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<b><i>-L-</i></b>	<b><i>X-54 THRU X-97</i></b>
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**STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS**

PROJ. REFERENCE NO.

SHEET NO.

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. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)	60+50.00	2	59	79+50.00	44	8	102+37.06	2	12	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
				61+00.00	4	56	80+00.00	20	22	102+50.00	4	14					
L				61+21.58	2	29	80+18.96	3	12	103+00.00	19	70	Y1A				
42+00.00	0	0		61+50.00	2	53	80+50.00	4	15	103+50.00	19	66	11+70.00	0	0		
42+50.00	6	0		62+00.00	3	70	81+00.00	12	16	104+00.00	18	51	12+00.00	7	2		
42+66.10	6	0		62+50.00	4	52	81+50.00	14	15	104+50.00	12	119	12+50.00	13	18		
43+00.00	21	0		62+57.15	1	10	82+00.00	26	31	105+00.00	5	131	13+00.00	2	55		
43+10.00	8	0		63+00.00	4	48	82+50.00	24	98	105+50.00	2	83	13+39.82	1	64		
Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)	63+50.00	7	52	83+00.00	10	153	106+00.00	0	118	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
				63+83.95	4	38	83+50.00	10	127	106+50.00	0	105					
L				64+00.00	1	18	84+00.00	10	94	107+00.00	0	116	Y2				
43+10.00	0	0		64+50.00	2	42	84+50.00	19	85	107+19.81	0	68	10+15.00	0	0		
43+50.00	41	1		64+70.00	1	7	85+00.00	19	52	107+50.00	1	101	10+50.00	1	1		
44+00.00	51	2		64+92.60	1	5	85+50.00	14	17	107+90.36	7	114	10+88.16	0	4		
44+50.00	33	7		65+00.00	2	7	85+85.43	9	32	108+00.00	2	22	11+00.00	0	2		
45+00.00	26	14		65+50.00	19	46	86+00.00	3	22	108+50.00	18	94	11+07.72	0	2		
45+22.00	15	7		66+00.00	18	106	86+50.00	6	63	109+00.00	27	101	11+25.00	0	10		
45+50.00	21	8		66+50.00	1	186	87+00.00	2	32	109+50.00	19	121	11+34.31	0	8		
46+00.00	45	18		66+53.00	0	15	87+50.00	6	10	109+68.37	3	45	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
46+50.00	61	22		67+00.00	0	338	88+00.00	8	10	110+00.00	9	75				Y3	
46+85.00	44	17		67+23.00	0	241	88+50.00	8	11	110+50.00	26	87	11+00.00	0	0		
46+96.11	12	6		67+50.00	0	321	89+00.00	7	6	111+00.00	30	48	11+08.92	0	0		
47+50.00	35	35		68+00.00	3	556	89+50.00	12	3	111+50.00	19	25	11+50.00	2	2		
48+00.00	9	41		68+47.00	24	307	89+71.52	8	0	111+67.50	4	3	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
48+50.00	7	40		68+50.00	3	10	90+00.64	14	1	LA						12+00.00	1
49+00.00	12	52		69+00.00	86	103	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
49+25.00	9	33		69+50.00	140	24											
49+50.00	12	30		70+00.00	154	8	L				12+50.00	0	67				
50+00.00	16	36		70+50.00	122	30	91+81.27	0	0	112+00.00	35	8	12+59.93	0	39		
50+52.64	20	10		71+00.00	62	27	92+00.00	8	0	112+44.43	98	11	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
50+85.31	28	1		71+27.00	9	23	92+50.00	20	2	113+06.63	154	18				Y3A	
51+00.00	16	1		71+50.00	0	88	93+00.00	15	19	113+50.00	96	20	11+60.00	0	0		
51+50.00	72	3		71+56.00	0	43	93+50.00	13	19	114+00.00	91	39	11+65.40	0	0		
52+00.00	69	2		72+00.00	0	449	94+00.00	14	16	114+50.00	57	48	12+00.00	1	4		
52+50.00	70	5		72+50.00	0	577	94+50.00	7	21	114+86.37	26	32	12+50.00	2	23		
53+00.00	90	16		73+00.00	0	597	94+81.00	1	24	115+00.00	6	12	12+63.62	1	11		
53+50.00	60	37		73+10.00	0	130	95+00.00	0	19	115+50.00	10	42	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
53+85.00	18	40	5	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Undercut (cu. yd.)	95+12.26	0	12	116+00.00	3				31	11+56.10
53+93.00	2	11	2	L				95+50.00	16	34	116+38.00	8	15	Y3B			
54+00.00	1	11	2					96+00.00	31	36	116+50.00	6	17	11+92.00	0	0	
54+50.00	7	85	22	73+10.00	0	0	96+50.00	26	18	117+00.00	11	9	12+00.00	8	1		
55+00.00	8	82	21	73+50.00	0	550	97+00.00	34	4	117+50.00	34	70	12+03.27	20	0		
55+50.00	8	76	33	73+86.00	0	391	97+50.00	39	2	118+00.00	65	61	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
55+75.00	6	36	24	74+00.00	0	93	97+92.01	34	4	118+50.00	74	35				Y3C	
56+00.00	7	36		74+50.00	26	181	98+00.00	7	1	119+00.00	92	22	10+18.02	0	0		
56+25.00	9	47	6	75+00.00	70	45	98+50.00	65	7	119+50.00	80	25	10+36.77	0	11		
56+50.00	9	75	11	75+50.00	47	71	99+00.00	89	4	120+03.07	57	61	10+50.00	0	8		
56+75.00	8	72	11	75+74.60	3	53	99+50.00	90	2				12+55.03	1	7		
56+98.52	7	39		76+00.00	4	49	99+76.92	40	1				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		78+00.00	34	5	101+50.00	42	6								
59+00.00	4	4		78+50.00	31	5	101+87.00	22	7								
59+50.00	40	40		78+92.44	36	6	102+00.00	8	4								
60+00.00	25	54		79+00.00	8	1	102+25.00	13	19								

## STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

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

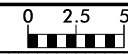
Quantities are approximate only. The Resident Engineer will recross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

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	L	(cu. yd.)	(cu. yd.)	
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							

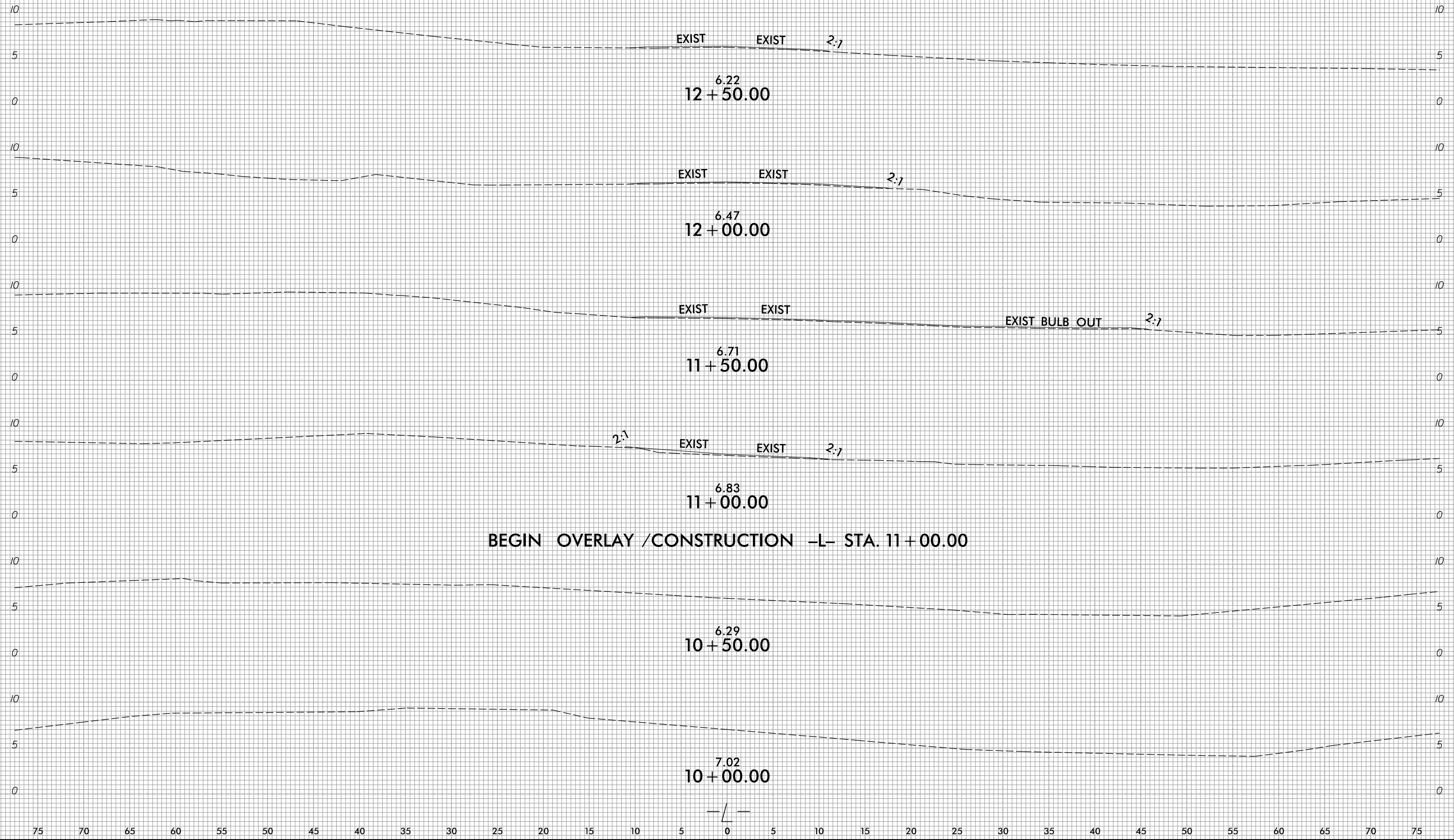
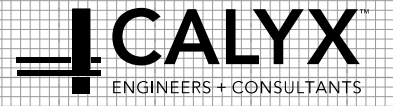
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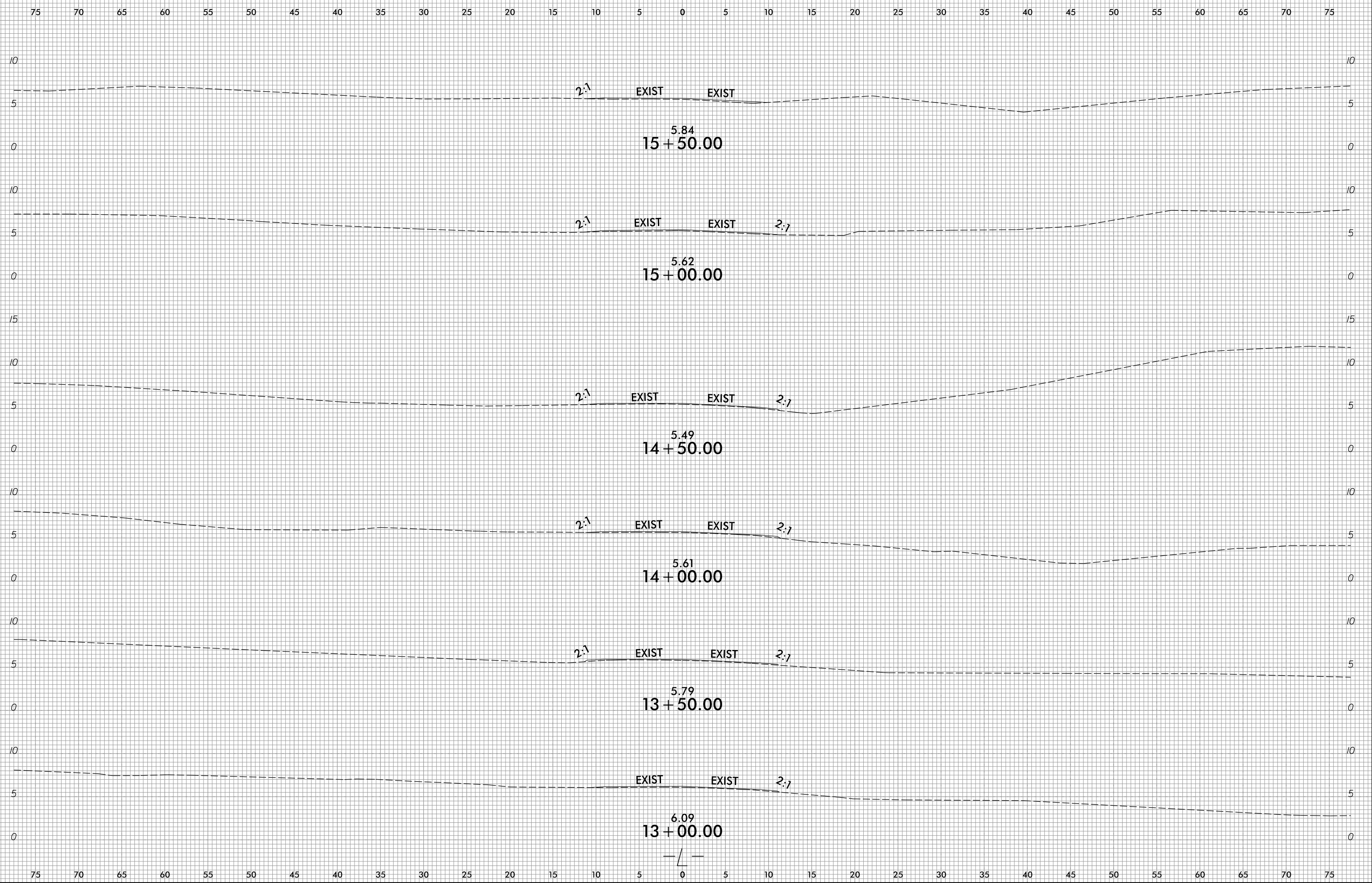
PROJ. REFERENCE NO.  
R-5014

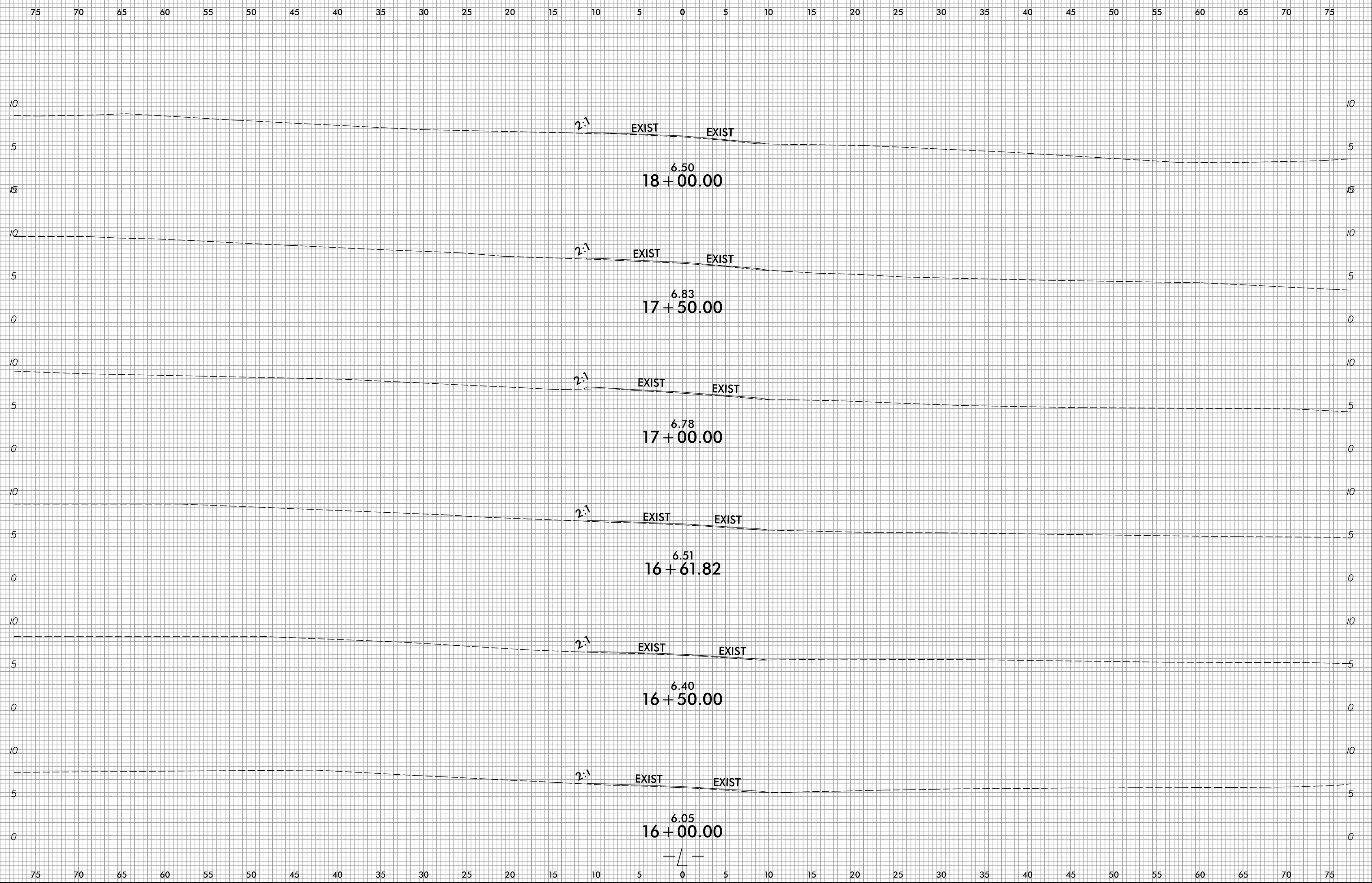
SHEET NO.  
X-1

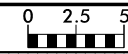
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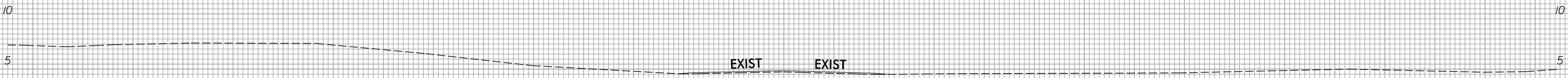
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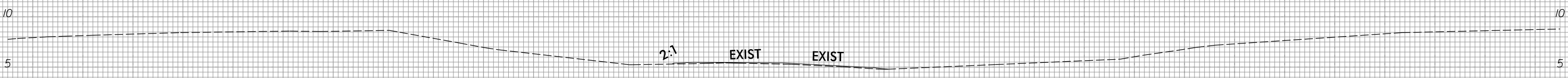
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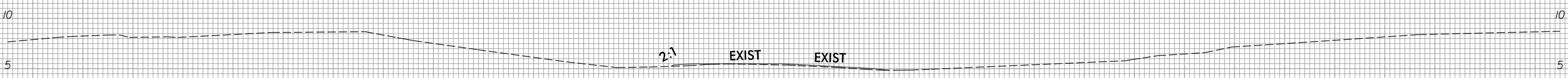
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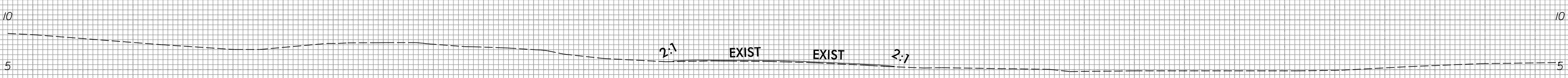
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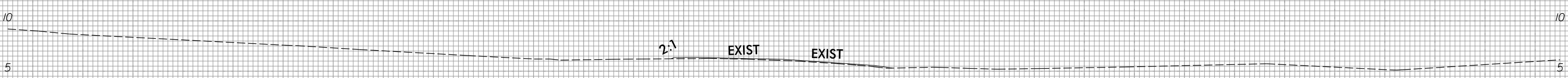
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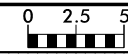
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6.05  
18 + 50.00

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5 5

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EXIST

EXIST

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10 10

5 5

2:1

EXIST

EXIST

2:1

4.10  
23+00.00

10 10

5 5

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EXIST

EXIST

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3.77  
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10 10

5 5

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EXIST

EXIST

3.47  
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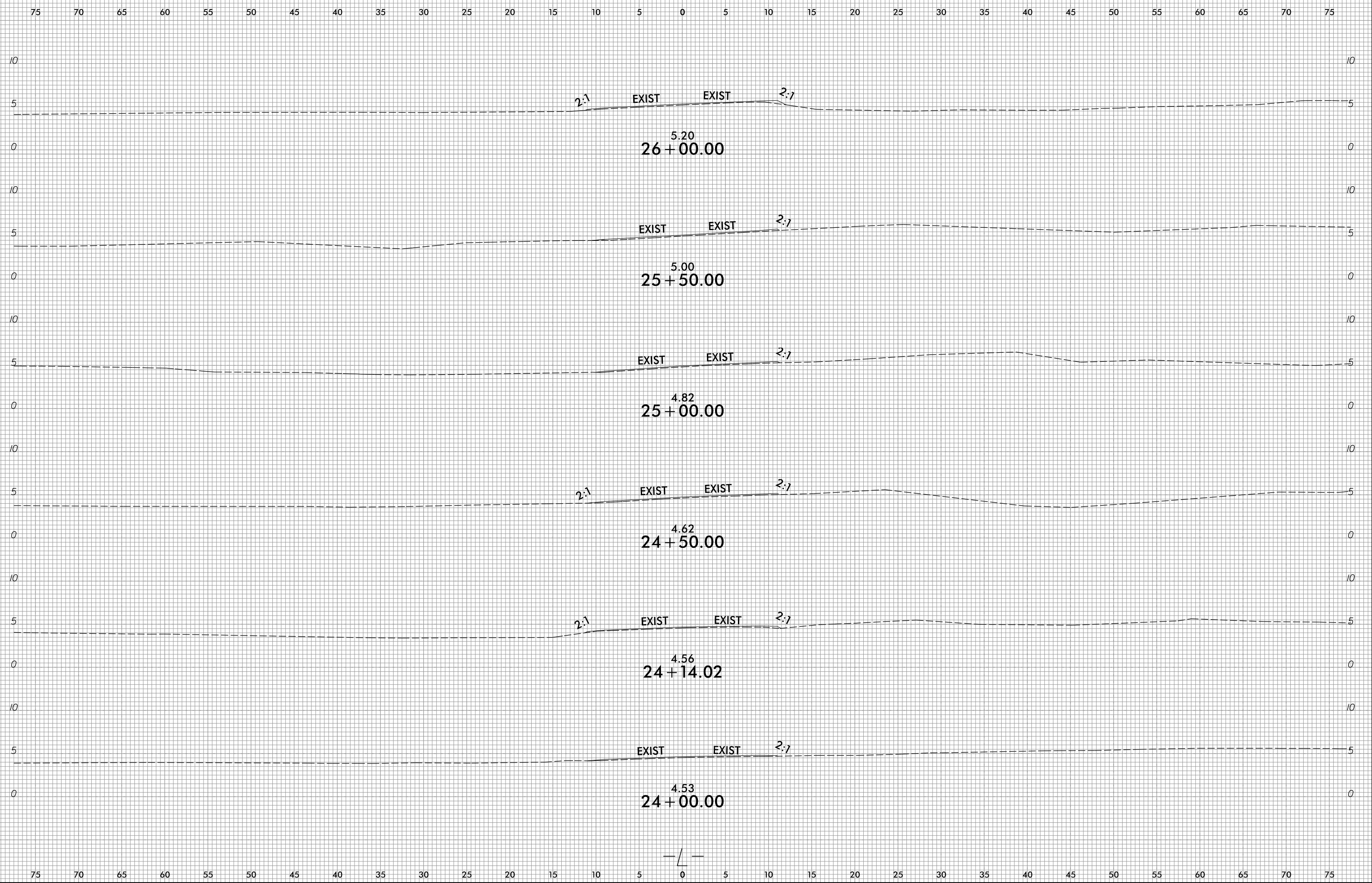
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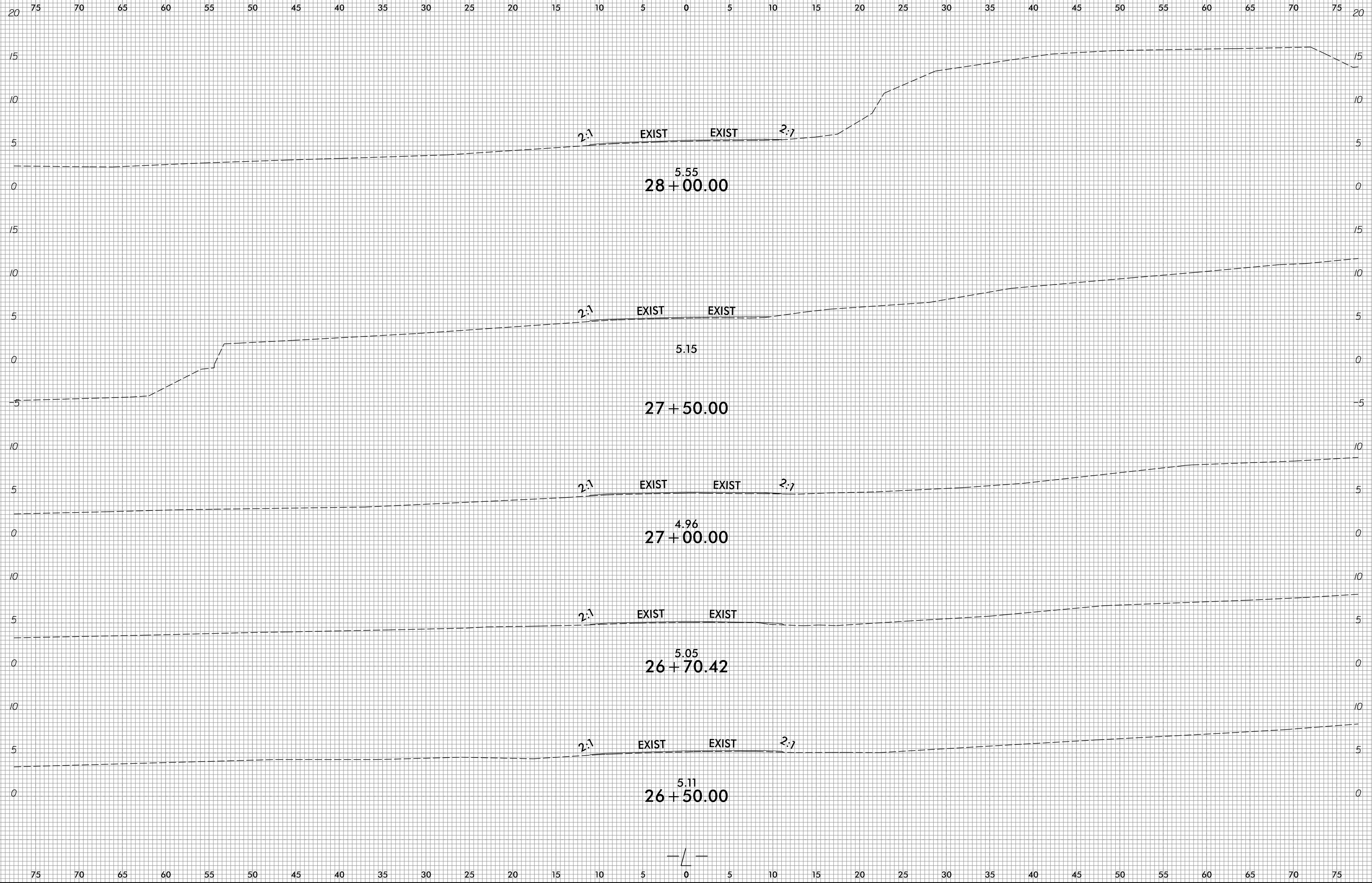
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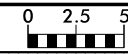
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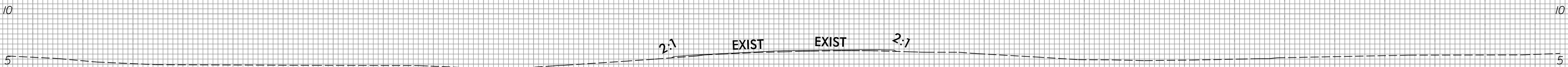




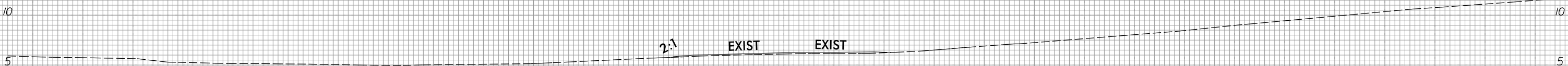




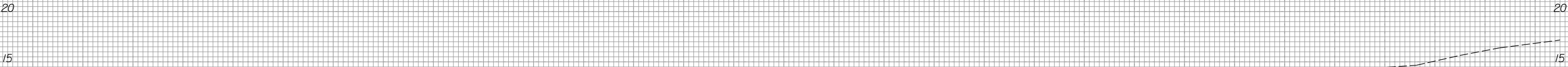
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6.22  
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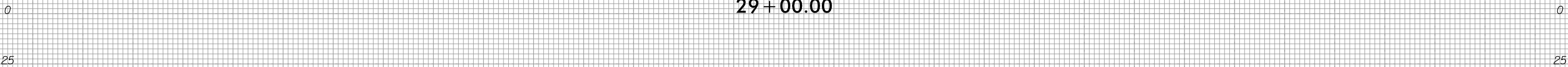
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5.85  
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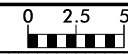


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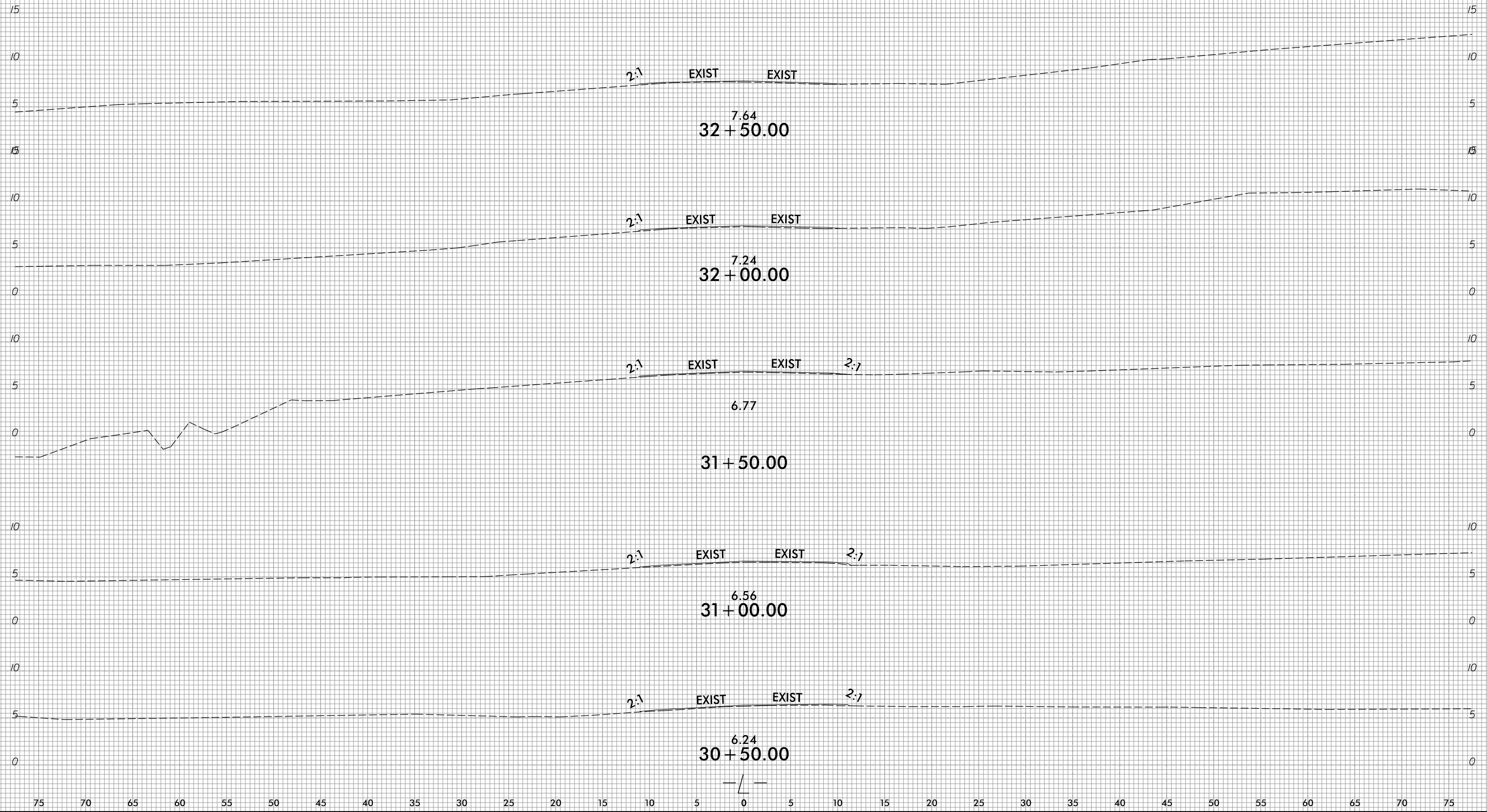
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-9

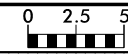
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31.022

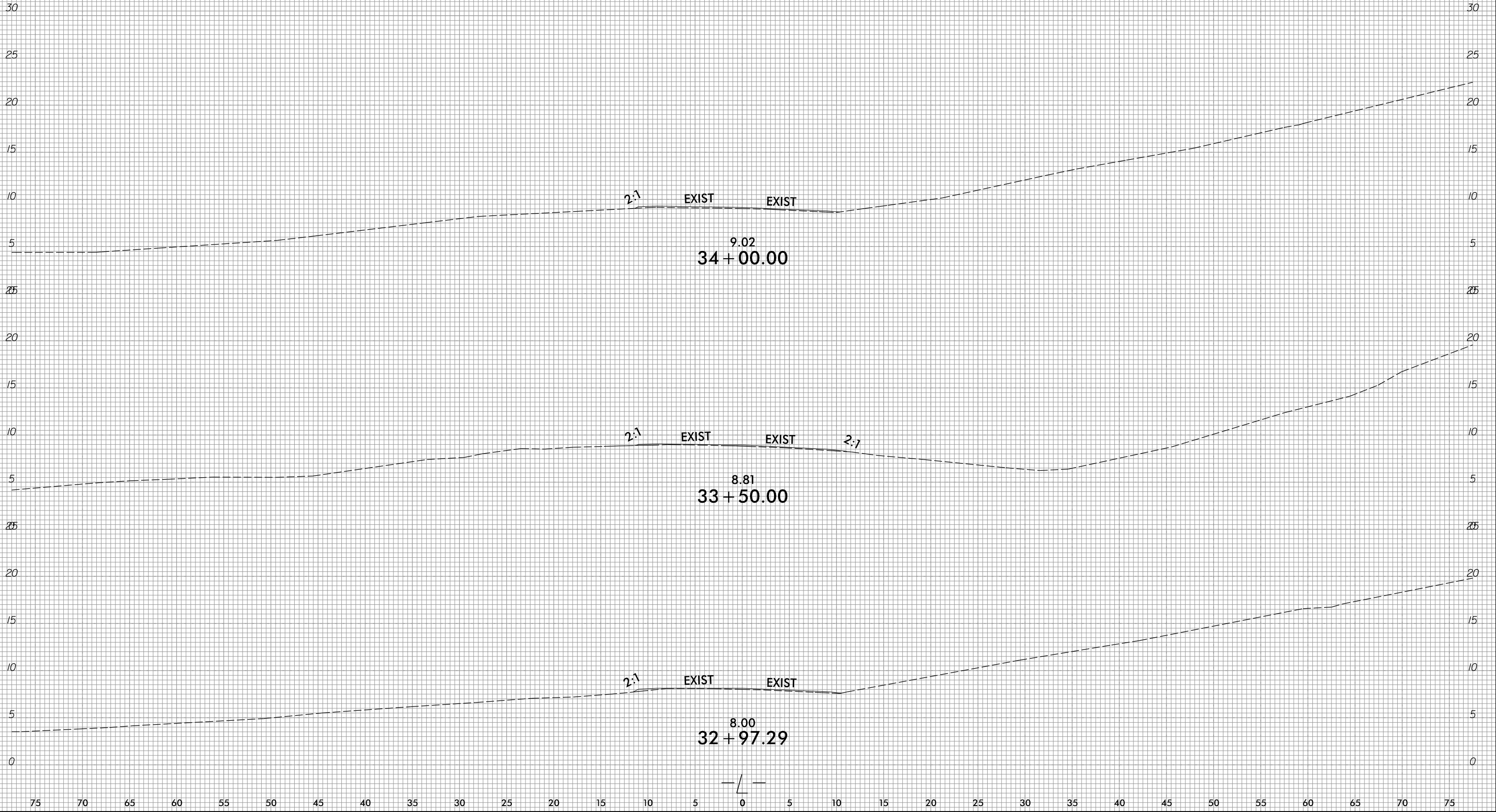
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8/23/99



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

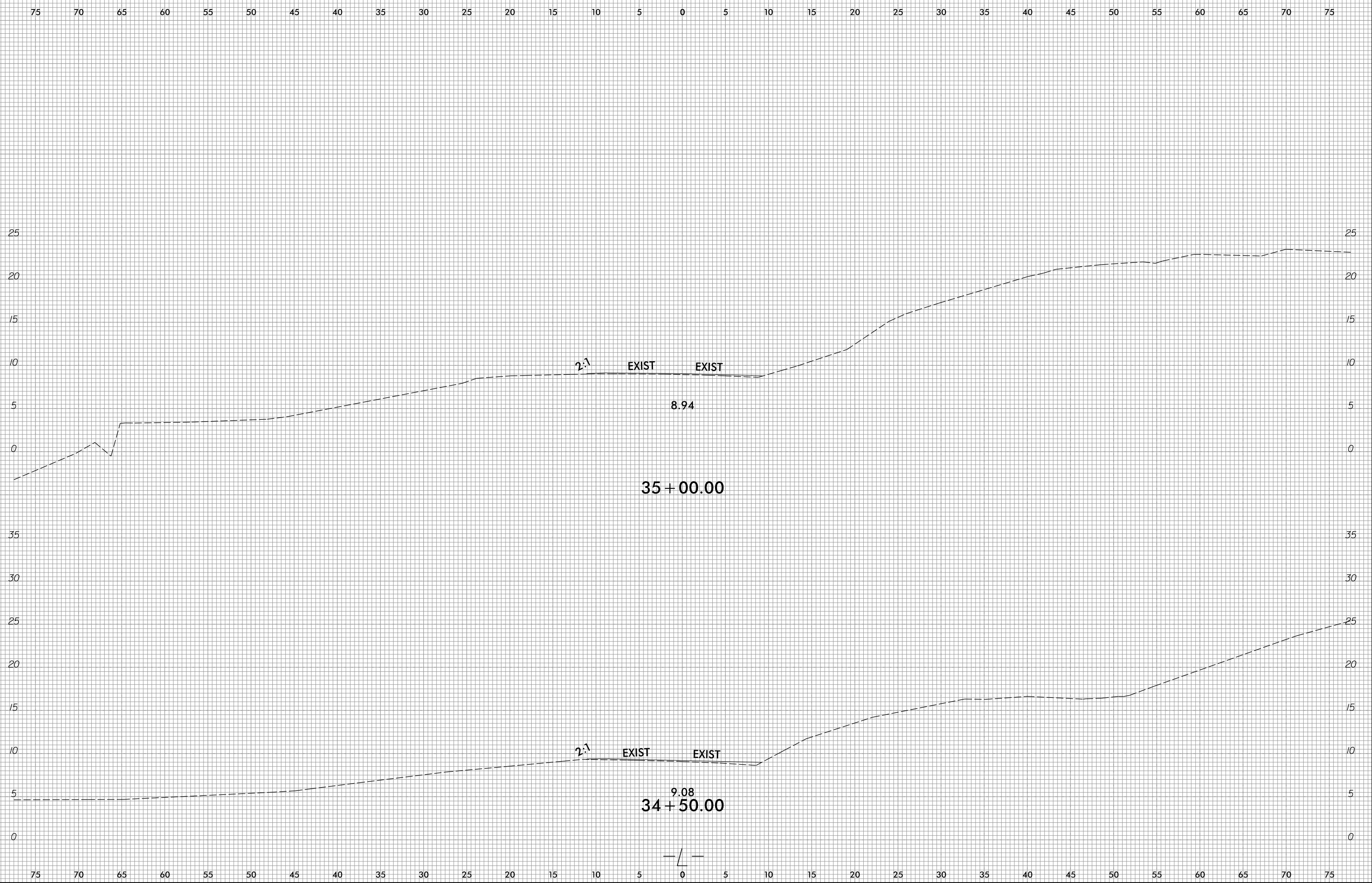
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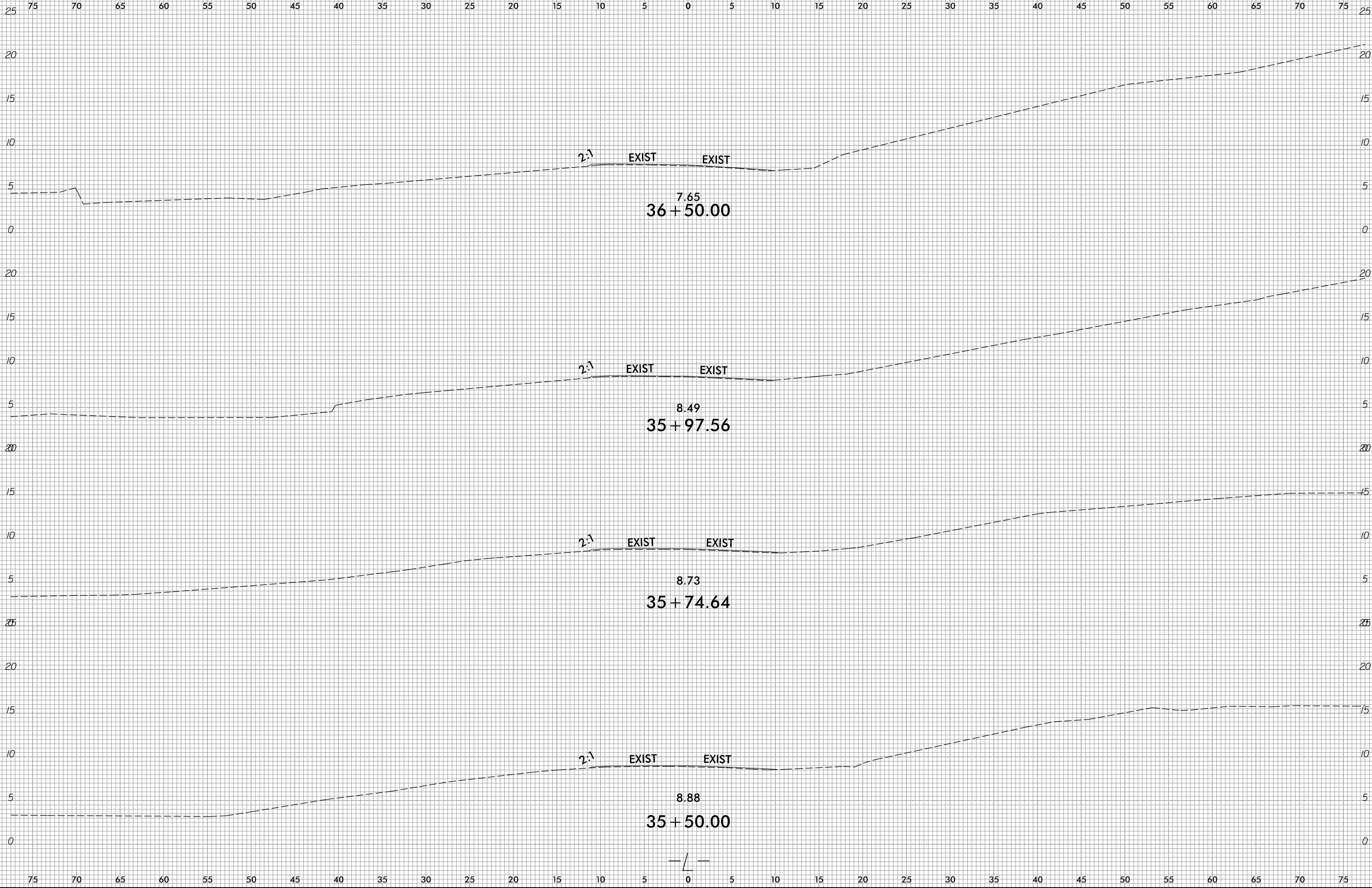
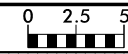
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 31.022

8/23/99

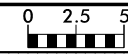
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	R-5014	X-11



10/31/2018  
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31.022



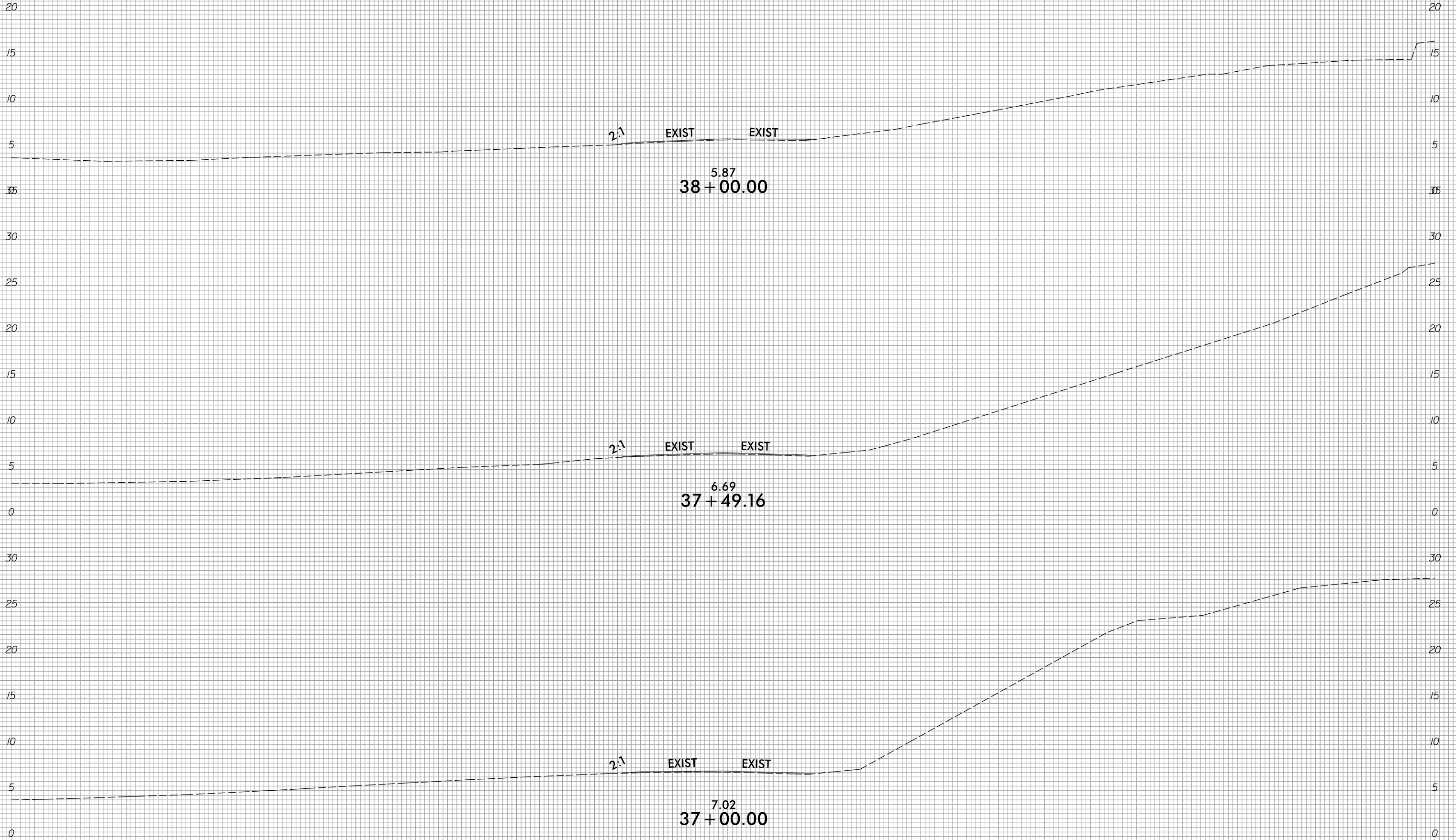
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-13

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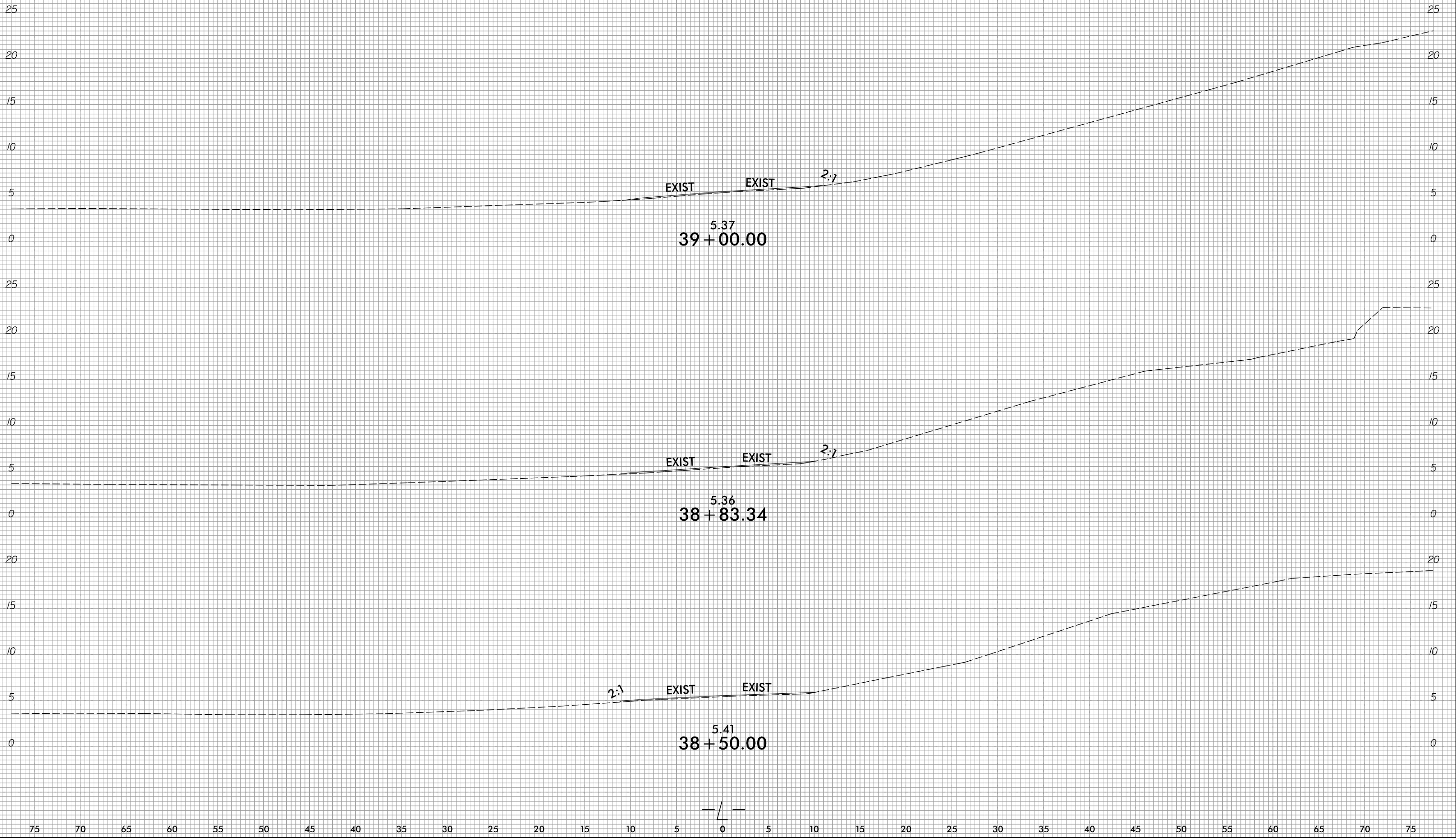
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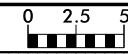
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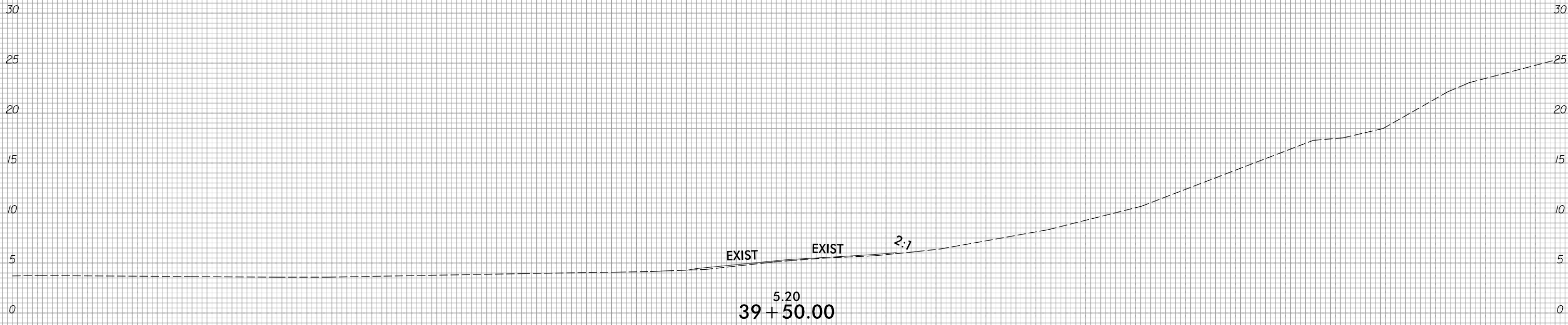
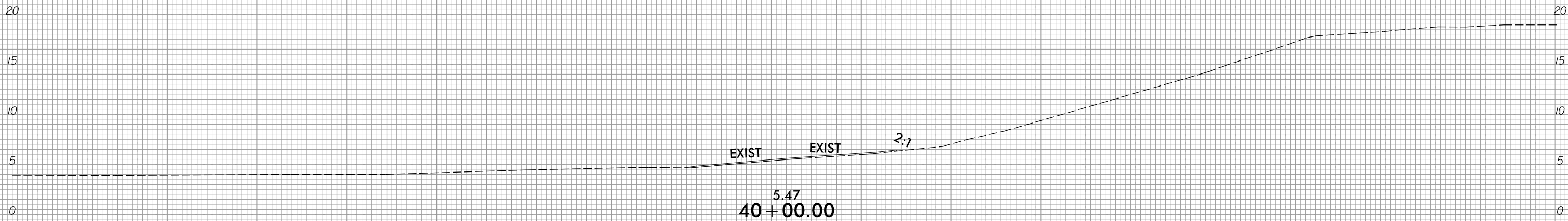
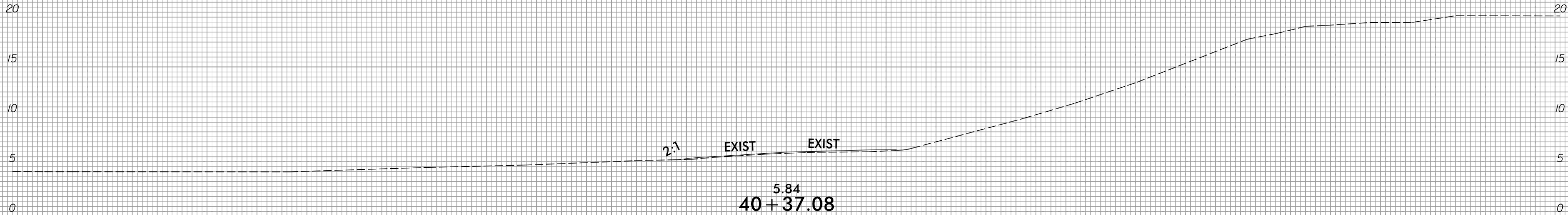


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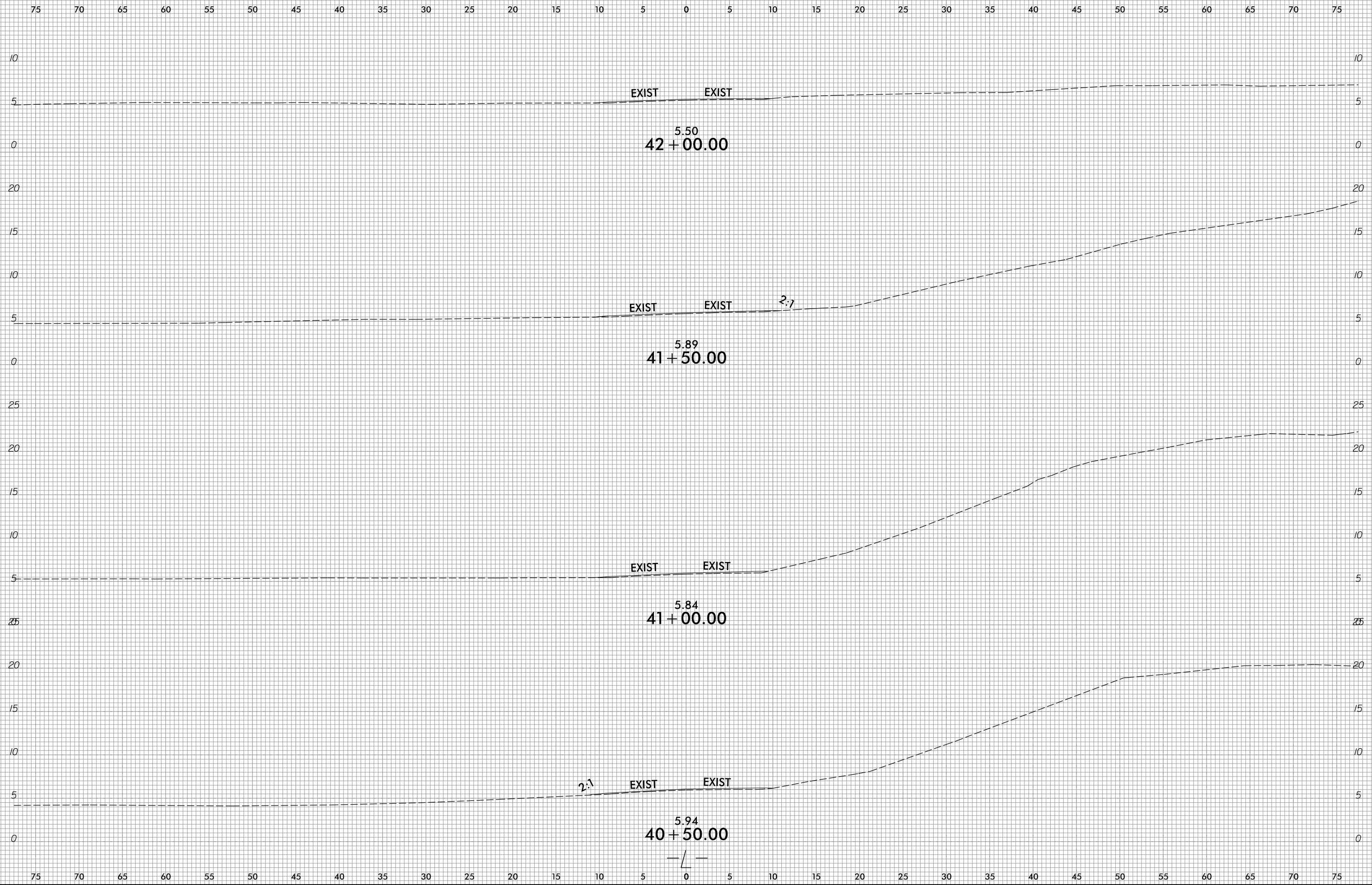
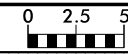


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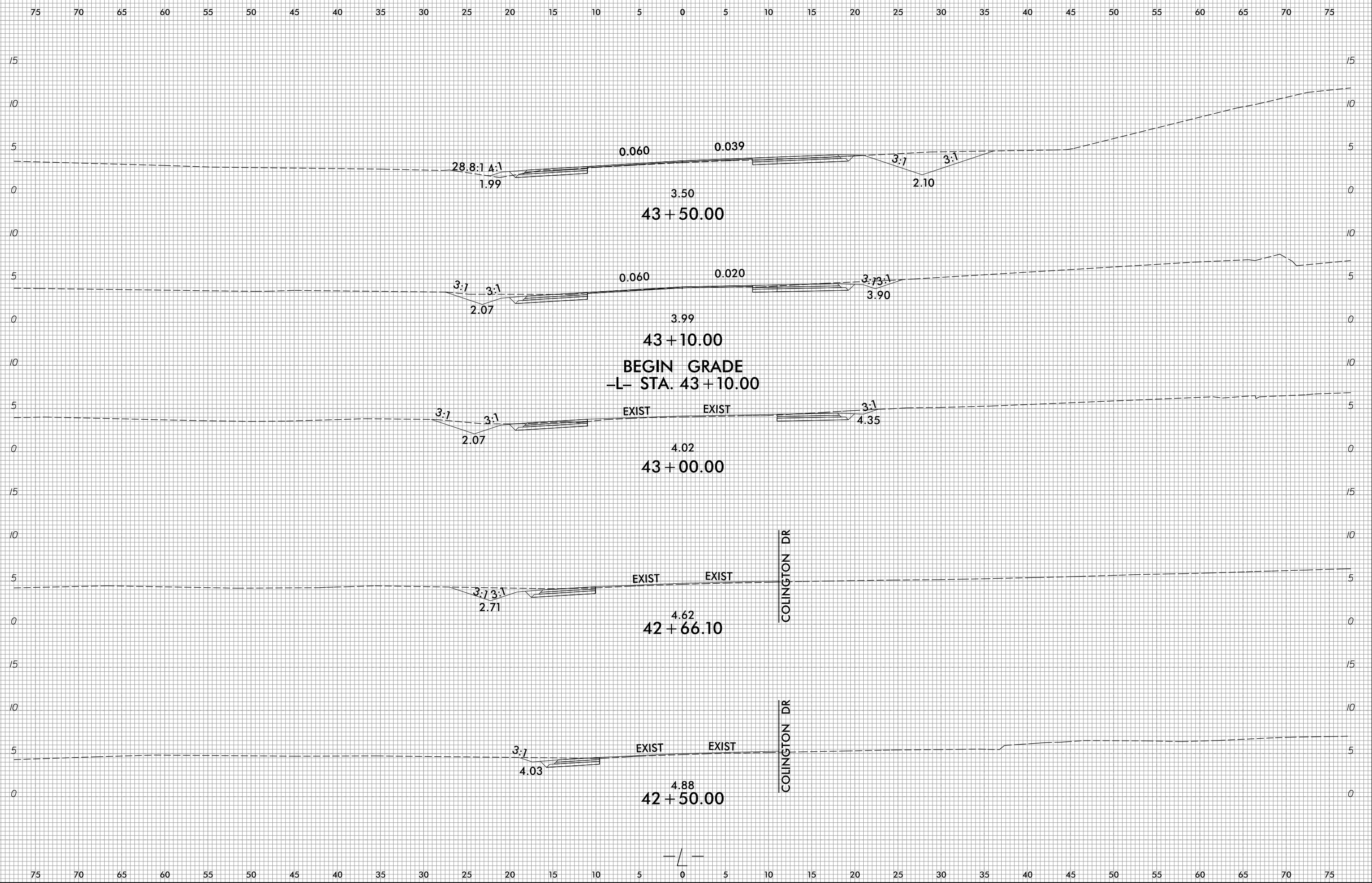
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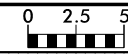
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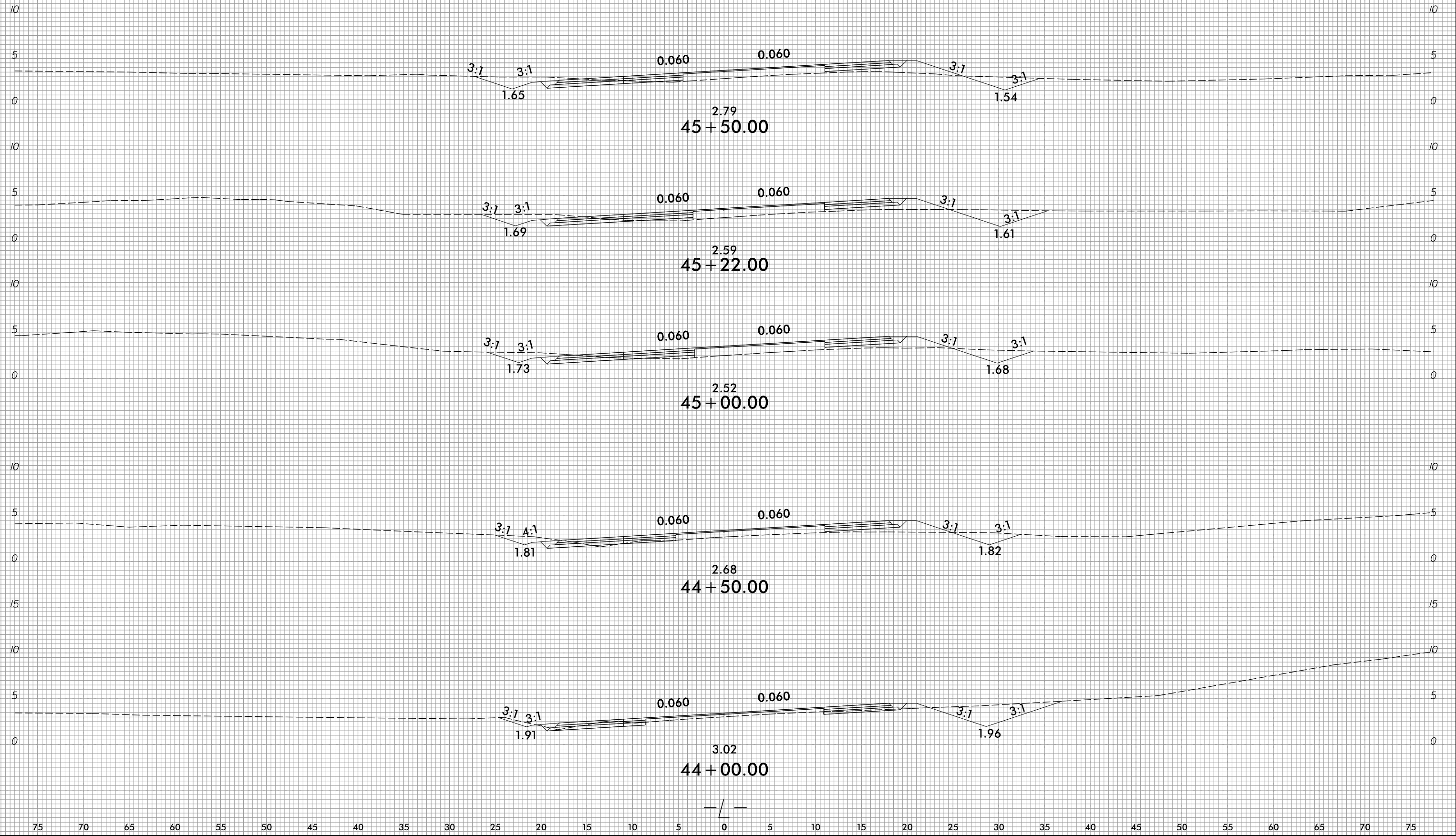
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-18

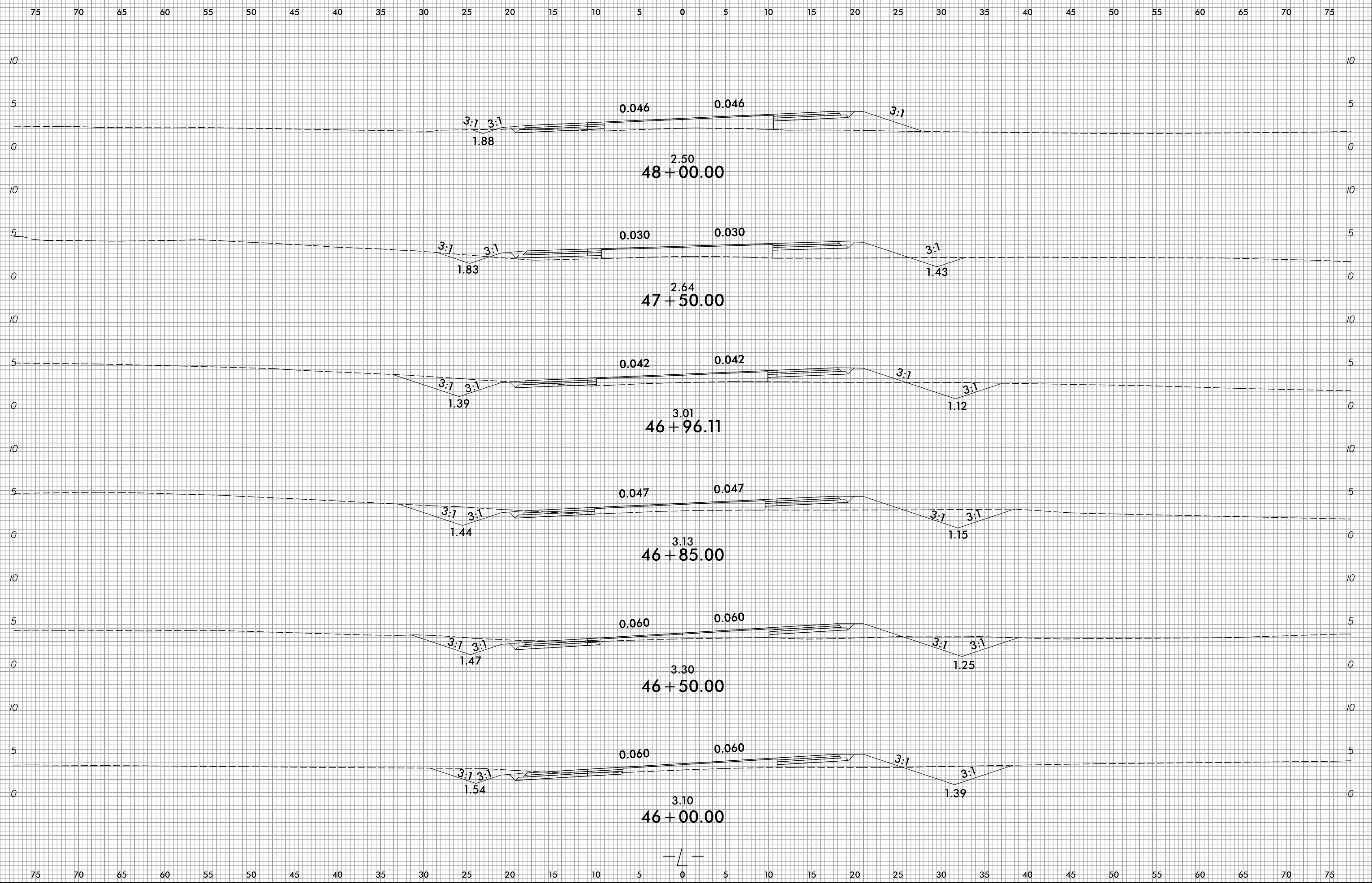
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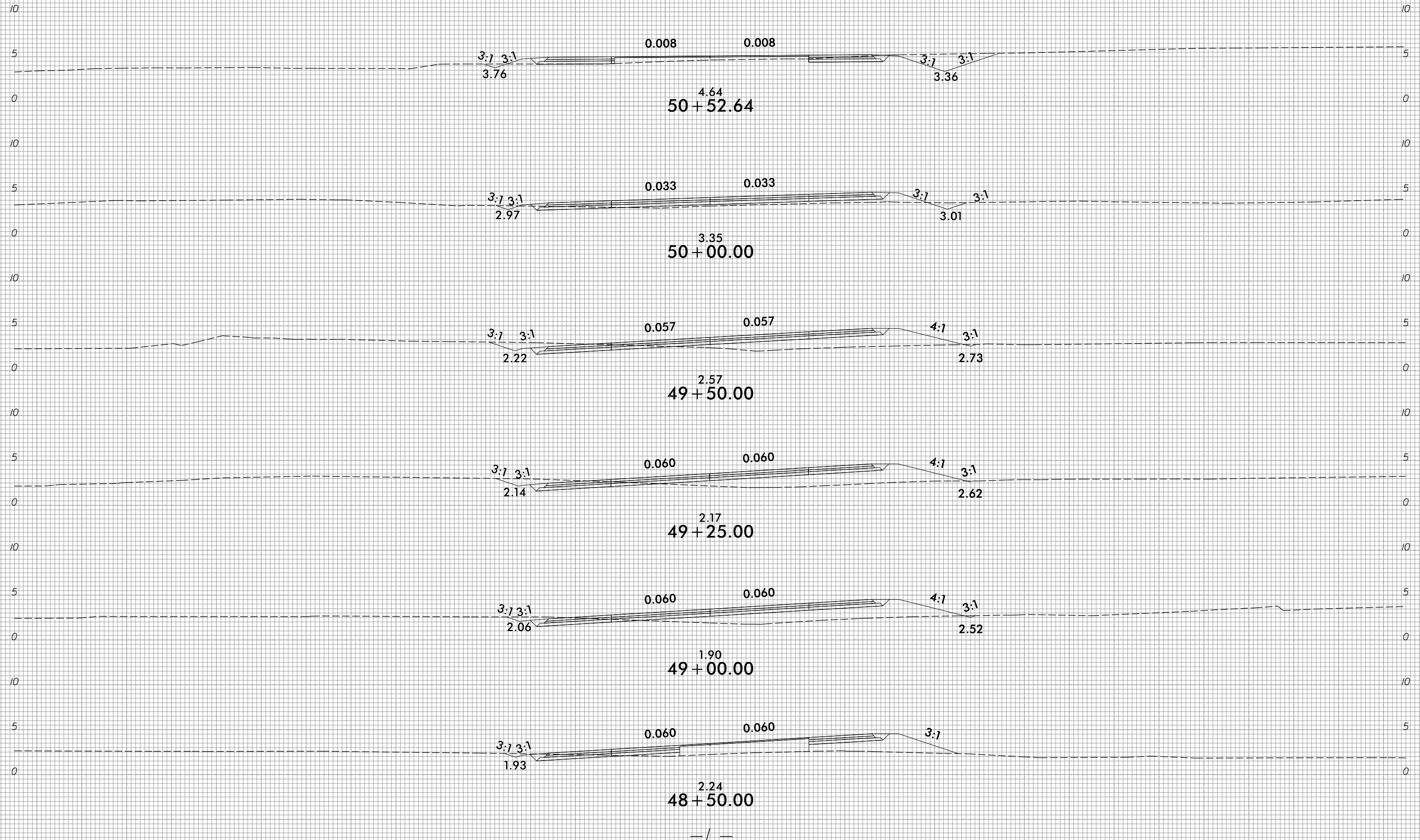
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-20

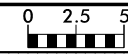
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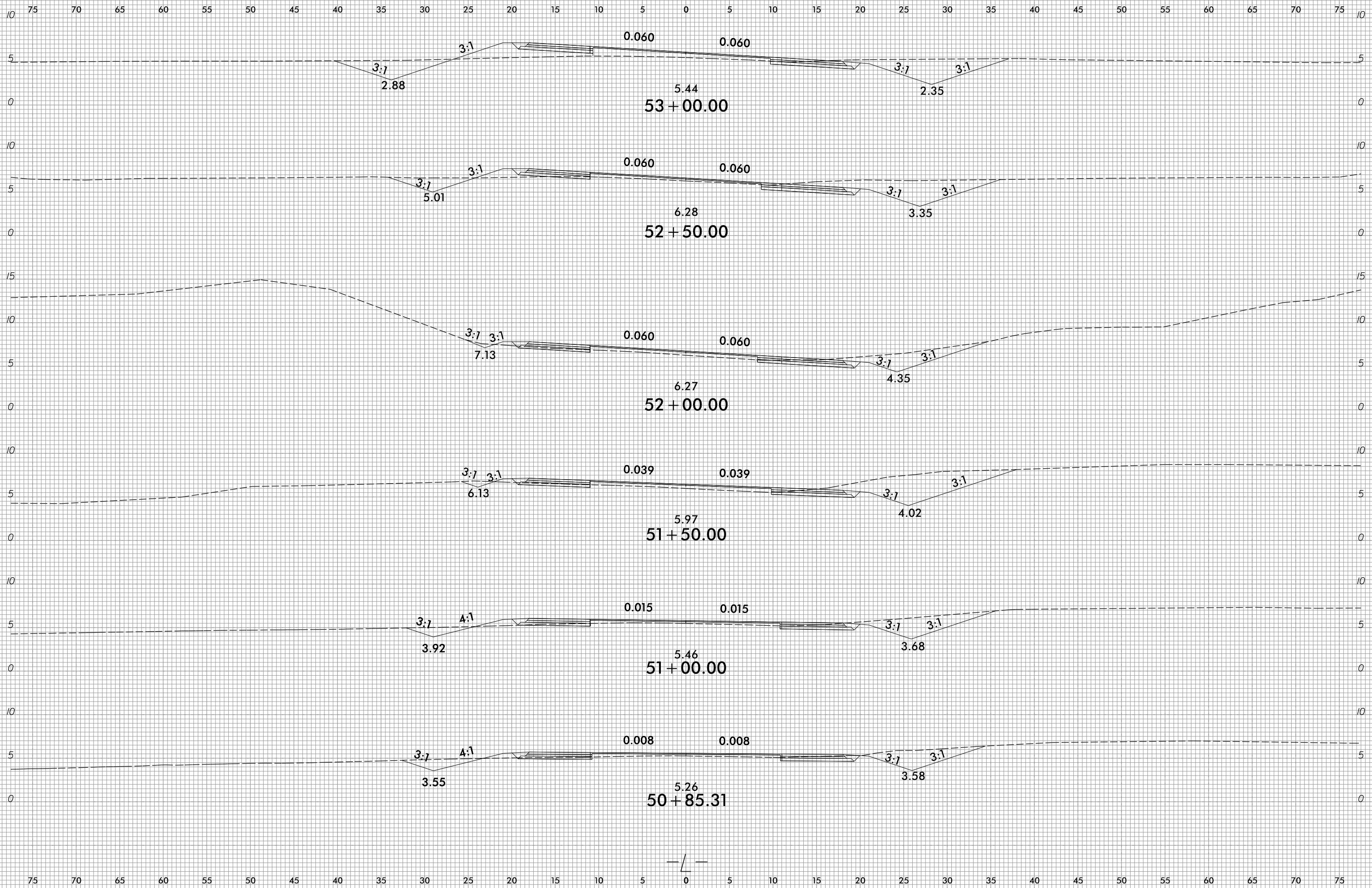
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-21



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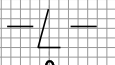
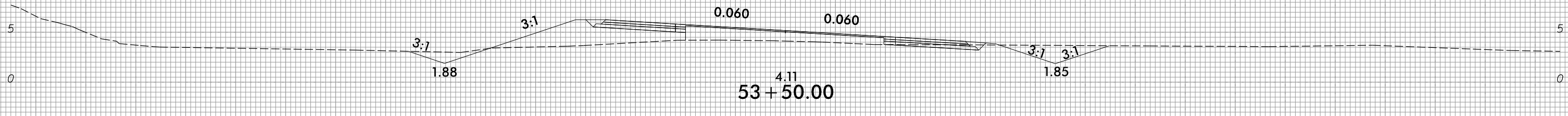
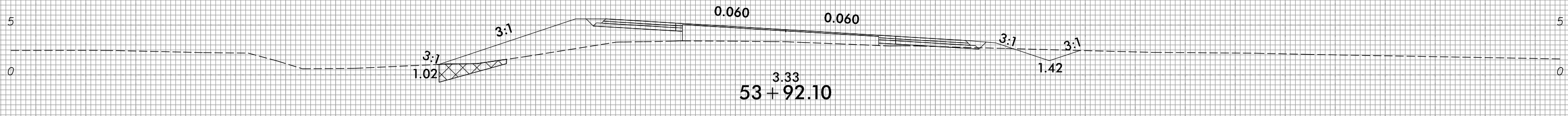
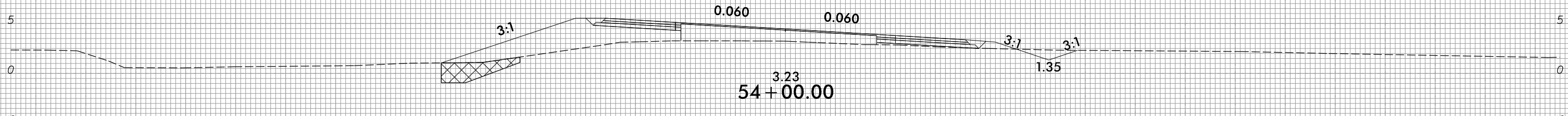
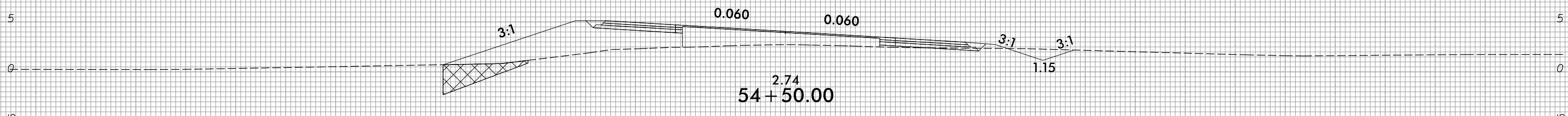
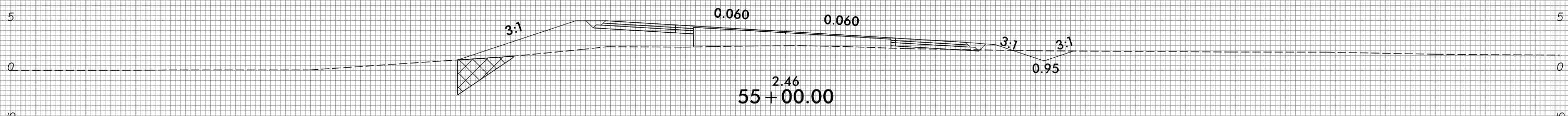
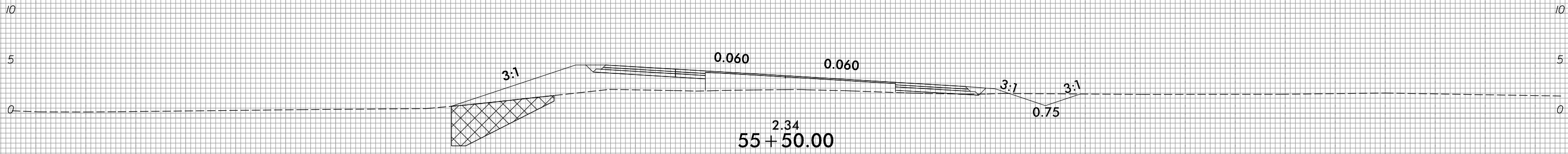
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-22

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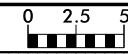


UNDERCUT EXCAVATION

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

10/31/2018  
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31.022

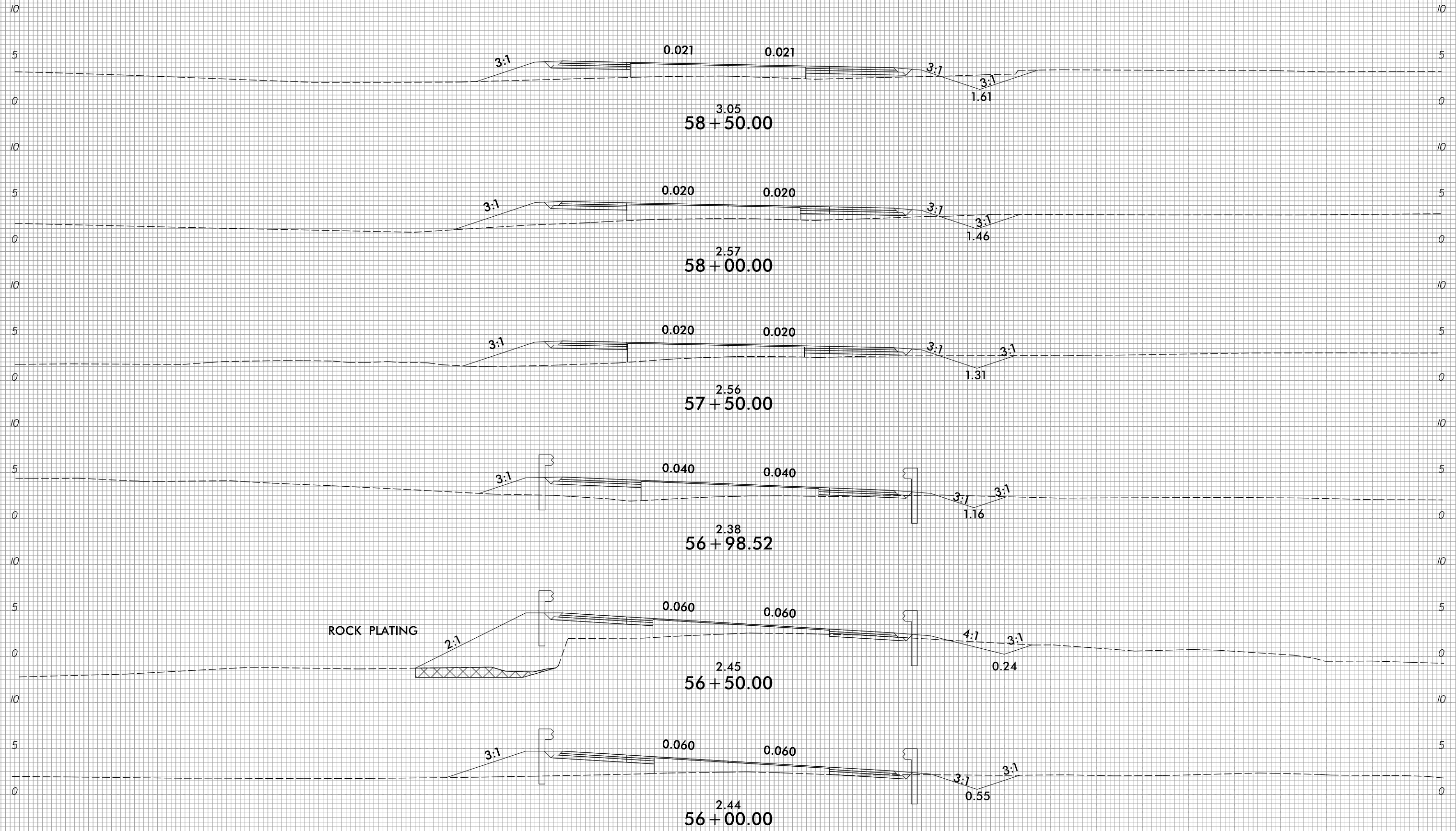
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-23

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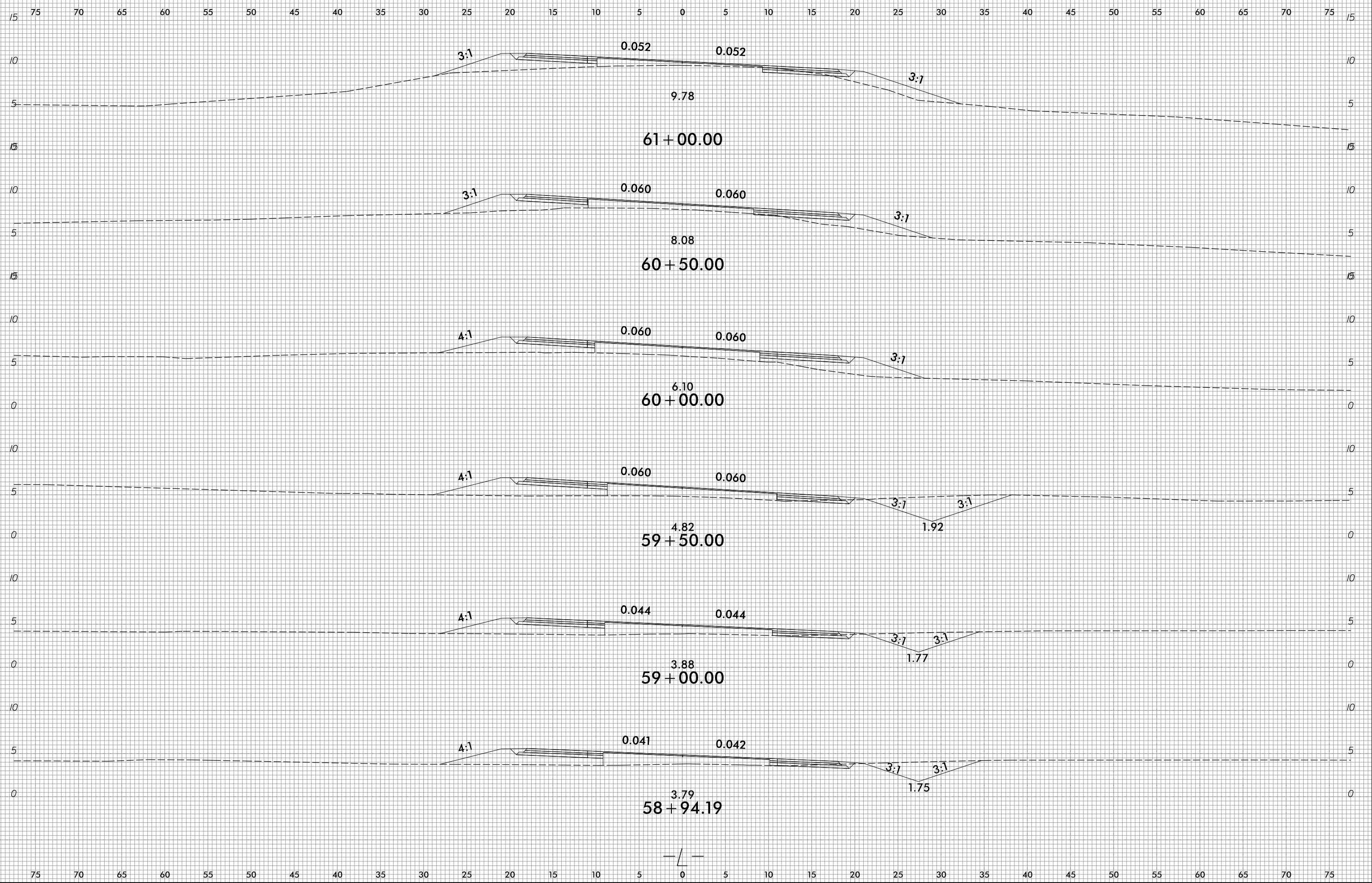
UNDERCUT EXCAVATION

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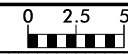
8/23/99

0 2.5 5	PROJ. REFERENCE NO. R-5014	SHEET NO. X-24
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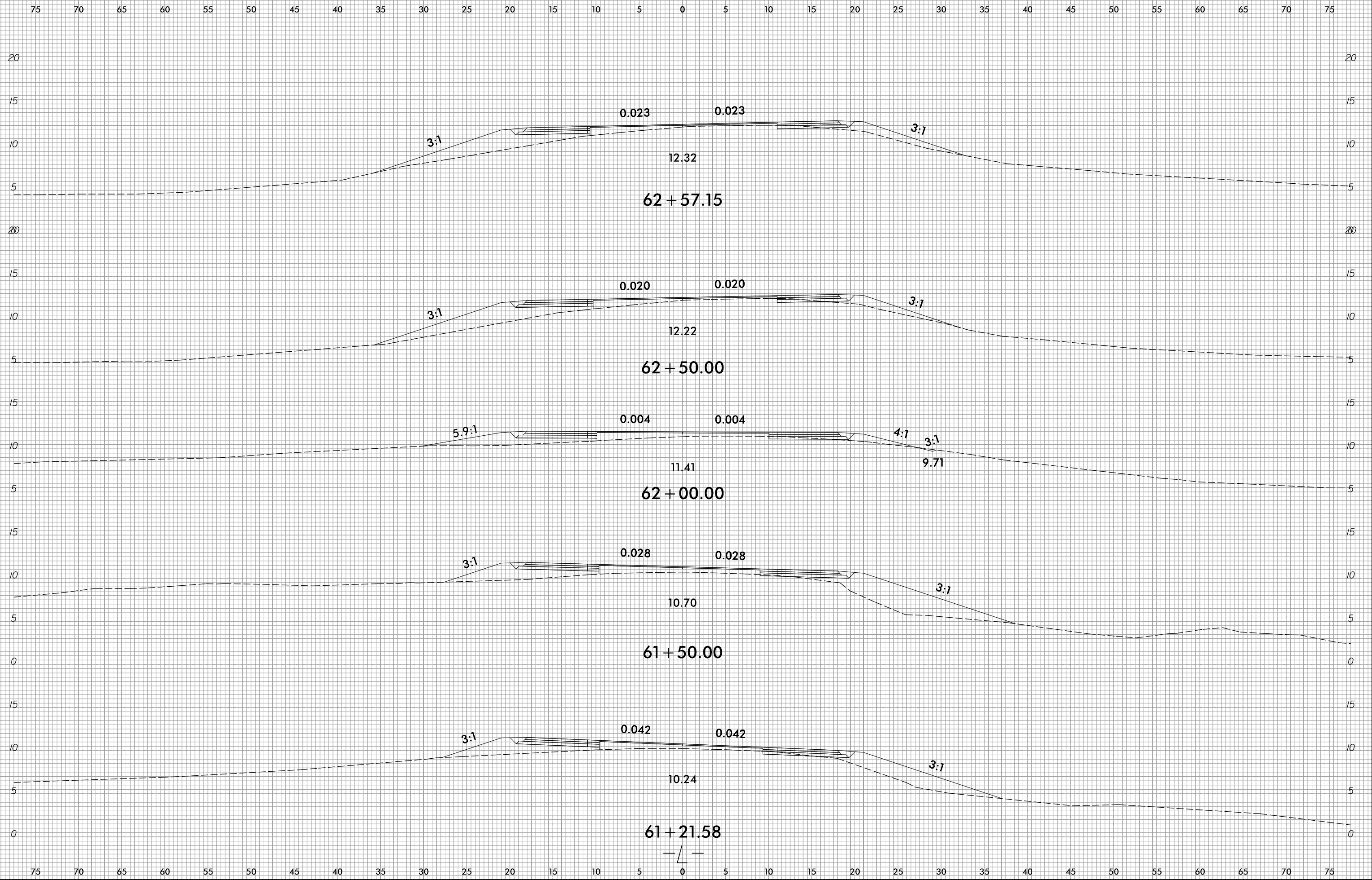
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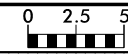
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-25

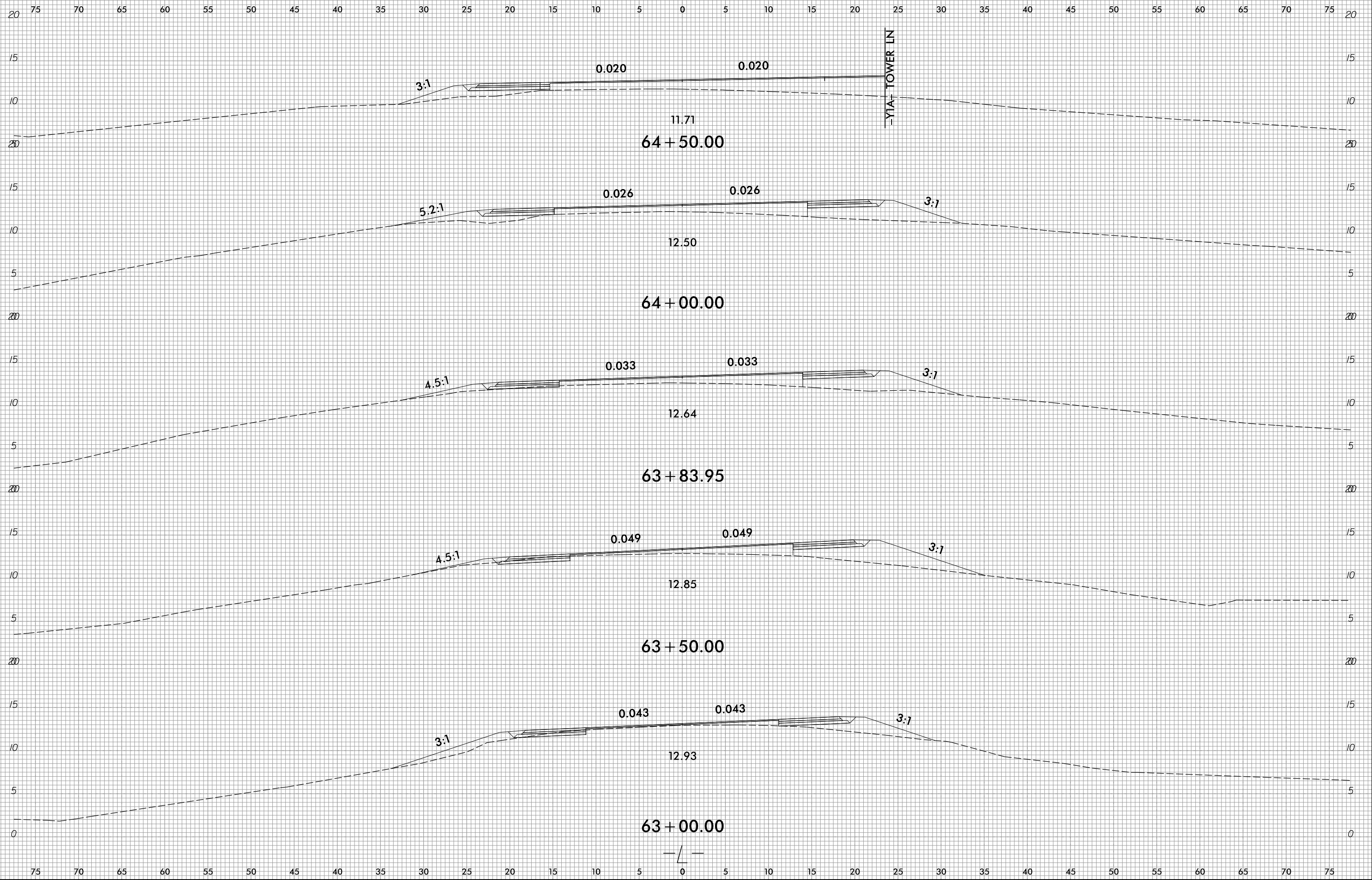


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3:10:22

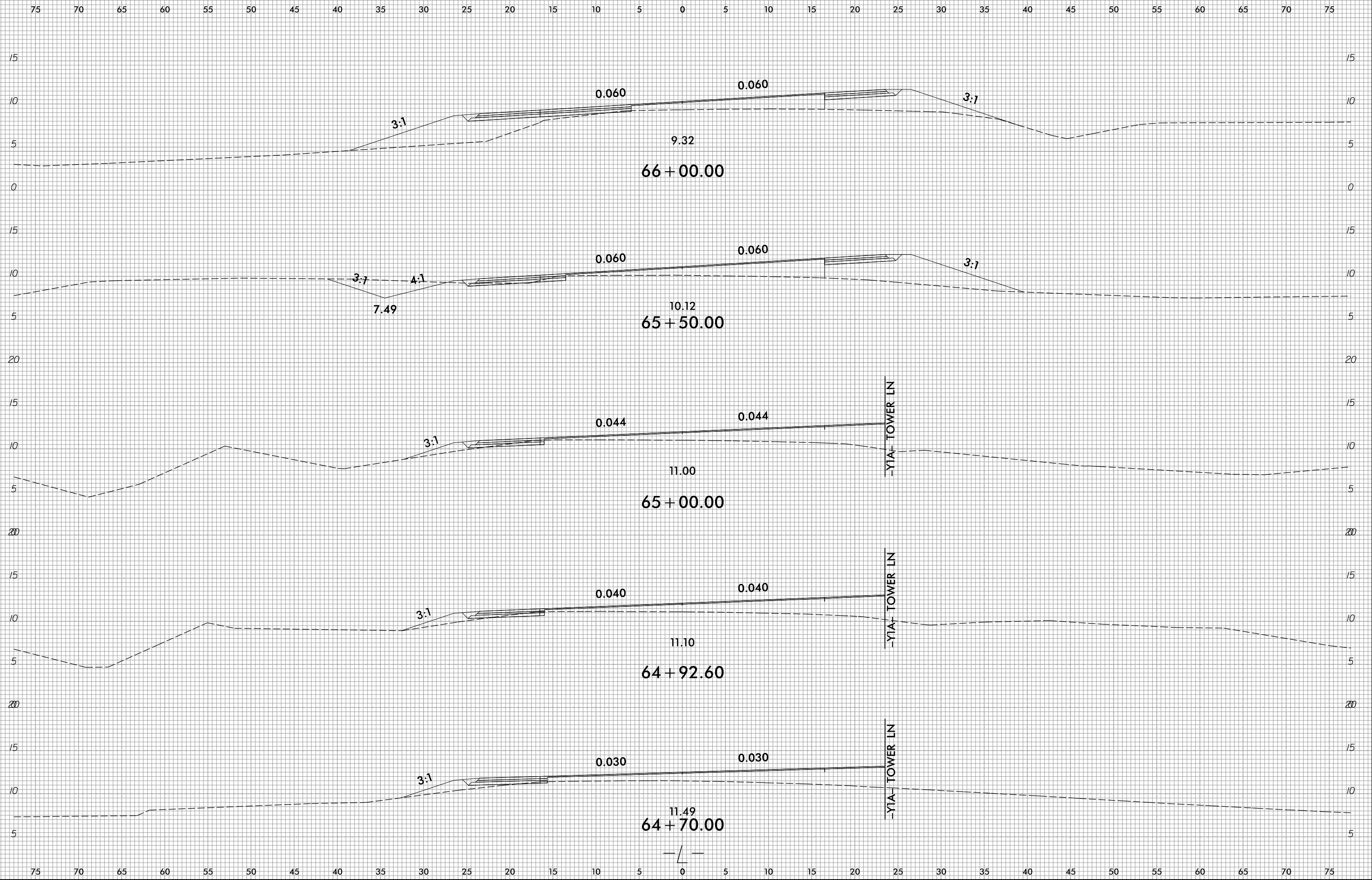
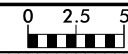
8/23/99



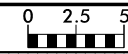
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-26



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3:10:22

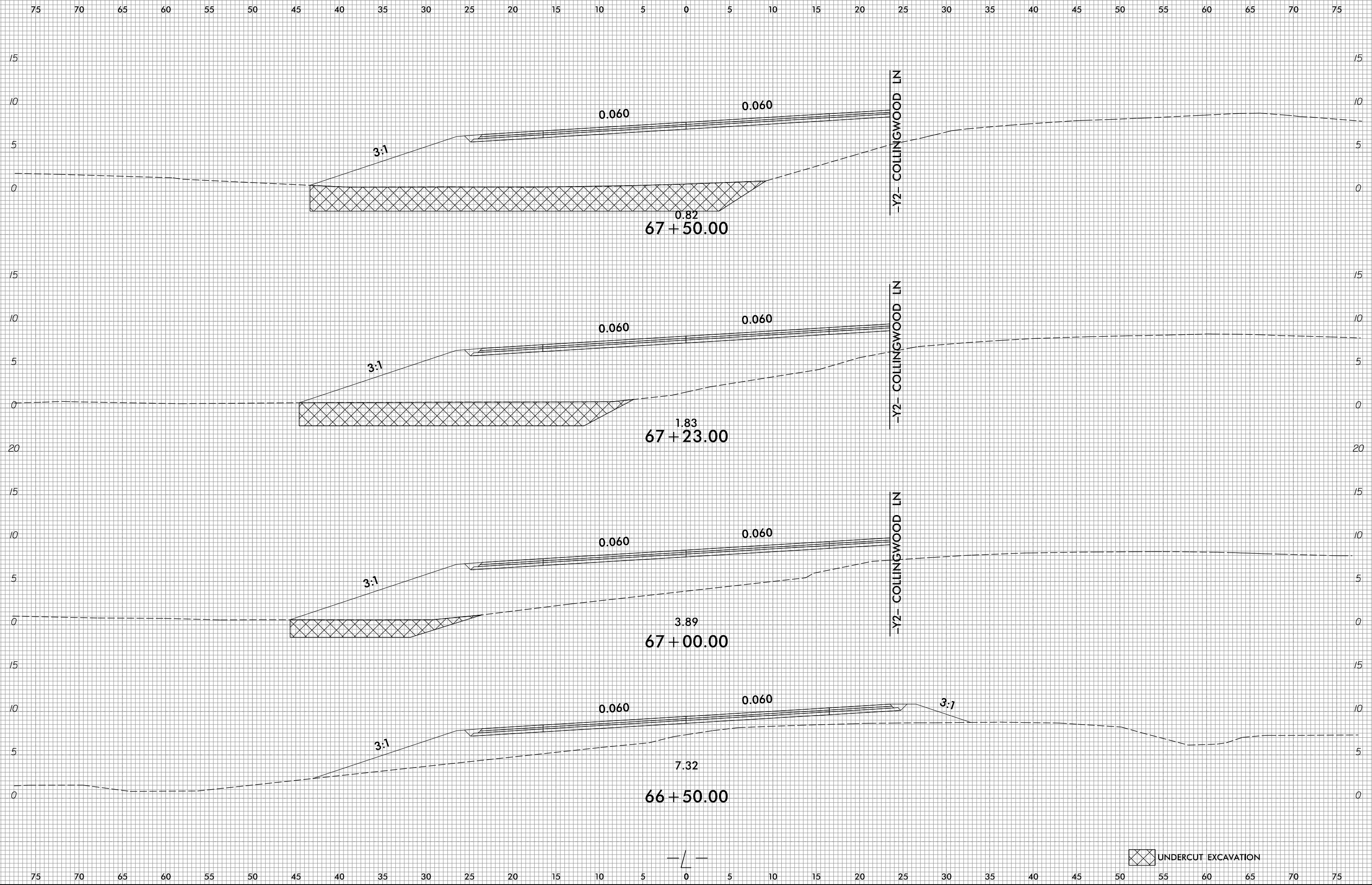


8/23/99



PROJ. REFERENCE NO.  
R-5014

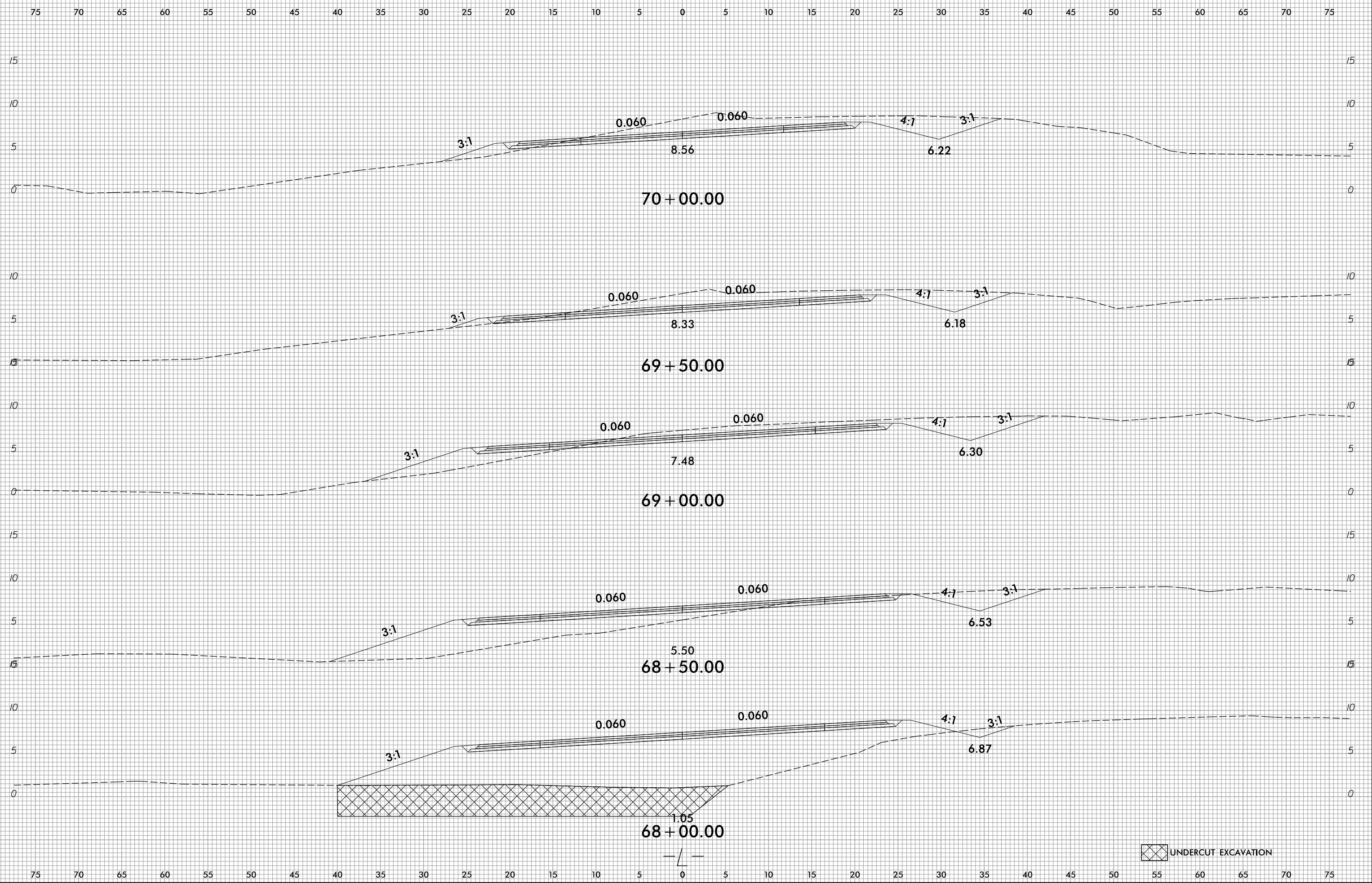
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X-28




UNDERCUT EXCAVATION

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 UNDERCUT EXCAVATION

10/31/2018  
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3:10:22

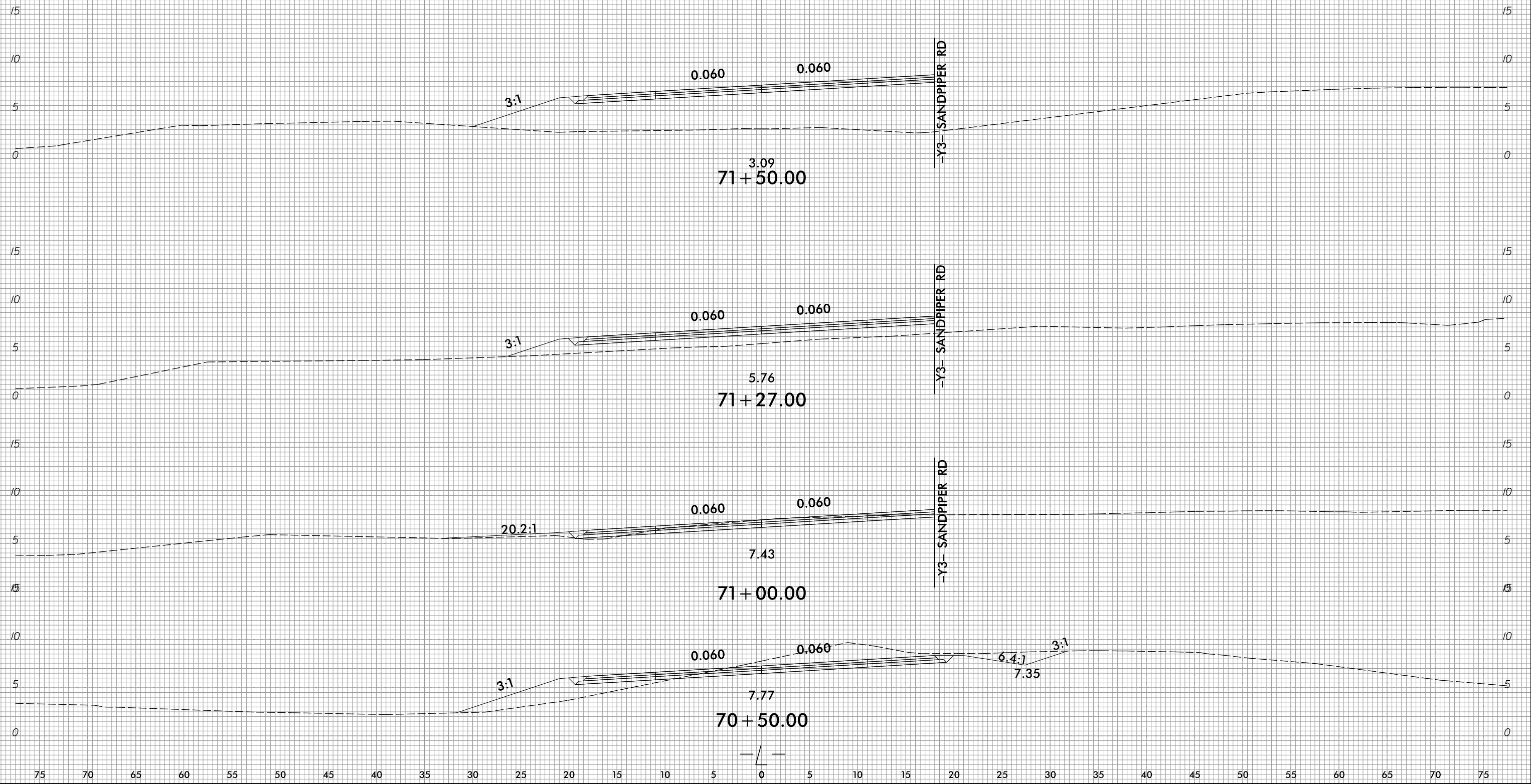


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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-30

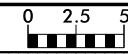
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10/31/2018  
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 3:10:22

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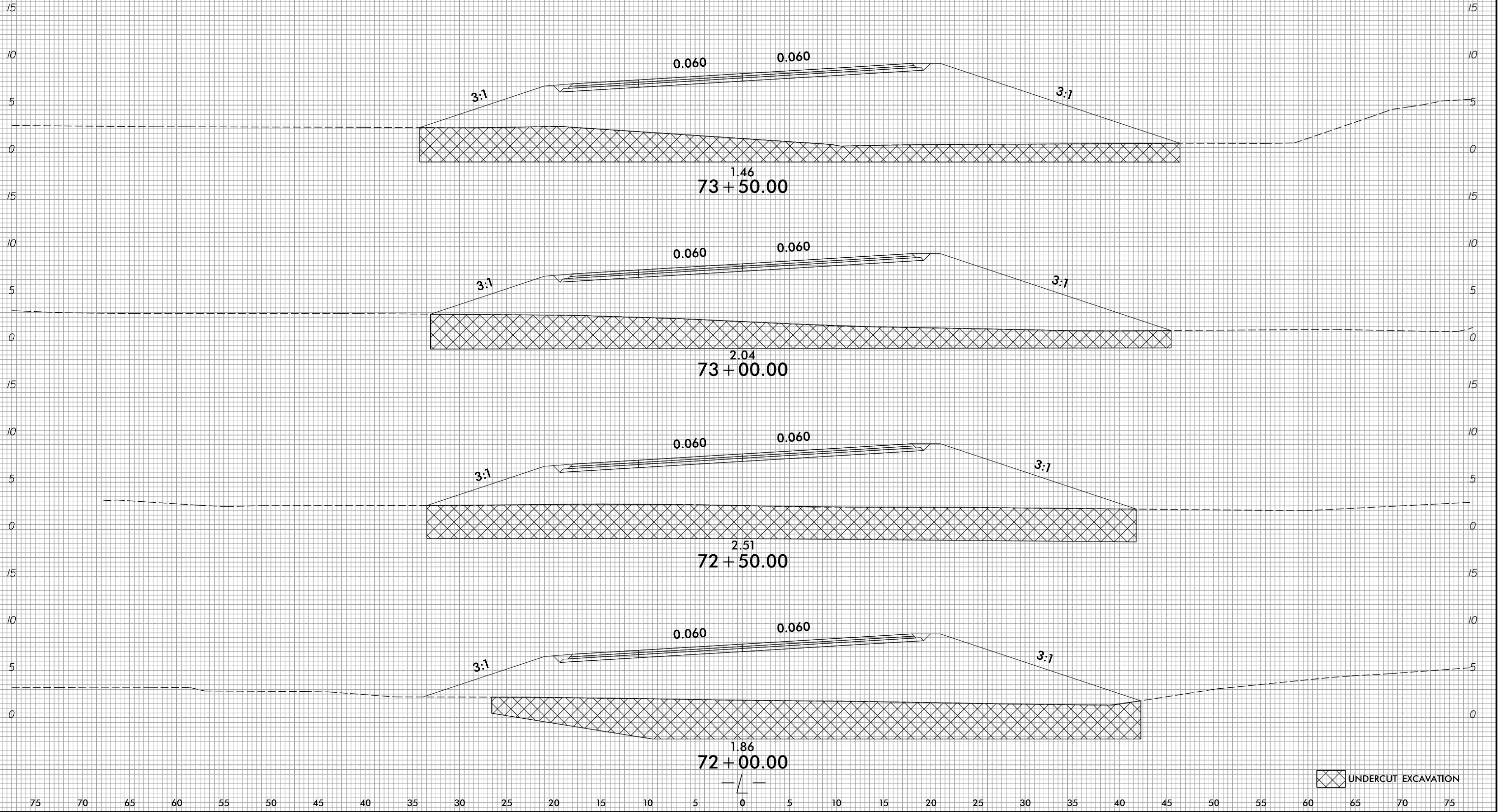
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PROJ. REFERENCE NO.  
R-5014

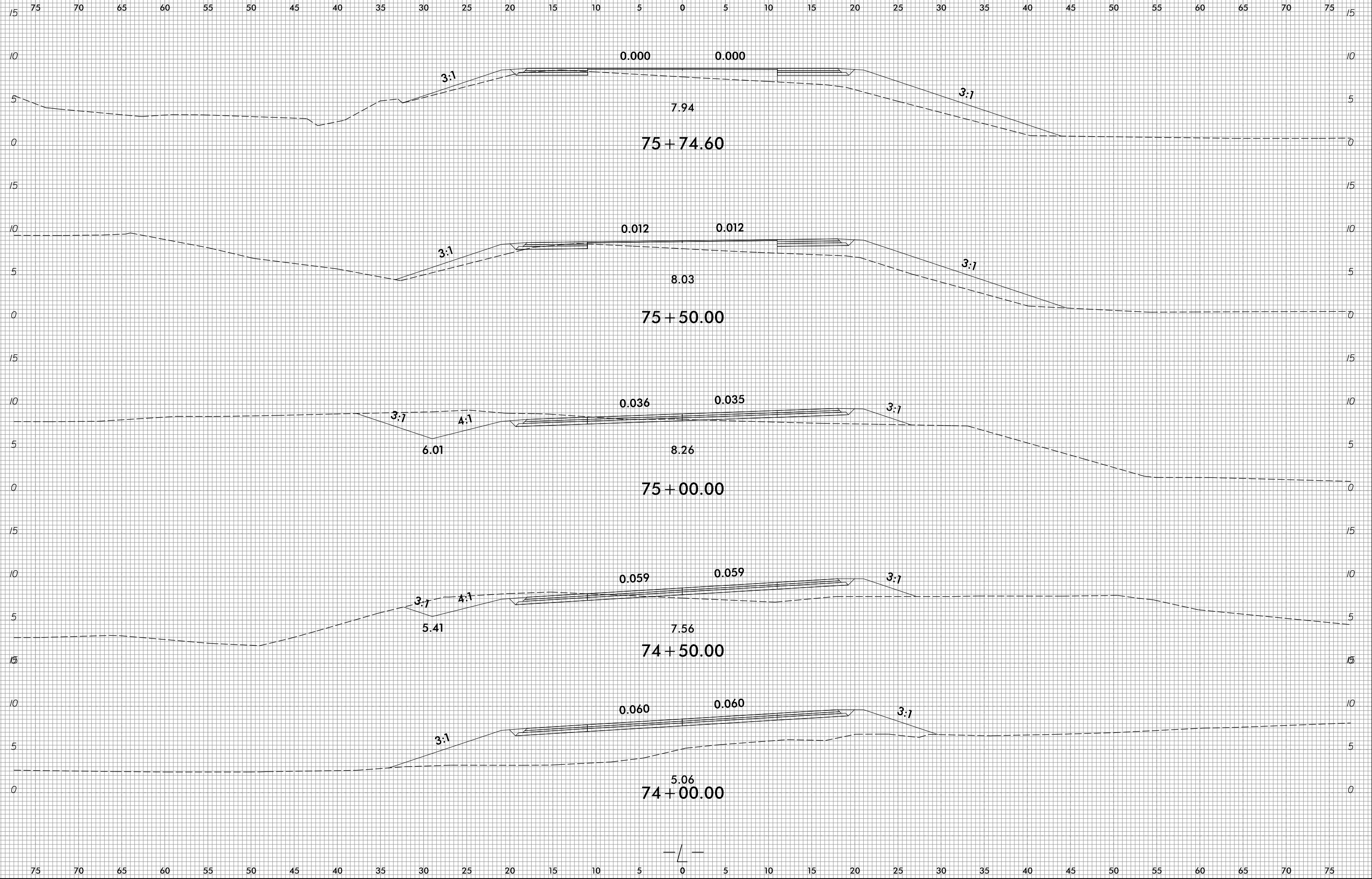
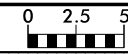
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X-31

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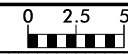


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31.022

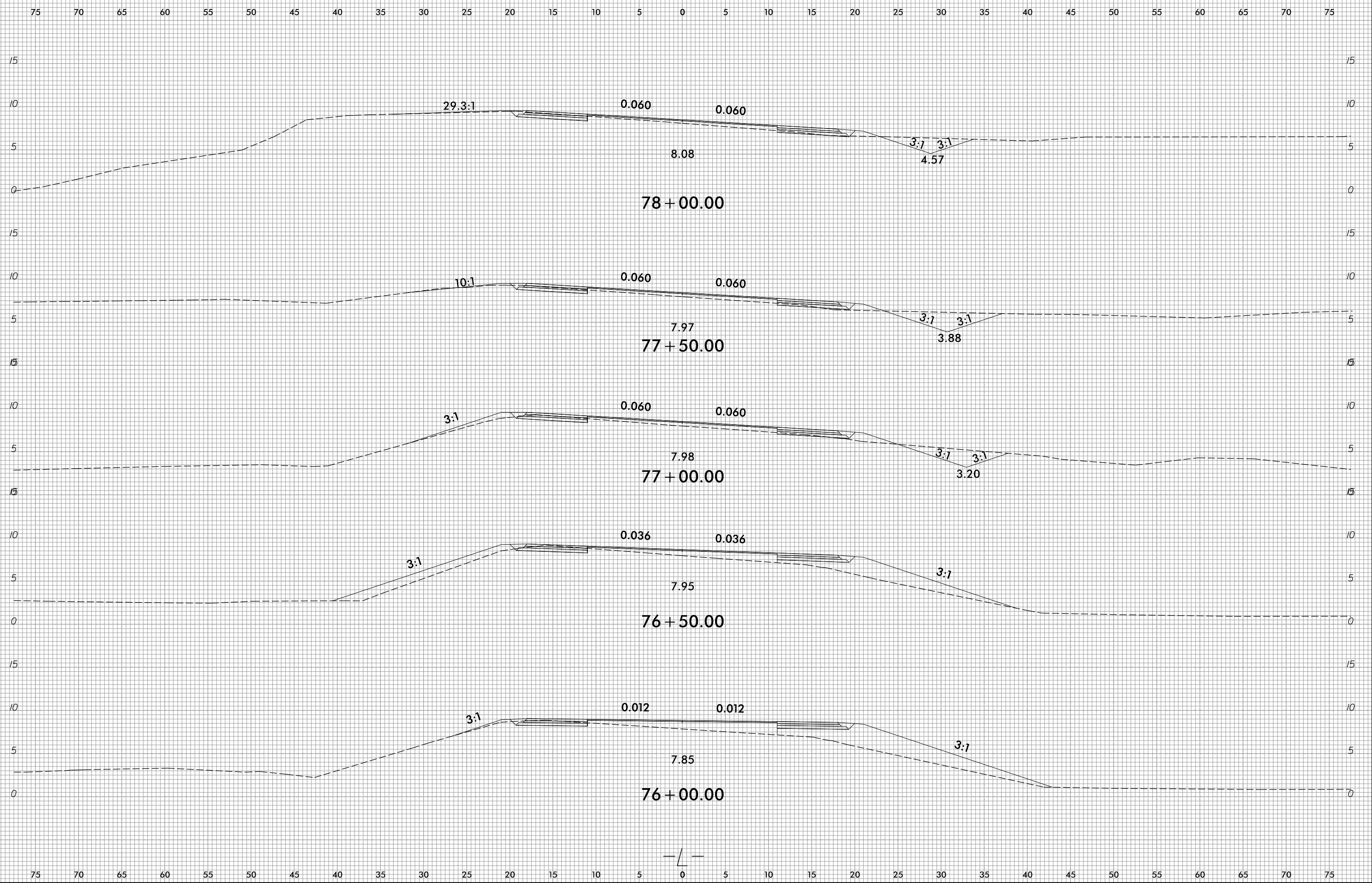
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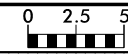


PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-33



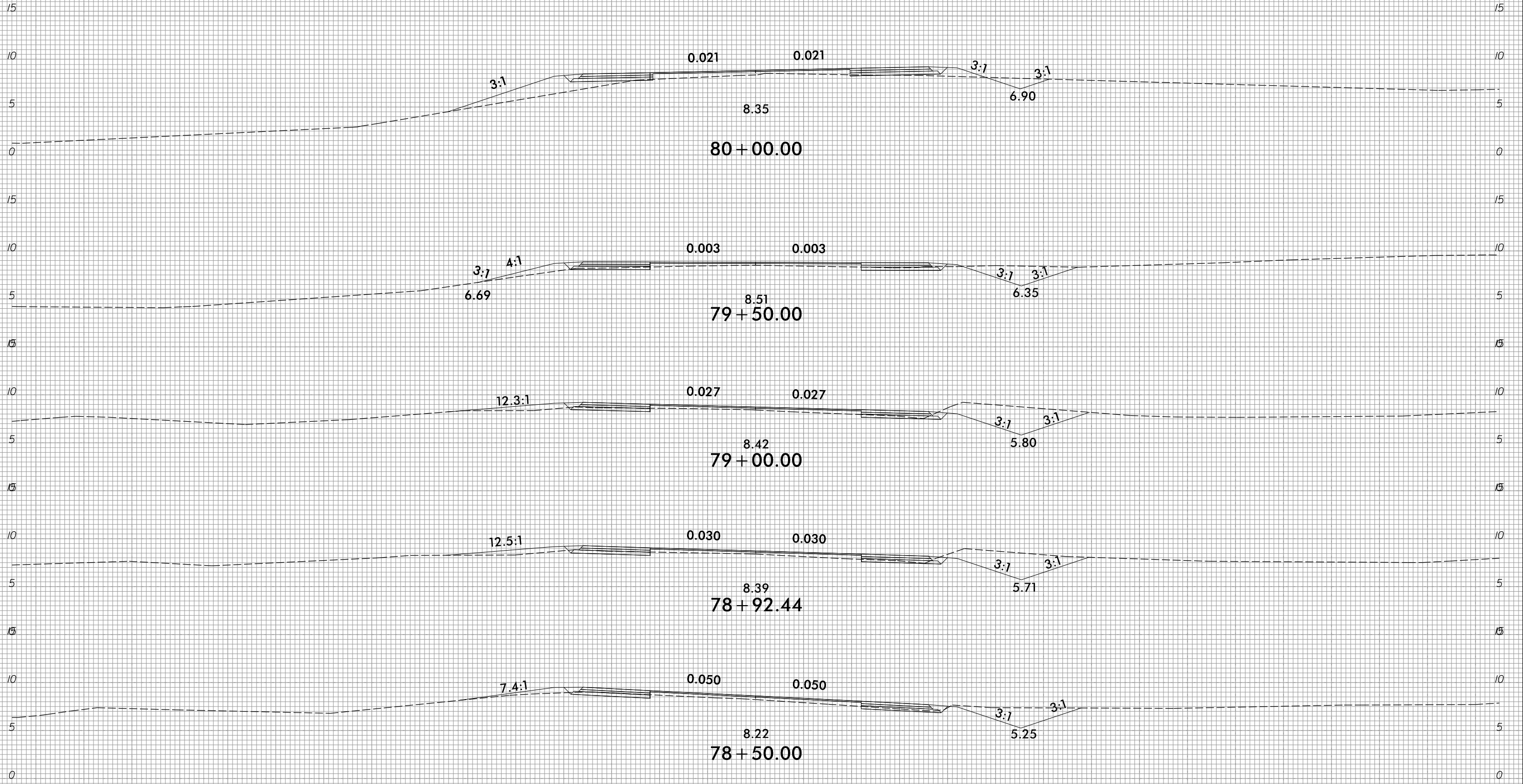
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-34

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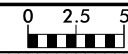


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10/31/2018  
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3:10:22



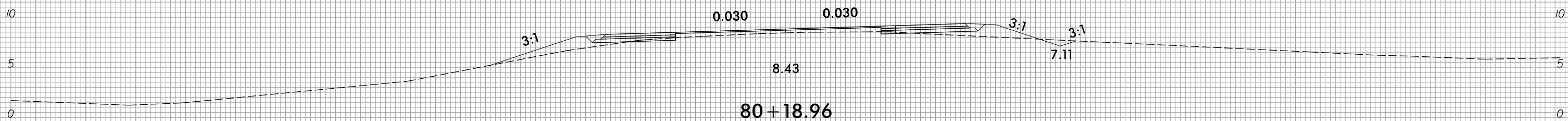
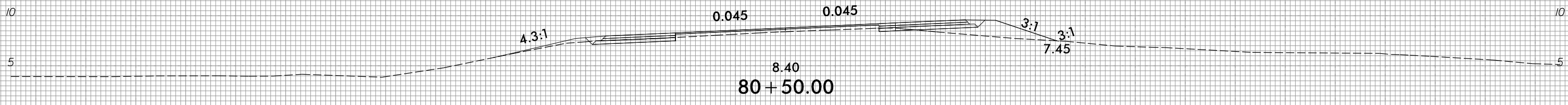
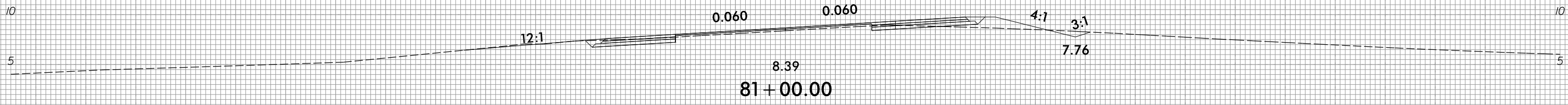
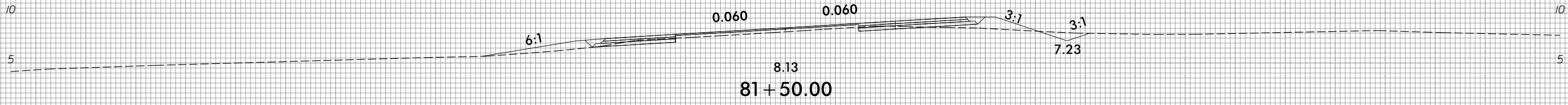
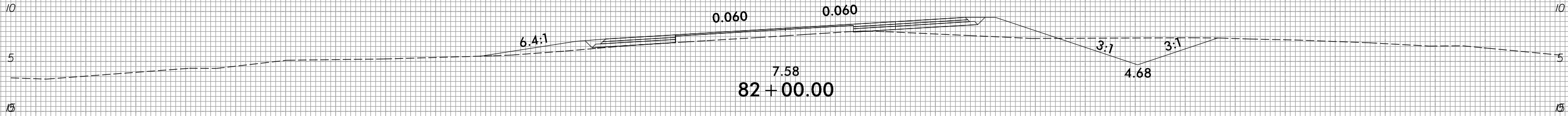
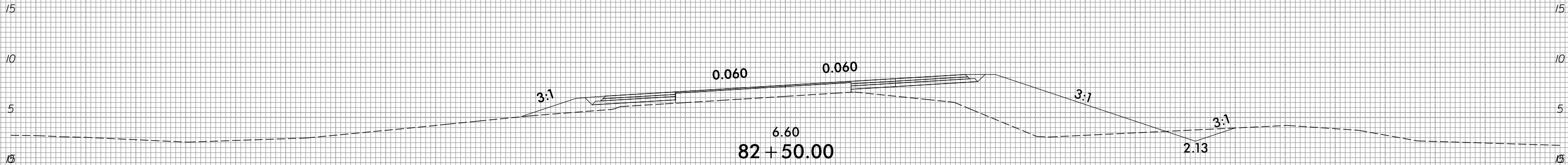
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-35

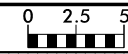
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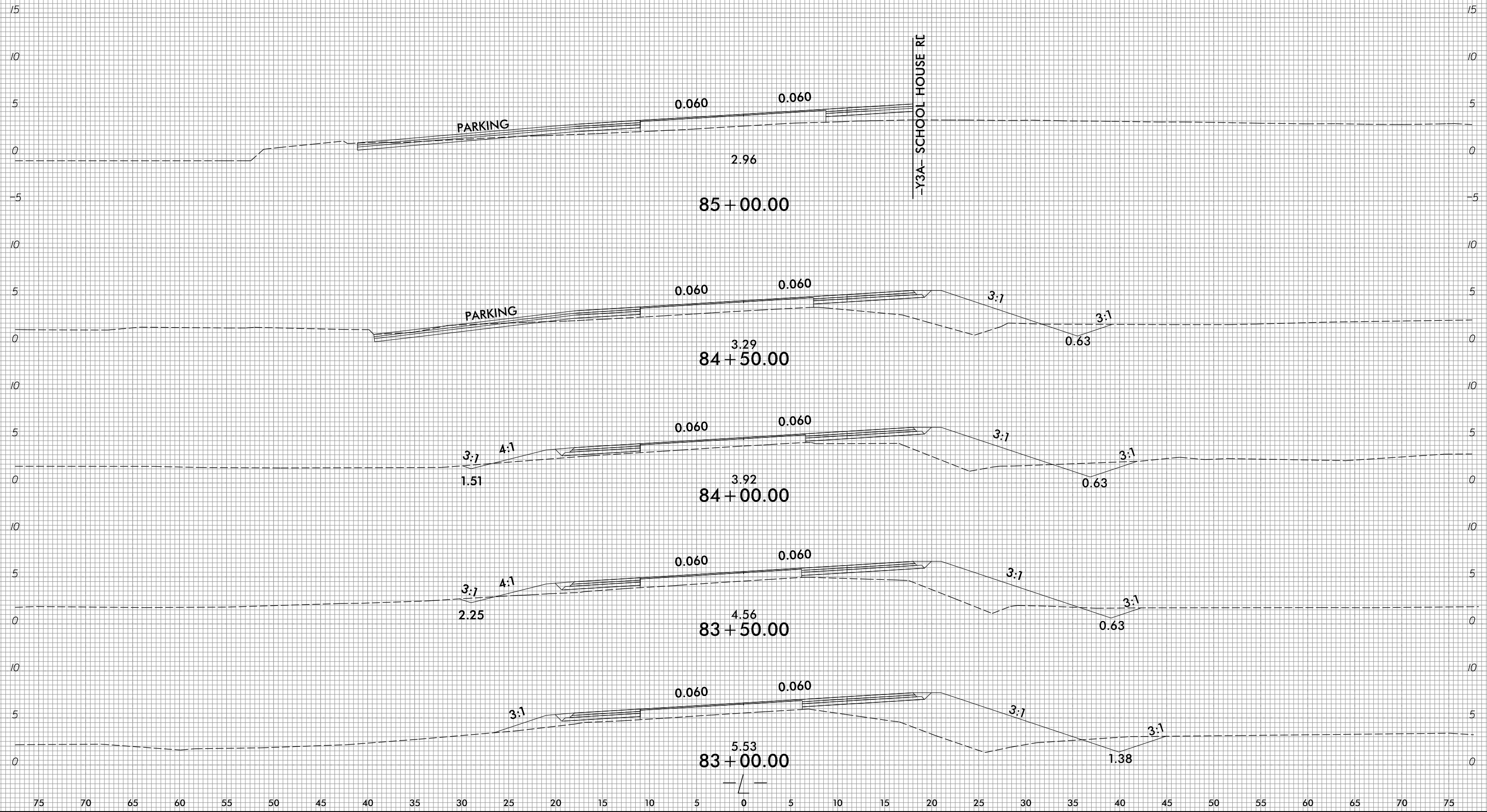
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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-36

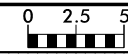
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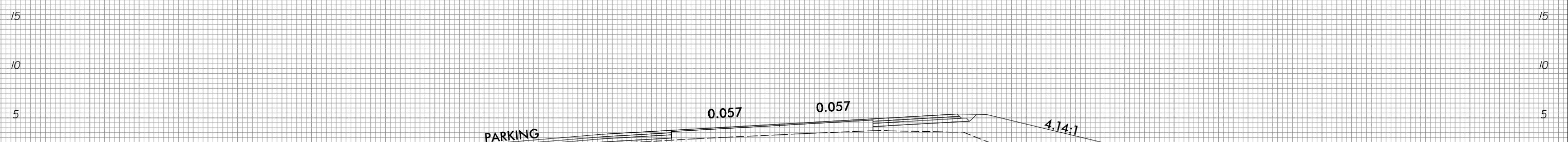
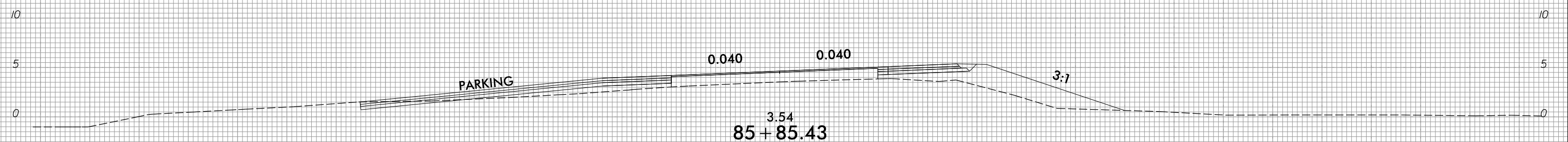
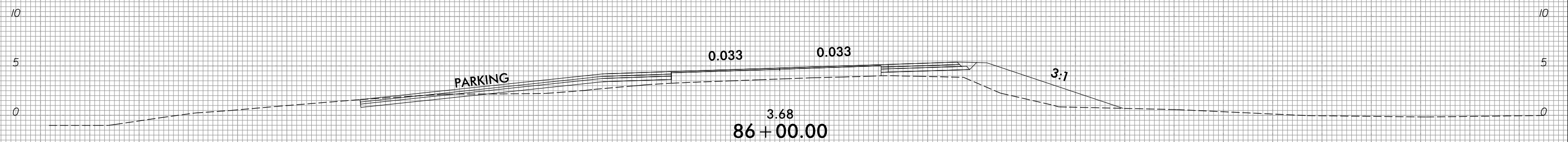
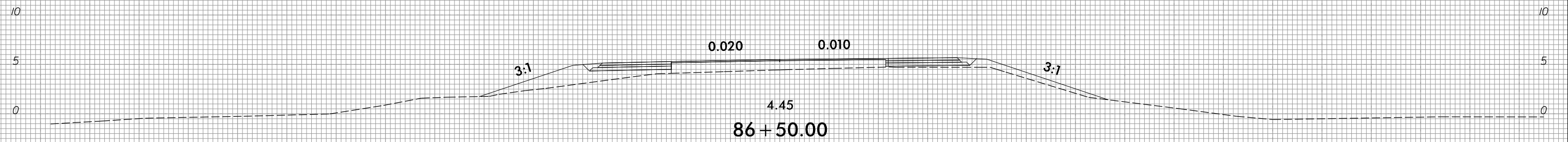
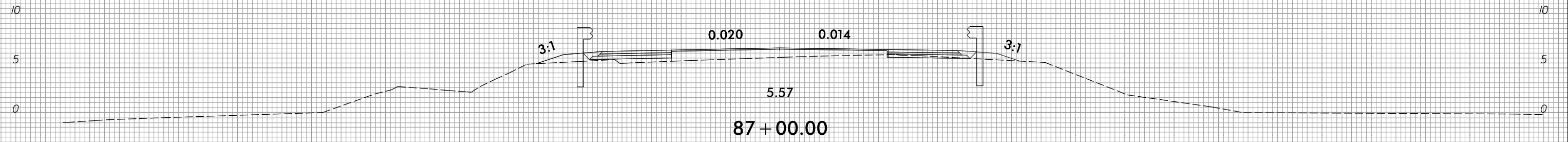
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-37

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



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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 3:102

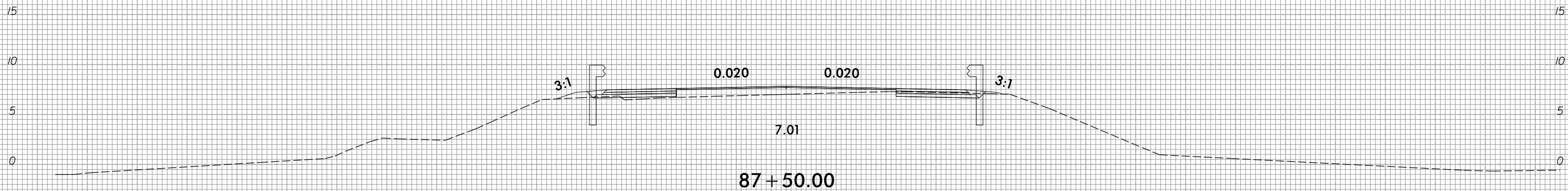
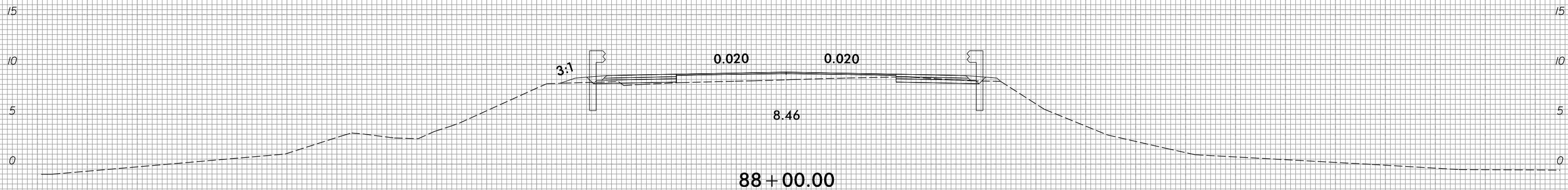
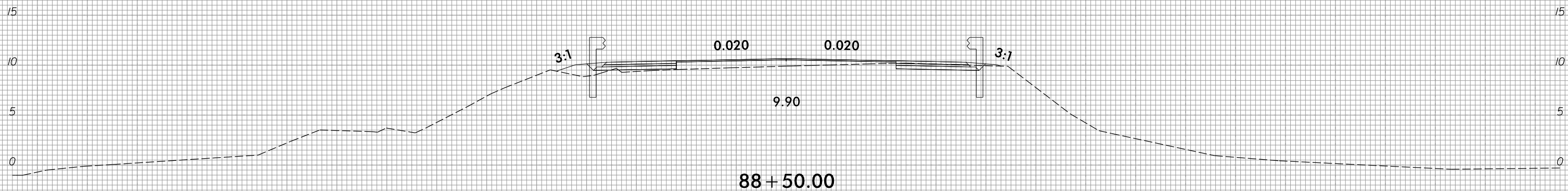
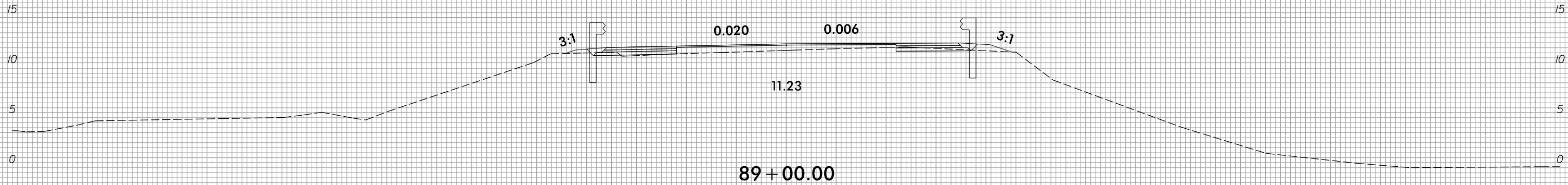


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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-38

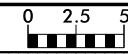
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3:1022

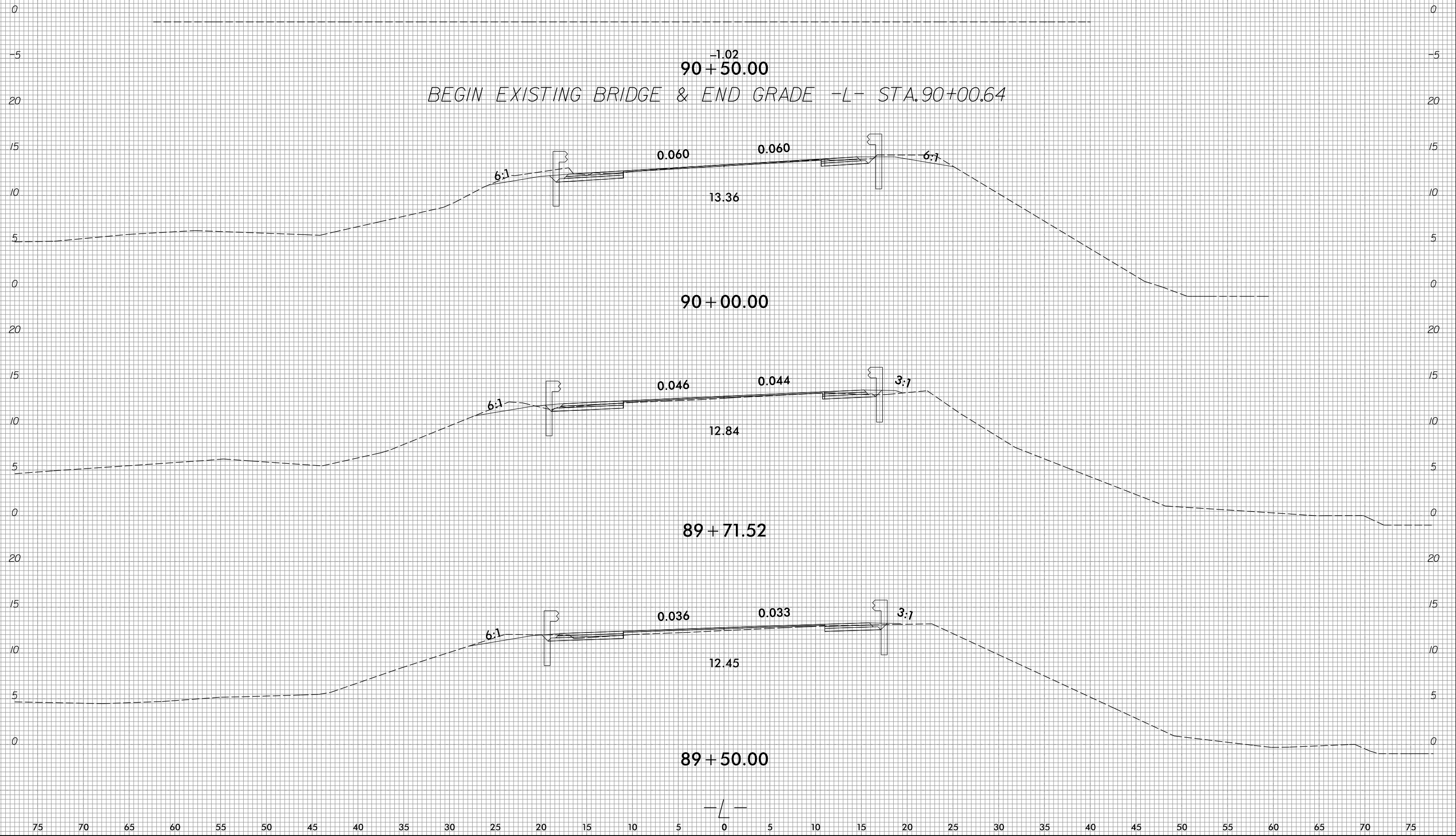
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-39

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



BEGIN EXISTING BRIDGE & END GRADE -L- STA. 90+00.64

90+50.00

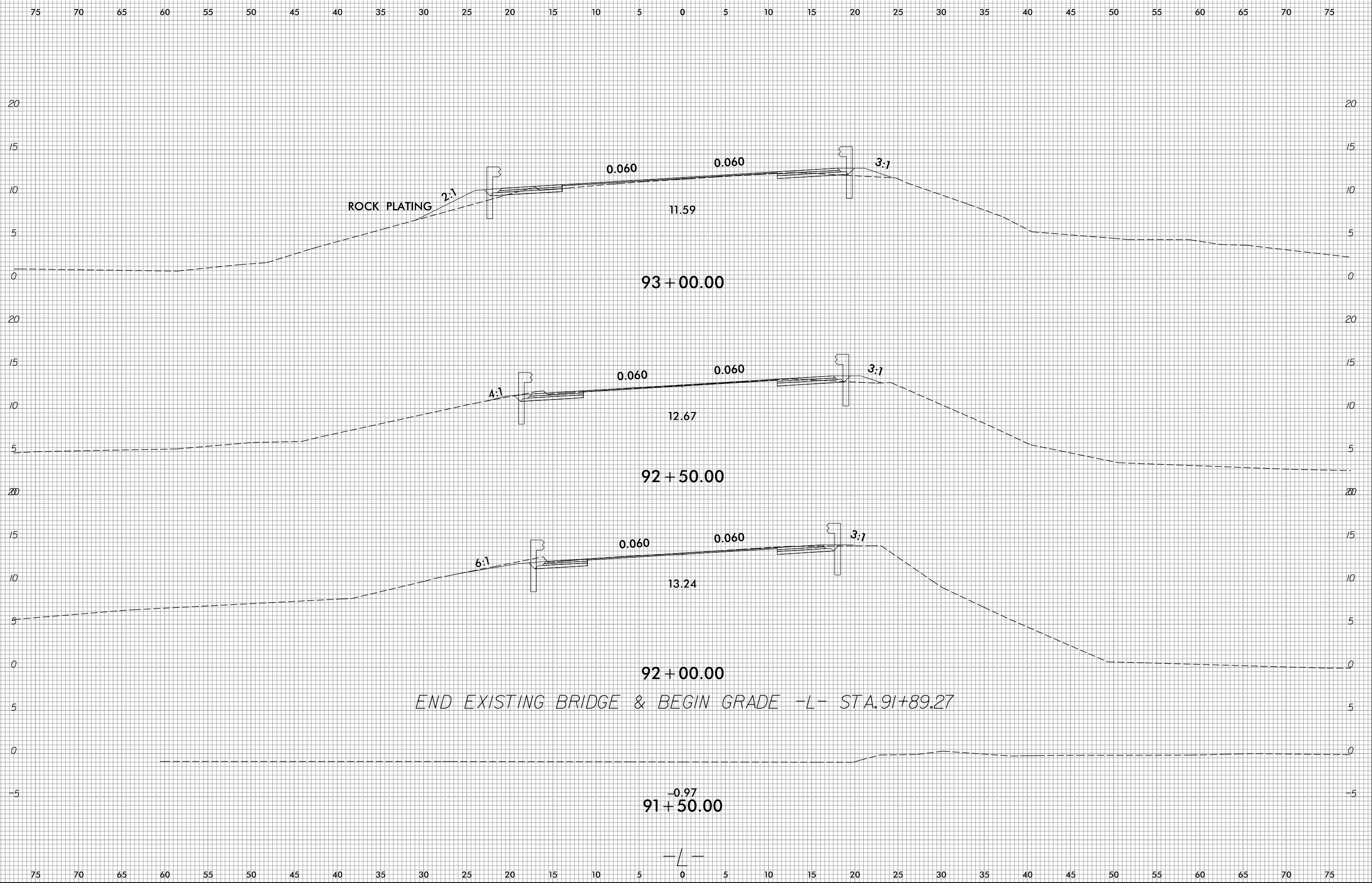
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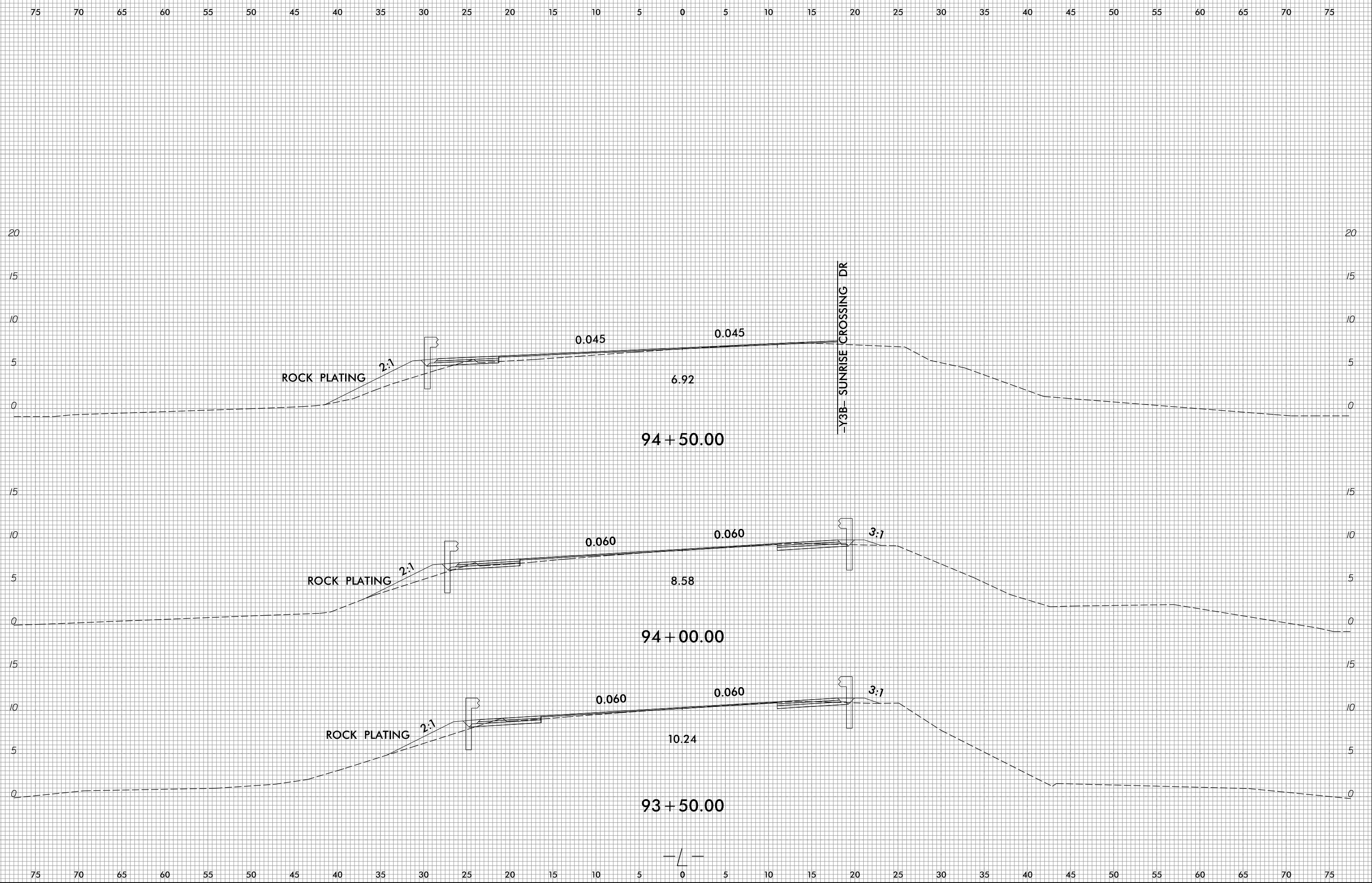
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89+50.00

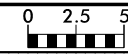
-L-

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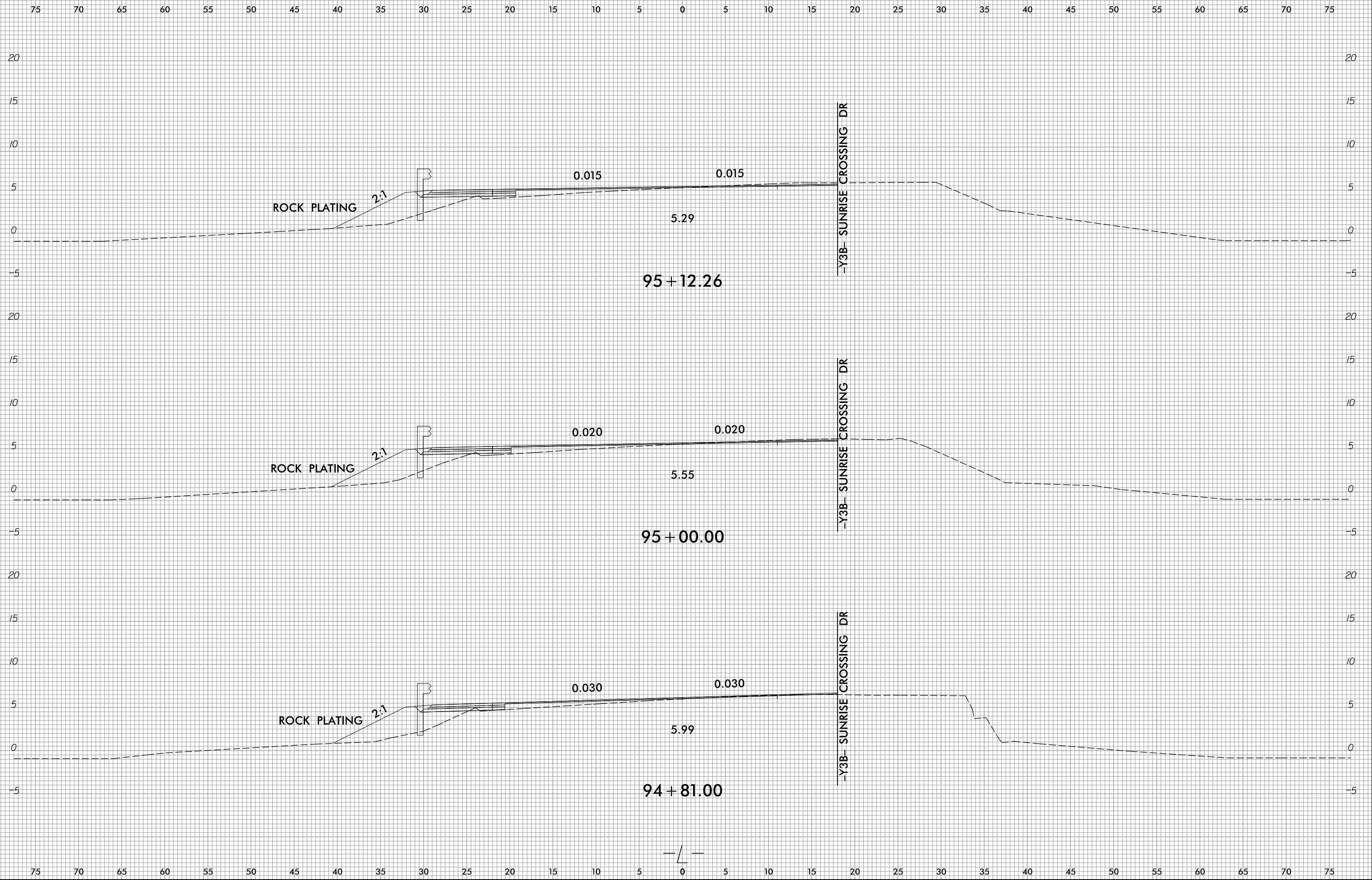




8/23/99

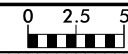


PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-42



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31.022

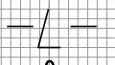
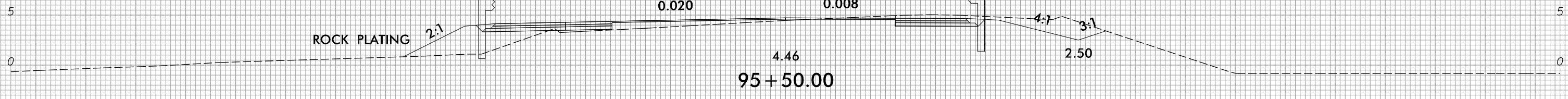
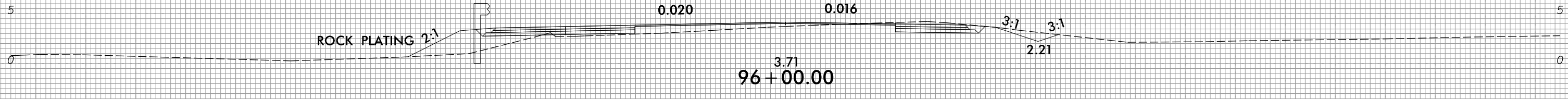
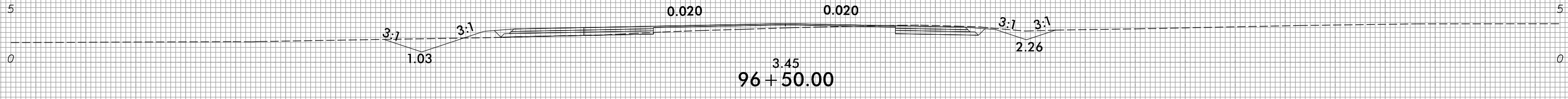
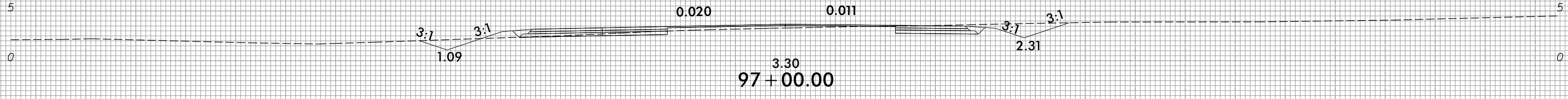
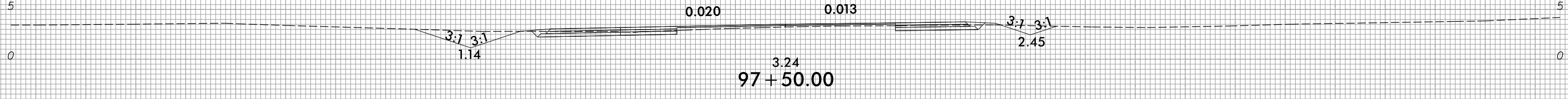
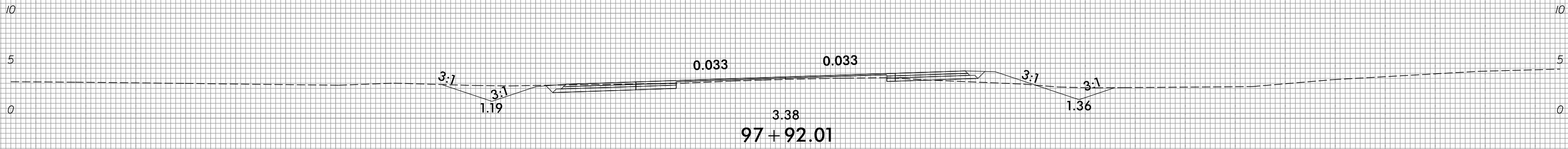
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-43

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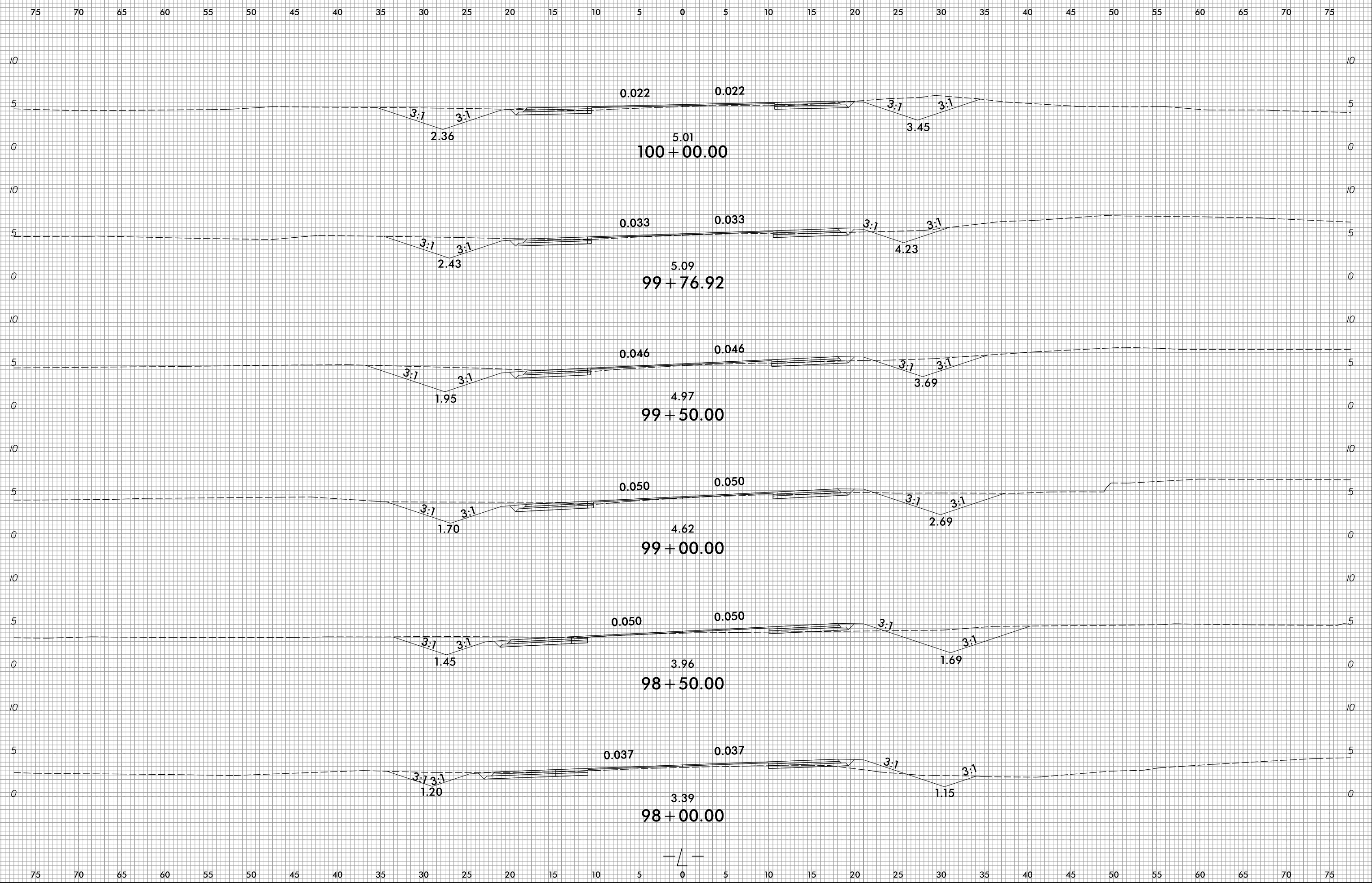
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3:10:22

8/23/99

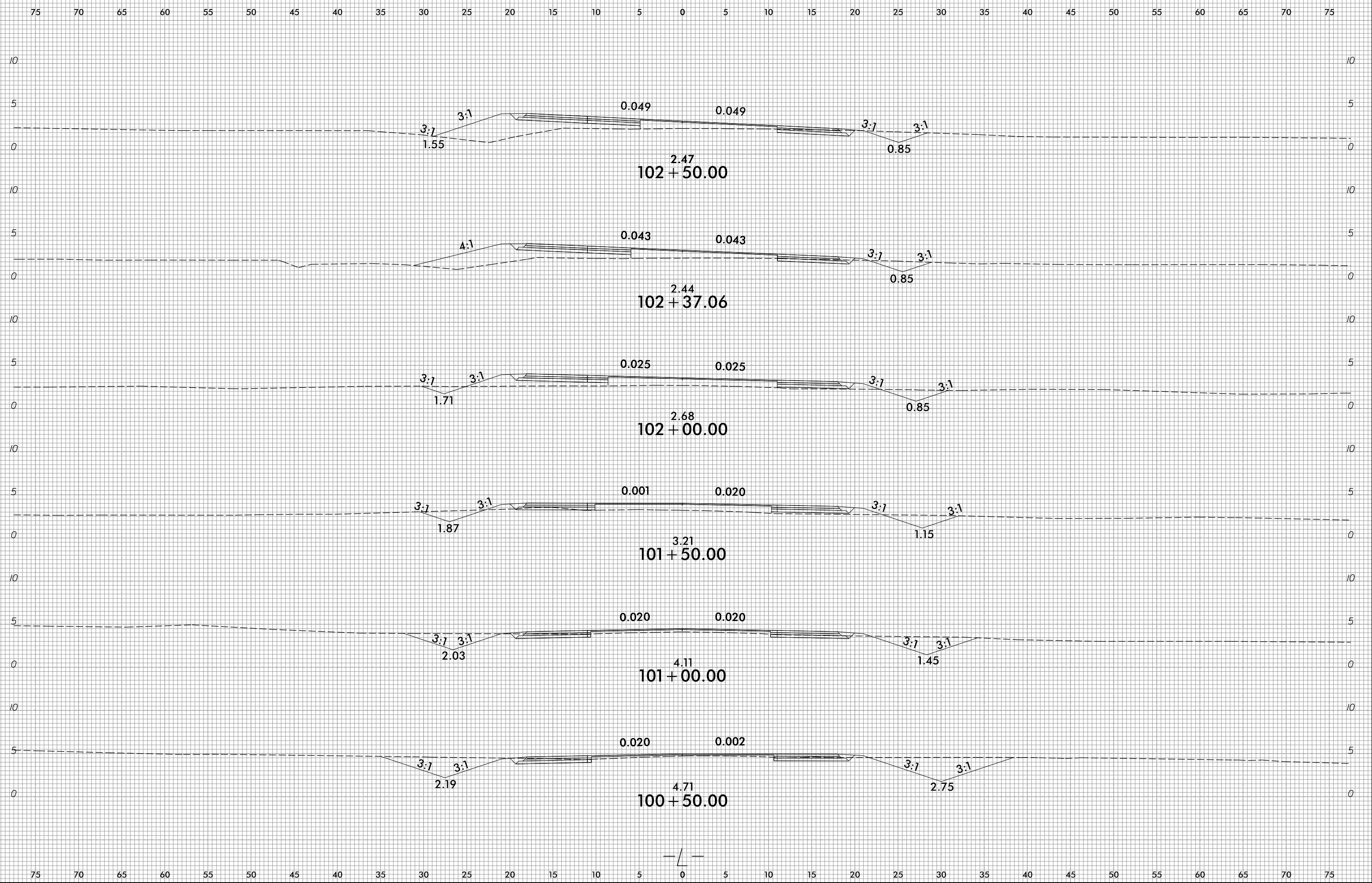


PROJ. REFERENCE NO. R-5014	SHEET NO. X-44
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3:10:22

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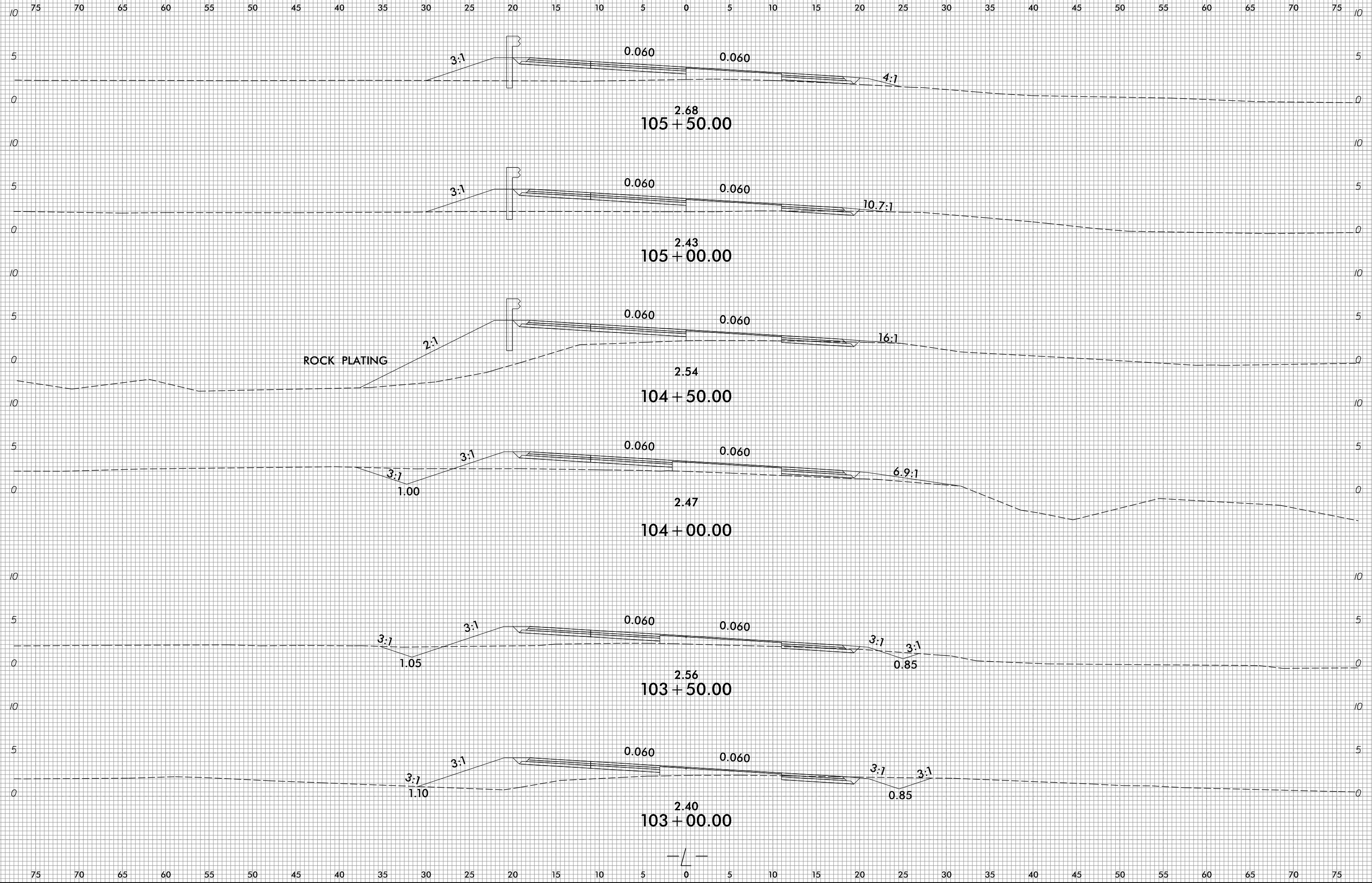
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3:10:22



8/23/99

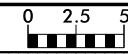


PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-46



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3:102

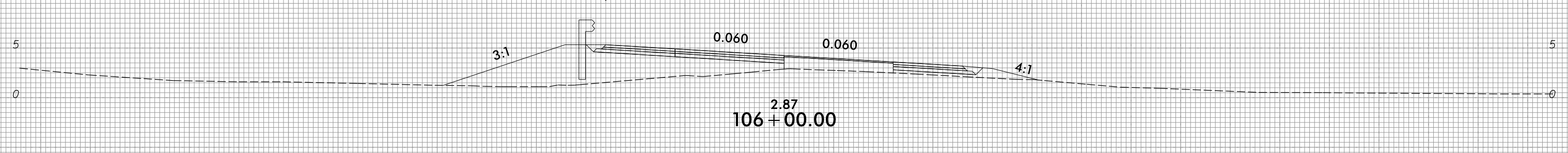
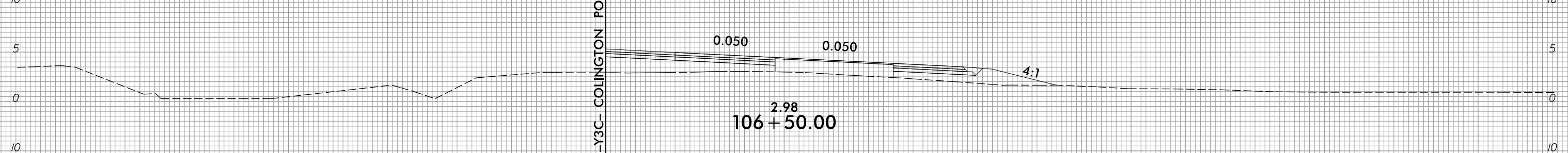
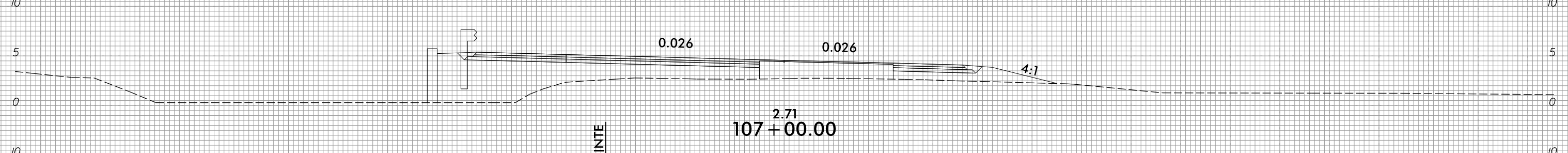
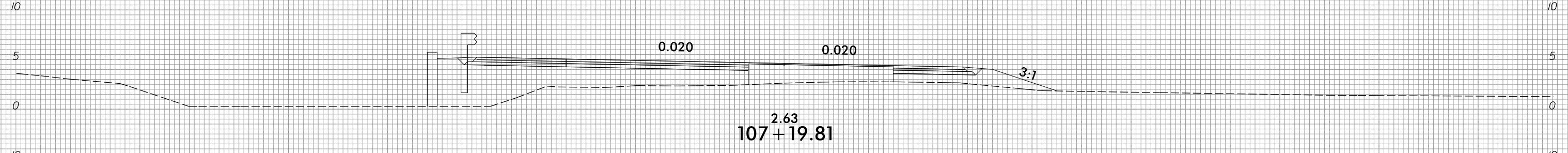
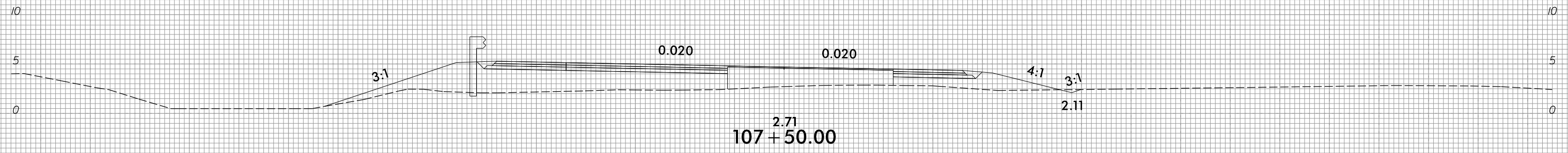
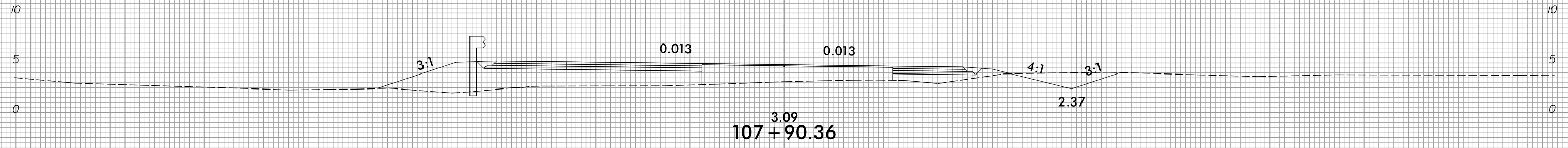
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-47

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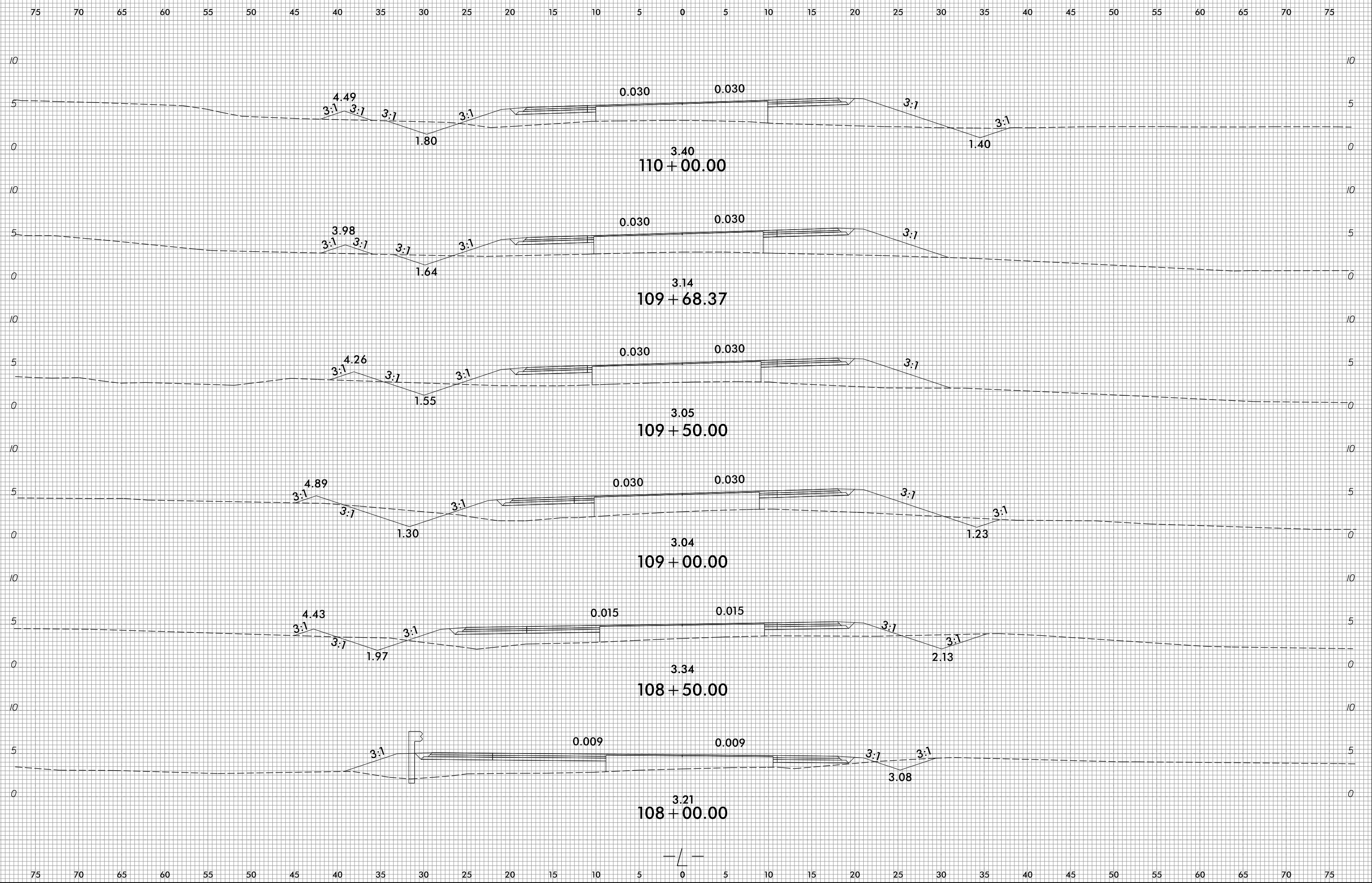


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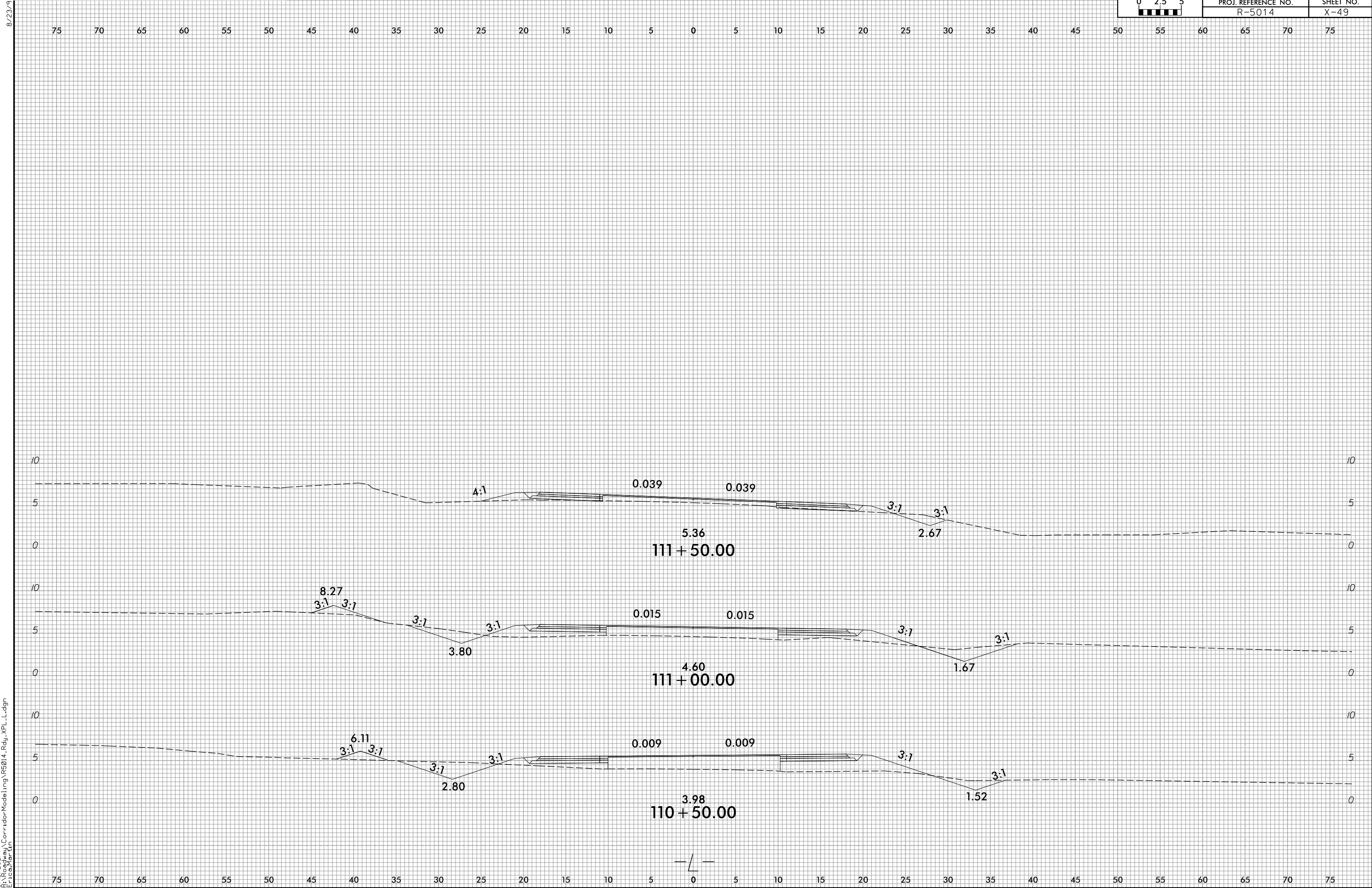
-Y3C- COLINGTON POINTE

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3:10:22

8/23/21

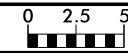


3/18/2021  
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Erica Martin



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

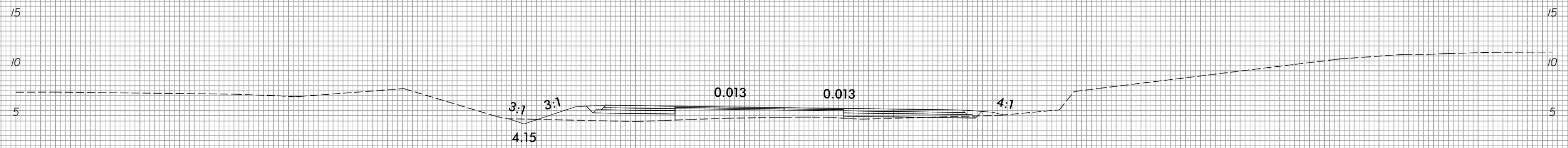
6/23/16



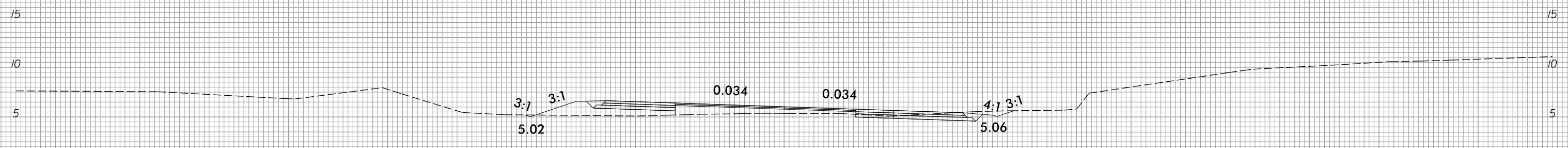
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-50

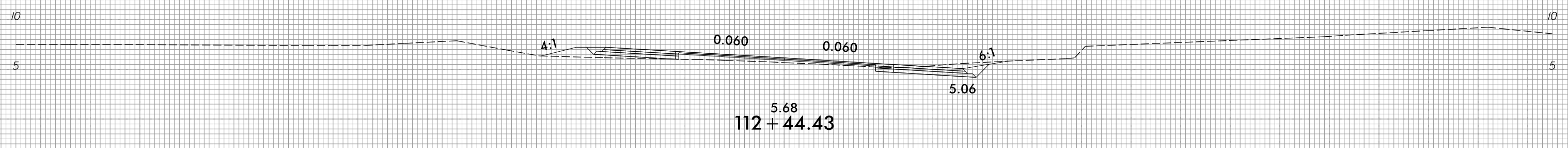
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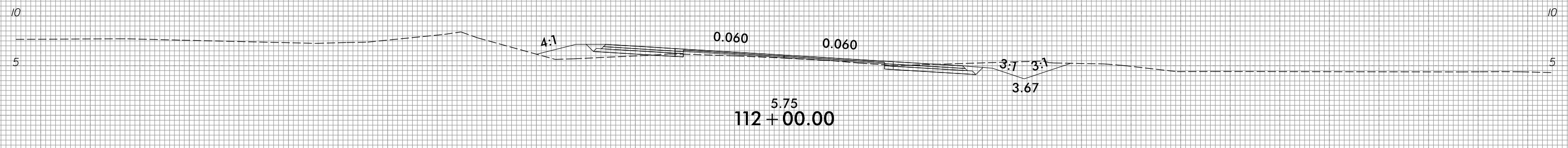
4.81  
113 + 50.00



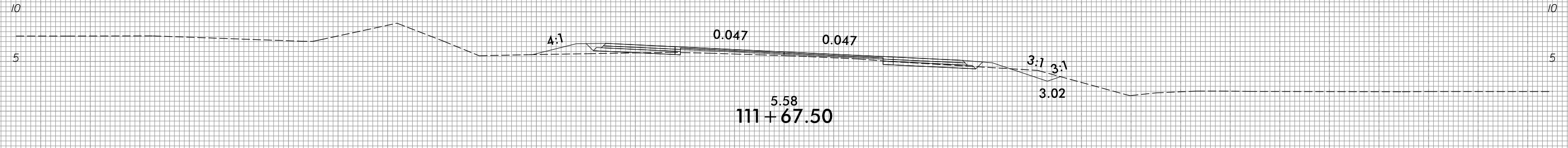
5.36  
113 + 06.63



5.68  
112 + 44.43



5.75  
112 + 00.00

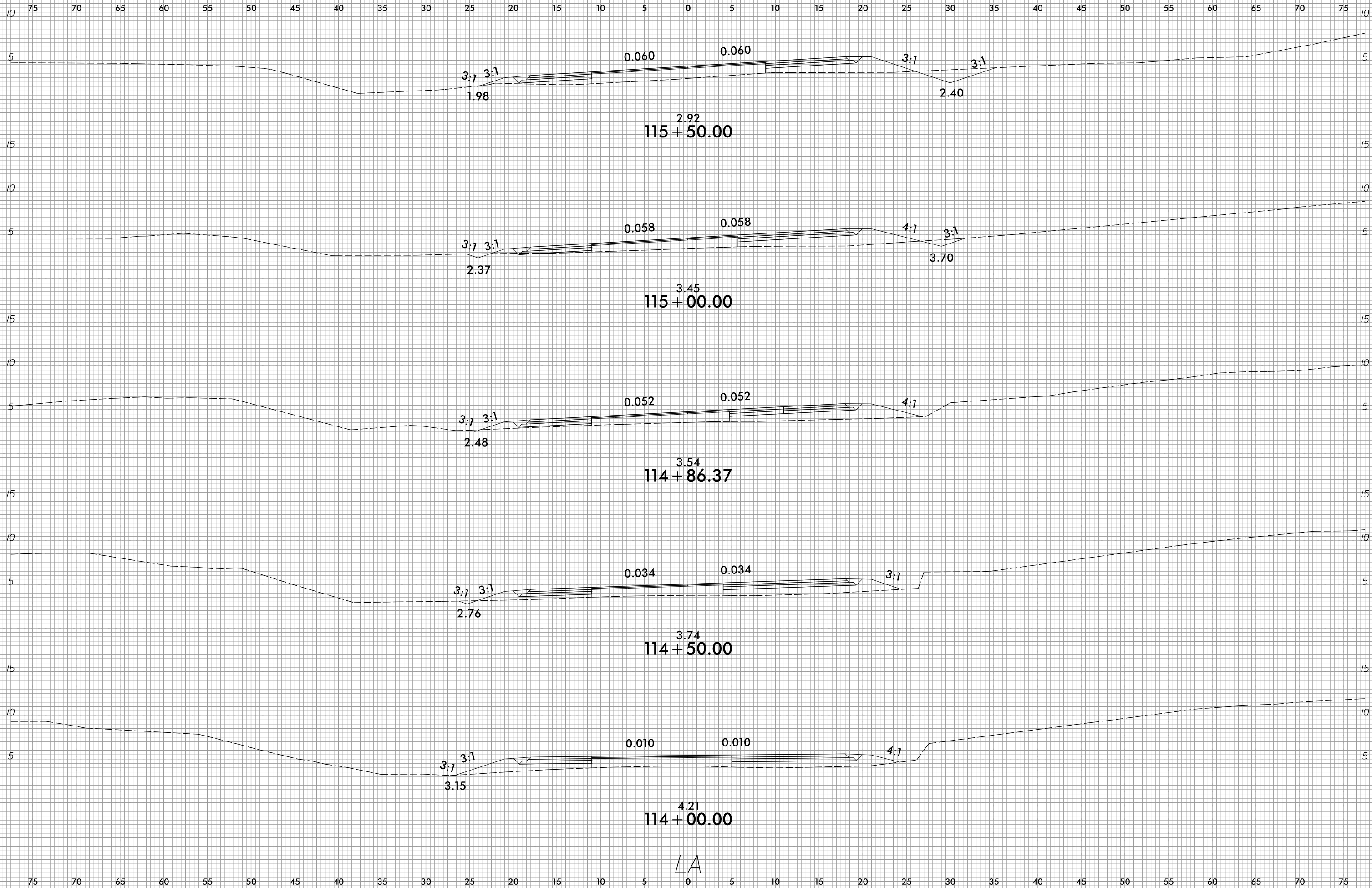
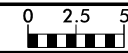


5.58  
111 + 67.50

-LA-

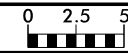
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-LA-

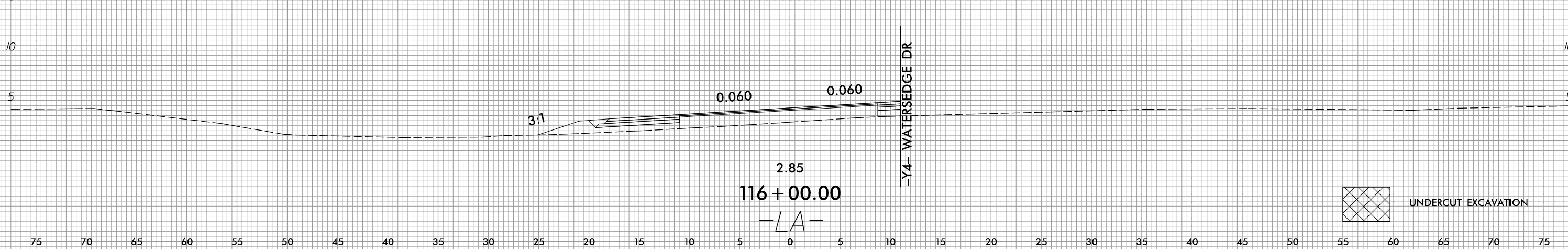
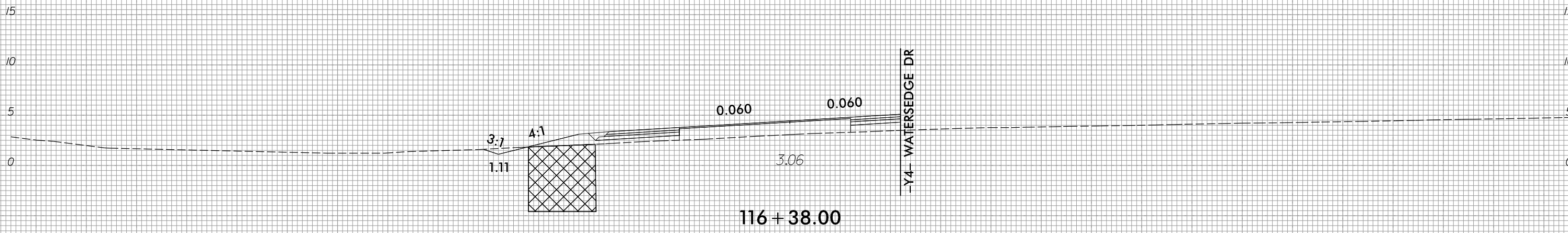
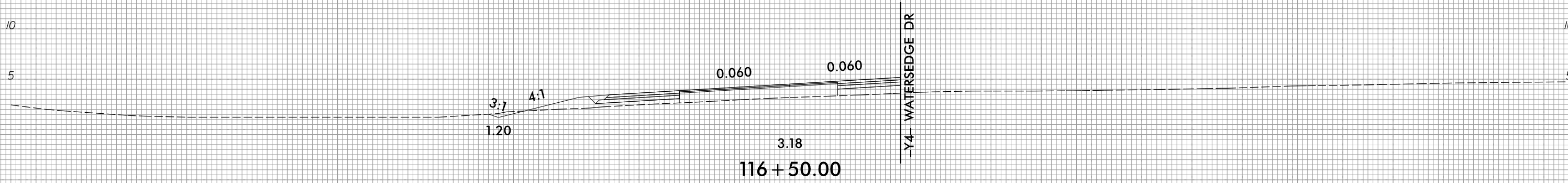
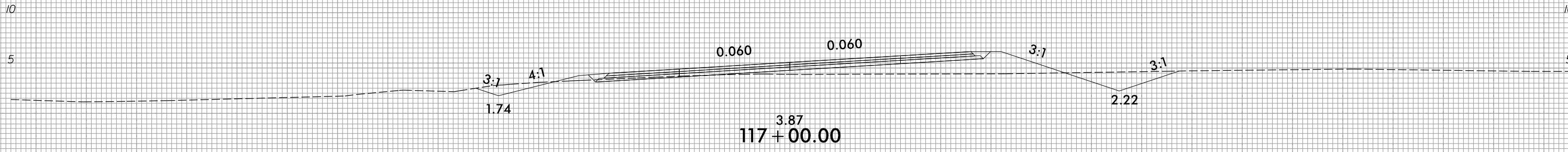
6/23/16



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-52

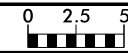
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UNDERCUT EXCAVATION

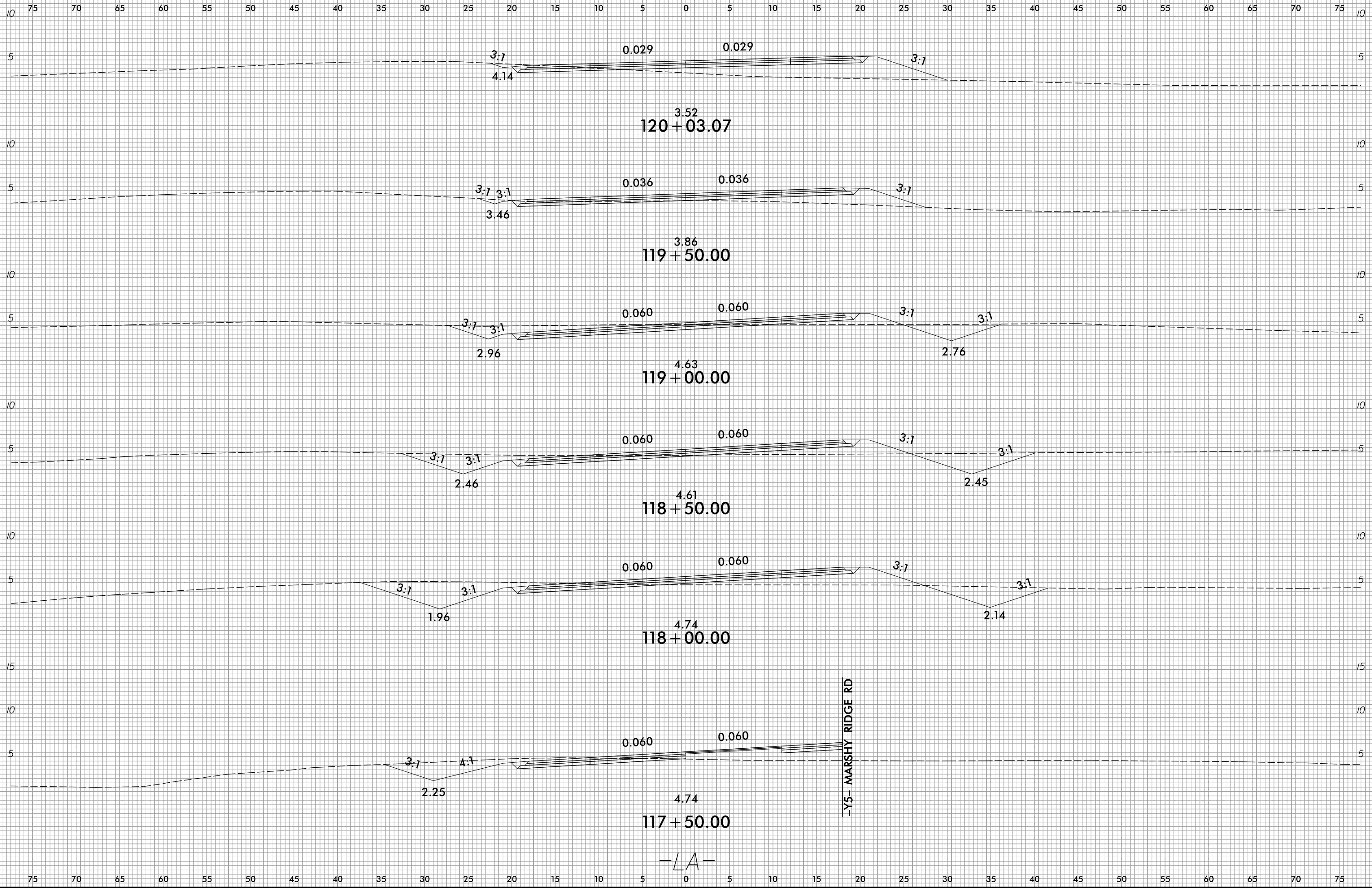
10/31/2018  
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6/23/16

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PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-53



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

-LA-



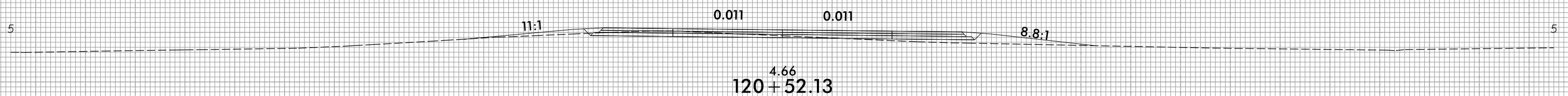
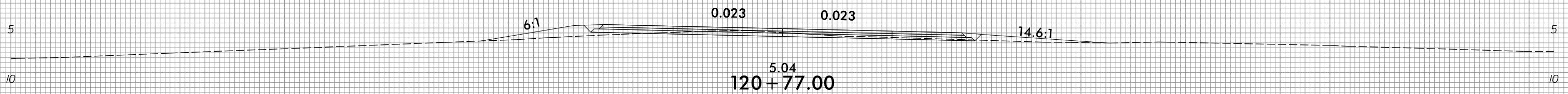
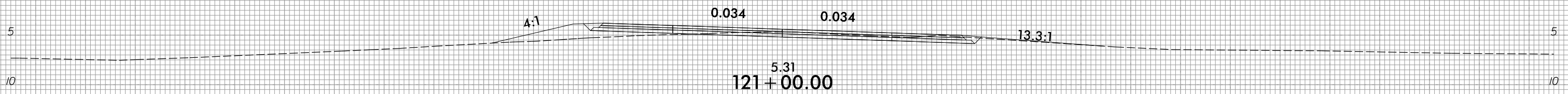
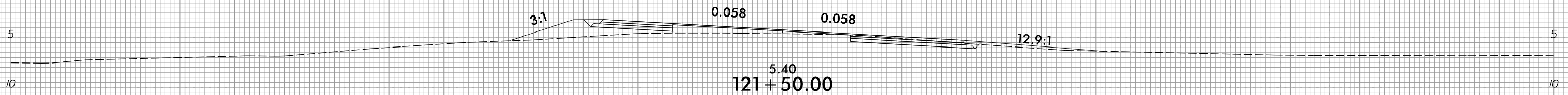
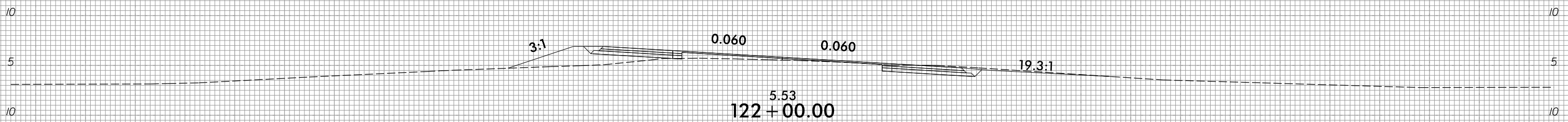
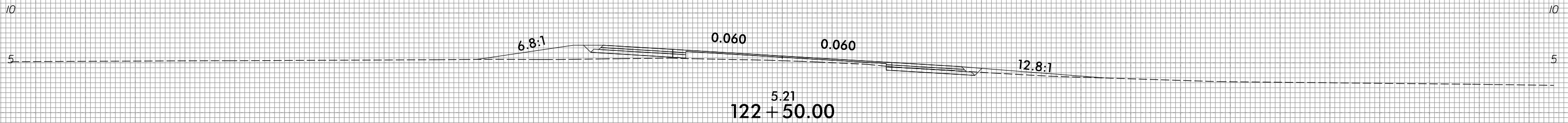
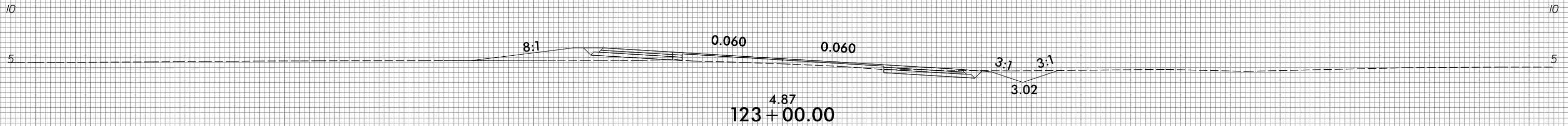
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PROJ. REFERENCE NO.  
R-5014

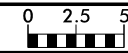
SHEET NO.  
X-54

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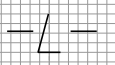
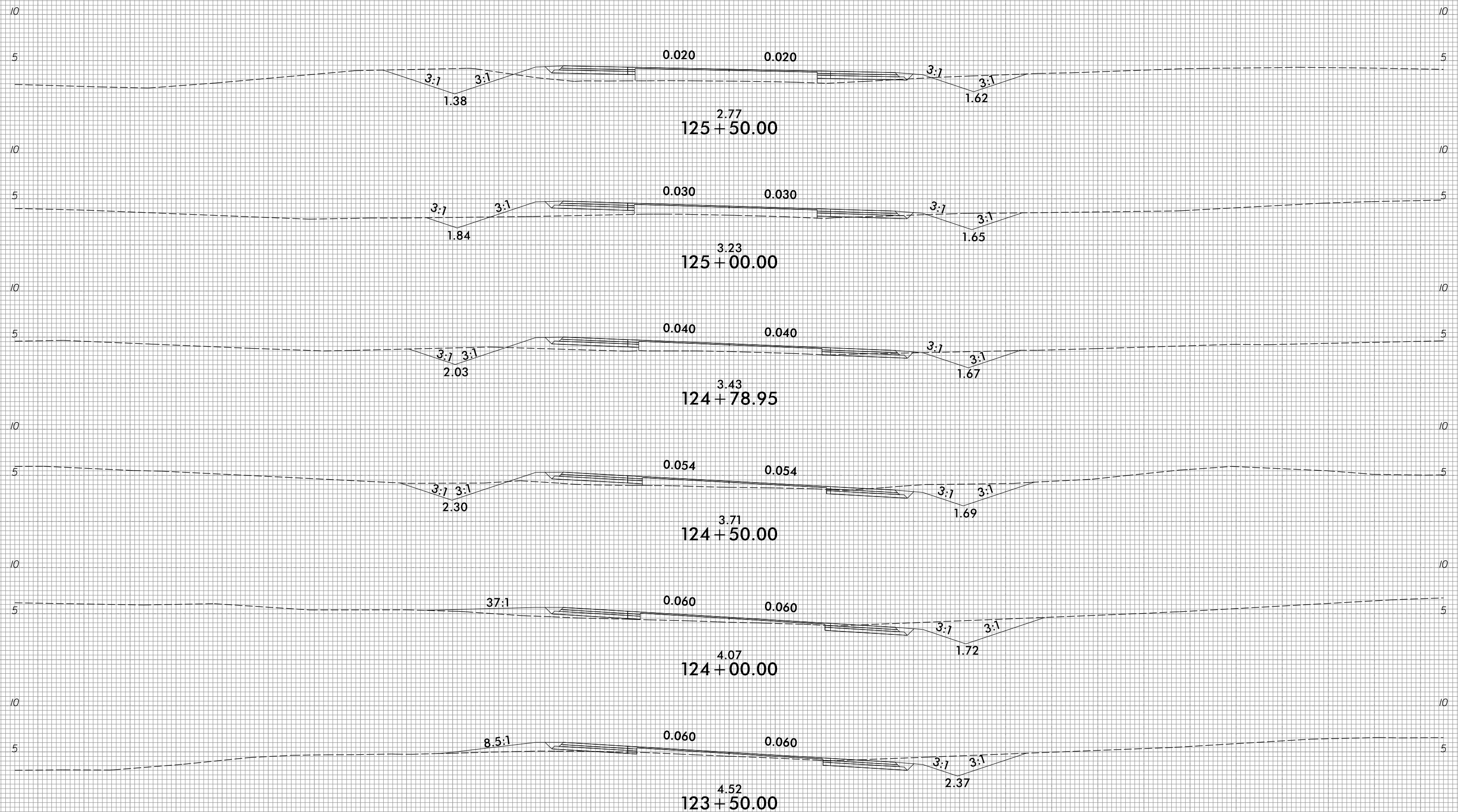


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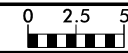
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6/23/16



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



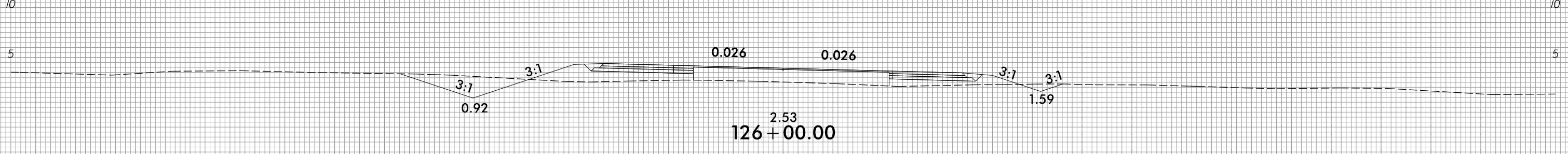
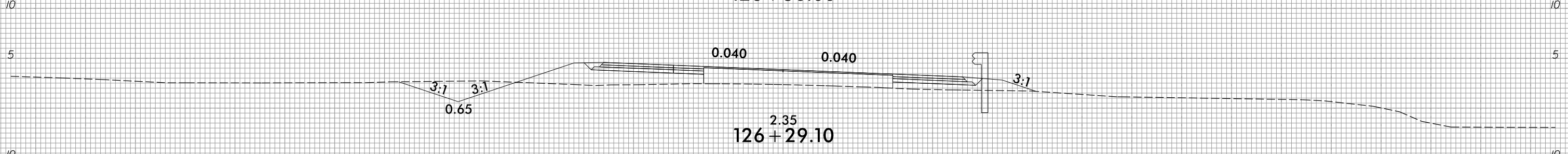
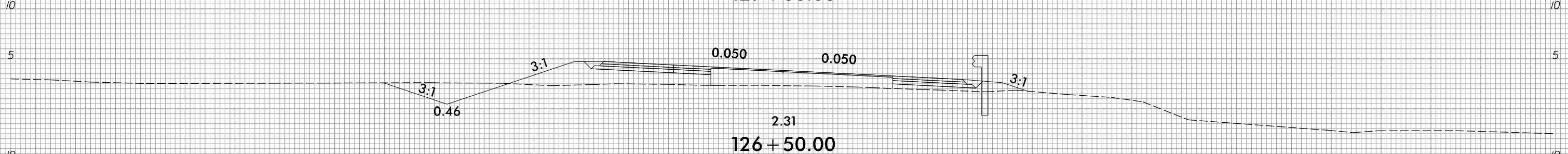
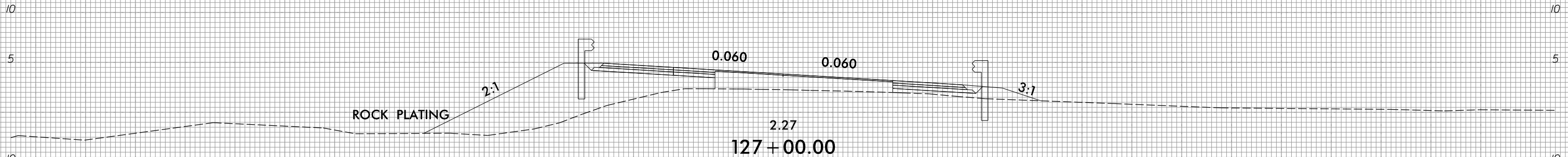
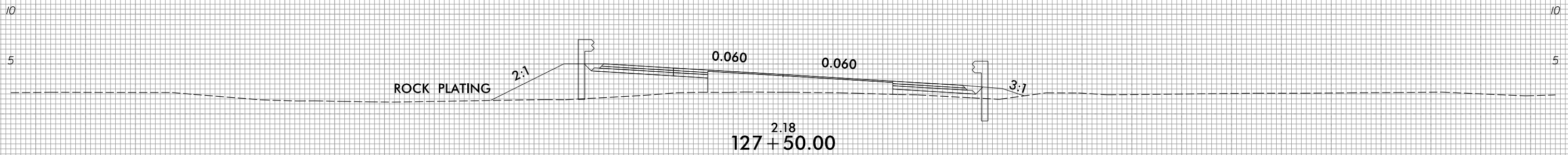
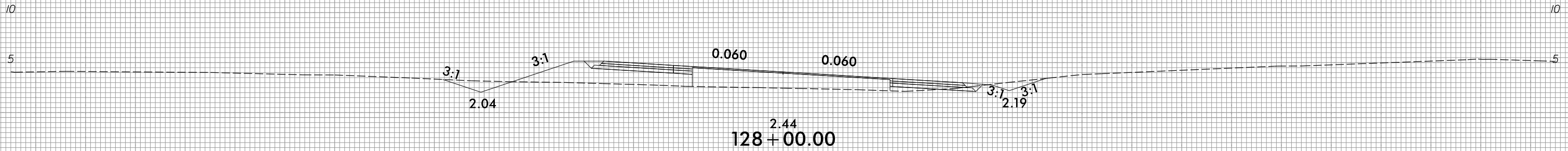
6/23/16



PROJ. REFERENCE NO.  
R-5014

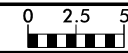
SHEET NO.  
X-56

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

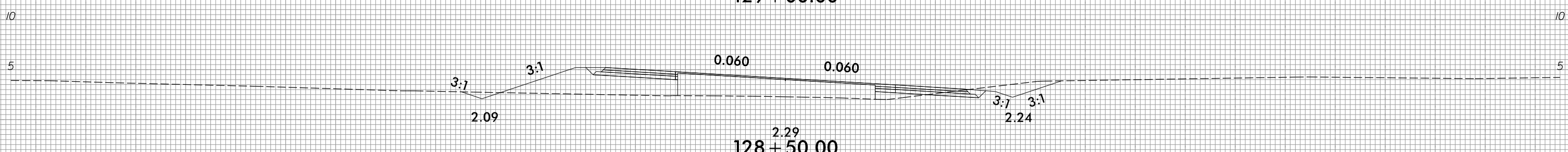
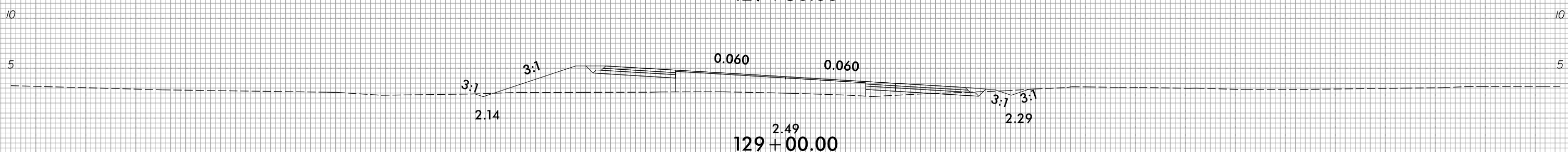
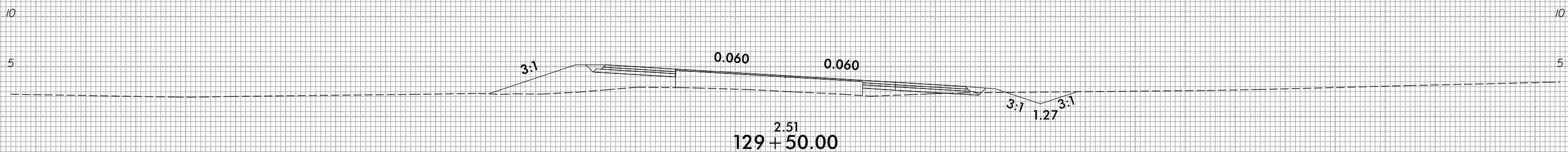
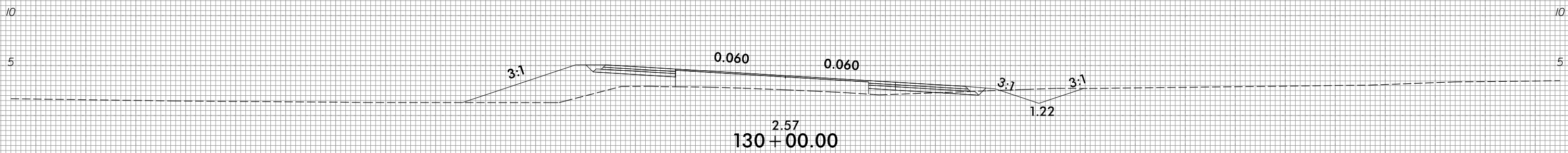
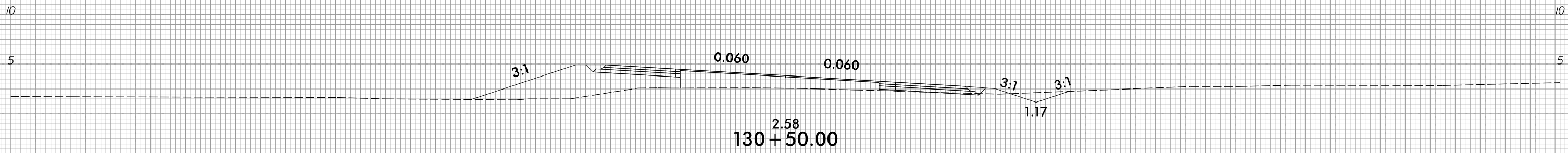
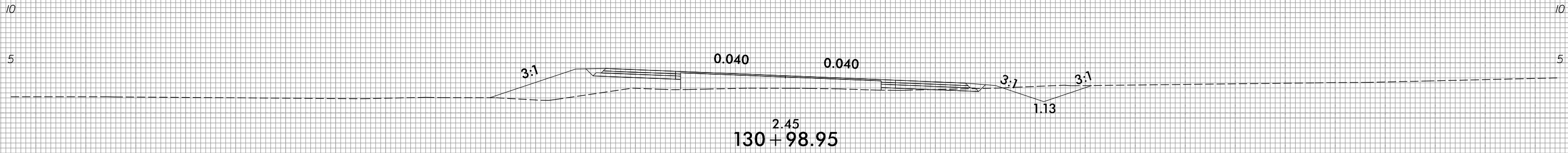


75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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

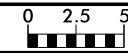


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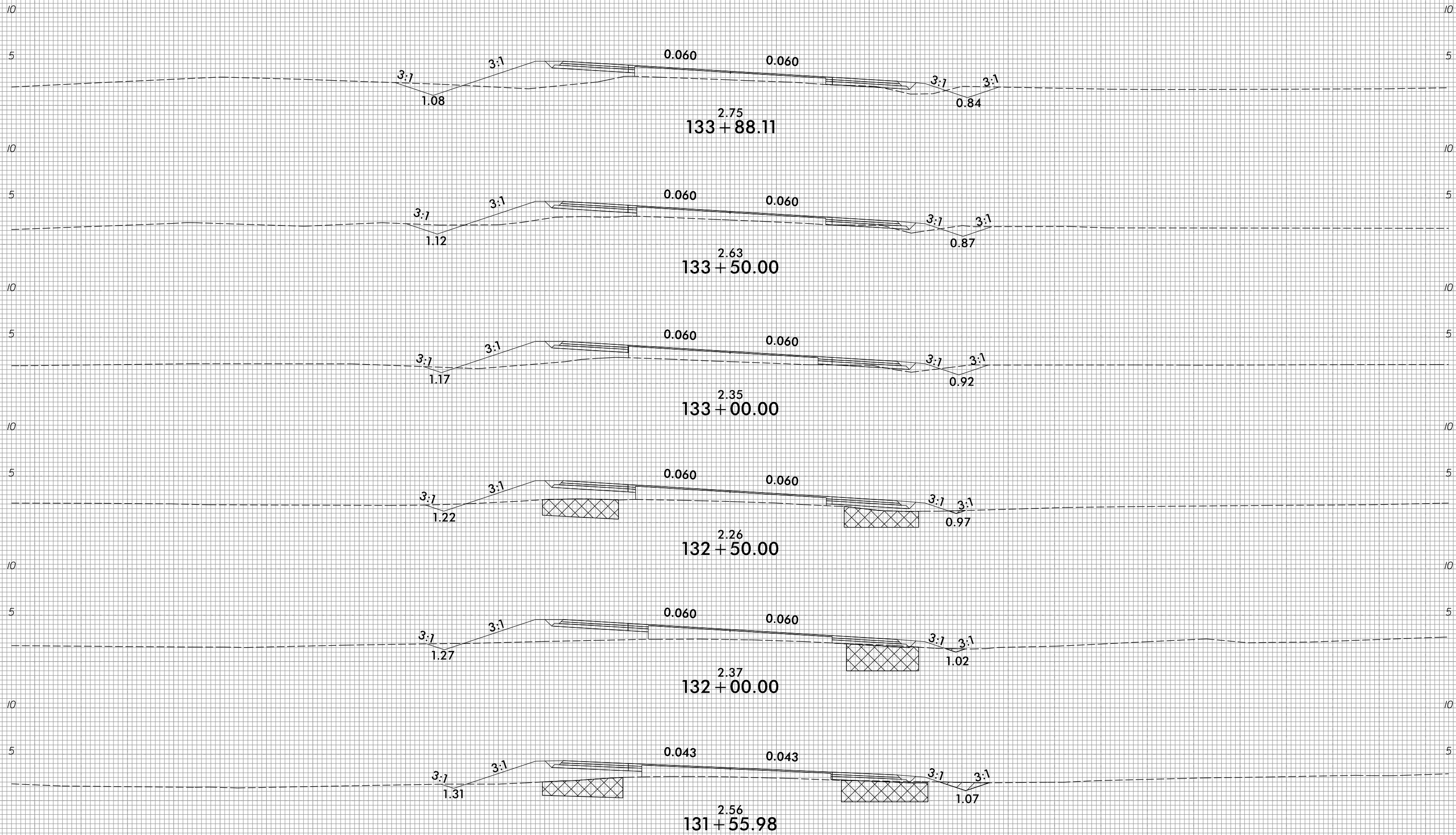
6/23/16



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-58

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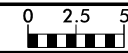


UNDERCUT EXCAVATION

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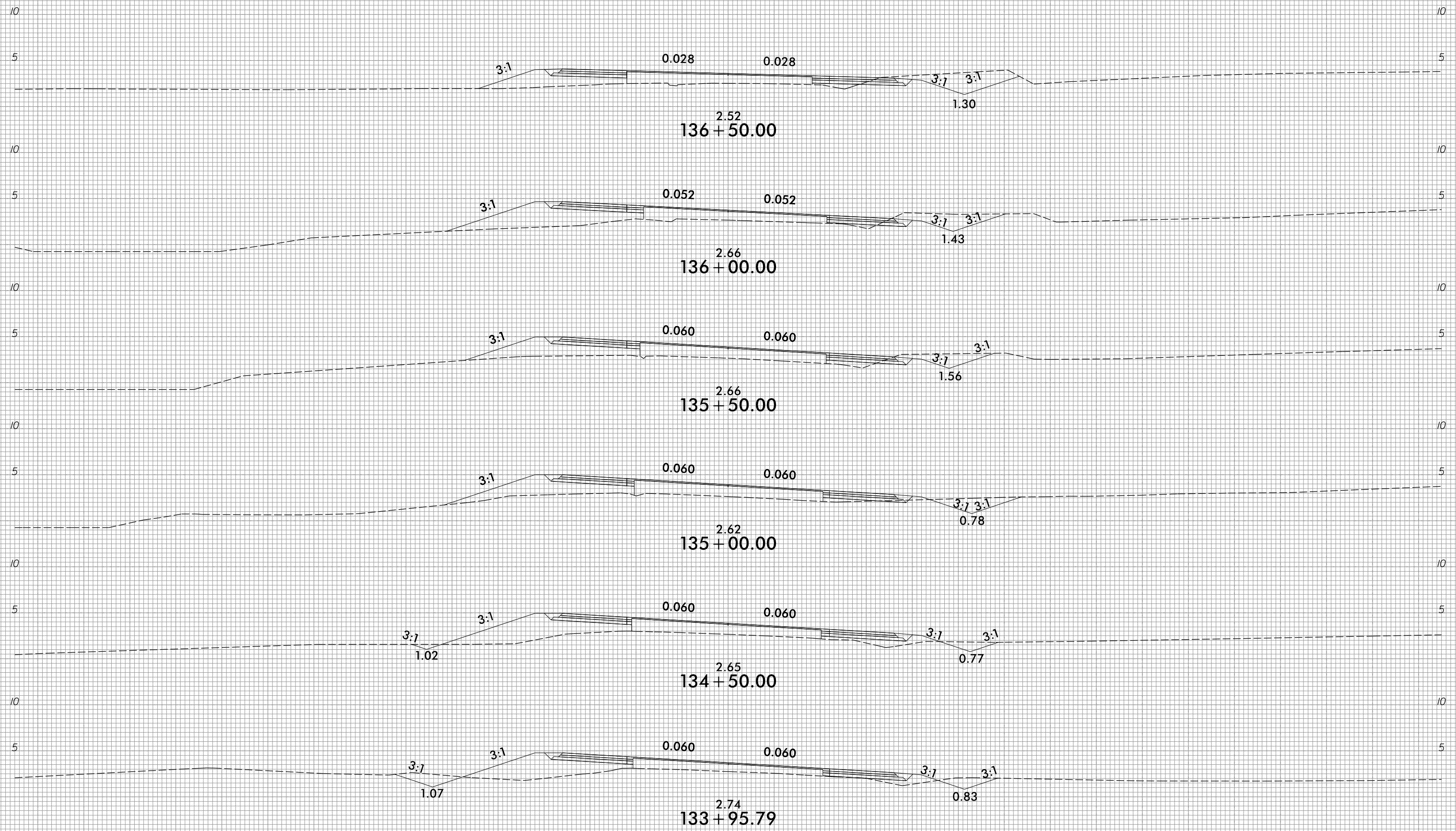
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6/23/16

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-59

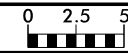
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 241022

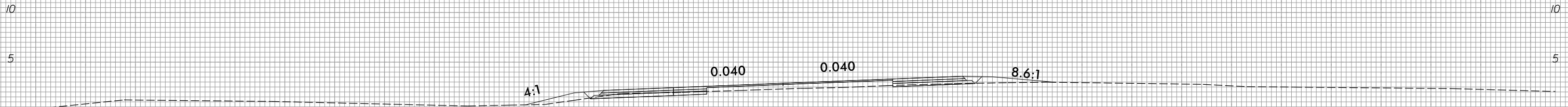
6/23/16



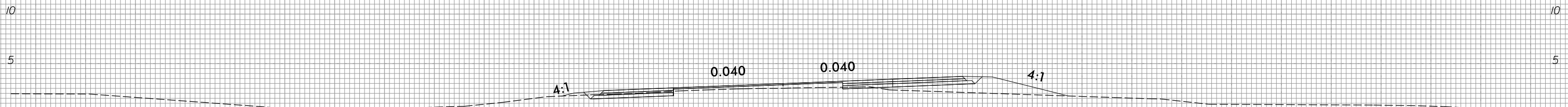
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-60

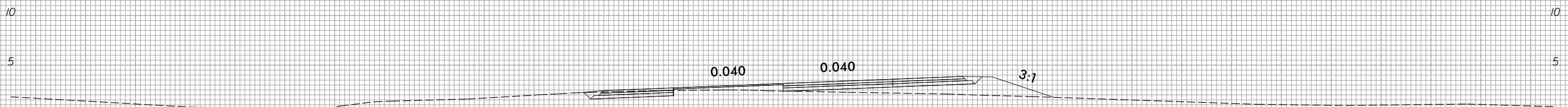
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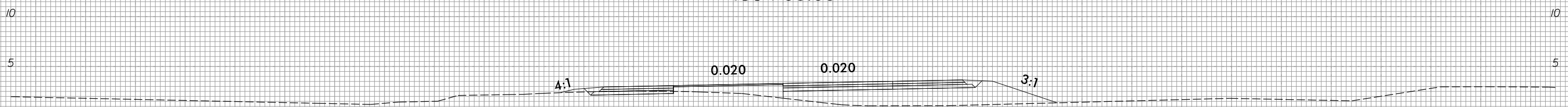
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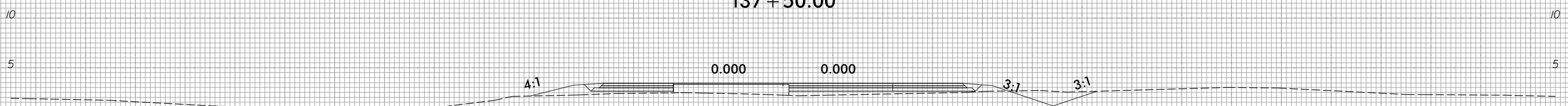
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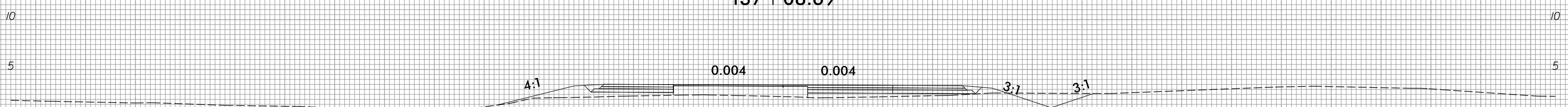
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1.82  
137 + 50.00



2.24  
137 + 08.69

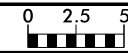


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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

10 10

5 5

10 10

5 5

10 10

5 5

10 10

5 5

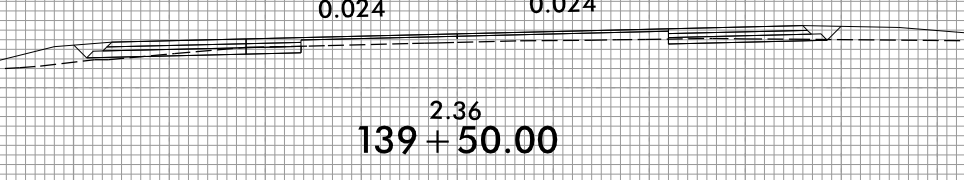
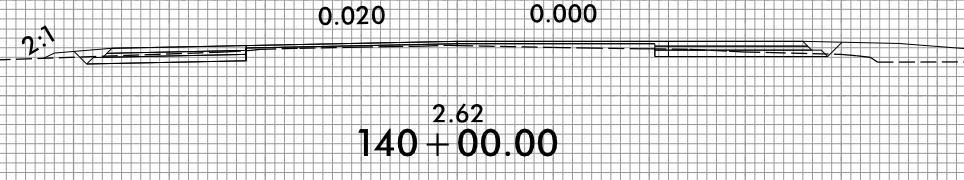
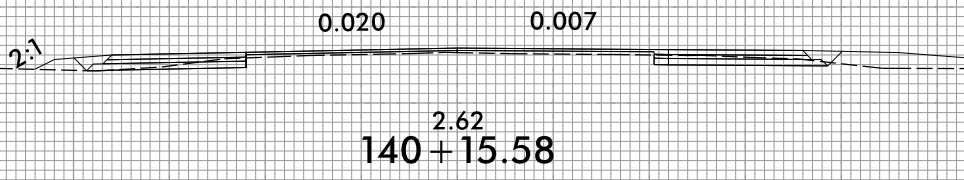
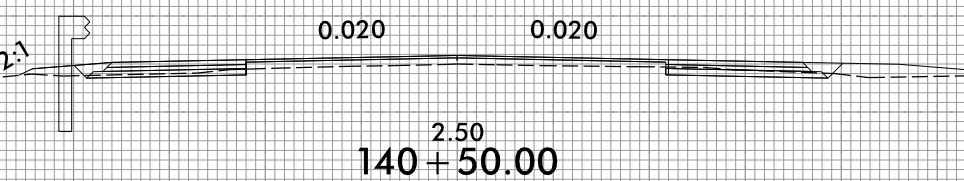
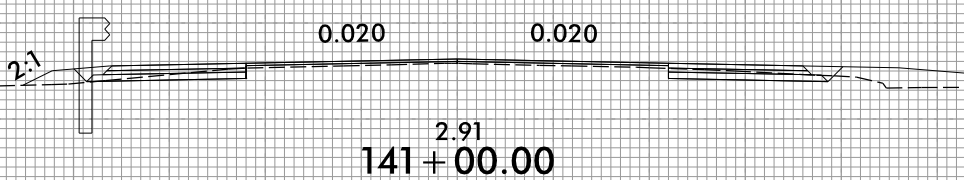
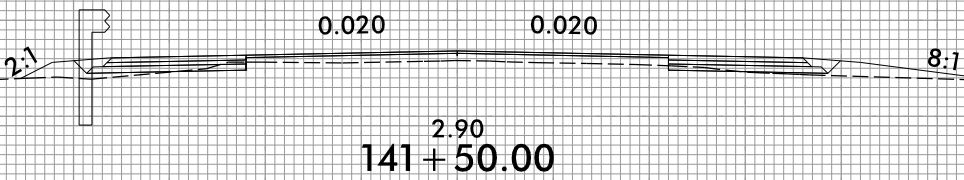
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10 10

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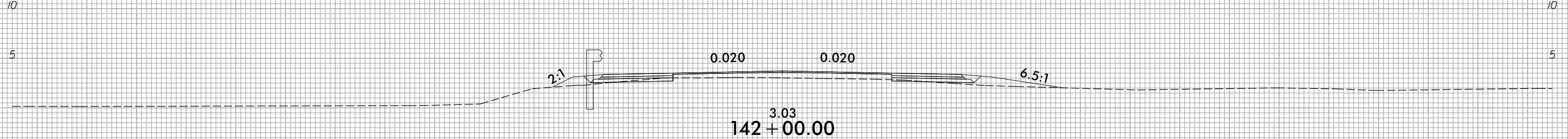
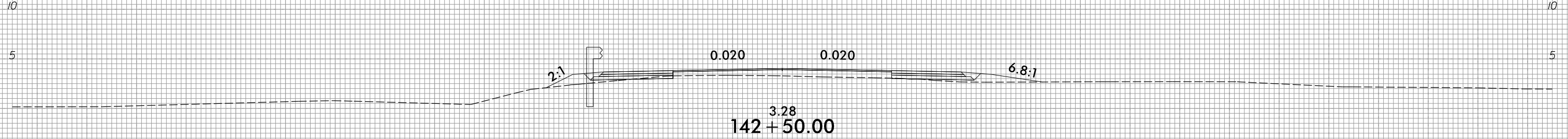
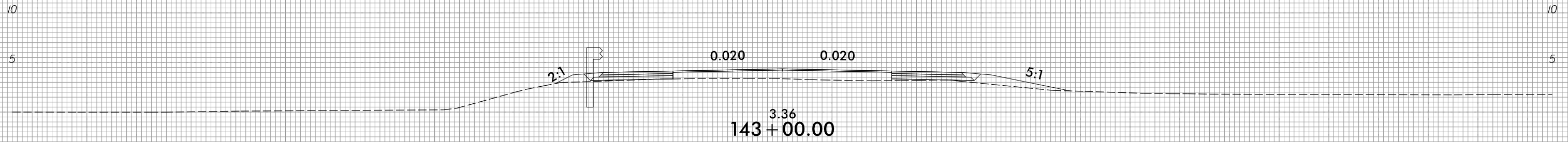
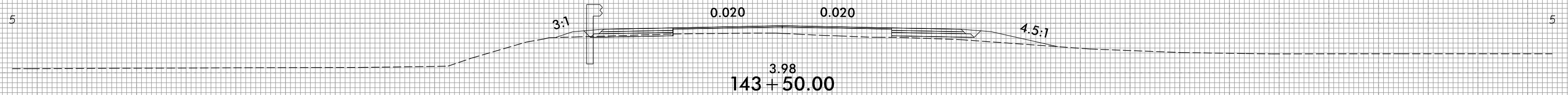
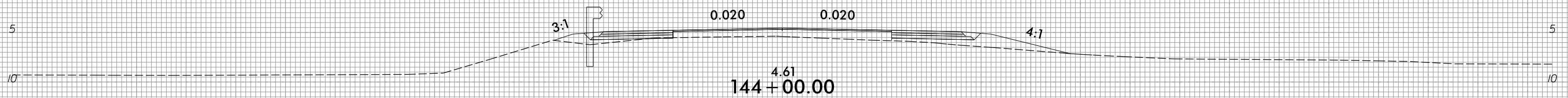
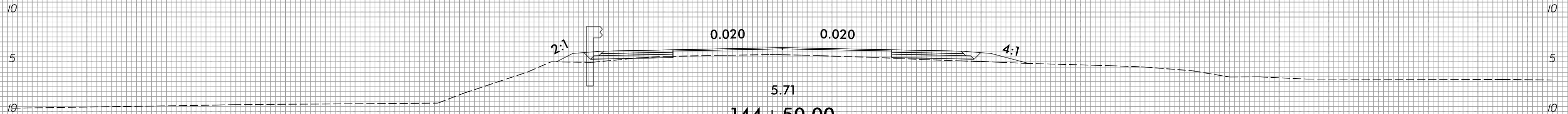
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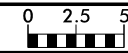


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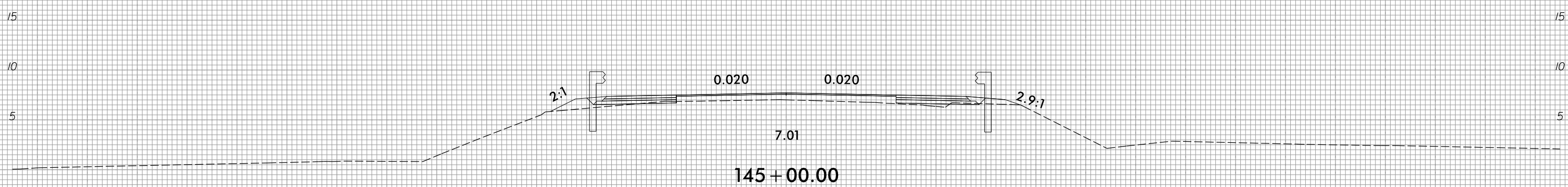
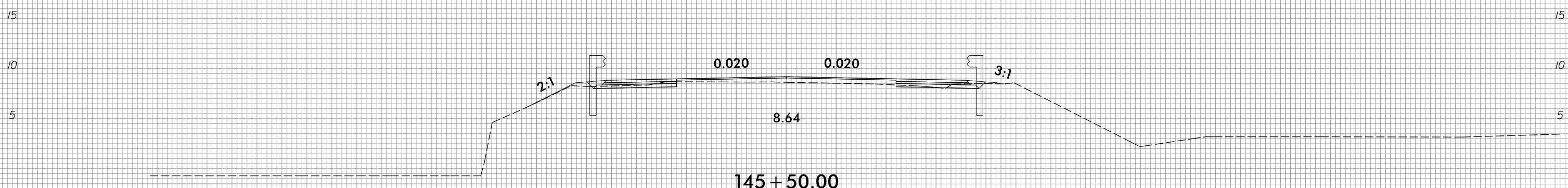
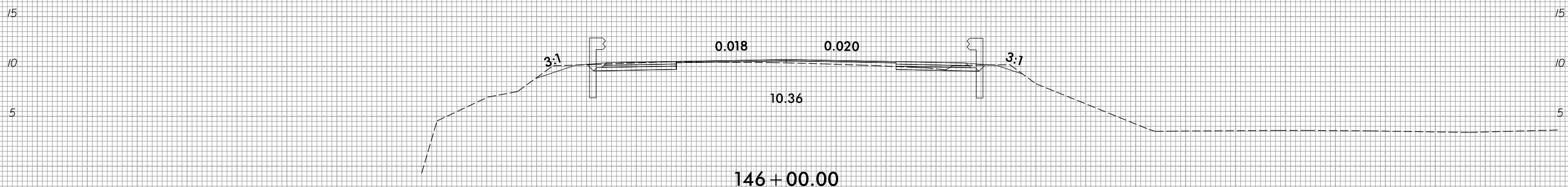
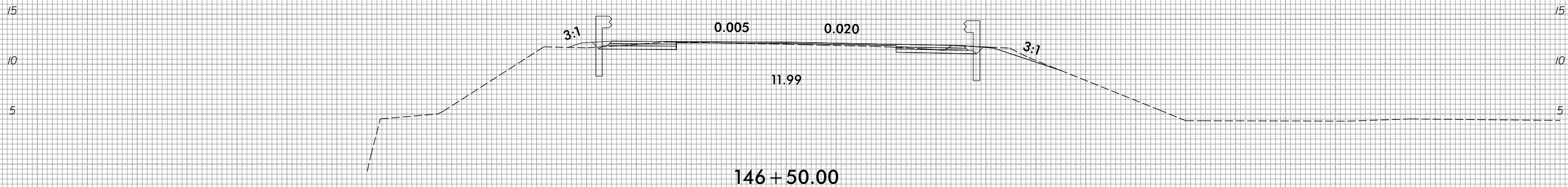
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6/23/16



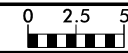
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-63

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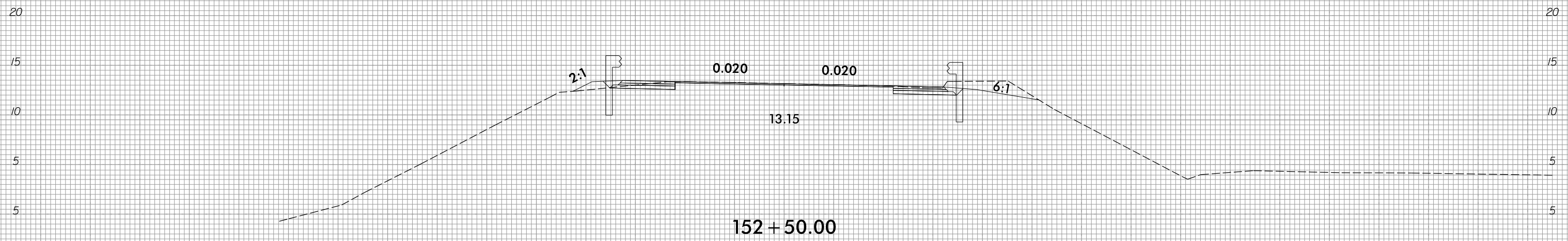


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10/31/2018  
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 241022

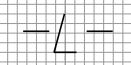
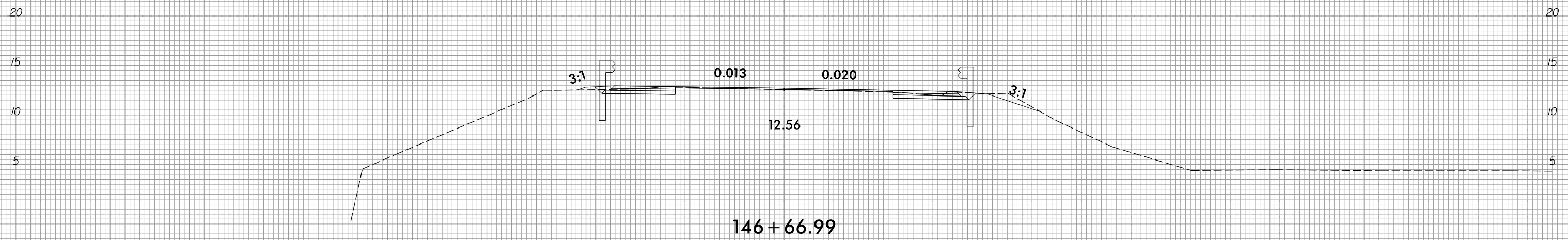
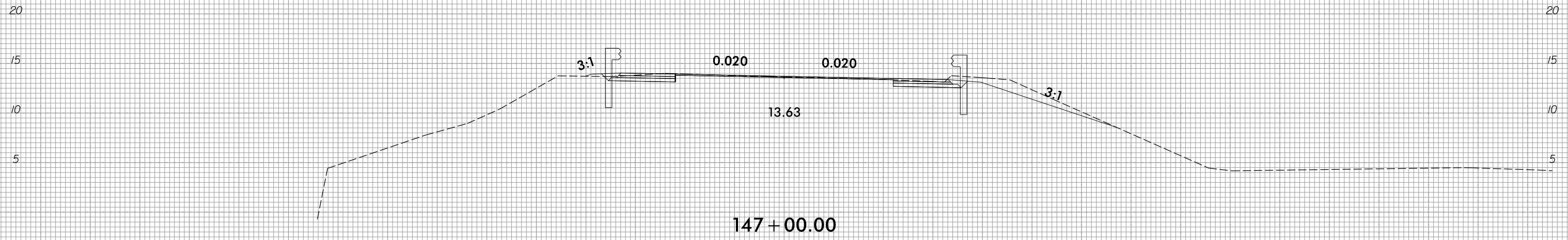


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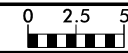


*END EXISTING BRIDGE & BEGIN GRADE -L- STA.152+34.13*

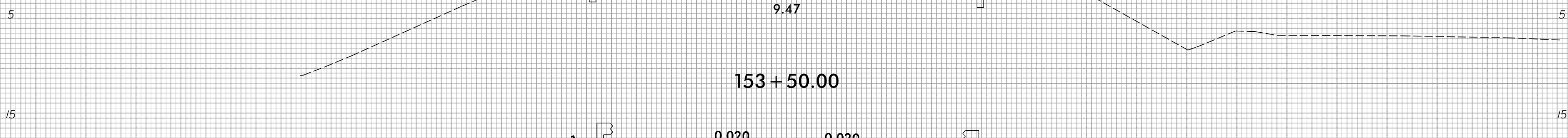
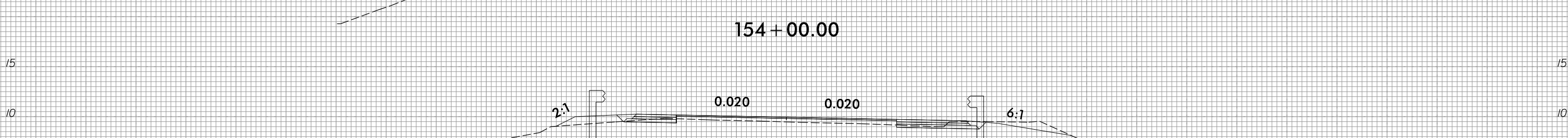
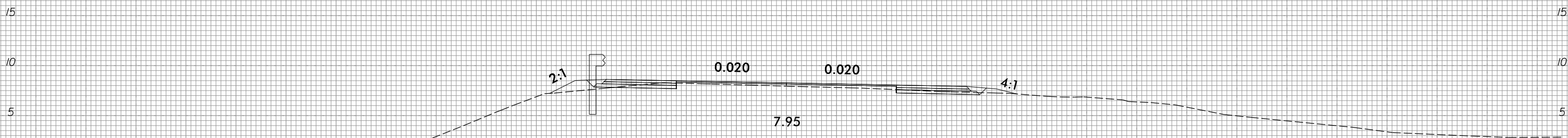
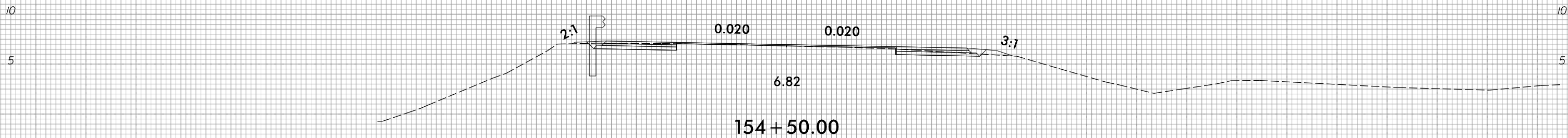
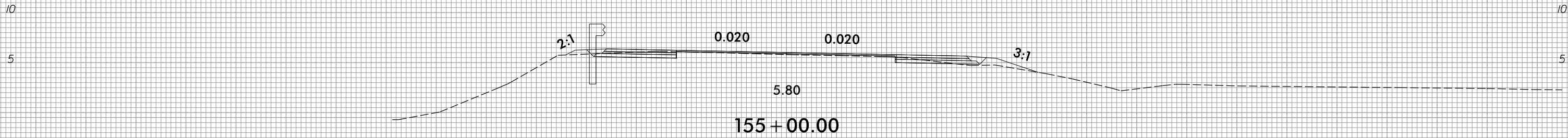
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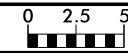


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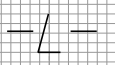
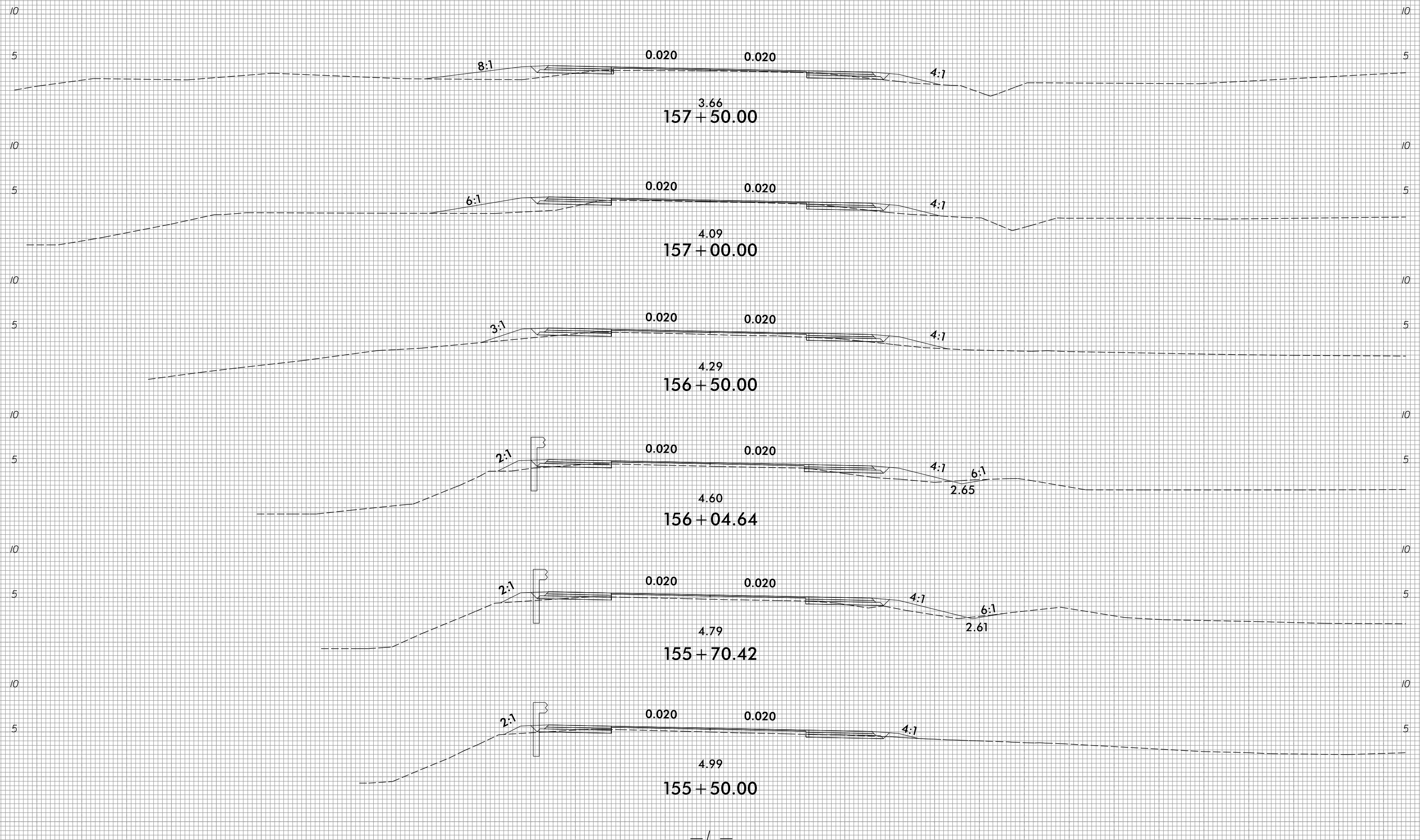
6/23/16



PROJ. REFERENCE NO.  
R-5014

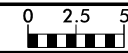
SHEET NO.  
X-66

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6/23/16

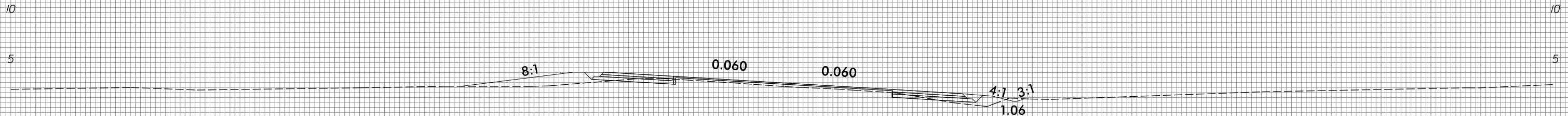
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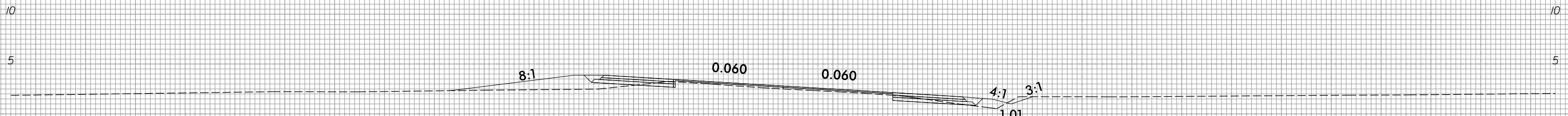
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-67

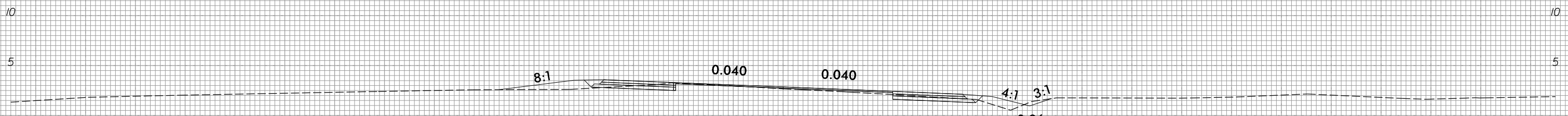
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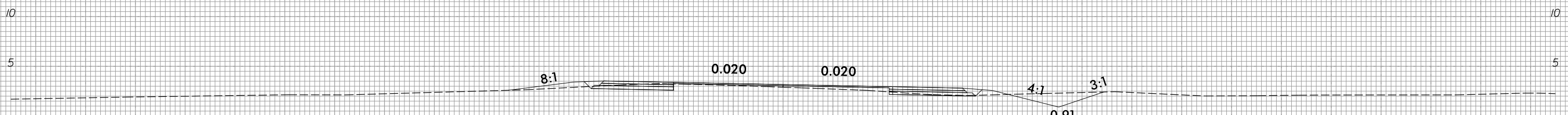
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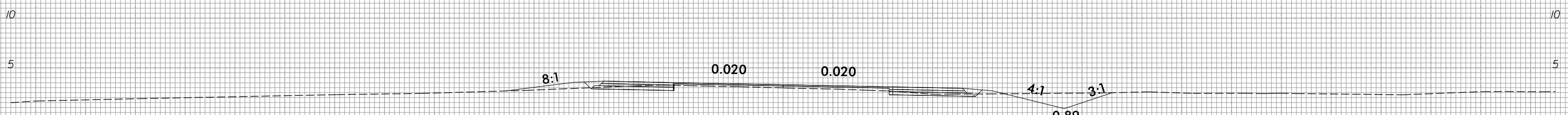
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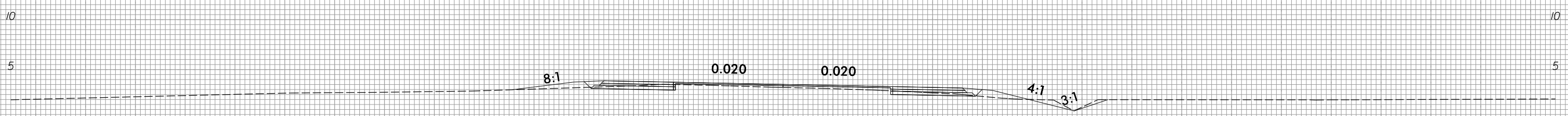
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158 + 45.30



158 + 29.00



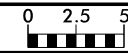
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10/31/2018  
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6/23/16

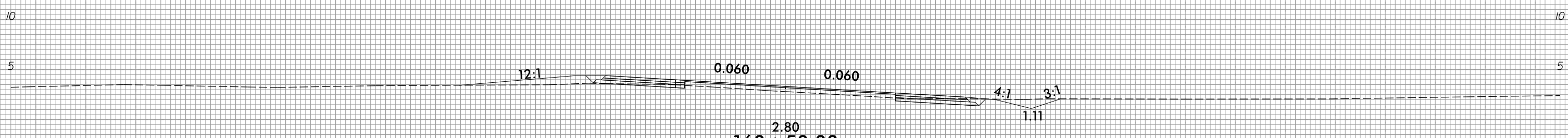
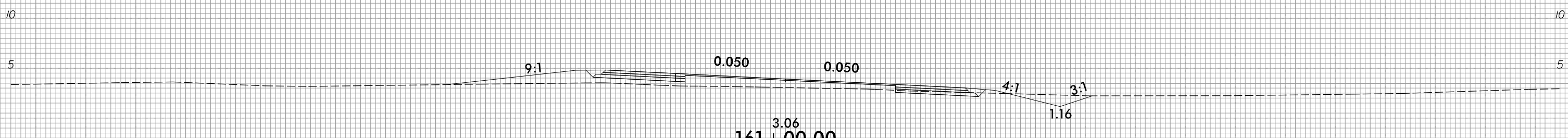
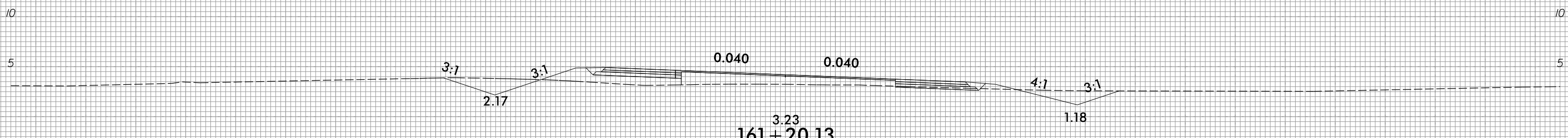
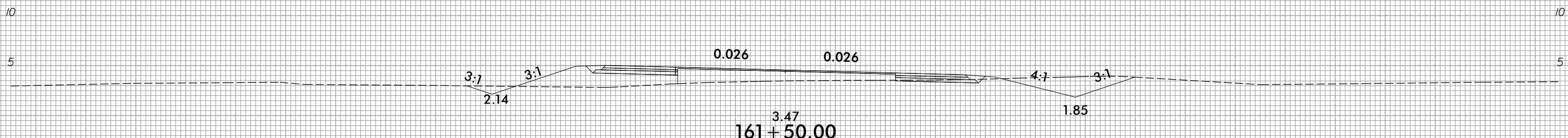
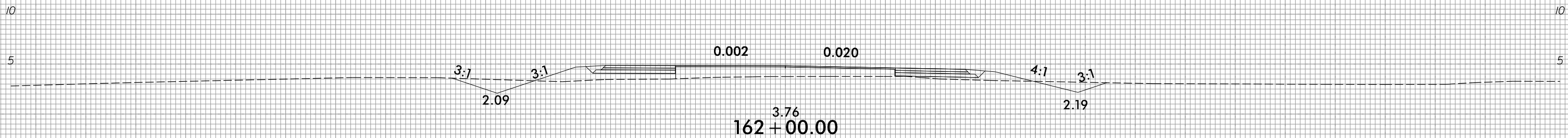
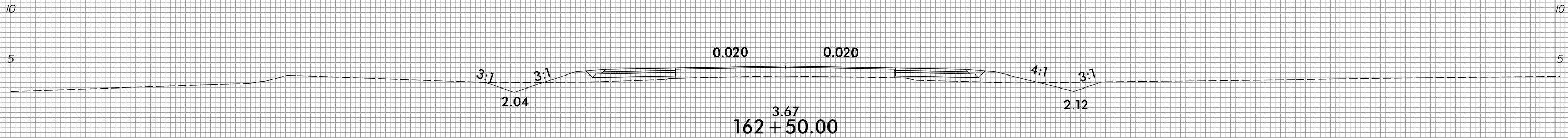
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PROJ. REFERENCE NO.  
R-5014

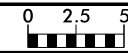
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X-68

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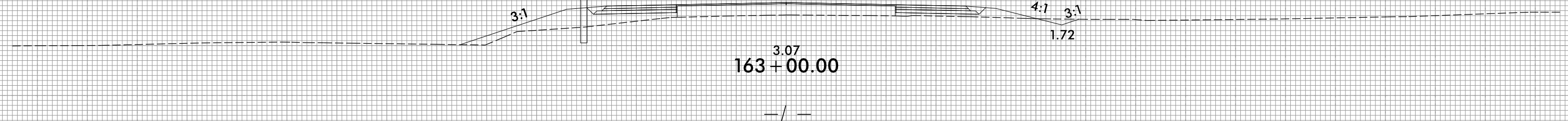
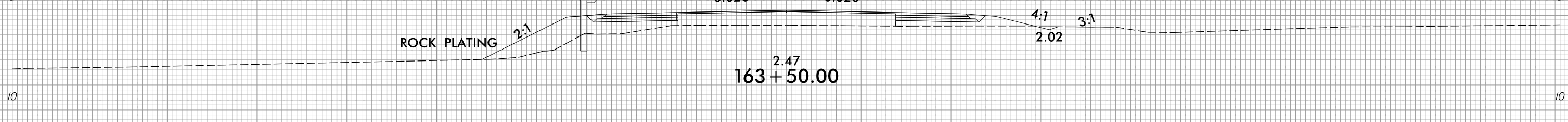
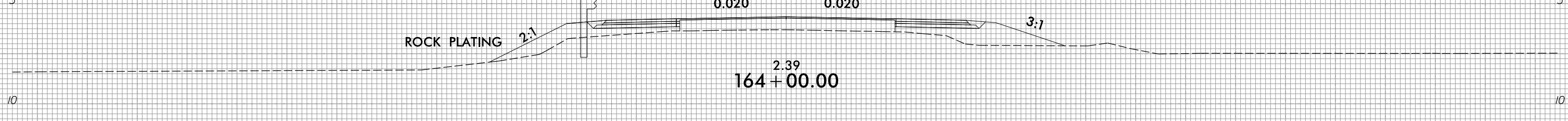
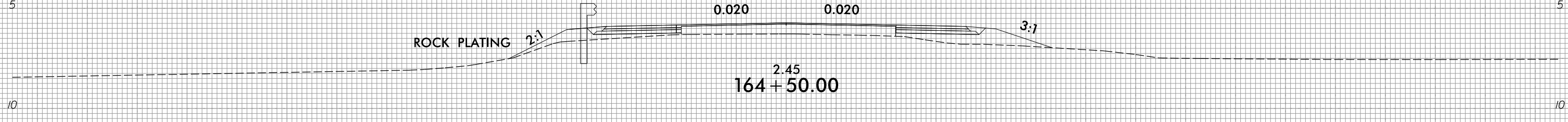
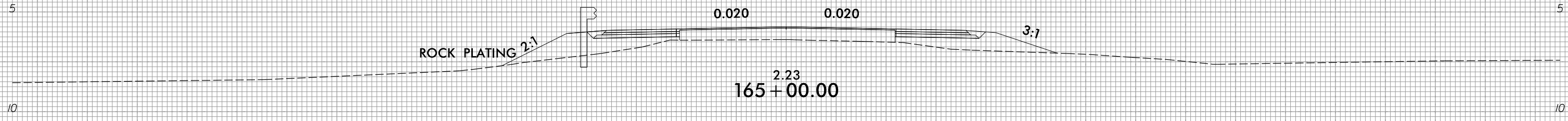
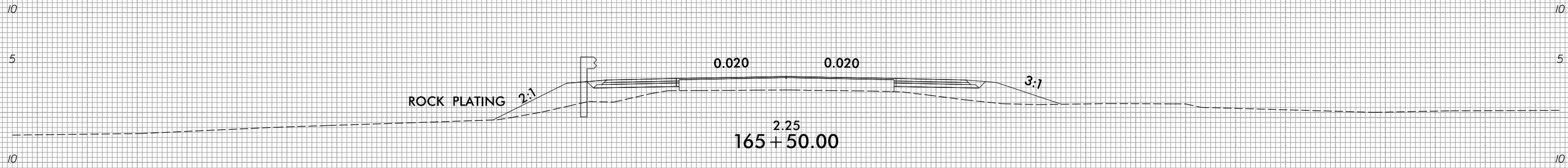


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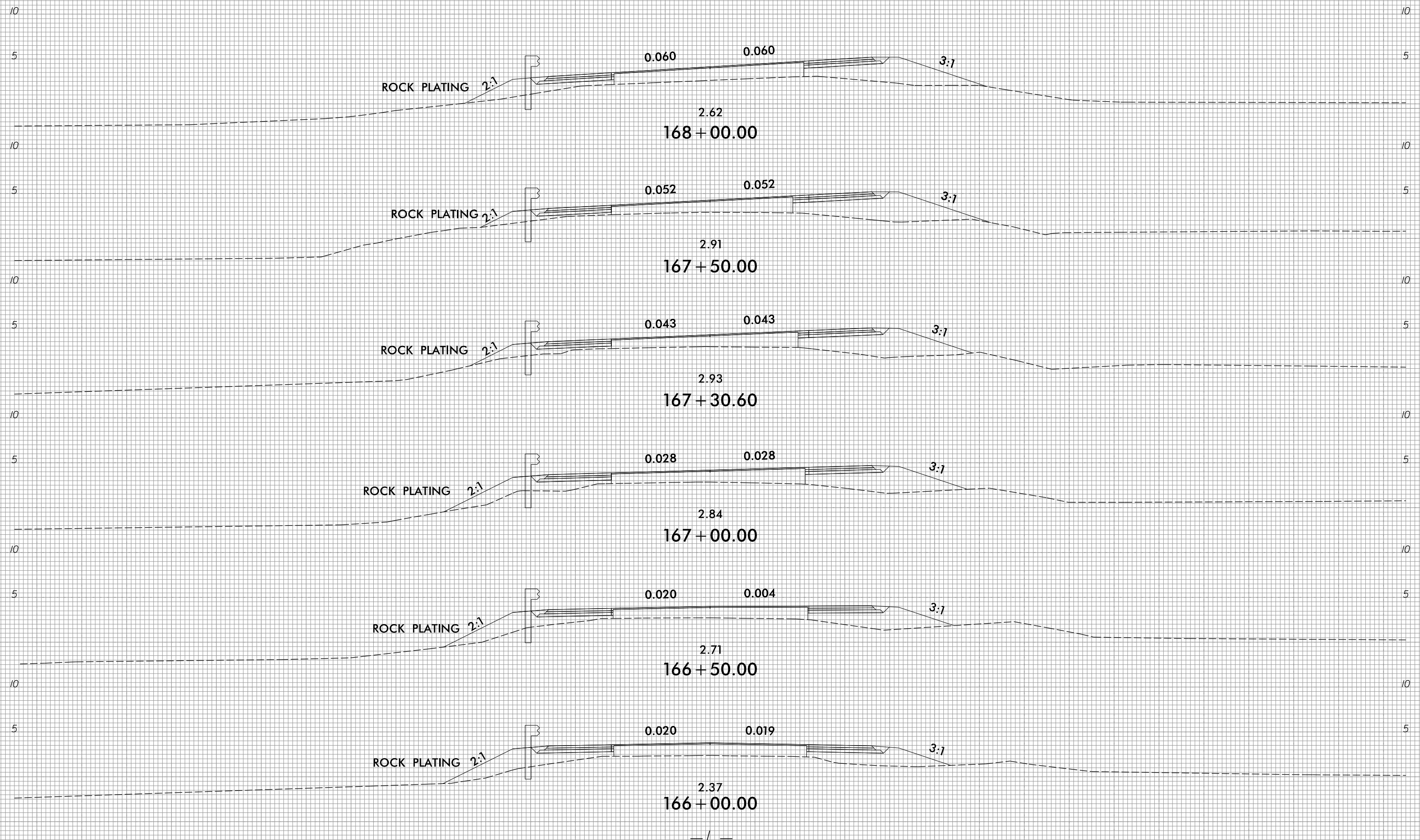


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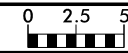




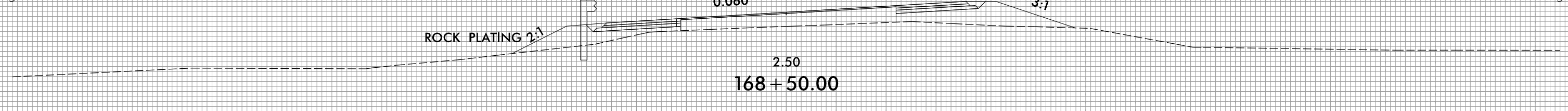
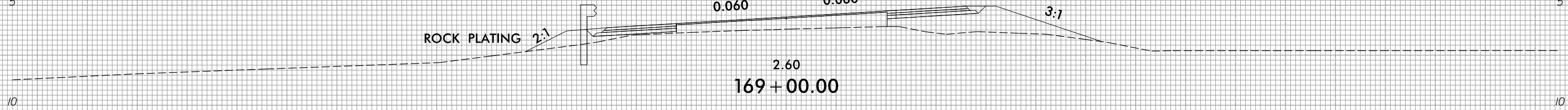
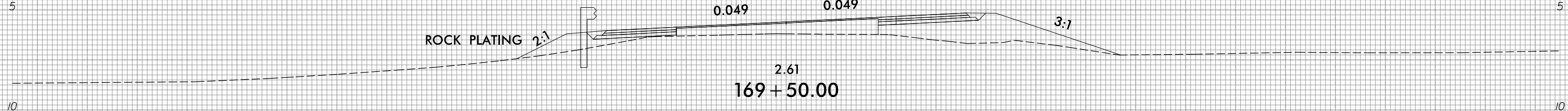
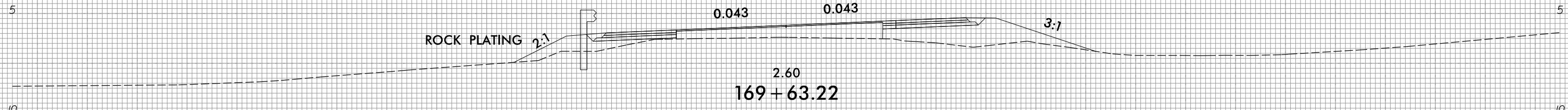
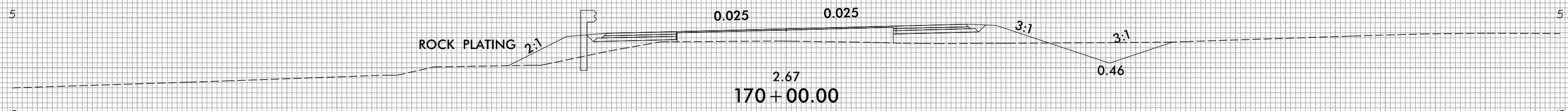
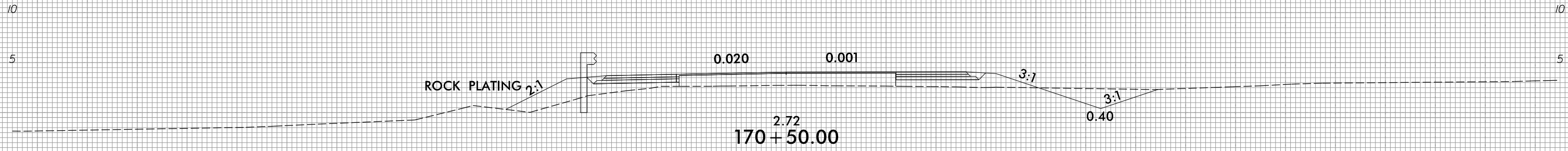
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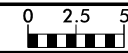
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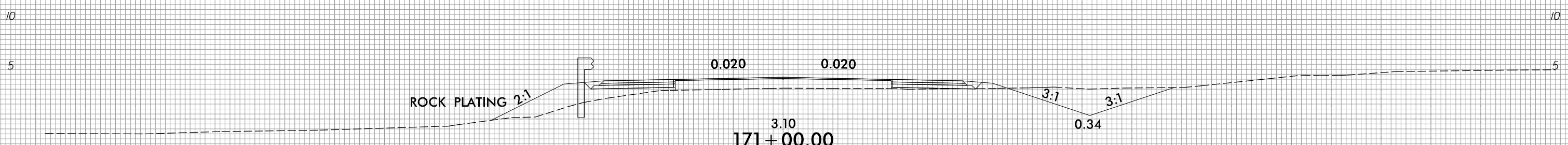
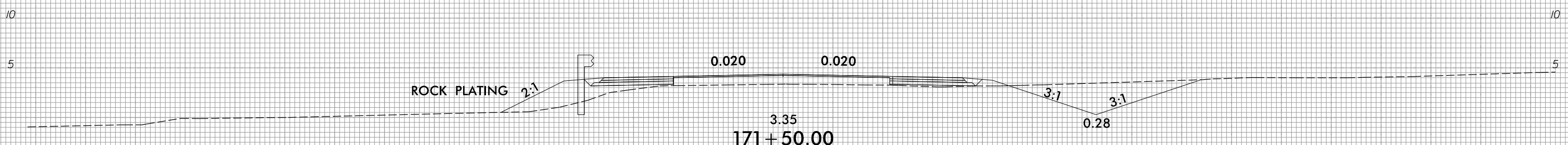
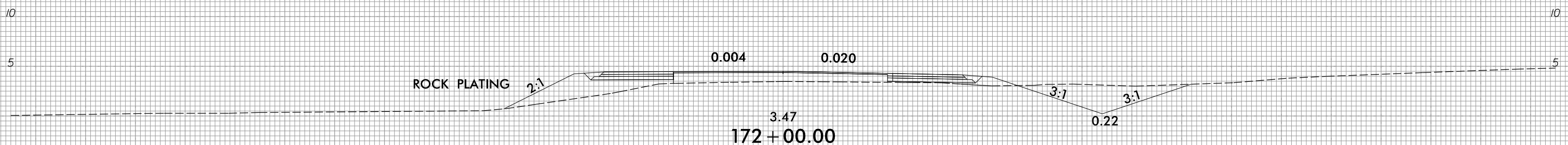
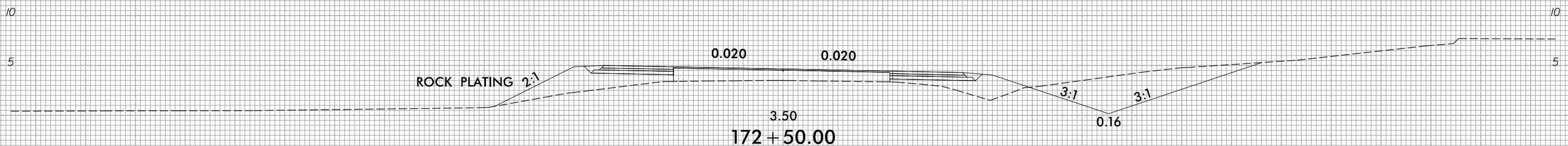
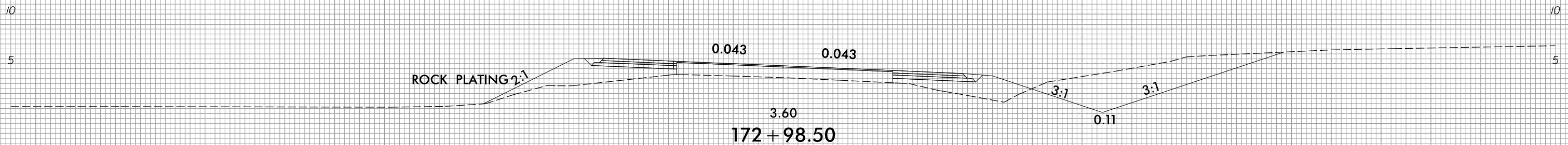
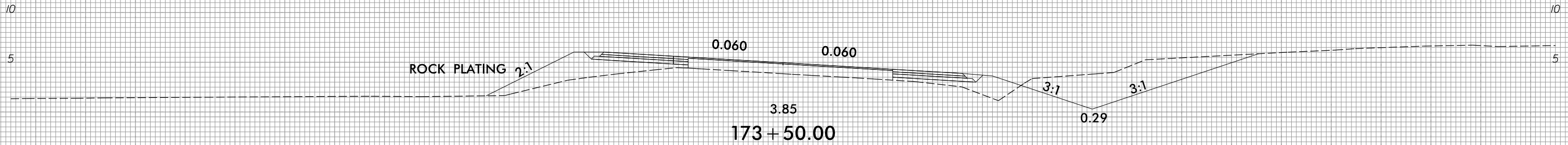
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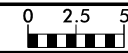


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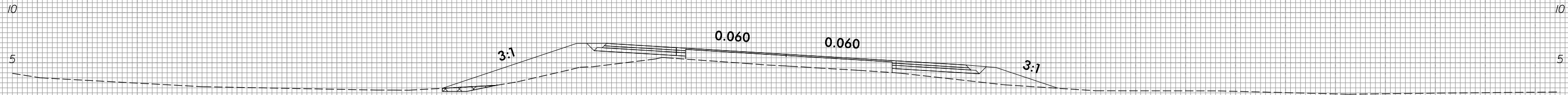
6/23/16



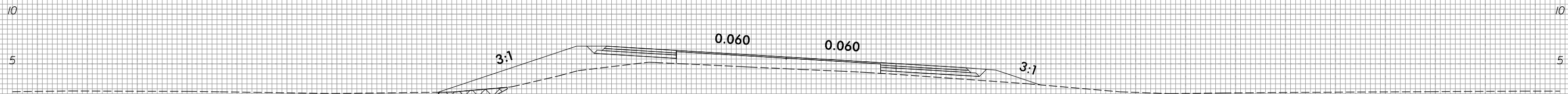
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-73

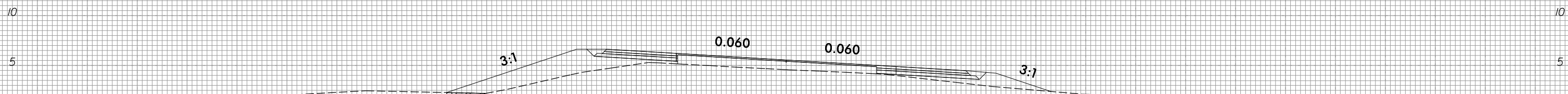
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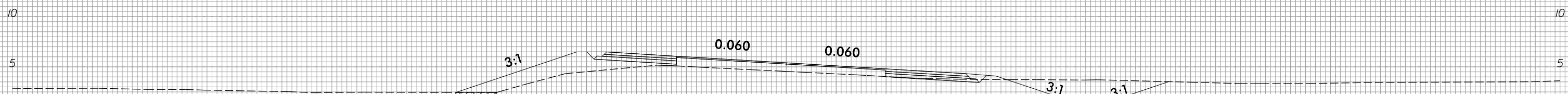
4.67  
176 + 50.00



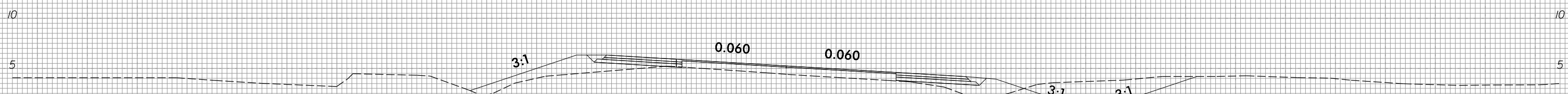
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176 + 00.00



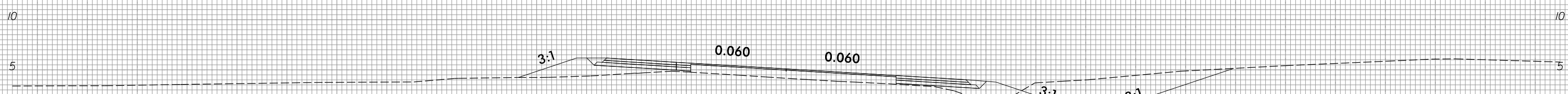
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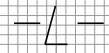
4.55  
175 + 00.00



4.41  
174 + 50.00



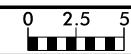
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174 + 00.00



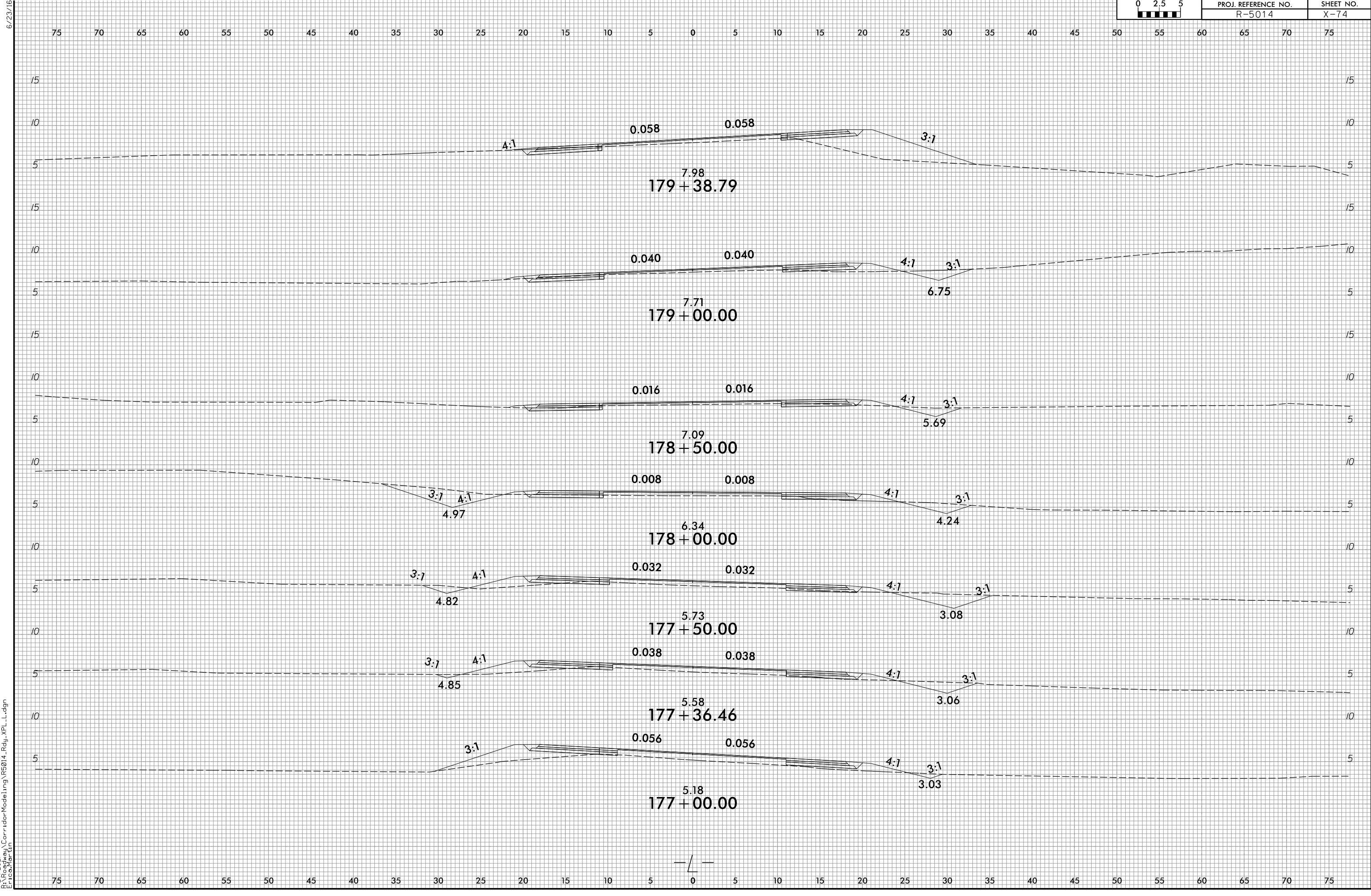
UNDERCUT EXCAVATION

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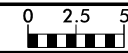
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PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-74



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Eric.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 4:1

7.93  
182 + 00.00

15 15

10 10

5 5

0.060 0.060 3:1

7.87  
181 + 50.00

15 15

10 10

5 5

10:1 10:1 0.060 0.060 3:1

5.92 7.77  
181 + 00.00

15 15

10 10

5 5

10:1 10:1 0.060 0.060 4:1

5.96 7.85  
180 + 50.00

15 15

10 10

5 5

4:1 0.060 0.060 3:1

7.92  
180 + 00.00

15 15

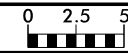
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5 5

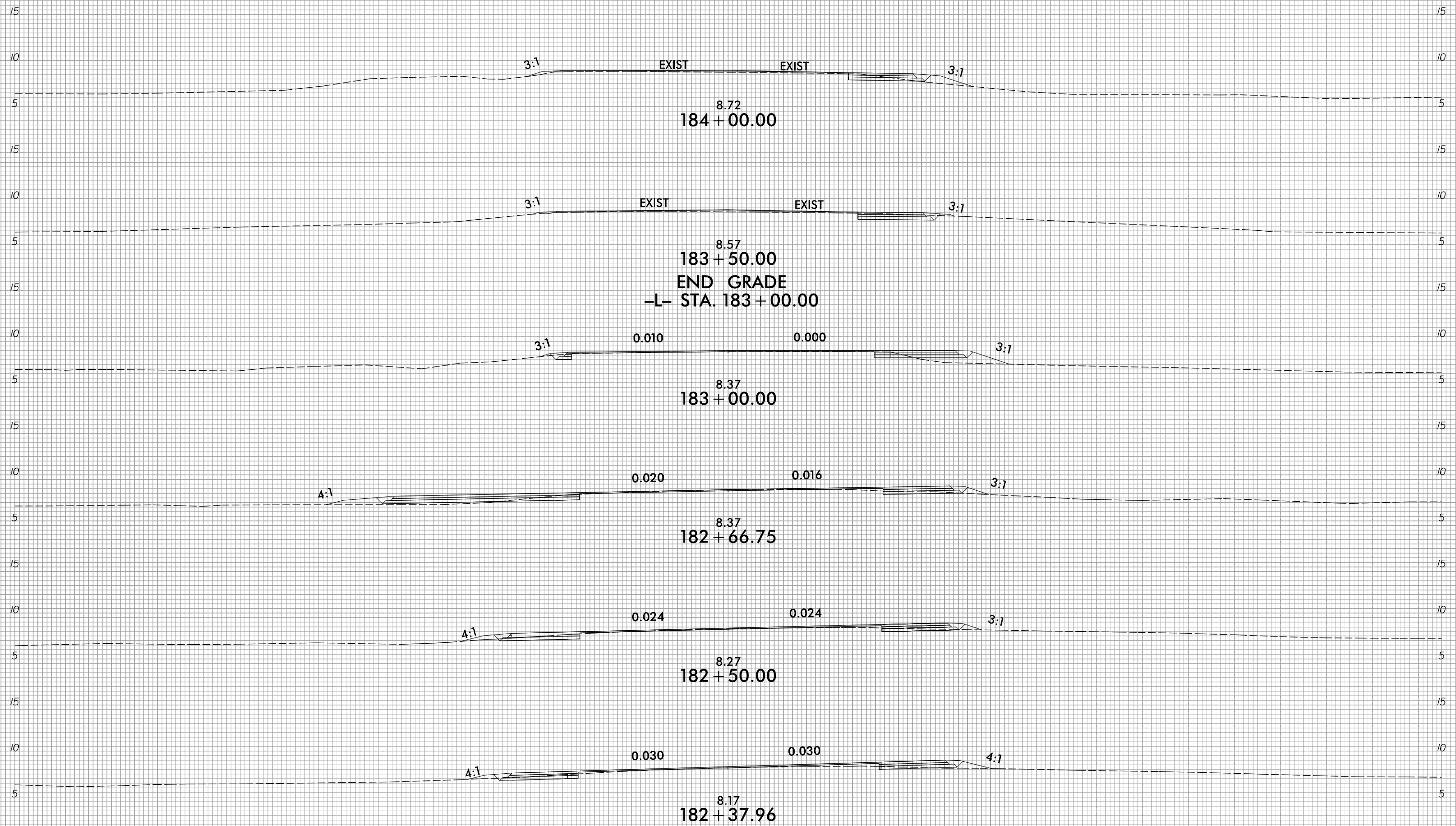
4:1 0.060 0.060 3:1

8.04  
179 + 50.00

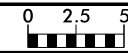
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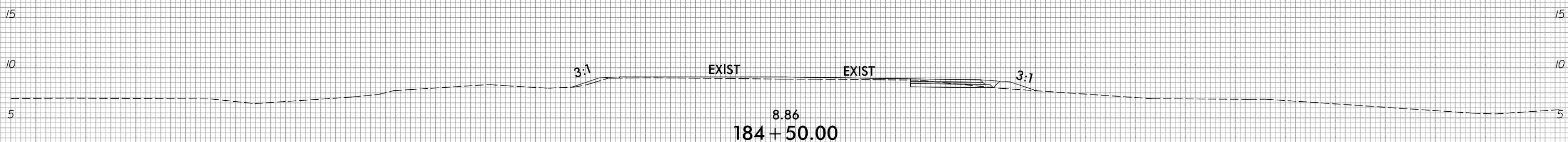
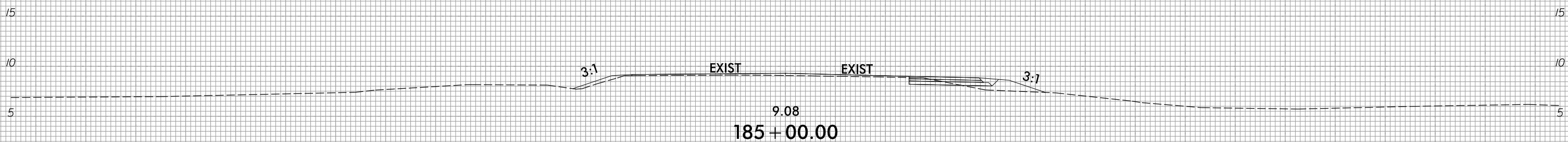
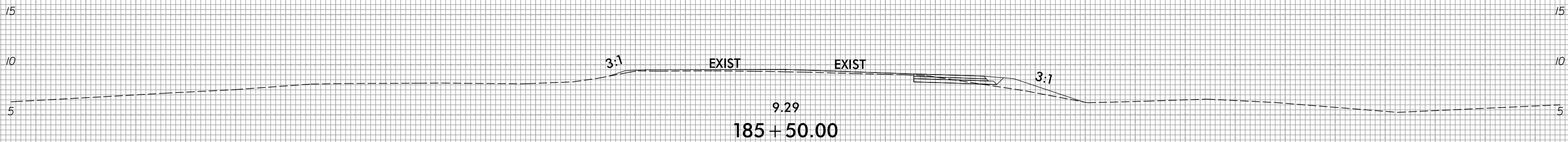
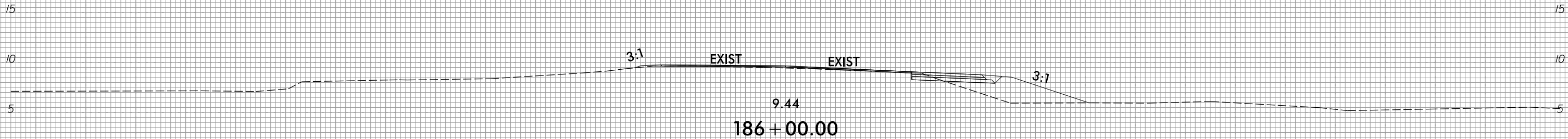
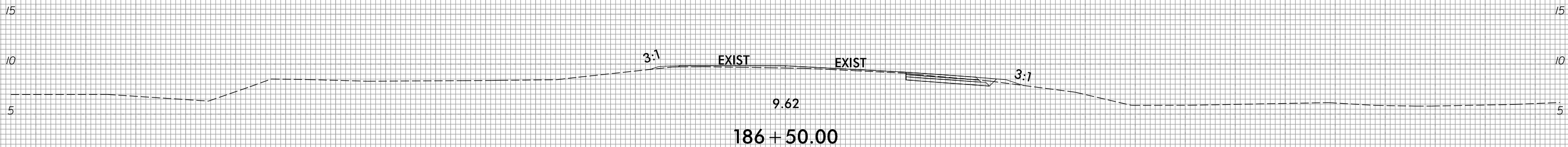
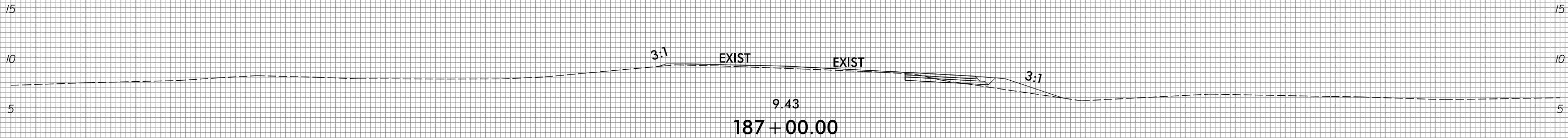
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



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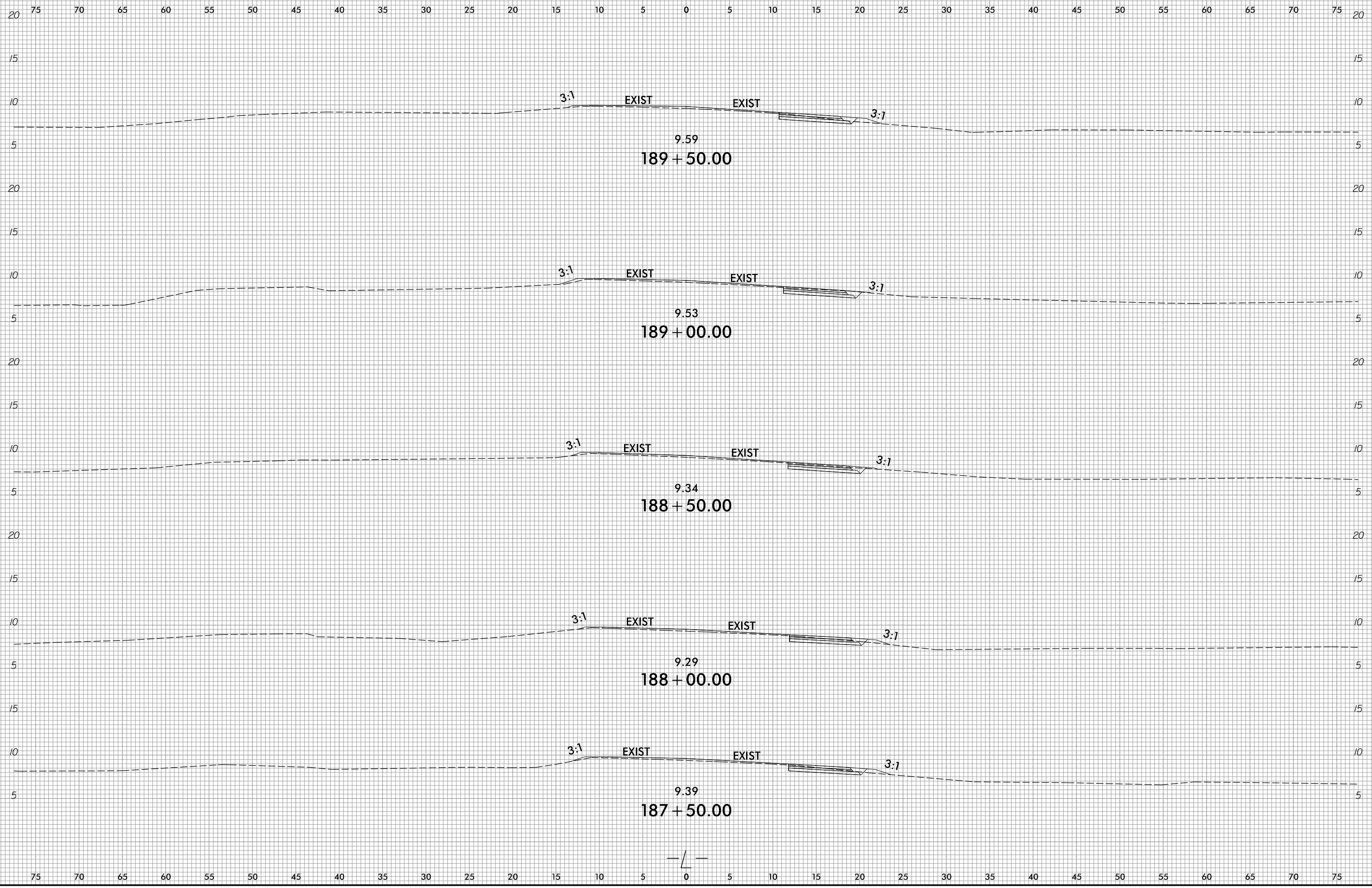


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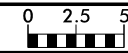
PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-78

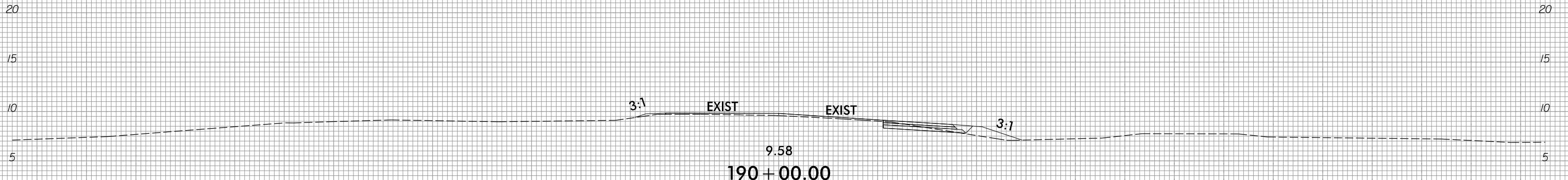
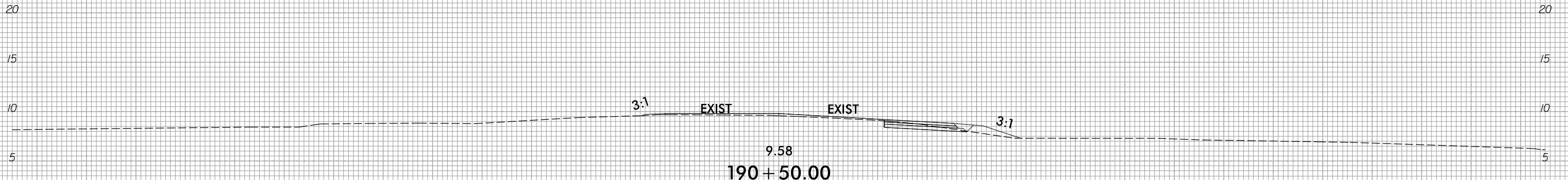
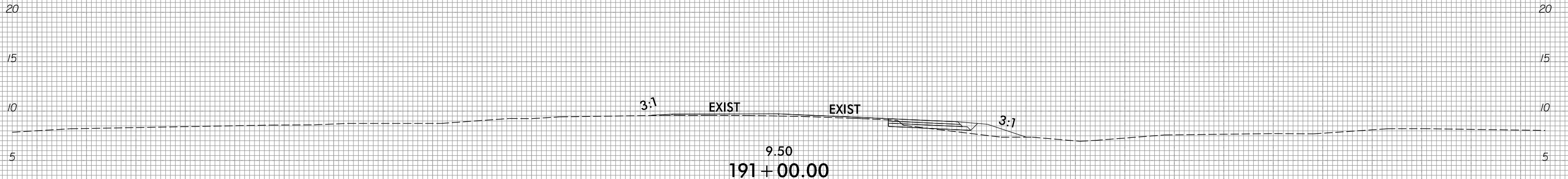
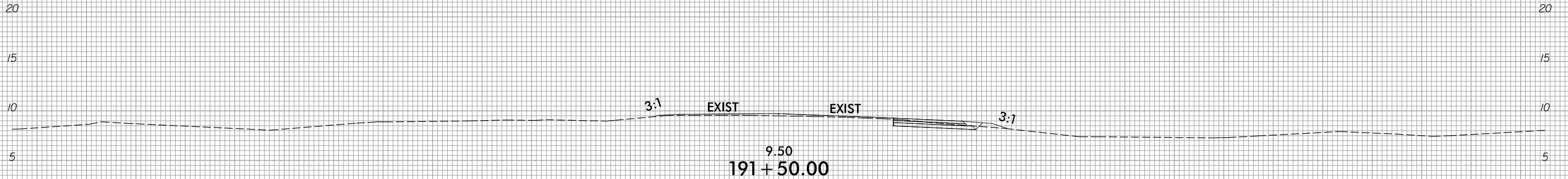


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KATZ



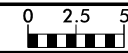


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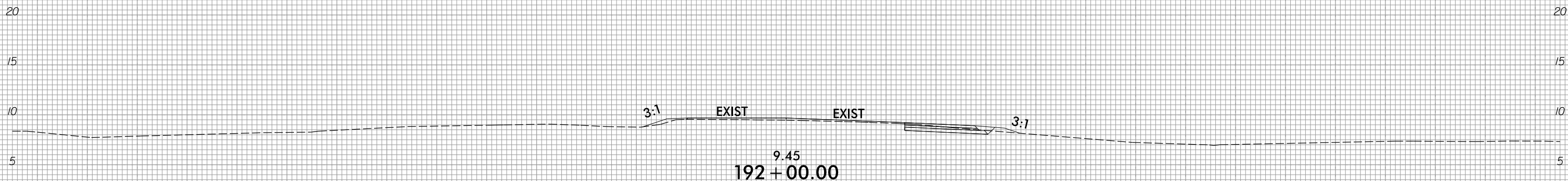
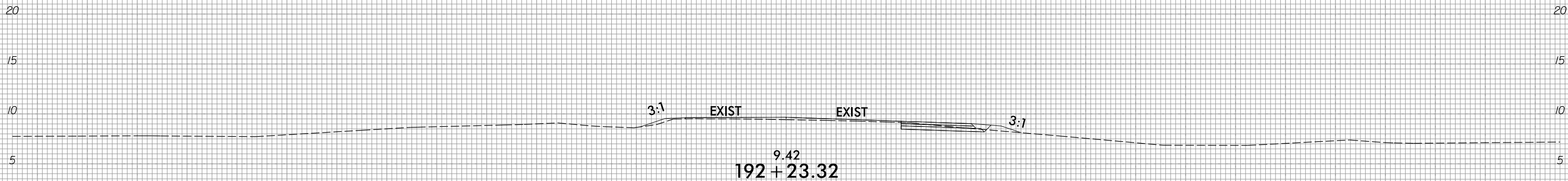
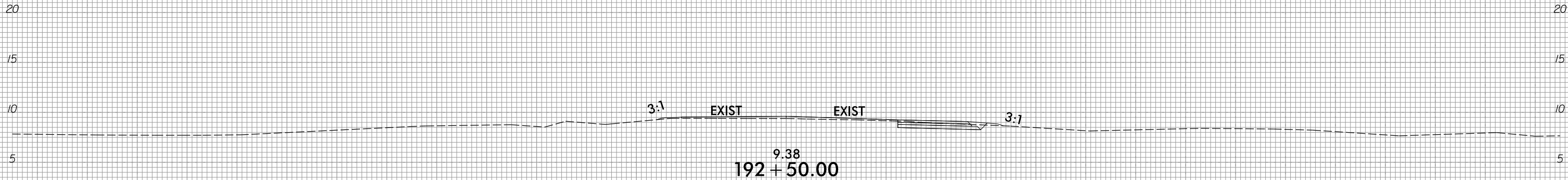
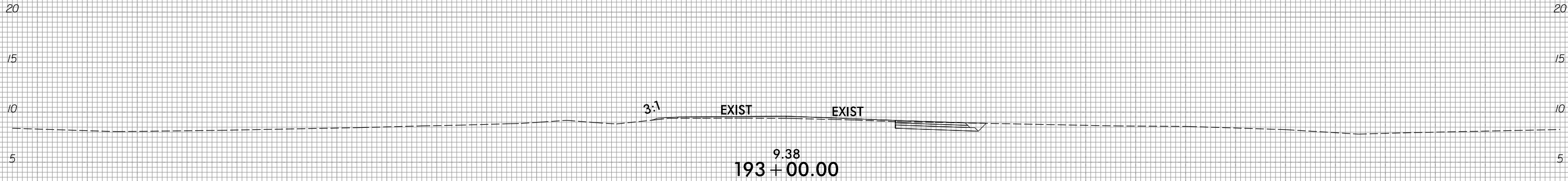
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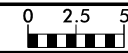
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-80

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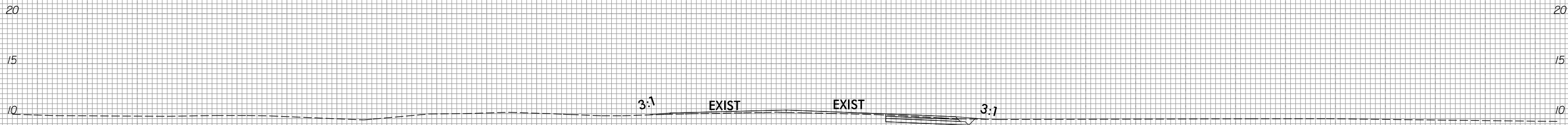
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 241022

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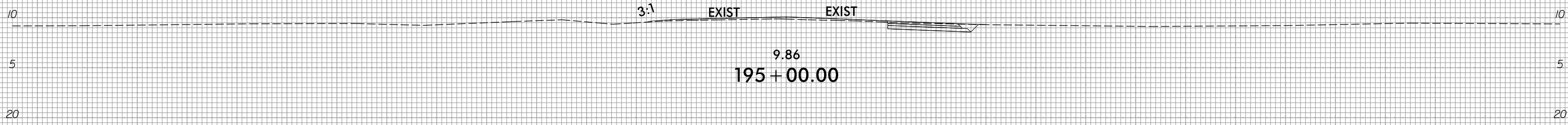


PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-81

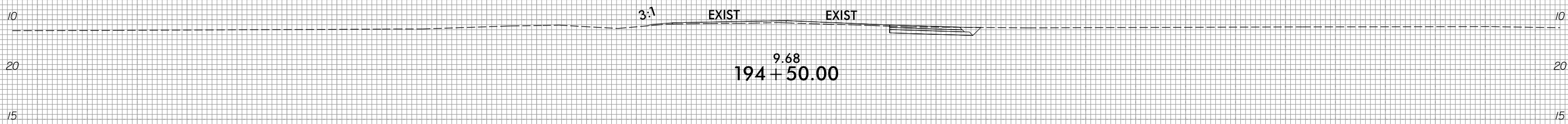
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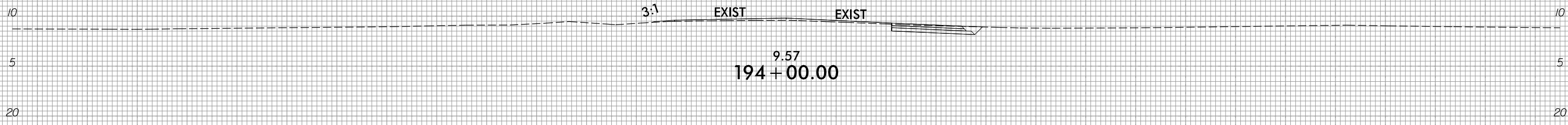
10.13  
195 + 50.00



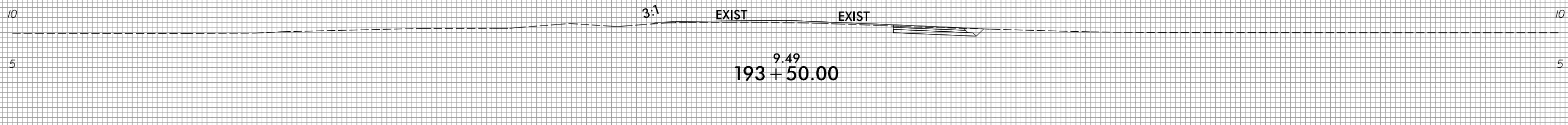
9.86  
195 + 00.00



9.68  
194 + 50.00



9.57  
194 + 00.00

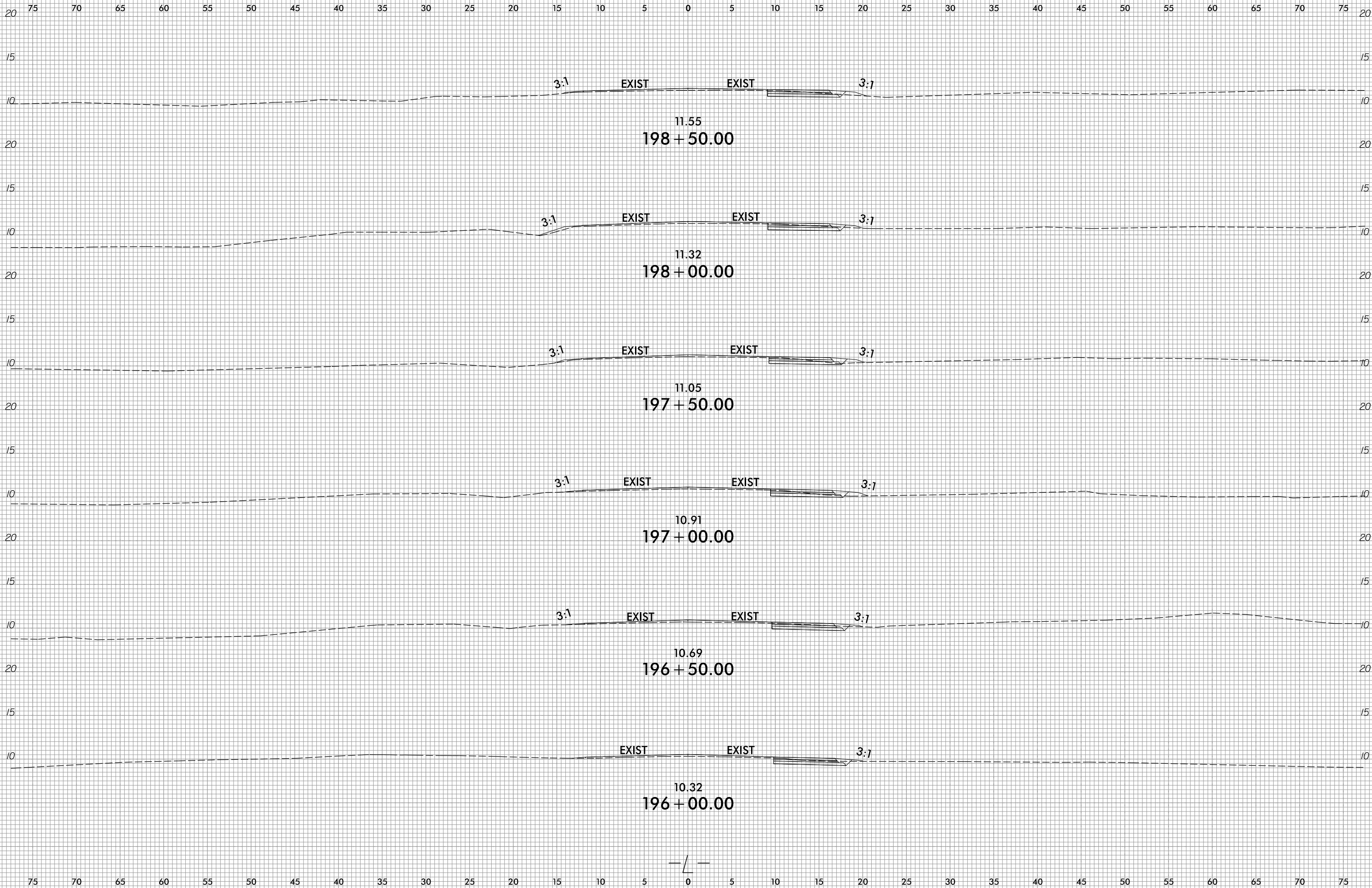
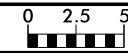


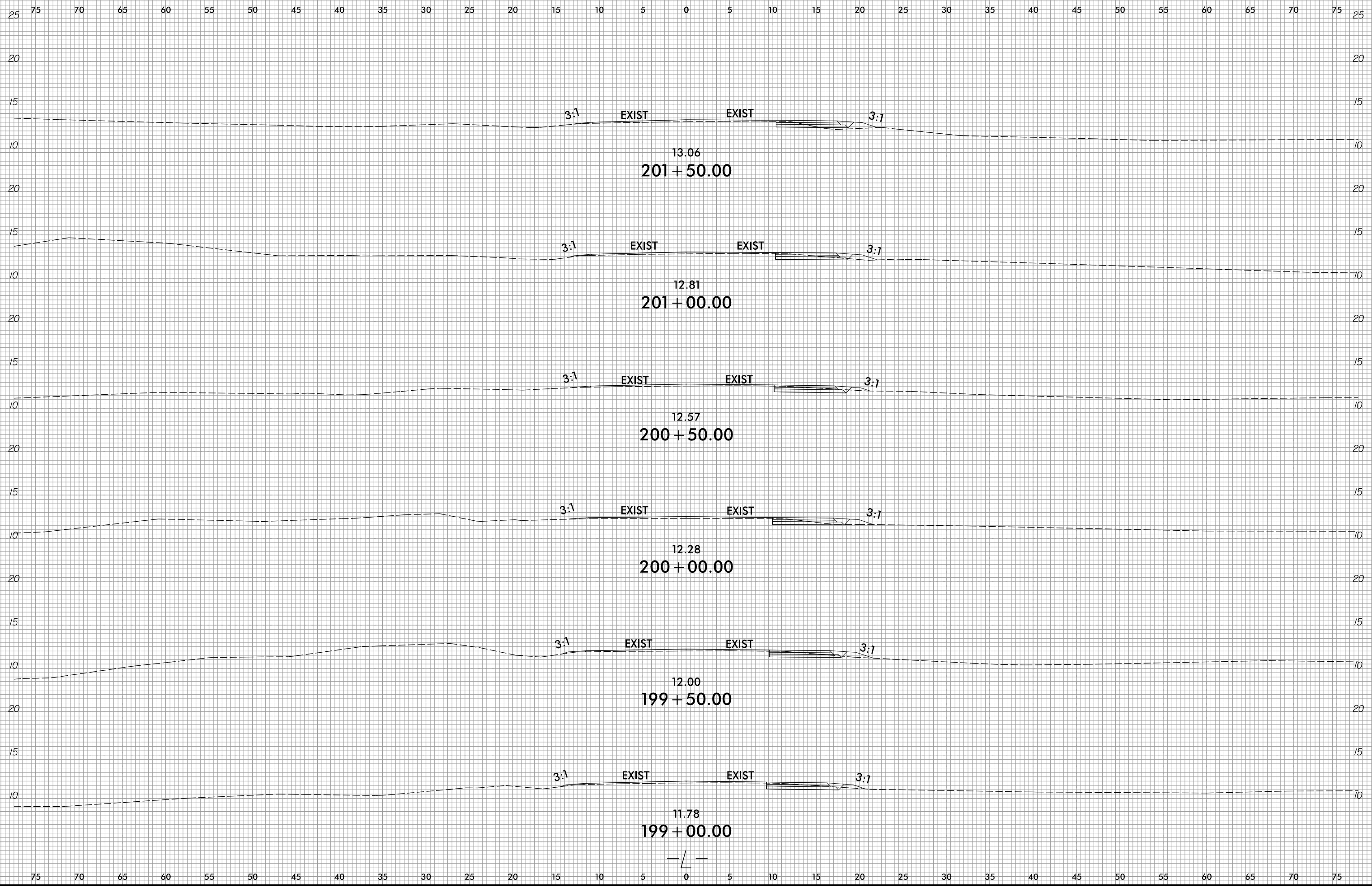
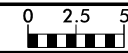
9.49  
193 + 50.00

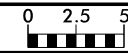


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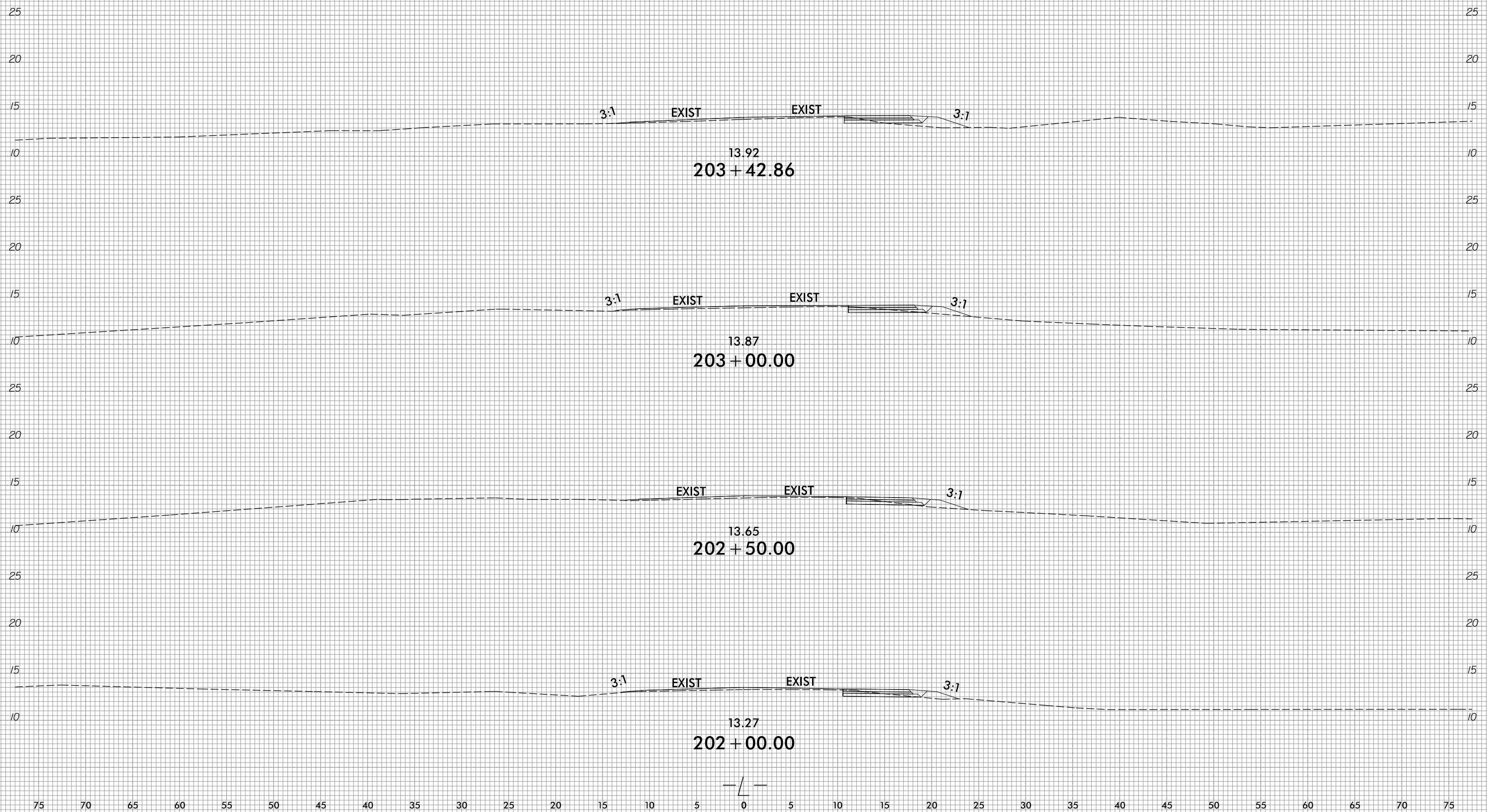
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KATZ





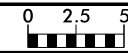


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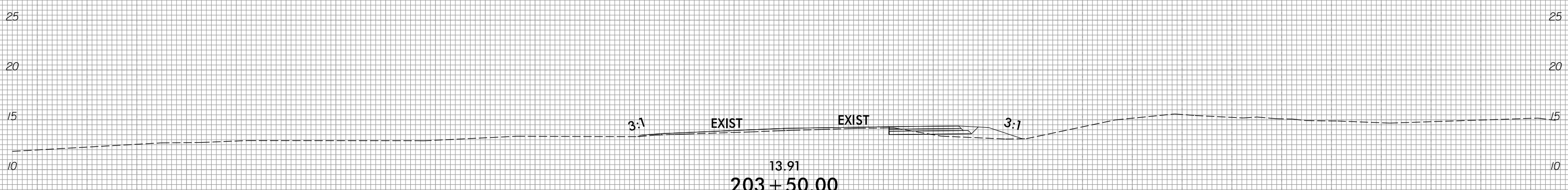
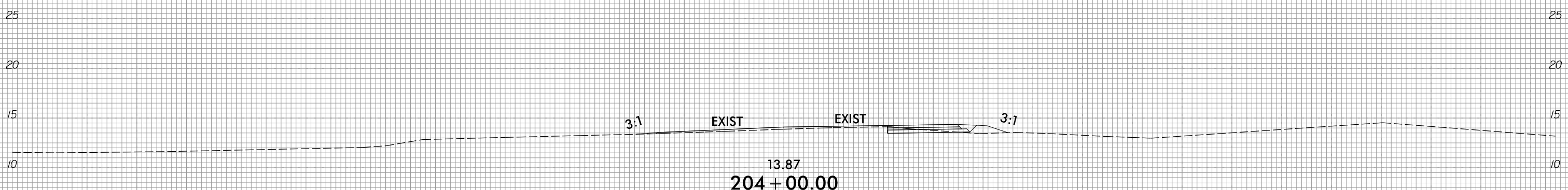
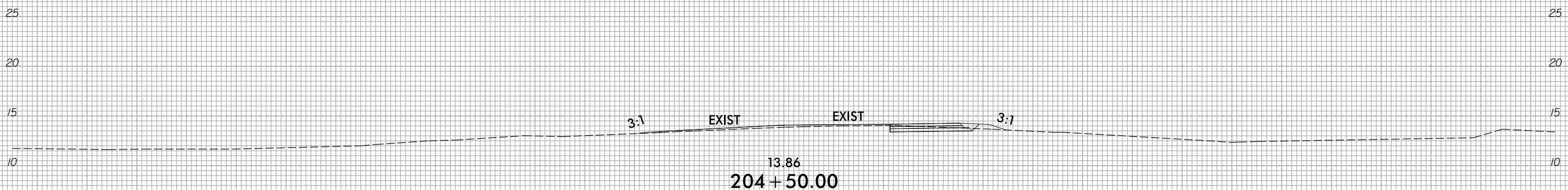
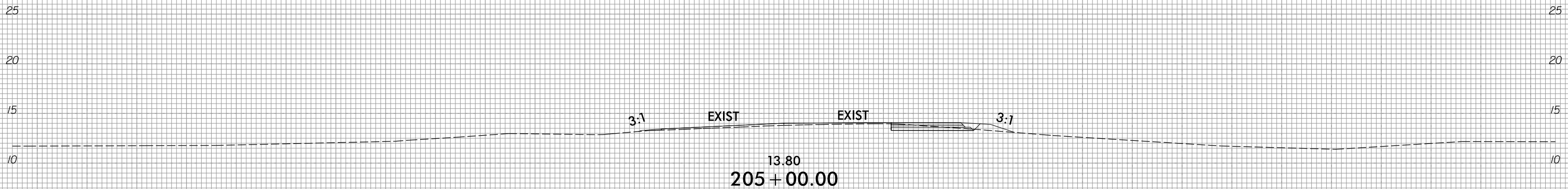
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R-5014	X-85

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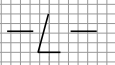
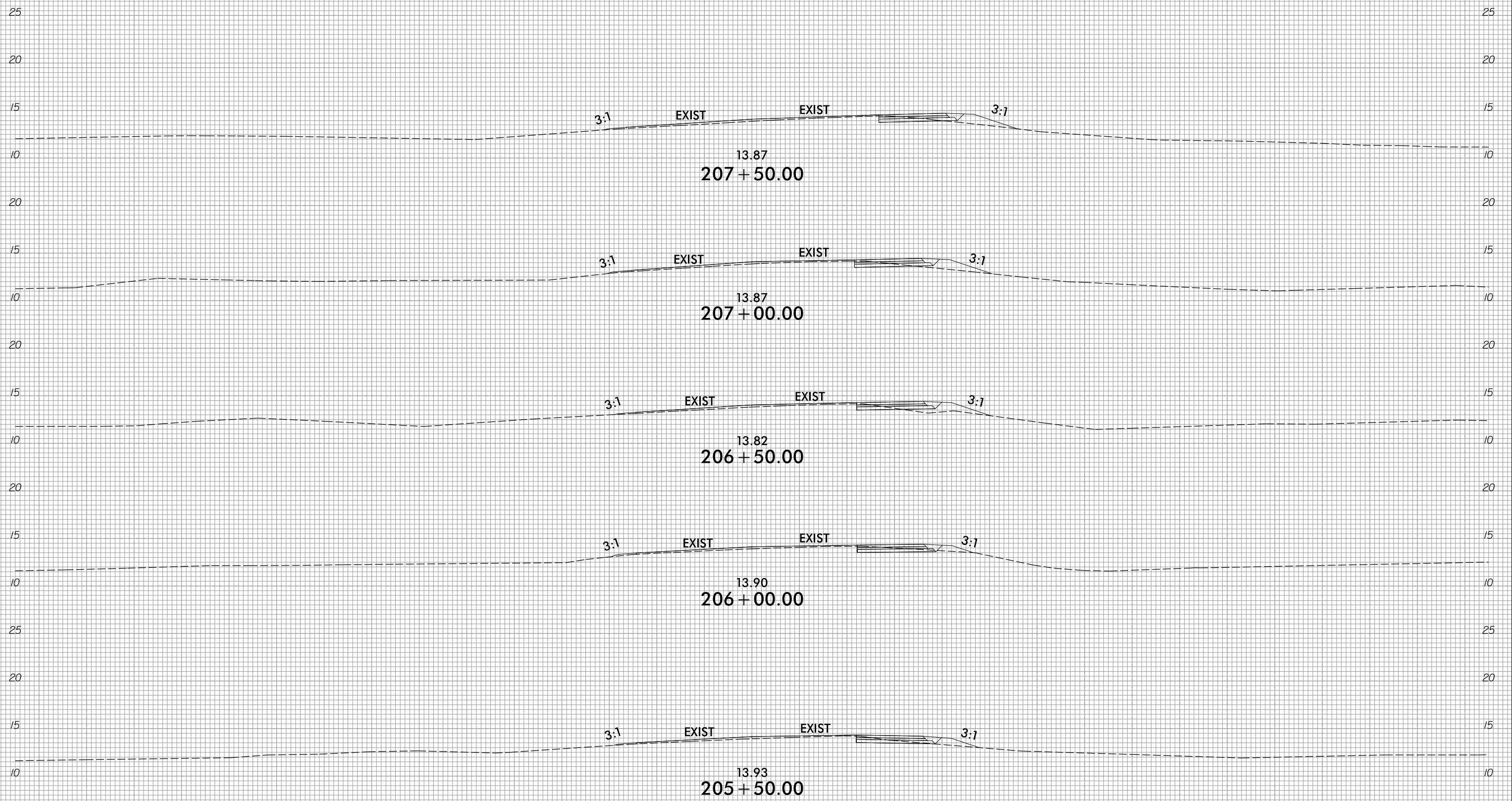
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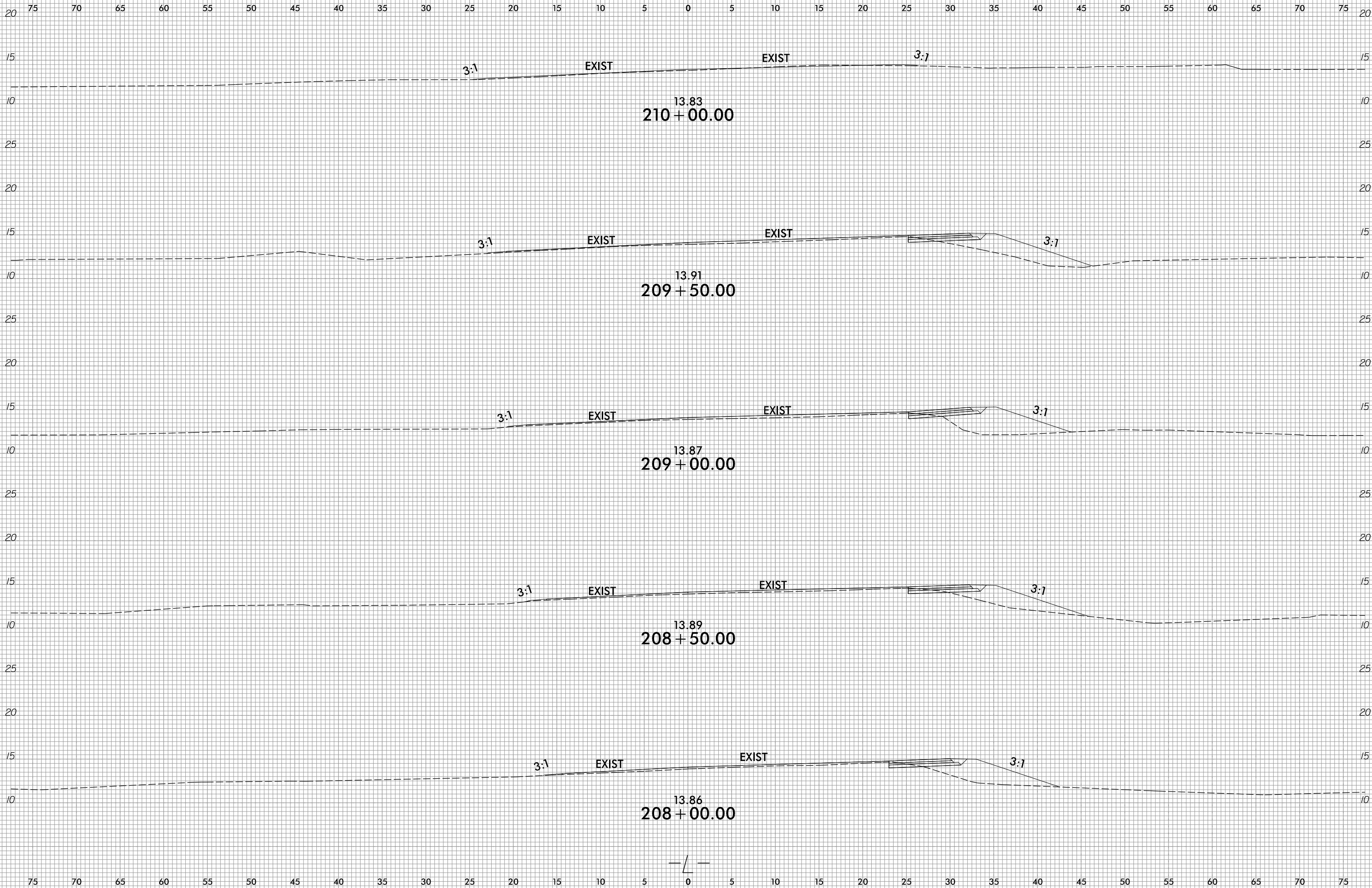
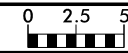


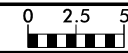


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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75





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

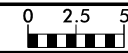
15 15

10 10

13.82  
210 + 24.00



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



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

13.24  
215 + 00.00

3:1

EXIST

EXIST

3:1

20 20

15 15

10 10

13.50  
214 + 50.00

3:1

EXIST

EXIST

3:1

20 20

15 15

10 10

13.80  
214 + 00.00

3:1

EXIST

EXIST

3:1

20 20

15 15

10 10

13.96  
213 + 65.69

3:1

EXIST

EXIST

3:1

20 20

15 15

10 10

13.98  
213 + 50.00

3:1

EXIST

EXIST

3:1

20 20

15 15

10 10

13.90  
213 + 00.00

3:1

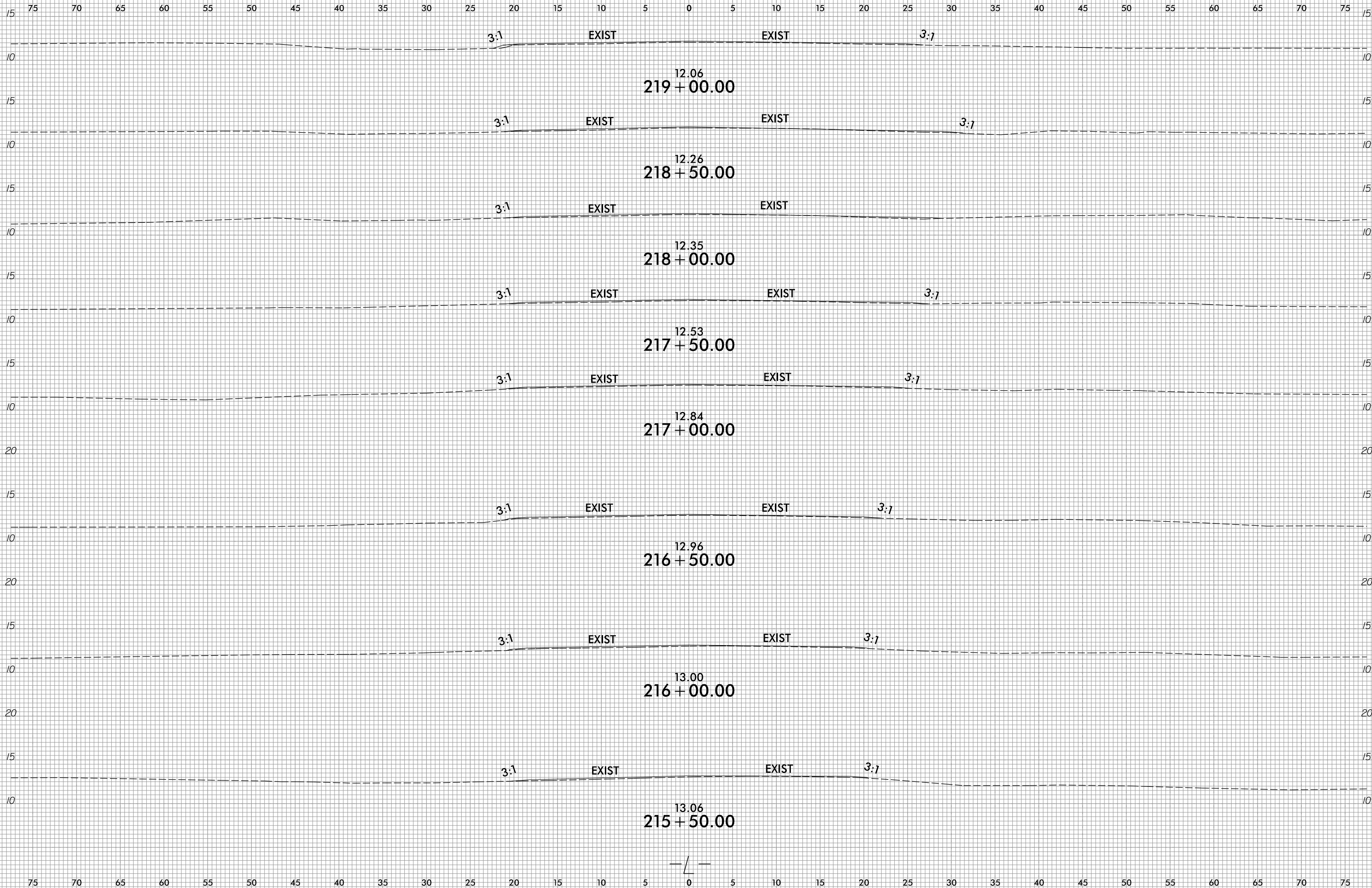
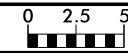
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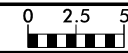
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3:1

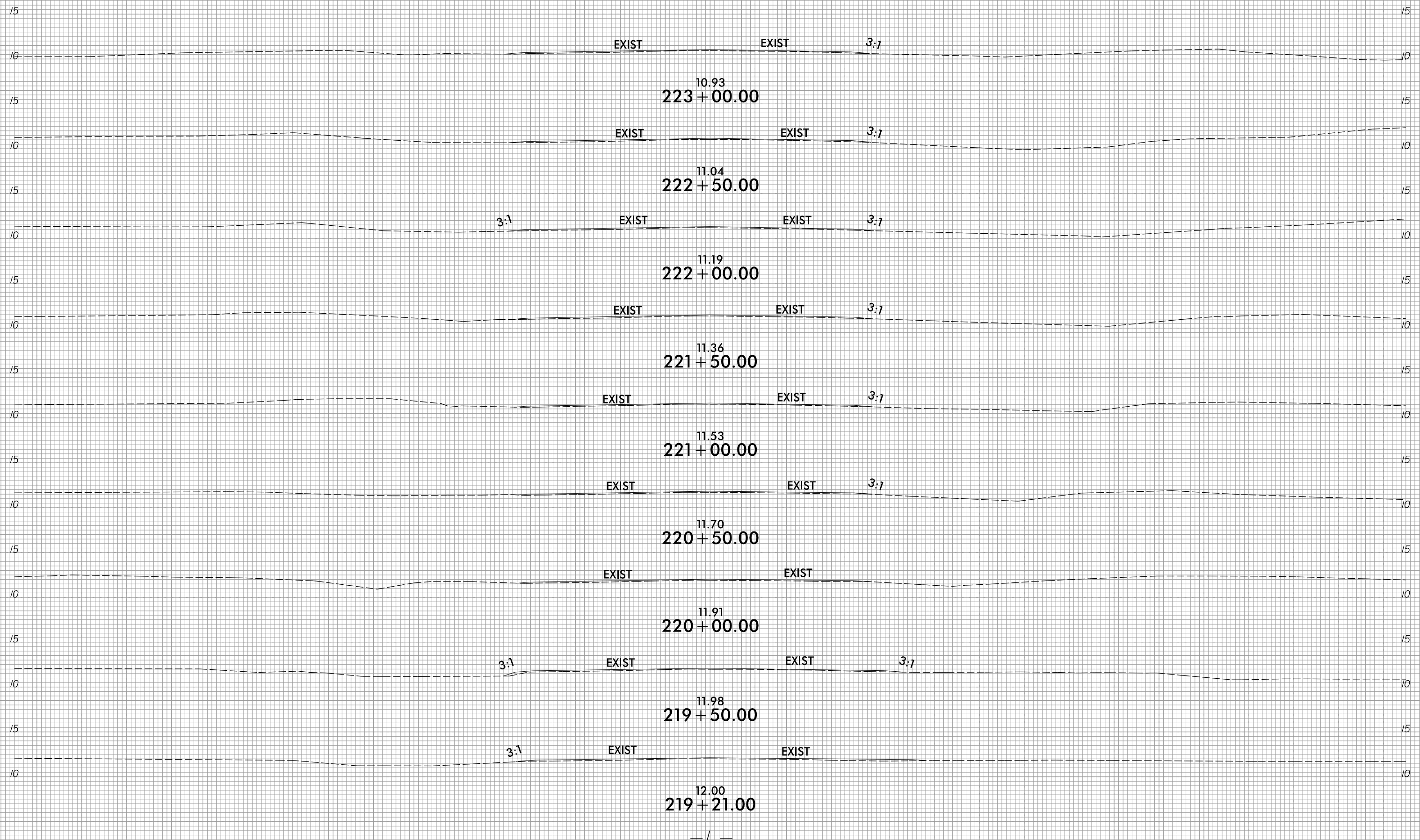


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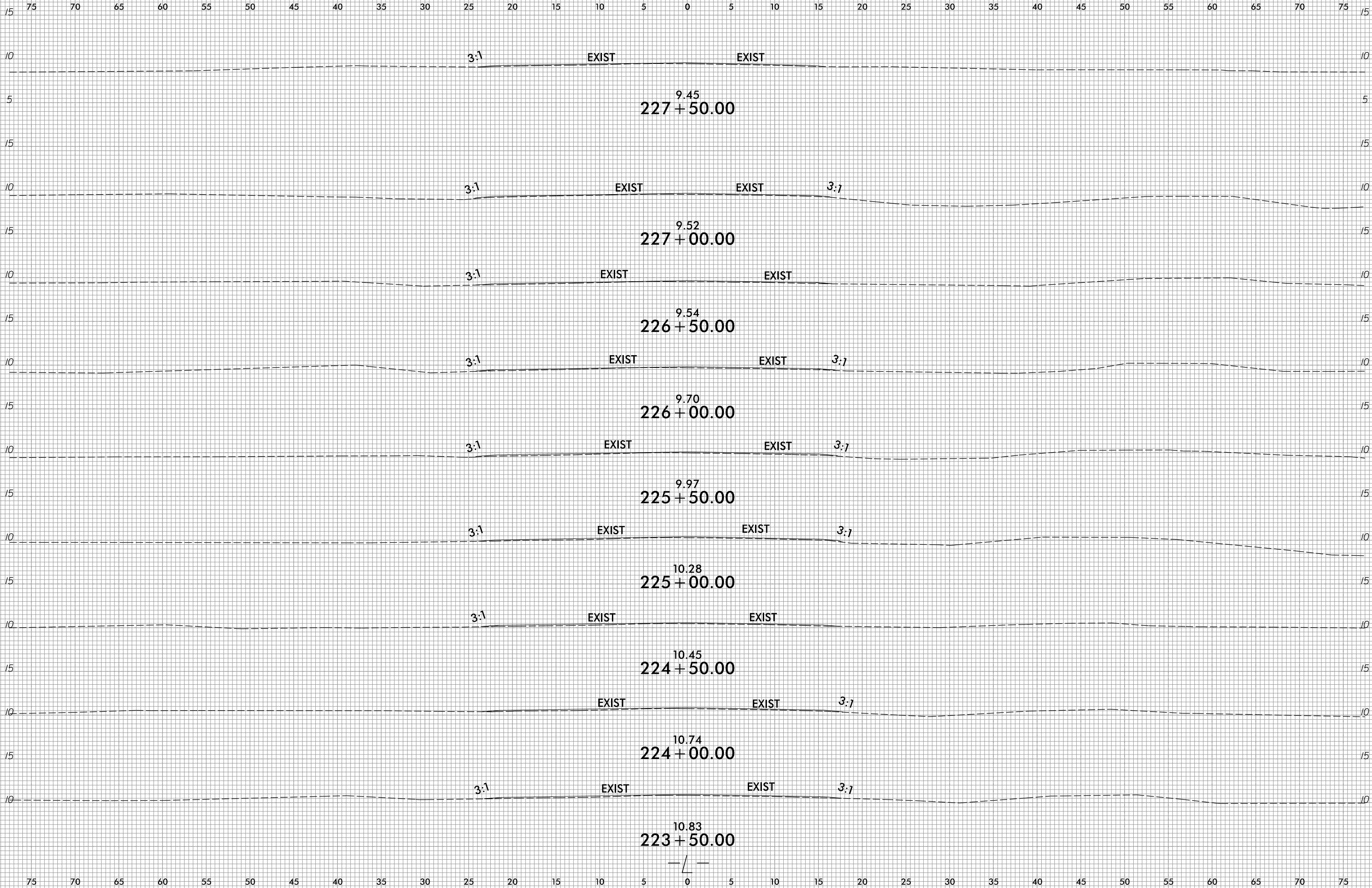
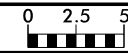




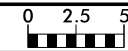
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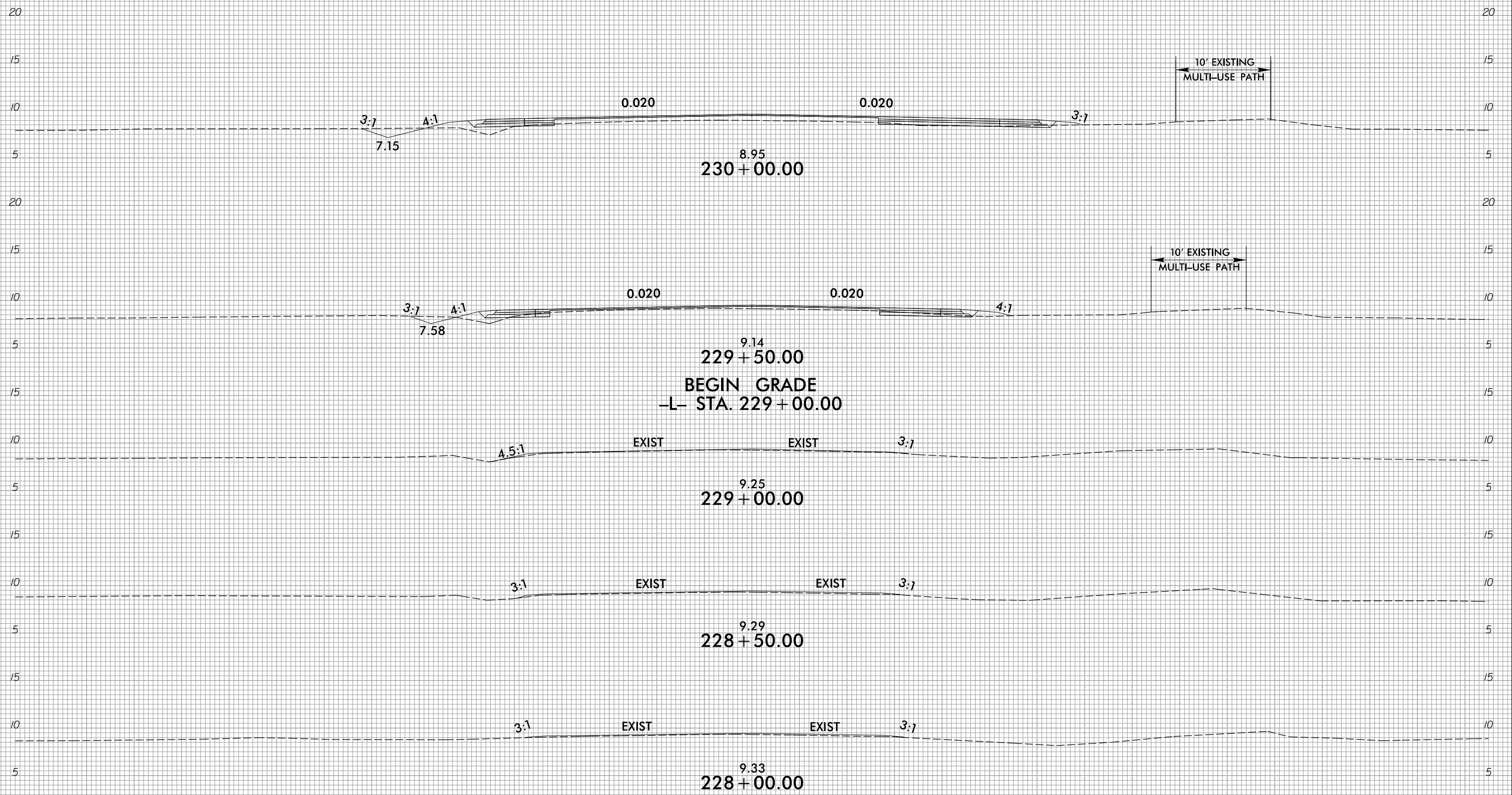
6/23/16



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R-5014

SHEET NO.  
X-93

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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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enbar.dgn



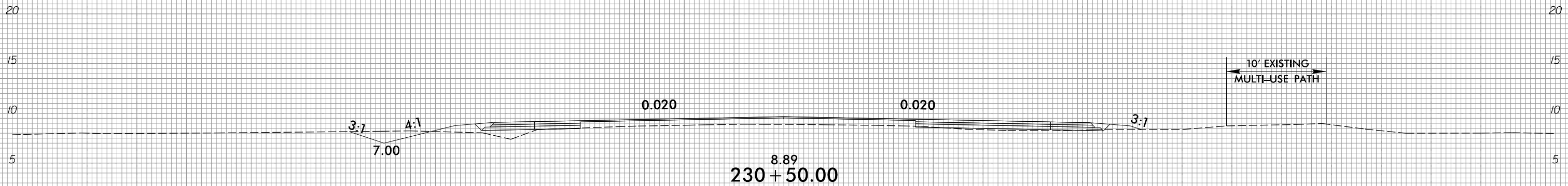
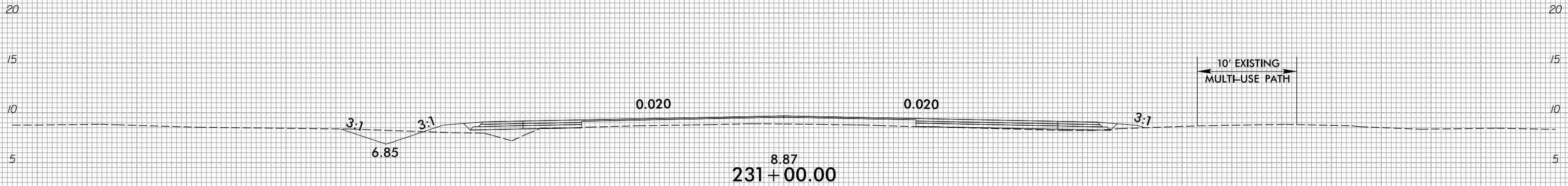
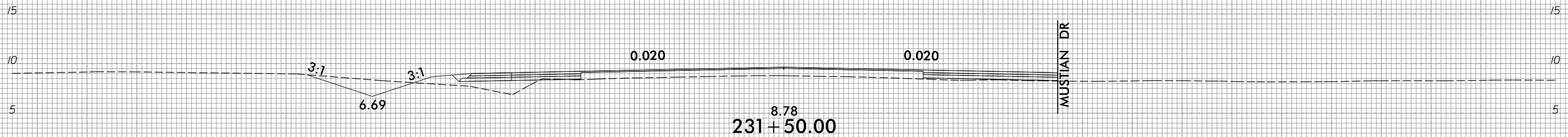
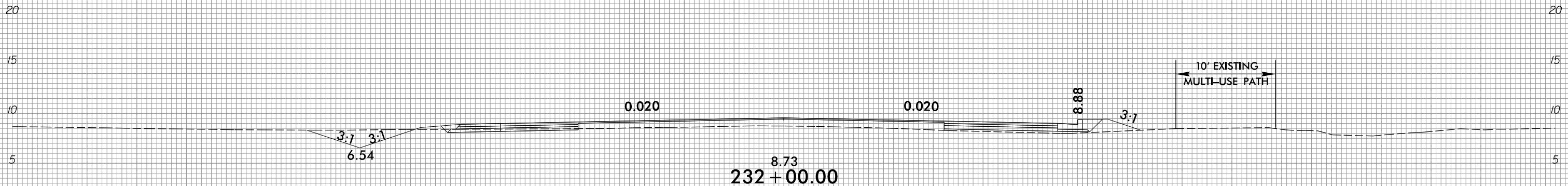
6/23/16



PROJ. REFERENCE NO.  
R-5014

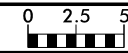
SHEET NO.  
X-94

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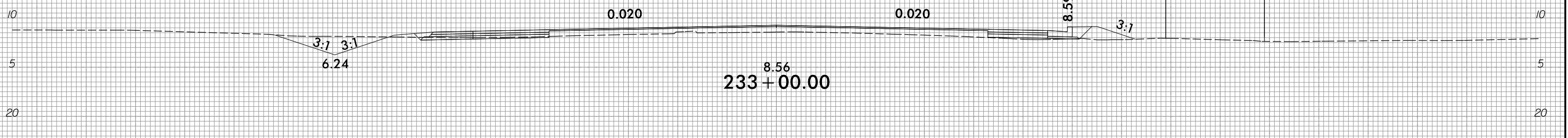
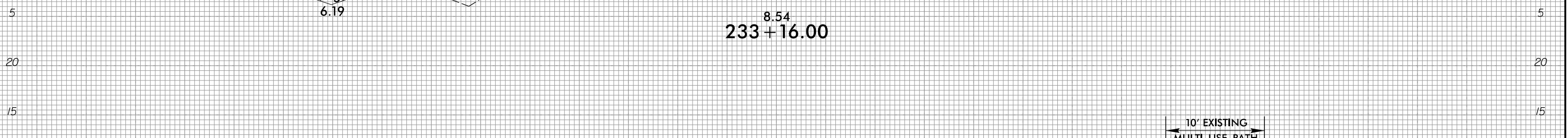
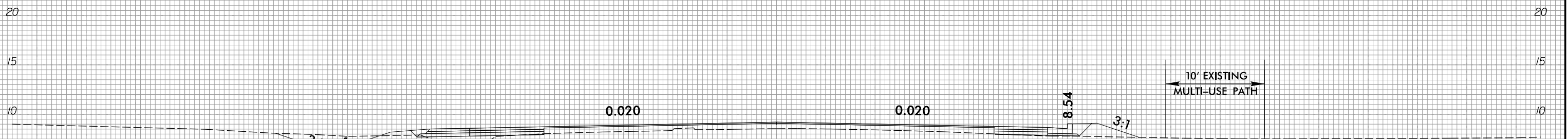
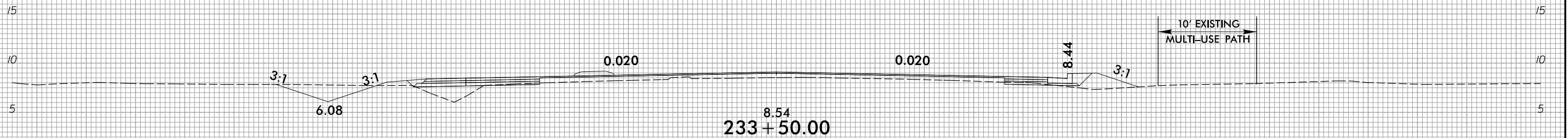
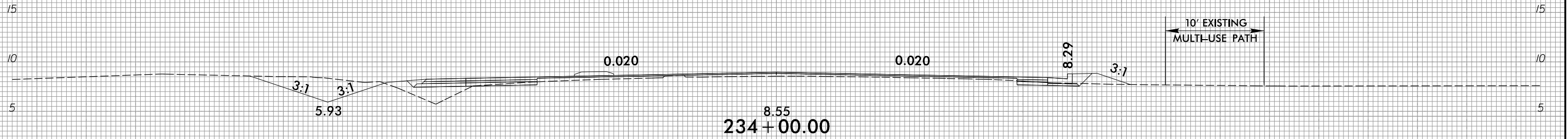


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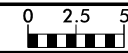
10/31/2018  
R:\Roadway\Corridor-Mode\ing\RS014\_Rdy\_XPL.L.dgn  
6/23/16



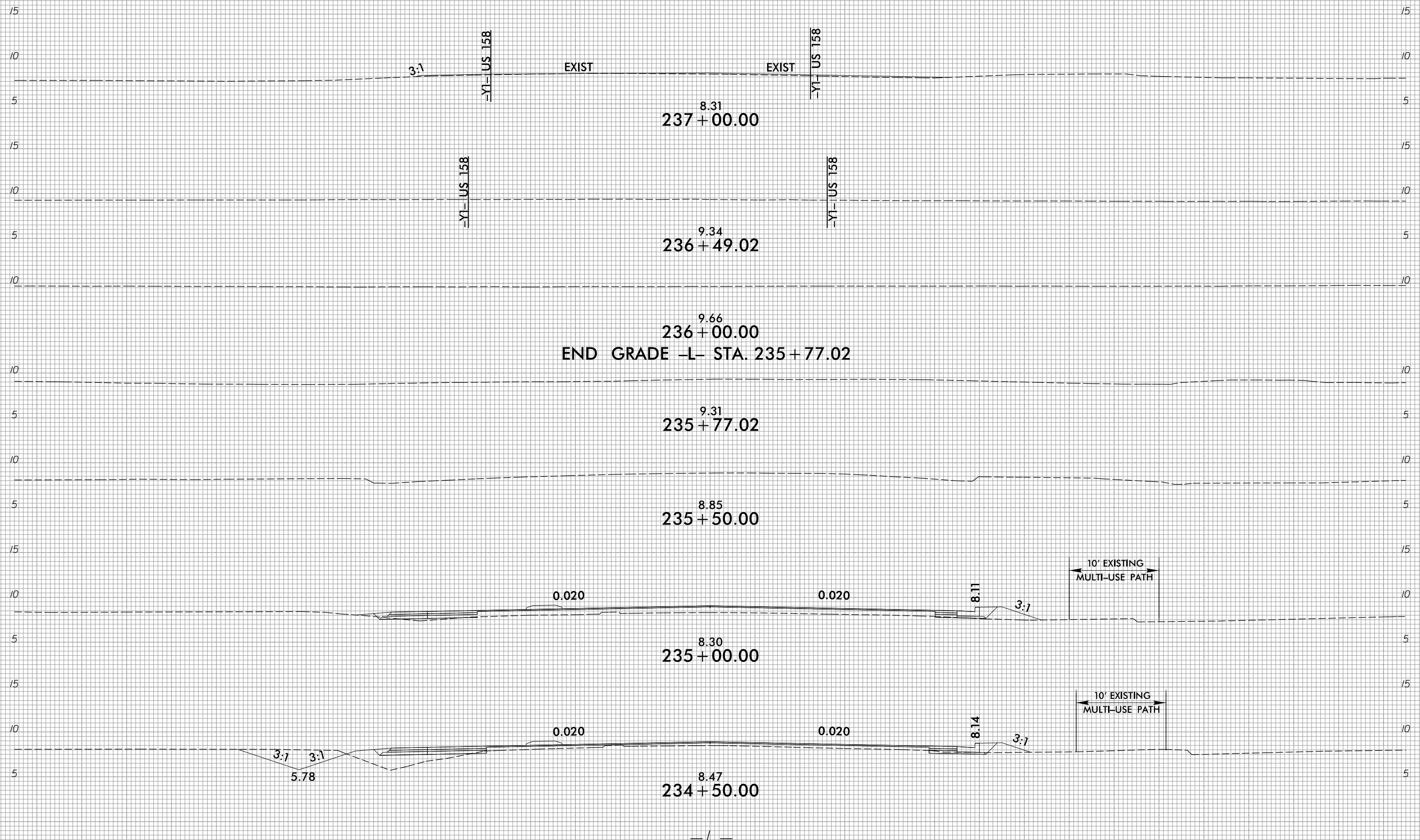
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



8.31  
237+00.00

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

3:1

-Y1- US 158

EXIST

-Y1- US 158

-Y1- US 158

-Y1- US 158

0.020

0.020

8.11

3:1

10' EXISTING MULTI-USE PATH

0.020

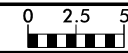
8.14

3:1

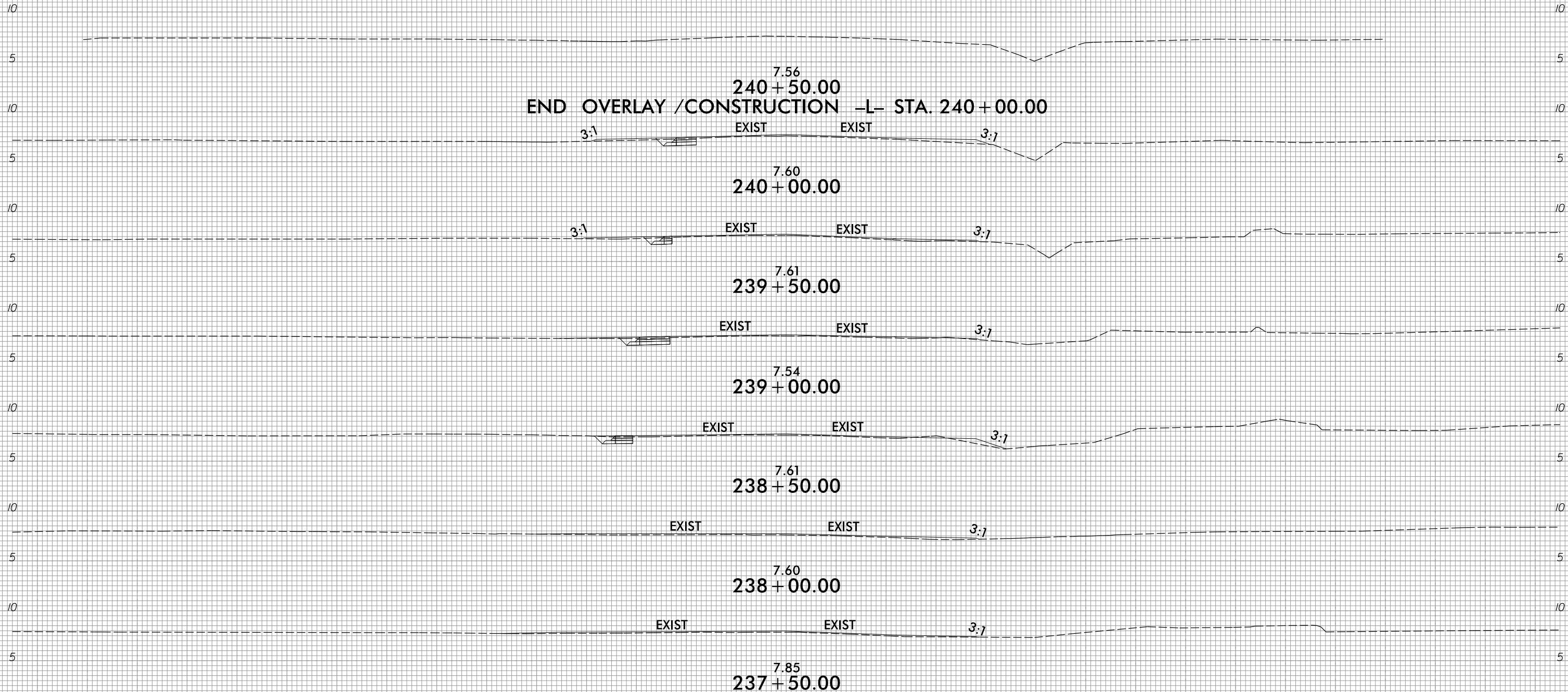
10' EXISTING MULTI-USE PATH

3:1 3:1  
5.78



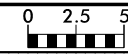


75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

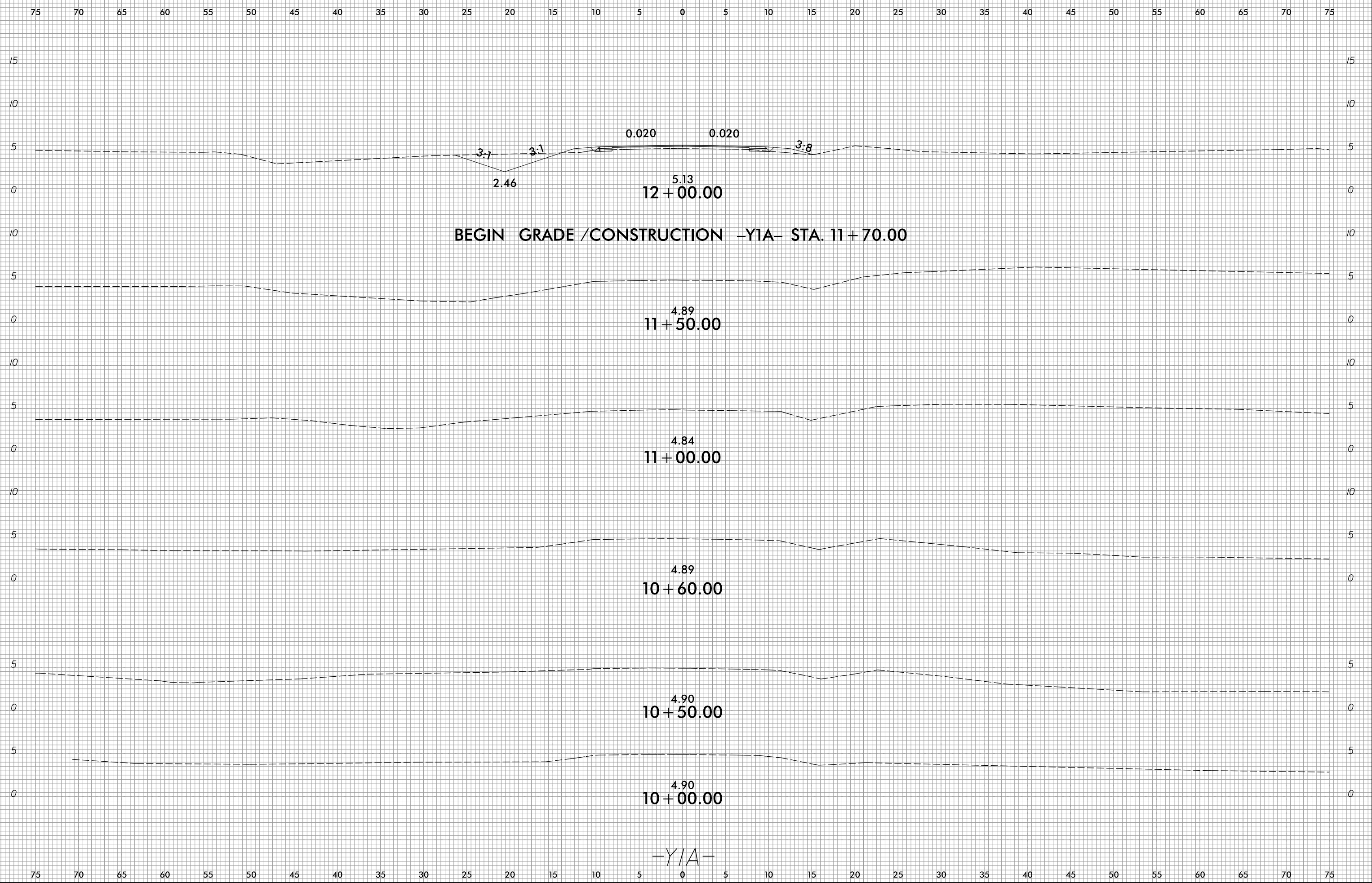


75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-98



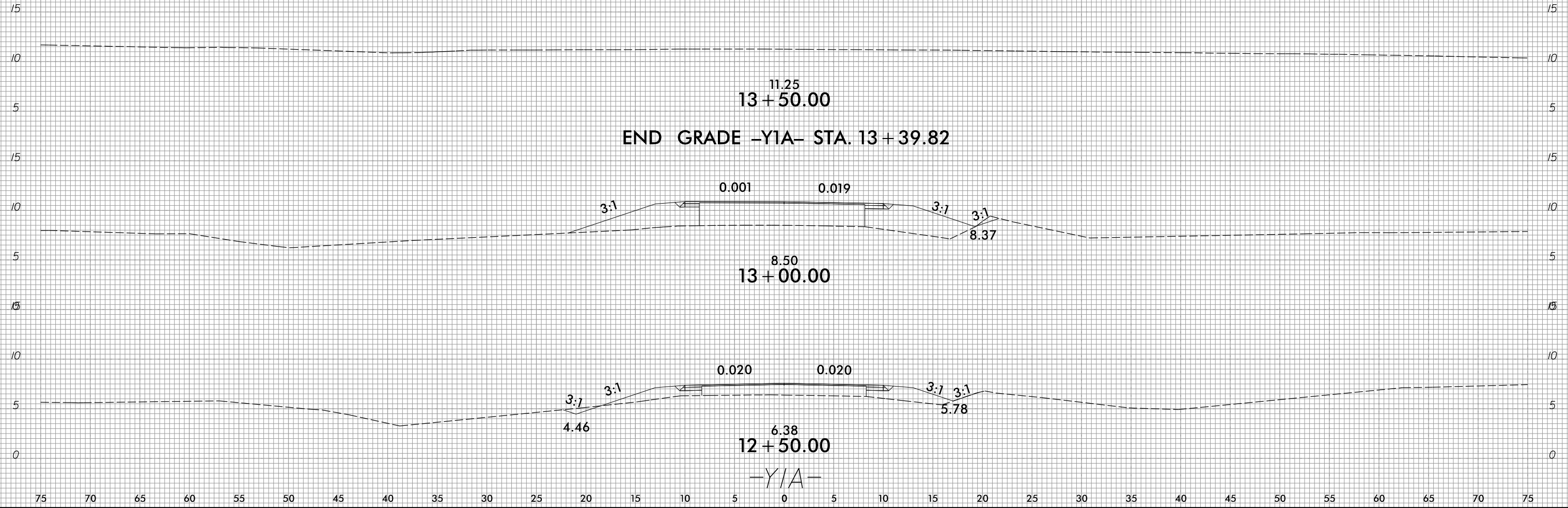
11/26/2018 R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_YIA.dgn

-Y/A-

8/23/99

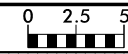
0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	R-5014	X-99

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



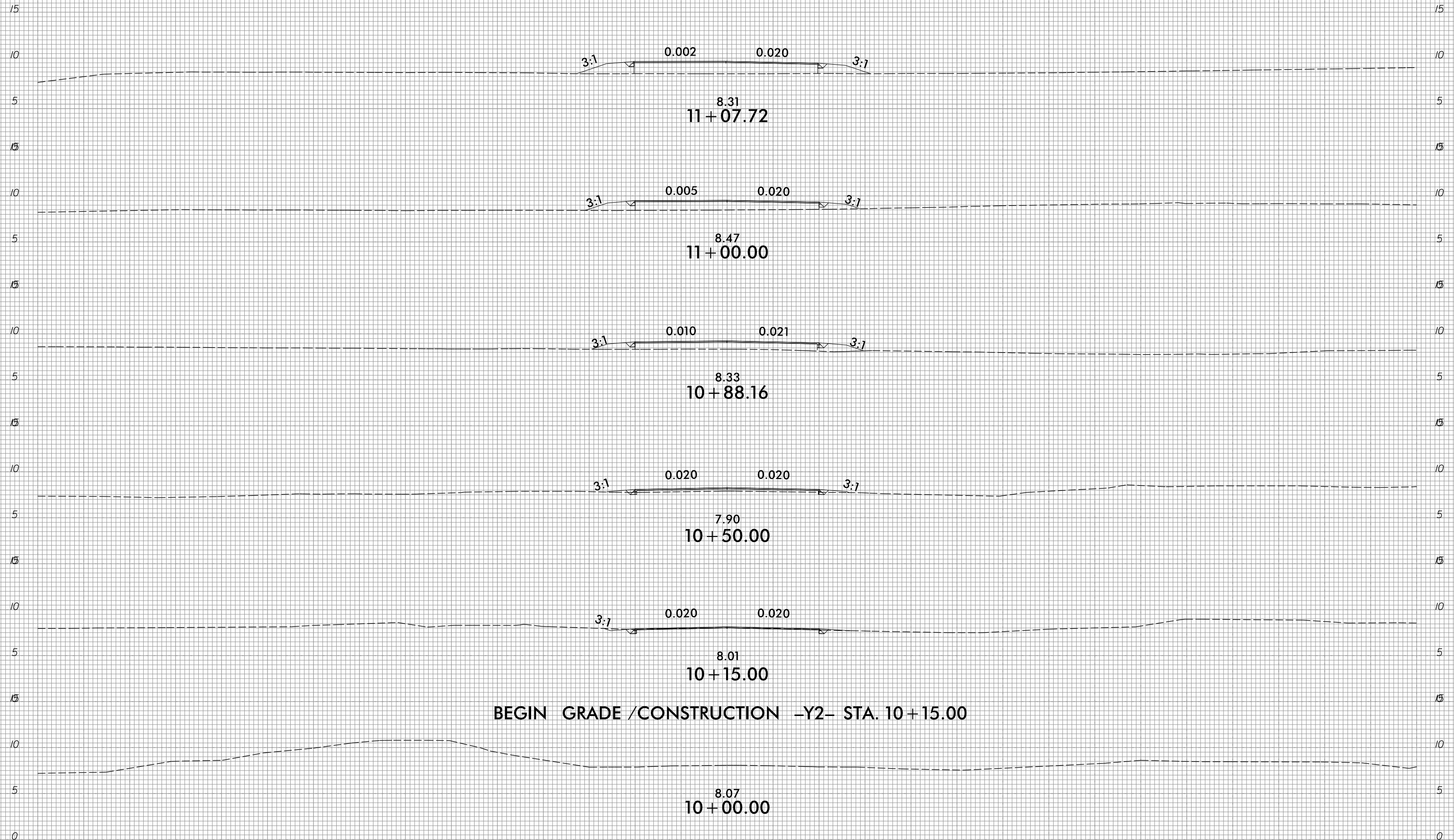
11/25/2018  
R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_Y1A.dgn  
gnar.ctb

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-100

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



BEGIN GRADE /CONSTRUCTION -Y2- STA. 10+15.00

8.07  
10+00.00

-Y2-

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\_Y2.dgn  
gnar.dgn

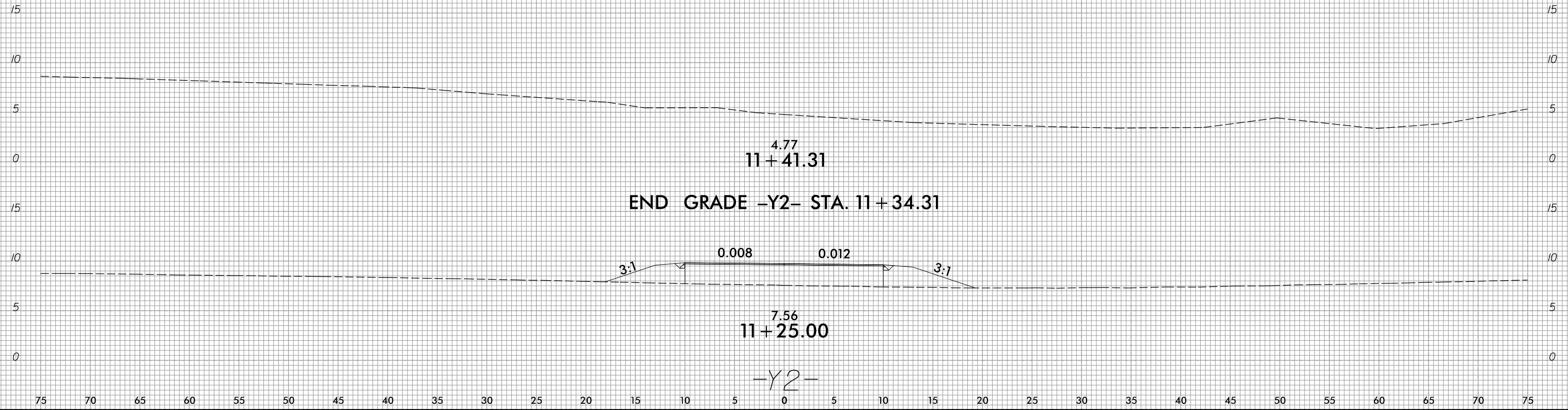
8/23/99



PROJ. REFERENCE NO.
R-5014

SHEET NO.
X-101

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gnar.ctb

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

-Y2-

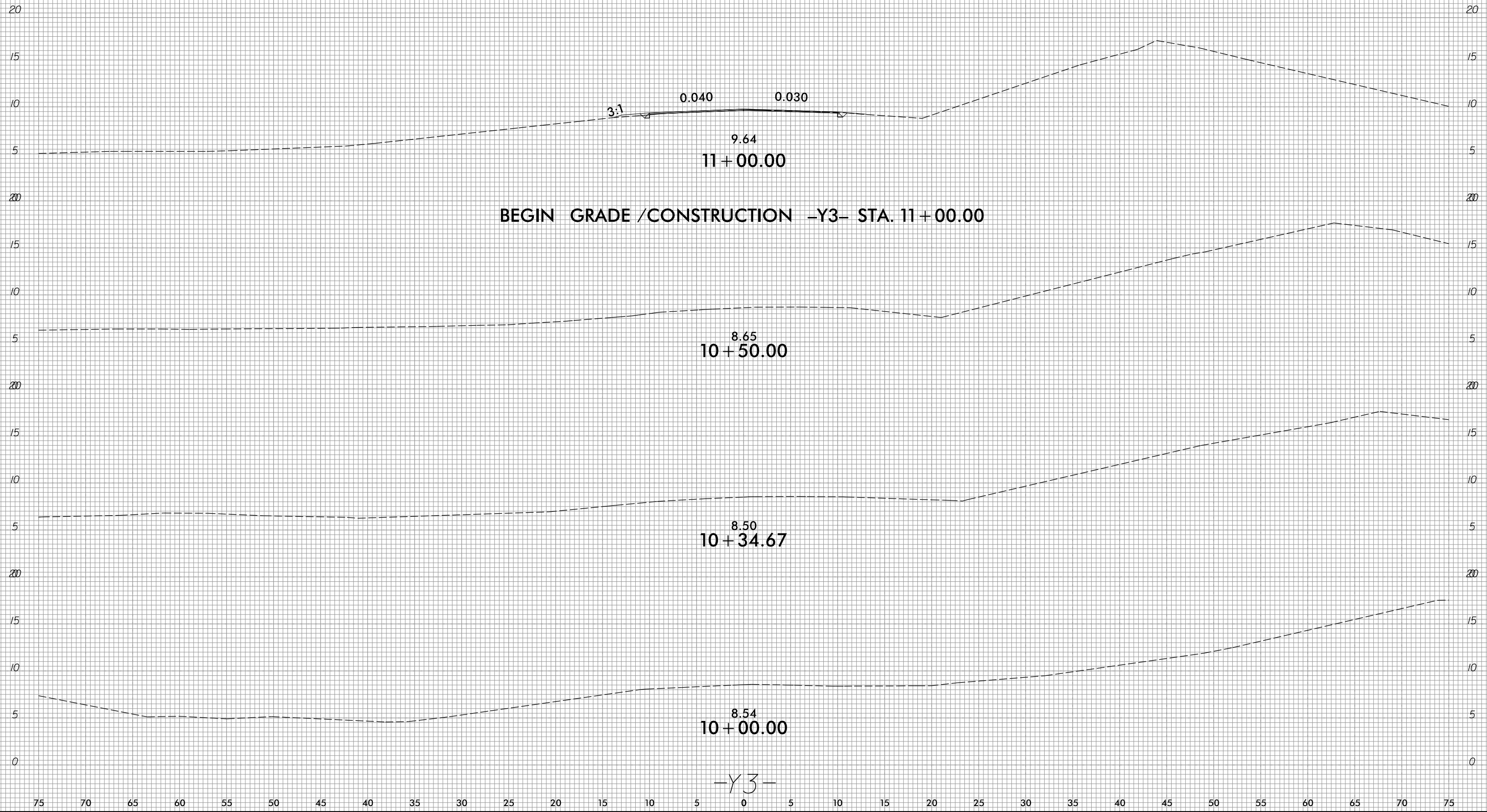


8/23/99



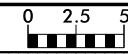
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R-5014	X-102

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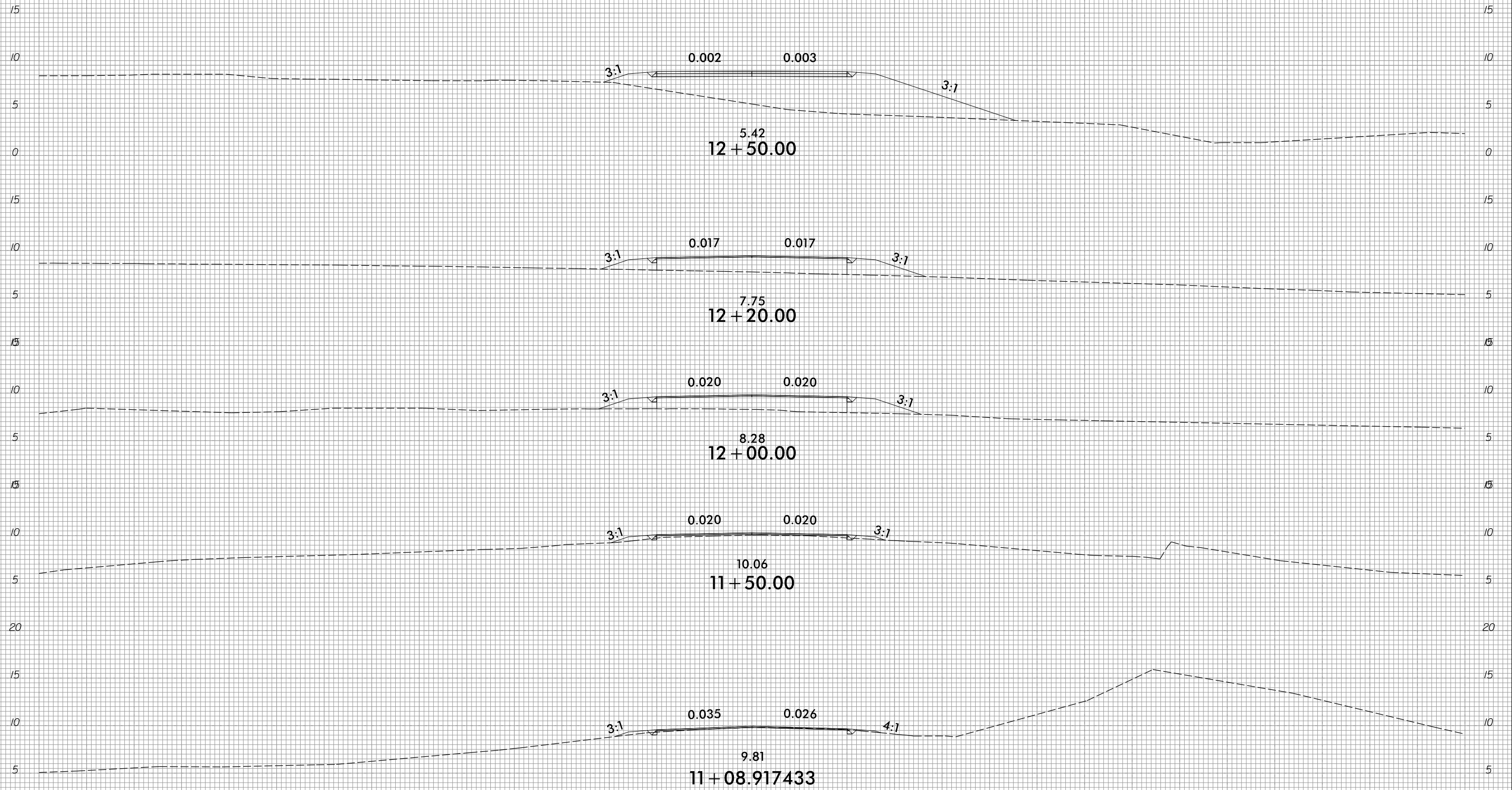
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8/23/99



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

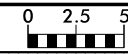
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-Y3-

10/31/2018  
R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_Y3.dgn  
3:10:22

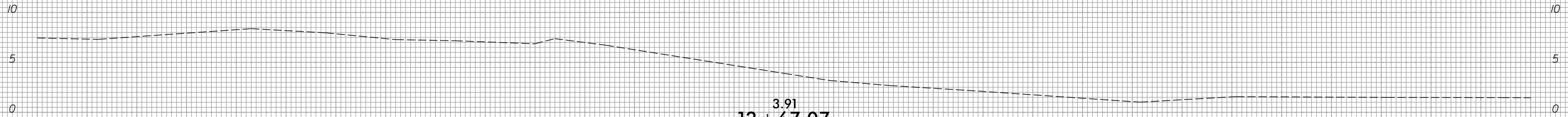
8/23/99



PROJ. REFERENCE NO.
R-5014

SHEET NO.
X-104

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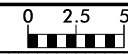
3.91  
 12+67.07  
 END GRADE -Y3- STA. 12+59.93

-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

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 R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_Y3.dgn  
 gmar.dwg

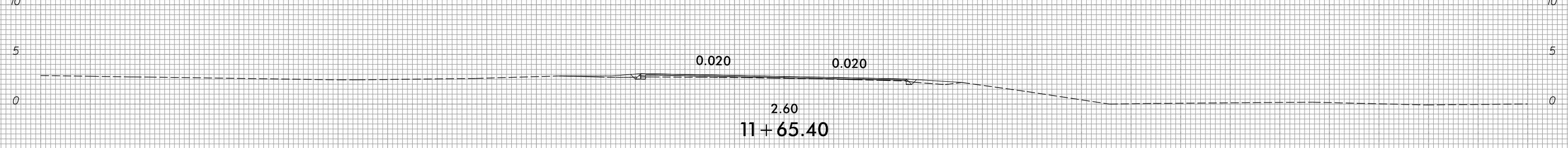
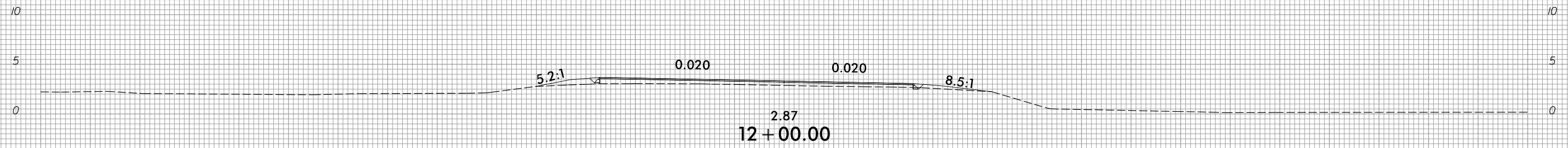
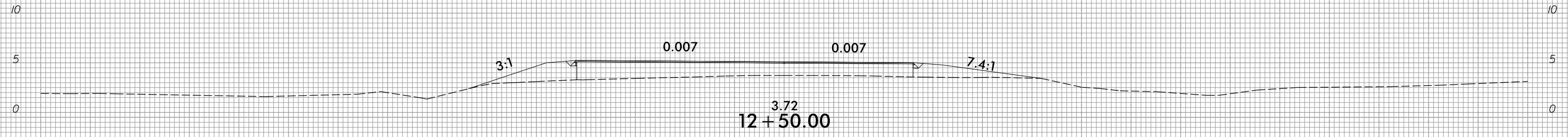
8/23/99



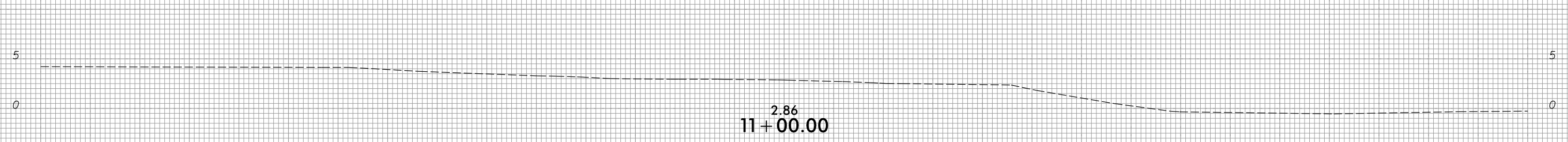
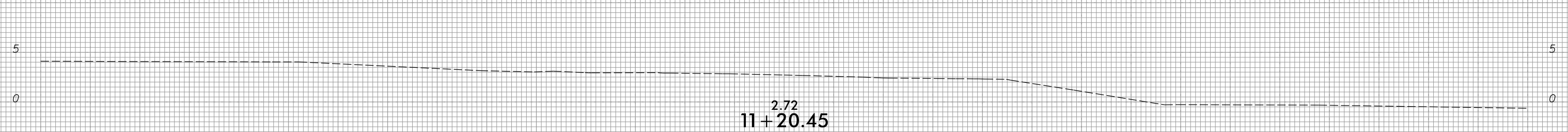
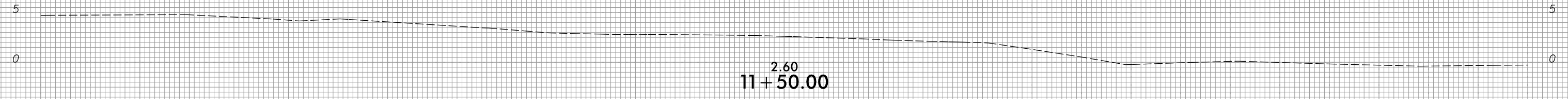
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-105

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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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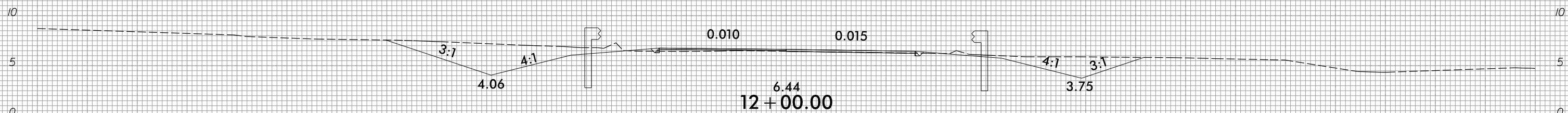
8/23/99



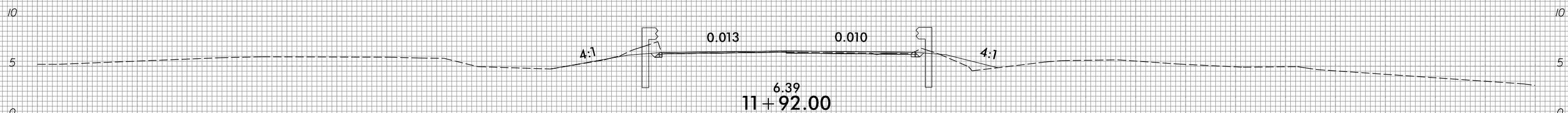
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-106

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END GRADE -Y3B- STA. 12 + 03.27



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



-0.85  
11 + 50.00

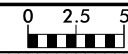
0.20  
11 + 00.00

-Y3B-

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\_Y3B.dgn  
gnar.ctb

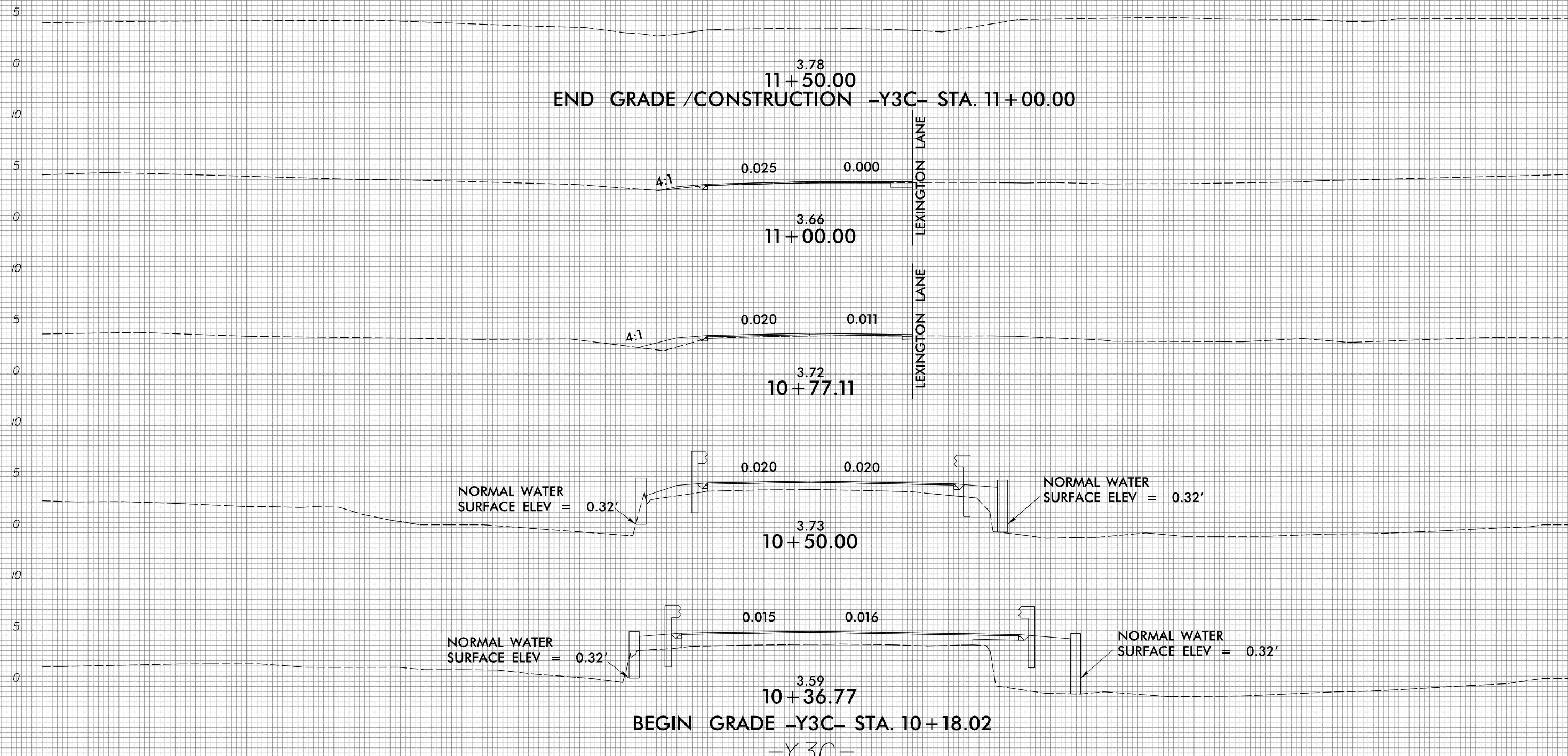
8/23/99



PROJ. REFERENCE NO.  
R-5014

SHEET NO.  
X-107

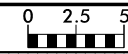
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

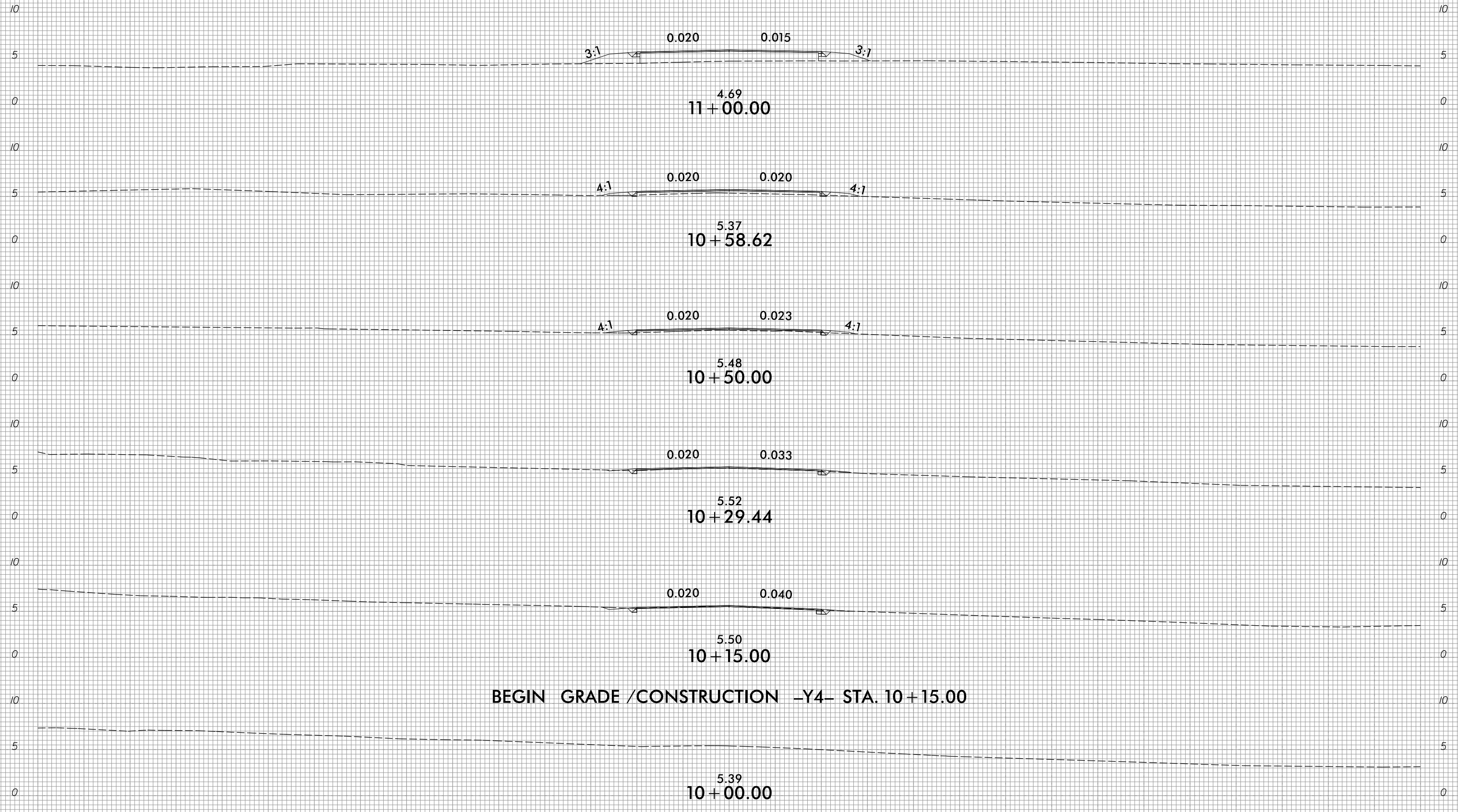
11/26/2018  
R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_Y3C.dgn  
gnar.ctb

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-108

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



BEGIN GRADE /CONSTRUCTION -Y4- STA. 10+15.00

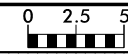
$5.39$   
 $10 + 00.00$

-Y4-

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

I:\25\2018  
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gnr.ctb

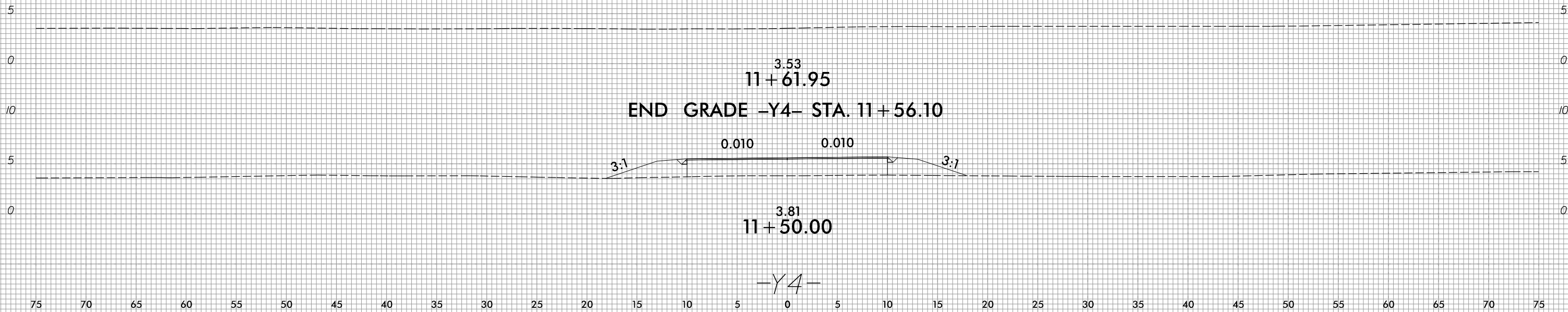
8/23/99



PROJ. REFERENCE NO.
R-5014

SHEET NO.
X-109

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.dgn

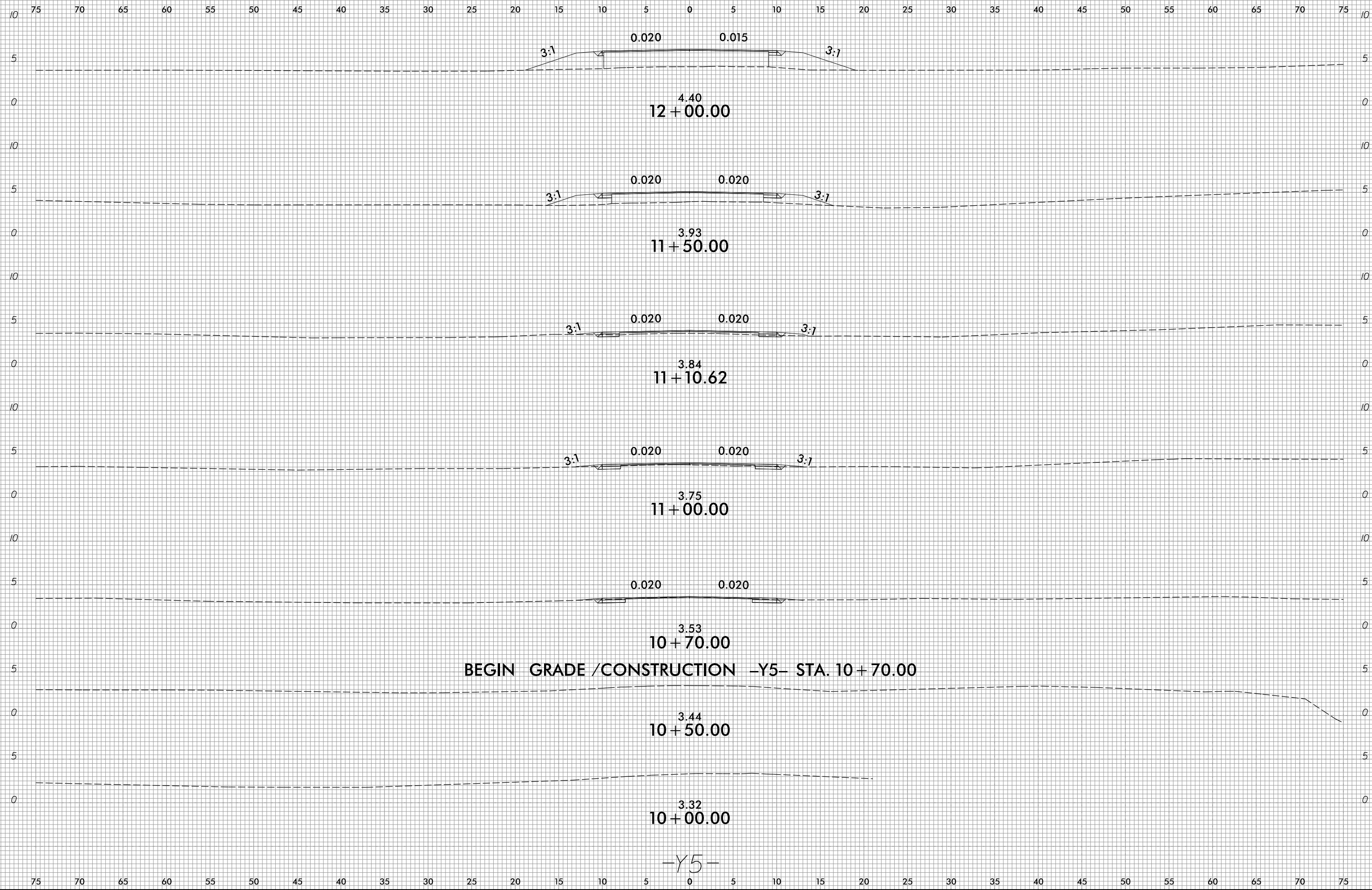
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8/23/99



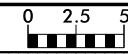
PROJ. REFERENCE NO.	SHEET NO.
R-5014	X-110



11/26/2018  
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gnar.ctb

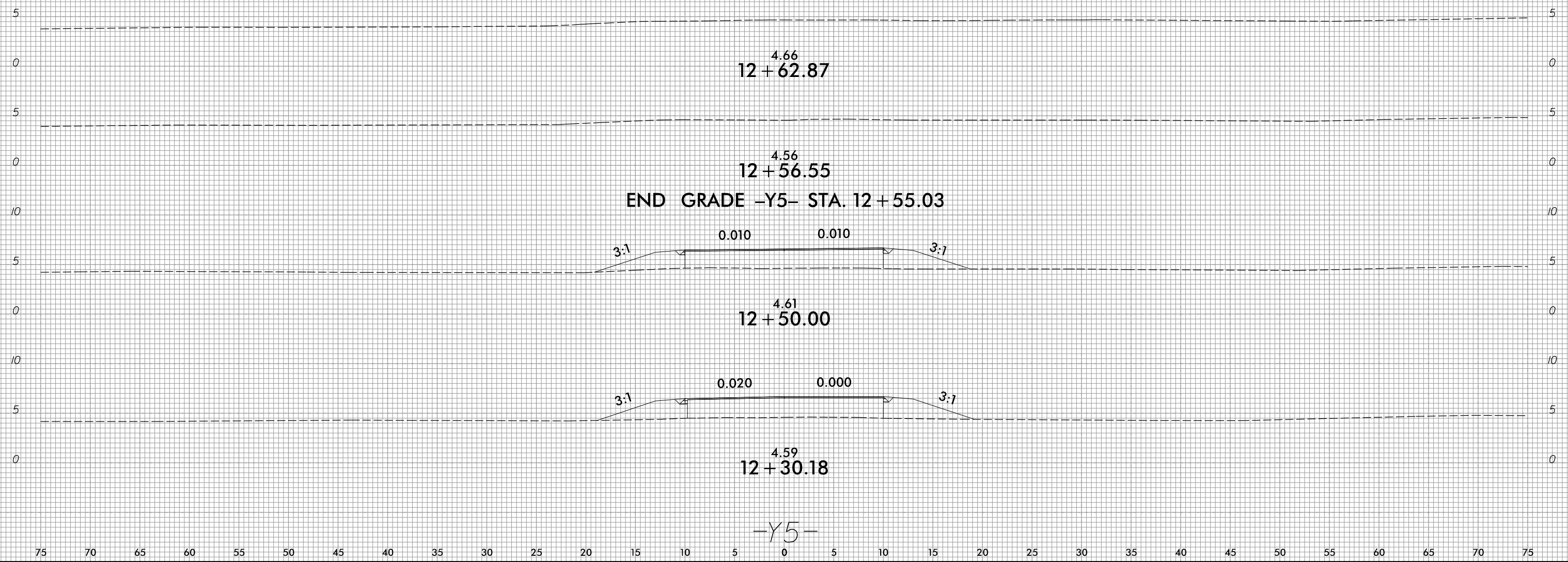
-Y5-

8/23/99



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

11/25/2018  
R:\Roadway\CorridorModeling\R5014\_Rdy\_XPL\_Y5.dgn  
gnar.ctb

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

