

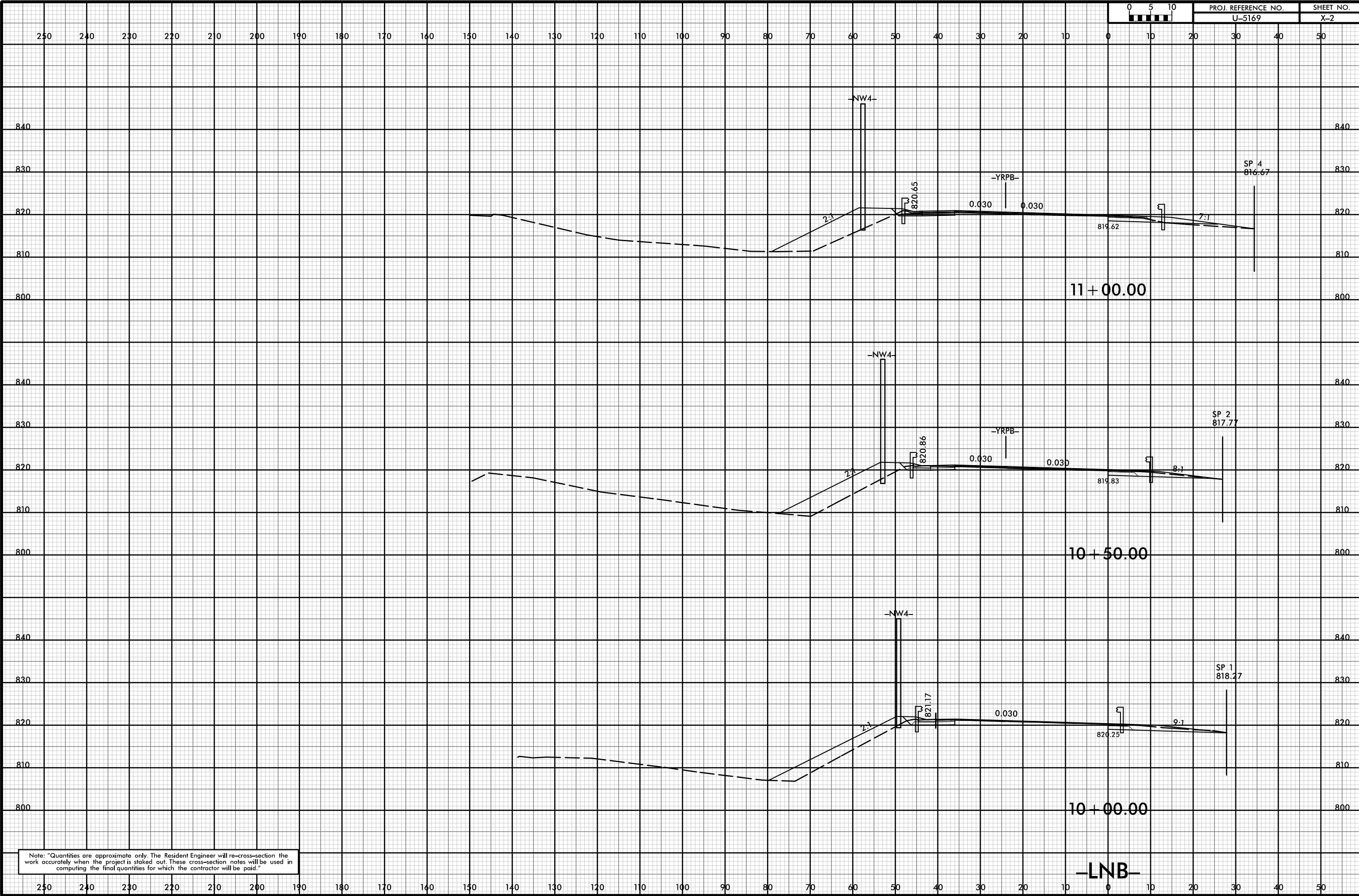
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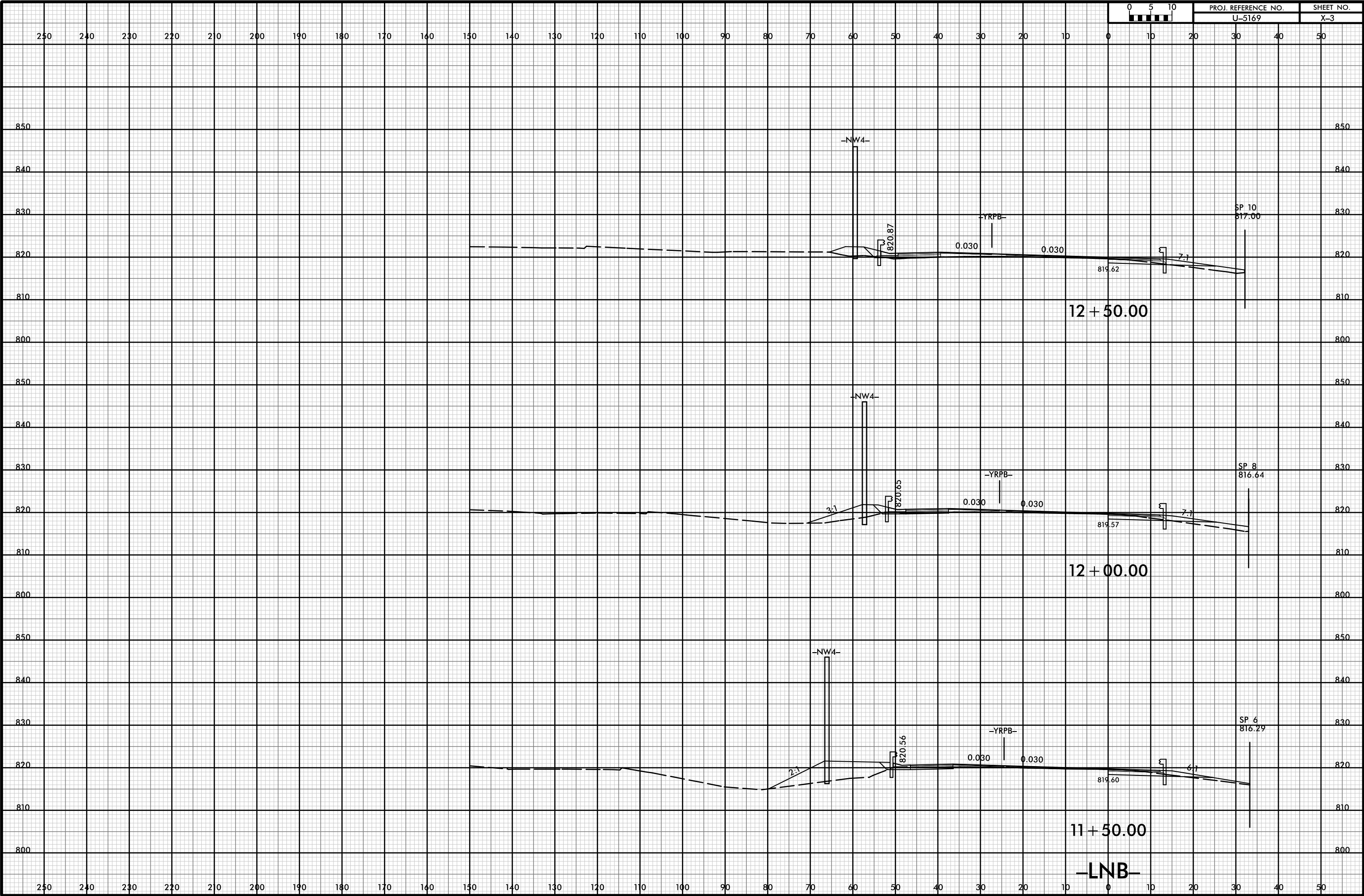
**This file or an individual page
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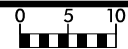
I-74/US-311 AND NC 68 (EASTCHESTER DRIVE)
 TIP NO. U-5169
 CROSS SECTION INDEX

LOCATION	STATION TO STATION	SHEET NO.
-LNB-	STA. 10+00 TO STA. 44+00	X-2 THRU X-24
-LSB-	STA. 10+00 TO STA. 49+00	X-25 THRU X-53
-Y-	STA. 13+50 TO STA. 58+00	X-54 THRU X-83
-Y1-	STA. 17+00 TO STA. 20+50	X-84 THRU X-87
-Y2-	STA. 11+00 TO STA. 17+00	X-88 THRU X-93
-Y3-	STA. 10+00 TO STA. 17+50	X-94 THRU X-97
-Y4-	STA. 10+00 TO STA. 14+00	X-98 THRU X-102
-YRPA-	STA. 20+00 TO STA. 29+50	X-103 THRU X-108
-YLPA-	STA. 12+50 TO STA. 19+50	X-109 THRU X-113
-YRPB-	STA. 17+00 TO STA. 22+00	X-114 THRU X-117
-YRPC-	STA. 15+50 TO STA. 24+50	X-118 THRU X-124
-YLPC-	STA. 12+00 TO STA. 17+00	X-125 THRU X-128
-YRPD-	STA. 15+50 TO STA. 20+00	X-129 THRU X-132

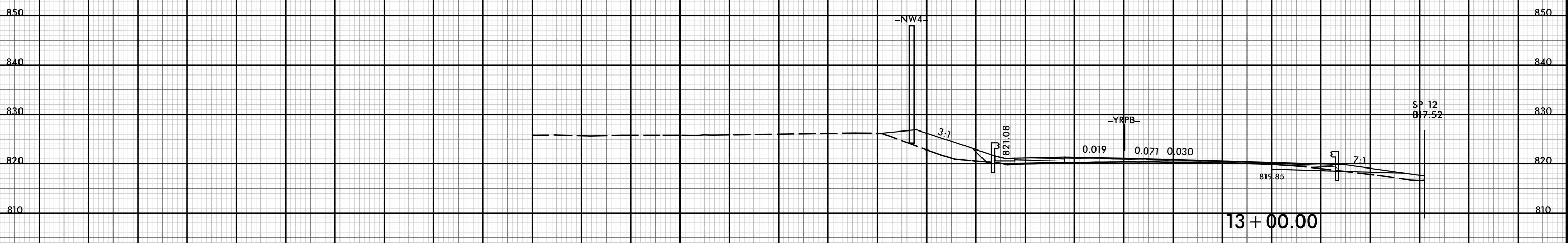
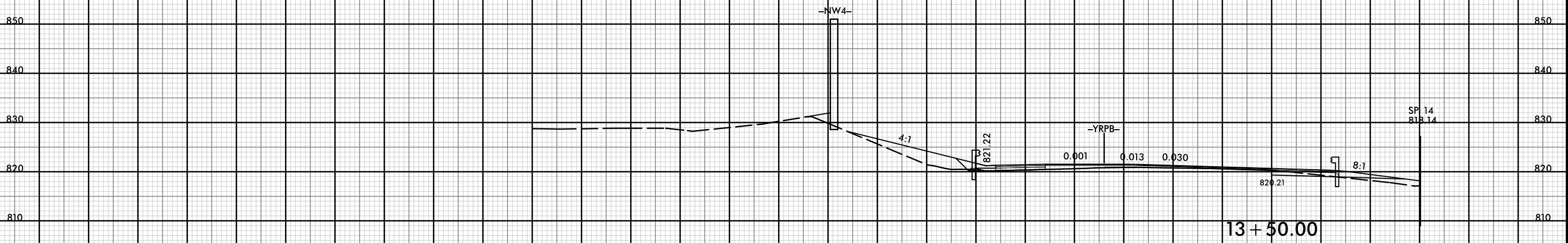
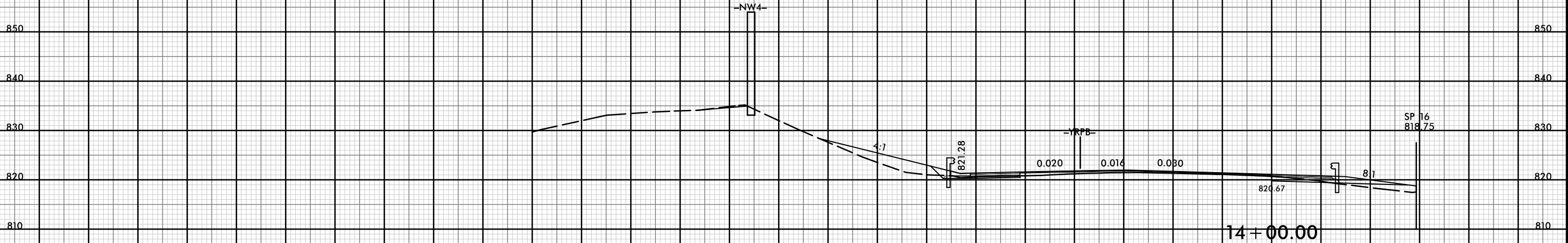


Note: "Quantities are approximate only. The Resident Engineer will re-cross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid."



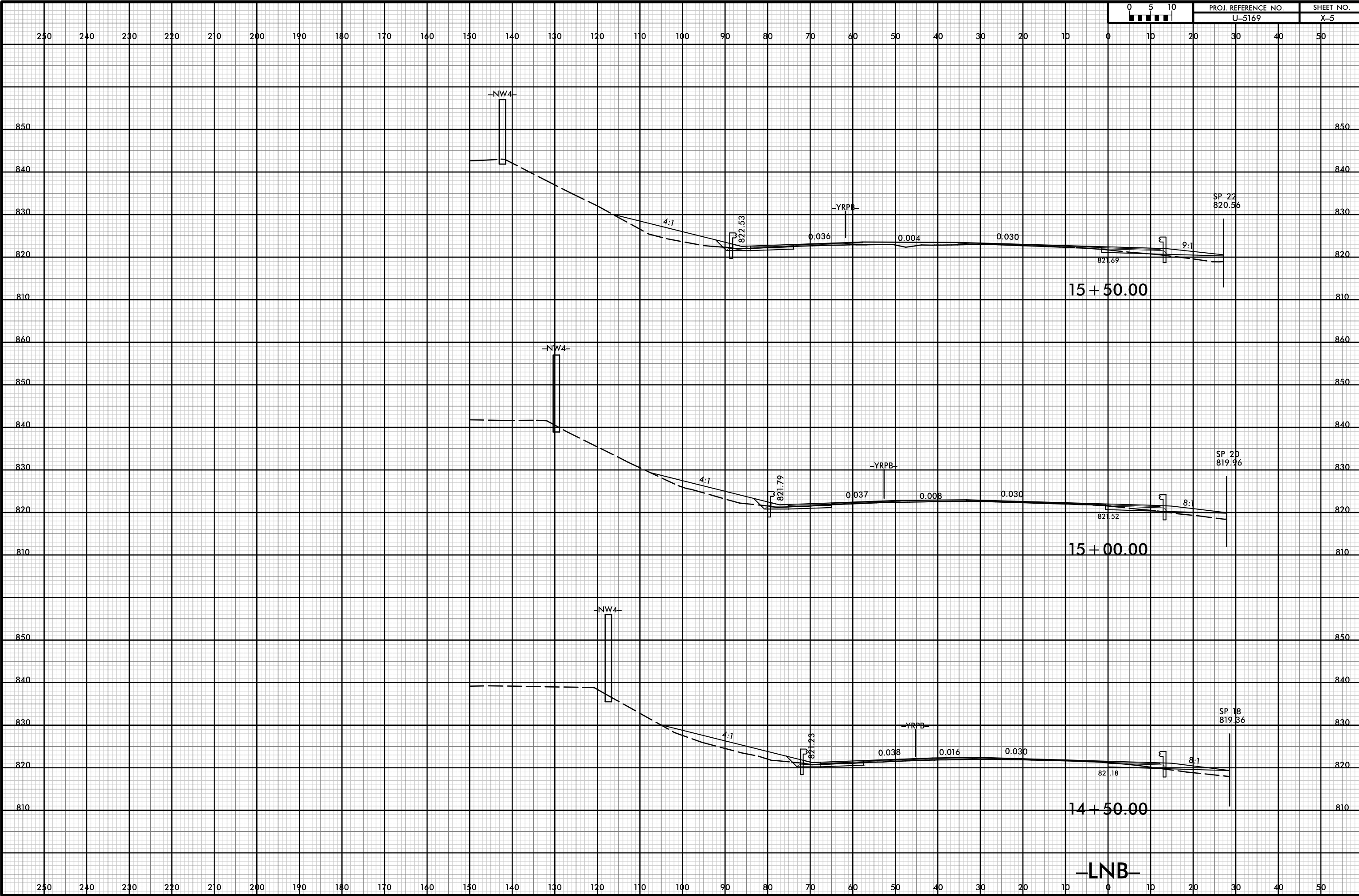


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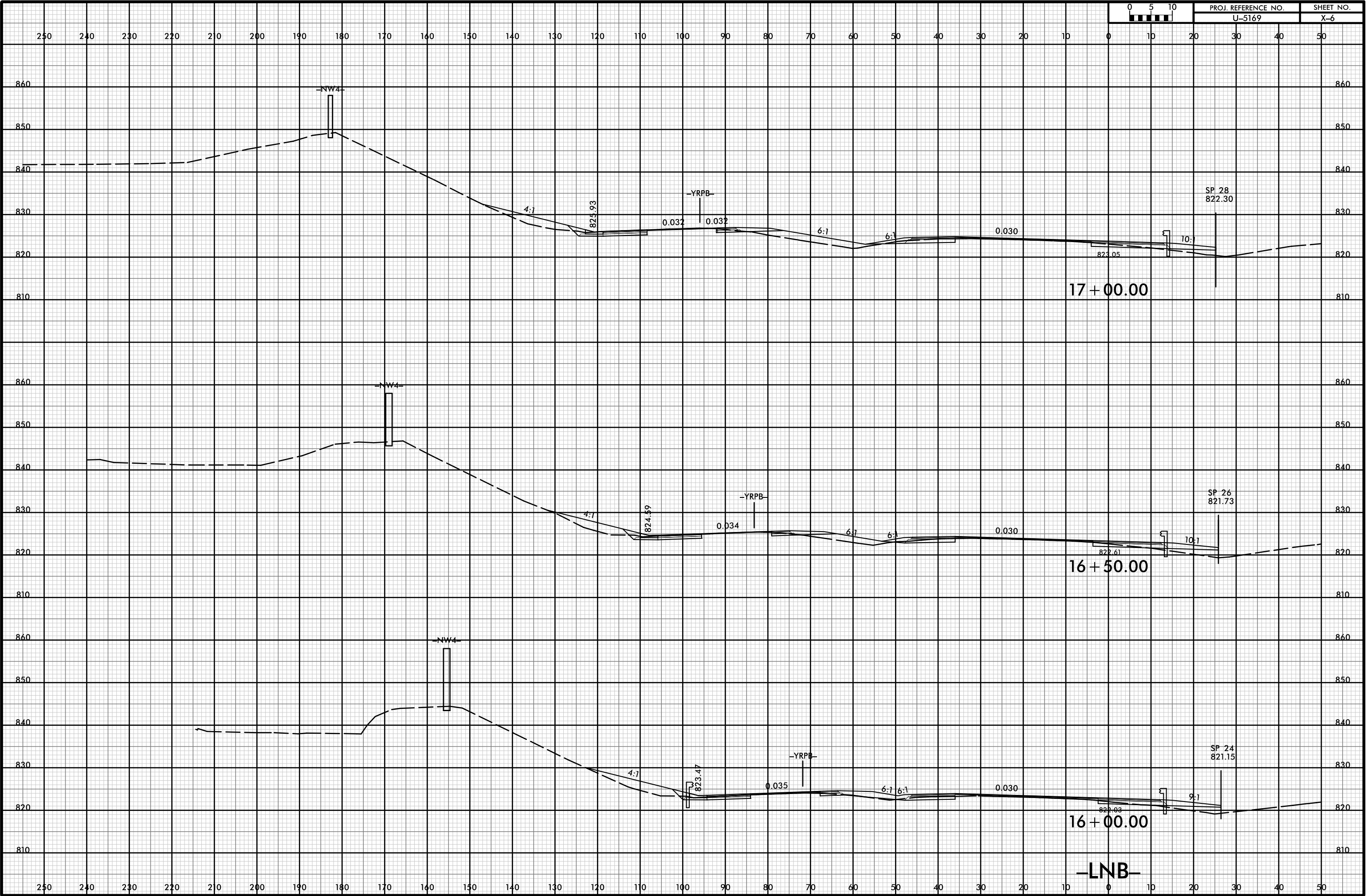


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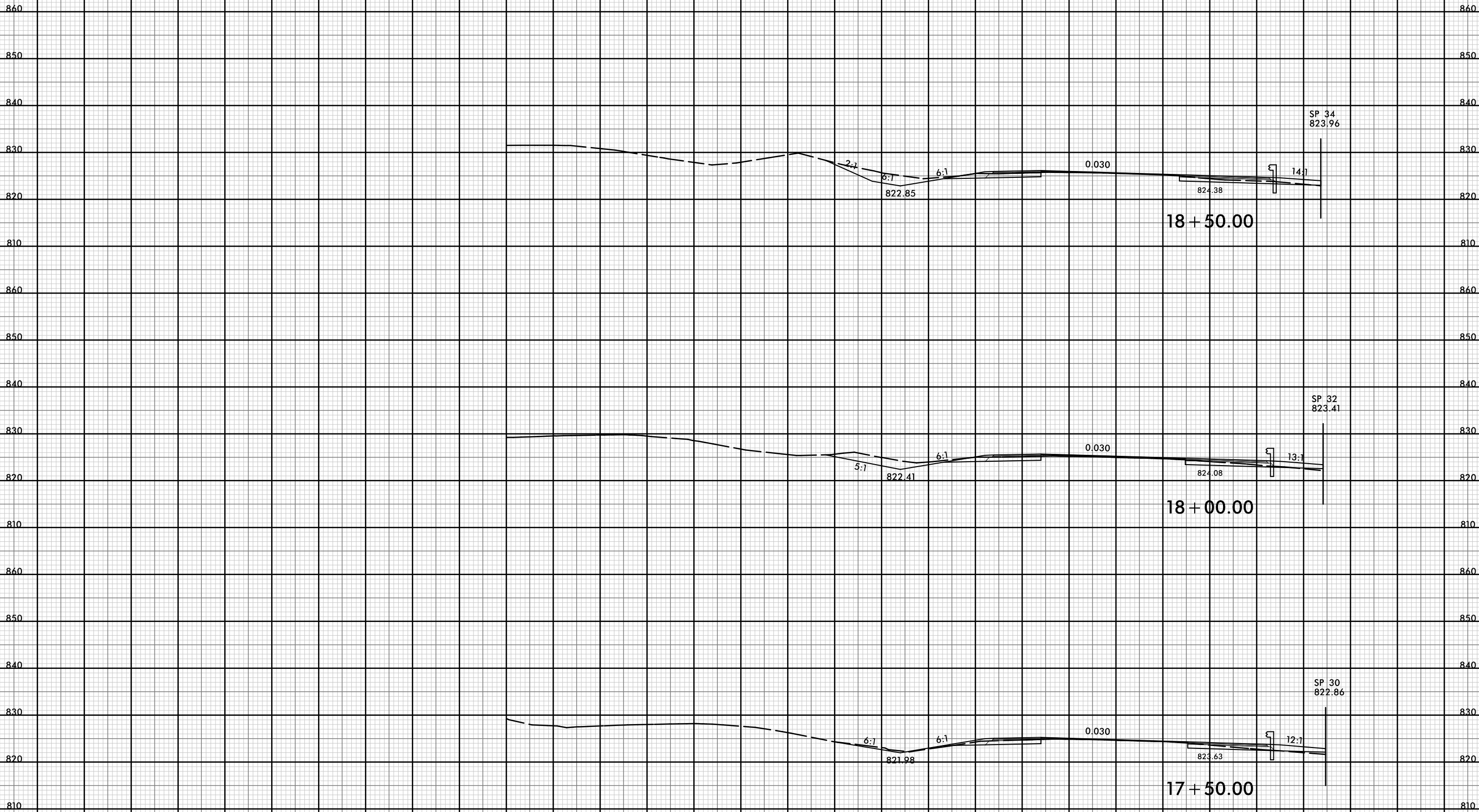




PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-7

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18+50.00

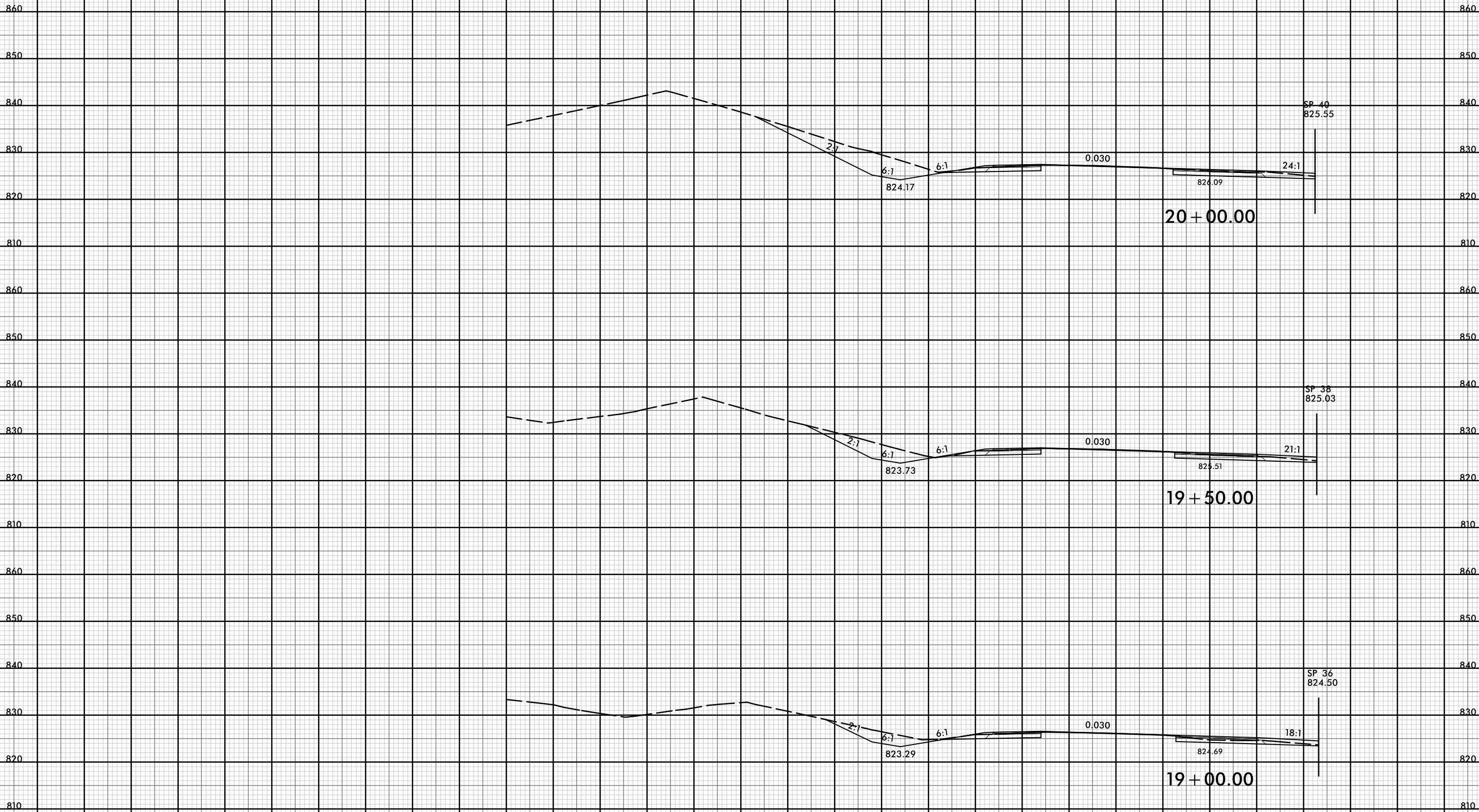
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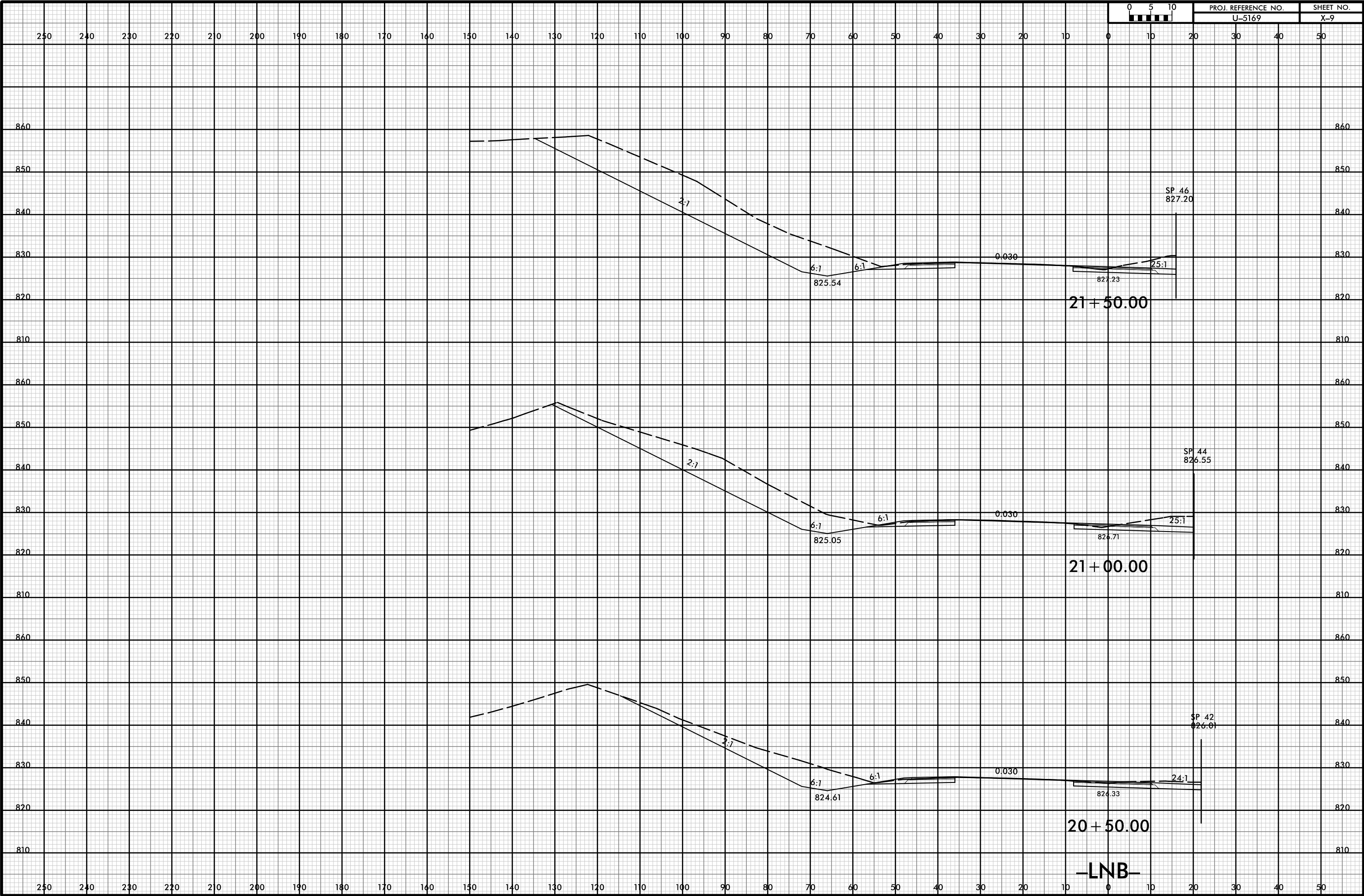
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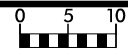


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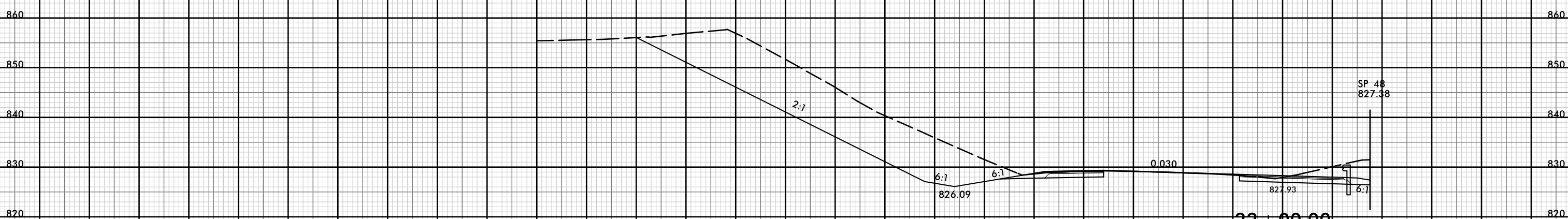
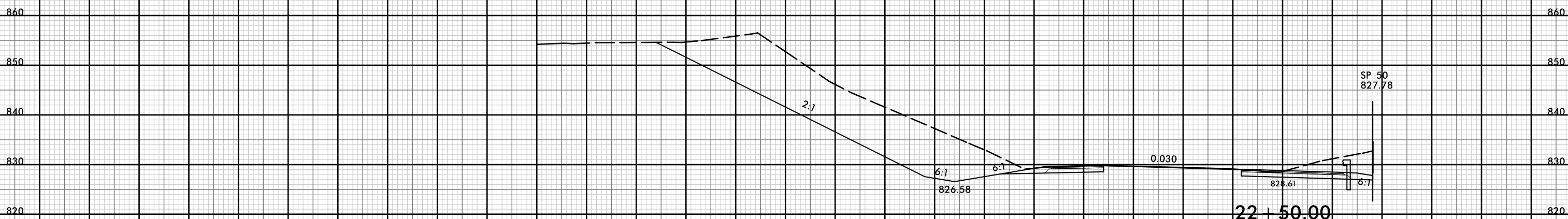
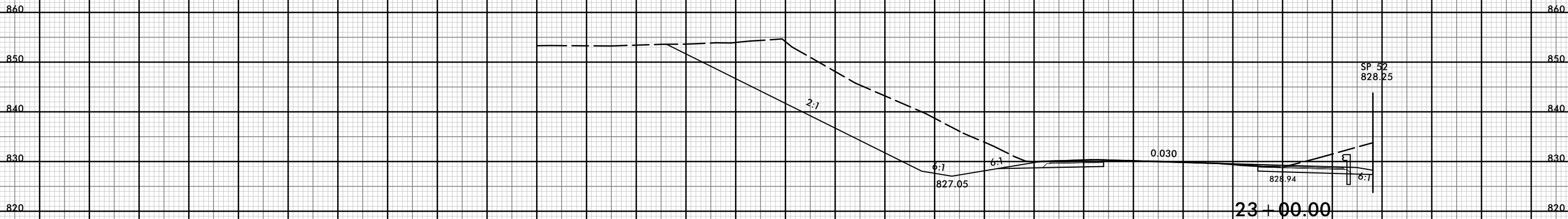


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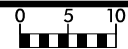


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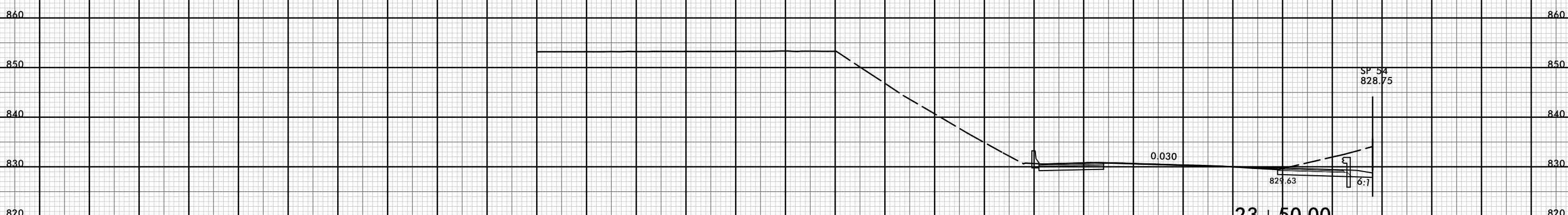
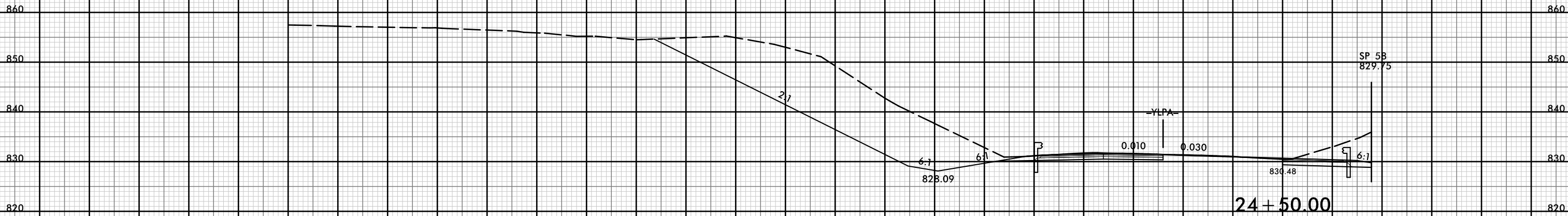


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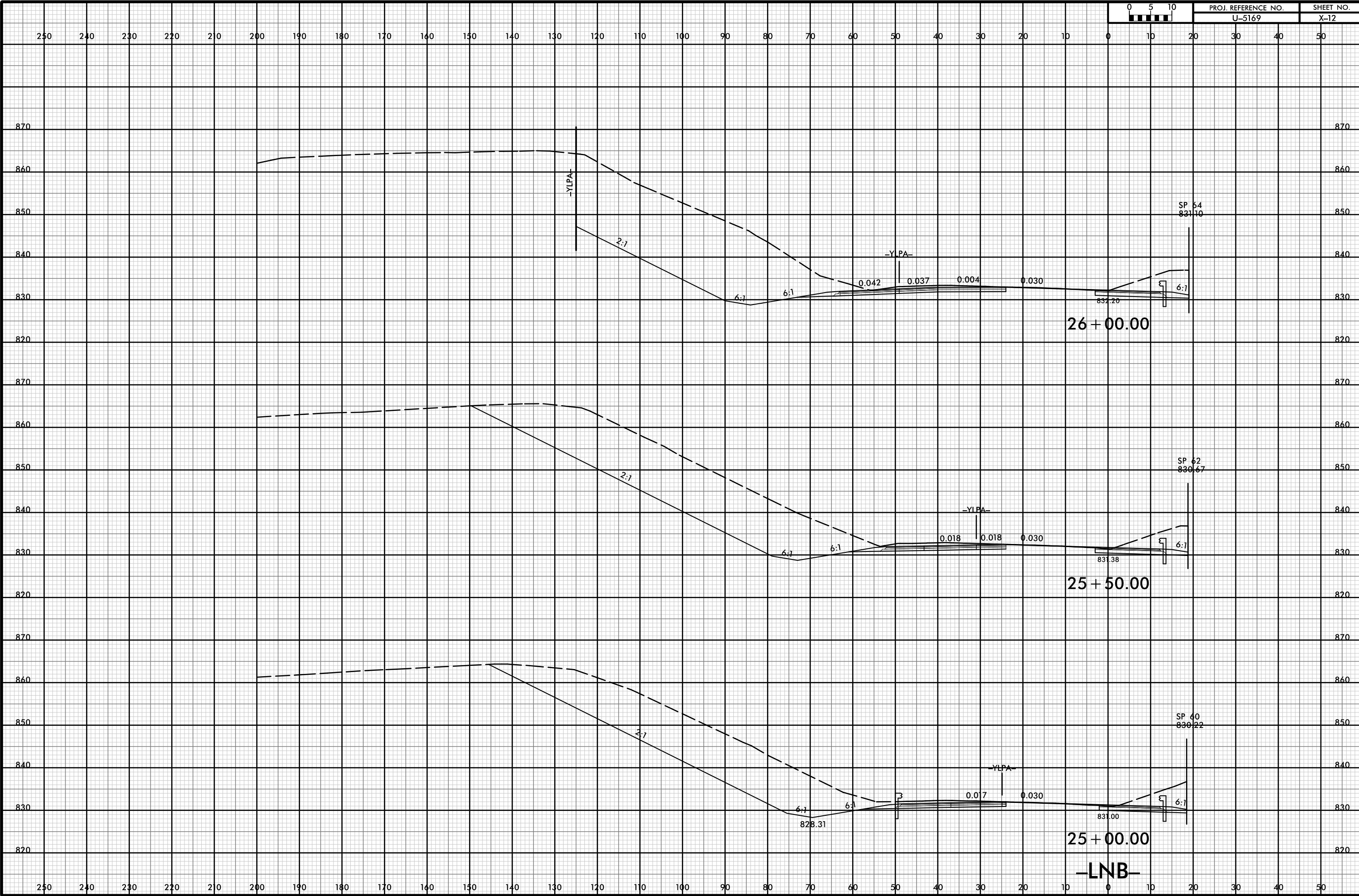
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-LNB-





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 20 30 40 50

870 870

860 860

850 850

840 840

830 830

820 820

870 870

860 860

850 850

840 840

830 830

820 820

870 870

860 860

850 850

840 840

830 830

820 820

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 20 30 40 50

27 + 50.00

27 + 00.00

26 + 50.00

-LNB-

SP 70
832.32

SP 68
832.04

SP 66
831.84

6:1

6:1

6:1

0.030

831.57

833.18

4:1

6:1

6:1

6:1

0.030

830.93

831.61

-Y/LPA-

-Y/LPA-

2:1

831.20

0.045

0.049

0.030

831.59

6:1



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 20 30 40 50

870 870

860 860

850 850

840 840

830 830

820 820

870 870

860 860

850 850

840 840

830 830

820 820

870 870

860 860

850 850

840 840

830 830

820 820

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 20 30 40 50

SP 76
833.77

29 + 00.00

SP 74
833.41

28 + 50.00

SP 72
832.81

28 + 00.00

-LNB-

05-APP-2018 (9/31)
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JNTB



PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-15

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870 870

860 860

850 850

840 840

830 830

820 820

870 870

860 860

850 850

840 840

830 830

820 820

870 870

860 860

850 850

840 840

830 830

820 820

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 20 30 40 50

SP 82
834.69

6:1 6:1 0.030 5:1
834.89 836.75

30 + 50.00

SP 80
834.36

6:1 6:1 0.030 5:1
834.34 836.17

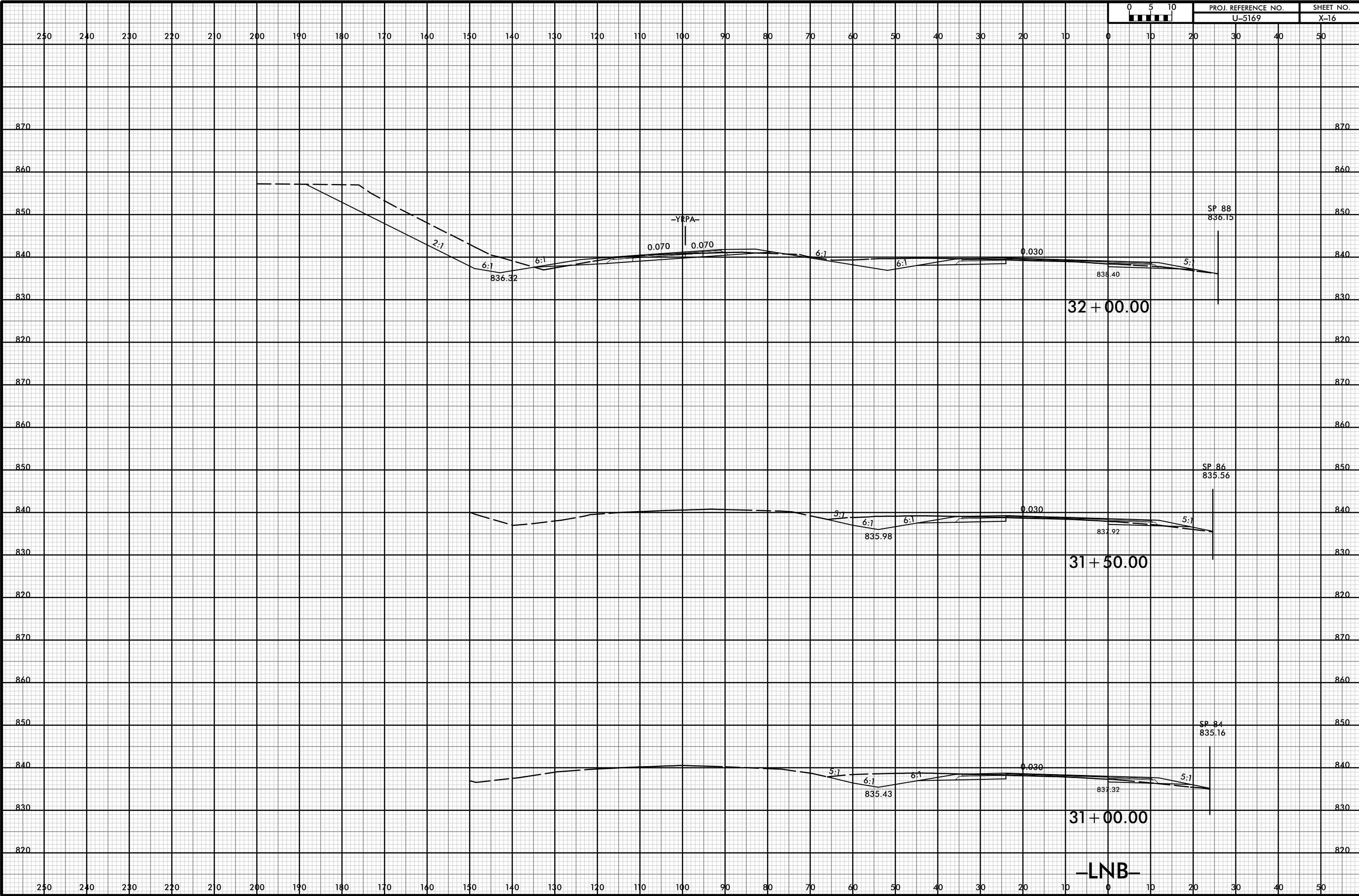
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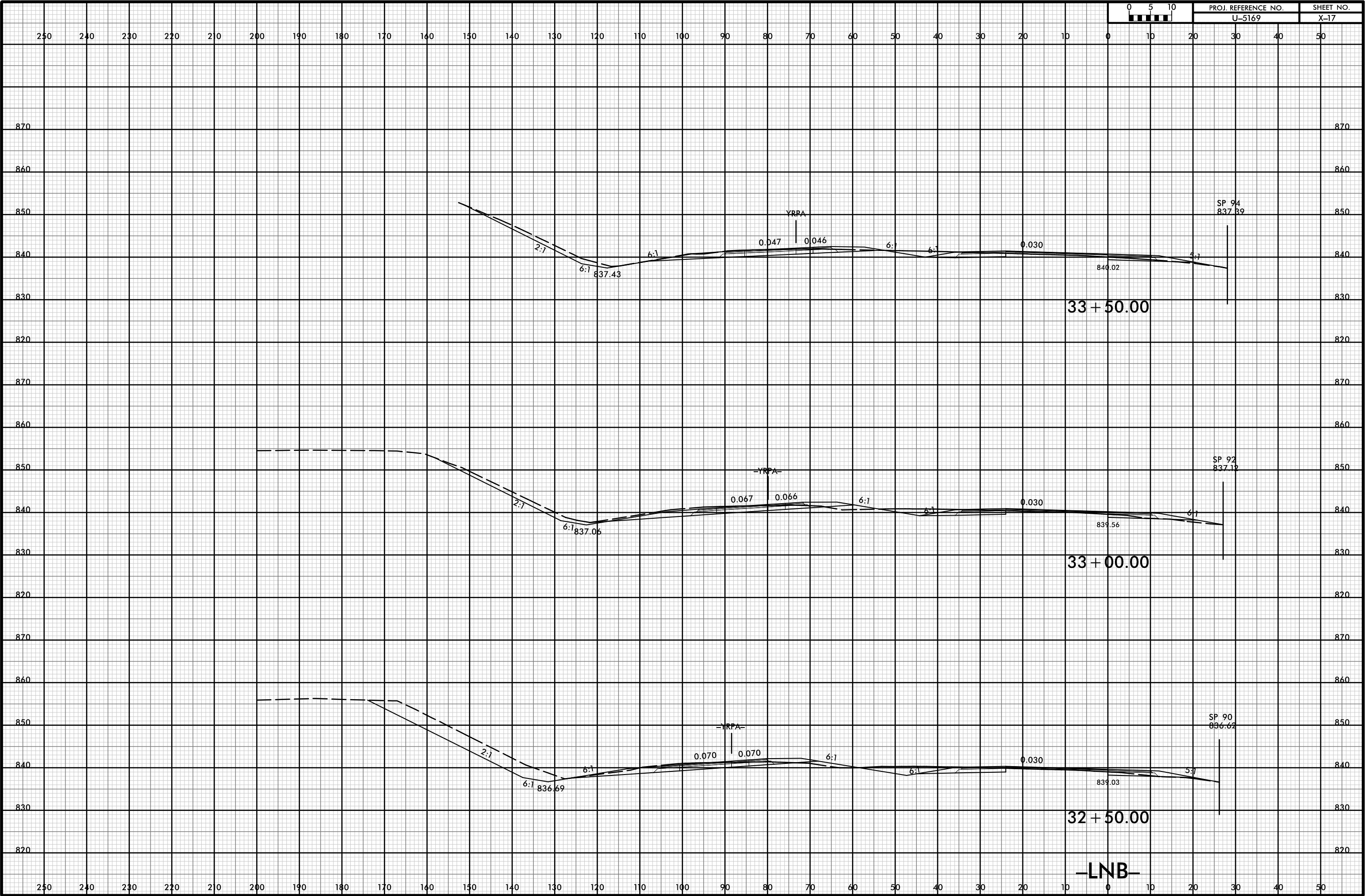
SP 78
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6:1 6:1 0.030 5:1
833.80 835.65

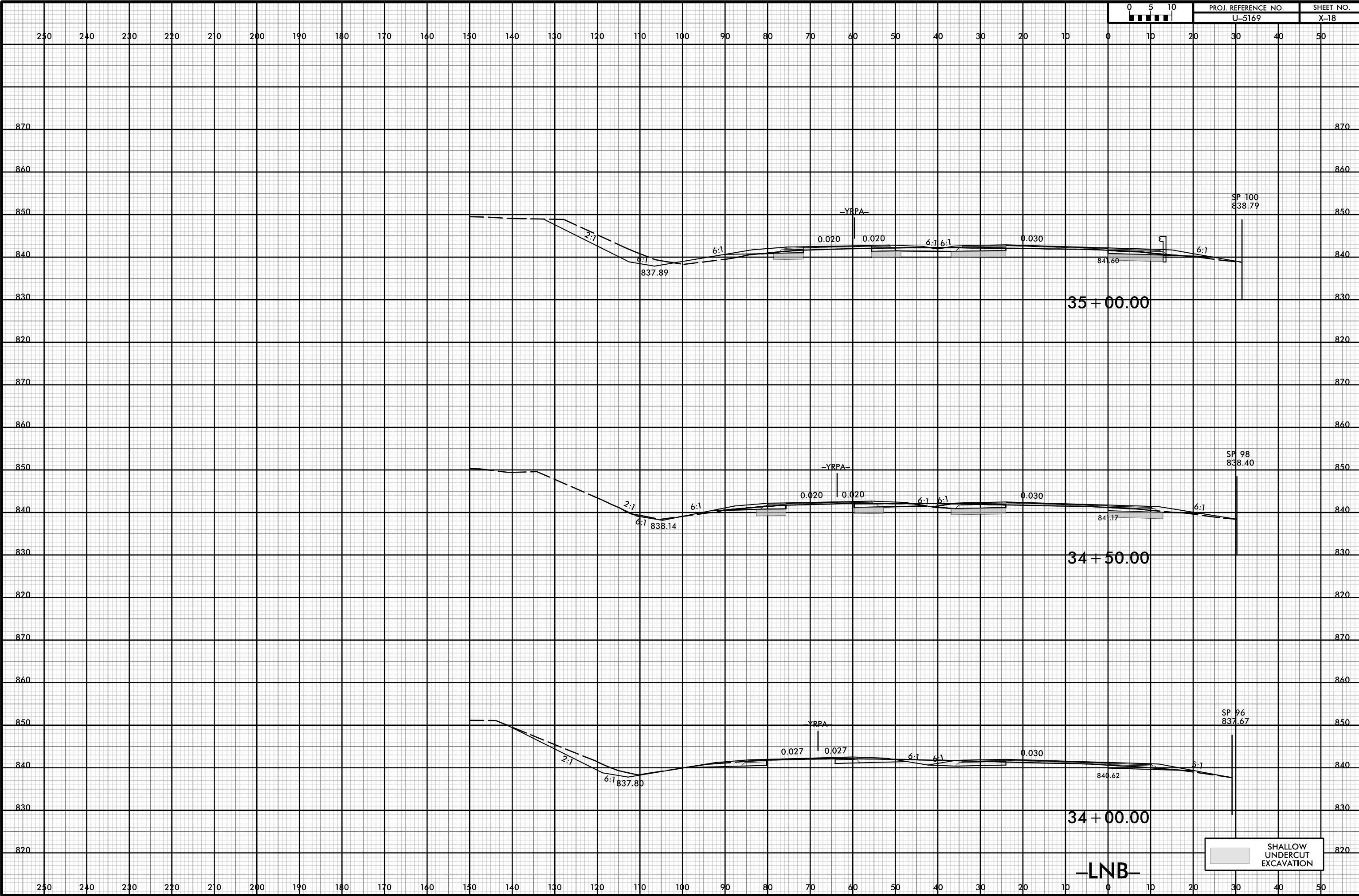
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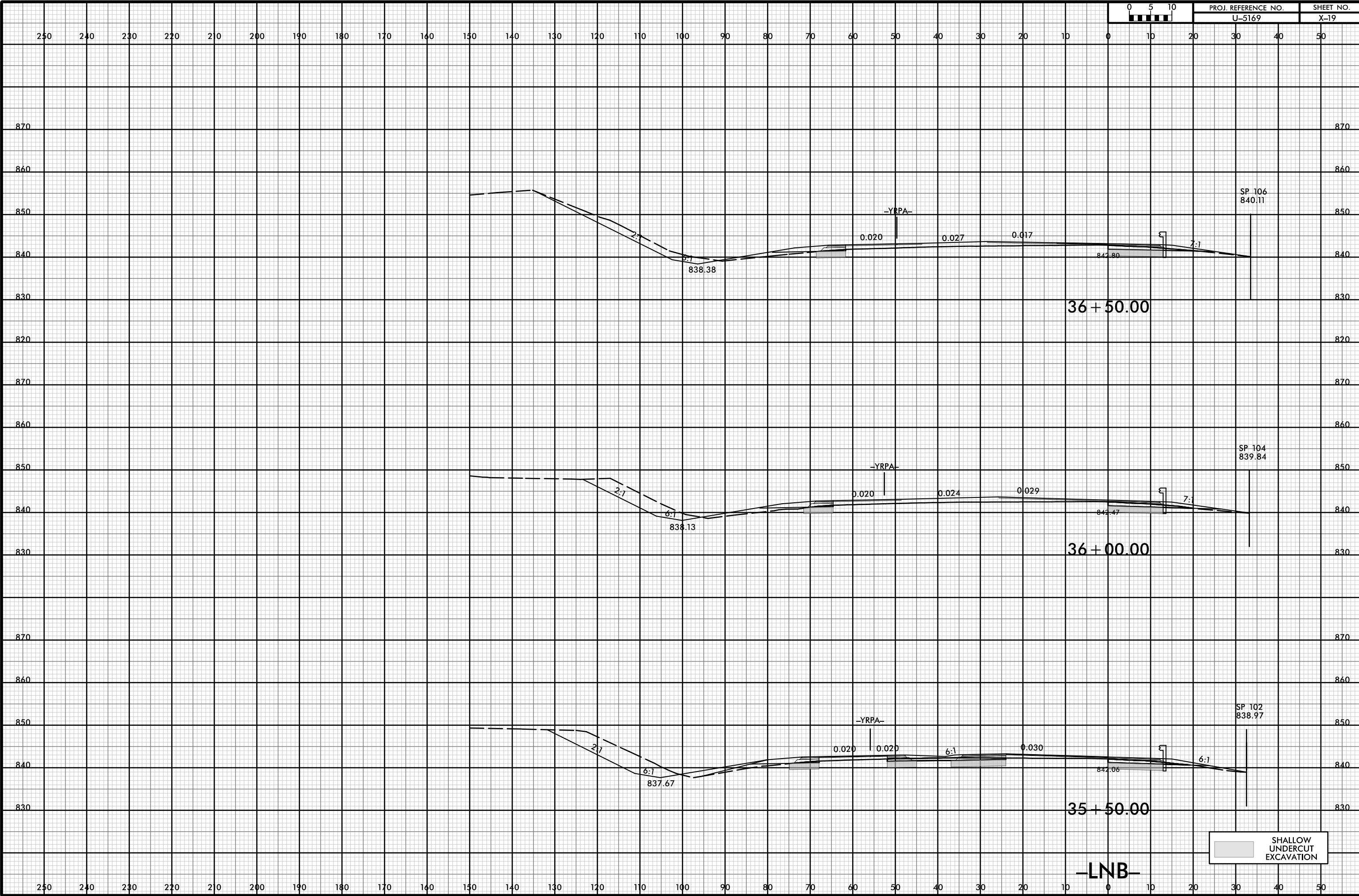
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-LNB-

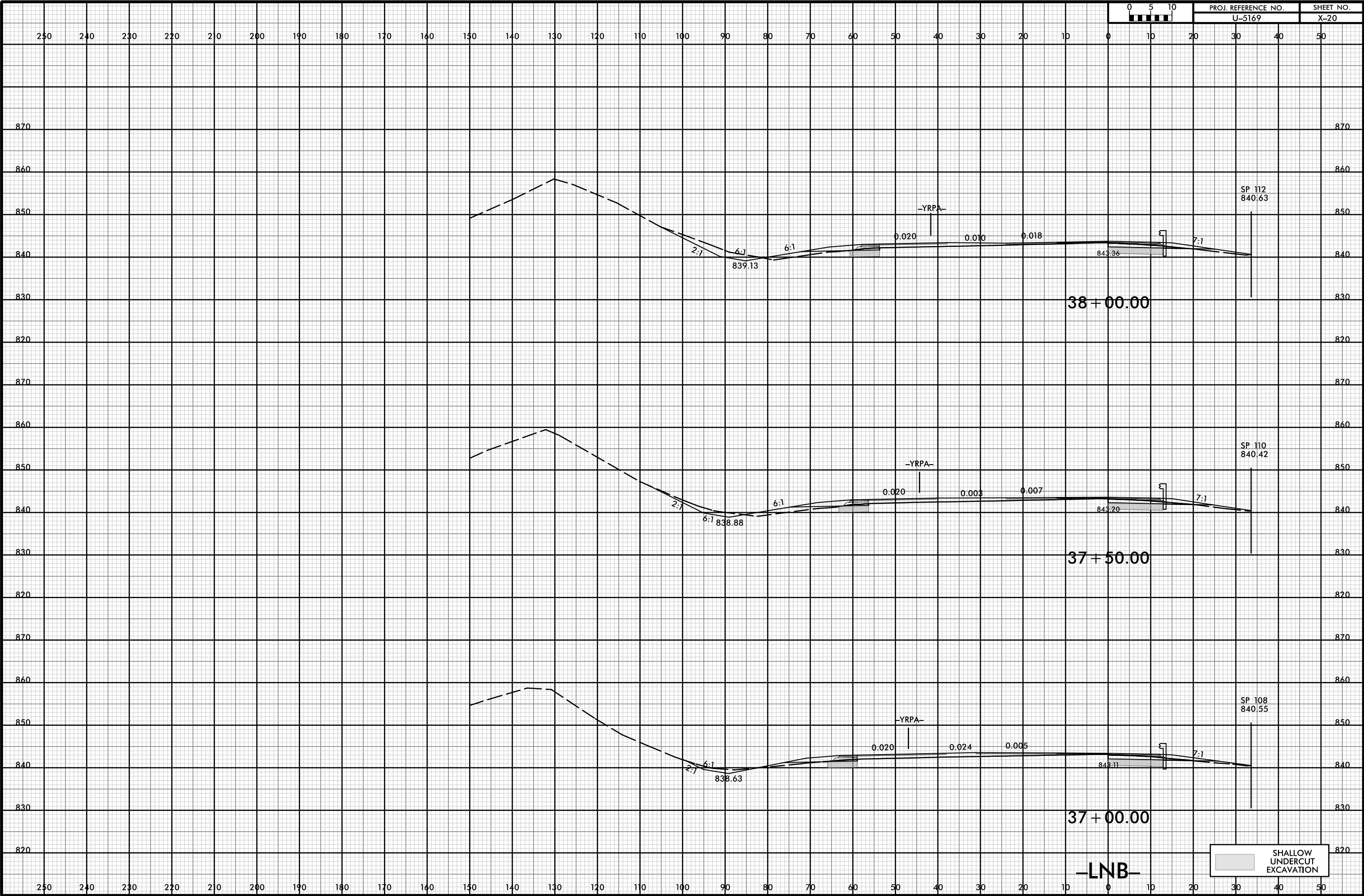




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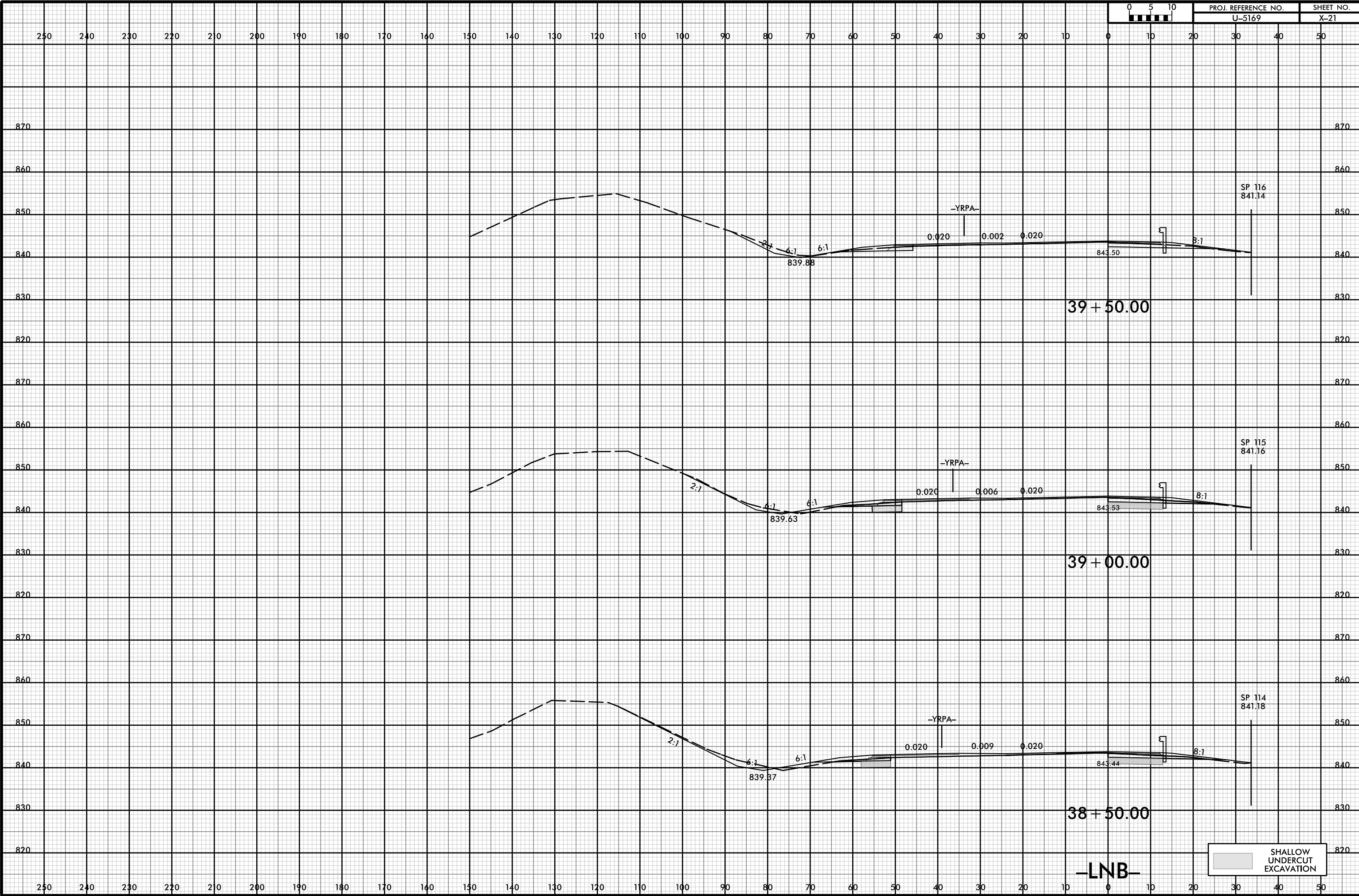


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U-5169	X-20



05-APP-2018 (1933)
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INTB

SHALLOW
UNDERCUT
EXCAVATION



SHALLOW UNDERCUT EXCAVATION

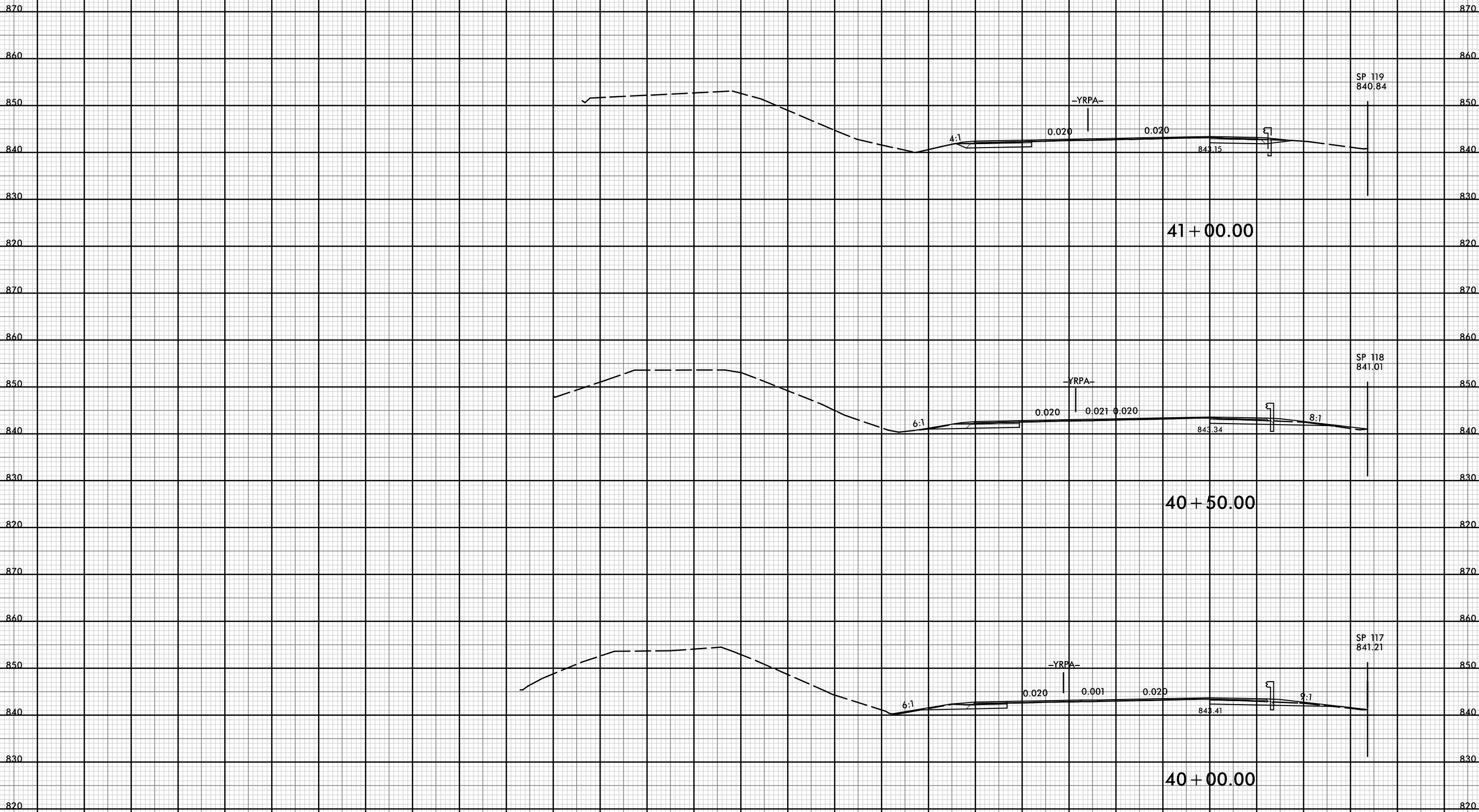
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PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-22

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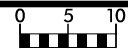


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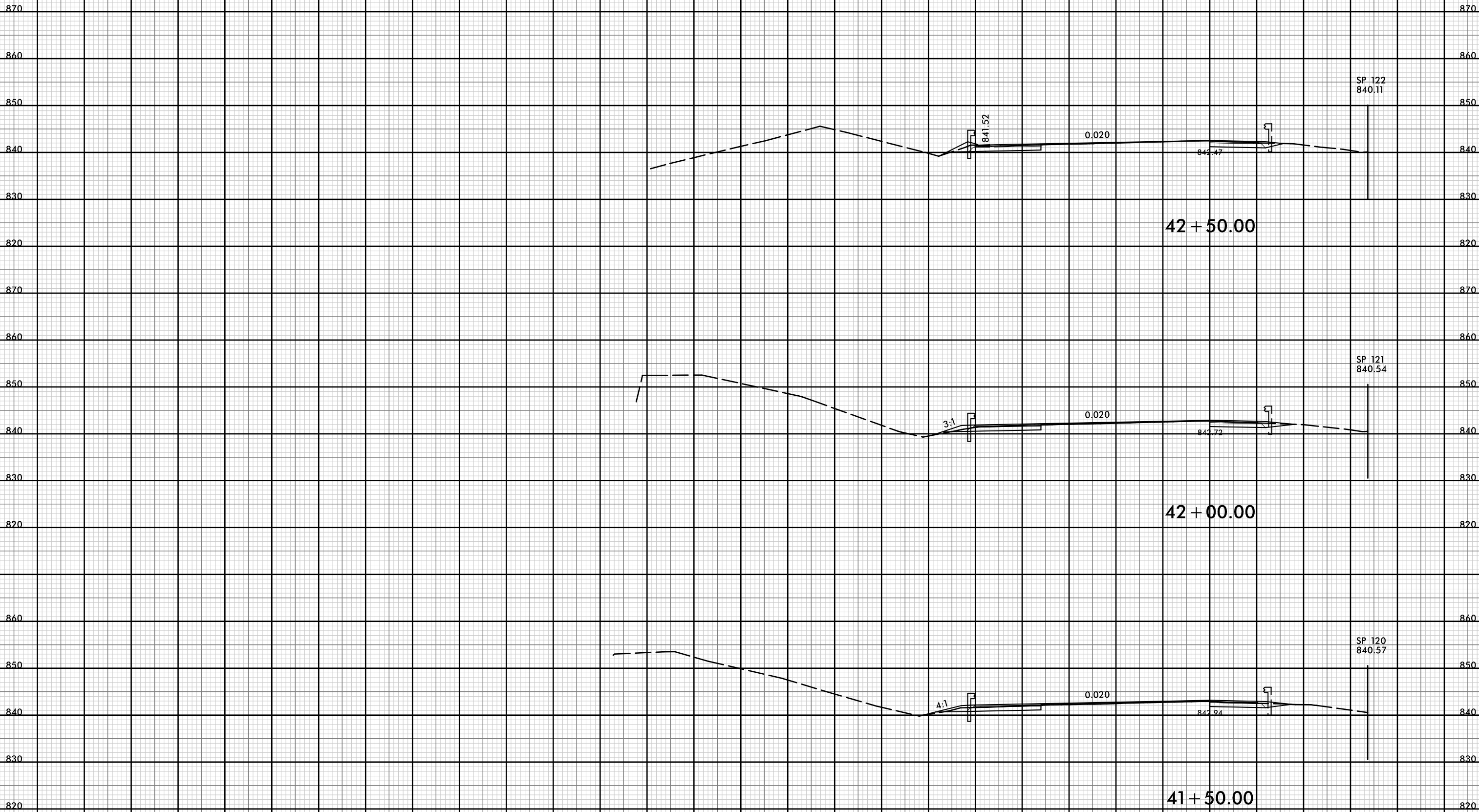
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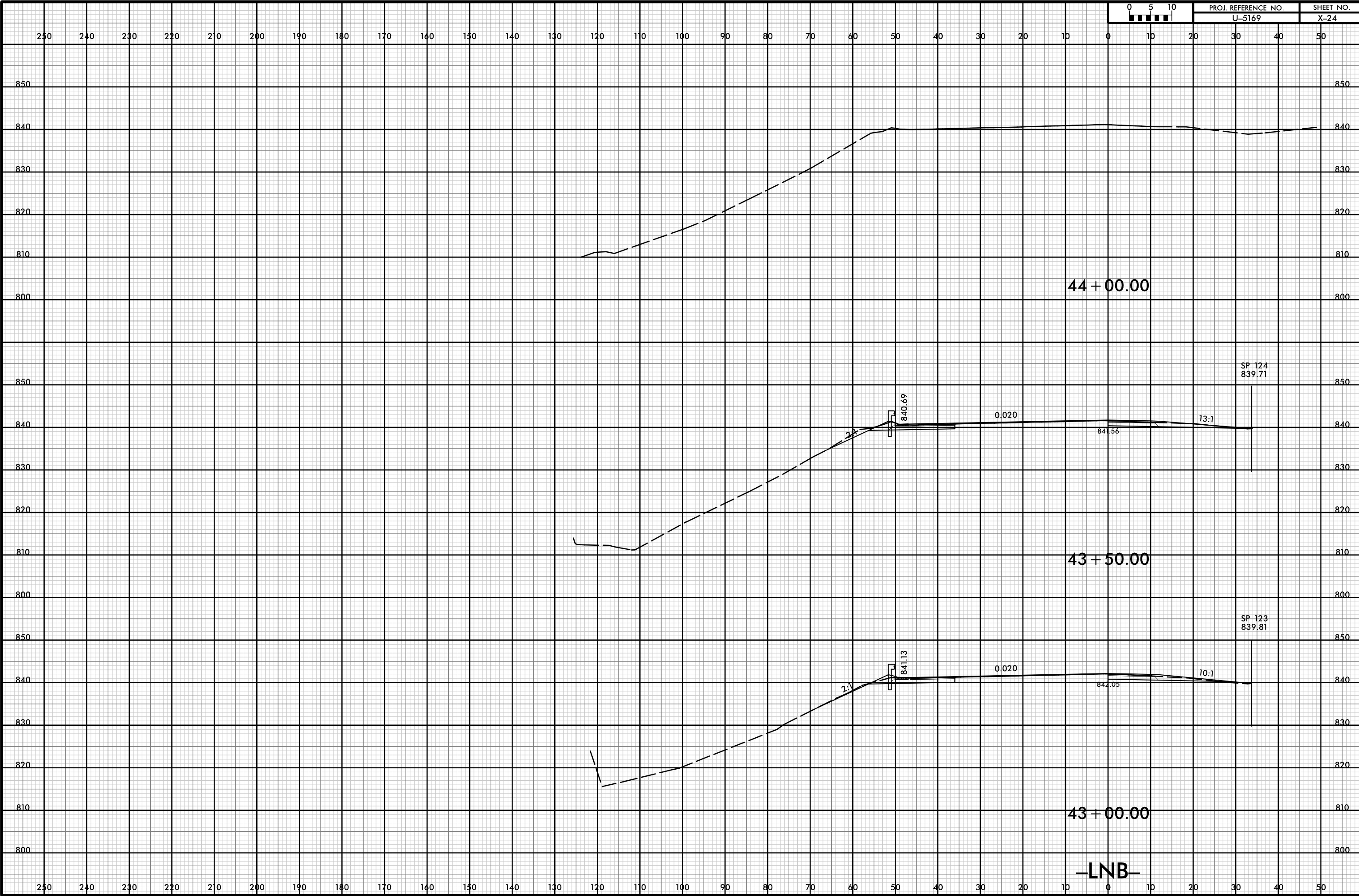


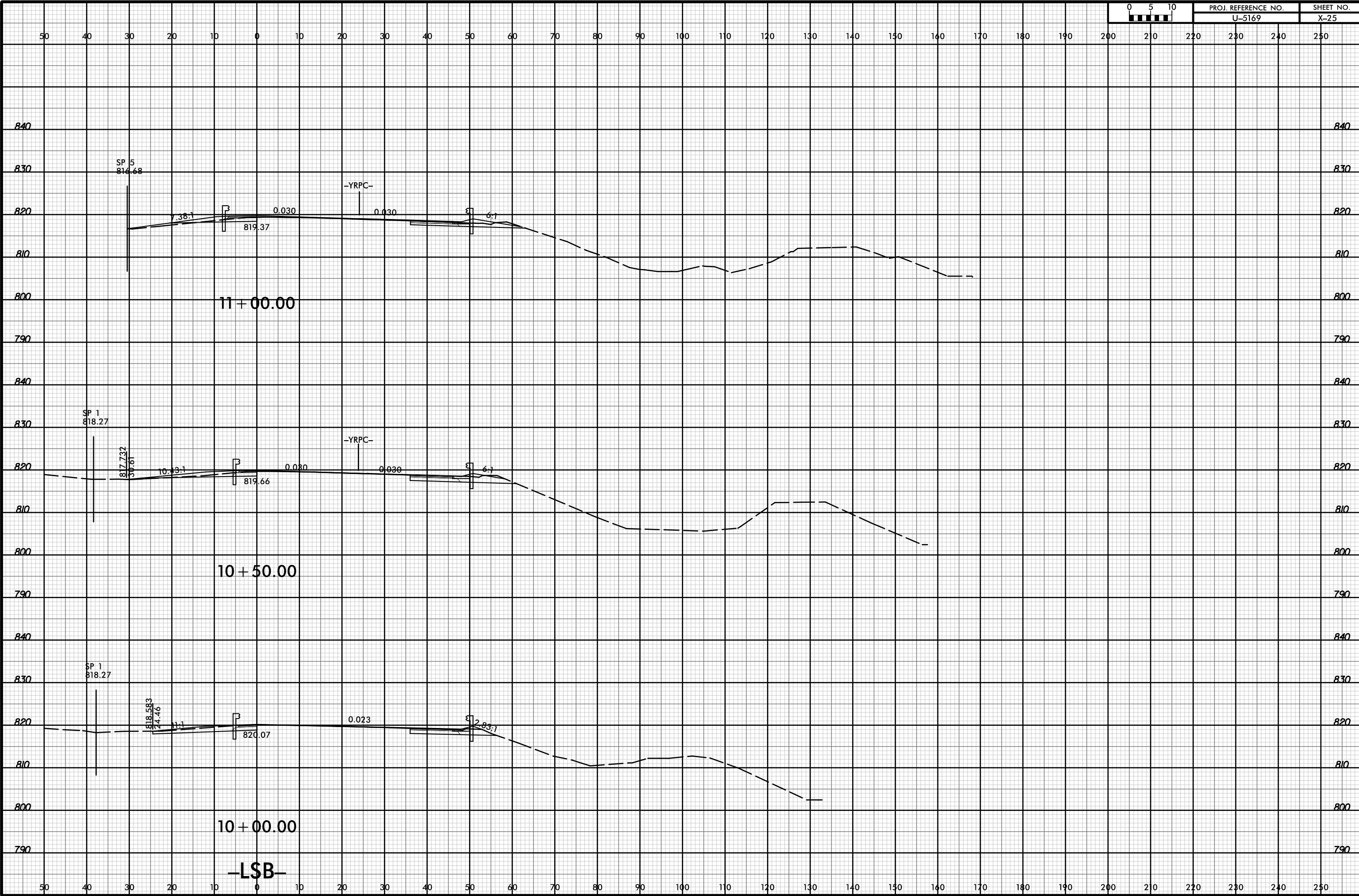
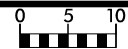
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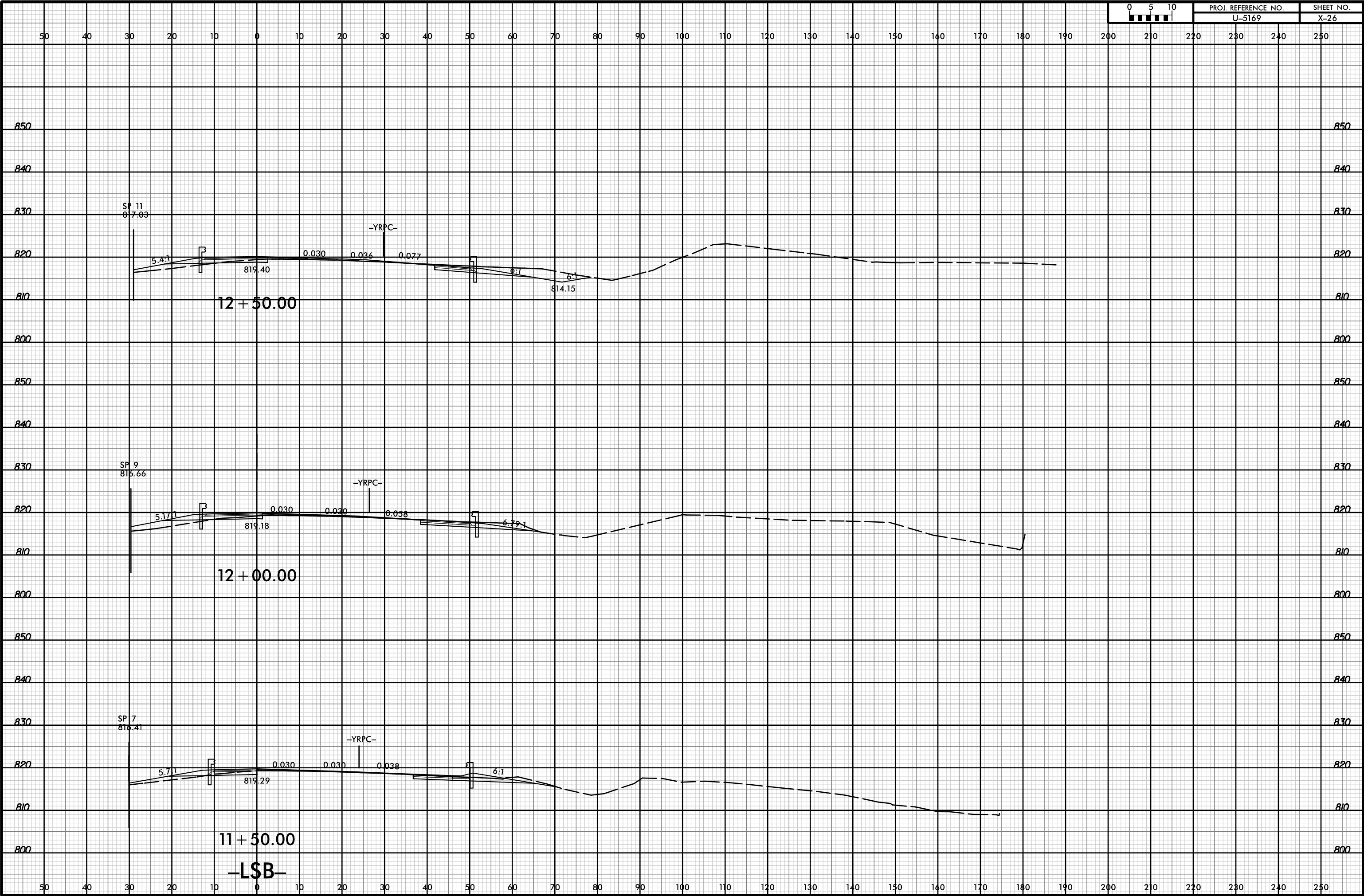


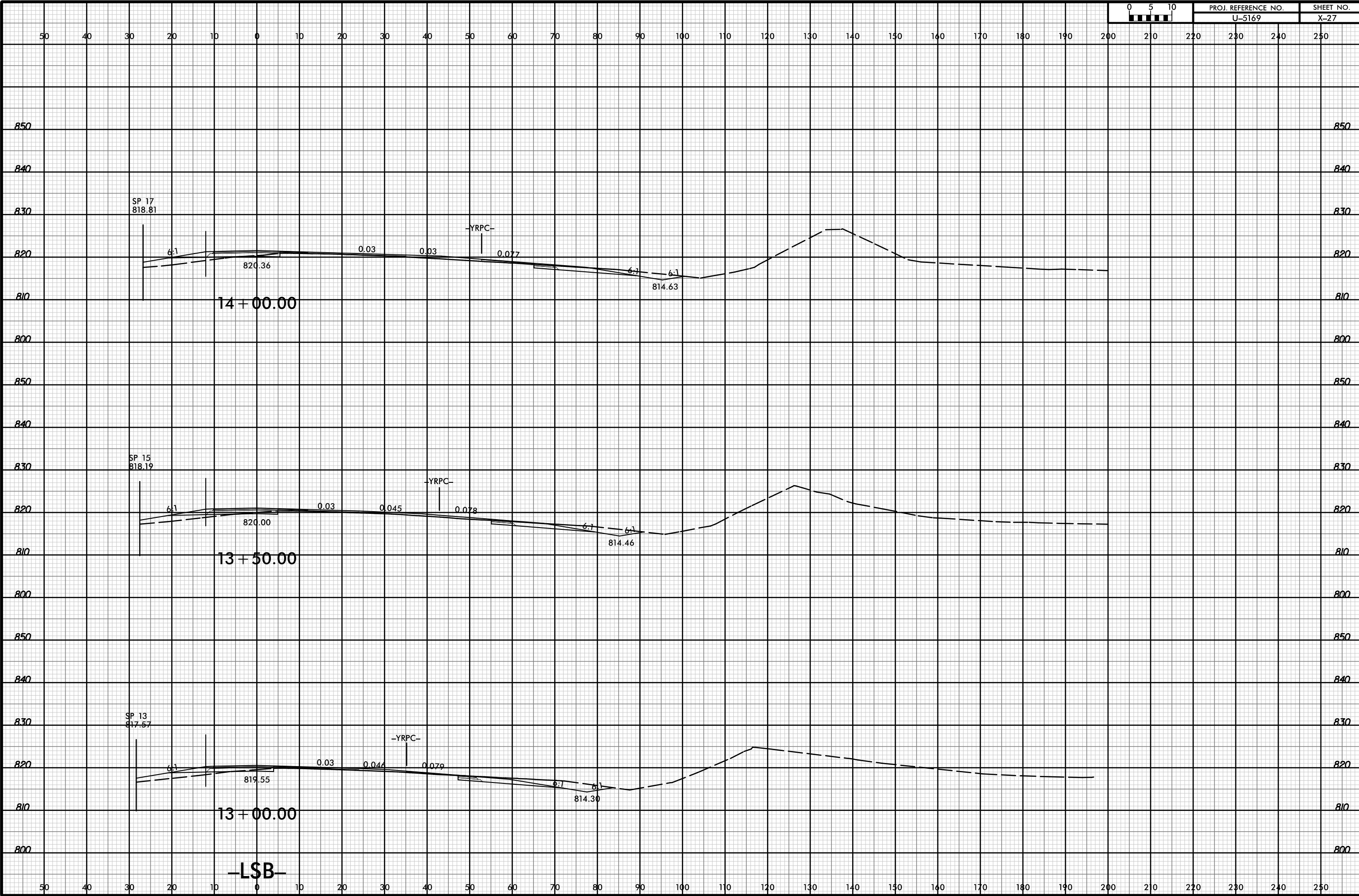
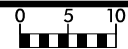
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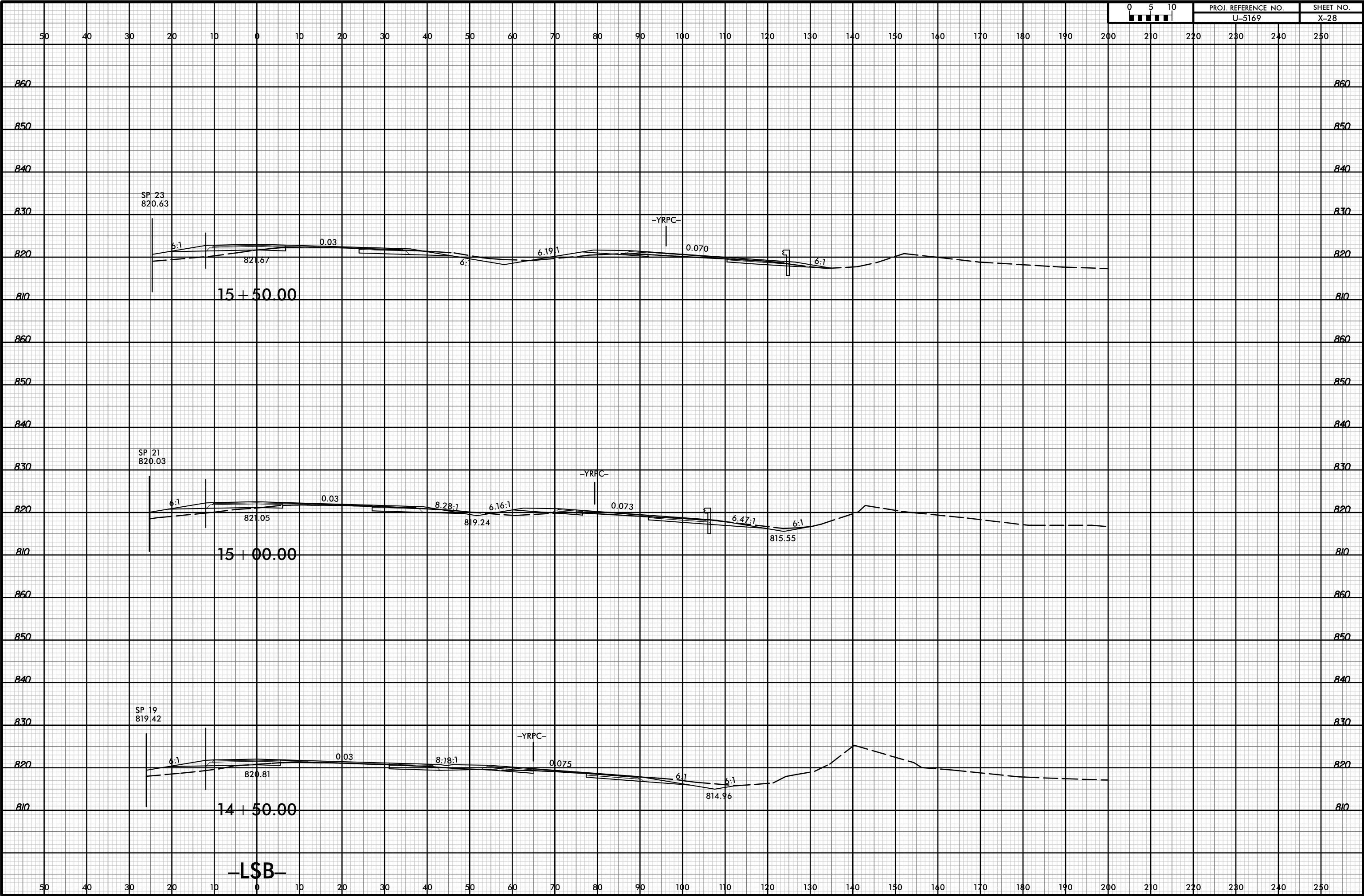
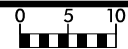
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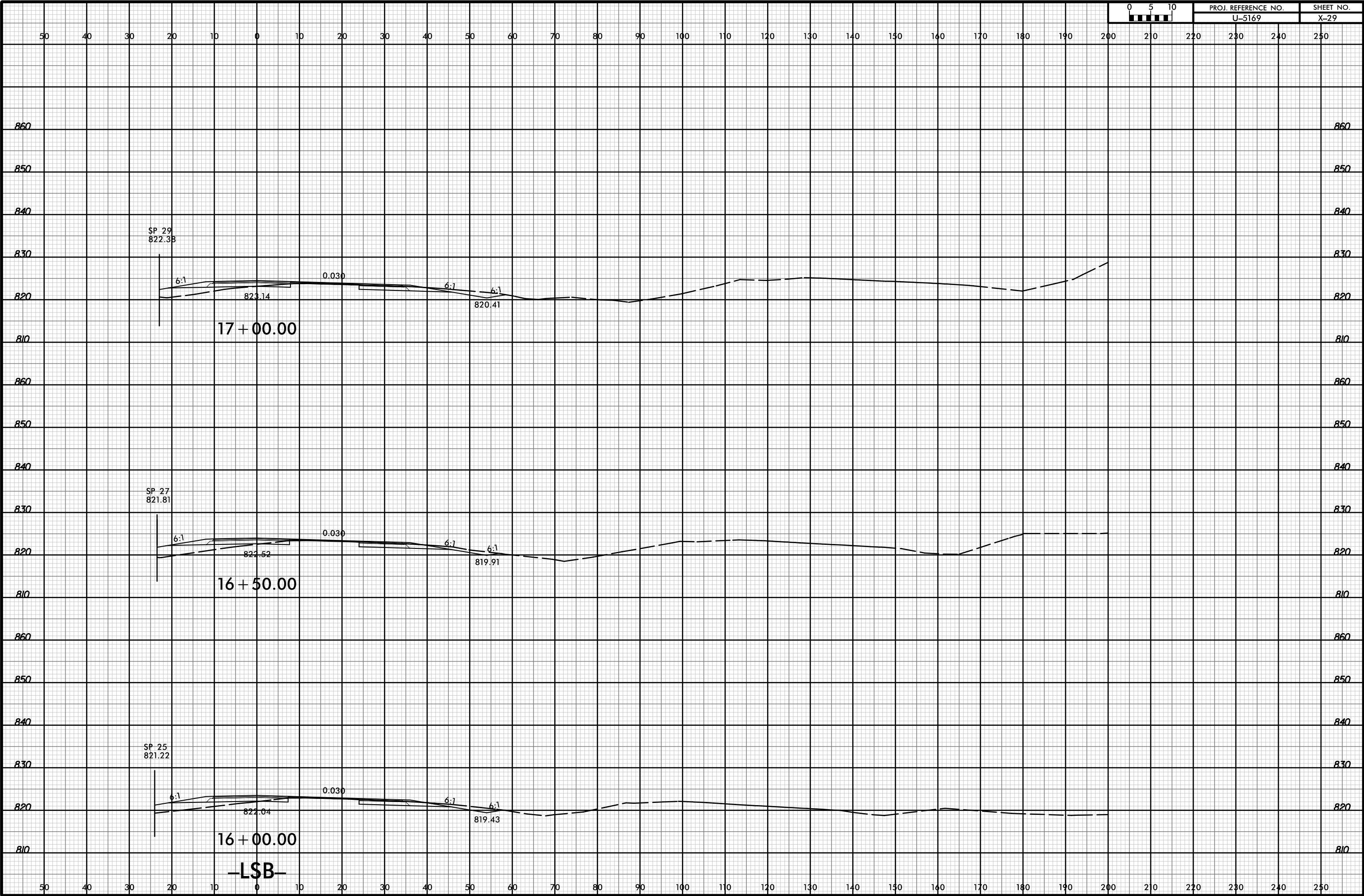


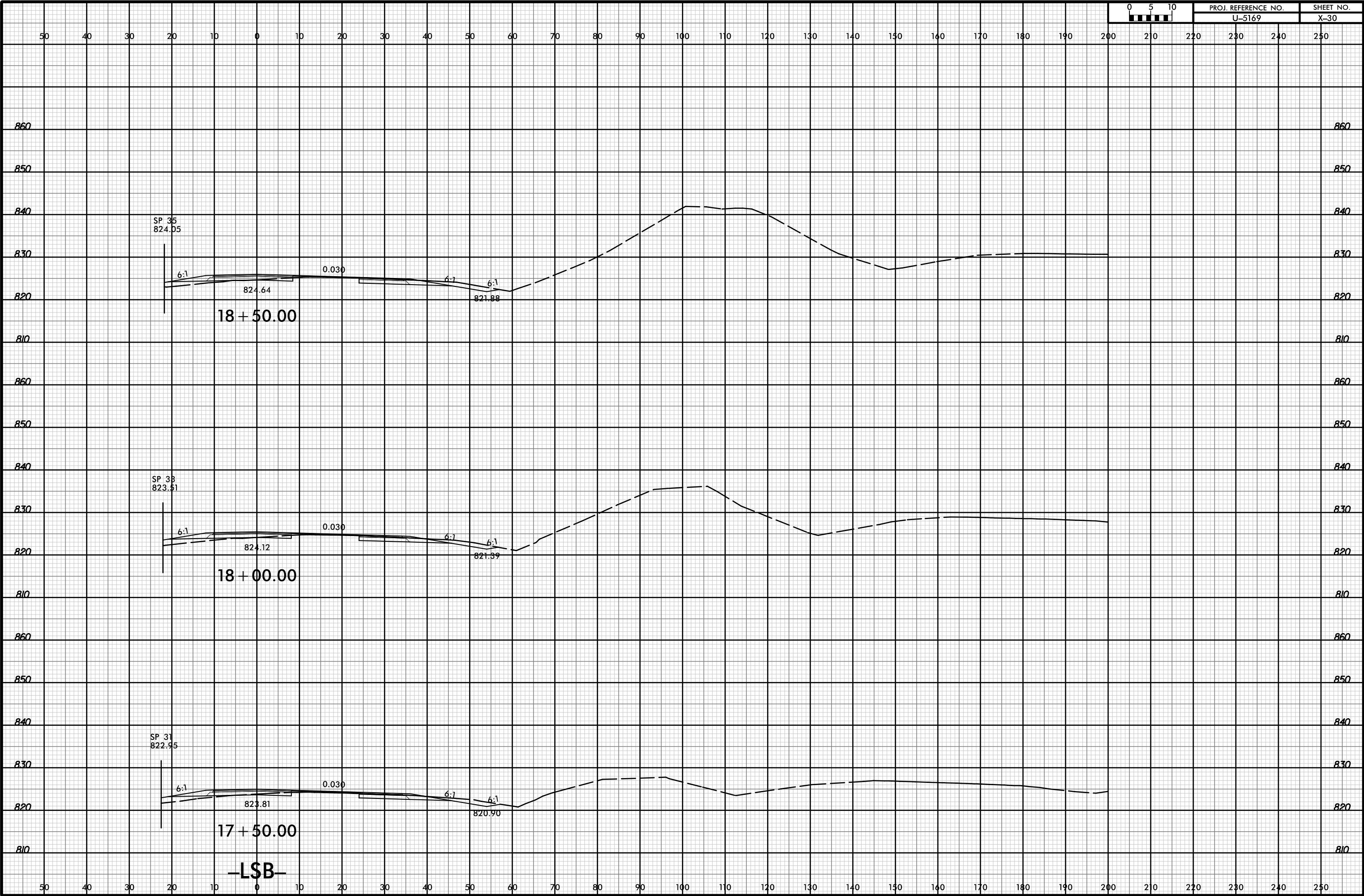


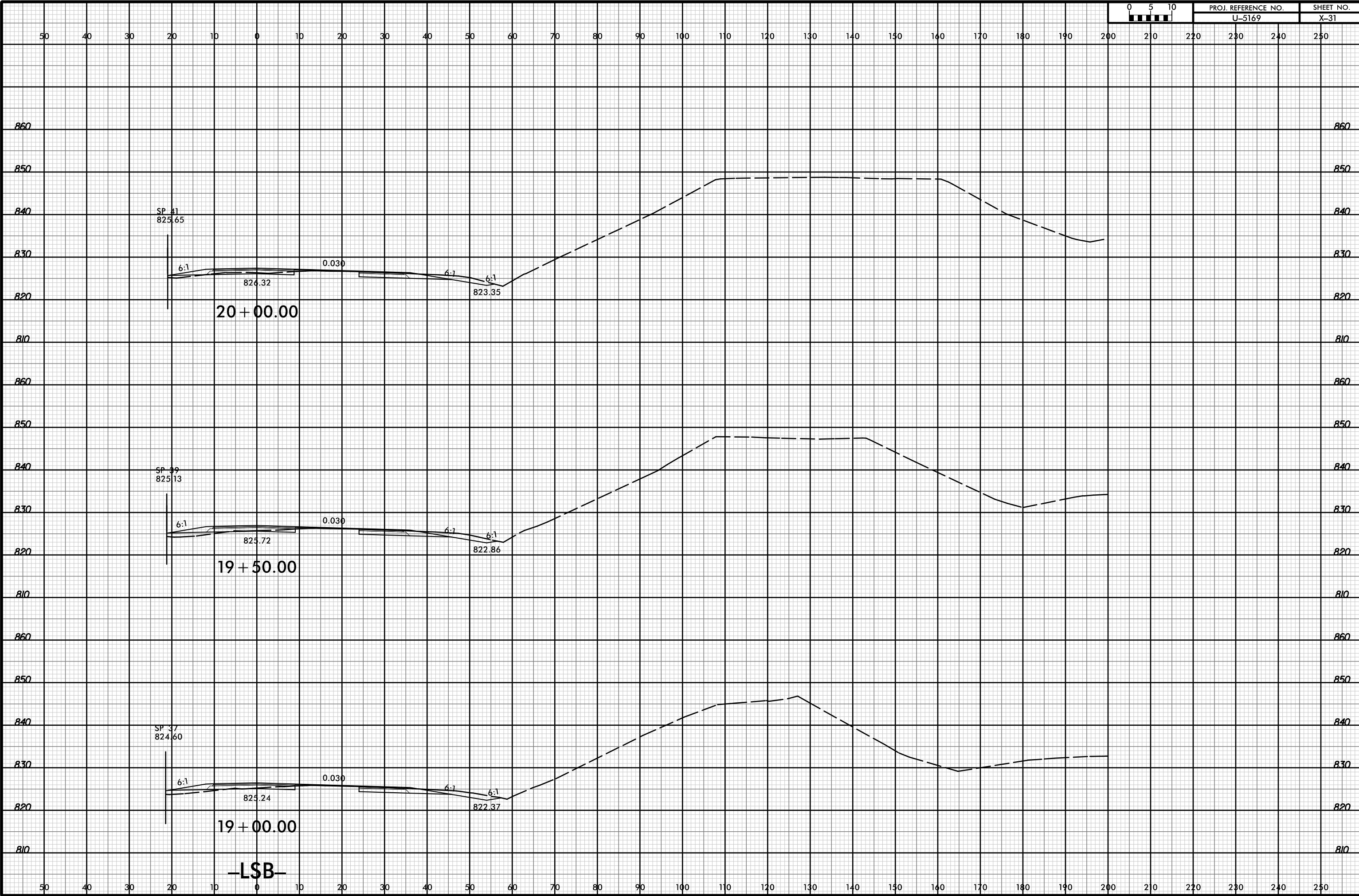
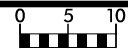


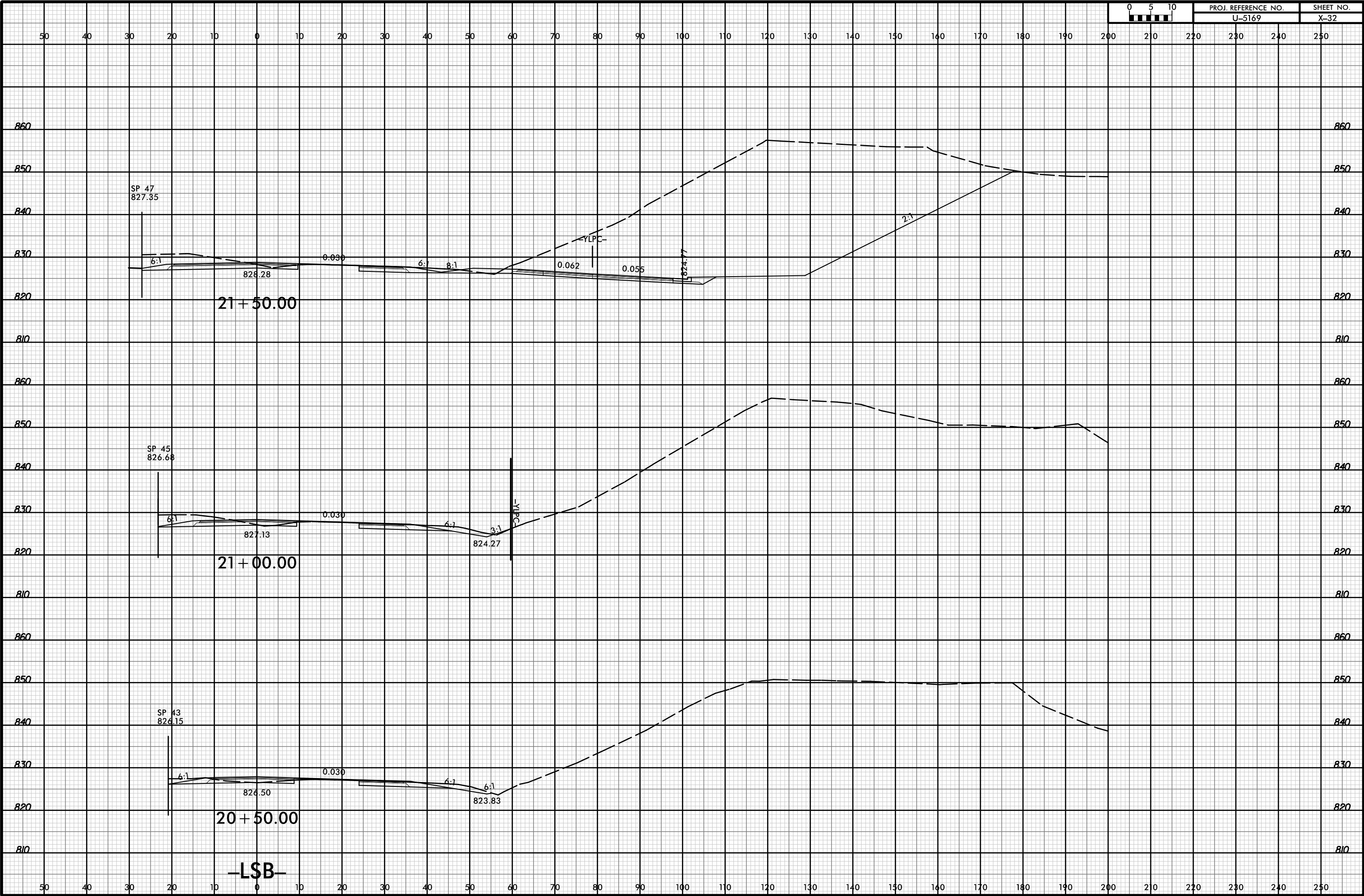


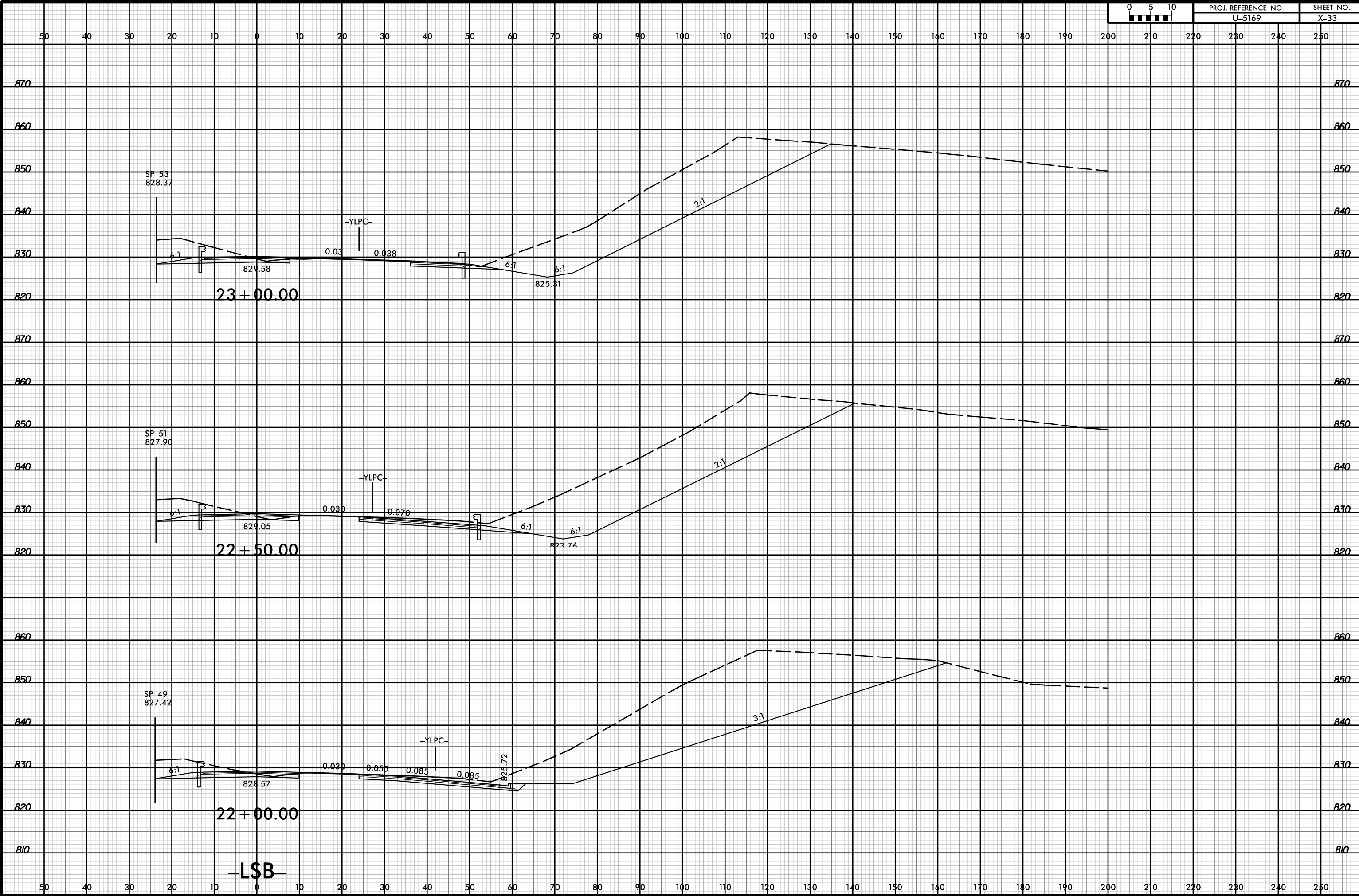


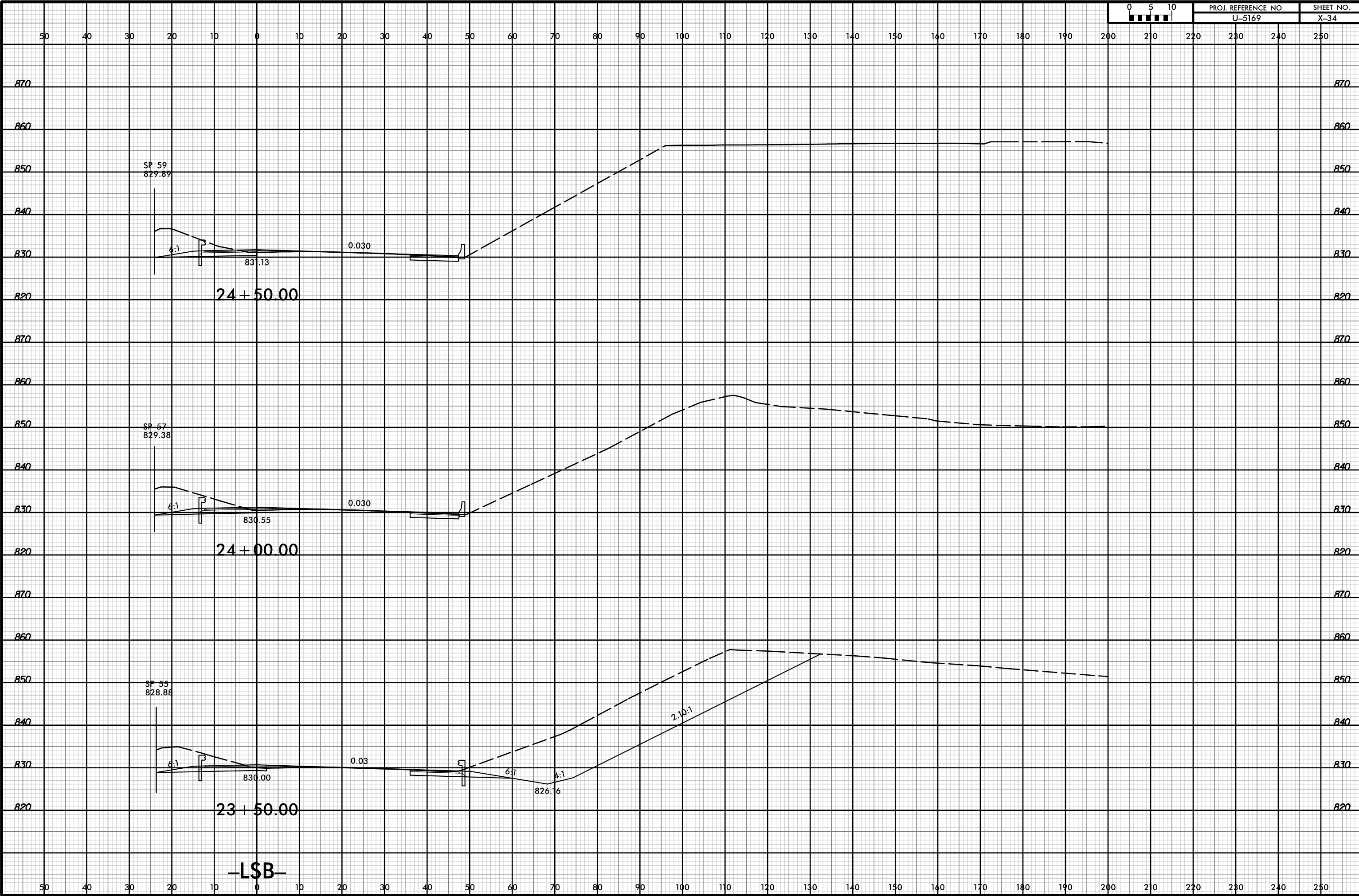










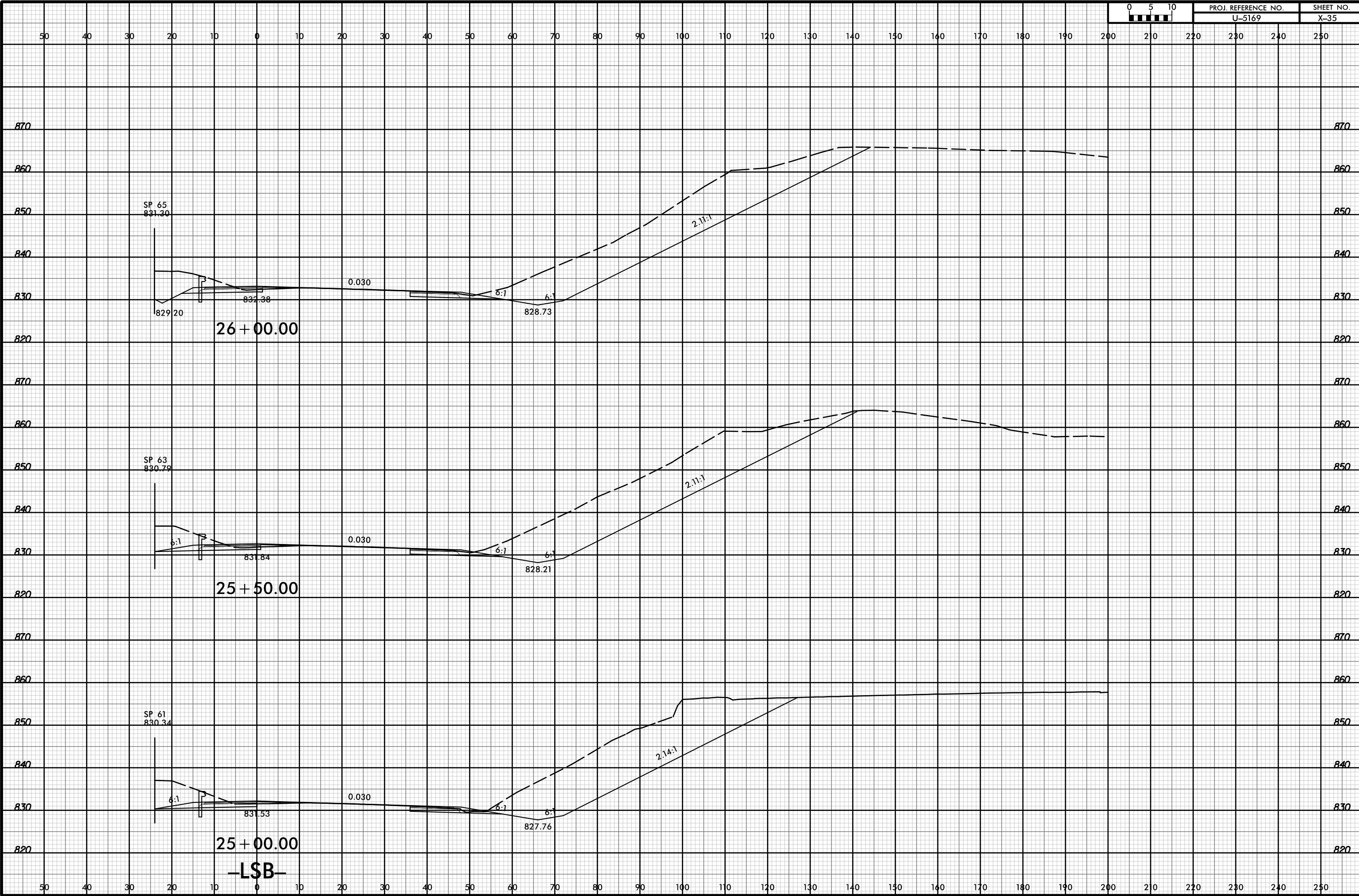


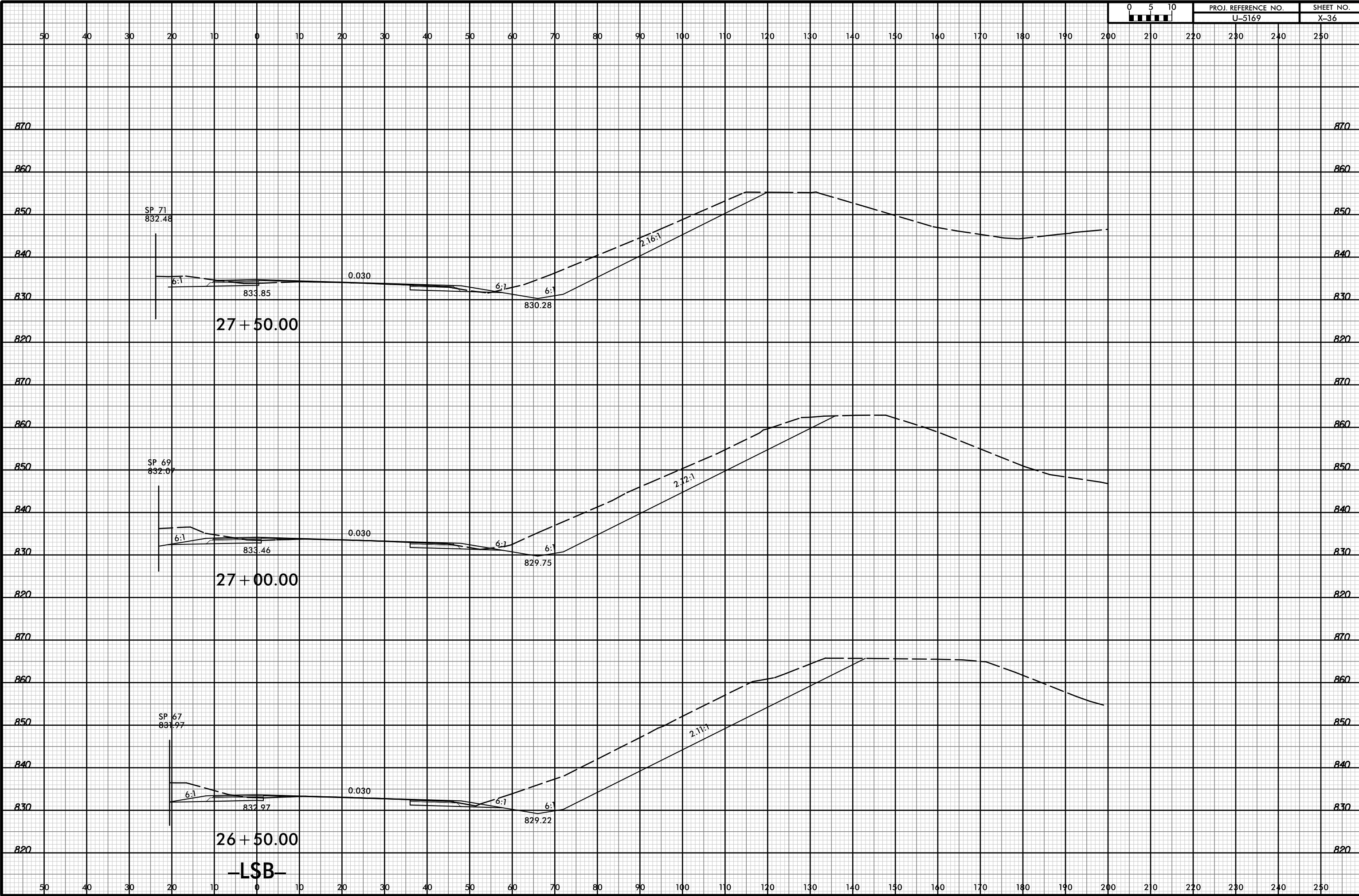
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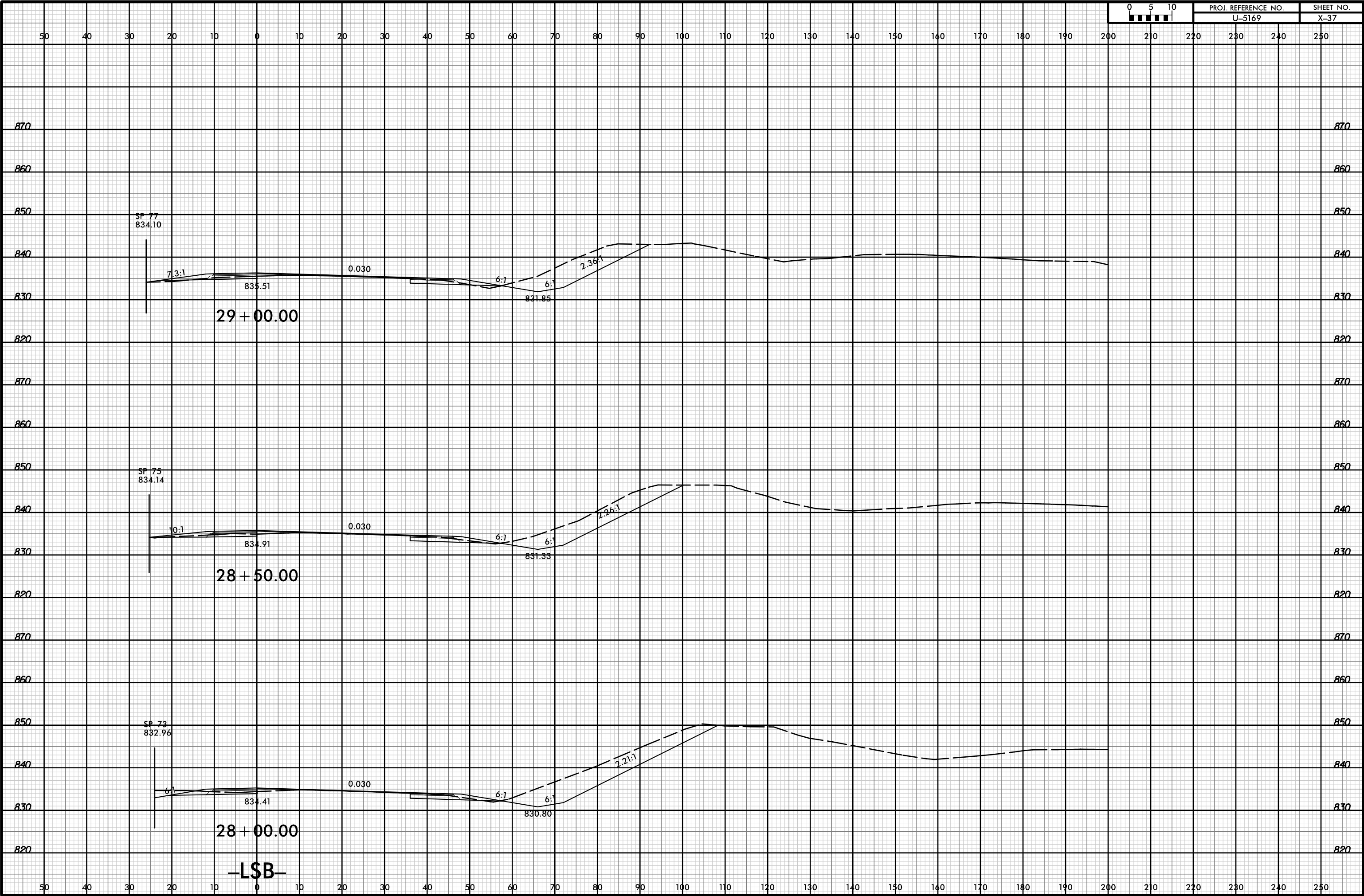


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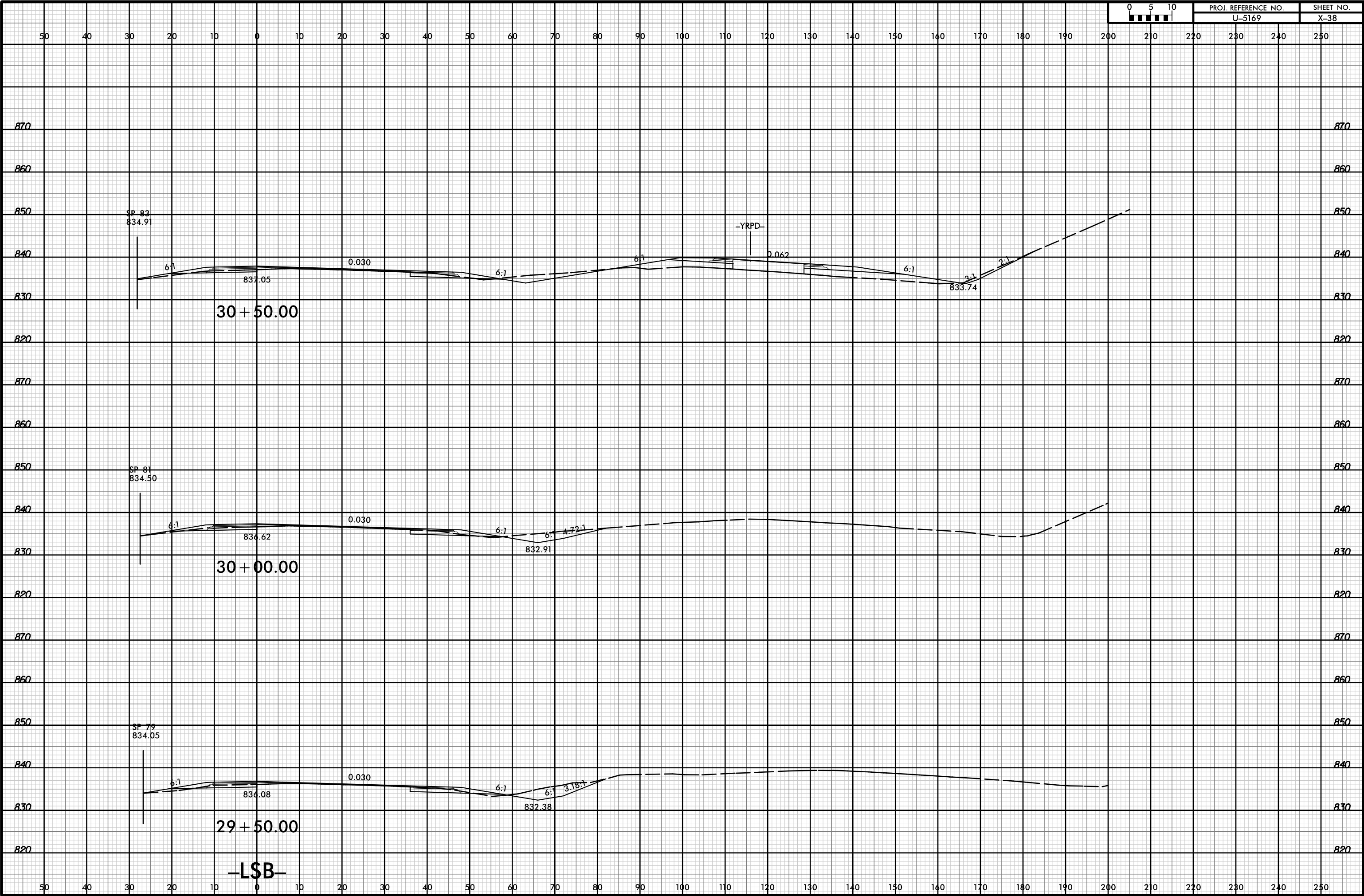
SHEET NO.
X-35





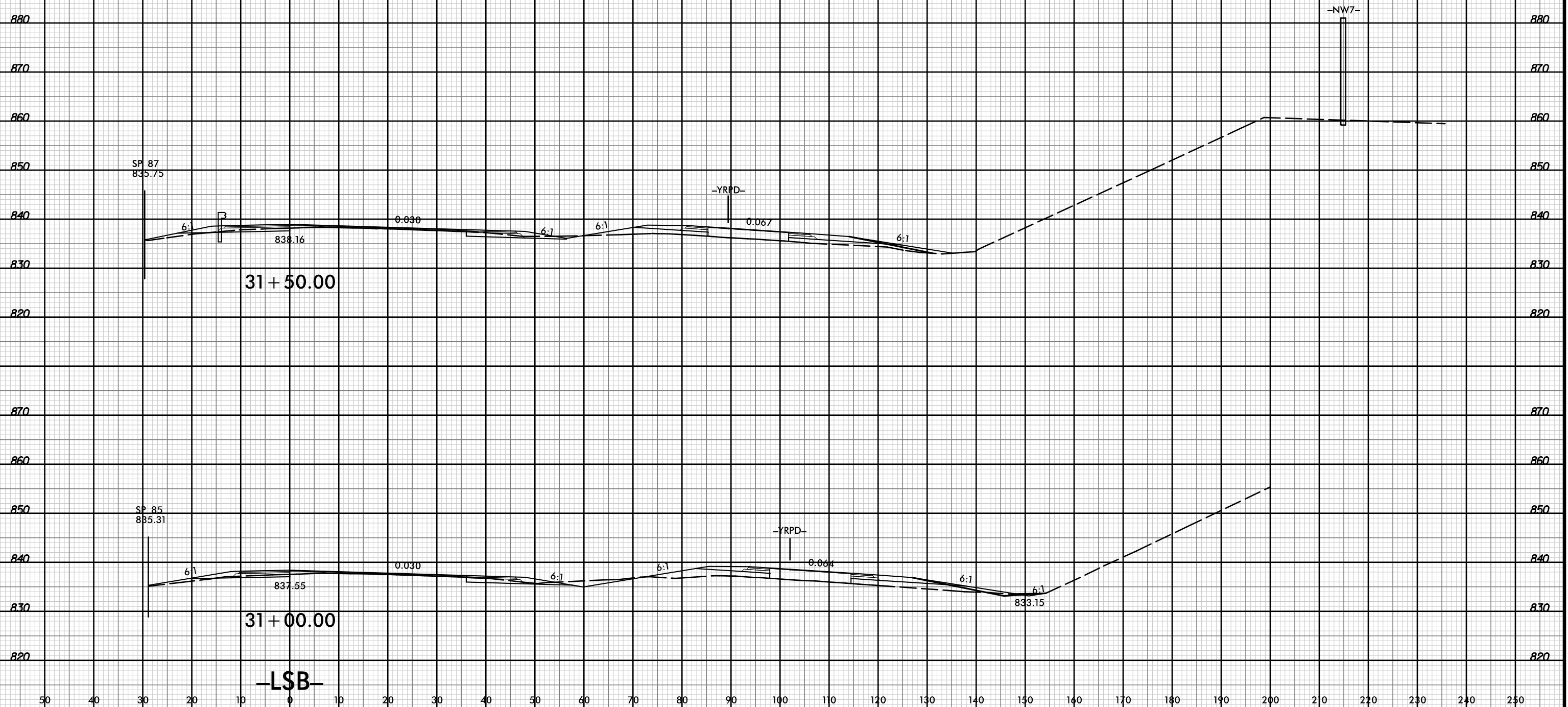


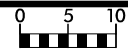
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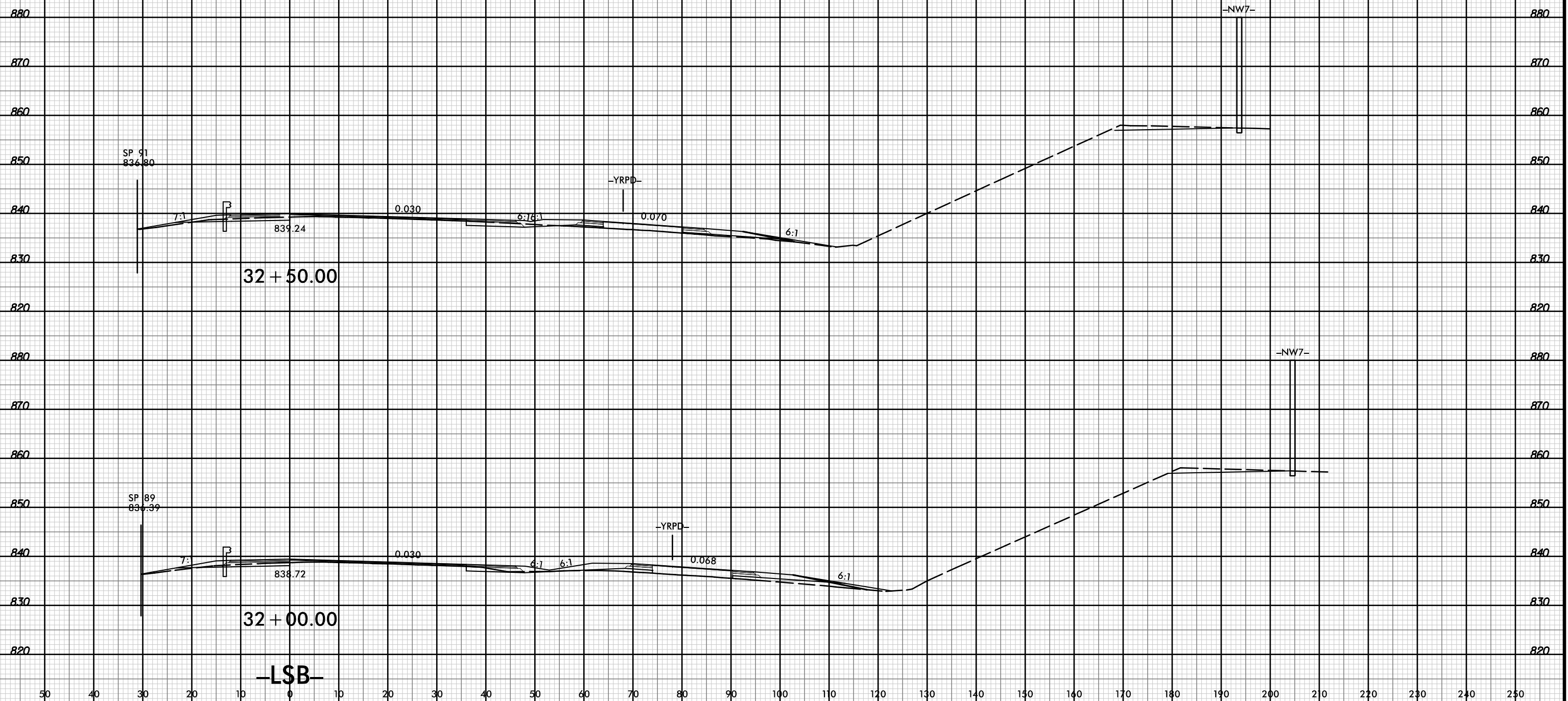


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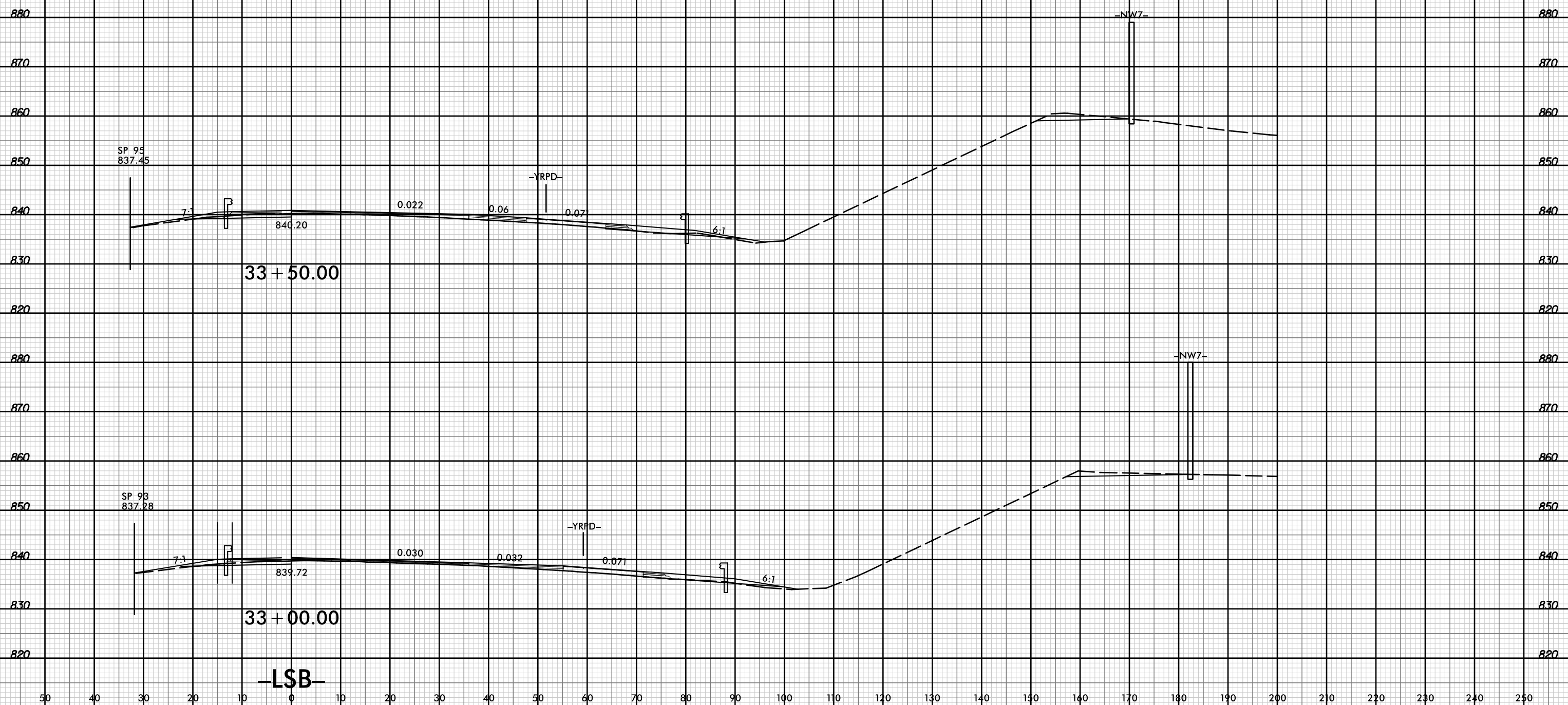


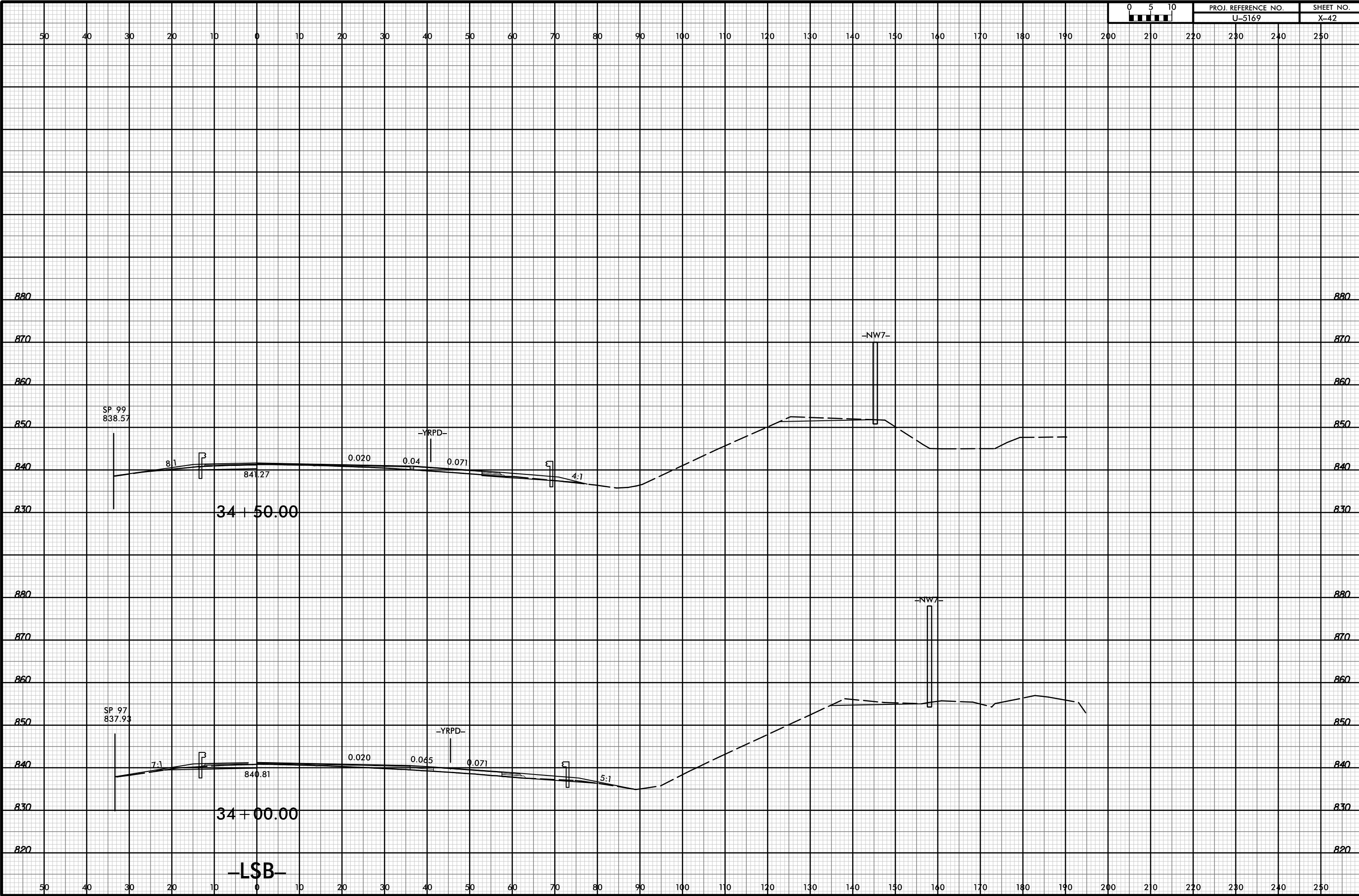
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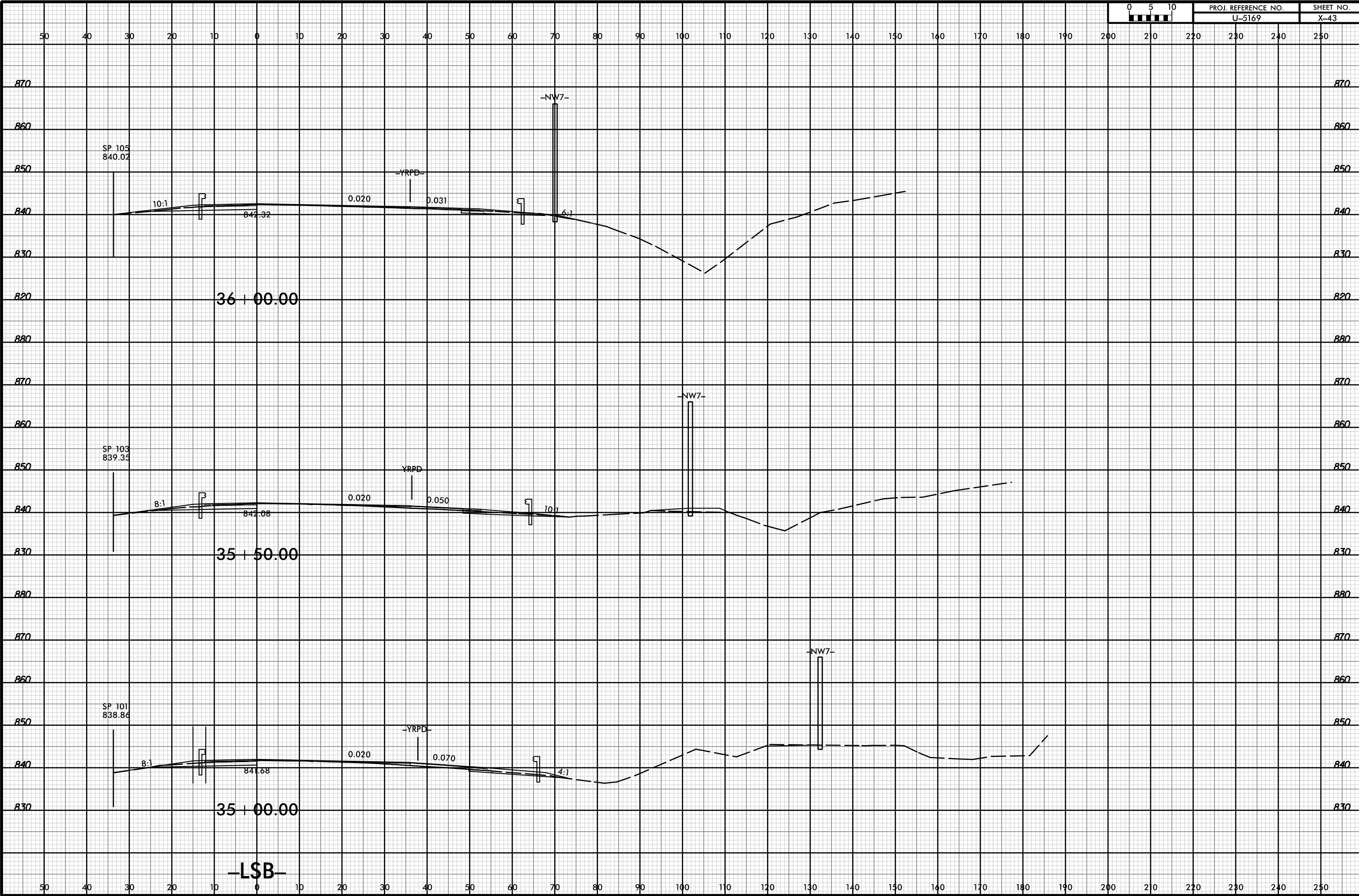
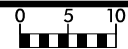


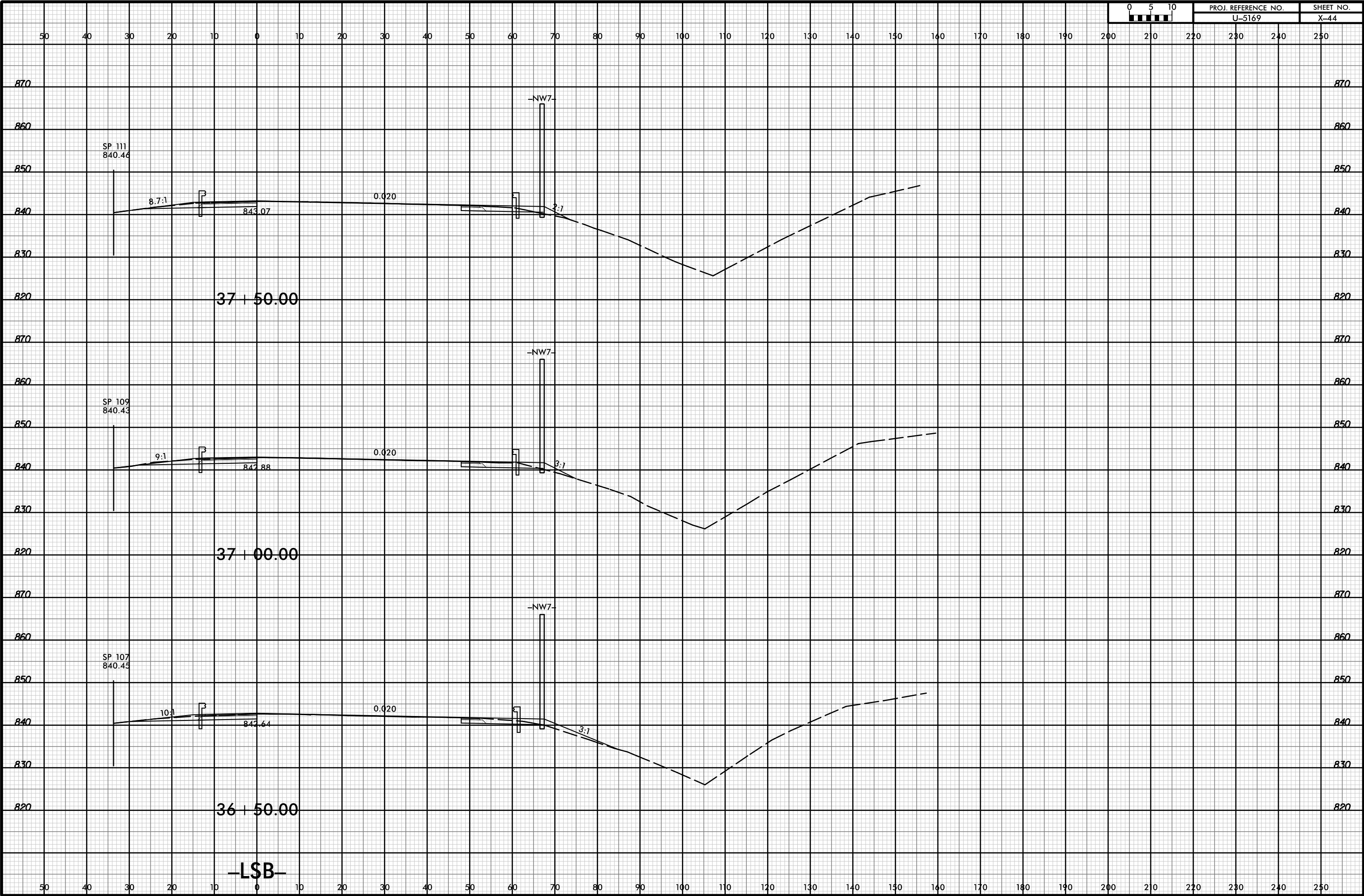
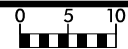


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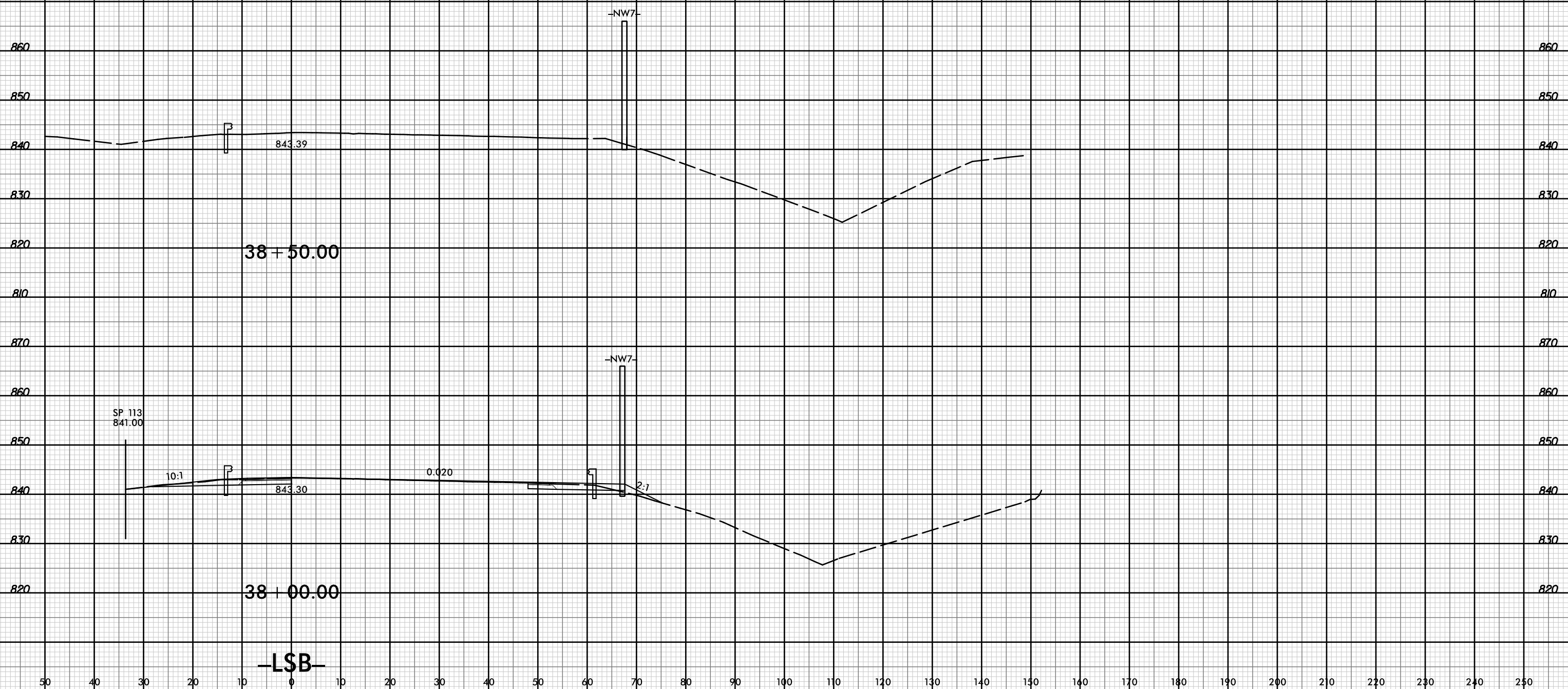


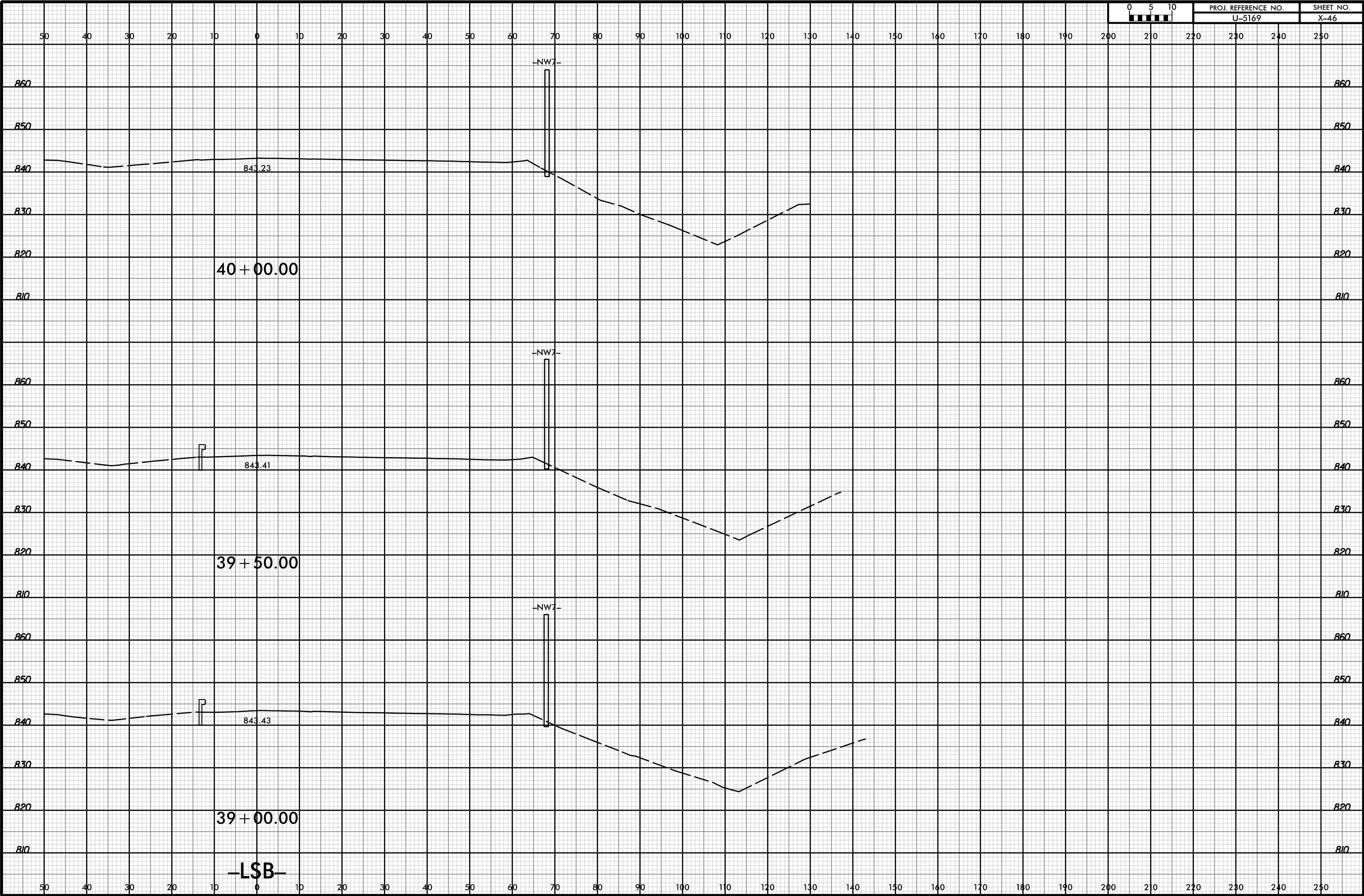
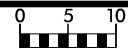


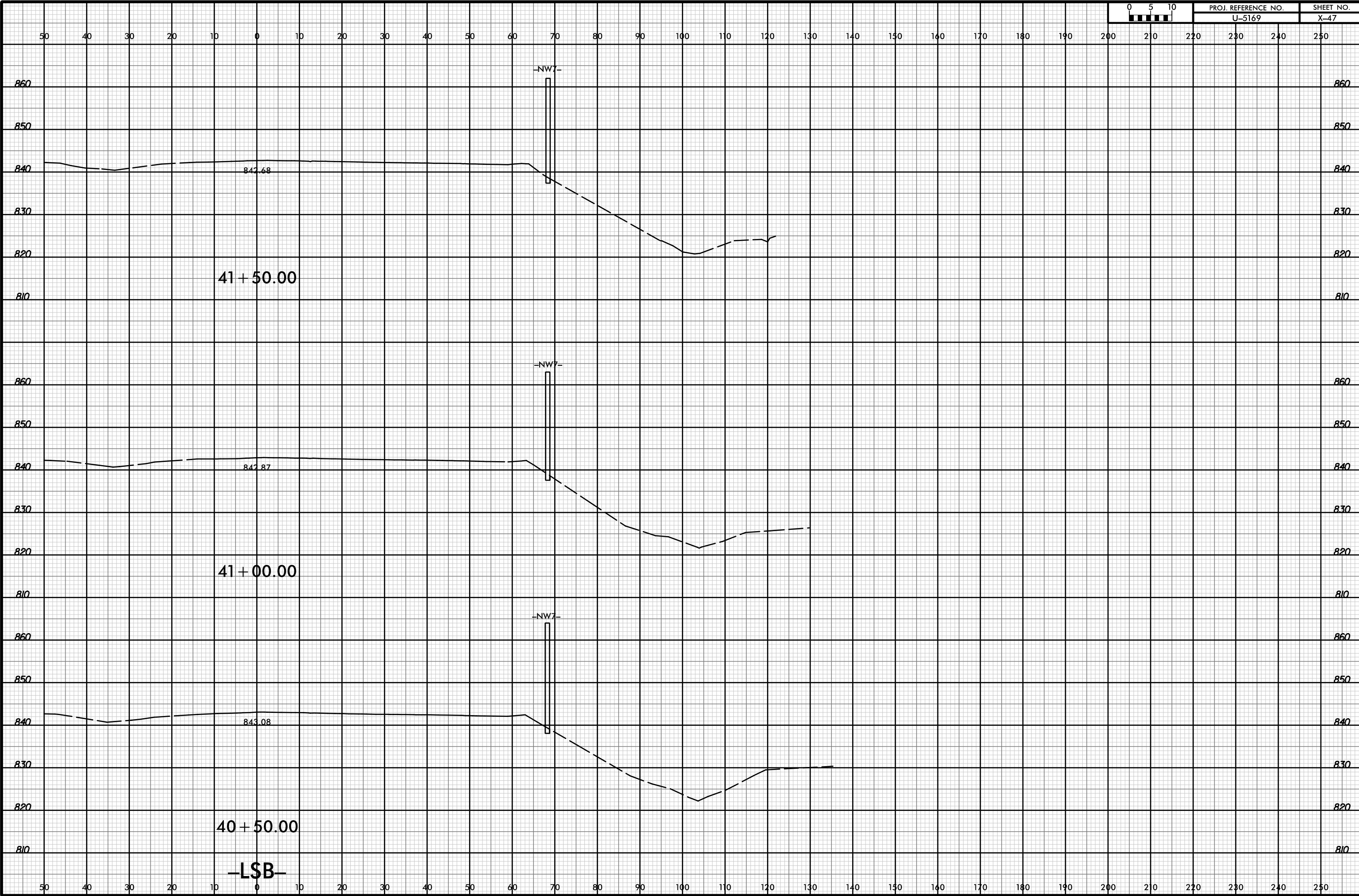
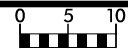


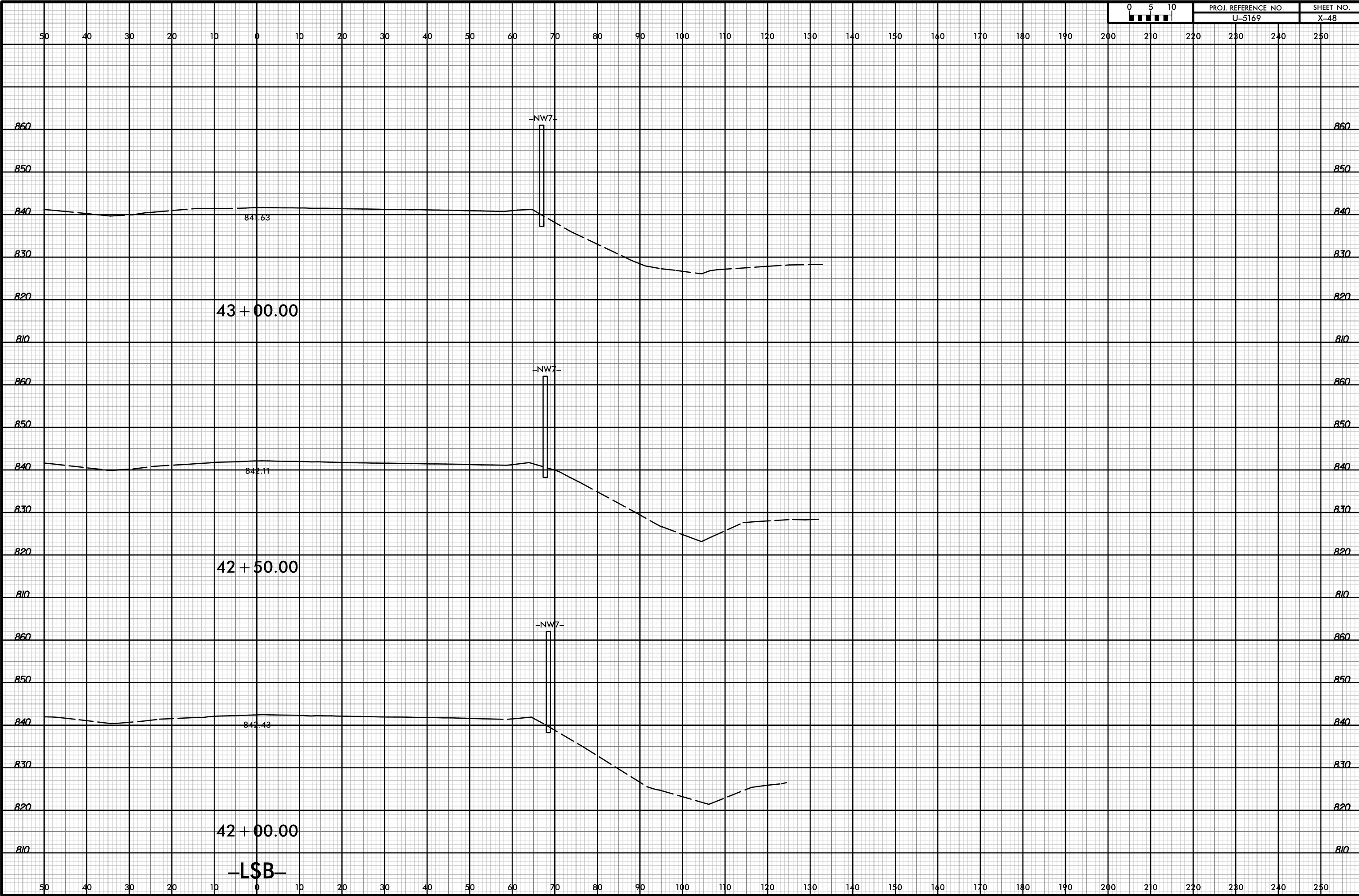


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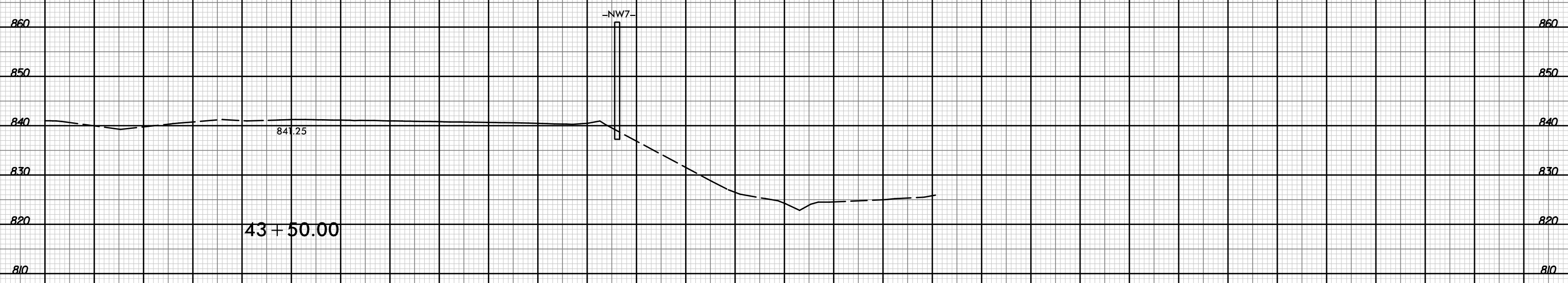
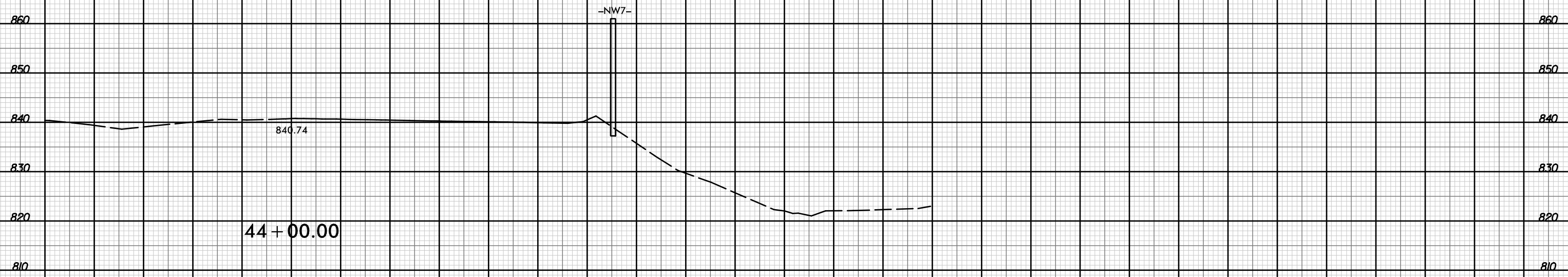






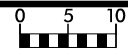


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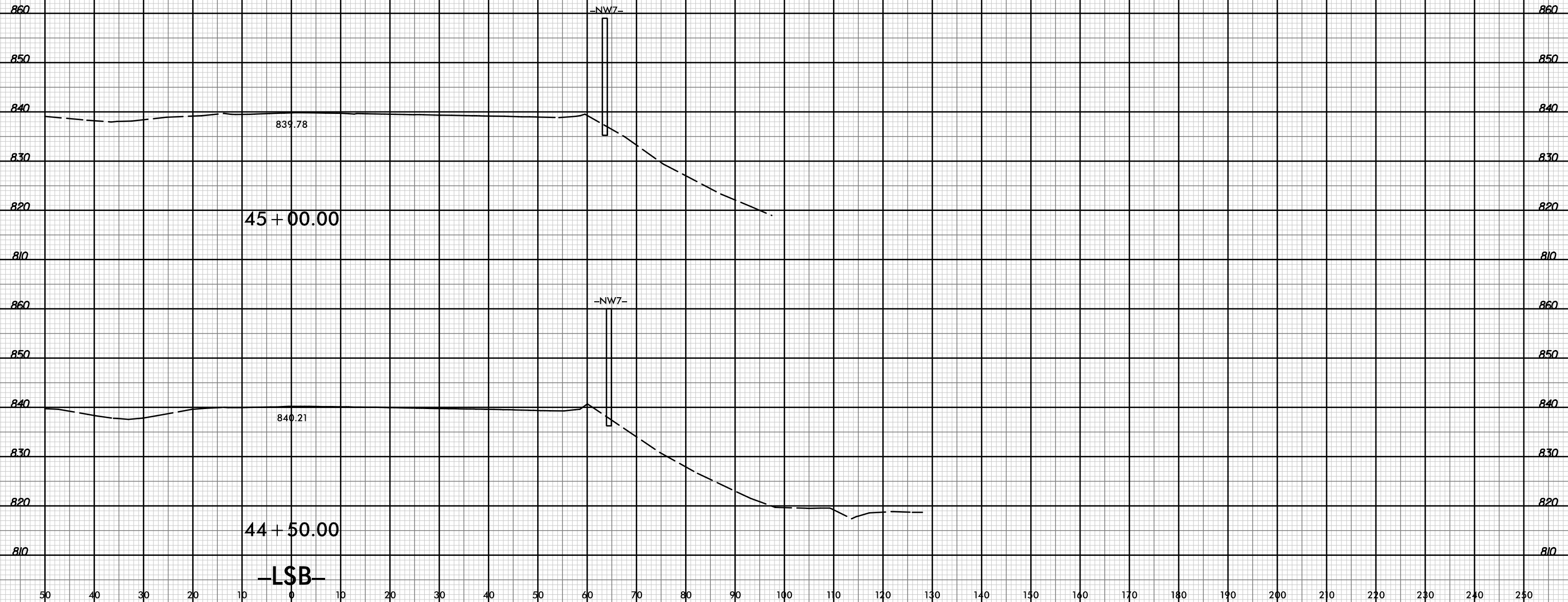


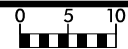
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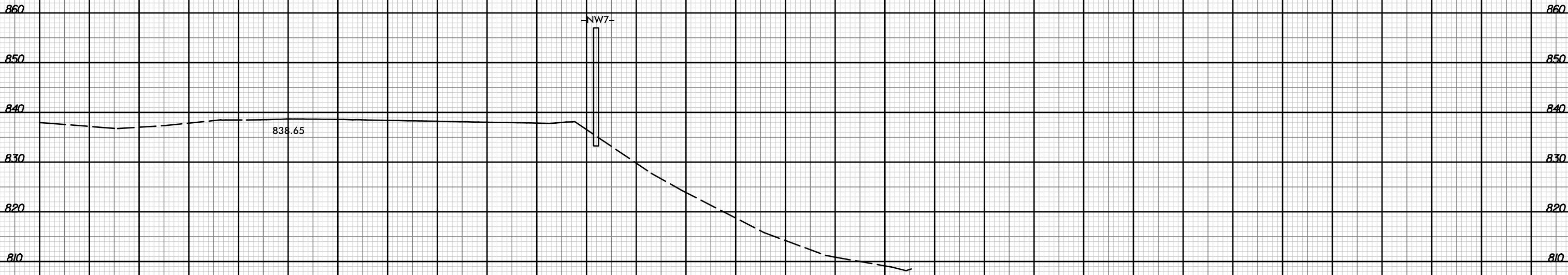


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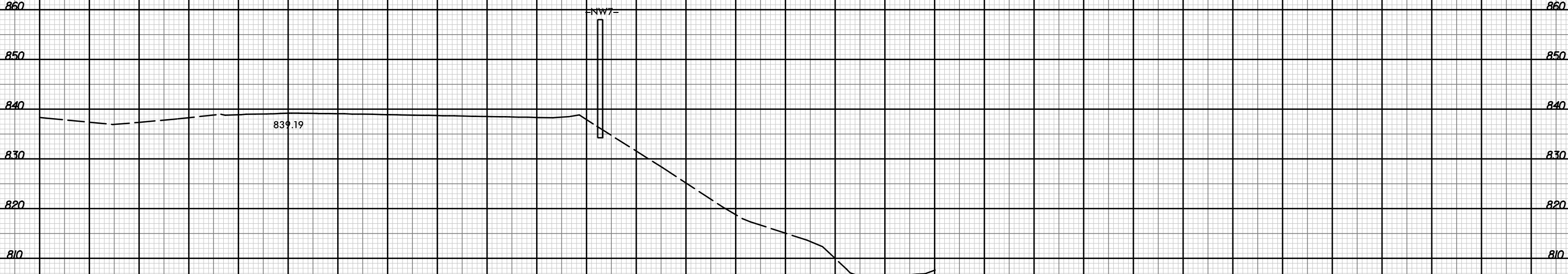




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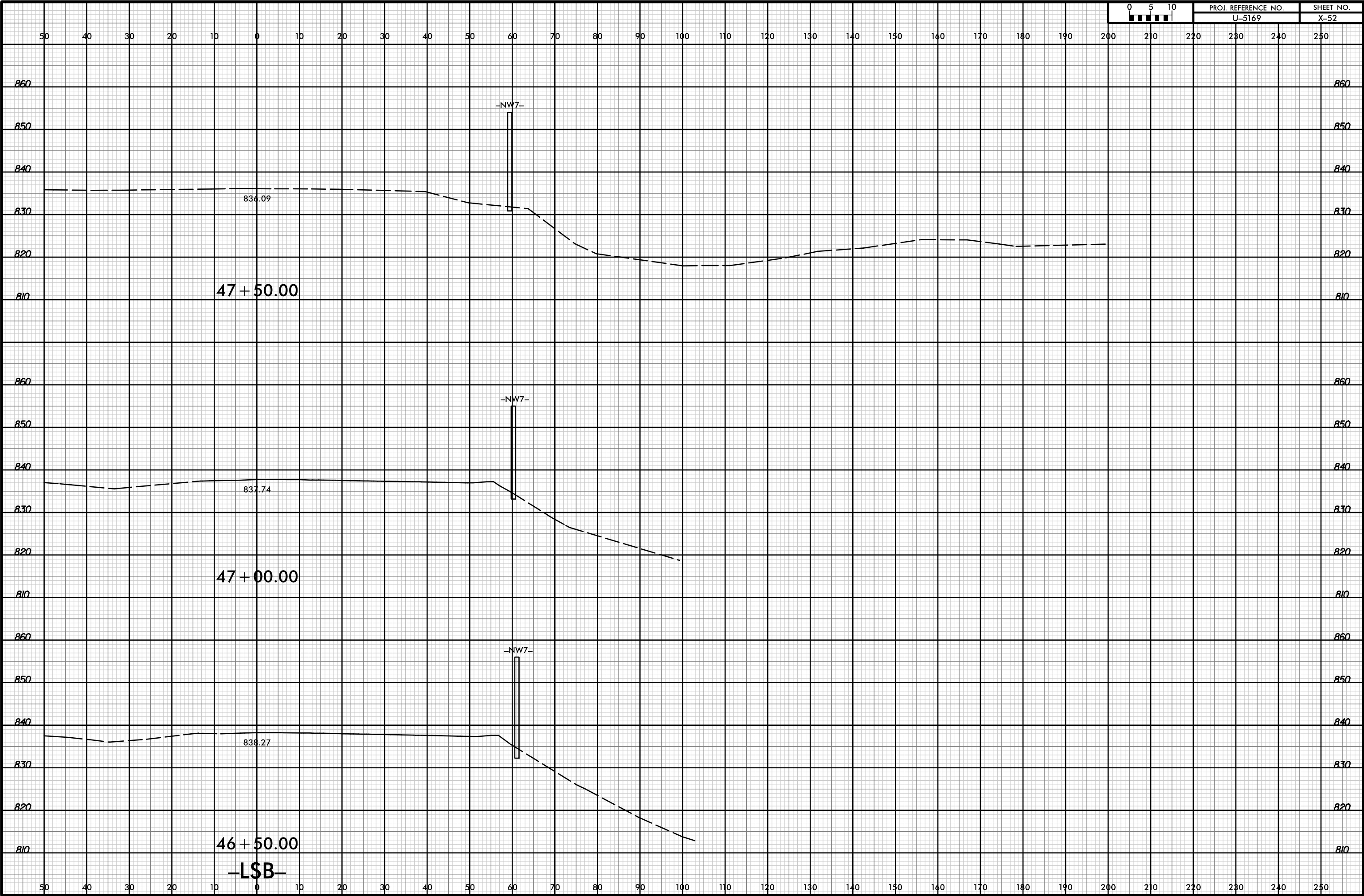
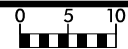
46 + 00.00

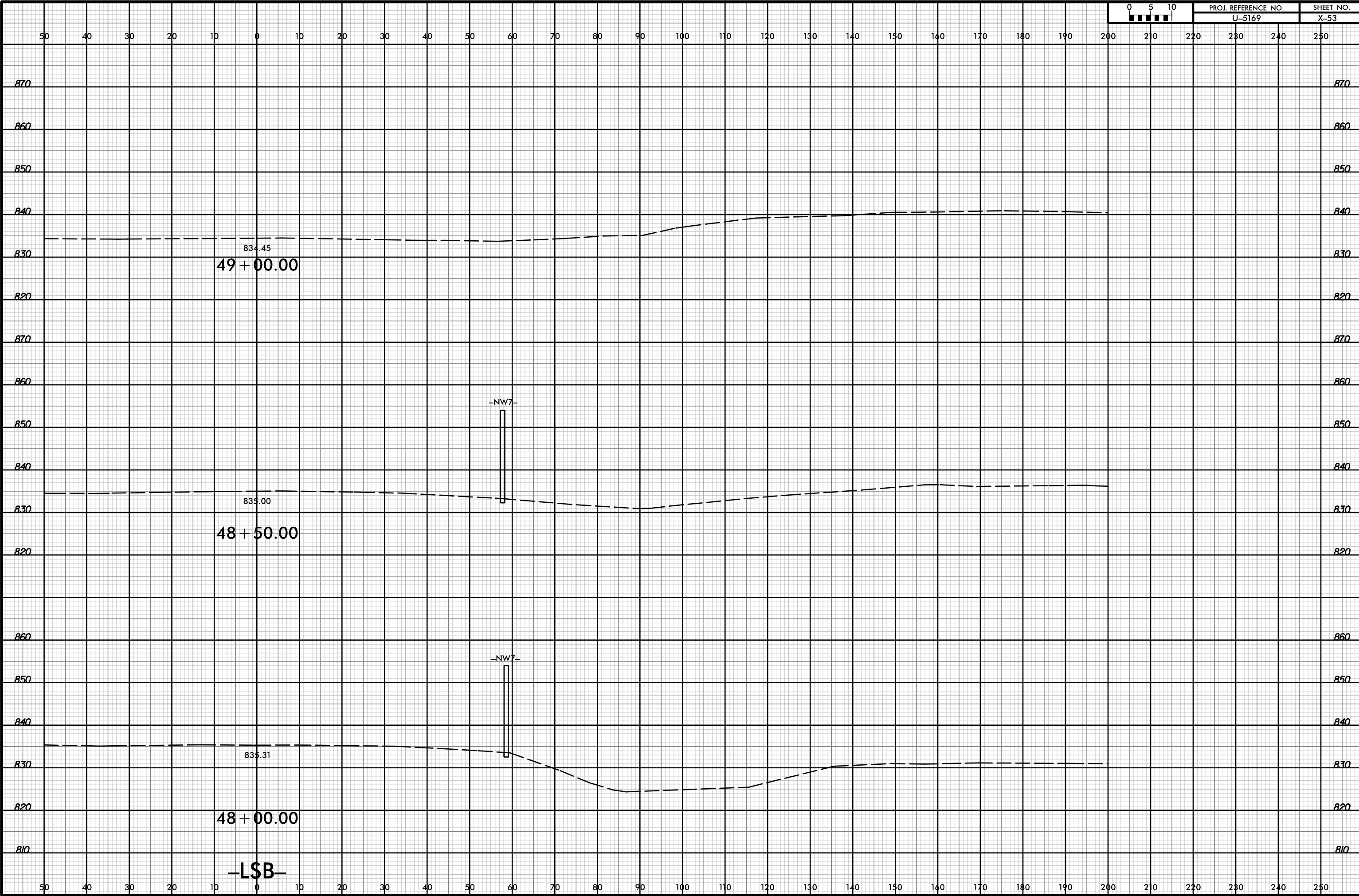


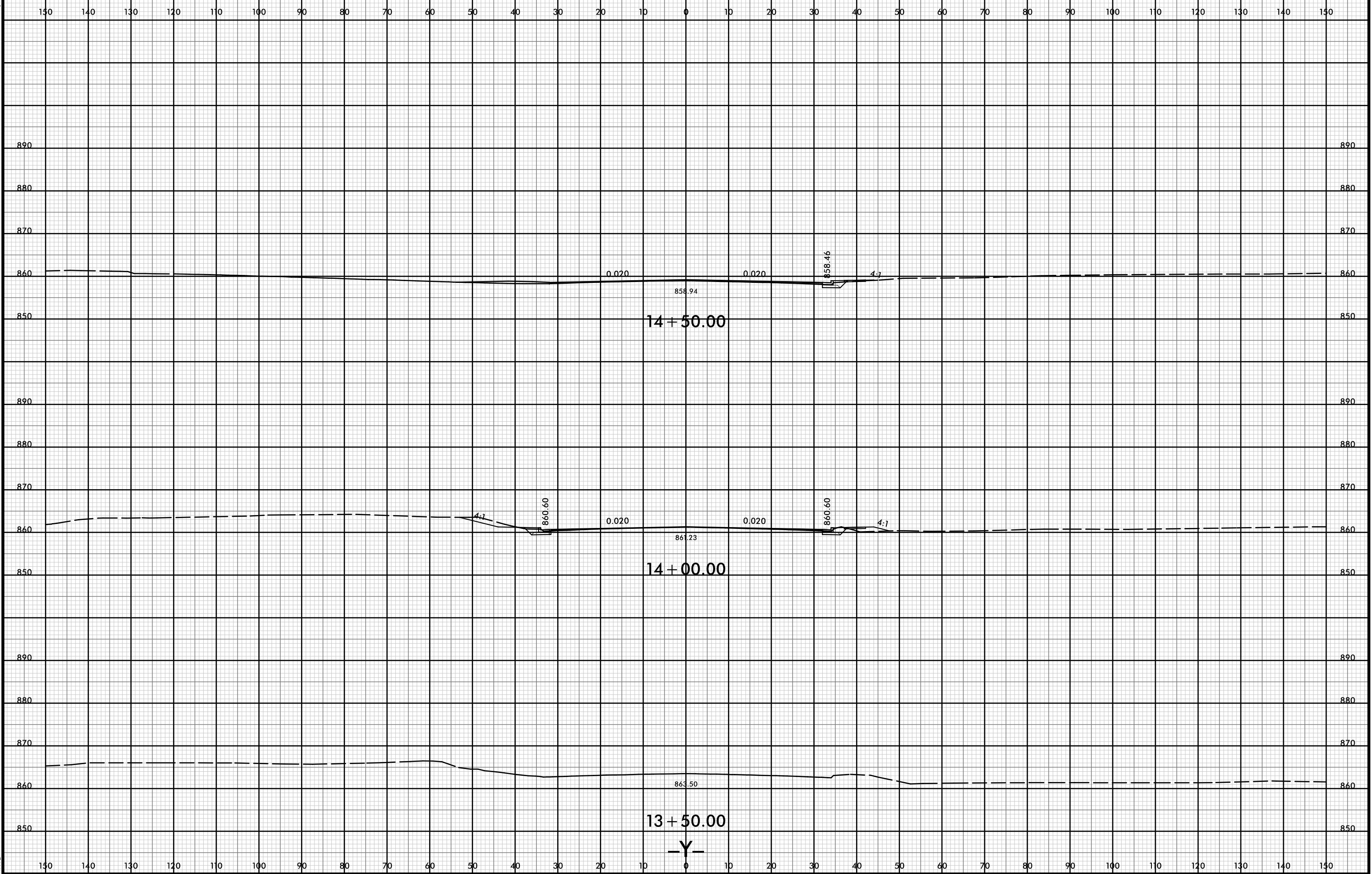
45 + 50.00

LSB

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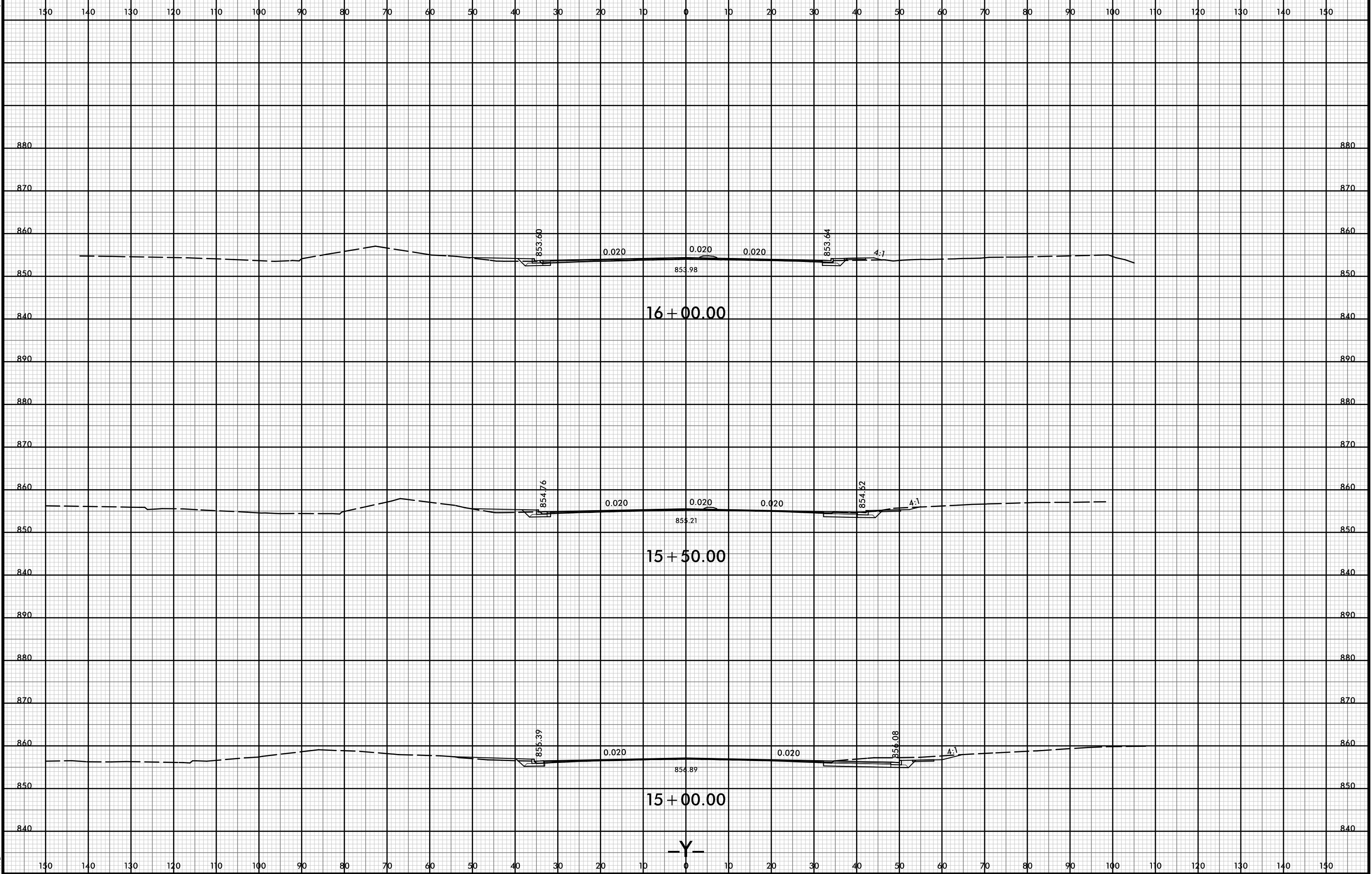


8/23/99



PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-55

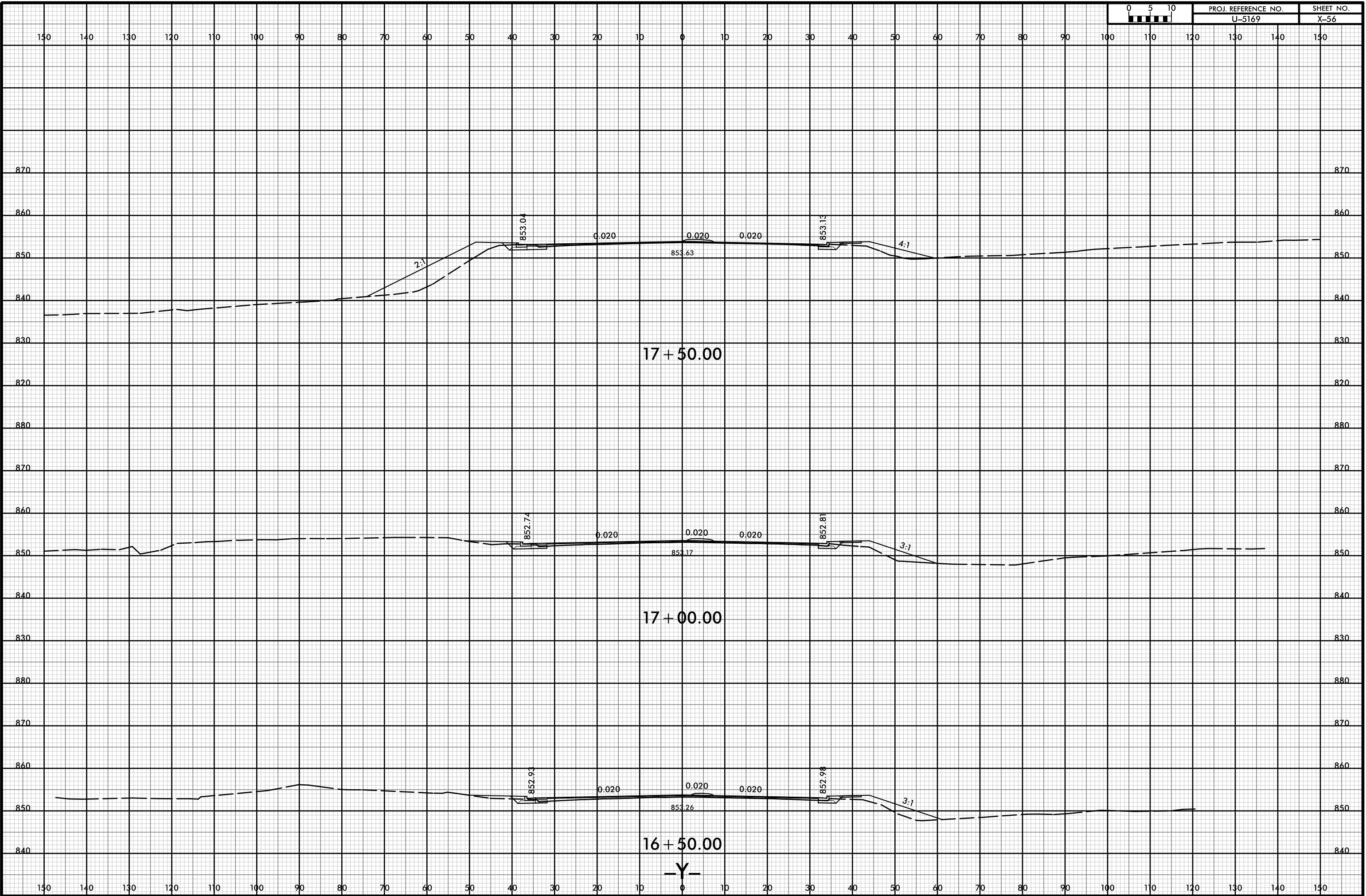


05-APR-2018 10:31
\\redway\c\erridor\Modelling\U5169_rdy_xpl.dgn
HTB

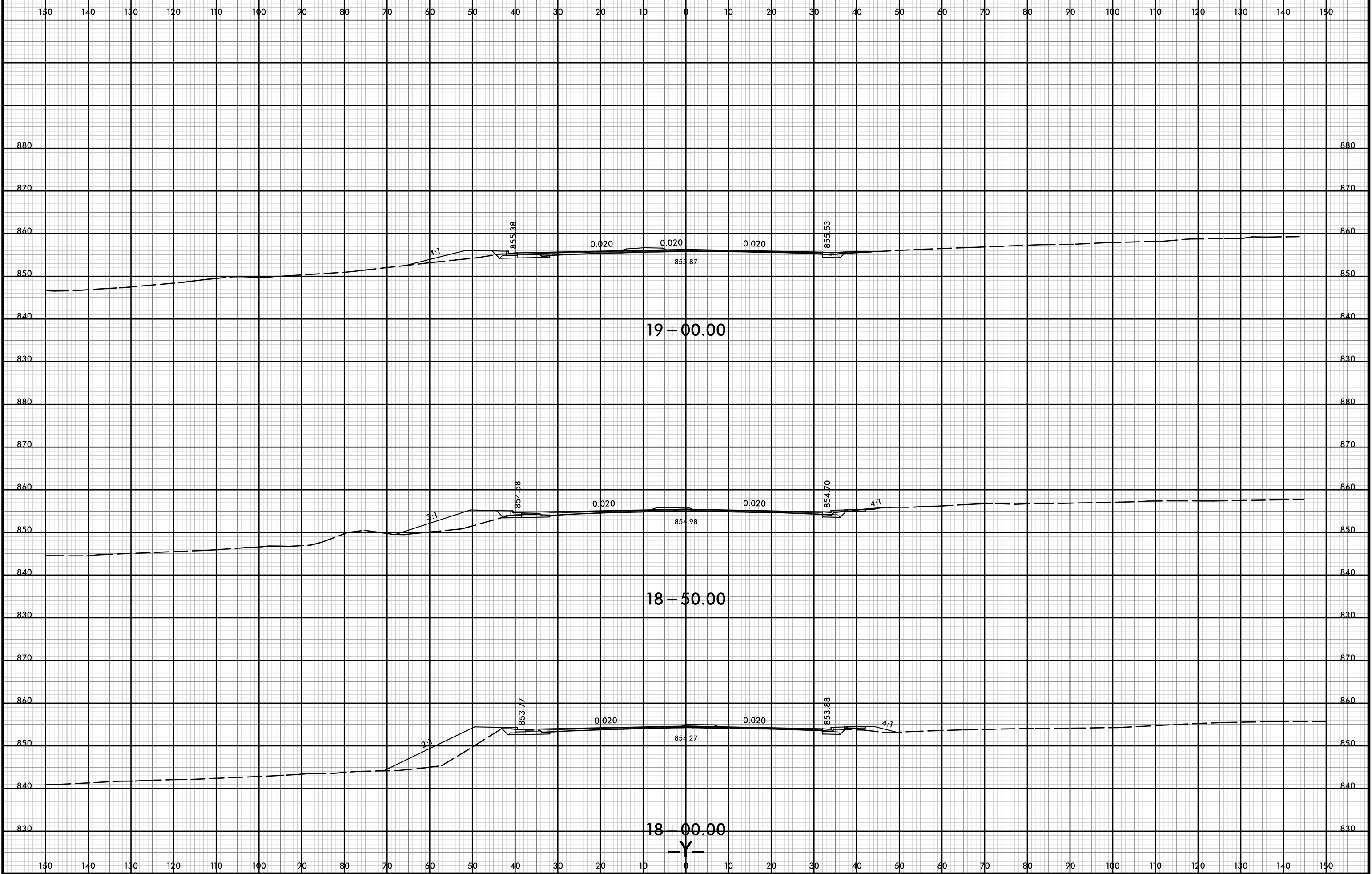
8/23/99

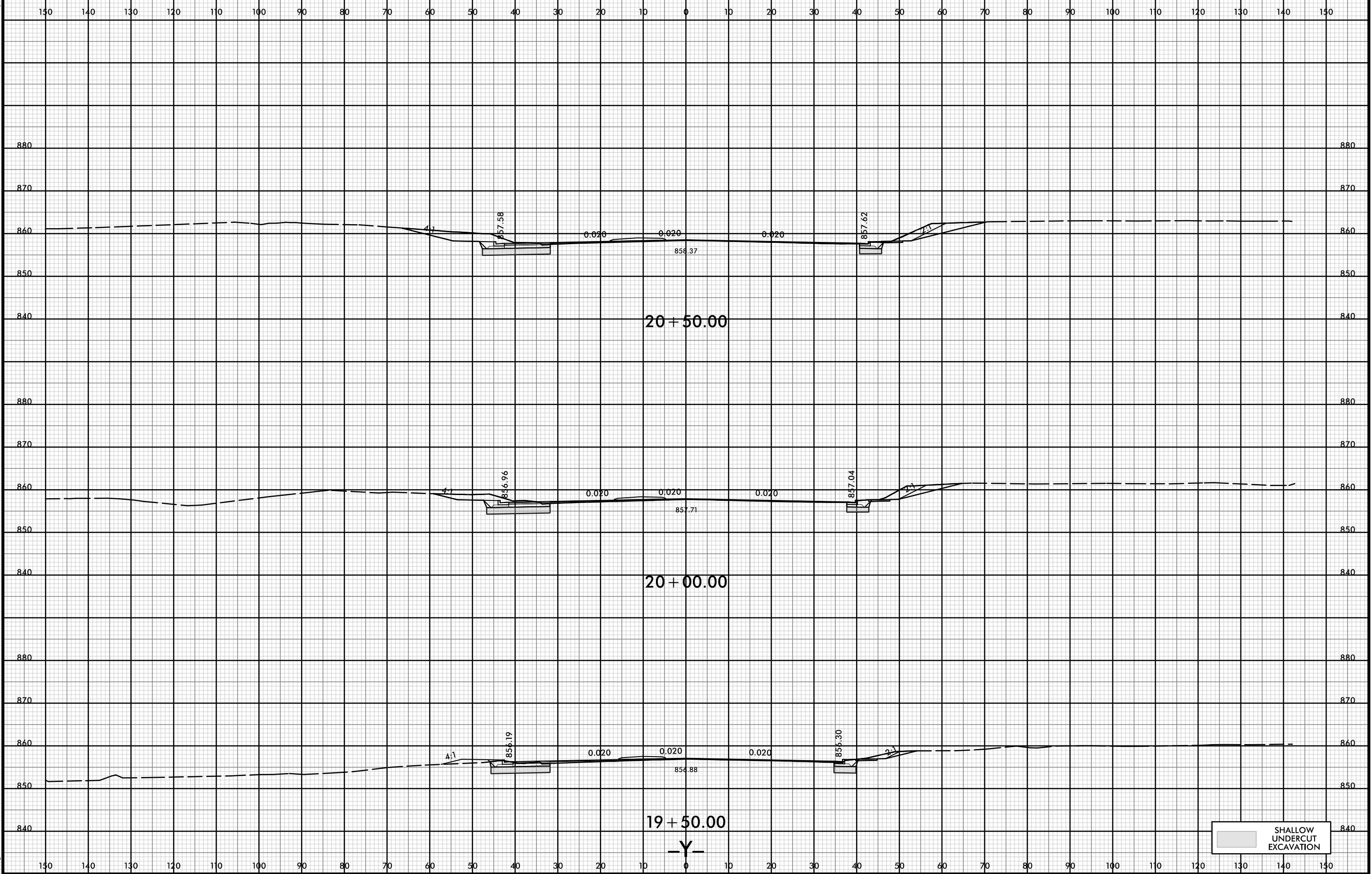


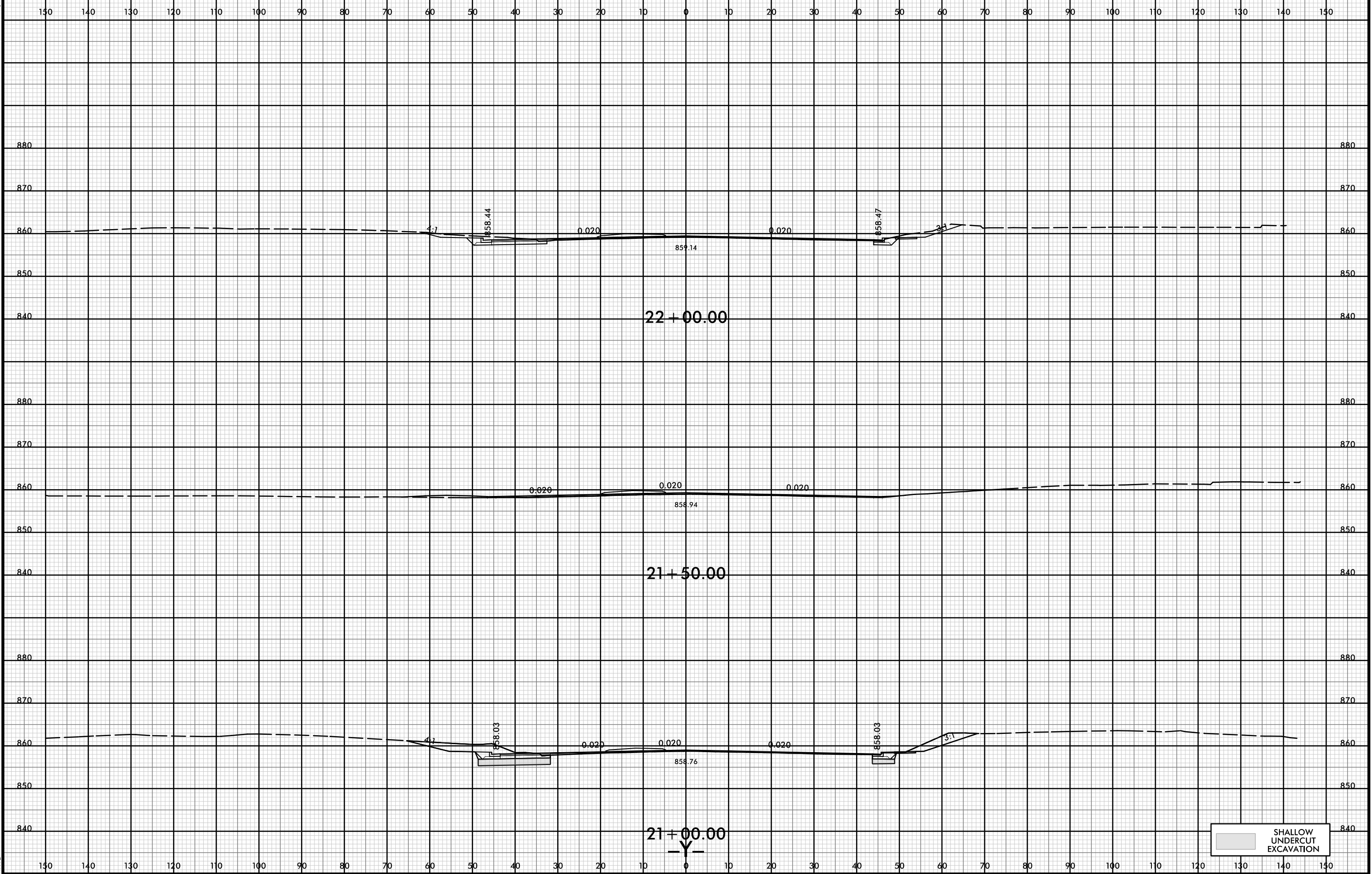
PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-56

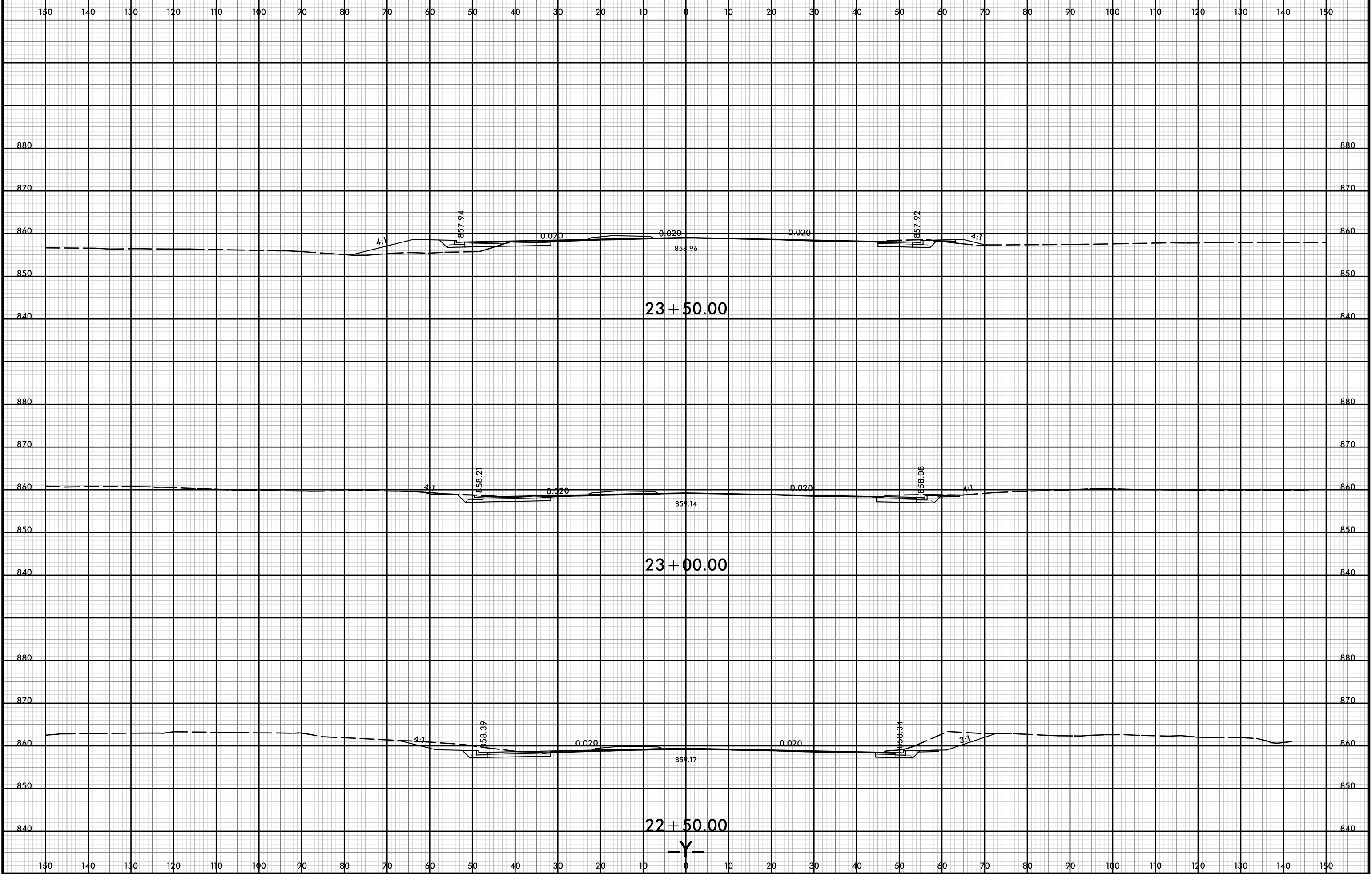


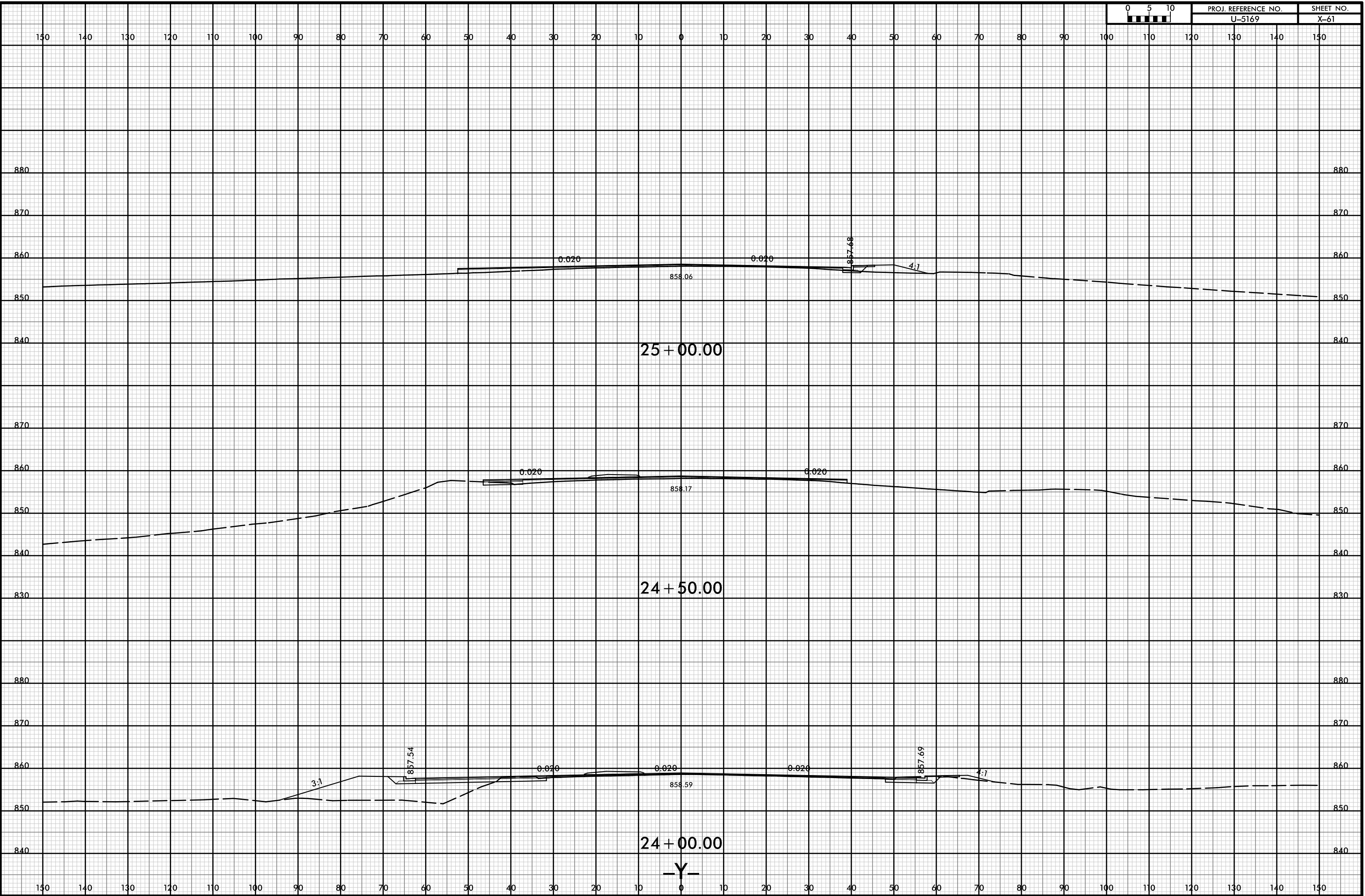
05-APR-2018 10:31
\\redway\c\erridor\Modelling\U5169_rdy_xpl.dgn
HTB







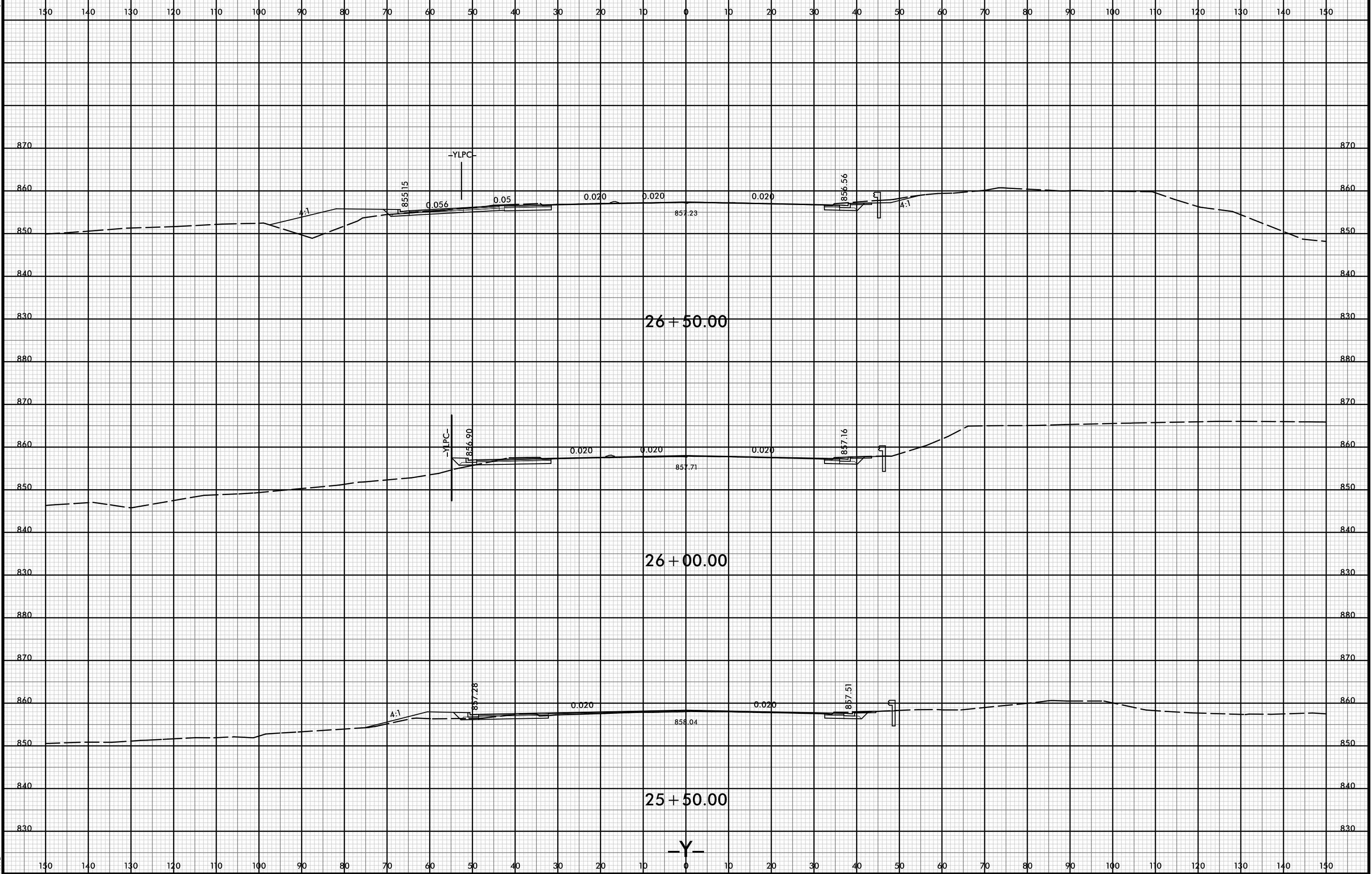




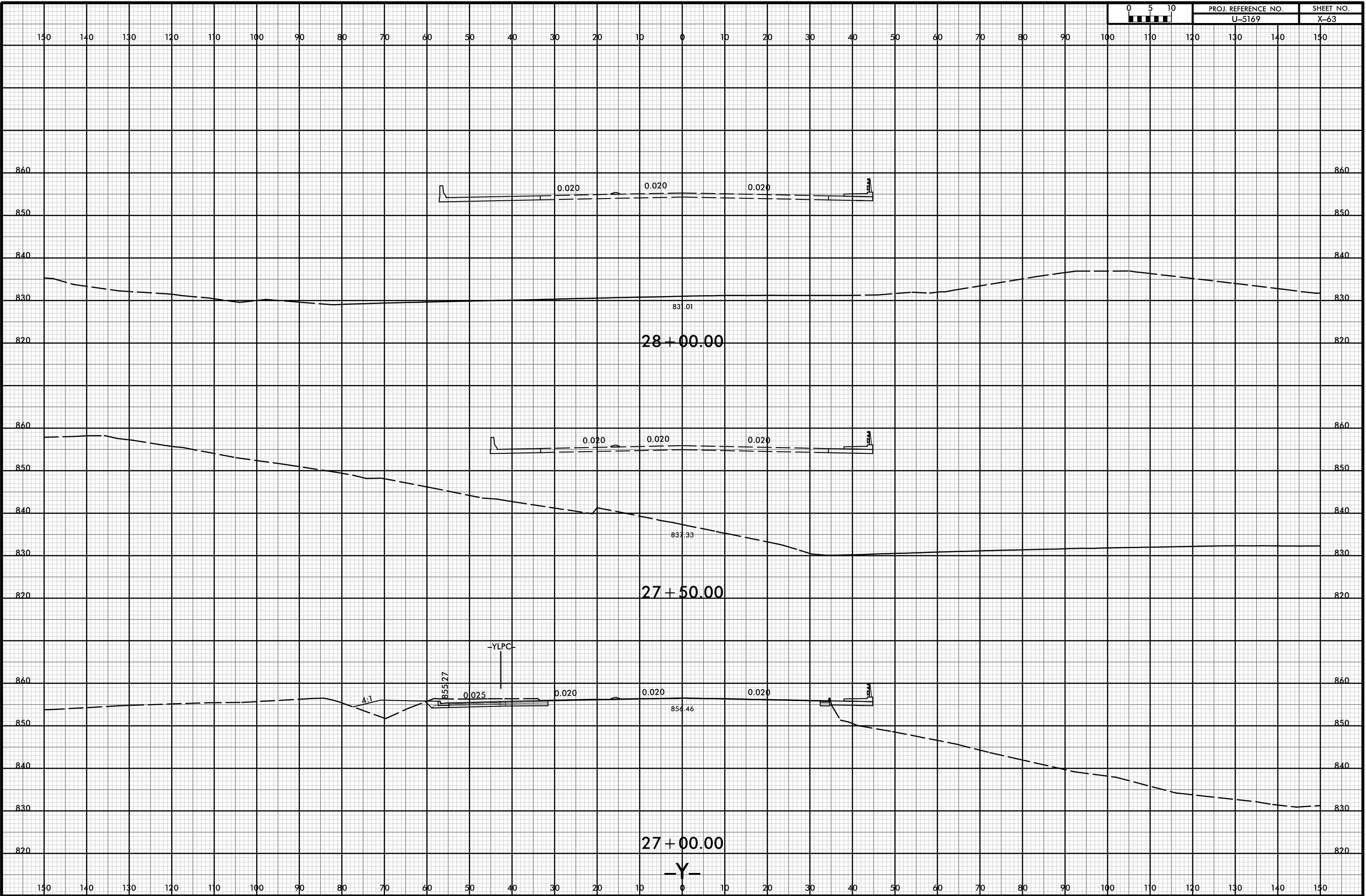
8/23/99

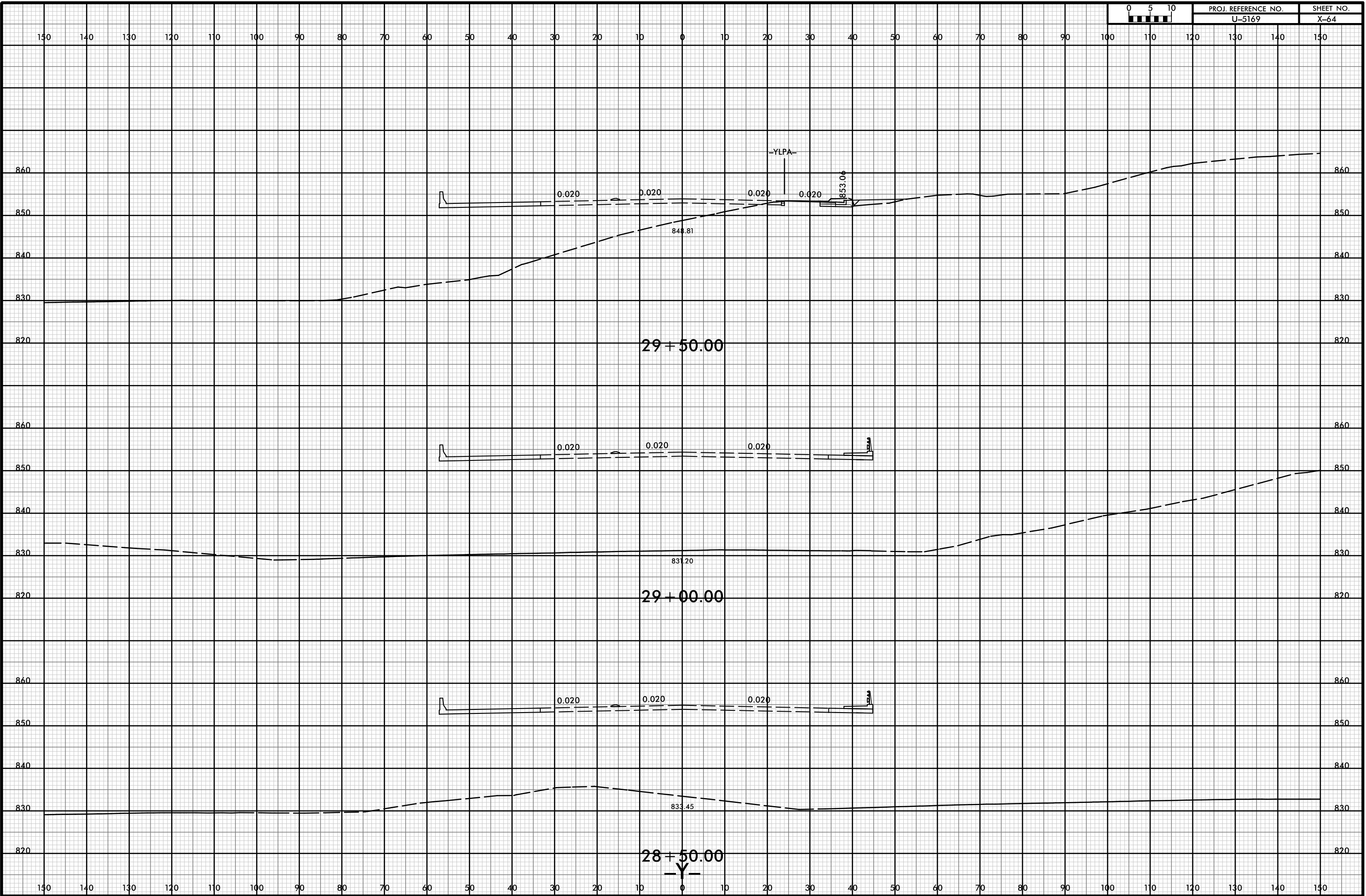


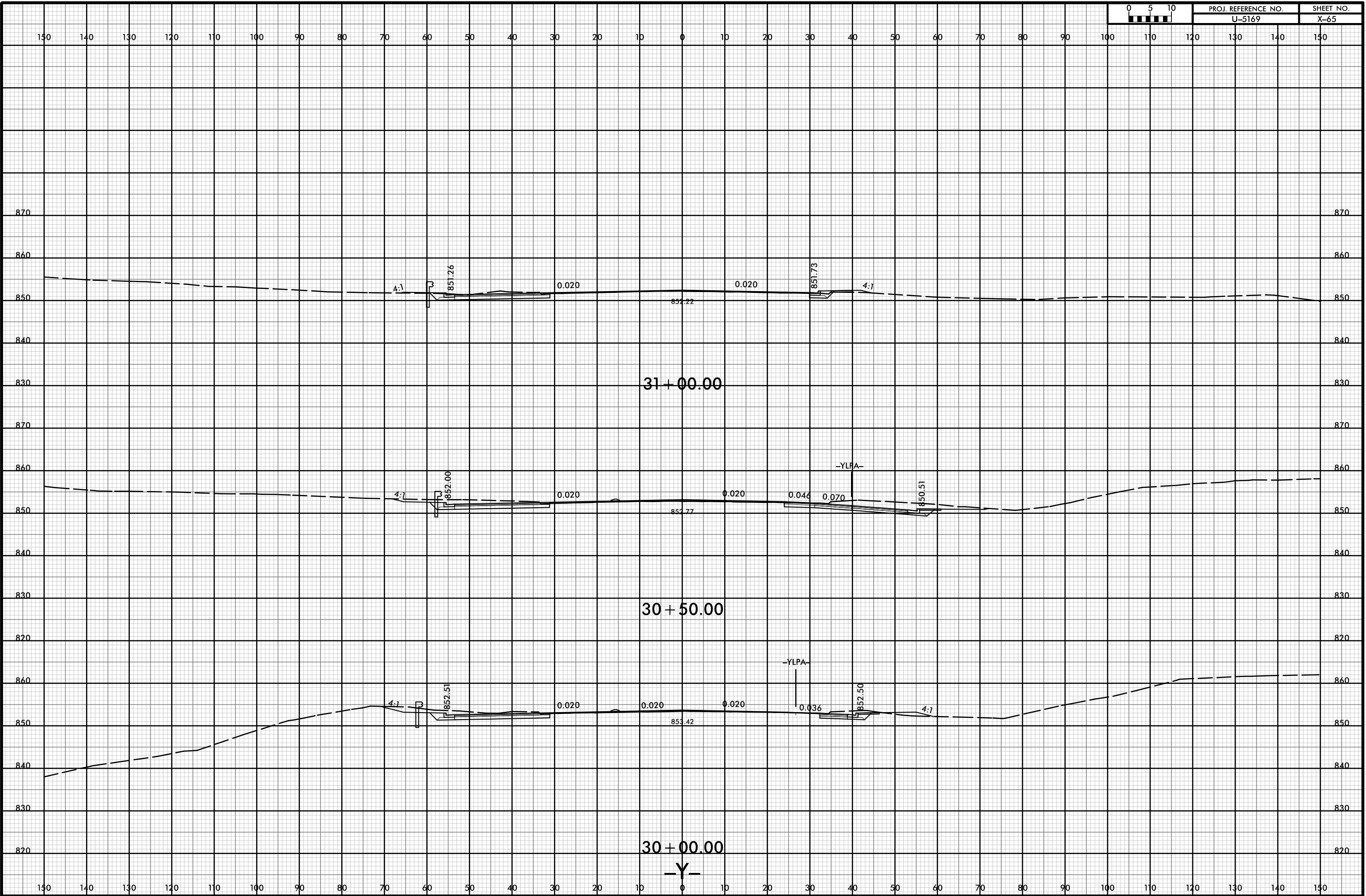
PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-62



05-APR-2018 10:31
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 HNTB



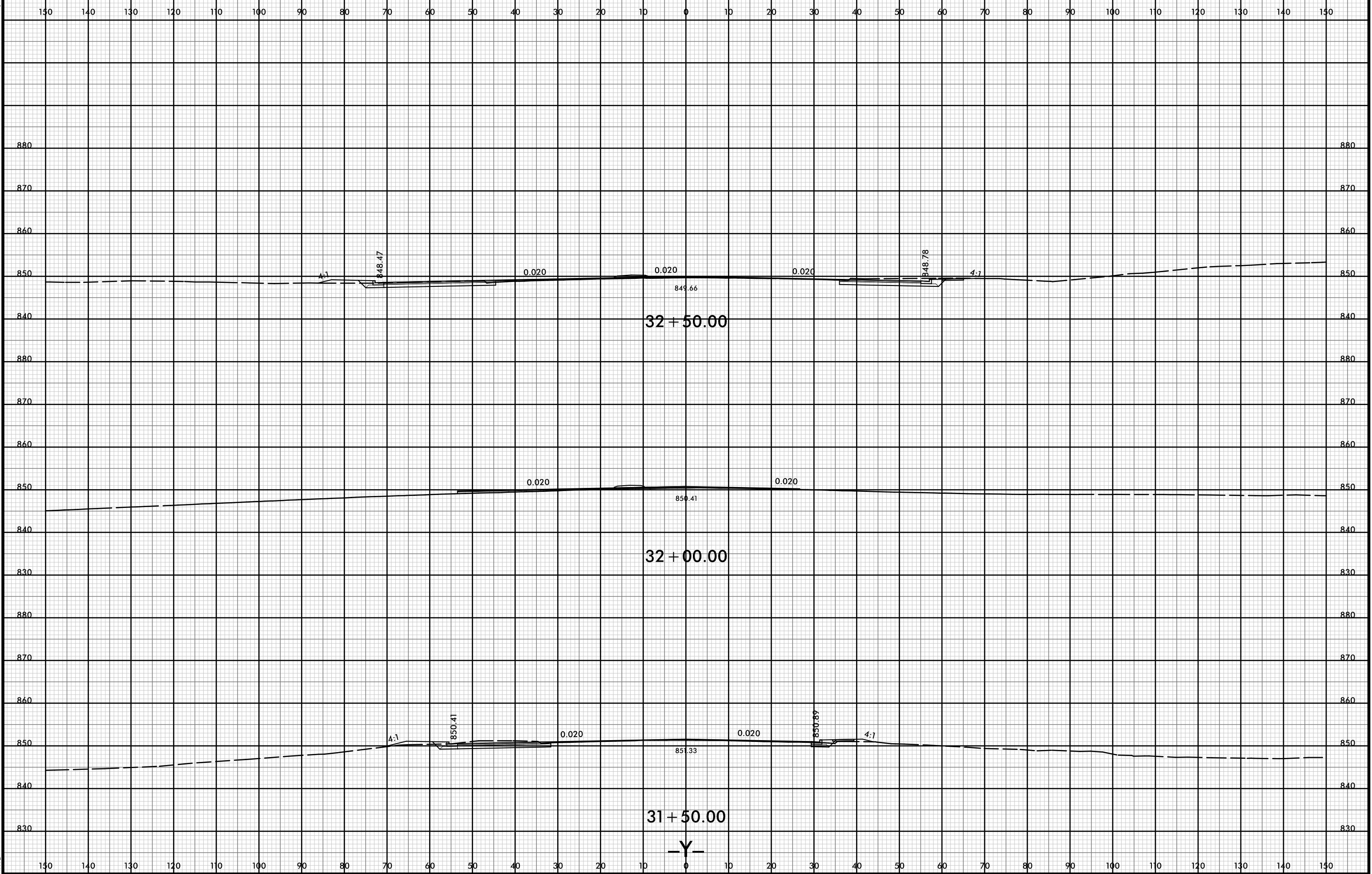




8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-66

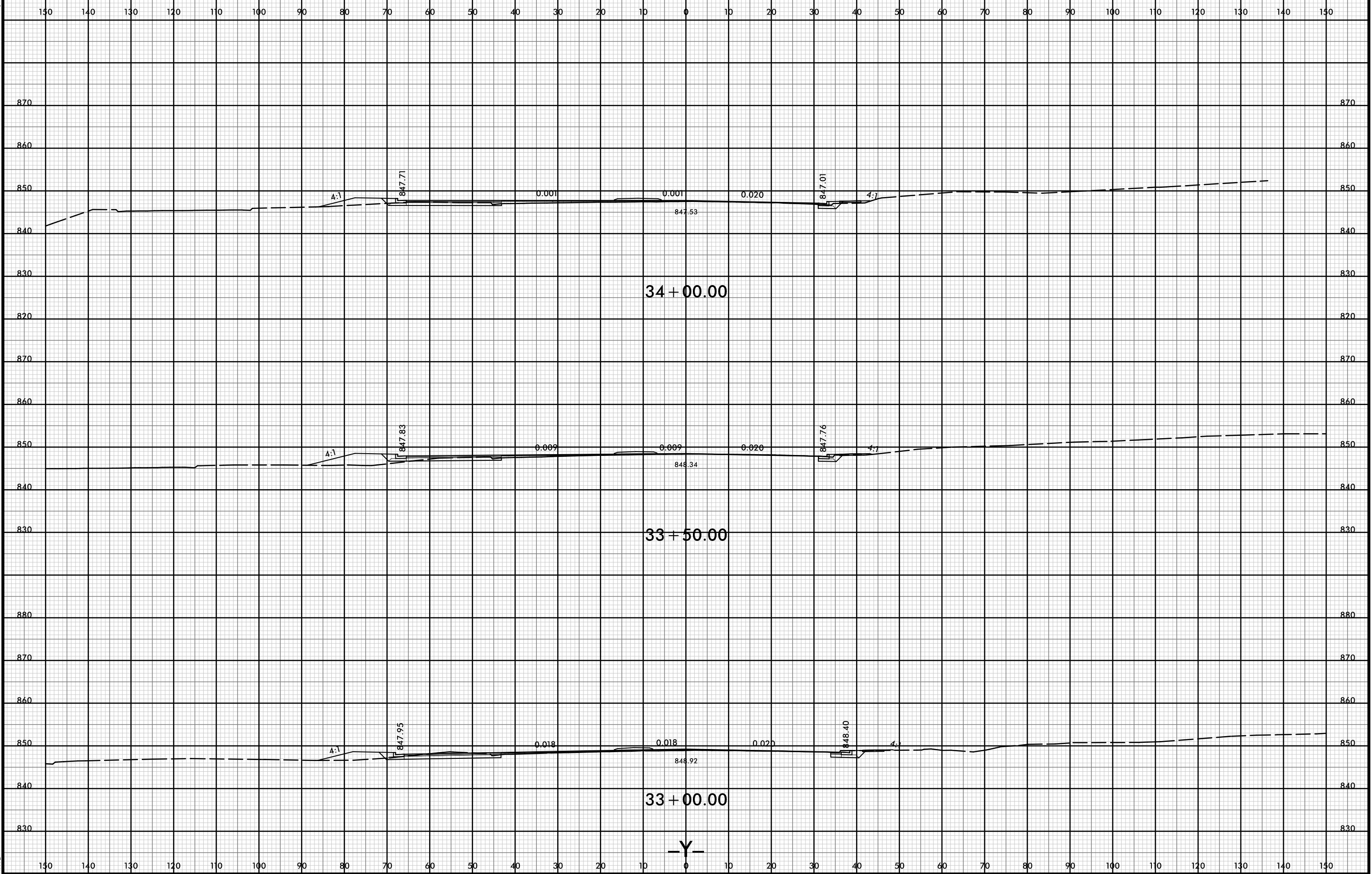


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HNTB

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-67

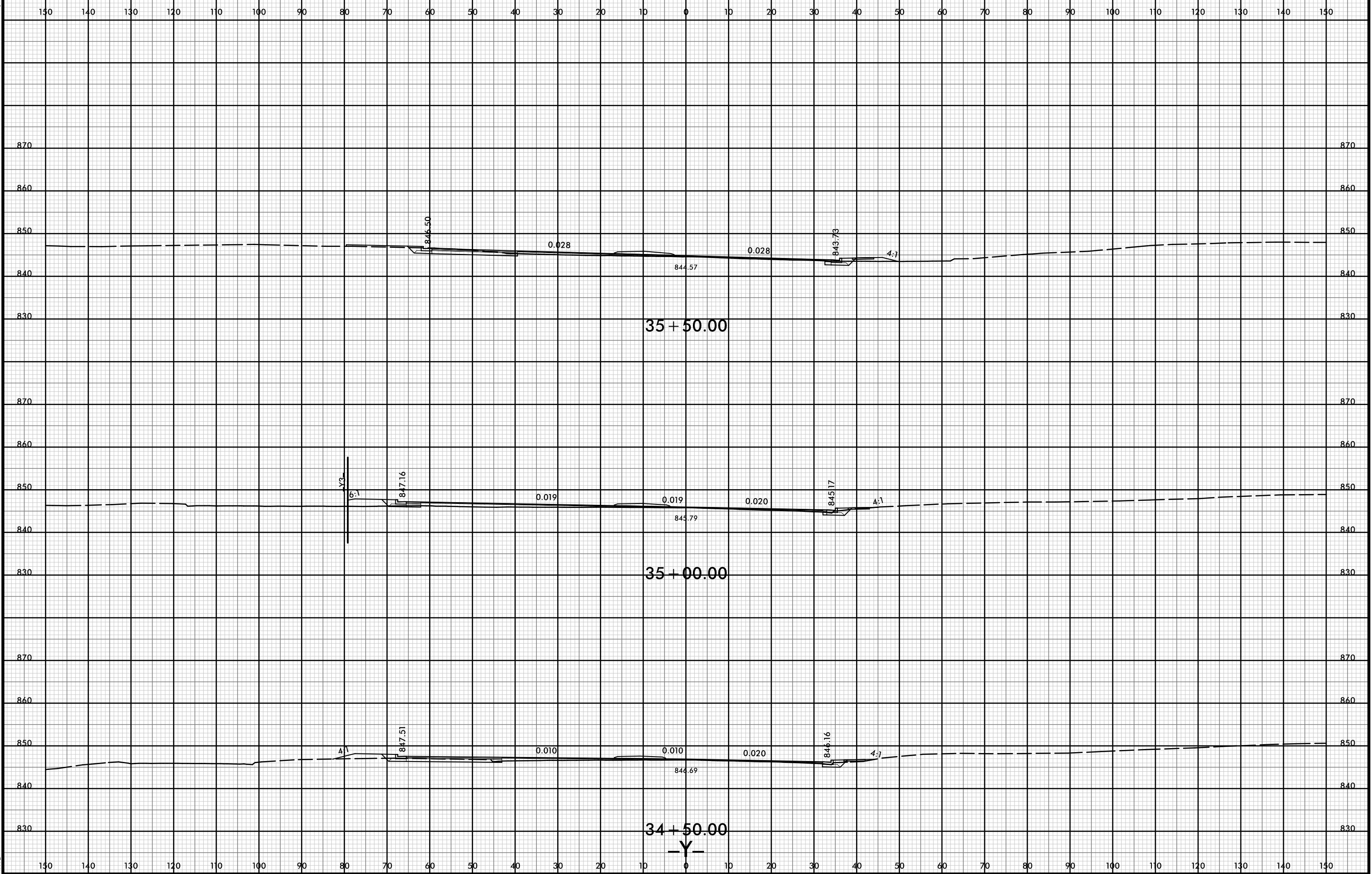


05-APR-2018 10:32
\\redway\corridorModeling\U5169_rdy_xpl.dgn
HNTB

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-68

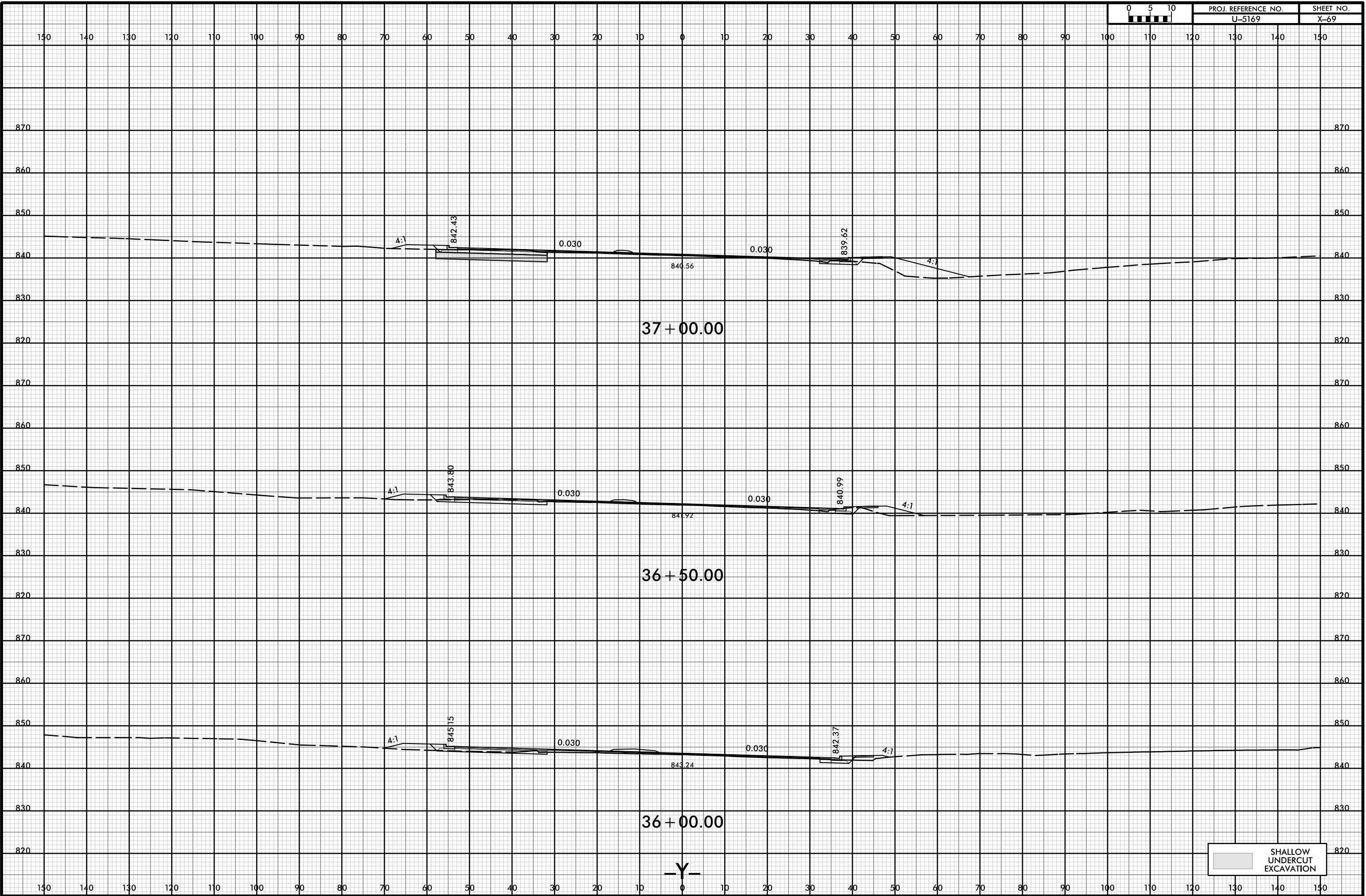


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\\redway\c\erridor\modelling\U5169_rdy_xpl.dgn
HNTB

8/23/99

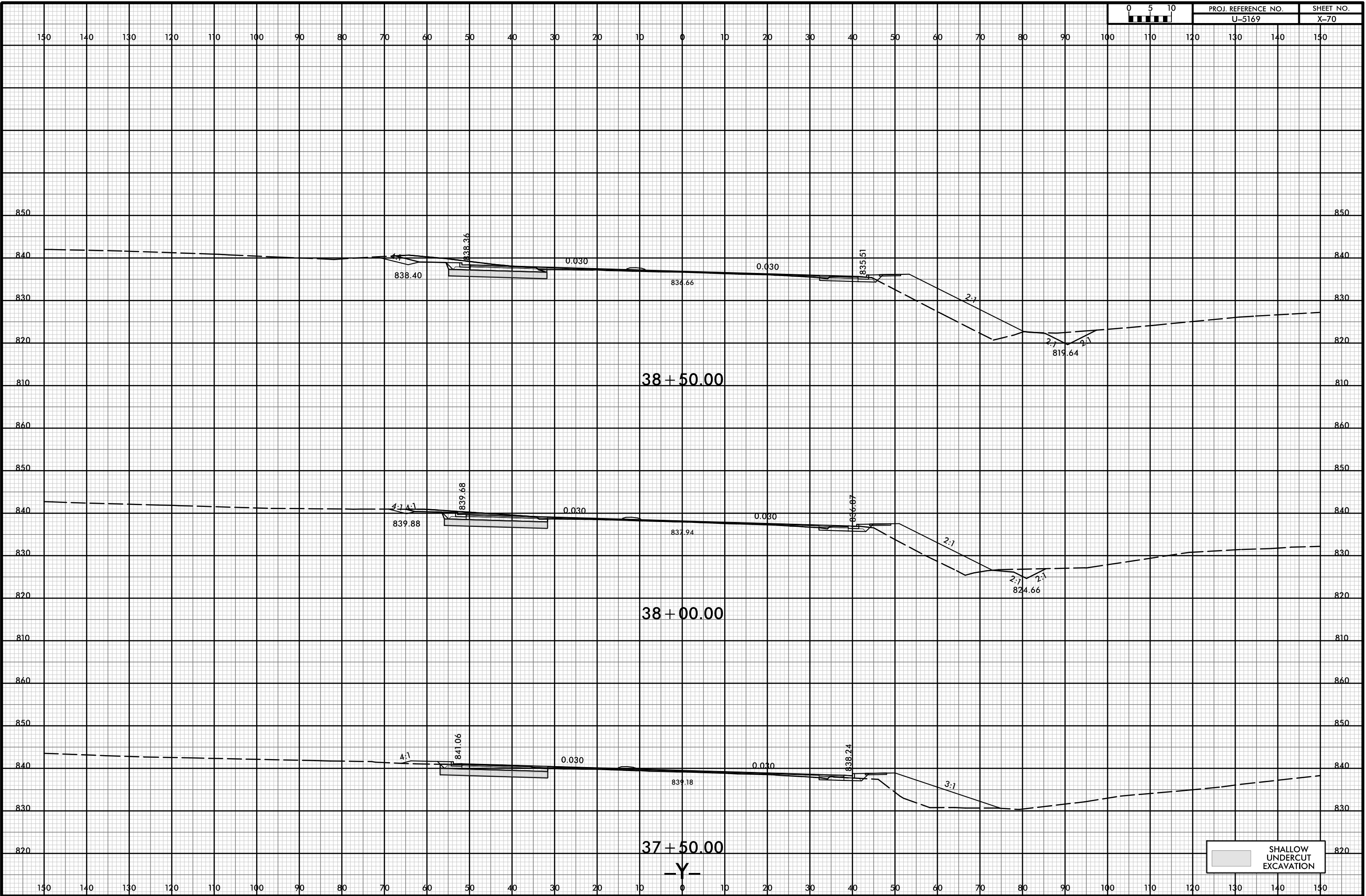


PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-69



05-APR-2008 10:32
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HNTB

SHALLOW UNDERCUT EXCAVATION

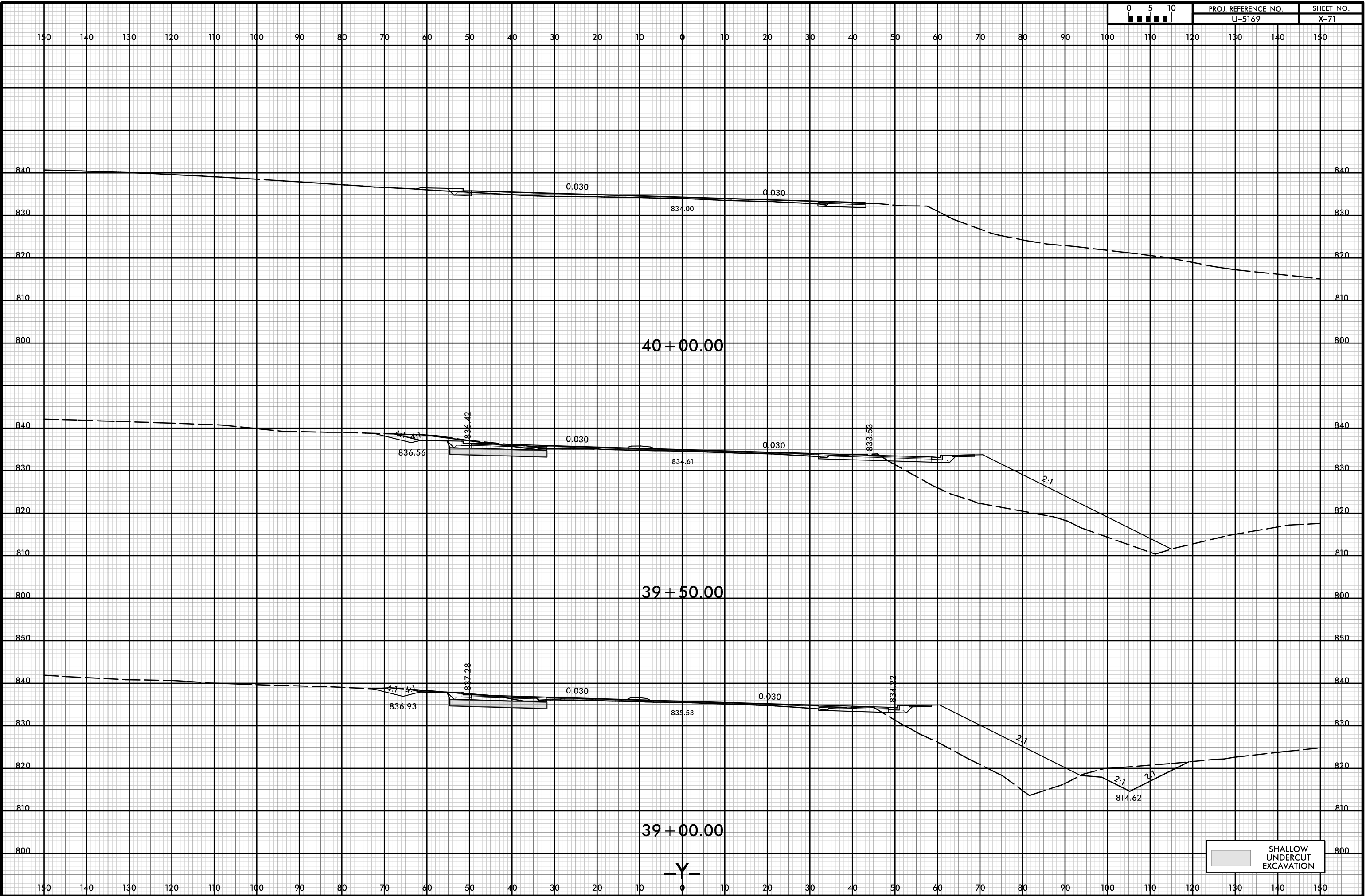


SHALLOW UNDERCUT EXCAVATION

8/23/99

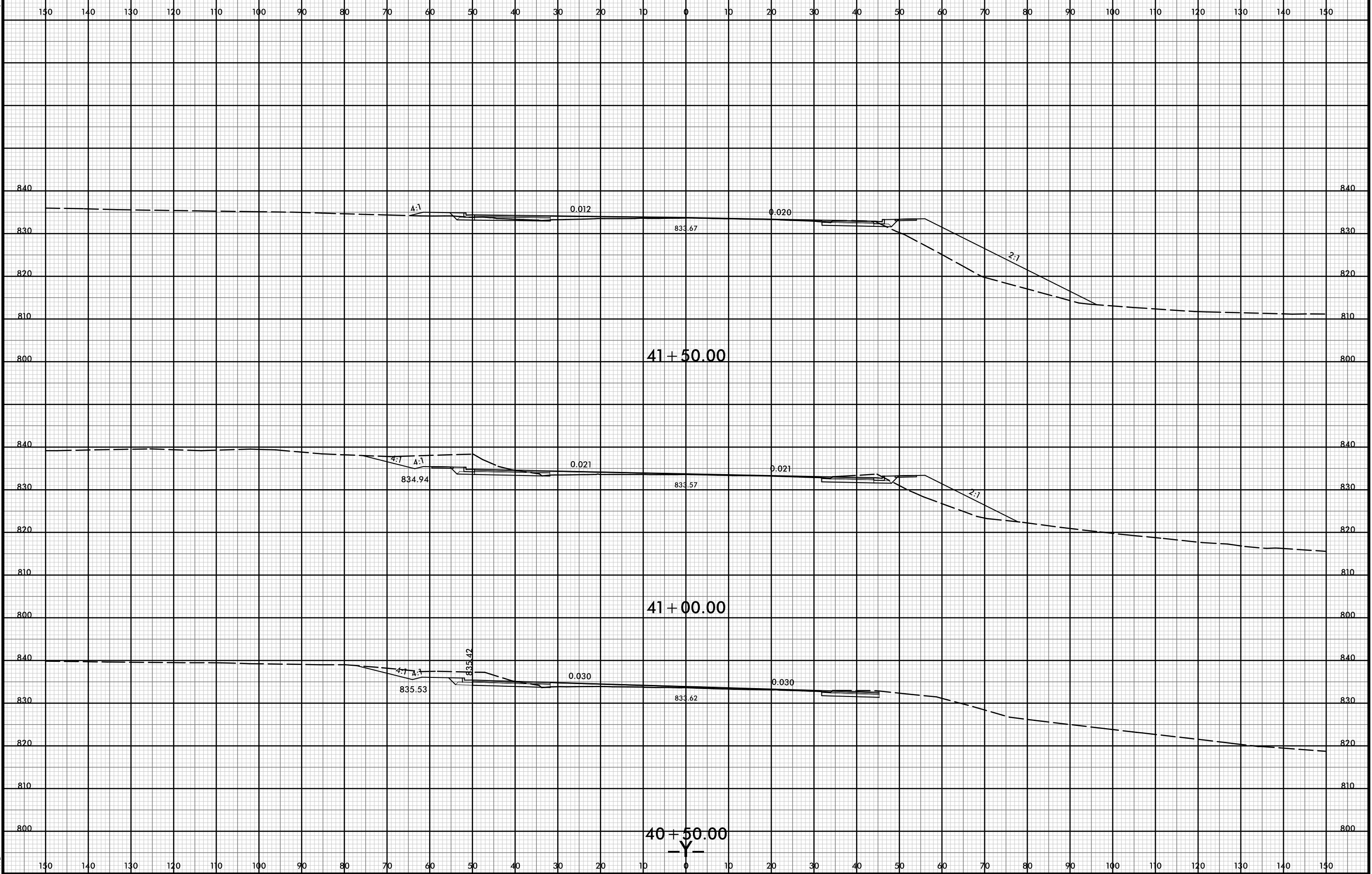


PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-71



SHALLOW UNDERCUT EXCAVATION

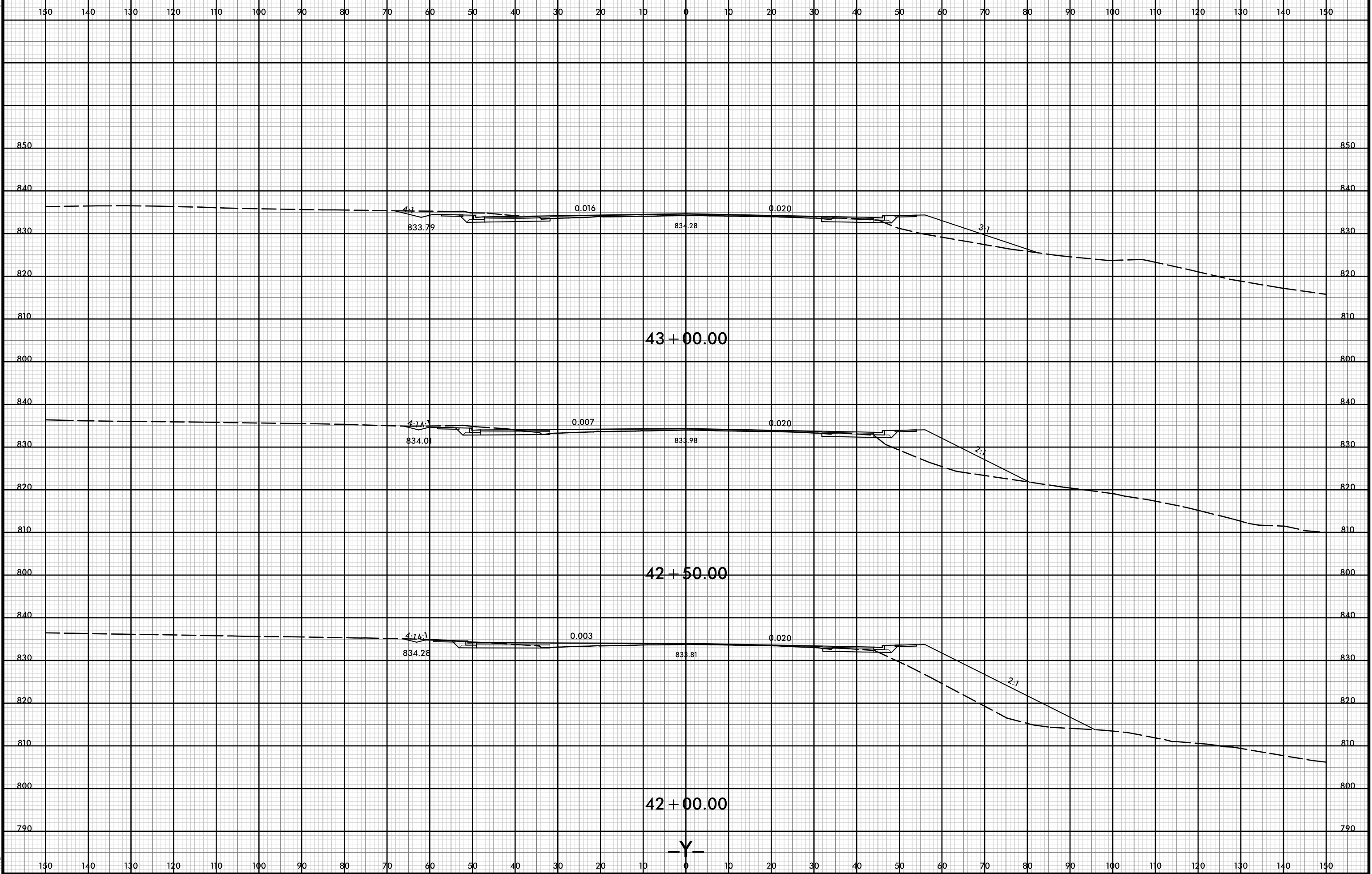
05-APR-2018 10:32
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 HNTB



8/23/99

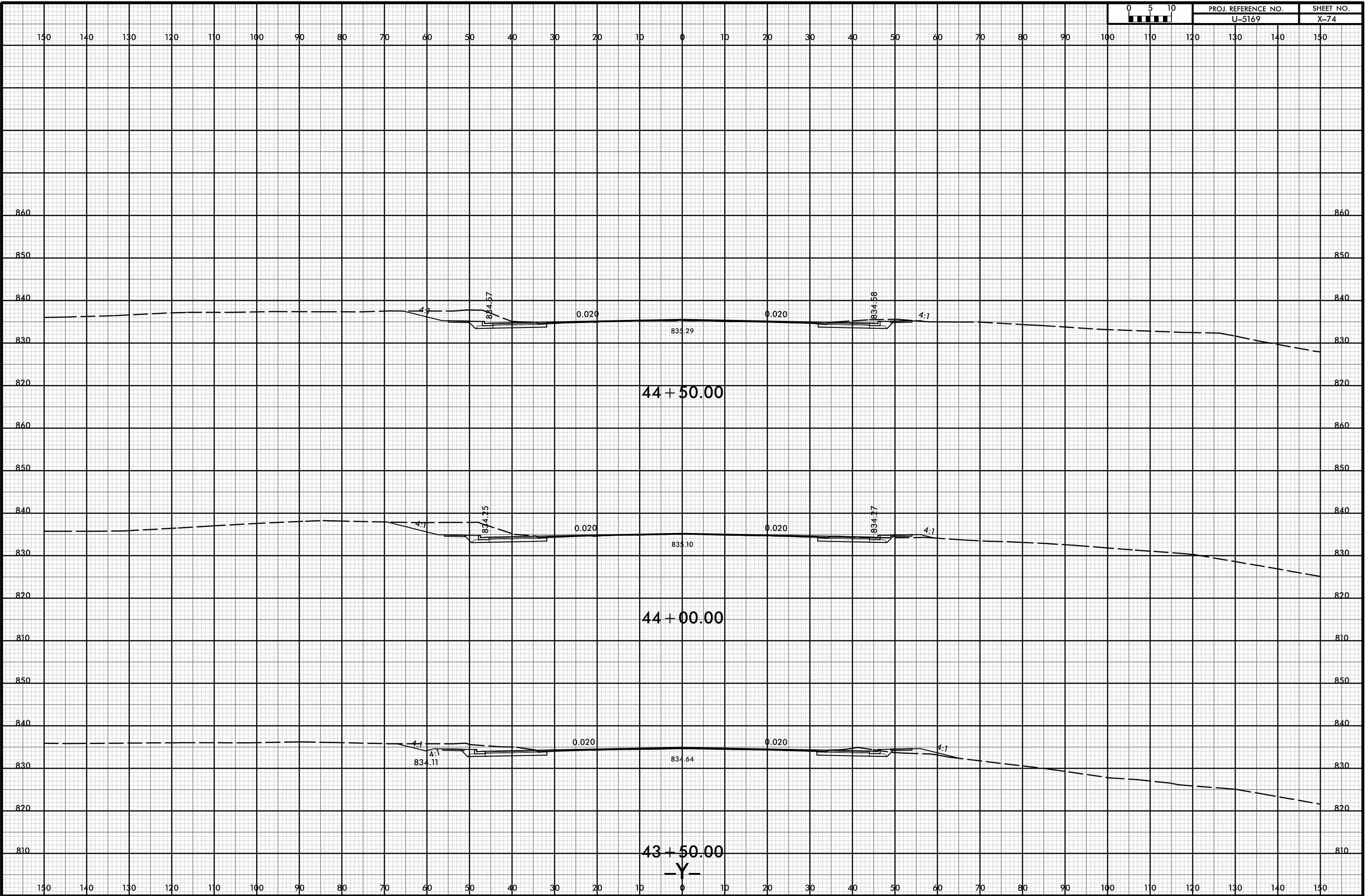


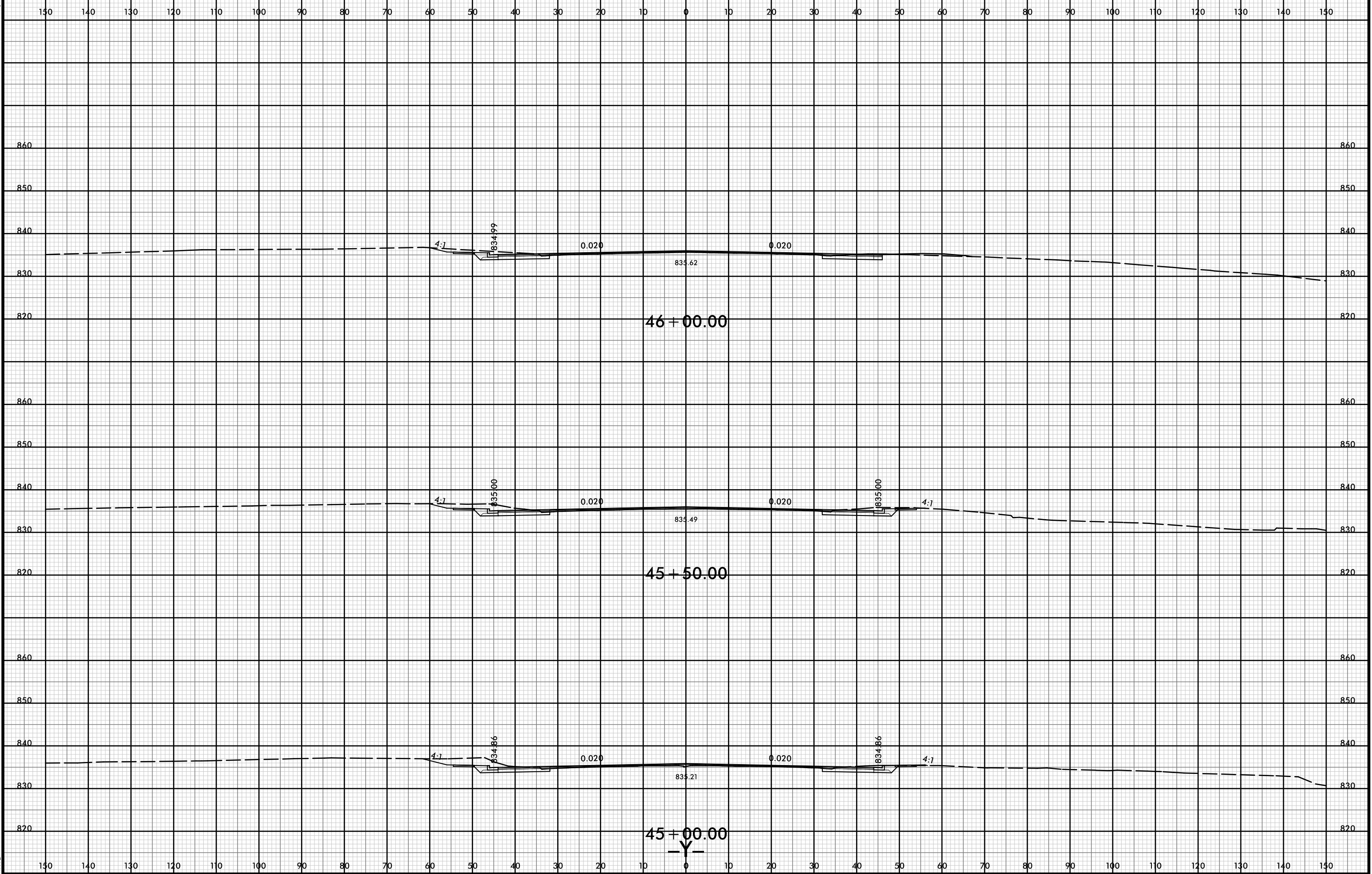
PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-73

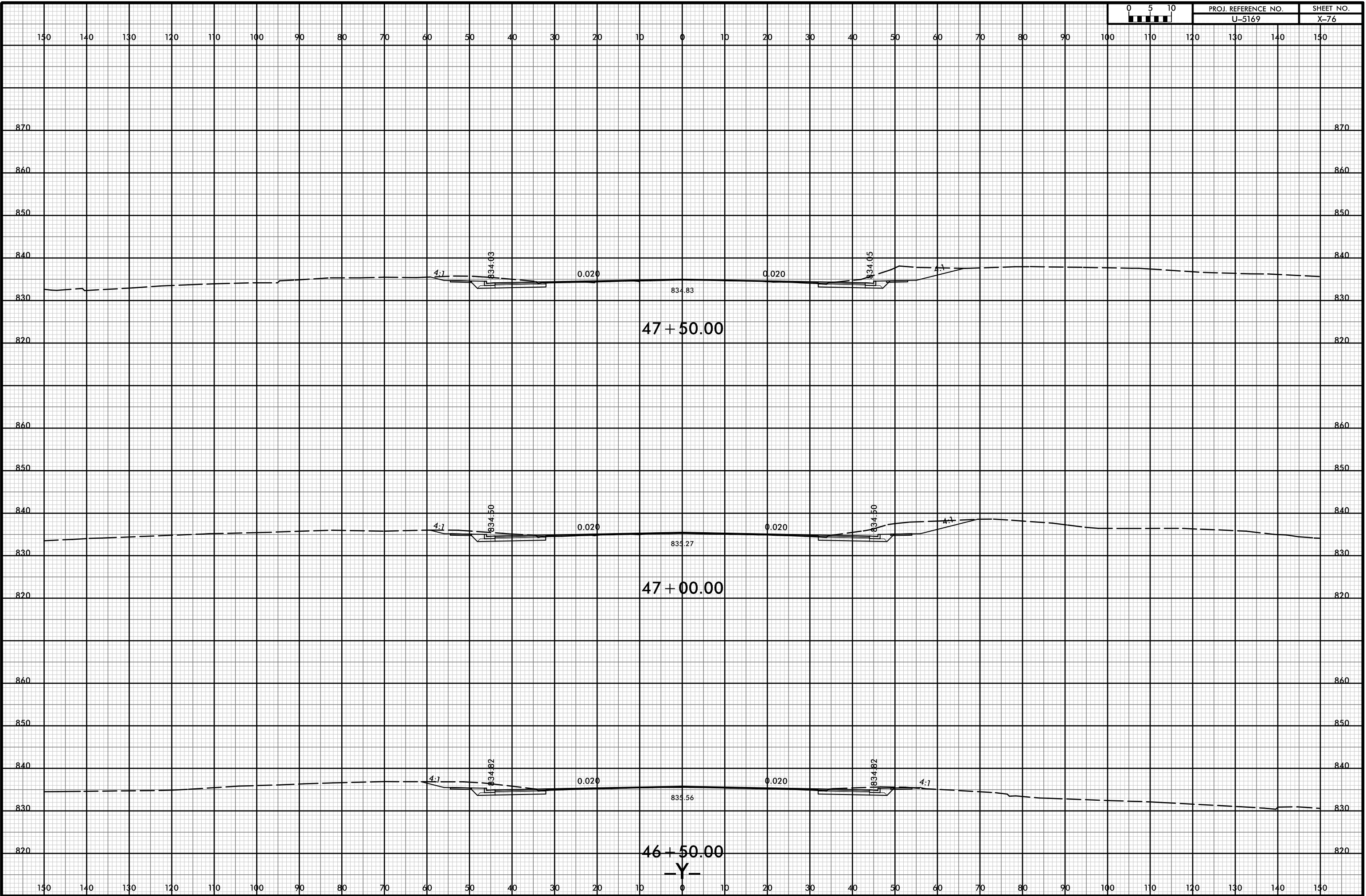


05-APR-2018 10:32
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HNTB





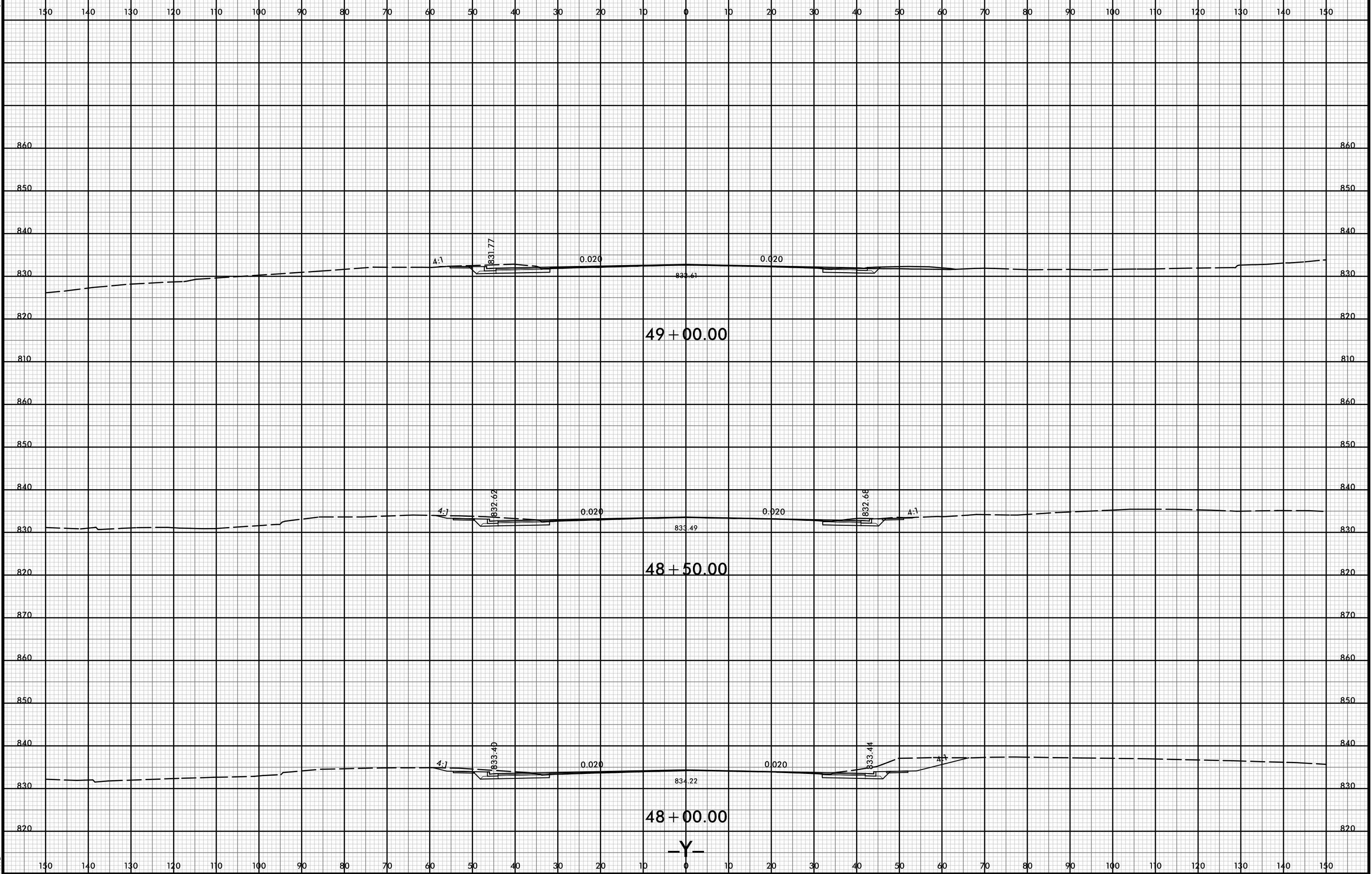




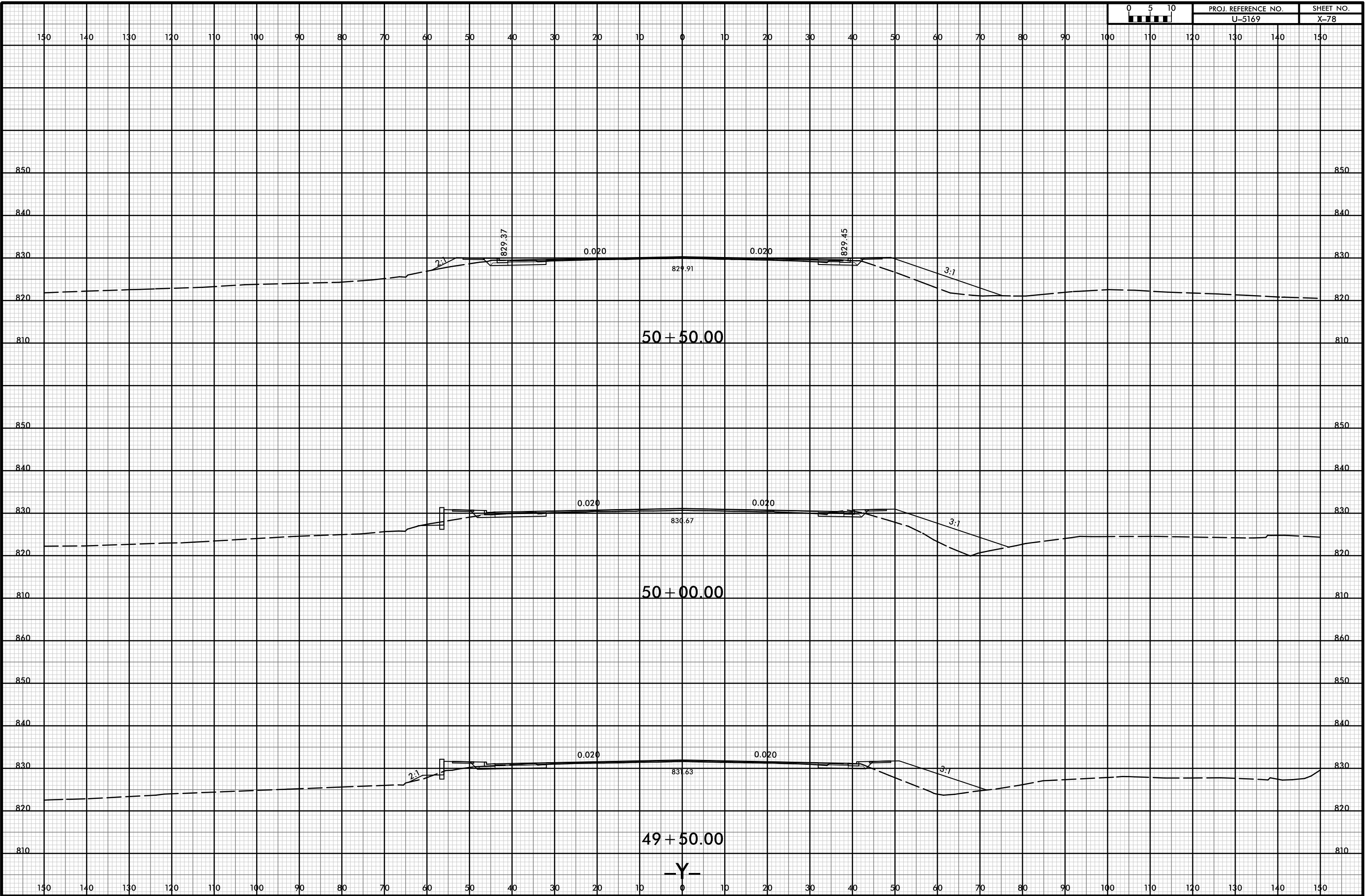
8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-77



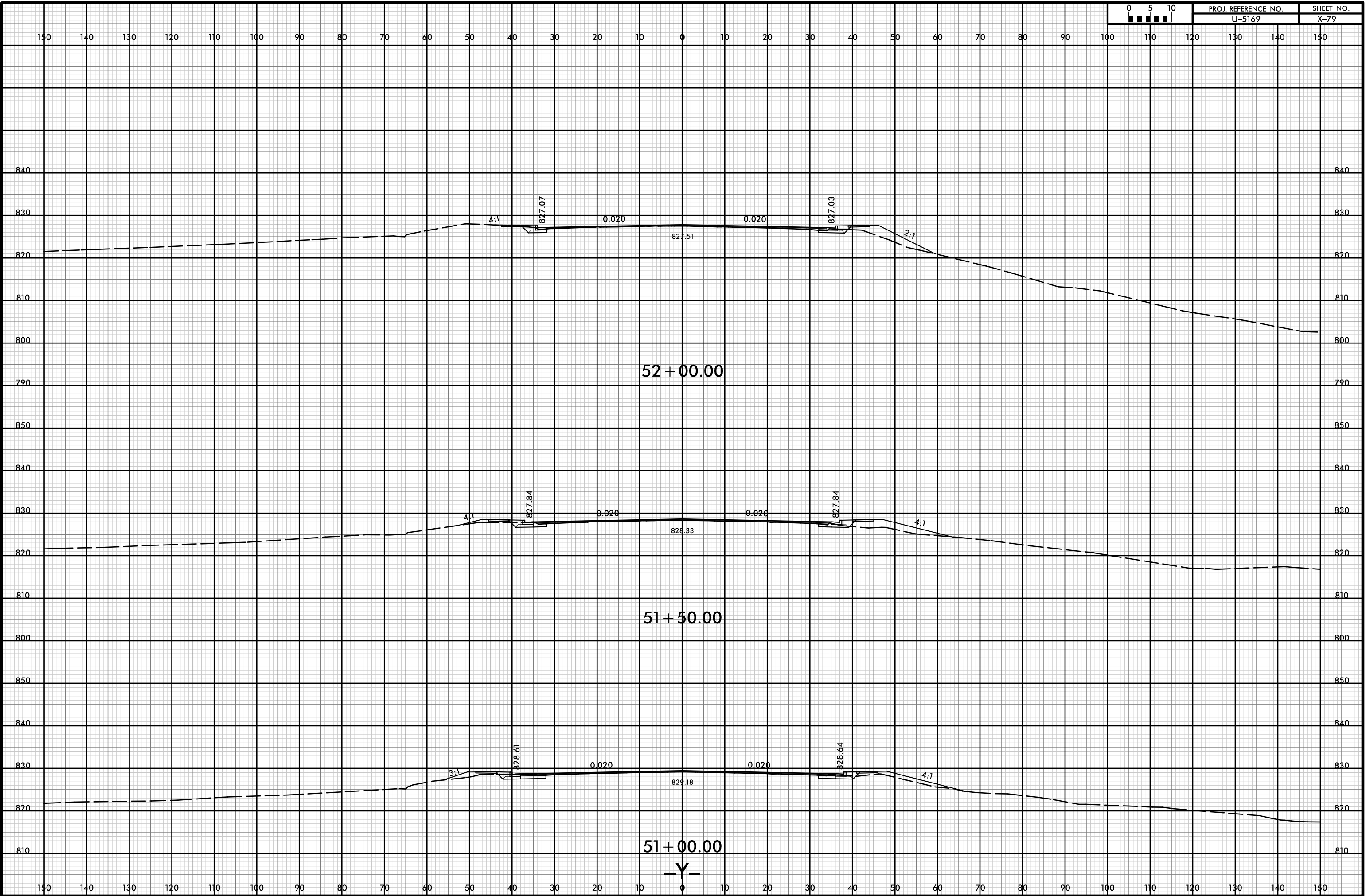
05-APR-2018 10:32
\\redway\corridorModeling\U5169_rdy_xpl.dgn
HNTB



8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-79

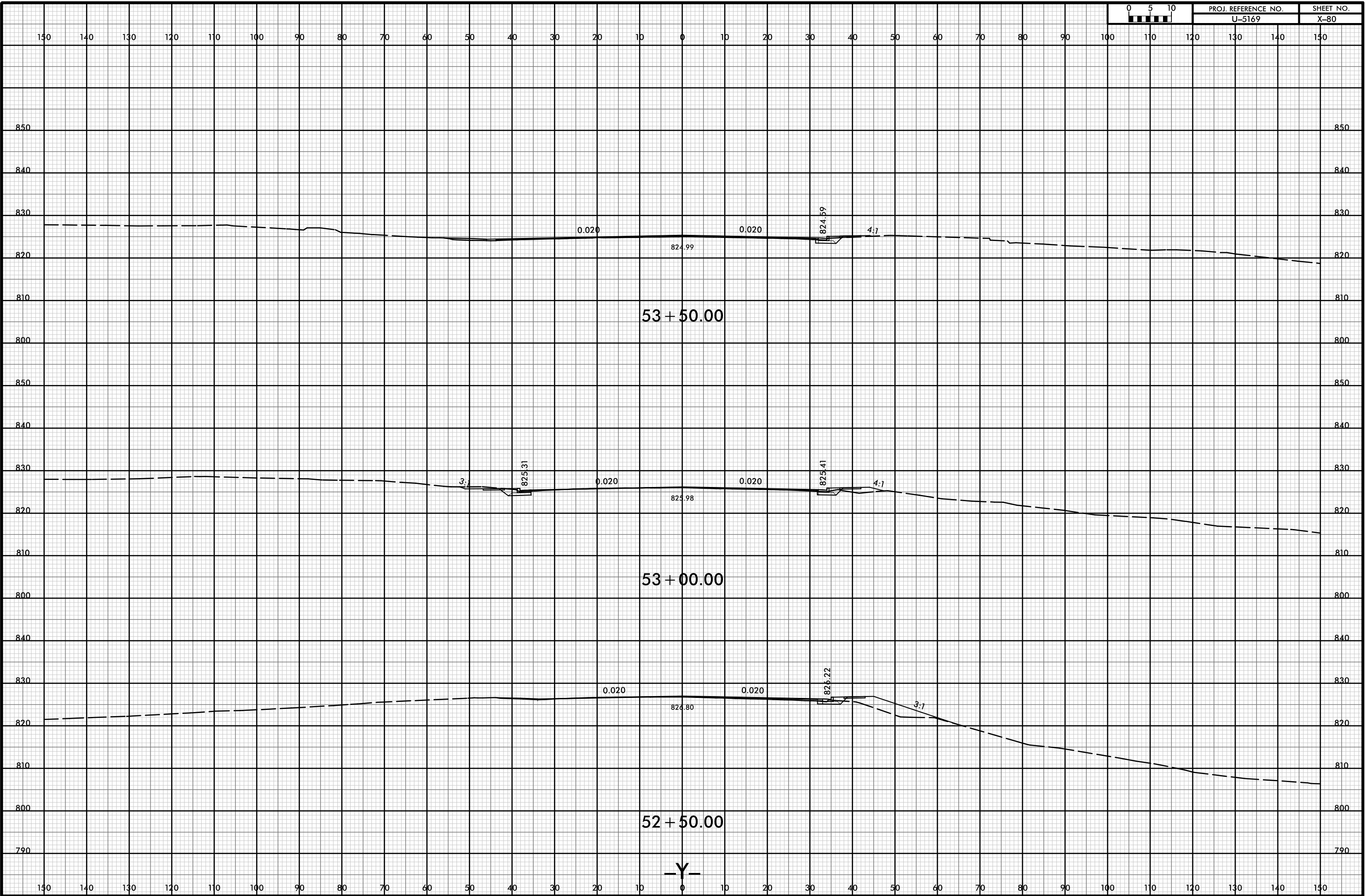


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\\redway\corridor\modelling\U5169_rdy_xpl.dgn
HNTB

8/23/99

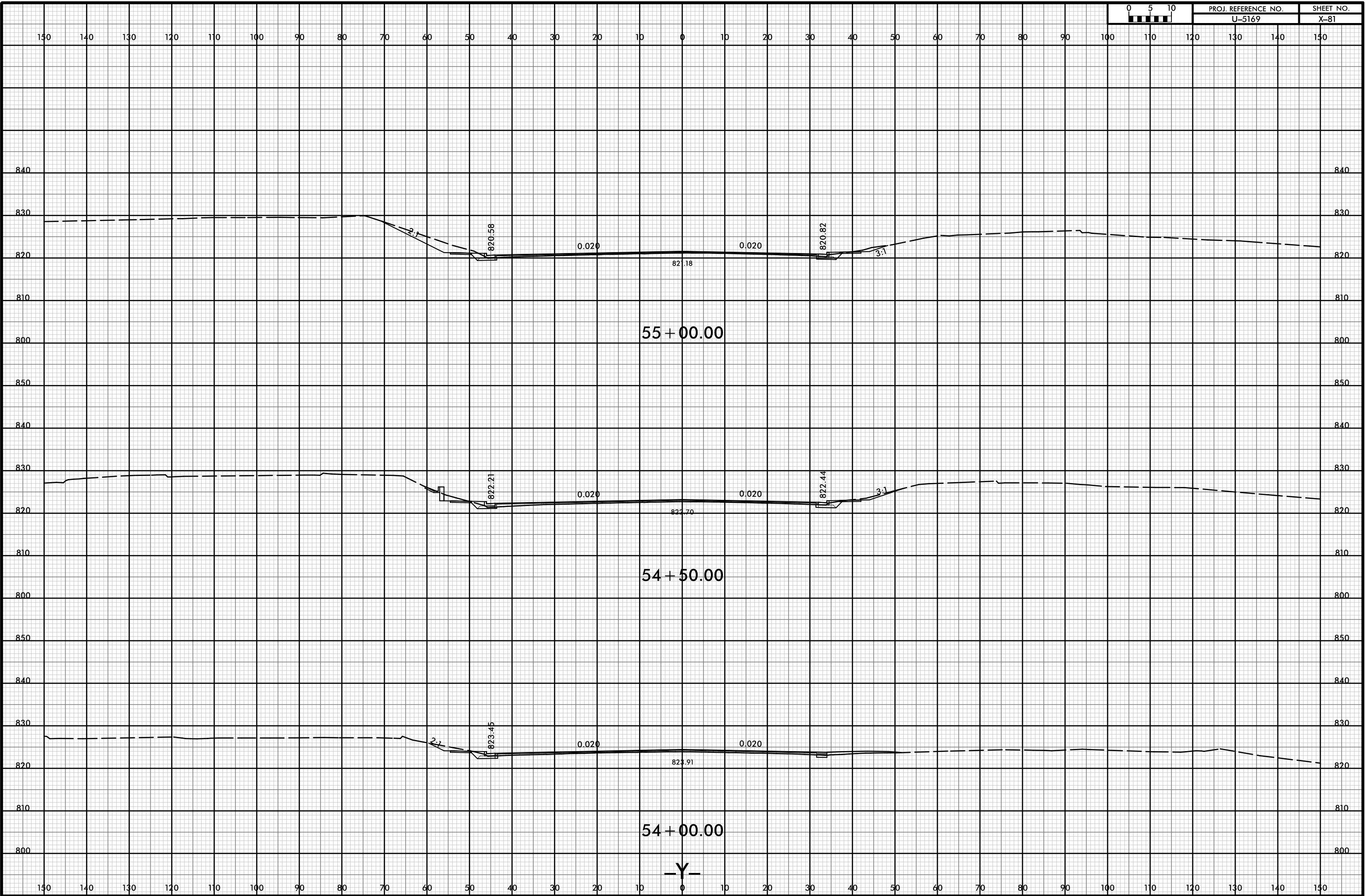


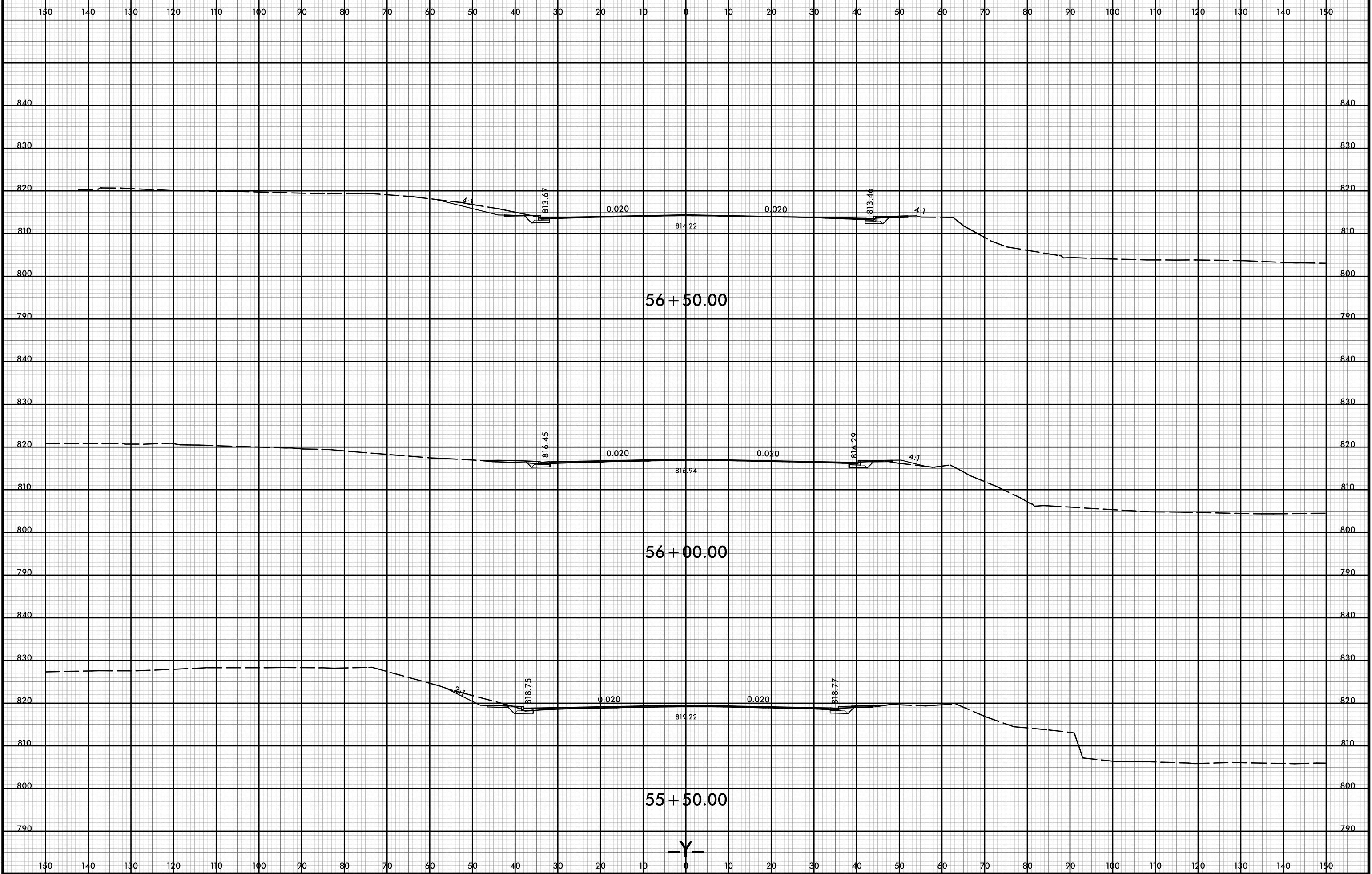
PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-80



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HNTB





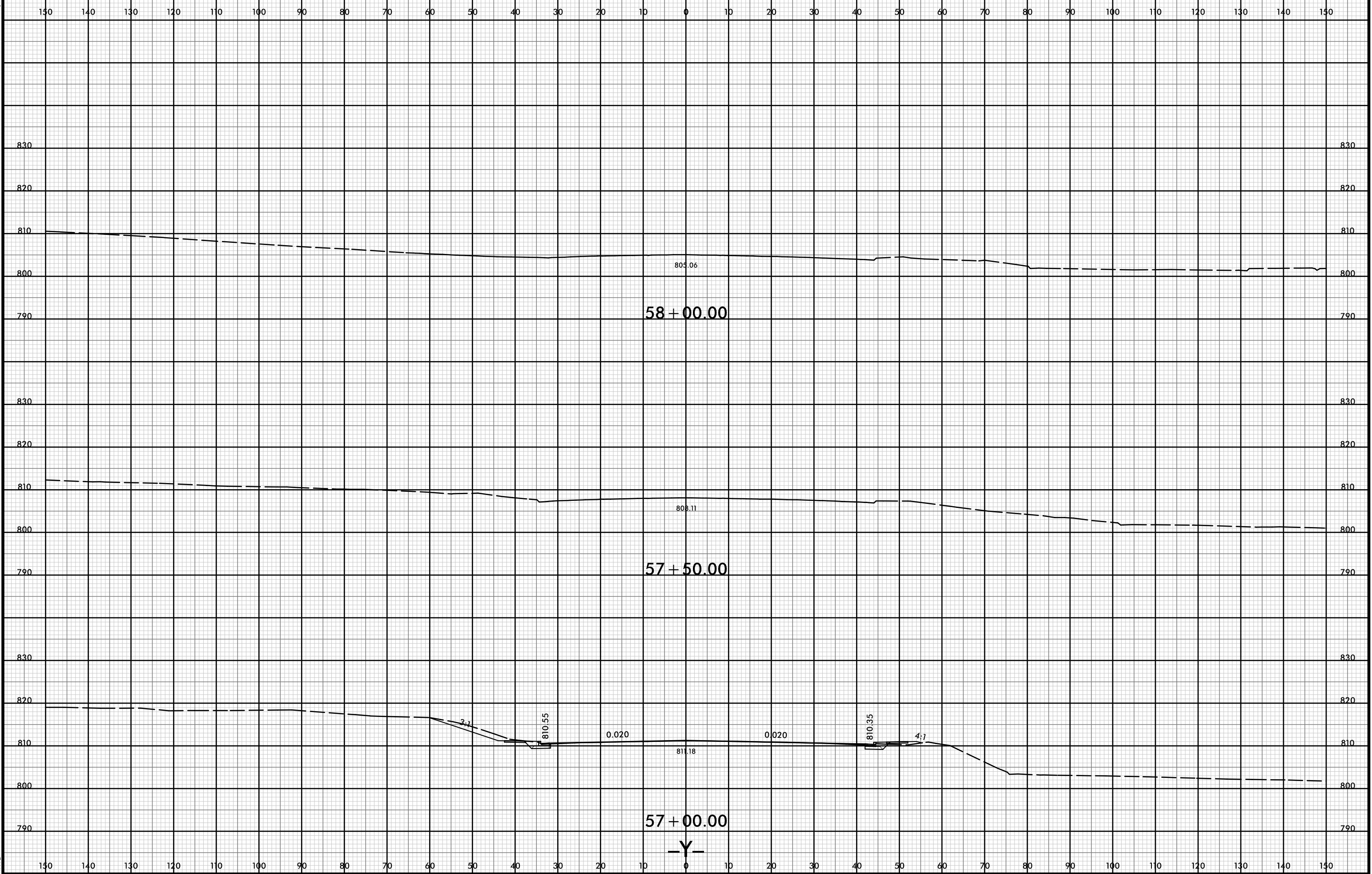


8/23/99



PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-83

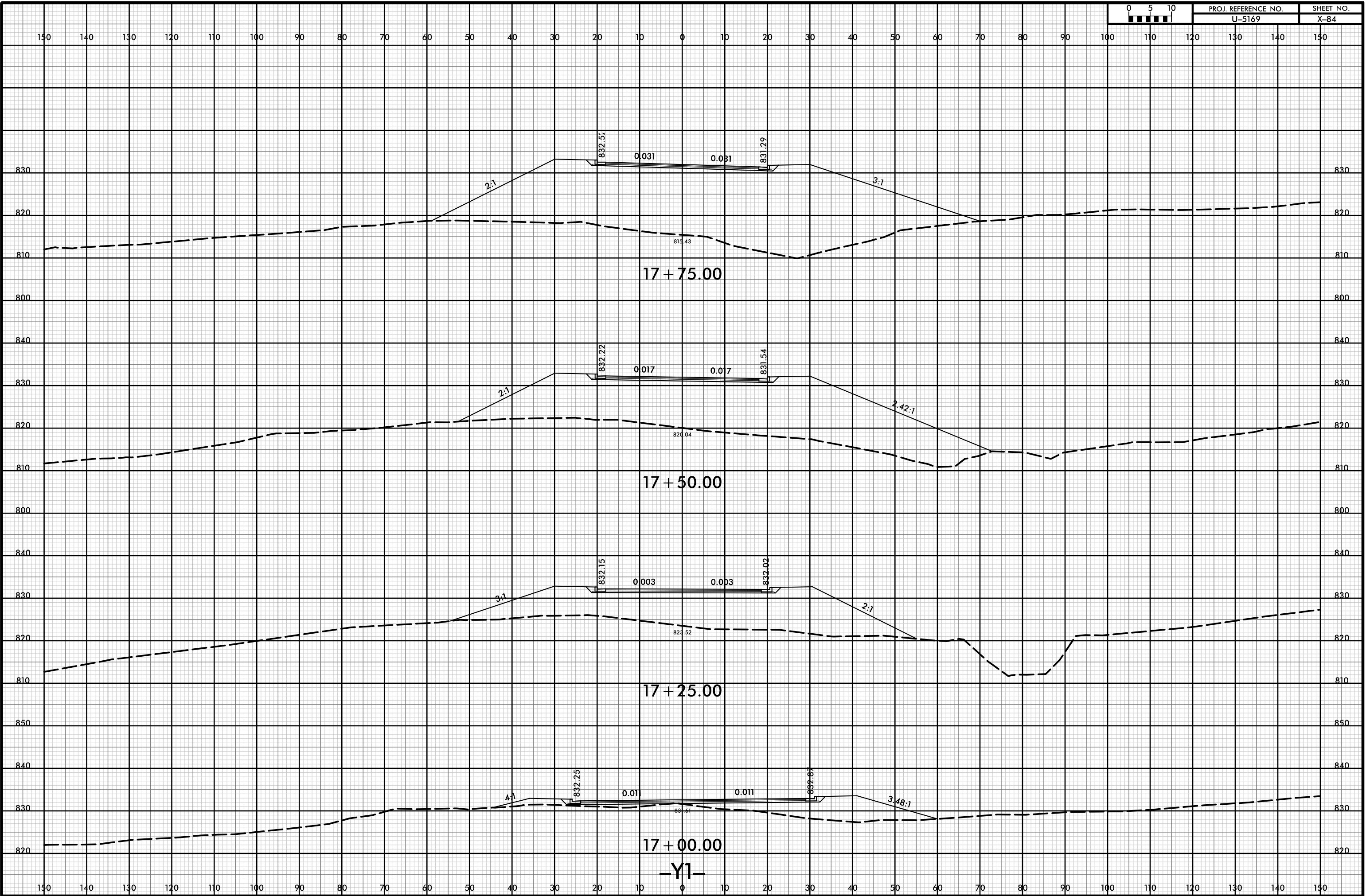


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 HNTB

8/23/99

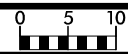


PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-84



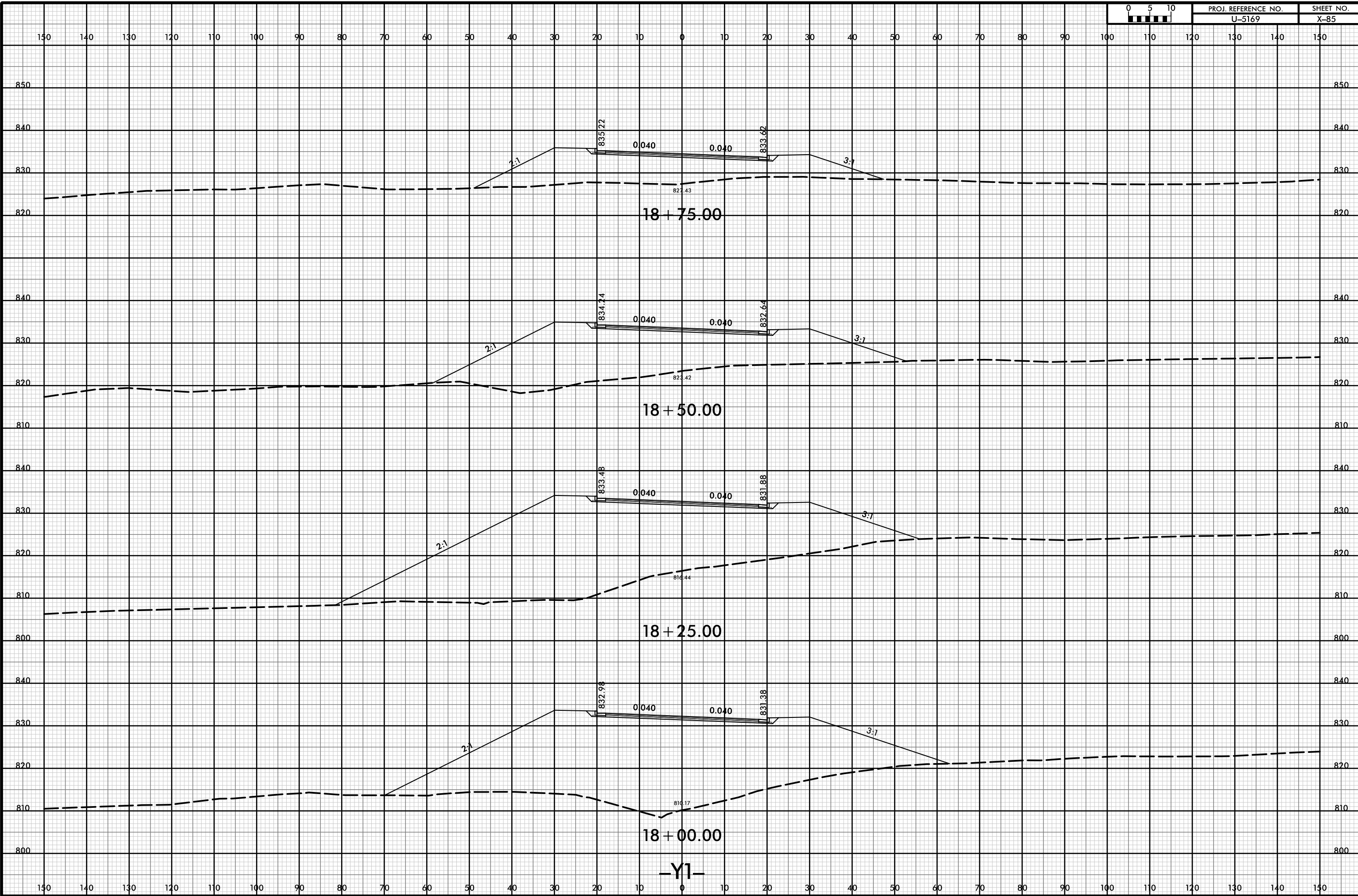
05-APR-2008 10:32
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HNTB

8/23/99

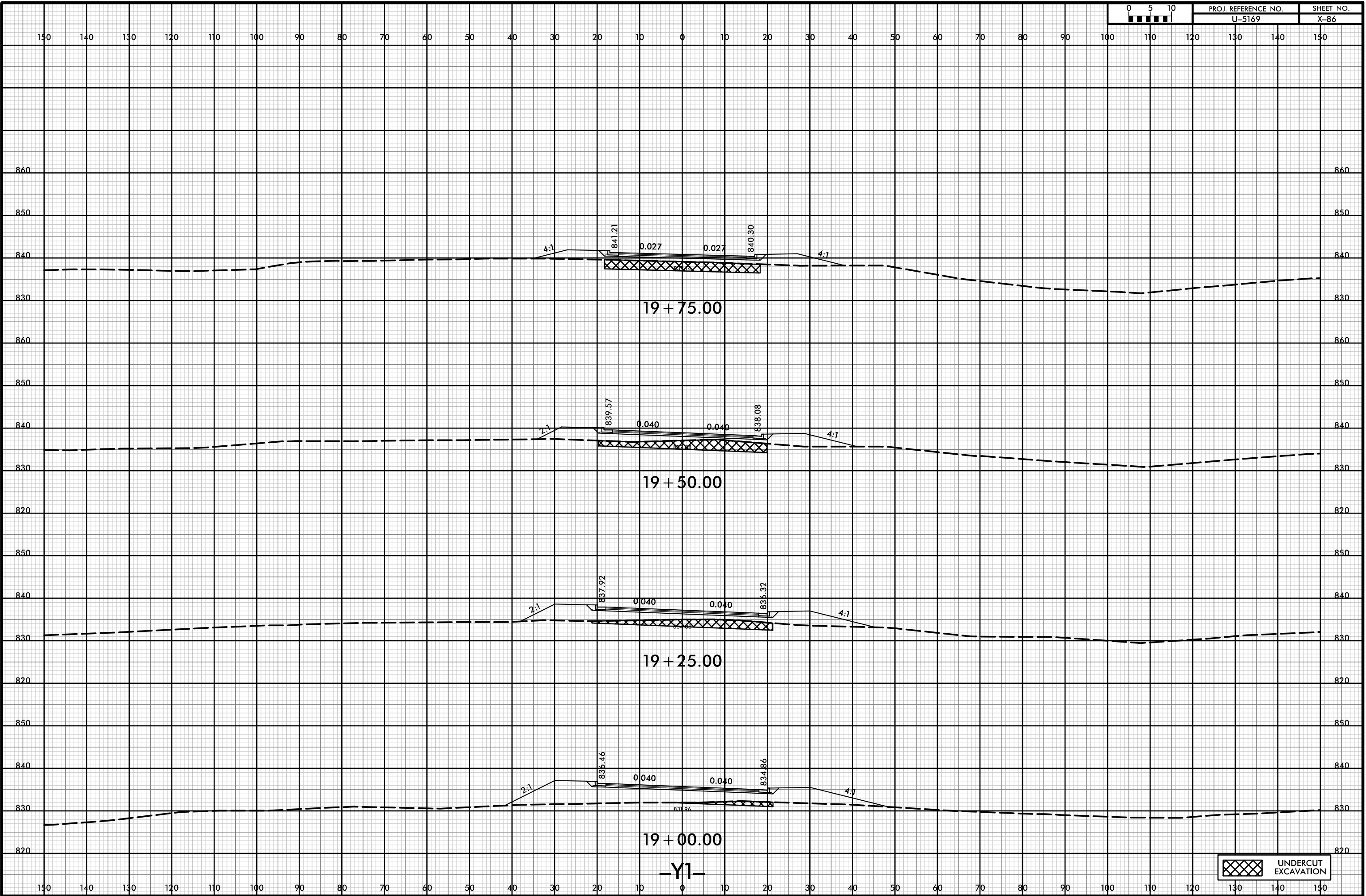


PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-85

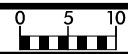


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 HNTB



UNDERCUT EXCAVATION

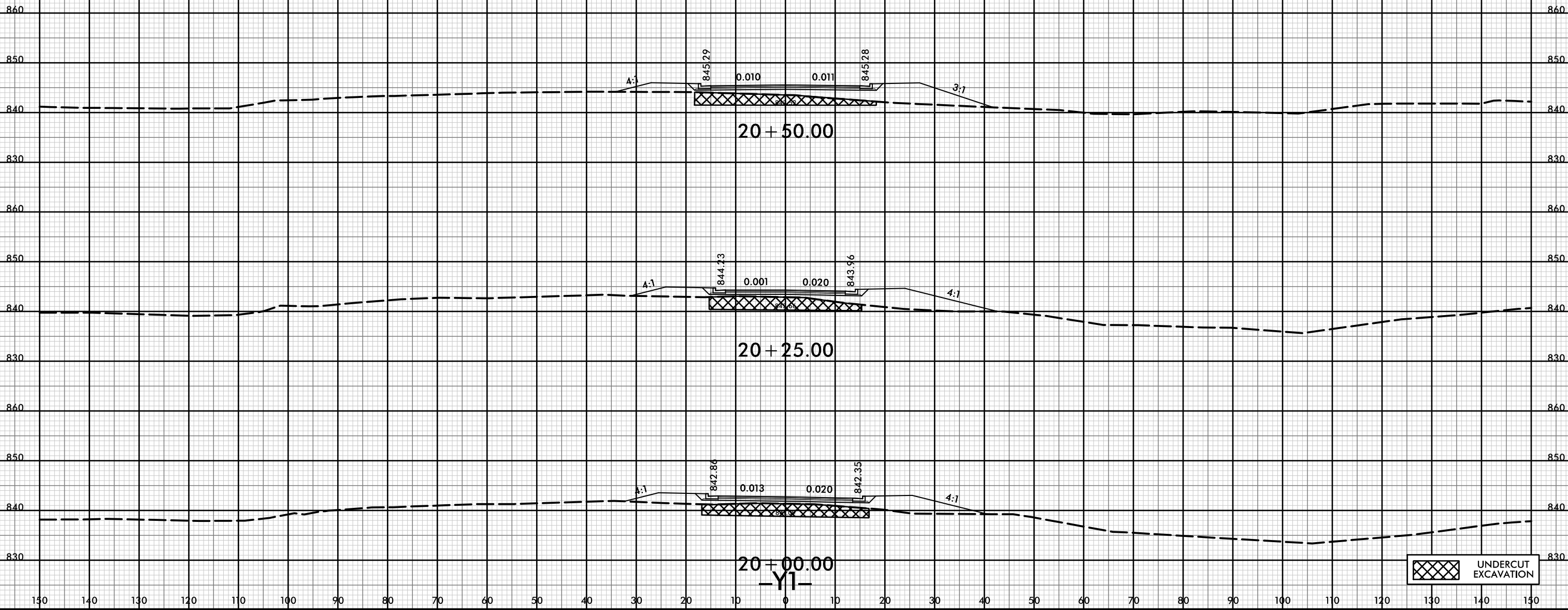
8/23/99



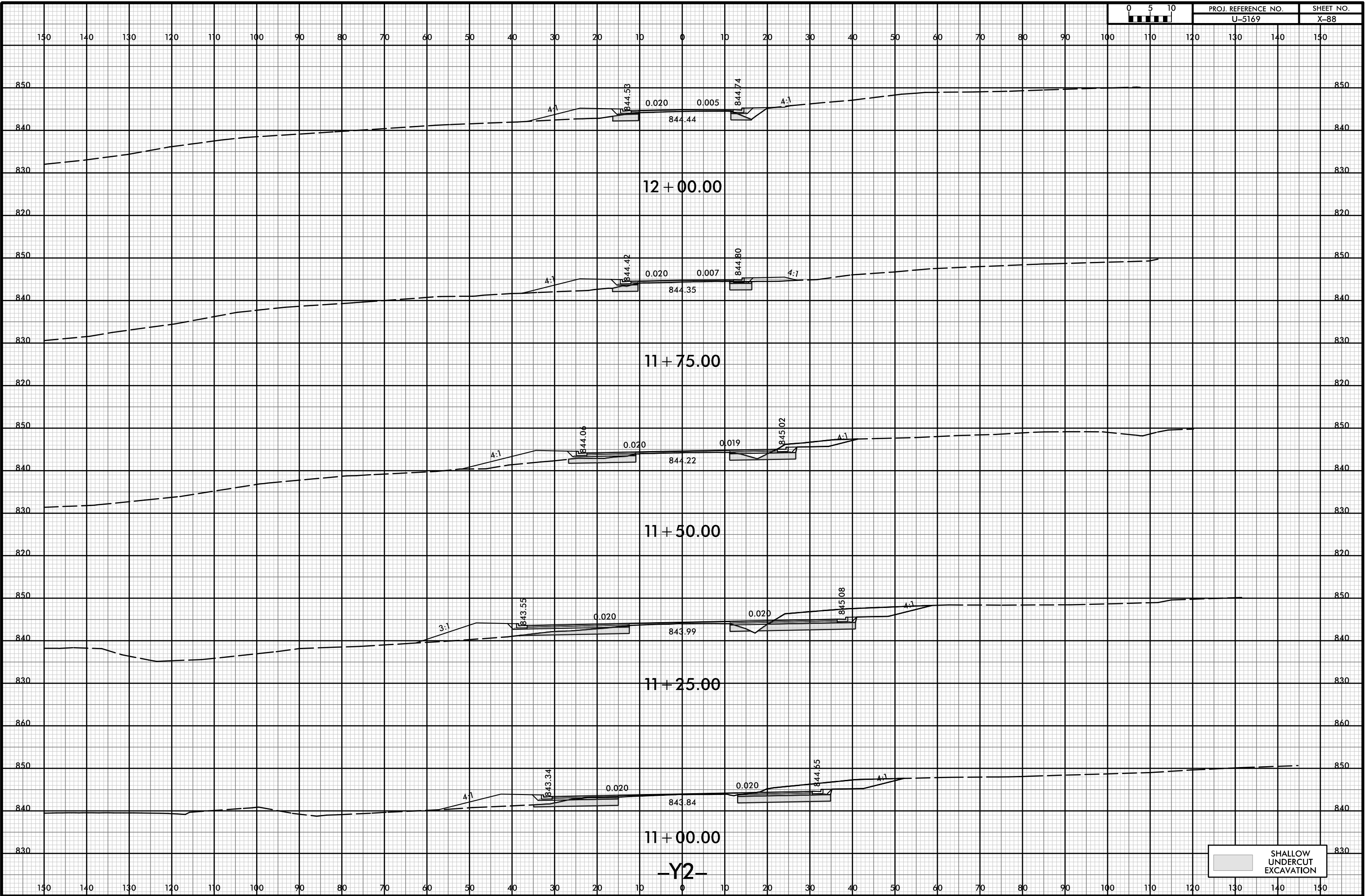
PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-87

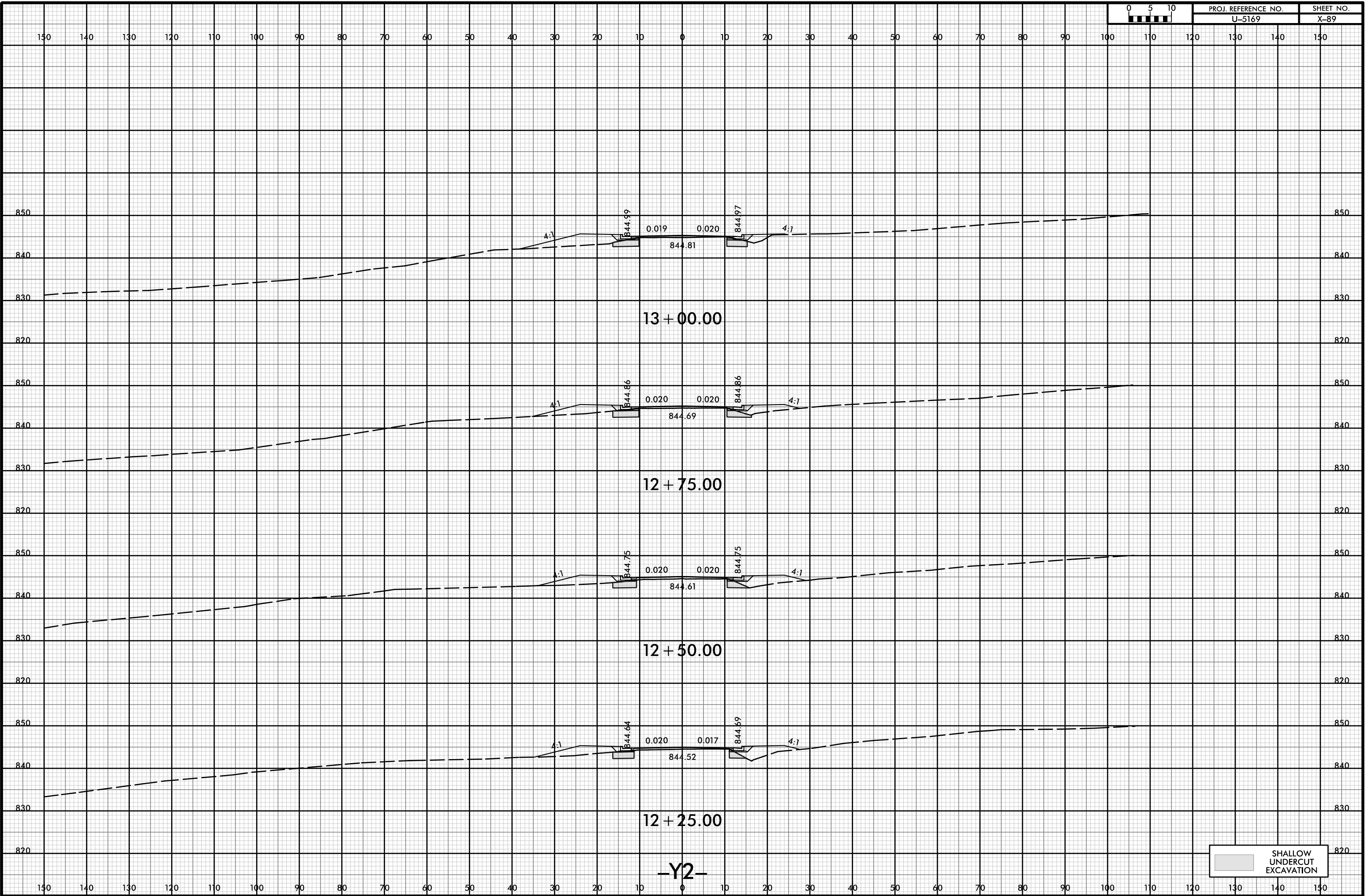
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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\\redway\c\erridor\Modelling\U5169_rdy_xp1.plt.dgn



SHALLOW UNDERCUT EXCAVATION



13+00.00

12+75.00

12+50.00

12+25.00

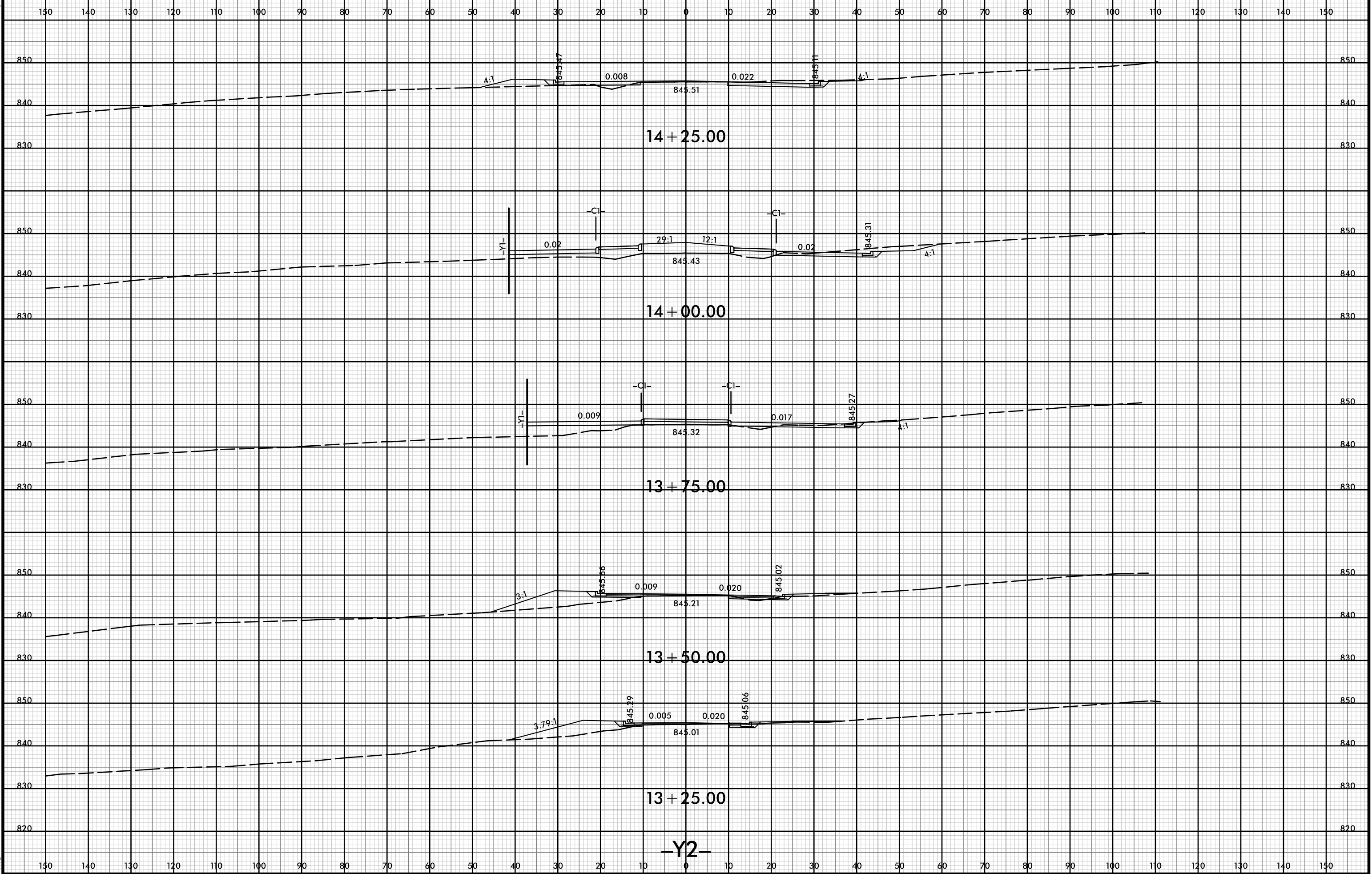
-Y2-

SHALLOW UNDERCUT EXCAVATION

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-90

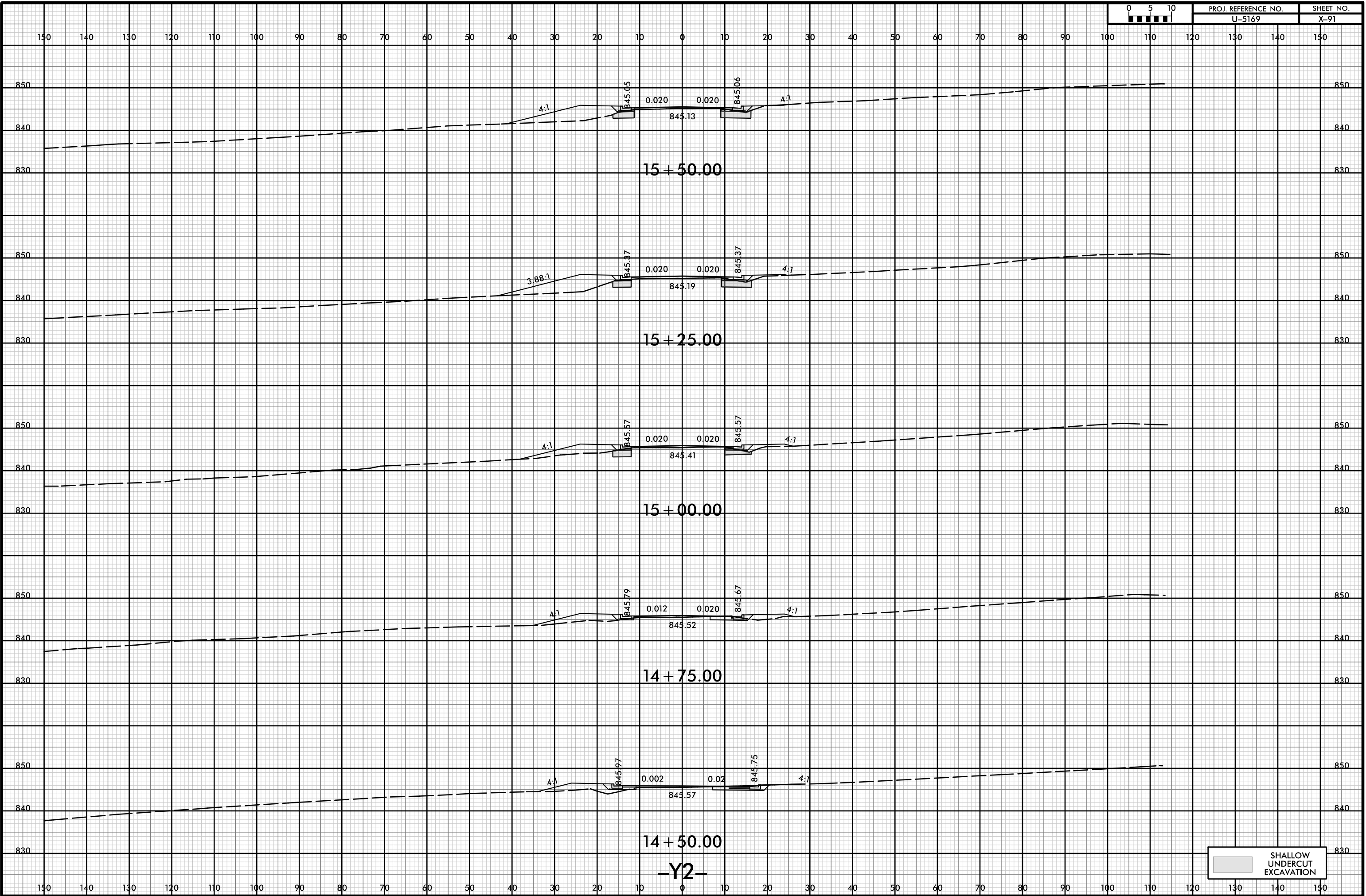


05-APR-2008 09:32
\\redway\c\erridor\modelling\U5169_rdy_xpl_u2.dgn
HNTB

8/23/99

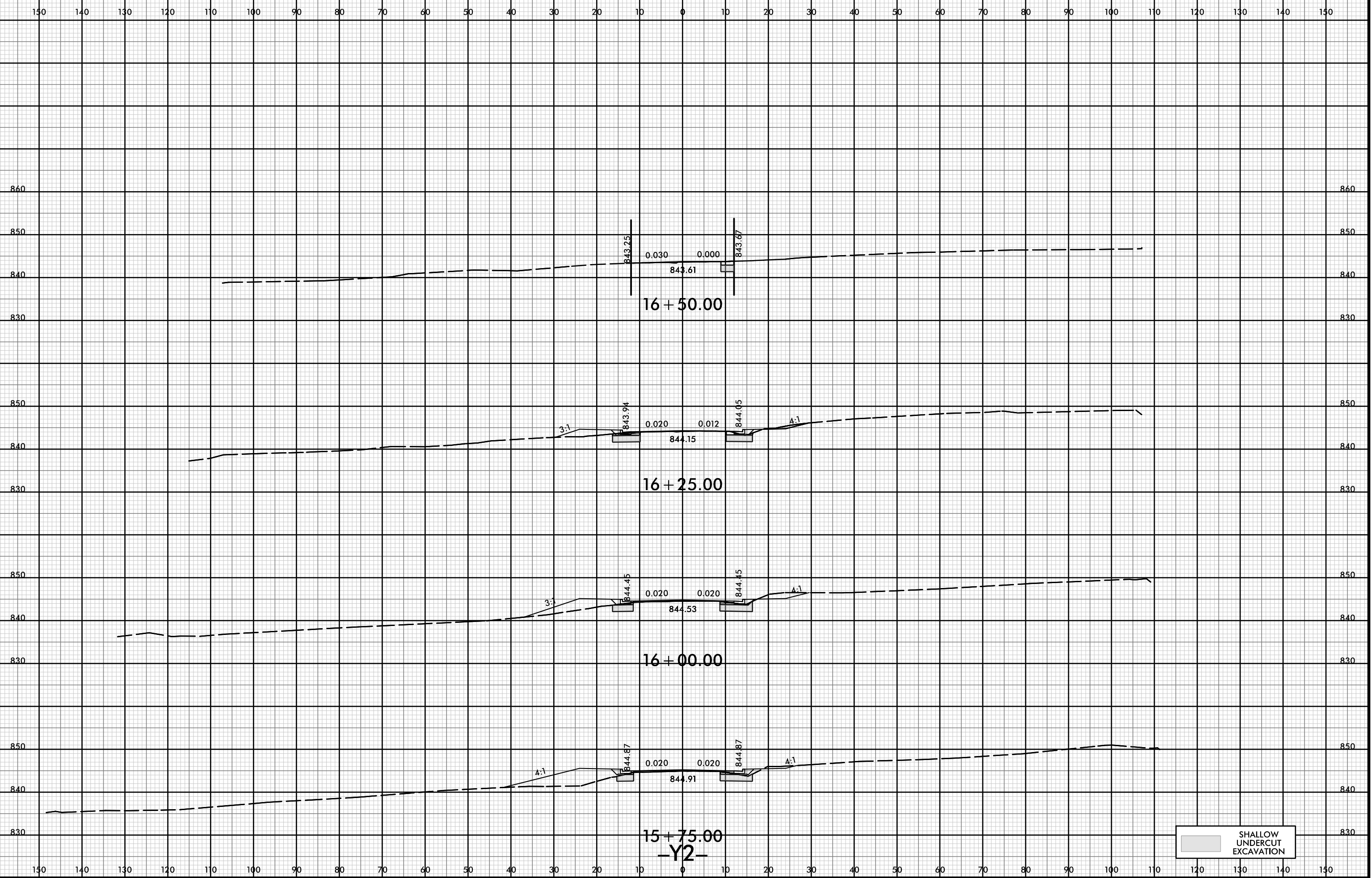


PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-91



05-APR-2018 10:32
\\redway\c\erridor\Modelling\U5169_rdy_xpl_u2.dgn
HNTB

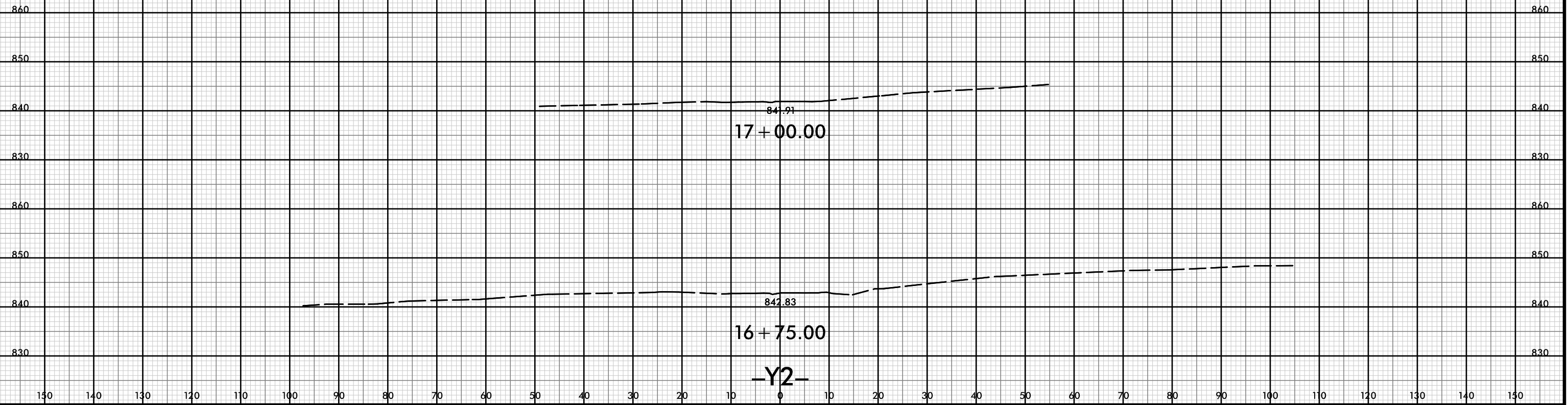
SHALLOW UNDERCUT EXCAVATION



SHALLOW UNDERCUT EXCAVATION

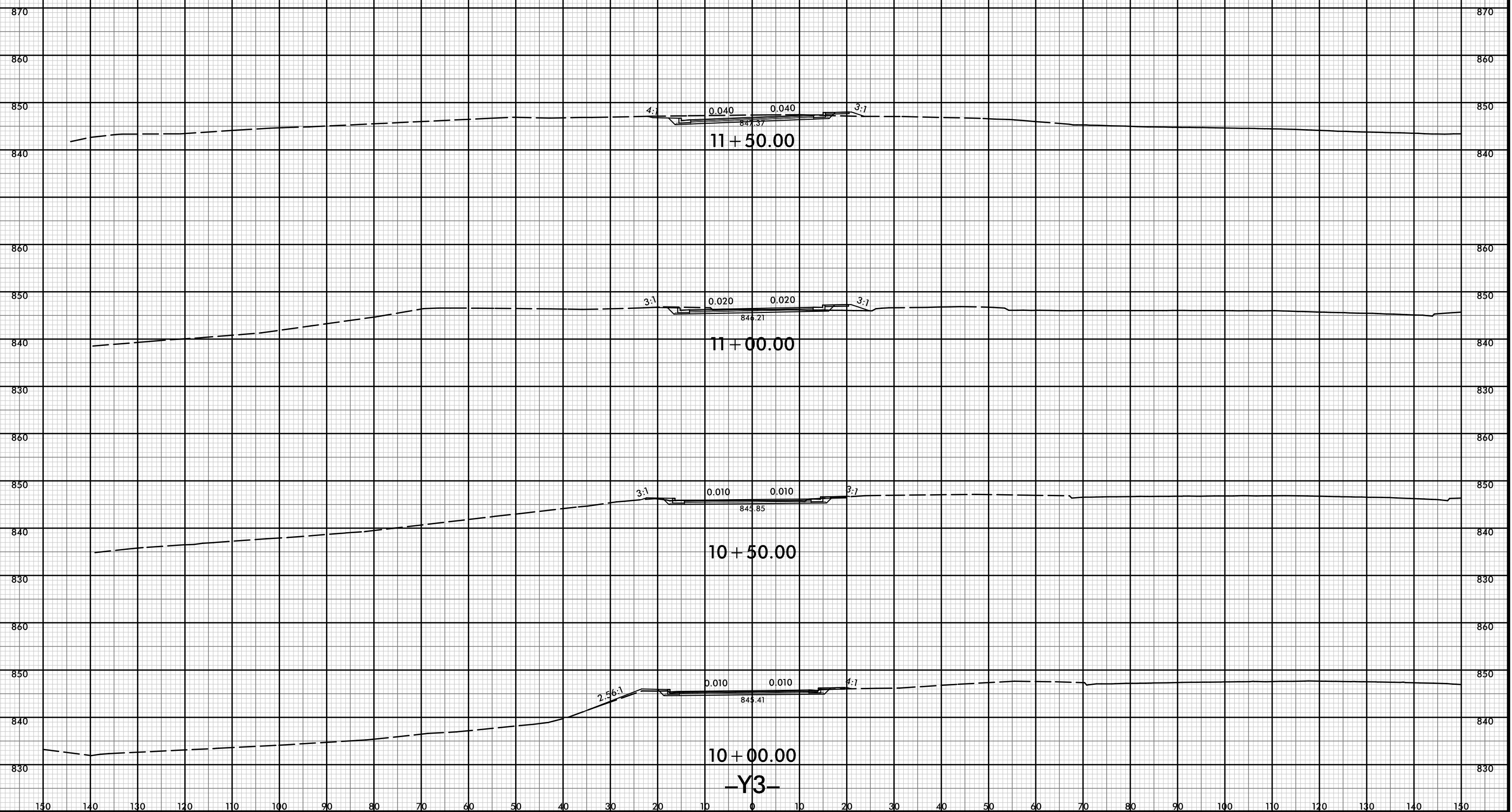


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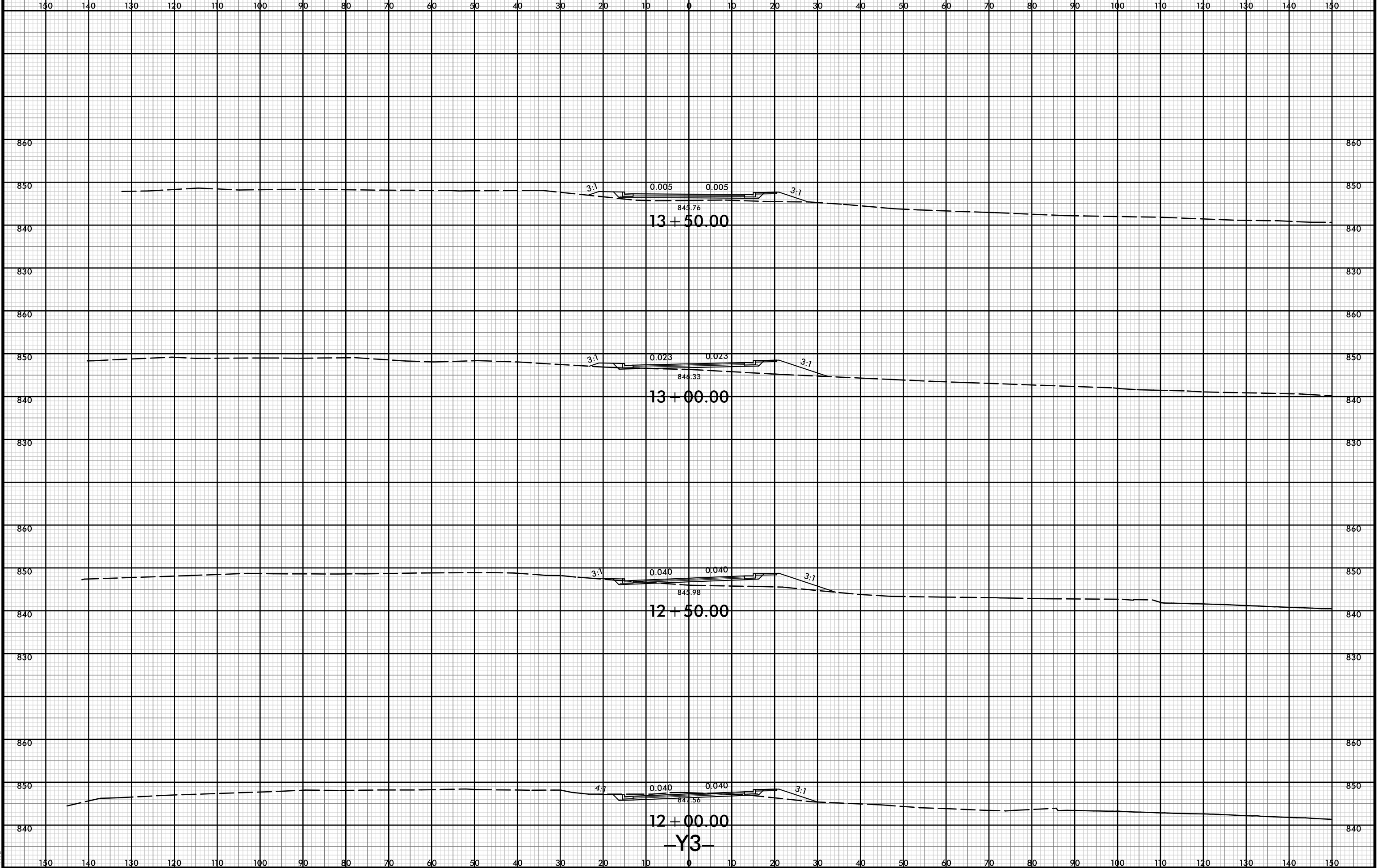


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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

-Y3-

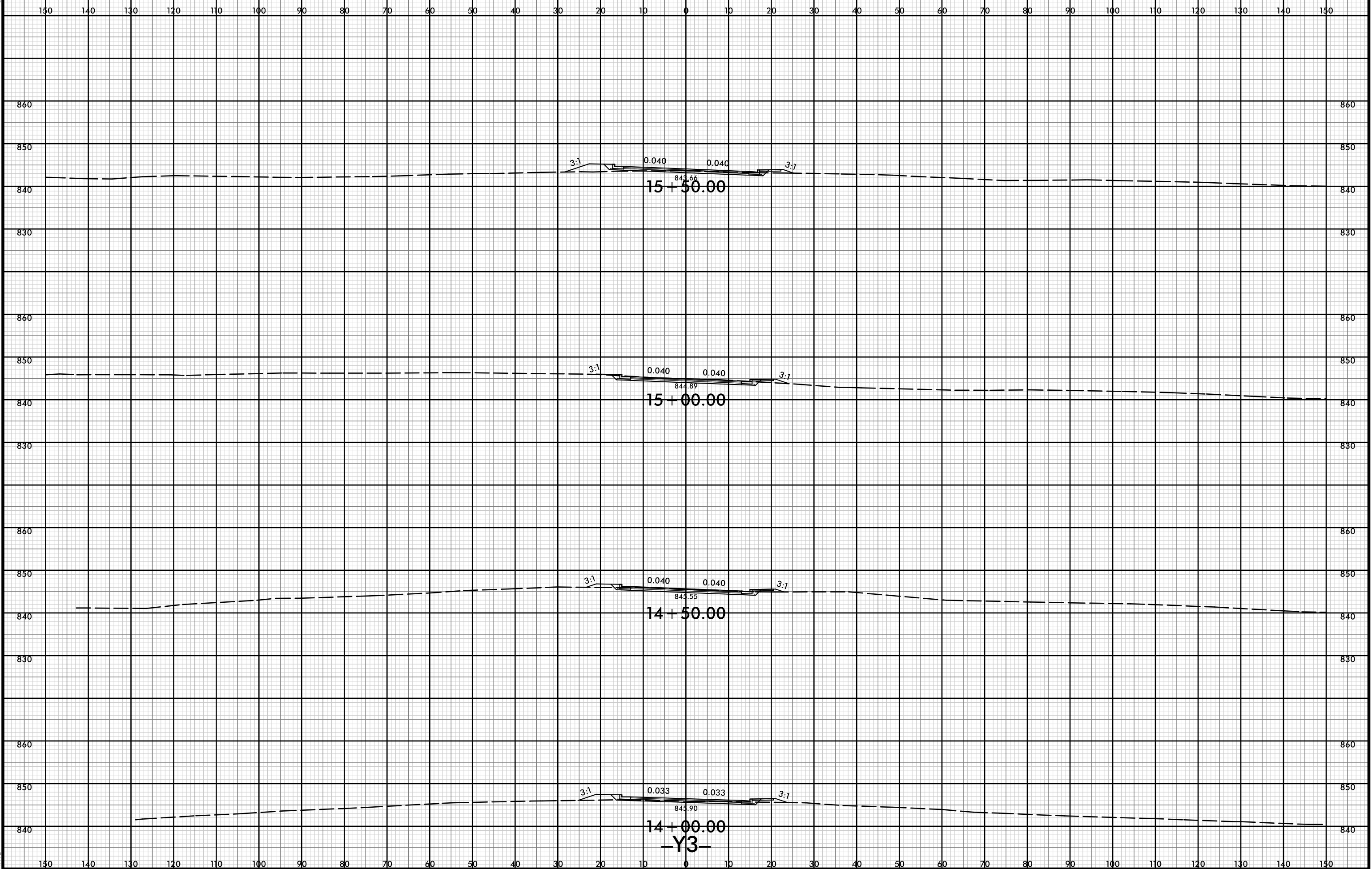


8/23/99

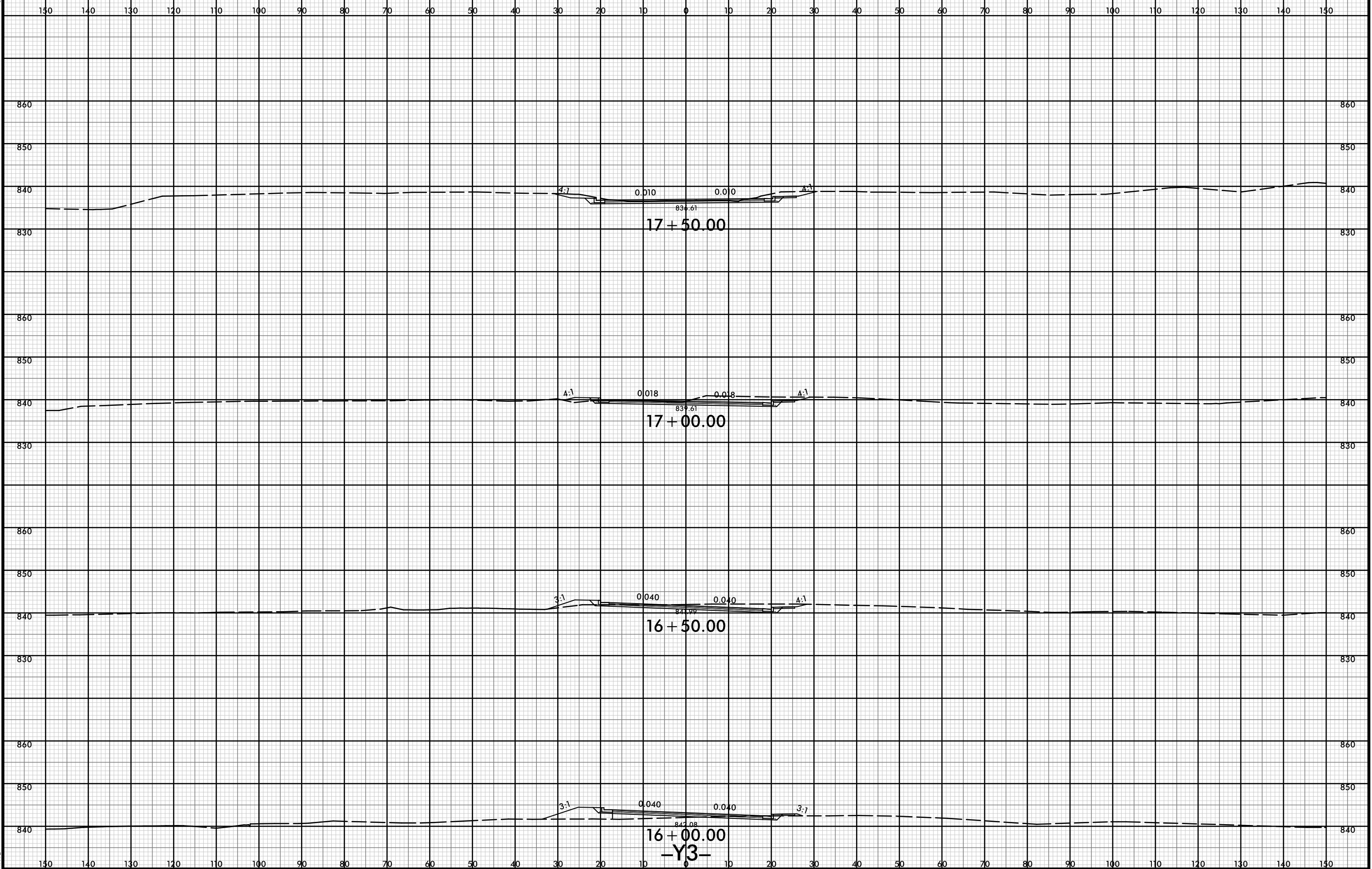


PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-96



05-APR-2008 09:32
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 HNTB



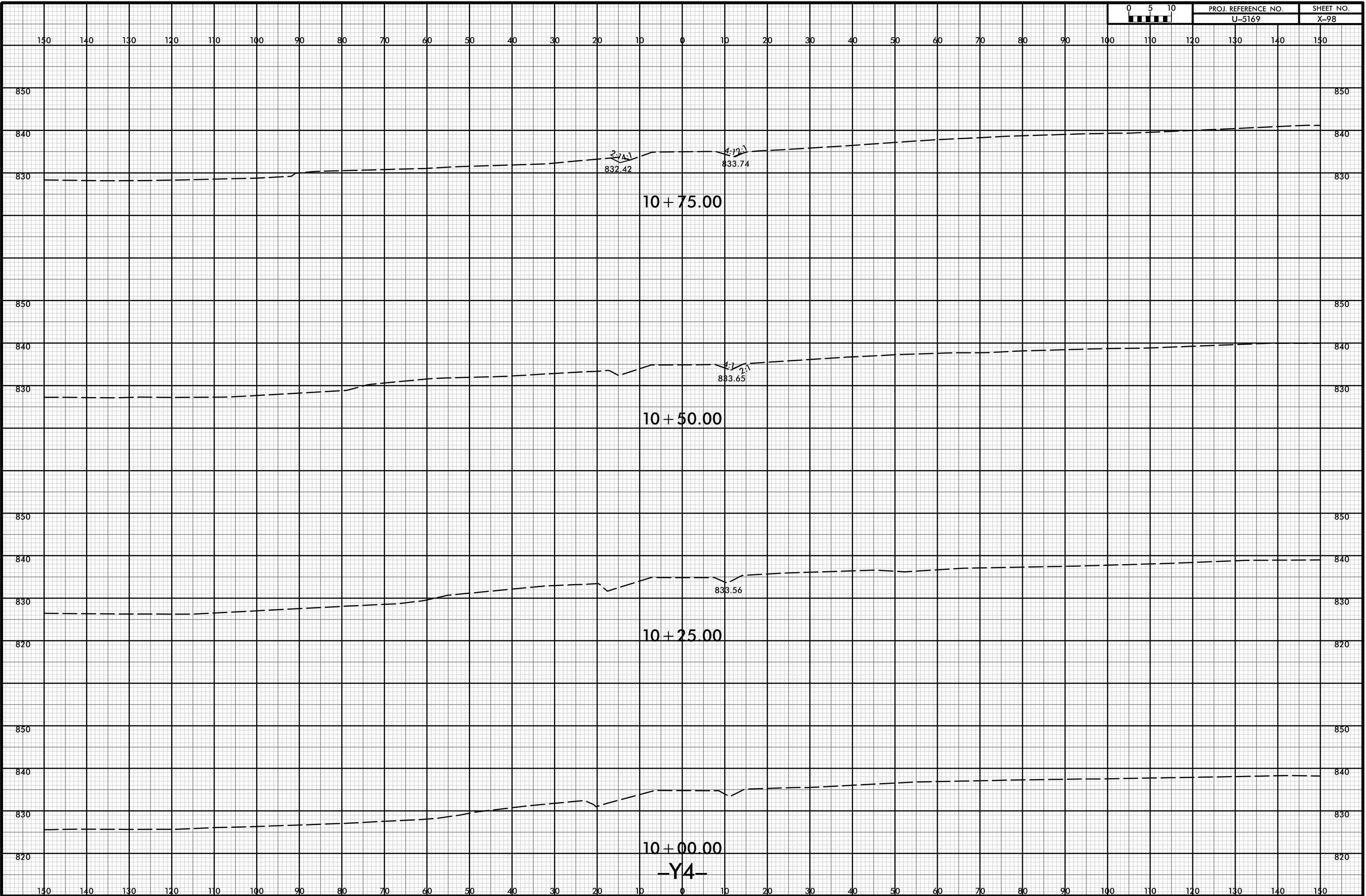
17 + 50.00

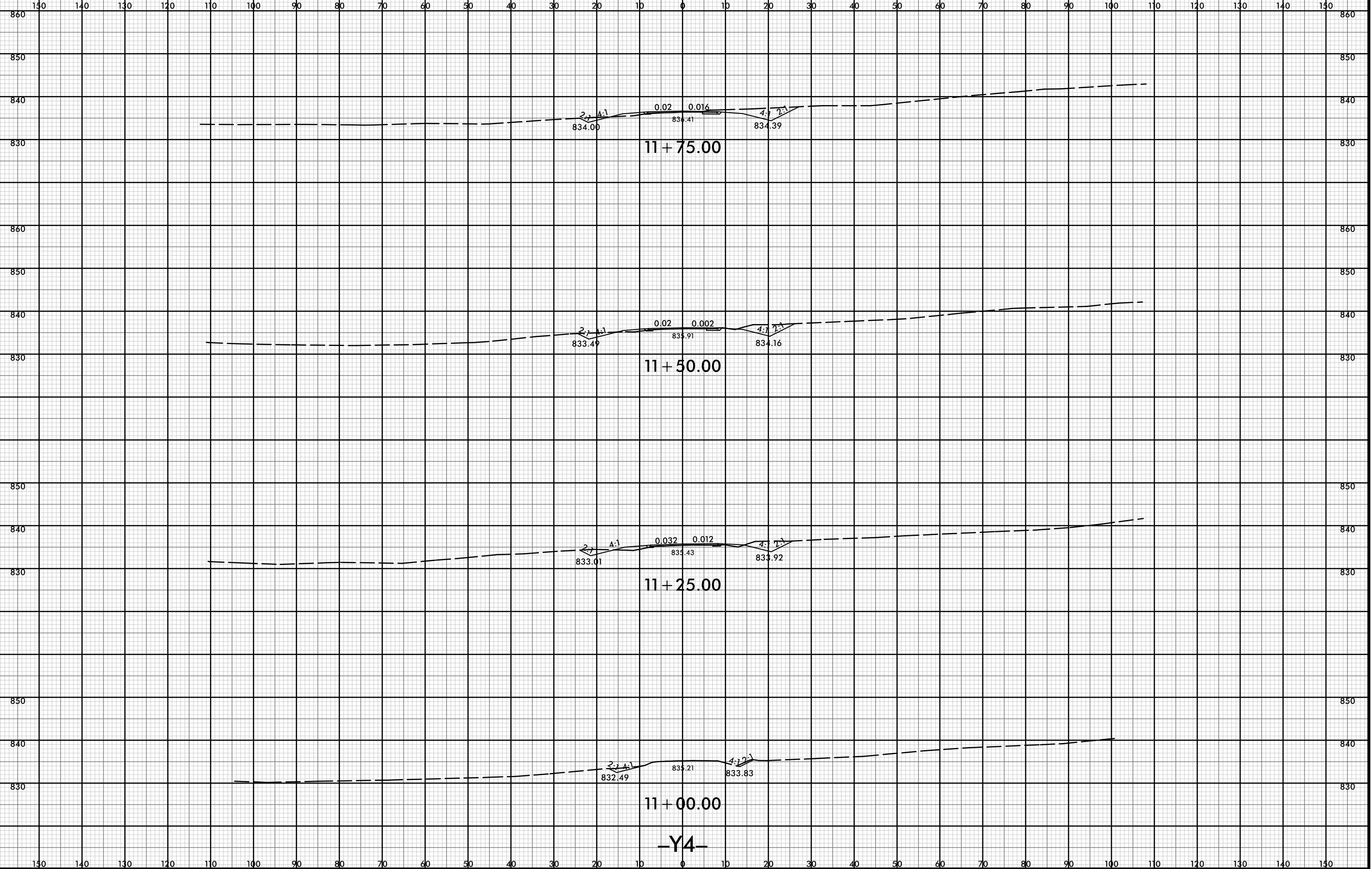
17 + 00.00

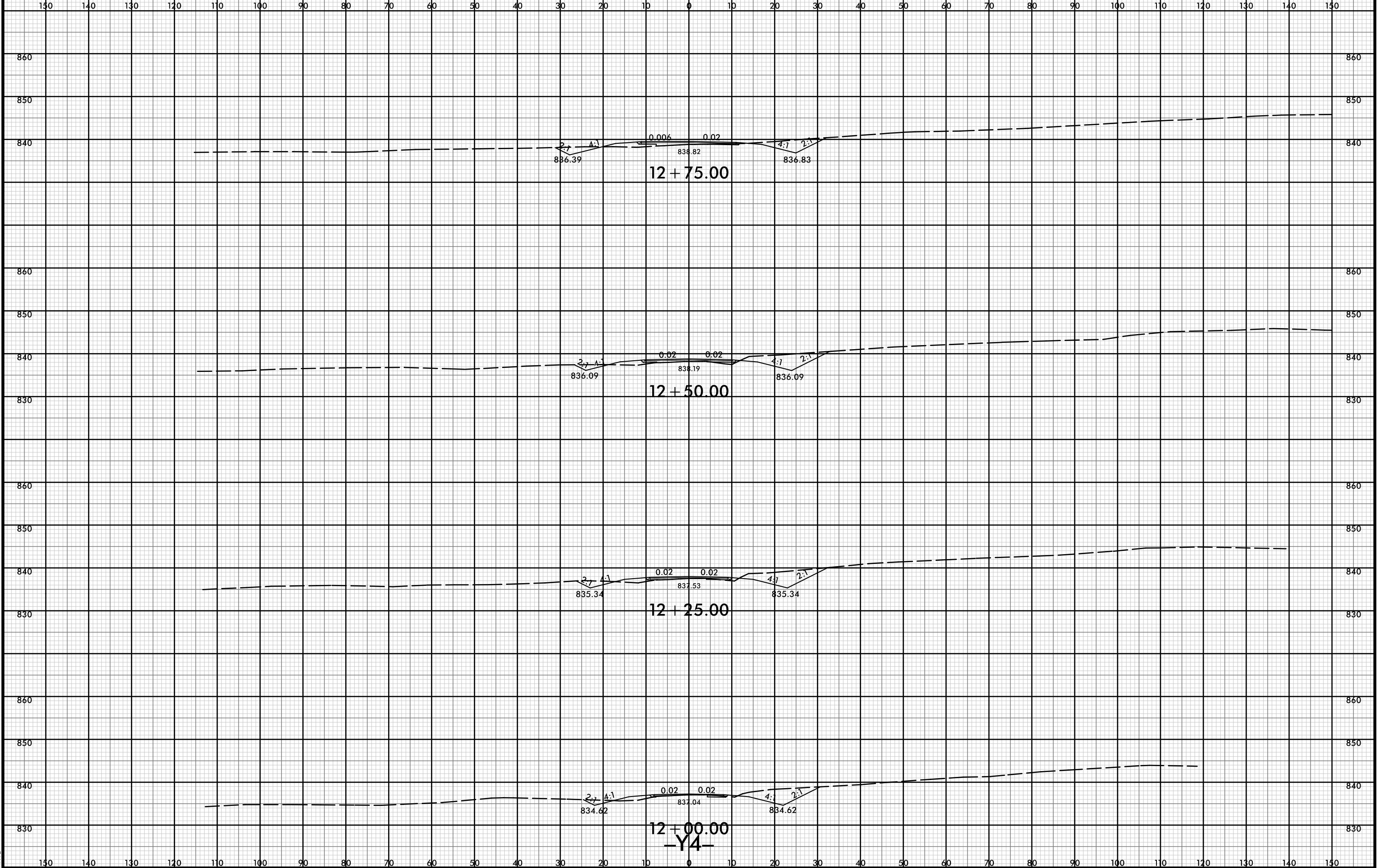
16 + 50.00

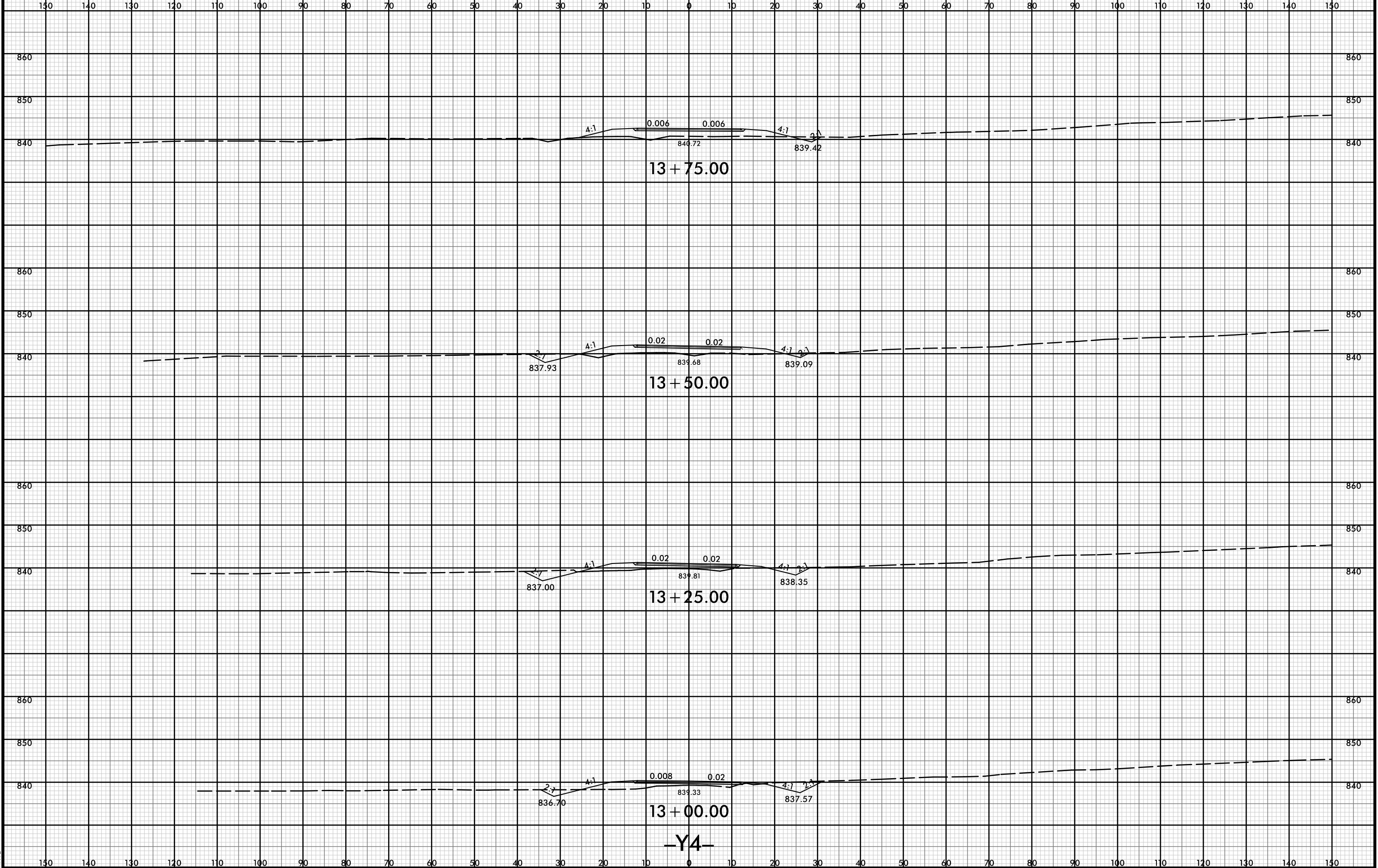
16 + 00.00

-Y3-









8/23/99



PROJ. REFERENCE NO.
U-5169

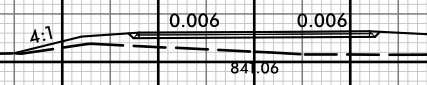
SHEET NO.
X-102

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

860 860

850 850

840 840

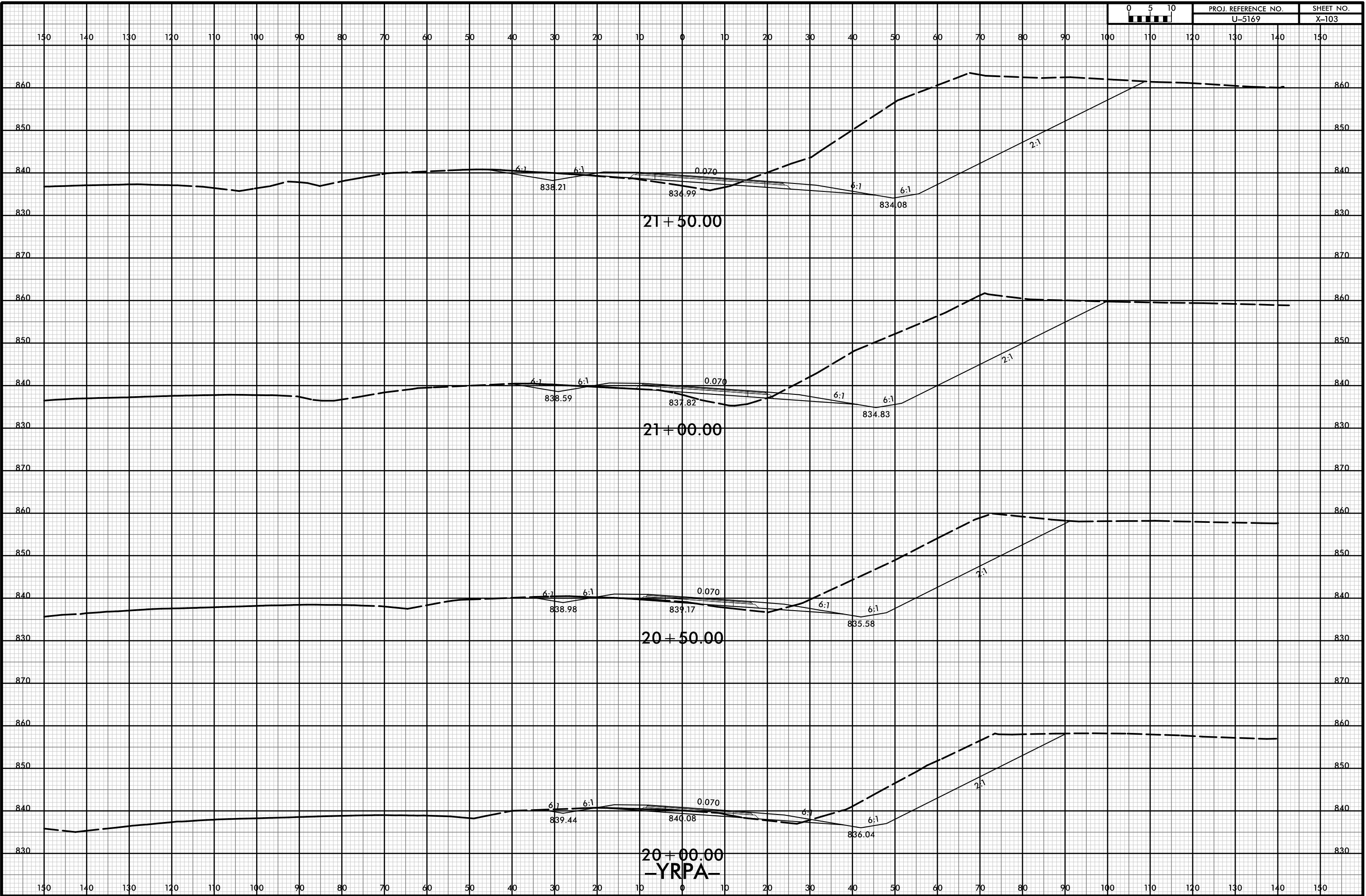


14 + 00.00

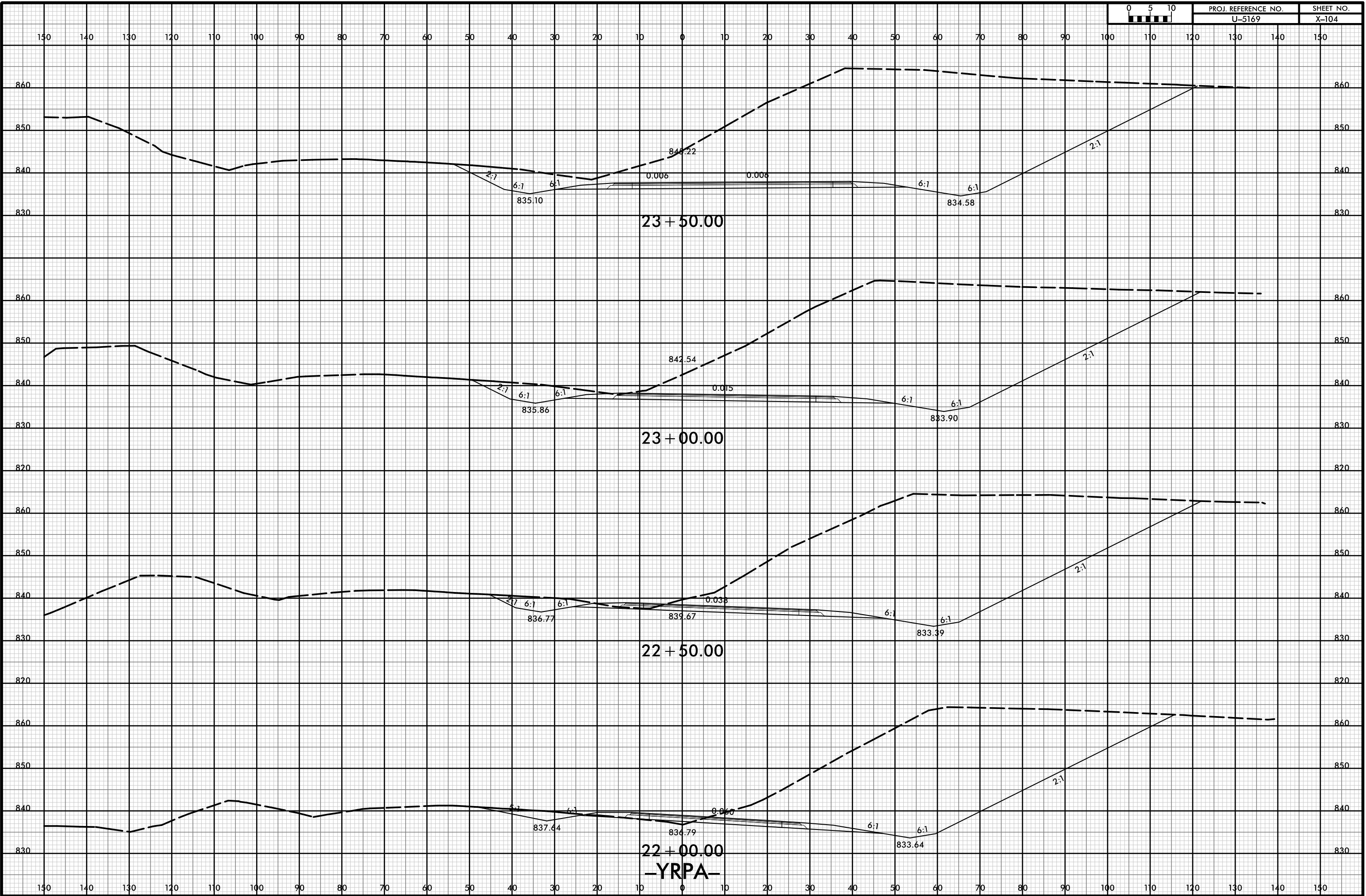
-Y4-

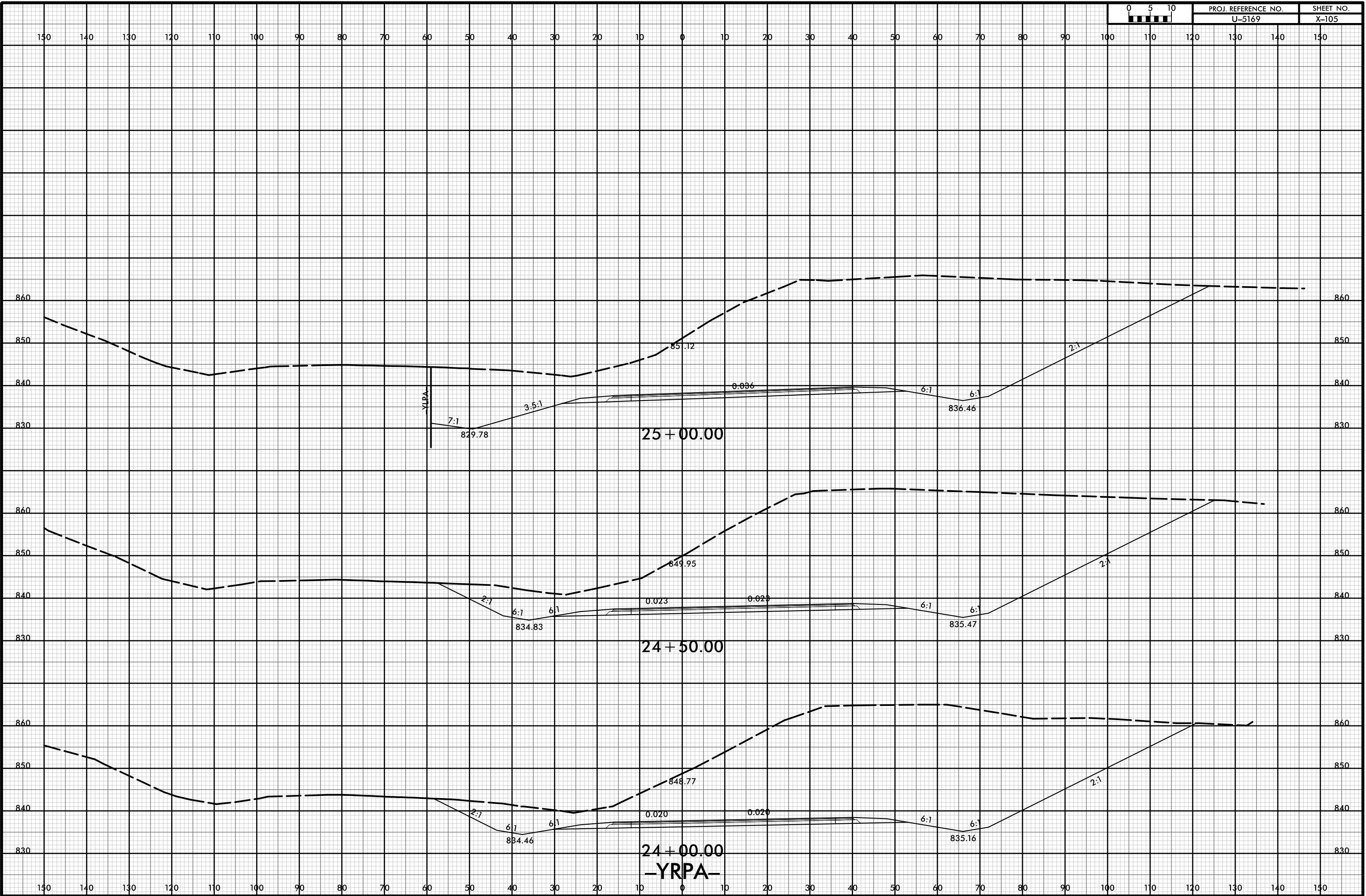
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

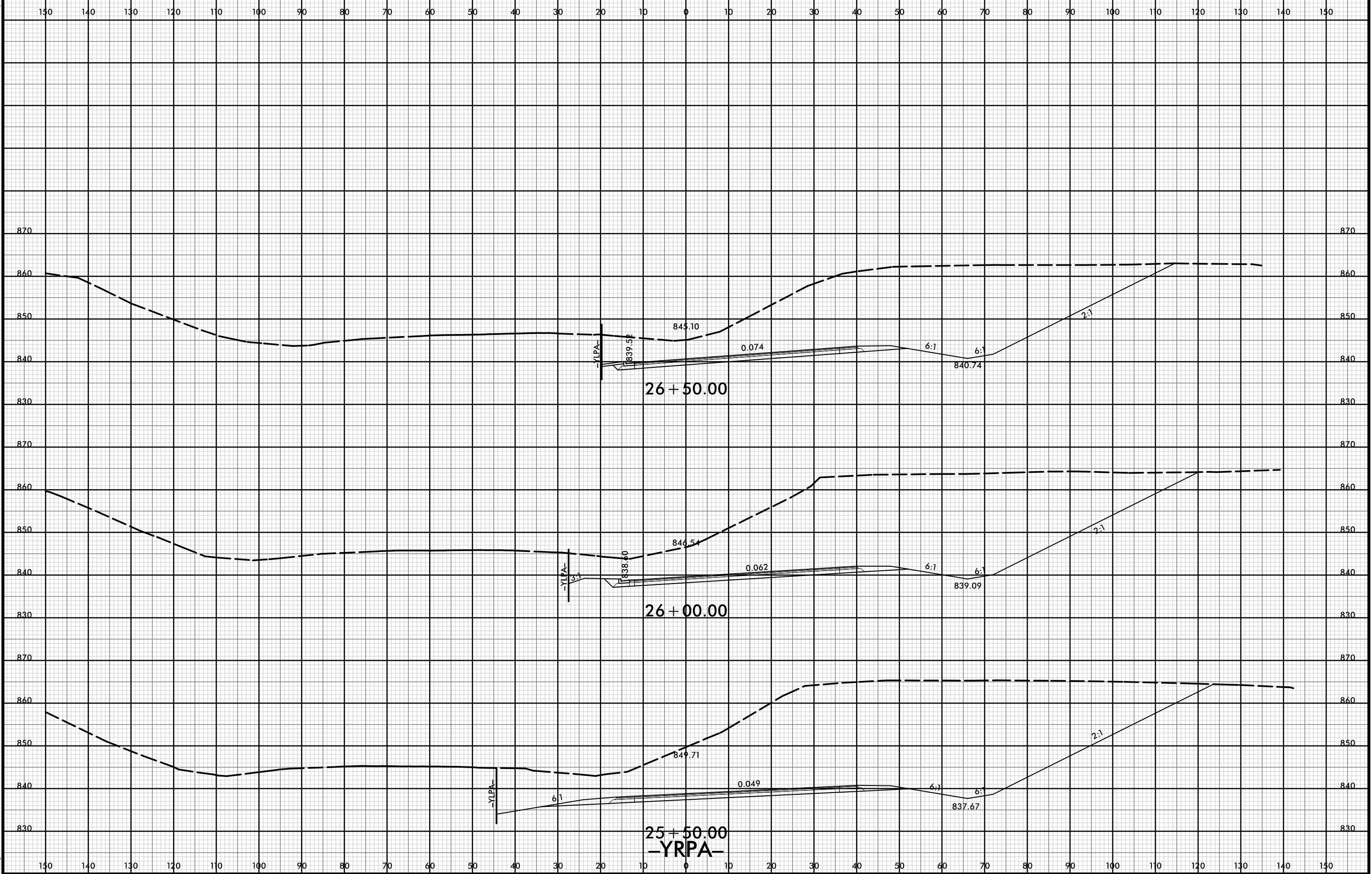
05-APR-2008 10:32
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 HNTB

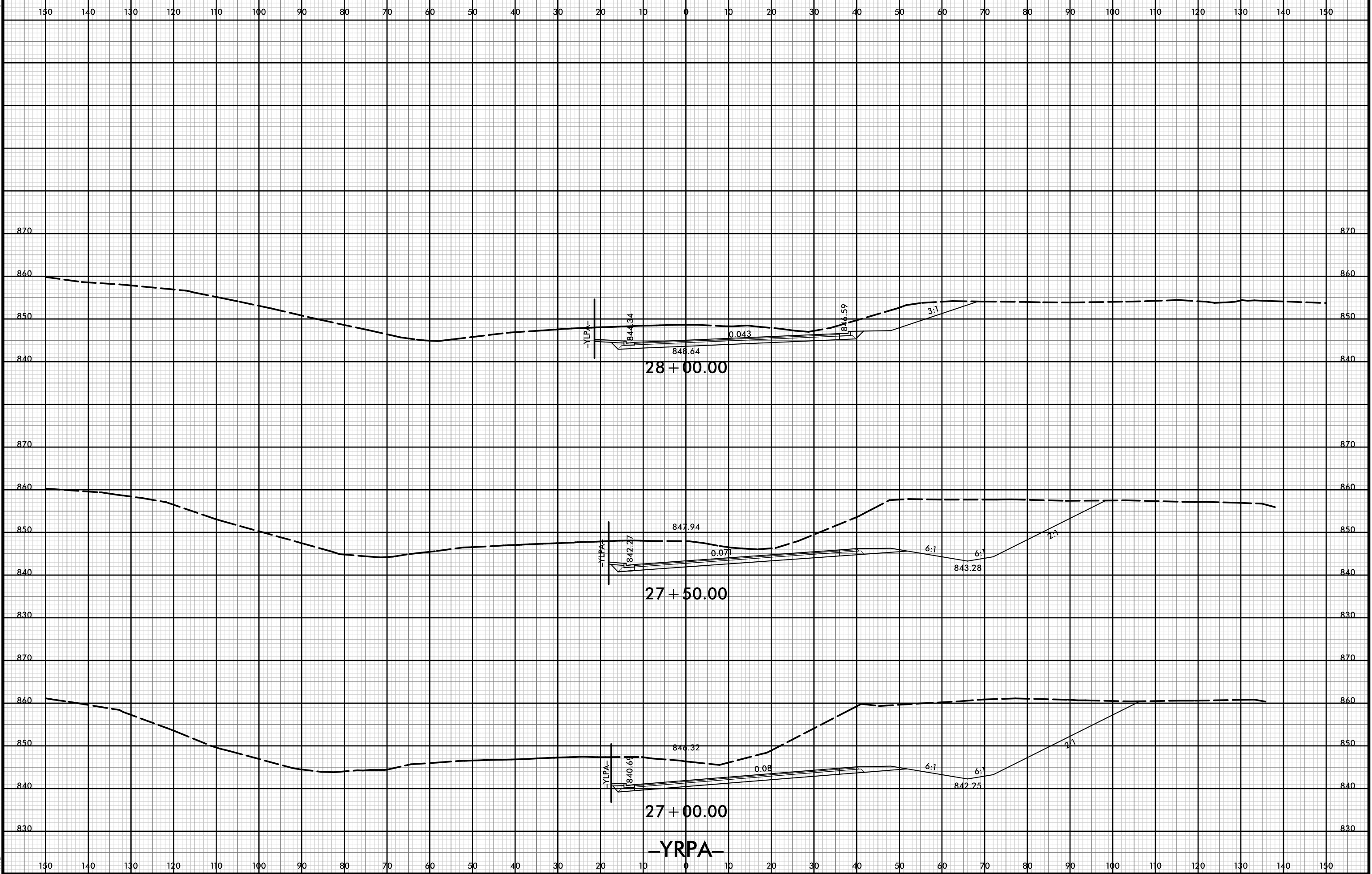


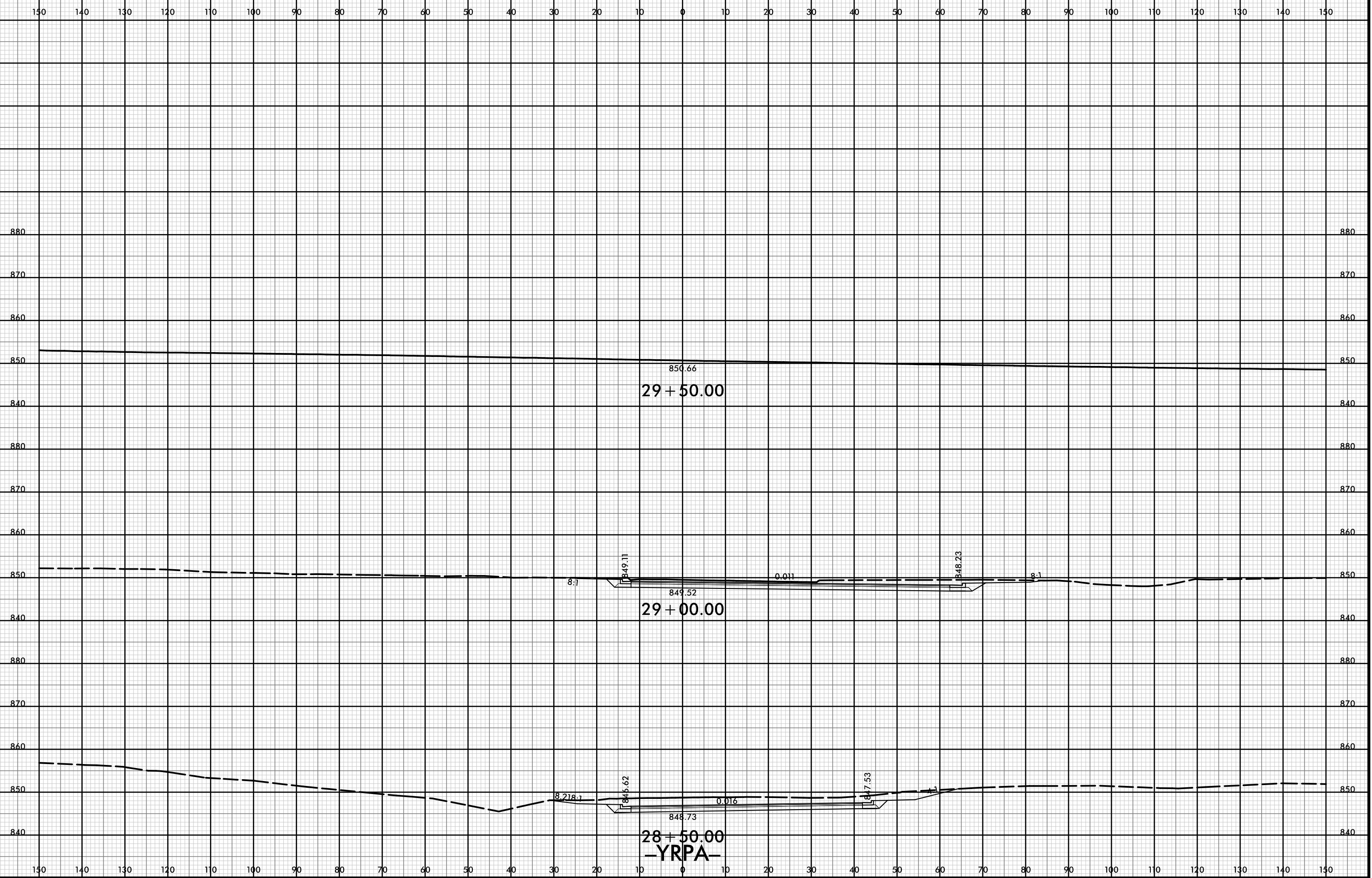
20+00.00
 -YRPA-

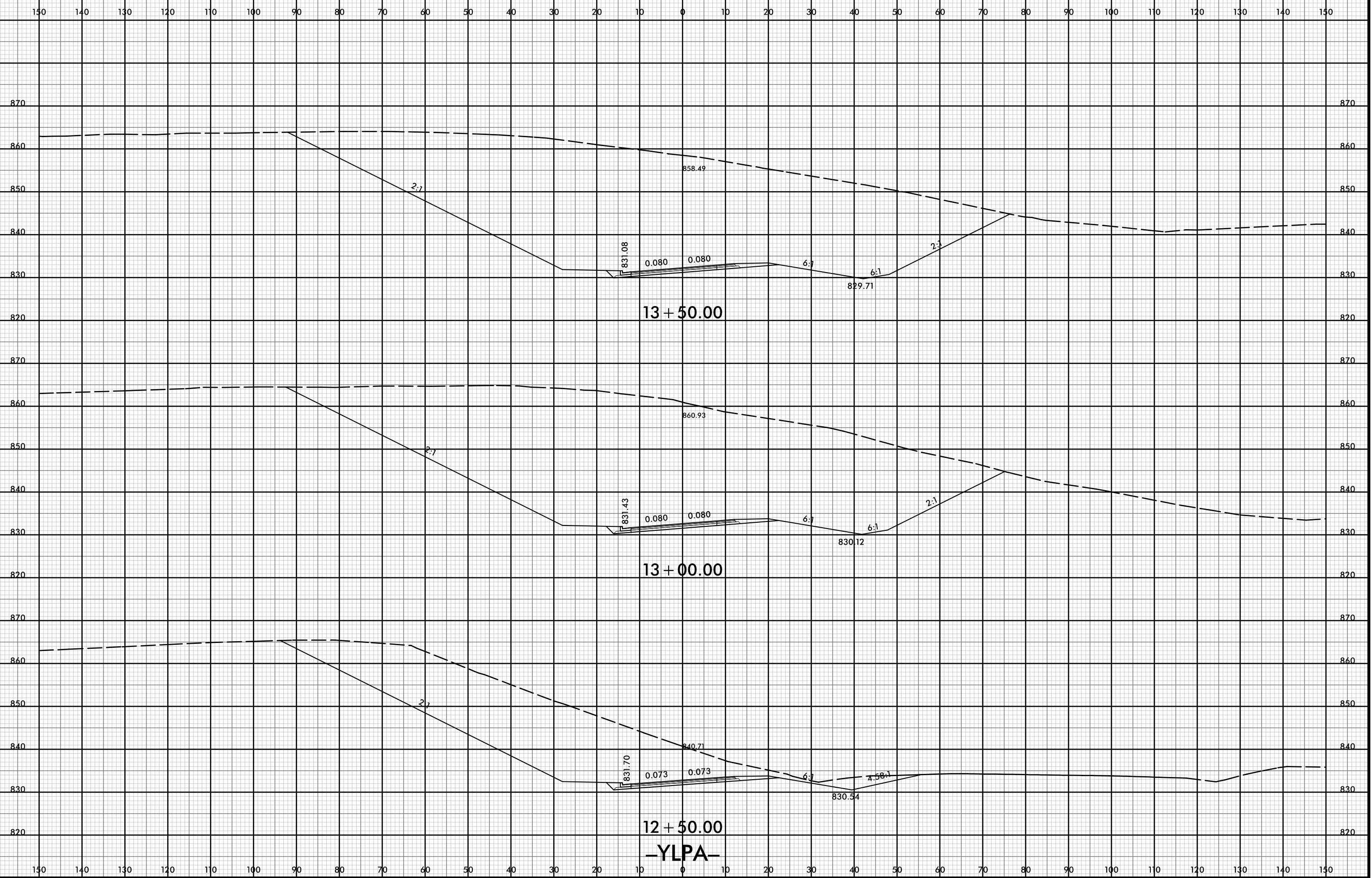


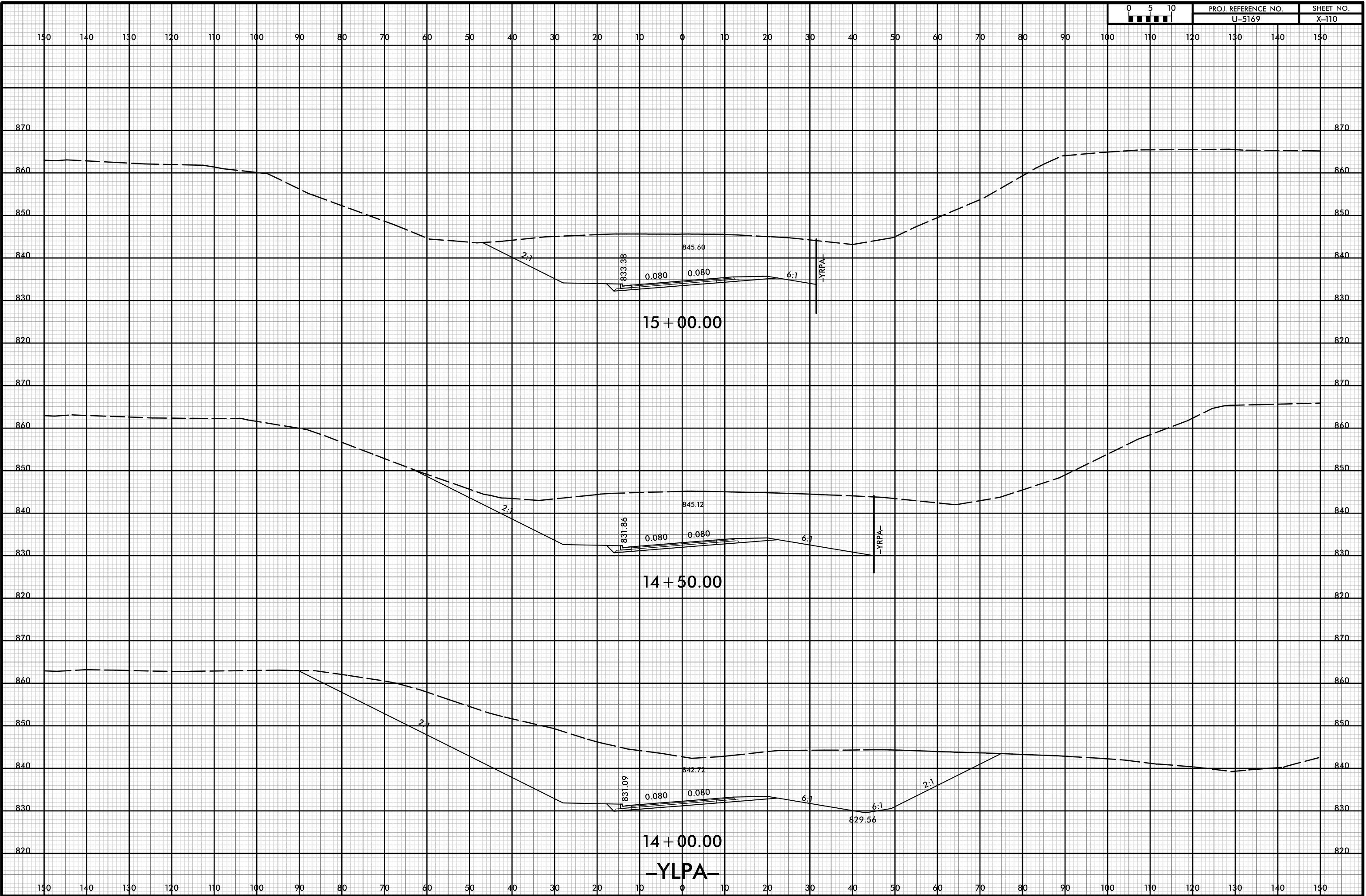


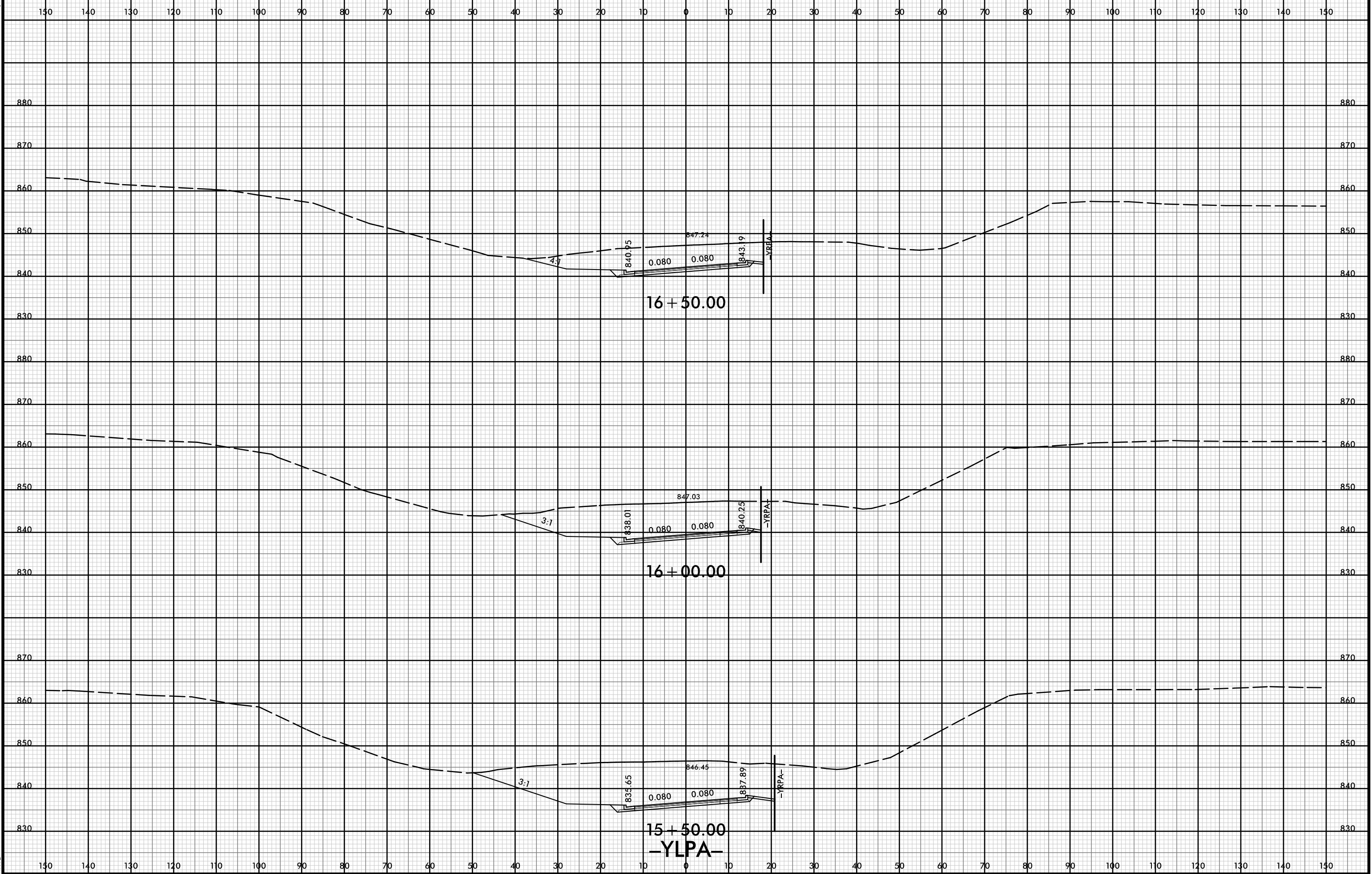


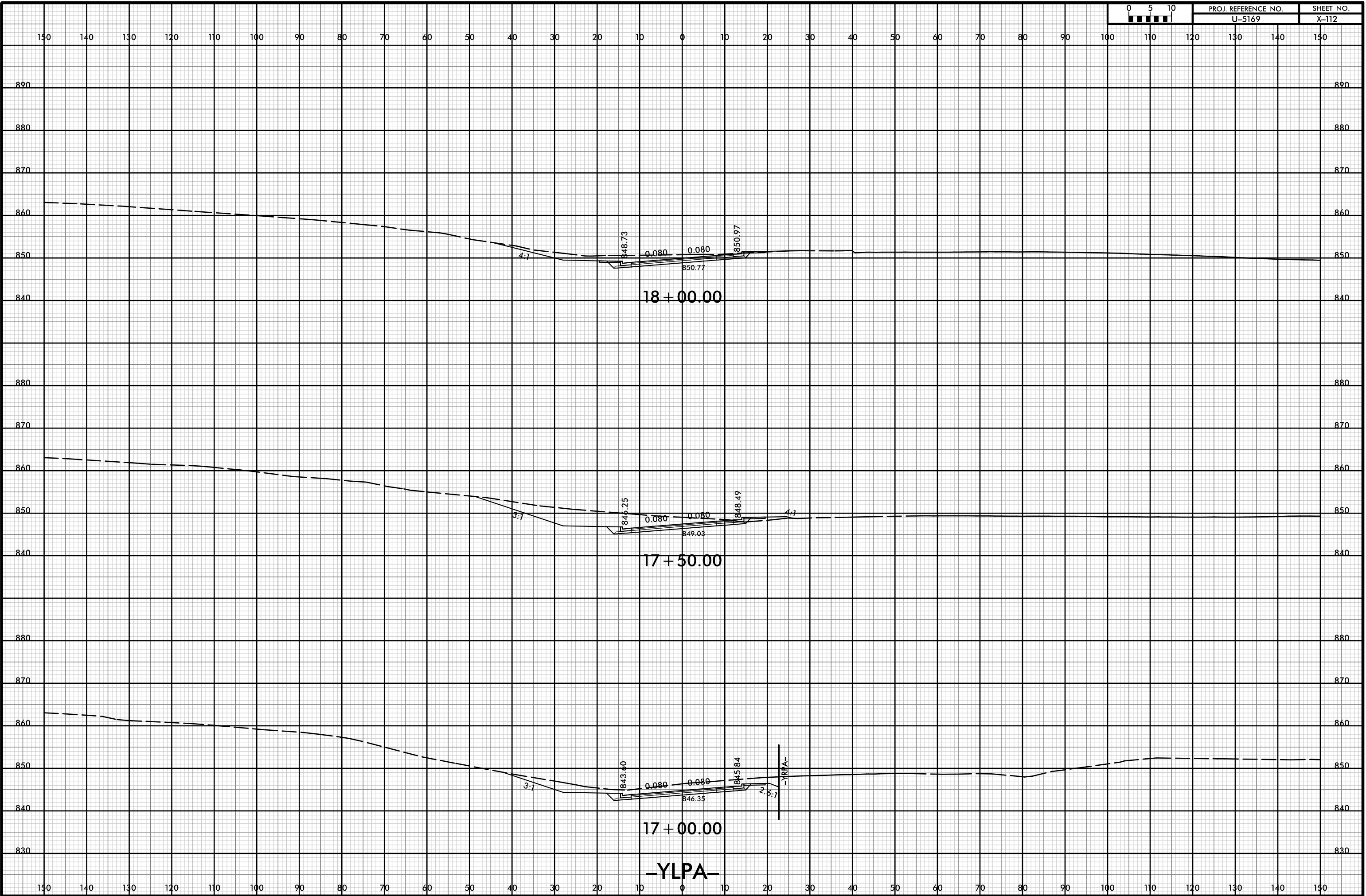


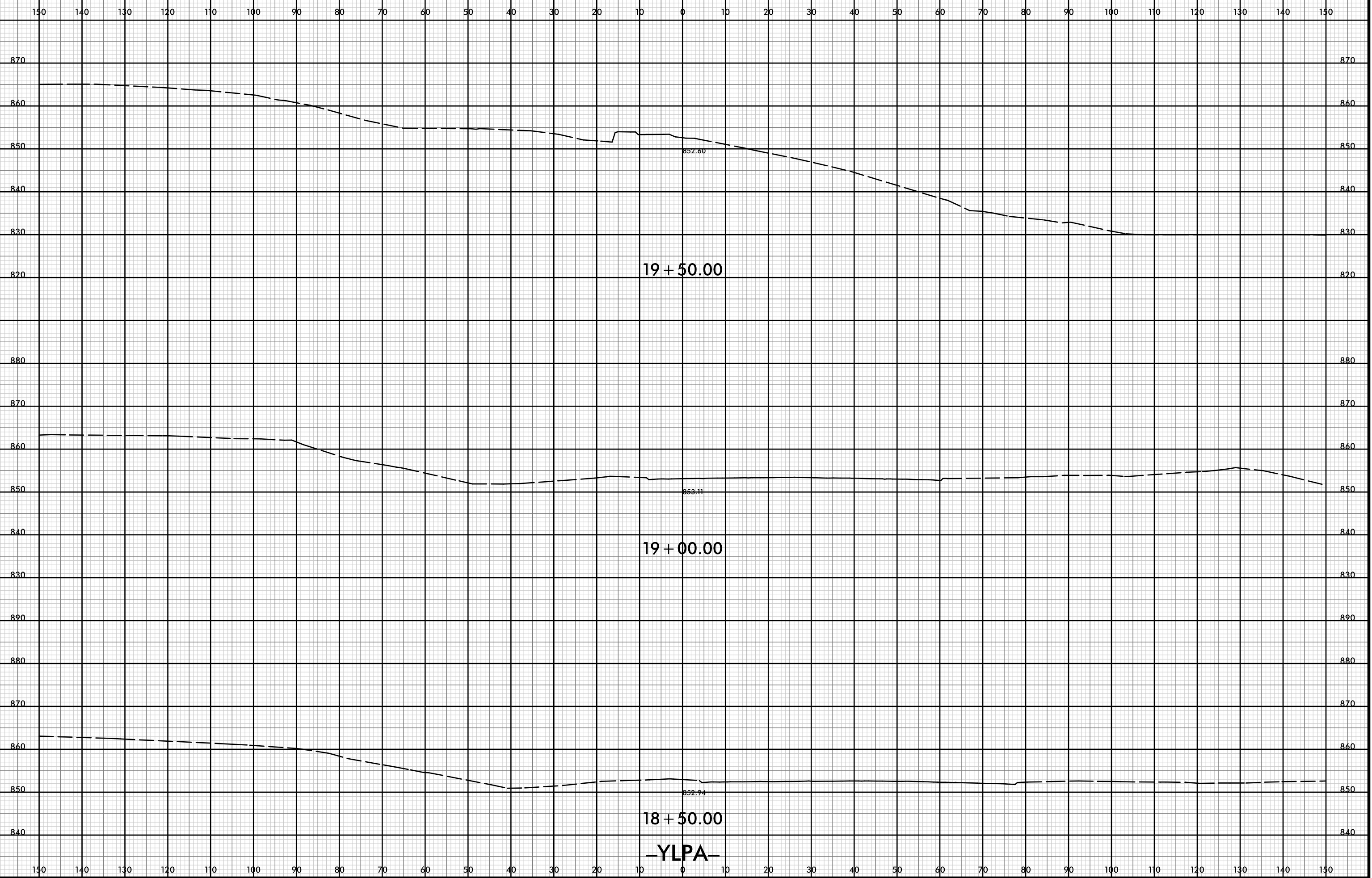








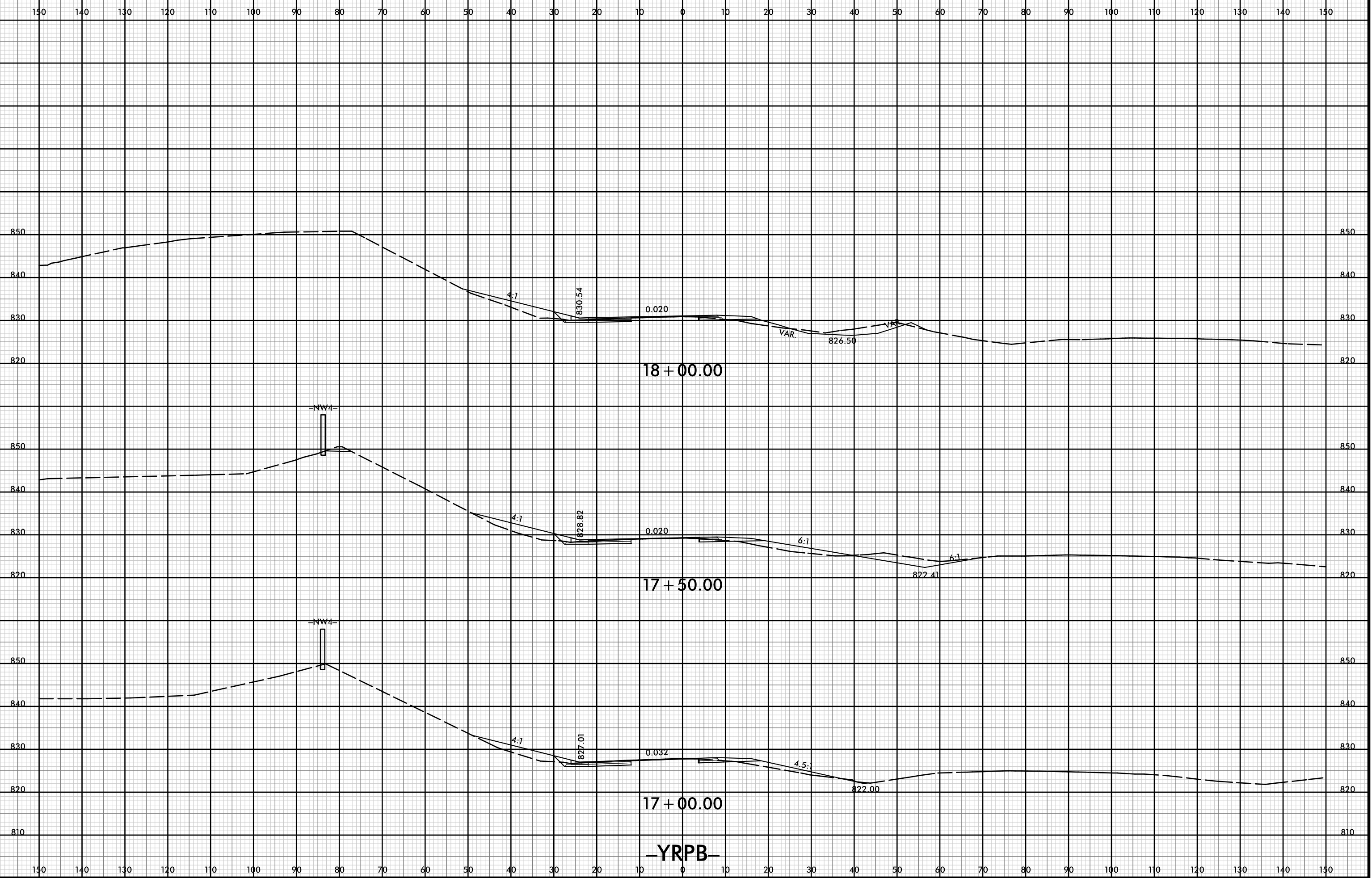




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PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-114

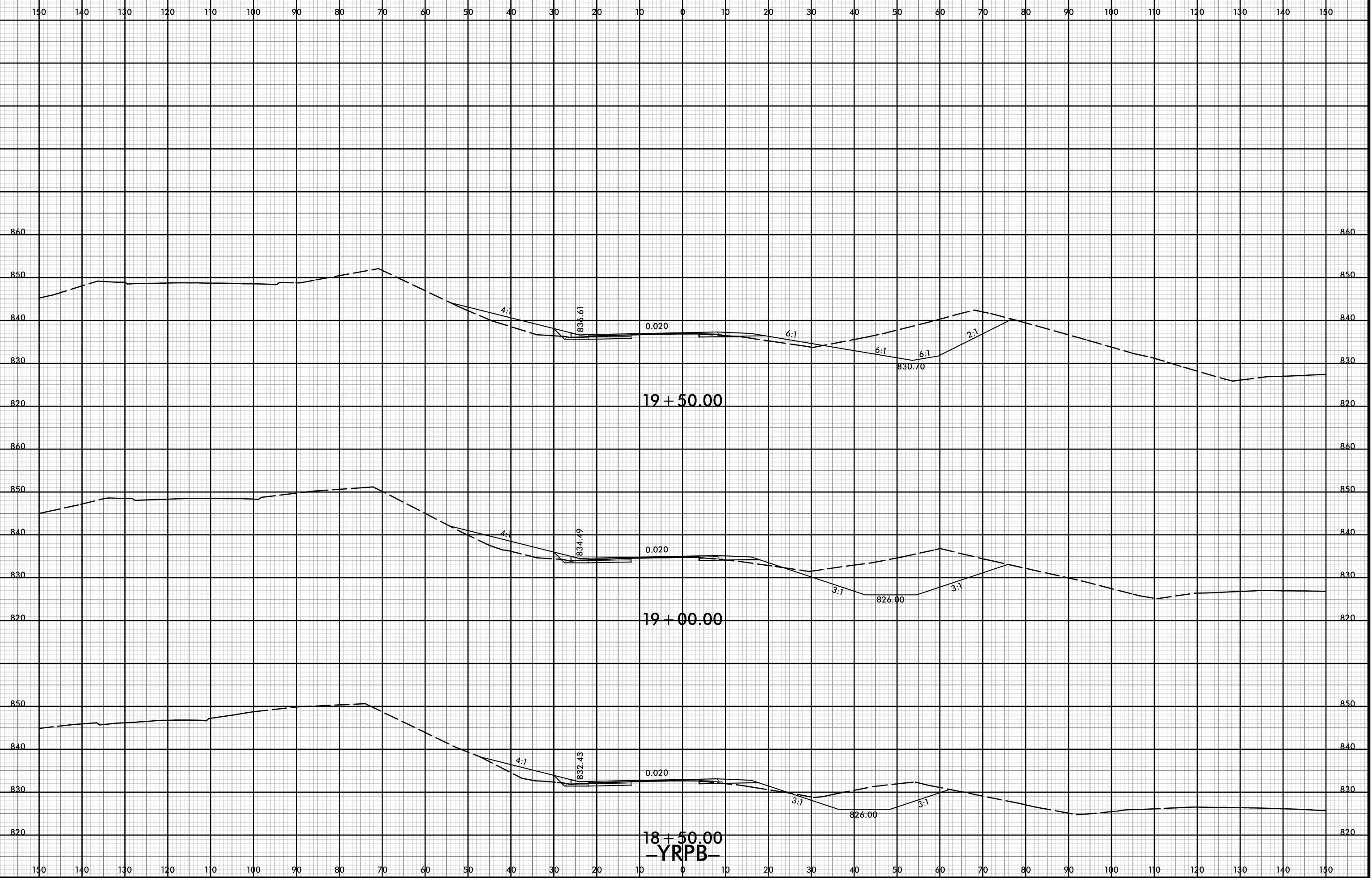


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HNTB

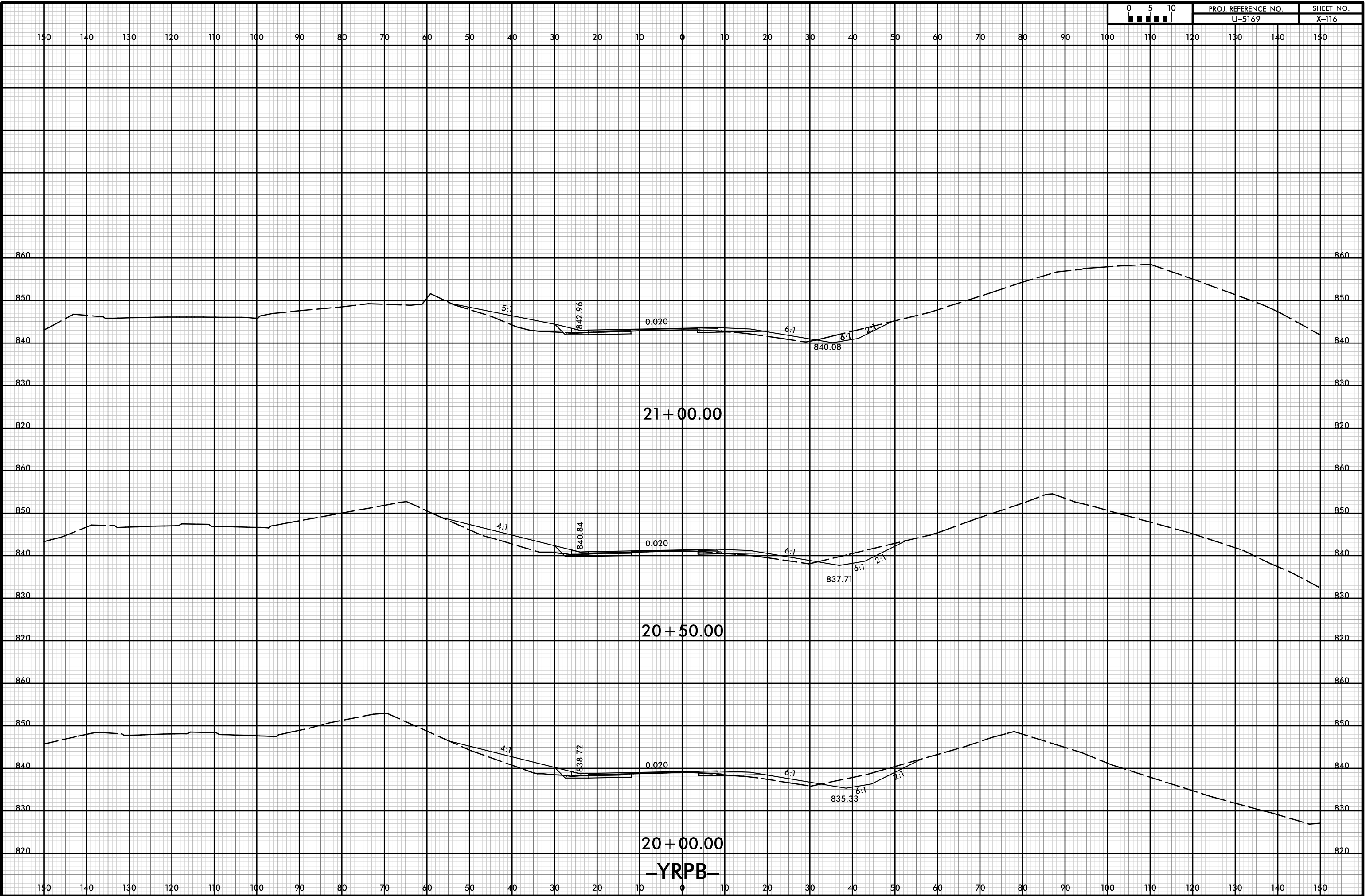
8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5169	X-115



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 HNTB



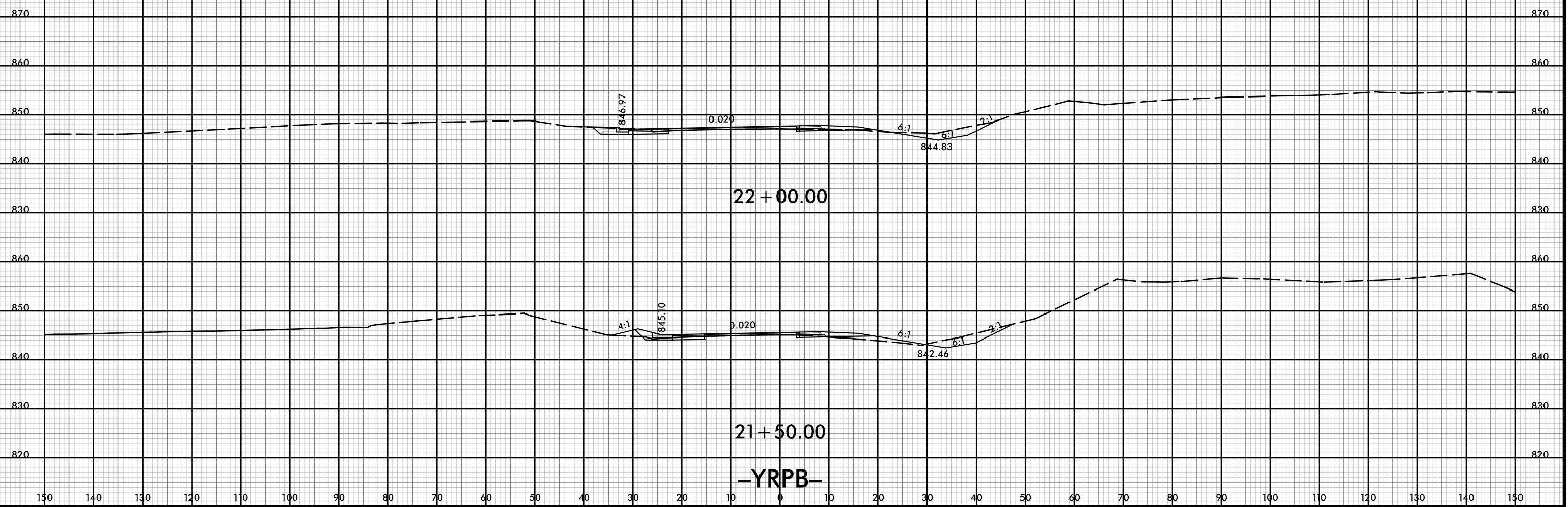
8/23/99



PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-117

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

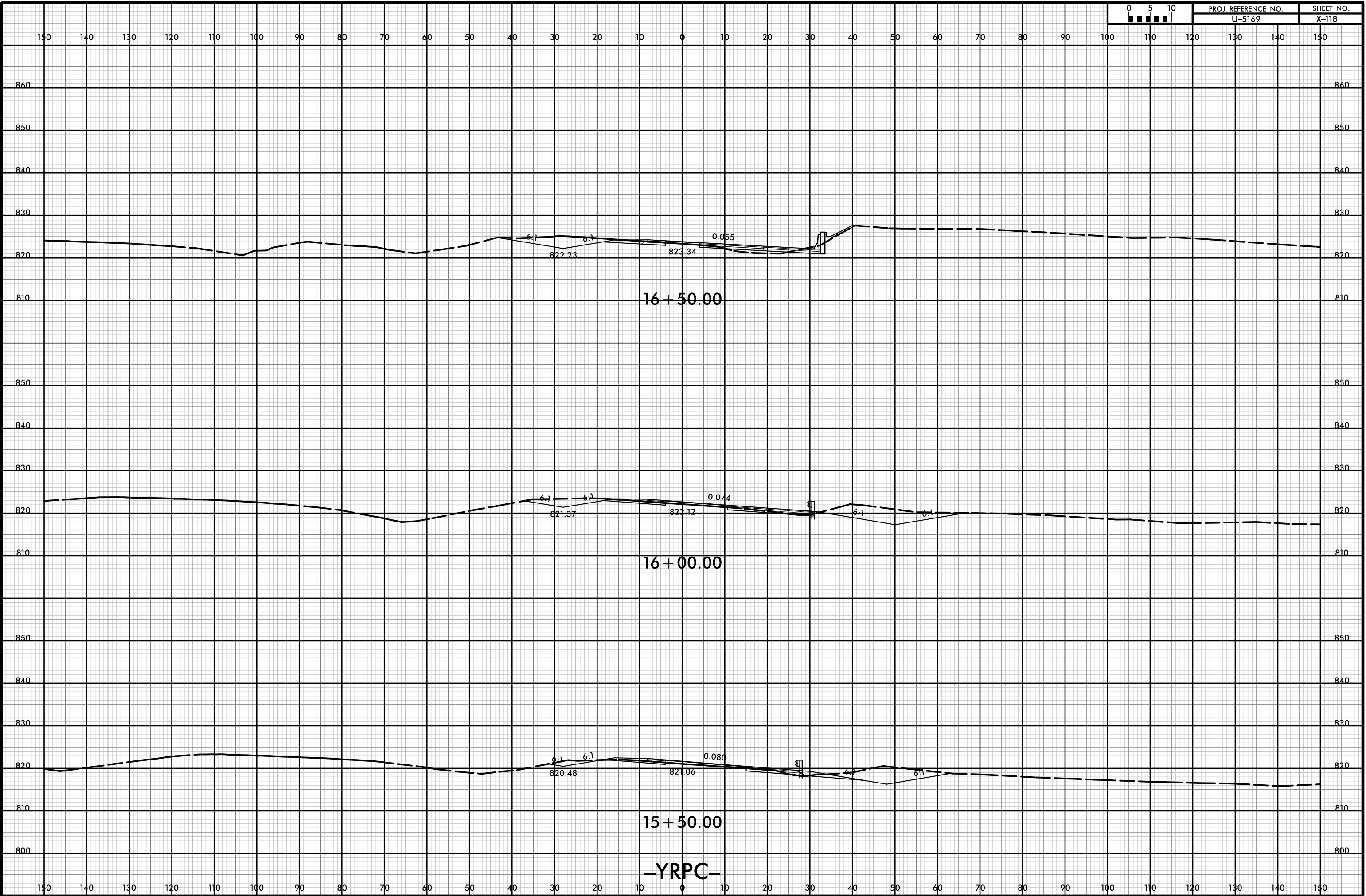


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PROJ. REFERENCE NO.	SHEET NO.
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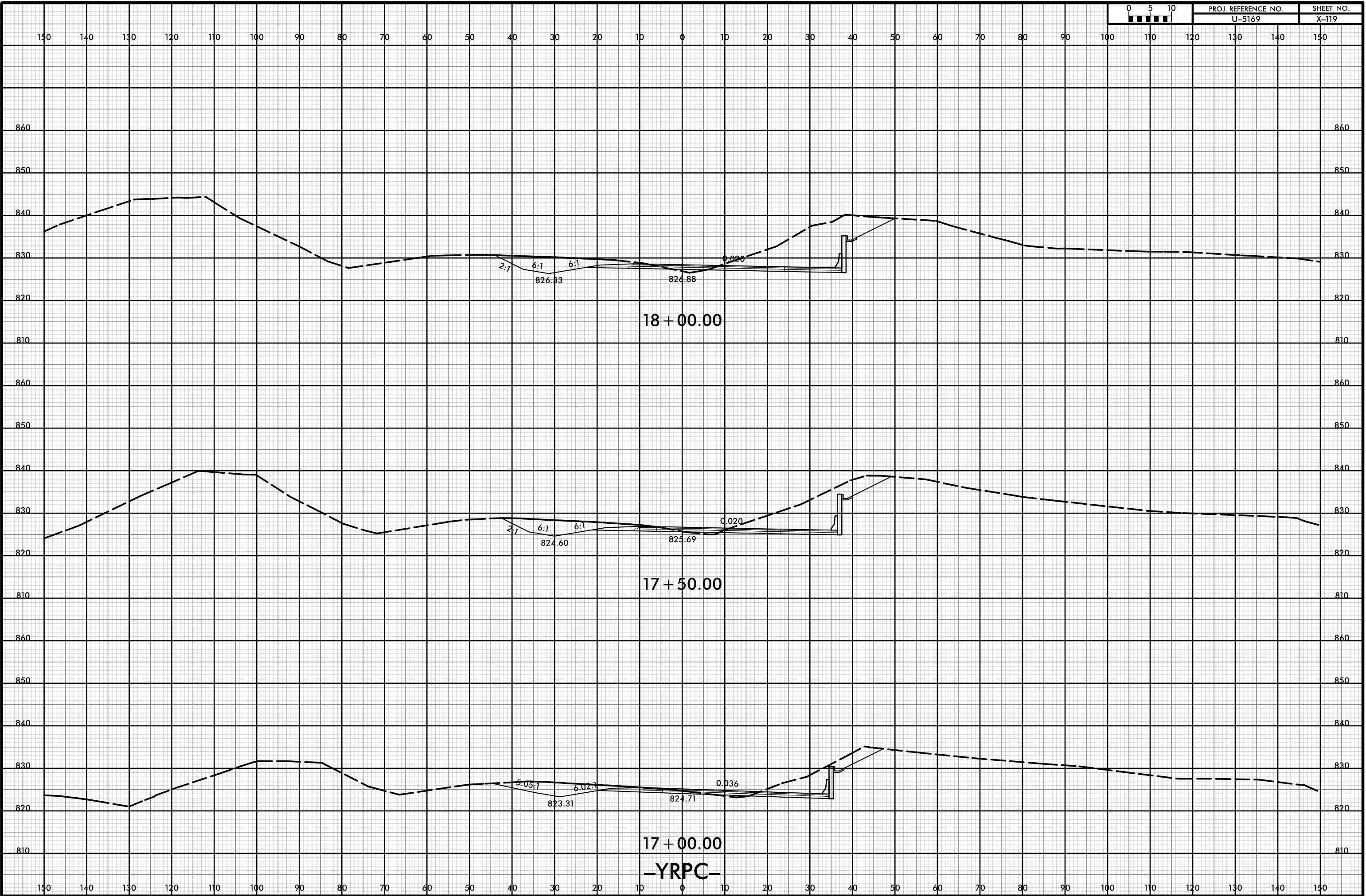


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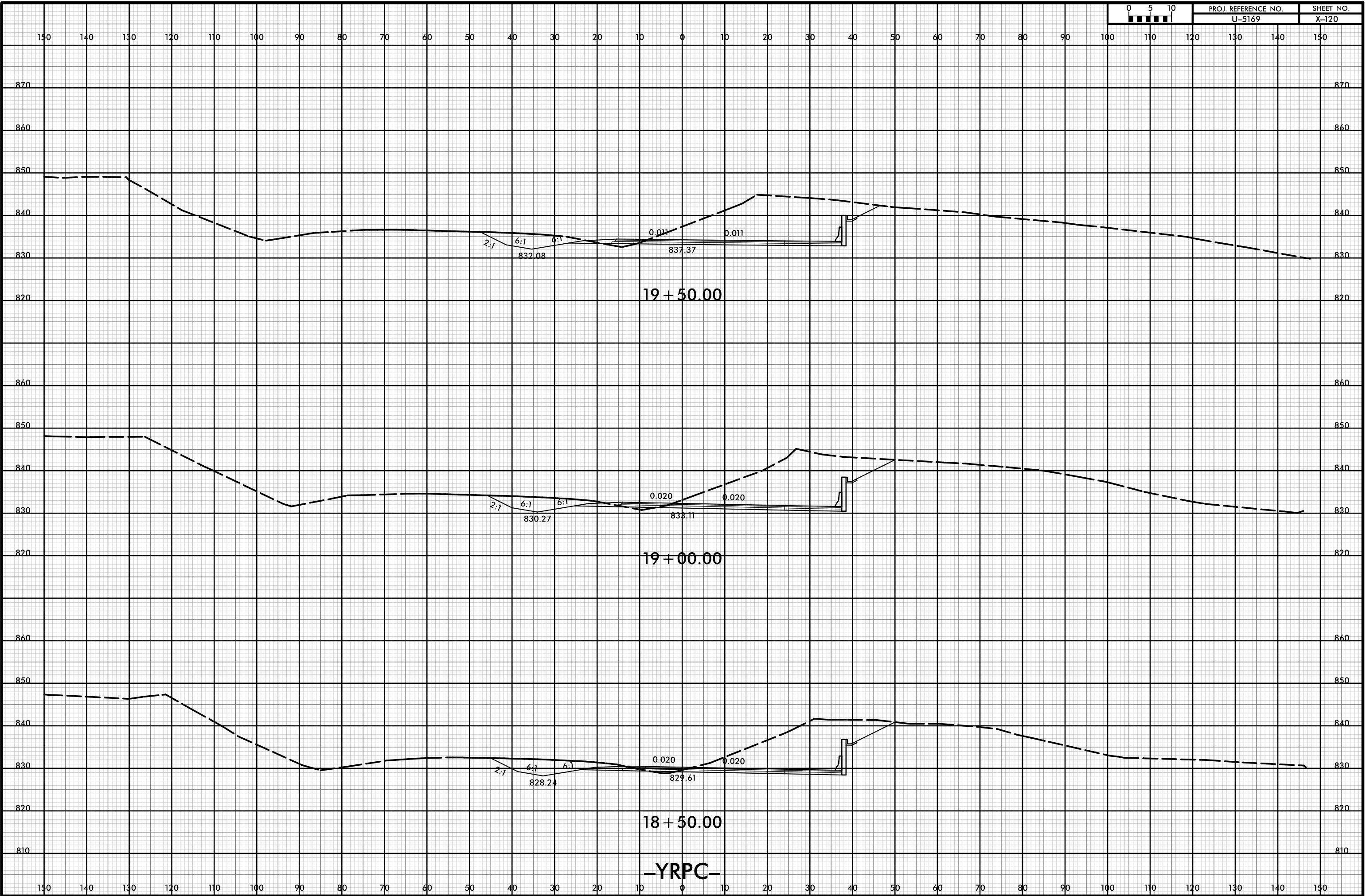
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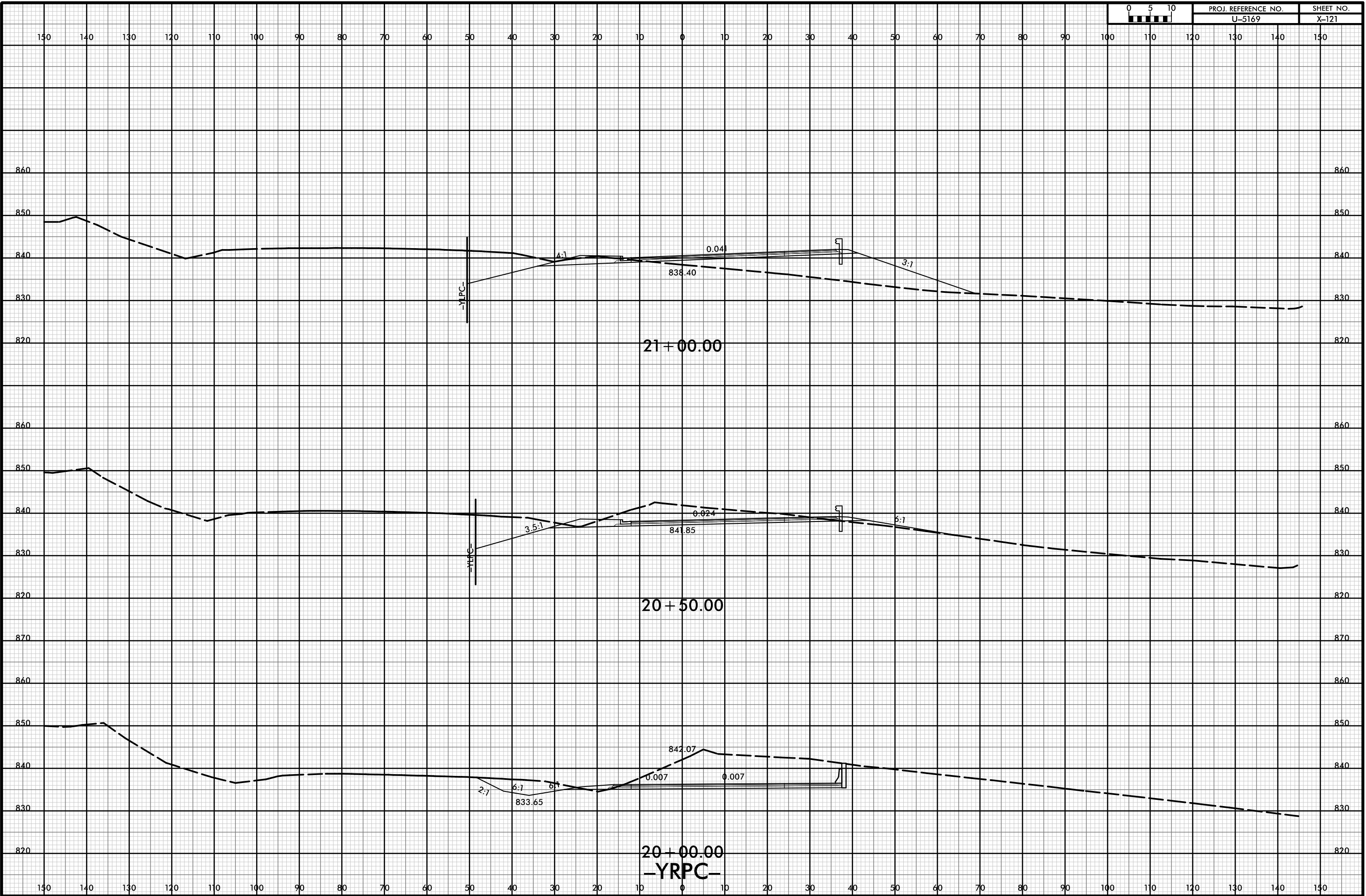
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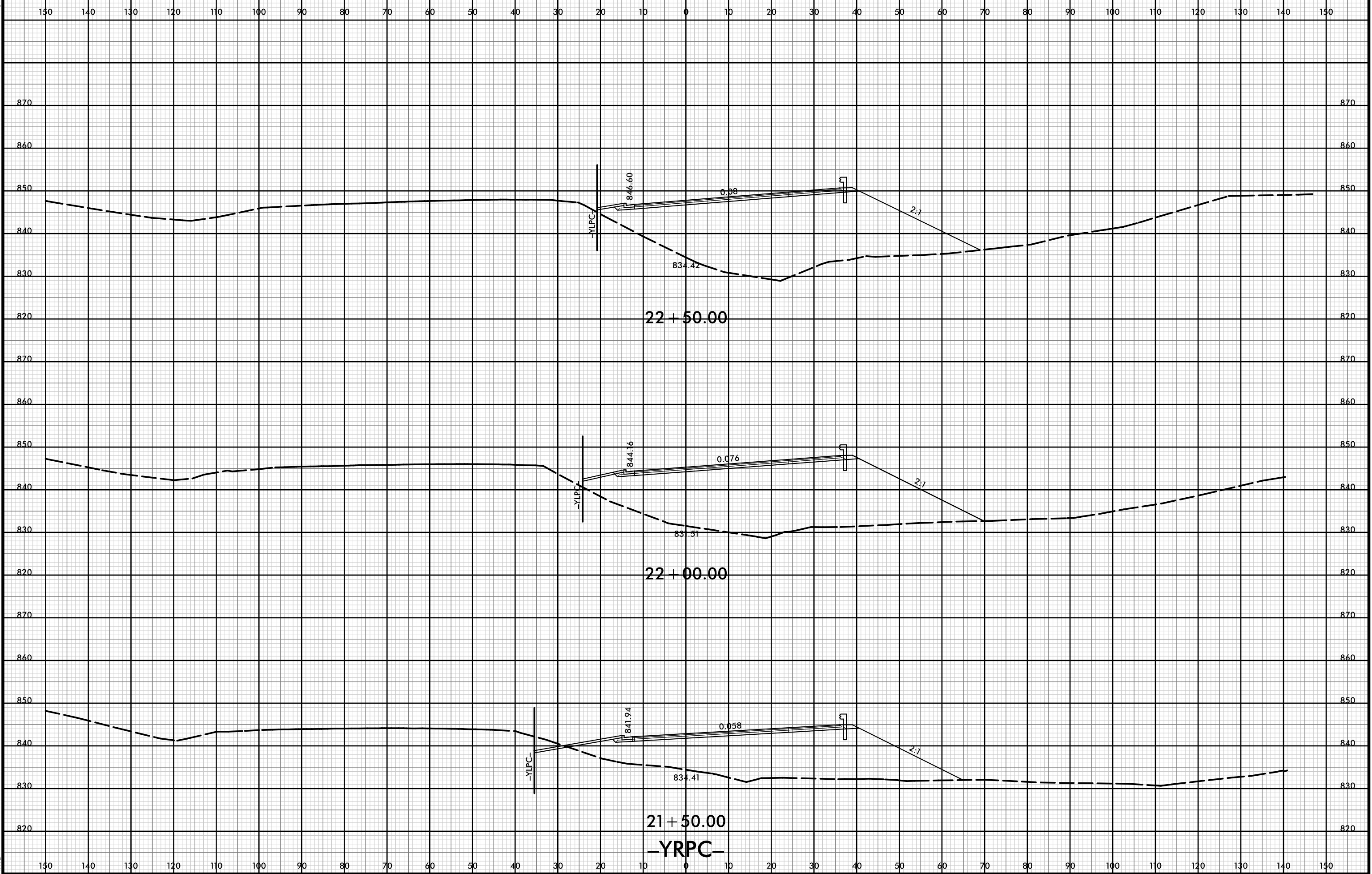


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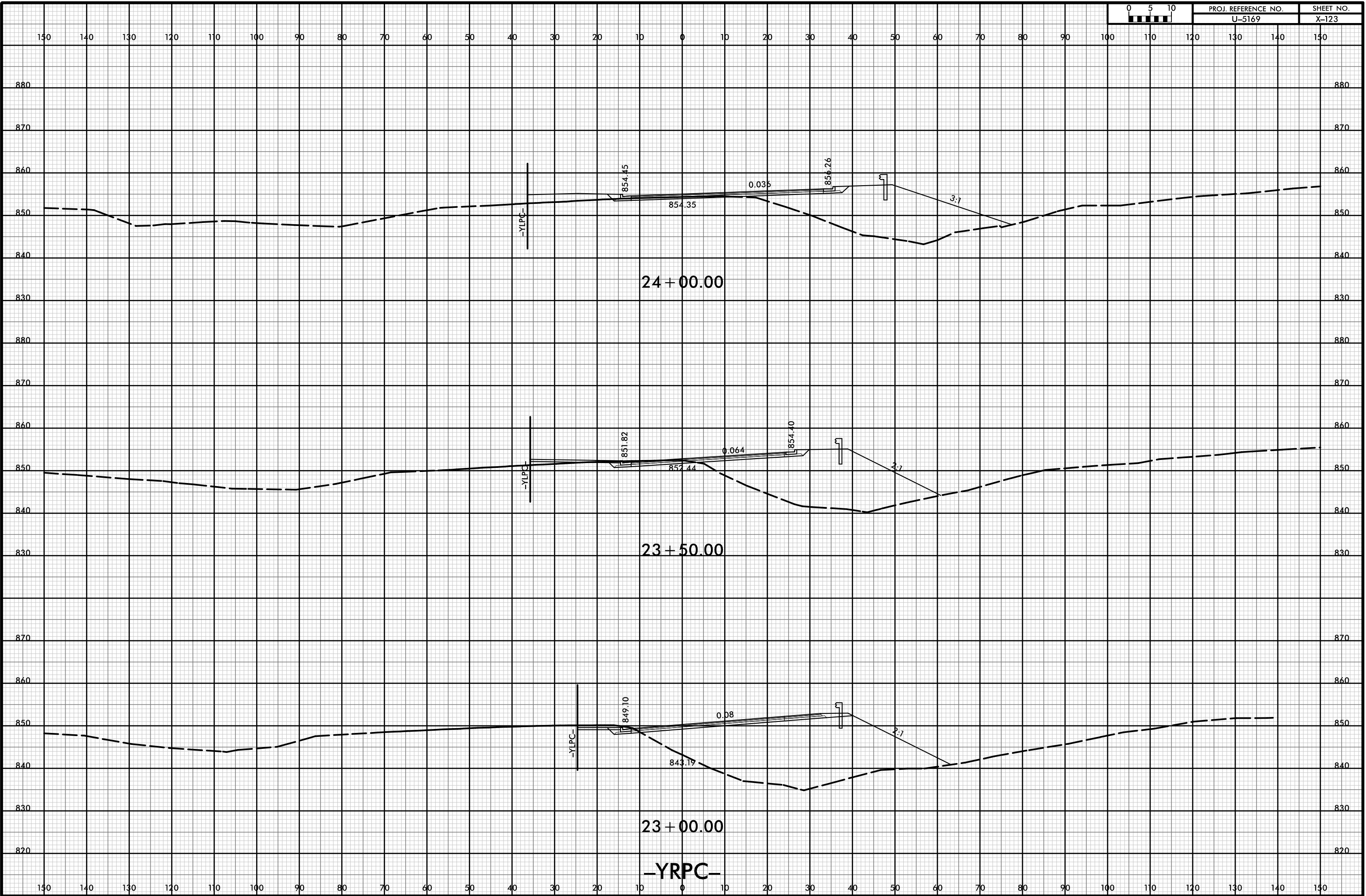




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PROJ. REFERENCE NO.	SHEET NO.
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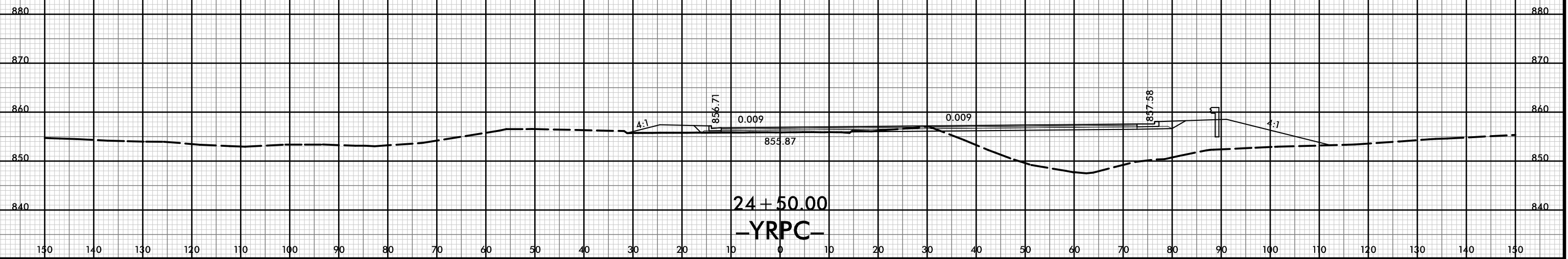
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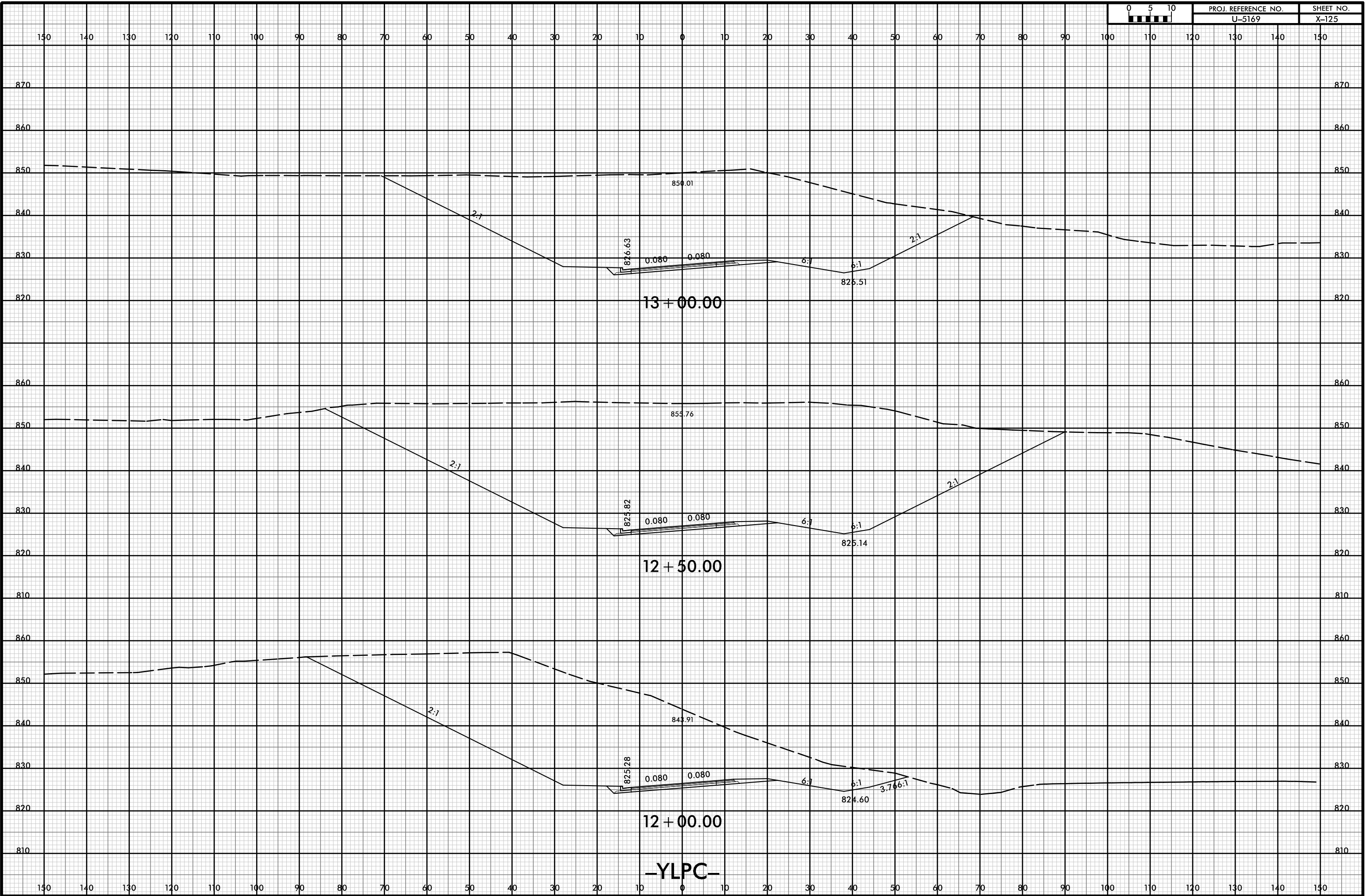


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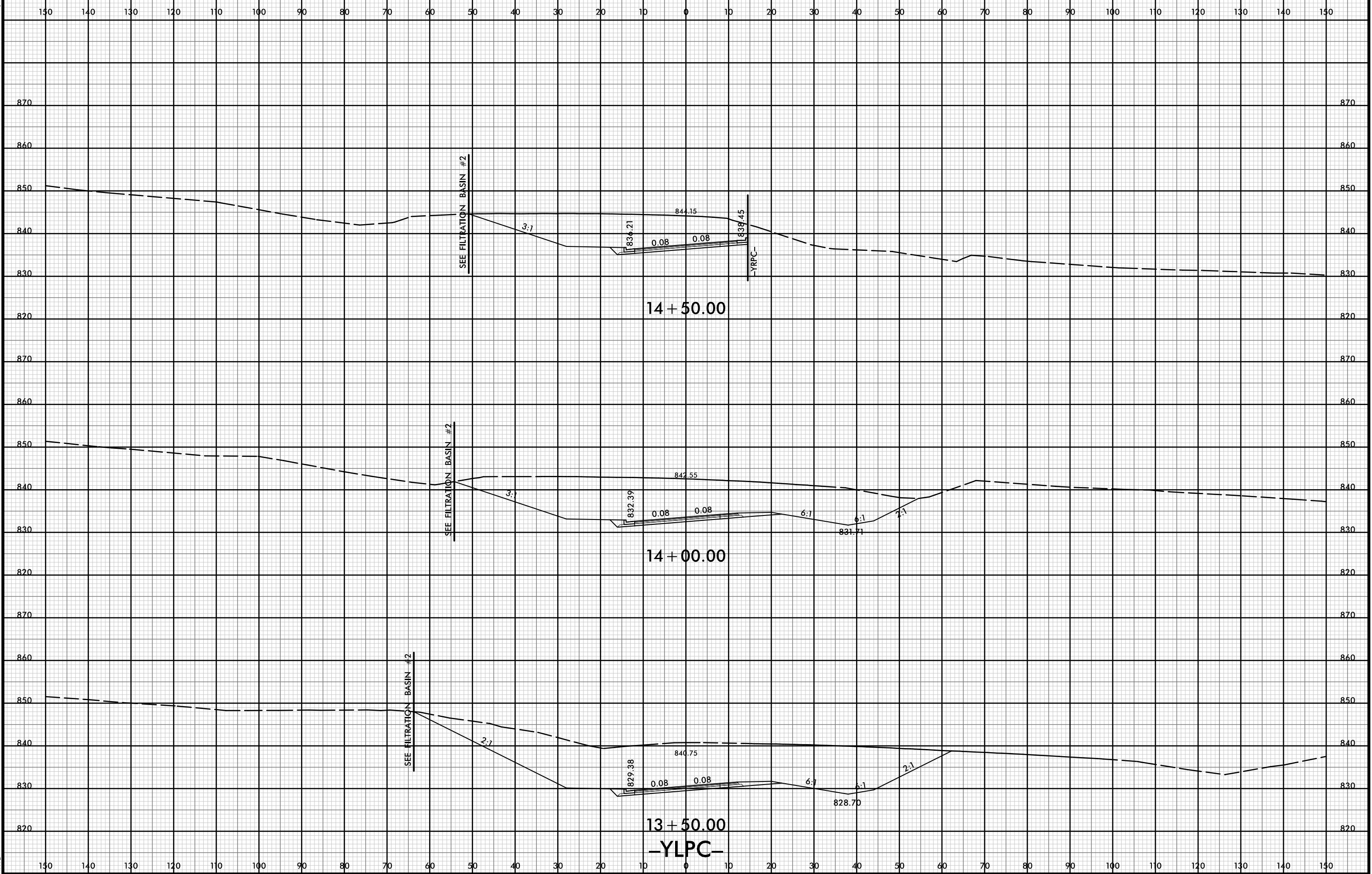
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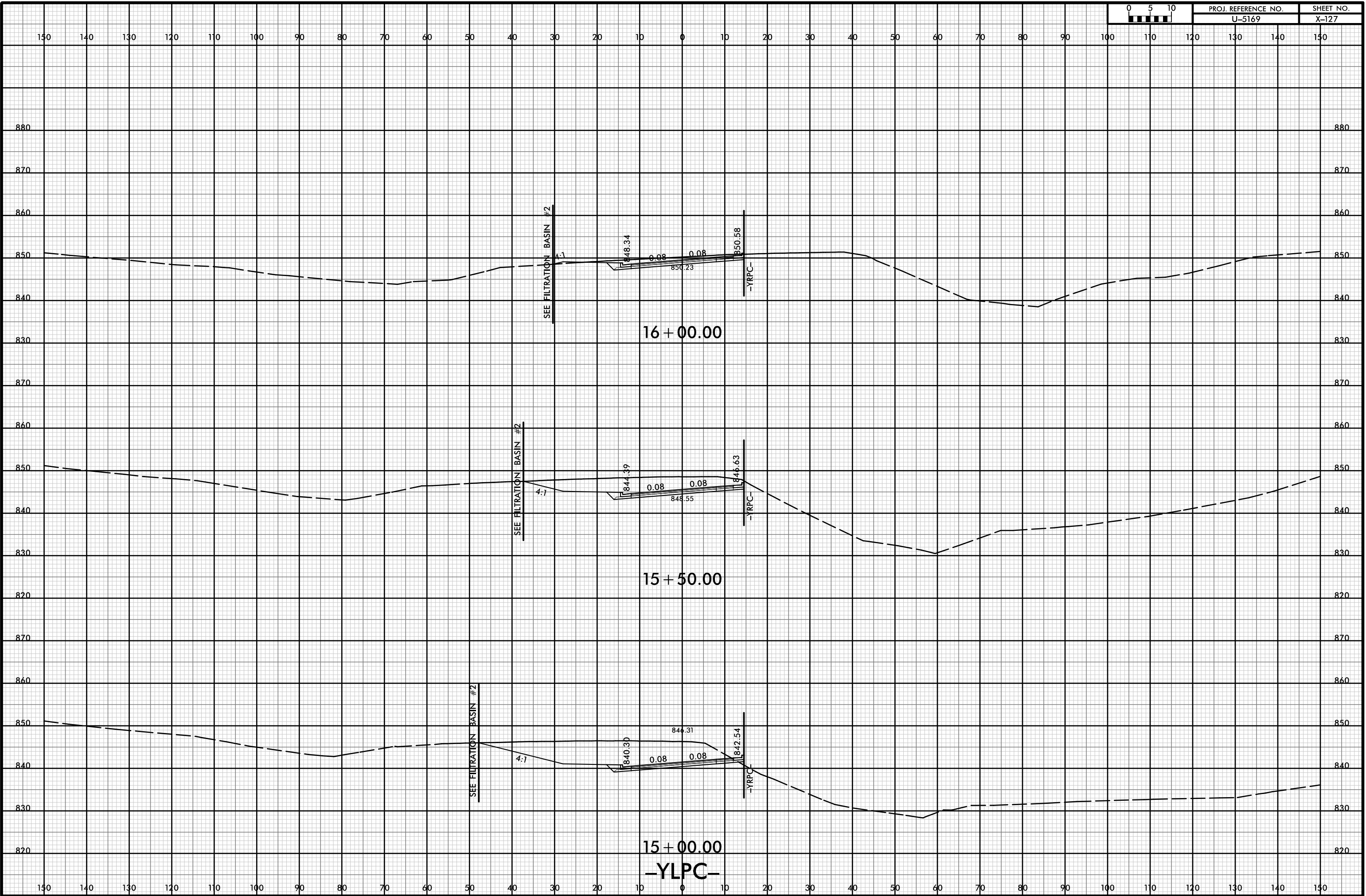


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-YLPC-

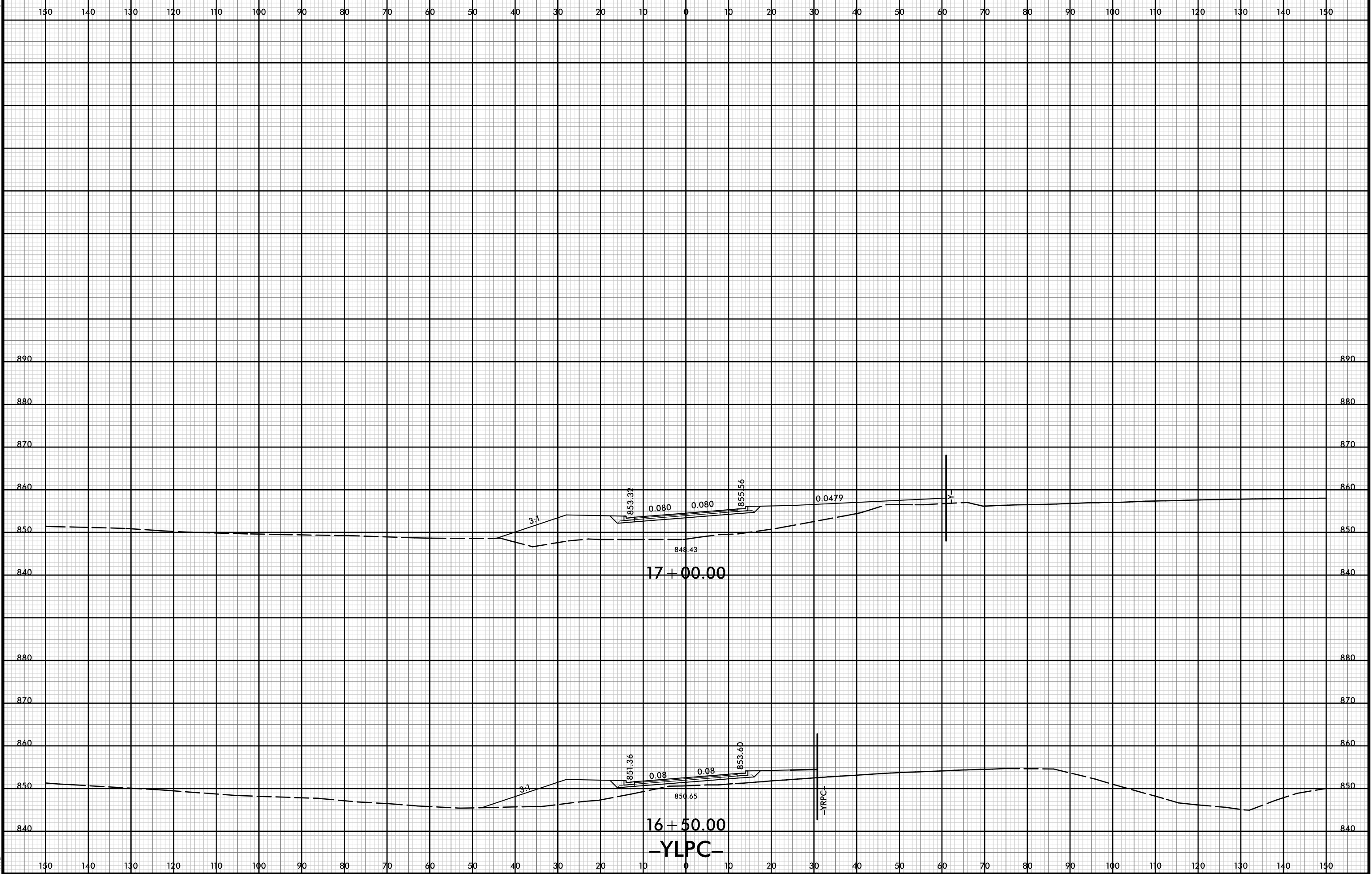




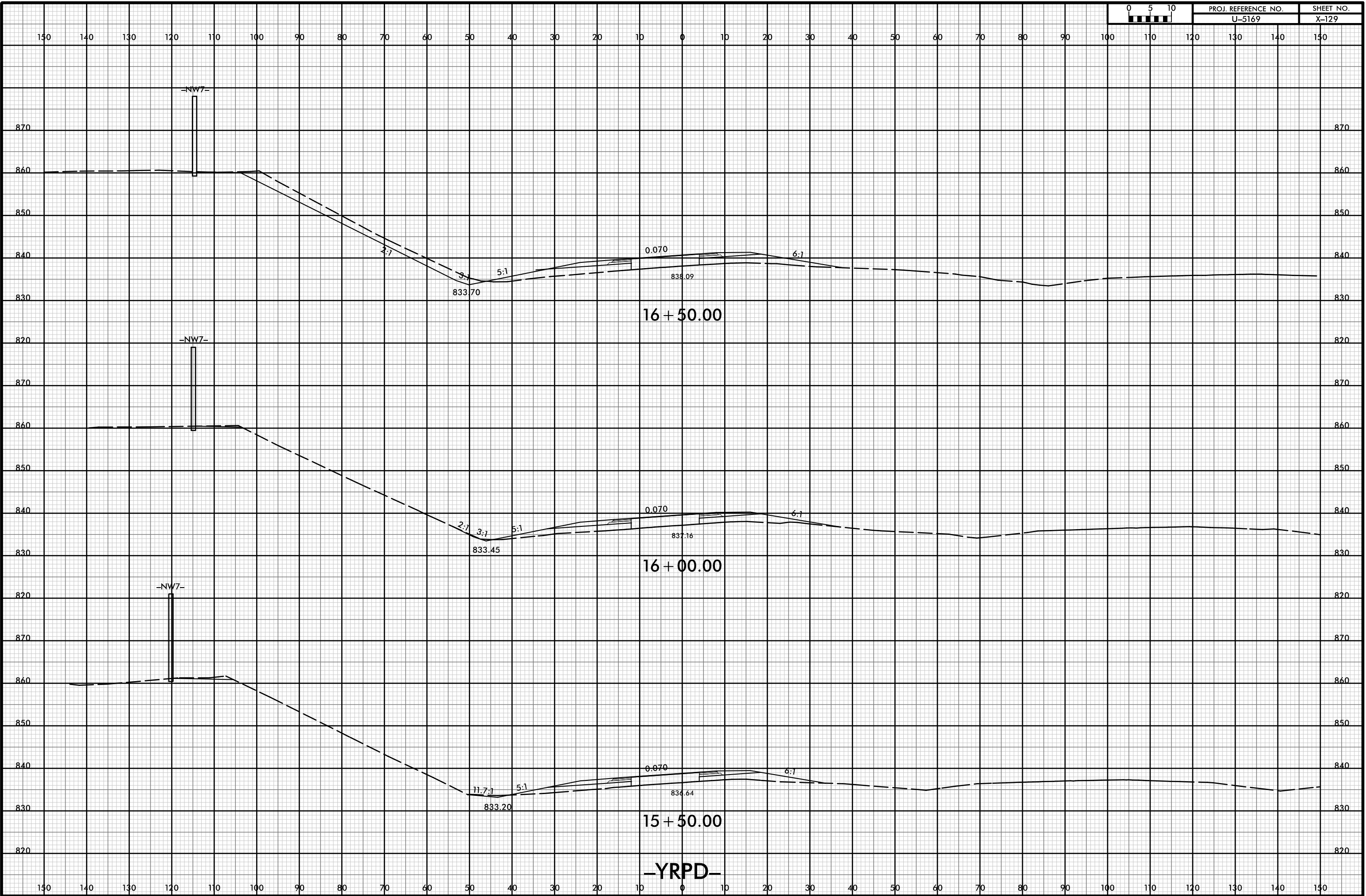
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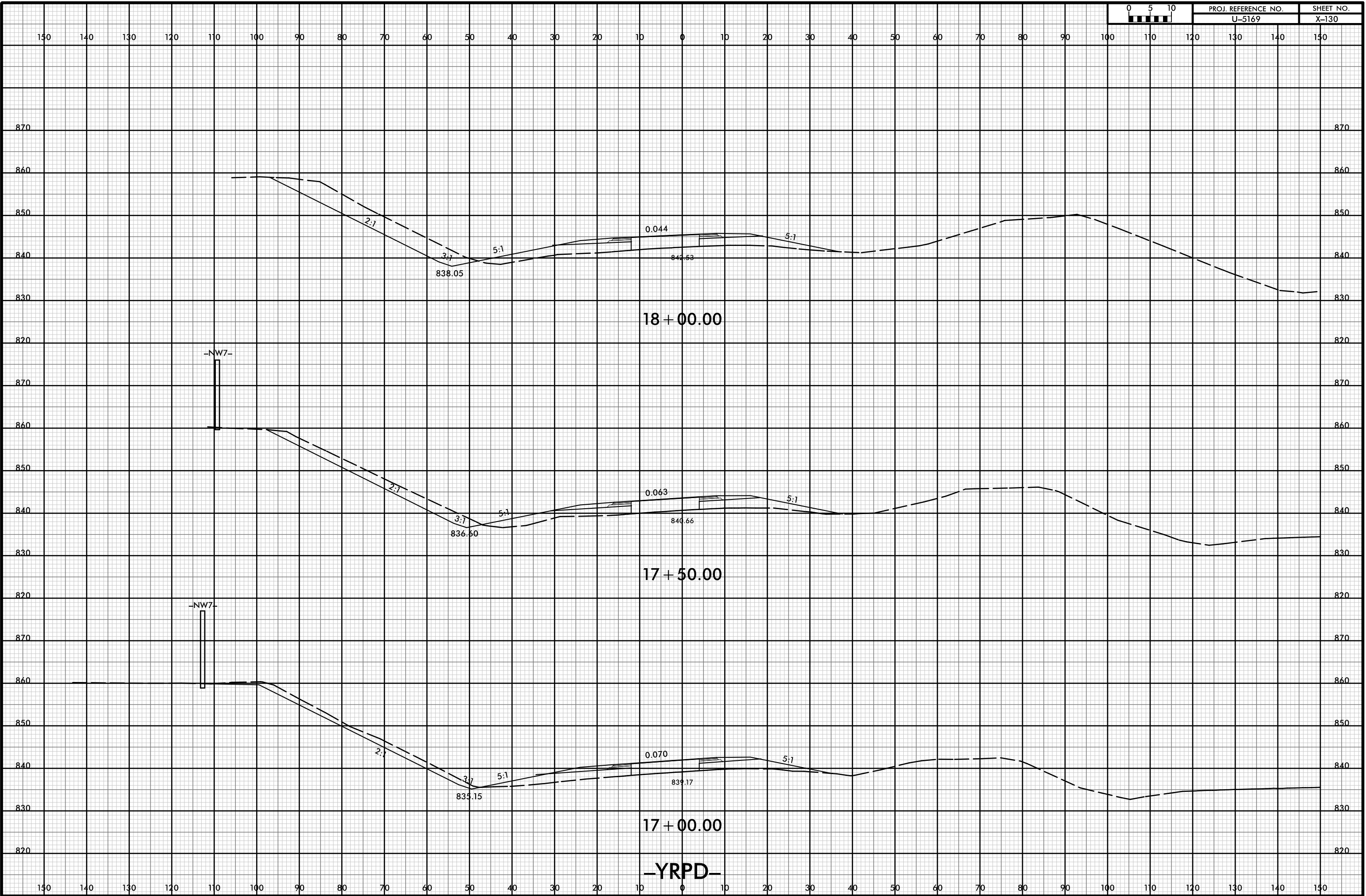


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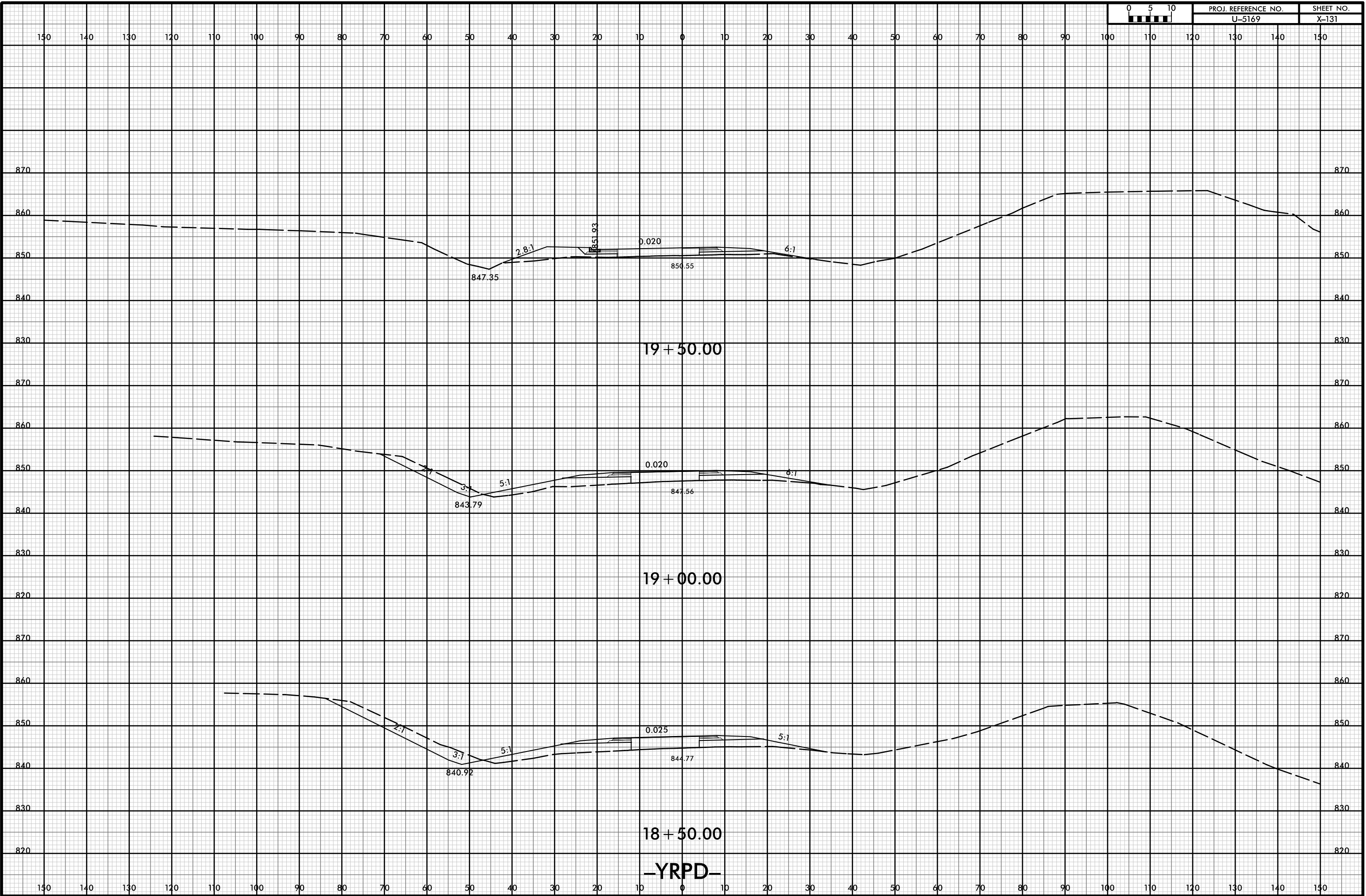


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-YRPD-



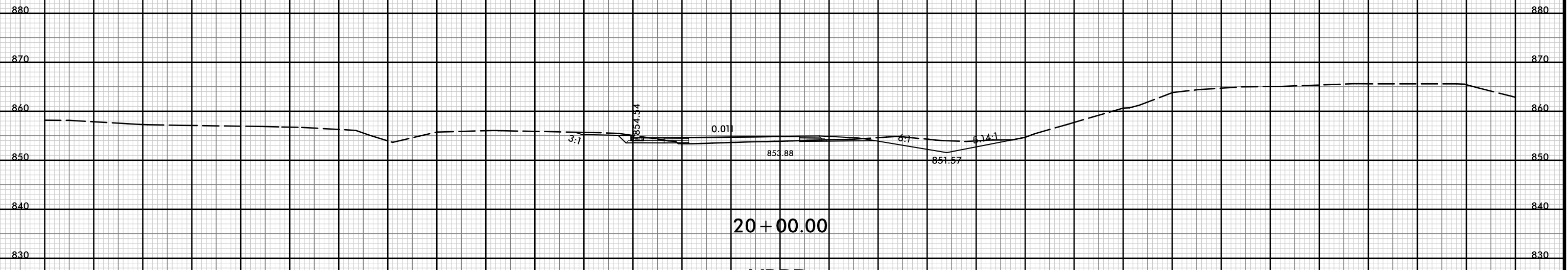
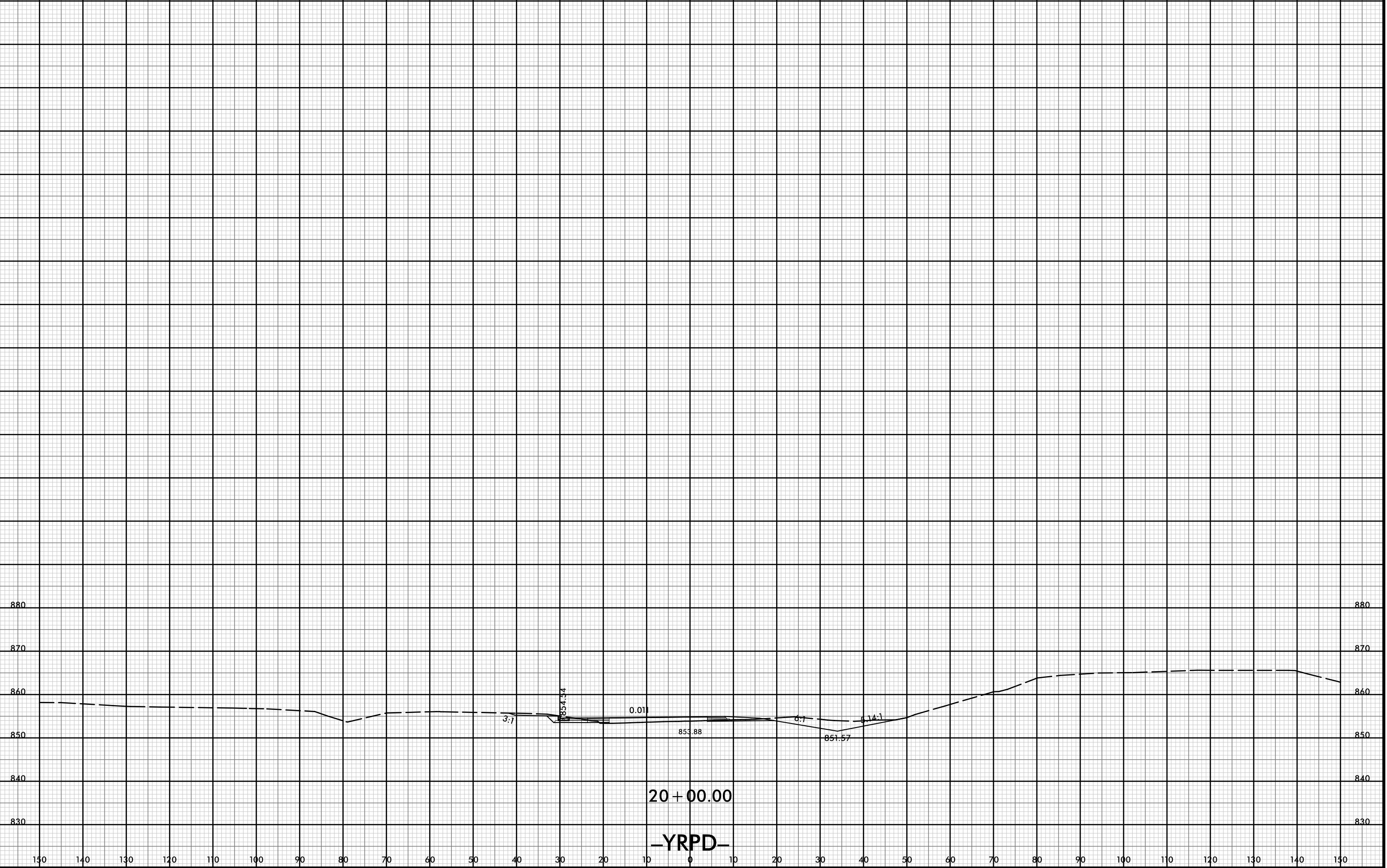
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PROJ. REFERENCE NO.
U-5169

SHEET NO.
X-132

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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