

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

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

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

I-95 FROM US 301 (EXIT 22) TO NORTH OF SR 1758 (McDUFFIE CROSSING RD.) ROBESON COUNTY

<u>LINE</u>	<u>SHEET NO.</u>	<u>LINE</u>	<u>SHEET NO.</u>
-L- SB	X-1 TO X-157	-DR4-	X-390 TO X-392
-L- NB	X-158 TO X-315	-DR5-	X-393 TO X-393
-Y2-	X-316 TO X-327	-DR6-	X-394 TO X-394
-Y1A-	X-328 TO X-341C	-DR7-	X-395 TO X-395
-Y3-	X-342 TO X-354	-DR8-	X-396 TO X-396
-Y1RPA-	X-355 TO X-355	-DR9-	X-397 TO X-398
-Y1RPB-	X-356 TO X-357	-DR10-	X-399 TO X-399
-Y1RPC-	X-358 TO X-358	-SR1-	X-400 TO X-401
-Y1RPD-	X-359 TO X-360	-Y1ARPADET-	X-402 TO X-405
-Y1ARPA-	X-361 TO X-365	-Y1ADET-	X-406 TO X-409
-Y1ARPB-	X-366 TO X-368	-SR2DET-	X-410 TO X-411
-Y1ARPC-	X-369 TO X-372		
-Y1ARPD-	X-373 TO X-375		
-SR2-	X-376 TO X-384		
-DR1-	X-385 TO X-387		
-DR2-	X-388 TO X-389		

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

Table with columns: PROJ. REFERENCE NO. (I-5987), SHEET NO. (X0-I)

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

Main data table with multiple columns for Station, Uncl. Exc., Embt, and Undercut across various cross-sections (e.g., Y1ARPC, Y1ADET, SR2, Y1A, SR2DET, Y1A, DR5, DR6, DR7, DR8, DR4, Y1ARPC, DR4).

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X0-N

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

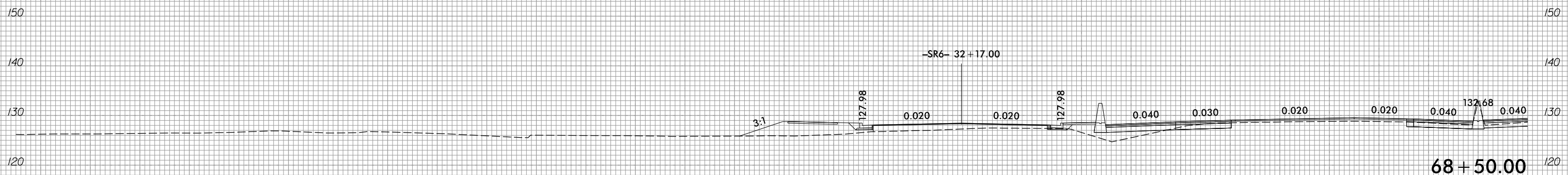
PHASE 3 CONT'D			474+00.00	9	96	19+50.00	596	0
Station	Uncl. Exc.	Embt	474+50.00	13	96	20+00.00	656	0
L LT CONT'D	(cu. yd.)	(cu. yd.)	475+00.00	20	81	20+50.00	605	0
465+50.00	36	56	475+50.00	29	73	21+00.00	469	0
466+00.00	44	58	476+00.00	37	70	21+12.72	101	0
466+50.00	43	68	476+50.00	40	69			
467+00.00	40	74	477+00.00	41	70			
467+50.00	36	76	477+50.00	37	83			
468+00.00	33	83	478+00.00	31	101			
468+50.00	31	96	478+50.00	23	111			
469+00.00	33	115	479+00.00	13	121			
			479+50.00	13	119			
			480+00.00	12	115			
			480+50.00	9	119			
Station	Uncl. Exc.	Embt	481+00.00	12	108			
Y1ARPADET	(cu. yd.)	(cu. yd.)	481+50.00	15	87			
10+00.00	0	0	482+00.00	16	79			
10+50.00	144	38	482+50.00	34	81			
11+00.00	156	38	483+00.00	94	81			
11+50.00	165	37	483+50.00	186	79			
12+00.00	173	36	483+80.00	140	50			
12+50.00	179	35						
13+00.00	186	34						
13+50.00	209	33	DETOUR REMOVAL					
14+00.00	242	20	SR2DET & Y1ADET REMOVED BETWEEN PHASE 2A AND 2B					
14+50.00	252	6	Station	Uncl. Exc.	Embt			
15+00.00	226	11	SR2DET	(cu. yd.)	(cu. yd.)			
15+50.00	205	40	12+08.72	0	0			
16+00.00	239	85	12+50.00	2050	0			
16+50.00	218	79	13+00.00	2597	0			
17+00.00	134	76	13+50.00	2740	0			
17+50.00	73	111	14+00.00	3026	0			
18+00.00	32	106	14+50.00	3124	0			
18+50.00	24	71	15+00.00	3163	0			
19+00.00	22	48	15+50.00	3508	0			
19+50.00	26	46						
20+00.00	35	26	Station	Uncl. Exc.	Embt			
20+50.00	49	4	Y1ADET	(cu. yd.)	(cu. yd.)			
21+00.00	59	0	13+27.00	0	0			
21+49.65	61	0	13+50.00	0	0			
PHASE 4 -L-			14+00.00	0	0			
Station	Uncl. Exc.	Embt	14+50.00	358	0			
L LT	(cu. yd.)	(cu. yd.)	15+00.00	358	0			
469+00.00	0	0	15+50.00	38	0			
469+50.00	42	127	16+00.00	955	0			
470+00.00	39	121	16+50.00	1746	0			
470+50.00	33	116	17+00.00	1648	0			
471+00.00	38	124	17+50.00	1453	0			
471+50.00	39	129	18+00.00	1136	0			
472+00.00	30	126	18+50.00	884	0			
472+50.00	18	119	19+00.00	663	0			
473+00.00	11	106						
473+50.00	8	96						

6/23/16

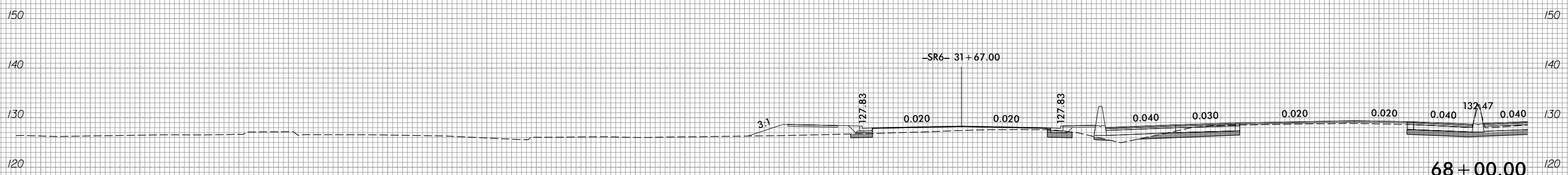


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-1

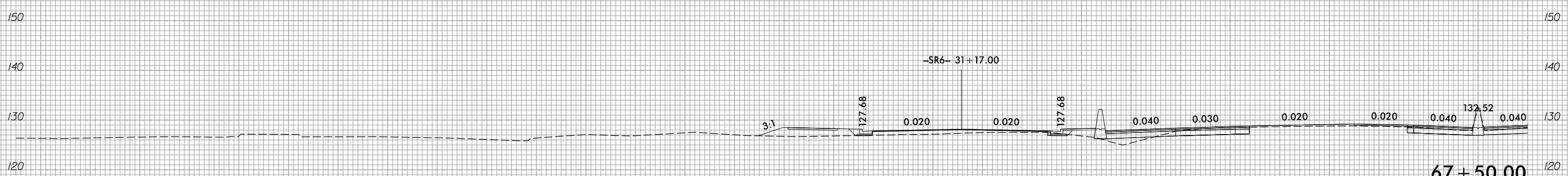
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



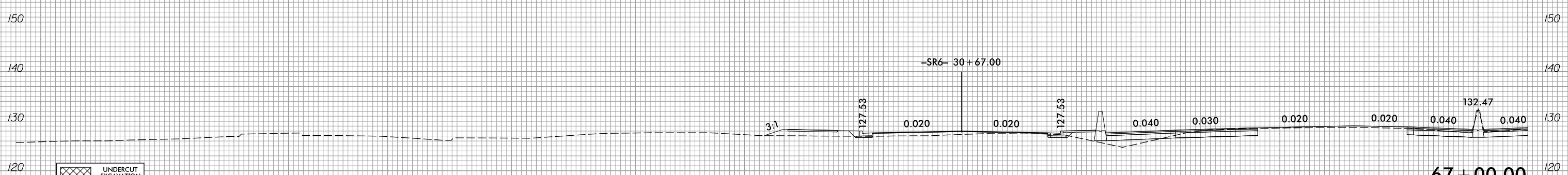
68 + 50.00



68 + 00.00



67 + 50.00



67 + 00.00

	UNDERCUT EXCAVATION
	SHALLOW UNDERCUT EXCAVATION

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

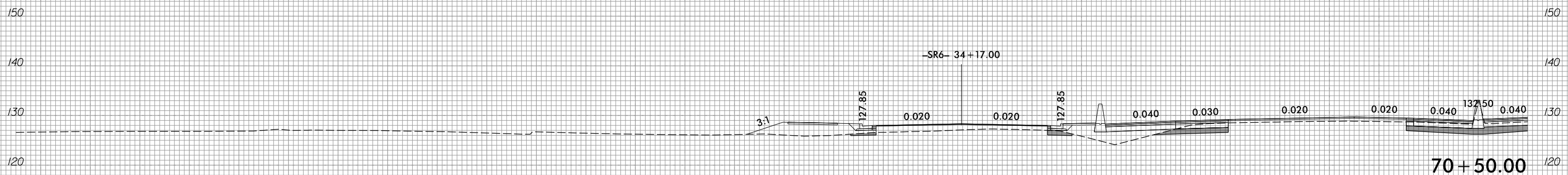
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16

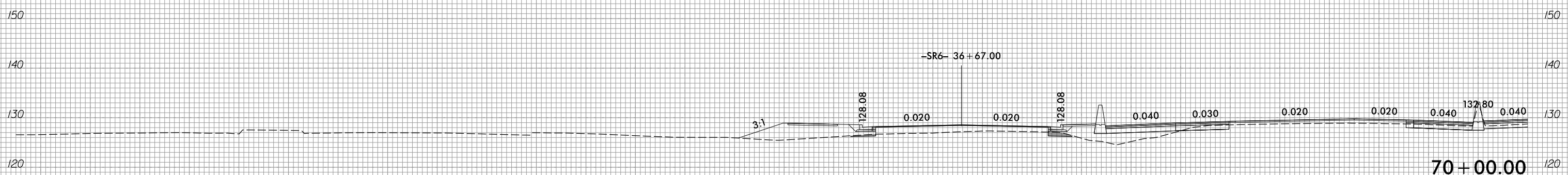


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-2

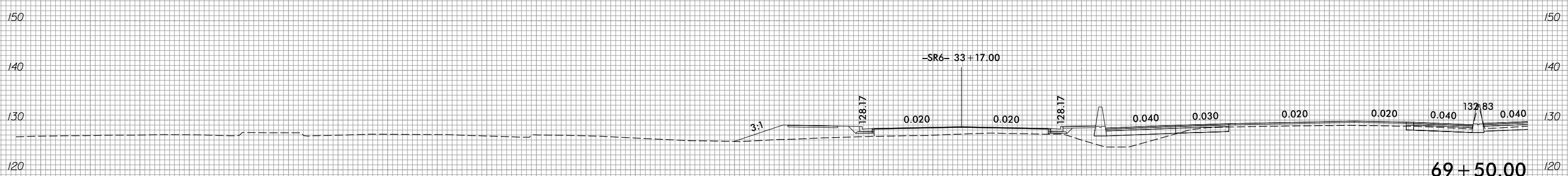
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



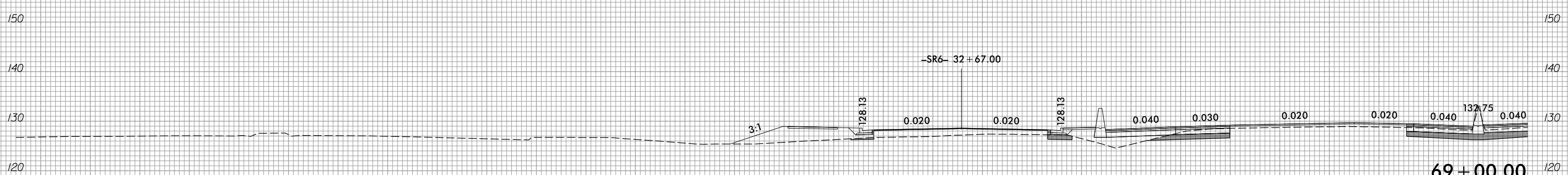
70+50.00



70+00.00

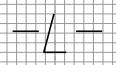


69+50.00



69+00.00

SHALLOW UNDERCUT EXCAVATION



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

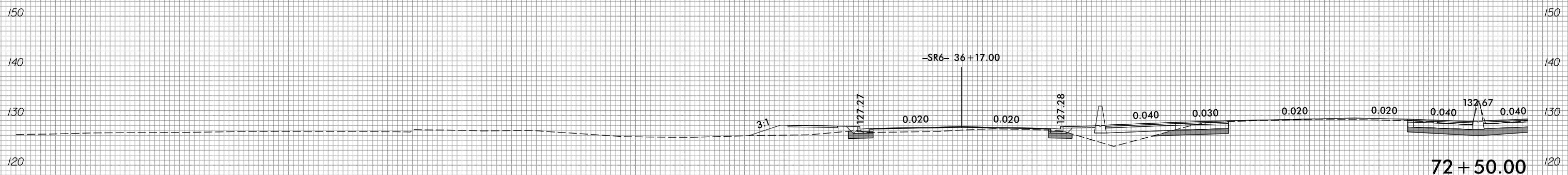
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16

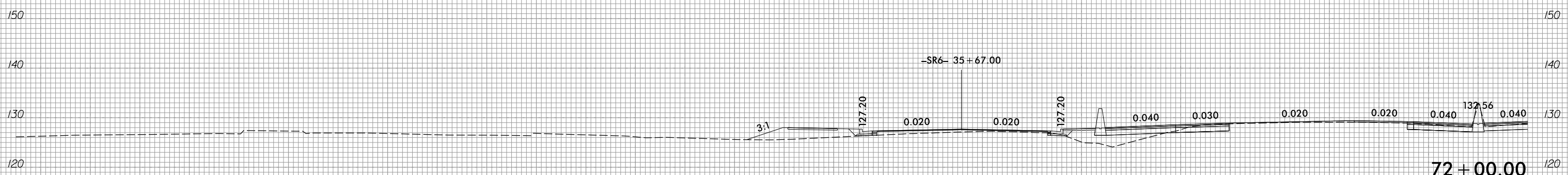


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-3

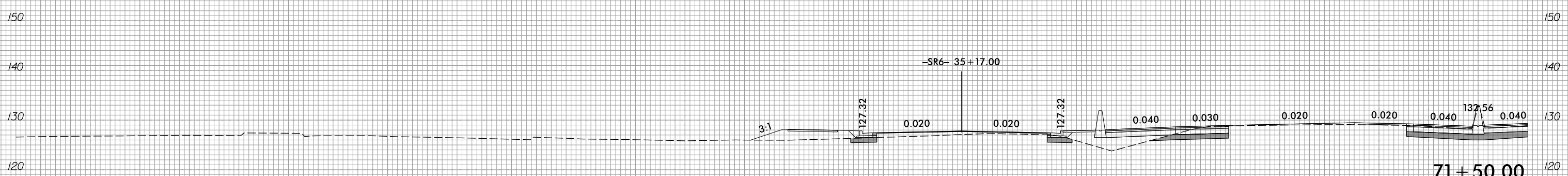
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



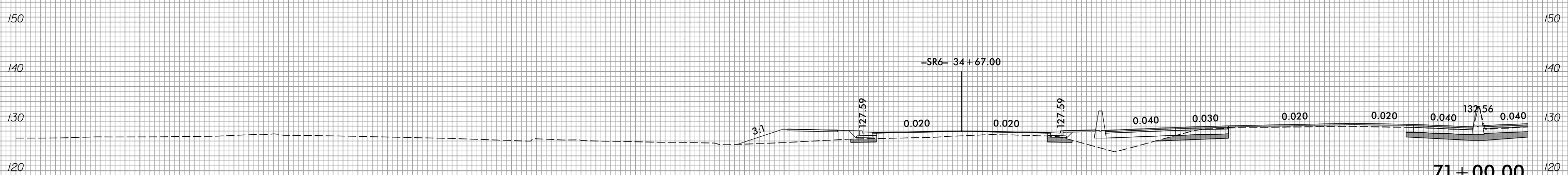
72 + 50.00



72 + 00.00

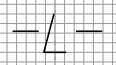


71 + 50.00



71 + 00.00

SHALLOW UNDERCUT EXCAVATION

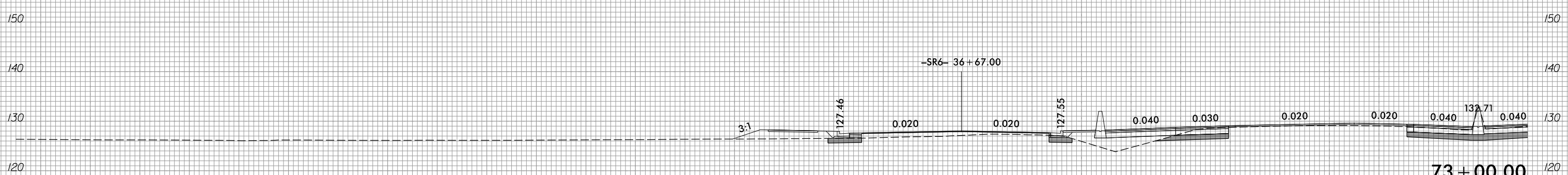
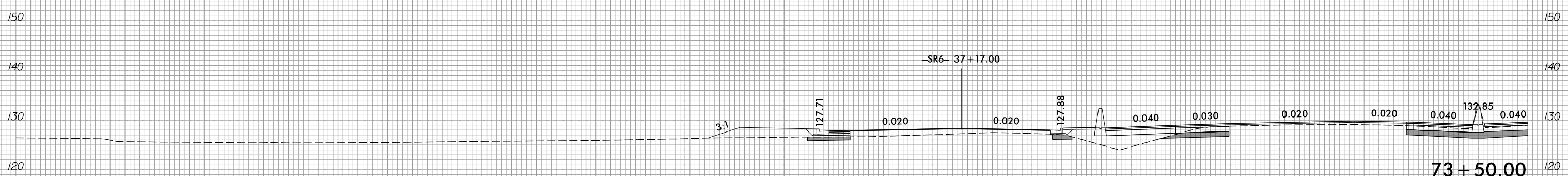
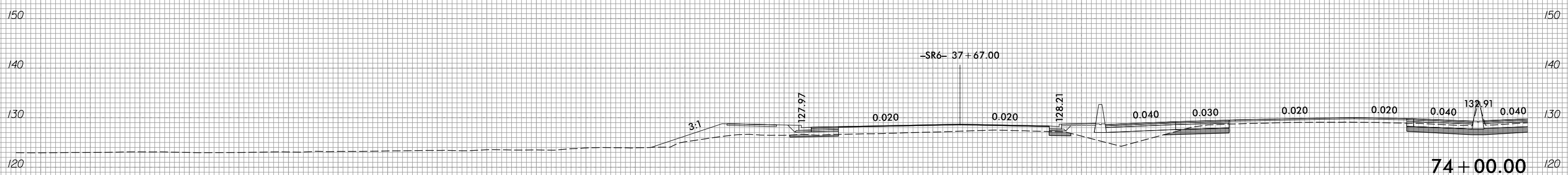
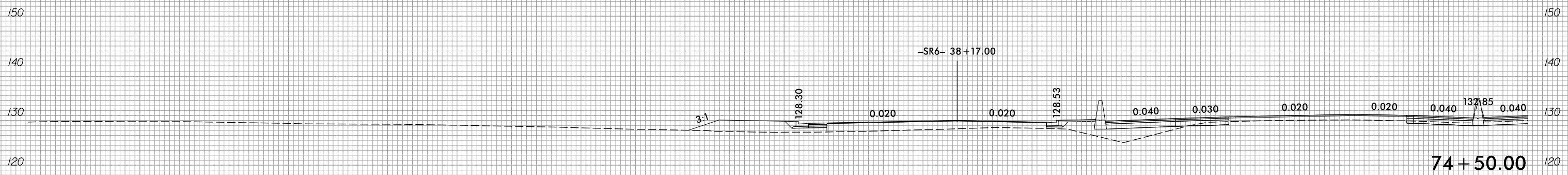


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi



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



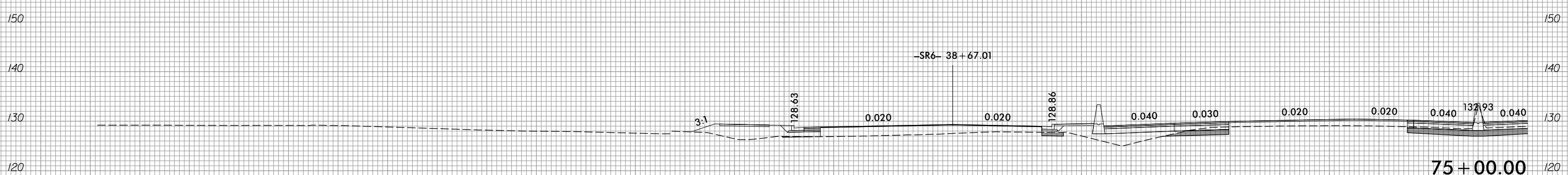
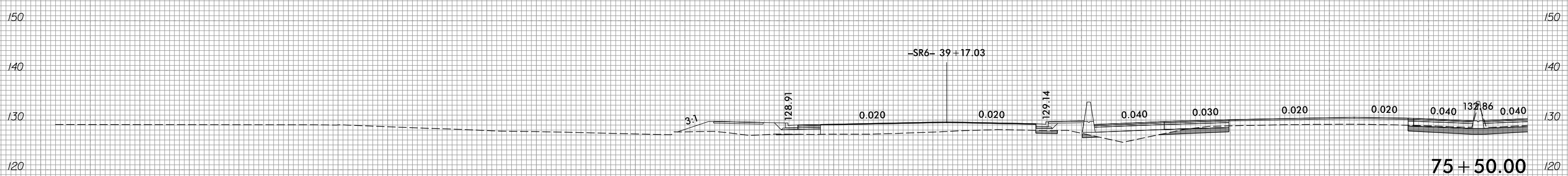
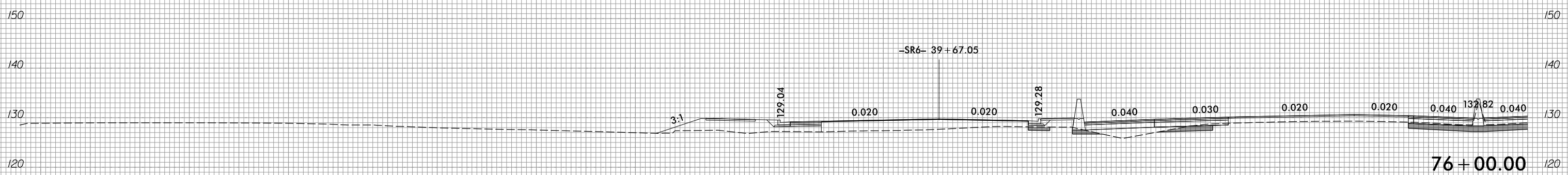
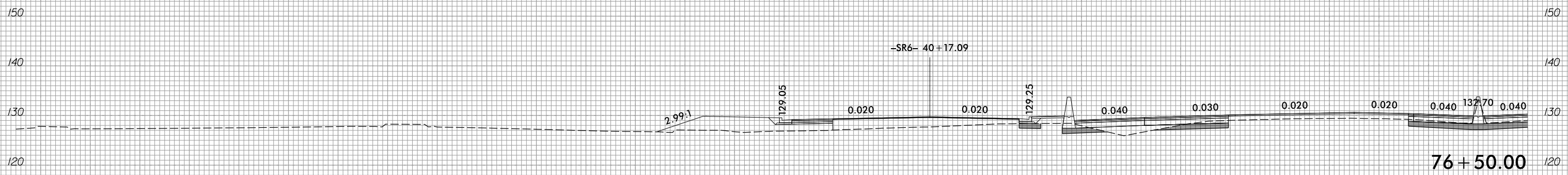
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-5

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



SHALLOW UNDERCUT EXCAVATION

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

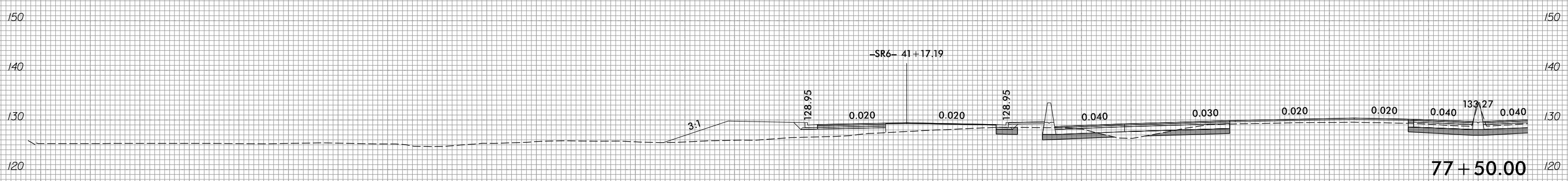
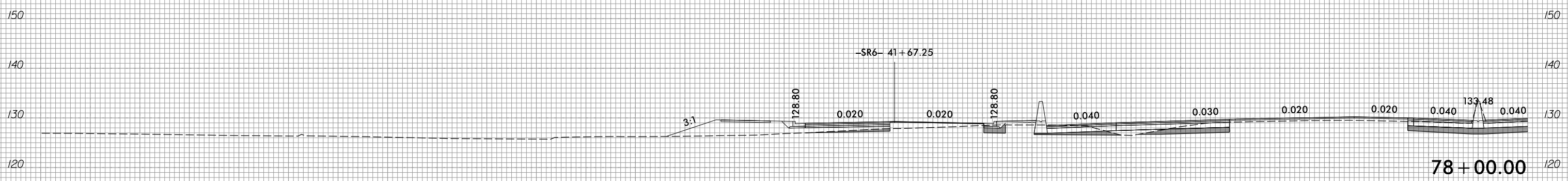
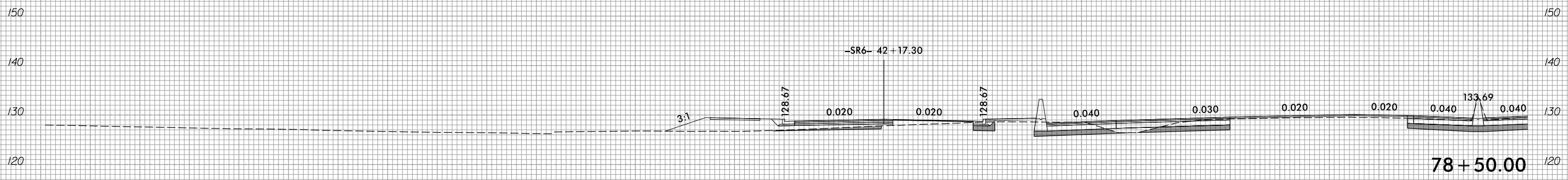
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-6

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



SHALLOW UNDERCUT EXCAVATION

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

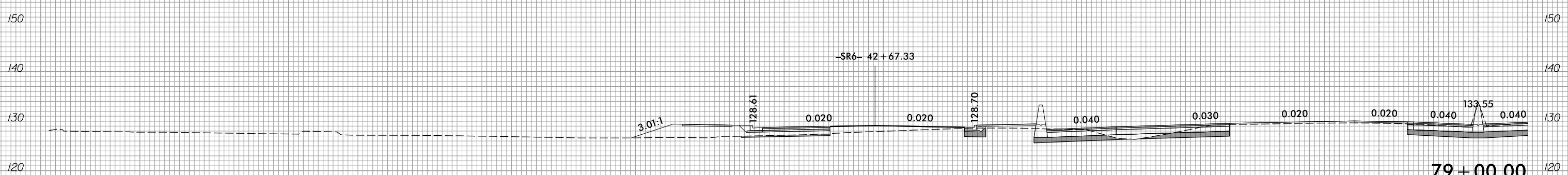
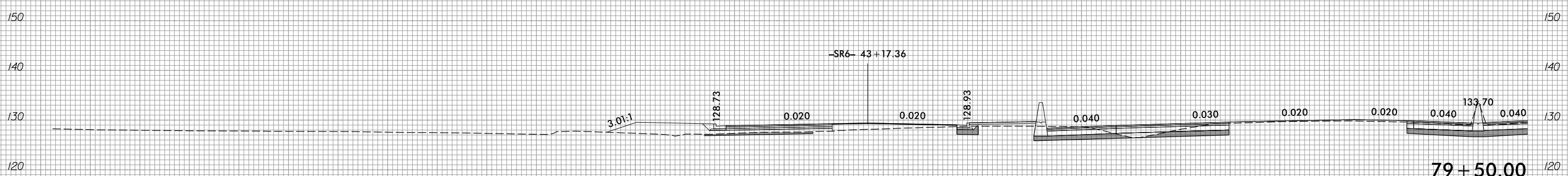
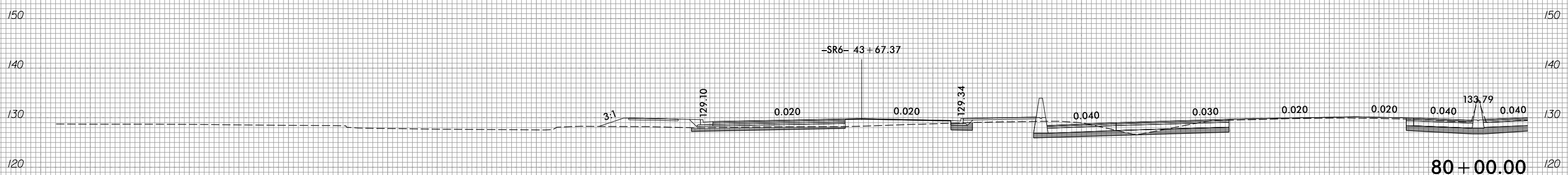
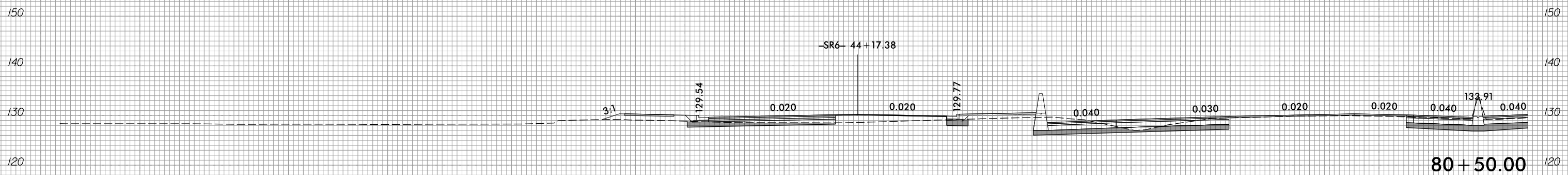
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16

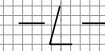


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-7

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



SHALLOW UNDERCUT EXCAVATION



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

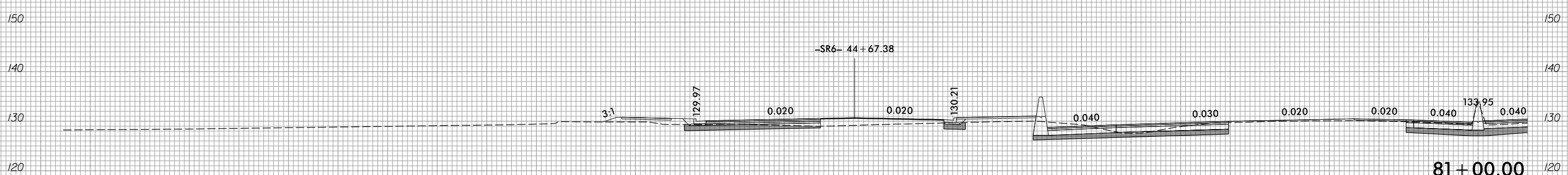
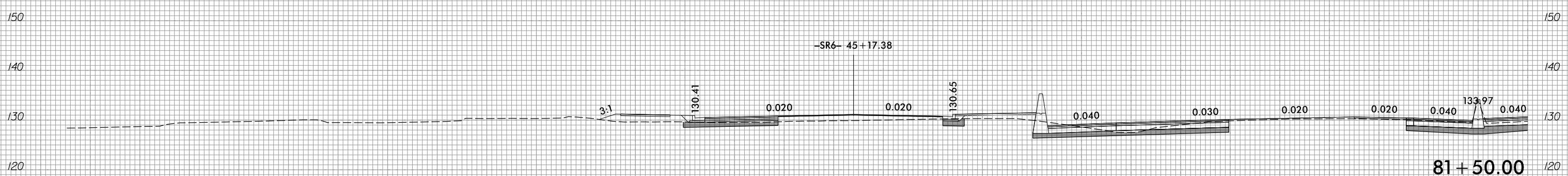
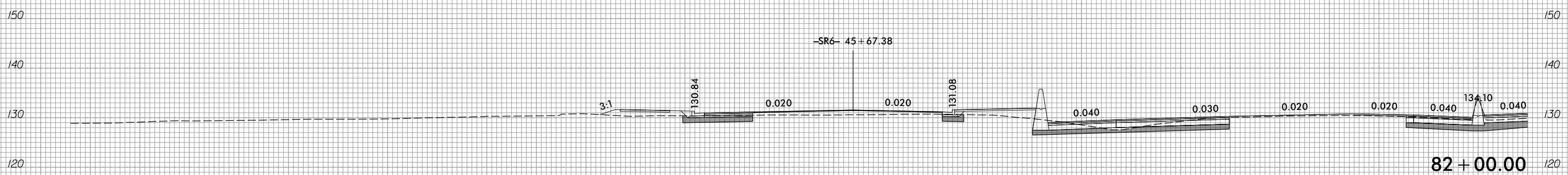
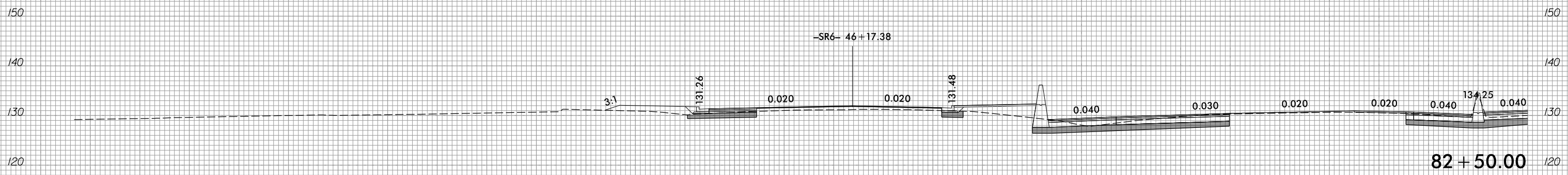
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-8

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



SHALLOW UNDERCUT EXCAVATION

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

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-9

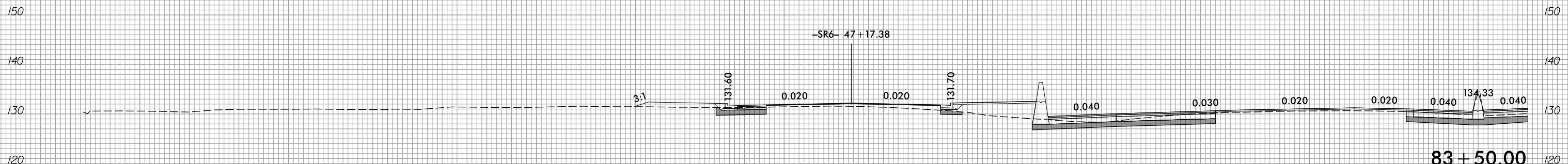
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



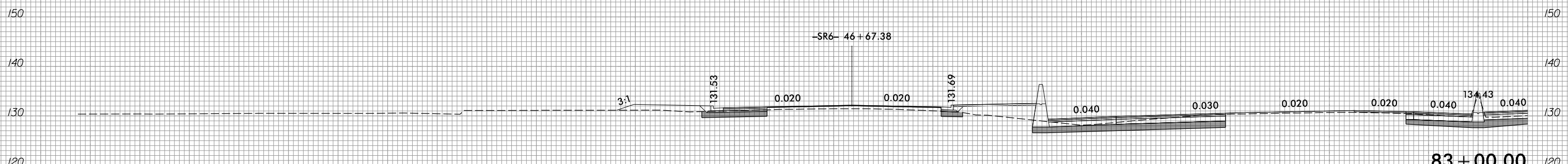
84 + 50.00



84 + 00.00



83 + 50.00



83 + 00.00

SHALLOW UNDERCUT EXCAVATION

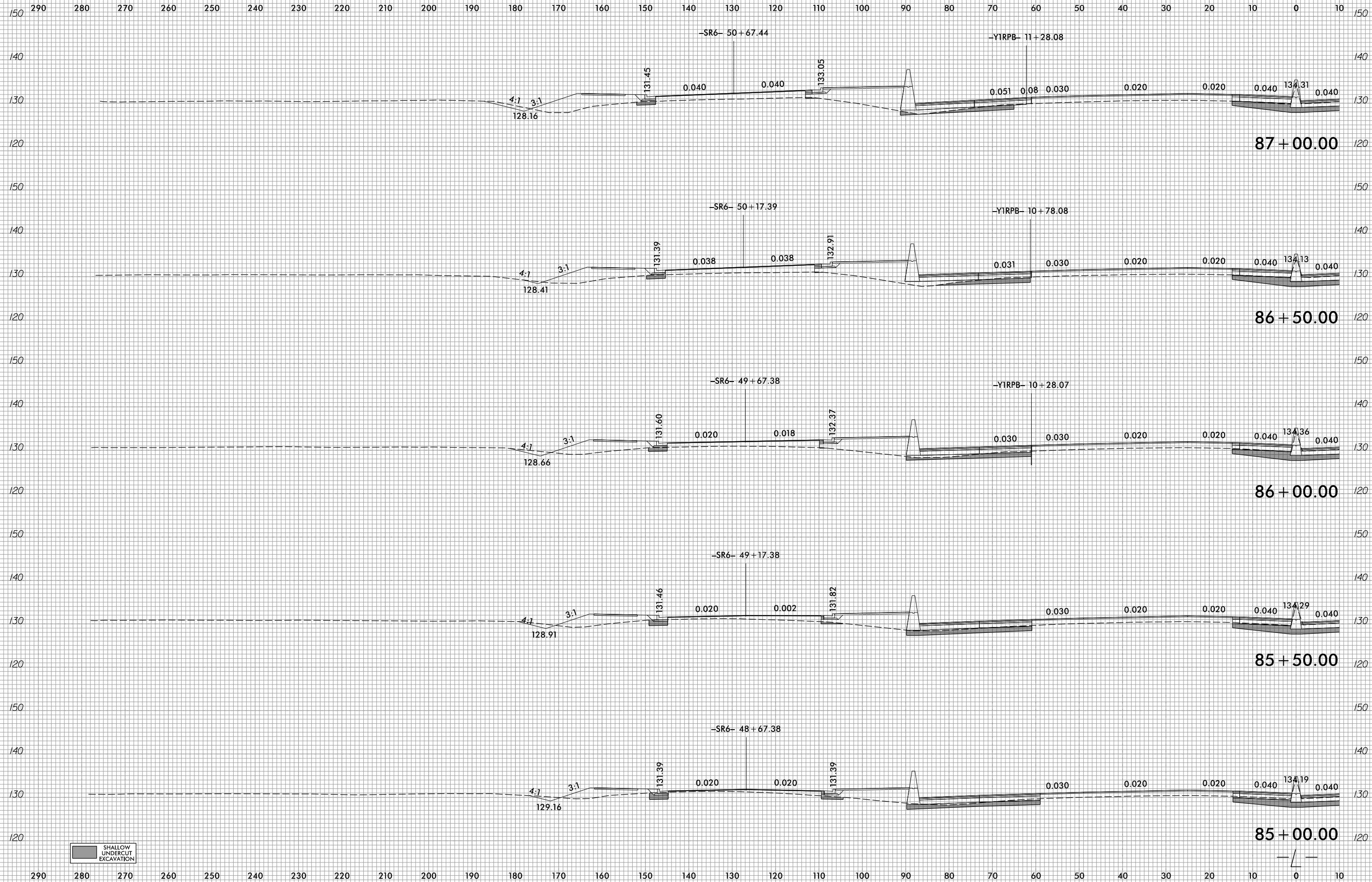
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

5/3/2022 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-10

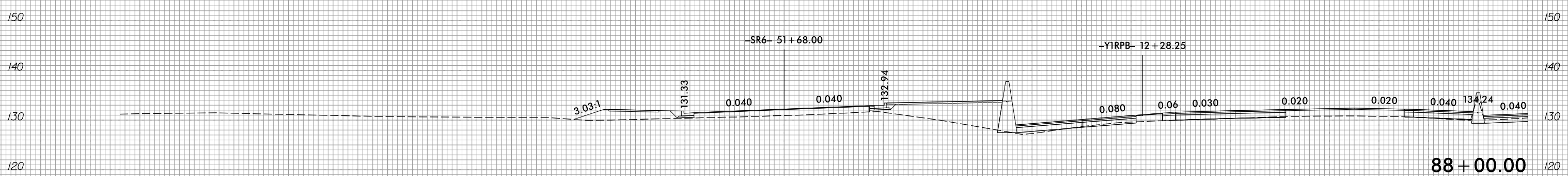
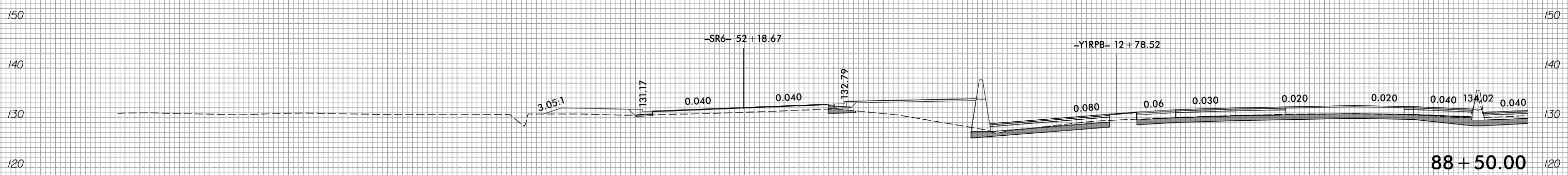
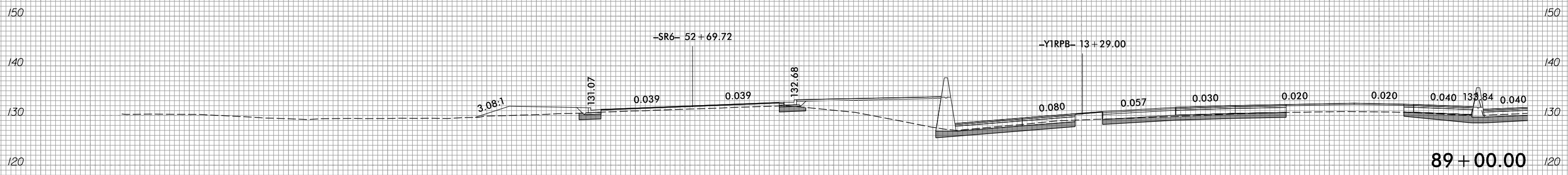


SHALLOW UNDERCUT EXCAVATION

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi



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



SHALLOW UNDERCUT EXCAVATION

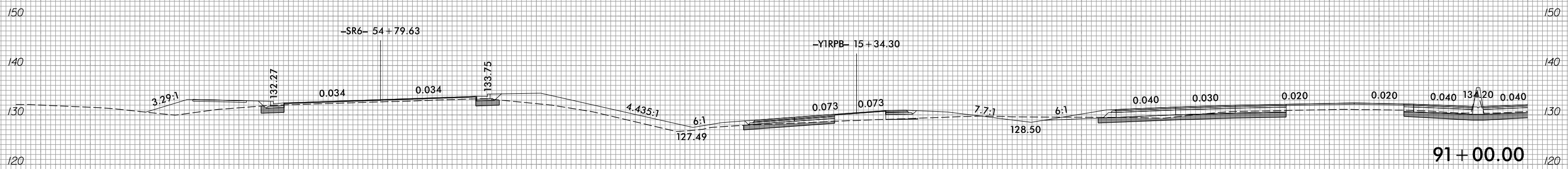
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16

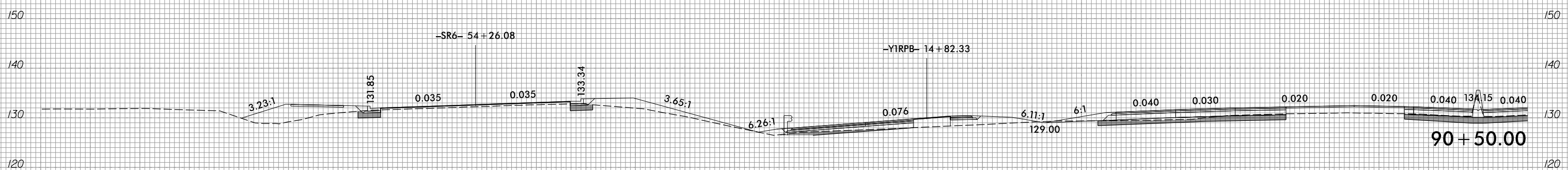


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-12

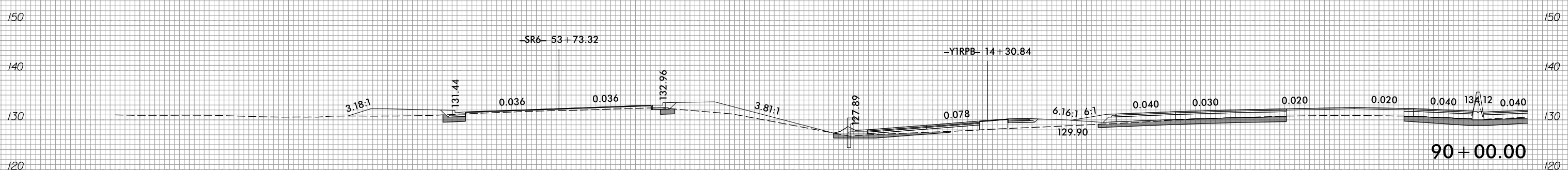
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



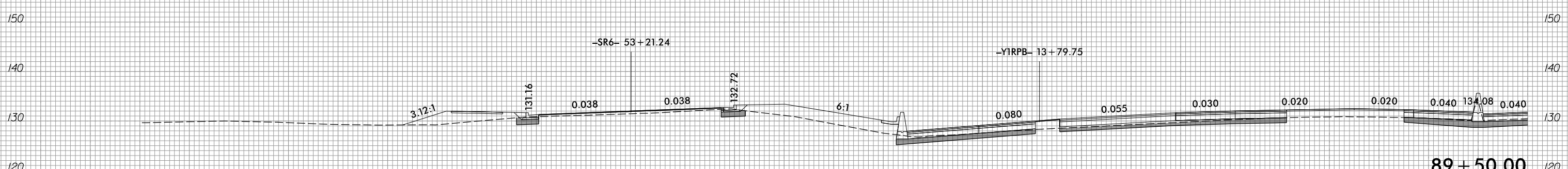
91+00.00



90+50.00

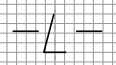


90+00.00



89+50.00

SHALLOW UNDERCUT EXCAVATION



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

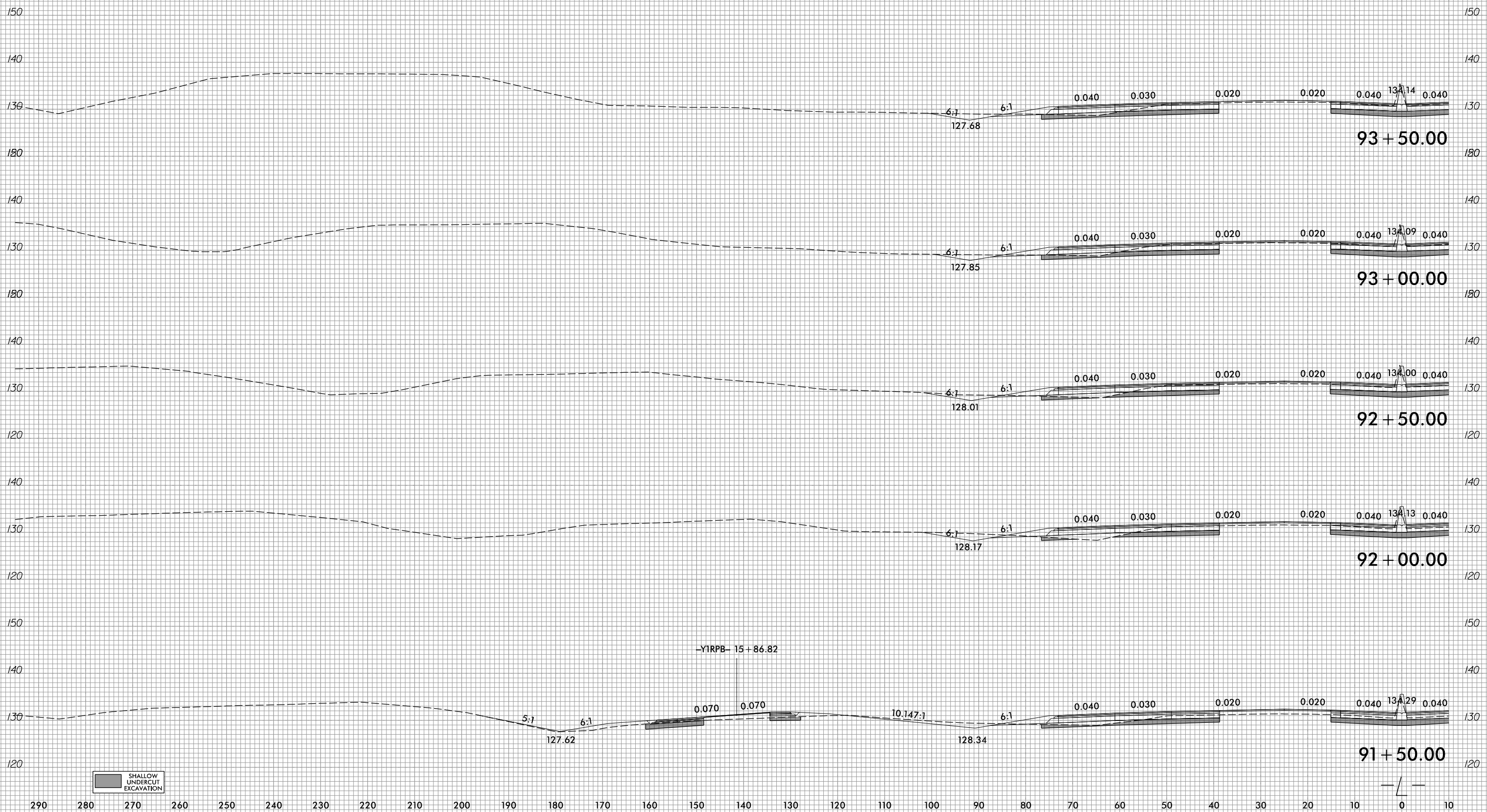
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.L.Hol

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-13

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



SHALLOW UNDERCUT EXCAVATION

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

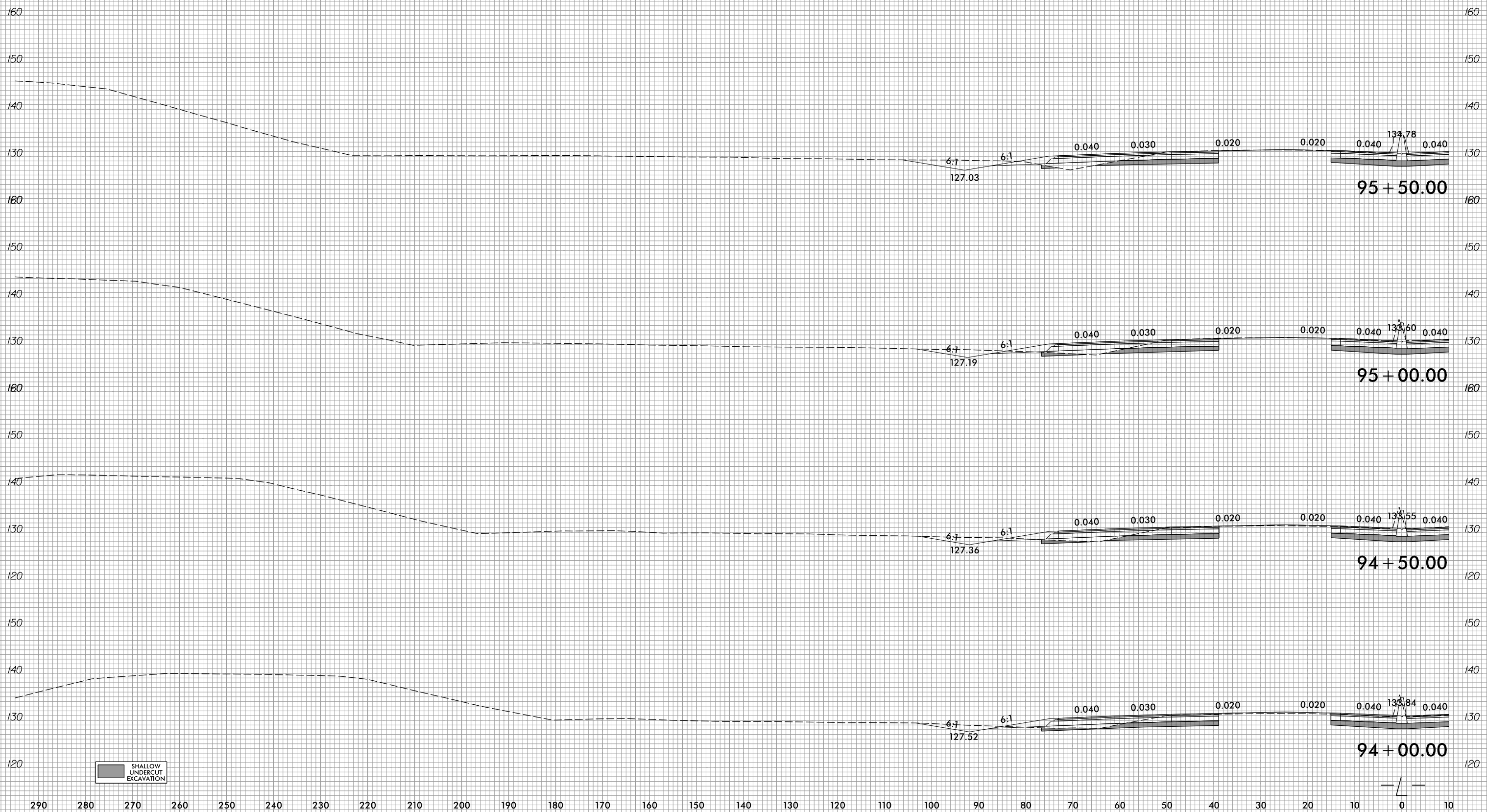
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-14

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



SHALLOW UNDERCUT EXCAVATION

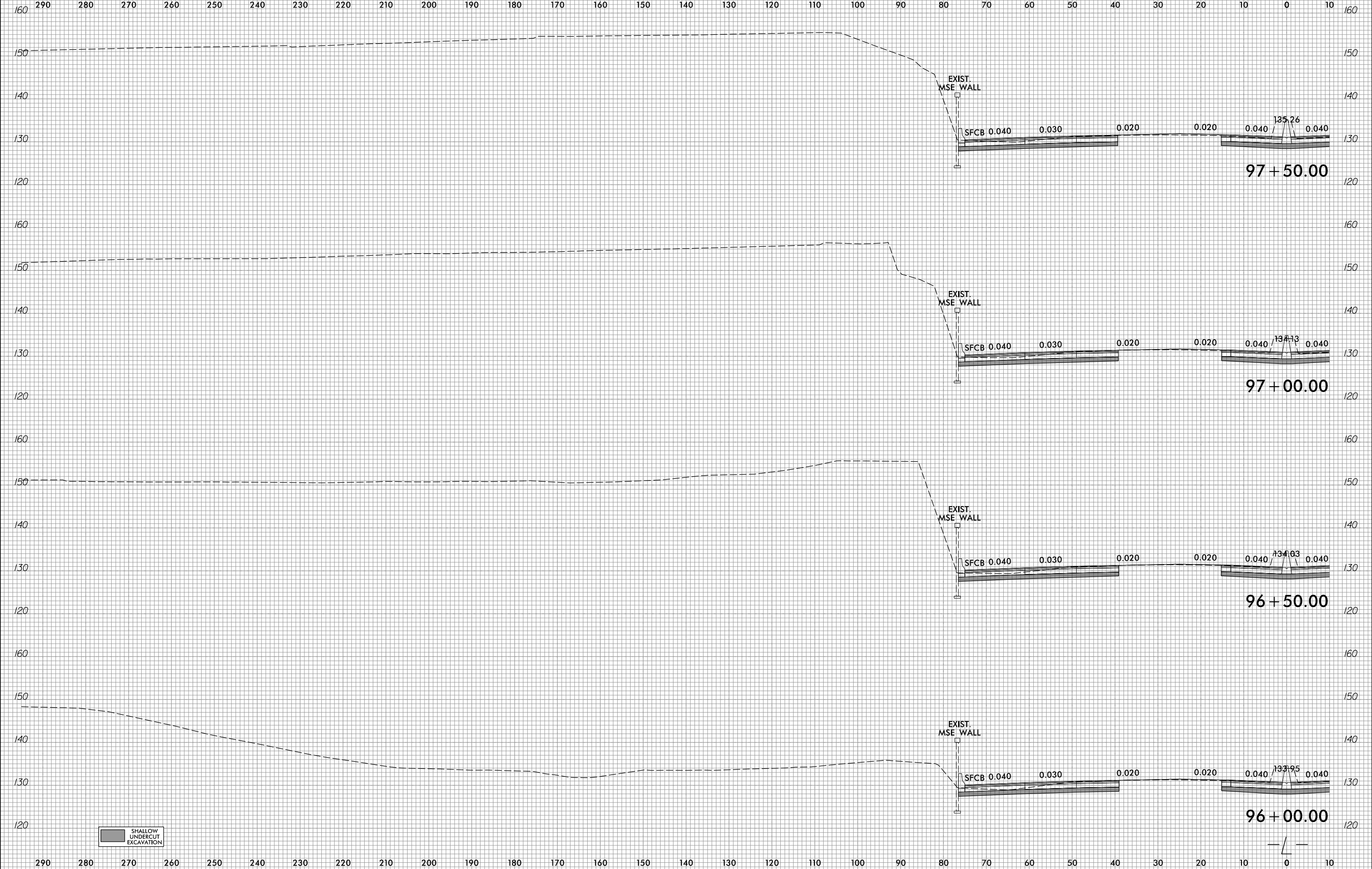
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Litch

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

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-15



SHALLOW UNDERCUT EXCAVATION

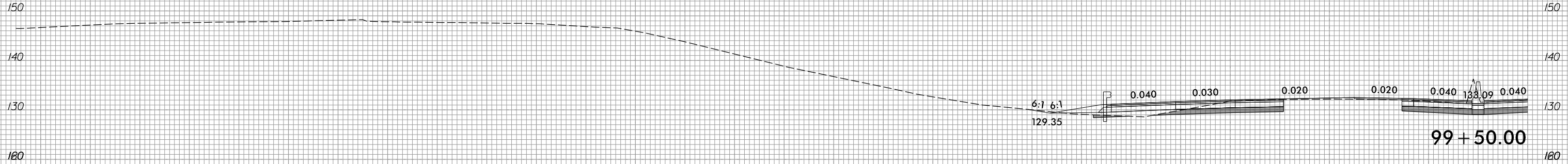
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16

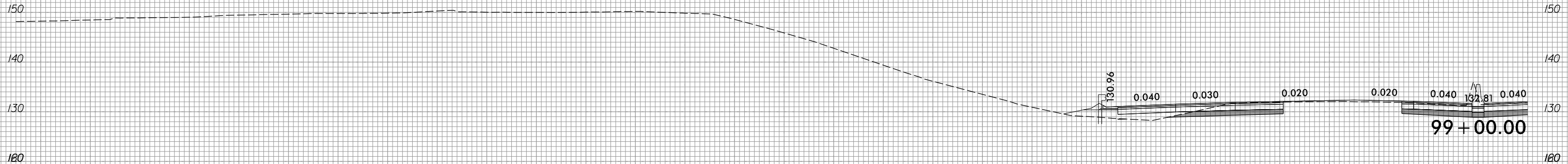


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-16

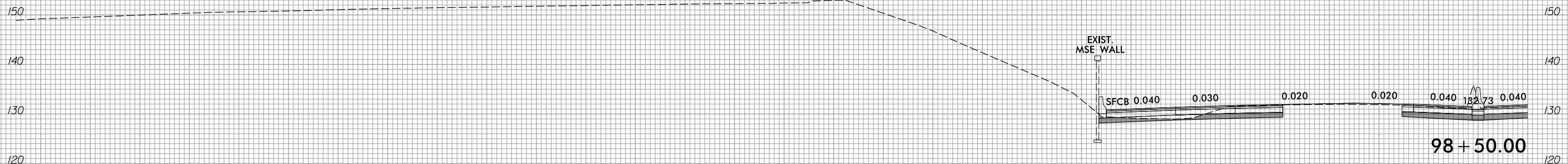
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



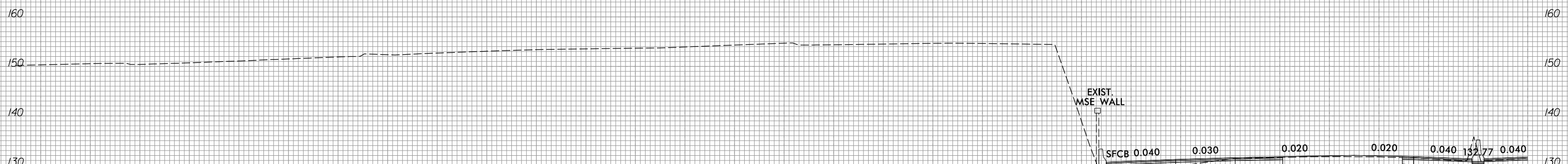
99 + 50.00



99 + 00.00



98 + 50.00



98 + 00.00

5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

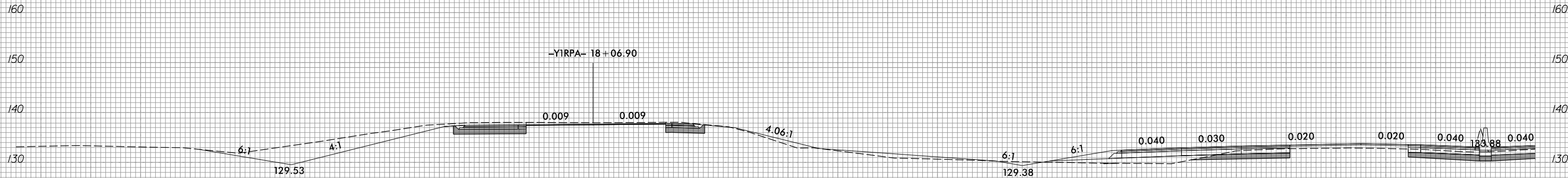
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16

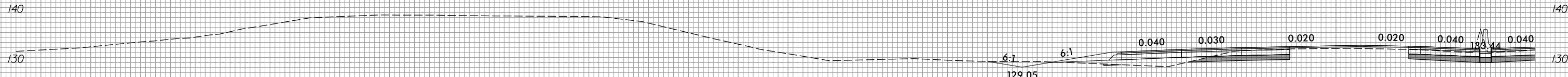


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-17

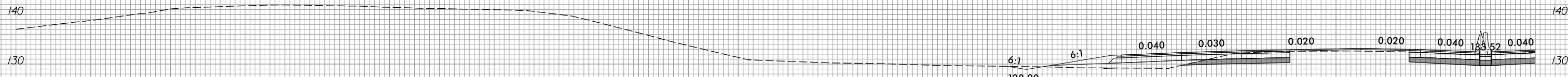
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



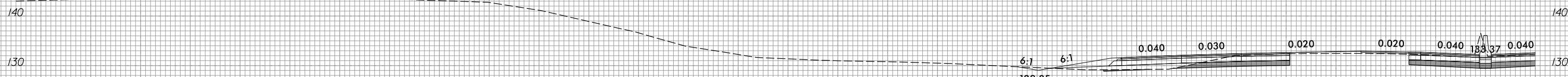
102 + 00.00



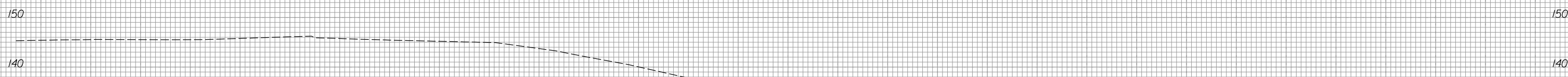
101 + 50.00



101 + 00.00

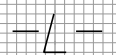


100 + 50.00



100 + 00.00

SHALLOW UNDERCUT EXCAVATION



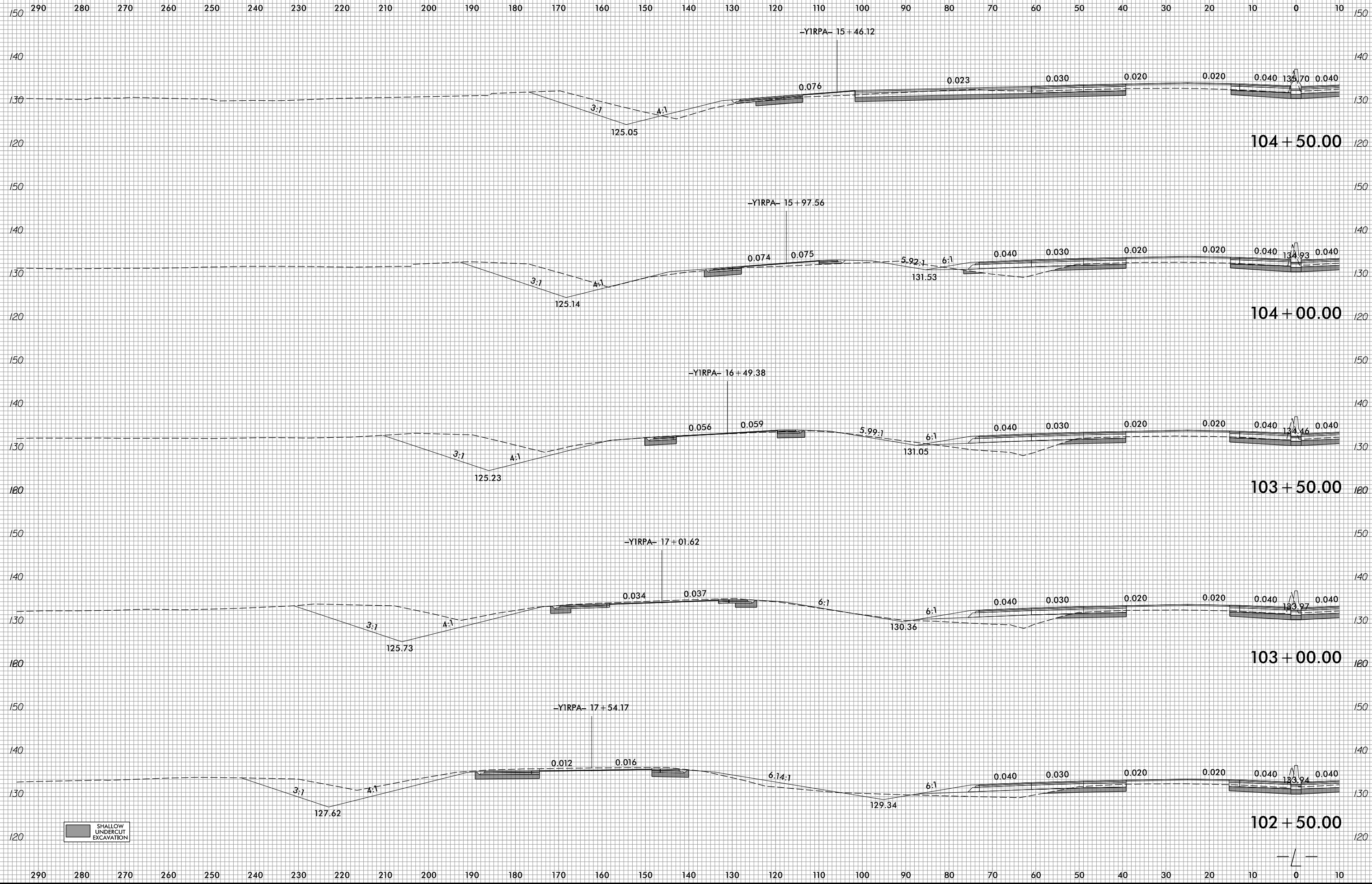
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Li

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

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-18



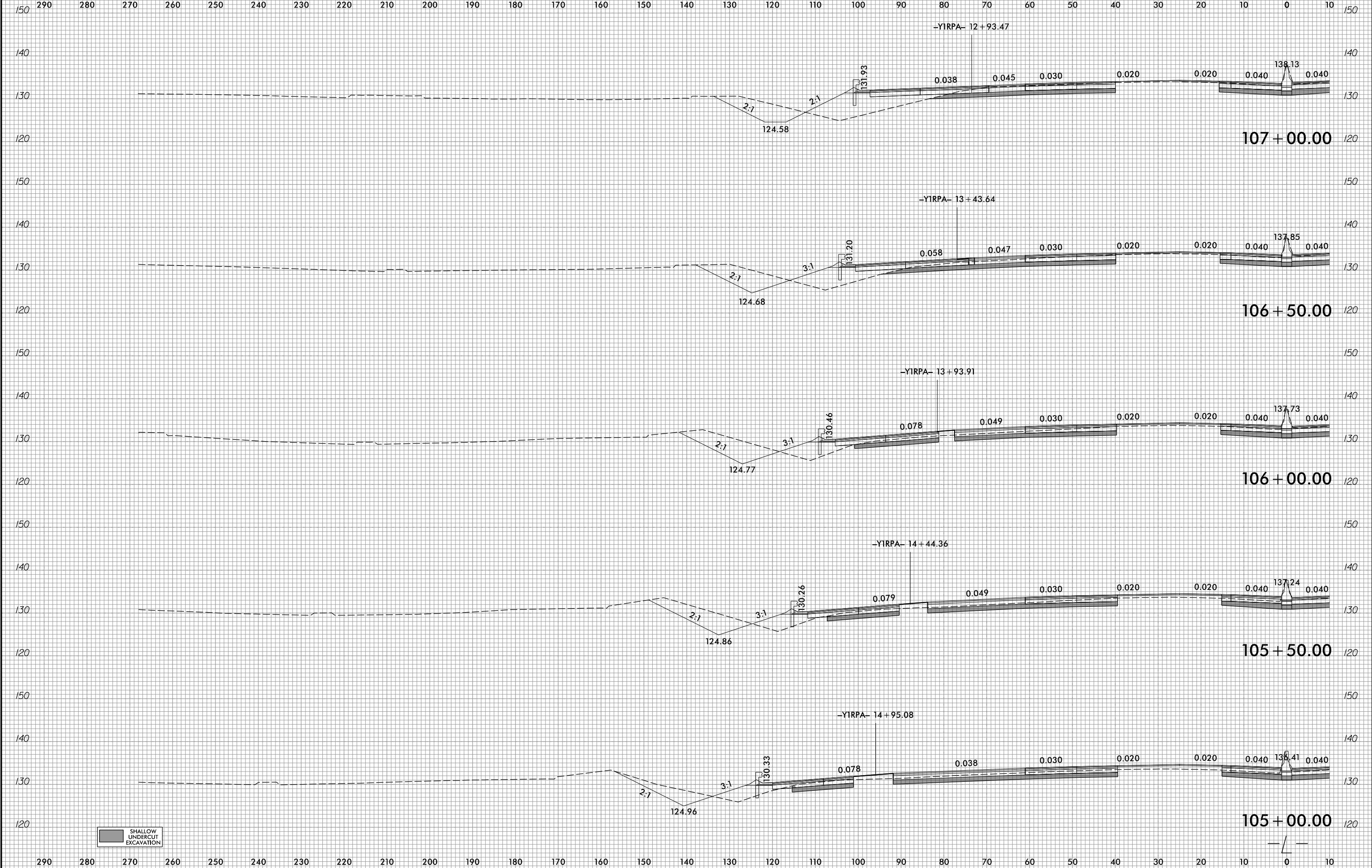
SHALLOW UNDERCUT EXCAVATION

5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Litch

6/23/16



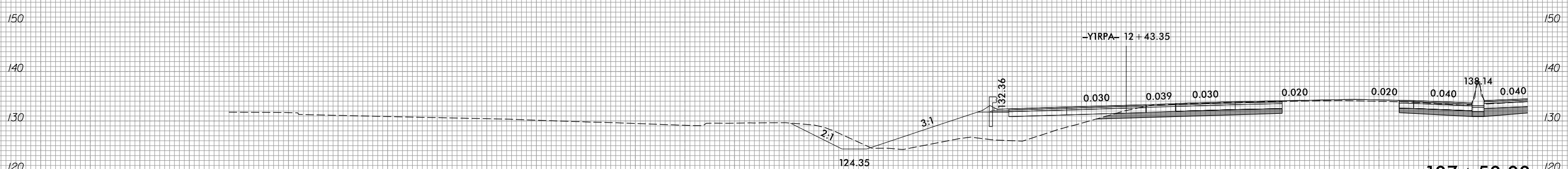
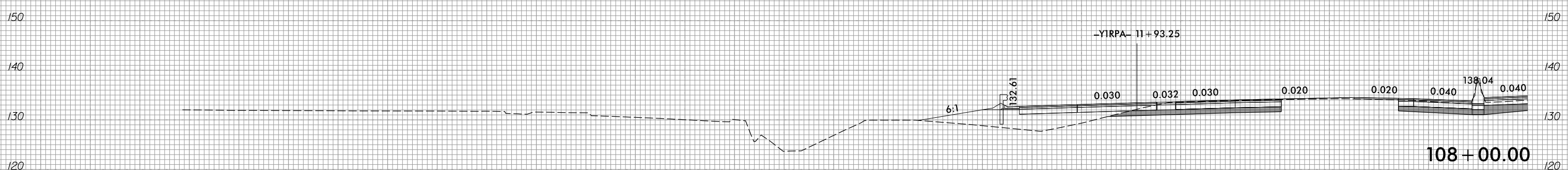
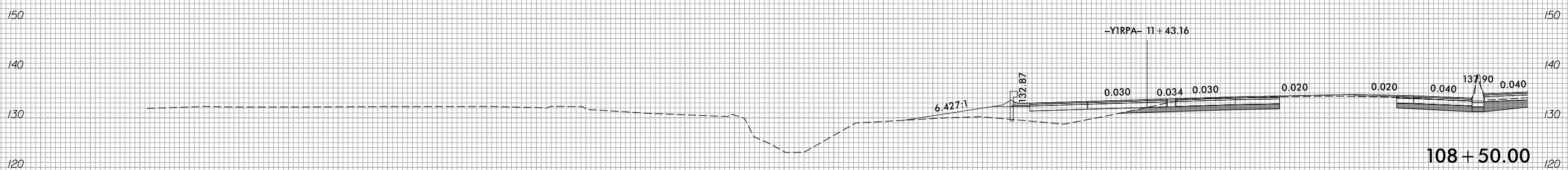
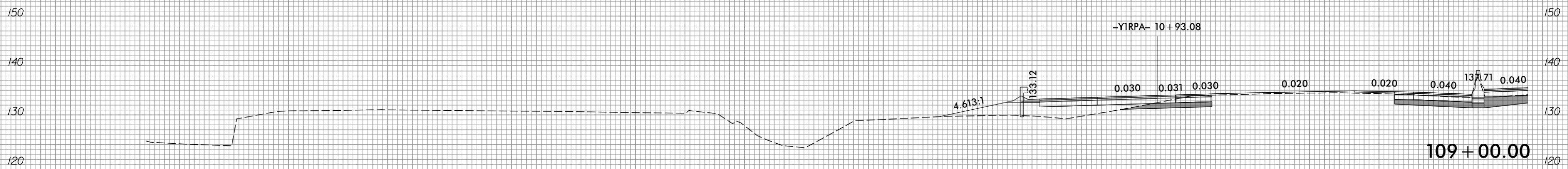
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-19



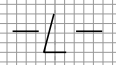
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi



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



SHALLOW UNDERCUT EXCAVATION



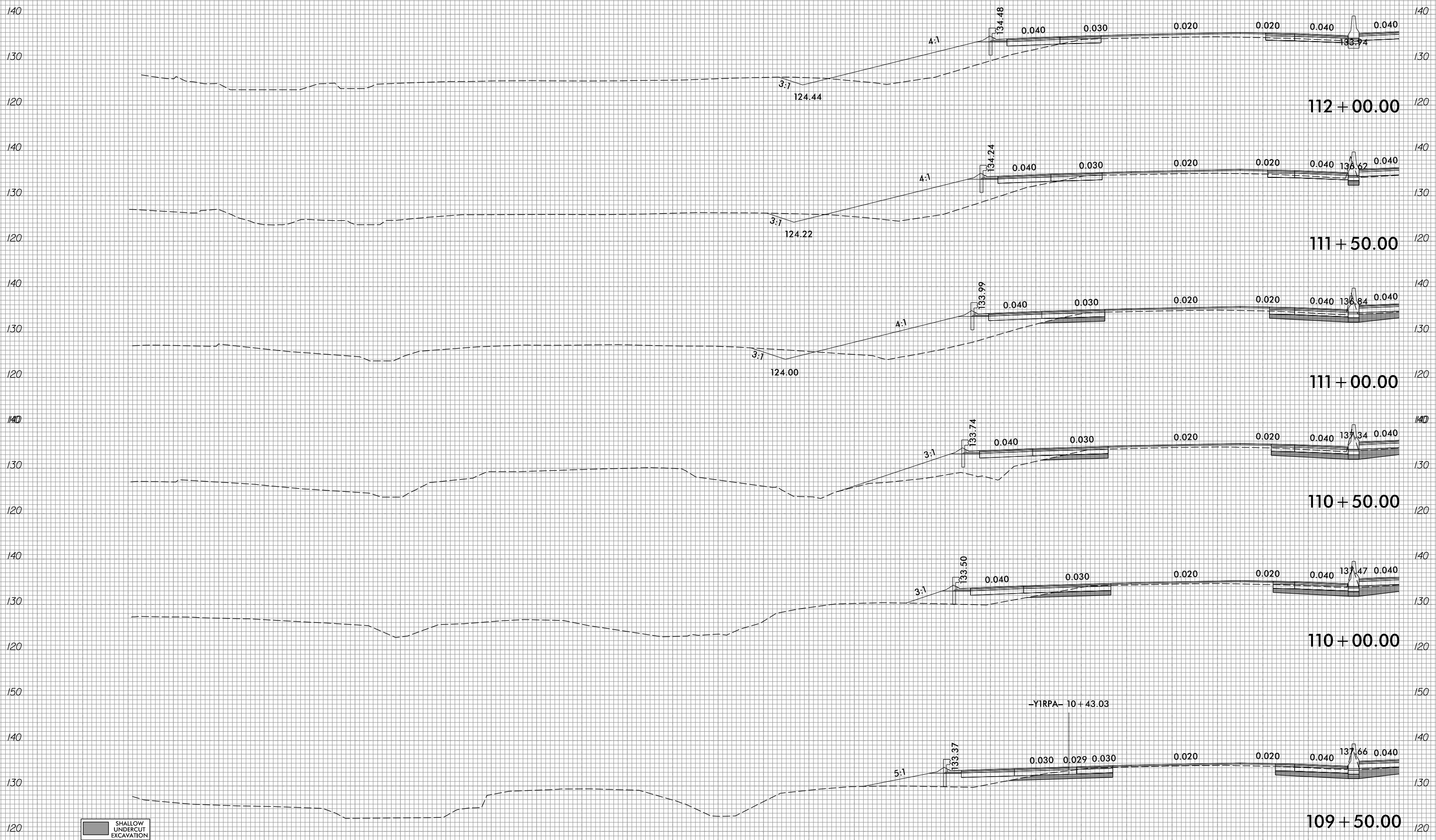
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-21

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



SHALLOW UNDERCUT EXCAVATION

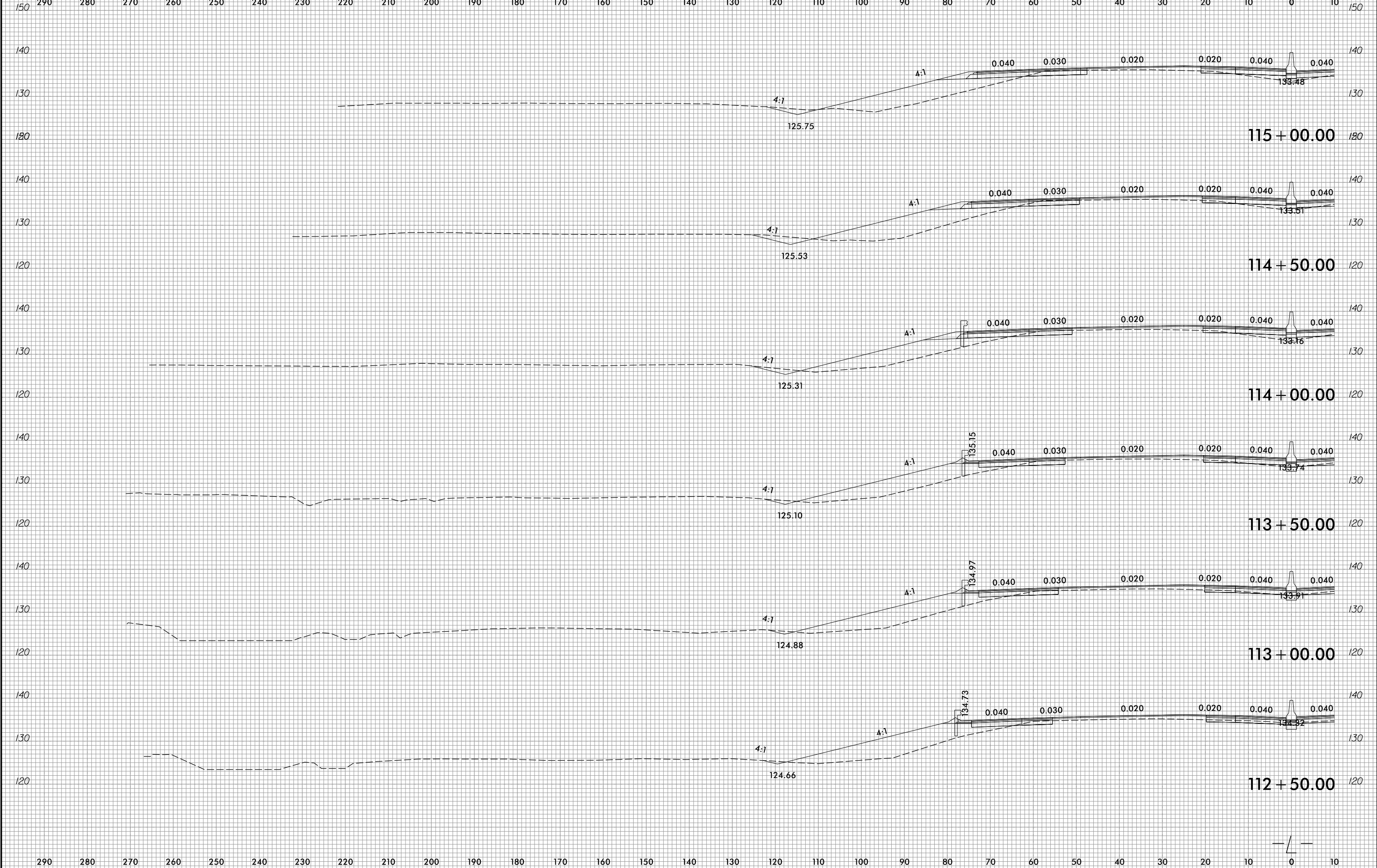
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L-L.T.dgn
 David.Litch

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-22

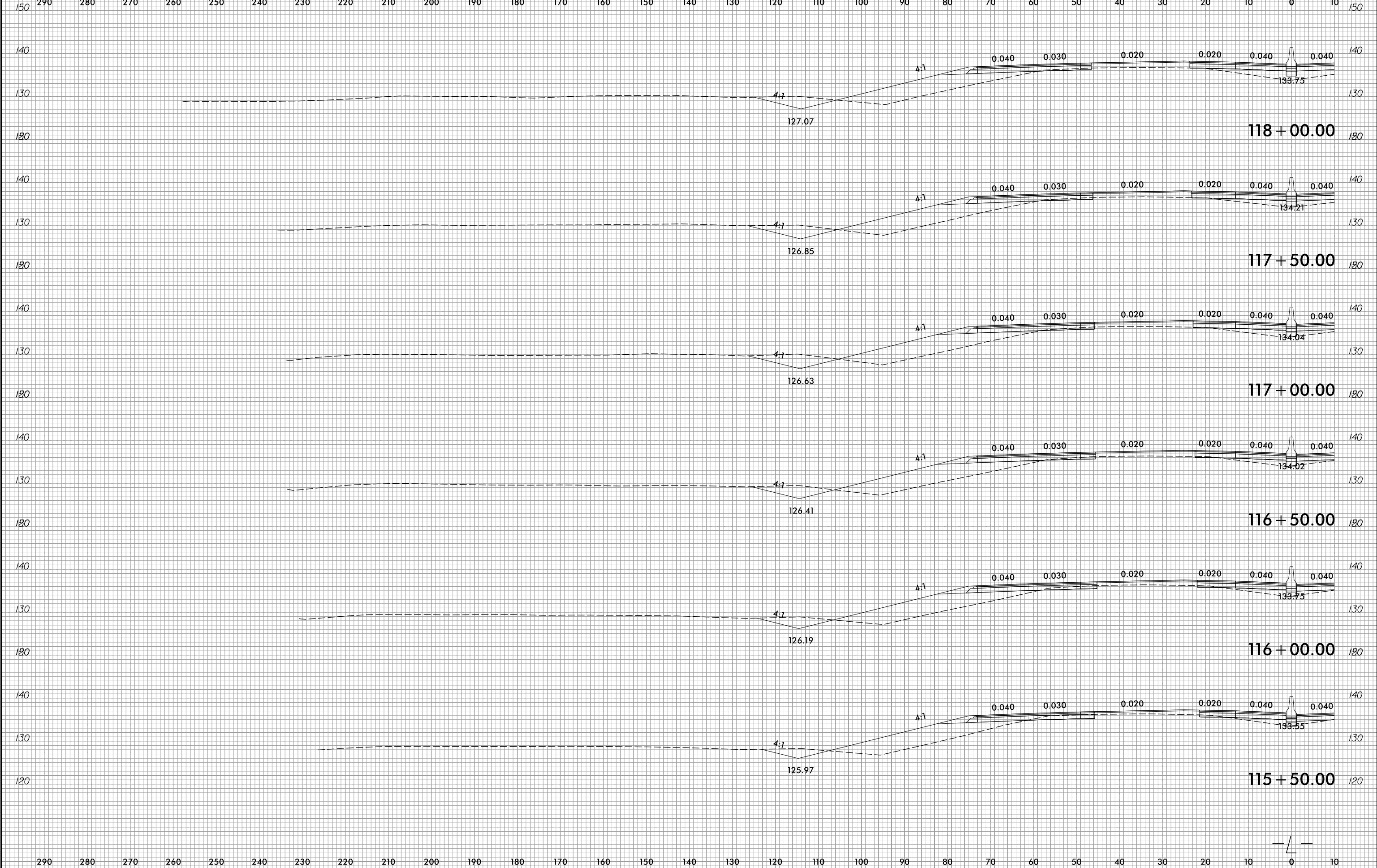


5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

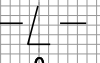
6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-23

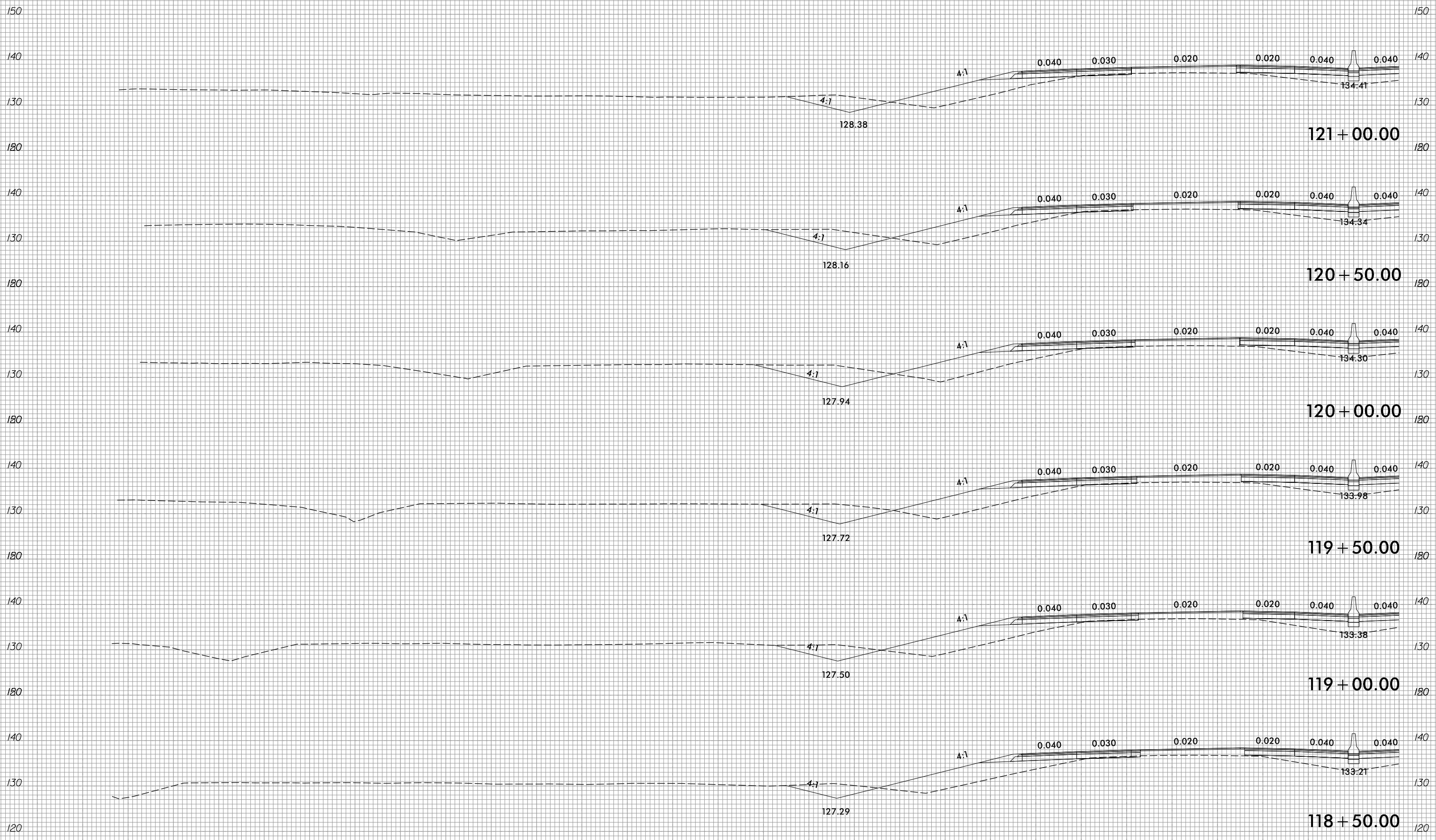


5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL-L-L.T.dgn
David.Choi





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



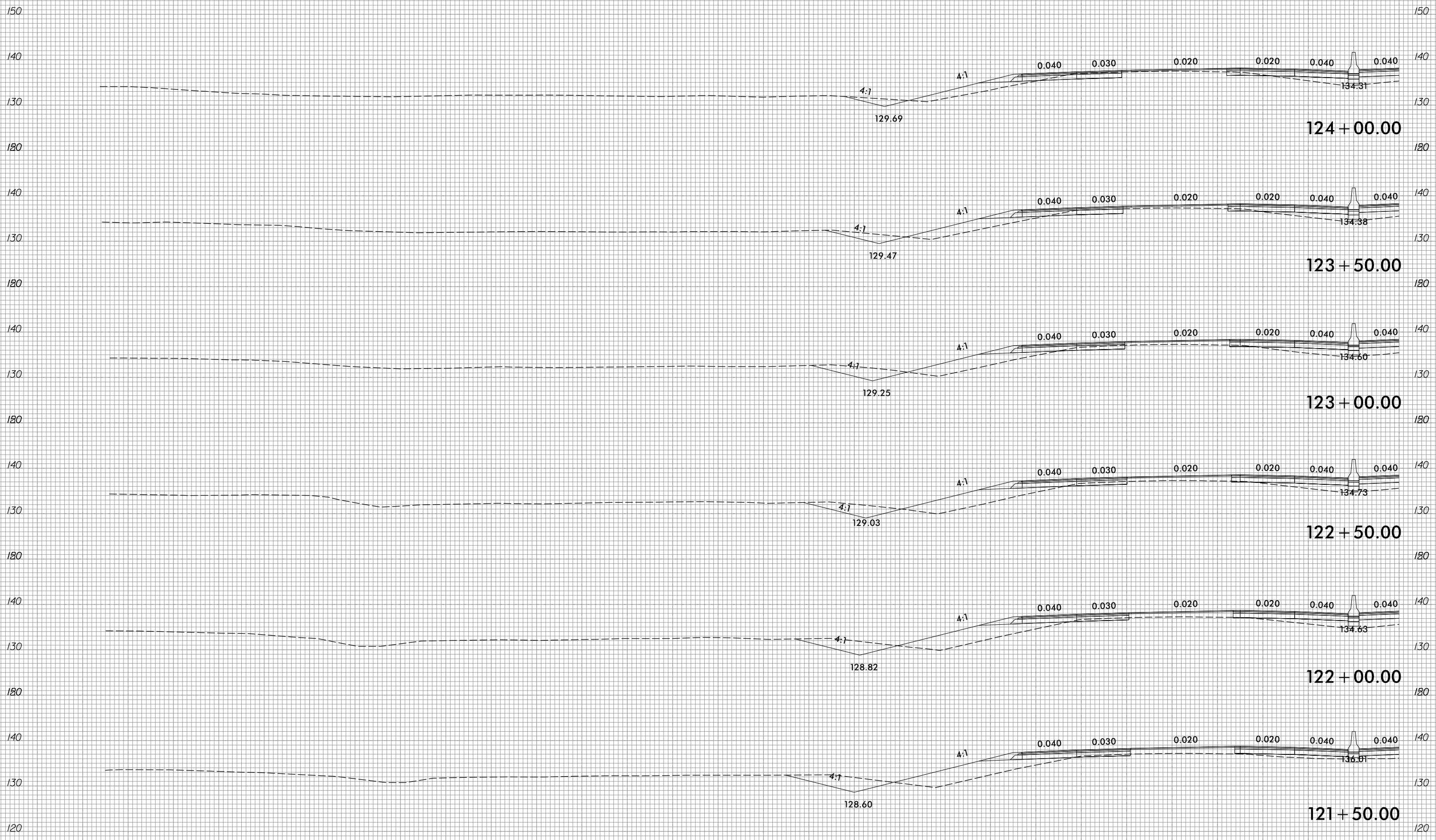
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-25

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

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

6/23/16



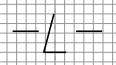
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-26

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



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

5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

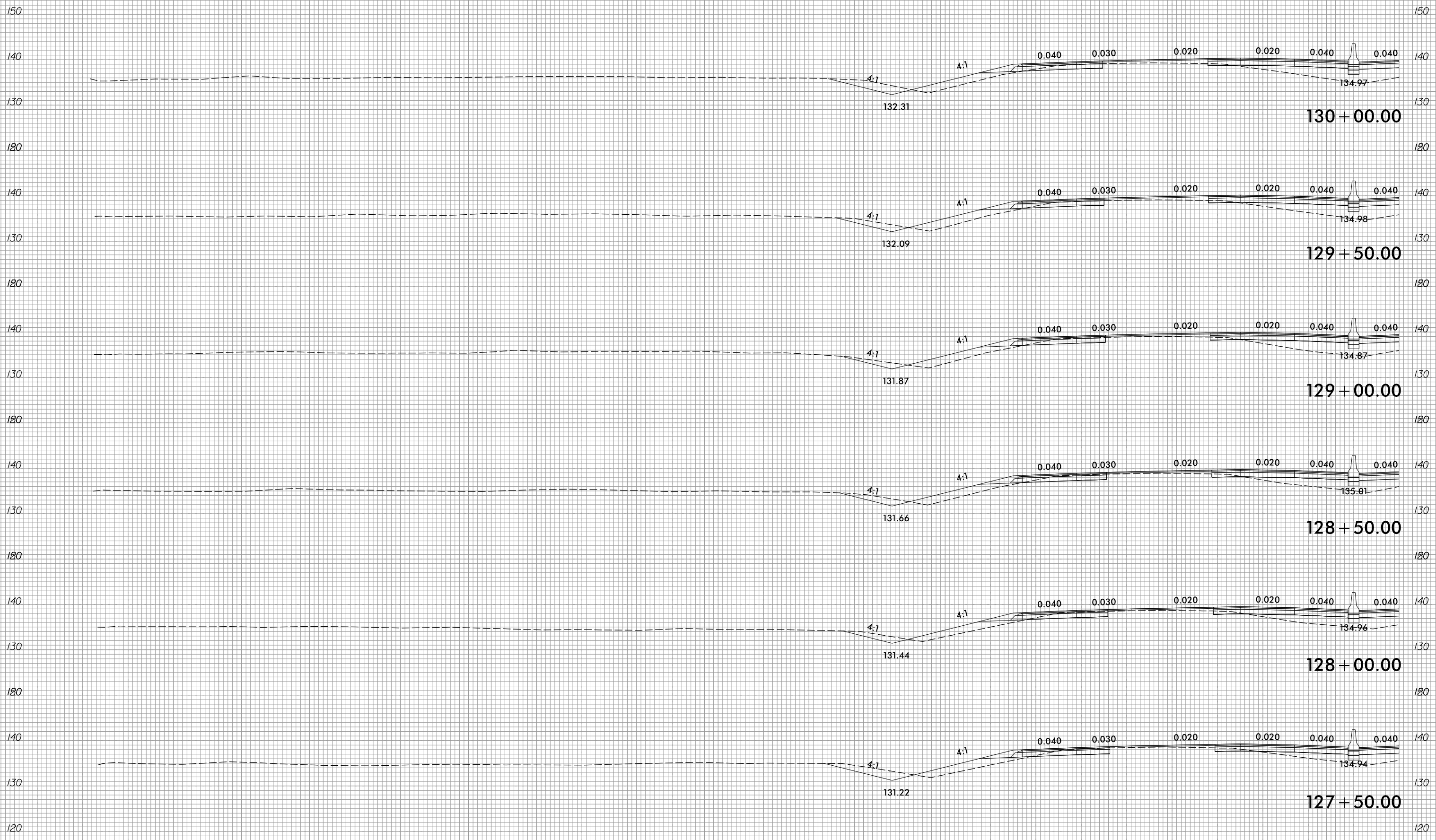


6/23/16



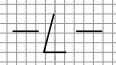
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-27

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



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

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

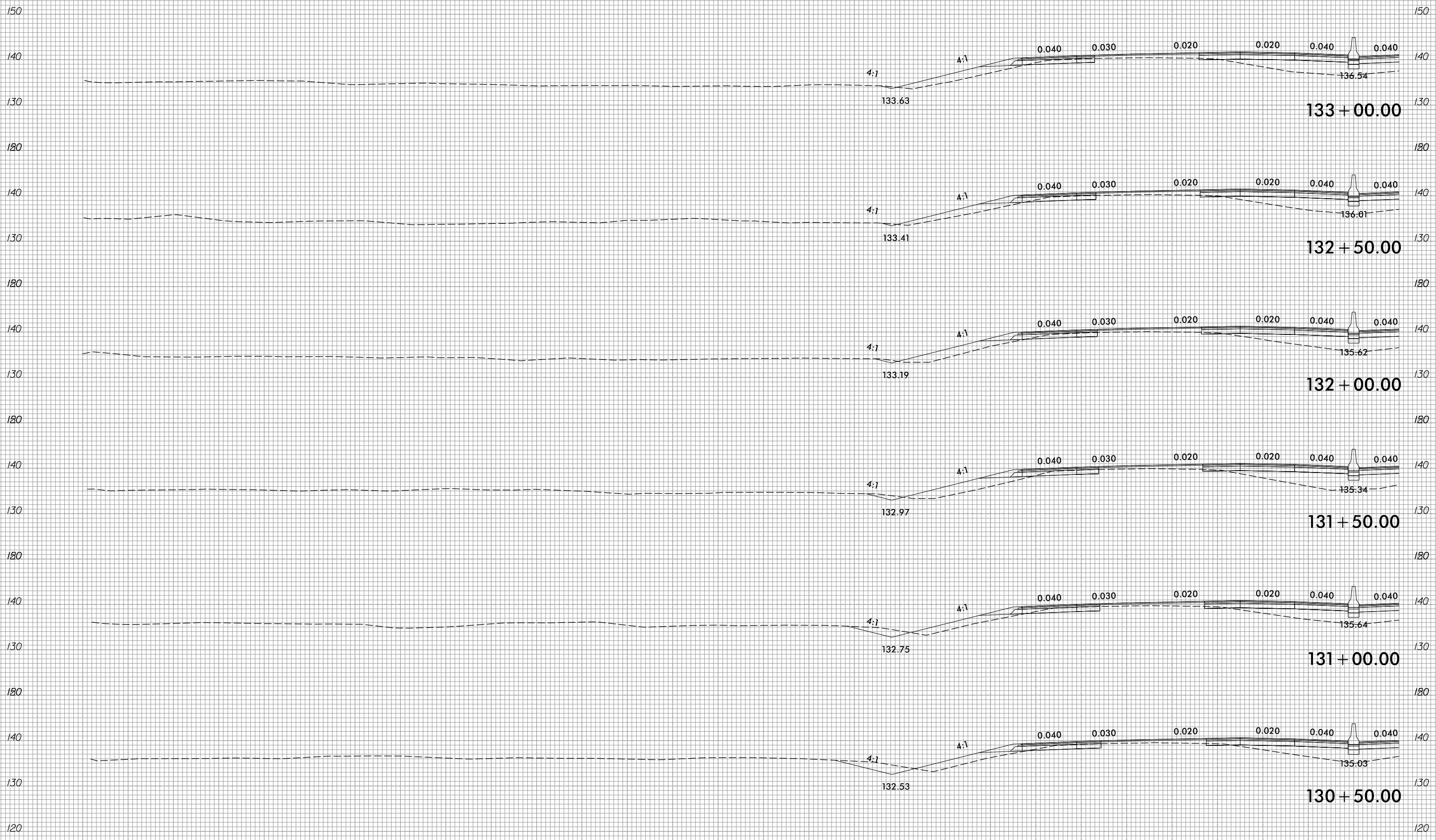


6/23/16



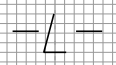
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-28

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



5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

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

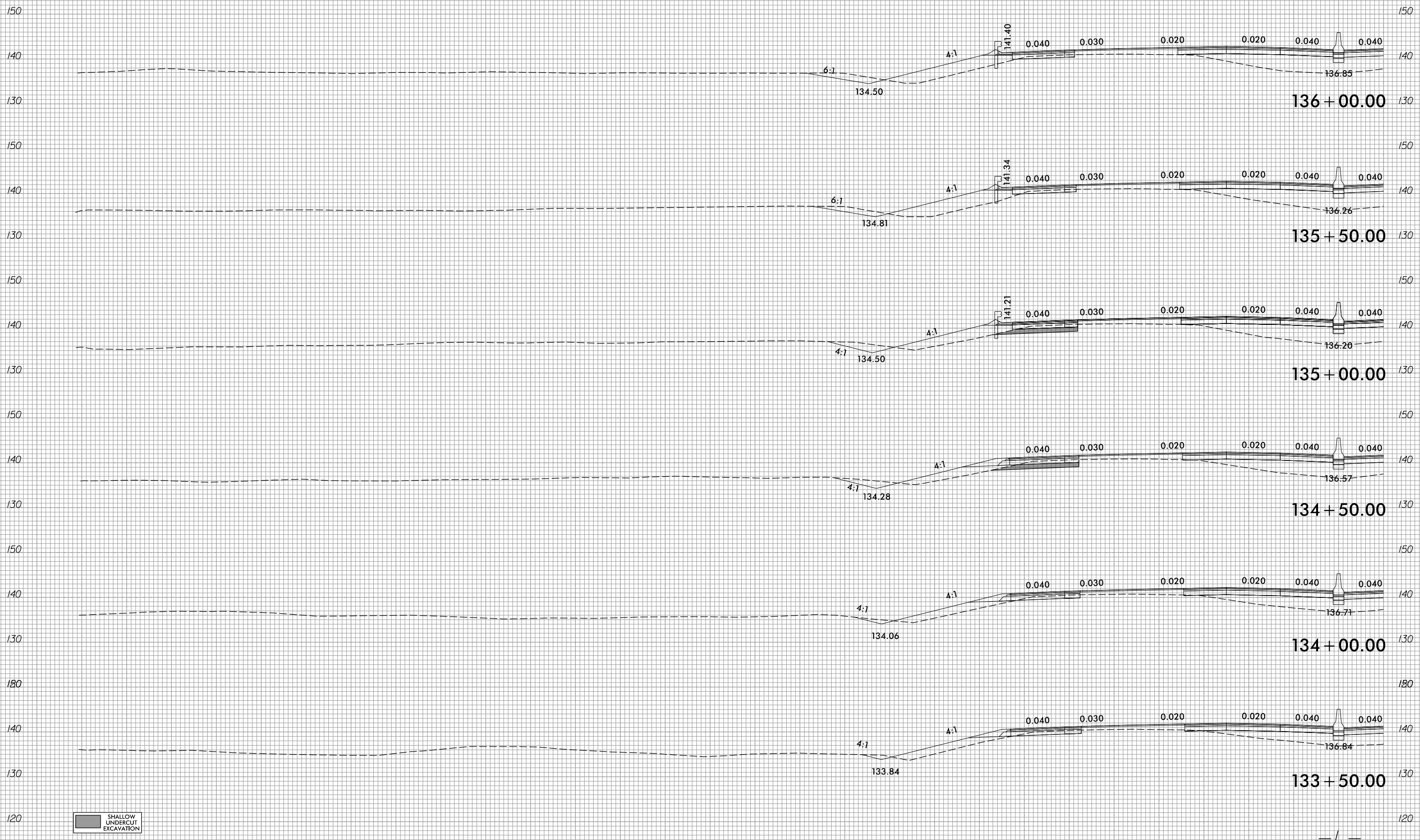


6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-29

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

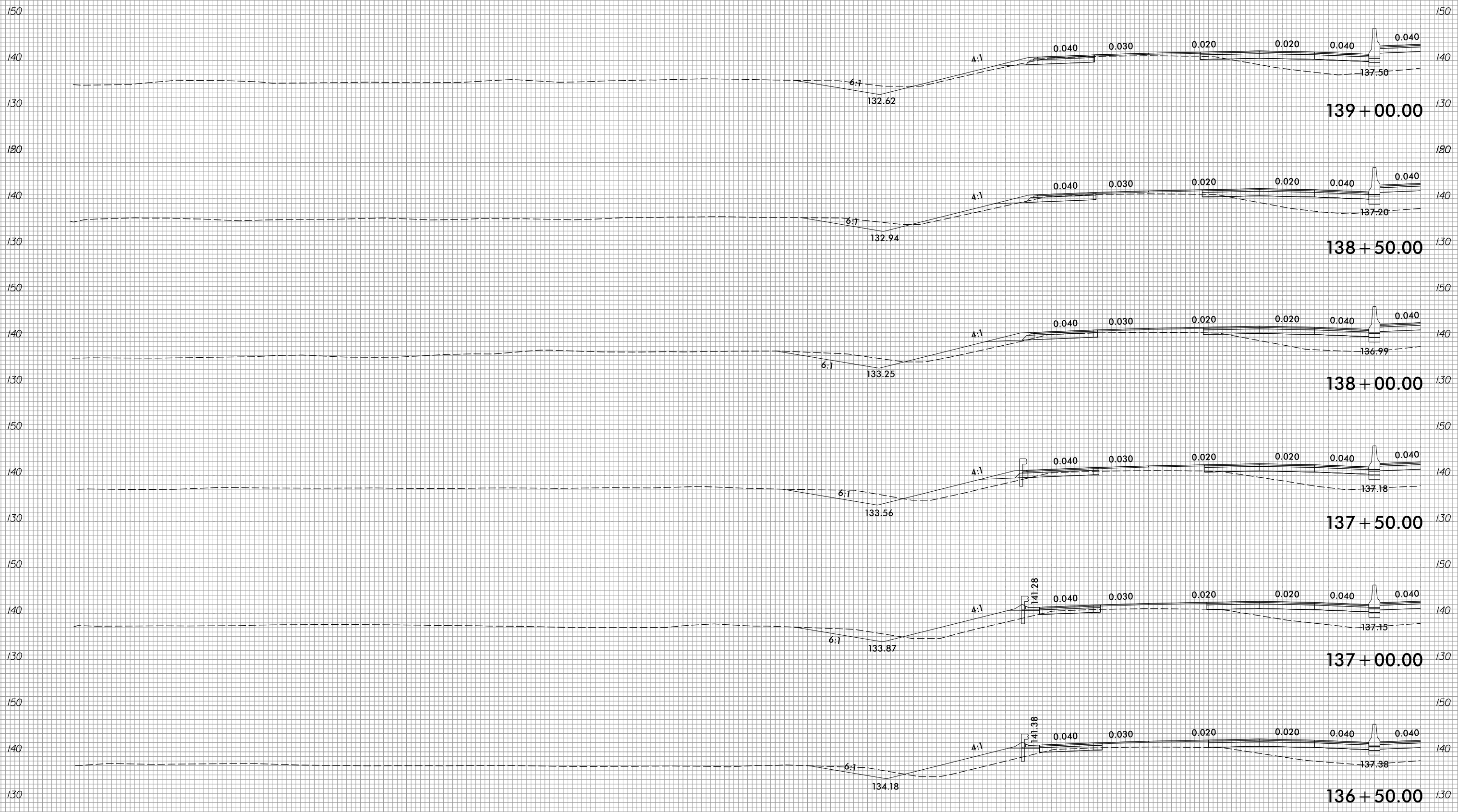
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-30

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



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

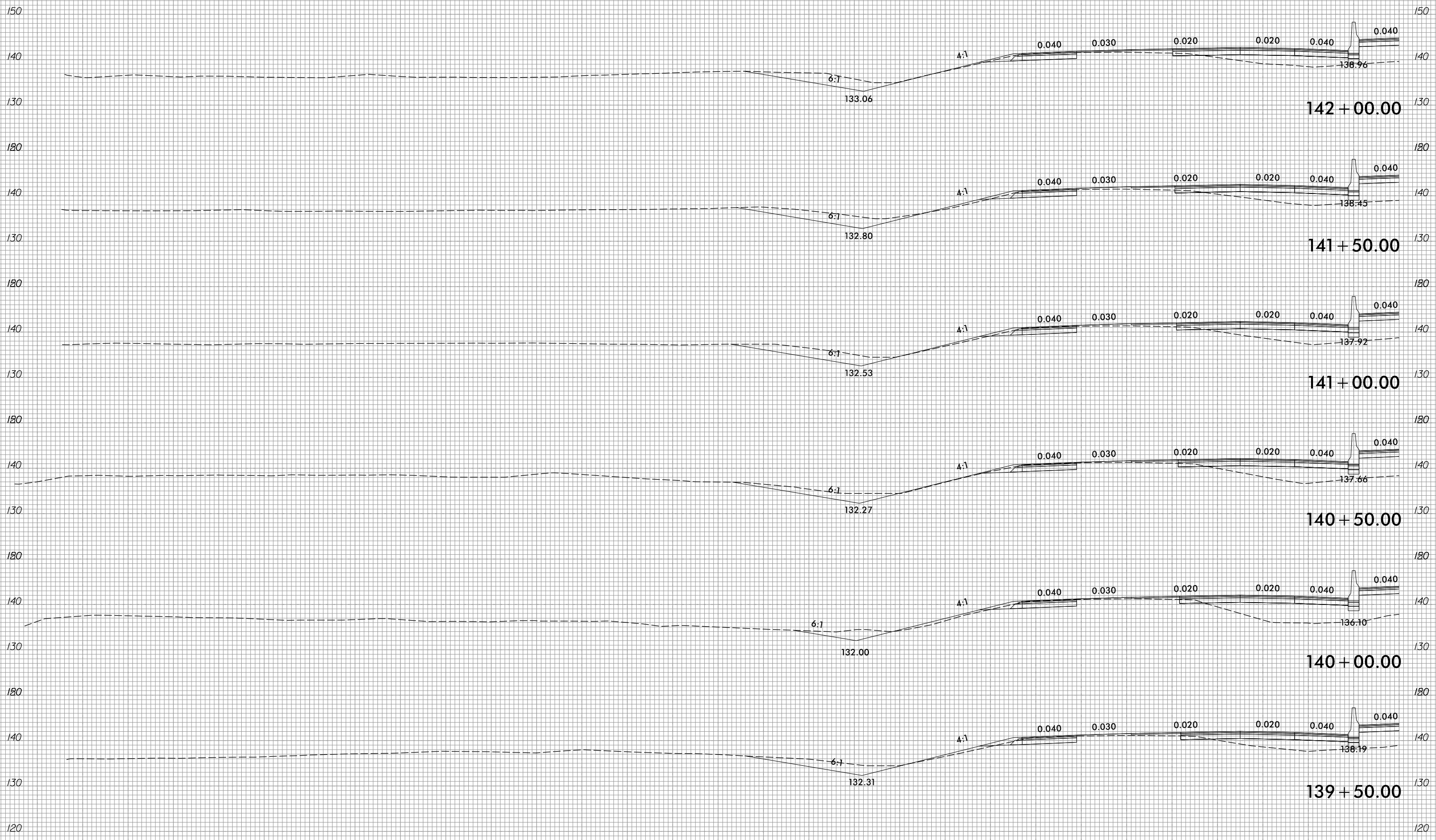
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L-L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-31

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

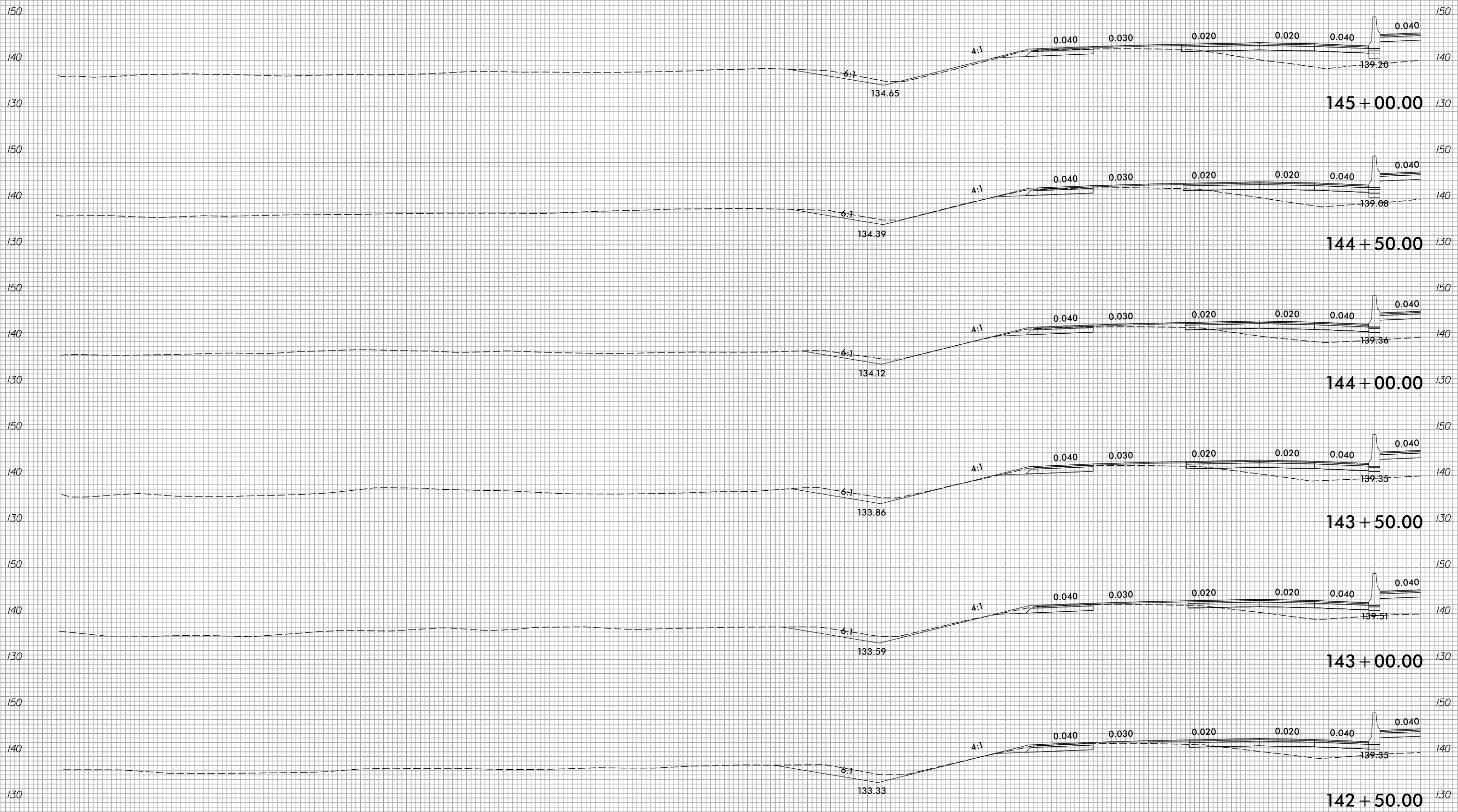
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-32

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



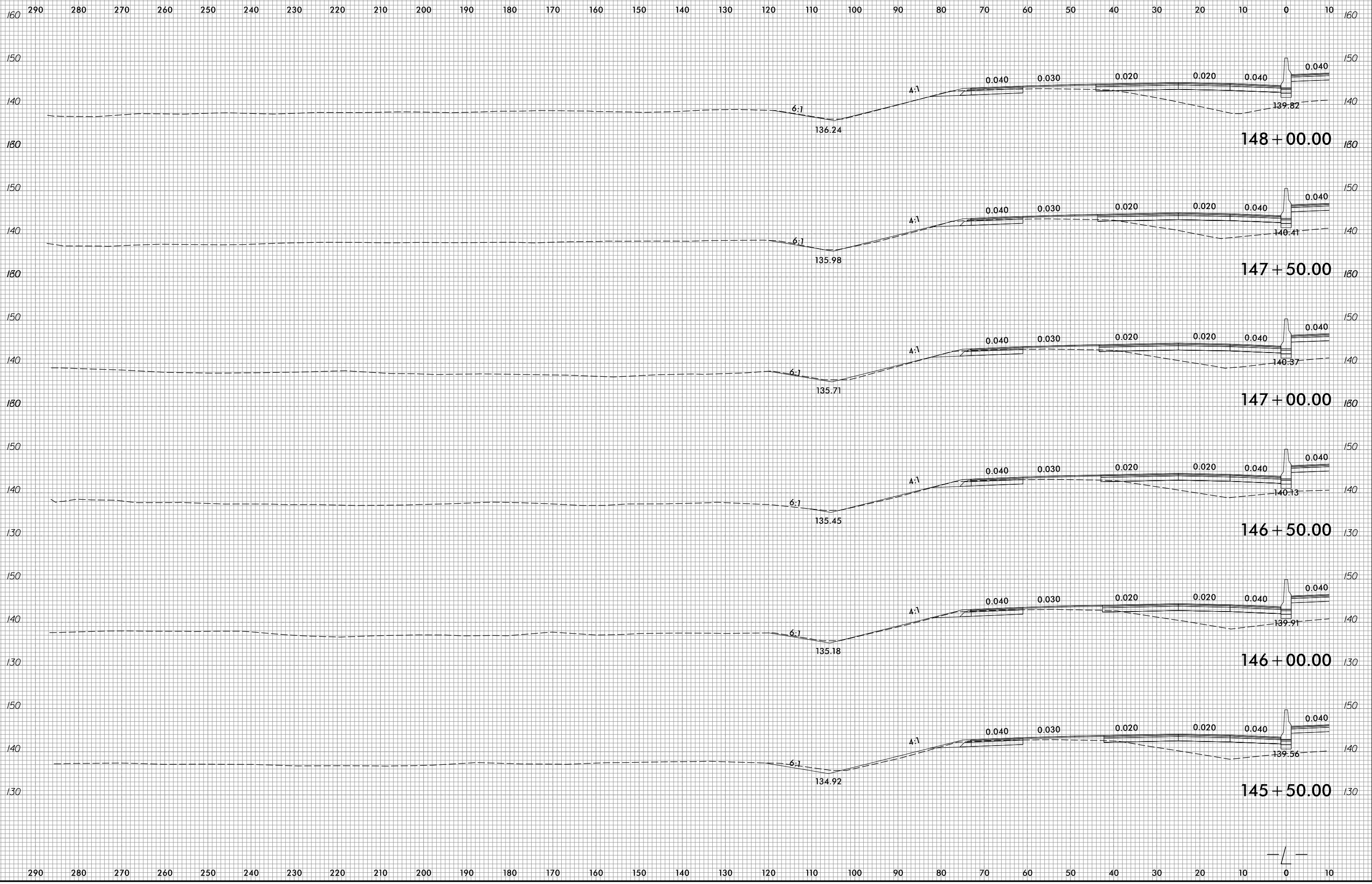
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

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

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-33



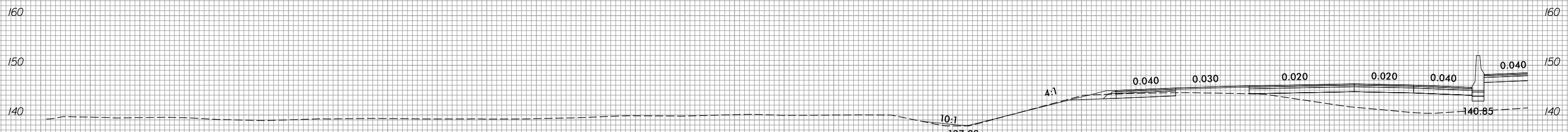
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16

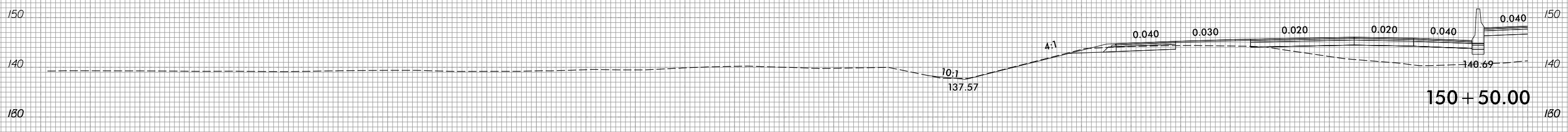


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-34

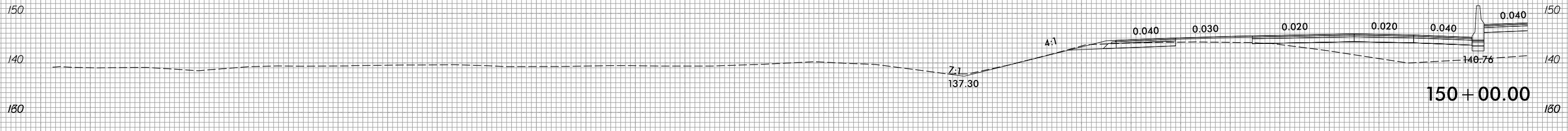
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



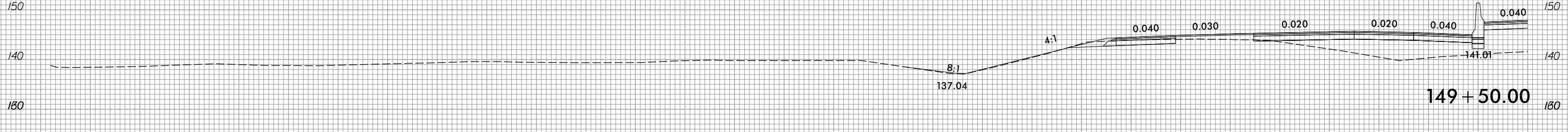
151 + 00.00



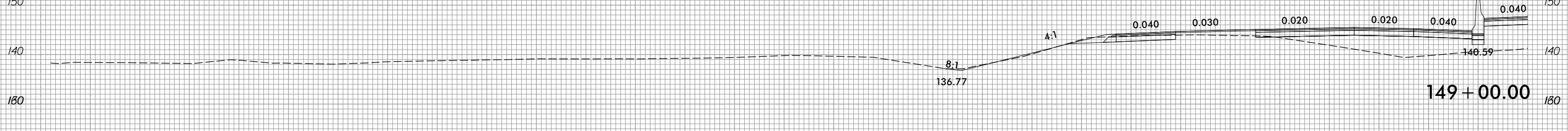
150 + 50.00



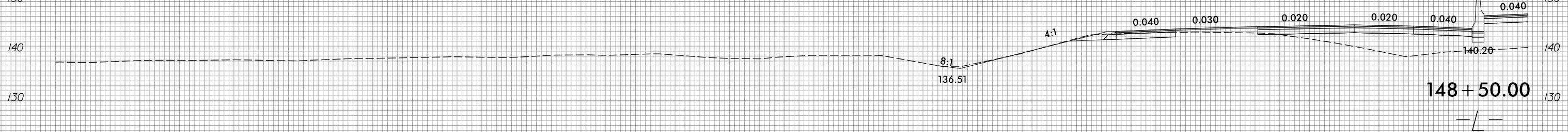
150 + 00.00



149 + 50.00



149 + 00.00



148 + 50.00

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

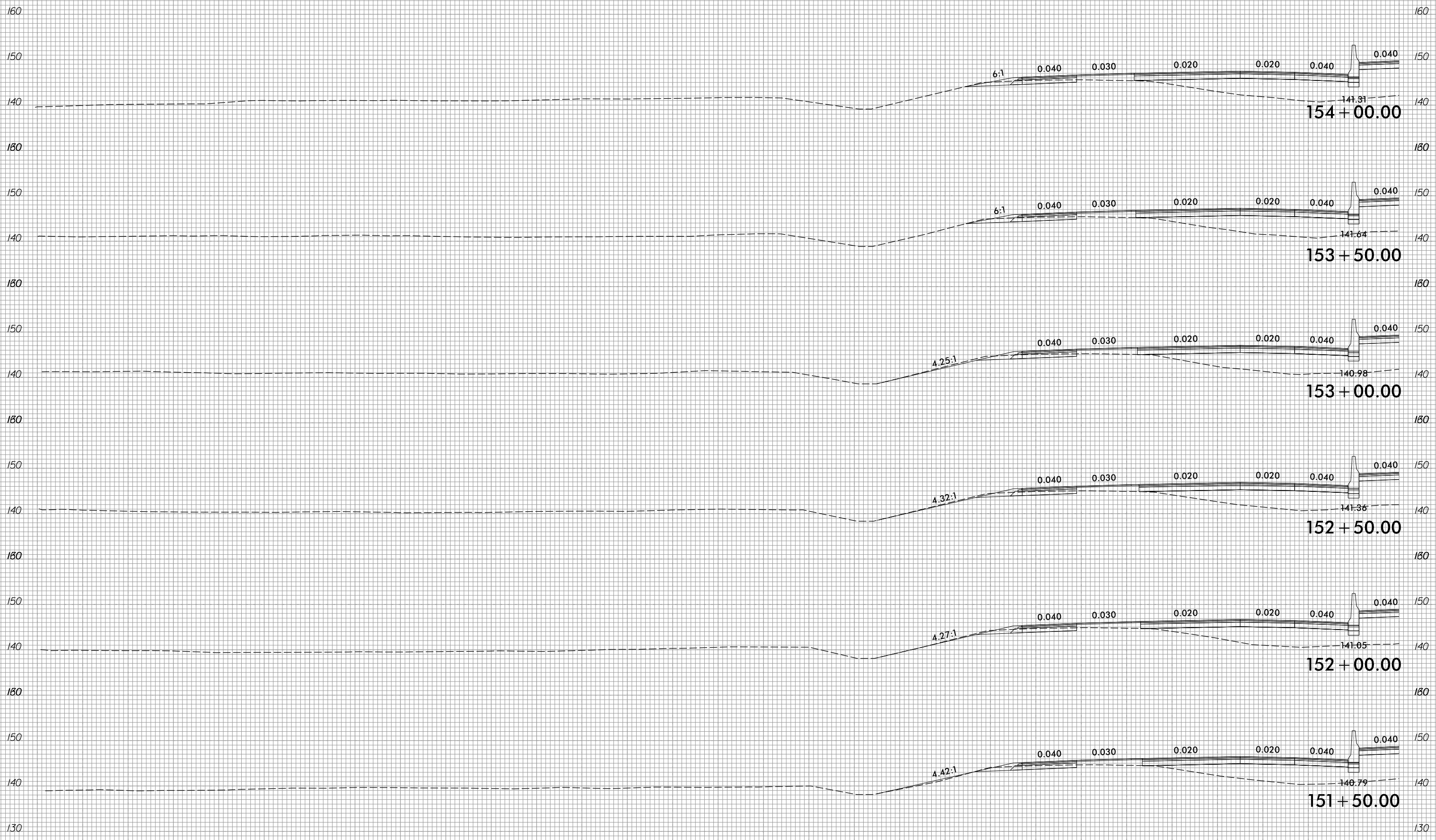
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-35

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



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

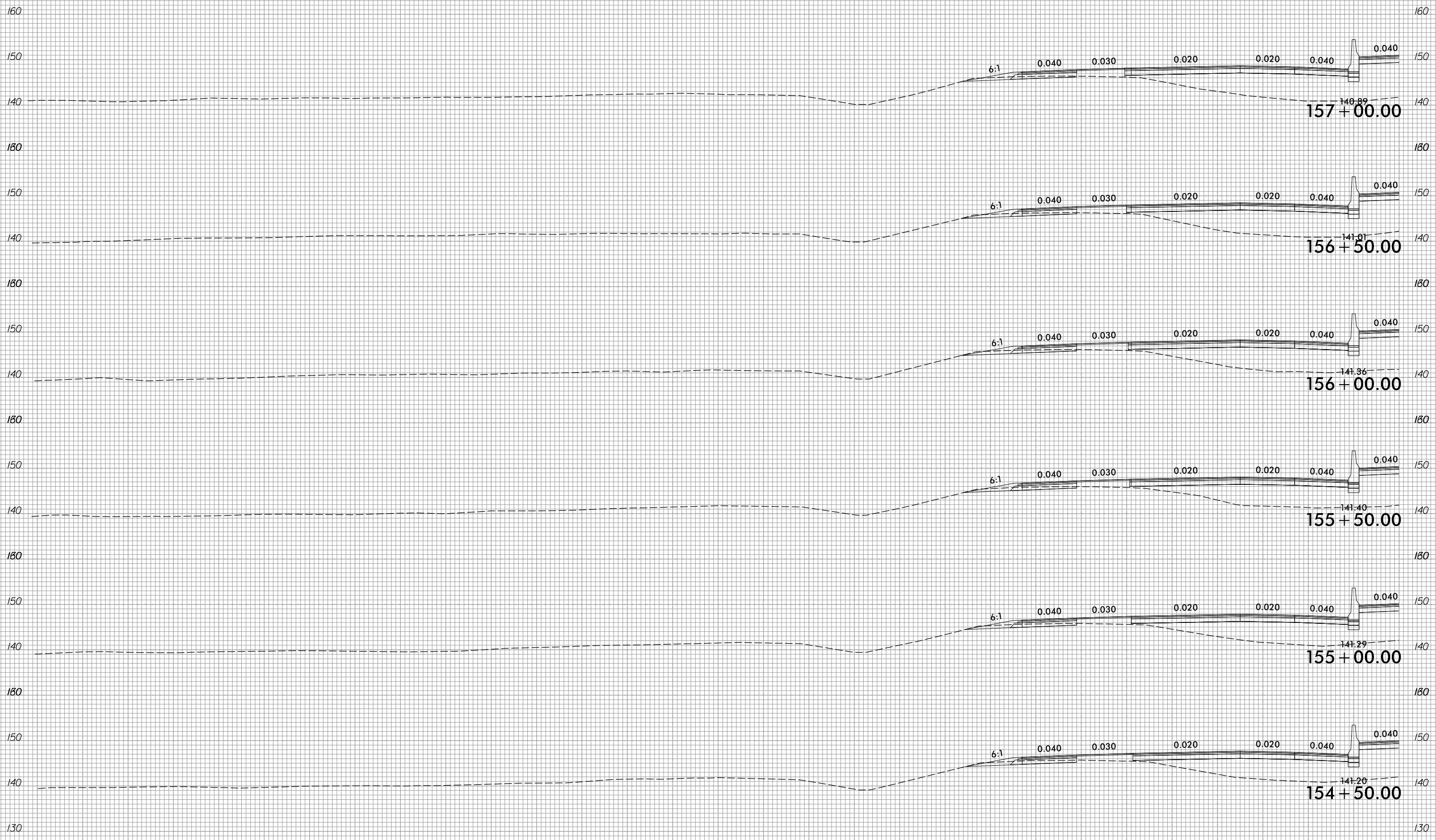
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-36

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



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

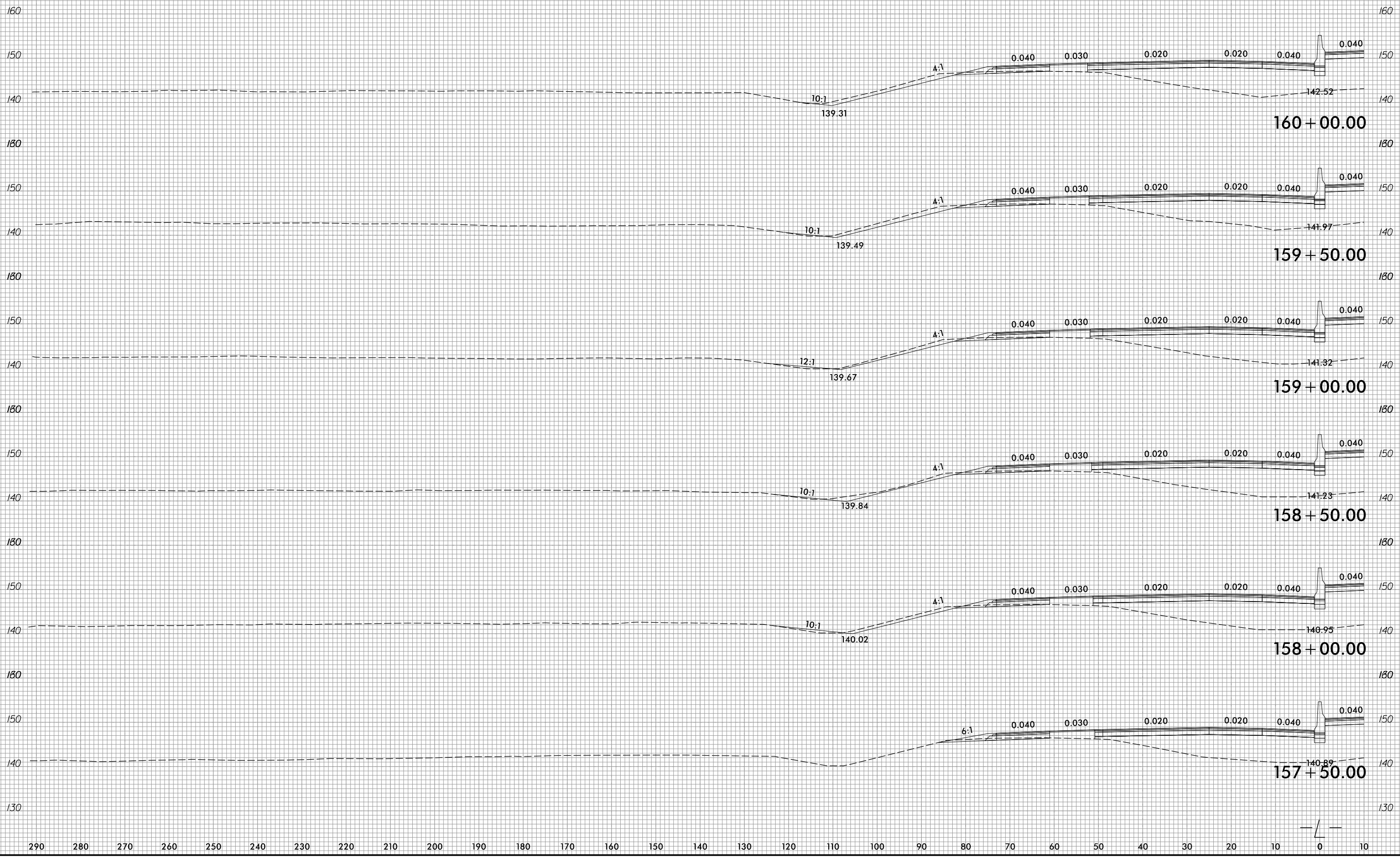
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-37

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

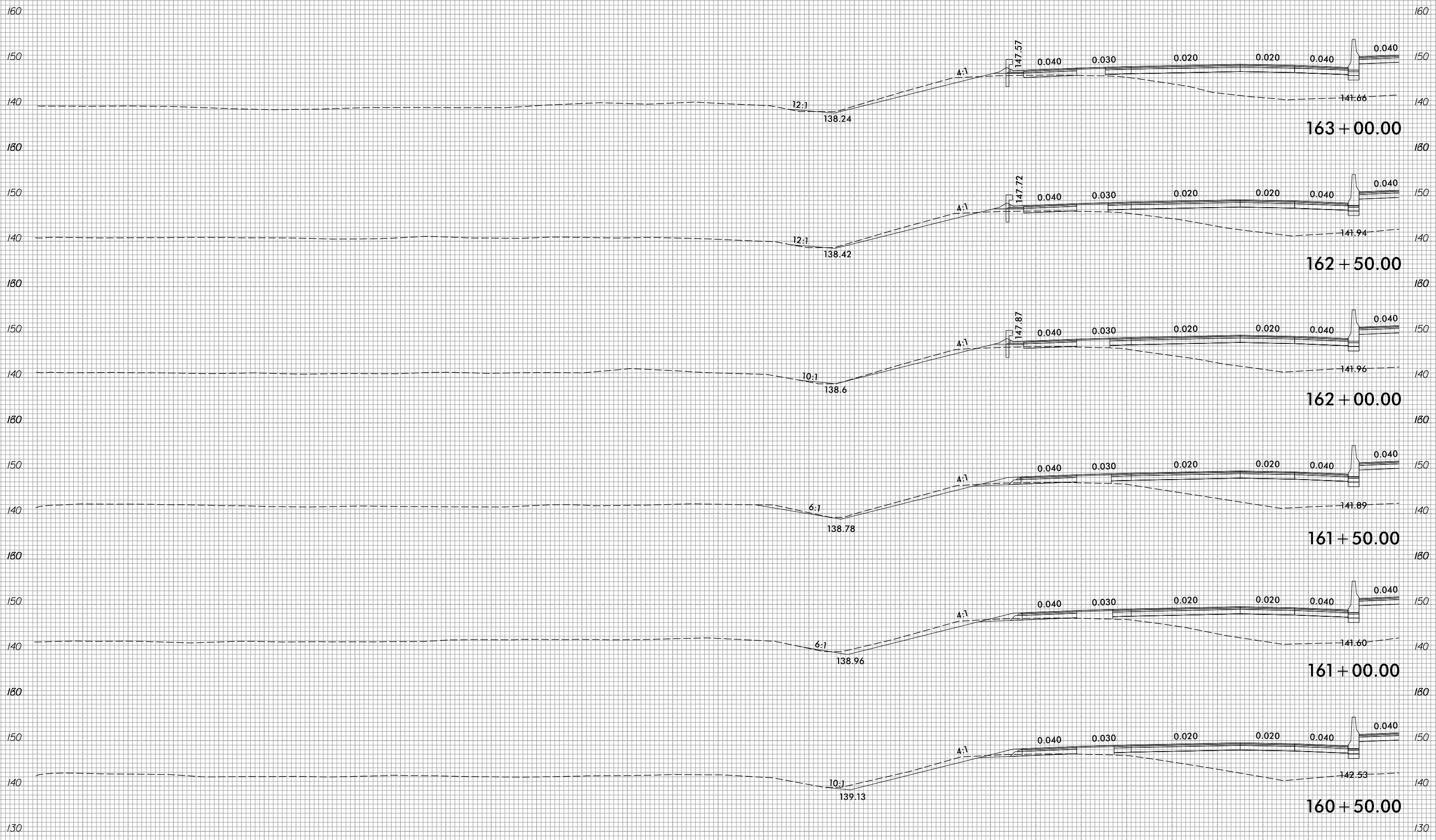
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-38

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



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

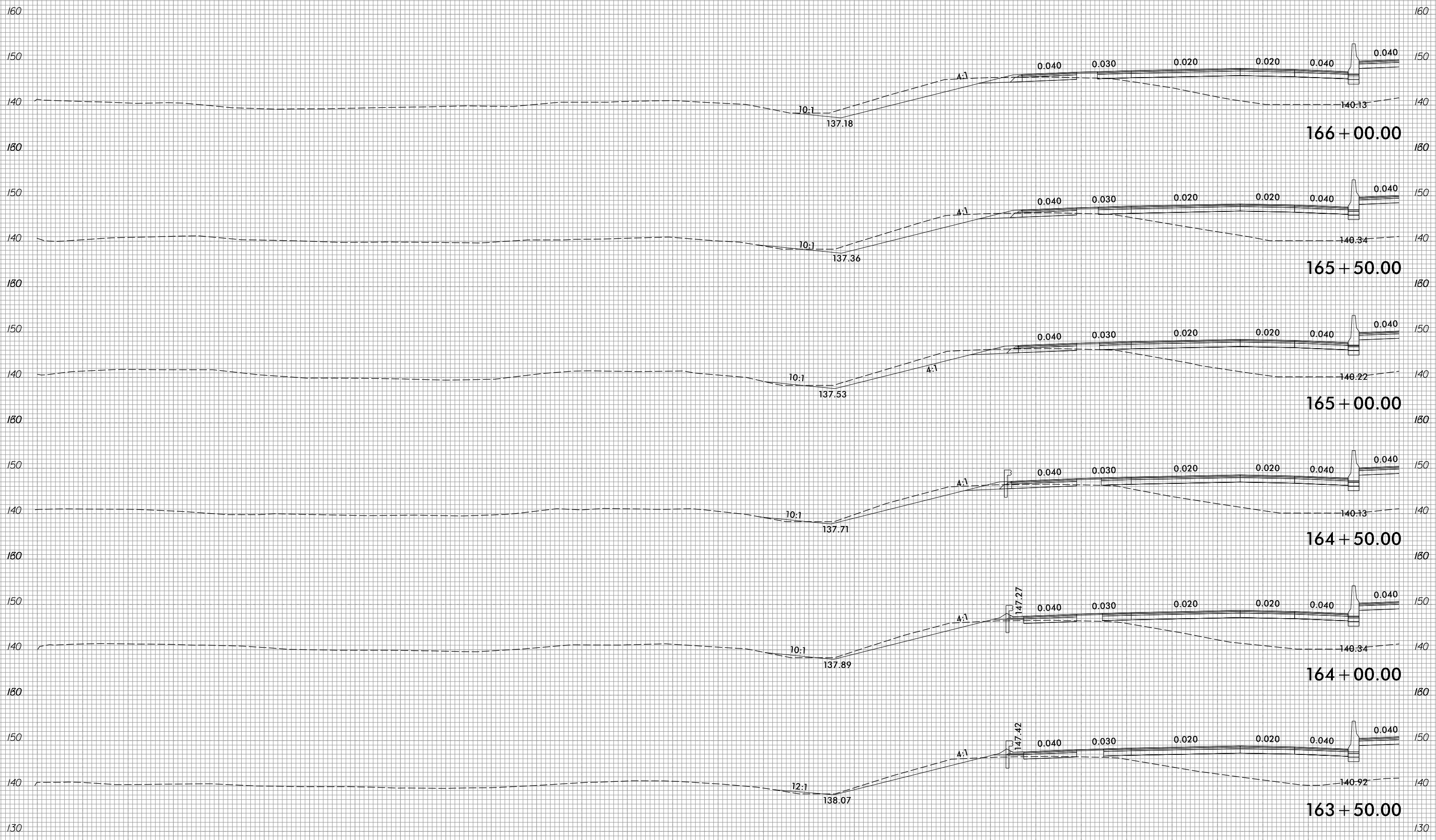
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-39

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

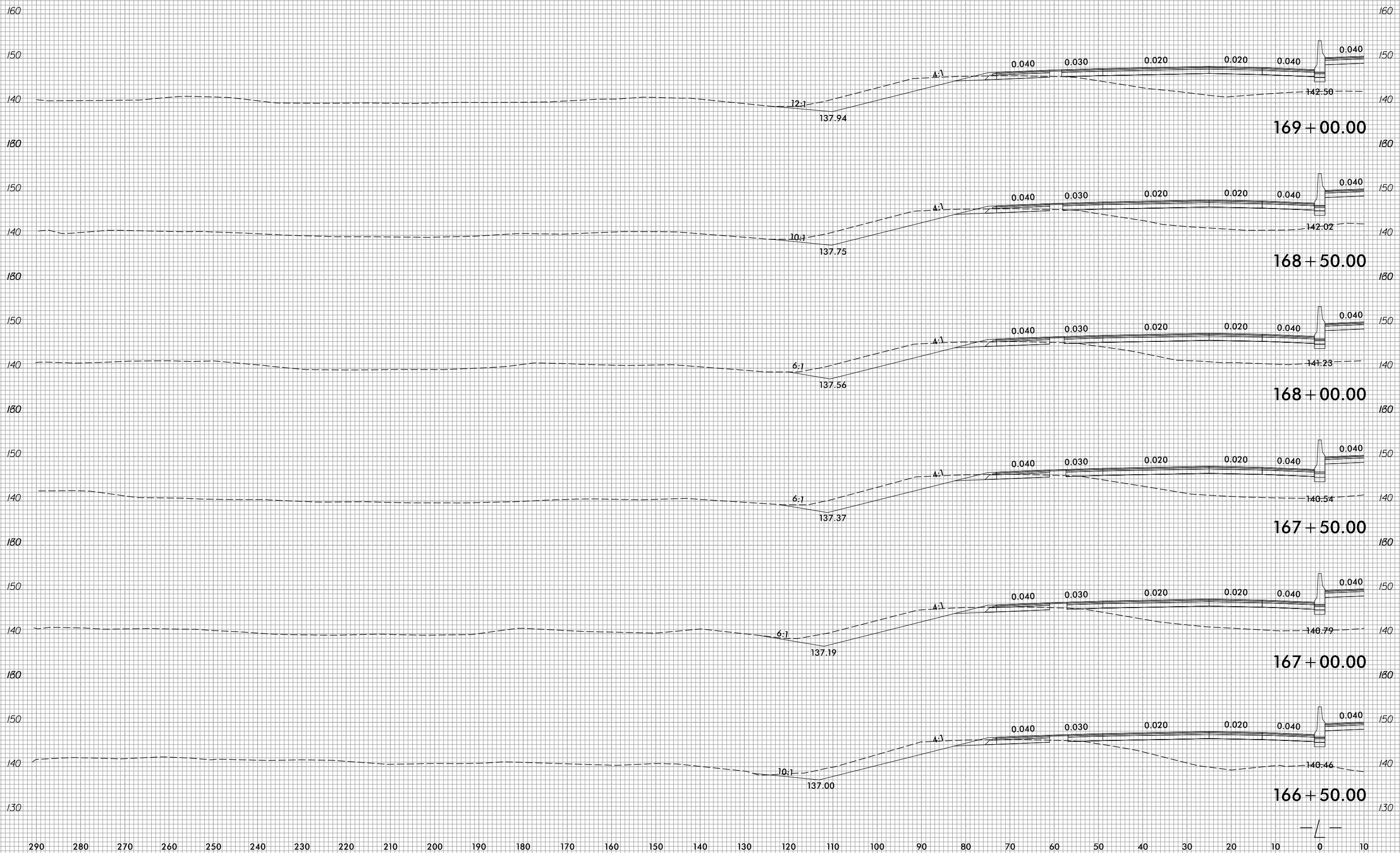


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi



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

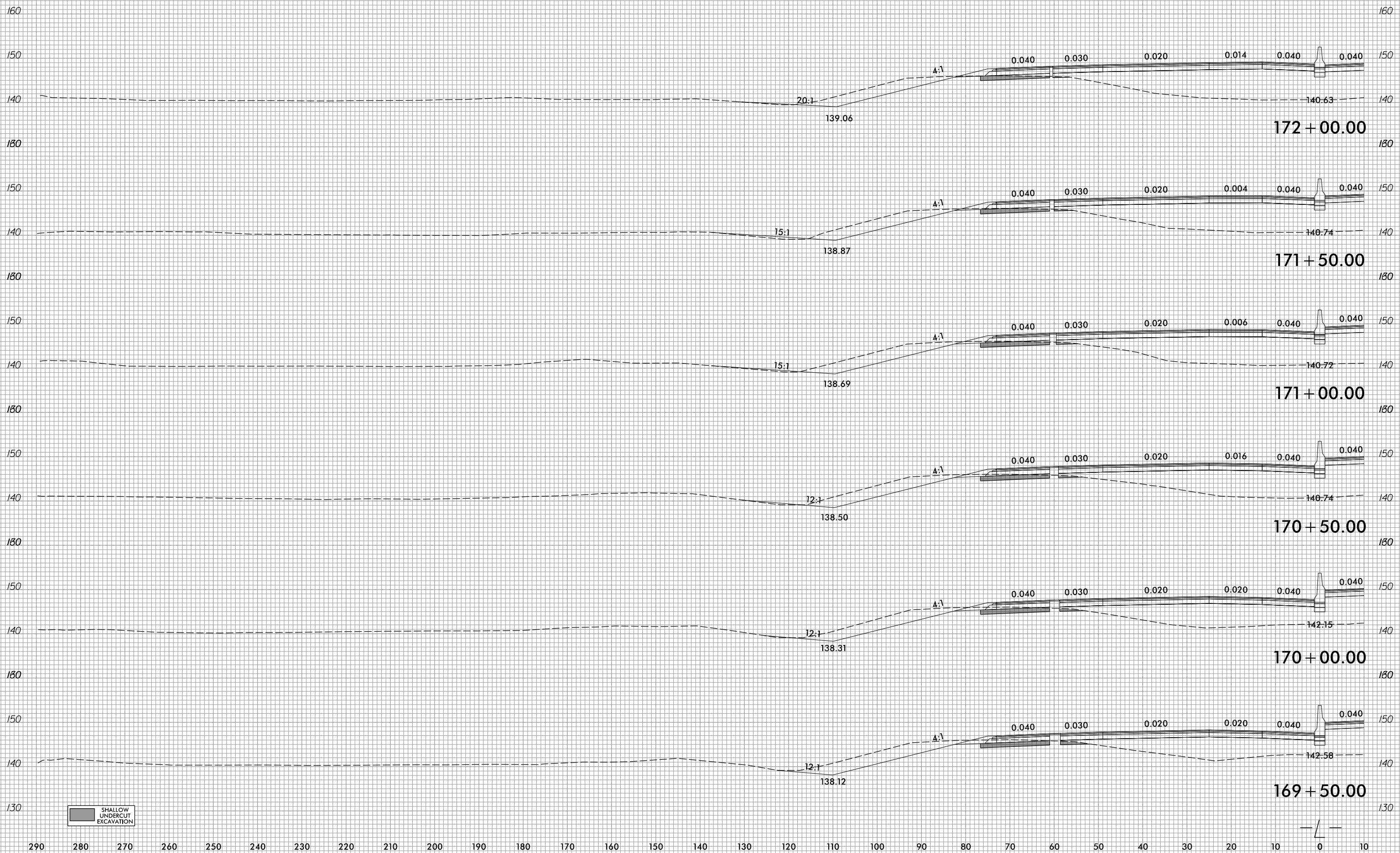


6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-41

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



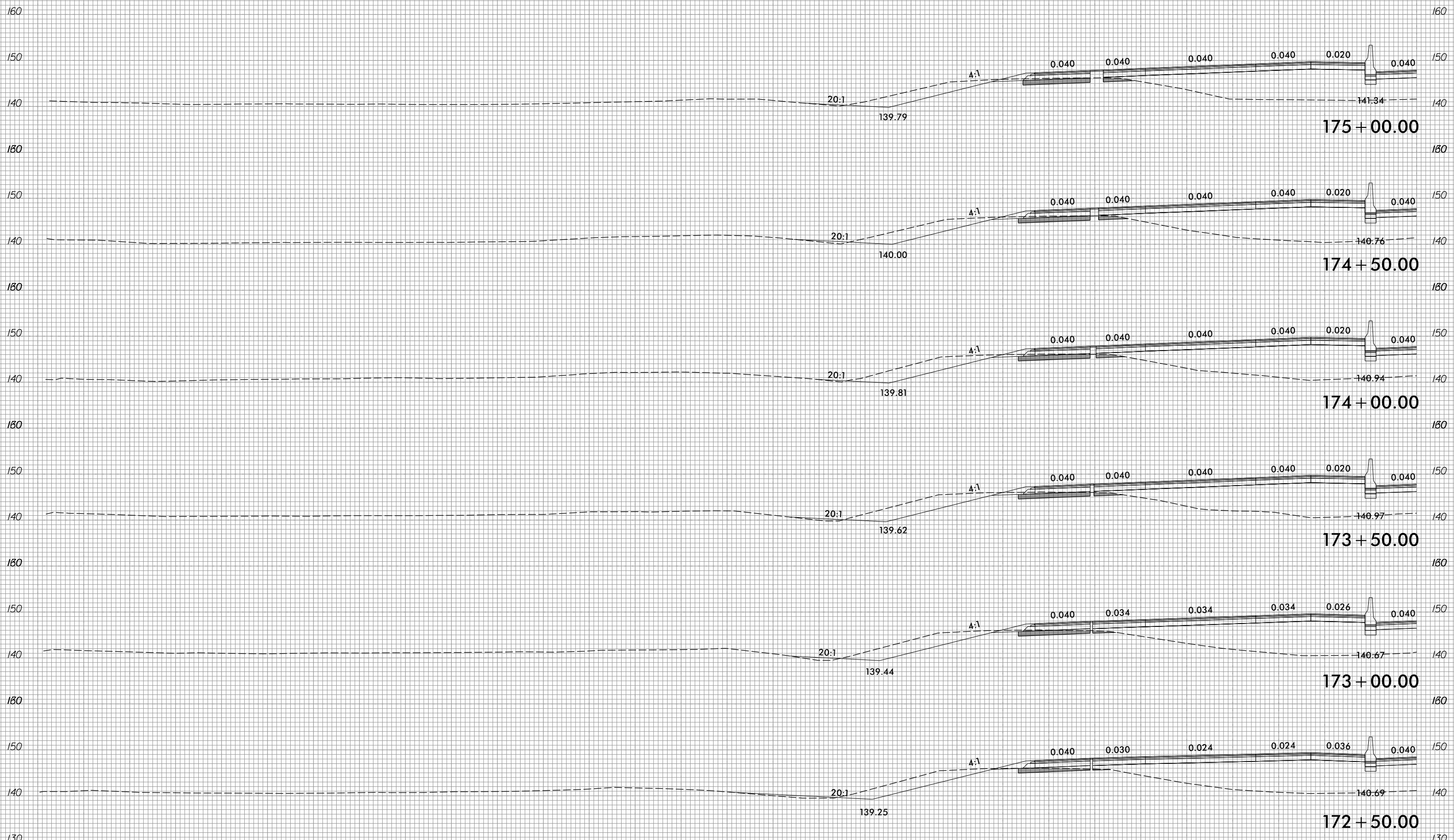
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16

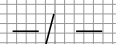


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-42

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



SHALLOW UNDERCUT EXCAVATION



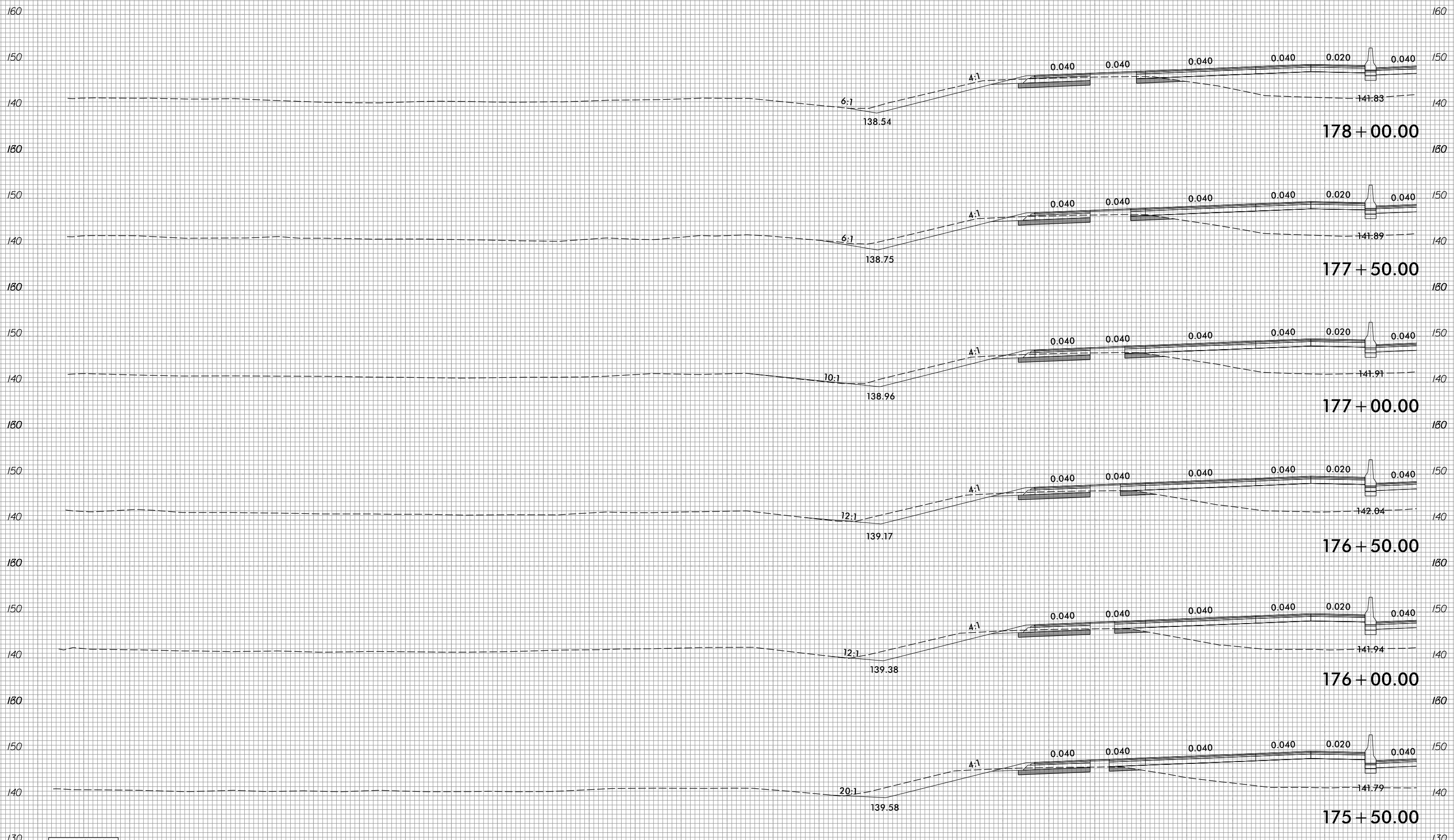
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16

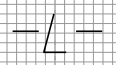


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-43

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



SHALLOW UNDERCUT EXCAVATION



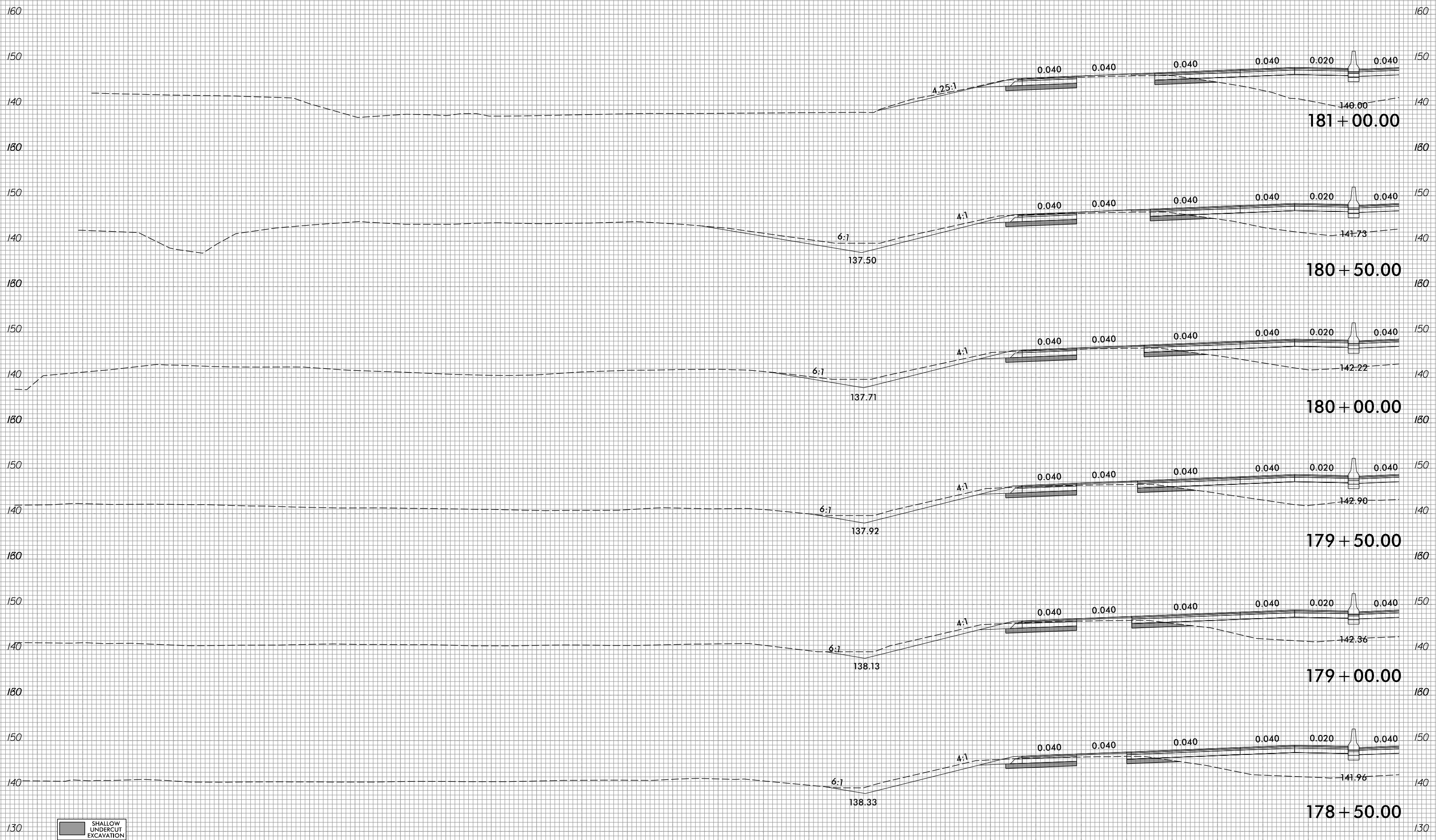
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-44

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



5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

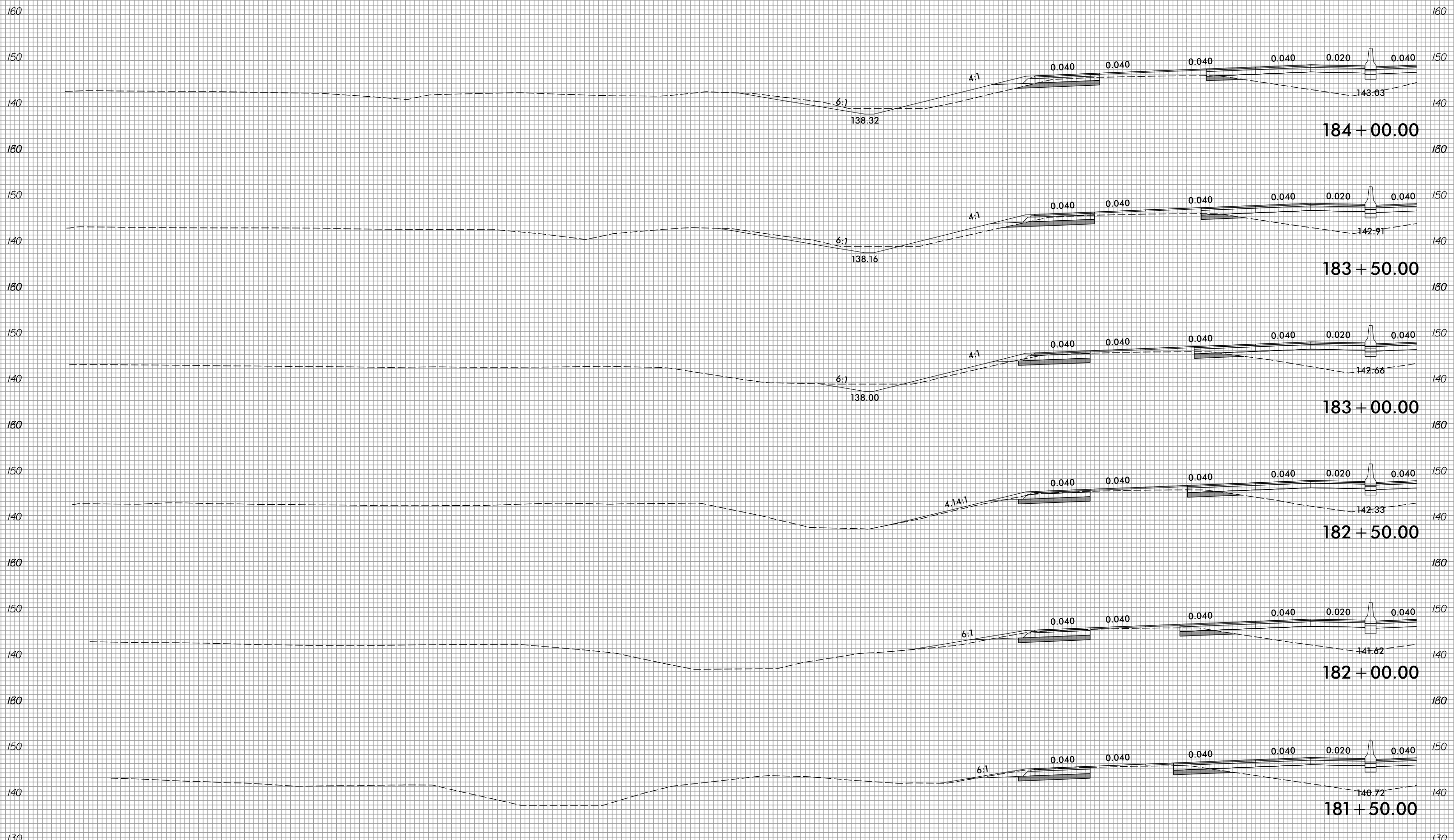
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16

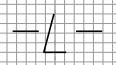


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-45

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



SHALLOW UNDERCUT EXCAVATION



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

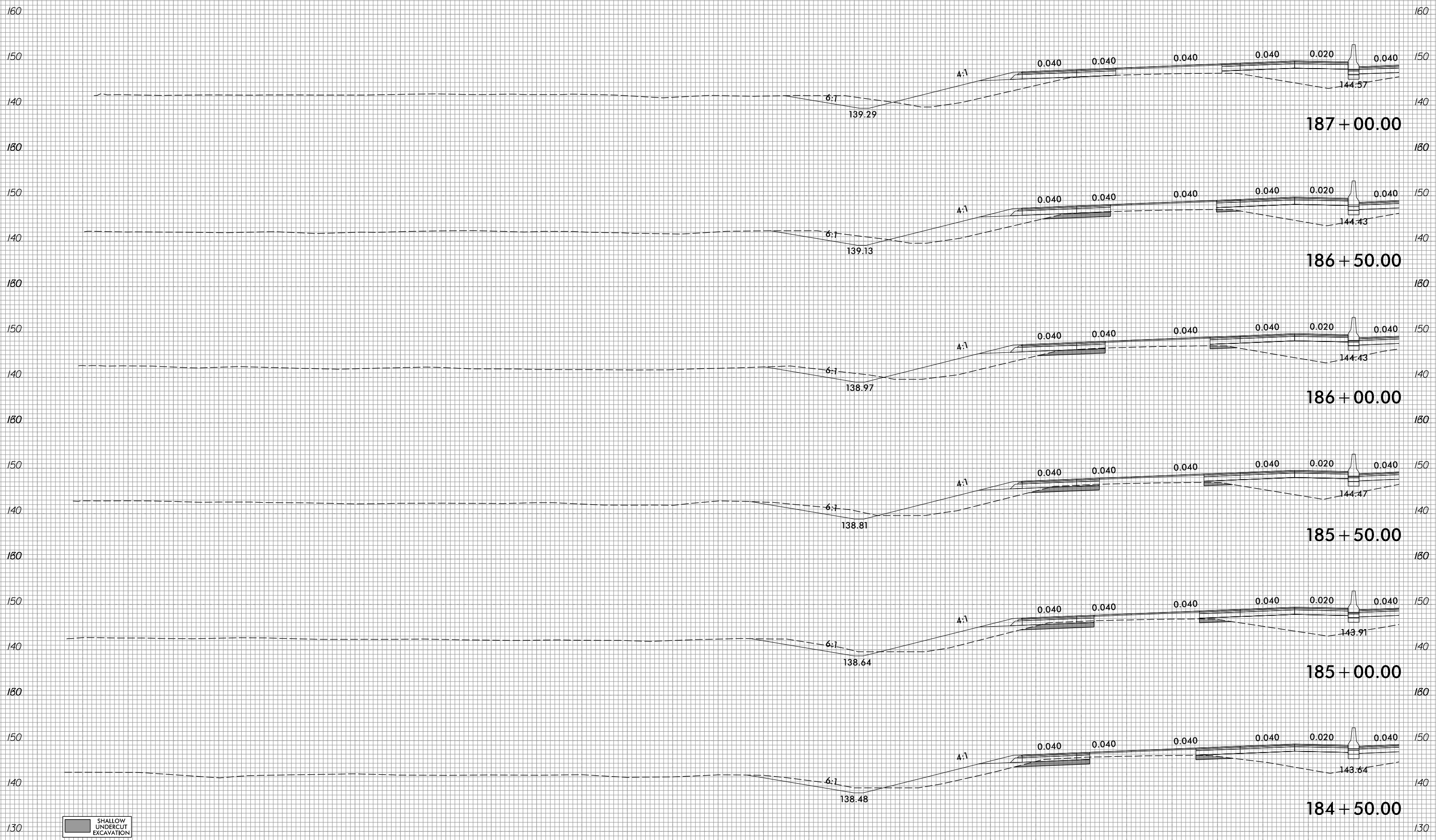
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-46

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



SHALLOW UNDERCUT EXCAVATION

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Litch

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



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



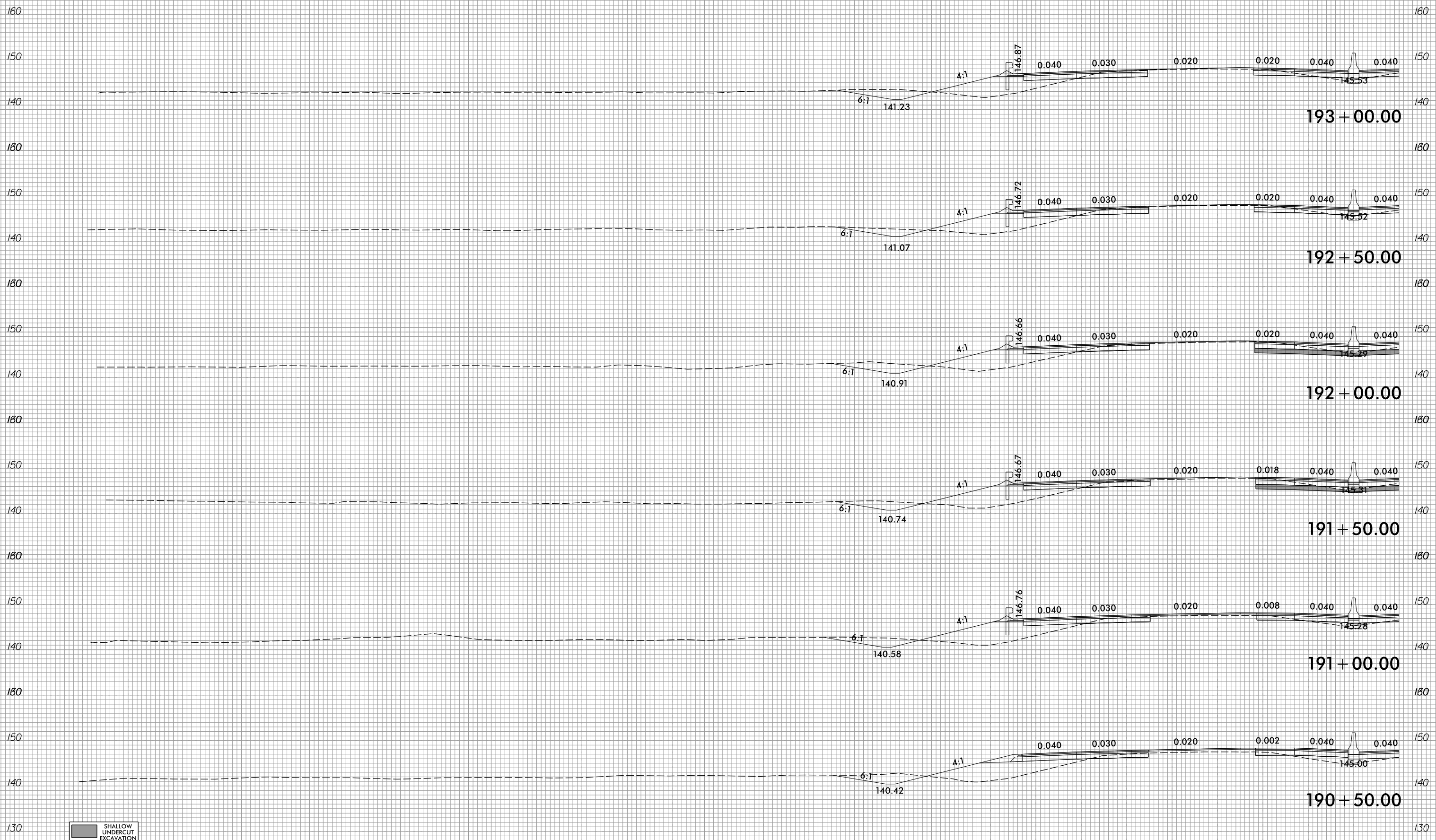
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16

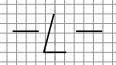


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-48

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



SHALLOW UNDERCUT EXCAVATION



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

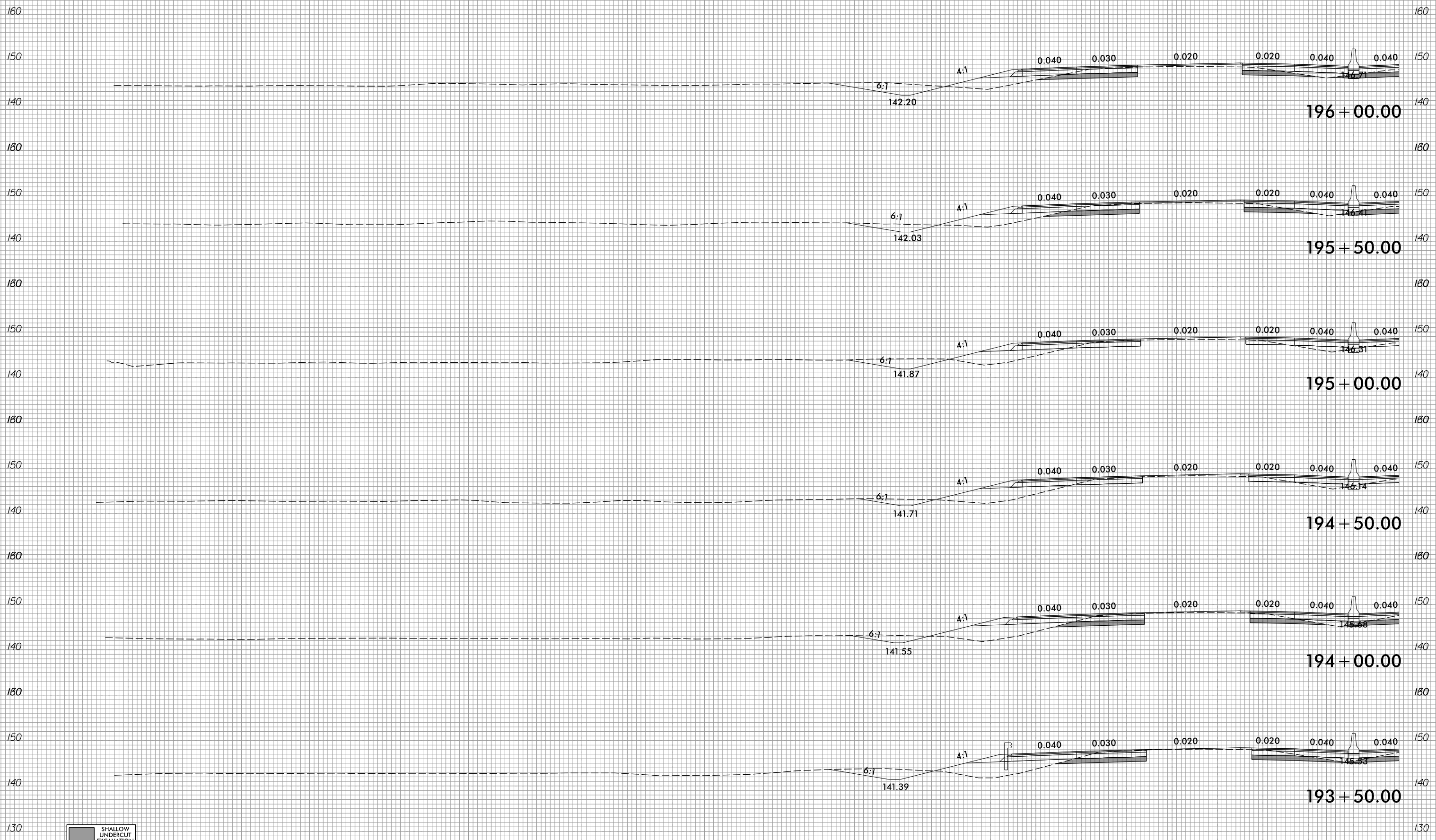
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16

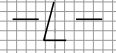


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-49

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



SHALLOW UNDERCUT EXCAVATION



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

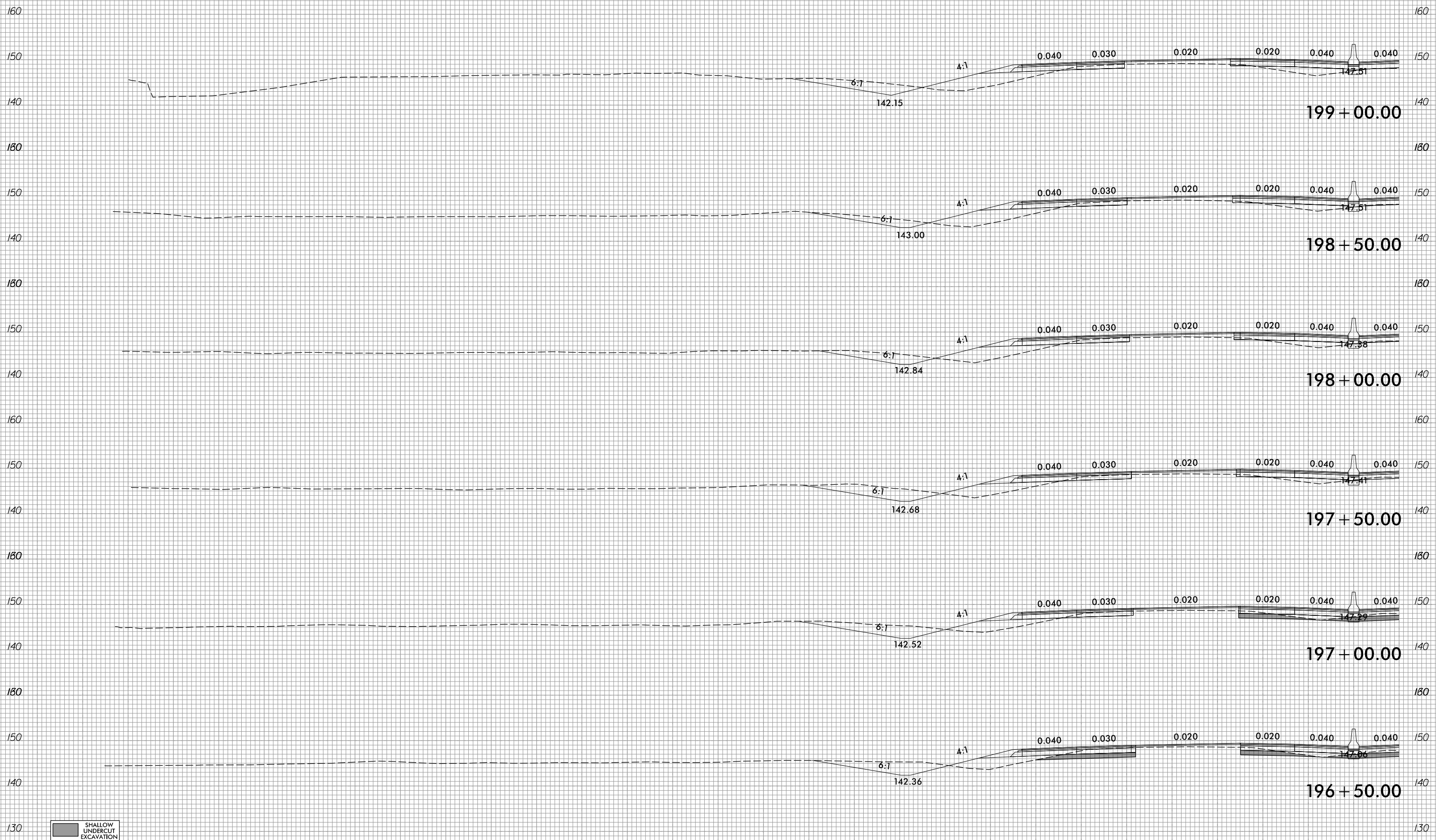
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-50

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



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

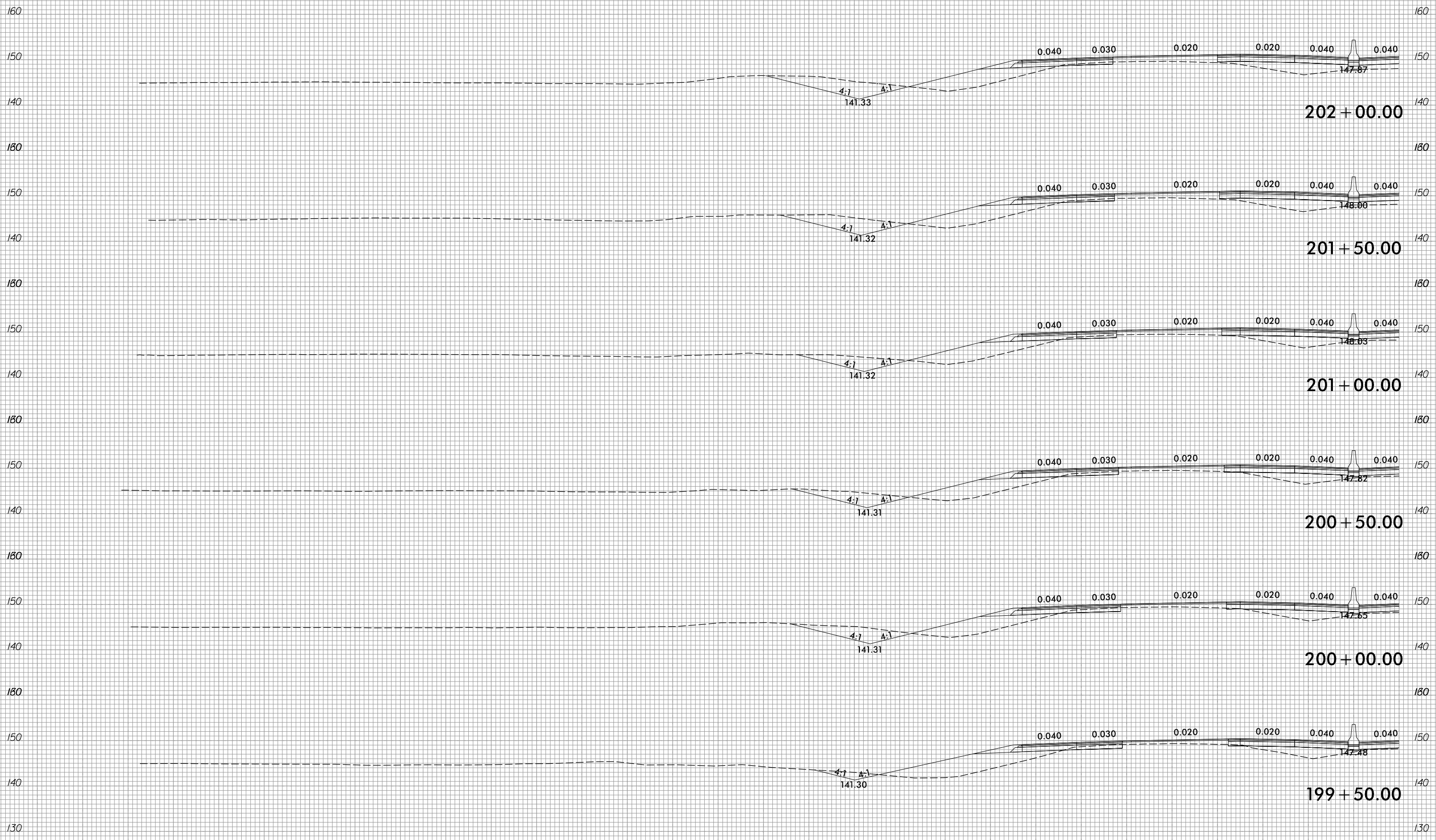
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Litch

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-51

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



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

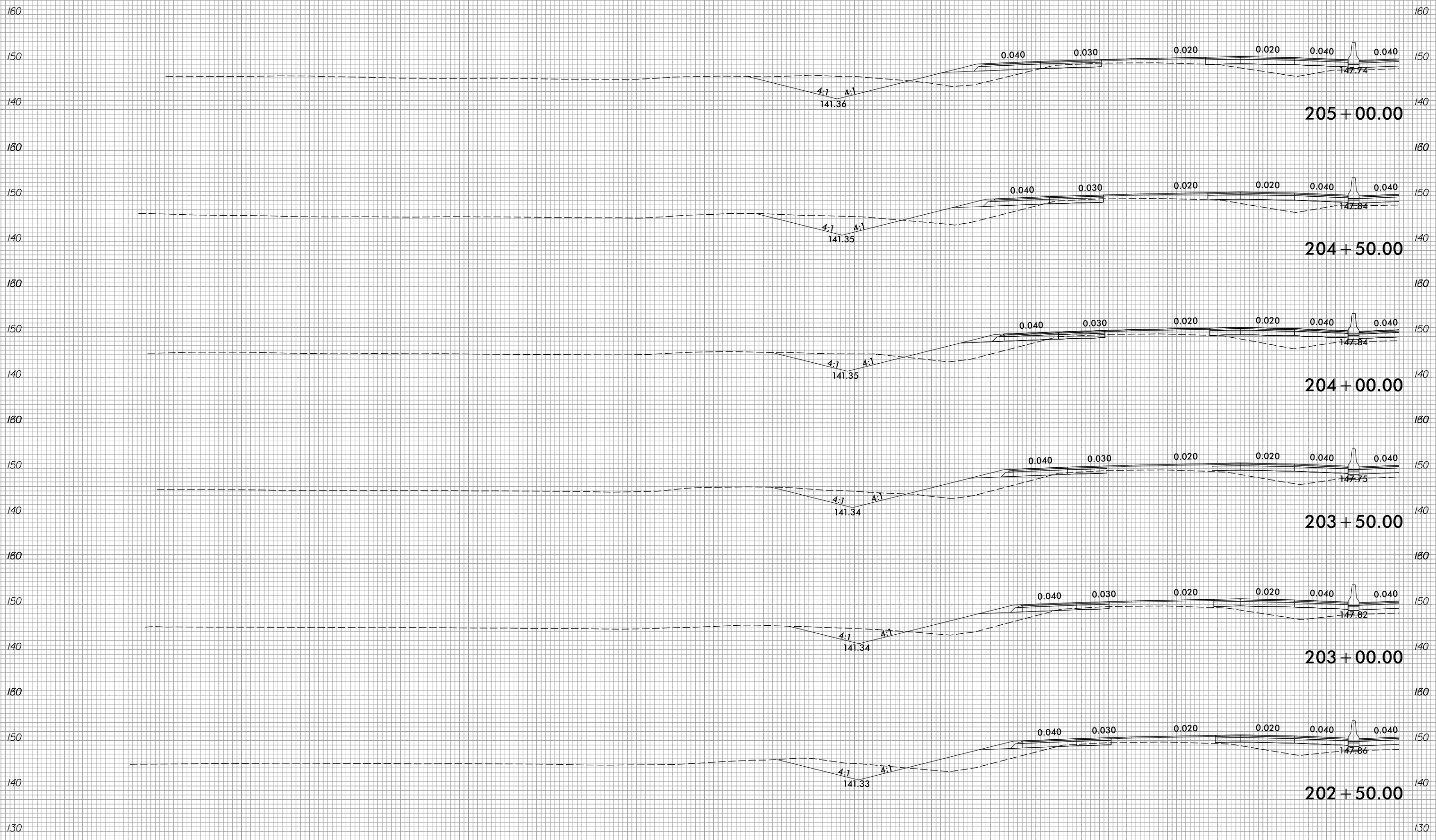
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



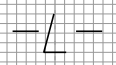
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-52

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



5/3/2022
 R:\Roadway\Corridor-Modeling\I5987A_RDY_XPL-L-L.T.dgn
 David.Choi

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

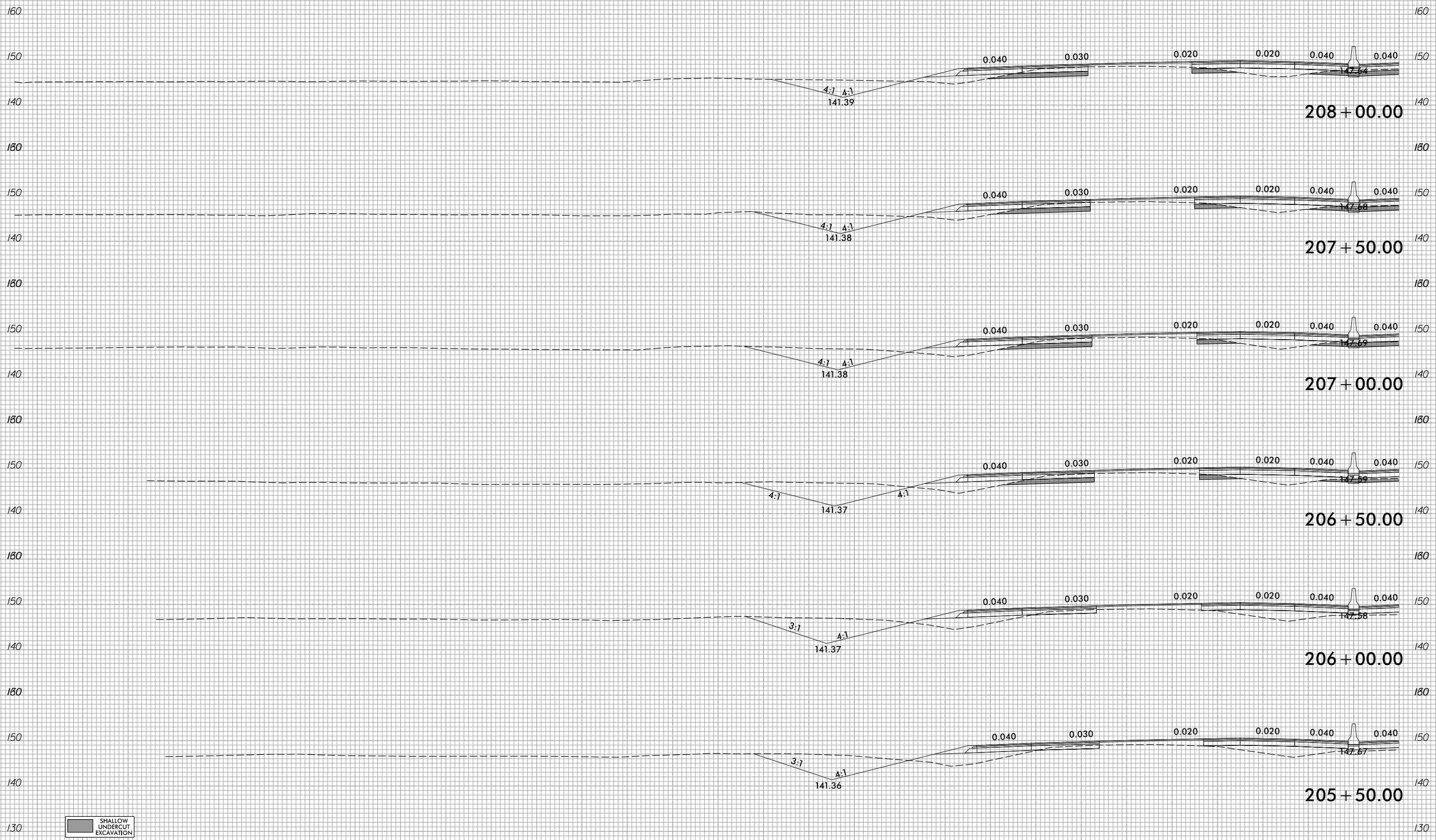


6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-53

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



SHALLOW UNDERCUT EXCAVATION

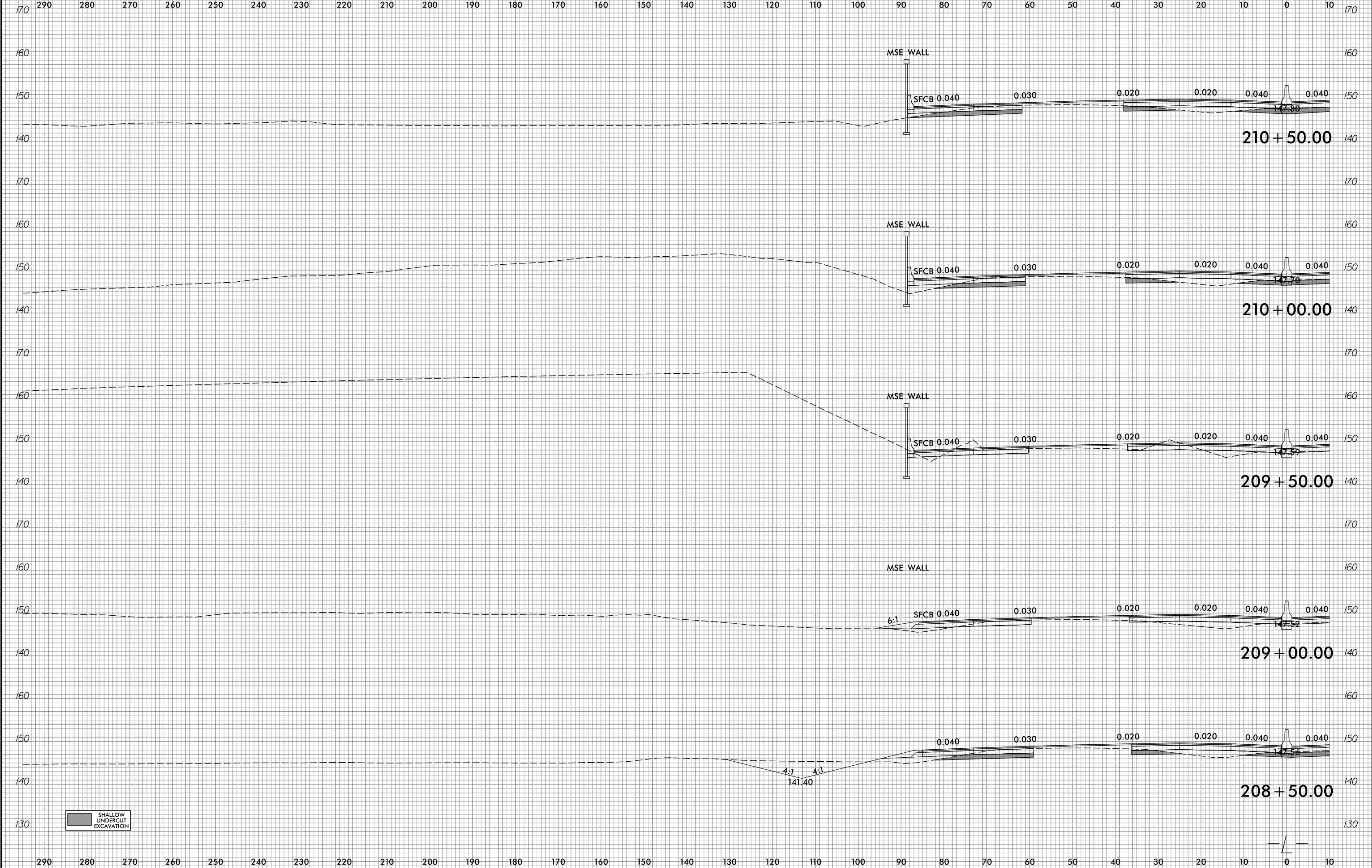
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Litch

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

6/23/16

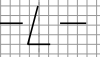


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-54



5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Lital

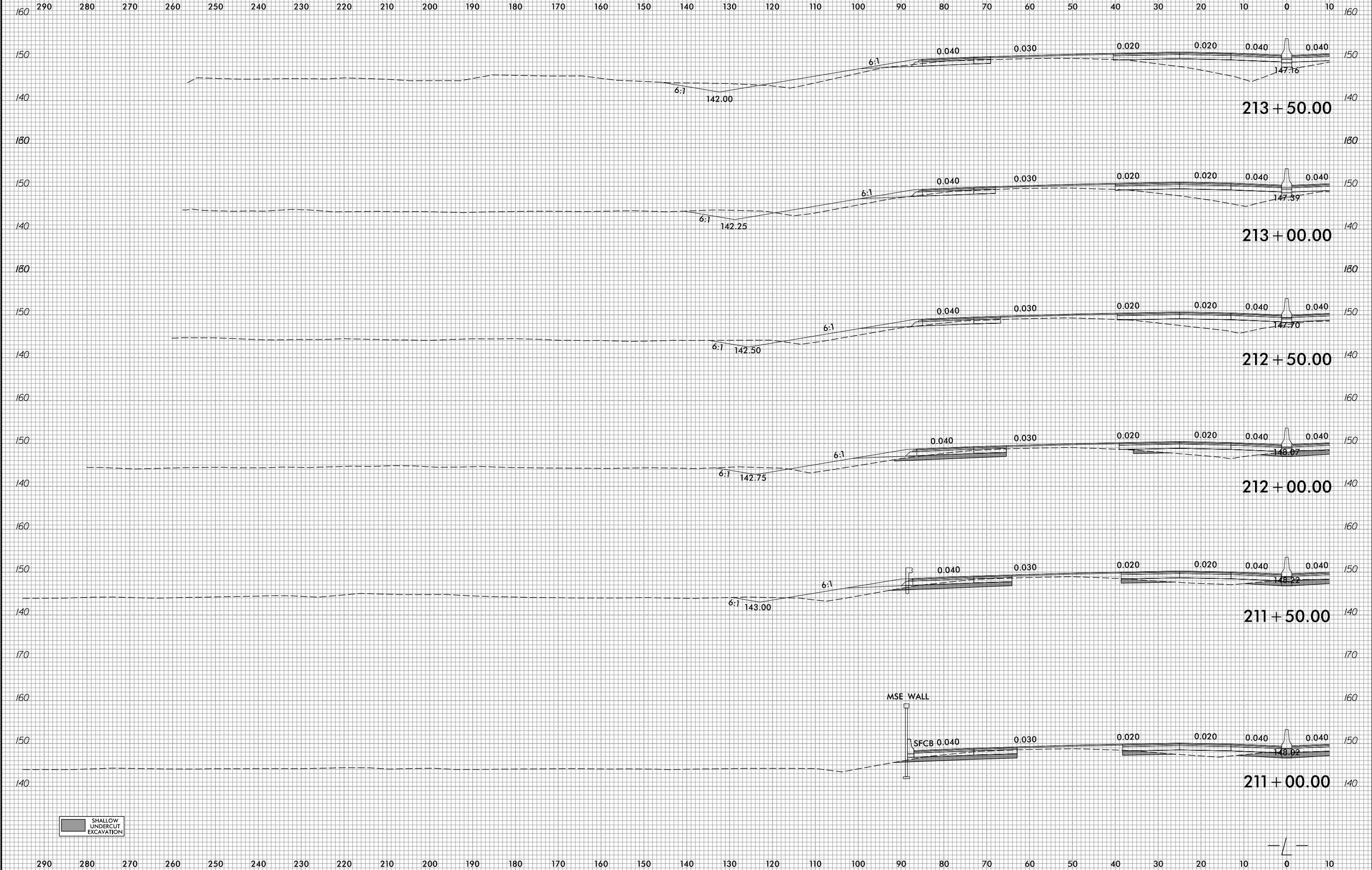
SHALLOW UNDERCUT EXCAVATION



6/23/16

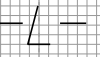


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-55



5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

SHALLOW UNDERCUT EXCAVATION

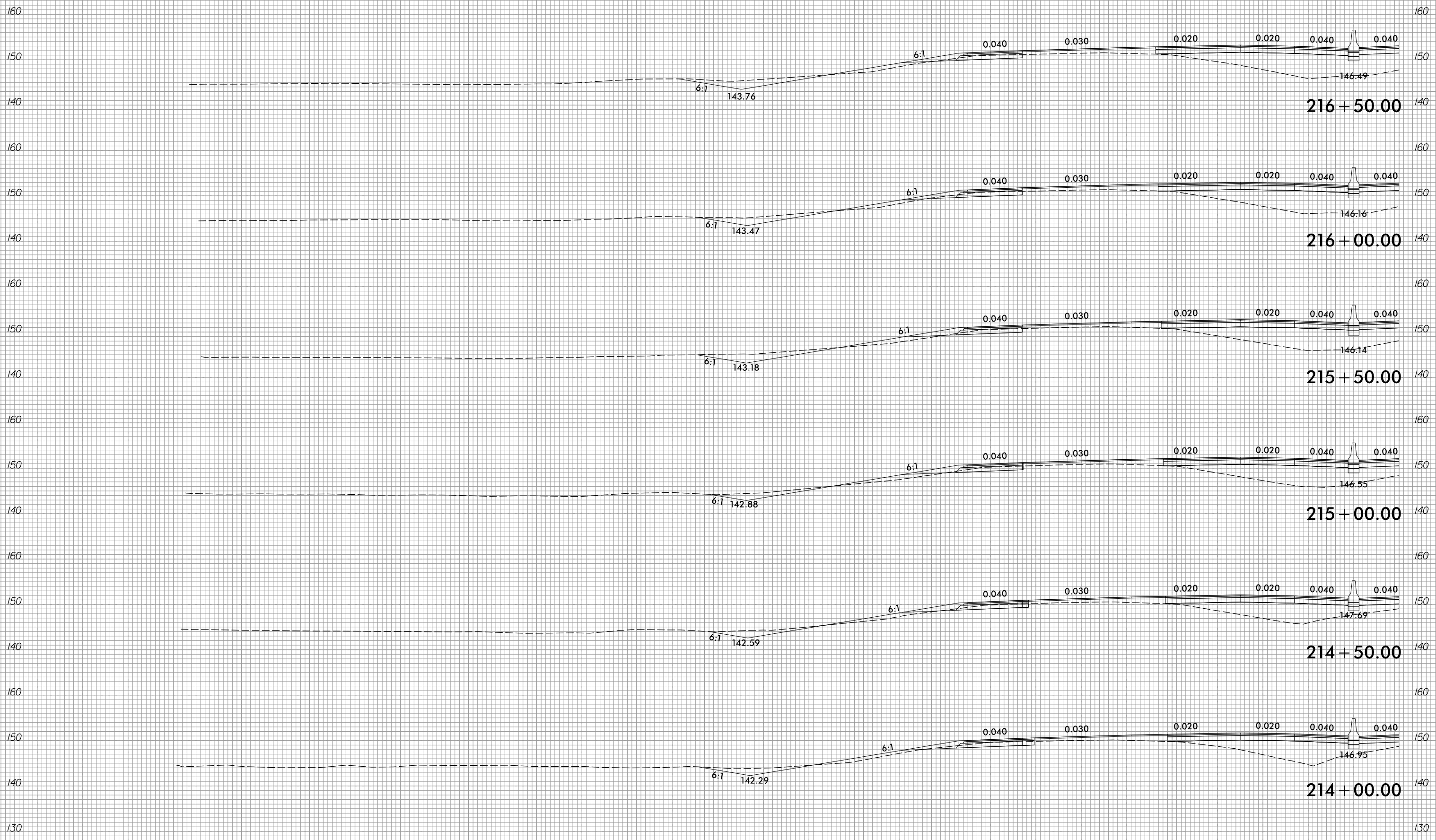


6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-56

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



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

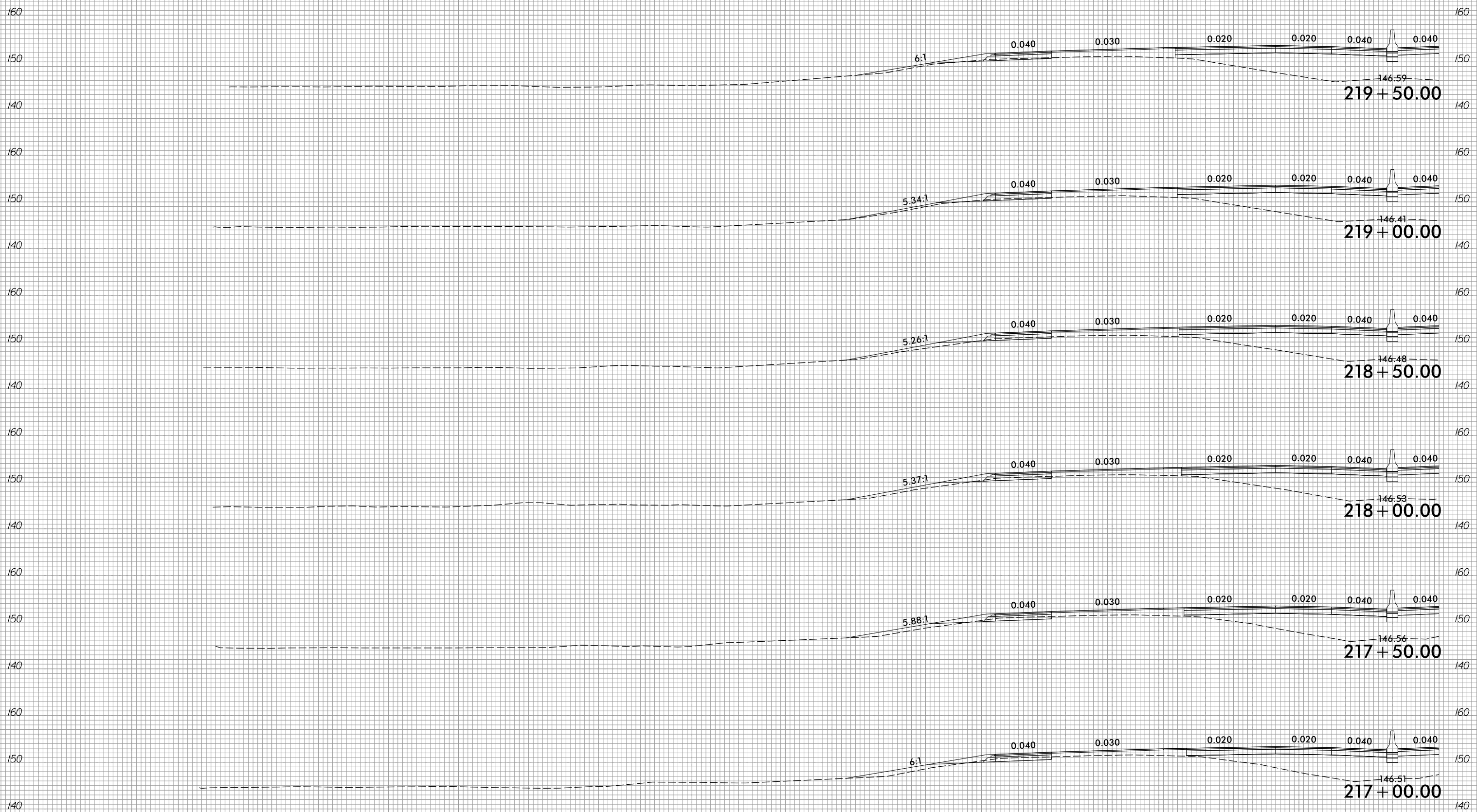
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-57

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



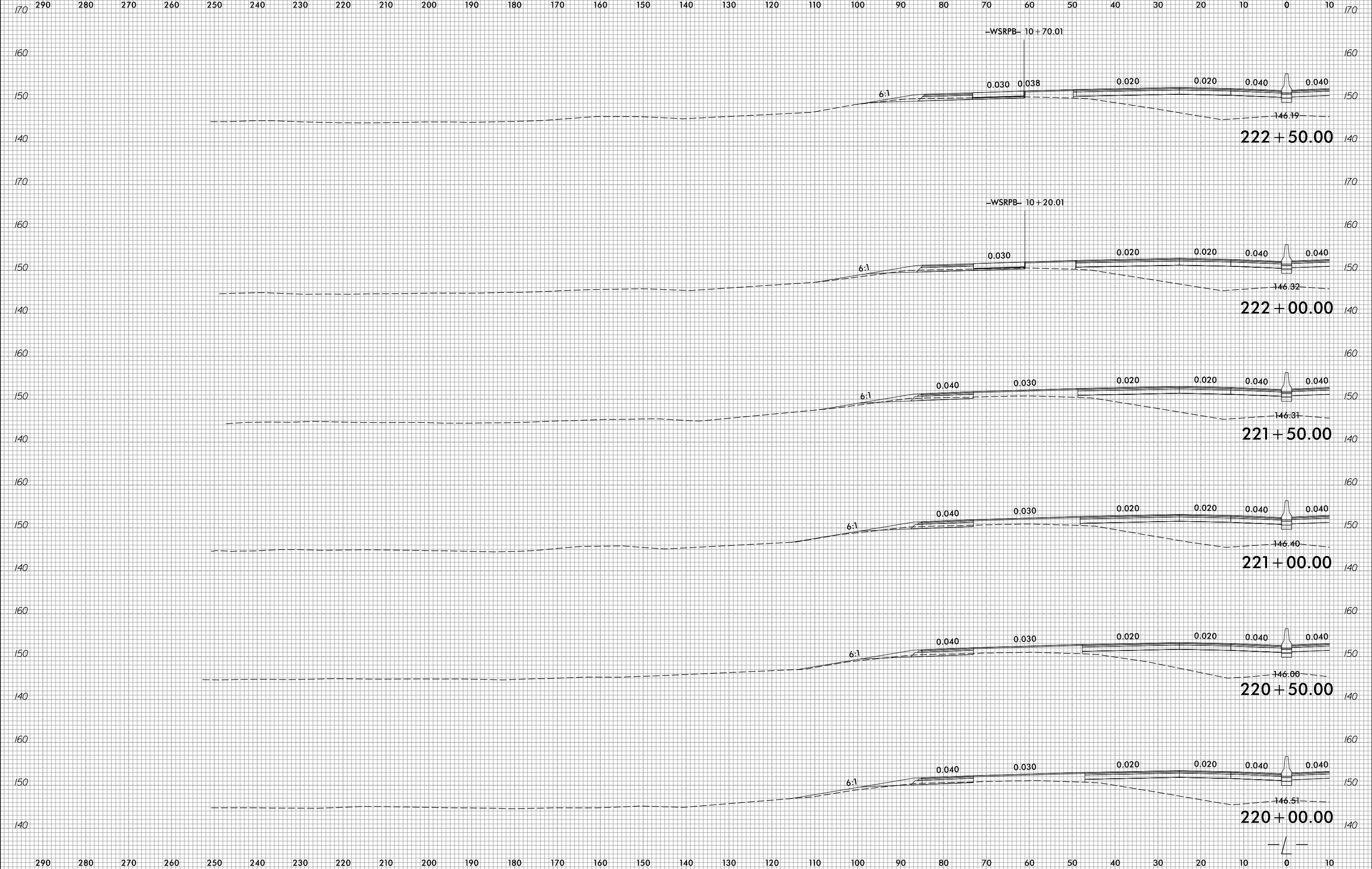
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



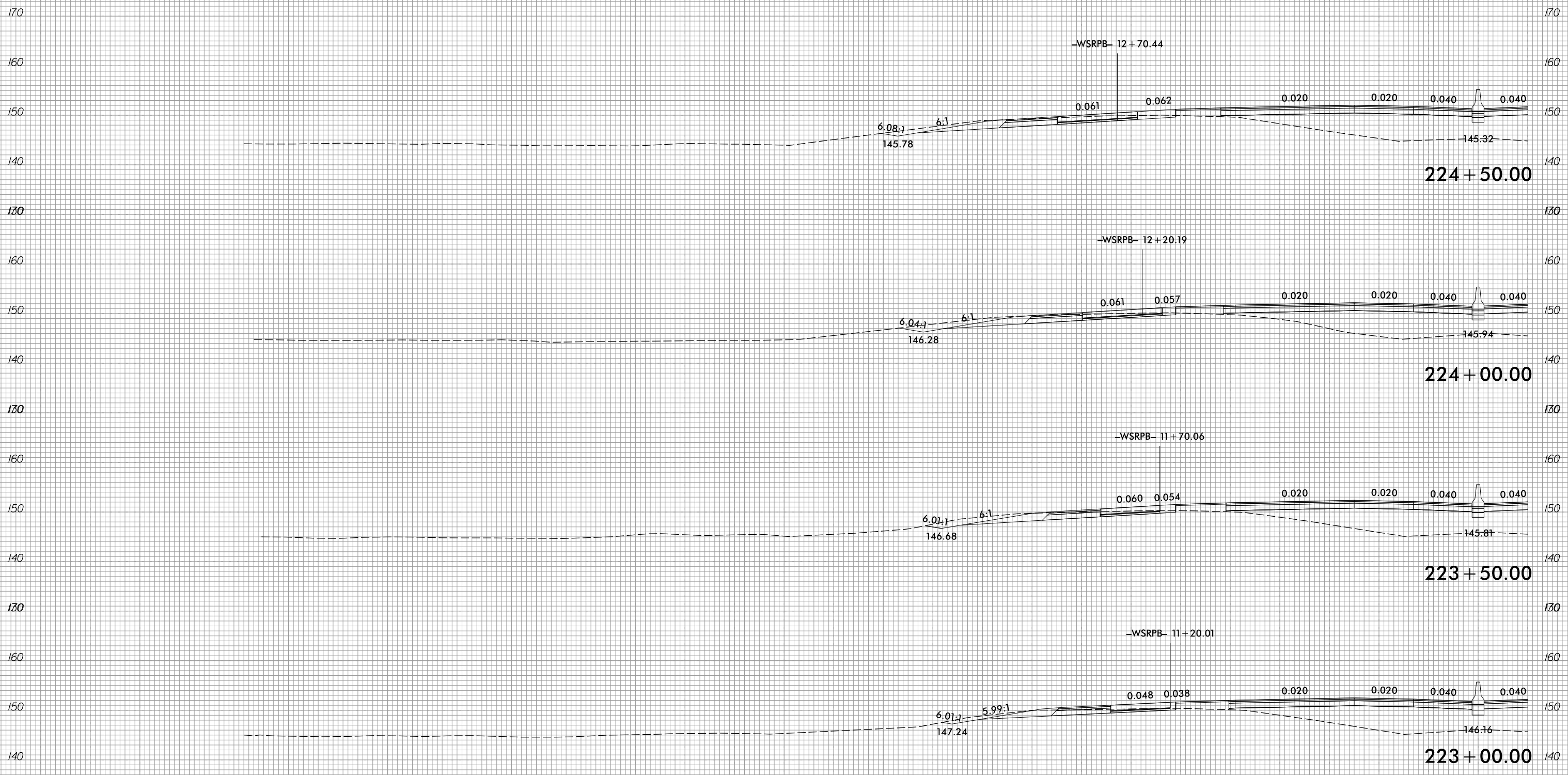
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-58



5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi



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



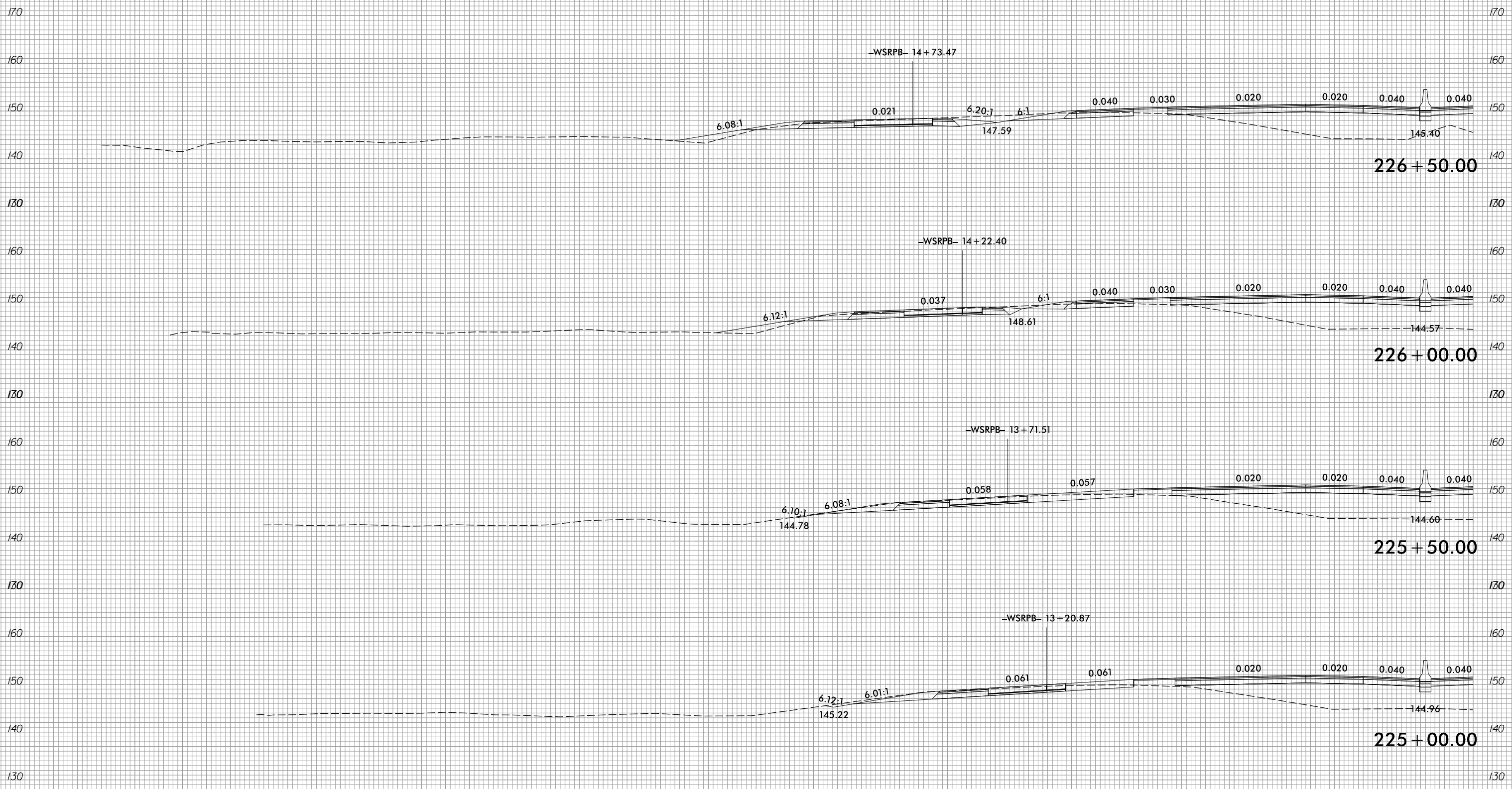
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-60

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



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

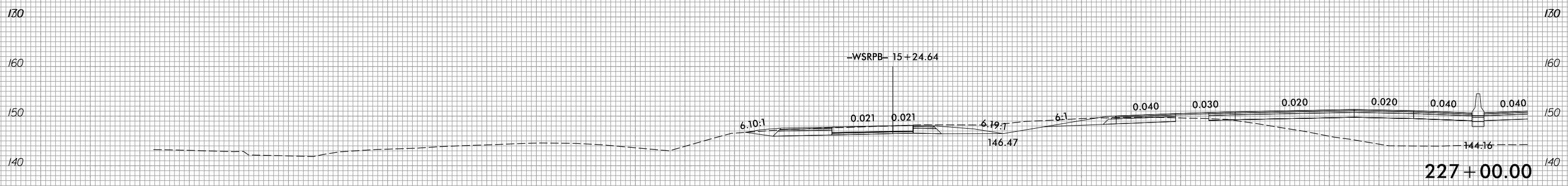
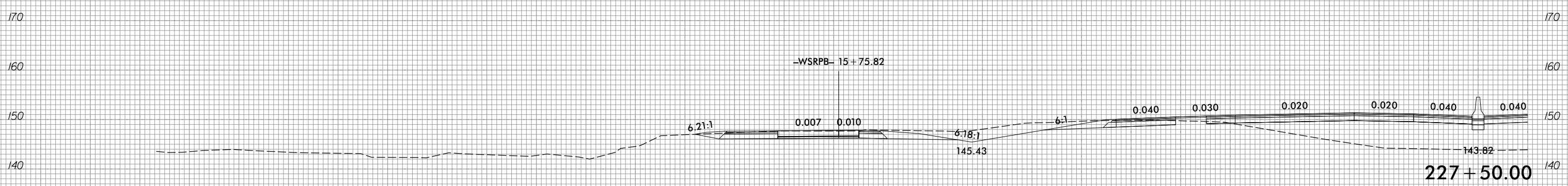
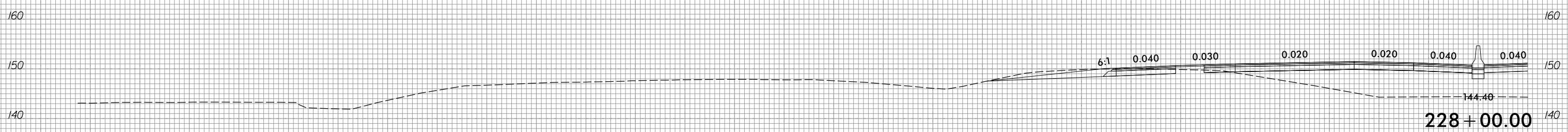
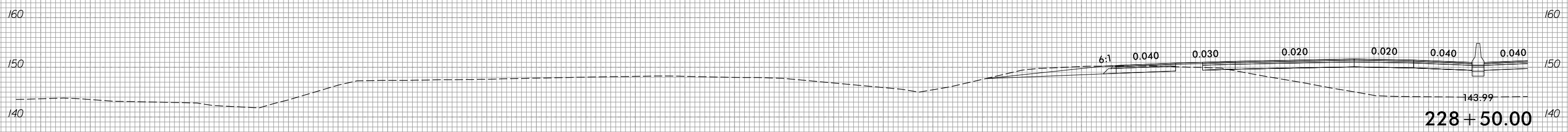
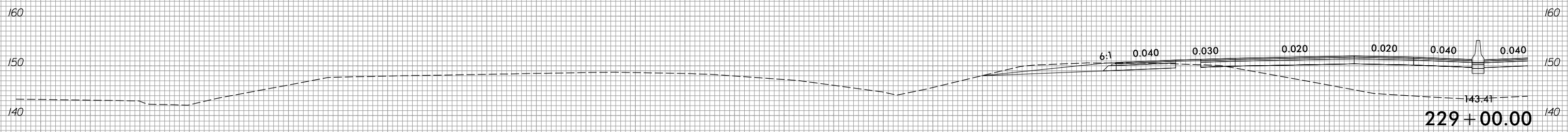
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-61

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



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

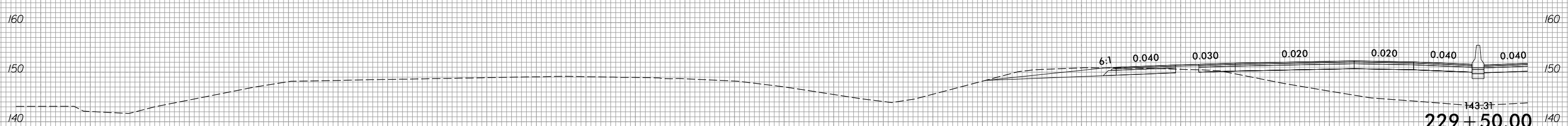
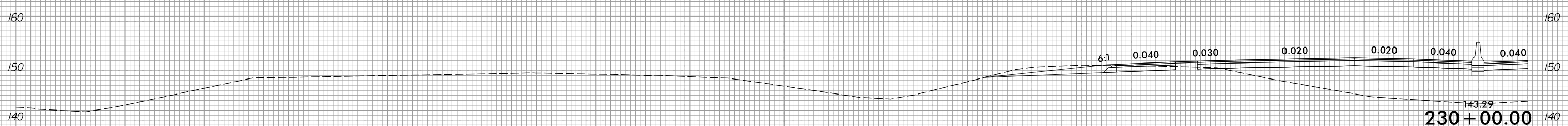
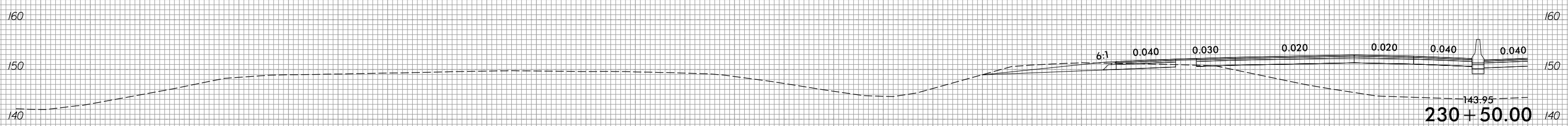
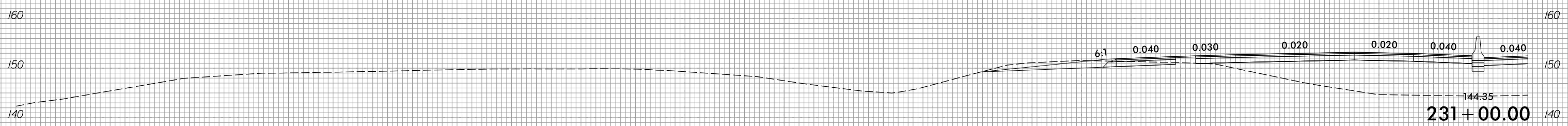
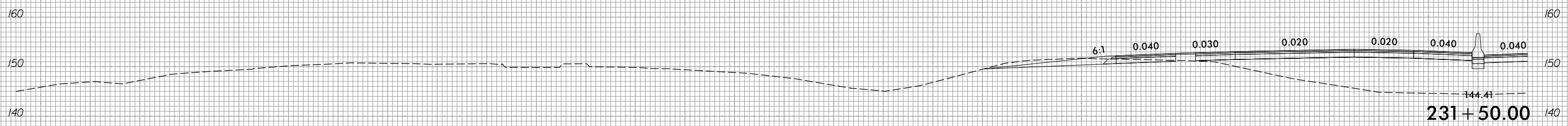
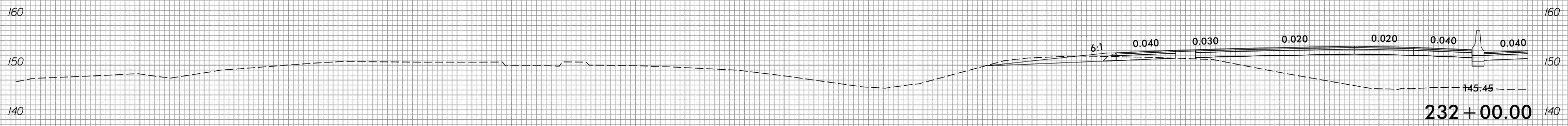
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16



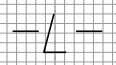
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-62

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



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

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

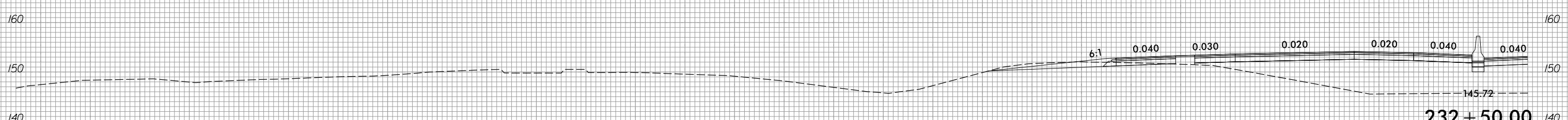
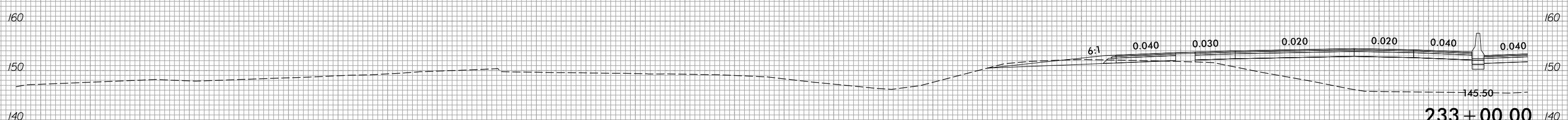
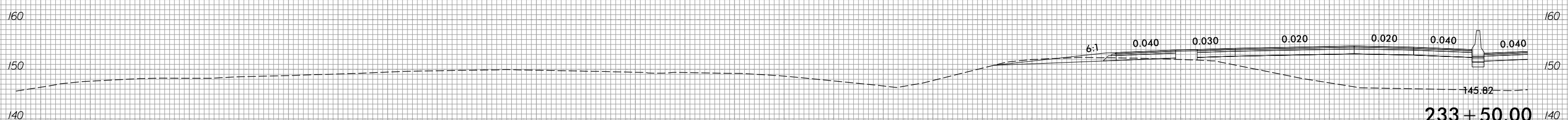
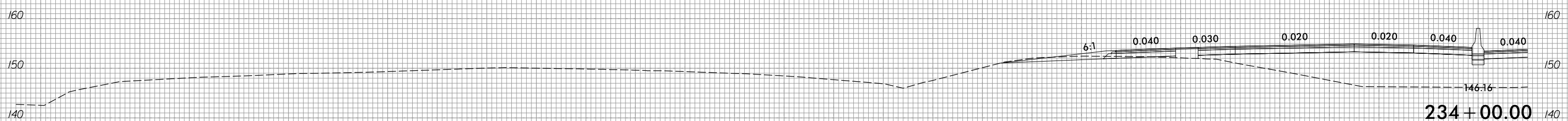
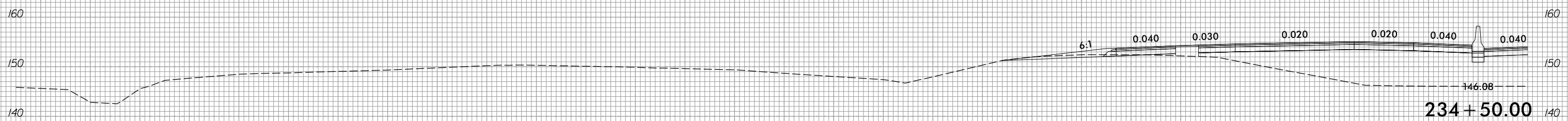
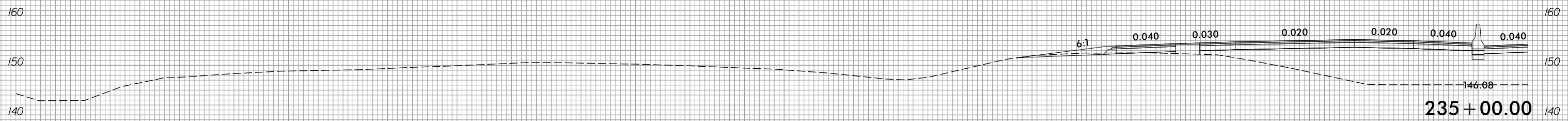


6/23/16



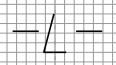
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-63

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



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

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

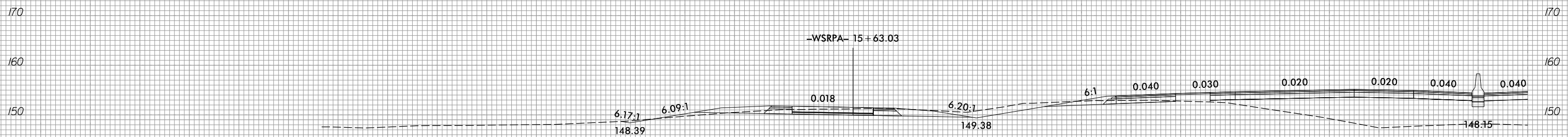


6/23/16

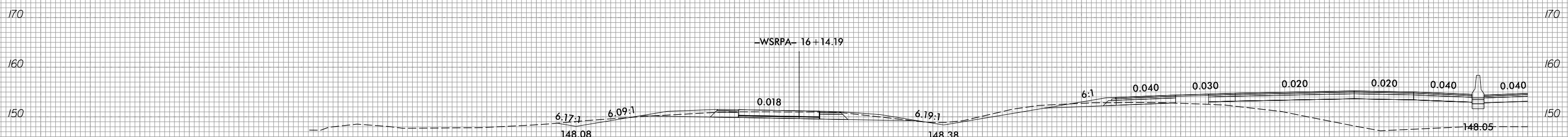


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-64

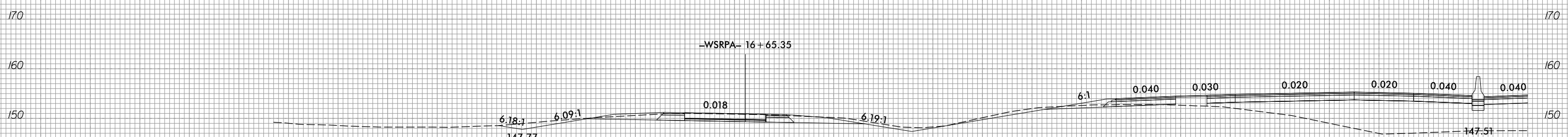
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



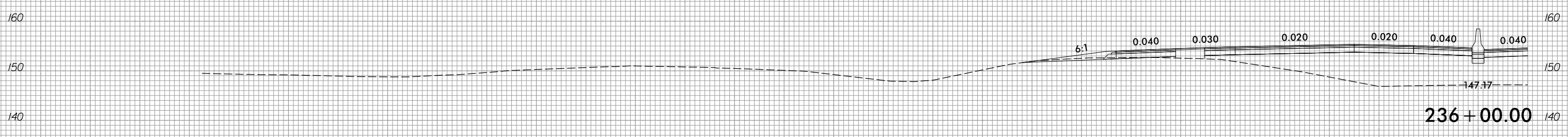
237 + 50.00



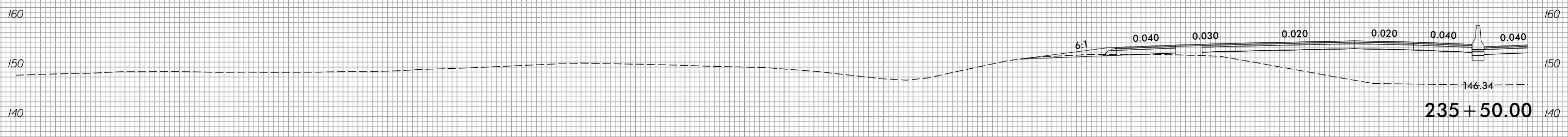
237 + 00.00



236 + 50.00



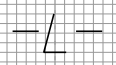
236 + 00.00



235 + 50.00

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

5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

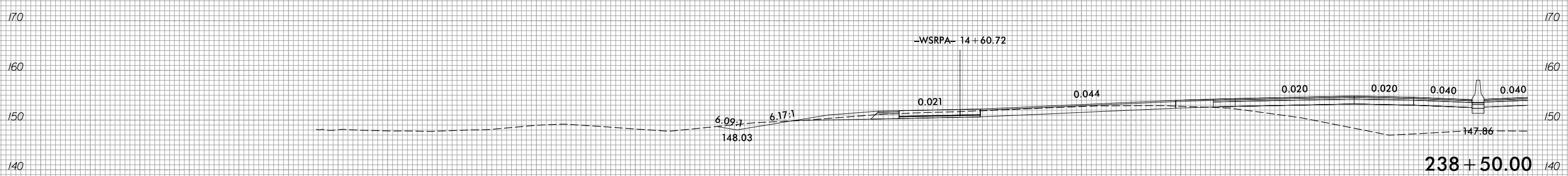
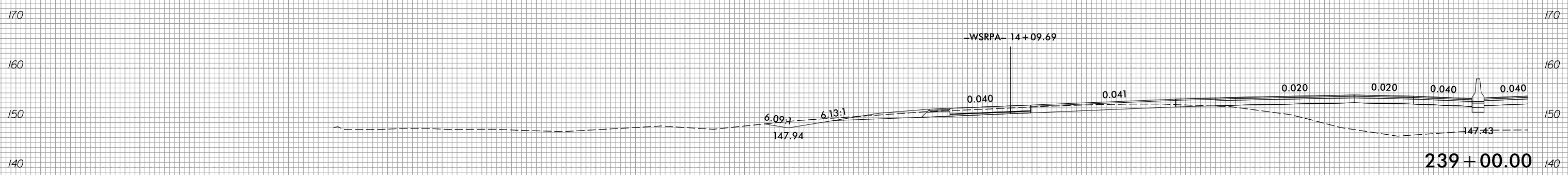
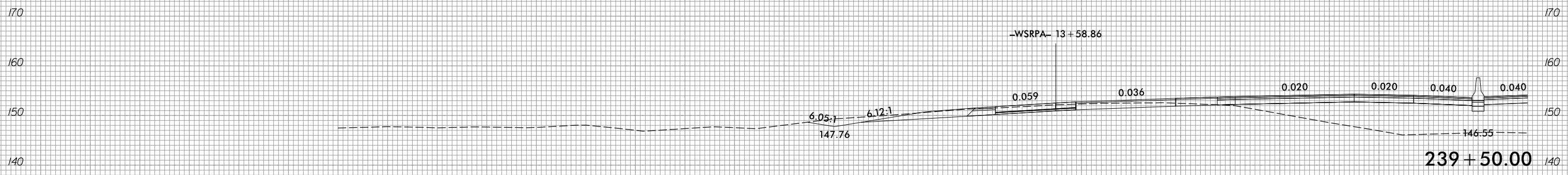


6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-65

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



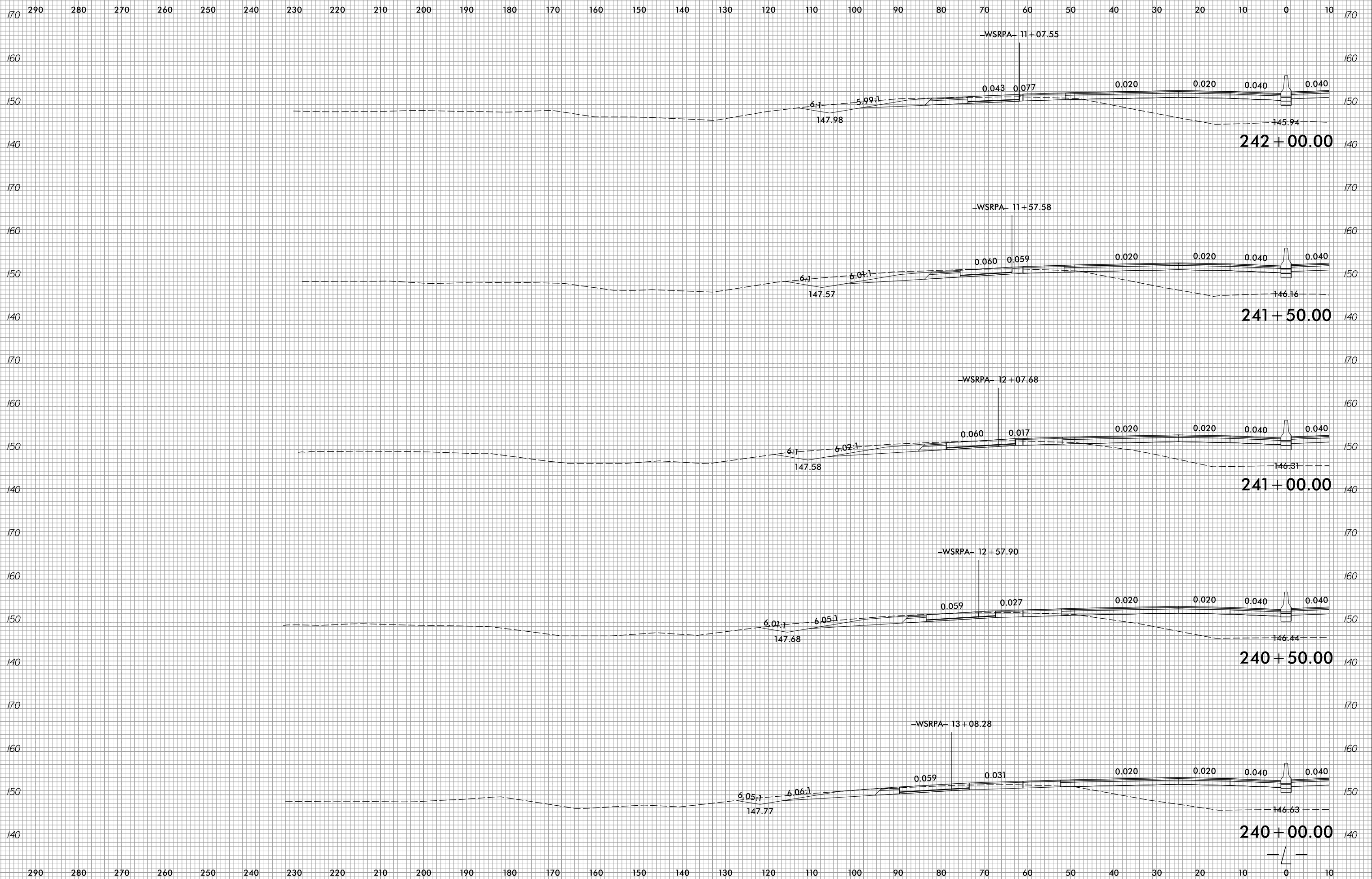
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-66

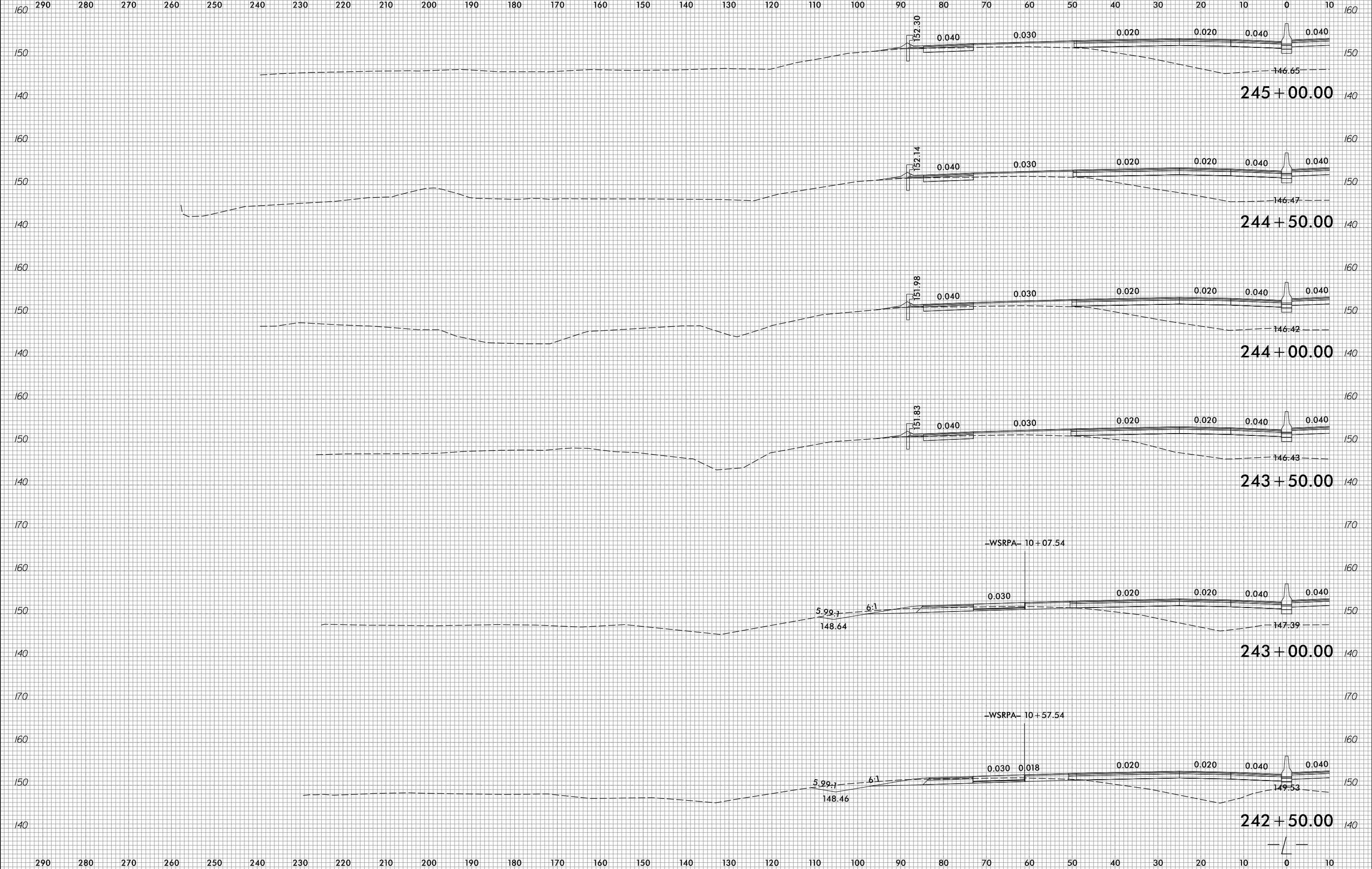


5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-67



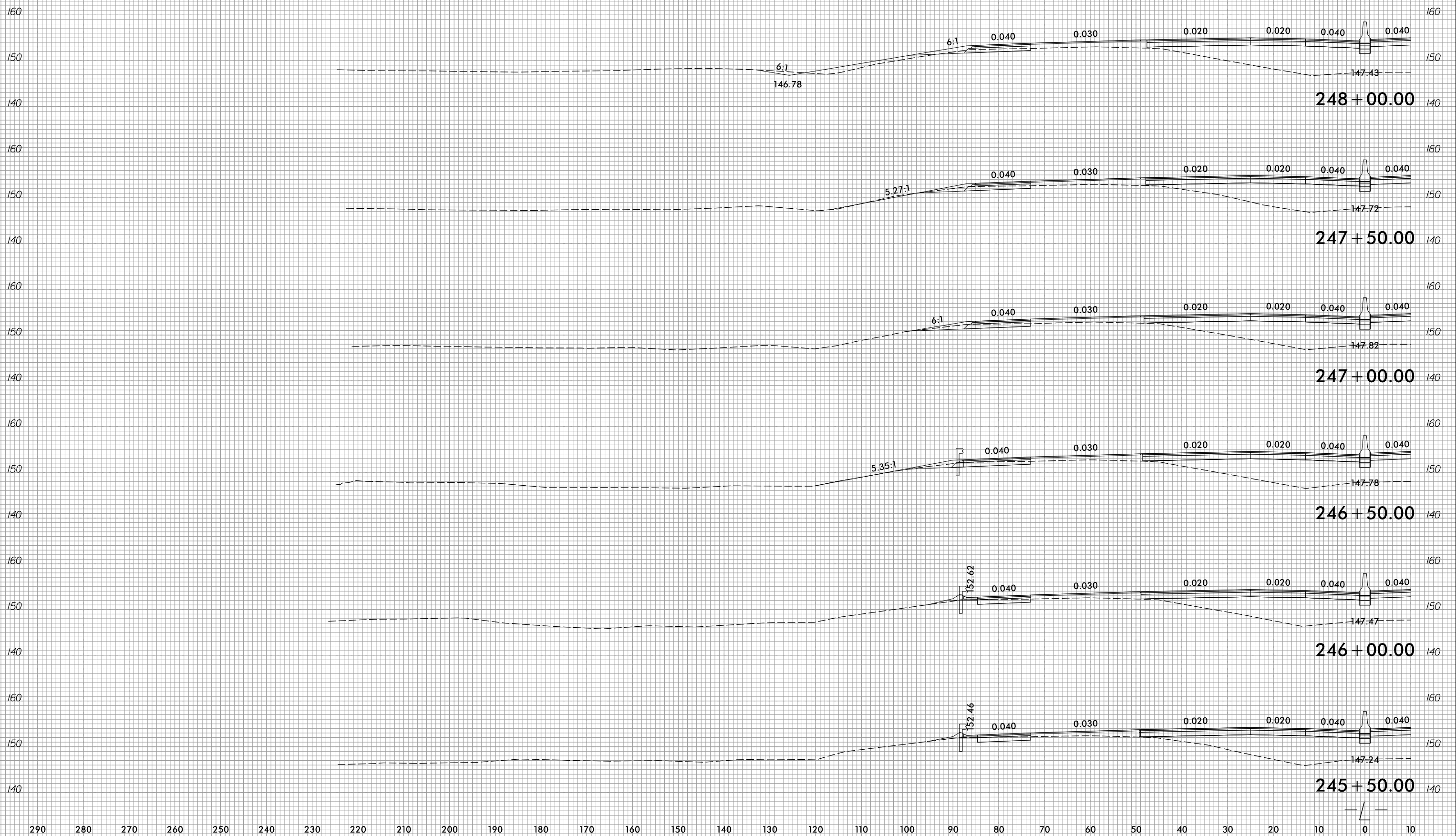
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.L.Hol

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-68

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16

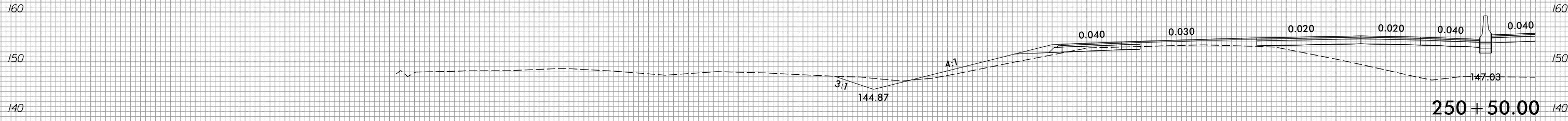


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-69

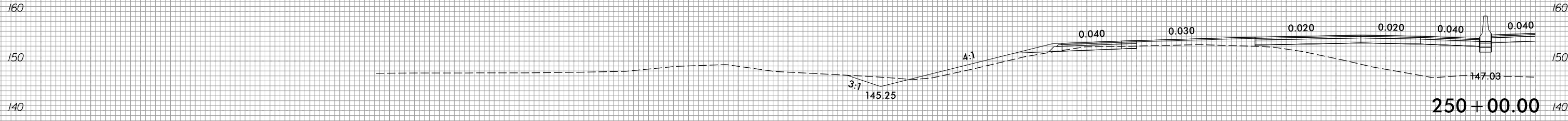
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



251+00.00



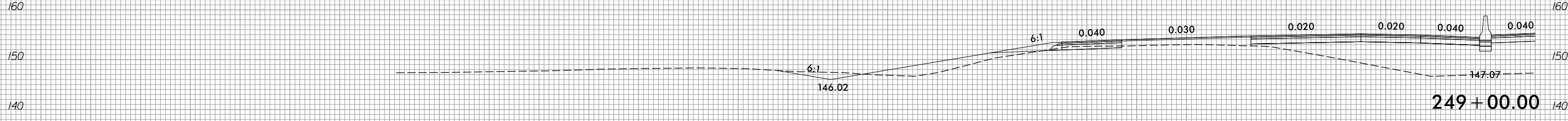
250+50.00



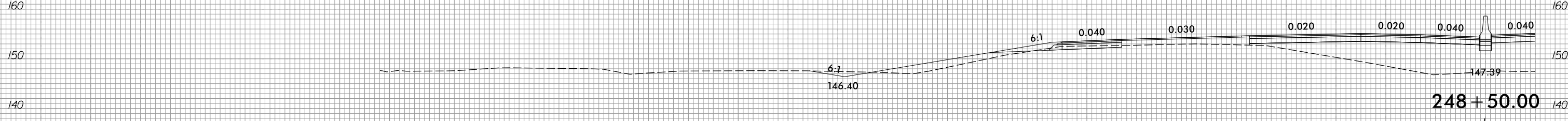
250+00.00



249+50.00



249+00.00



248+50.00

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

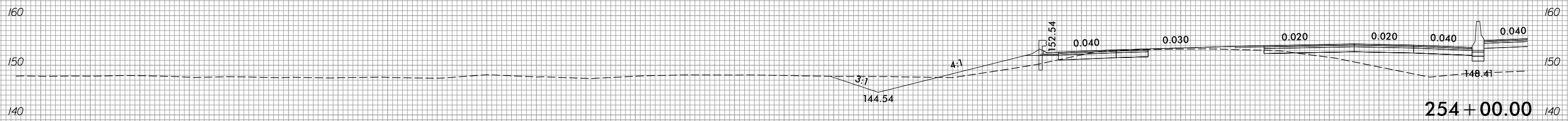
5/3/2022
R:\Roadway\Corridor-Modeling\I5987A_RDY_XPL-L-L.T.dgn
David.Choi

6/23/16

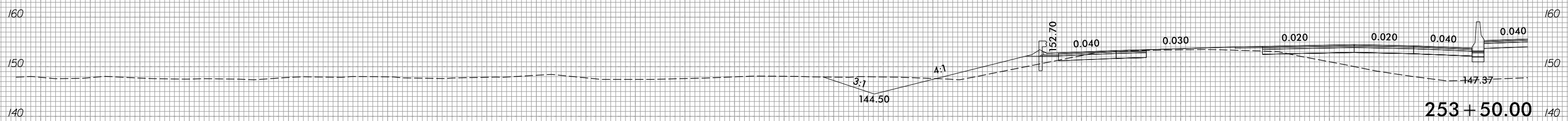


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-70

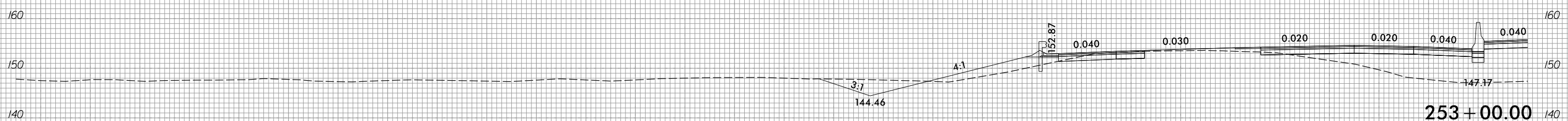
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



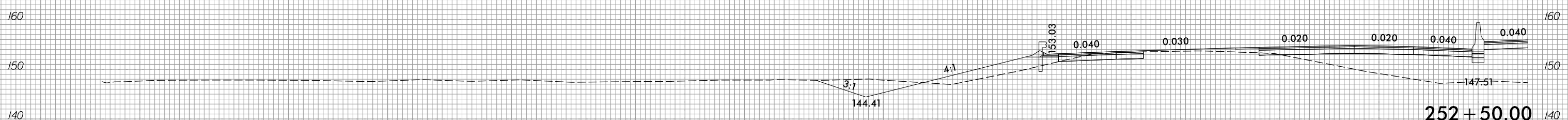
254 + 00.00



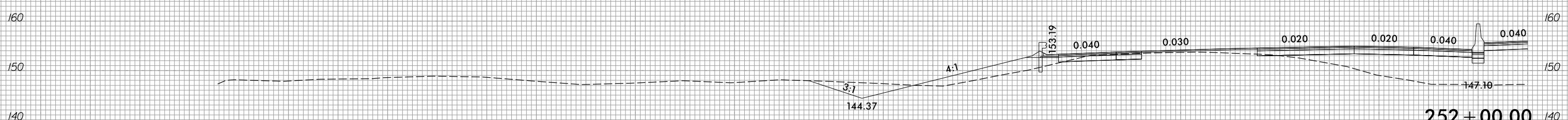
253 + 50.00



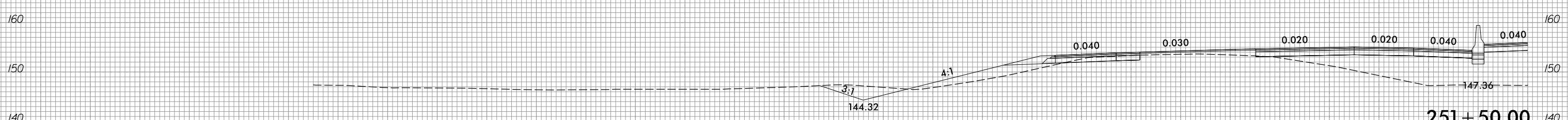
253 + 00.00



252 + 50.00



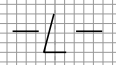
252 + 00.00



251 + 50.00

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

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

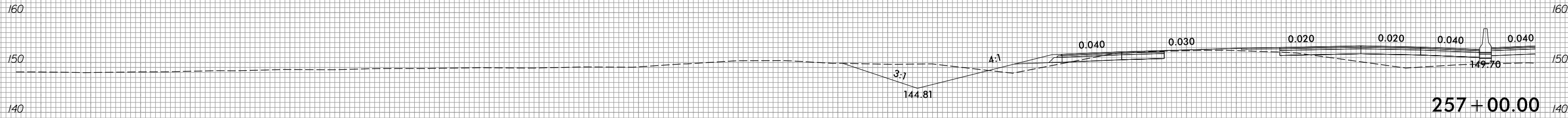


6/23/16

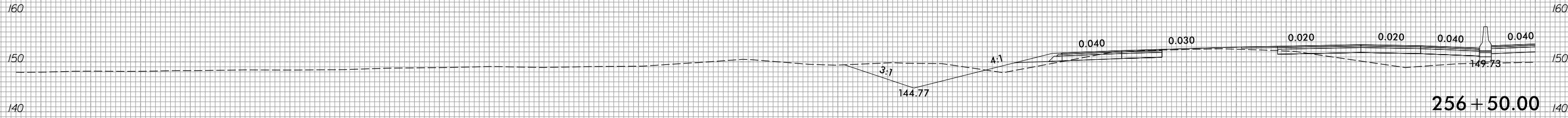


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-71

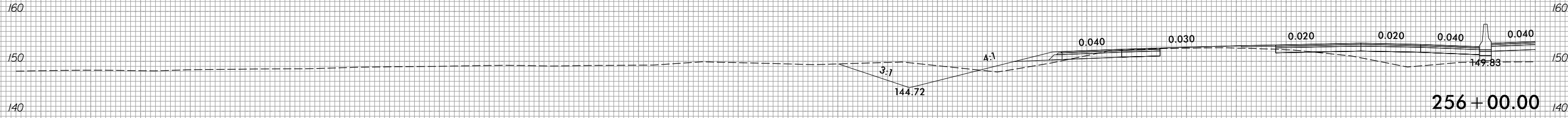
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



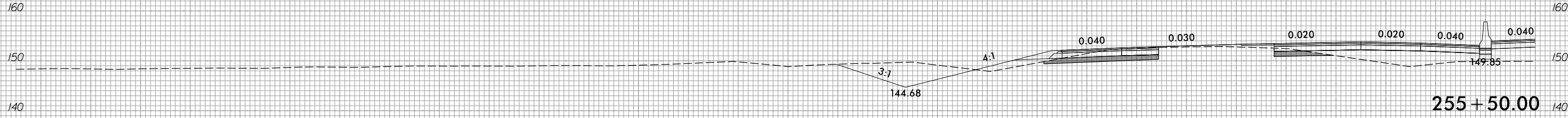
257 + 00.00



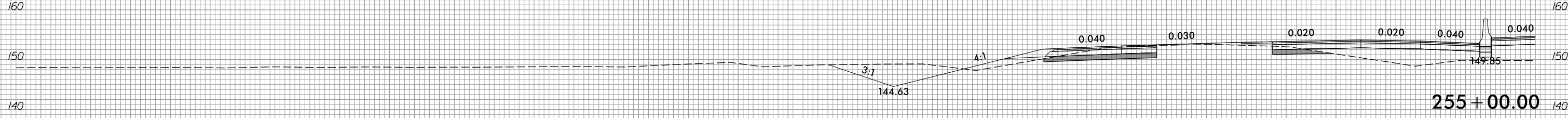
256 + 50.00



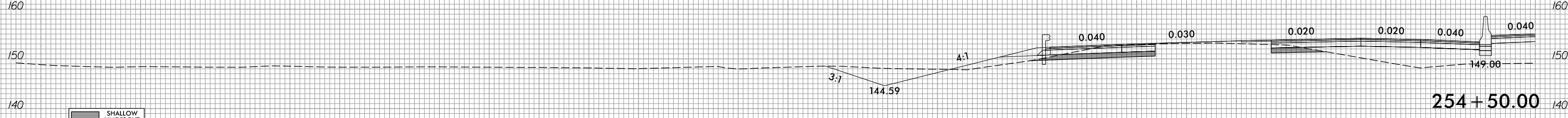
256 + 00.00



255 + 50.00



255 + 00.00



254 + 50.00

SHALLOW UNDERCUT EXCAVATION

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

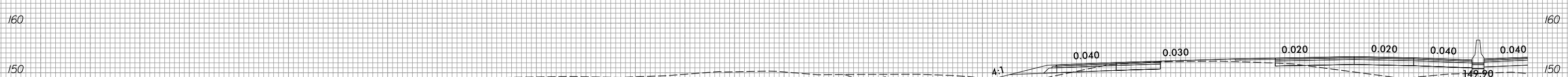
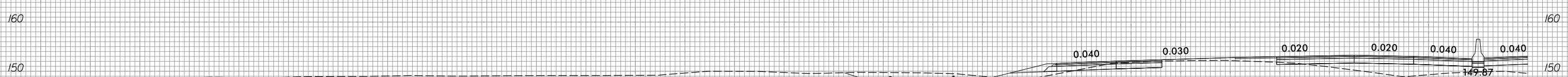
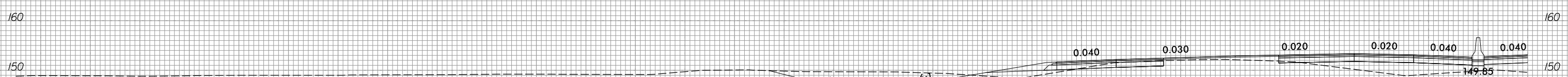
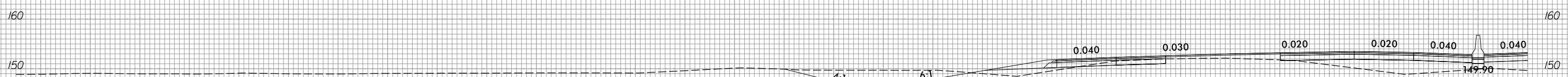
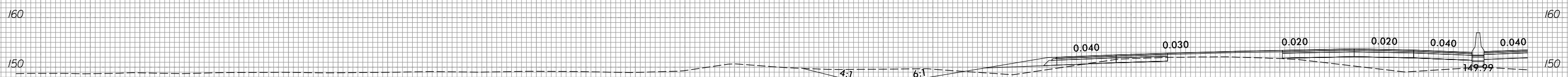
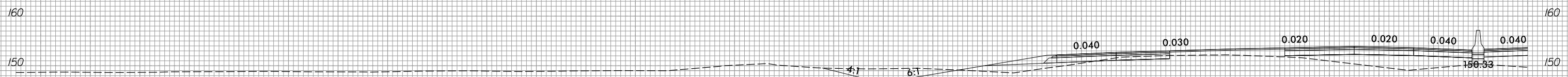
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-72

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



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

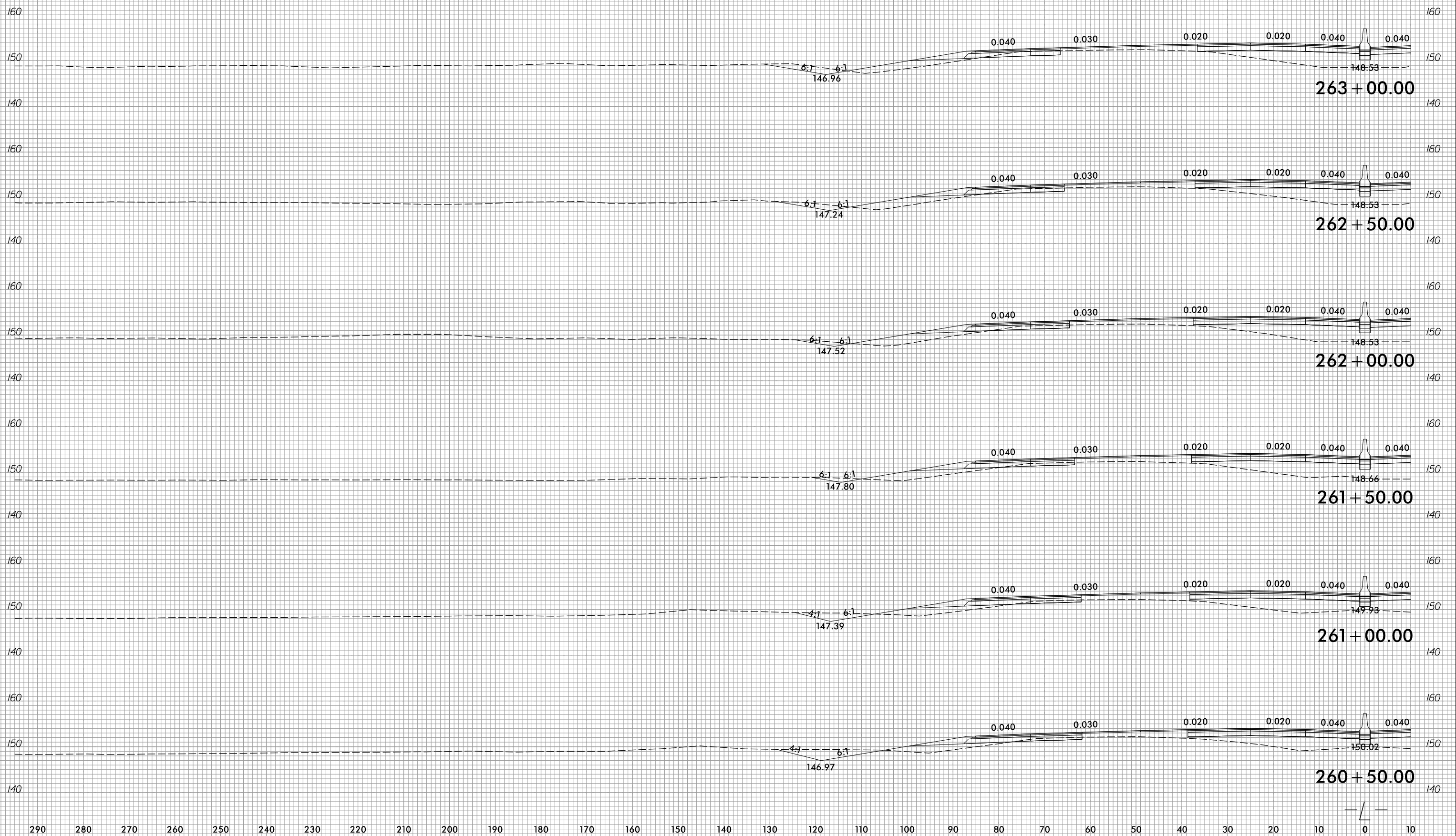
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-73

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

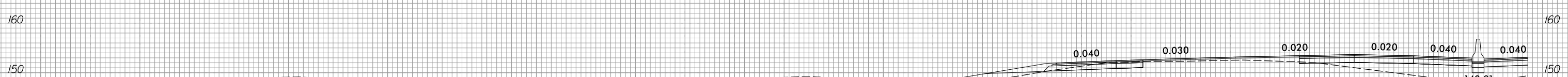
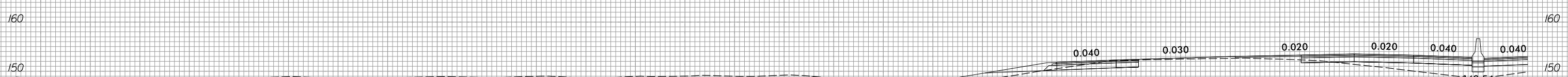
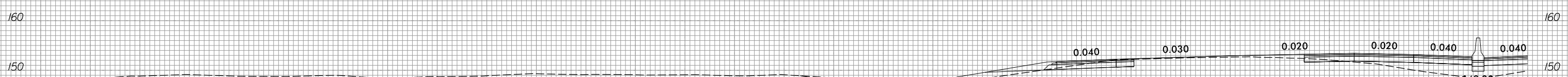
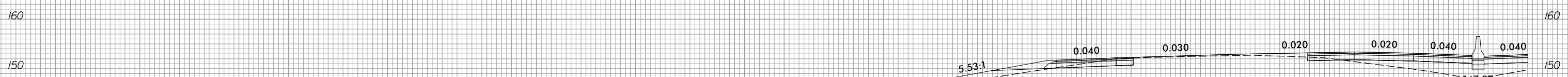
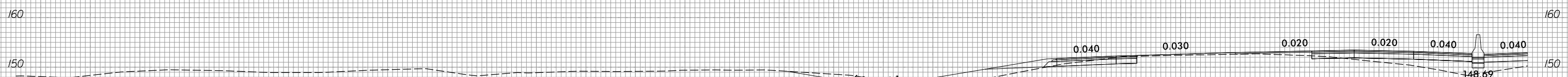
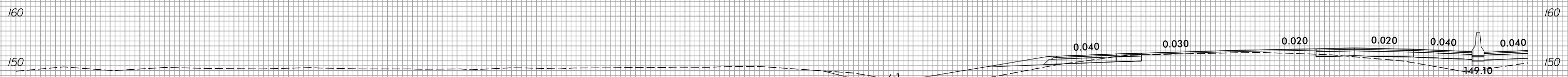
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-74

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



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

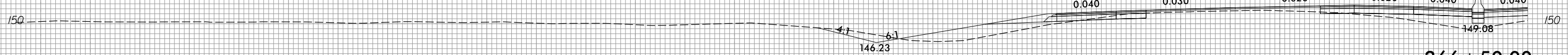
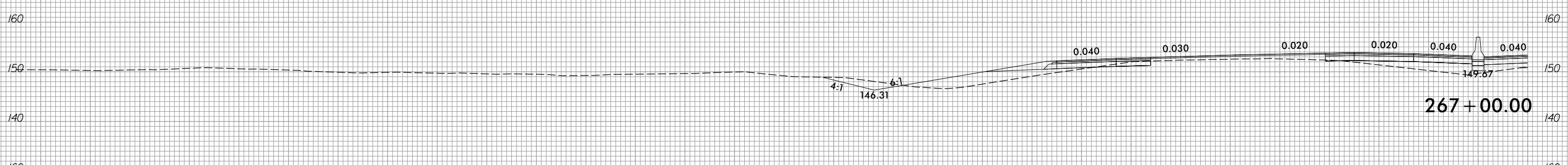
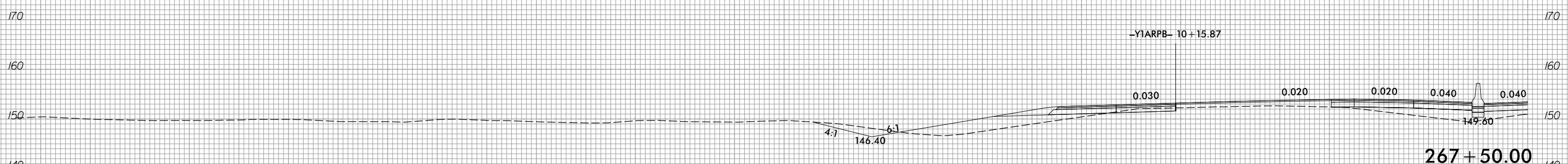
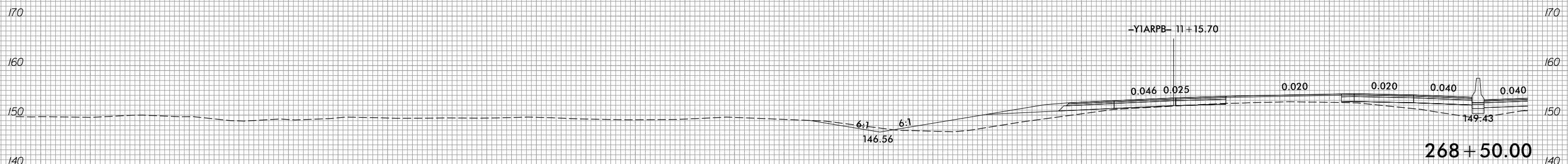
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-75

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



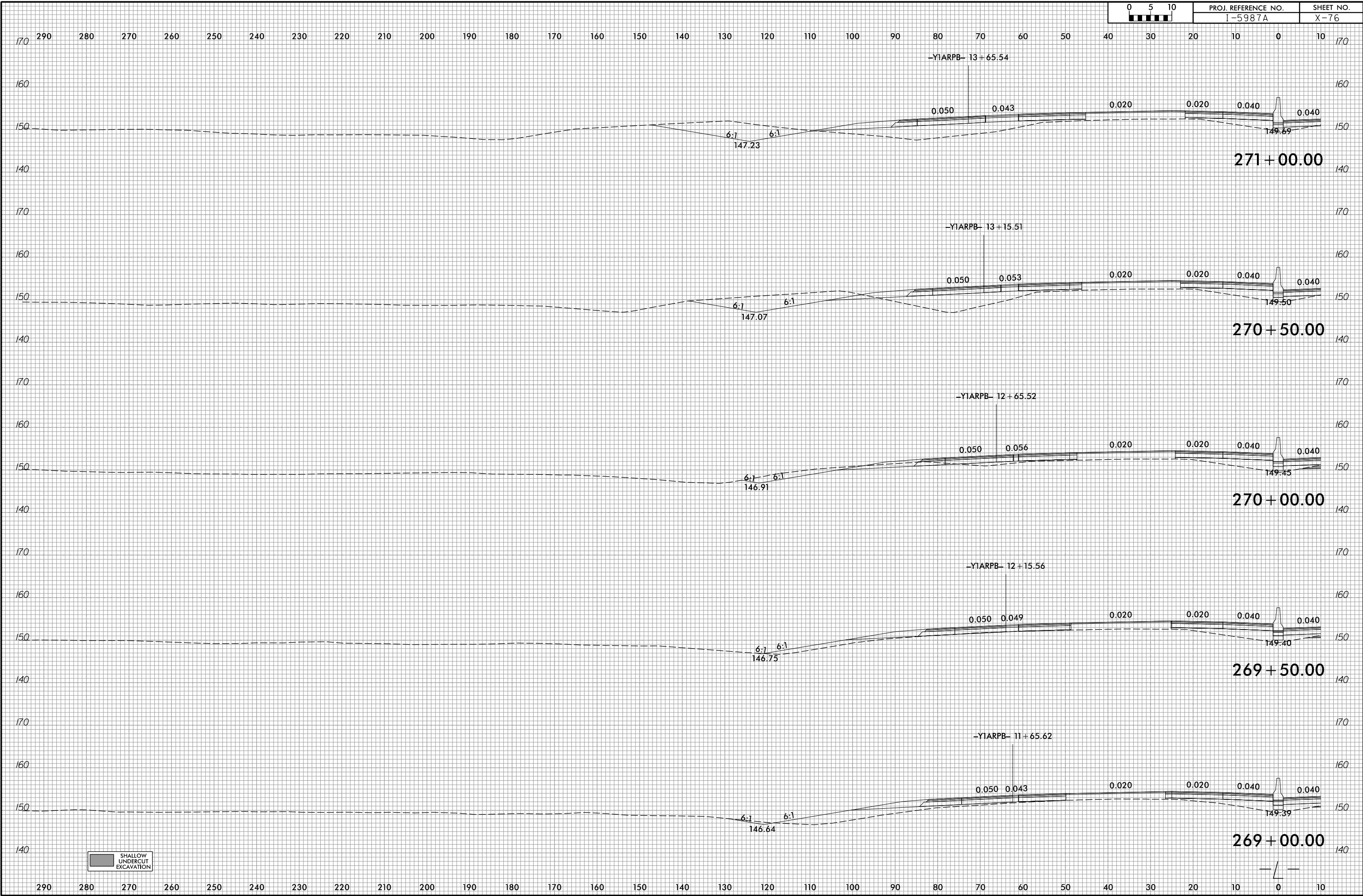
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-76



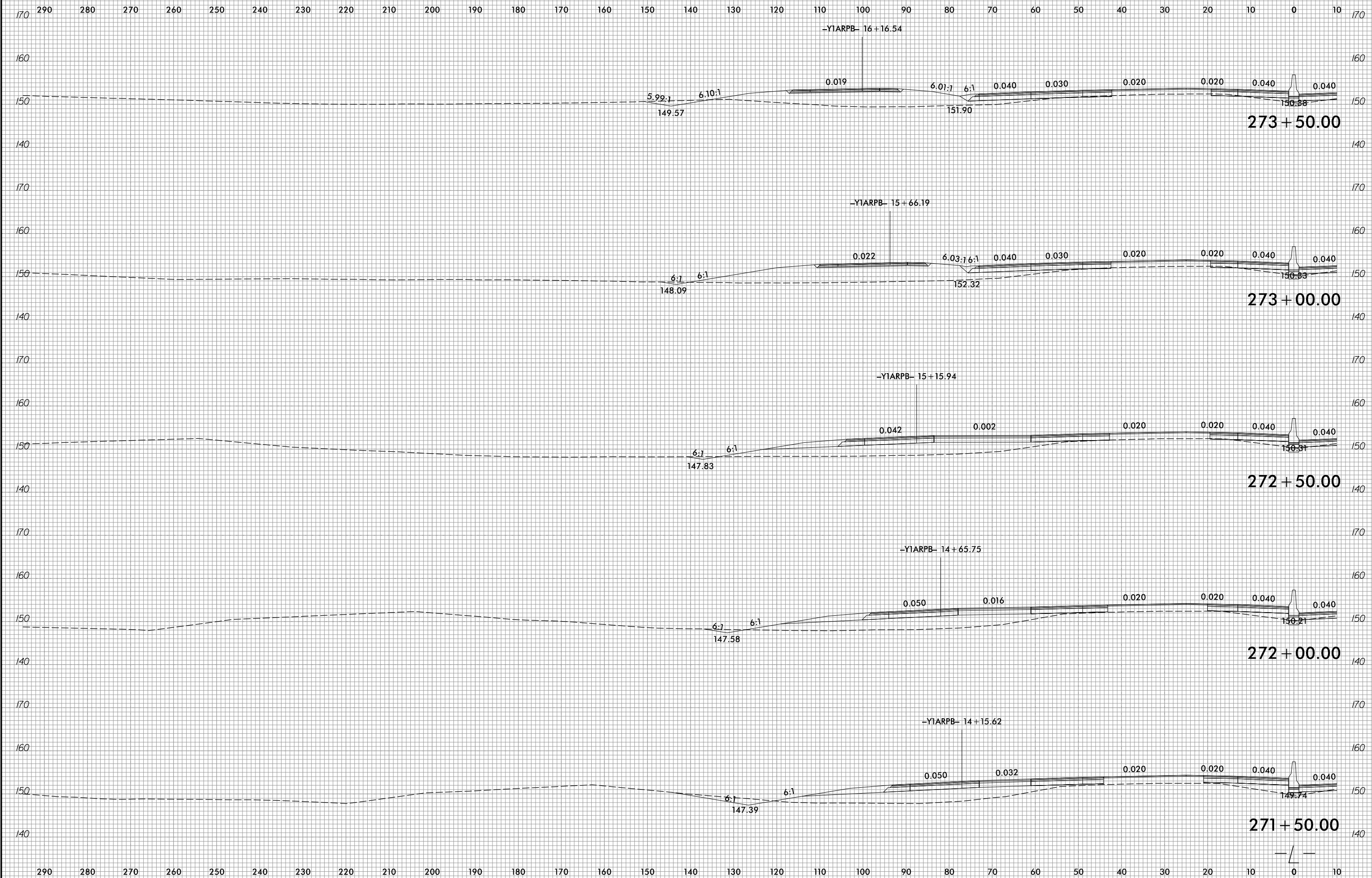
SHALLOW UNDERCUT EXCAVATION

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-77



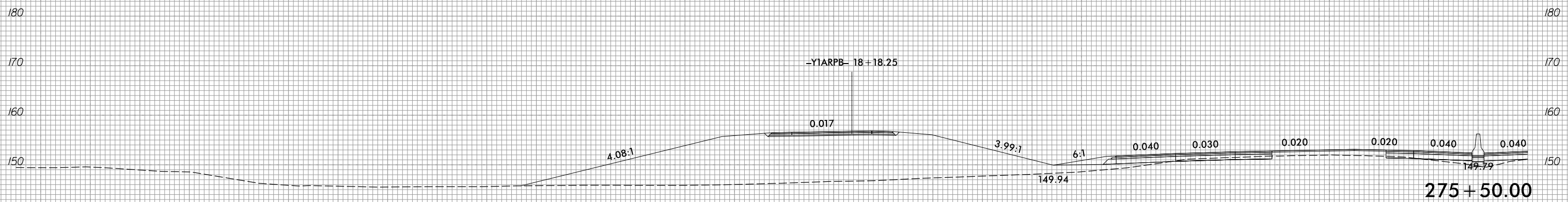
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16

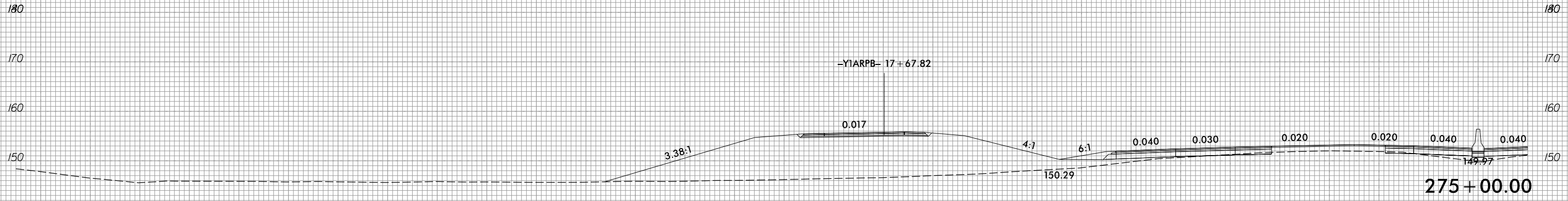


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-78

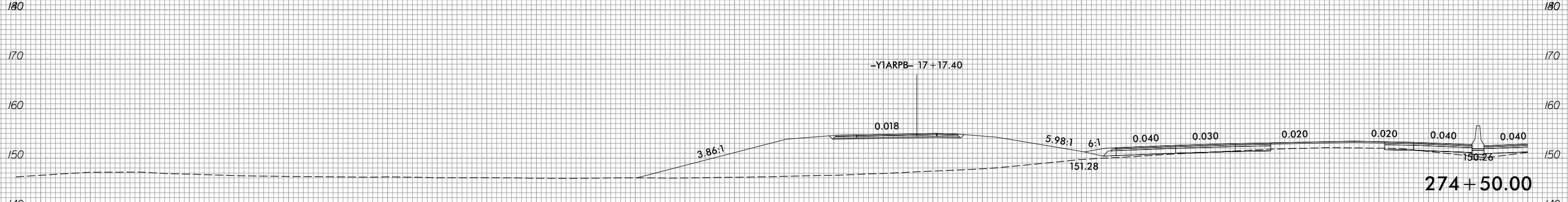
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



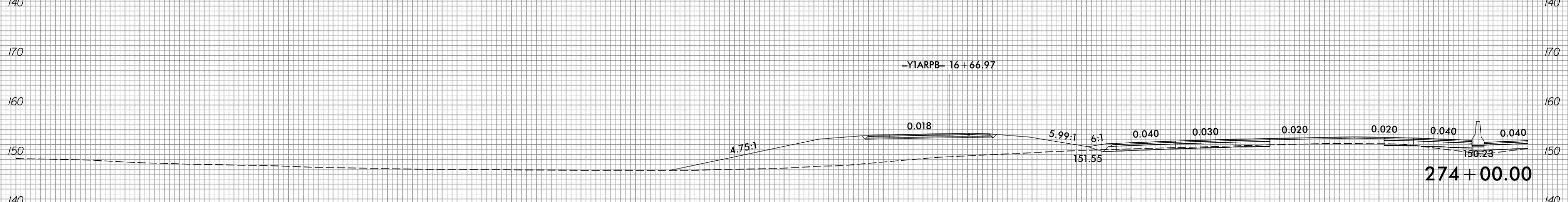
275 + 50.00



275 + 00.00



274 + 50.00



274 + 00.00

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

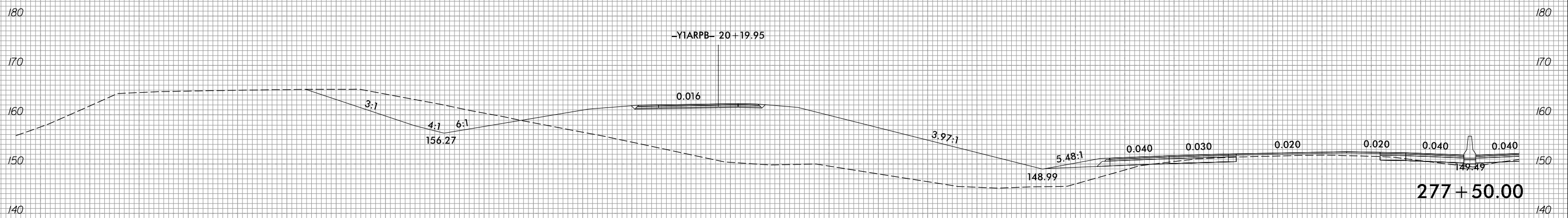
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16

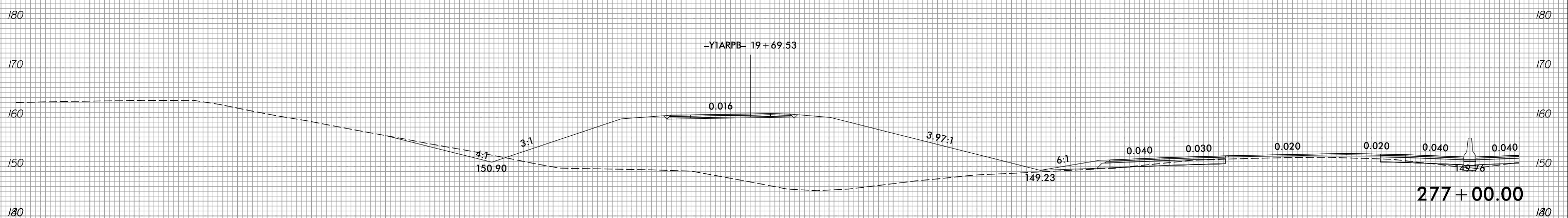


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-79

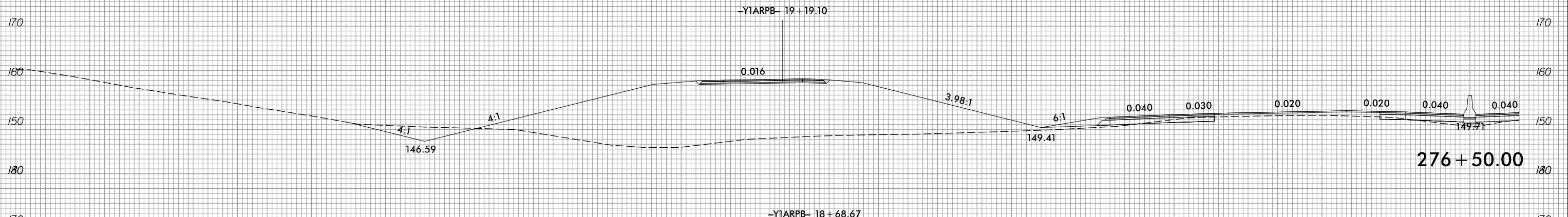
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



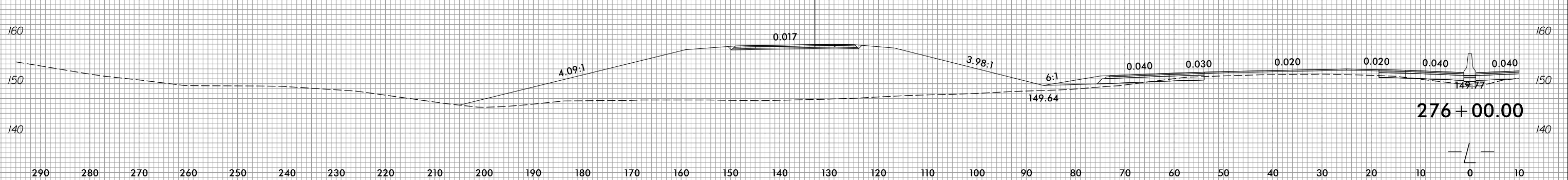
277 + 50.00



277 + 00.00



276 + 50.00



276 + 00.00

5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L-L.T.dgn
David.Choi

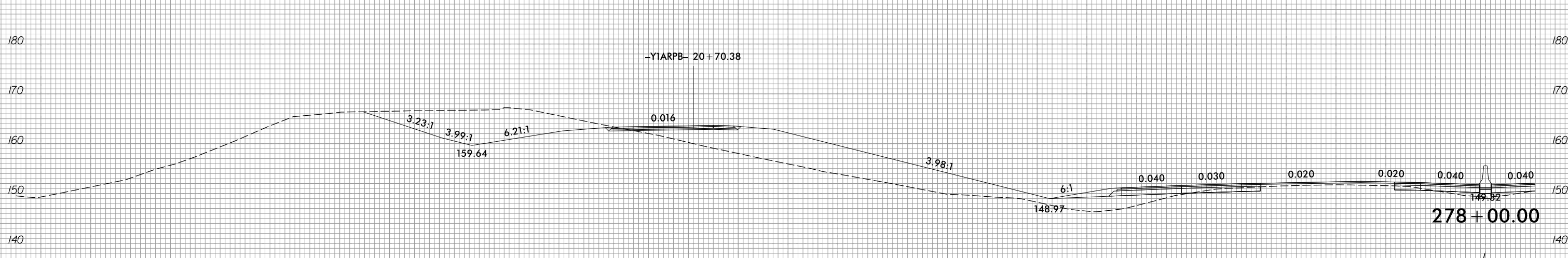
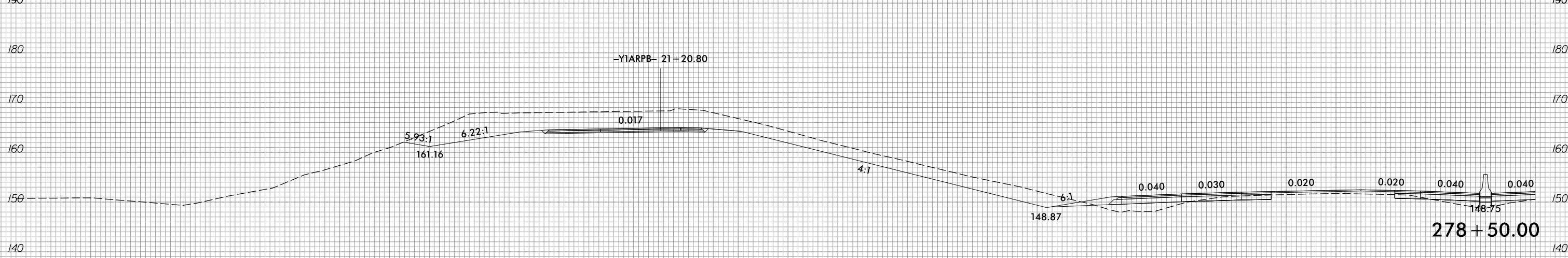
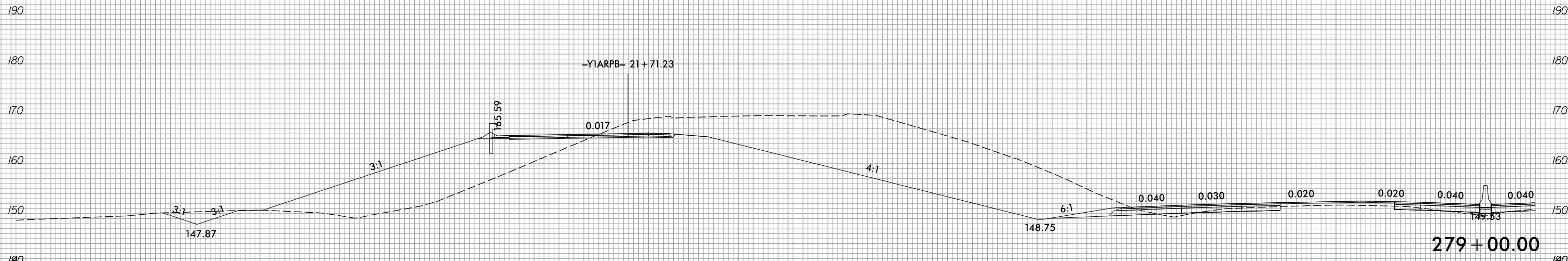
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-80

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



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

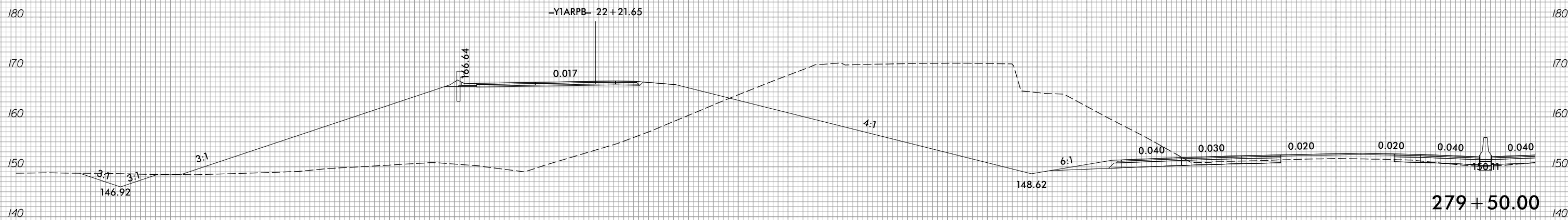
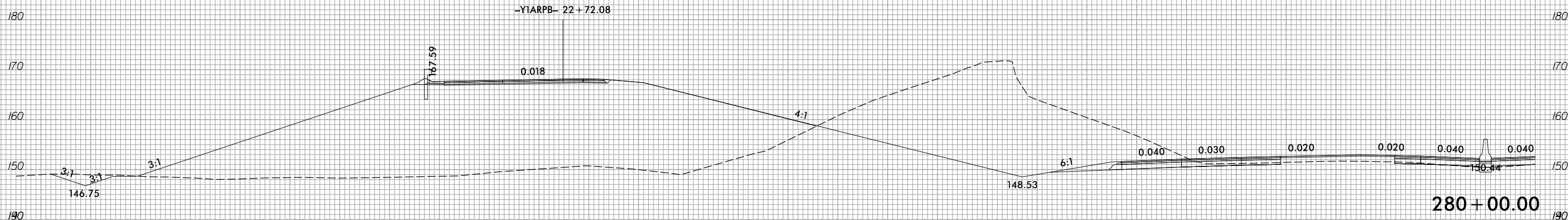
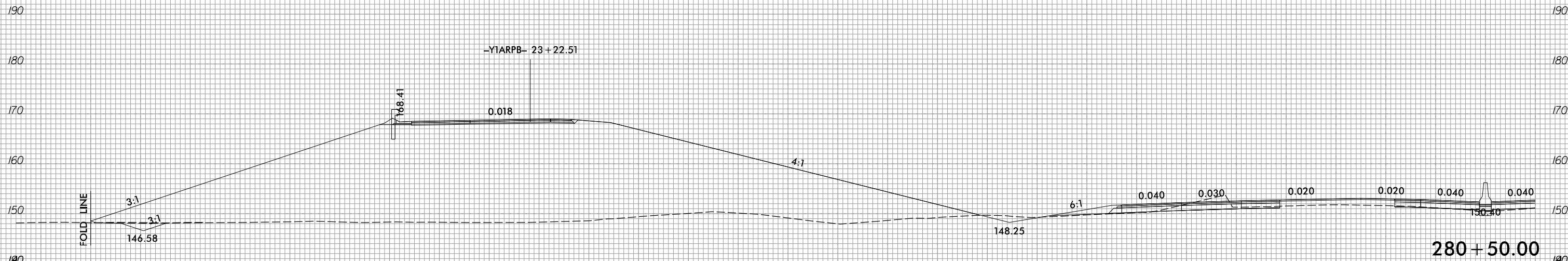
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-81

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



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

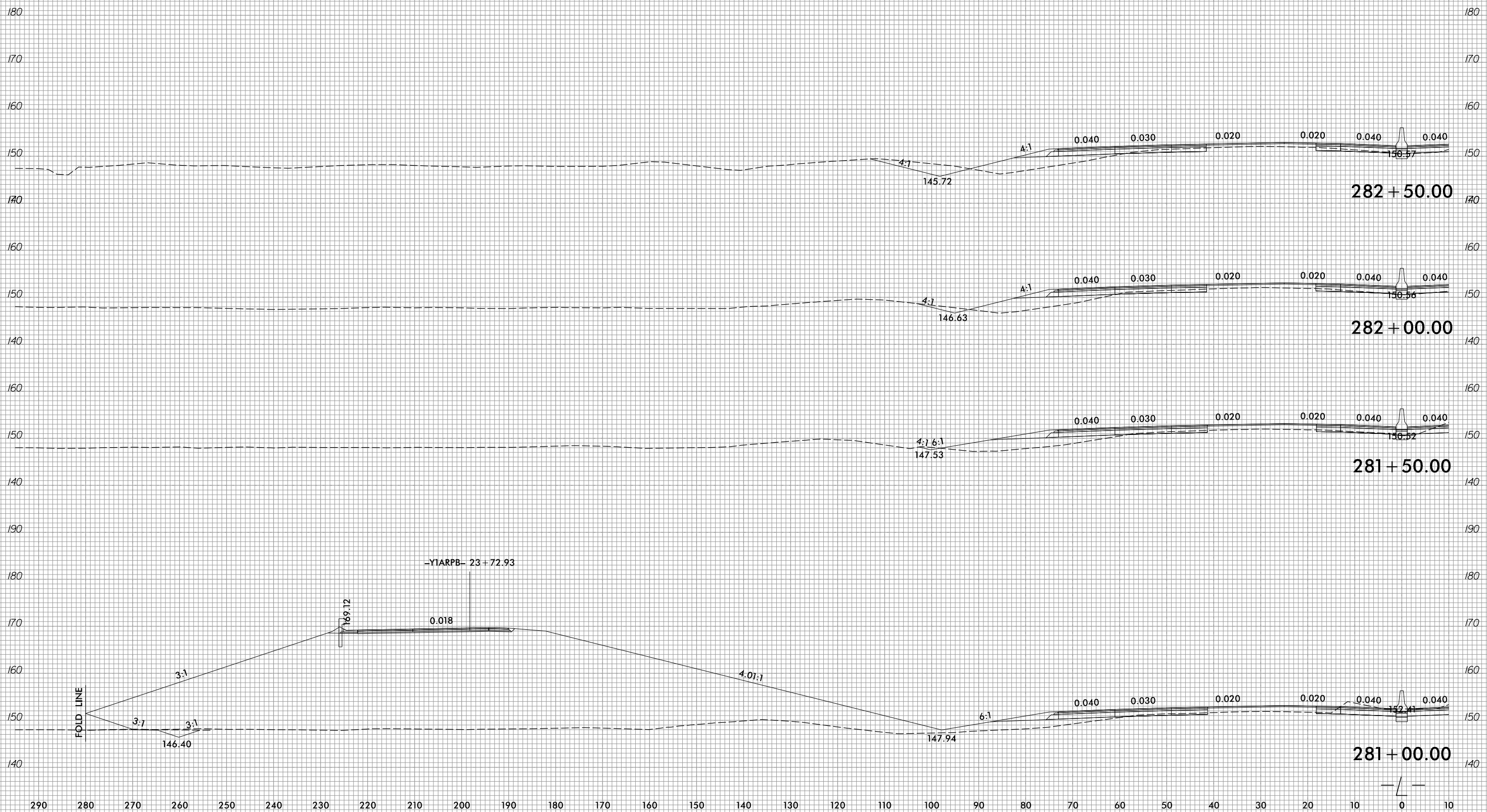
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-82

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

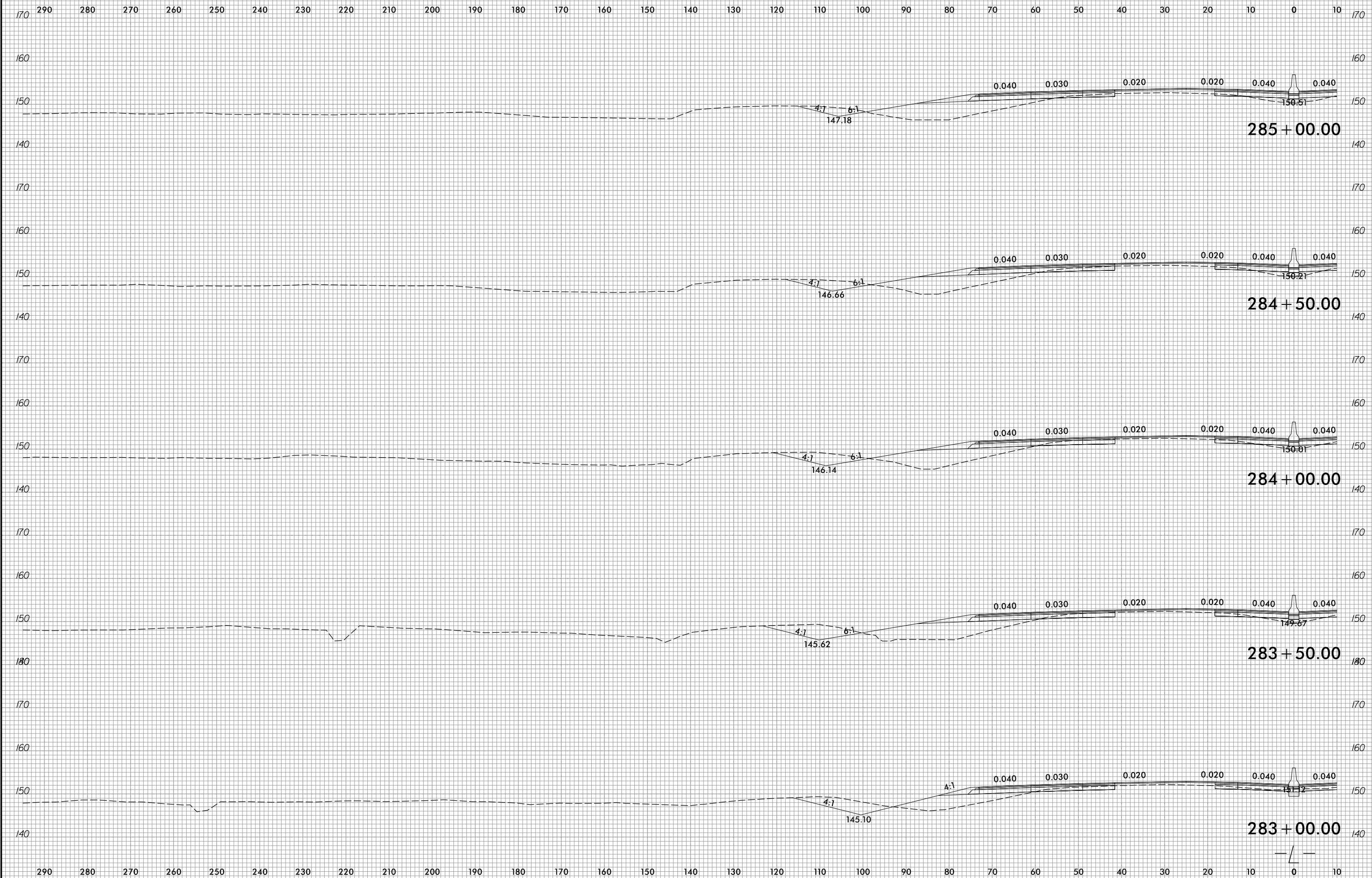


5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-83



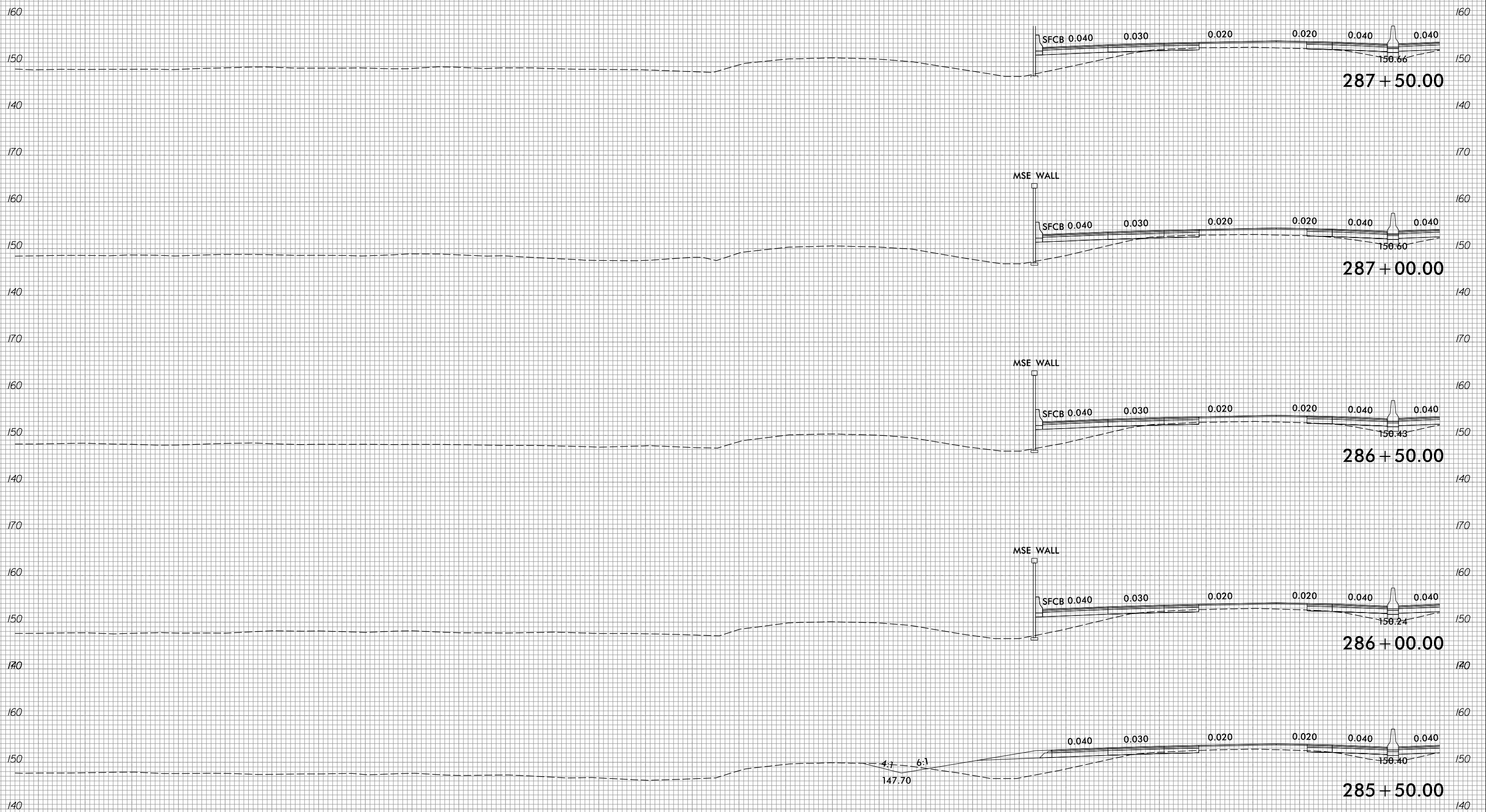
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-84

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

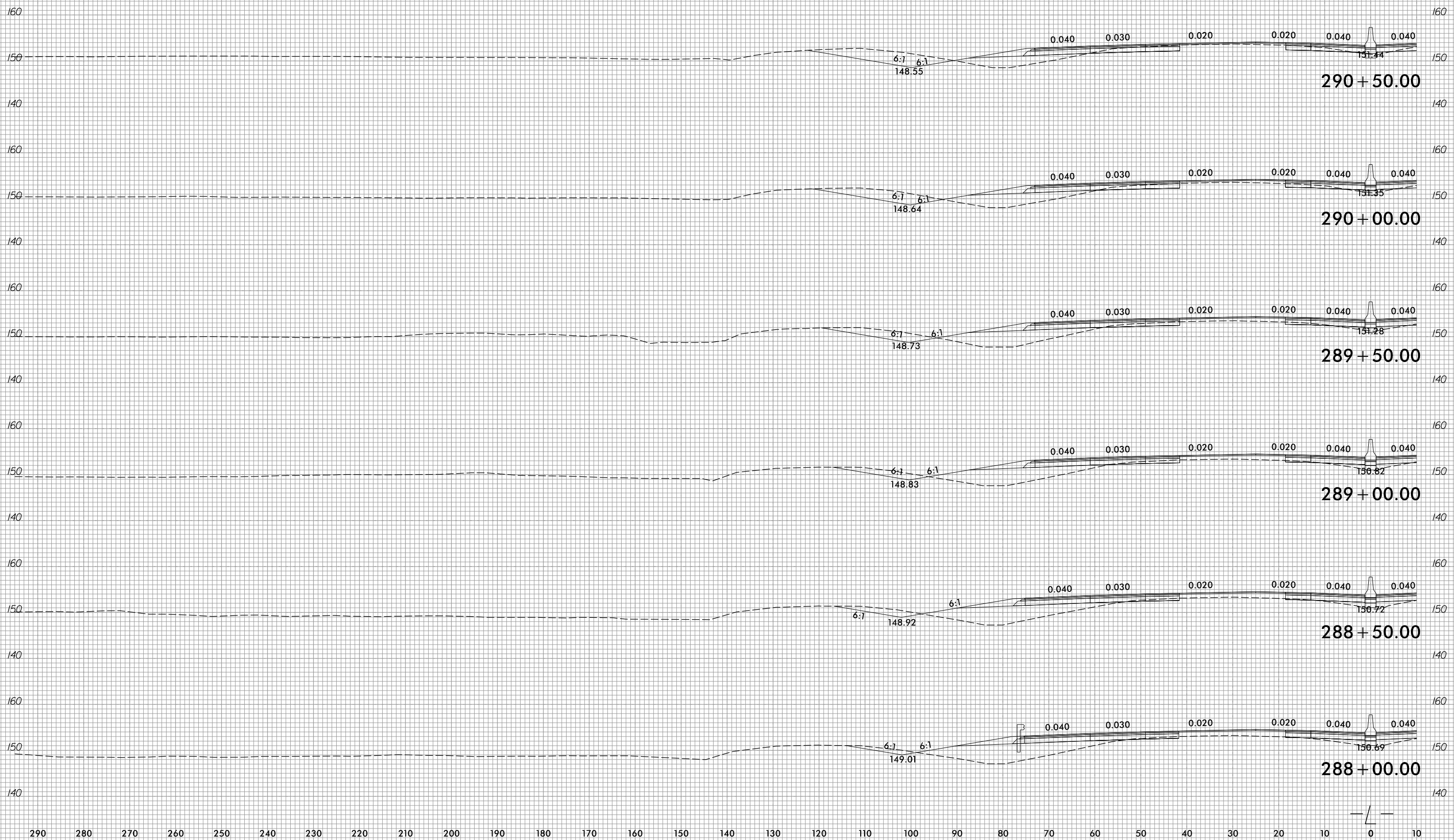
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-85

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

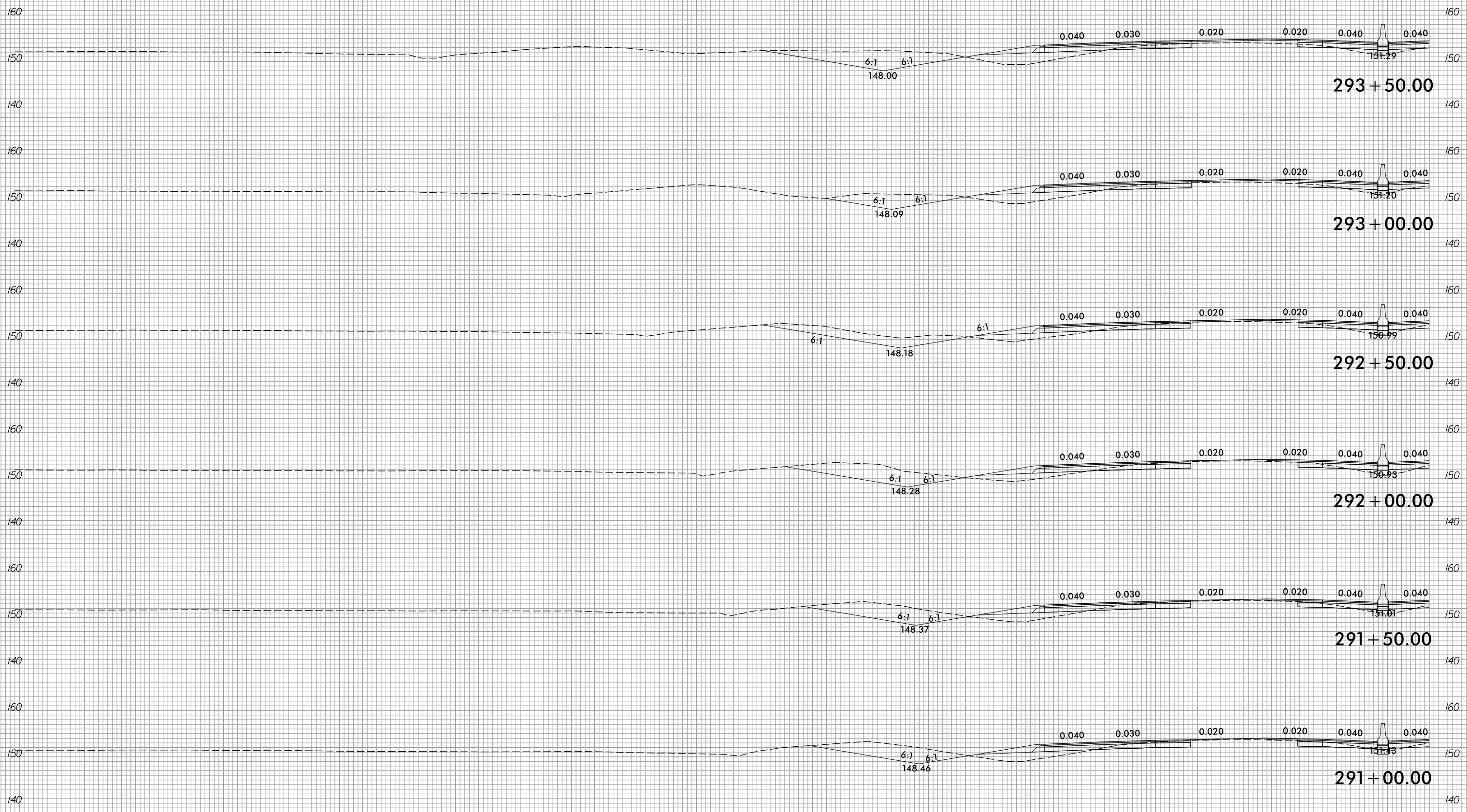
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-86

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



5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

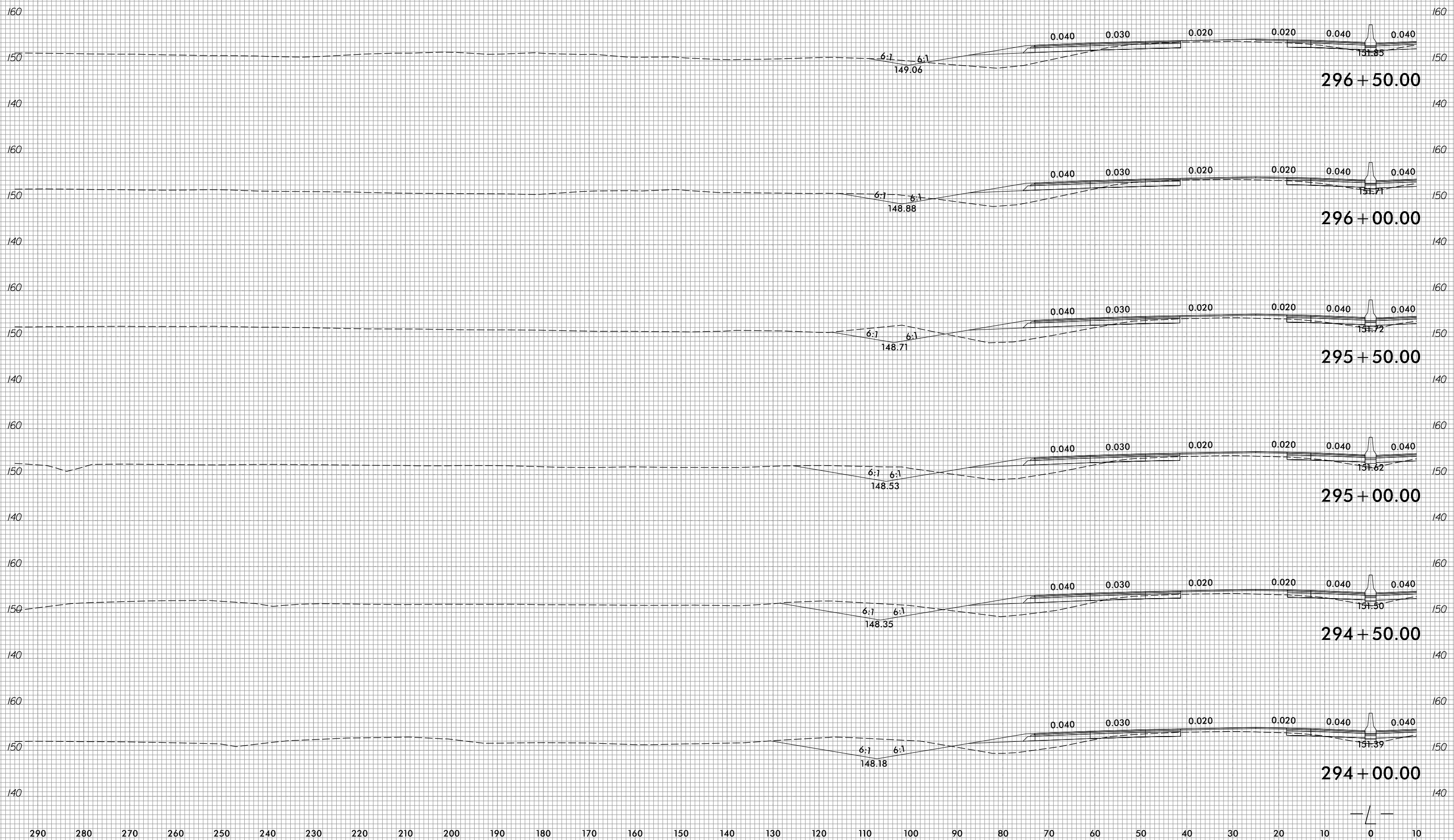
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-87

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



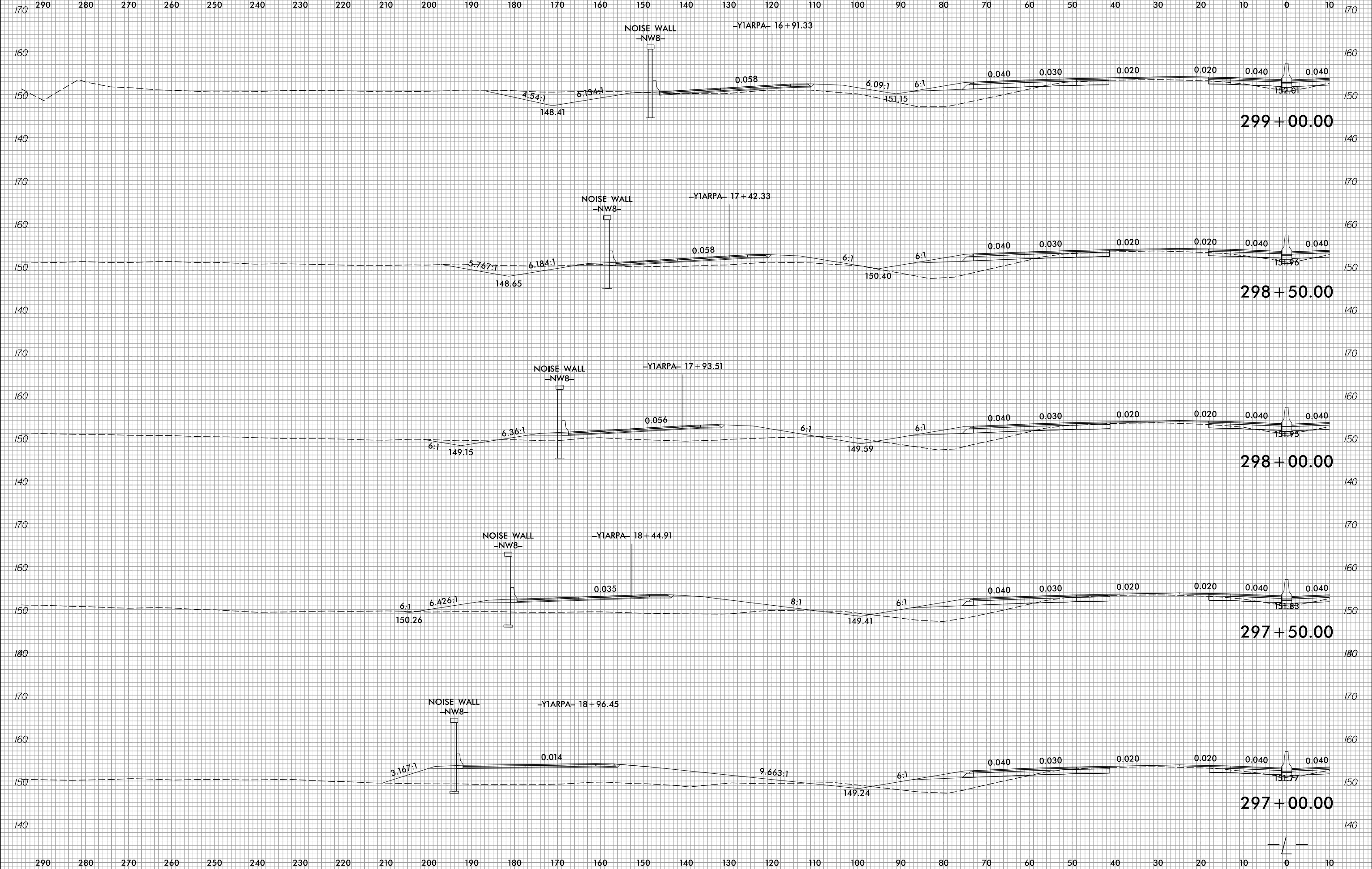
5/3/2022
 R:\Roadway\Corridor\Mode\ing\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

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

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-88

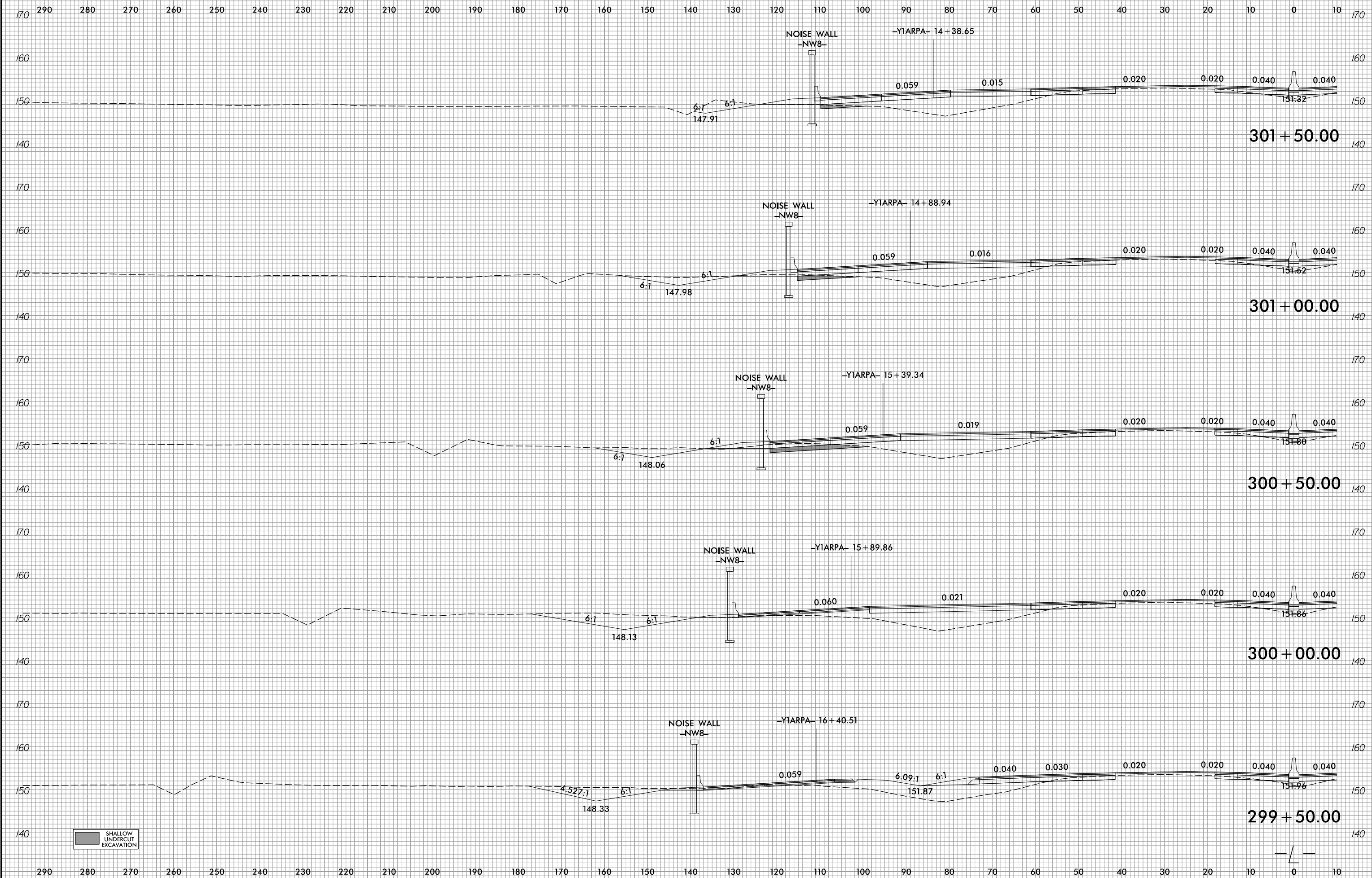


5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-89



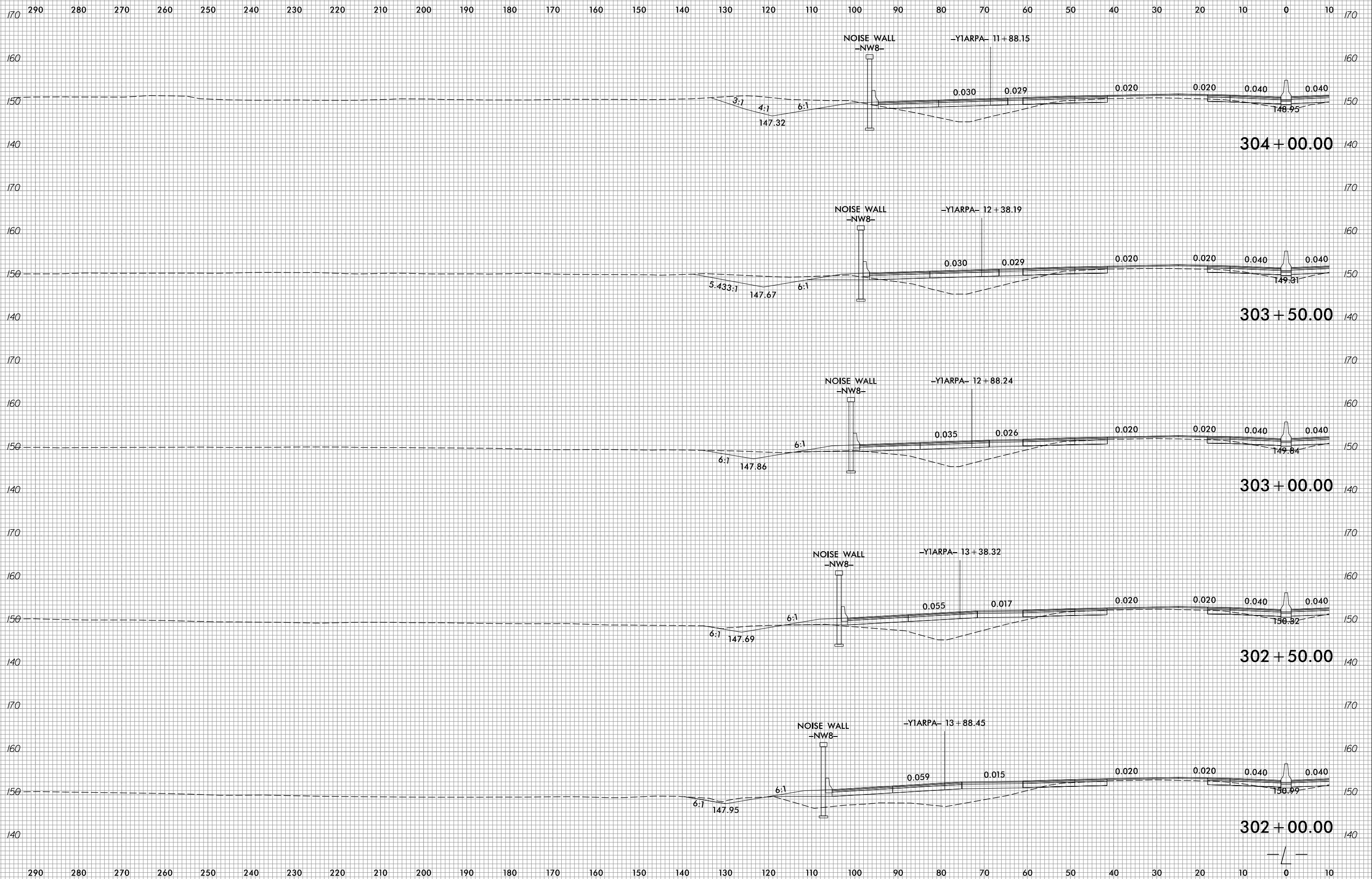
SHALLOW UNDERCUT EXCAVATION

5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Litch

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-90



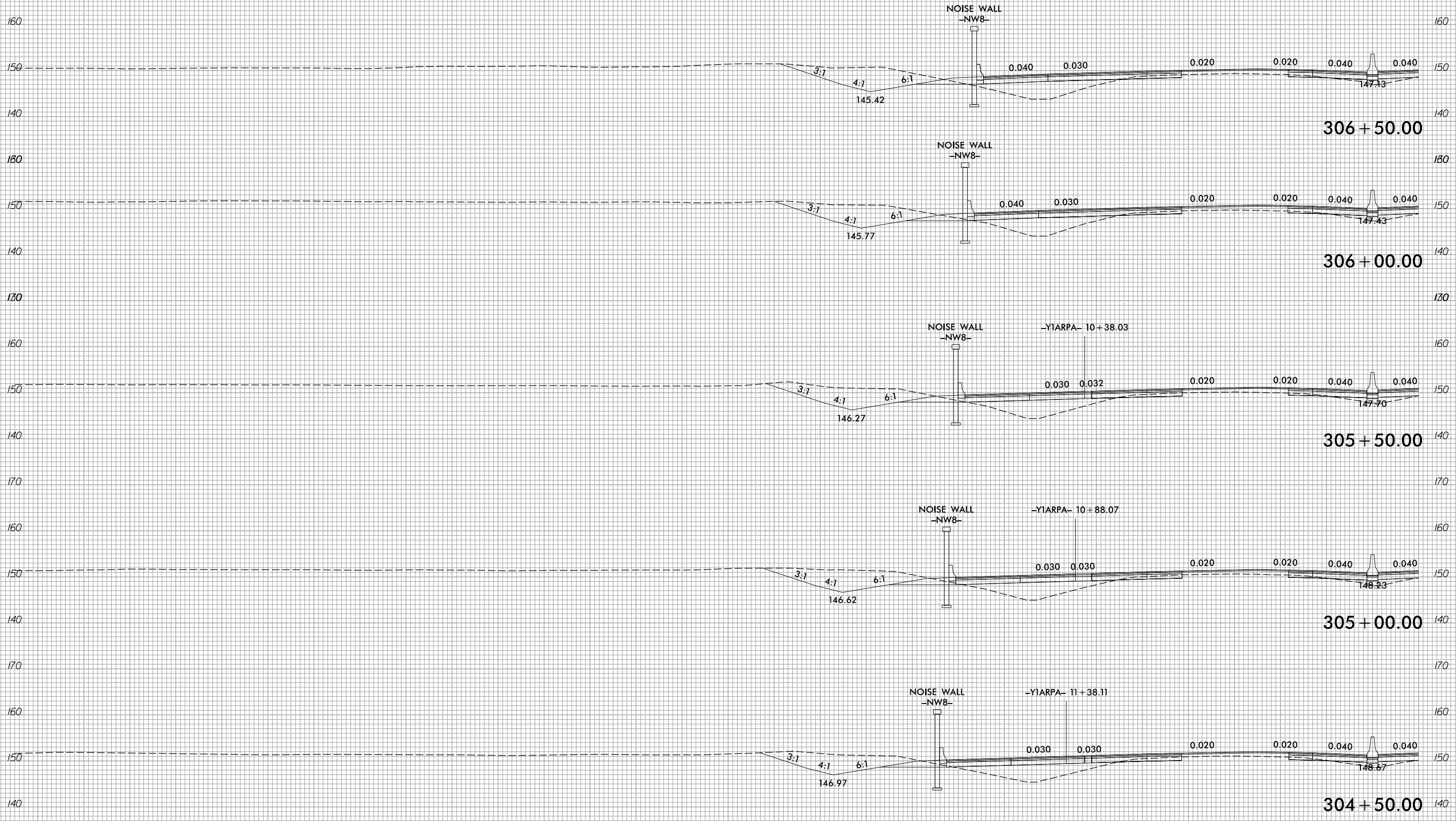
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16



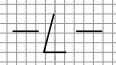
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-91

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



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

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

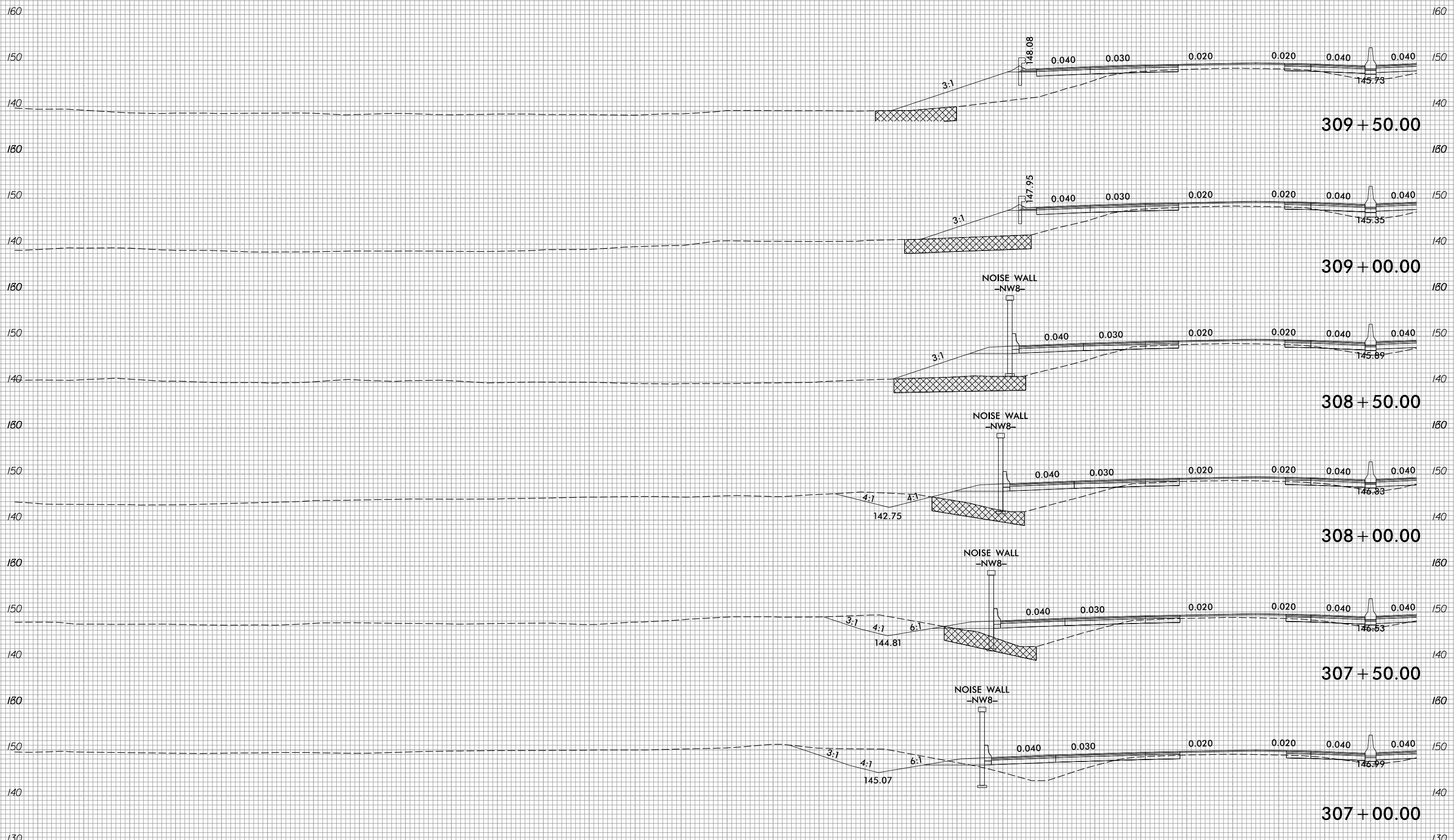


6/23/16

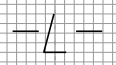


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-92

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



UNDERCUT EXCAVATION



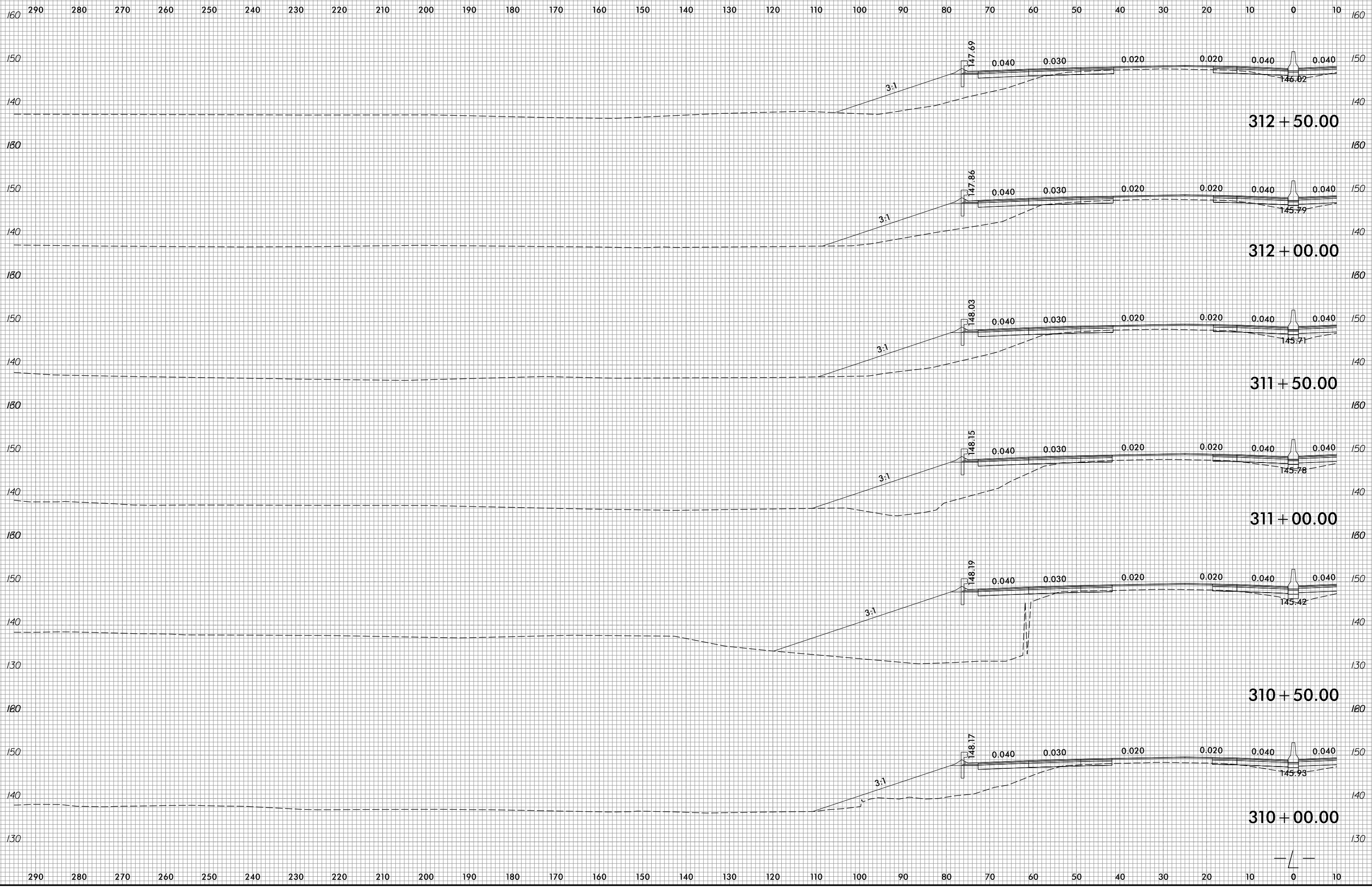
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Litch

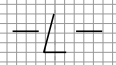
6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-93



5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

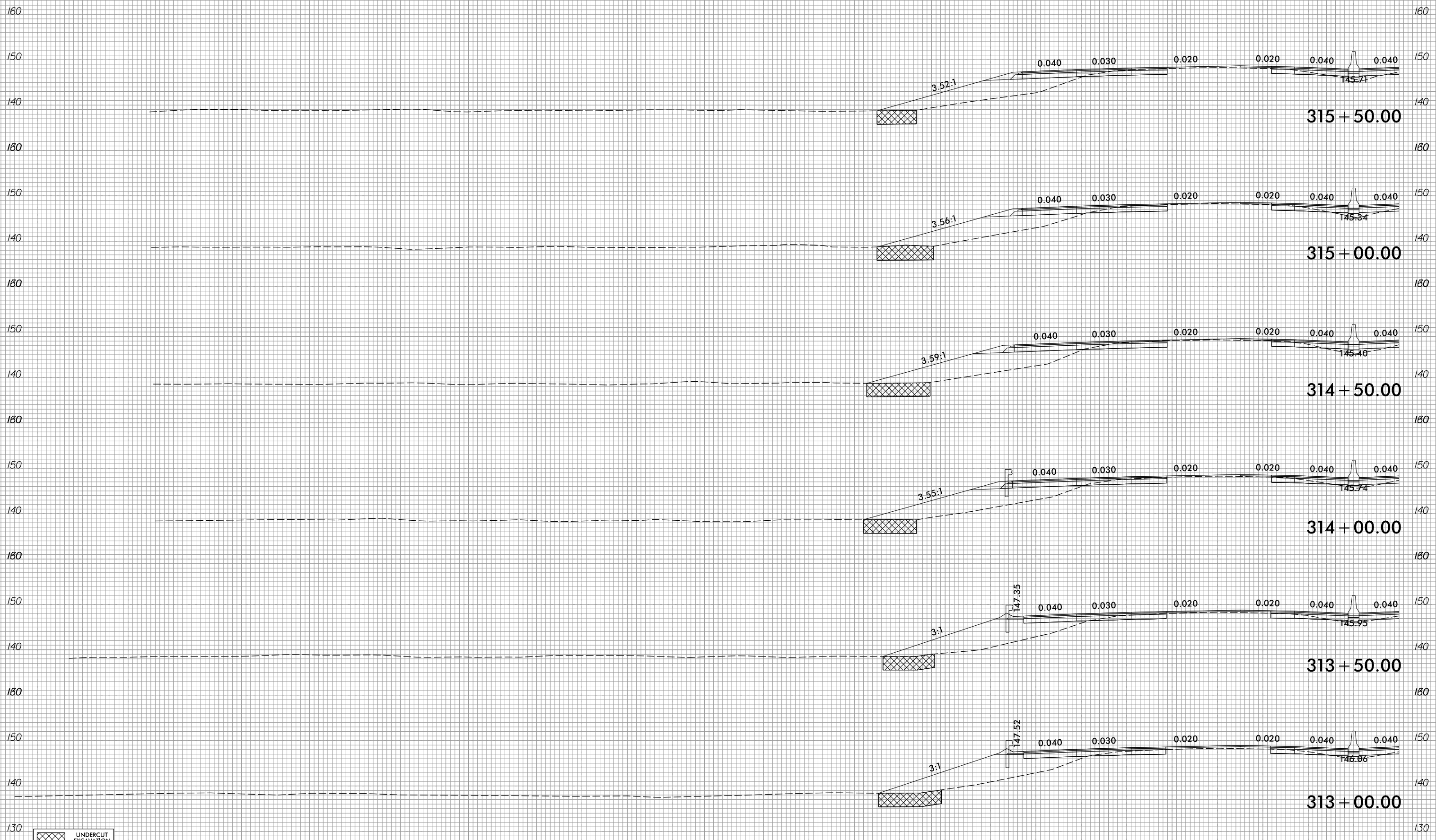


6/23/16



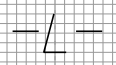
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-94

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



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

UNDERCUT EXCAVATION



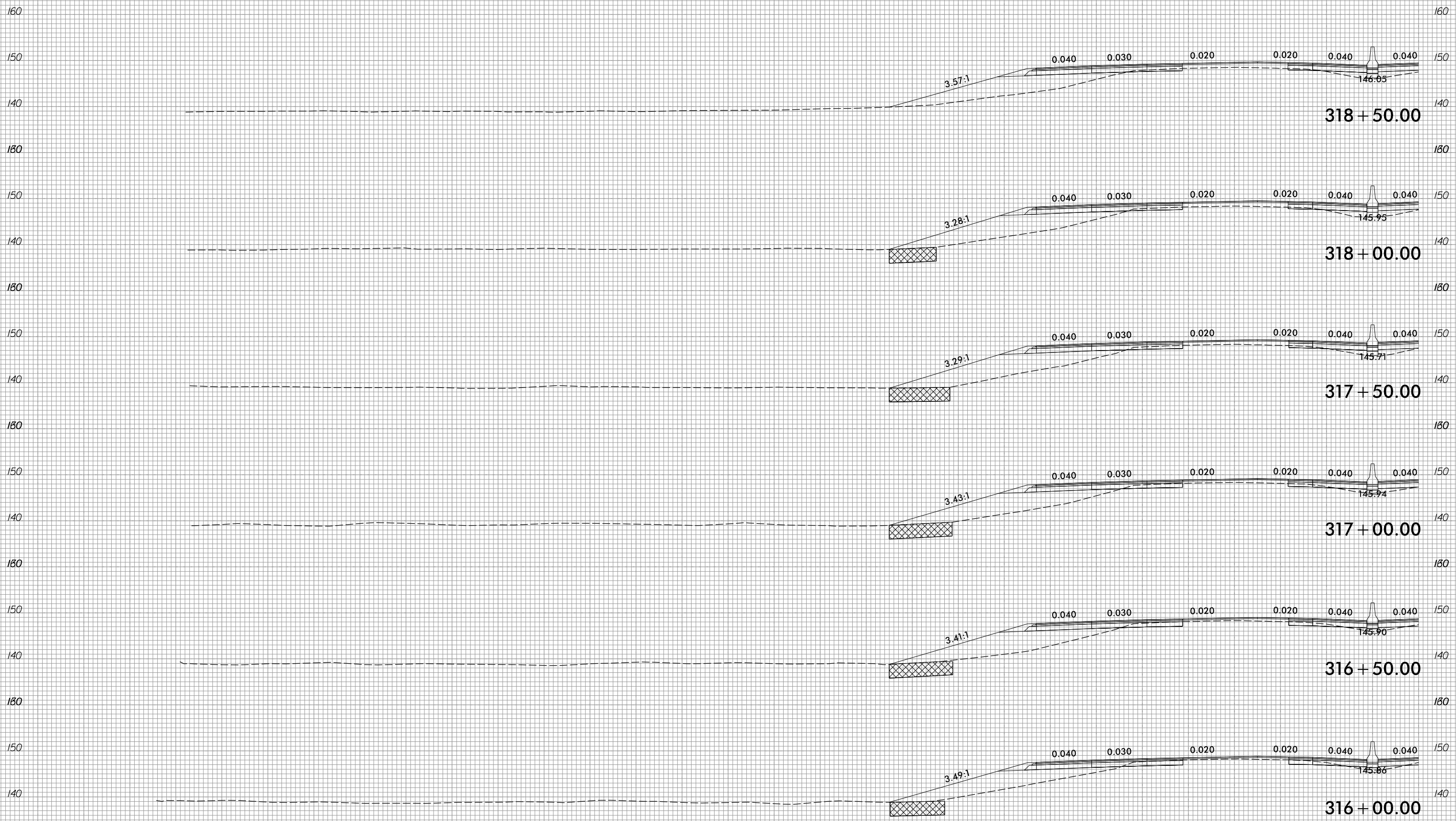
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Litch

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-95

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



UNDERCUT EXCAVATION

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

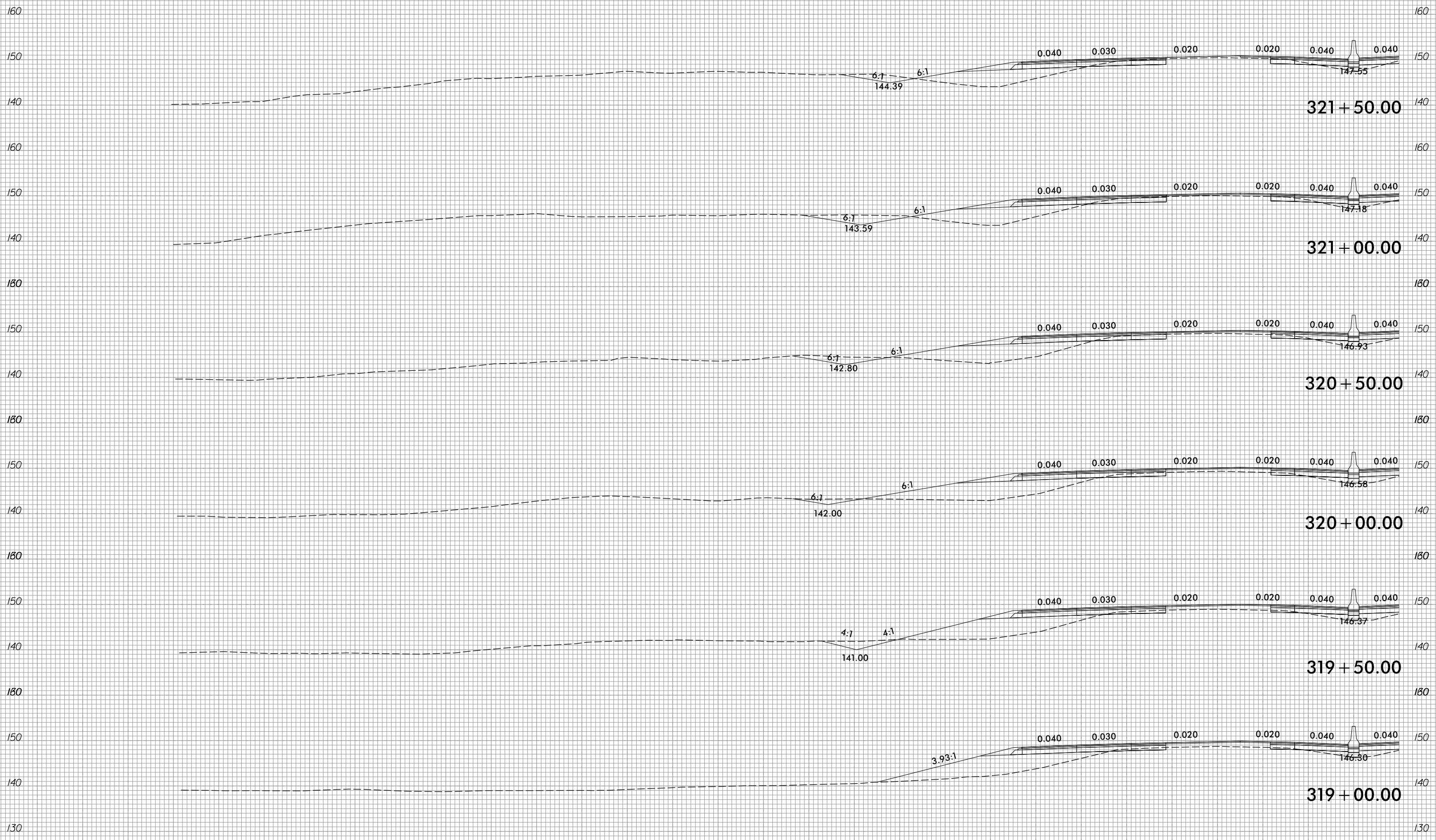
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.L.Hol

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-96

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



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

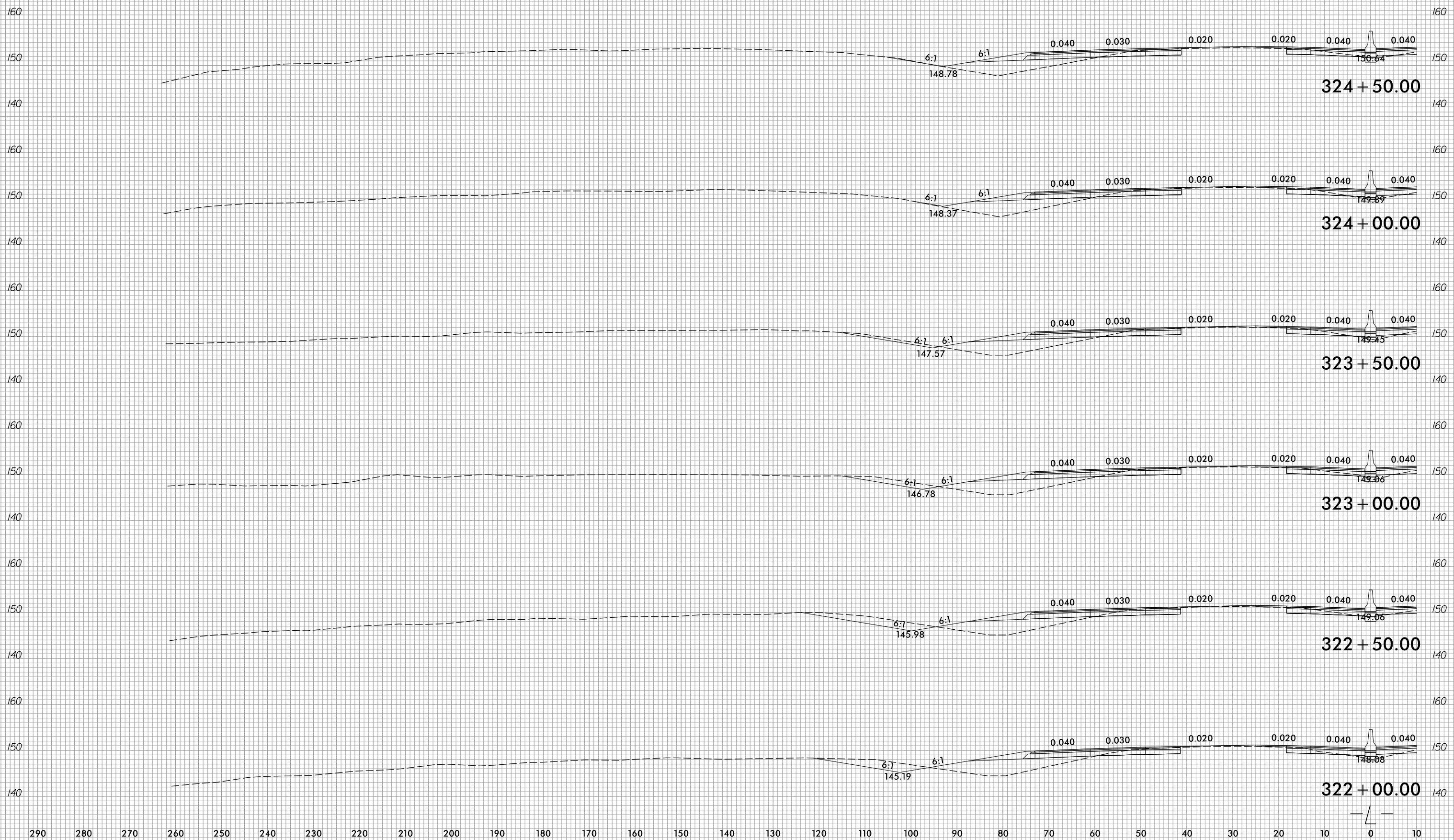
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-97

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

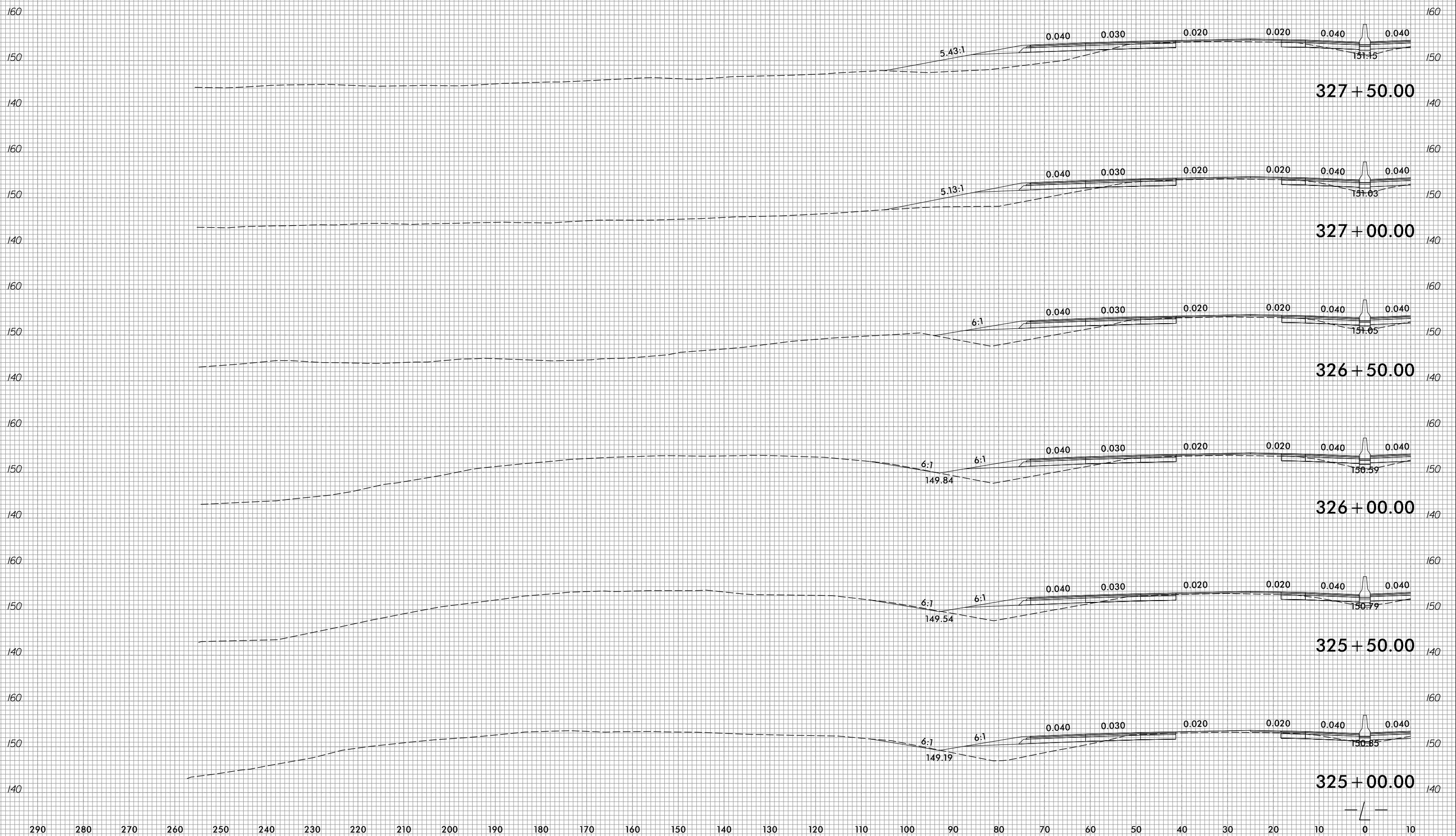
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-98

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



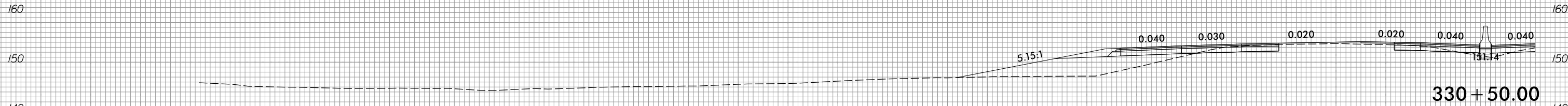
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

6/23/16

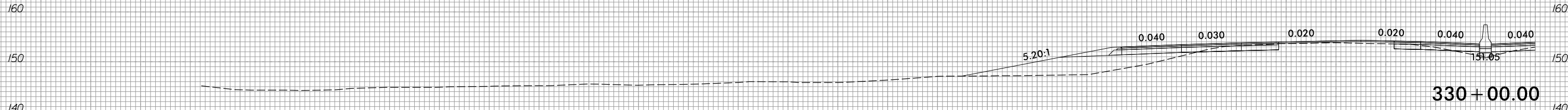


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-99

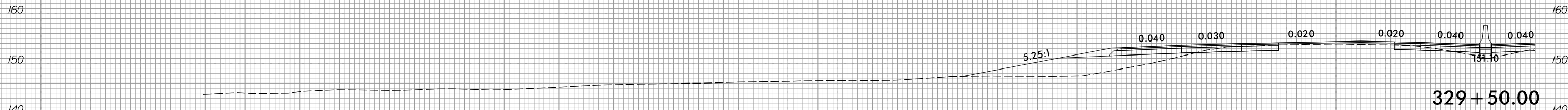
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



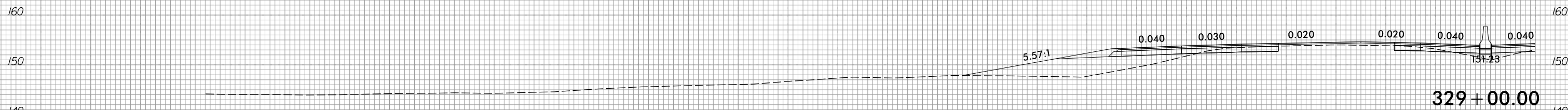
330 + 50.00



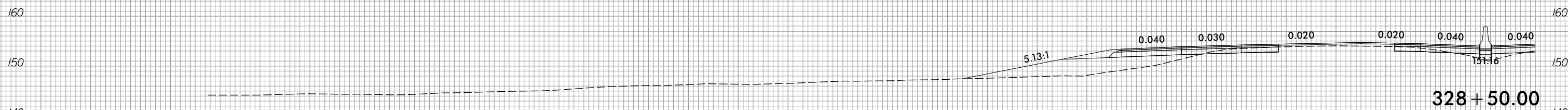
330 + 00.00



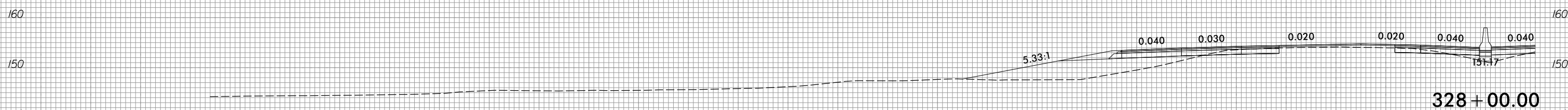
329 + 50.00



329 + 00.00



328 + 50.00



328 + 00.00

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

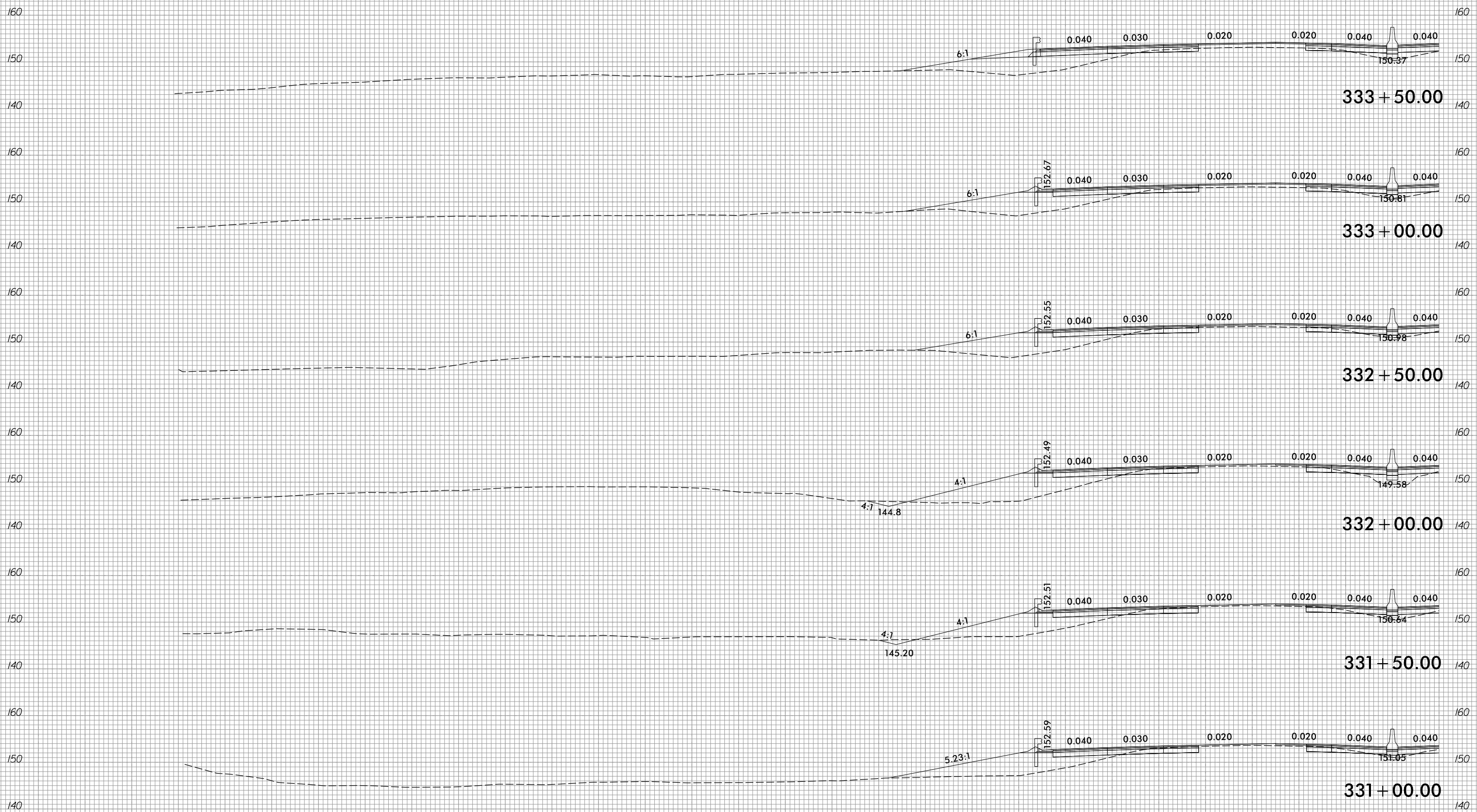
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-100

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



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

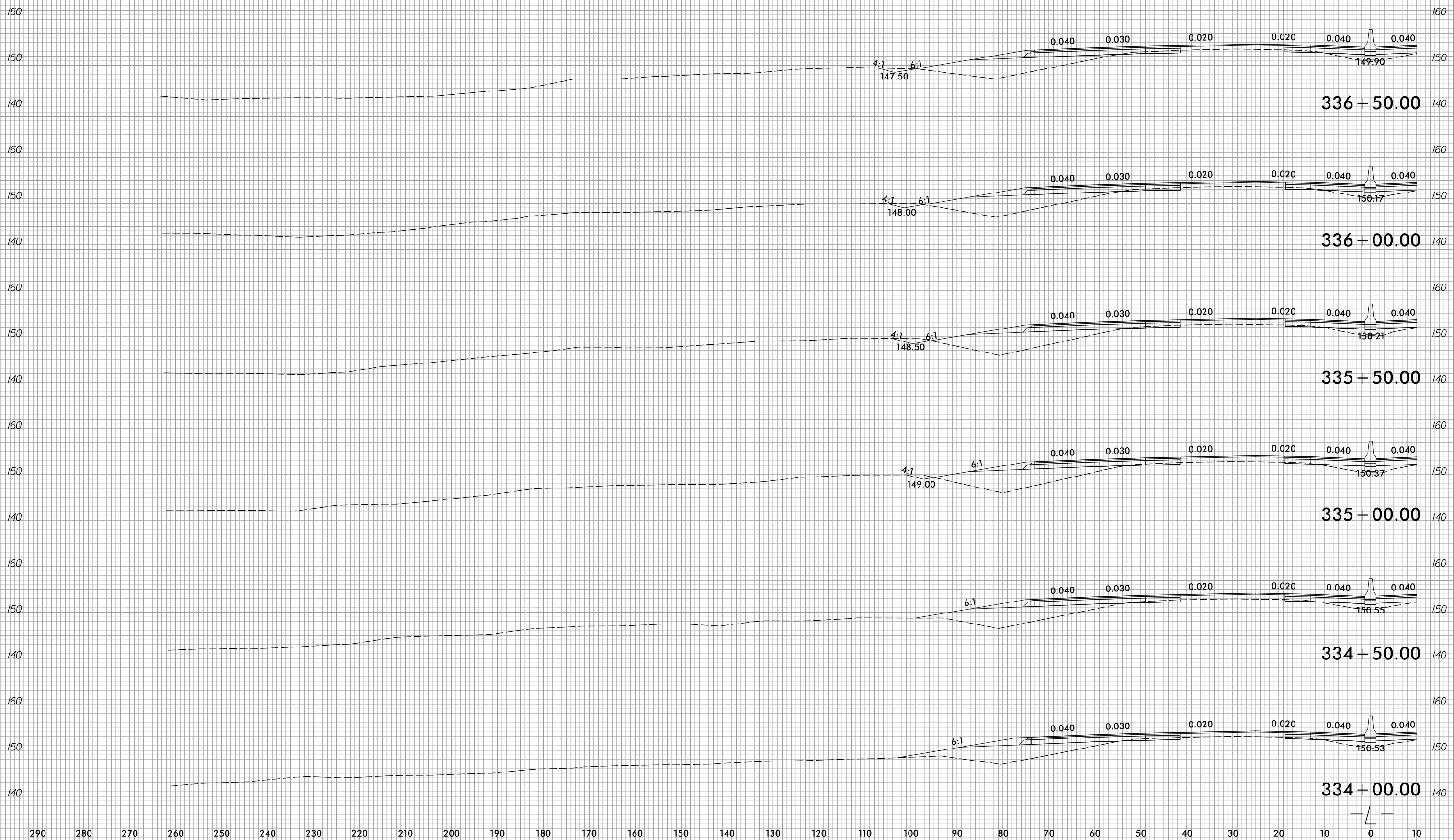
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-101

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



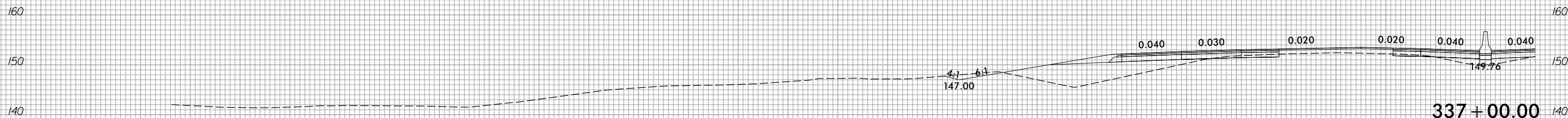
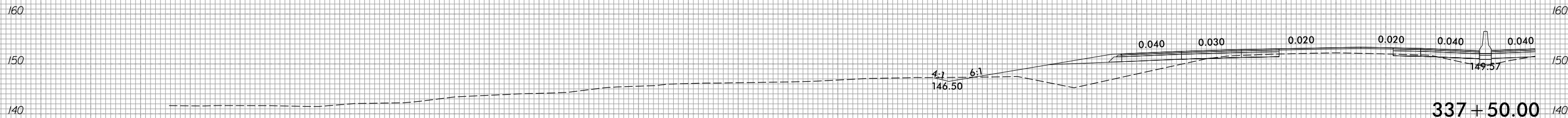
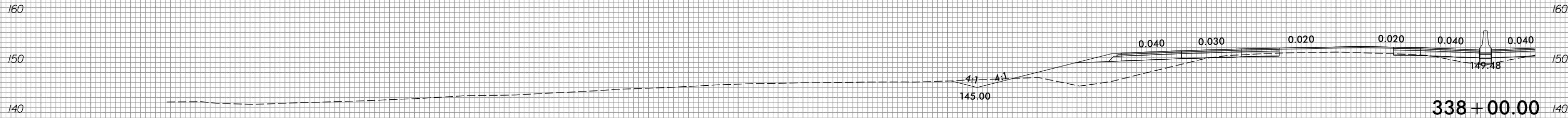
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L-L.T.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-102

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



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

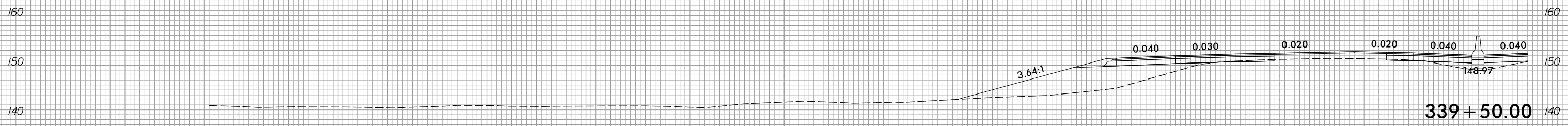
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L.L.T.dgn
 David.Choi

6/23/16

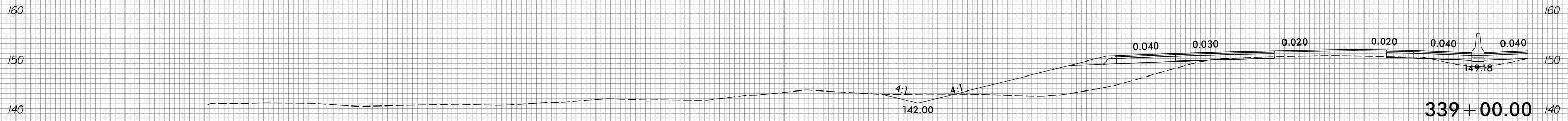


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-103

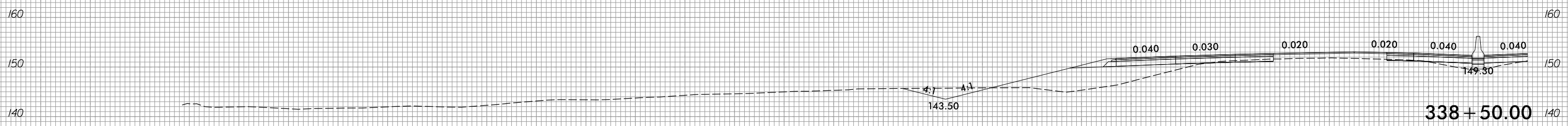
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



339 + 50.00



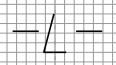
339 + 00.00

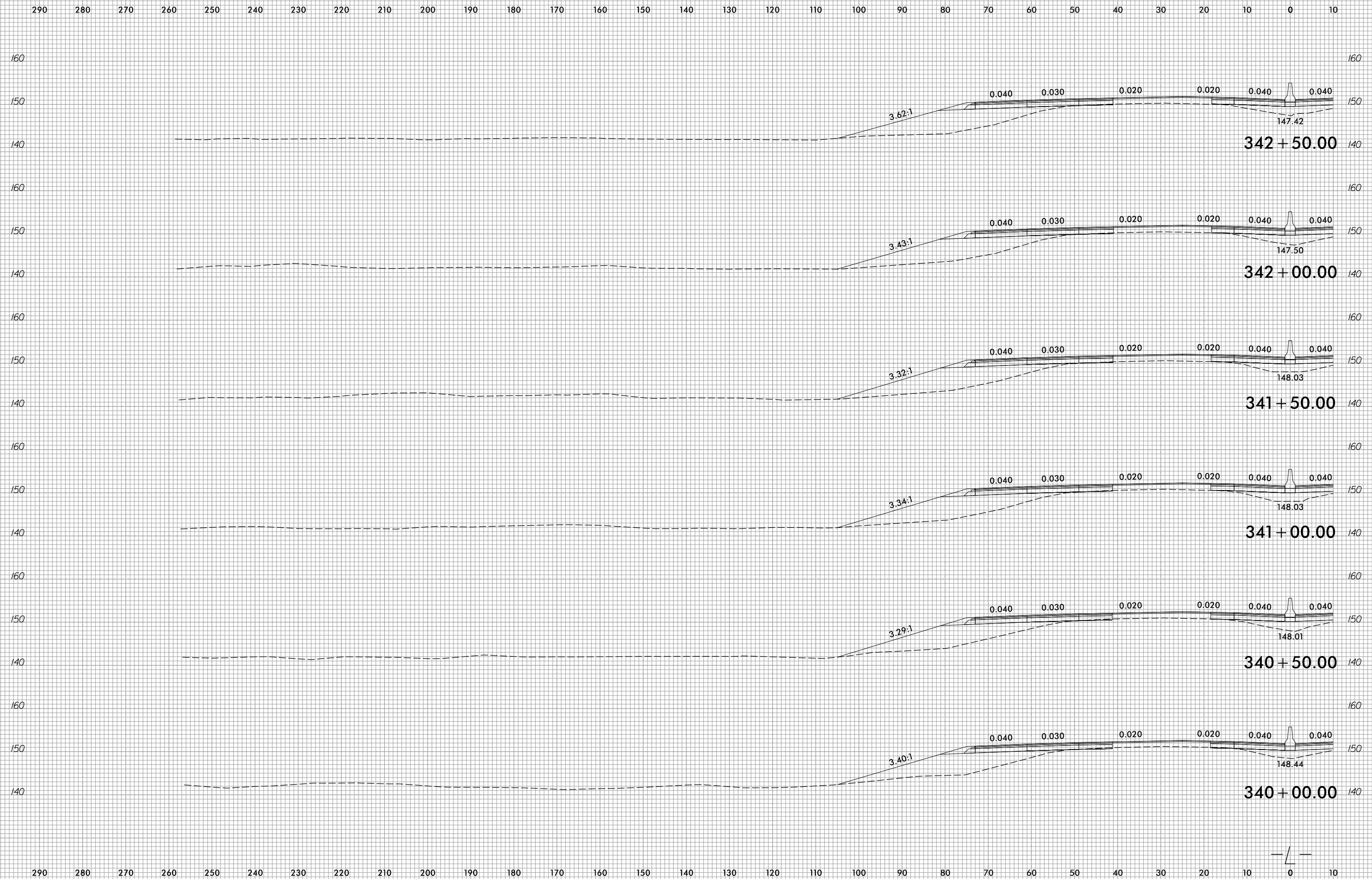


338 + 50.00

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

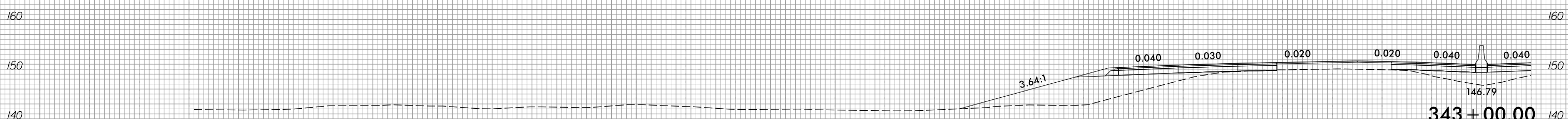
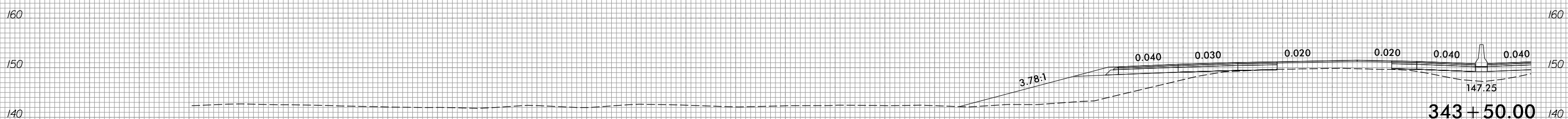
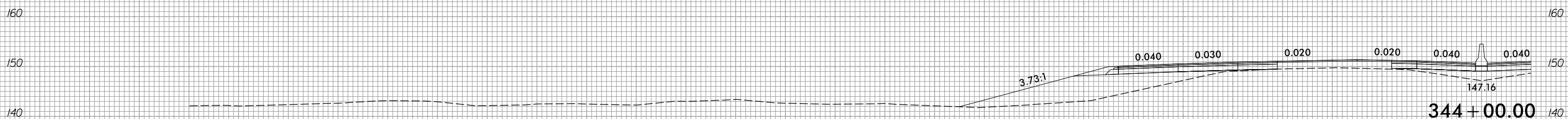
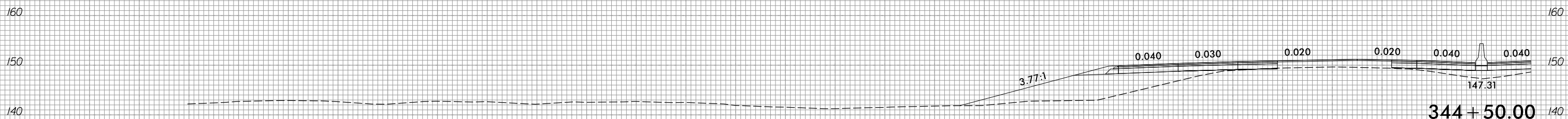
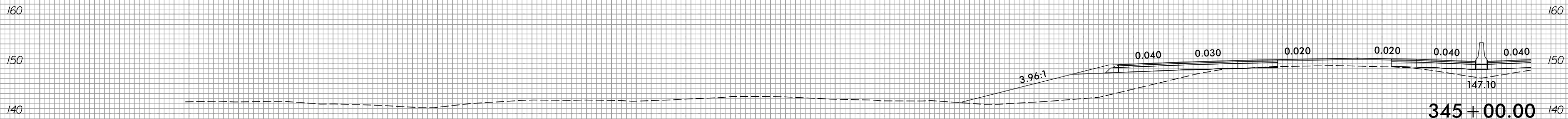
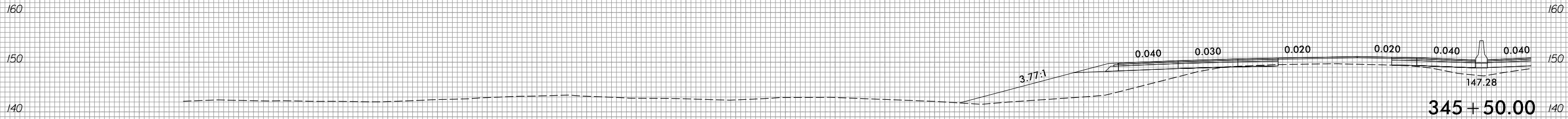
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL-L-L.T.dgn
David.Choi







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

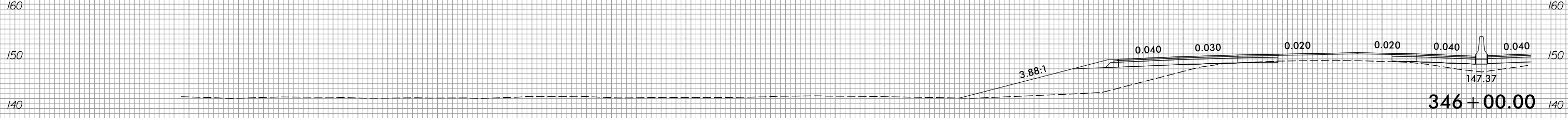
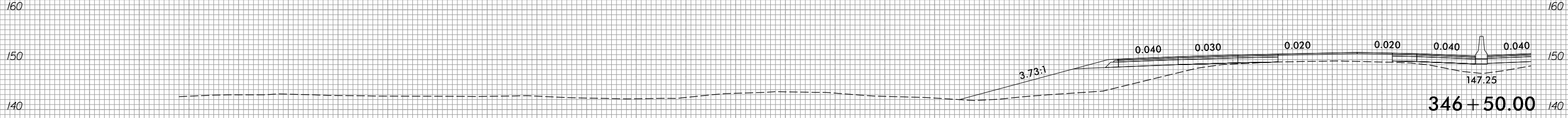
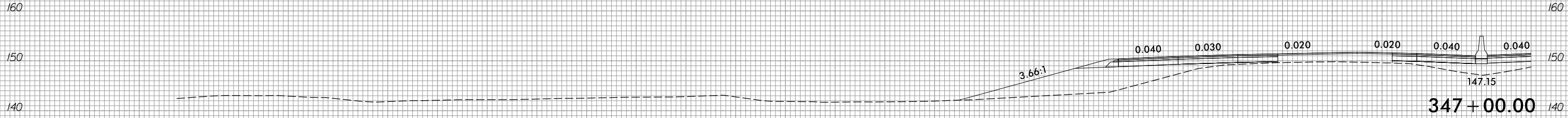
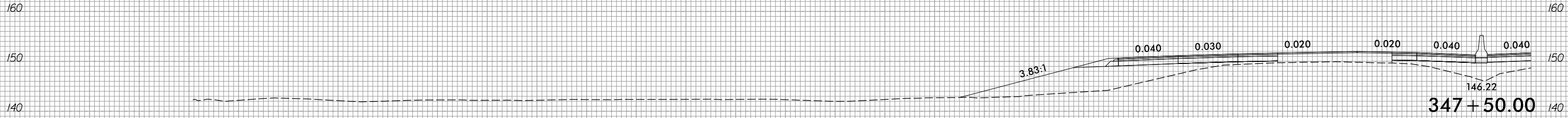
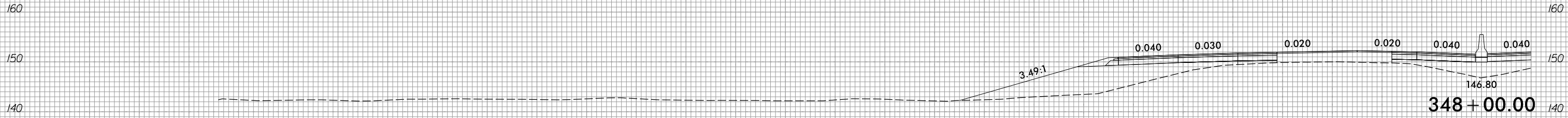
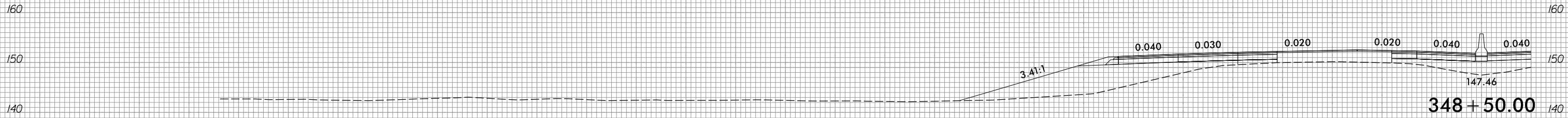


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



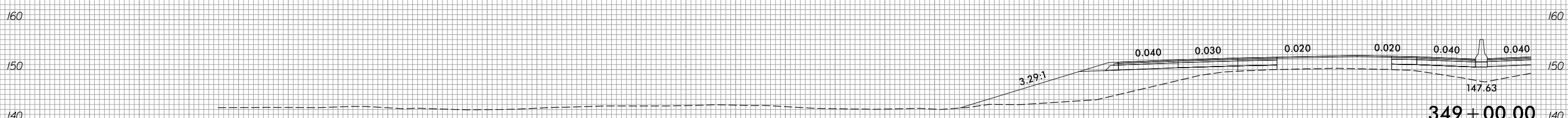
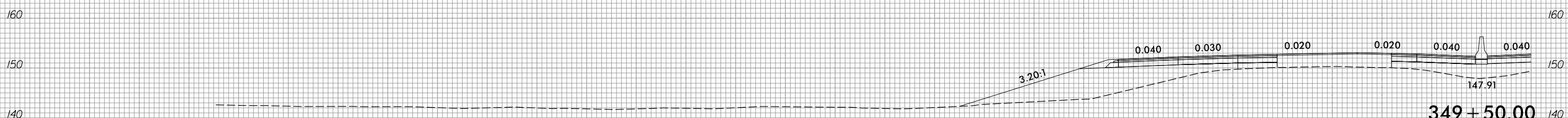
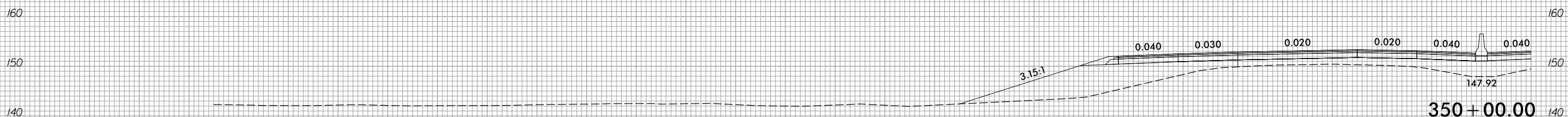
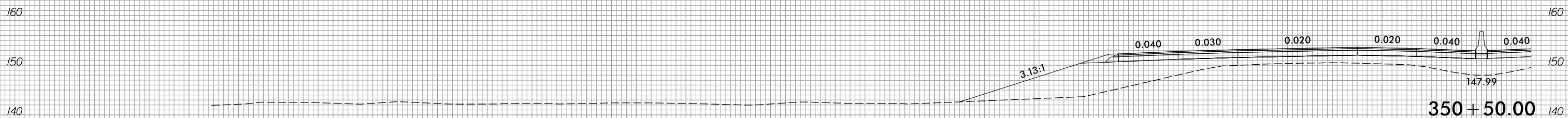
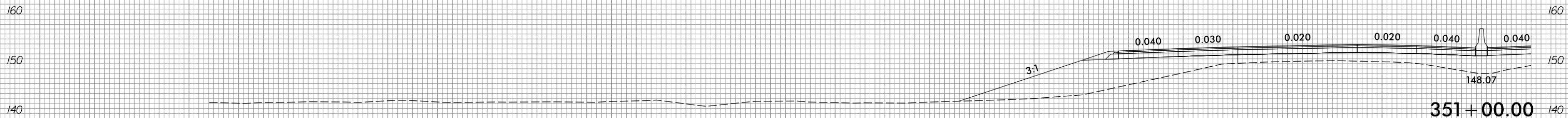
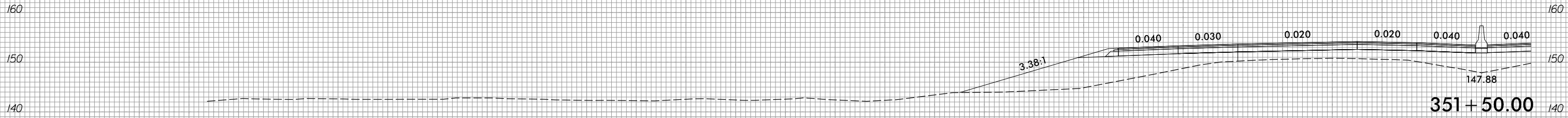


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

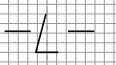


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

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

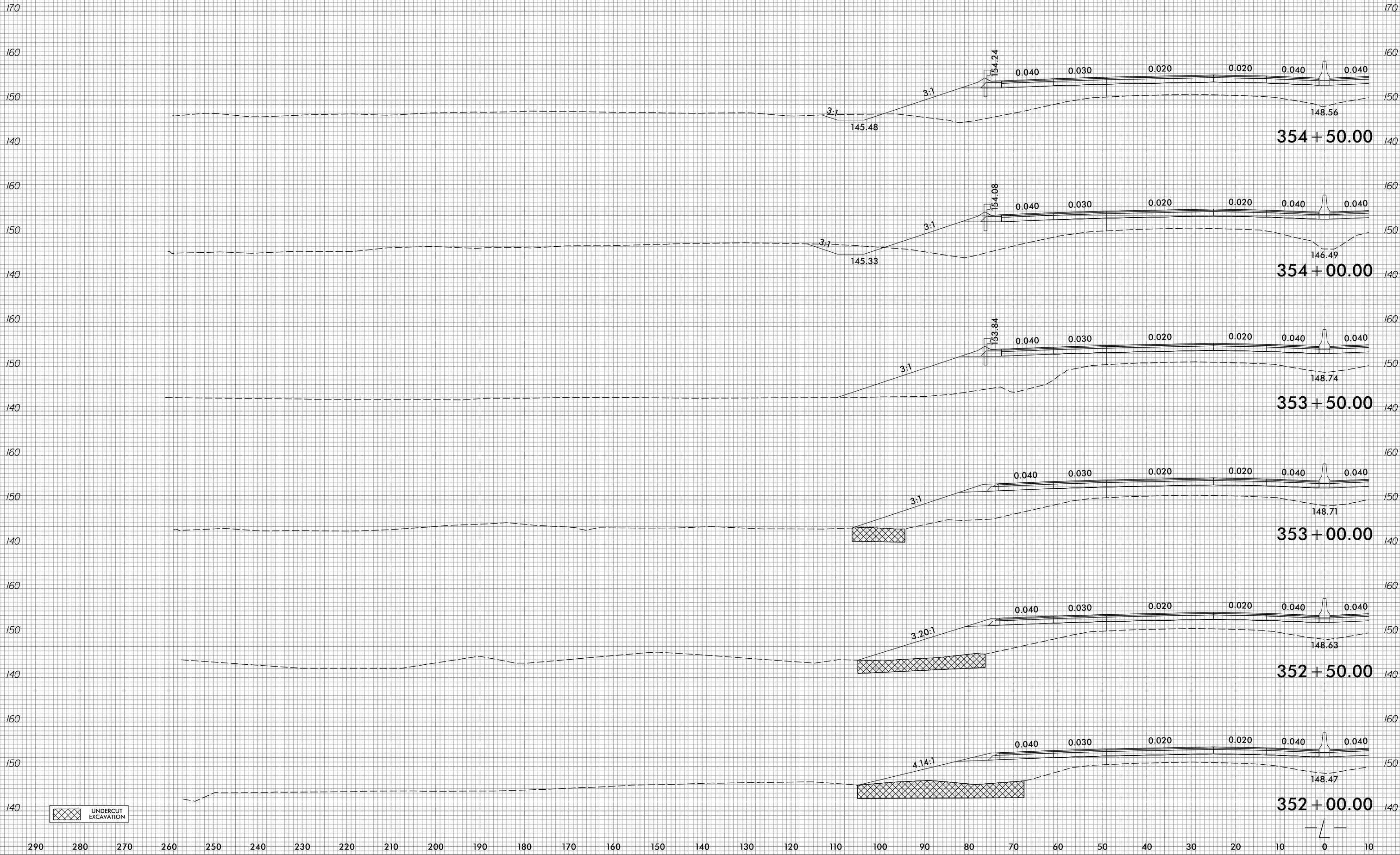


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10





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

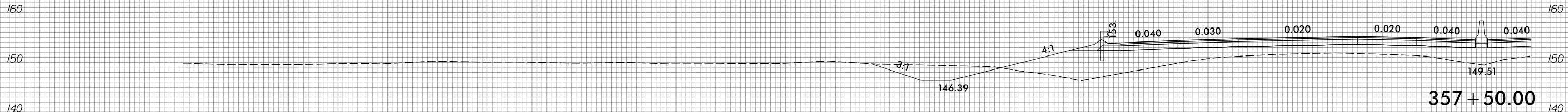


UNDERCUT EXCAVATION

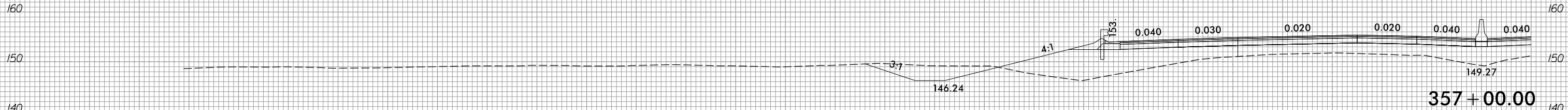
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



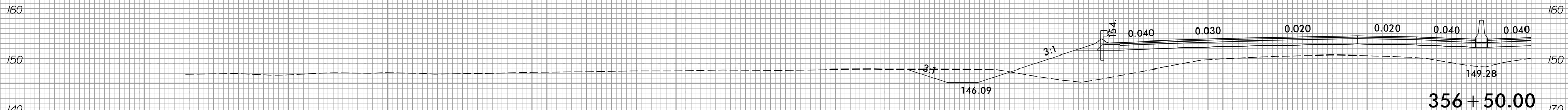
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



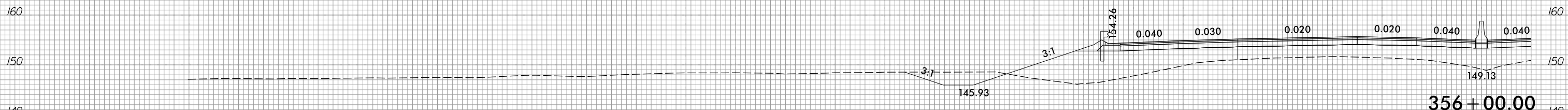
357 + 50.00



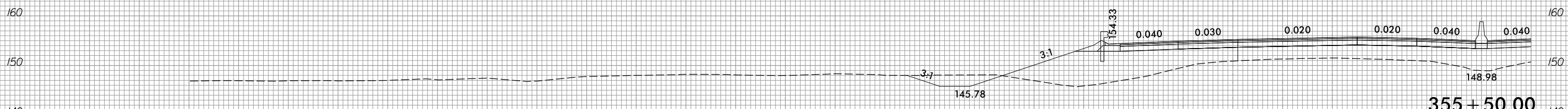
357 + 00.00



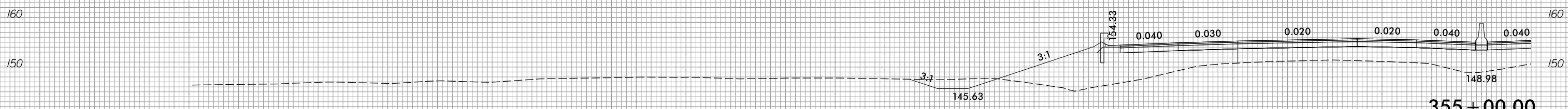
356 + 50.00



356 + 00.00



355 + 50.00

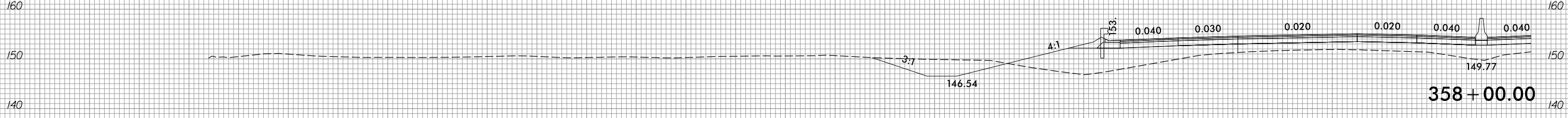
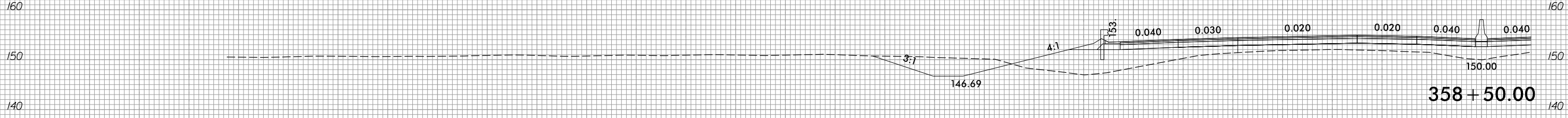
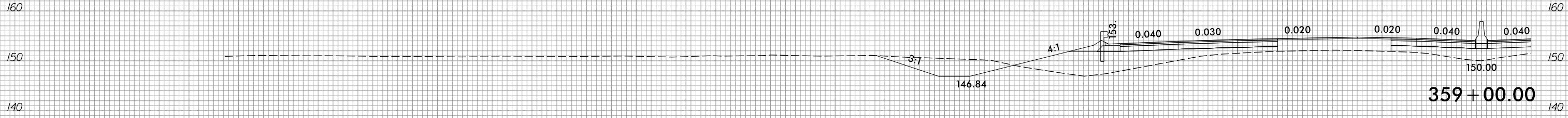
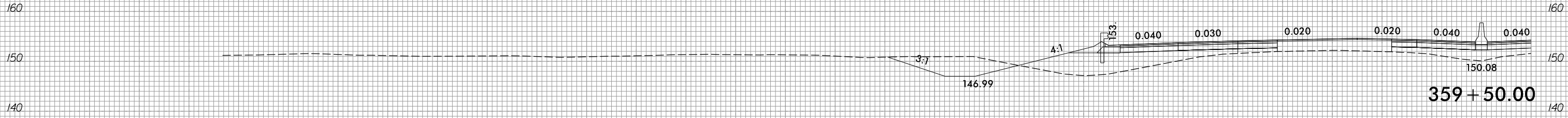
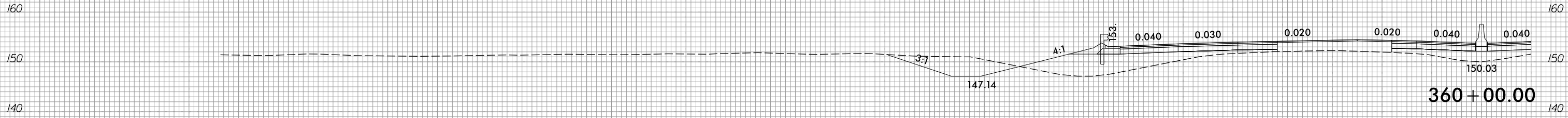
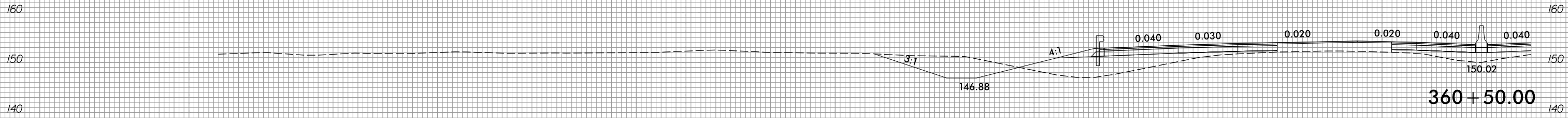


355 + 00.00

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



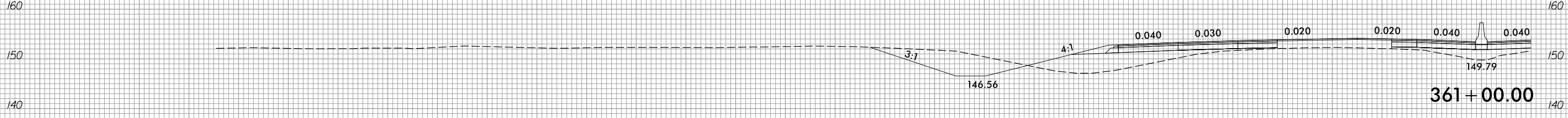
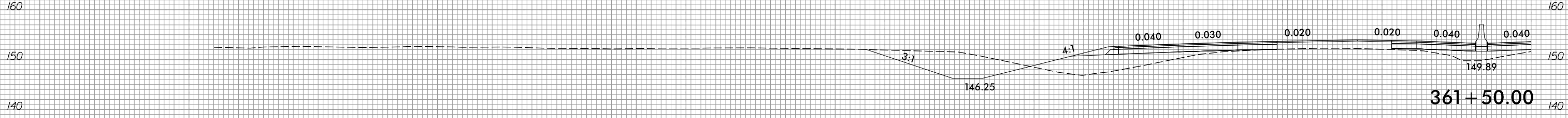
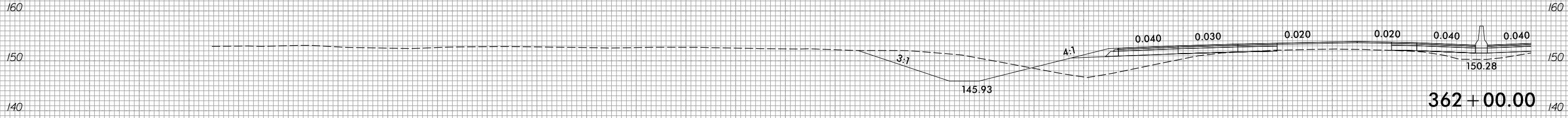
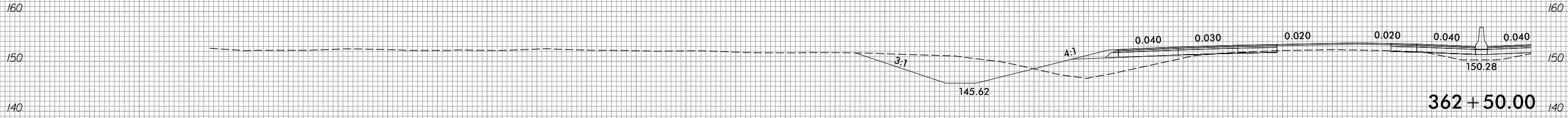
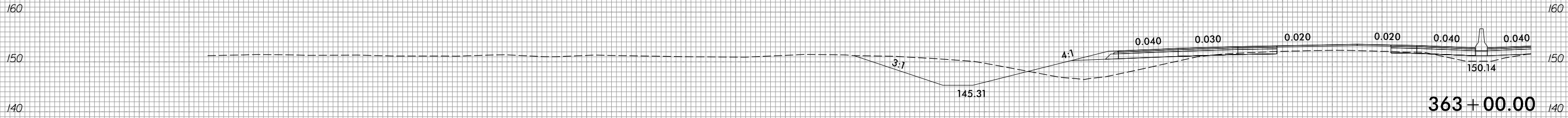
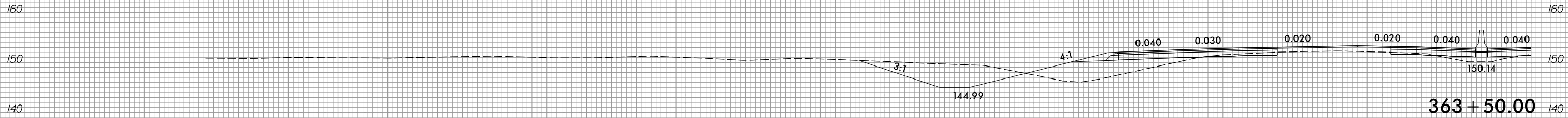
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



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

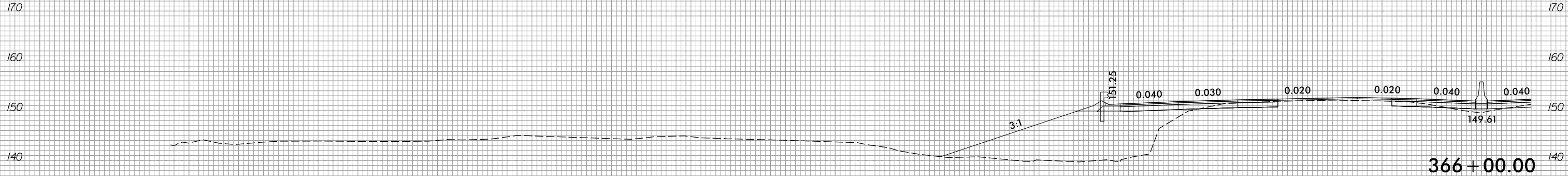


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

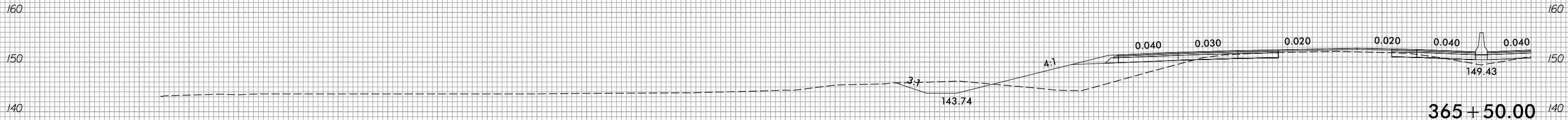


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

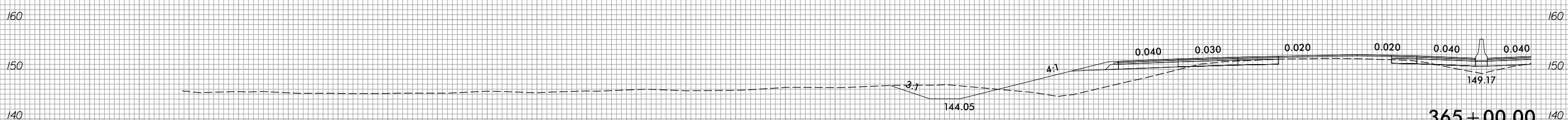
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



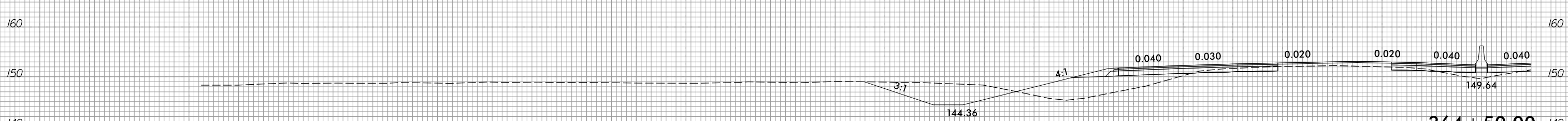
366+00.00



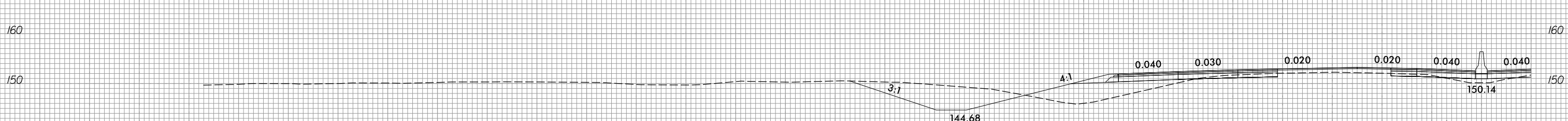
365+50.00



365+00.00

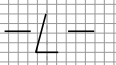


364+50.00



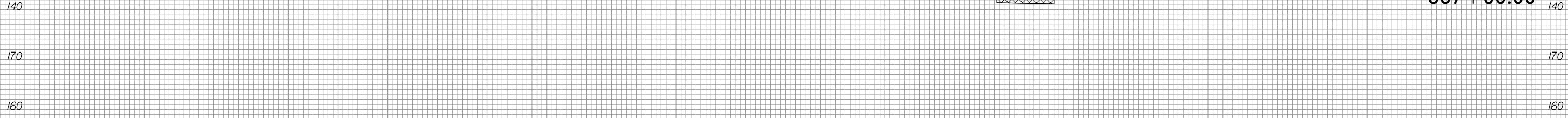
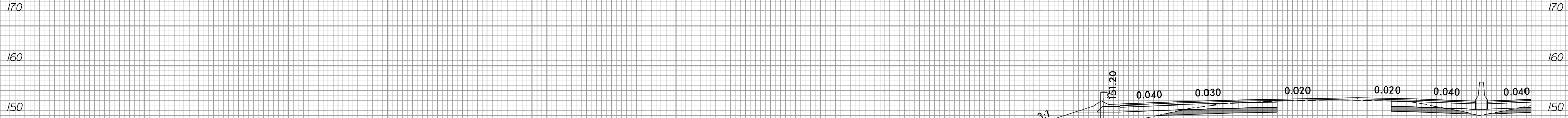
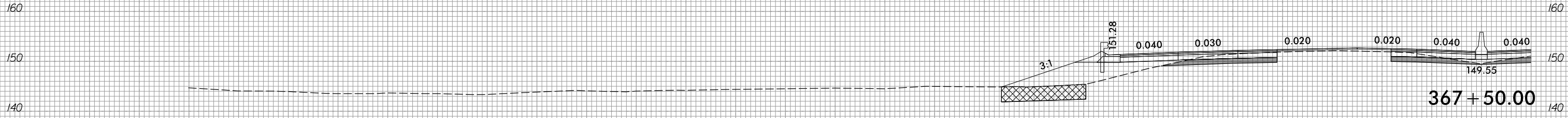
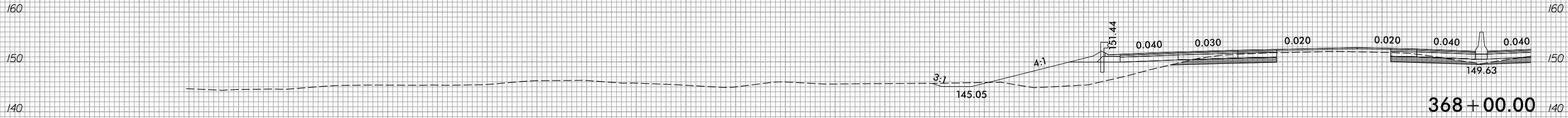
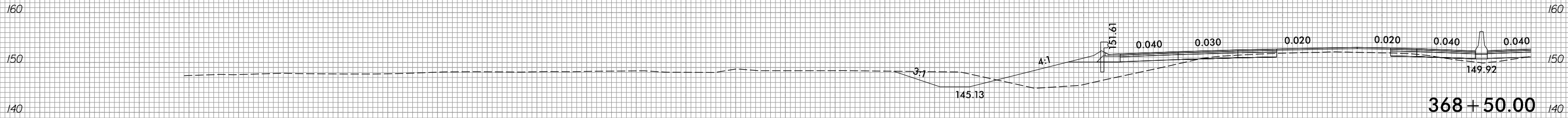
364+00.00

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





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

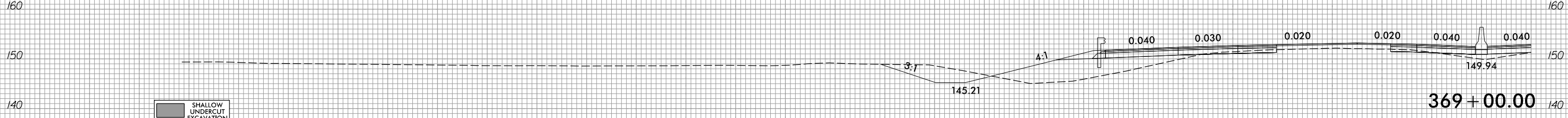
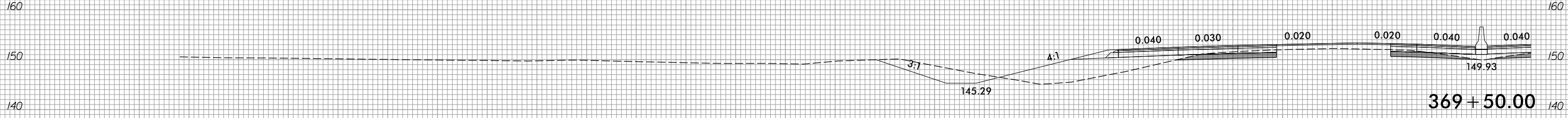
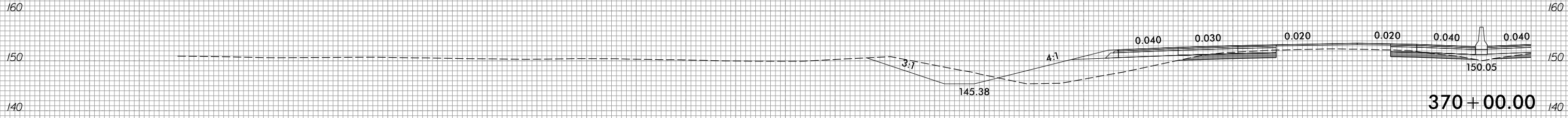
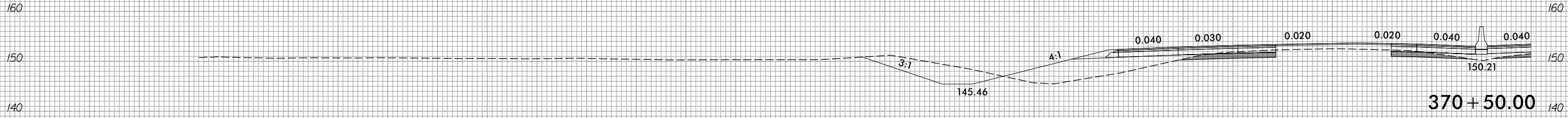
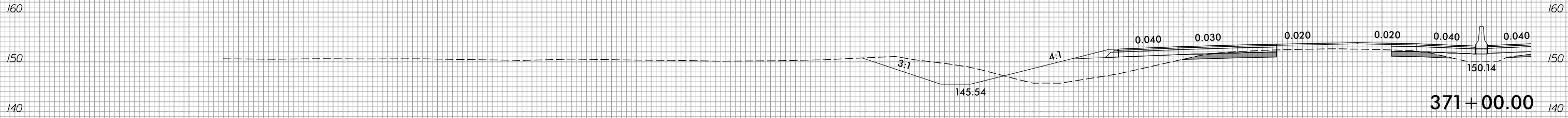
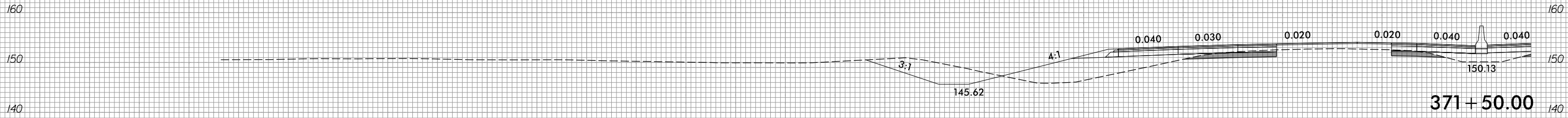


UNDERCUT EXCAVATION
 SHALLOW UNDERCUT EXCAVATION

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



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

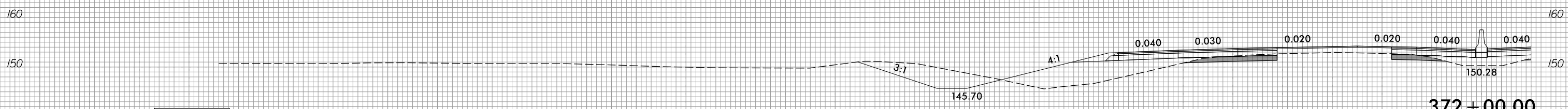
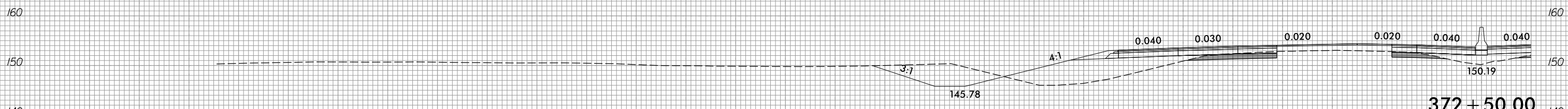
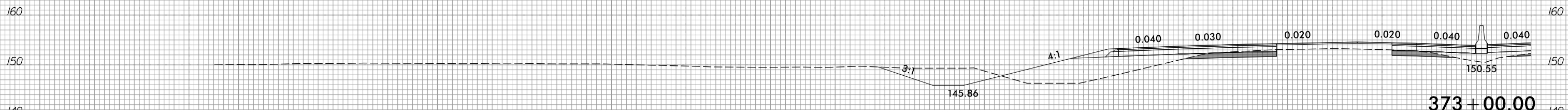
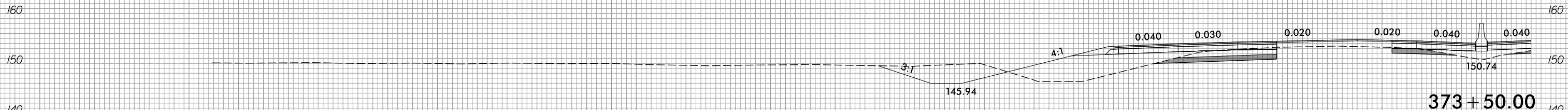
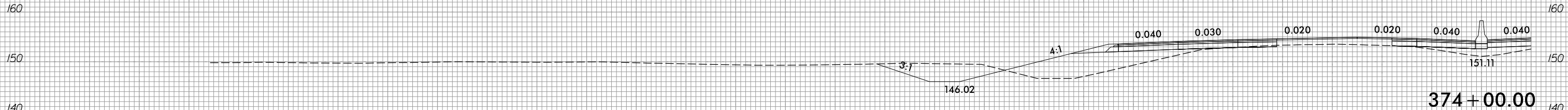
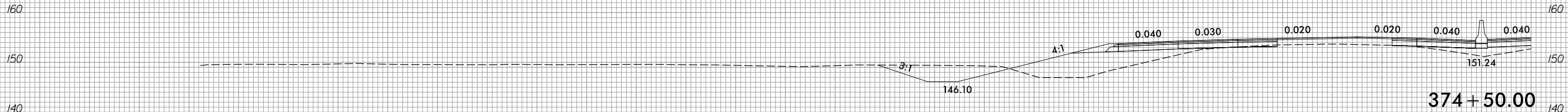


SHALLOW UNDERCUT EXCAVATION

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



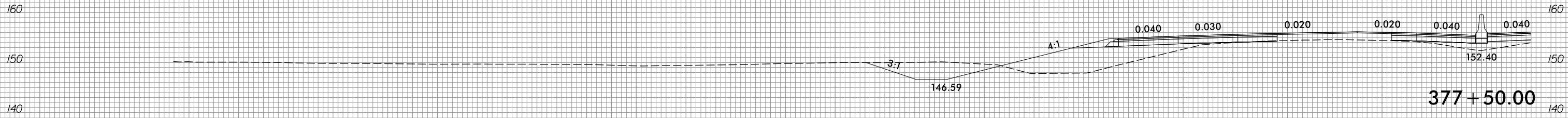
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



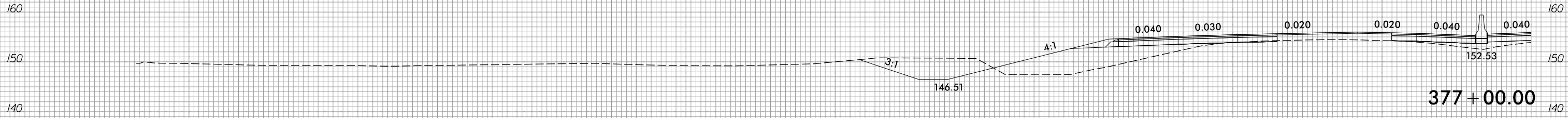
SHALLOW UNDERCUT EXCAVATION

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

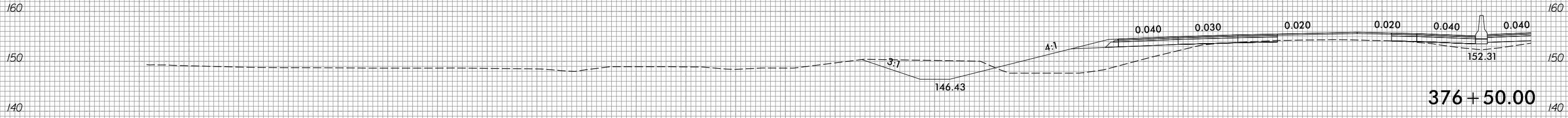
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



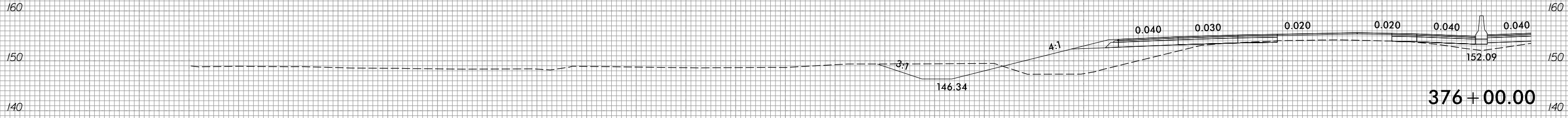
377+50.00



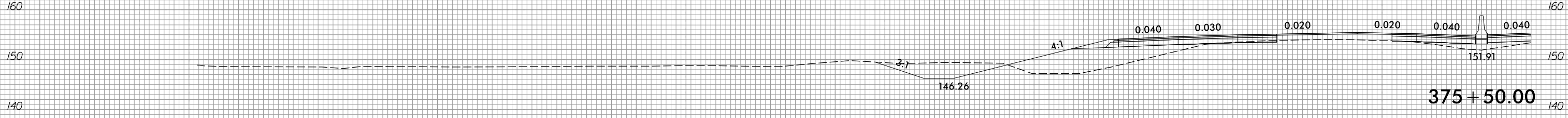
377+00.00



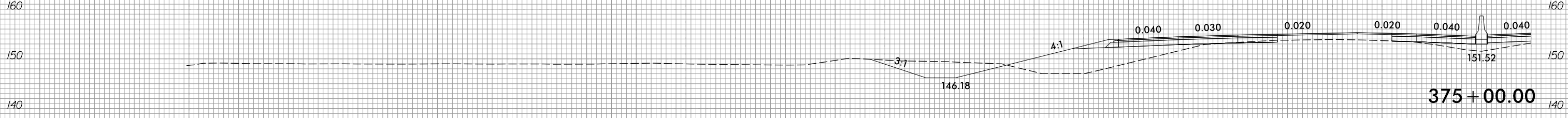
376+50.00



376+00.00

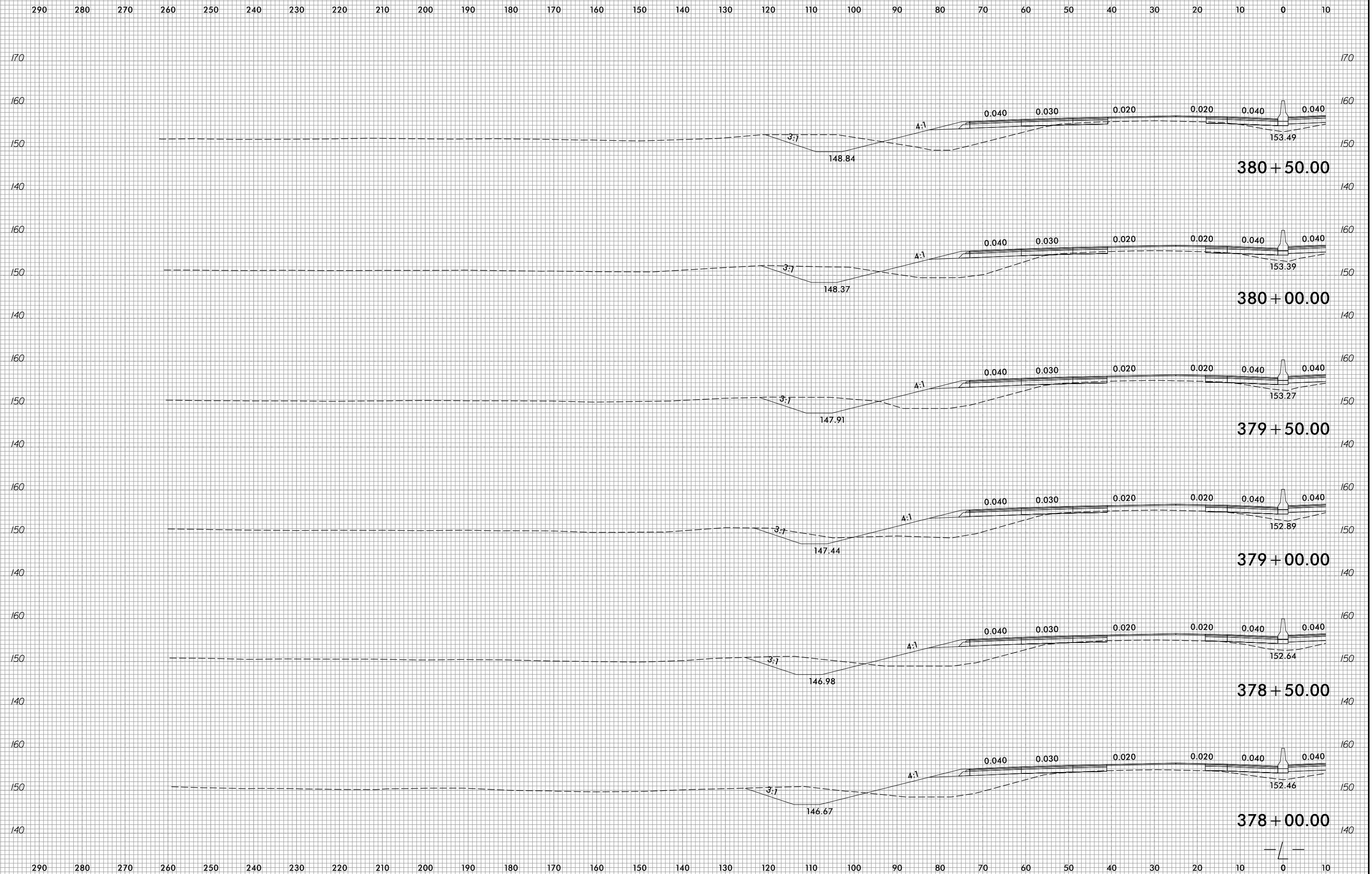


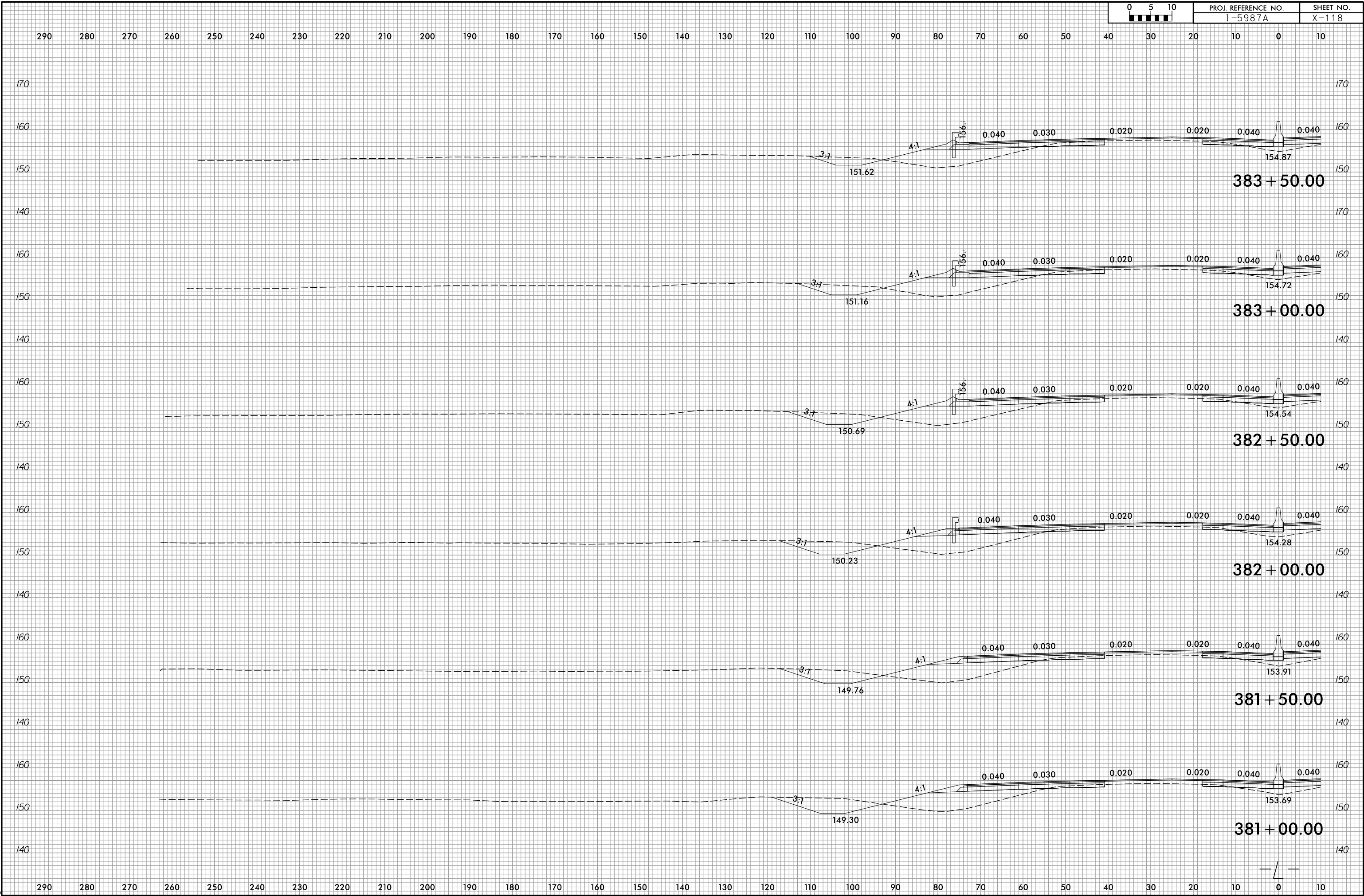
375+50.00

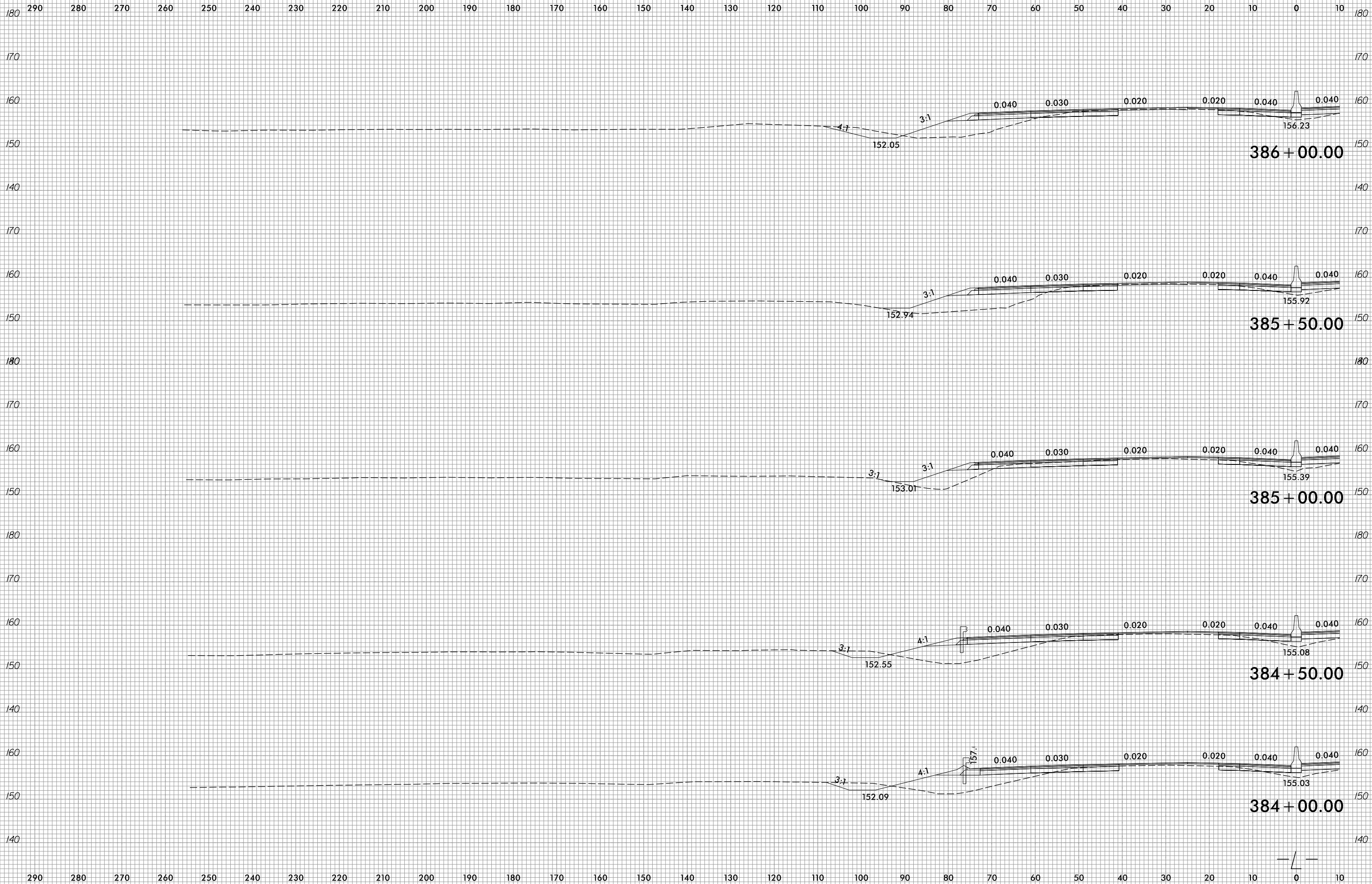


375+00.00

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

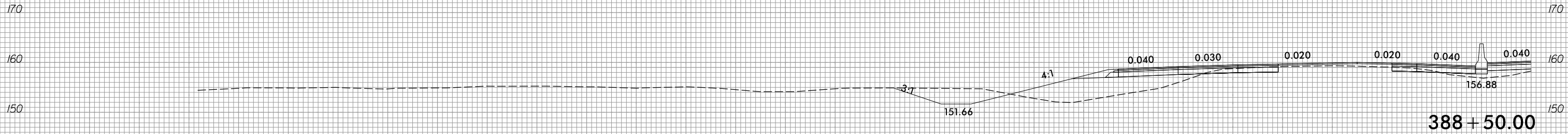




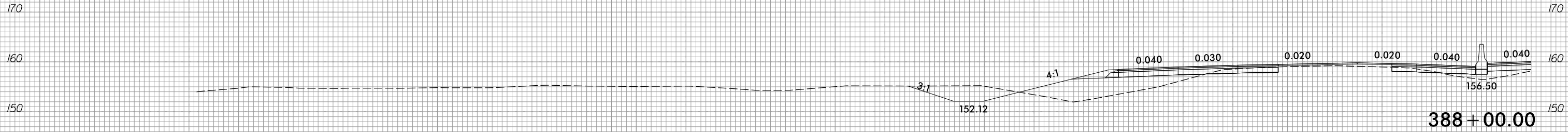




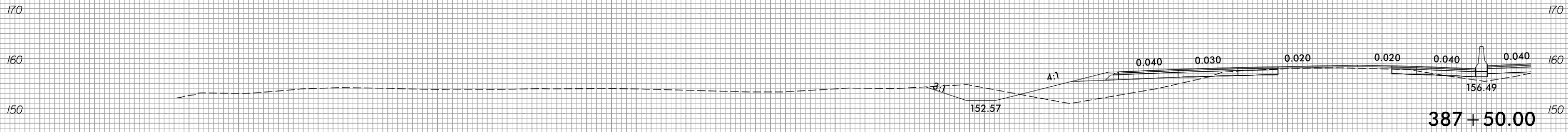
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



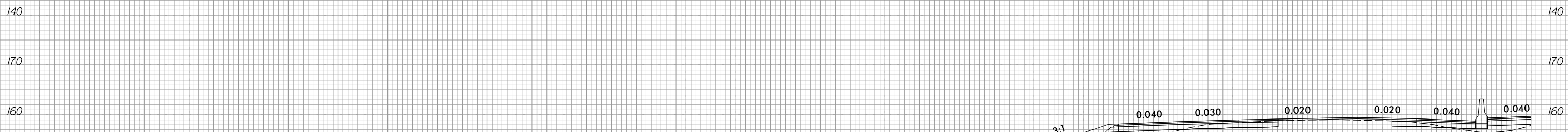
388 + 50.00



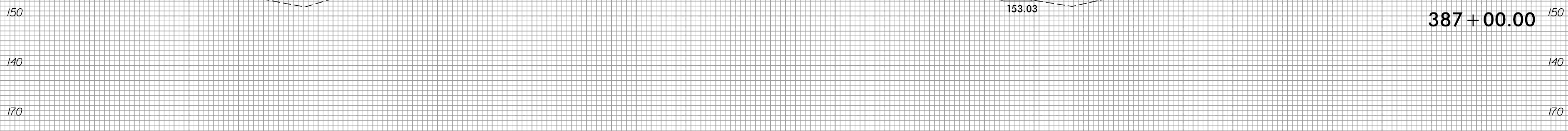
388 + 00.00



387 + 50.00

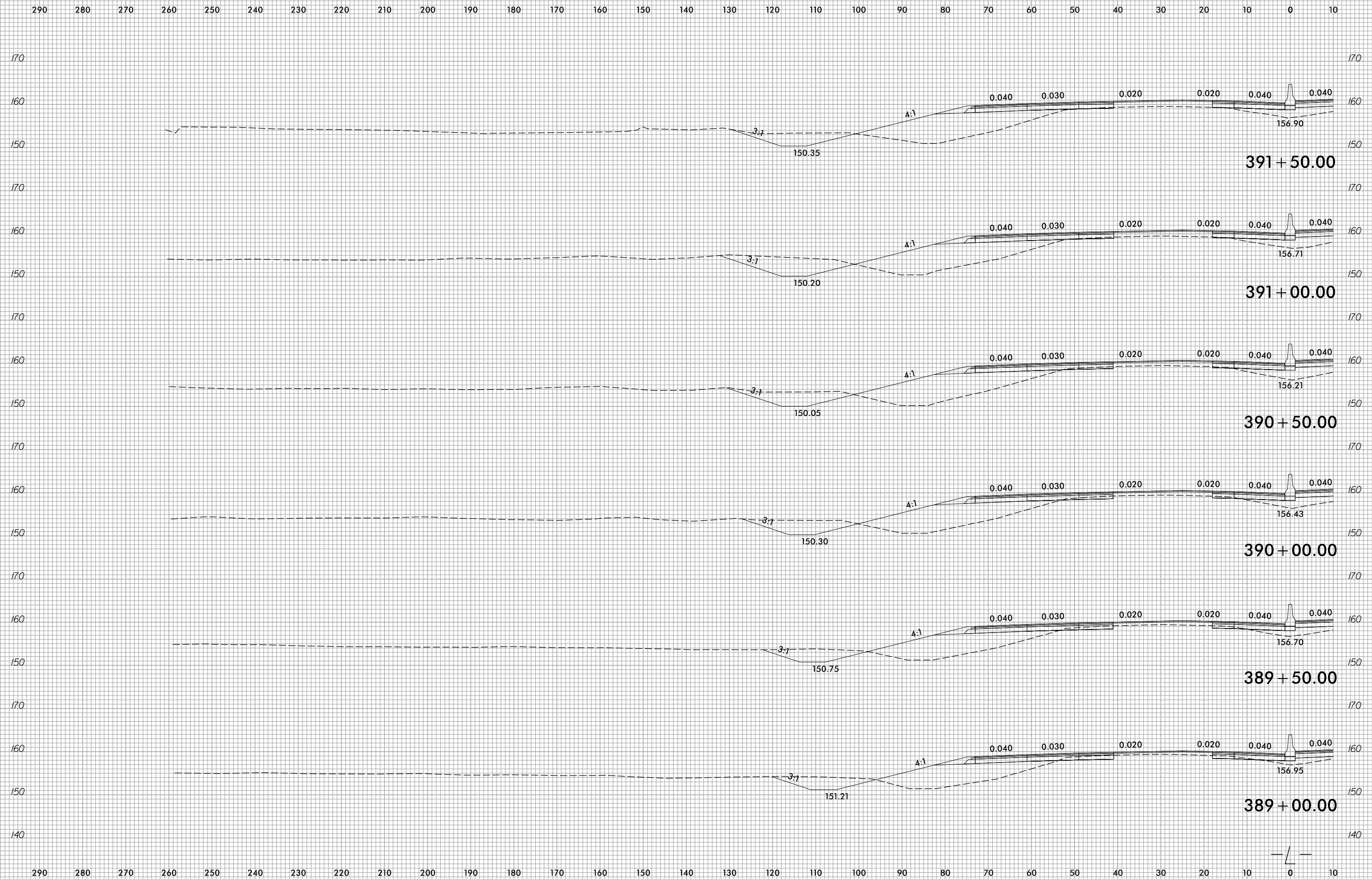


387 + 00.00



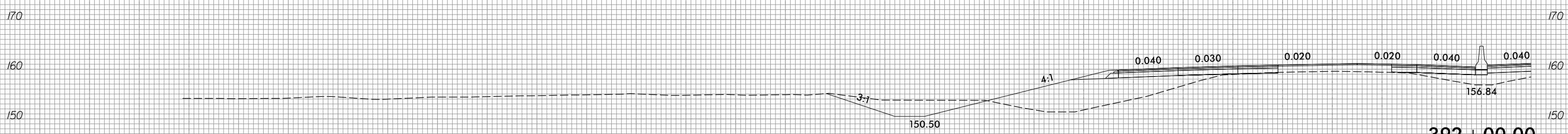
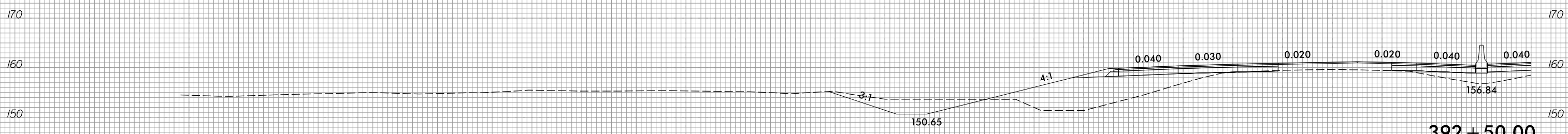
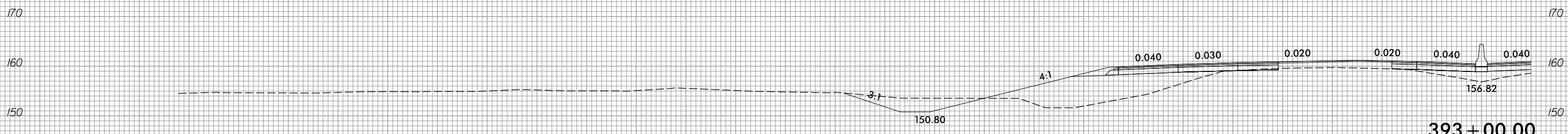
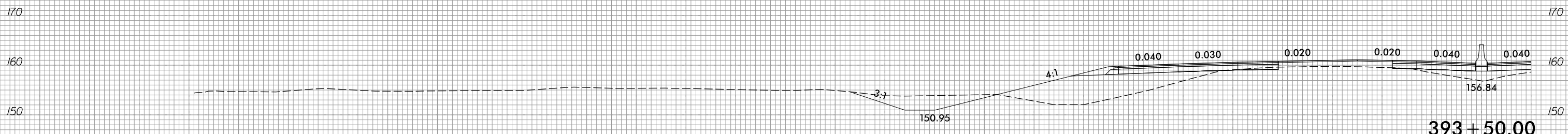
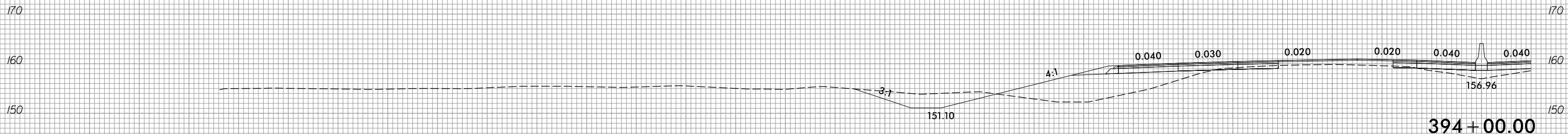
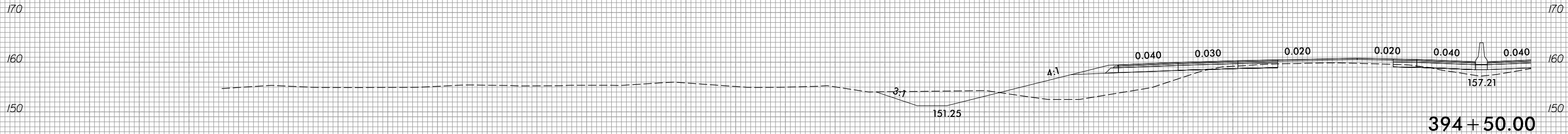
386 + 50.00

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

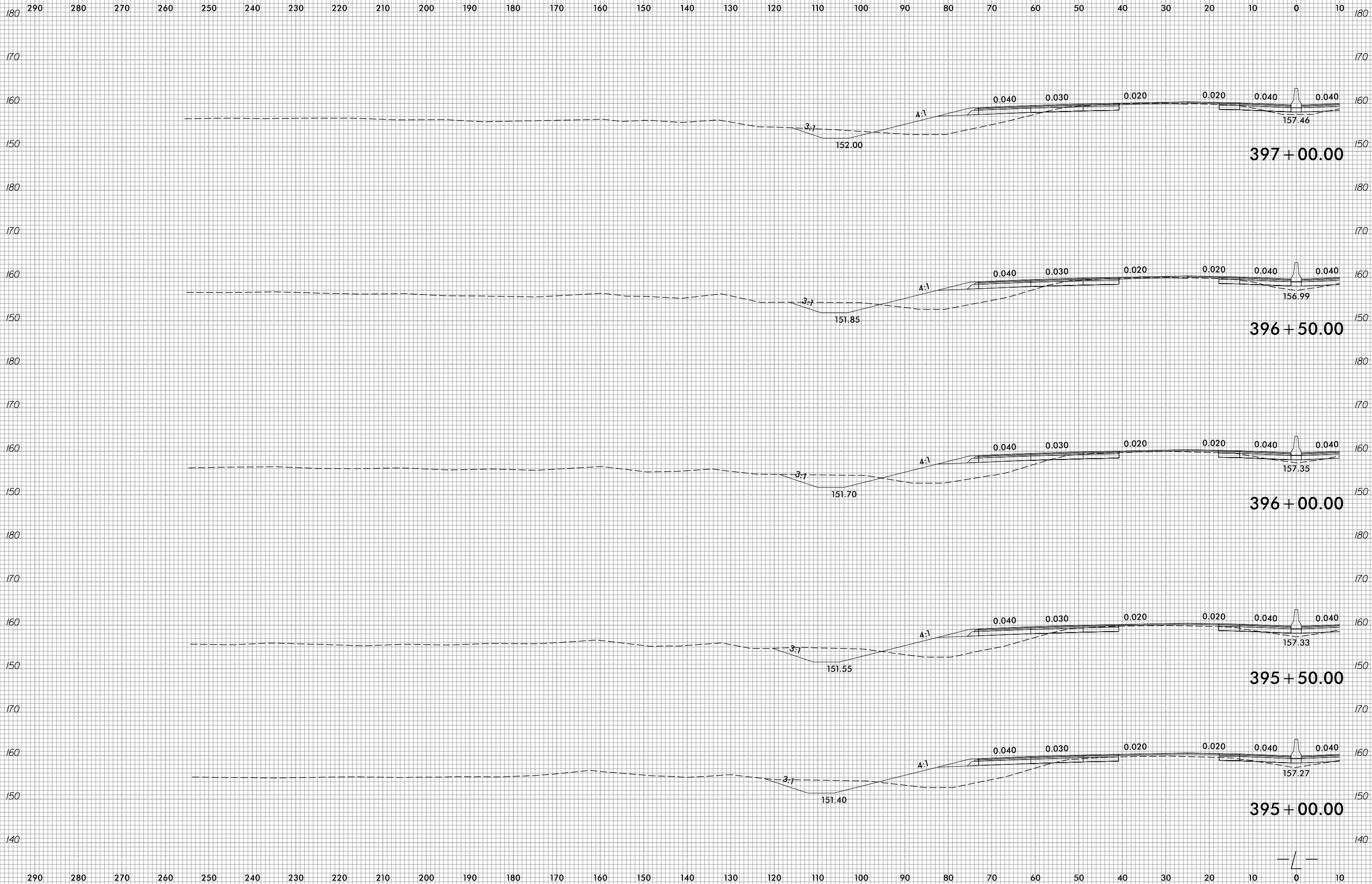




290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



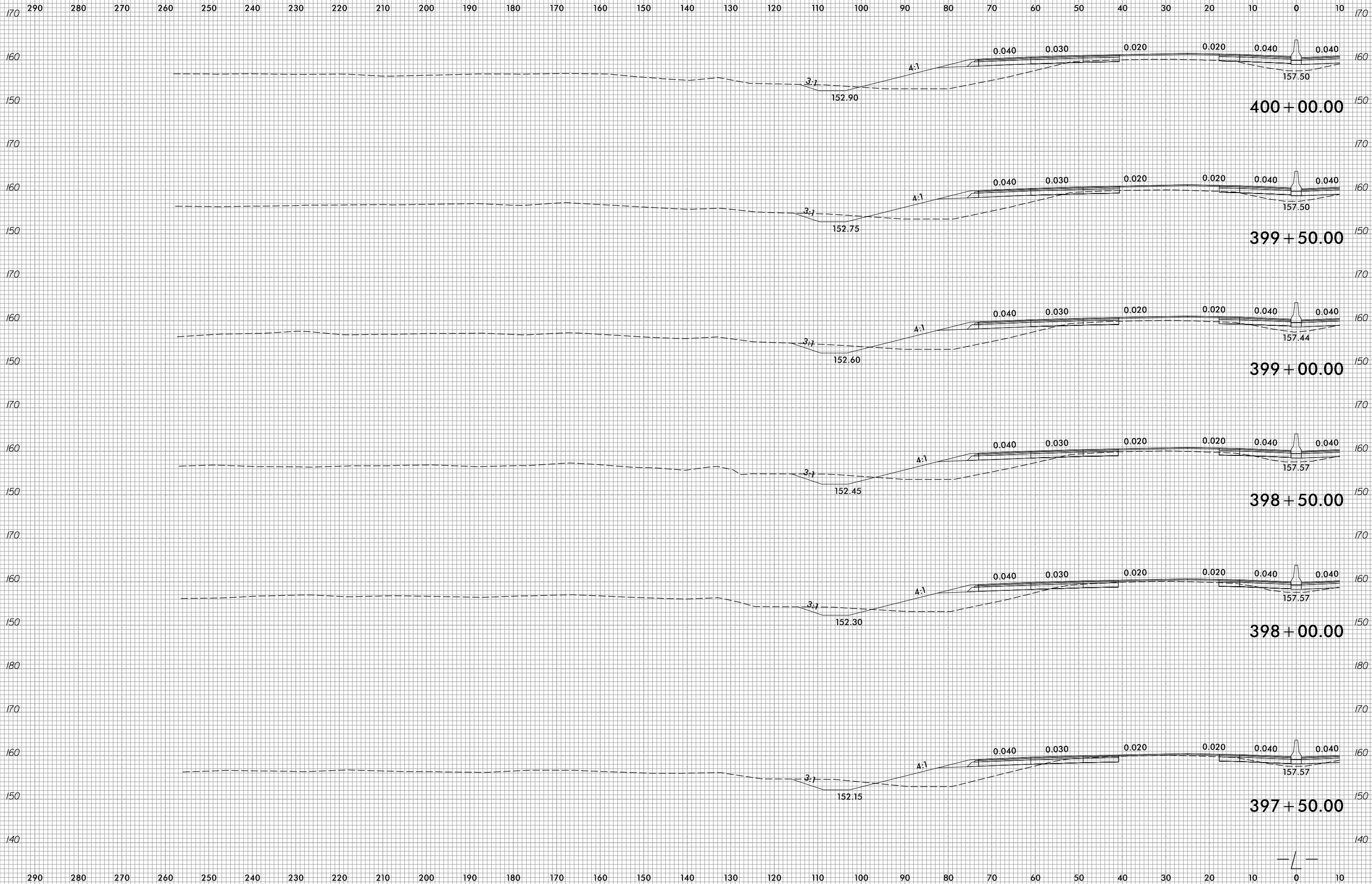
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



6/23/16



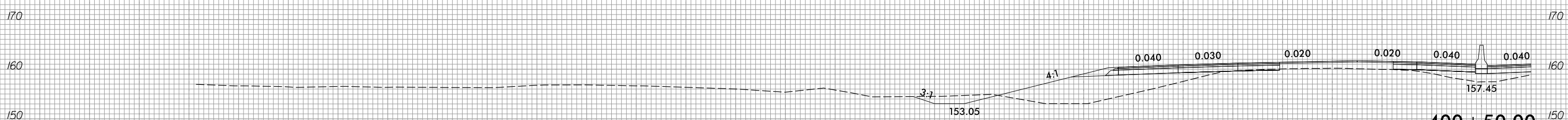
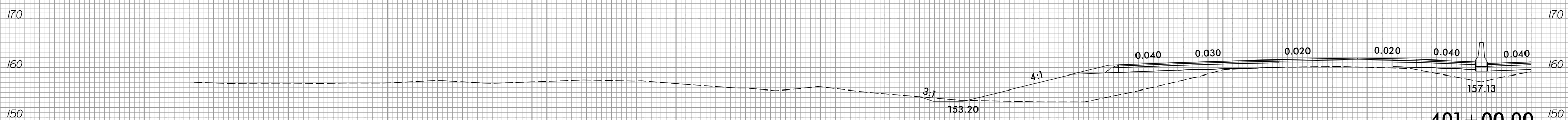
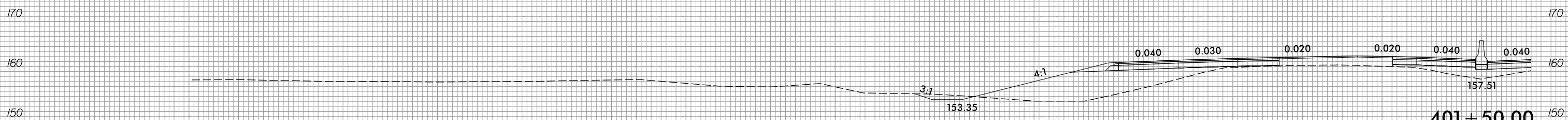
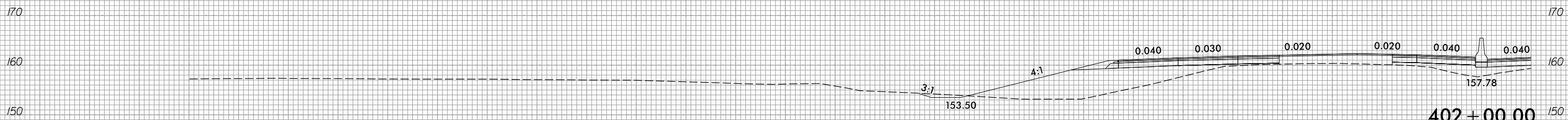
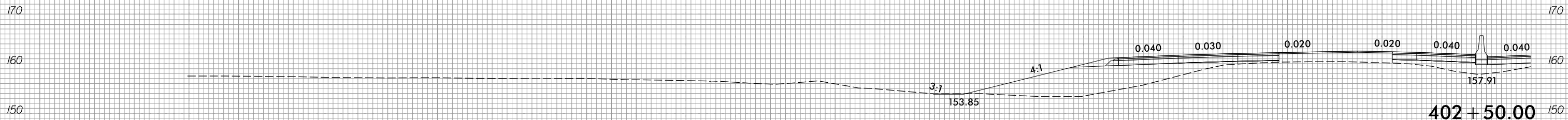
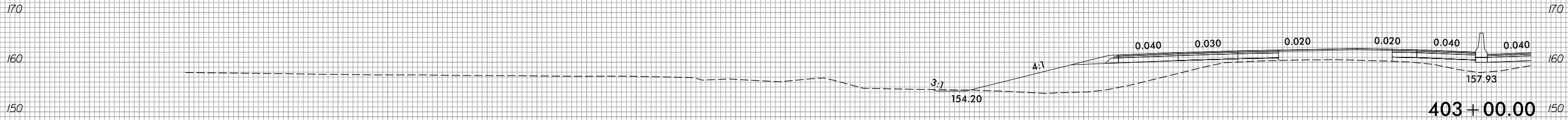
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-124



5/2/2022
D:\RAY\1125\0500\CAD\I-5987A\Roadkey\CORRIDOR\Modelling\I5987_ROY_XPL-LA2.LT.dgn
gmodi.in



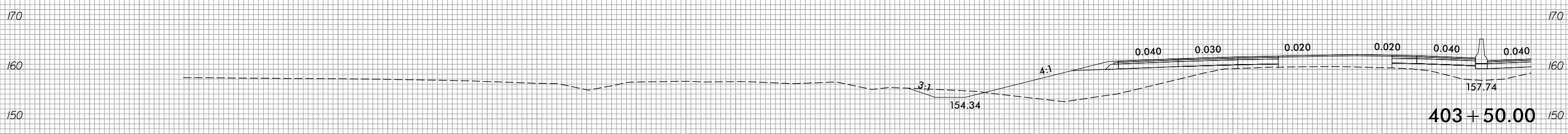
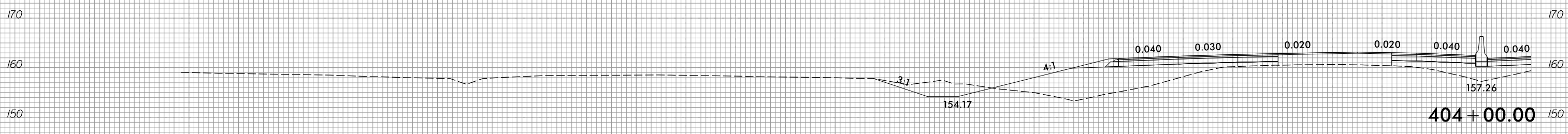
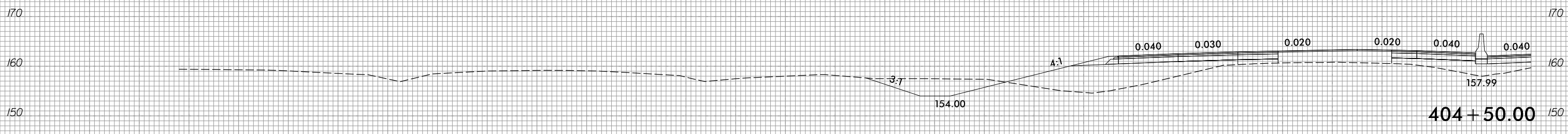
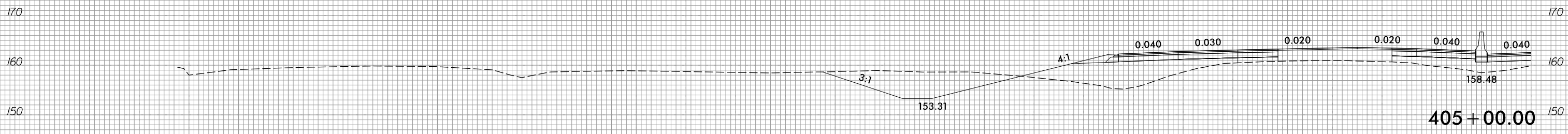
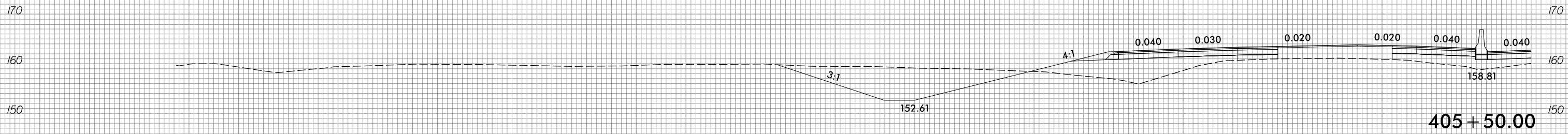
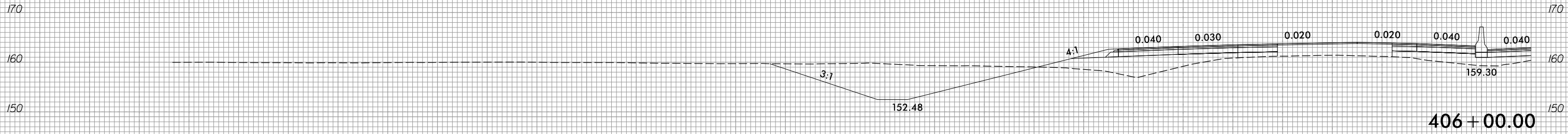
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



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



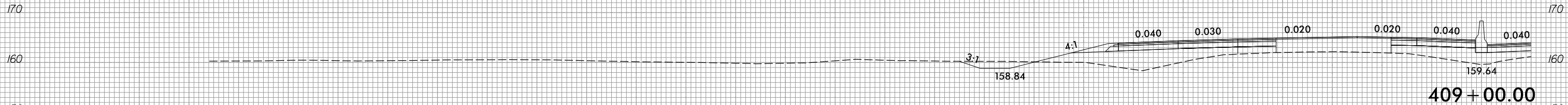
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



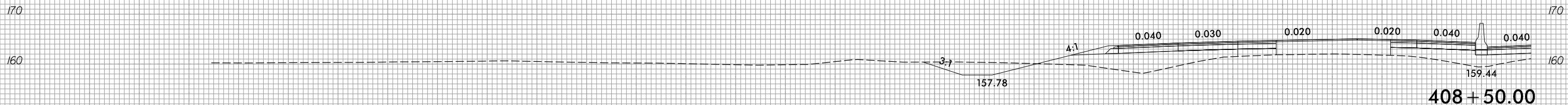
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



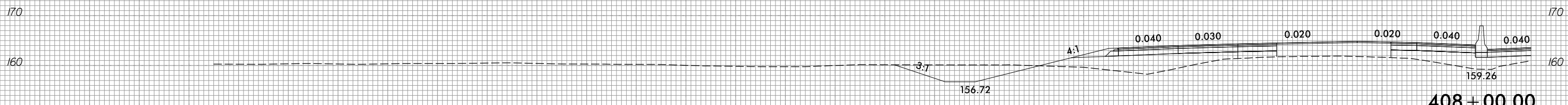
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



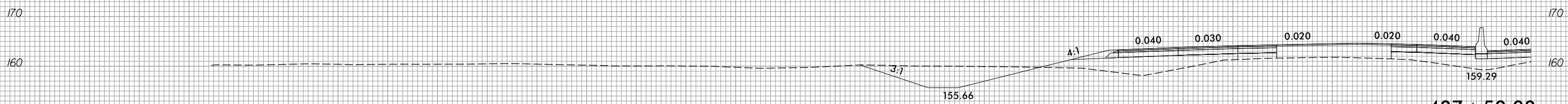
409 + 00.00



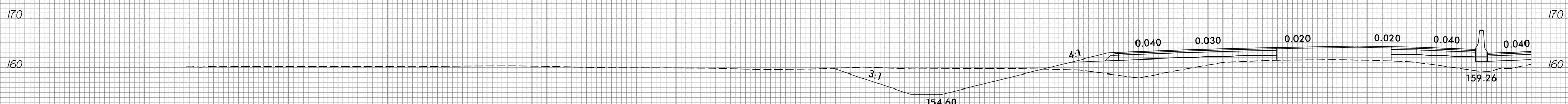
408 + 50.00



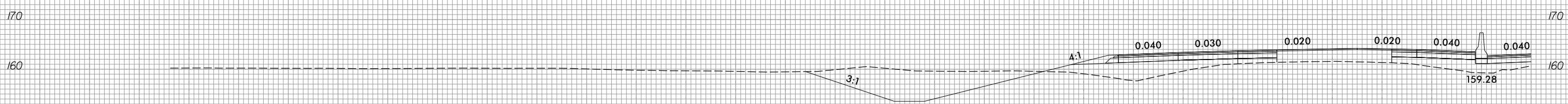
408 + 00.00



407 + 50.00

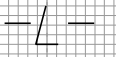


407 + 00.00



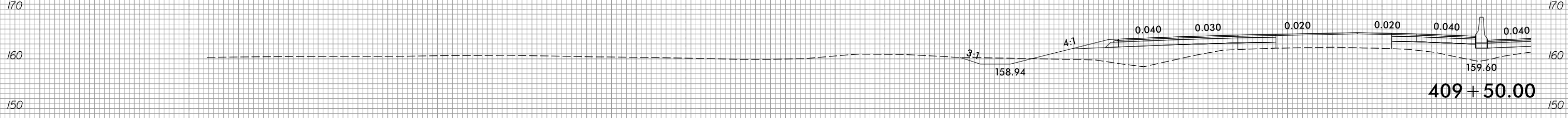
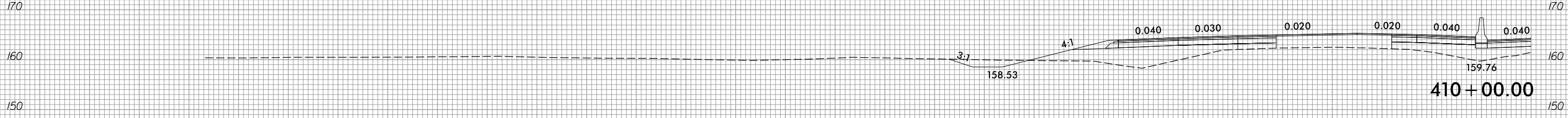
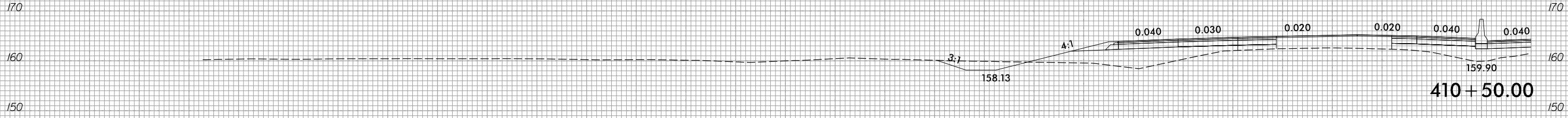
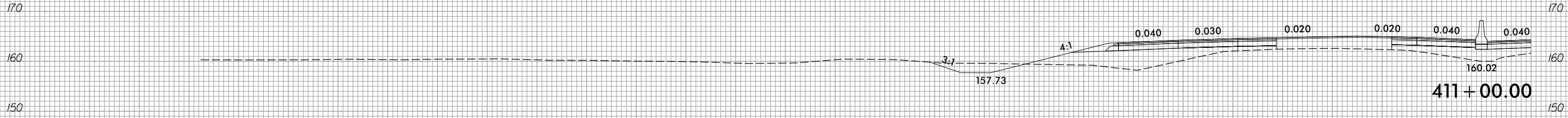
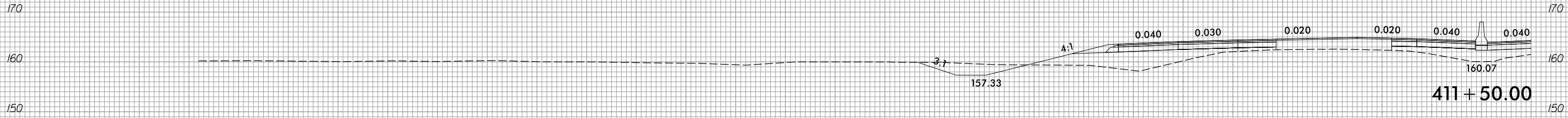
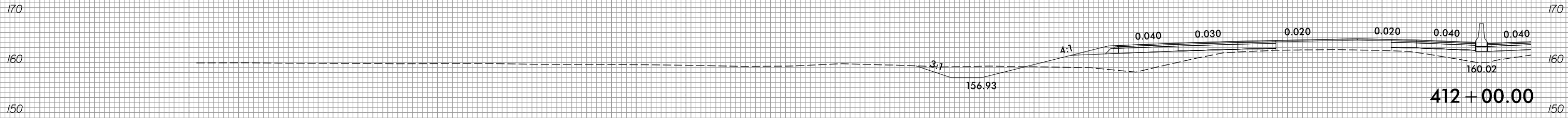
406 + 50.00

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





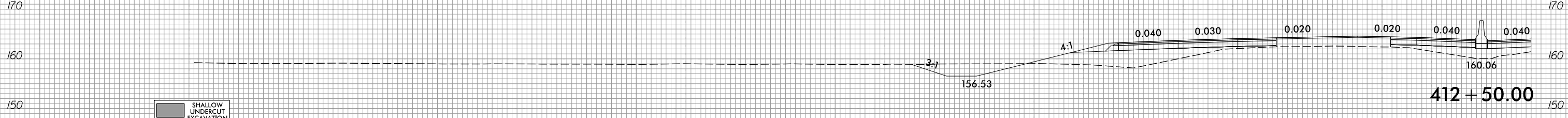
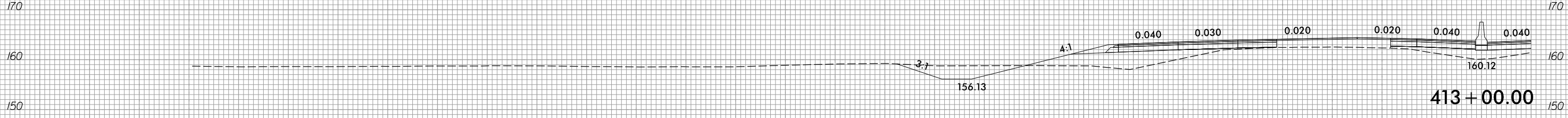
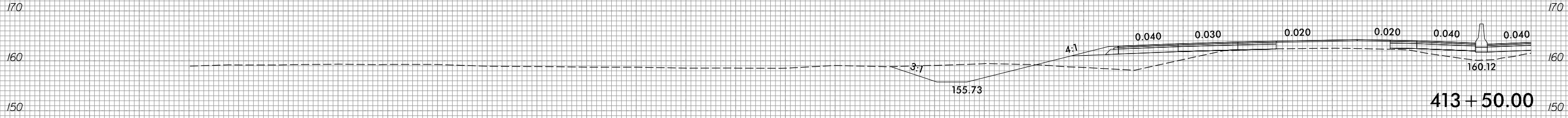
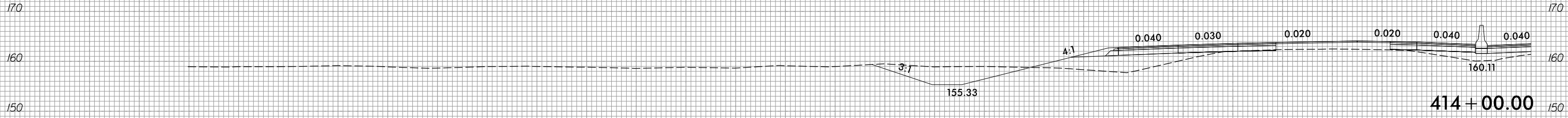
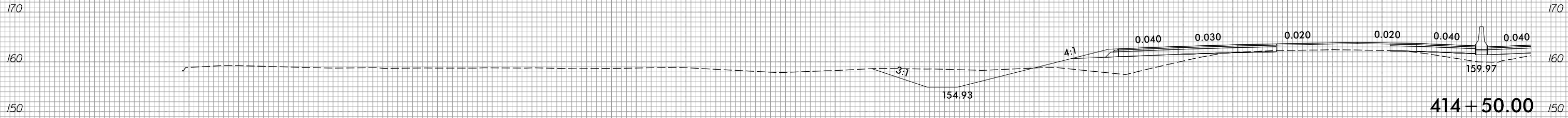
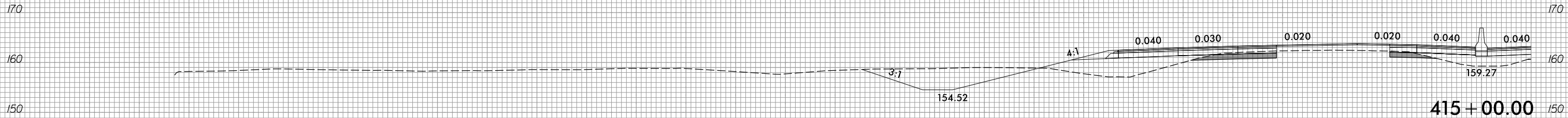
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



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



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



SHALLOW UNDERCUT EXCAVATION

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

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

170 170

160 160

150 150

170 170

160 160

150 150

170 170

160 160

150 150

170 170

160 160

150 150

170 170

160 160

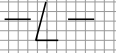
150 150

170 170

160 160

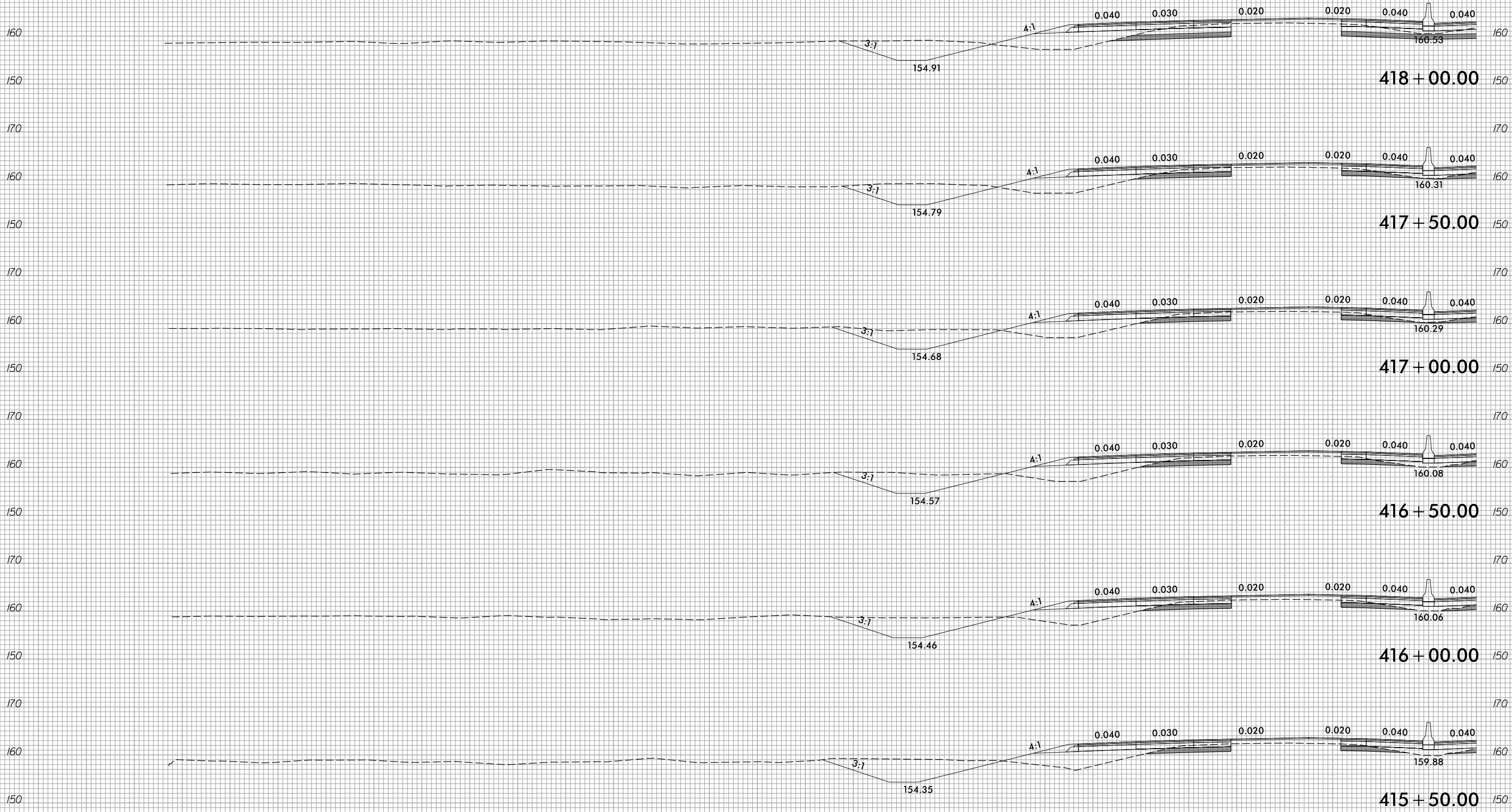
150 150

SHALLOW UNDERCUT EXCAVATION



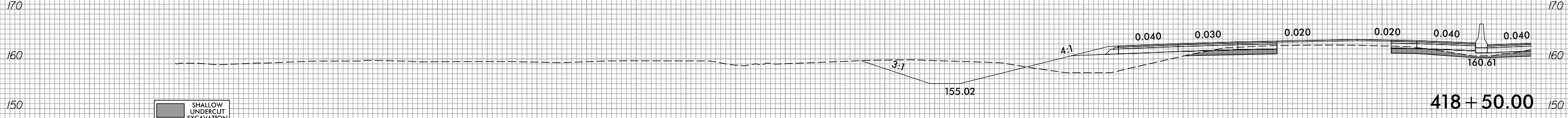
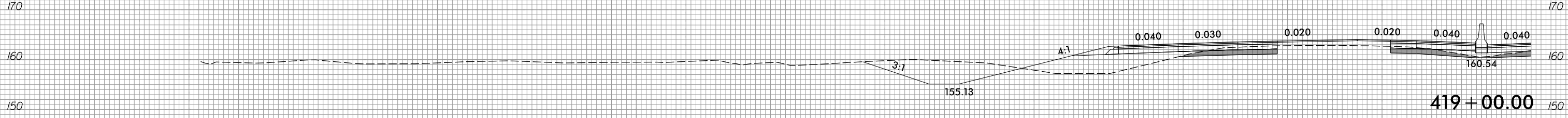
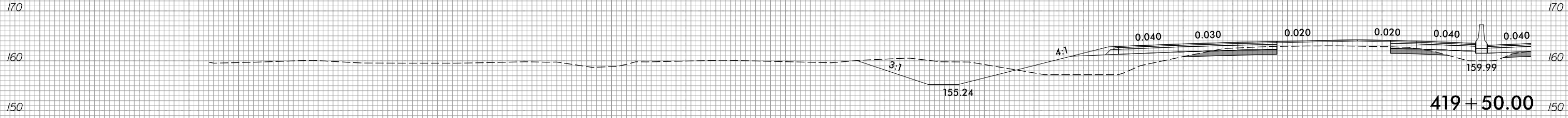
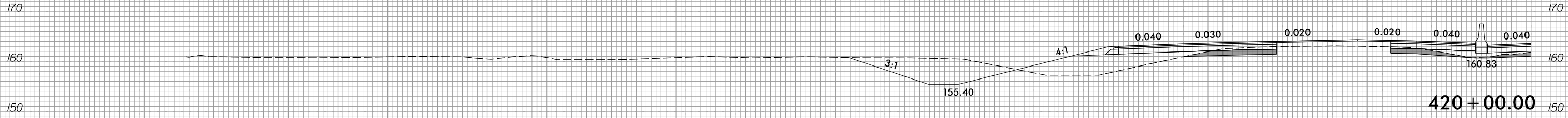
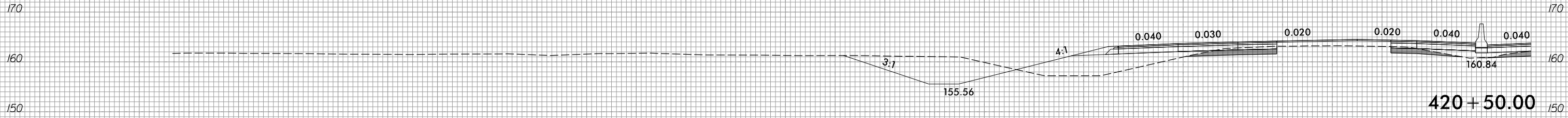
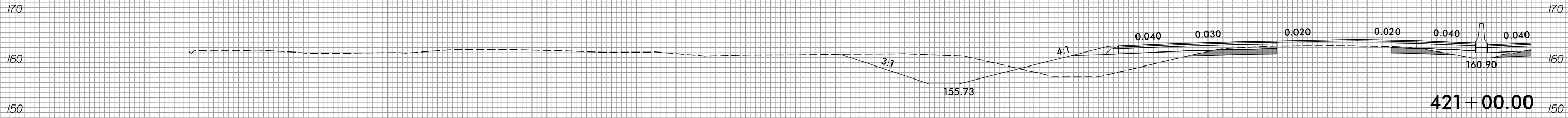
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

5/2/2022
 D:\RAV\1125\0500\CAD\I-5987A\Roadway\CorridorModeling\I5987_ROY_XPL_LA2.LT.dgn
 gmod.in





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

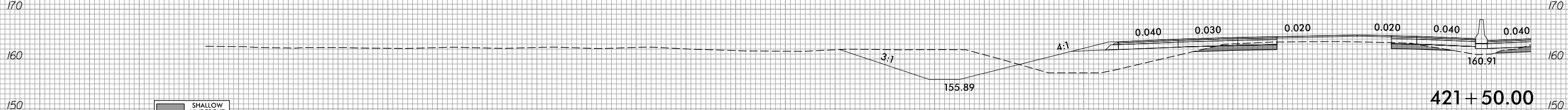
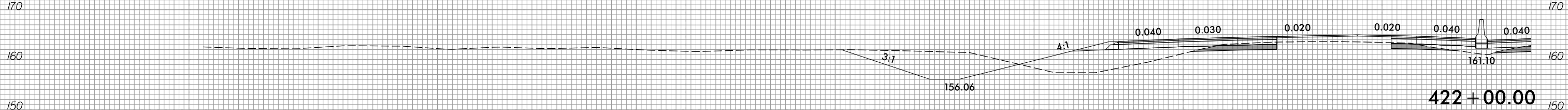
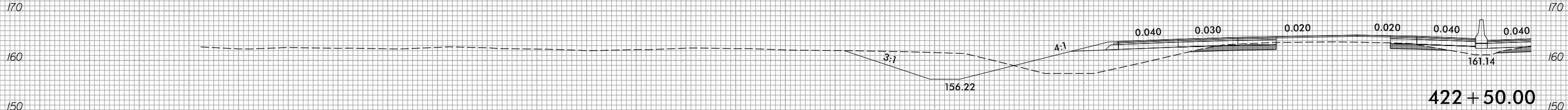
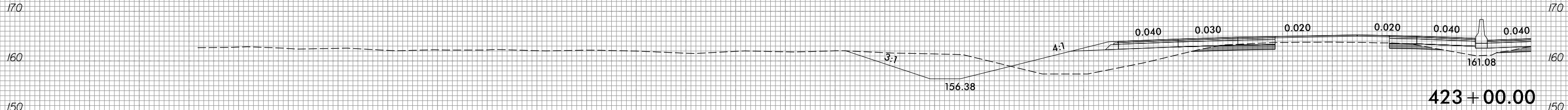
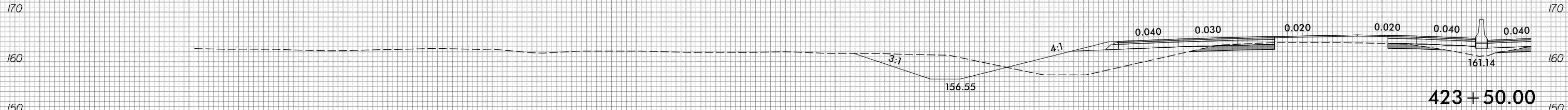
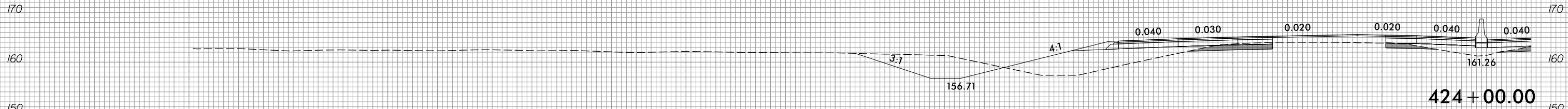


SHALLOW UNDERCUT EXCAVATION

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



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

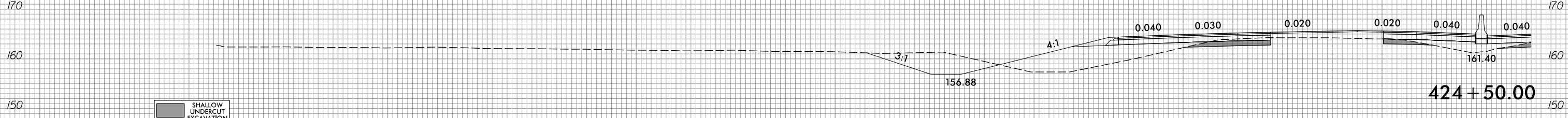
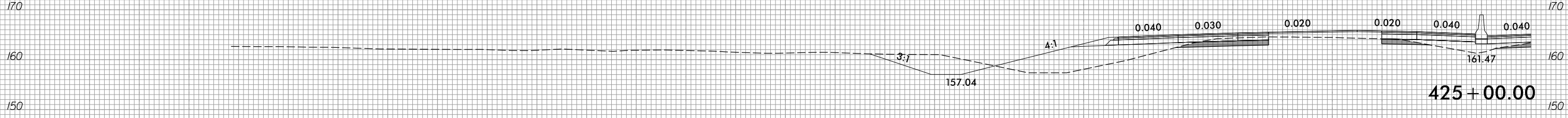
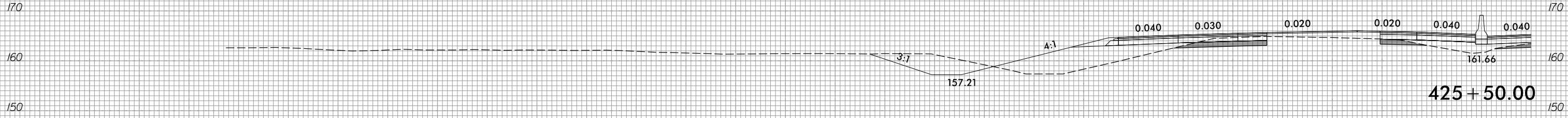
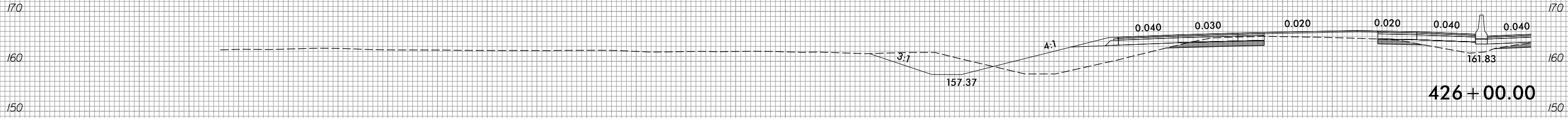
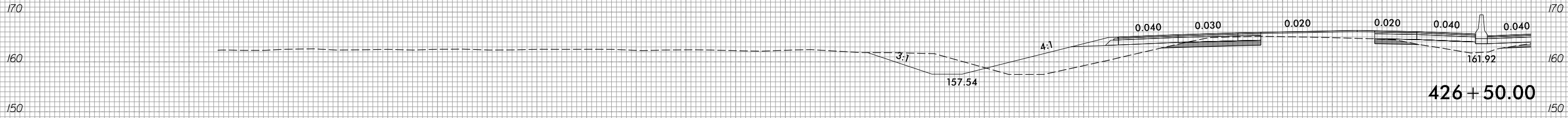
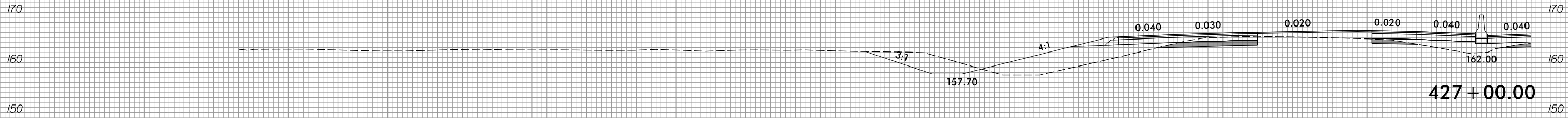


SHALLOW UNDERCUT EXCAVATION

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

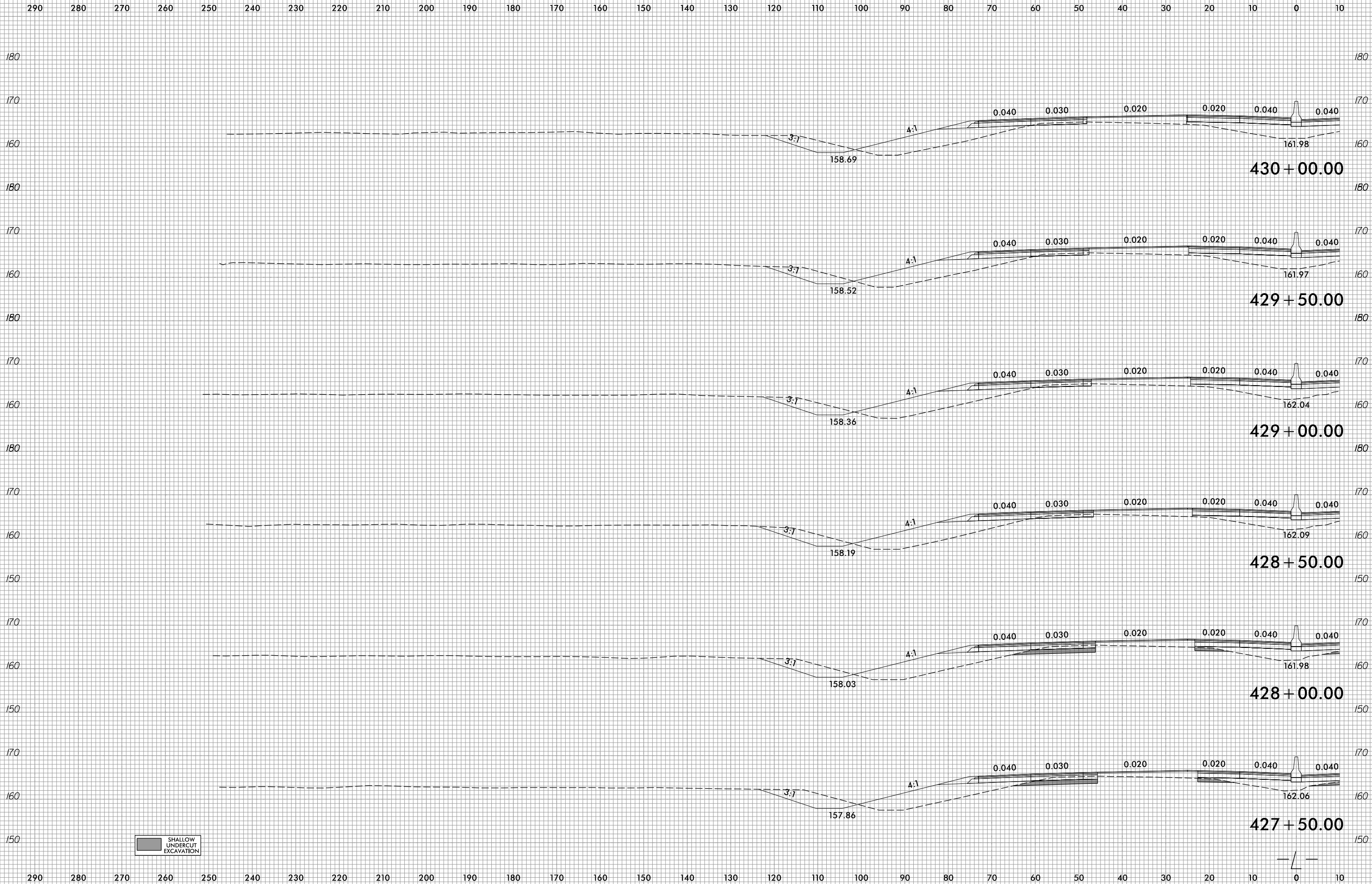


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



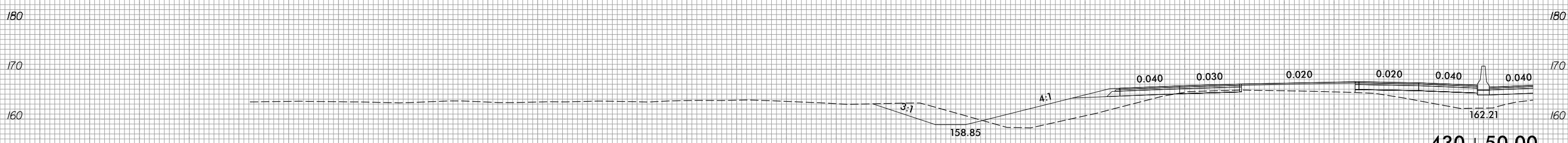
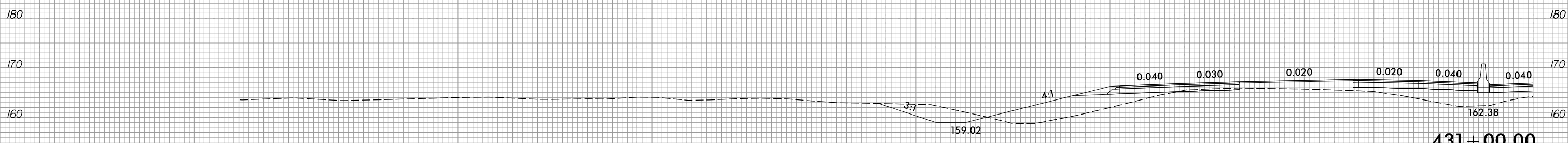
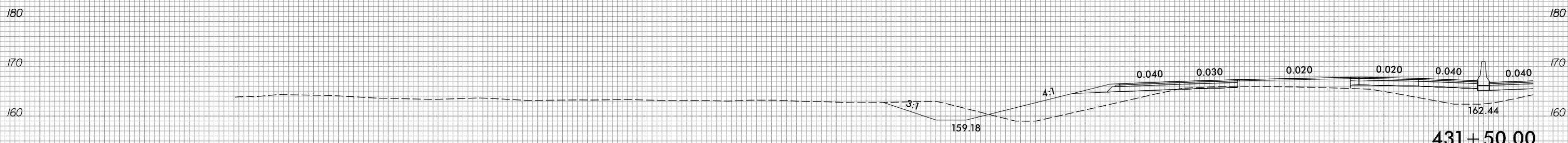
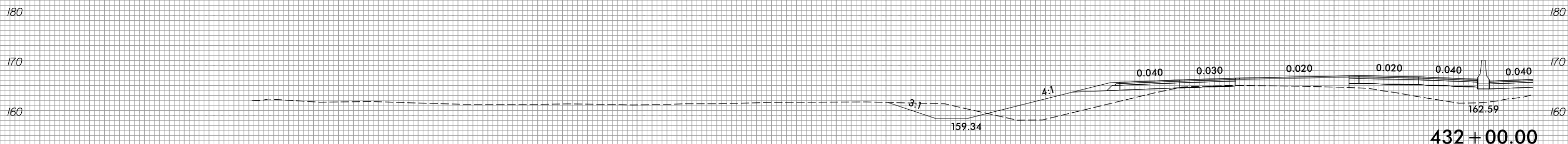
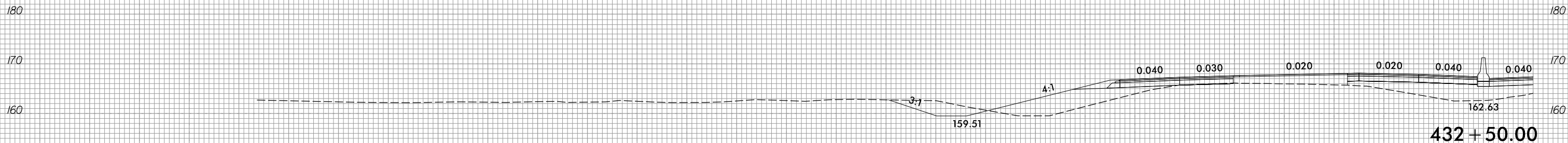
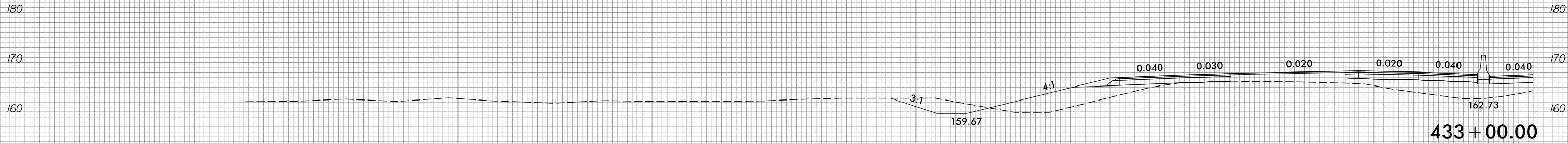
SHALLOW UNDERCUT EXCAVATION

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





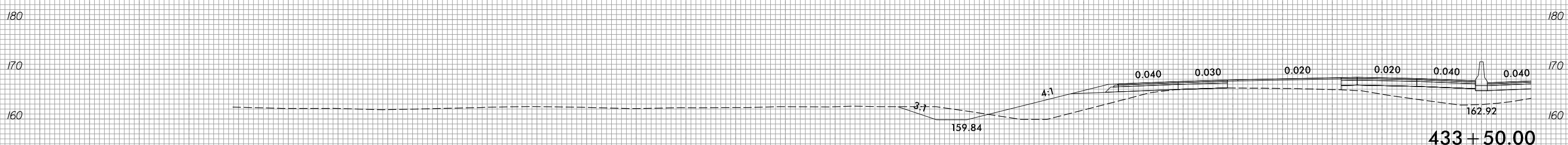
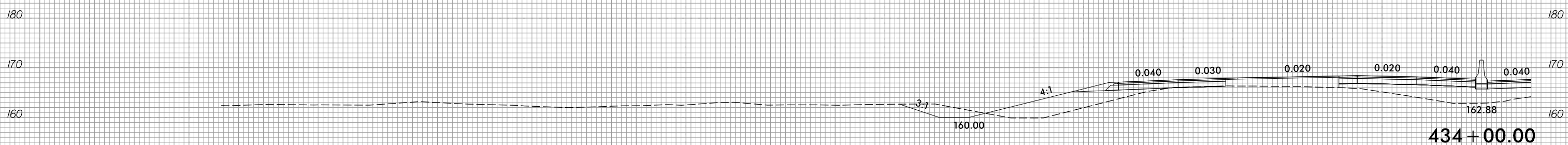
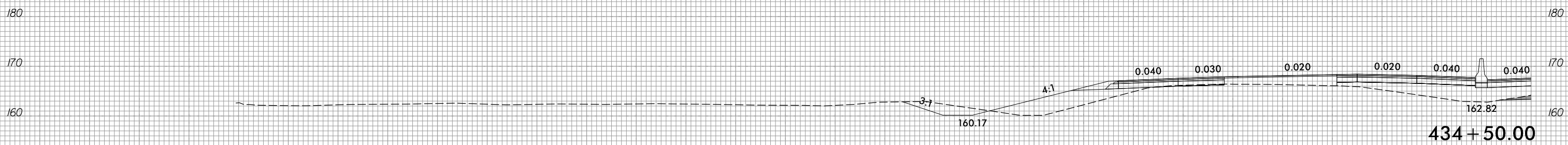
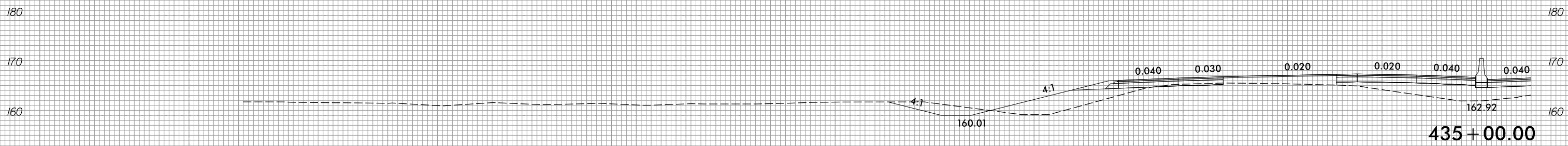
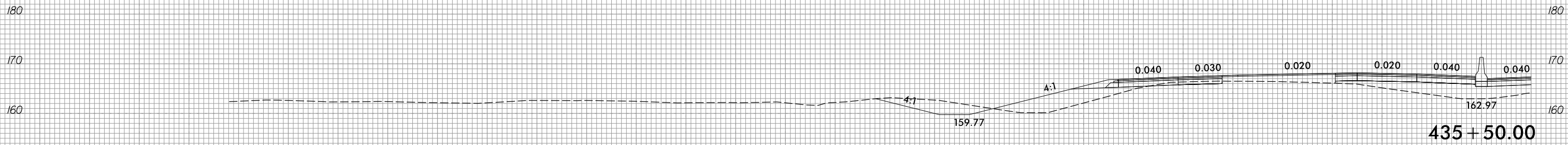
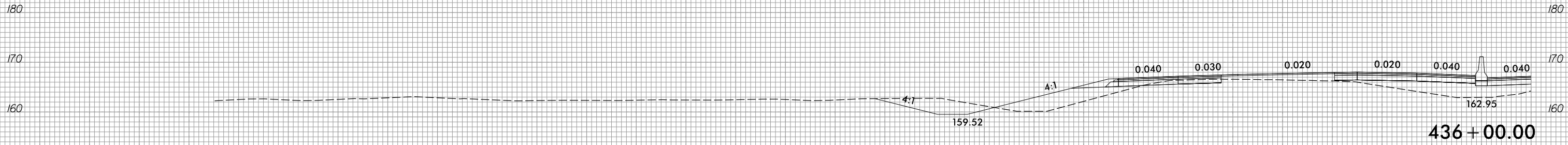
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



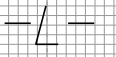
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



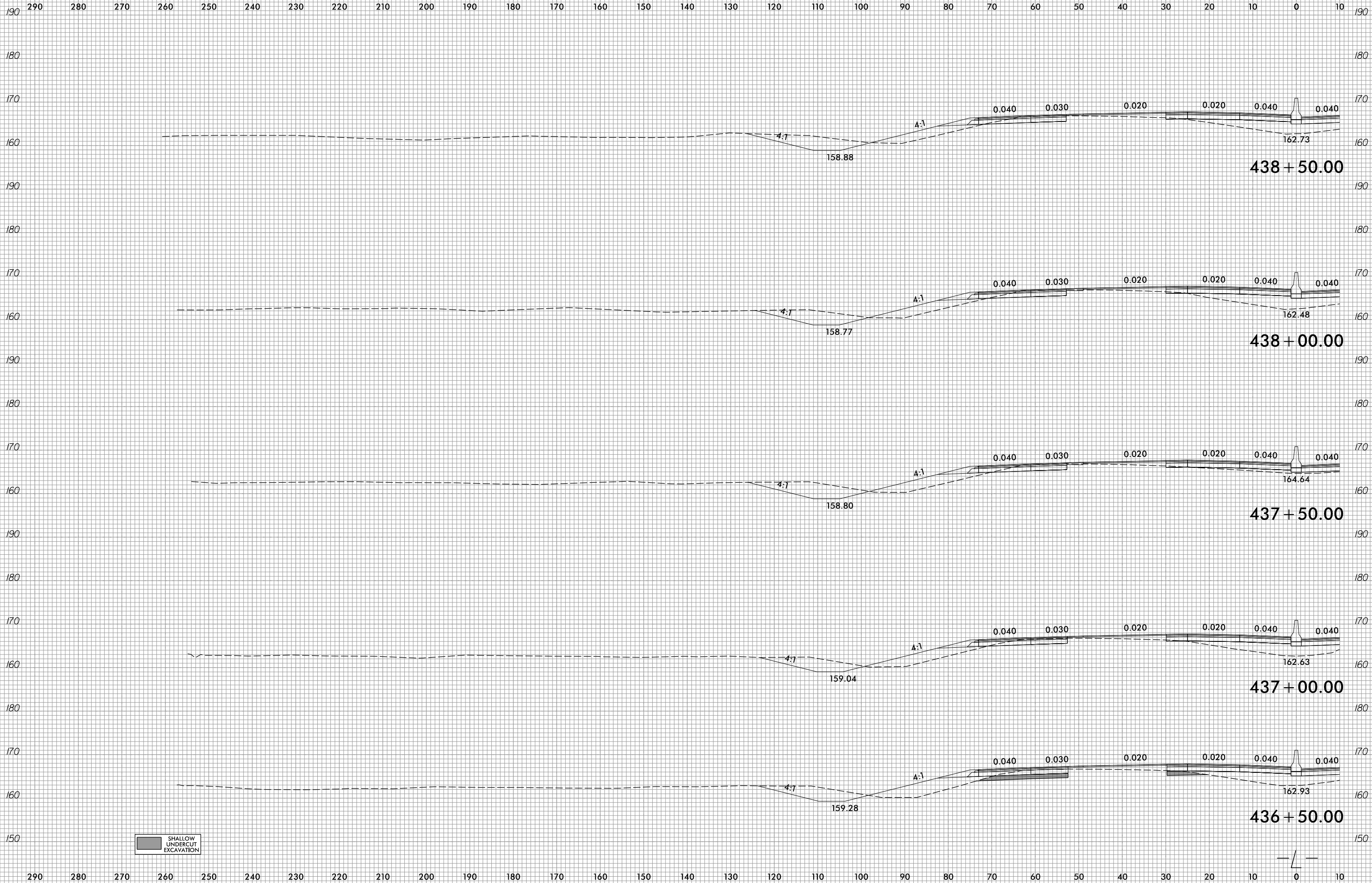
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



SHALLOW UNDERCUT EXCAVATION



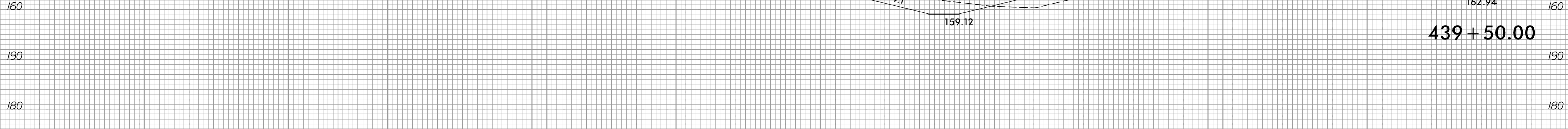
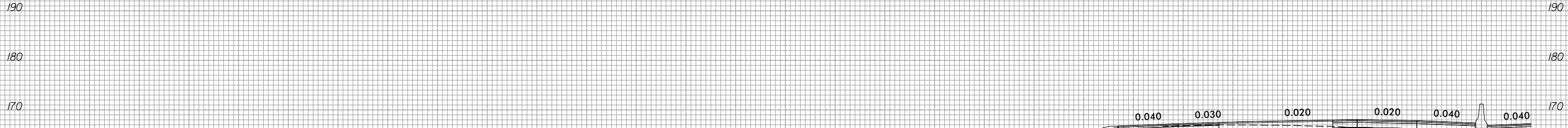
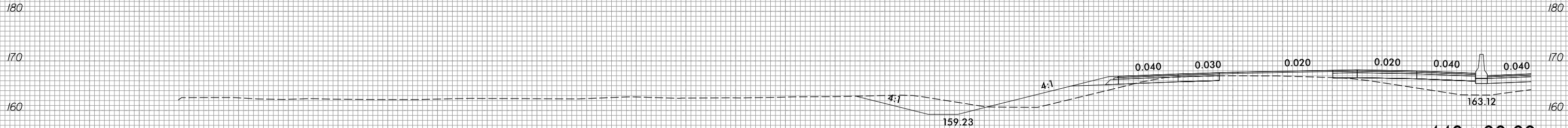
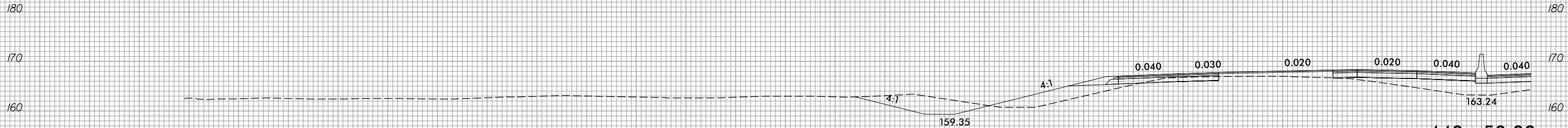
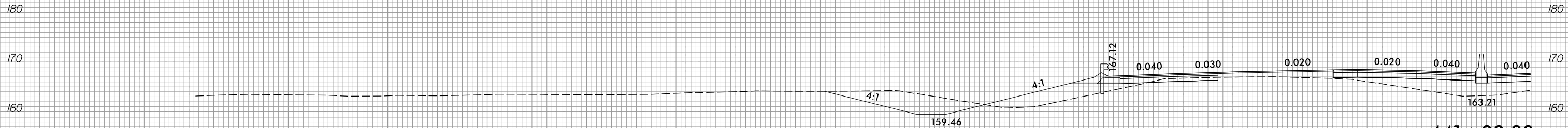
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



SHALLOW UNDERCUT EXCAVATION



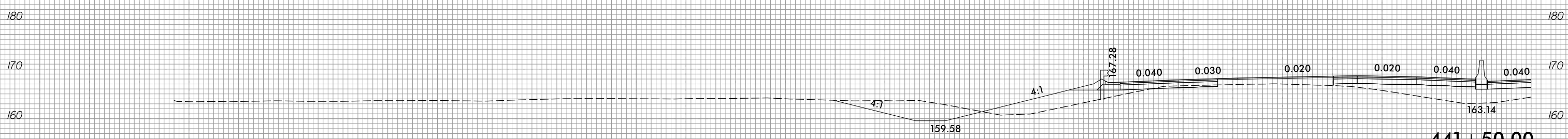
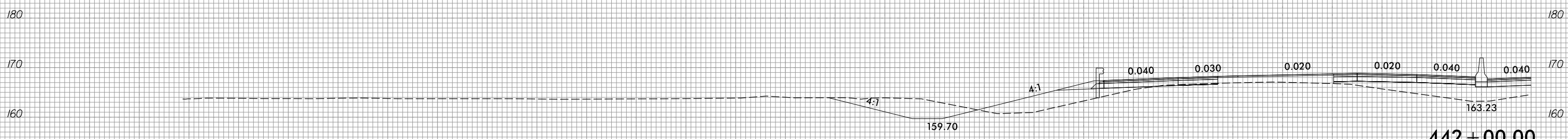
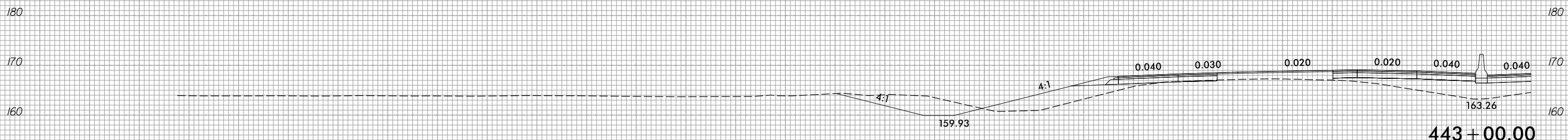
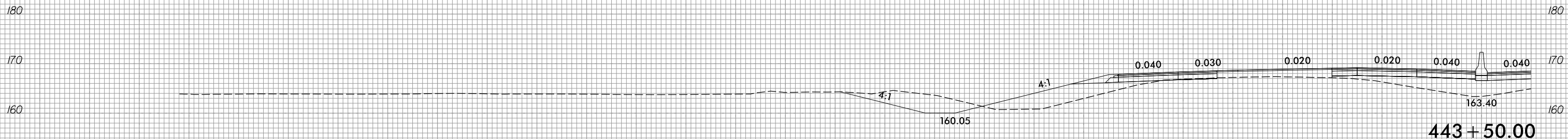
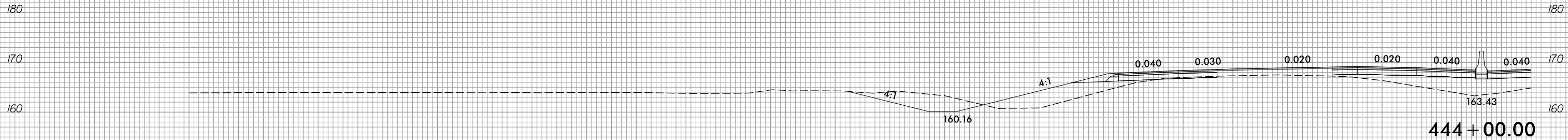
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



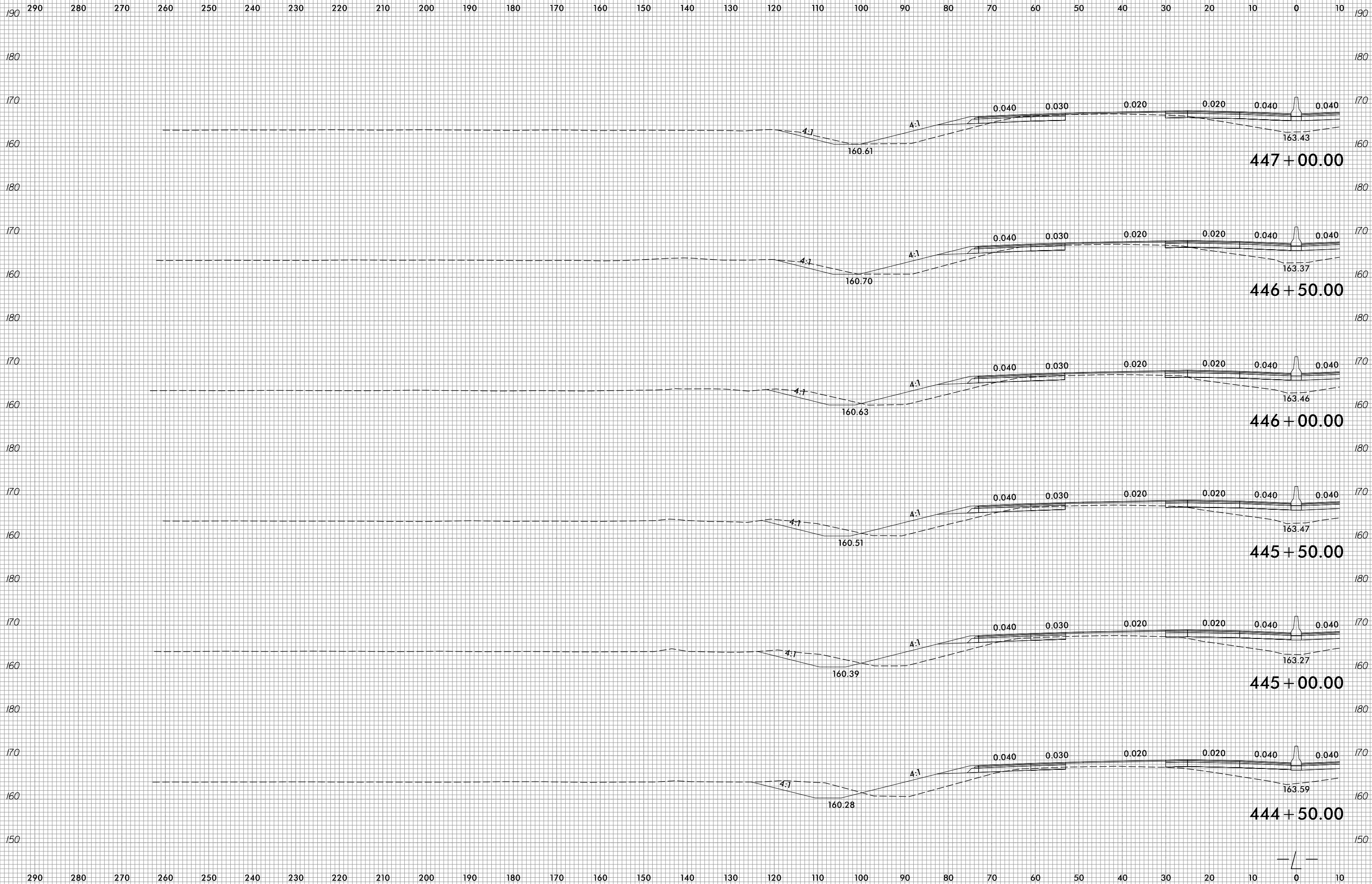
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



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

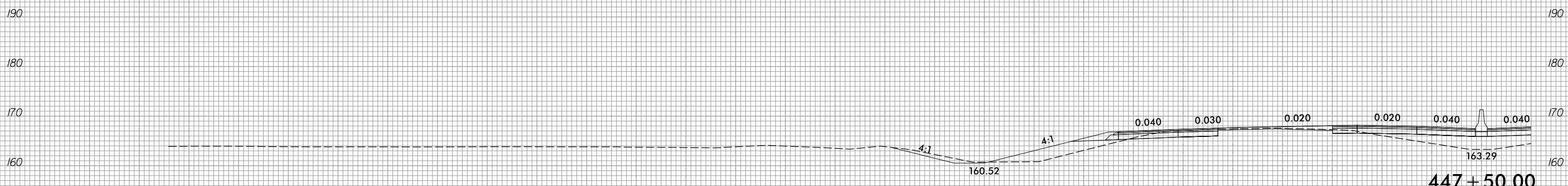
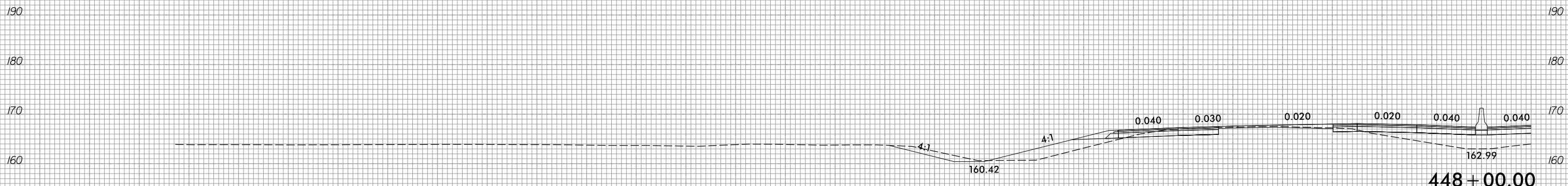
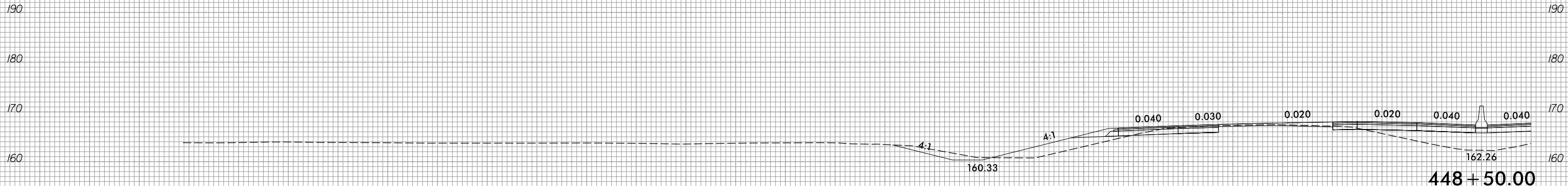
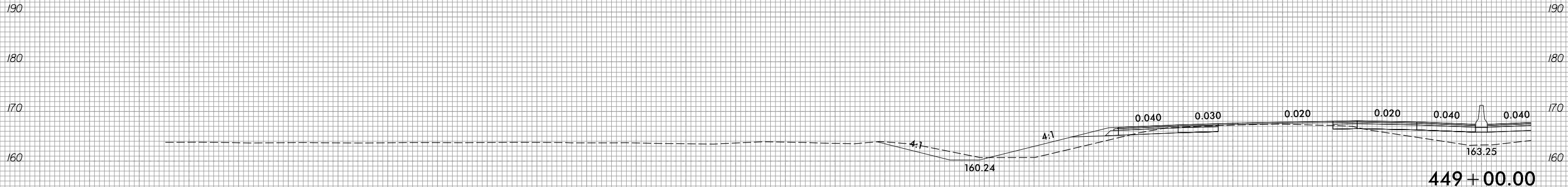


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

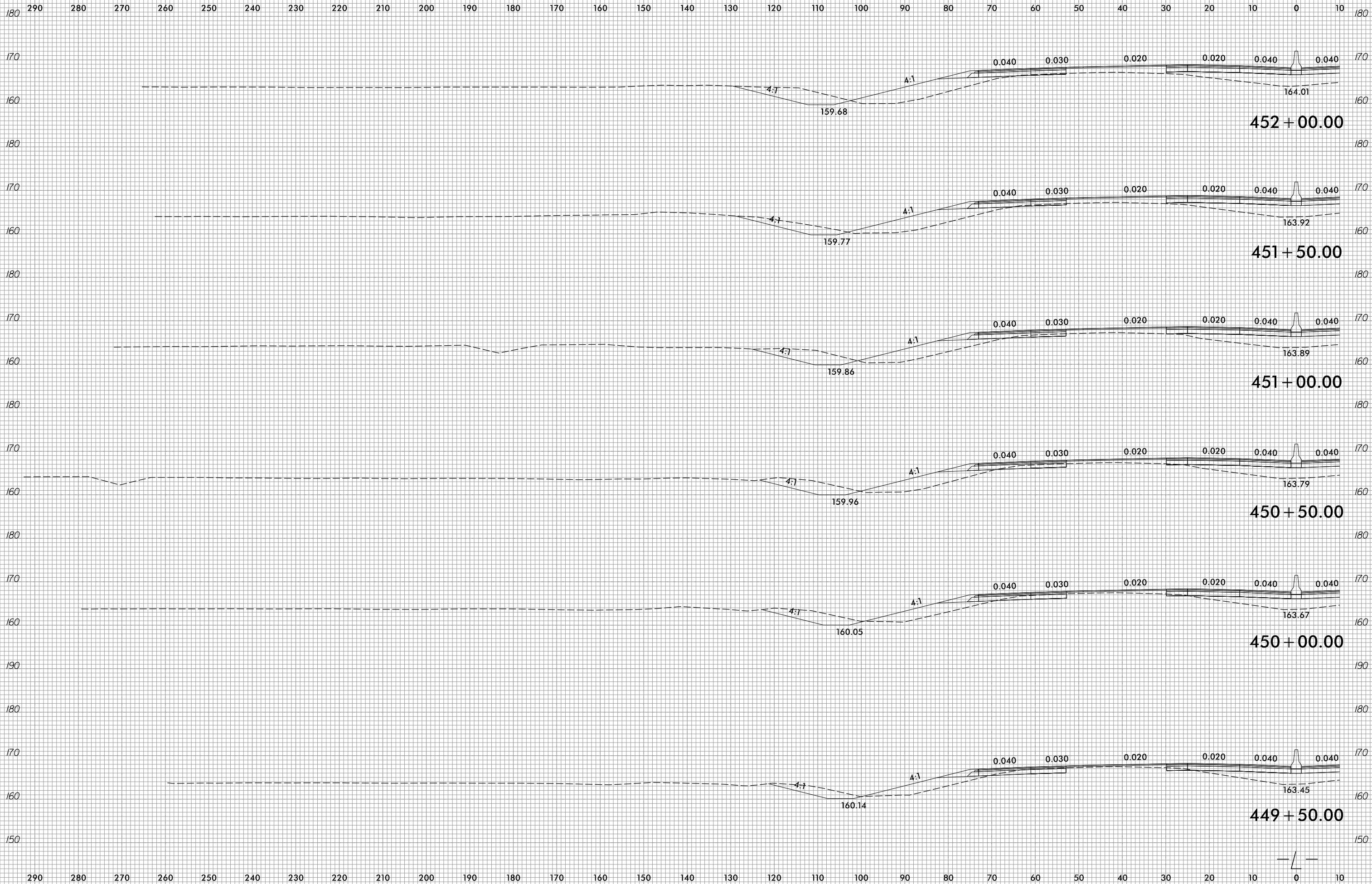


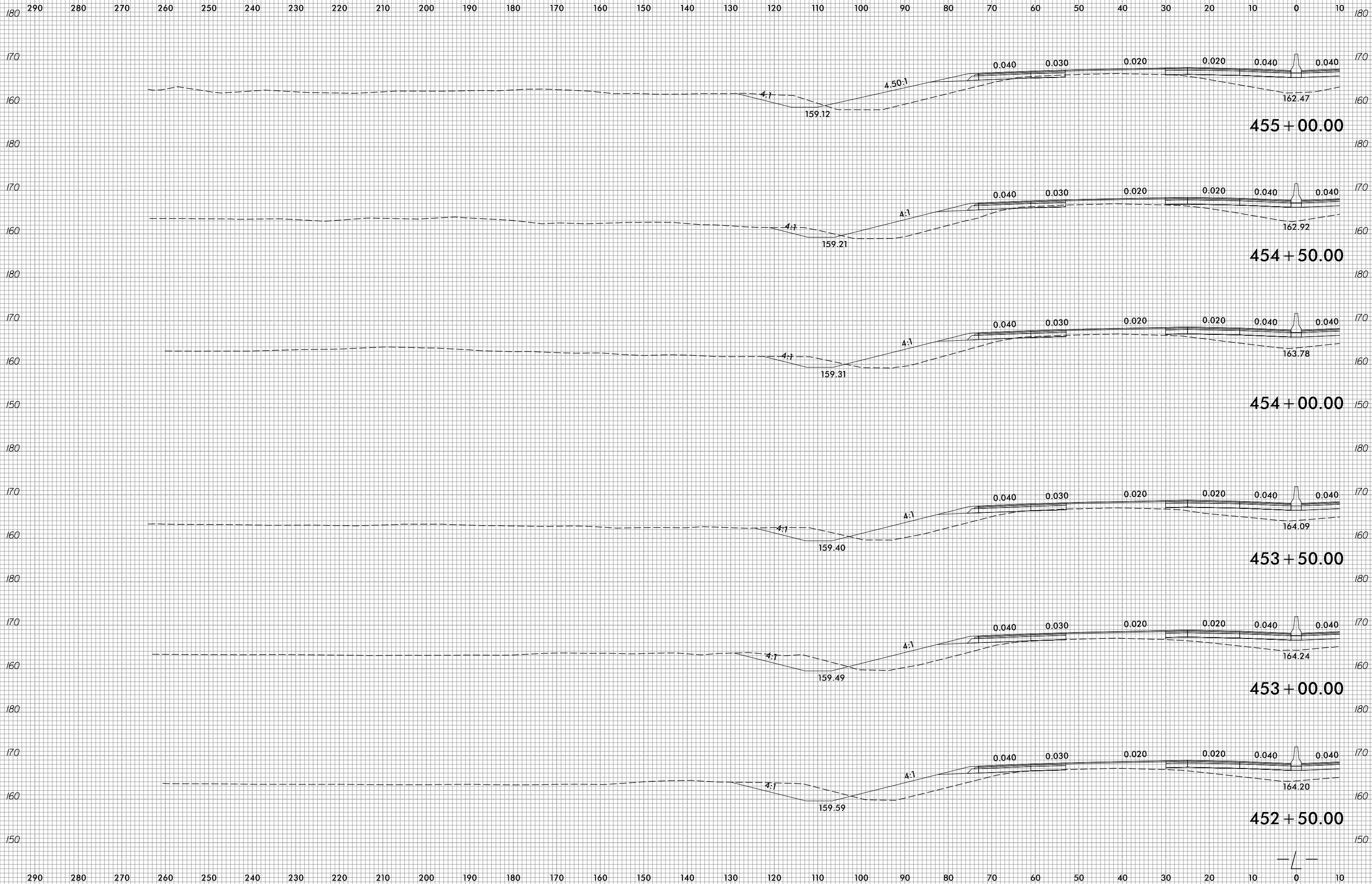


290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



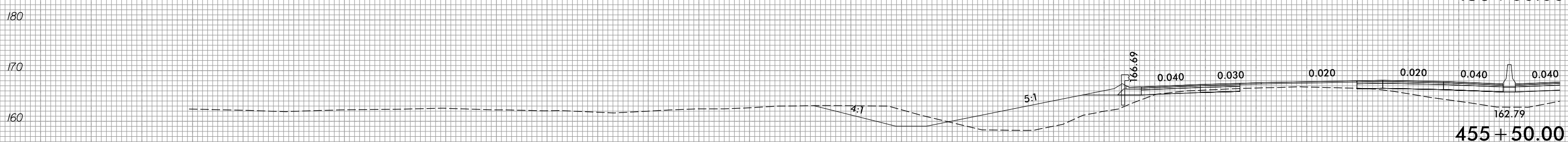
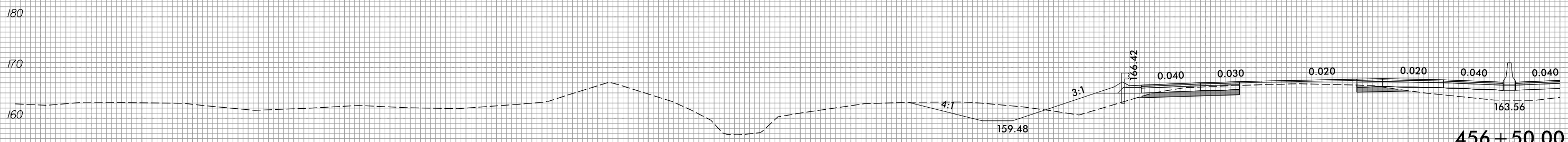
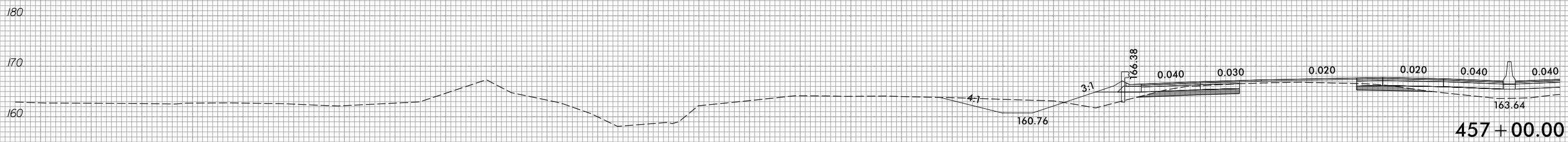
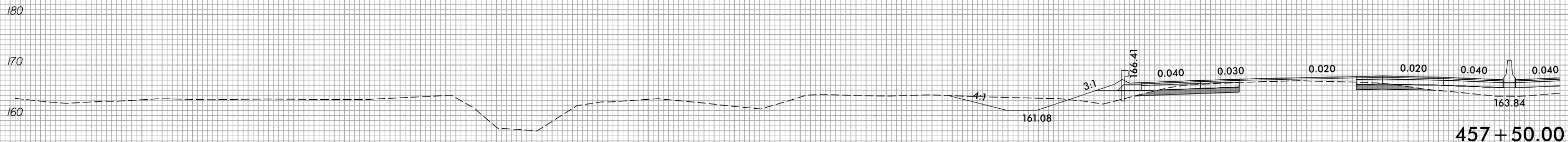
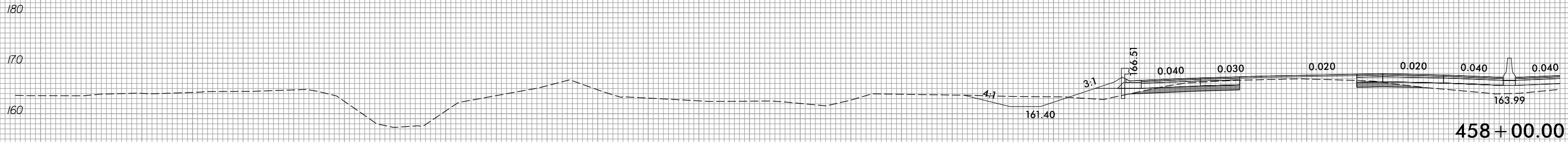
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



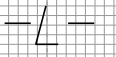




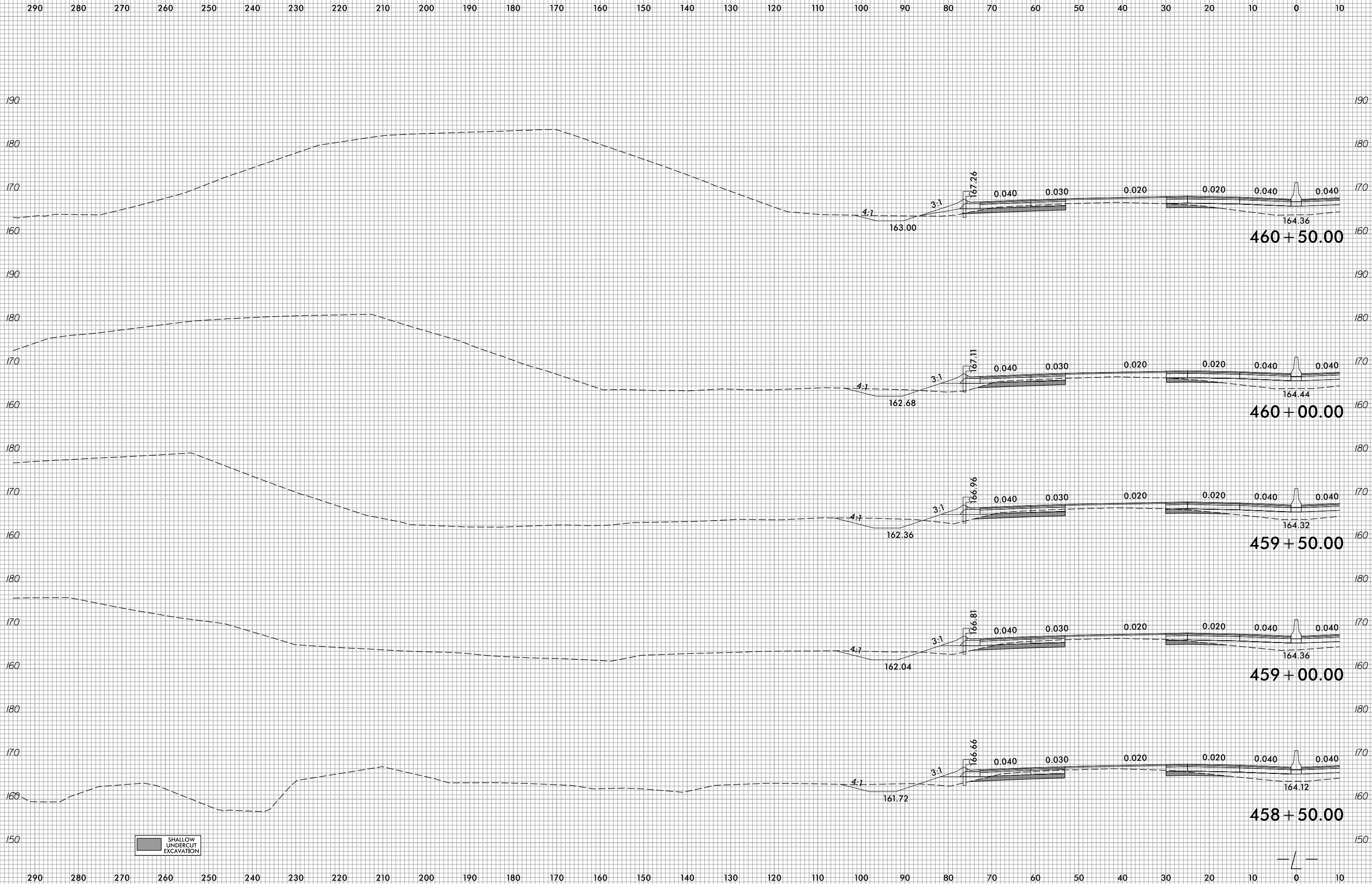
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



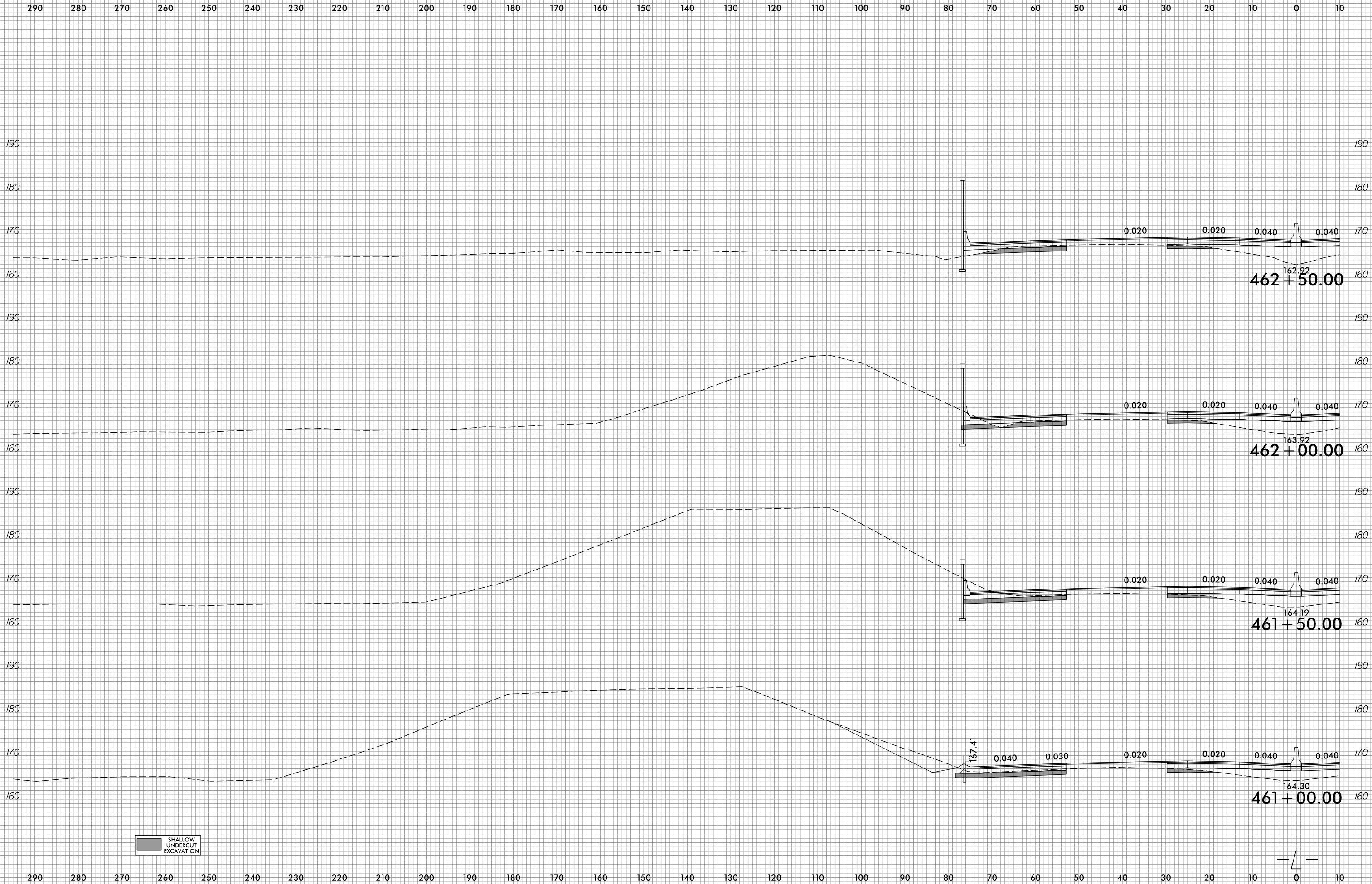
SHALLOW UNDERCUT EXCAVATION



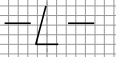
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

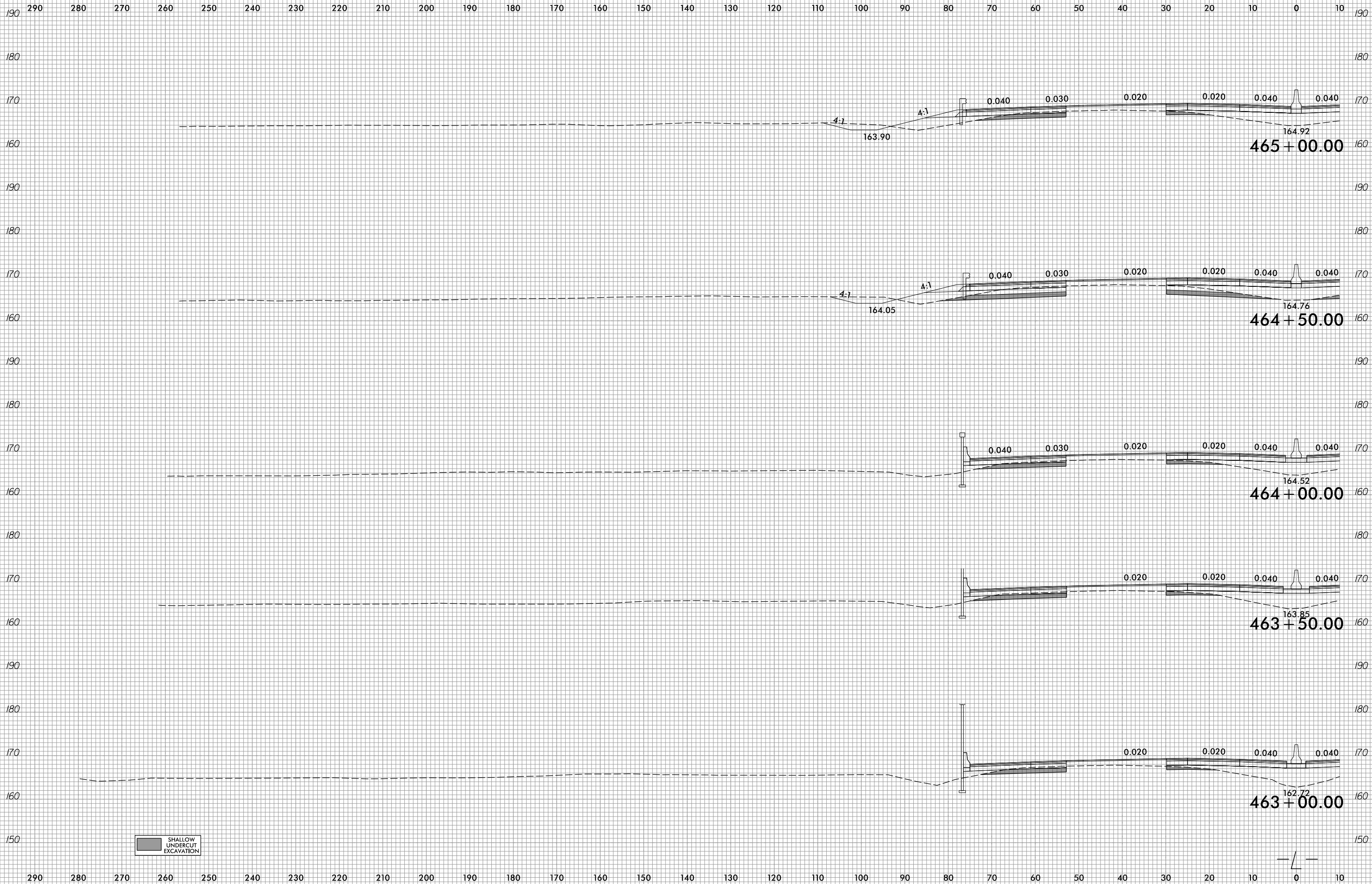


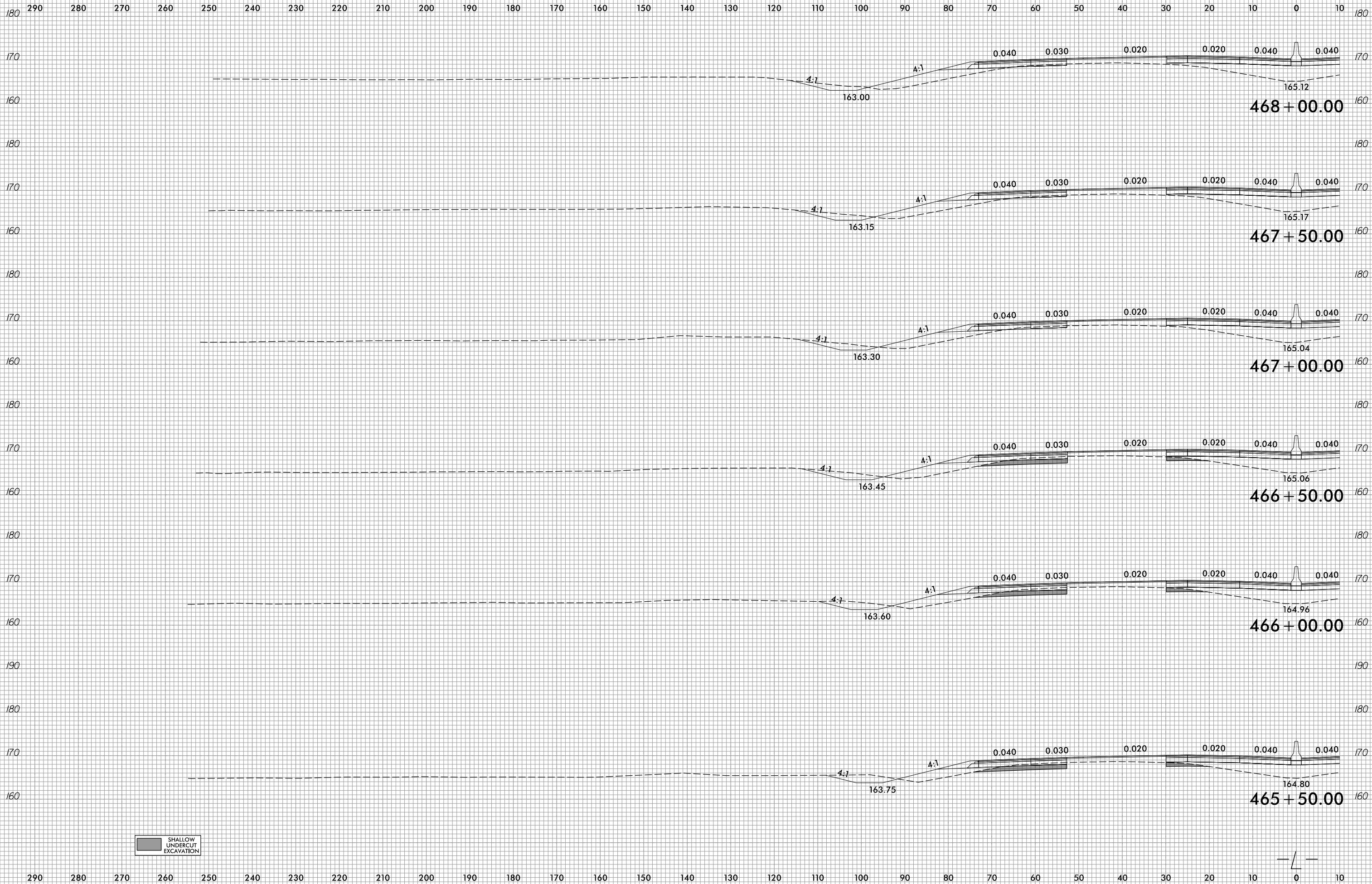
SHALLOW UNDERCUT EXCAVATION



SHALLOW UNDERCUT EXCAVATION

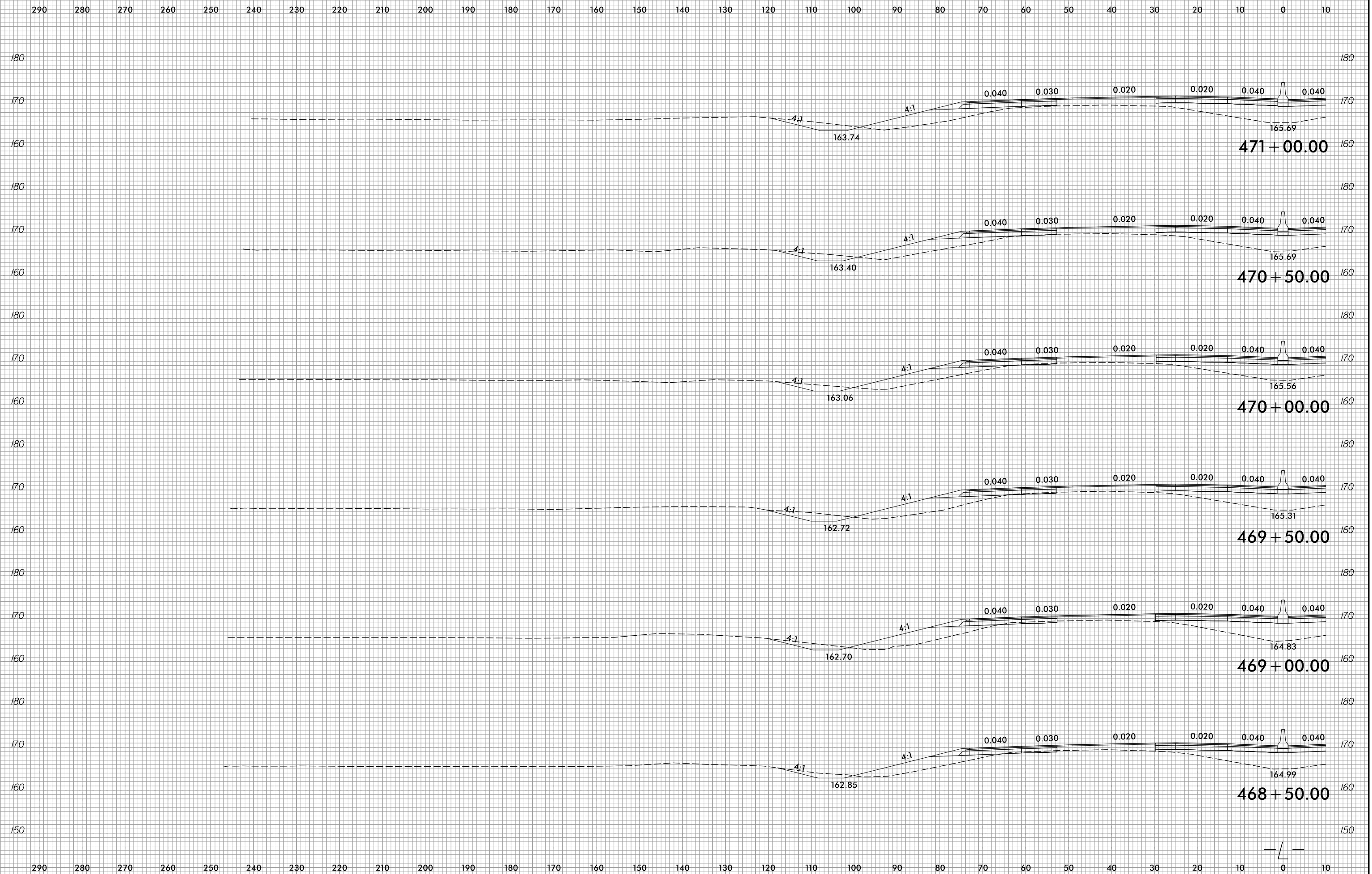






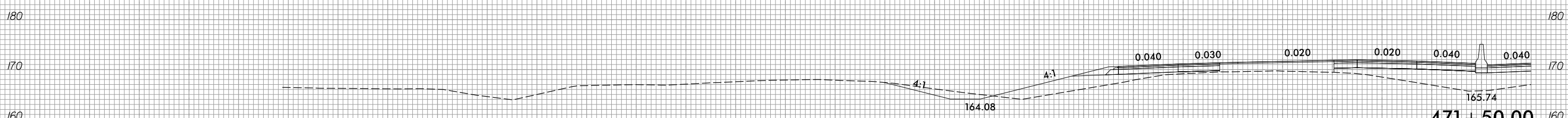
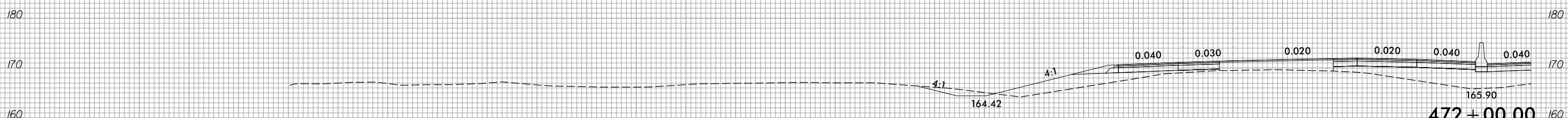
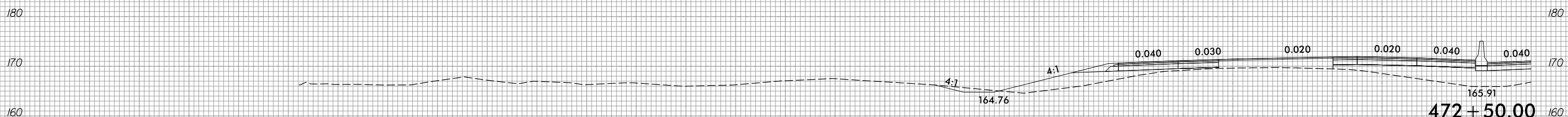
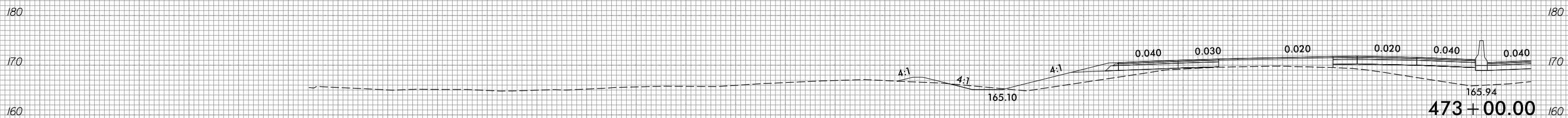
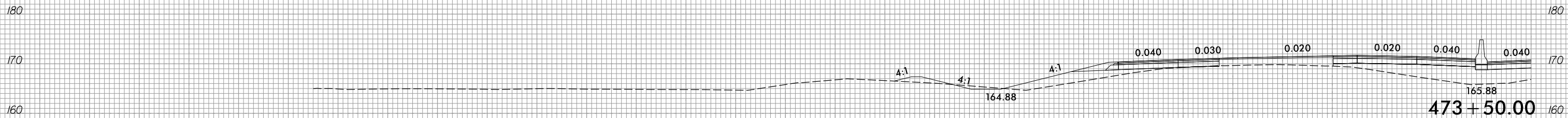
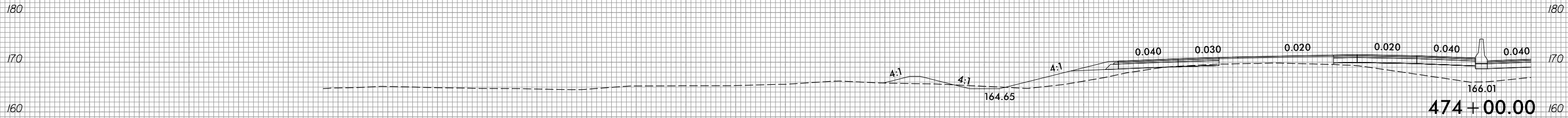
SHALLOW UNDERCUT EXCAVATION







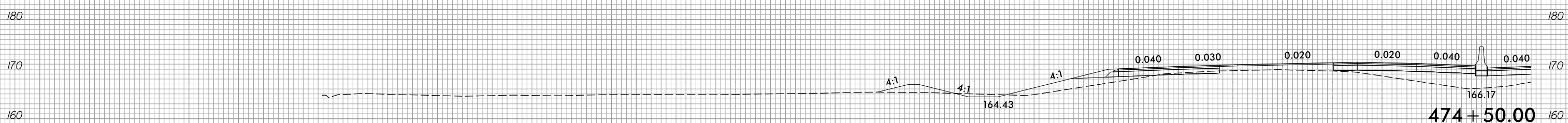
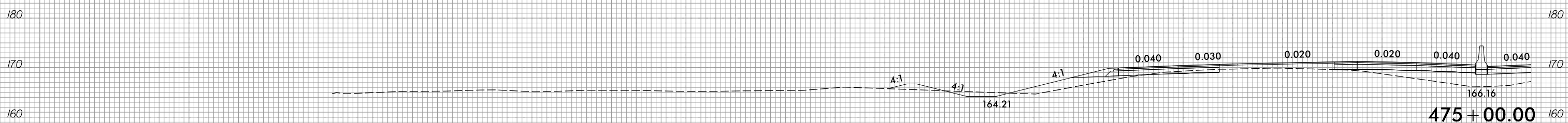
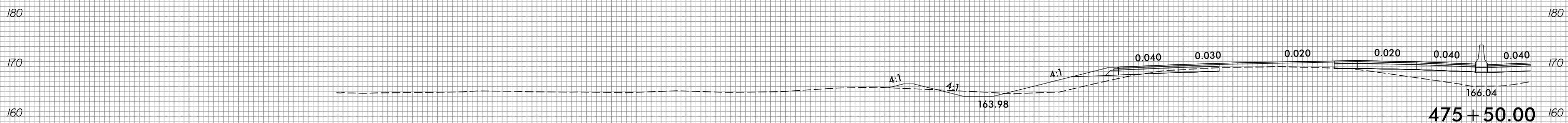
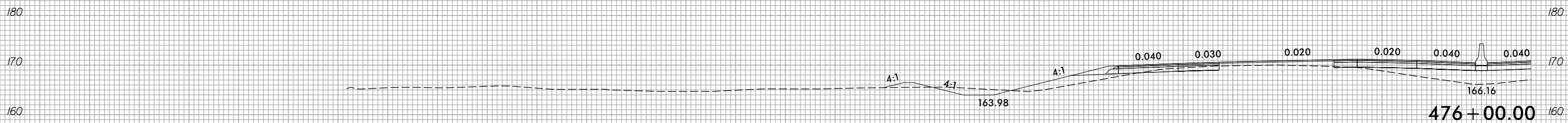
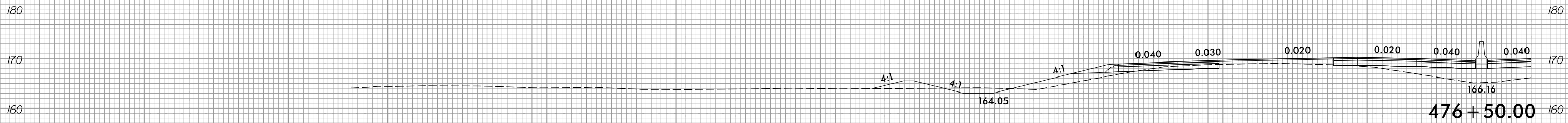
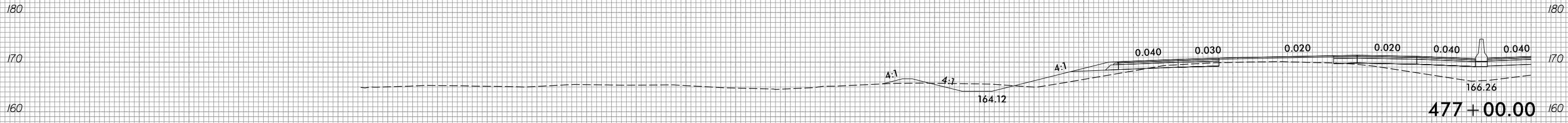
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



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



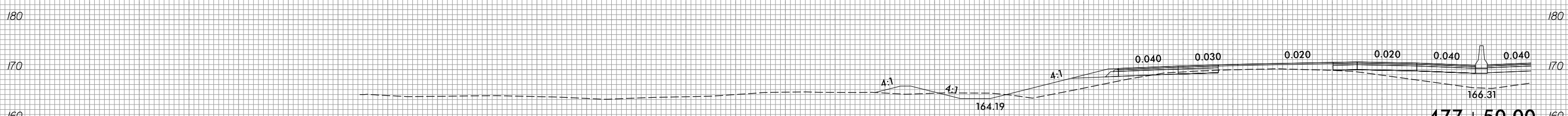
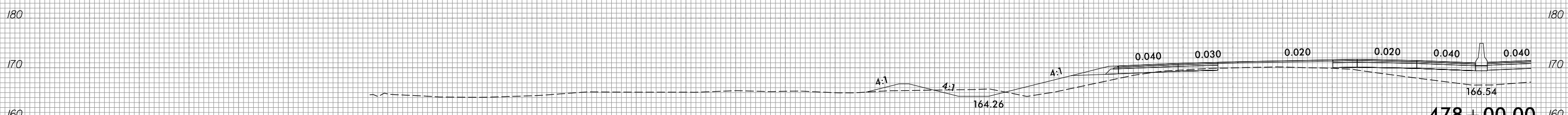
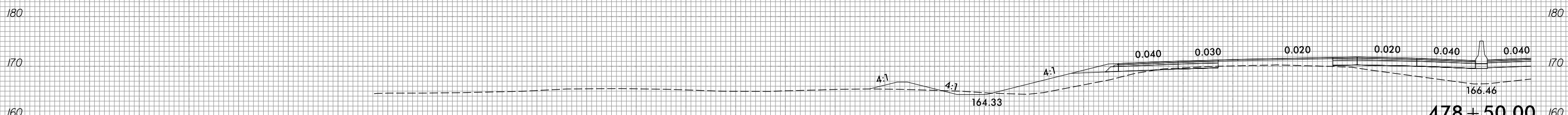
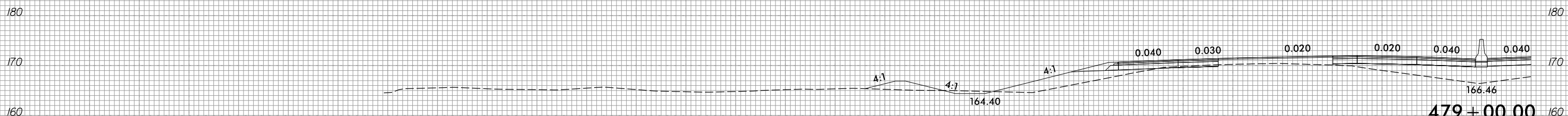
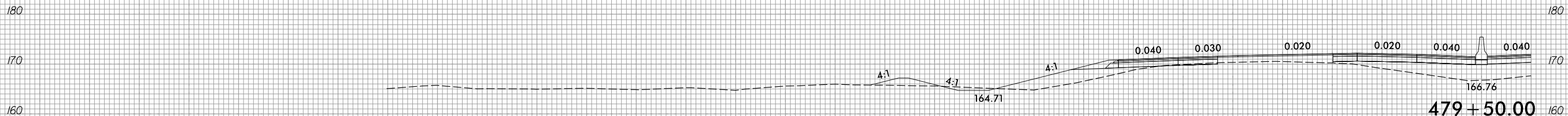
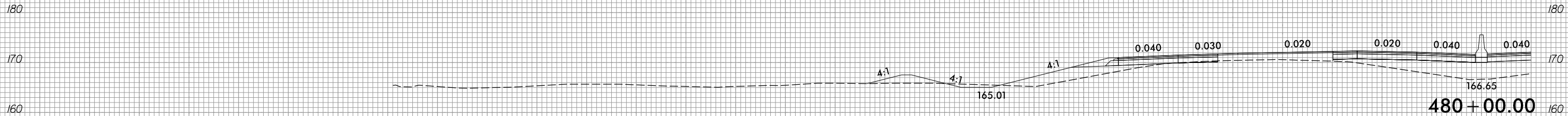
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



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



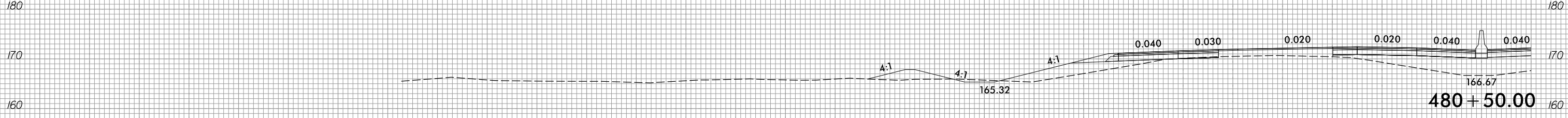
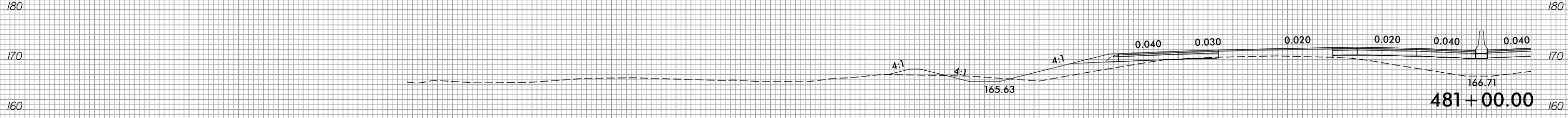
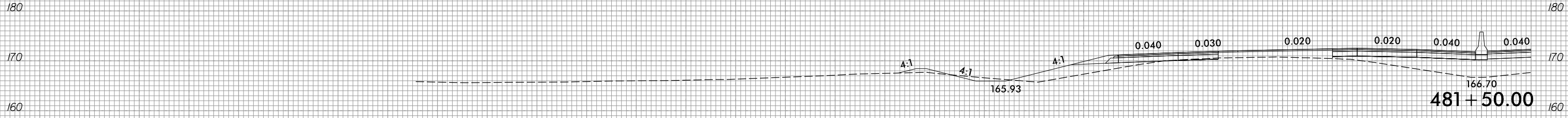
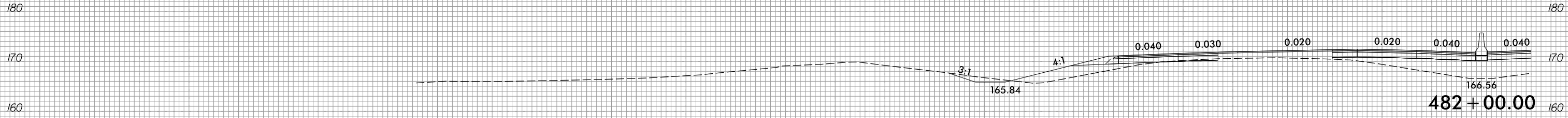
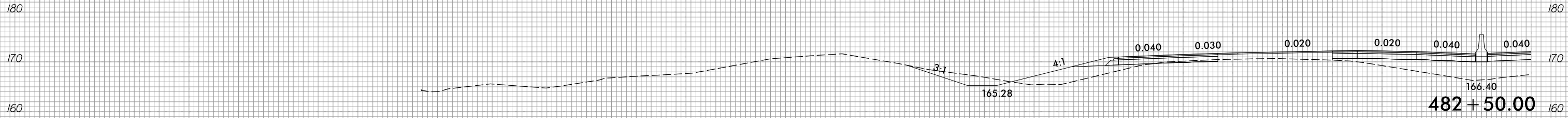
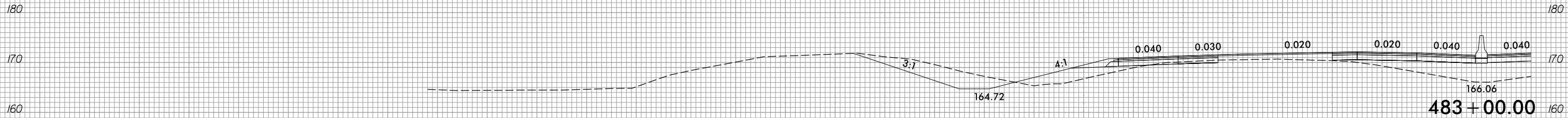
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



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



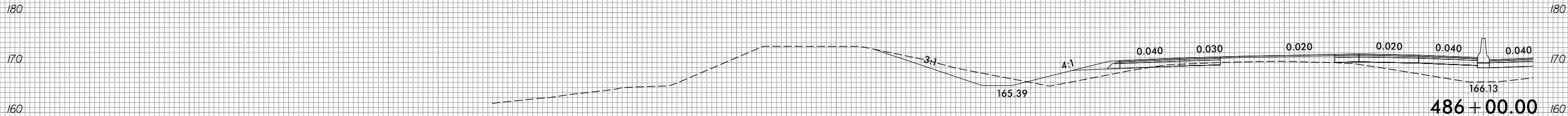
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



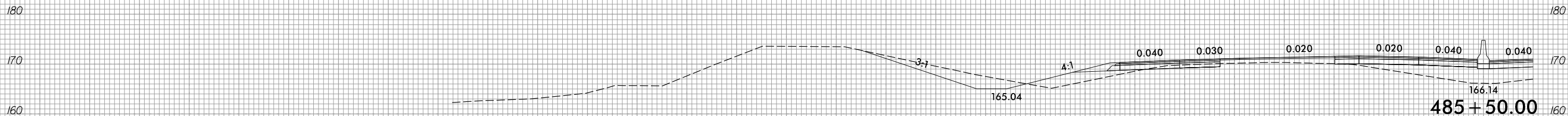
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



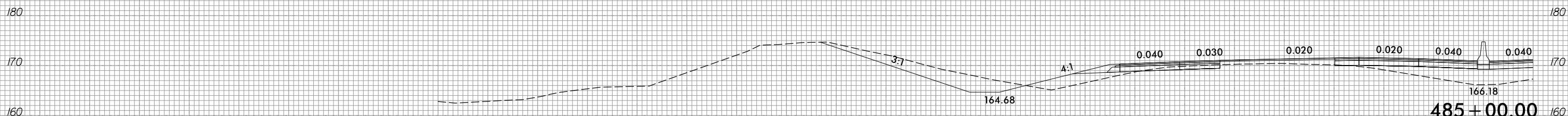
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



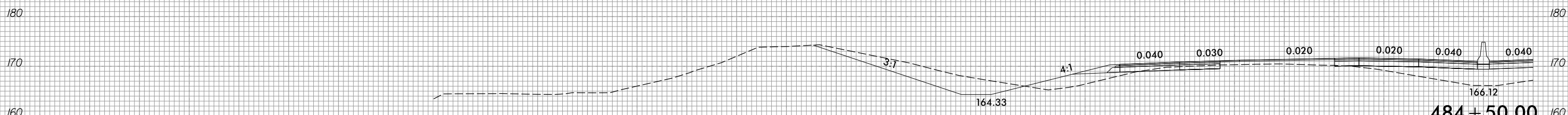
486 + 00.00



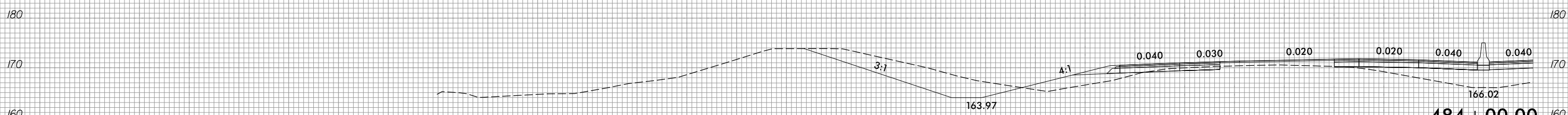
485 + 50.00



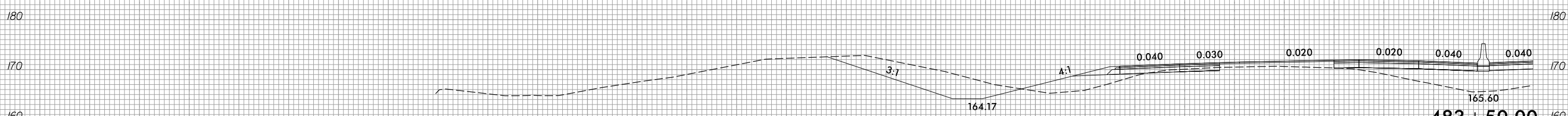
485 + 00.00



484 + 50.00

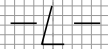


484 + 00.00



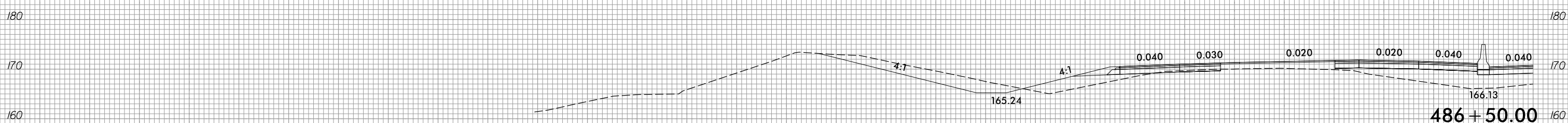
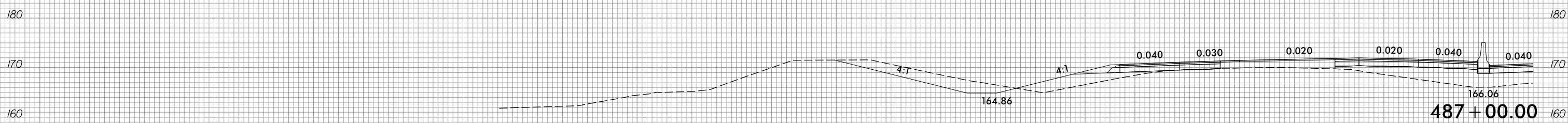
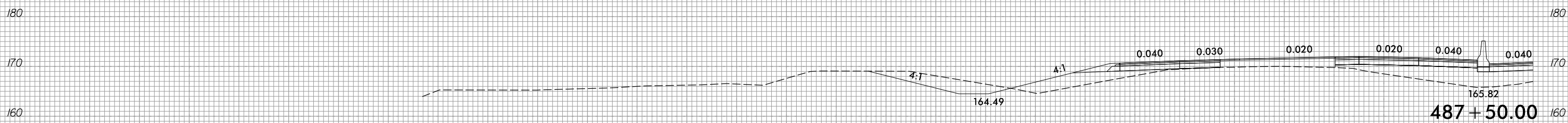
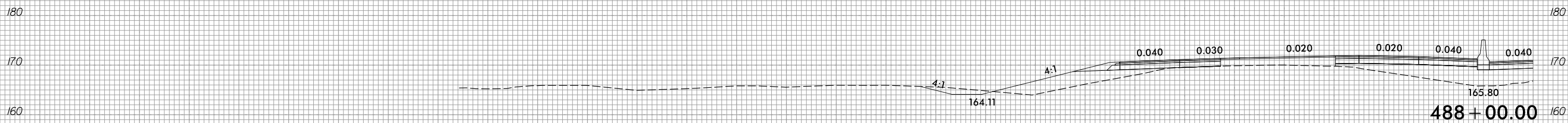
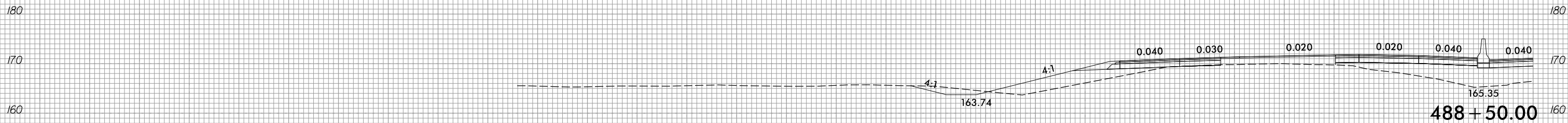
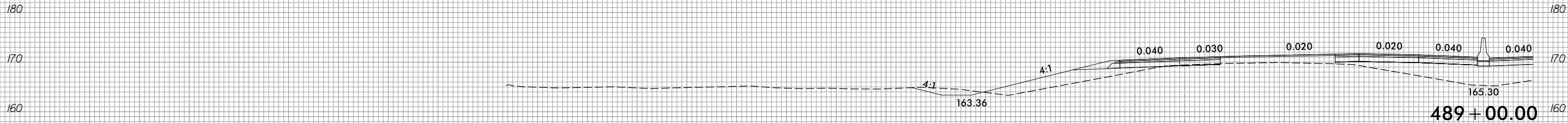
483 + 50.00

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





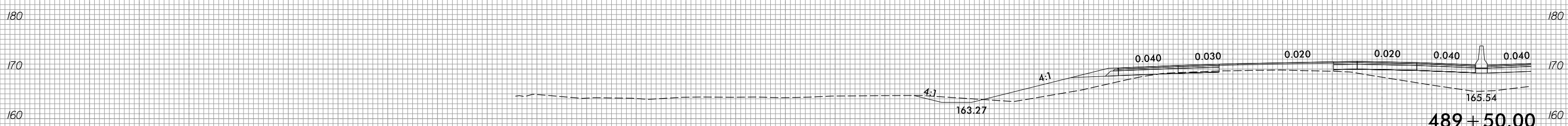
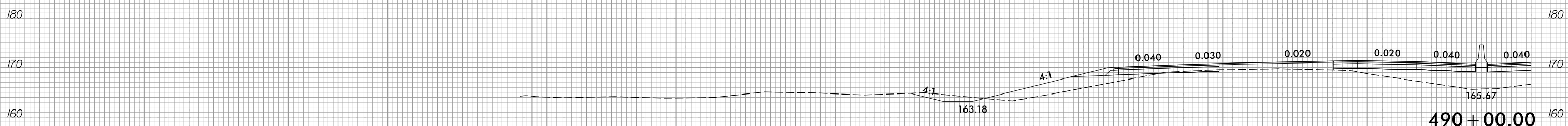
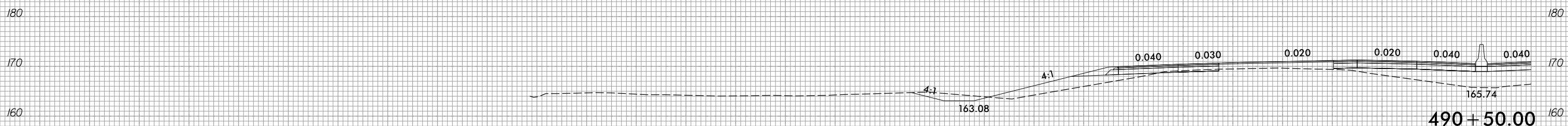
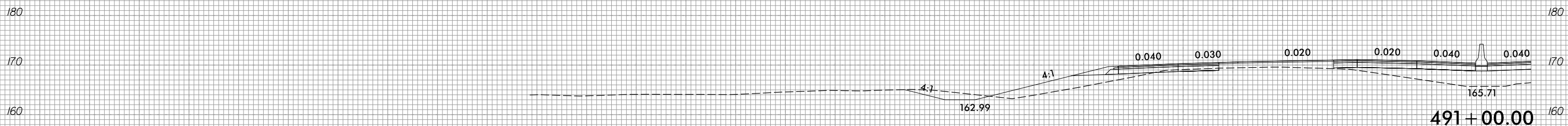
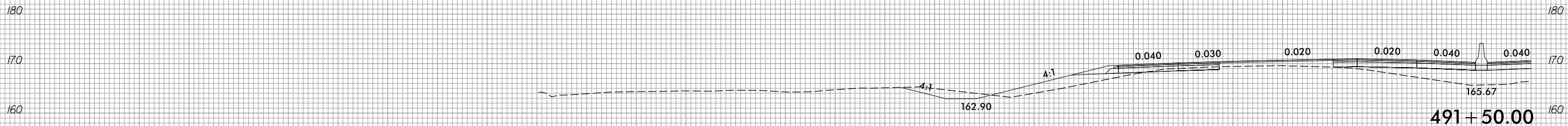
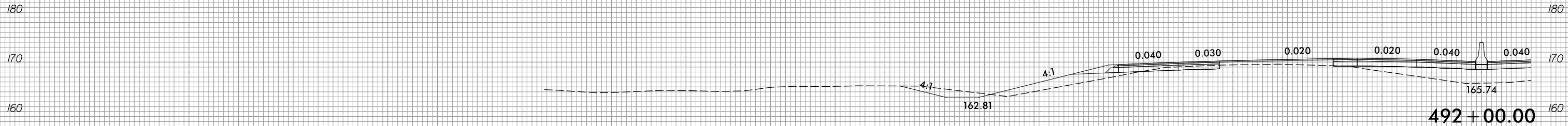
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



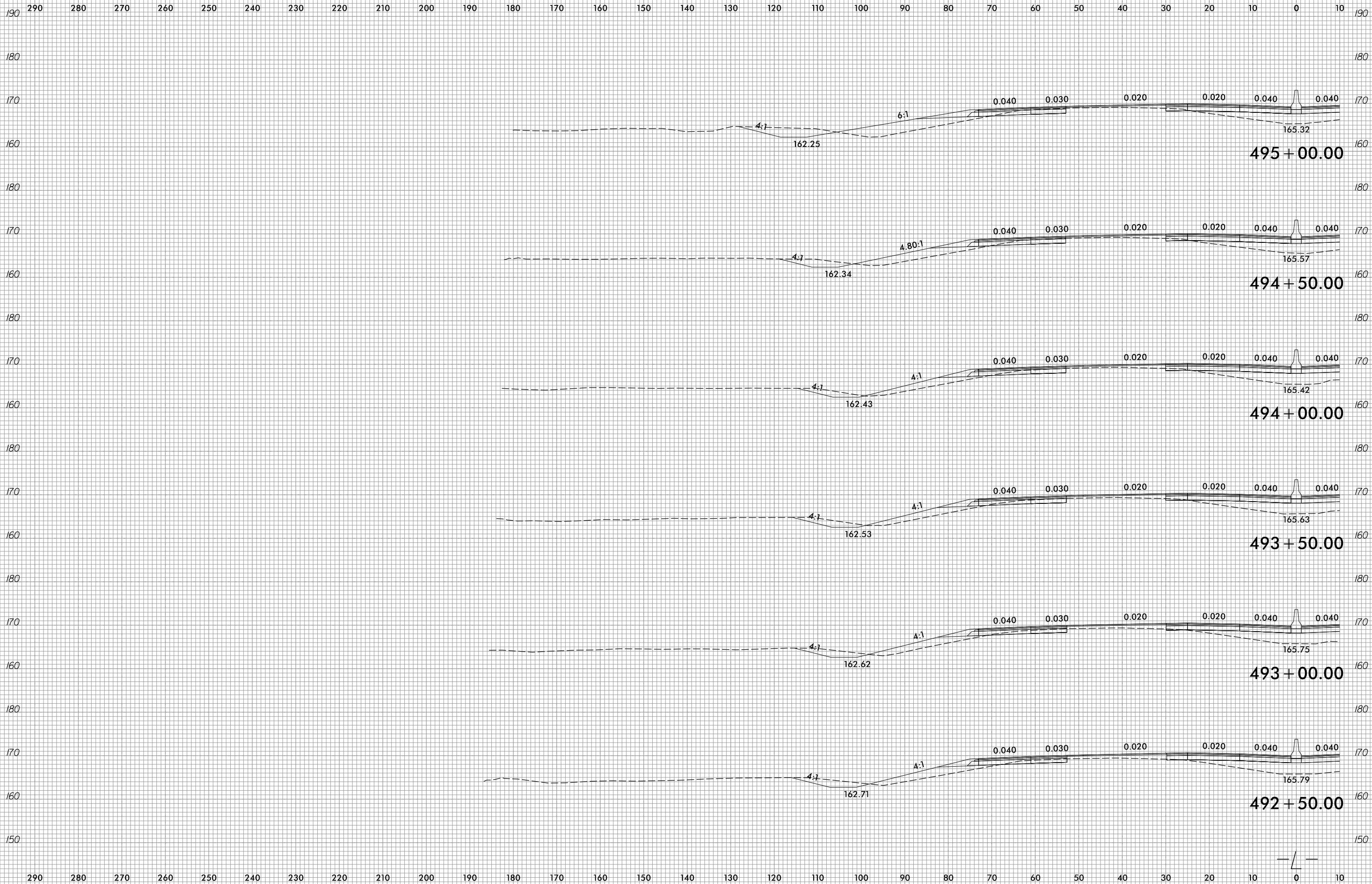
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



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



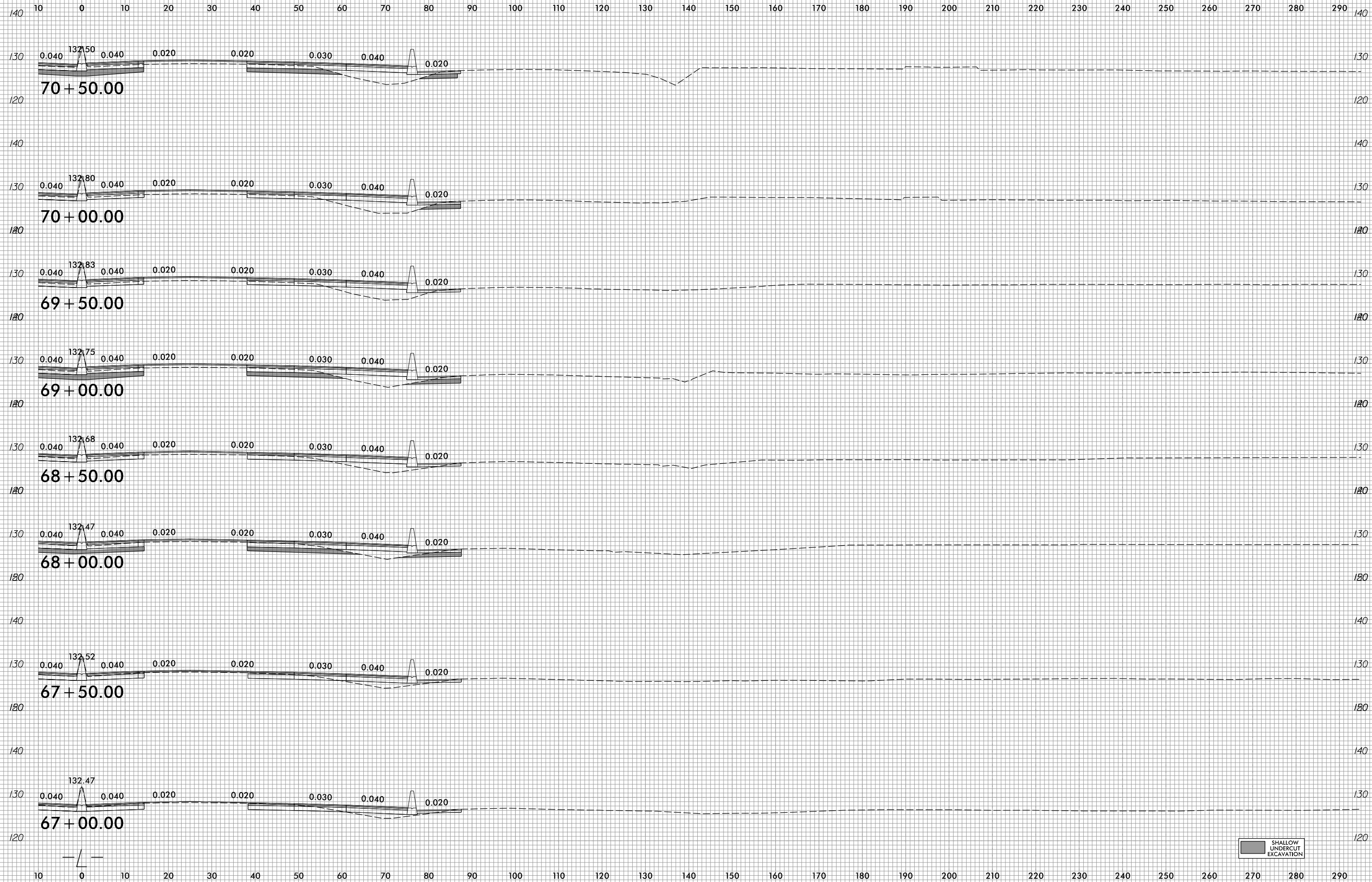
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-158



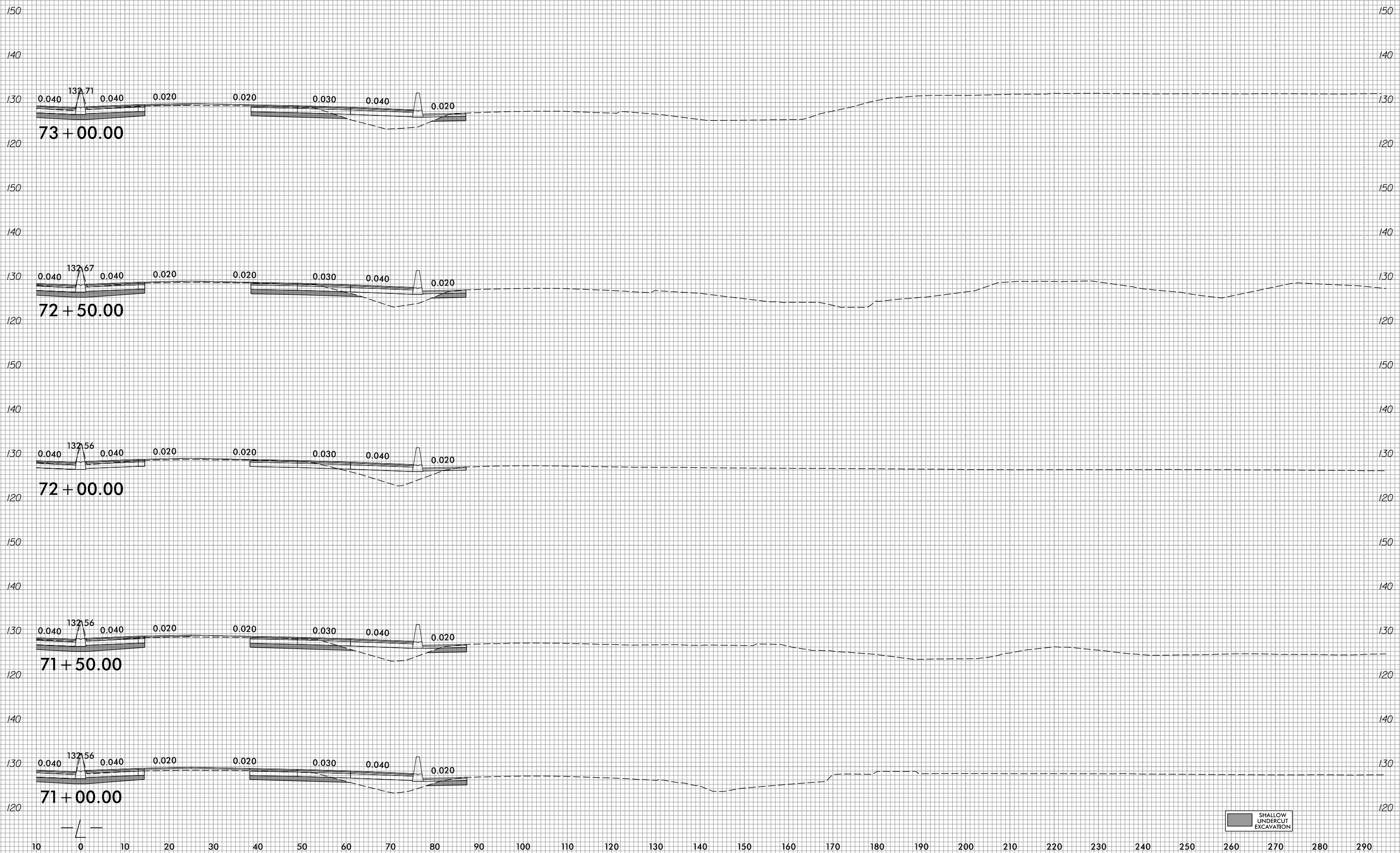
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-159

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



SHALLOW UNDERCUT EXCAVATION

5/3/2022
 R:\Roadway\CorridorModeling\15987A_RDY_XPL_L_RT.dgn
 David.Choi

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



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-160

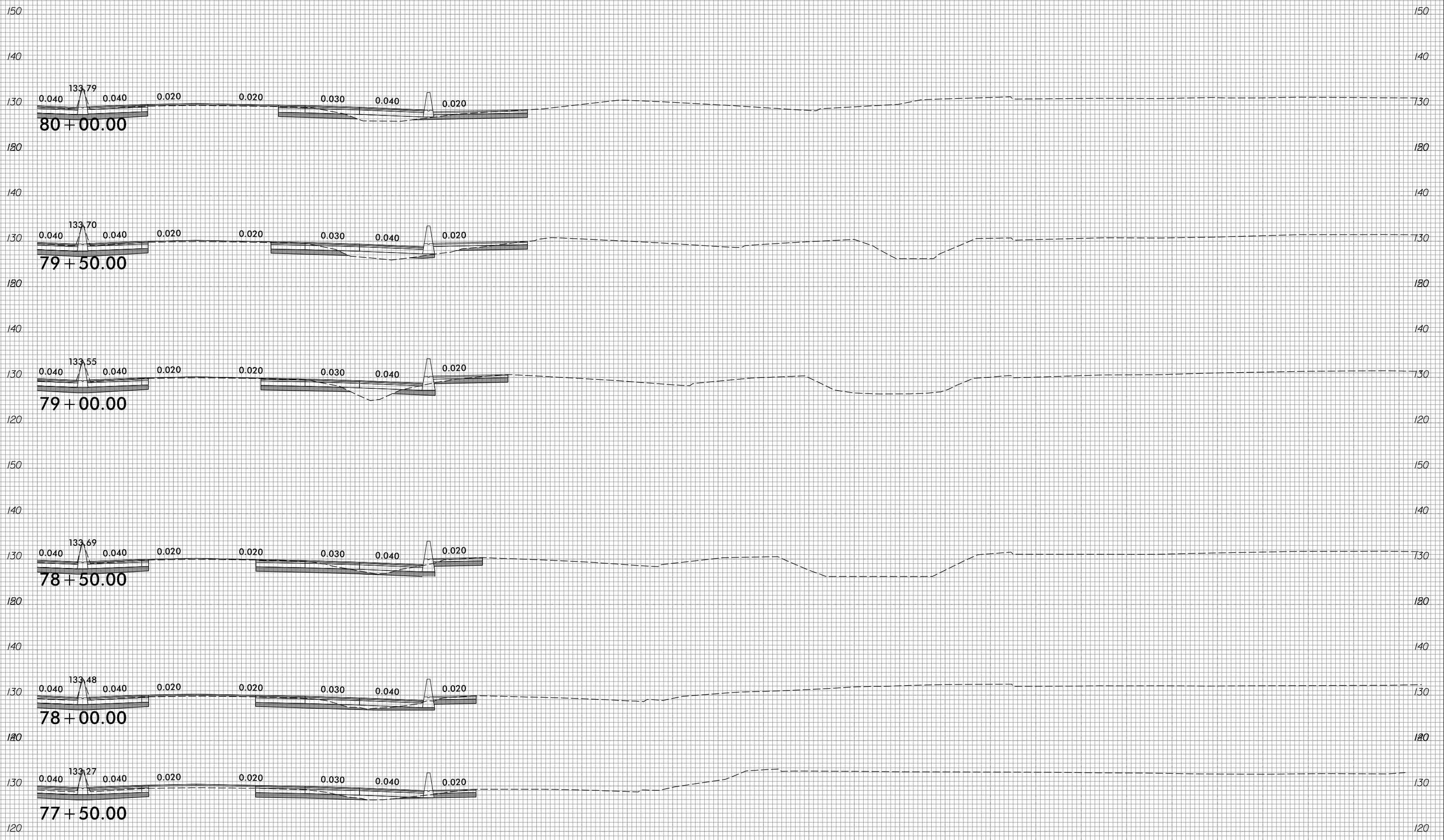
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



SHALLOW UNDERCUT EXCAVATION



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

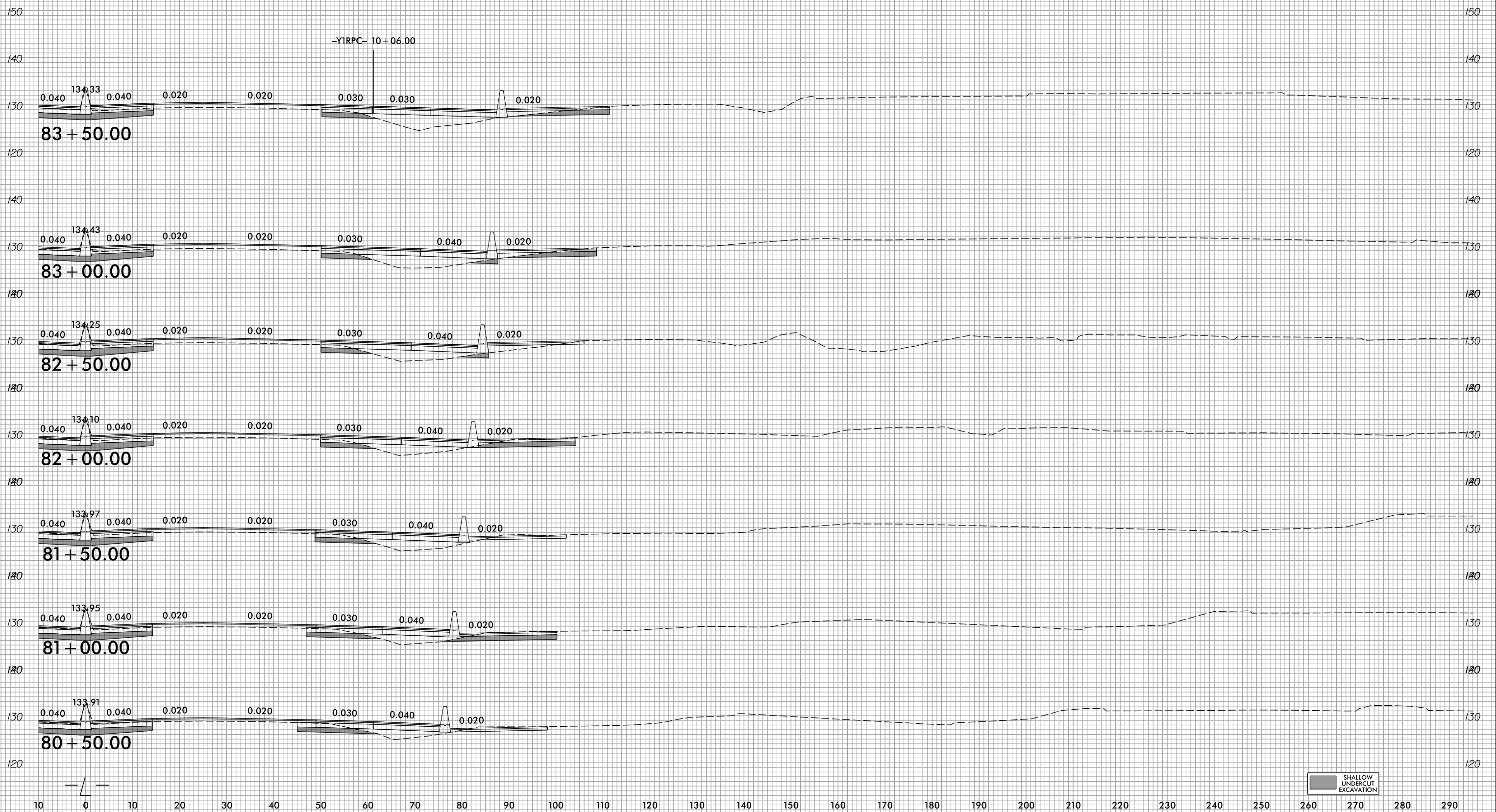


SHALLOW UNDERCUT EXCAVATION

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



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



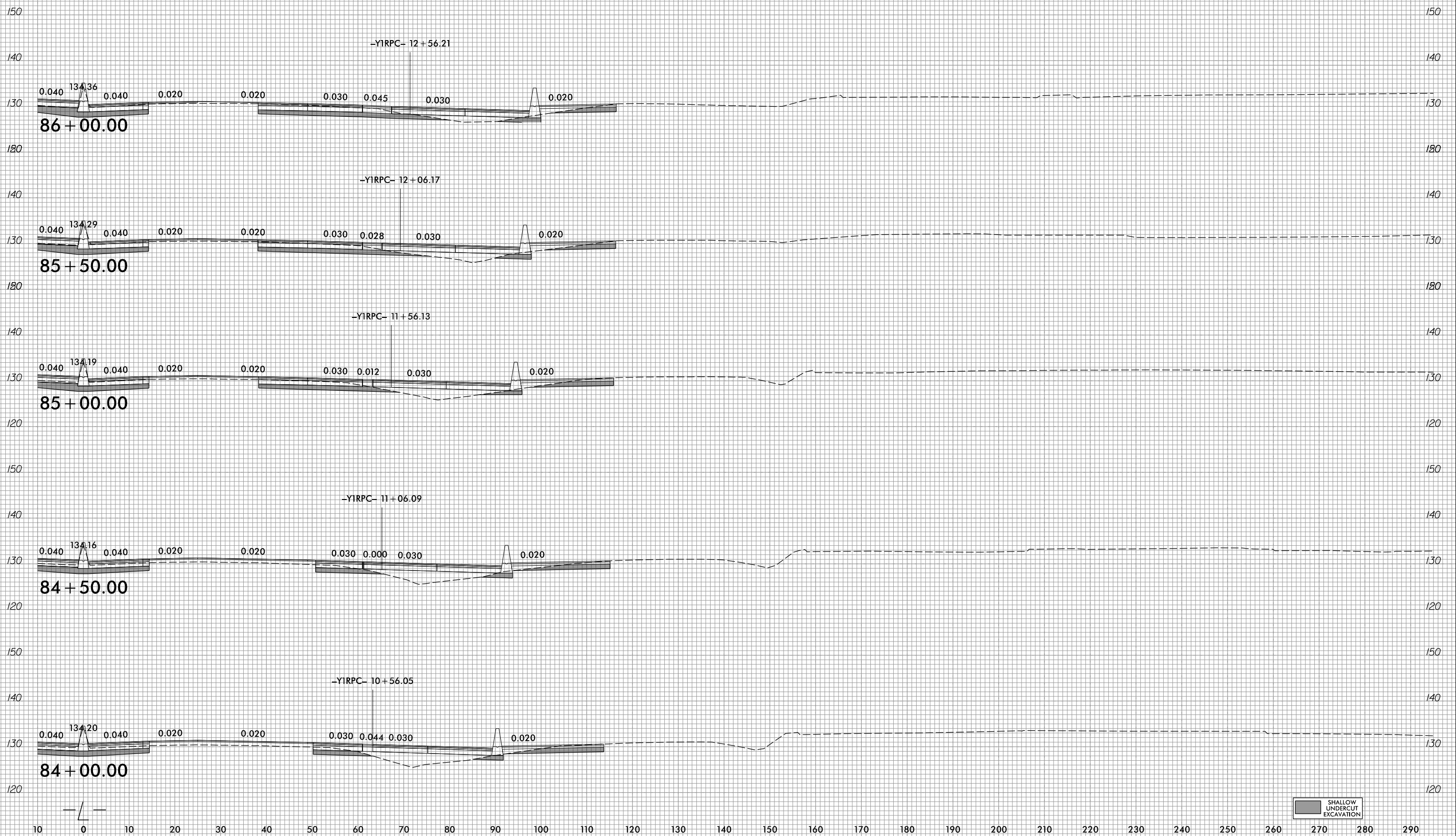
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-163

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



5/3/2022
I:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
David.Choi

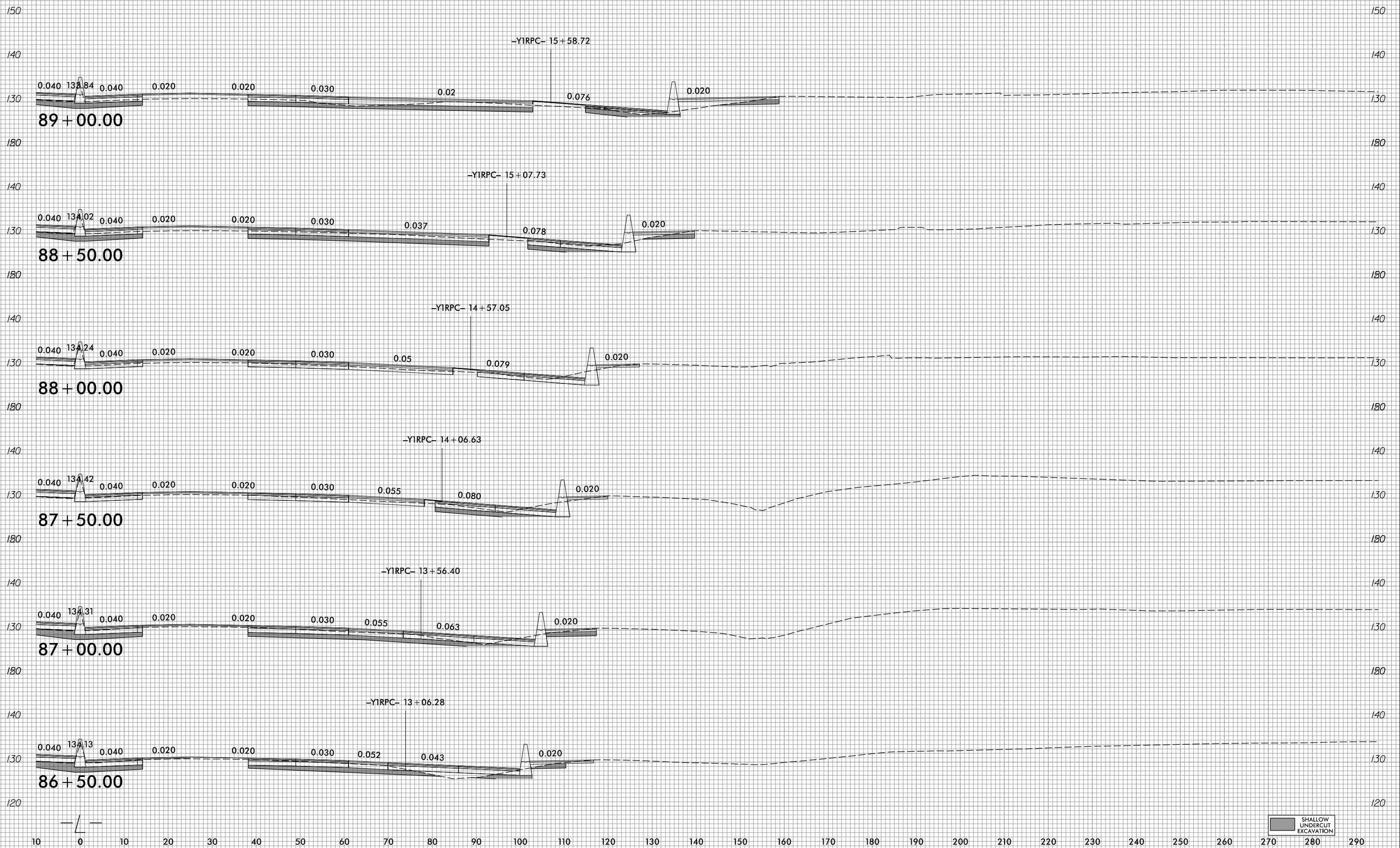
SHALLOW UNDERCUT EXCAVATION

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-164

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi

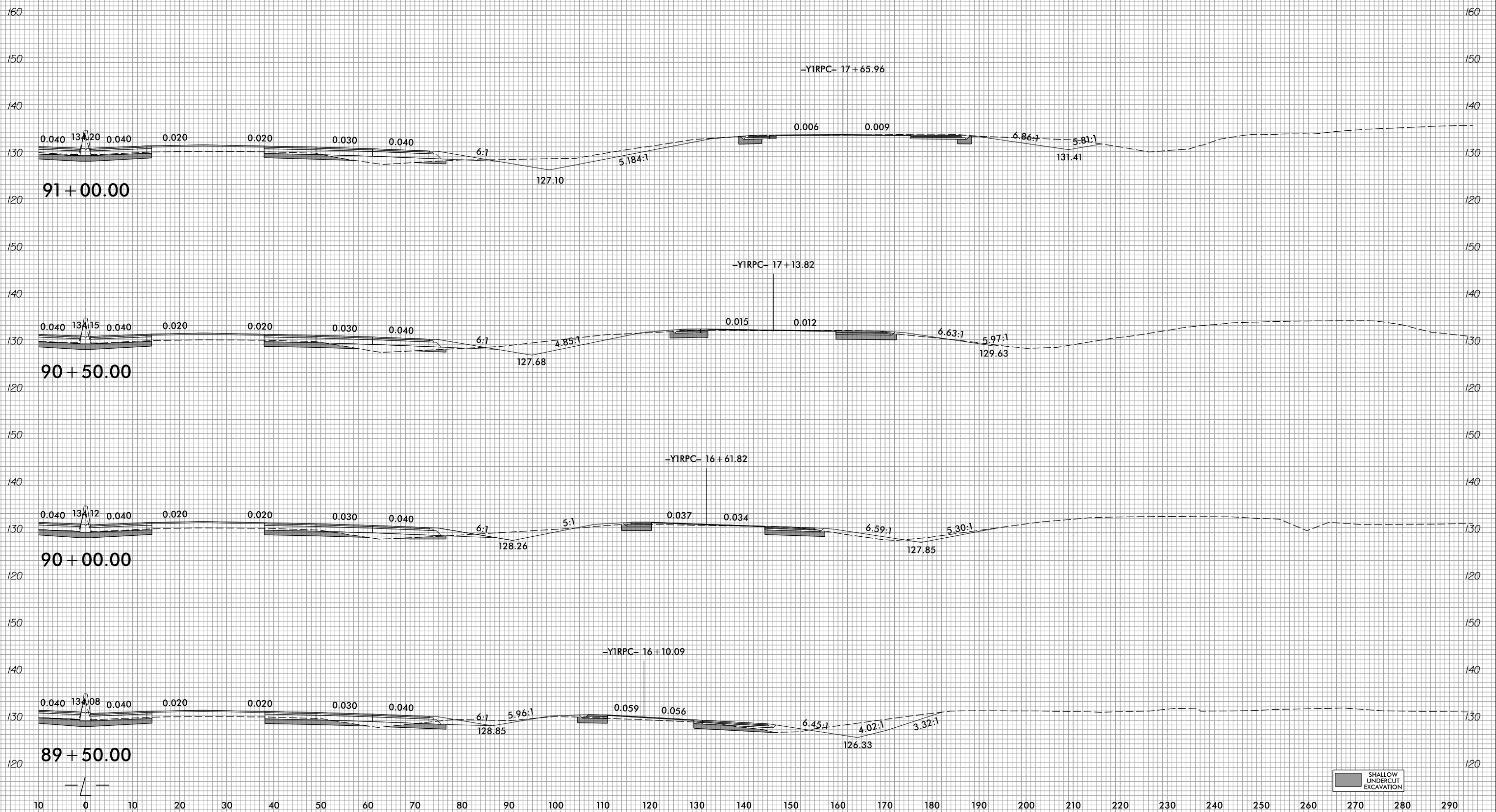
SHALLOW UNDERCUT EXCAVATION

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-165

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

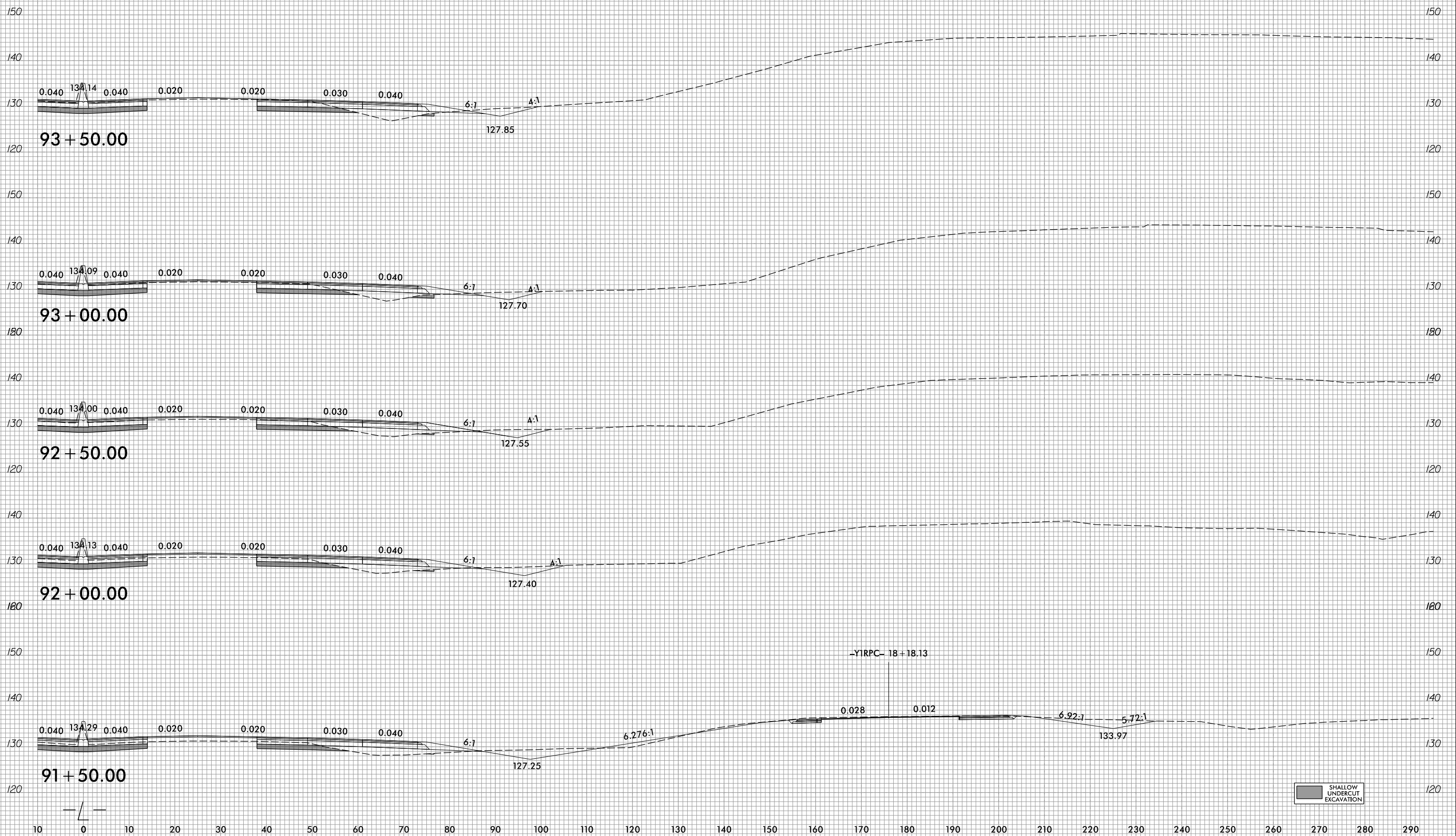


5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi

SHALLOW UNDERCUT EXCAVATION

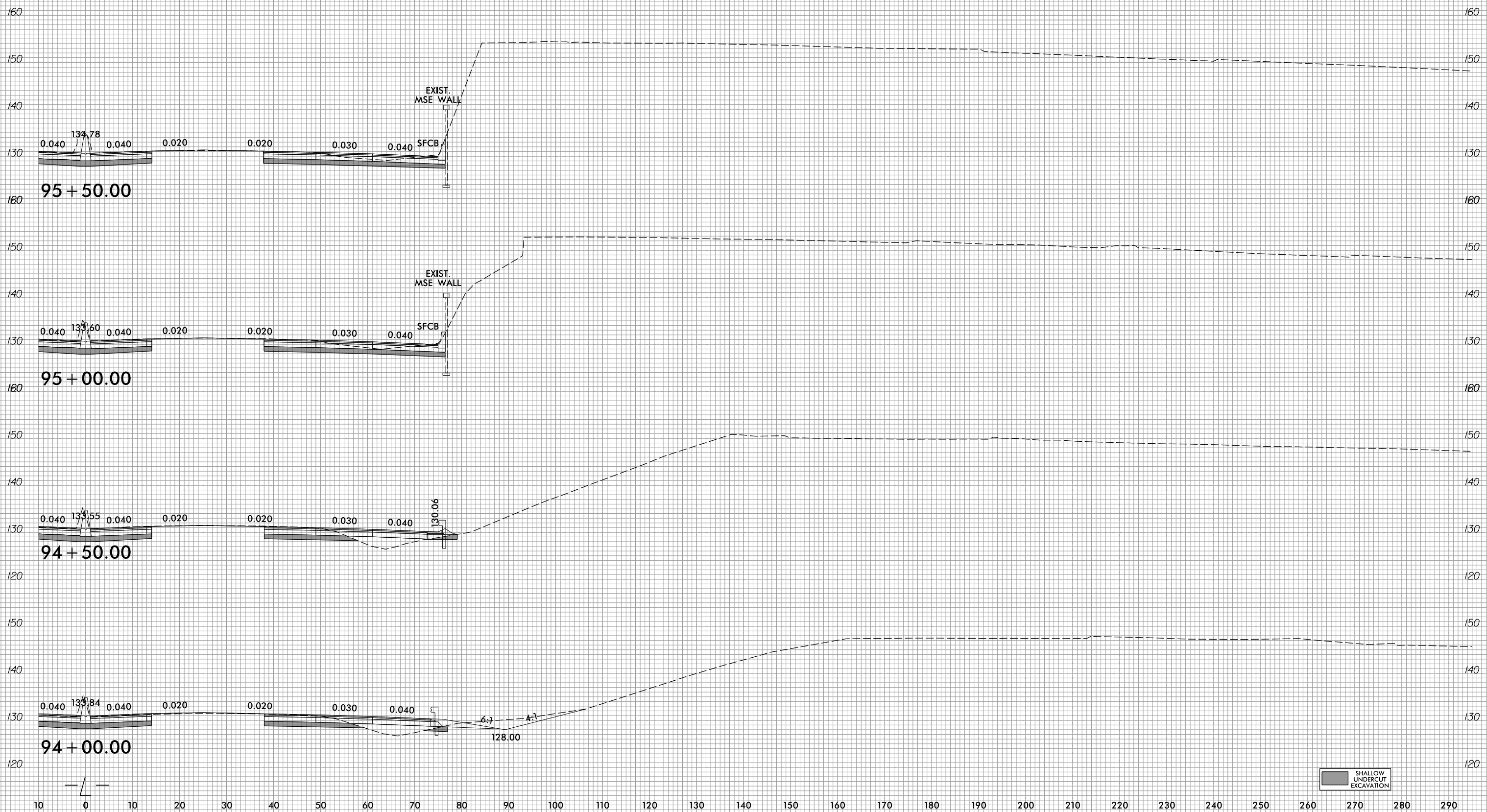


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290





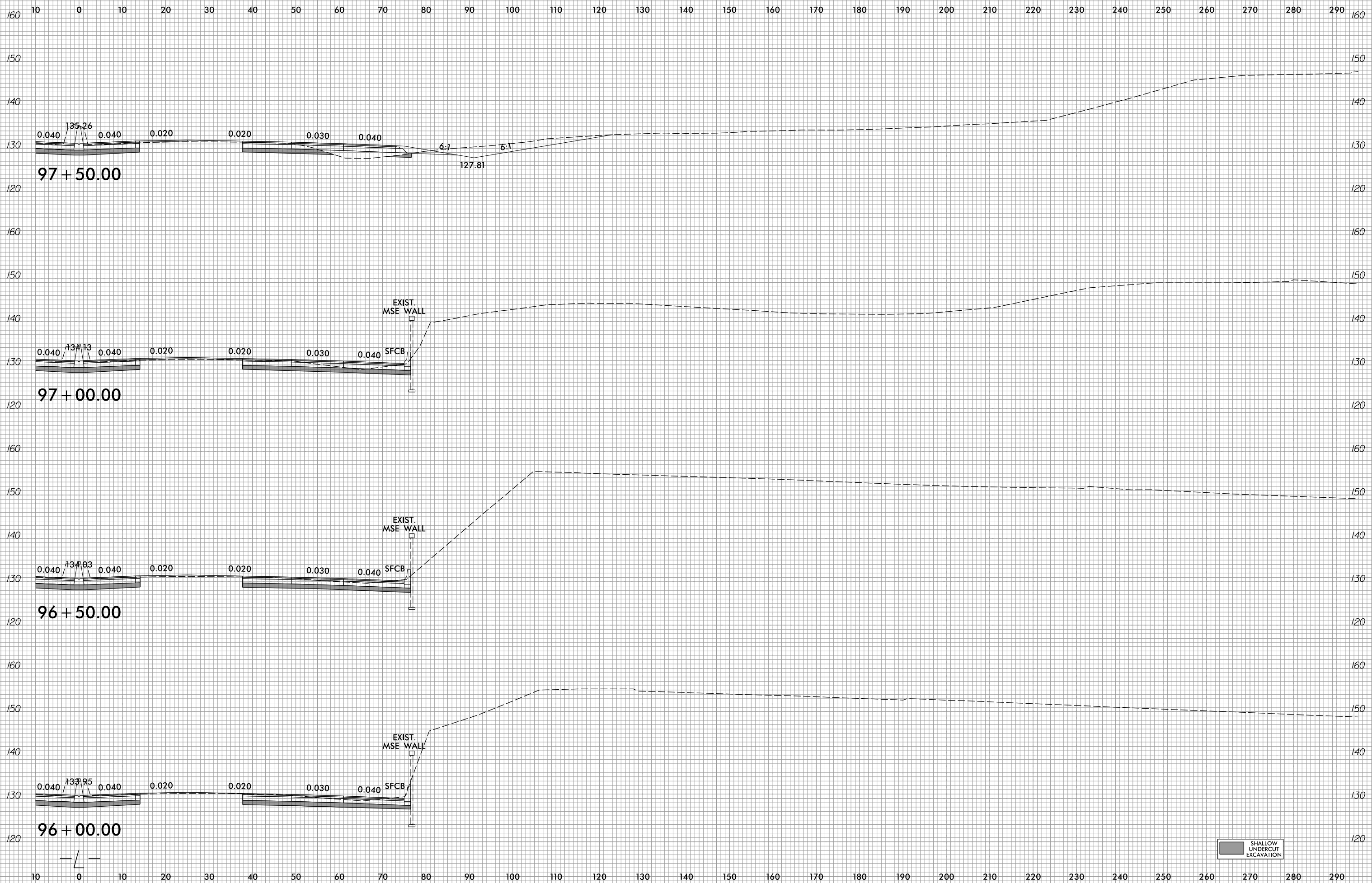
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-168



5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
David.Choi

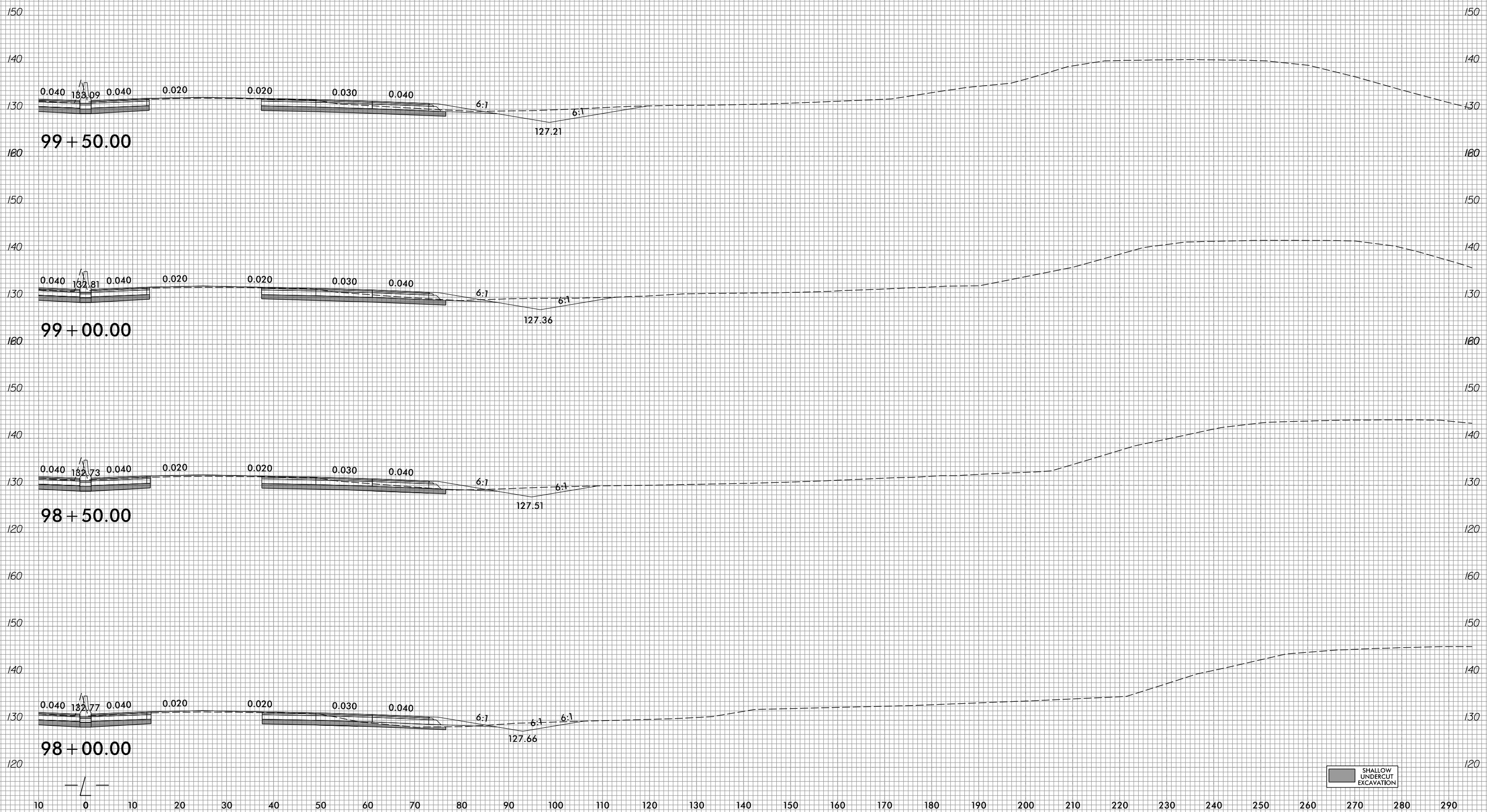
SHALLOW UNDERCUT EXCAVATION

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-169

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi

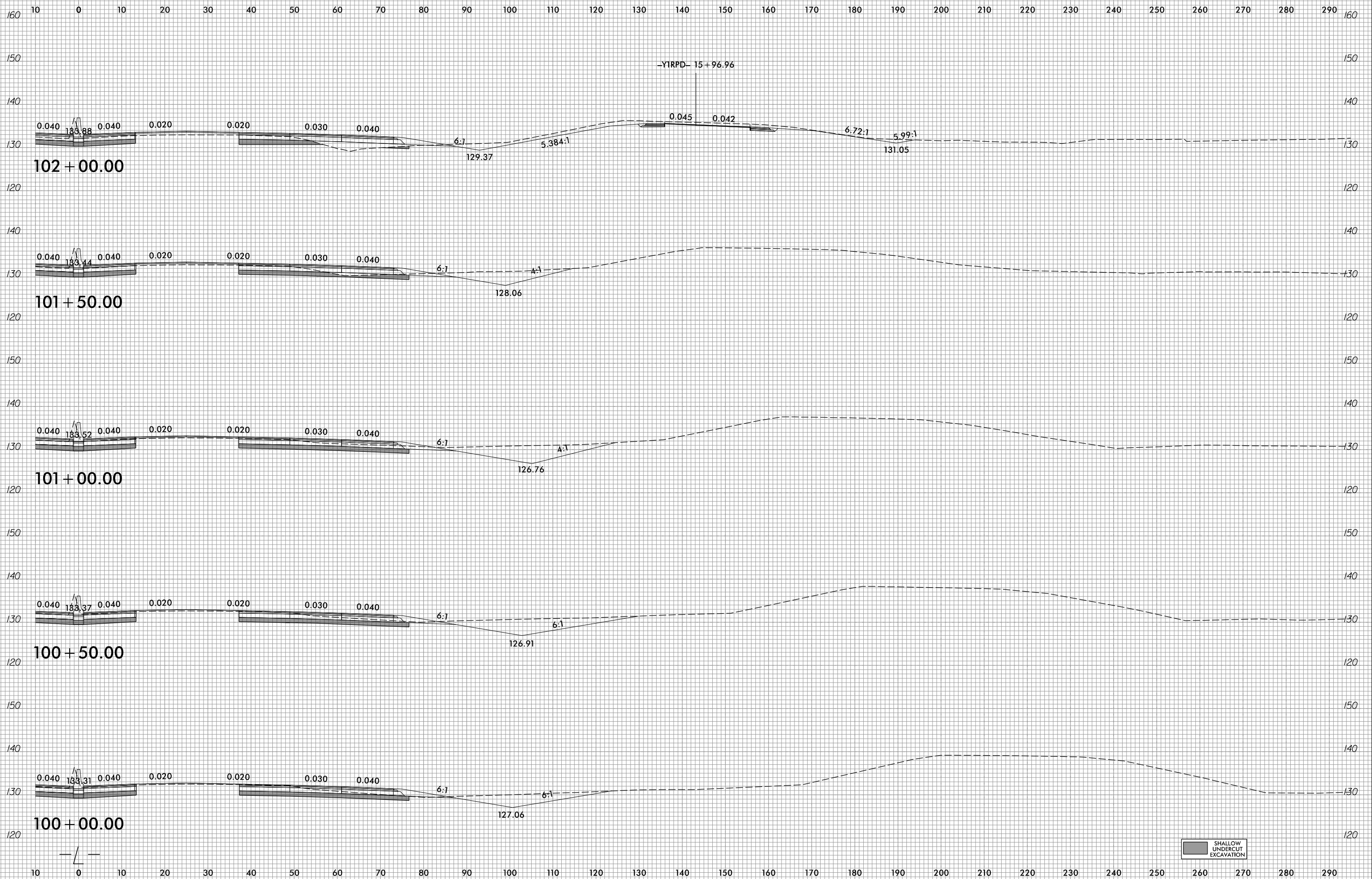


SHALLOW
 UNDERCUT
 EXCAVATION

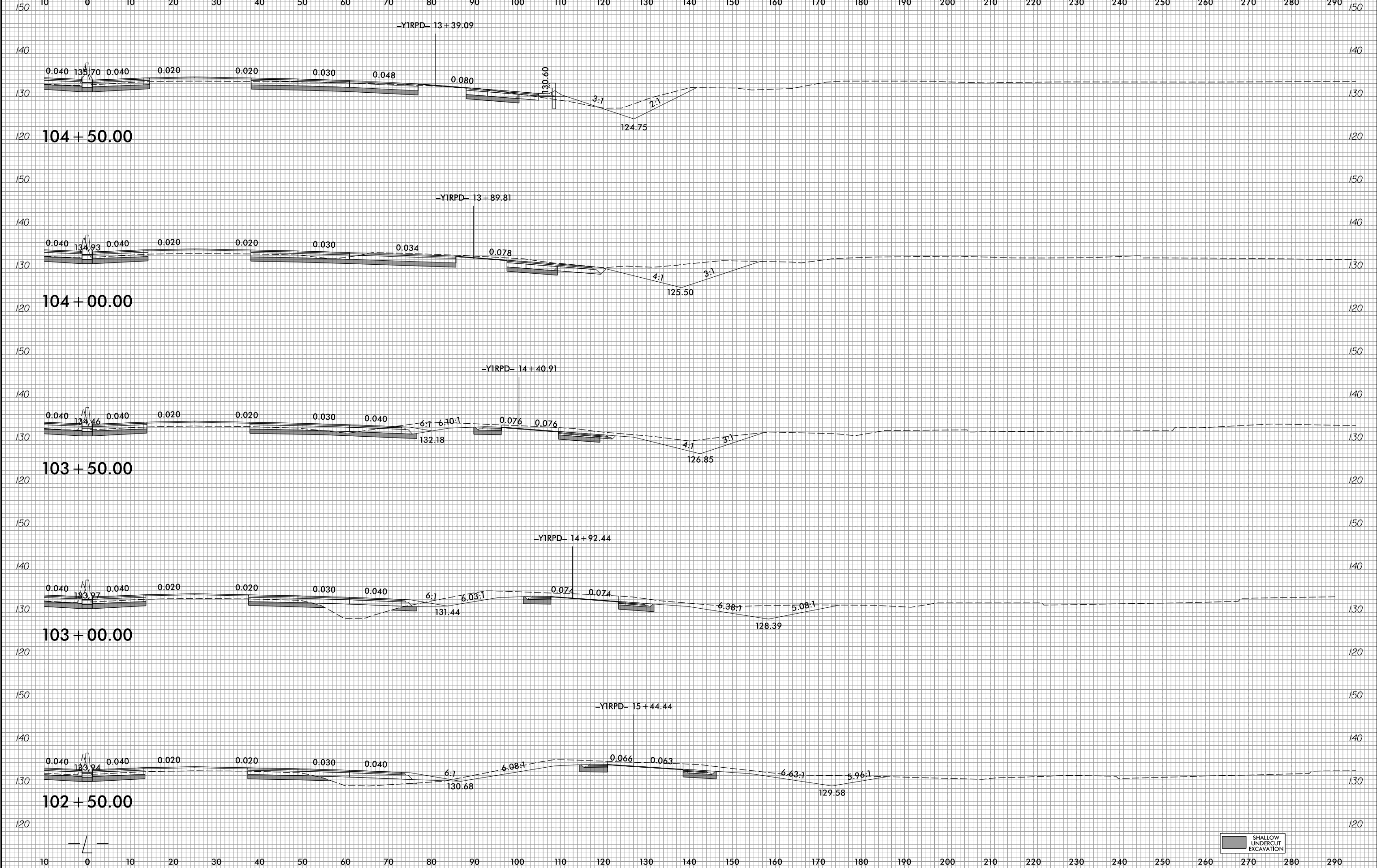
6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-170



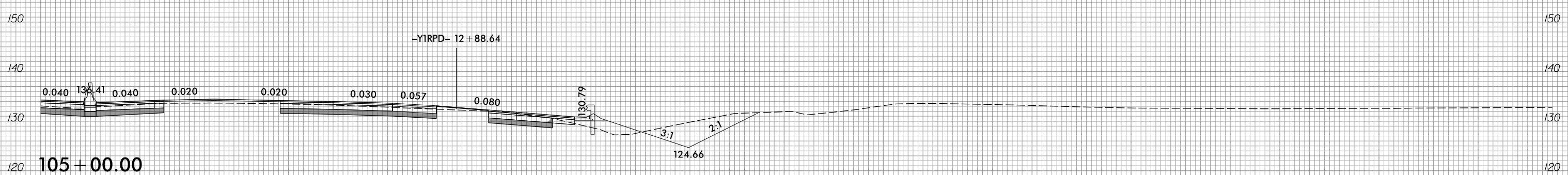
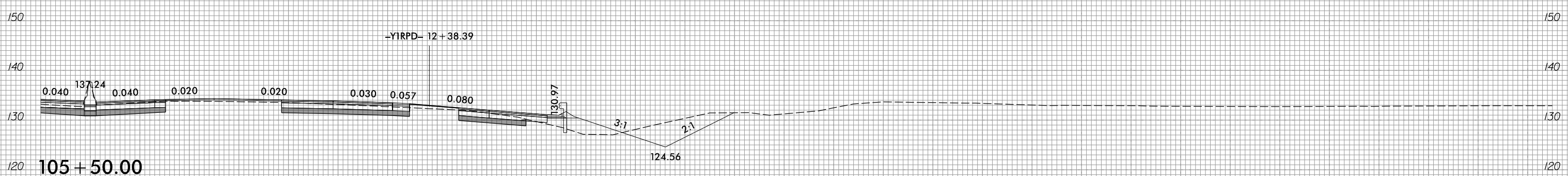
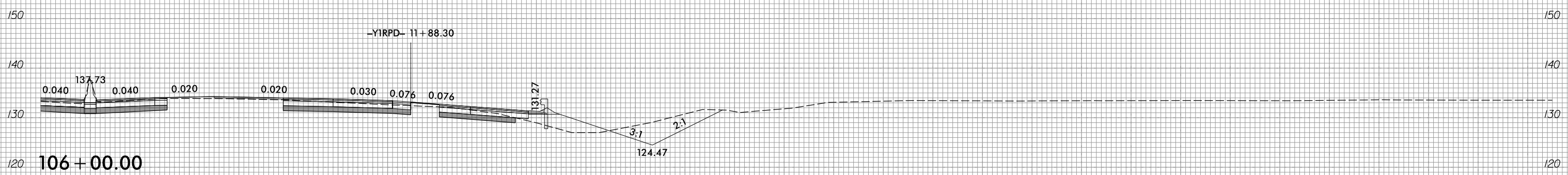
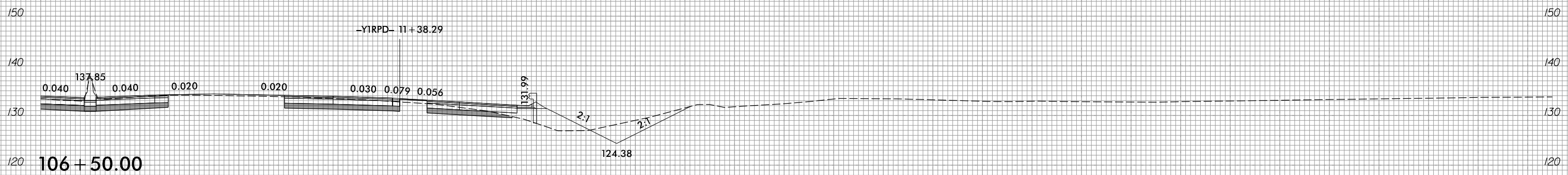
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
David.Choi



SHALLOW UNDERCUT EXCAVATION



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



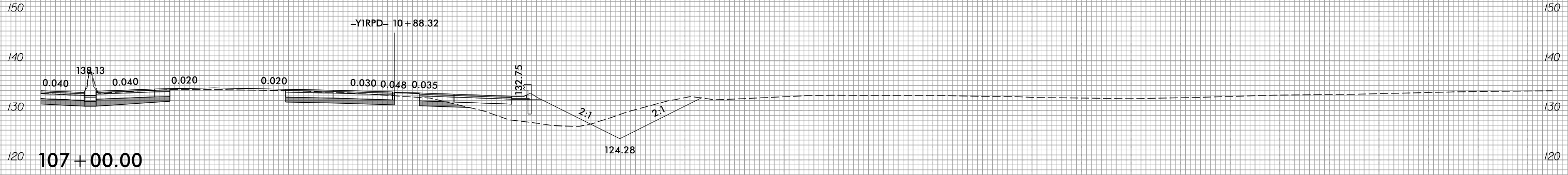
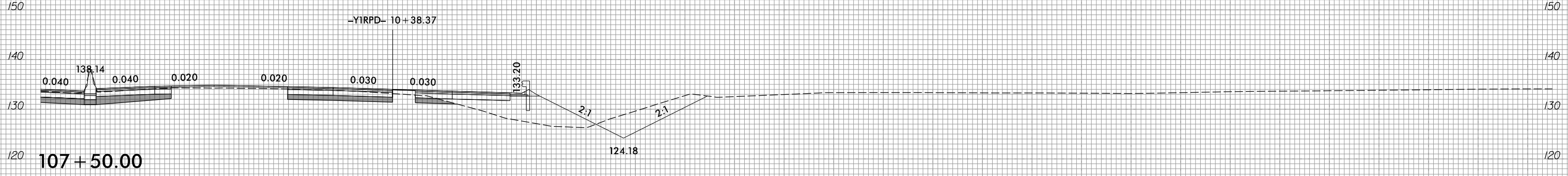
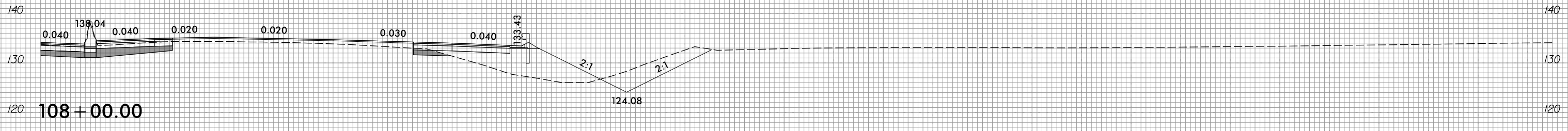
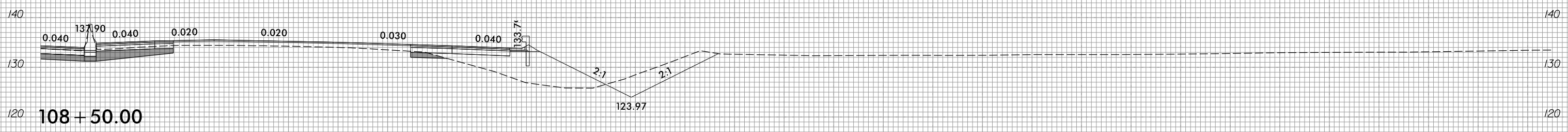
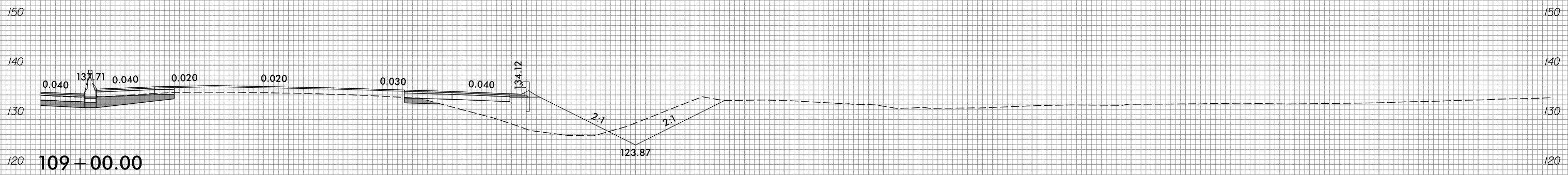
SHALLOW UNDERCUT EXCAVATION

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



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-173

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

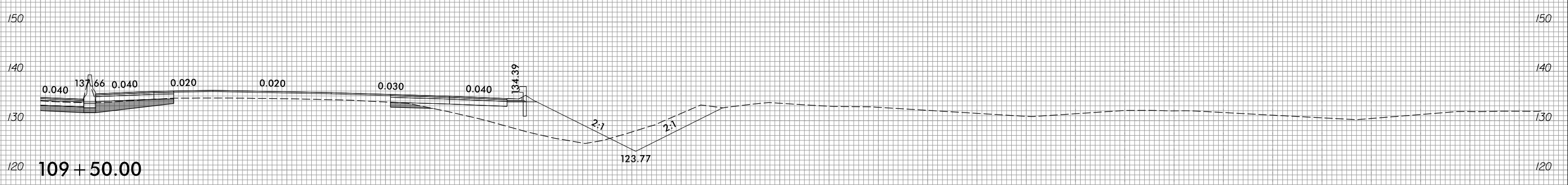
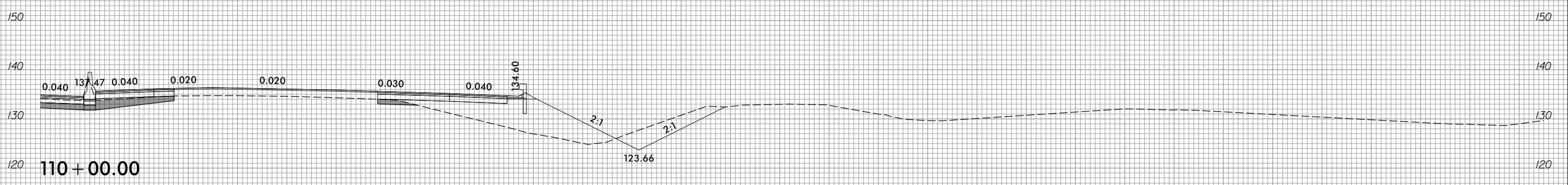
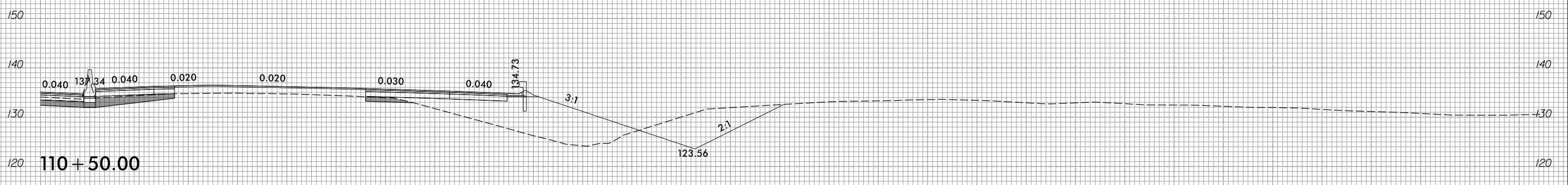
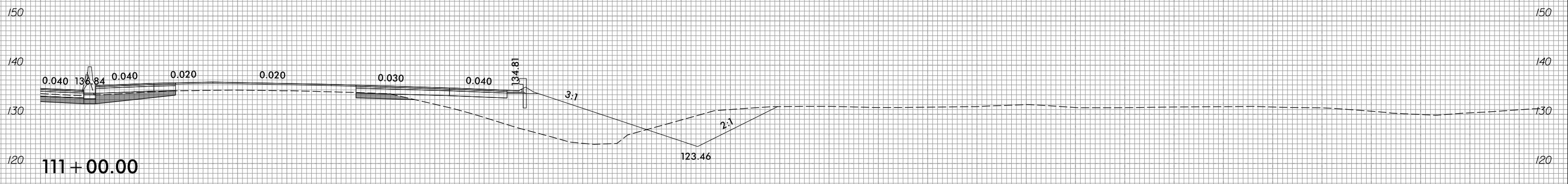


SHALLOW UNDERCUT EXCAVATION

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

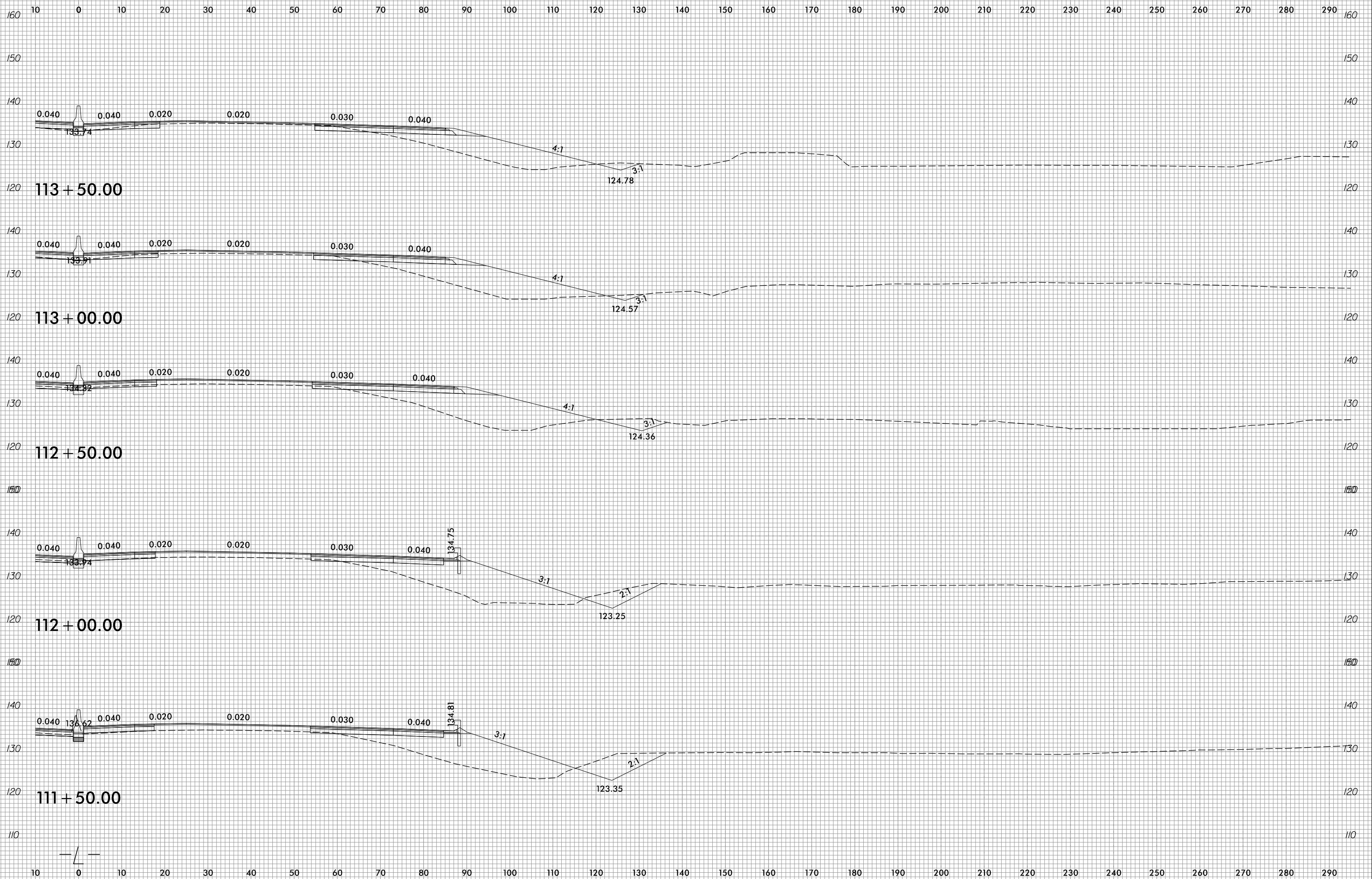


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



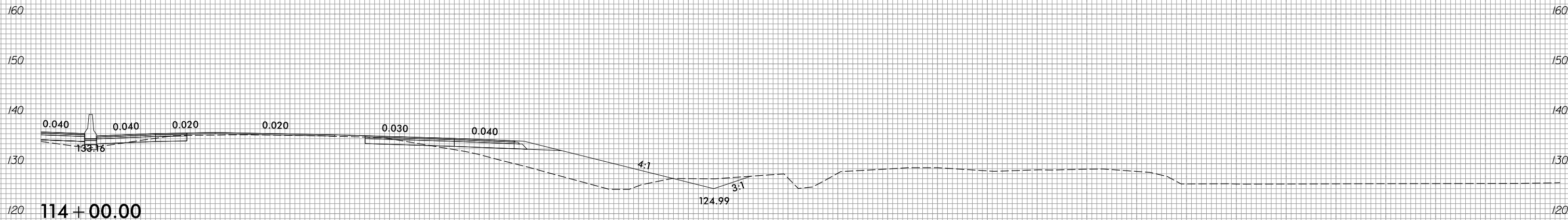
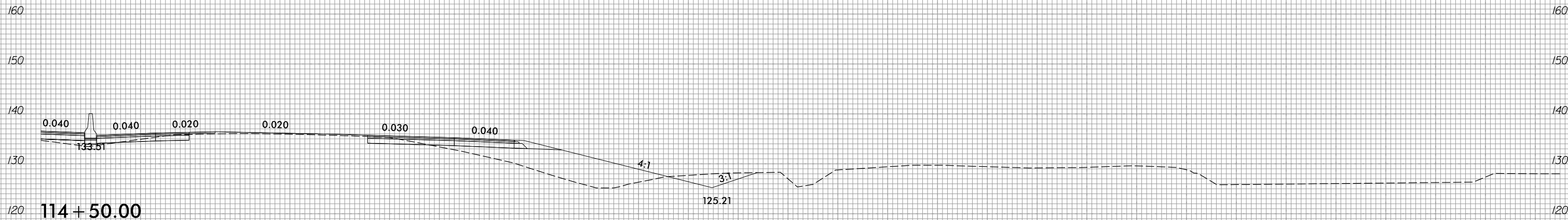
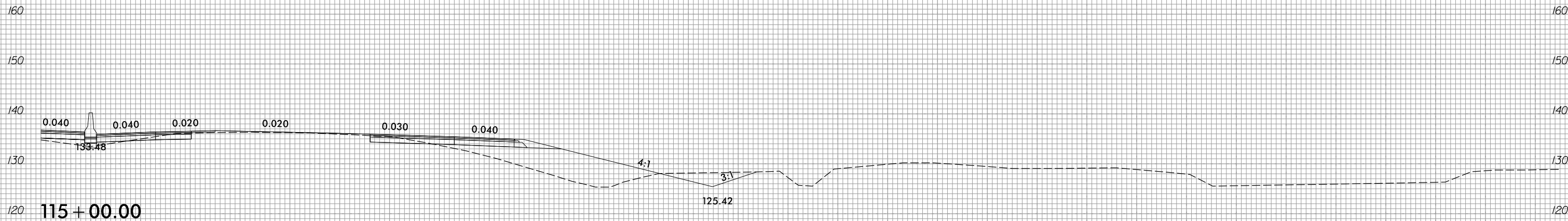
SHALLOW UNDERCUT EXCAVATION

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





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



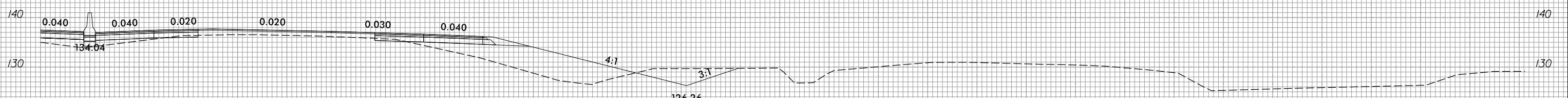
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



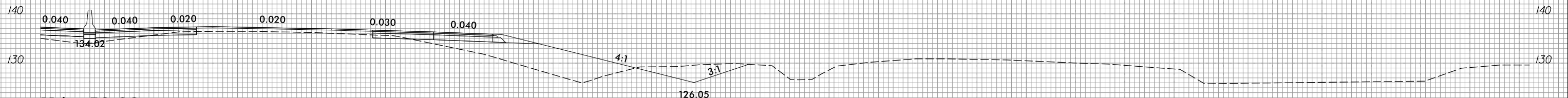
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



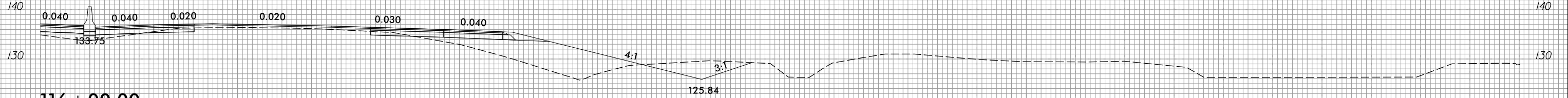
117 + 50.00



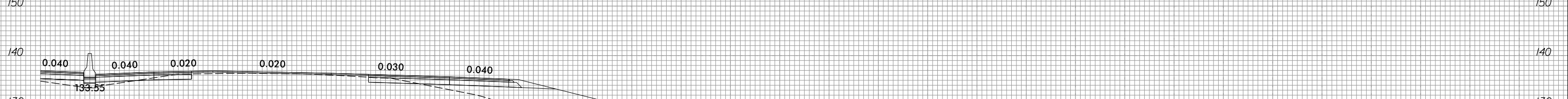
117 + 00.00



116 + 50.00



116 + 00.00



115 + 50.00

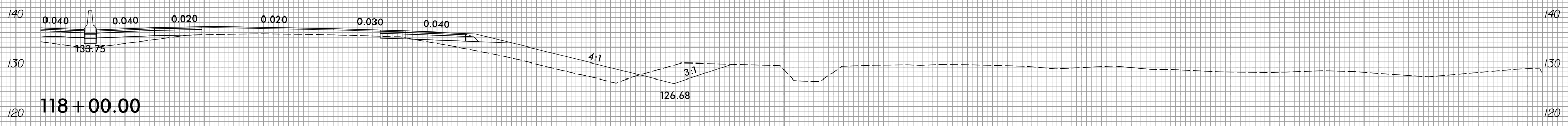
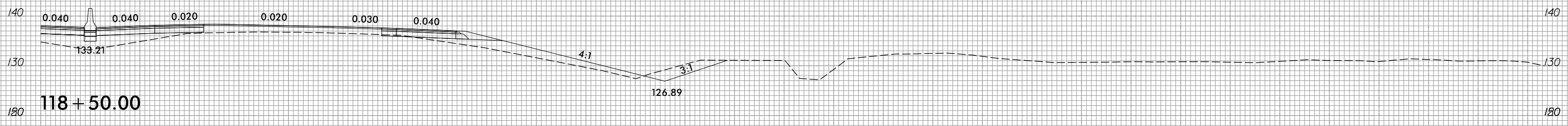
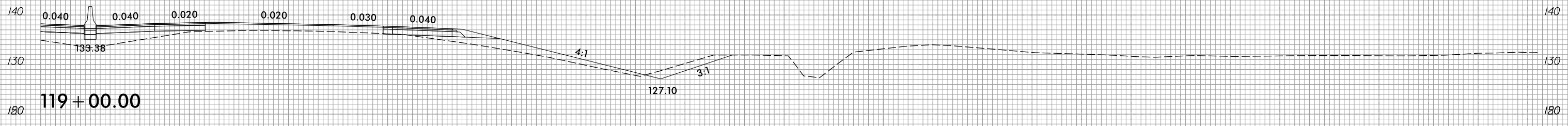
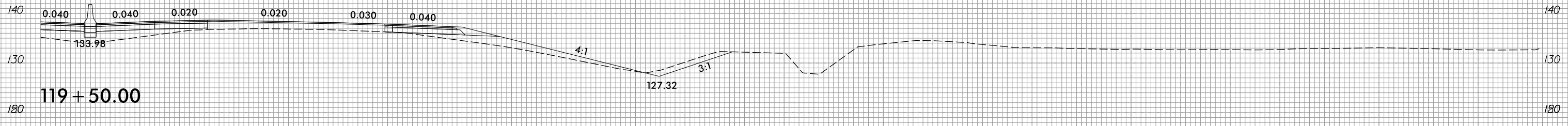
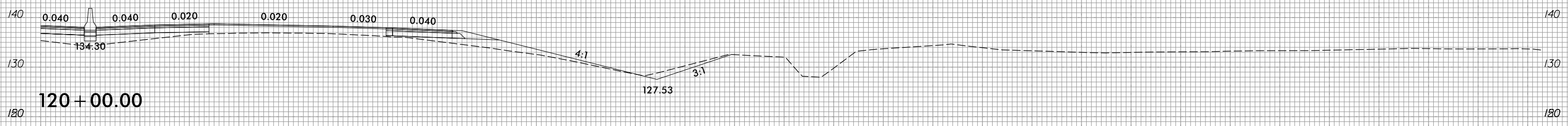
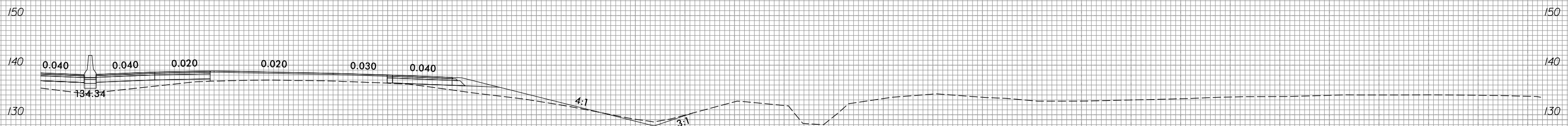
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-178

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



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

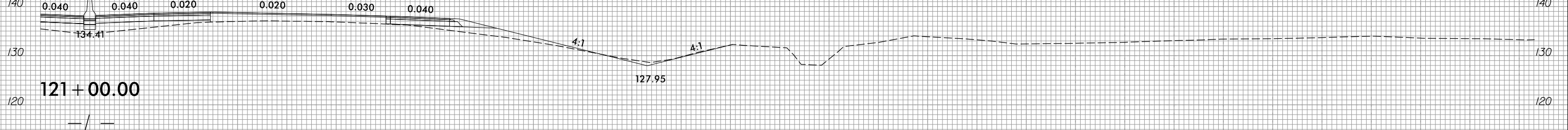
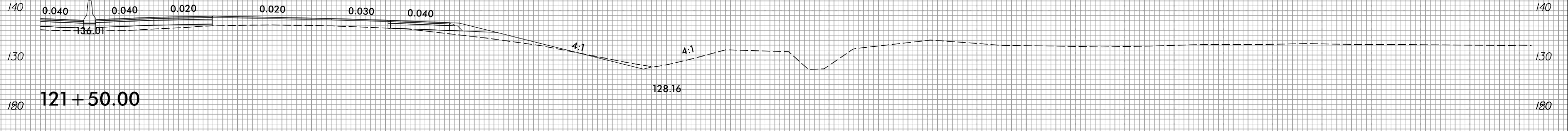
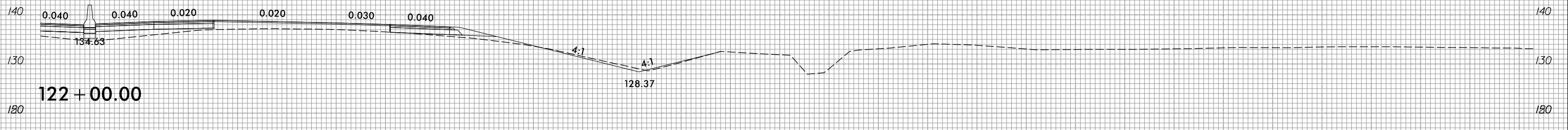
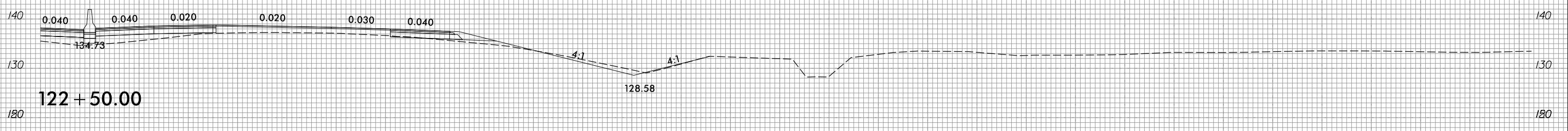
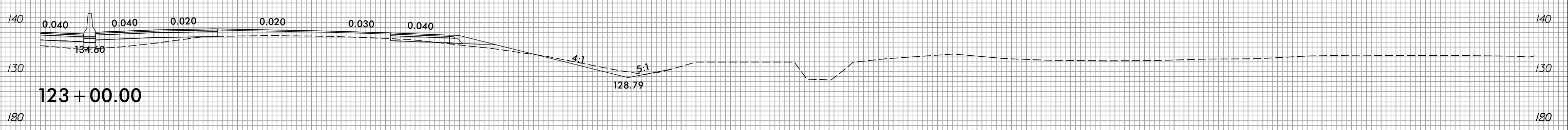
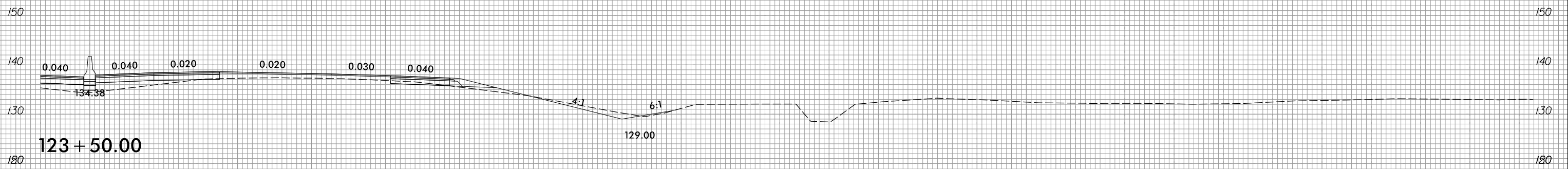
5/3/2022
 R:\Roadway\CorridorModeling\15987A_RDY_XPL_L_RT.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-179

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



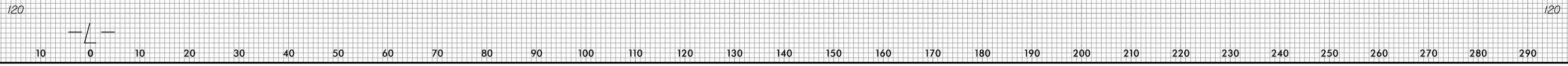
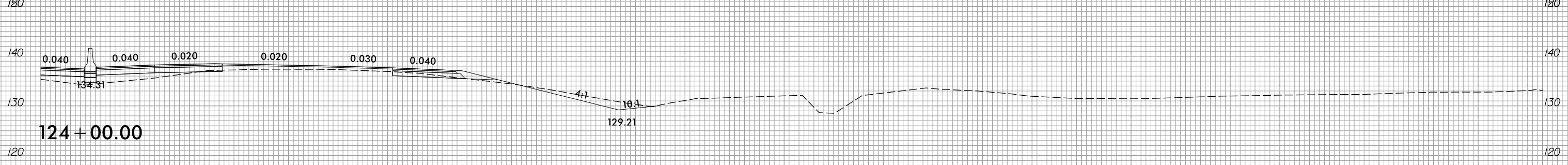
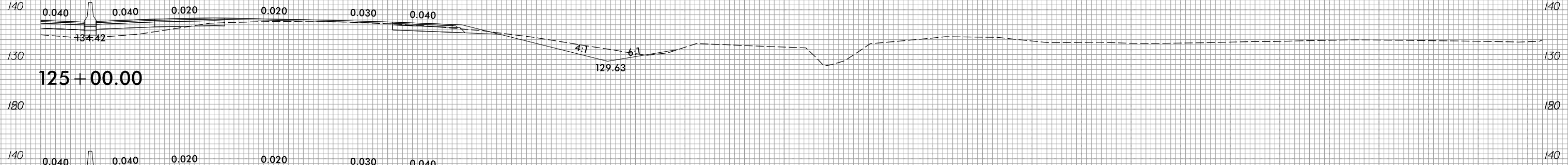
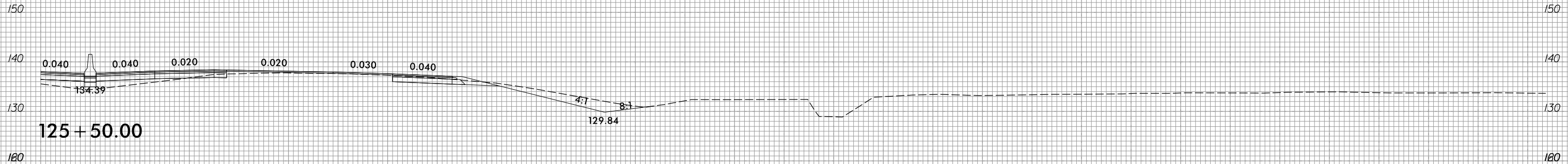
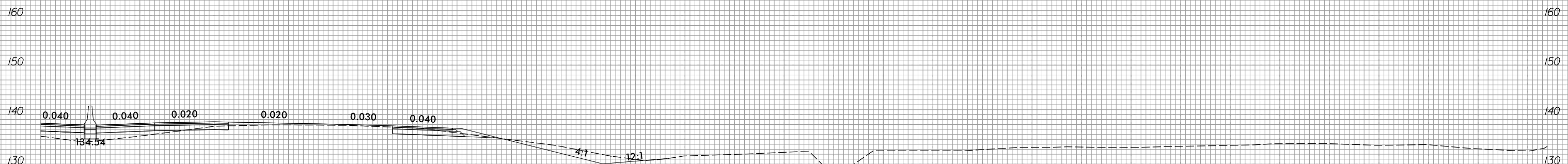
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-180

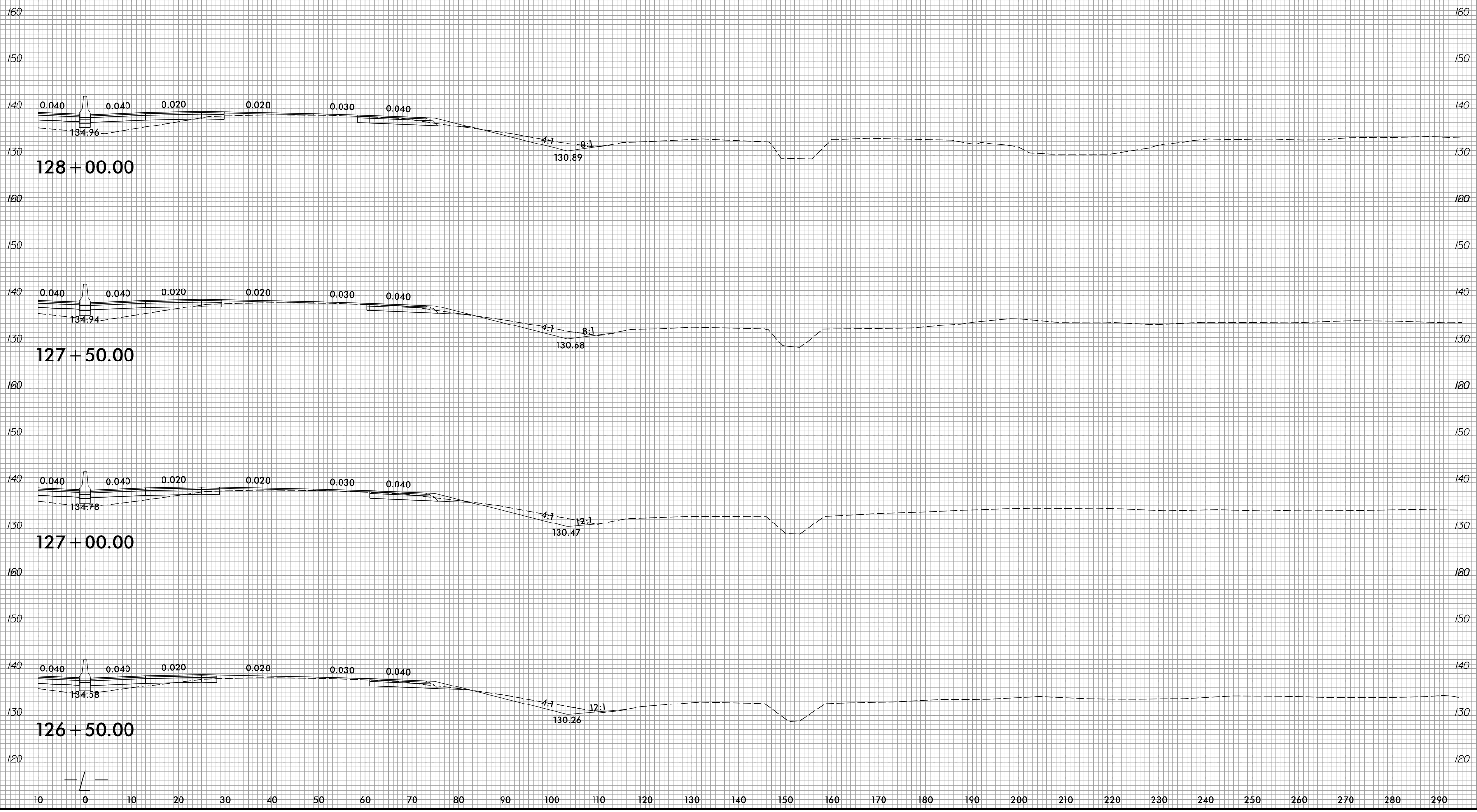
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290





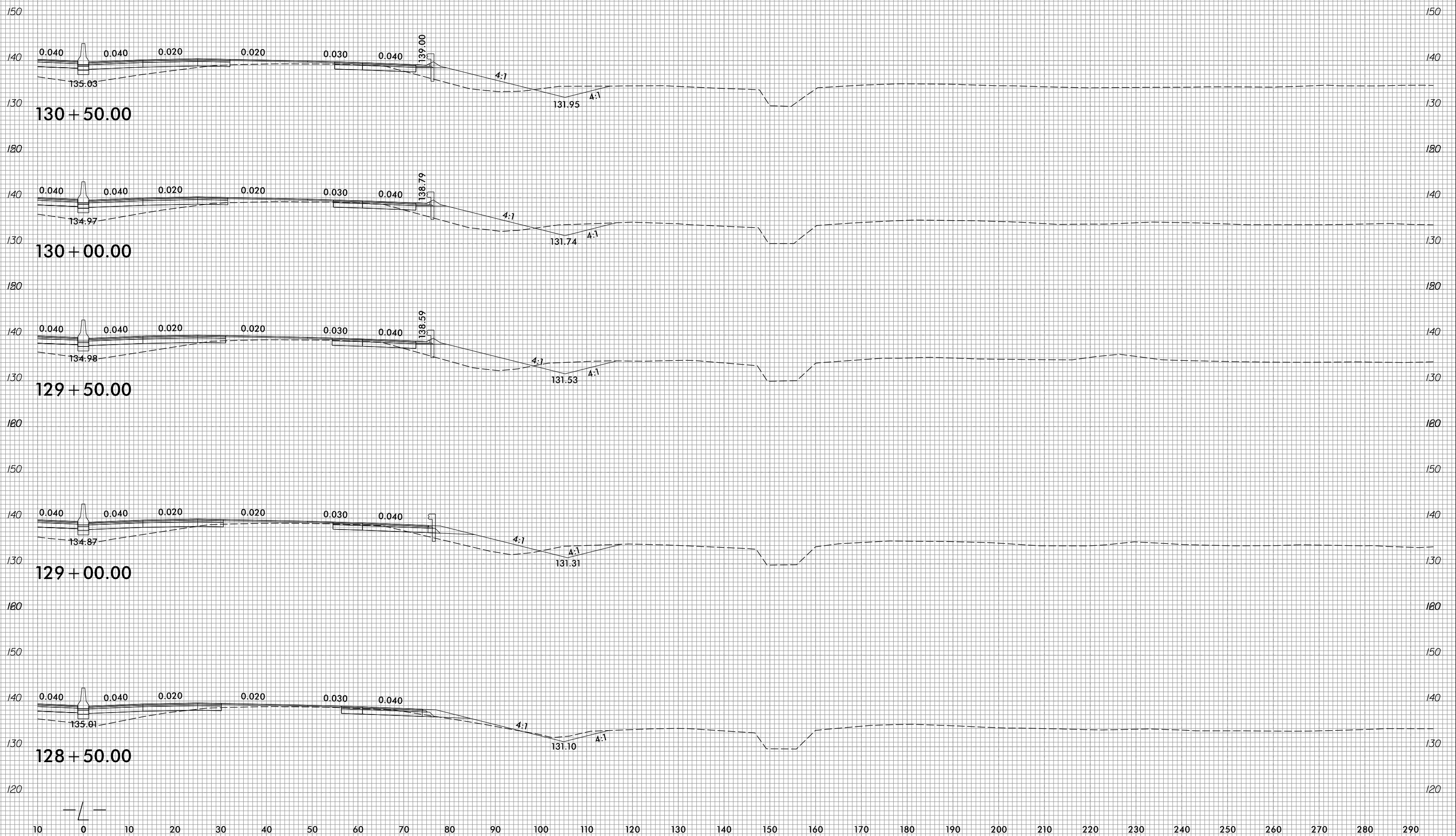
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-181

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





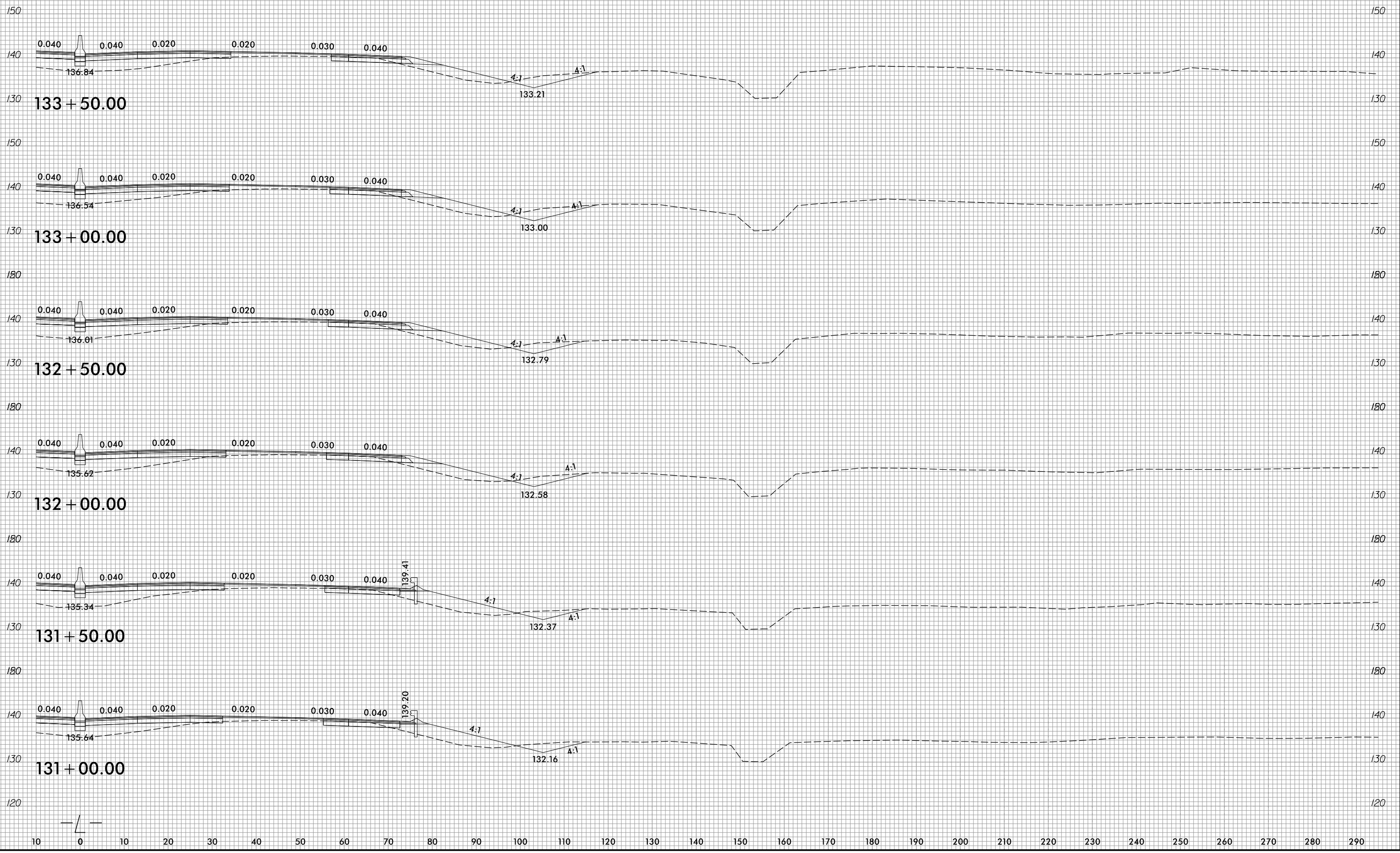
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290





PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-183

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



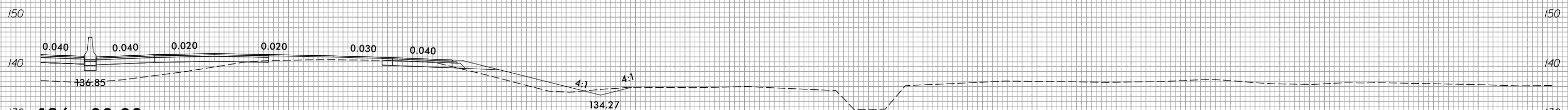


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-184

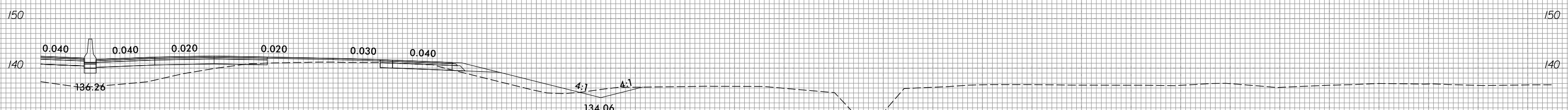
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



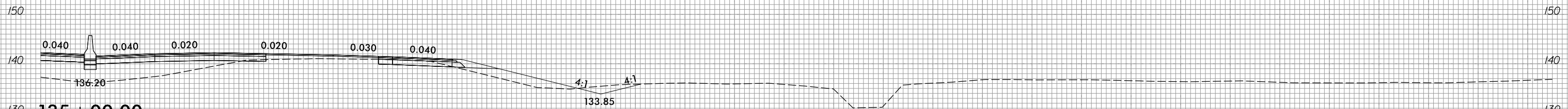
136 + 50.00



136 + 00.00



135 + 50.00



135 + 00.00



134 + 50.00



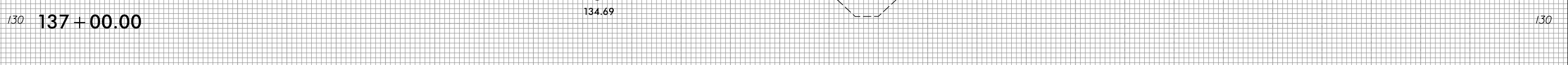
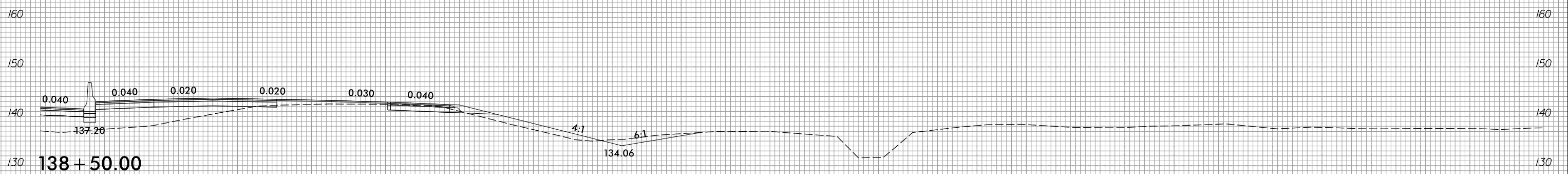
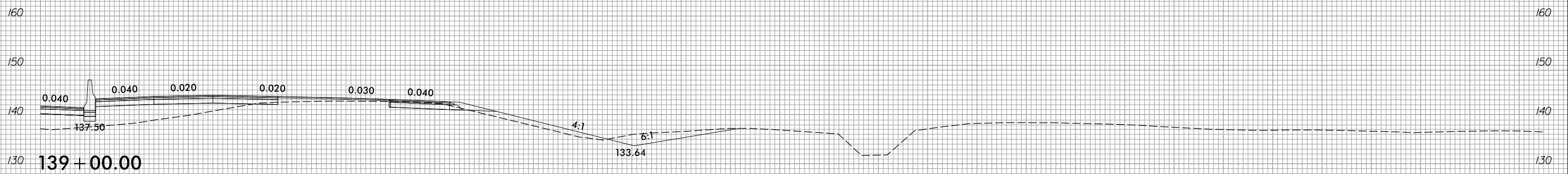
134 + 00.00

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



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-185

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

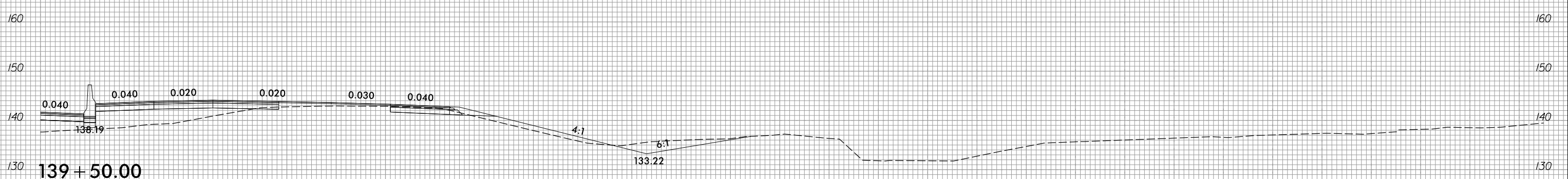
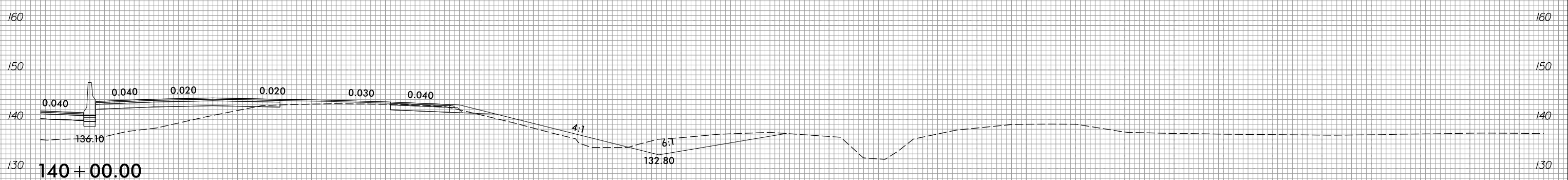
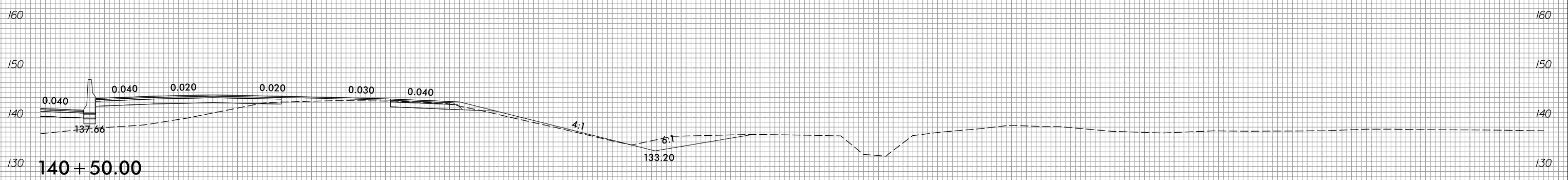
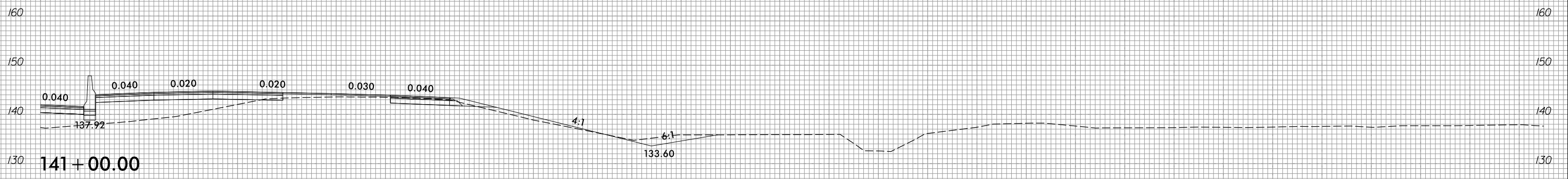


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290





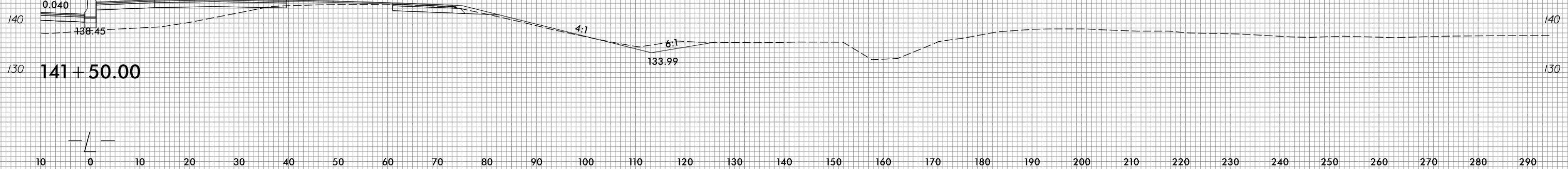
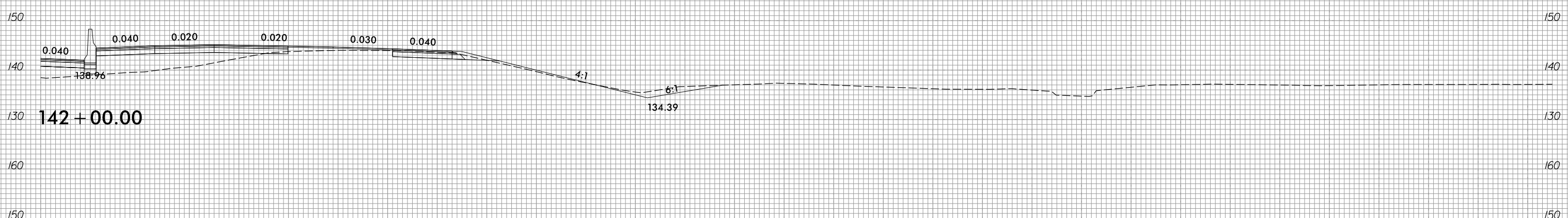
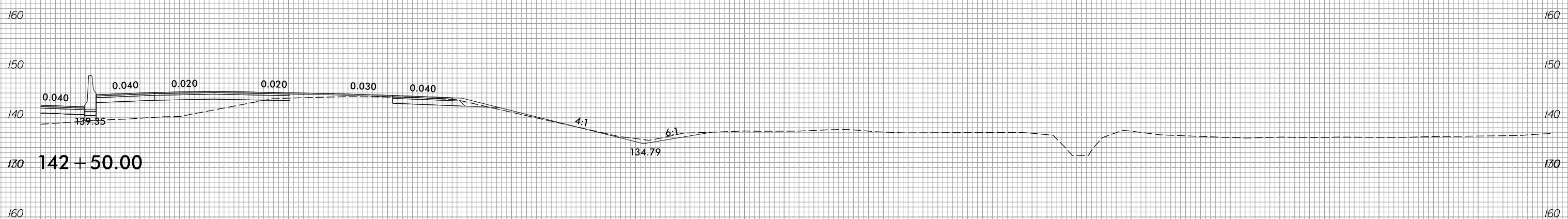
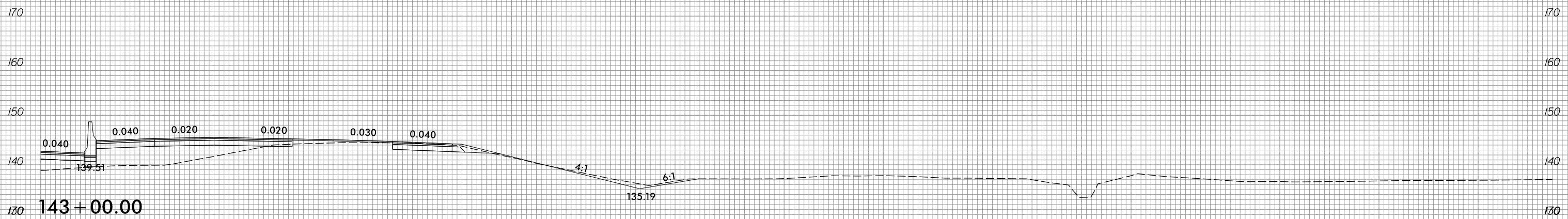
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



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



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



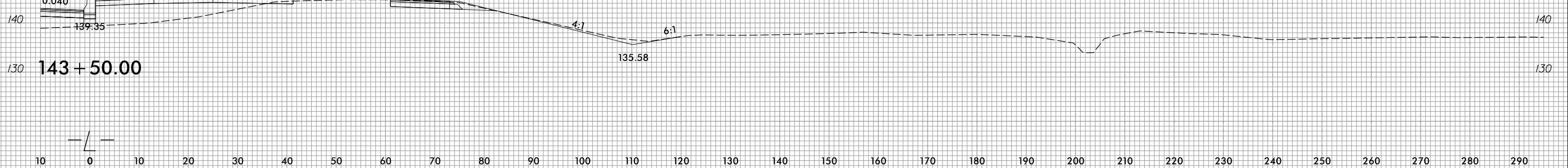
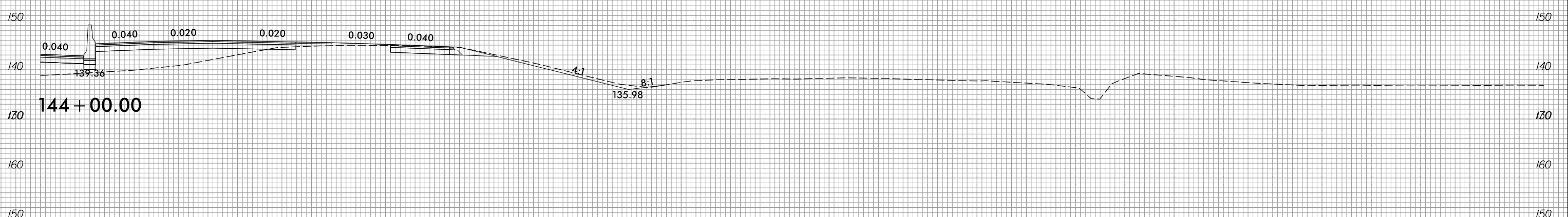
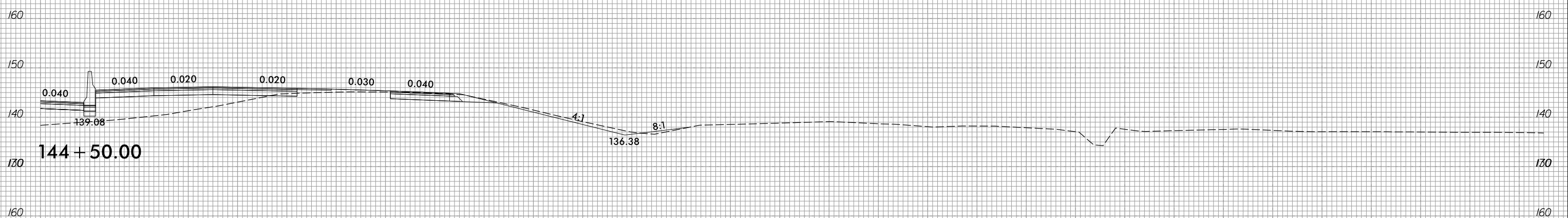
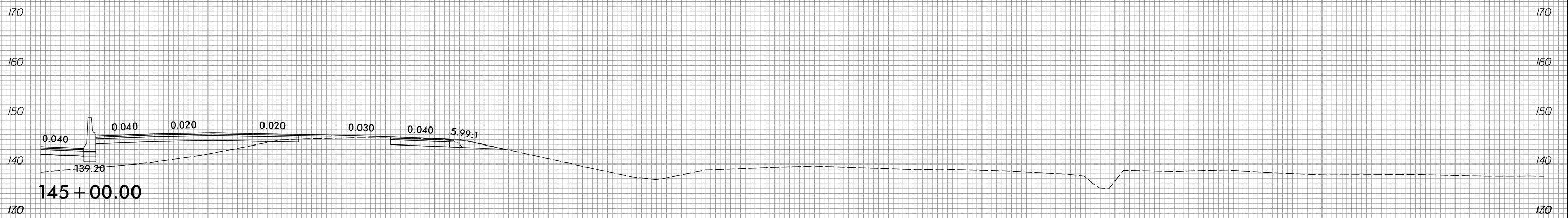
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-188

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



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

5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
David.Choi

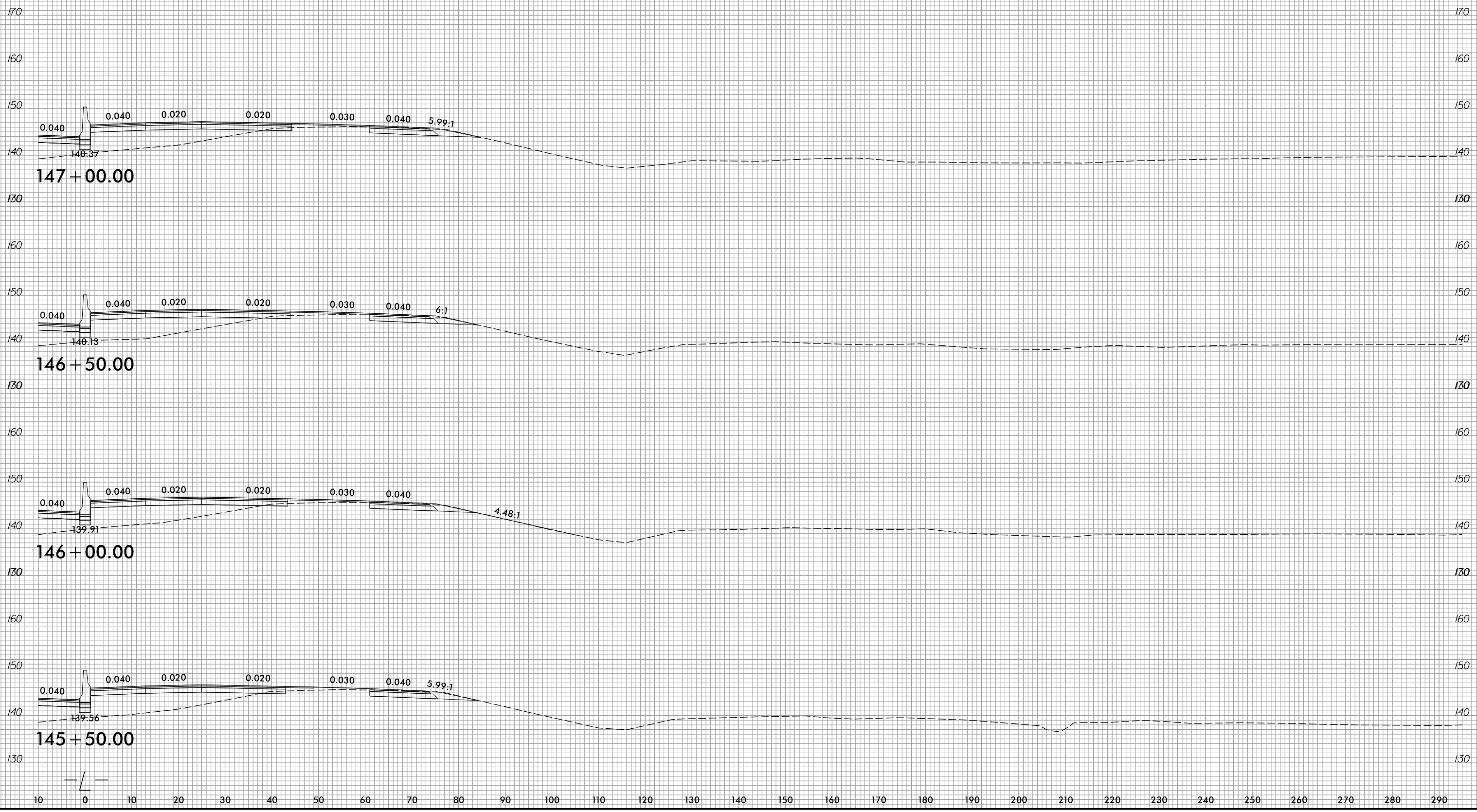


6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-189

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



147 + 00.00

146 + 50.00

146 + 00.00

145 + 50.00

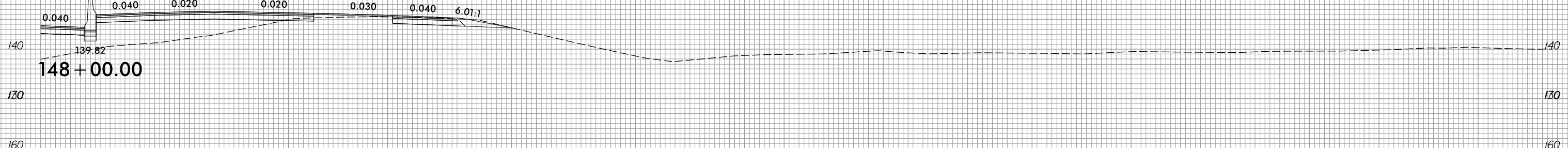
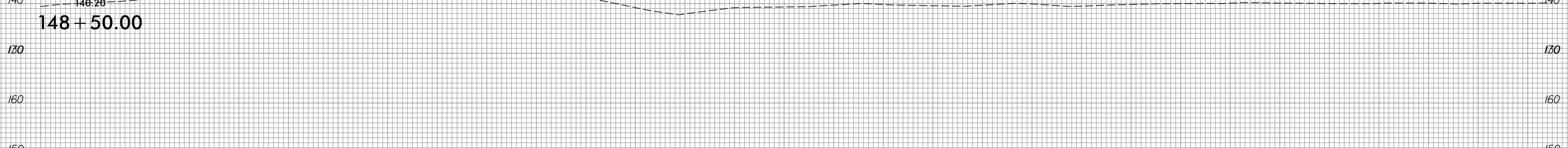
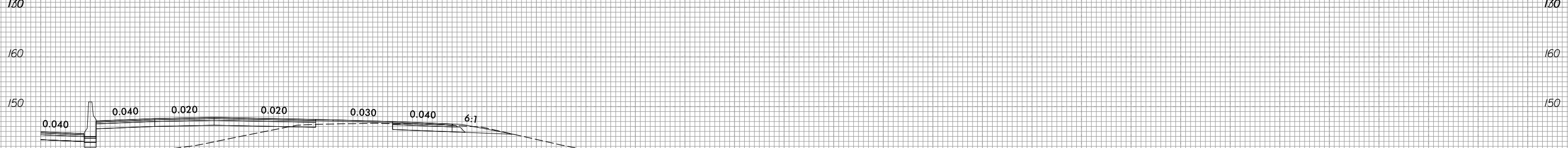
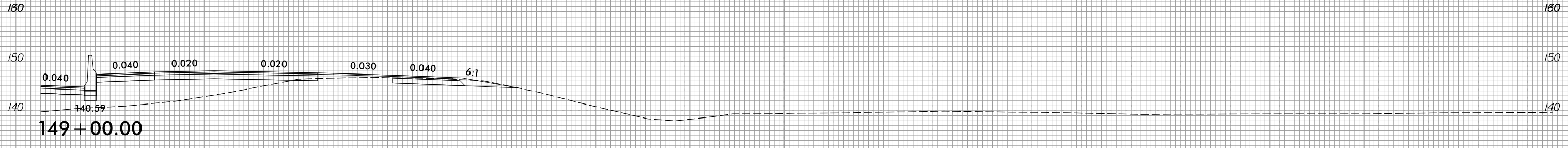
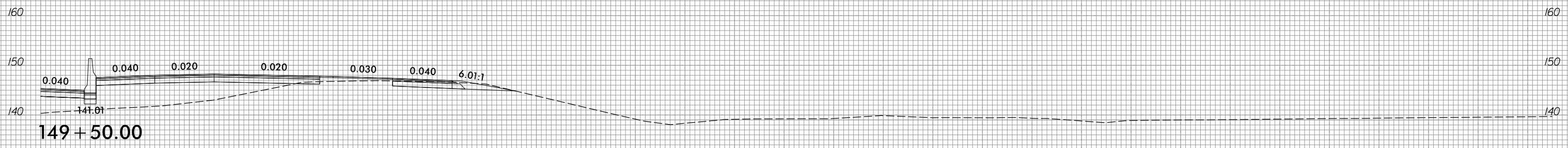
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi





PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-190

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

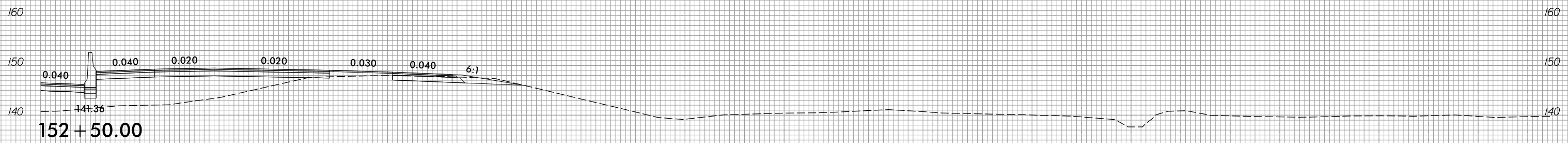


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

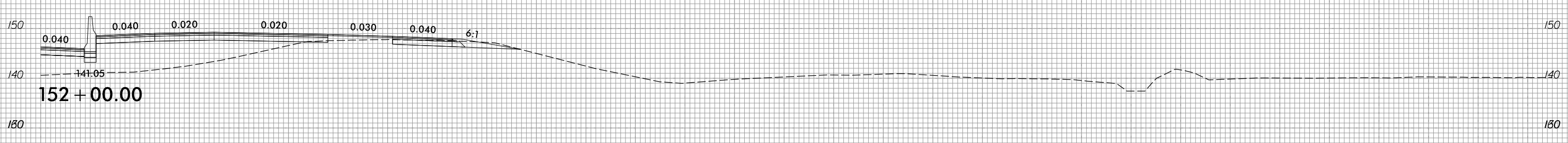


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-191

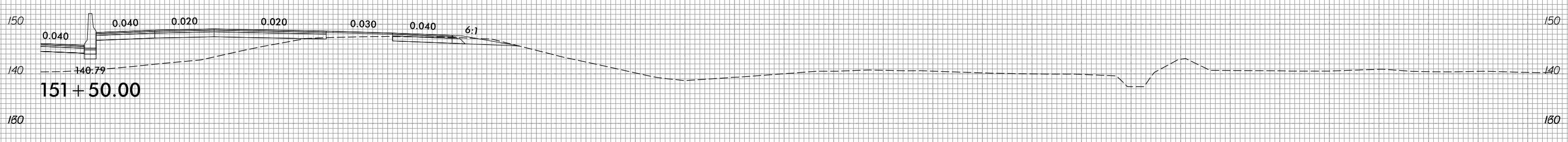
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



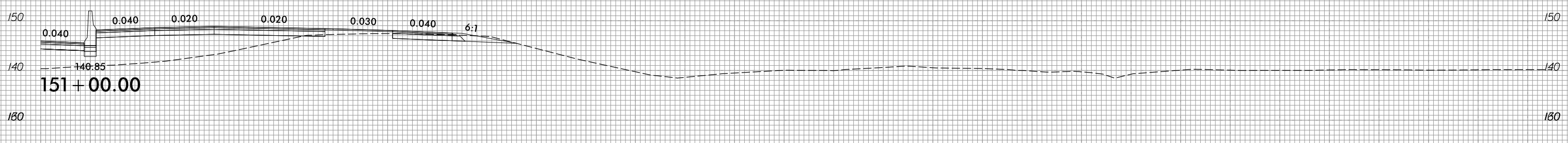
152 + 50.00



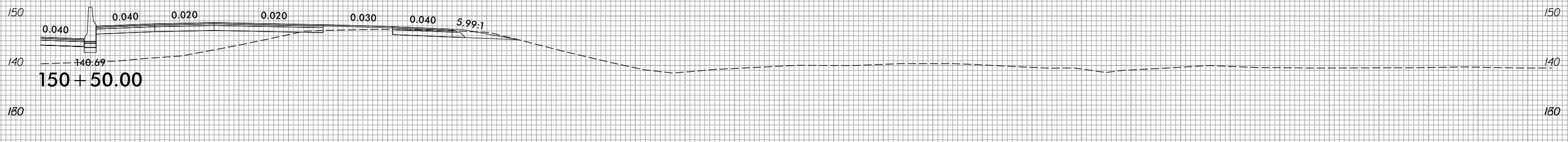
152 + 00.00



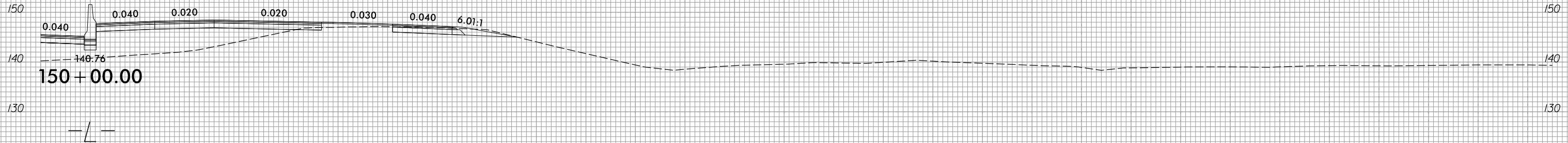
151 + 50.00



151 + 00.00



150 + 50.00

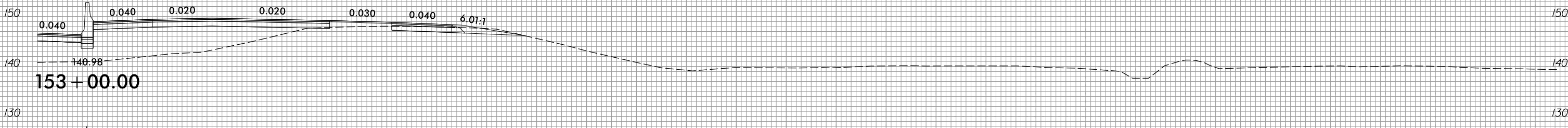
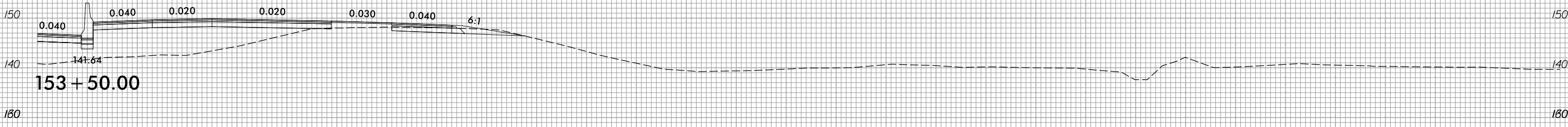
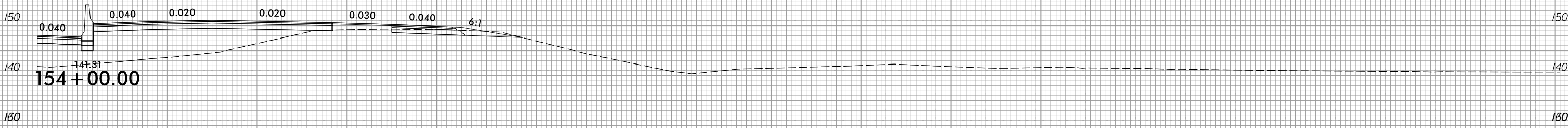
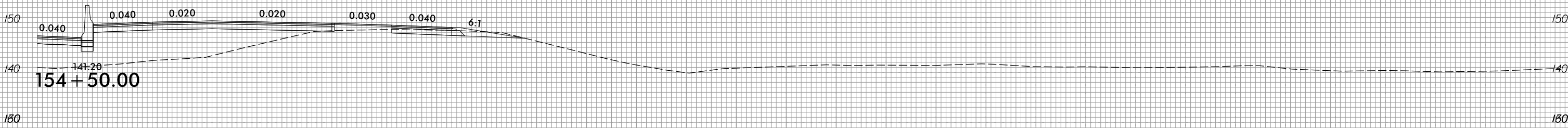
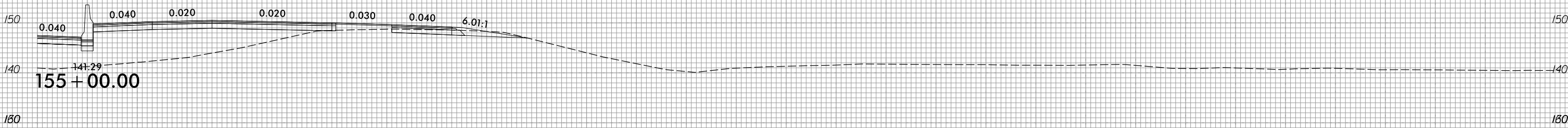
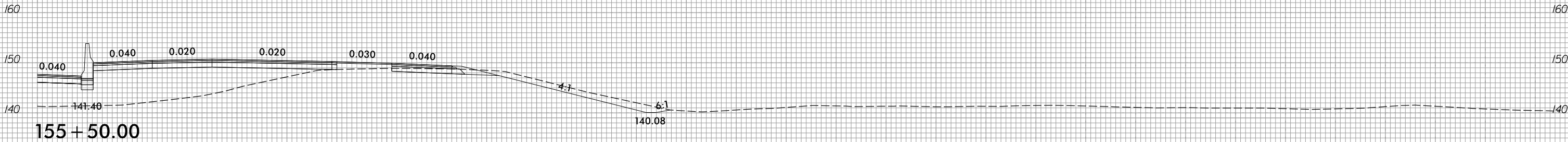


150 + 00.00

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



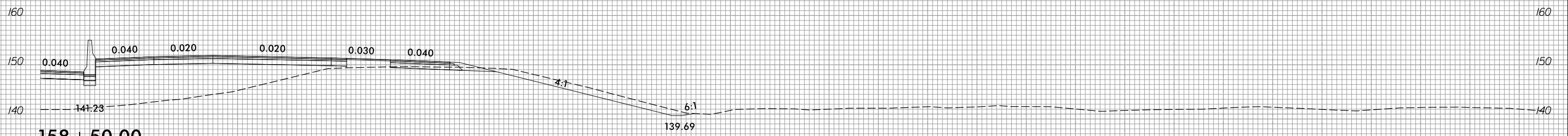
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



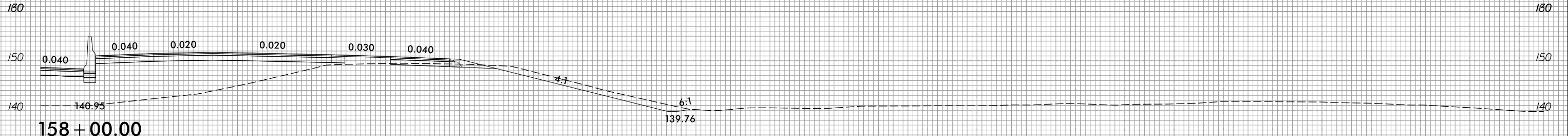
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



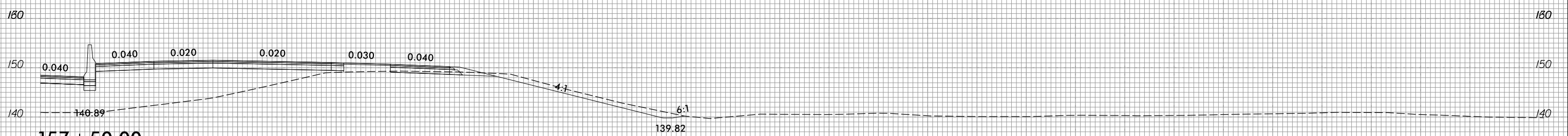
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



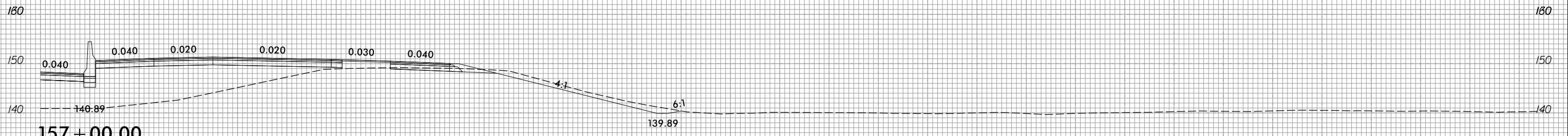
158 + 50.00



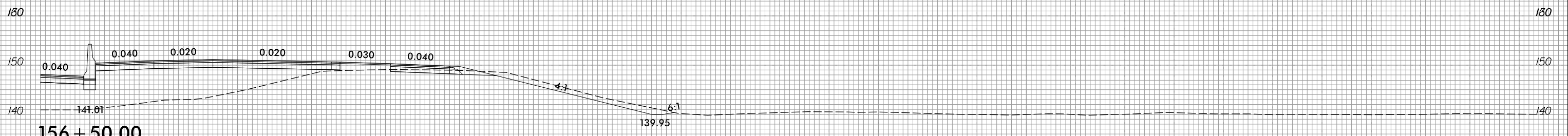
158 + 00.00



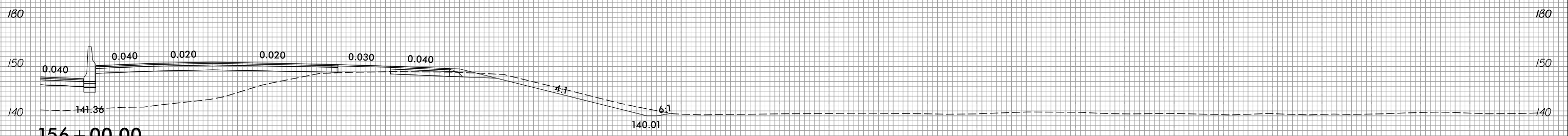
157 + 50.00



157 + 00.00



156 + 50.00

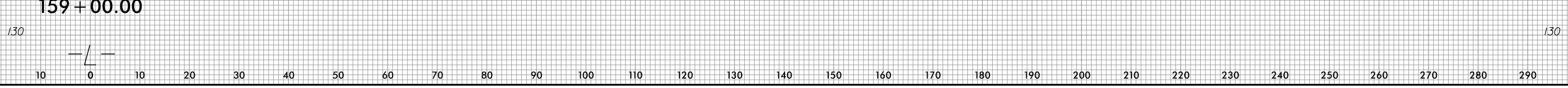
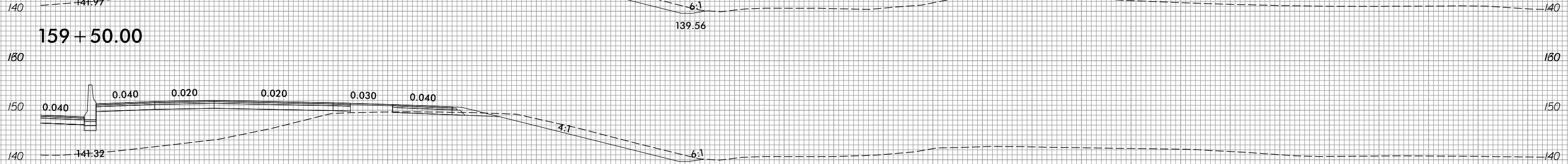
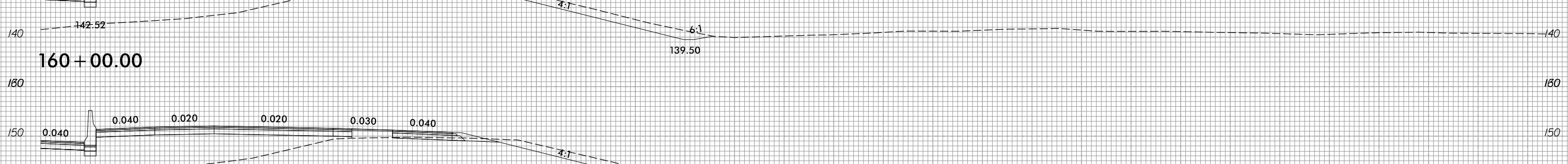
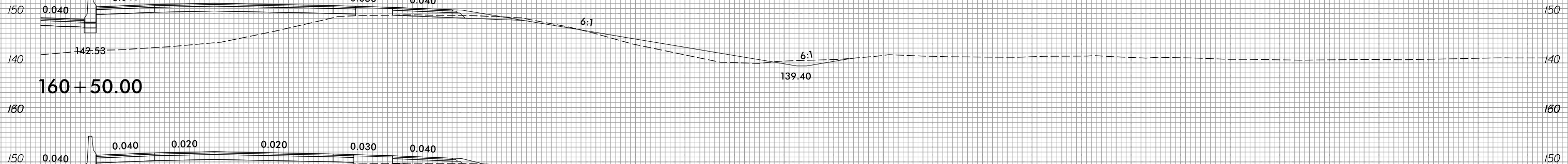
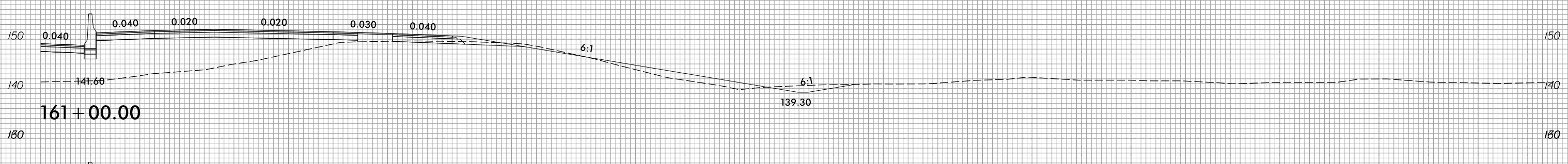
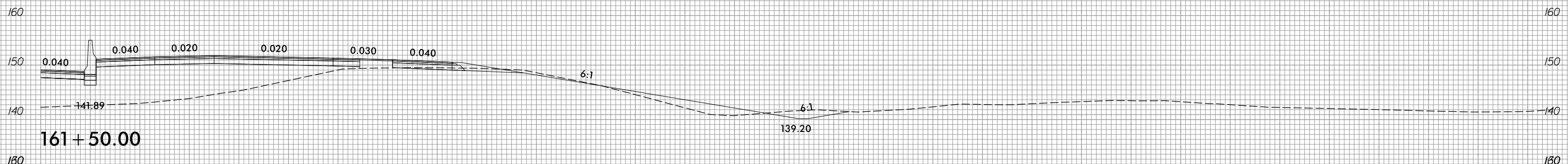


156 + 00.00

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



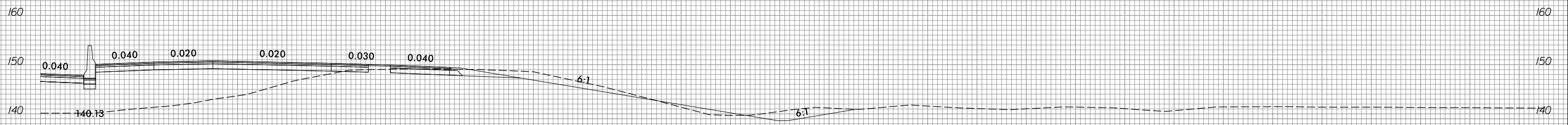
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



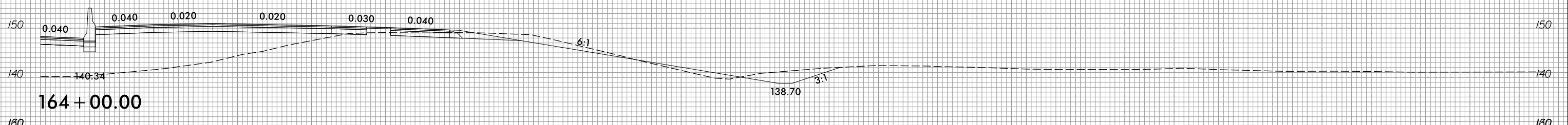
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



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



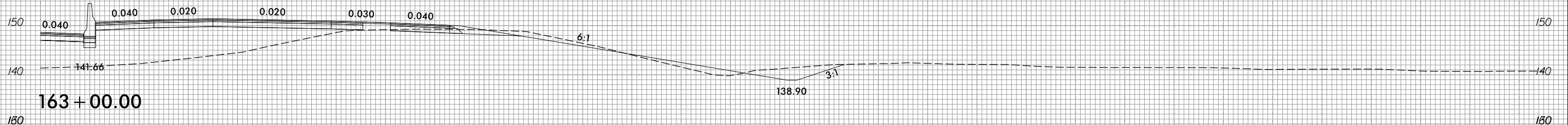
164 + 50.00



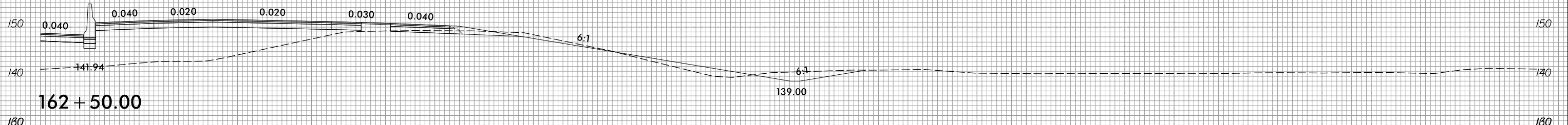
164 + 00.00



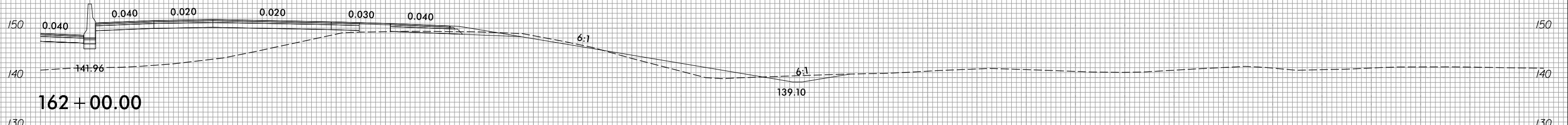
163 + 50.00



163 + 00.00



162 + 50.00

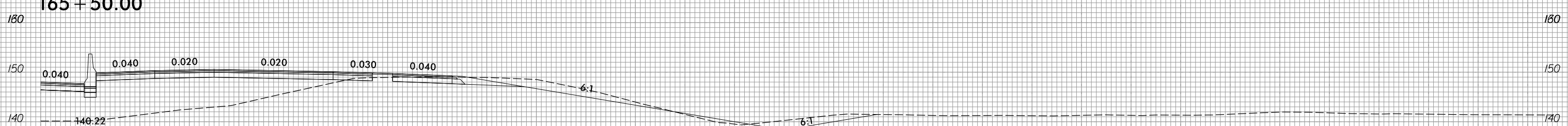
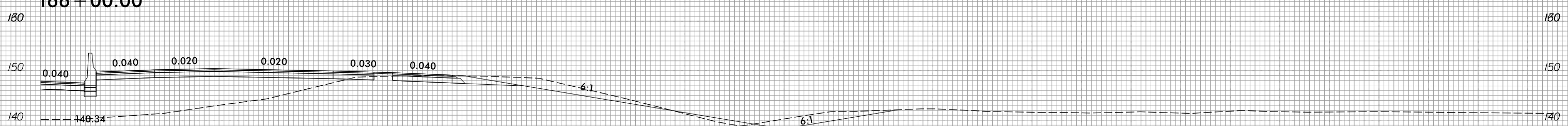
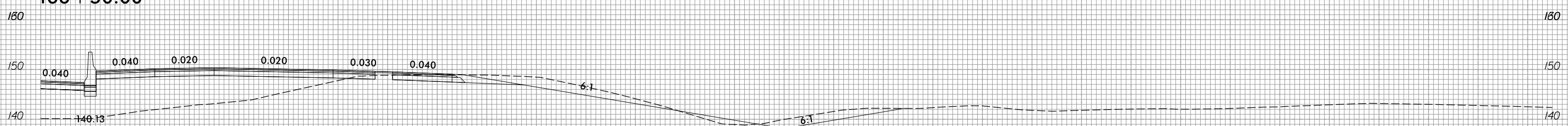
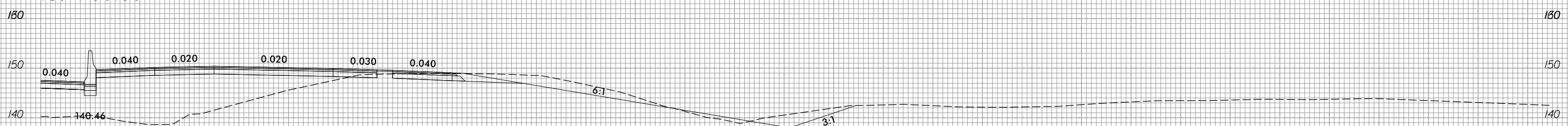
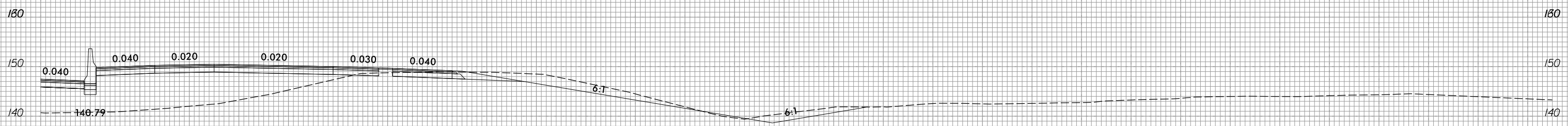
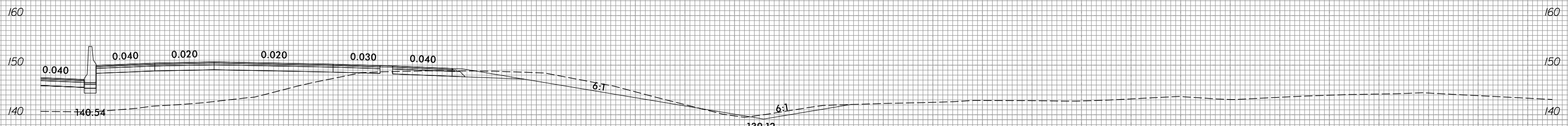


162 + 00.00

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



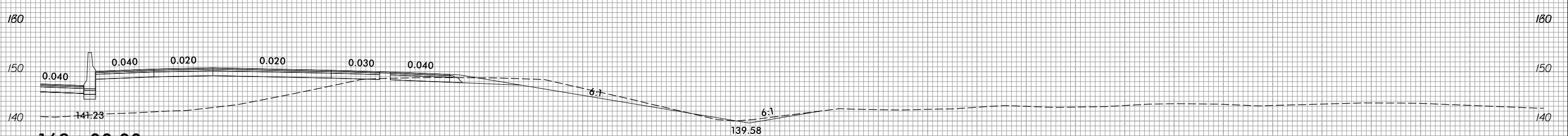
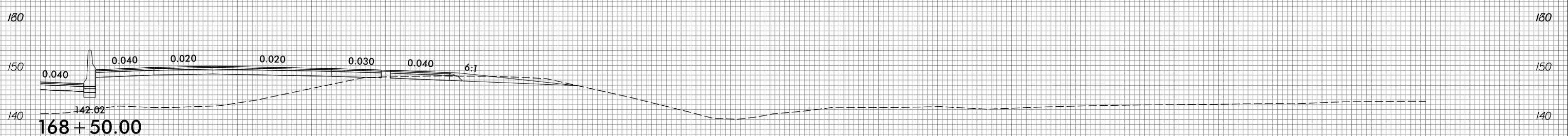
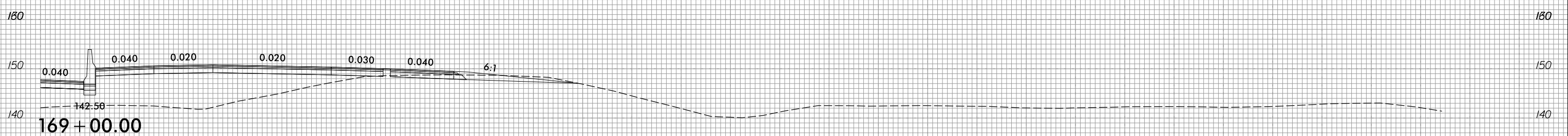
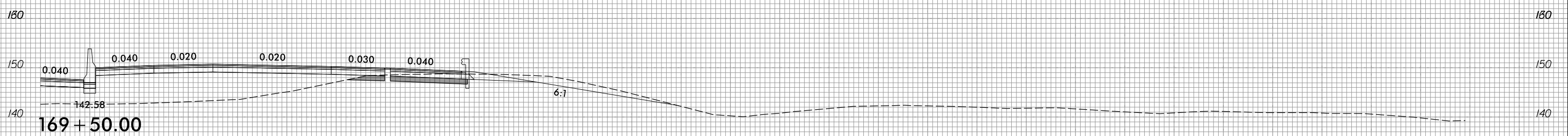
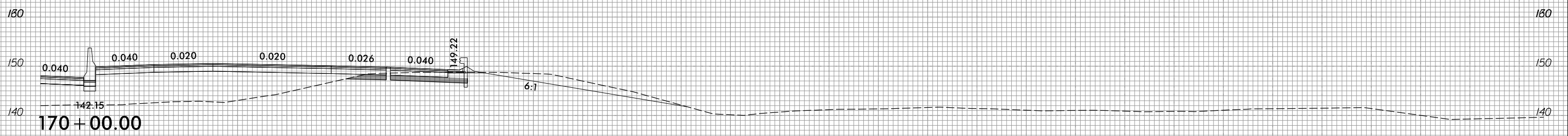
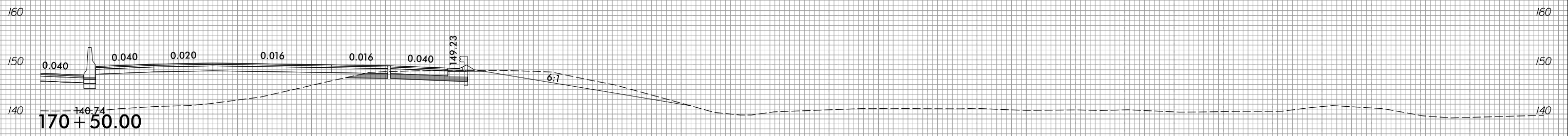
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



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



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



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



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-198

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

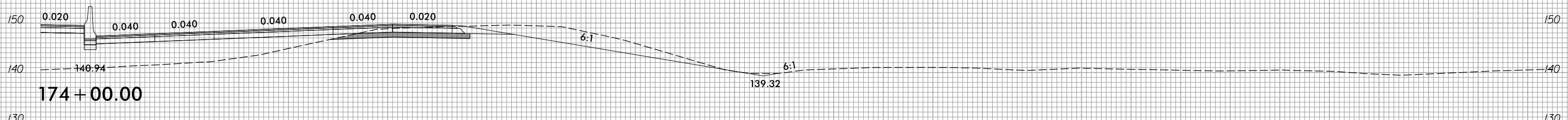
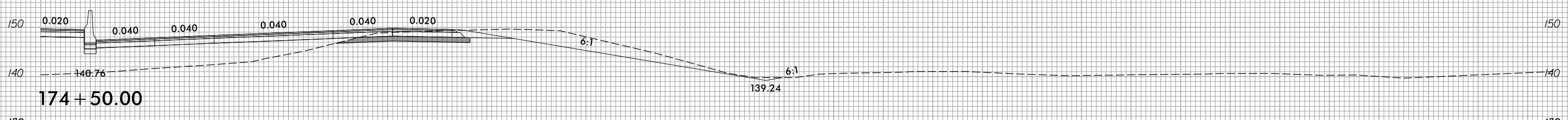
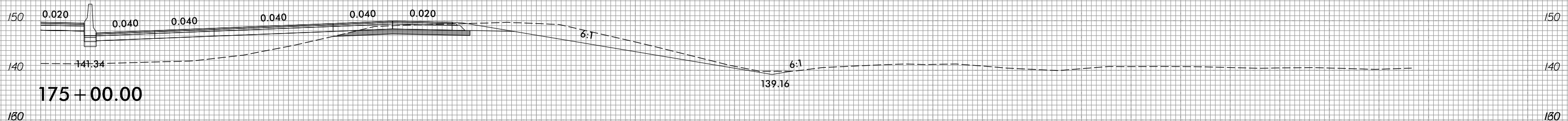
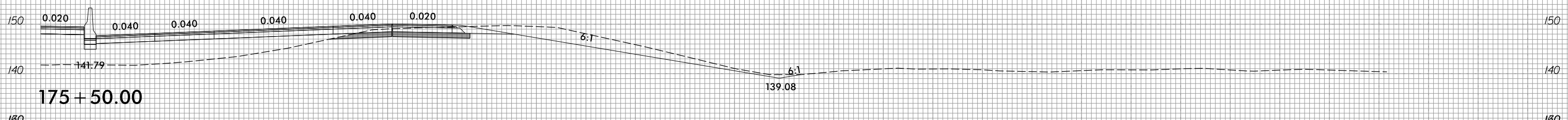
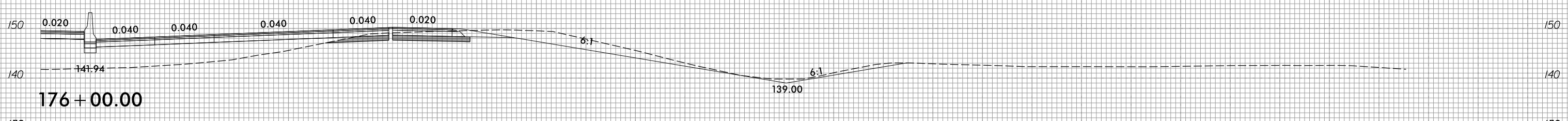
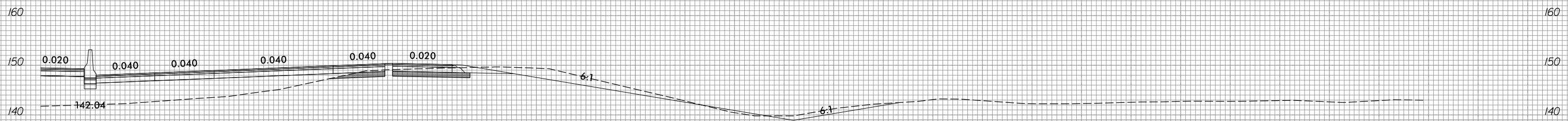


SHALLOW UNDERCUT EXCAVATION

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



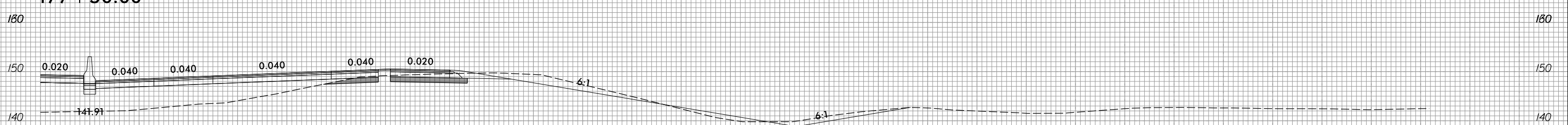
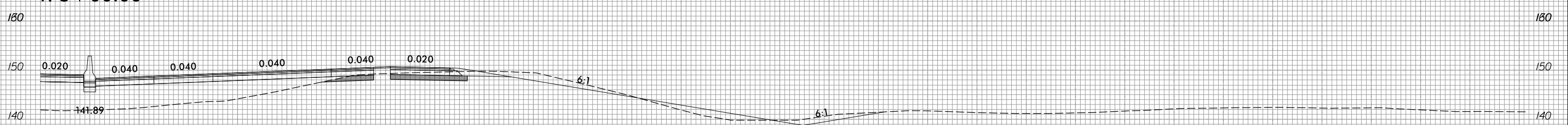
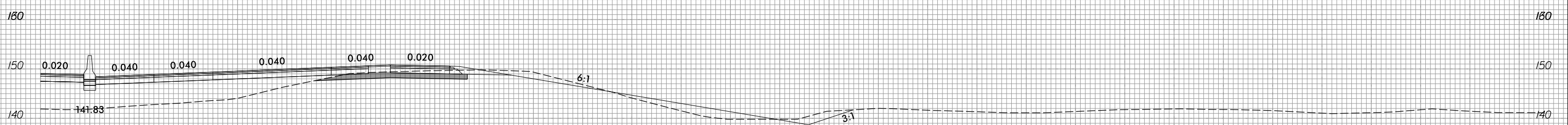
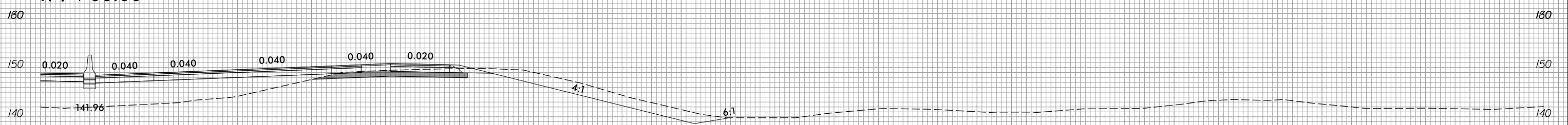
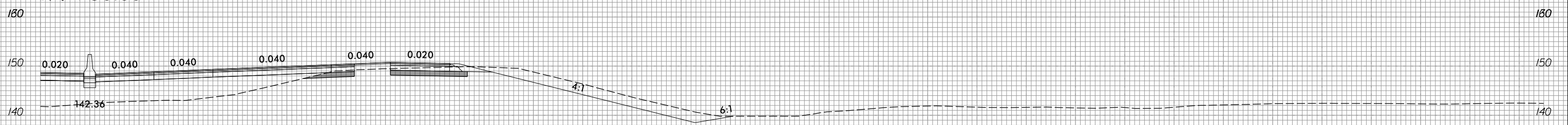
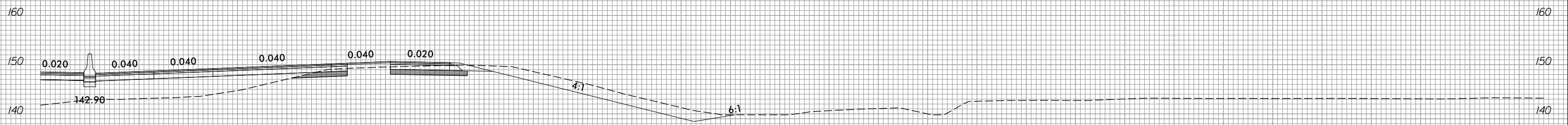
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



SHALLOW UNDERCUT EXCAVATION



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

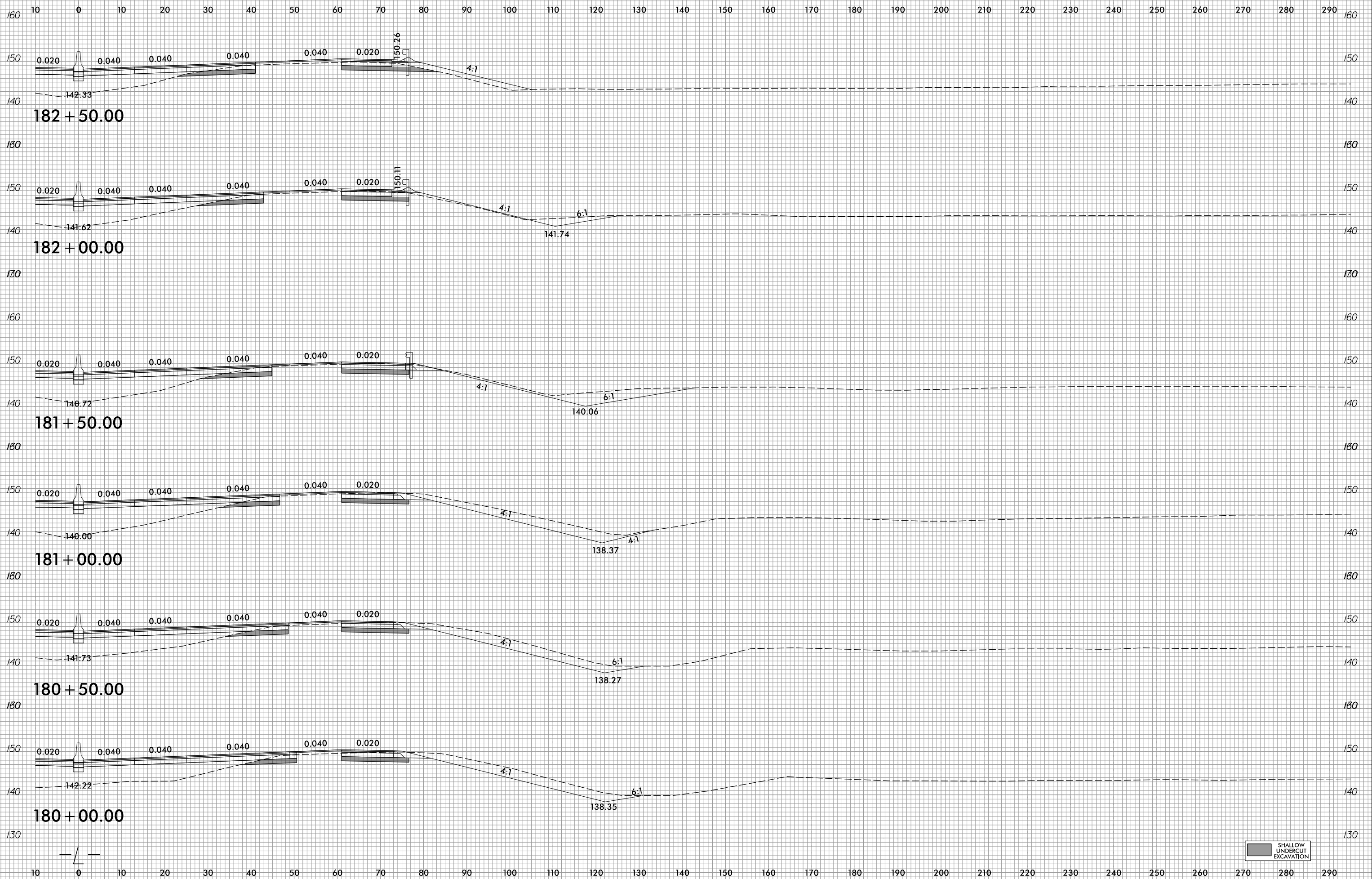


SHALLOW UNDERCUT EXCAVATION

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-201



5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
David.Choi

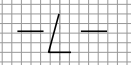
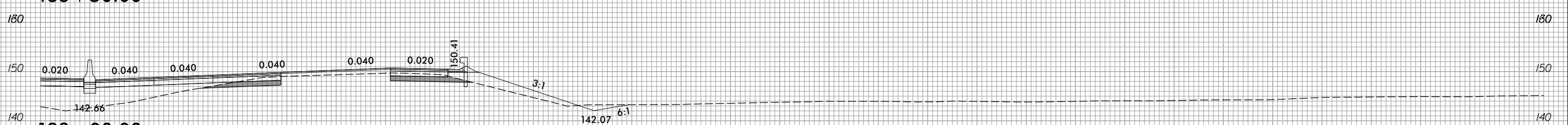
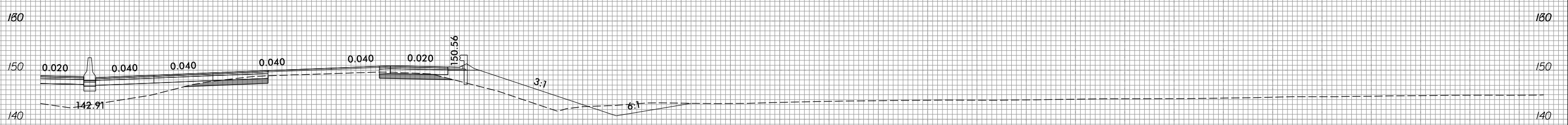
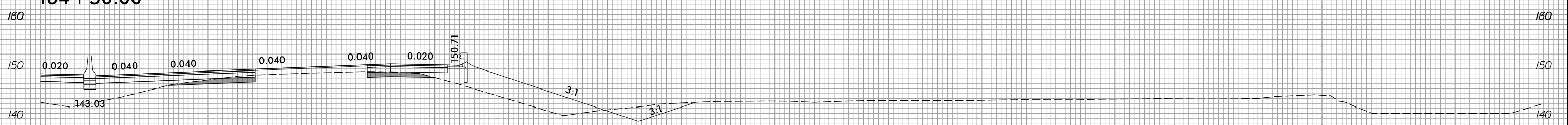
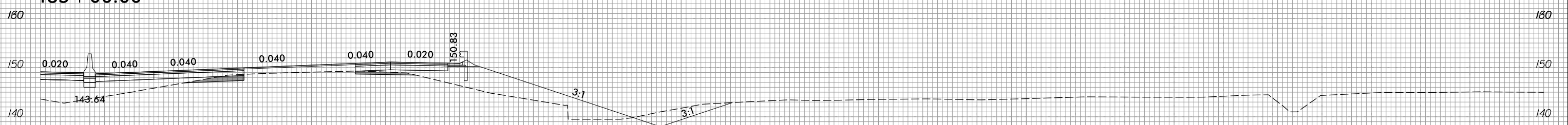
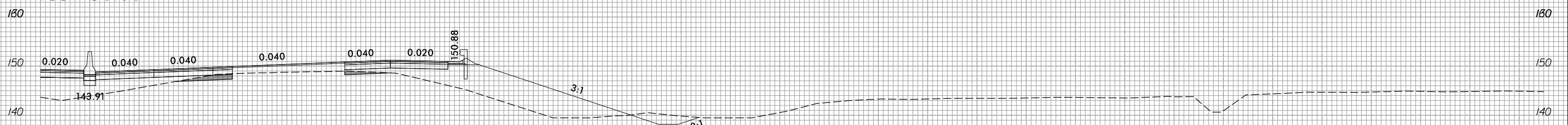
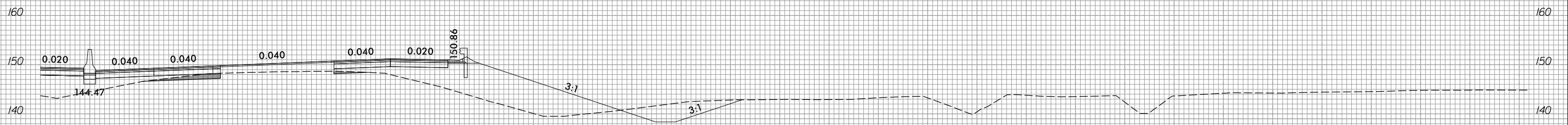
SHALLOW UNDERCUT EXCAVATION

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-202

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



SHALLOW UNDERCUT EXCAVATION

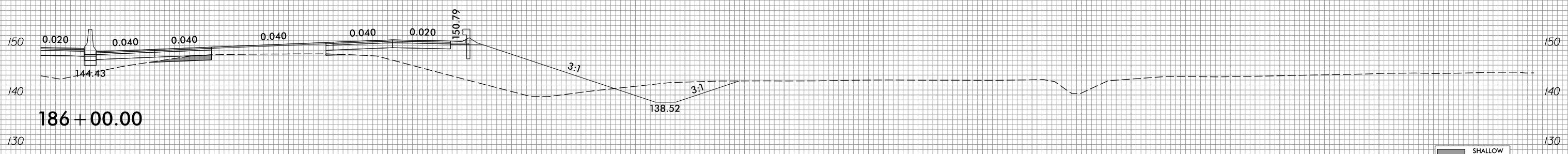
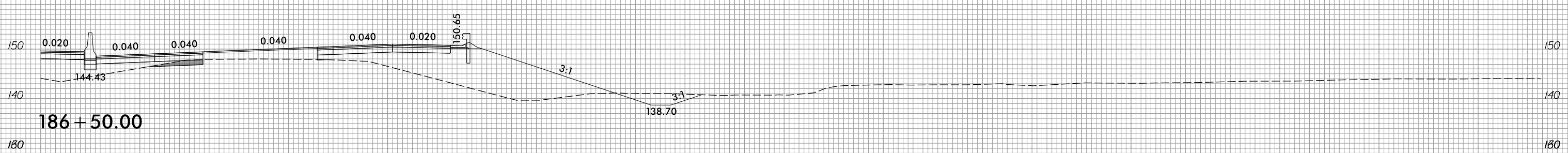
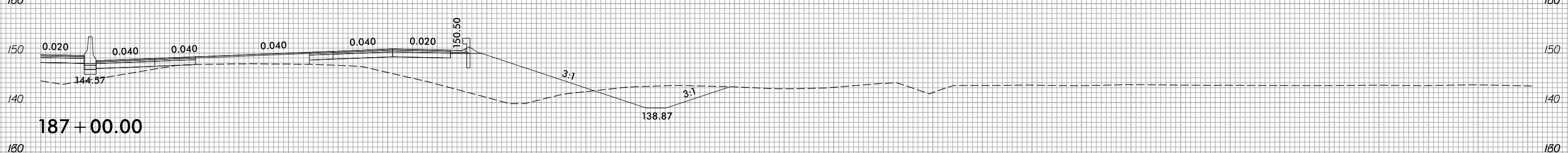
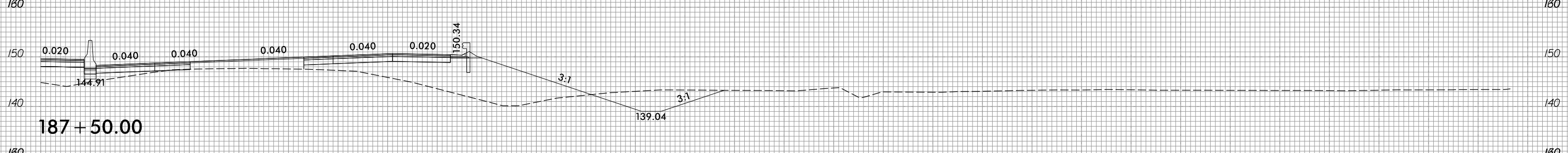
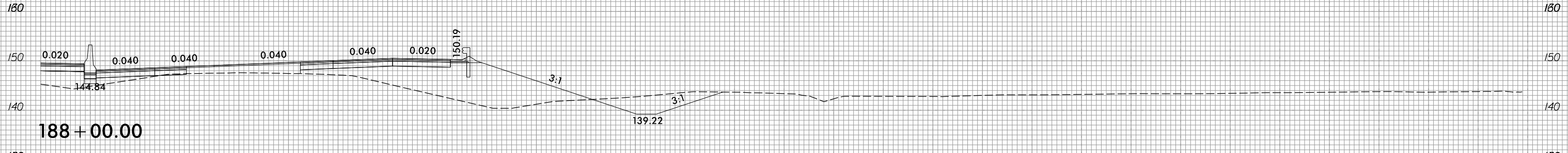
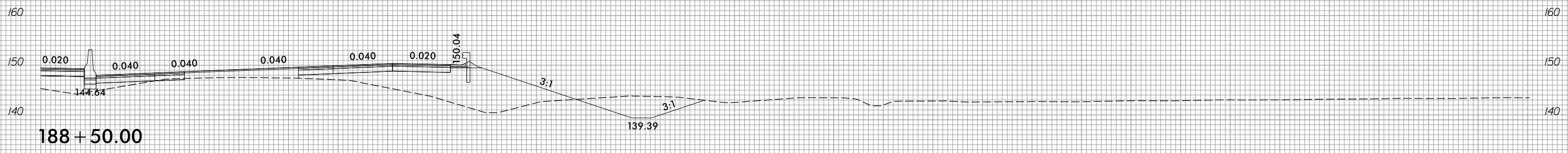
5/3/2022
 R:\Roadway\CorridorModeling\15987A_RDY_XPL_L_RT.dgn
 David.Lital

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-203

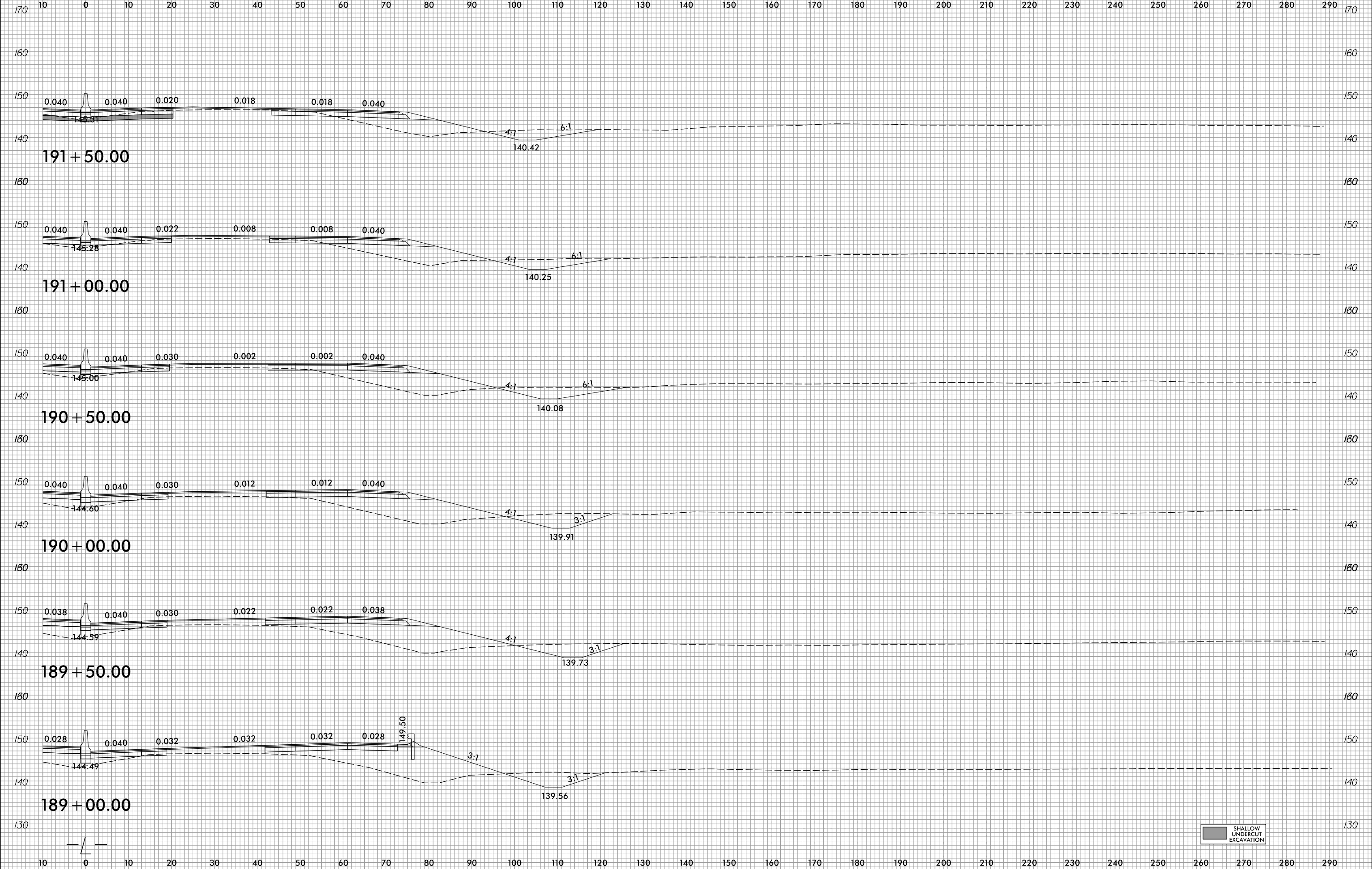
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



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

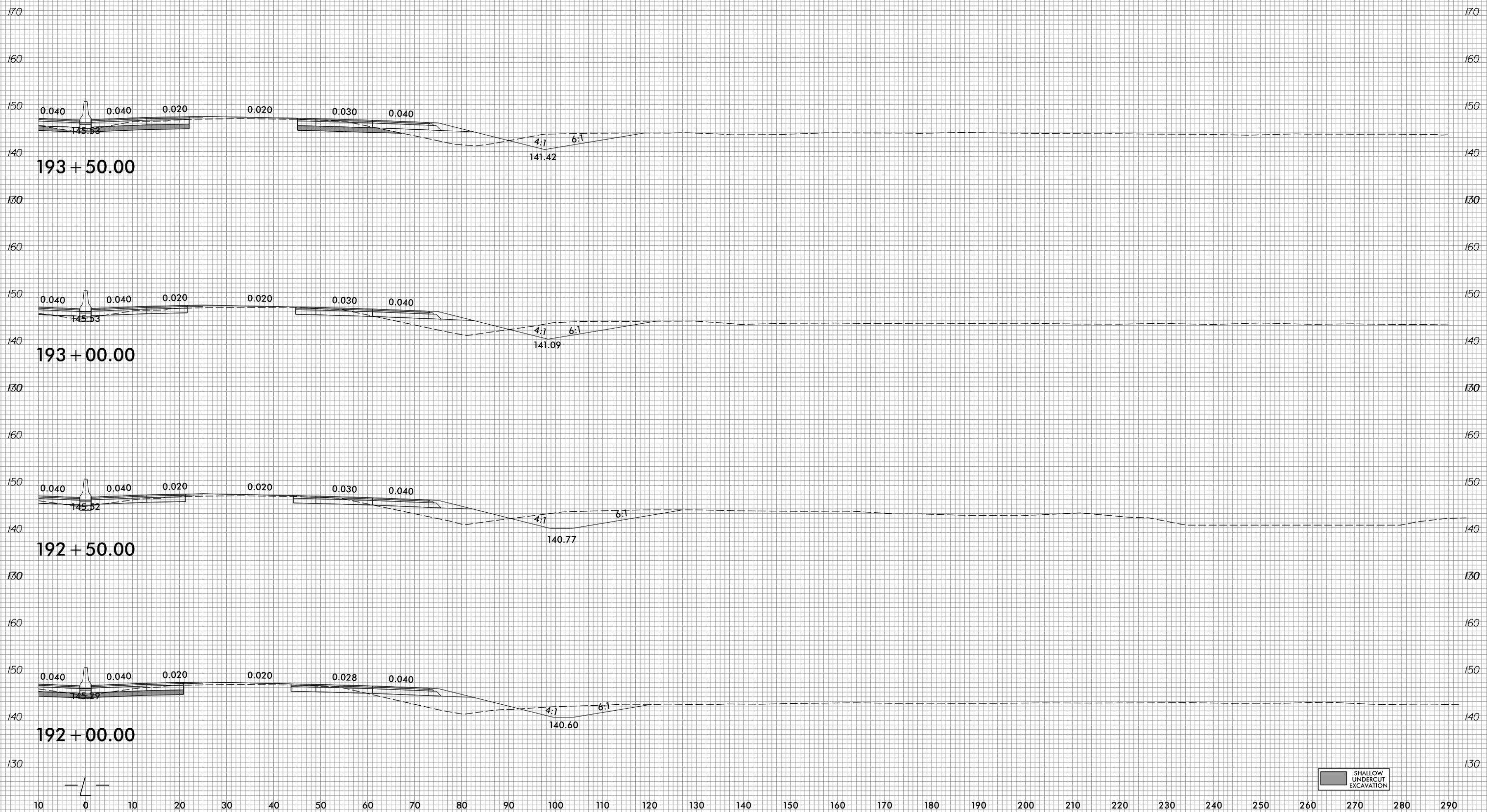
SHALLOW UNDERCUT EXCAVATION

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi





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



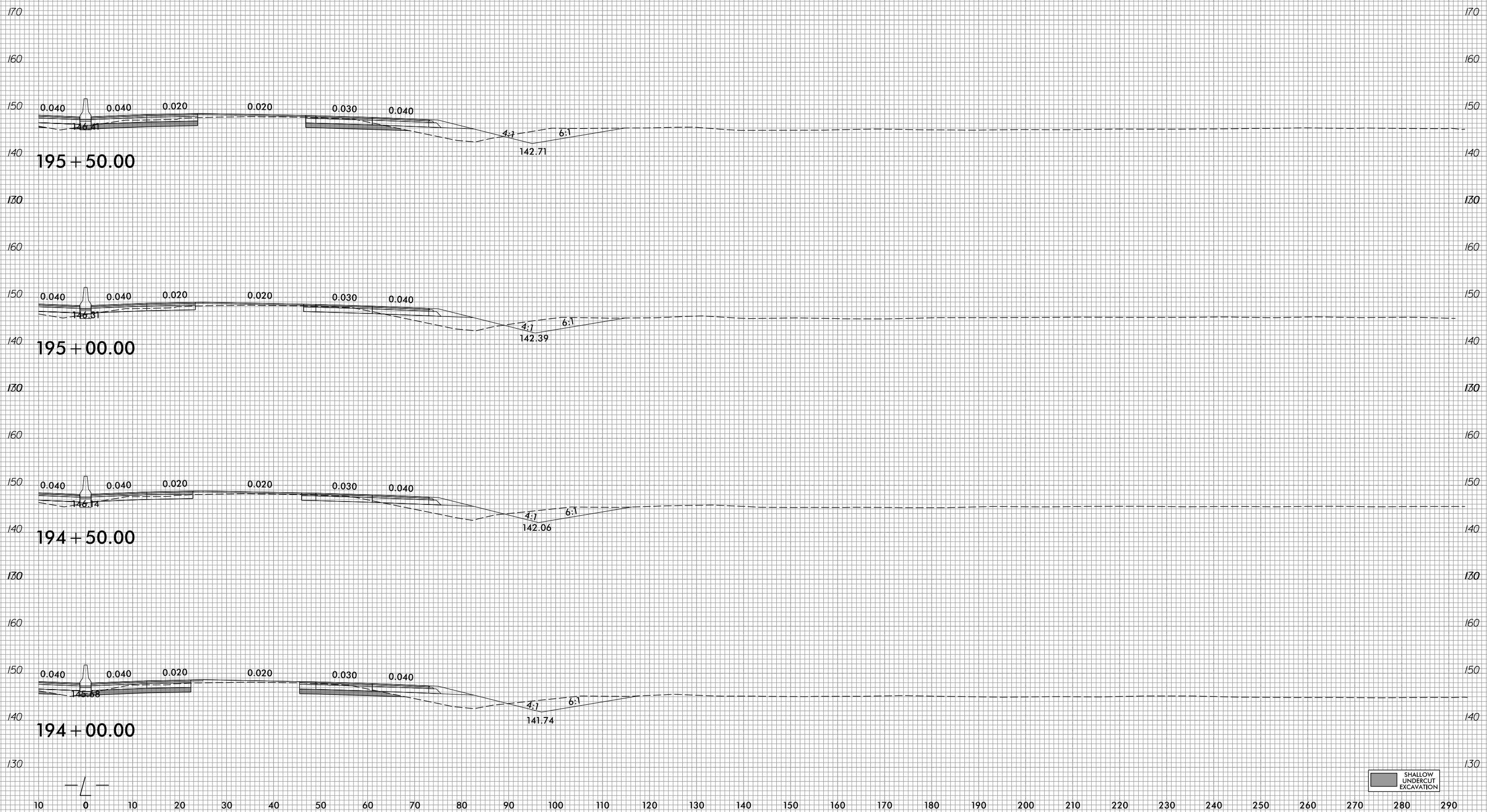
SHALLOW UNDERCUT EXCAVATION

6/23/16

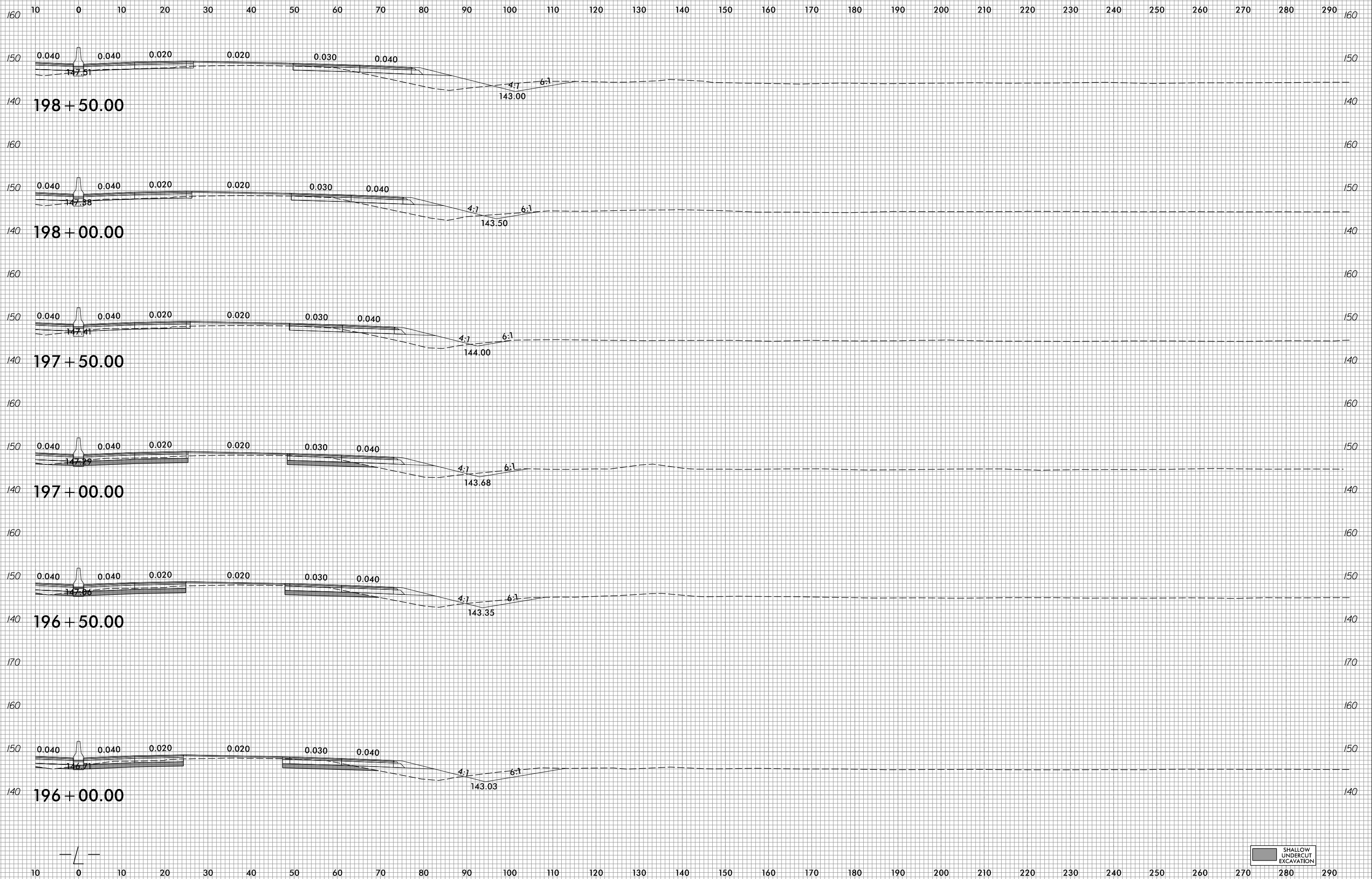


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-206

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



5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi



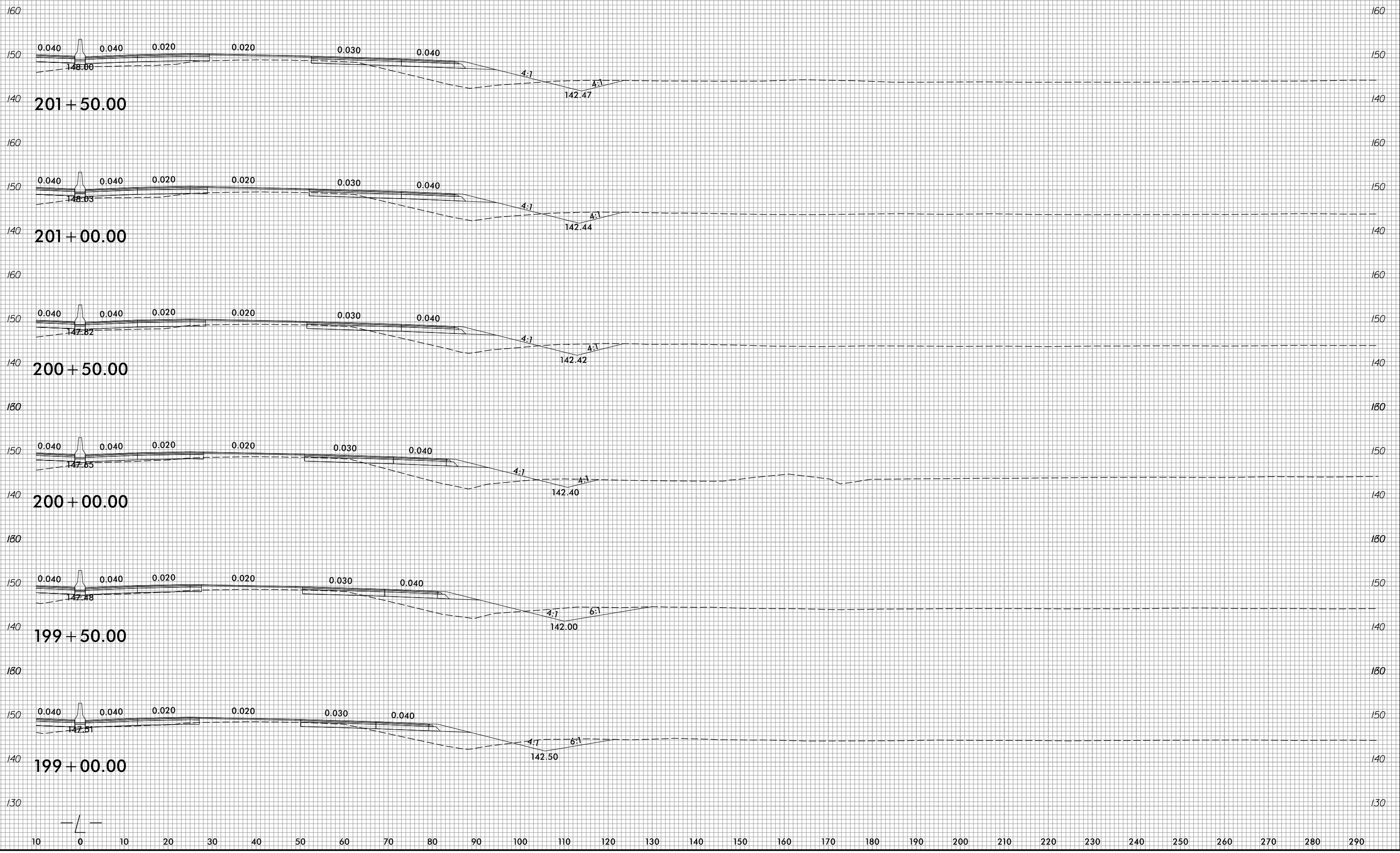
SHALLOW UNDERCUT EXCAVATION

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-208

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



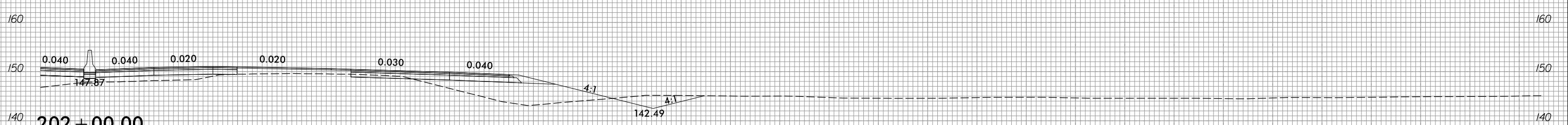
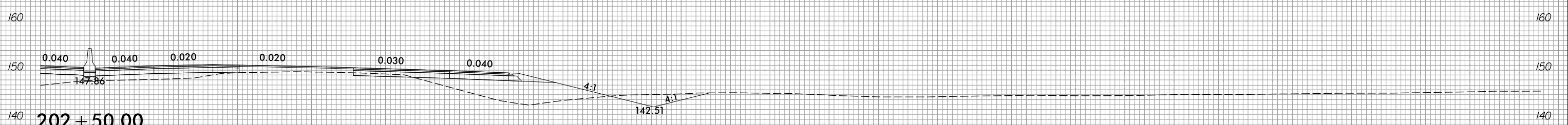
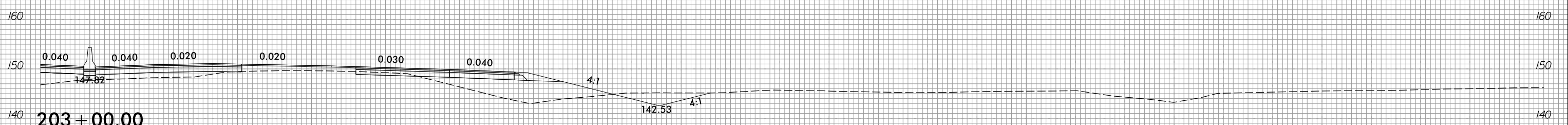
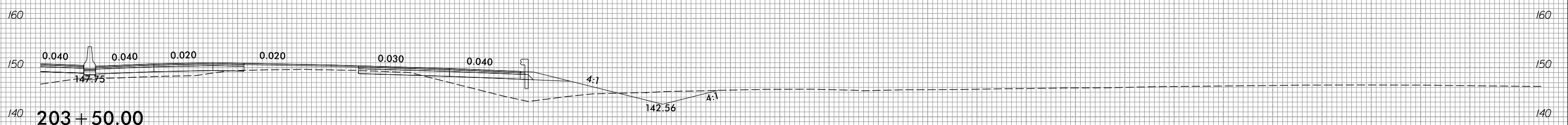
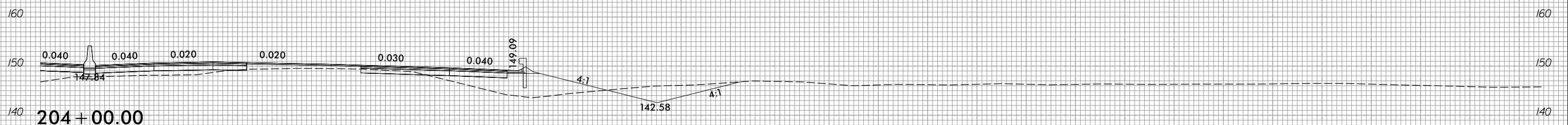
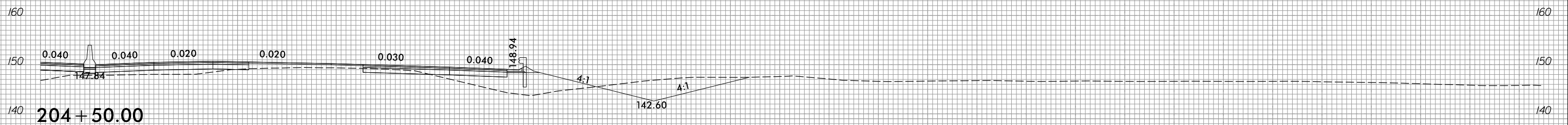
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi



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



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



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

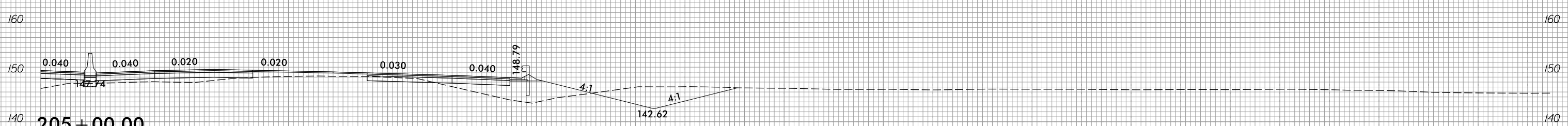
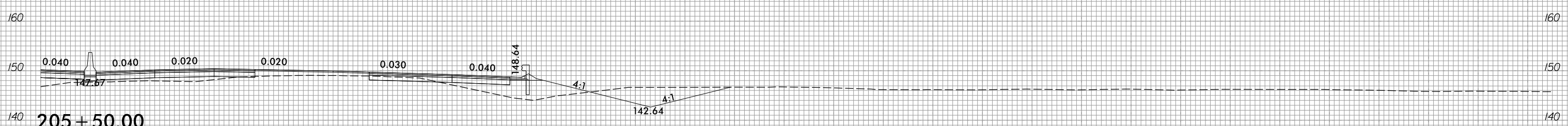
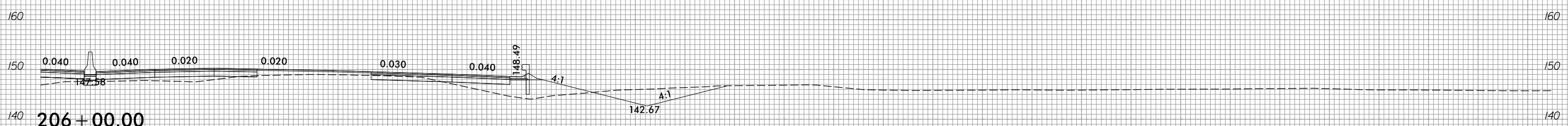
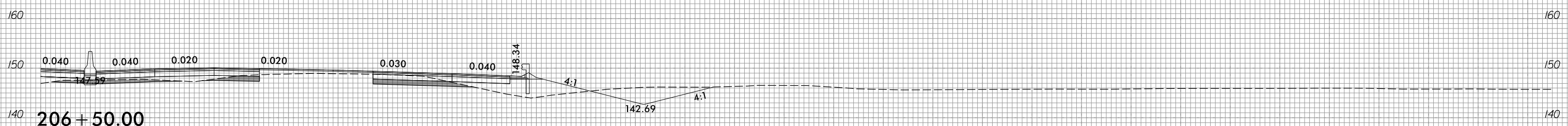
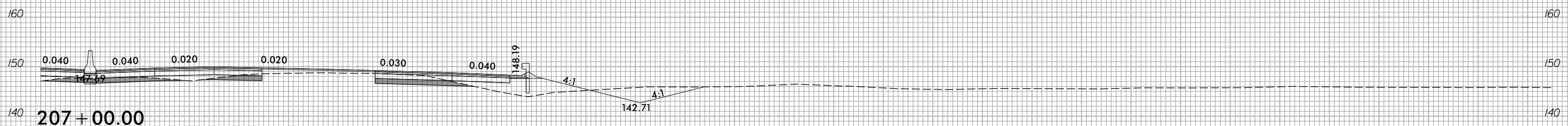
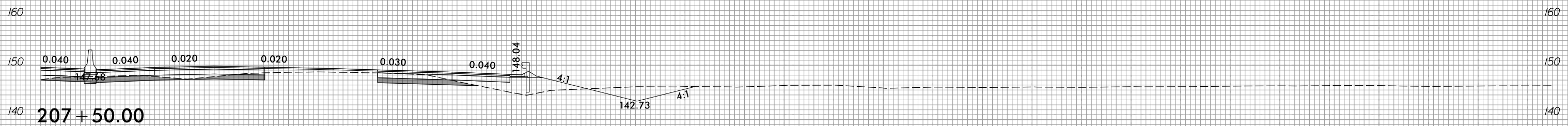


6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-210

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



SHALLOW UNDERCUT EXCAVATION

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

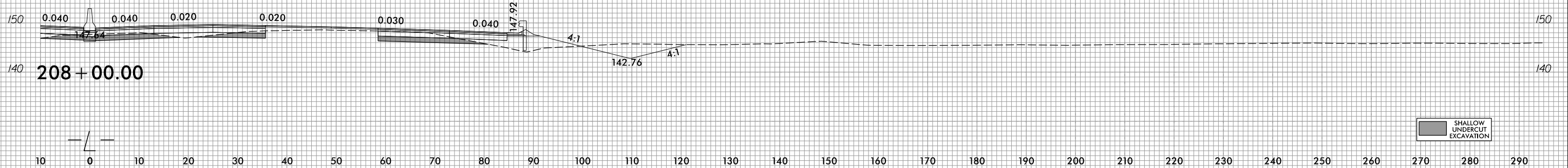
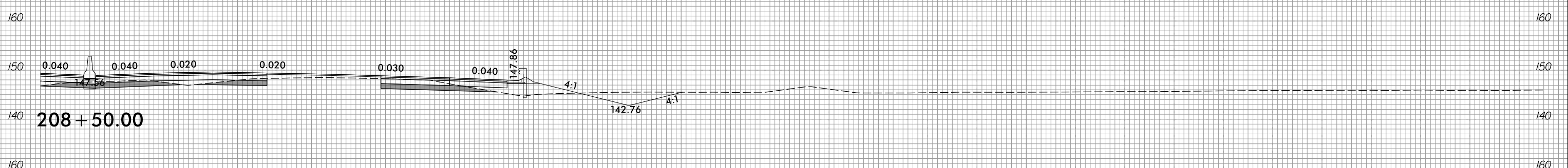
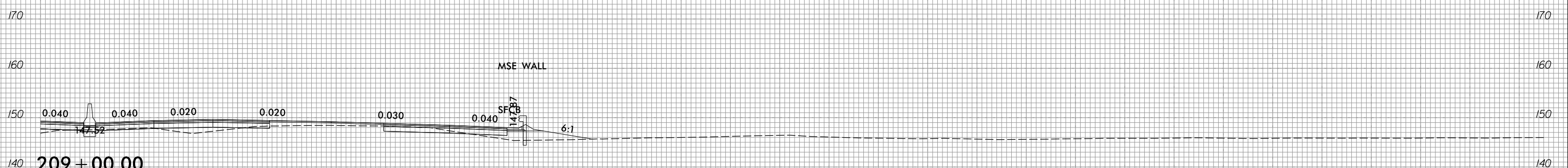
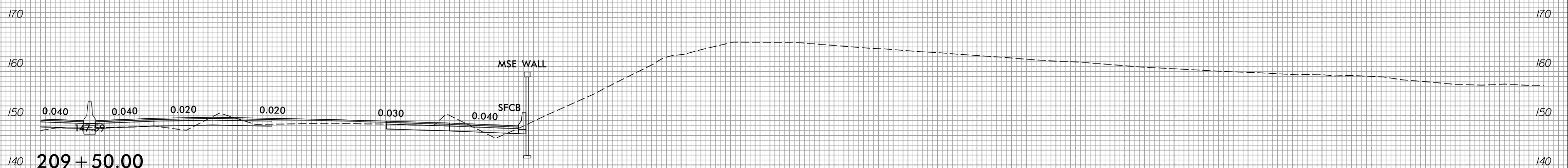
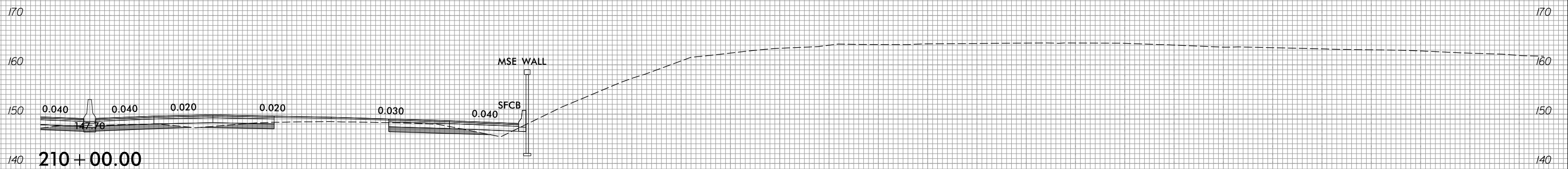
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-211

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



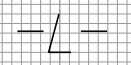
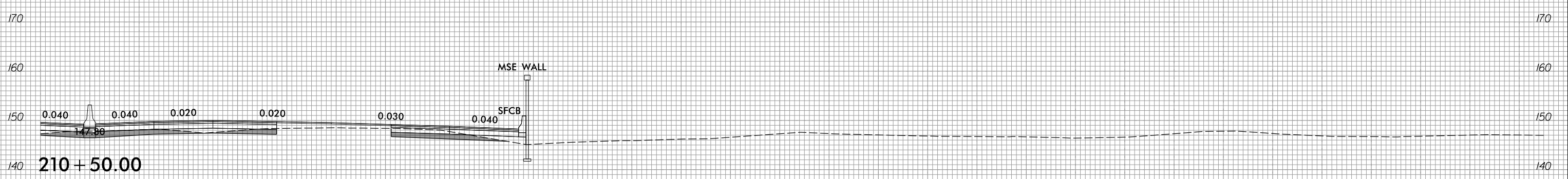
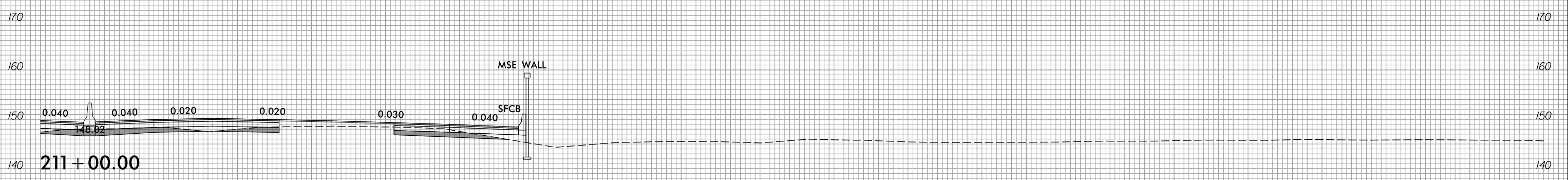
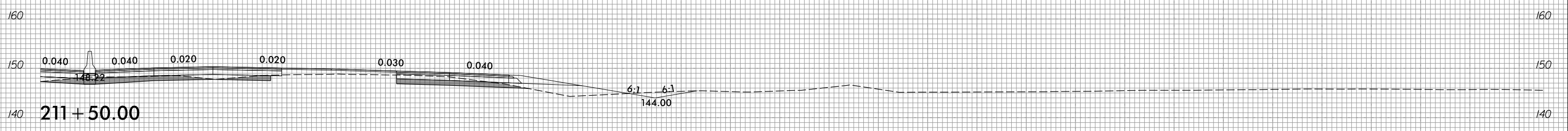
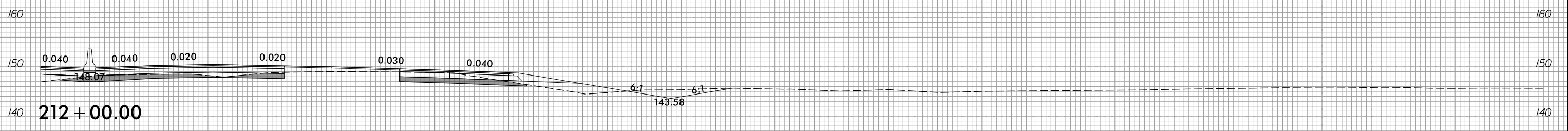
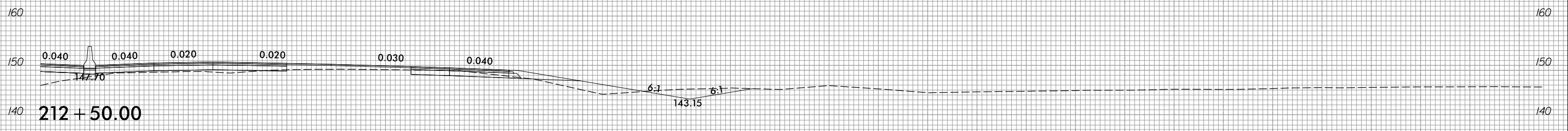
SHALLOW UNDERCUT EXCAVATION

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

5/3/2022
 R:\Roadway\CorridorModeling\15987A_RDY_XPL_L_RT.dgn
 David.Choi



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

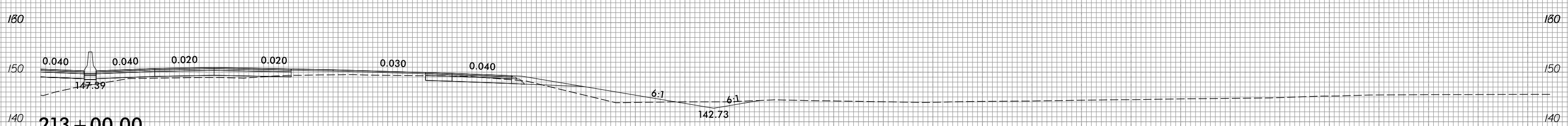
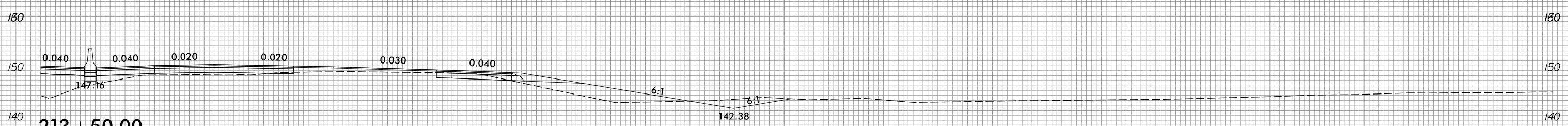
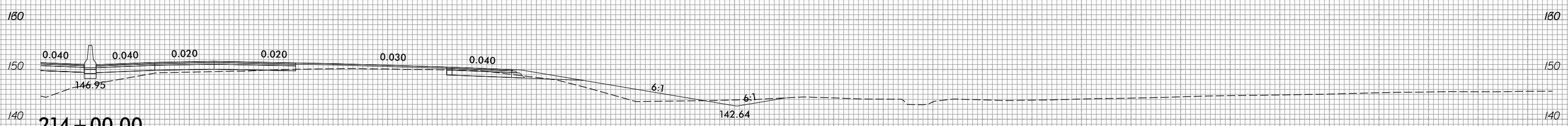
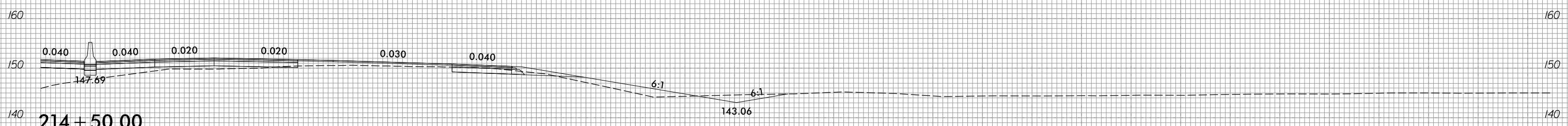
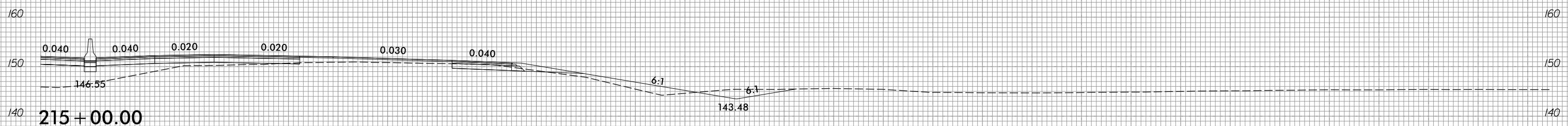
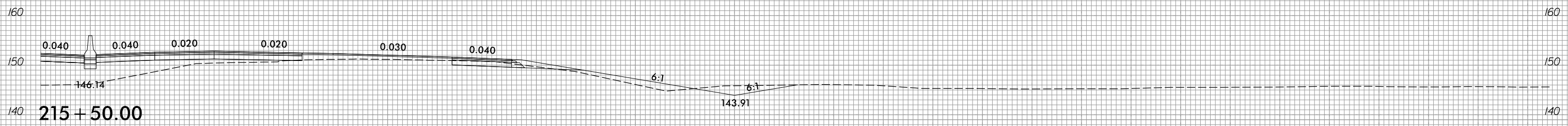


SHALLOW UNDERCUT EXCAVATION

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



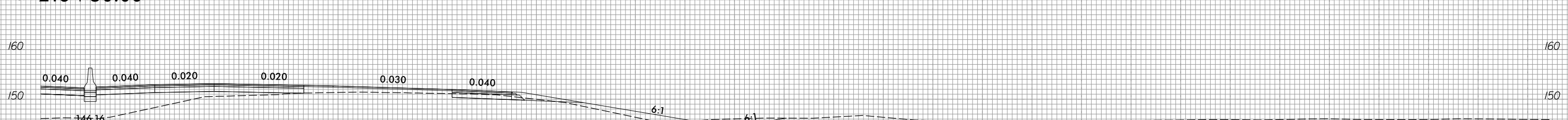
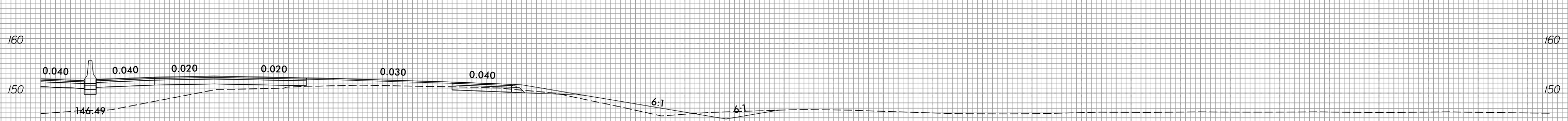
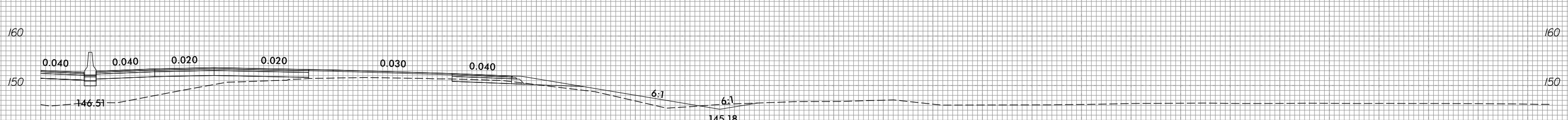
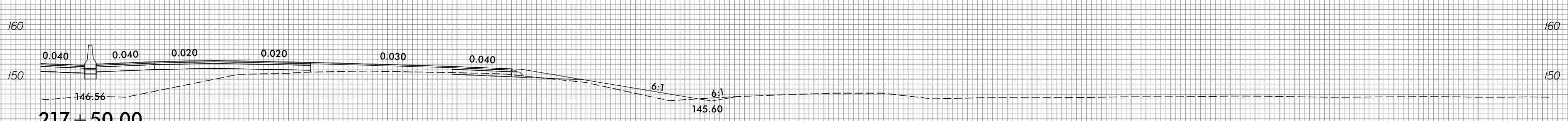
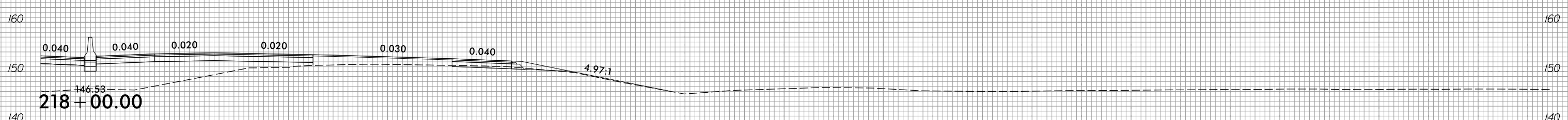
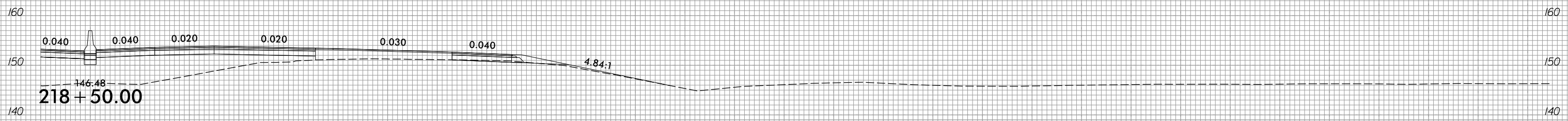
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



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



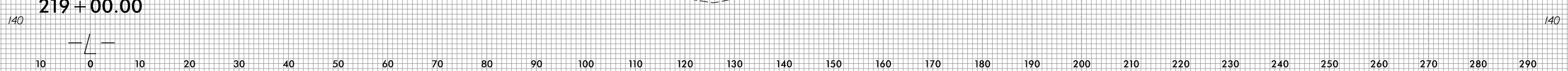
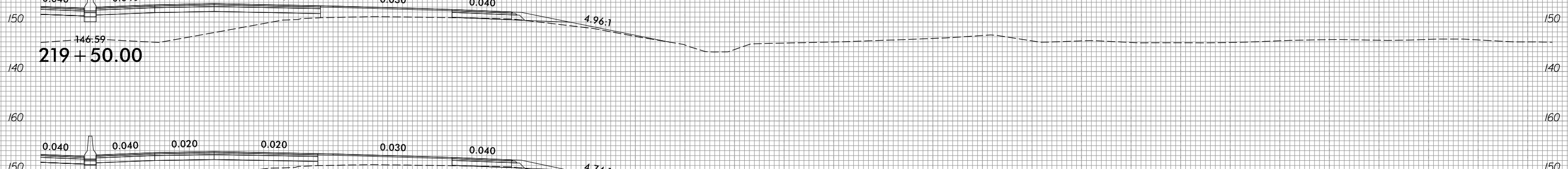
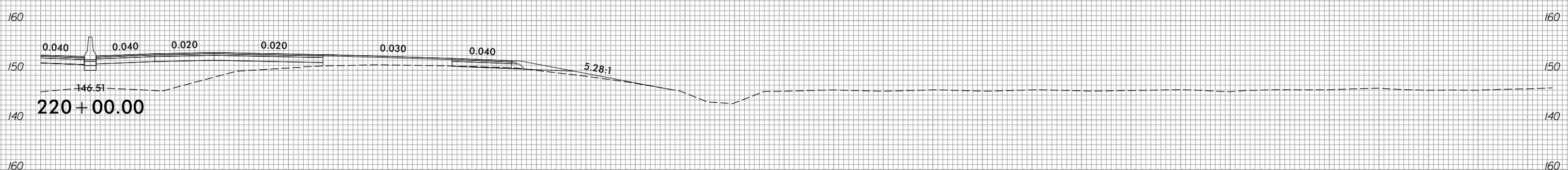
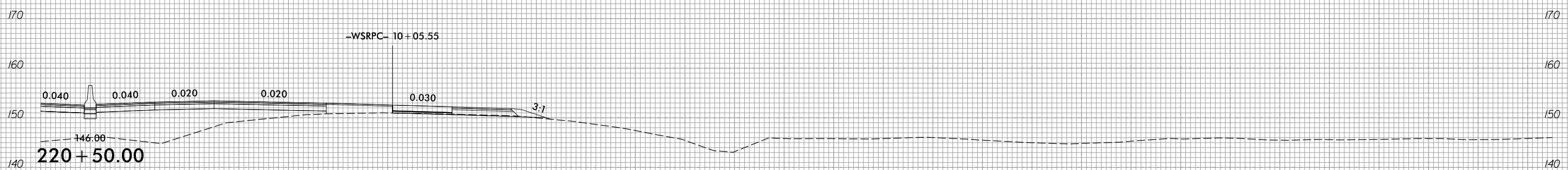
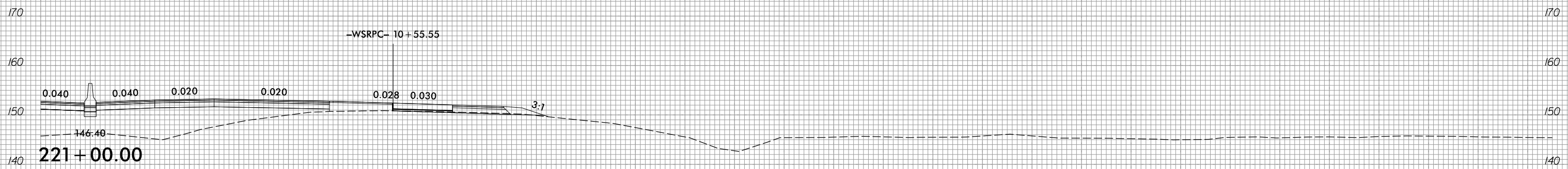
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



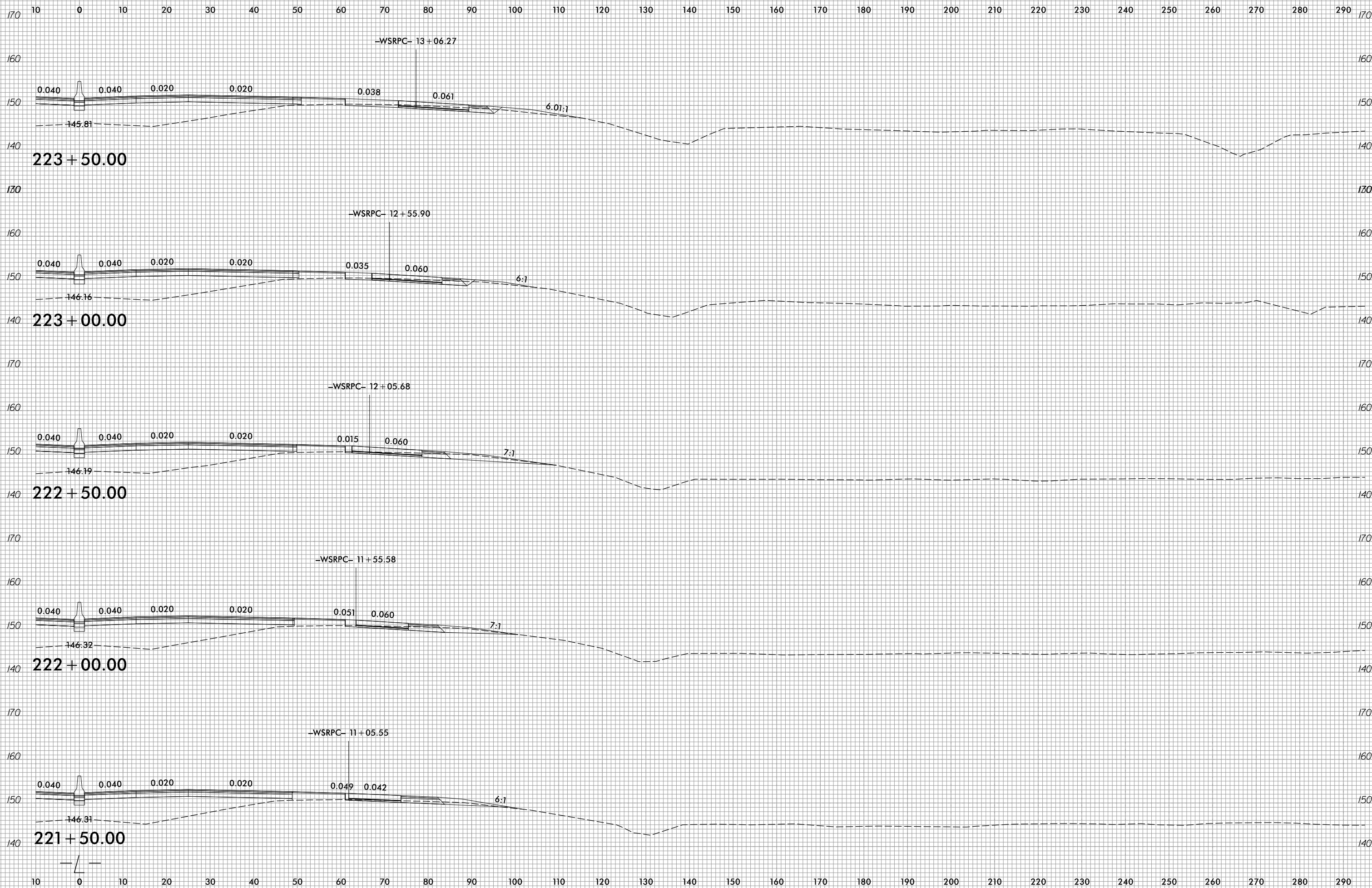
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



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

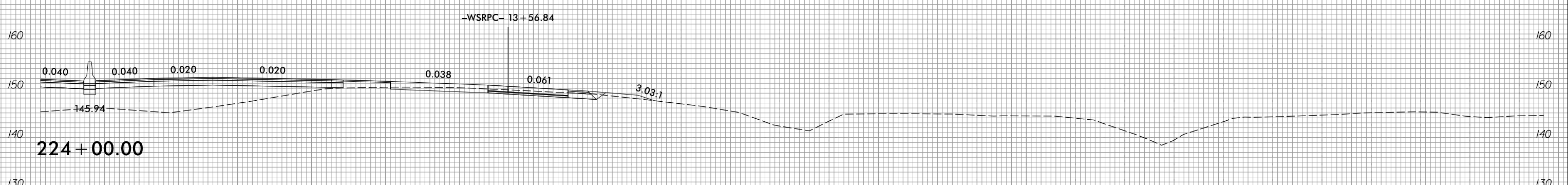
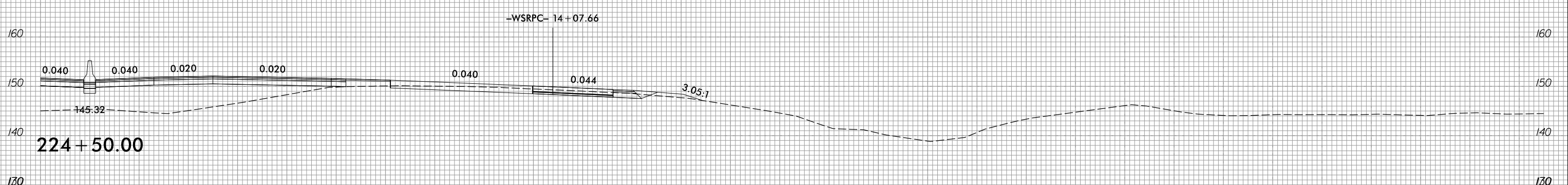
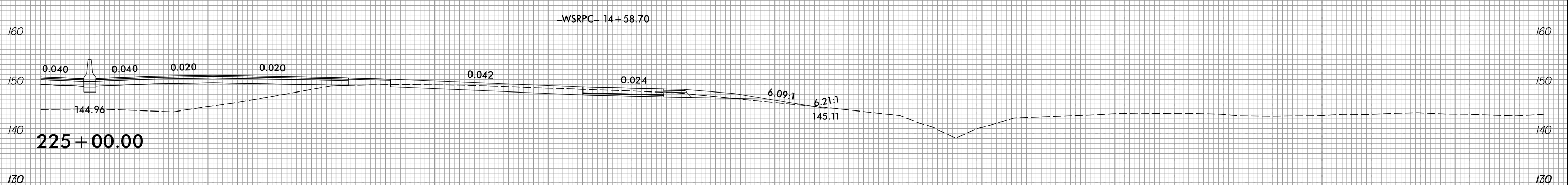
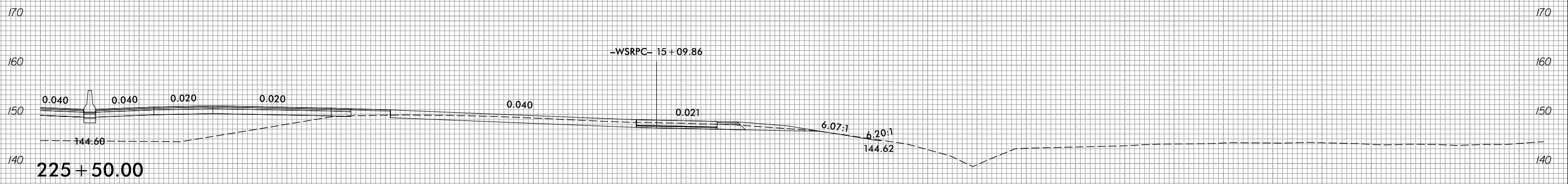


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290





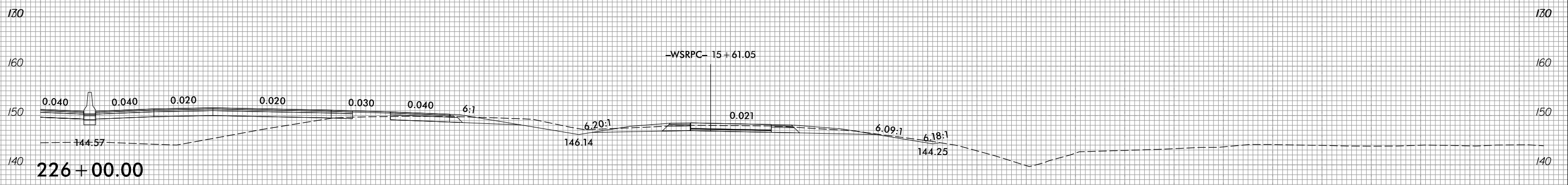
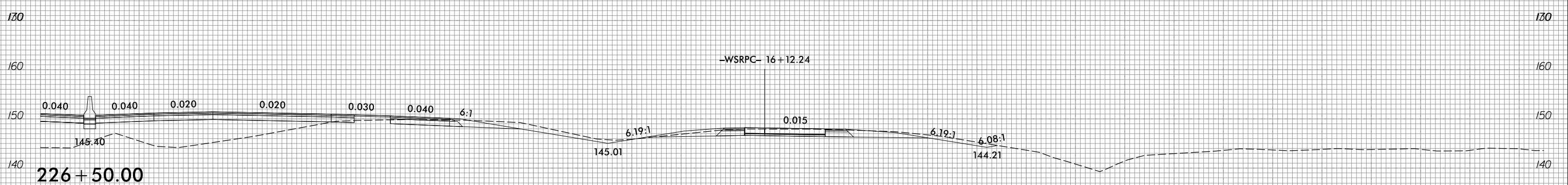
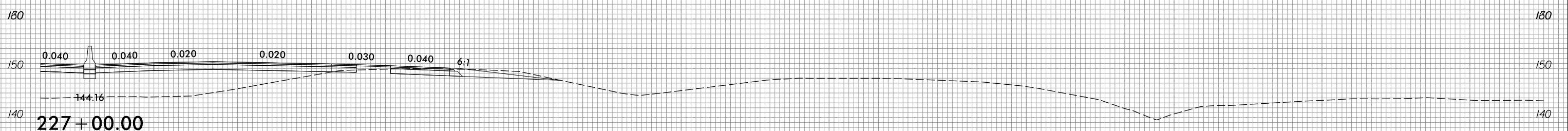
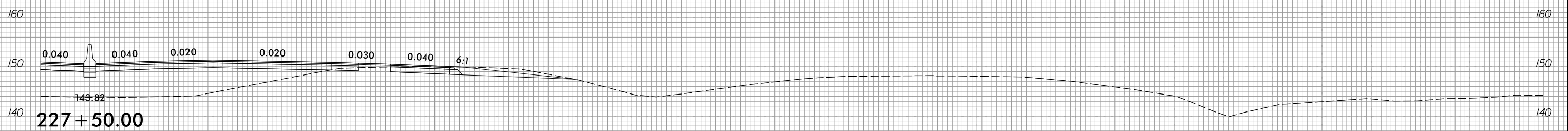
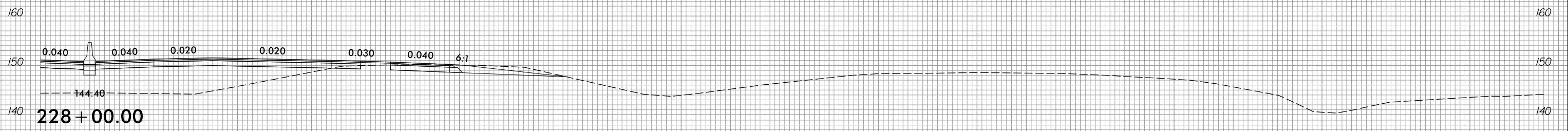
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



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



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

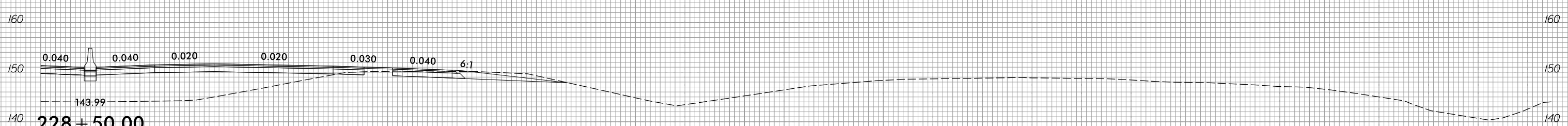
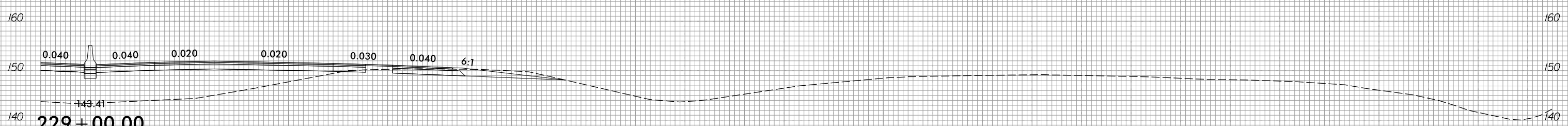
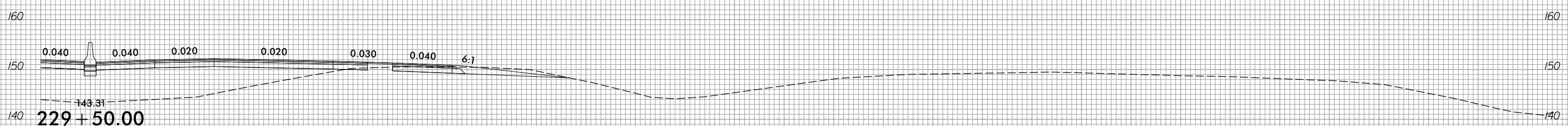
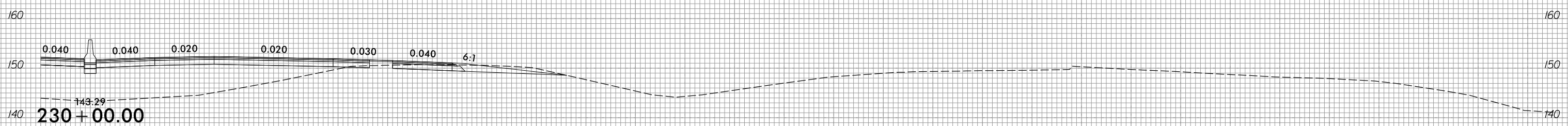
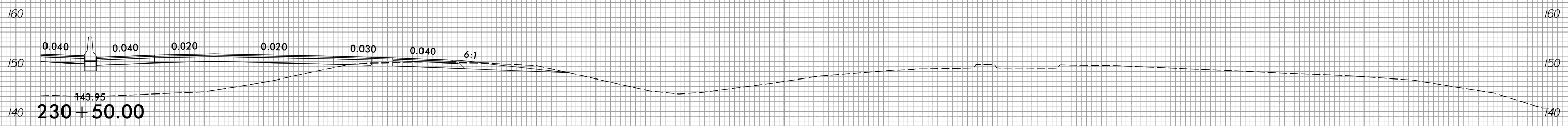
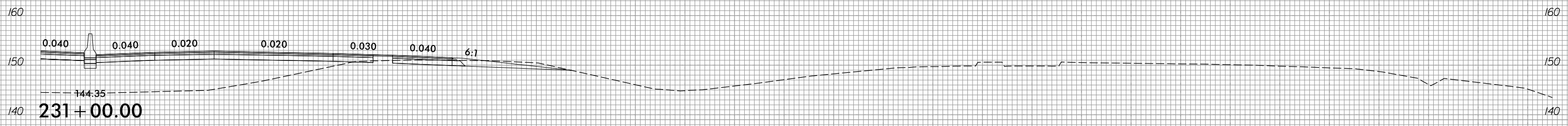


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-219

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



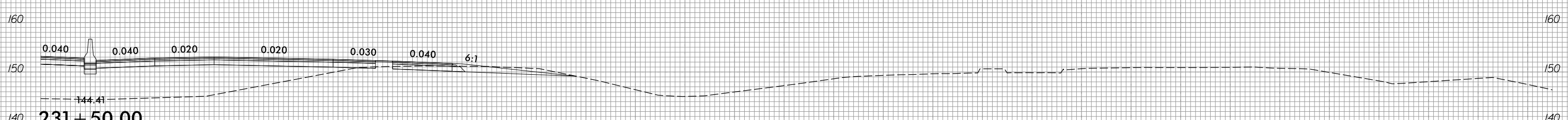
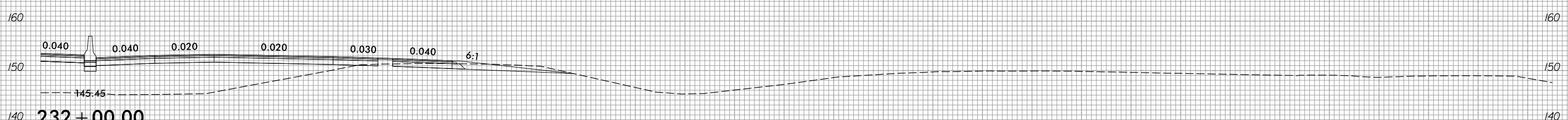
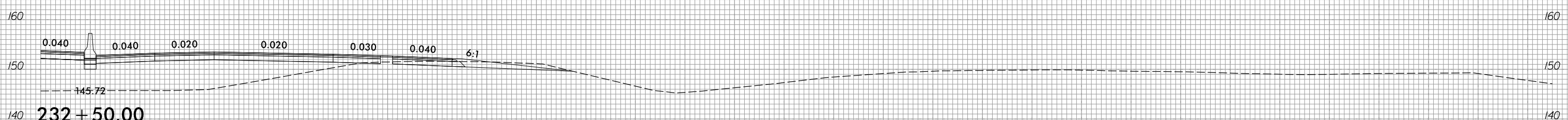
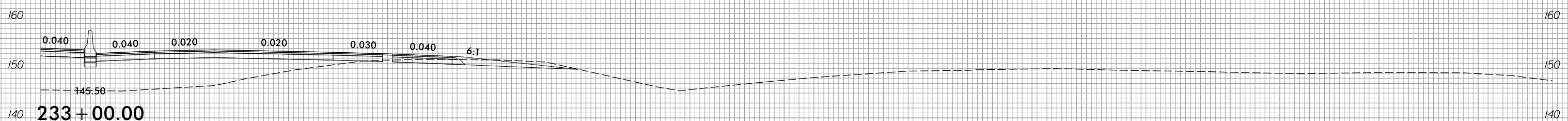
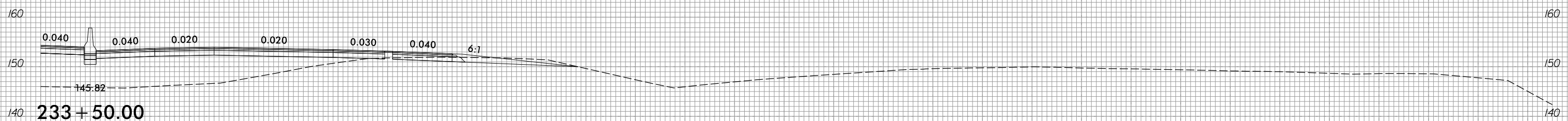
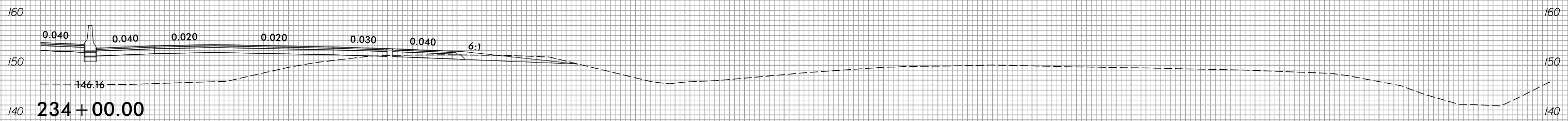
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-220

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



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

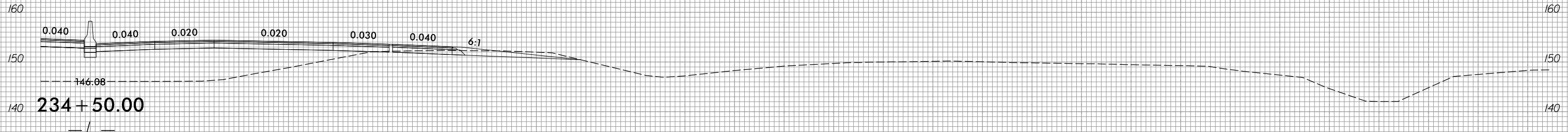
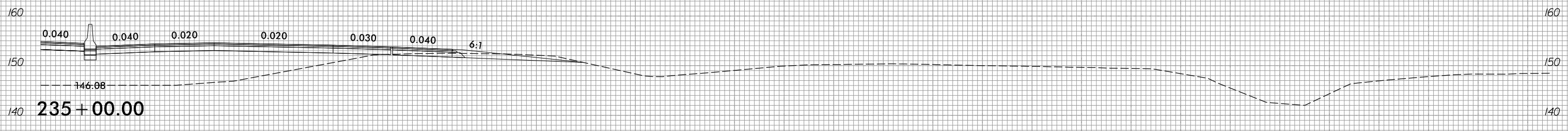
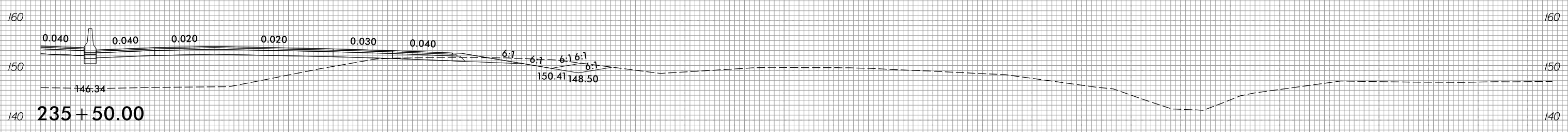
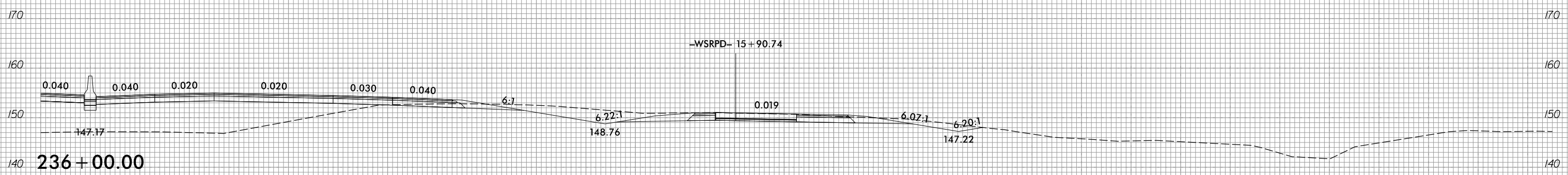
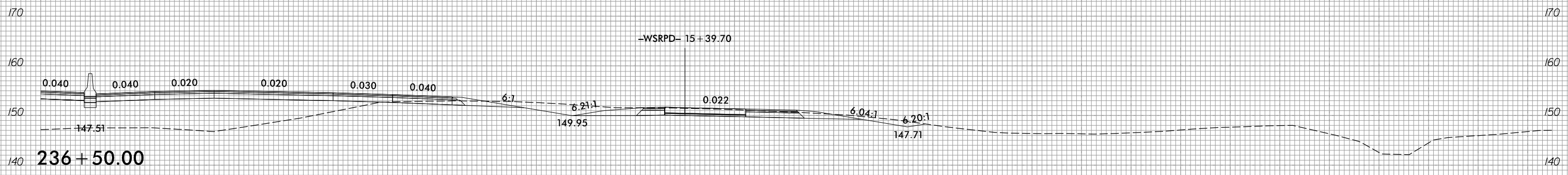
5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-221

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



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

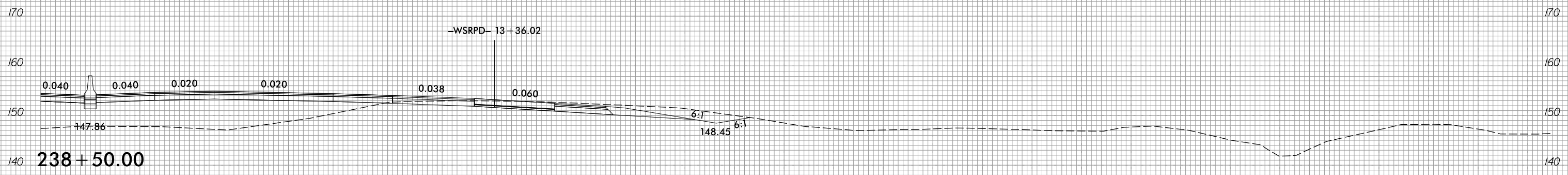
5/3/2022
 R:\Roadway\Corridor\Mode\Iing\I5987A_RDY_XPL_L_RT.dgn
 David.Choi

6/23/16

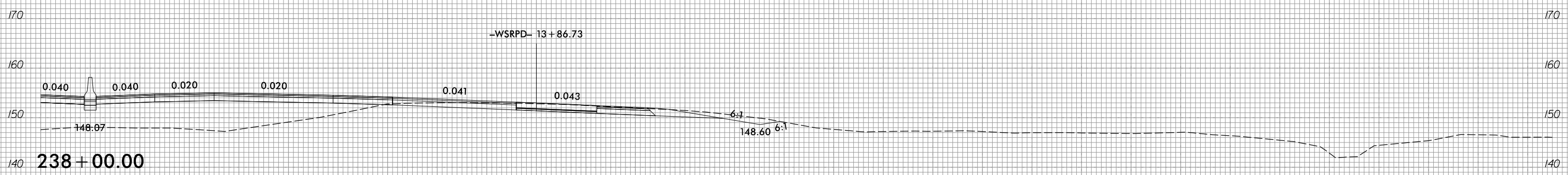


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-222

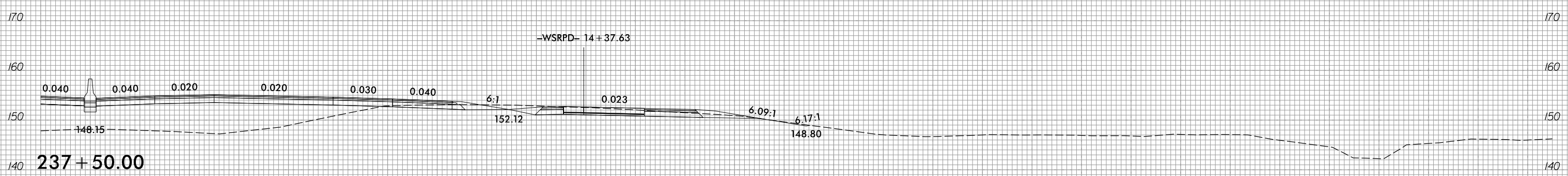
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



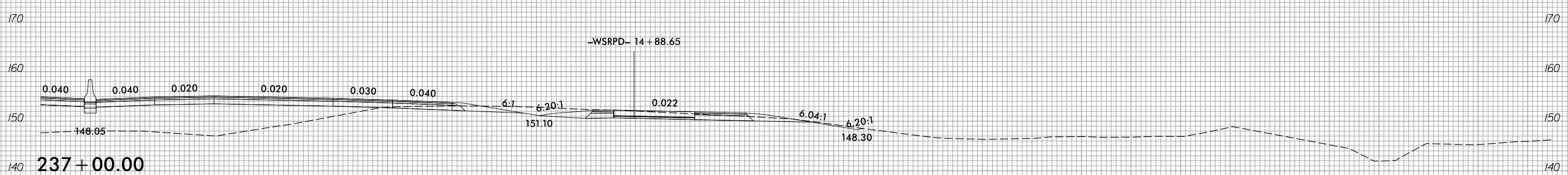
238 + 50.00



238 + 00.00



237 + 50.00



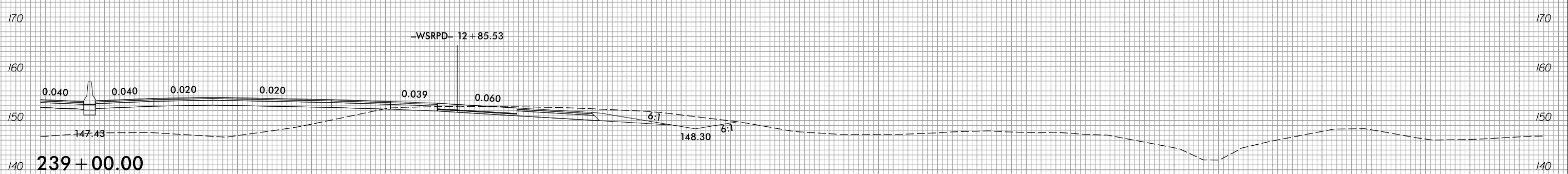
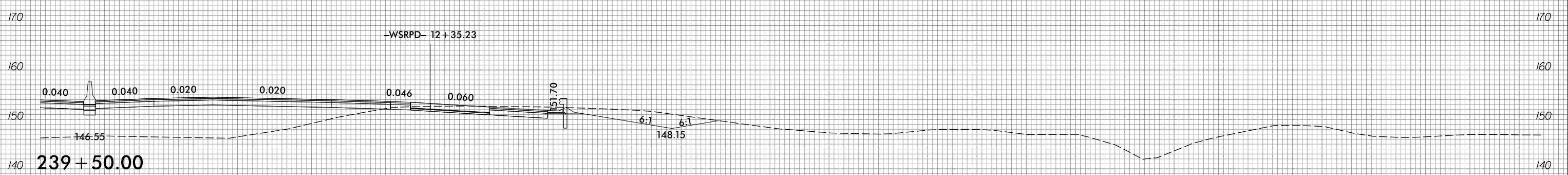
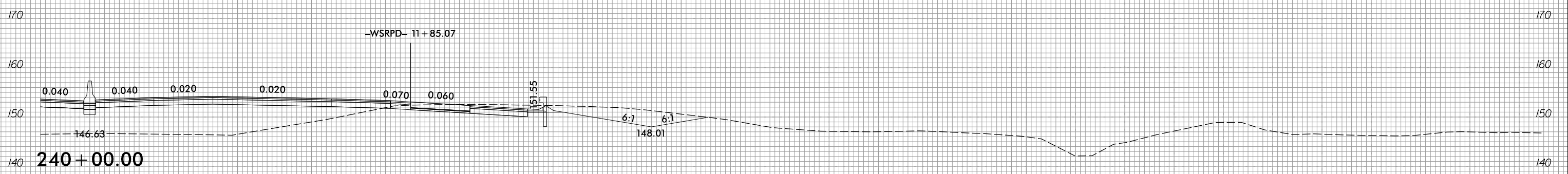
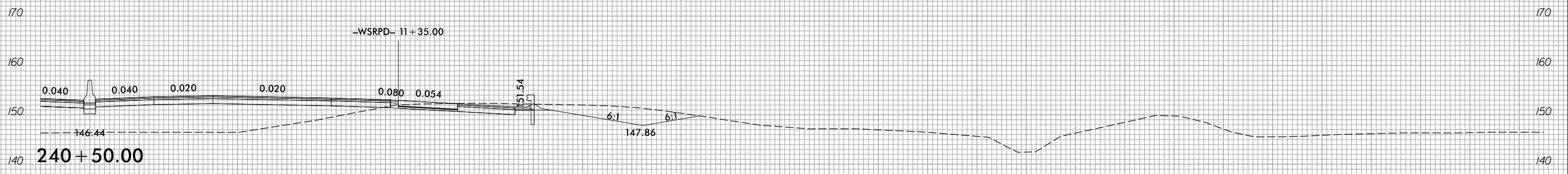
237 + 00.00

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

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi



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

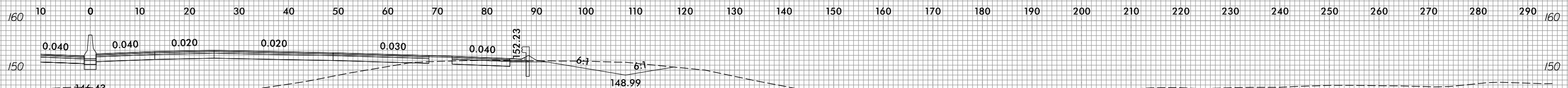


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

6/23/16



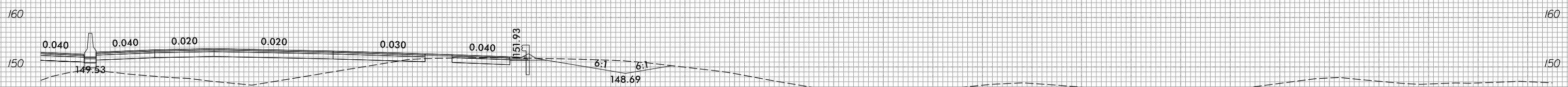
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-224



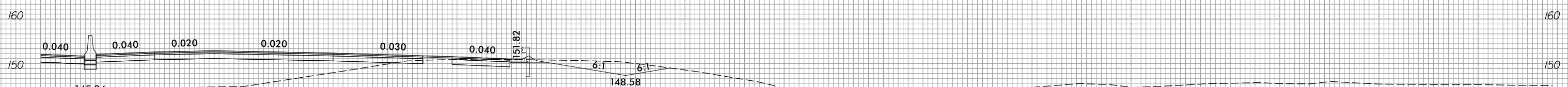
243 + 50.00



243 + 00.00



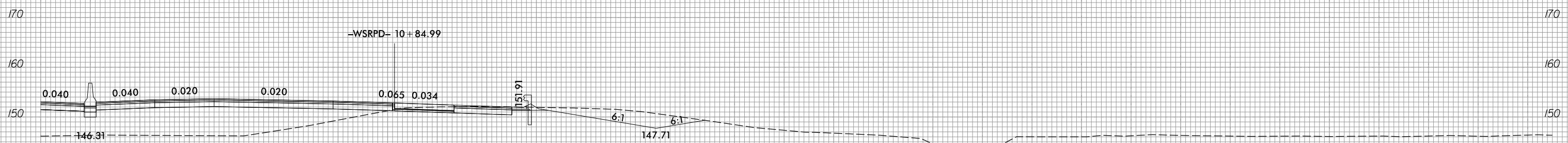
242 + 50.00



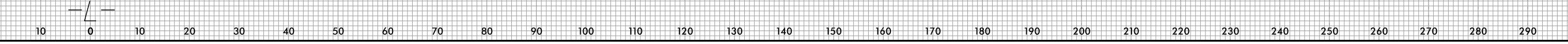
242 + 00.00



241 + 50.00



241 + 00.00



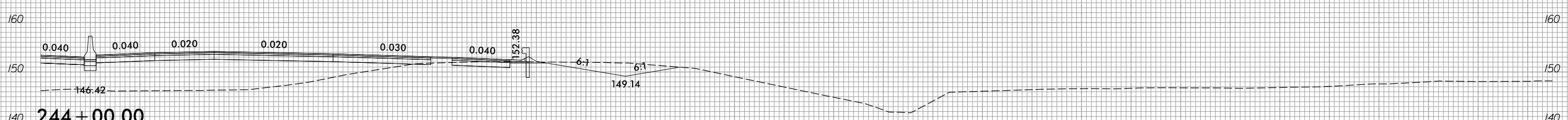
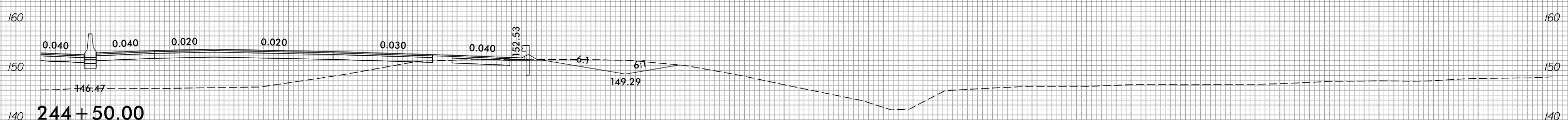
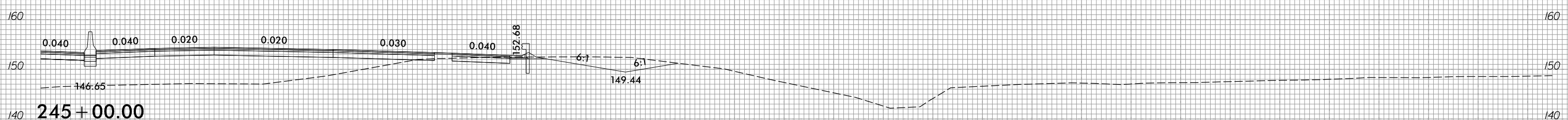
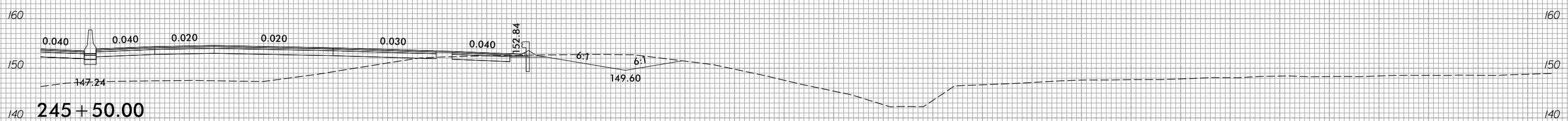
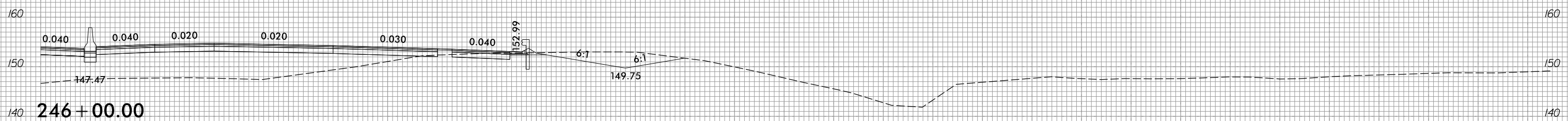
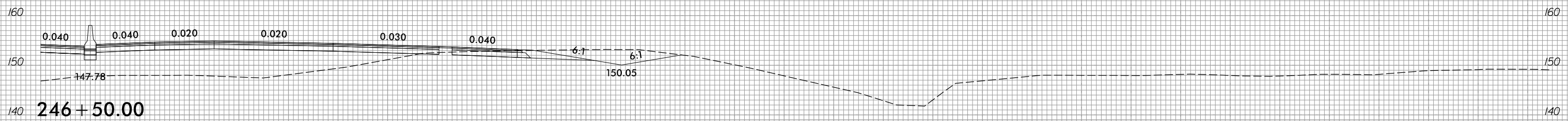
5/3/2022
R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-225

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



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

5/3/2022
 R:\Roadway\CorridorModeling\I5987A_RDY_XPL_L_RT.dgn
 David.Choi