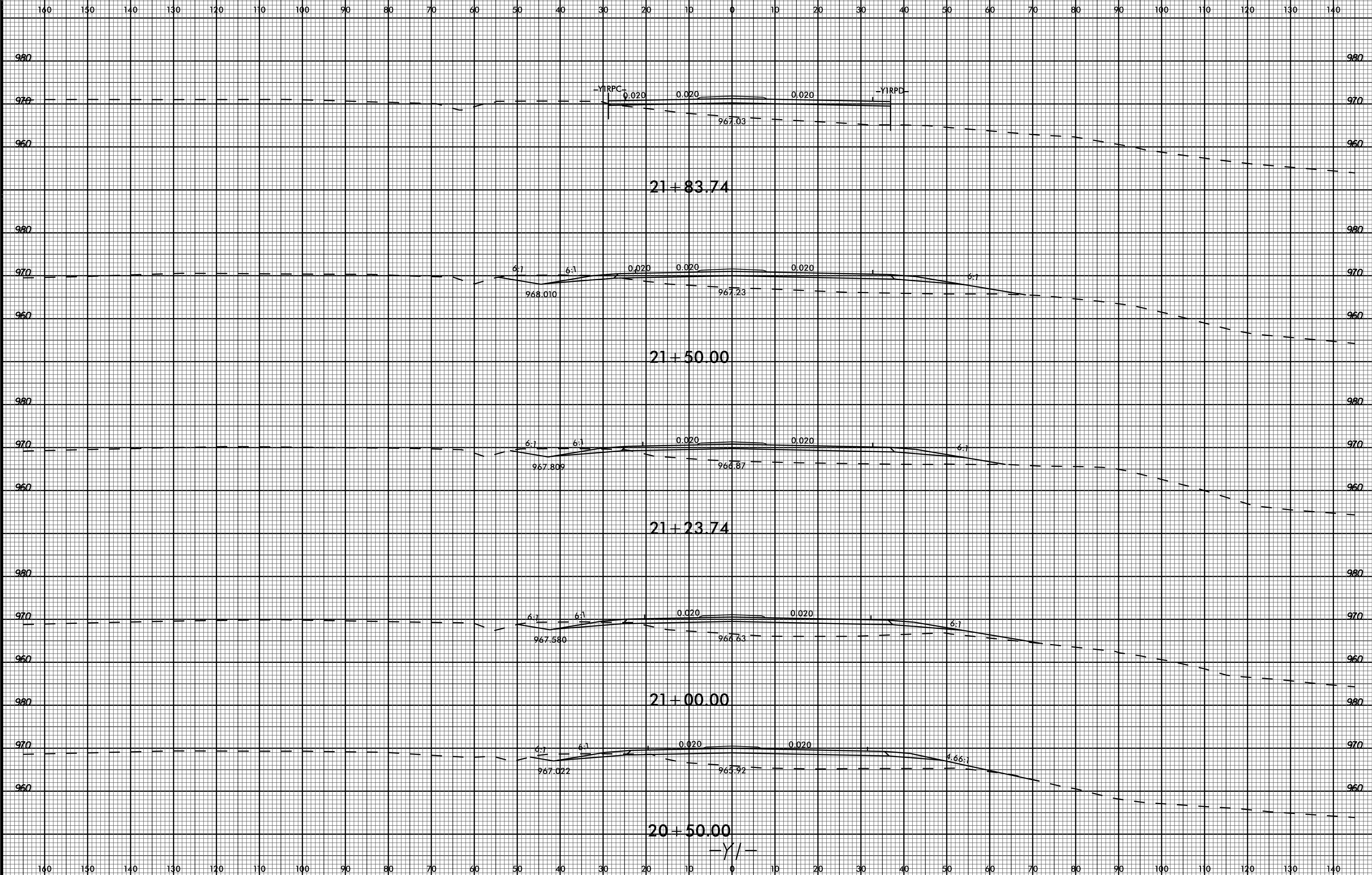


PROJ. REFERENCE NO.	SHEET NO.
U-2579C	X-178



03-JUL-2017 16:00
P:\Projects\XSC\U2579c_rdy_xpl_1.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

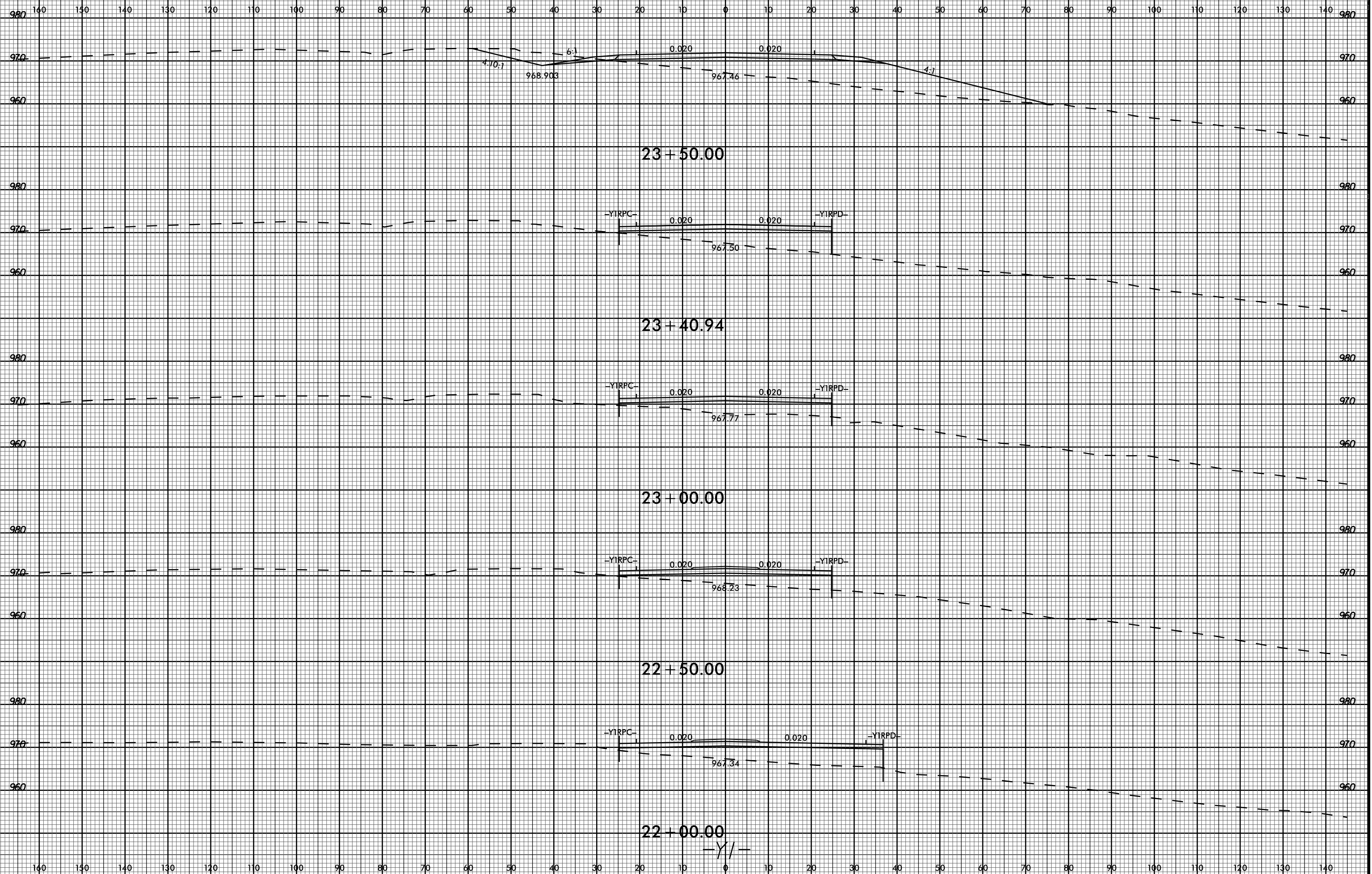




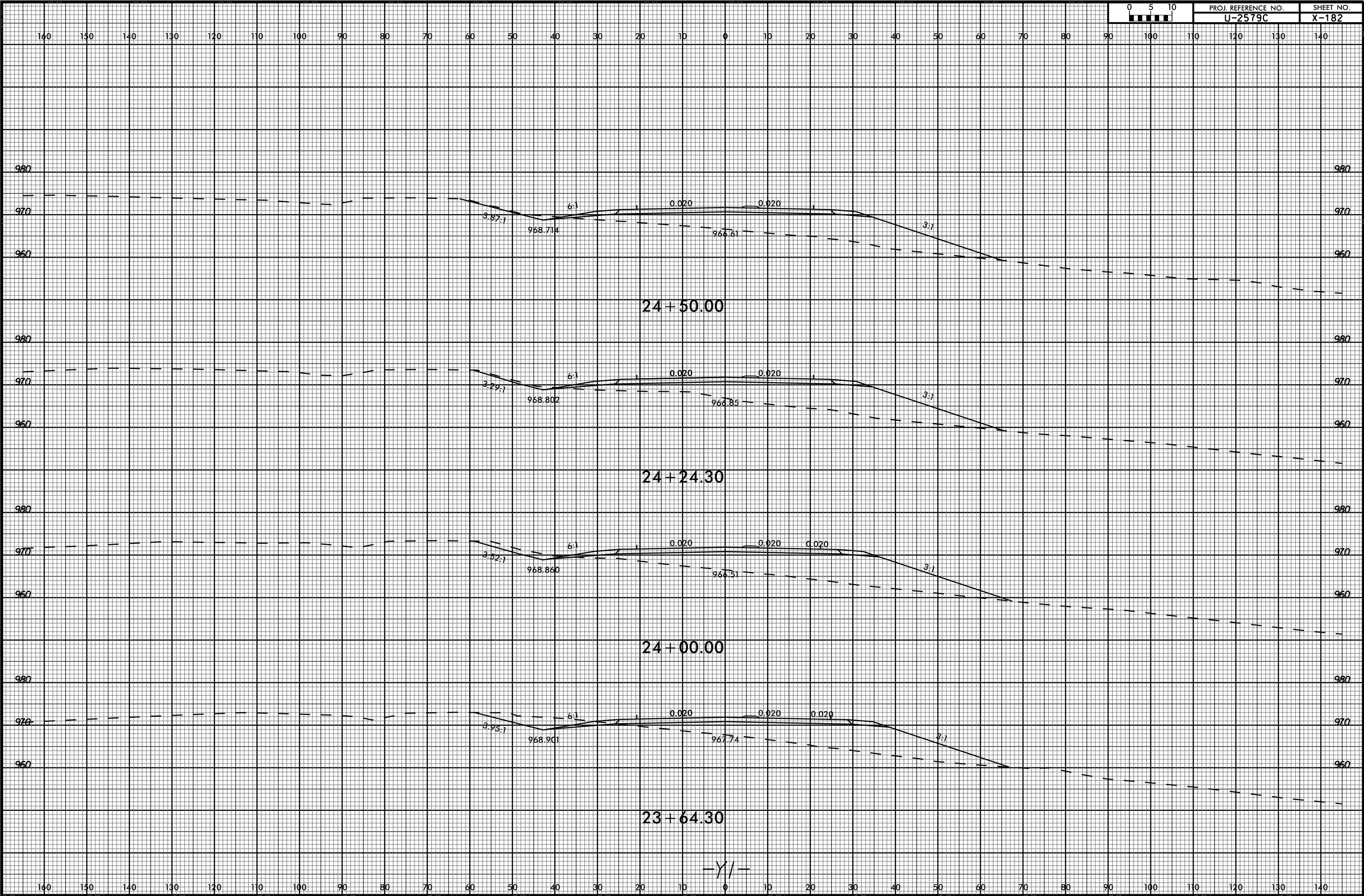
6/23/16

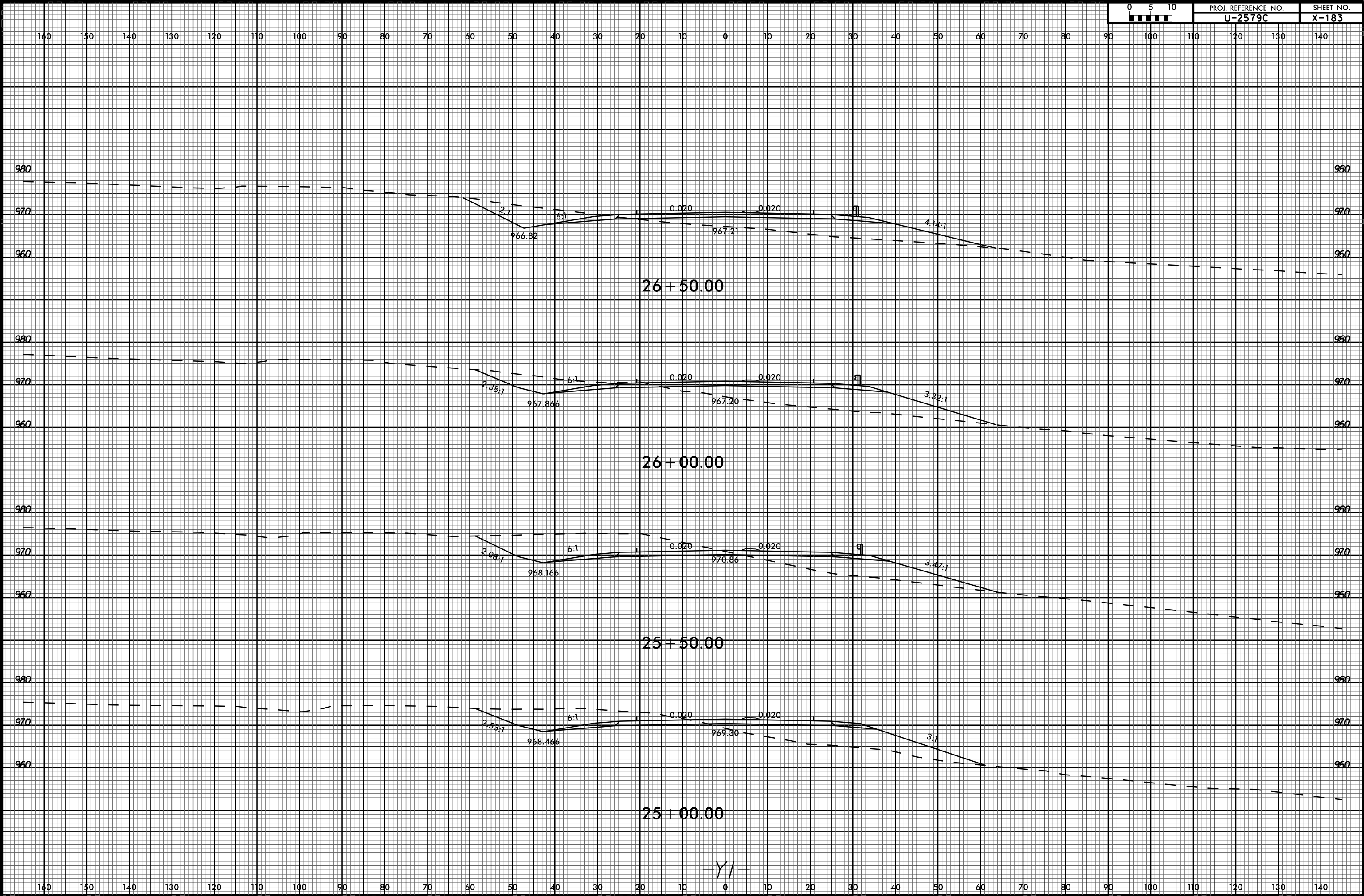


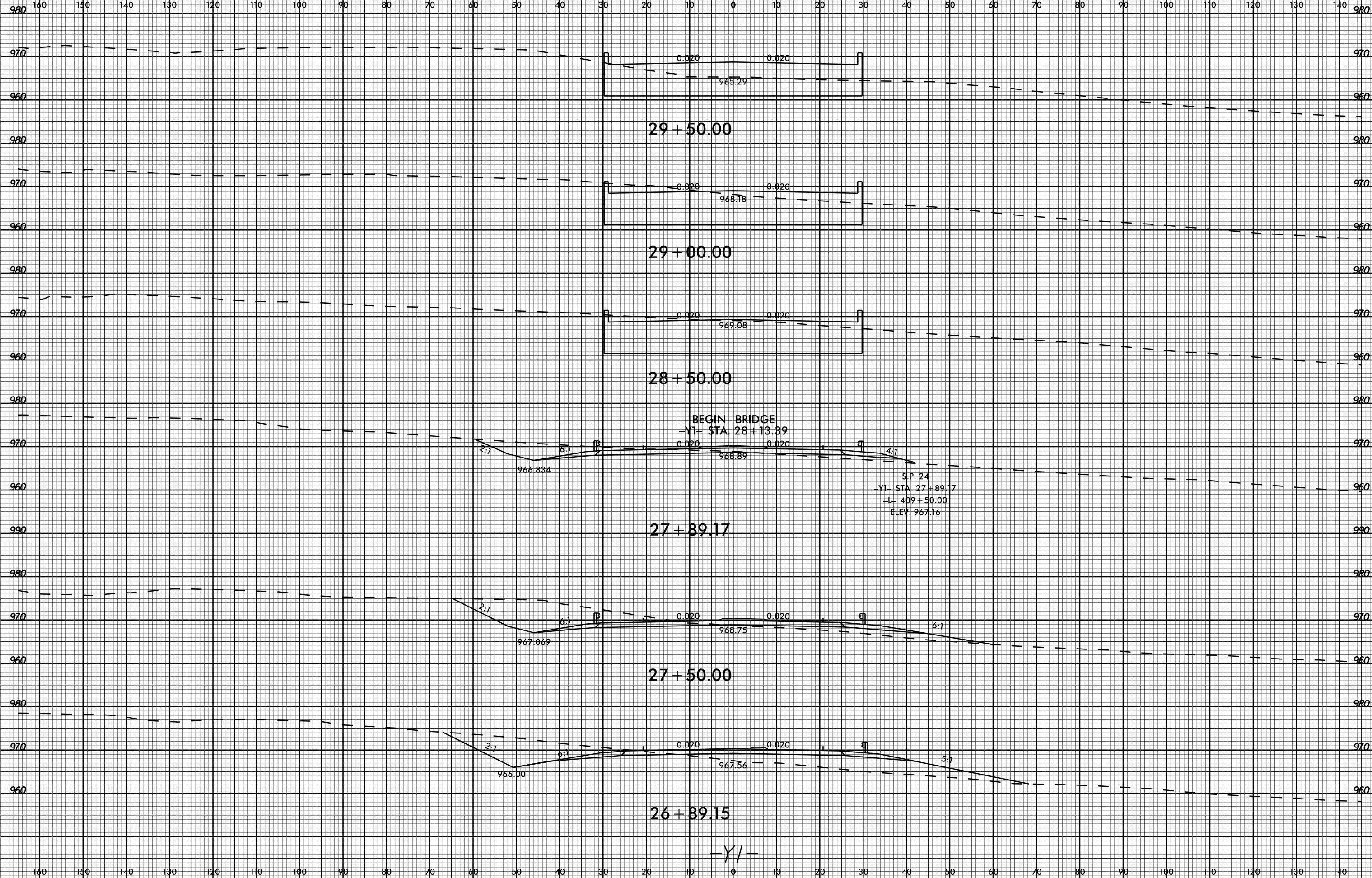
PROJ. REFERENCE NO. U-2579C SHEET NO. X-181

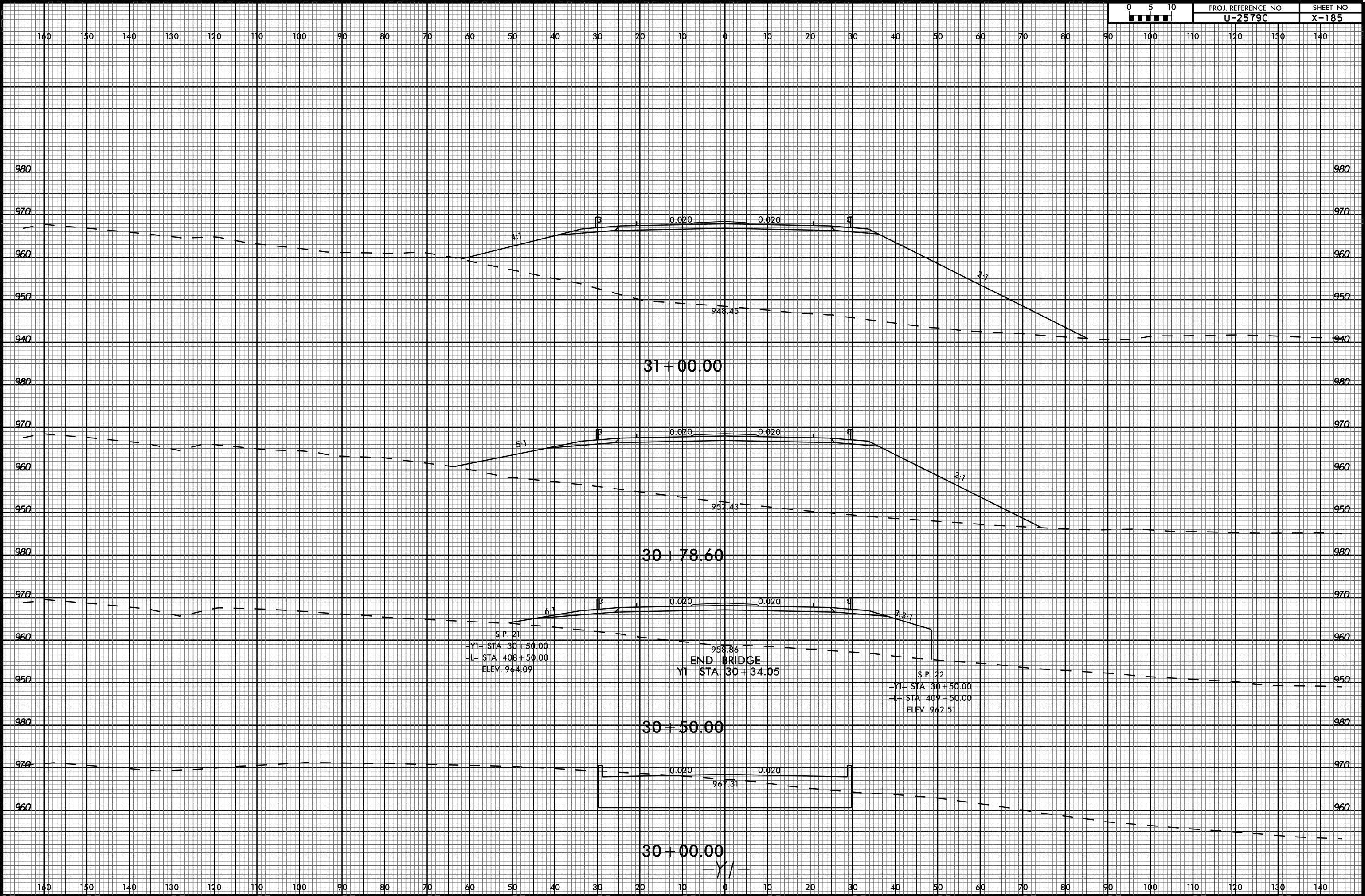


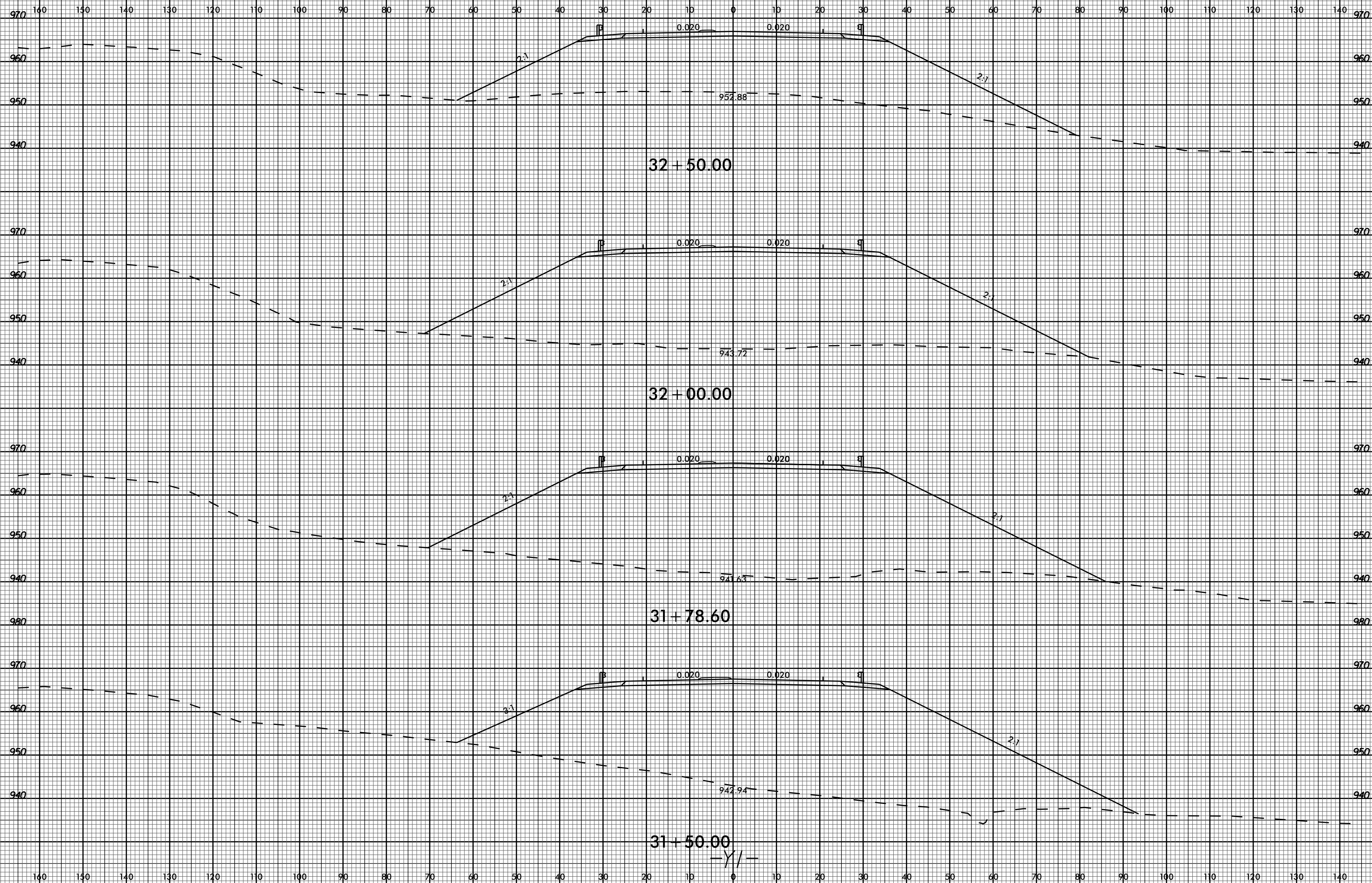
03-JUL-2017 16:00
P:\Projects\XSC\U2579c_rdy_xpl_1.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

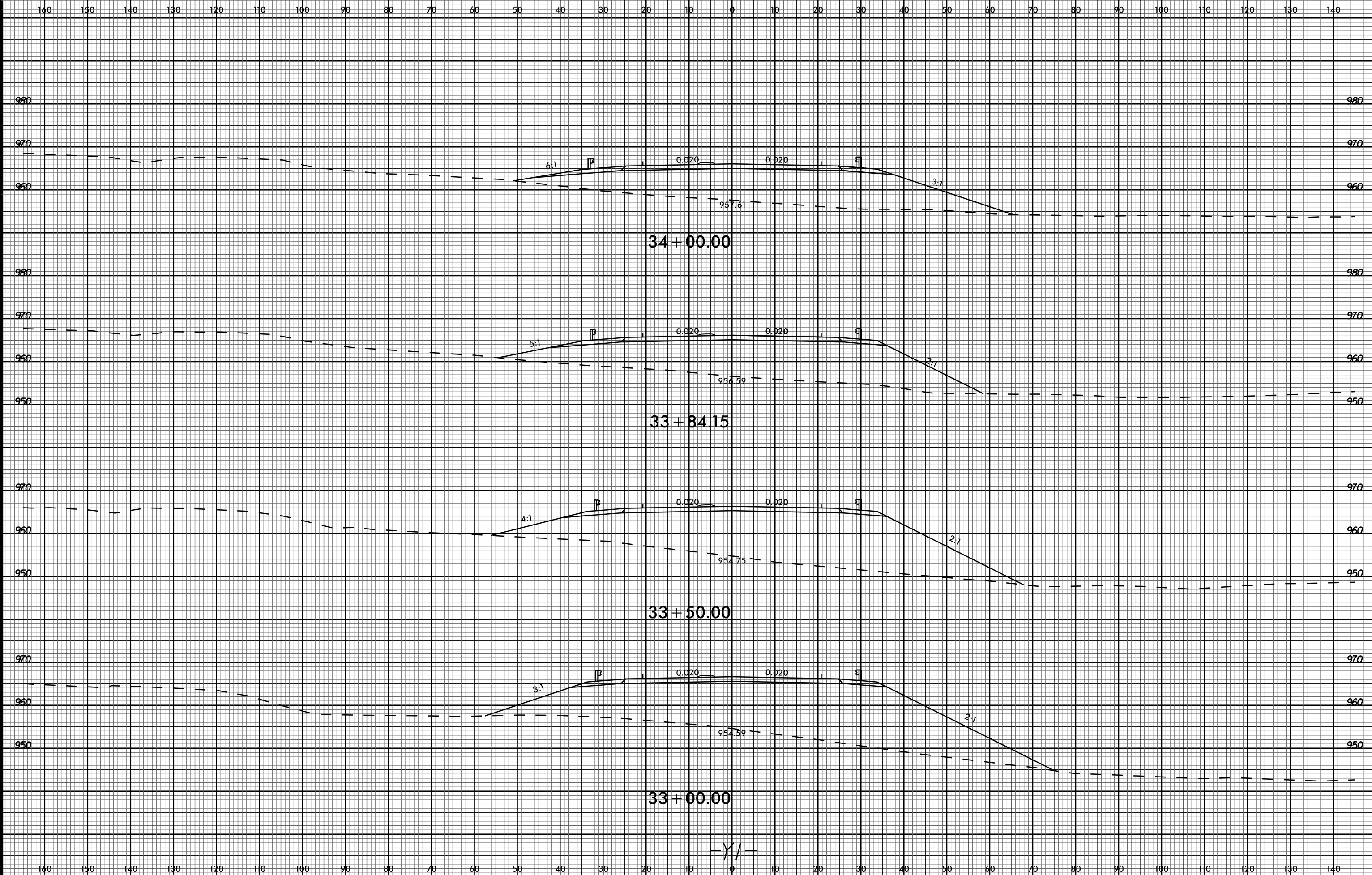








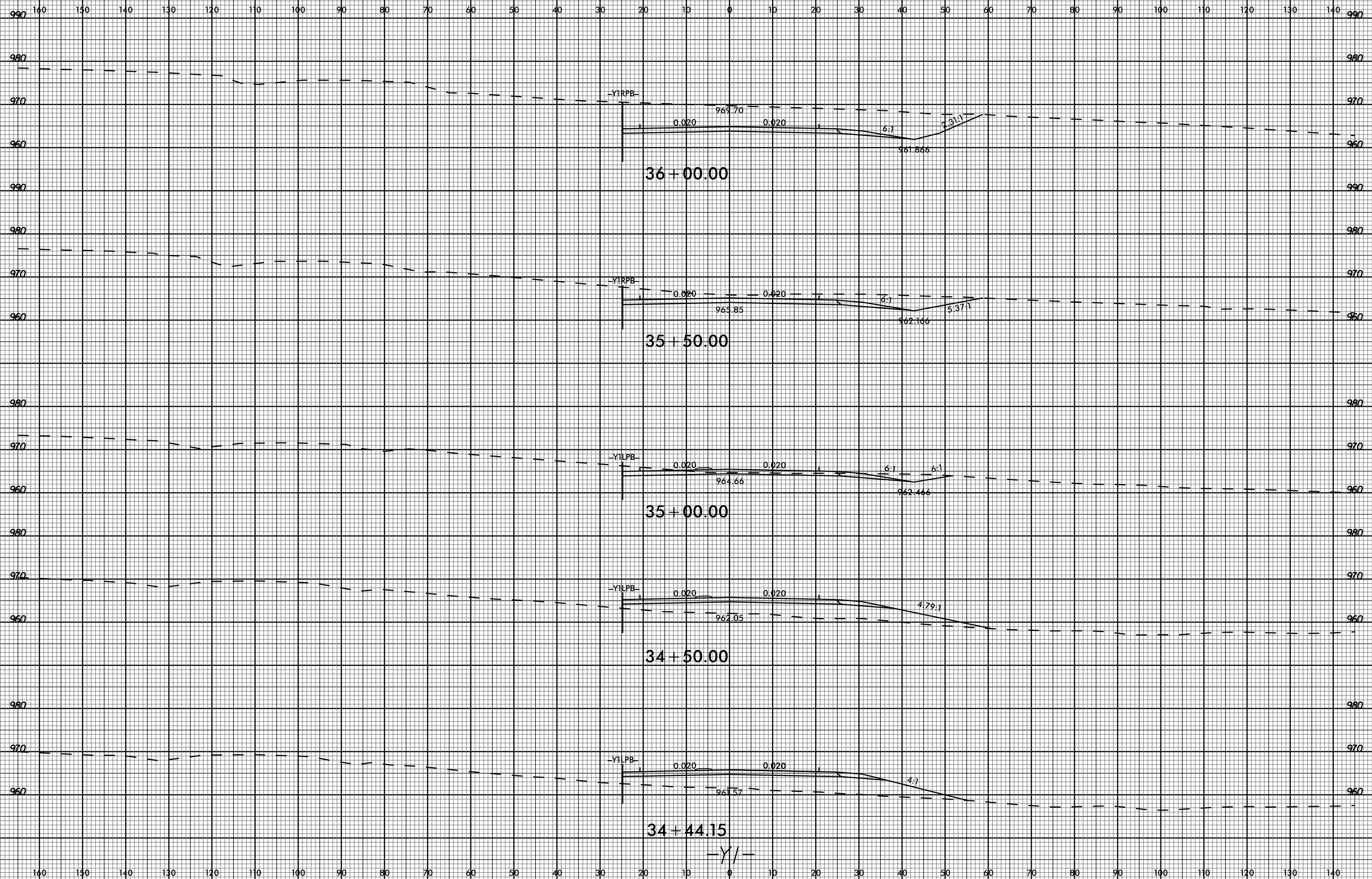




6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-188



03-JUL-2017 16:00 P:\Projects\XSC\U2579c_rdy_xp_1.dgn

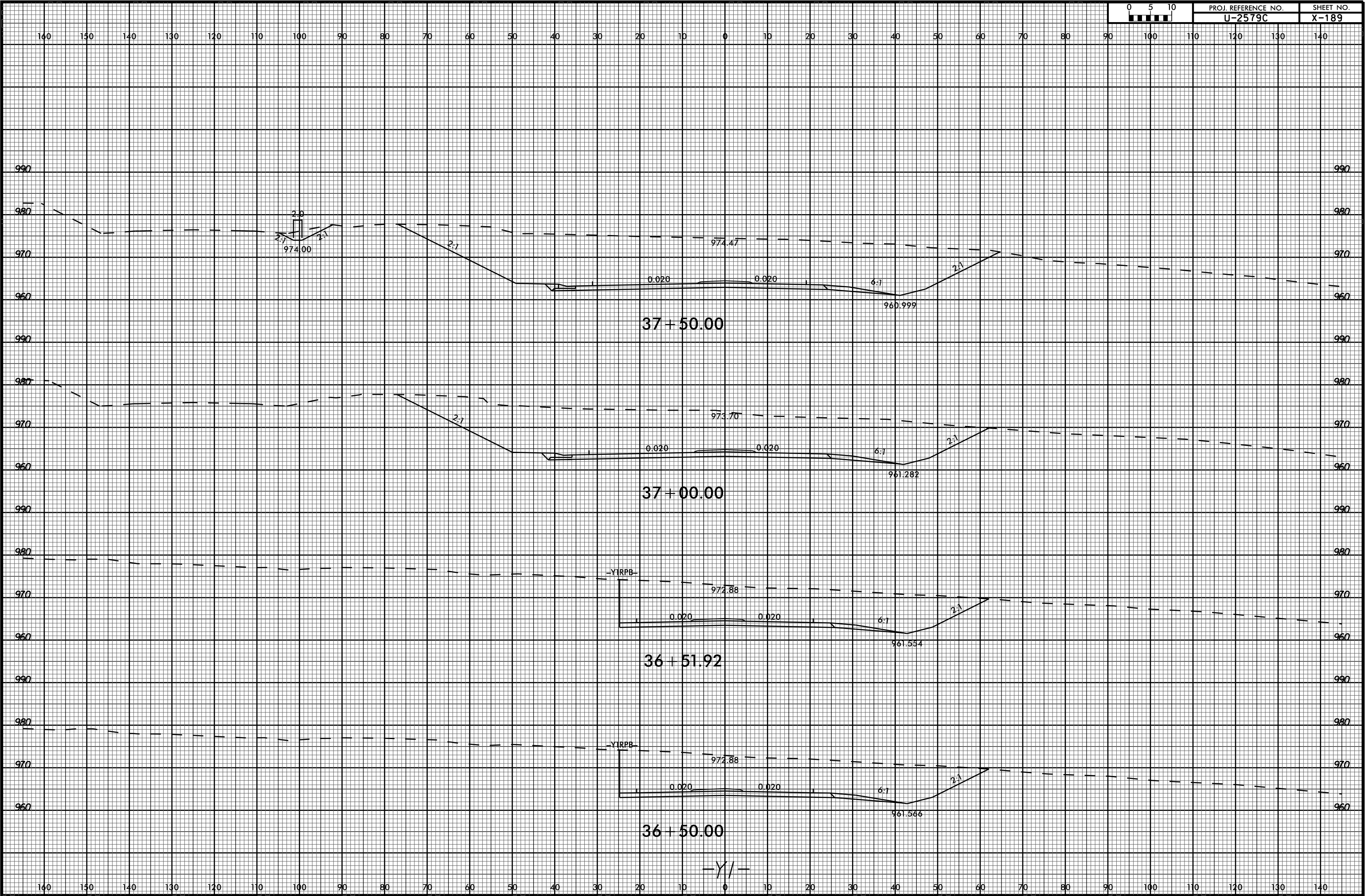
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

6/23/16

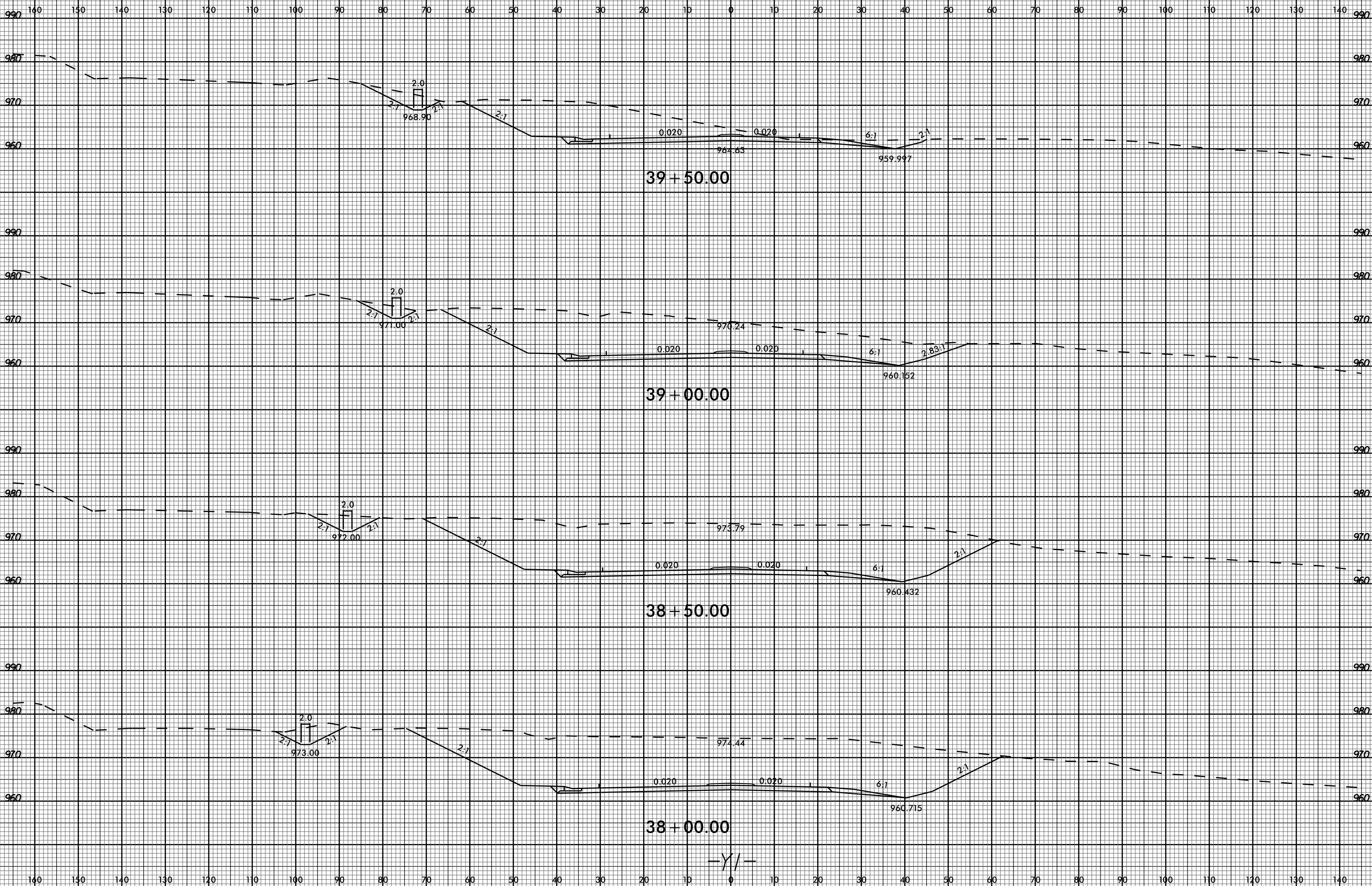


PROJ. REFERENCE NO.
U-2579C

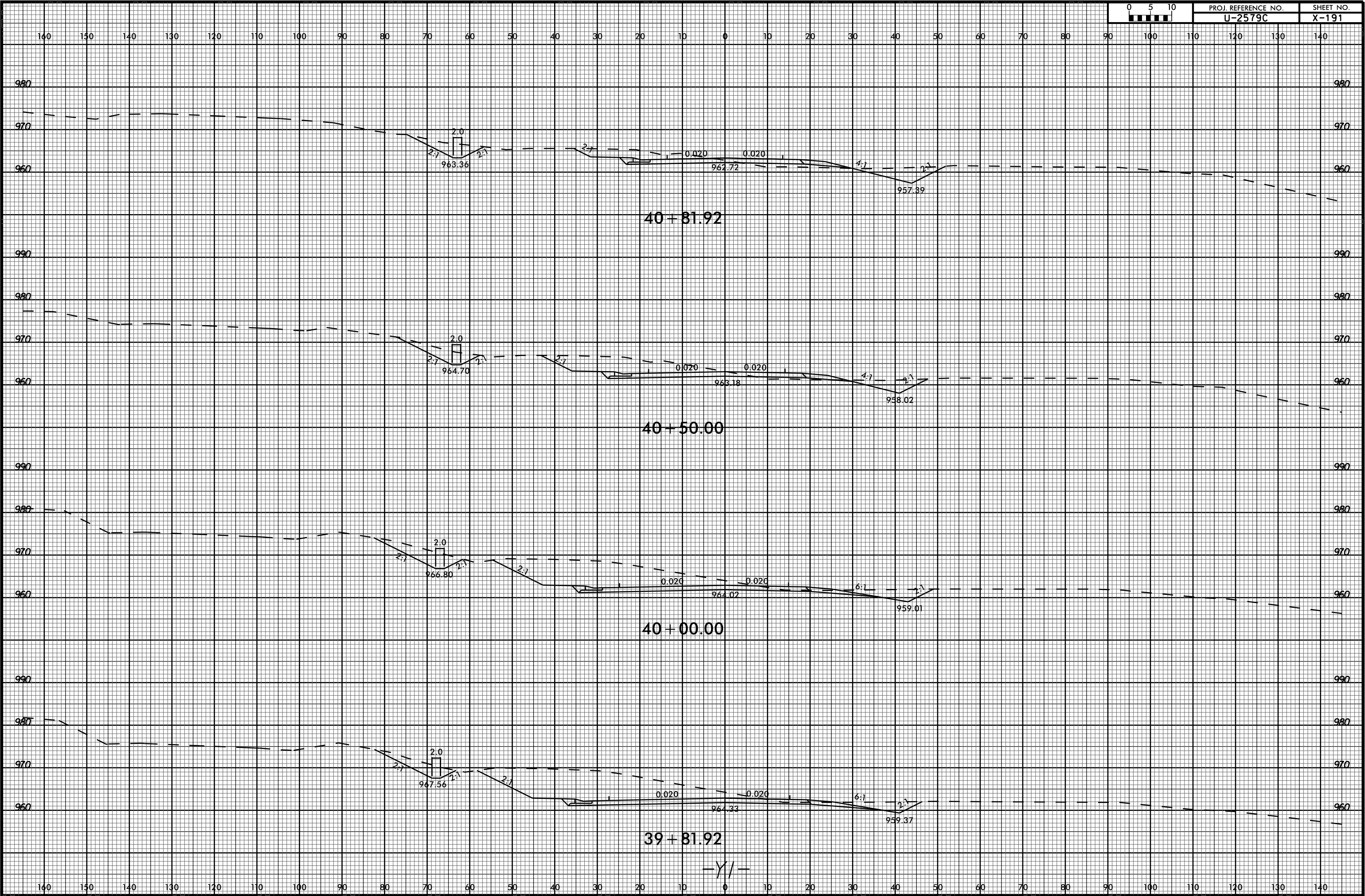
SHEET NO.
X-189

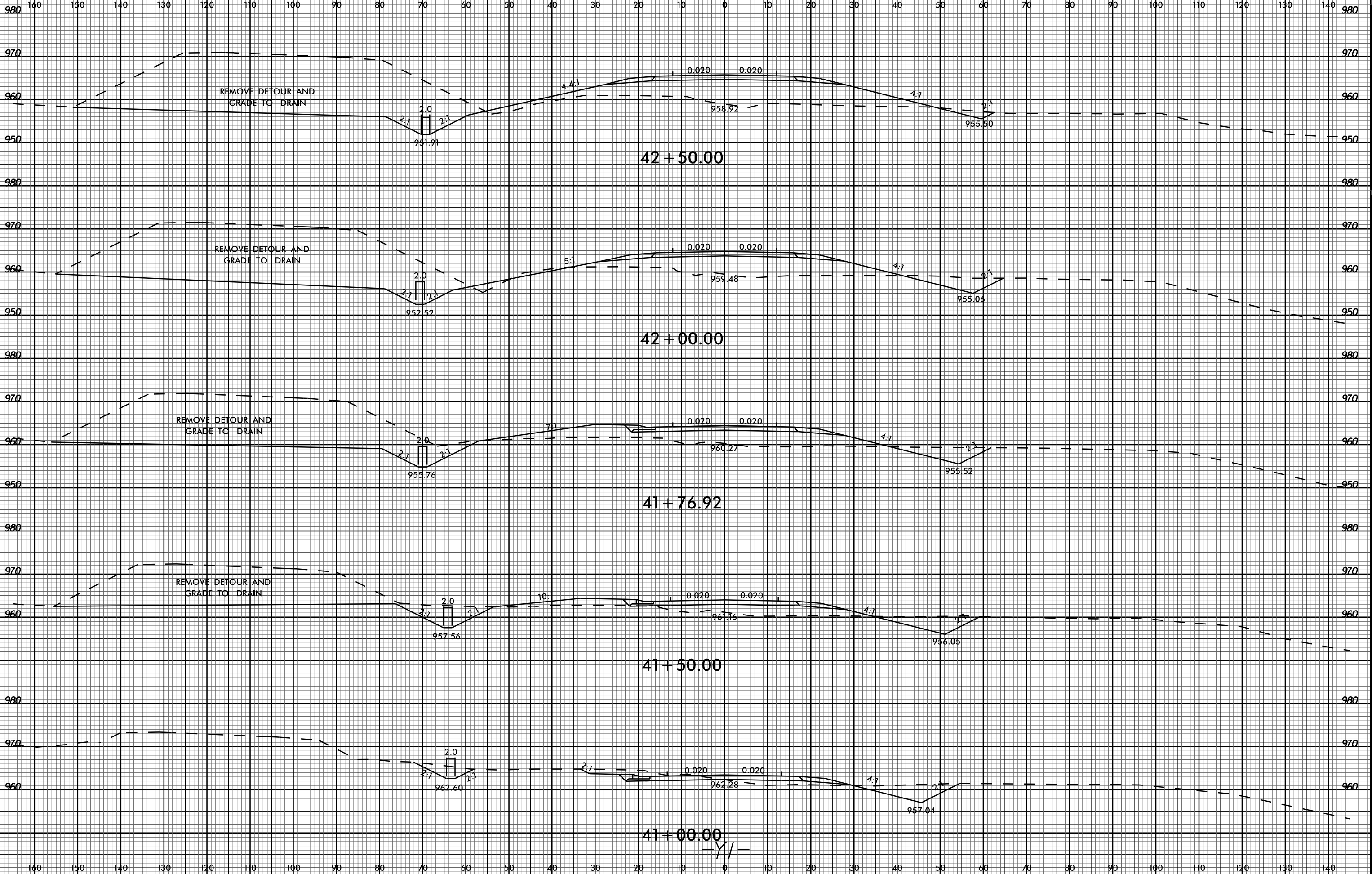


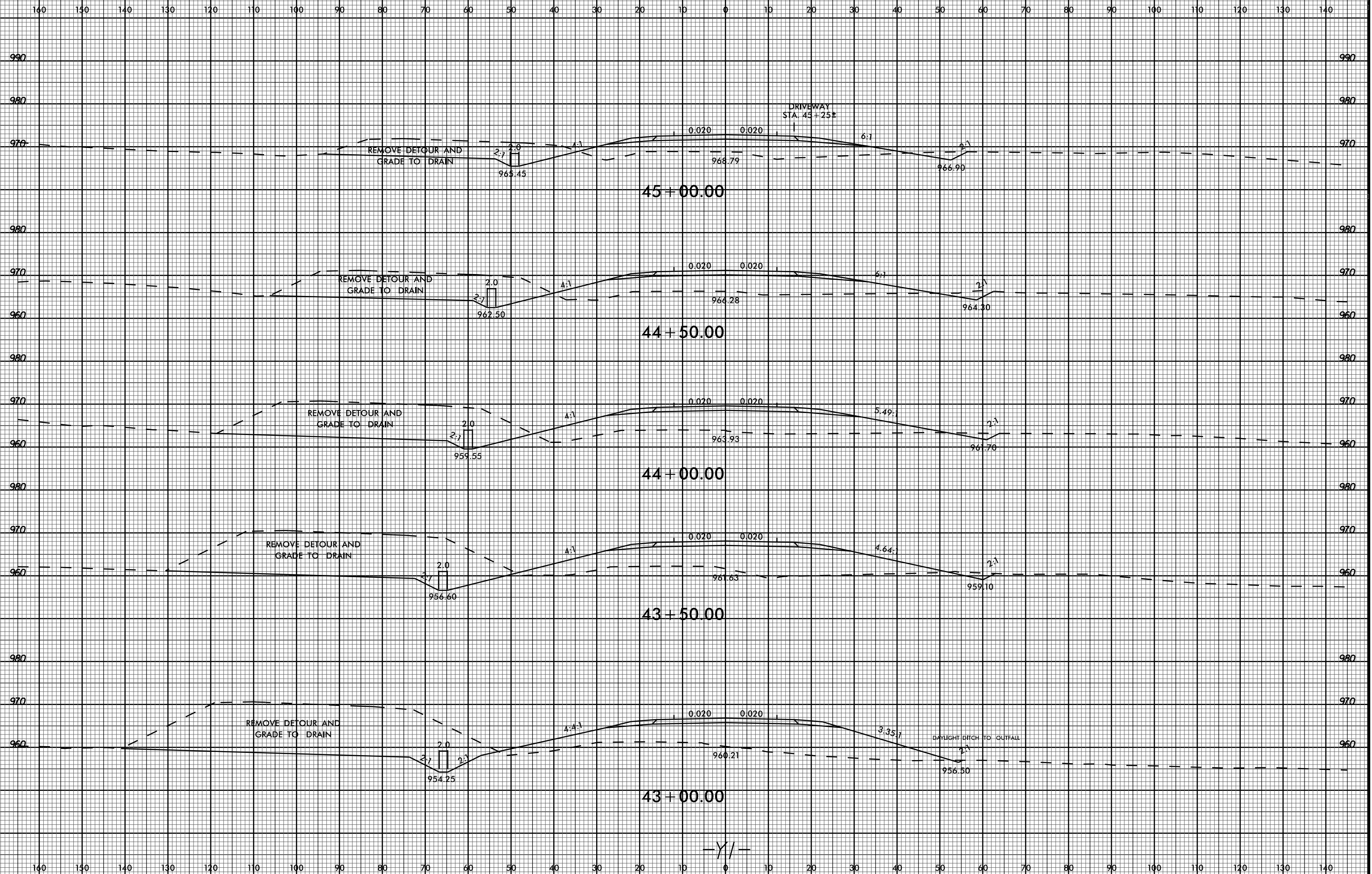
03-JUL-2017 16:00
P:\Roadway\XSC\U2579c_rdy_xpl_1.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



03-JUL-2017 16:00
P:\Projects\XSC\U2579c_rdy_xpl_1.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$







03-JUL-2017 16:00
P:\Projects\XSC\U2579c_rdy_xp_1.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

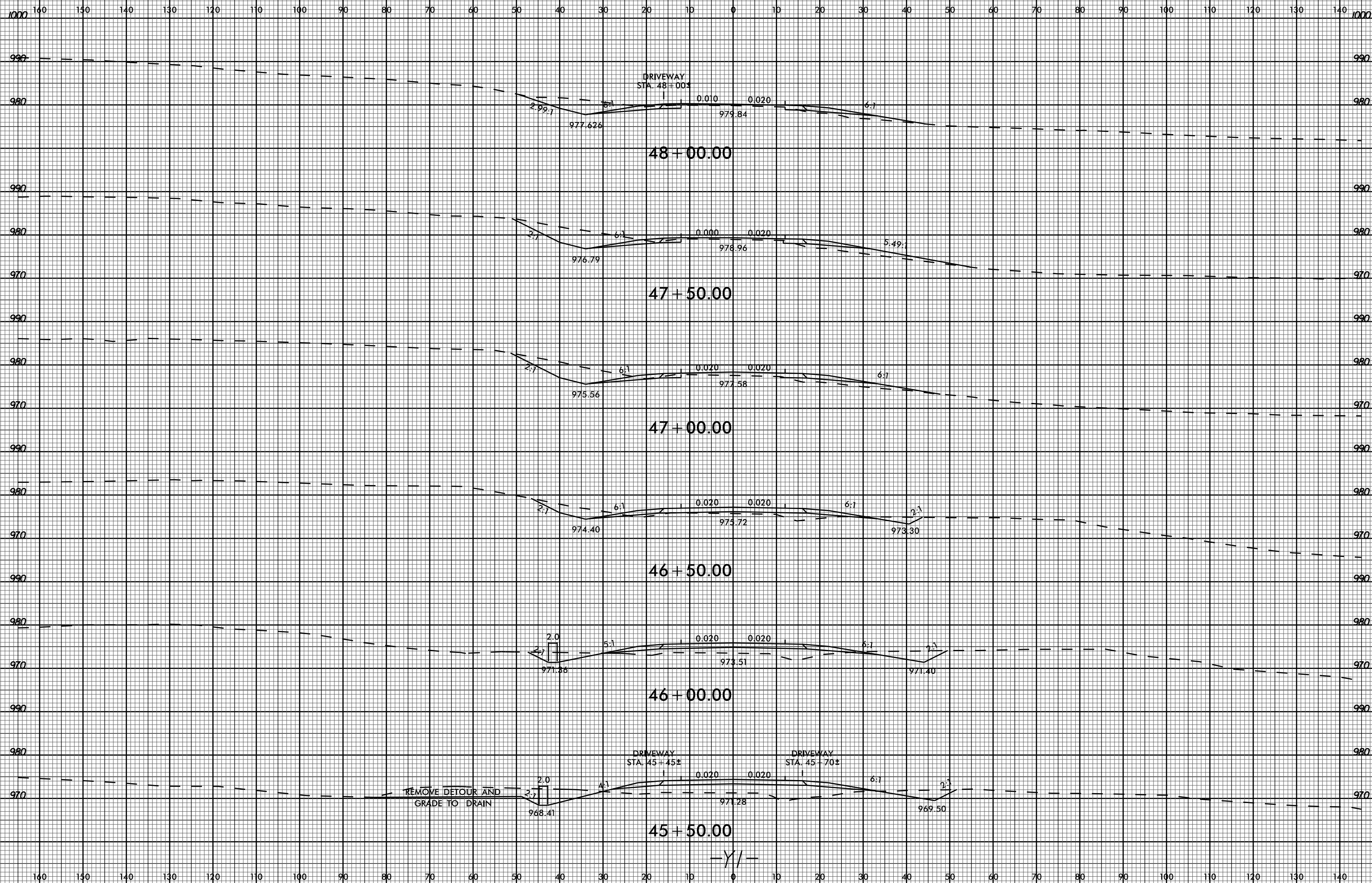
-Y/-

6/23/16



PROJ. REFERENCE NO.
U-2579C

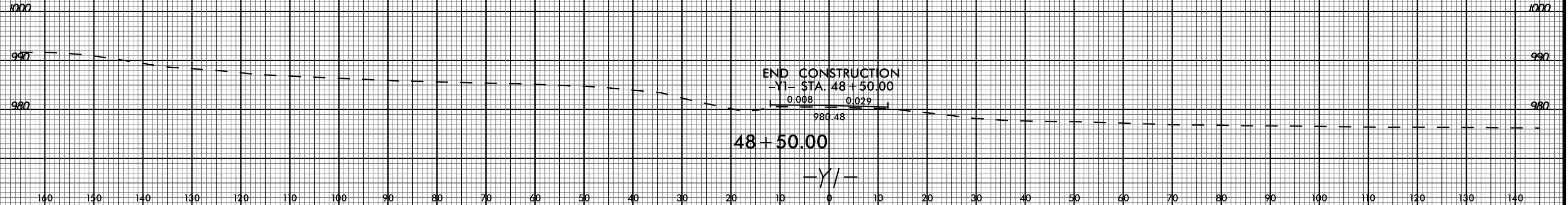
SHEET NO.
X-194

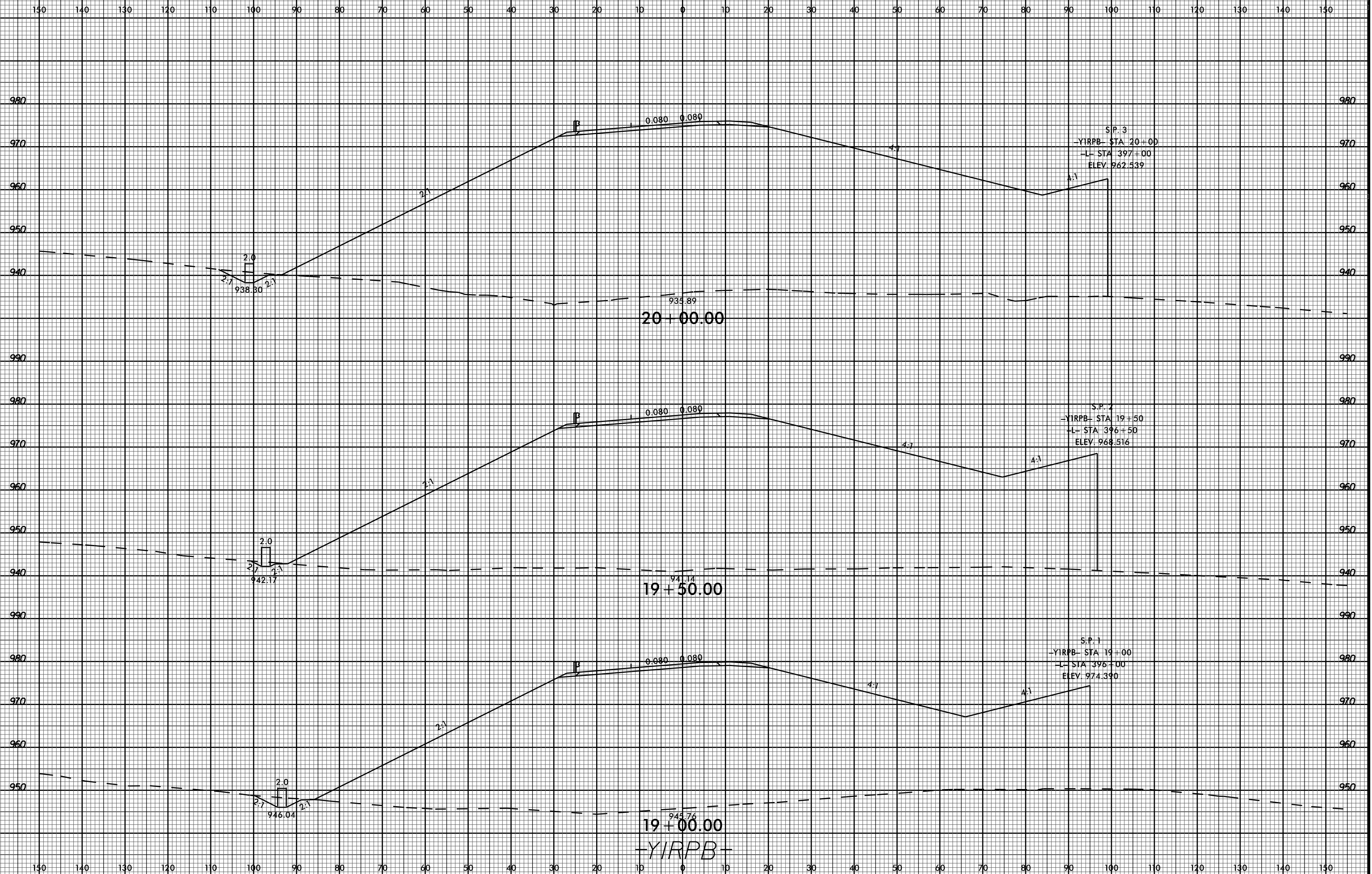


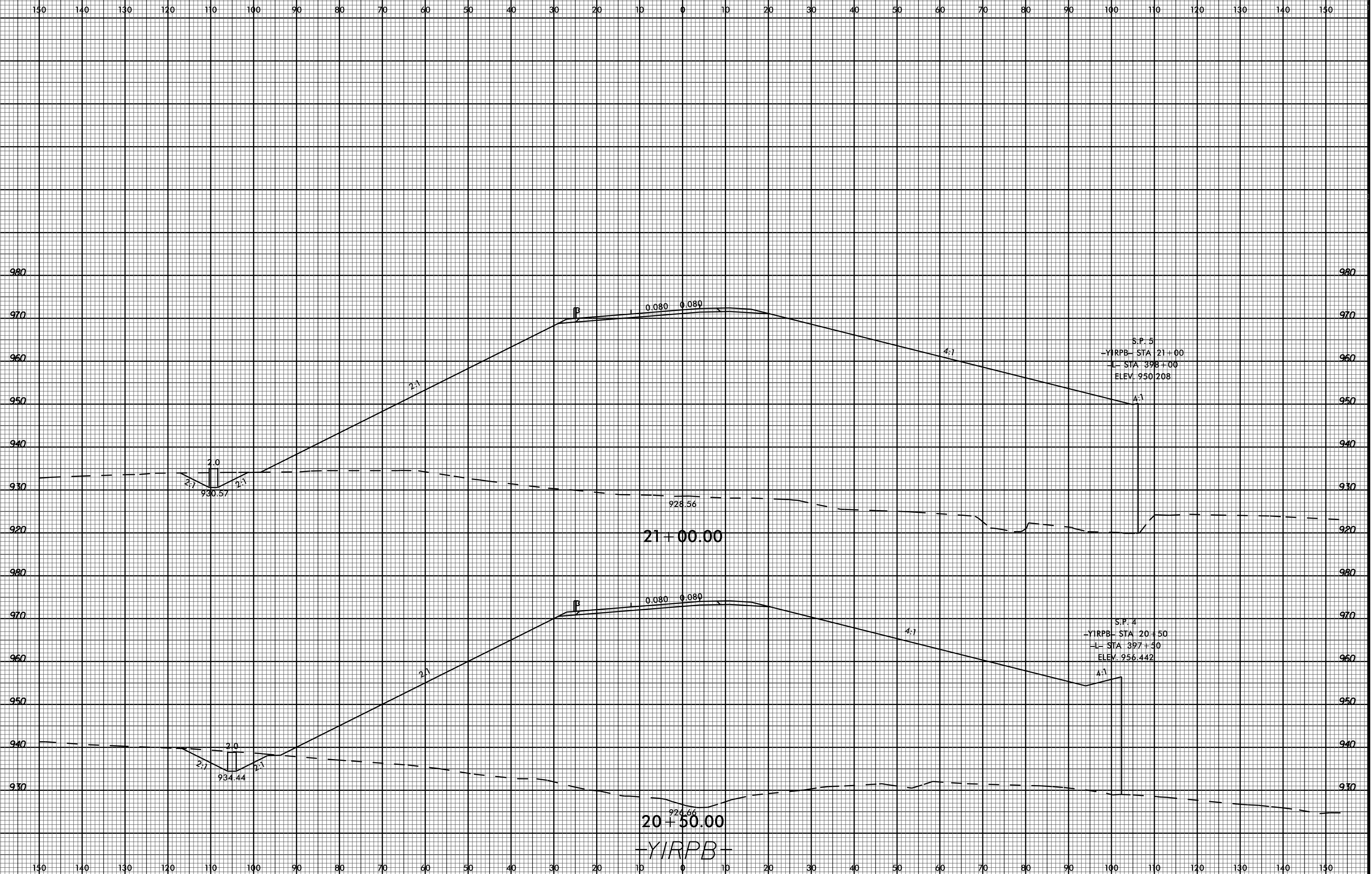
03-JUL-2017 16:00
P:\Projects\XSC\U2579c_rdg_xpl_1.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

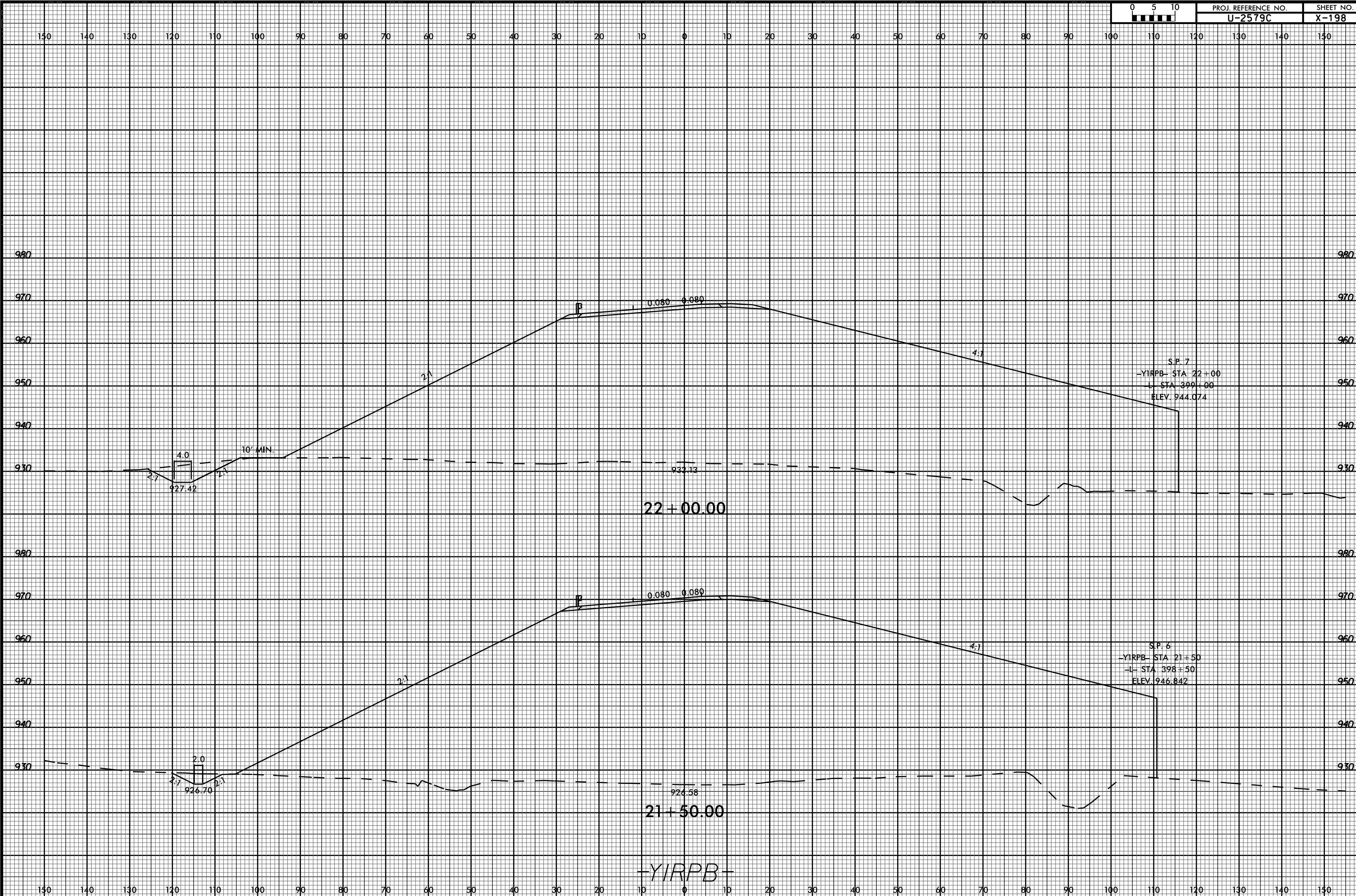


160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140









S.P. 7
 -YIRPB- STA 22+00
 -L- STA 399+00
 ELEV. 944.074

S.P. 6
 -YIRPB- STA 21+50
 -L- STA 398+50
 ELEV. 946.842

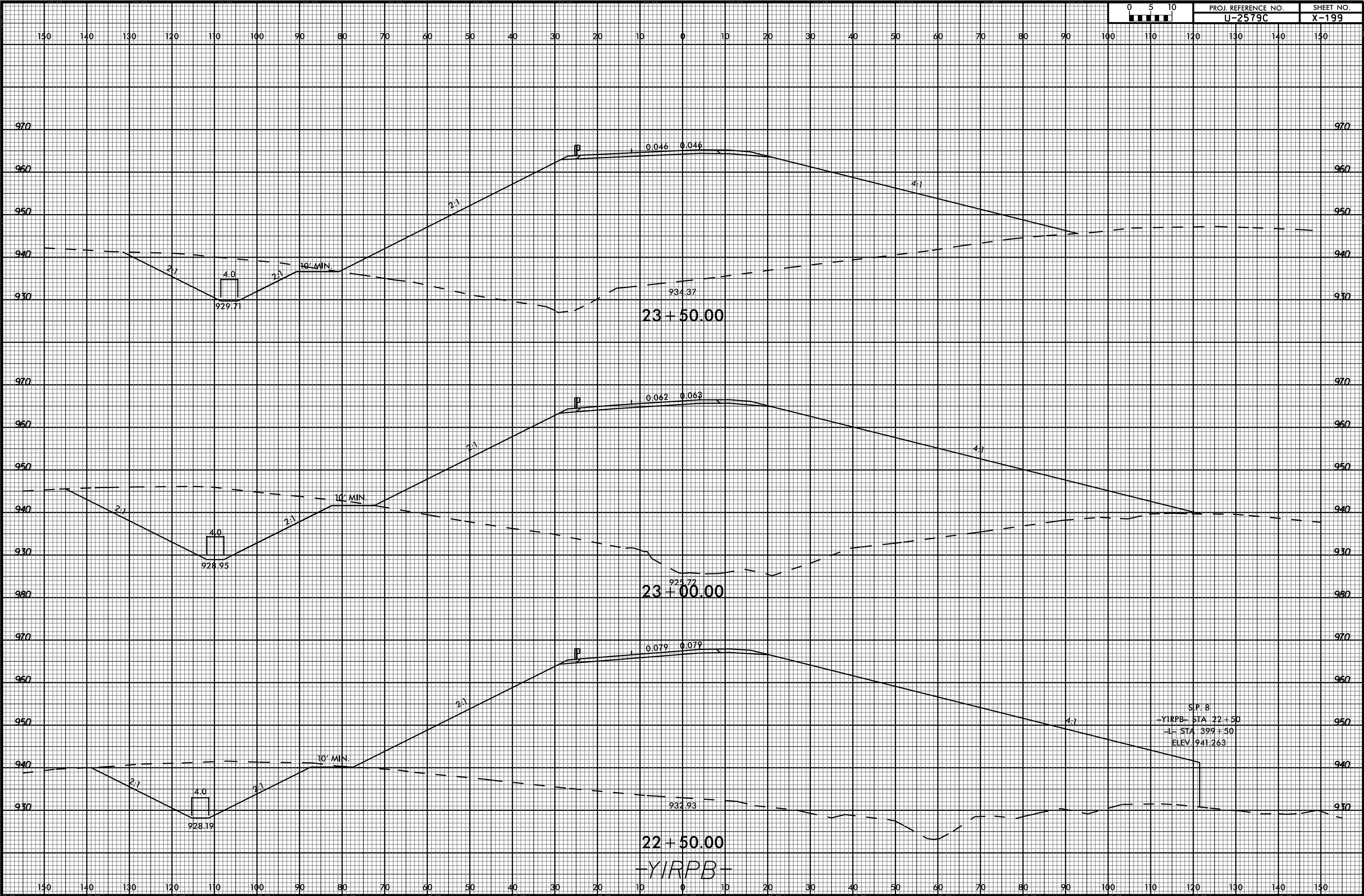
4.0
 3:1
 2:1
 10' MIN.
 927.42

2.0
 3:1
 2:1
 926.70

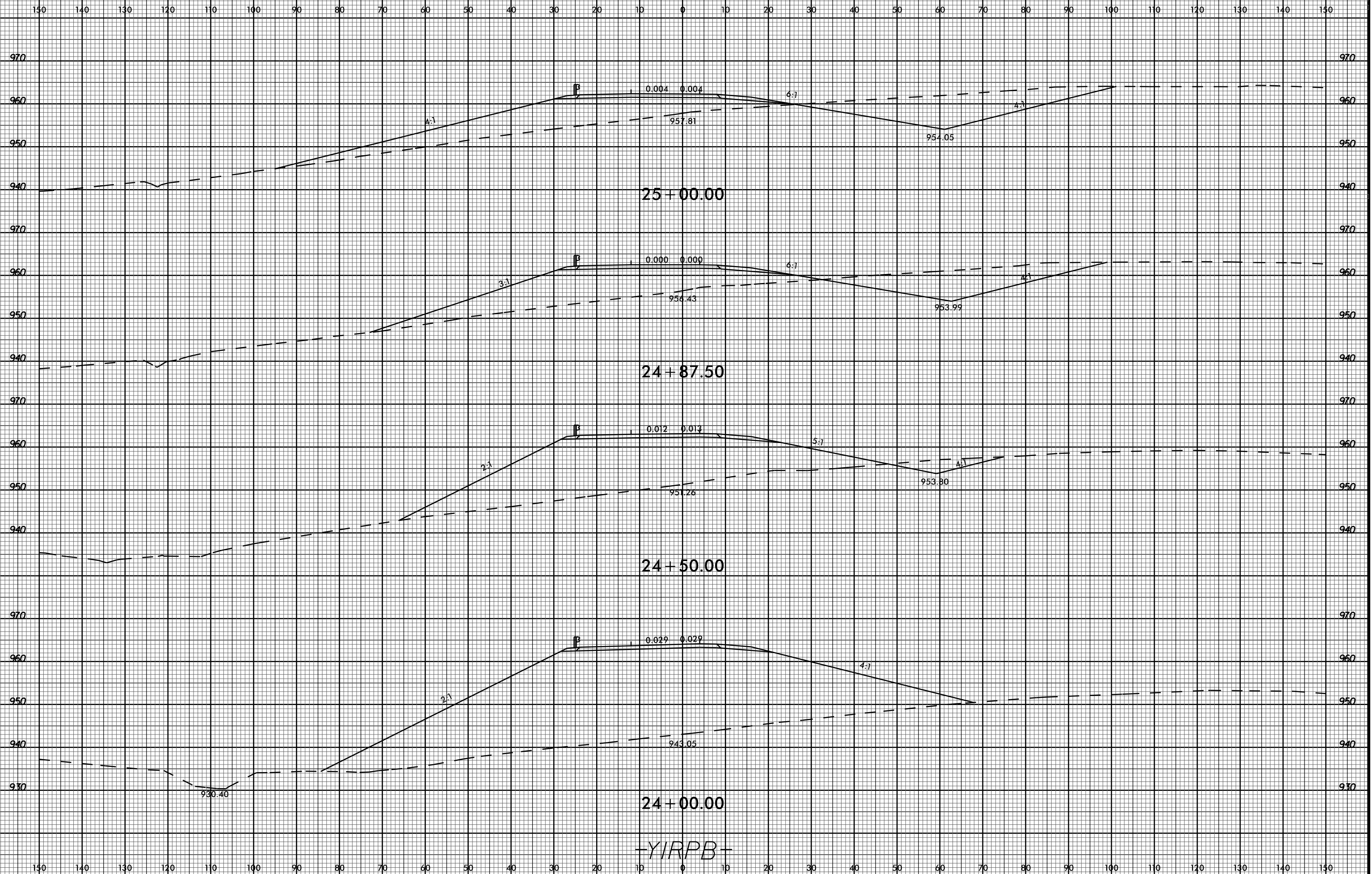
22+00.00

21+50.00

-YIRPB-

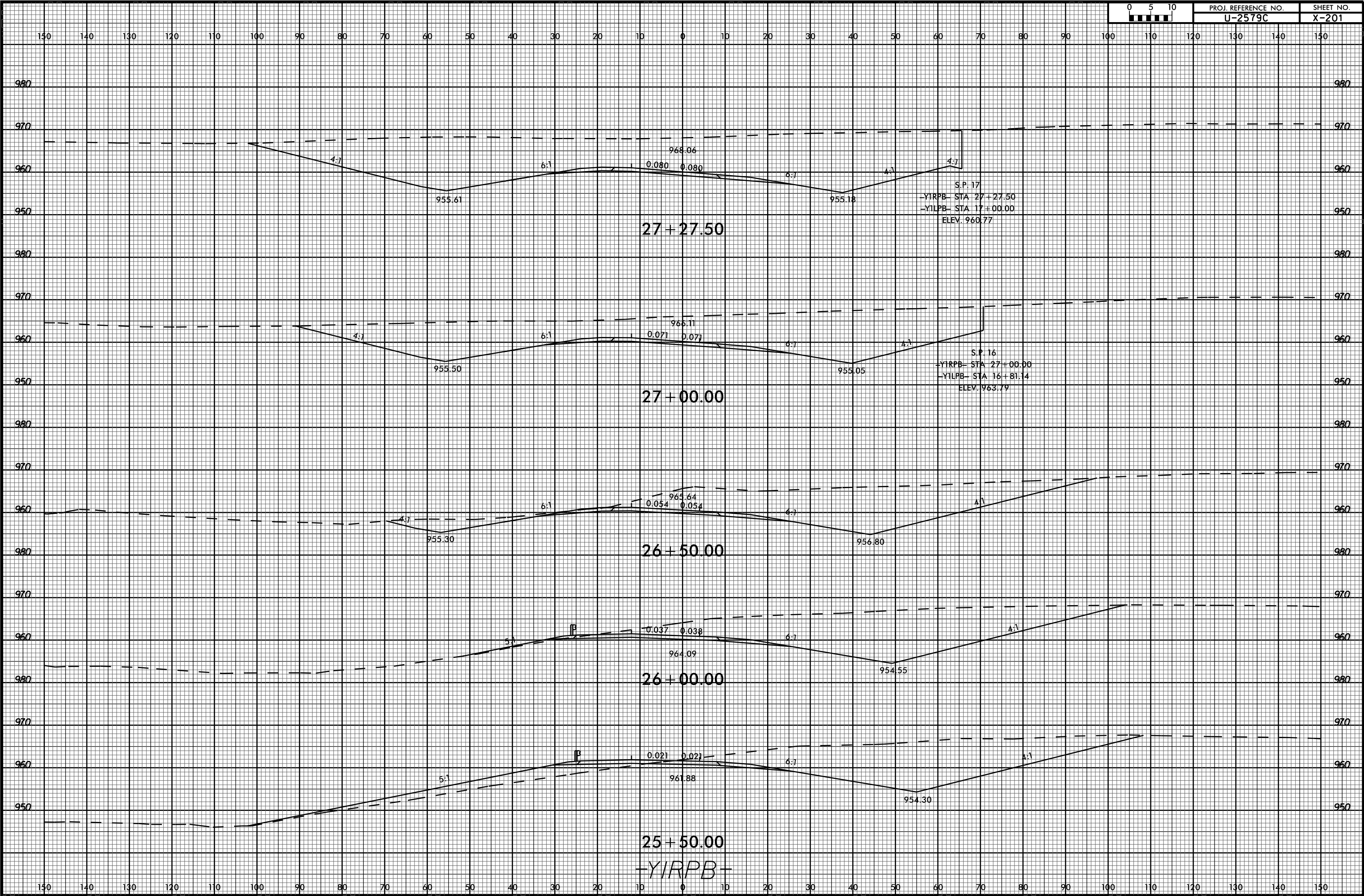


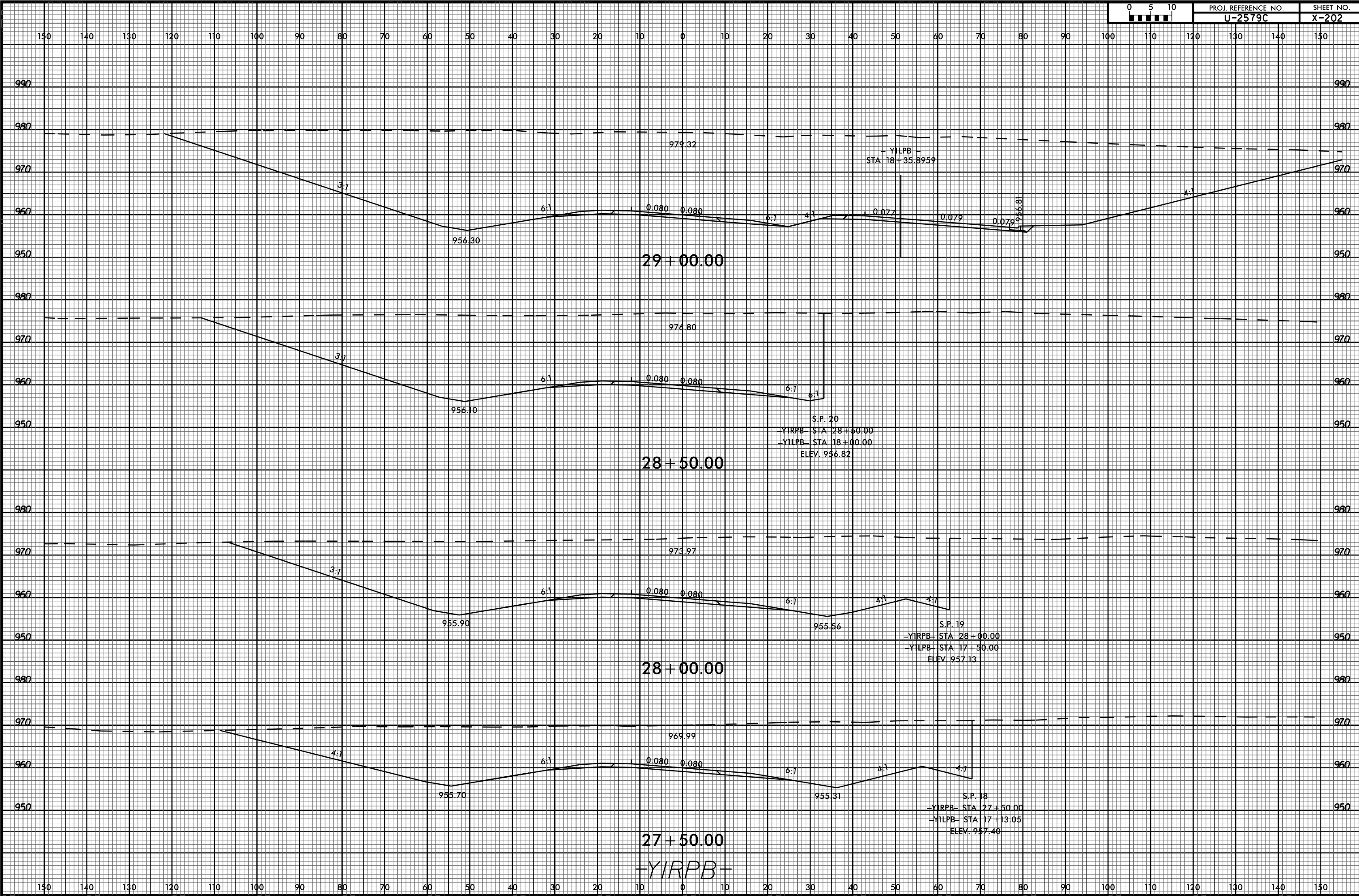
S.P. 8
-YIRPB- STA 22+50
-L- STA 399+50
ELEV. 941.263



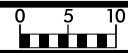
03-JUL-2017 16:00
P:\Projects\XSC\U2579c_r.dwg_xp_1_YIRPB.dgn
\$\$\$\$\$SERNAME\$\$\$\$\$

YIRPB



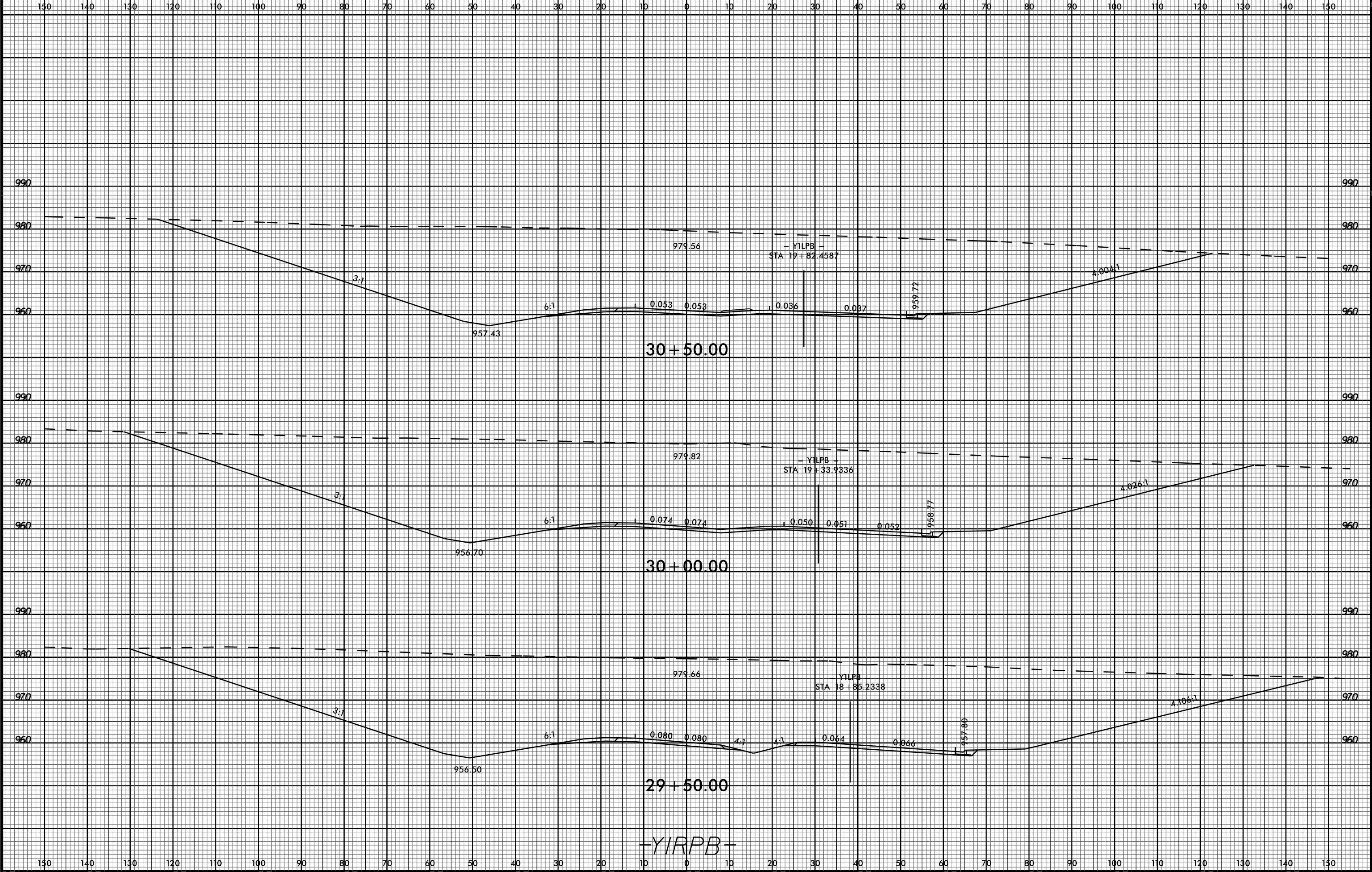


6/23/16

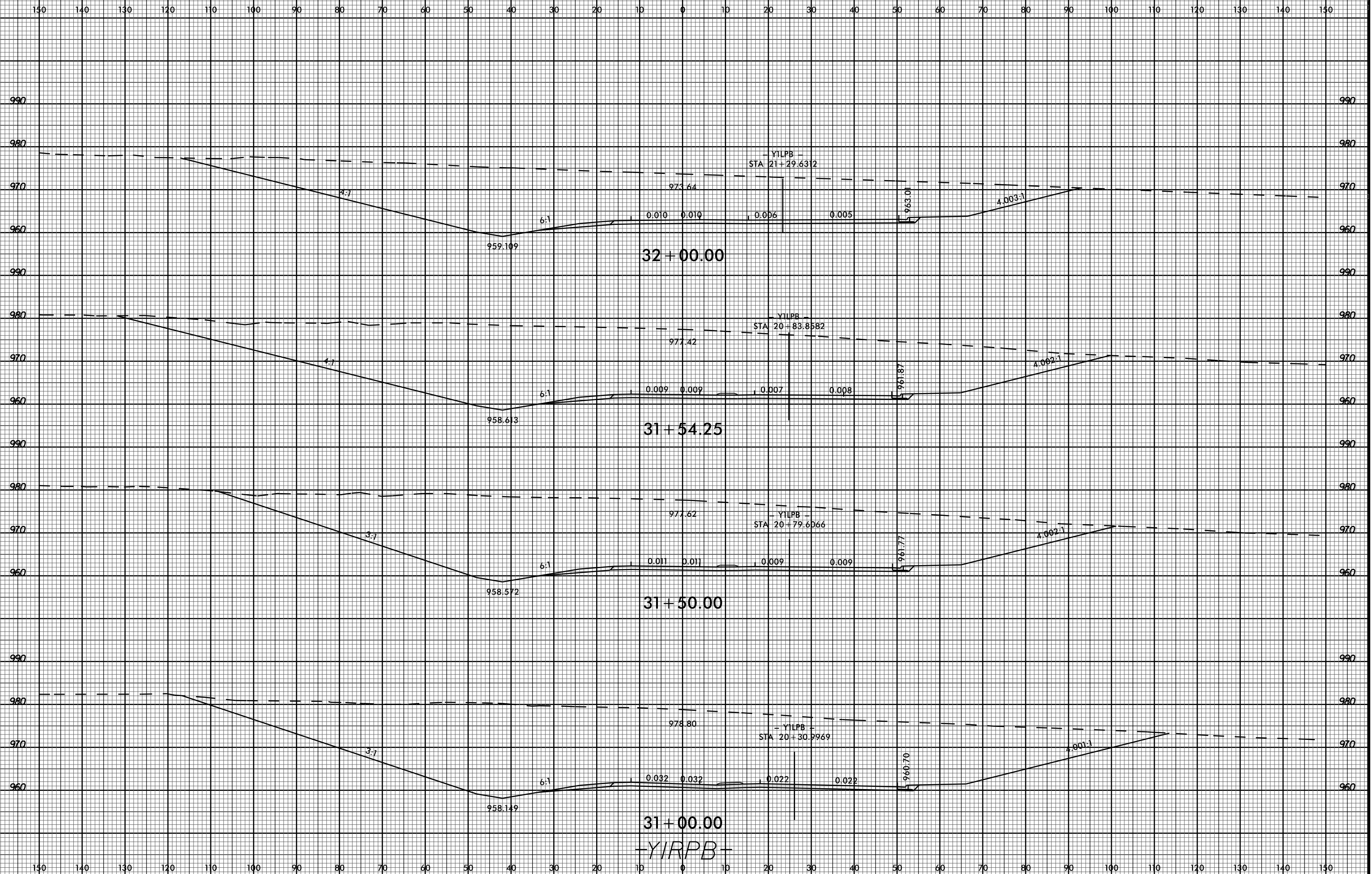


PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-203



03-JUL-2017 16:00
P:\Projects\XSCY\U2579c_r.dwg_xpl_YIRPB.dgn
\$\$\$\$\$SERNAME\$\$\$\$\$

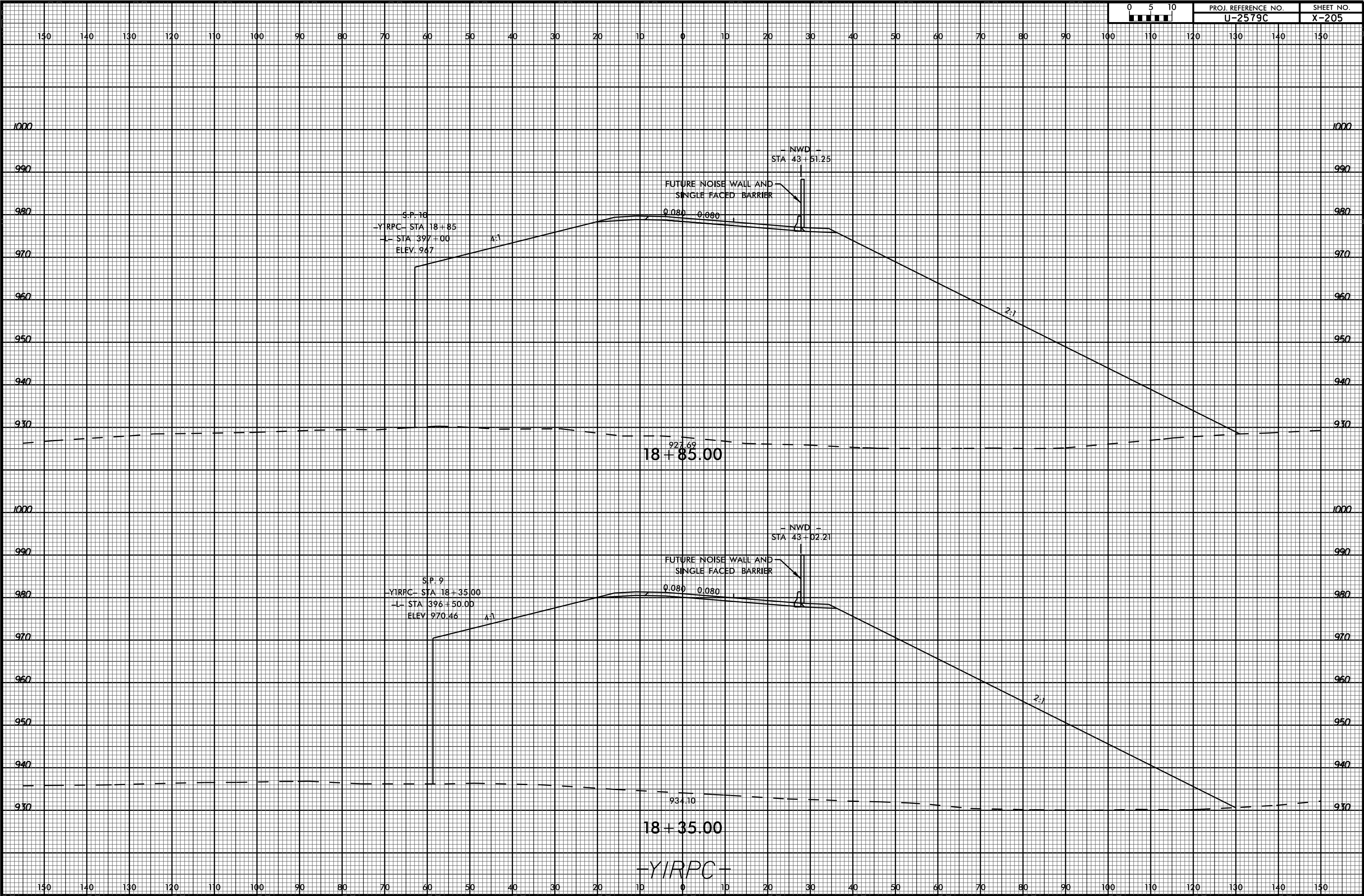


6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-205



S.P. 18
-YIRPC- STA 18+85
-L- STA 397+00
ELEV. 967

- NWD -
STA 43+51.25

FUTURE NOISE WALL AND
SINGLE FACED BARRIER

927.69
18+85.00

S.P. 9
-YIRPC- STA 18+35.00
-L- STA 396+50.00
ELEV. 970.46

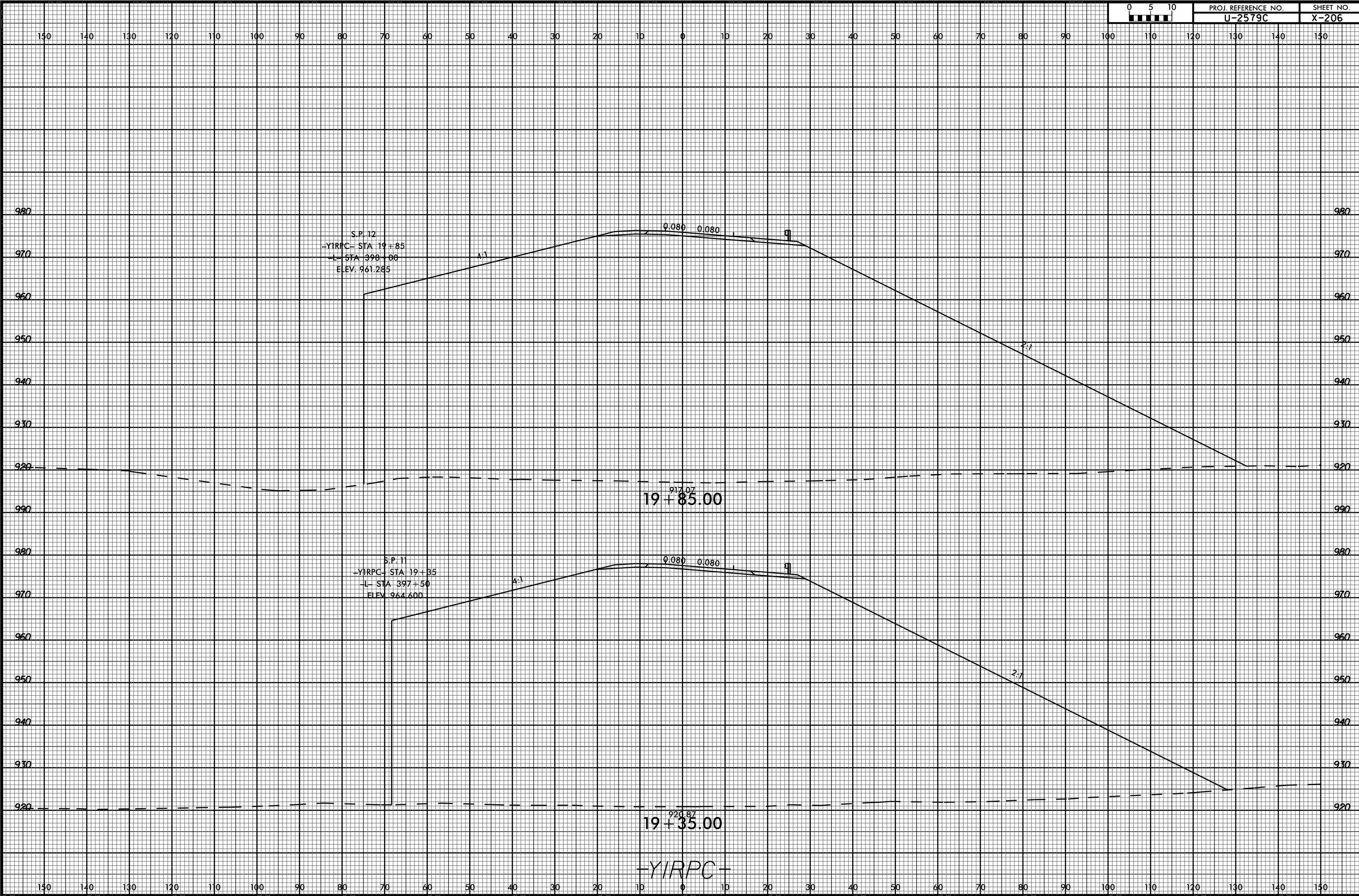
- NWD -
STA 43+02.21

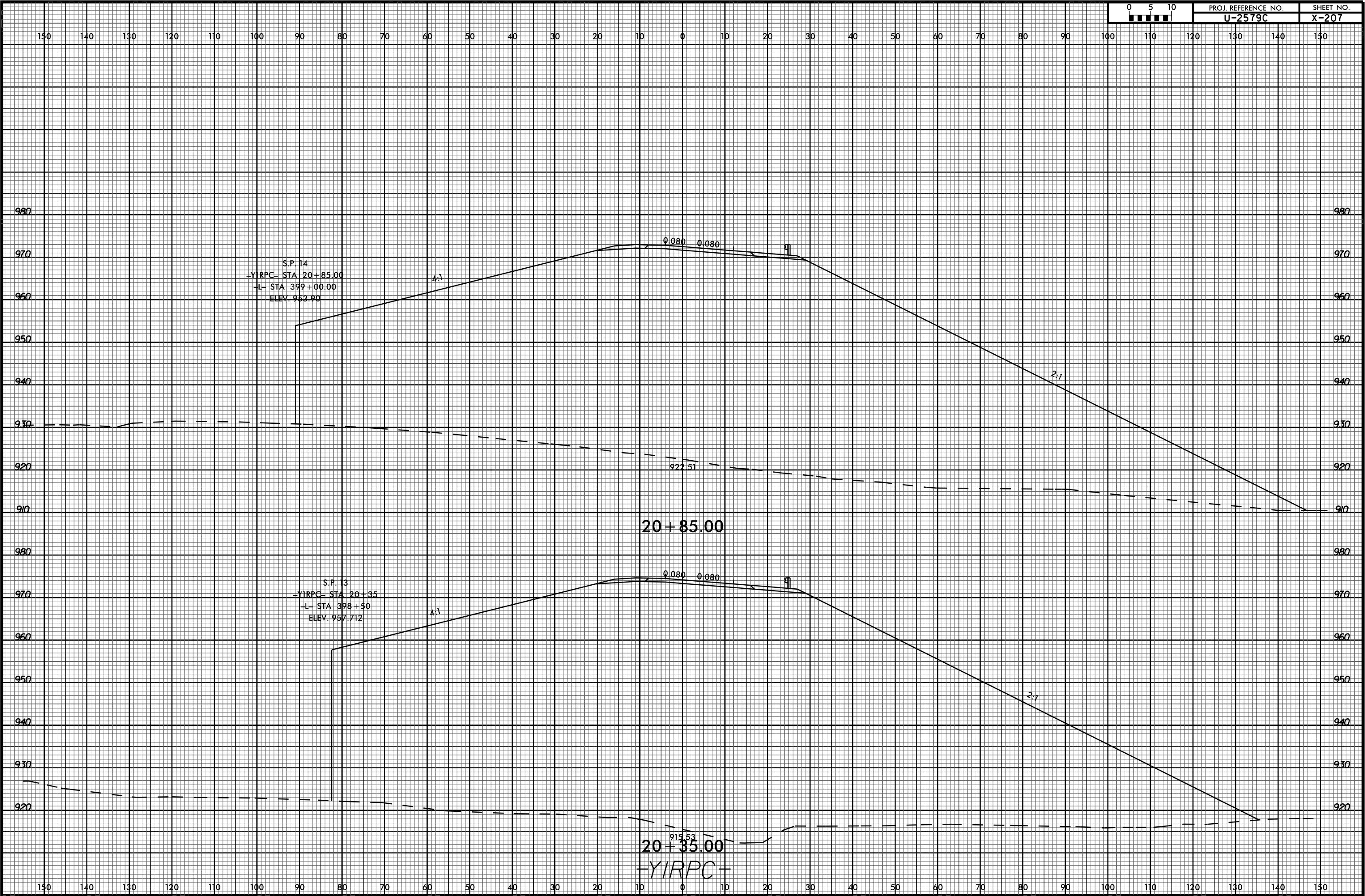
FUTURE NOISE WALL AND
SINGLE FACED BARRIER

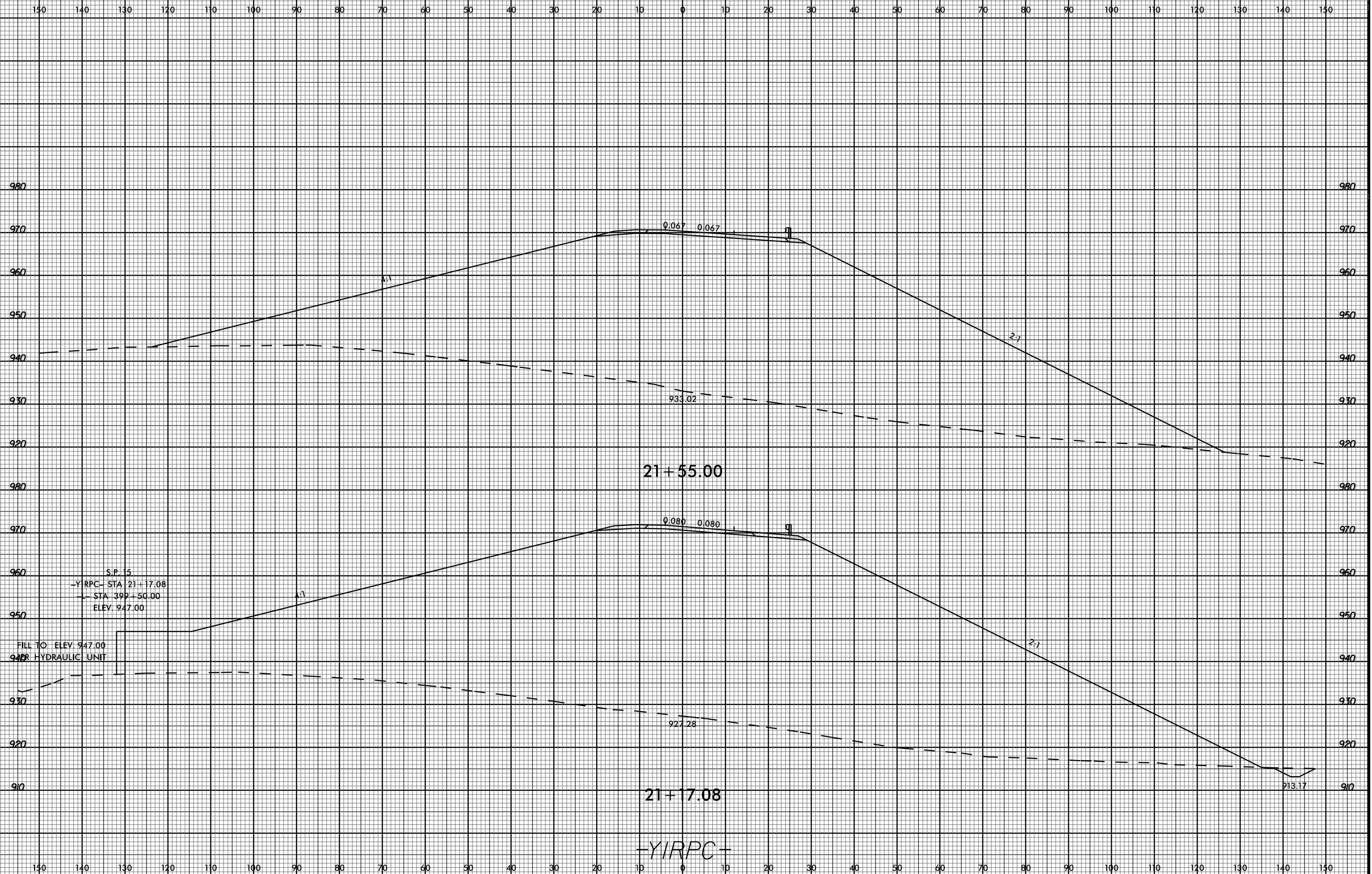
934.10
18+35.00

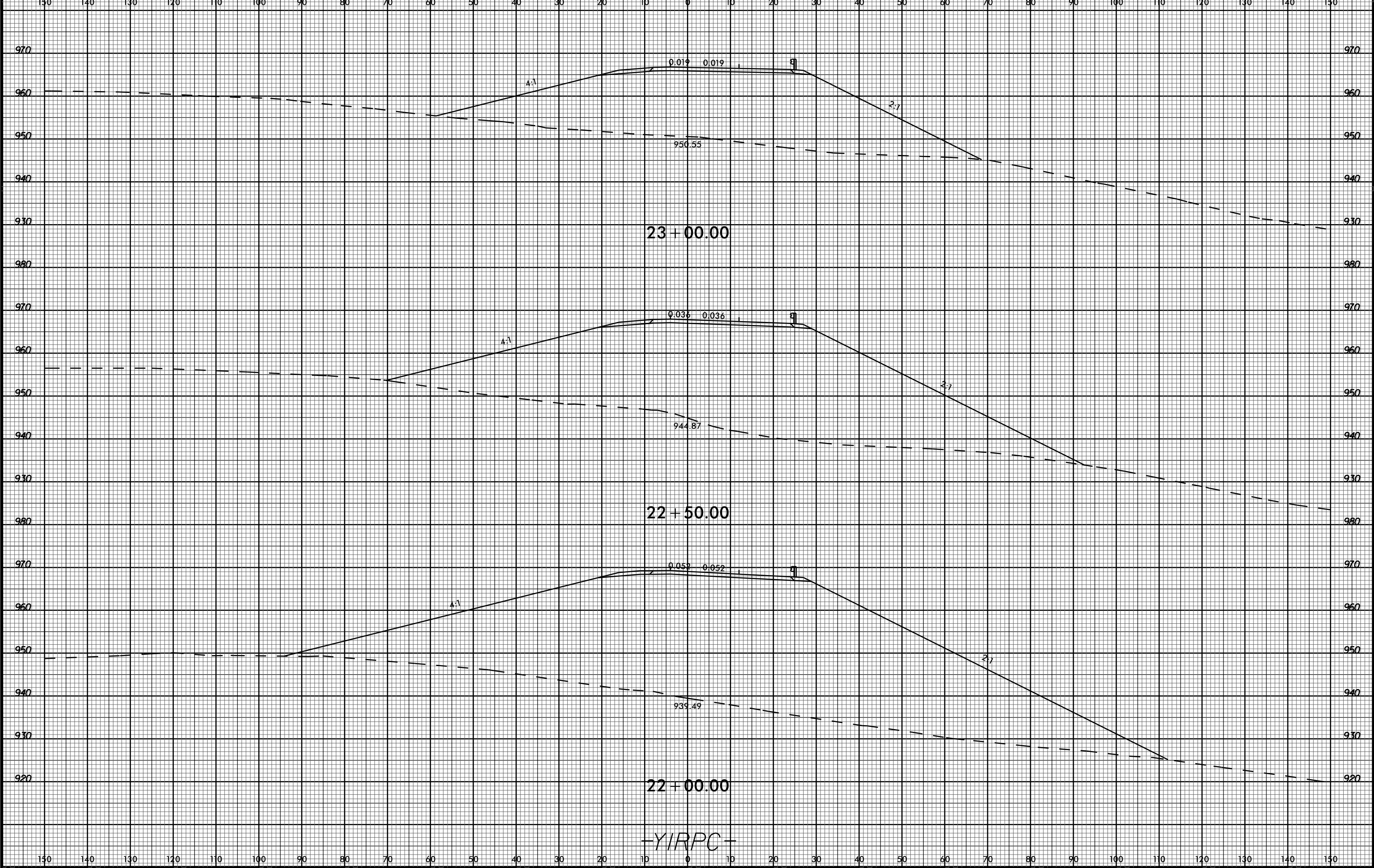
-YIRPC-

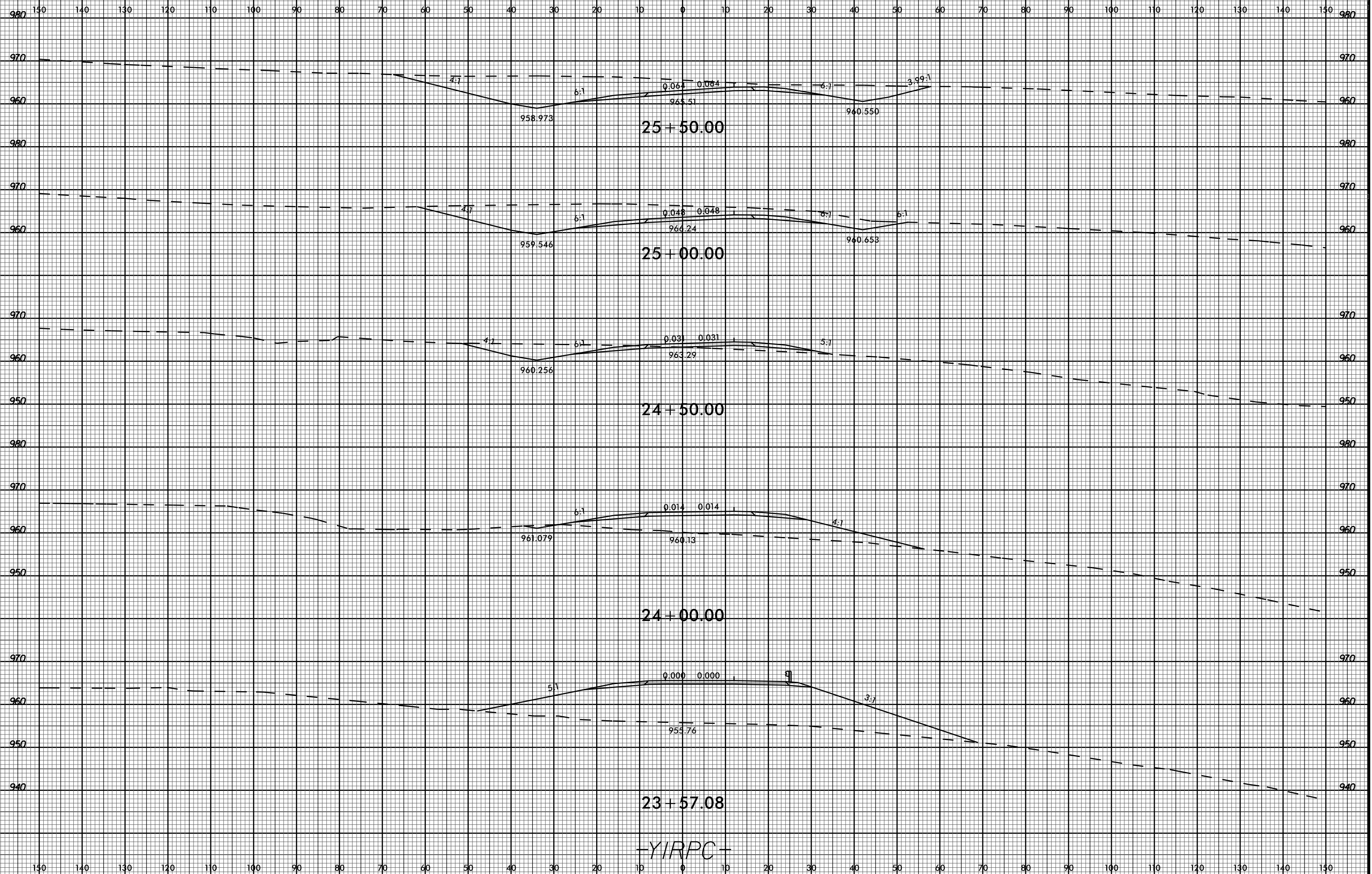
03-JUL-2017 16:00
P:\Roadway\XSC\U2579c_r.dwg_xp_1_YIRPC.dgn
\$\$\$\$\$SERIAL\$\$\$\$\$

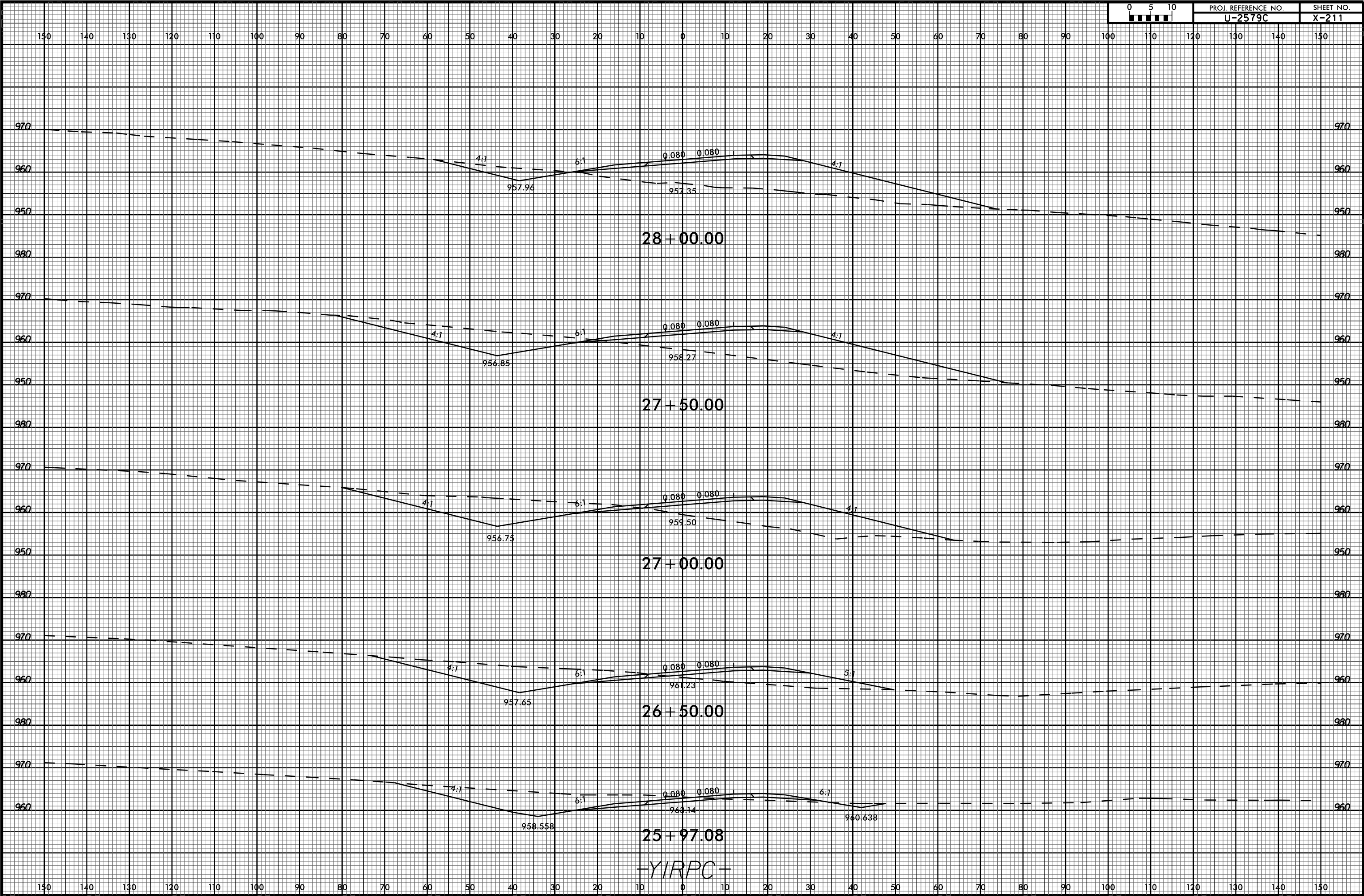
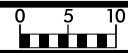




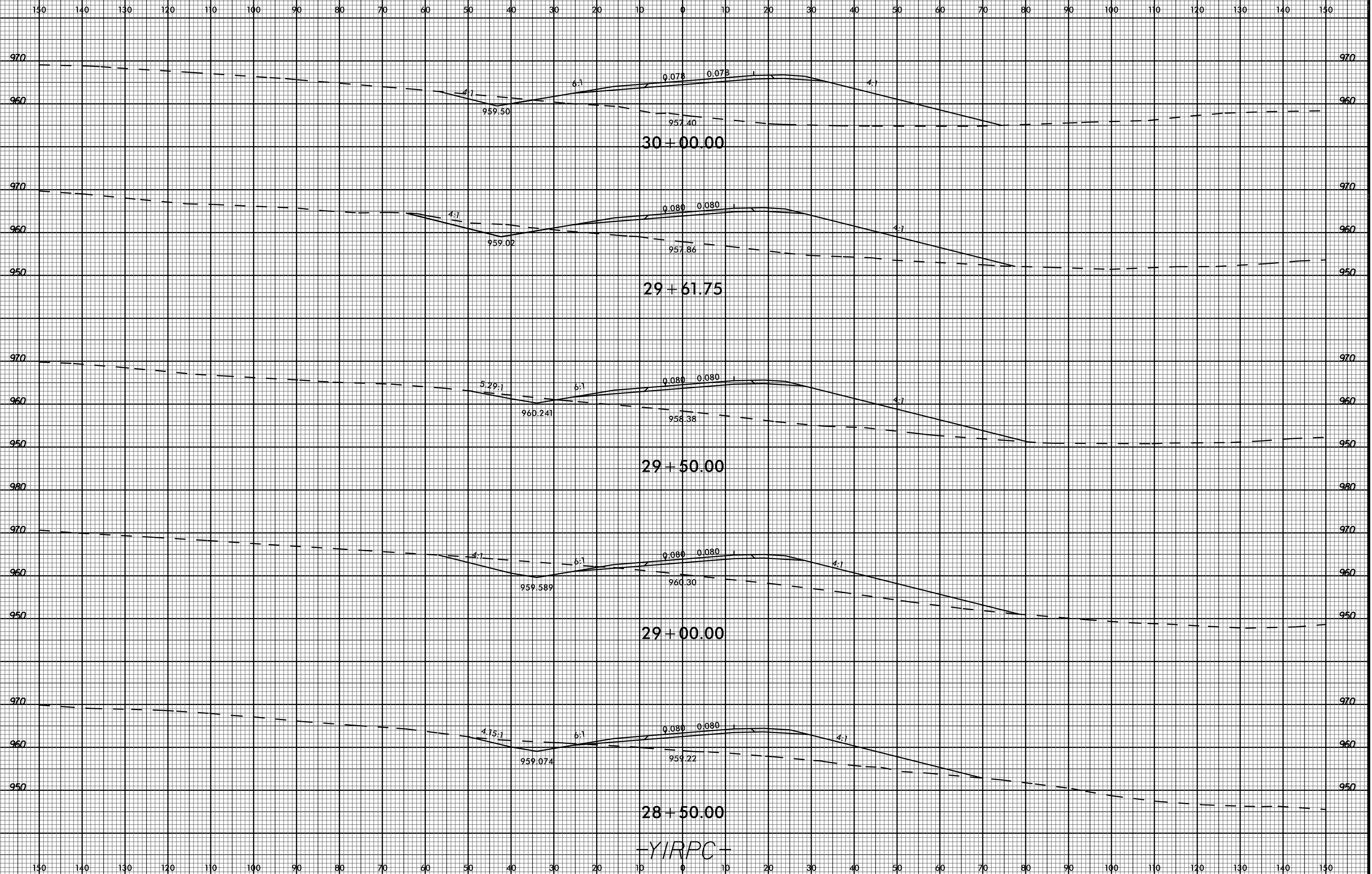




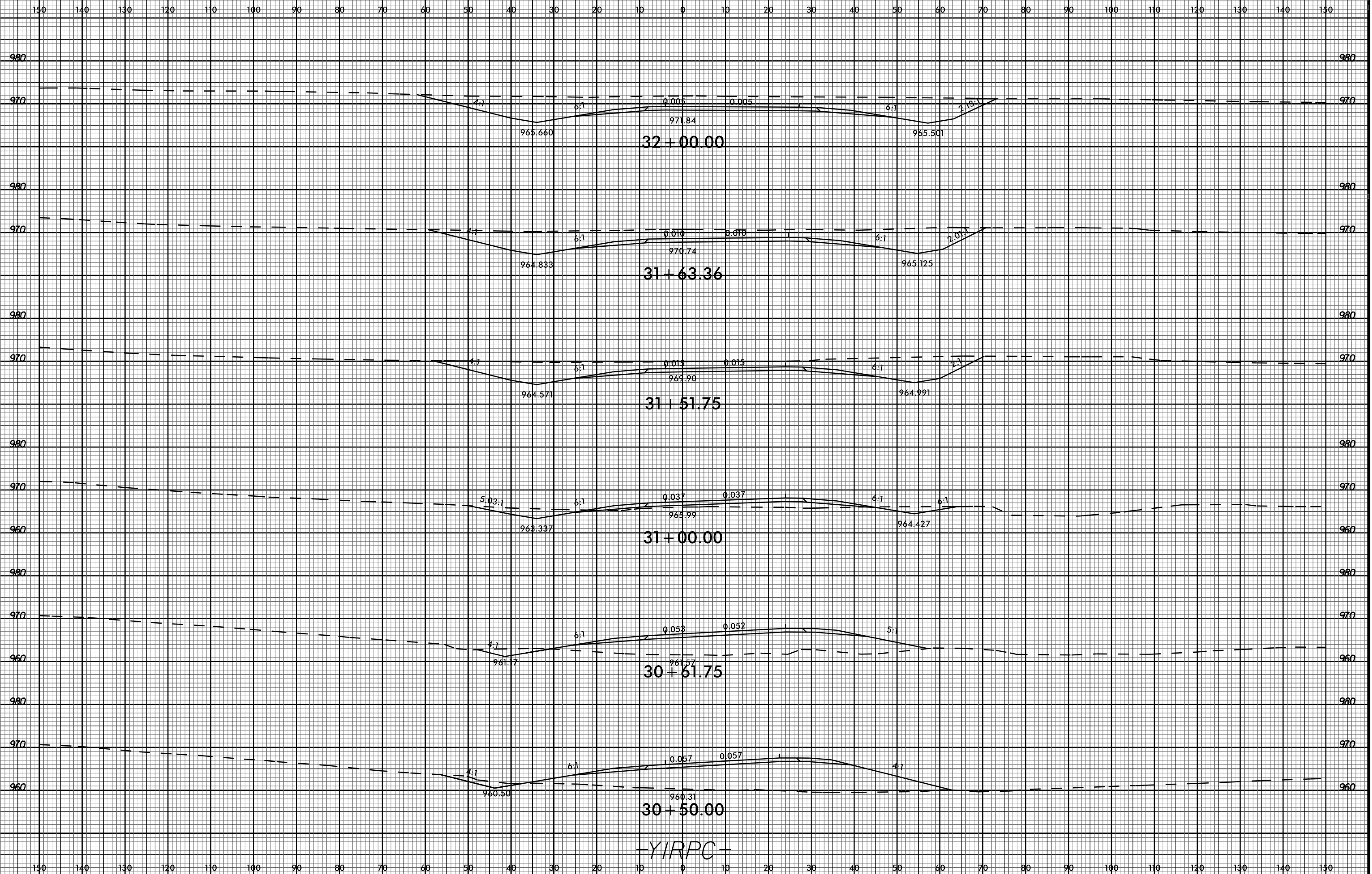




-YIRPC-



-YIRPC-



6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-214

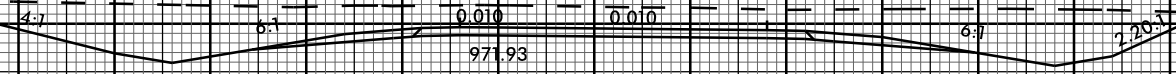
130 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

980

980

970

970

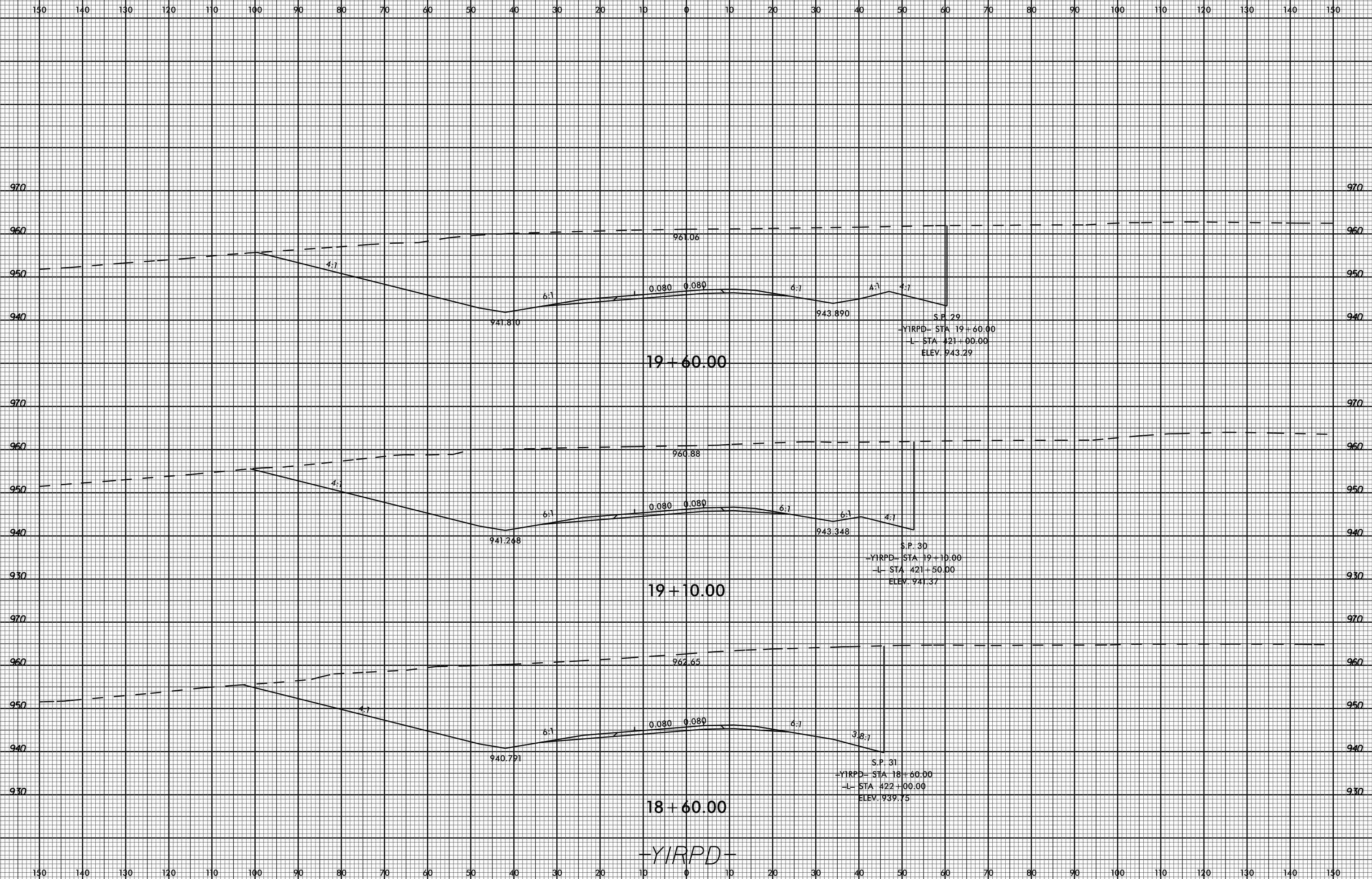


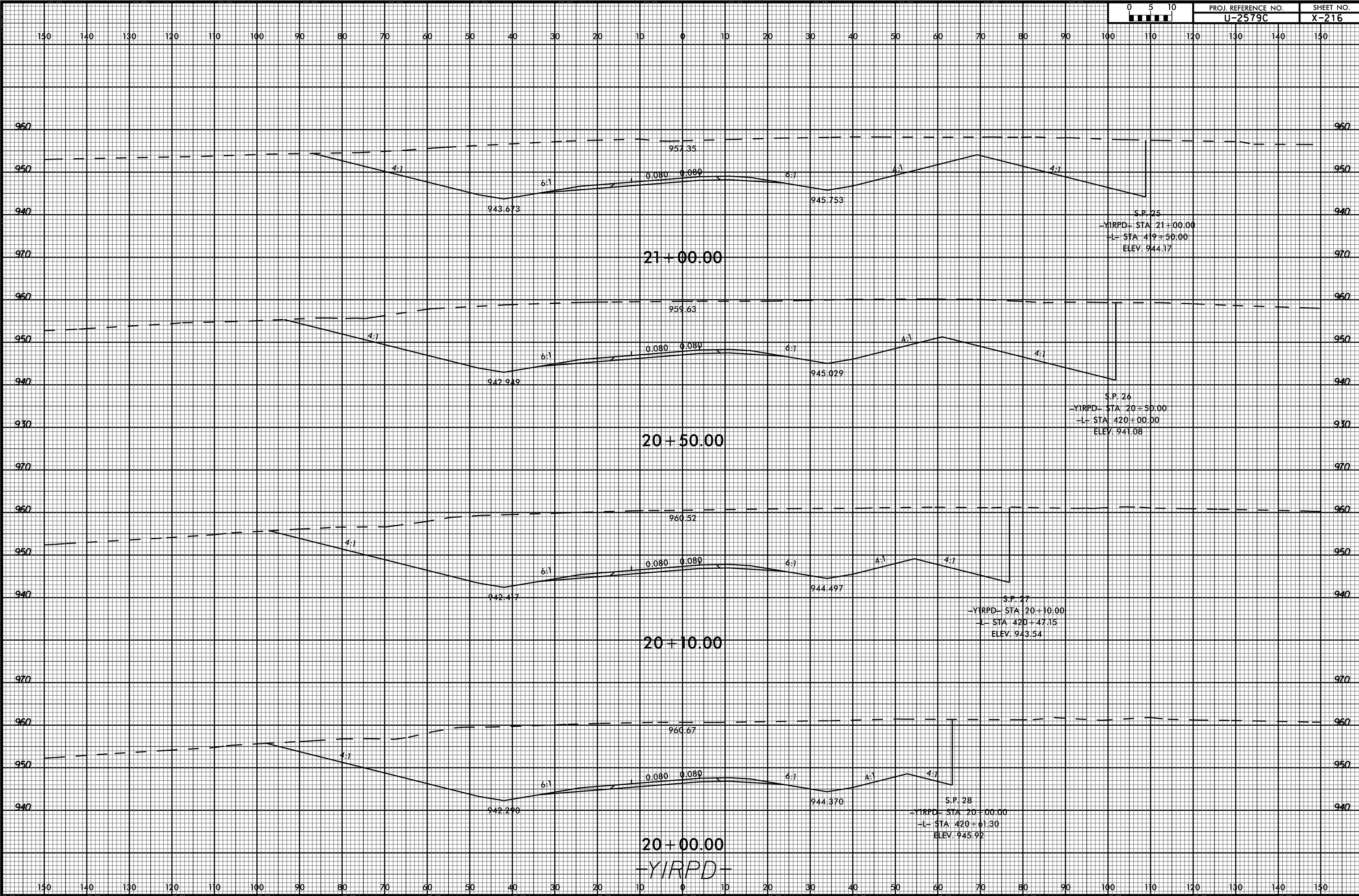
32 + 11.75

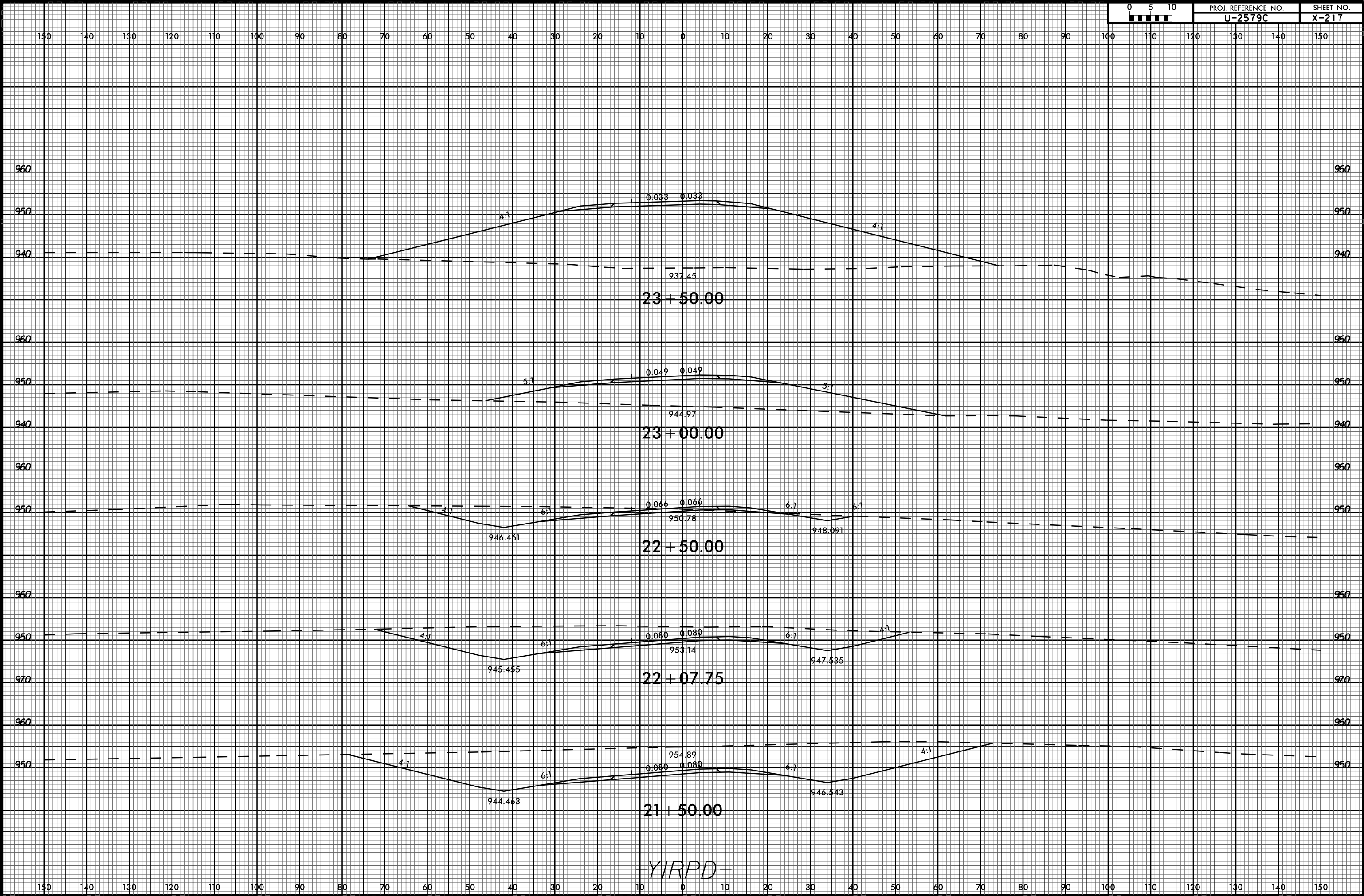
-YIRPC-

130 140 130 120 110 100 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

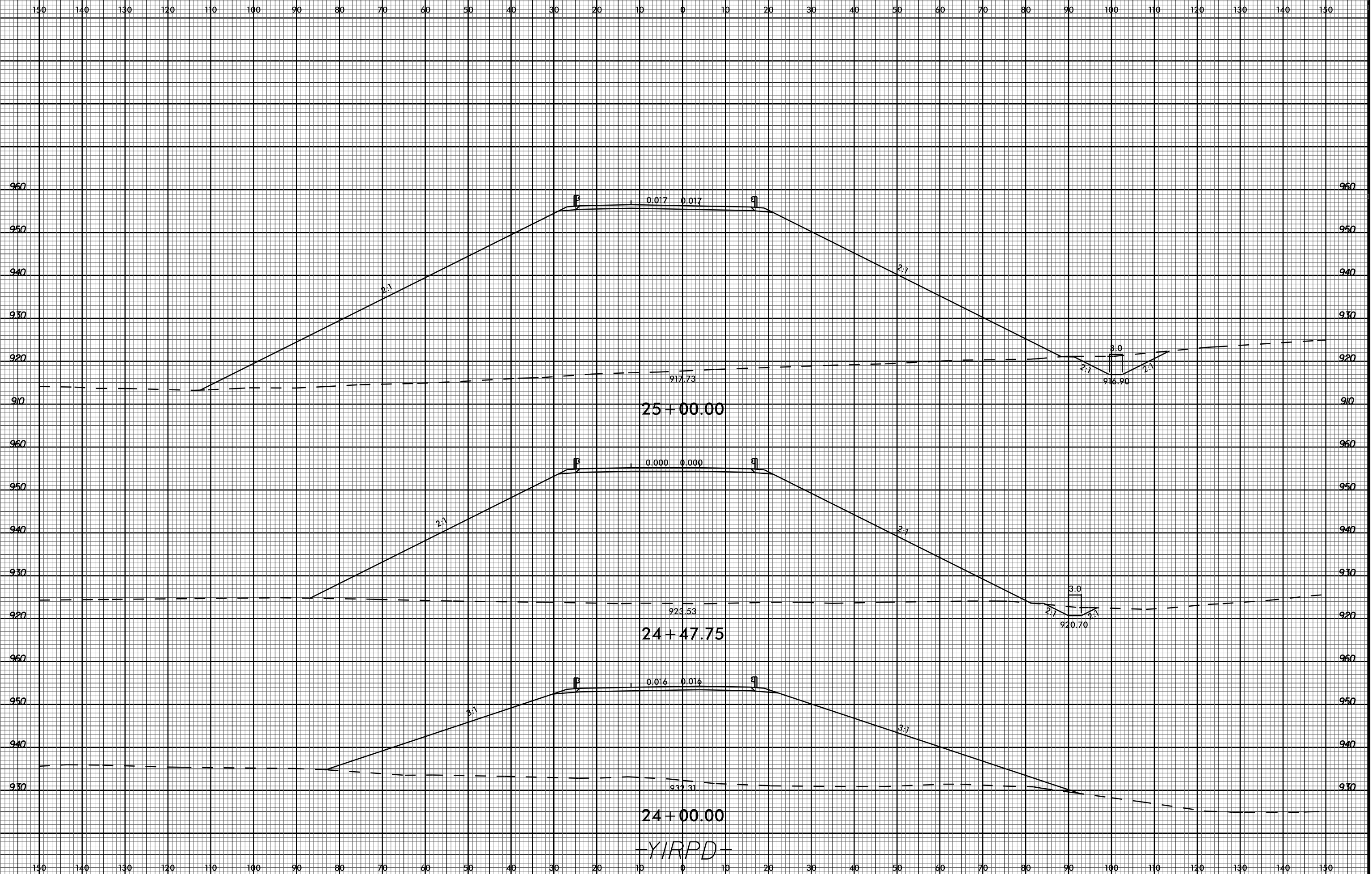
03-JUL-2017 16:00
 P:\Projects\XSC\112579c_r.dwg_xp1_YIRPC.dgn
 \$\$\$SERIAL\$\$\$

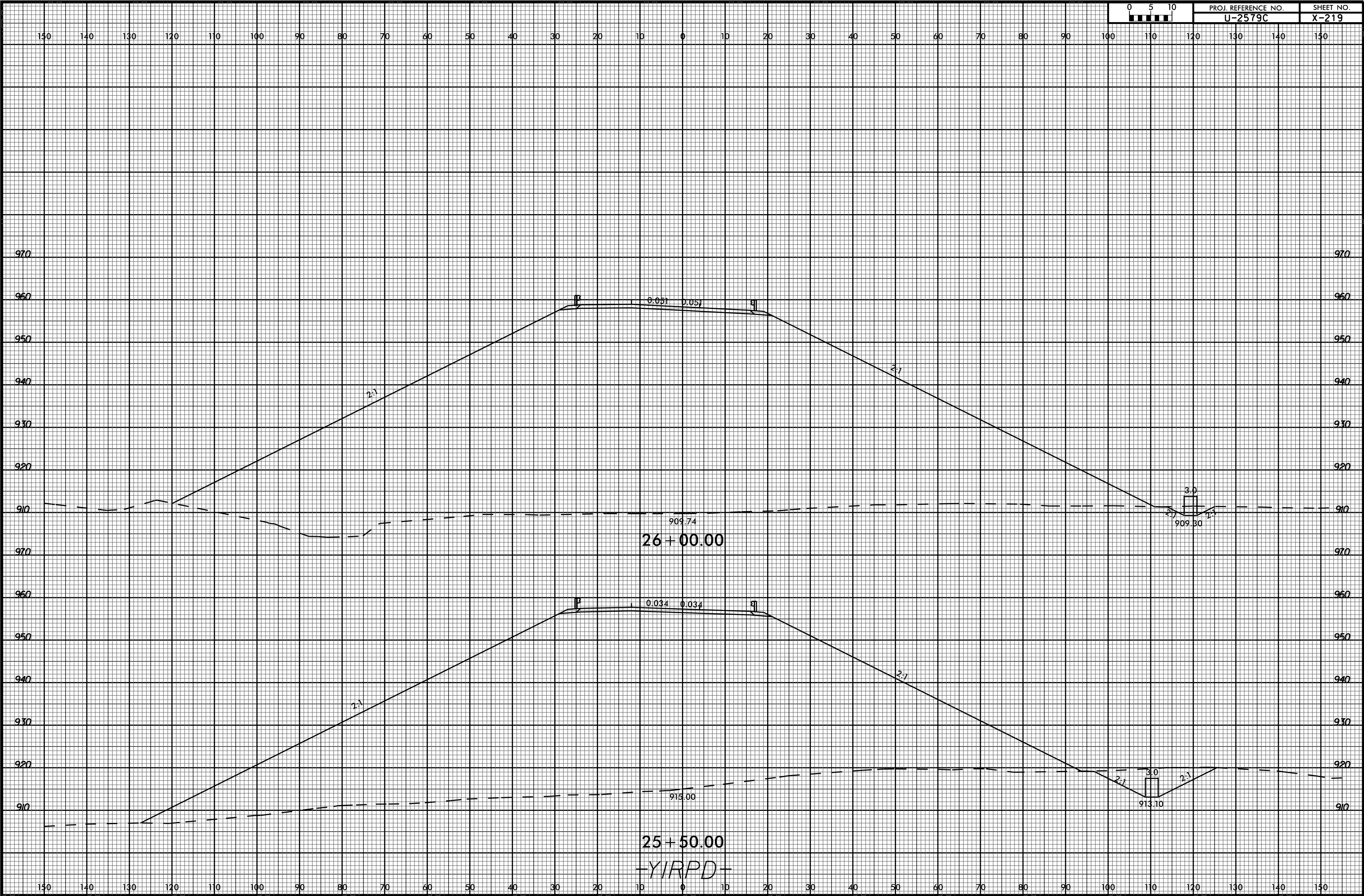


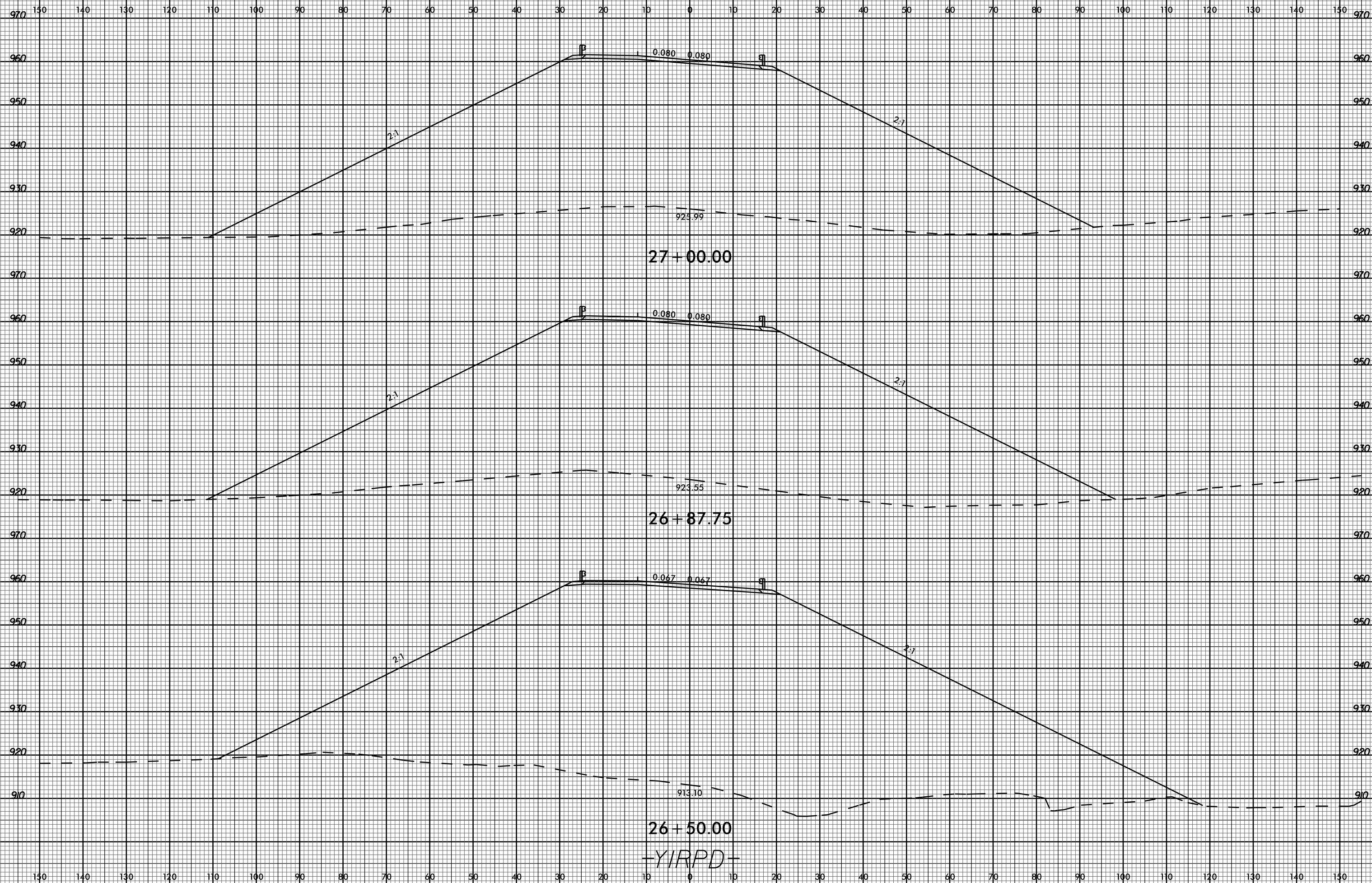


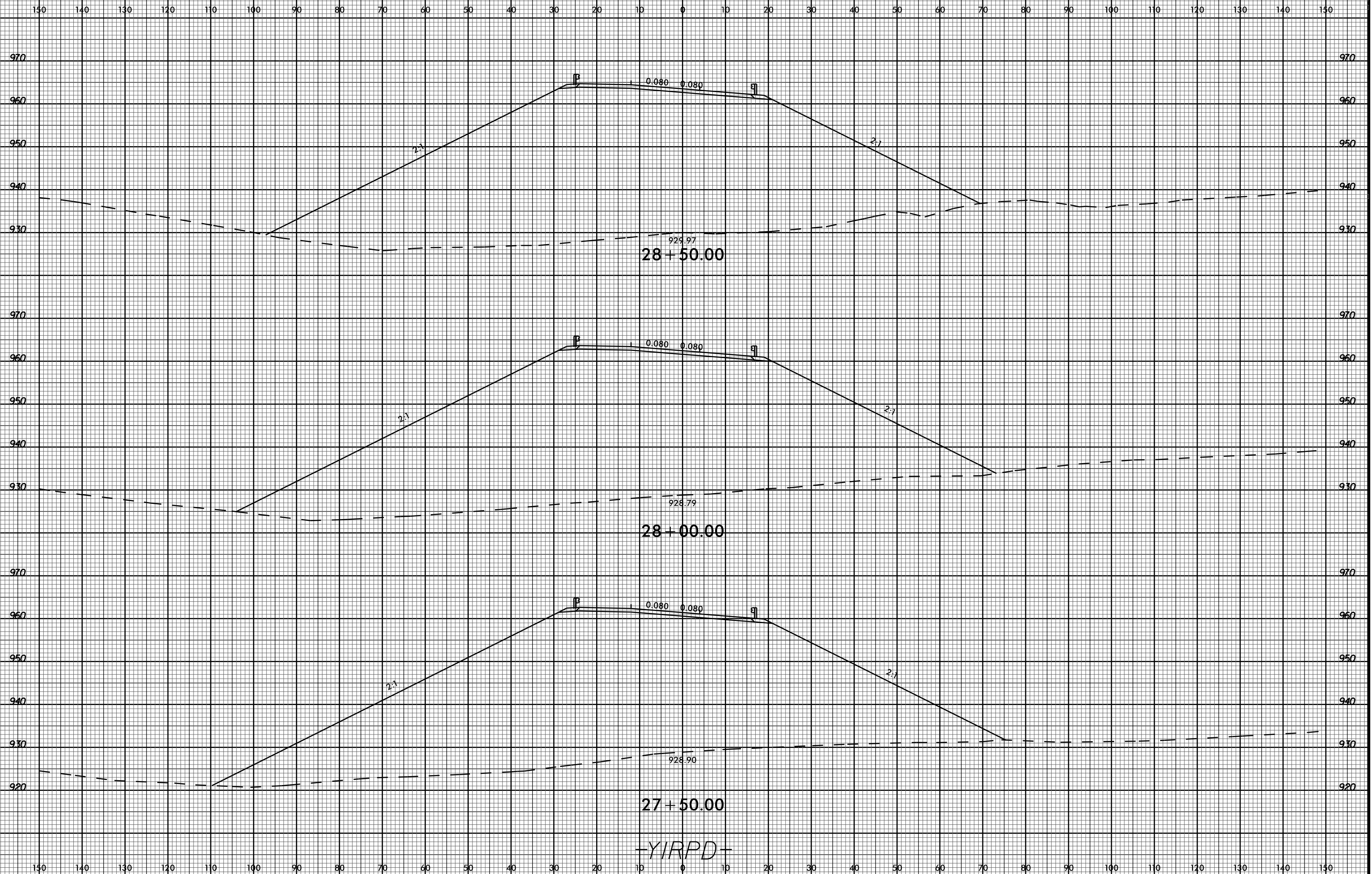


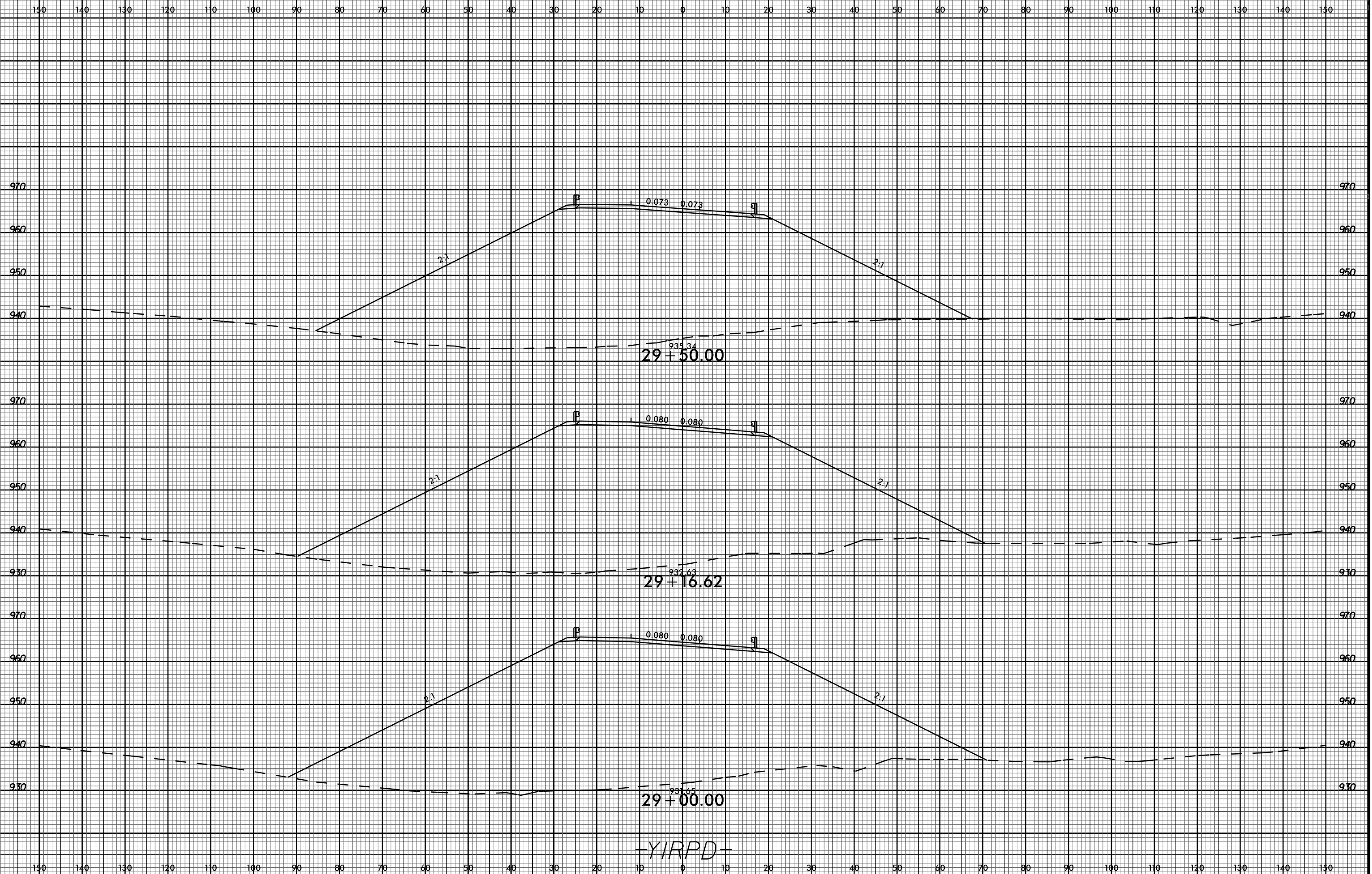
-YIRPD-



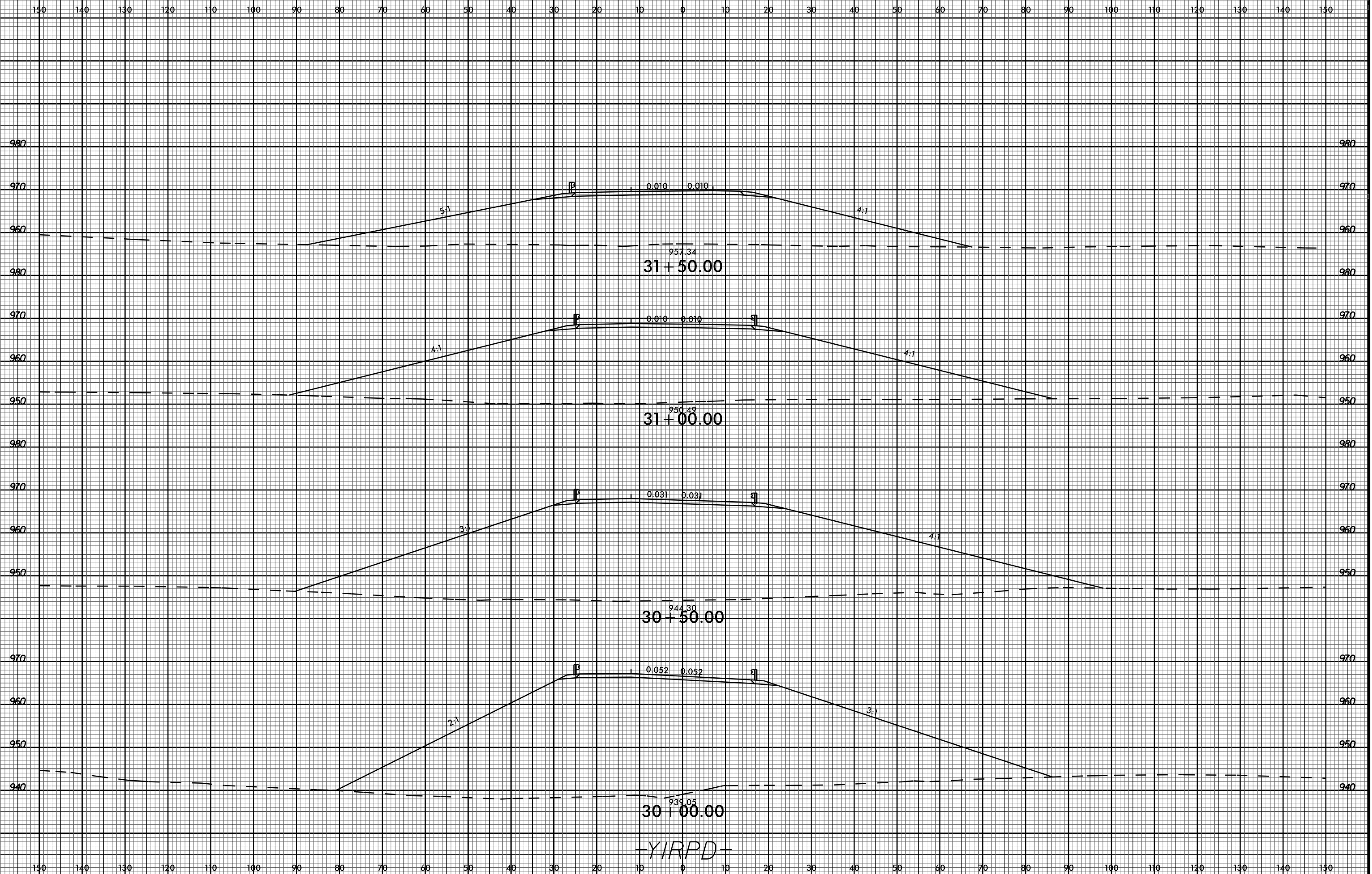




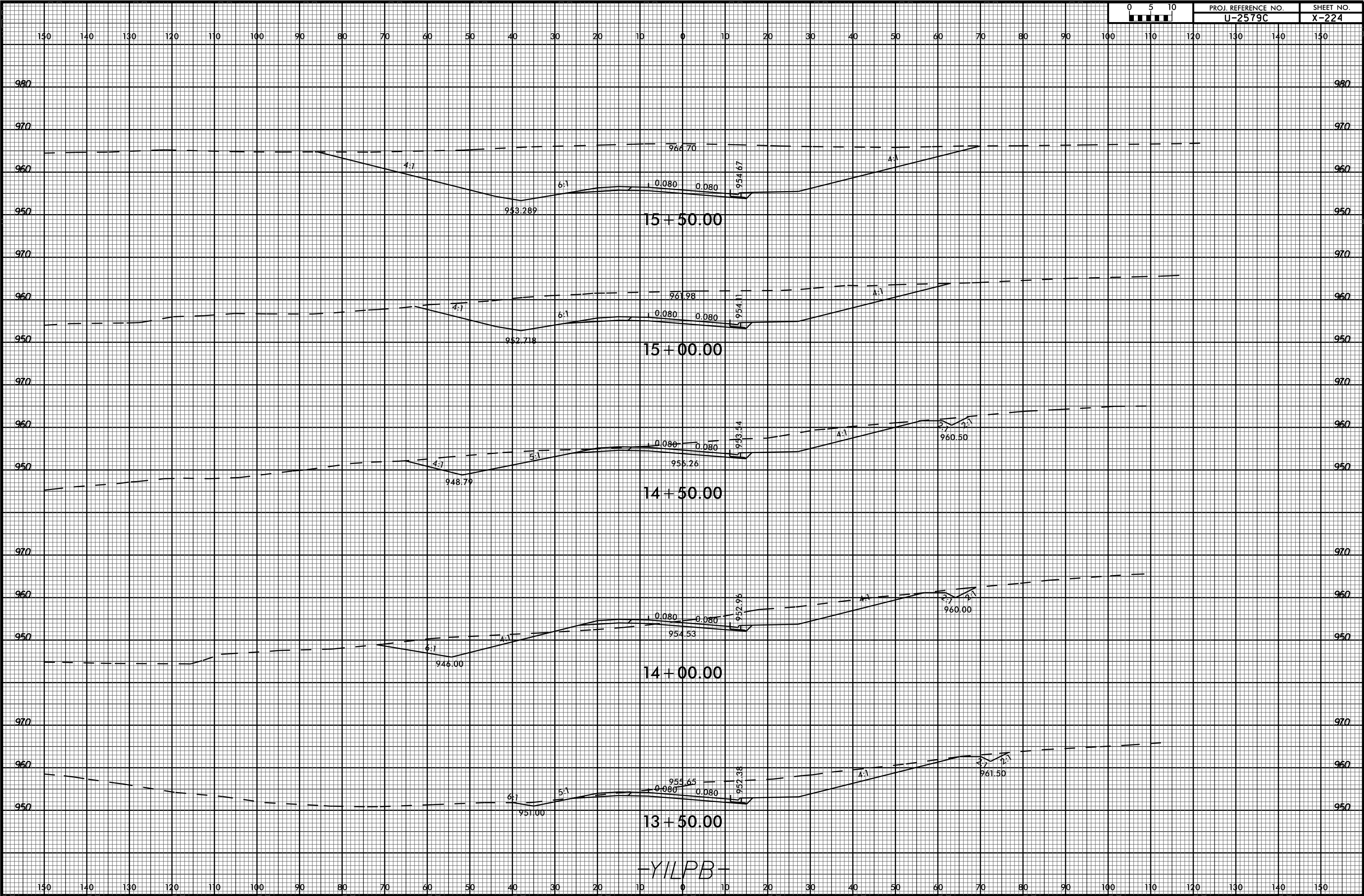




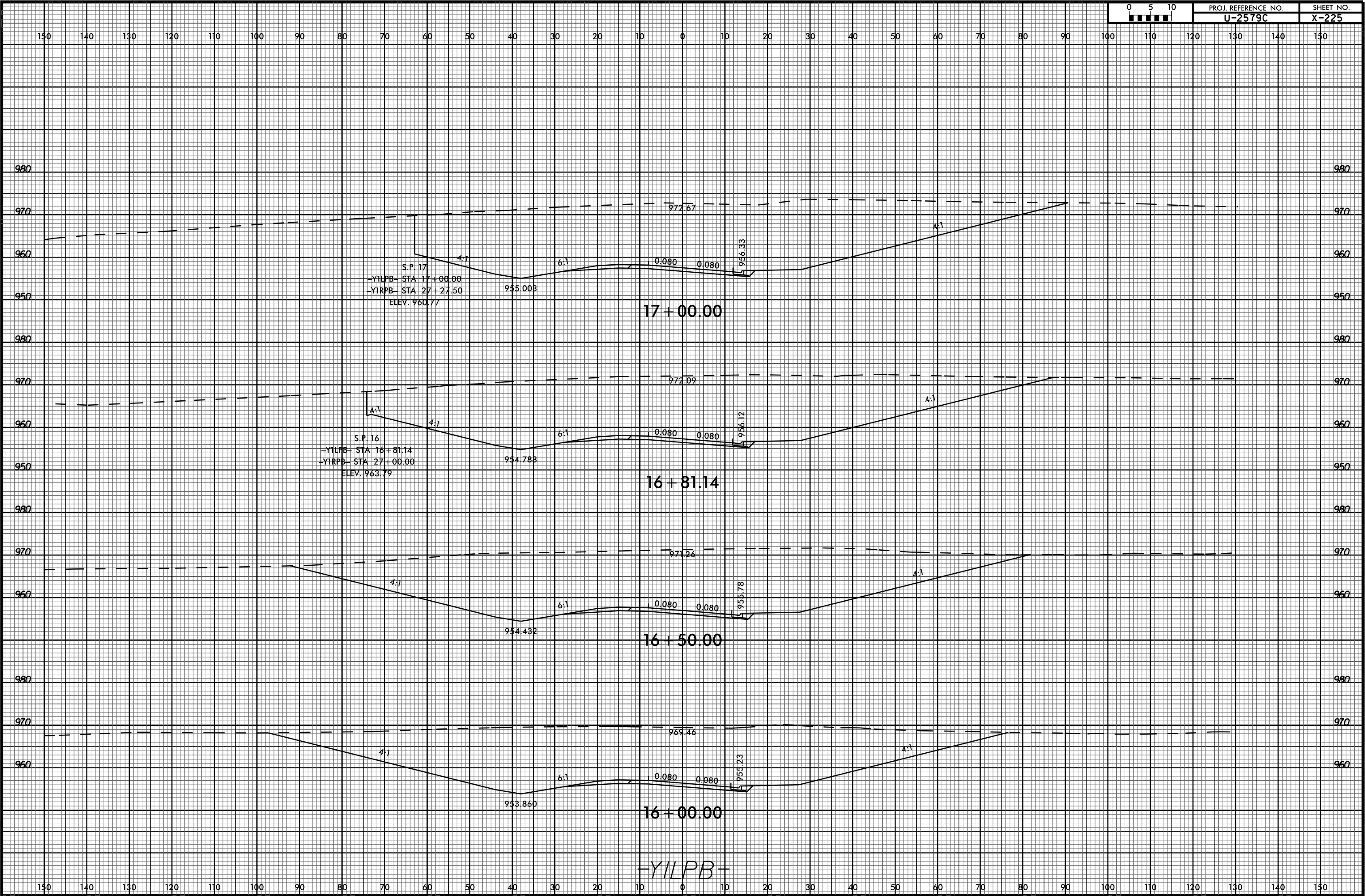
-YIRPD-

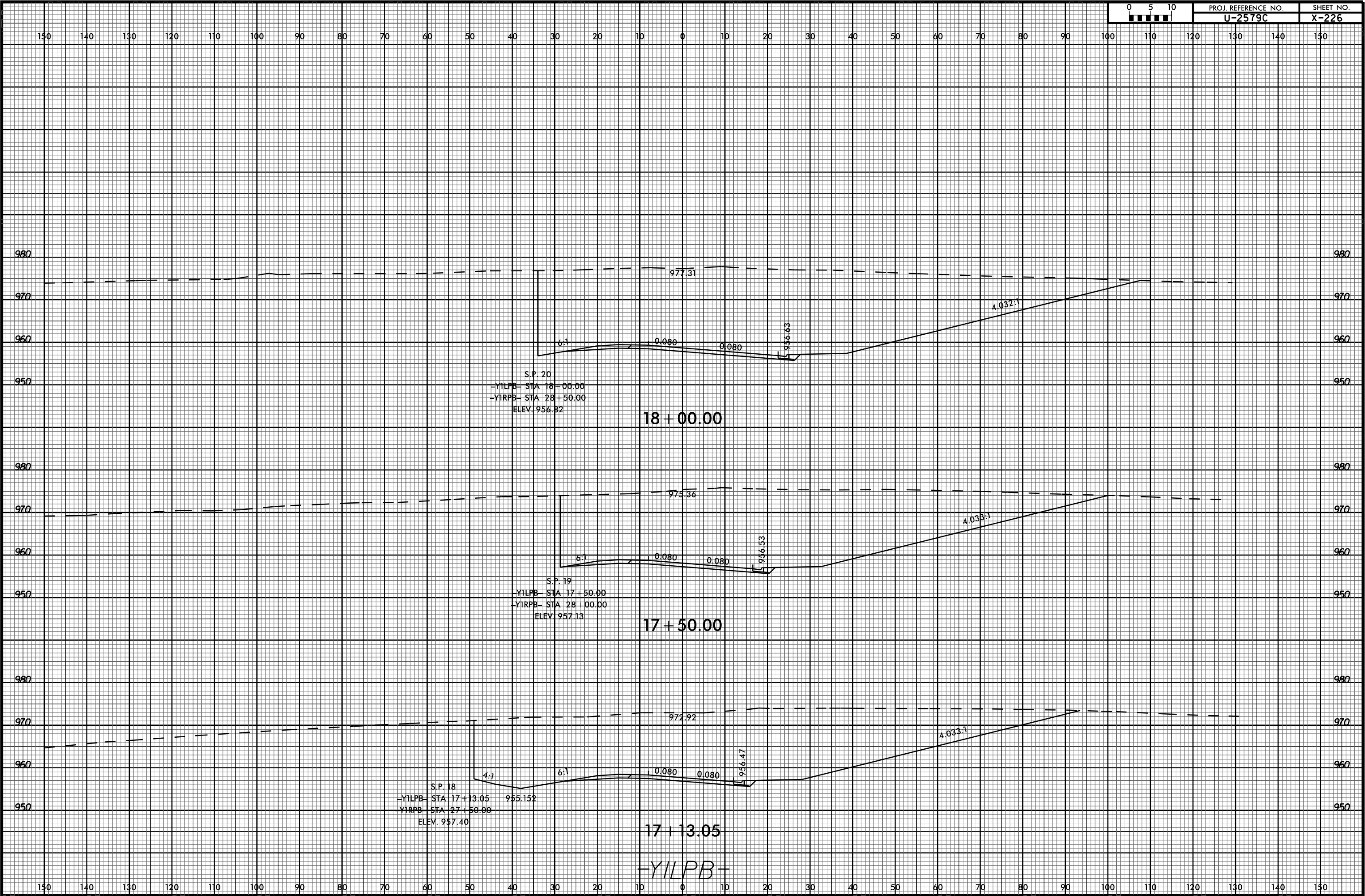


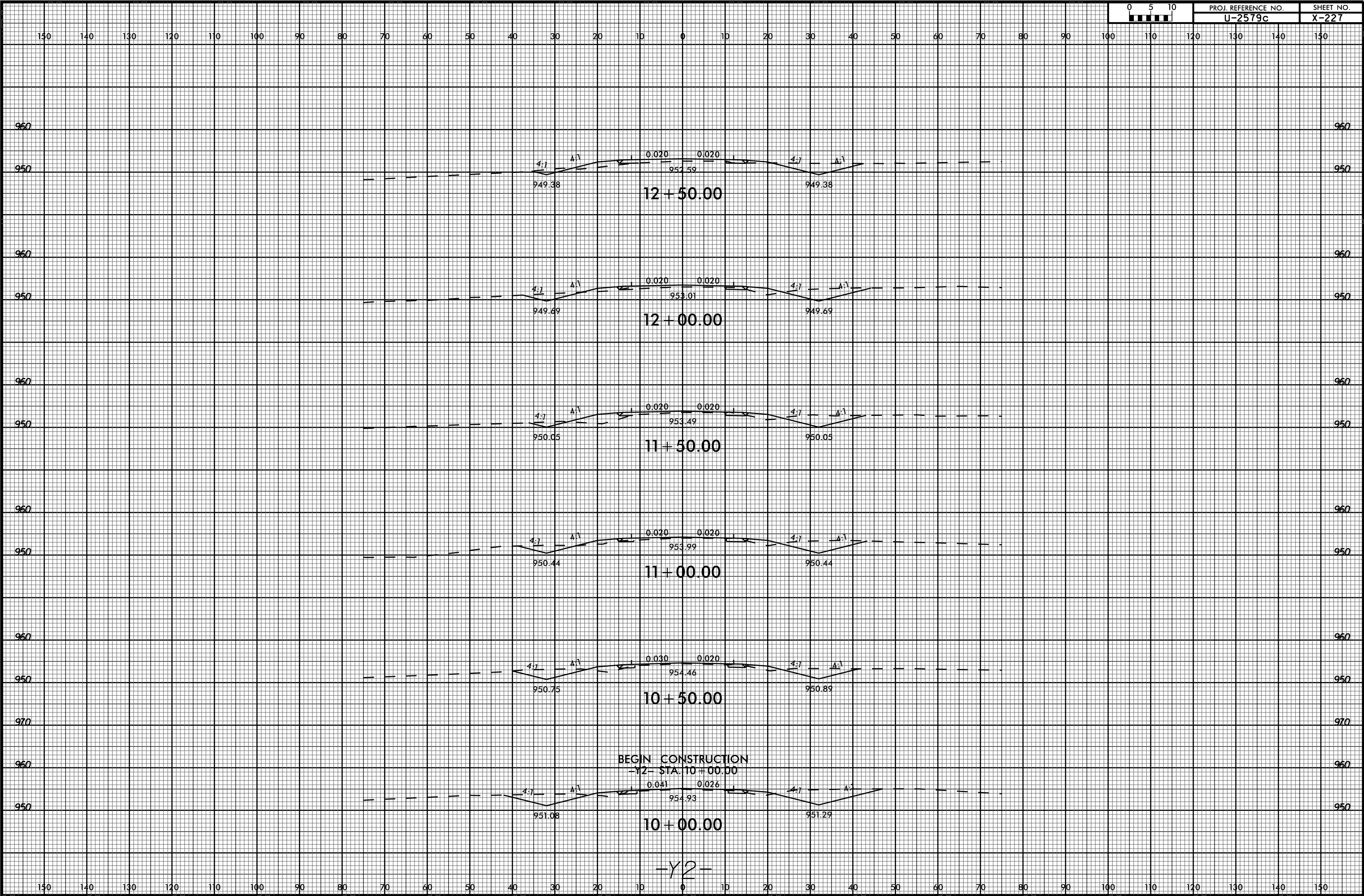
-YIRPD-

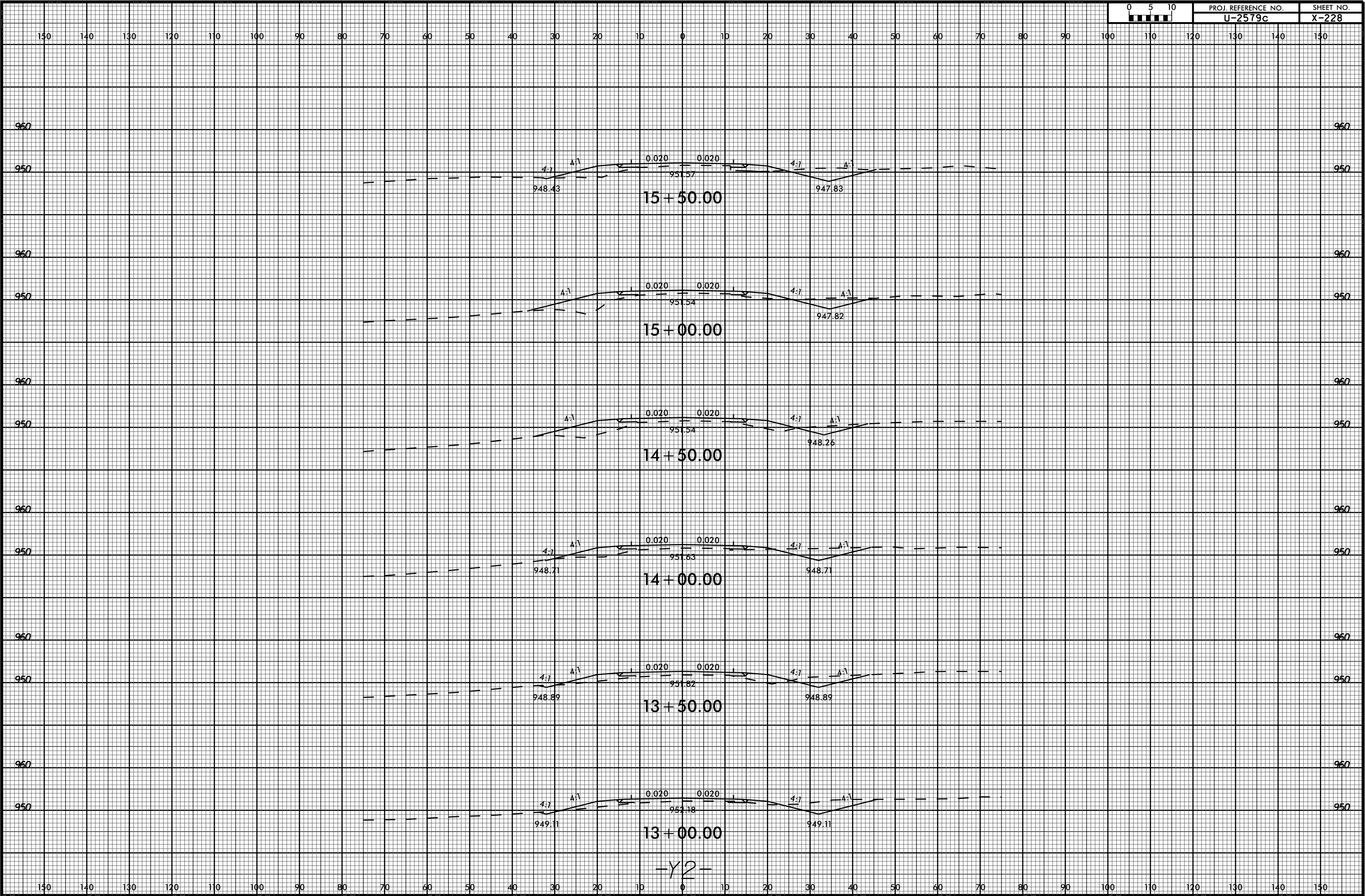


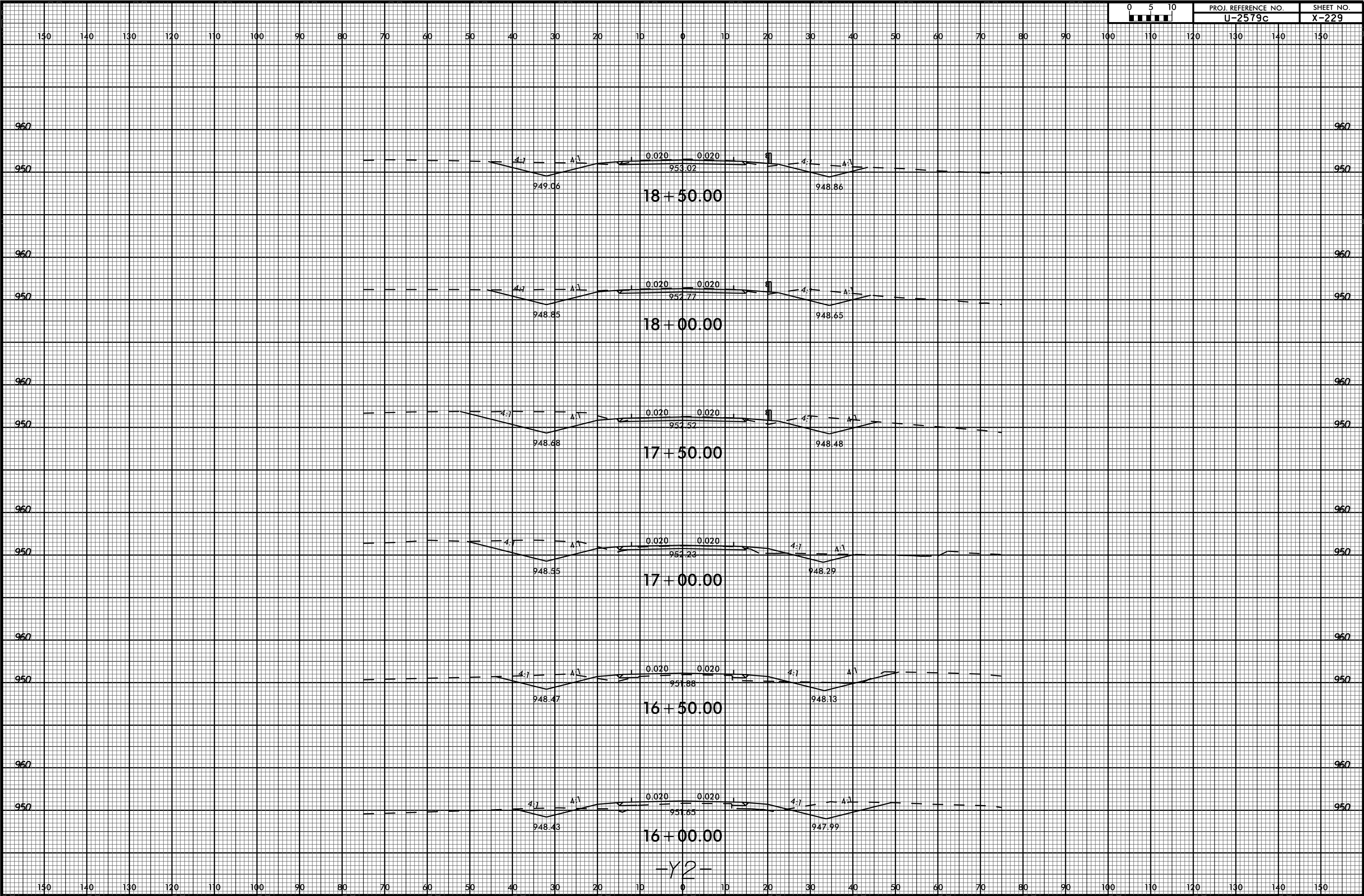
-YILPB-

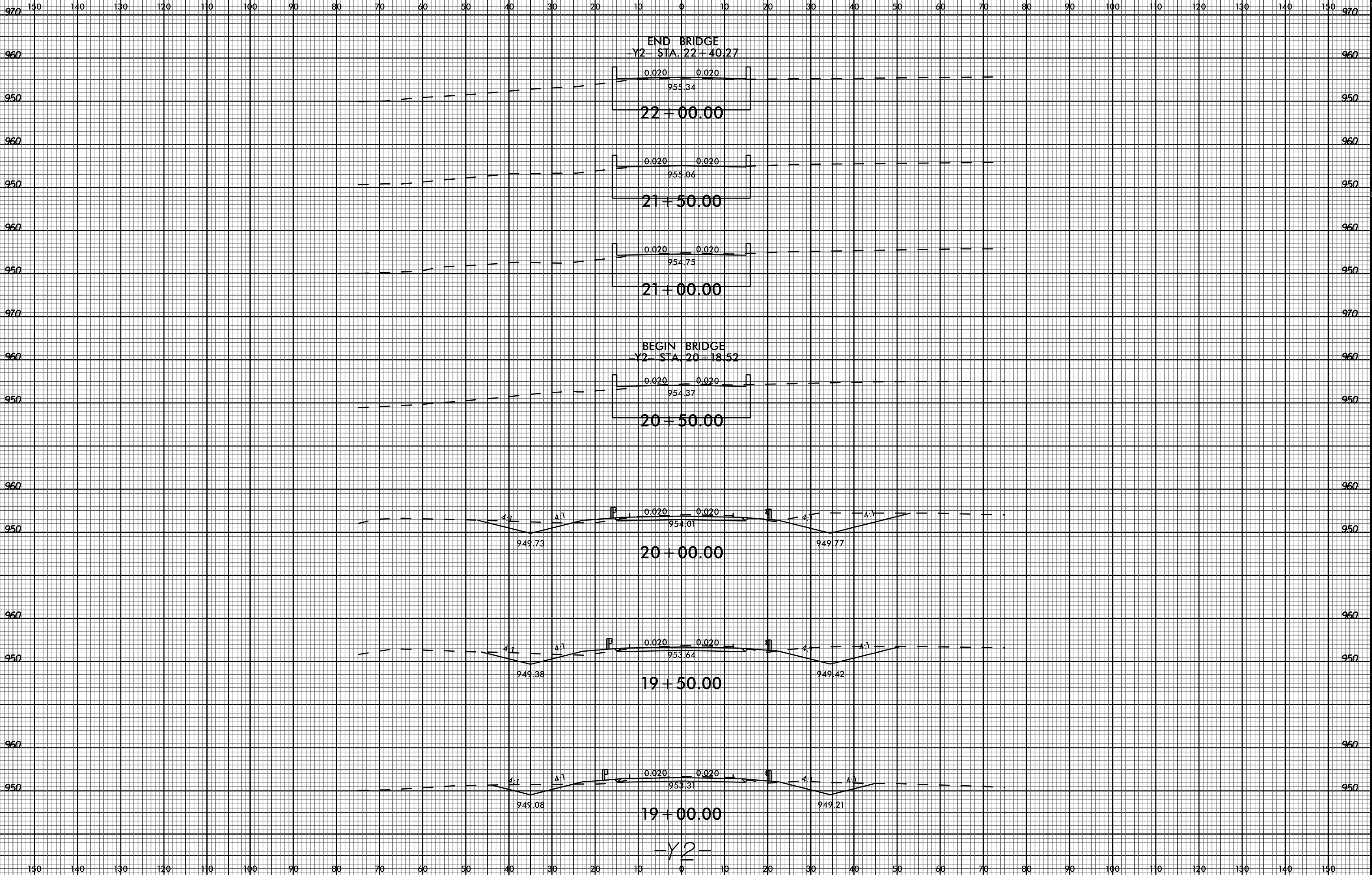


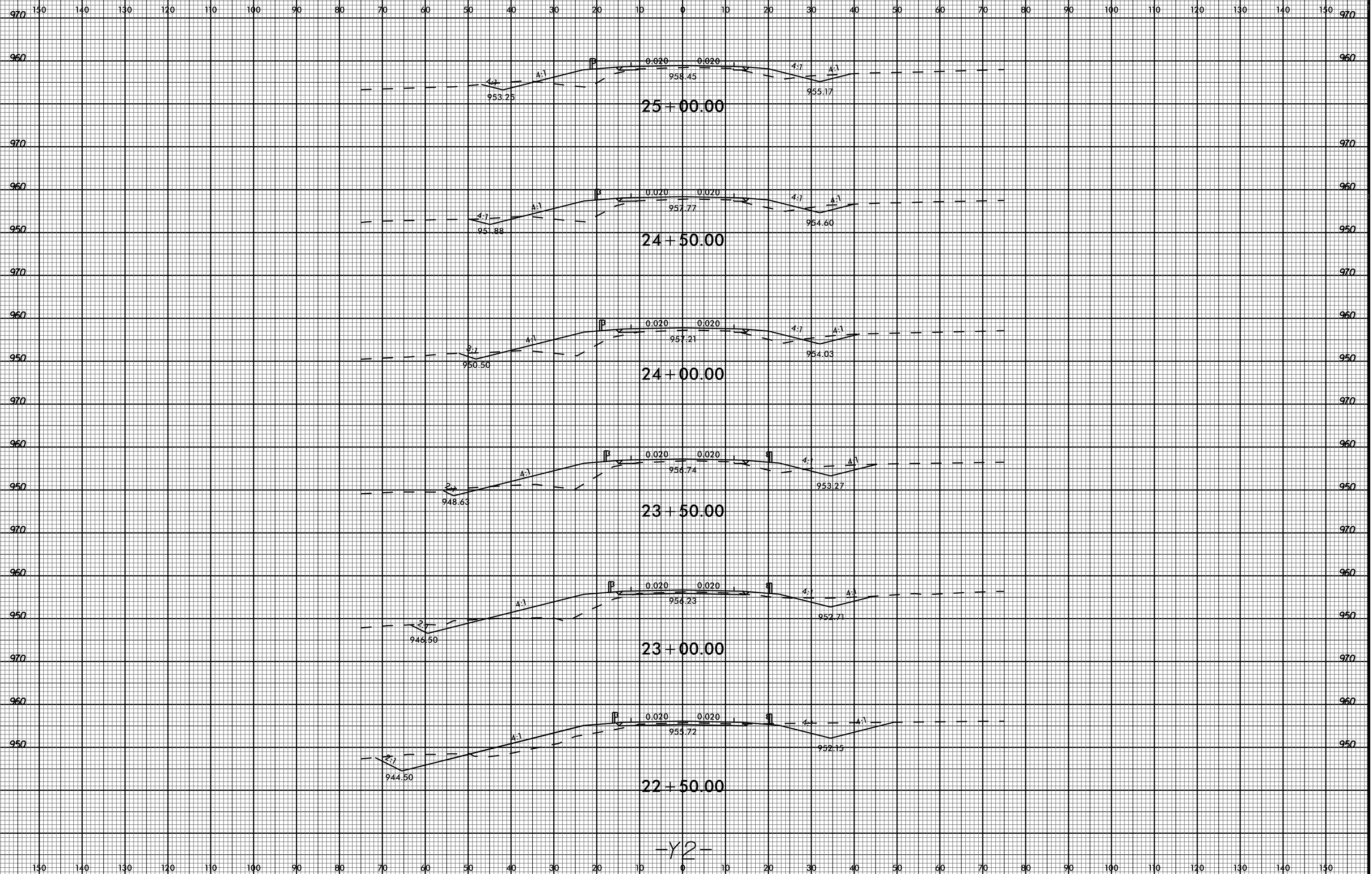












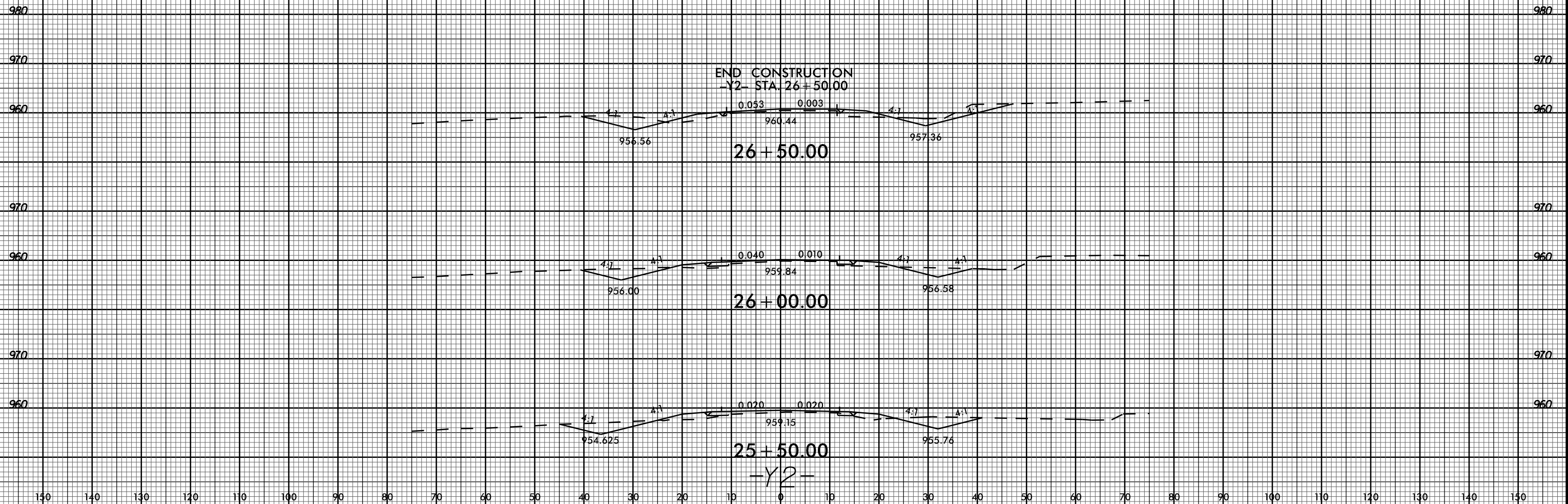
6/23/16



PROJ. REFERENCE NO.
U-2579c

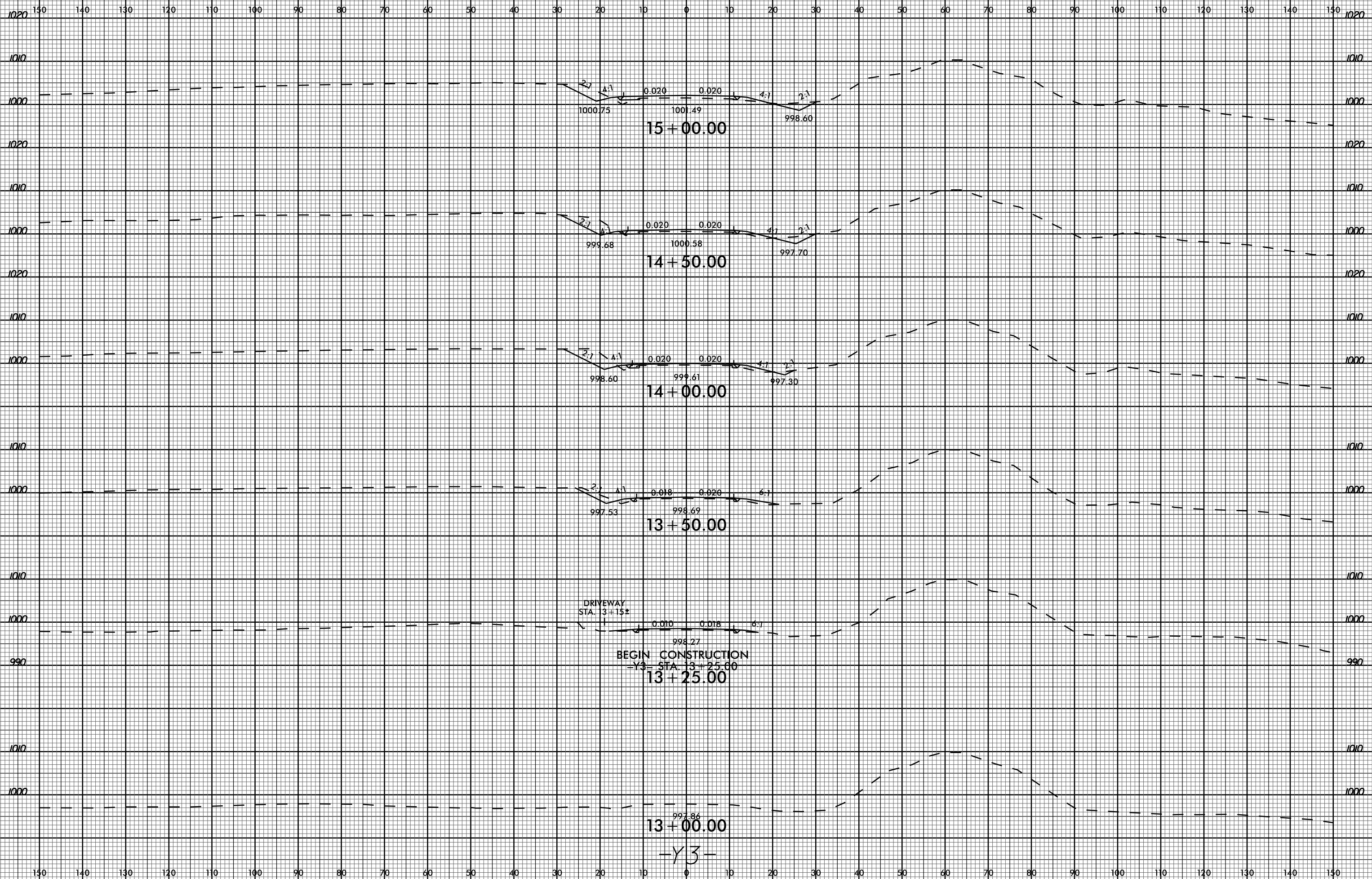
SHEET NO.
X-232

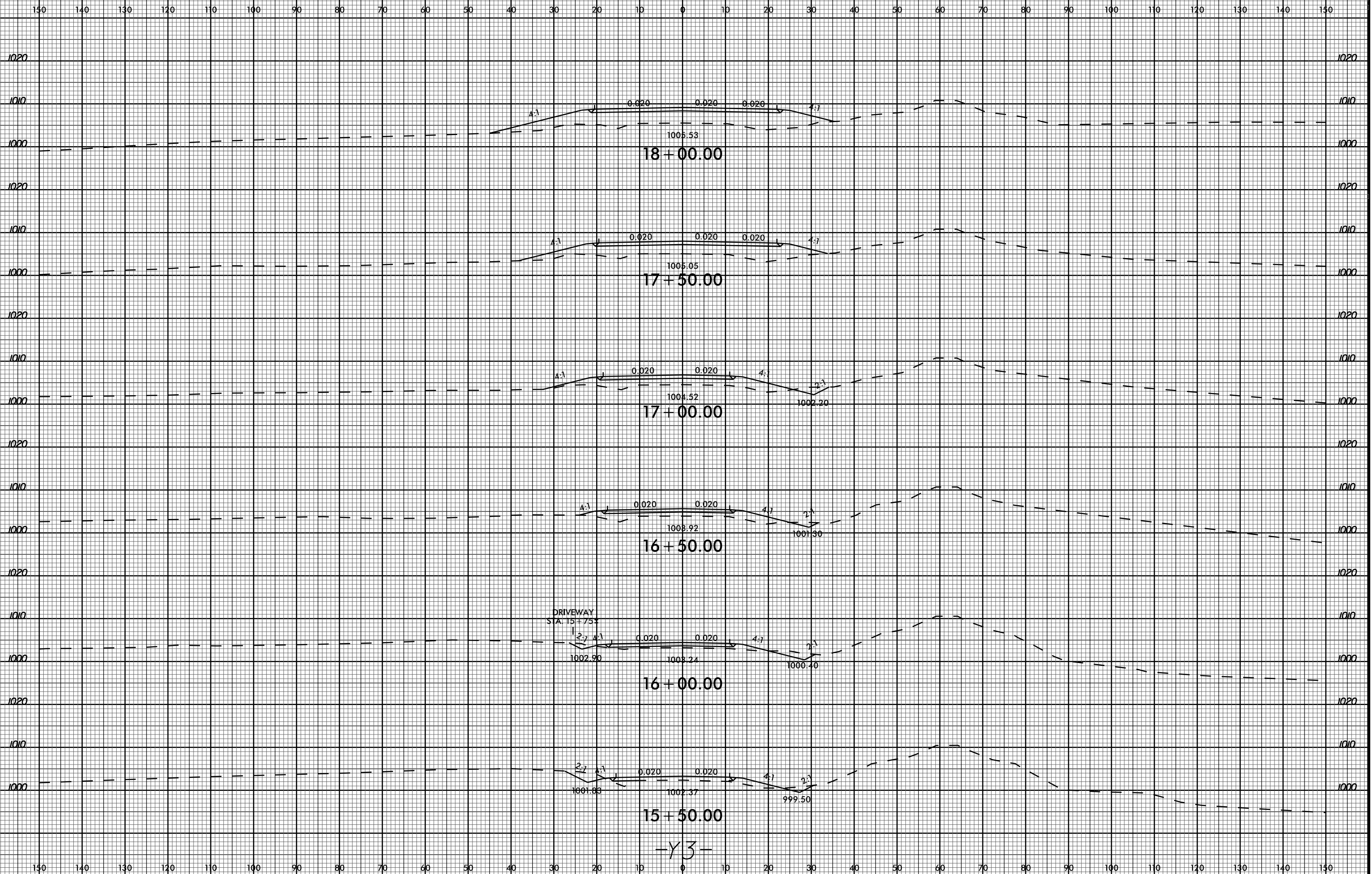
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



03-JUL-2017 16:00
P:\Projects\XSC\U2579c_Rdg...xp1_Y2.dgn
\$\$\$\$\$SERIAL\$\$\$\$\$

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





03-JUL-2017 16:00
P:\Projects\XSC\U2579C_Rdg_xpl_Y3.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

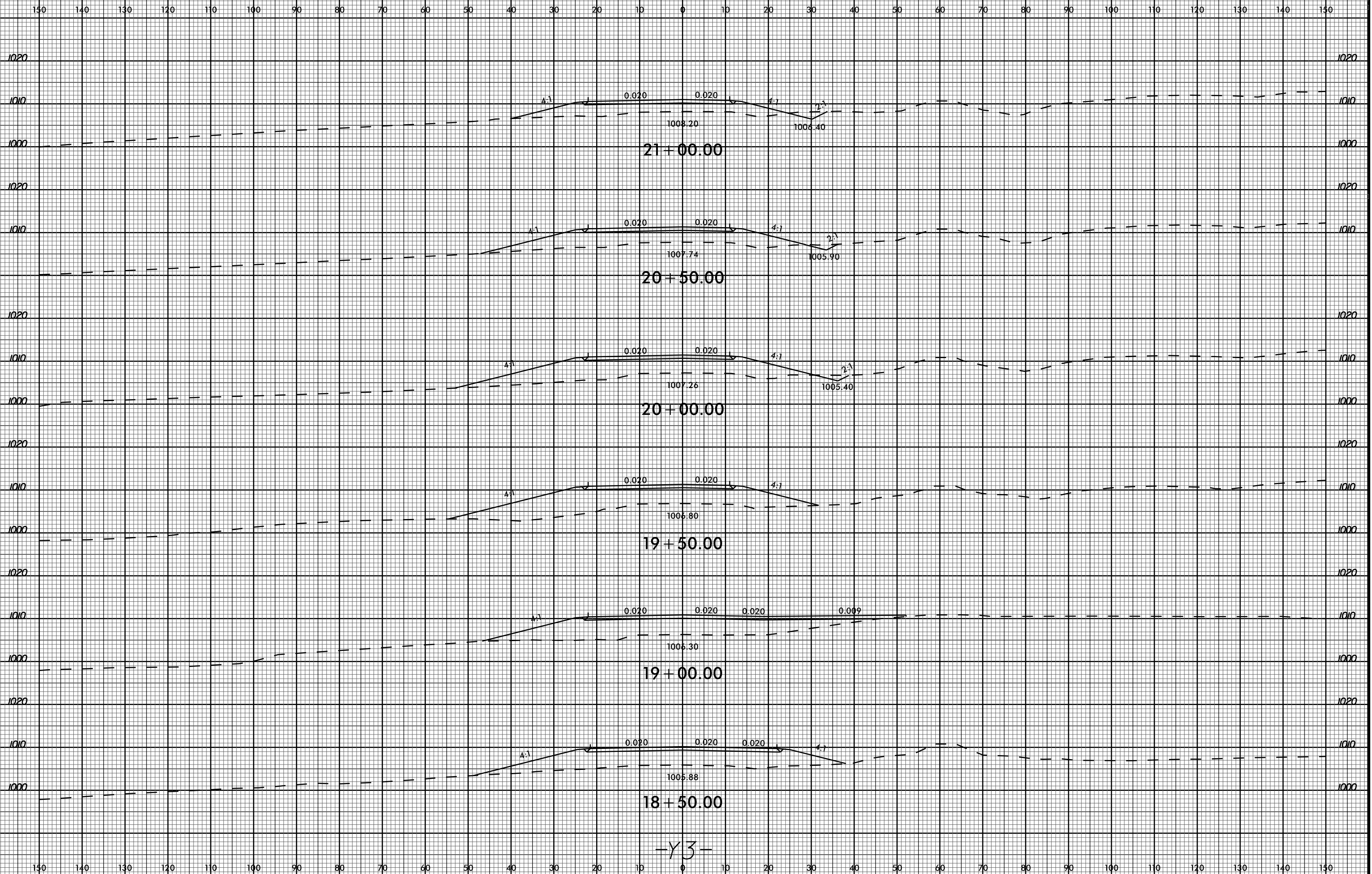
-Y3-

6/23/16



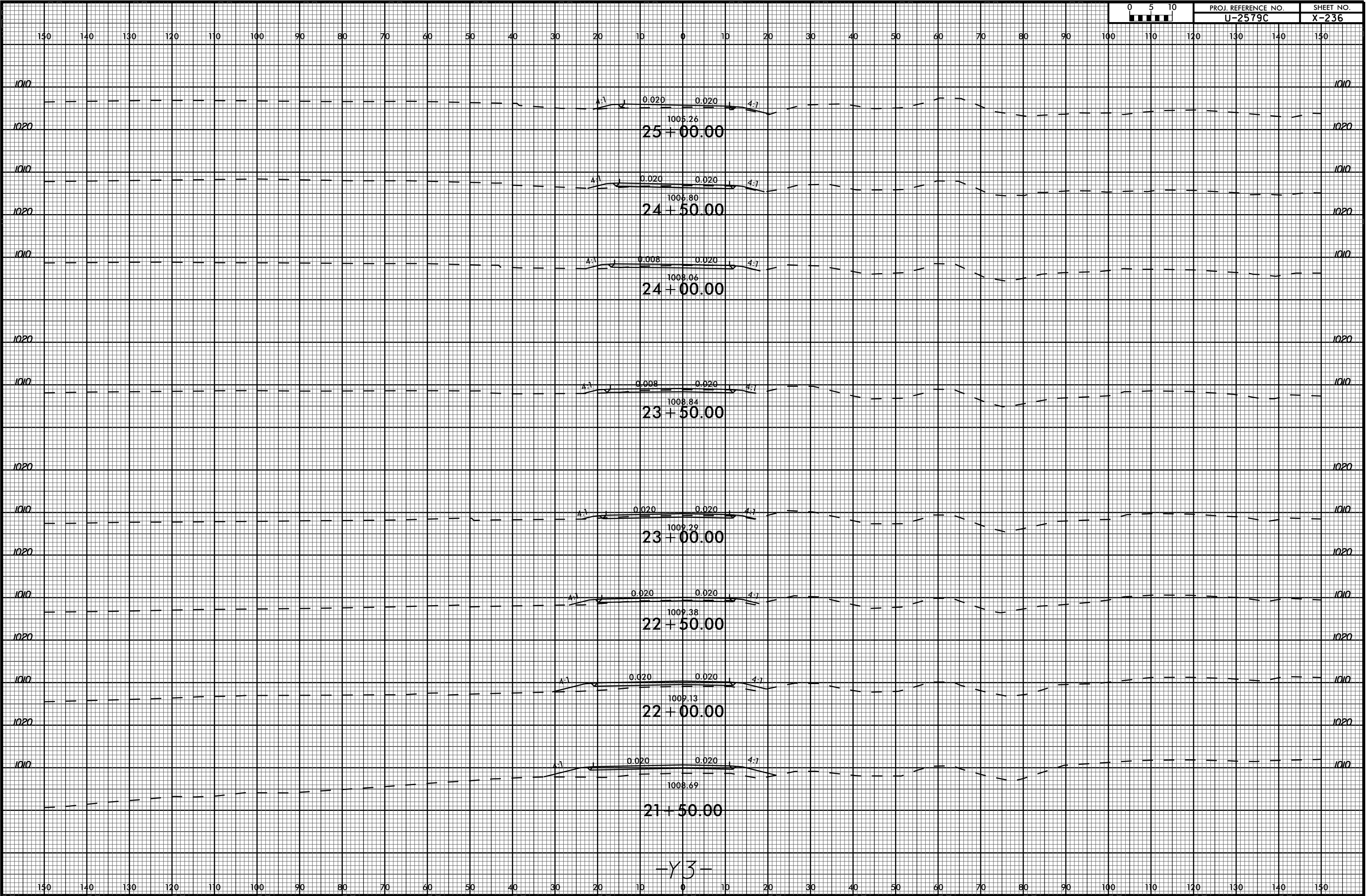
PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-235



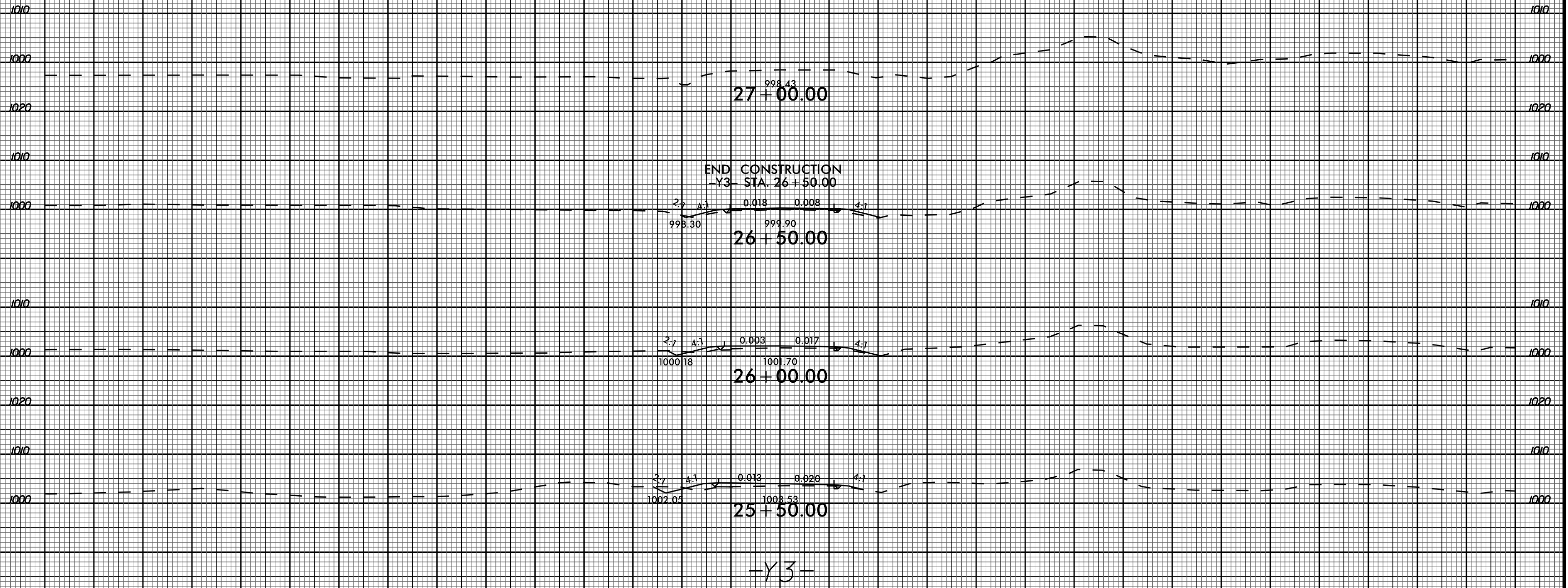
03-JUL-2017 16:00
P:\Projects\XSC\U2579C_Rdy_xpl_Y3.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

-Y3-

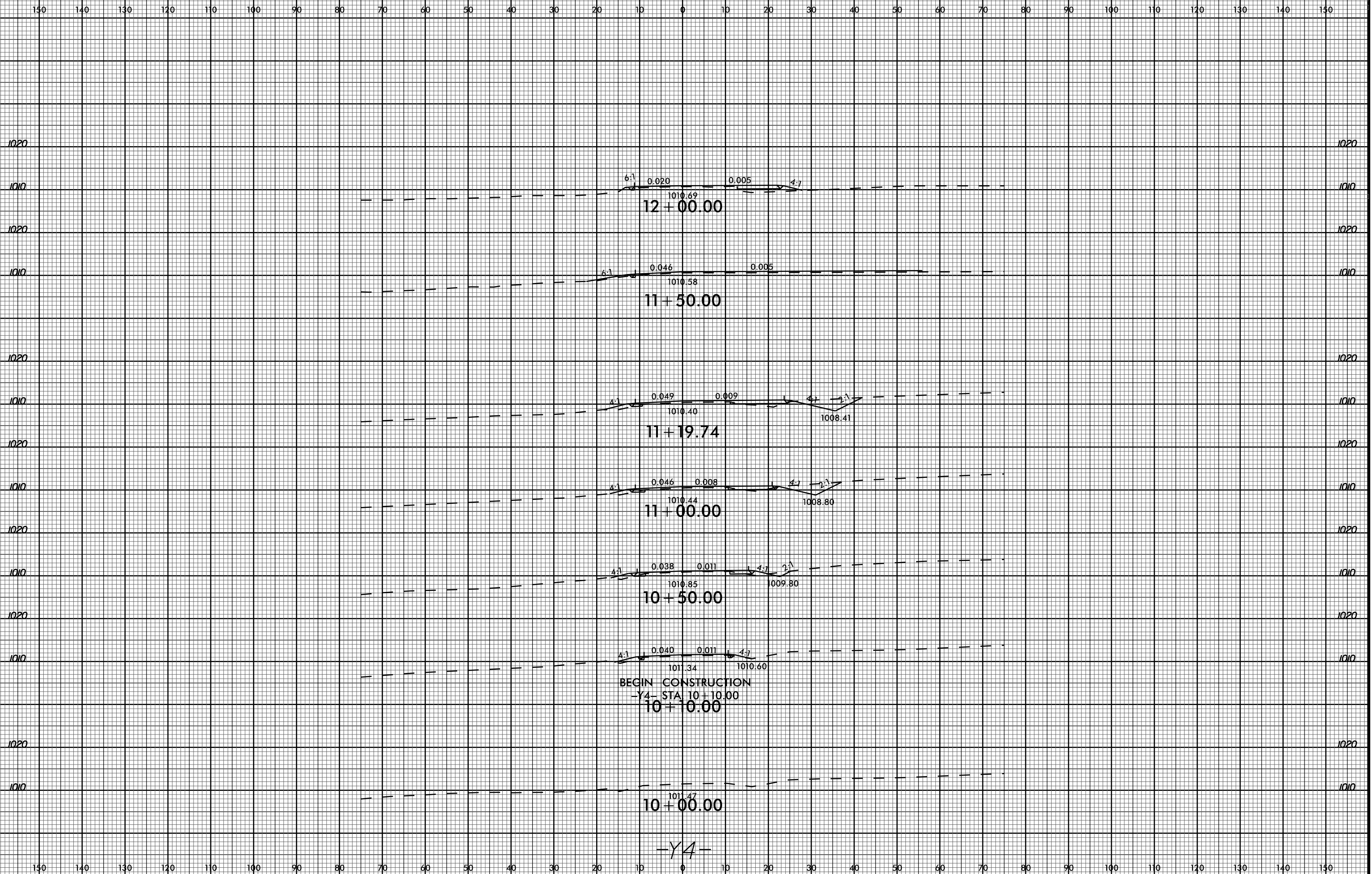




150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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



6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-239

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

1030

1030

1020

1020

1010

1010

END CONSTRUCTION
-Y4- STA. 12 + 42.12

0.010 0.010

4:1

4:1

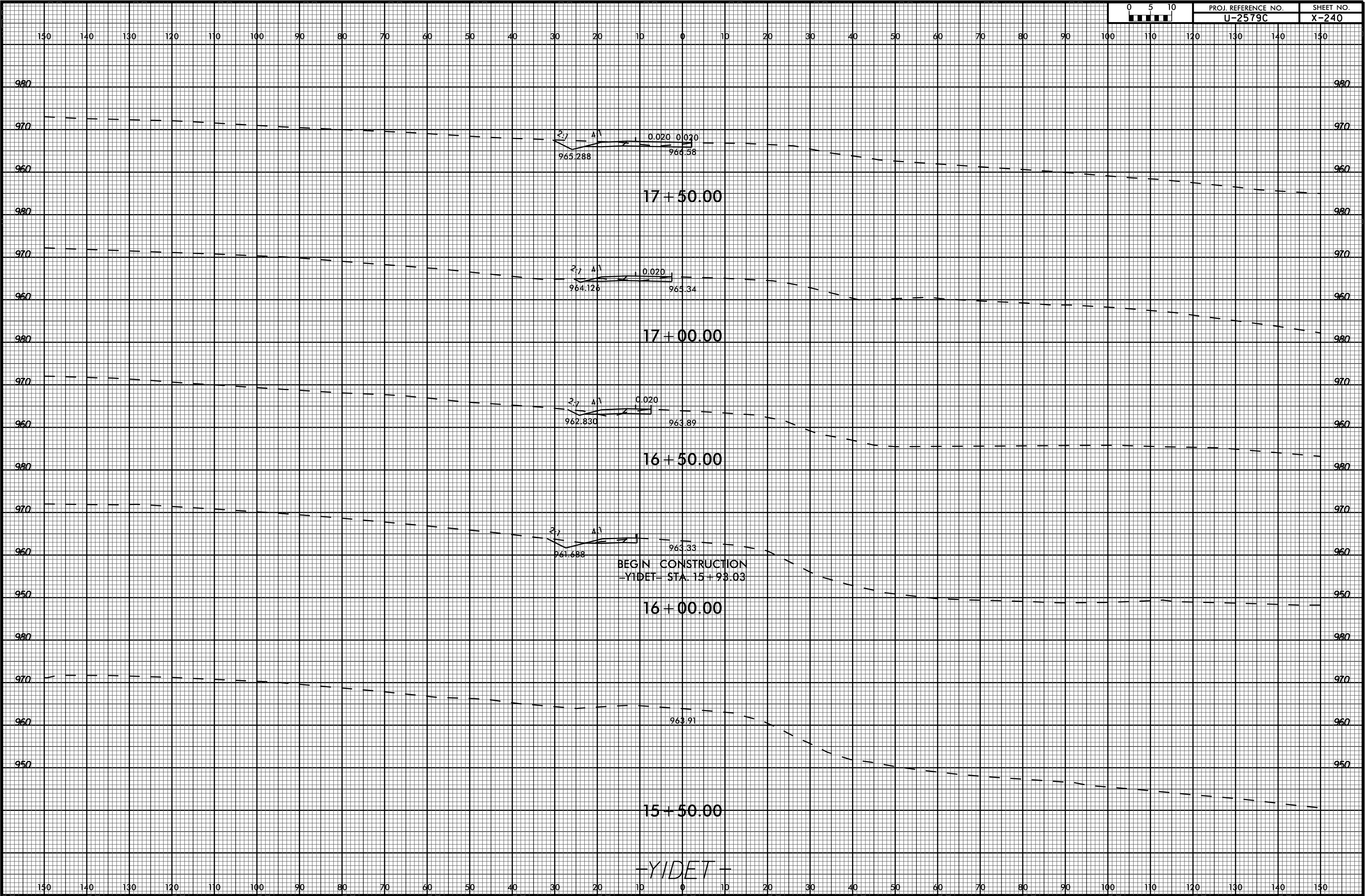
1008.05

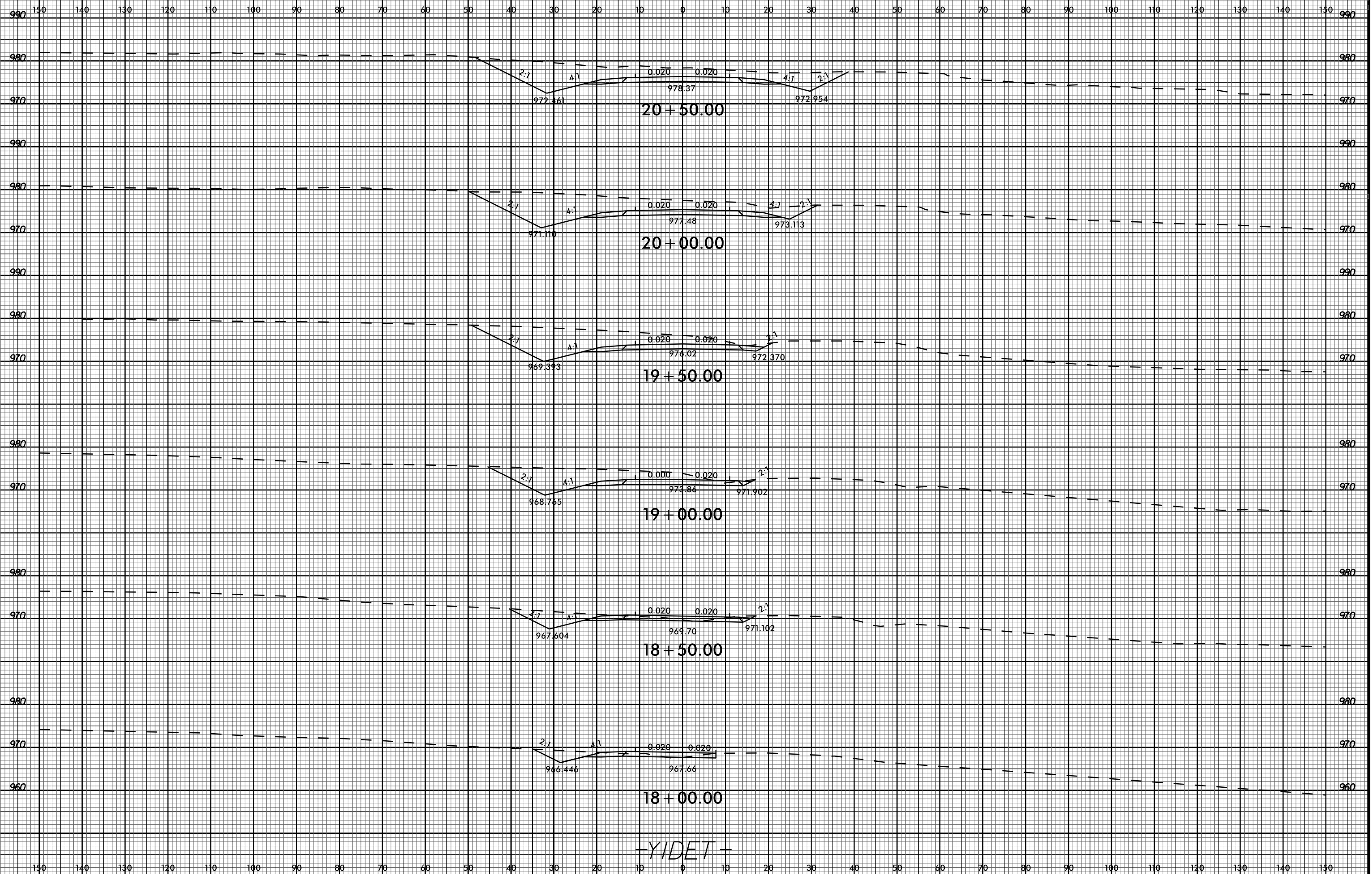
12 + 25.00

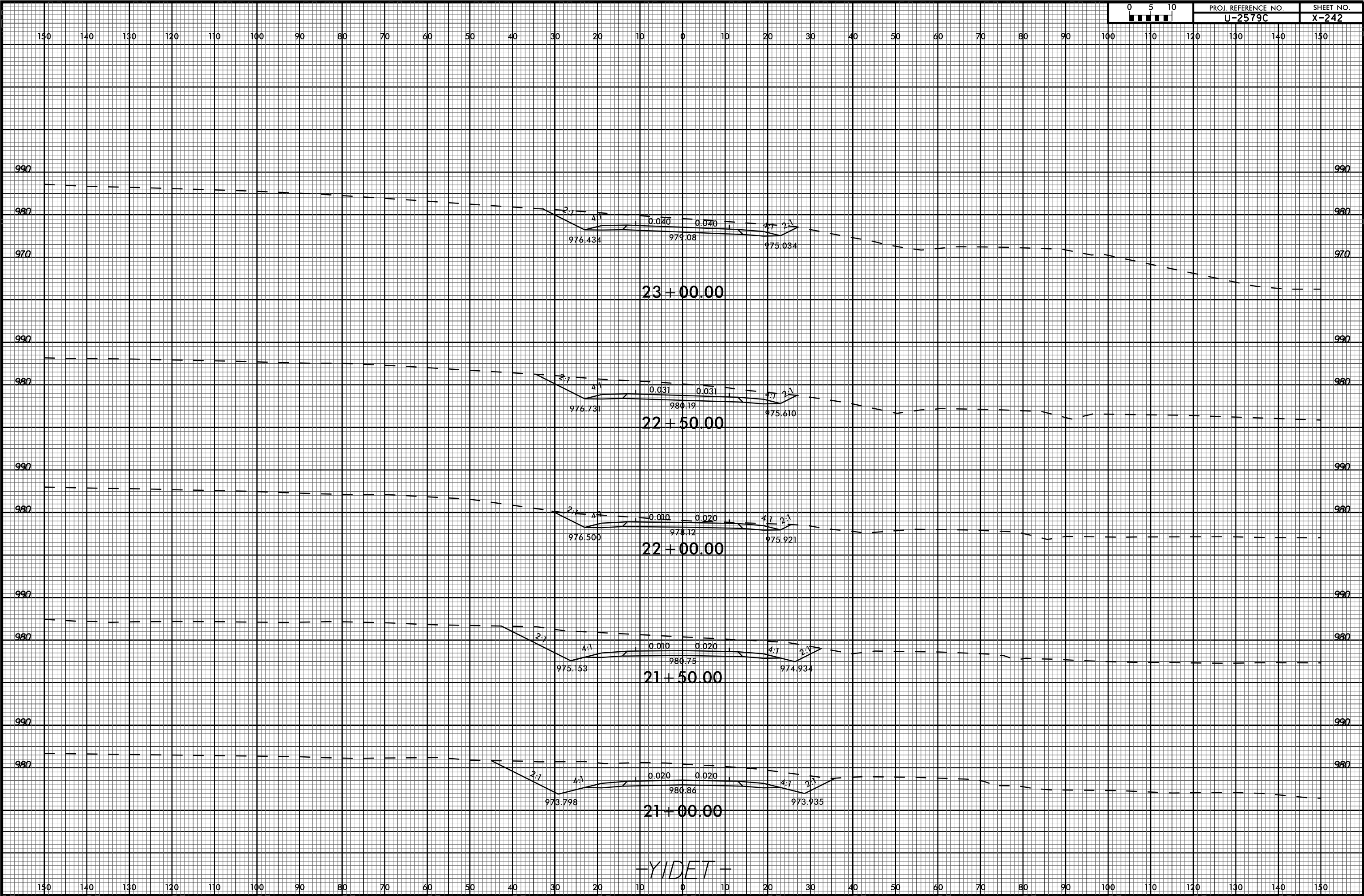
-Y4-

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

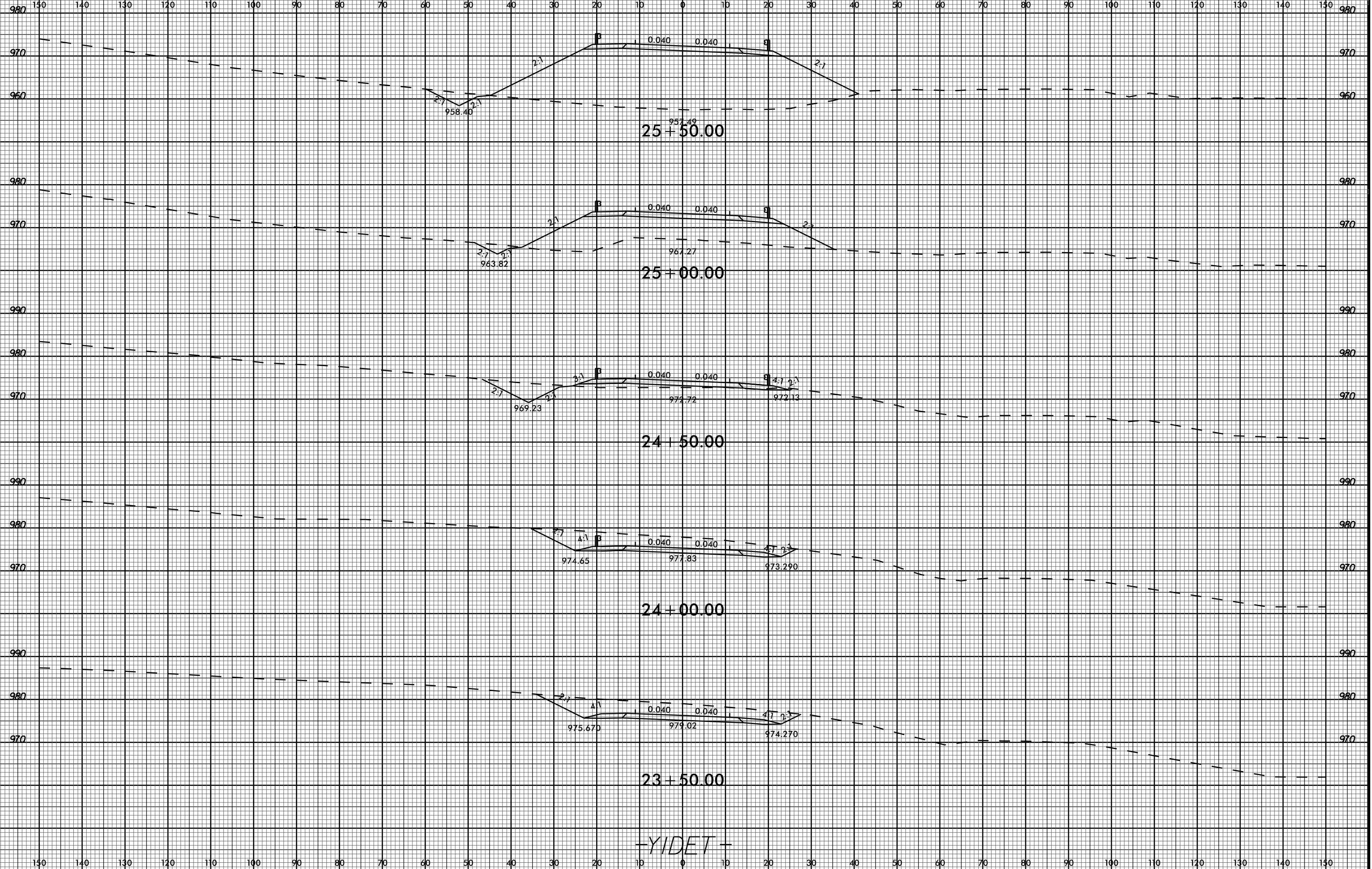
03-JUL-2017 16:00
P:\Projects\XSC\U2579C_Rdy_xpl_Y4.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



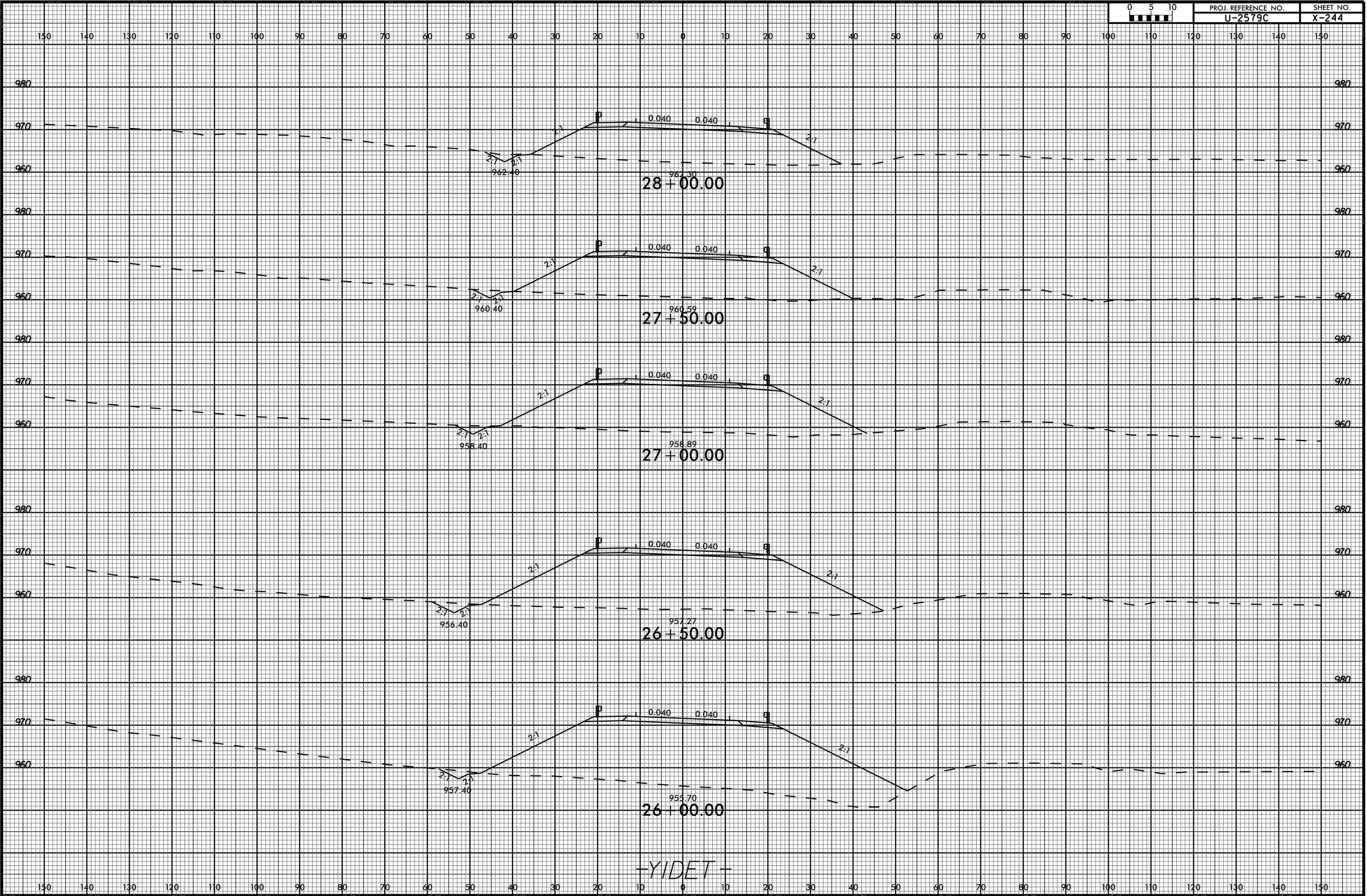




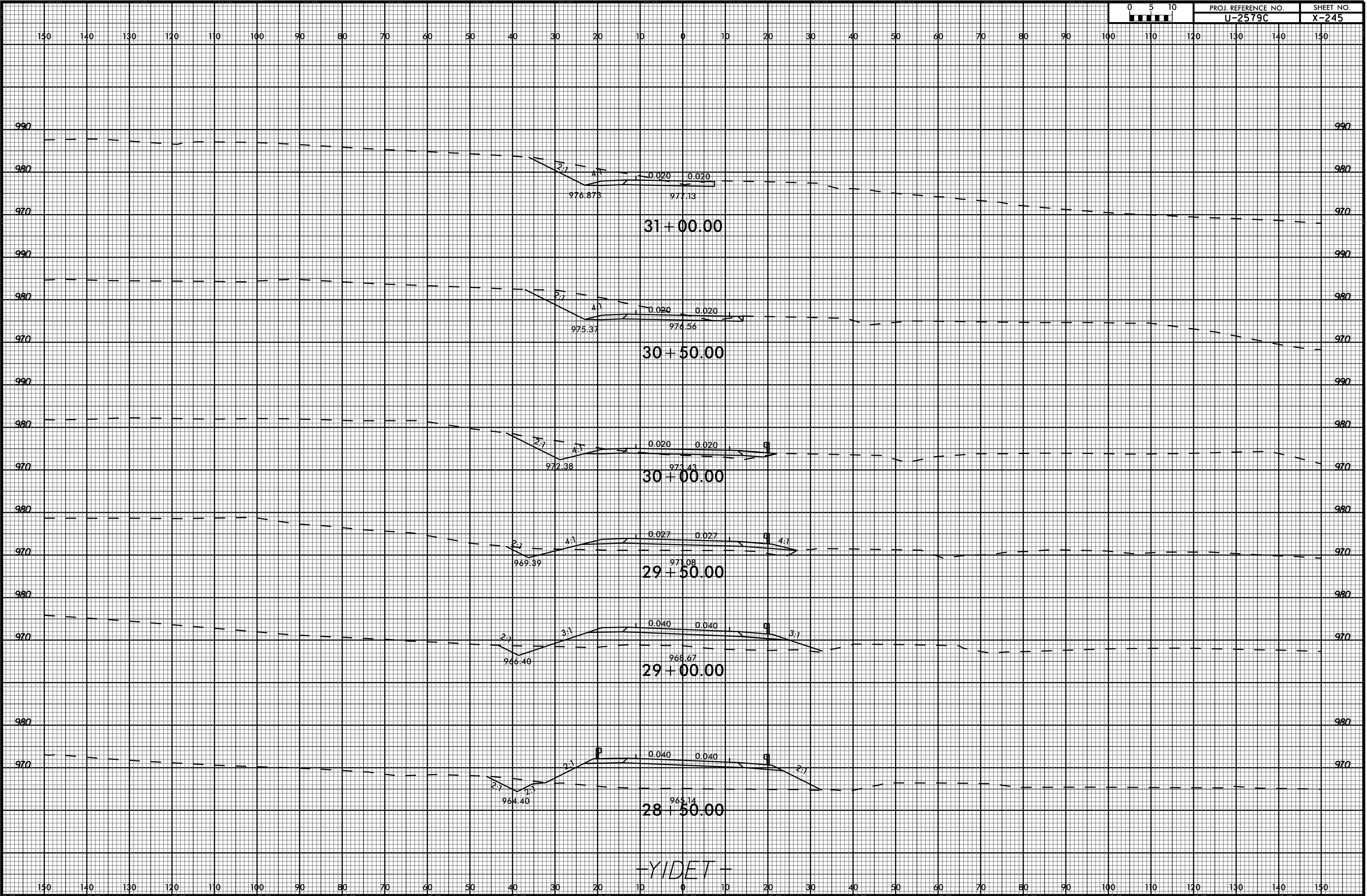
-YIDET-



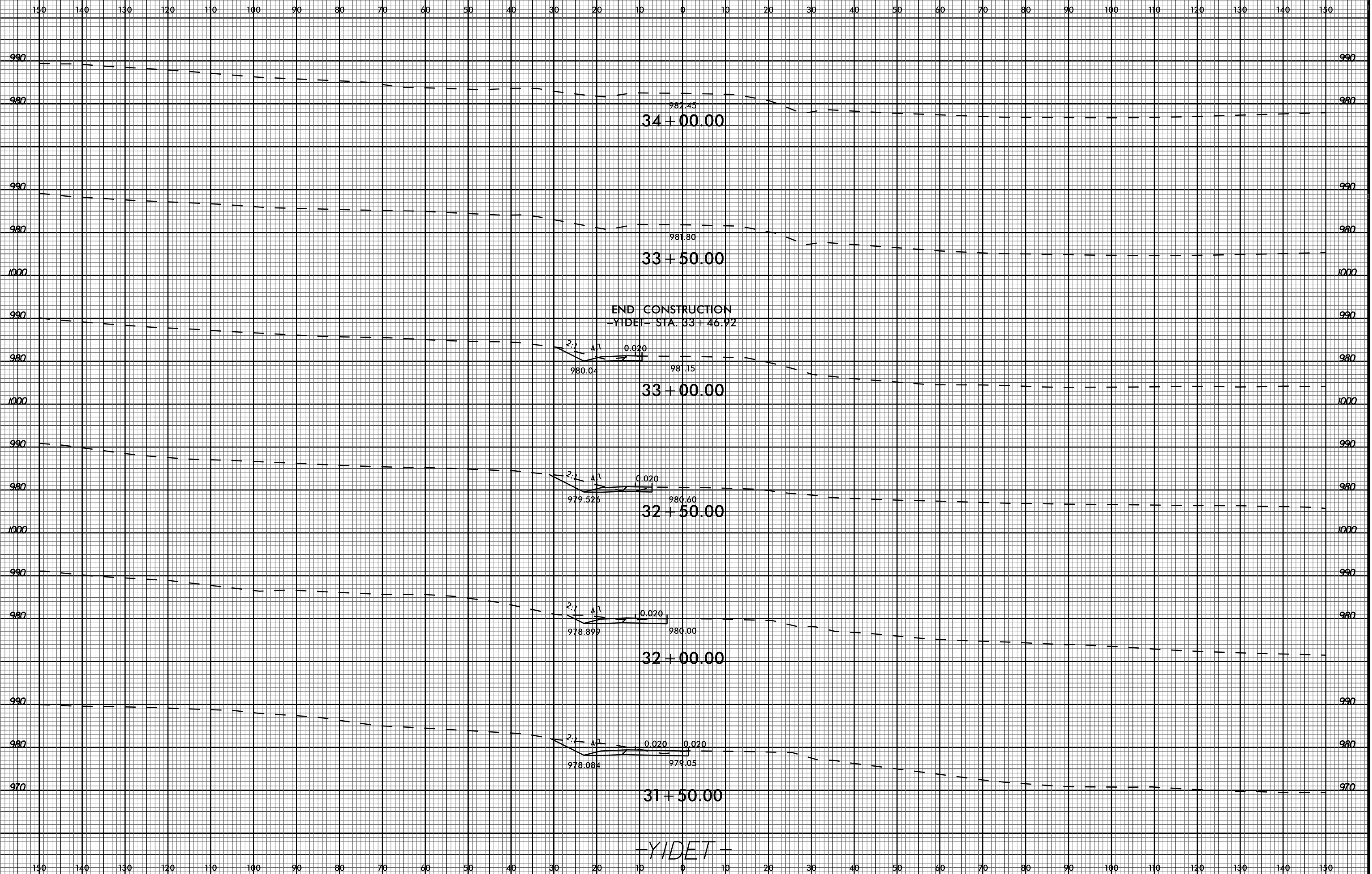
-YIDET-



-YIDET-

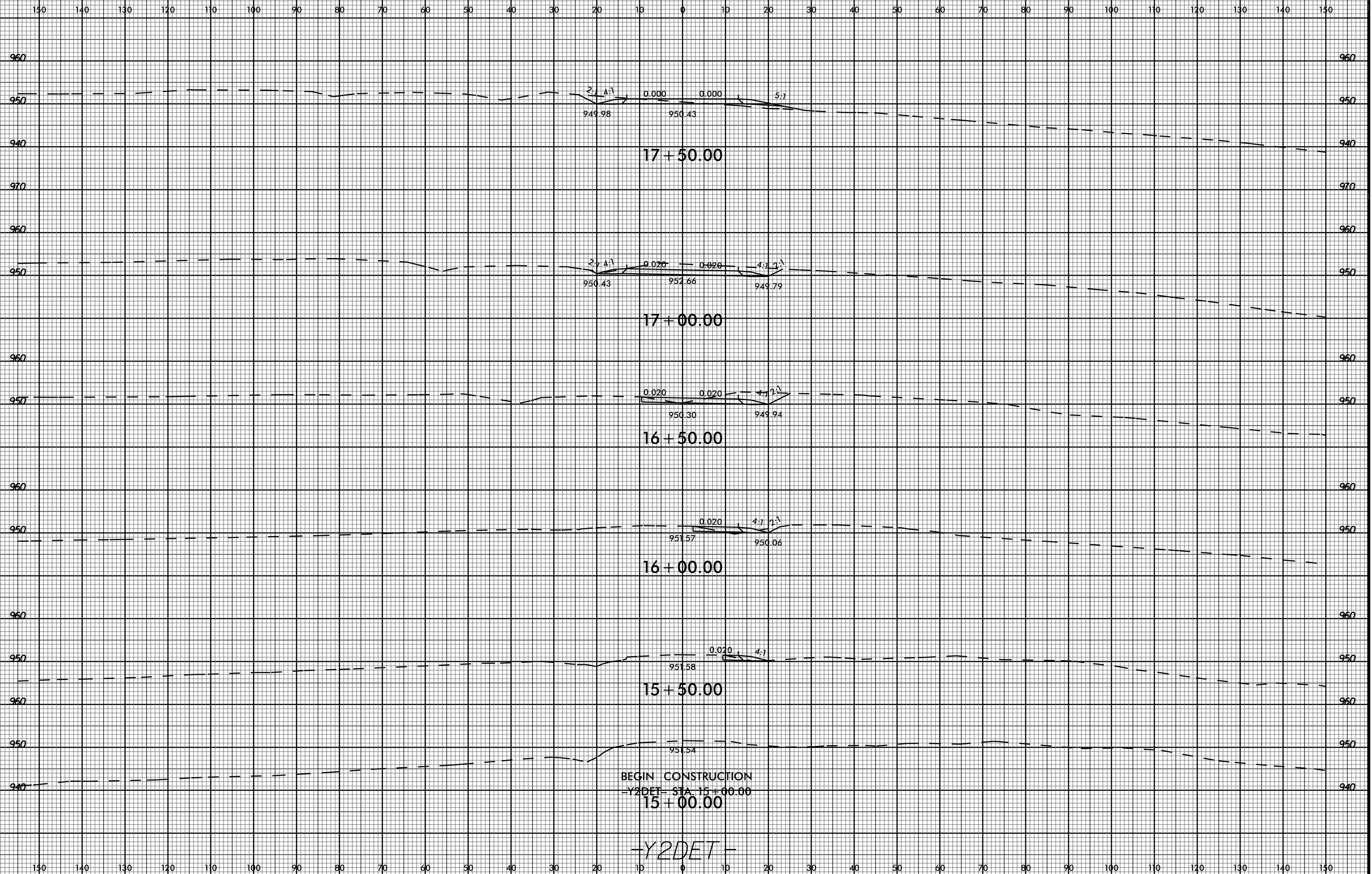


-YIDET-



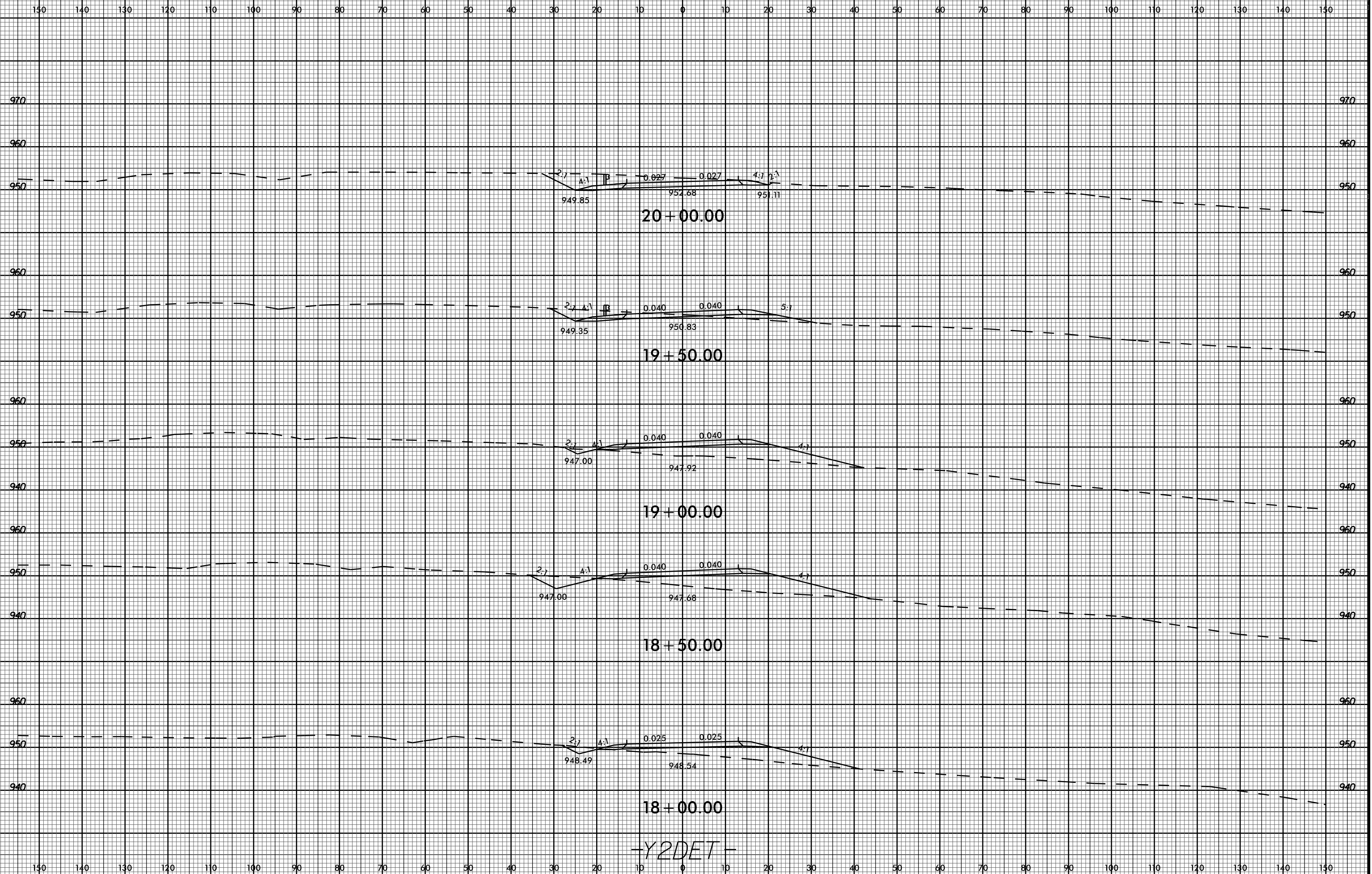
03-JUL-2017 16:00
P:\Projects\XSC\U2579c_r.dwg_xpl_YIDEI.dgn
\$\$\$\$\$

-YIDEI-



BEGIN CONSTRUCTION
 -Y2DET- STA. 15+00.00
 15+00.00

-Y2DET-



20+00.00

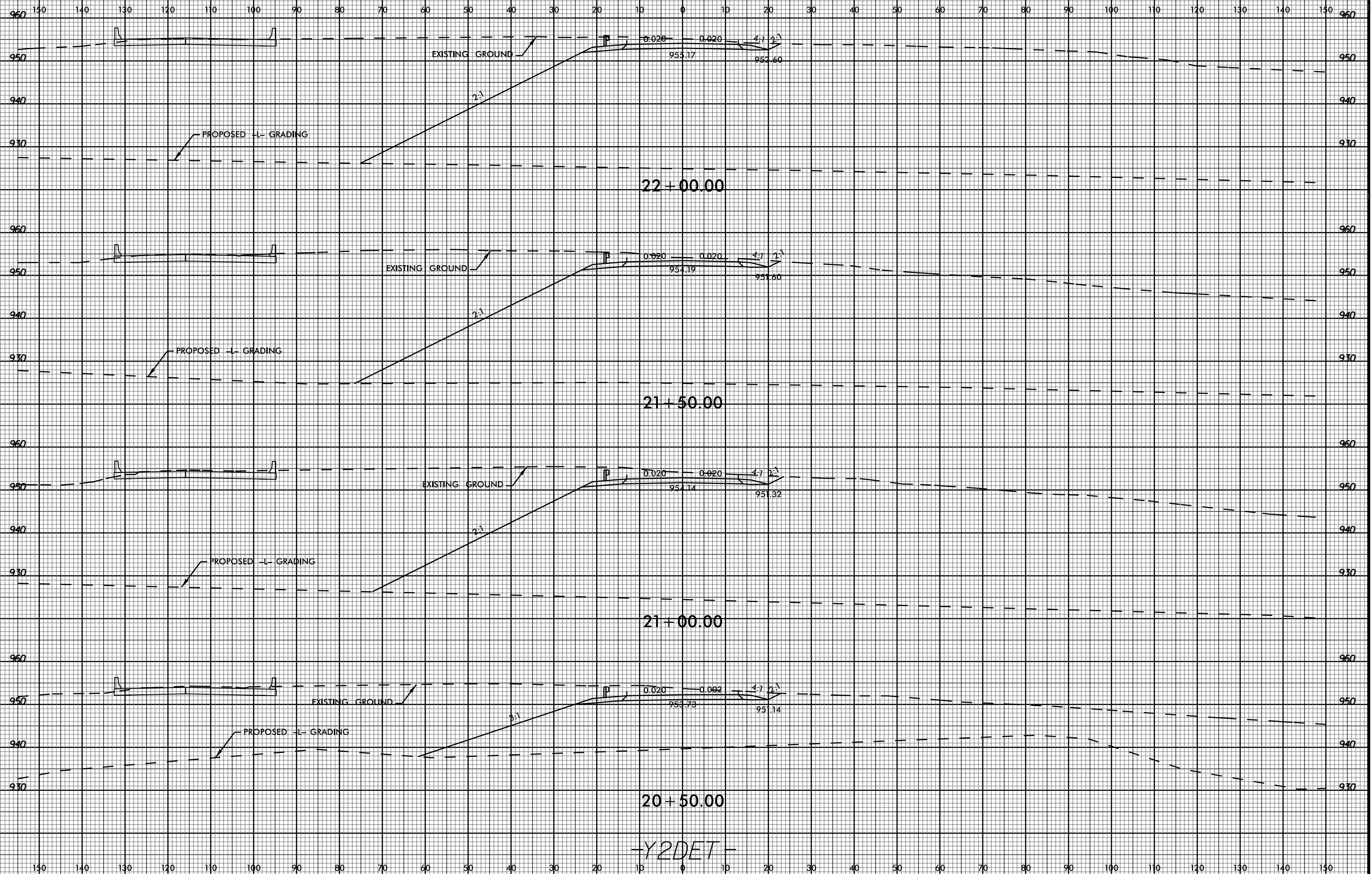
19+50.00

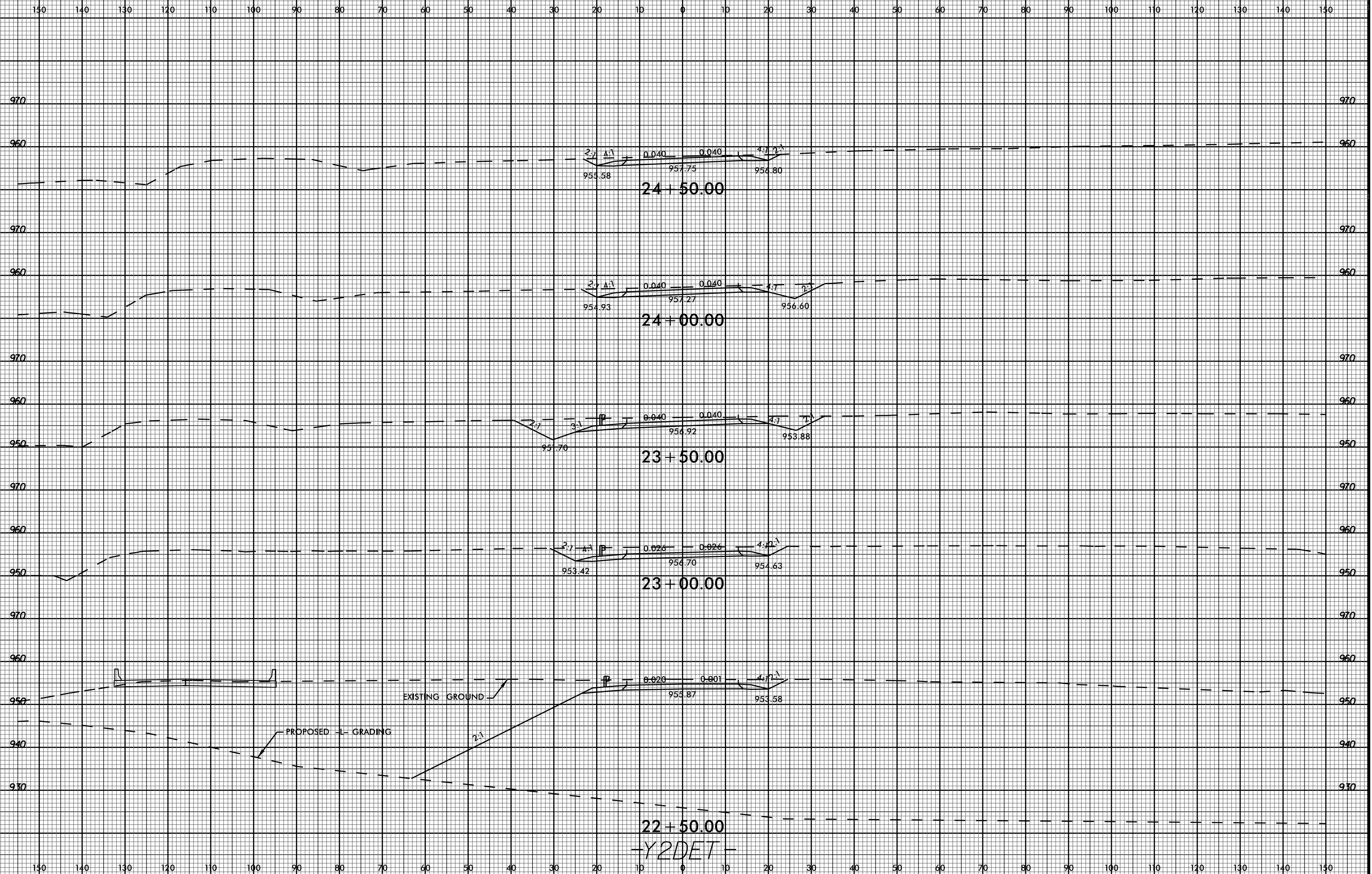
19+00.00

18+50.00

18+00.00

-Y2DET-





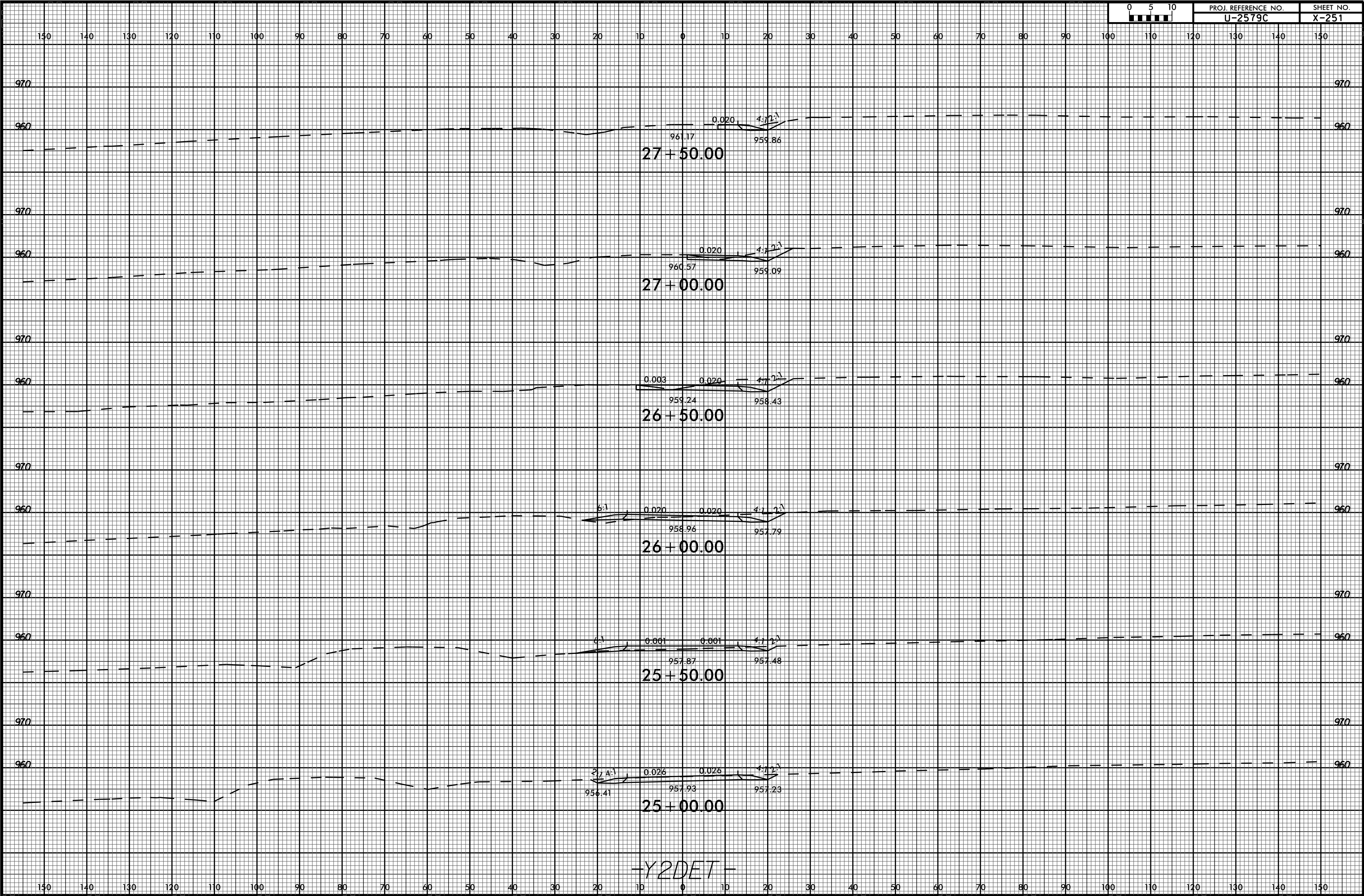
03-JUL-2017 16:00
P:\Projects\XSC\U2579C_Rdg_xpl_Y2DET.dgn
\$\$\$\$\$SERIAL\$\$\$\$\$

22+50.00
-Y2DET-

6/23/16



PROJ. REFERENCE NO. U-2579C SHEET NO. X-251



-Y2DET-

03-JUL-2017 16:00
P:\Projects\XSC\U2579C_Rdg_xpl_Y2DET.dgn
\$\$\$\$\$SERIAL\$\$\$\$\$



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

980

980

970

970

960

960

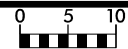
END CONSTRUCTION
-Y2DET- STA. 28+03.31

28+00.00

-Y2DET-

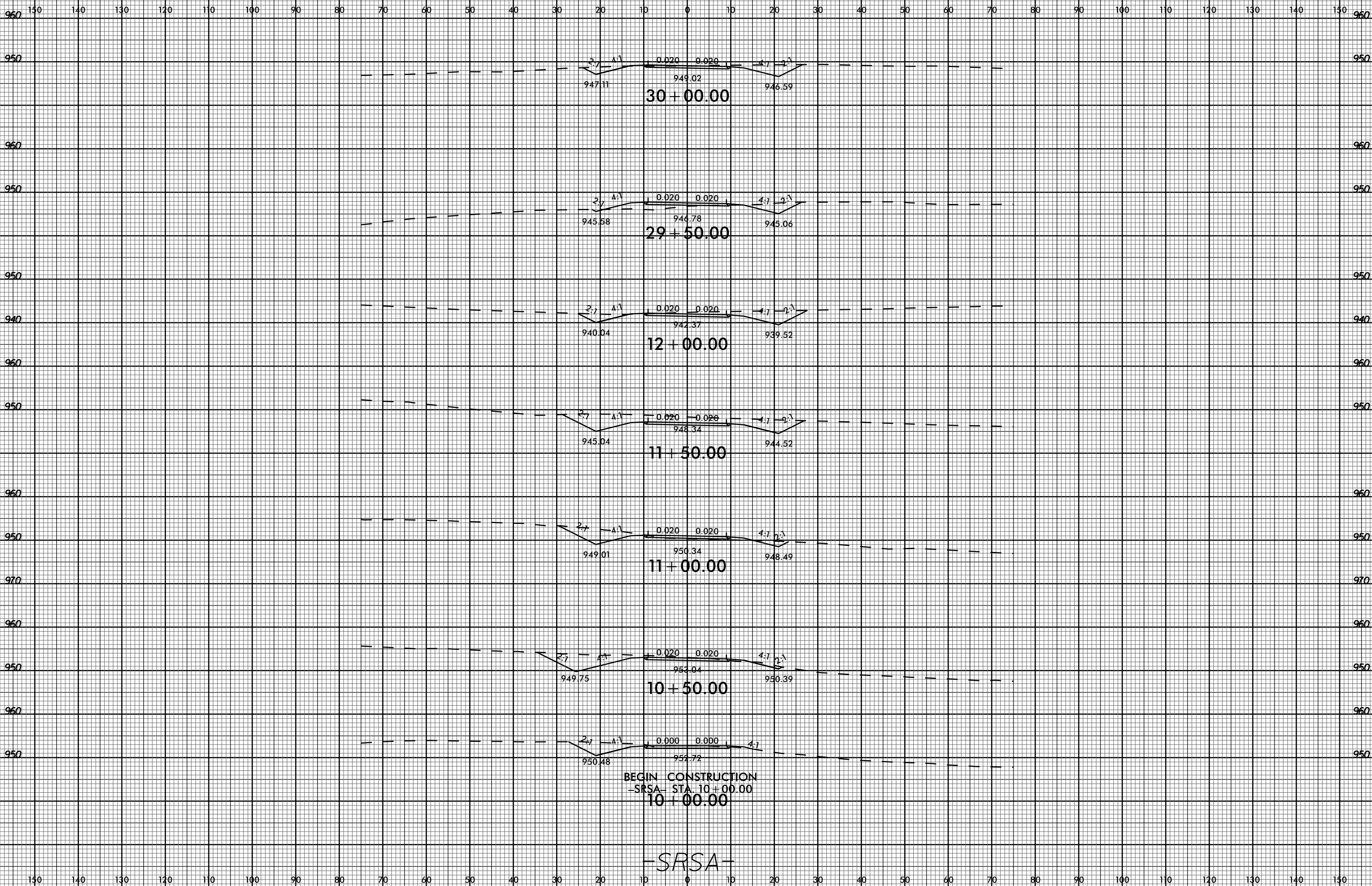
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-253



BEGIN CONSTRUCTION
-SRSA- STA 10+00.00
10 + 00.00

-SRSA-

03-JUL-2017 16:00
P:\Projects\XSC\U2579C_Rdy_xpl_SRSA.dgn
\$\$\$\$\$SERIAL\$\$\$\$\$

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

6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-254

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

960

960

950

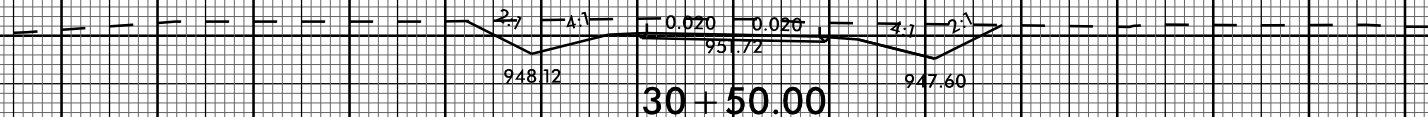
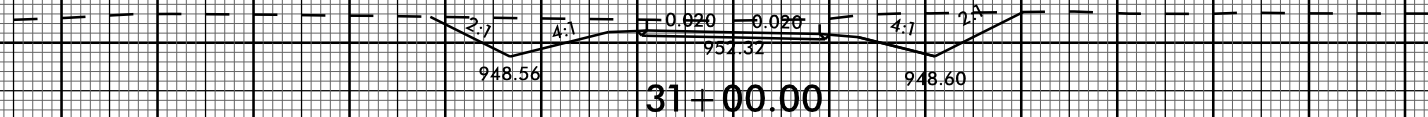
950

960

960

950

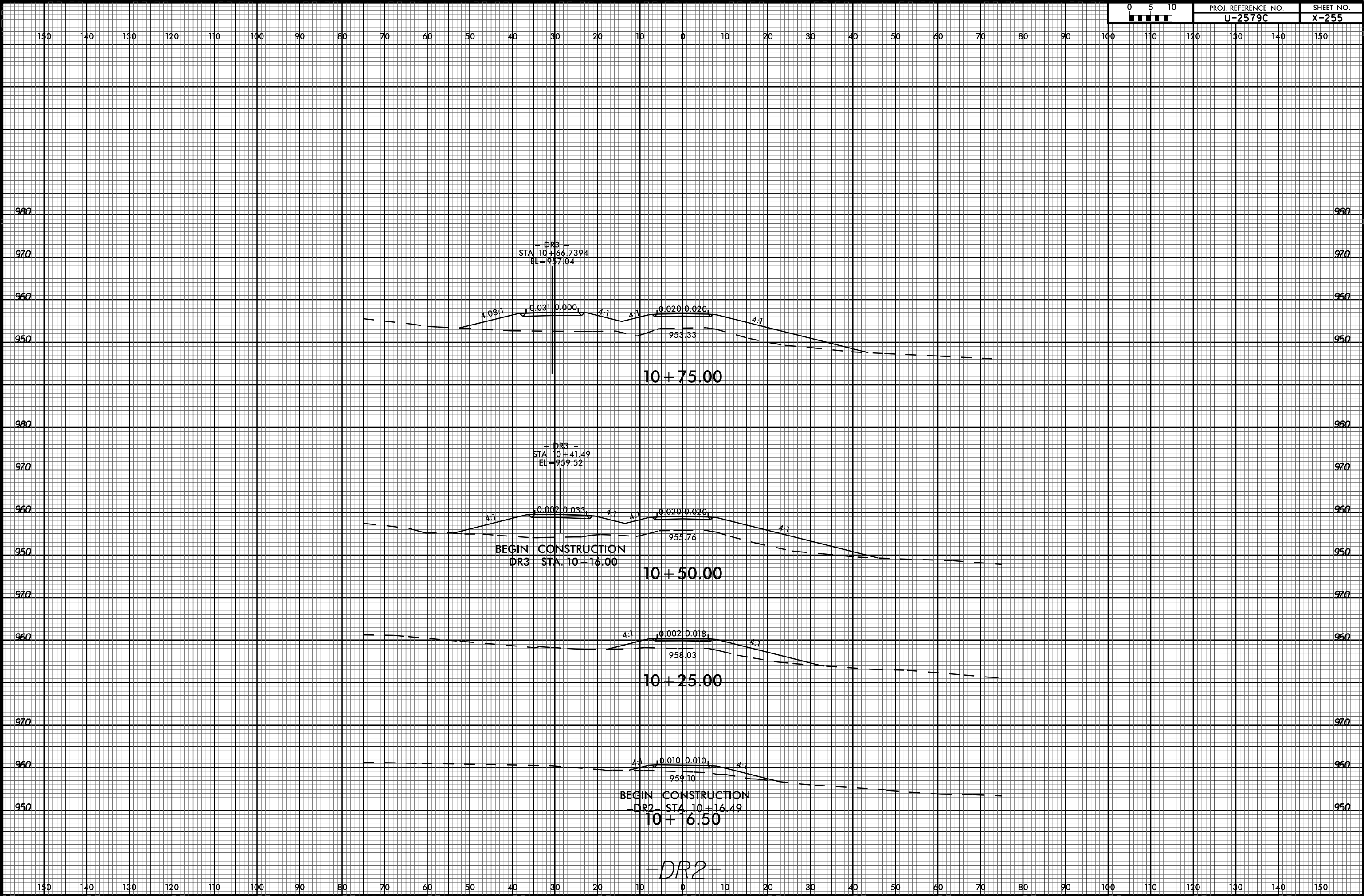
950

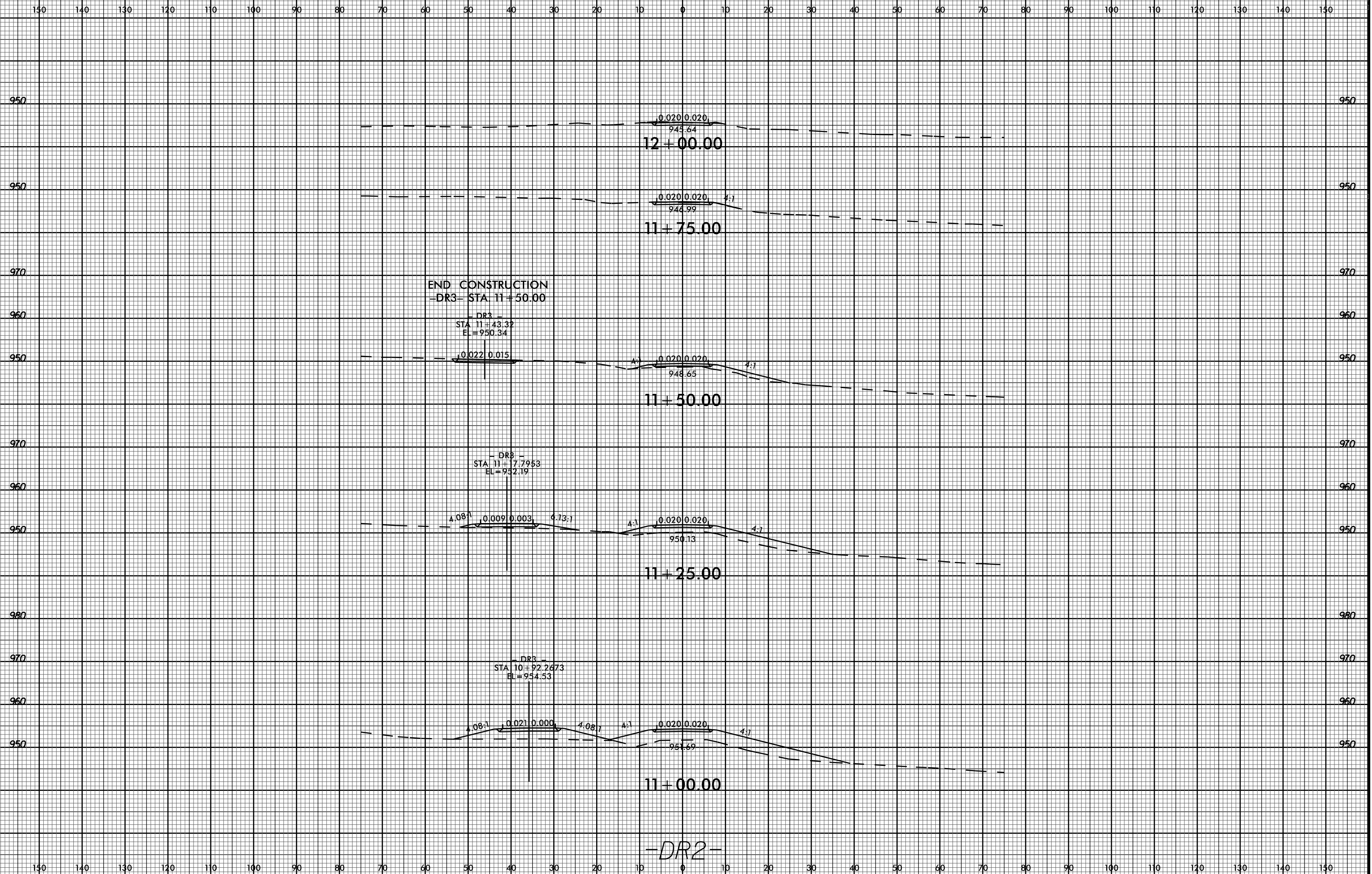


-SRSA-

03-JUL-2017 16:00
P:\Projects\XSC\U2579C_Rdy_xpl_SRSA.dgn
\$\$\$\$SERIAL\$\$\$\$

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





03-JUL-2017 16:00
P:\Projects\XSCY\U2579c_r.dwg_xpl_DR2.dgn
\$\$\$\$\$SERIAL\$\$\$\$\$

6/23/16



PROJ. REFERENCE NO.
U-2579C

SHEET NO.
X-257

130 140 130 120 110 100 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

960

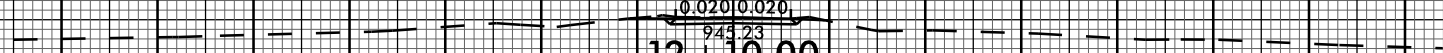
960

950

950

END CONSTRUCTION
-DR2- STA. 12+10.00

0.020 | 0.020
943.23
12+10.00
-DR2-



03-JUL-2017 16:00
P:\Roadwork\XSC\U2579c_r.dwg_xpl_DR2.dgn
\$\$\$\$SERNAME\$\$\$\$

130 140 130 120 110 100 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