

CROSS SECTION INDEX

LINE	STATION RANGE	SHEETS
-L-	19+50.00 TO 93+32.00	X-1 THRU X-35
-Y-	20+50.00 TO 58+90.00	X-36 THRU X-57
-RPA-	17+00.00 TO 27+45.00	X-58 THRU X-62
-SPA-	26+50.00 TO 28+39.00	X-63 THRU X-64
-RPB-	29+48.50 TO 42+62.25	X-65 THRU X-72
-SPB-	41+40.00 TO 43+83.00	X-73 THRU X-74
-RPC-	15+29.00 TO 24+95.00	X-75 THRU X-81
-SPC-	24+34.00 TO 26+83.00	X-82 THRU X-84
-RPD-	14+99.00 TO 25+74.00	X-85 THRU X-91
-SPD-	24+55.00 TO 26+12.00	X-92 THRU X-94
-Y1-	10+50.00 TO 35+50.00	X-95 THRU X-104
-Y2-	10+00.00 TO 20+00.00	X-105 THRU X-109
-DR2A-	11+50.00 TO 17+50.00	X-110 THRU X-112
-DR2B-	10+50.00 TO 14+00.00	X-113 THRU X-114
-Y4-	10+50.00 TO 14+65.00	X-115 THRU X-116
-Y5-	10+00.00 TO 12+50.00	X-117 THRU X-118
-DR1-	10+00.00 TO 13+50.00	X-119 THRU X-120

Quantities are approximate only. The Resident Engineer will recross-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.

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
R-4707	X-1A

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut		
L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L MED	(cu. yd.)	(cu. yd.)	(cu. yd.)		
20+00.00	0	0	0	44+50.00	1280	1	0	69+00.00	49	16	0	22+50.00	48	12	0		
20+50.00	40	0	0	45+00.00	1445	1	0	69+50.00	60	0	0	23+00.00	50	15	0		
21+00.00	81	0	0	45+50.00	1583	1	0	70+00.00	61	0	0	23+50.00	50	16	0		
21+50.00	146	3	0	46+00.00	1720	3	0	70+50.00	58	0	0	24+00.00	53	17	0		
22+00.00	176	5	0	46+50.00	1903	4	0	71+00.00	44	0	0	24+50.00	56	19	0		
22+50.00	173	2	0	47+00.00	2122	3	0	71+50.00	32	0	0	25+00.00	53	22	0		
23+00.00	171	0	0	47+50.00	1165	1	0	72+00.00	30	0	0	25+50.00	51	25	0		
23+50.00	180	0	0	48+00.00	125	0	0	72+50.00	815	0	0	26+00.00	51	26	0		
24+00.00	158	0	0	48+50.00	192	0	0	73+00.00	1345	0	0	26+50.00	50	28	0		
24+50.00	125	0	0	49+00.00	342	0	0	73+50.00	991	0	0	27+00.00	55	30	0		
25+00.00	101	1	0	49+50.00	470	0	0	74+00.00	469	6	0	27+50.00	58	31	0		
25+50.00	116	1	0	50+00.00	456	6	0	74+50.00	40	55	0	28+00.00	58	31	0		
26+00.00	142	0	0	50+50.00	441	18	0	75+00.00	35	182	0	28+50.00	63	28	0		
26+50.00	127	0	0	51+00.00	571	17	0	75+50.00	33	307	0	29+00.00	58	32	0		
27+00.00	109	0	0	51+50.00	803	11	0	76+00.00	28	435	0	29+50.00	44	42	0		
27+50.00	113	0	0	52+00.00	1101	10	0	76+50.00	23	672	0	30+00.00	37	47	0		
28+00.00	106	0	0	52+50.00	1368	6	0	77+00.00	17	1069	0	30+50.00	33	42	0		
28+50.00	88	0	0	53+00.00	1439	1	0	77+50.00	14	1496	0	31+00.00	28	33	0		
29+00.00	71	0	0	53+50.00	1094	10	0	78+00.00	15	1669	0	31+50.00	13	16	0		
29+50.00	53	0	0	54+00.00	403	329	0	78+50.00	13	1478	0						
30+00.00	49	1	0	54+50.00	19	1419	0	79+00.00	9	1175	0	Station	Uncl. Exc.	Embt	UnderCut		
30+50.00	67	1	0	55+00.00	19	2311	115	79+50.00	7	1021	0	L MED	(cu. yd.)	(cu. yd.)	(cu. yd.)		
31+00.00	100	0	0	55+50.00	19	2463	309	80+00.00	9	806	0	32+00.00	28	9	0		
31+50.00	59	0	0	56+00.00	18	2590	288	80+50.00	11	474	0	32+50.00	49	9	0		
				56+50.00	13	2384	139	81+00.00	11	224	0	33+00.00	43	0	0		
Station	Uncl. Exc.	Embt	UnderCut	57+00.00	6	2000	78	81+50.00	13	79	0	33+50.00	46	0	0		
L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	57+50.00	2	1844	0	82+00.00	19	15	0	34+00.00	44	0	0		
32+00.00	31	1	0	58+00.00	0	1688	0	82+50.00	22	0	0	34+50.00	39	0	0		
32+50.00	38	80	0	58+50.00	0	1577	0	83+00.00	19	1	0	35+00.00	42	0	0		
33+00.00	12	338	0	59+00.00	0	1475	0	83+50.00	14	3	0	35+50.00	43	0	0		
33+50.00	11	690	17	59+50.00	0	1139	0	84+00.00	14	4	0	36+00.00	38	0	0		
34+00.00	12	868	30	60+00.00	0	496	0	84+50.00	14	4	0	36+50.00	32	0	0		
34+50.00	12	908	13	60+50.00	0	73	0	85+00.00	14	3	0	37+00.00	27	1	0		
35+00.00	10	1121	31	61+00.00	0	41	0	85+50.00	20	1	0	37+50.00	30	1	0		
35+50.00	10	1060	31	61+50.00	0	20	0	86+00.00	27	0	0	38+00.00	37	0	0		
36+00.00	11	628	0					86+50.00	27	0	0	38+50.00	36	0	0		
36+50.00	15	331	0	Station	Uncl. Exc.	Embt	UnderCut	87+00.00	27	0	0	39+00.00	29	0	0		
37+00.00	19	148	0	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	87+50.00	28	0	0	39+50.00	25	0	0		
37+50.00	18	135	0	62+00.00	2	15	0	88+00.00	28	0	0	40+00.00	22	17	0		
38+00.00	14	101	276	62+50.00	4	33	0	88+50.00	31	1	0	40+50.00	19	34	0		
38+50.00	15	312	276	63+00.00	12	33	0	89+00.00	33	2	0	41+00.00	17	41	0		
39+00.00	21	528	0	63+50.00	44	18	0	89+50.00	32	1	0	41+50.00	17	40	0		
39+50.00	22	336	0	64+00.00	91	46	0	90+00.00	35	1	0	42+00.00	19	31	0		
40+00.00	19	206	0	64+50.00	131	87	0	90+25.00	10	0	0	42+50.00	21	18	0		
40+50.00	27	121	0	65+00.00	197	88	0					43+00.00	24	6	0		
41+00.00	44	66	0	65+50.00	301	90	0	Station	Uncl. Exc.	Embt	UnderCut	43+50.00	26	15	0		
41+50.00	68	49	0	66+00.00	291	94	0	L MED	(cu. yd.)	(cu. yd.)	(cu. yd.)	44+00.00	25	31	0		
42+00.00	240	19	0	66+50.00	190	113	0	20+00.00	0	0	0	44+50.00	24	36	0		
42+50.00	567	0	0	67+00.00	122	119	0	20+50.00	22	0	0	45+00.00	25	31	0		
43+00.00	830	0	0	67+50.00	76	90	0	21+00.00	22	0	0	45+50.00	25	28	0		
43+50.00	976	0	0	68+00.00	48	61	0	21+50.00	37	1	0	46+00.00	24	29	0		
44+00.00	1096	0	0	68+50.00	35	43	0	22+00.00	50	6	0	46+50.00	24	29	0		

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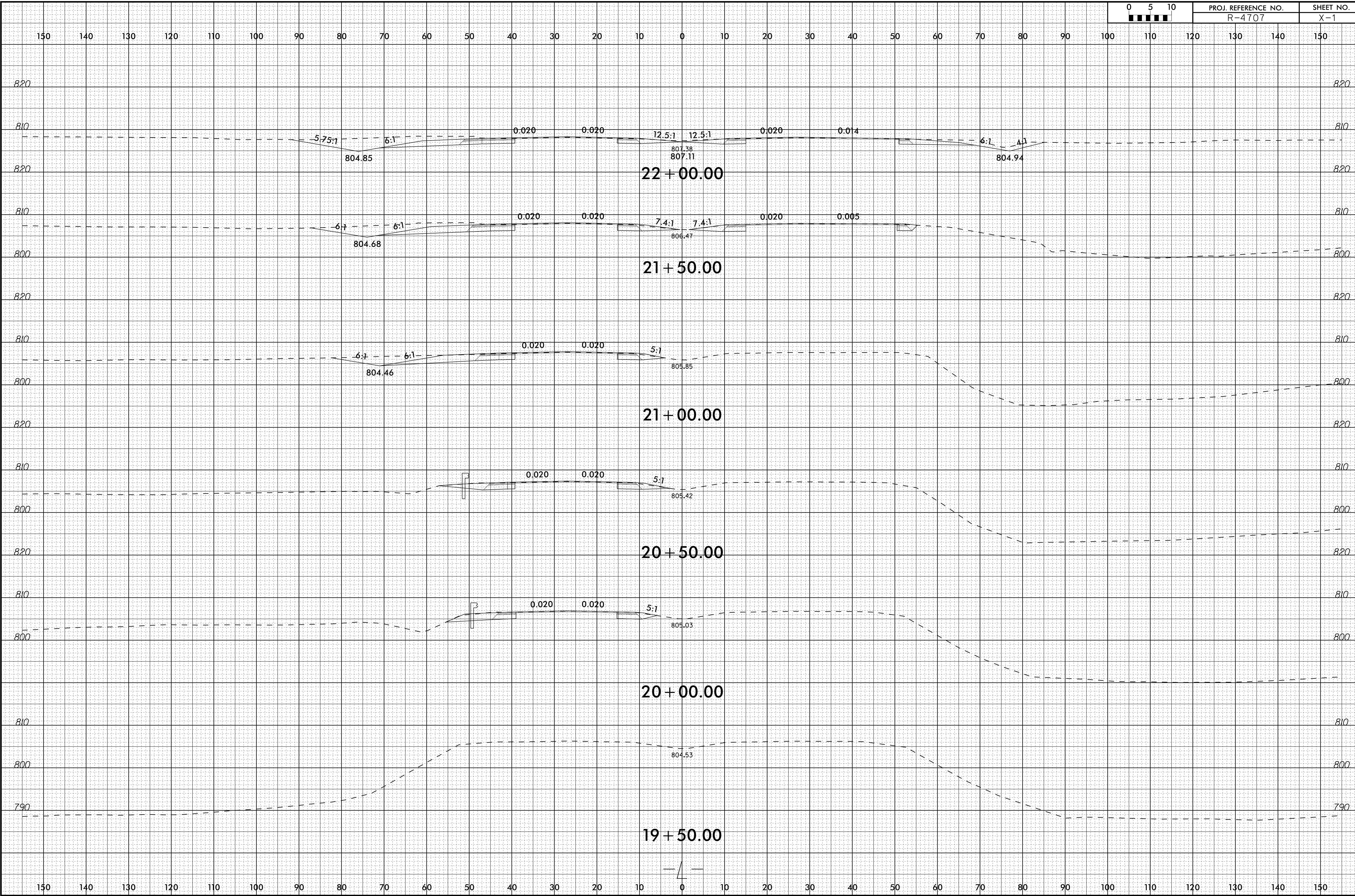
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

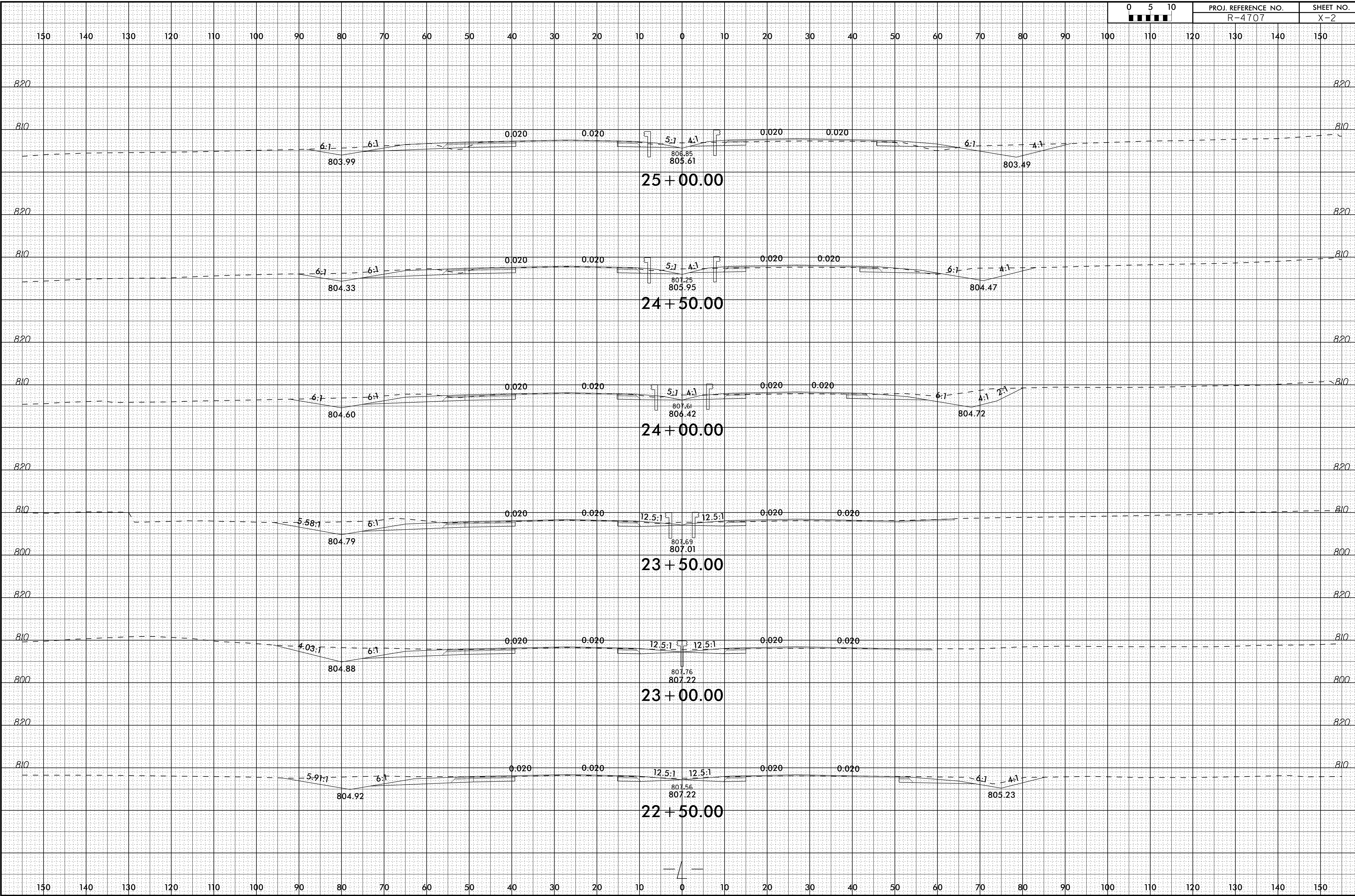
PROJ. REFERENCE NO.	SHEET NO.
R-4707	X-1B

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

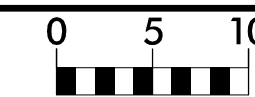
CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut
L MED	(cu. yd.)	(cu. yd.)	(cu. yd.)	L MED	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
47+00.00	23	28	0	71+50.00	88	0	0	25+00.00	87	6	0	49+50.00	161	28	0
47+50.00	21	20	0	72+00.00	70	0	0	25+50.00	94	11	0	50+00.00	179	33	0
48+00.00	20	11	0	72+50.00	61	0	0	26+00.00	107	13	0	50+50.00	147	29	0
48+50.00	20	16	0	73+00.00	62	0	0	26+50.00	131	9	0	51+00.00	38	18	0
49+00.00	20	14	0	73+50.00	56	0	0	27+00.00	140	6	0	51+50.00	39	19	0
49+50.00	19	7	0	74+00.00	47	0	0	27+50.00	92	31	0	52+00.00	51	17	0
50+00.00	18	9	0	74+50.00	38	0	0	28+00.00	26	43	0	52+50.00	111	12	0
50+50.00	17	10	0	75+00.00	39	0	0	28+50.00	35	45	0	53+00.00	189	6	0
51+00.00	18	10	0	75+50.00	37	3	0	29+00.00	81	32	0	53+50.00	171	13	0
51+50.00	19	7	0	76+00.00	33	4	0	29+50.00	93	1	0	54+00.00	86	204	0
52+00.00	20	4	0	76+50.00	40	2	0	30+00.00	104	18	0	54+50.00	35	569	0
52+50.00	24	2	0	77+00.00	50	1	0	30+50.00	106	41	0	55+00.00	21	778	0
53+00.00	27	2	0	77+50.00	54	0	0	31+00.00	99	59	0	55+50.00	14	773	0
53+50.00	31	1	0	78+00.00	48	0	0	31+50.00	49	36	0	56+00.00	6	685	0
54+00.00	35	0	0	78+50.00	44	0	0					56+50.00	1	631	0
54+50.00	33	1	0	79+00.00	35	1	0	Station	Uncl. Exc.	Embt	UnderCut	57+00.00	0	594	0
55+00.00	28	2	0	79+50.00	20	4	0	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	57+50.00	0	567	0
55+50.00	20	6	0	80+00.00	19	3	0					58+00.00	0	532	0
56+00.00	12	15	0	80+50.00	27	1	0	32+00.00	0	13	0	58+50.00	0	416	0
56+50.00	6	28	0	81+00.00	28	2	0	32+50.00	25	13	0	59+00.00	0	494	0
57+00.00	1	47	0	81+50.00	26	2	0	33+00.00	32	31	0	59+50.00	0	651	0
57+50.00	0	65	0	82+00.00	24	17	0	33+50.00	23	56	0	60+00.00	0	394	0
58+00.00	0	76	0	82+50.00	22	32	0	34+00.00	31	53	0	60+50.00	0	90	0
58+50.00	0	88	0	83+00.00	19	35	0	34+50.00	32	66	0	61+00.00	0	50	0
59+00.00	0	94	0	83+50.00	19	35	0	35+00.00	31	82	0	61+50.00	0	22	0
59+50.00	0	100	0	84+00.00	21	32	0	35+50.00	30	86	0				
60+00.00	0	113	0	84+50.00	23	31	0	36+00.00	30	83	0	Station	Uncl. Exc.	Embt	UnderCut
60+50.00	0	84	0	85+00.00	24	32	0	36+50.00	29	68	0	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
61+00.00	0	46	0	85+50.00	25	31	0	37+00.00	28	39	0	62+00.00	0	9	0
61+50.00	0	22	0	86+00.00	30	26	0	37+50.00	26	29	0	62+50.00	2	16	0
				86+50.00	33	19	0	38+00.00	25	36	0	63+00.00	51	30	0
Station	Uncl. Exc.	Embt	UnderCut	87+00.00	35	16	0	38+50.00	21	35	0	63+50.00	55	106	0
L MED	(cu. yd.)	(cu. yd.)	(cu. yd.)	87+50.00	39	13	0	39+00.00	18	28	0	64+00.00	13	191	0
62+00.00	0	40	0	88+00.00	44	13	0	39+50.00	20	21	0	64+50.00	16	217	0
62+50.00	0	71	0	88+50.00	50	11	0	40+00.00	49	16	0	65+00.00	16	228	0
63+00.00	1	55	0	89+00.00	56	6	0	40+50.00	52	9	0	65+50.00	17	230	0
63+50.00	4	38	0	89+50.00	55	4	0	41+00.00	31	3	0	66+00.00	21	185	0
64+00.00	9	18	0	90+00.00	55	3	0	41+50.00	110	16	0	66+50.00	27	75	0
64+50.00	15	4	0	90+25.00	14	0	0	42+00.00	129	32	0	67+00.00	26	3	0
65+00.00	17	3	0					42+50.00	51	29	0	67+50.00	23	2	0
65+50.00	19	4	0	Station	Uncl. Exc.	Embt	UnderCut	43+00.00	37	22	0	68+00.00	156	2	0
66+00.00	25	3	0	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	43+50.00	47	19	0	68+50.00	253	2	0
66+50.00	26	1	0	20+00.00	0	0	0	44+00.00	59	17	0	69+00.00	210	3	0
67+00.00	23	1	0	20+50.00	62	1	0	44+50.00	65	18	0	69+50.00	189	3	0
67+50.00	20	3	0	21+00.00	104	4	0	45+00.00	60	24	0	70+00.00	139	2	0
68+00.00	19	3	0	21+50.00	79	4	0	45+50.00	89	32	0	70+50.00	88	2	0
68+50.00	27	1	0	22+00.00	37	2	0	46+00.00	131	32	0	71+00.00	106	0	0
69+00.00	40	0	0	22+50.00	69	2	0	46+50.00	165	21	0	71+50.00	120	1	0
69+50.00	55	0	0	23+00.00	37	2	0	47+00.00	203	12	0	72+00.00	101	1	0
70+00.00	69	0	0	23+50.00	1	3	0	47+50.00	223	11	0	72+50.00	1025	0	0
70+50.00	83	0	0	24+00.00	69	2	0	48+00.00	254	13	0	73+00.00	1895	0	0
71+00.00	94	0	0	24+50.00	112	1	0	48+50.00	269	19	0	73+50.00	1581	0	0
								49+00.00	238	28	0				





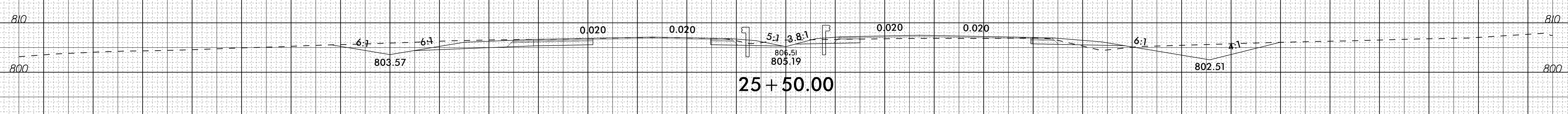
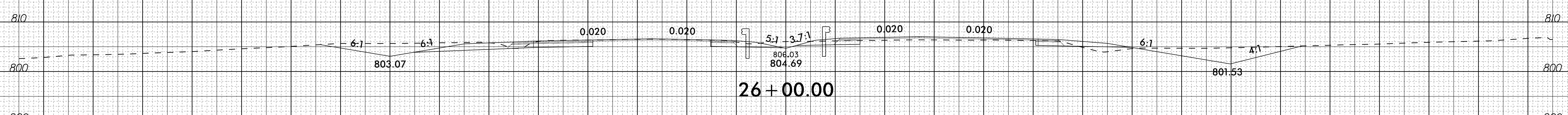
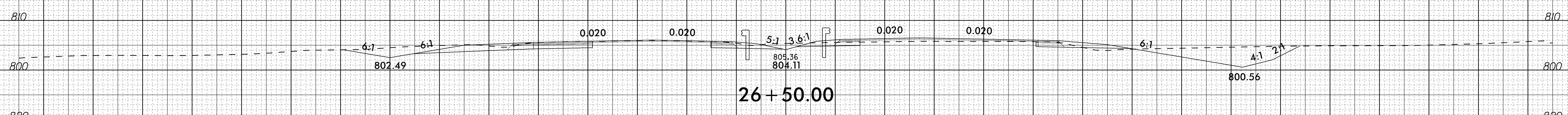
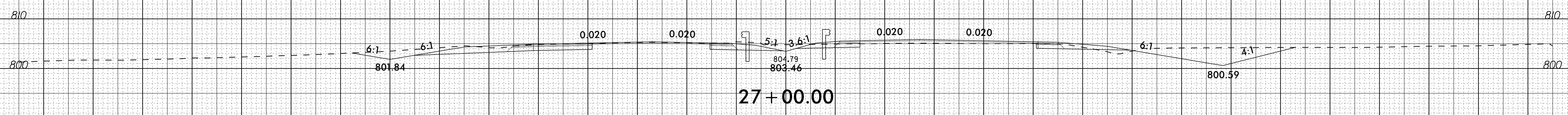
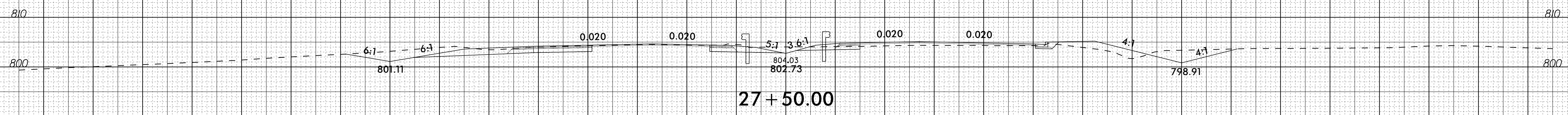
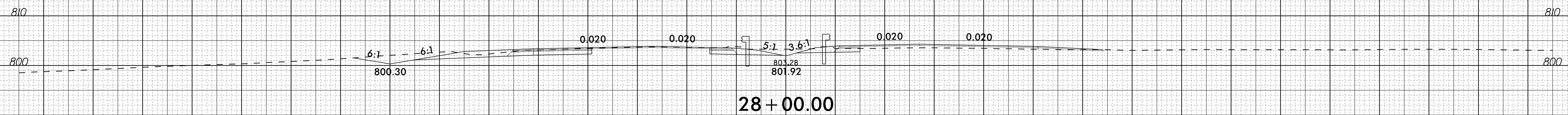
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-3

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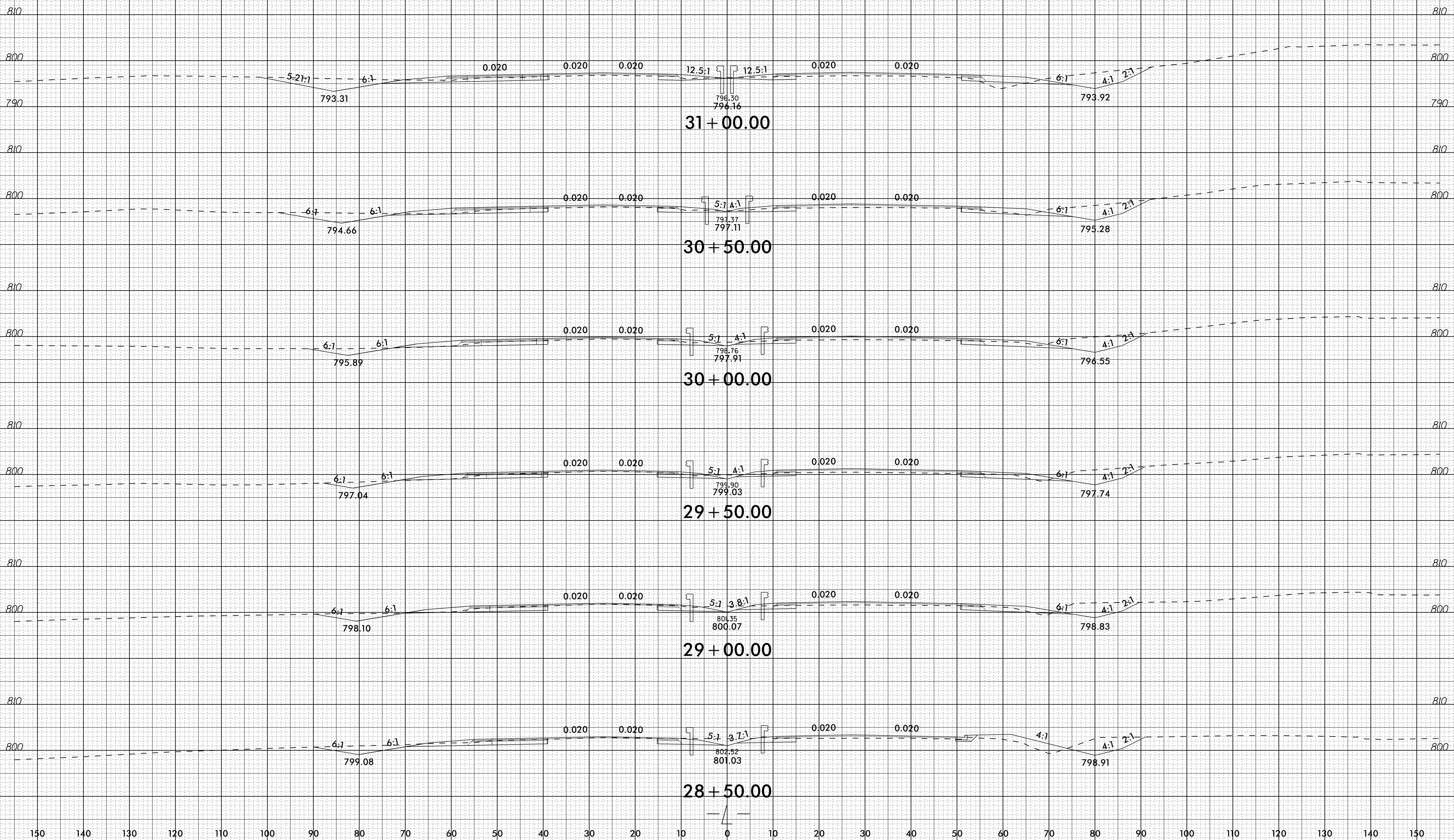
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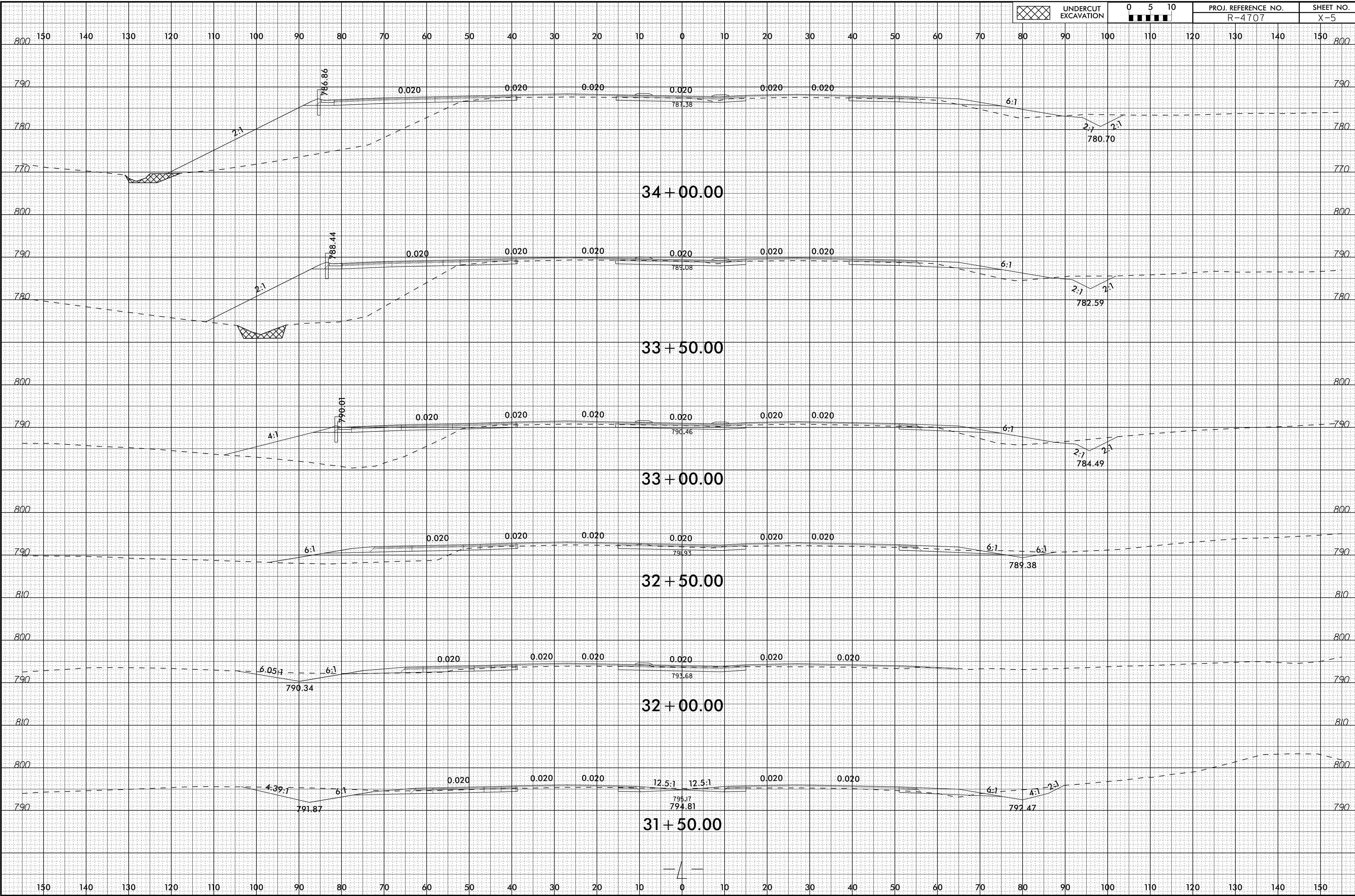
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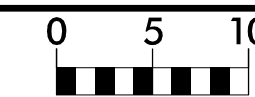
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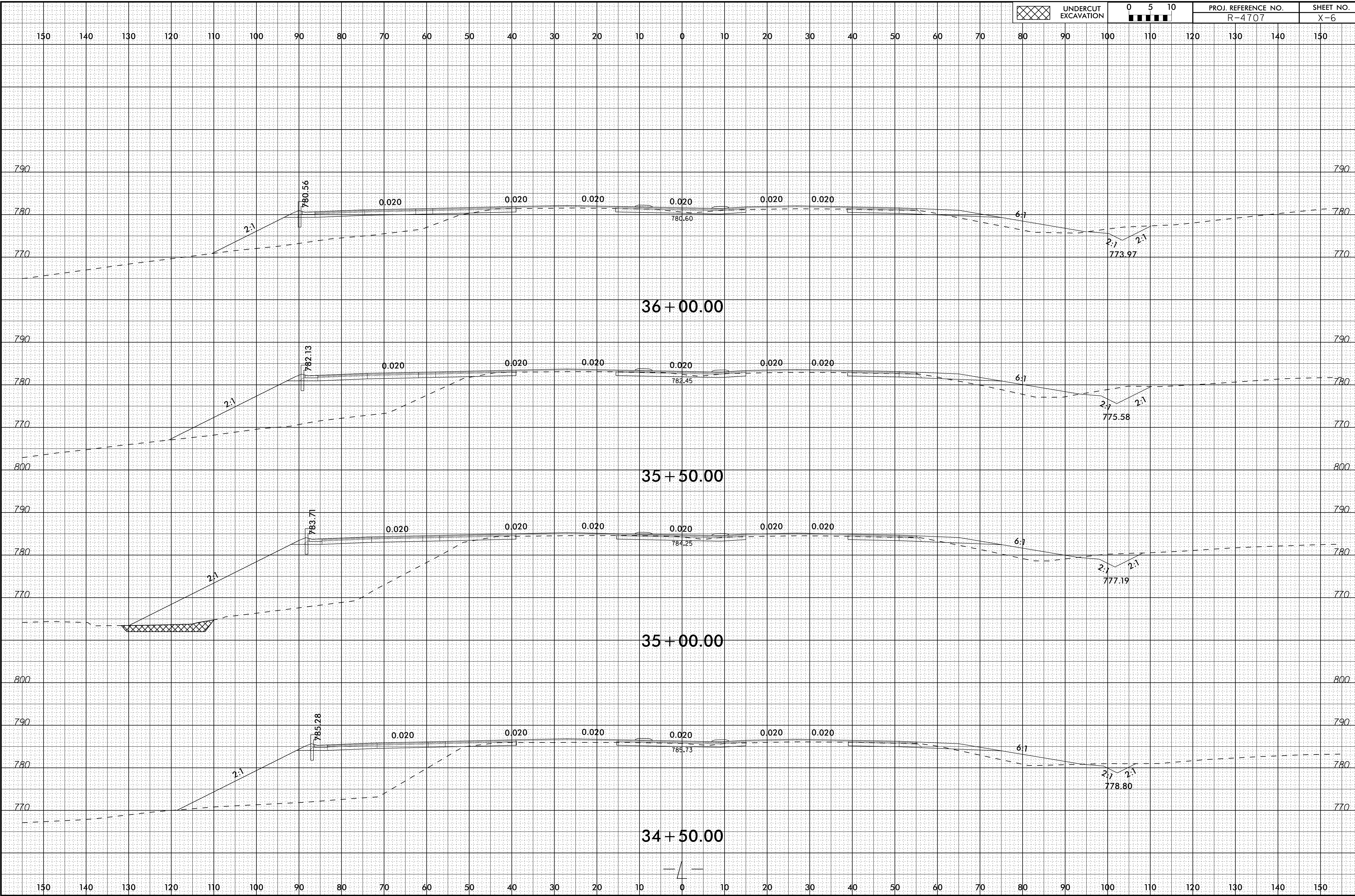
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UNDERCUT EXCAVATION



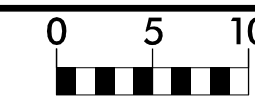
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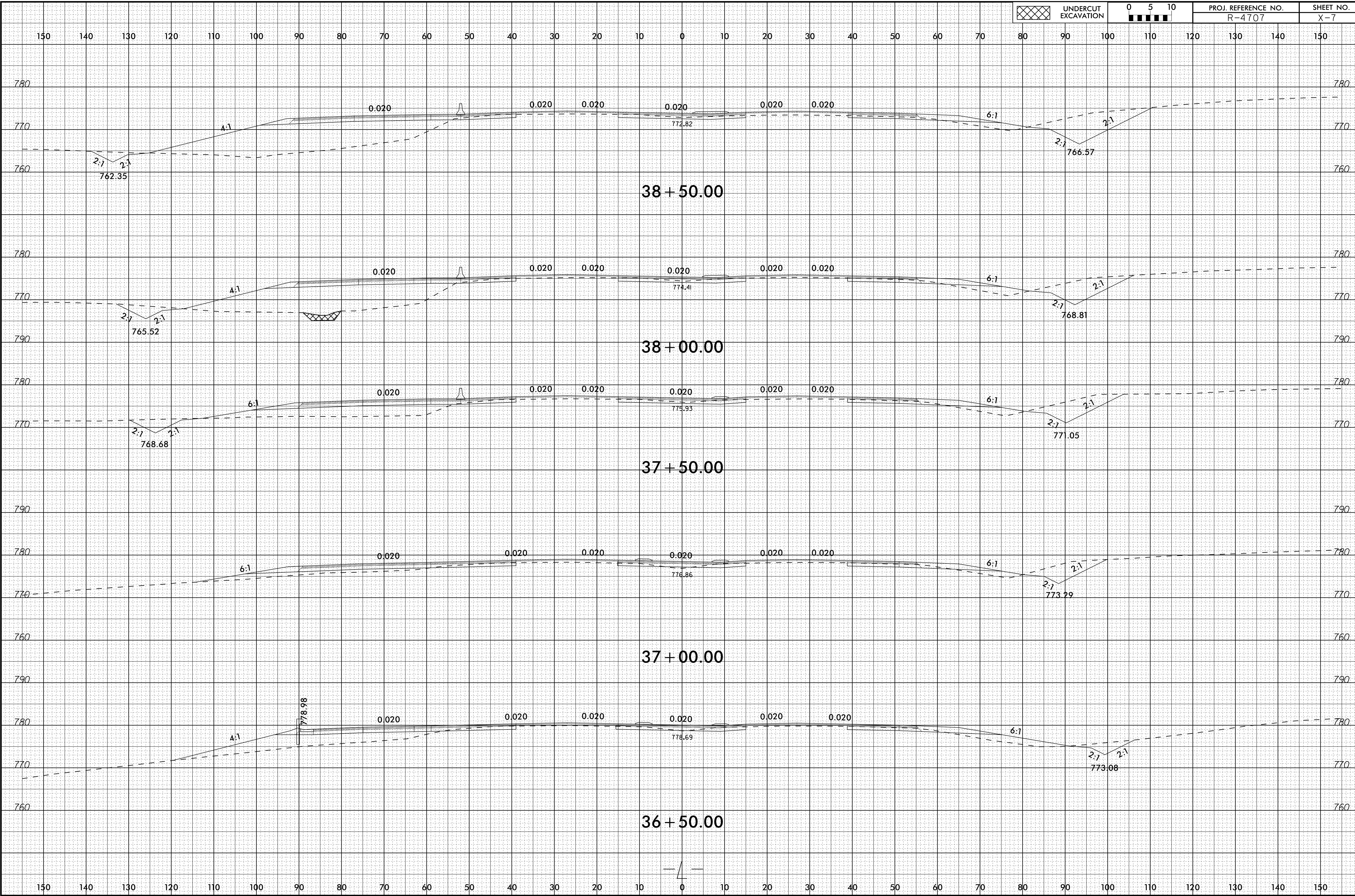
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6/23/16



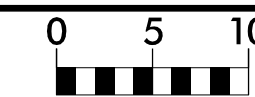
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R-4707

SHEET NO.
X-7



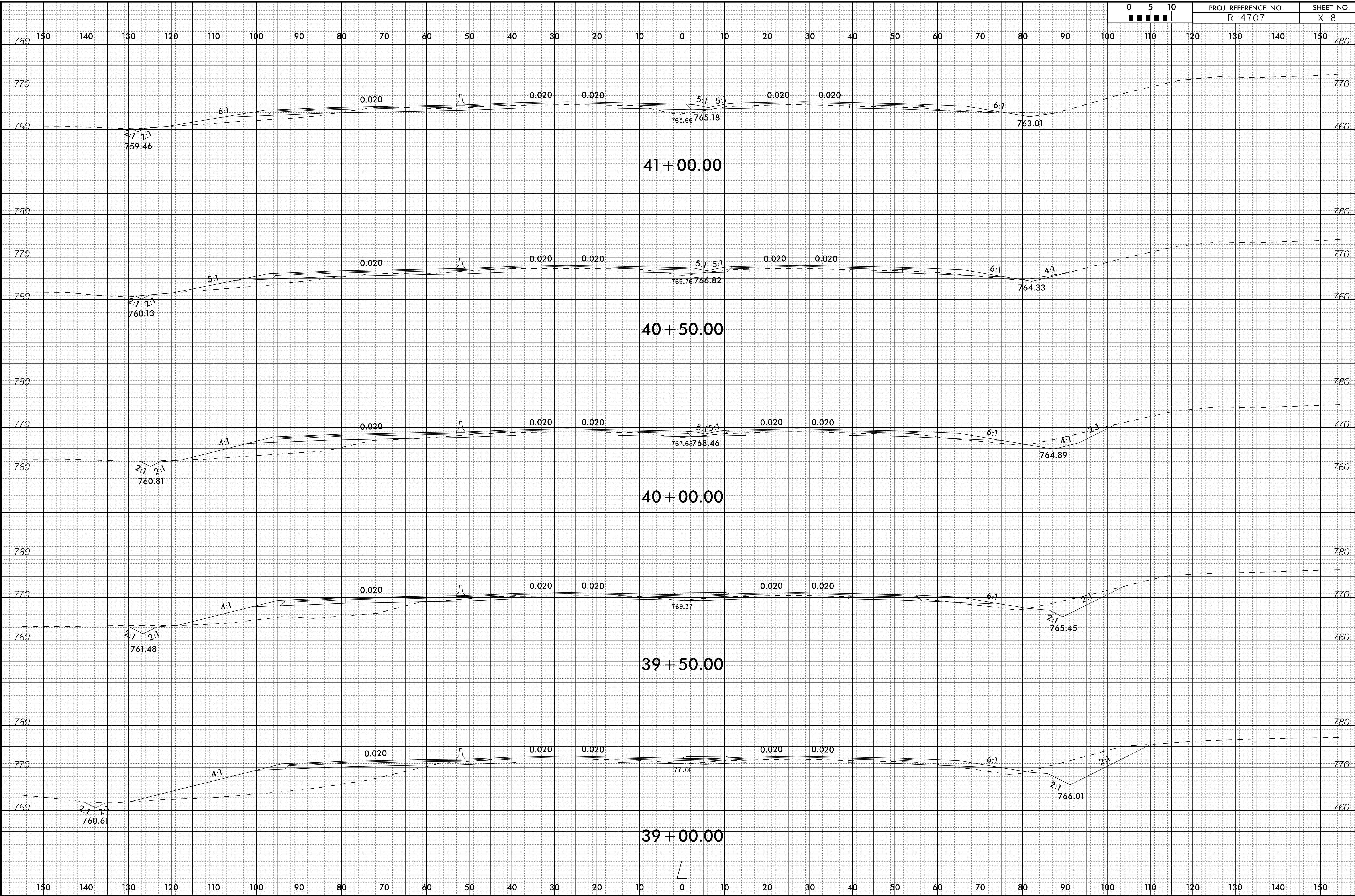
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1/24/16

6/23/16



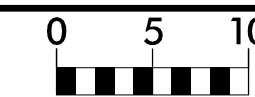
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SHEET NO.
X-8



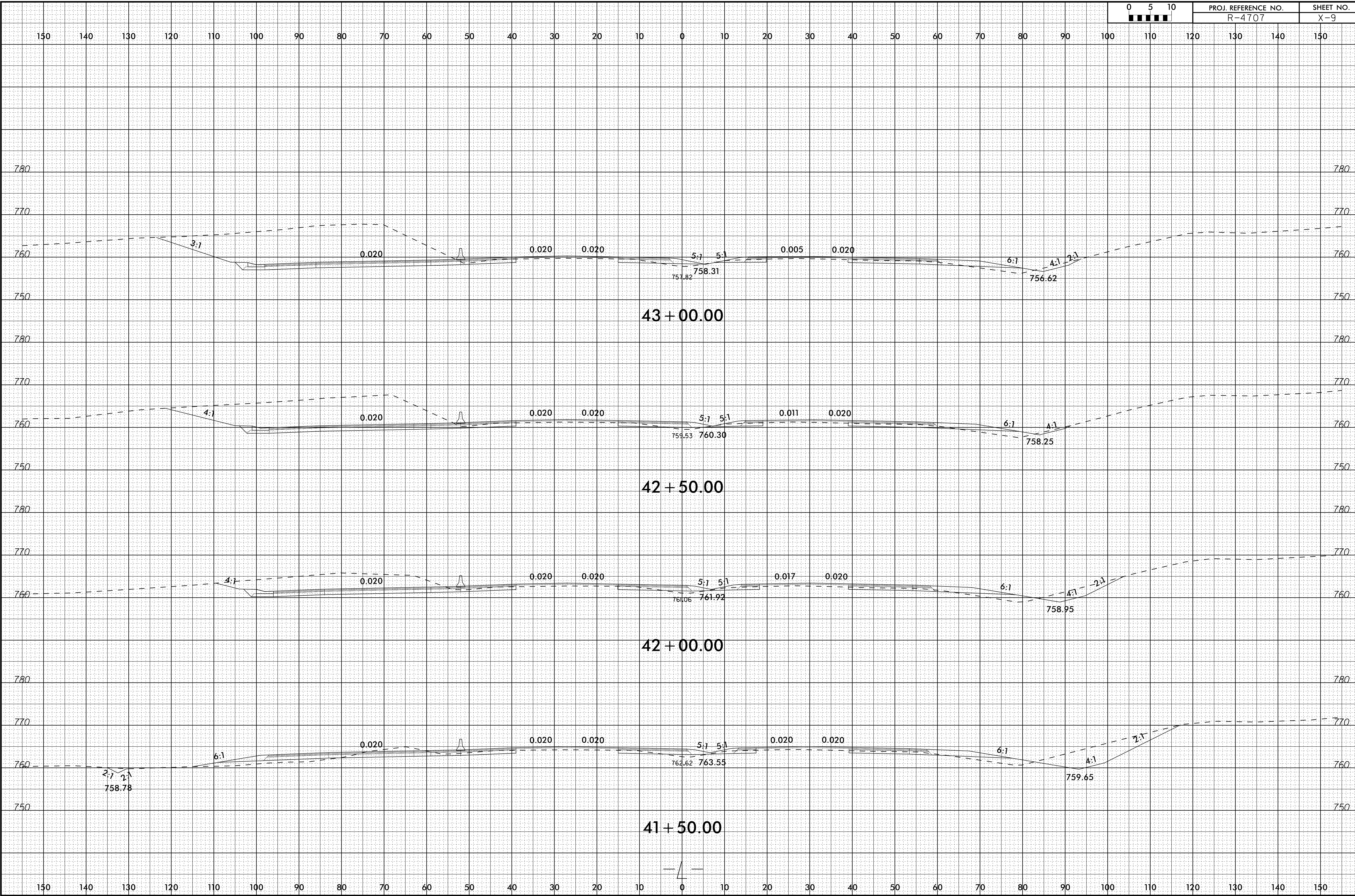
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6/23/16



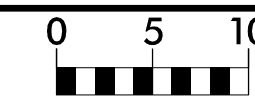
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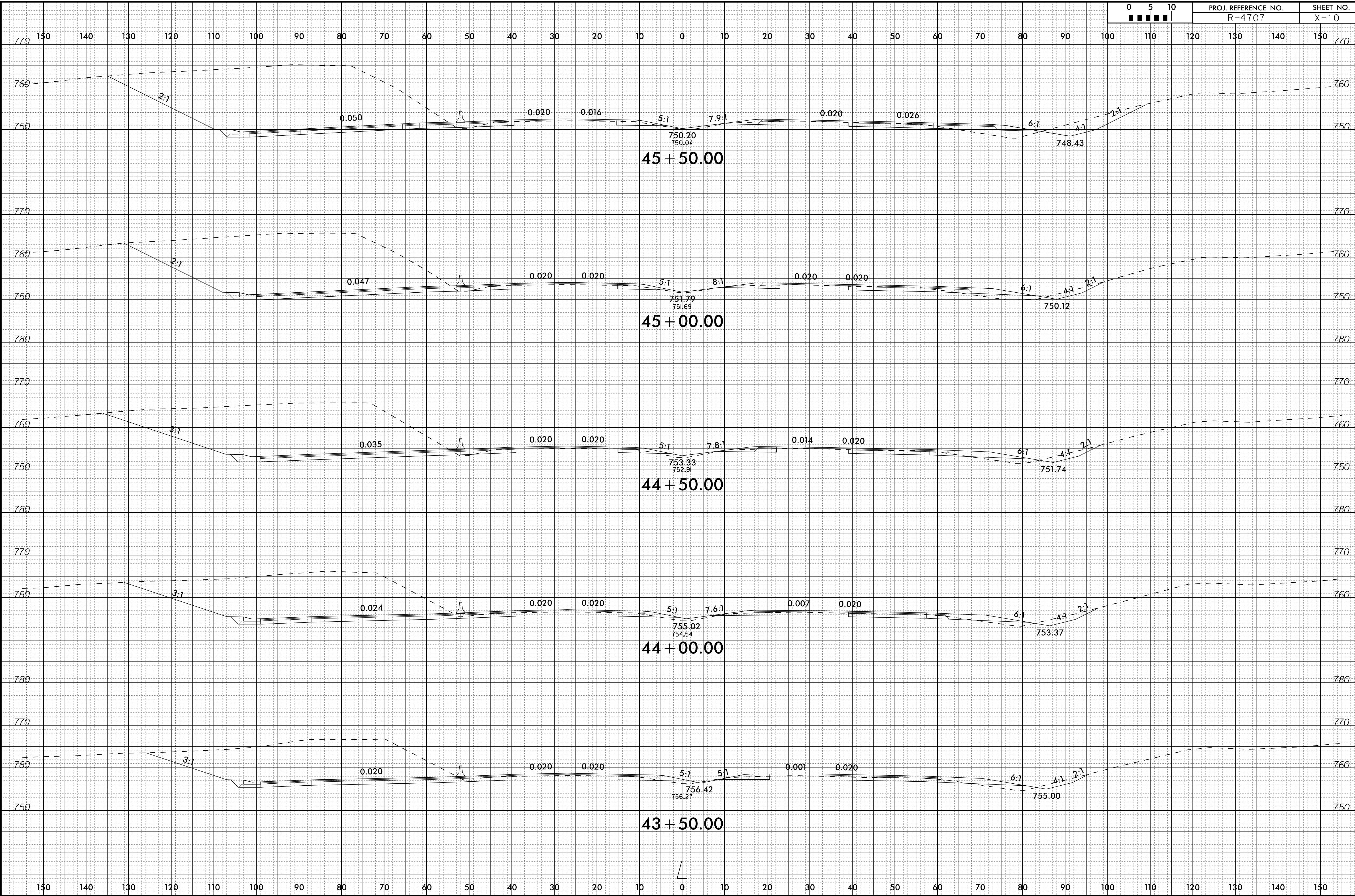
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6/23/16



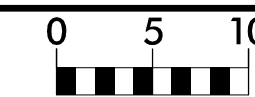
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SHEET NO.
X-10



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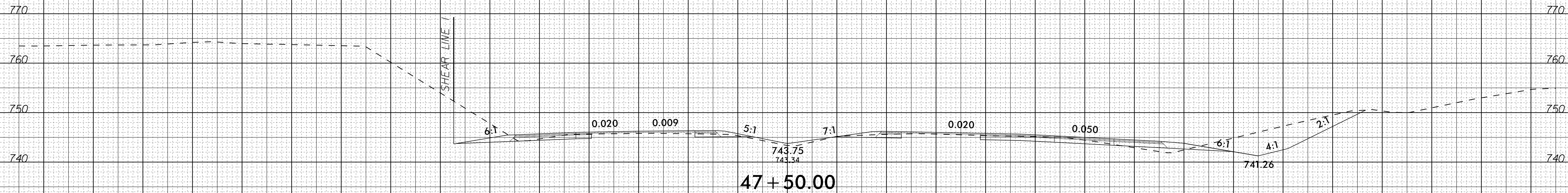
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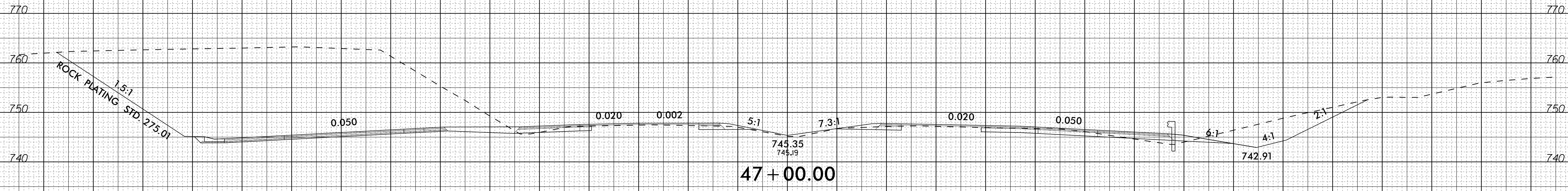
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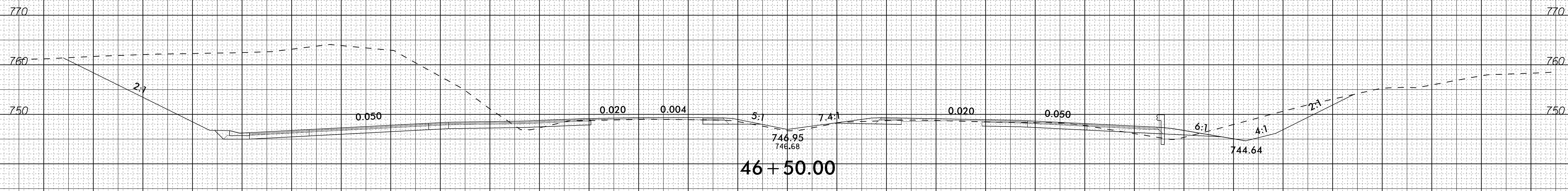
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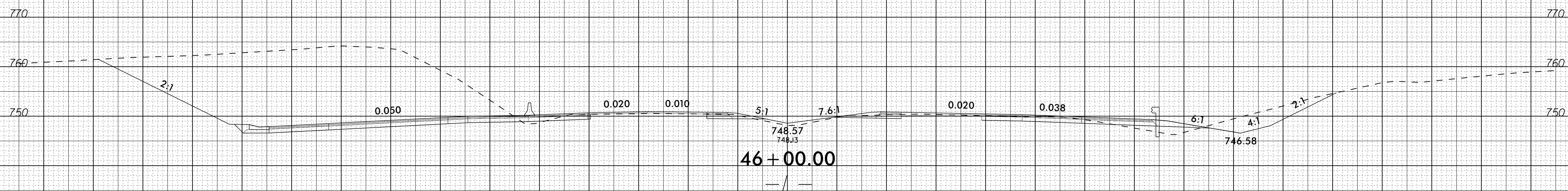
47 + 50.00



47 + 00.00



46 + 50.00

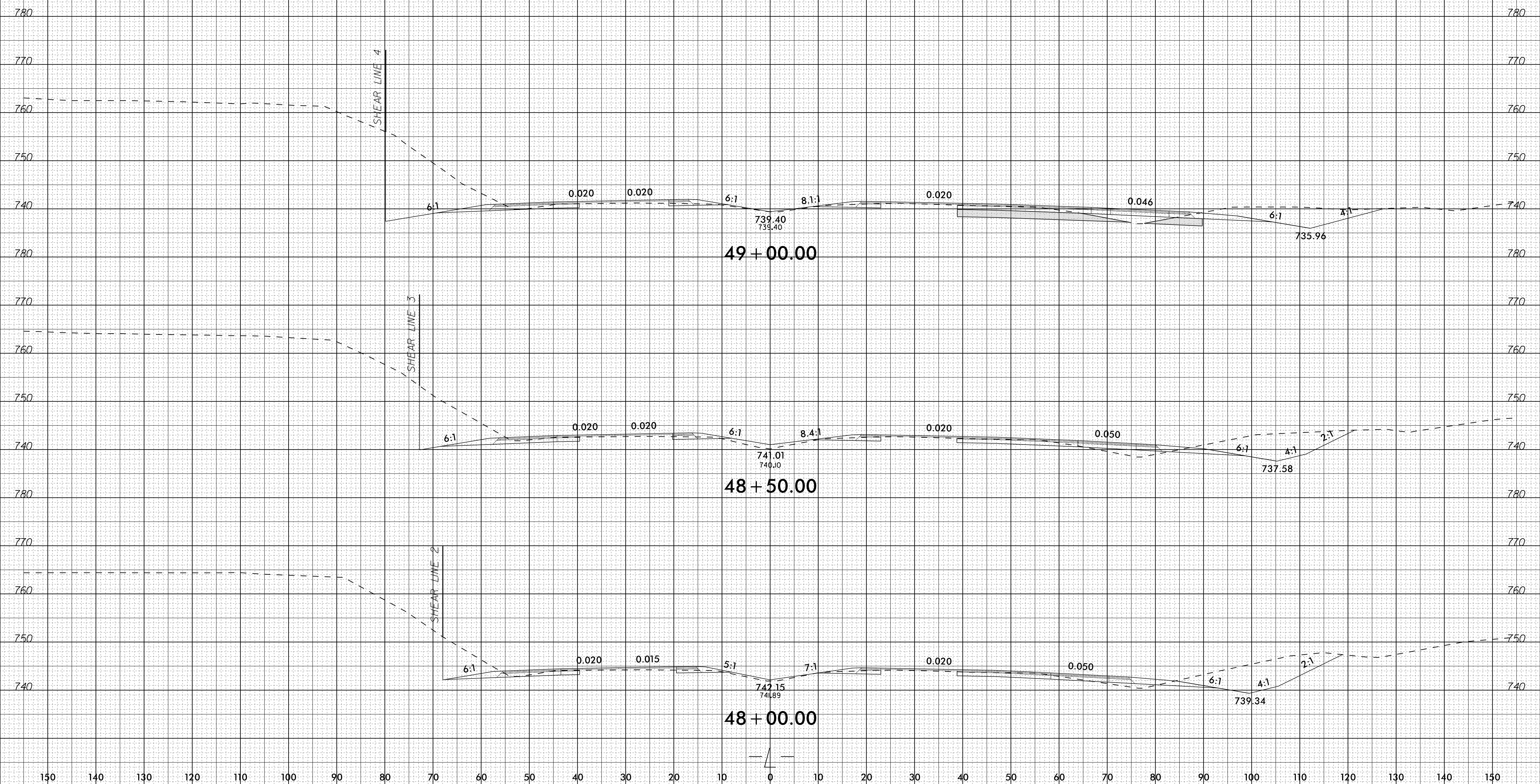


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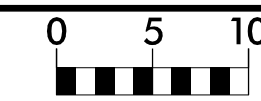
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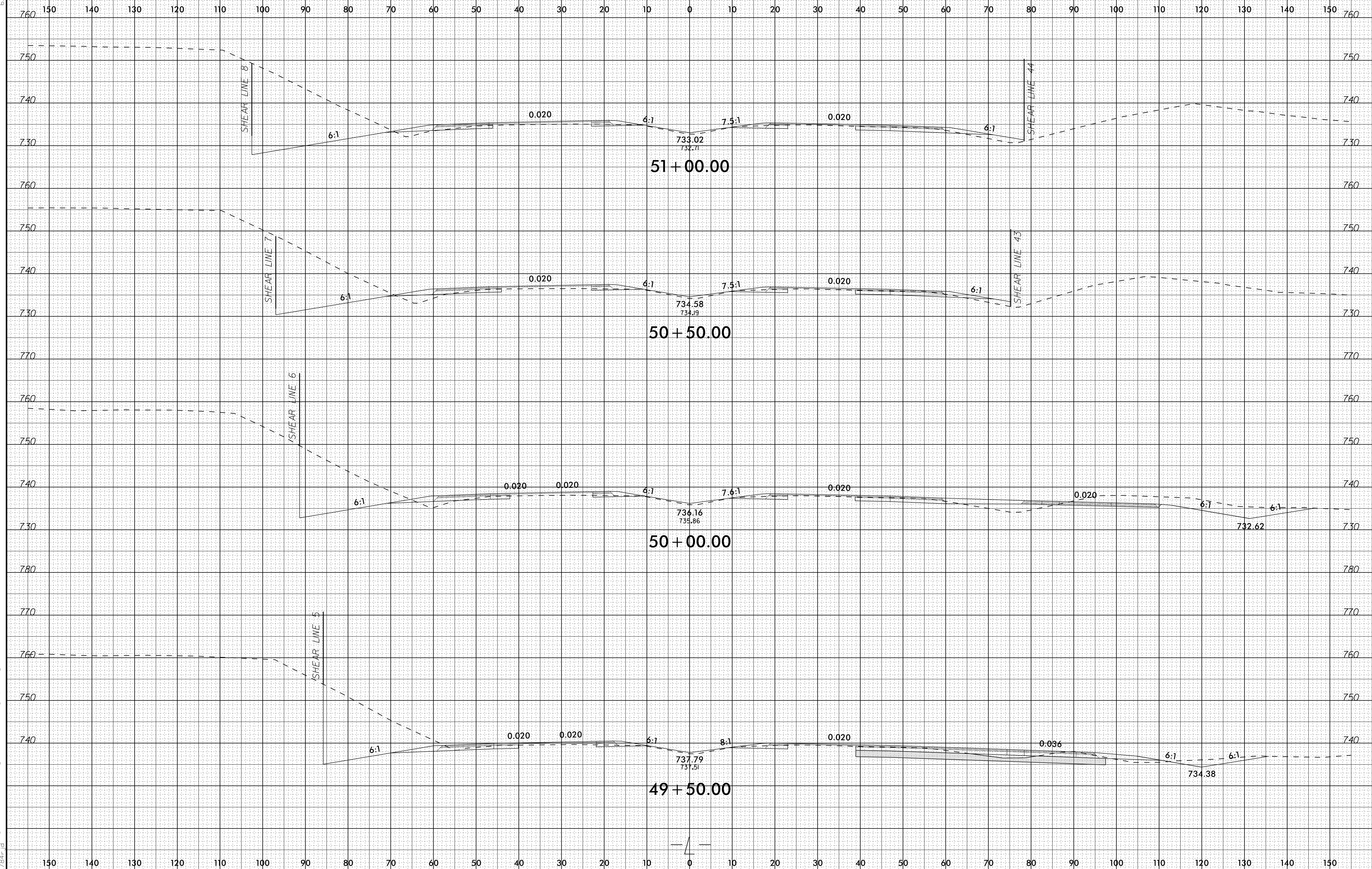
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SHALLOW UNDERCUT EXCAVATION



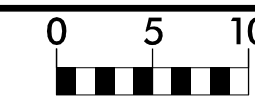
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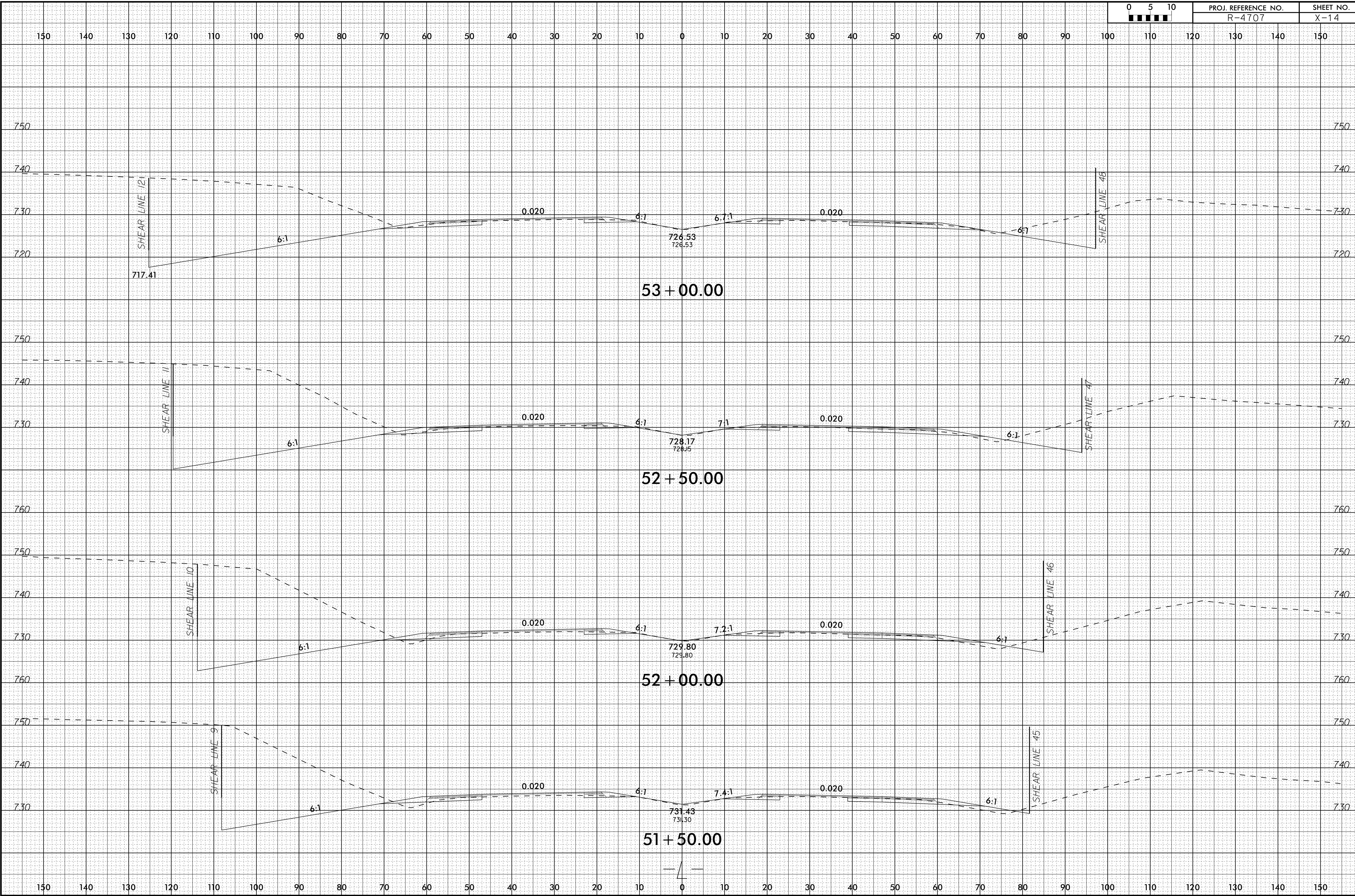
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6/23/16



PROJ. REFERENCE NO.
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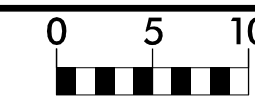
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6/23/16

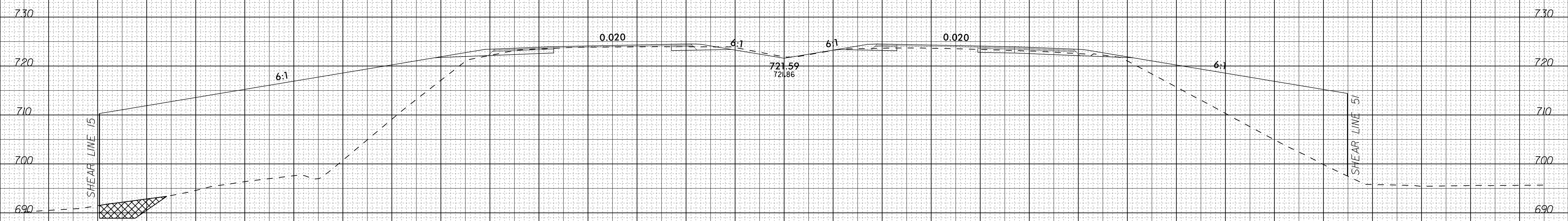
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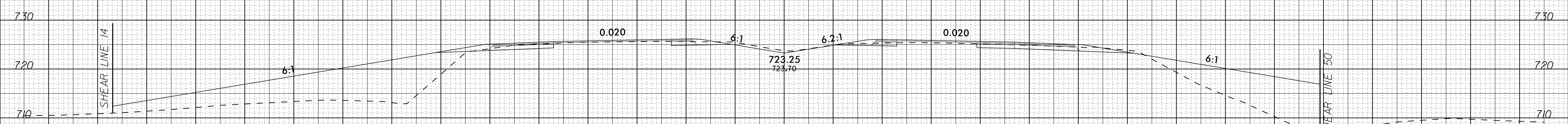
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SHEET NO.
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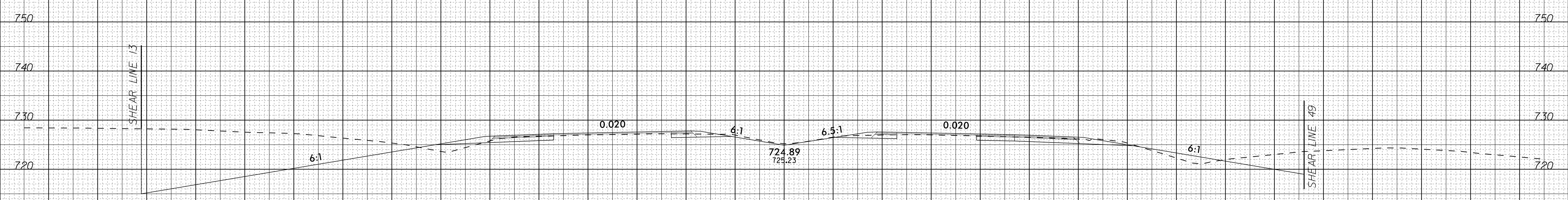
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54 + 50.00



54 + 00.00



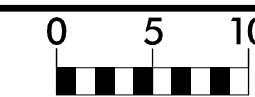
53 + 50.00

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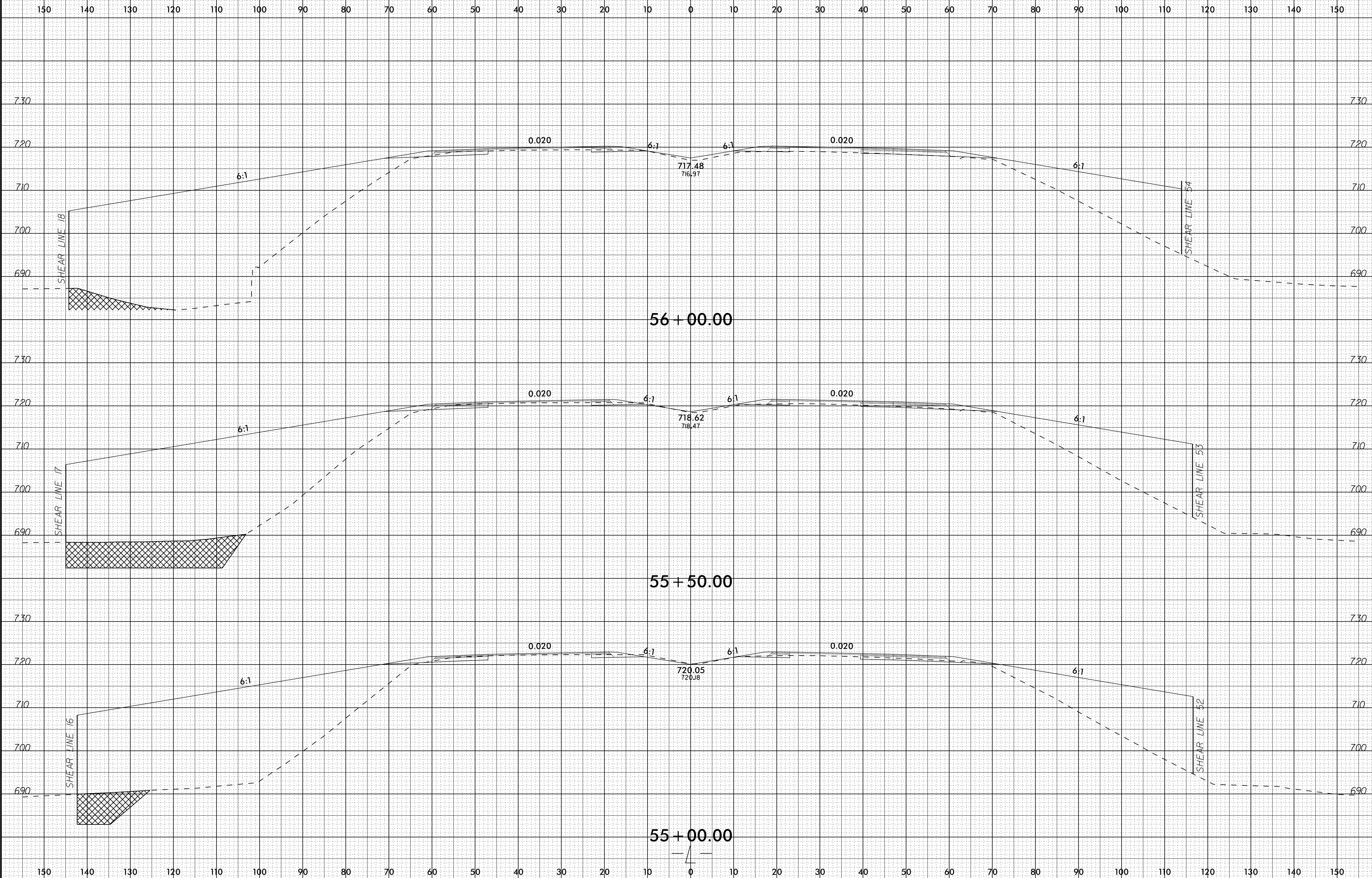
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UNDERCUT
EXCAVATION



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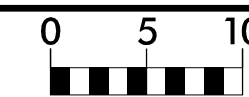
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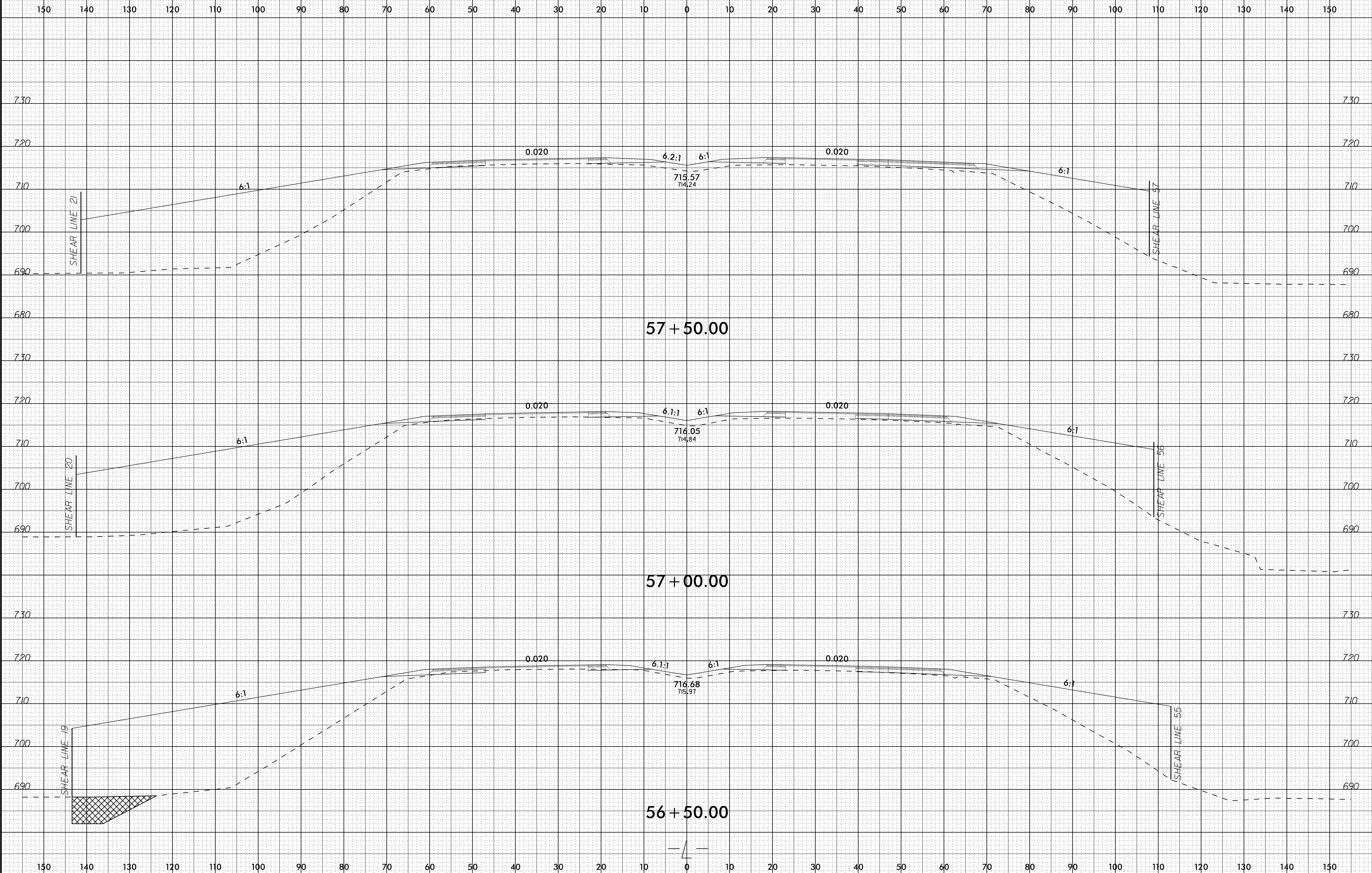
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UNDERCUT EXCAVATION

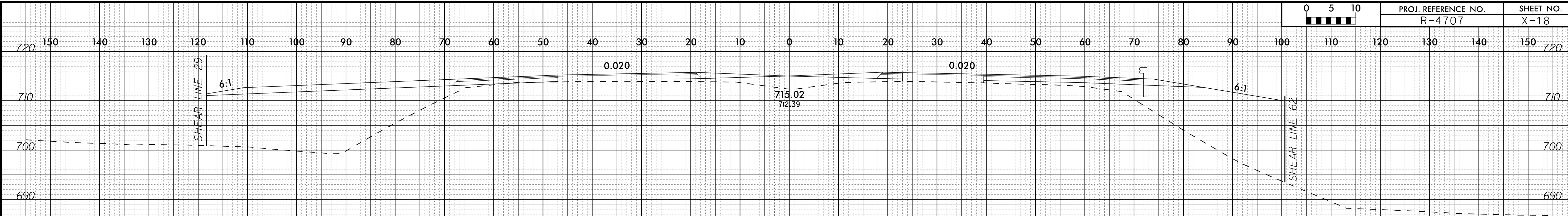


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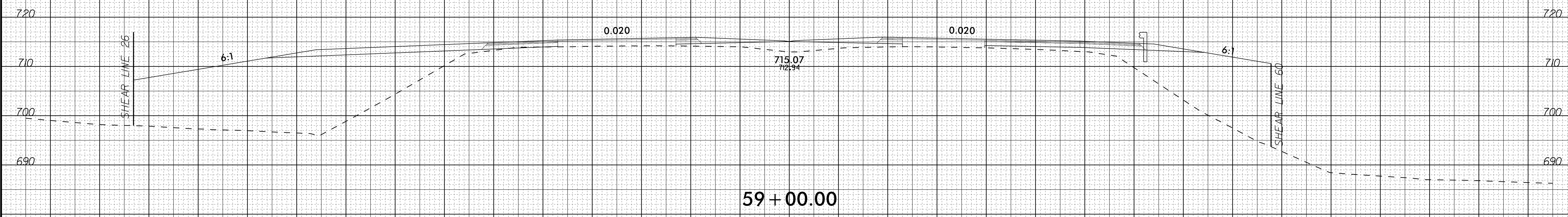
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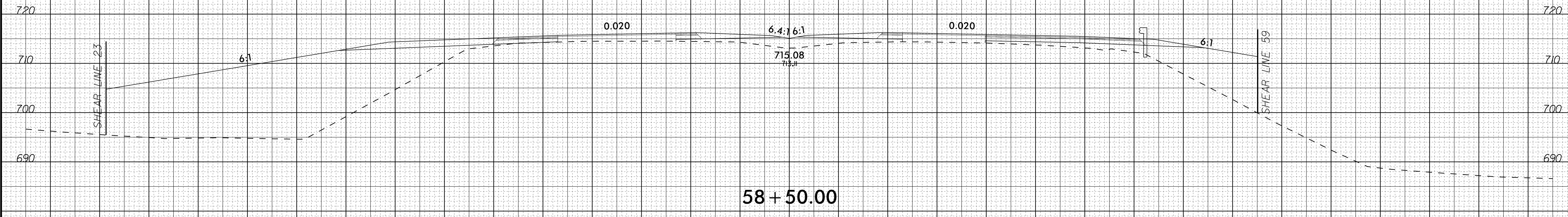
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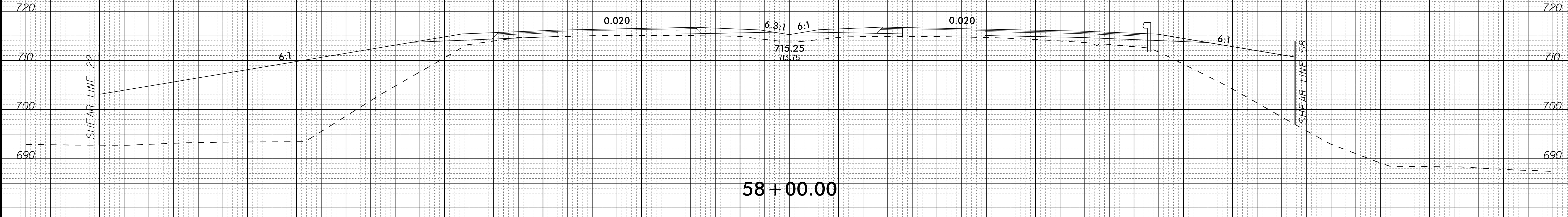
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59 + 00.00

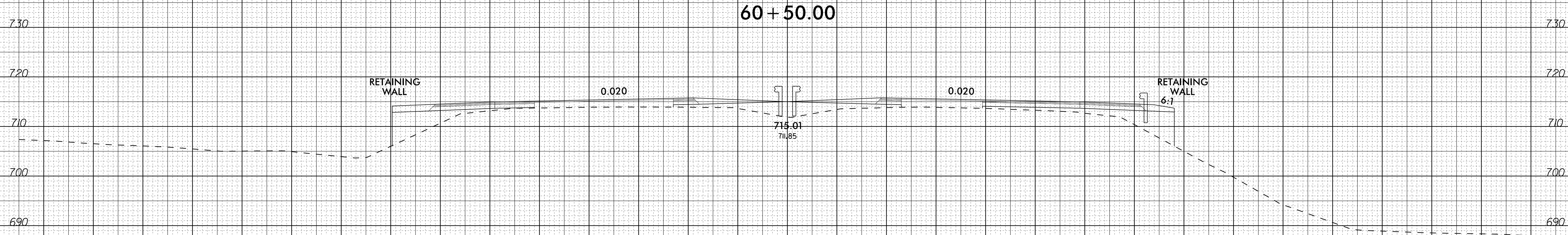
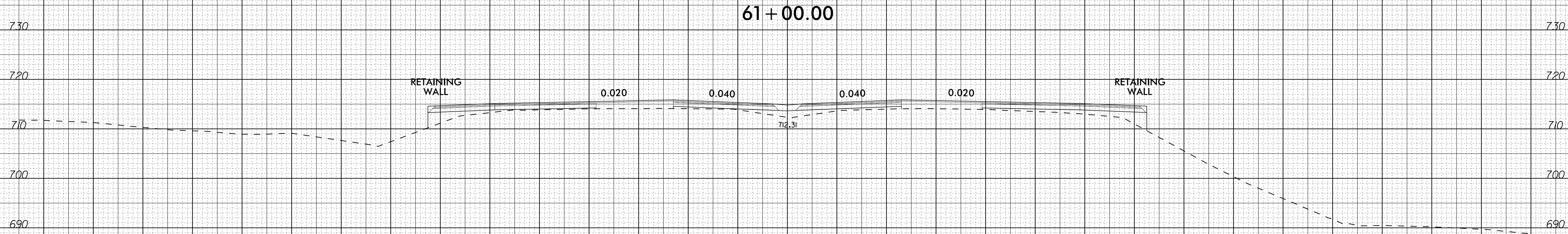
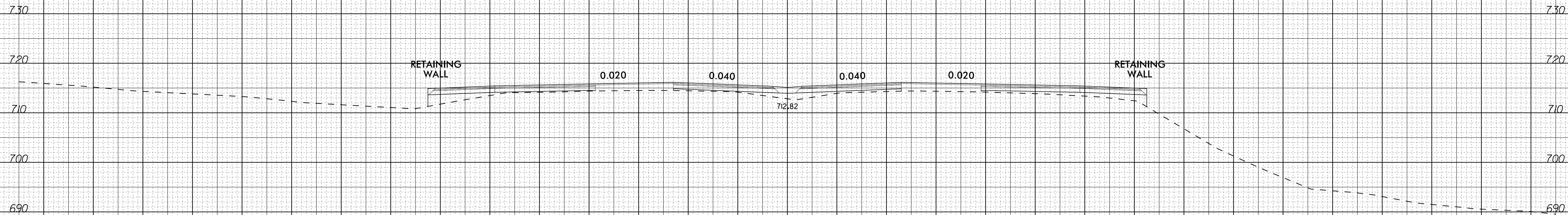


58 + 50.00



58 + 00.00

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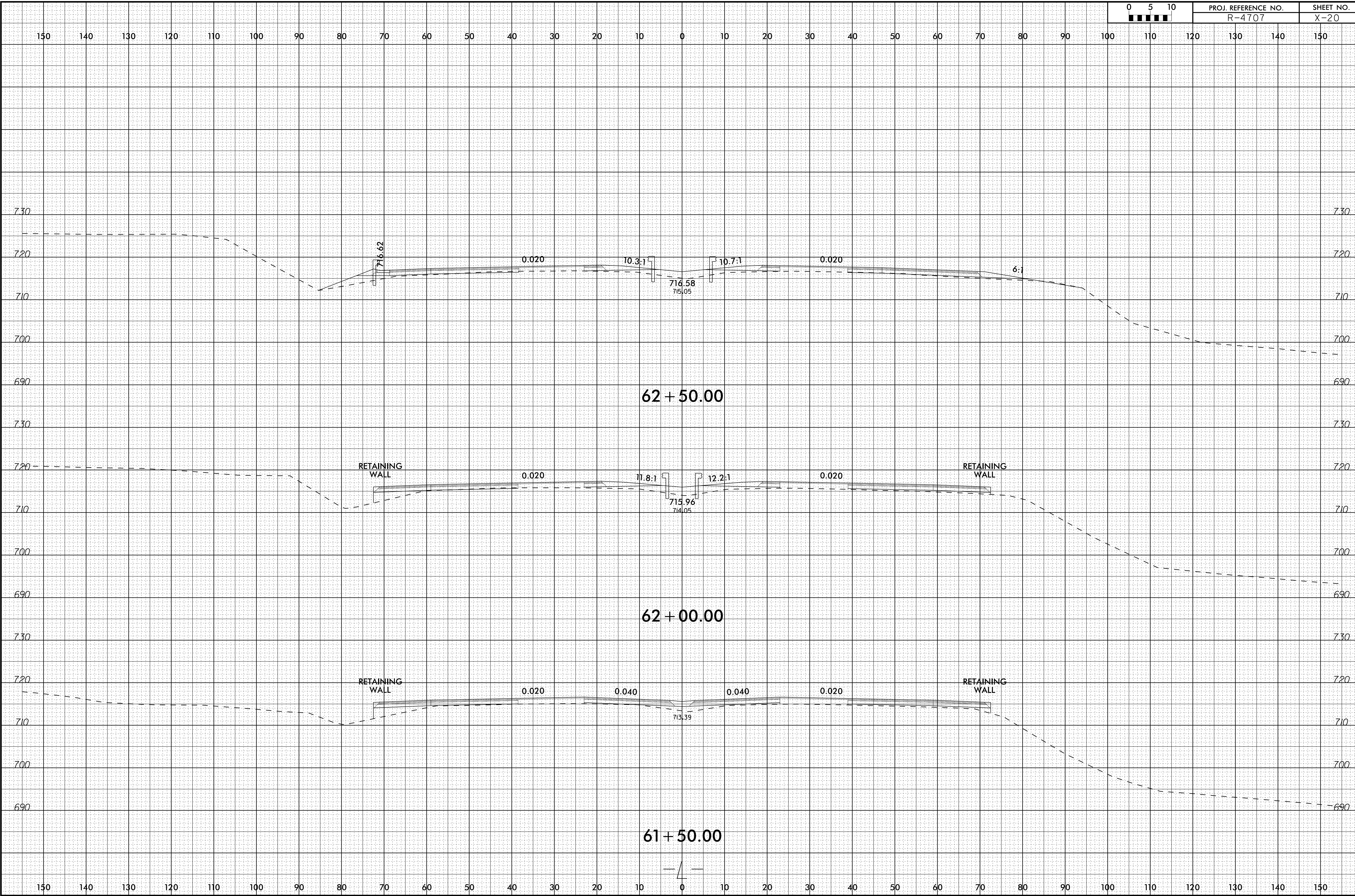
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6/23/16



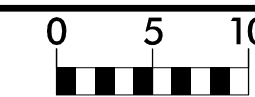
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SHEET NO.
X-20



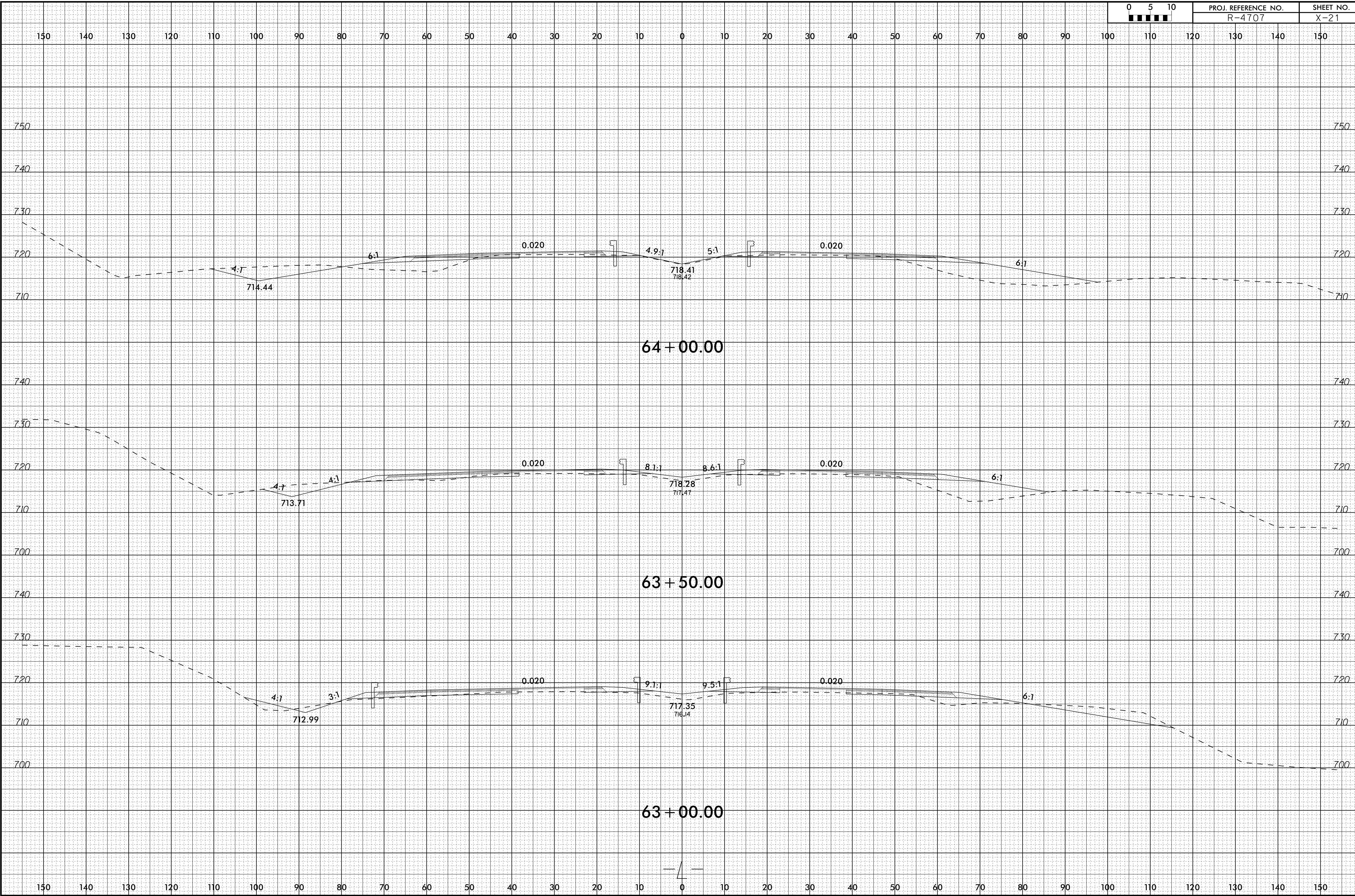
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6/23/16



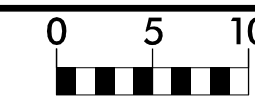
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SHEET NO.
X-21



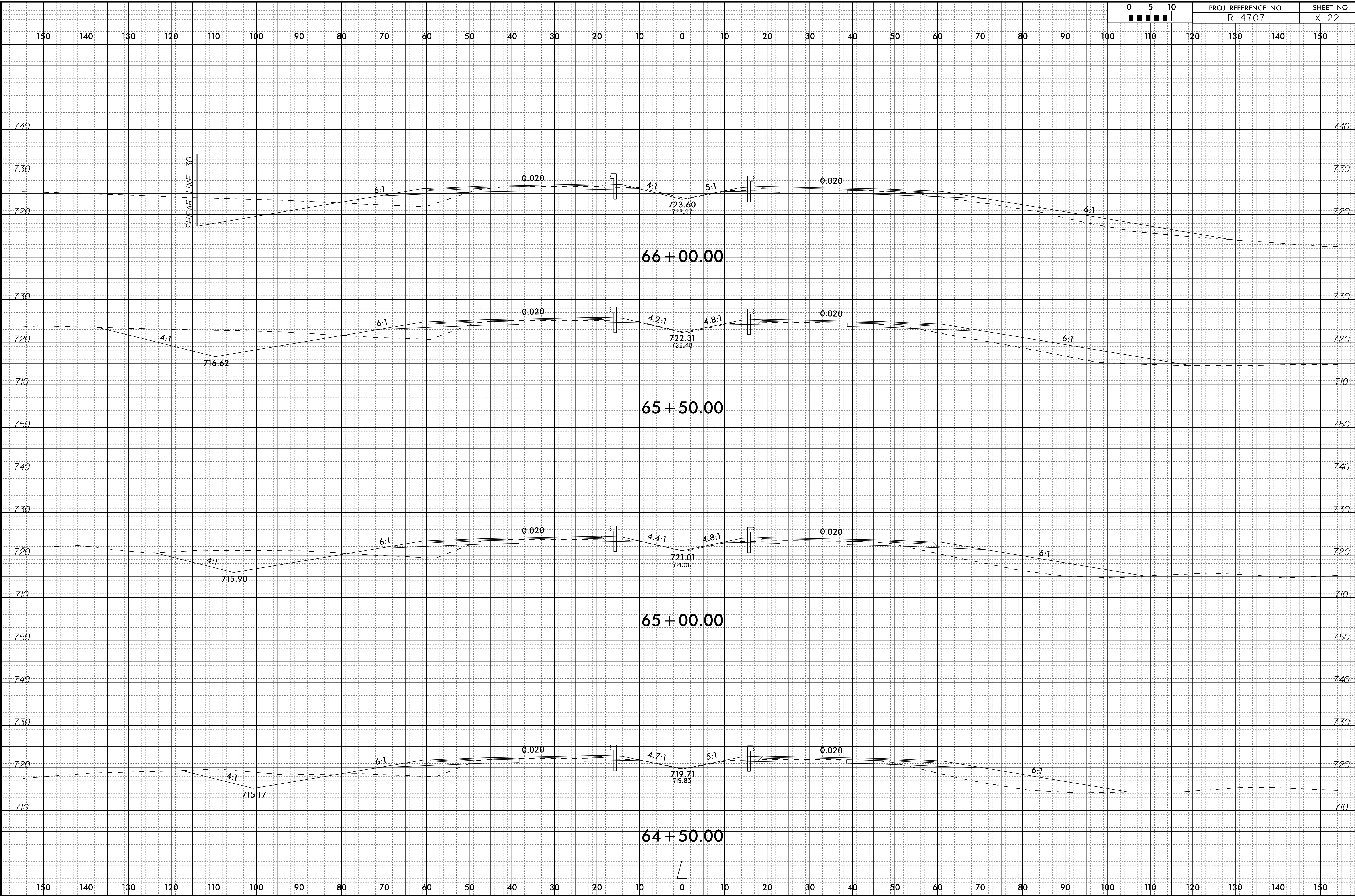
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6/23/16



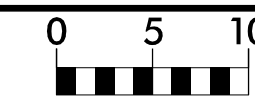
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SHEET NO.
X-22

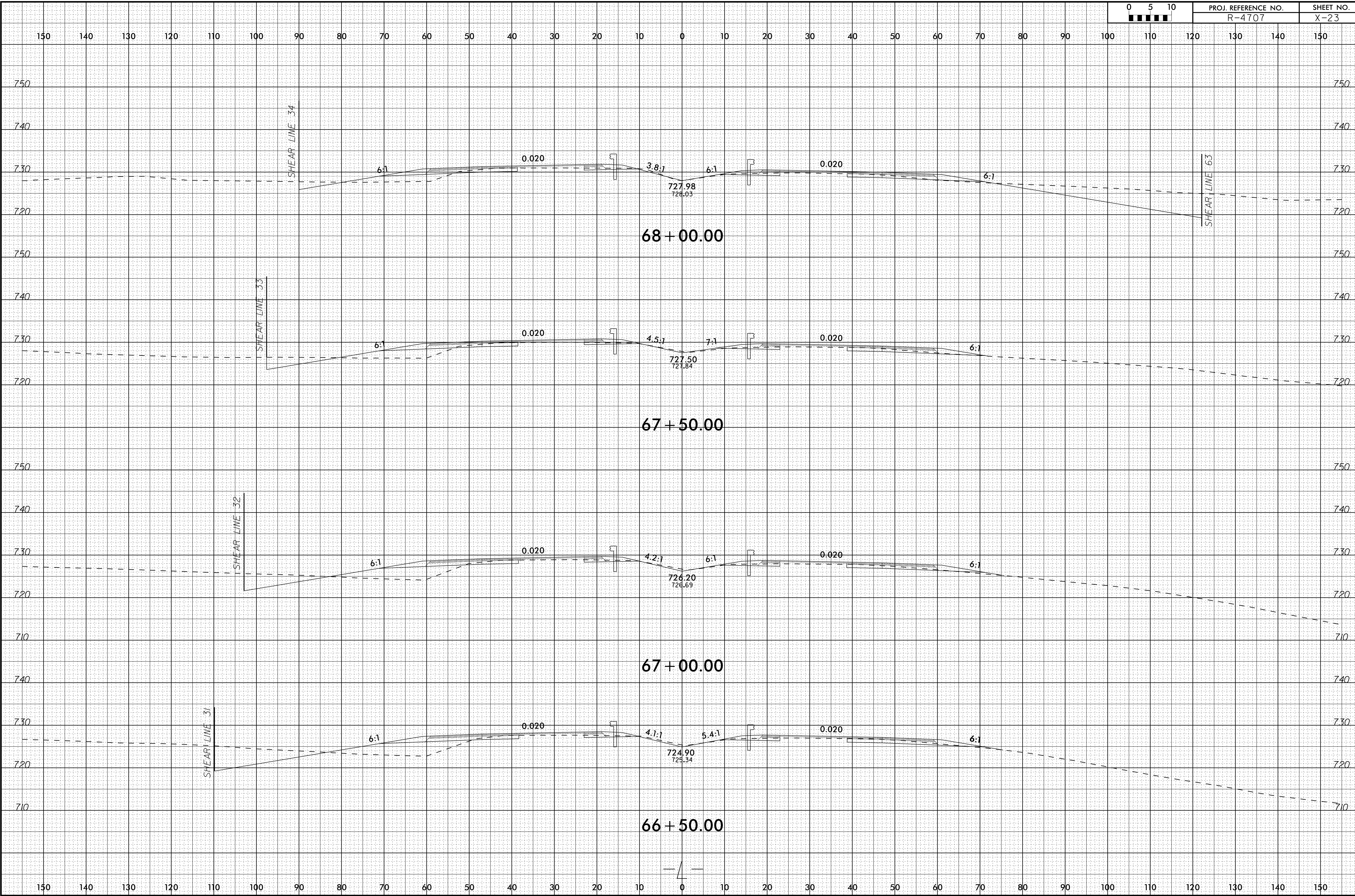


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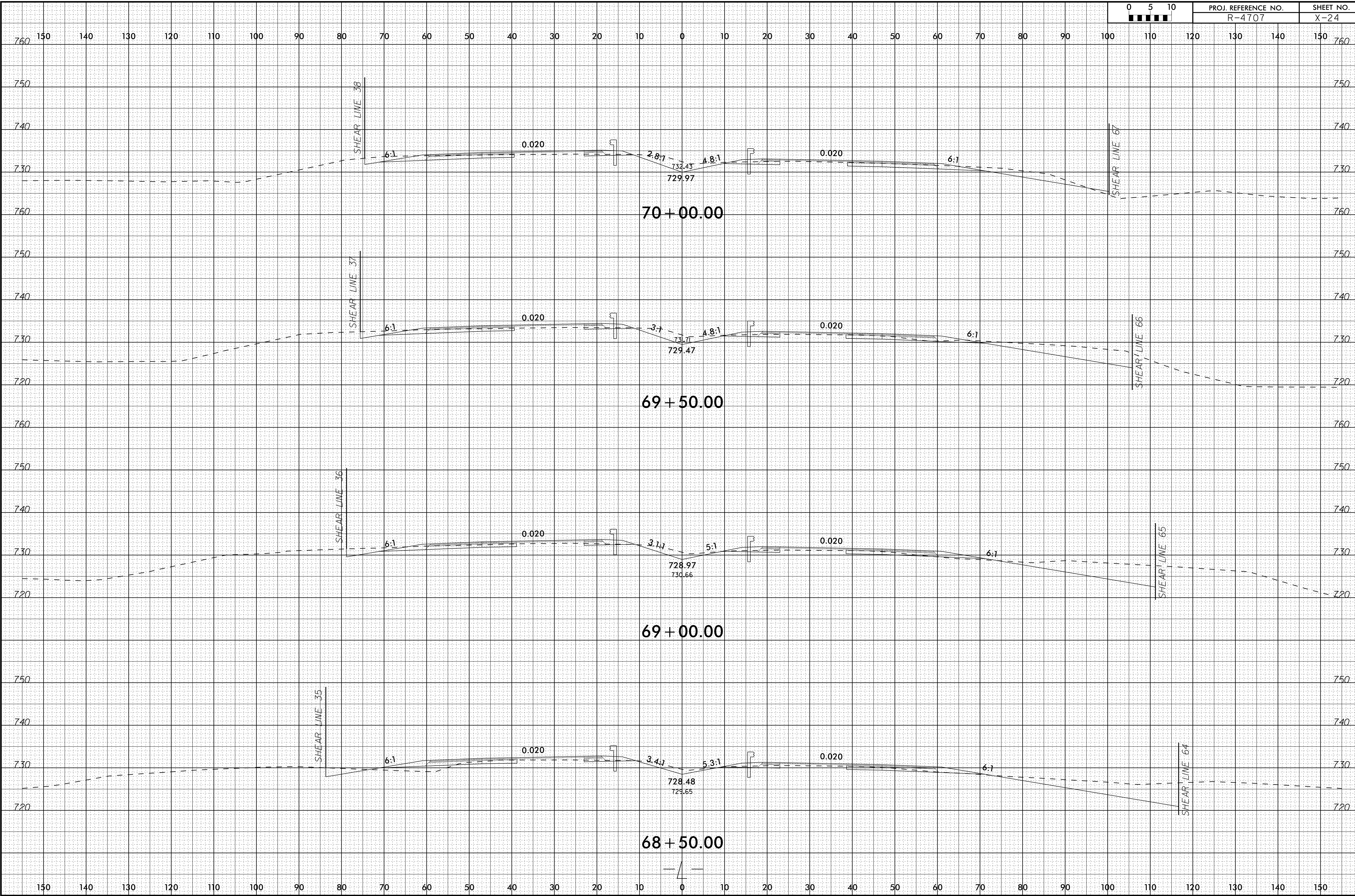
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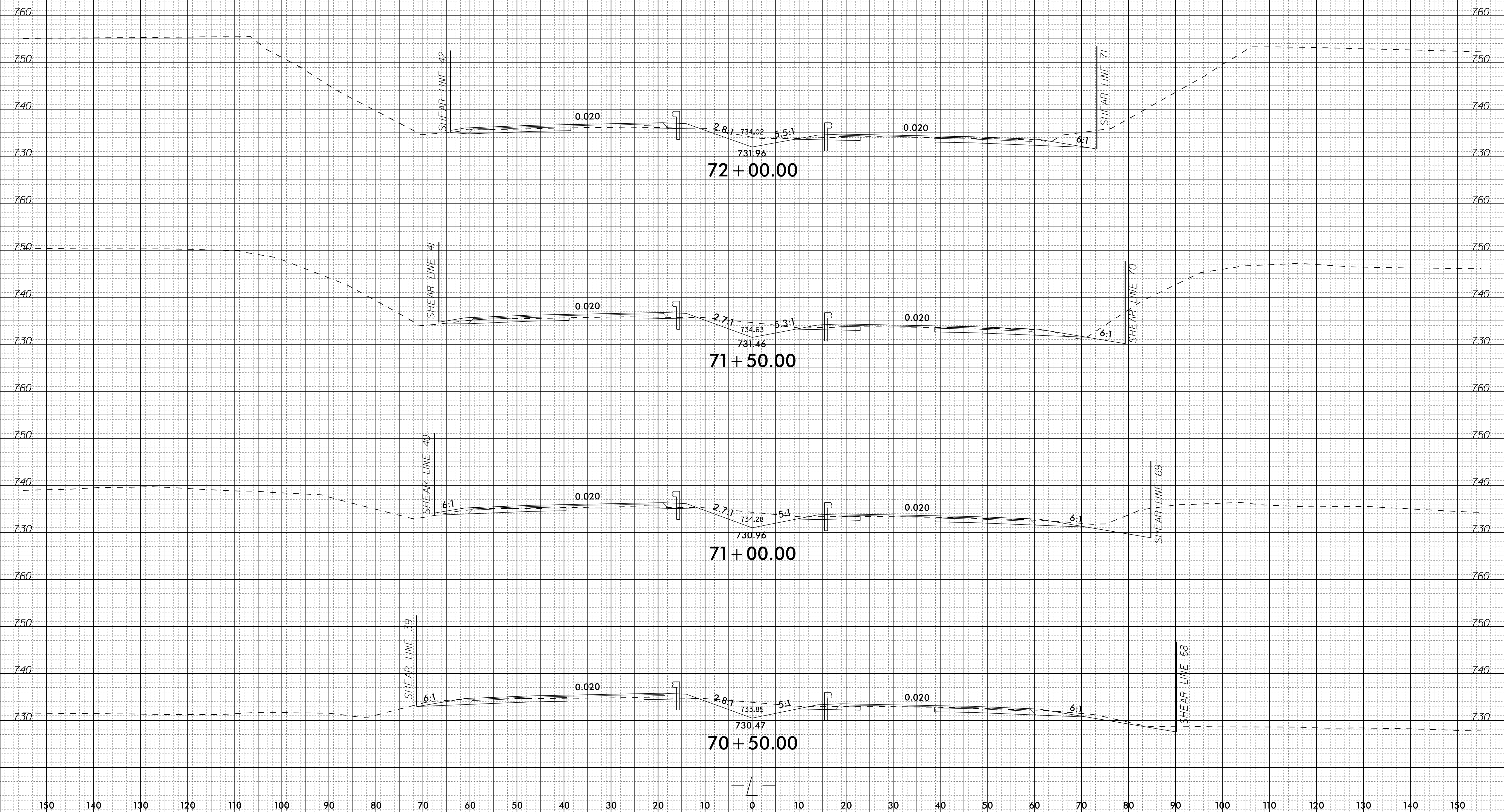
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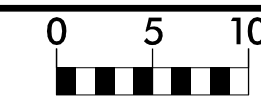
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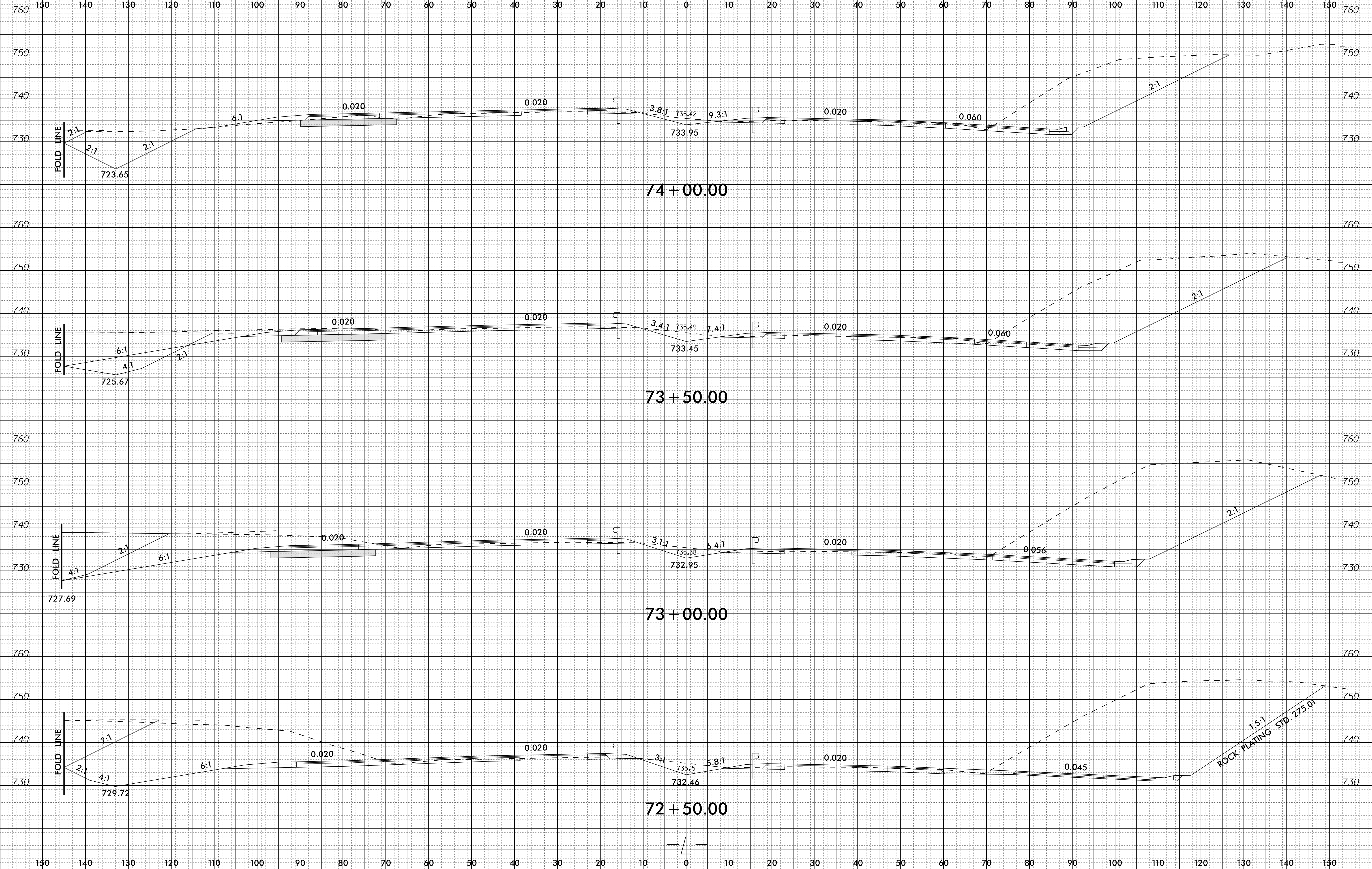
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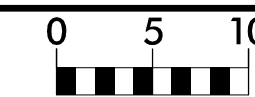
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SHEET NO. X-26



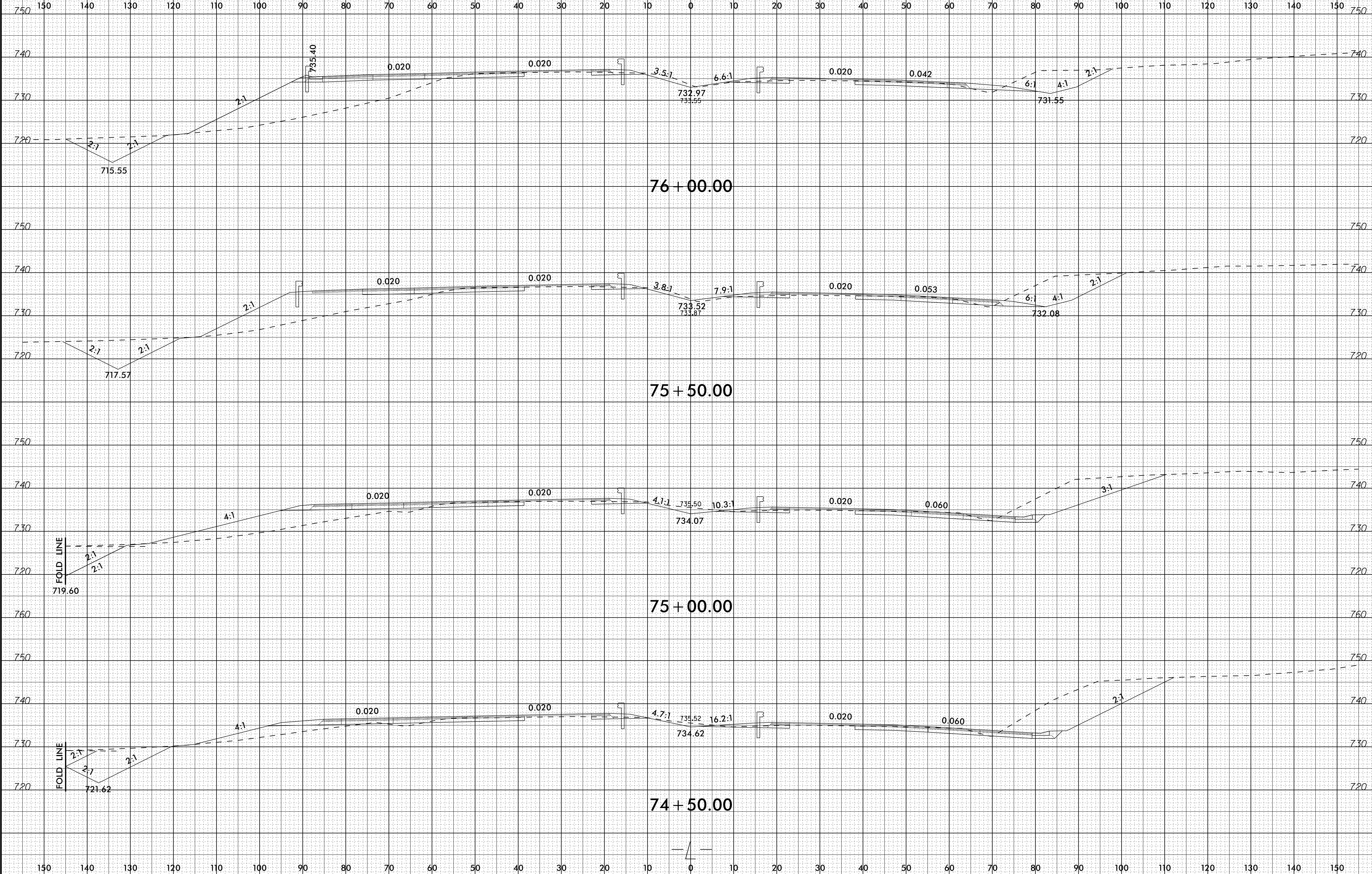
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PROJ. REFERENCE NO.
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SHEET NO.
X-27



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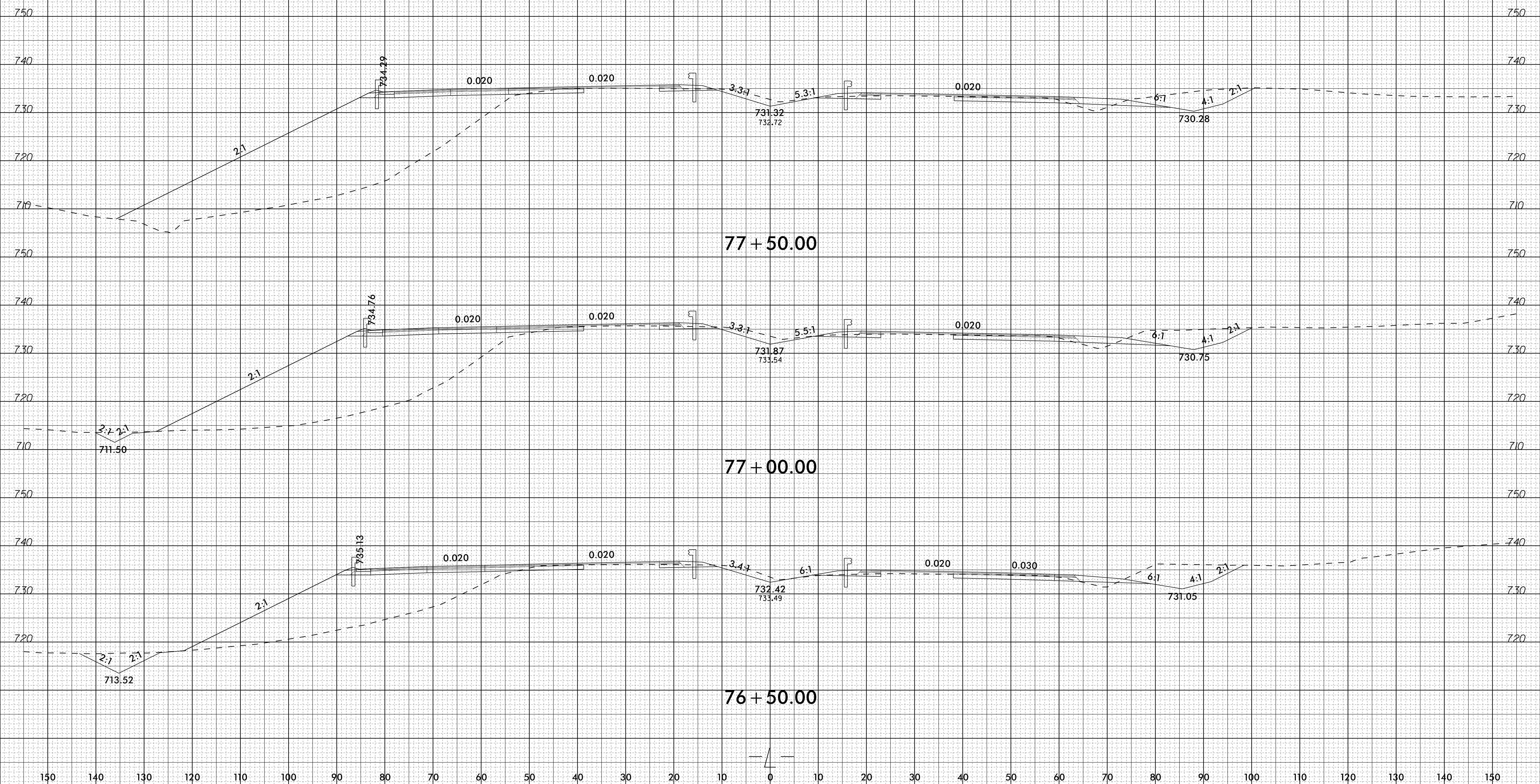
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SHEET NO.
X-28

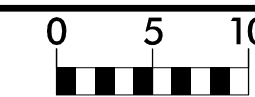
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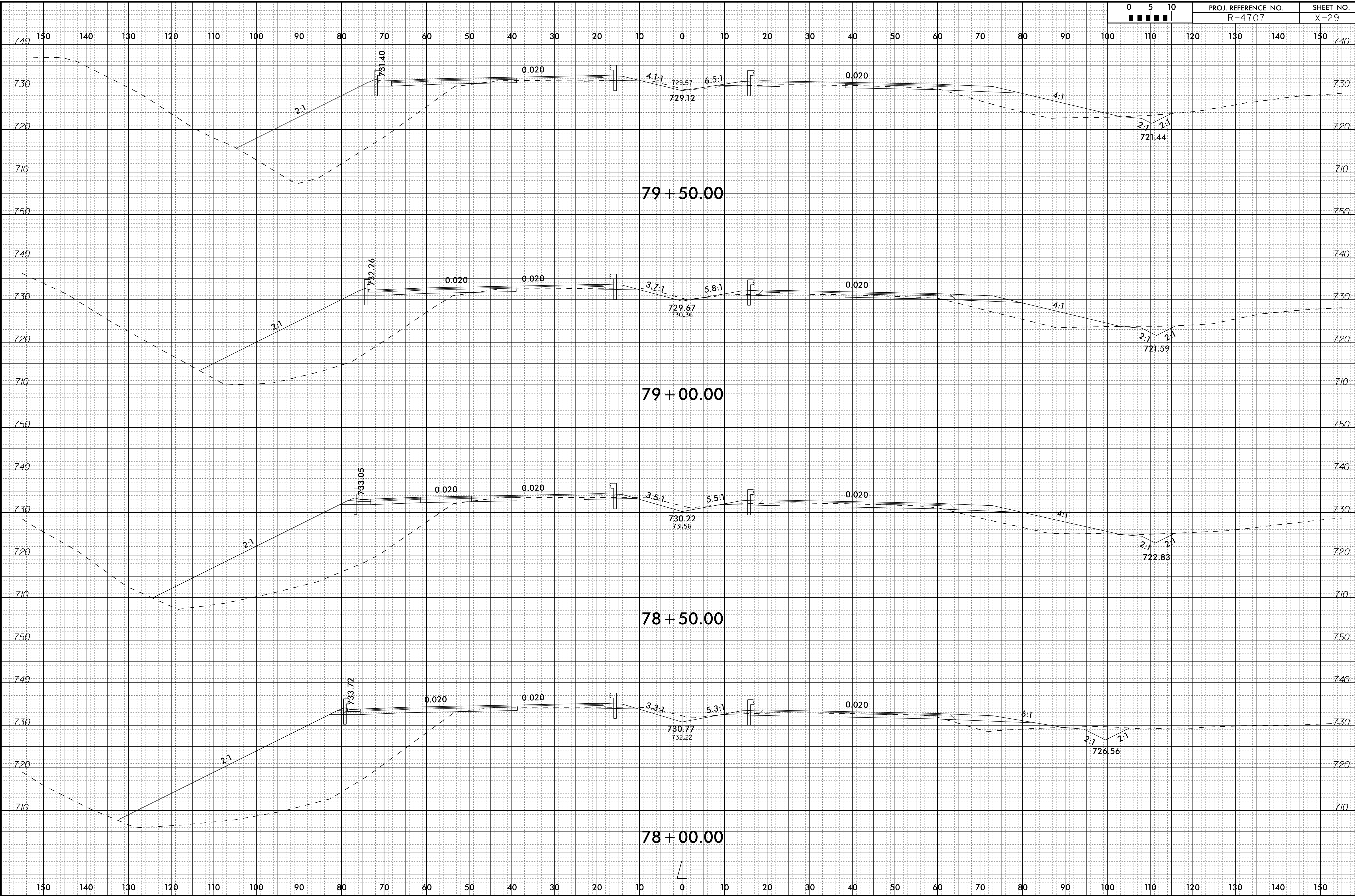
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6/23/16

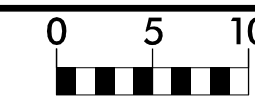


PROJ. REFERENCE NO.	SHEET NO.
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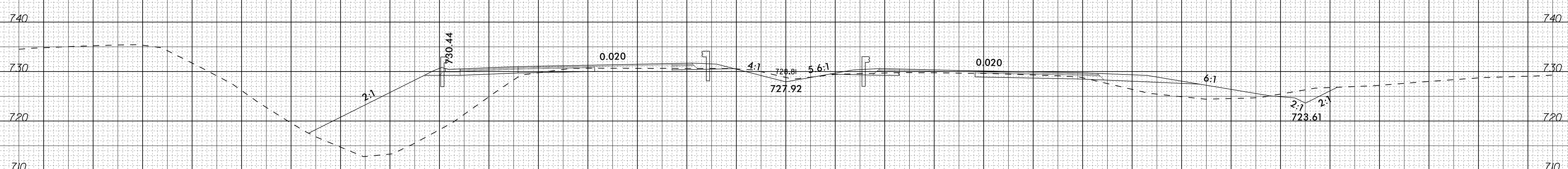
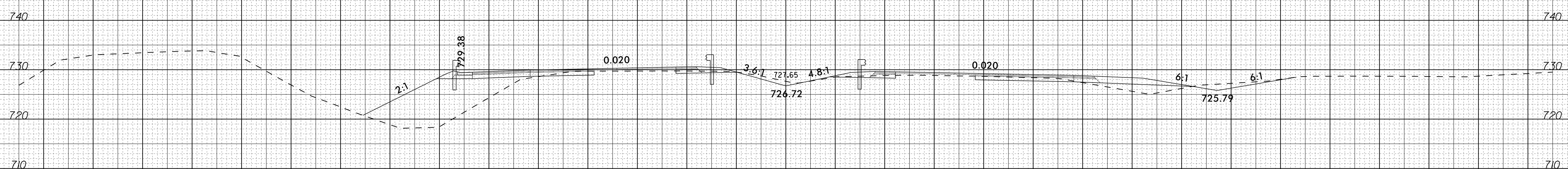
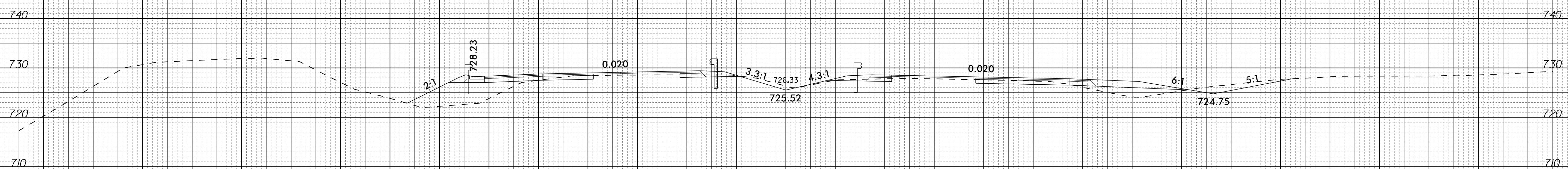
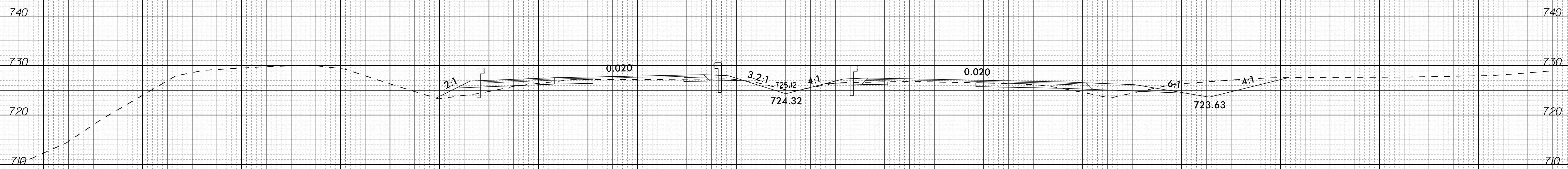
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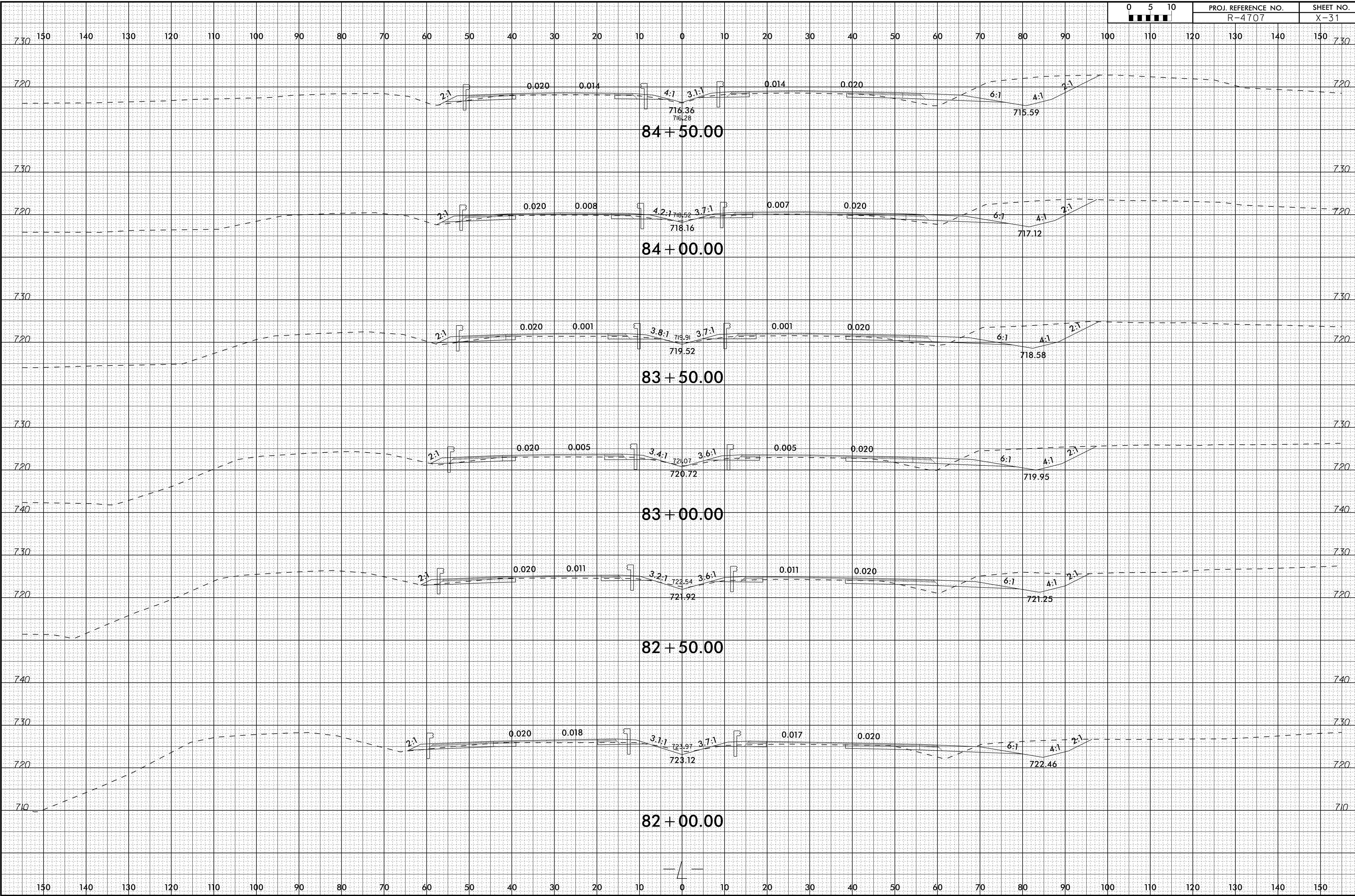
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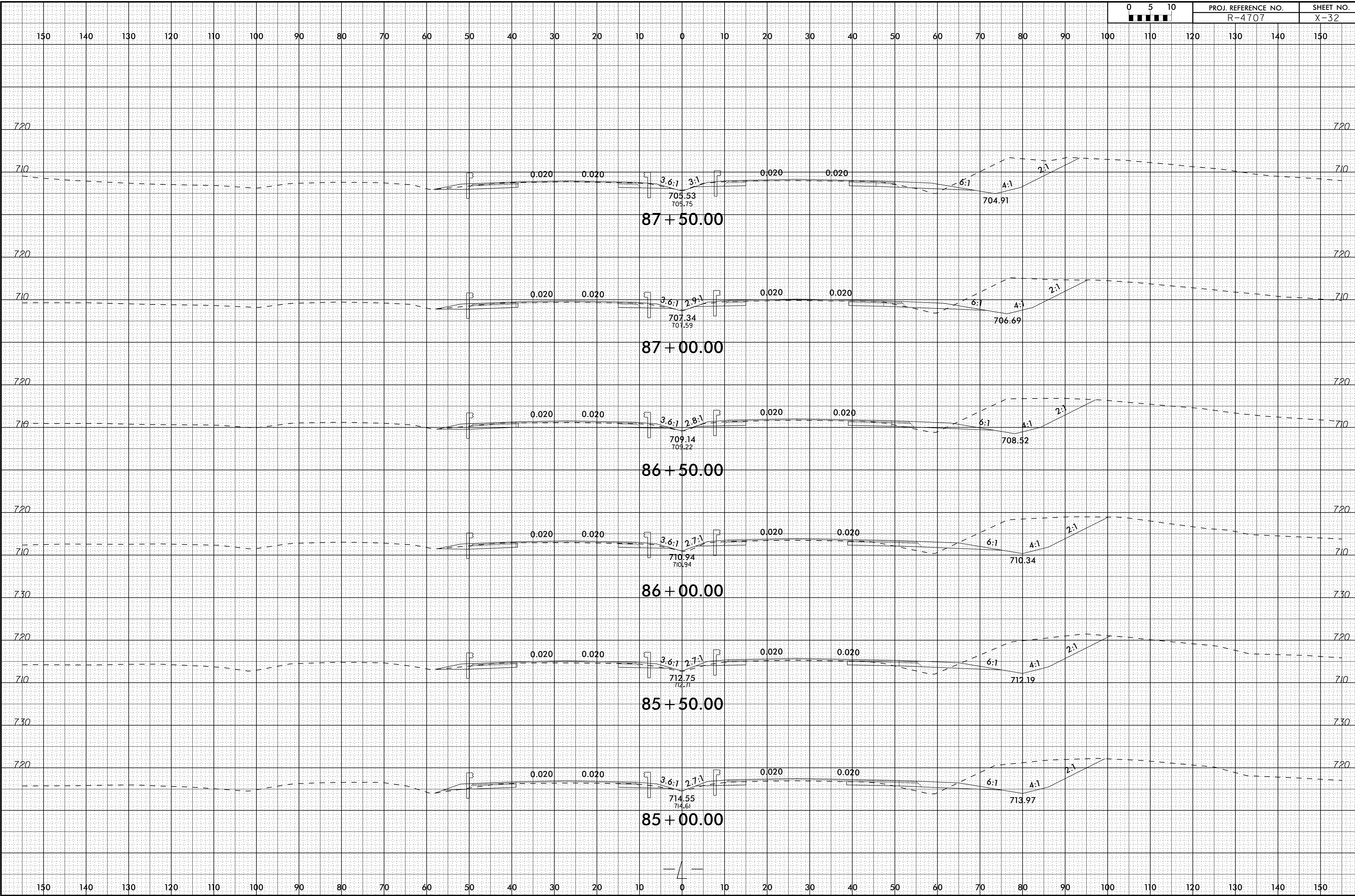
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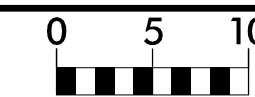
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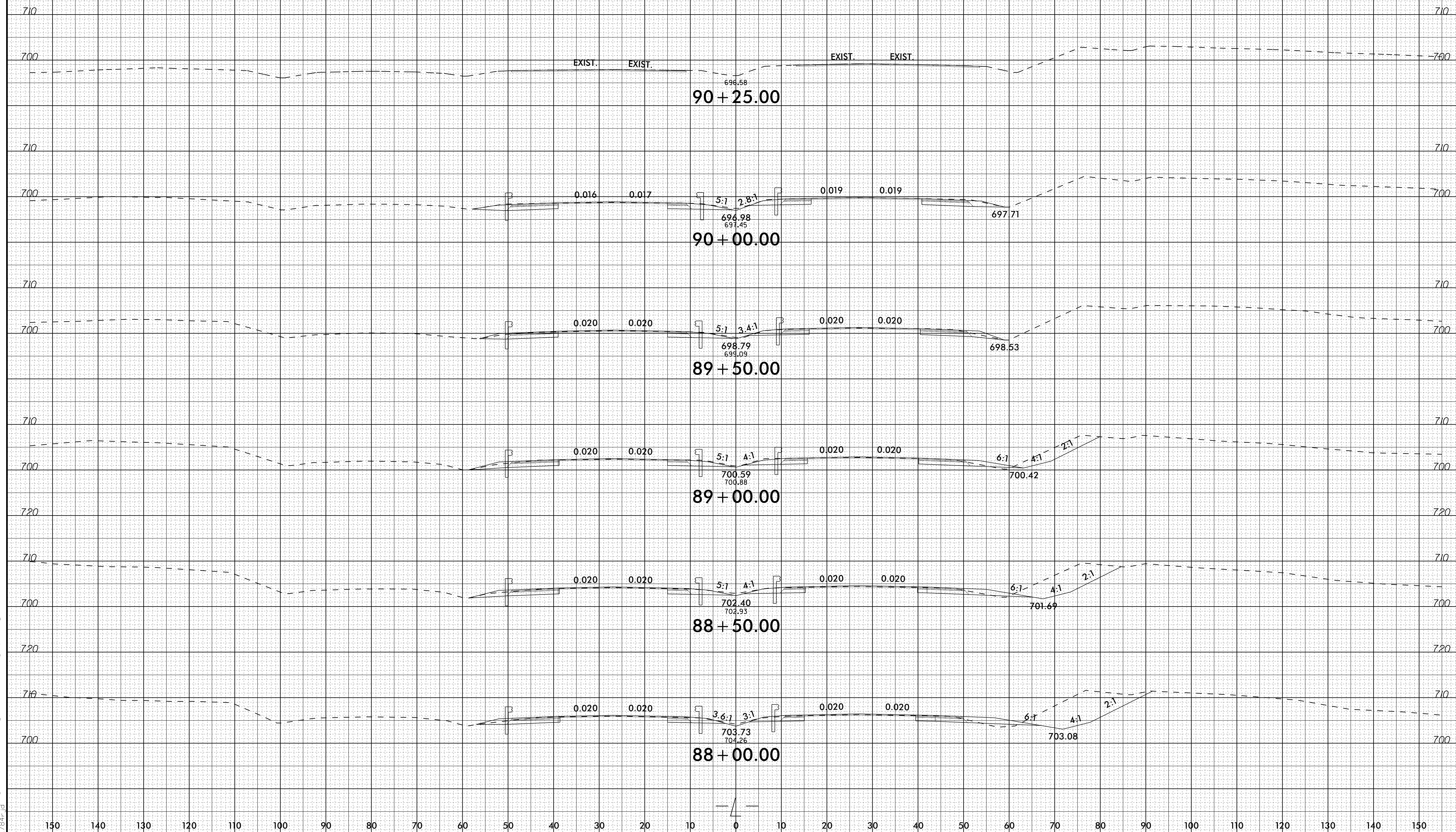
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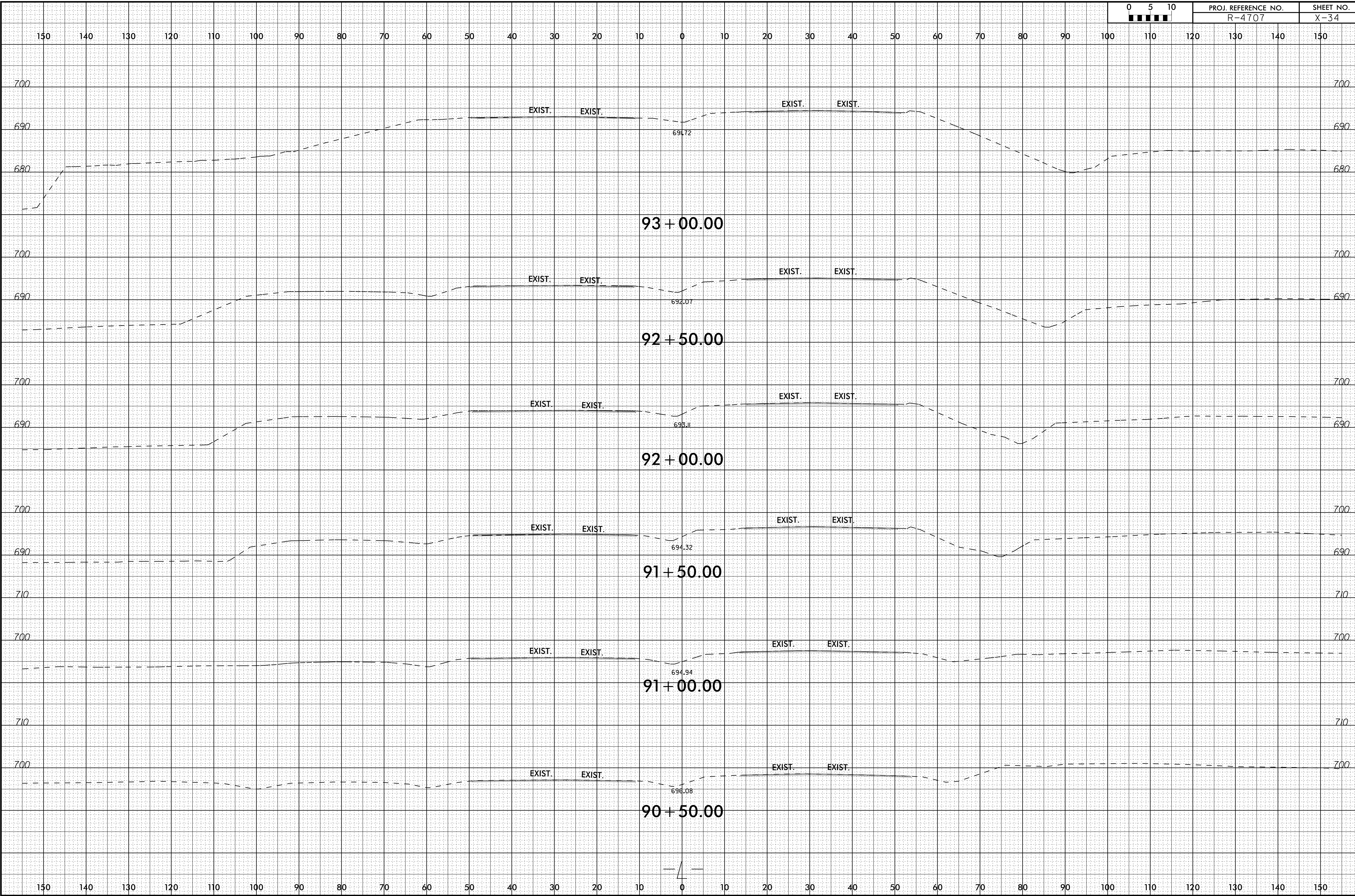
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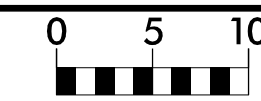
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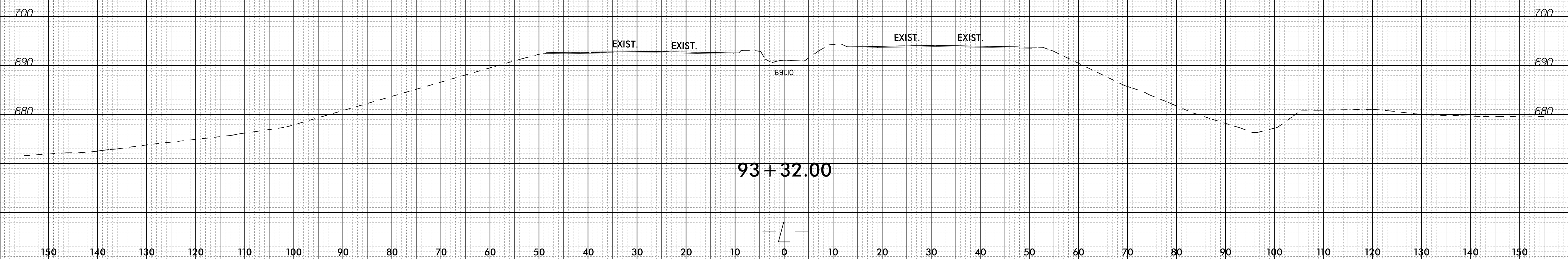
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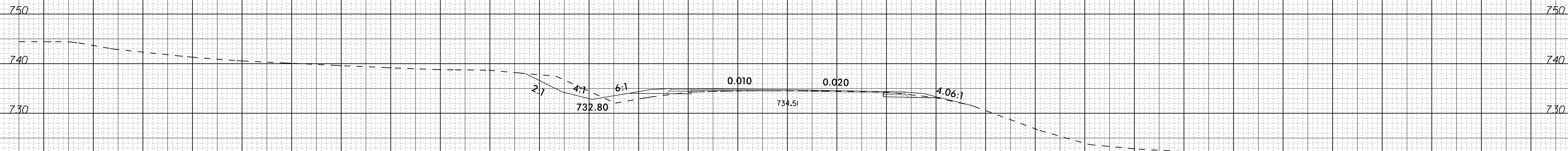
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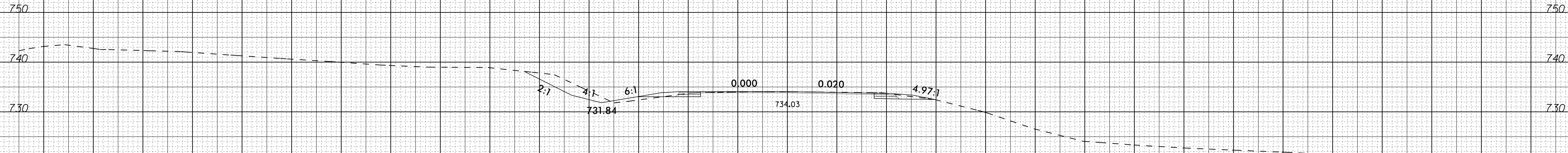
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SHEET NO.
X-36

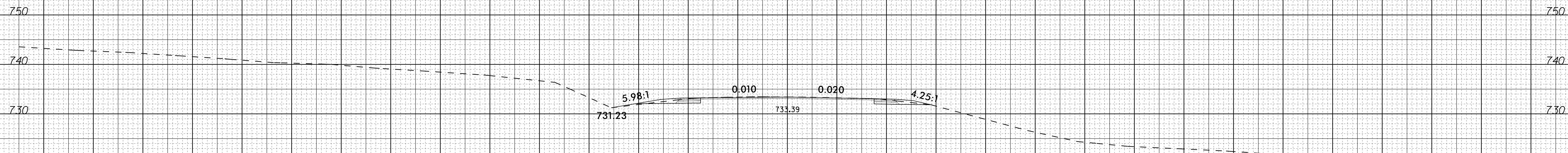
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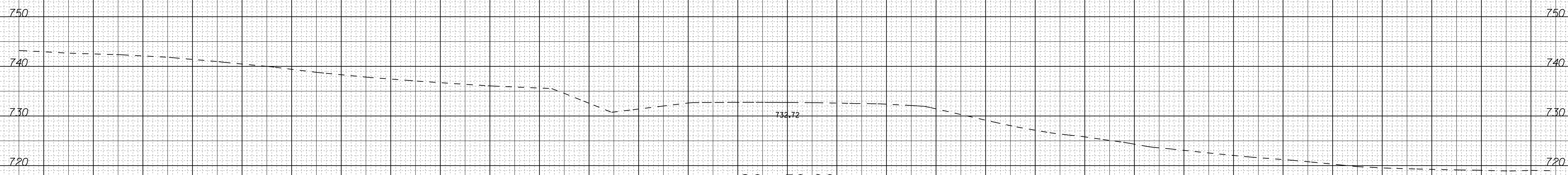
22 + 00.00



21 + 50.00



21 + 00.00



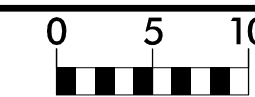
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— Y —

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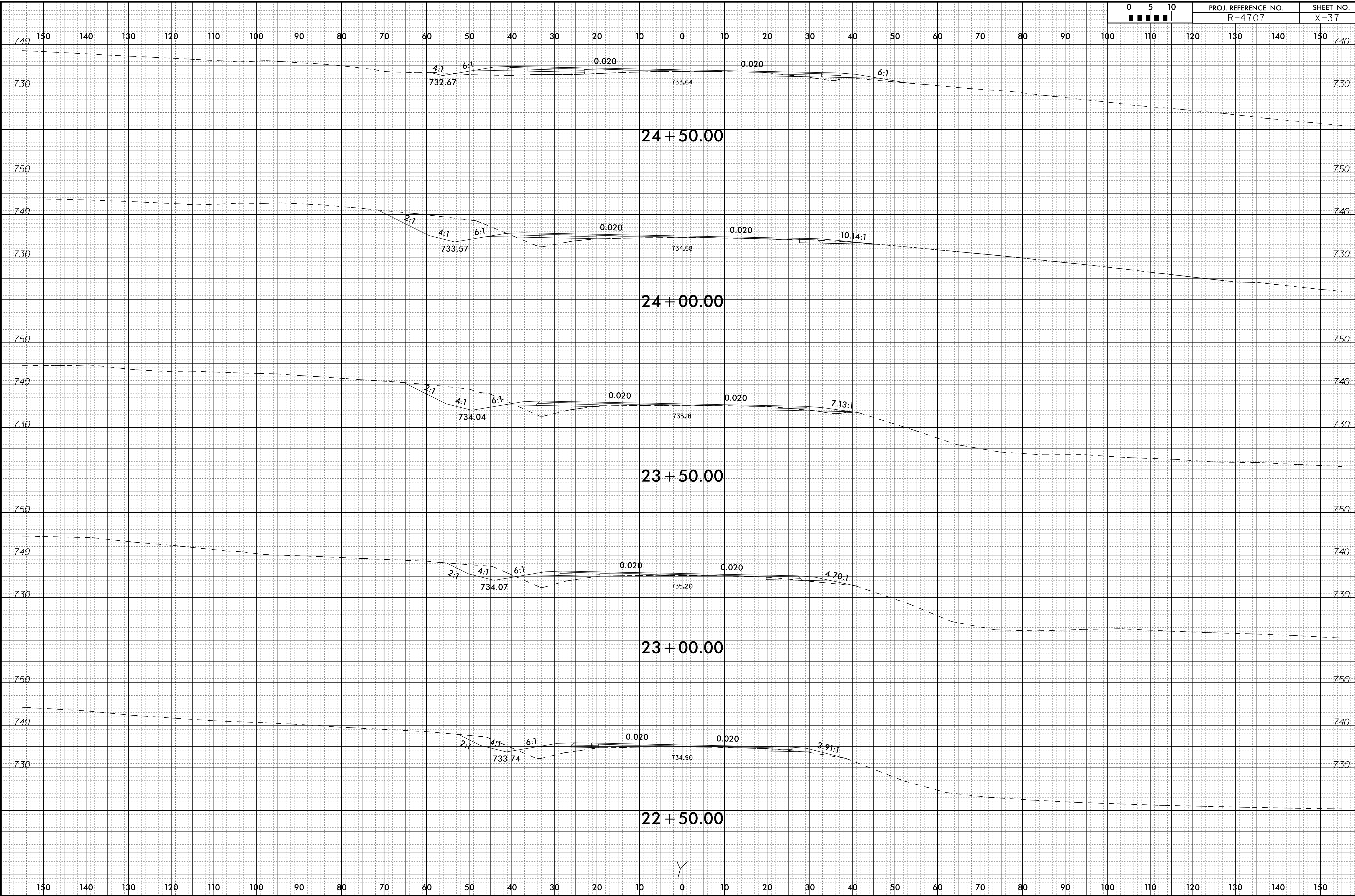
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6/23/16



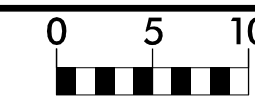
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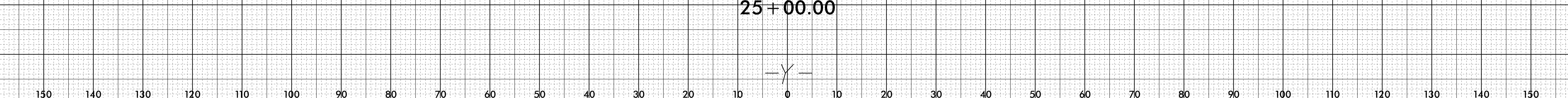
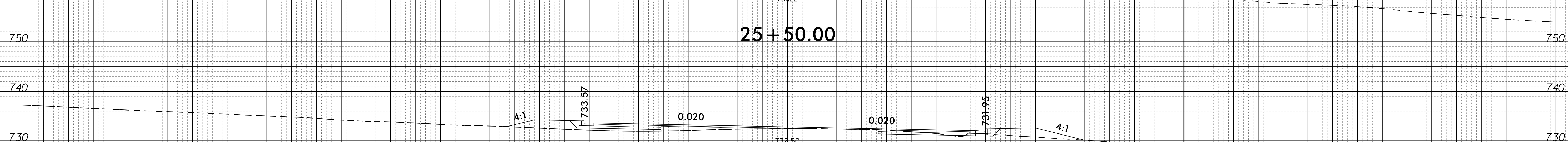
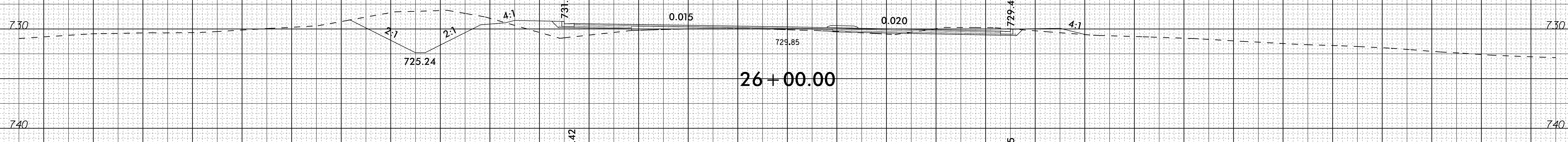
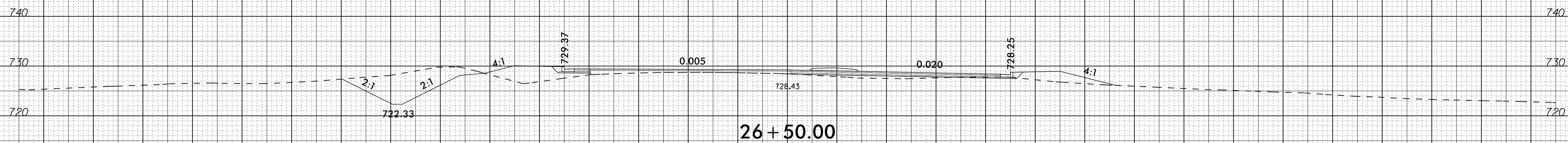
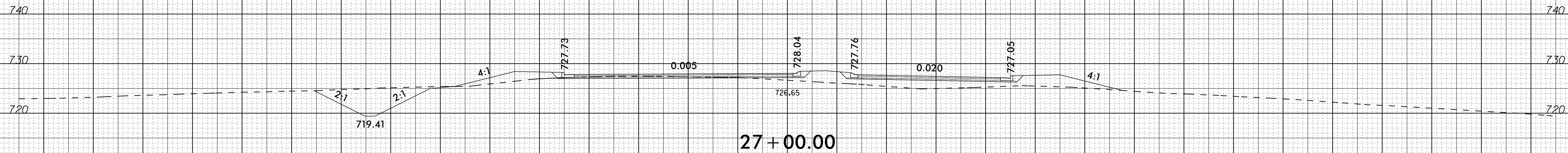
6/23/16



PROJ. REFERENCE NO.
R-4707

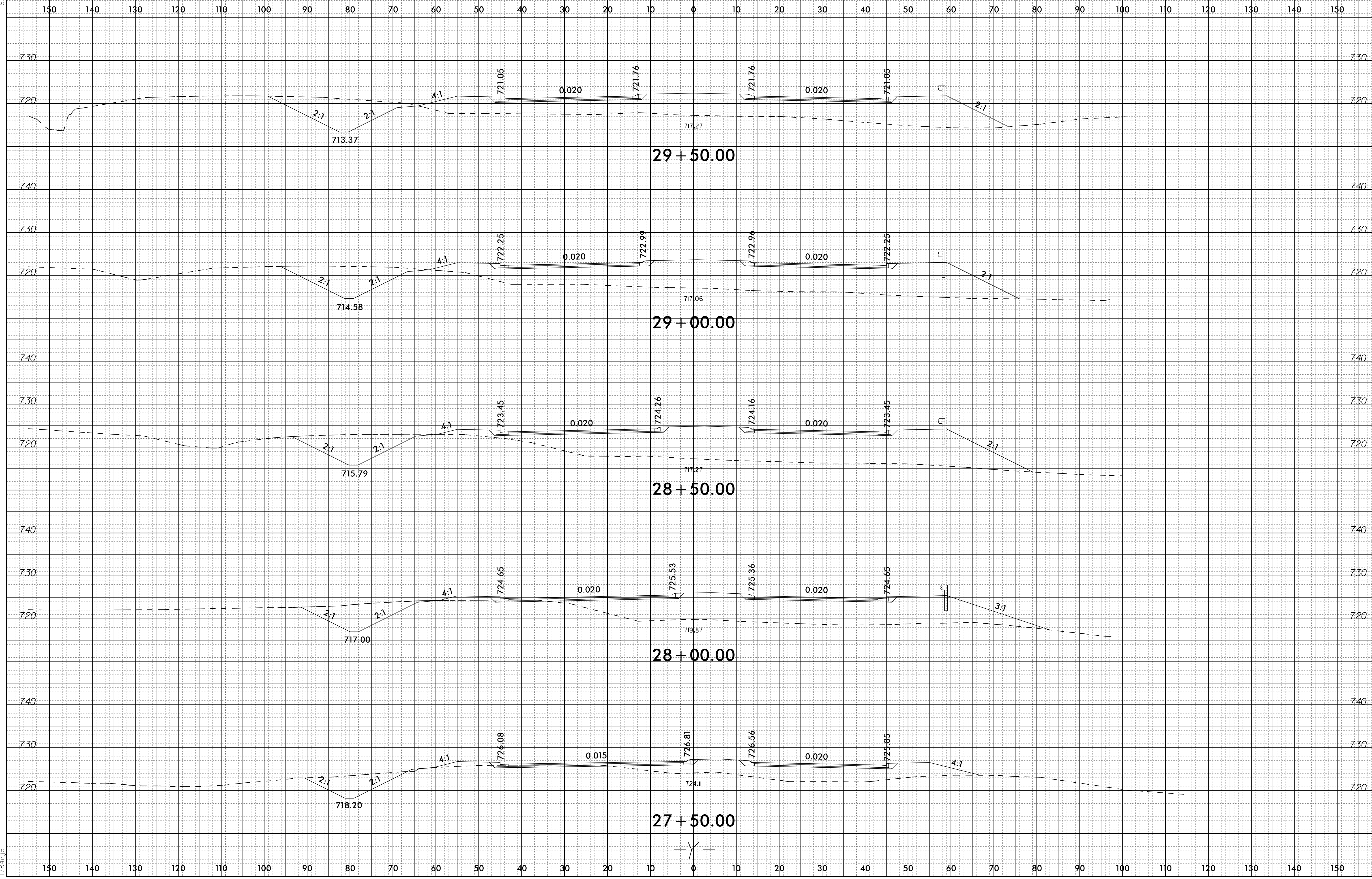
SHEET NO.
X-38

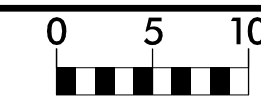
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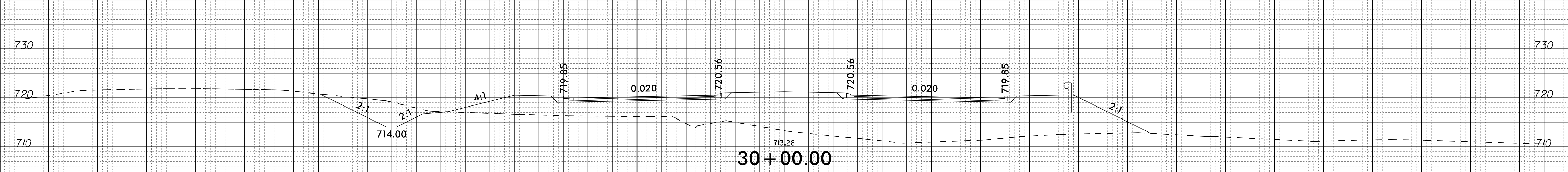
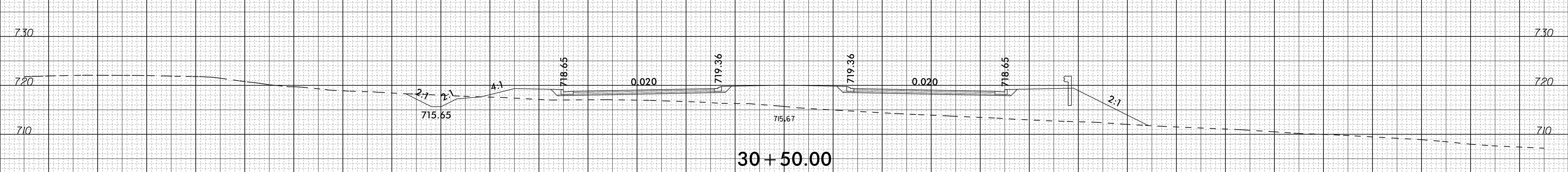
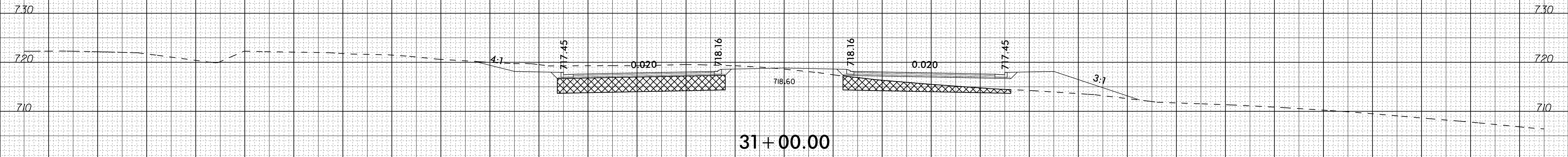
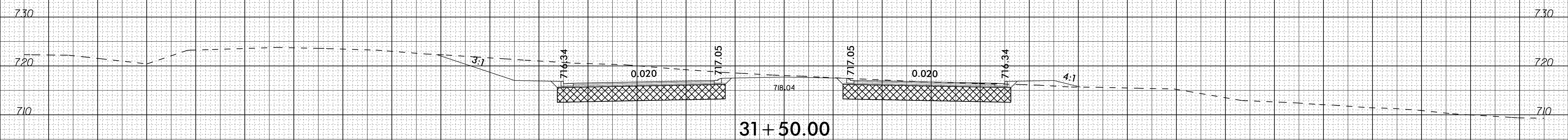
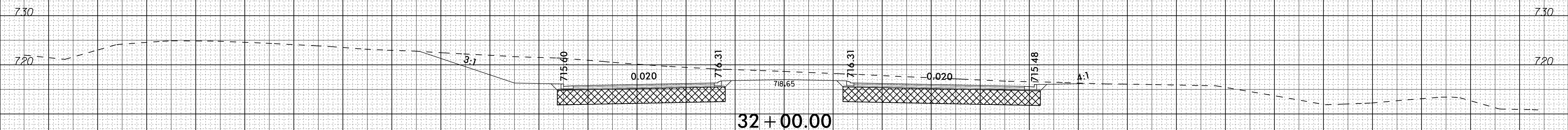




PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-40

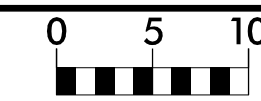
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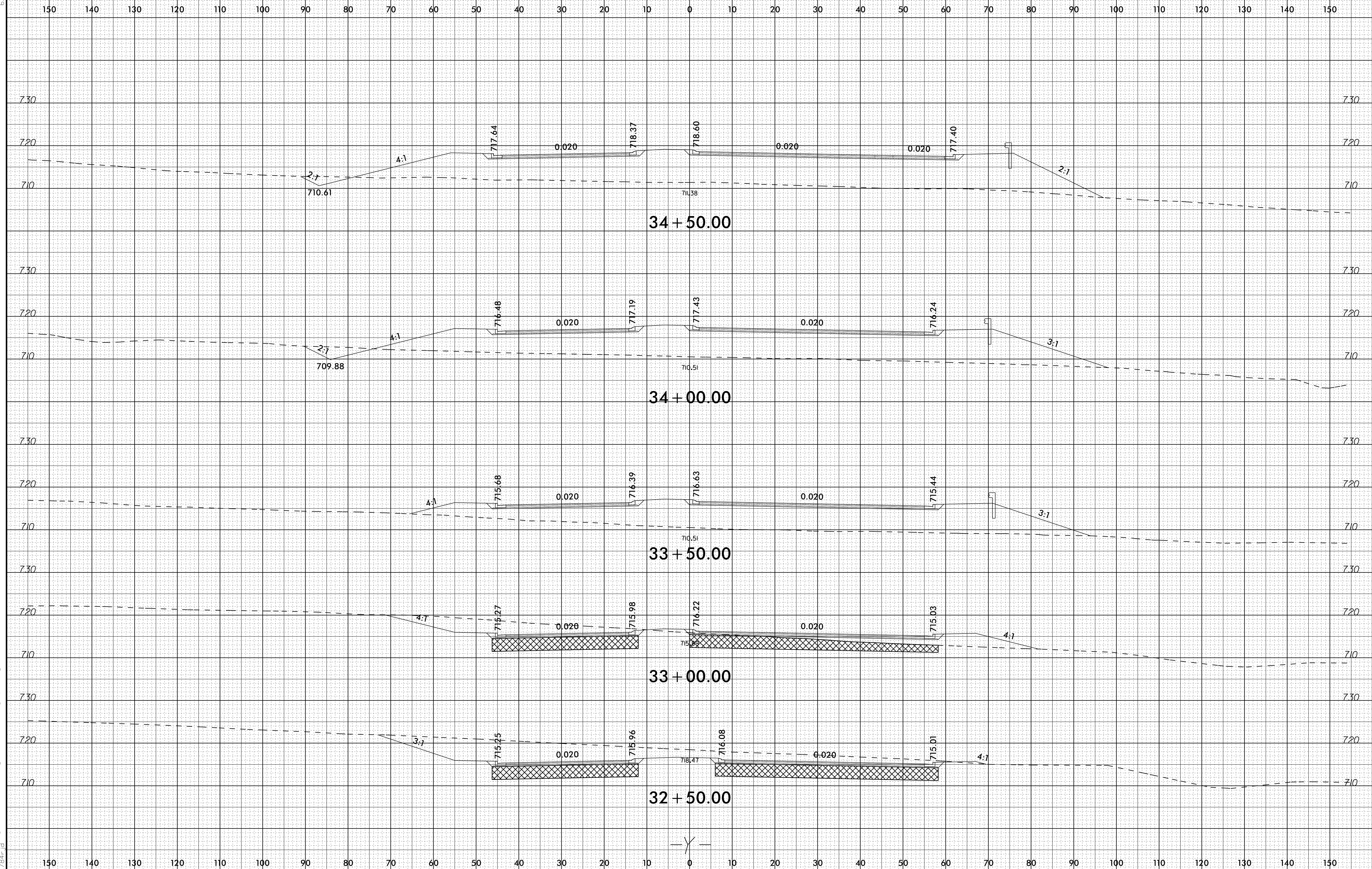
6/23/16

UNDERCUT EXCAVATION

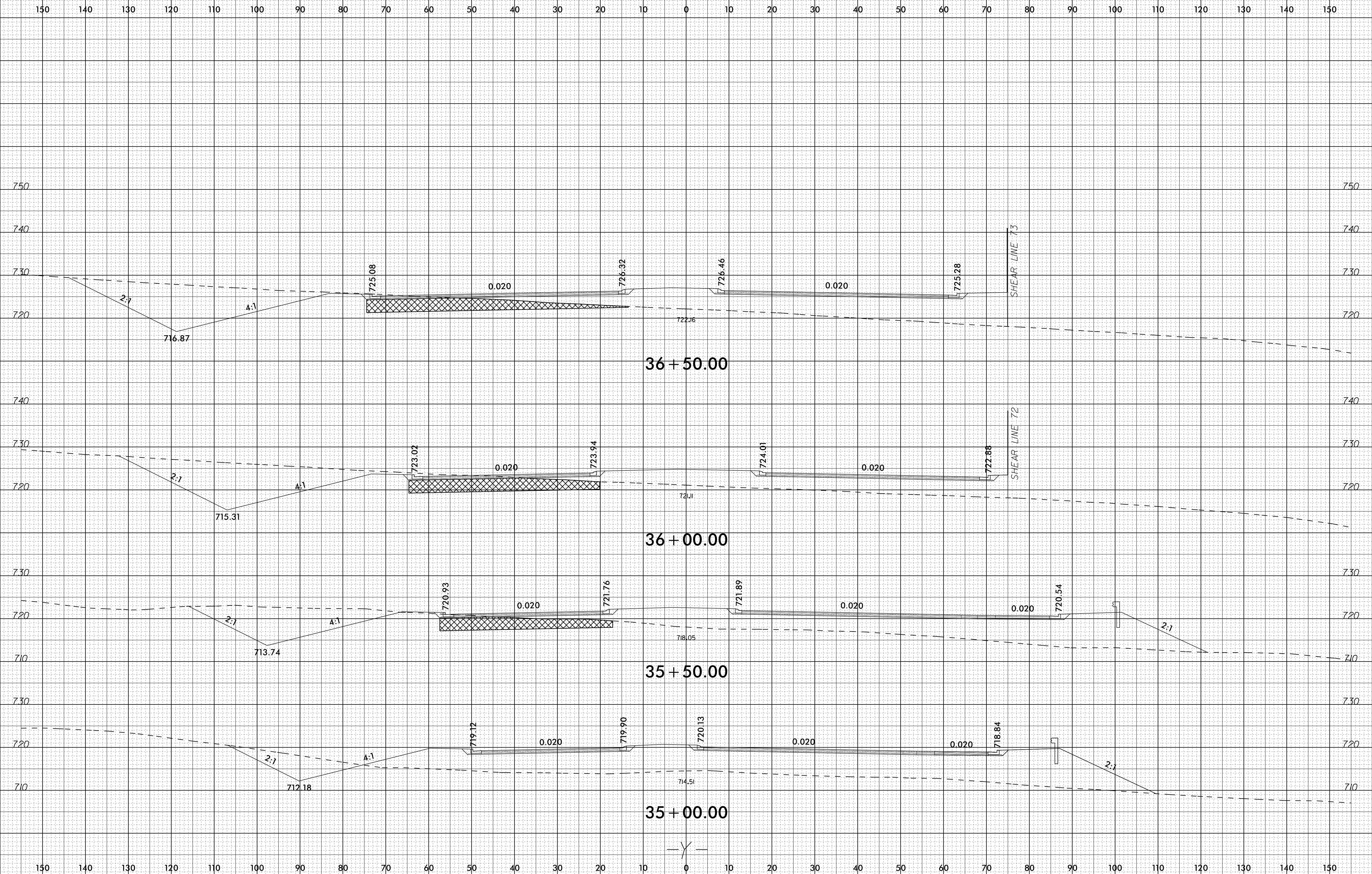
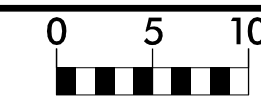


PROJ. REFERENCE NO. R-4707

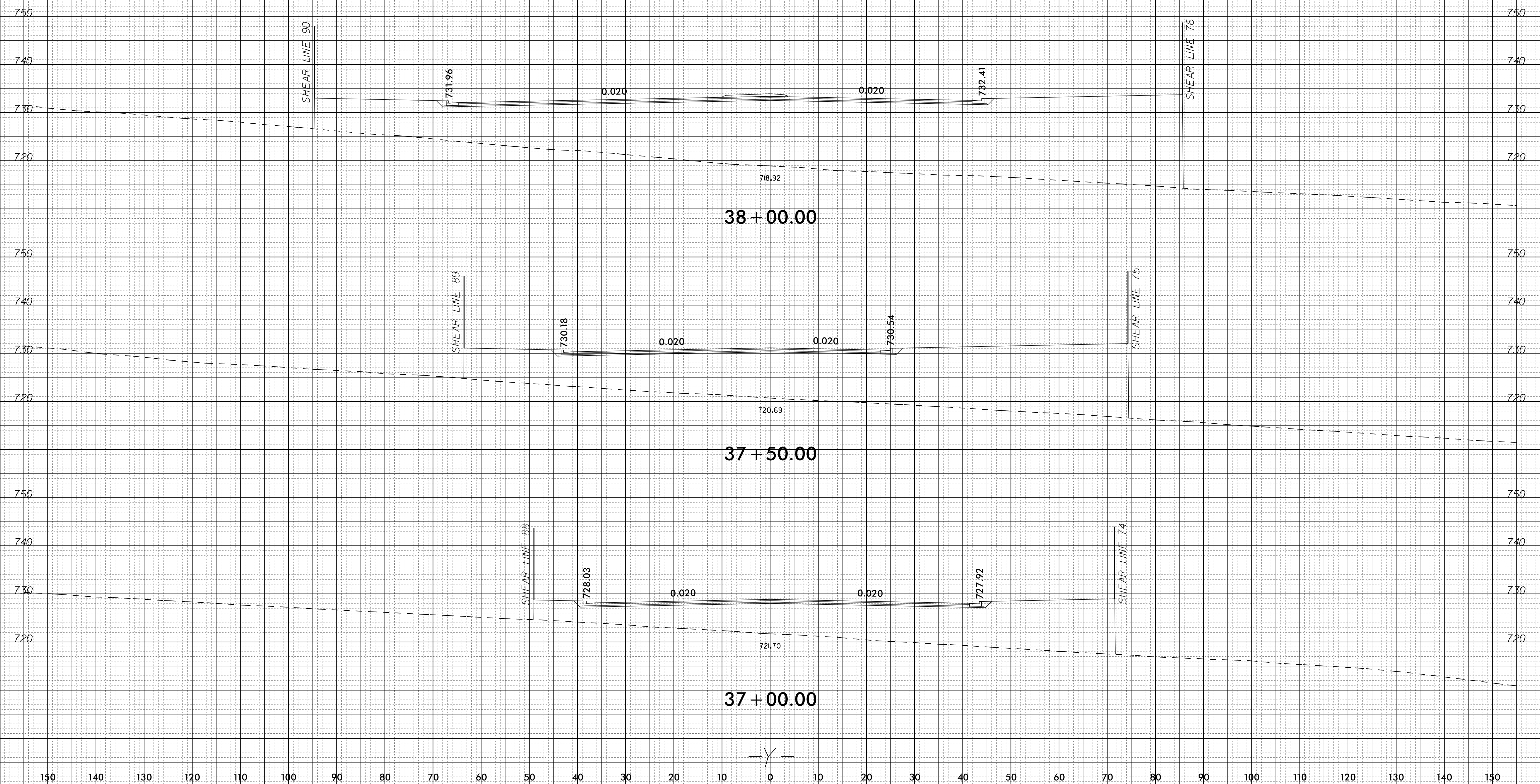
SHEET NO. X-41



23-MAR-2020 22:19
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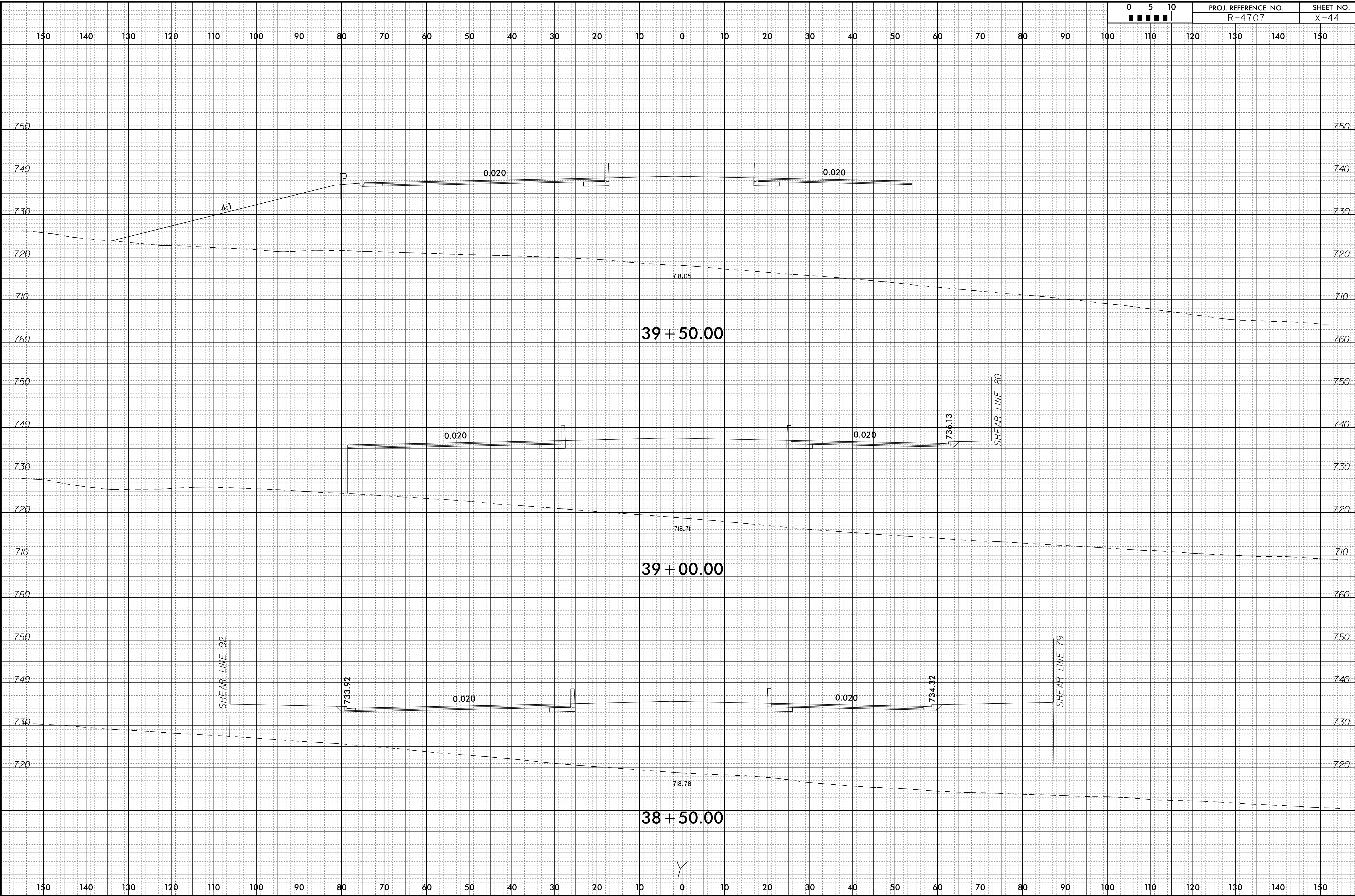
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6/23/16

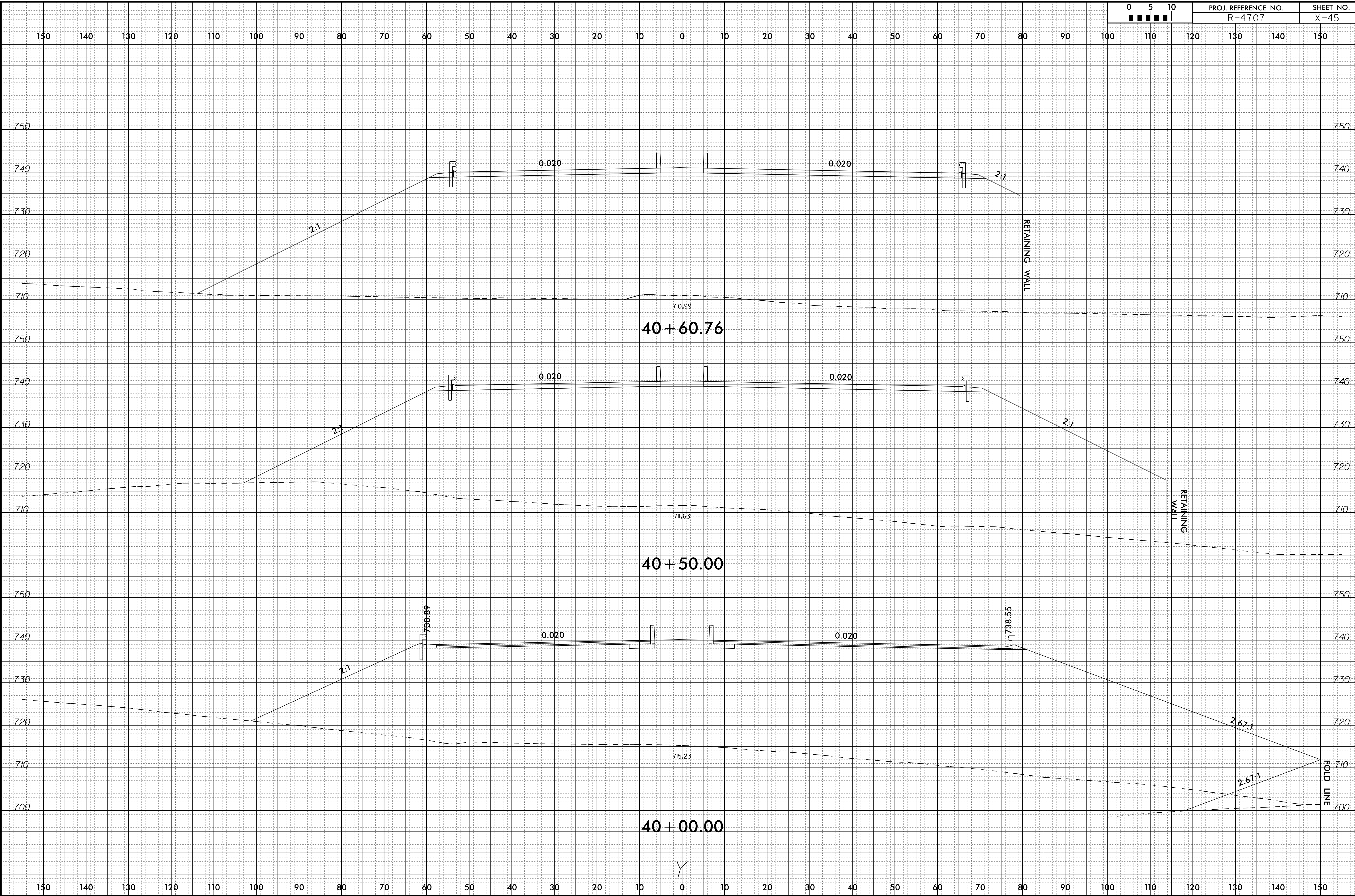


PROJ. REFERENCE NO.
R-4707

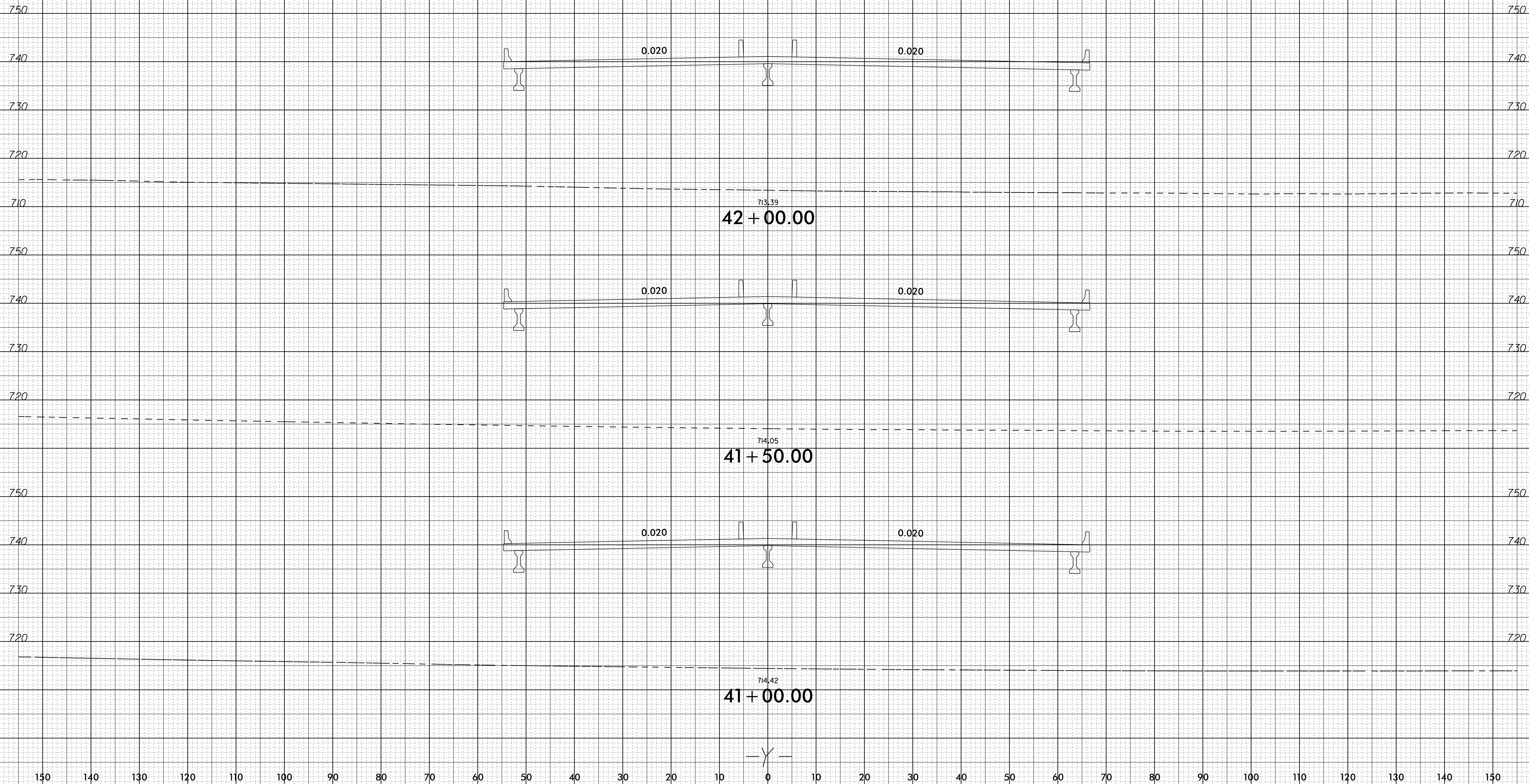
SHEET NO.
X-44



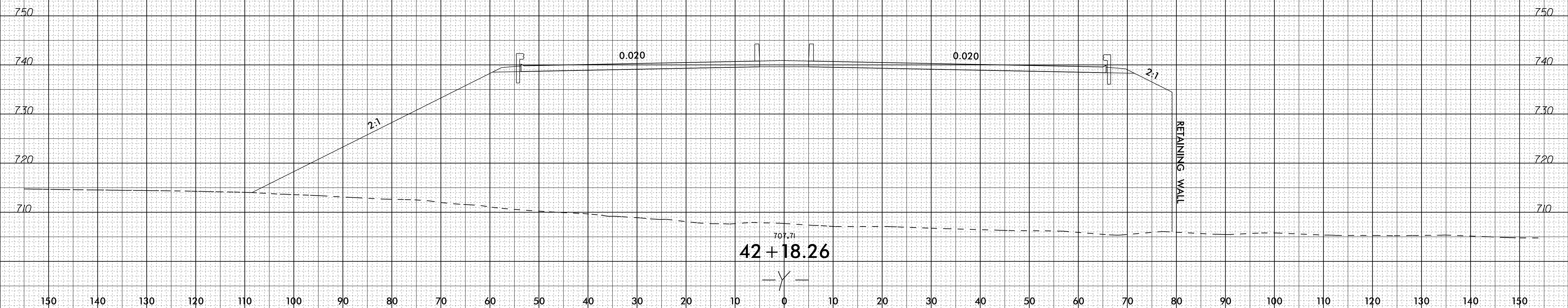
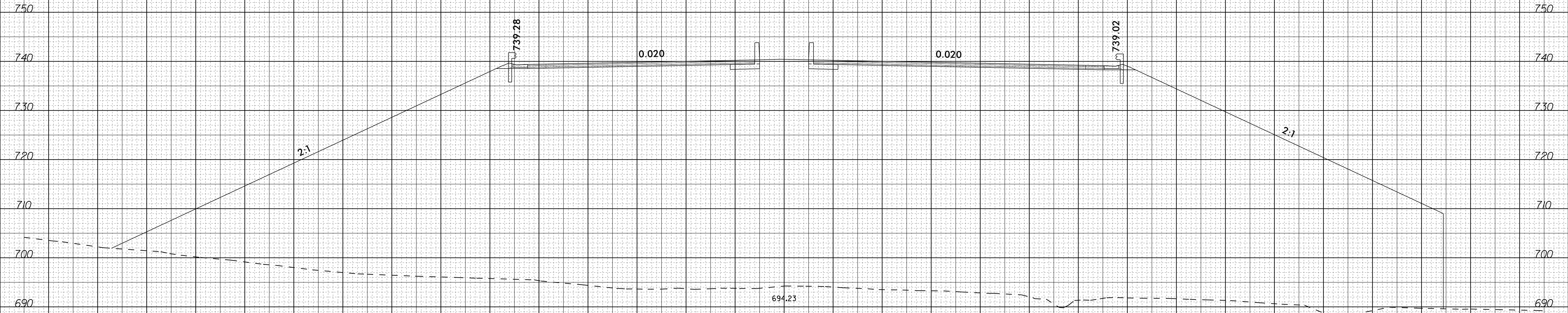
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1/28/16



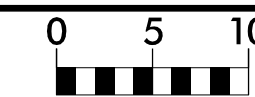
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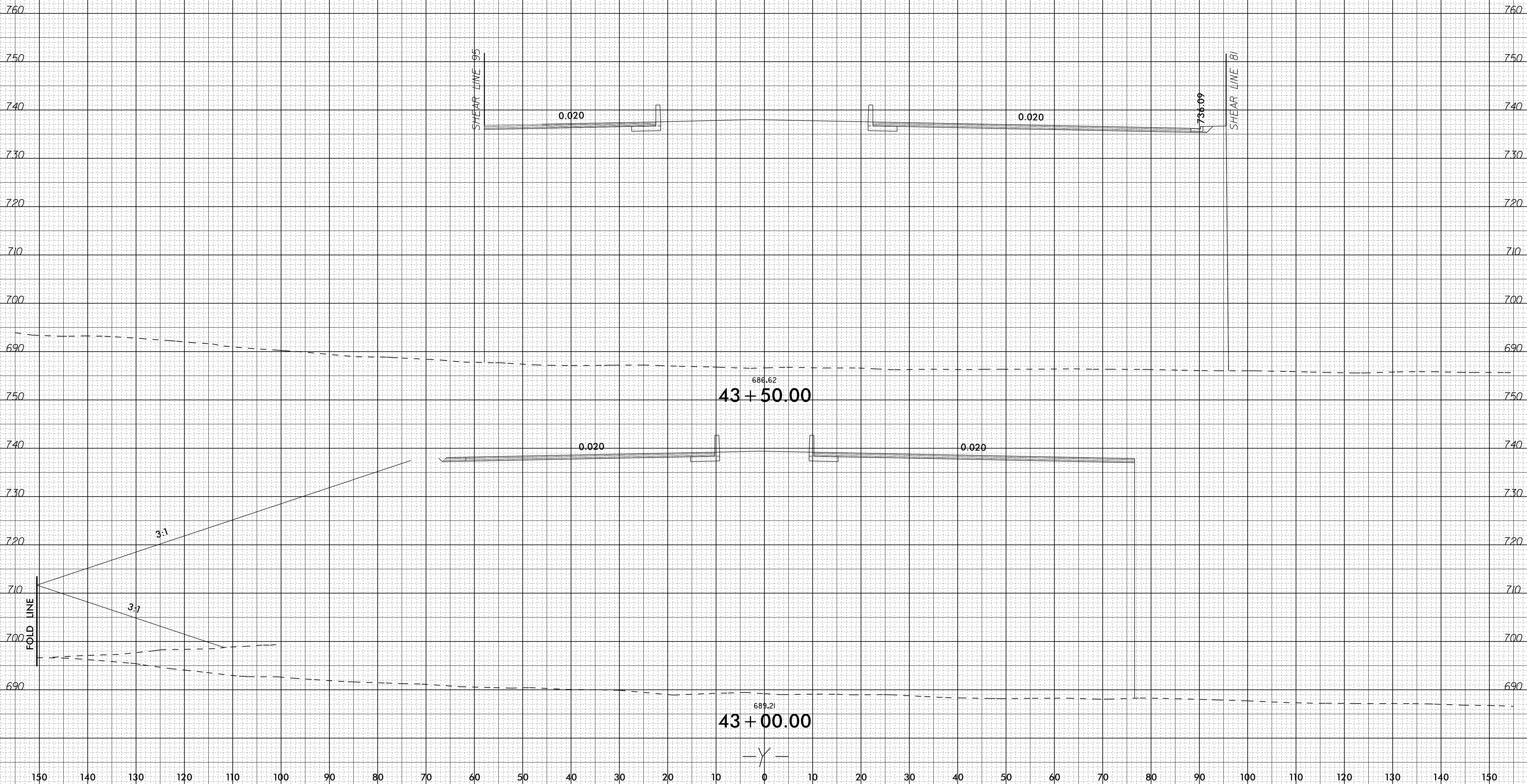
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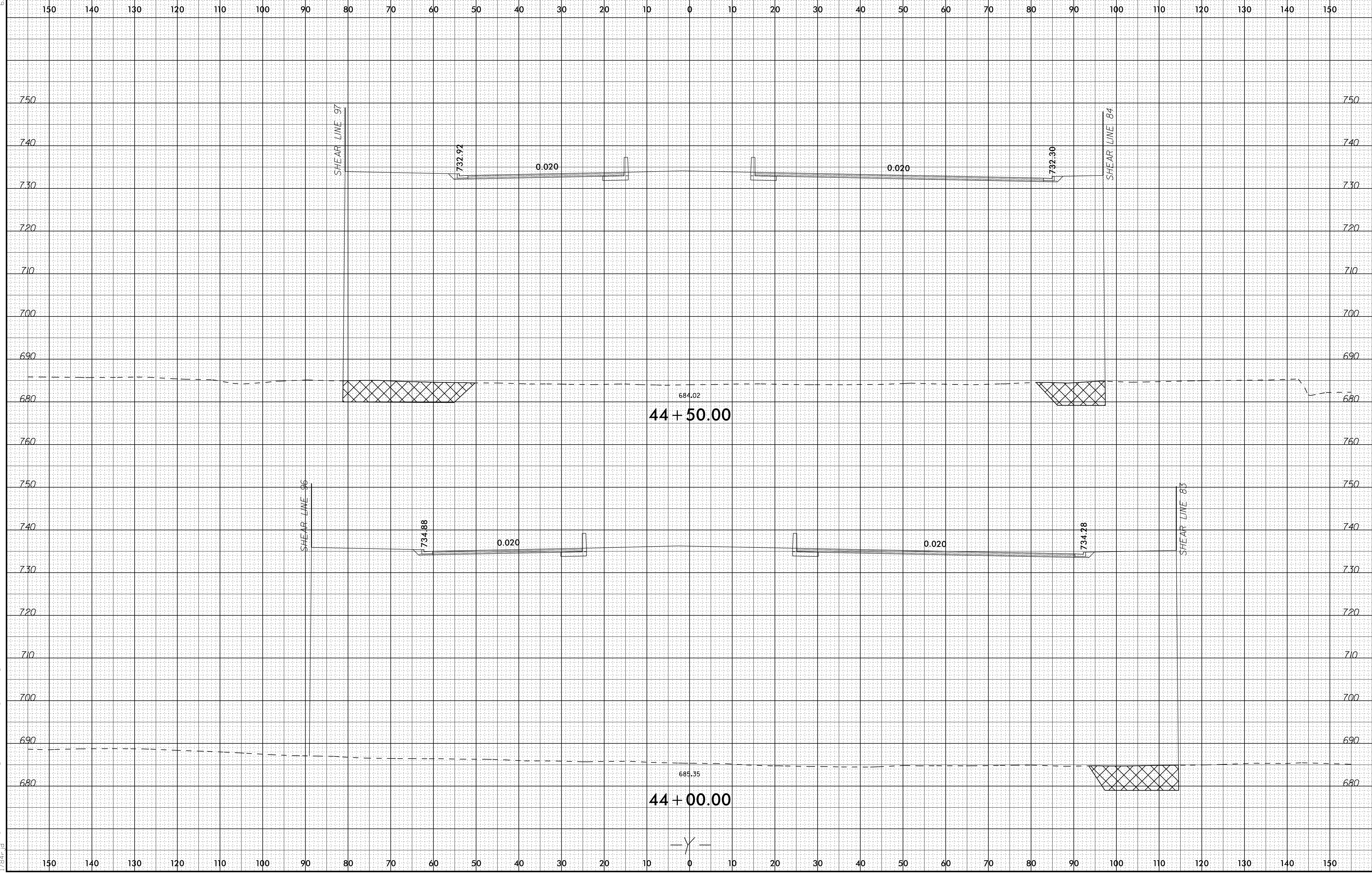
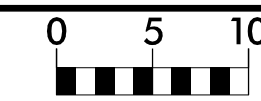
PROJ. REFERENCE NO.
R-4707

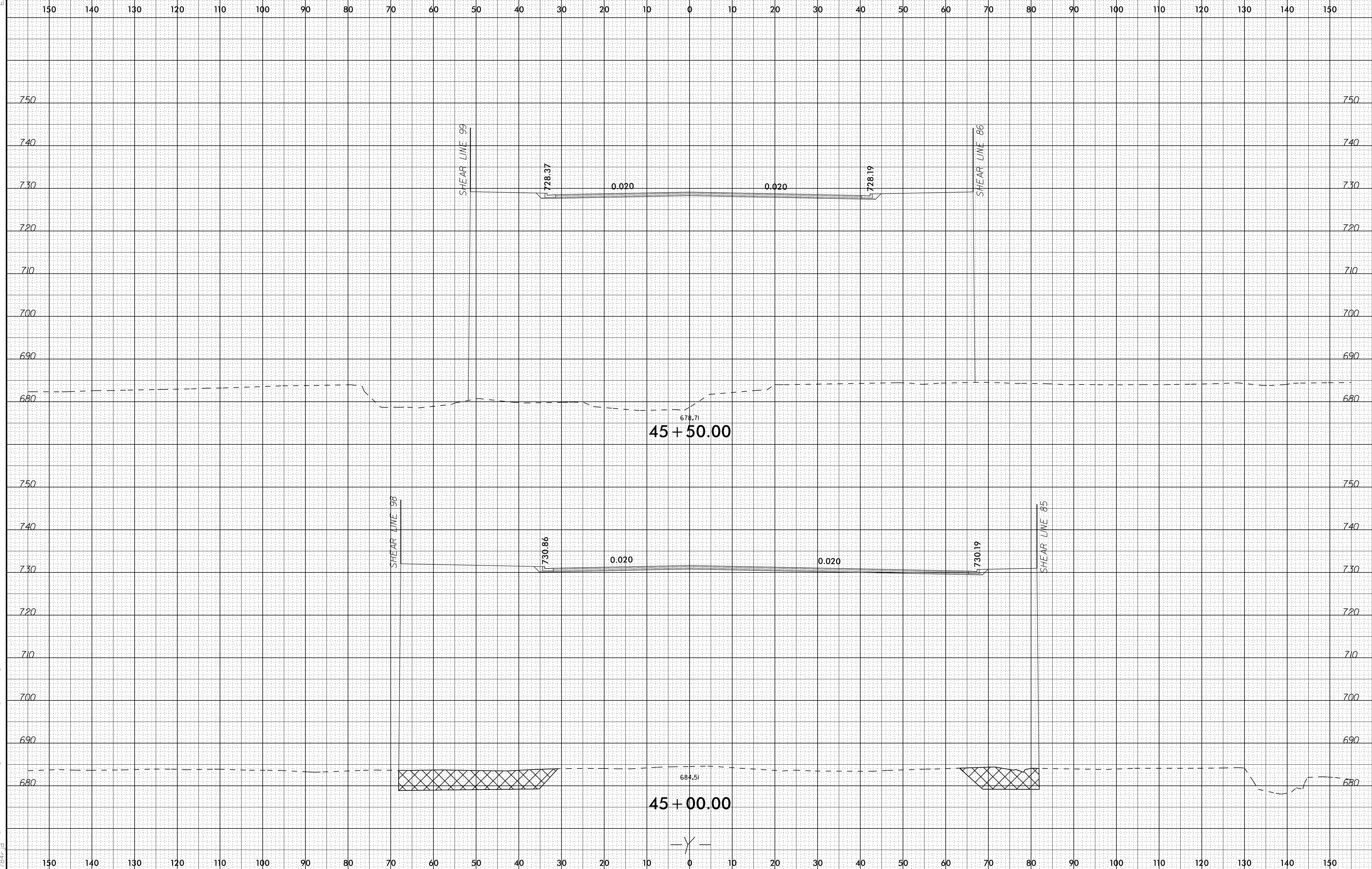
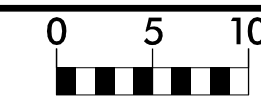
SHEET NO.
X-48

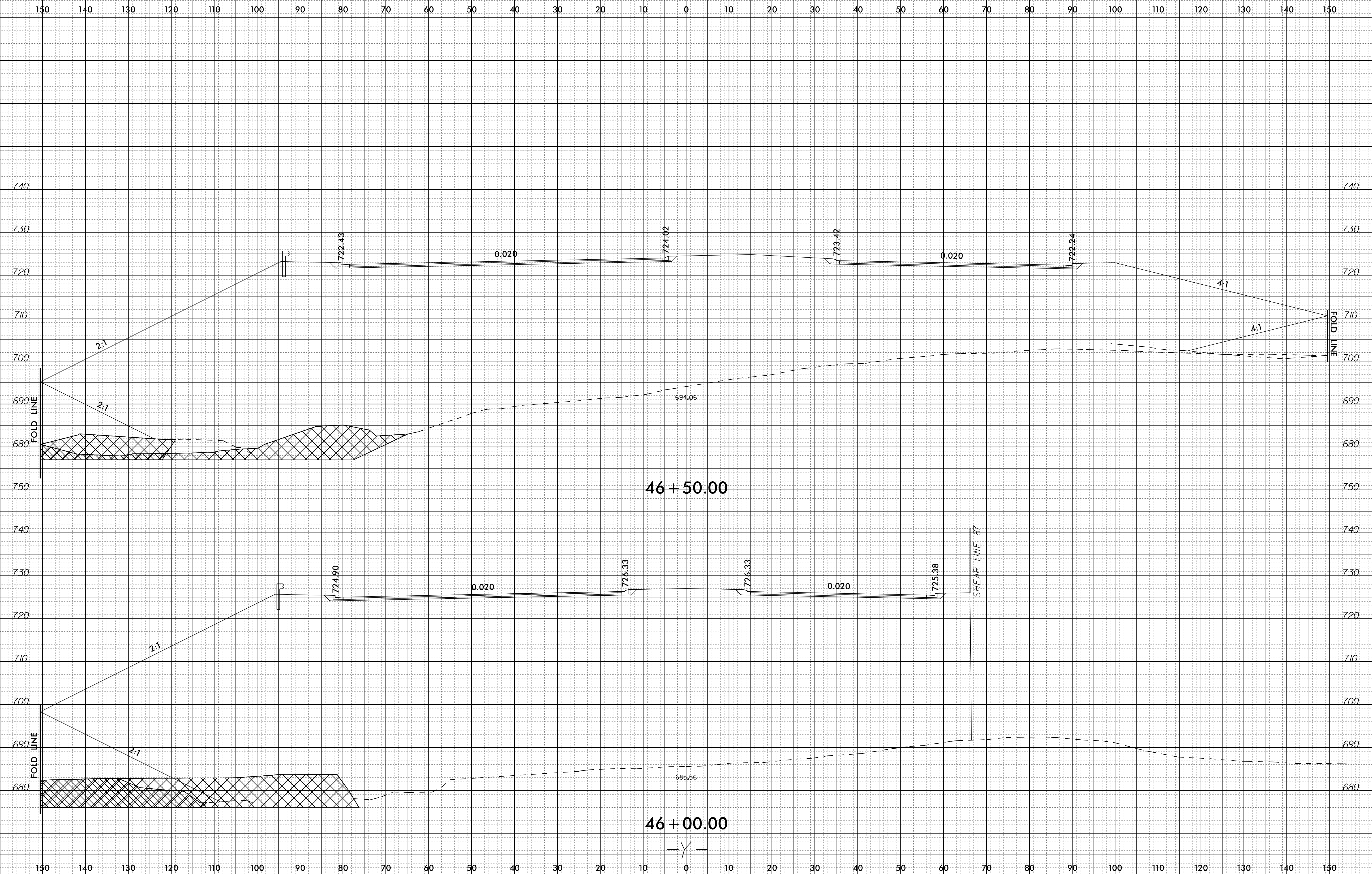
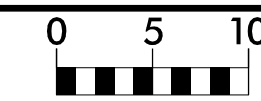
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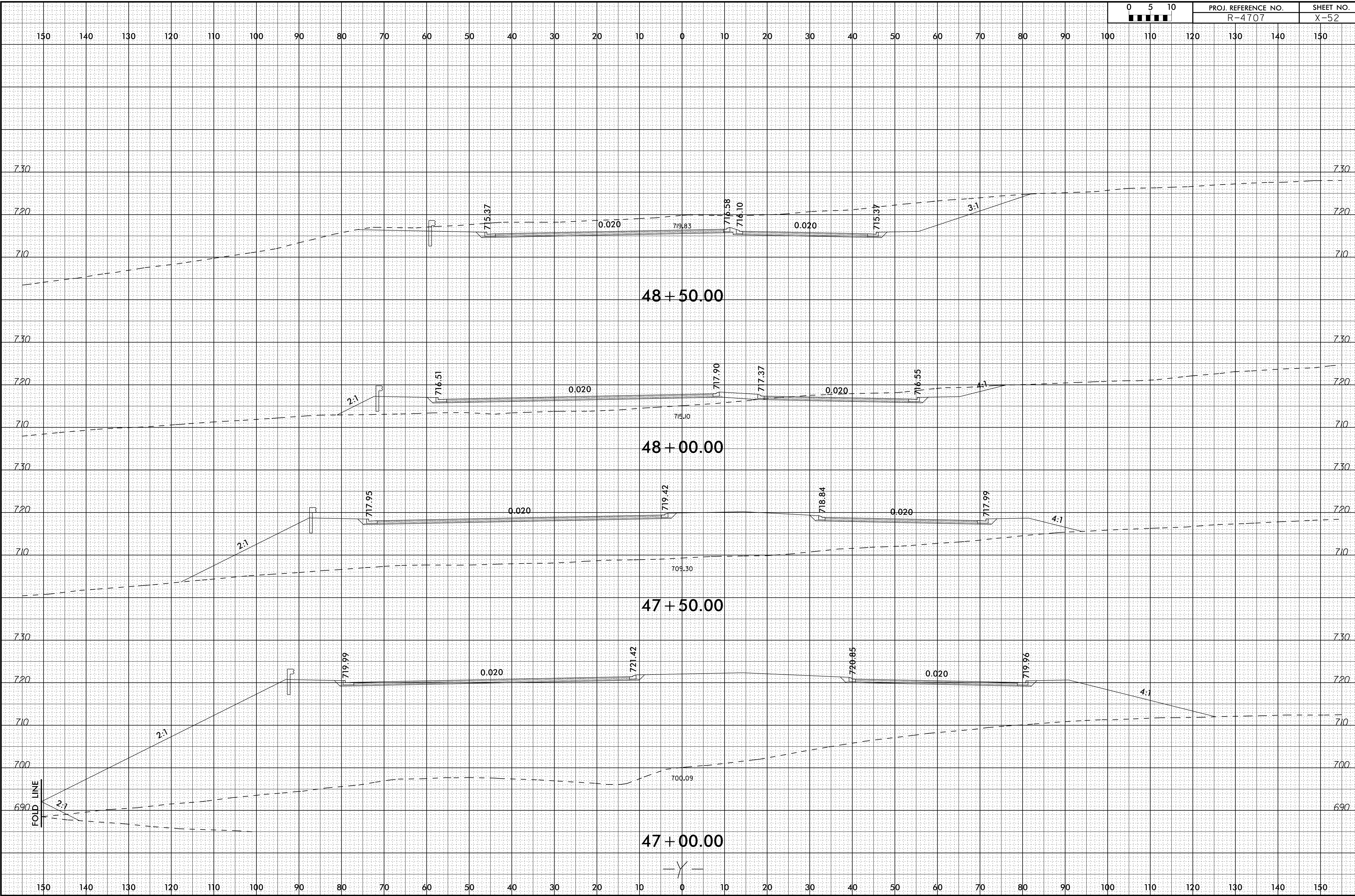


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1/28/16

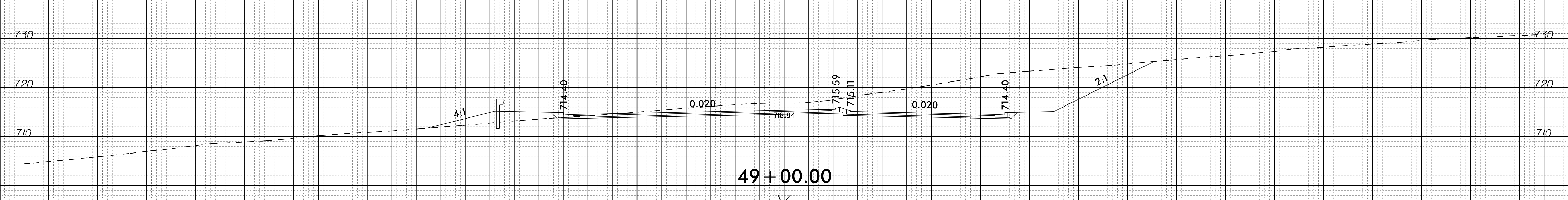
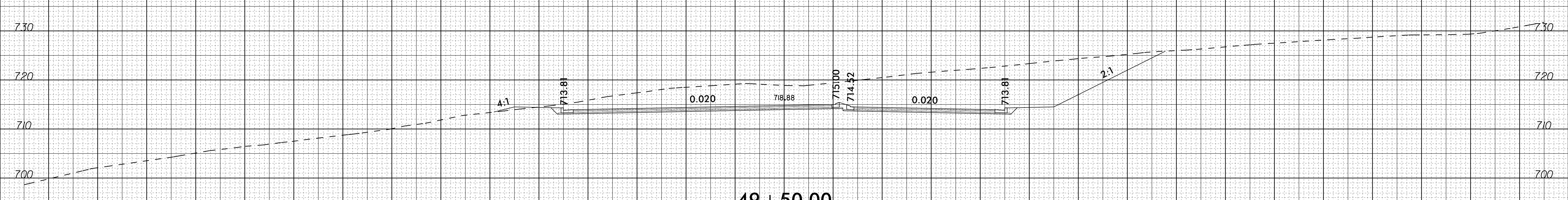
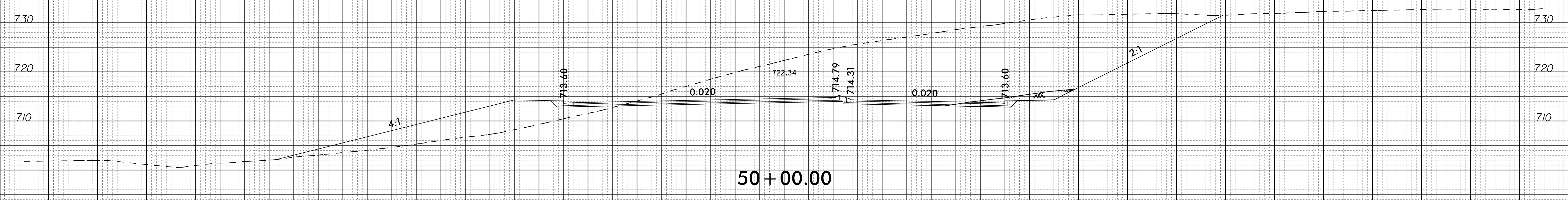
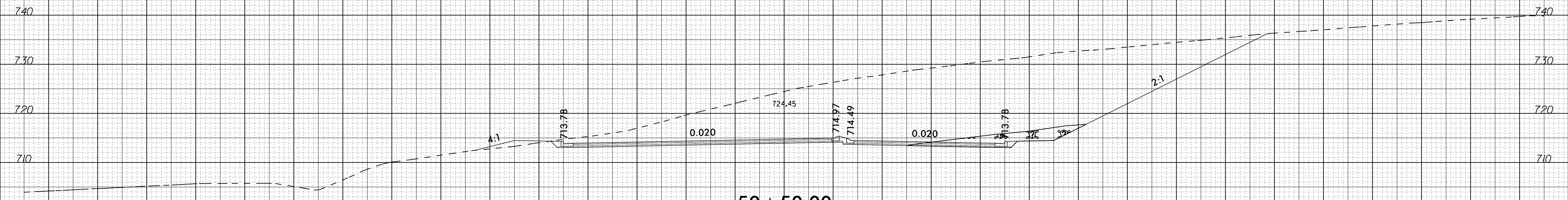






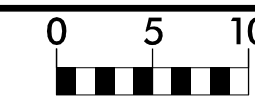


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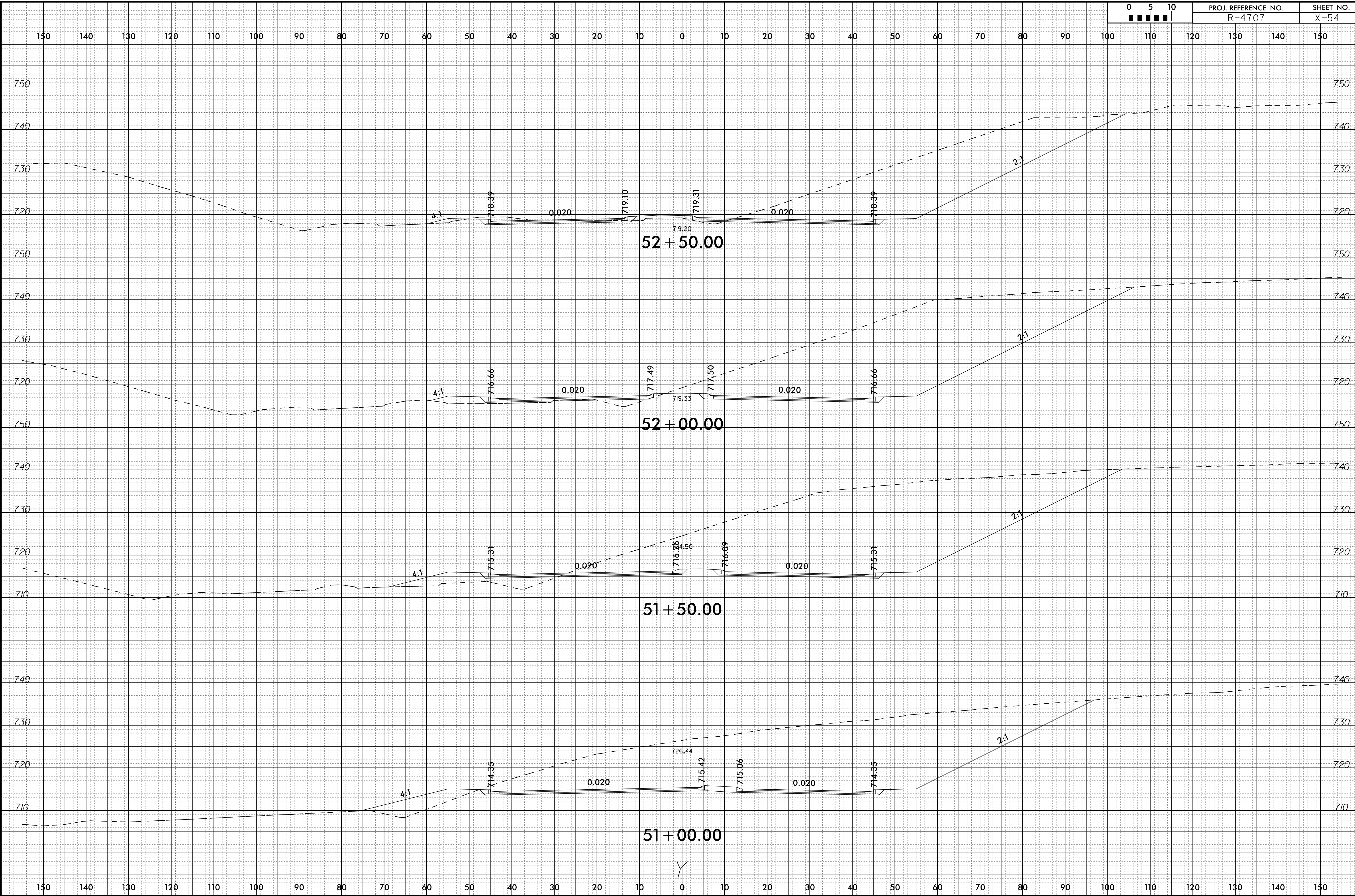
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6/23/16

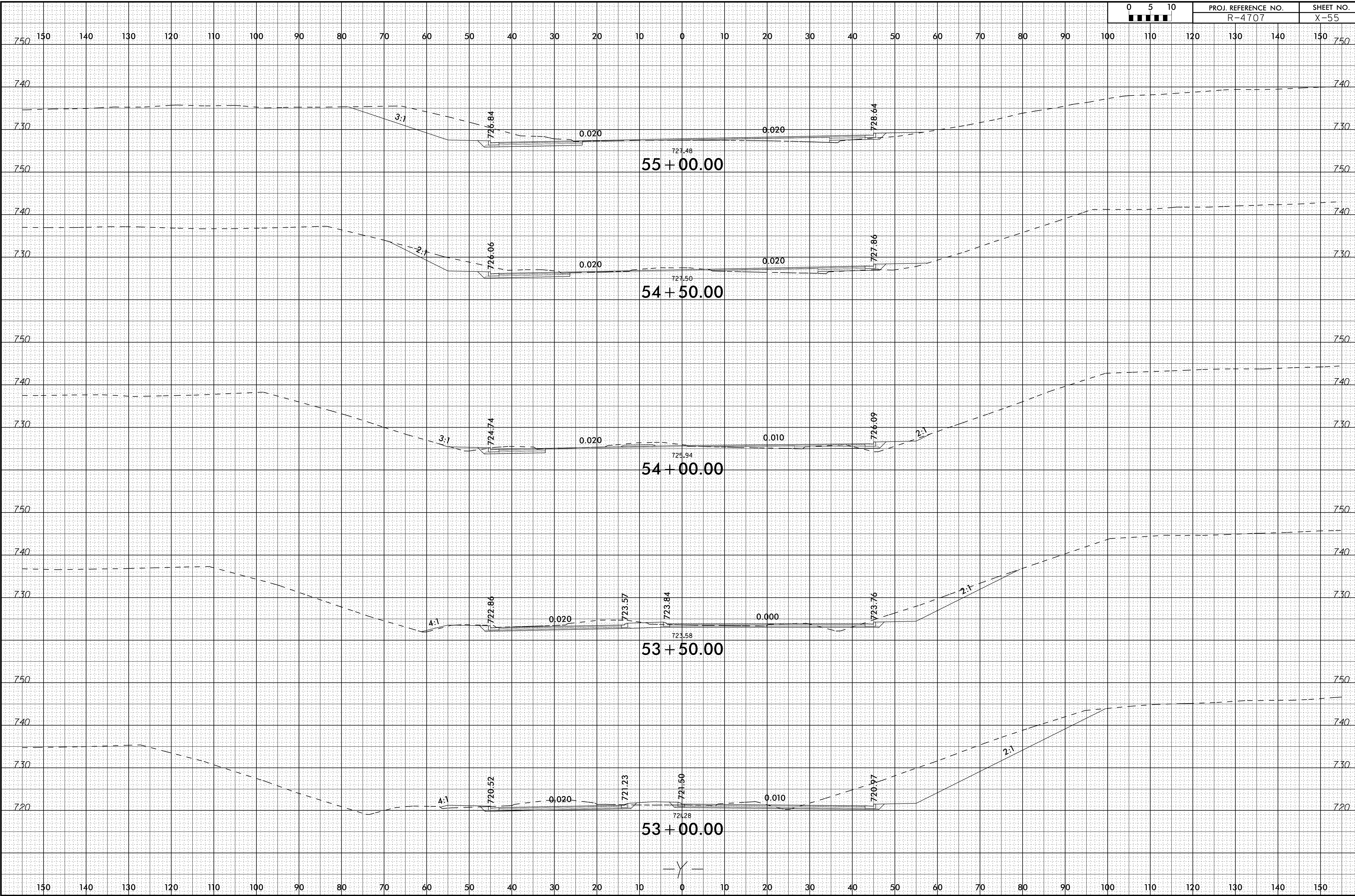


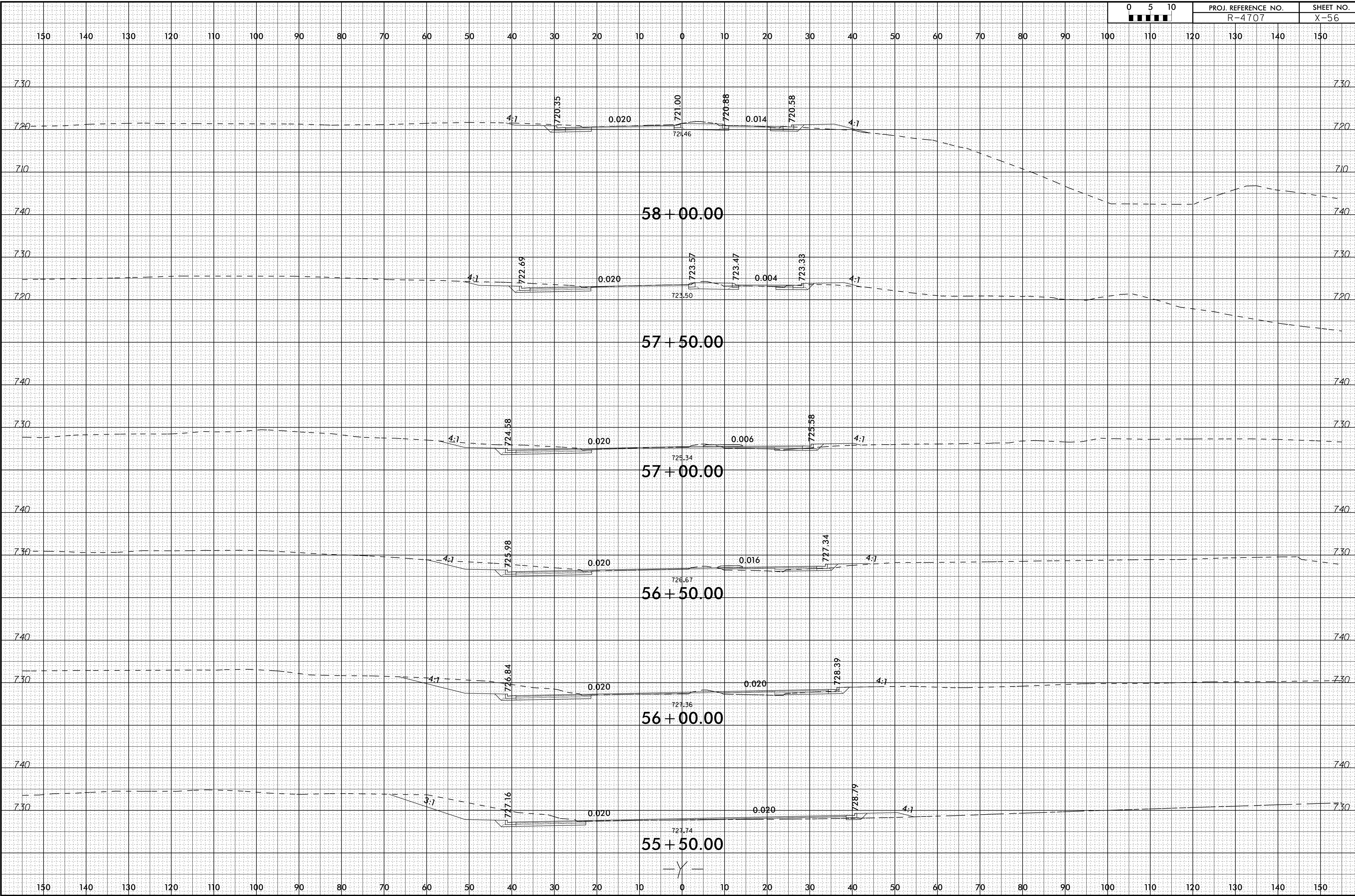
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R-4707

SHEET NO.
X-54

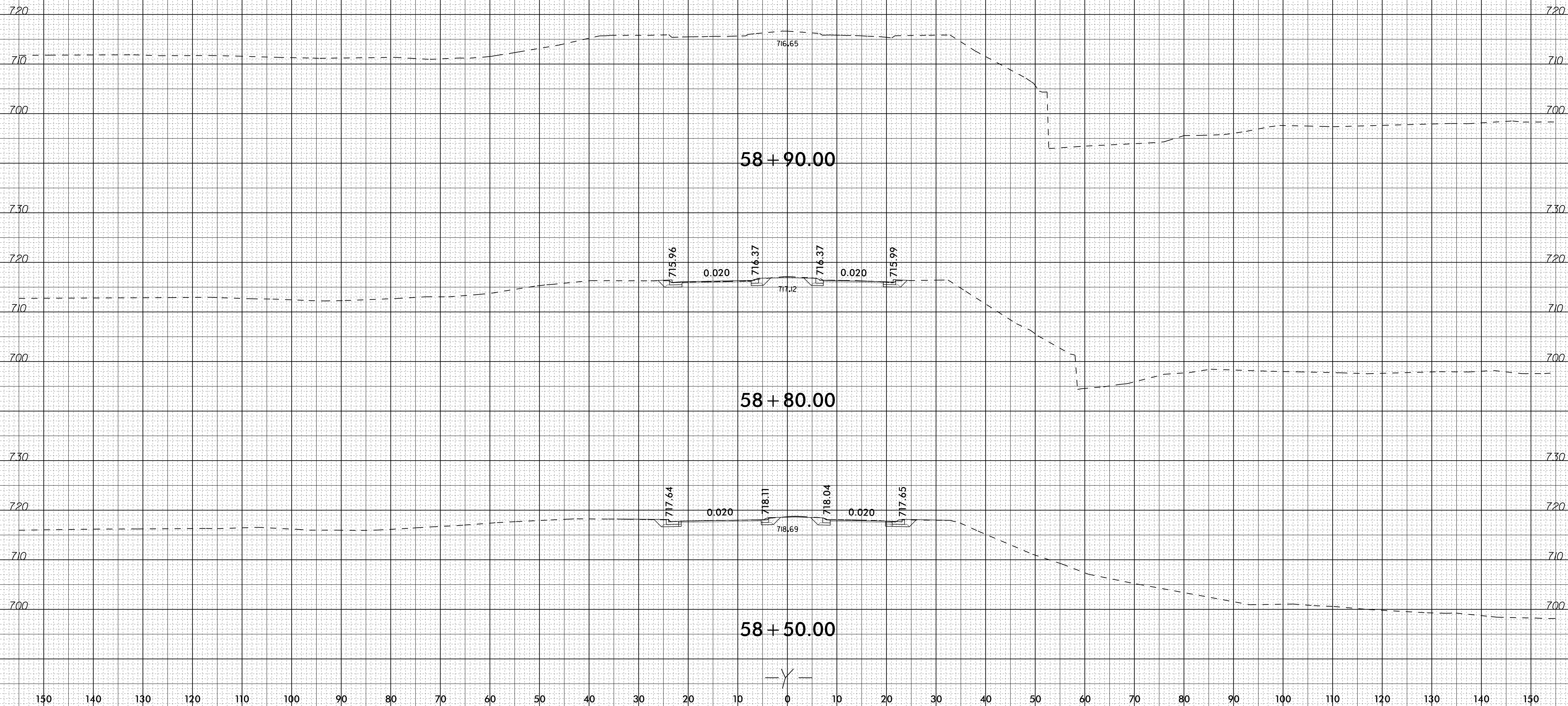


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1/28/16

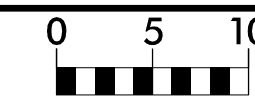




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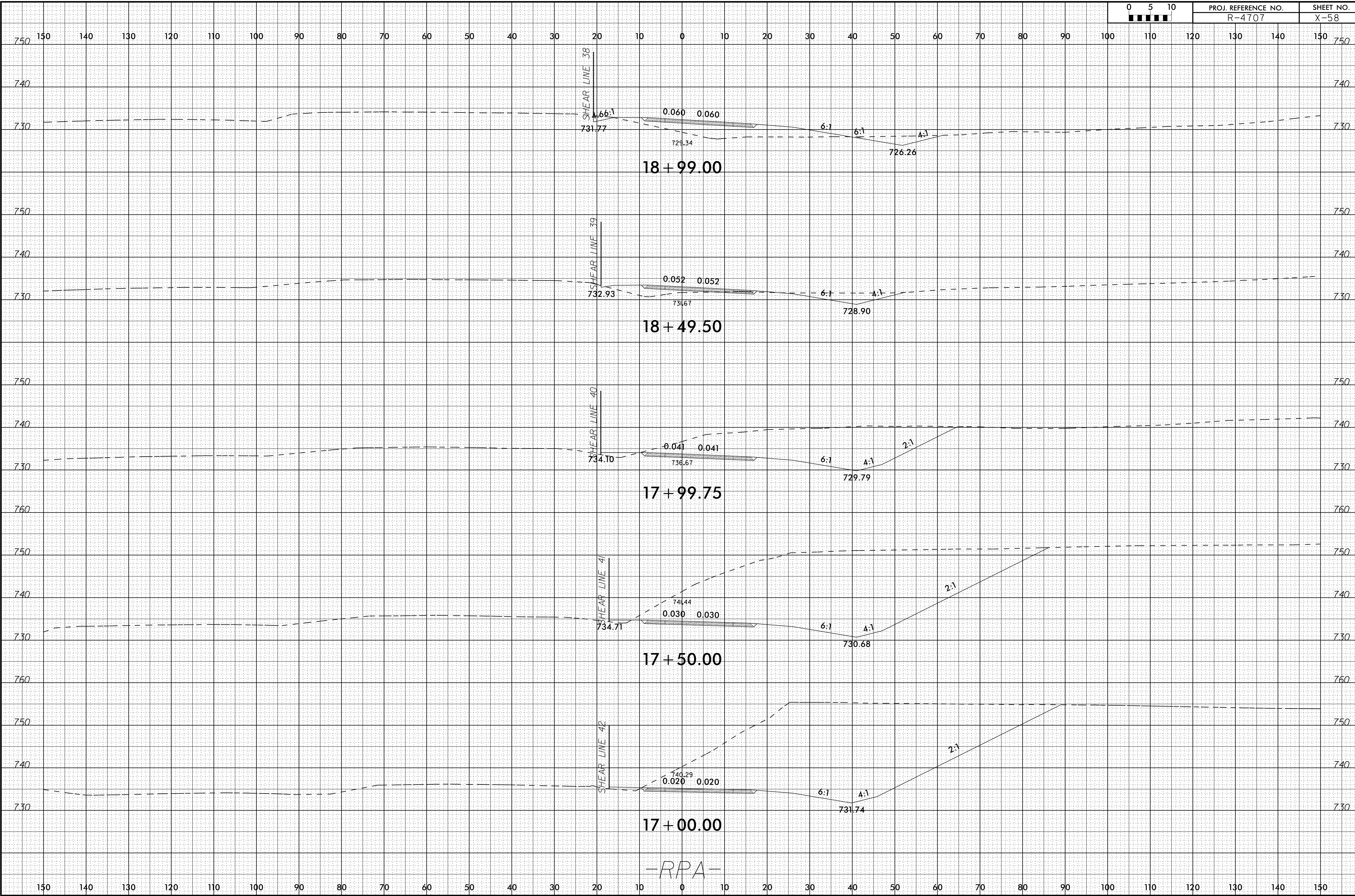


6/23/16



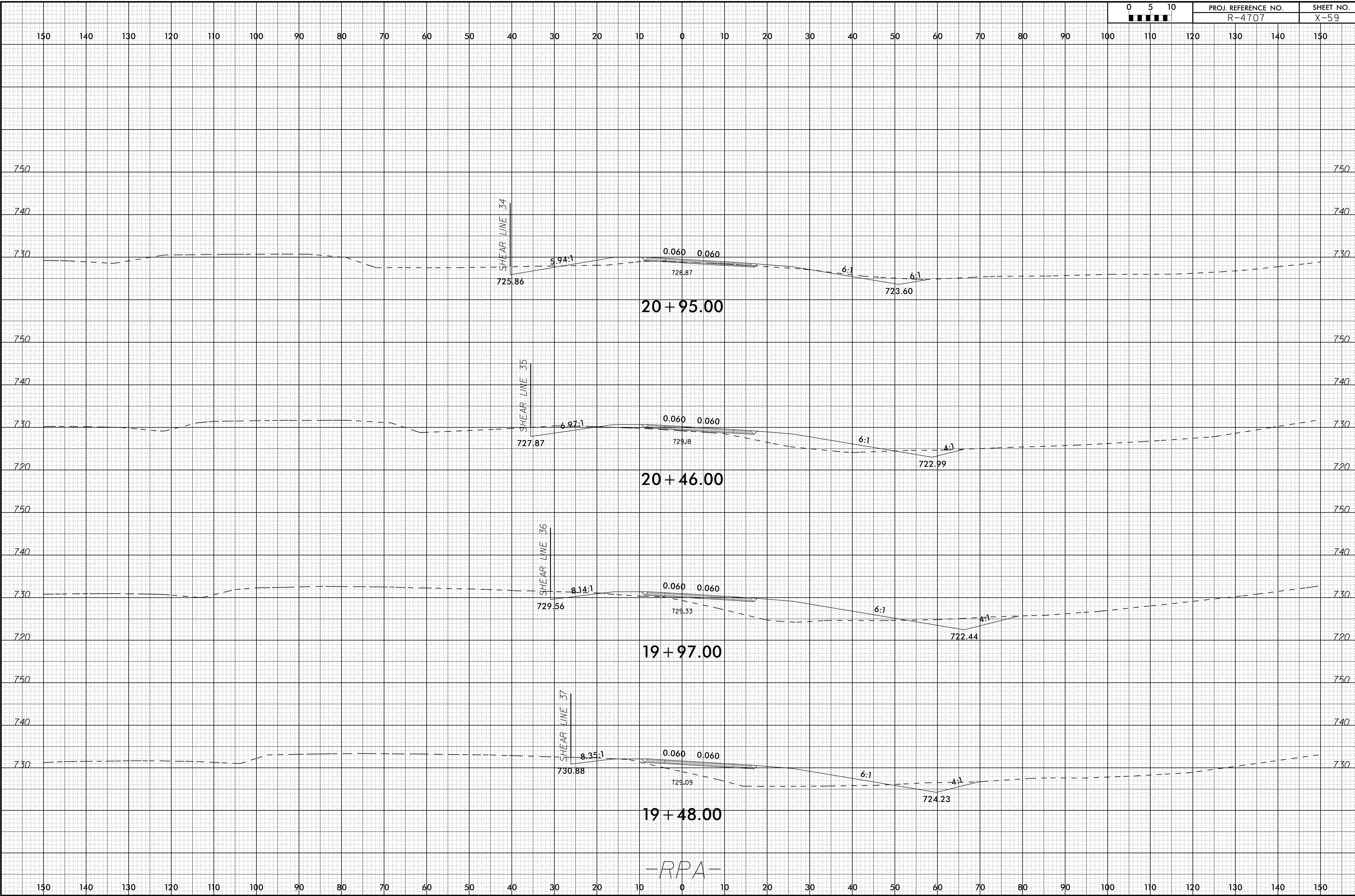
PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-58



-RPA-

28-FEB-2020 13:19
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20 + 95.00

20 + 46.00

19 + 97.00

19 + 48.00

-RPA-

SHEAR LINE 34

725.86

5.94:1

0.060 0.060

728.87

6:1

6:1

723.60

SHEAR LINE 35

727.87

6.97:1

0.060 0.060

729.18

6:1

4:1

722.99

SHEAR LINE 36

729.56

8.14:1

0.060 0.060

729.33

6:1

4:1

722.44

SHEAR LINE 37

730.88

8.35:1

0.060 0.060

729.09

6:1

4:1

724.23

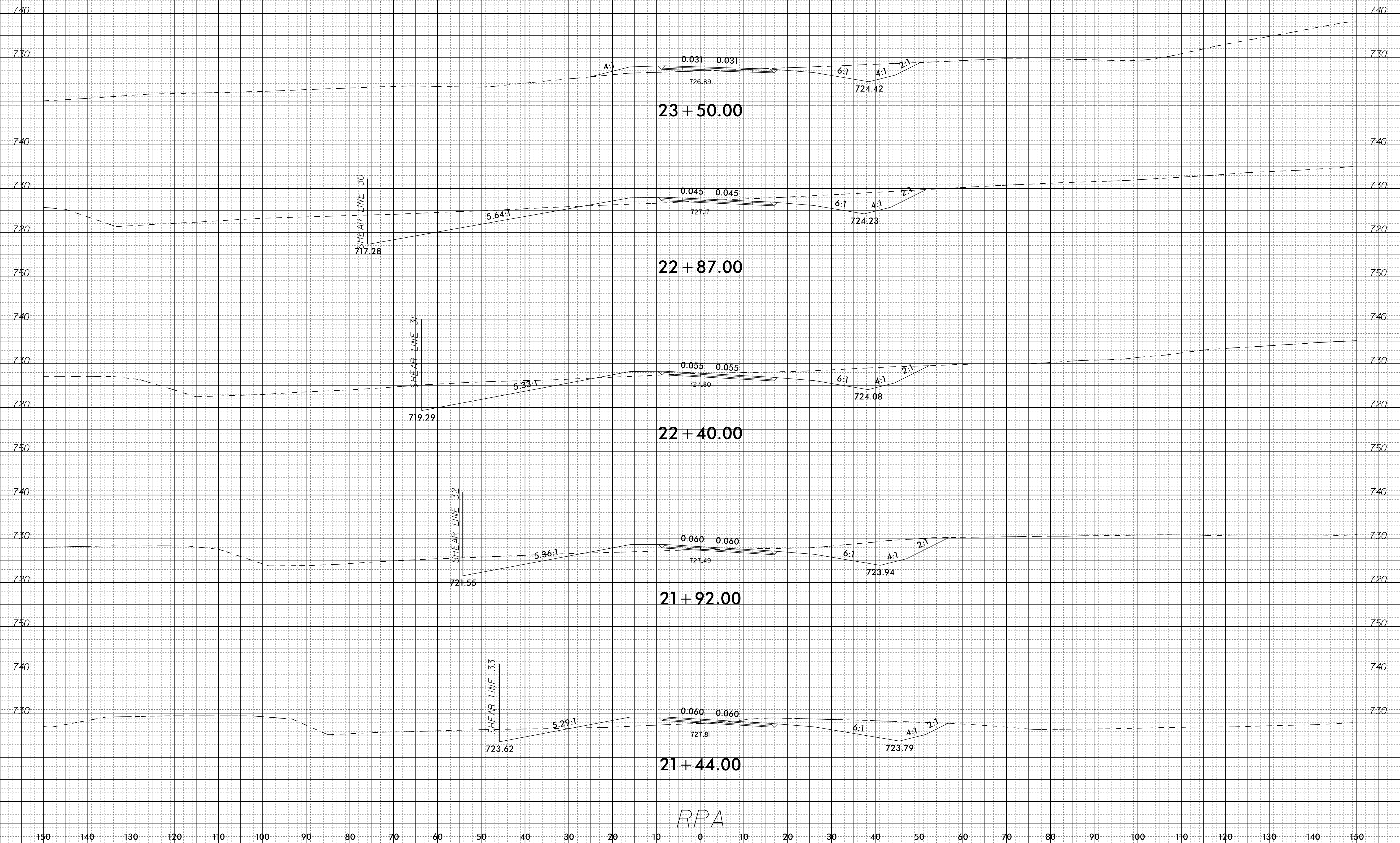
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-60

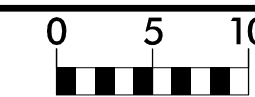
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-RPA-

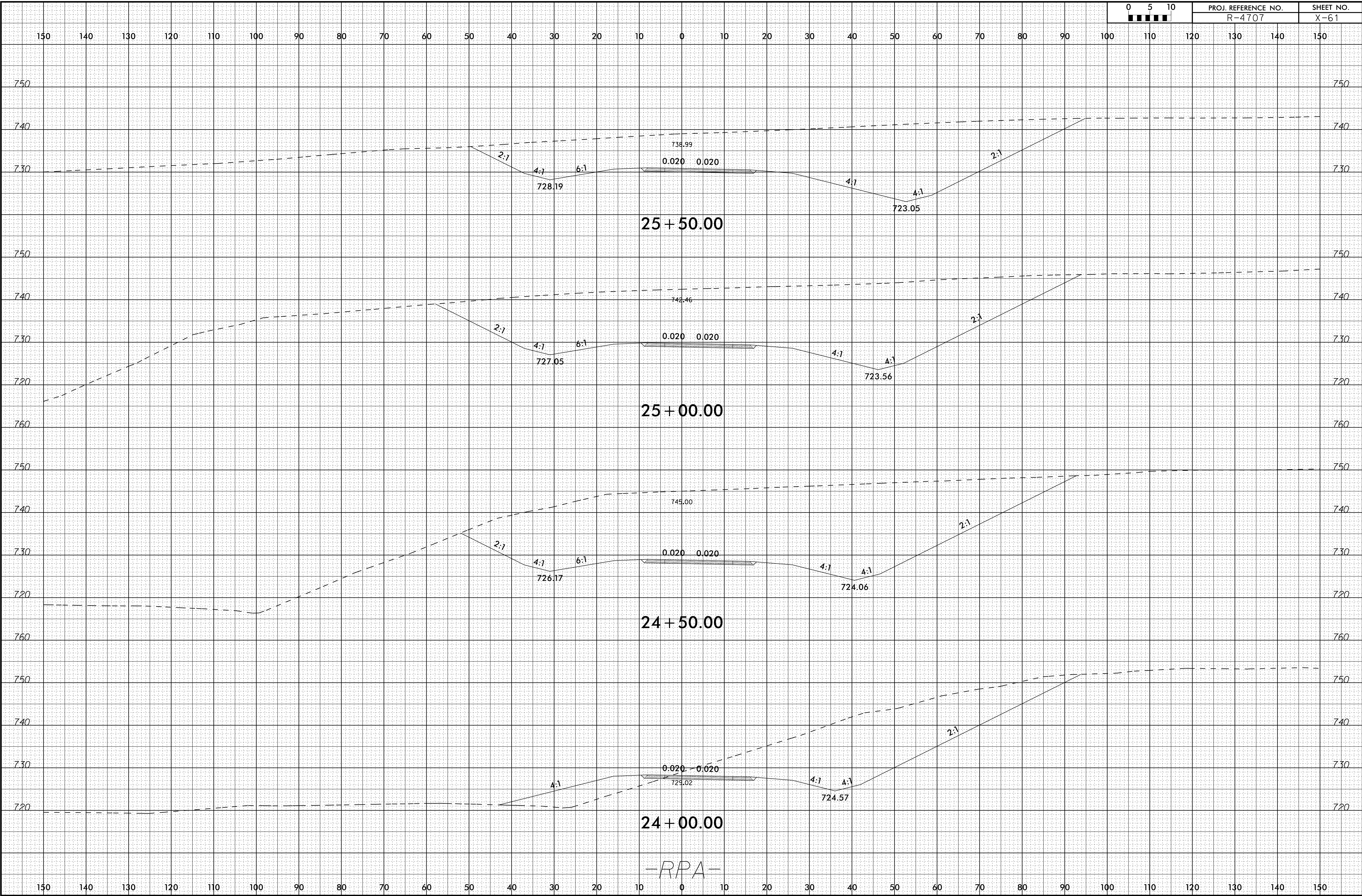
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6/23/16



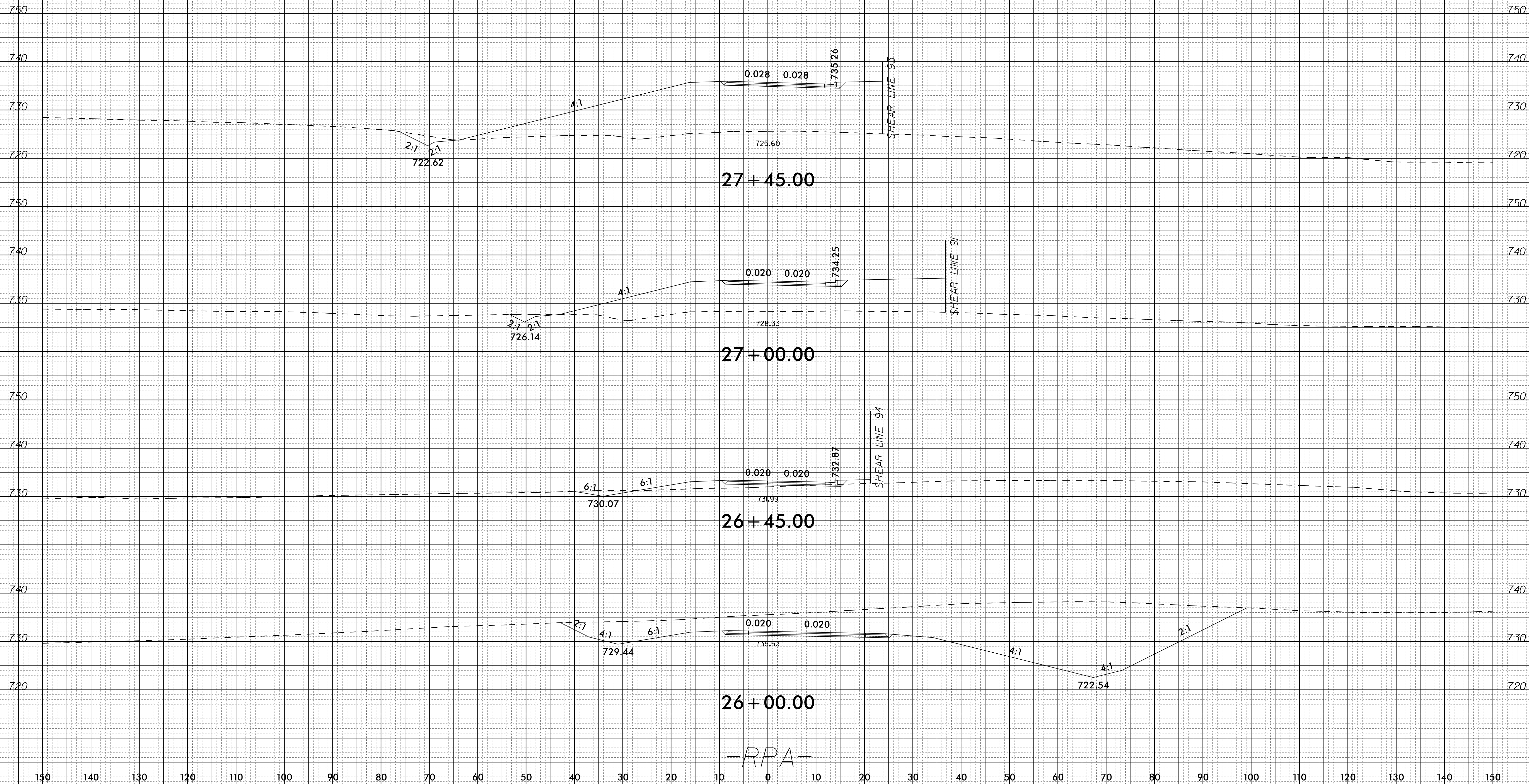
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R-4707

SHEET NO.
X-61



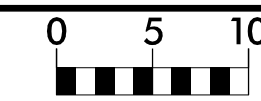
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 1/28/16

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



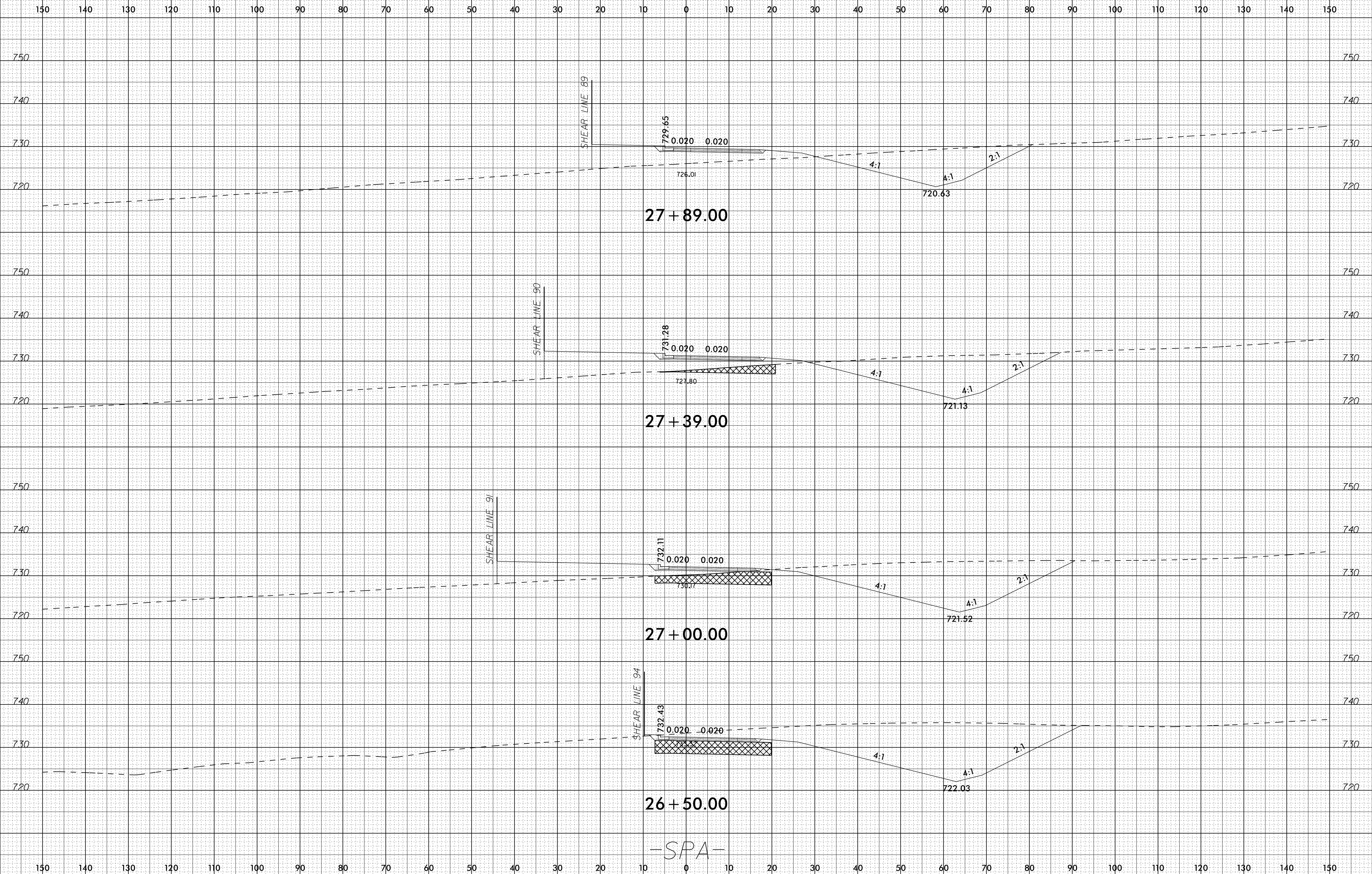
6/23/16

UNDERCUT EXCAVATION



PROJ. REFERENCE NO. R-4707

SHEET NO. X-63



23-MAR-2020 22:20
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27+89.00

27+39.00

27+00.00

26+50.00

-SPA-

SHEAR LINE 89

SHEAR LINE 90

SHEAR LINE 91

SHEAR LINE 94

729.65

731.28

732.11

732.43

0.020 0.020

0.020 0.020

0.020 0.020

0.020 -0.020

726.01

727.80

730.17

732.43

4:1

4:1

2:1

4:1

4:1

2:1

4:1

4:1

2:1

4:1

4:1

2:1

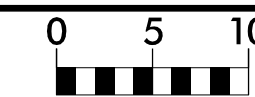
720.63

721.13

721.52

722.03

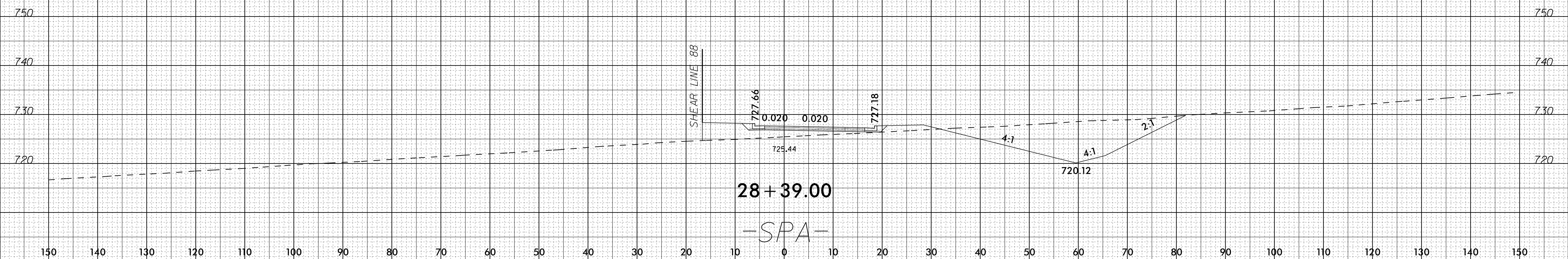
6/23/16



PROJ. REFERENCE NO.
R-4707

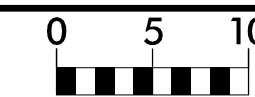
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X-64

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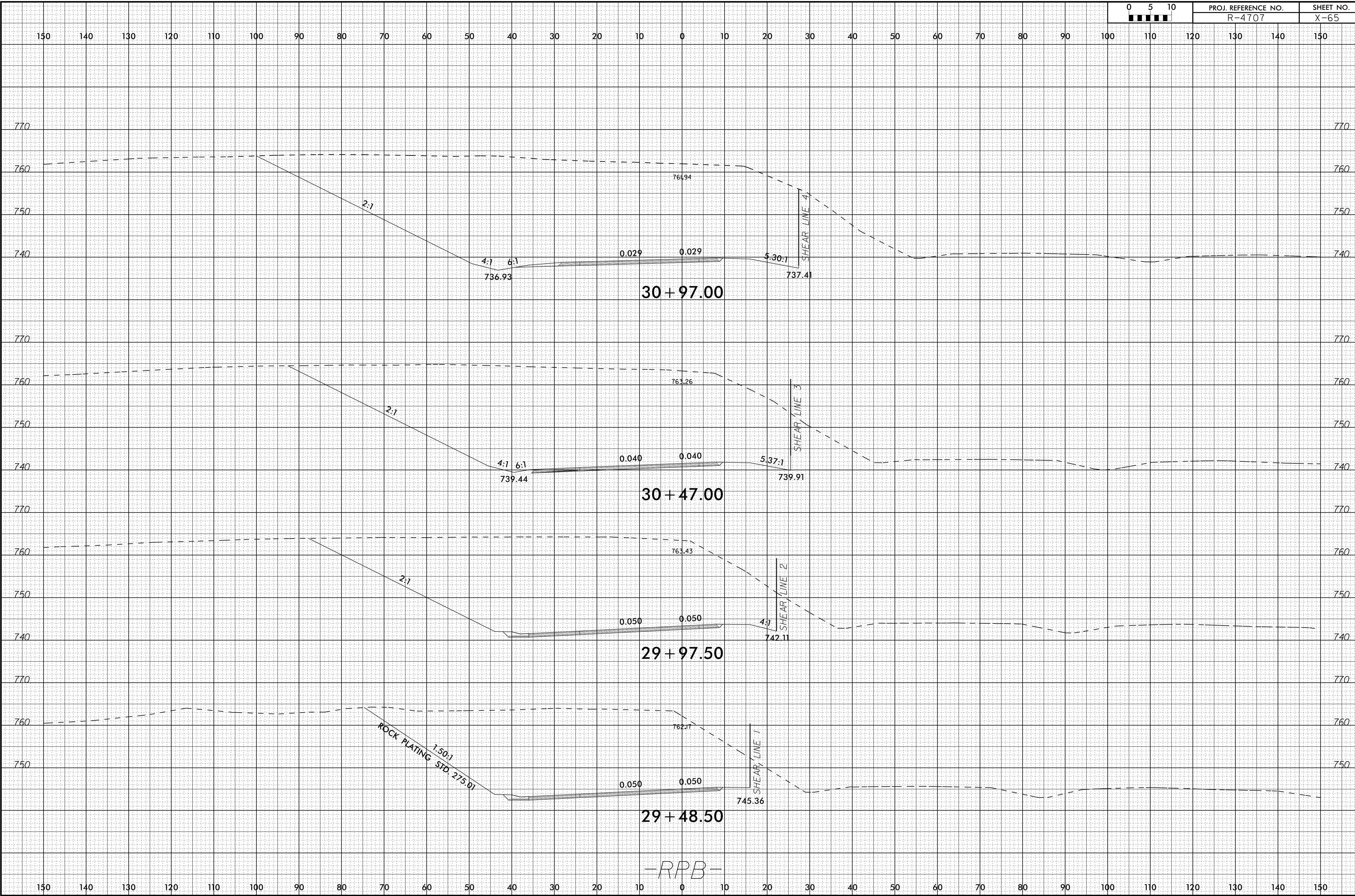
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 1/28/16

6/23/16



PROJ. REFERENCE NO.
R-4707

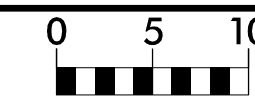
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X-65



-RPB-

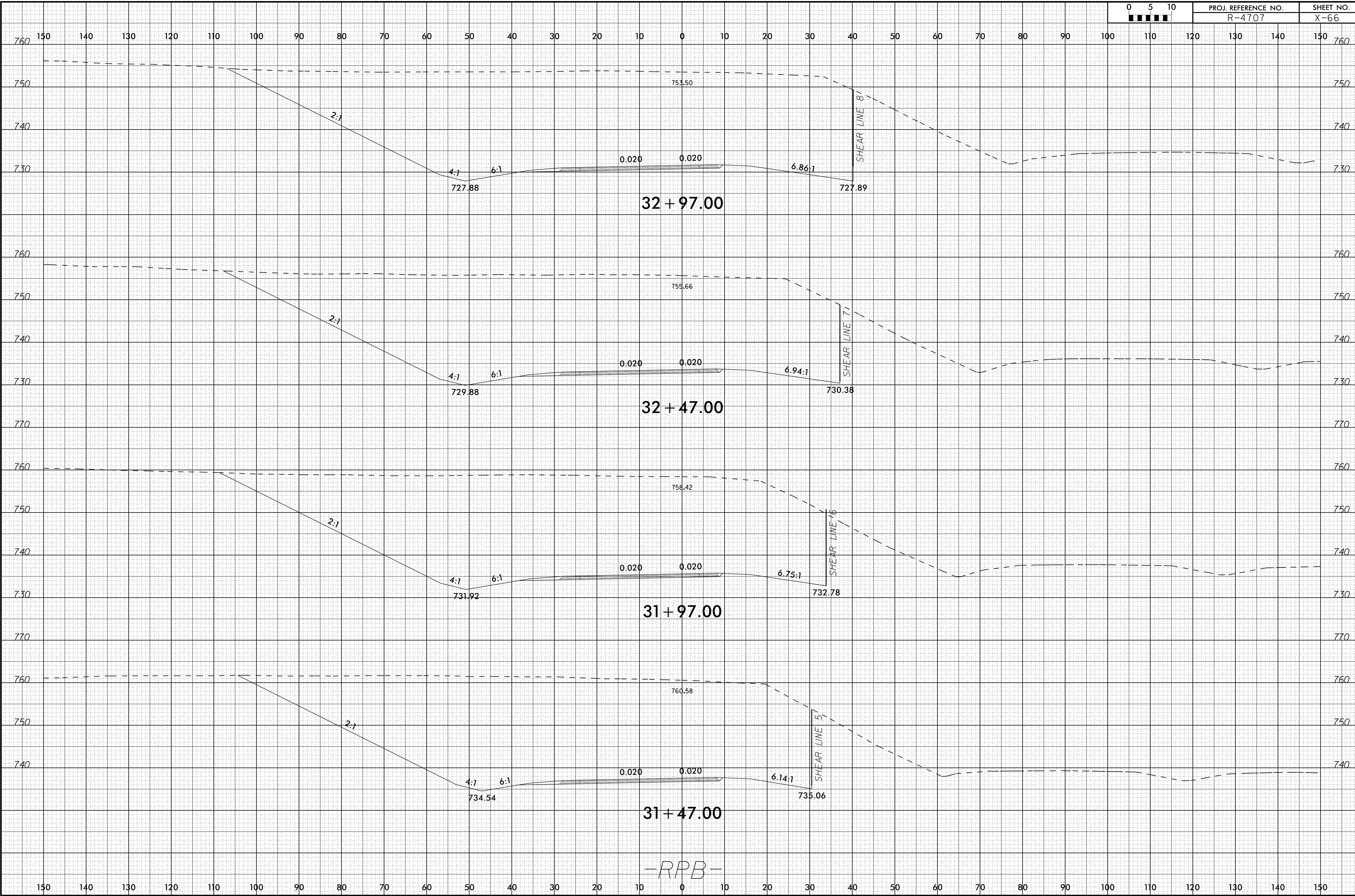
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6/23/16



PROJ. REFERENCE NO.
R-4707

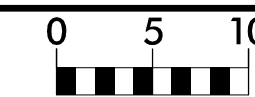
SHEET NO.
X-66



-RPB-

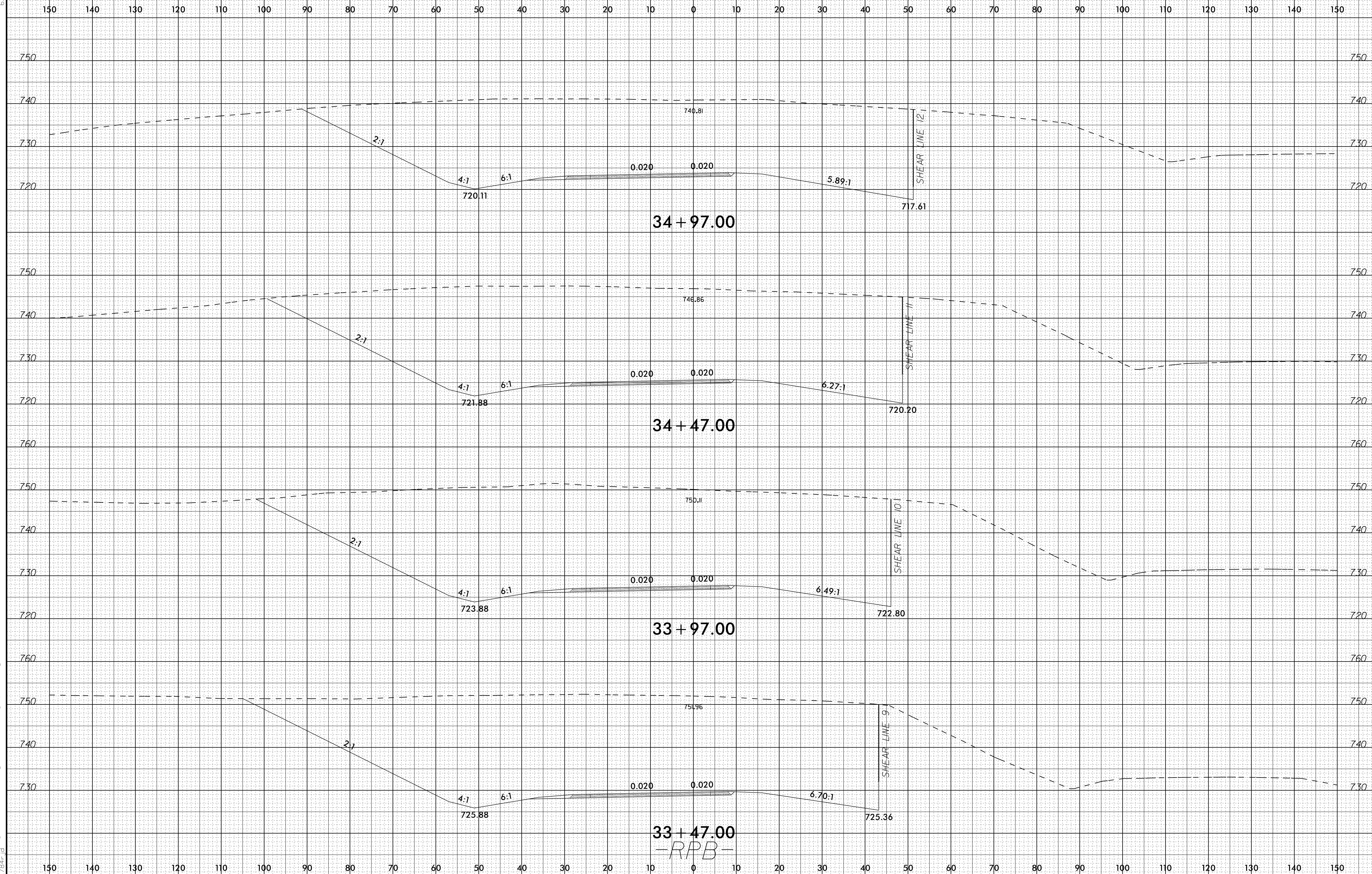
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6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-67



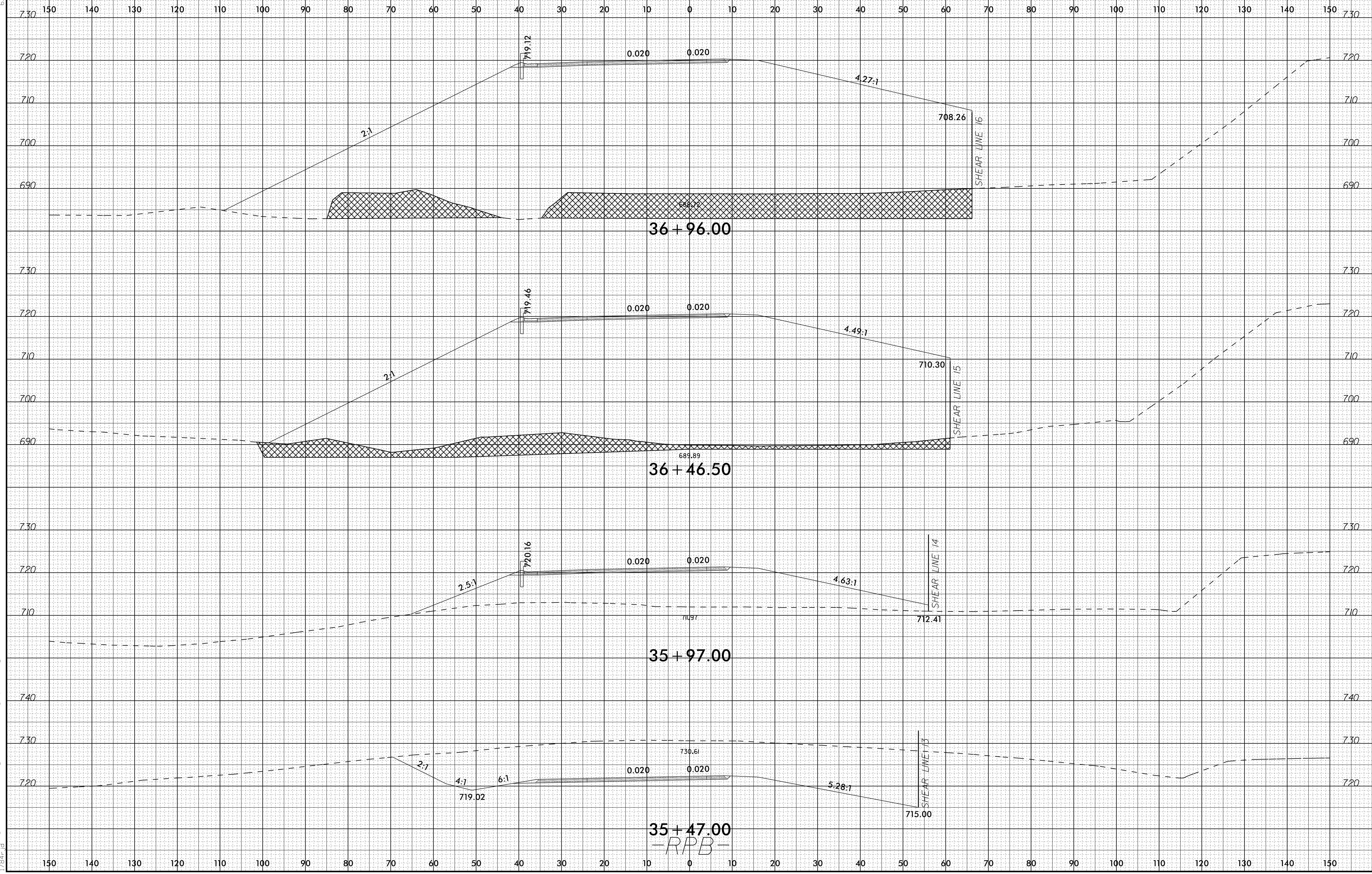
33 + 47.00
-RPB-

23-MAR-2020 22:21
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6/23/16



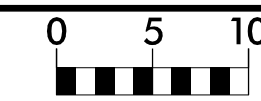
PROJ. REFERENCE NO.	SHEET NO.
R-4707	X-68



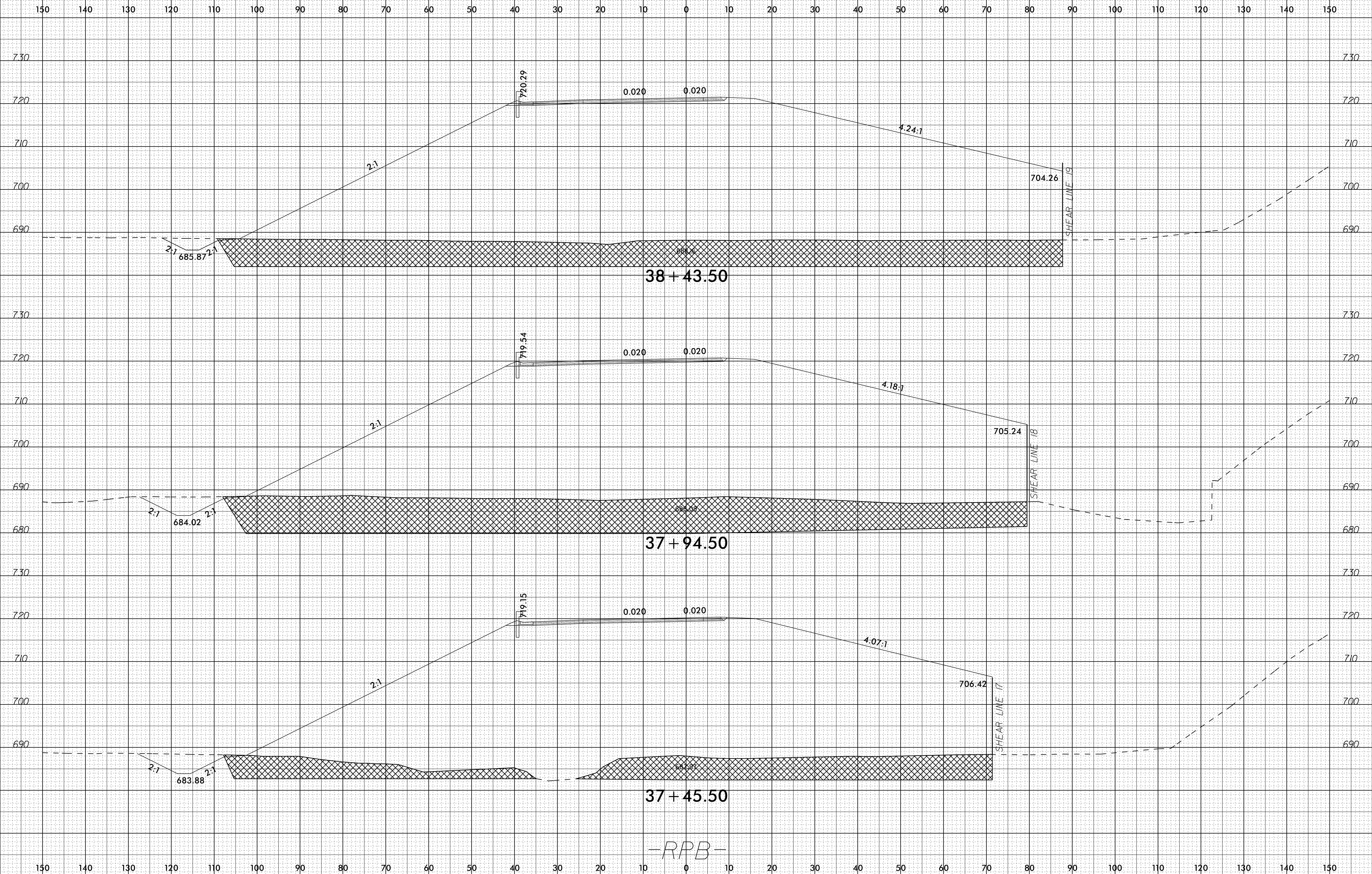
28-FEB-2020 13:19
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 17347.dwg

35 + 47.00
 -RPB-

6/23/16



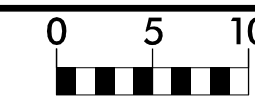
PROJ. REFERENCE NO.	SHEET NO.
R-4707	X-69



-RPB-

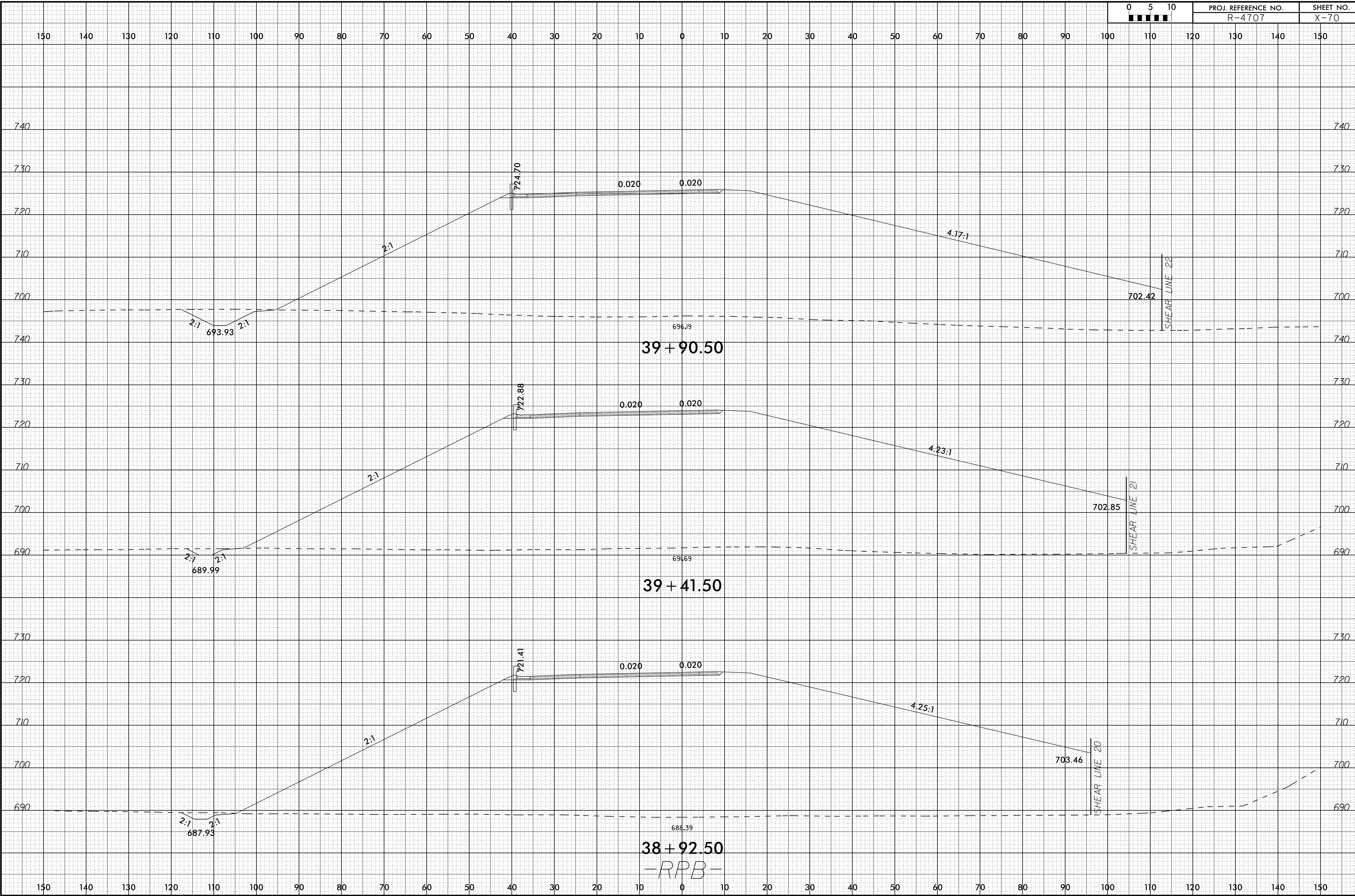
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1/28/16

6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-70



39 + 90.50

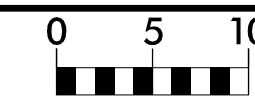
39 + 41.50

38 + 92.50

-RPB-

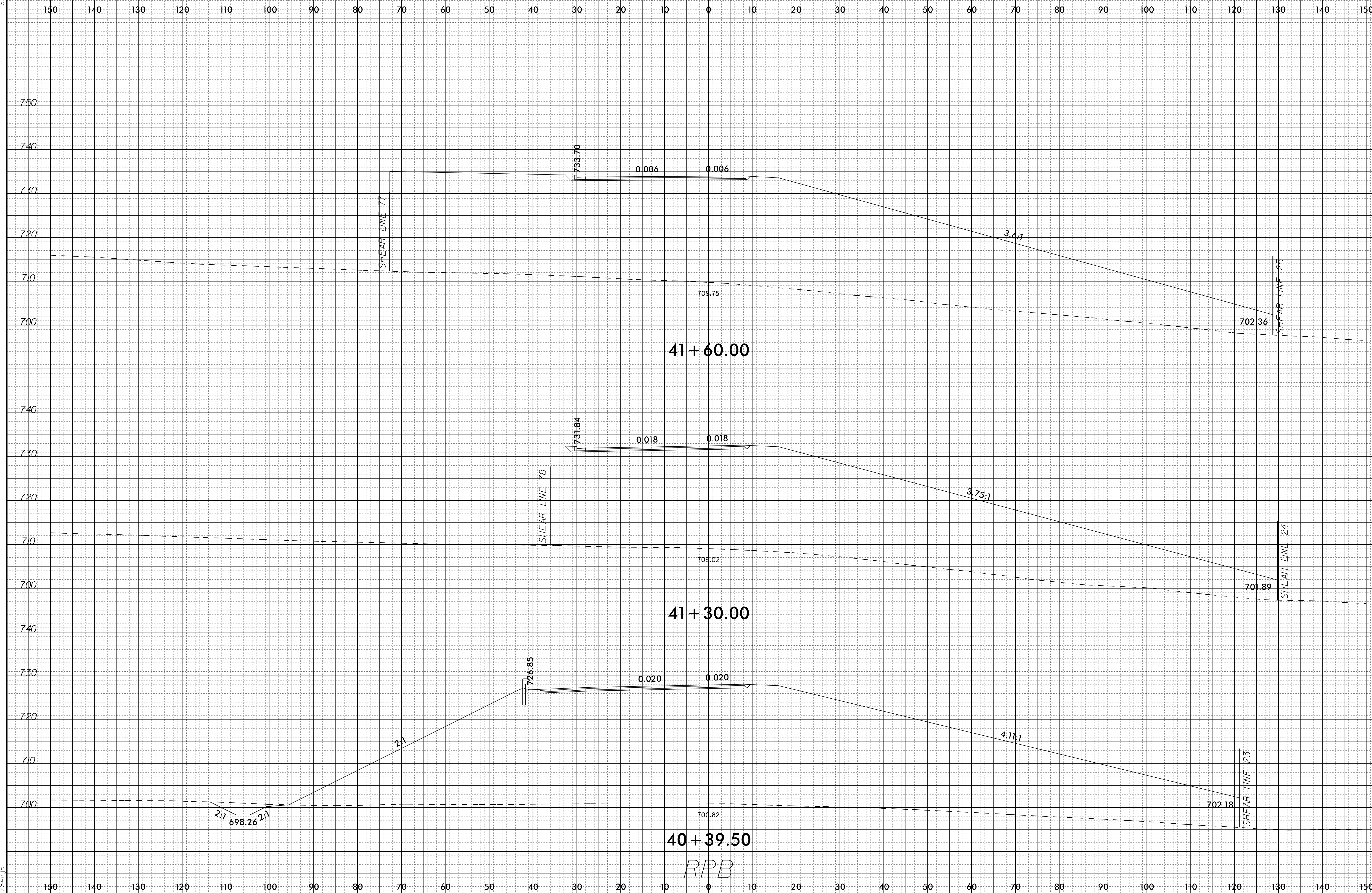
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1/28/16

6/23/16



PROJ. REFERENCE NO.
R-4707

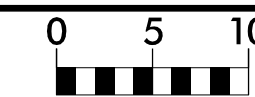
SHEET NO.
X-71



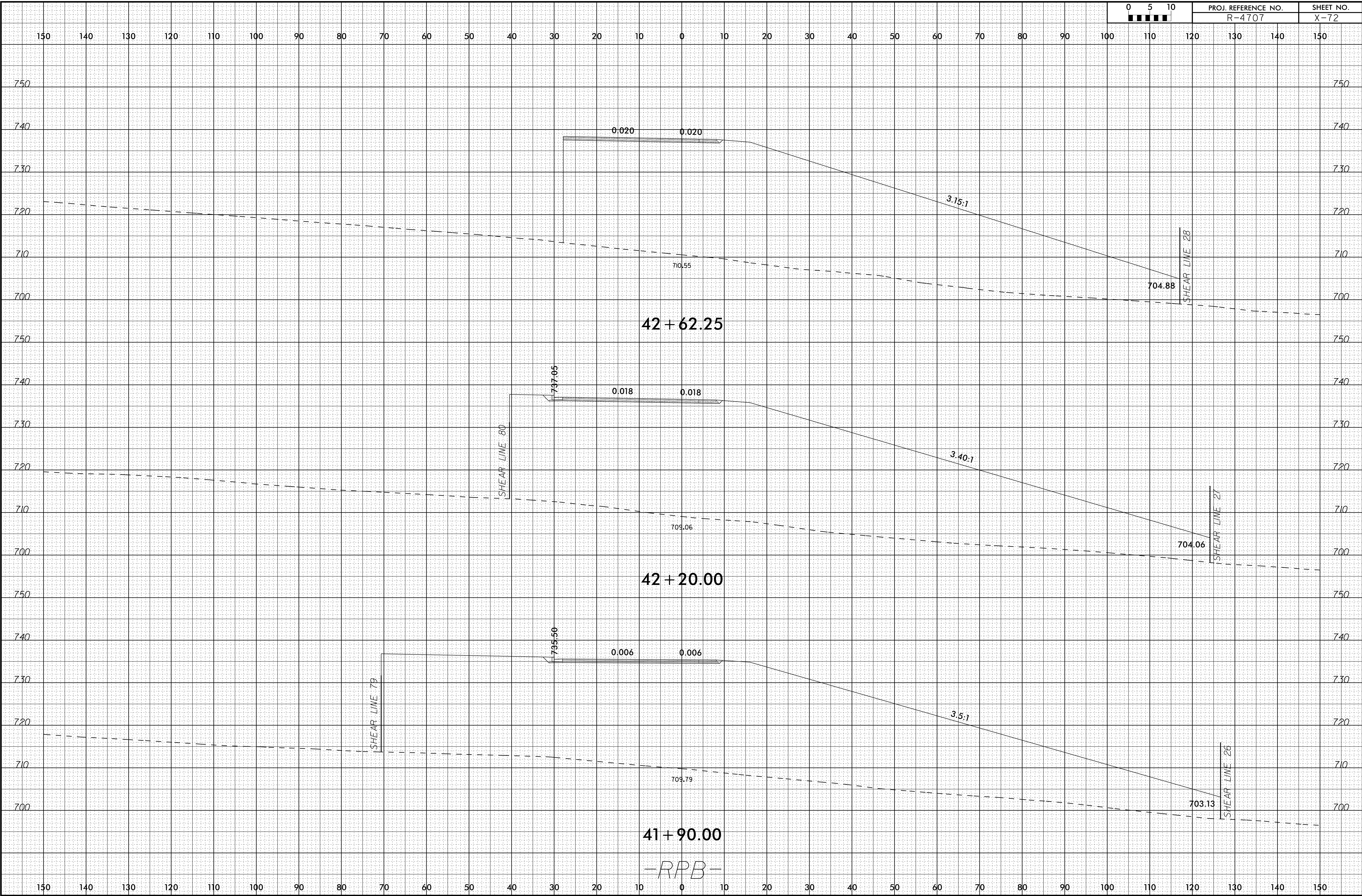
28-FEB-2020 13:19
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17347.dwg

40 + 39.50
-RPB-

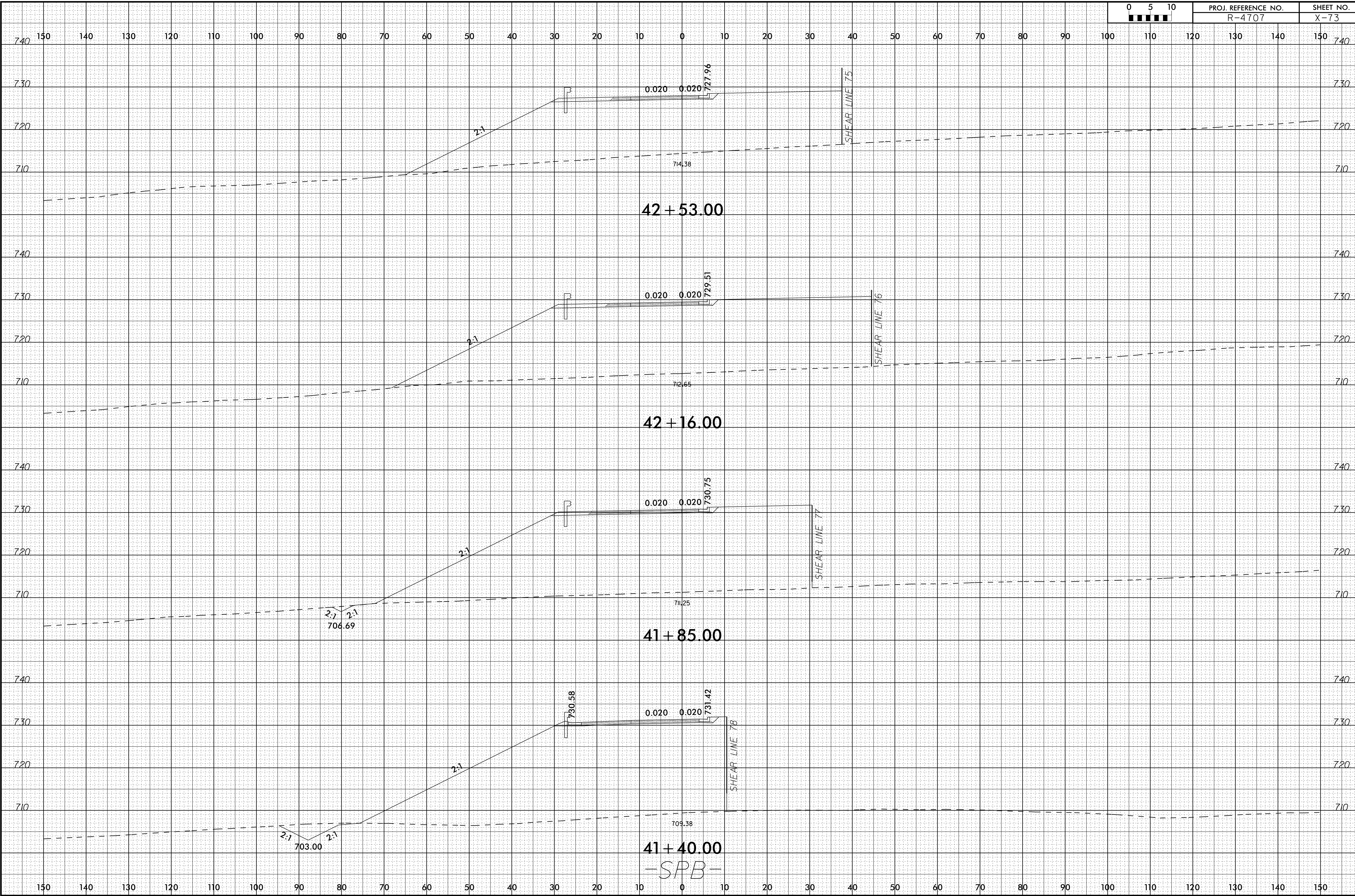
6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-4707	X-72

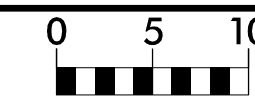


28-FEB-2020 13:19
I:\Roadway\Corridor-Modeling\XPL\R4707_Rdy_xpl_RPB.dgn



41+40.00
-SPB-

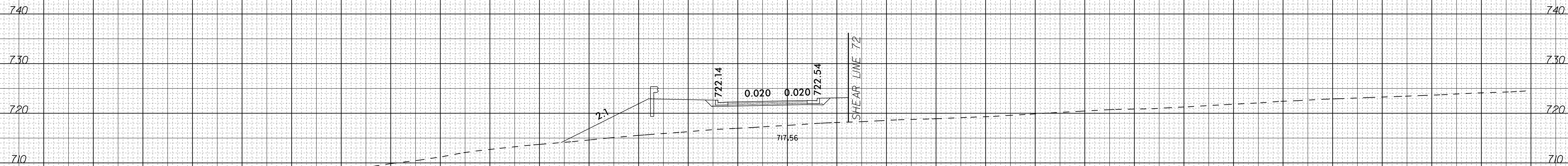
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-74

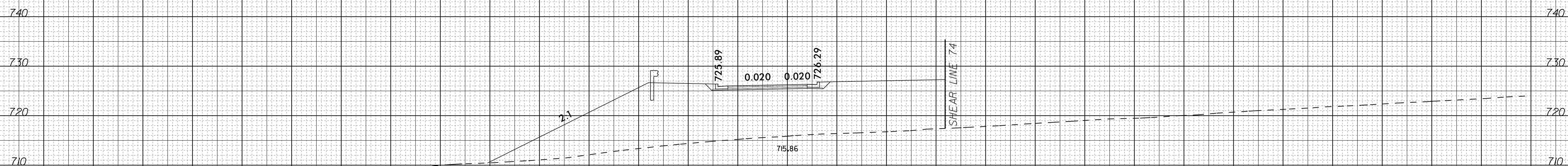
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43 + 83.00



43 + 38.00



42 + 93.00

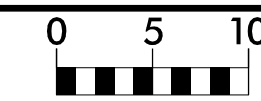
-SPB-

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

28-FEB-2020 13:19
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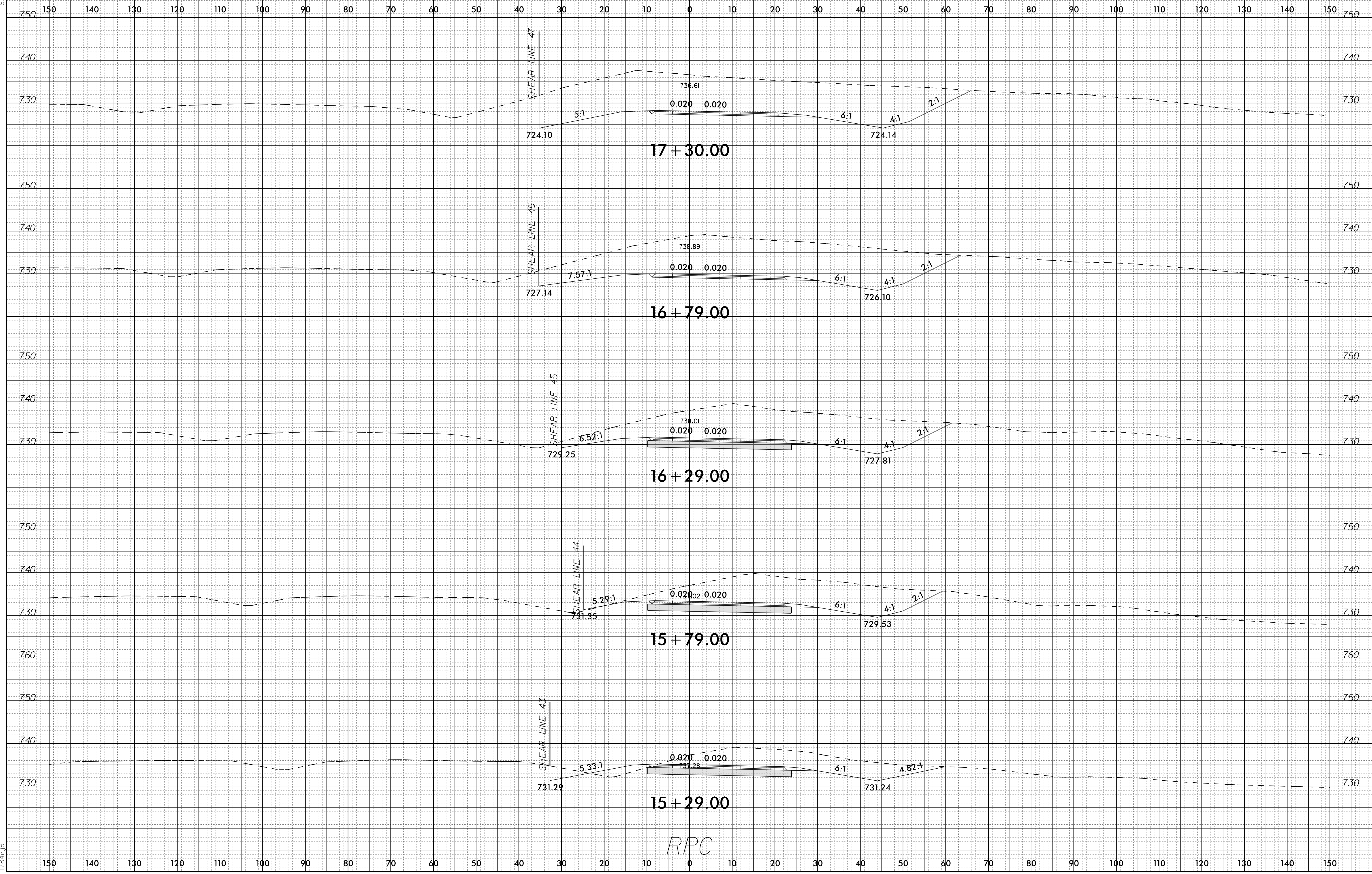
6/23/16

SHALLOW UNDERCUT EXCAVATION



PROJ. REFERENCE NO. R-4707

SHEET NO. X-75



17 + 30.00

16 + 79.00

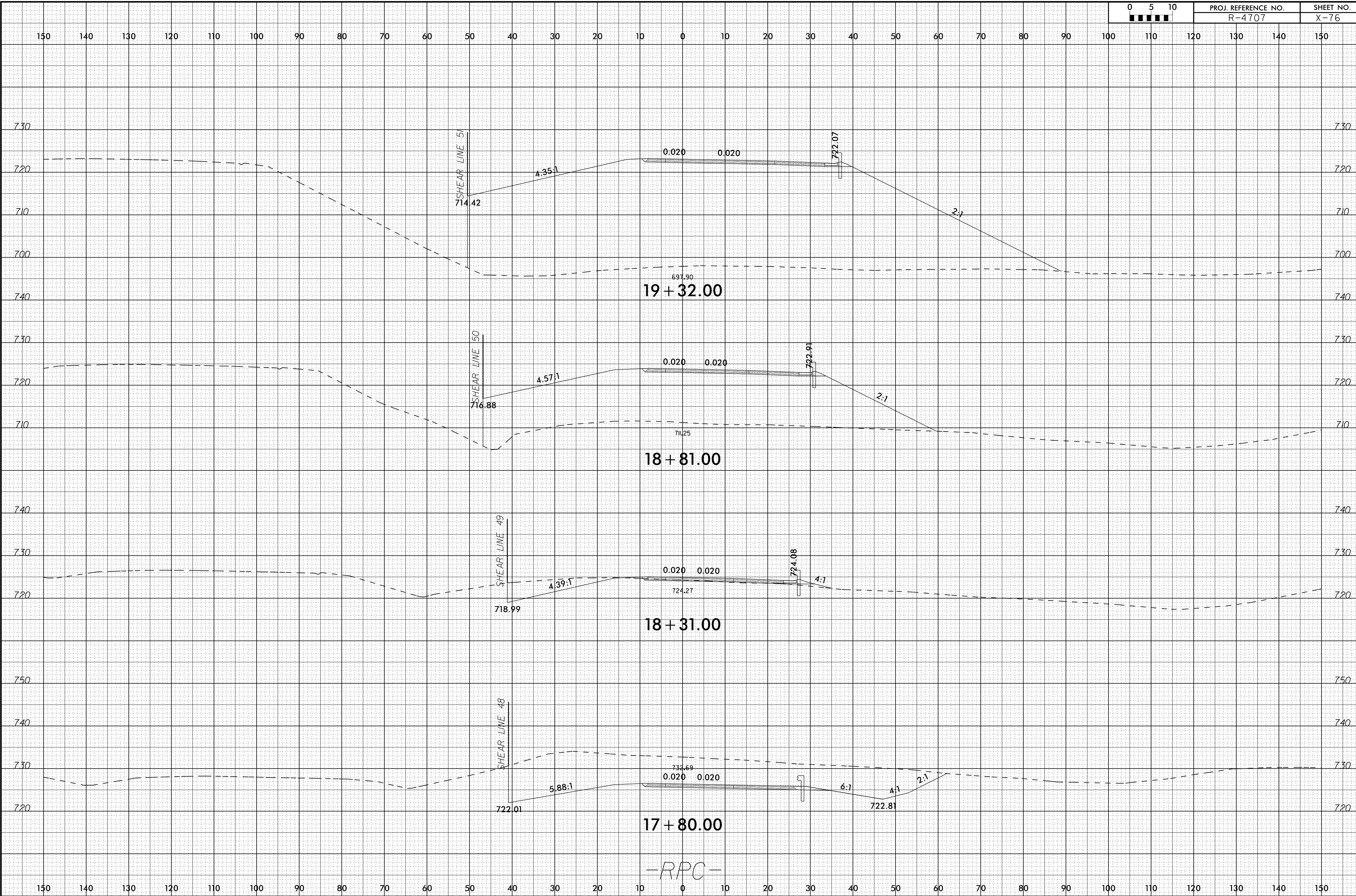
16 + 29.00

15 + 79.00

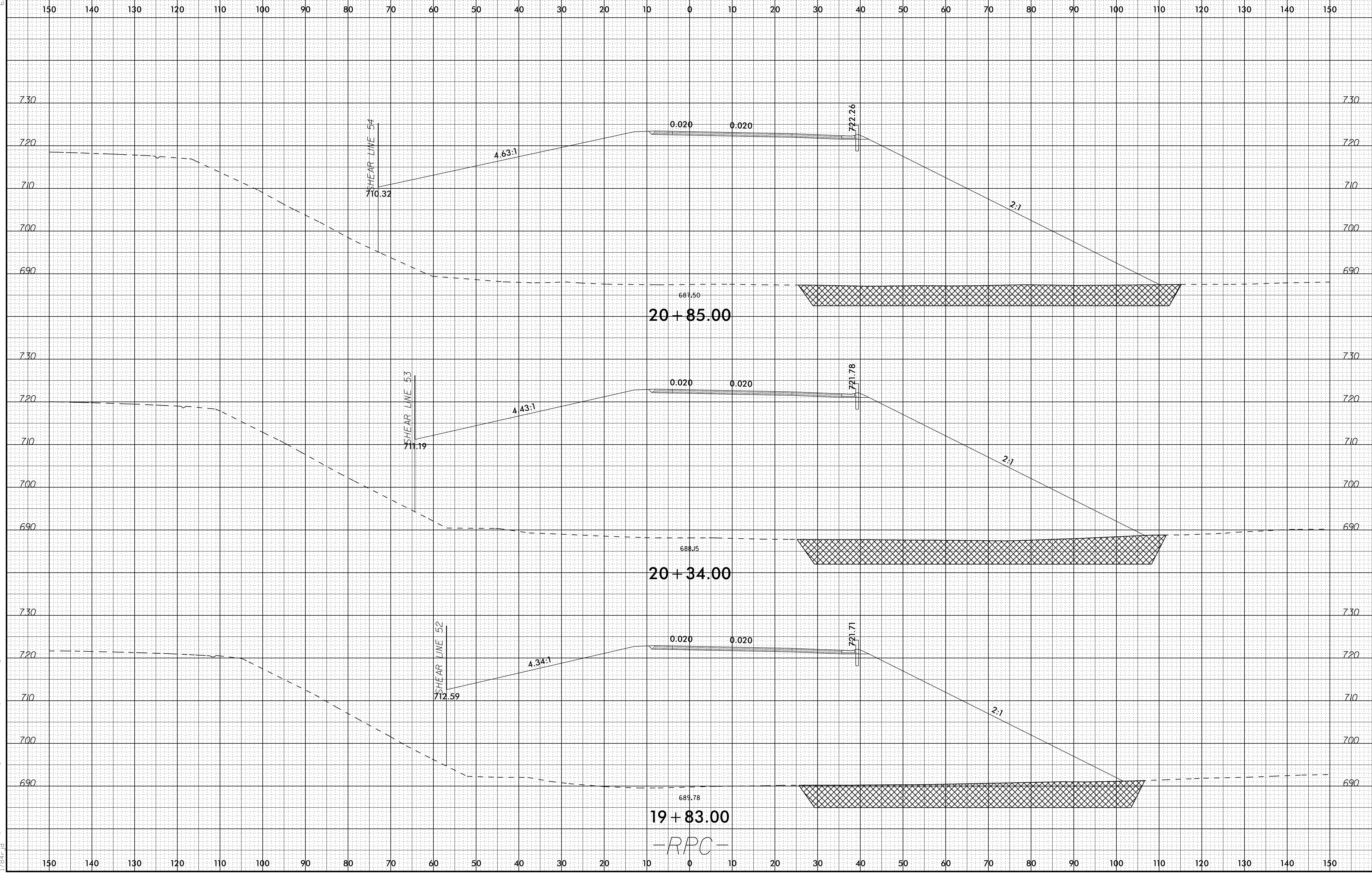
15 + 29.00

-RPC-

23-MAR-2020 22:21
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17347.dwg

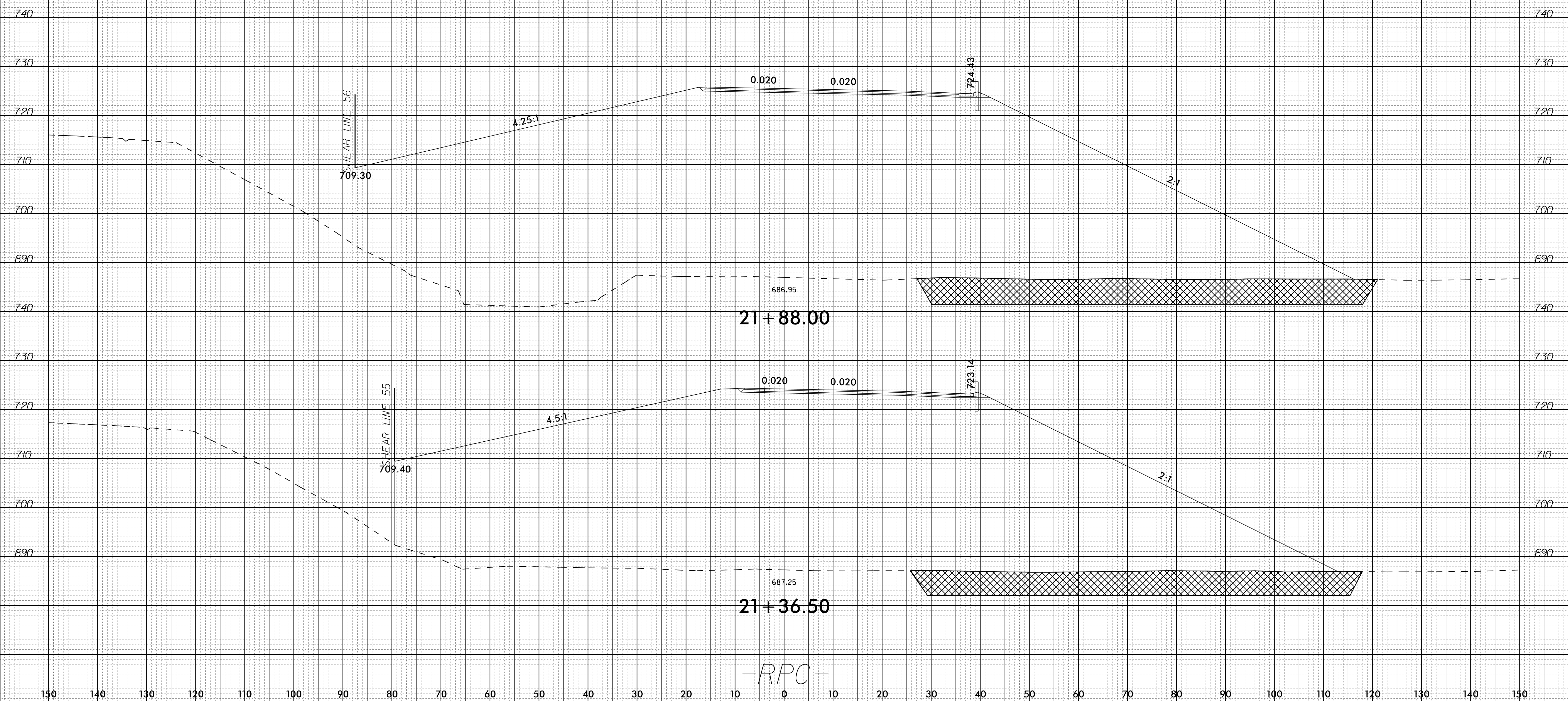


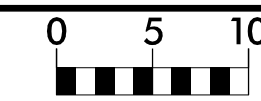
-RPC-



-RPC-

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

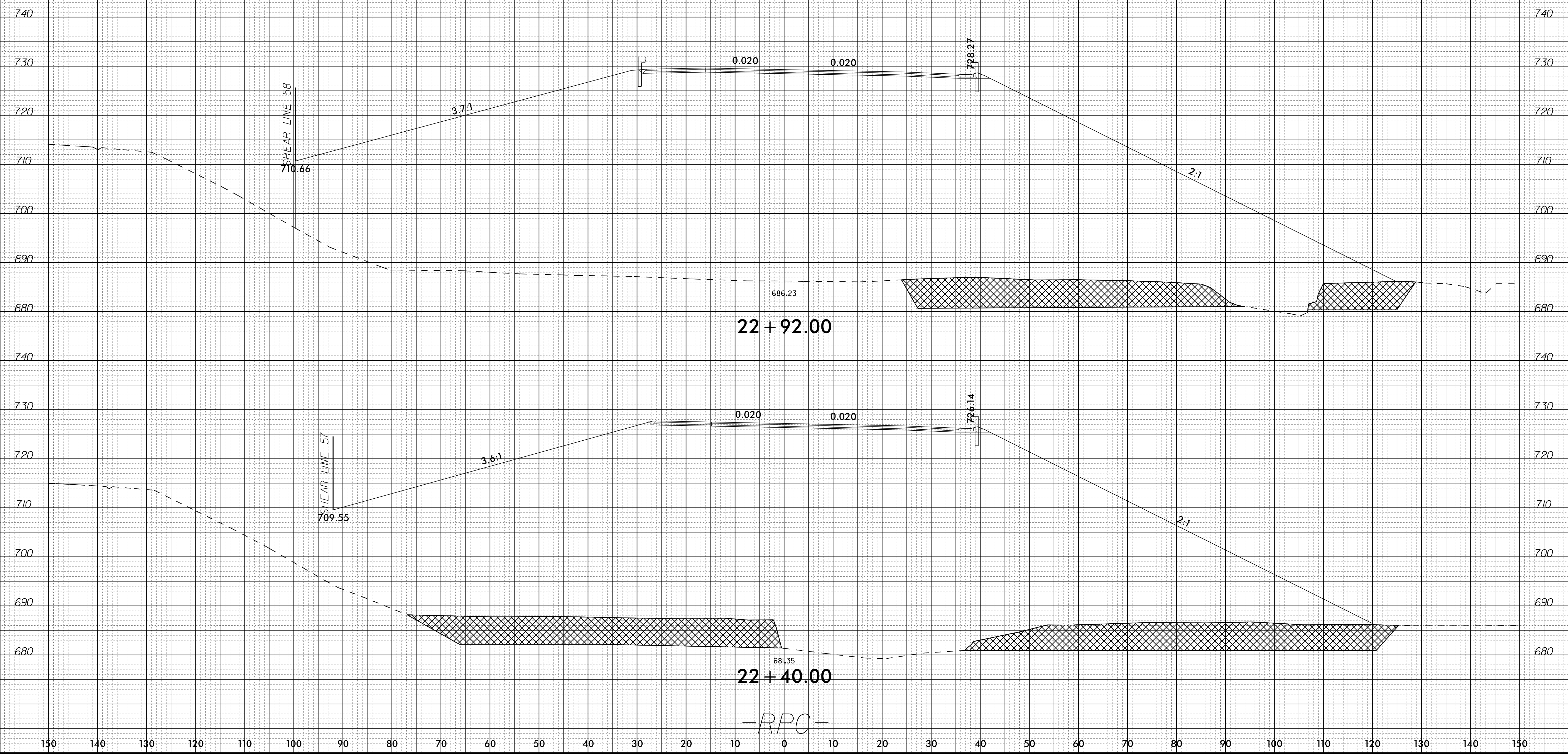




PROJ. REFERENCE NO.
R-4707

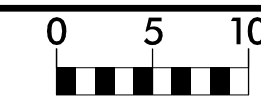
SHEET NO.
X-79

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

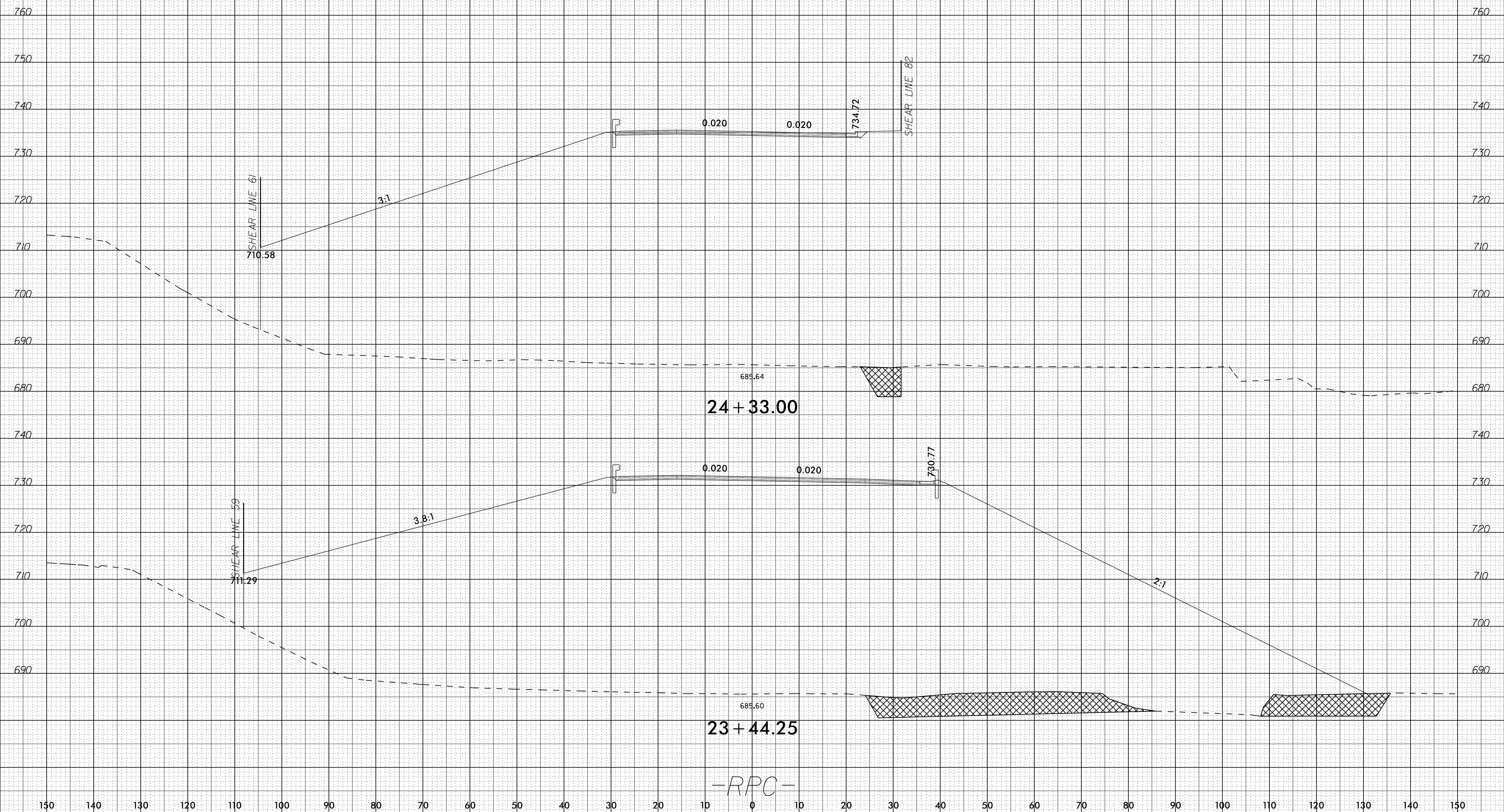
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-80

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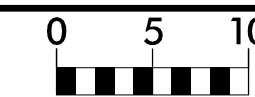
24 + 33.00

23 + 44.25

-RPC-

28-FEB-2020 13:19
I:\Roadway\Corridor-Modeling\XPL\R4707_Rdy_xpl_RPC.dgn

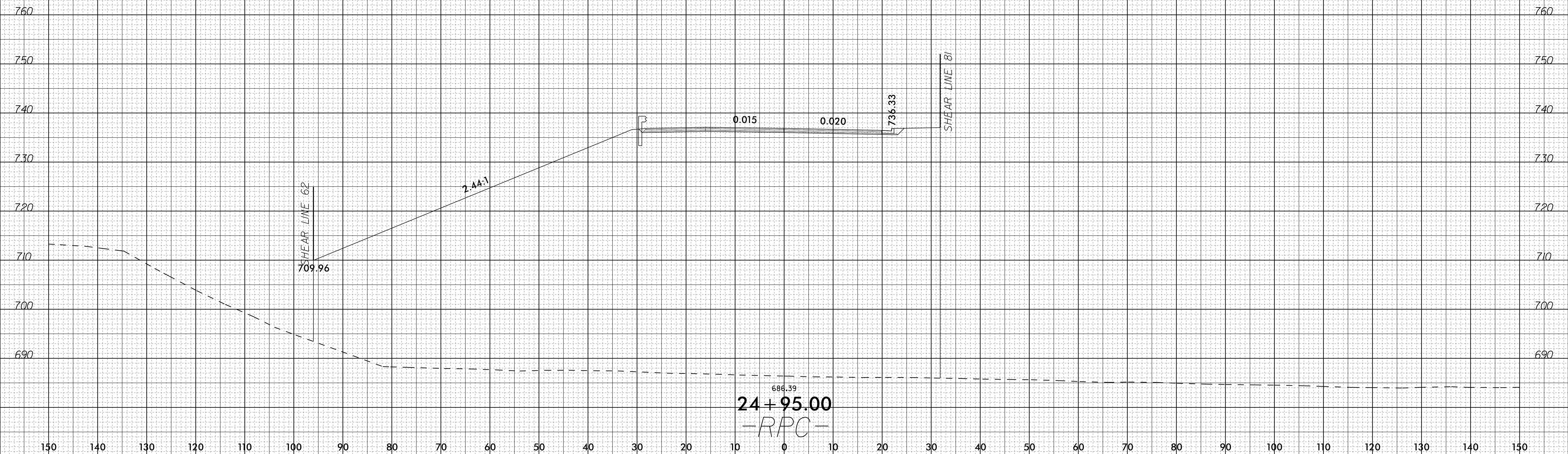
6/23/16



PROJ. REFERENCE NO.
R-4707

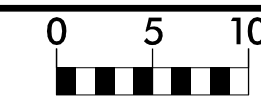
SHEET NO.
X-81

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28-FEB-2020 13:19
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 1/24/16

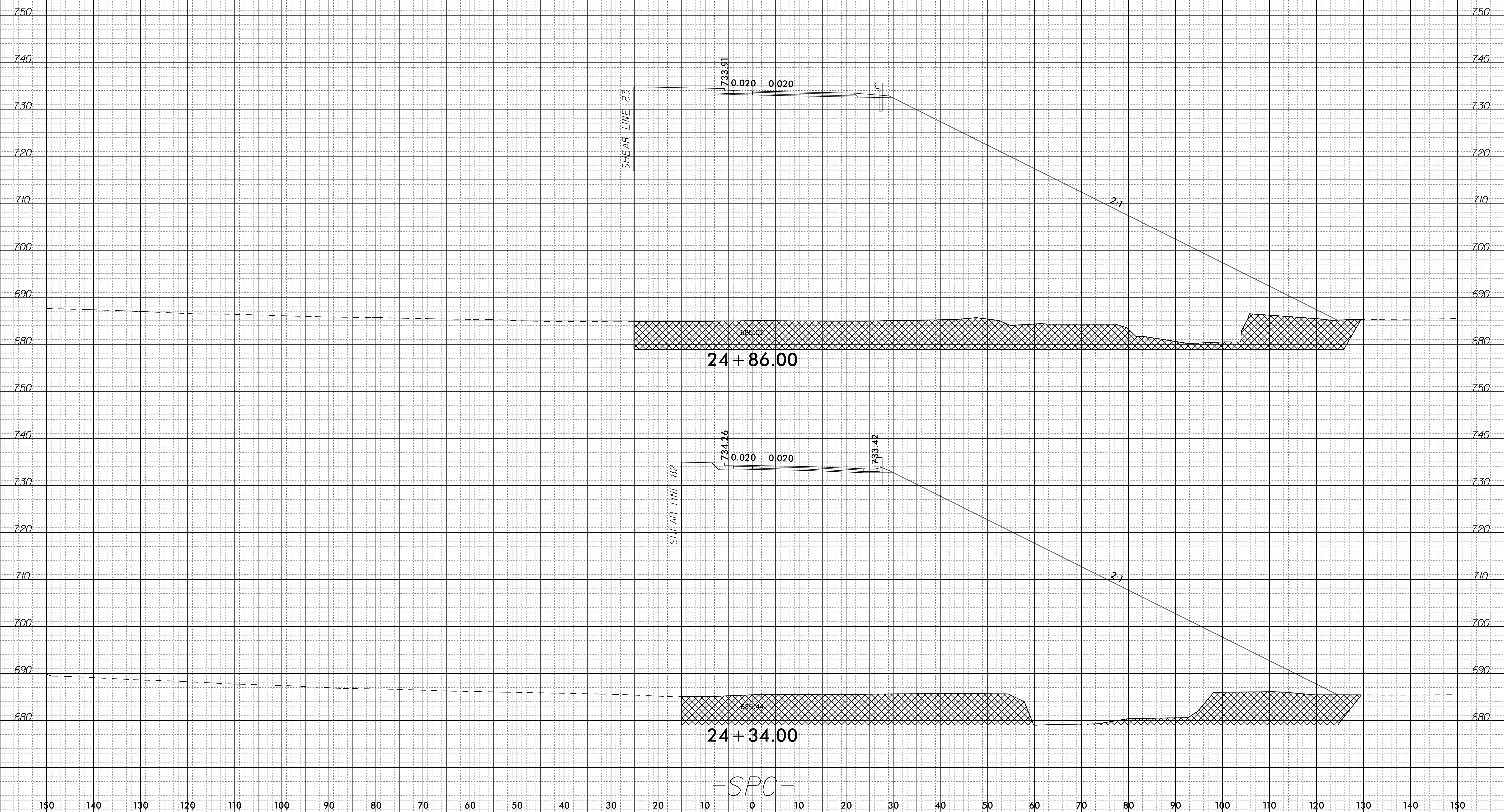
6/23/16



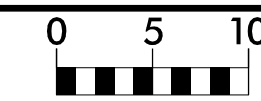
PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-82

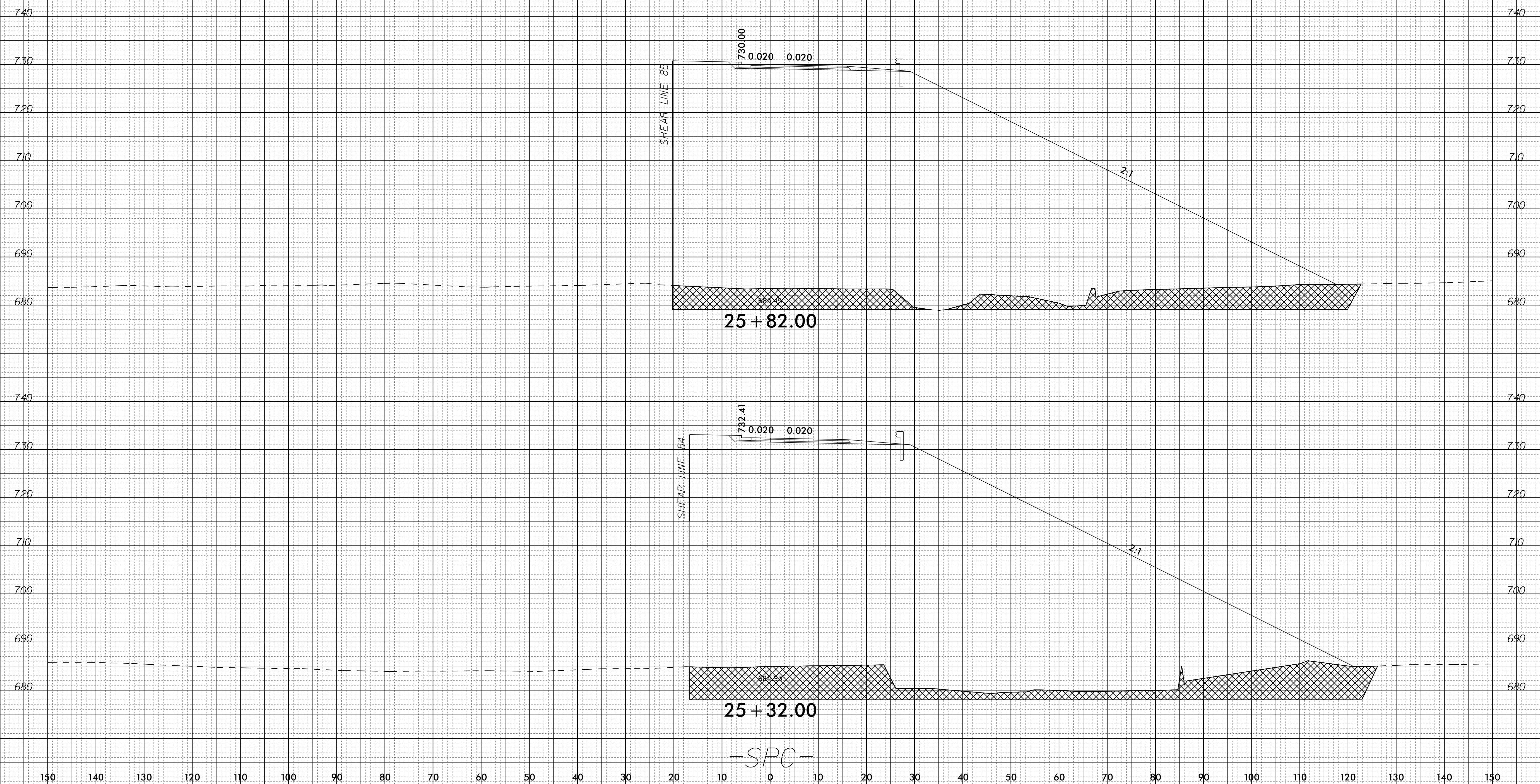
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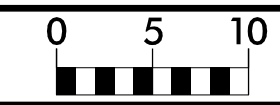
23-MAR-2020 22:21
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17347.dwg



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

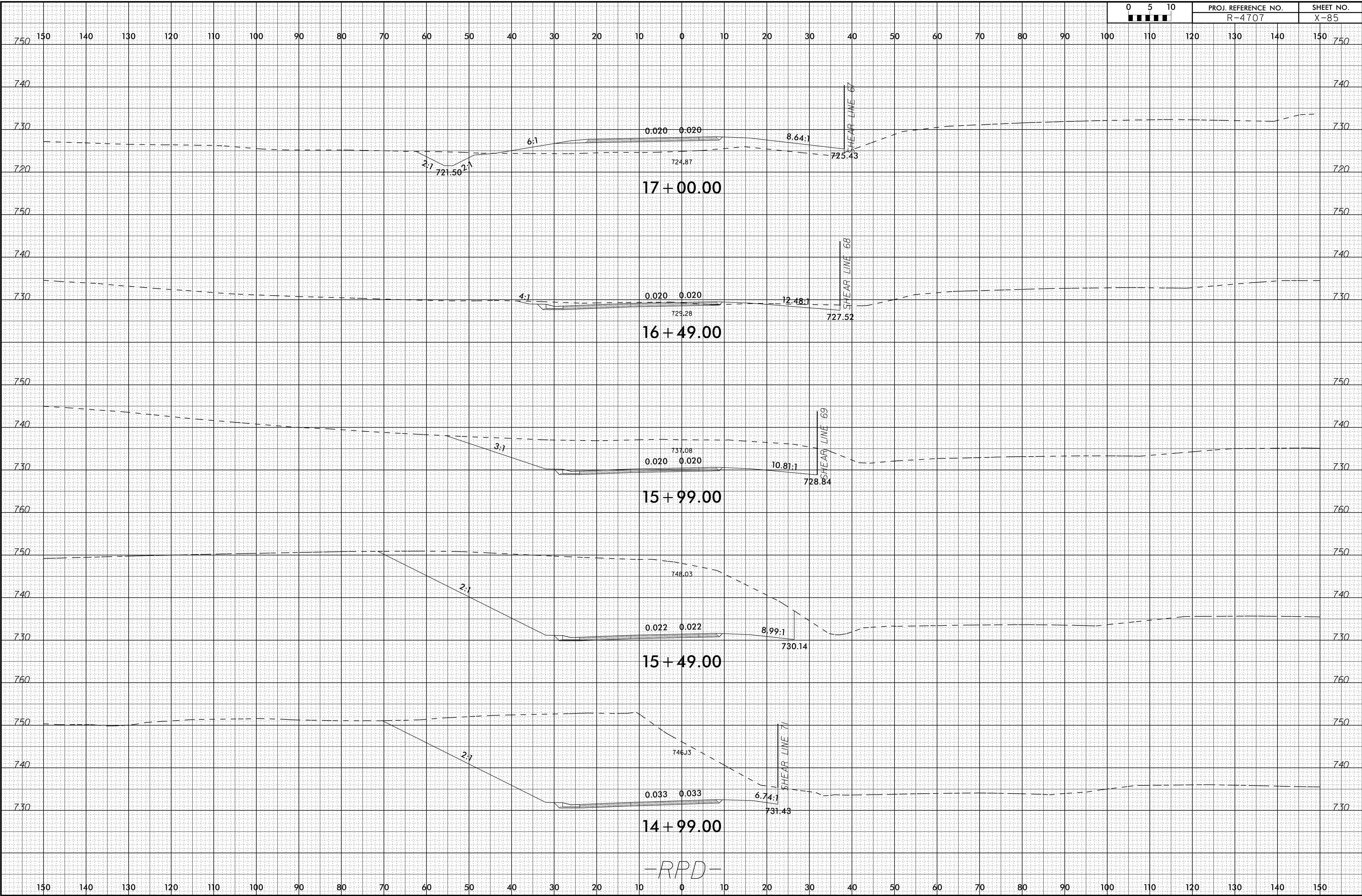


6/23/16



PROJ. REFERENCE NO.
R-4707

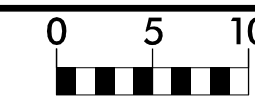
SHEET NO.
X-85



-RPD-

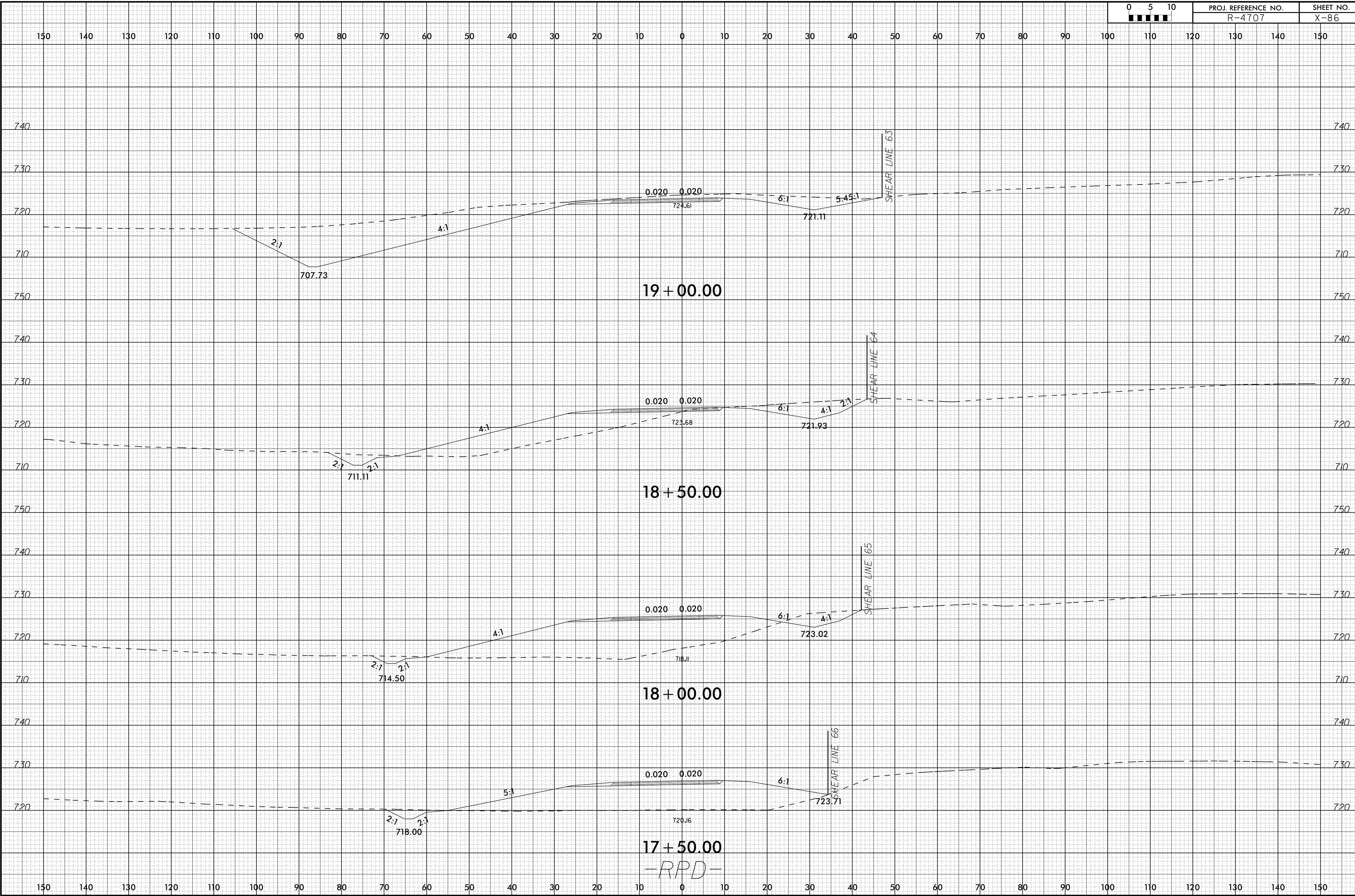
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6/23/16

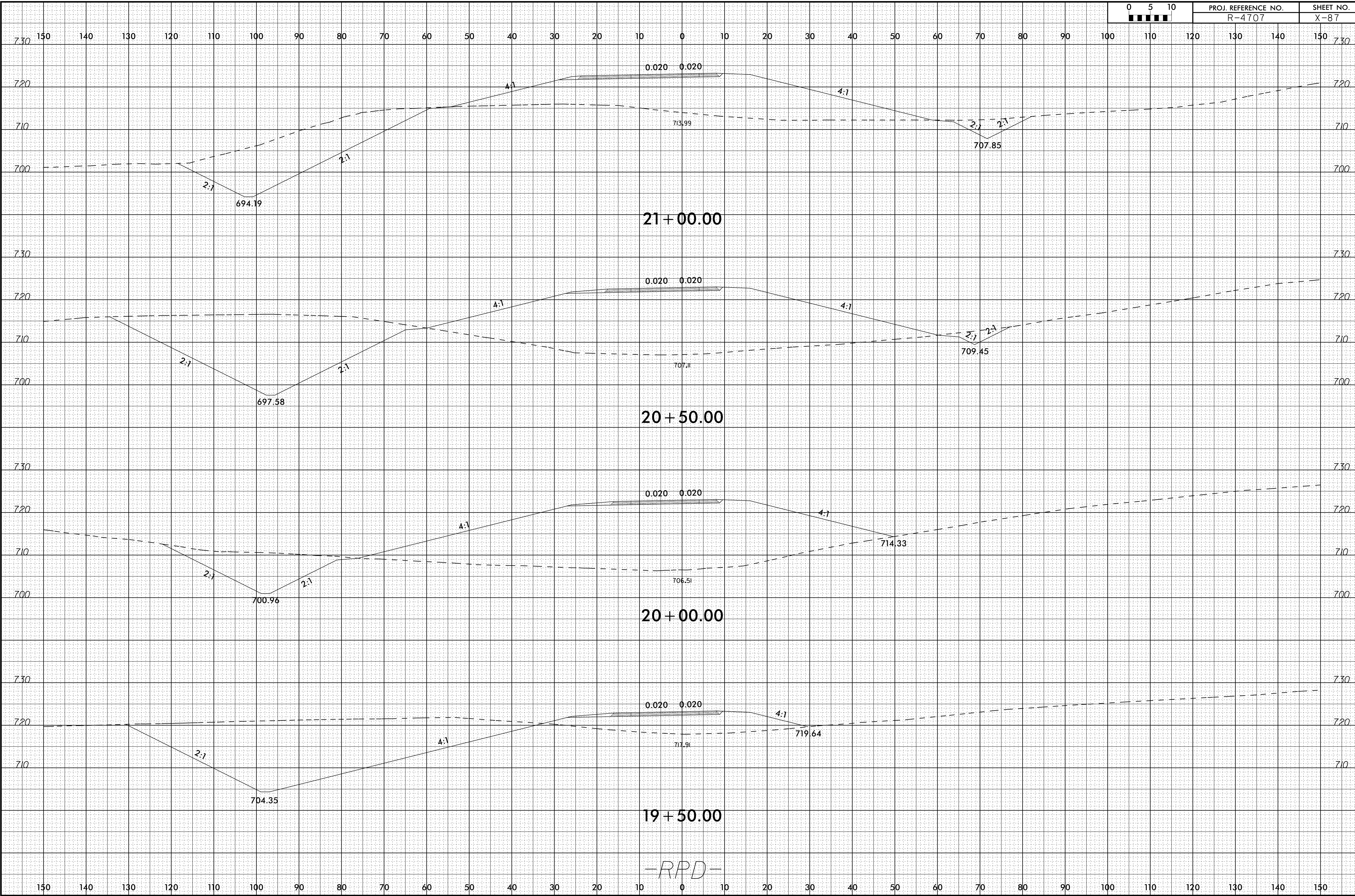


PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-86

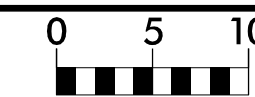


28-FEB-2020 13:19
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1/28/16



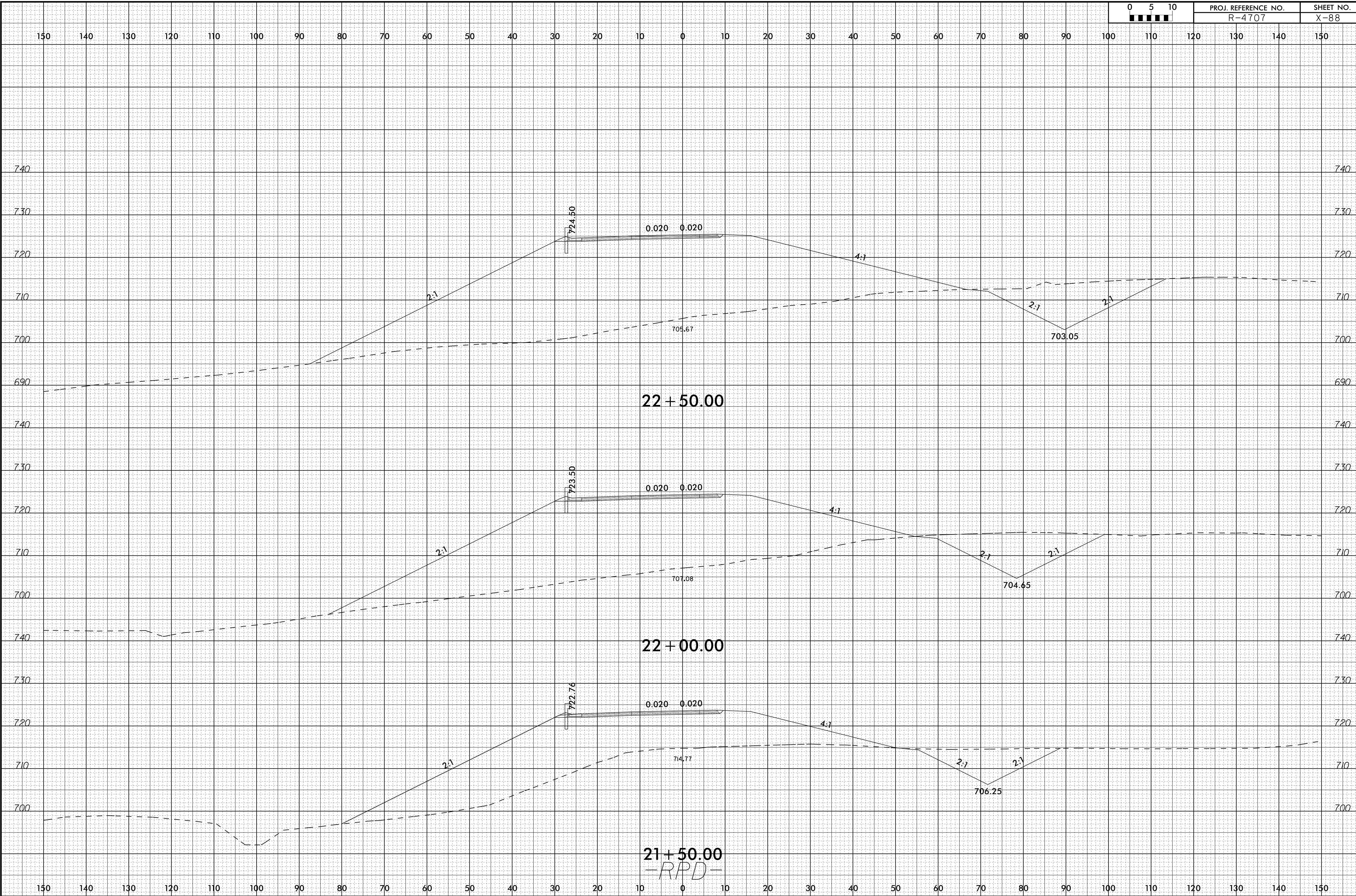
-RPD-

6/23/16

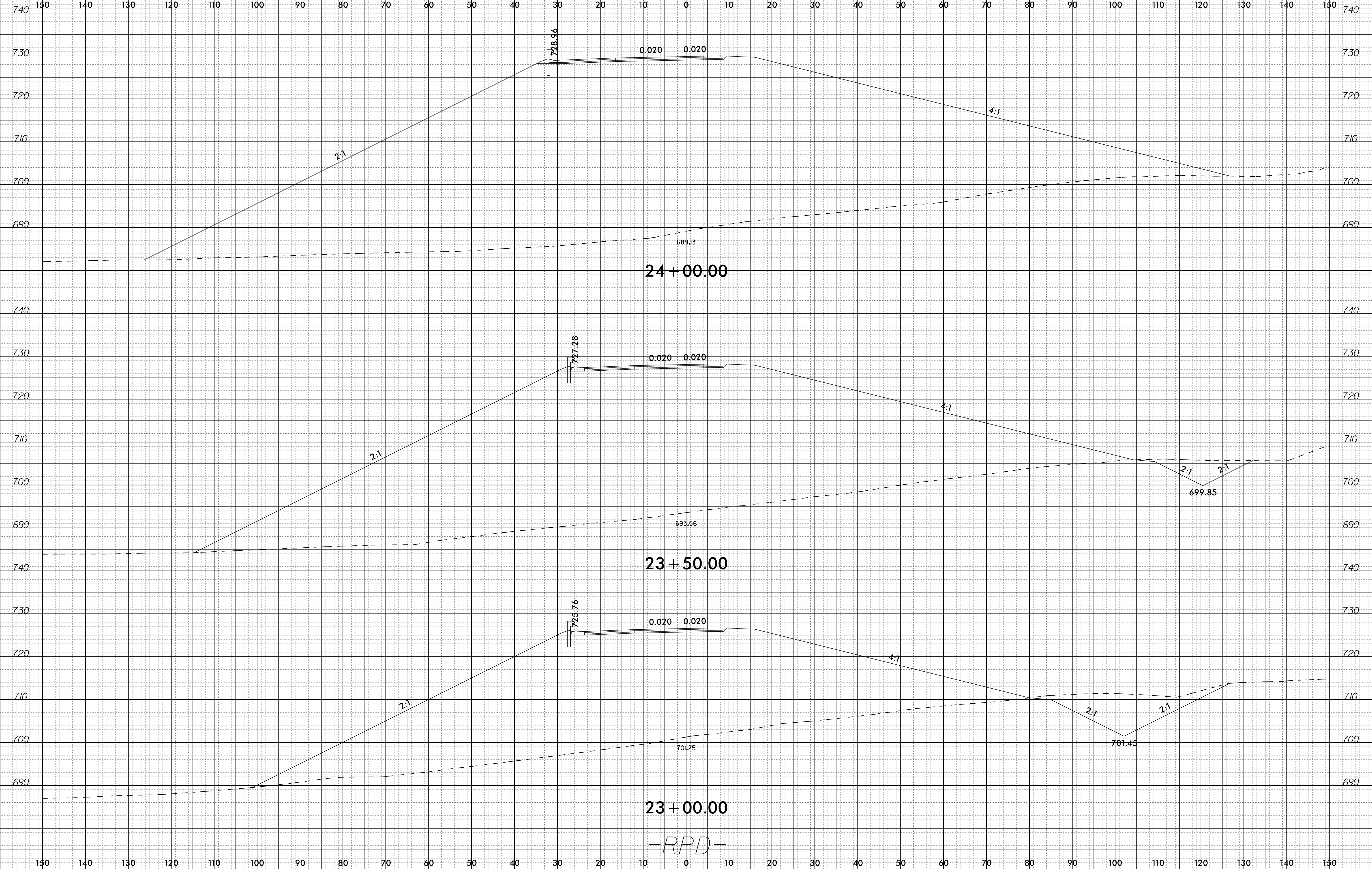


PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-88

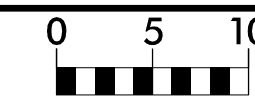


28-FEB-2020 13:19
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-RPD-

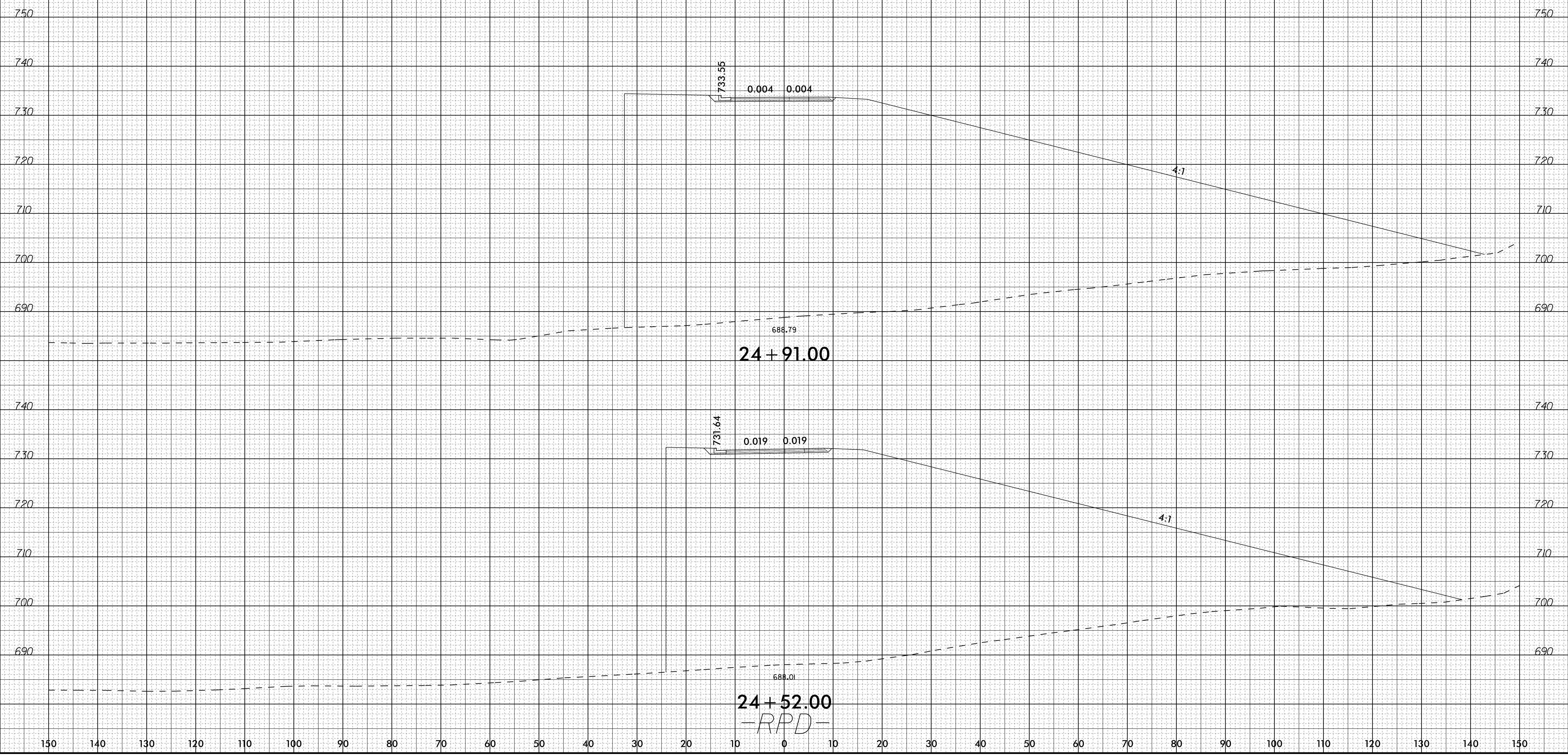
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-90

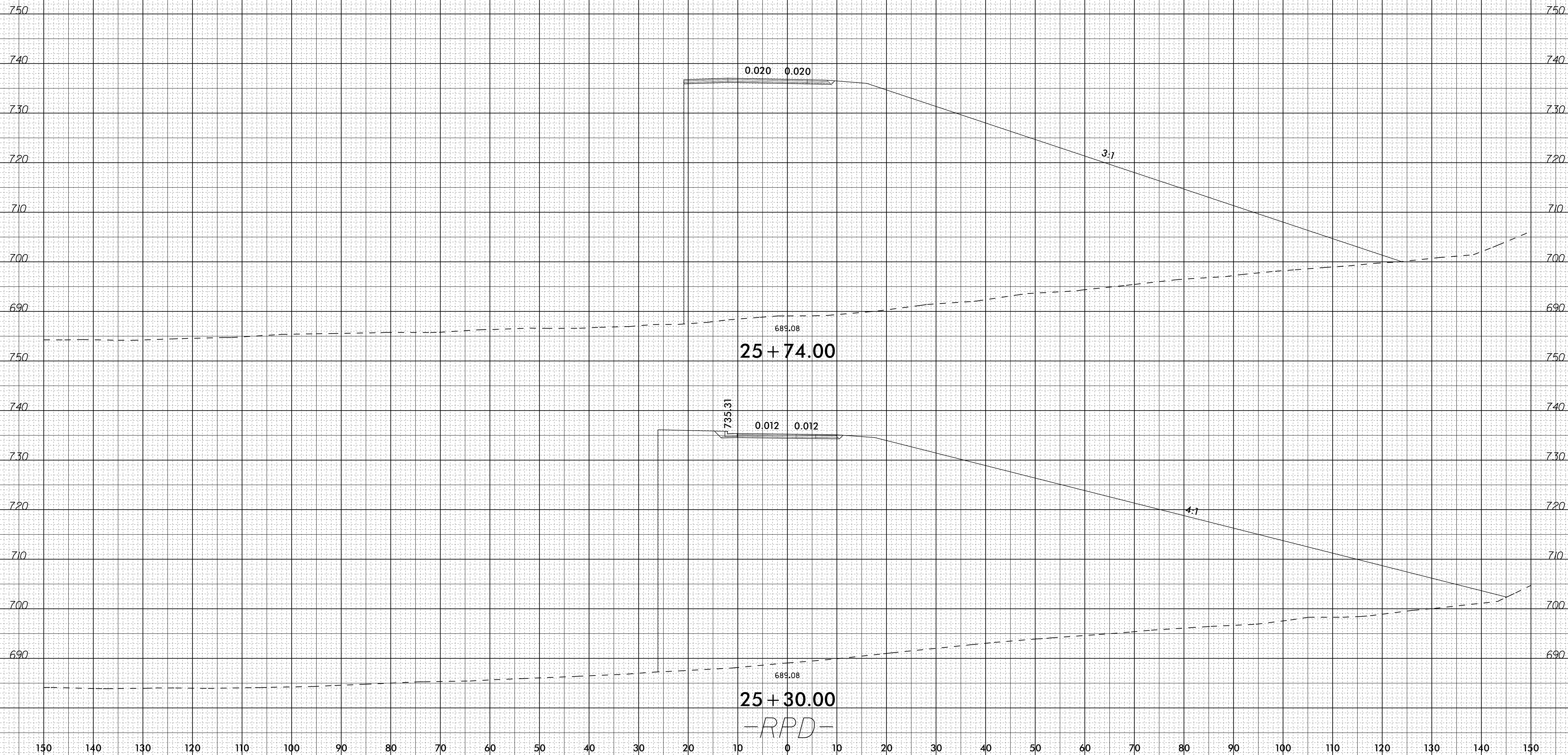
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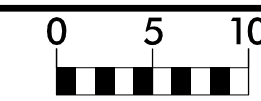
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

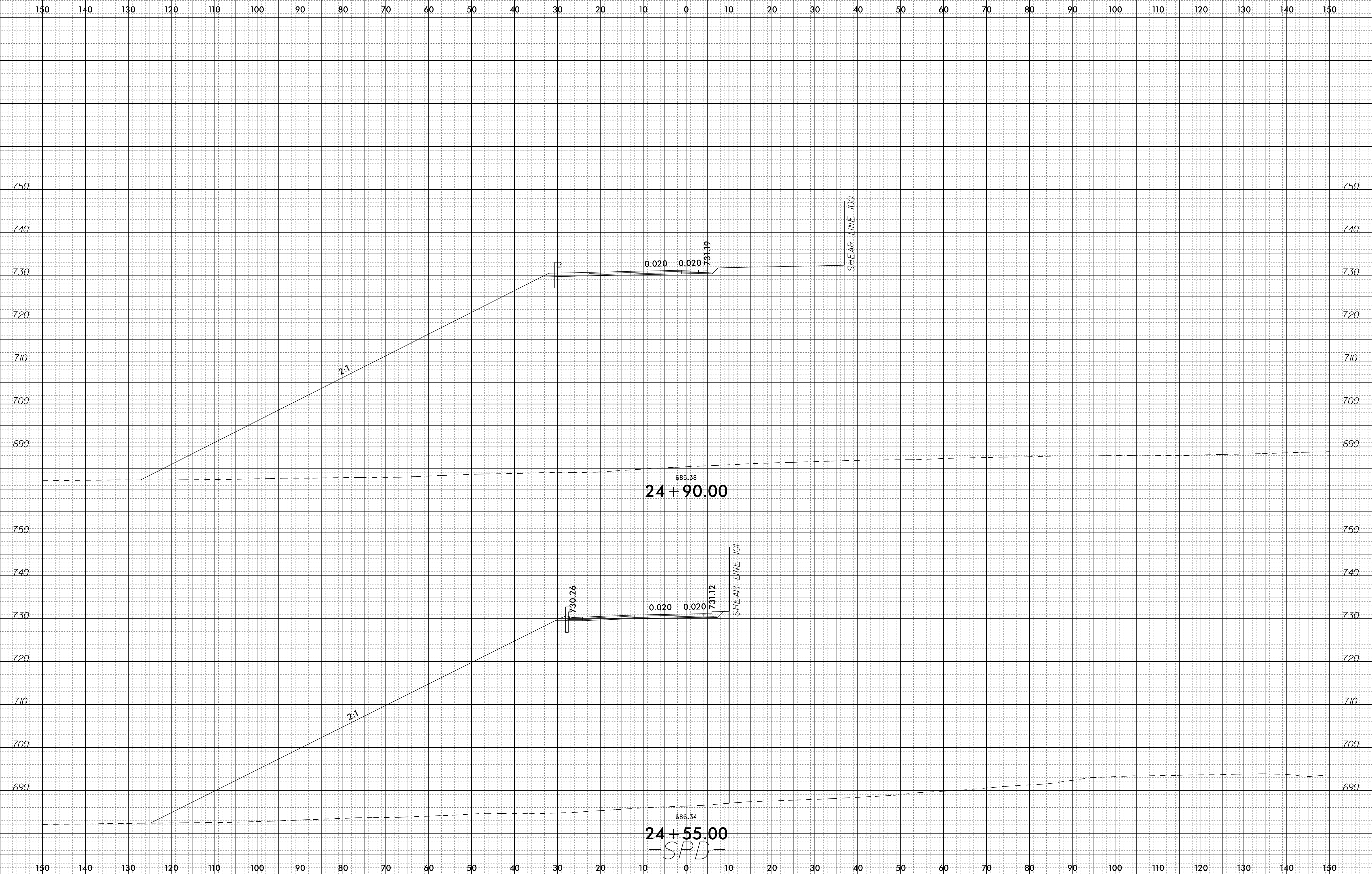


6/23/16

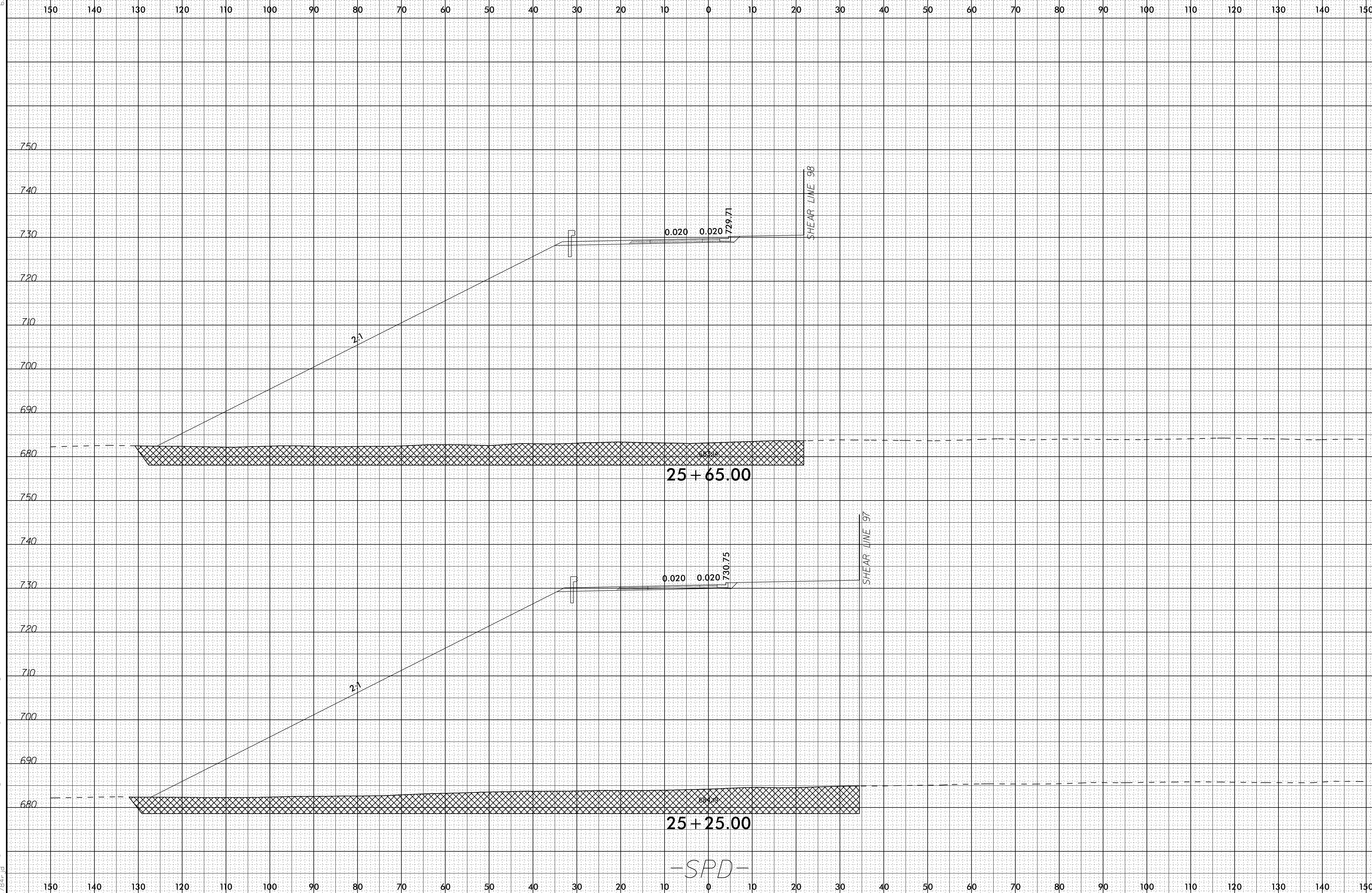
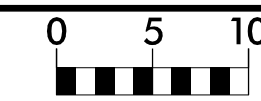


PROJ. REFERENCE NO.
R-4707

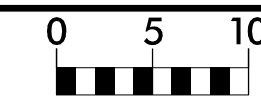
SHEET NO.
X-92



28-FEB-2020 13:19
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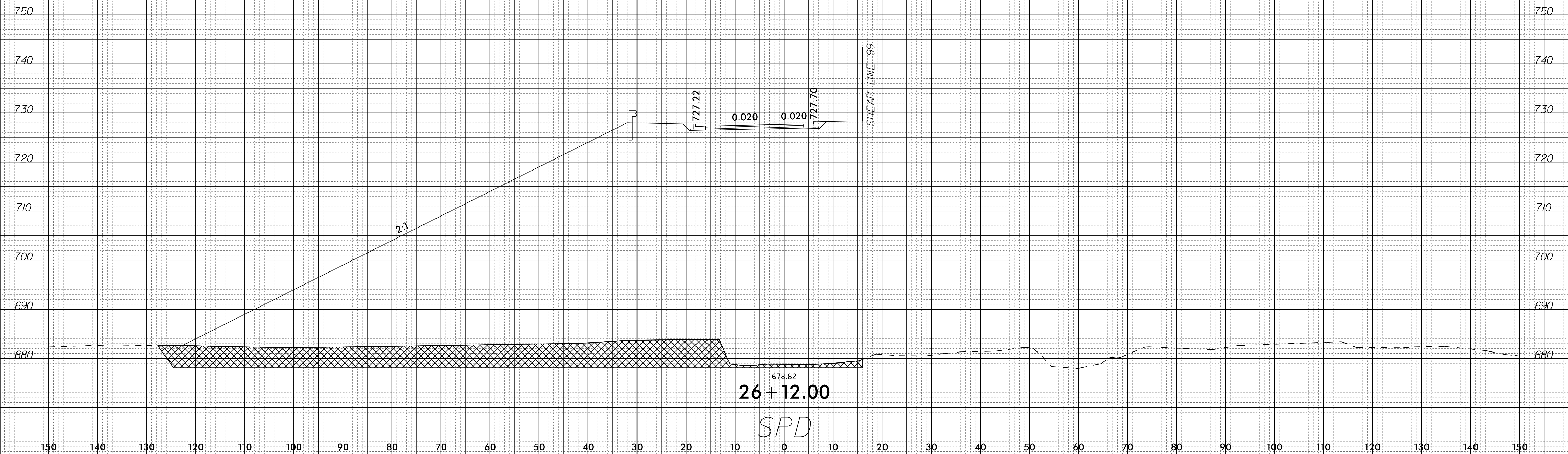
6/23/16



PROJ. REFERENCE NO.
R-4707

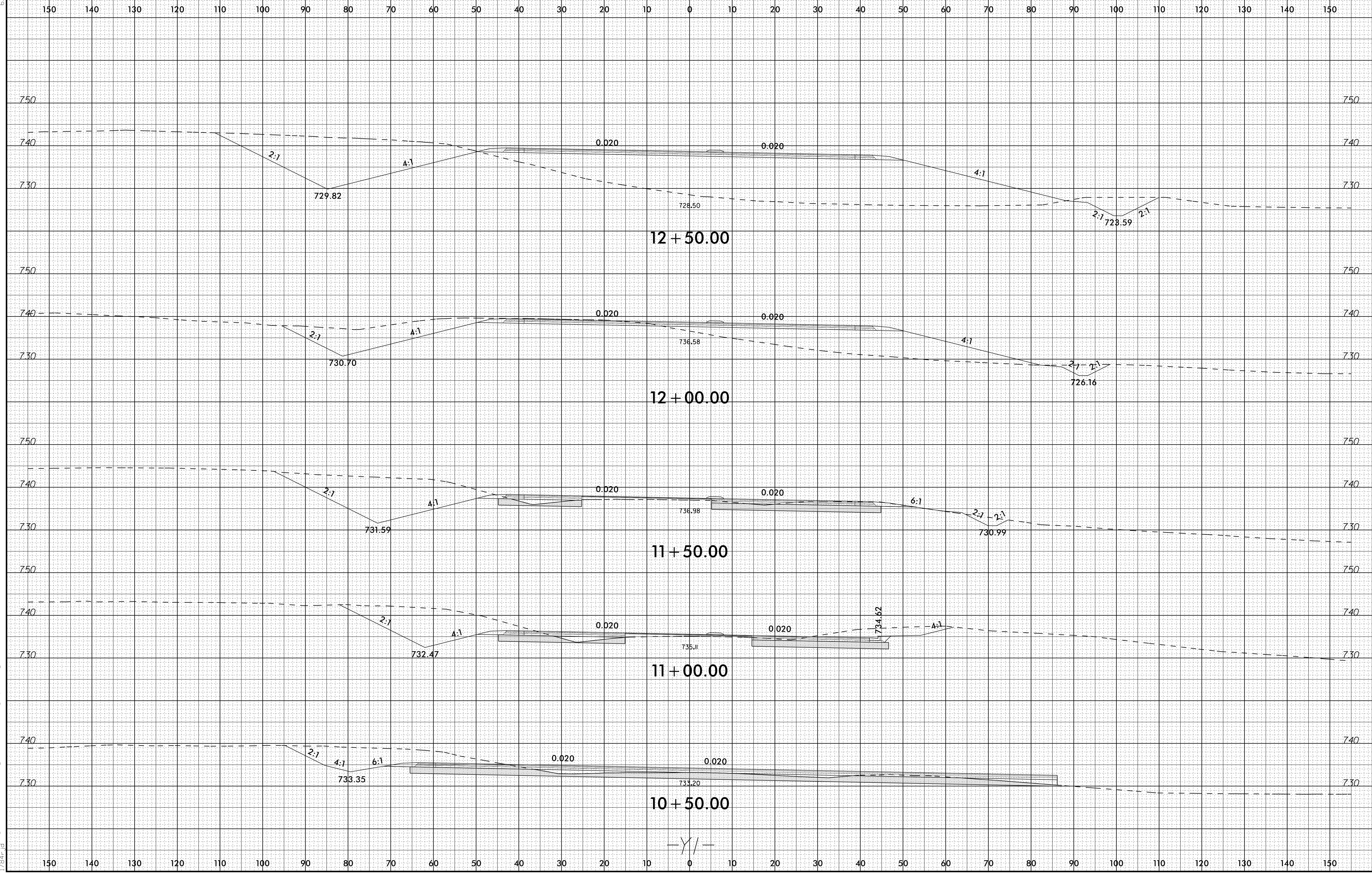
SHEET NO.
X-94

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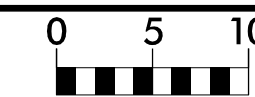


28-FEB-2020 13:19
I:\Roadway\Corridor-Modeling\XPL\R4707_Rdy_xpl_SPD.dgn

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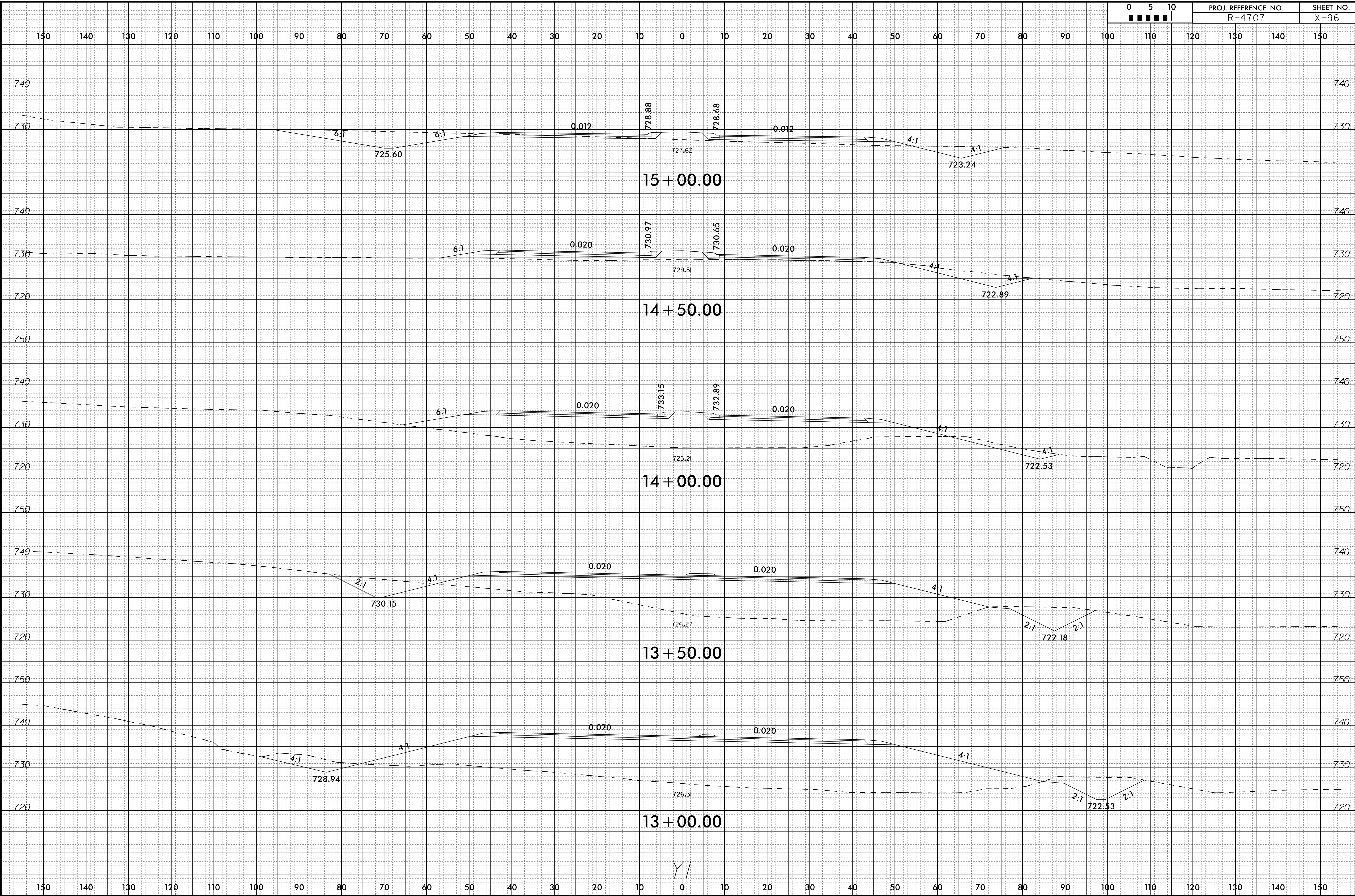


6/23/16



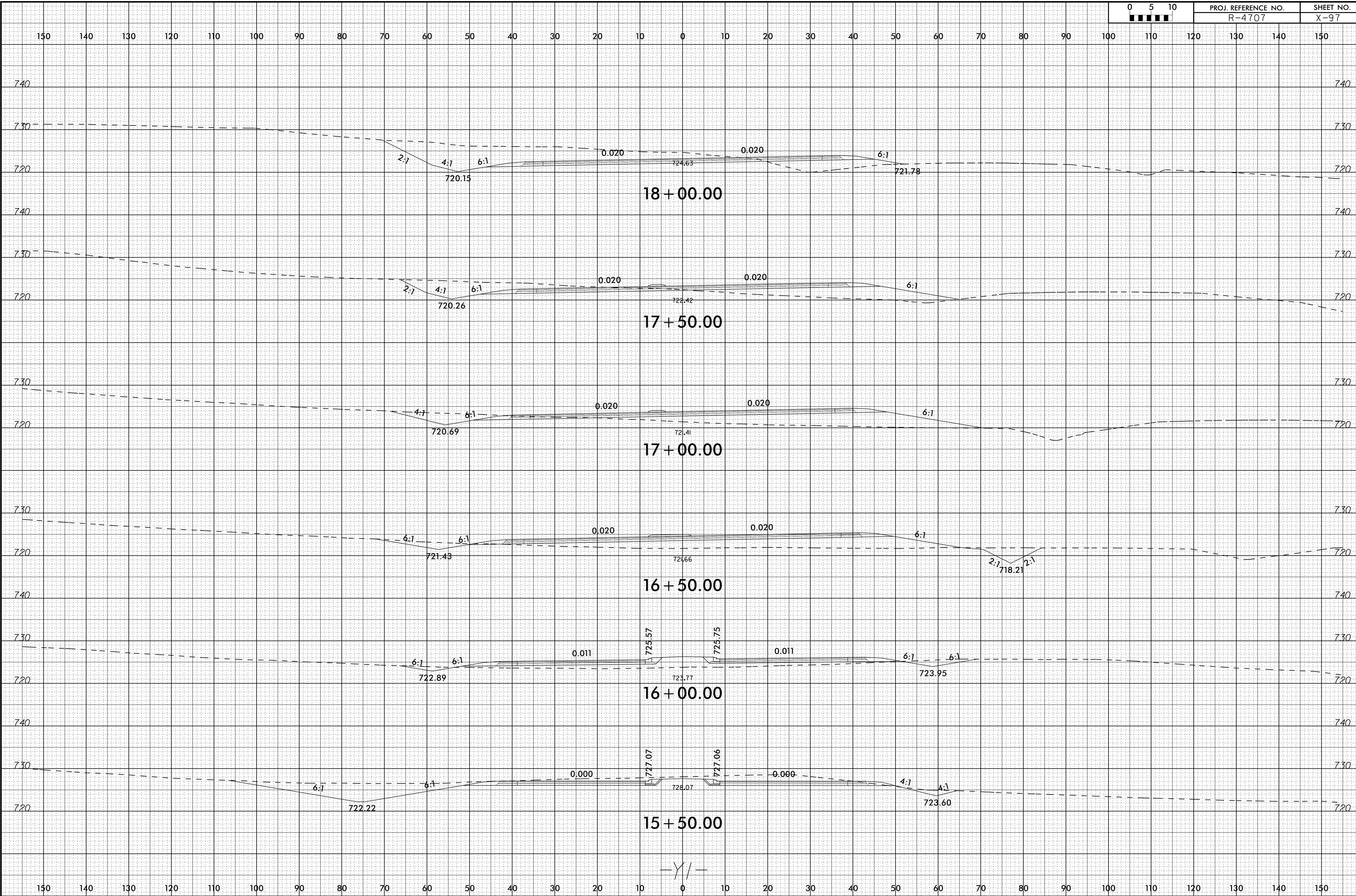
PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-96

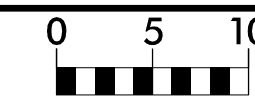


28-FEB-2020 16:51
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—Y/—

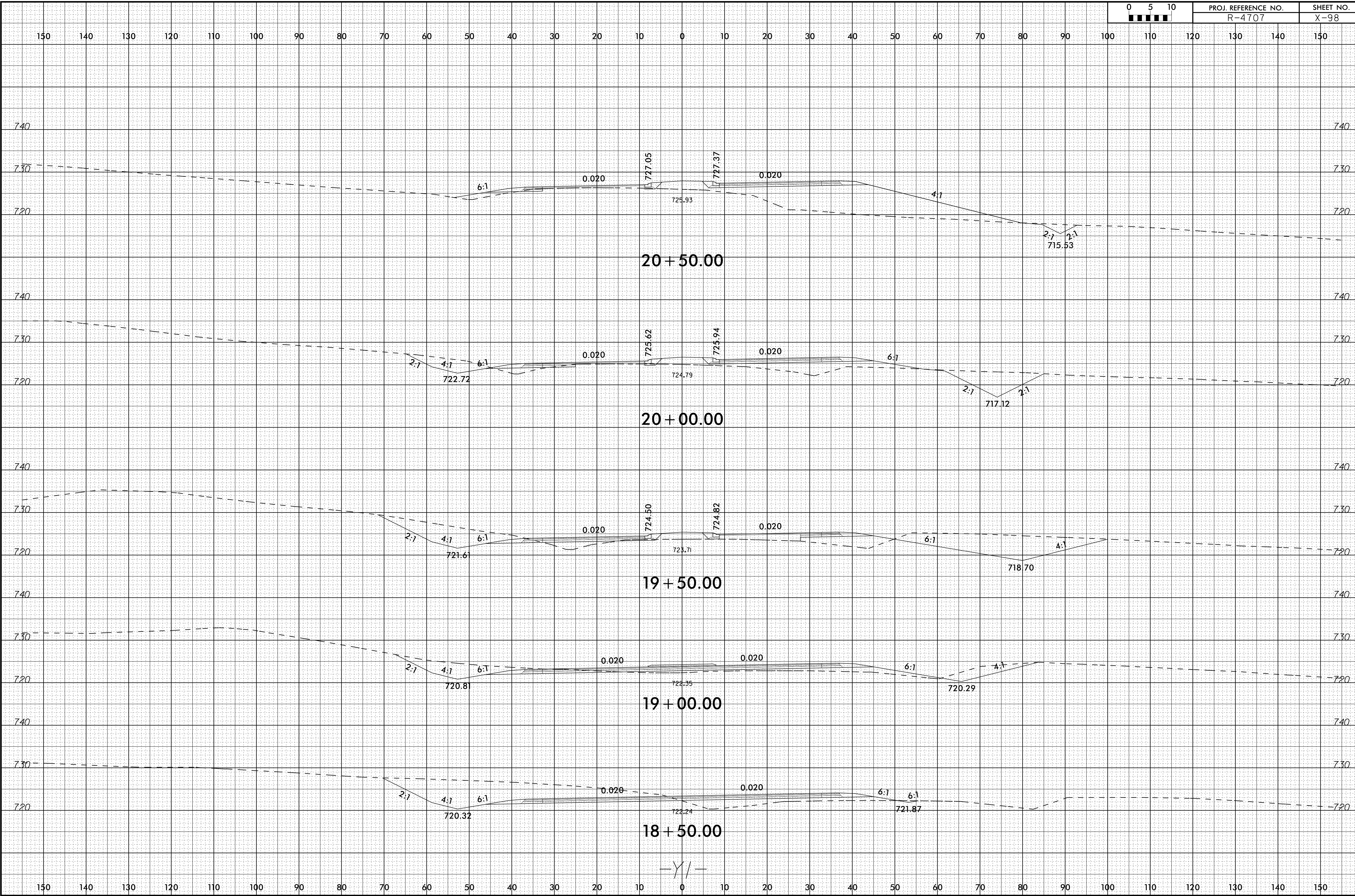


6/23/16



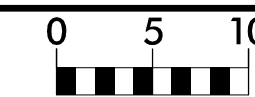
PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-98



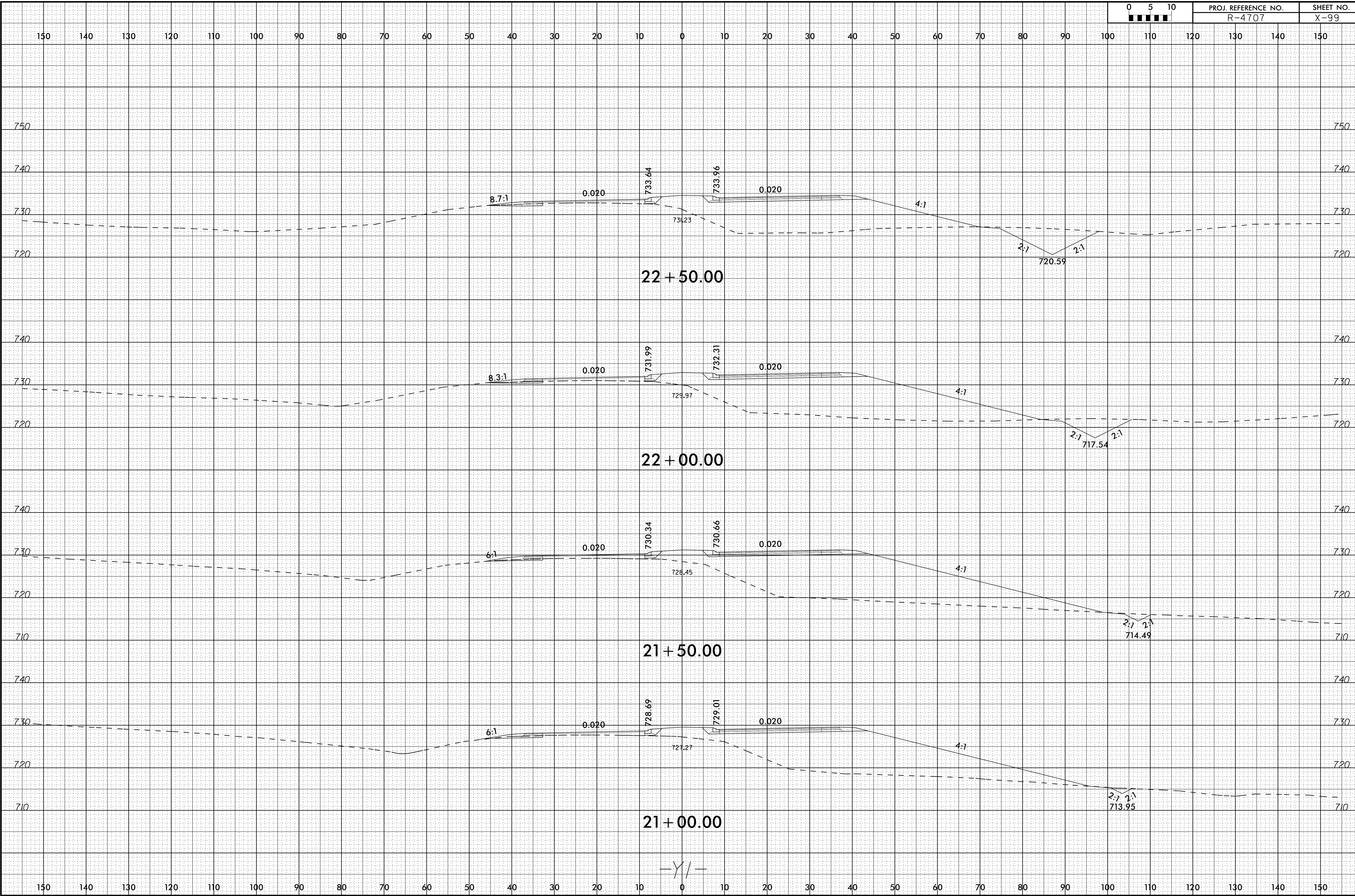
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6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-99



28-FEB-2020 13:20
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 1/28/16

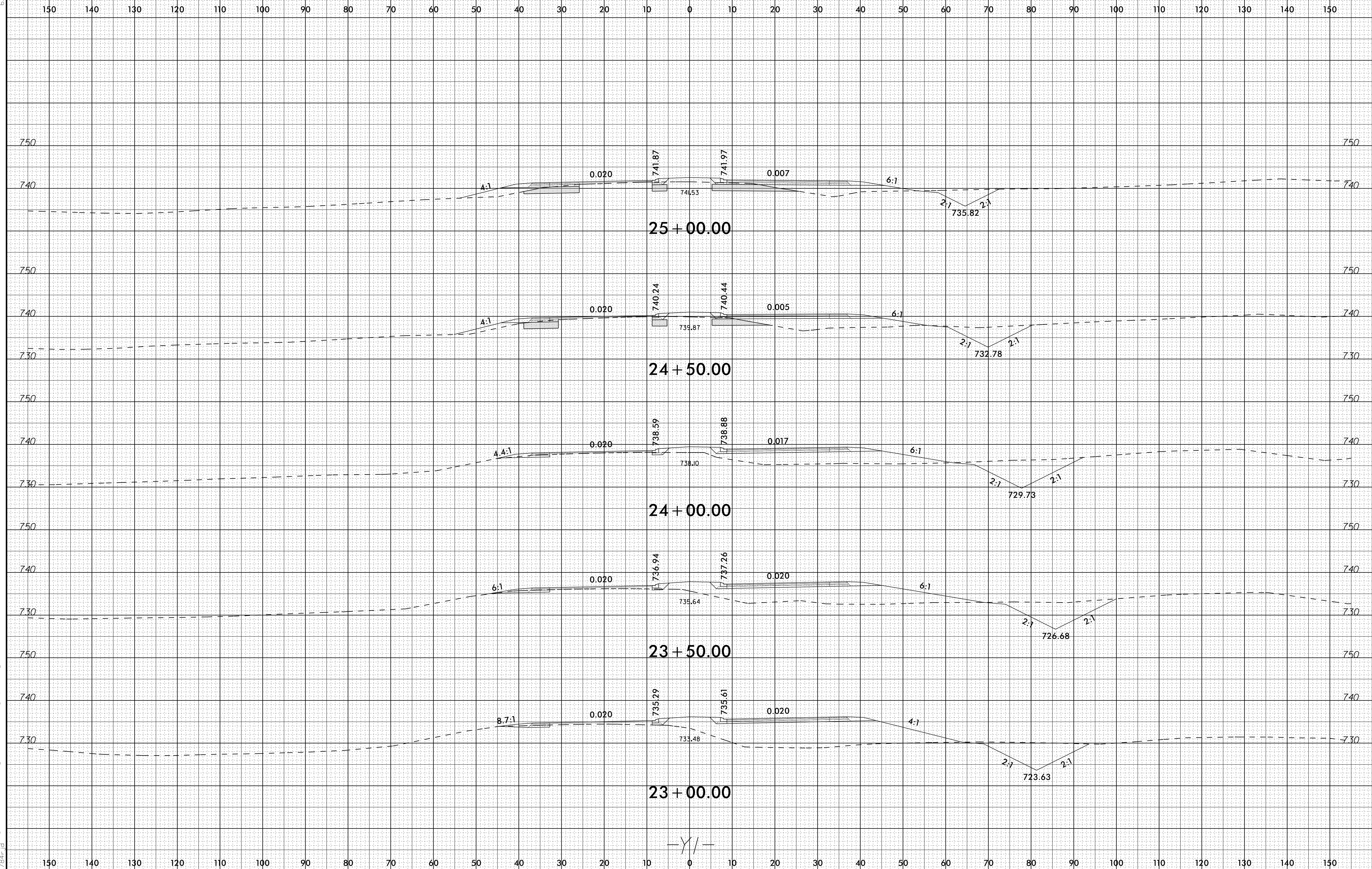
—Y/—

6/23/16

SHALLOW UNDERCUT EXCAVATION



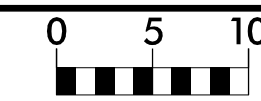
PROJ. REFERENCE NO. R-4707 SHEET NO. X-100



28-FEB-2020 13:20
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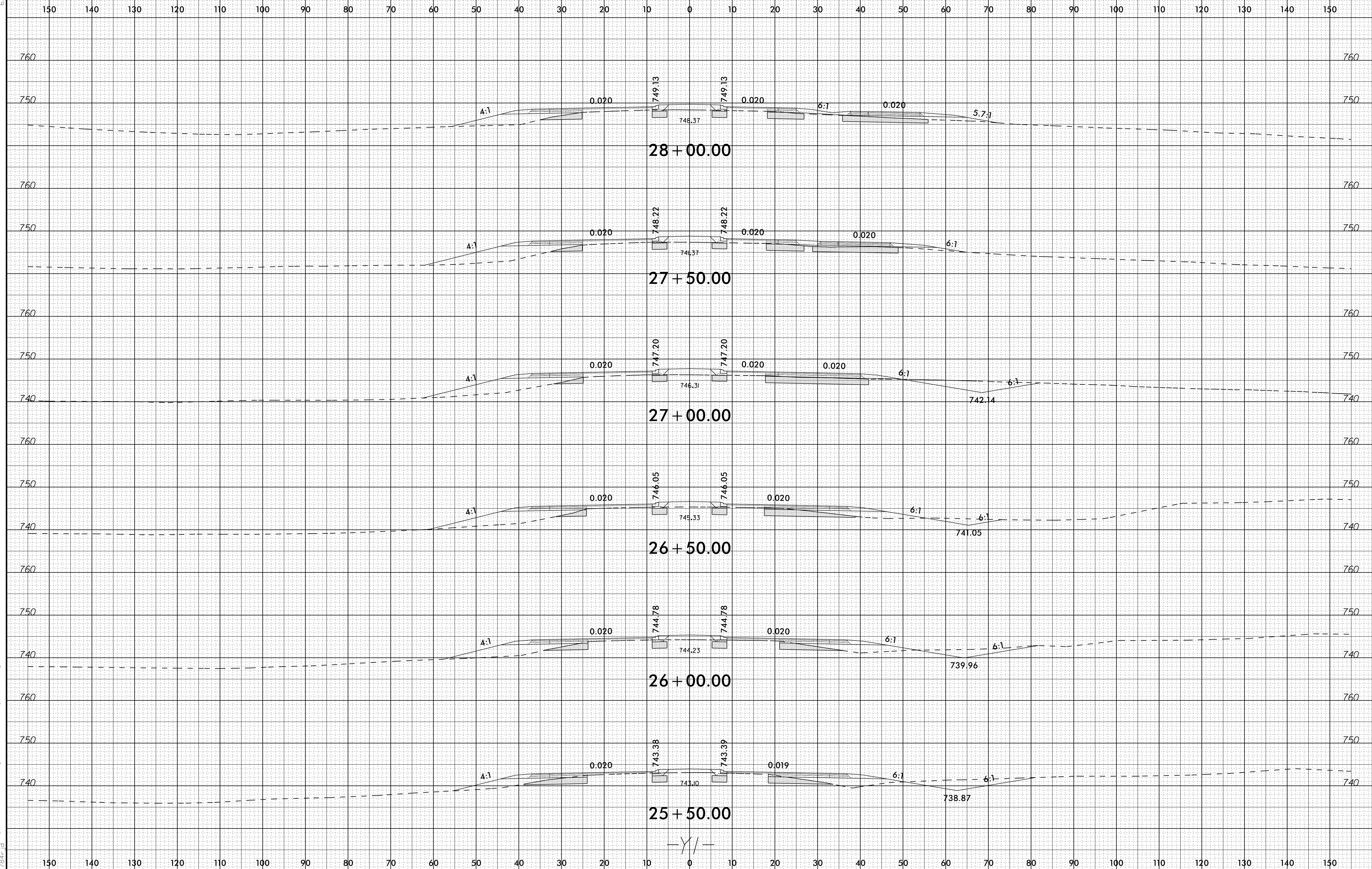
6/23/16

SHALLOW UNDERCUT EXCAVATION



PROJ. REFERENCE NO. R-4707

SHEET NO. X-101

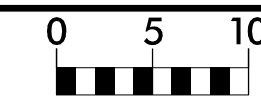


28-FEB-2020 13:20
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-Y/-

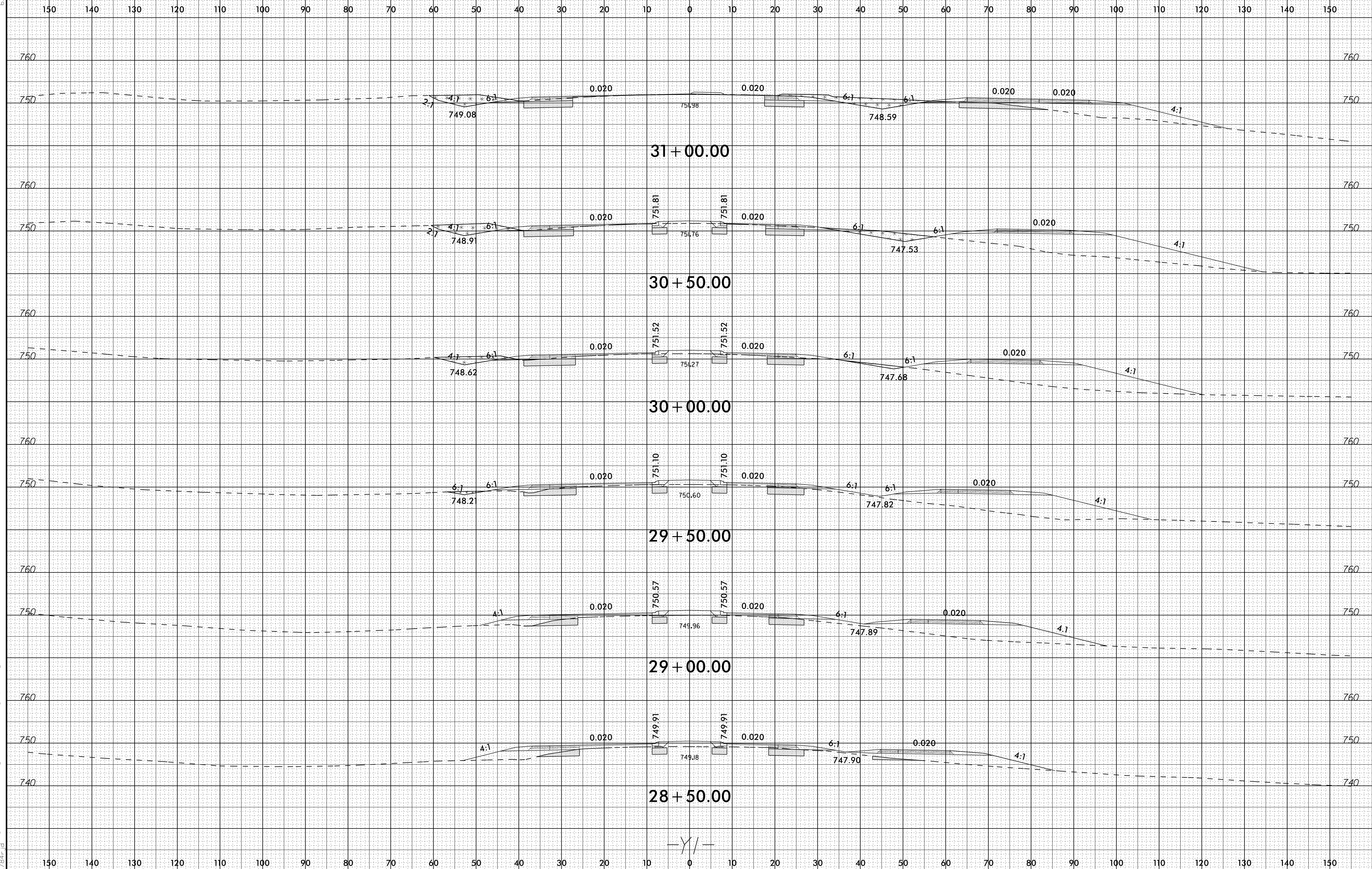
6/23/16

SHALLOW UNDERCUT EXCAVATION



PROJ. REFERENCE NO. R-4707

SHEET NO. X-102

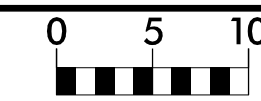


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17347.dwg

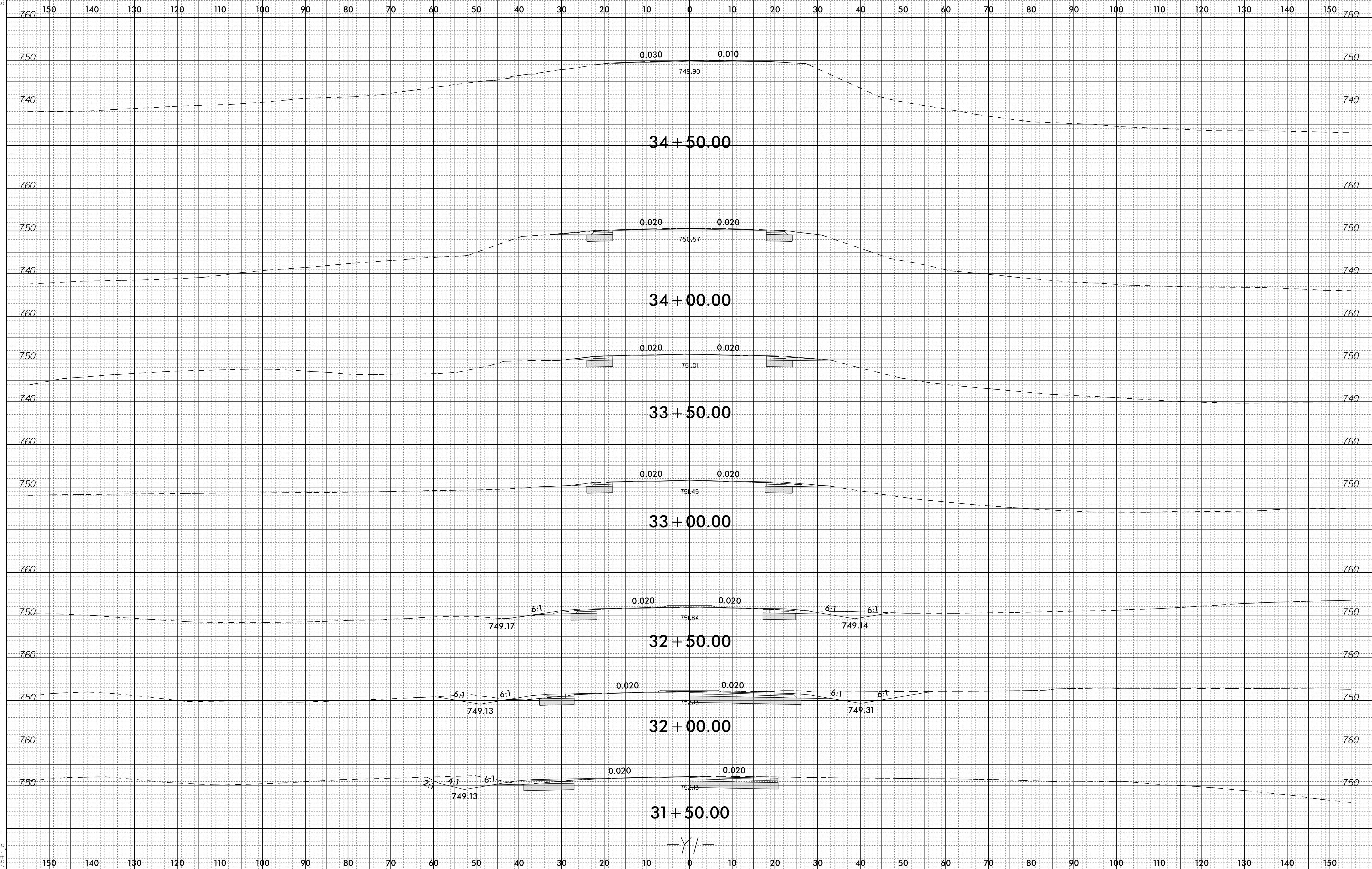
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6/23/16

SHALLOW UNDERCUT EXCAVATION

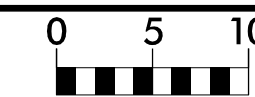


PROJ. REFERENCE NO. R-4707 SHEET NO. X-103

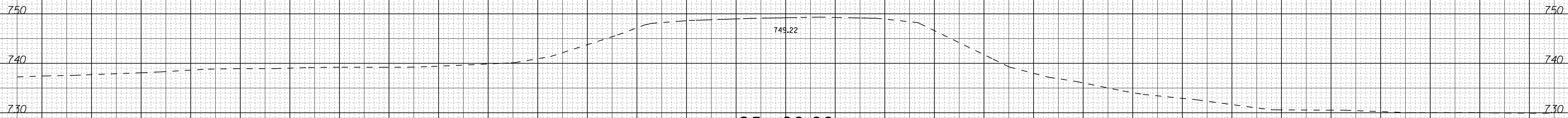
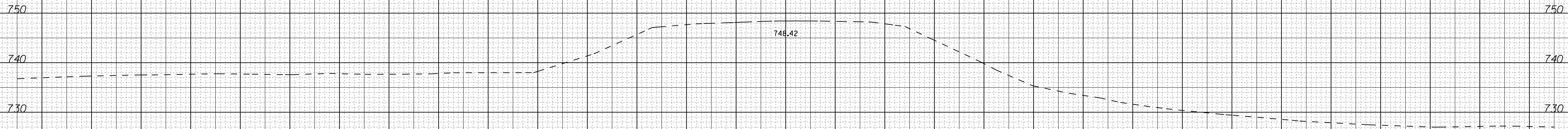


23-MAR-2020 22:22
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-Y/-



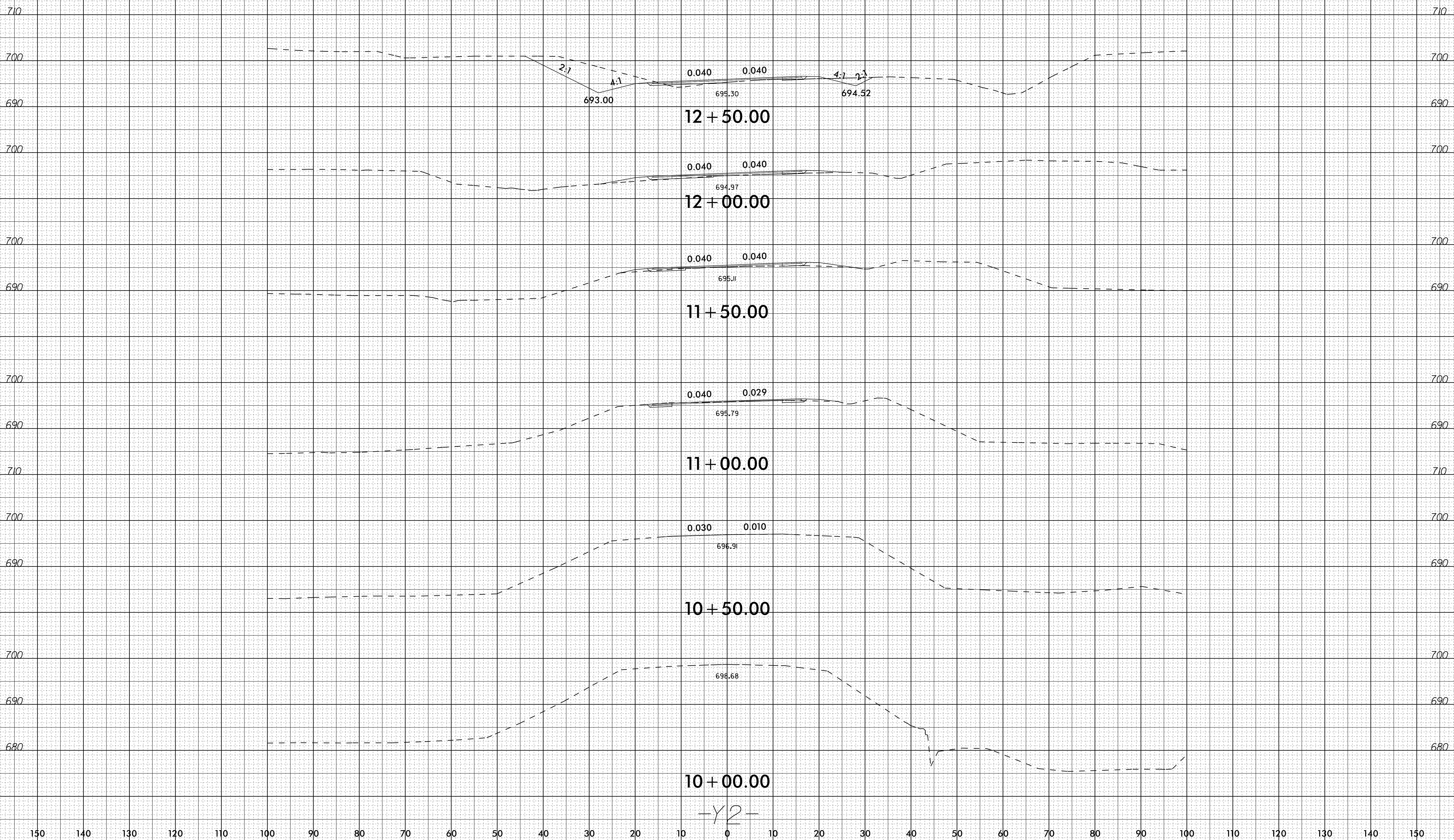
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

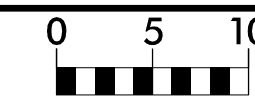
—Y/—

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



-Y2-

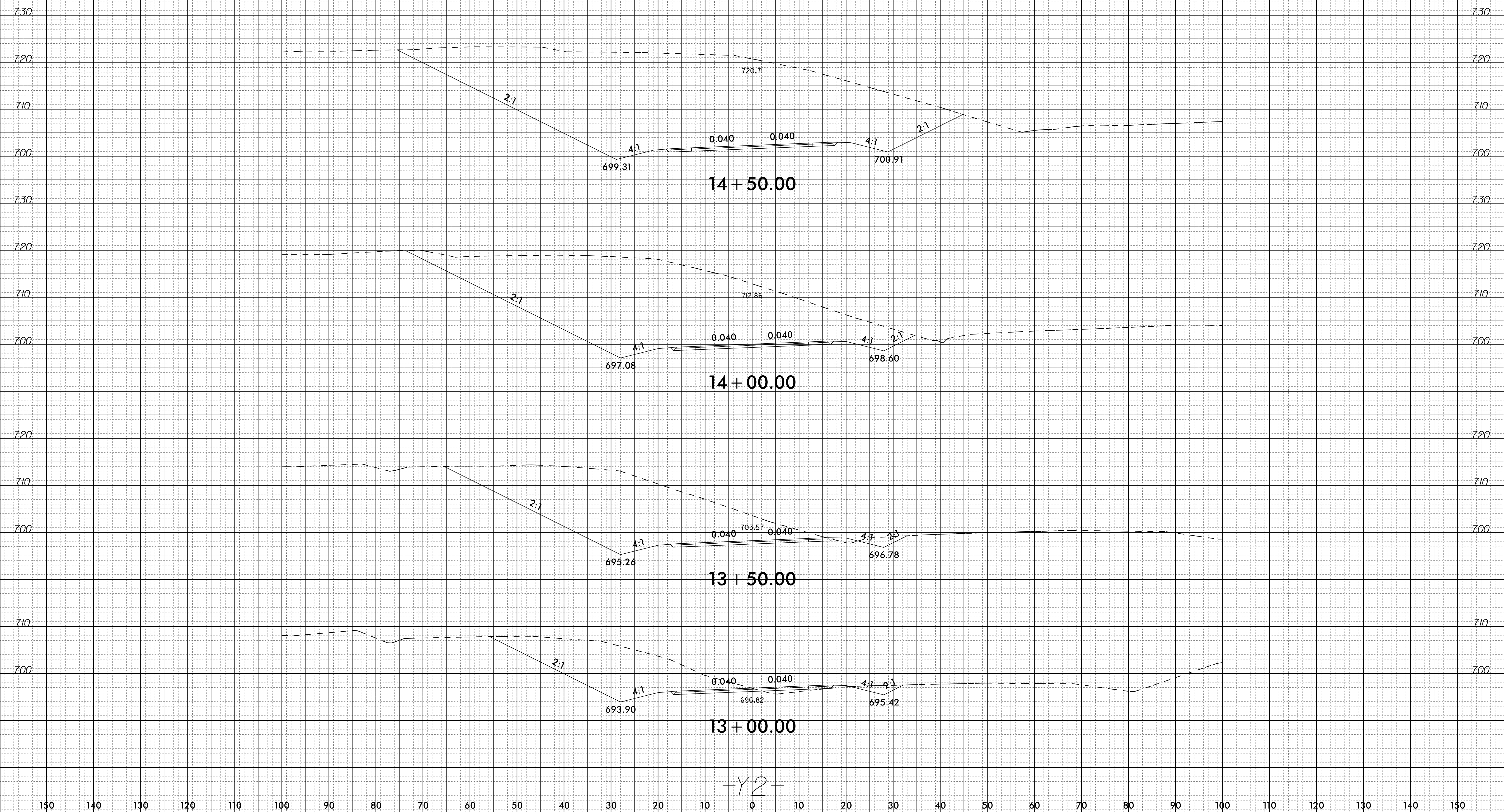
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-106

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-Y2-

23-MAR-2020 22:55
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17347.dwg

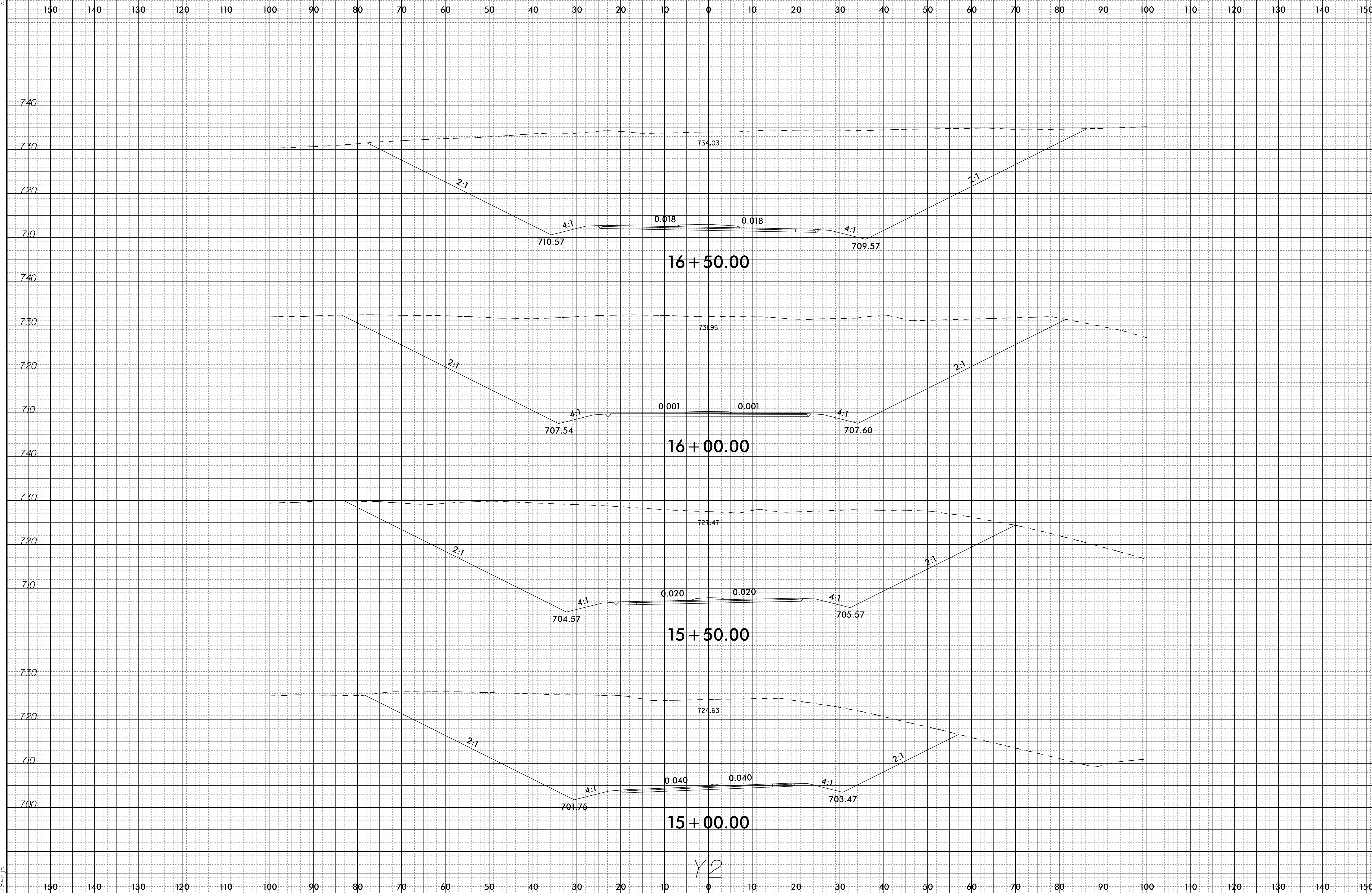
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6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-107



-Y2-

23-MAR-2020 22:55
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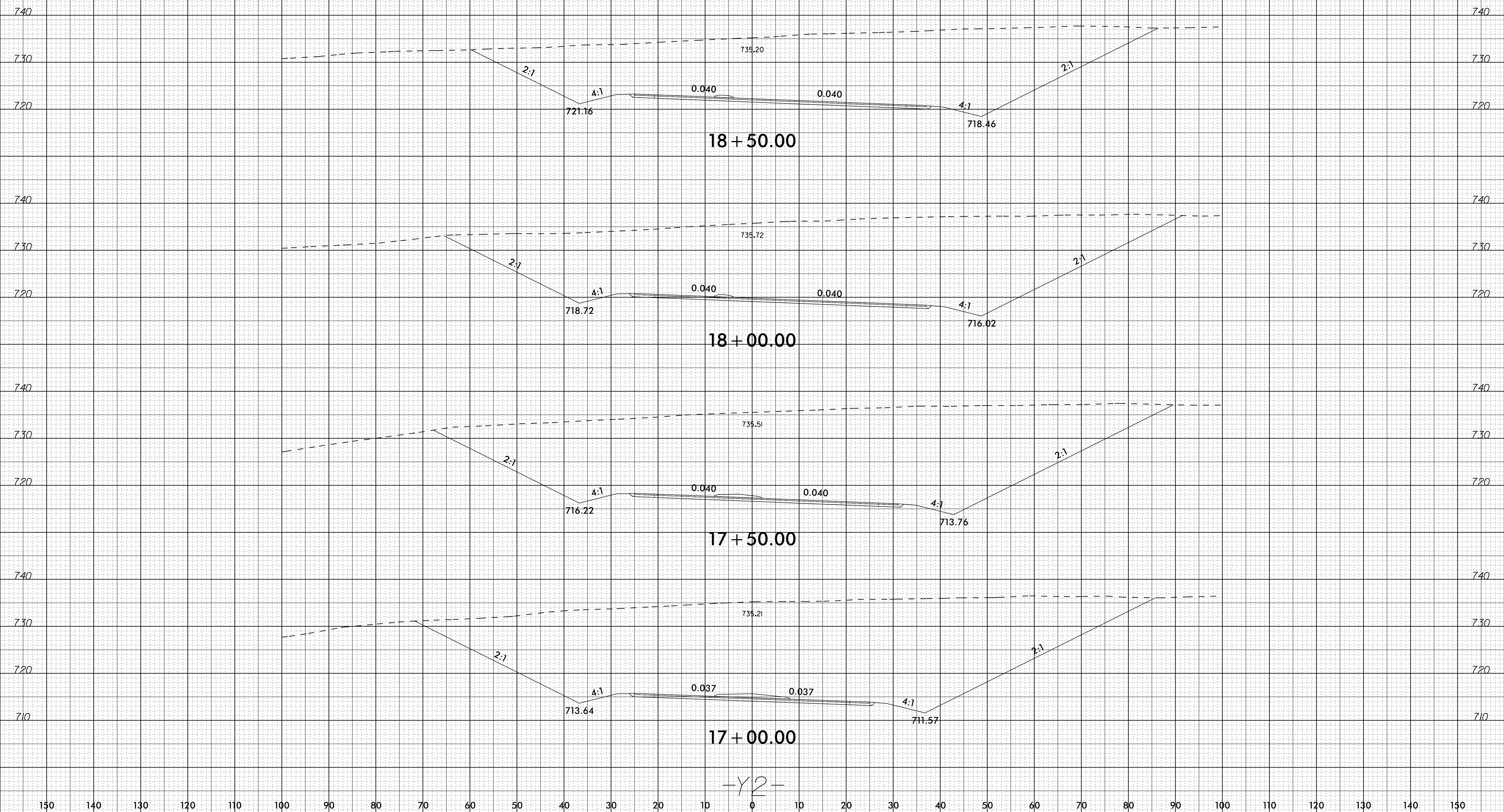
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-108

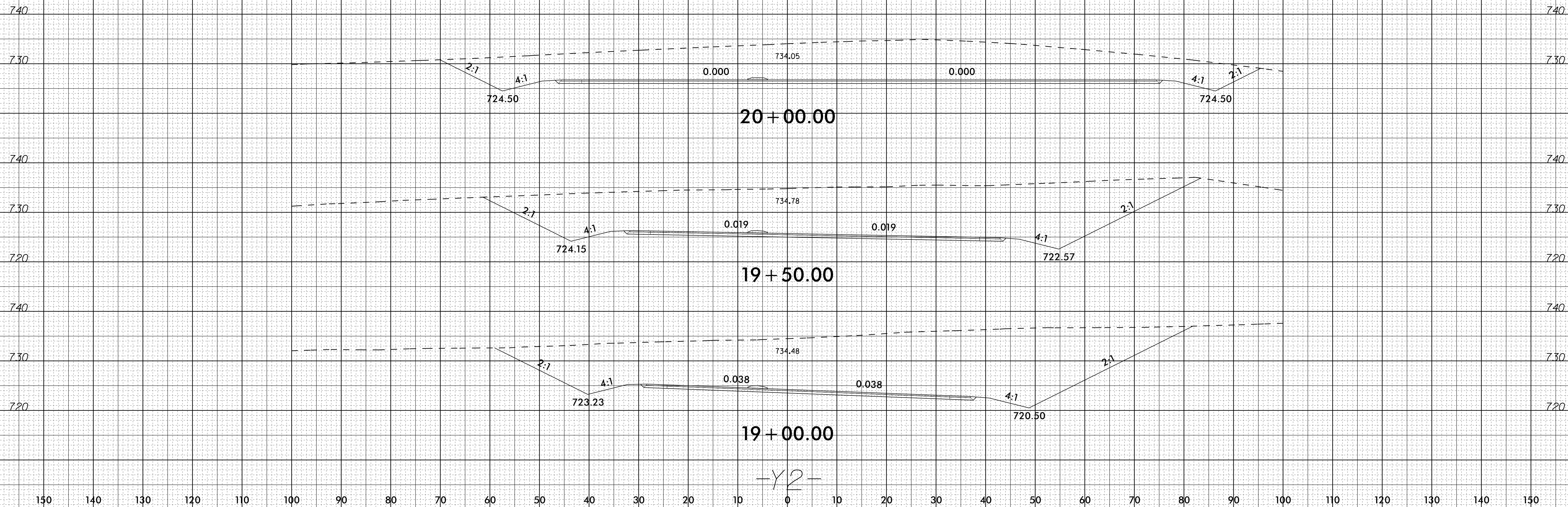
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23-MAR-2020 22:56
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

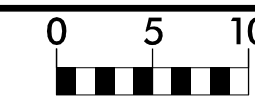
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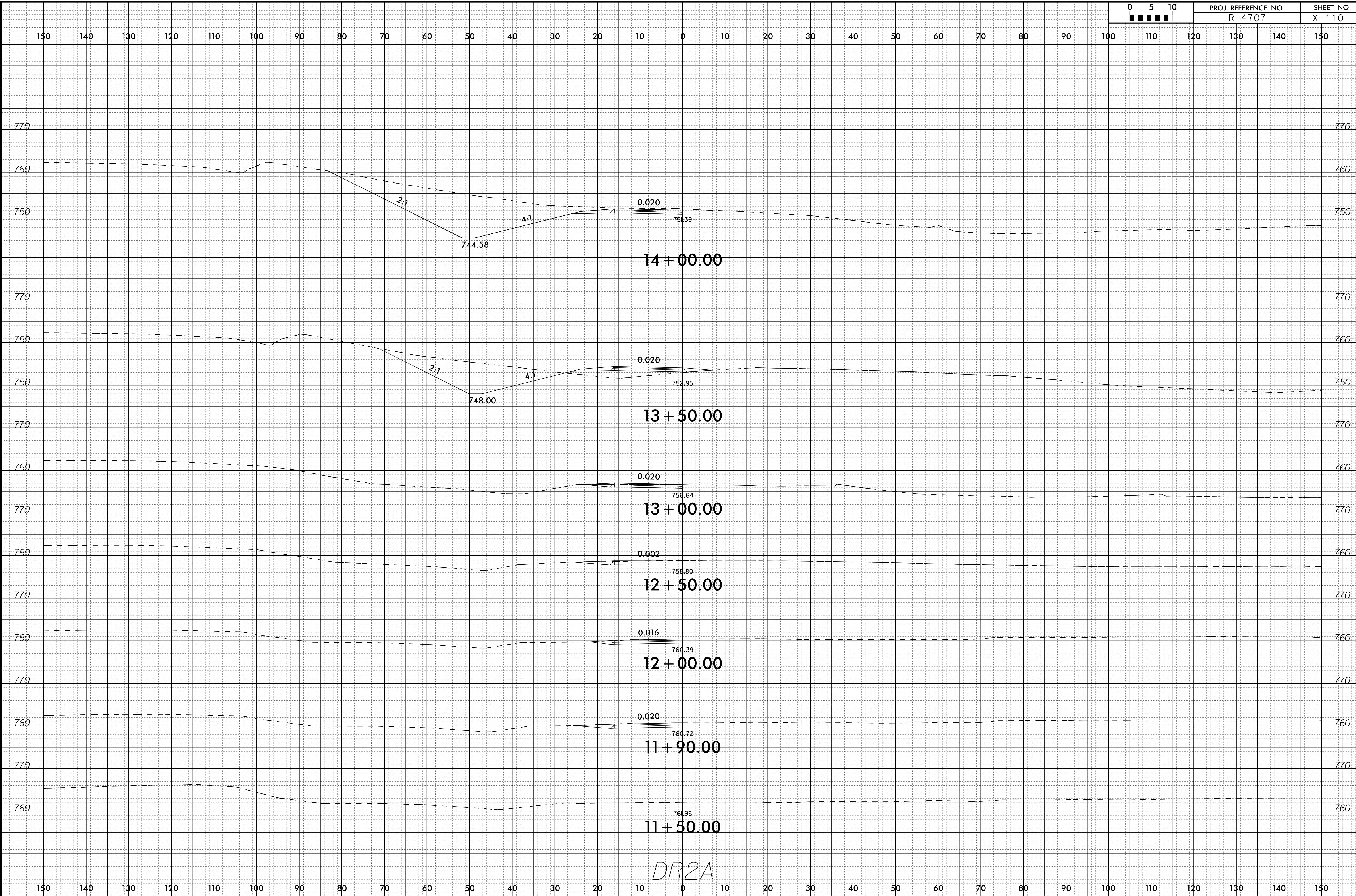
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-Y2-

6/23/16

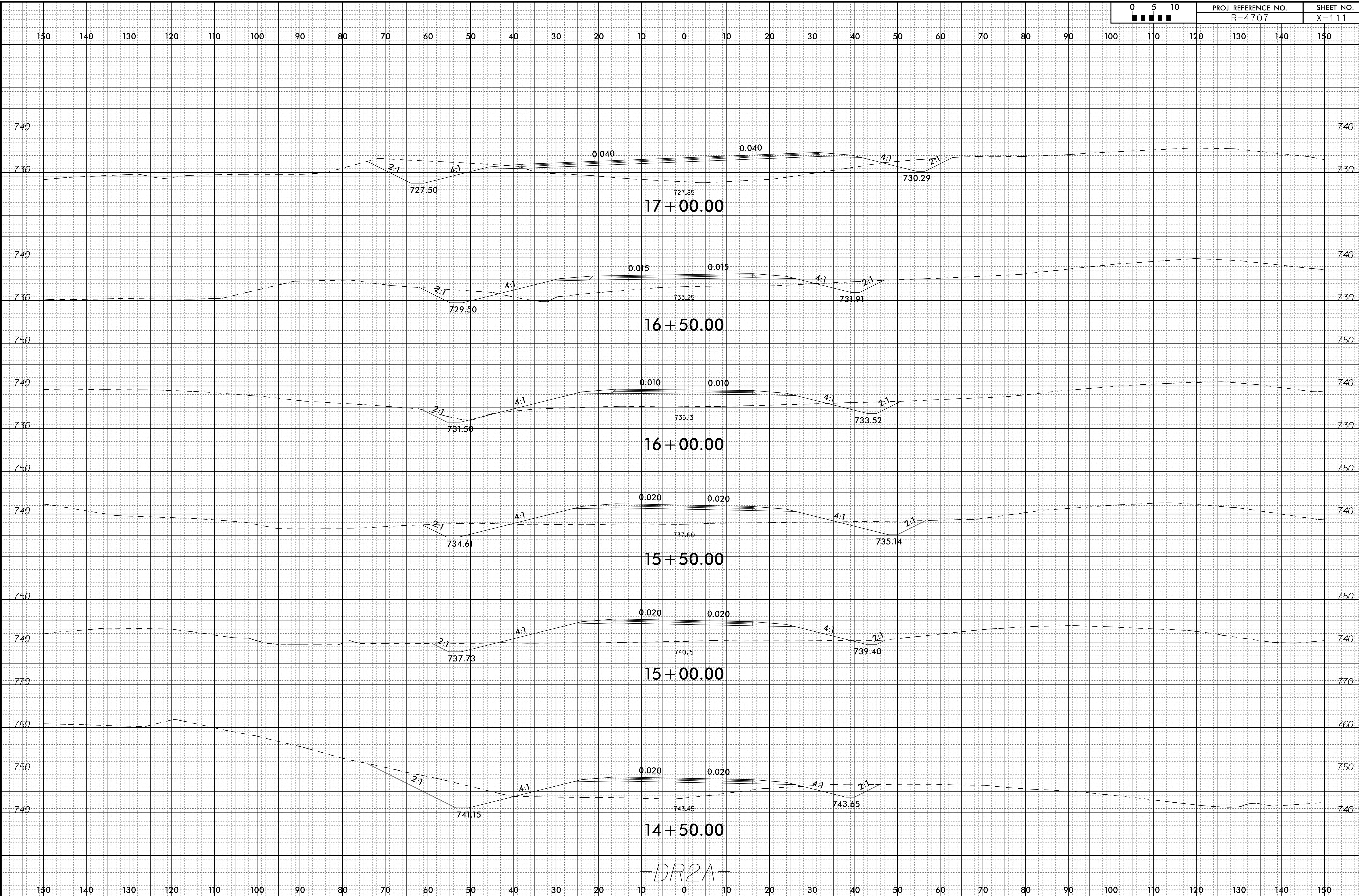


PROJ. REFERENCE NO.	SHEET NO.
R-4707	X-110



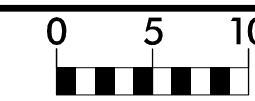
DR2A

28-FEB-2020 13:20
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DR2A

6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-112

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

740

740

730

730

726.93

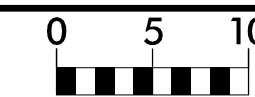
17+50.00

DR2A

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

28-FEB-2020 13:20
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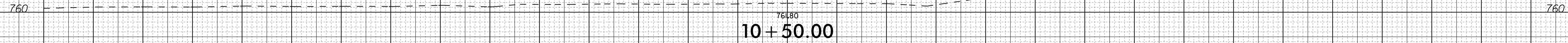
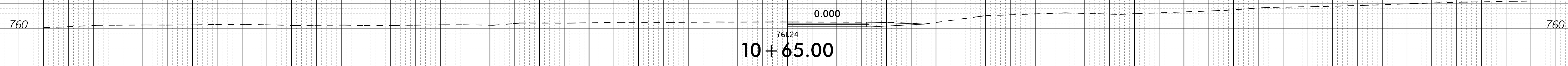
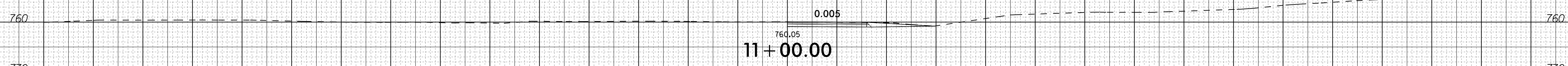
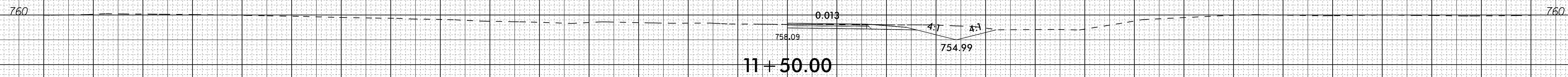
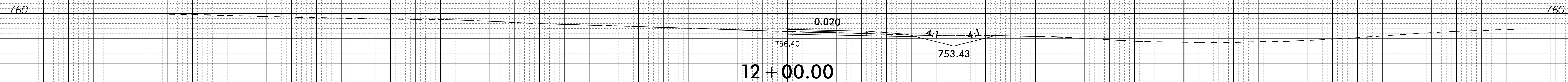
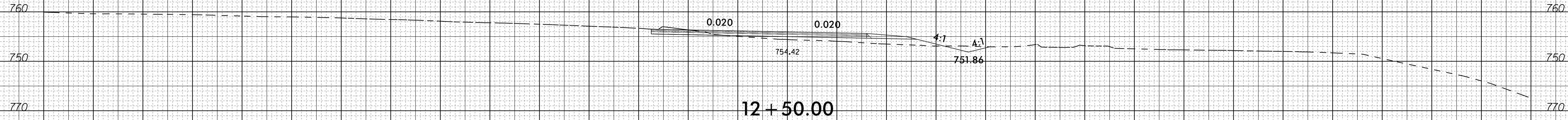
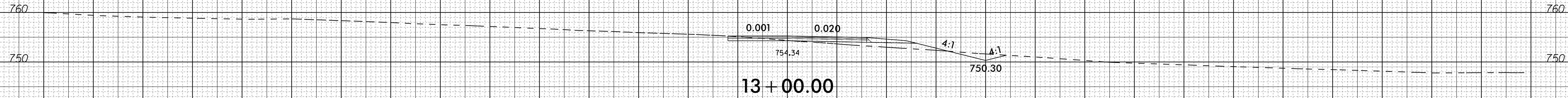
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-113

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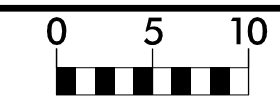


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

DR2B

28-FEB-2020 13:20
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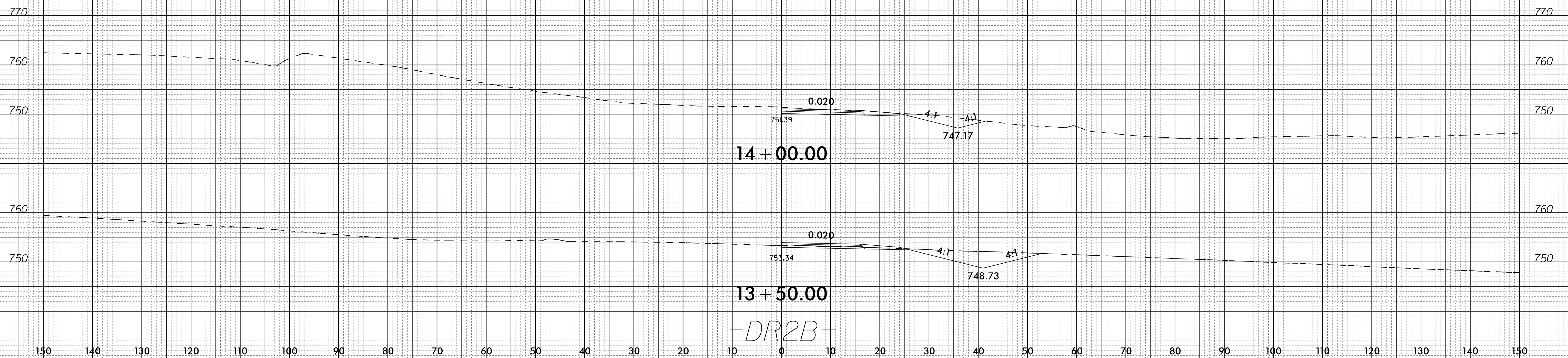
6/23/16



PROJ. REFERENCE NO.
R-4707

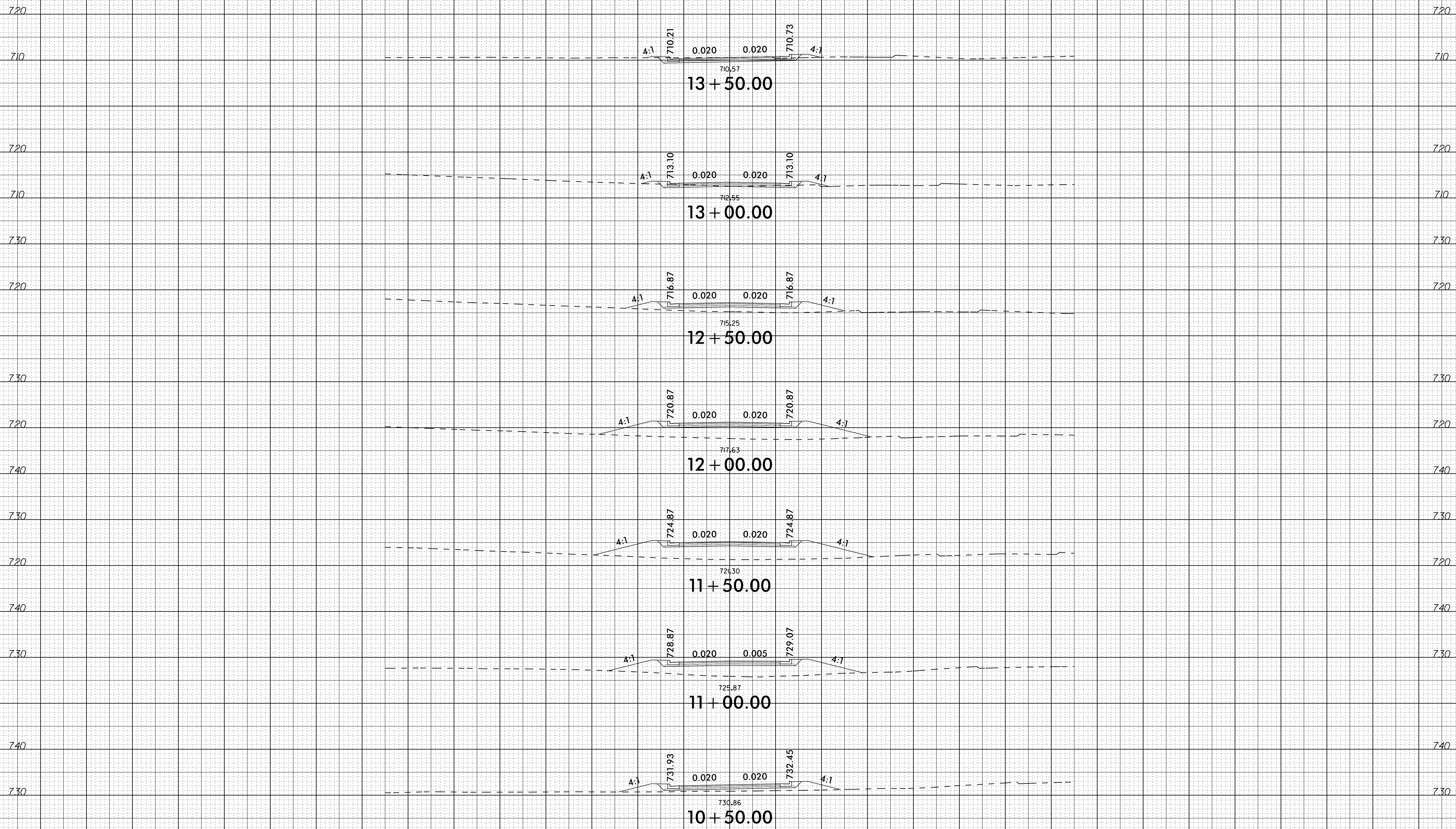
SHEET NO.
X-114

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28-FEB-2020 13:20
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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



-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

6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-116

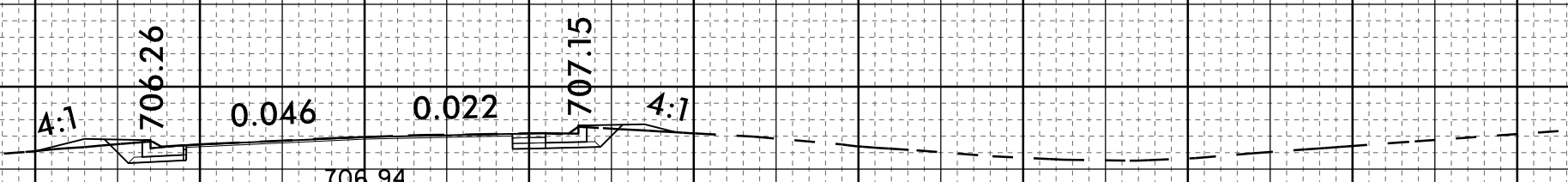
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720

720

710

710



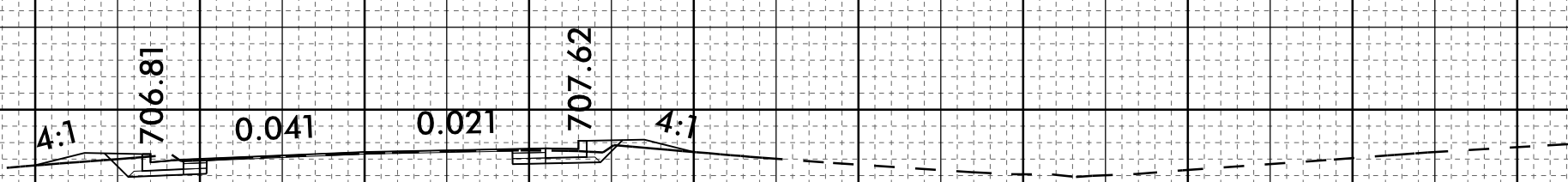
14 + 65.00

720

720

710

710



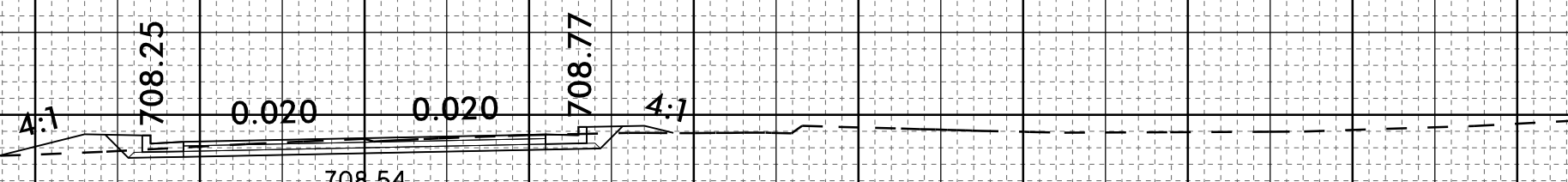
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720

720

710

710



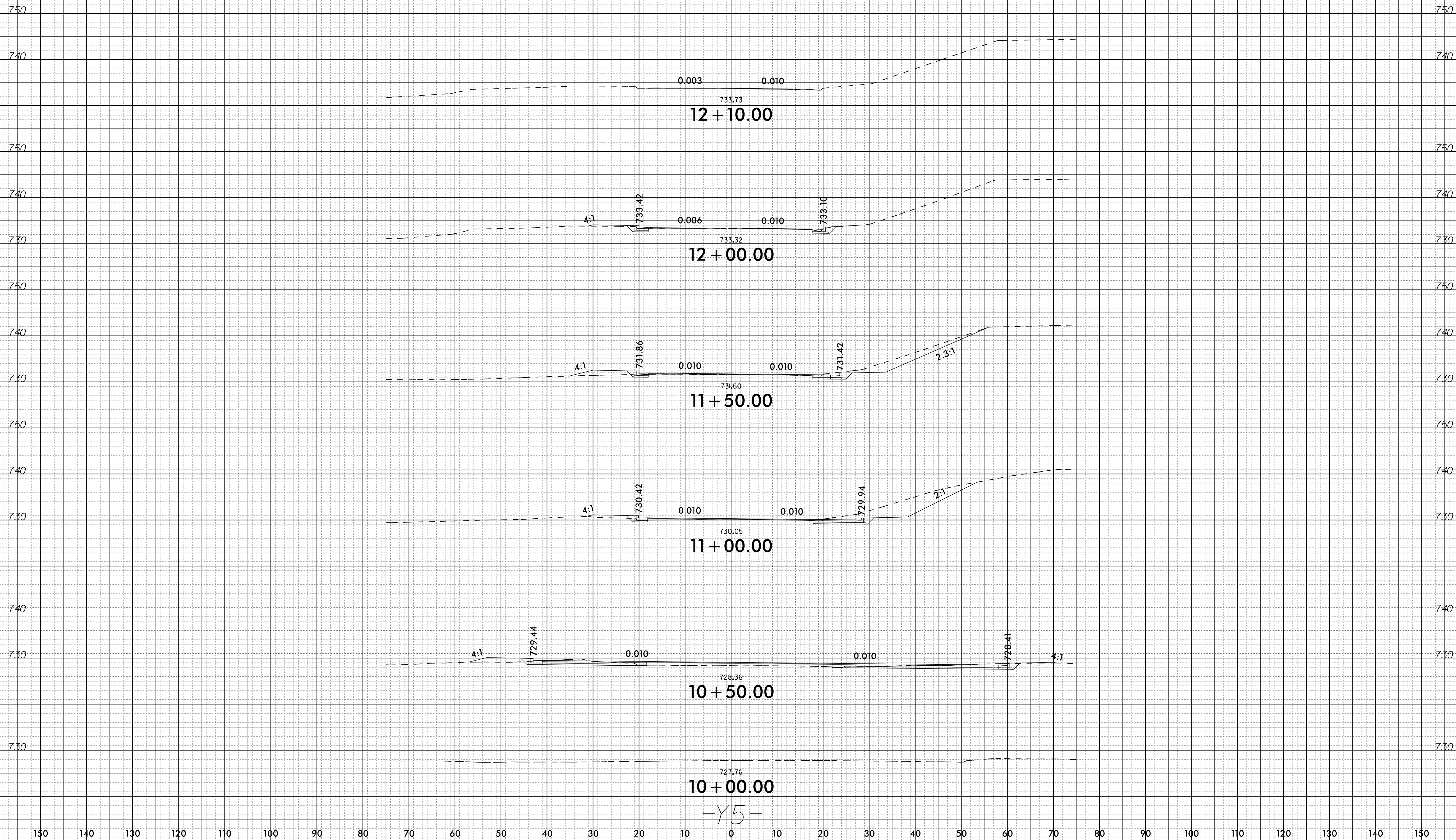
14 + 00.00

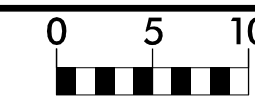
-Y4-

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

28-FEB-2020 13:20
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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





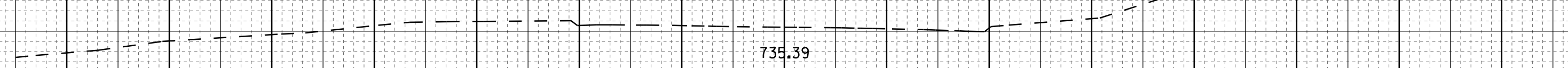
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750

750

740

740

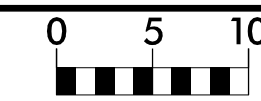


735.39
12+50.00

-Y5-

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

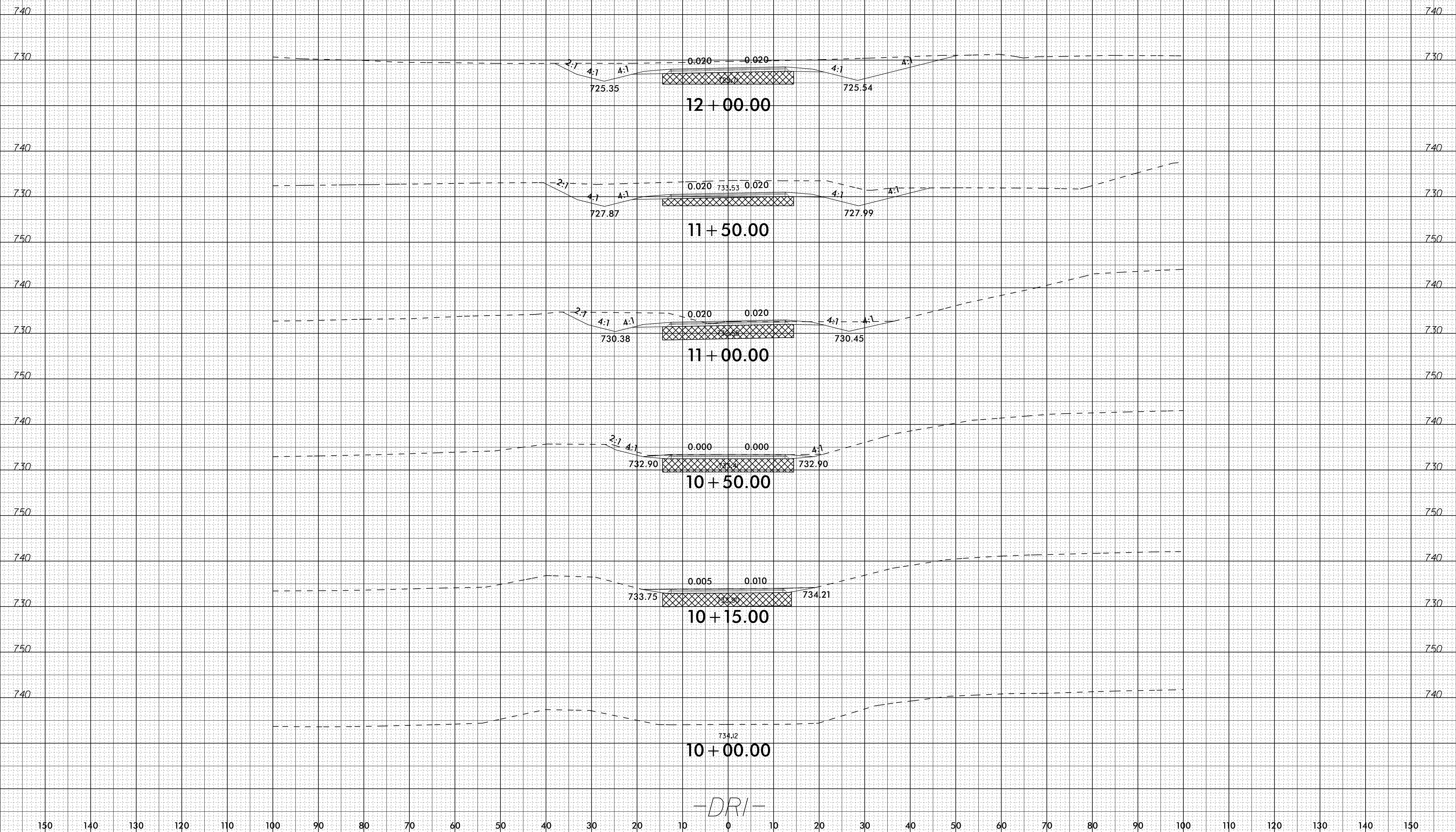
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-119

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

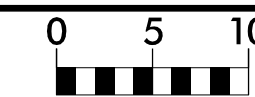


-DRI-

23-MAR-2020 22:46
I:\Roadway\Corridor-Modeling\XPL\R4707_Rdy_xpl_DRI.dgn
1738.dwg

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

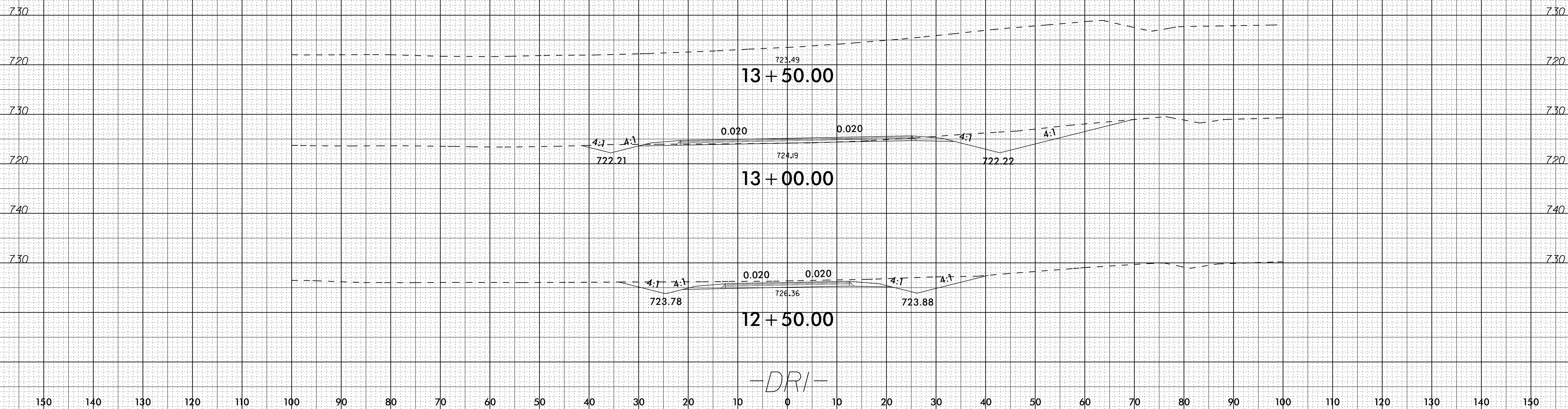
6/23/16



PROJ. REFERENCE NO.
R-4707

SHEET NO.
X-120

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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

28-FEB-2020 16:50
I:\Roadway\Corridor-Modeling\XPL\R4707_Rdy_xpl_DRI.dgn