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**STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS**

<b>PROJ. REFERENCE NO.</b>	<b>SHEET NO.</b>
R-5014	X-0A

**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.**

**NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT**

**CROSS-SECTION SUMMARY**

Station	Uncl. Exc.	Embt	Undercut	60+50.00	2	59	79+50.00	44	8	102+37.06	2	12	Station	Uncl. Exc.	Embt
L	(cu. yd.)	(cu. yd.)	(cu. yd.)	61+00.00	4	56	80+00.00	20	22	102+50.00	4	14	Y1A	(cu. yd.)	(cu. yd.)
42+00.00	0	0		61+21.58	2	29	80+18.96	3	12	103+00.00	19	70	11+70.00	0	0
42+50.00	6	0		61+50.00	2	53	80+50.00	4	15	103+50.00	19	66	12+00.00	7	2
42+66.10	6	0		62+00.00	3	70	81+00.00	12	16	104+00.00	18	51	12+50.00	13	18
43+00.00	21	0		62+50.00	4	52	81+50.00	14	15	104+50.00	12	119	13+00.00	2	55
43+10.00	8	0		62+57.15	1	10	82+00.00	26	31	105+00.00	5	131	13+39.82	1	64
Station	Uncl. Exc.	Embt	Undercut	63+00.00	4	48	82+50.00	24	98	105+50.00	2	83	Station	Uncl. Exc.	Embt
L	(cu. yd.)	(cu. yd.)	(cu. yd.)	63+50.00	7	52	83+00.00	10	153	106+00.00	0	118	Y2	(cu. yd.)	(cu. yd.)
43+10.00	0	0		63+83.95	4	38	83+50.00	10	127	106+50.00	0	105	10+15.00	0	0
43+50.00	41	1		64+00.00	1	18	84+00.00	10	94	107+00.00	0	116	10+50.00	1	1
44+00.00	51	2		64+50.00	2	42	84+50.00	19	85	107+19.81	0	68	10+88.16	0	4
44+50.00	33	7		64+70.00	1	7	85+00.00	19	52	107+50.00	1	101	11+00.00	0	2
45+00.00	26	14		64+92.60	1	5	85+50.00	14	17	107+90.36	7	114	11+07.72	0	2
45+22.00	15	7		65+00.00	2	7	85+85.43	9	32	108+00.00	2	22	11+25.00	0	10
45+50.00	21	8		65+50.00	19	46	86+00.00	3	22	108+50.00	18	94	11+34.31	0	8
46+00.00	45	18		66+00.00	18	106	86+50.00	6	63	109+00.00	27	101	Station	Uncl. Exc.	Embt
46+50.00	61	22		66+50.00	1	186	87+00.00	2	32	109+50.00	19	121	Y3	(cu. yd.)	(cu. yd.)
46+85.00	44	17		66+53.00	0	15	87+50.00	6	10	109+68.37	3	45	11+00.00	0	0
46+96.11	12	6		67+00.00	0	22	88+00.00	8	10	110+00.00	9	75	11+08.92	0	0
47+50.00	35	35		67+23.00	0	241	88+50.00	8	11	110+50.00	26	87	11+50.00	2	2
48+00.00	9	41		67+50.00	0	321	89+00.00	7	6	111+00.00	30	48	12+00.00	1	14
48+50.00	7	40		68+00.00	3	556	89+50.00	12	3	111+50.00	19	25	12+20.00	0	10
49+00.00	12	52		68+47.00	24	307	89+71.52	8	0	111+67.50	4	3	12+50.00	0	67
49+25.00	9	33		68+50.00	3	10	90+00.64	14	1	Station	Uncl. Exc.	Embt	Undercut		
49+50.00	12	30		69+00.00	86	103	Station	Uncl. Exc.	Embt	LA	(cu. yd.)	(cu. yd.)	(cu. yd.)		
50+00.00	16	36		69+50.00	140	24	L	(cu. yd.)	(cu. yd.)	111+67.50	0	0	12+59.93	0	39
50+52.64	20	10		70+00.00	154	8	91+81.27	0	0	112+00.00	35	8	Station	Uncl. Exc.	Embt
50+85.31	28	1		70+50.00	122	30	92+00.00	8	0	112+44.43	98	11	Y3A	(cu. yd.)	(cu. yd.)
51+00.00	16	1		71+00.00	62	27	92+50.00	20	2	113+06.63	154	18	11+60.00	0	0
51+50.00	72	3		71+27.00	9	23	93+00.00	15	19	113+50.00	96	20	11+65.40	0	0
52+00.00	69	2		71+50.00	0	88	93+50.00	13	19	114+00.00	91	39	12+00.00	1	4
52+50.00	70	5		71+56.00	0	43	94+00.00	14	16	114+50.00	57	48	12+50.00	2	23
53+00.00	90	16		72+00.00	0	449	94+50.00	7	21	114+86.37	26	32	12+63.62	1	11
53+50.00	60	37		72+50.00	0	577	94+81.00	1	24	115+00.00	6	12	Station	Uncl. Exc.	Embt
53+85.00	18	40	5	73+00.00	0	130	95+00.00	0	19	115+50.00	10	42	11+56.10		
53+93.00	2	11	2	Station	Uncl. Exc.	Embt	Undercut			95+12.26	0	12	Y3B	(cu. yd.)	(cu. yd.)
54+00.00	1	11	2	L	(cu. yd.)	(cu. yd.)	(cu. yd.)			95+50.00	16	34	11+92.00	0	0
54+50.00	7	85	22	73+10.00	0	0	96+00.00	31	36	116+00.00	3	31	12+00.00	8	1
55+00.00	8	82	21	73+50.00	0	550	96+50.00	26	18	116+38.00	8	15	12+03.27	20	0
55+50.00	8	76	33	73+86.00	0	391	97+00.00	34	4	116+50.00	6	17	Station	Uncl. Exc.	Embt
55+75.00	6	36	24	74+00.00	0	93	97+50.00	39	2	117+00.00	11	9	Y3C	(cu. yd.)	(cu. yd.)
56+00.00	7	36		74+50.00	26	181	97+92.01	34	4	118+00.00	65	61	10+18.02	0	0
56+25.00	9	47	6	75+00.00	70	45	98+00.00	7	1	118+50.00	74	35	10+36.77	0	11
56+50.00	9	75	11	75+50.00	47	71	98+50.00	65	7	119+00.00	92	22	10+50.00	0	8
56+75.00	8	72	11	75+74.60	3	53	99+00.00	89	4	119+50.00	80	25	12+55.03	1	7
56+98.52	7	39		76+00.00	4	49	99+76.92	40	1	120+03.07	57	61	11+00.00	1	2
57+50.00	11	54	8	76+50.00	8	86	100+00.00	35	0						
58+00.00	12	62	21	77+00.00	21	50	100+50.00	91	0						
58+50.00	14	55	36	77+50.00	36	10	101+00.00	75	1						
58+94.19	21	36	34	78+00.00	34	5	101+50.00	42	6						
59+00.00	4	4	31	78+50.00	31	5	101+87.00	22	7						
59+50.00	40	40	36	78+92.44	36	6	102+00.00	8	4						
60+00.00	25	54	8	79+00.00	8	1	102+25.00	13	19						

## STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

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R-5014	X-0B

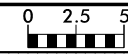
Quantities are approximate only. The Resident Engineer will recross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

### CROSS-SECTION SUMMARY

Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)	142+50.00	3	15	170+00.00	9	53	192+50.00	4	1	Station	Uncl. Exc.	Embt	
				143+00.00	1	16	170+50.00	23	61	193+00.00	10	0	L	(cu. yd.)	(cu. yd.)	
L				143+50.00	1	17	171+00.00	32	50	193+50.00	11	0				
120+05.14	0	0		144+00.00	1	22	171+50.00	49	41	194+00.00	11	0	229+00.00	0	0	
120+52.13	9	45		144+50.00	1	20	172+00.00	51	42	194+50.00	11	0	229+50.00	7	4	
120+77.00	0	0		145+00.00	2	12	172+50.00	65	57	195+00.00	11	0	230+00.00	14	9	
121+00.00	9	11		145+50.00	6	6	172+98.50	92	71	195+50.00	10	0	230+50.00	13	13	
121+50.00	19	27		146+00.00	16	1	173+50.00	101	75	196+00.00	8	0	231+00.00	14	16	
122+00.00	17	28		146+50.00	20	1	174+00.00	83	56	196+50.00	8	0	231+41.00	14	14	
122+50.00	13	27		146+66.99	7	1	174+50.00	64	45	197+00.00	8	1	231+50.00	4	3	
123+00.00	13	24		147+00.00	19	1	174+75.00	25	24	197+50.00	7	2	232+00.00	23	62	
123+50.00	31	17		147+22.84	17	0	175+00.00	23	22	198+00.00	8	2	232+50.00	19	69	
124+00.00	48	15		Station	Uncl. Exc.	Embt	Undercut	175+50.00	22	57	10	2	233+00.00	19	66	
124+50.00	58	14		L	(cu. yd.)	(cu. yd.)	(cu. yd.)	176+00.00	0	73	12	2	233+16.00	8	33	
124+78.95	31	8		L	(cu. yd.)	(cu. yd.)	(cu. yd.)	176+50.00	0	80	10	3	233+50.00	16	72	
125+00.00	14	8		152+34.13	0	0	176+85.00	1	49	3	200+00.00	6	3	234+00.00	34	60
125+50.00	42	24		152+50.00	9	0	177+00.00	1	14	200+50.00	7	2	234+50.00	40	56	
126+00.00	43	33		153+00.00	24	4	177+36.46	8	20	201+00.00	8	2	235+00.00	20	52	
126+29.10	16	31		153+50.00	18	6	177+50.00	7	5	201+50.00	6	3	235+50.00	12	6	
126+50.00	10	26		154+00.00	12	7	178+00.00	39	10	202+00.00	5	4	235+77.02	6	0	
127+00.00	13	121		154+50.00	12	5	178+50.00	45	5	202+50.00	6	5	Station	Uncl. Exc.	Embt	
127+50.00	0	140		155+00.00	14	4	179+00.00	39	6	203+00.00	6	6	L	(cu. yd.)	(cu. yd.)	
128+00.00	6	73		155+50.00	10	6	179+38.79	24	27	203+42.86	4	6	L	(cu. yd.)	(cu. yd.)	
128+50.00	16	53		155+70.42	3	5	179+50.00	6	17	203+50.00	1	1	238+00.00	0	0	
129+00.00	12	58		156+04.64	4	13	180+00.00	20	55	204+00.00	4	6	238+50.00	2	0	
129+50.00	7	58		156+50.00	5	17	180+50.00	21	14	204+50.00	6	3	239+00.00	5	0	
130+00.00	12	67		157+00.00	6	24	181+00.00	19	23	205+00.00	6	3	239+50.00	5	0	
130+50.00	11	72		157+50.00	7	29	181+50.00	12	33	205+50.00	5	4	240+00.00	4	0	
130+98.95	11	61		158+00.00	10	18	182+00.00	16	20	206+00.00	5	4	Station	Uncl. Exc.	Embt	
131+28.00	11	30	19	158+29.00	11	5	182+37.96	11	5	206+50.00	5	6	Y4	(cu. yd.)	(cu. yd.)	
131+55.98	12	25	37	158+45.30	8	2	182+50.00	3	1	207+00.00	4	7	Y4	(cu. yd.)	(cu. yd.)	
132+00.00	24	42	46	159+00.77	20	12	182+66.75	3	1	207+50.00	5	7	10+15.00	0	0	
132+50.00	23	50	48	159+50.00	10	21	183+00.00	5	2	208+00.00	4	23	10+29.44	1	0	
132+75.00	6	24	29	160+00.00	7	25	Station	Uncl. Exc.	Embt	208+50.00	3	36	10+50.00	1	0	
133+00.00	6	24		160+50.00	12	17	L	(cu. yd.)	(cu. yd.)	209+00.00	3	41	10+58.62	0	0	
133+50.00	10	44		161+00.00	16	21	L	(cu. yd.)	(cu. yd.)	209+50.00	2	44	11+00.00	1	8	
133+88.11	11	37		161+20.13	9	11	183+00.00	0	0	209+96.72	2	19	11+50.00	0	24	
133+95.79	3	9		161+50.00	19	18	183+50.00	7	6				11+56.10	0	3	
134+50.00	15	68		162+00.00	26	31	184+00.00	7	4				Station	Uncl. Exc.	Embt	
135+00.00	14	58		162+50.00	15	26	184+50.00	6	6				Y5	(cu. yd.)	(cu. yd.)	
135+50.00	19	45		163+00.00	6	38	185+00.00	5	8				Y5	(cu. yd.)	(cu. yd.)	
136+00.00	23	52		163+50.00	1	57	185+50.00	5	11				12+03.27	0	0	
136+50.00	32	48		164+00.00	0	67	186+00.00	4	22				11+00.00	3	1	
137+00.00	26	31		164+50.00	0	55	186+50.00	6	18				11+10.62	1	0	
137+08.69	2	4		165+00.00	0	56	187+00.00	6	6				11+50.00	1	9	
137+50.00	8	41		165+50.00	0	74	187+50.00	6	6				12+00.00	1	32	
138+00.00	9	56		166+00.00	0	78	188+00.00	8	2				12+30.18	1	26	
138+50.00	9	31		166+50.00	0	80	188+50.00	10	2				12+50.00	0	17	
139+00.00	7	19		167+00.00	0	86	189+00.00	11	2				12+55.03	0	5	
139+50.00	6	14		167+30.60	0	54	189+50.00	9	2							
140+00.00	9	16		167+50.00	0	33	190+00.00	6	5							
140+15.58	4	5		168+00.00	0	88	190+50.00	6	6							
140+50.00	6	9		168+50.00	0	81	191+00.00	5	7							
141+00.00	9	14		169+00.00	0	73	191+50.00	5	6							
141+50.00	7	15		169+50.00	0	81	192+00.00	7	3							
142+00.00	4	14		169+63.22	0	22	192+23.32	3	2							

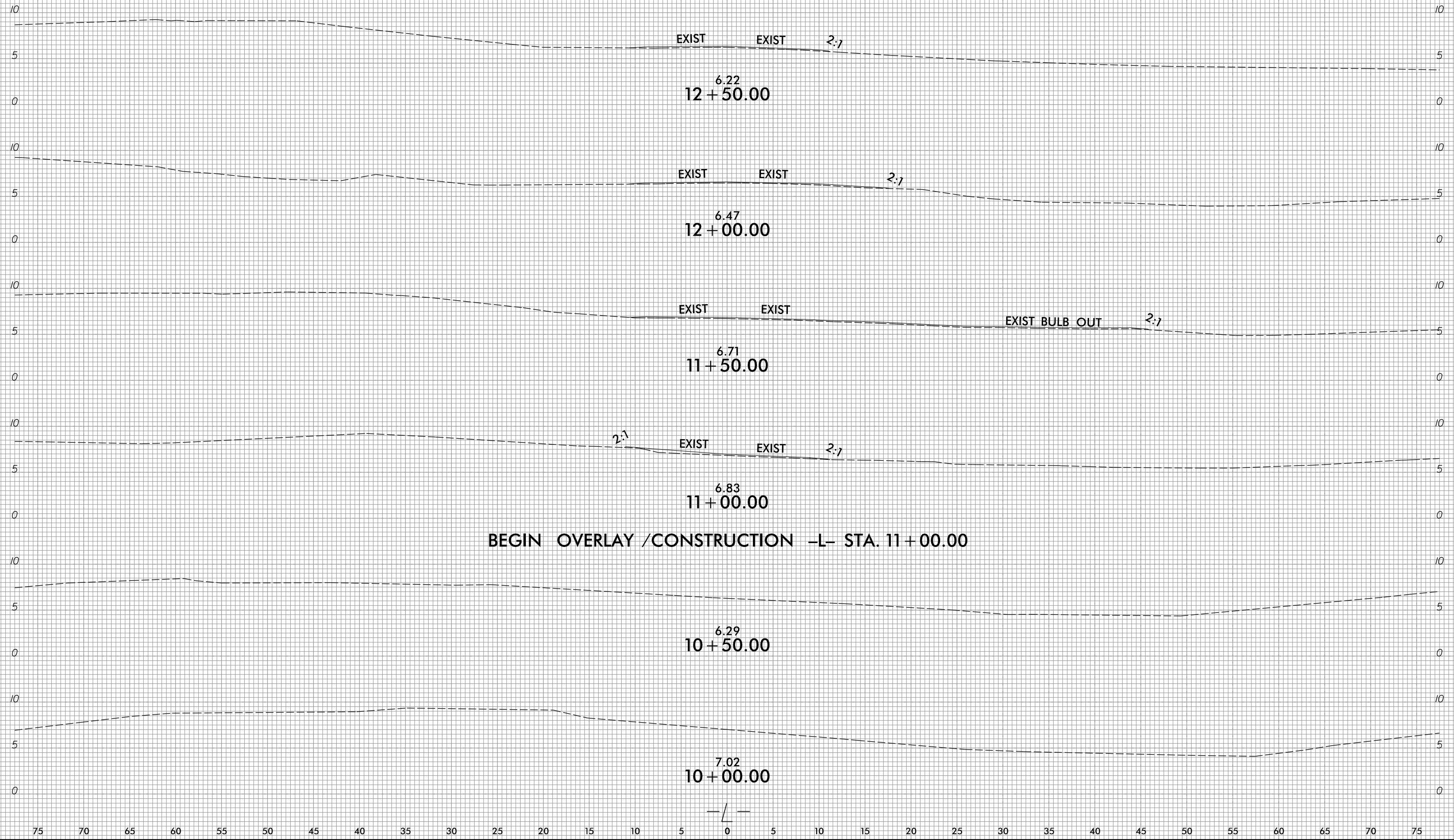
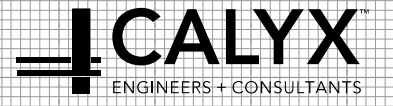
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R-5014

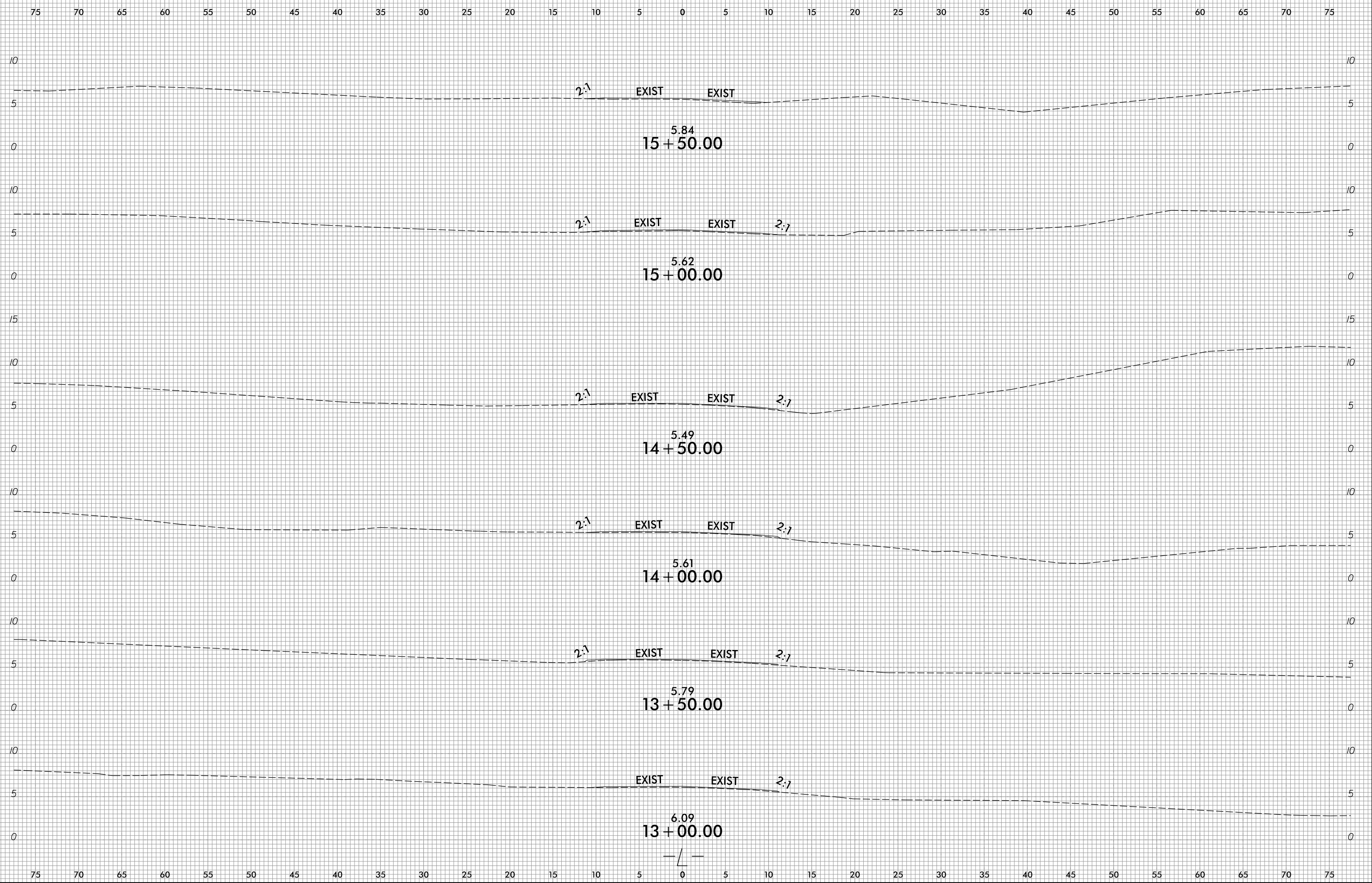
SHEET NO.  
X-1

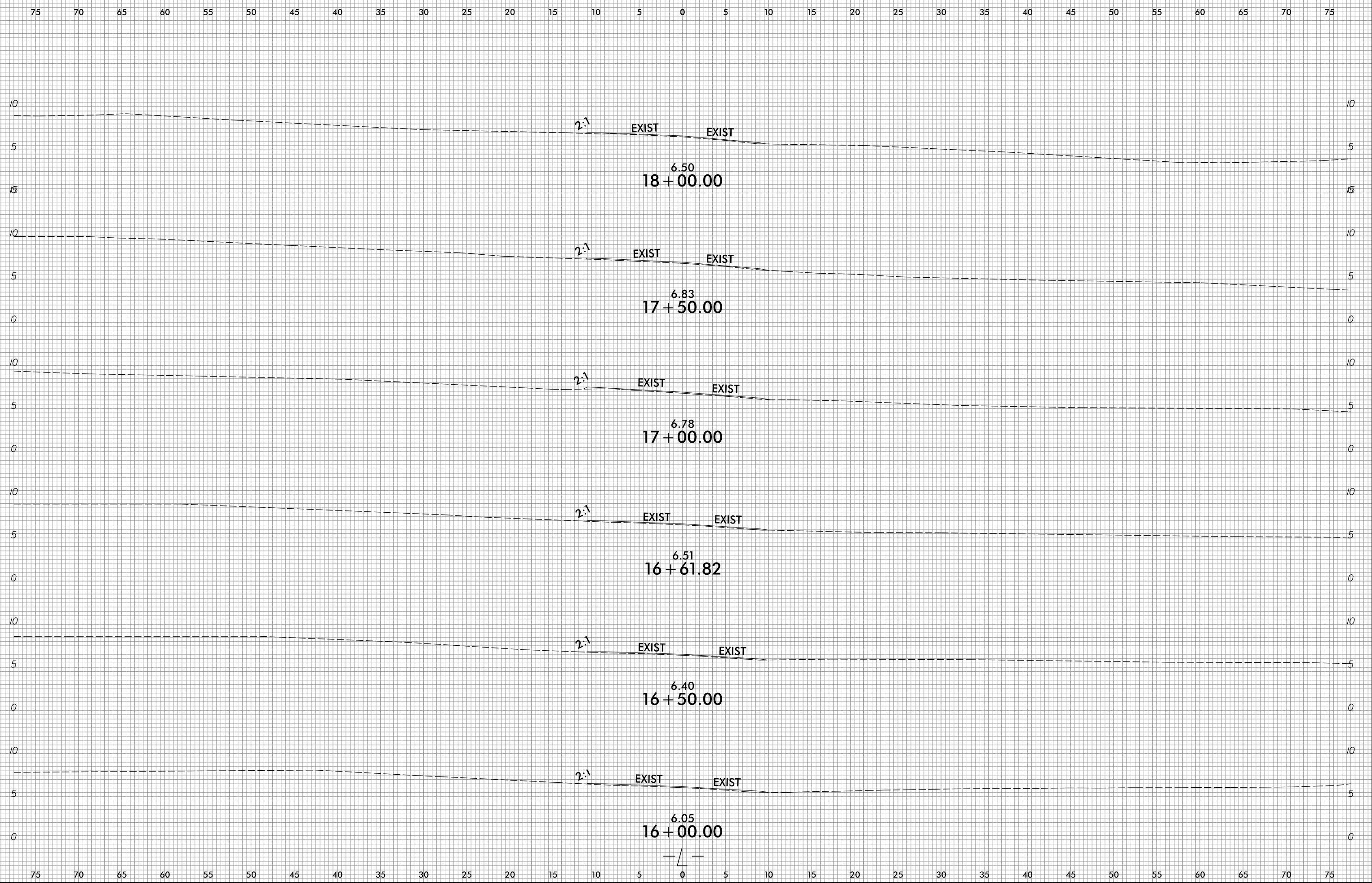
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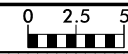


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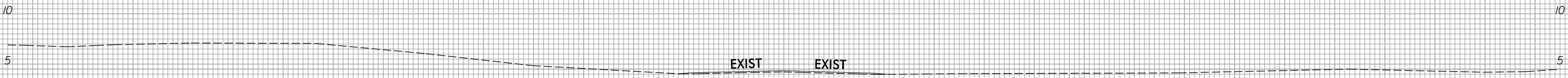
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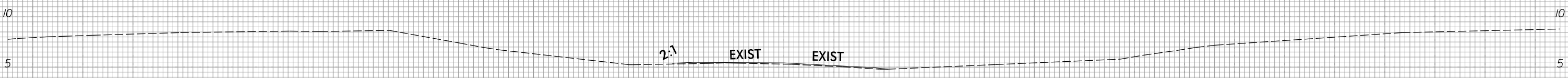
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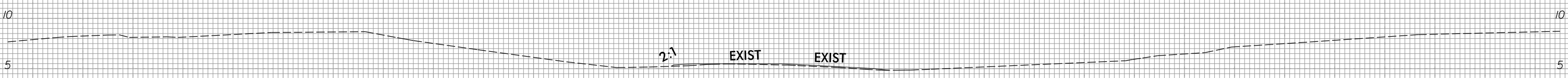
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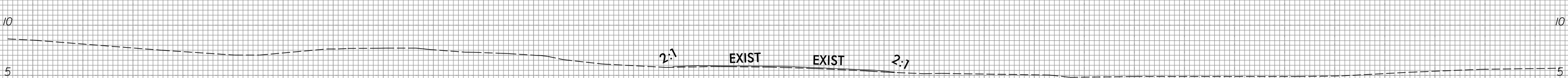
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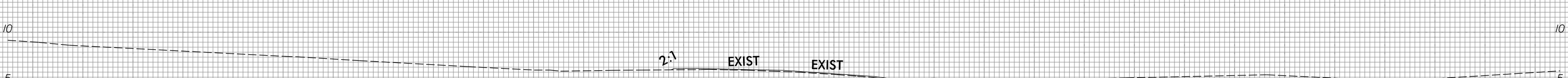
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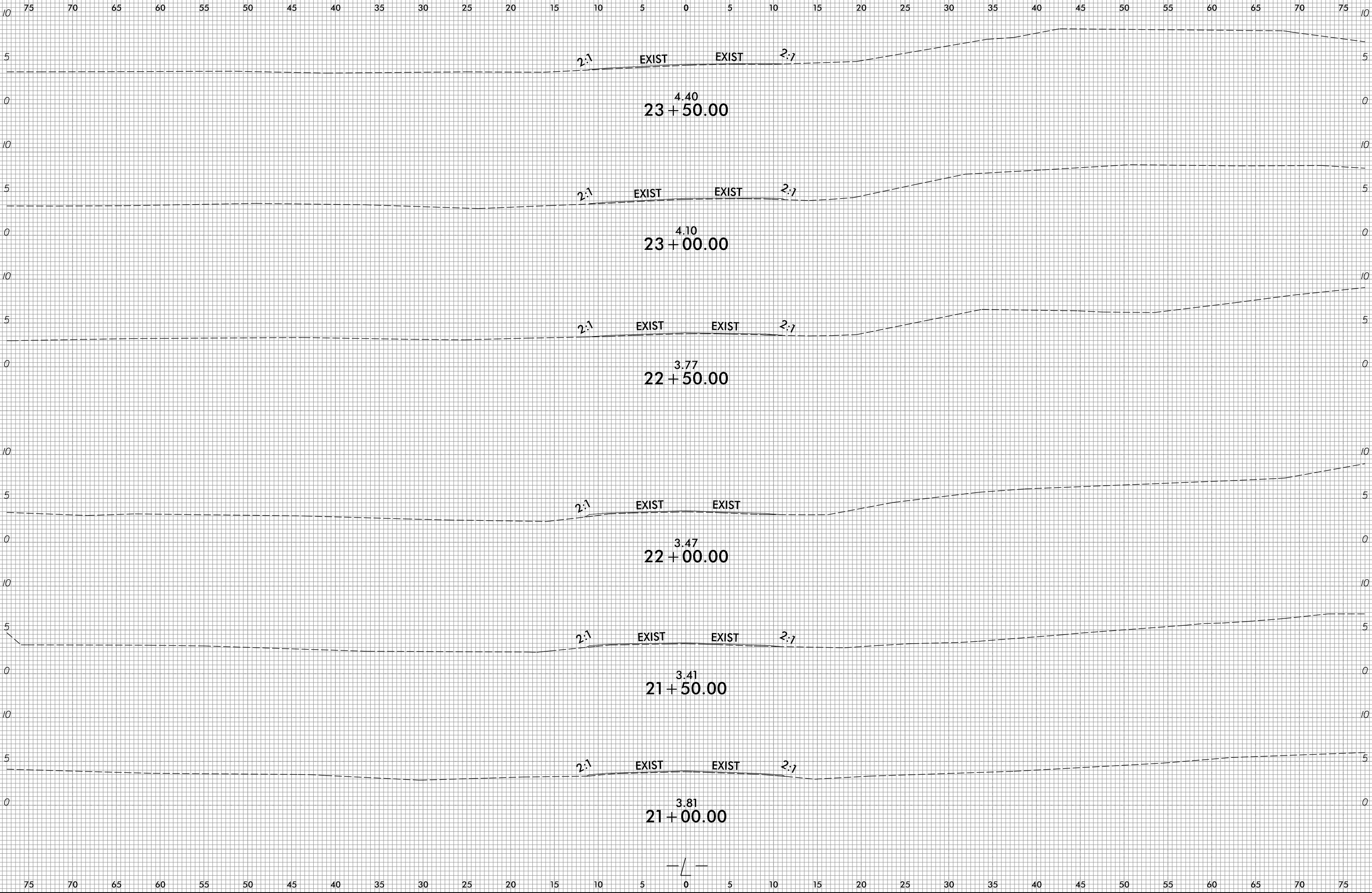
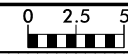
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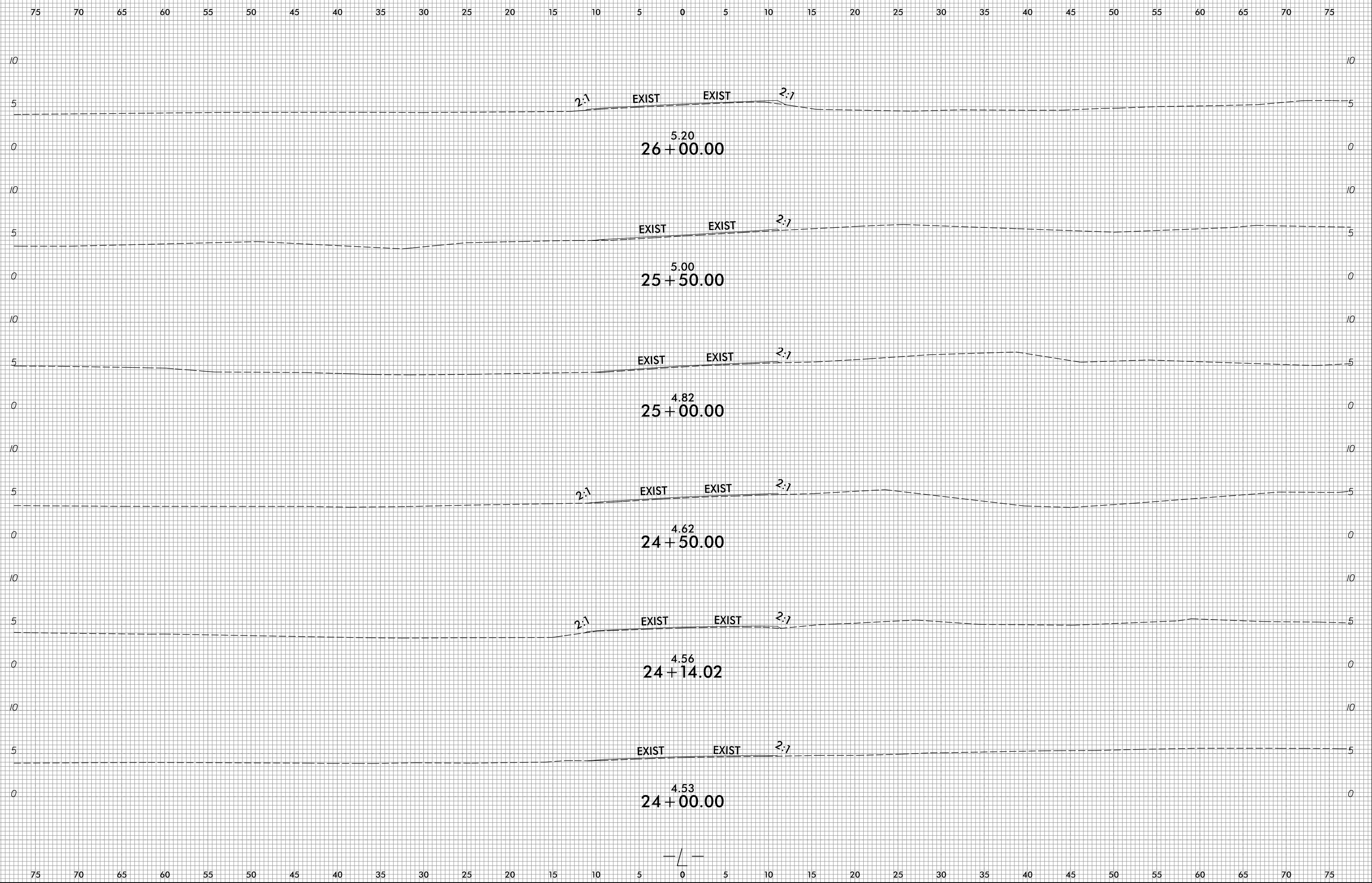
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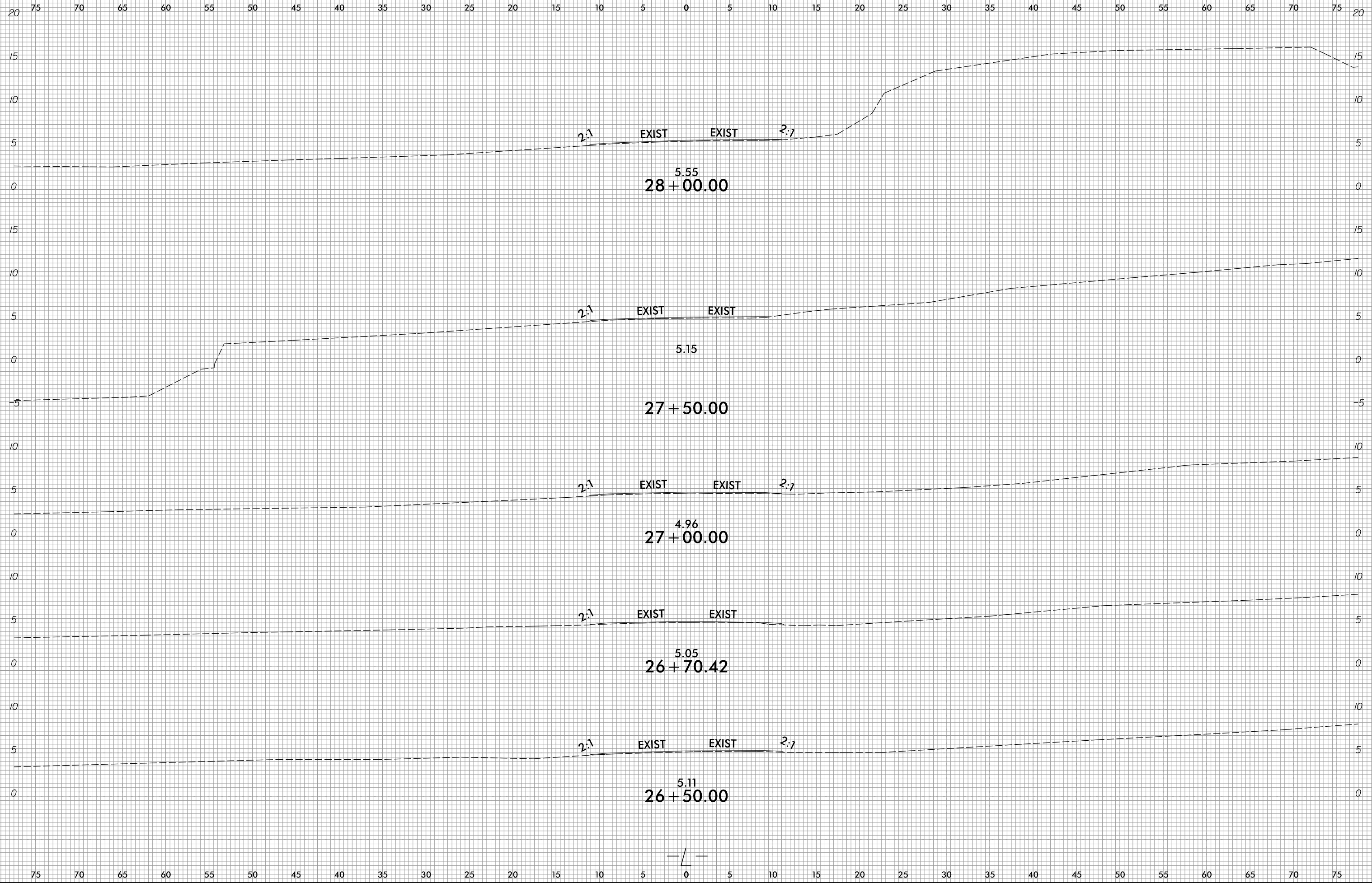


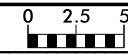
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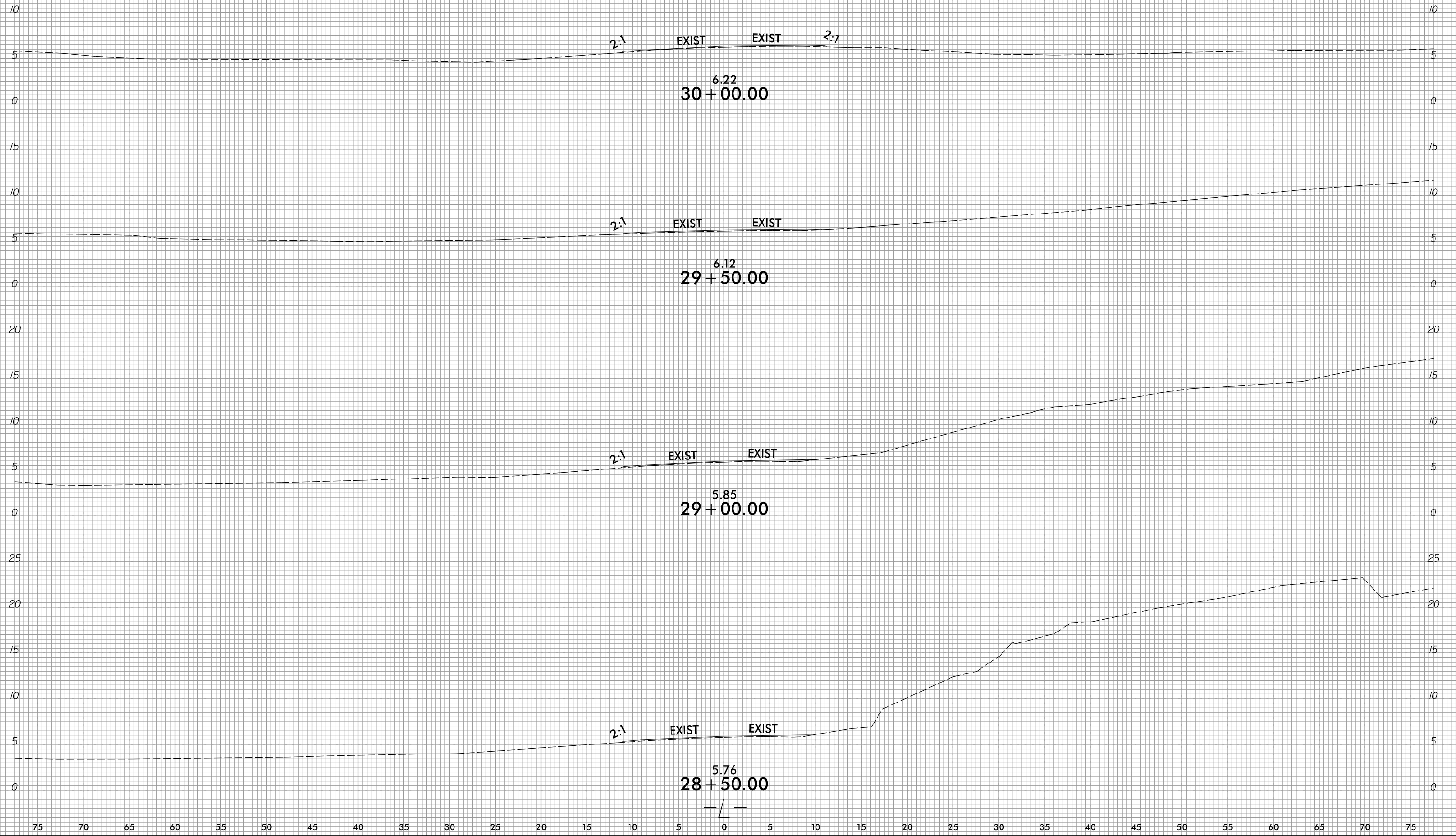






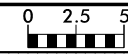


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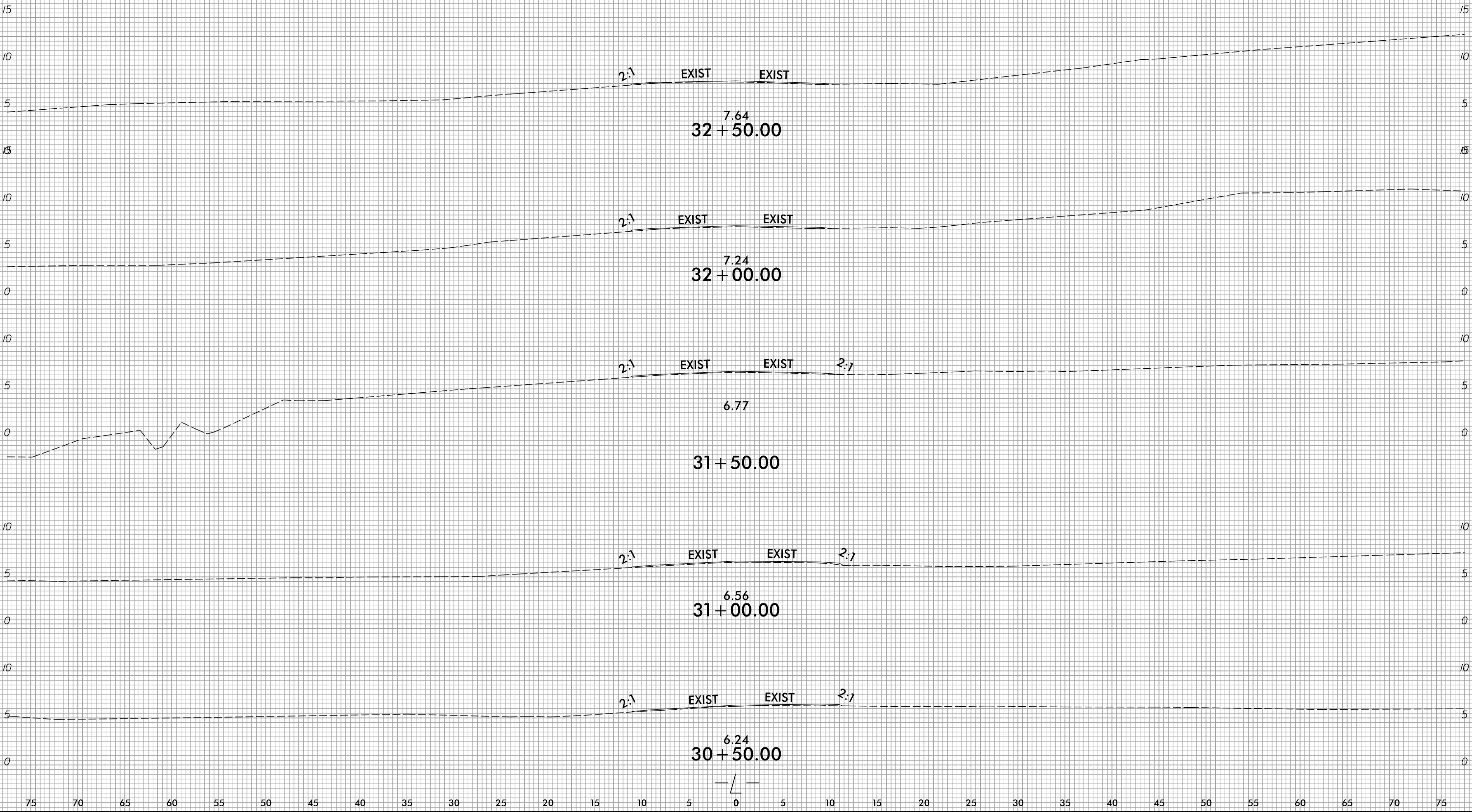
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-9

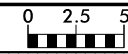
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31.022

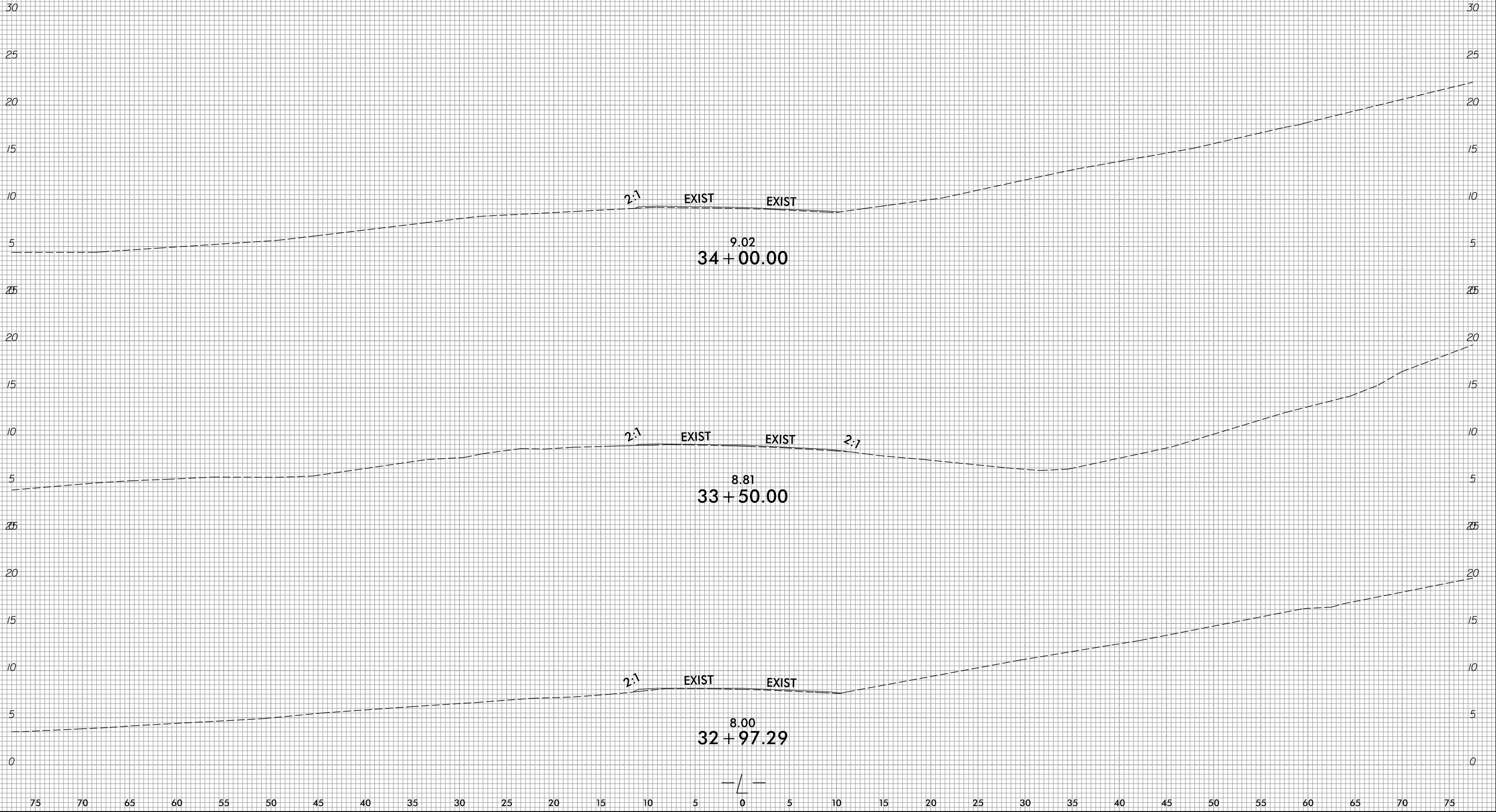
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-10

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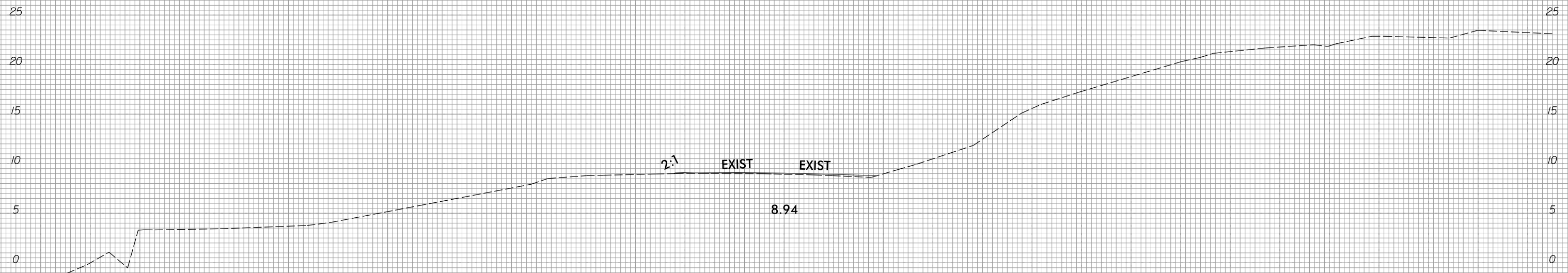


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 31.022

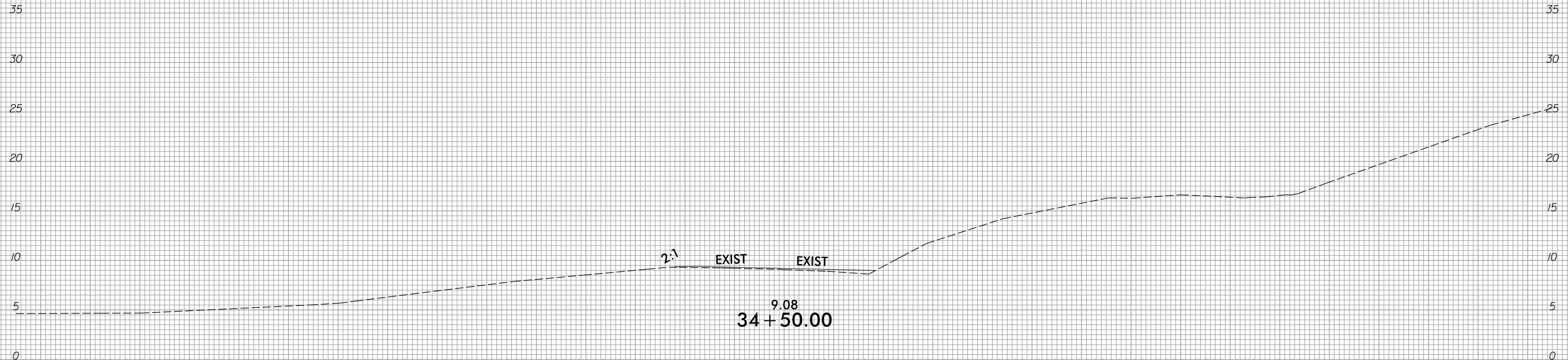
8/23/99

0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	R-5014	X-11

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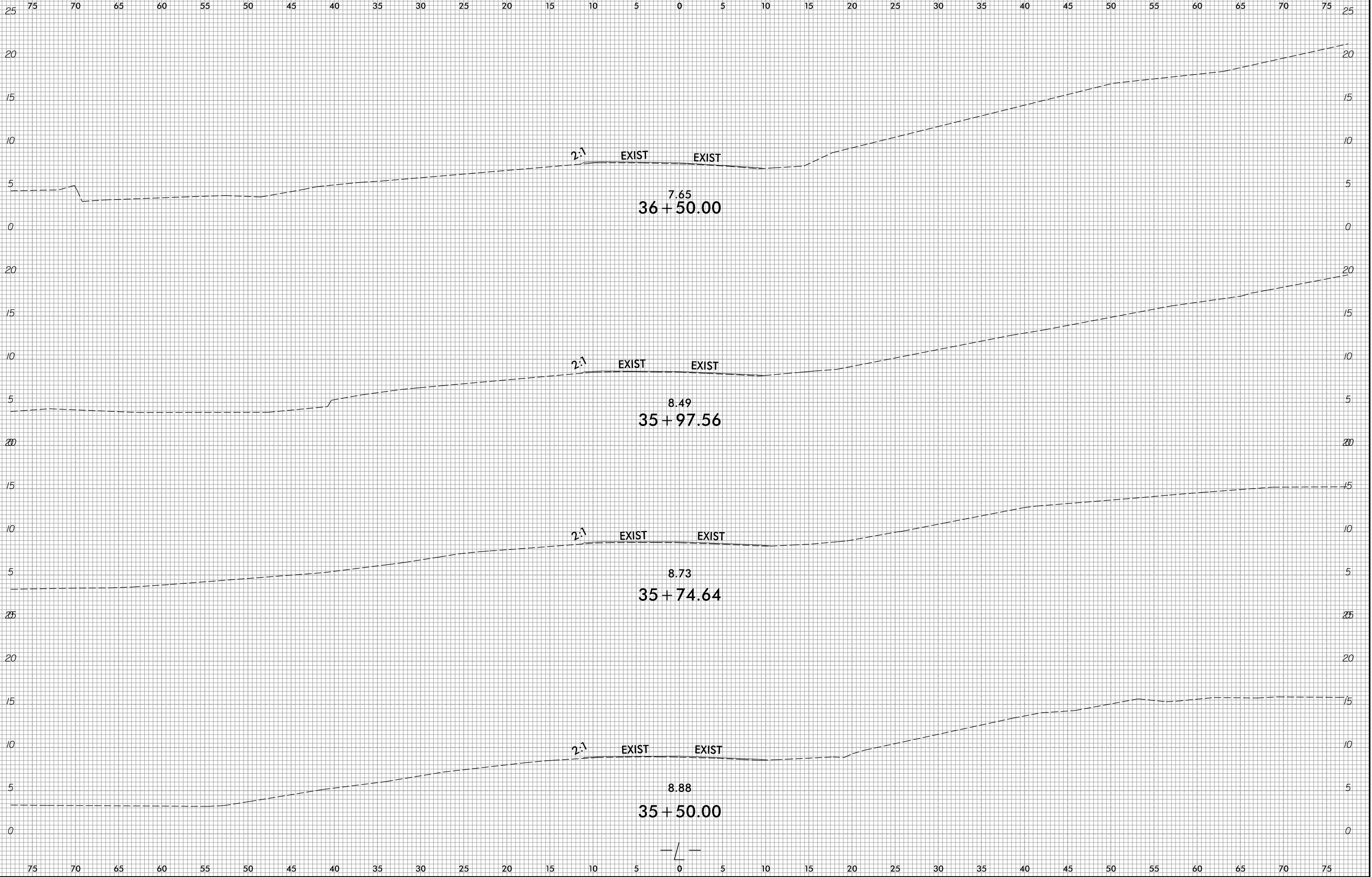
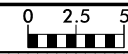
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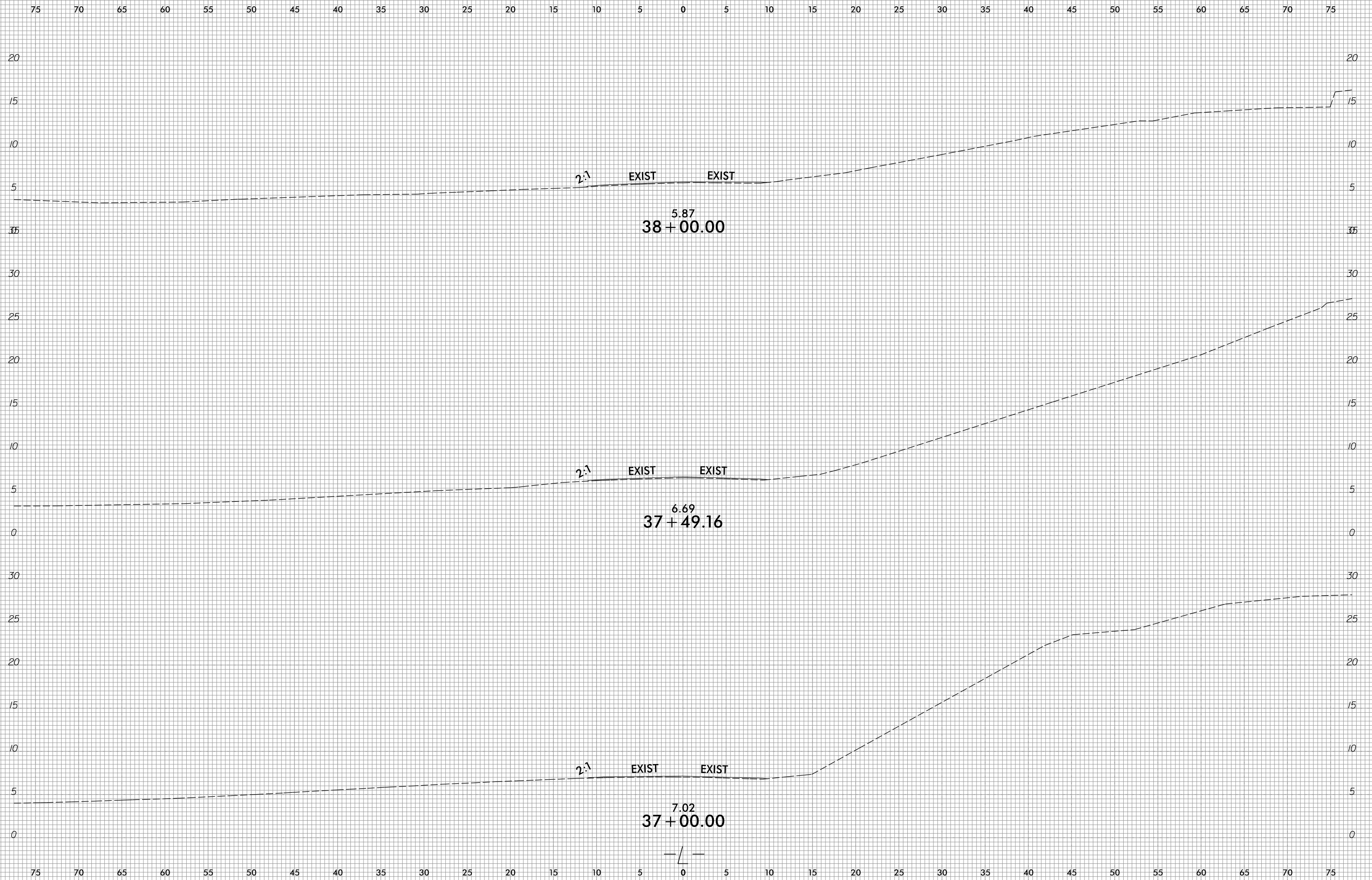
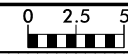


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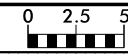
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31.022

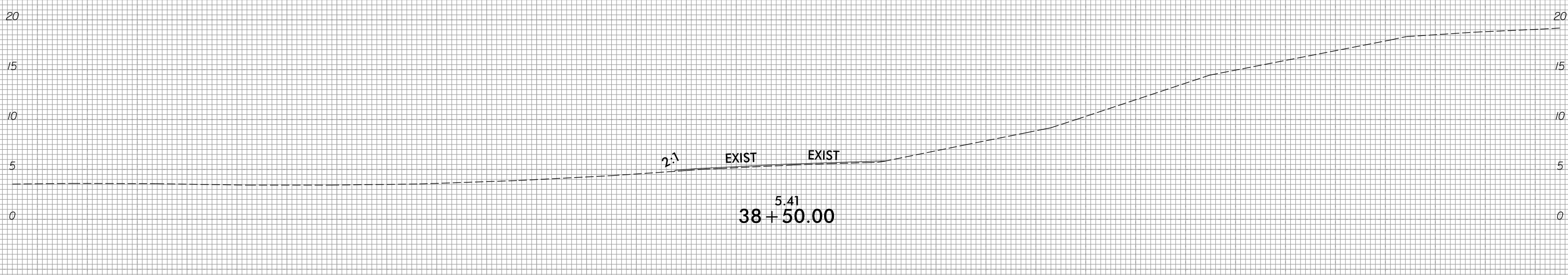
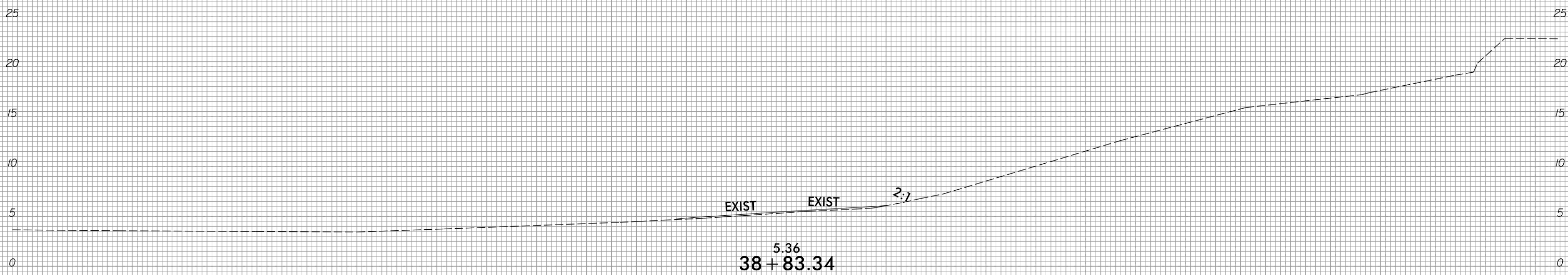
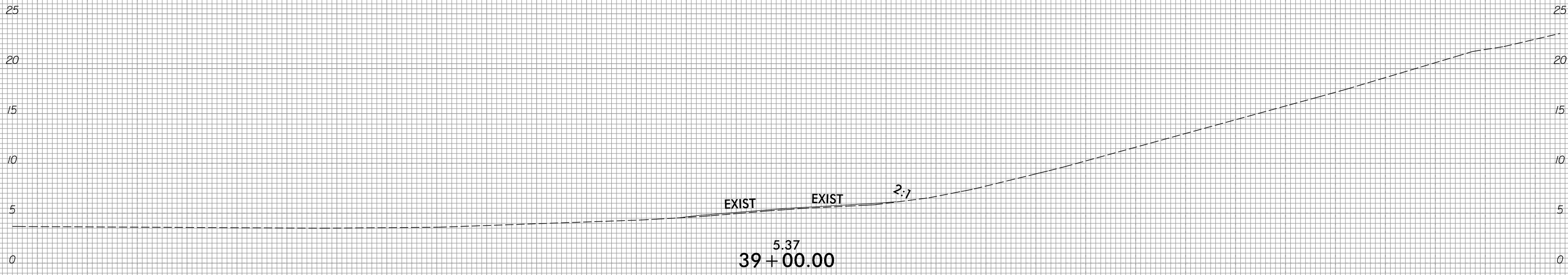






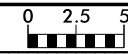


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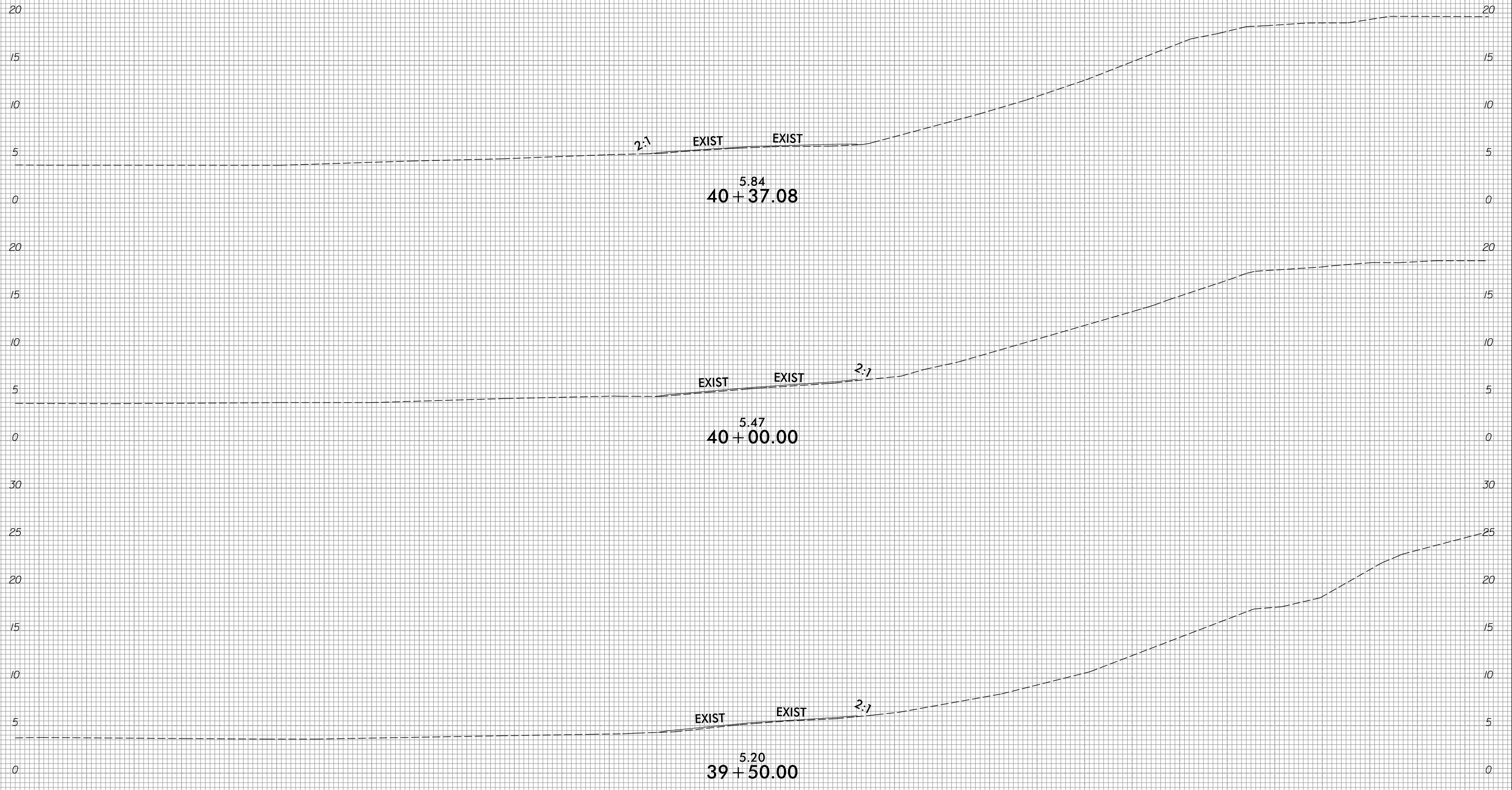


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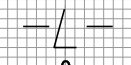


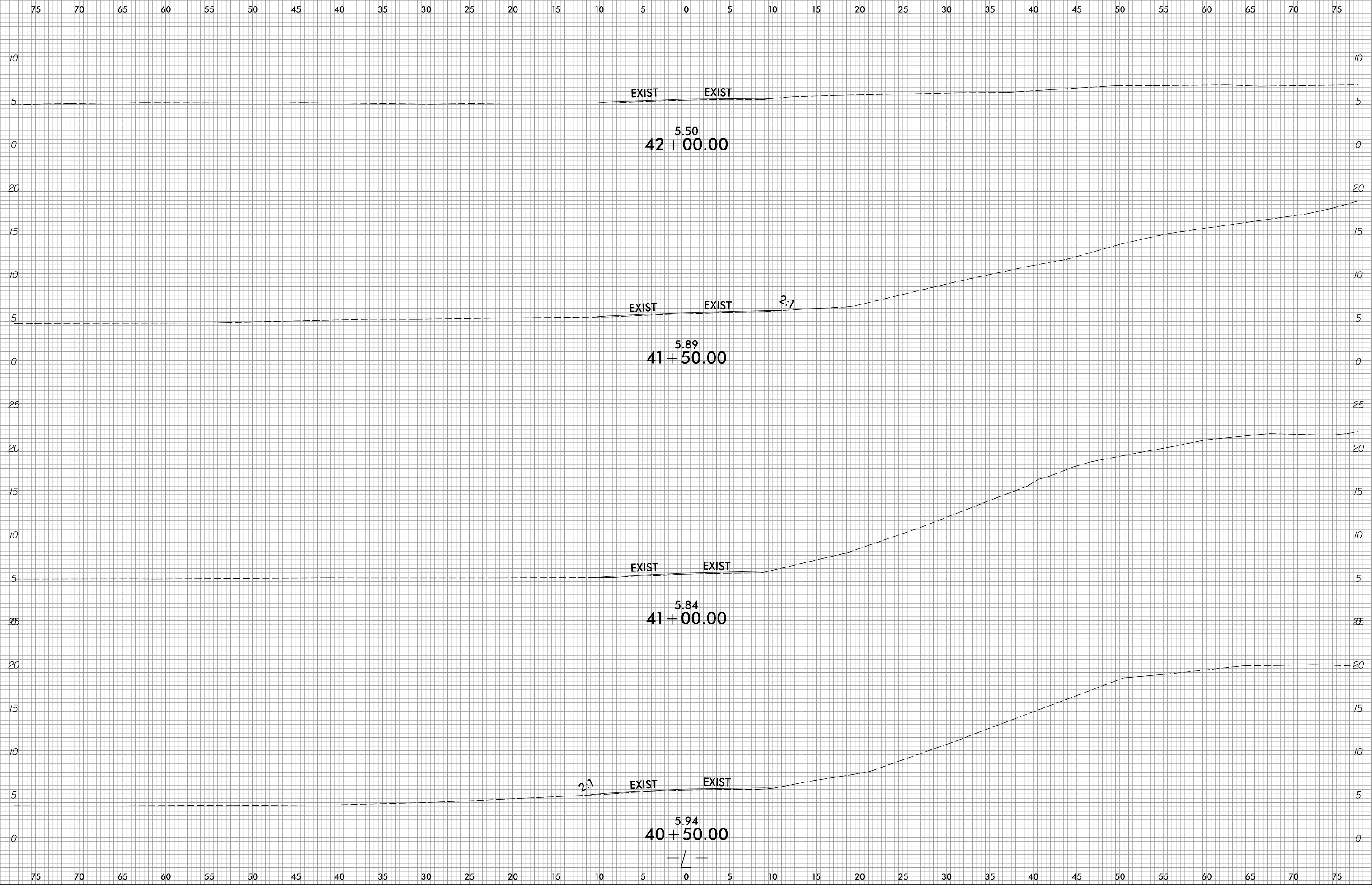
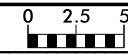


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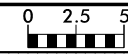


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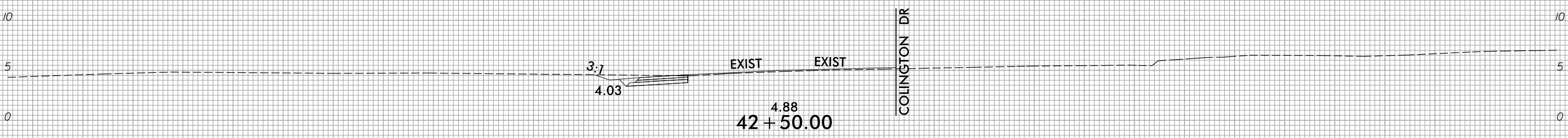
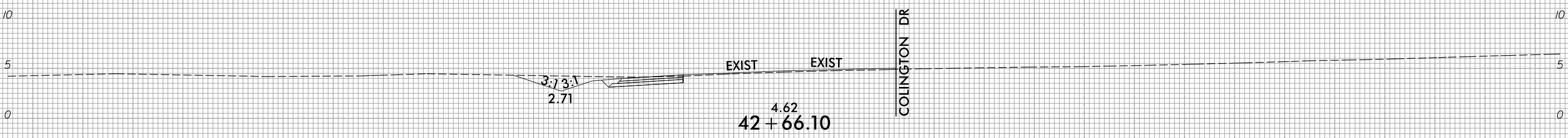
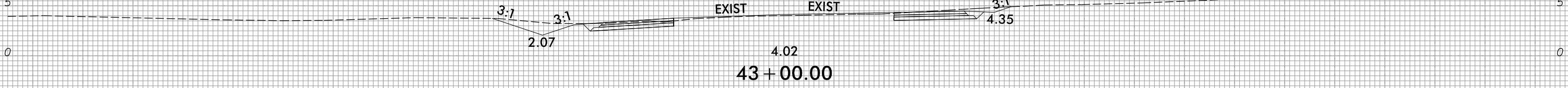
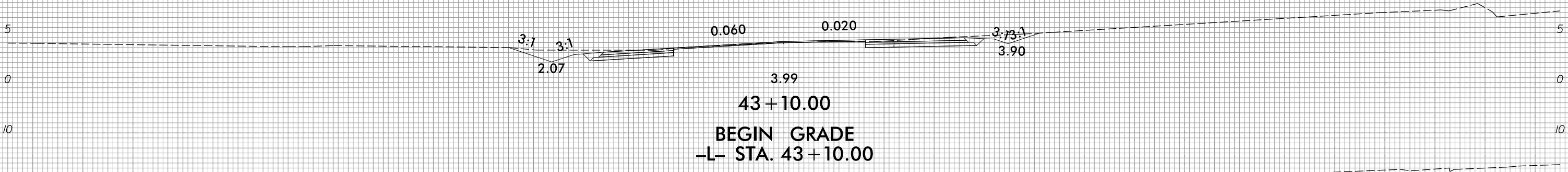
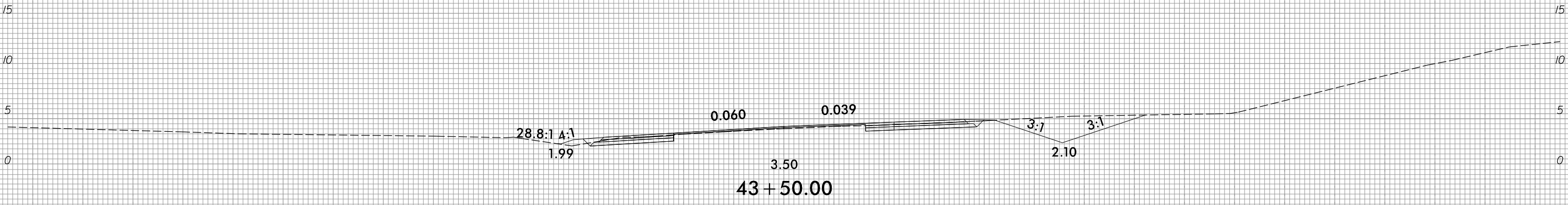
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-17

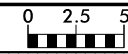
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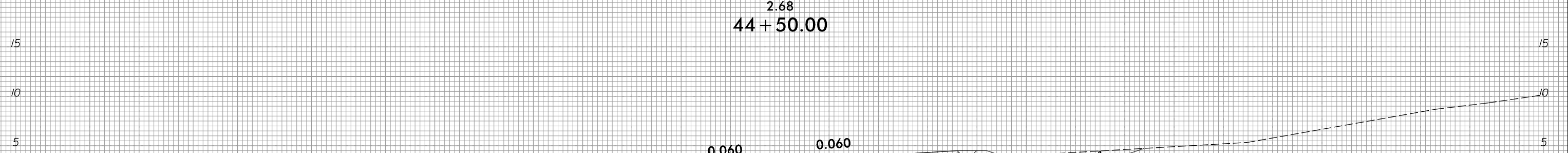
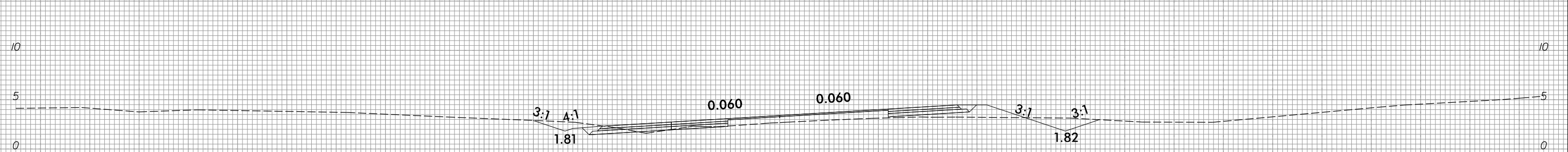
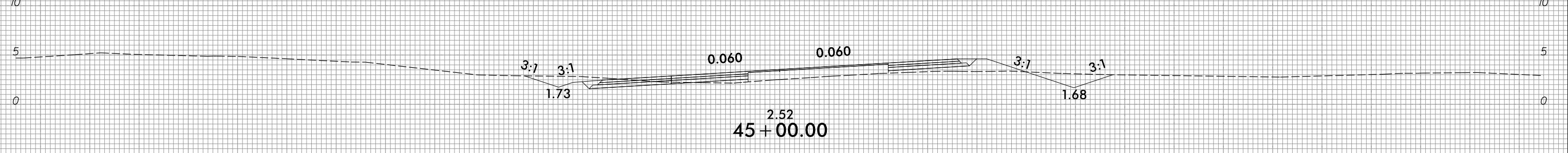
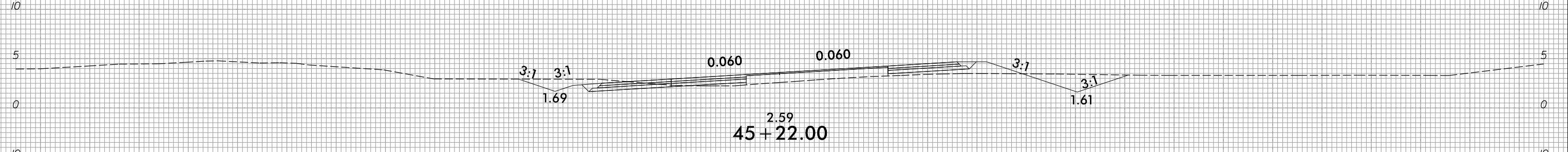
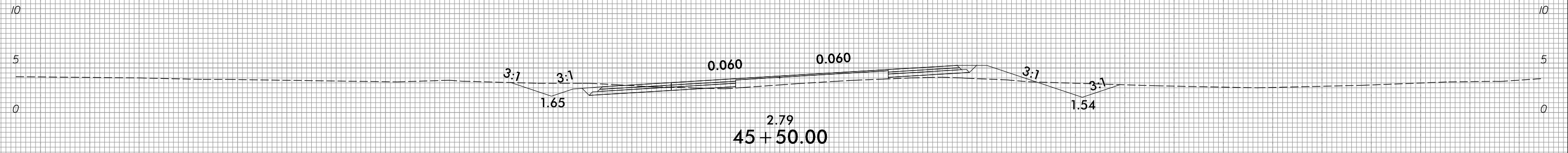
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-18

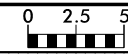
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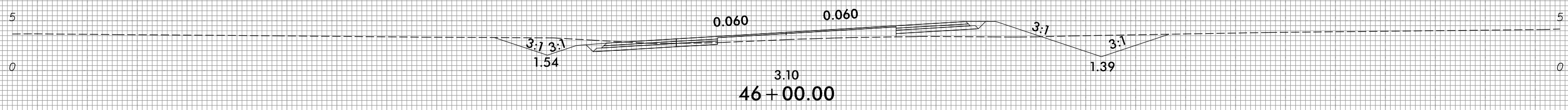
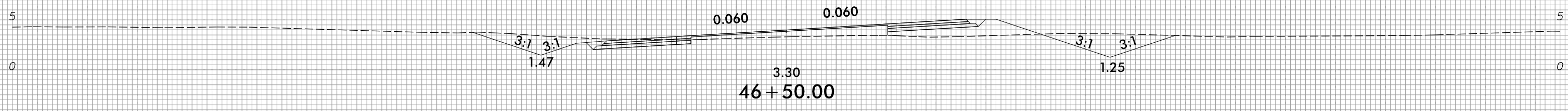
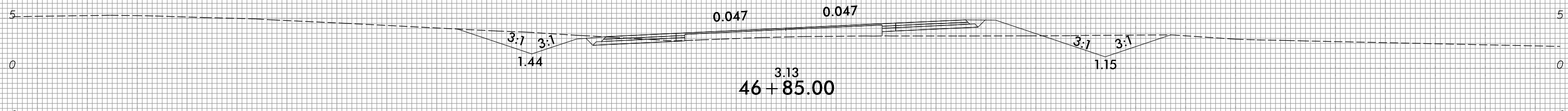
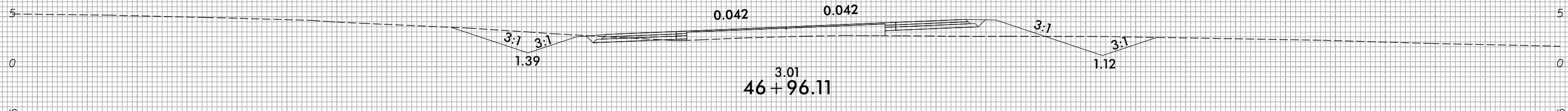
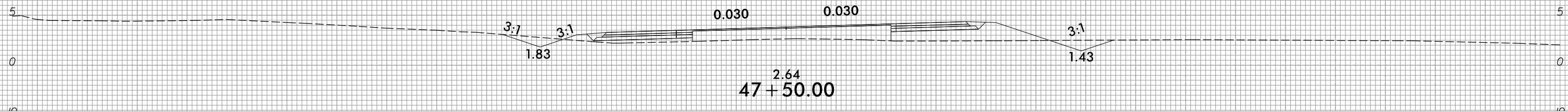
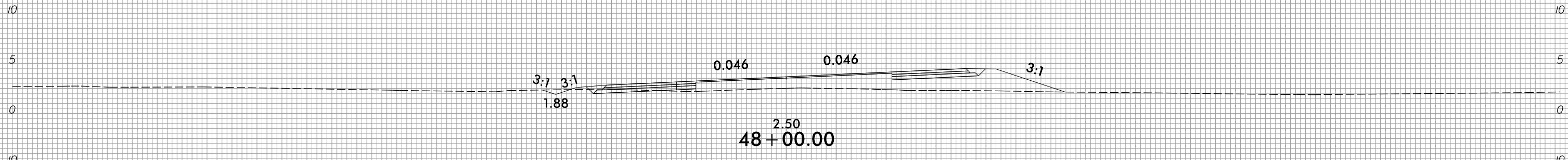
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-19

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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

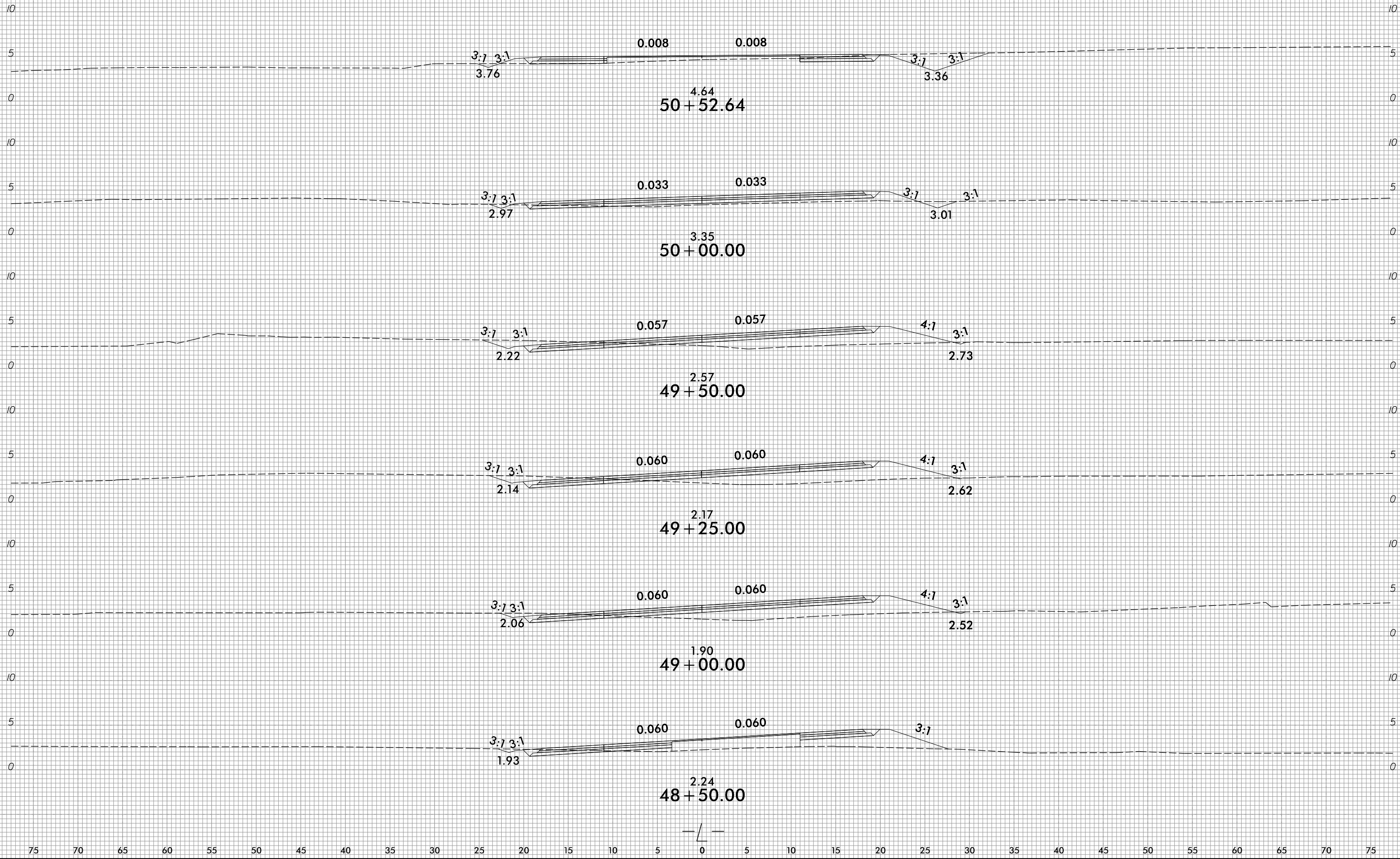
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-20

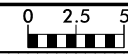
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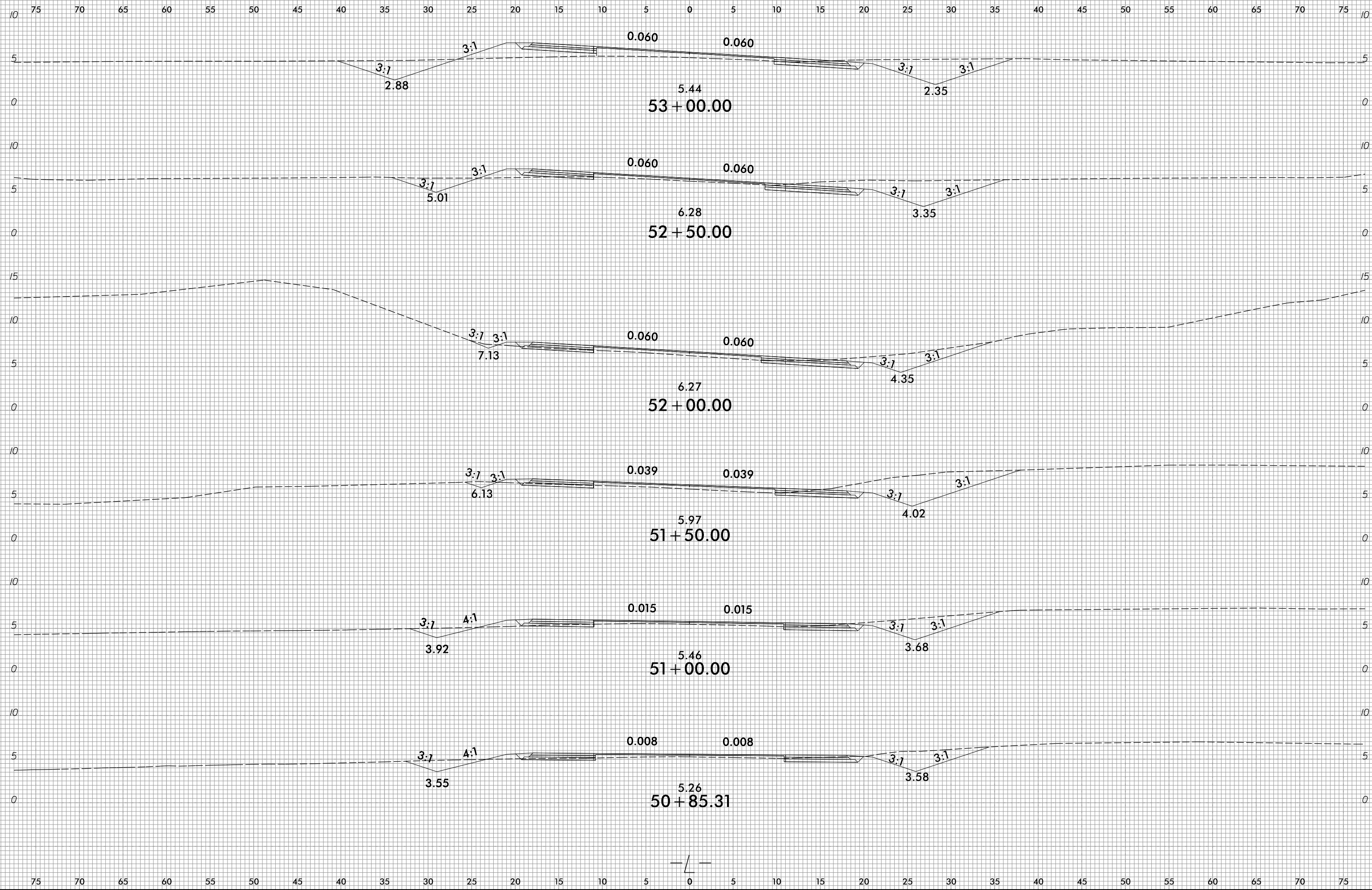
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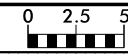
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-21



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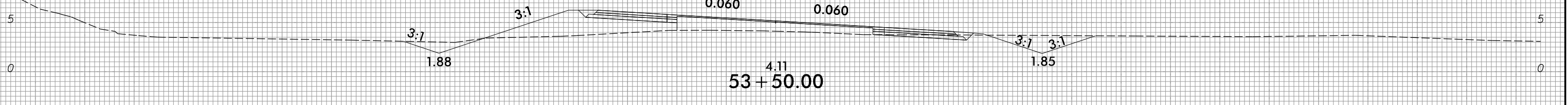
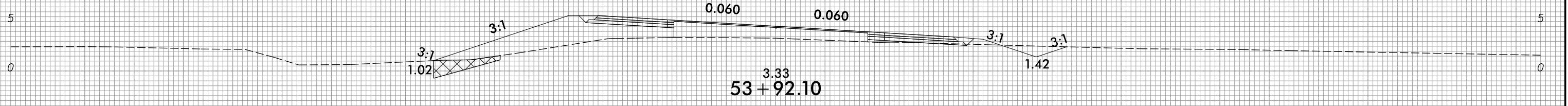
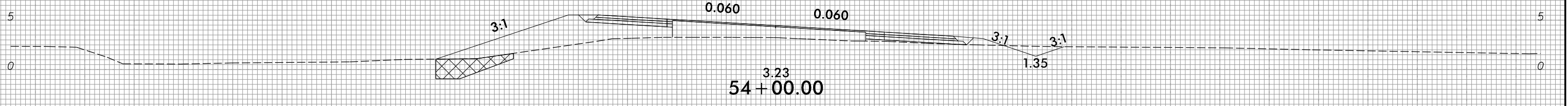
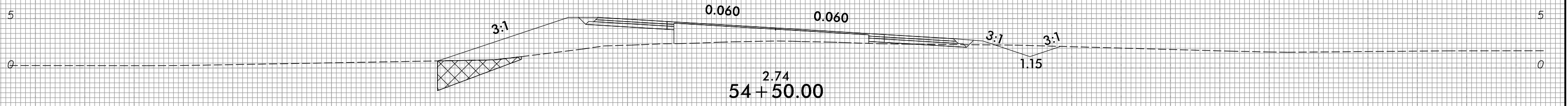
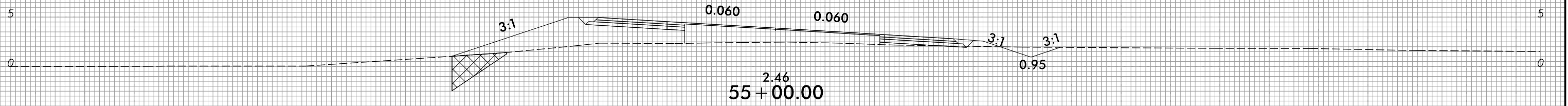
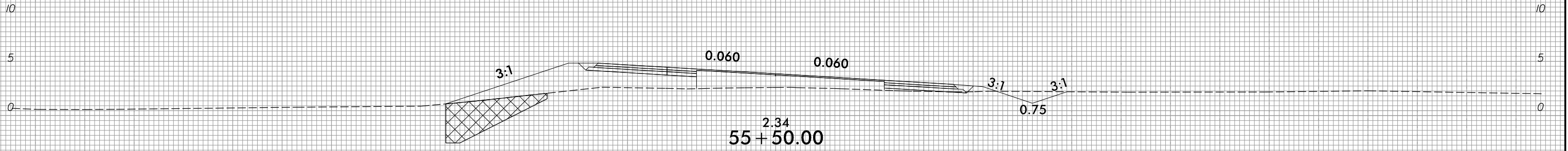
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-22

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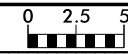


UNDERCUT EXCAVATION

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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31.022

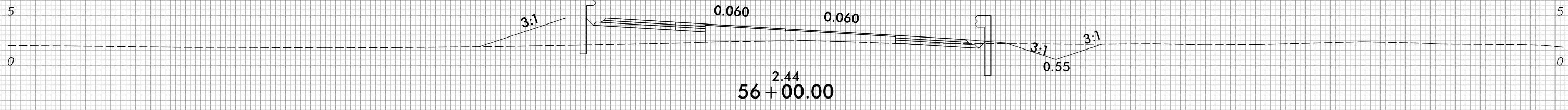
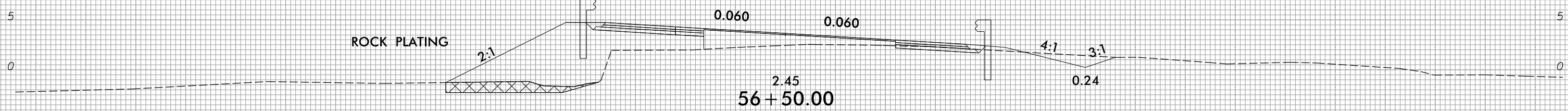
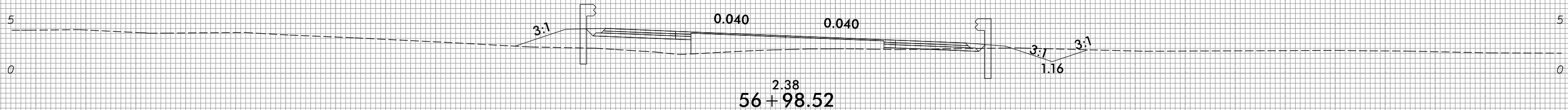
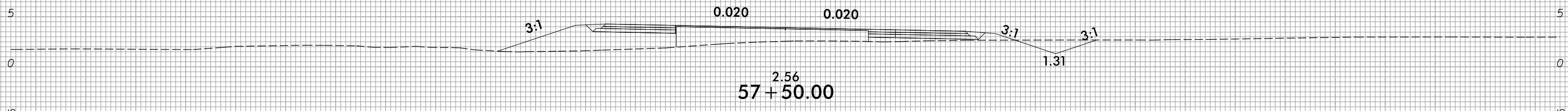
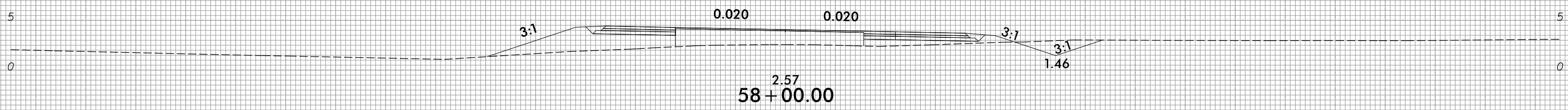
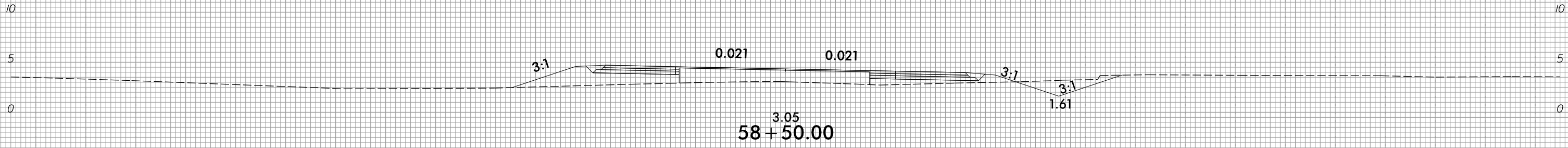
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-23

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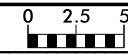


UNDERCUT EXCAVATION

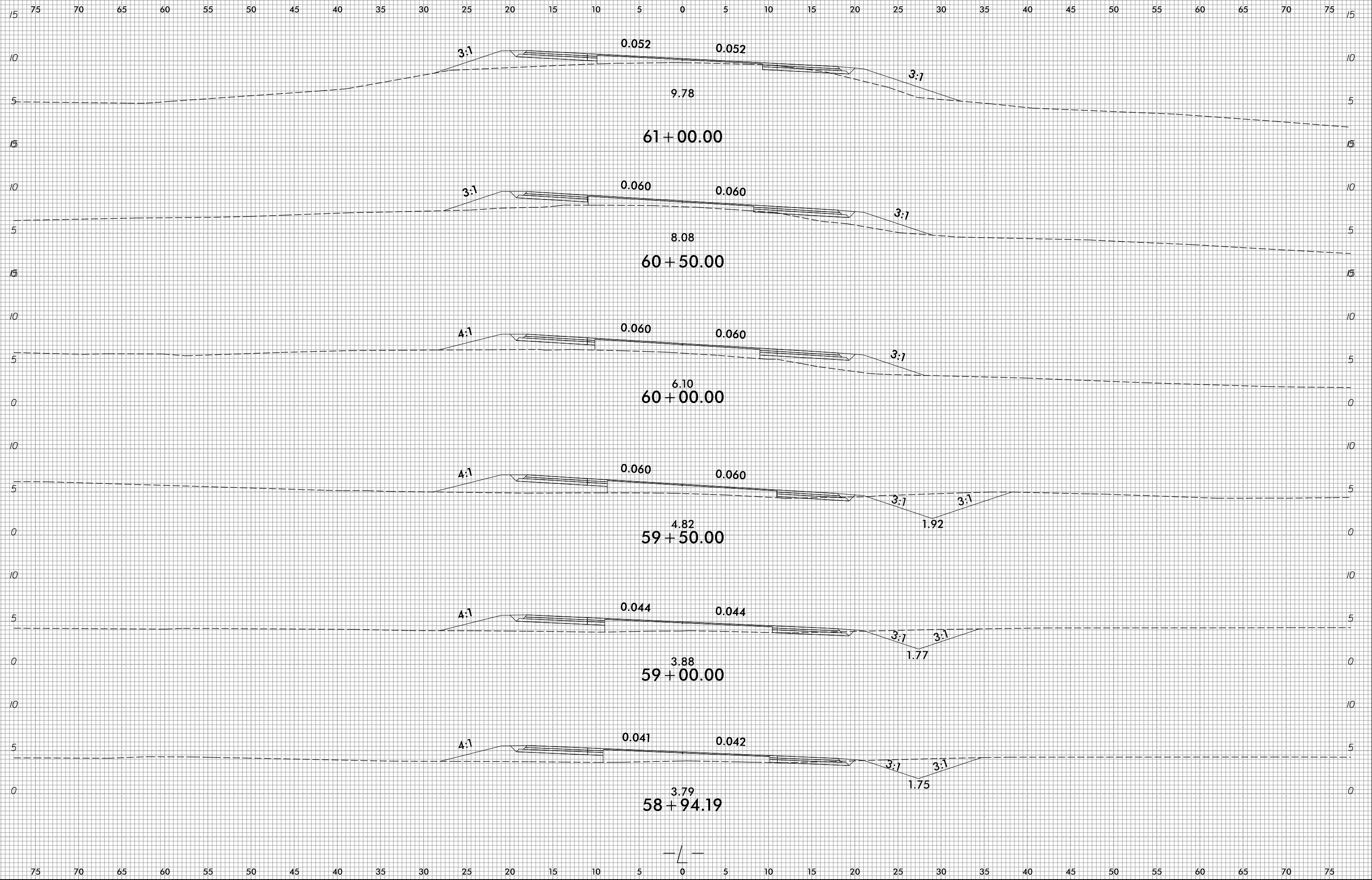
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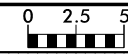


PROJ. REFERENCE NO. R-5014	SHEET NO. X-24
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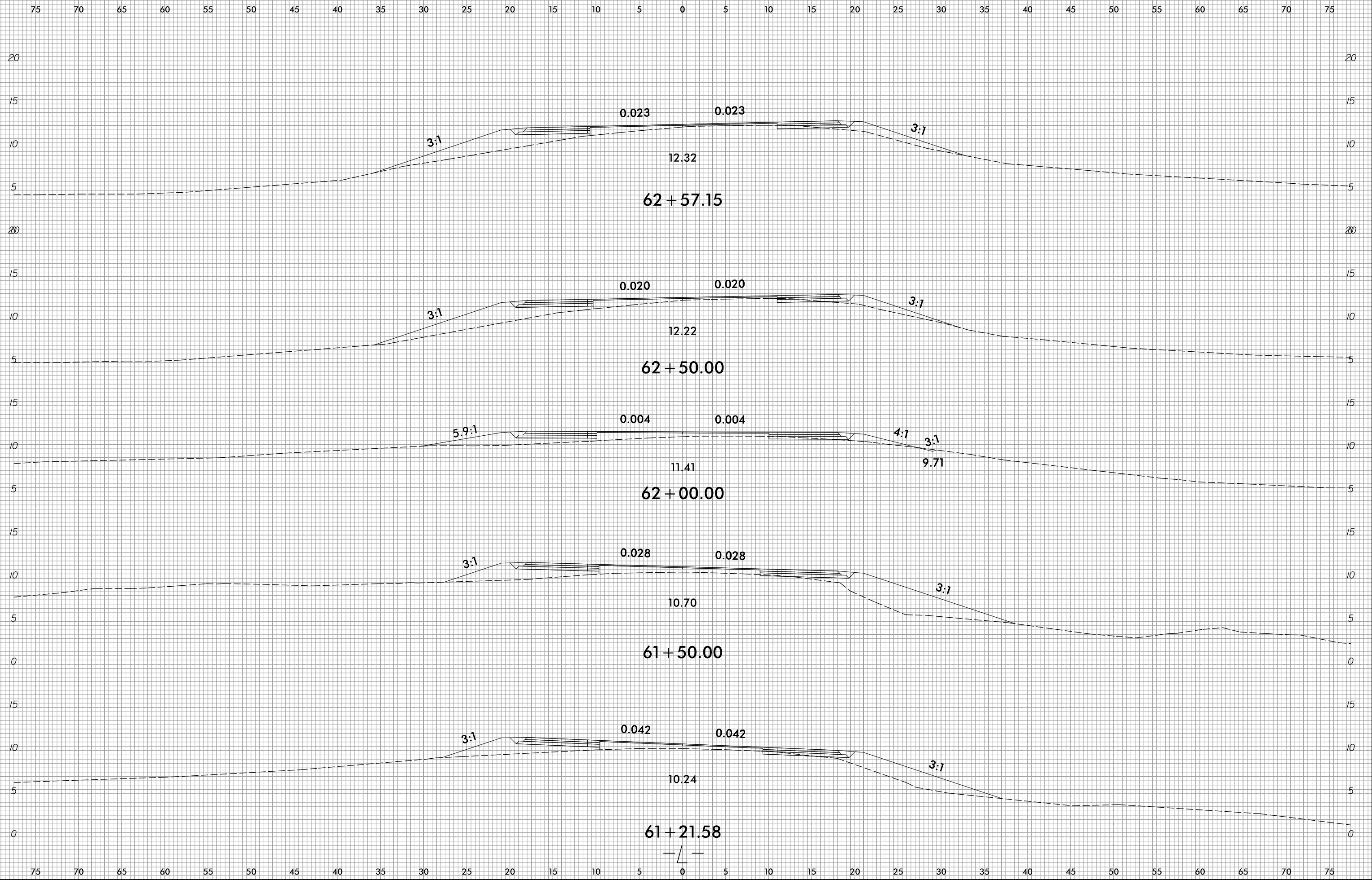


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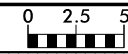


PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-25

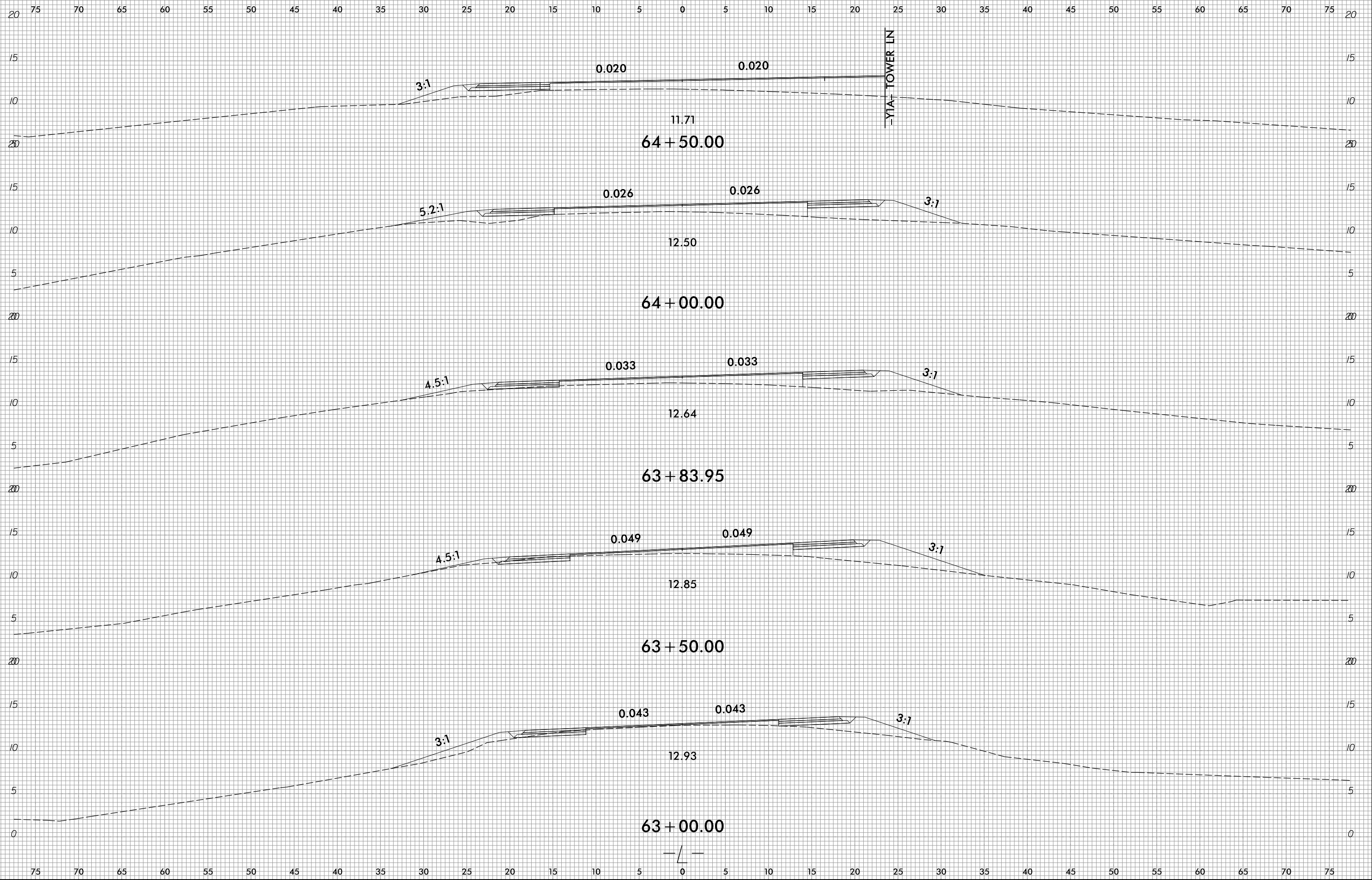


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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-26

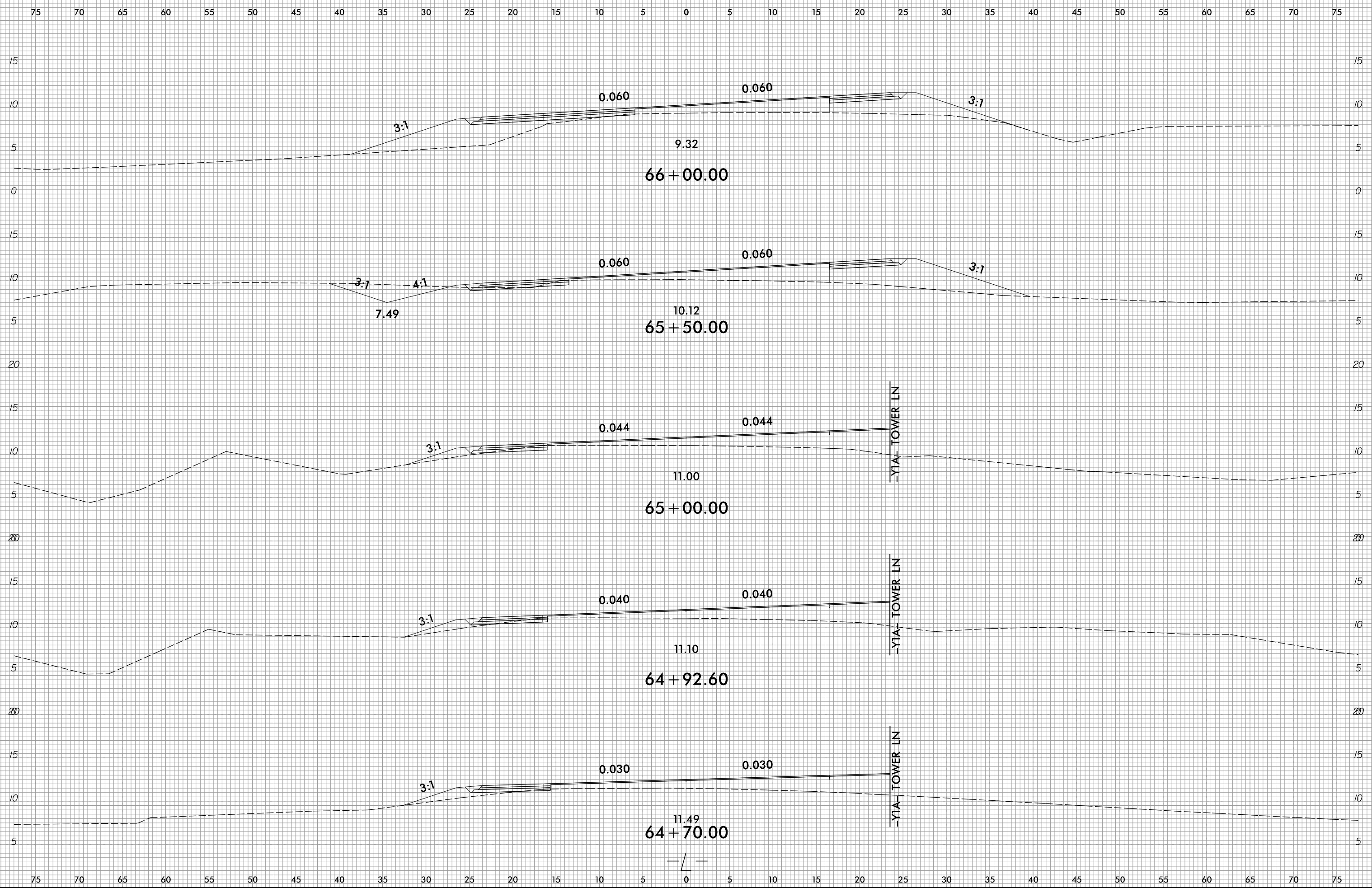


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3:10:22

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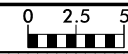


PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-27



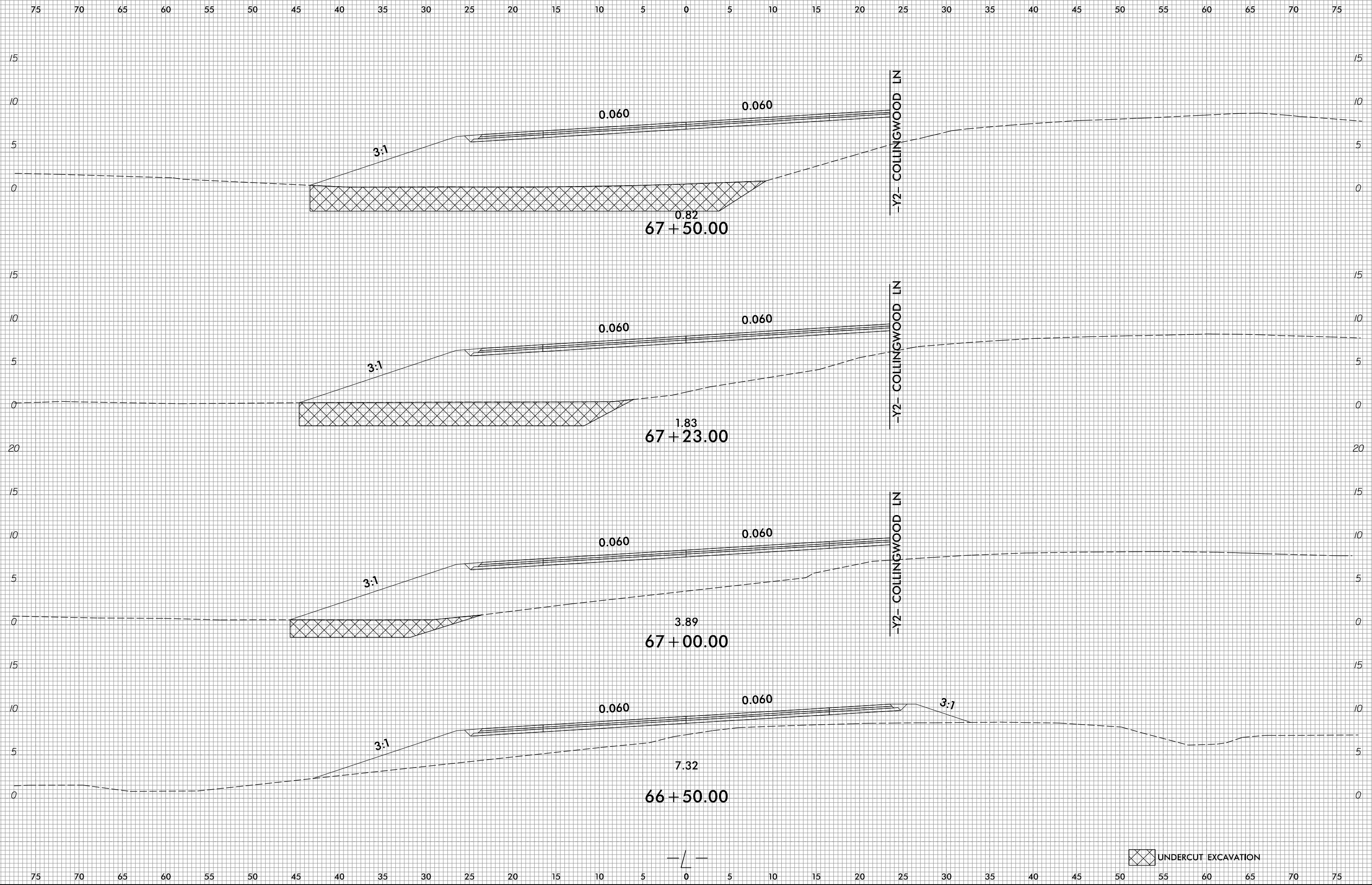
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31.022

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PROJ. REFERENCE NO.  
R-5014

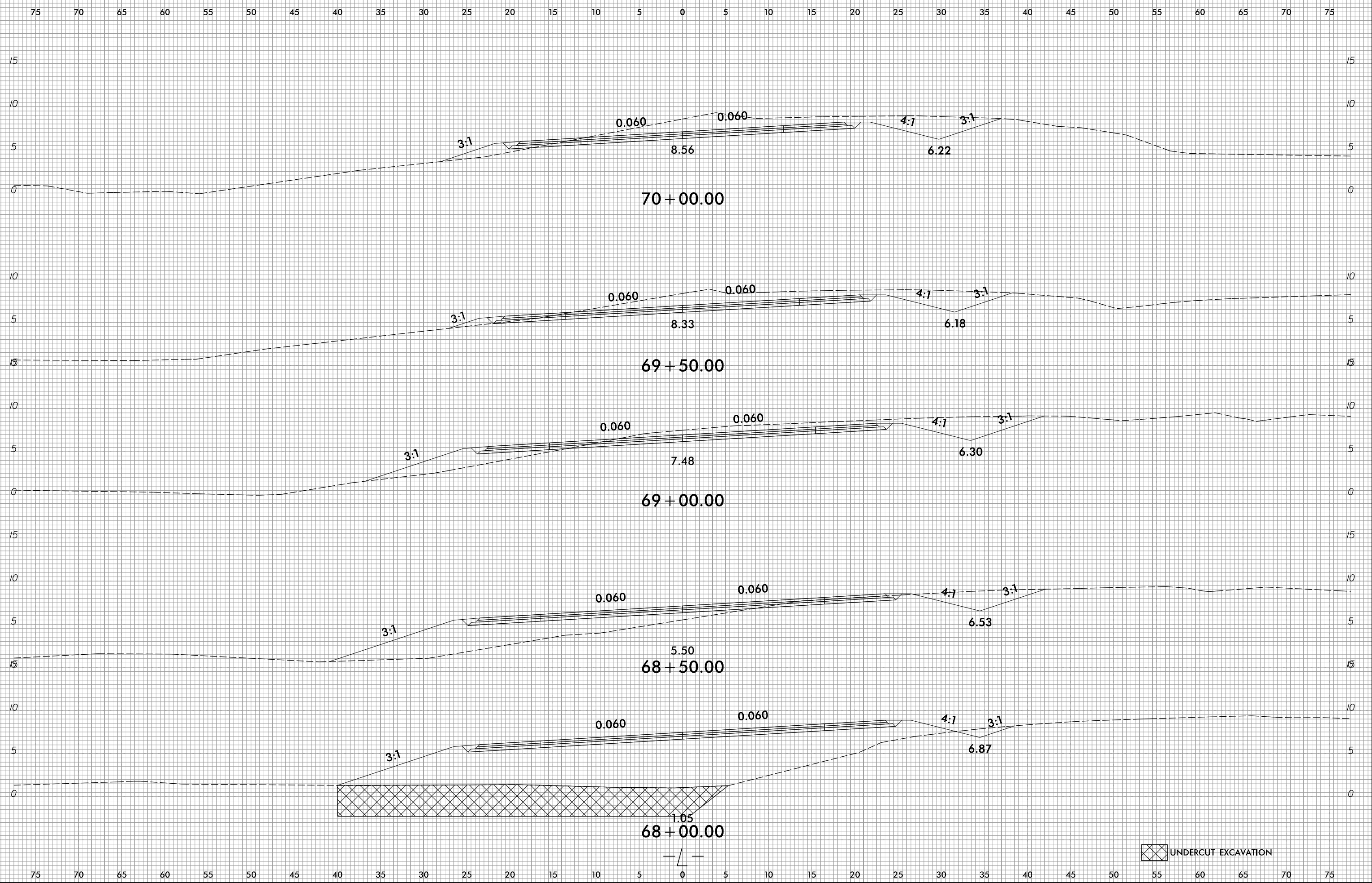
SHEET NO.  
X-28



UNDERCUT EXCAVATION

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3:10:22

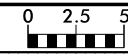
8/23/99



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3:10:22

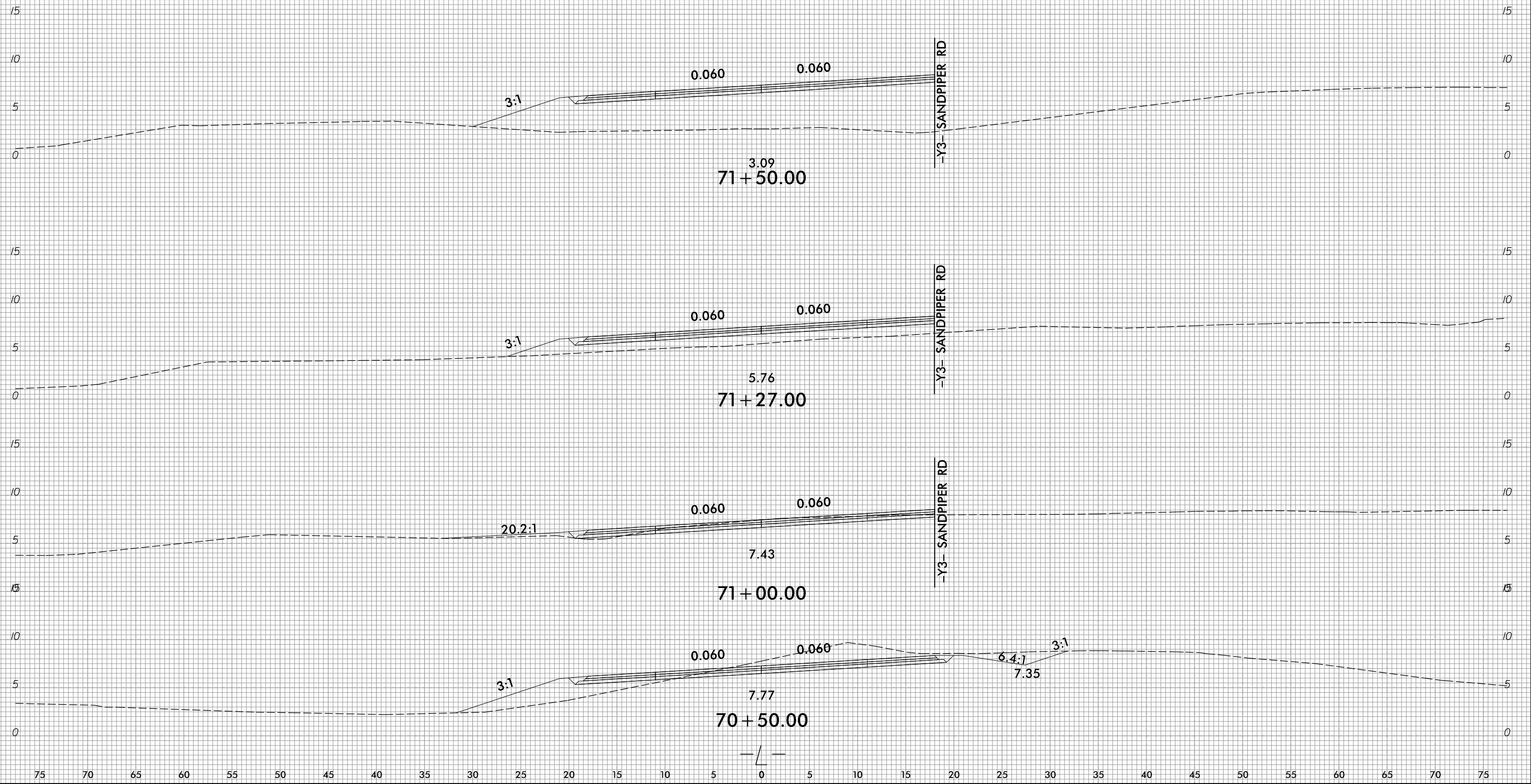


8/23/99



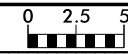
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-30

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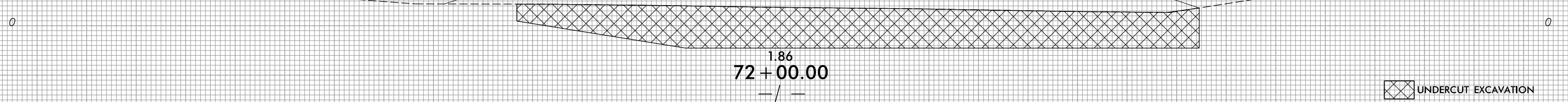
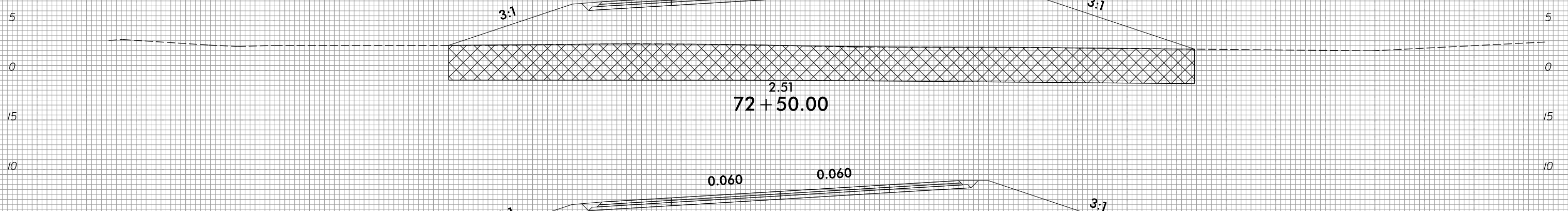
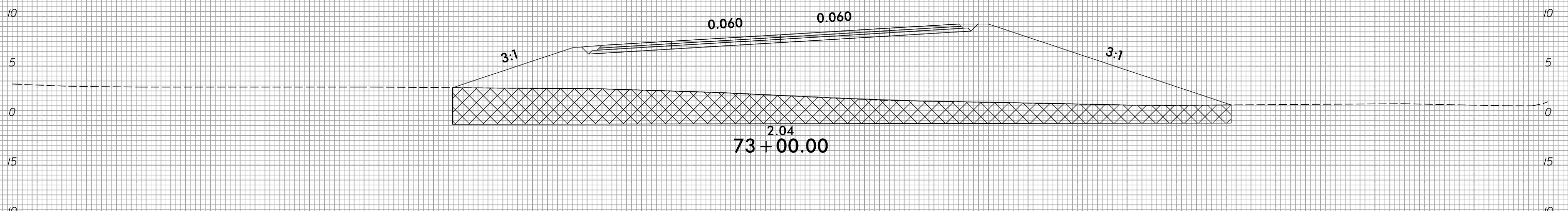
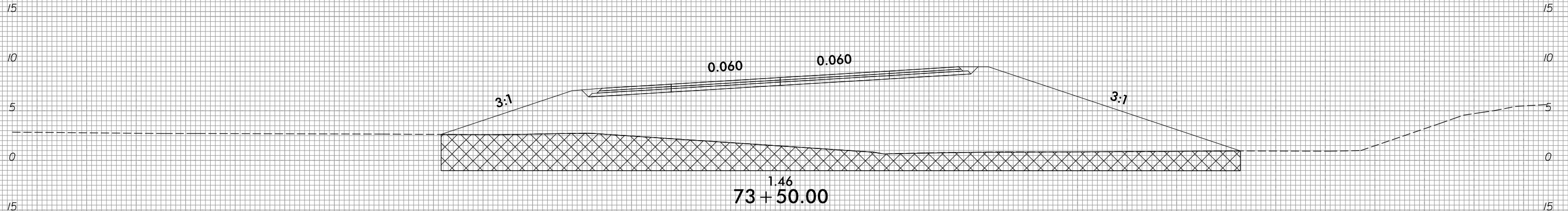
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-31

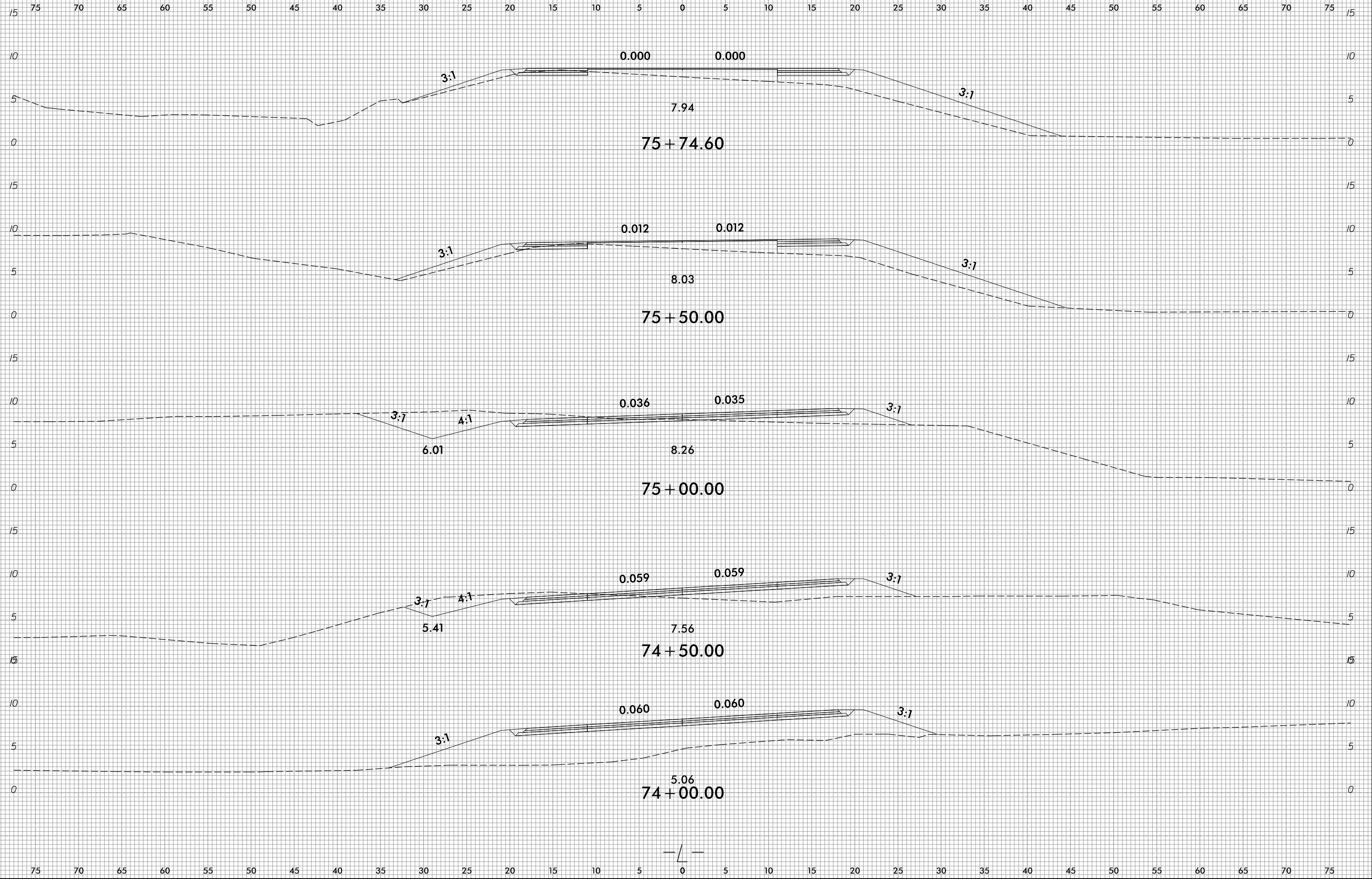
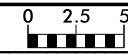
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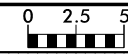
UNDERCUT EXCAVATION

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

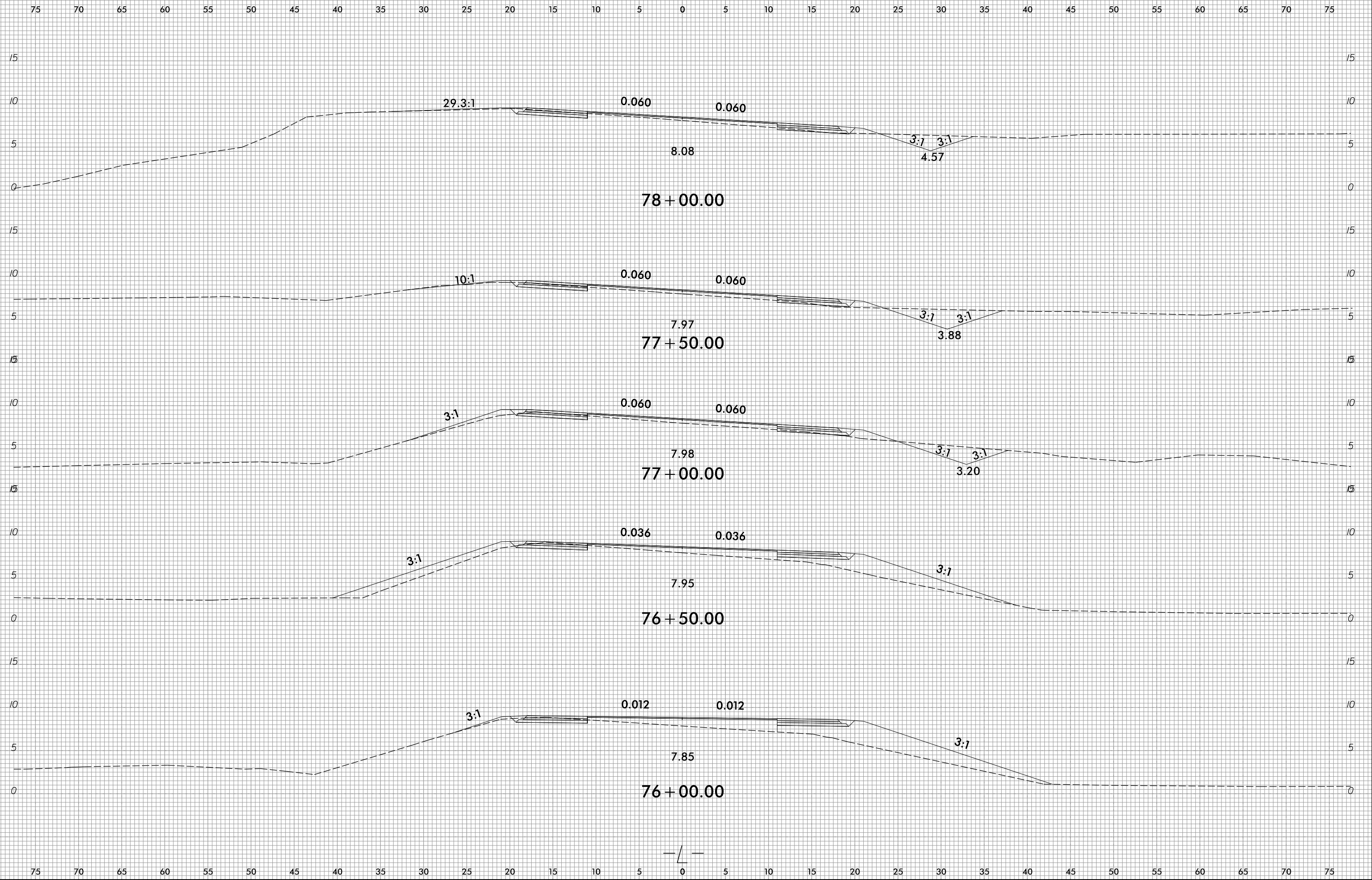
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R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_L.dgn  
31.022



8/23/99

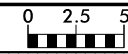


PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-33



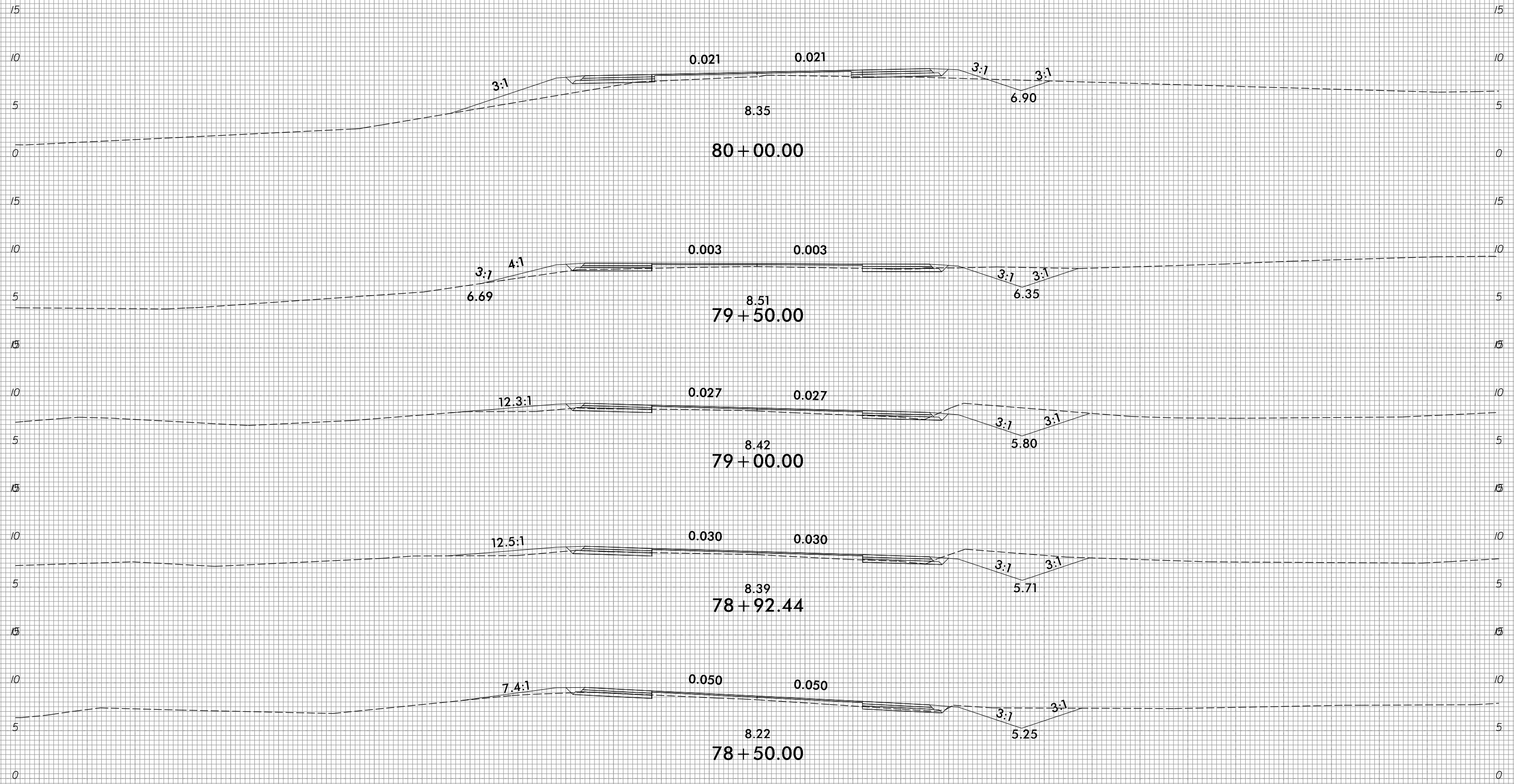
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3:10:22

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-34

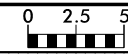
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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3:10:22

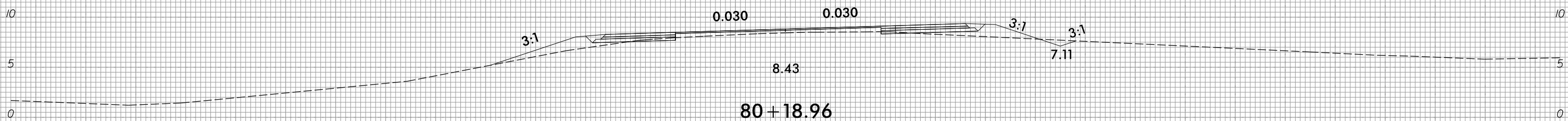
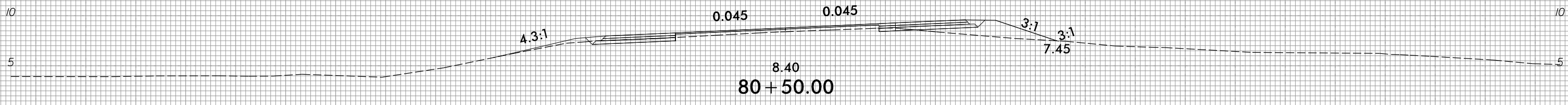
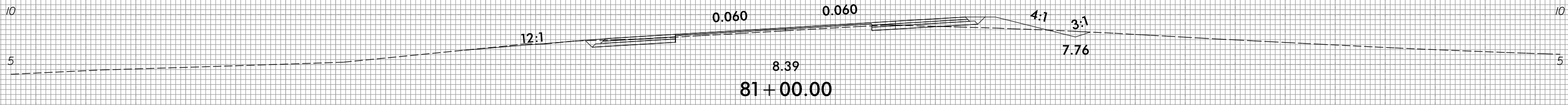
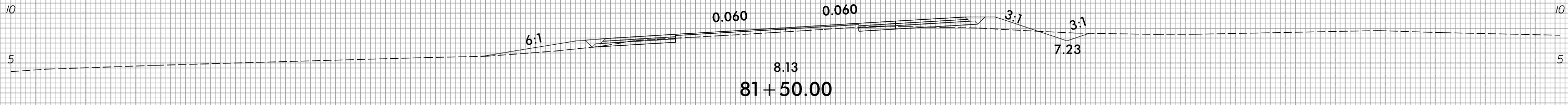
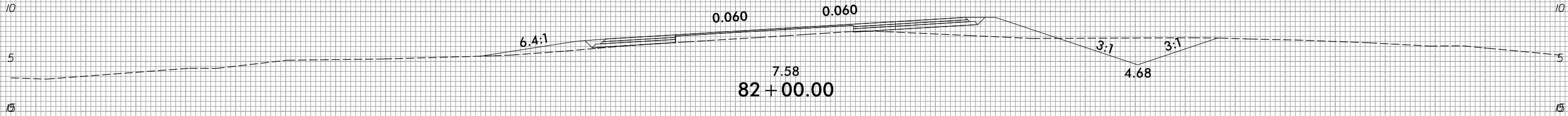
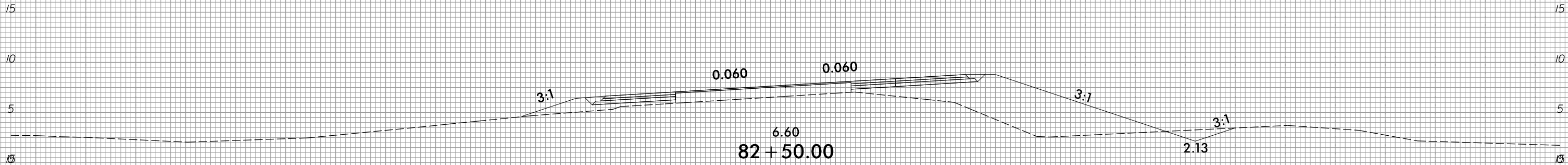
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-35

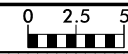
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

10/31/2018  
R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_L.dgn  
3:10:22

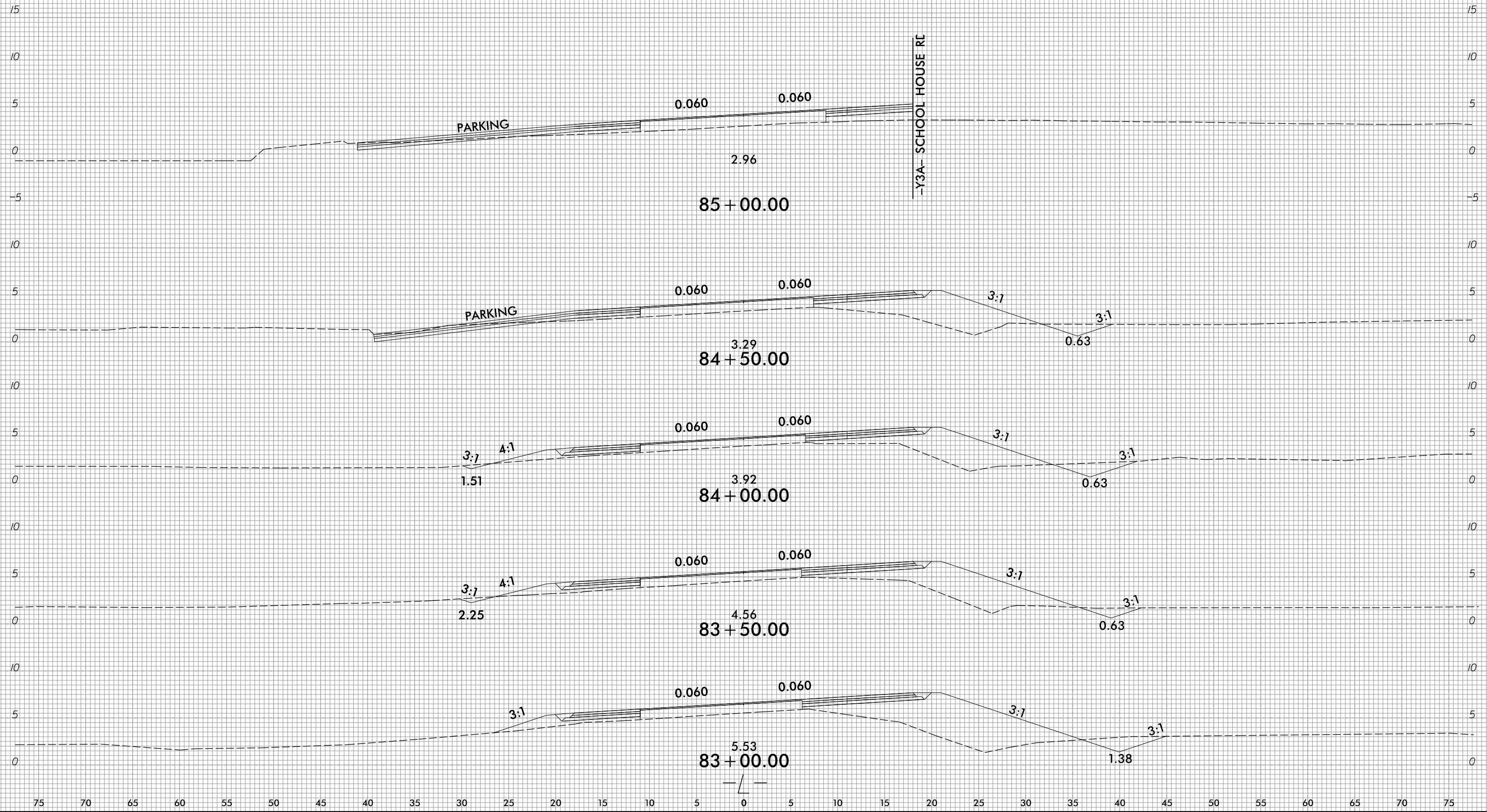
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-36

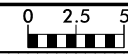
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3:10:22

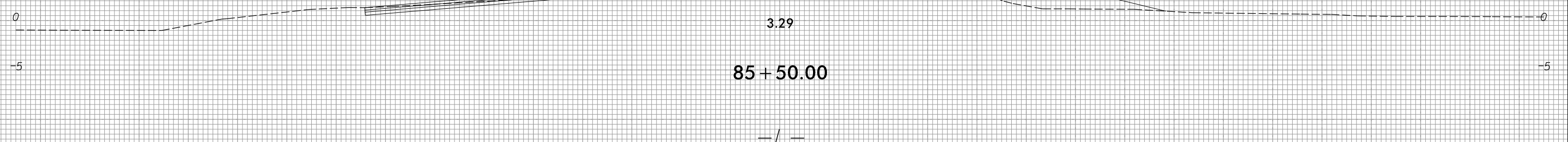
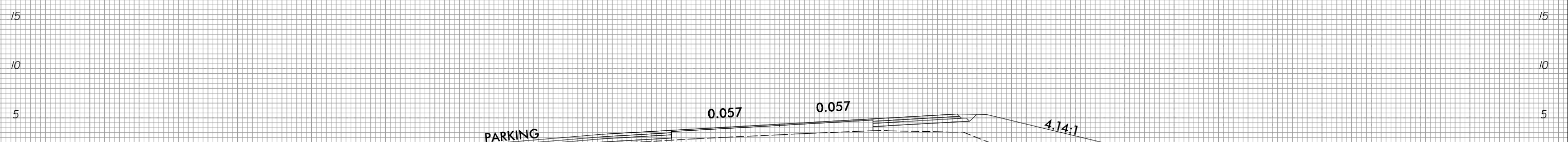
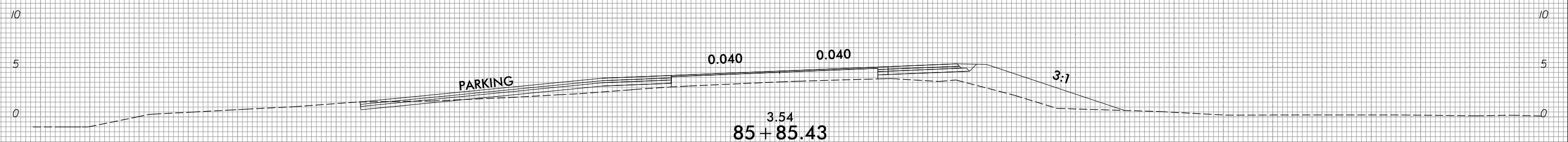
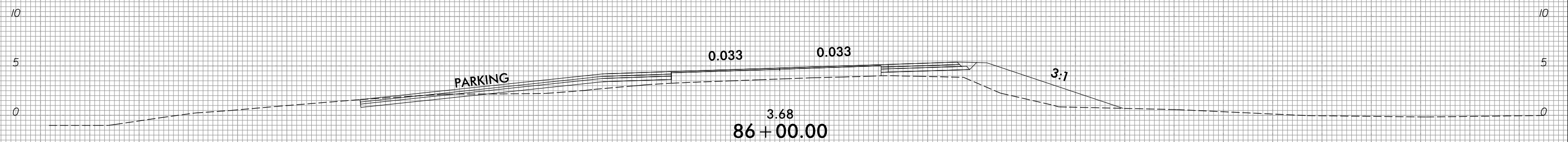
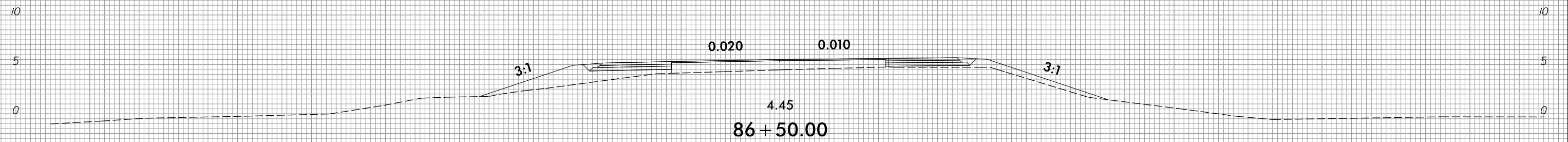
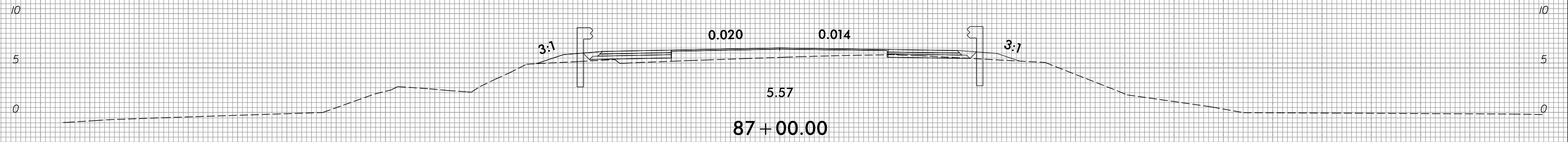
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PROJ. REFERENCE NO. R-5014	SHEET NO. X-37
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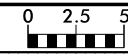


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10/31/2018  
R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_L.dgn  
3:10:22

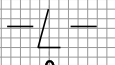
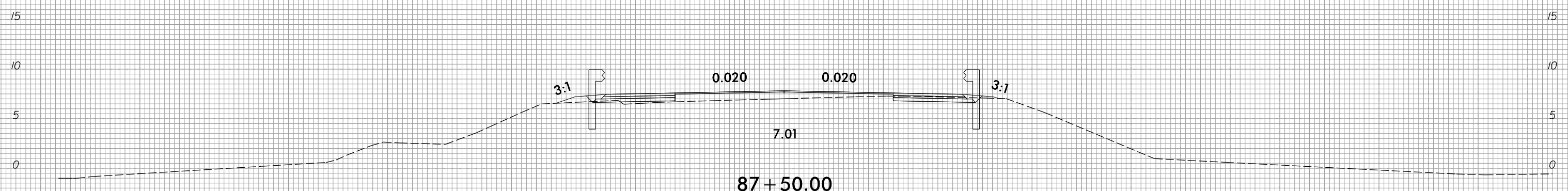
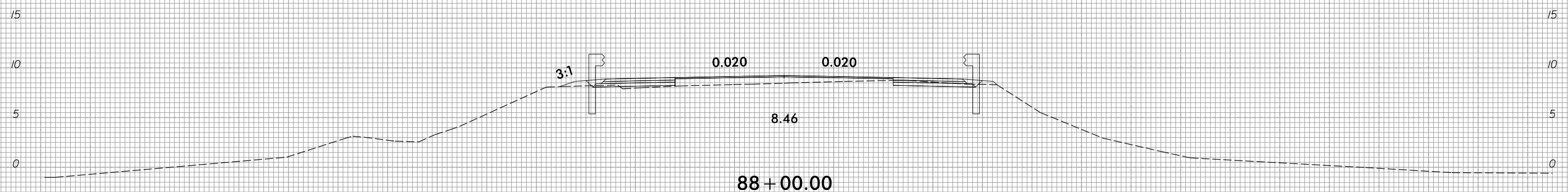
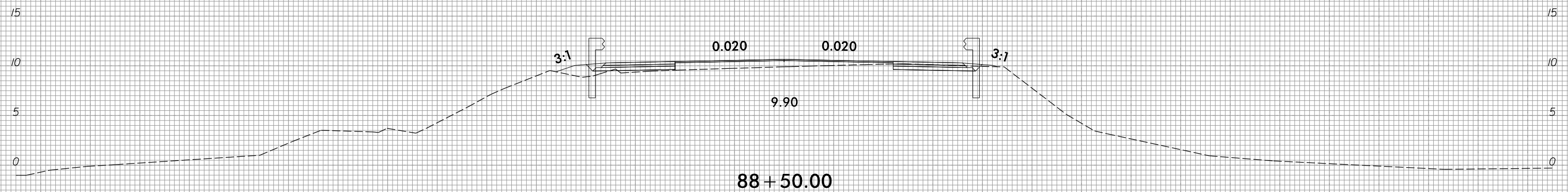
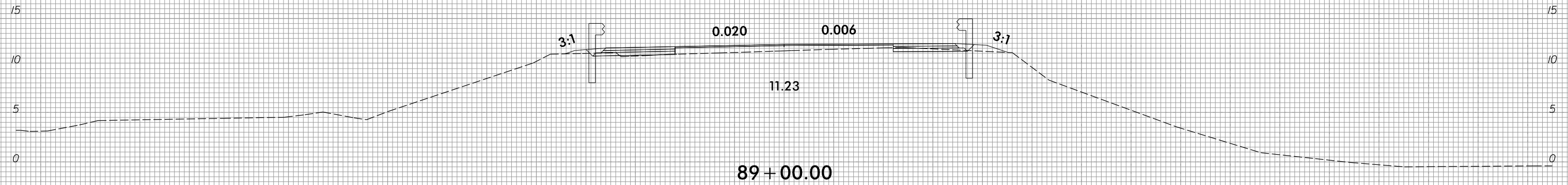


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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-38

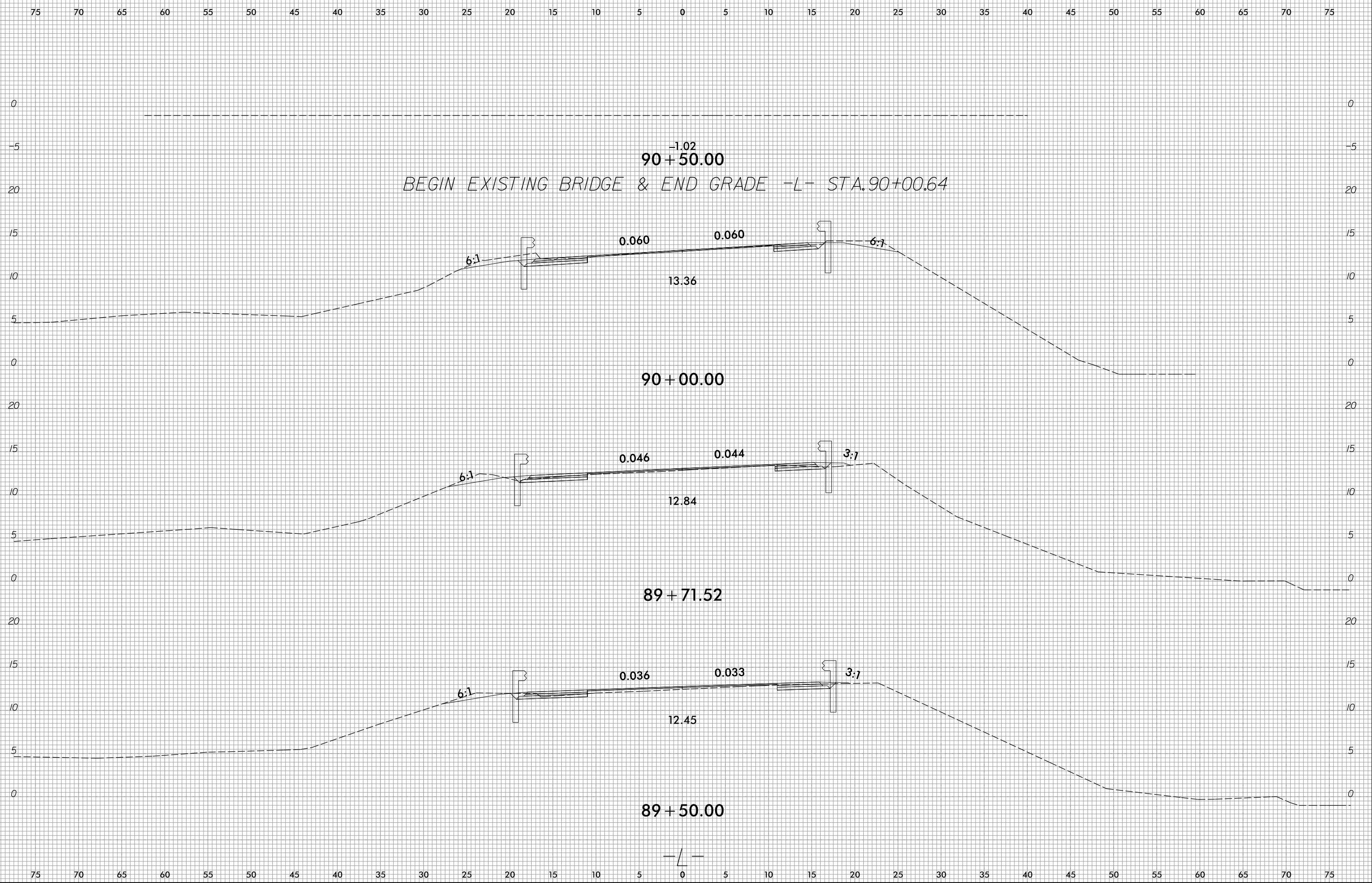
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

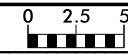
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 R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_L.dgn  
 3:102

8/23/99



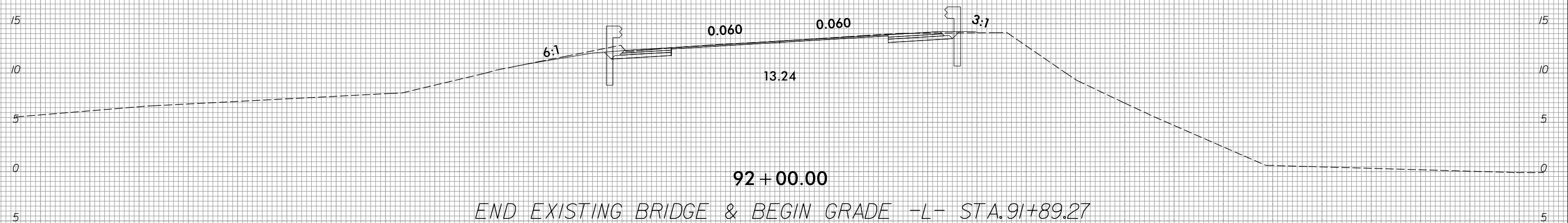
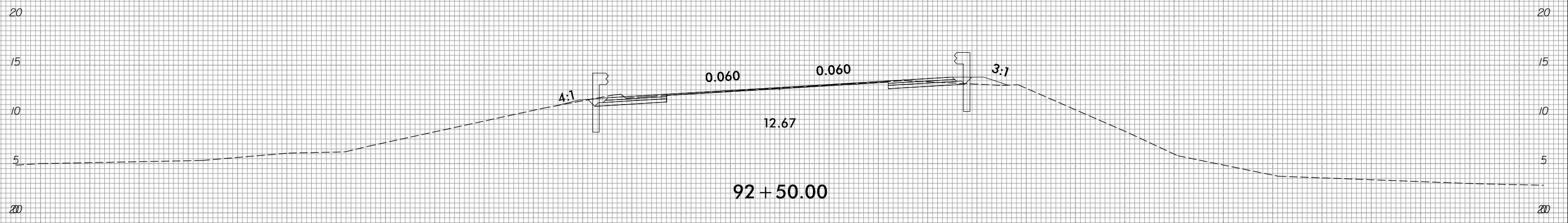
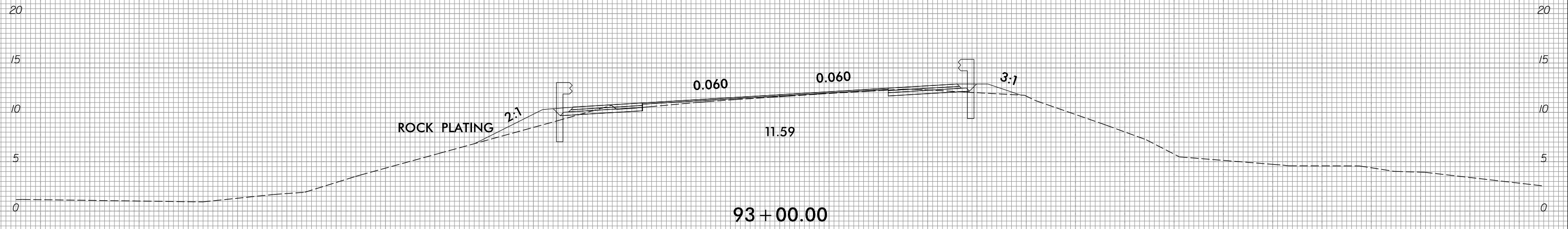
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8/23/99

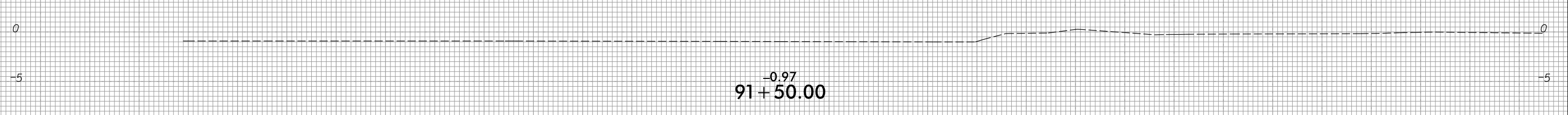


PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-40

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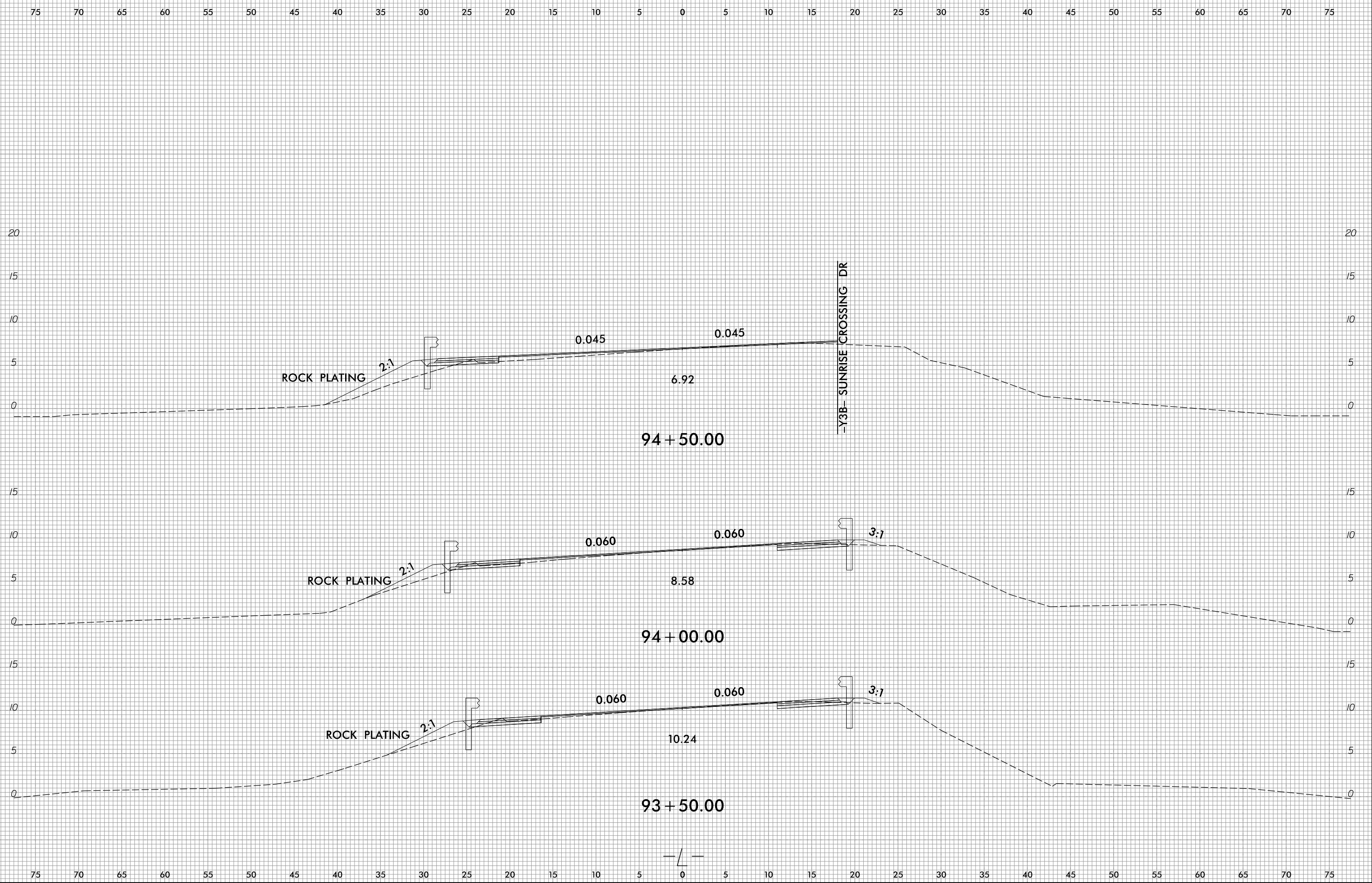


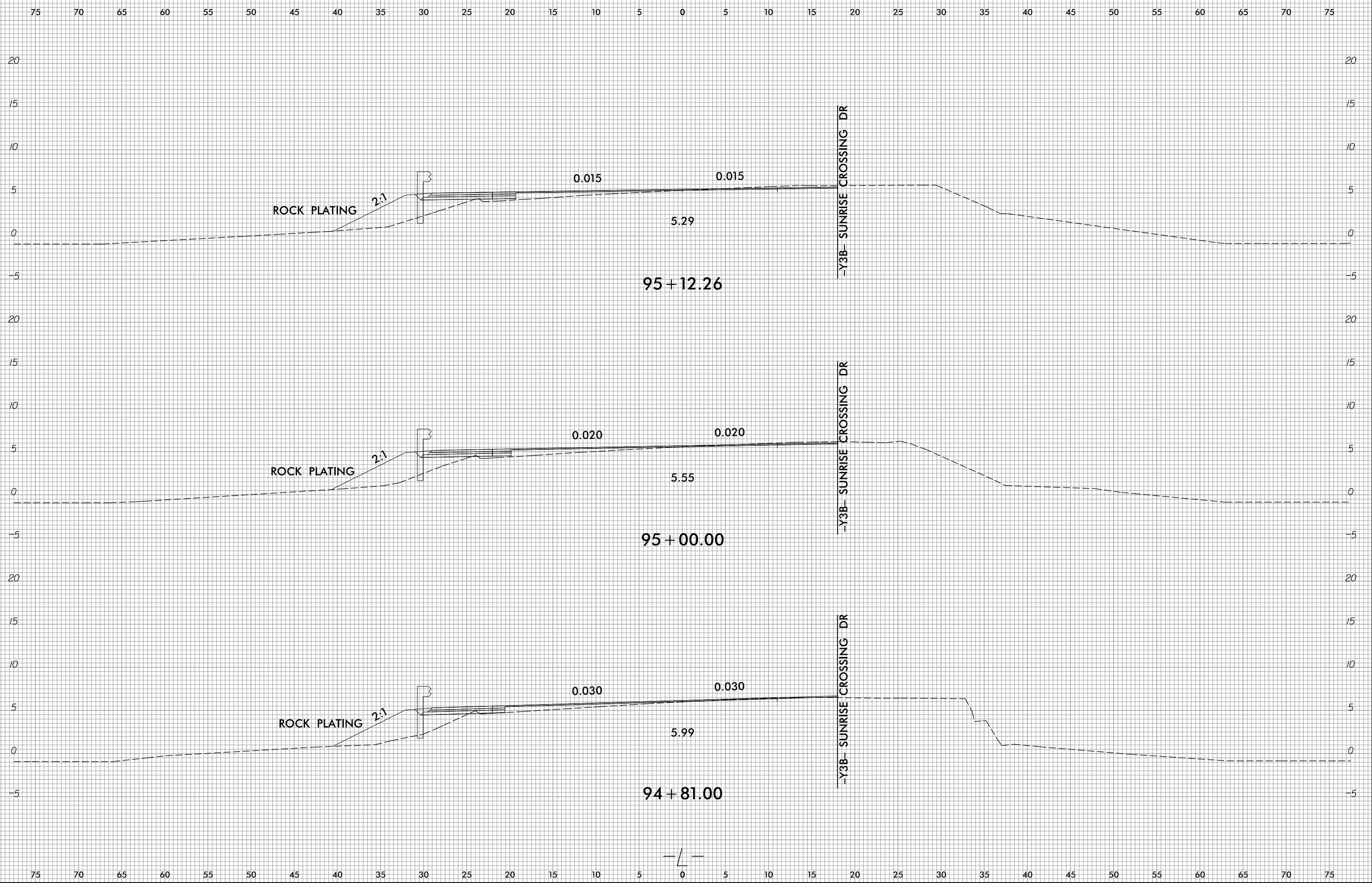
END EXISTING BRIDGE & BEGIN GRADE -L- STA. 91+89.27



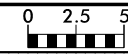
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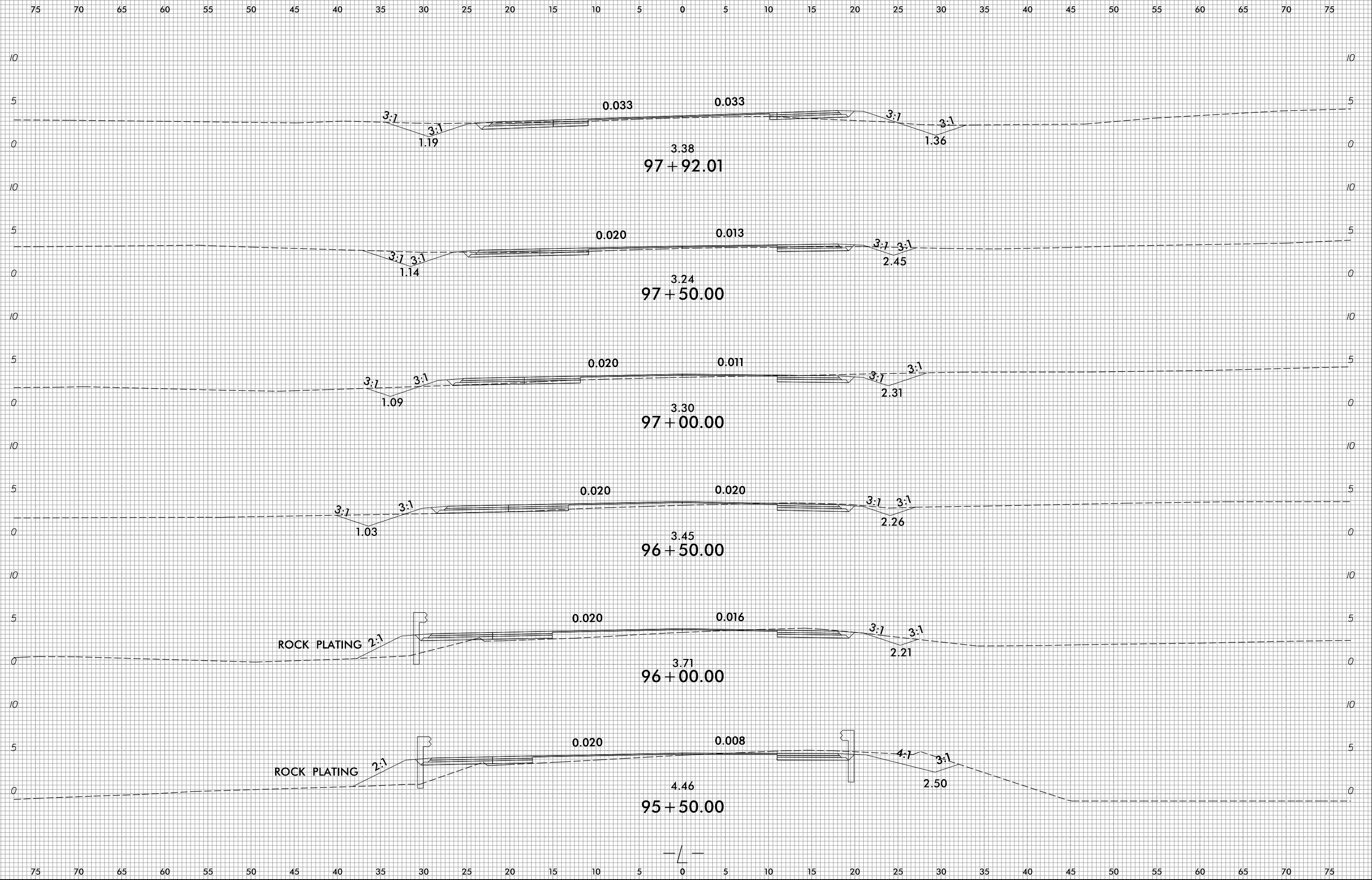




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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-43



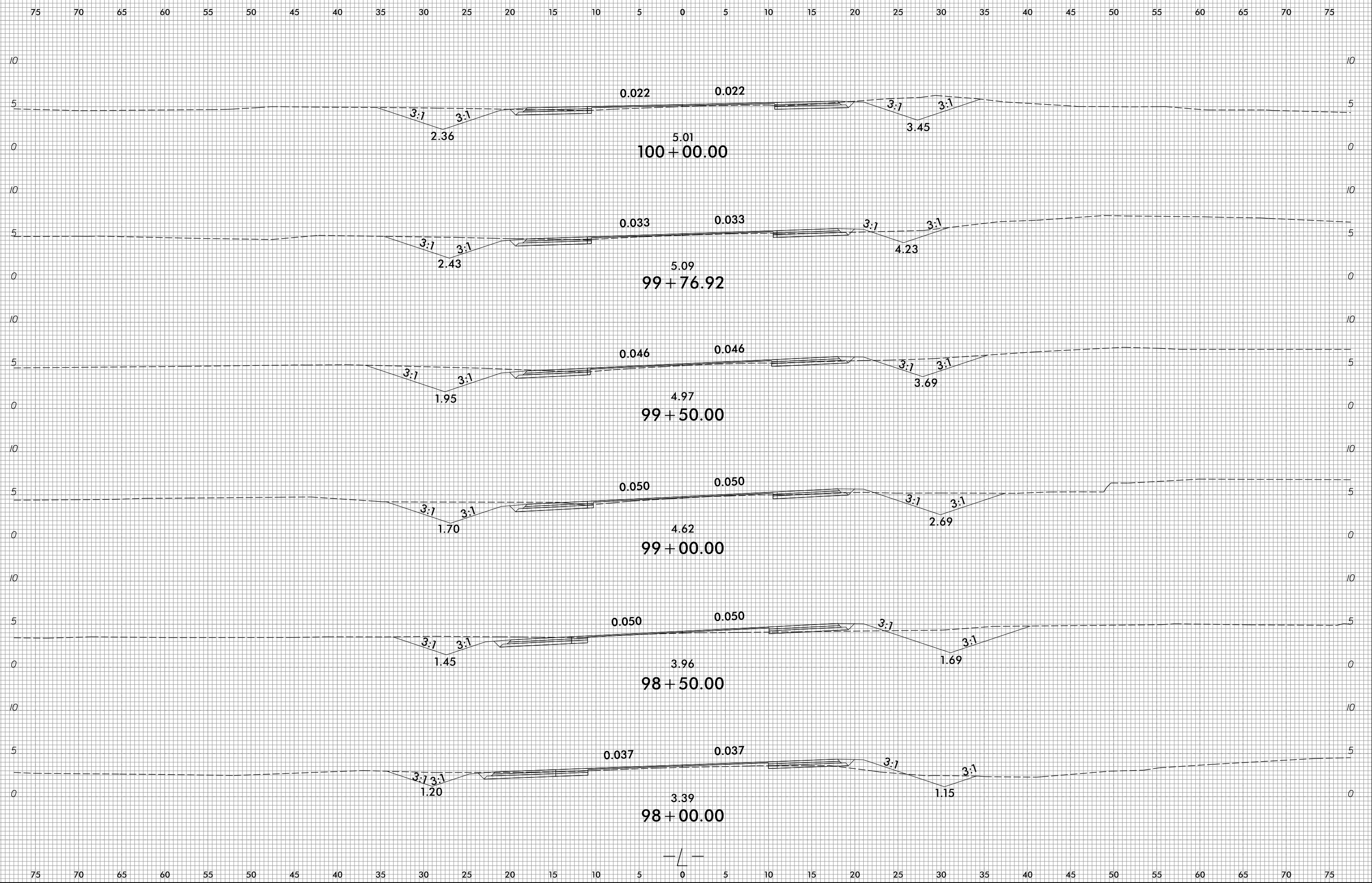
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3:10:22

8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-44



10/31/2018  
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3:10:22

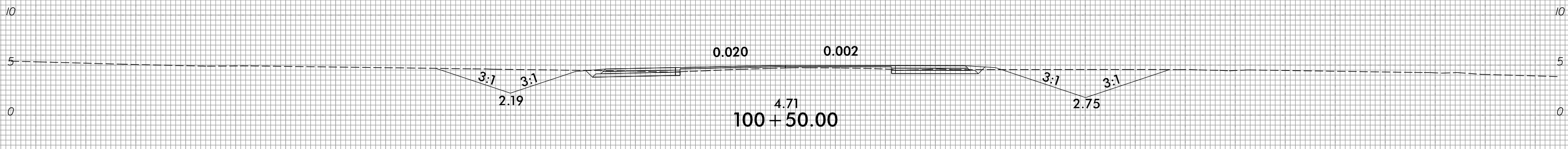
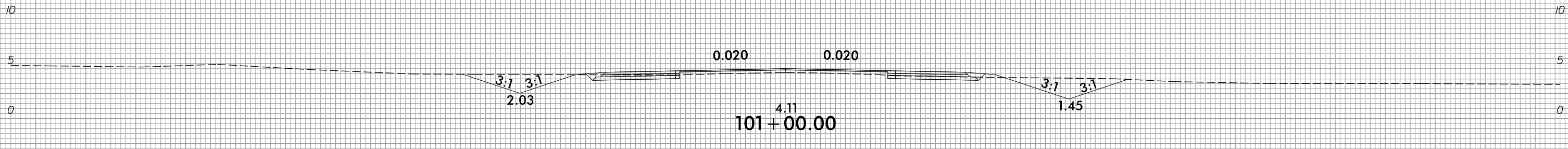
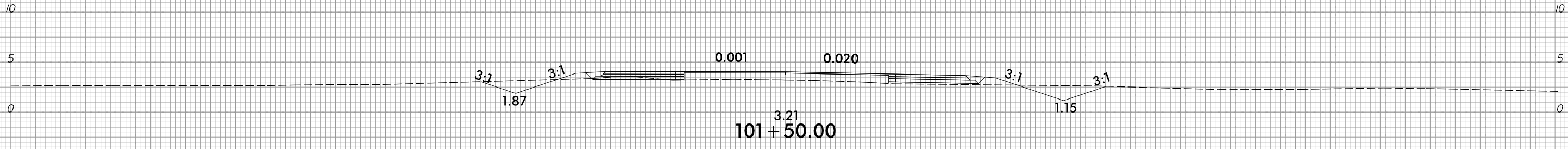
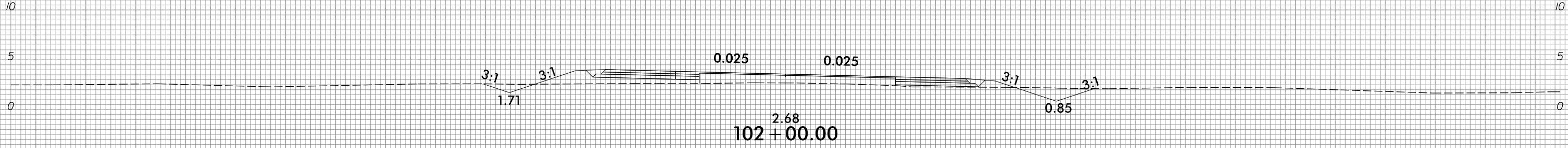
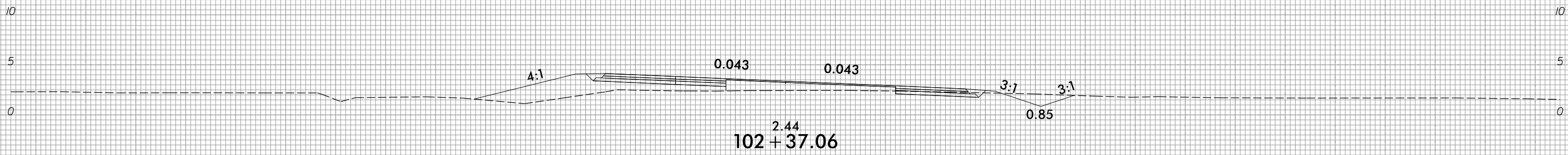
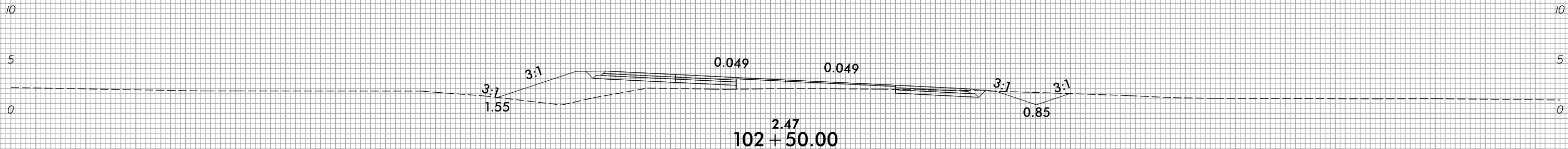
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-45

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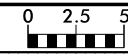
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_L.dgn  
3:10:22

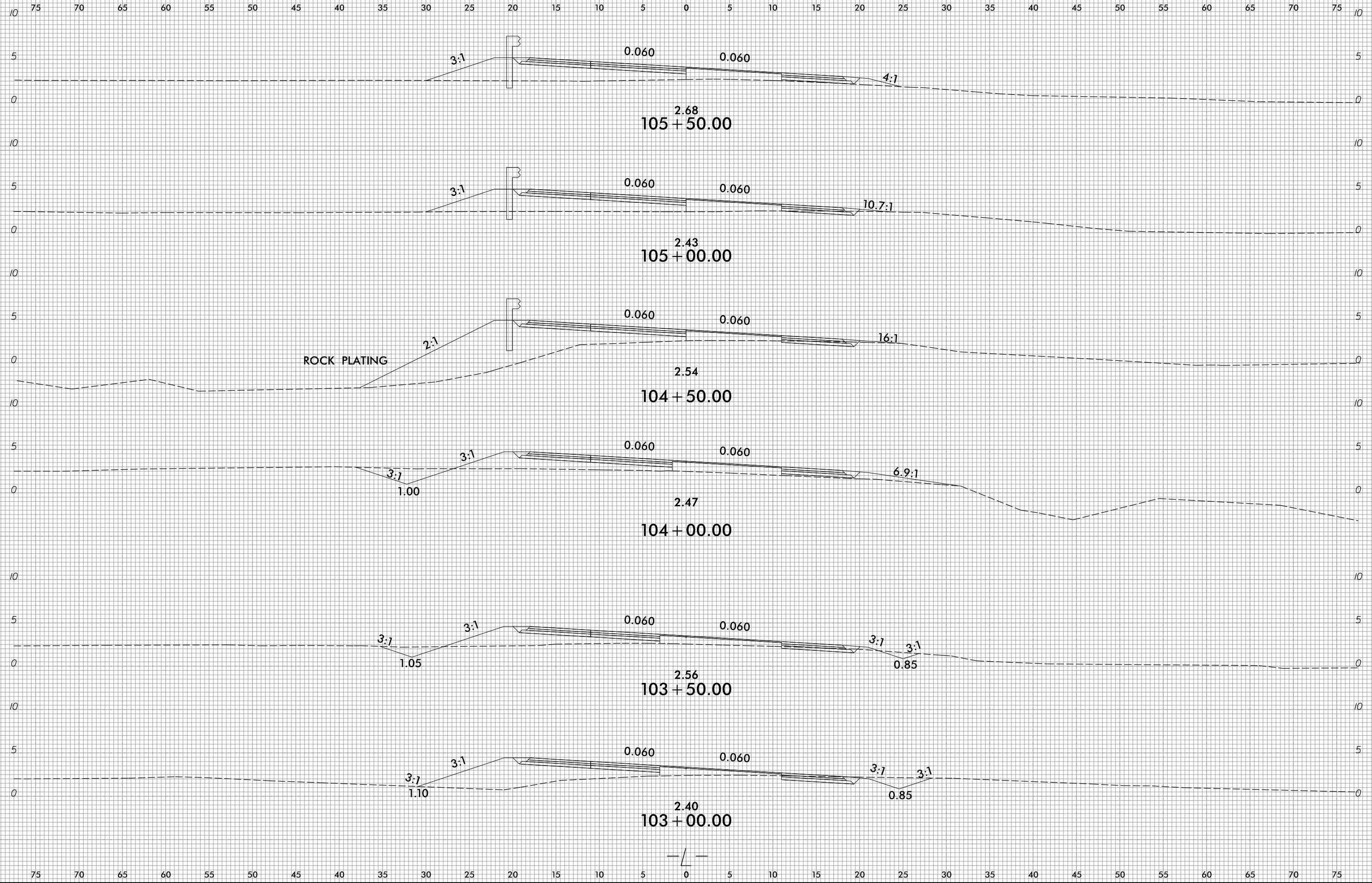




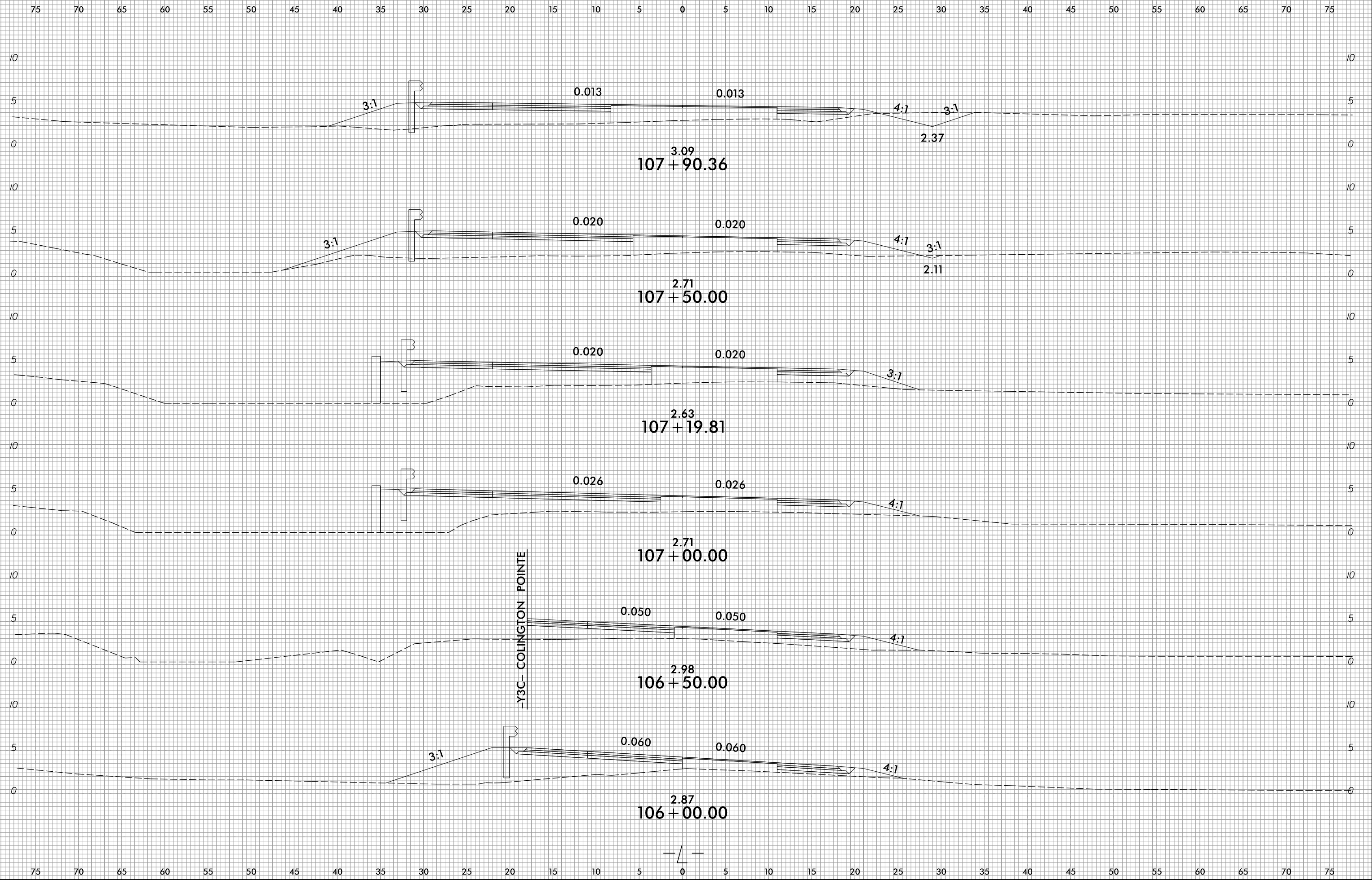
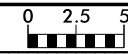
8/23/99



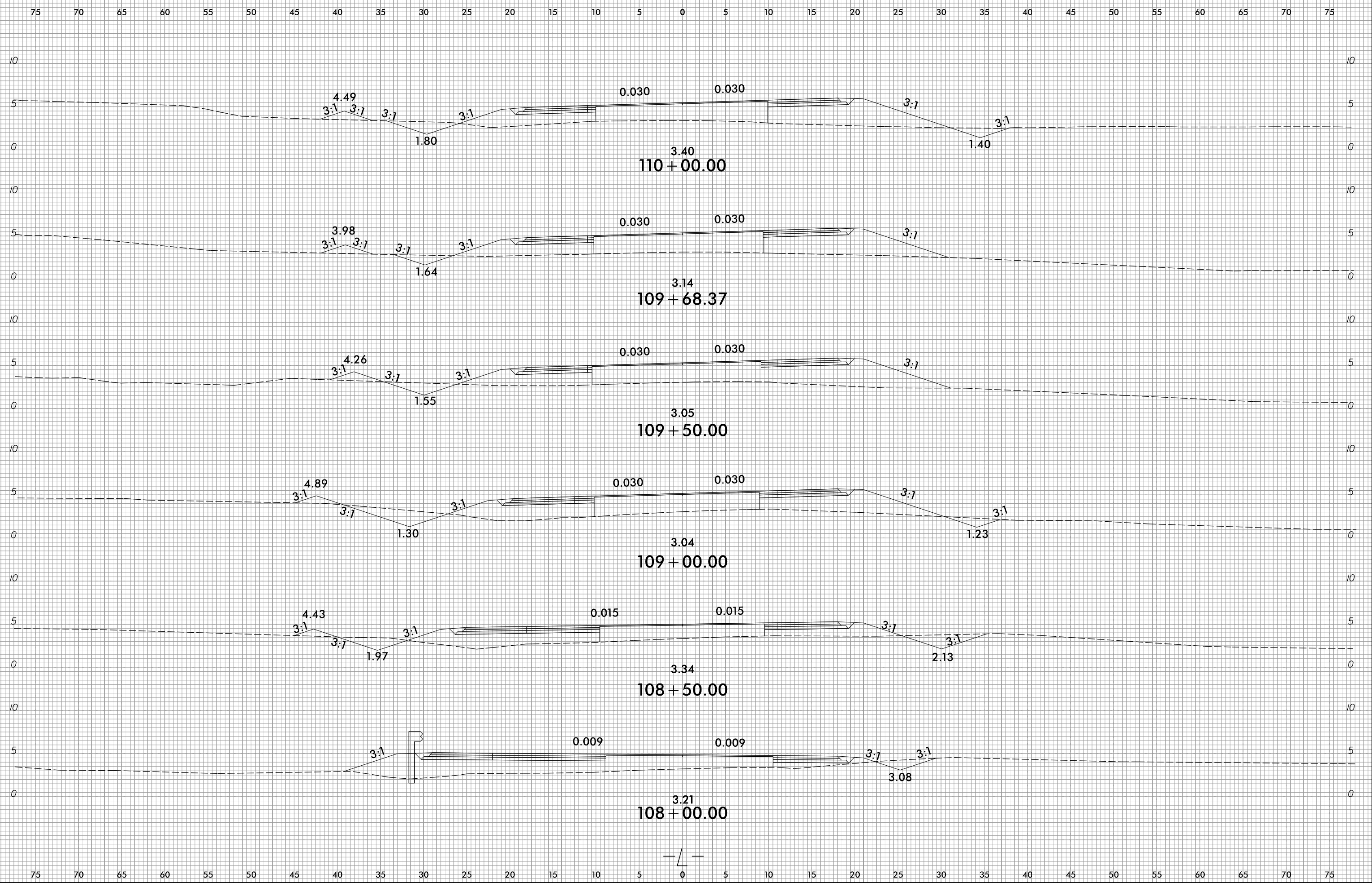
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-46



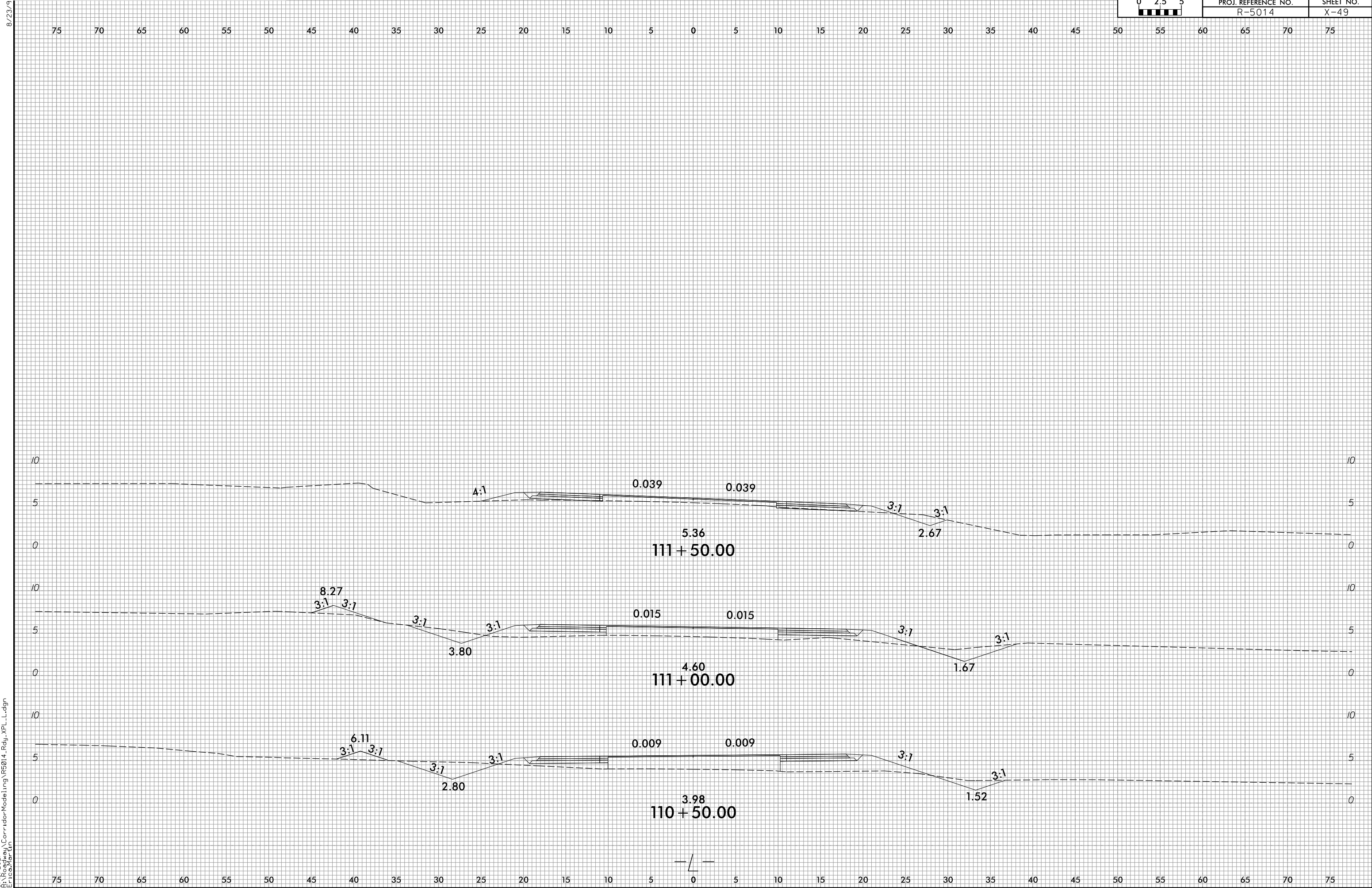
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3:10:22



8/23/21

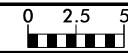


3/18/2021  
E:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_L.dgn  
Erica Martin



3/18/2021  
E:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_L.dgn  
Erica Martin

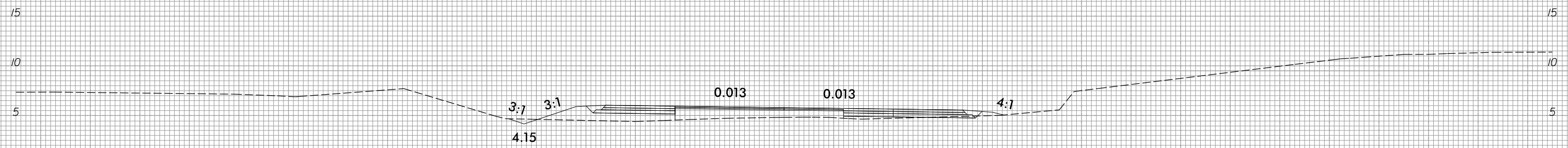
6/23/16



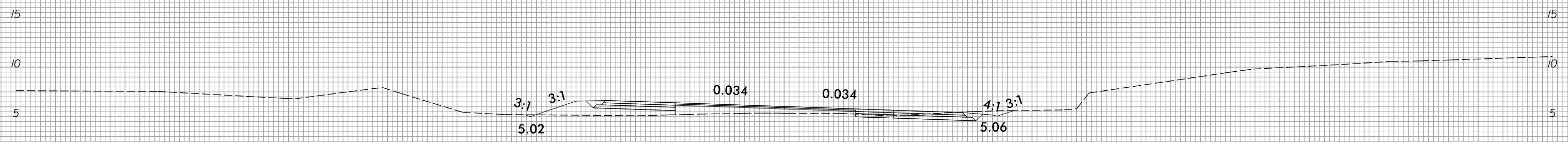
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-50

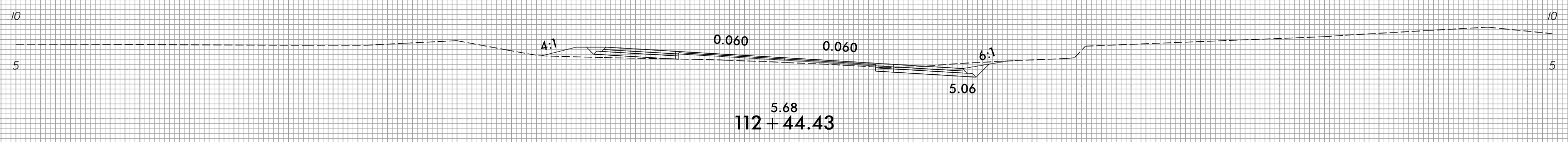
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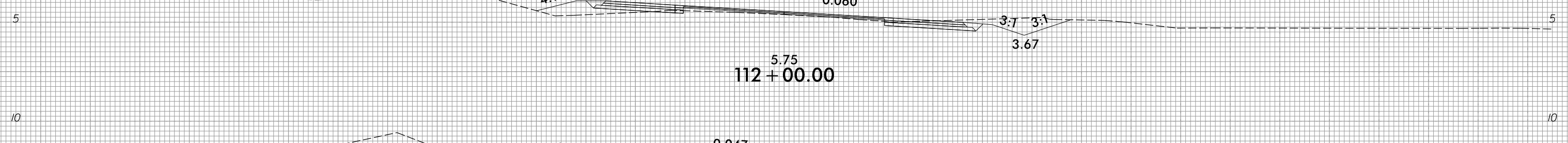
4.81  
113 + 50.00



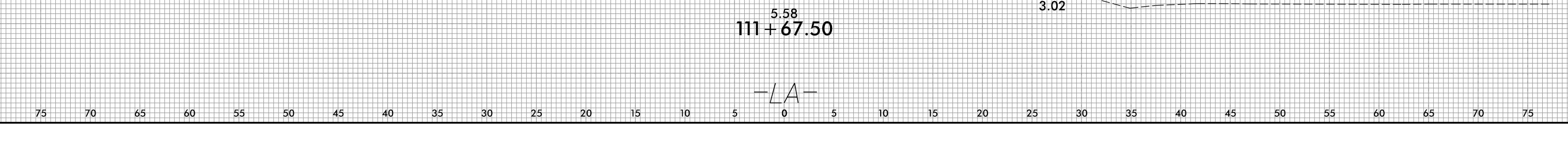
5.36  
113 + 06.63



5.68  
112 + 44.43



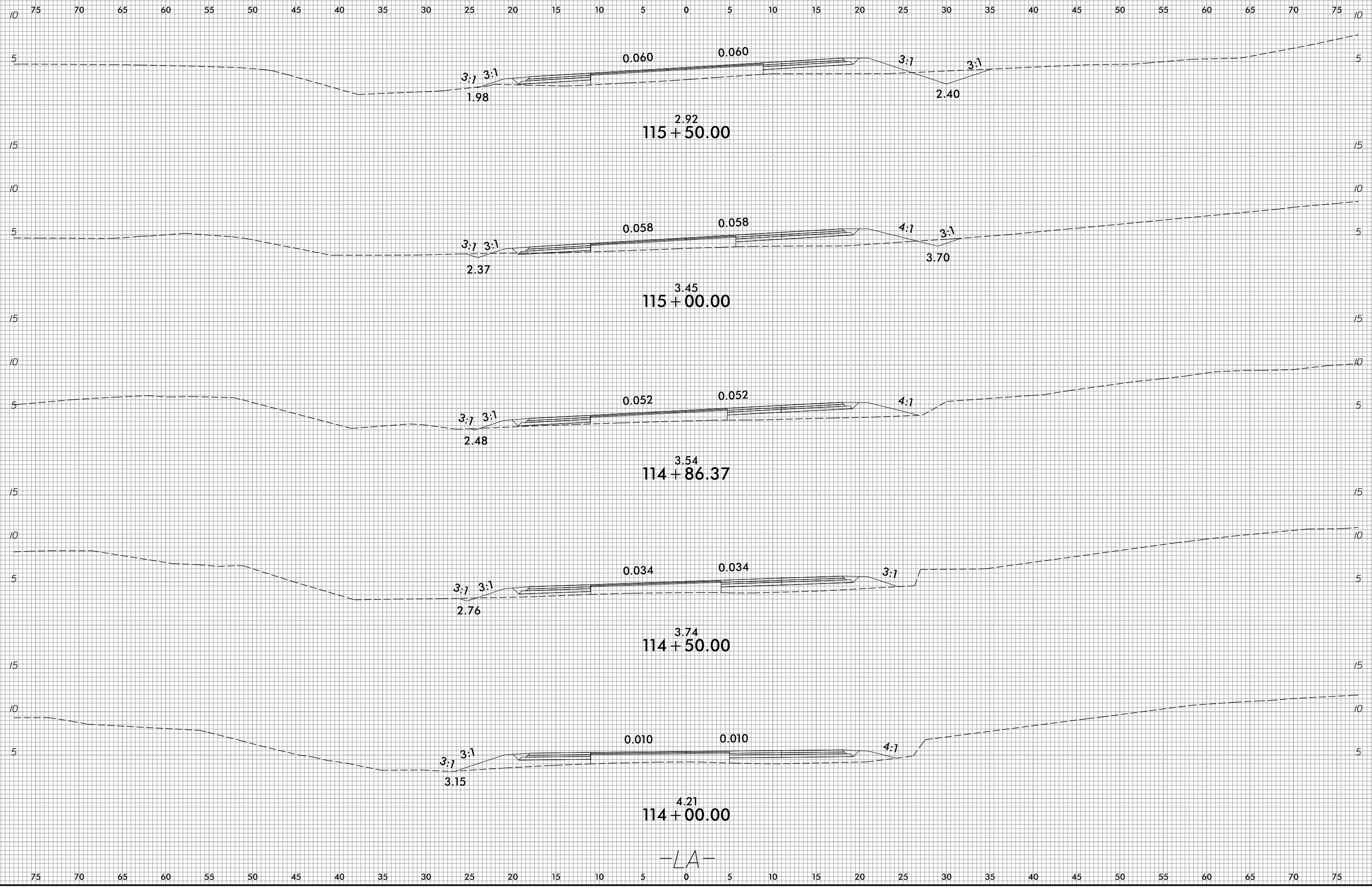
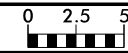
5.75  
112 + 00.00



5.58  
111 + 67.50

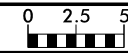
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10/31/2018  
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6/23/16



-LA-

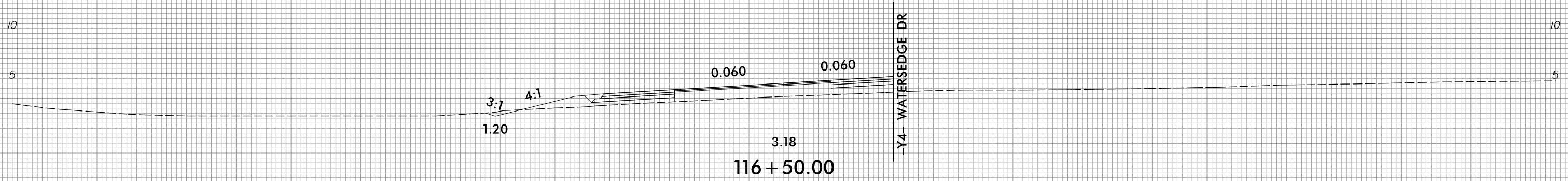
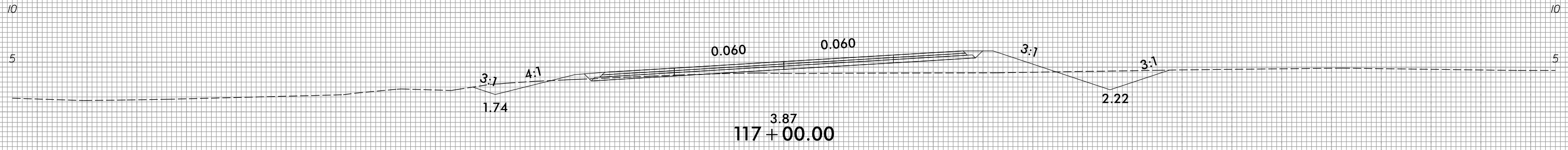
6/23/16



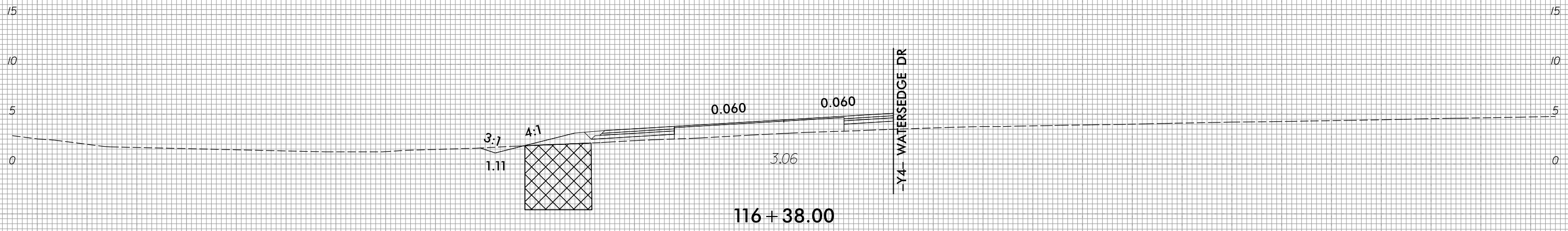
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-52

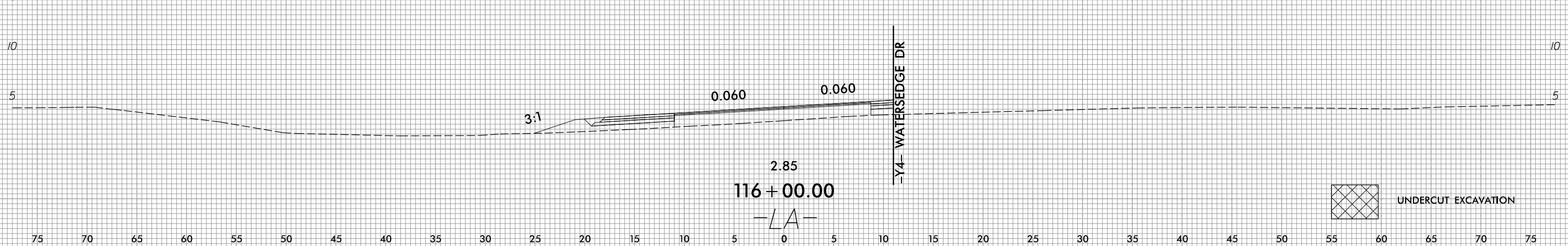
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



-Y4- WATERSEGE DR



-Y4- WATERSEGE DR



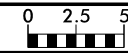
-Y4- WATERSEGE DR

UNDERCUT EXCAVATION

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

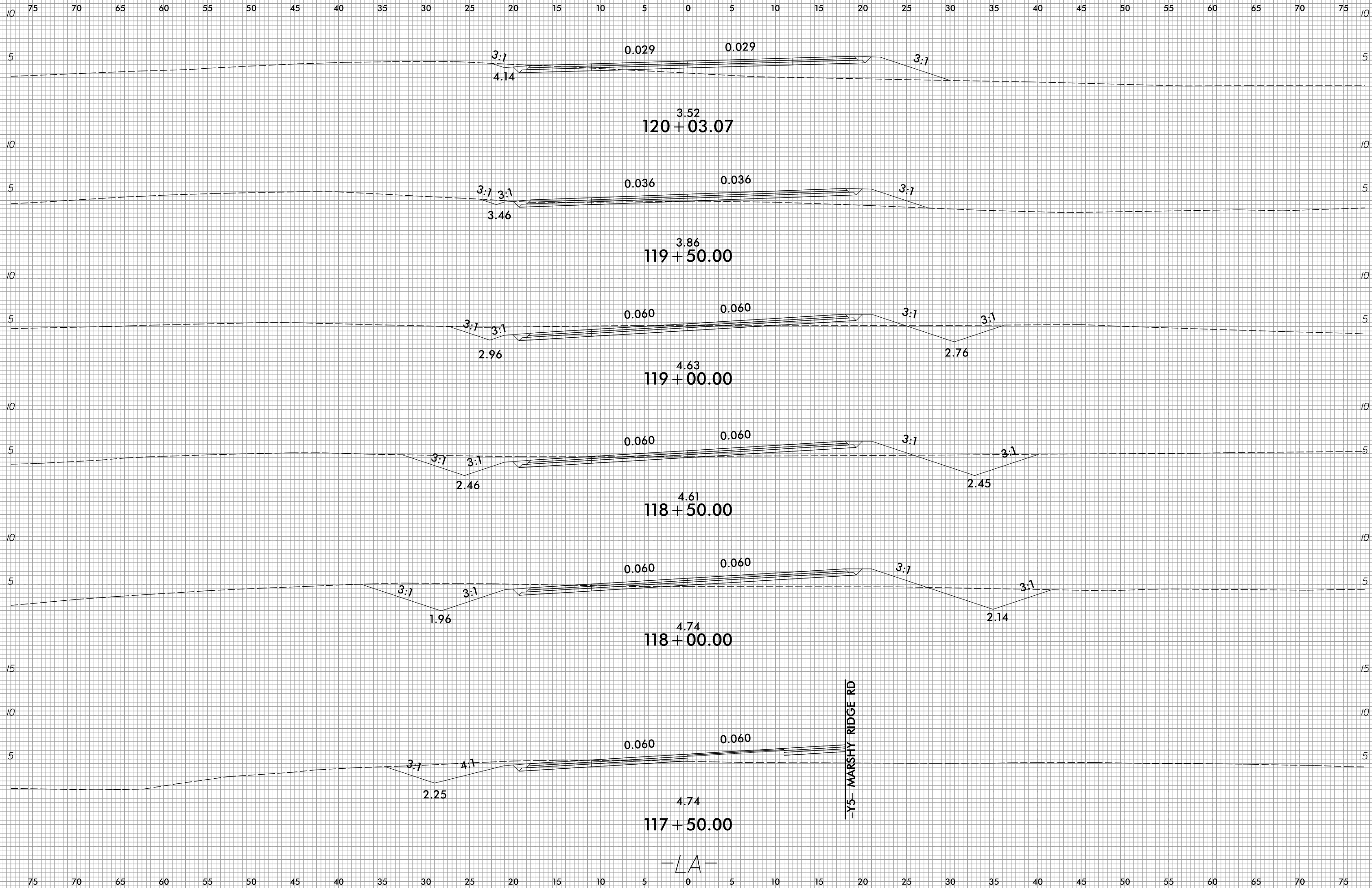
10/31/2018  
R:\Roadway\Corridor-Modeling\RS014\_Rdy\_XPL.dgn  
6/23/16

6/23/16



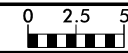
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-53

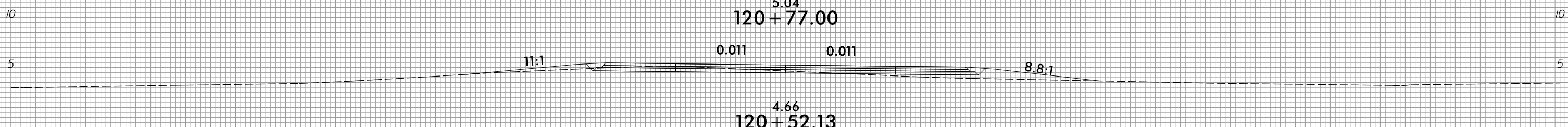
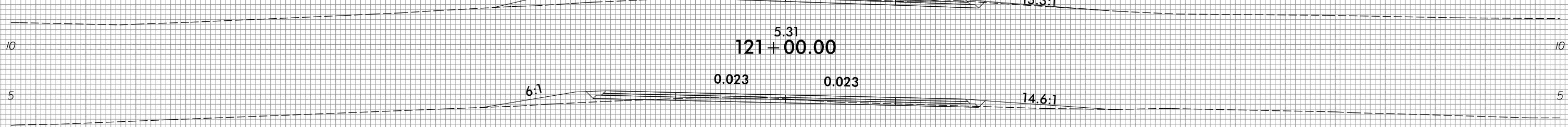
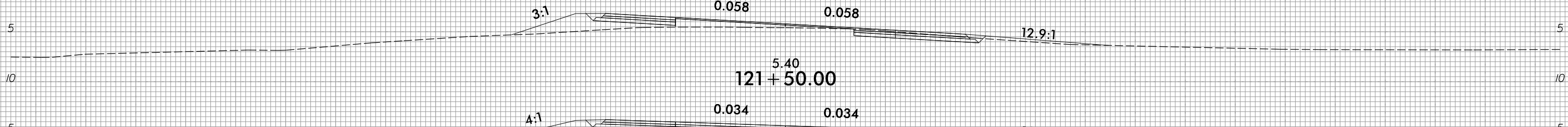
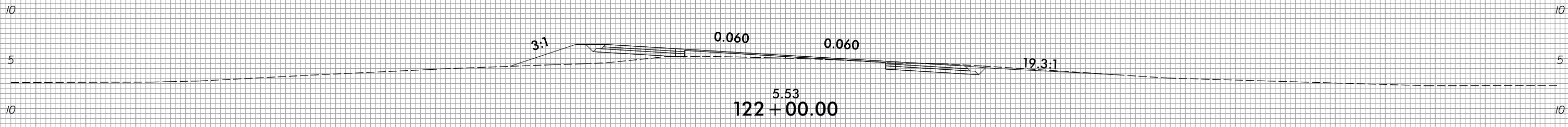
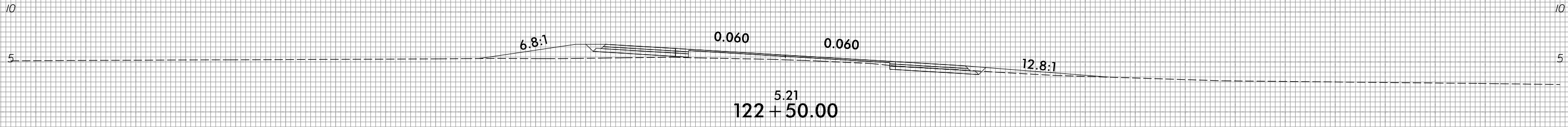
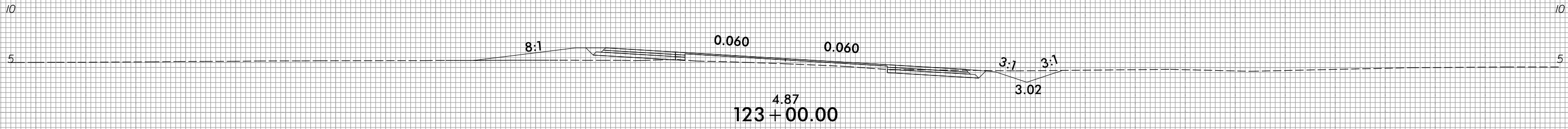


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R:\Roadway\Corridor-Modeling\RS014\_Rdy\_XPL.dgn  
6/23/16



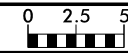


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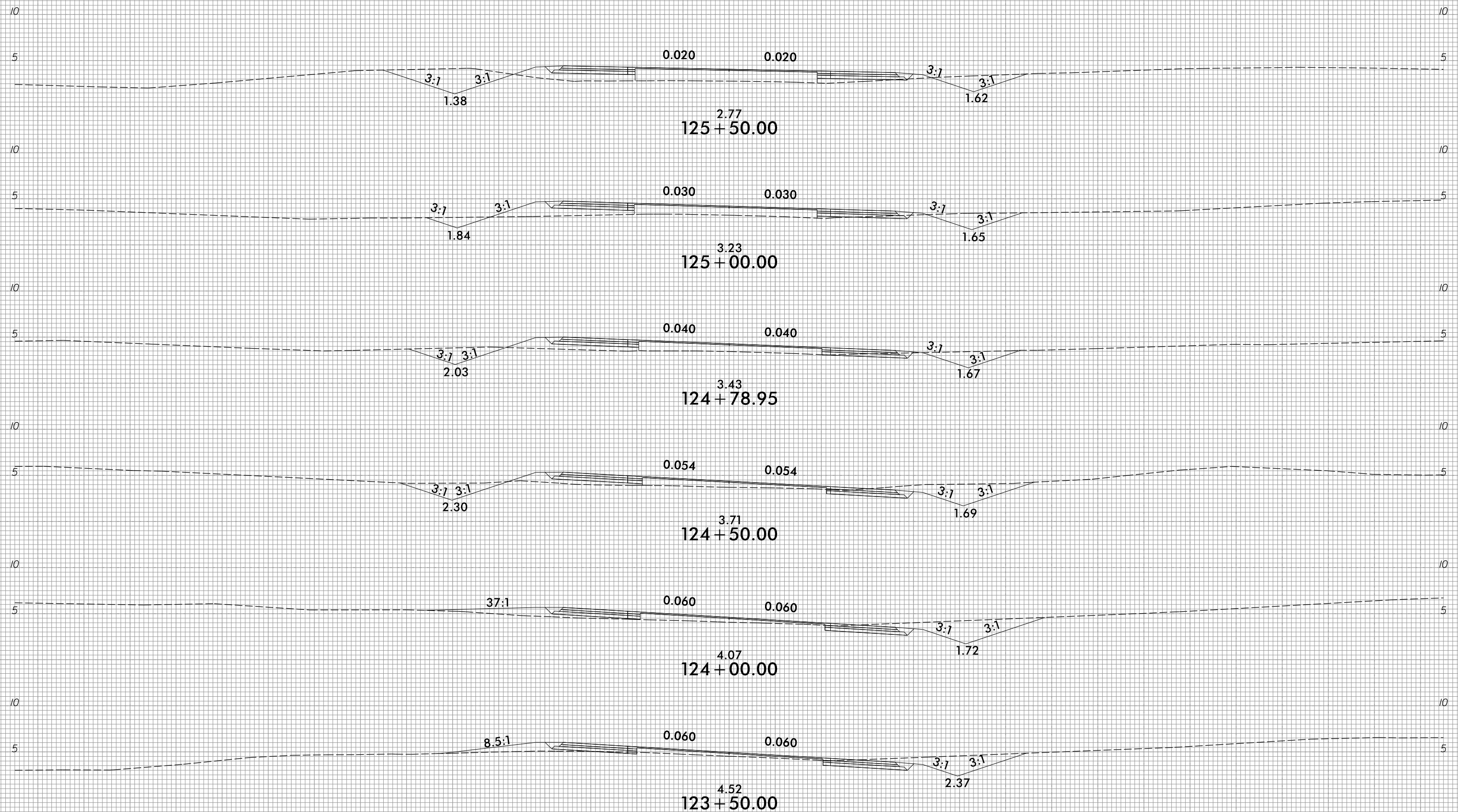
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6/23/16



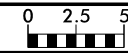
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-55

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



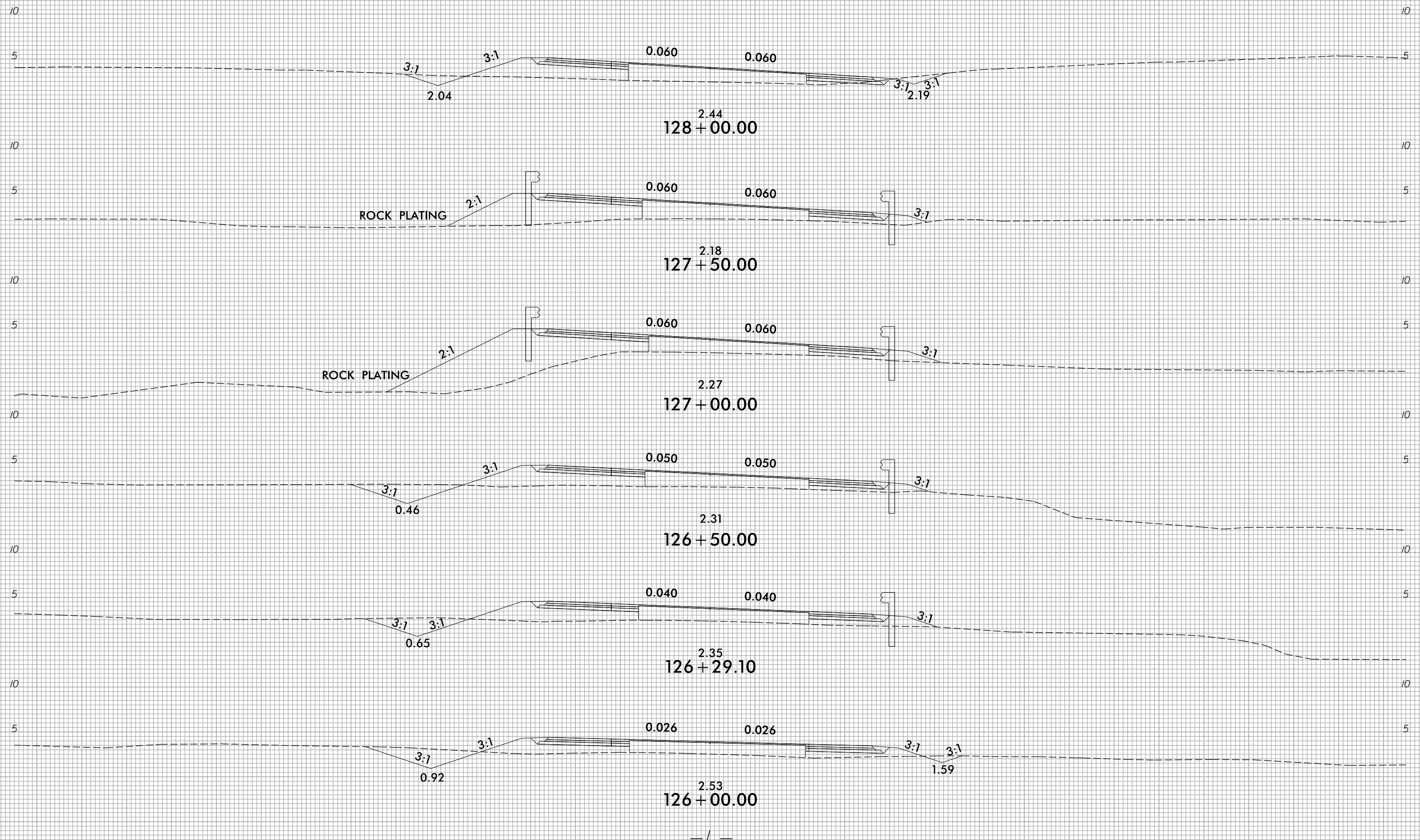
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 241022

6/23/16



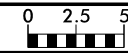
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-56

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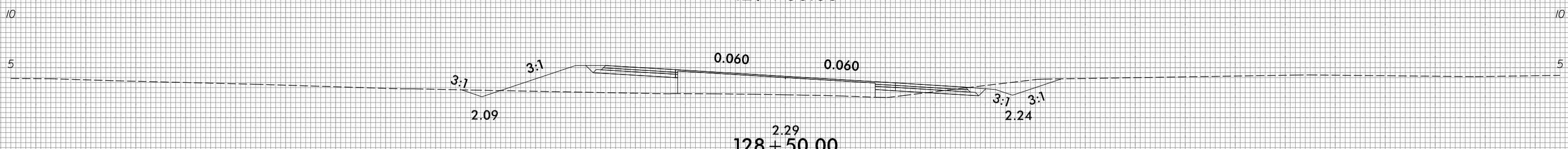
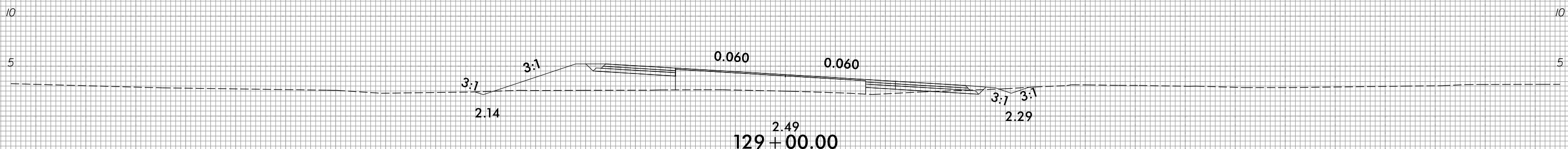
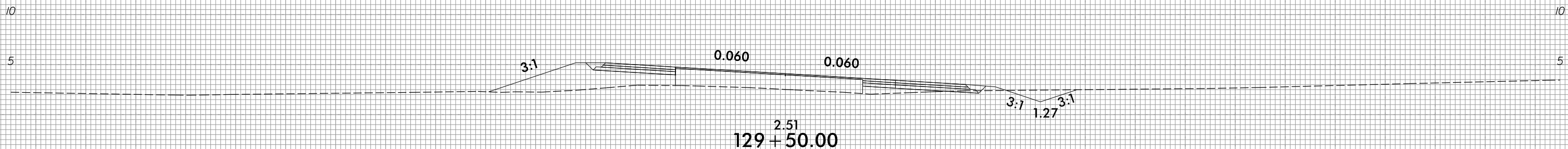
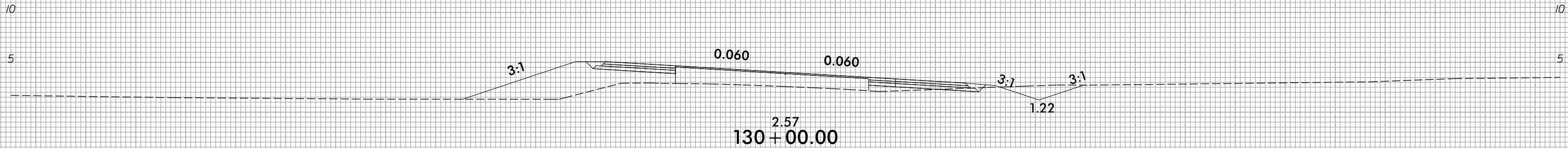
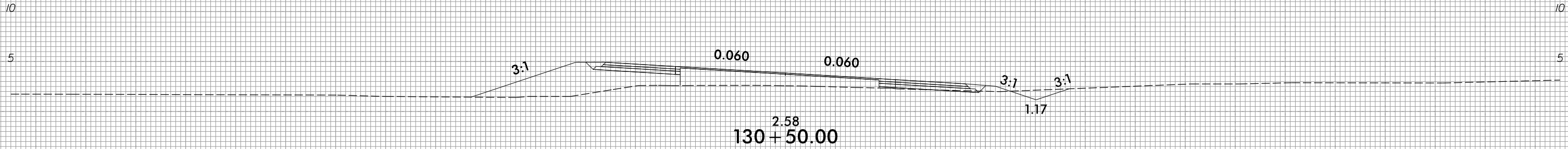
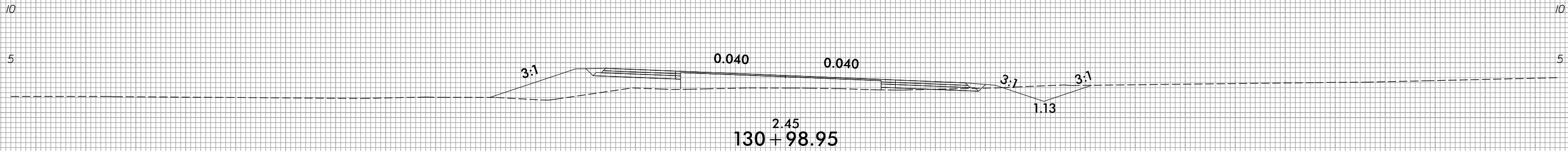


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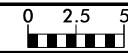


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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-58

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

10 10

5 5

10 10

5 5

10 10

5 5

10 10

5 5

10 10

5 5

10 10

5 5

10 10

5 5

10 10

5 5

10 10

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

2.75  
133 + 88.11

2.63  
133 + 50.00

2.35  
133 + 00.00

2.26  
132 + 50.00

2.37  
132 + 00.00

2.56  
131 + 55.98

3:1

3:1

3:1

3:1

3:1

3:1

3:1

3:1

3:1

3:1

3:1

3:1

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3:1

3:1

3:1

3:1

3:1

3:1

3:1

3:1

0.060

0.060

0.060

0.060

0.060

0.060

0.060

0.060

0.060

0.060

0.043

0.043

1.08

1.12

1.17

1.22

1.27

1.31

0.84

0.87

0.92

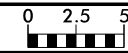
0.97

1.02

1.07

UNDERCUT EXCAVATION

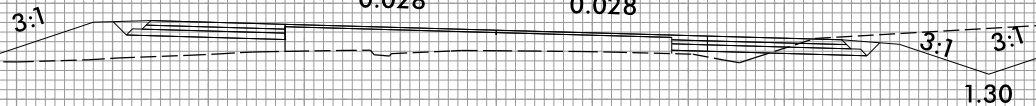
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6/23/16



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10 10

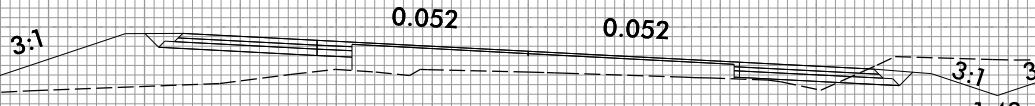
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2.52  
136 + 50.00

10 10

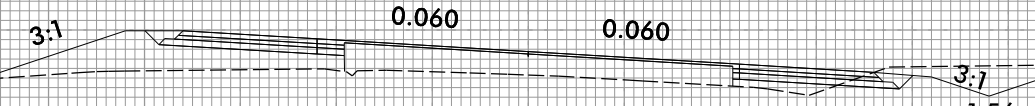
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2.66  
136 + 00.00

10 10

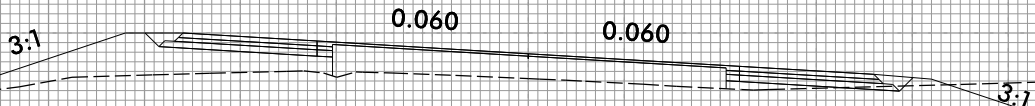
5 5



2.66  
135 + 50.00

10 10

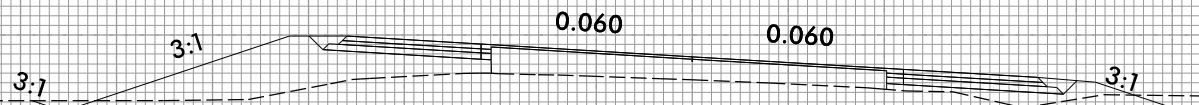
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2.62  
135 + 00.00

10 10

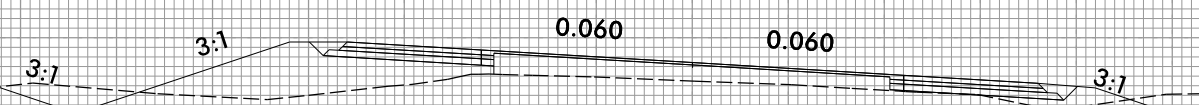
5 5



2.65  
134 + 50.00

10 10

5 5

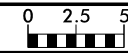


2.74  
133 + 95.79

10 10

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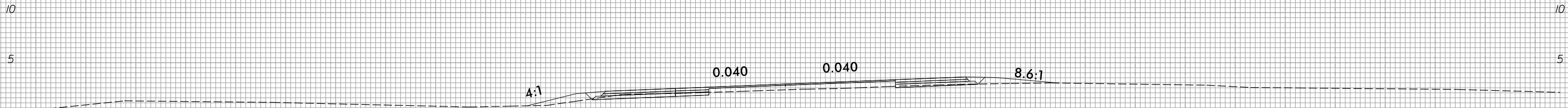
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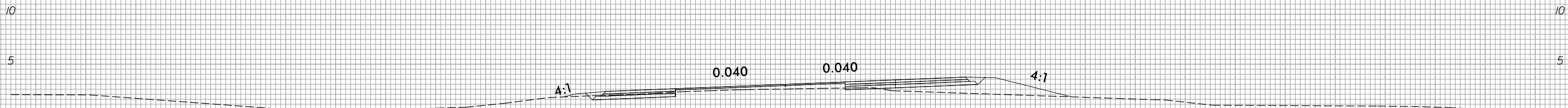
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-60

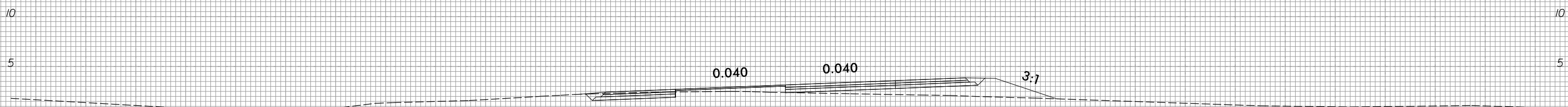
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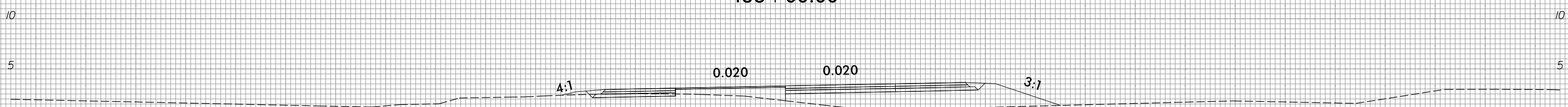
2.29  
139 + 00.00



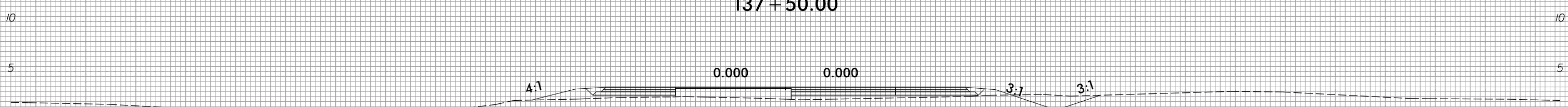
2.53  
138 + 50.00



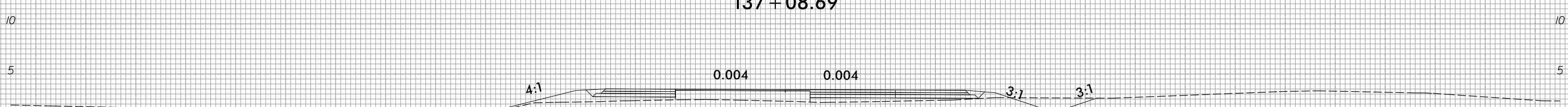
2.38  
138 + 00.00



1.82  
137 + 50.00



2.24  
137 + 08.69

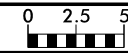


2.28  
137 + 00.00



75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

10 10

5 5

2:1 0.020 0.020 8:1

2.90  
141+50.00

10 10

5 5

2:1 0.020 0.020

2.91  
141+00.00

10 10

5 5

2:1 0.020 0.020

2.50  
140+50.00

10 10

5 5

2:1 0.020 0.007

2.62  
140+15.58

10 10

5 5

2:1 0.020 0.000

2.62  
140+00.00

10 10

5 5

4:1 0.024 0.024

2.36  
139+50.00

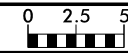
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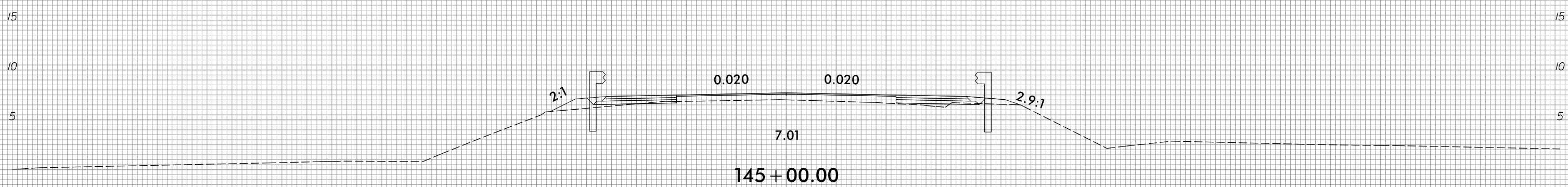
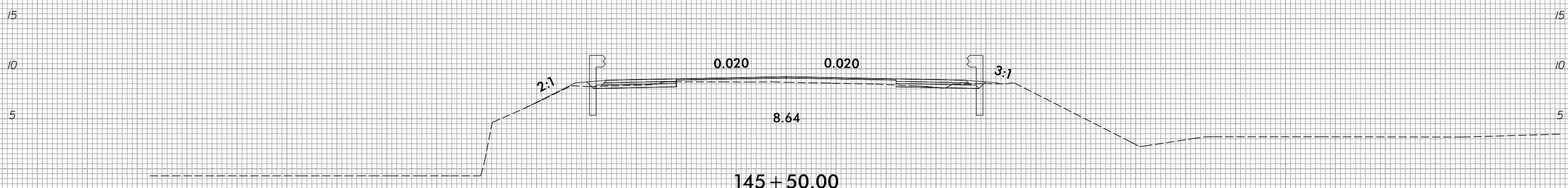
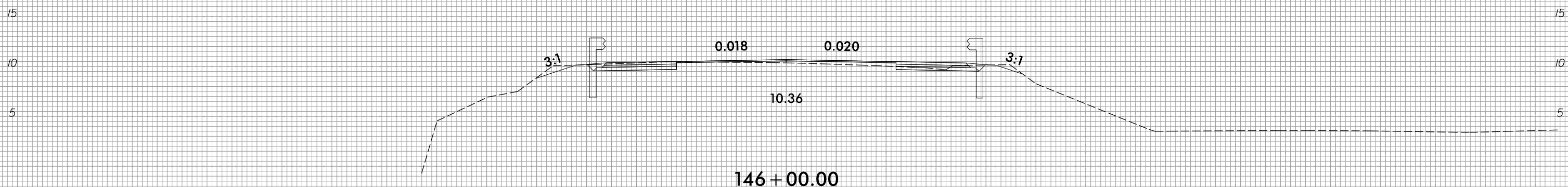
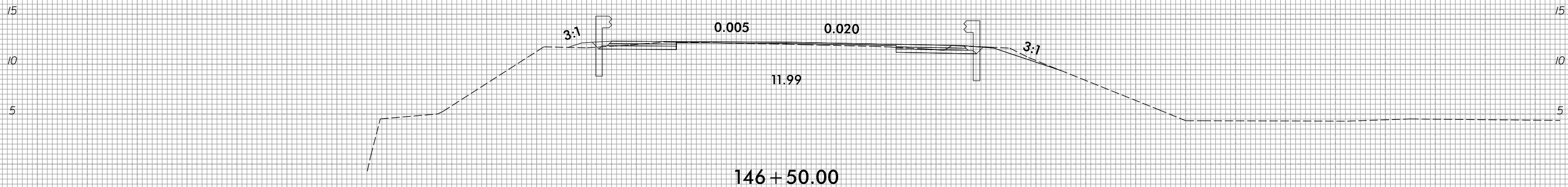


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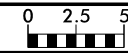
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-63

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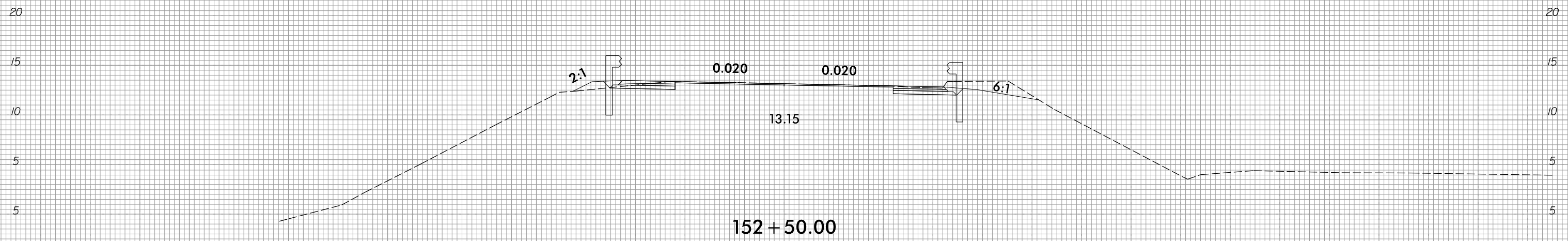


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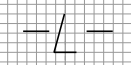
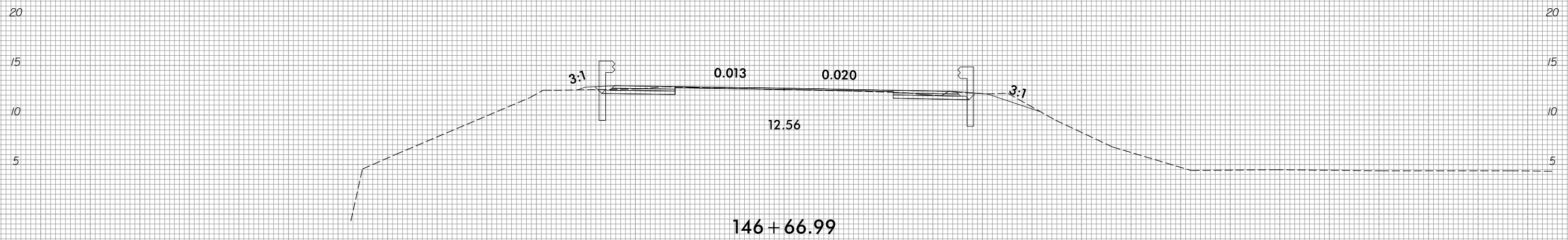
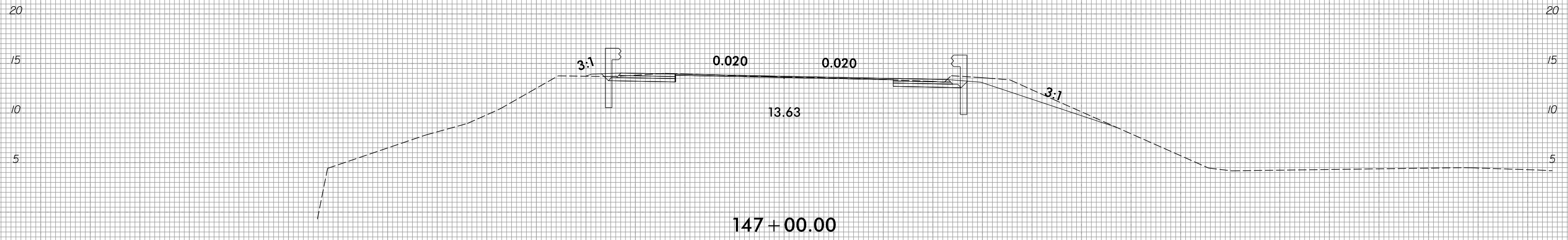


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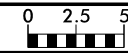


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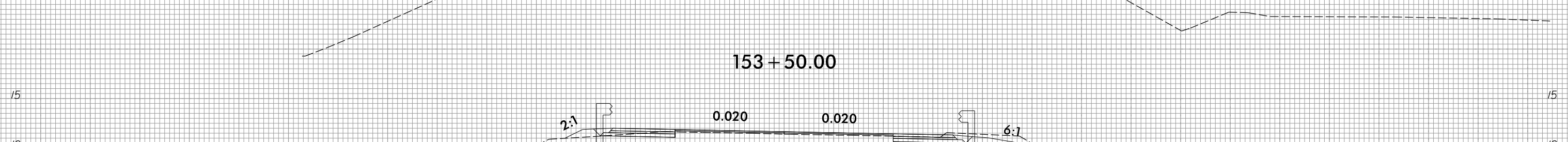
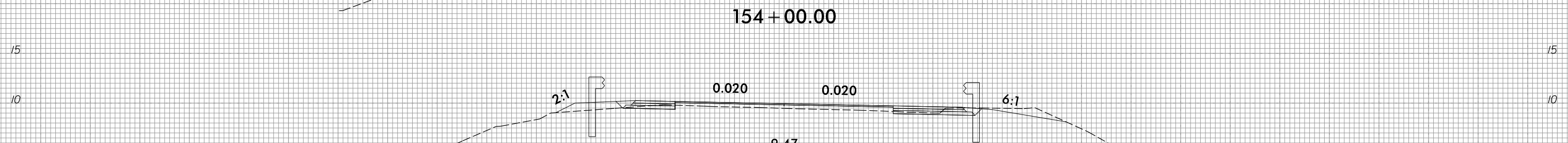
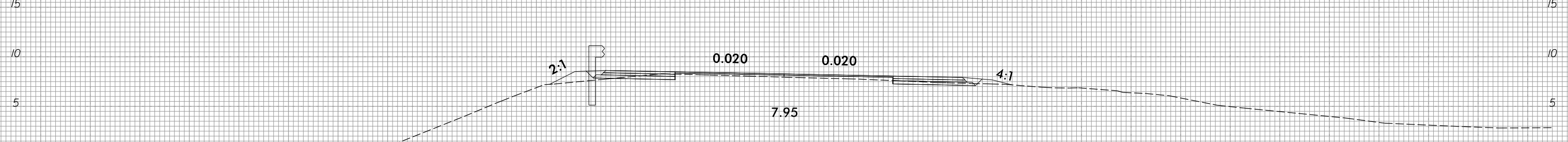
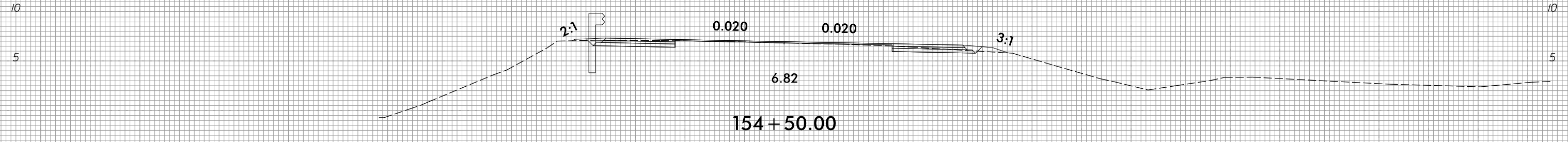
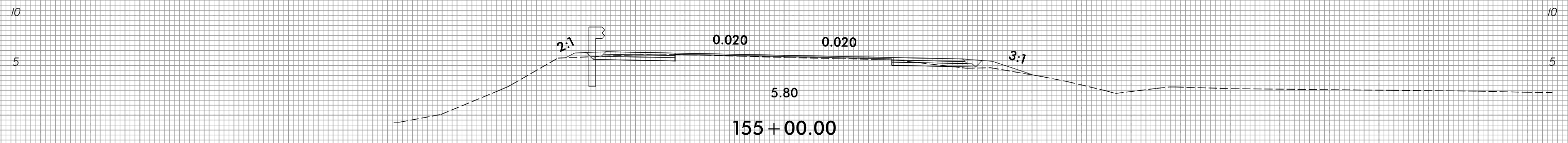
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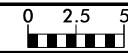


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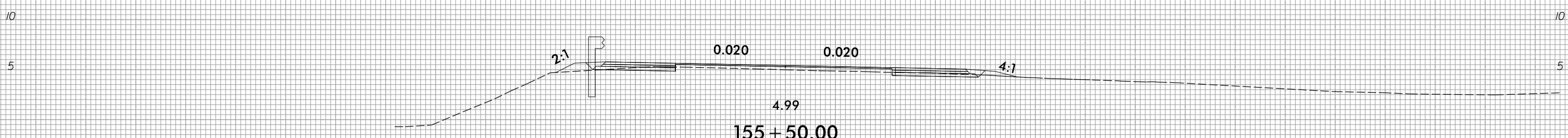
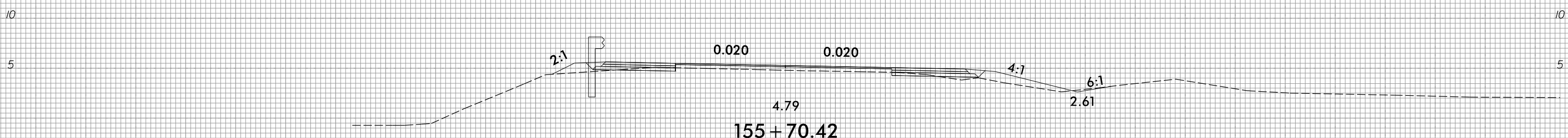
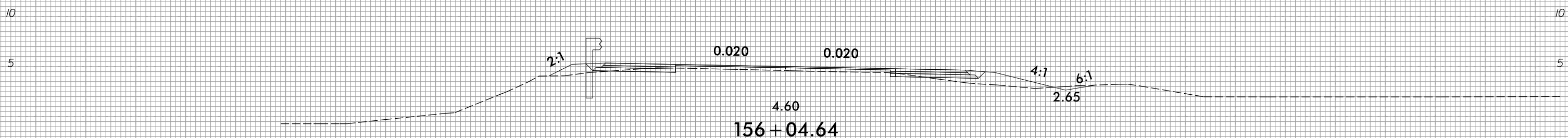
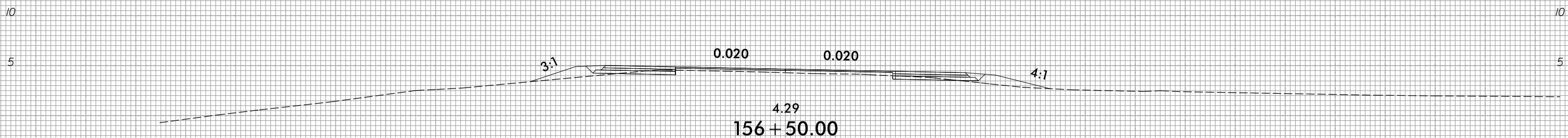
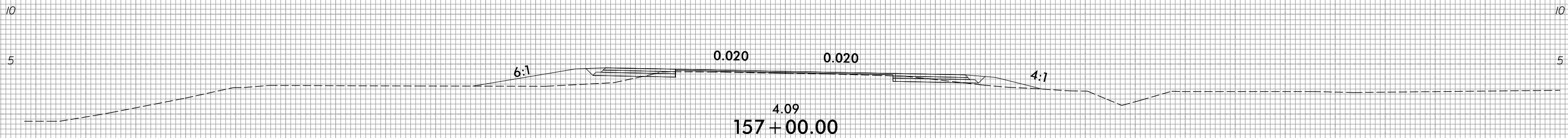
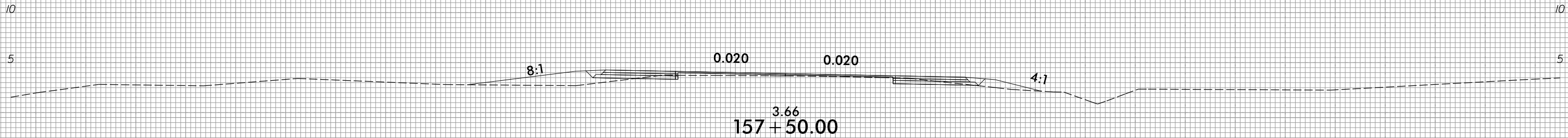
6/23/16



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-66

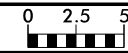
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6/23/16

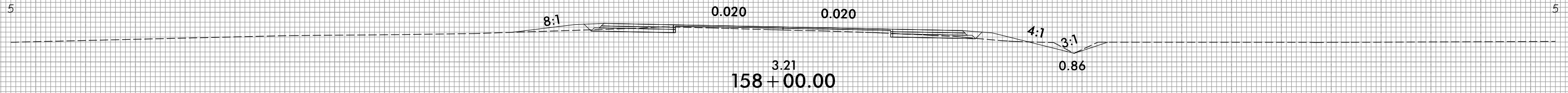
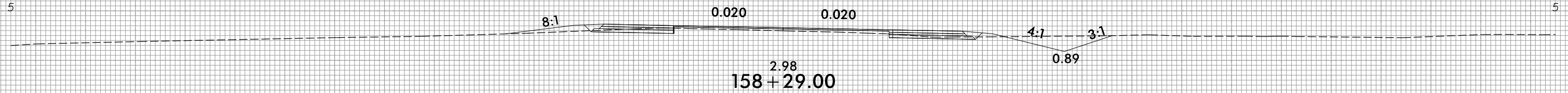
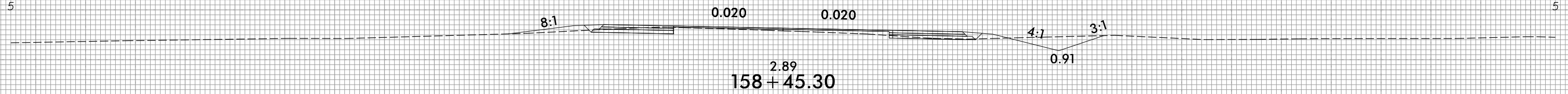
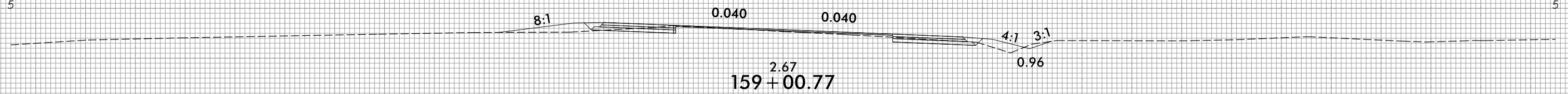
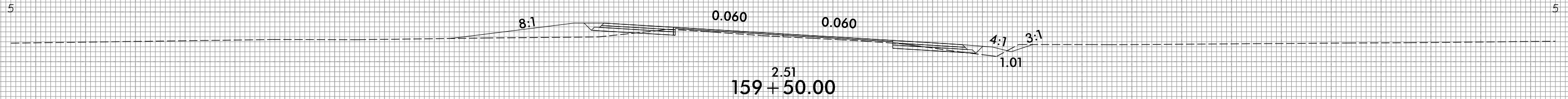
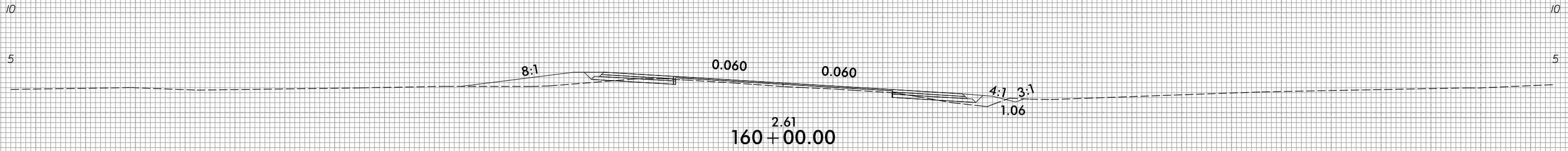
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-67

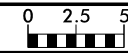
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6/23/16

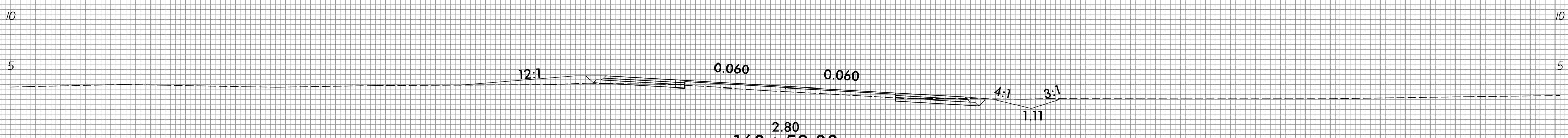
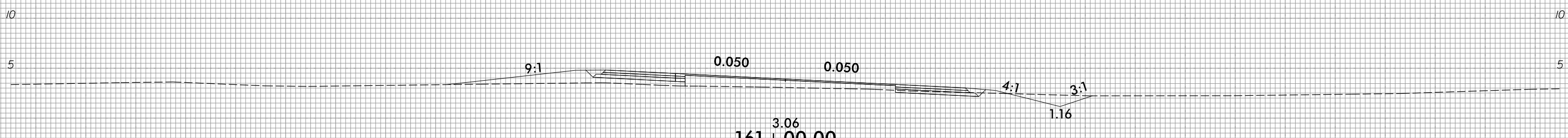
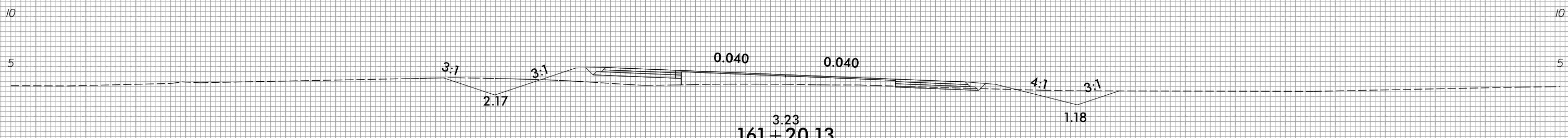
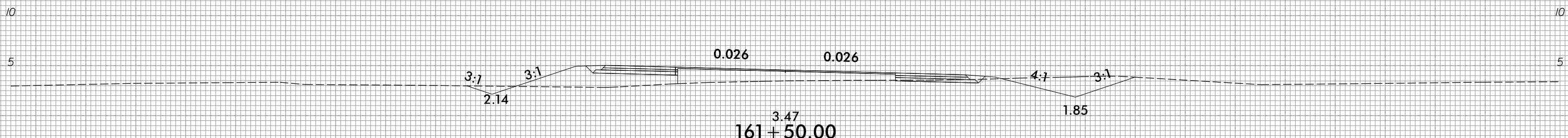
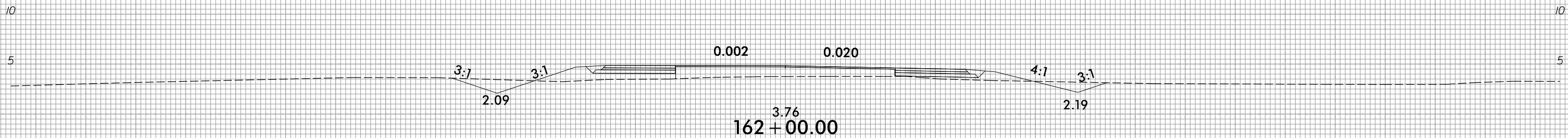
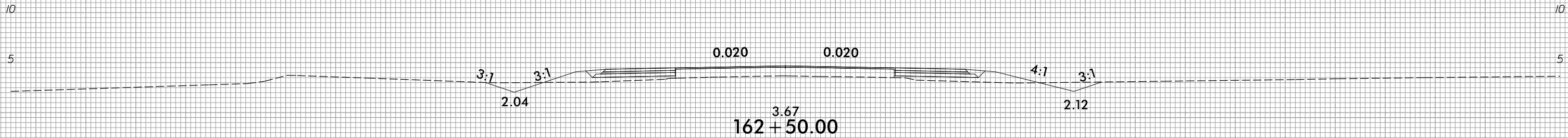
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R-5014

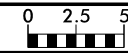
SHEET NO.  
X-68

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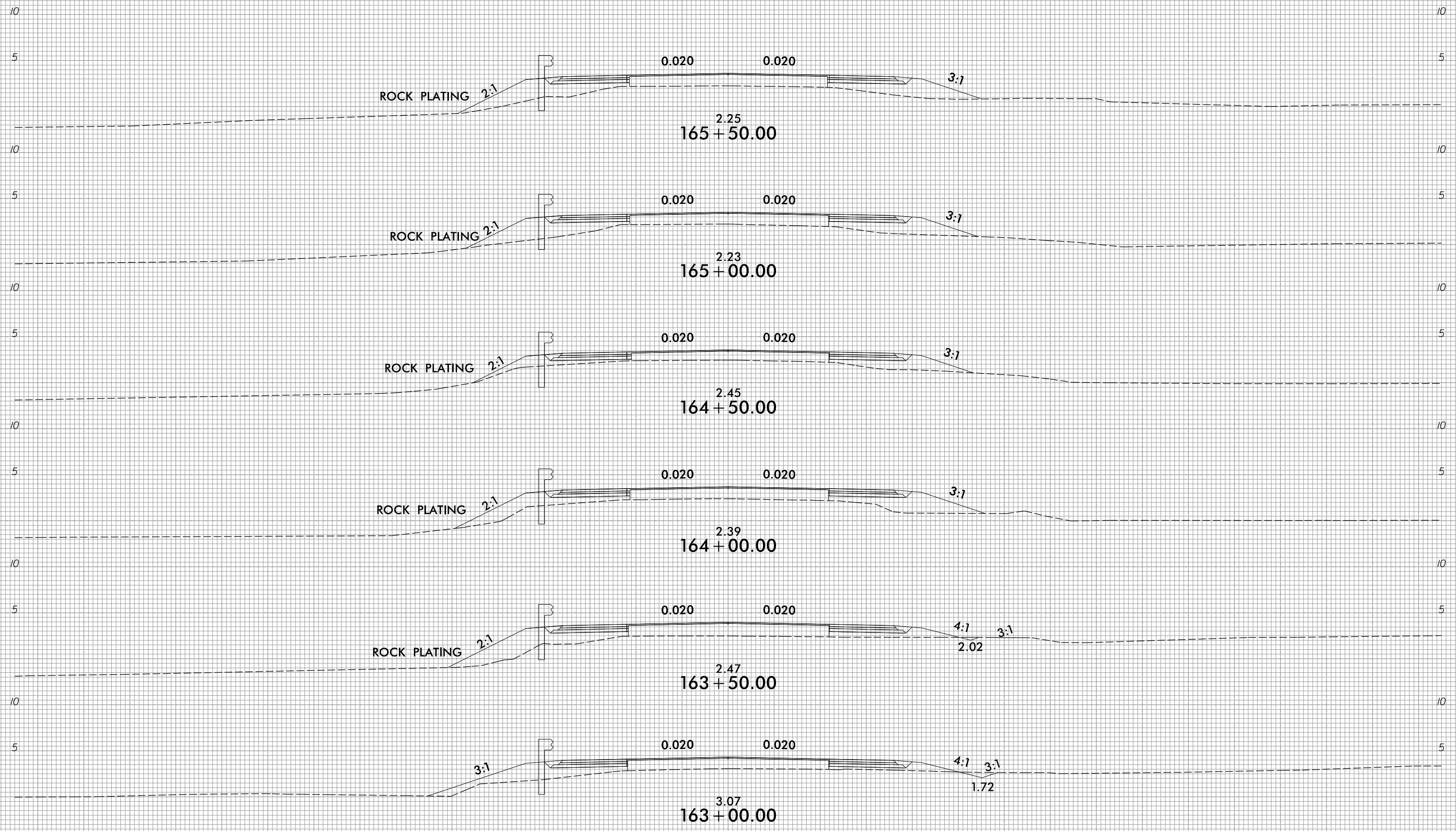


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6/23/16

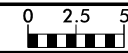


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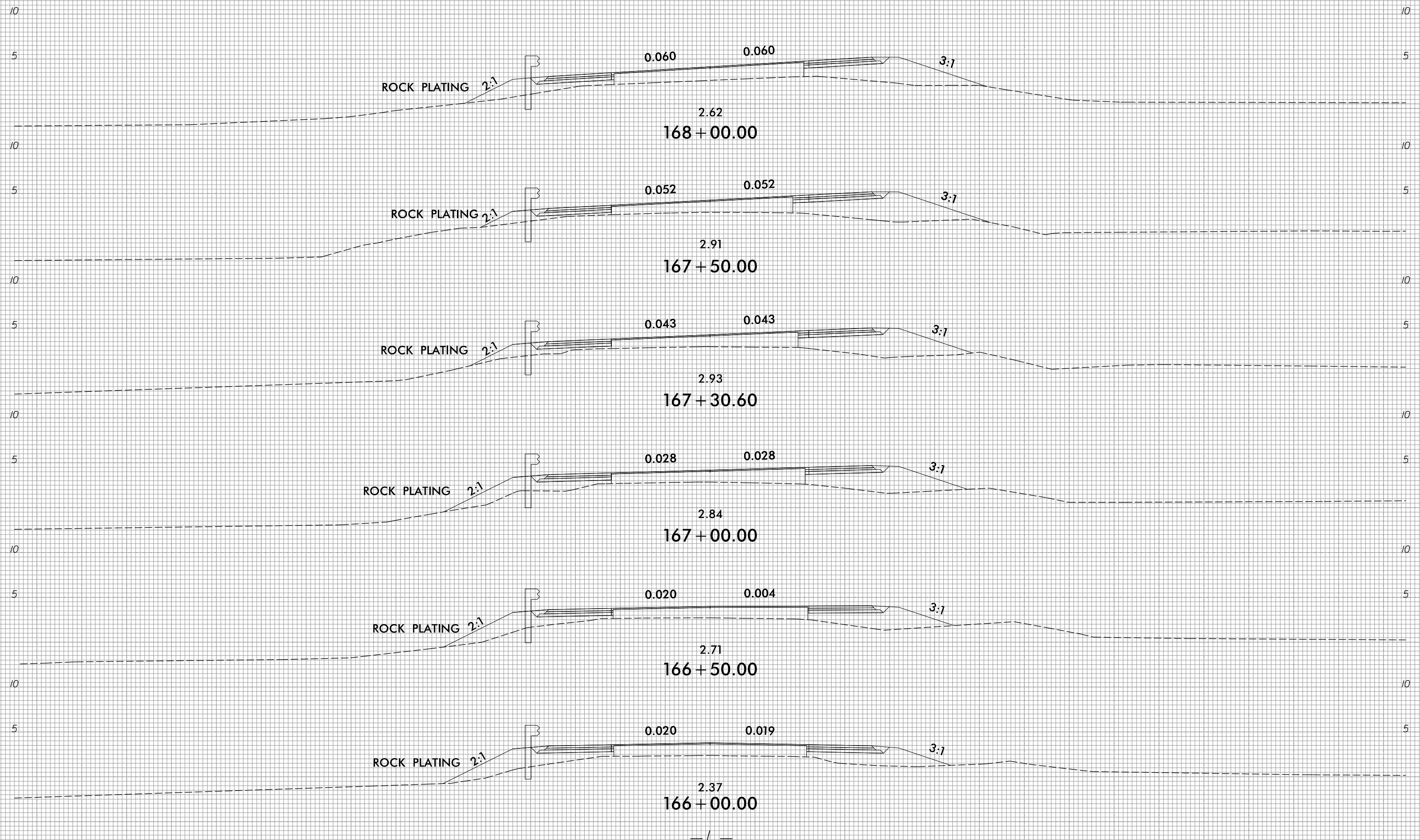


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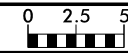




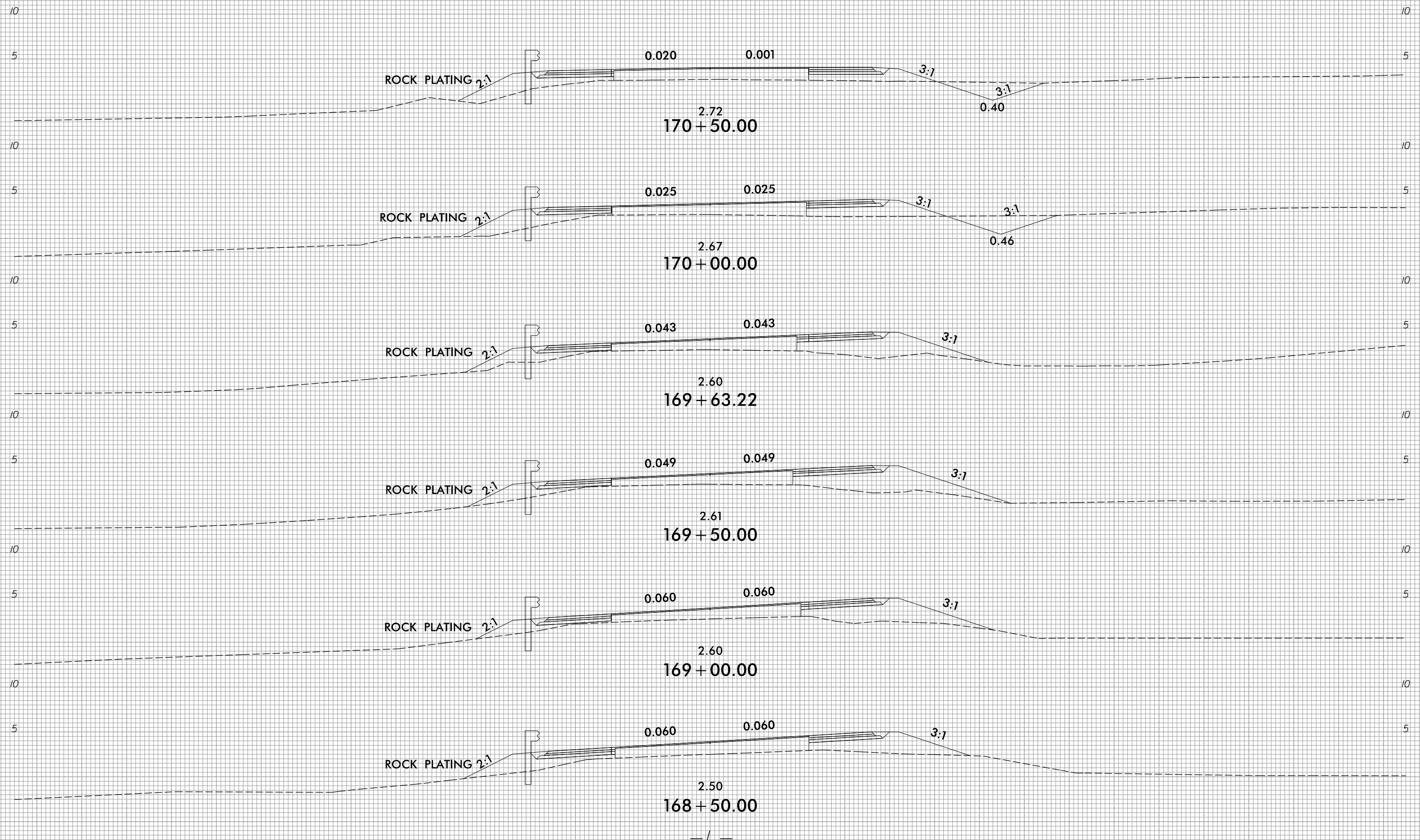
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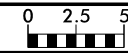
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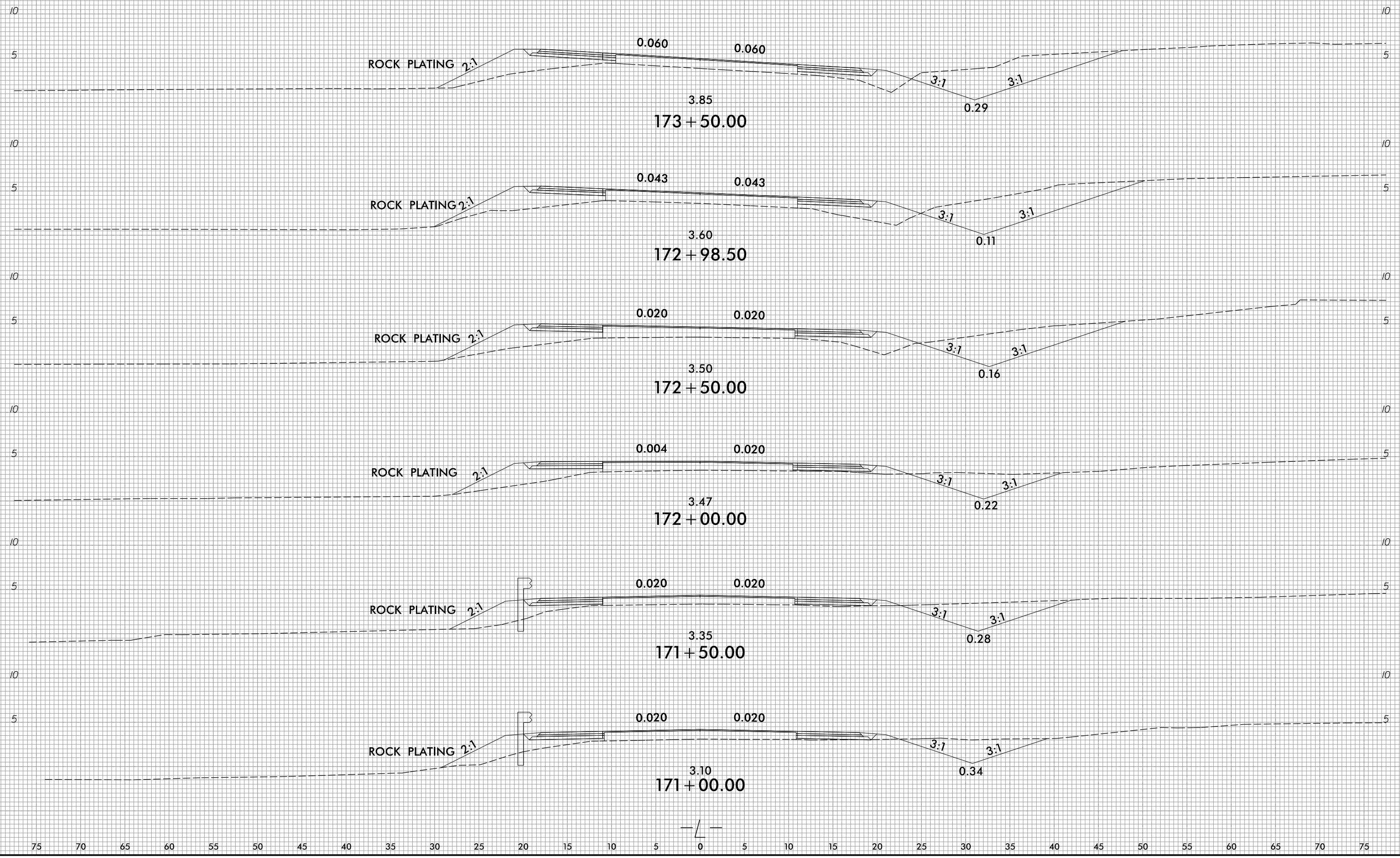
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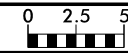


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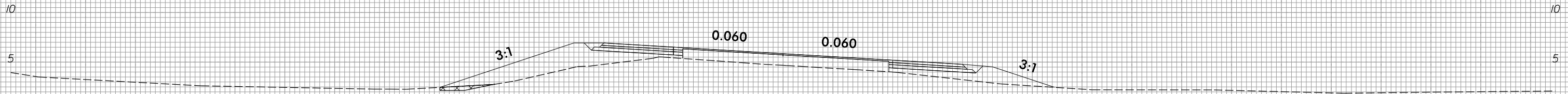
6/23/16



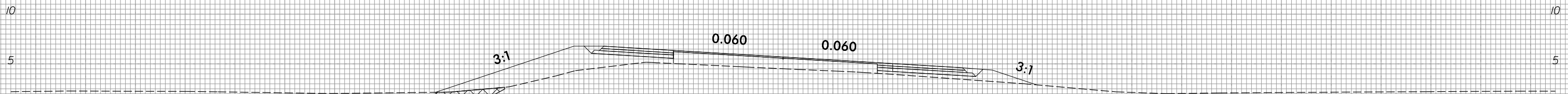
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-73

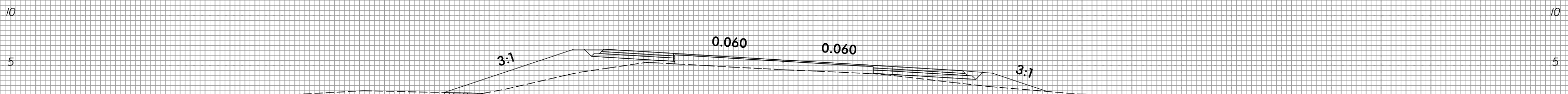
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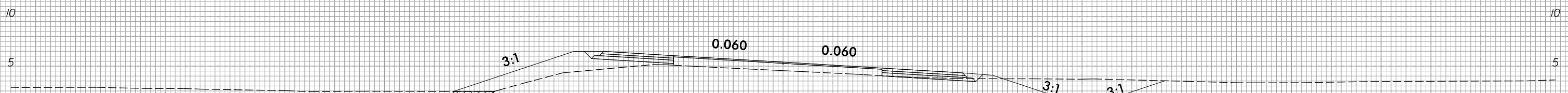
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176 + 50.00



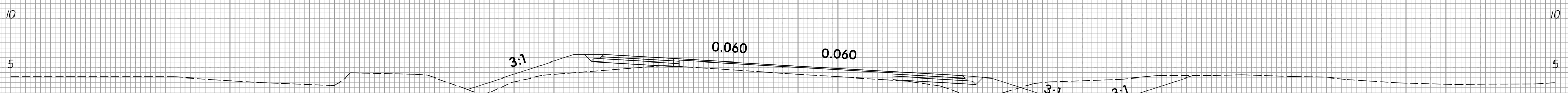
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176 + 00.00



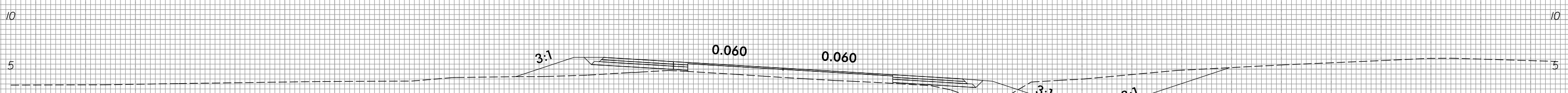
4.58  
175 + 50.00



4.55  
175 + 00.00



4.41  
174 + 50.00



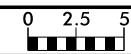
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174 + 00.00



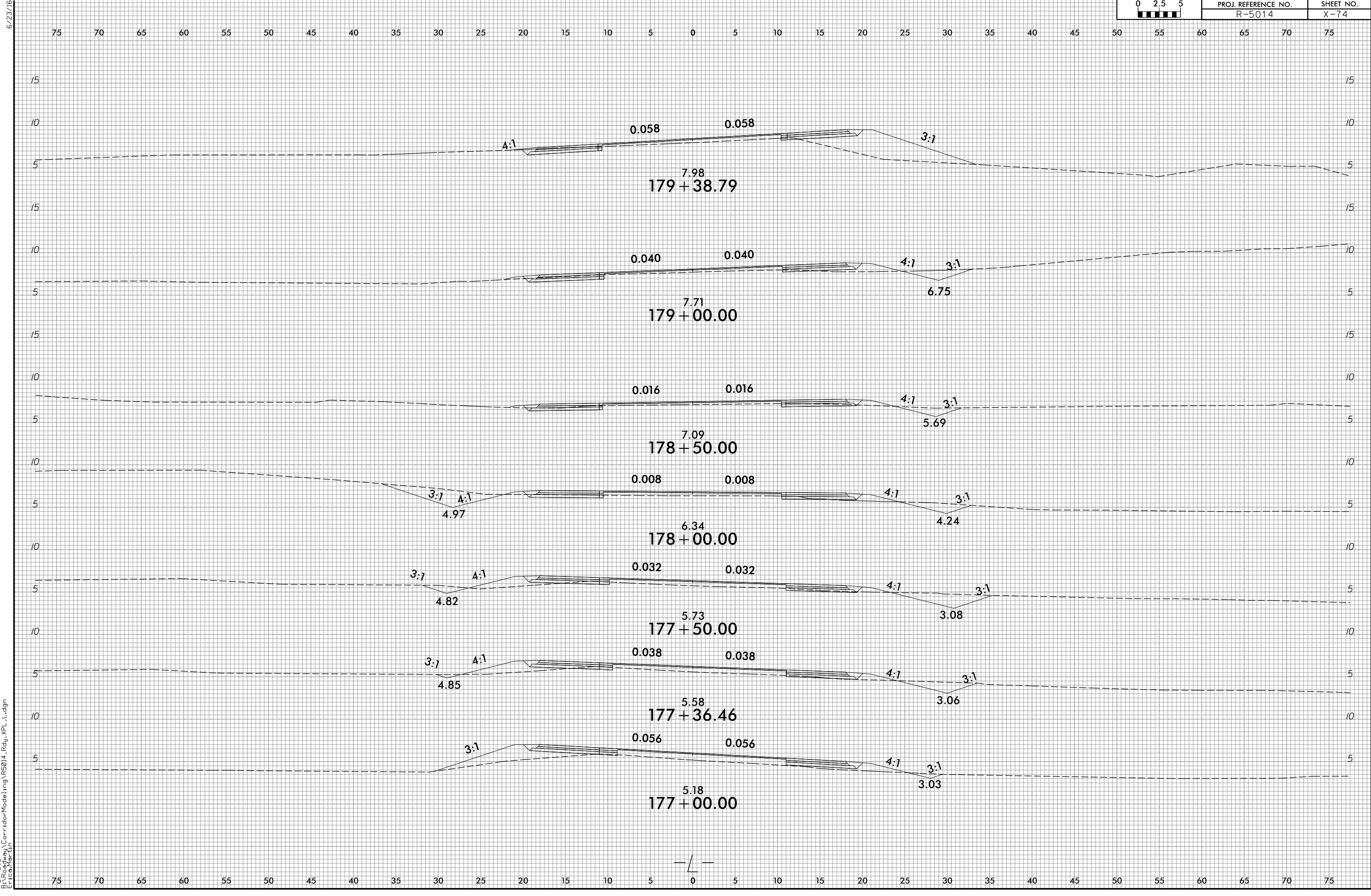
UNDERCUT EXCAVATION

10/31/2018  
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KATZ

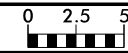
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-74



1/27/2021  
E:\Roadway\Corridor-Modeling\RS014\_Rdy\_XPL.dgn  
Erica.Warburton



75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

15 15

10 10

5 5

0.048 0.048  
7.93  
182 + 00.00

4:1

4:1

15 15

10 10

5 5

0.060 0.060  
7.87  
181 + 50.00

3:1

15 15

10 10

5 5

10:1 10:1  
5.92

0.060 0.060  
7.77  
181 + 00.00

3:1

15 15

10 10

5 5

10:1 10:1  
5.96

0.060 0.060  
7.85  
180 + 50.00

4:1

15 15

10 10

5 5

4:1

0.060 0.060  
7.92  
180 + 00.00

3:1

15 15

10 10

5 5

4:1

0.060 0.060  
8.04  
179 + 50.00

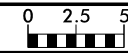
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15 15

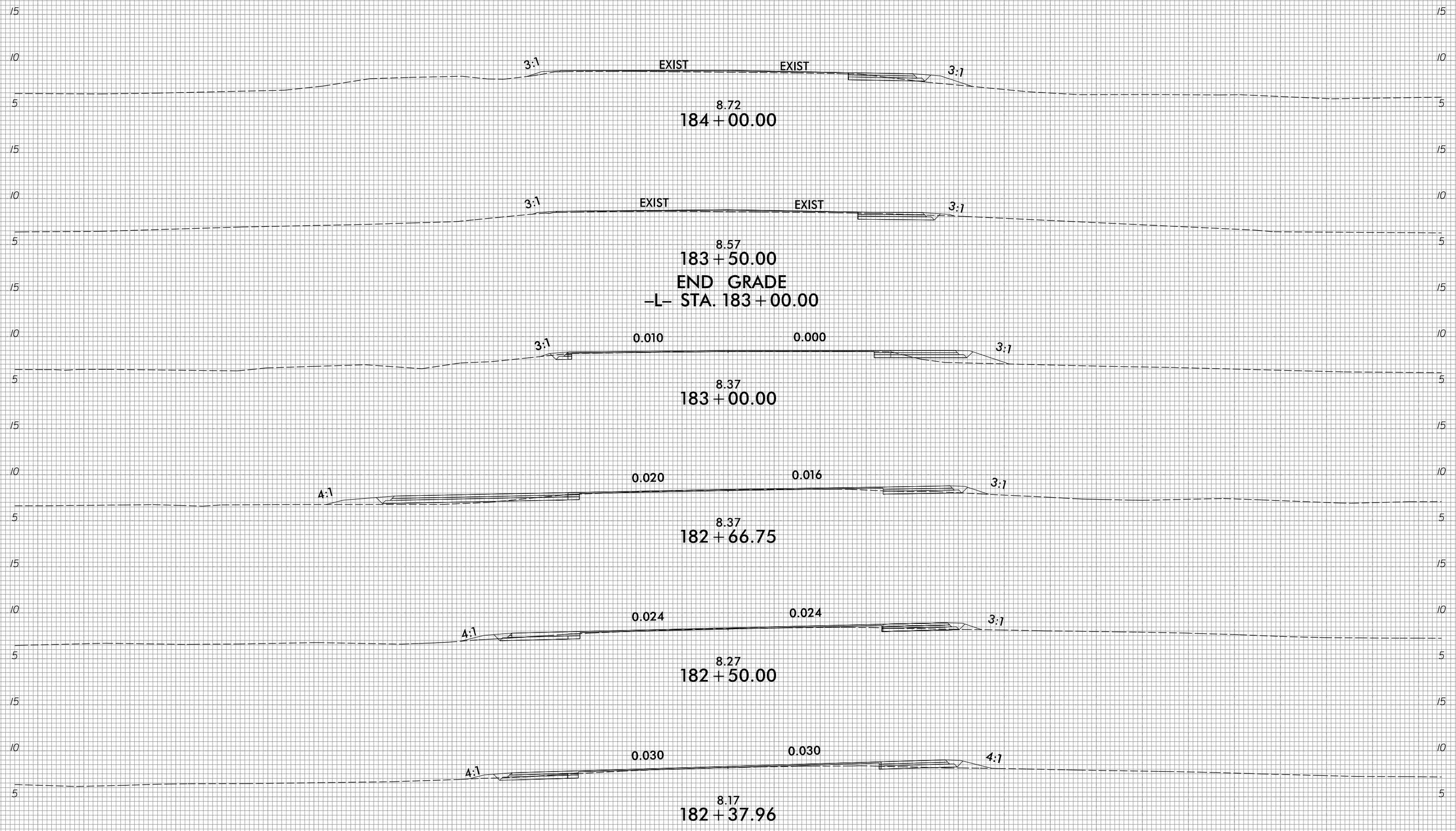
10 10

5 5

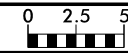
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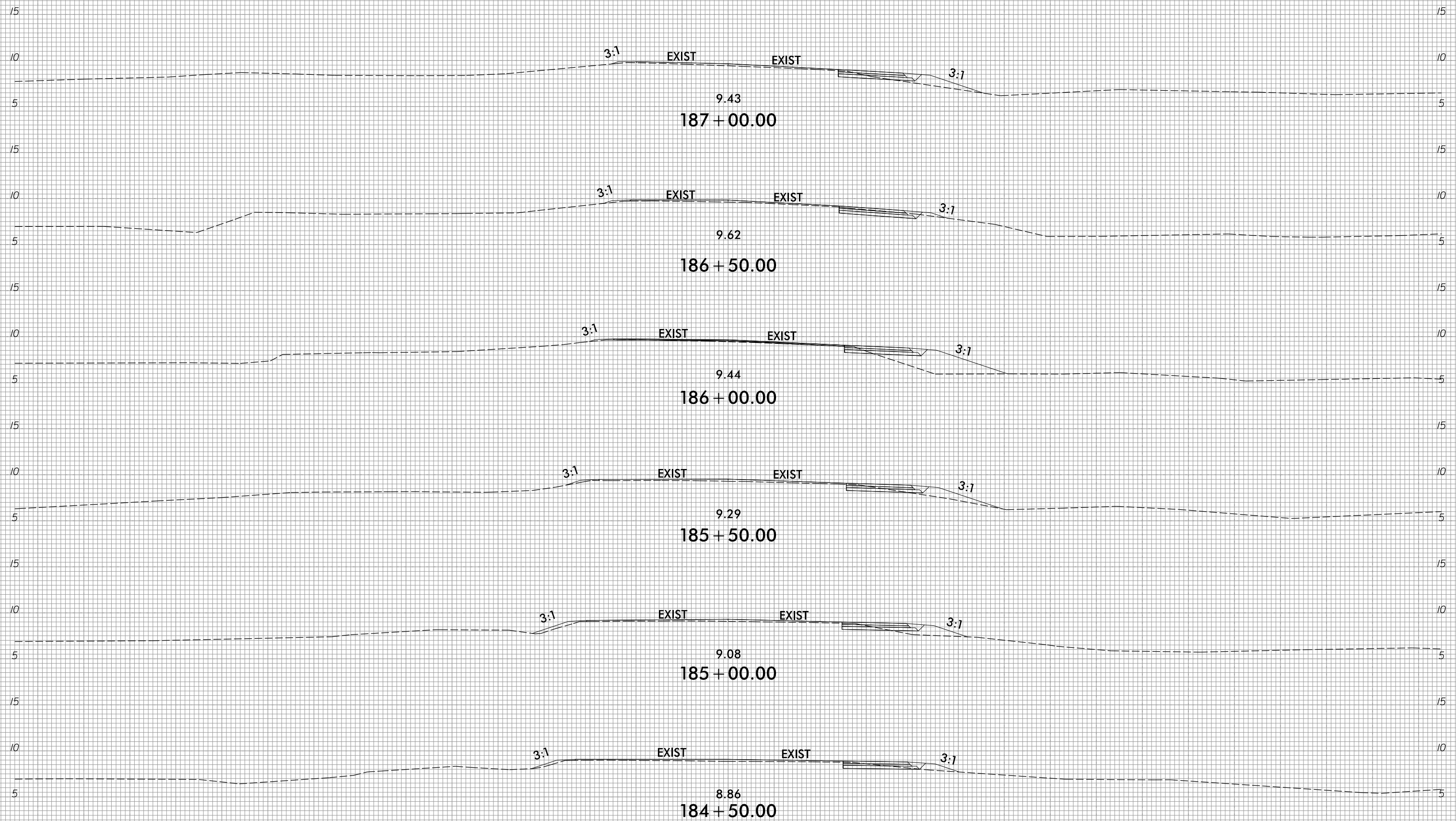
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

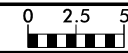


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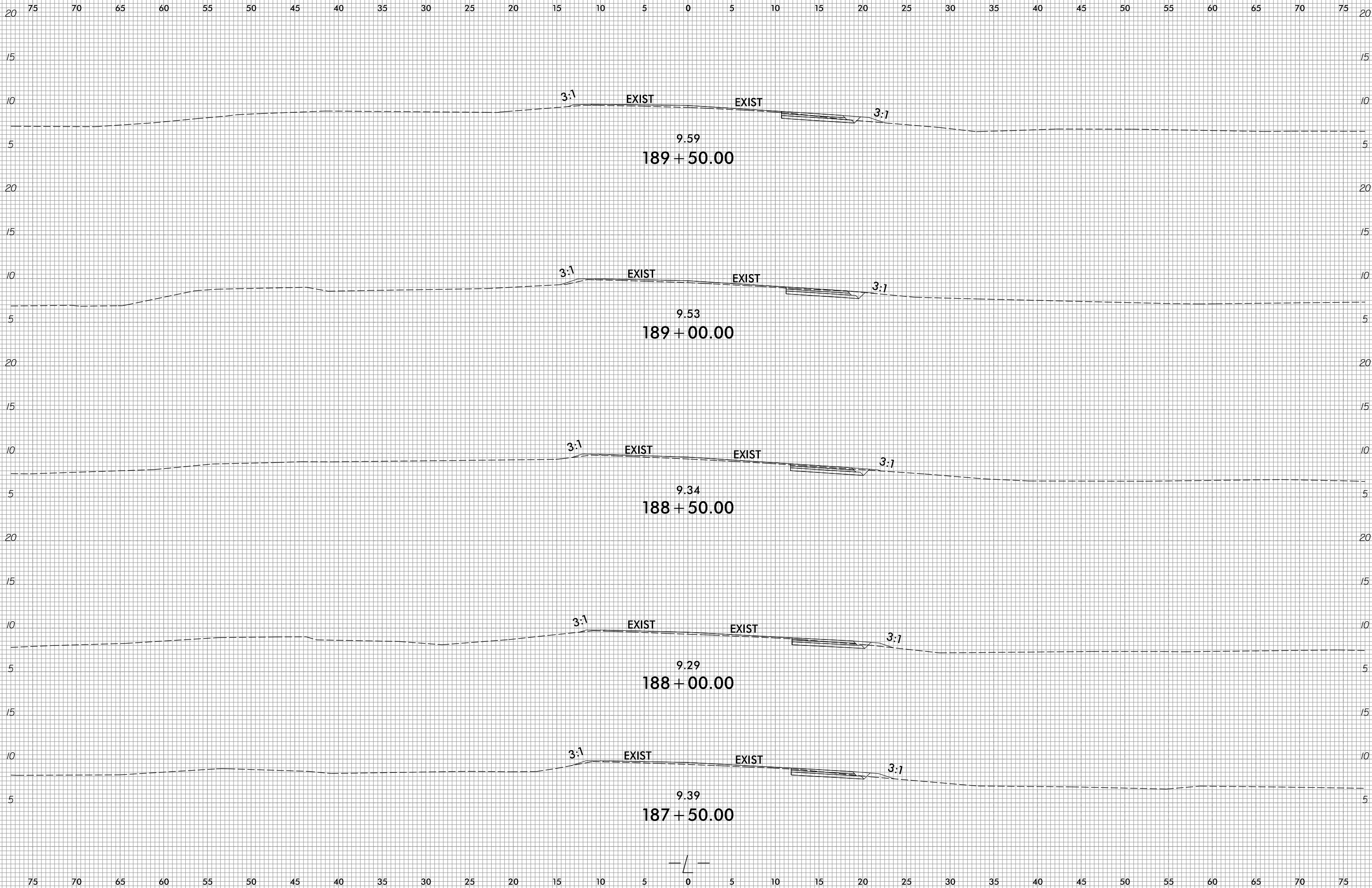


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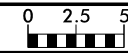


PROJ. REFERENCE NO.  
R-5014

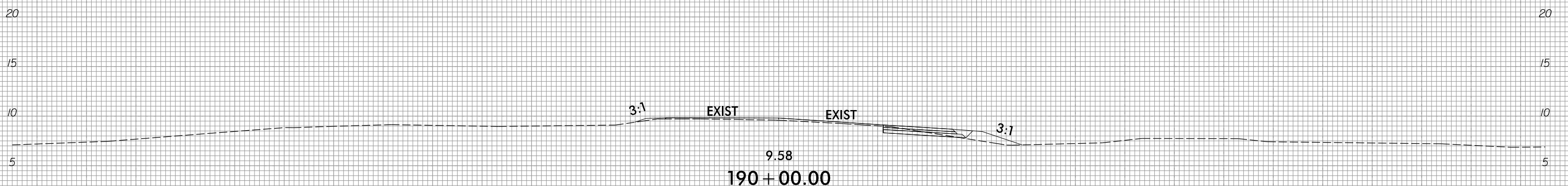
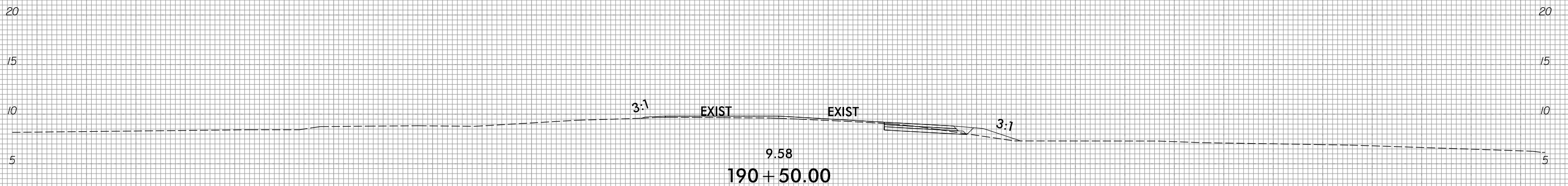
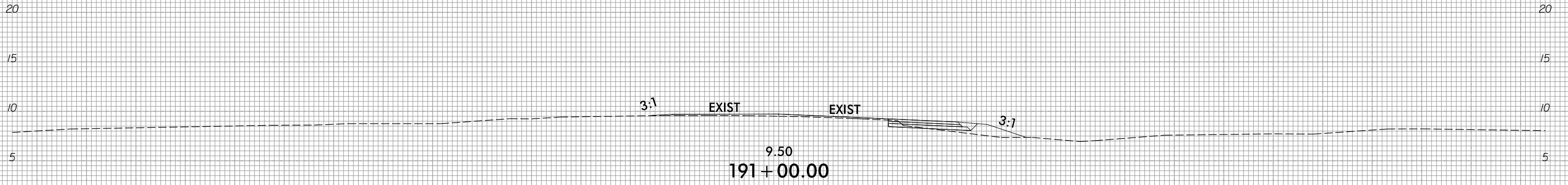
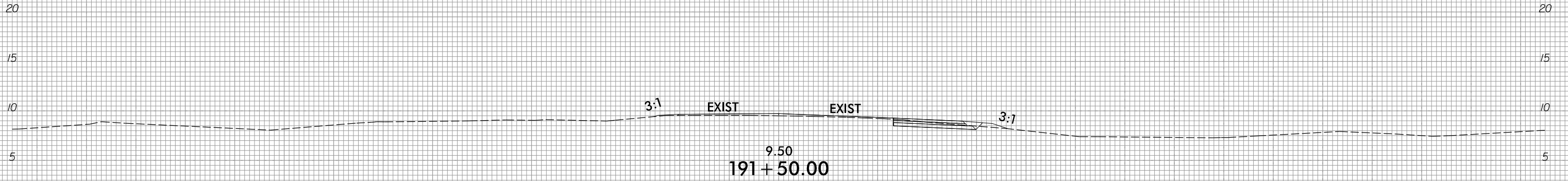
SHEET NO.  
X-78



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KATZ



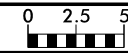
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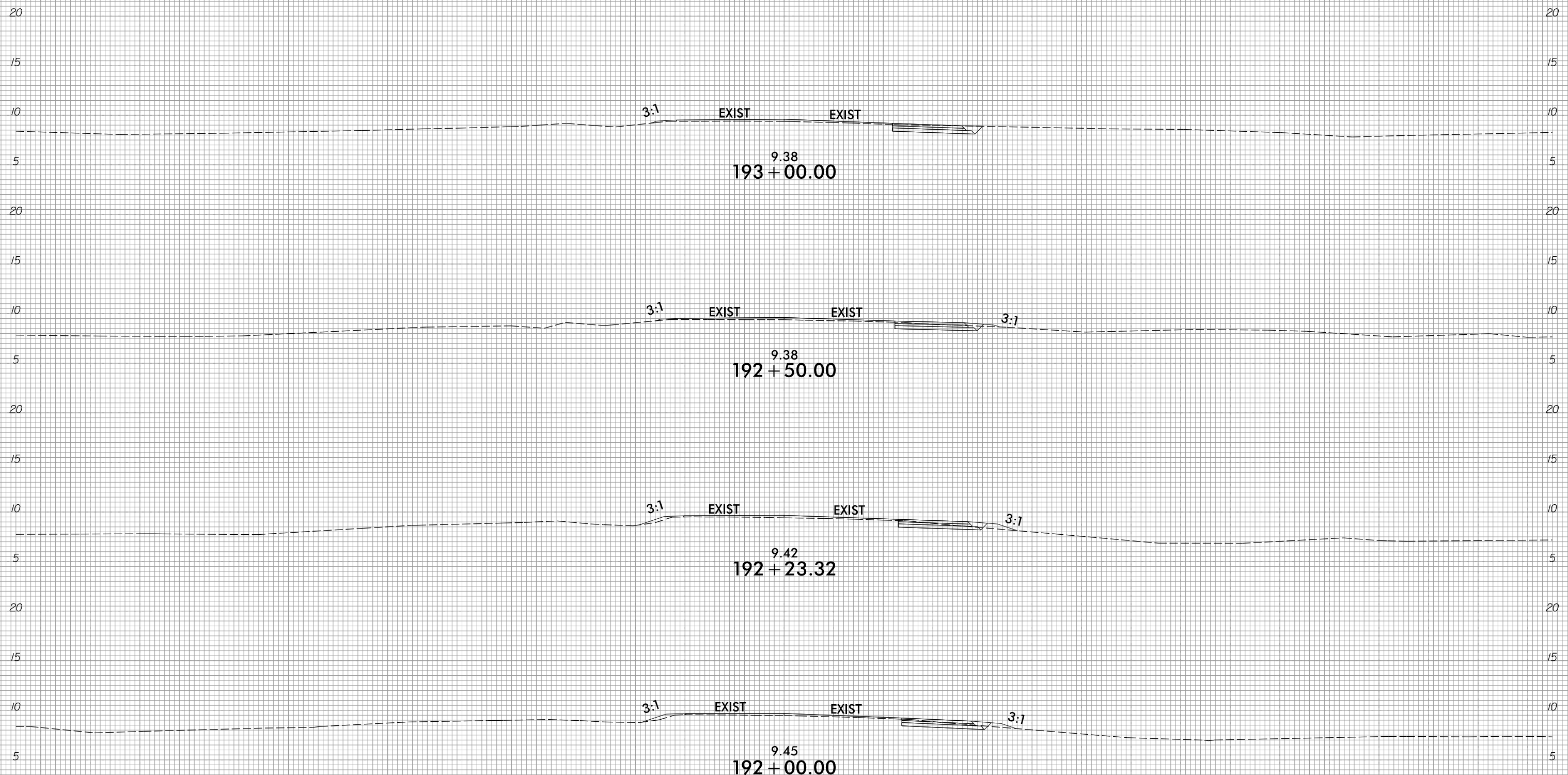


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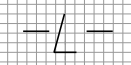
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-80

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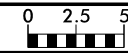


75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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 241022



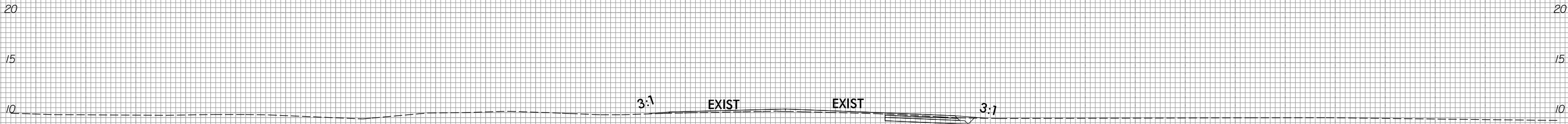
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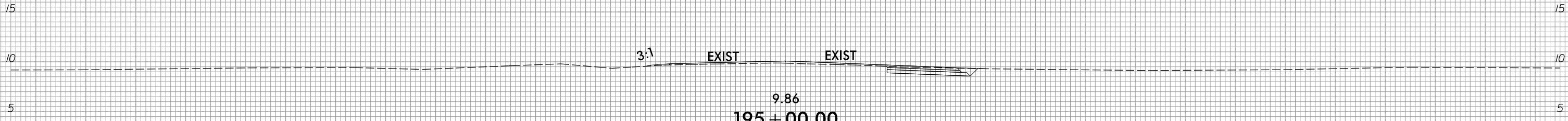
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-81

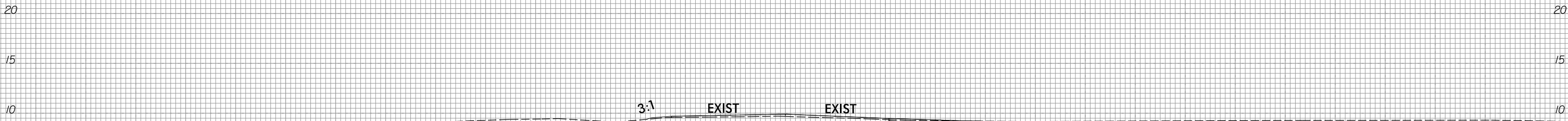
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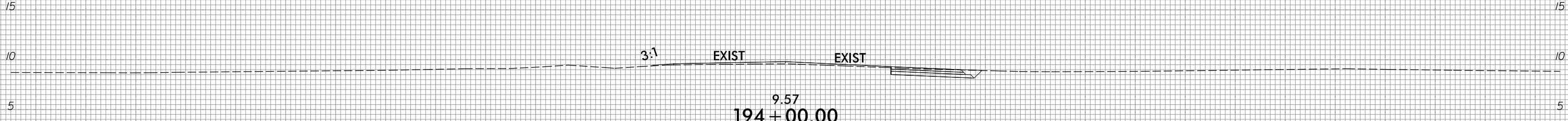
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195 + 50.00



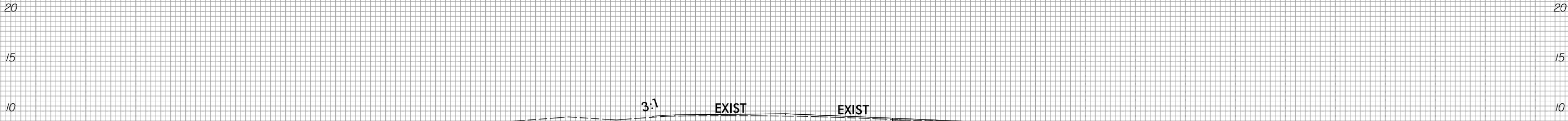
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195 + 00.00



9.68  
194 + 50.00



9.57  
194 + 00.00

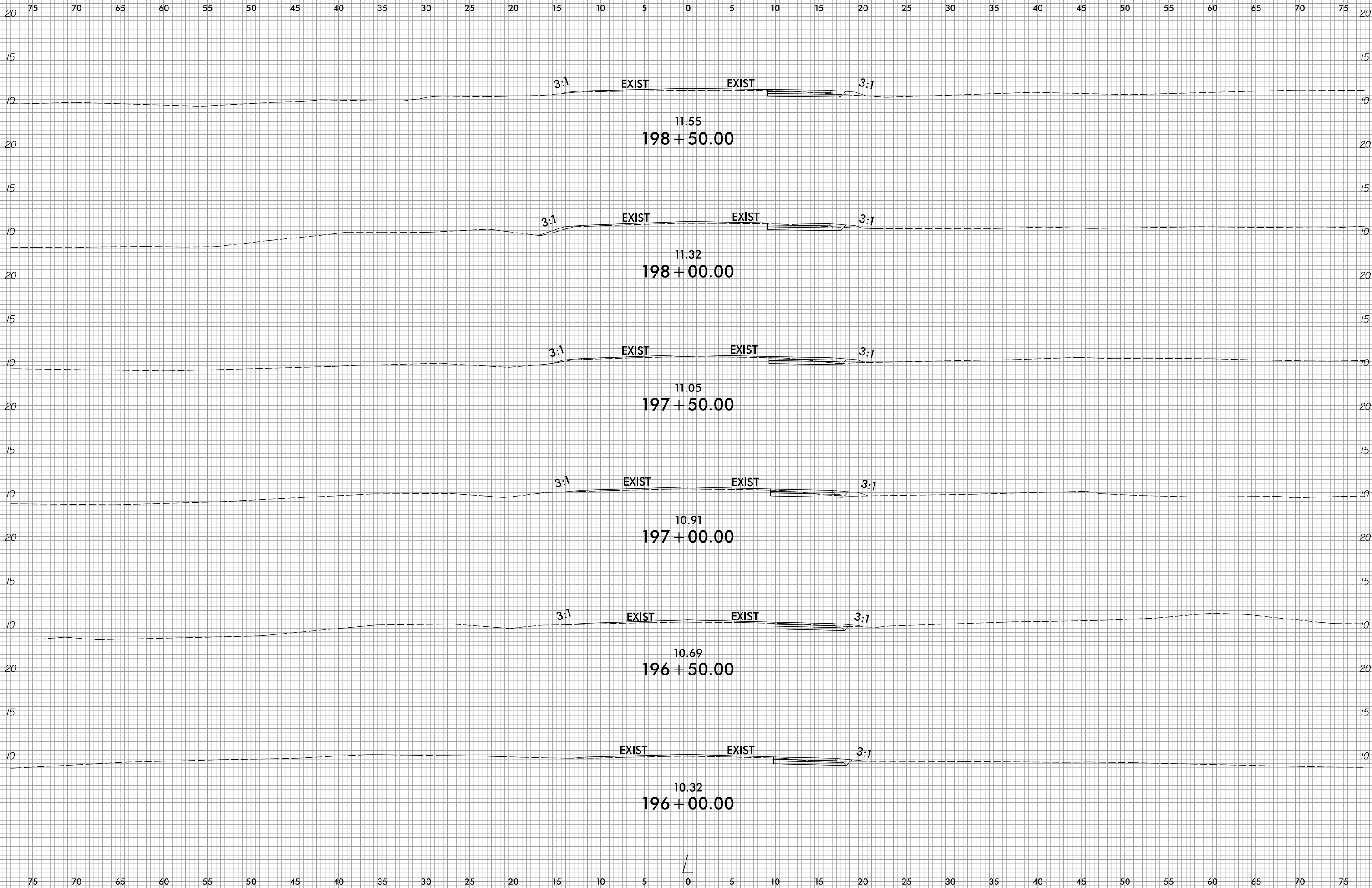
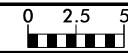


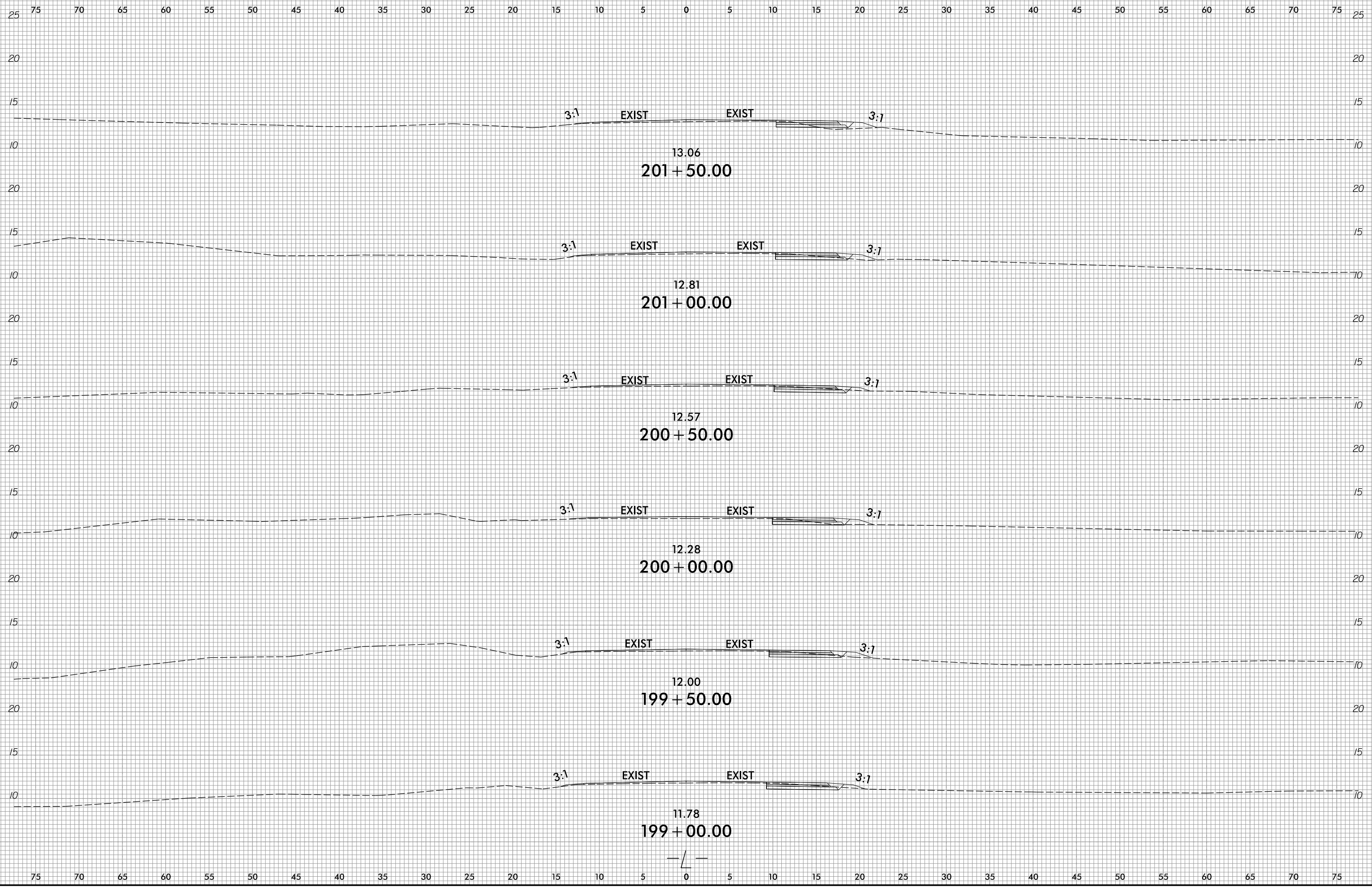
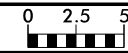
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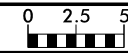


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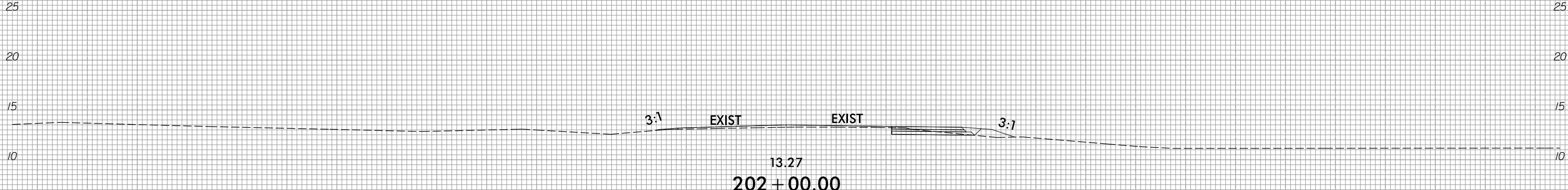
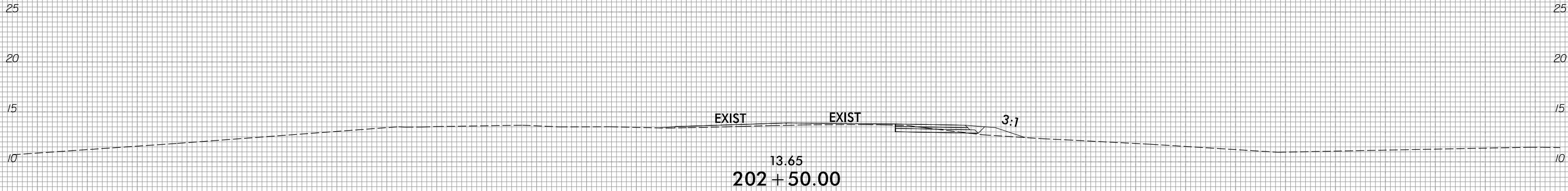
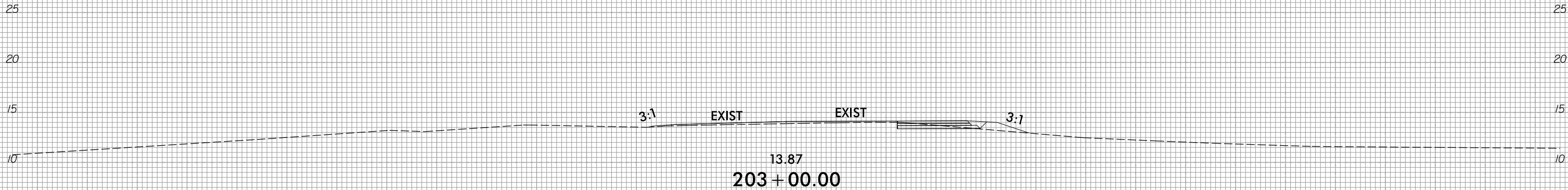
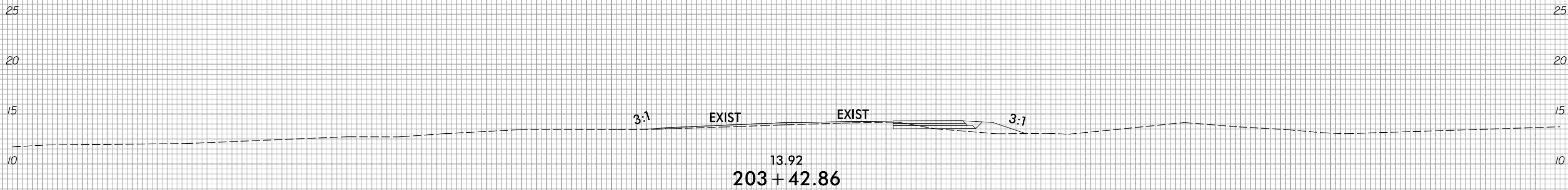
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KATZ



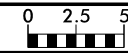




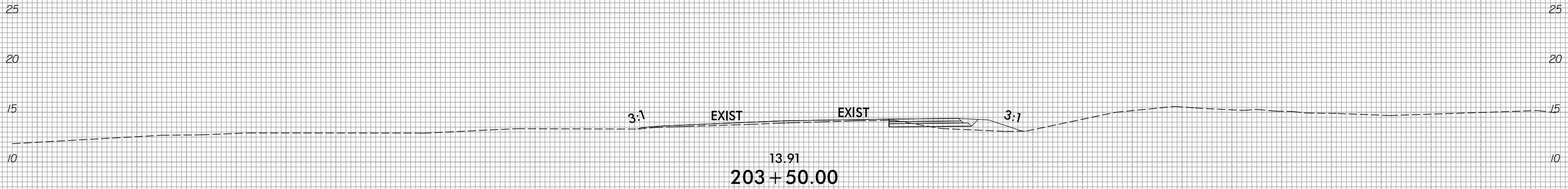
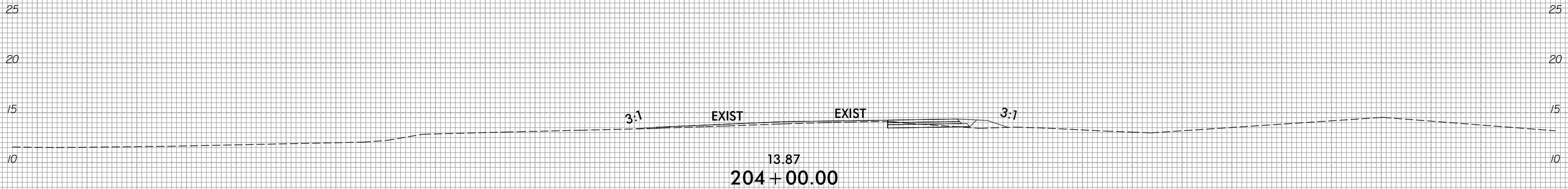
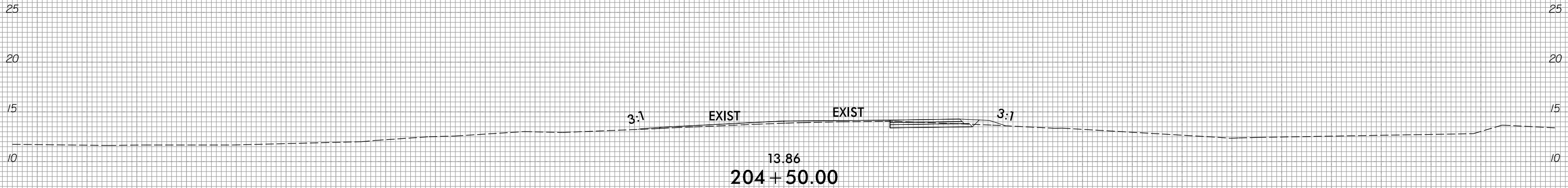
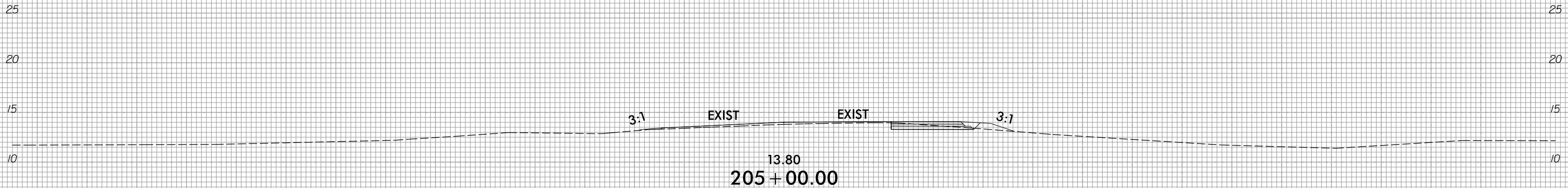
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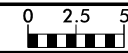


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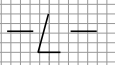
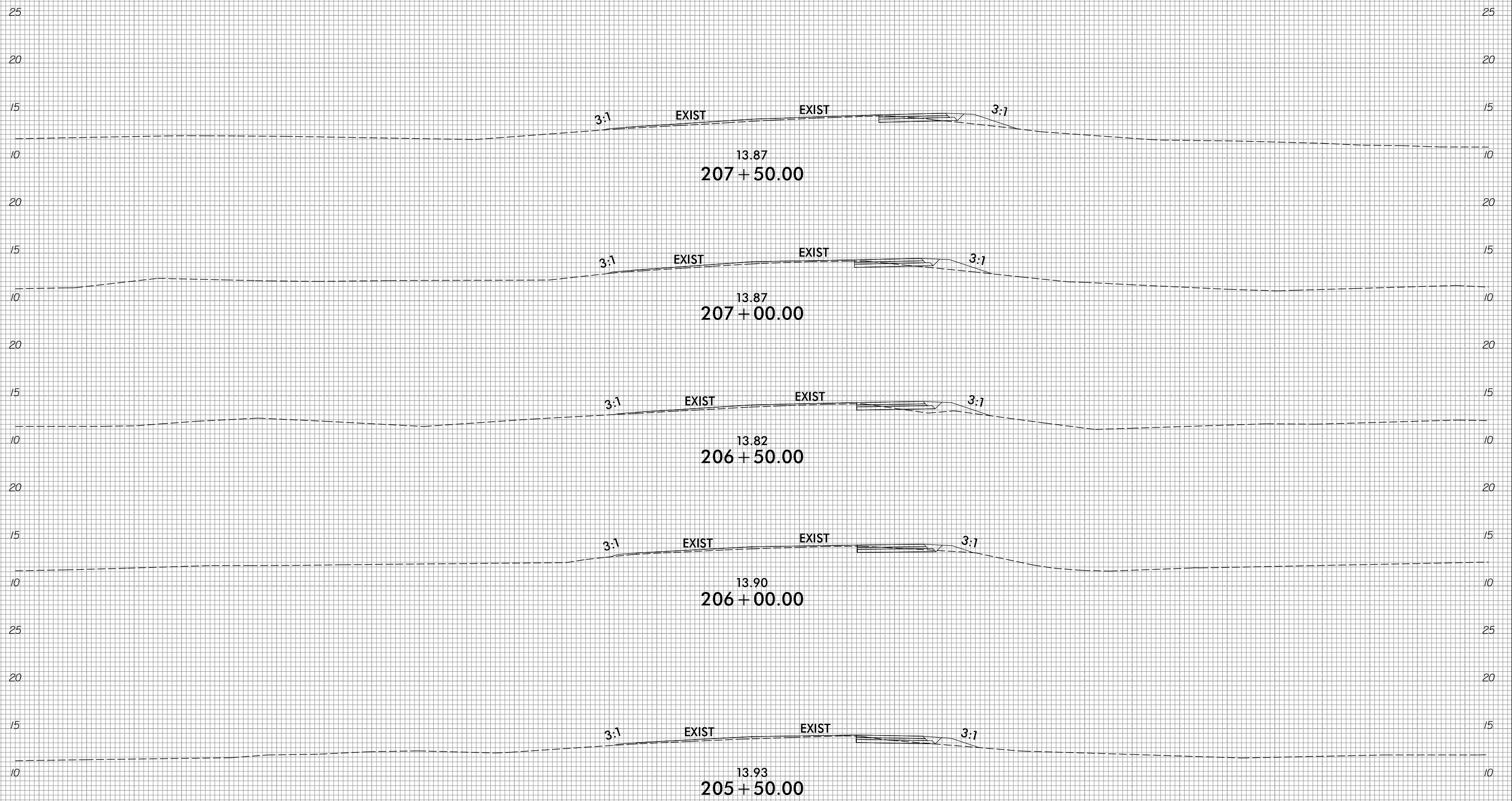


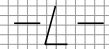
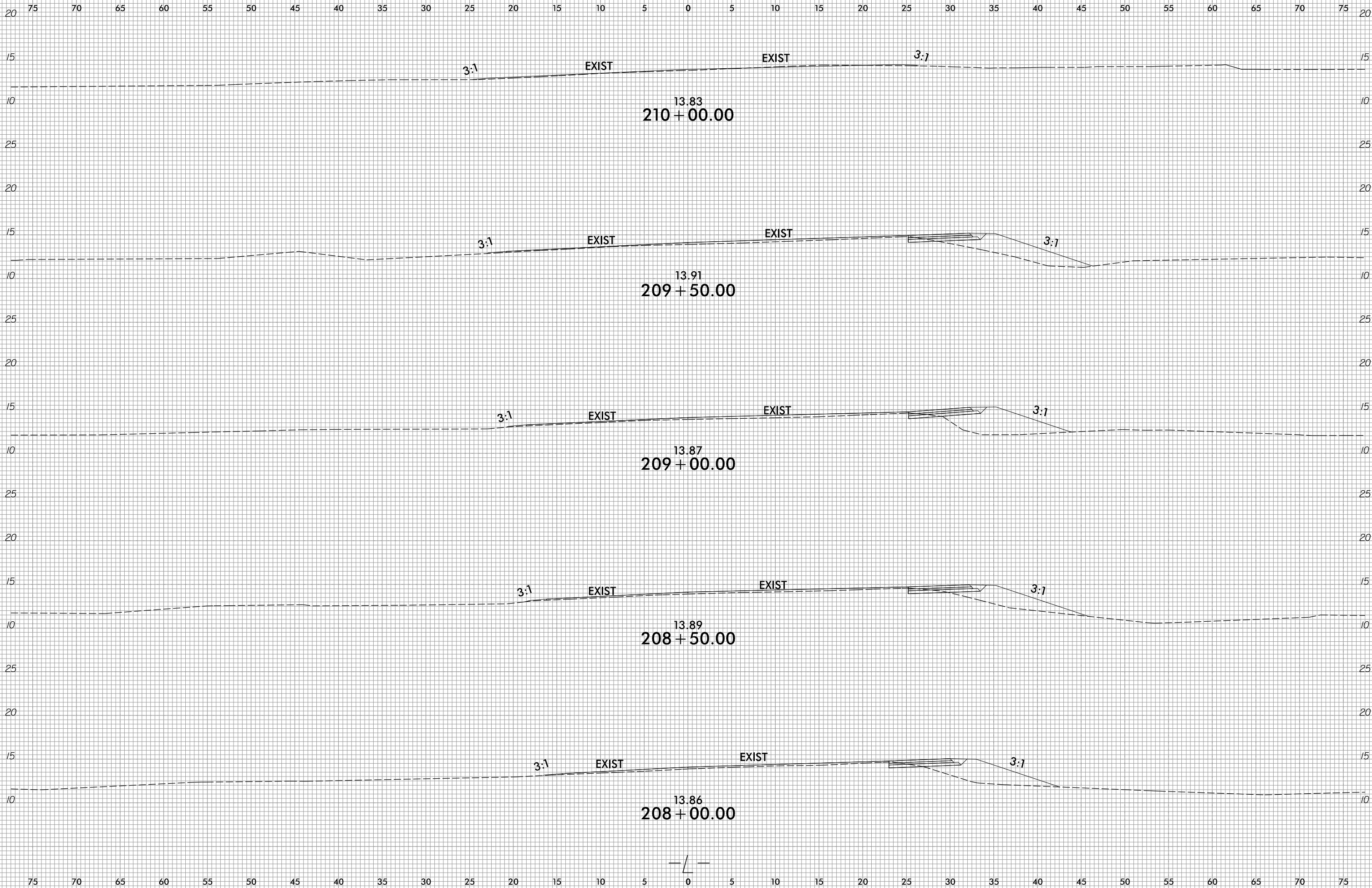
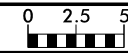
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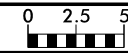




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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

20 20

15 15

10 10

13.80  
212 + 50.00

20 20

15 15

10 10

13.79  
212 + 00.00

20 20

15 15

10 10

13.79  
211 + 50.00

20 20

15 15

10 10

13.89  
211 + 00.00

20 20

15 15

10 10

13.84  
210 + 50.00

20 20

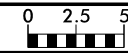
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10 10

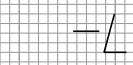
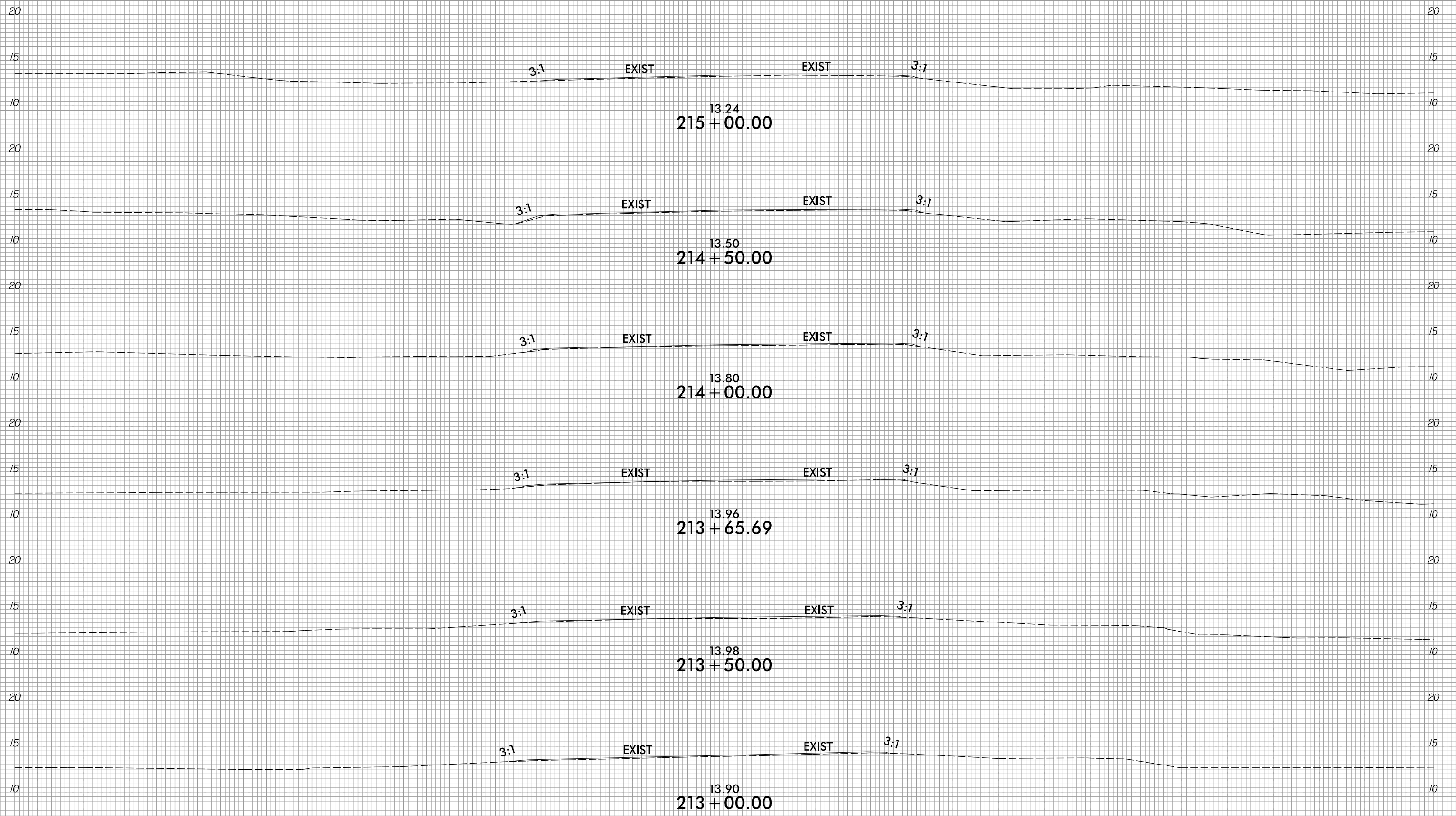
13.82  
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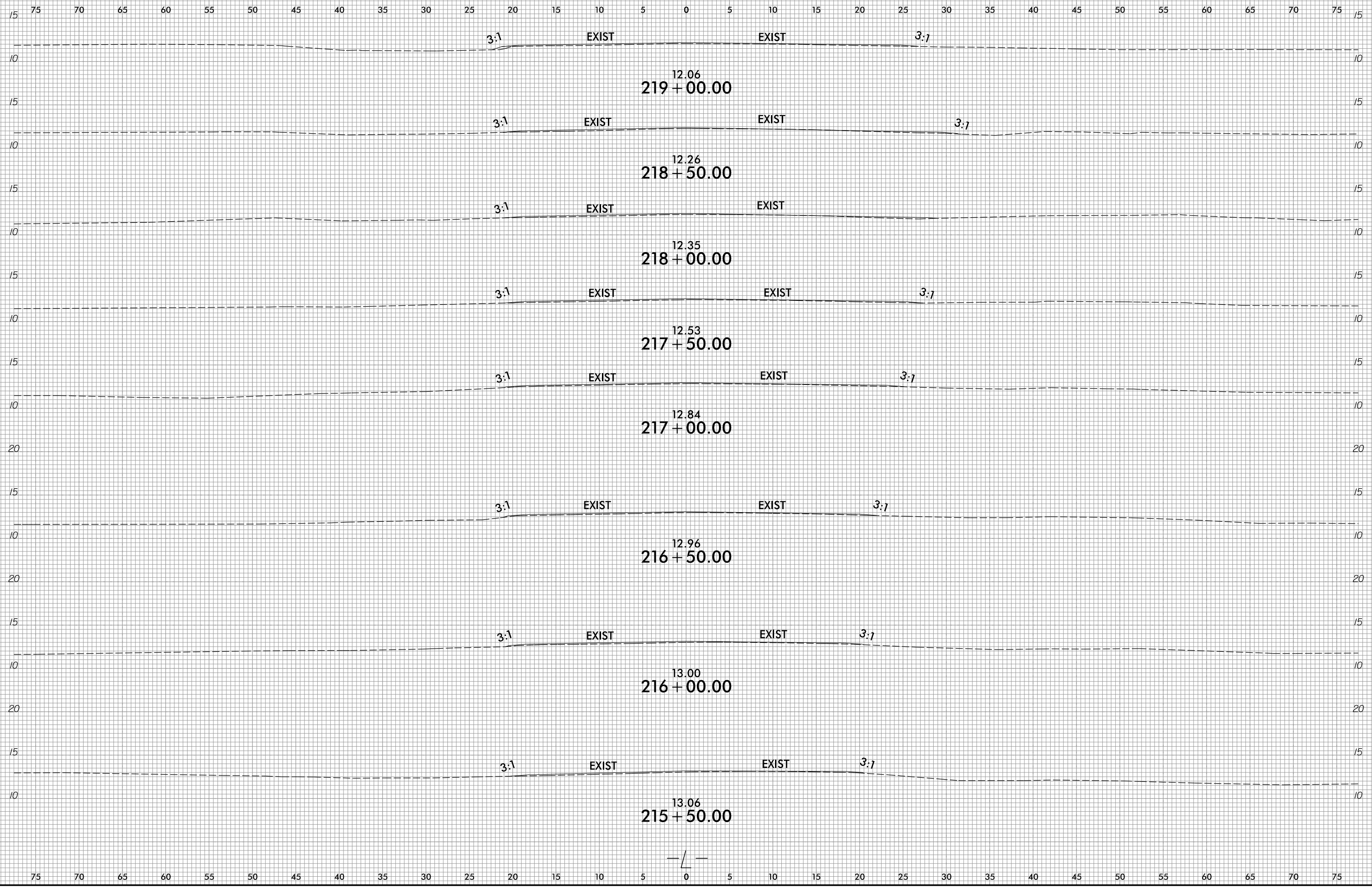
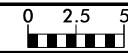


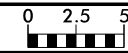
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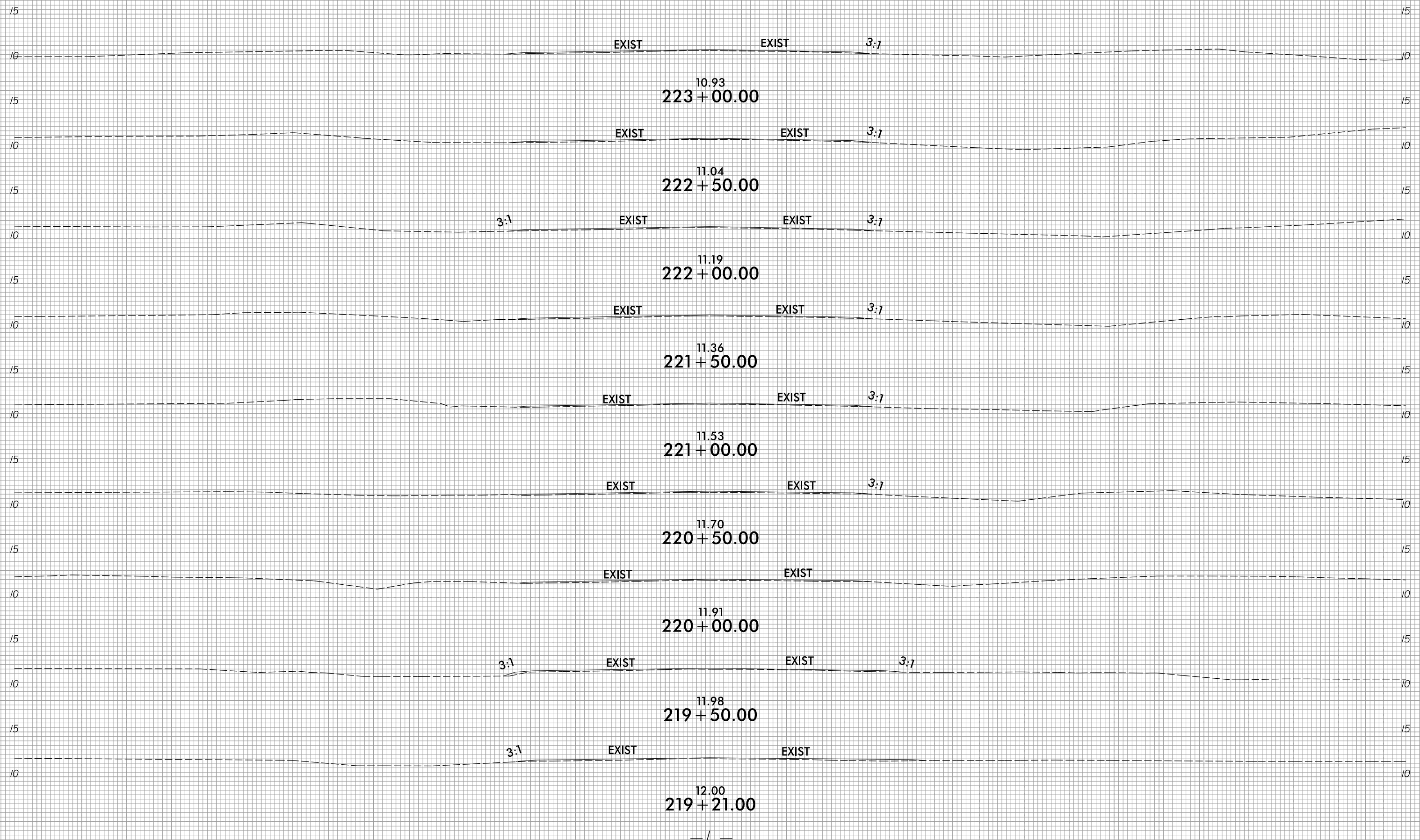
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



10.93  
223 + 00.00

11.04  
222 + 50.00

11.19  
222 + 00.00

11.36  
221 + 50.00

11.53  
221 + 00.00

11.70  
220 + 50.00

11.91  
220 + 00.00

11.98  
219 + 50.00

12.00  
219 + 21.00

EXIST

EXIST

3:1

EXIST

EXIST

3:1

3:1

EXIST

EXIST

3:1

EXIST

EXIST

3:1

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3:1

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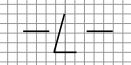
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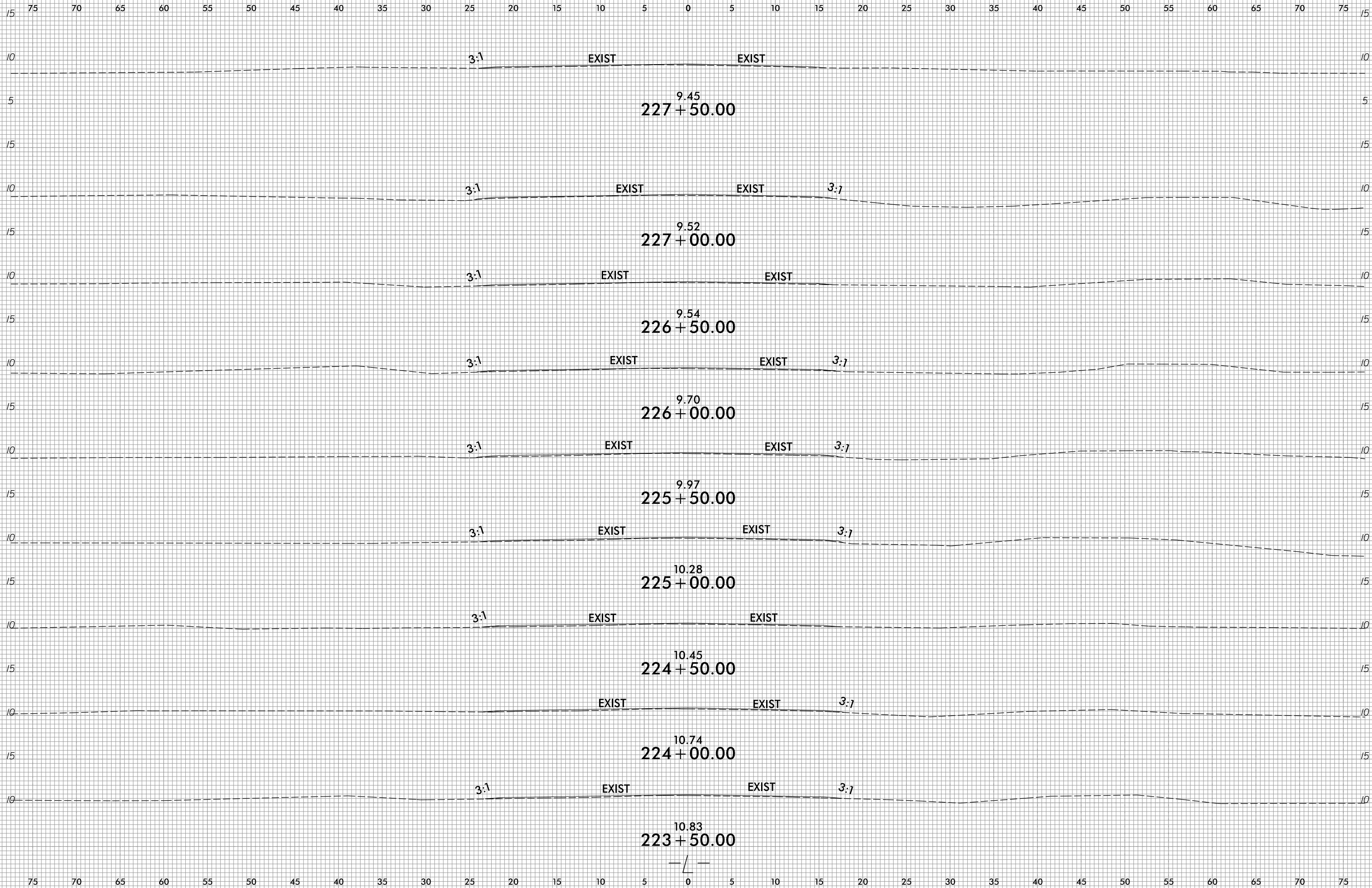
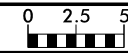
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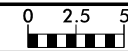
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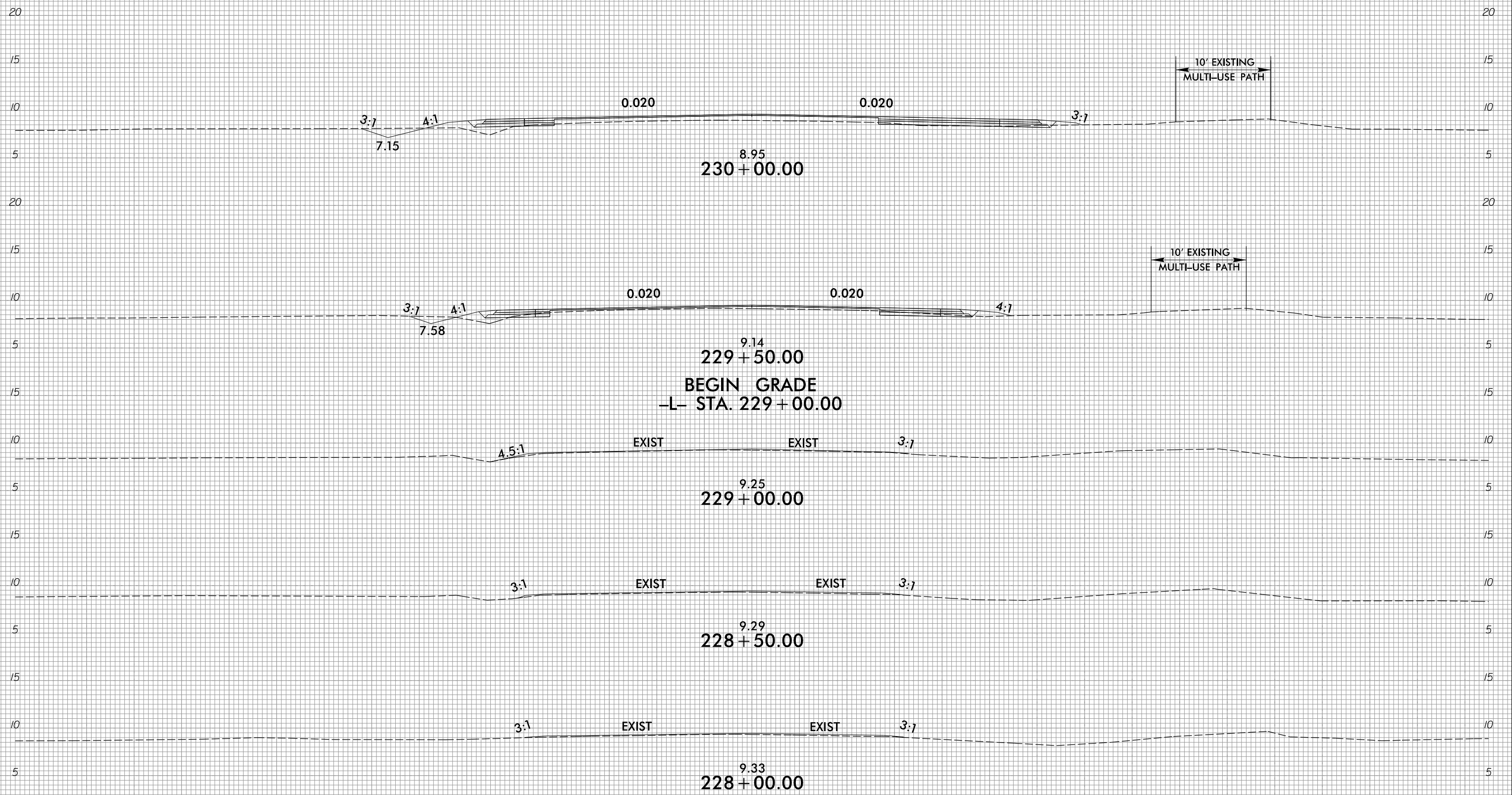
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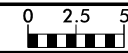


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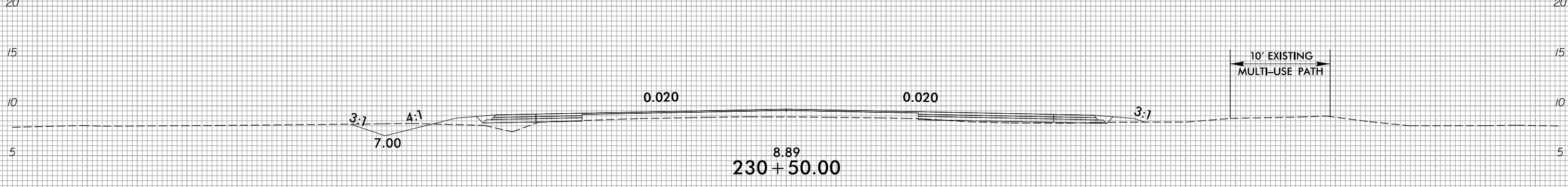
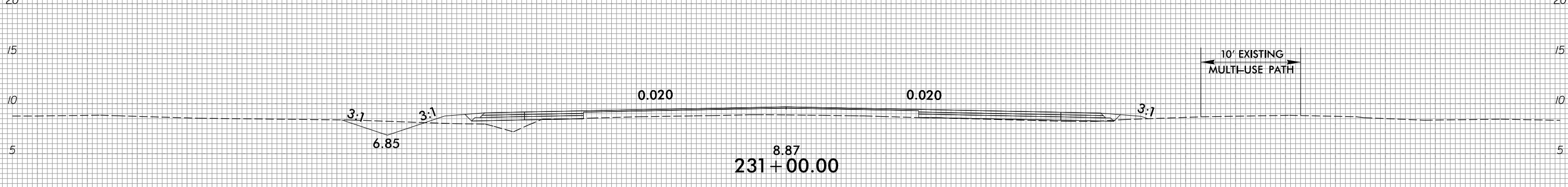
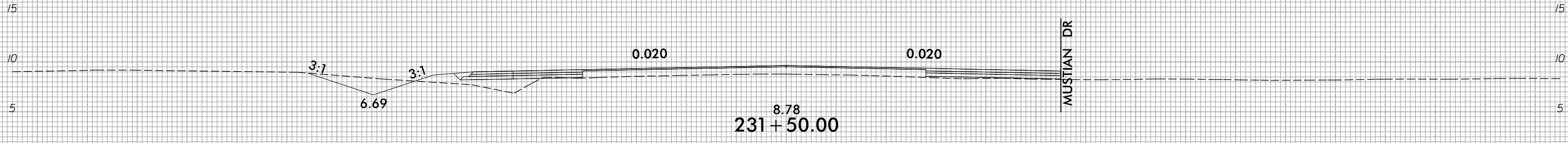
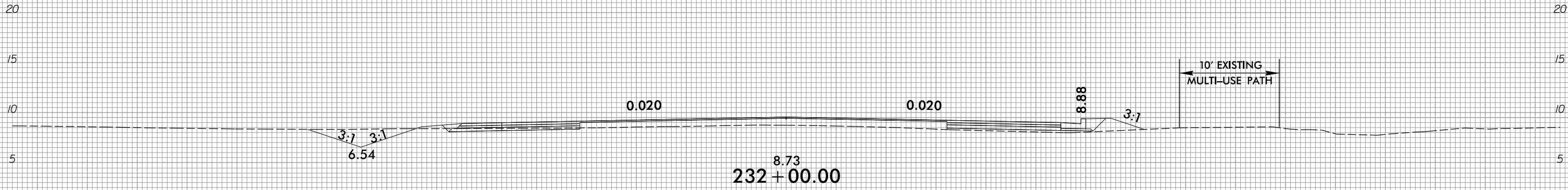


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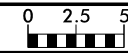


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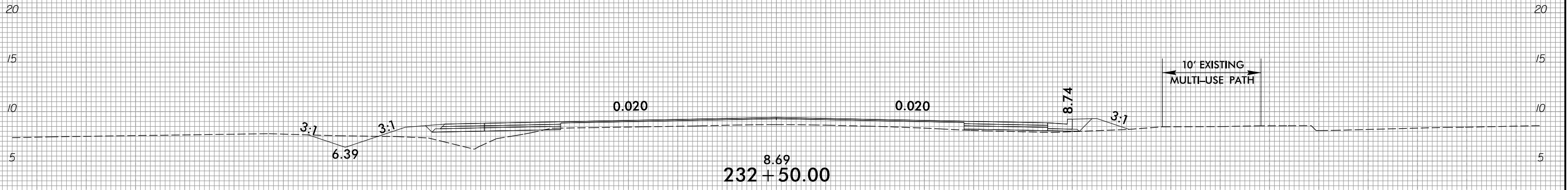
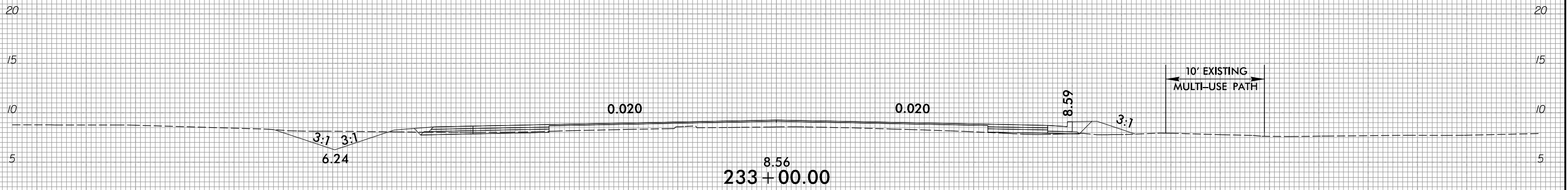
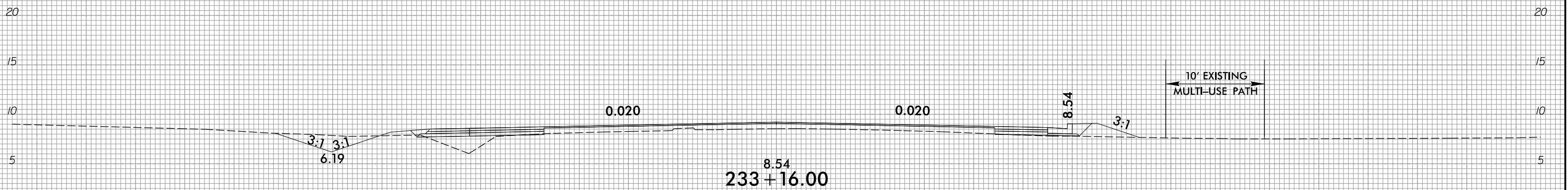
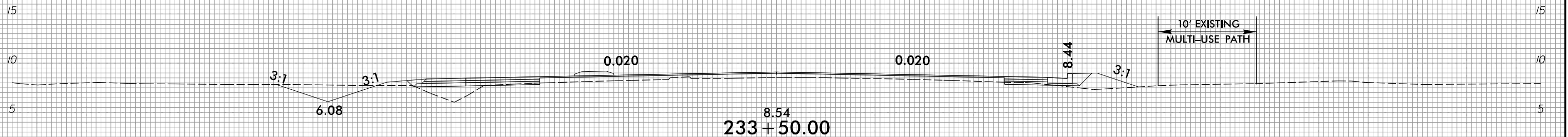
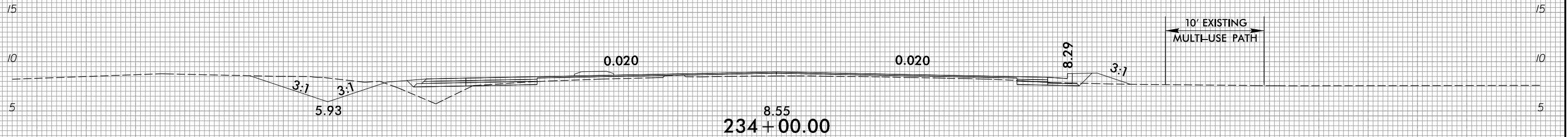
6/23/16



PROJ. REFERENCE NO.  
R-5014

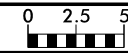
SHEET NO.  
X-95

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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

15 15

10 10

5 5

15 15

10 10

5 5

10 10

10 10

5 5

10 10

5 5

15 15

10 10

5 5

15 15

10 10

5 5

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

3:1

-Y1- US 158

EXIST

EXIST

-Y1- US 158

8.31  
237+00.00

-Y1- US 158

-Y1- US 158

9.34  
236+49.02

9.66  
236+00.00  
END GRADE -L- STA. 235+77.02

9.31  
235+77.02

8.85  
235+50.00

8.30  
235+00.00

8.47  
234+50.00

0.020

0.020

8.11

3:1

10' EXISTING  
MULTI-USE PATH

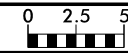
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8.14

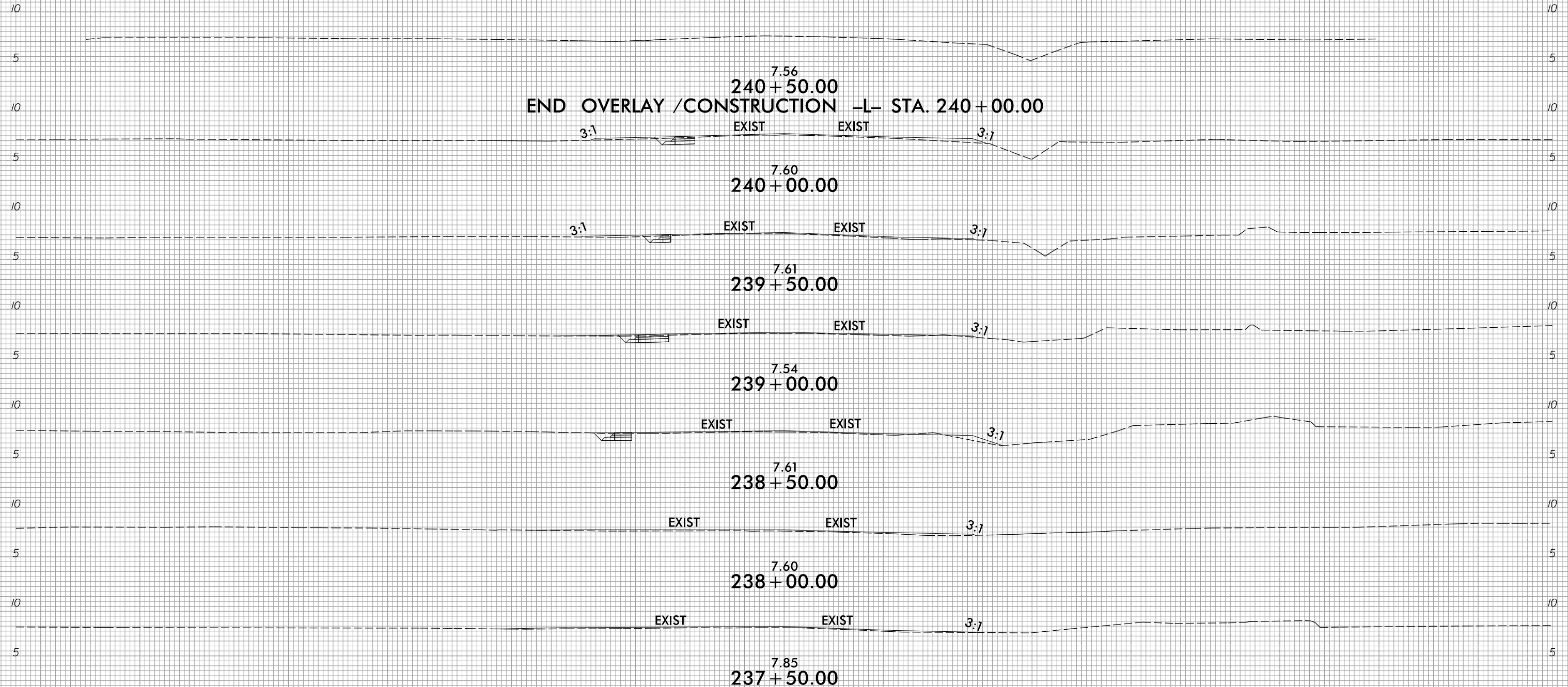
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10' EXISTING  
MULTI-USE PATH

3:1 3:1  
5.78

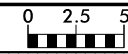


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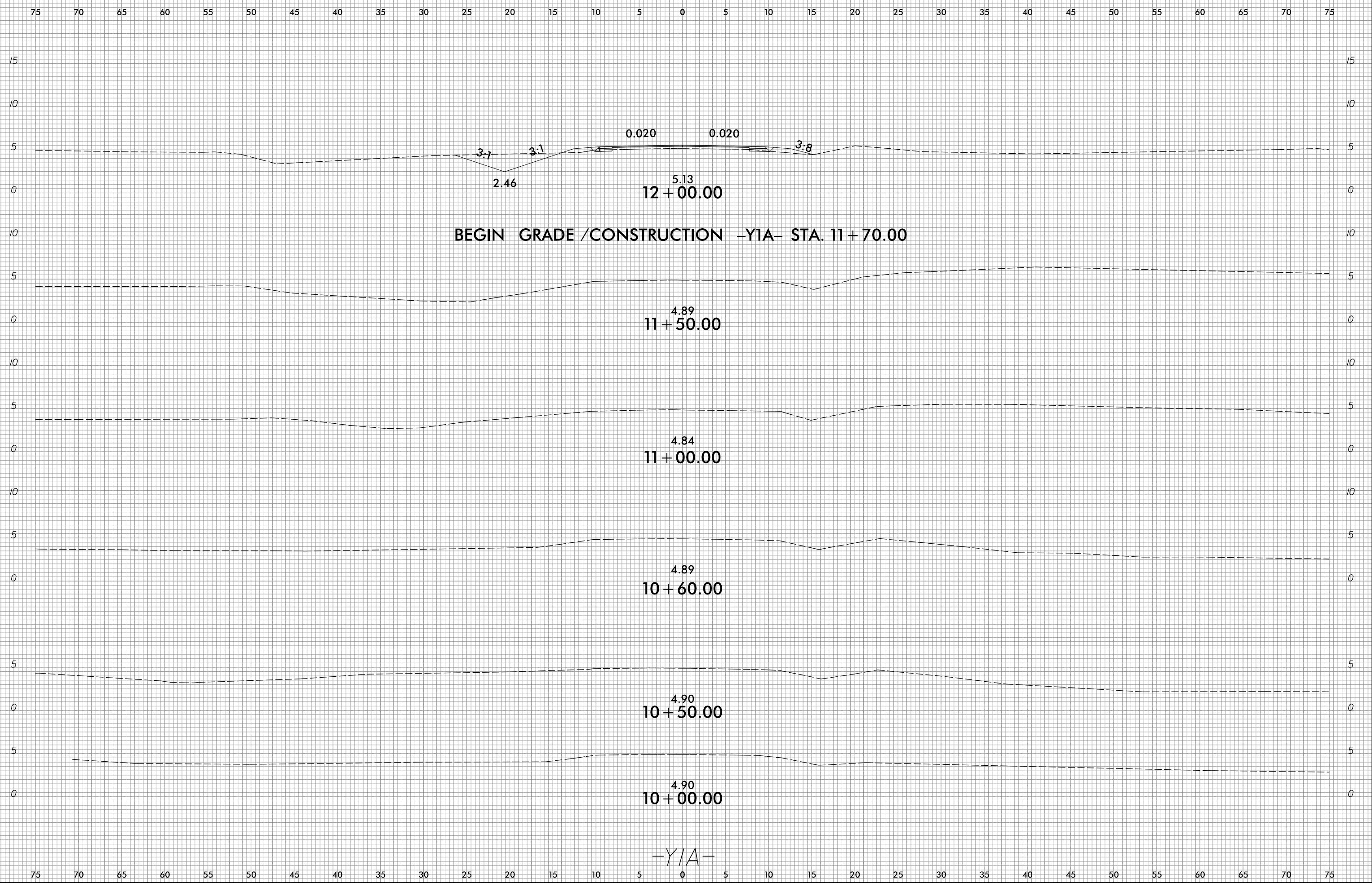


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8/23/99



PROJ. REFERENCE NO. R-5014	SHEET NO. X-98
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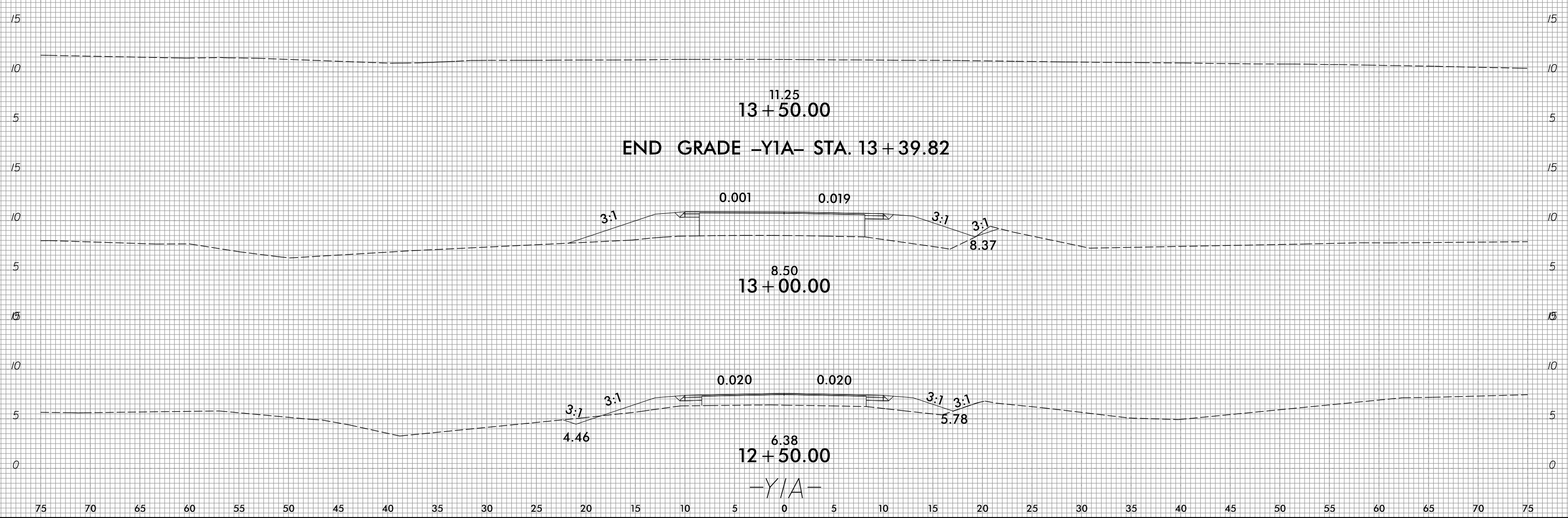
-Y/A-

8/23/99



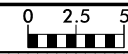
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-99

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11/25/2018  
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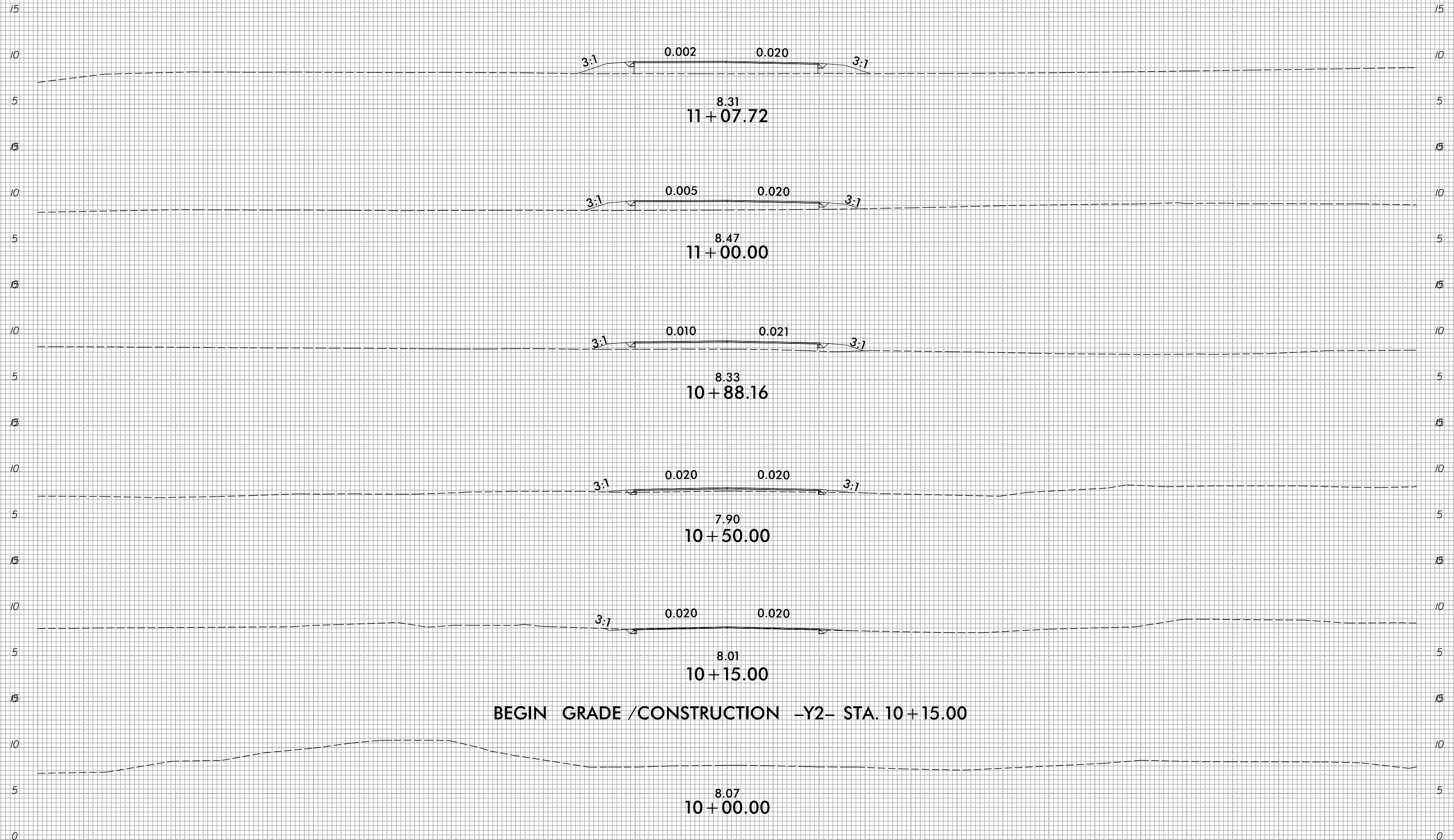
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-100

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-Y2-

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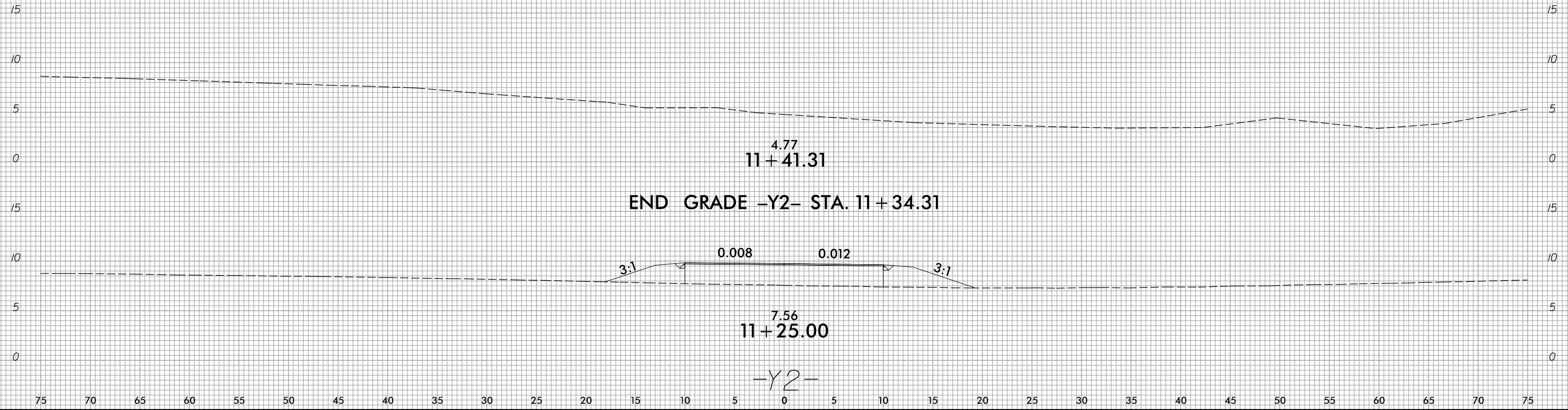
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gnar.dgn

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-101

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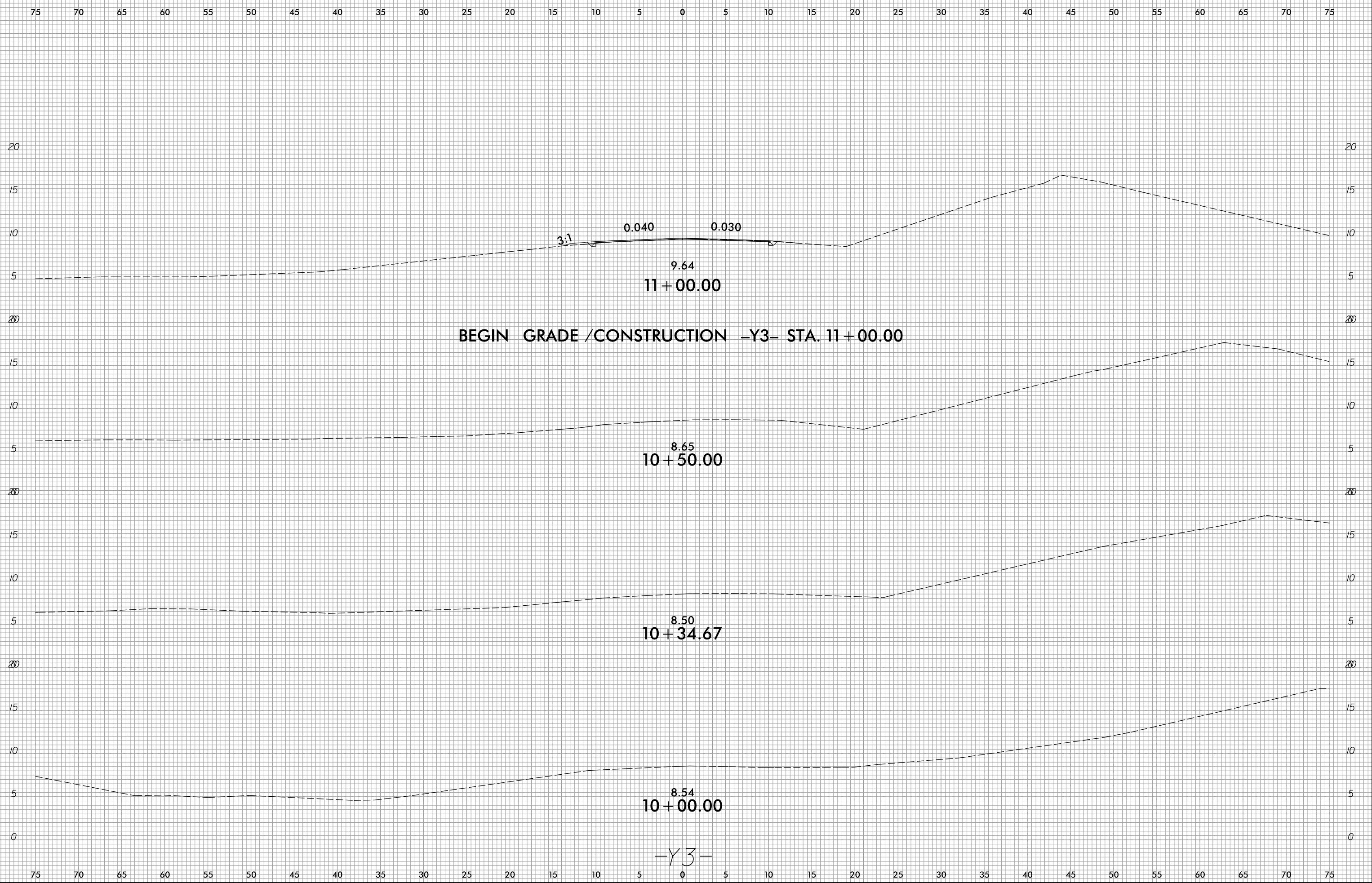


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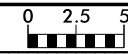
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-Y2-



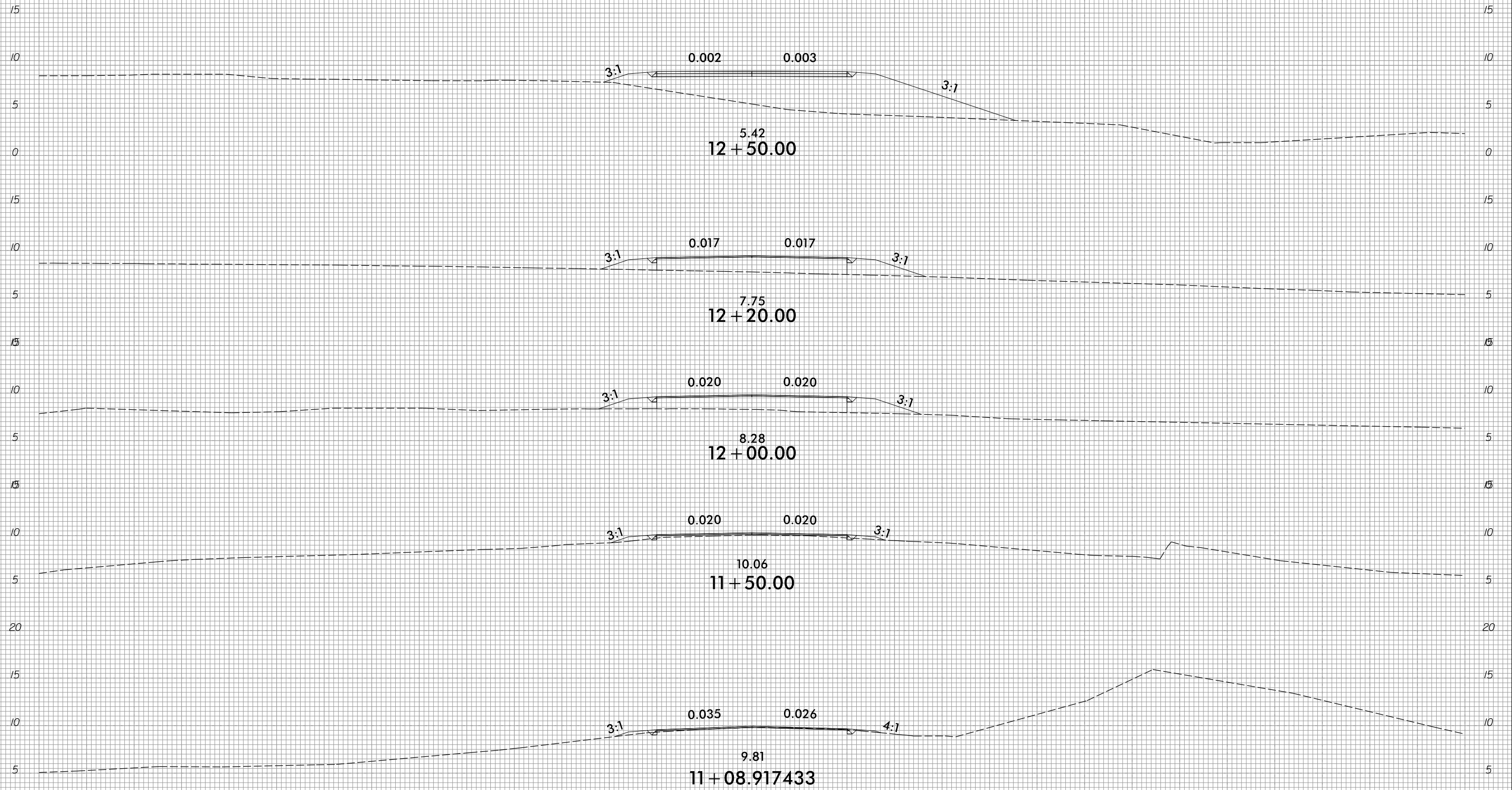


8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-103

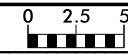
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-Y3-

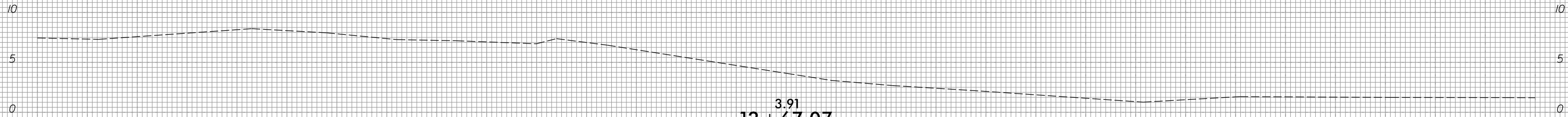
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8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-104

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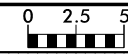
3.91  
 12+67.07  
 END GRADE -Y3- STA. 12+59.93

-Y3-

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

11/26/2018  
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 gmar.dwg

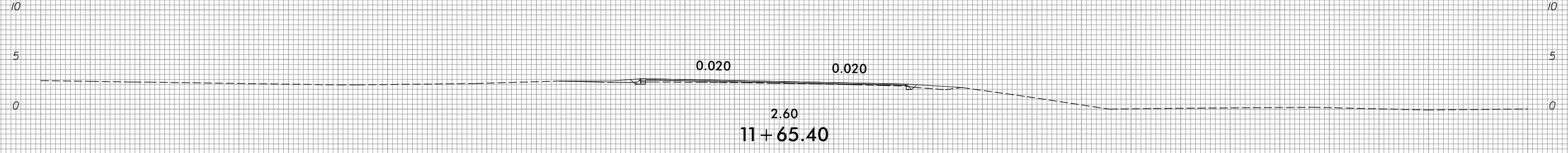
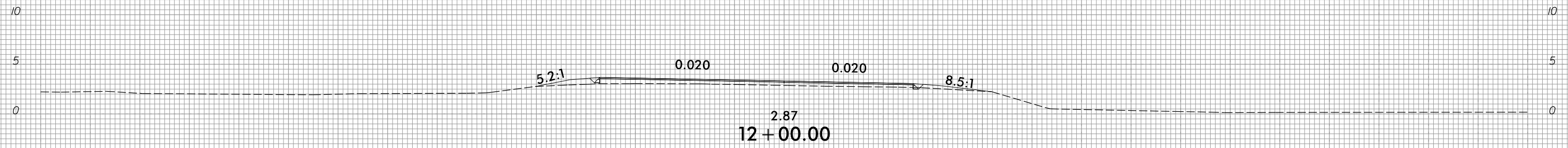
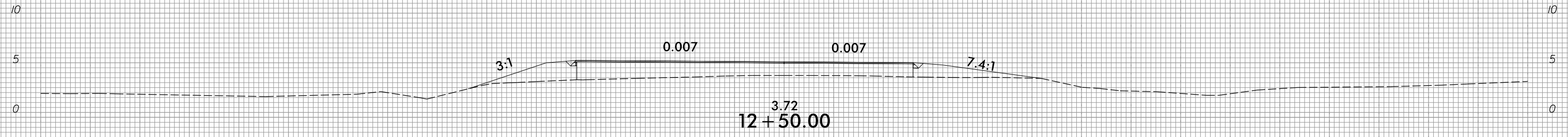
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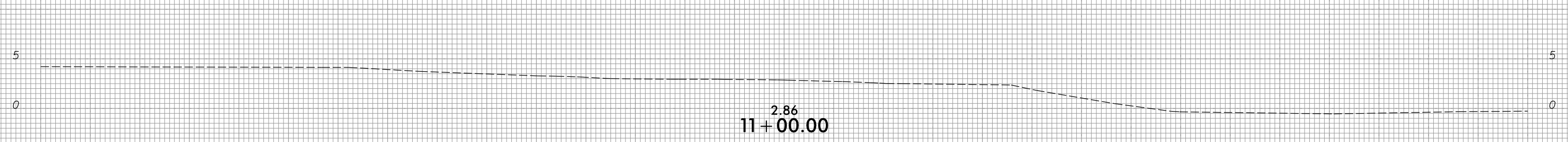
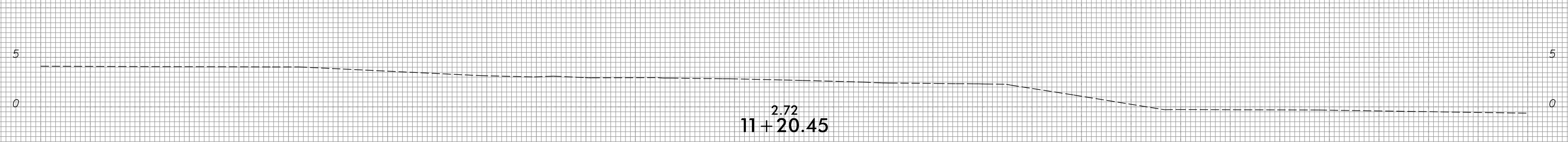
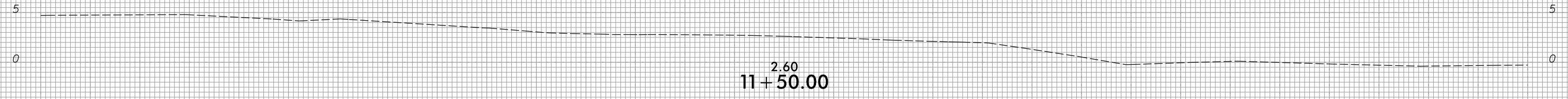
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R-5014	X-105

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**END GRADE -Y3A- STA. 12+63.62**



**BEGIN GRADE /CONSTRUCTION -Y3A- STA. 11+60.00**



-Y3A-

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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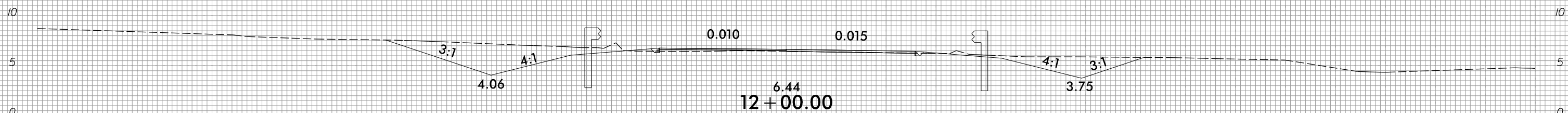
8/23/99



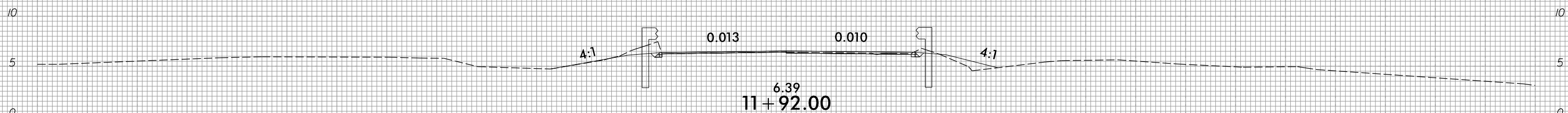
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-106

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END GRADE -Y3B- STA. 12+03.27



BEGIN GRADE /CONSTRUCTION -Y3B- STA. 11+92.00



-0.85  
11+50.00

0.20  
11+00.00

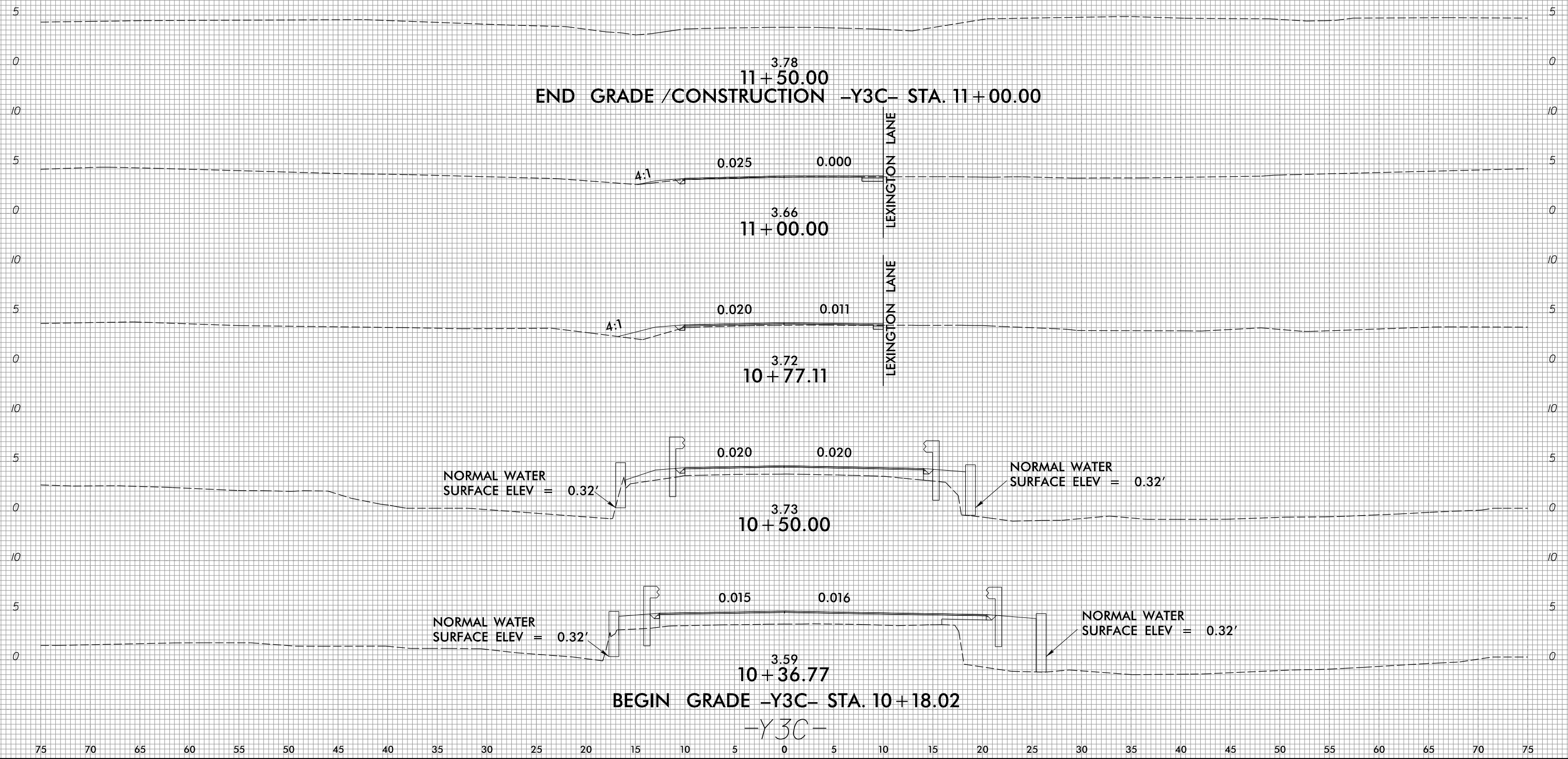
-Y3B-

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8/23/99

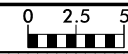
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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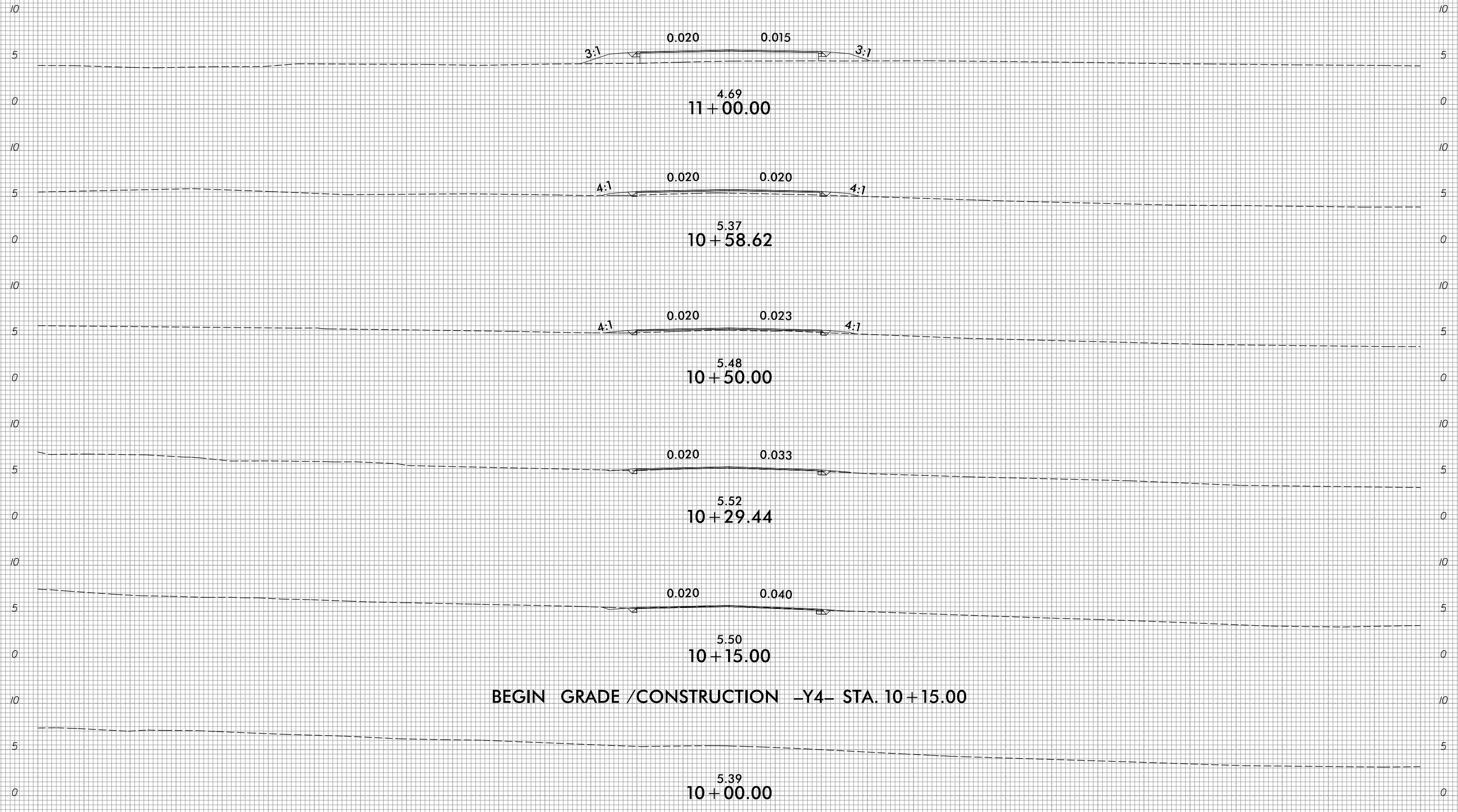
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-108

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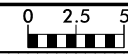


-Y4-

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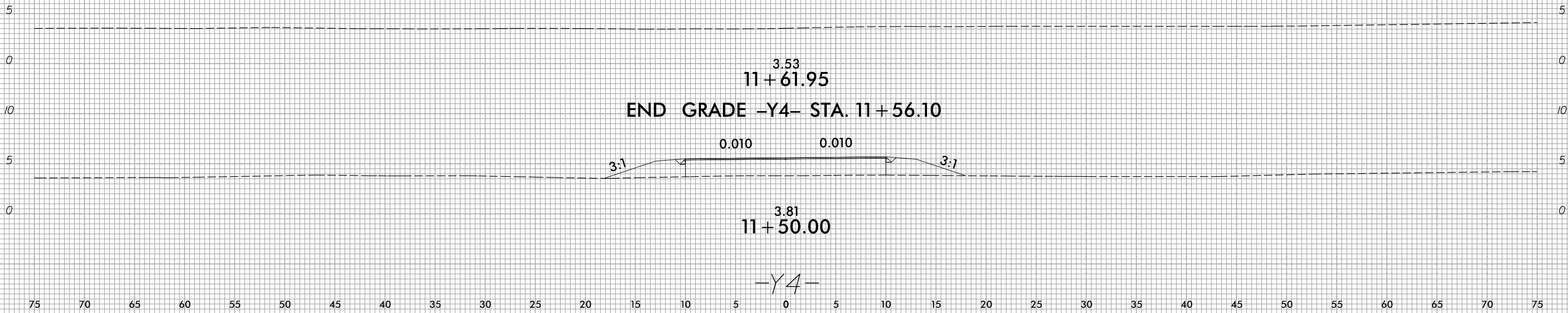
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gnar.ctb

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-109

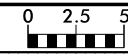
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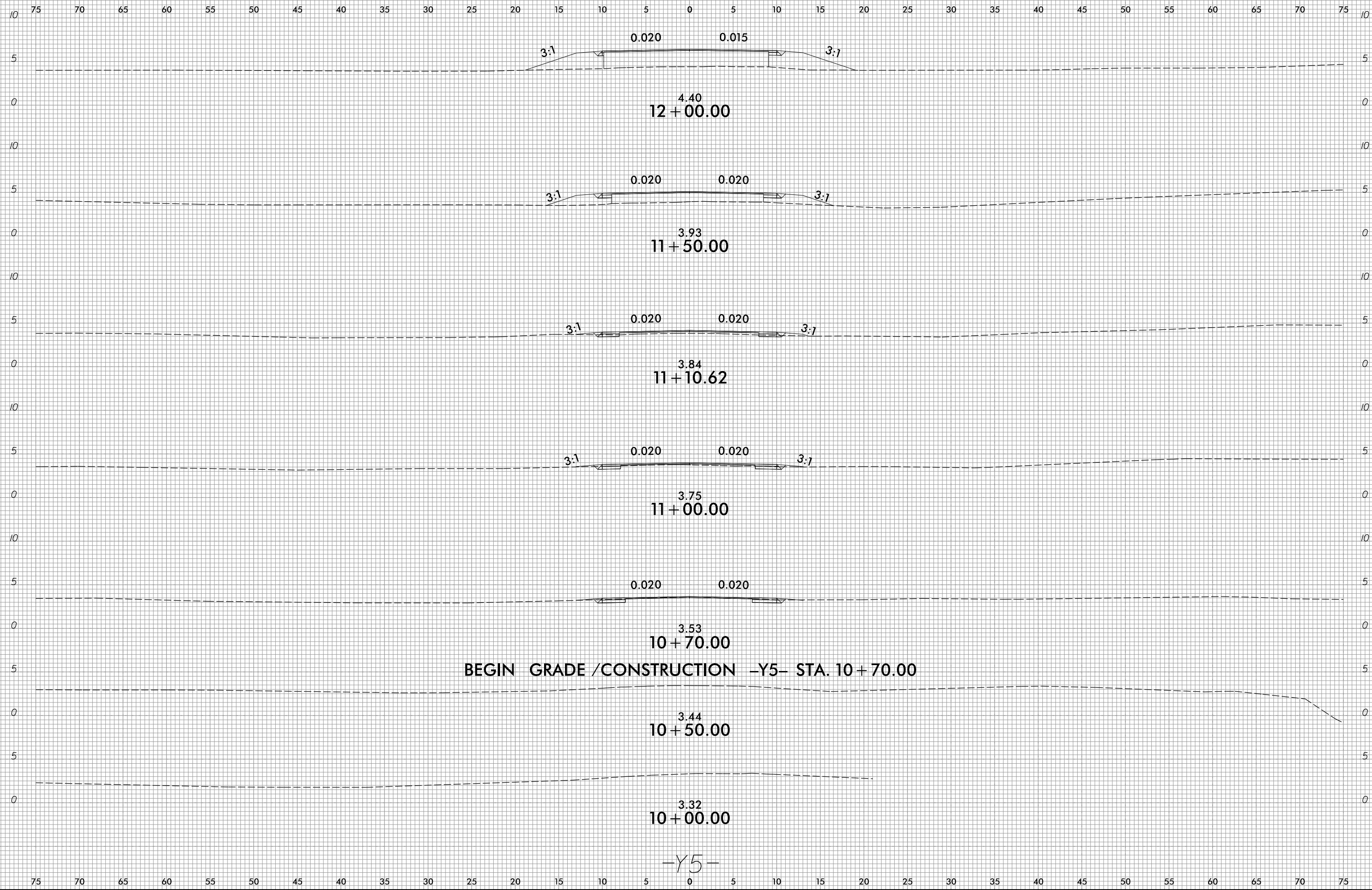
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gnar.ctb



8/23/99

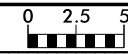


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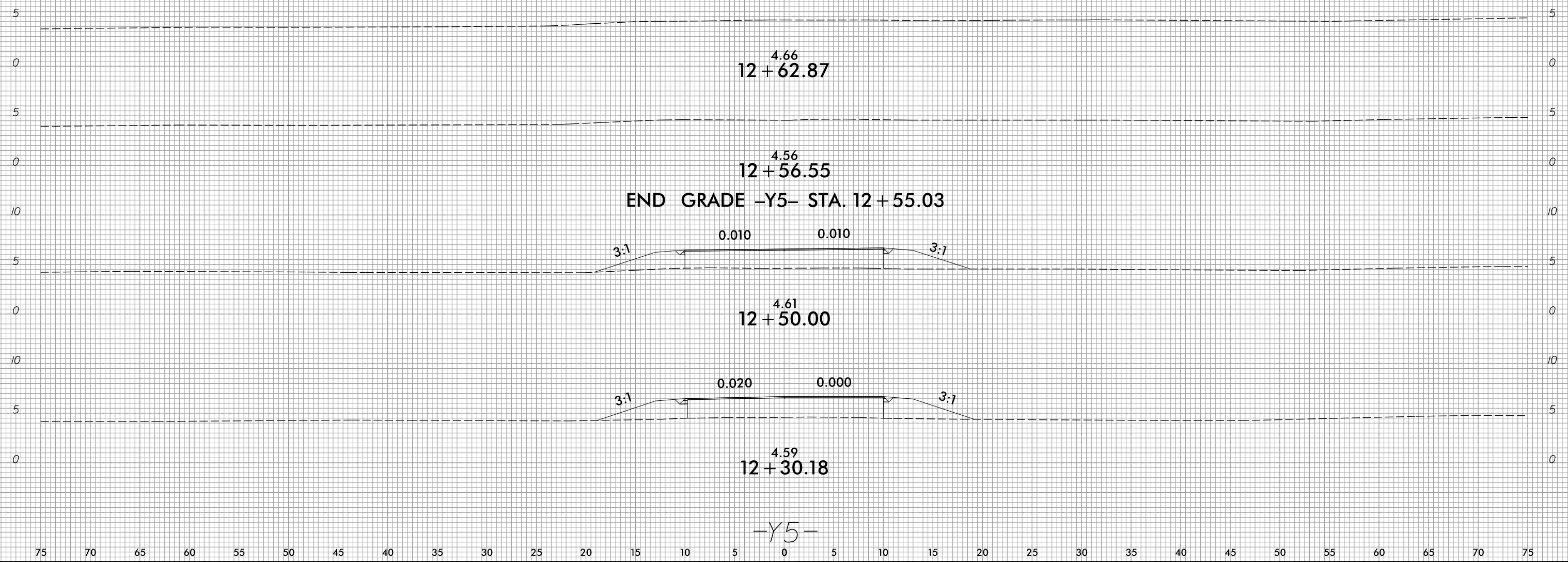
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-111

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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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 gmar.dwg

