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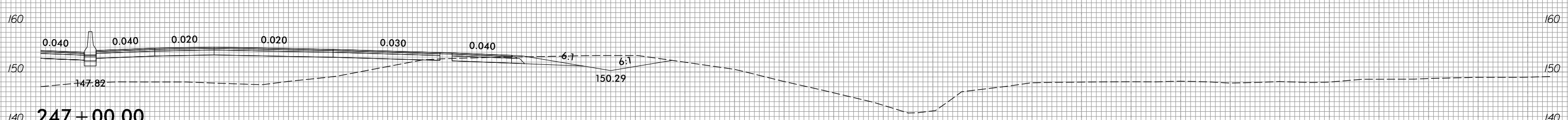
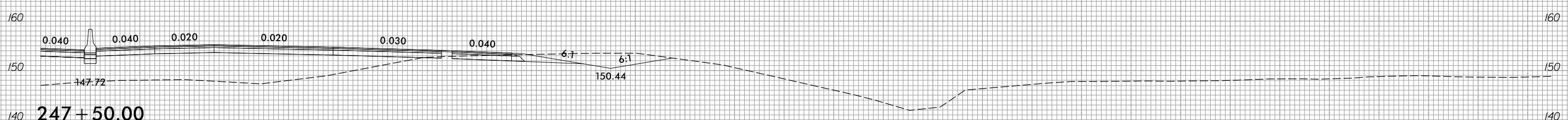
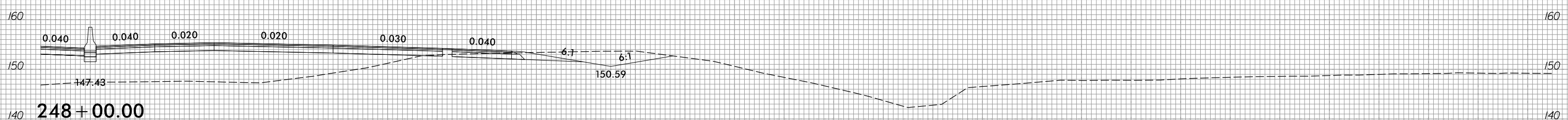
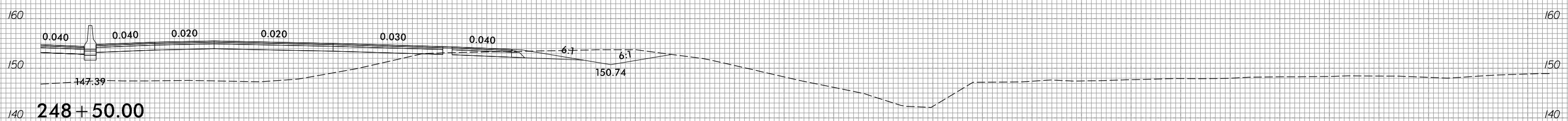
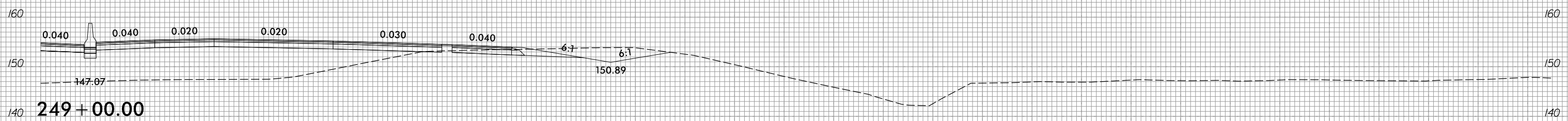
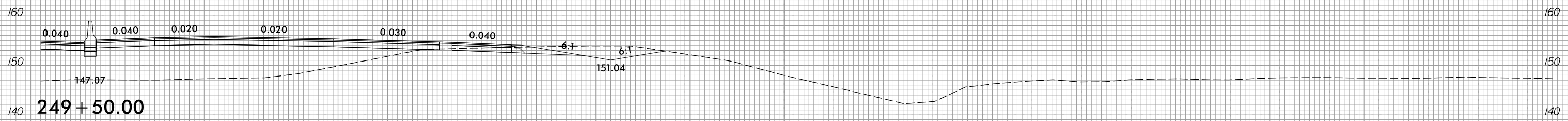
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-226

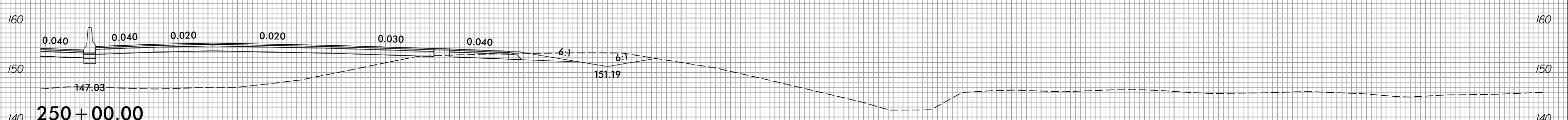
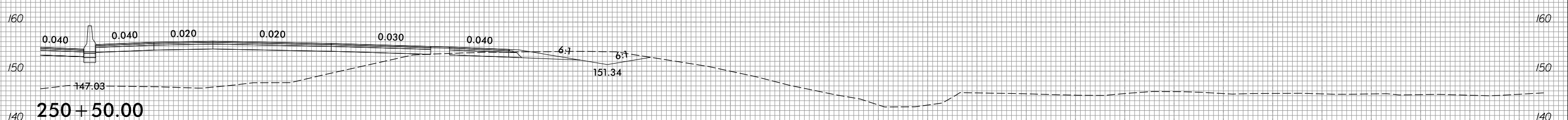
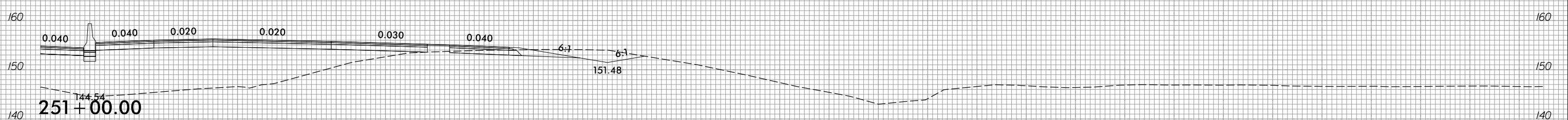
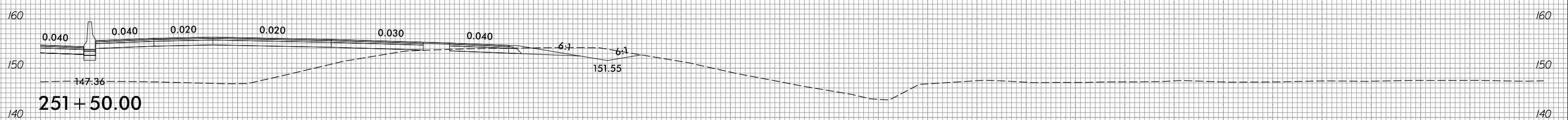
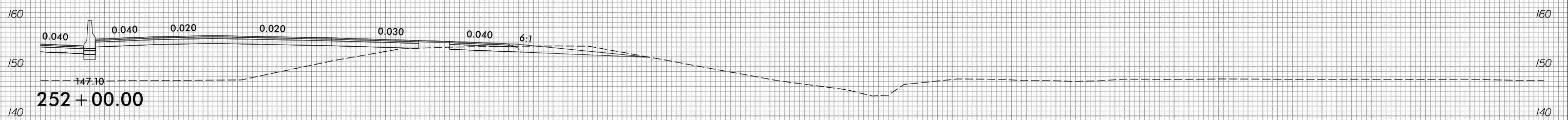
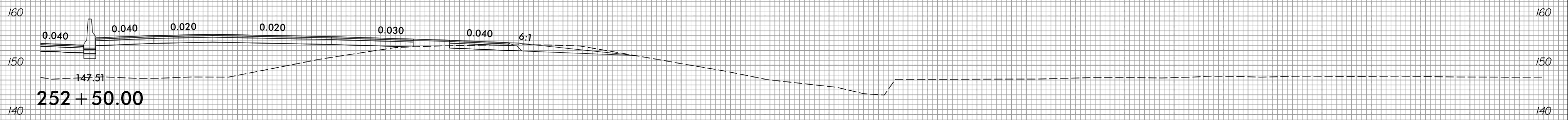
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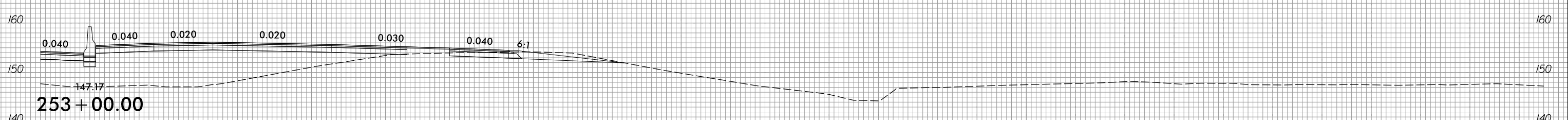
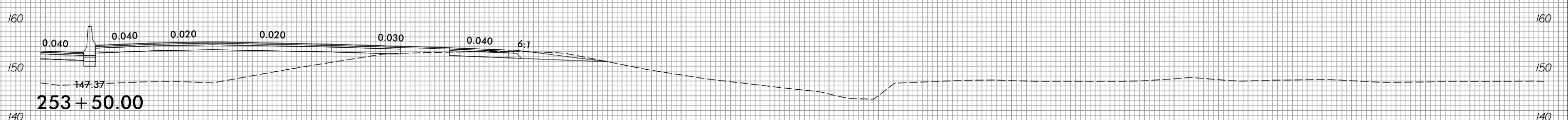
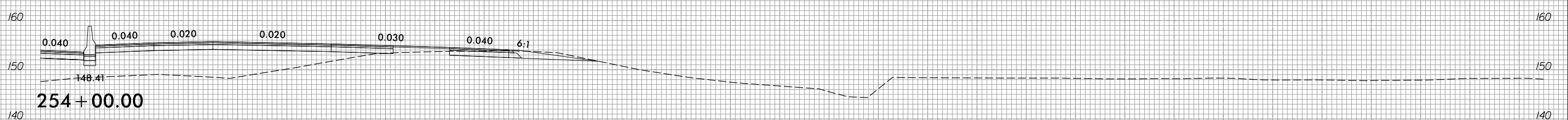
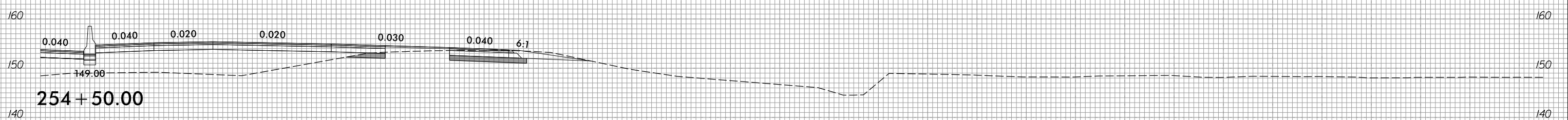
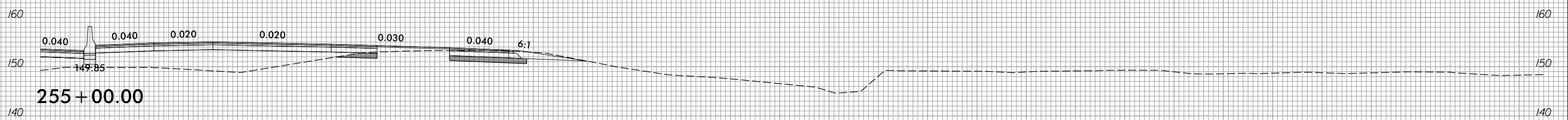
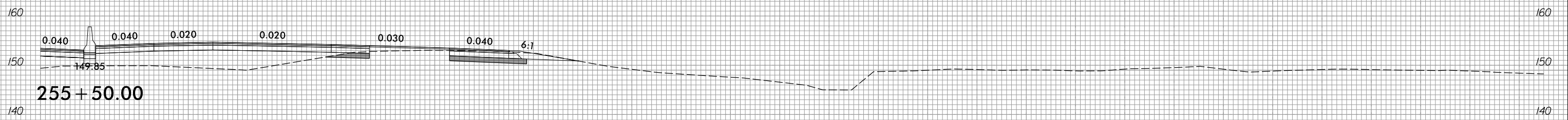
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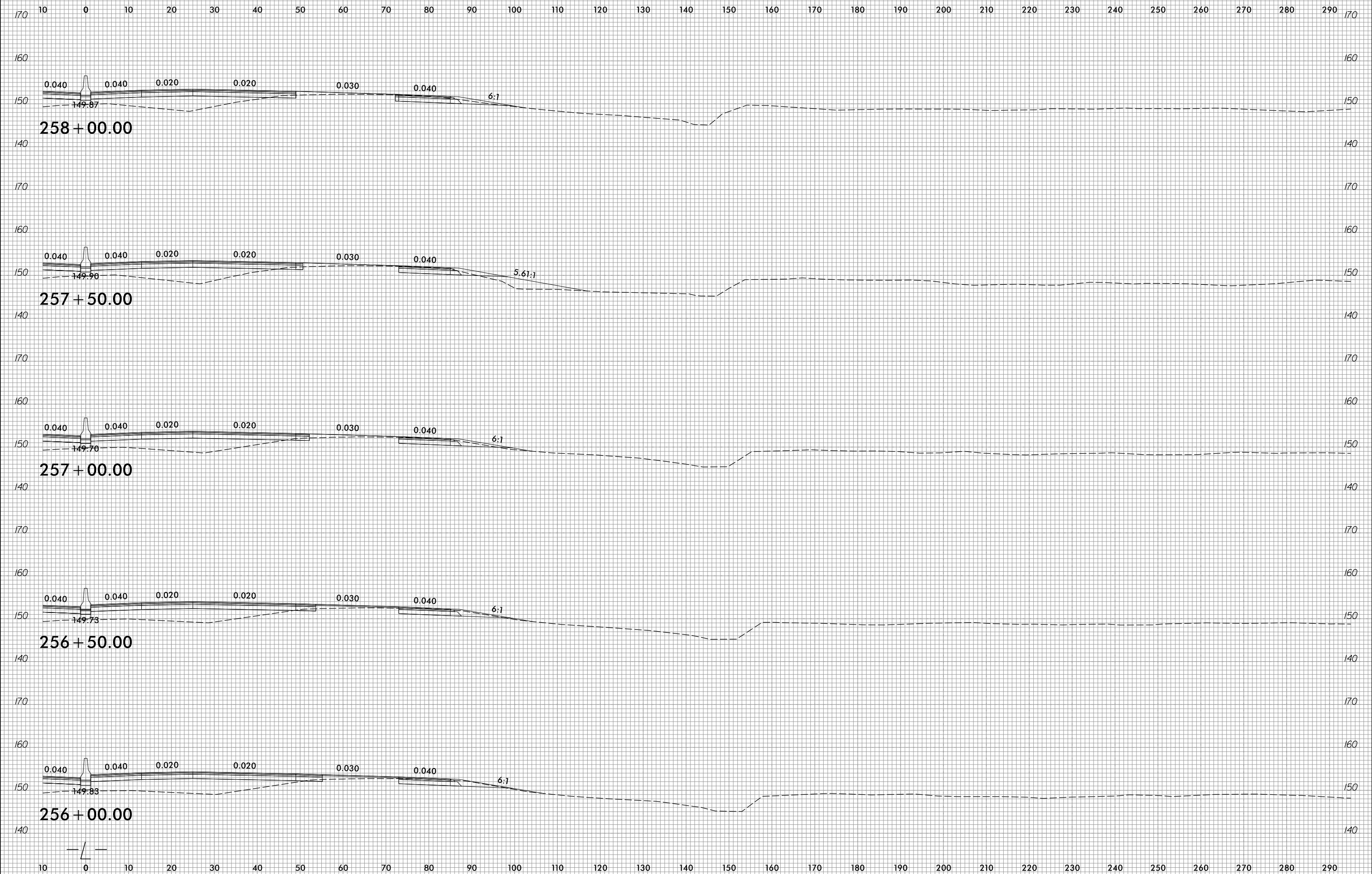


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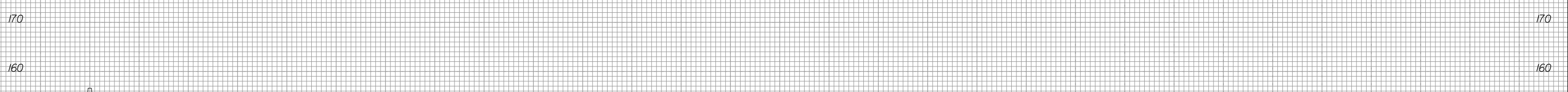
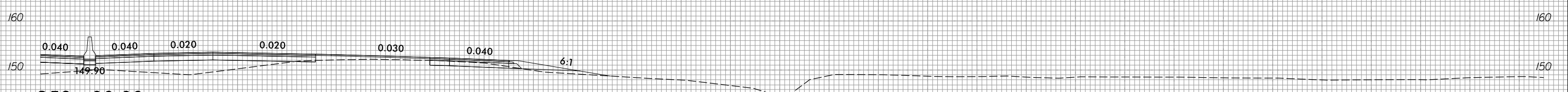
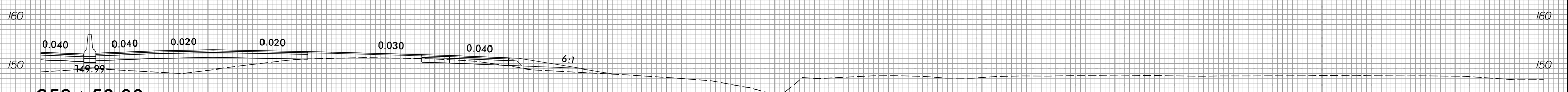
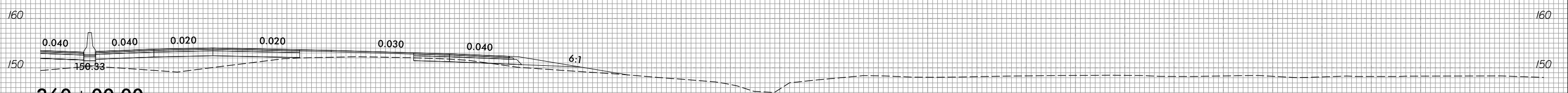
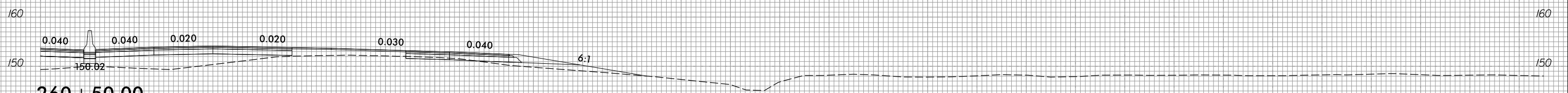
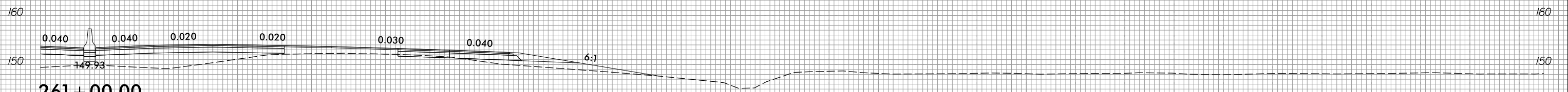
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-229



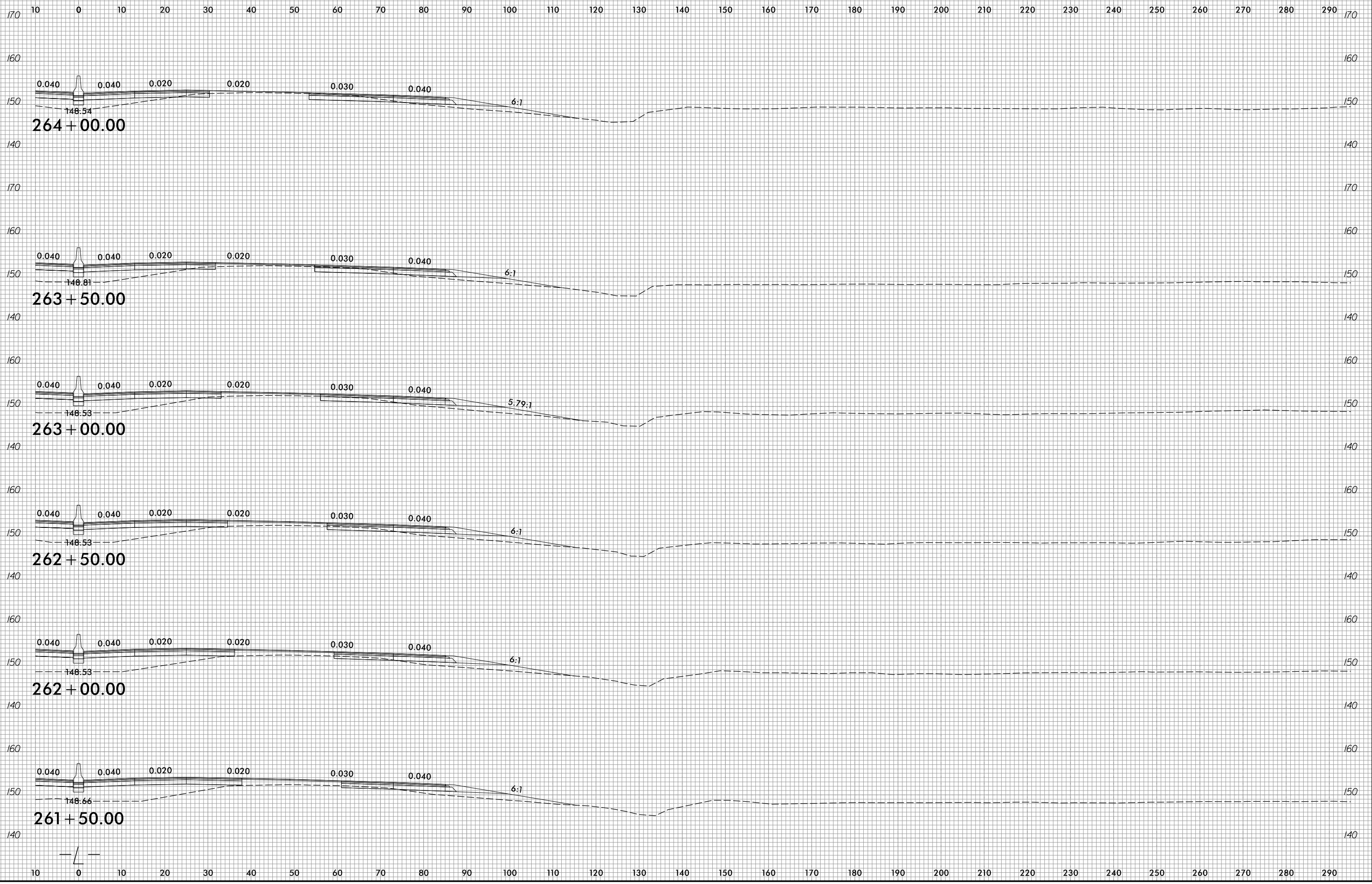


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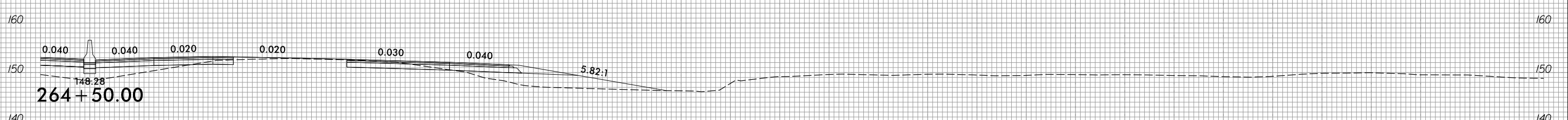
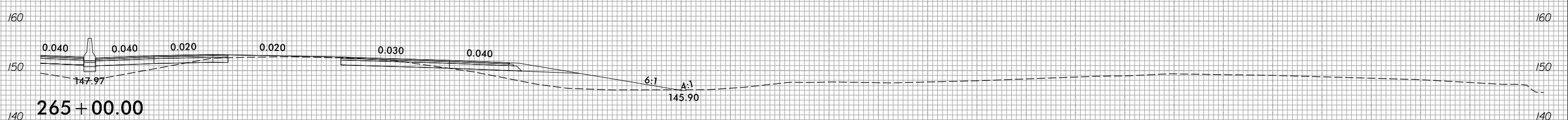
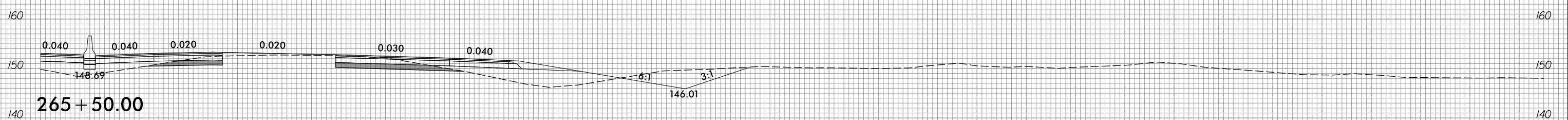
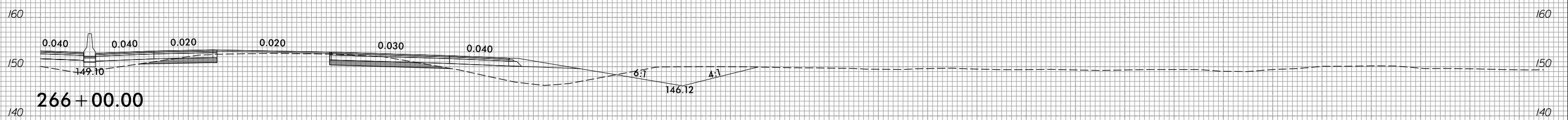
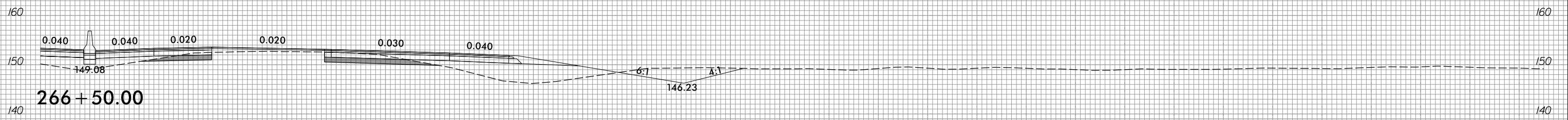


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PROJ. REFERENCE NO.	SHEET NO.
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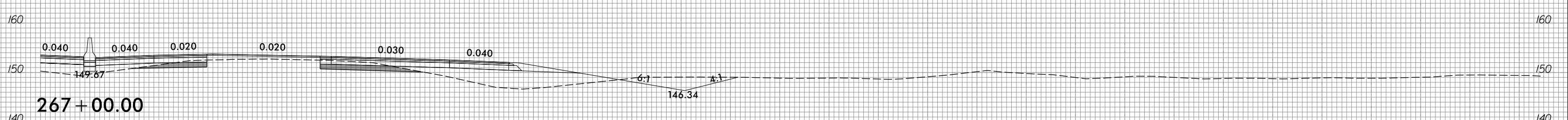
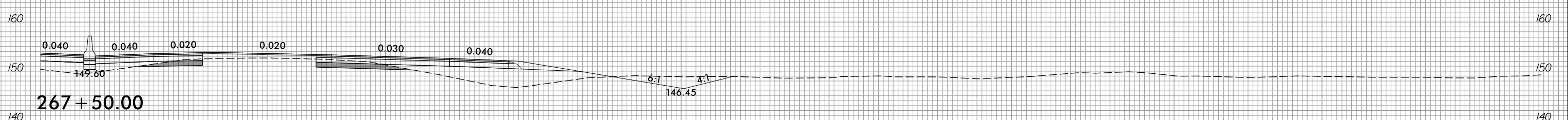
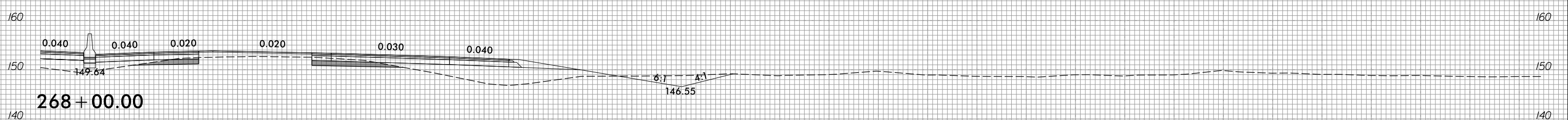
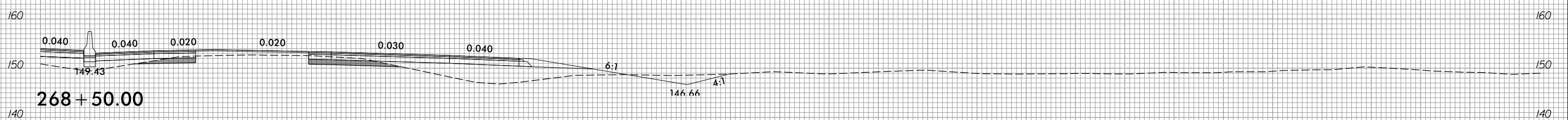
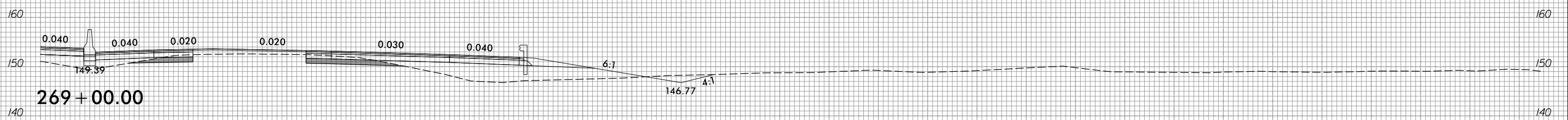
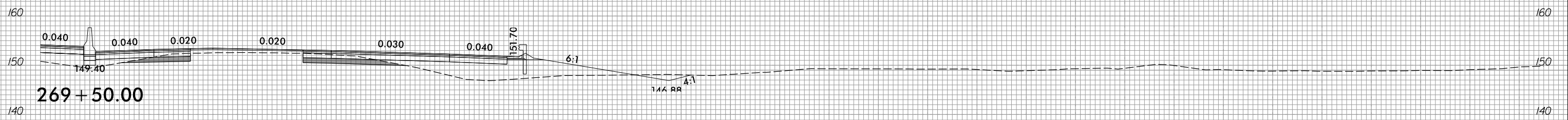
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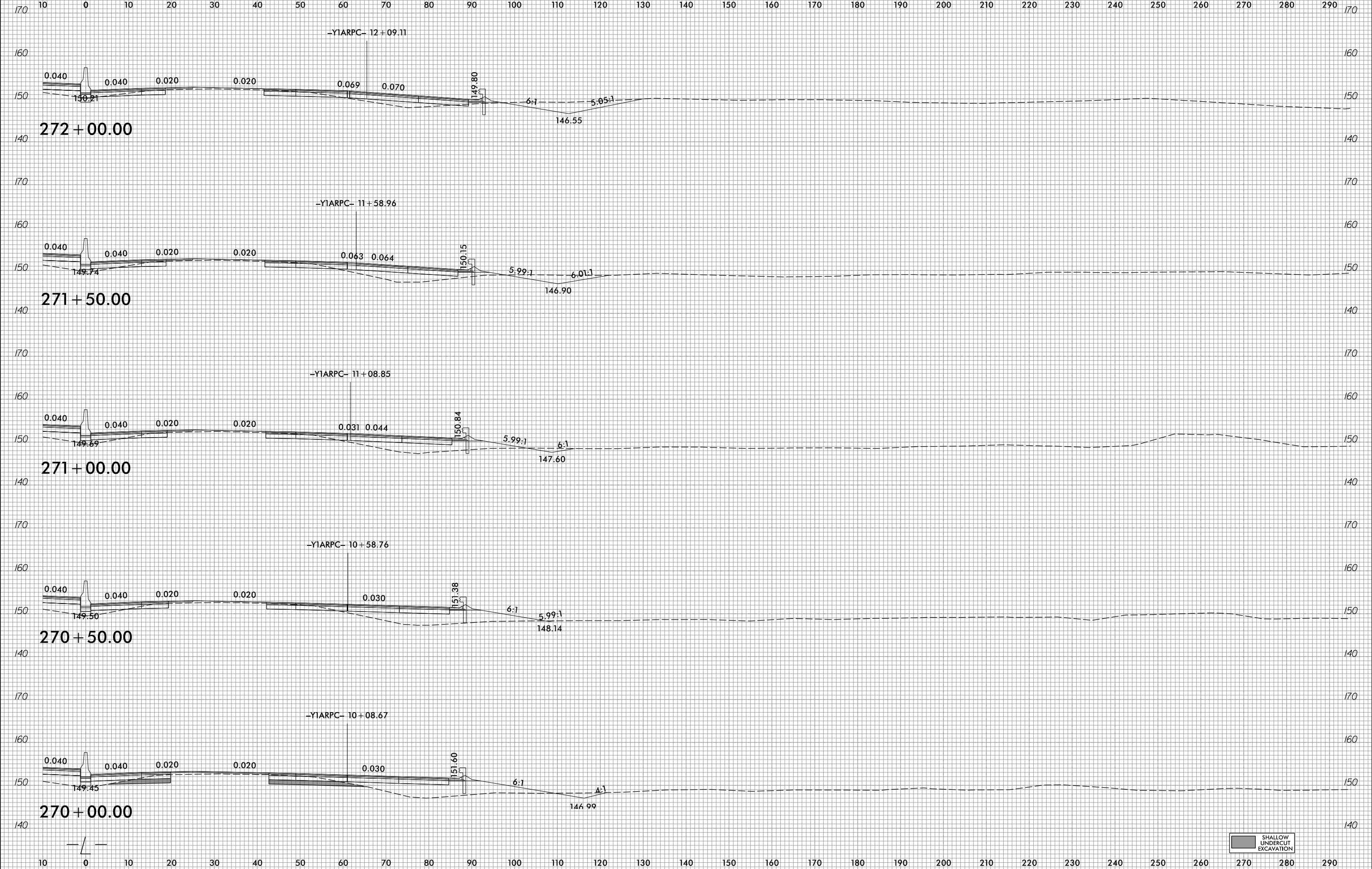
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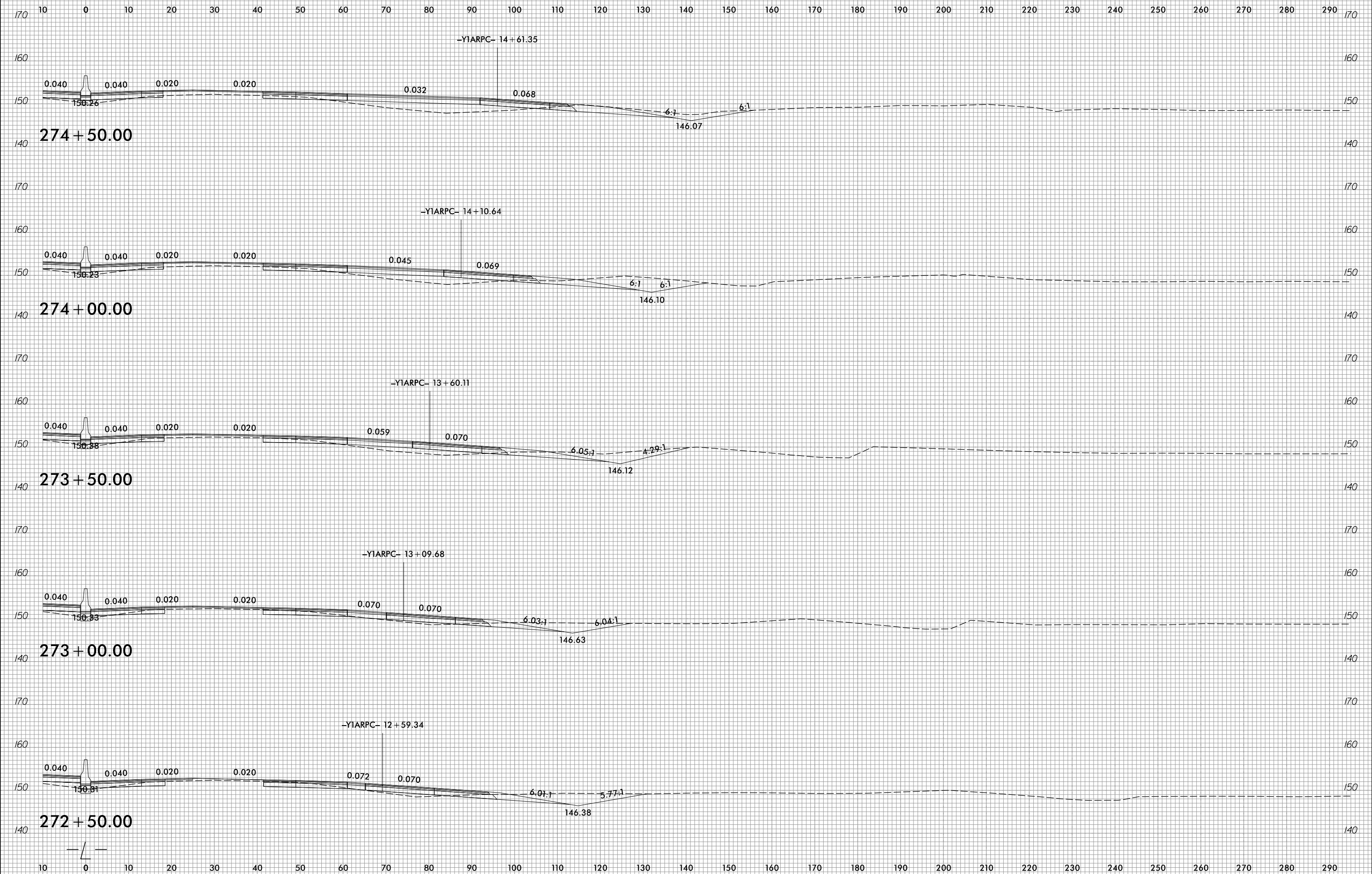


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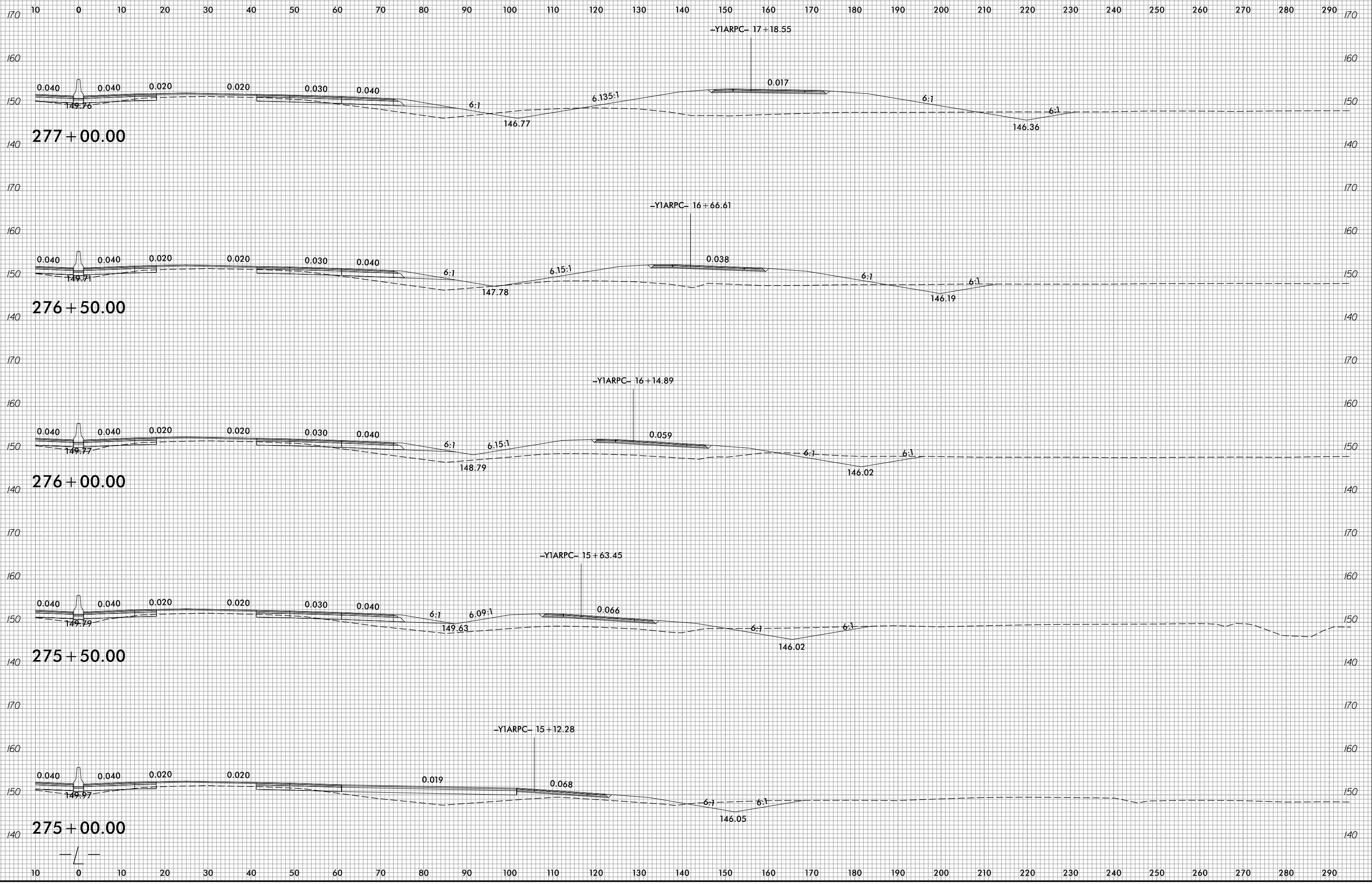
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-235



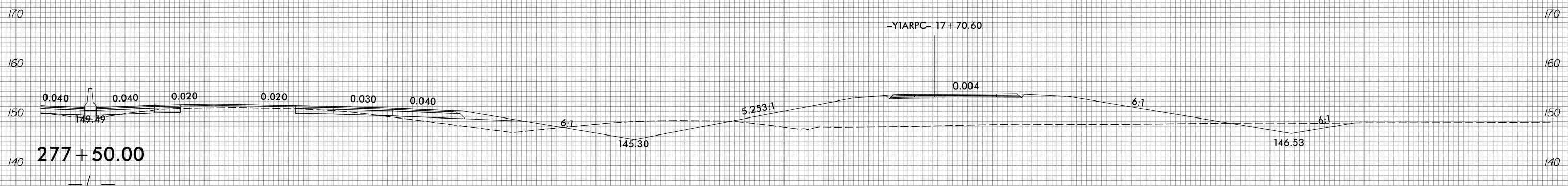
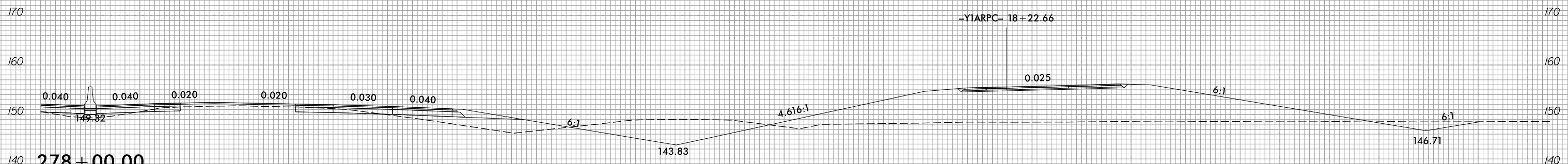
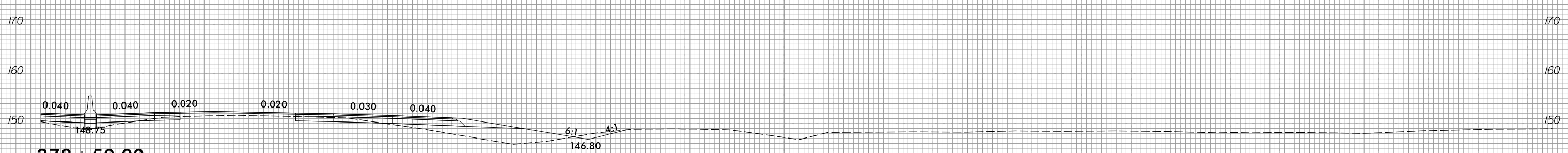
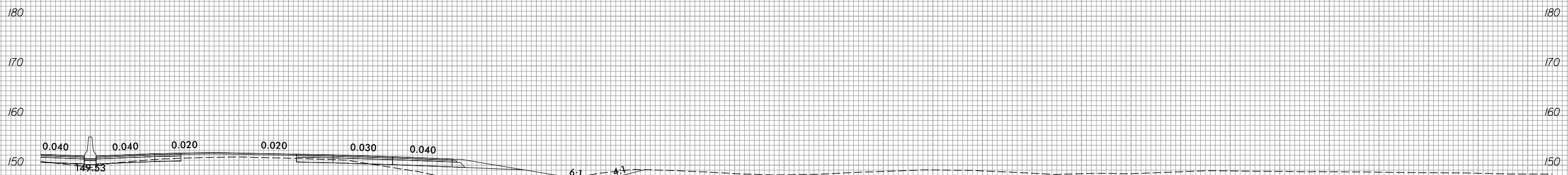
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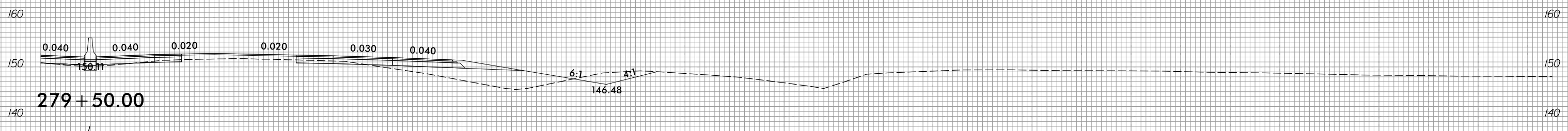
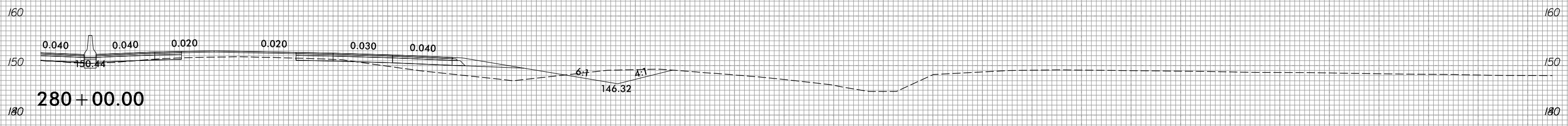
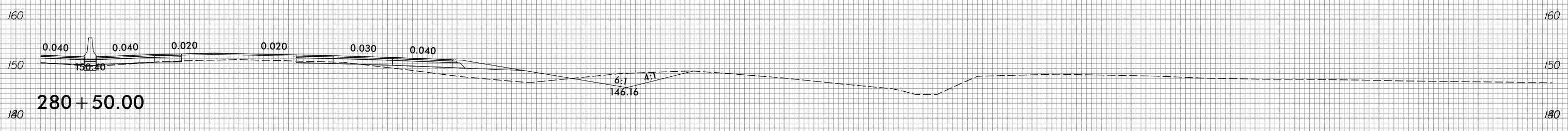
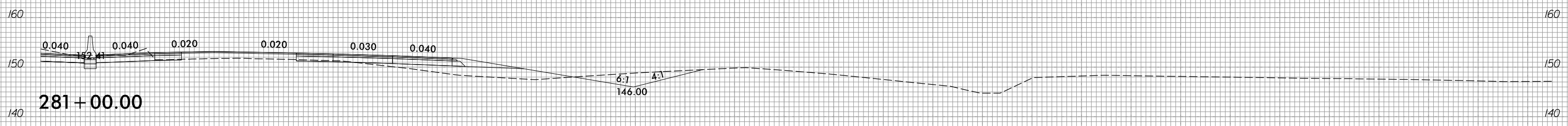
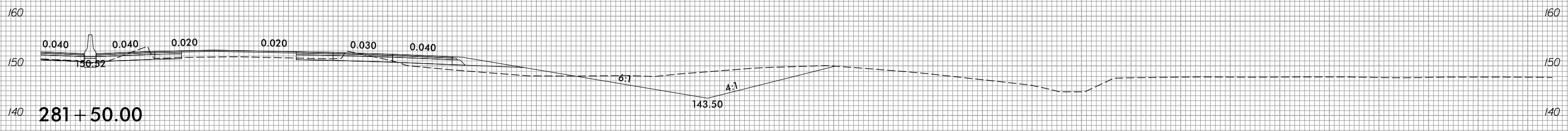
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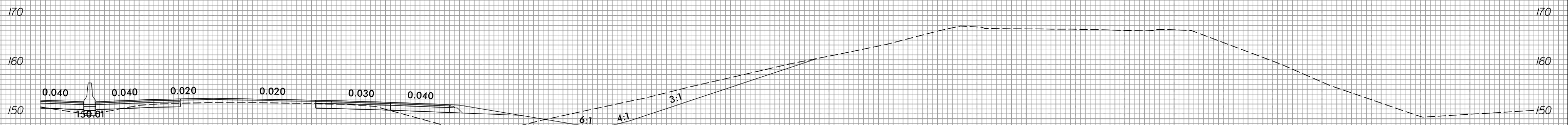


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I-5987A	X-239

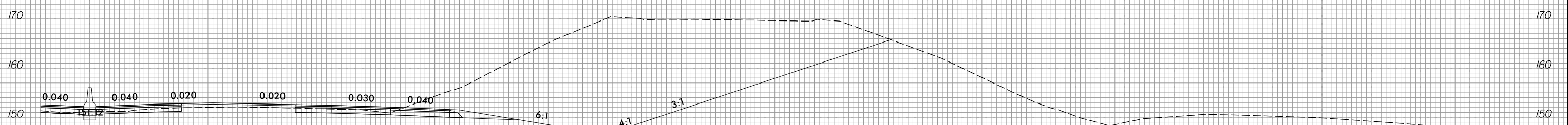
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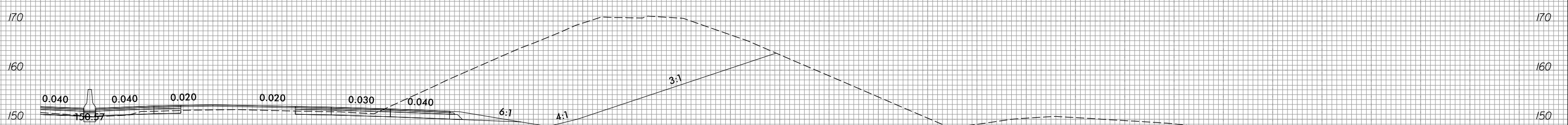
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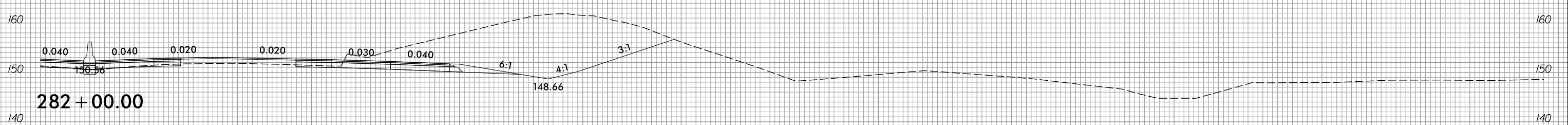
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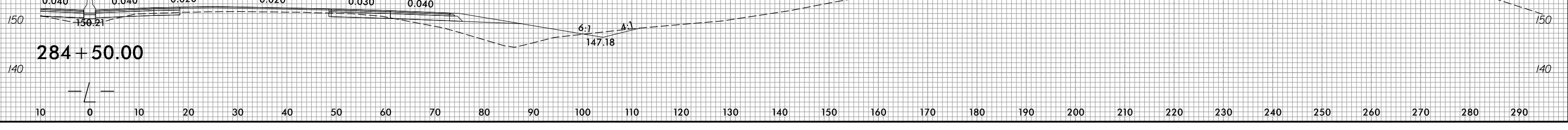
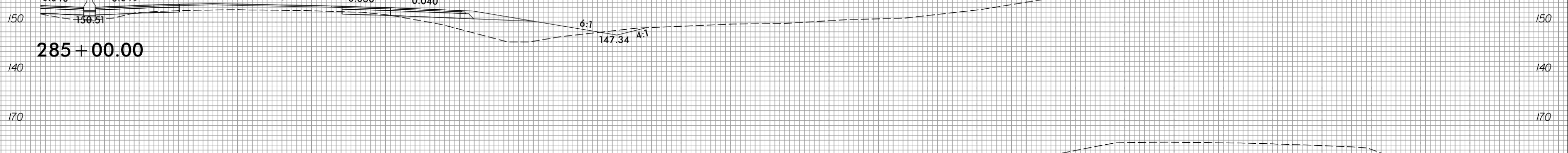
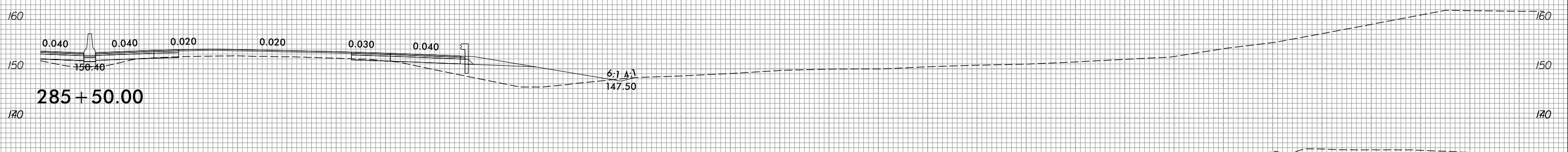
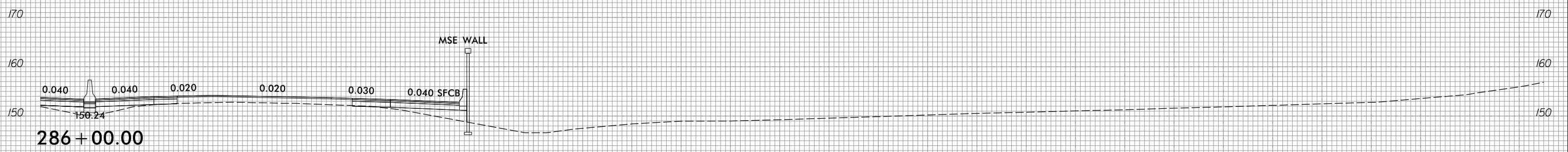
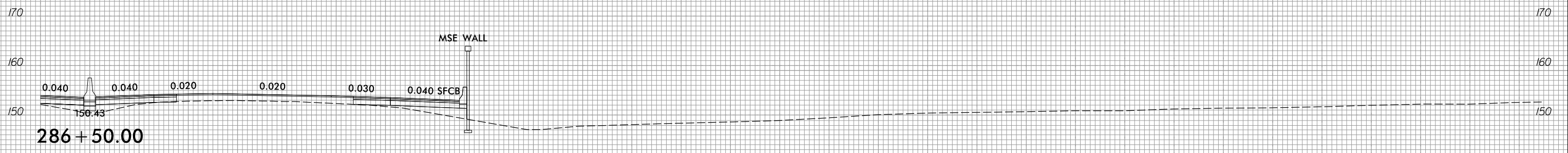


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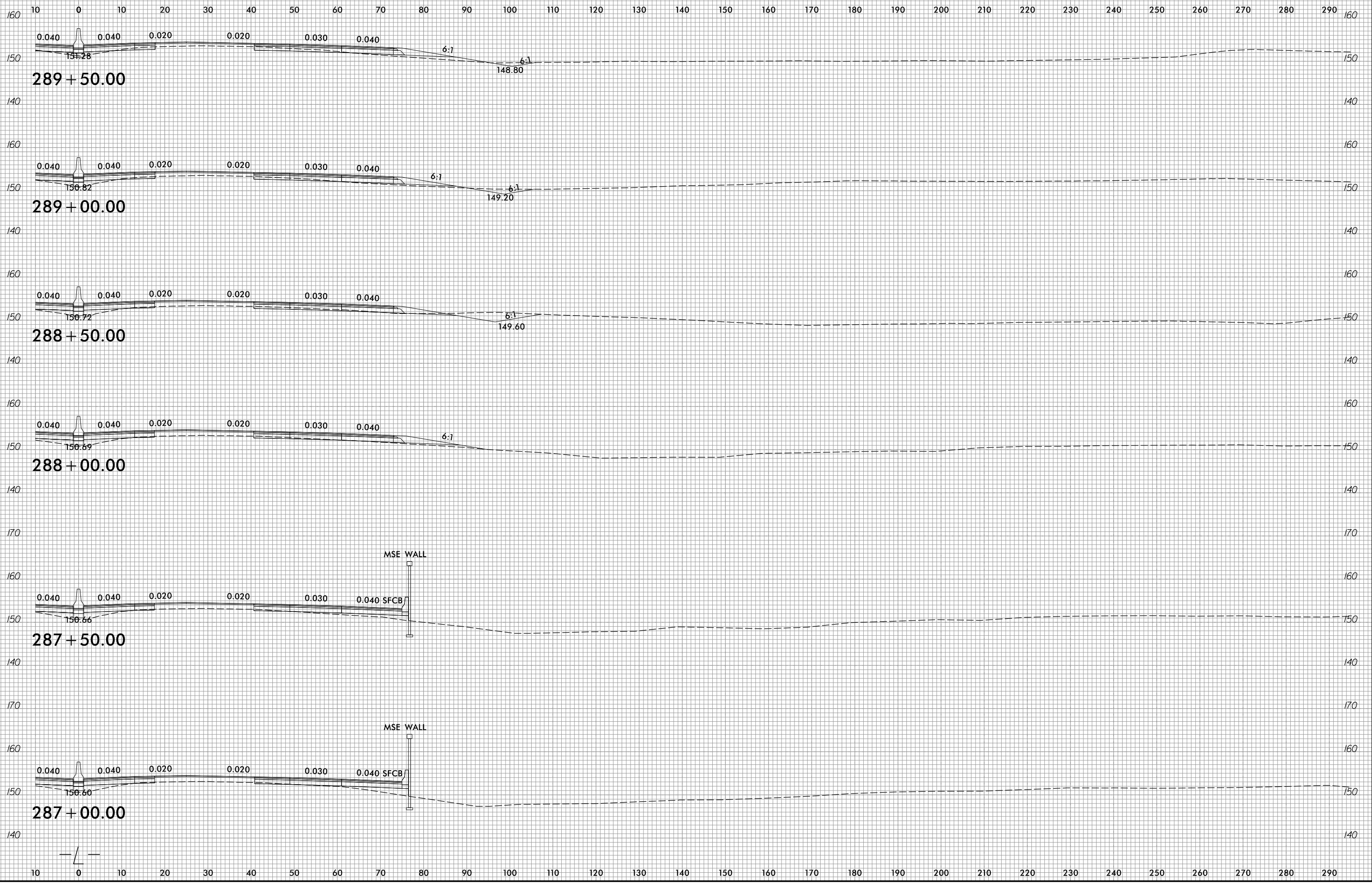
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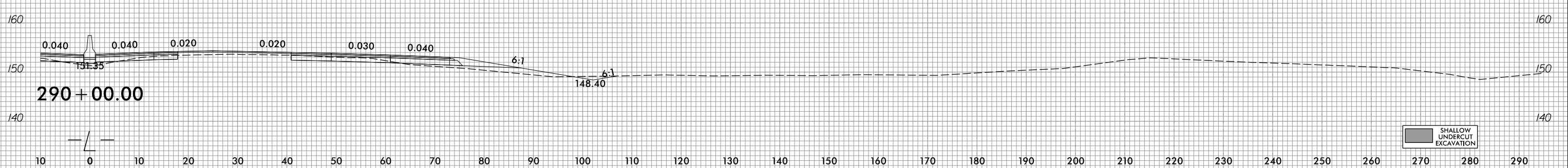
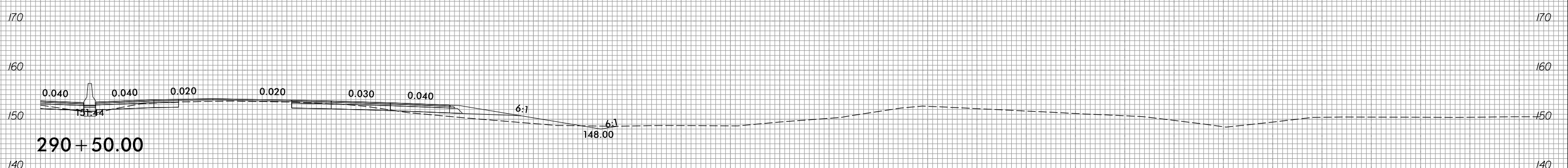
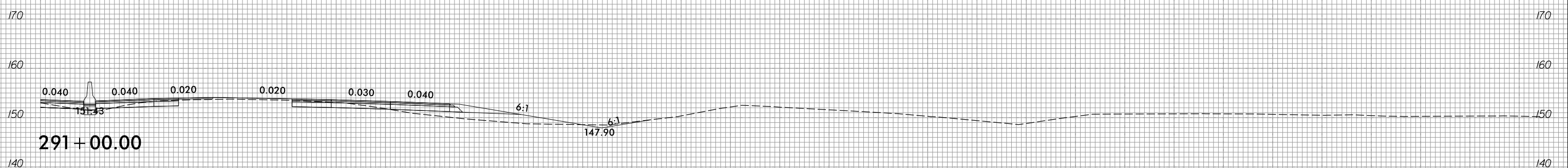
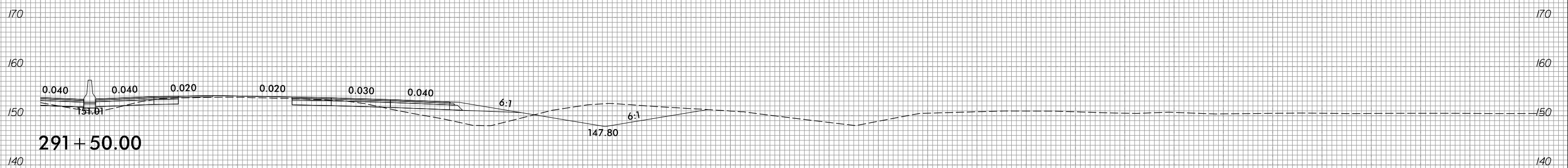
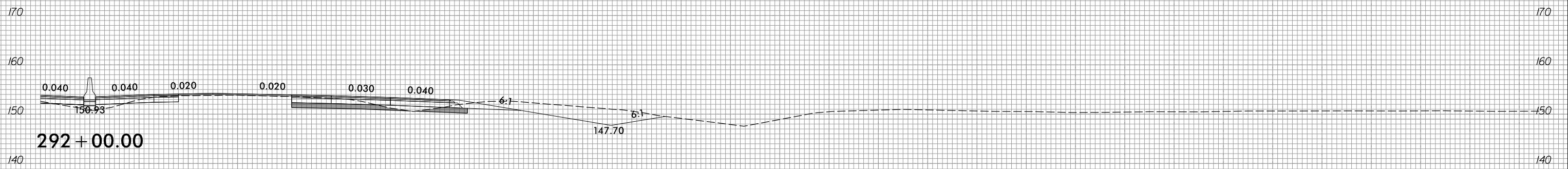


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-242

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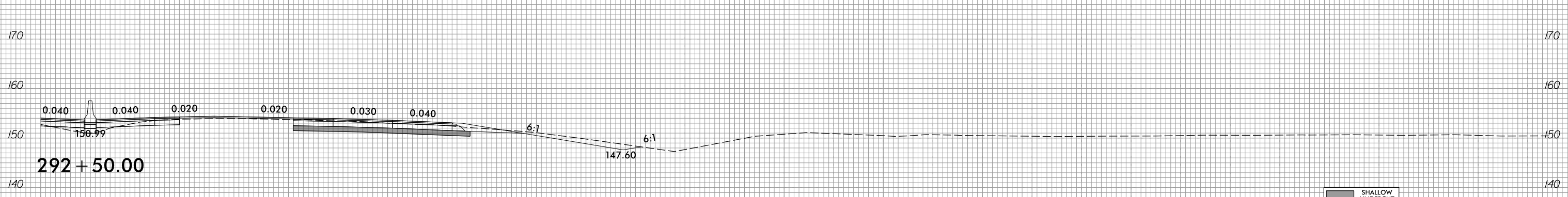
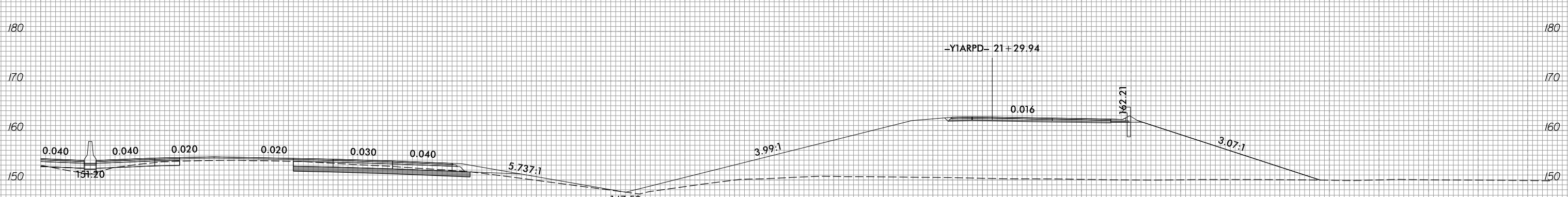
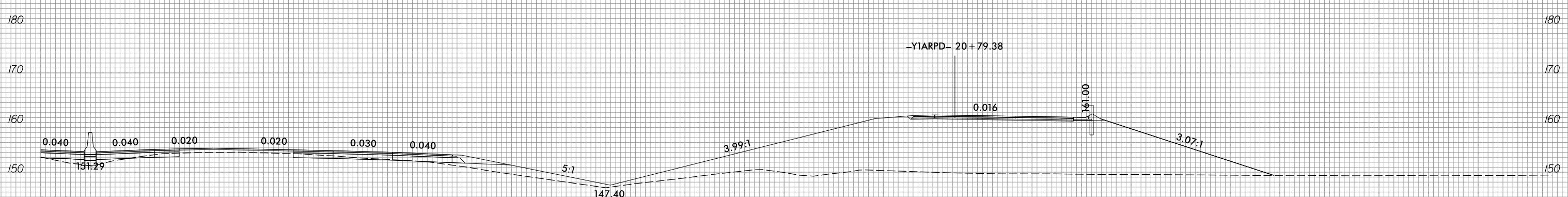
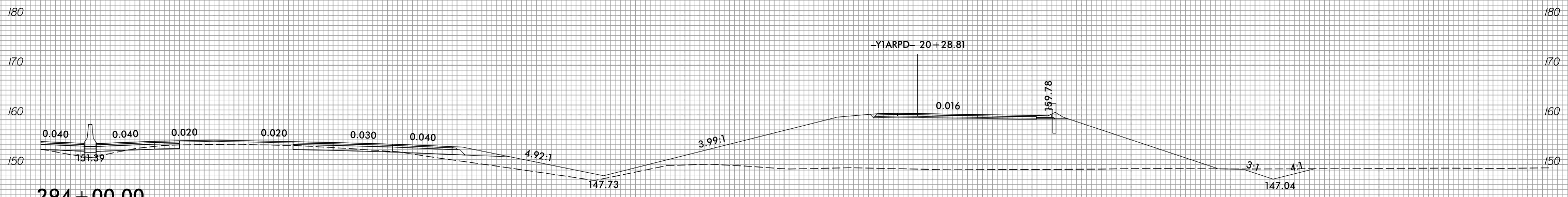


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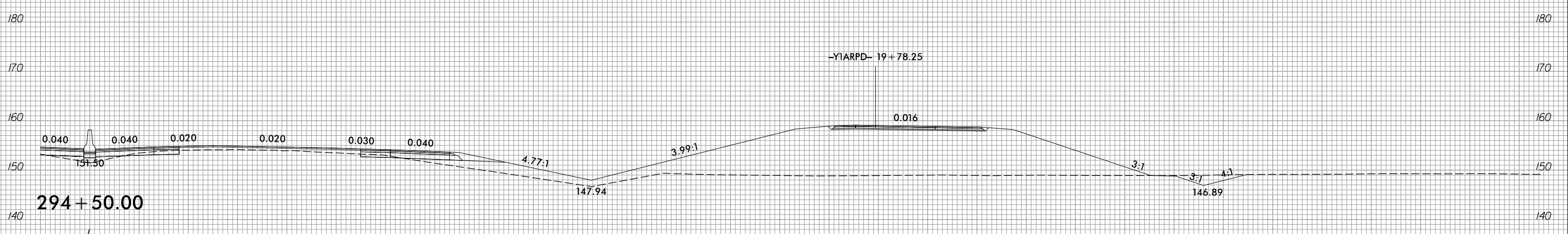
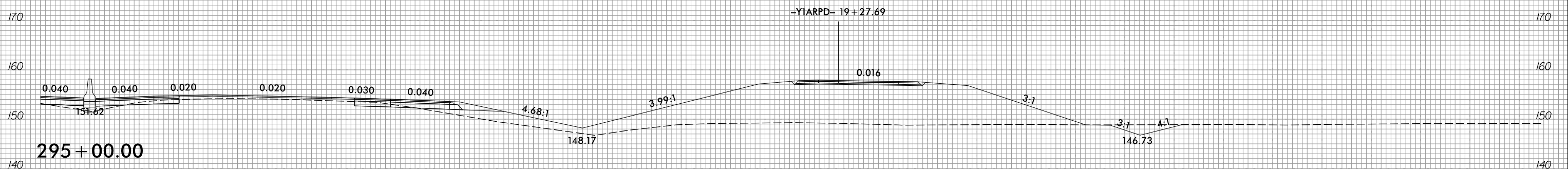
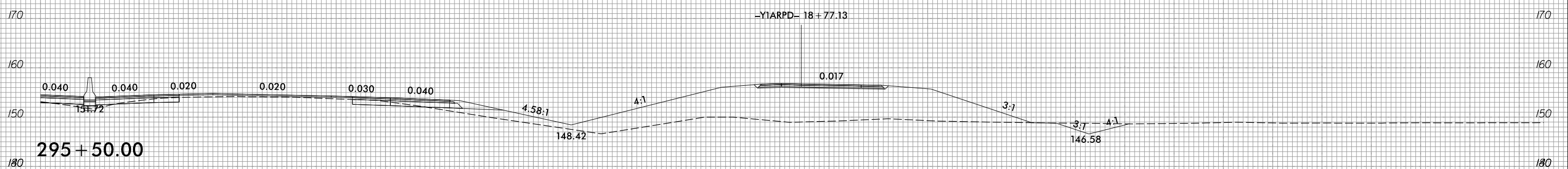
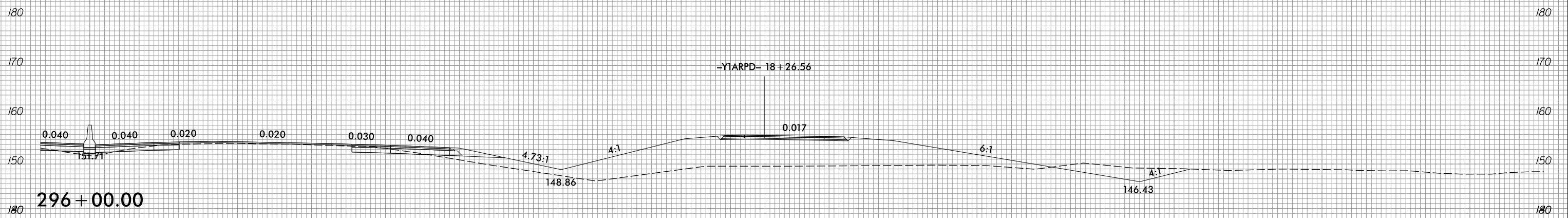


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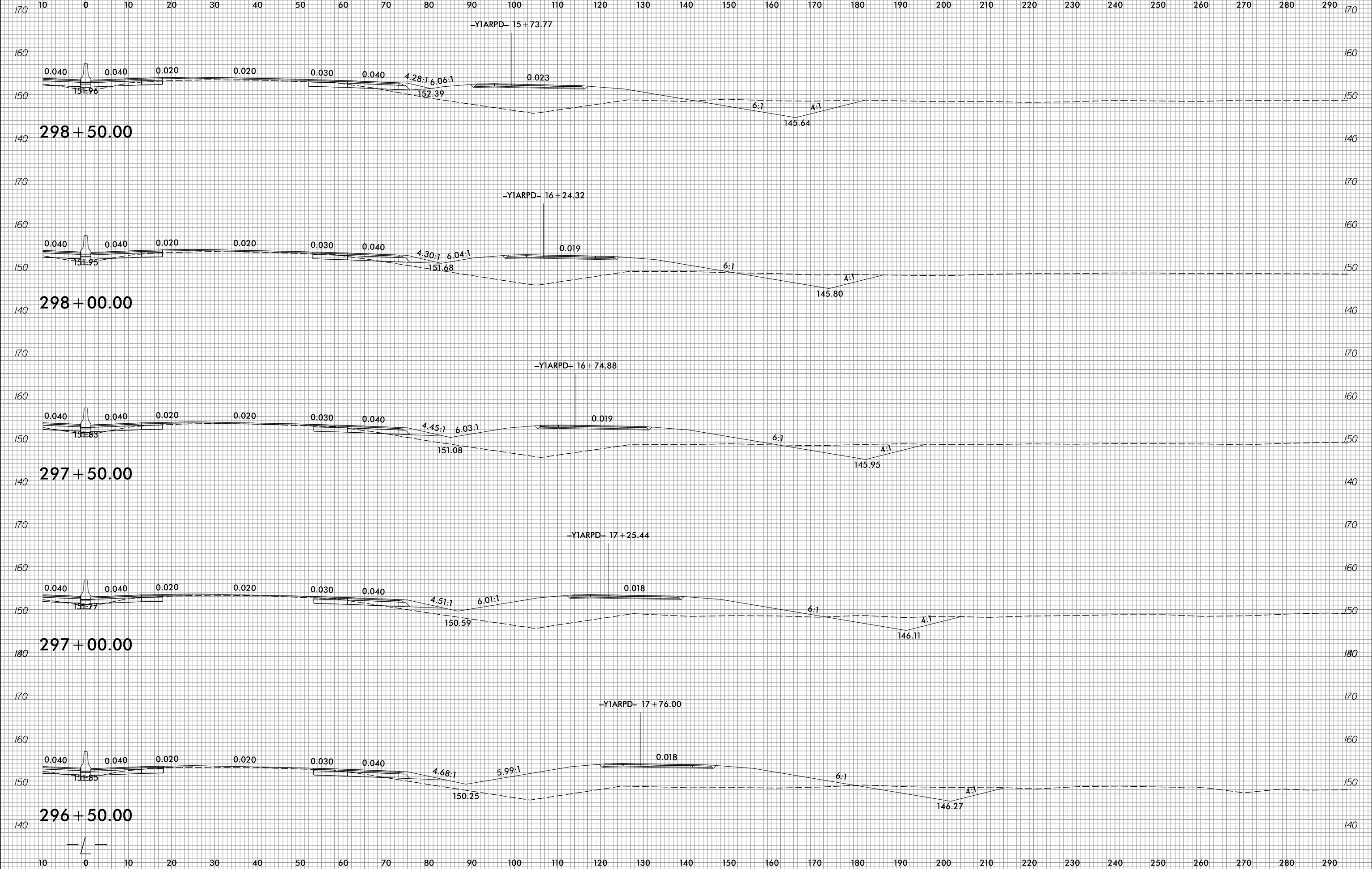
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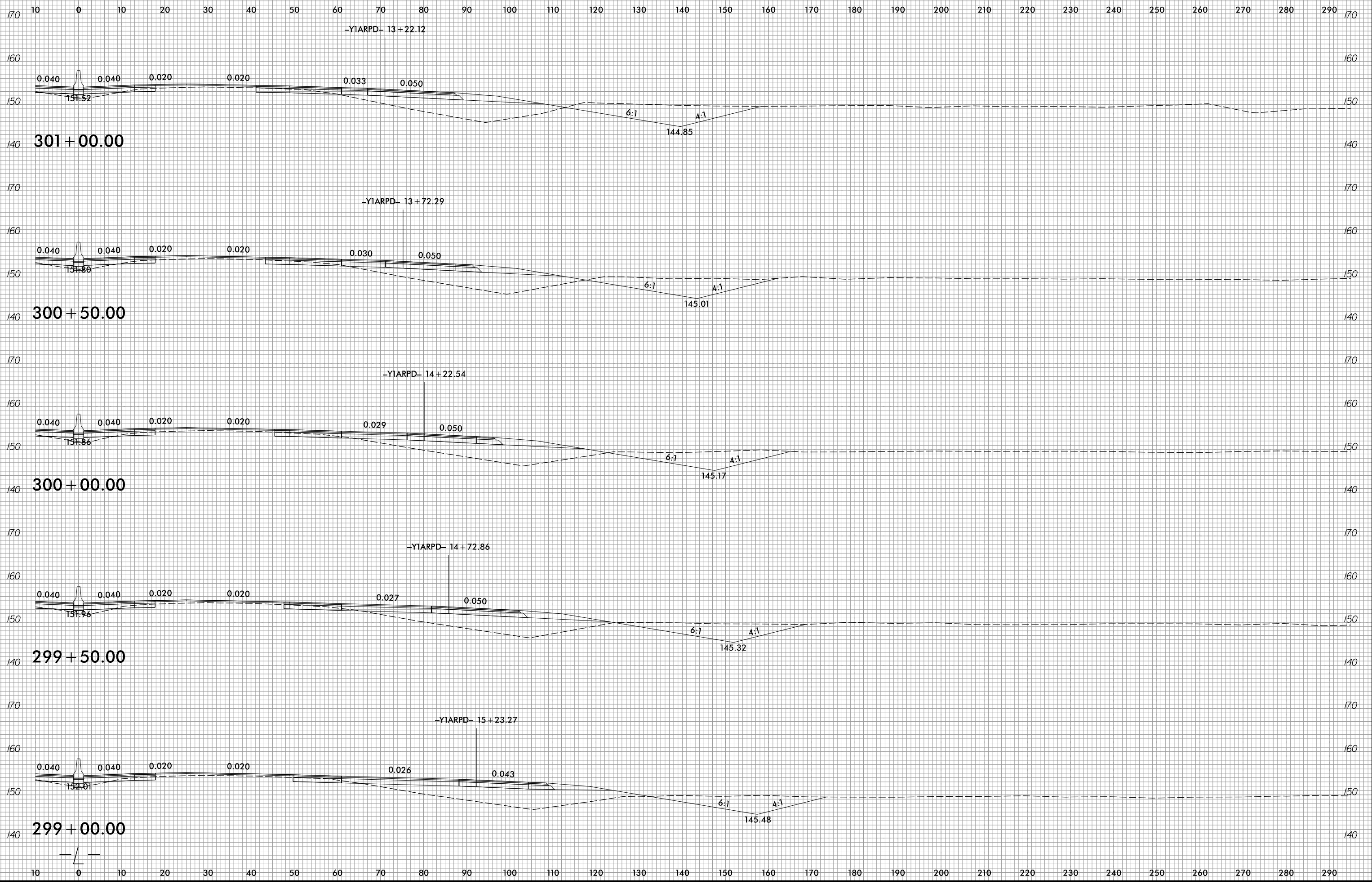
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I-5987A	X-245

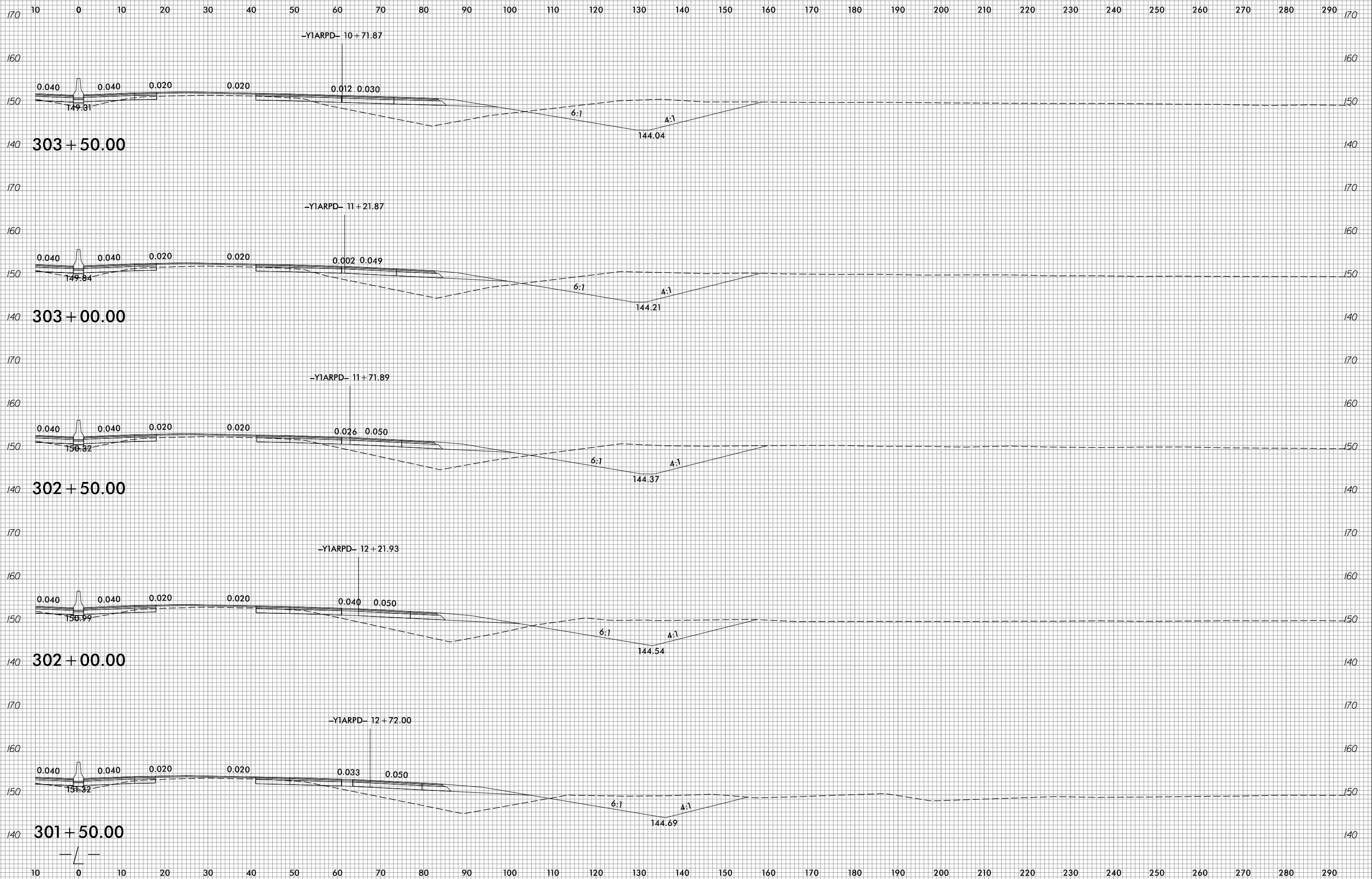


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-246

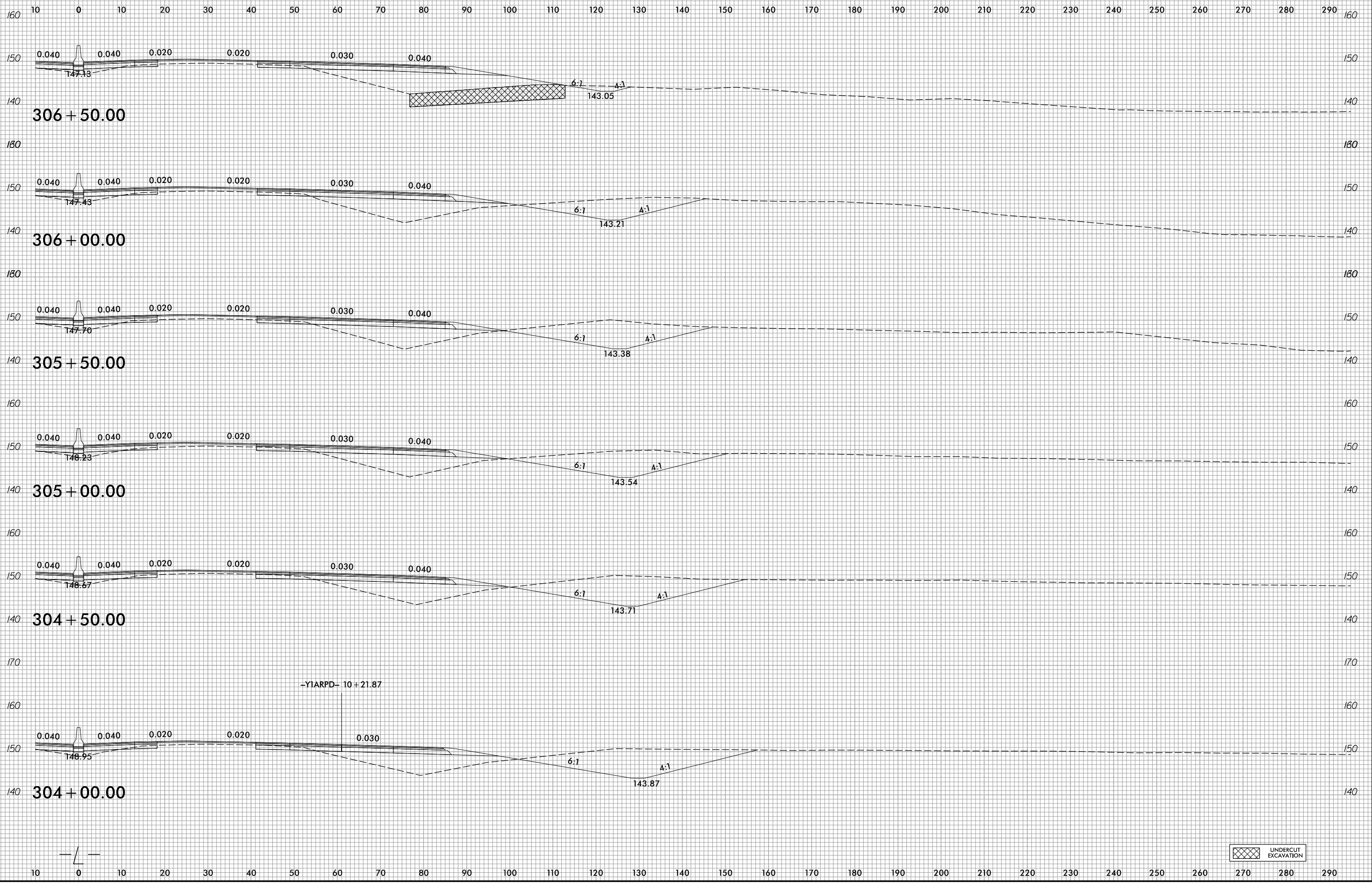




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I-5987A	X-248



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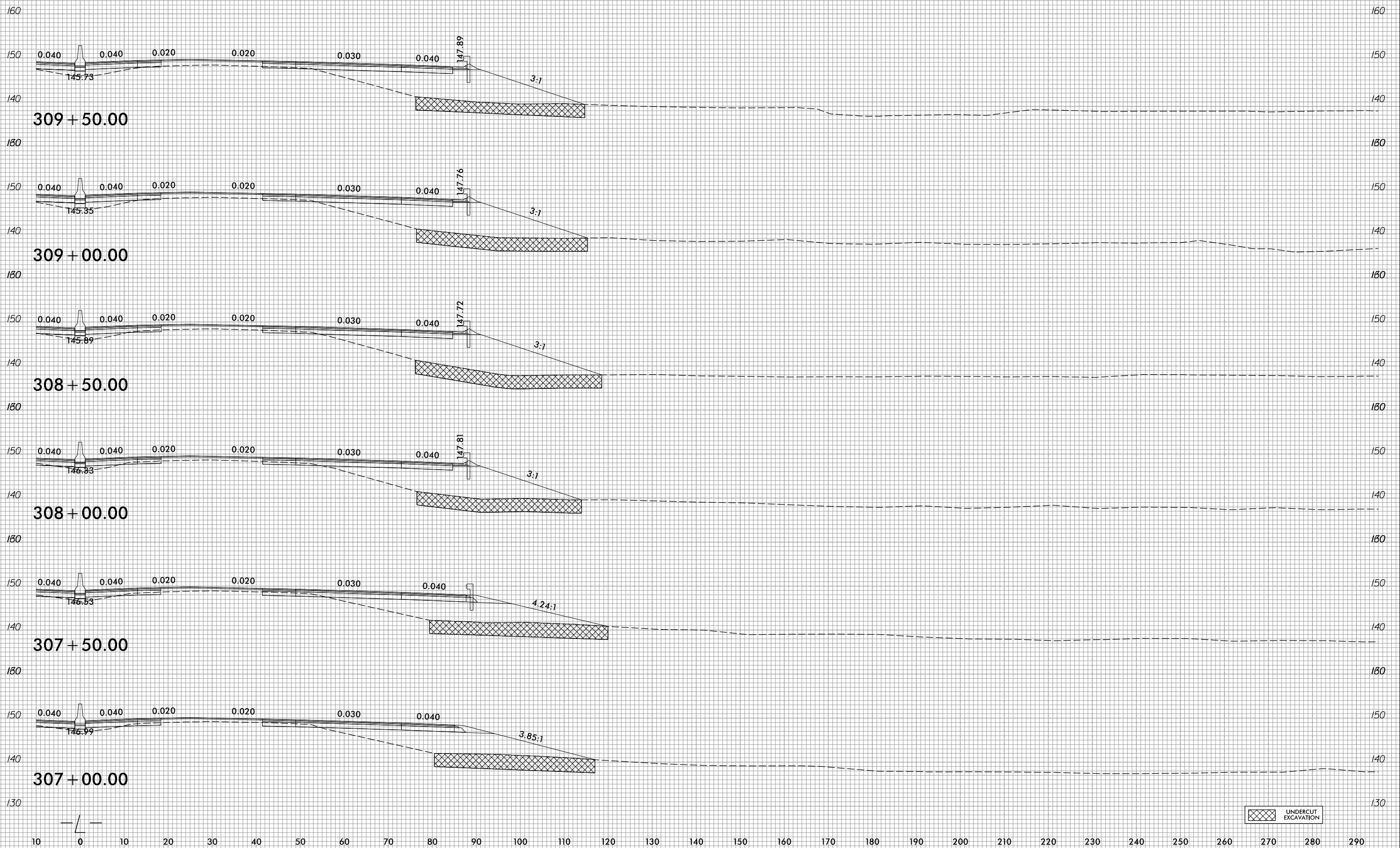
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-249

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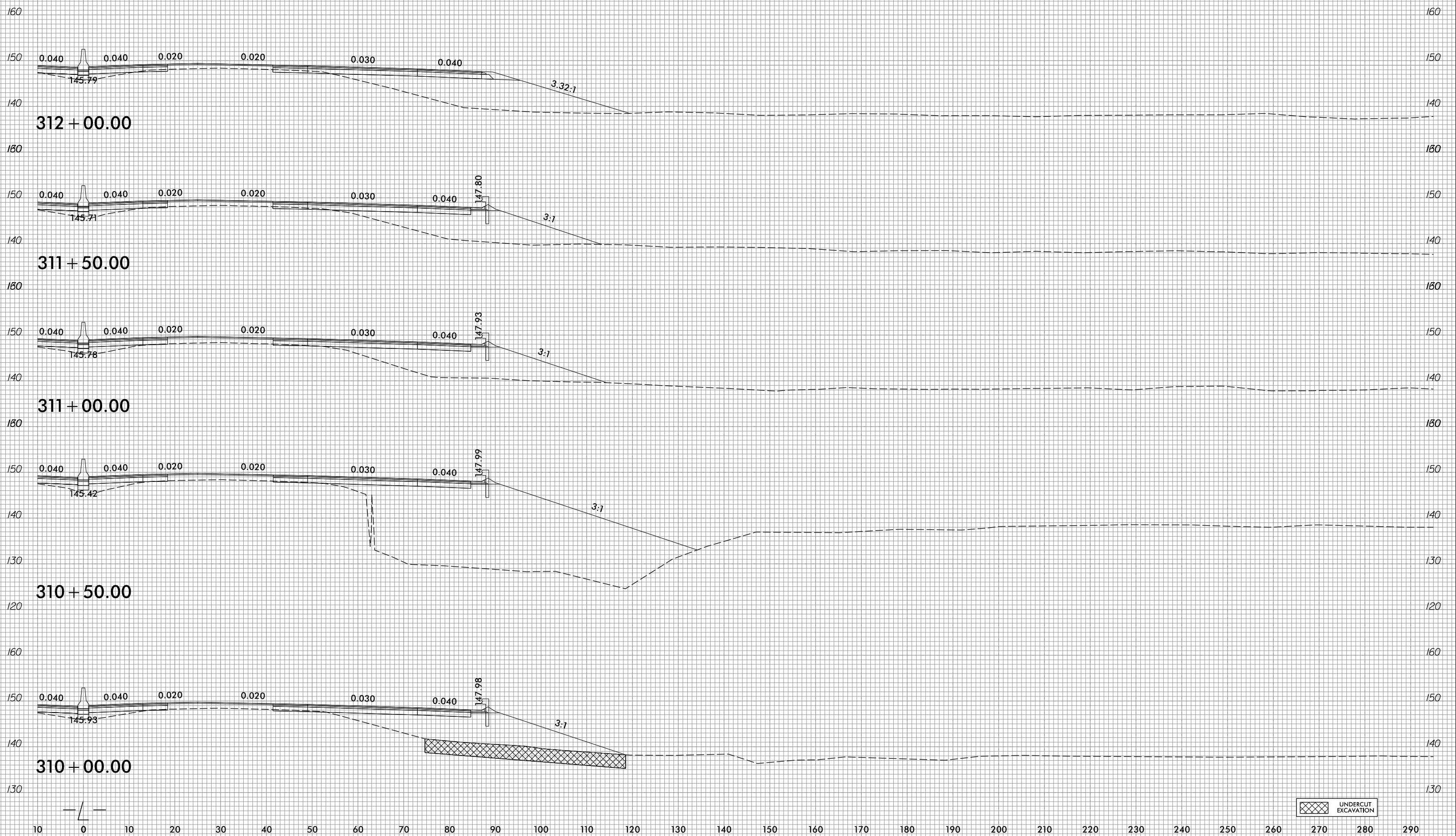


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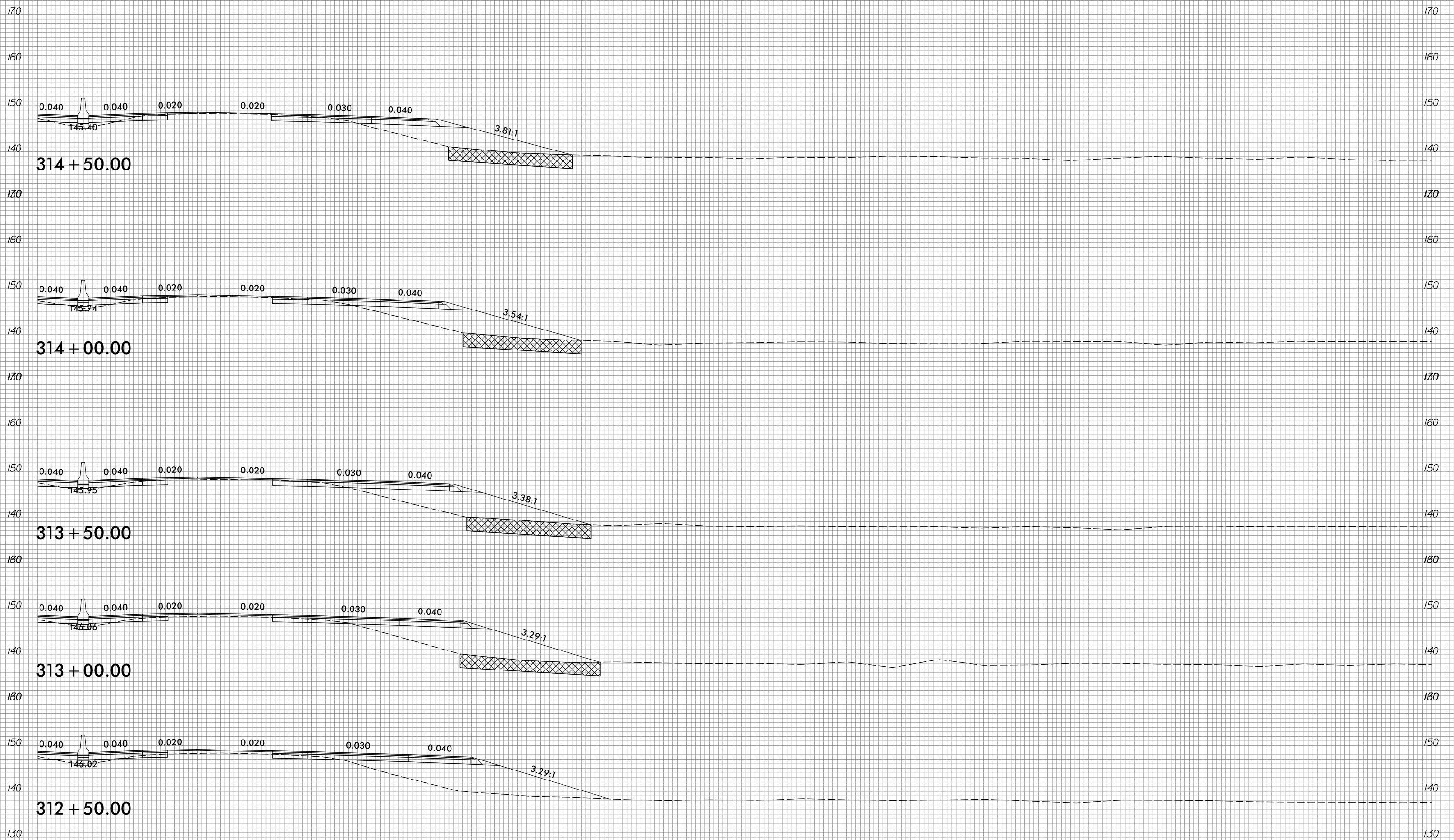
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UNDERCUT EXCAVATION



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



314 + 50.00

314 + 00.00

313 + 50.00

313 + 00.00

312 + 50.00

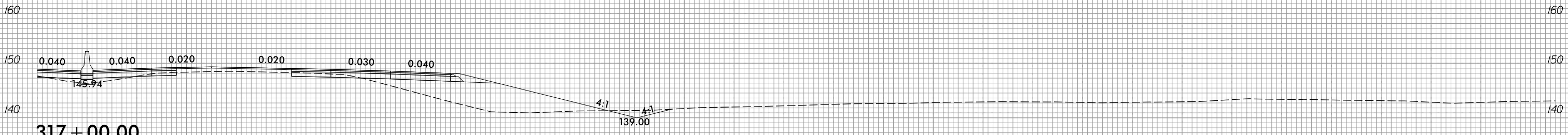


UNDERCUT EXCAVATION

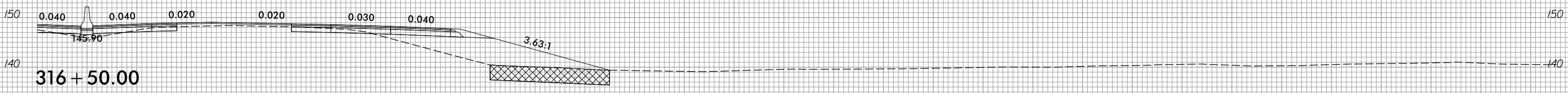


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-252

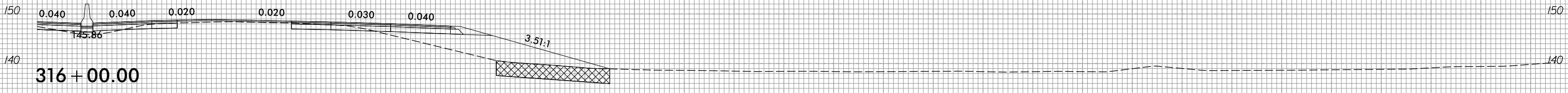
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



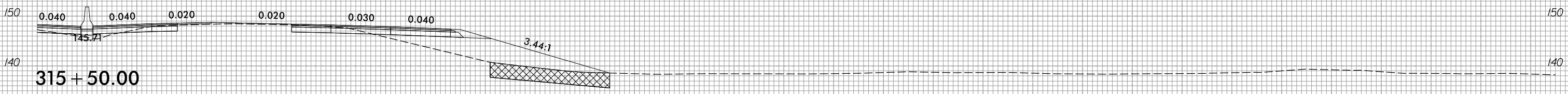
317 + 00.00



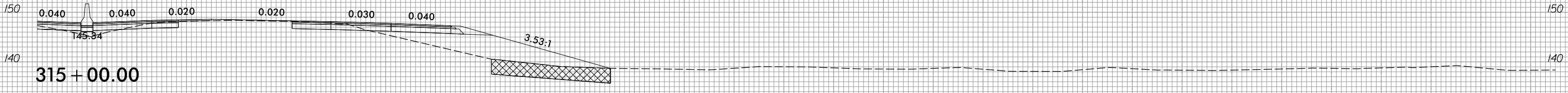
316 + 50.00



316 + 00.00



315 + 50.00



315 + 00.00

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



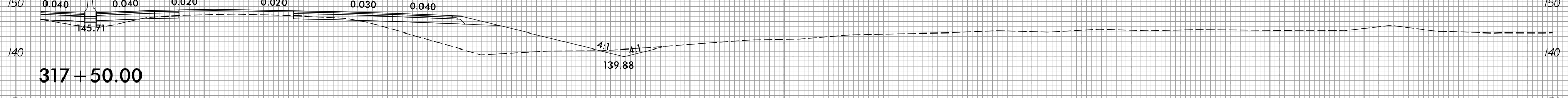
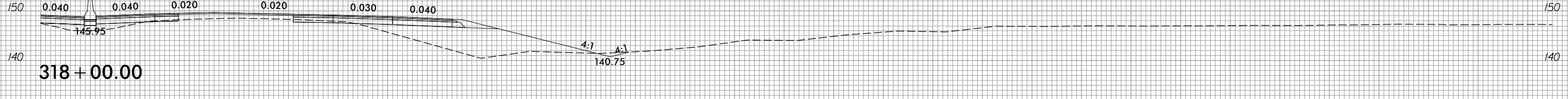
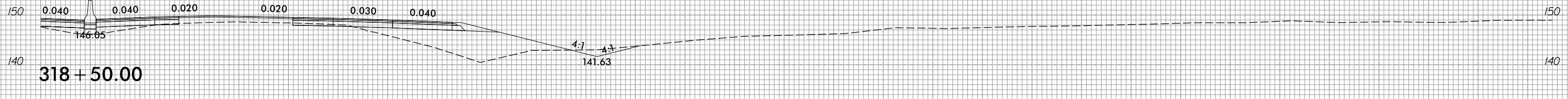
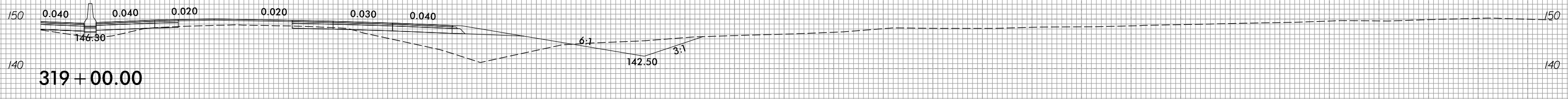
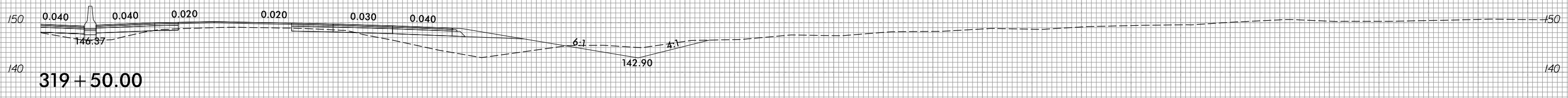
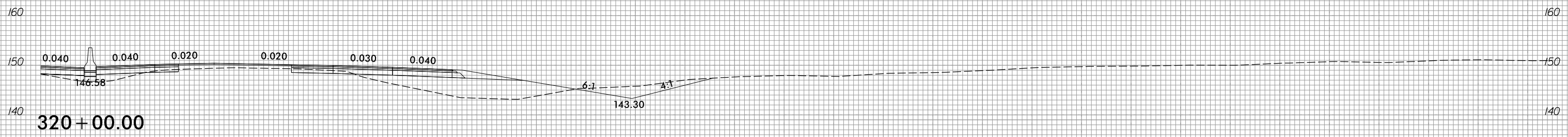
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-253

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

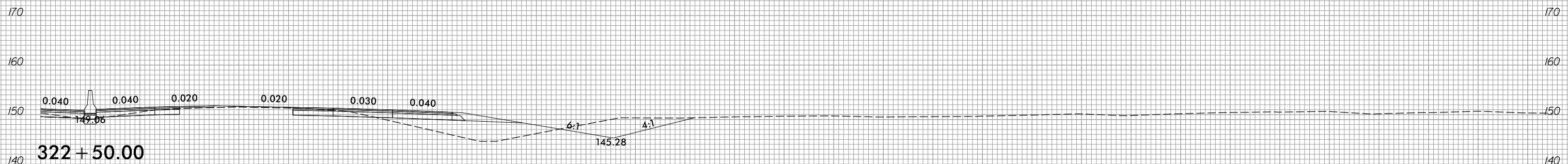
5/3/2022  
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David.Choi

6/23/16

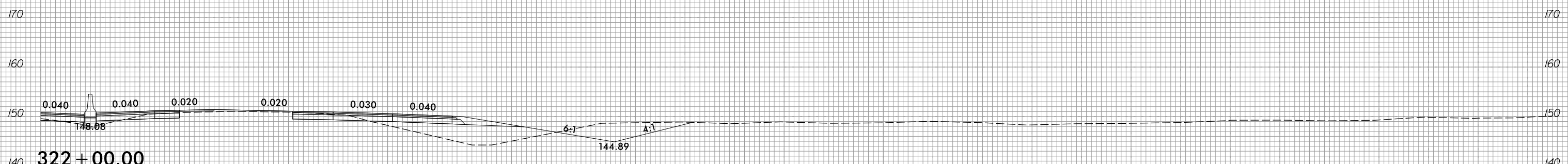


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-254

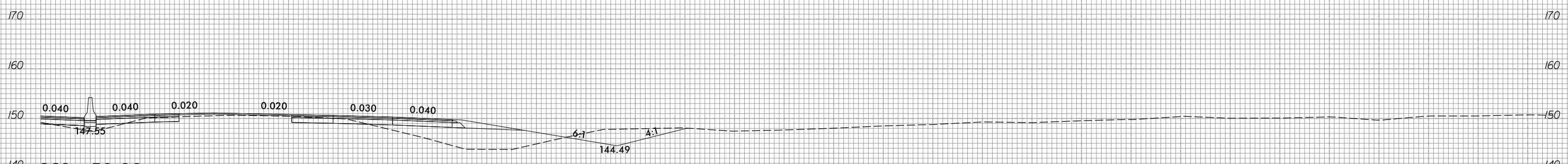
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



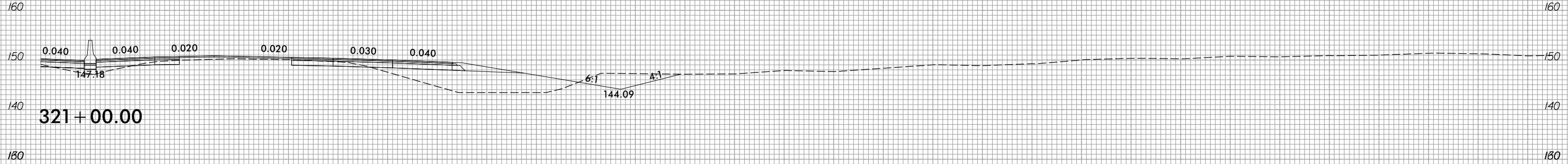
**322 + 50.00**



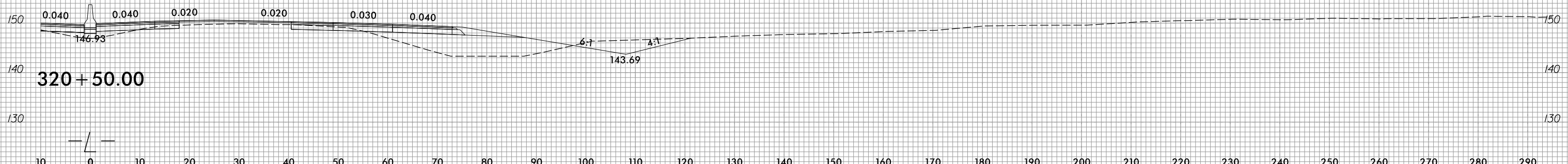
**322 + 00.00**



**321 + 50.00**



**321 + 00.00**



**320 + 50.00**

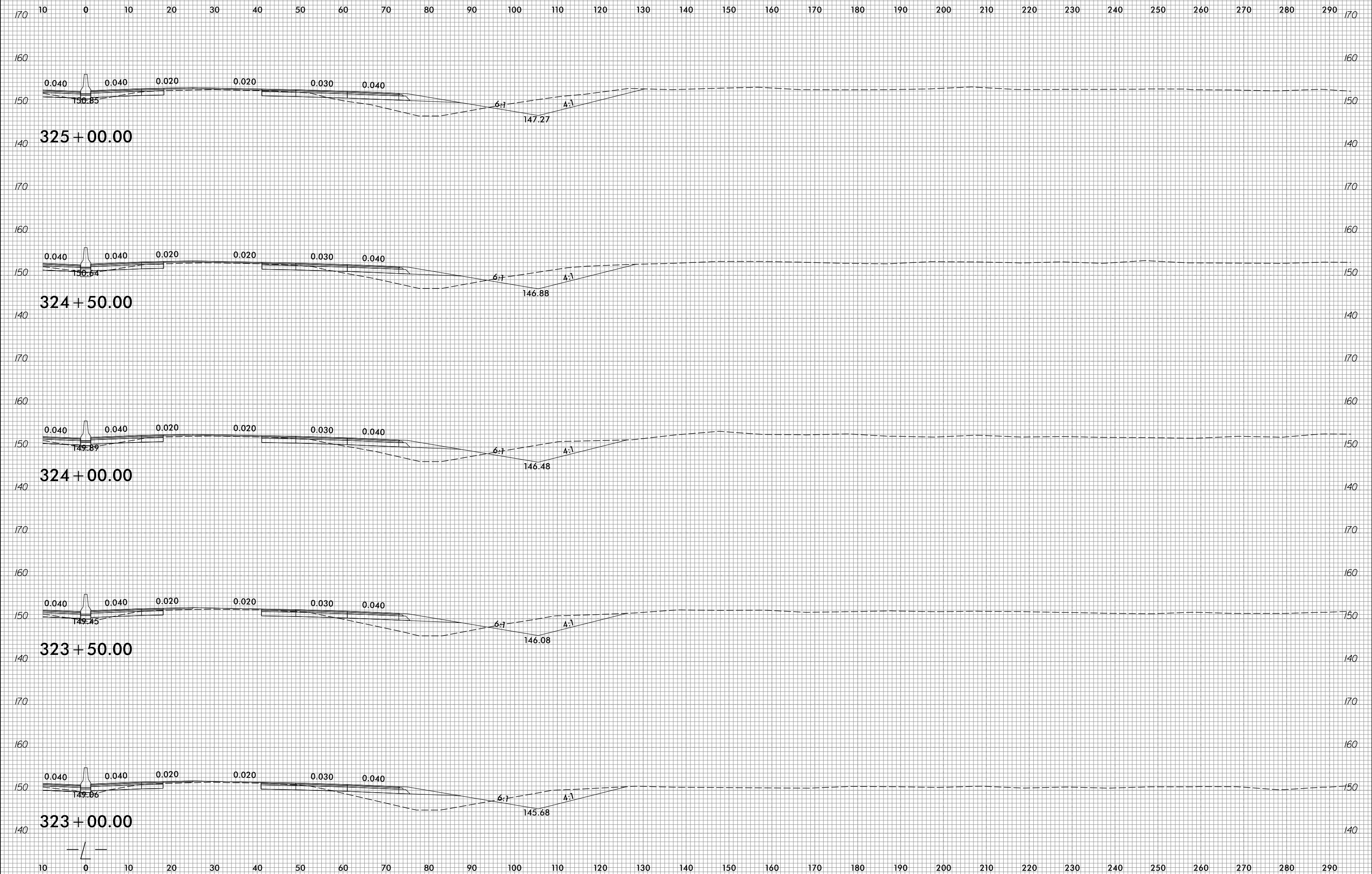
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-255

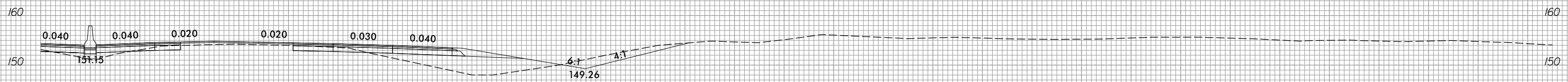


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 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_L\_RT.dgn  
 David Choi

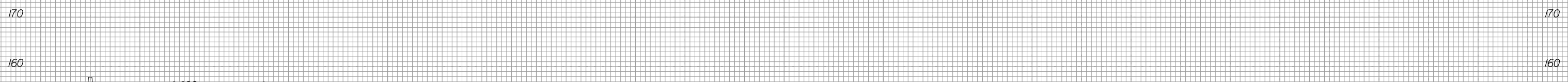


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-256

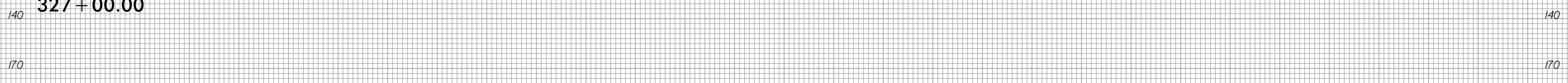
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



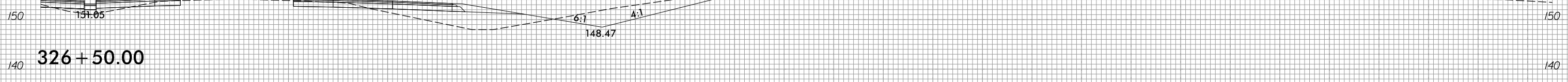
**327 + 50.00**



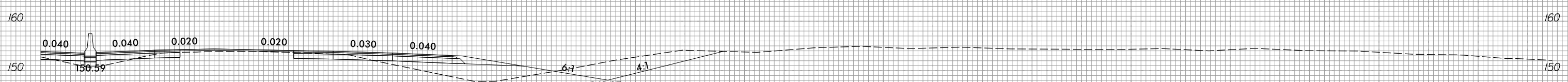
**327 + 00.00**



**326 + 50.00**



**326 + 00.00**



**325 + 50.00**

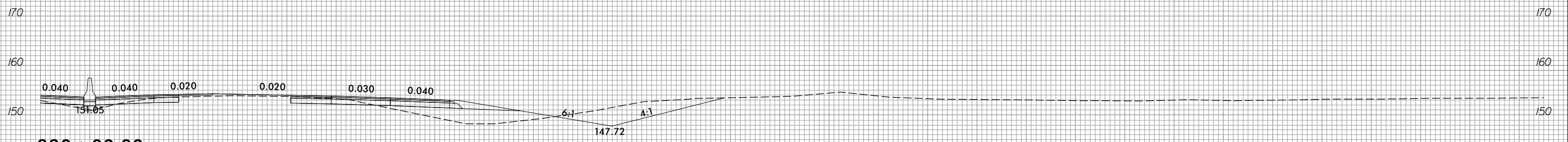
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

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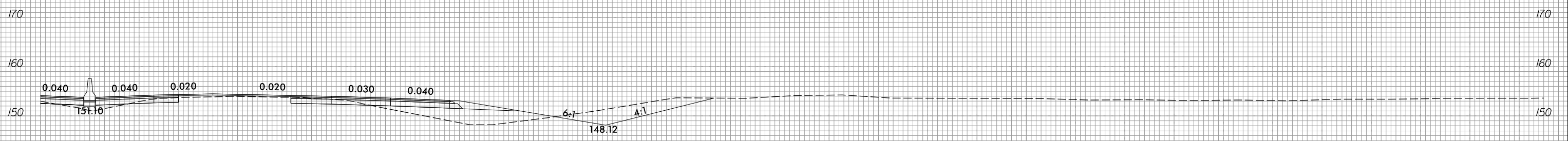


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-257

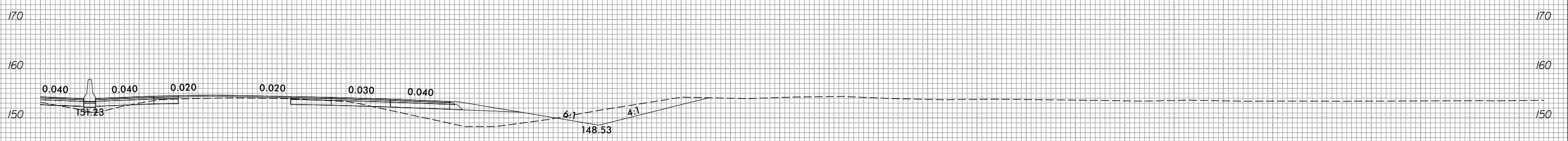
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



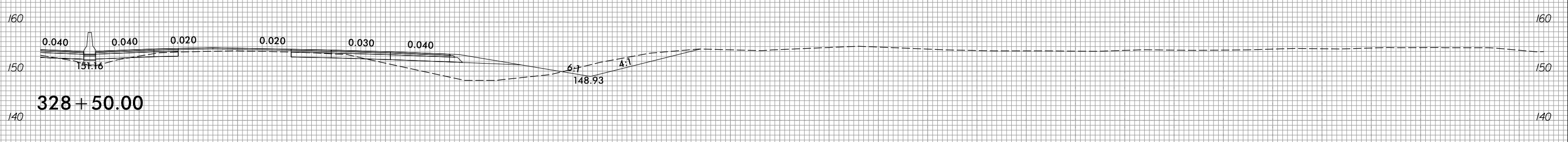
330 + 00.00



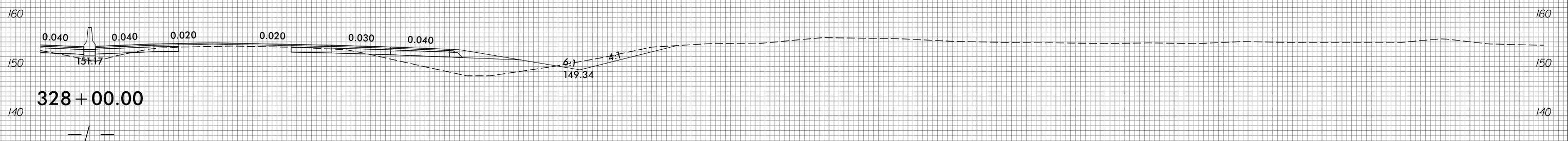
329 + 50.00



329 + 00.00



328 + 50.00



328 + 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

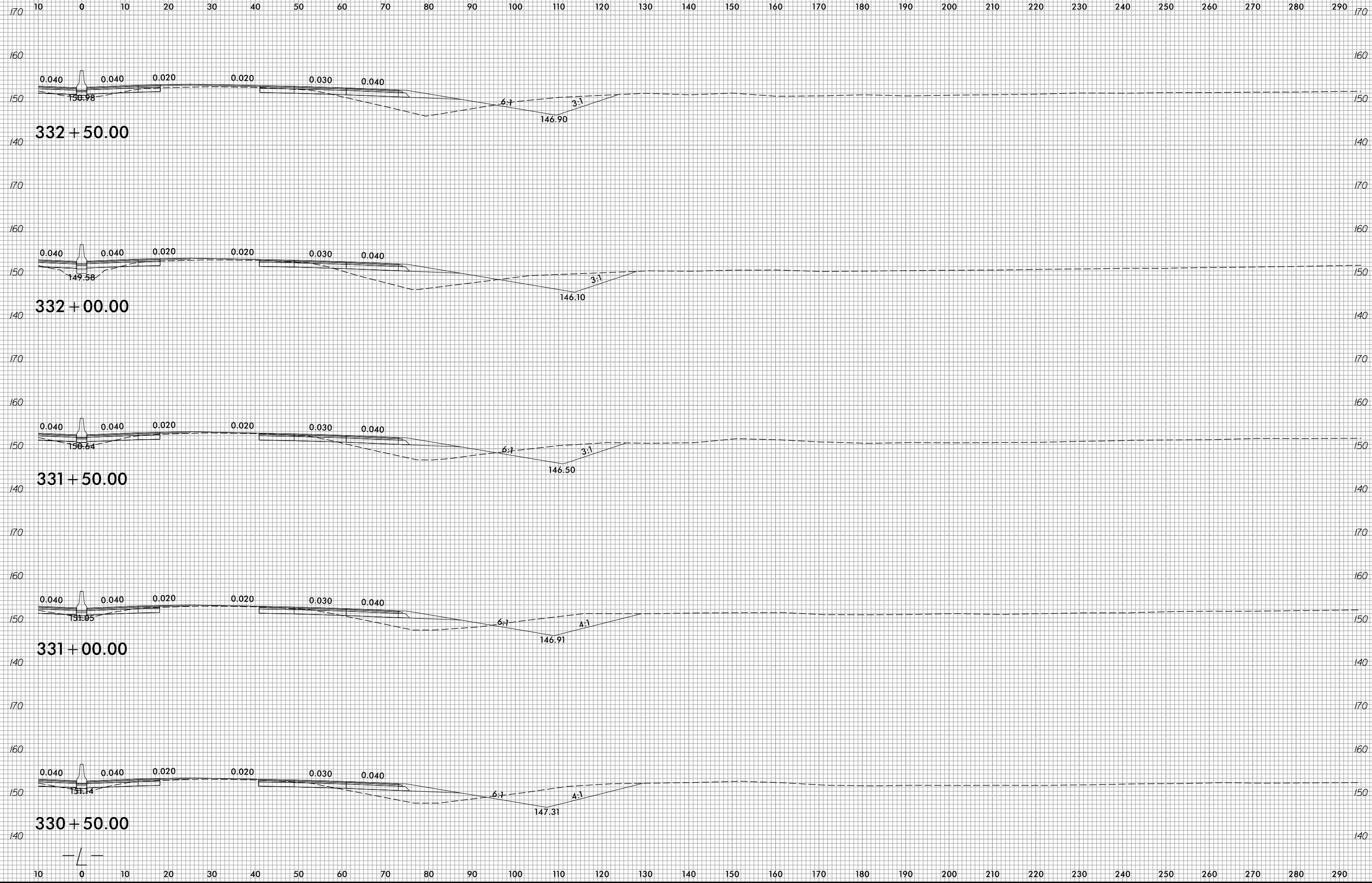
5/3/2022  
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PROJ. REFERENCE NO.  
I-5987A

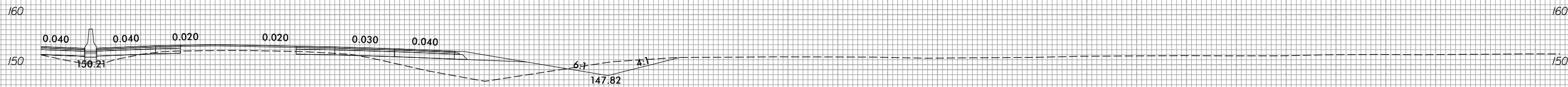
SHEET NO.  
X-258



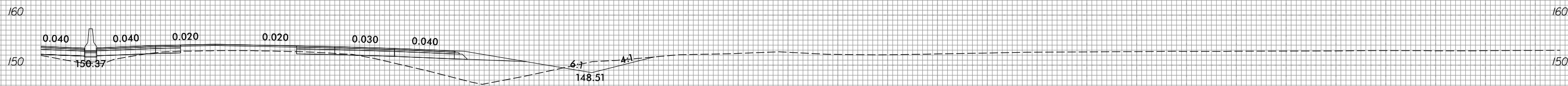
5/3/2022  
R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_L\_RT.dgn  
David.Choi



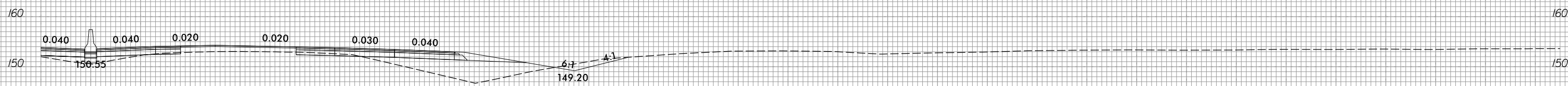
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



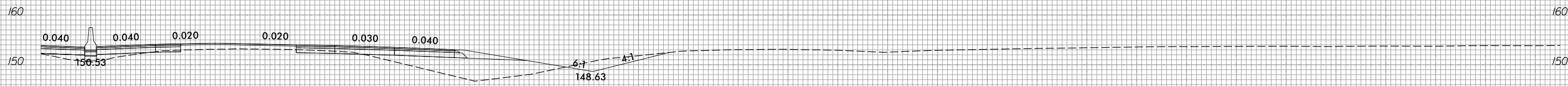
335 + 50.00



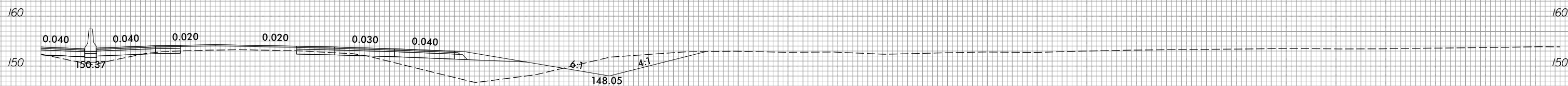
335 + 00.00



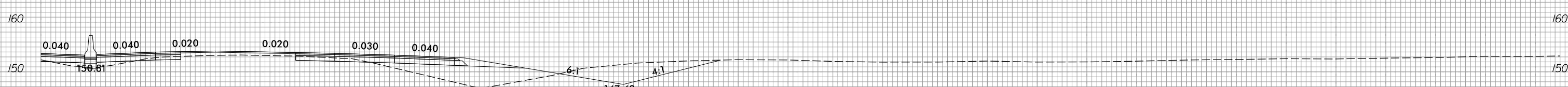
334 + 50.00



334 + 00.00



333 + 50.00

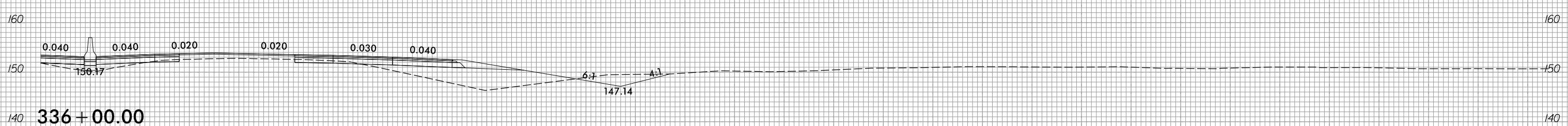
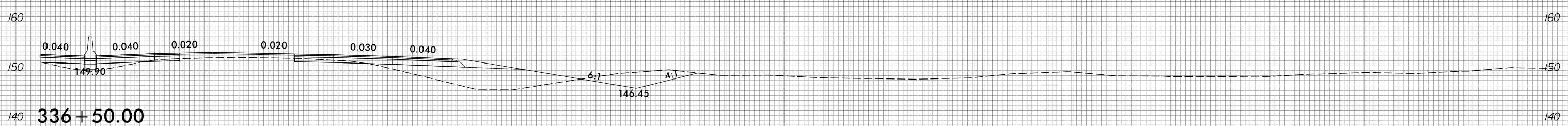
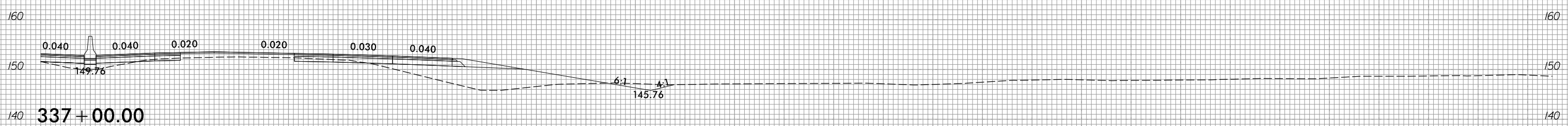
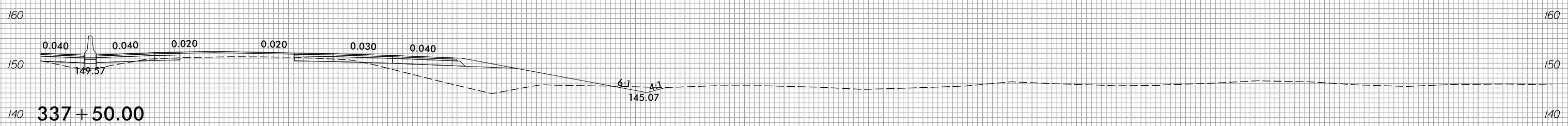
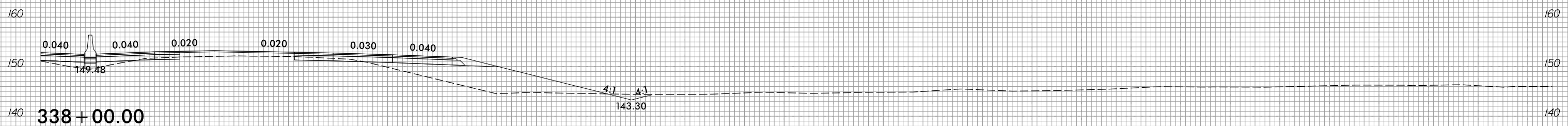
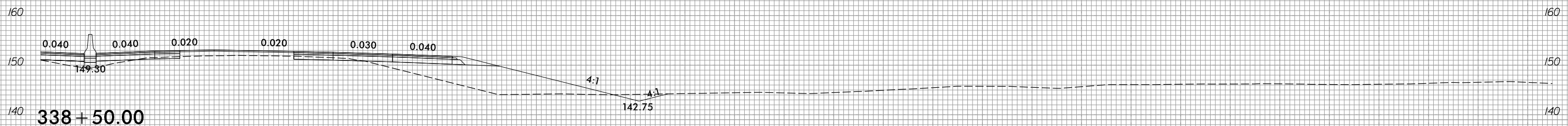


333 + 00.00

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

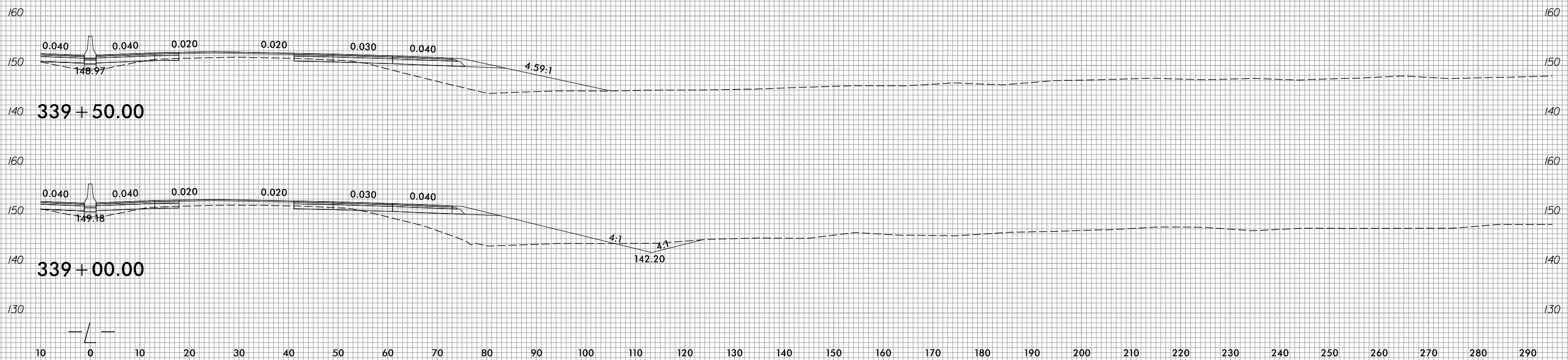


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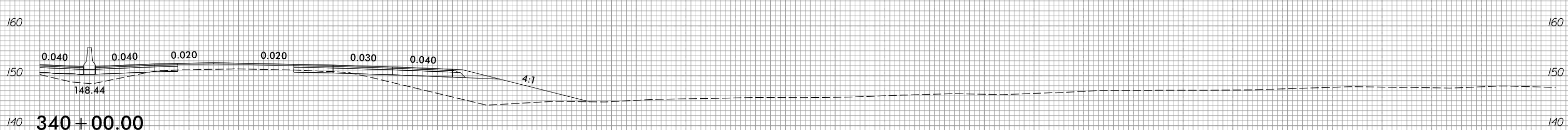
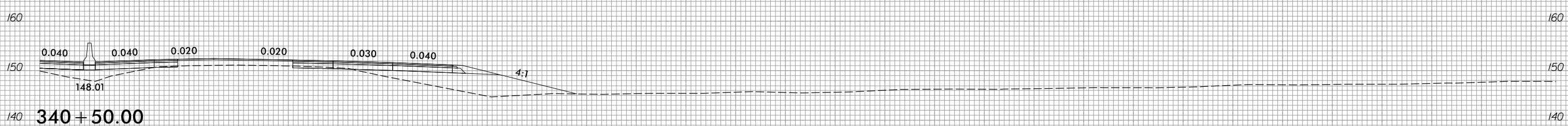
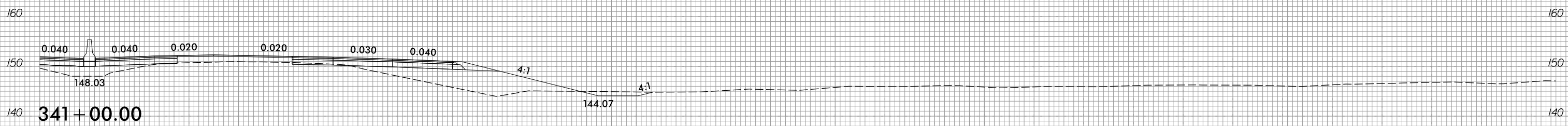
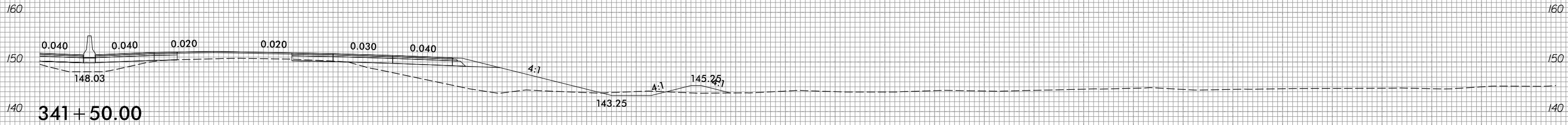
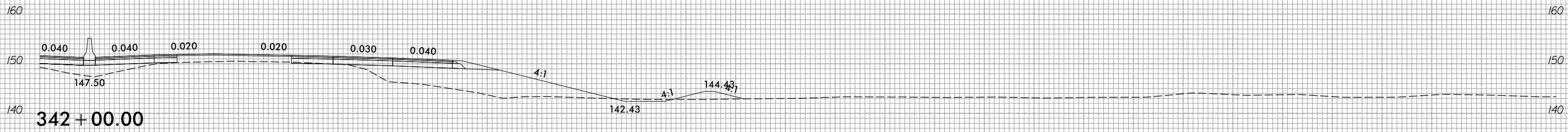
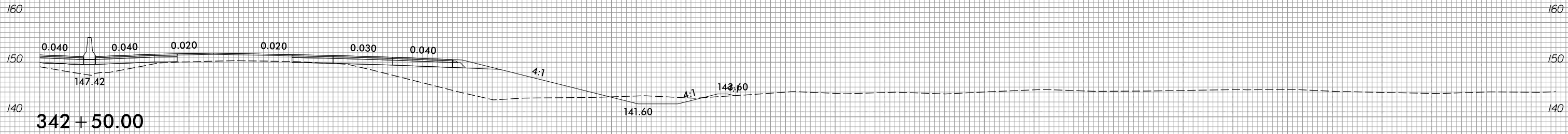
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-261

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

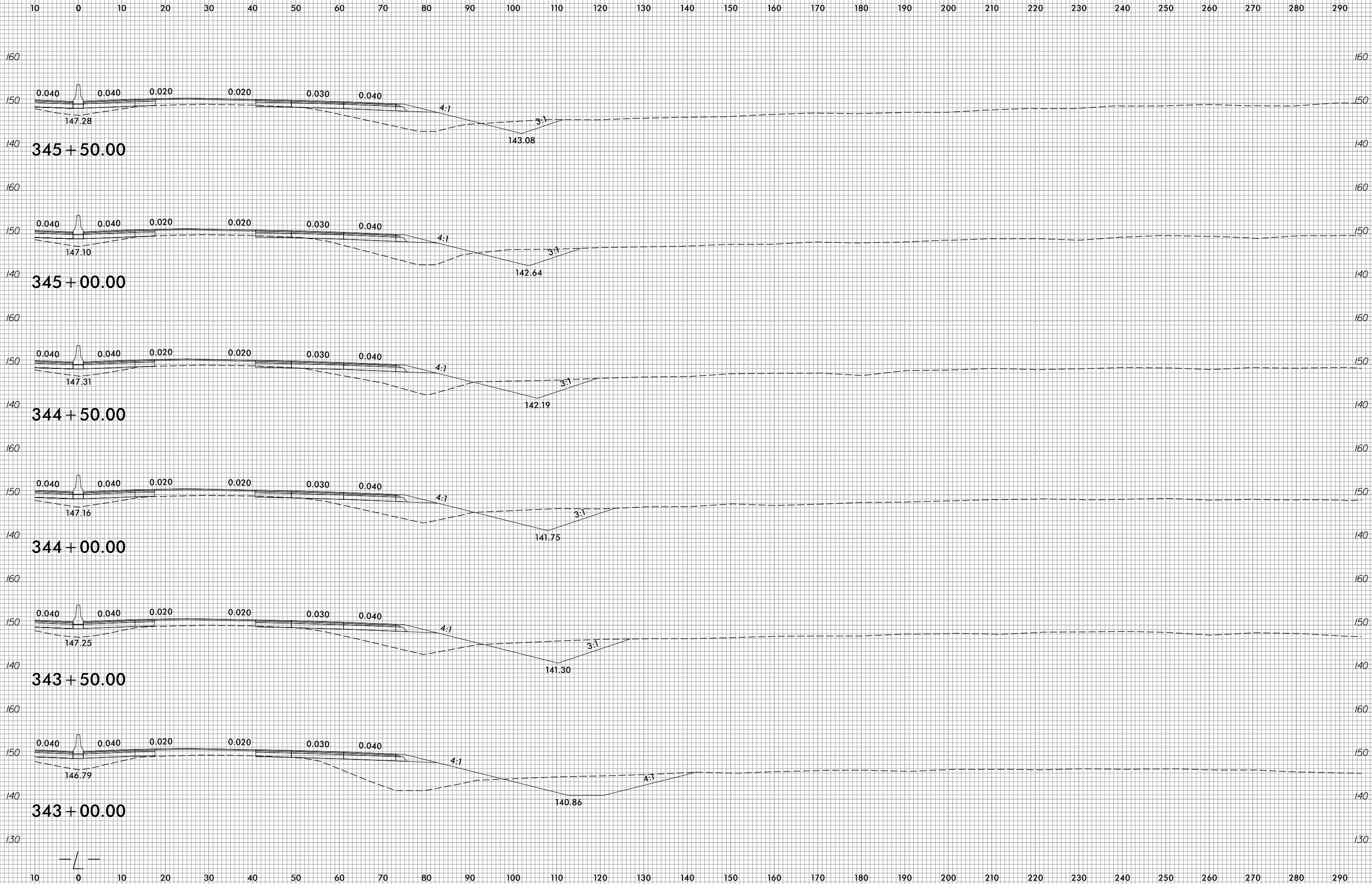


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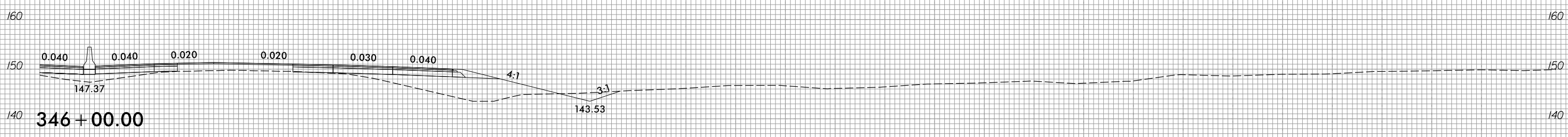
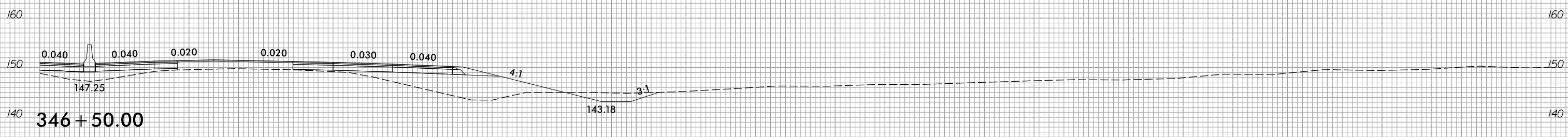
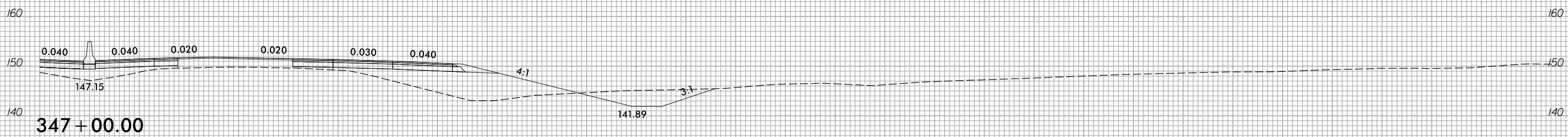
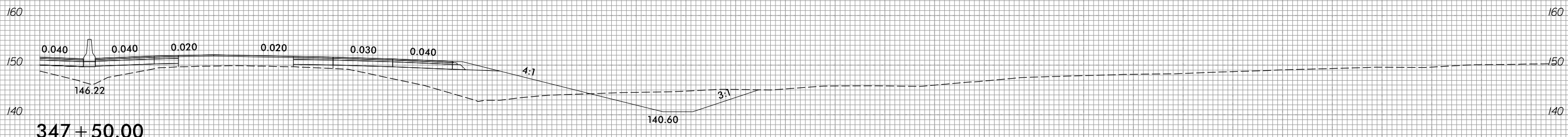
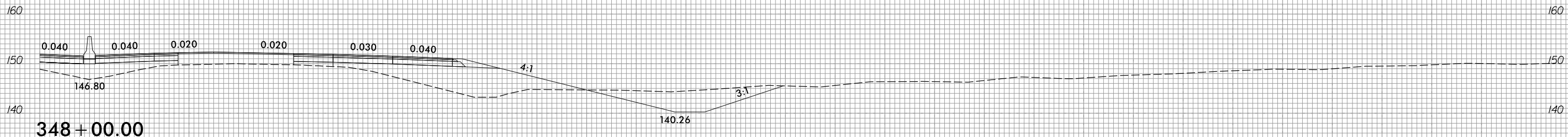
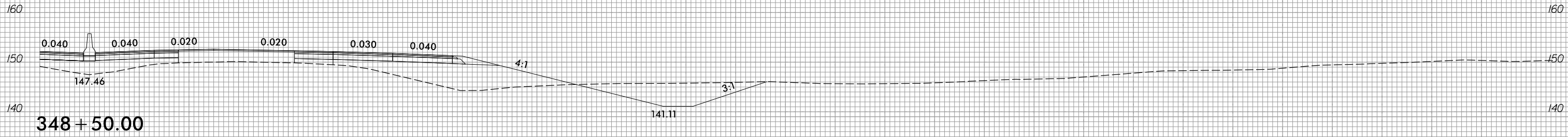
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



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

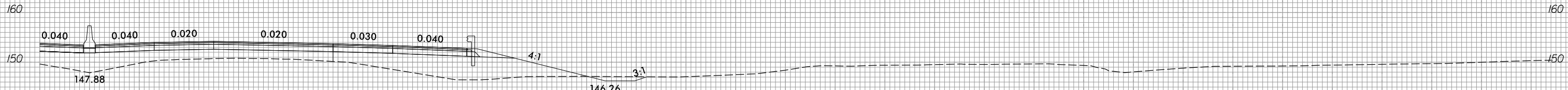


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

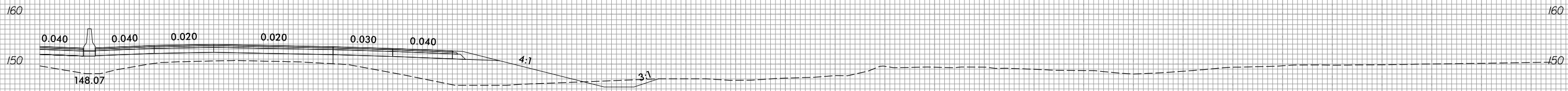


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

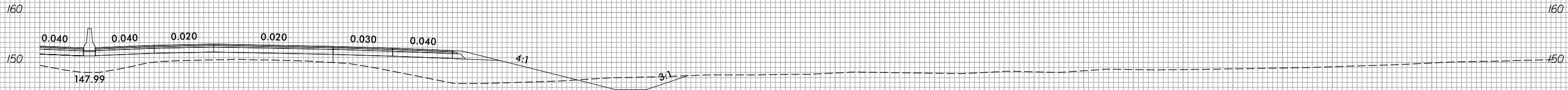
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



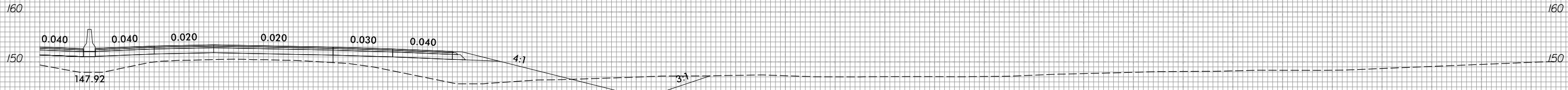
**351 + 50.00**



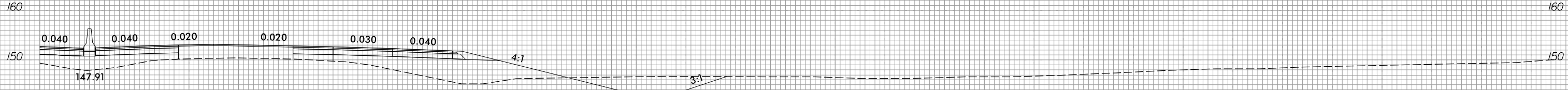
**351 + 00.00**



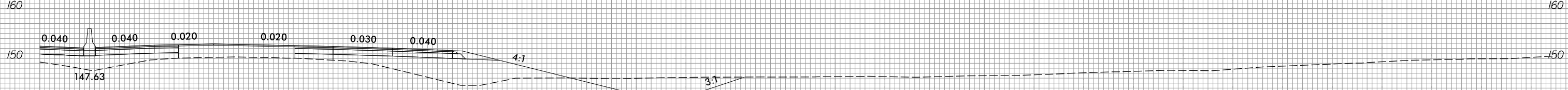
**350 + 50.00**



**350 + 00.00**



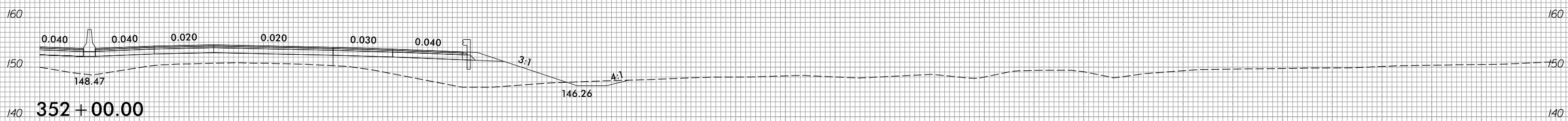
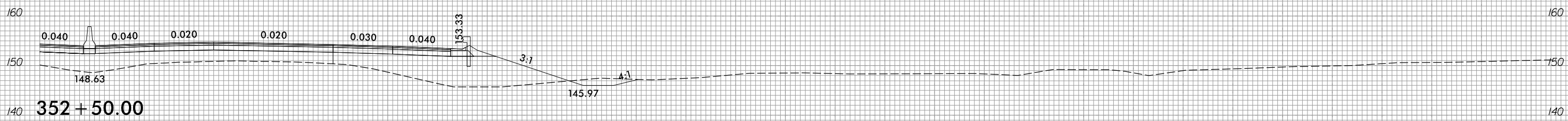
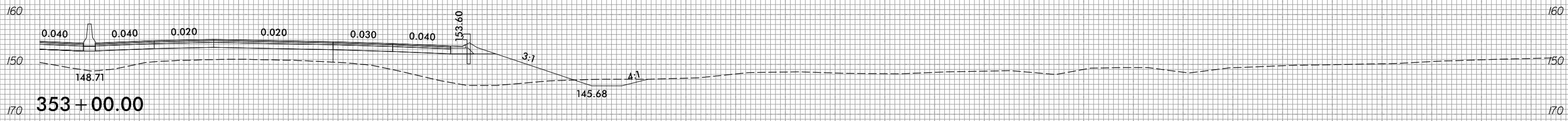
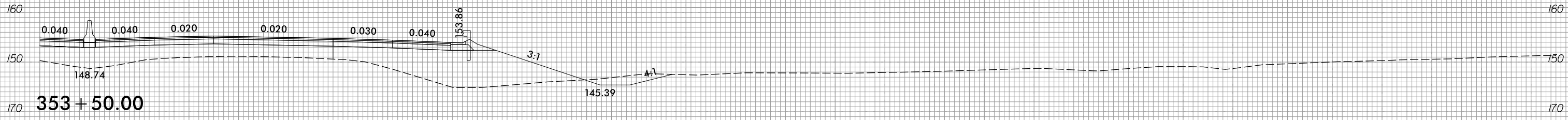
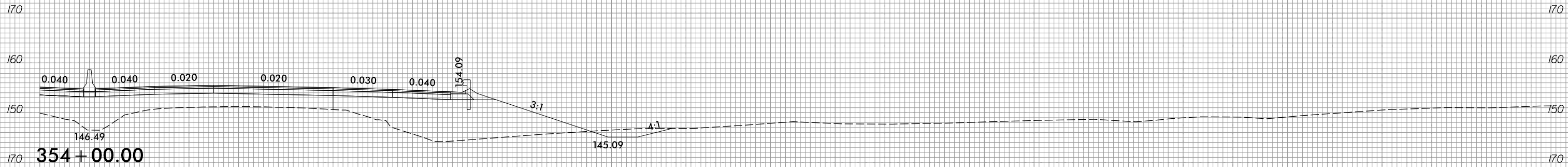
**349 + 50.00**



**349 + 00.00**

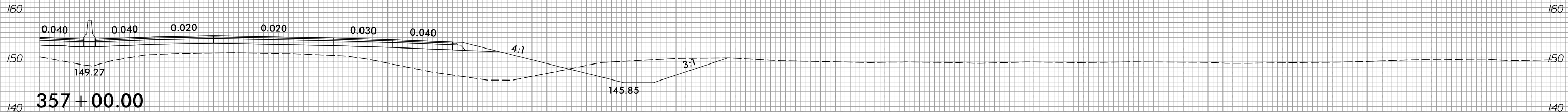
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

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

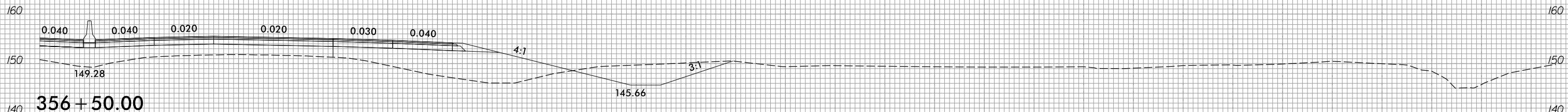


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

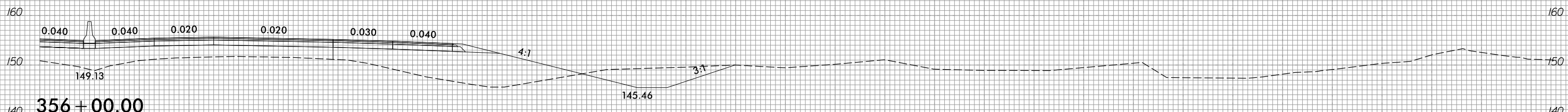
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



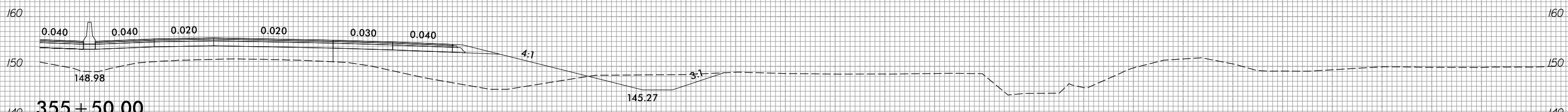
357 + 00.00



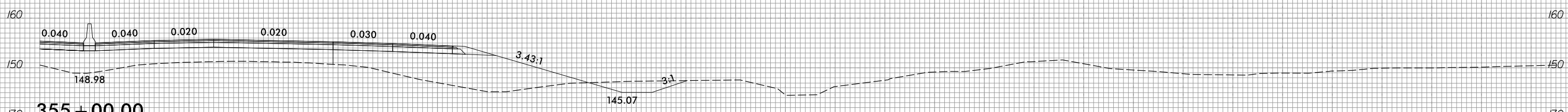
356 + 50.00



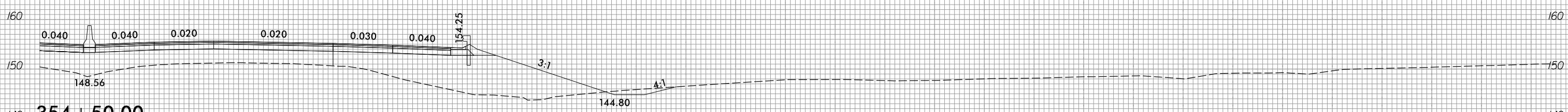
356 + 00.00



355 + 50.00



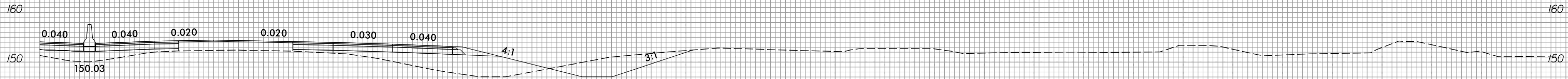
355 + 00.00



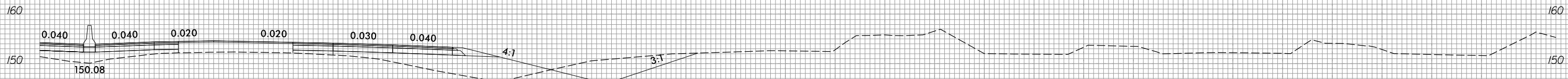
354 + 50.00

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

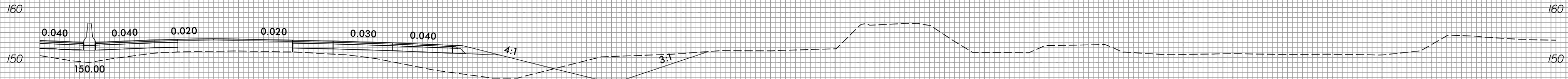
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



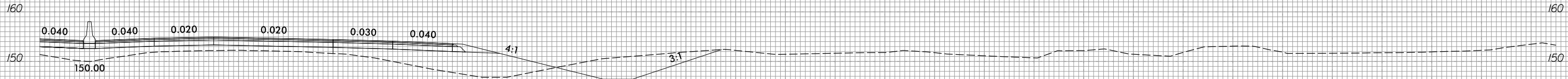
**360 + 00.00**



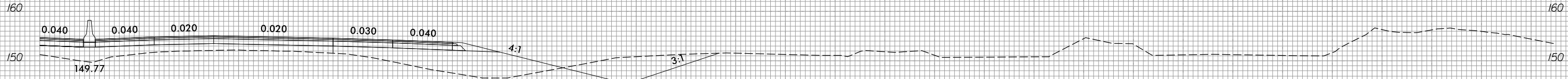
**359 + 50.00**



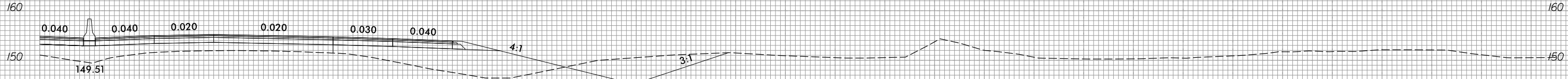
**359 + 00.00**



**358 + 50.00**



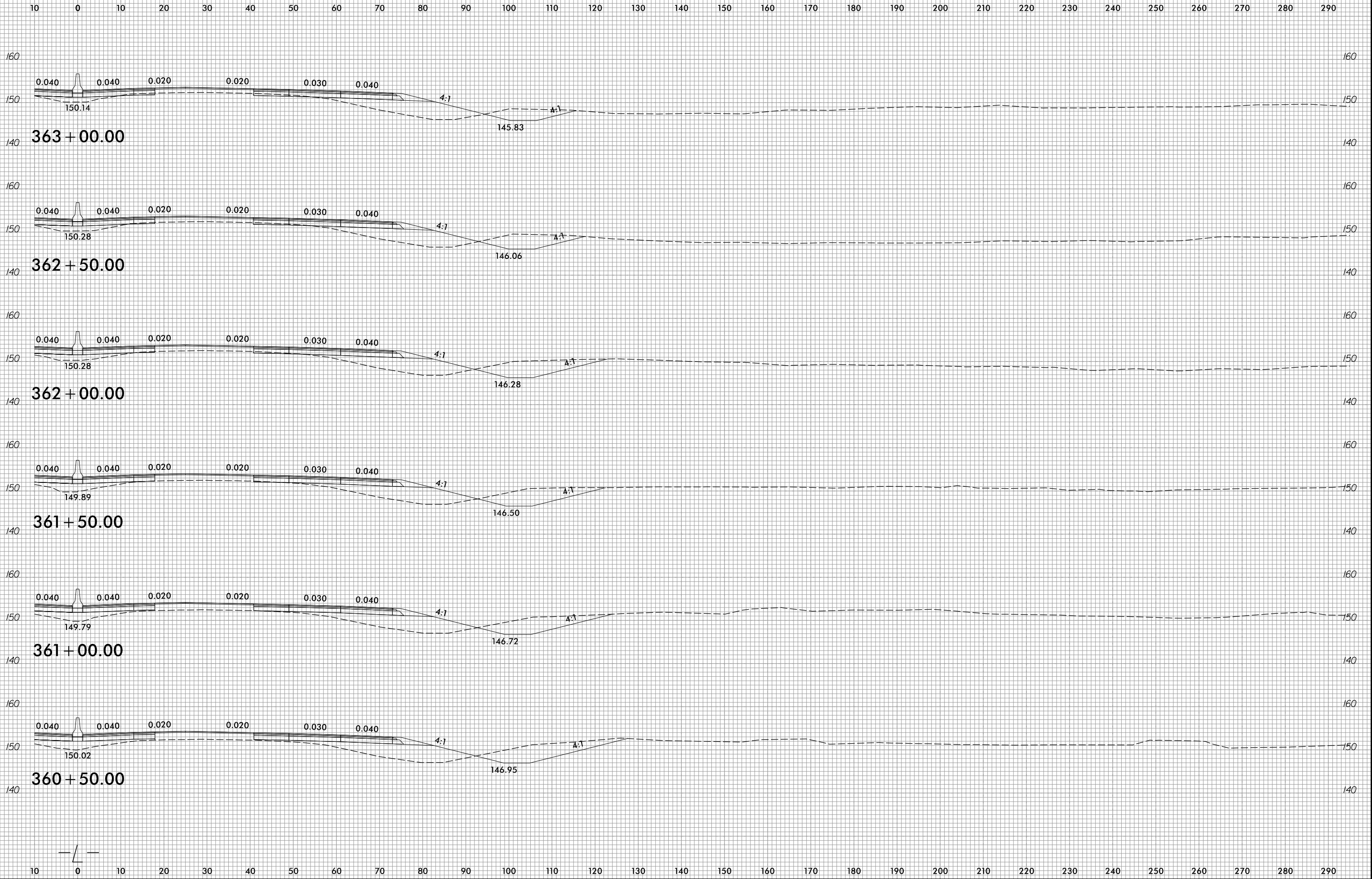
**358 + 00.00**



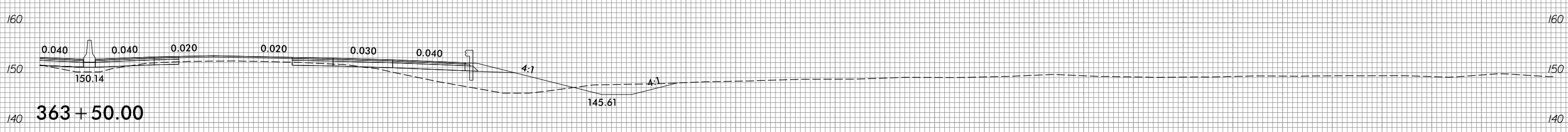
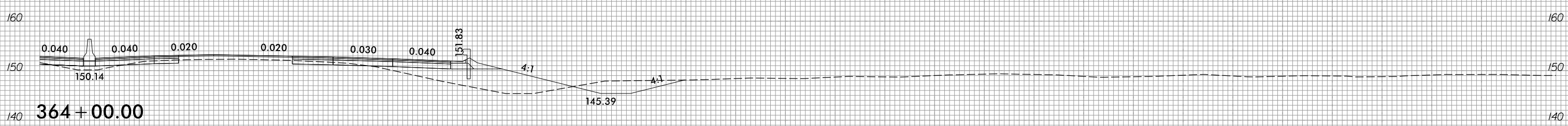
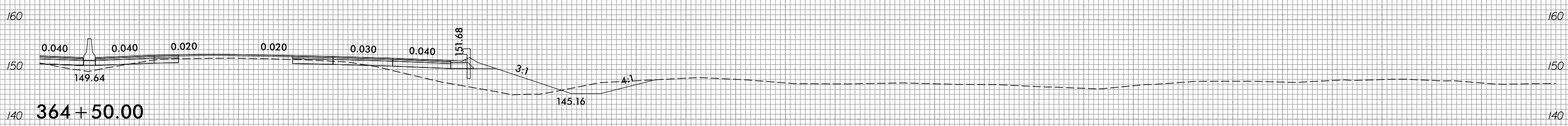
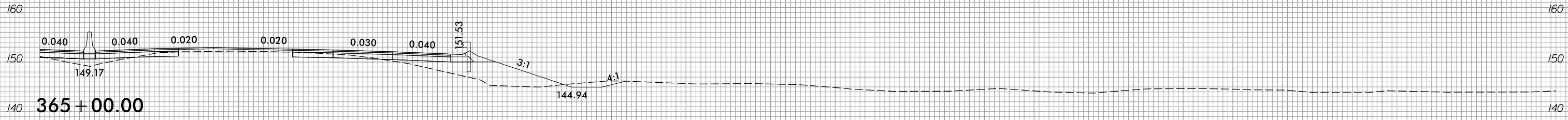
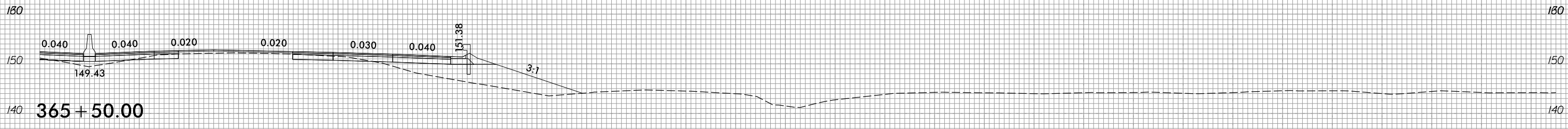
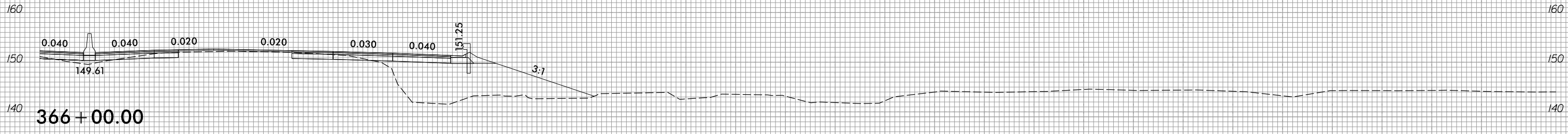
**357 + 50.00**

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

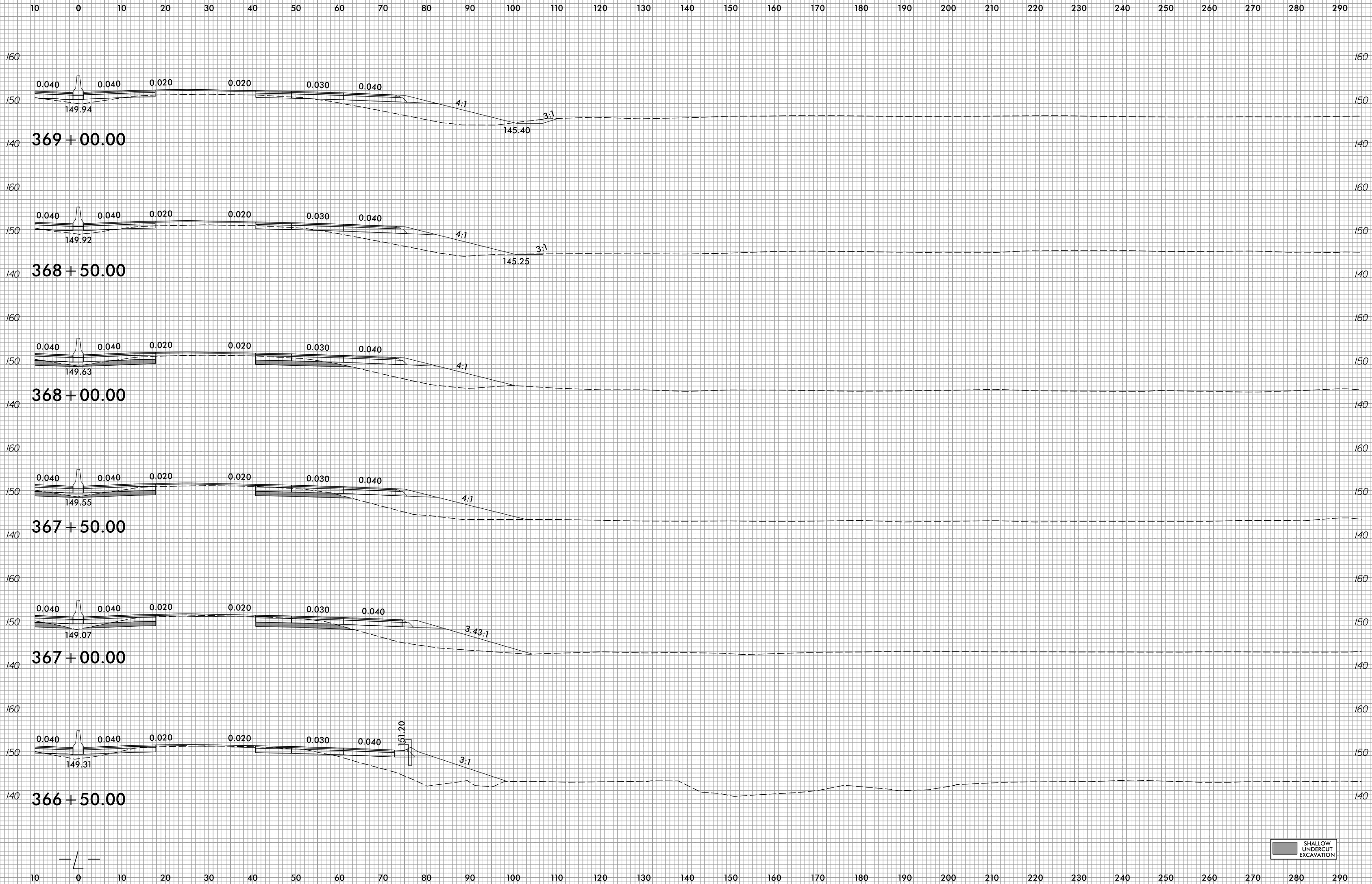




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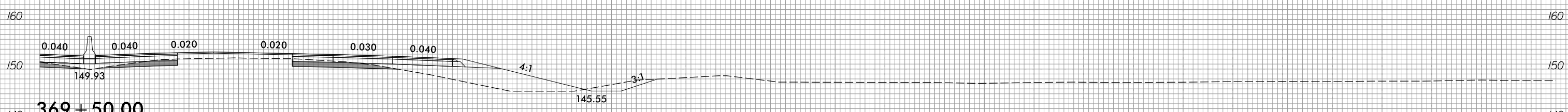
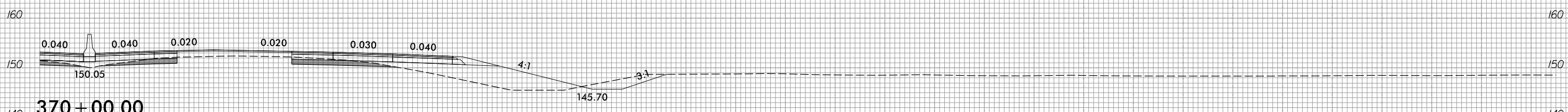
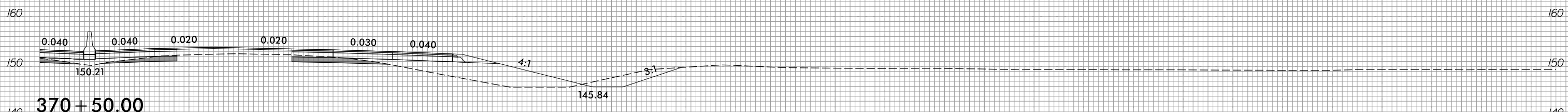
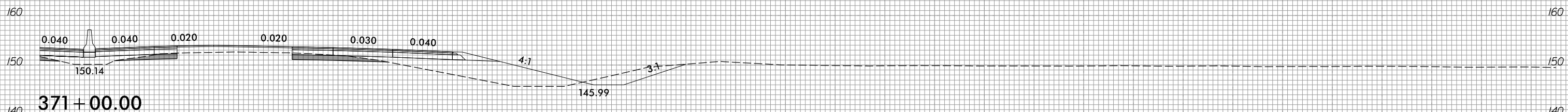
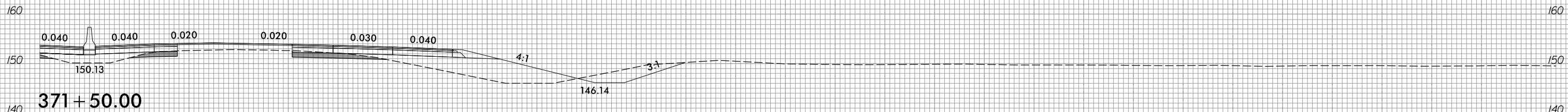
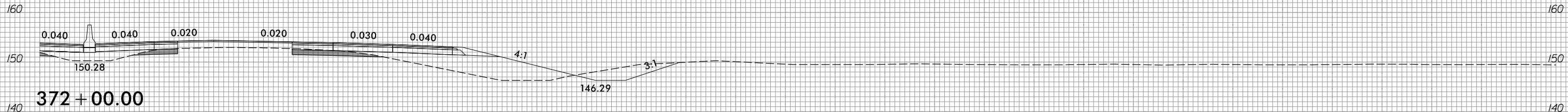


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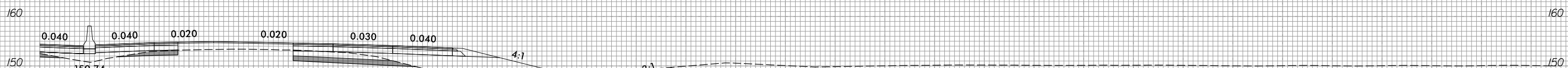
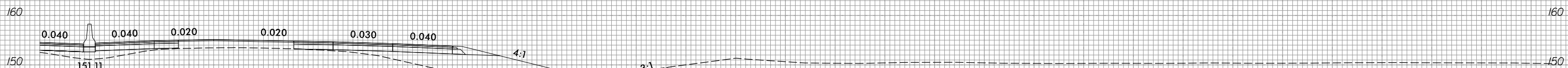
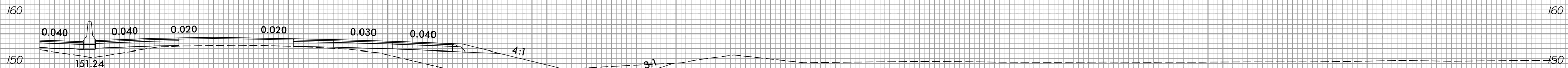
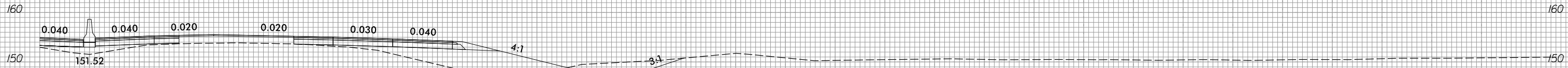
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SHALLOW UNDERCUT EXCAVATION

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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

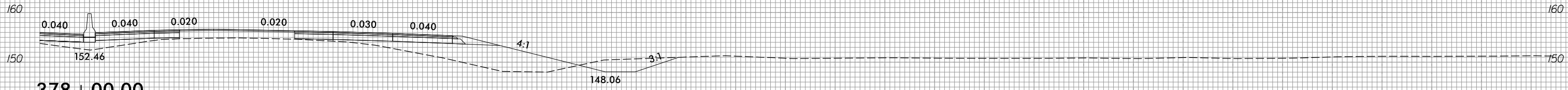


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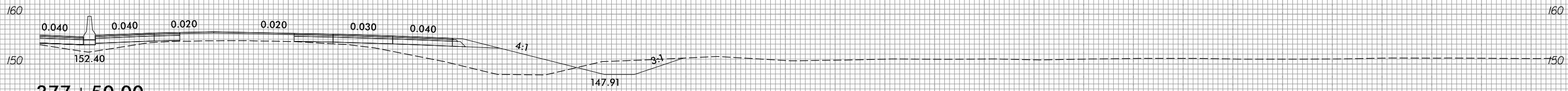


SHALLOW UNDERCUT EXCAVATION

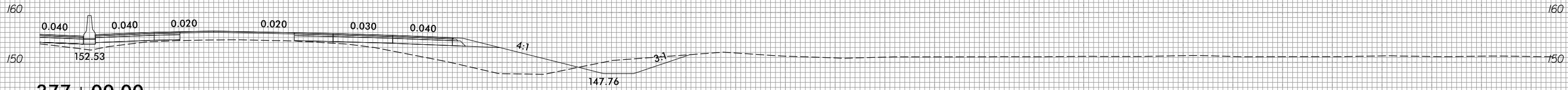
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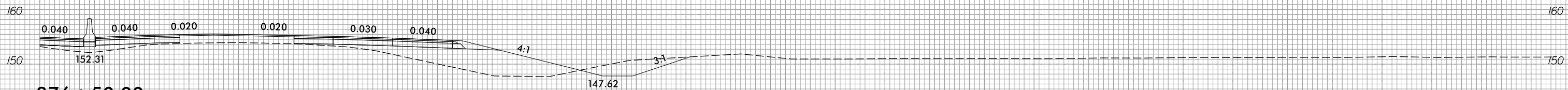
**378 + 00.00**



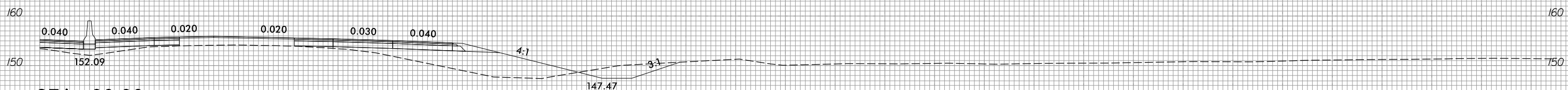
**377 + 50.00**



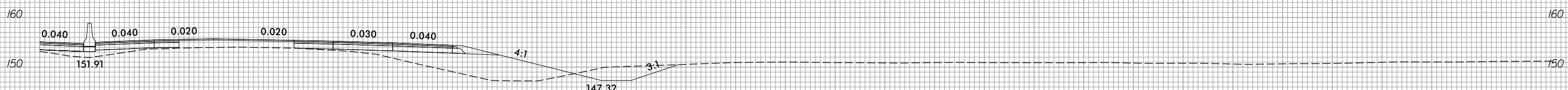
**377 + 00.00**



**376 + 50.00**



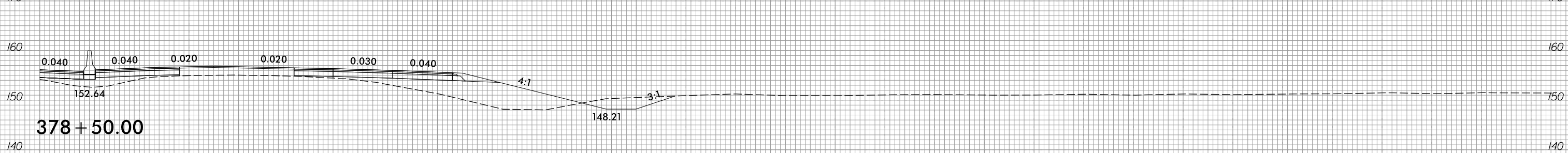
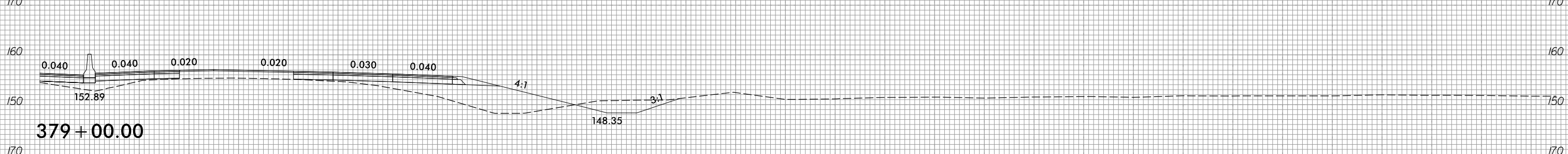
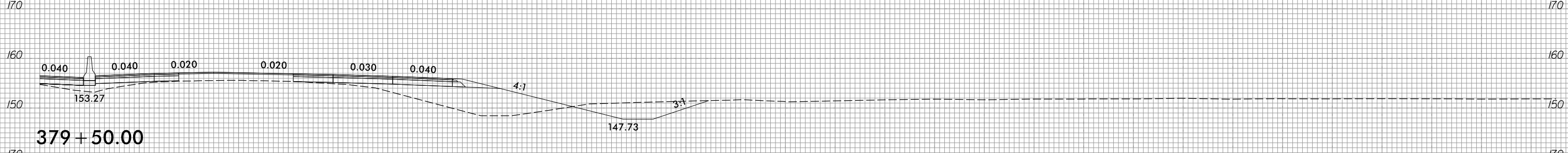
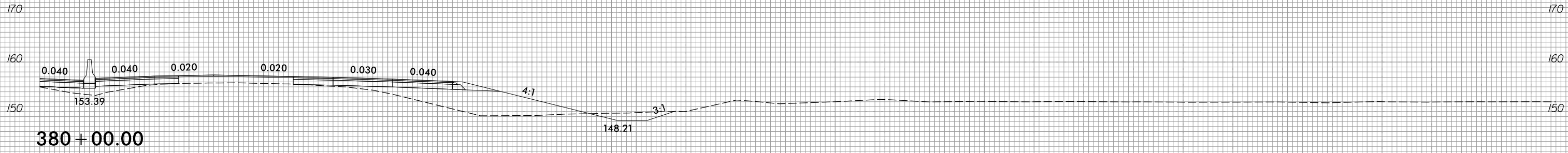
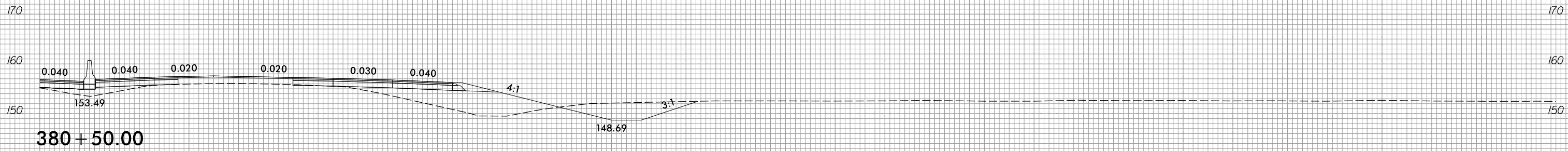
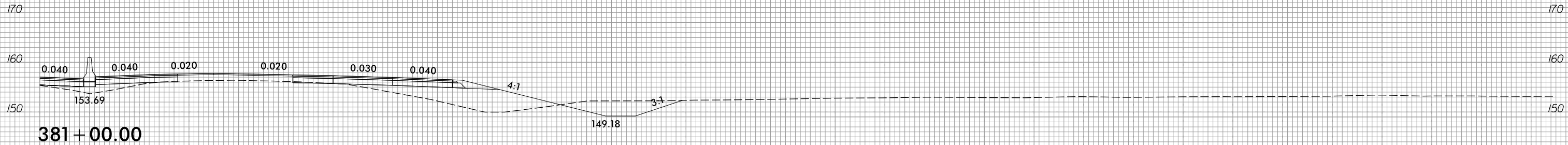
**376 + 00.00**



**375 + 50.00**

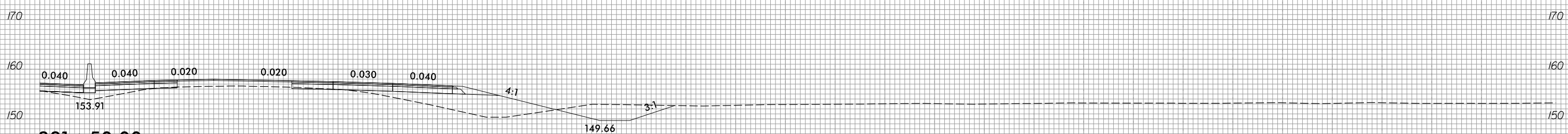
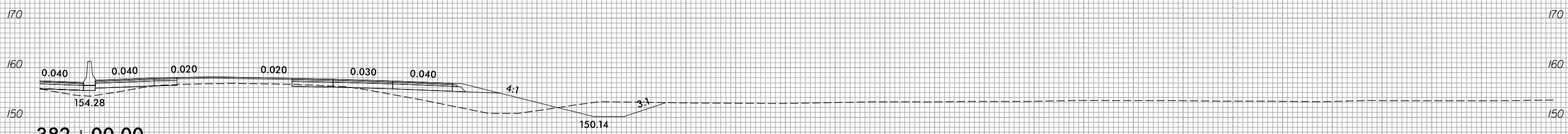
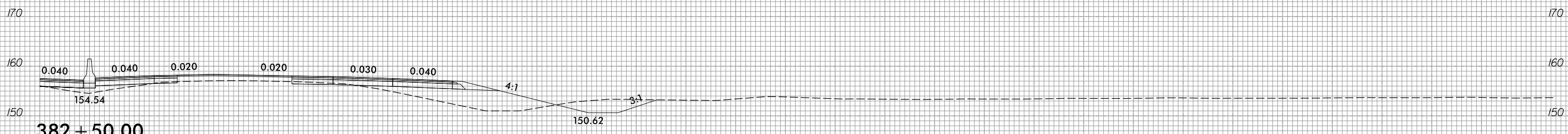
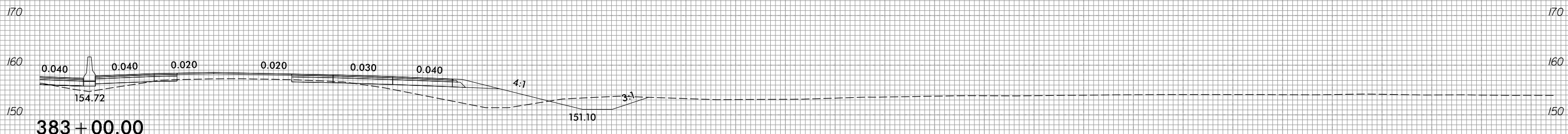
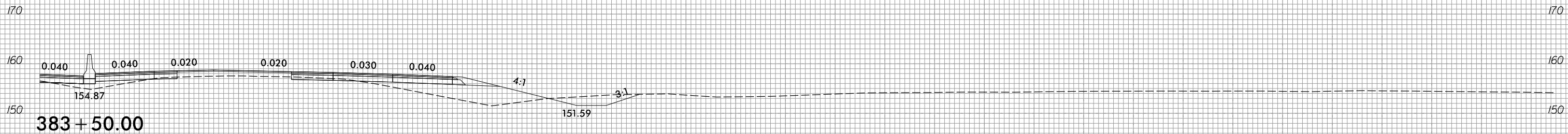
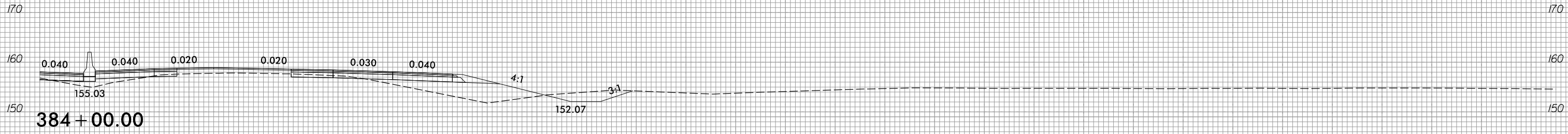
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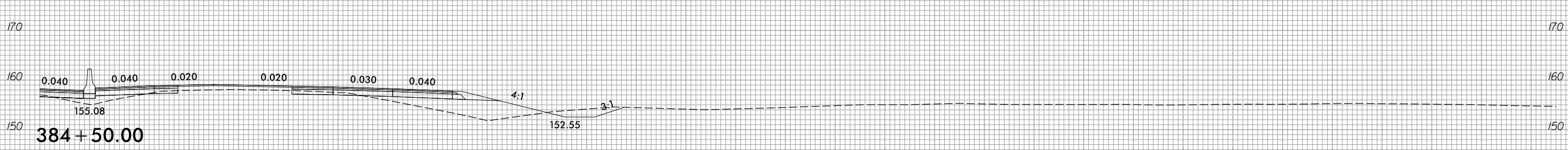
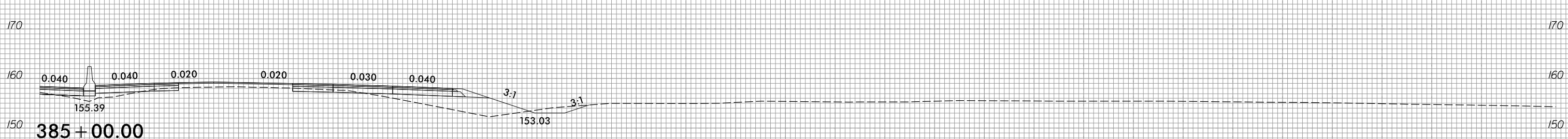
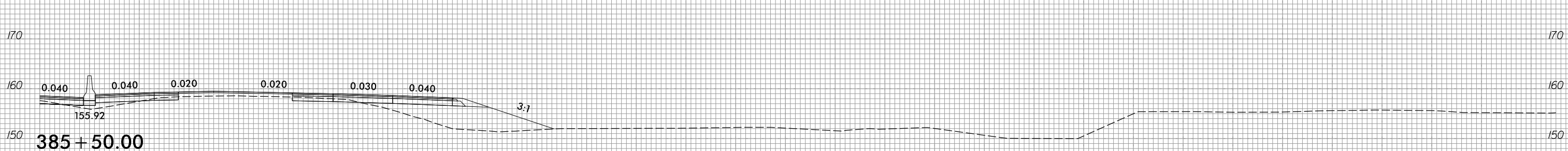
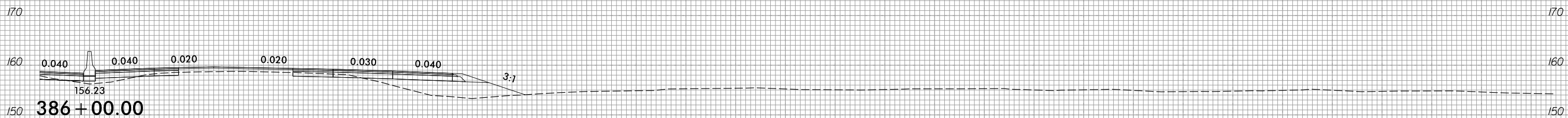
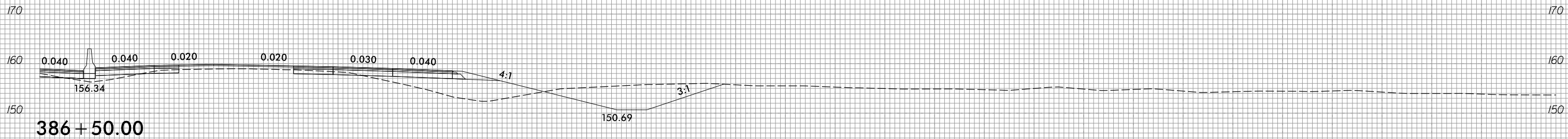
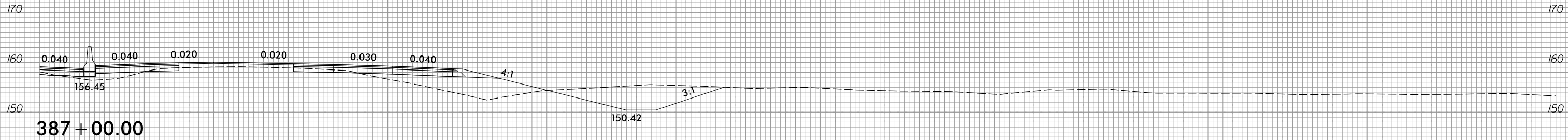
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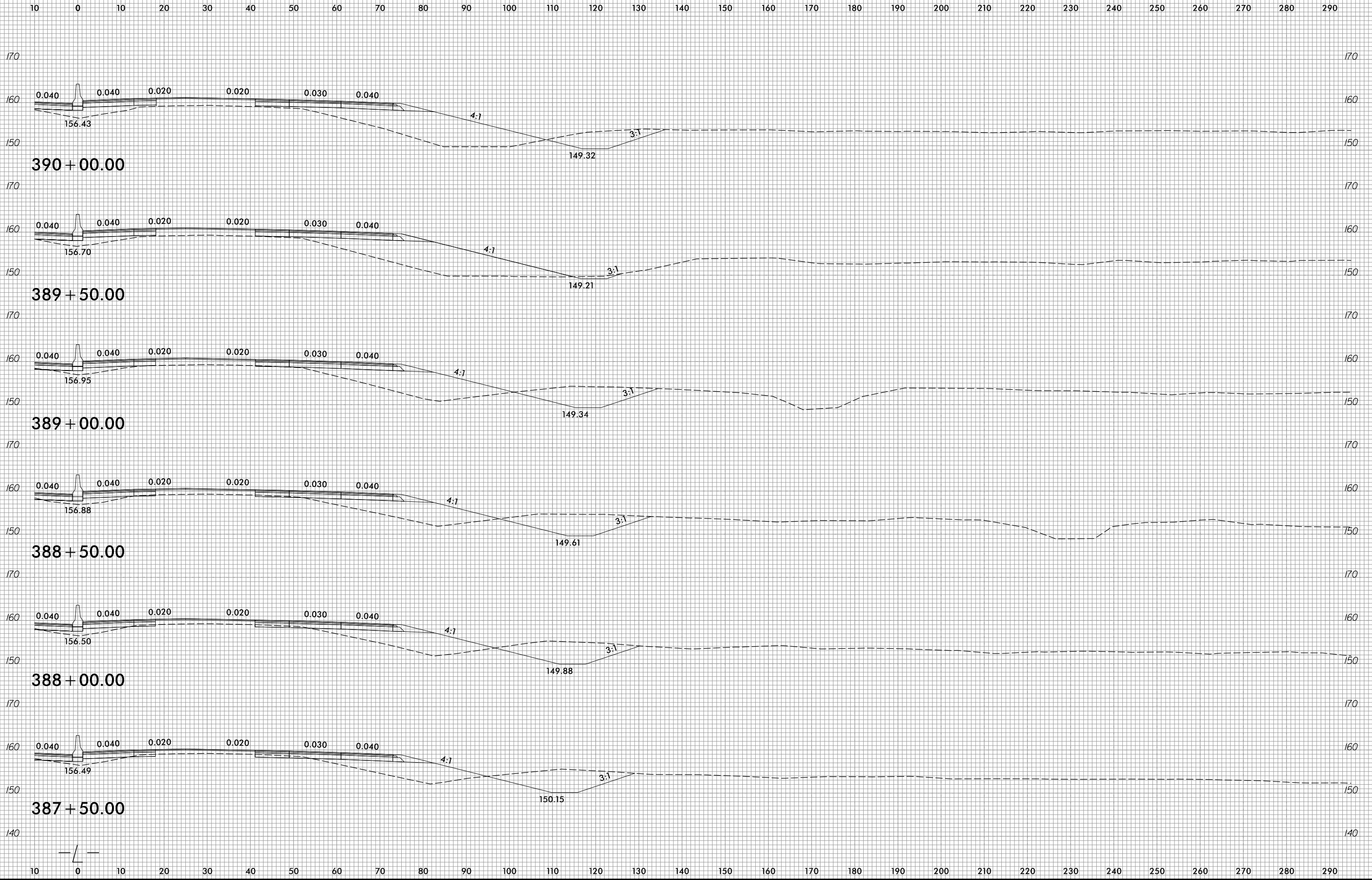
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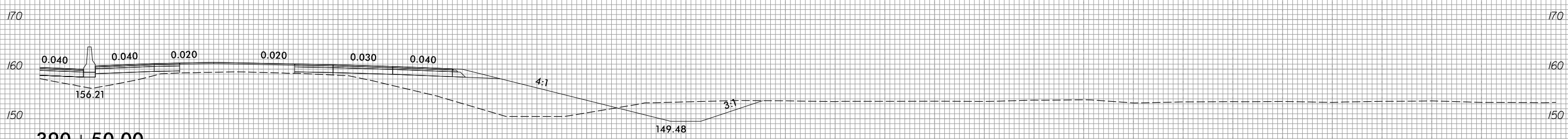
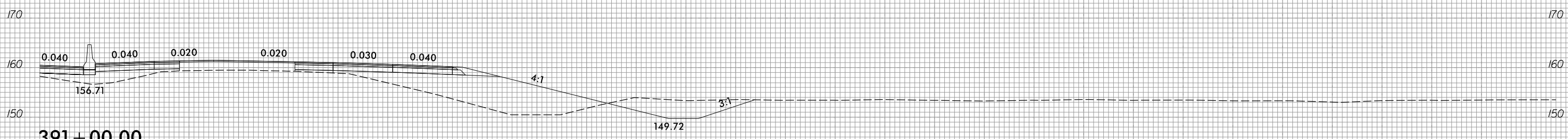
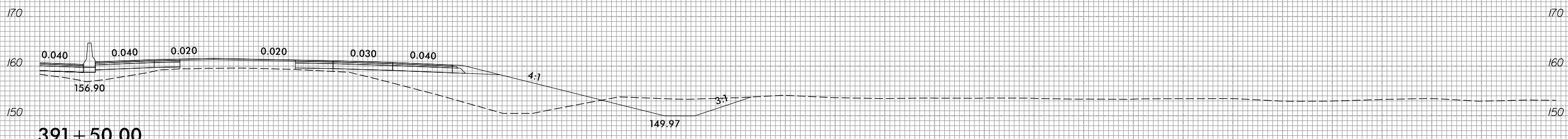
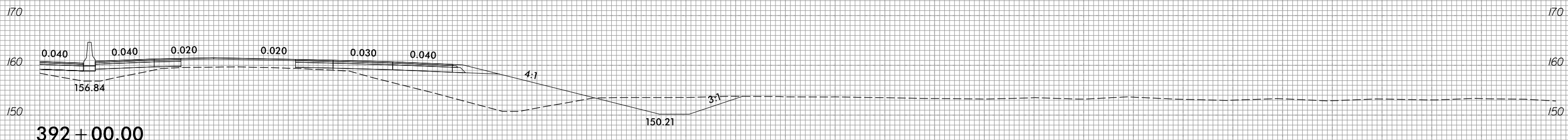
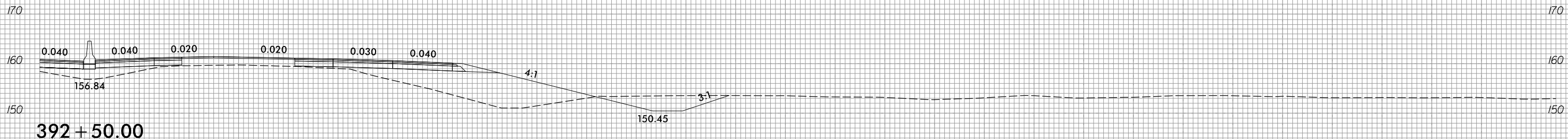
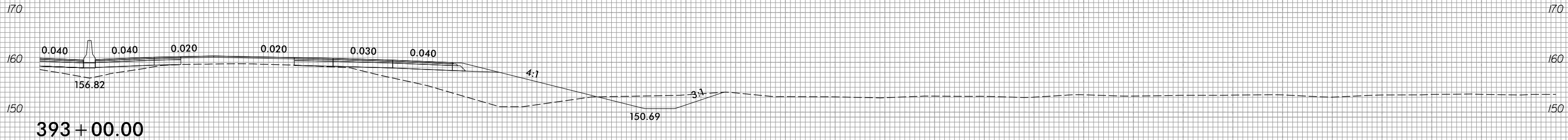
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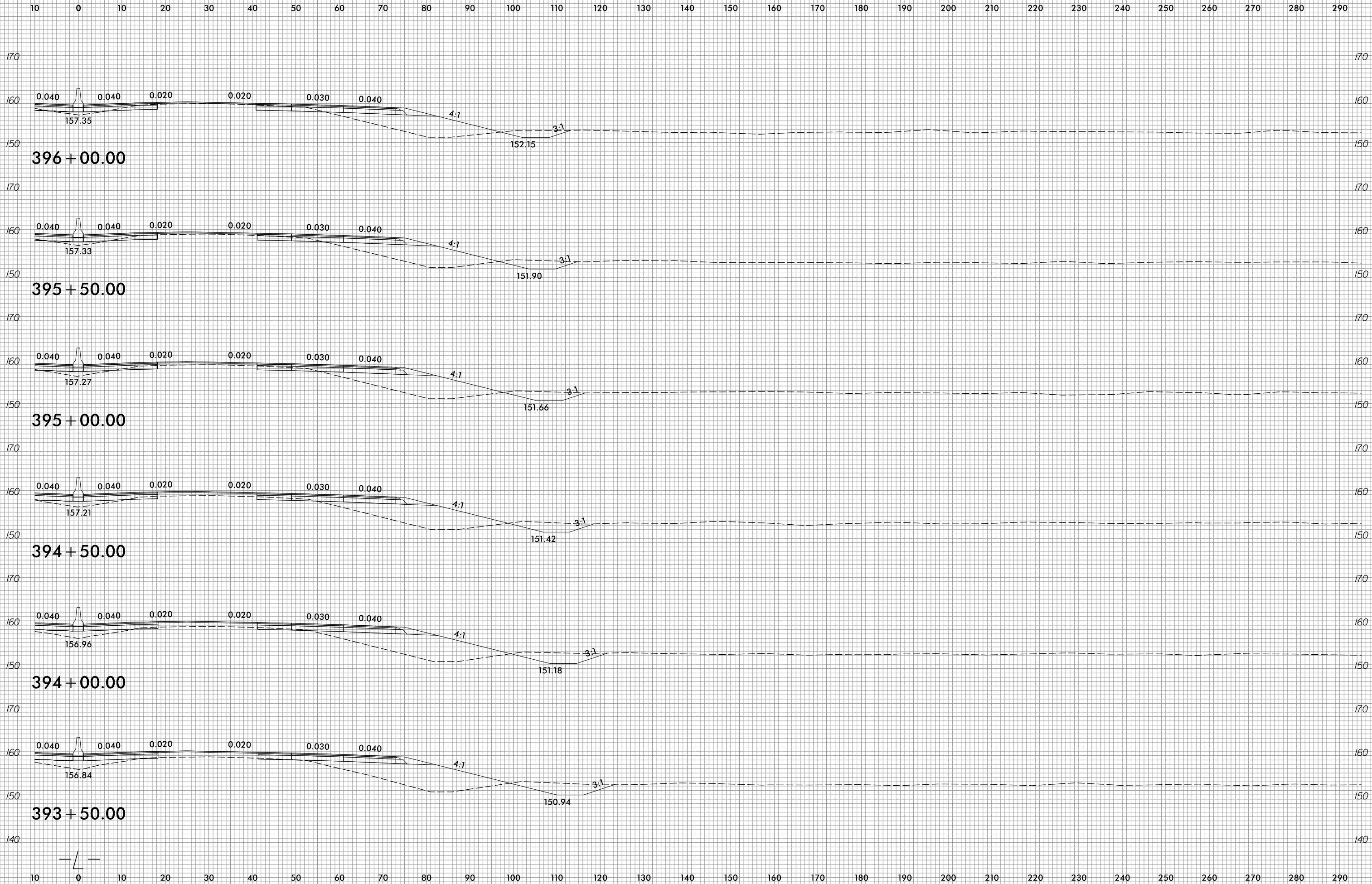
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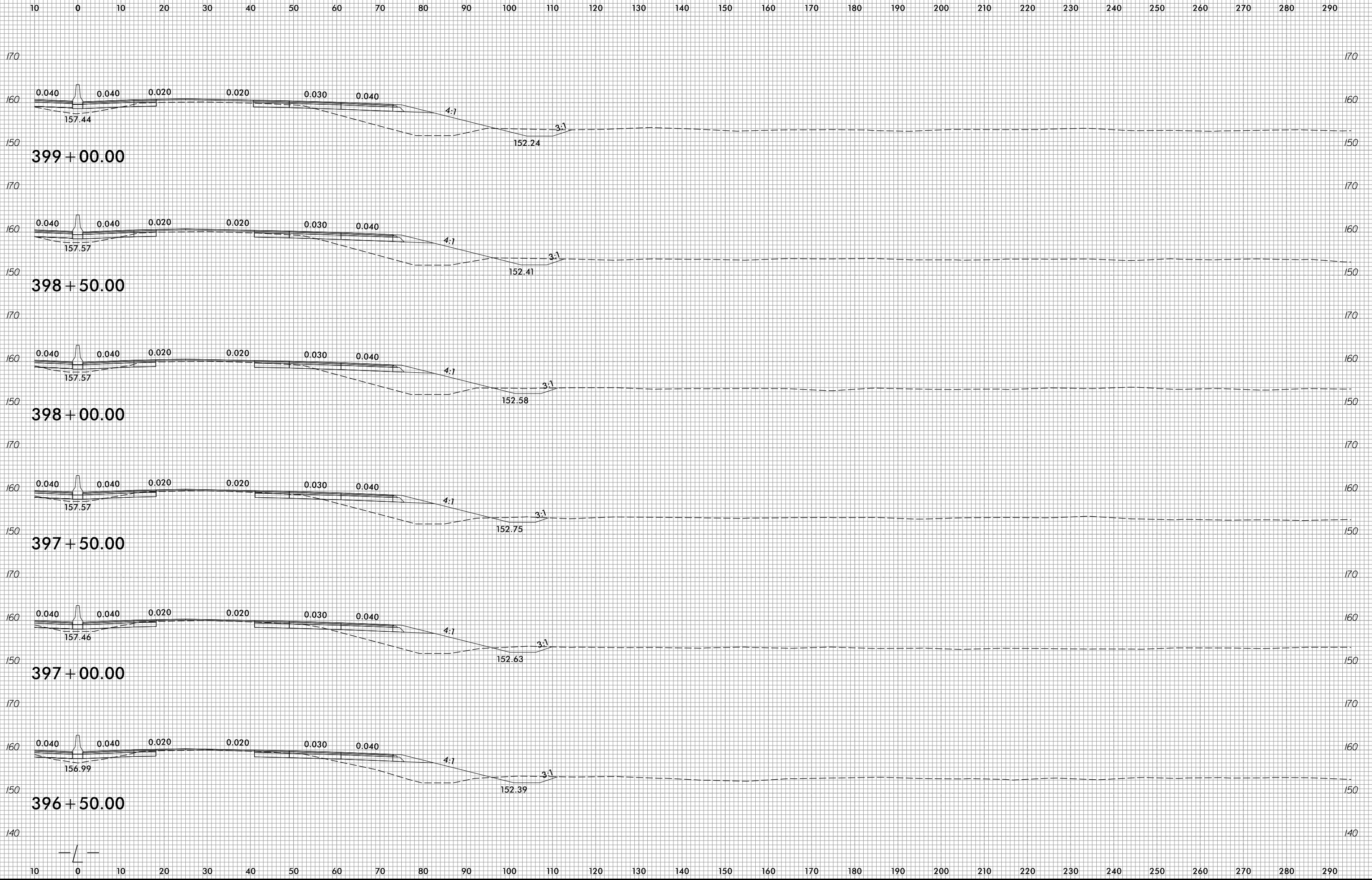


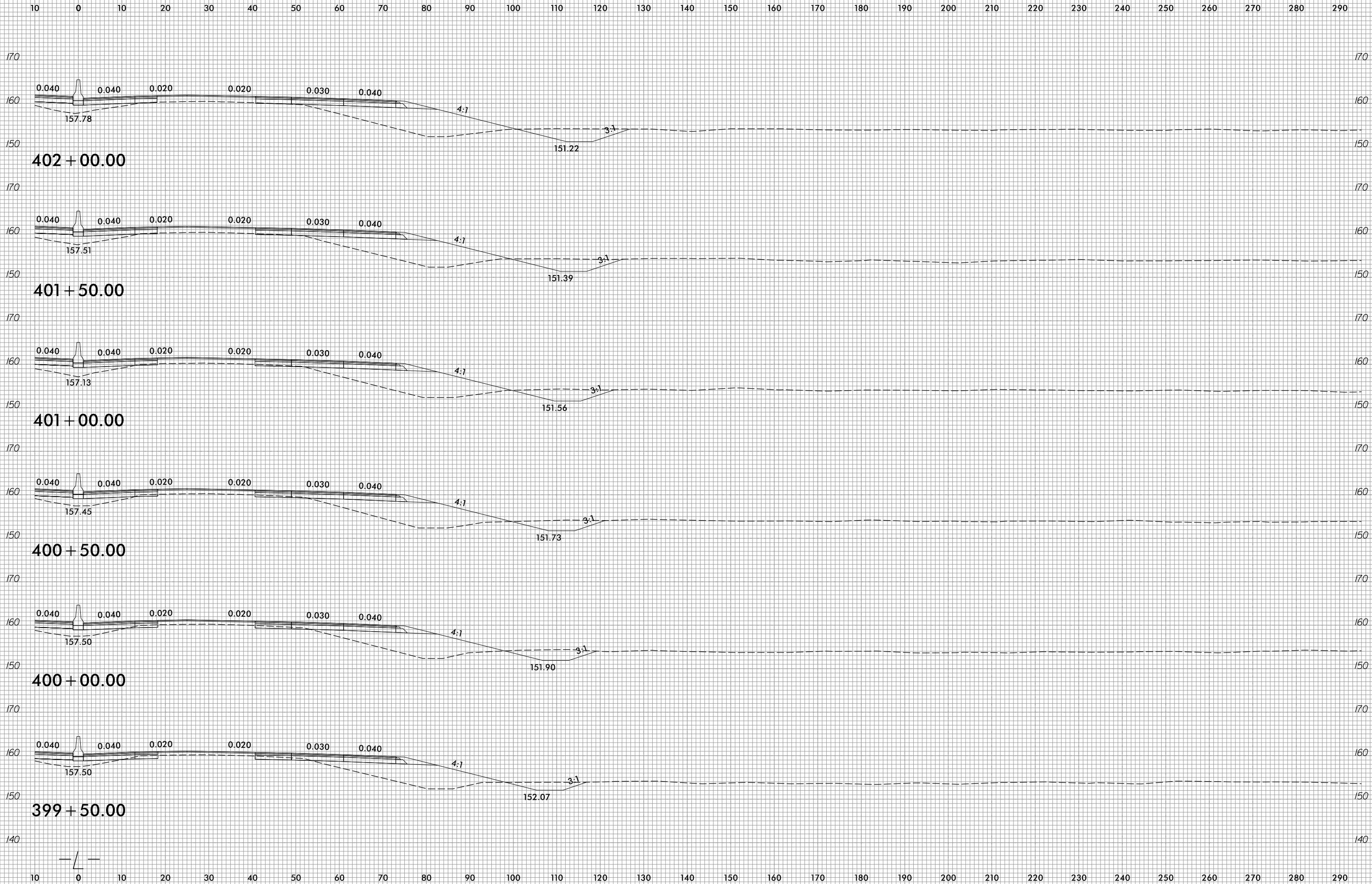
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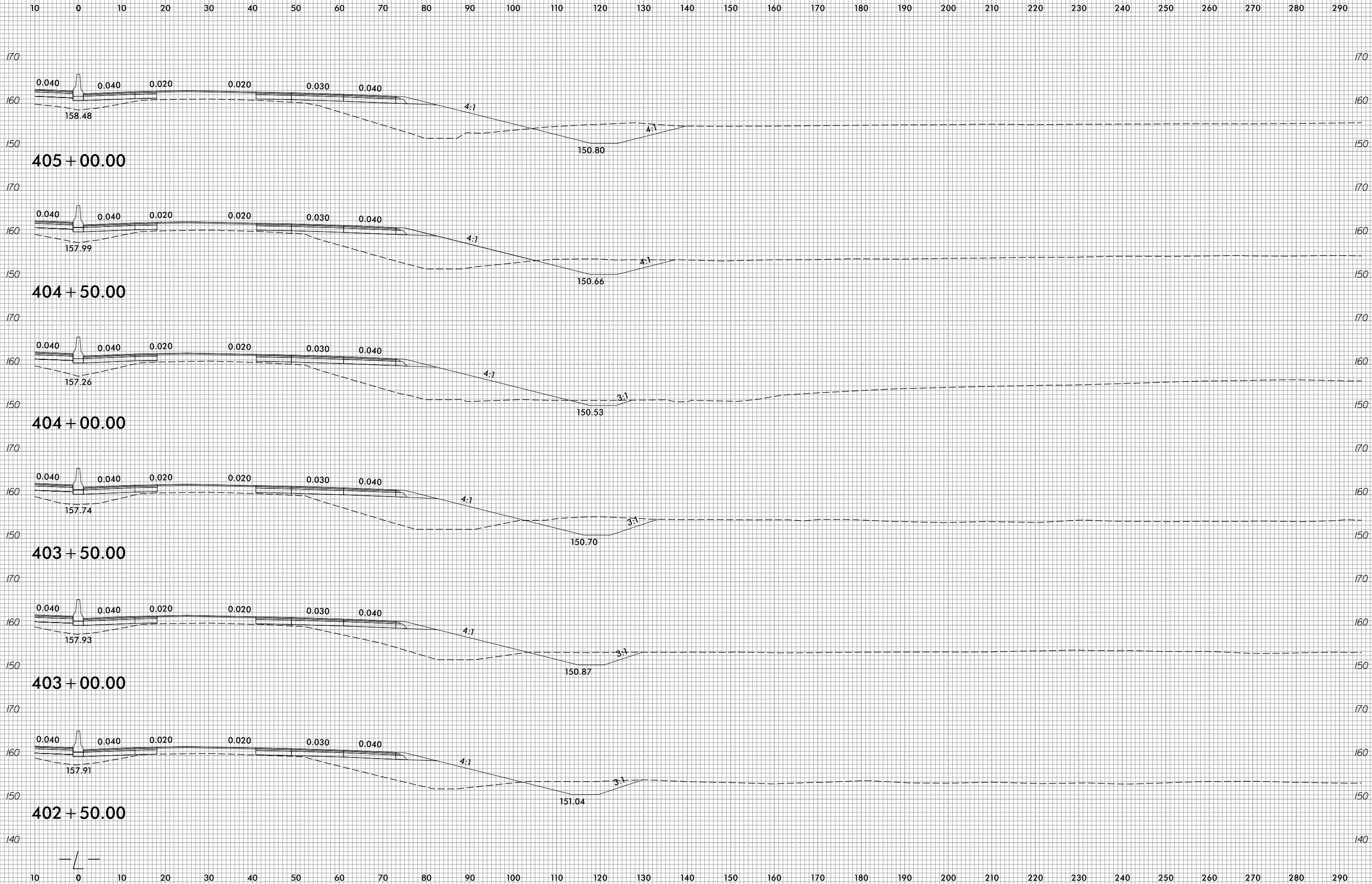


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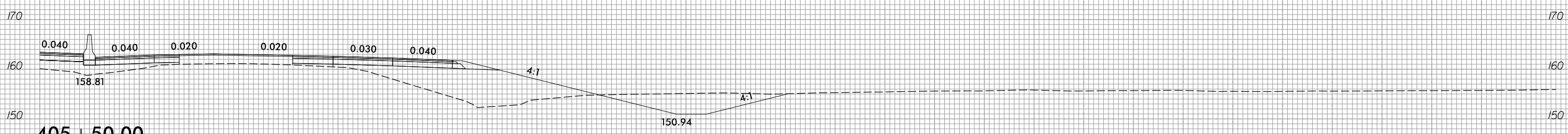
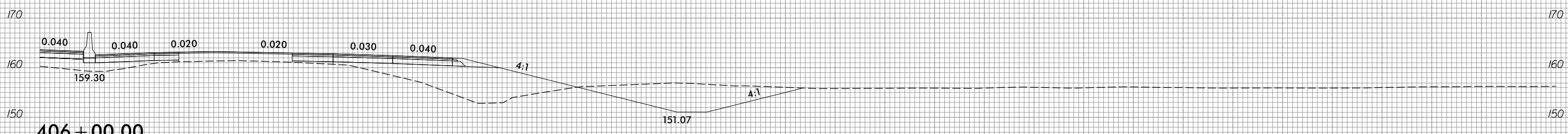
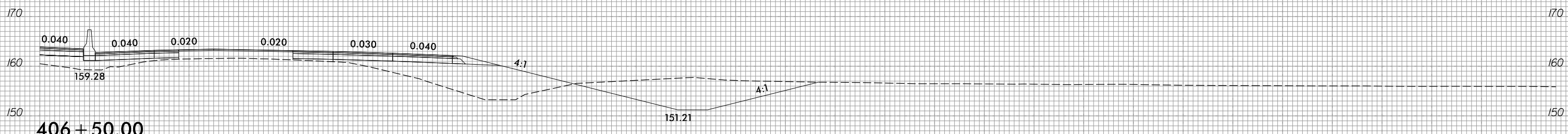
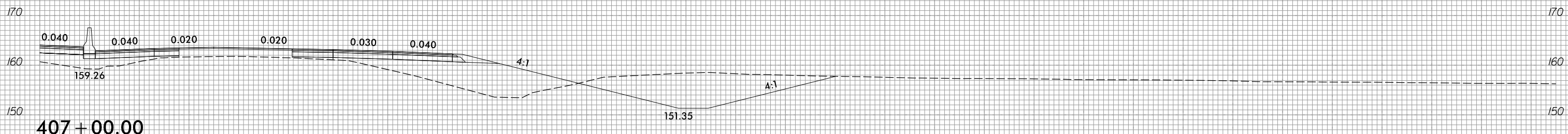
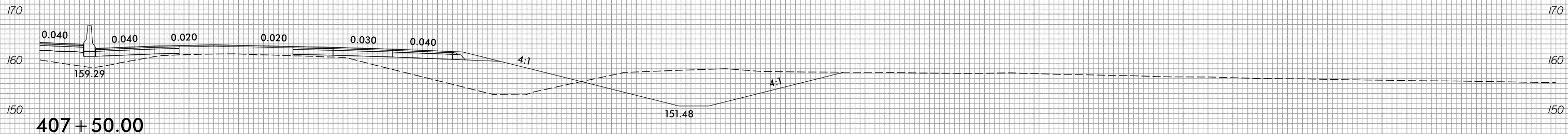
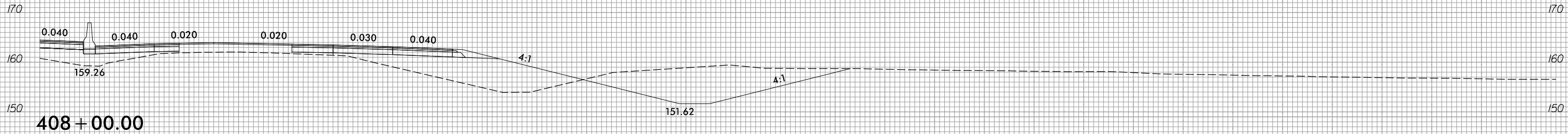






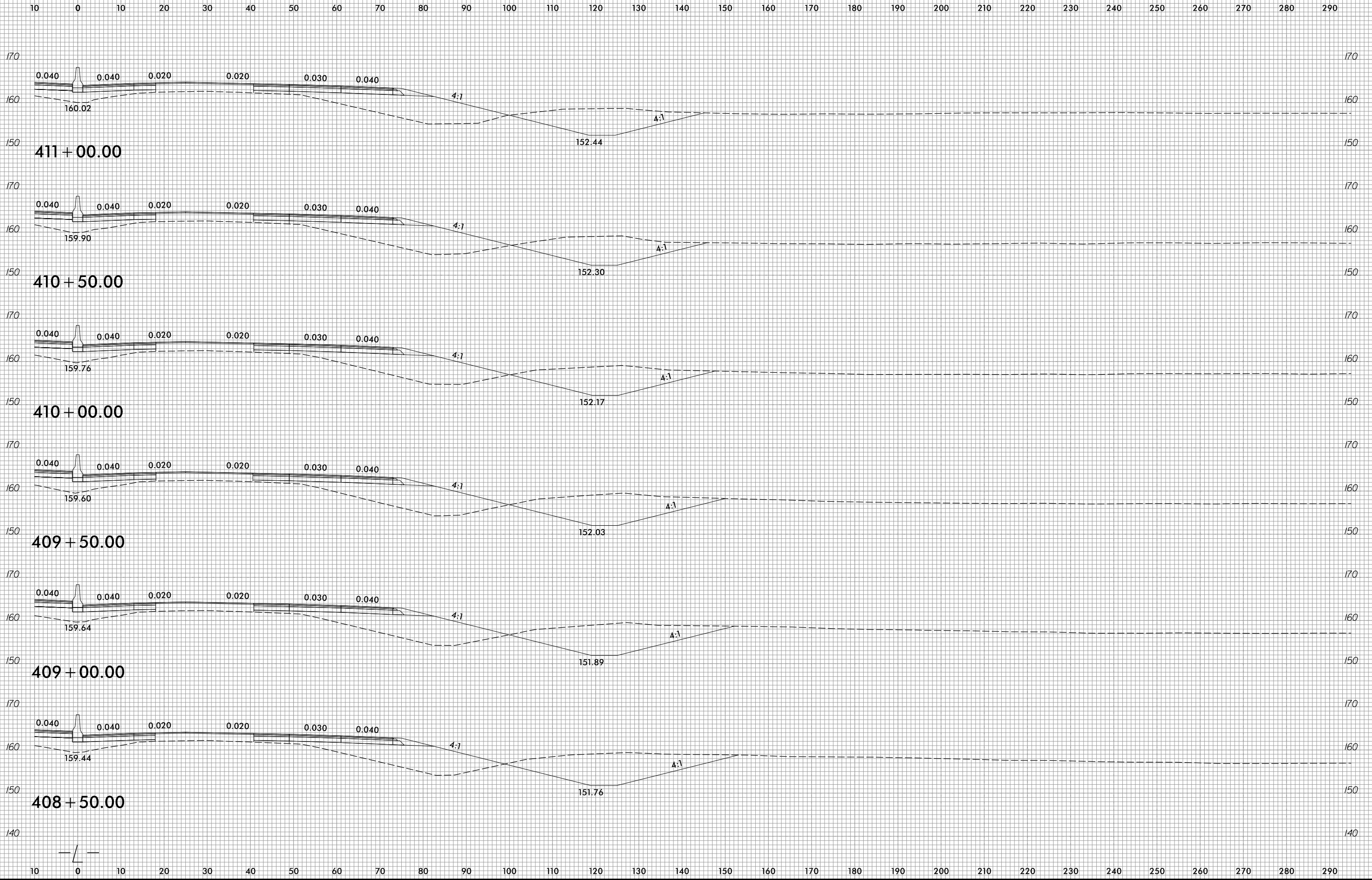


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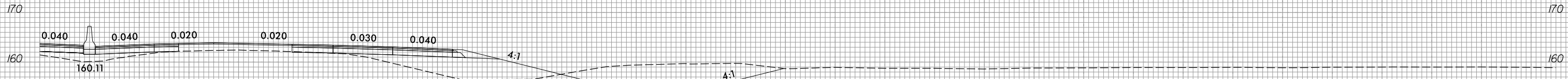


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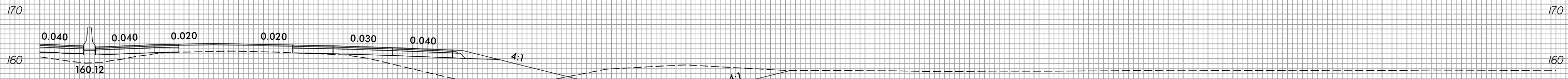




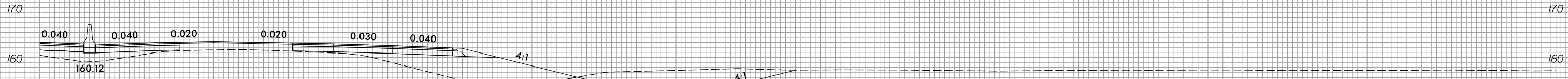
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414 + 00.00



413 + 50.00



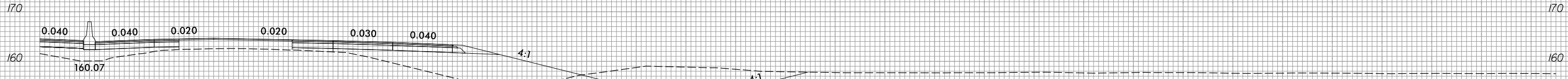
413 + 00.00



412 + 50.00



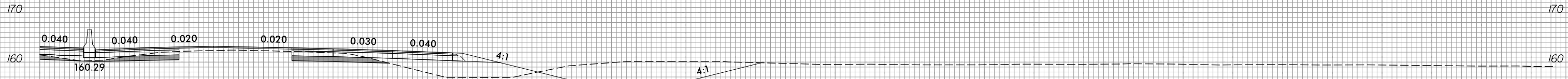
412 + 00.00



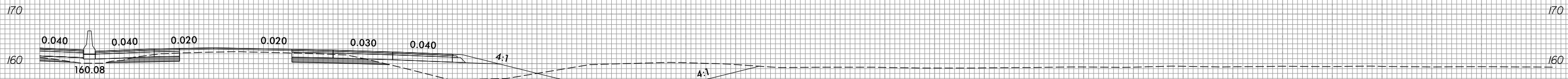
411 + 50.00

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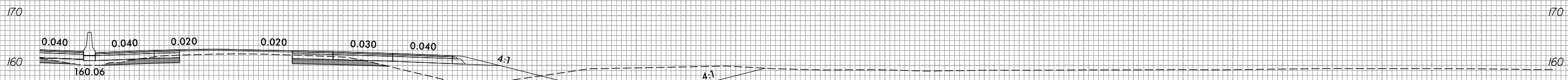
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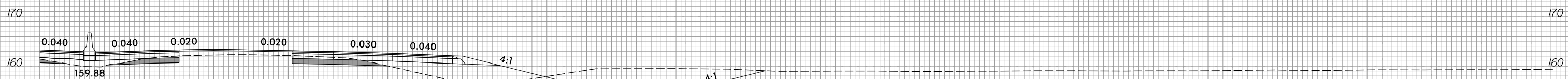
417 + 00.00



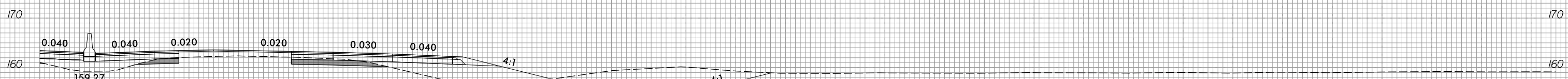
416 + 50.00



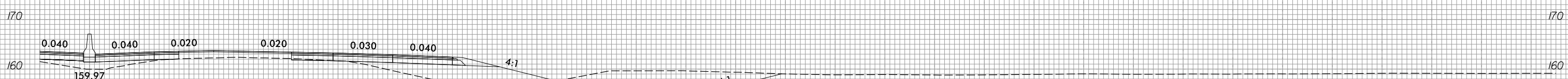
416 + 00.00



415 + 50.00



415 + 00.00



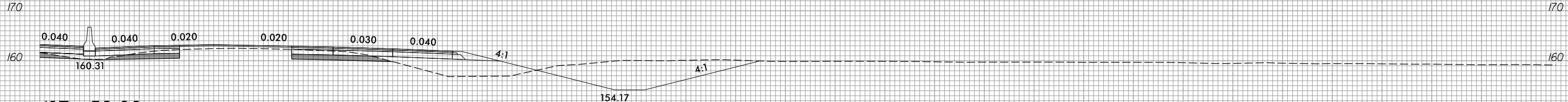
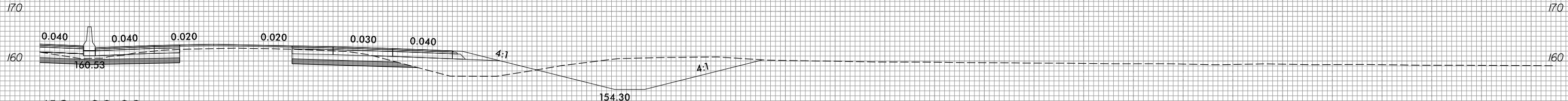
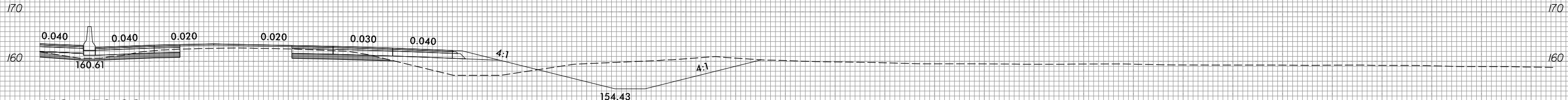
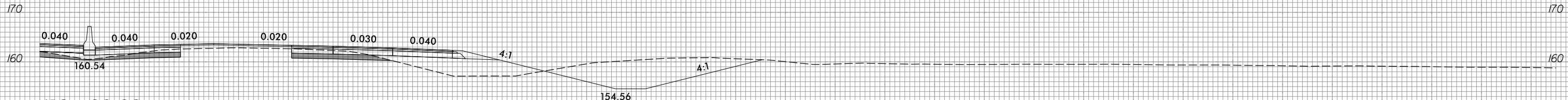
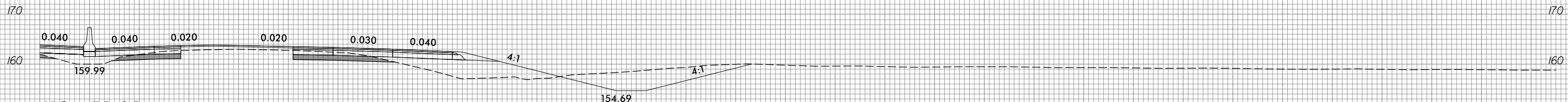
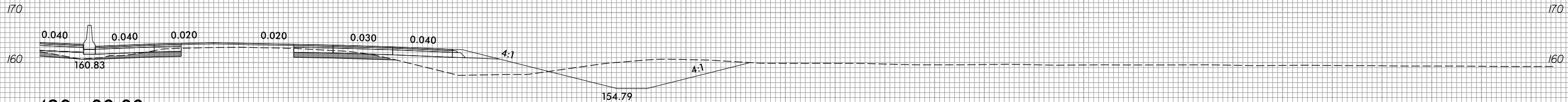
414 + 50.00



SHALLOW UNDERCUT EXCAVATION

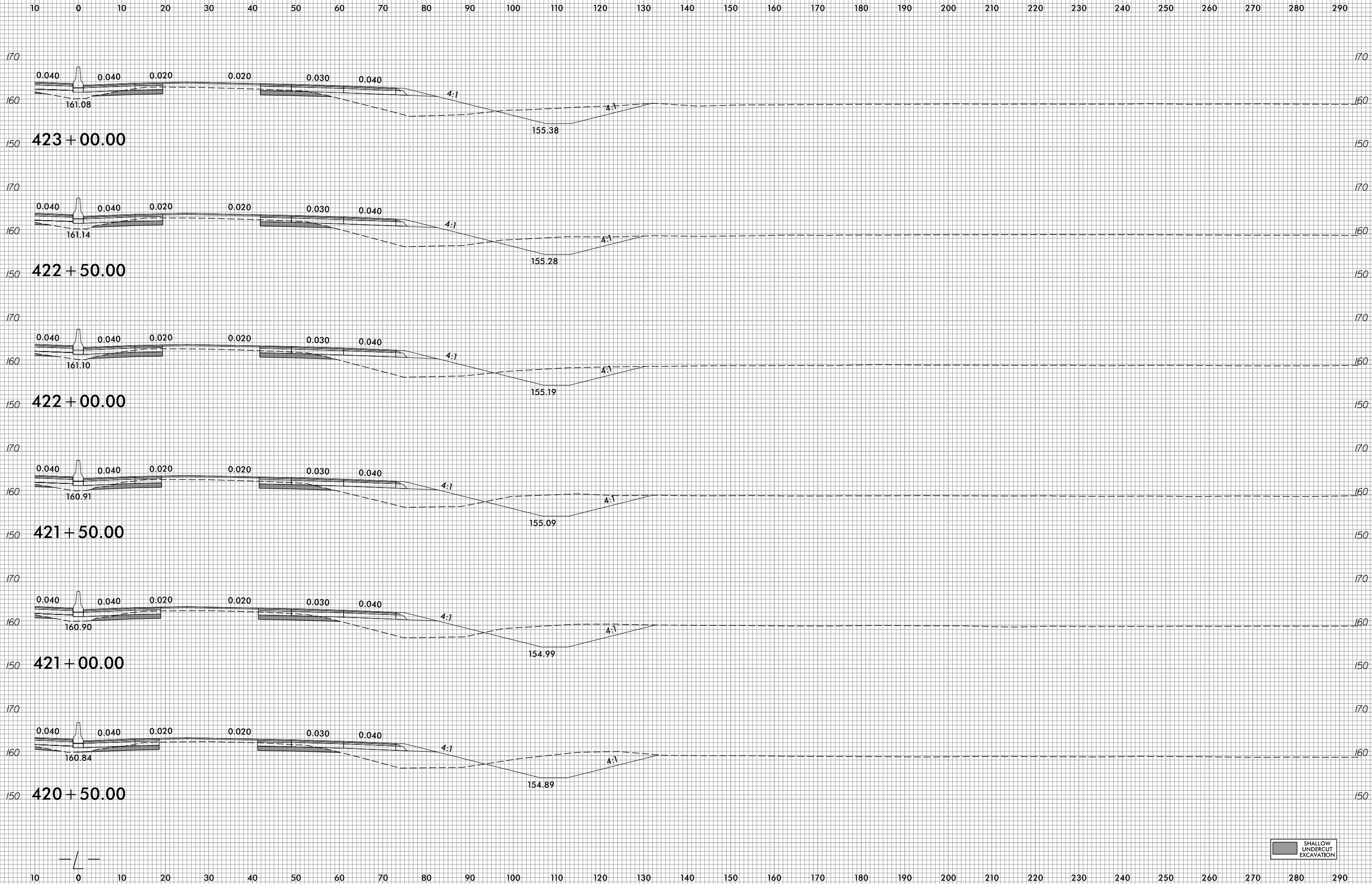
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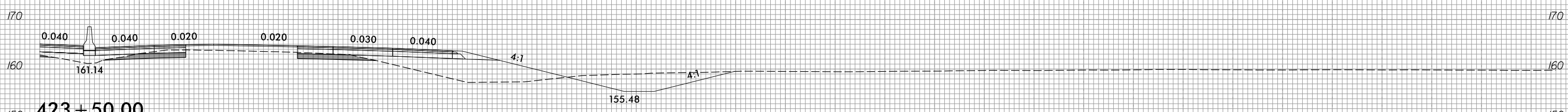
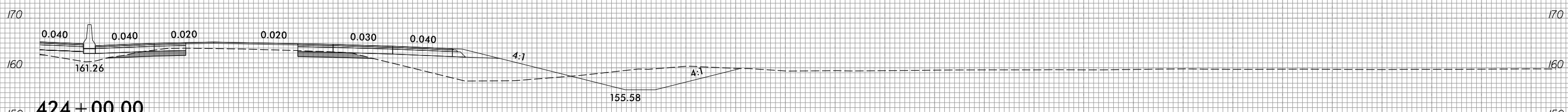
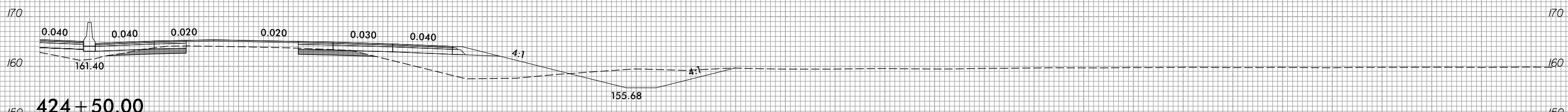
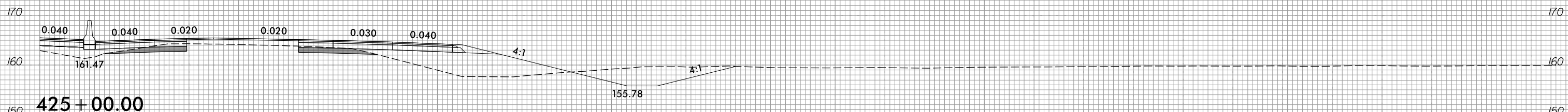
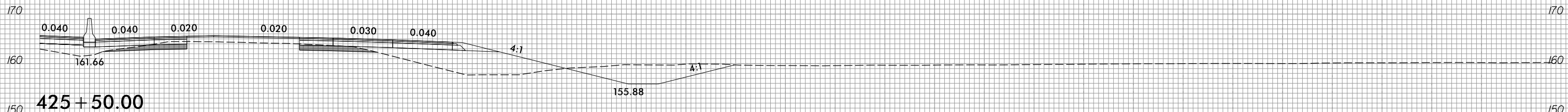
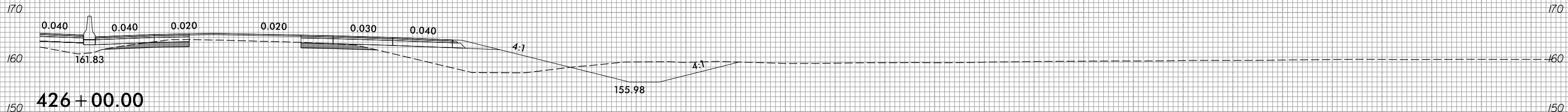
SHALLOW UNDERCUT EXCAVATION

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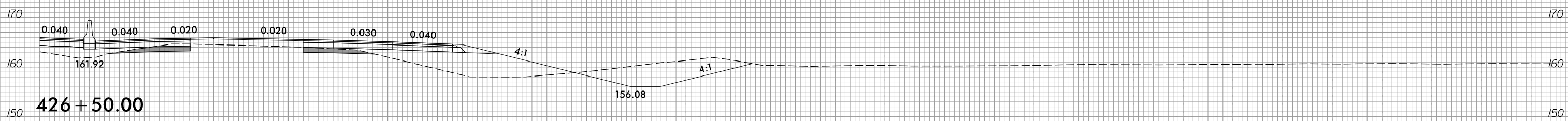
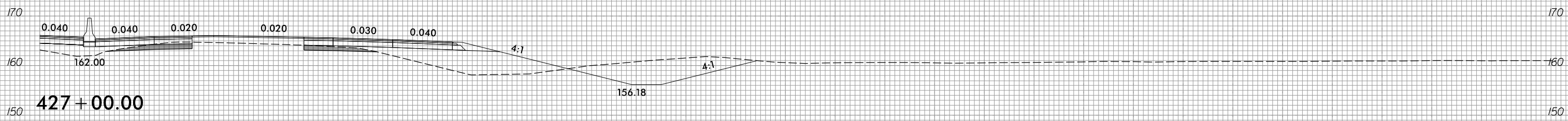
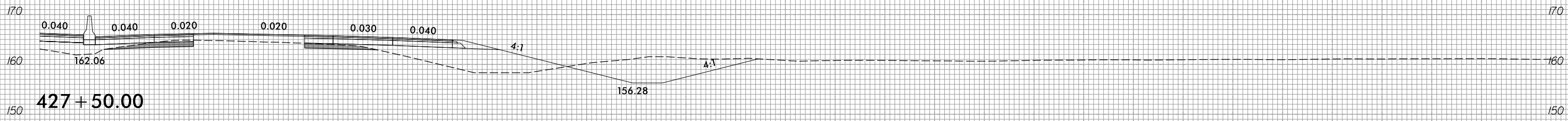
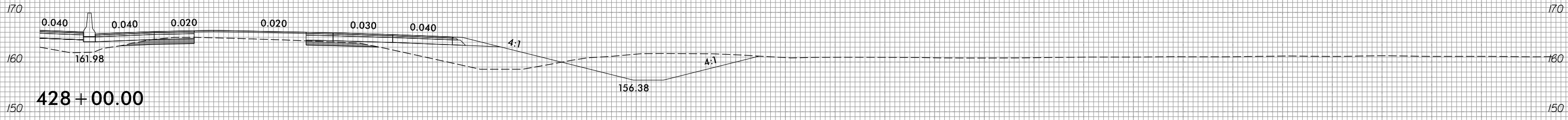
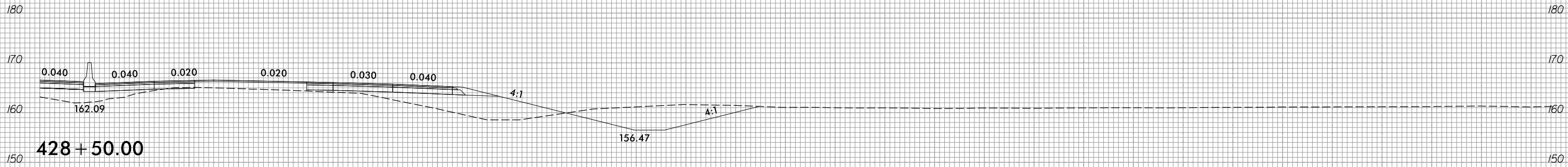
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SHALLOW UNDERCUT EXCAVATION

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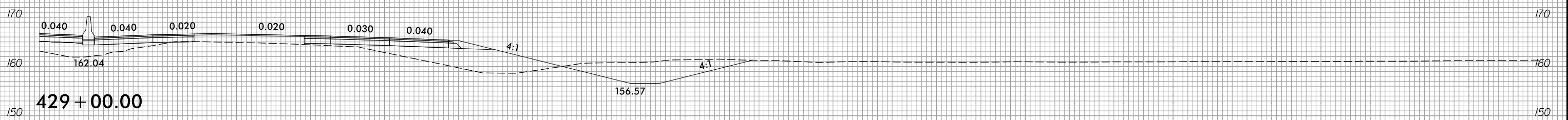
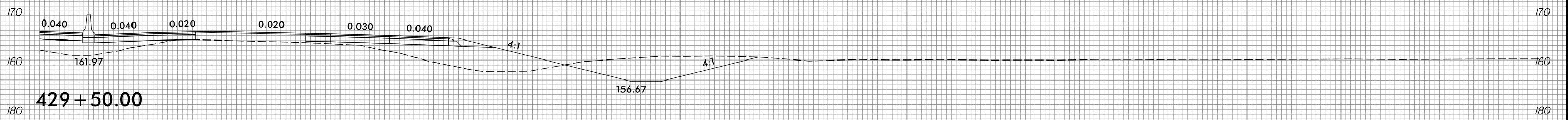
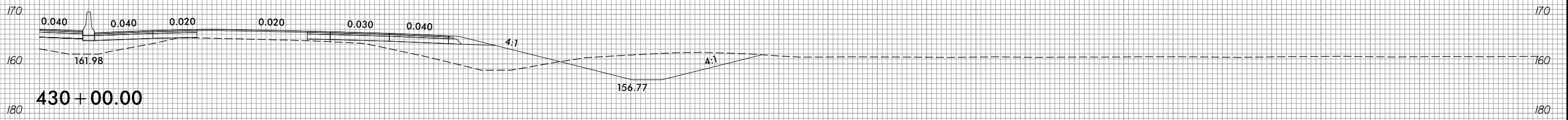
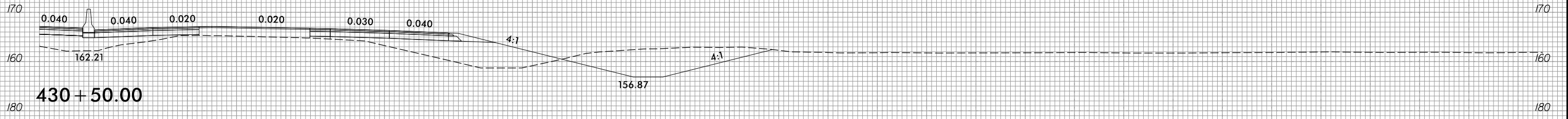
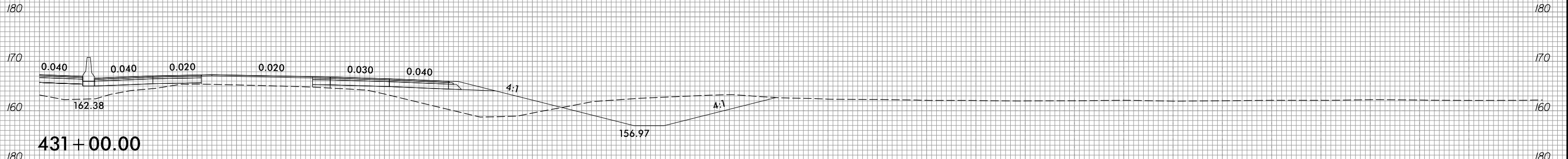
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SHALLOW UNDERCUT EXCAVATION

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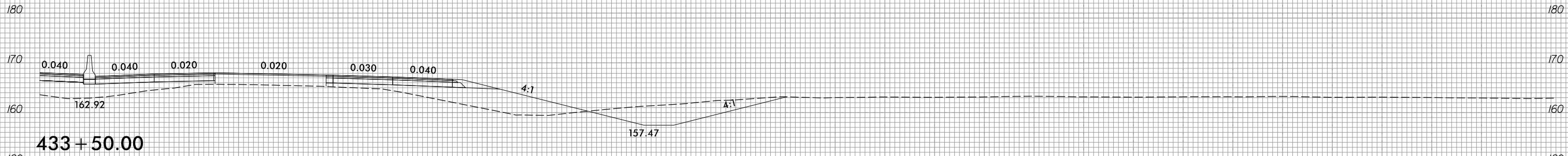
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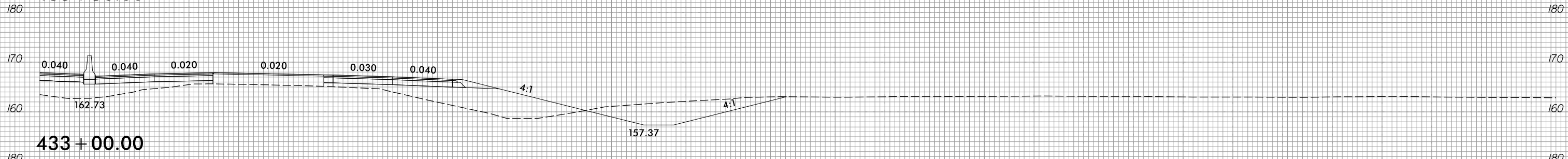
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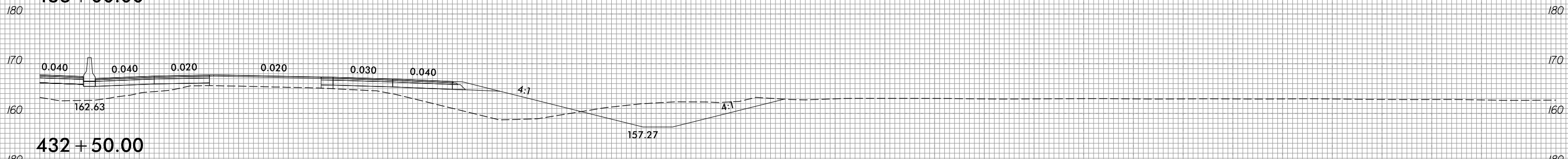
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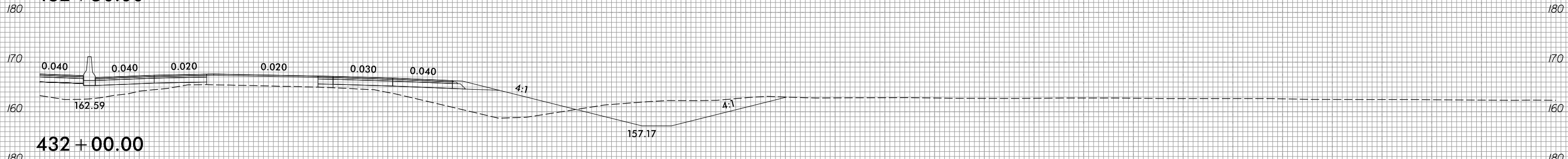
**433 + 50.00**



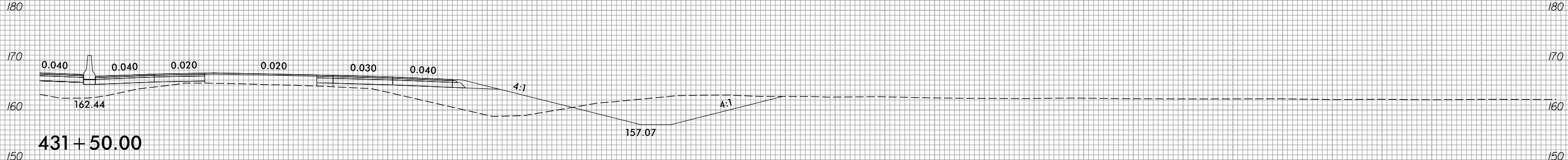
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**432 + 50.00**



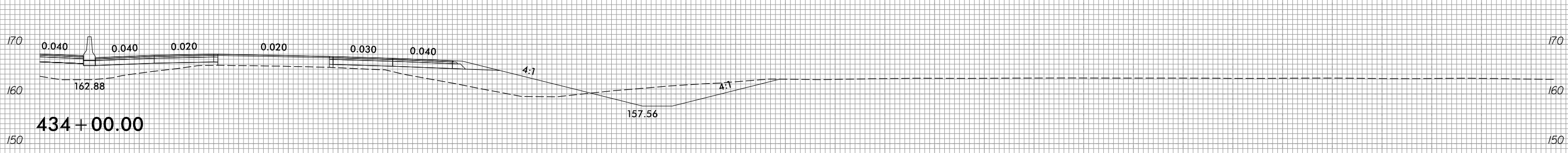
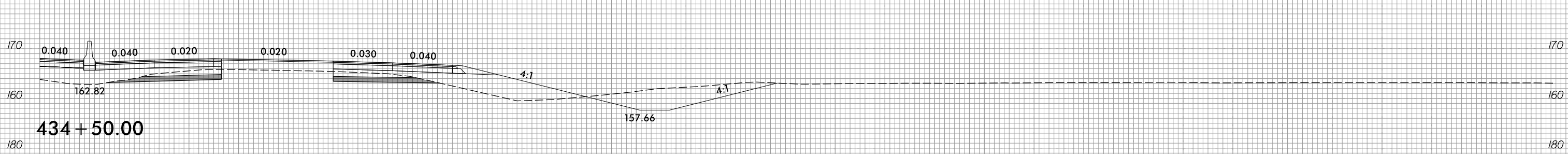
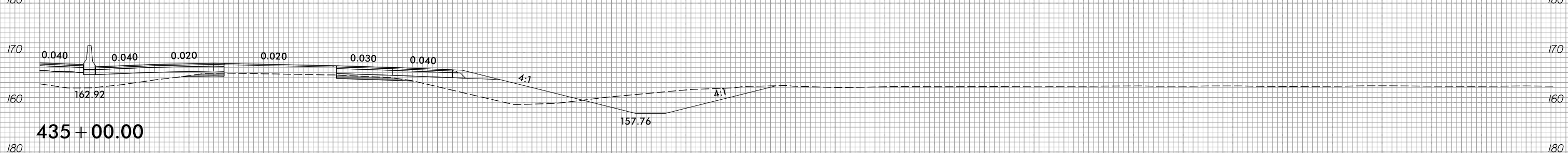
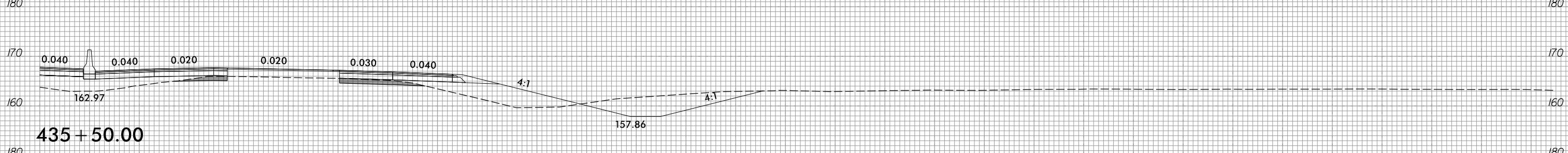
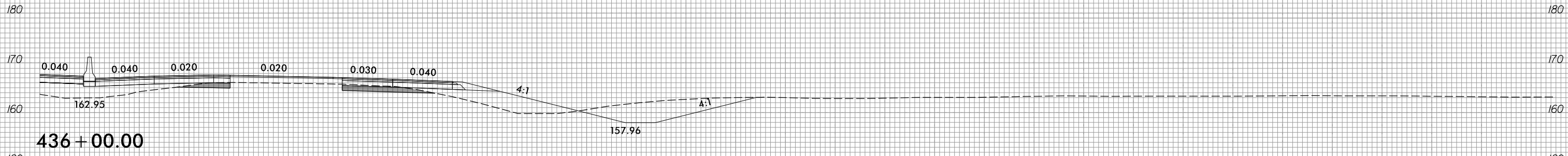
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**431 + 50.00**

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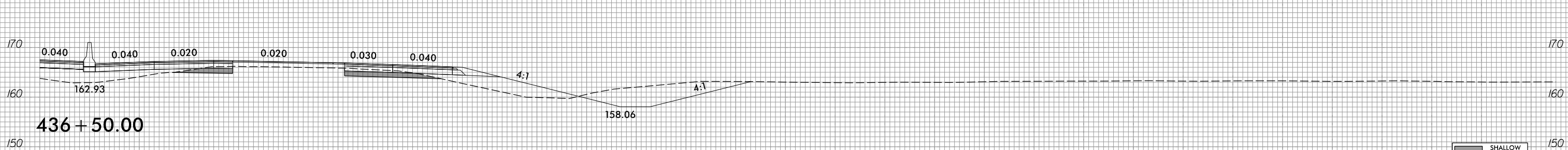
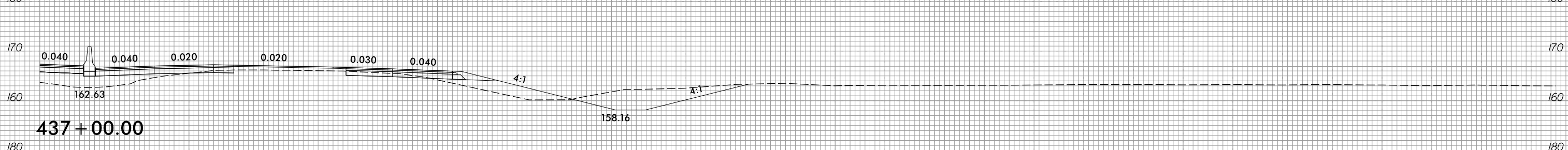
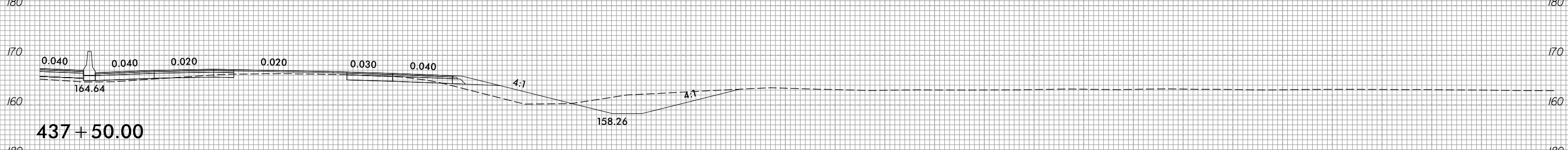
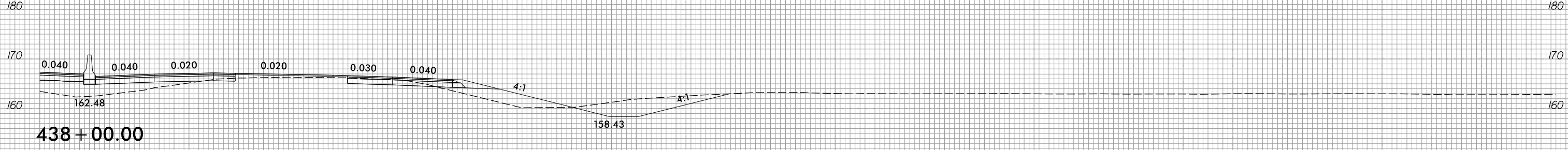
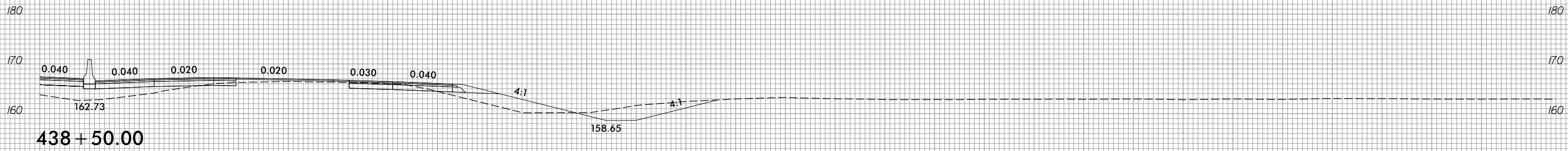
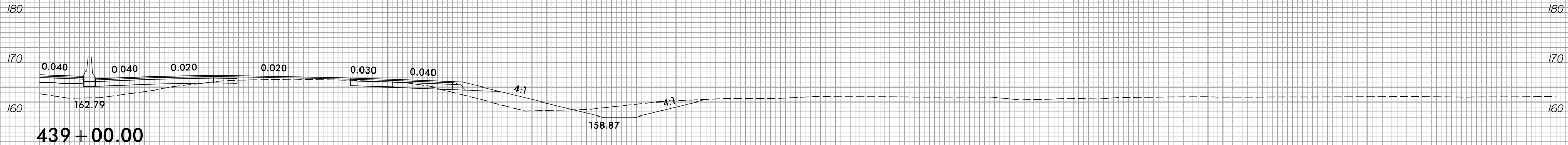
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SHALLOW UNDERCUT EXCAVATION

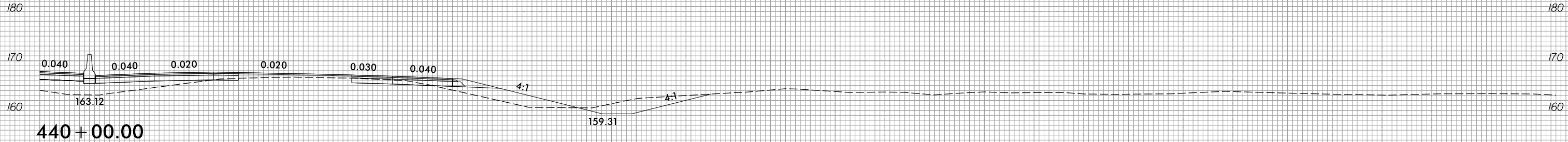
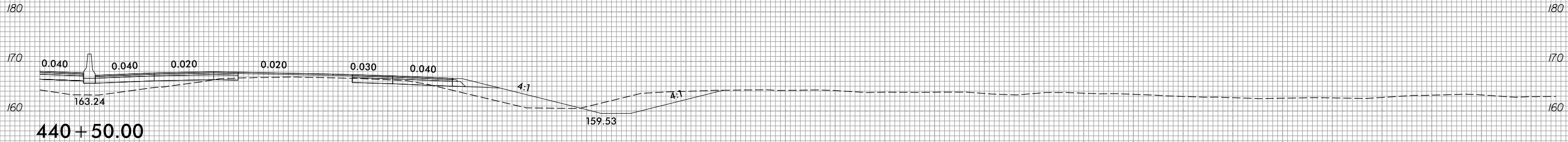
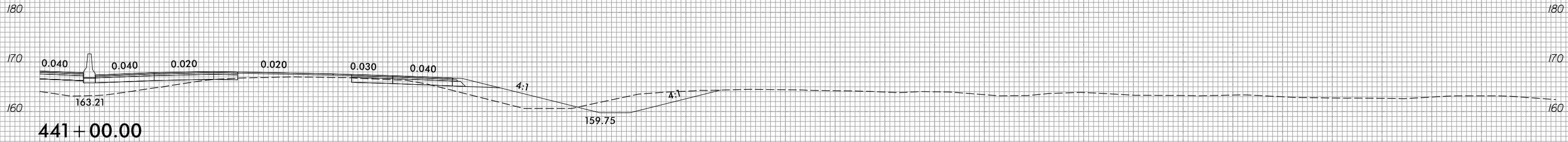
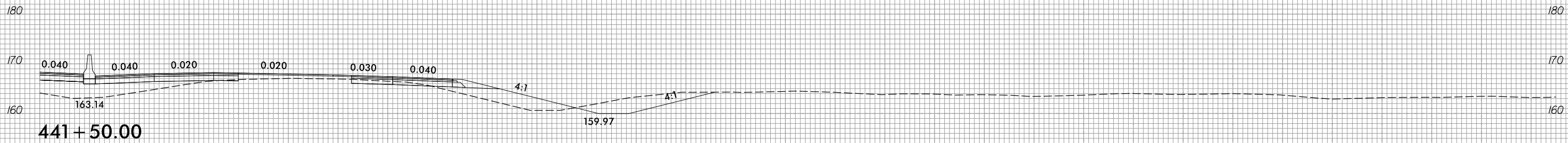
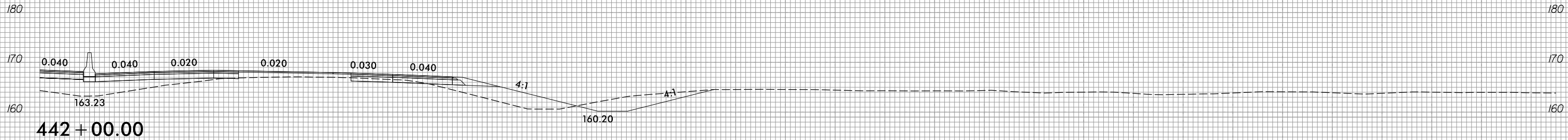
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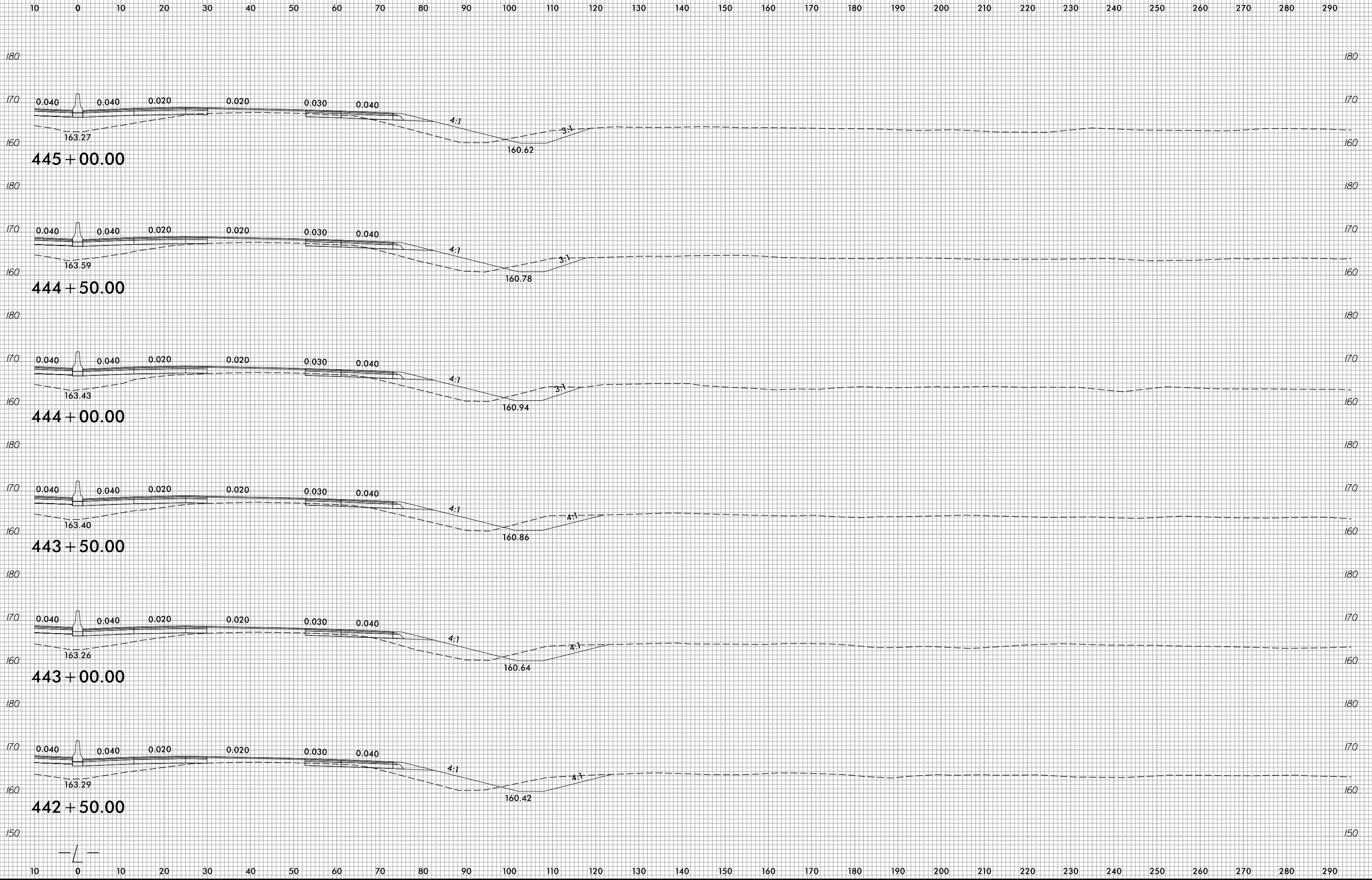


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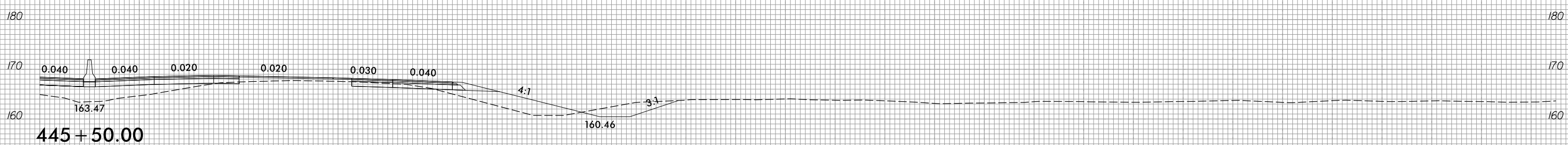
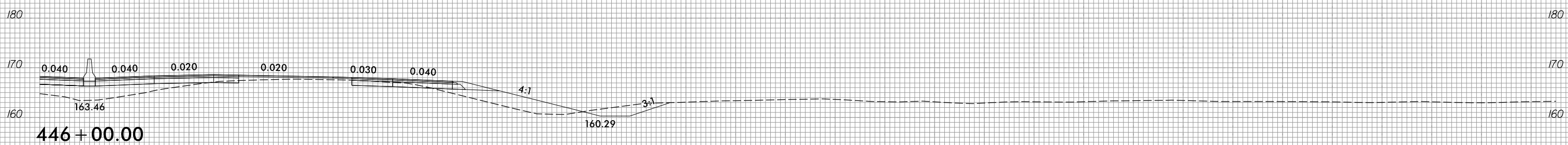
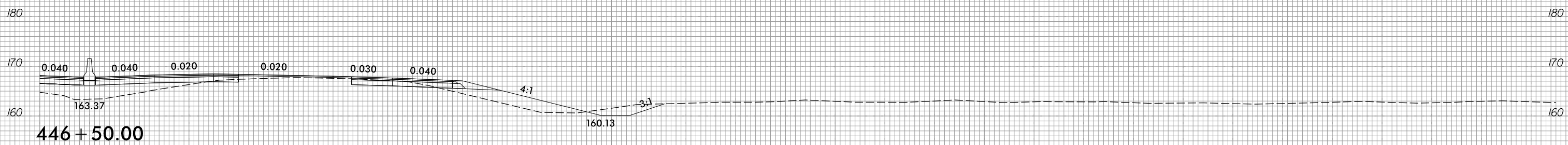
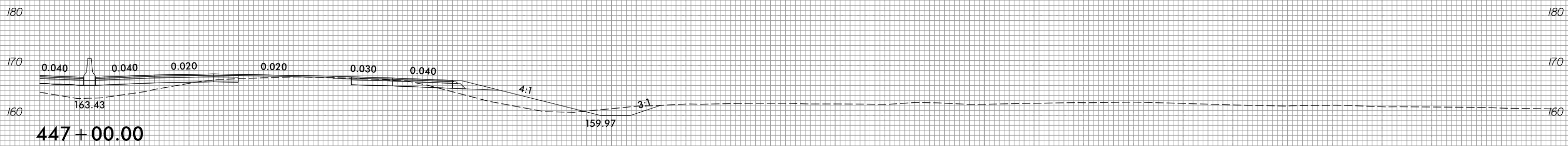
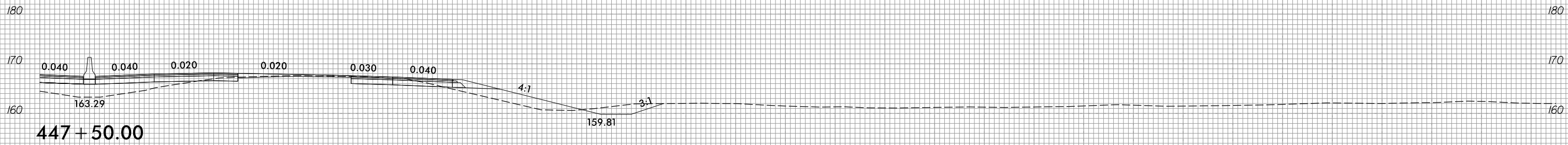
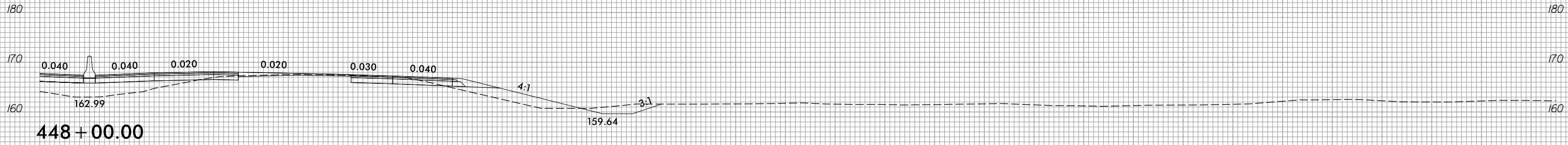
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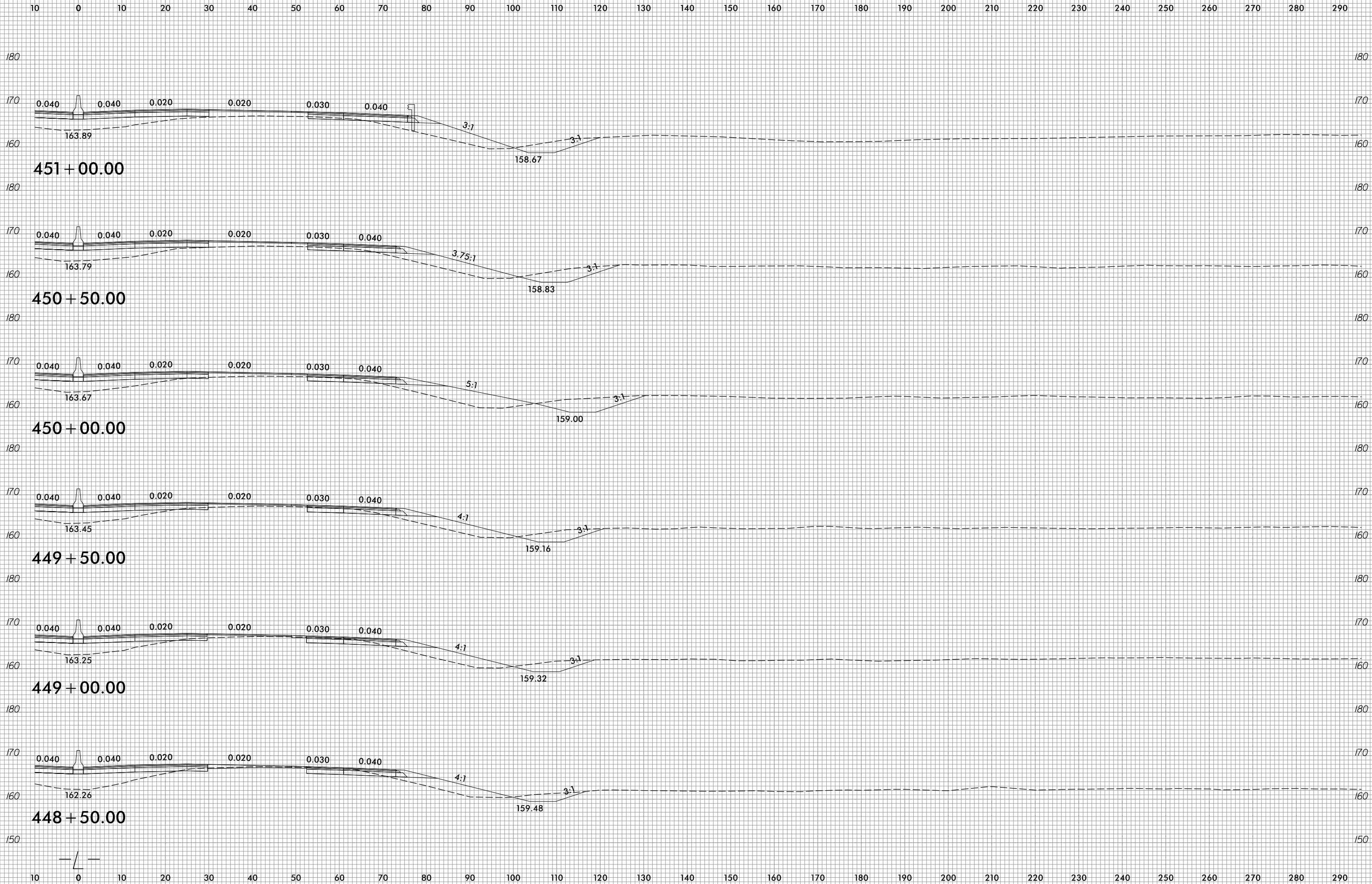
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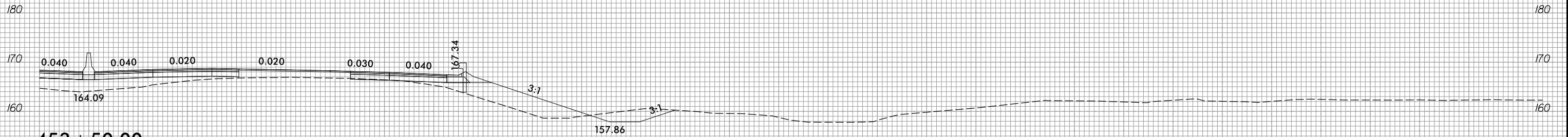
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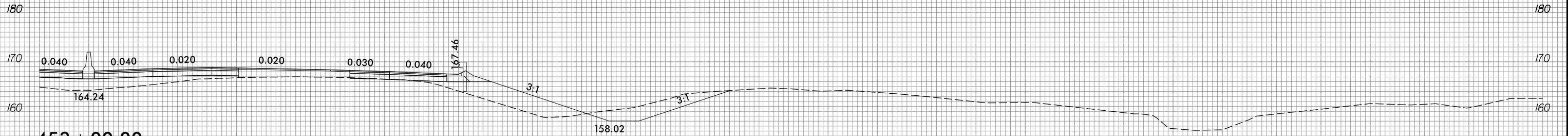
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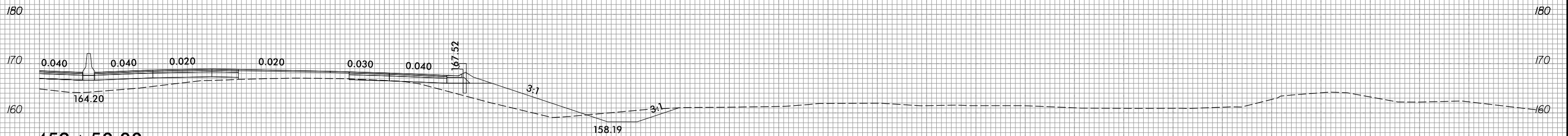
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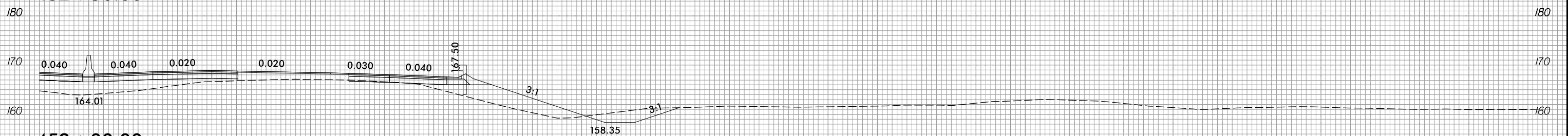
453 + 50.00



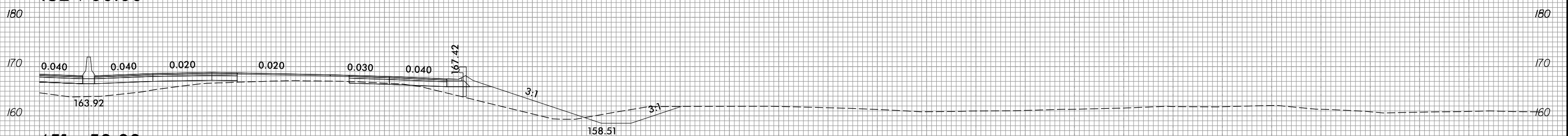
453 + 00.00



452 + 50.00



452 + 00.00

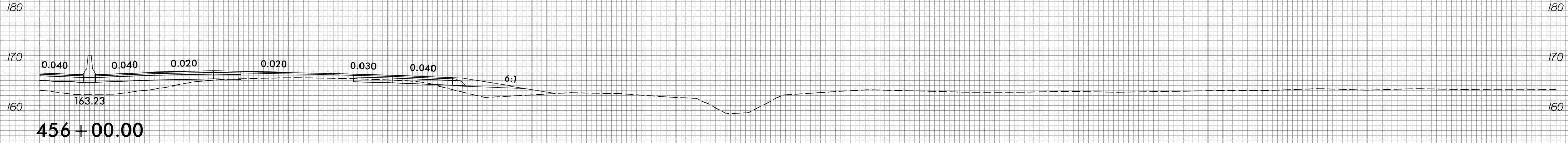


451 + 50.00

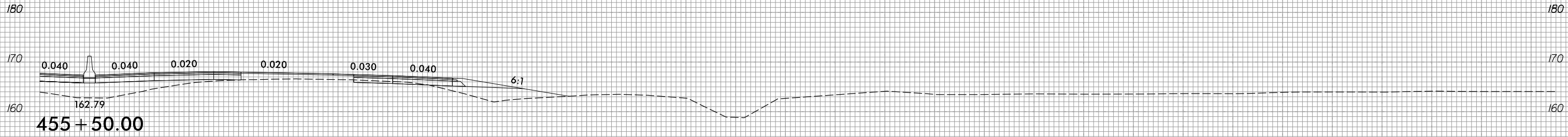
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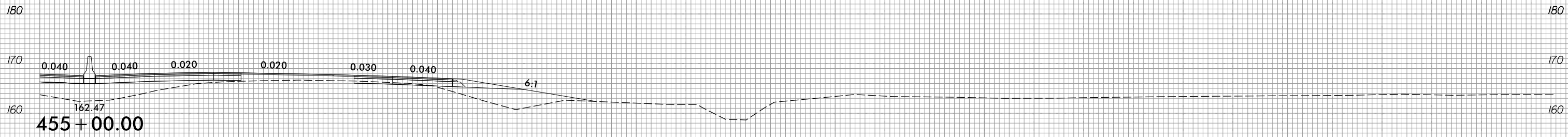
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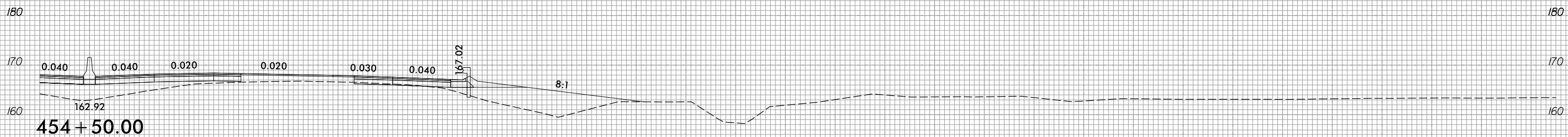
456 + 00.00



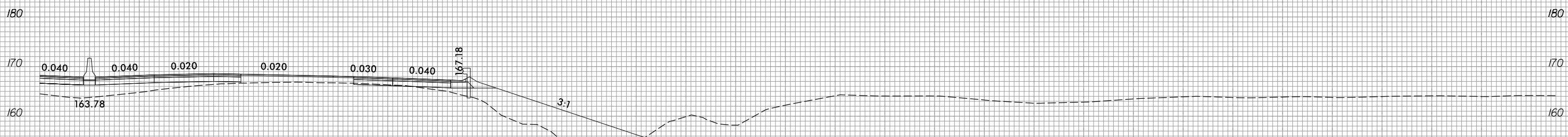
455 + 50.00



455 + 00.00

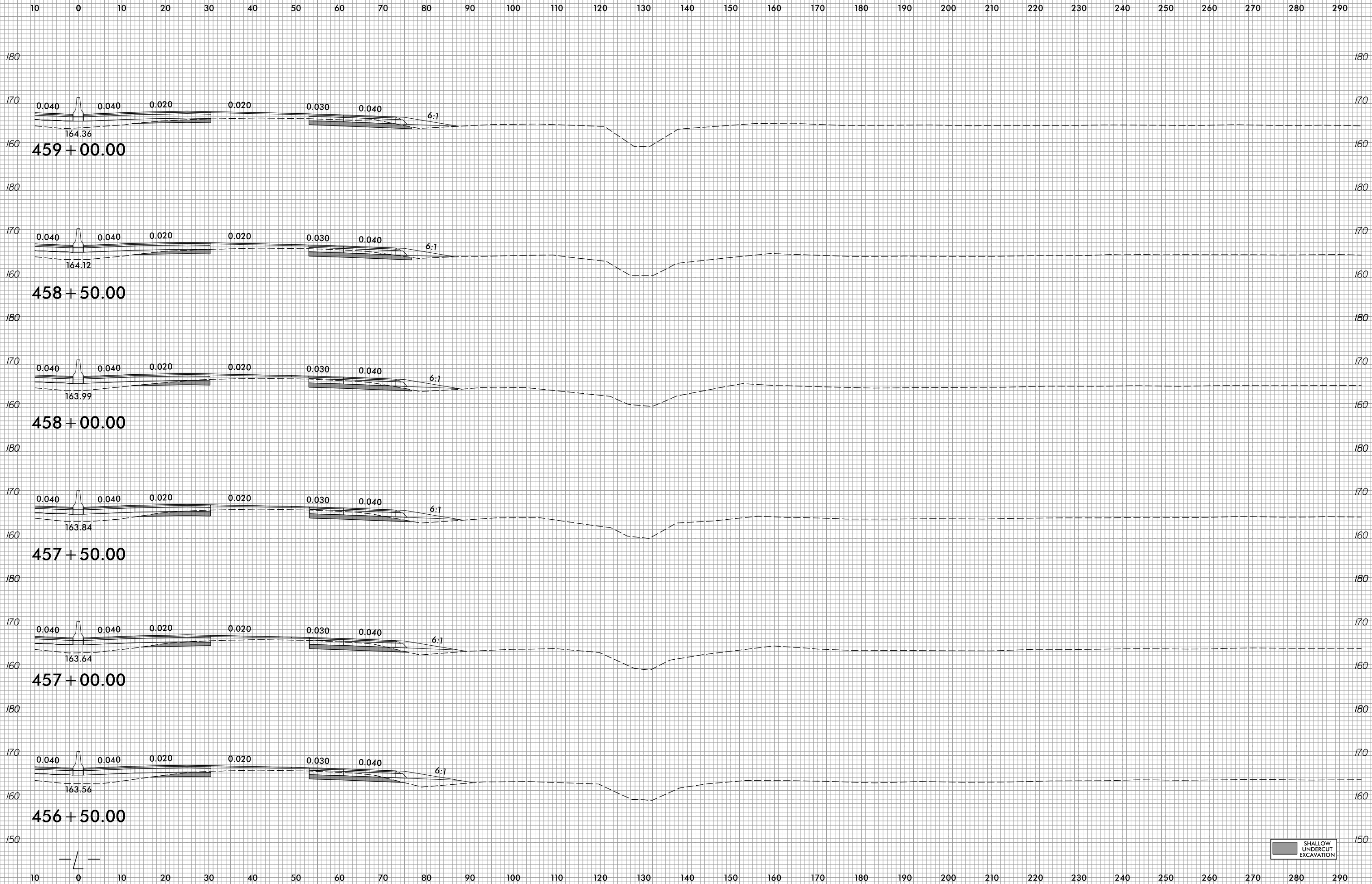


454 + 50.00

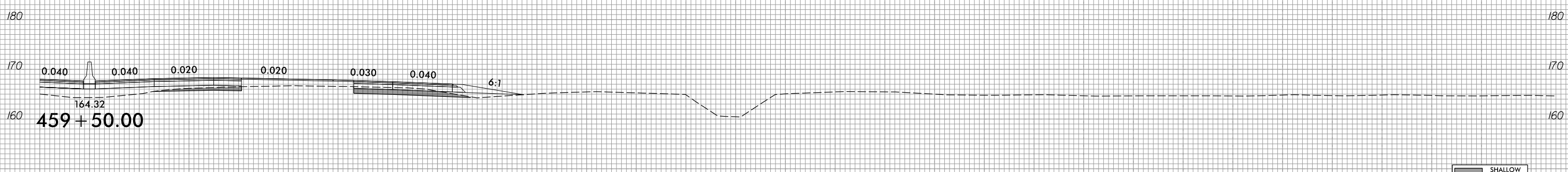
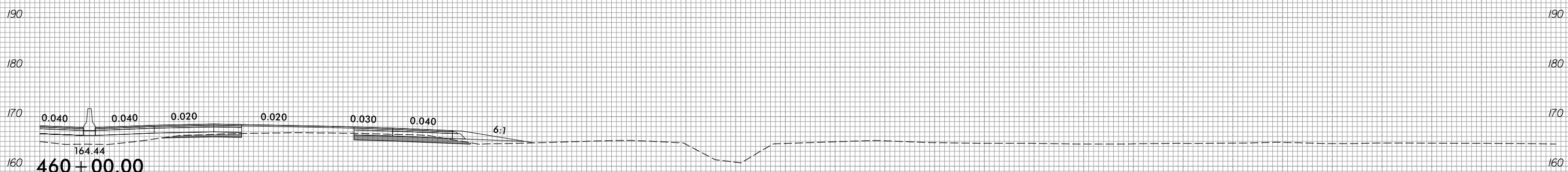
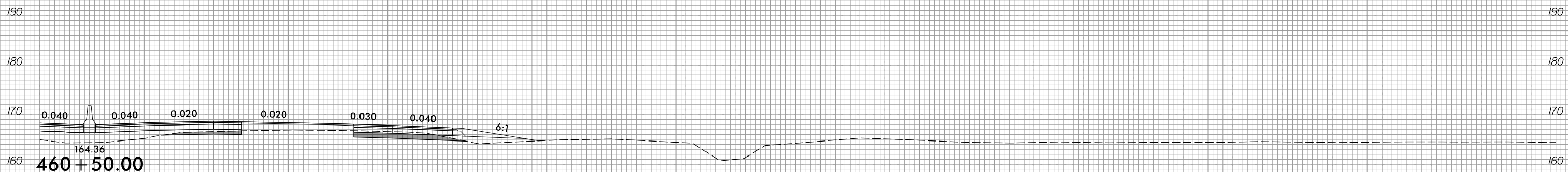
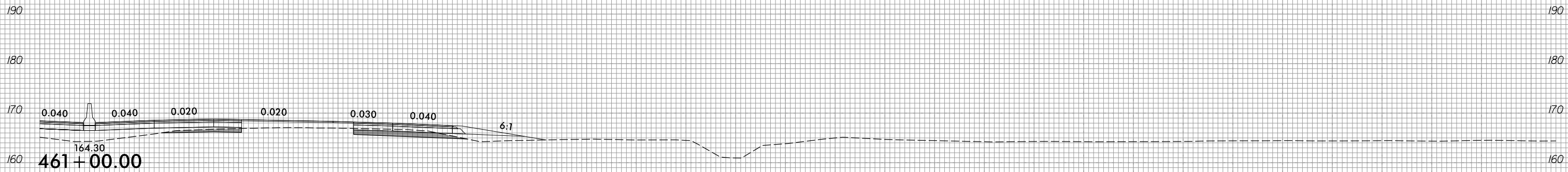


454 + 00.00

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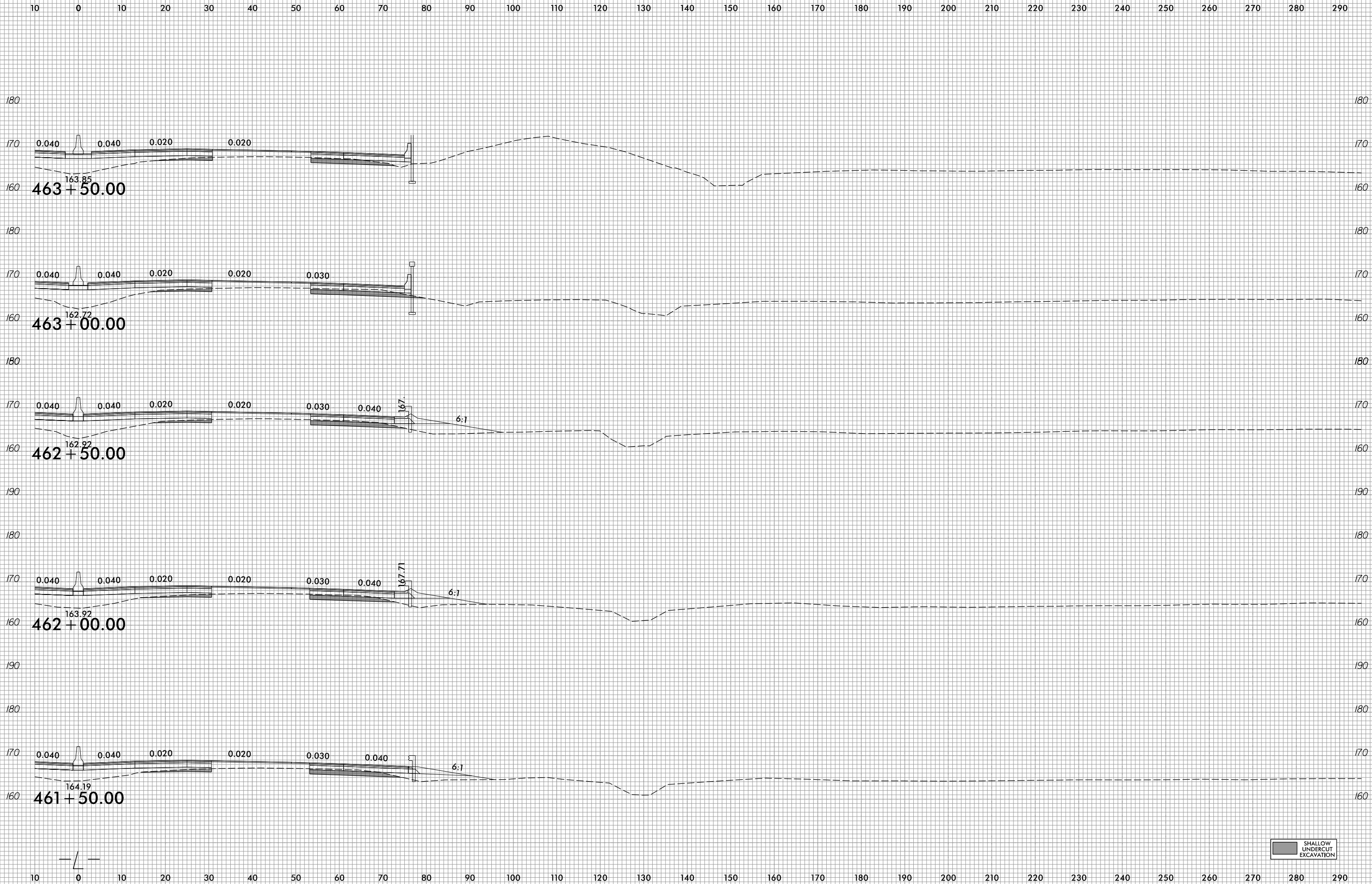


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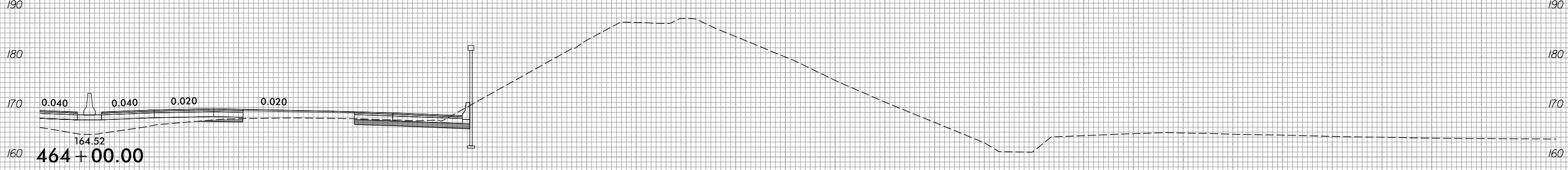
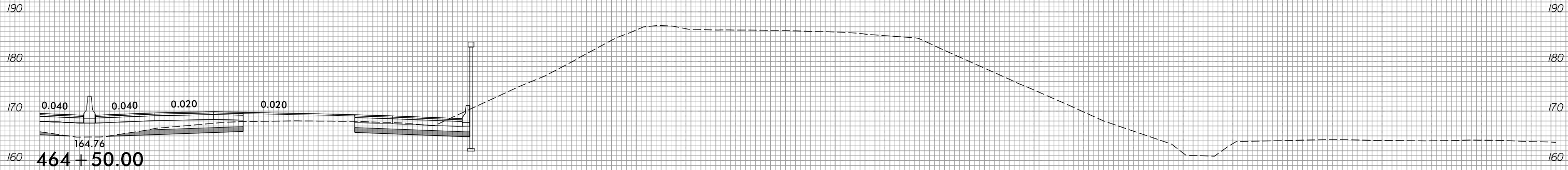
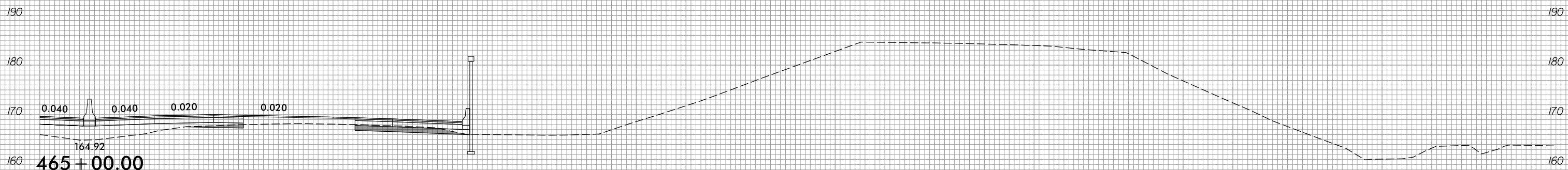
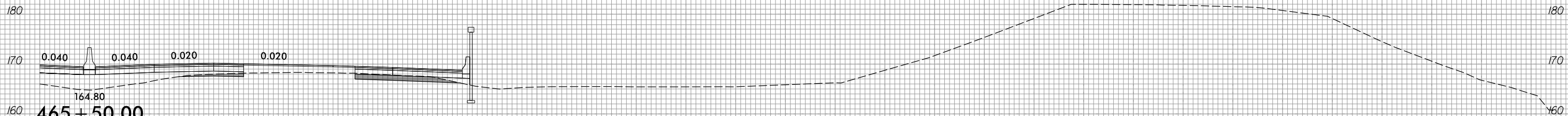
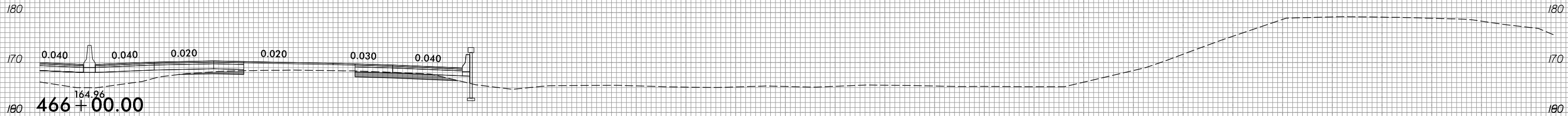
SHALLOW UNDERCUT EXCAVATION

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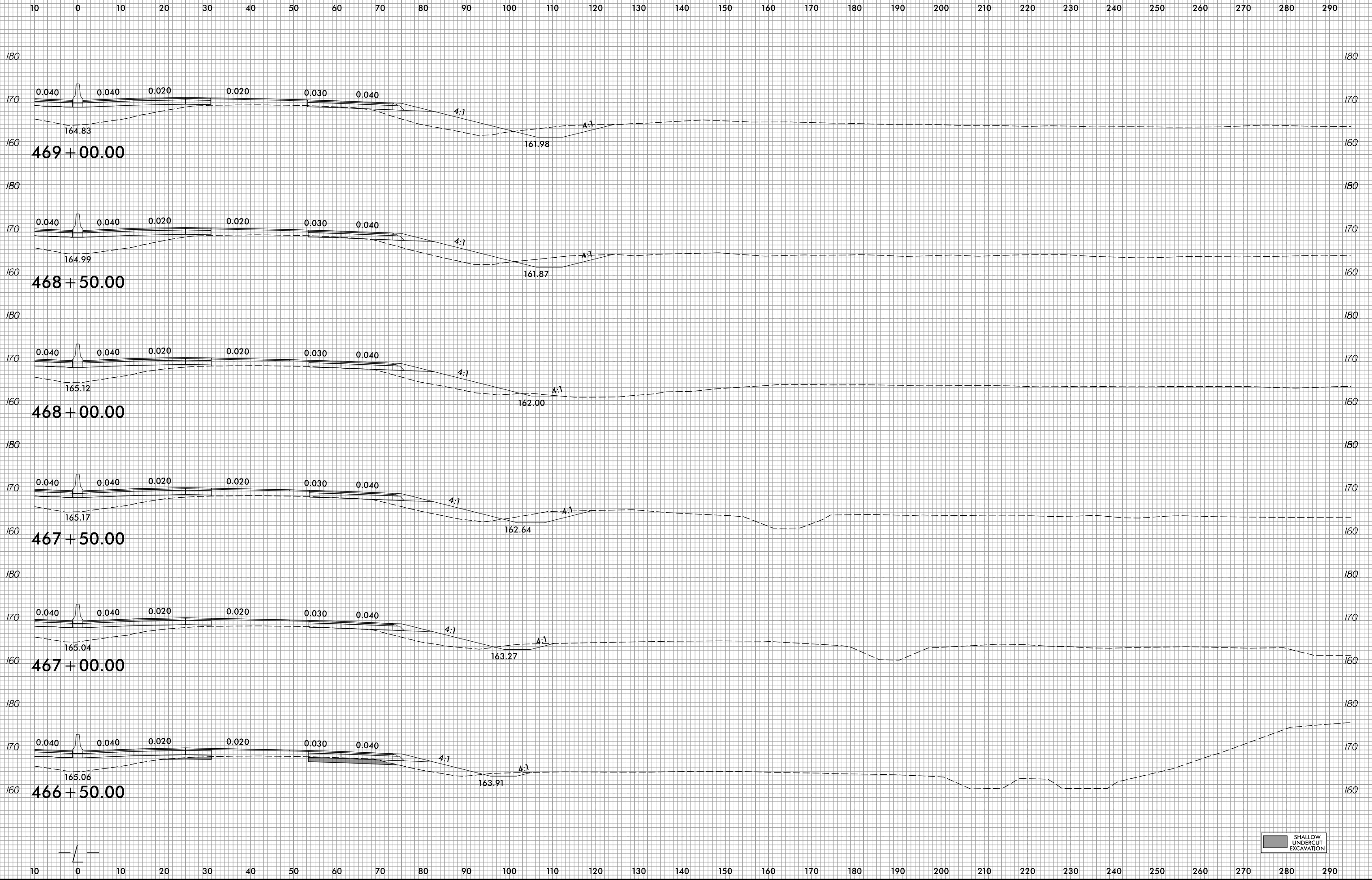


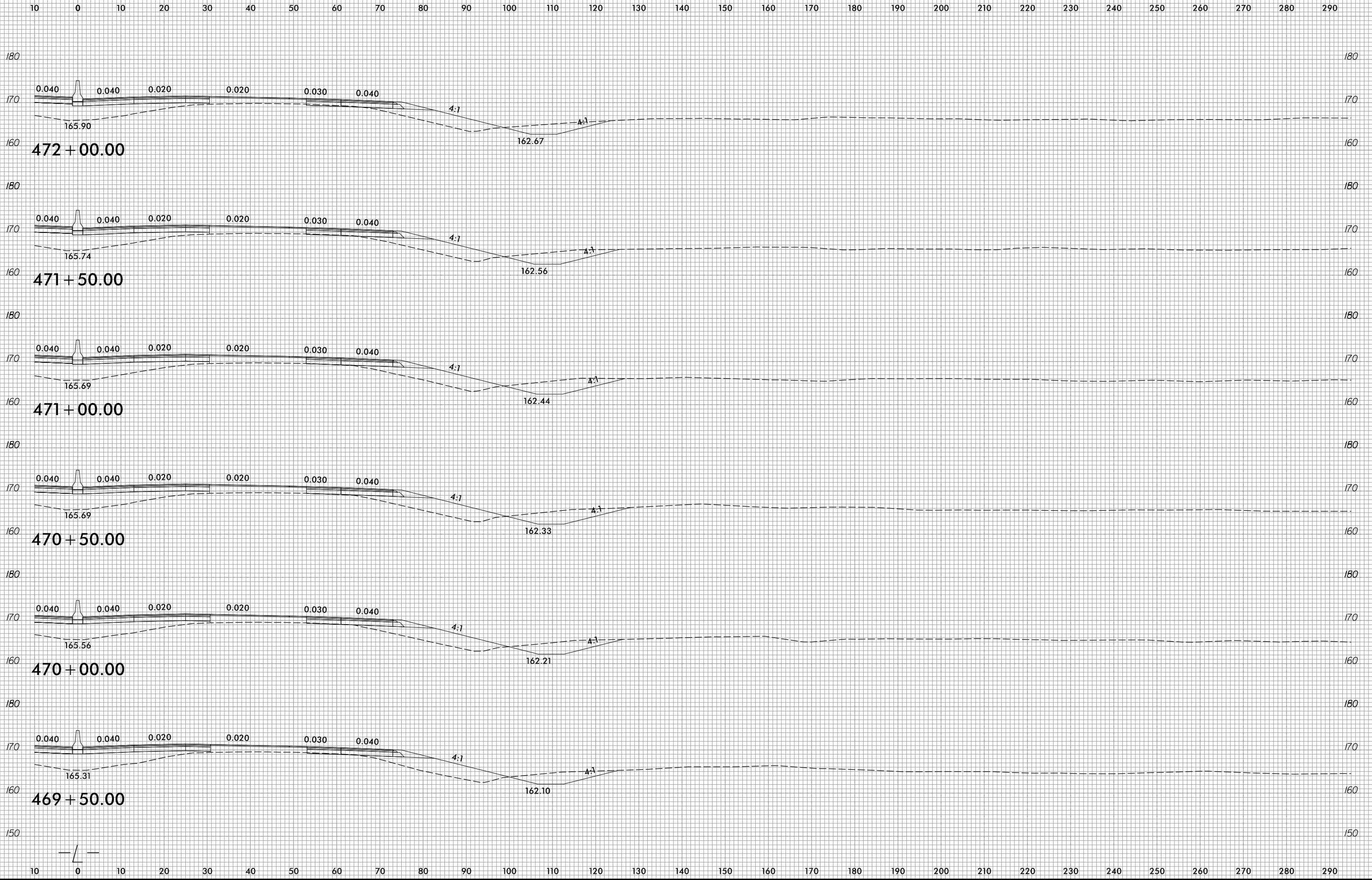
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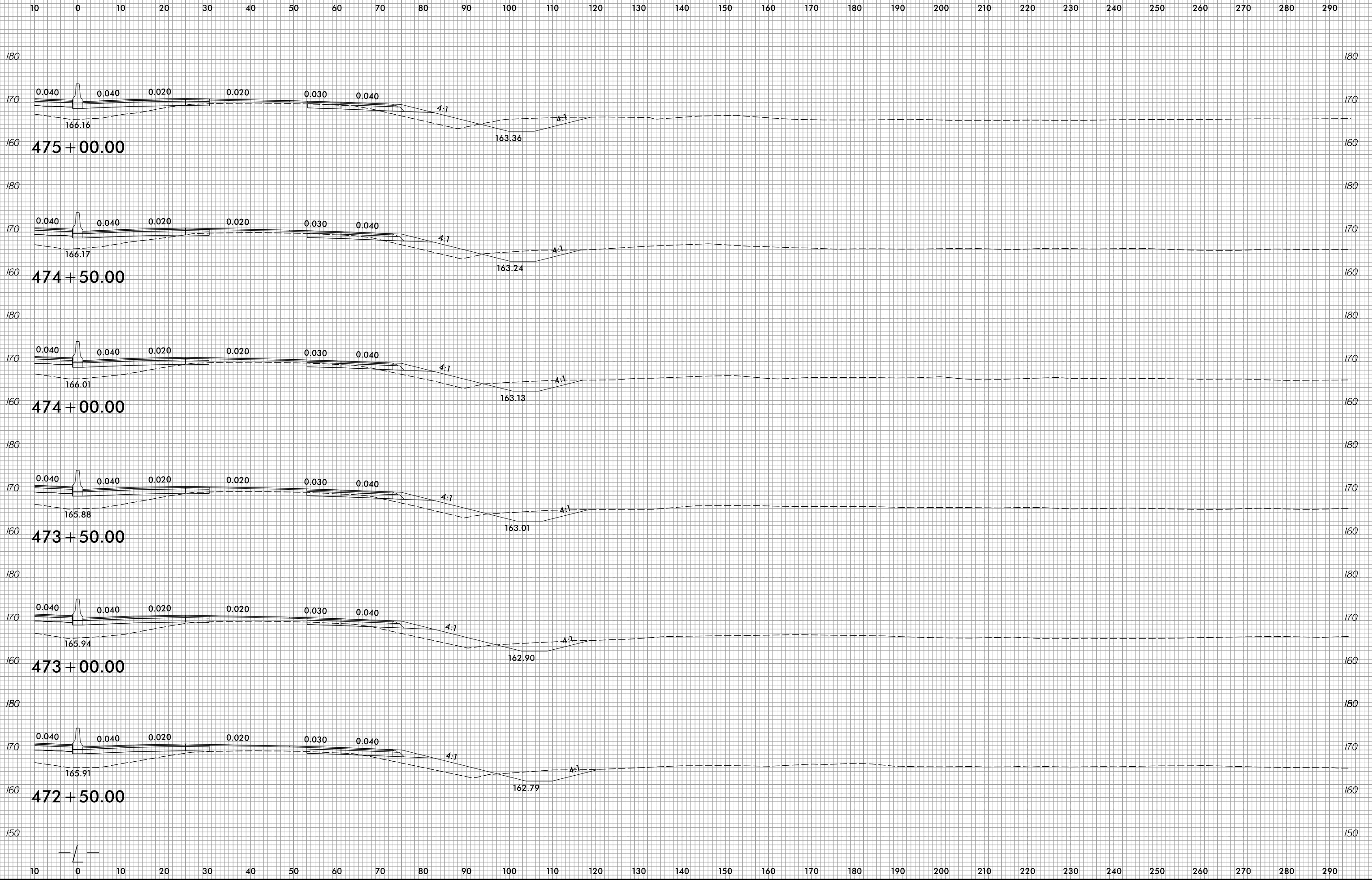


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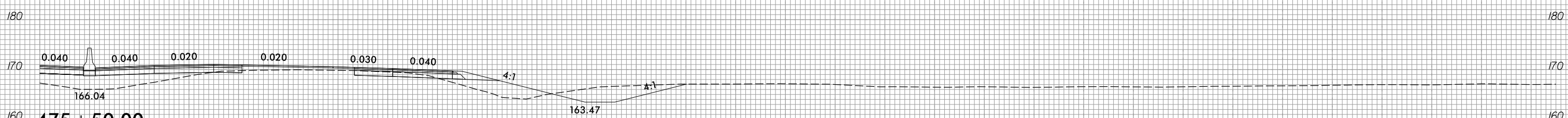
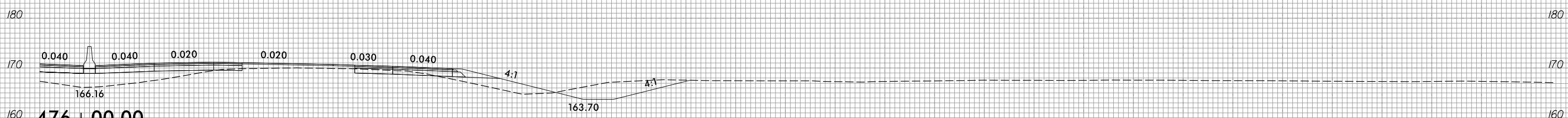
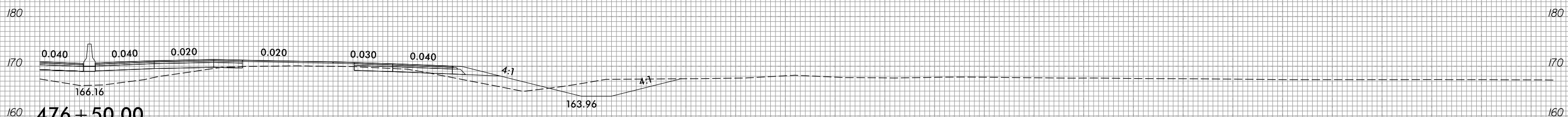
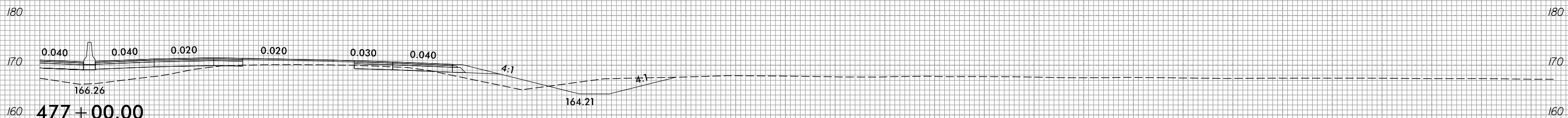
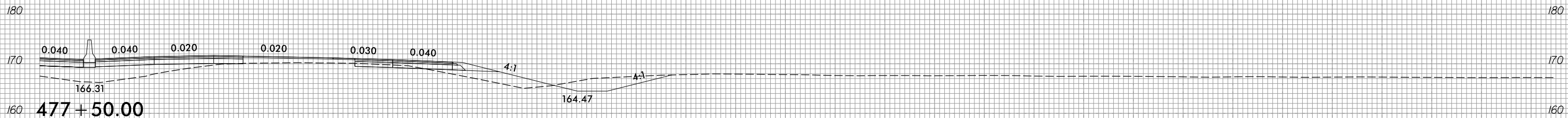
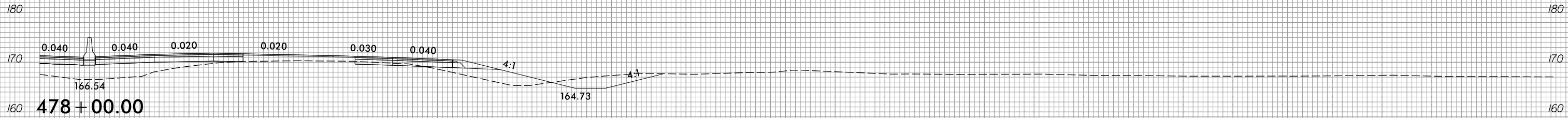








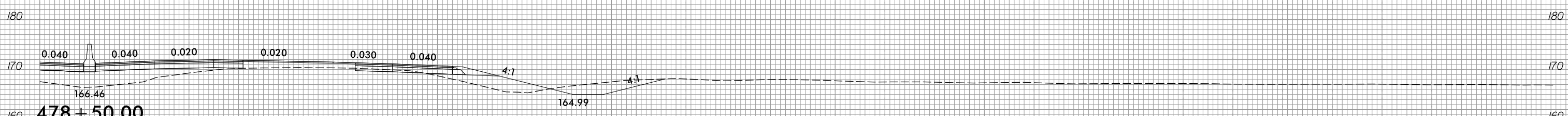
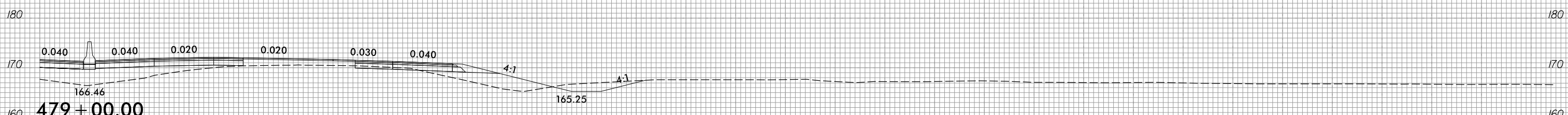
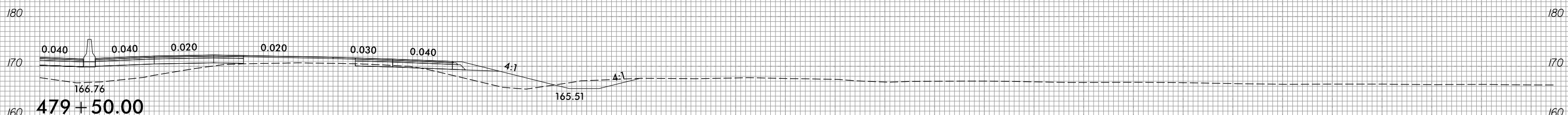
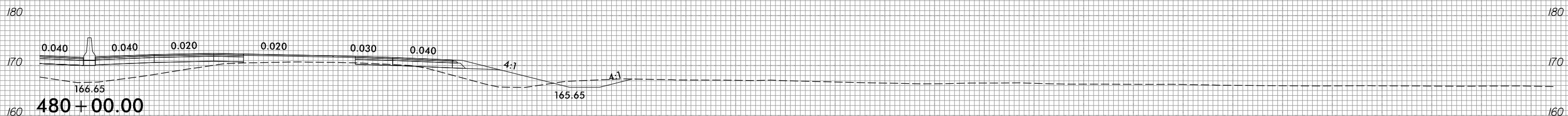
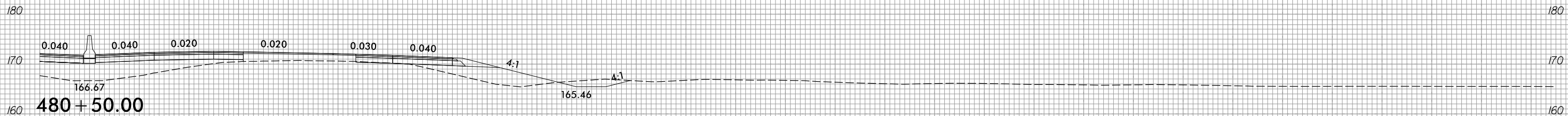
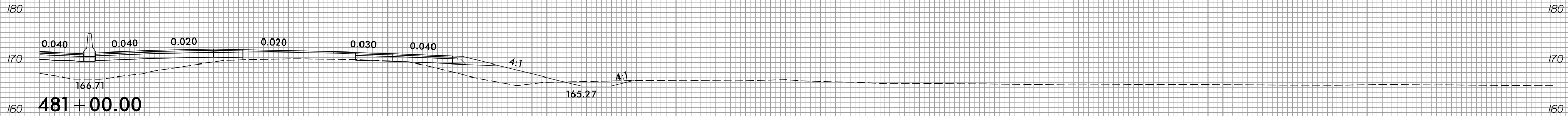
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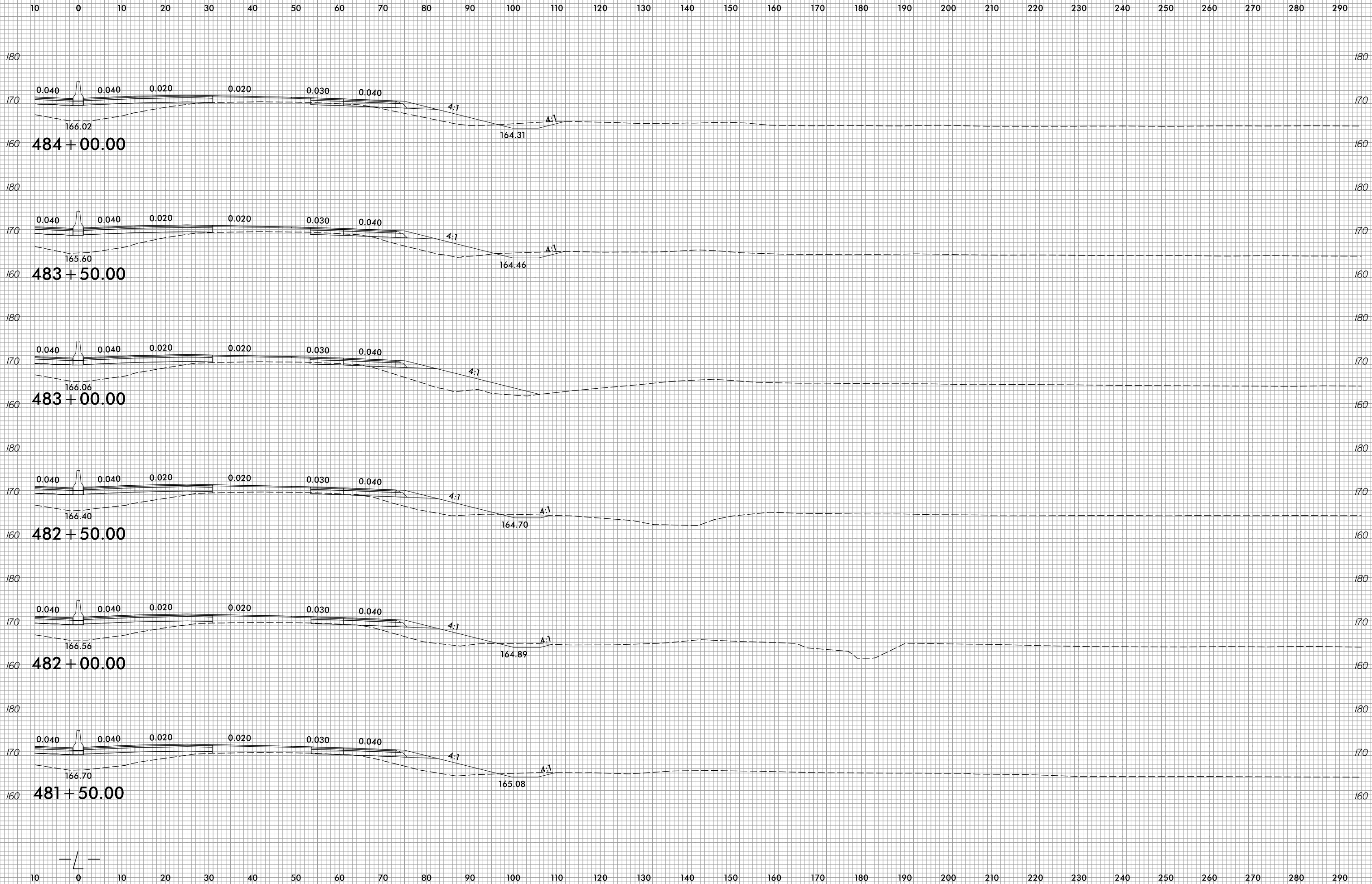
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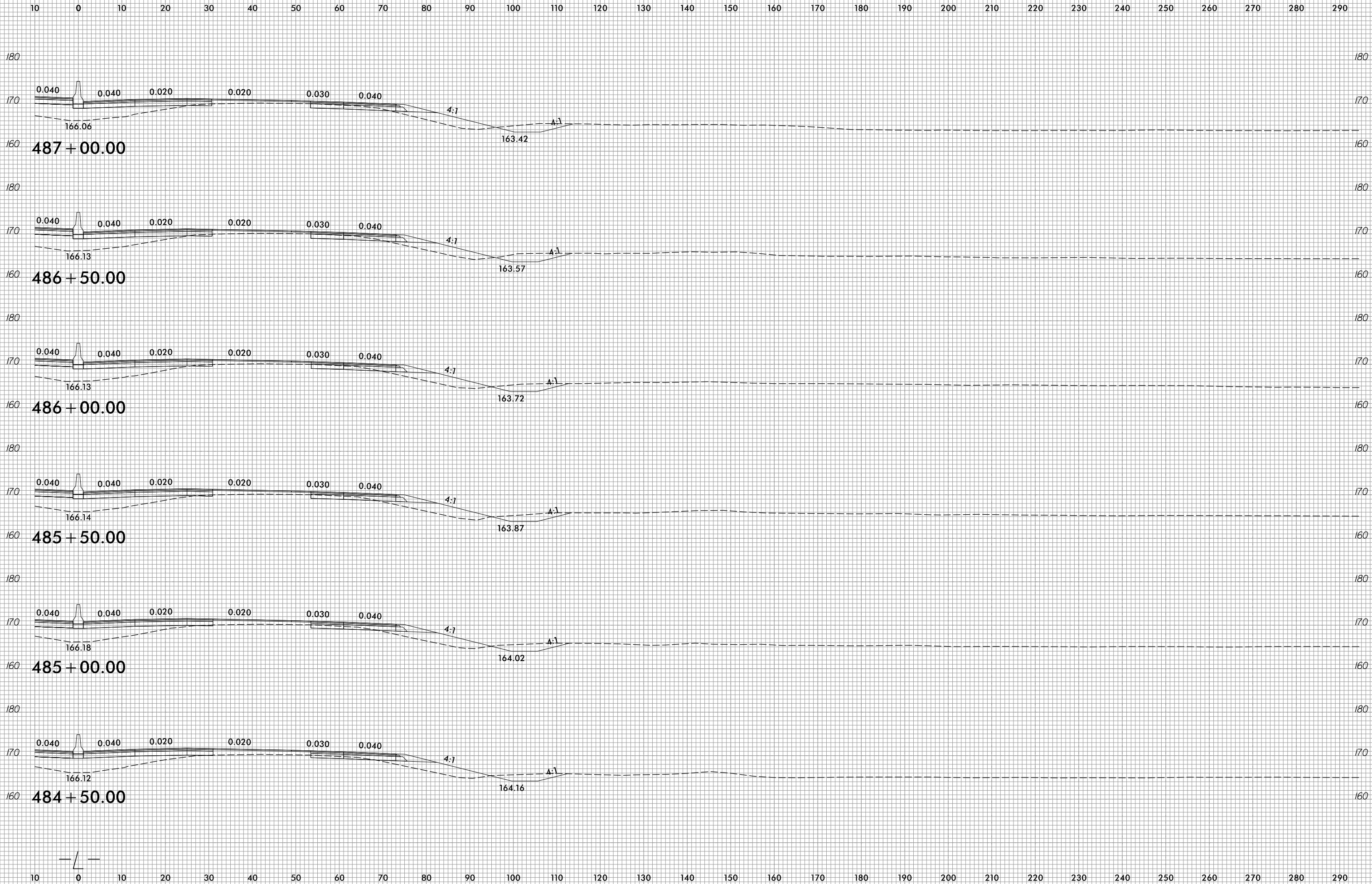


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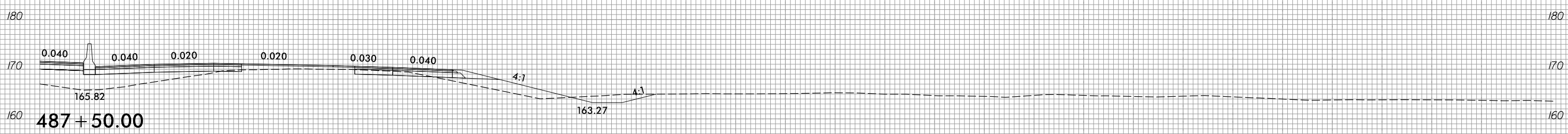
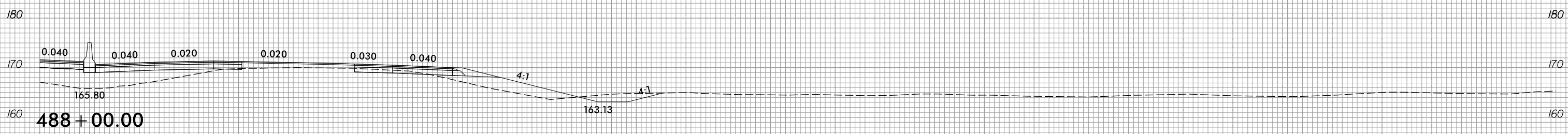
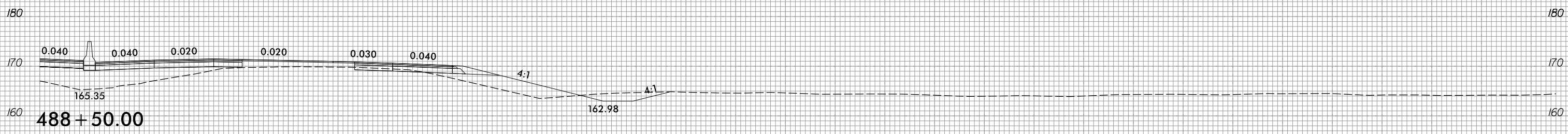
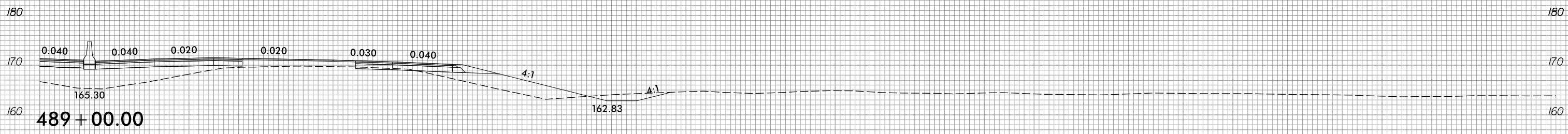
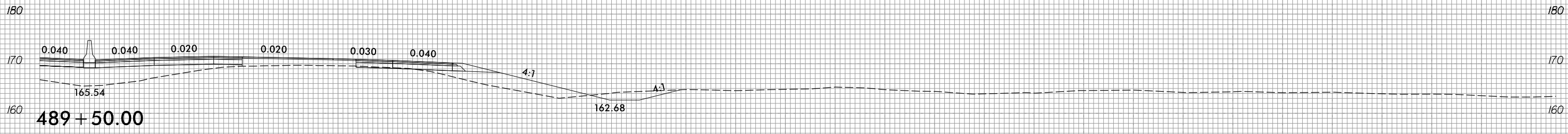
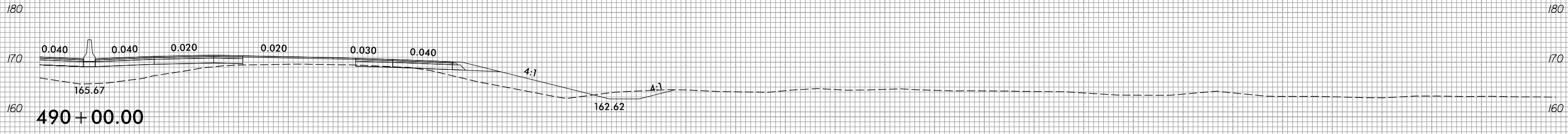


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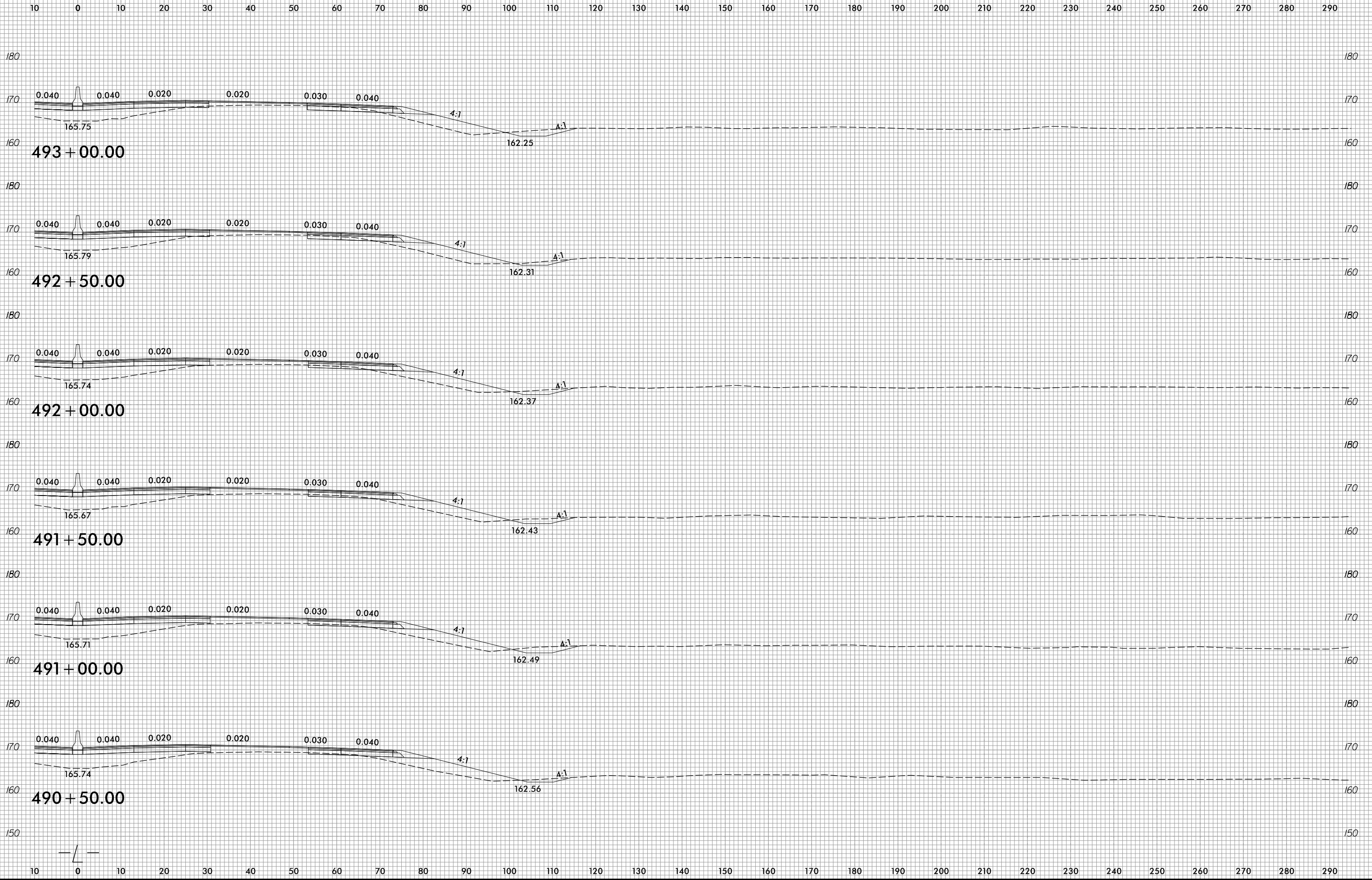




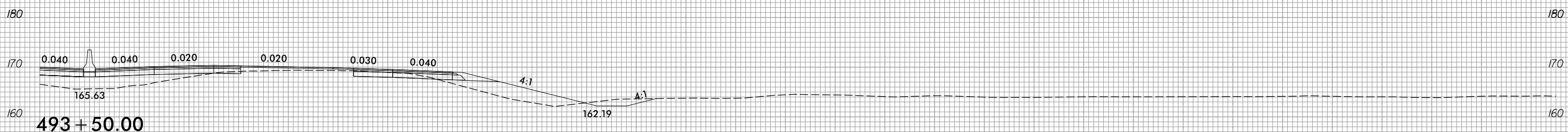
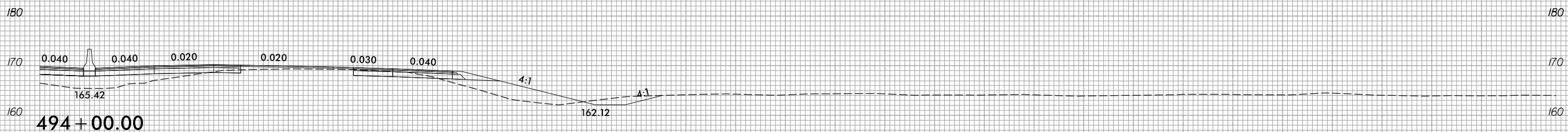
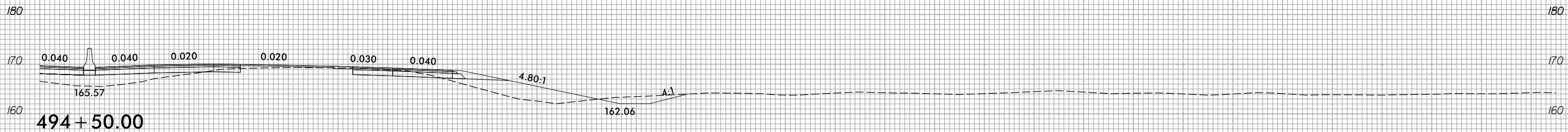
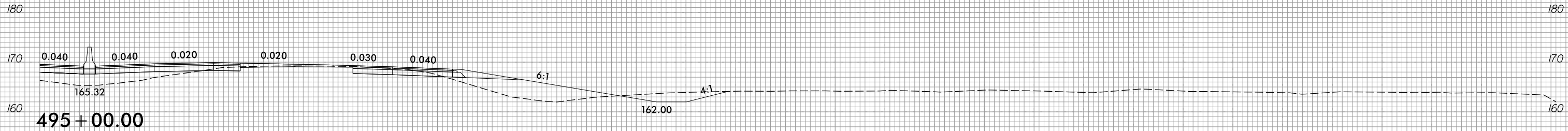
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



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

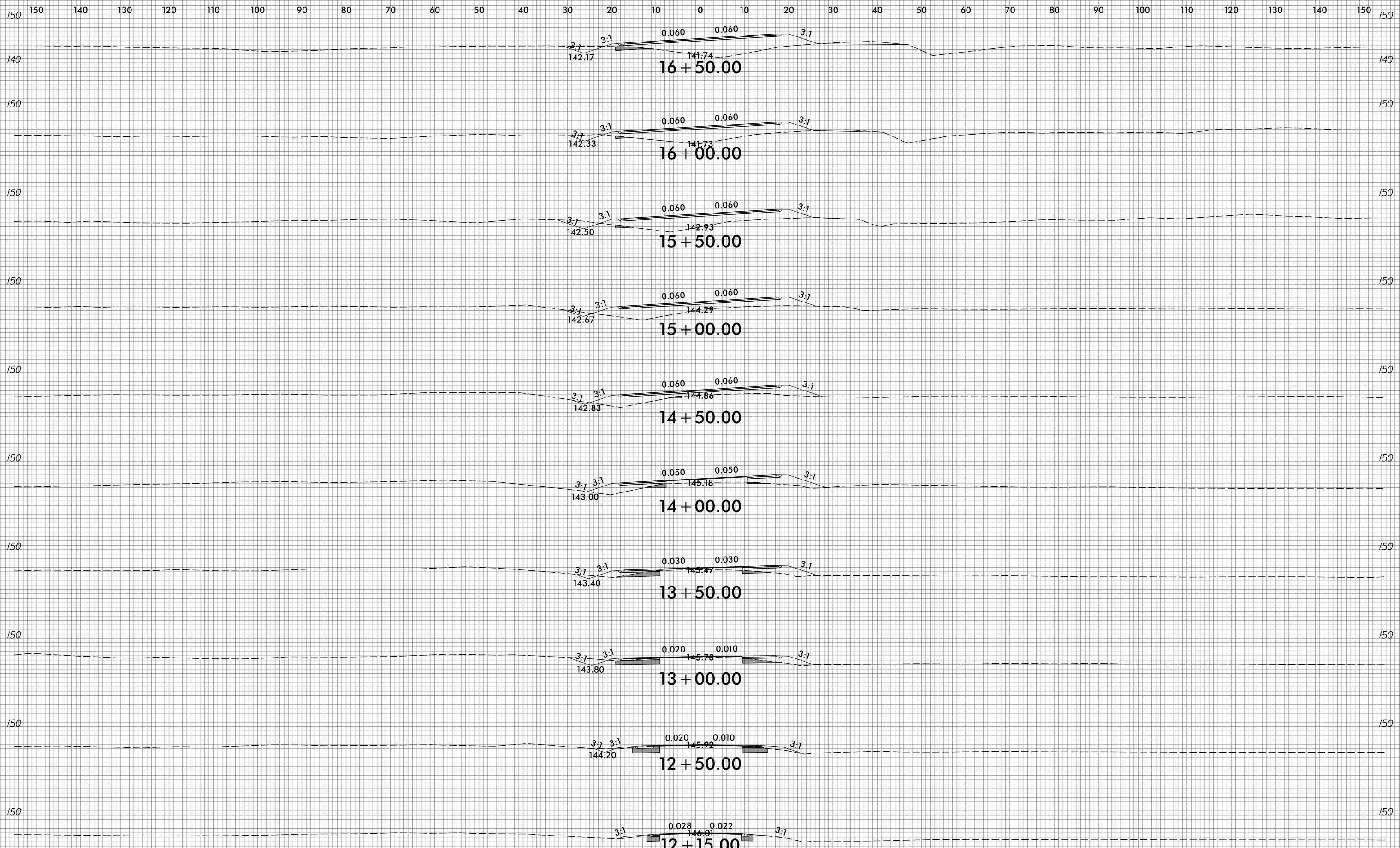


10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-316



UNDERCUT EXCAVATION  
 SHALLOW UNDERCUT EXCAVATION

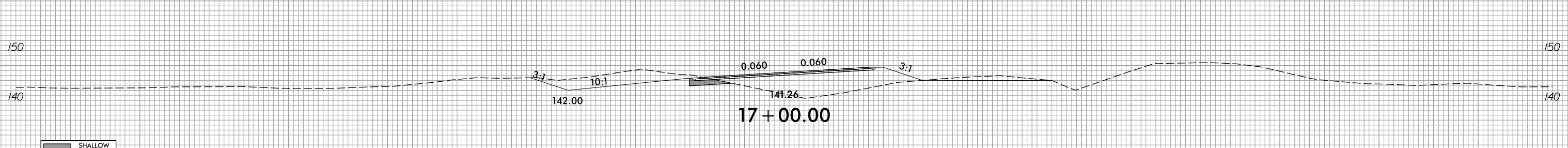
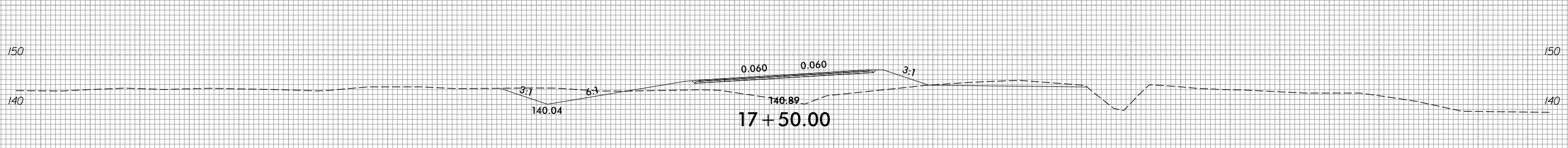
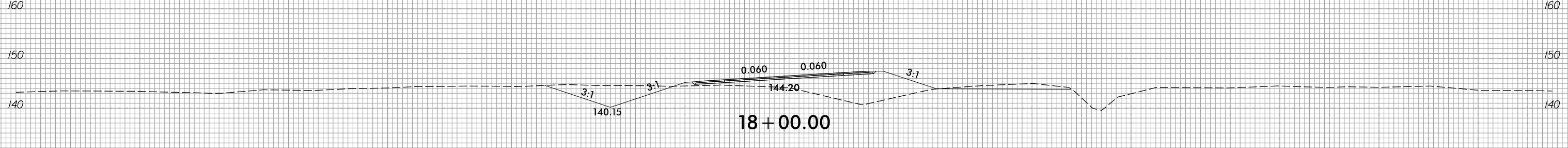
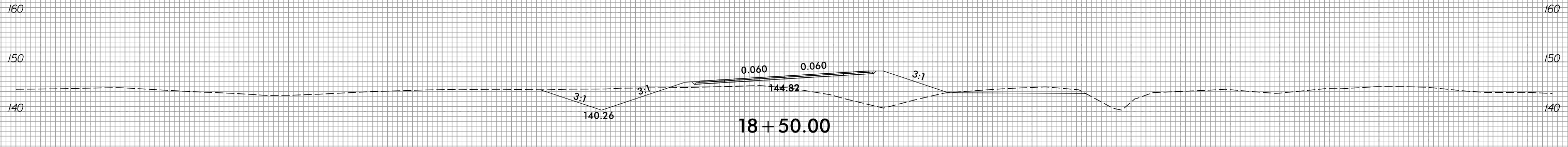
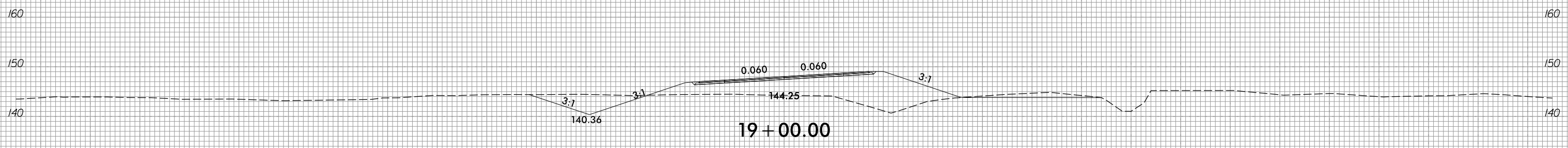
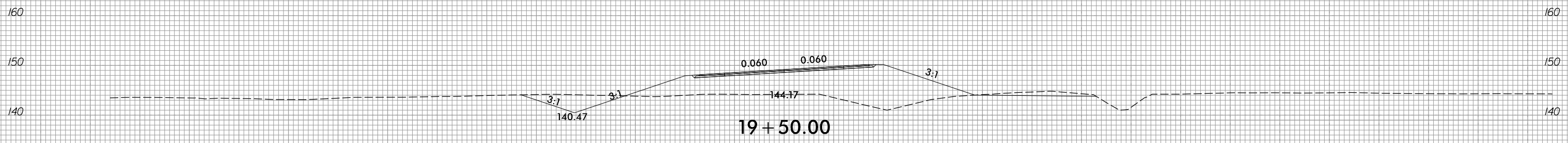
-Y2-

5/3/2022  
R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_Y2.dgn  
David.Litch





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



SHALLOW UNDERCUT EXCAVATION

-Y2-

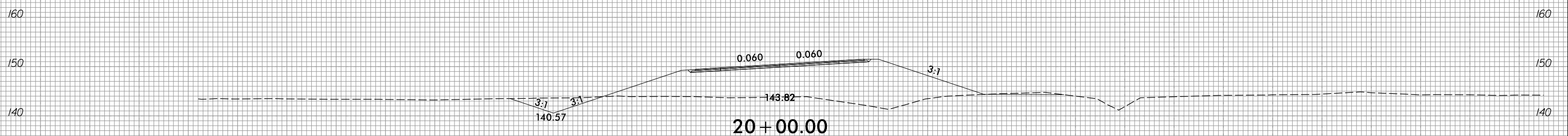
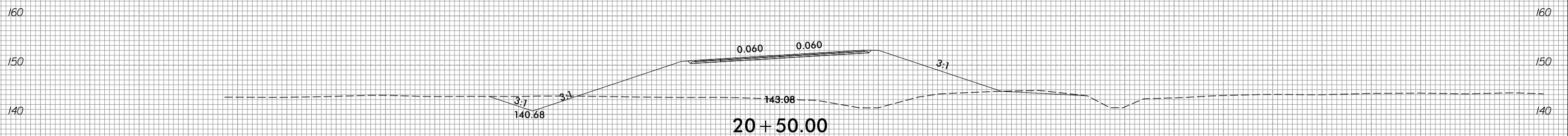
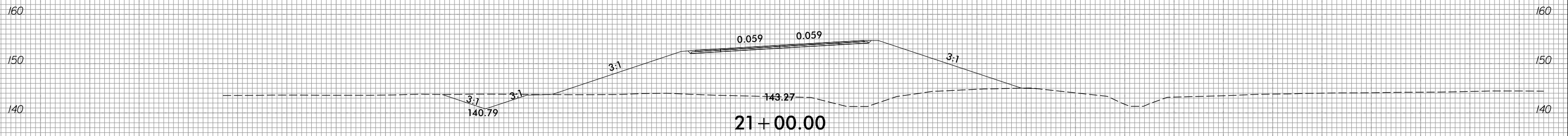
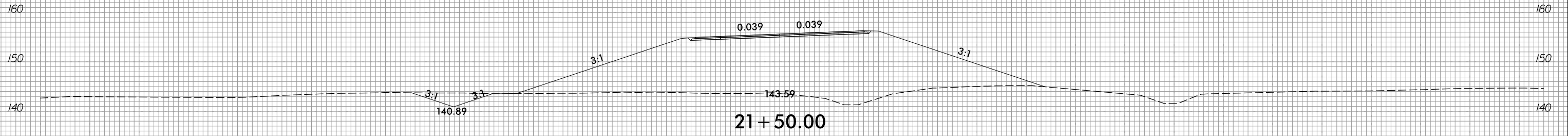
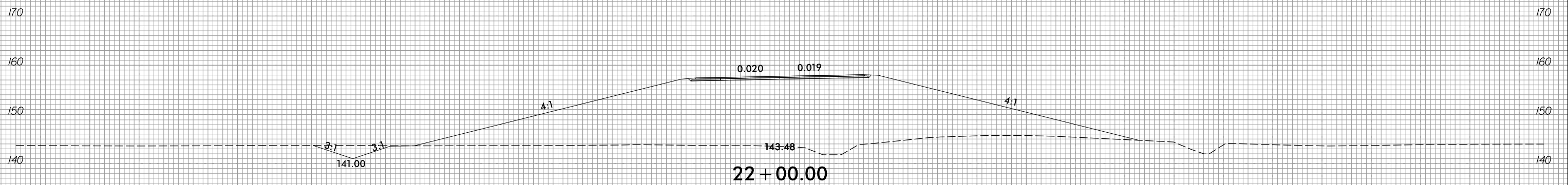
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-318

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



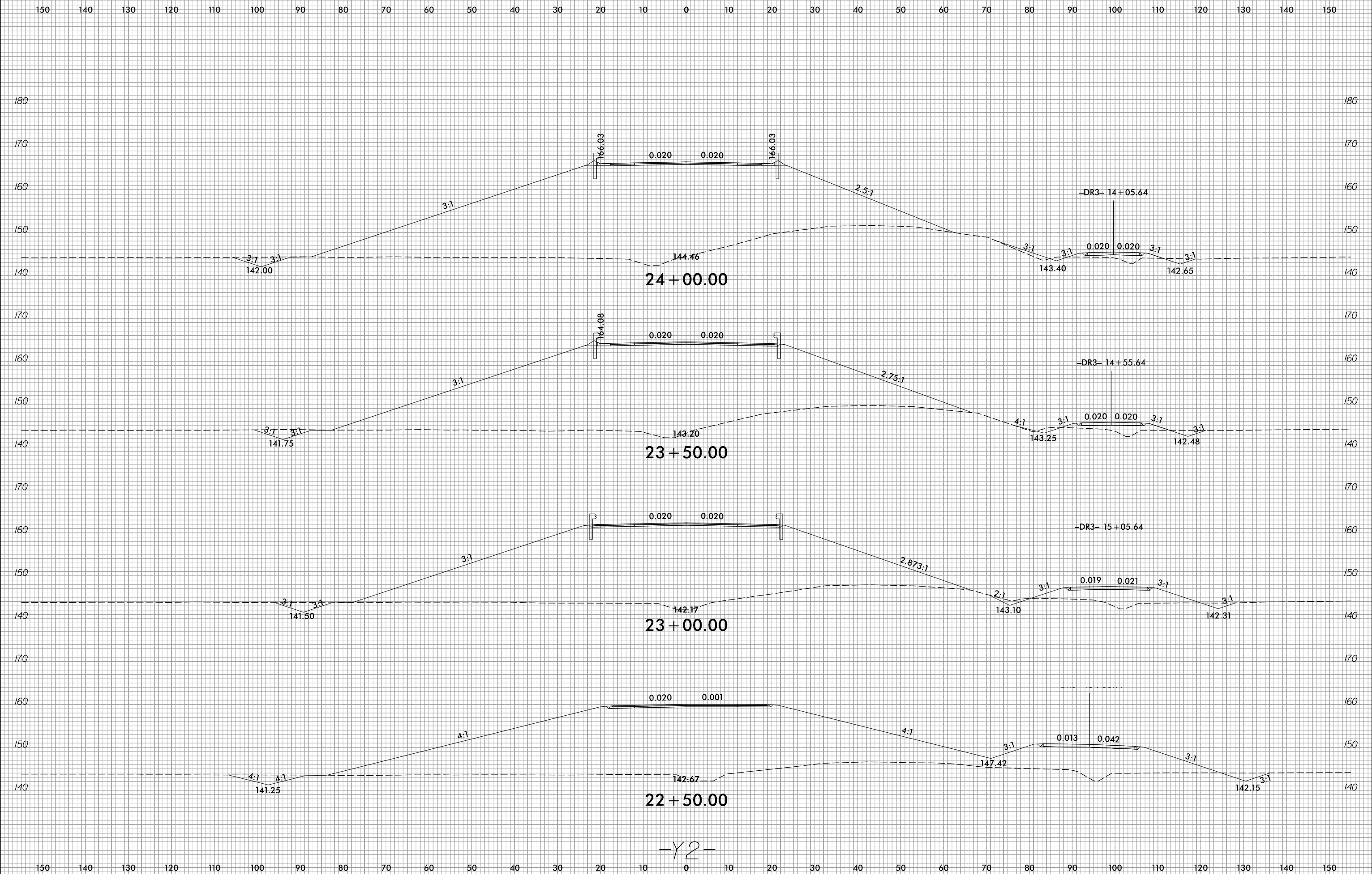
-Y2-

5/3/2022  
R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_Y2.dgn  
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-319



5/13/2022  
E:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_Y2.dgn  
Erica.Warburton

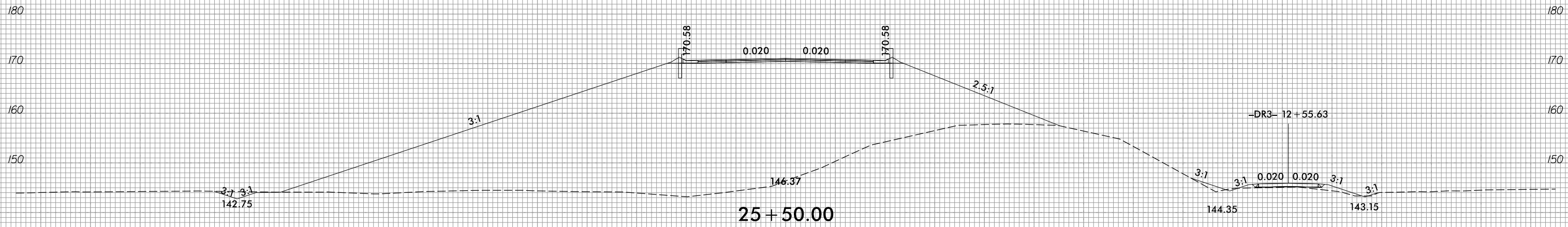
-Y2-

6/23/16

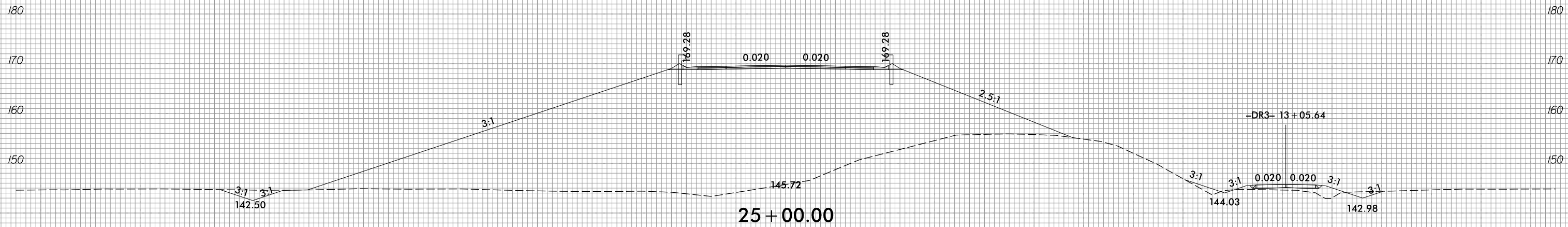


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-320

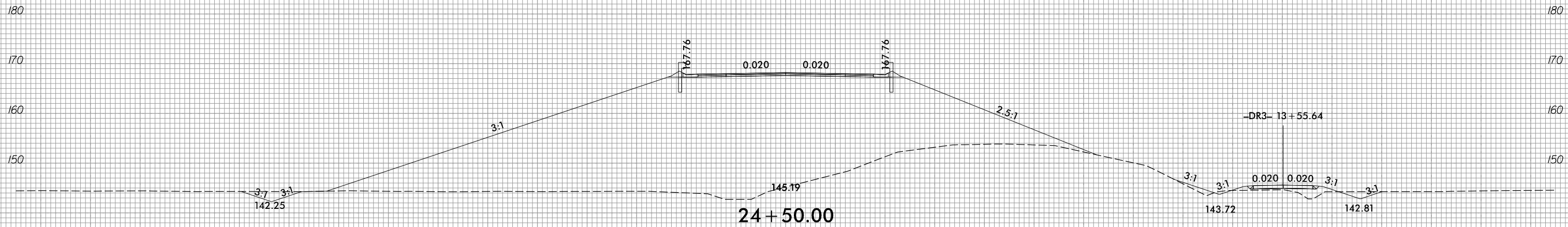
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



25+50.00



25+00.00



24+50.00

-Y2-

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

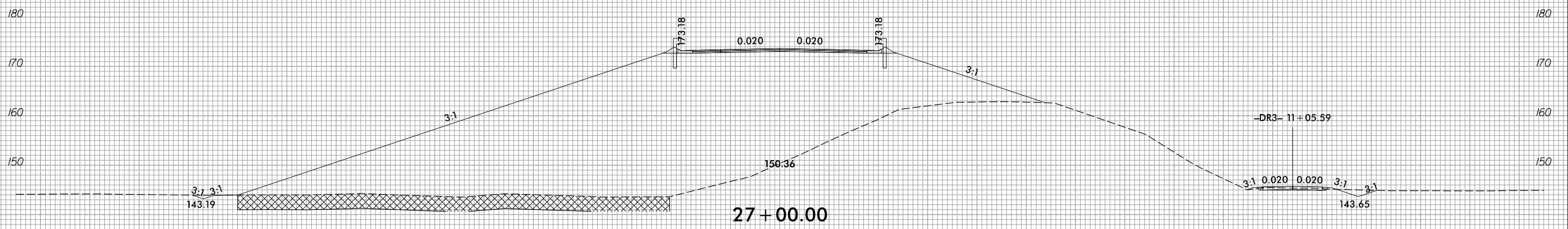
5/13/2022  
E:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_Y2.dgn  
Erica.Warburton

6/23/16

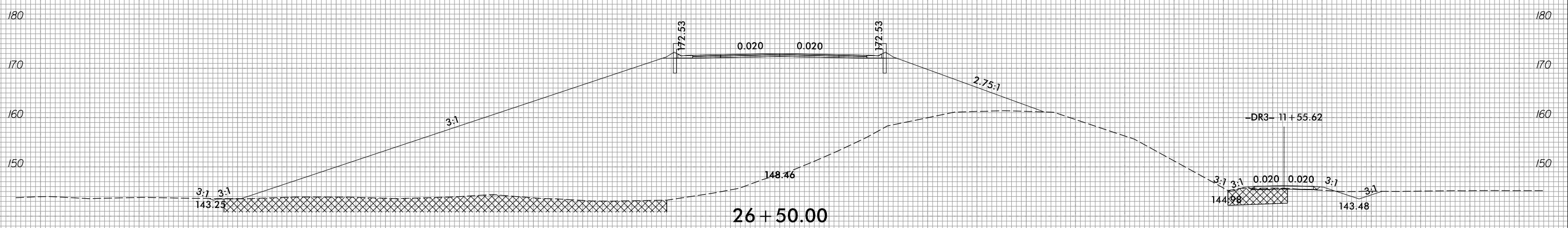


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-321

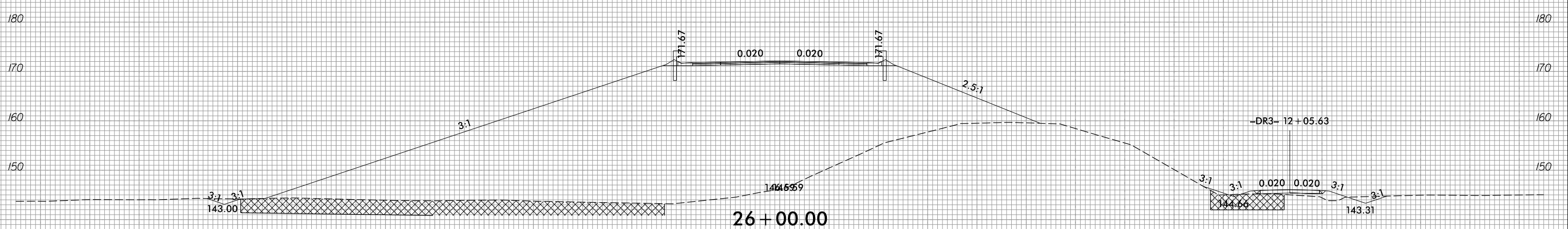
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



27+00.00



26+50.00



26+00.00

-Y2-

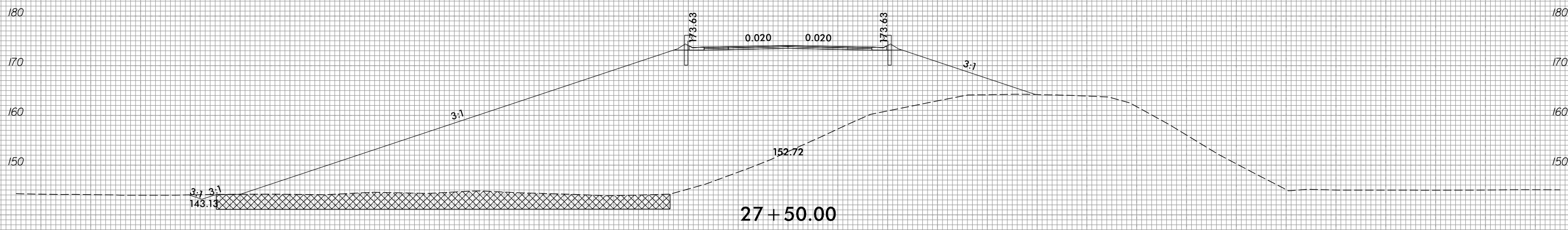
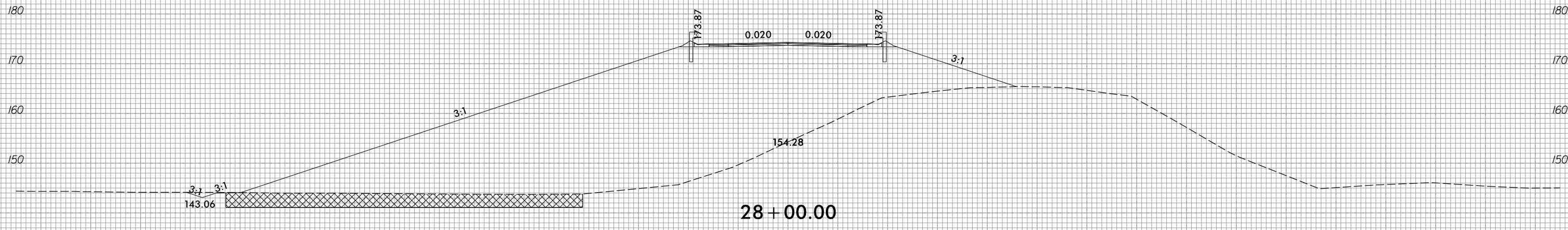
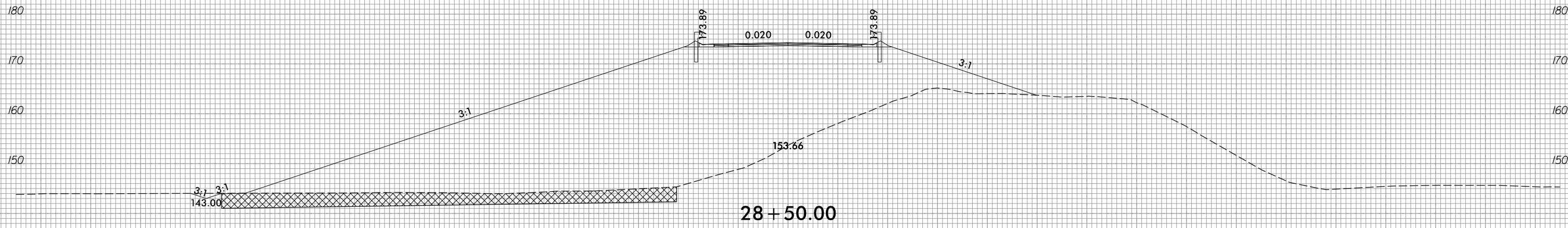
UNDERCUT EXCAVATION

5/13/2022  
 E:\Roadway\Corridor\Mode\Iing\I5987A\_RDY\_XPL\_Y2.dgn  
 Eric.Warburton

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



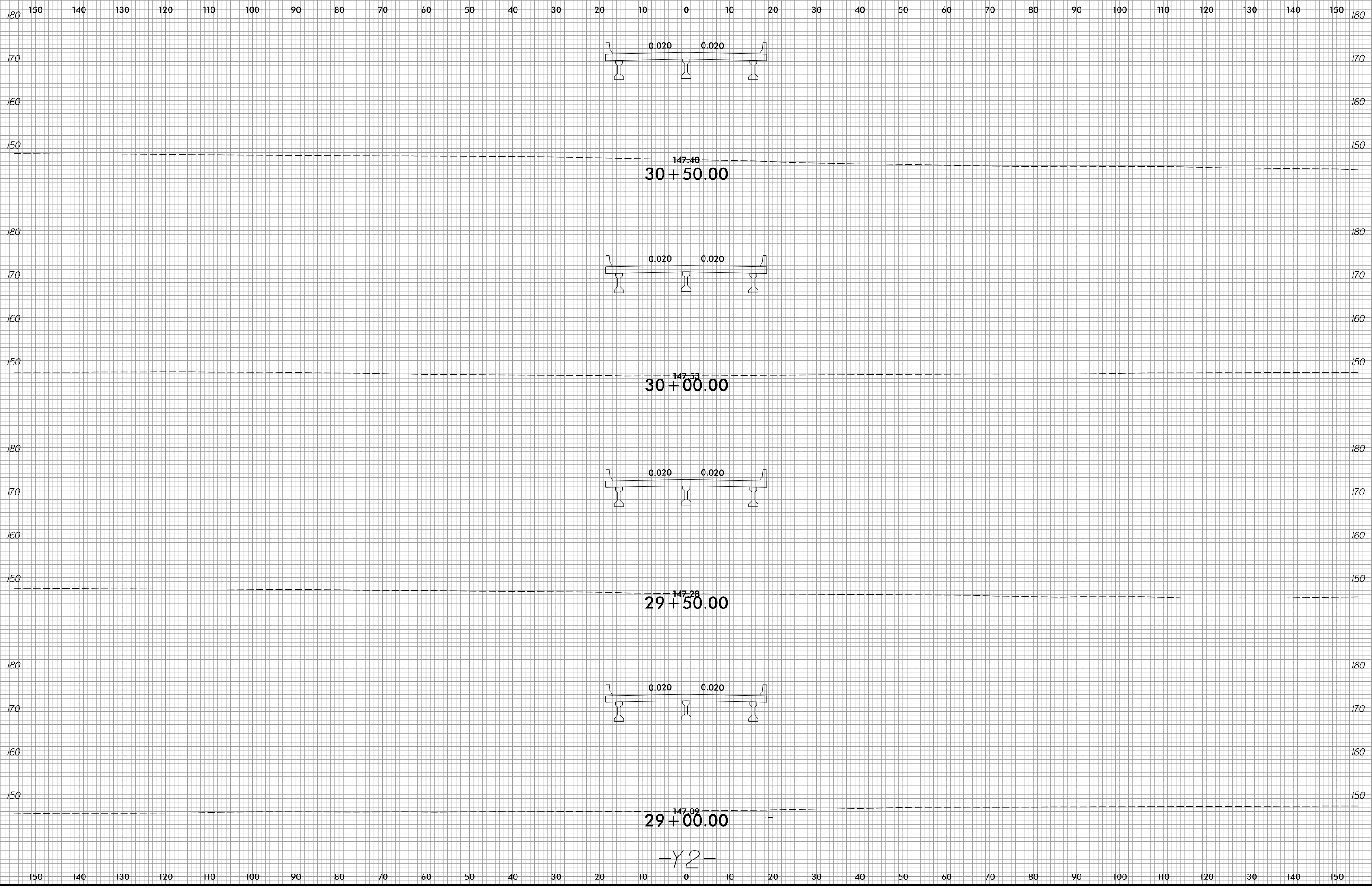
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



UNDERCUT EXCAVATION

-Y2-

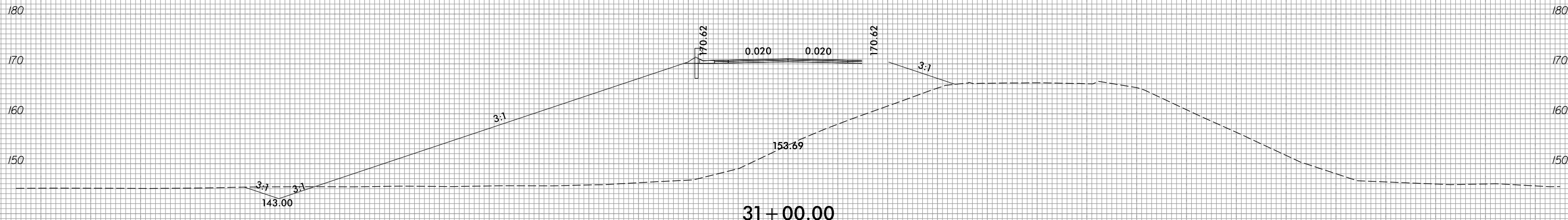
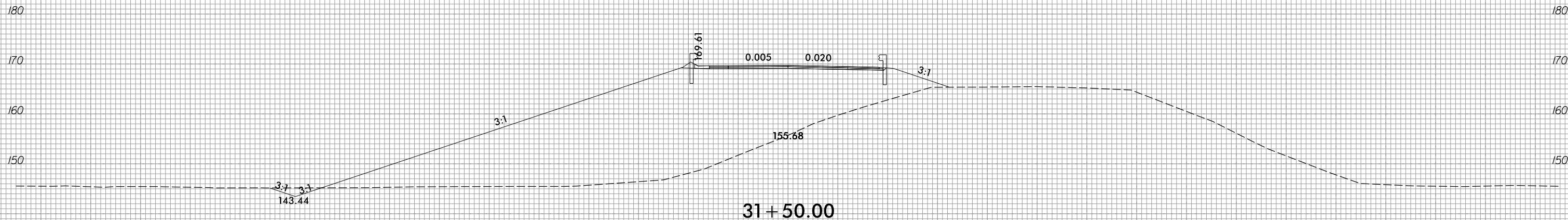
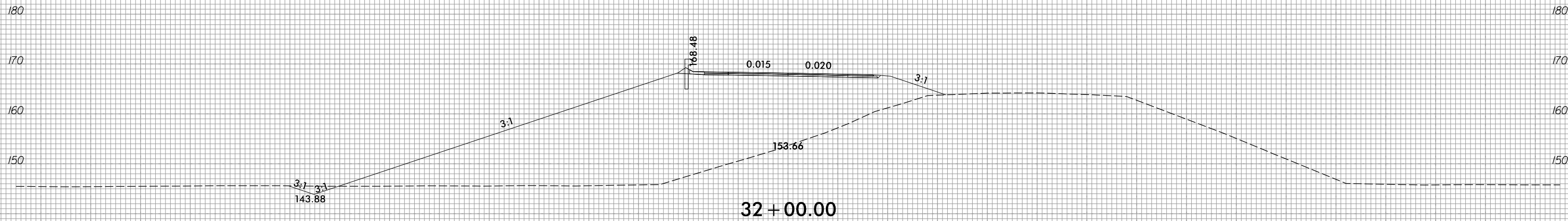
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y2-



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

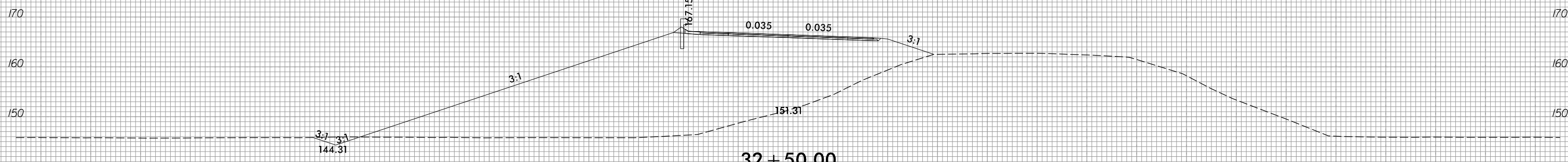
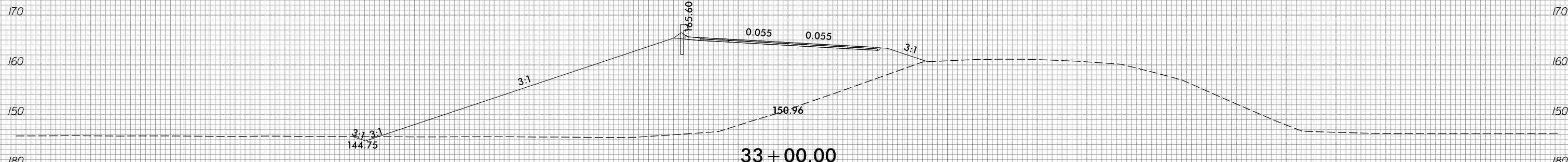
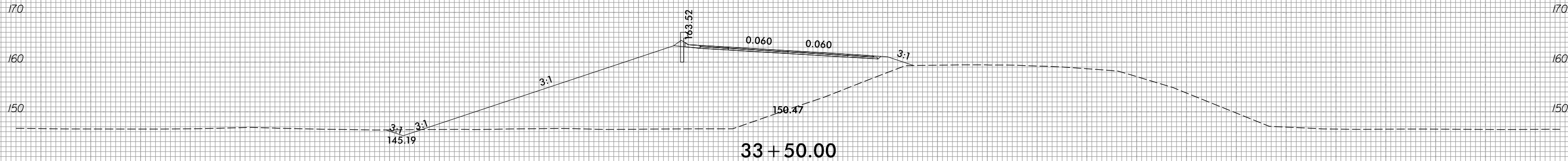
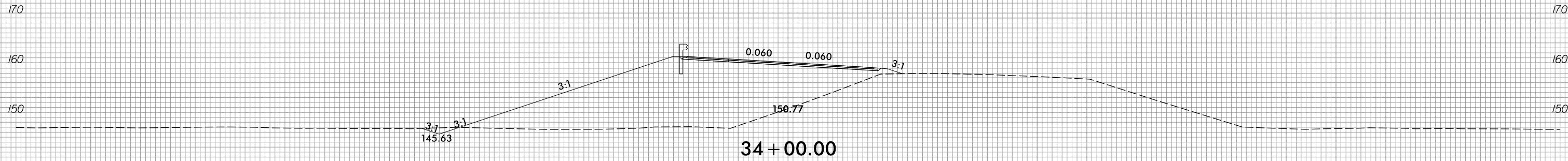


-Y2-





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



-Y2-

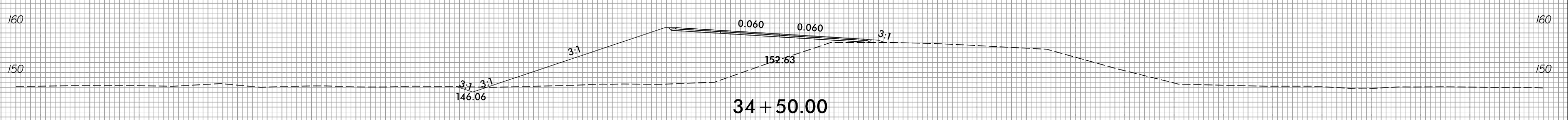
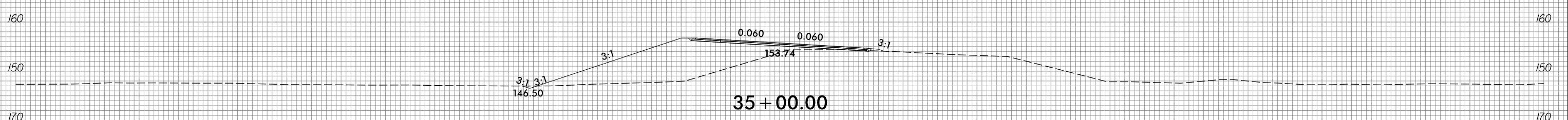
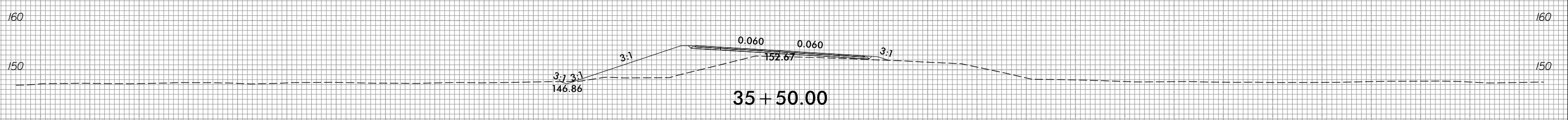
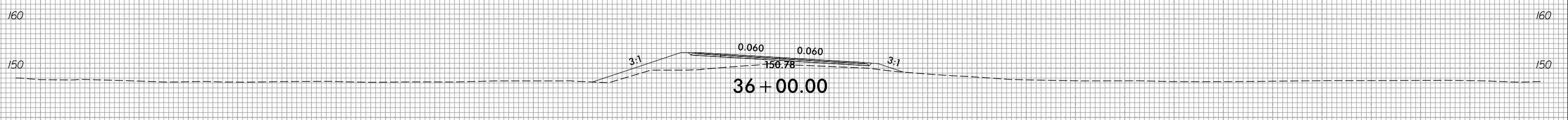
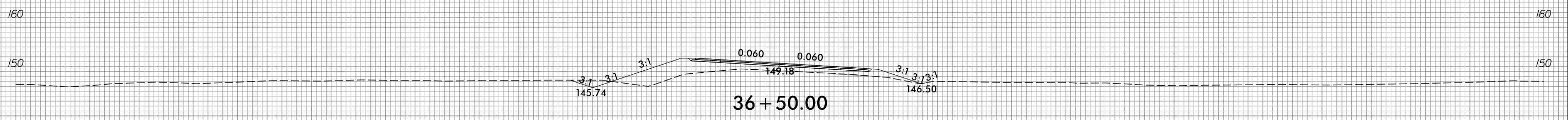
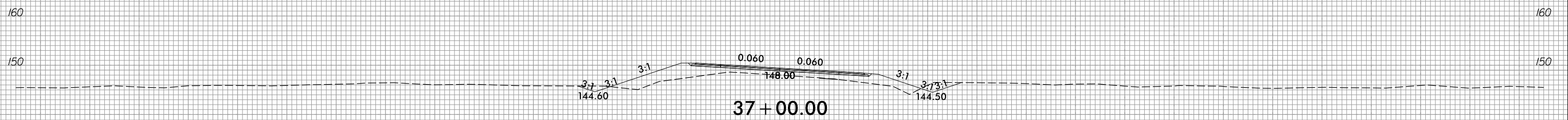
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-326

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



-Y2-

SHALLOW UNDERCUT EXCAVATION

5/3/2022  
 R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_Y2.dgn  
 David.Choi

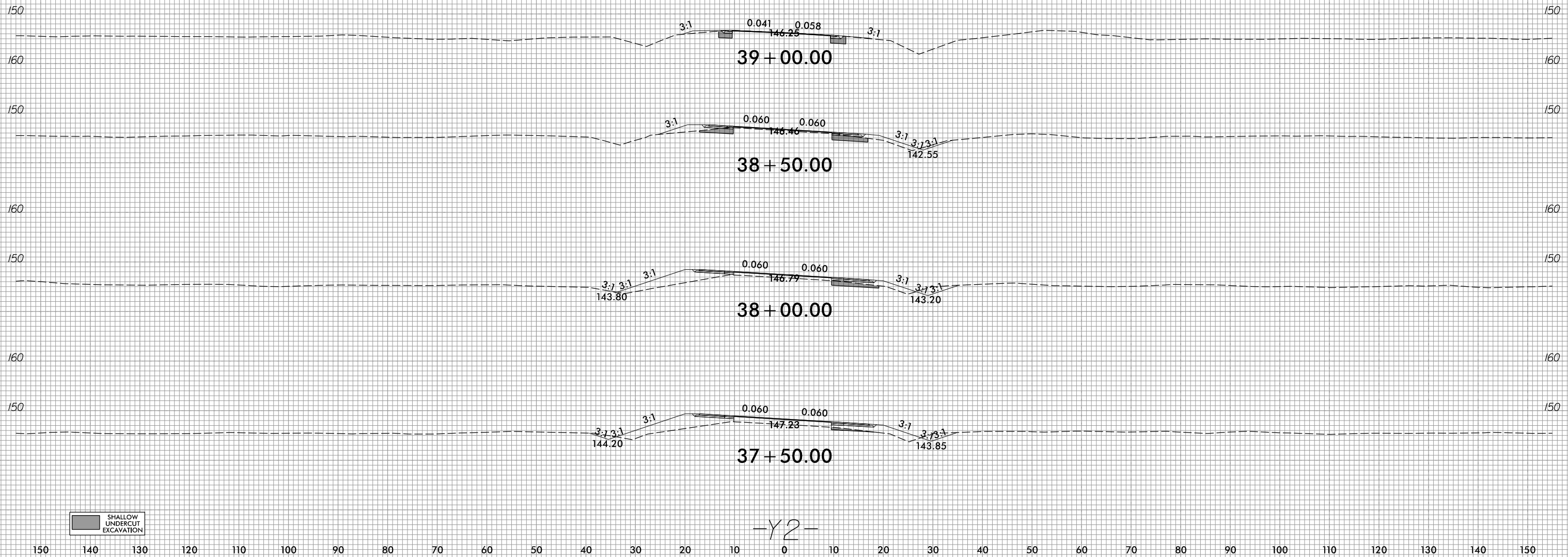
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-327

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



SHALLOW UNDERCUT EXCAVATION

-Y2-

5/3/2022  
 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_Y2.dgn  
 David.Choi

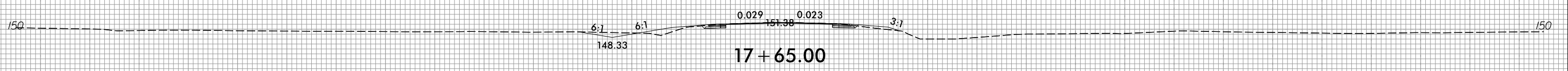
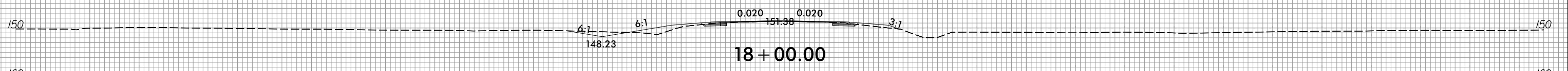
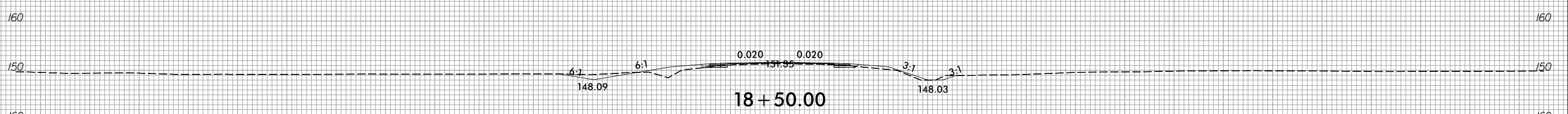
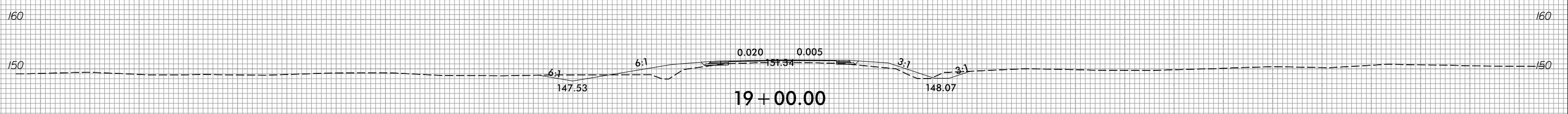
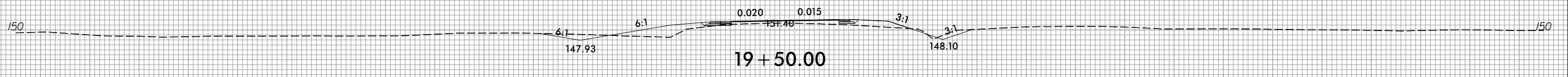
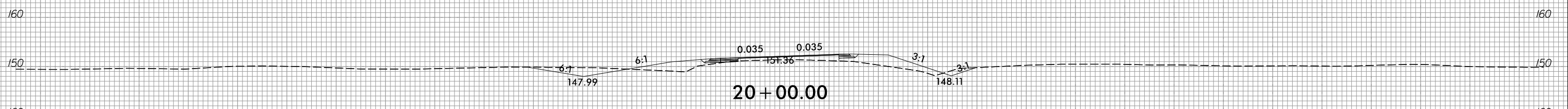
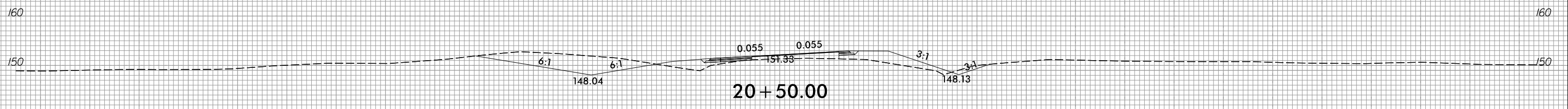
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-328

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



-Y/A-

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

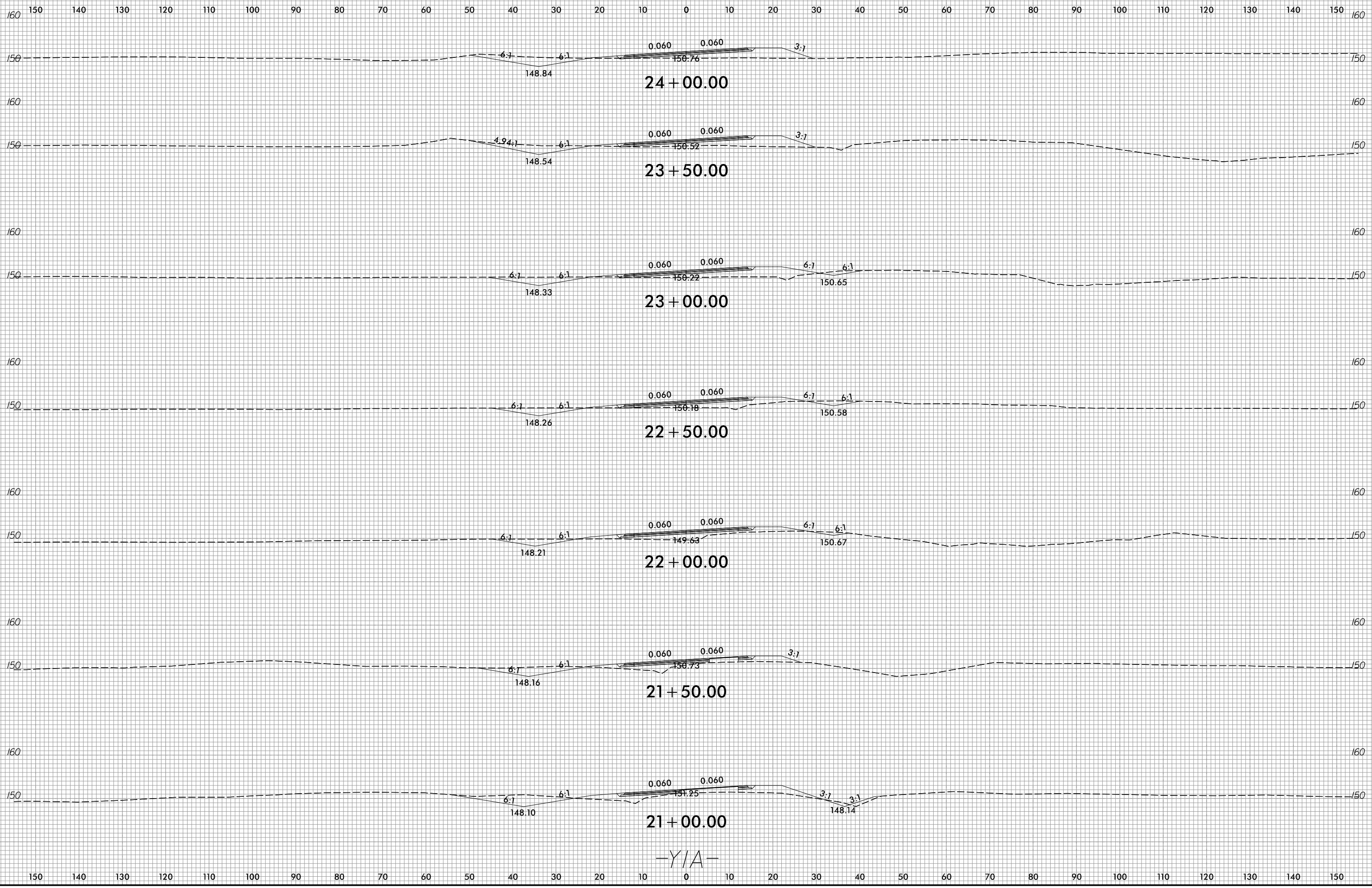
5/3/2022  
R:\Roadway\Corridor\Mode\ing\15987A\_RDY\_XPL\_Y1A.dgn  
David.Choi

6/23/16



PROJ. REFERENCE NO.  
I-5987A

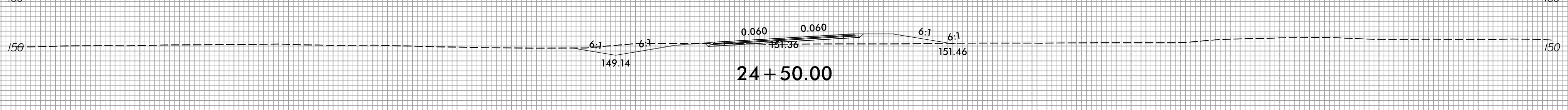
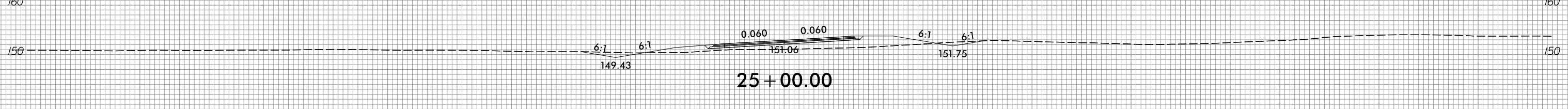
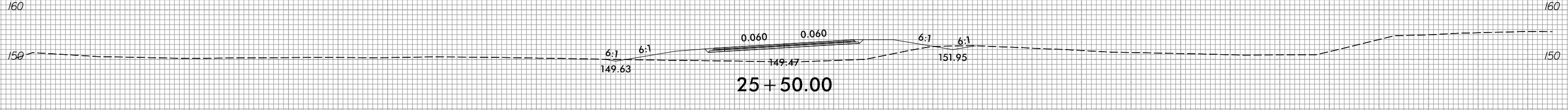
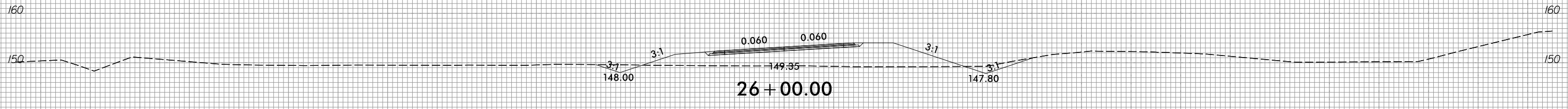
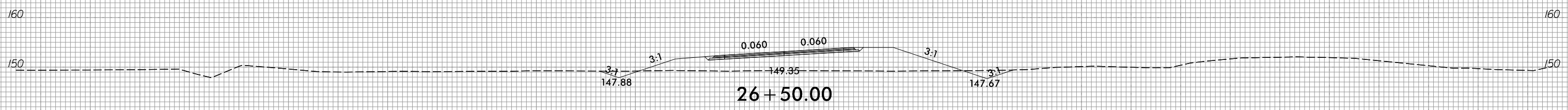
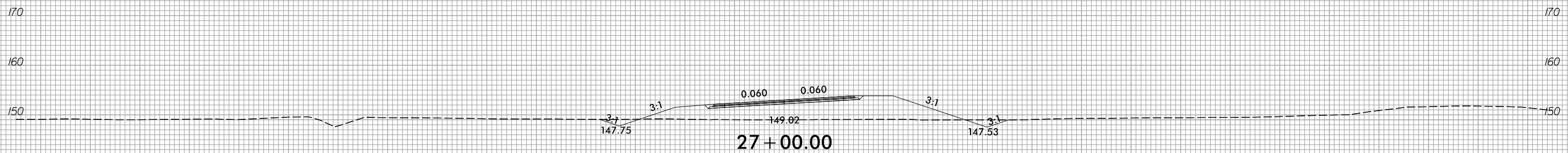
SHEET NO.  
X-329



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R:\Roadway\Corridor\Mode Ling\I5987A\_RDY\_XPL\_Y1A.dgn  
David.Choi



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



-Y/A-

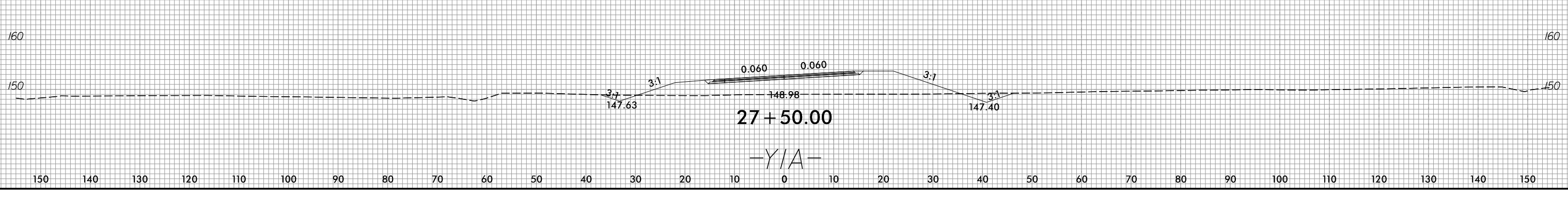
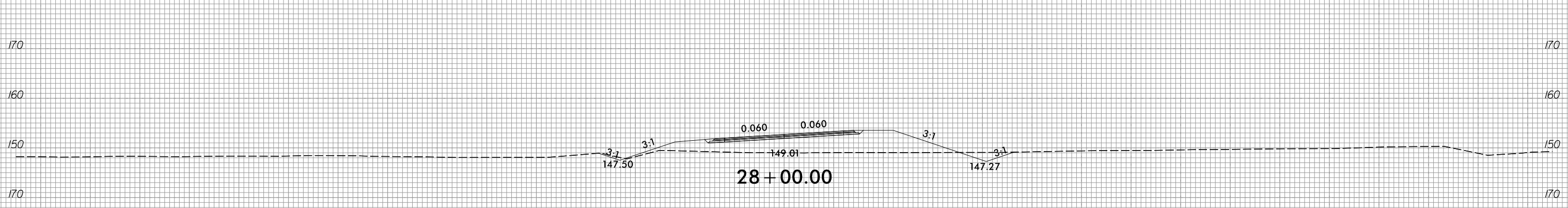
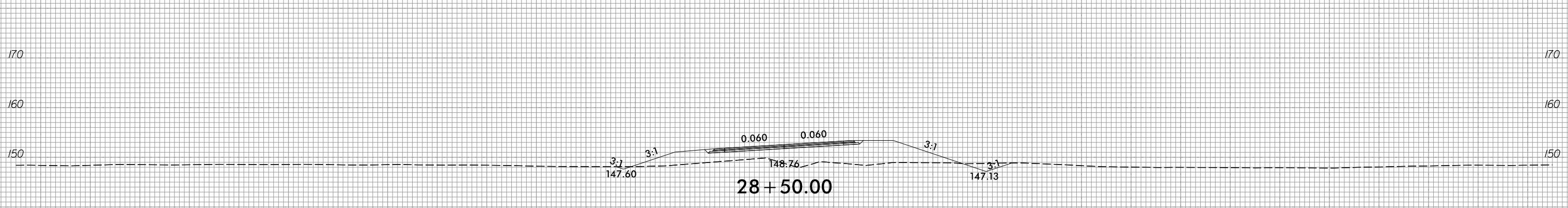
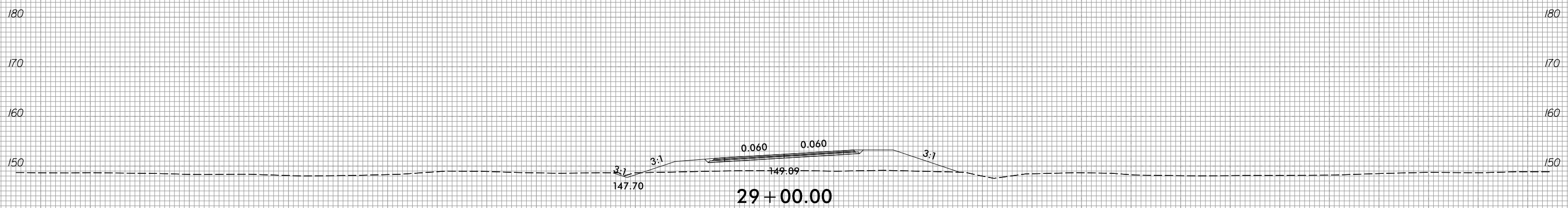
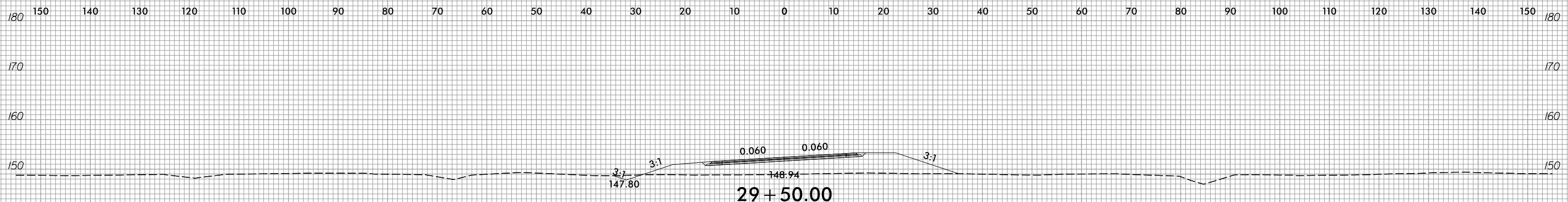
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-331

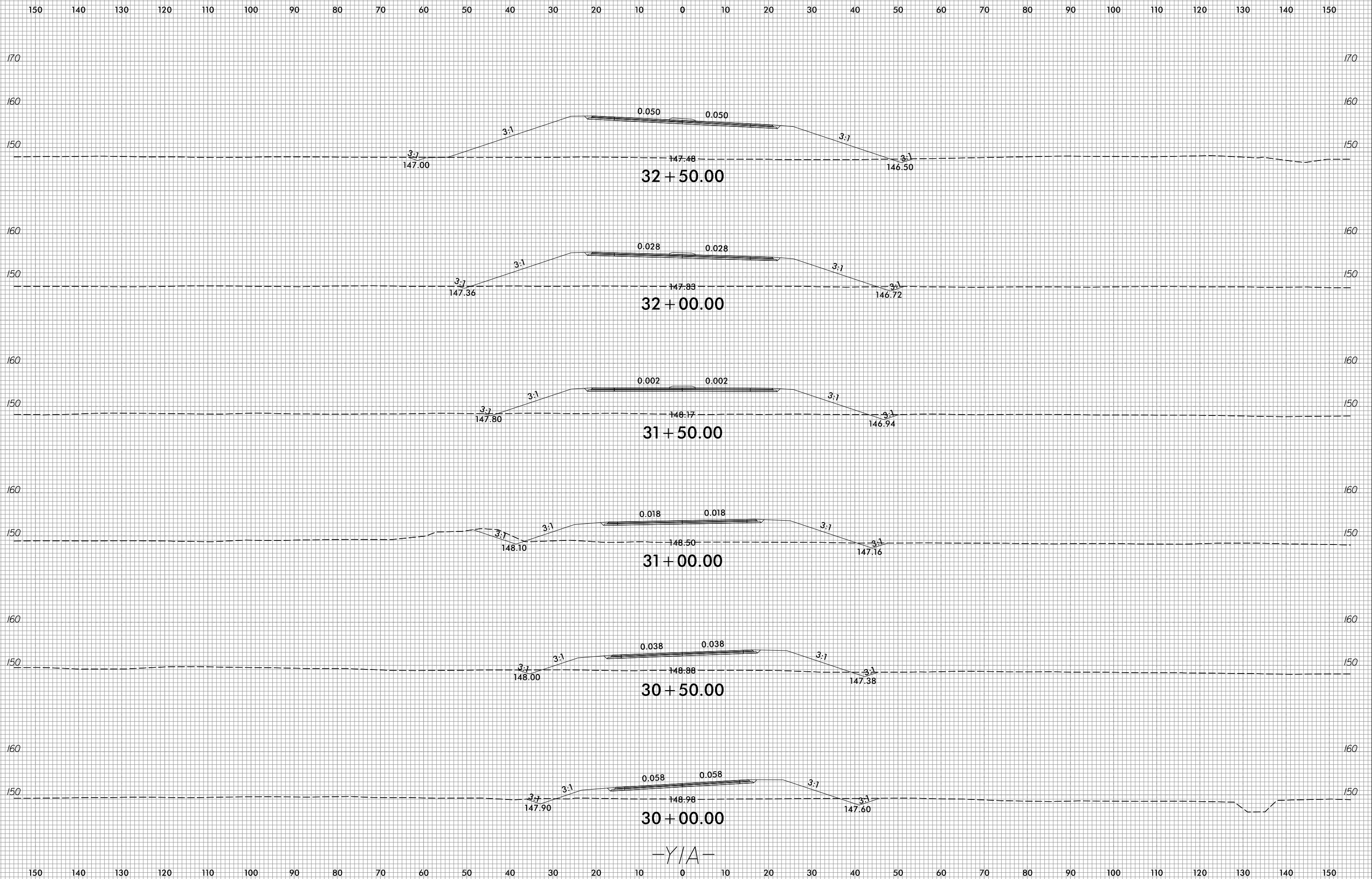


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David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-332



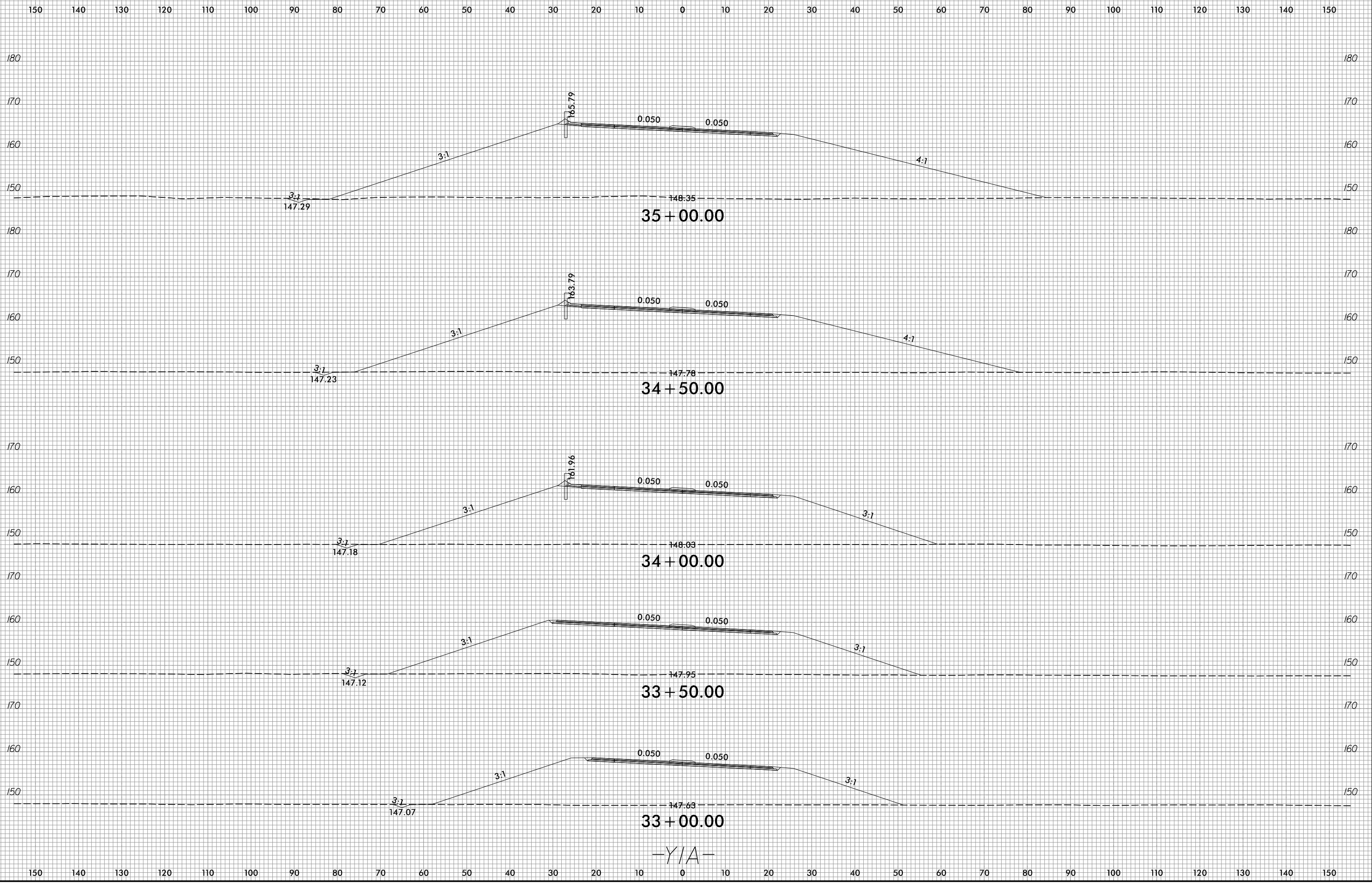
5/3/2022  
R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_Y1A.dgn  
David.Choi



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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-333



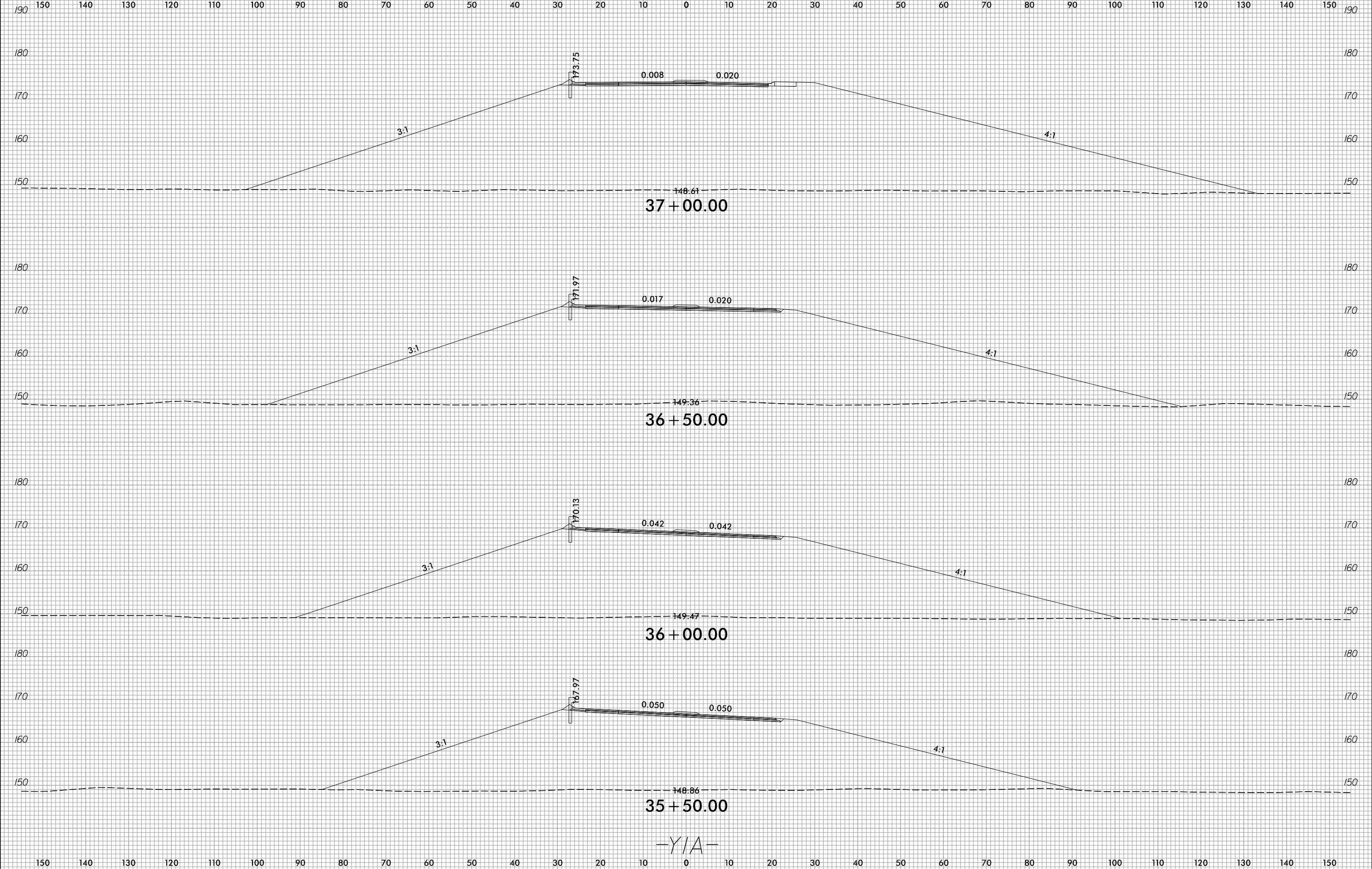
5/3/2022  
R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_Y1A.dgn  
David.Choi

-Y/A-

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-334



5/3/2022  
 R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_Y1A.dgn  
 David.Choi

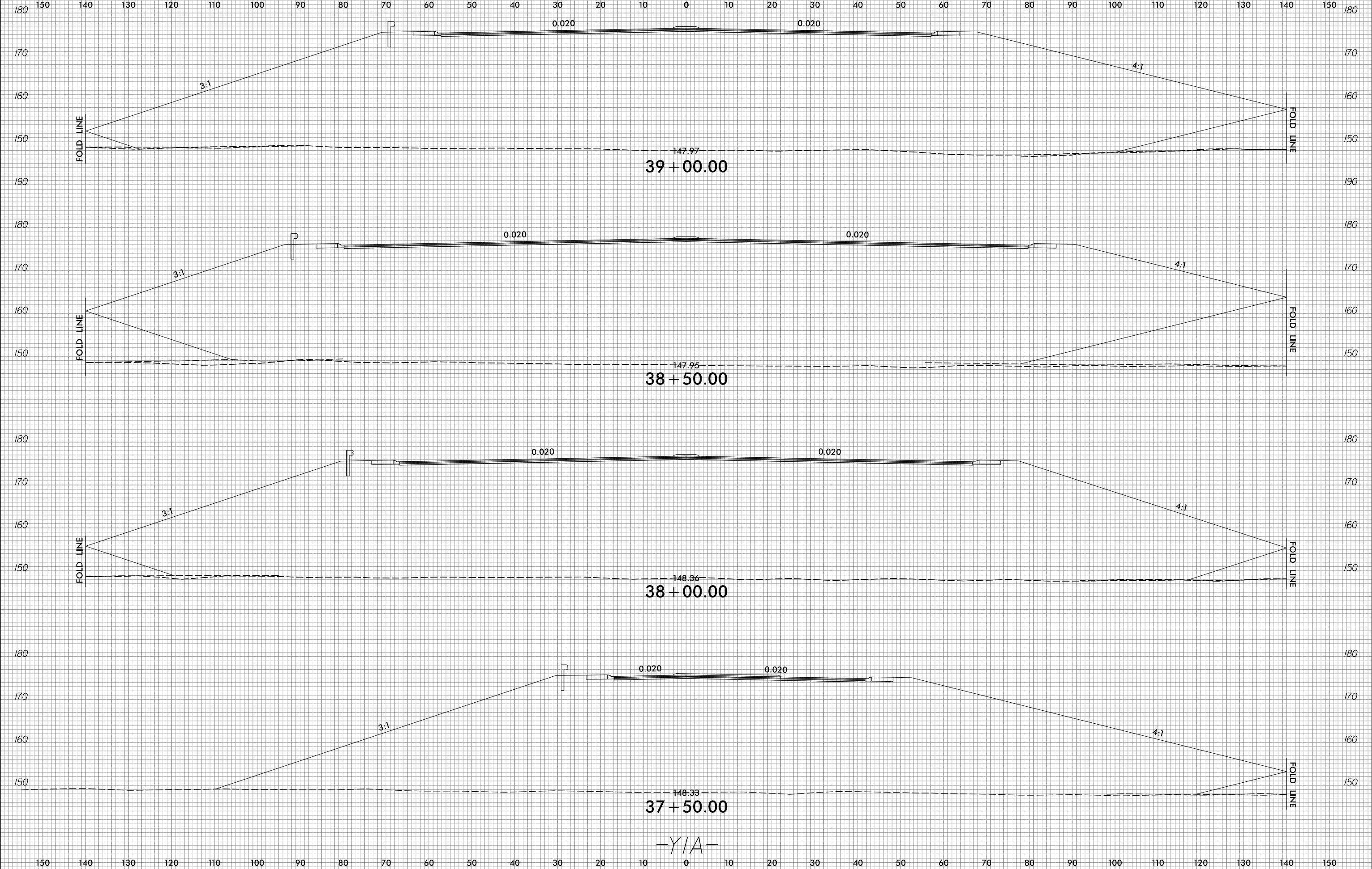
-Y/A-

6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-335



5/3/2022  
R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_Y1A.dgn  
David.Choi

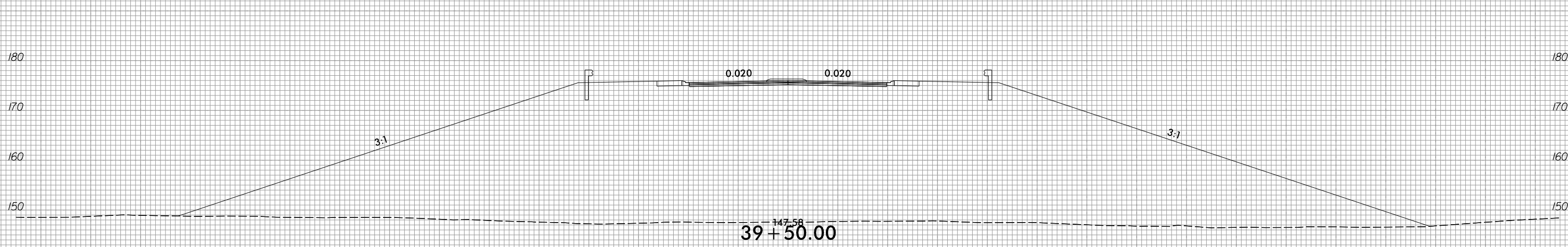
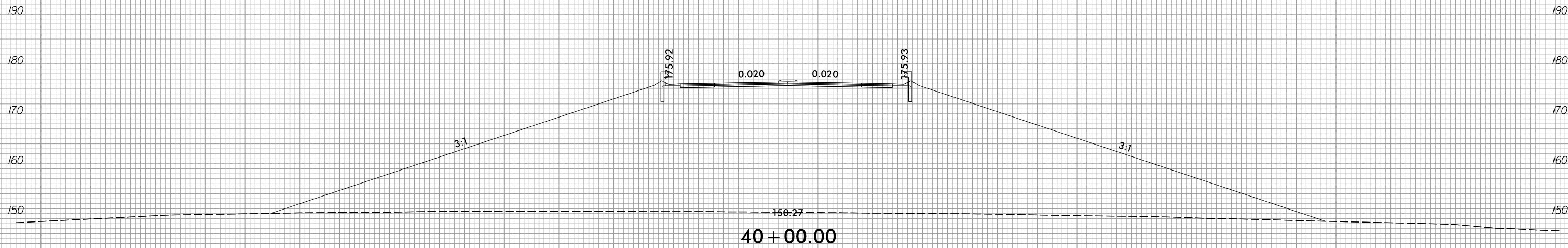
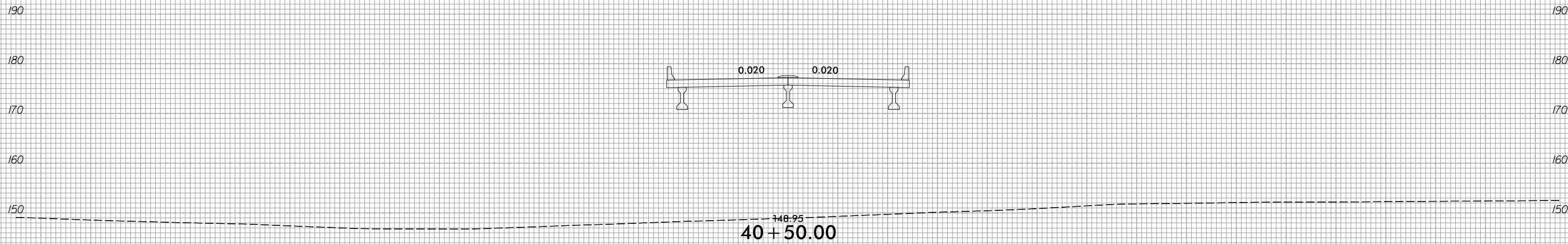
-Y/A-

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-336

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



-Y/A-

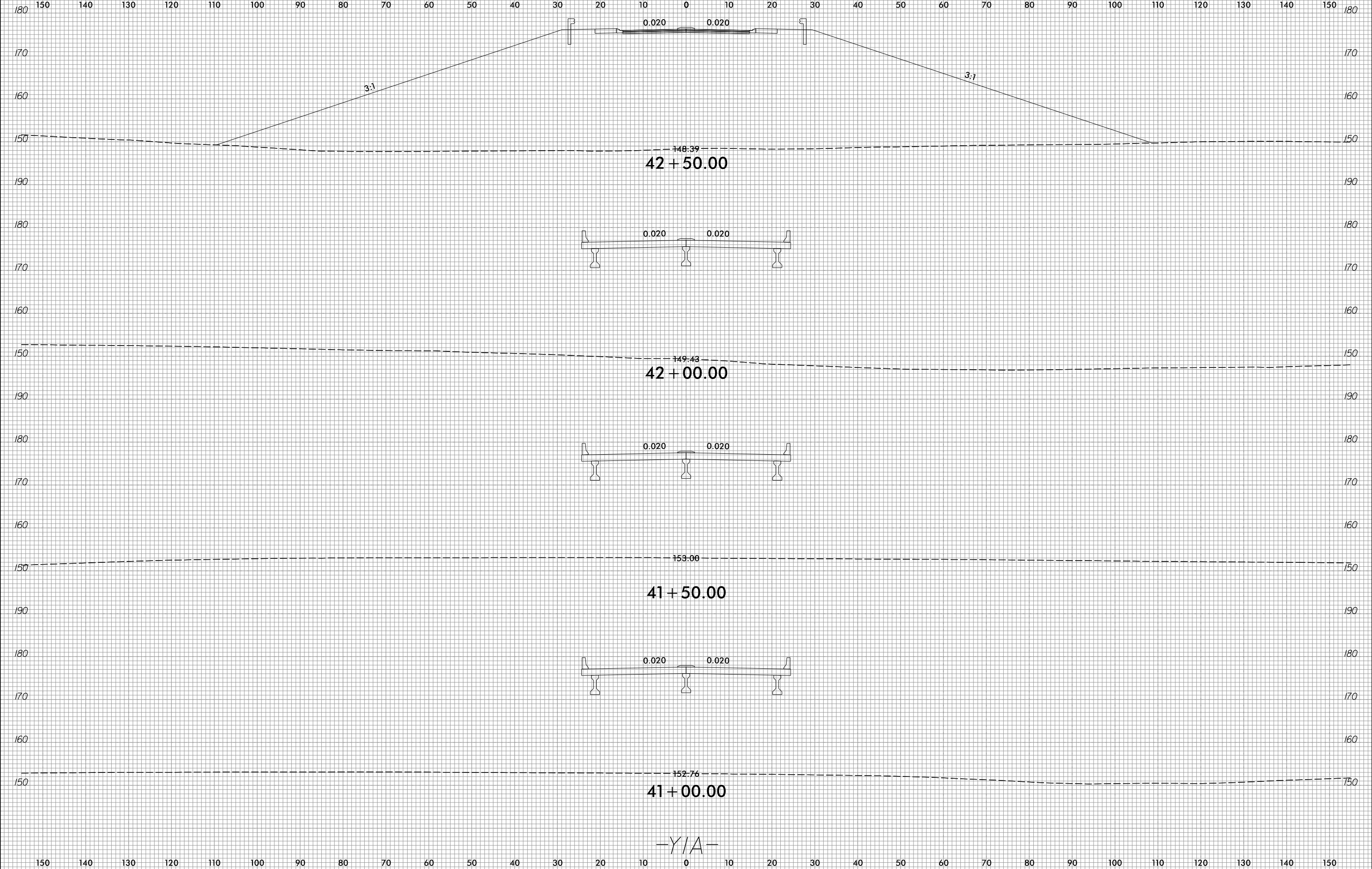
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

5/3/2022  
R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_Y1A.dgn  
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-337



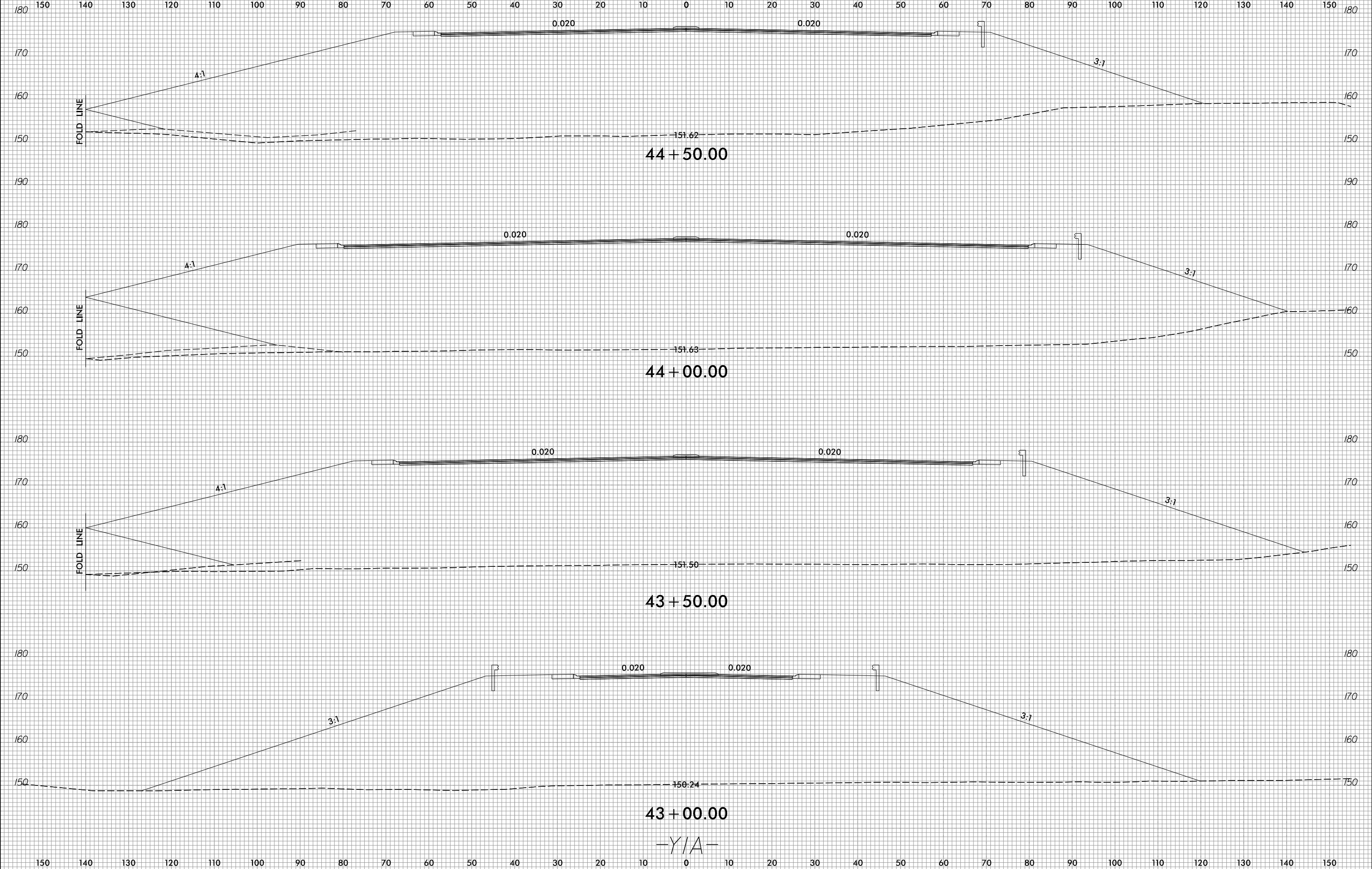
5/3/2022  
 R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_Y1A.dgn  
 David.Choi

-Y/A-

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-338



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R:\Roadway\Corridor\Mode Ling\I5987A\_RDY\_XPL\_Y1A.dgn  
David.Choi

43 + 00.00

43 + 50.00

44 + 00.00

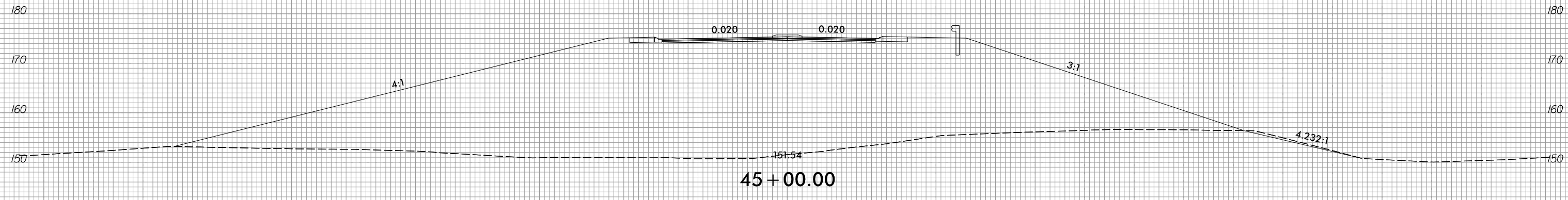
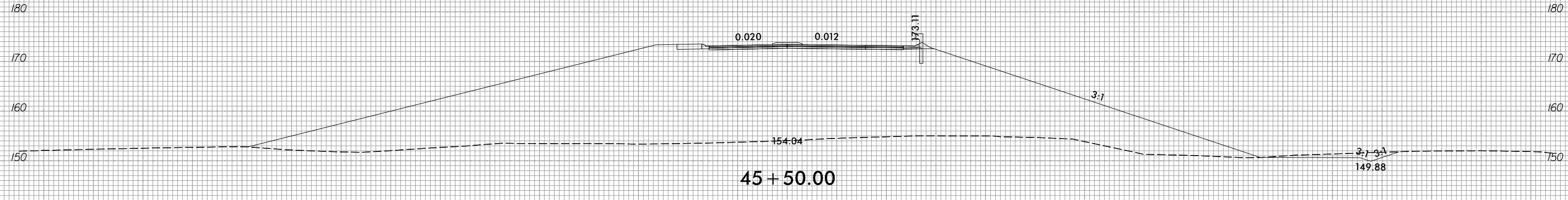
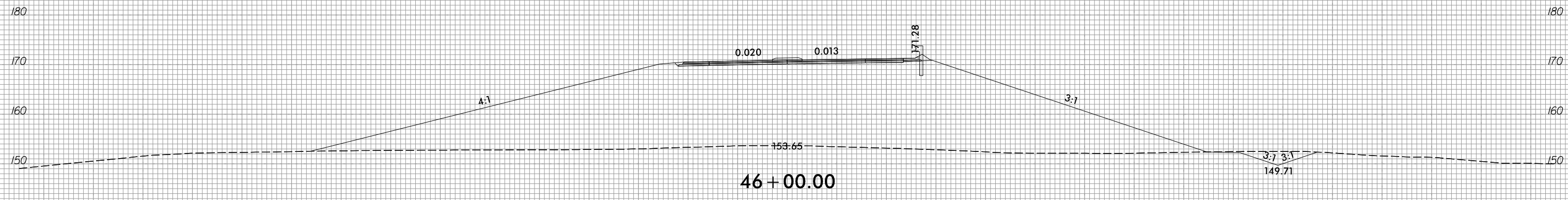
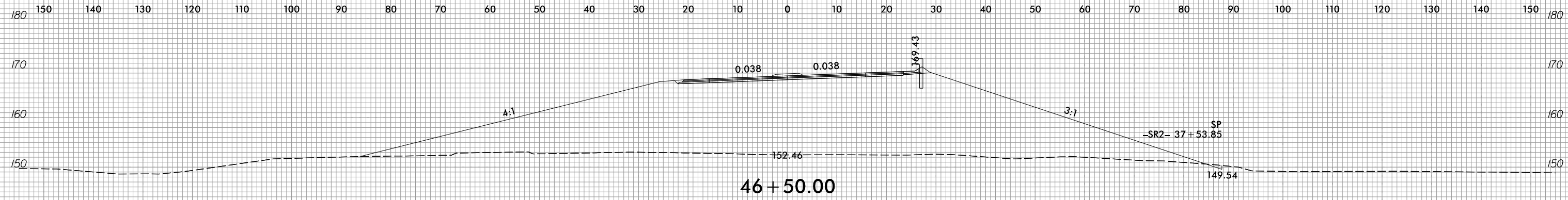
44 + 50.00

-Y/A-

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-339



-Y/A-

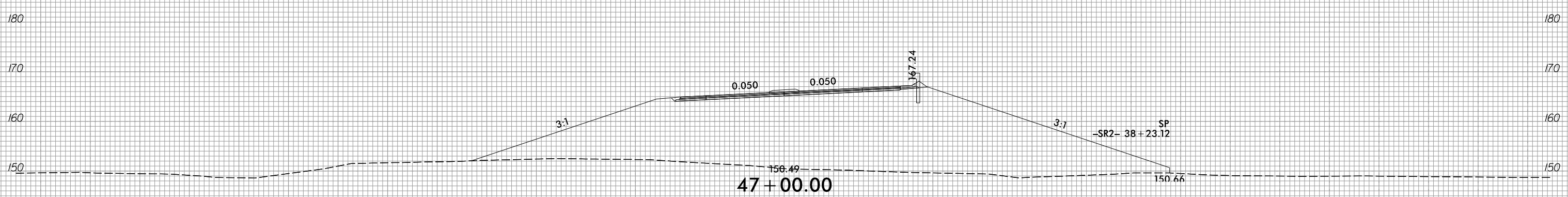
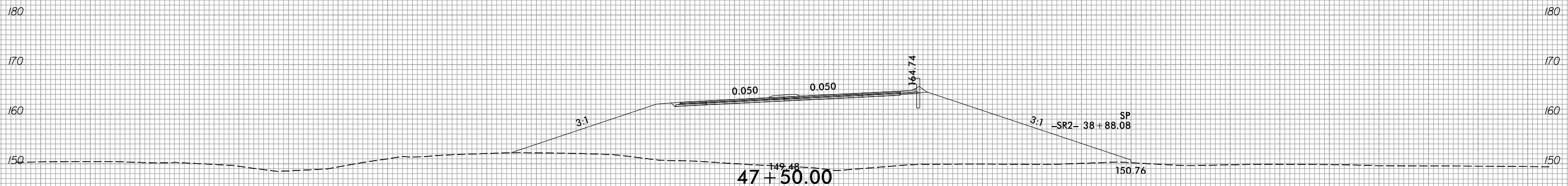
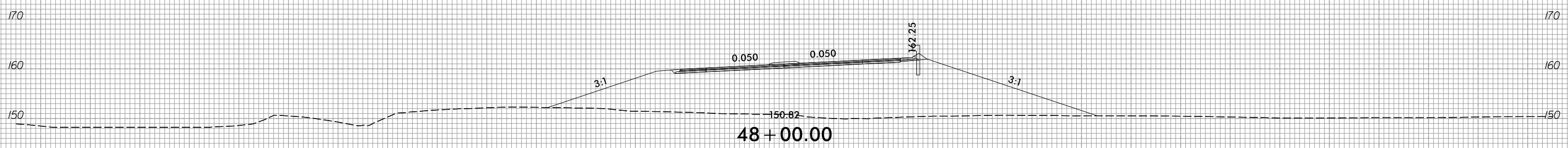
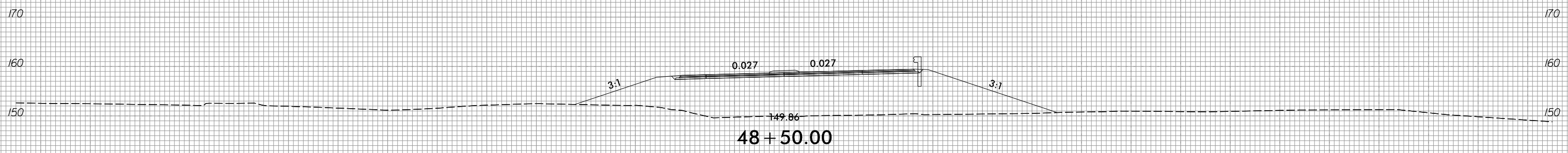
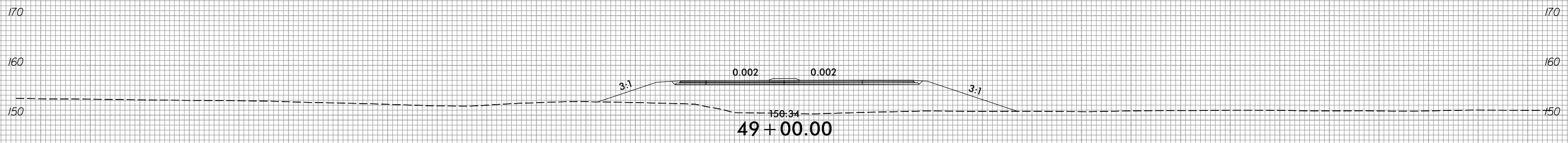
5/3/2022  
R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_Y1A.dgn  
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-340

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



-Y/A-

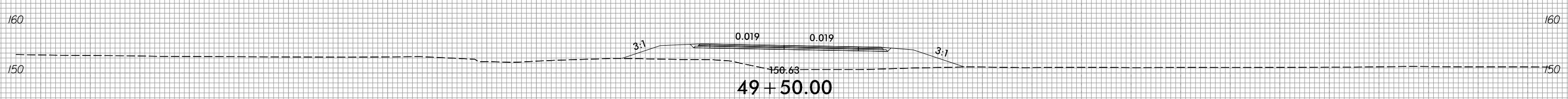
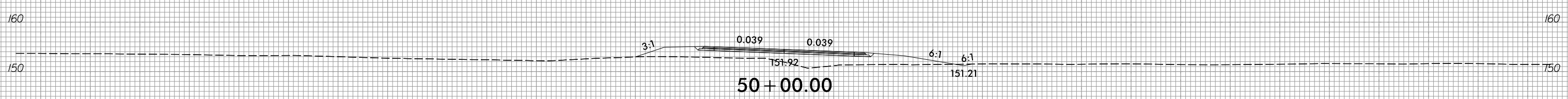
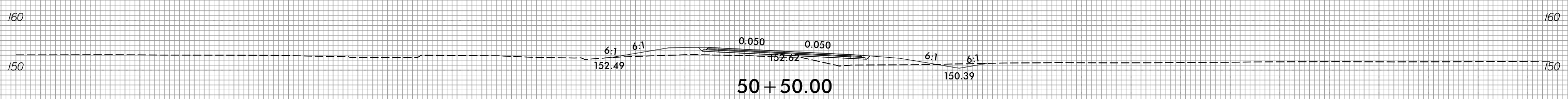
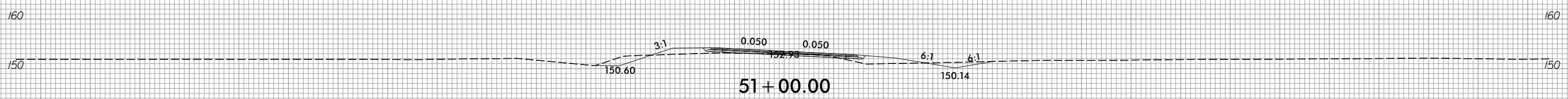
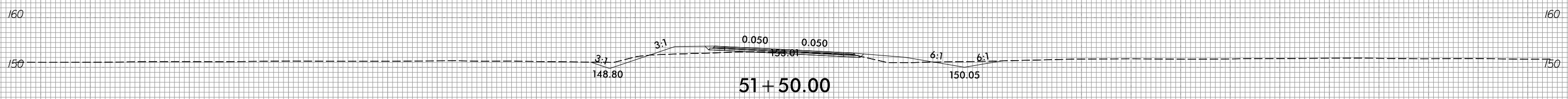
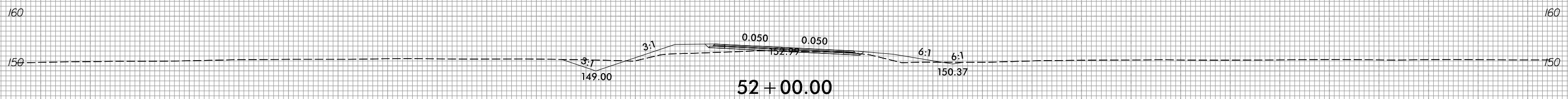
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_Y1A.dgn  
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

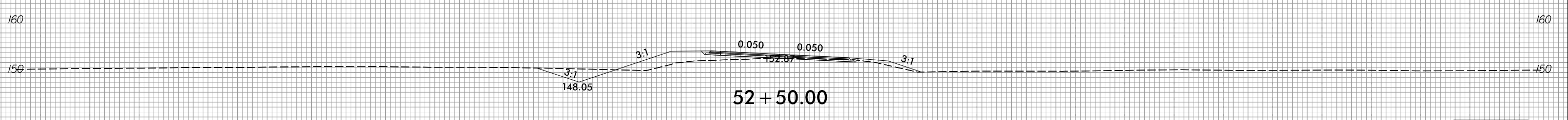
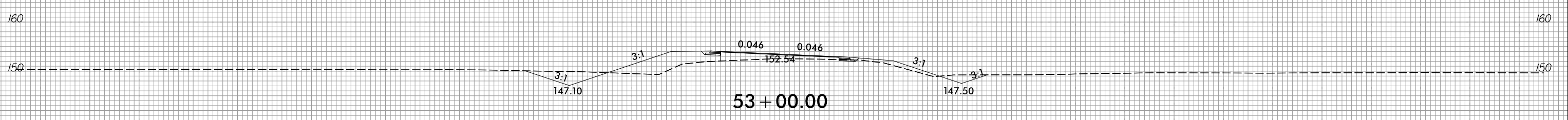
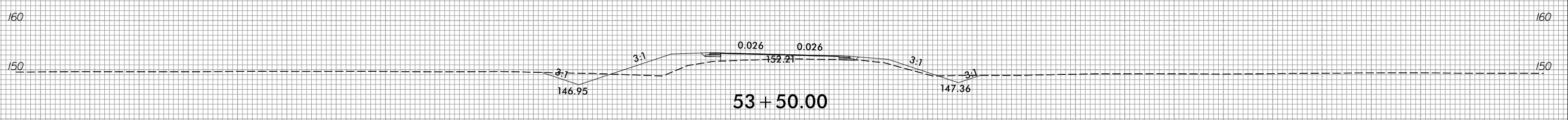
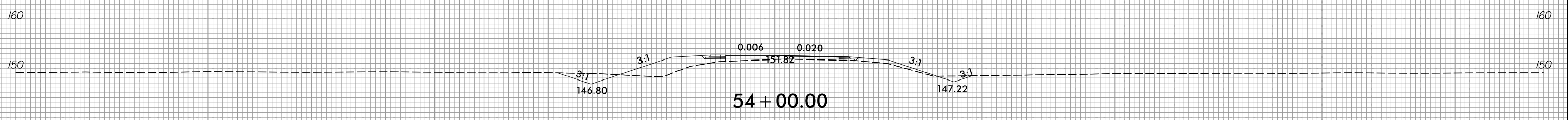
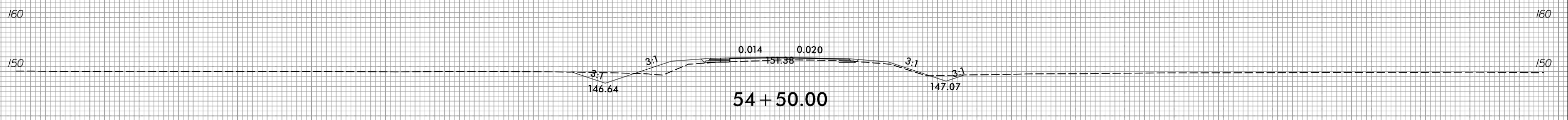
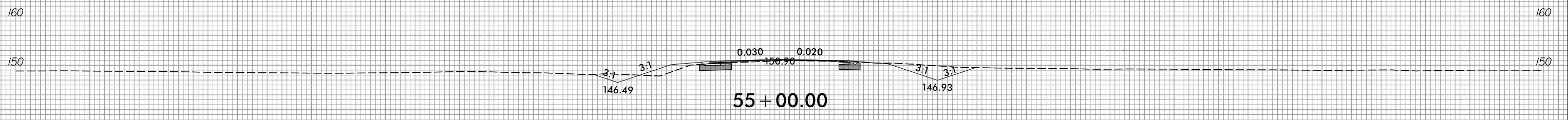


-Y/A-

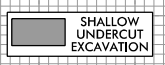
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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



-Y/A-



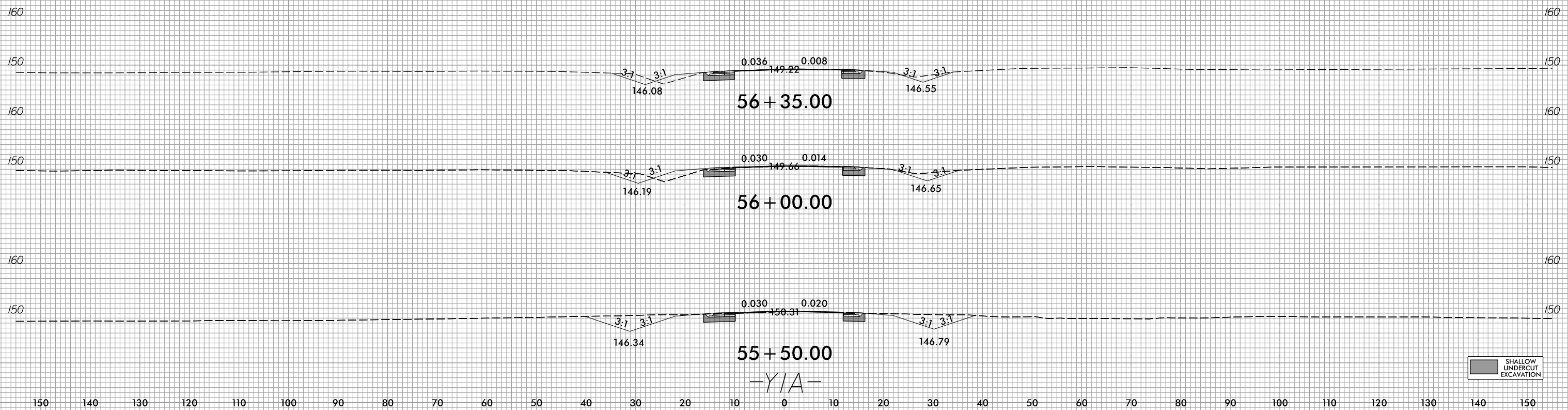
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-341C

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

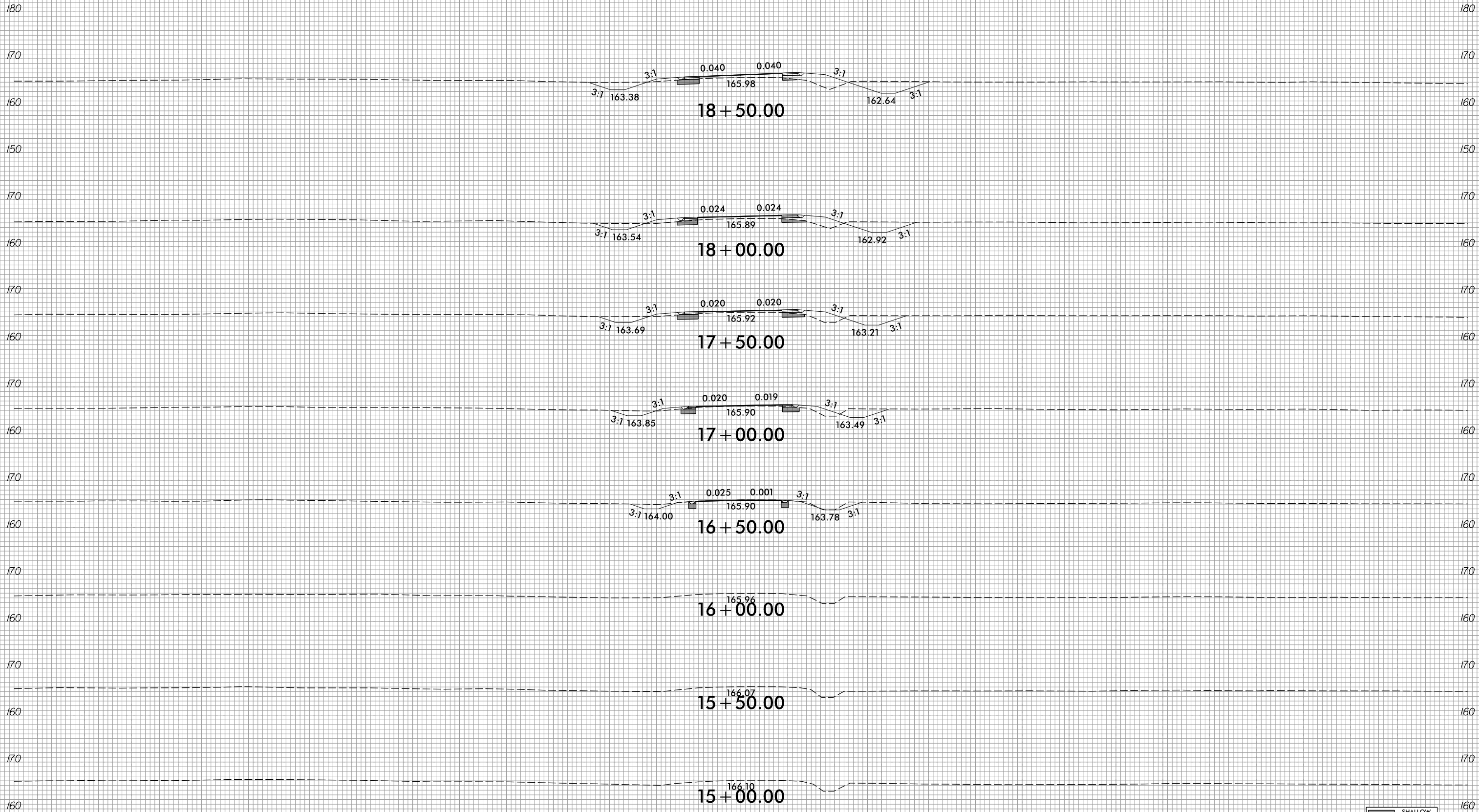


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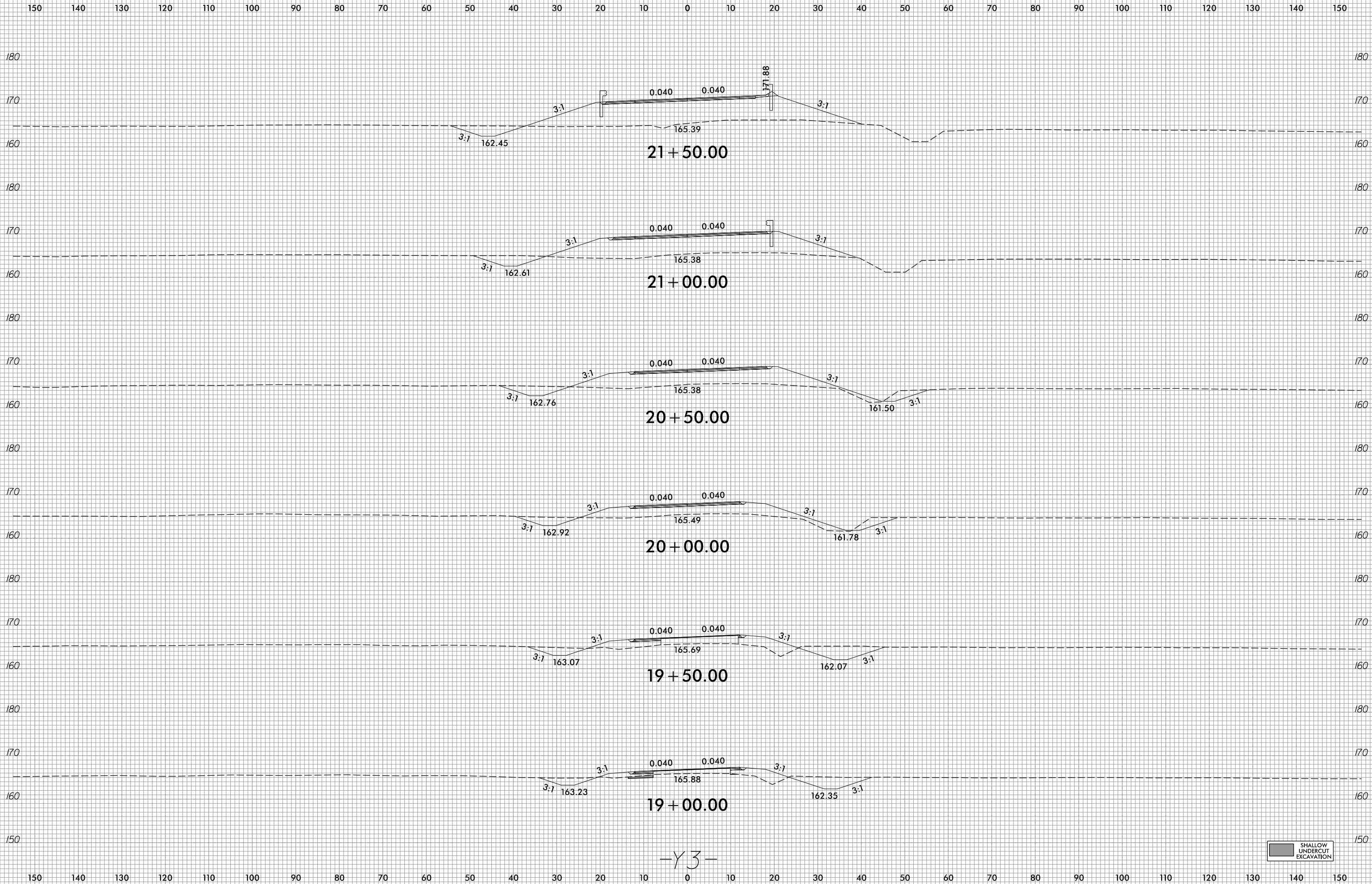
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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

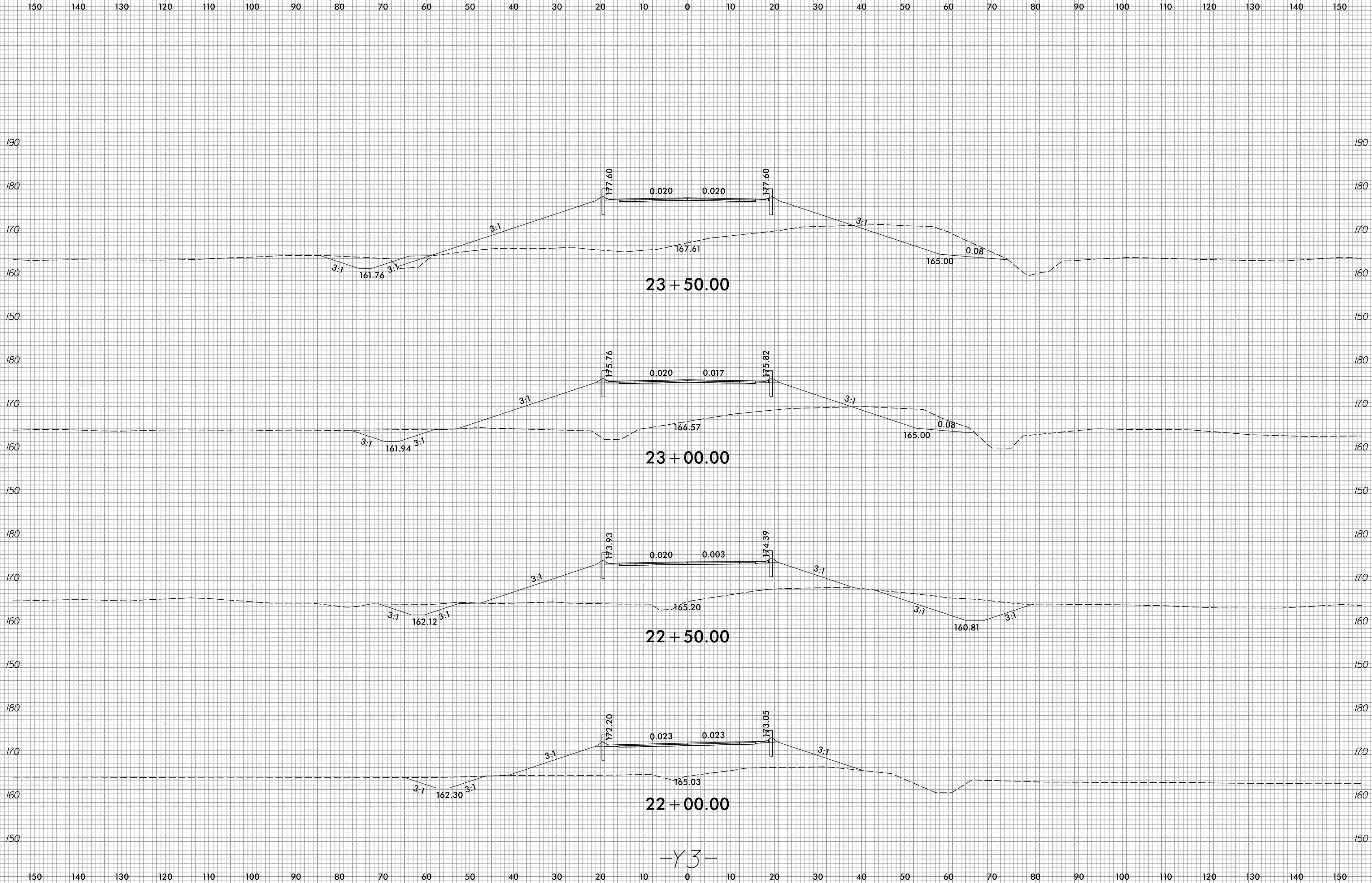


-Y3-

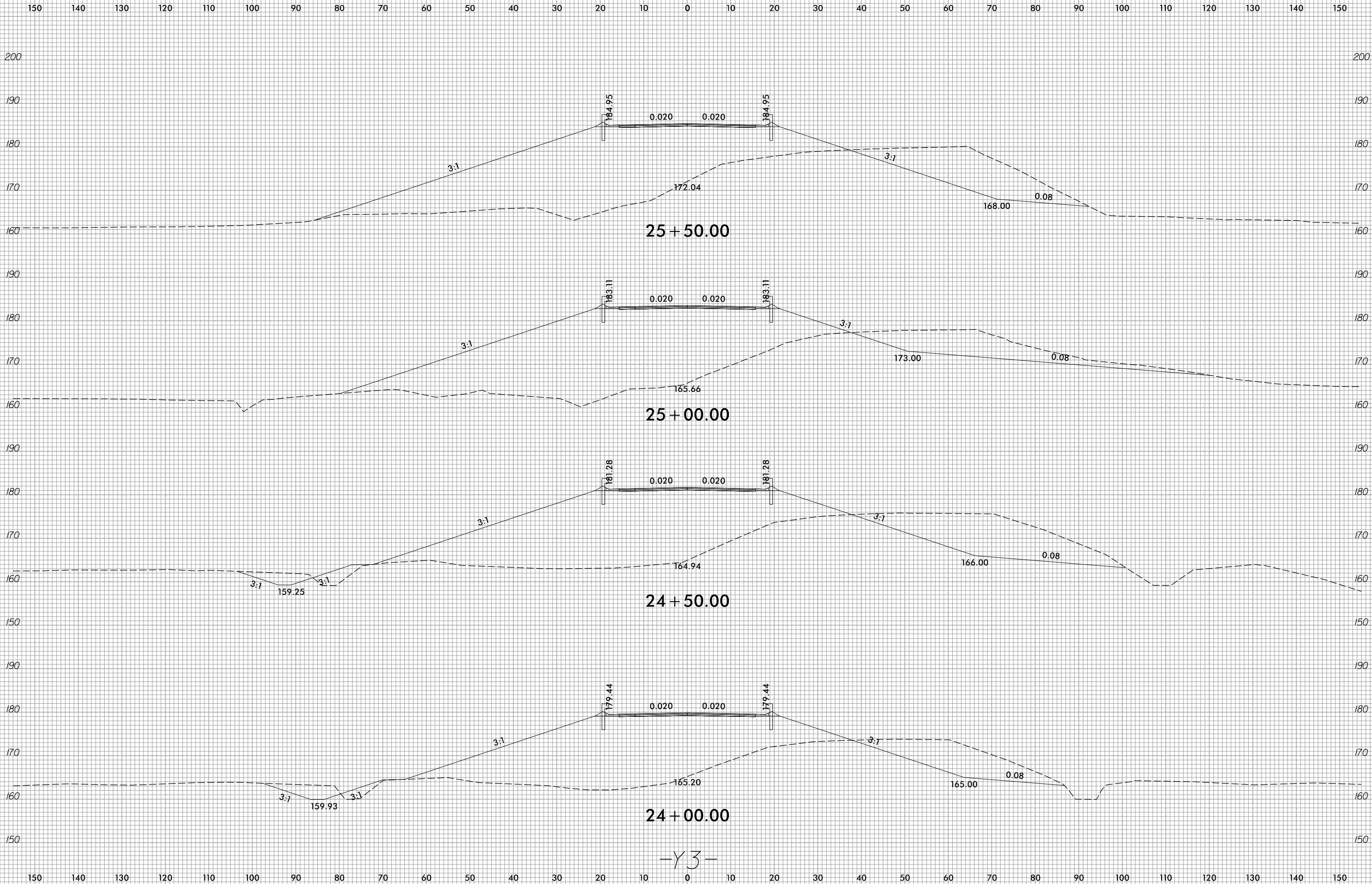


-Y3-

SHALLOW UNDERCUT EXCAVATION

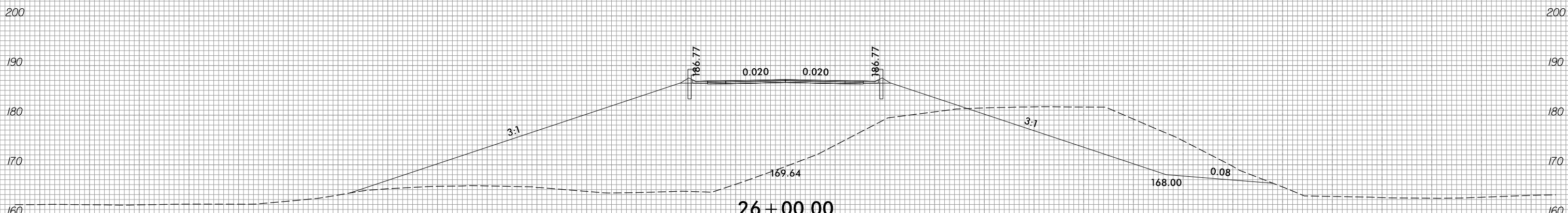
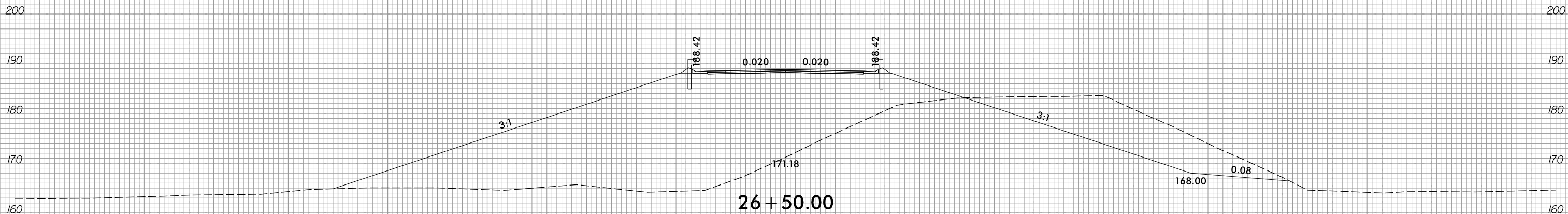
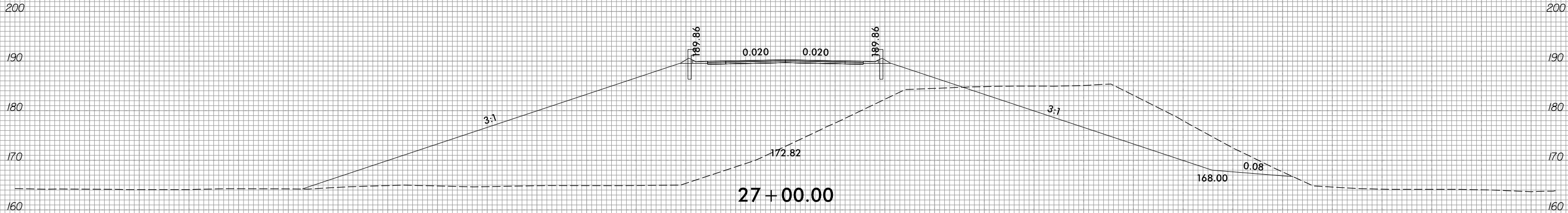


-Y3-



-Y3-

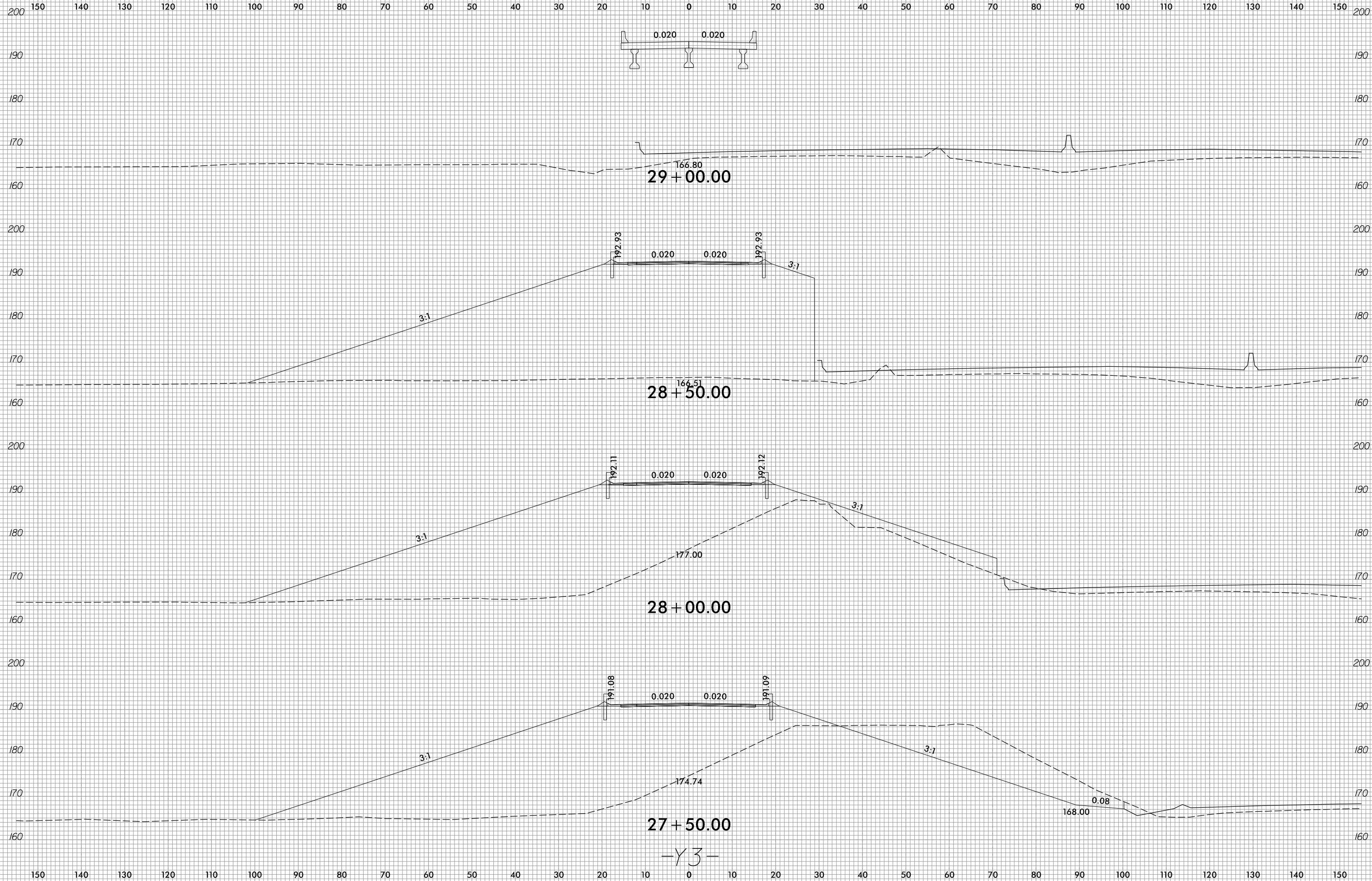
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



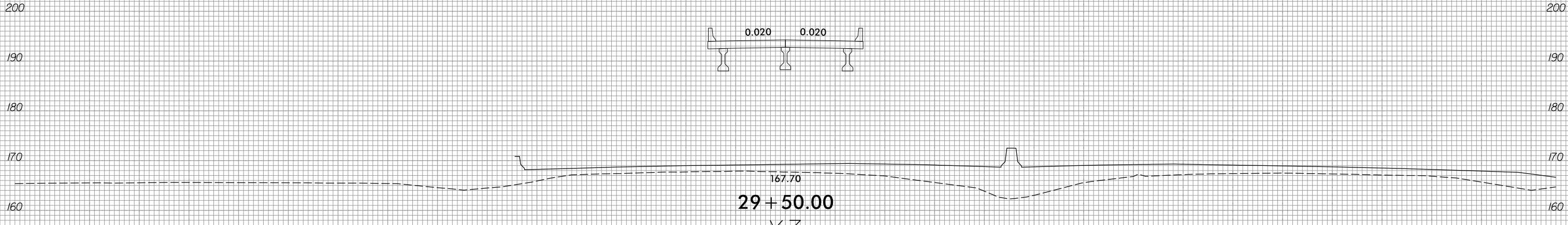
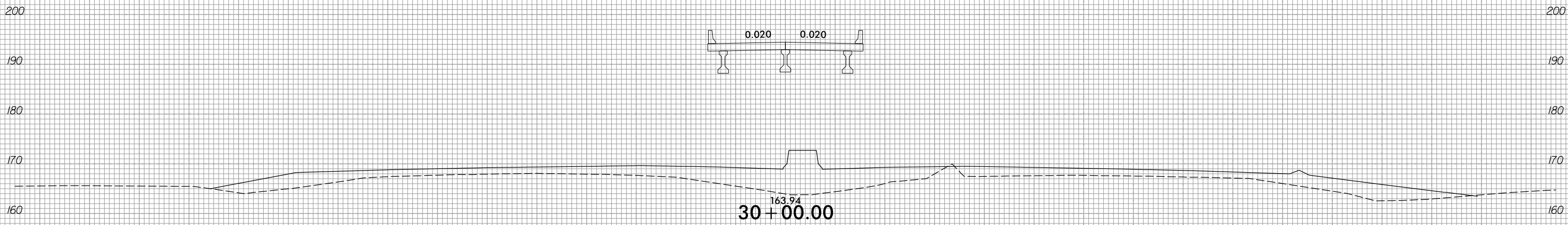
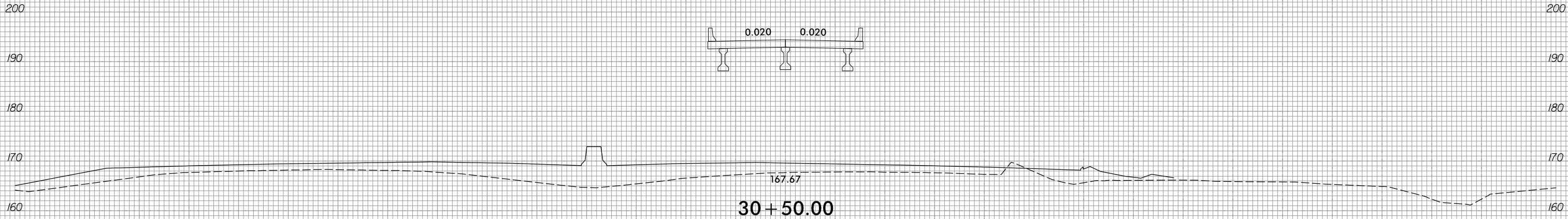
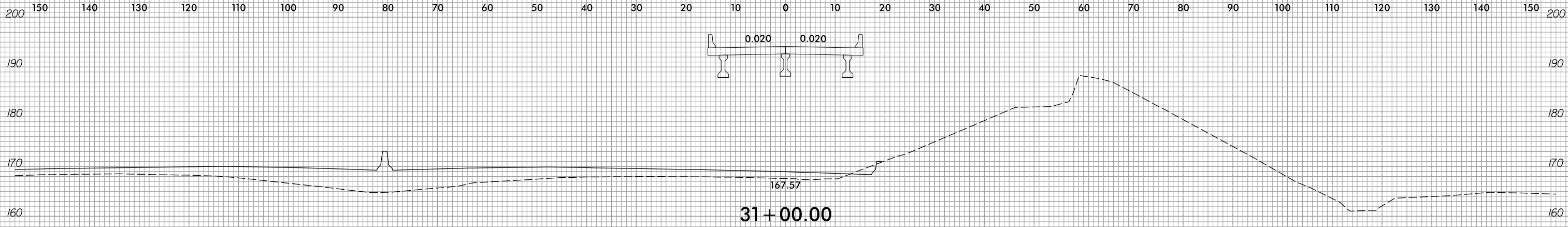
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

-Y3-





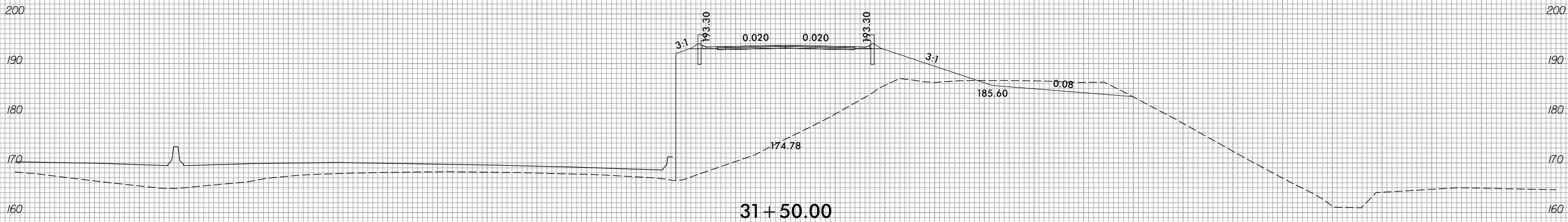
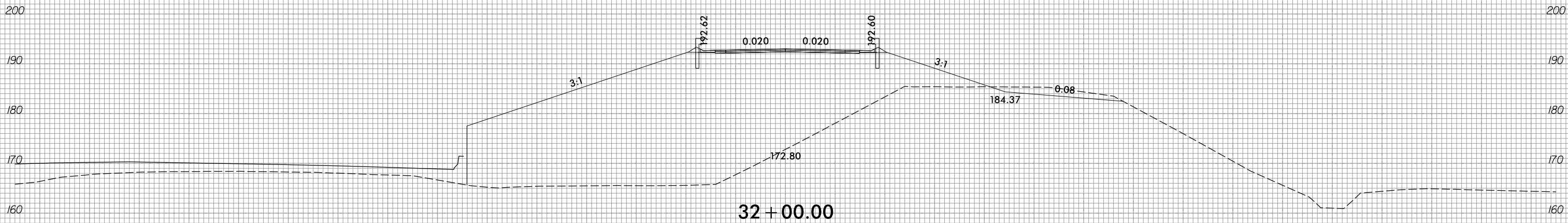
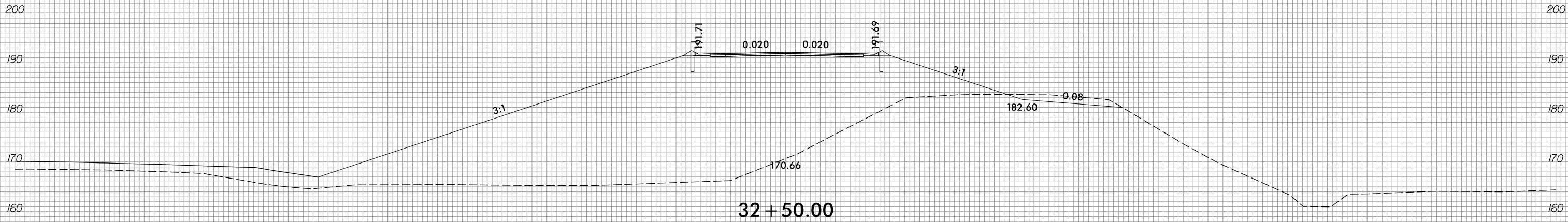
-Y3-



-Y3-



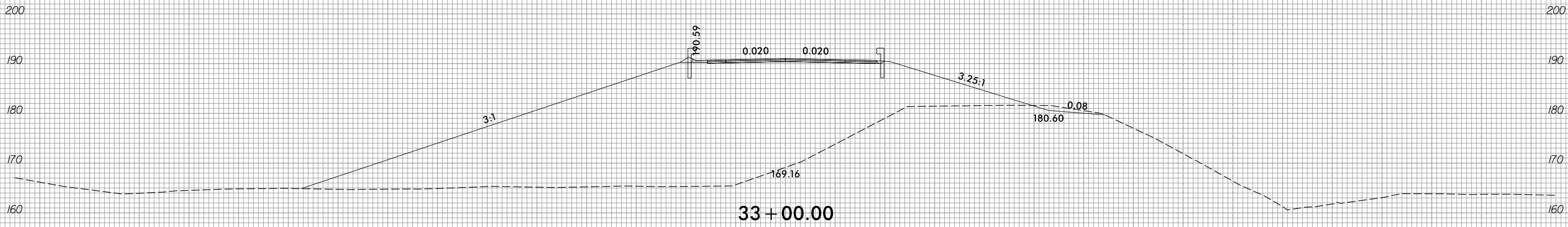
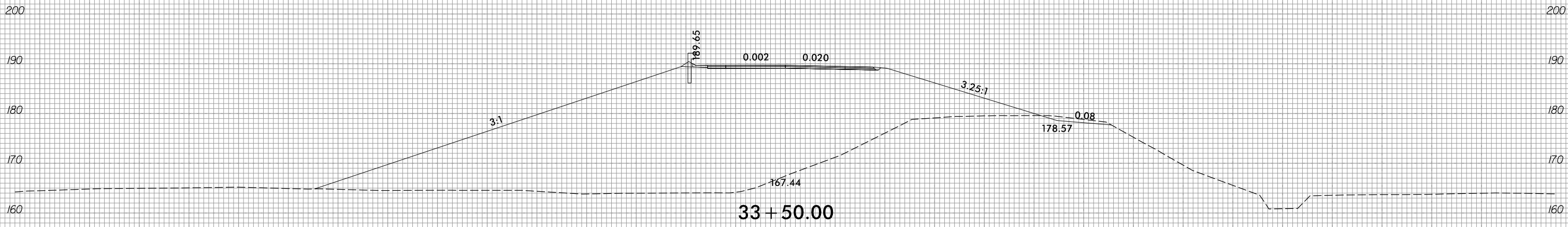
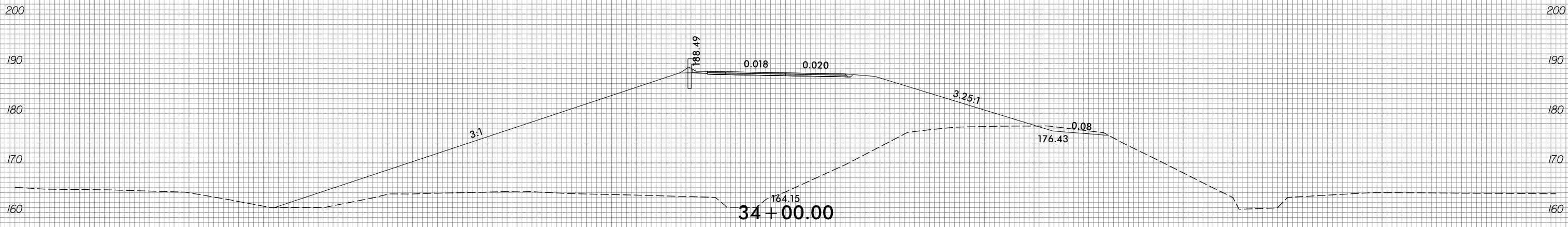
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



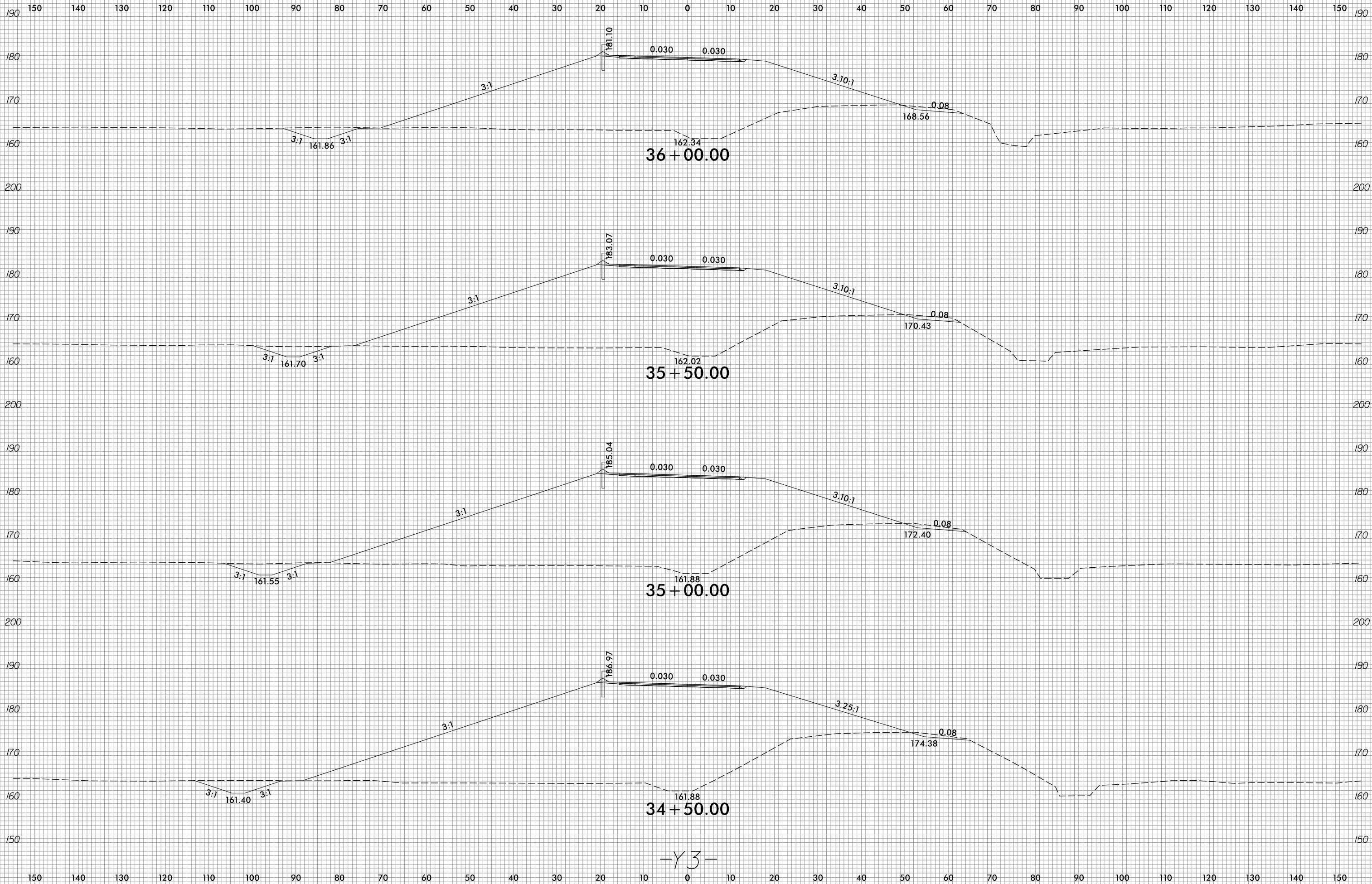
-Y3-

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

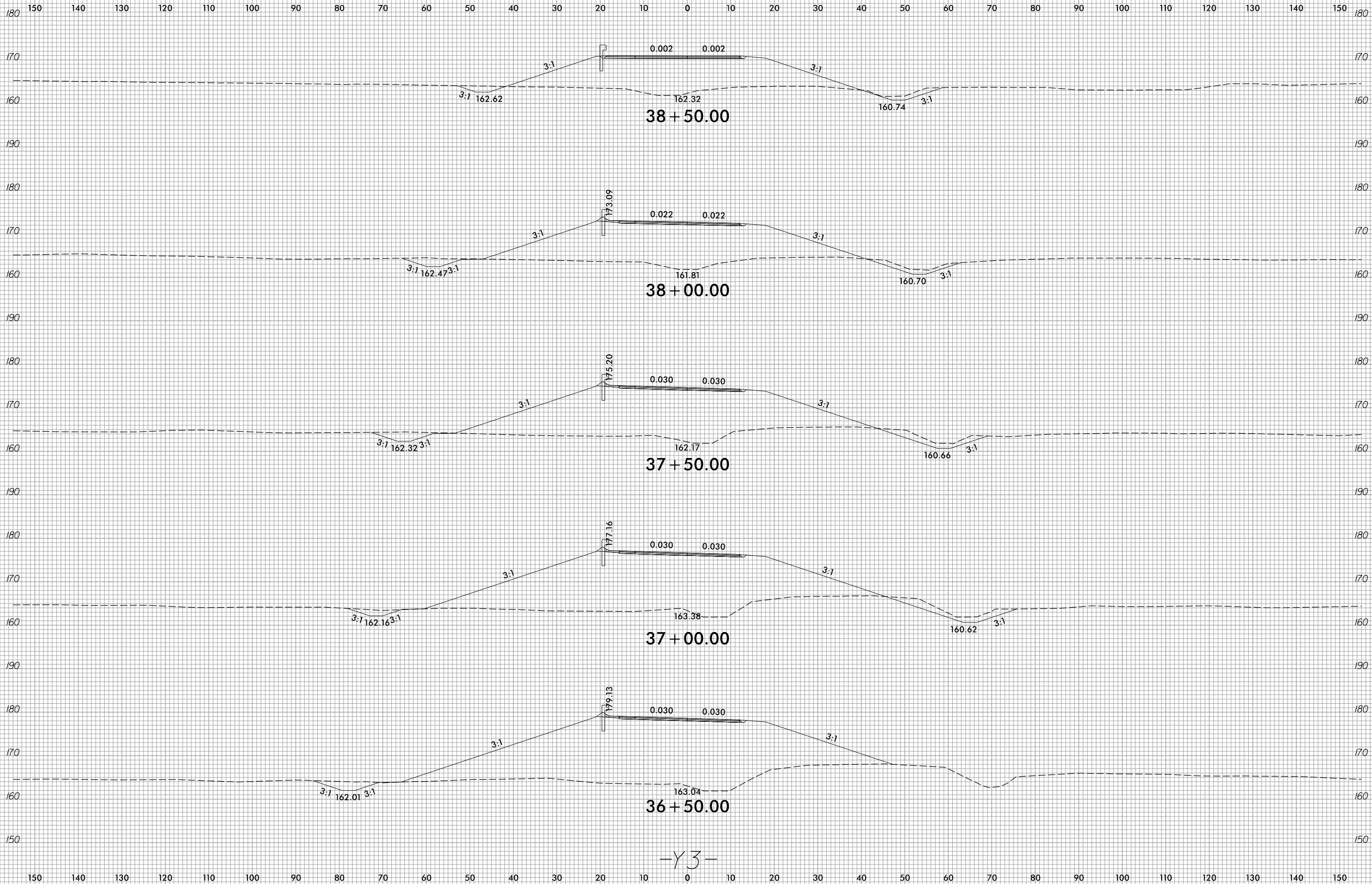
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



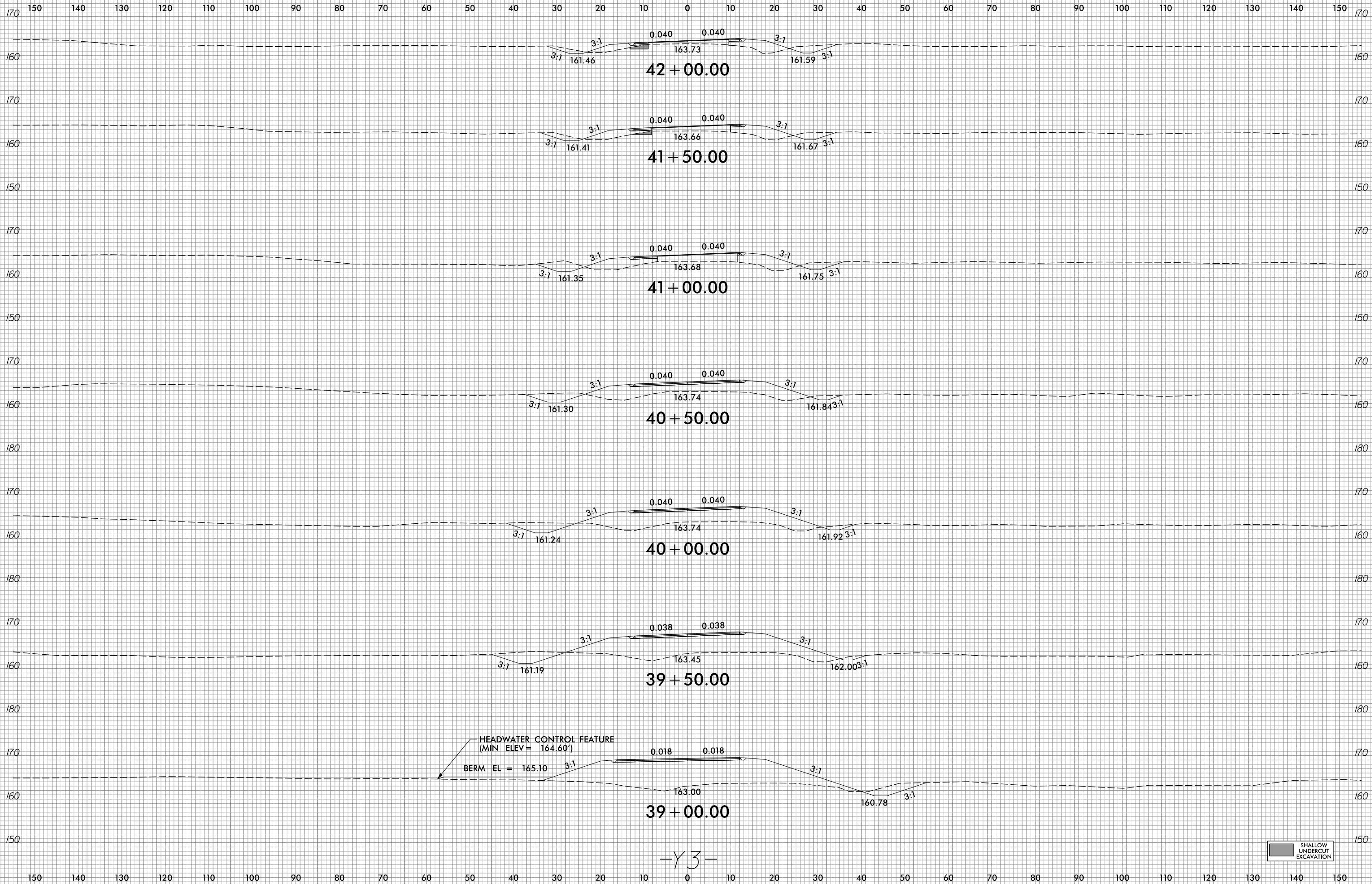
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y3-



-Y3-



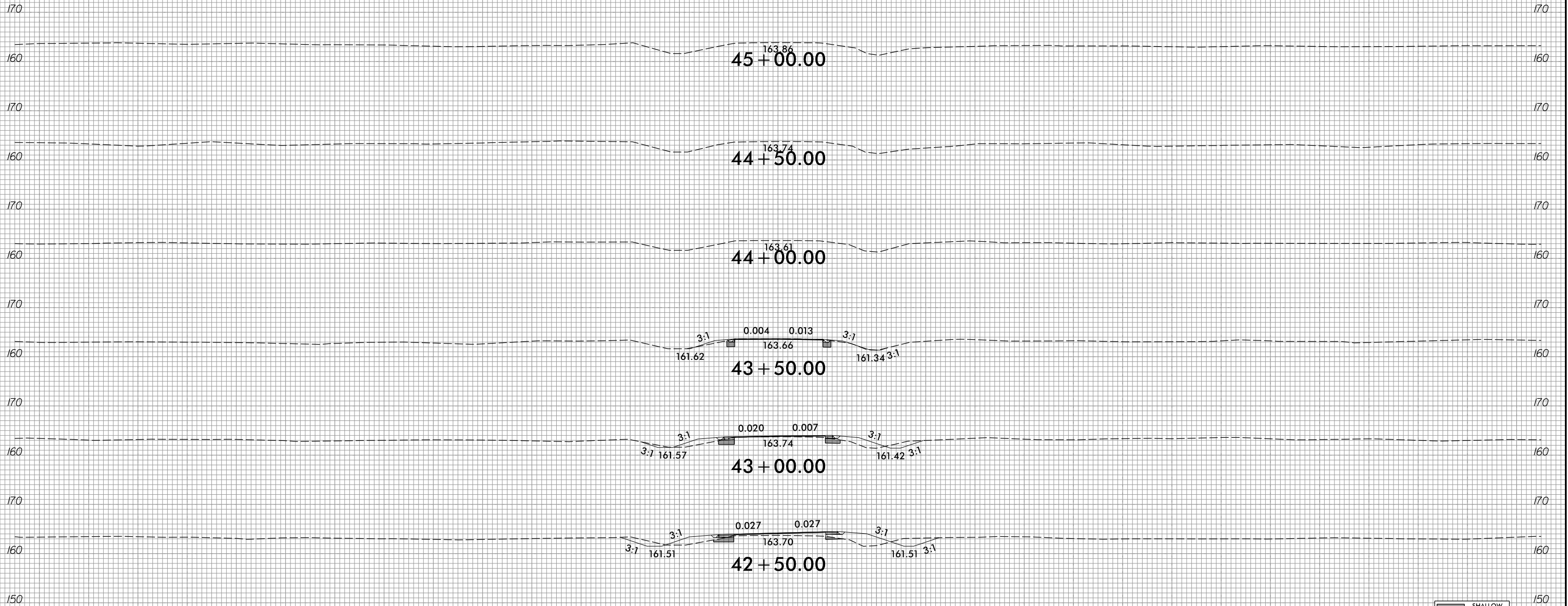
HEADWATER CONTROL FEATURE  
(MIN ELEV = 164.60')  
BERM EL = 165.10

SHALLOW UNDERCUT EXCAVATION

-Y3-



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



-Y3-

SHALLOW UNDERCUT EXCAVATION

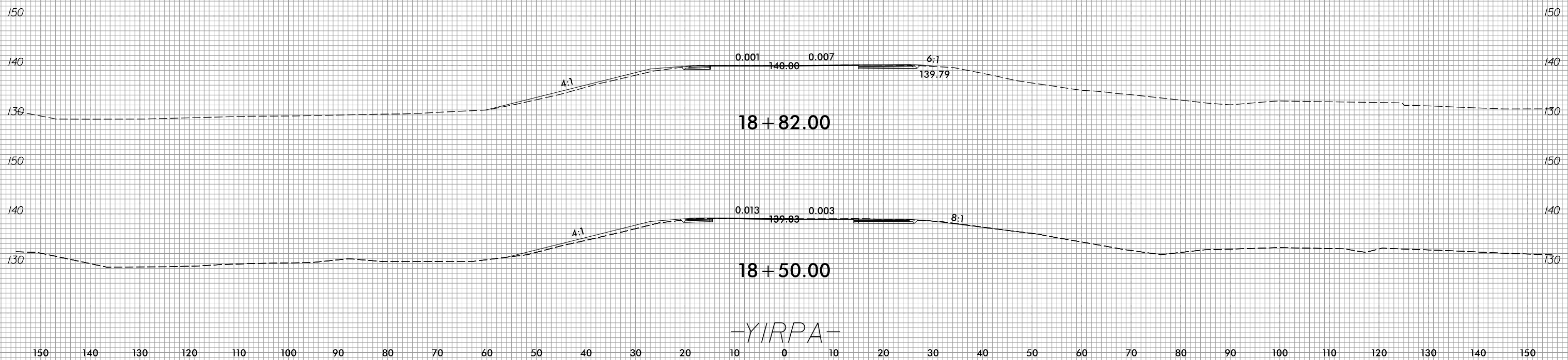


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-355

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

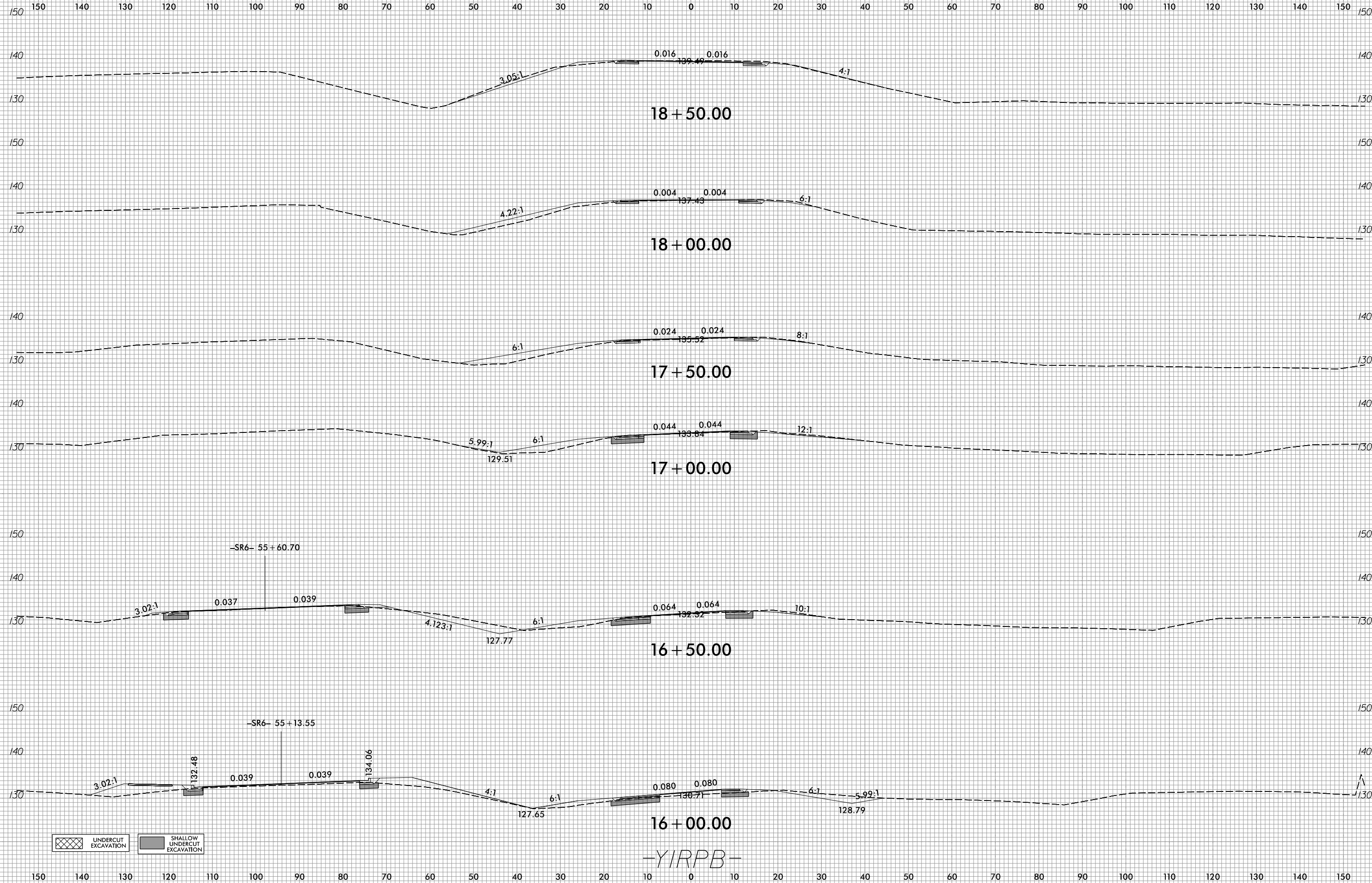


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-356



-YIRPB-

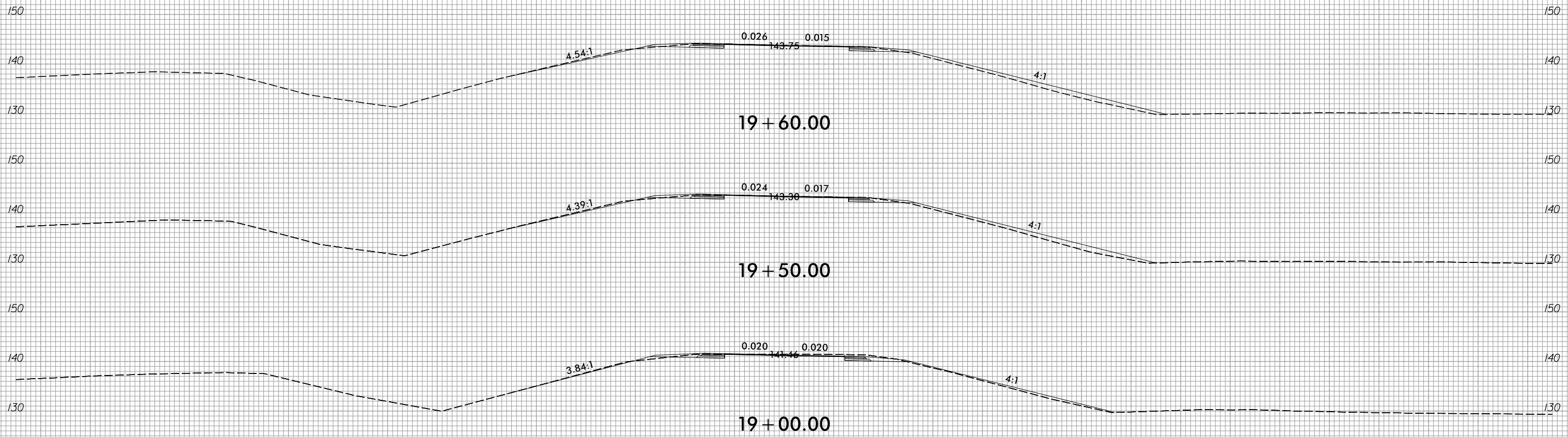
5/3/2022  
R:\Roadway\Corridor\Mode\Iing\I5987A\_RDY\_XPL\_YIRPB.dgn  
David.Litch

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-357

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



-YIRPB-

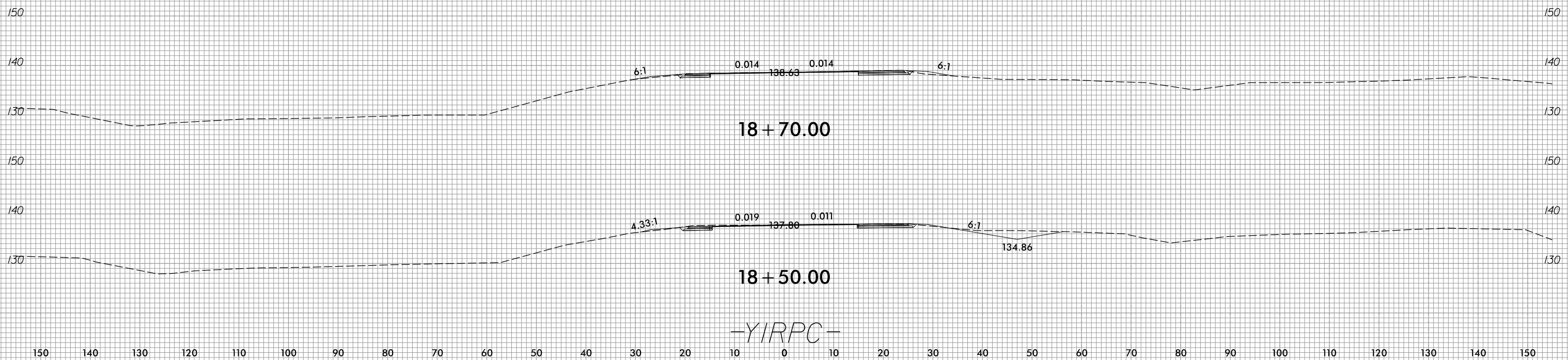
5/3/2022  
 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_YIRPB.dgn  
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-358

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



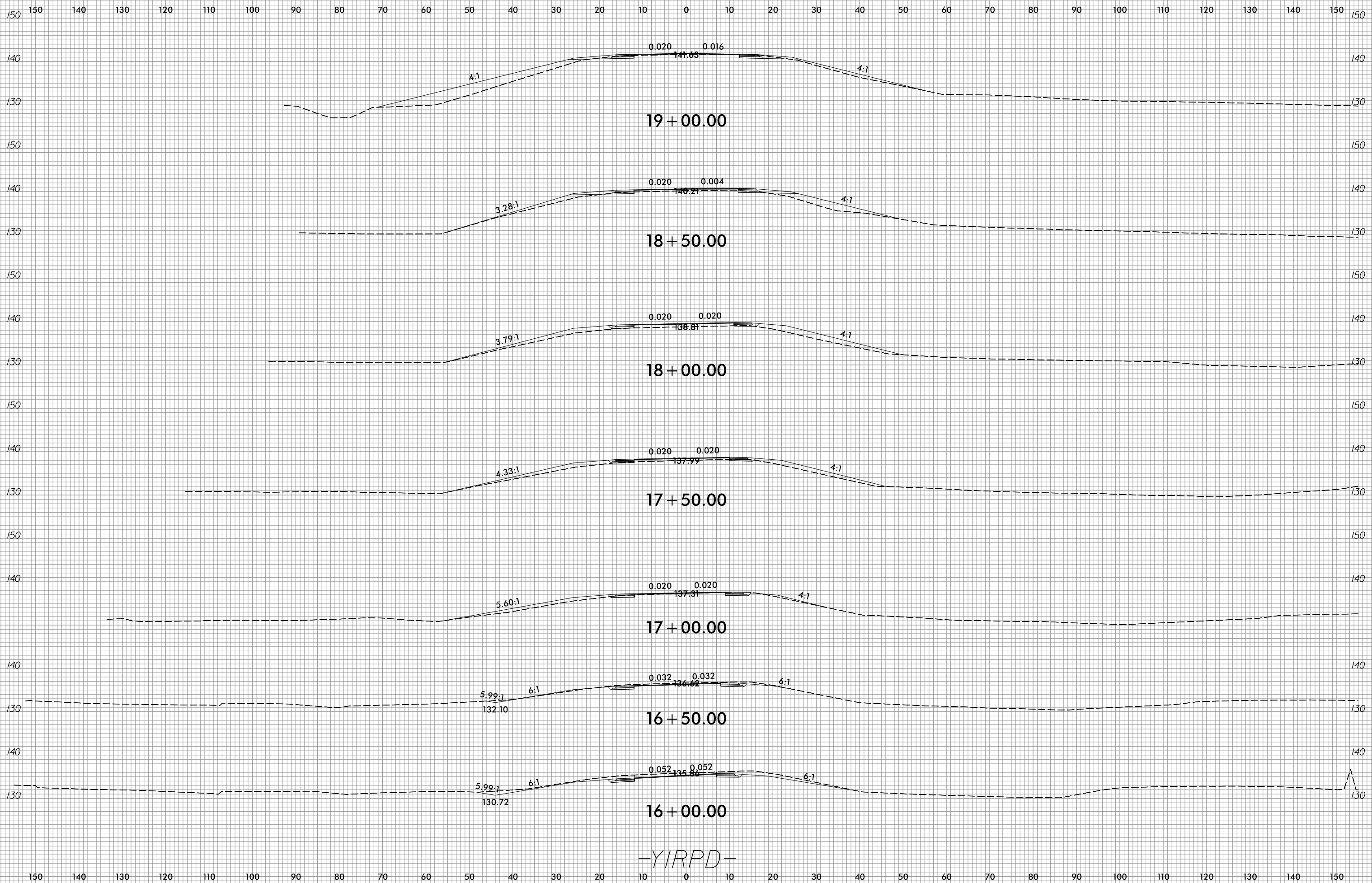
5/3/2022  
 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_YIRPC.dgn  
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PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-359



-YIRPD-

5/3/2022  
R:\Roadway\Corridor\Mode\Ing\15987A\_RDY\_XPL\_YIRPD.dgn  
David.Choi

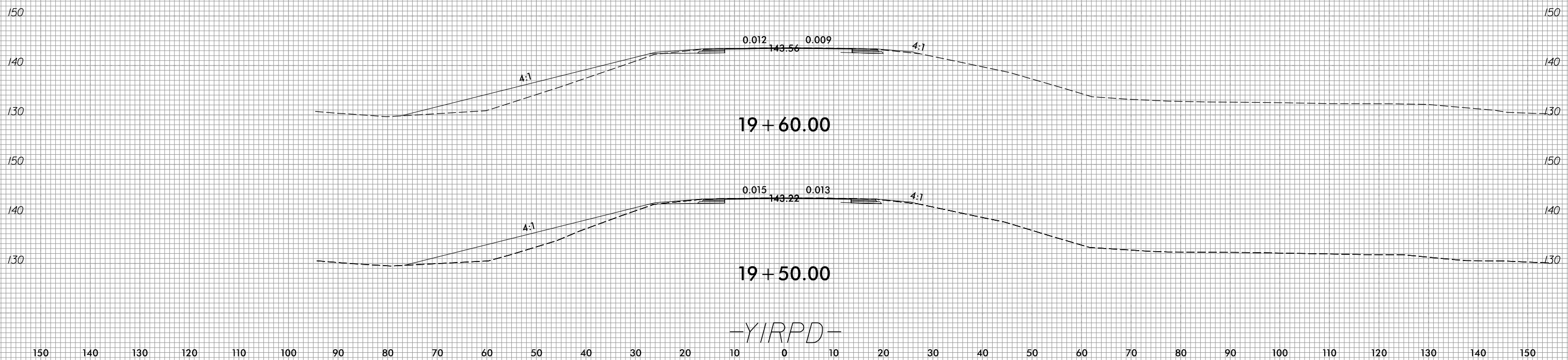
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-360

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



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

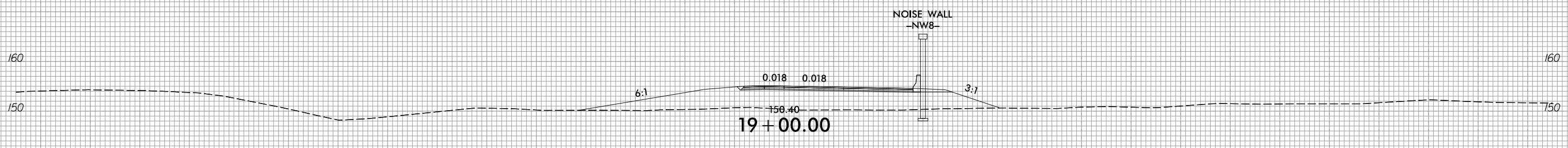
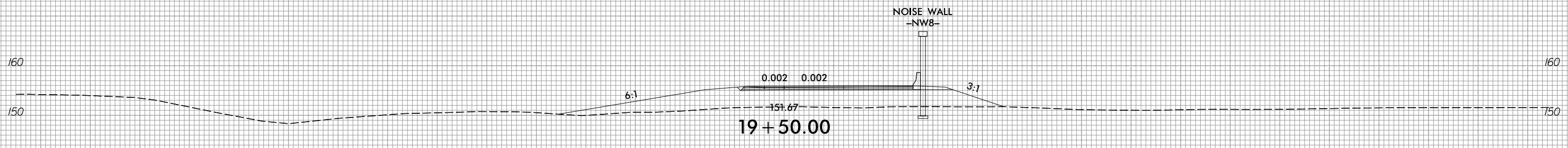
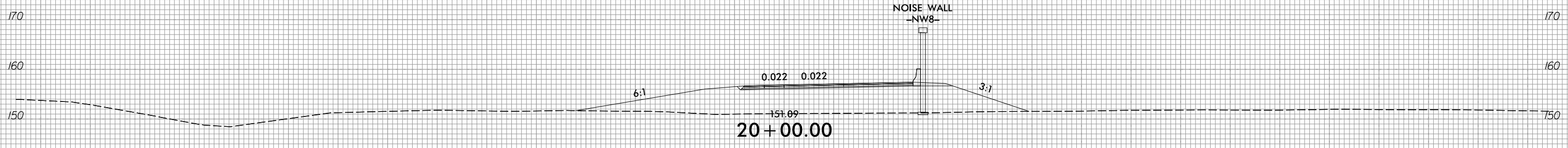
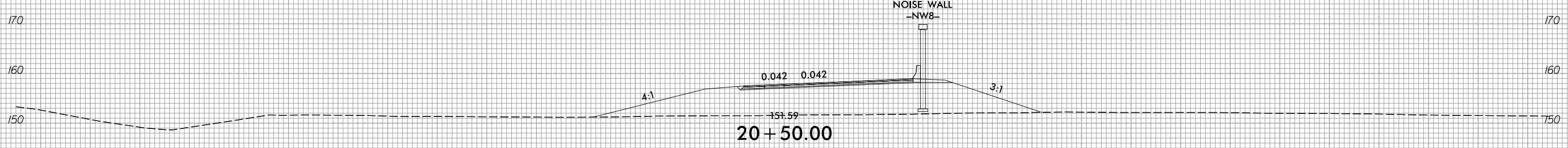
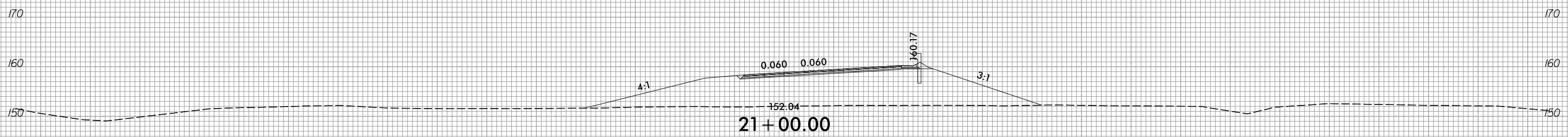
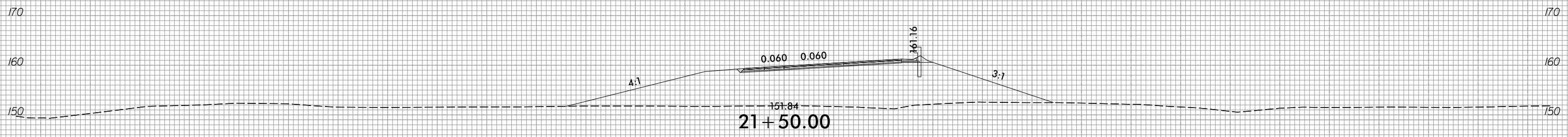
-YIRPD-

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-361

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



-YIARPA-

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

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David.Choi

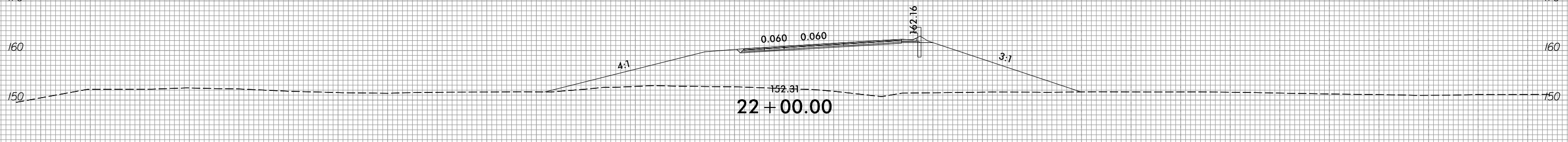
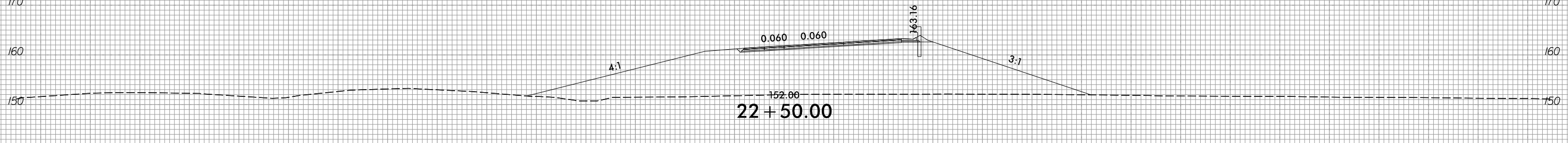
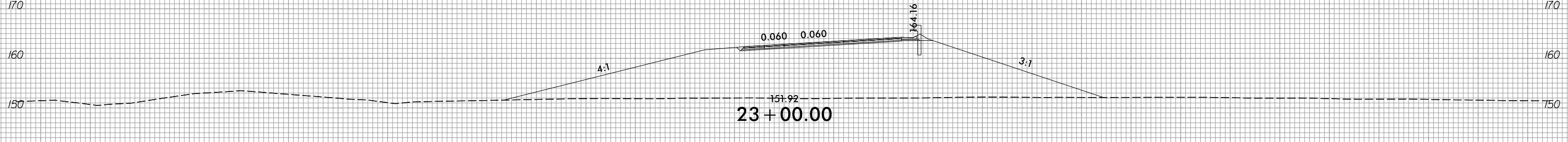
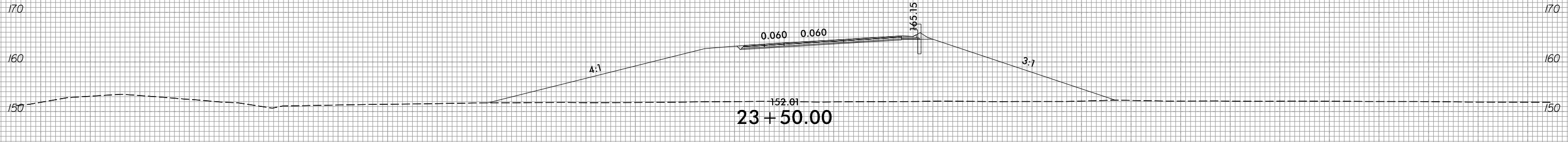
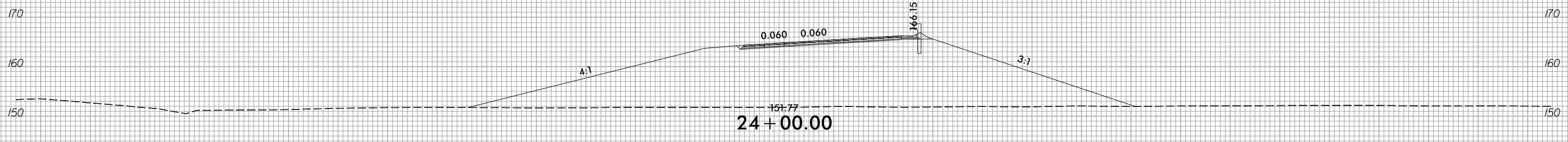
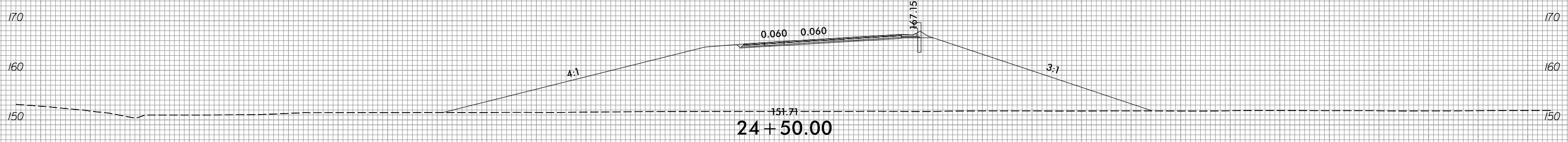
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-362

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



-YIARPA-

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

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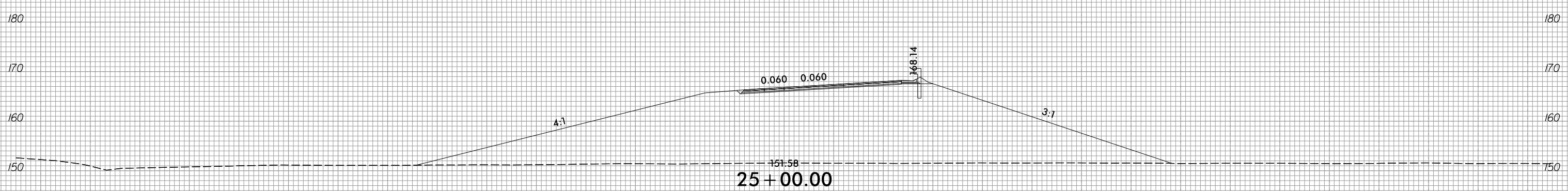
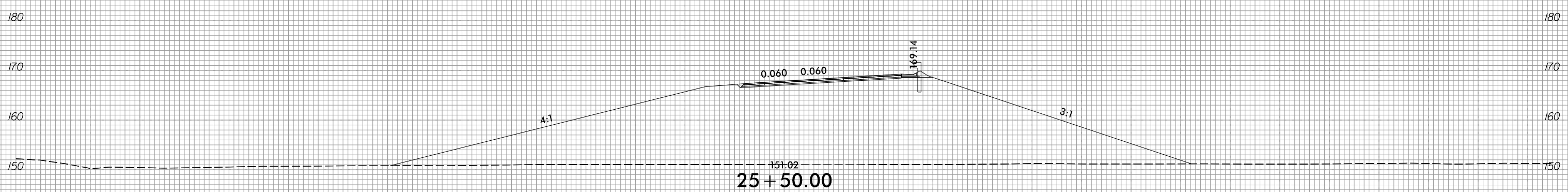
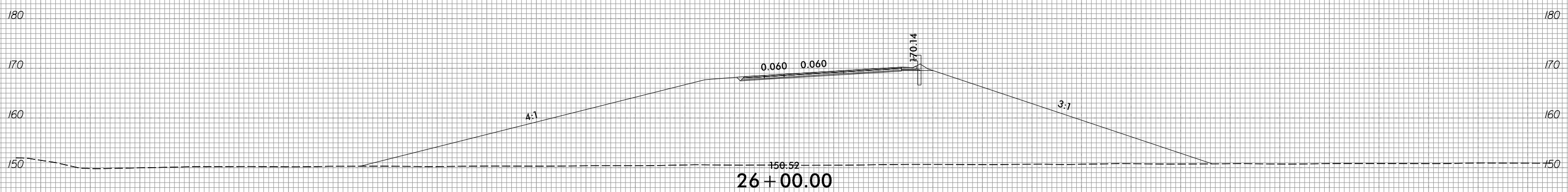
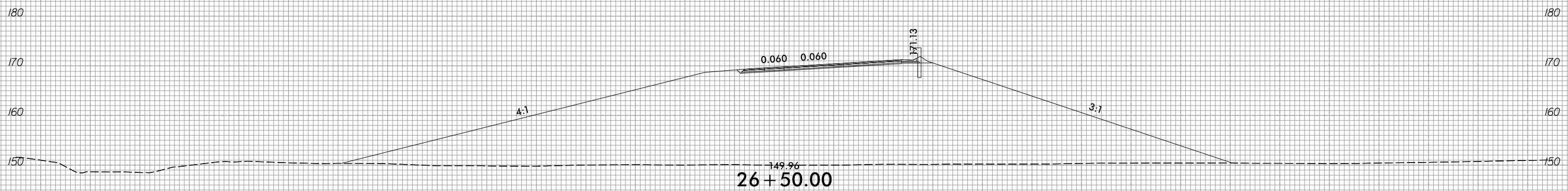


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-363

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



-YIARPA-

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

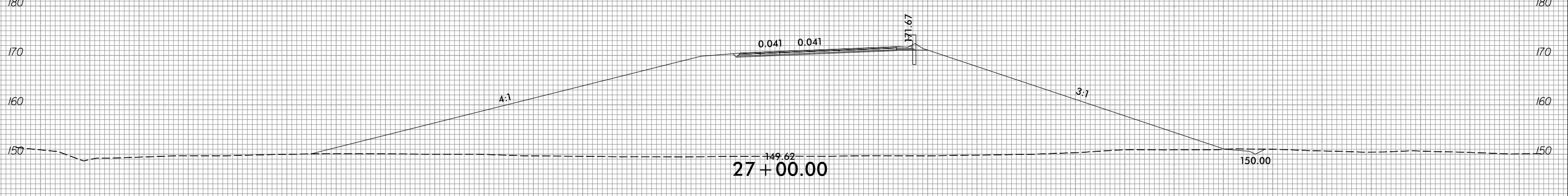
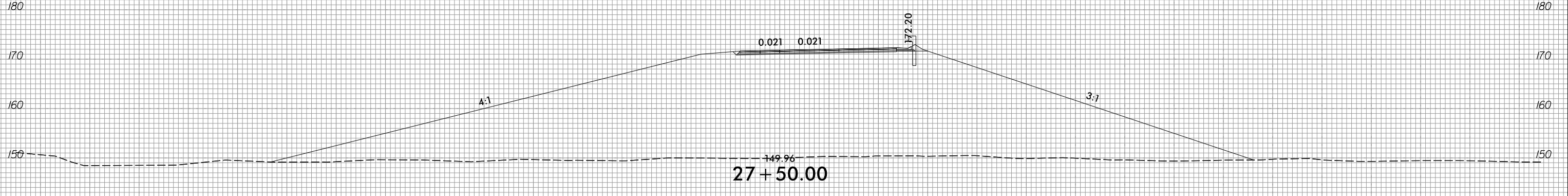
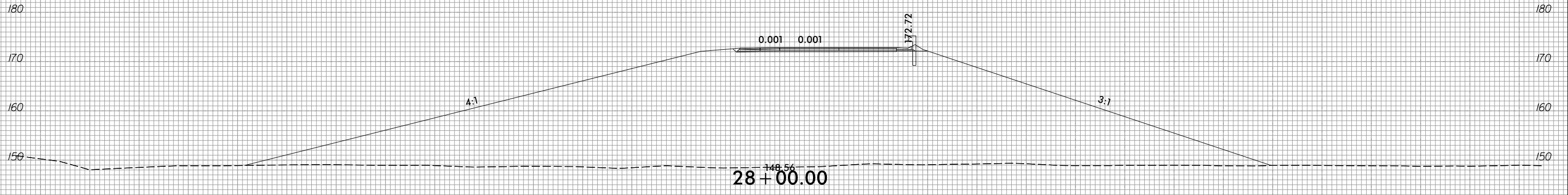
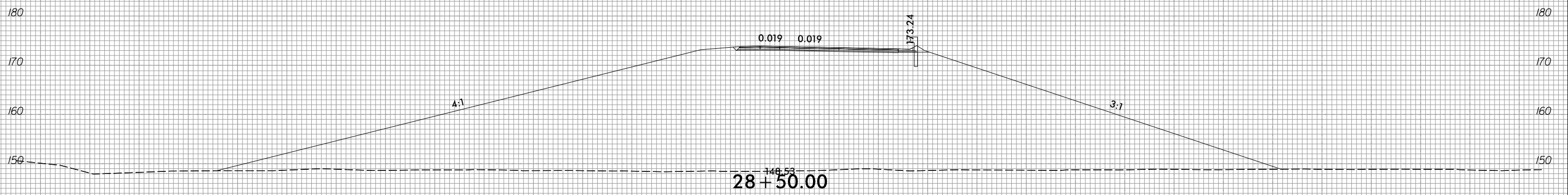
5/3/2022  
 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_YIARPA.dgn  
 David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-364

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



-YIARPA-

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

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R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_YIARPA.dgn  
David.Choi

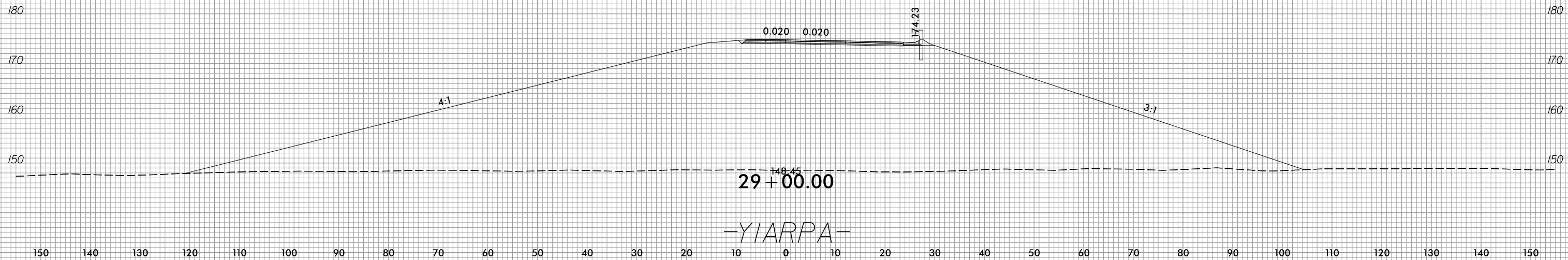
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-365

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

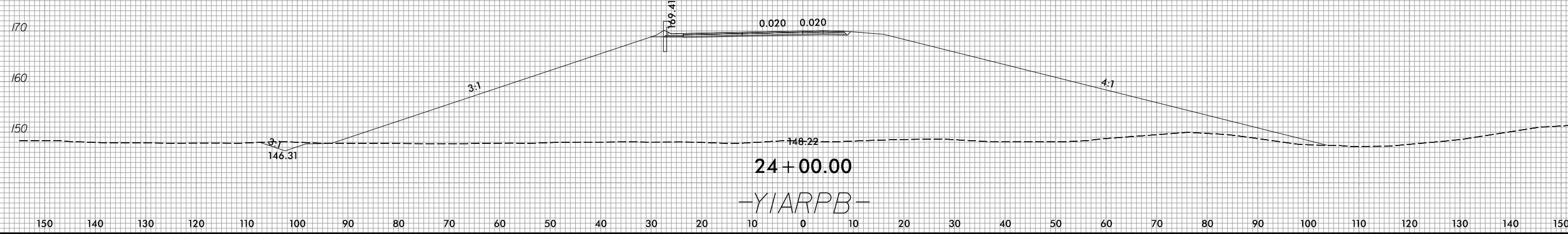
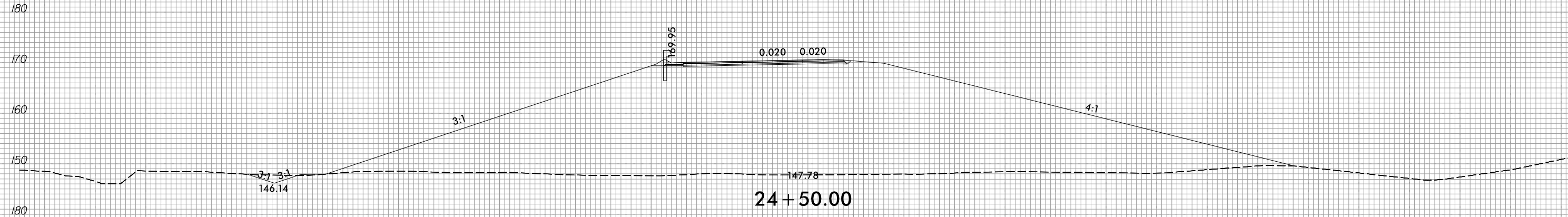
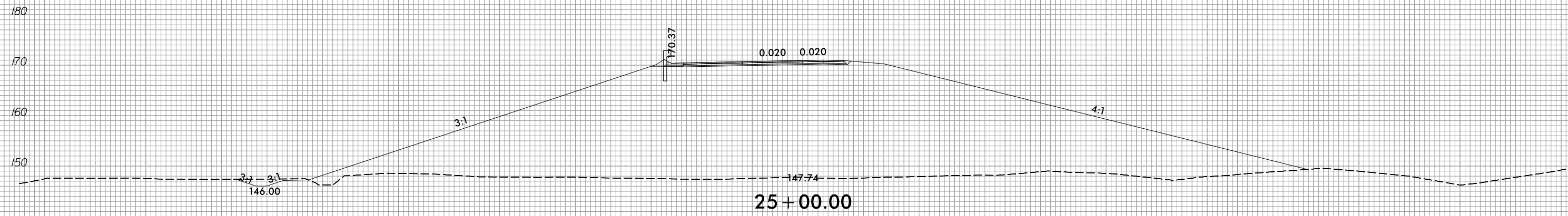
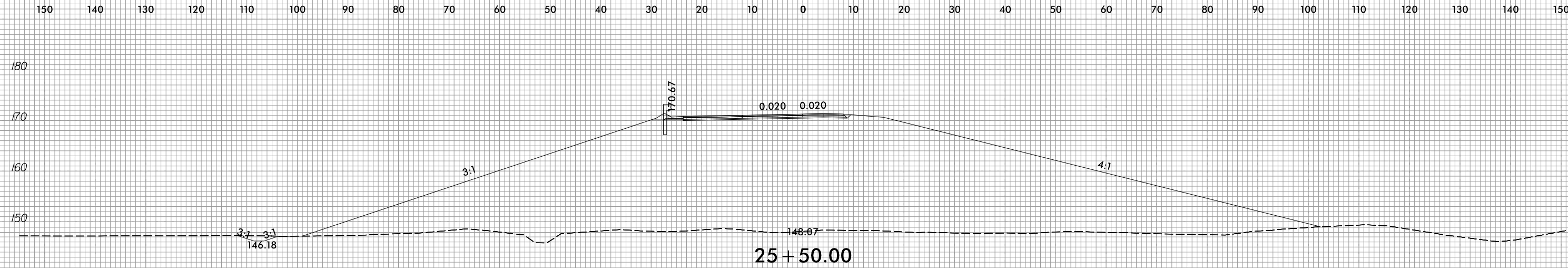


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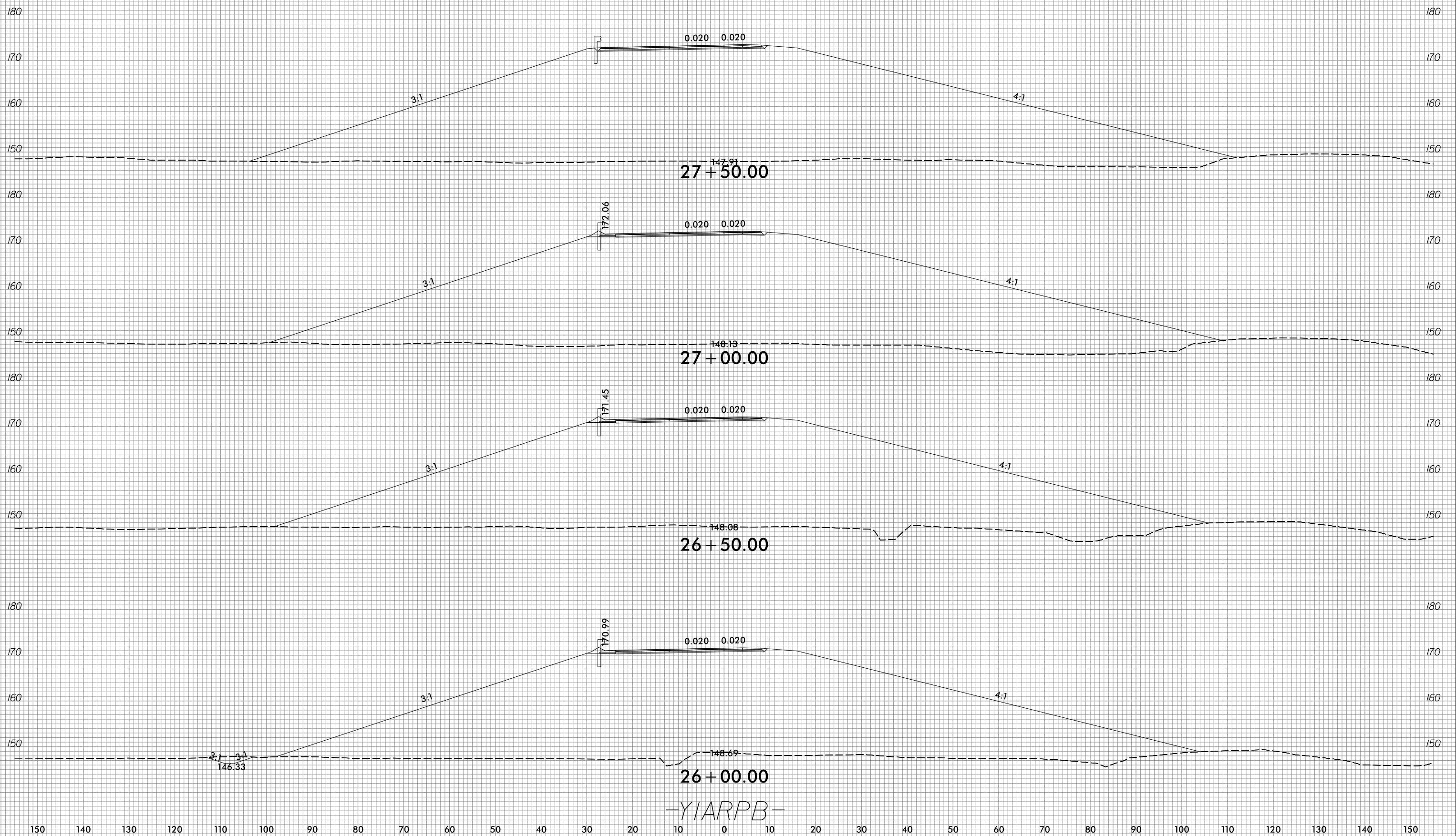
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-366



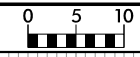
5/3/2022  
 R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_YIARPB.dgn  
 David.Choi



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

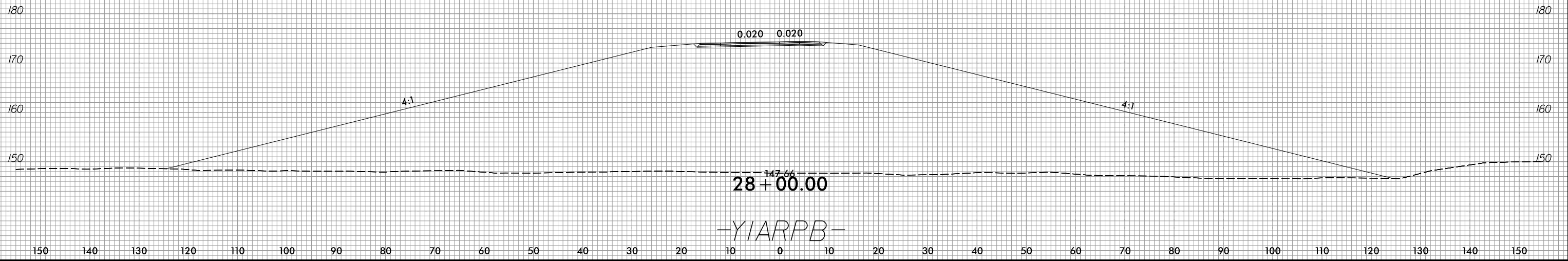


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-368

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

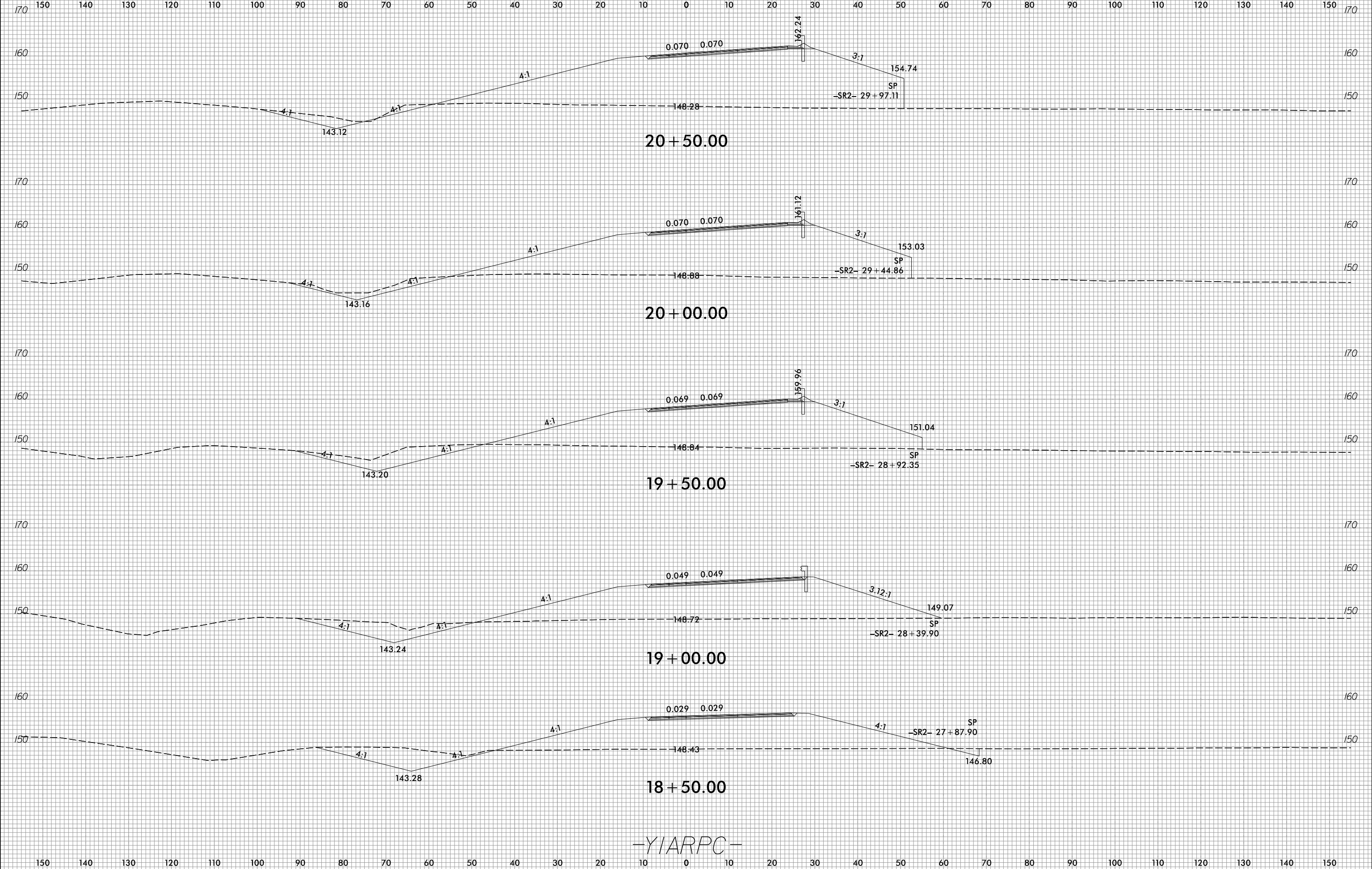


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 R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_YIARPB.dgn  
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-369



-YIARPC-

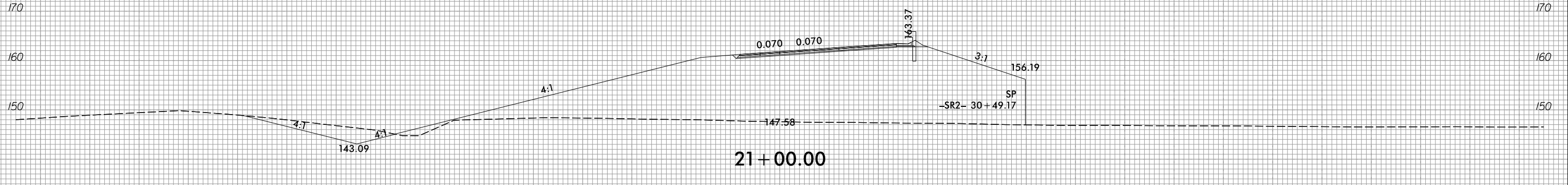
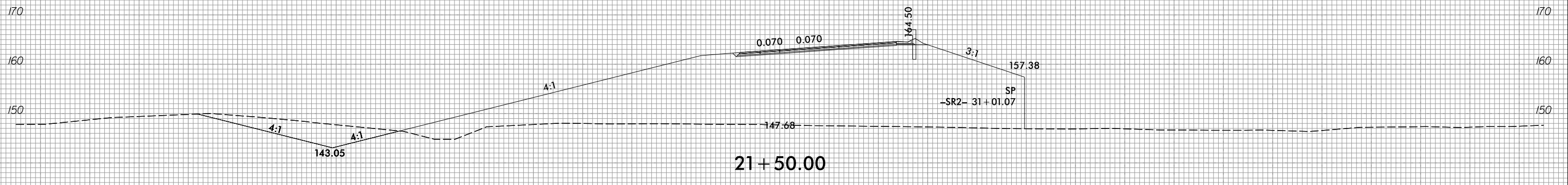
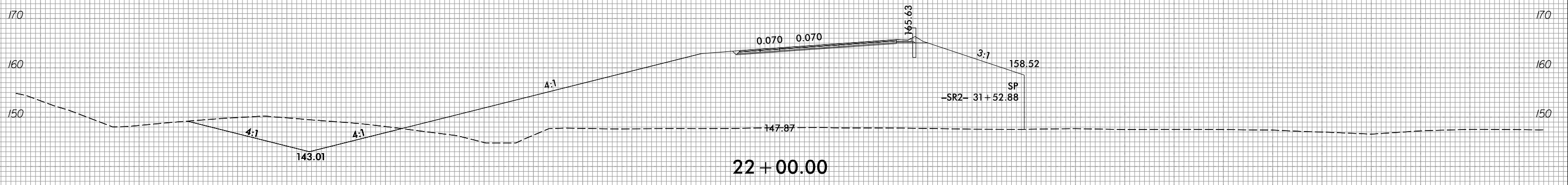
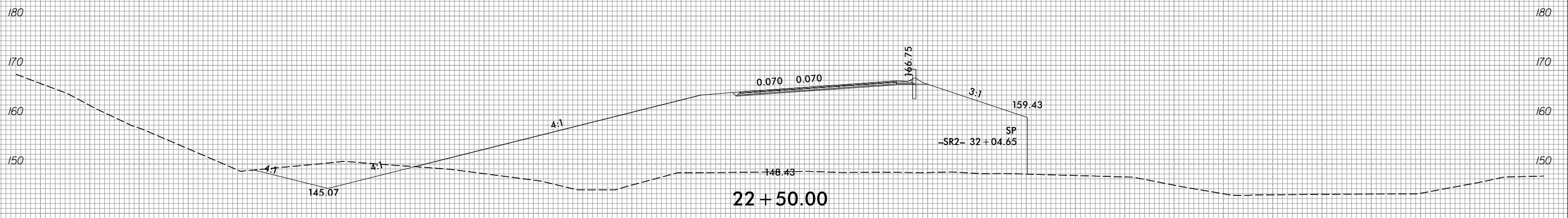
5/3/2022  
R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_YIARPC.dgn  
David.Choi

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-370

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



-YIARPC-

5/3/2022  
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David.Choi

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

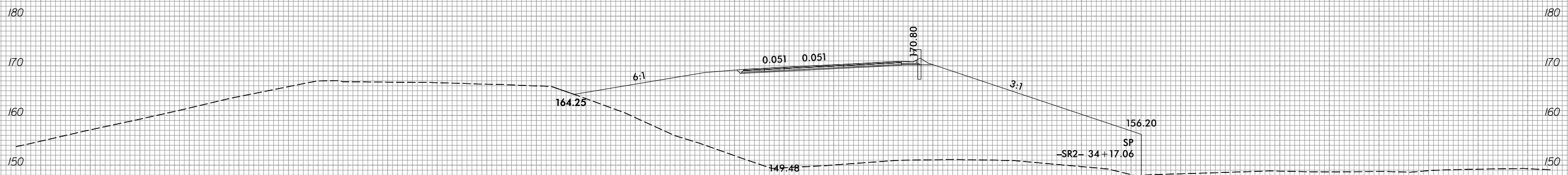


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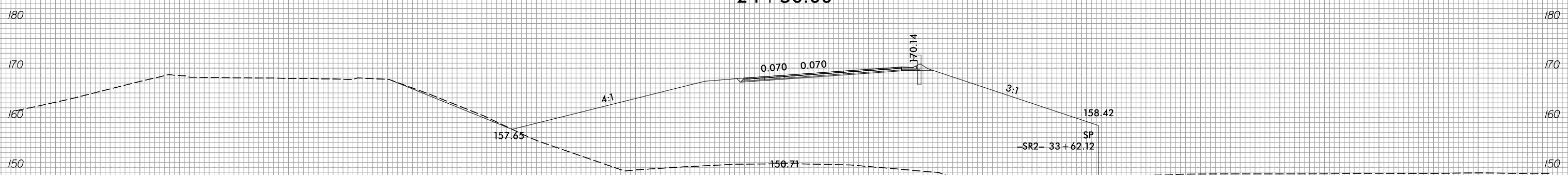


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-371

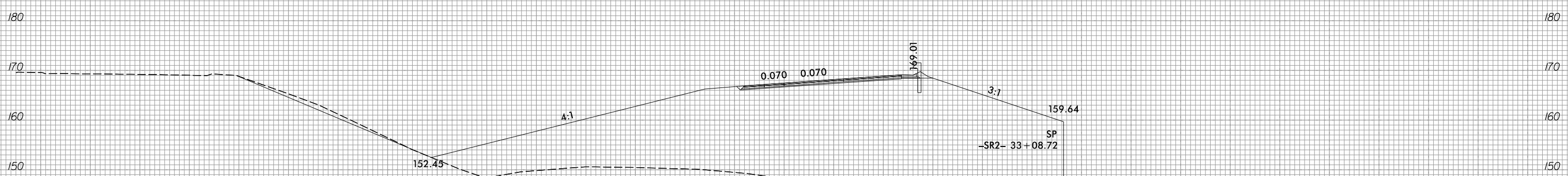
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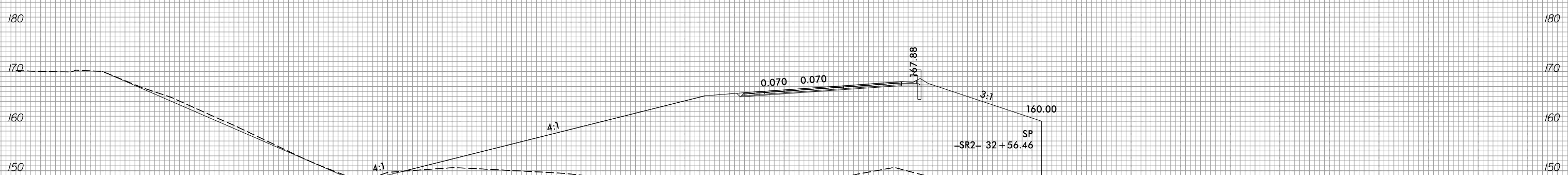
24 + 50.00



24 + 00.00



23 + 50.00



23 + 00.00

-YIARPC-

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

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 David.Choi

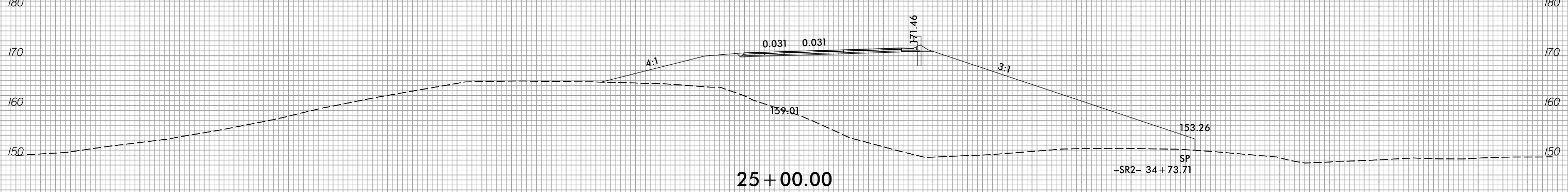
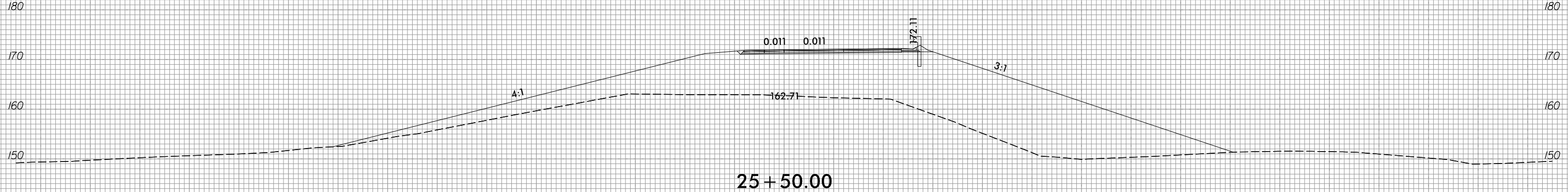
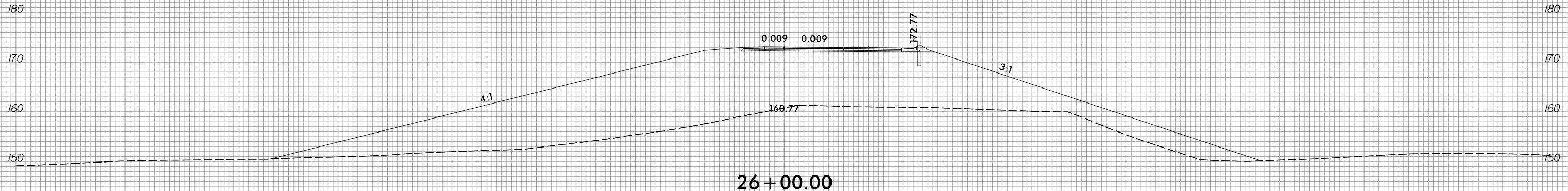
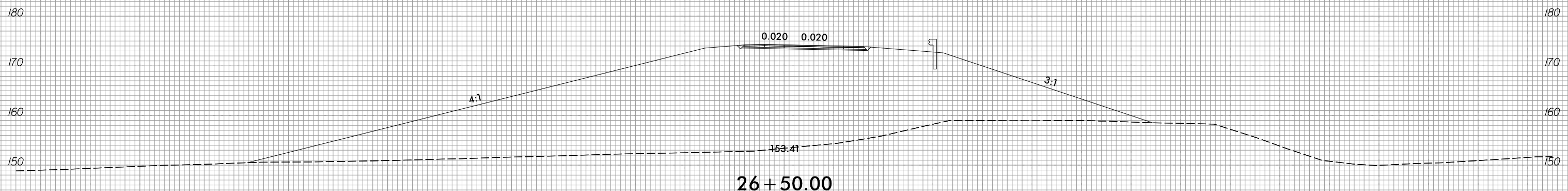
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PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-372

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-YIARPC-

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

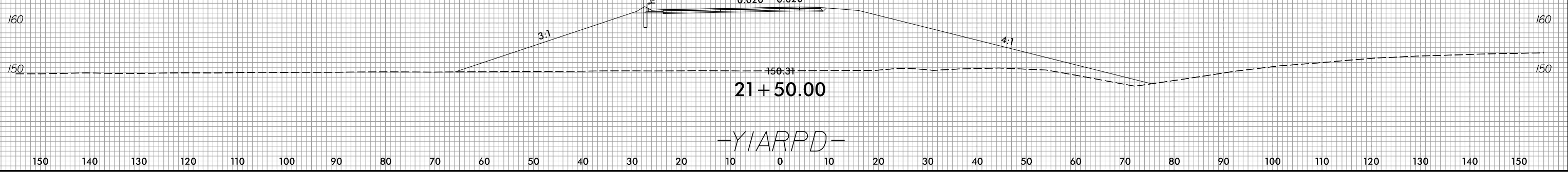
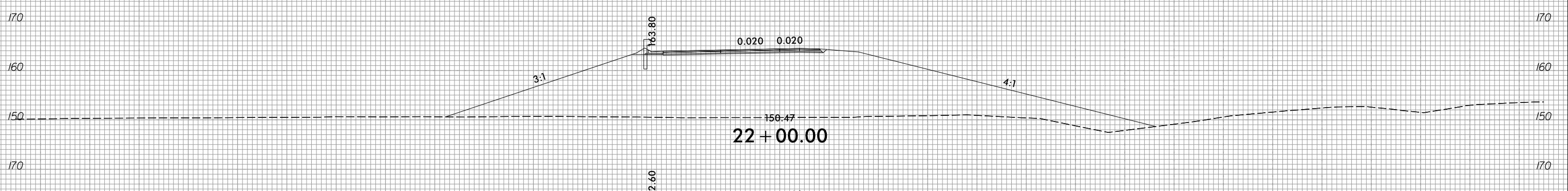
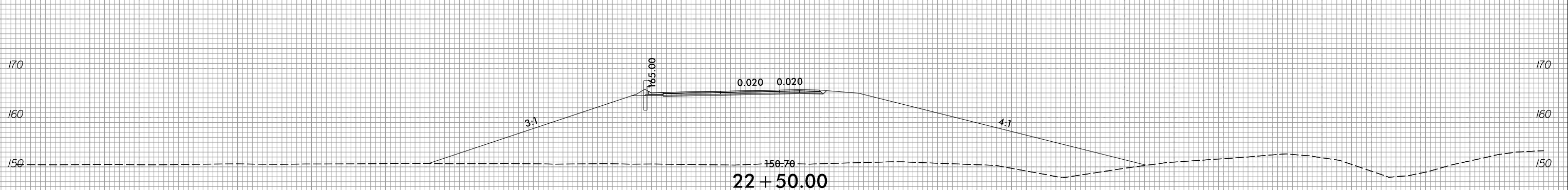
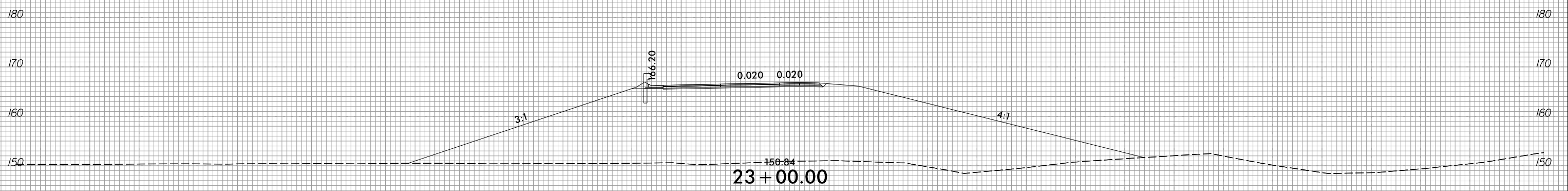
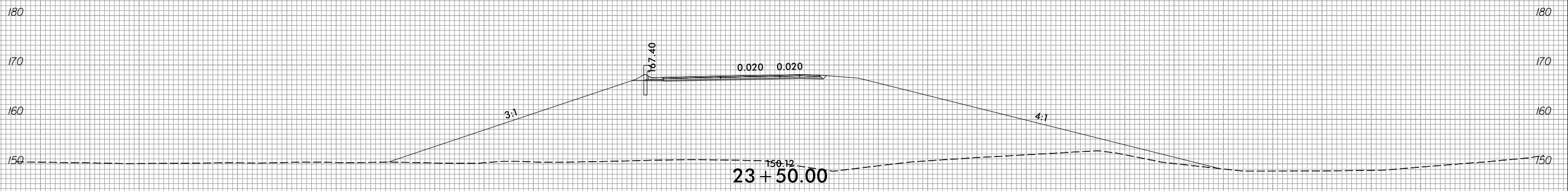
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David.Choi

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-373

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

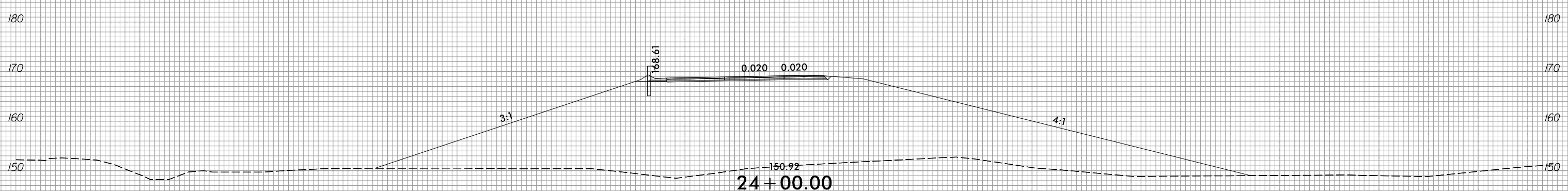
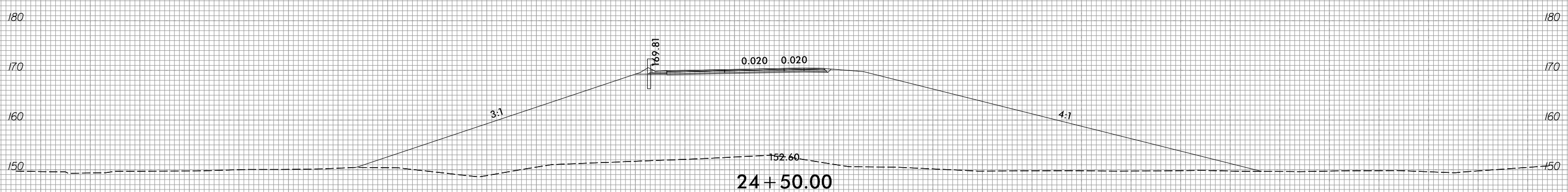
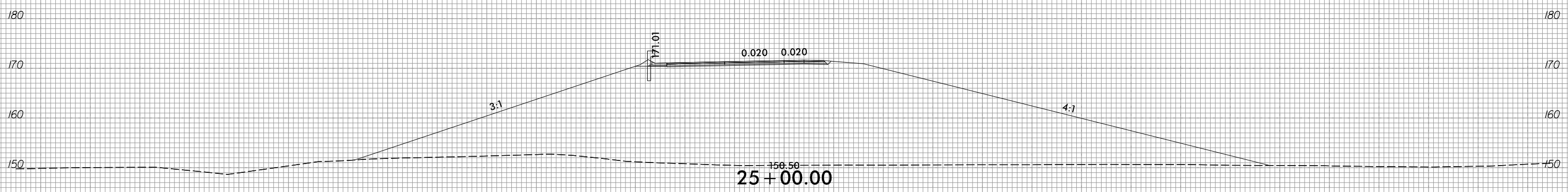
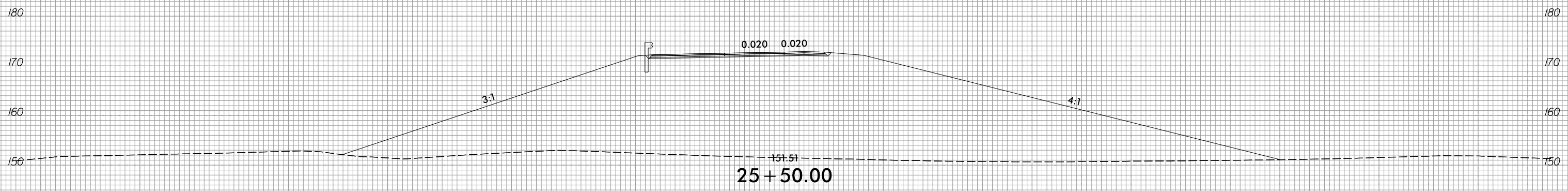


-YIARPD-

5/3/2022  
 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_YIARPD.dgn  
 David.Choi



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



-YIARPD-

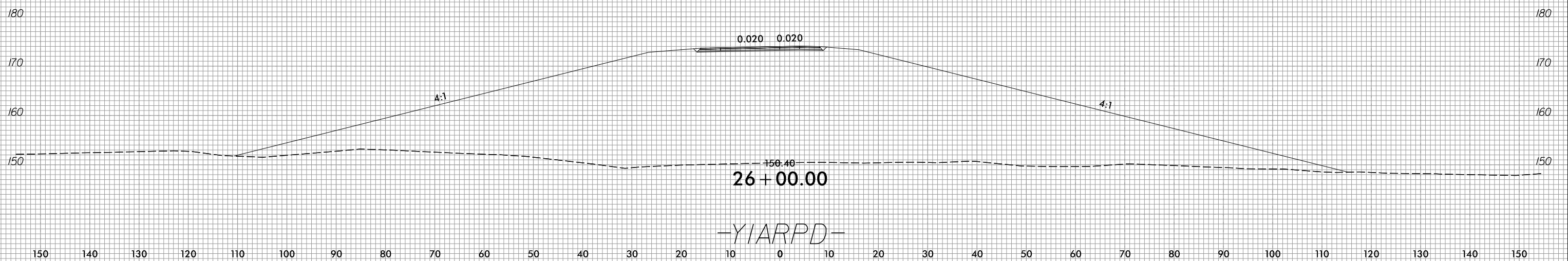
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-375

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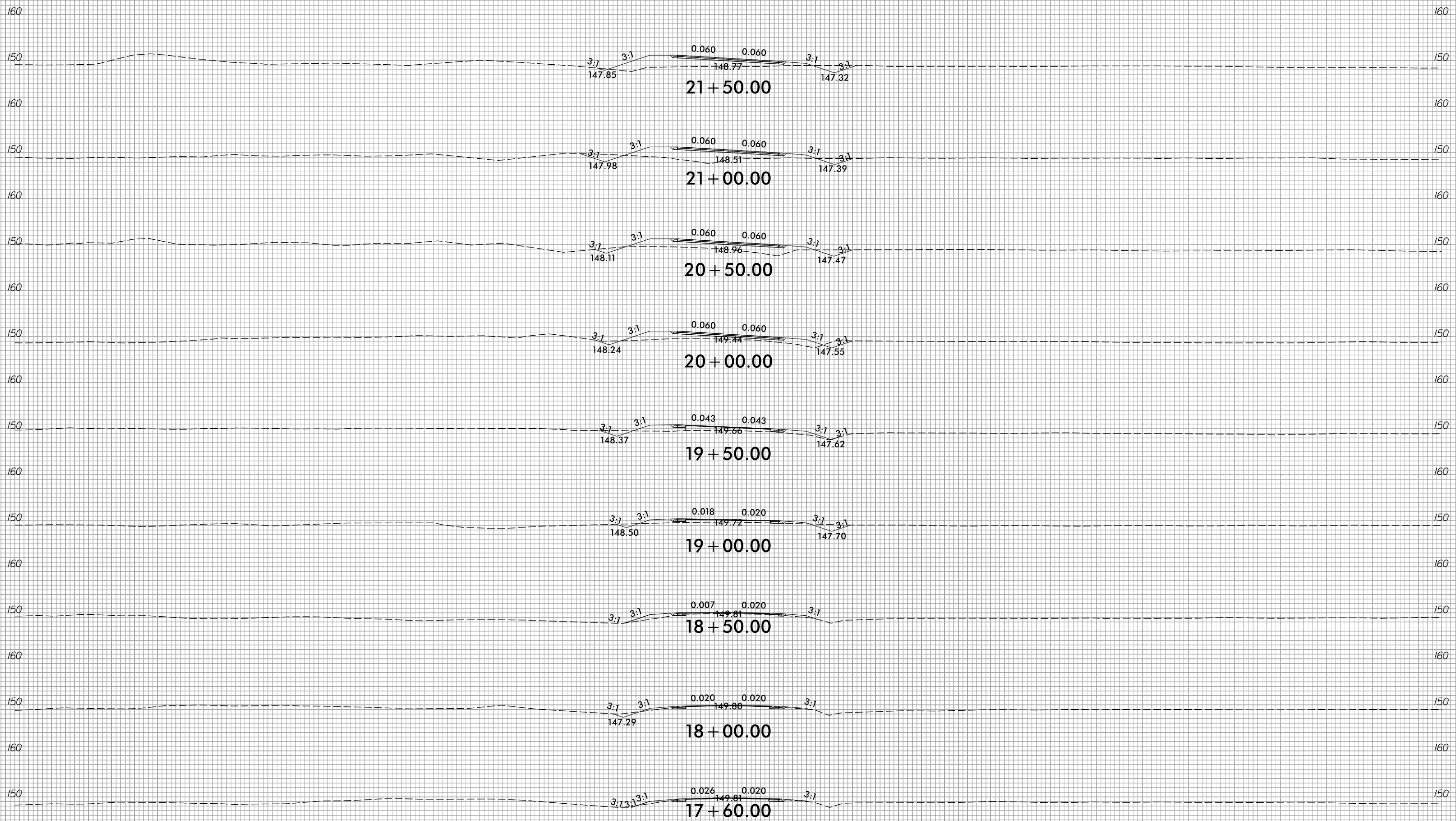
5/3/2022  
 R:\Roadway\Corridor\Mode Ling\I5987A\_RDY\_XPL\_YIARPD.dgn  
 David.Choi

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-376

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



-SR2-

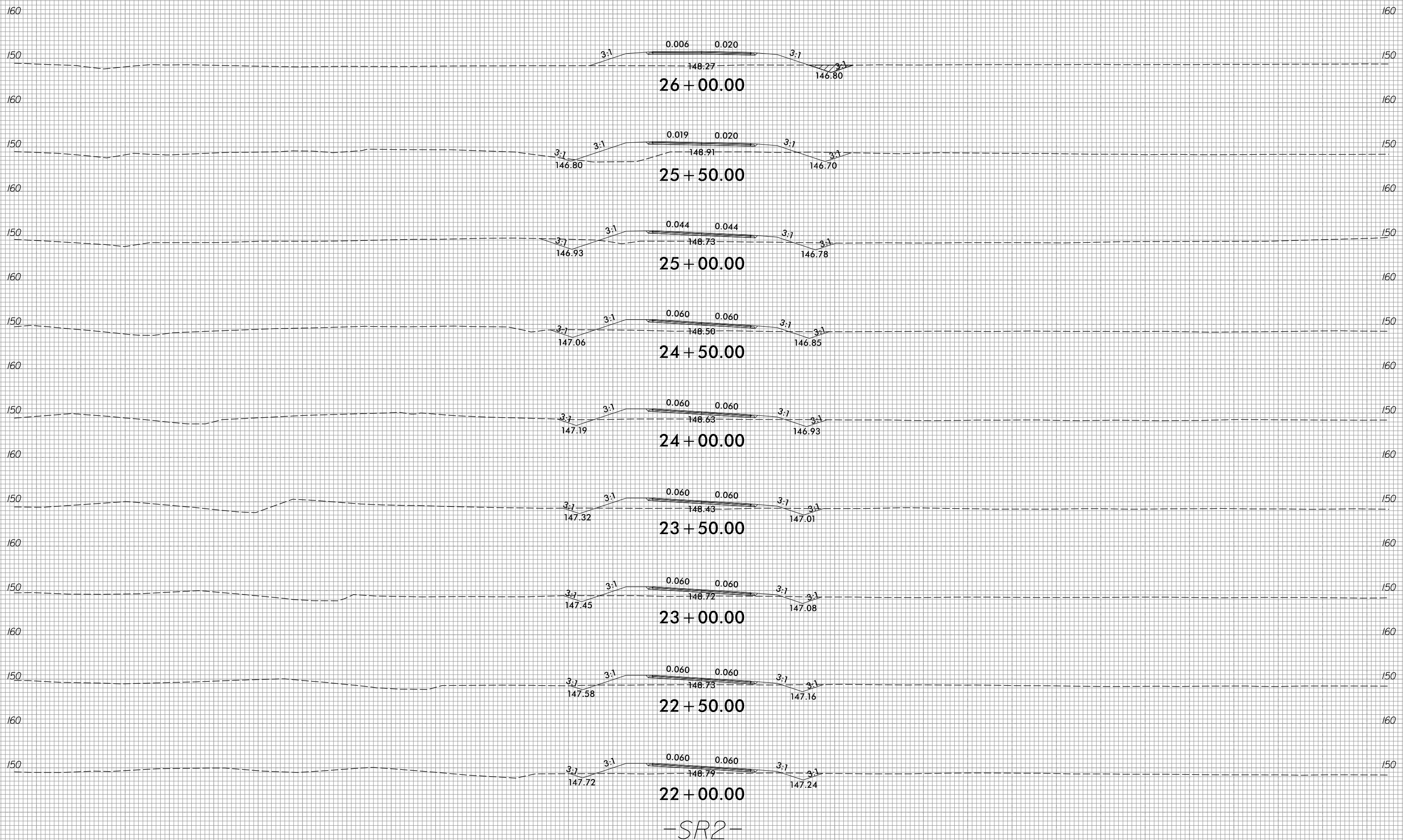
5/3/2022  
 R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_SR2.dgn  
 David.Choi

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-377

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

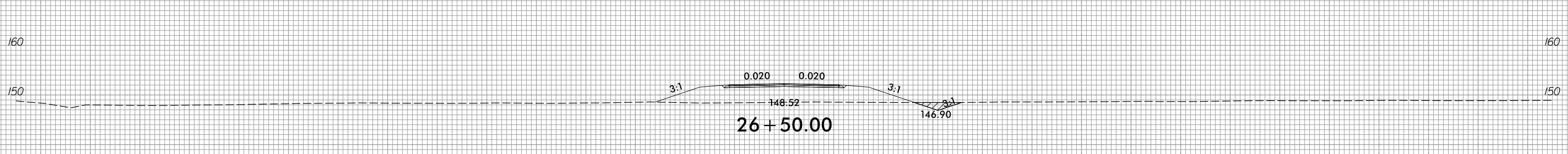
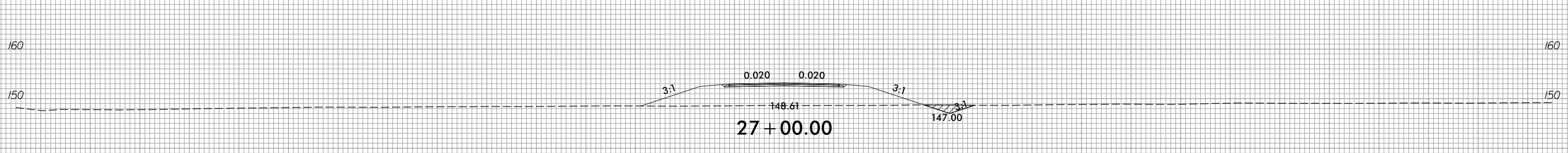
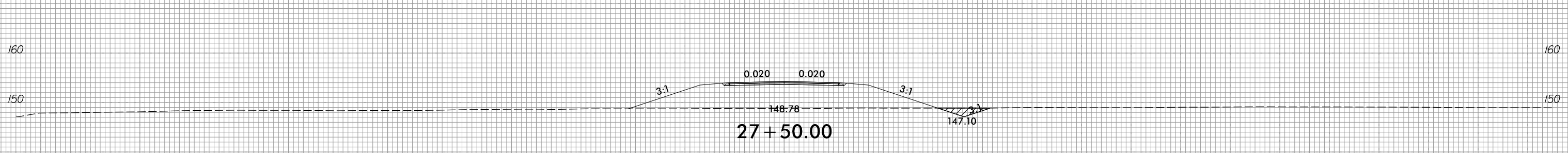
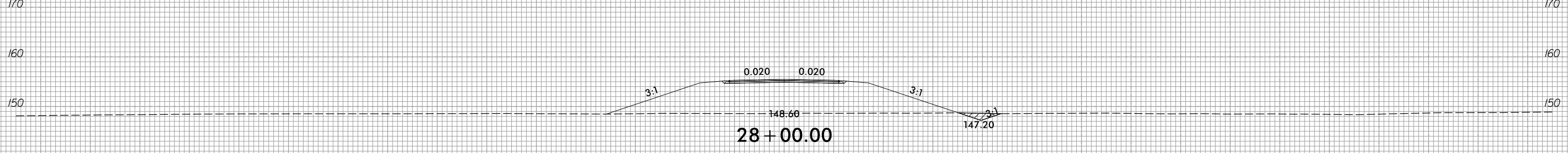
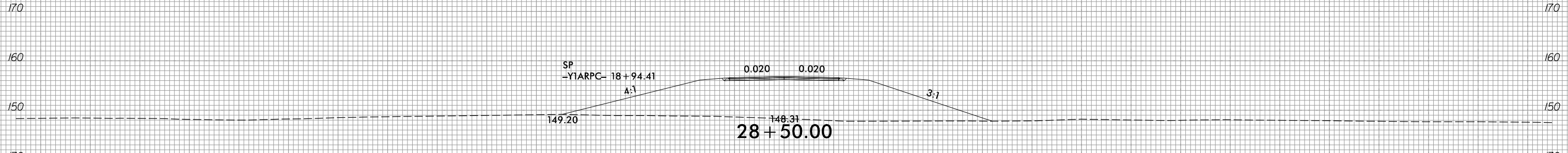
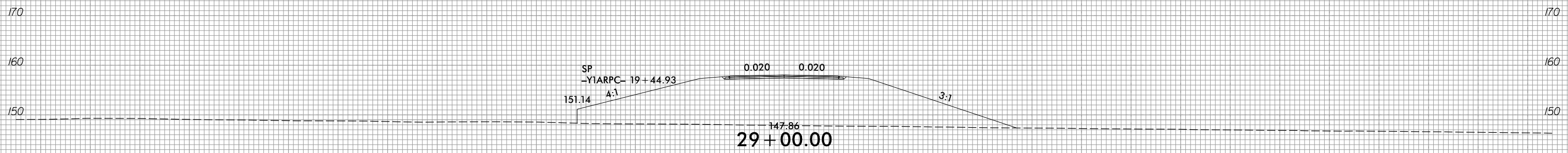


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 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_SR2.dgn  
 David.Choi

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



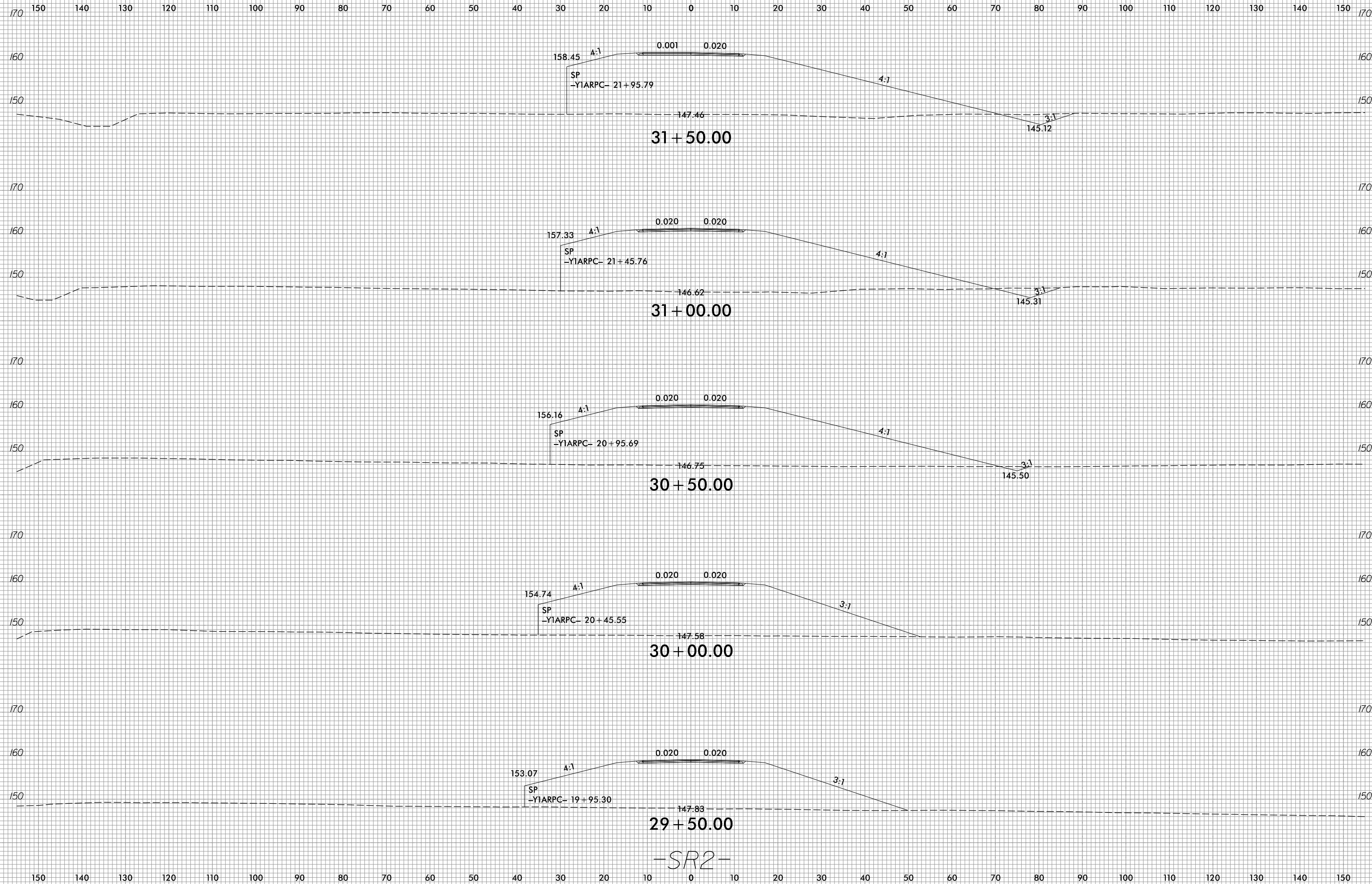
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-SR2-

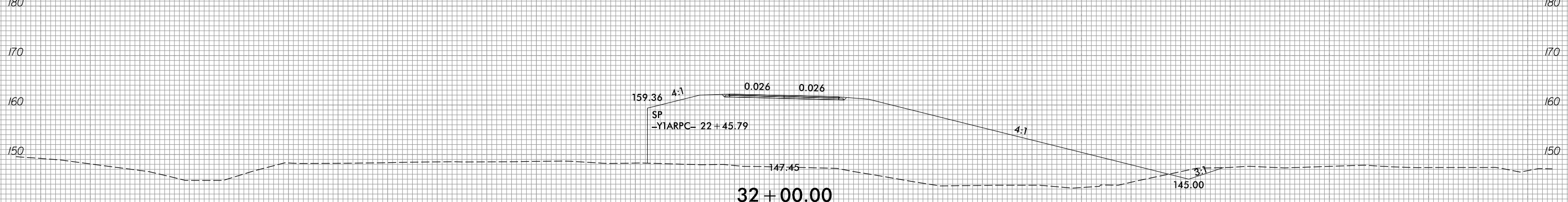
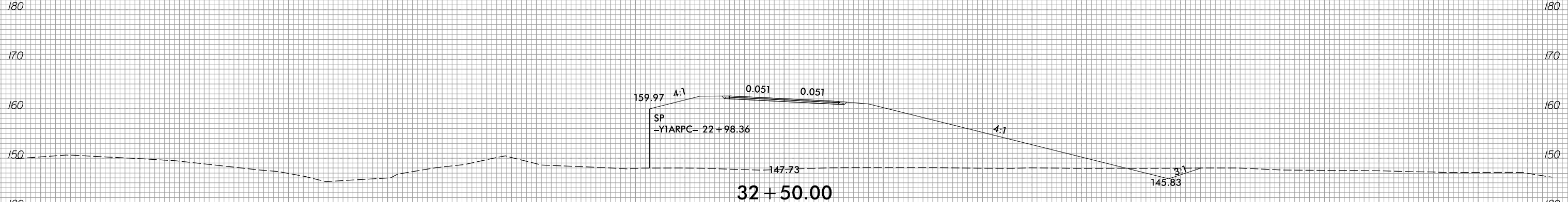
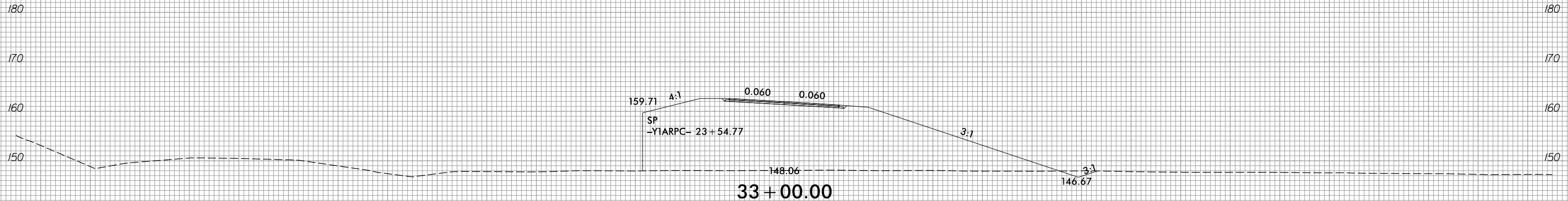
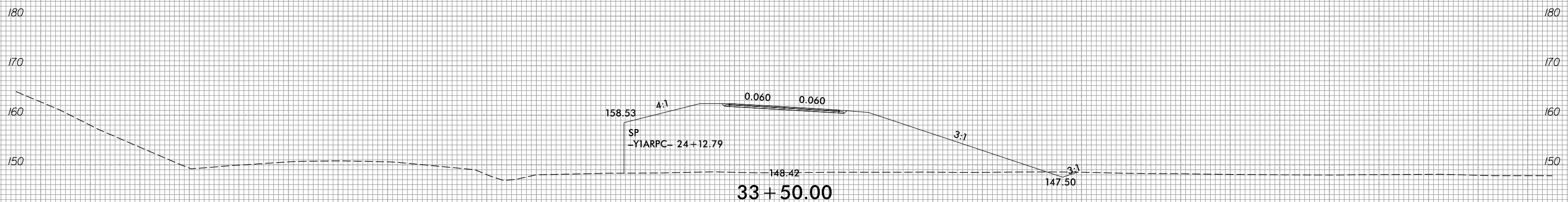
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150





-SR2-

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



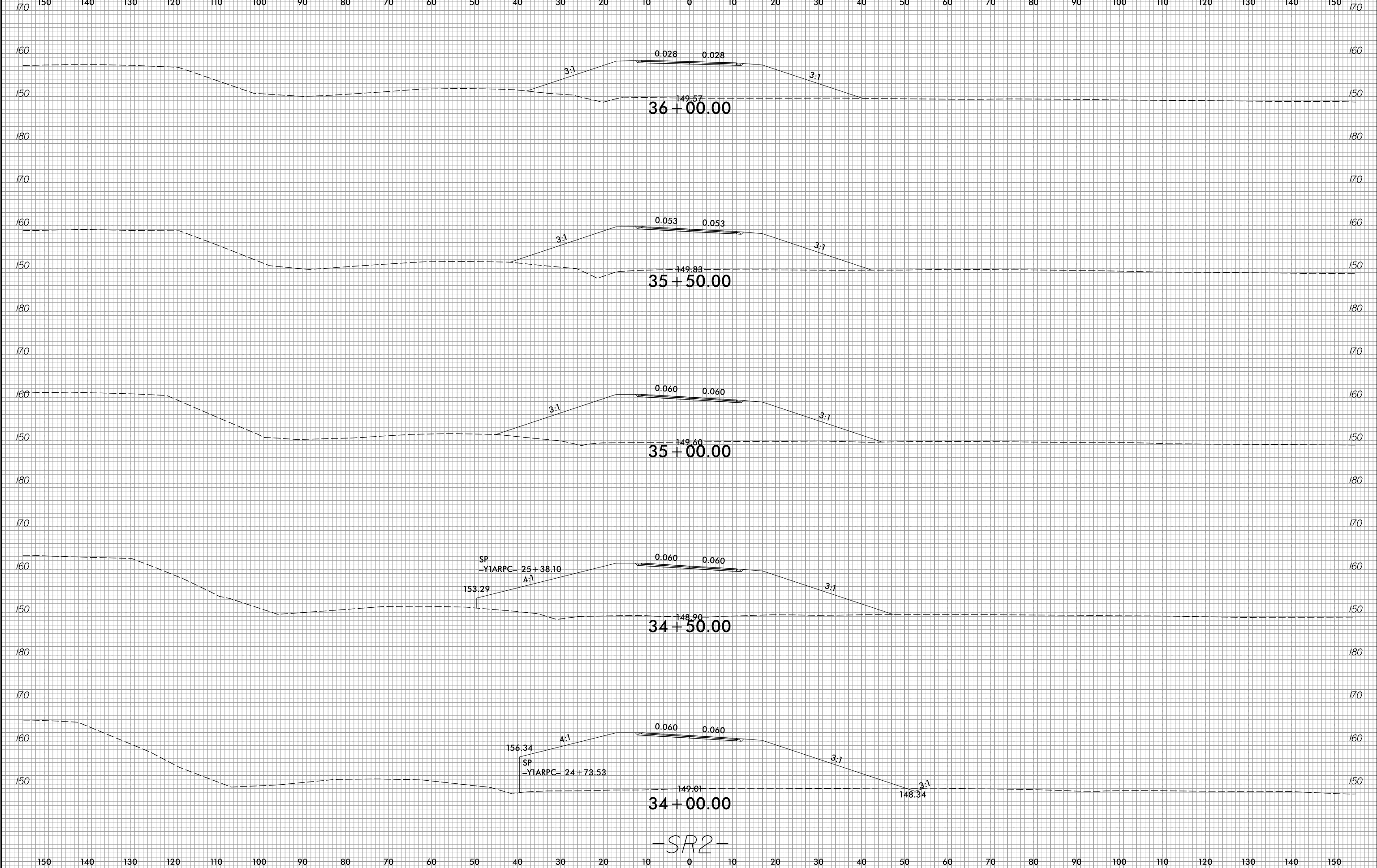
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

-SR2-

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-381



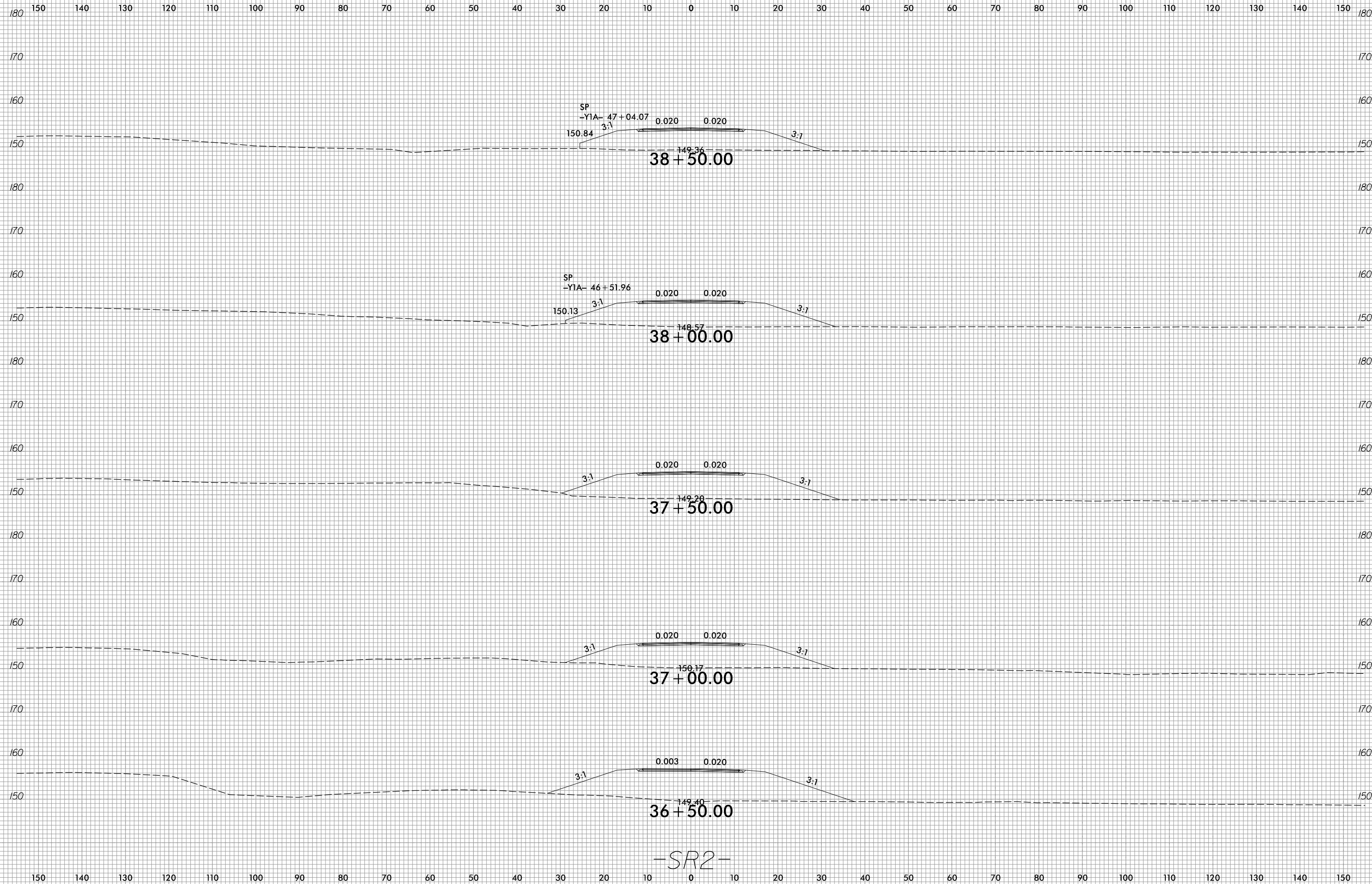
5/3/2022  
 R:\Roadway\Corridor\Mode Ling\I5987A\_RDY\_XPL\_SR2.dgn  
 David.Choi

-SR2-

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-382

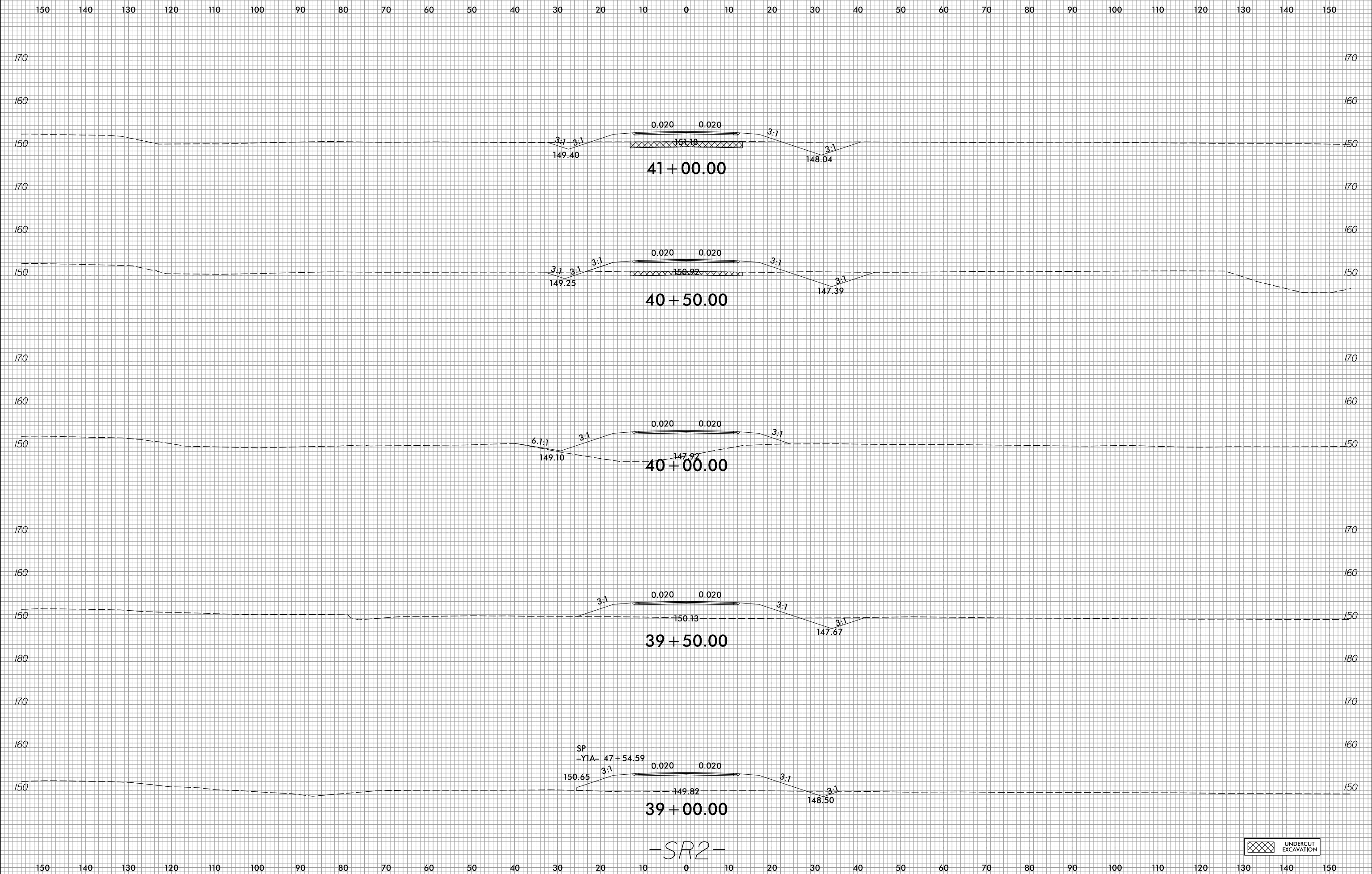


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R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_SR2.dgn  
David.Choi

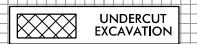
6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-383



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R:\Roadway\Corridor\Mode Ling\I5987A\_RDY\_XPL\_SR2.dgn  
David.Choi



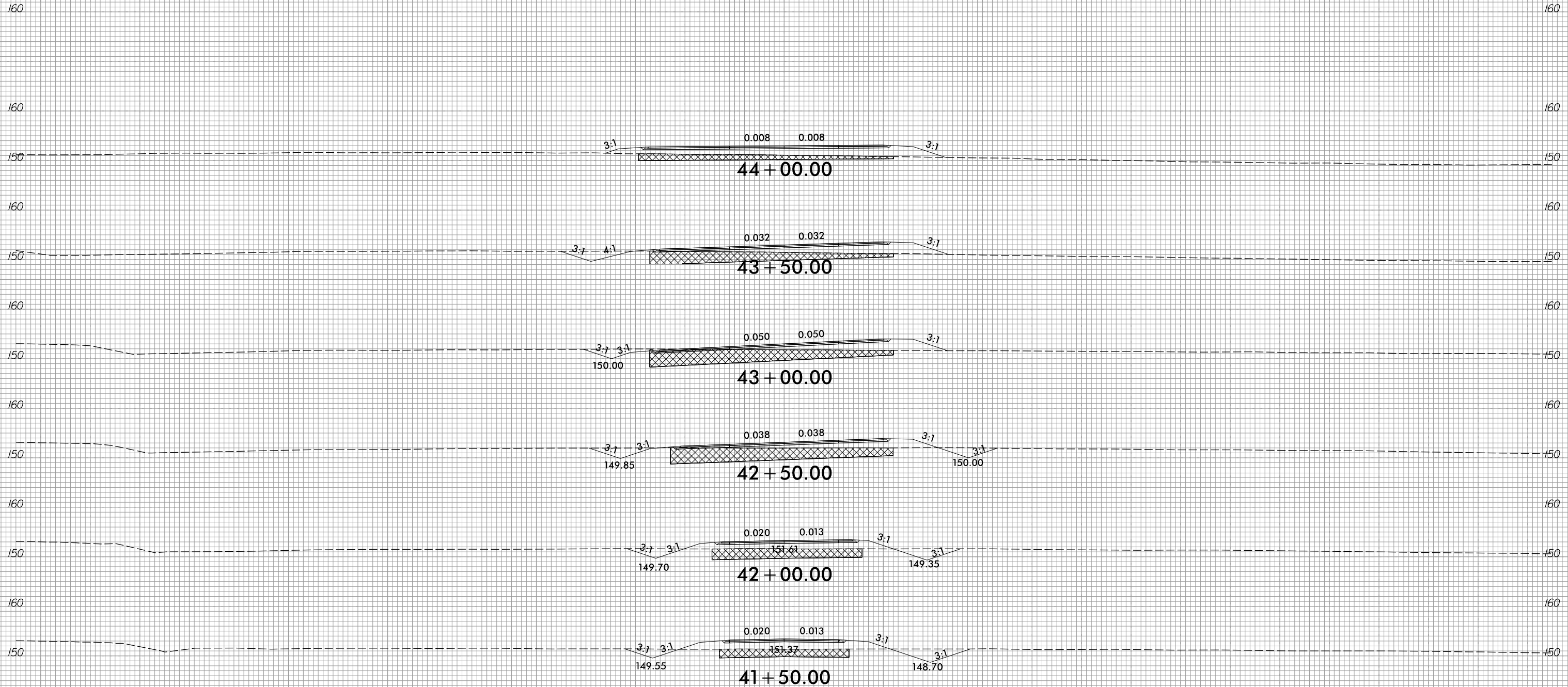
-SR2-

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-384

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

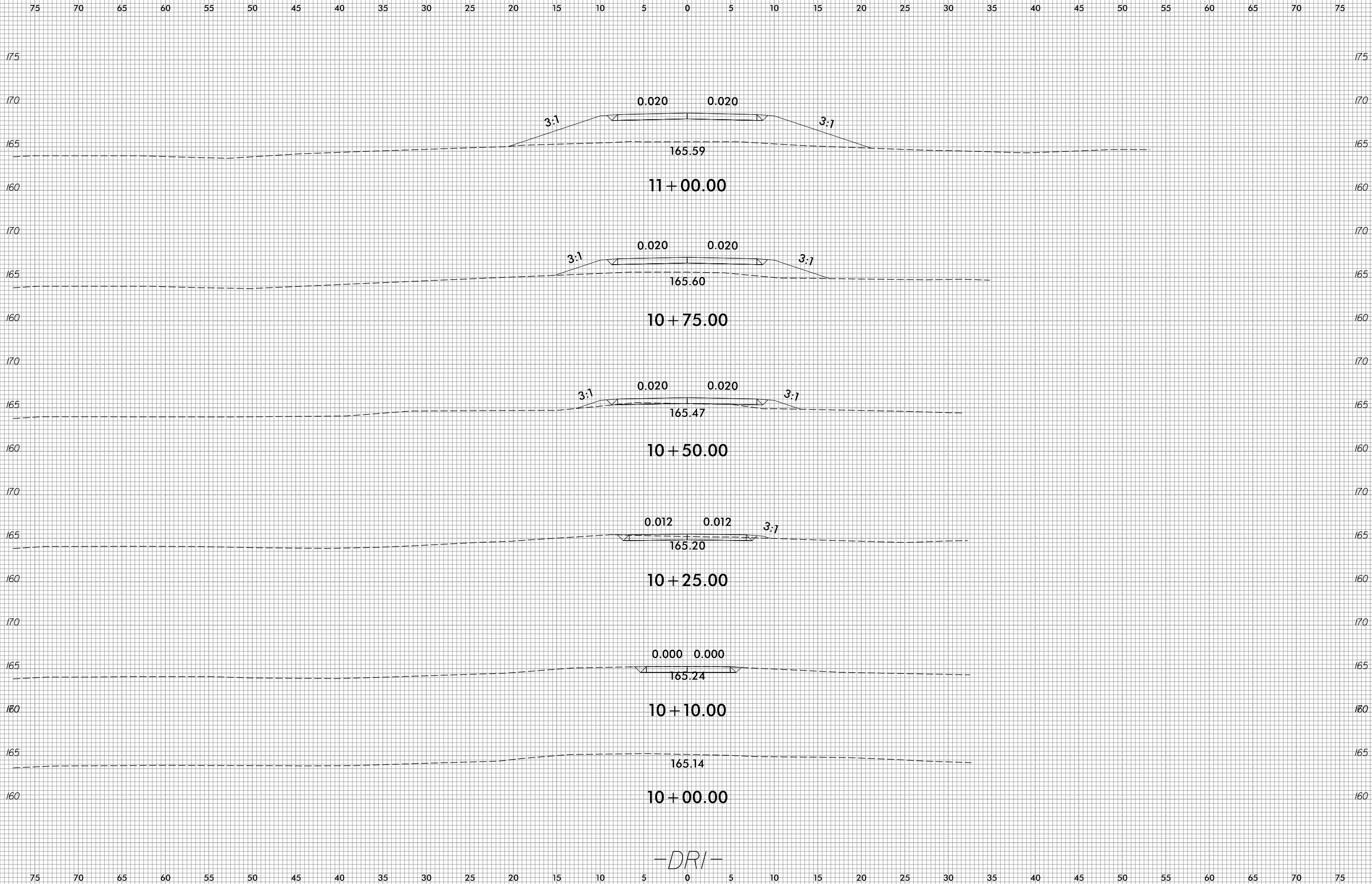


-SR2-

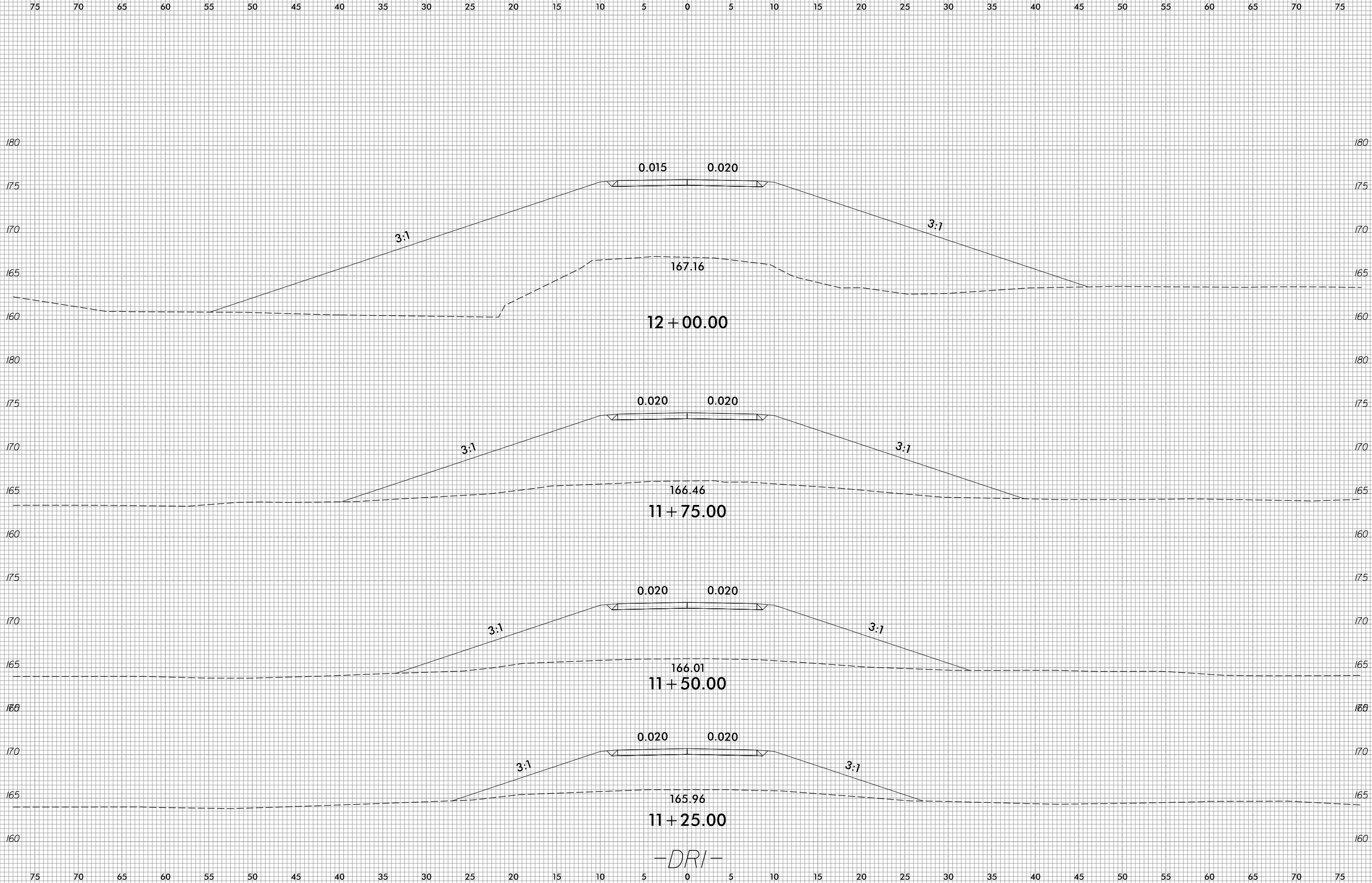


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

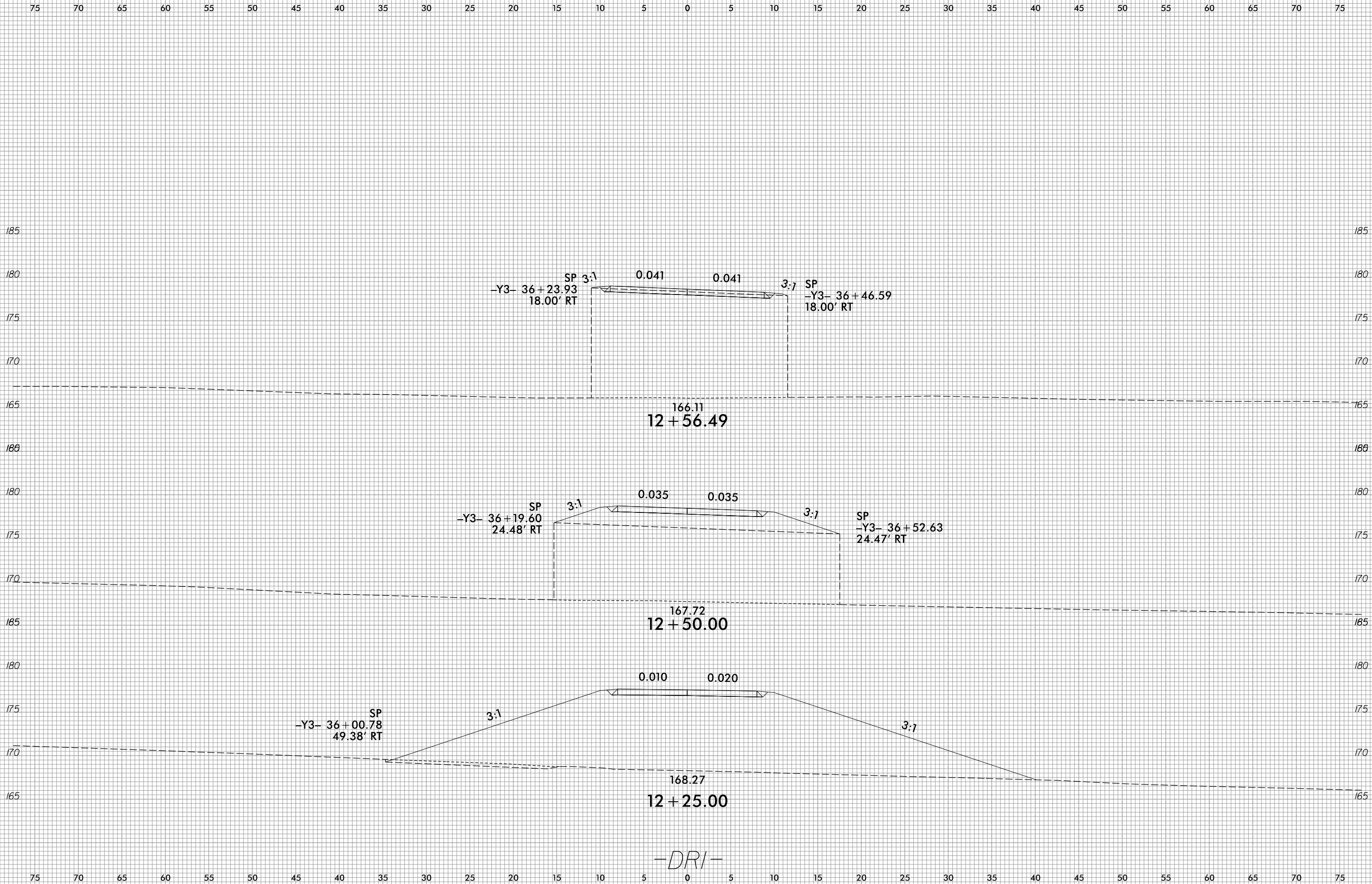
5/3/2022  
 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_SR2.dgn  
 David.Choi



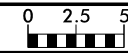
-DRI-





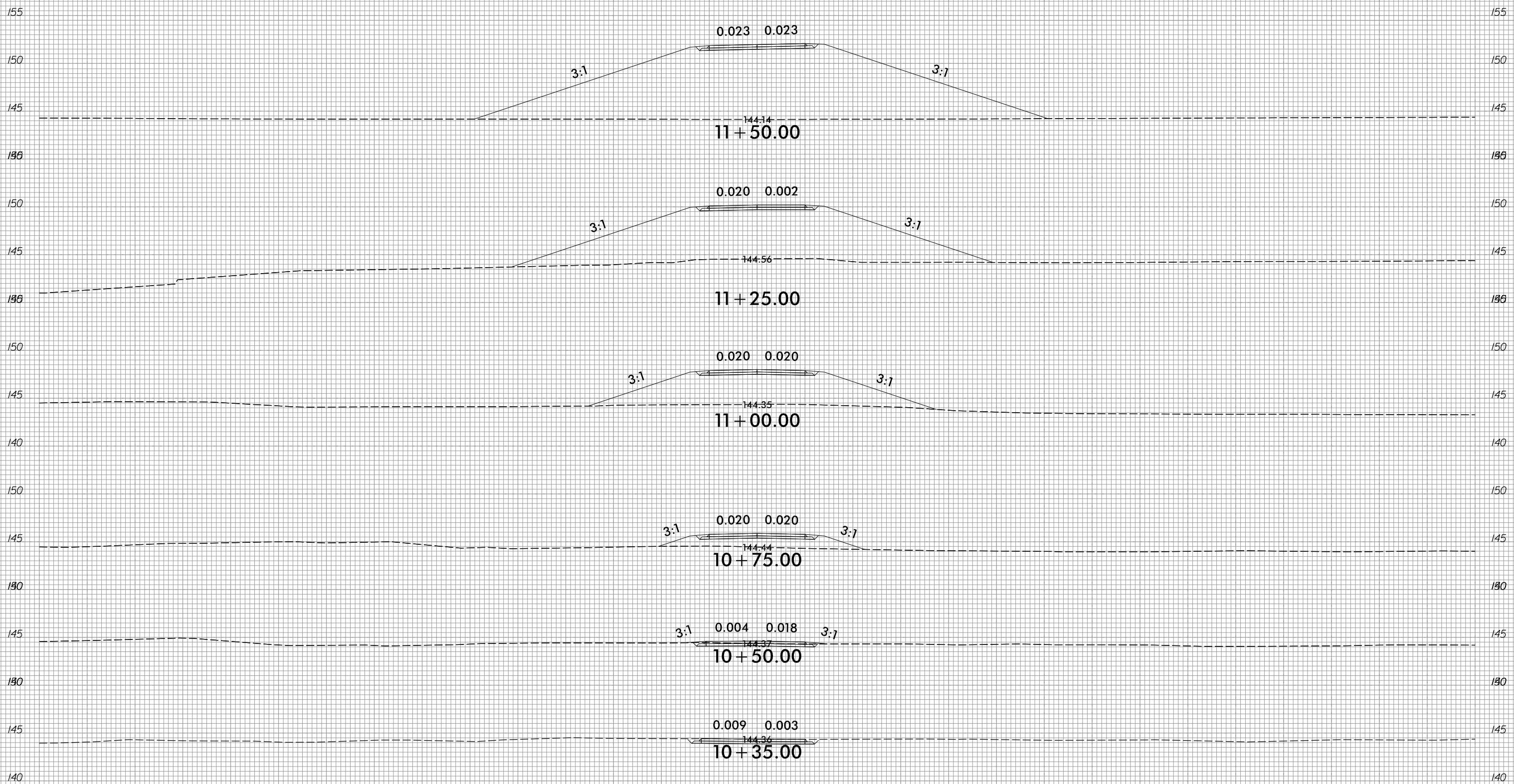


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-388

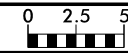
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



-DR2-

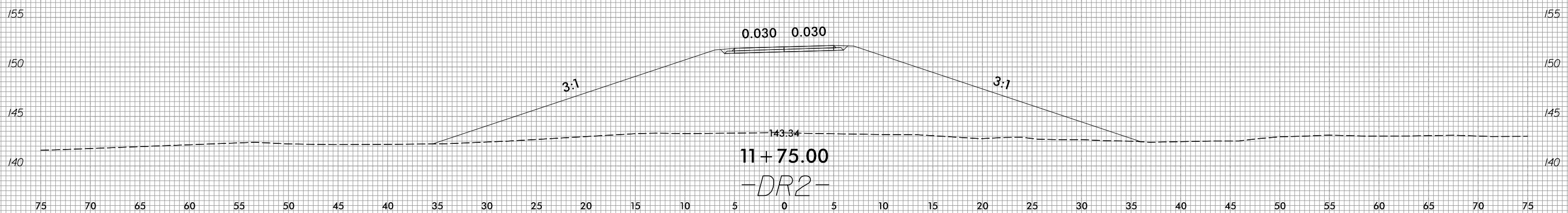
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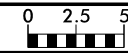
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-389

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



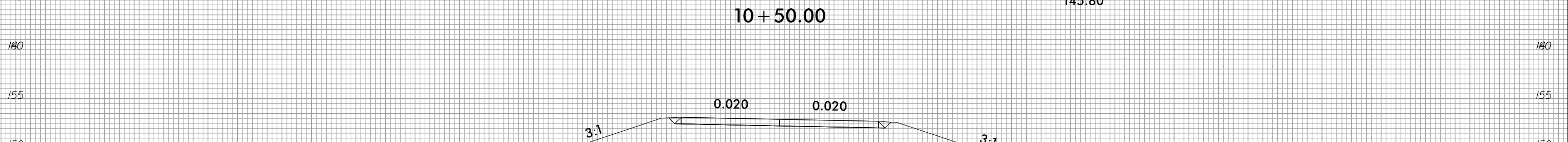
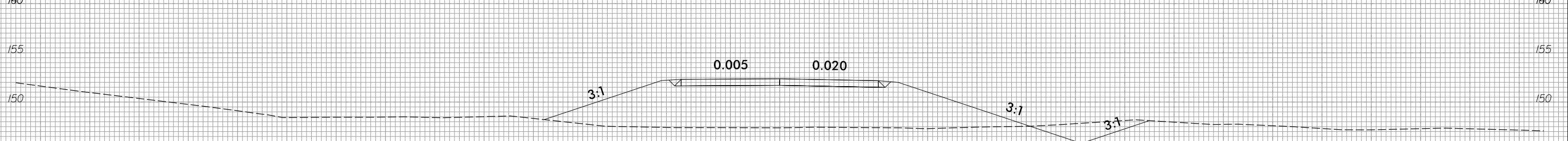
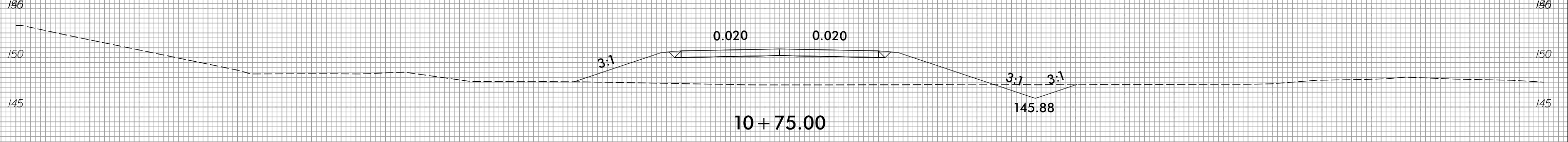
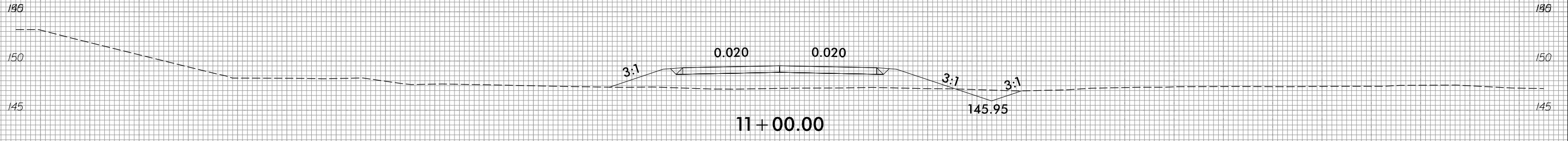
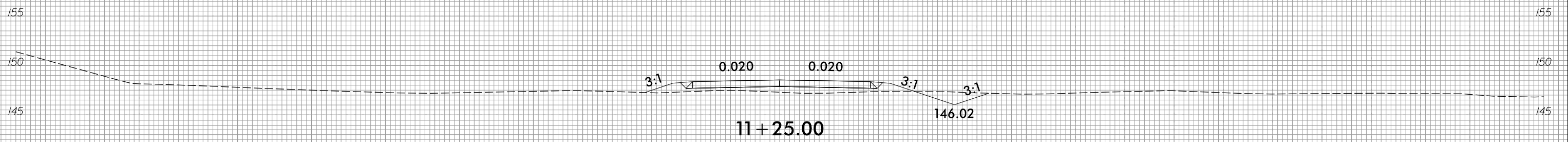
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R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_DR2.dgn  
David.Choi

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-390

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

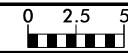


-DR4-

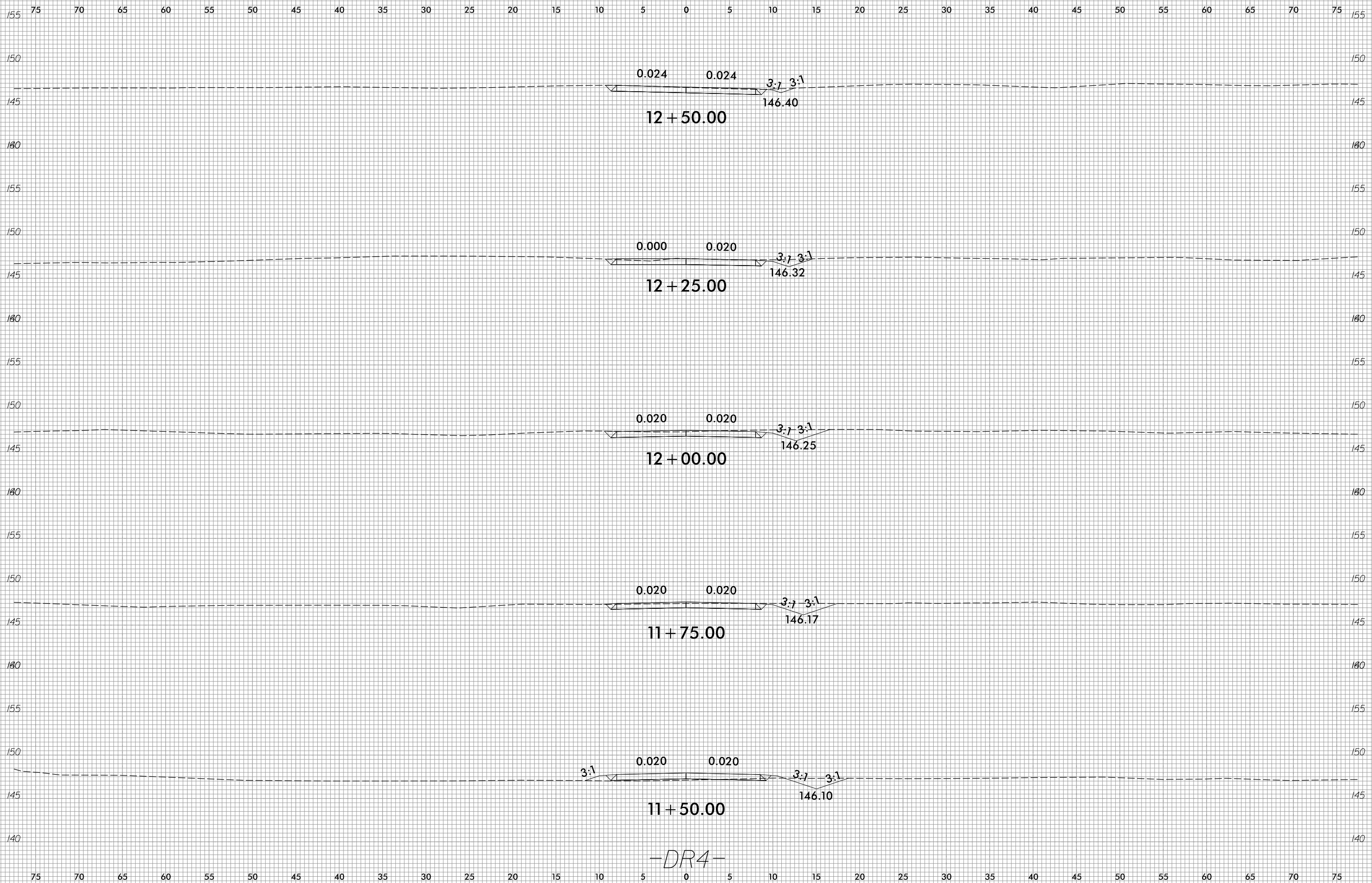
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R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_DR4.dgn  
David.Choi

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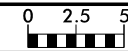
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-391



-DR4-

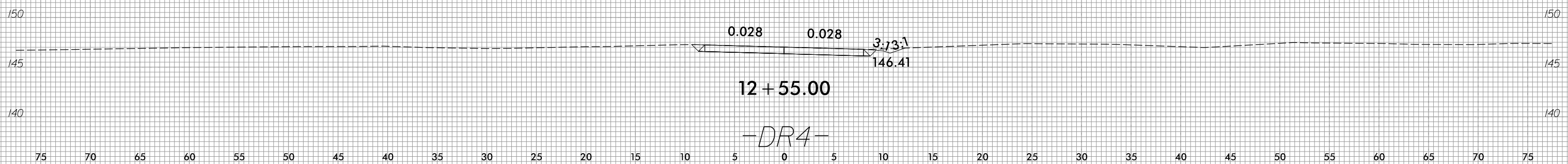
5/3/2022  
R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_DR4.dgn  
David.Choi

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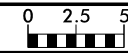
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-392

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



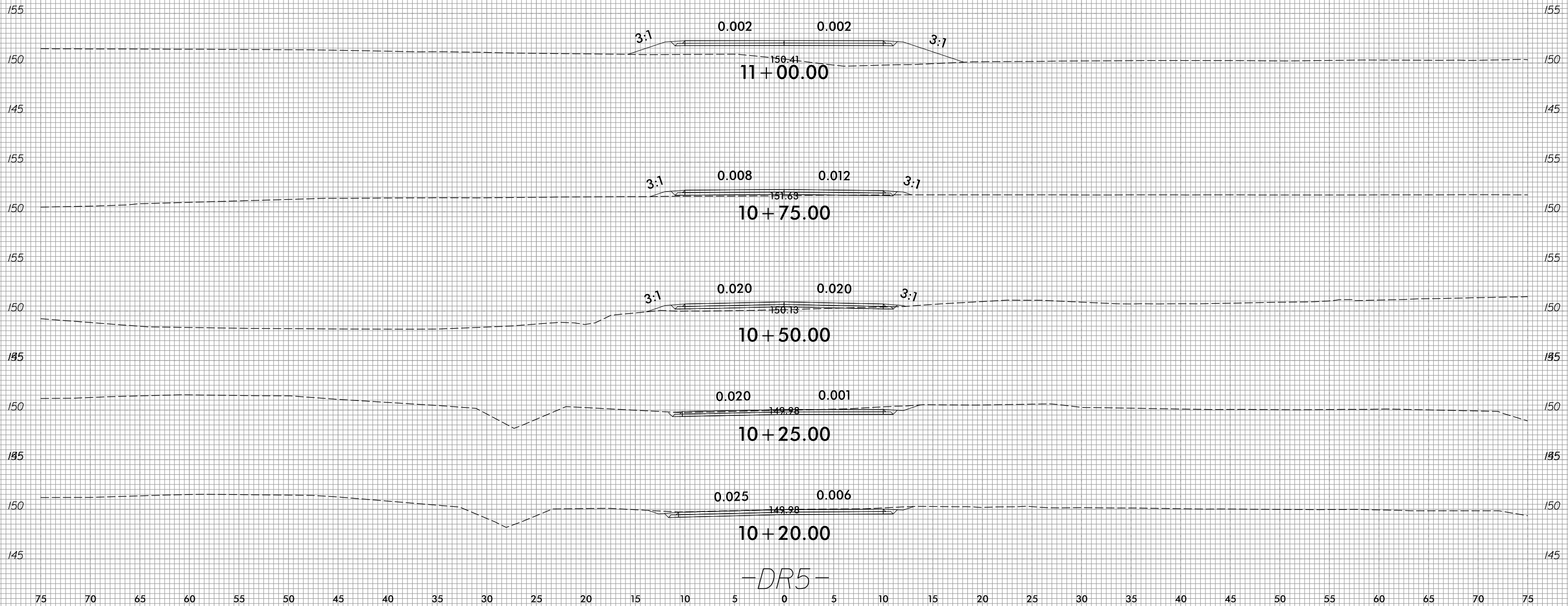
5/3/2022  
 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_DR4.dgn  
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-393

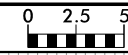
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



-DR5-

5/3/2022  
 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_DR5.dgn  
 David.Choi

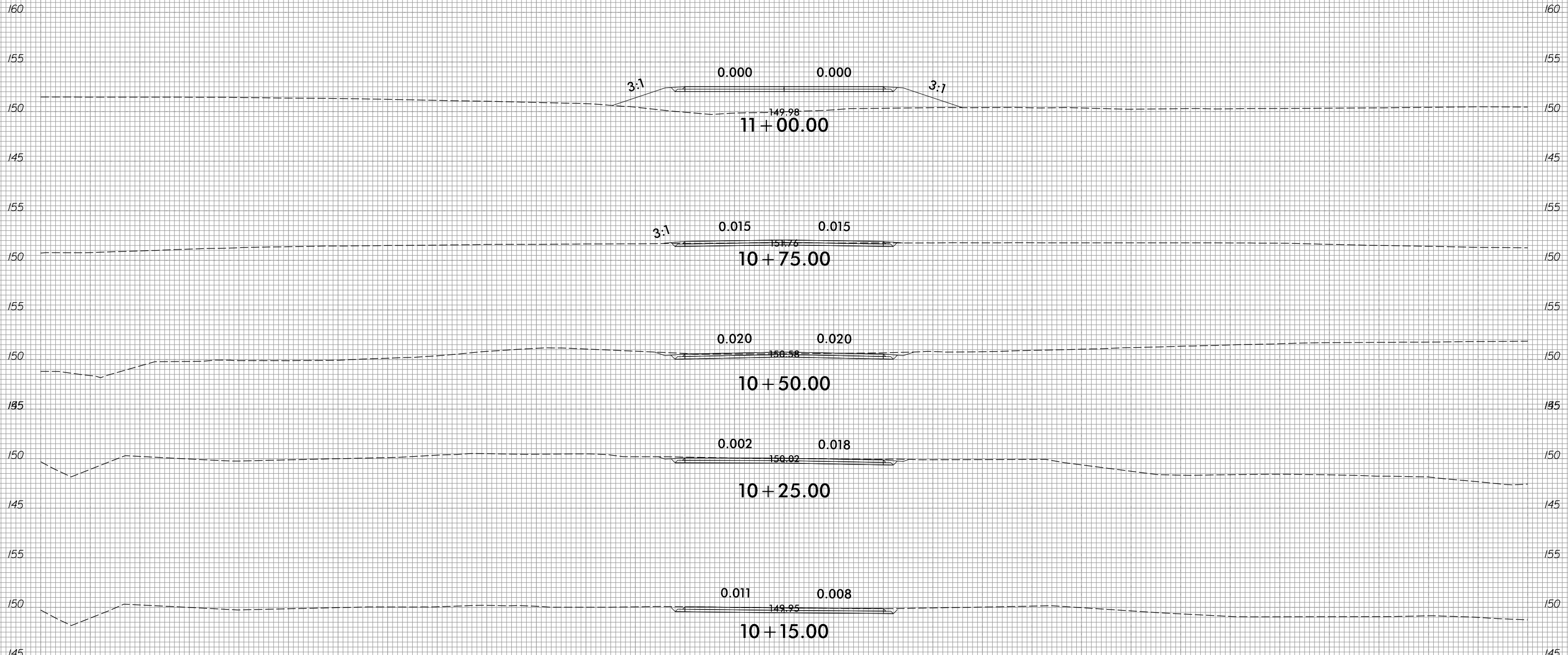
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-394

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



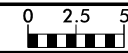
-DR6-

5/3/2022  
R:\Roadway\Corridor\Mode\ing\I5987A\_RDY\_XPL\_DR6.dgn  
David.Choi

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



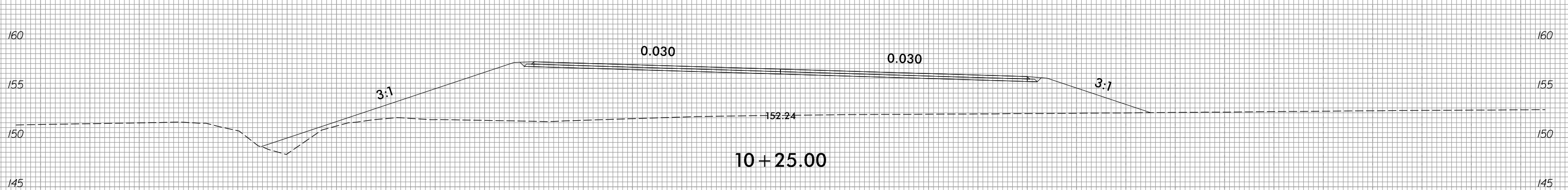
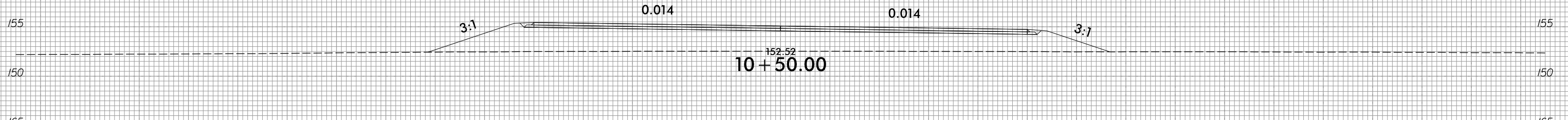
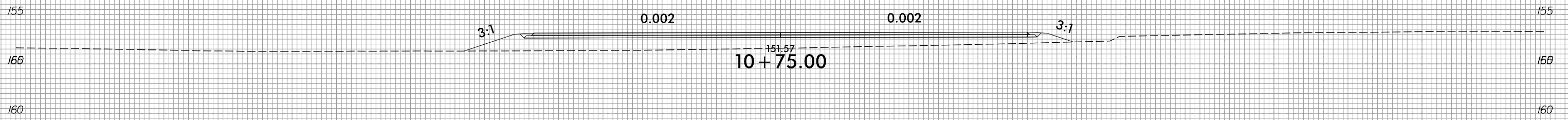
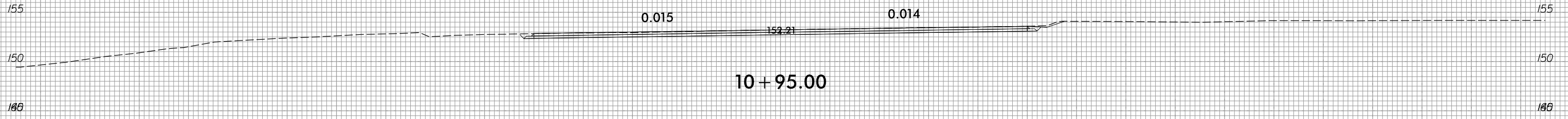
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-395

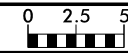
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-DR7-

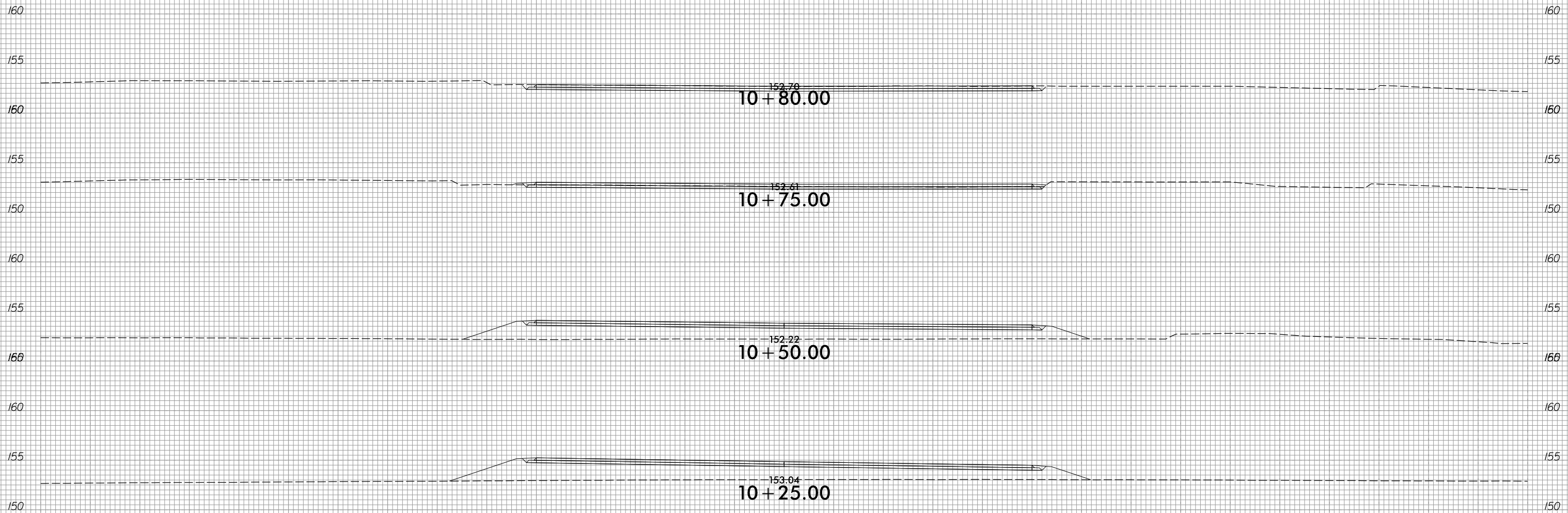
5/3/2022  
R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_DR7.dgn  
David.Choi

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-396

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

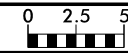


-DR8-

5/3/2022  
 R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_DR8.dgn  
 David.Choi

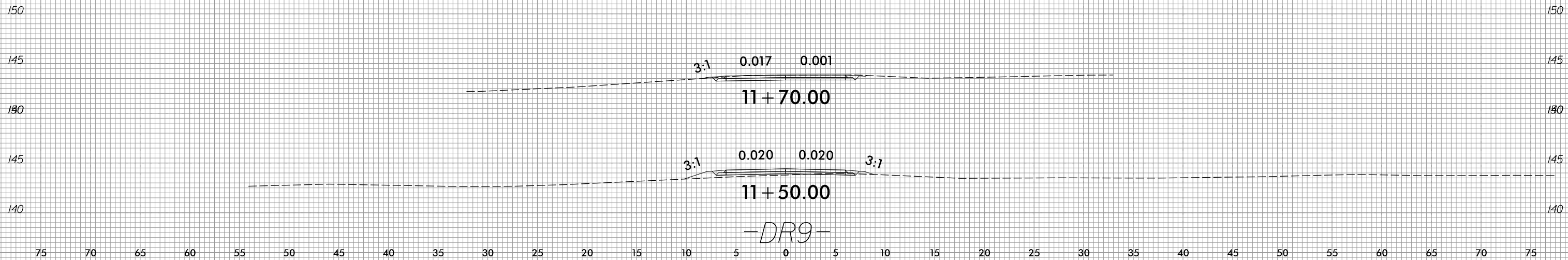


6/23/16



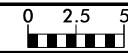
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-398

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



5/3/2022  
 R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_DR9.dgn  
 David.Lital

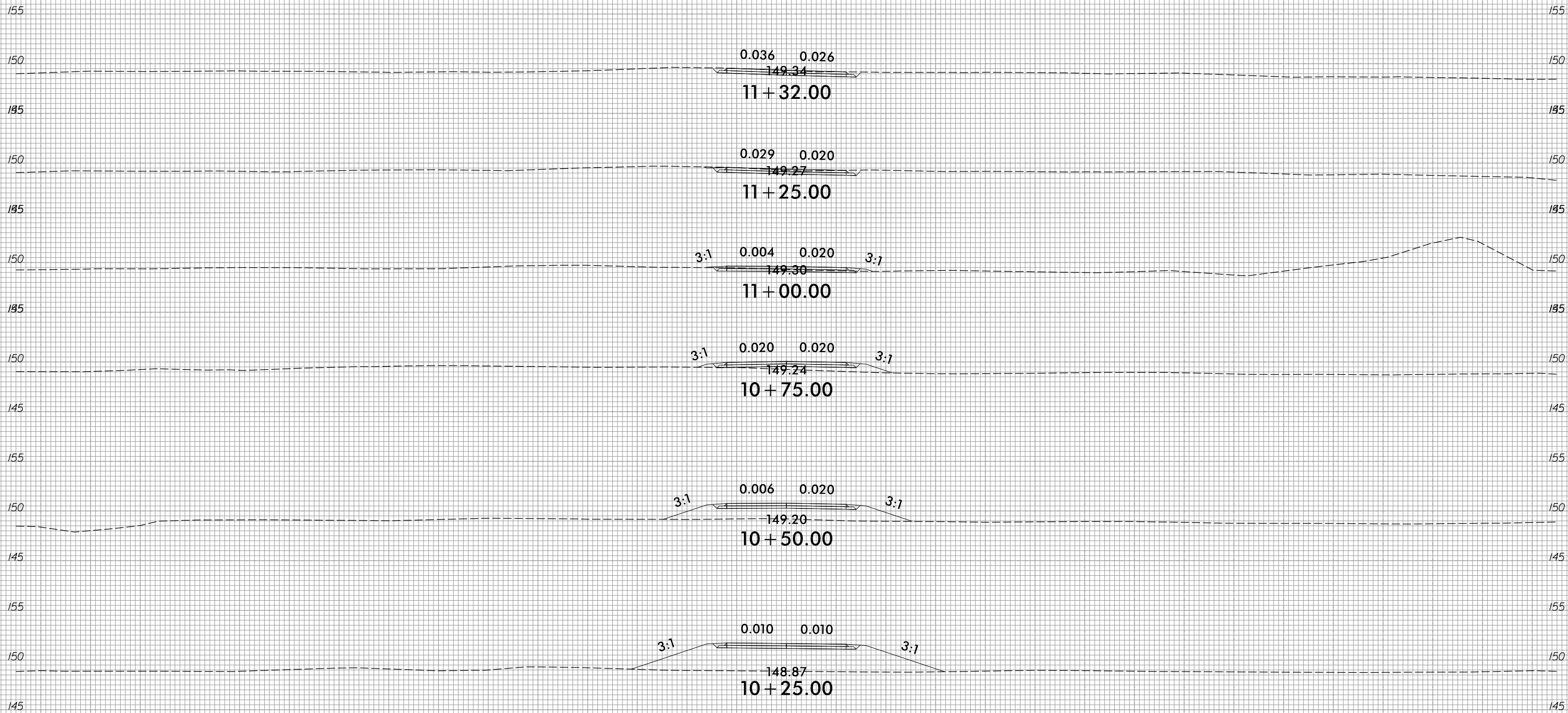
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-399

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



-DRIO-

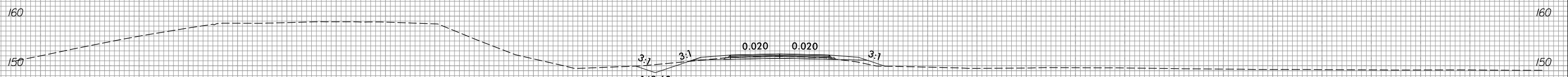
5/3/2022  
R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_DRIO.dgn  
David.Choi

6/23/16

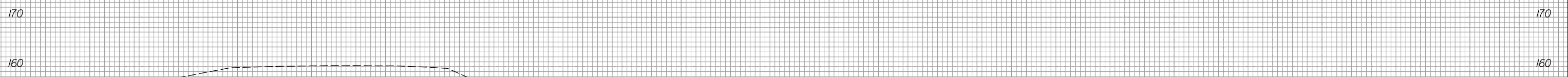


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-400

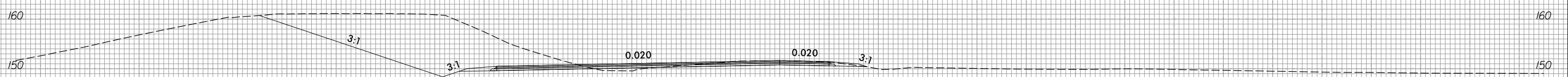
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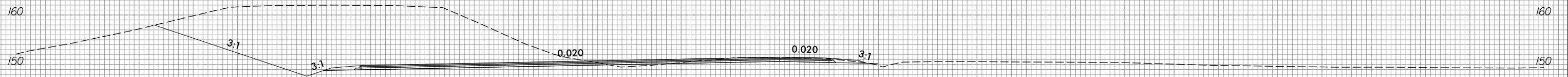
12 + 25.00



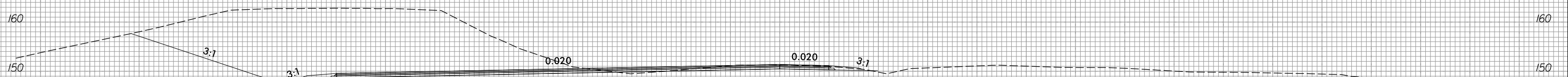
12 + 00.00



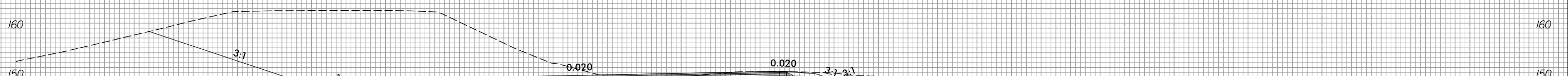
11 + 75.00



11 + 50.00



11 + 25.00



11 + 00.00

-SRI-

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

5/3/2022  
R:\Roadway\CorridorModeling\I5987A\_RDY\_XPL\_SRI.dgn  
David.Choi

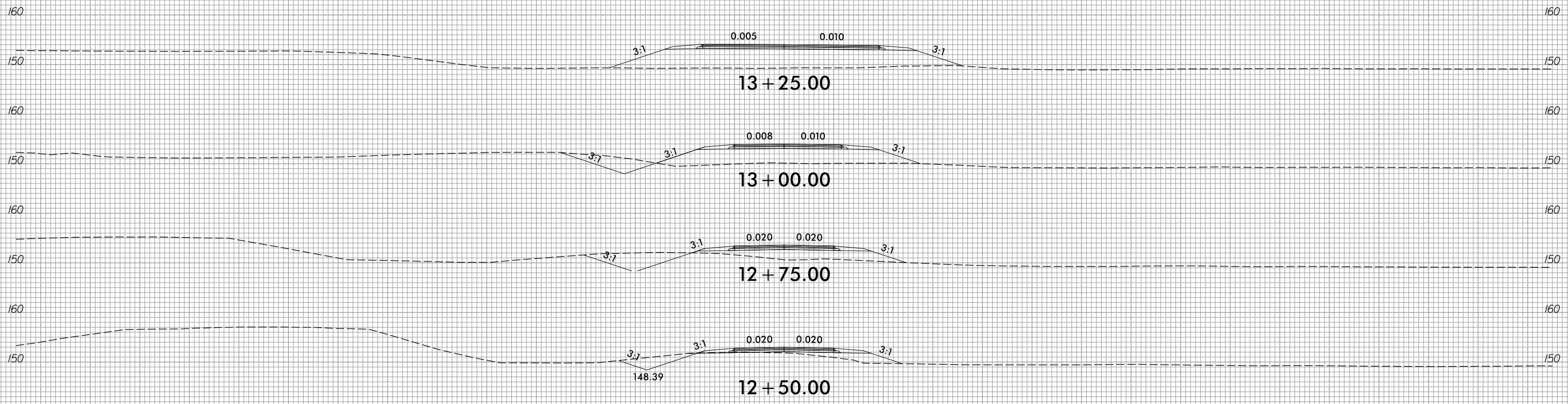
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-401

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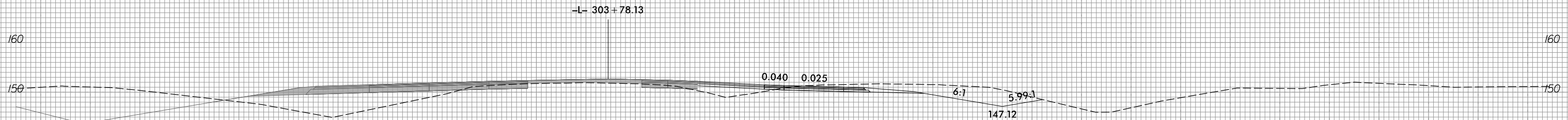
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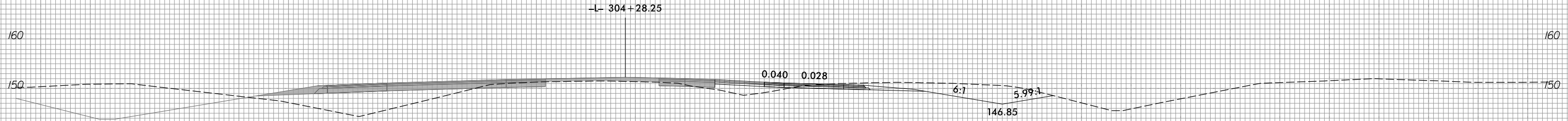
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David.Choi



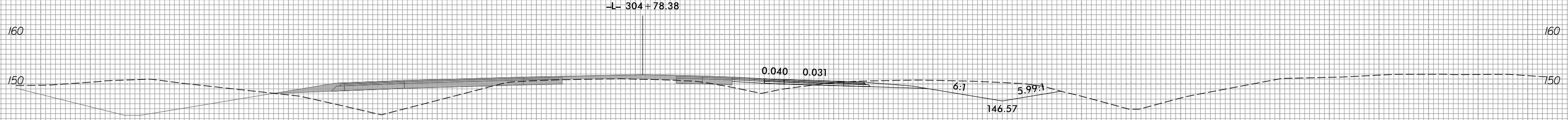
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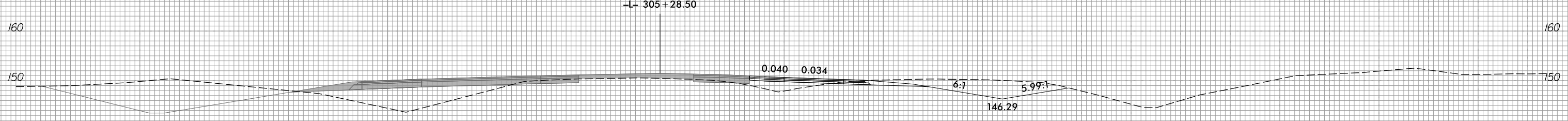
-L- 303+78.13



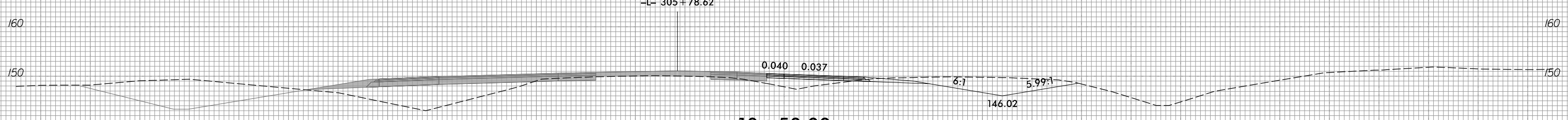
-L- 304+28.25



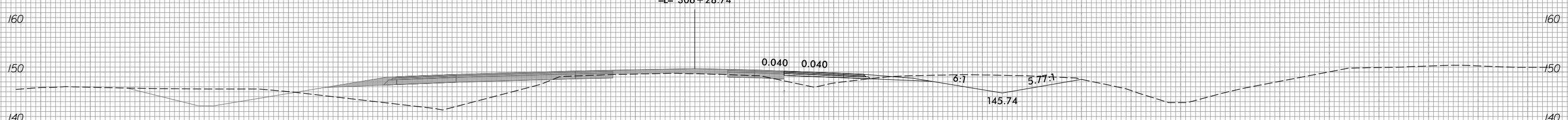
-L- 304+78.38



-L- 305+28.50



-L- 305+78.62



-L- 306+28.74

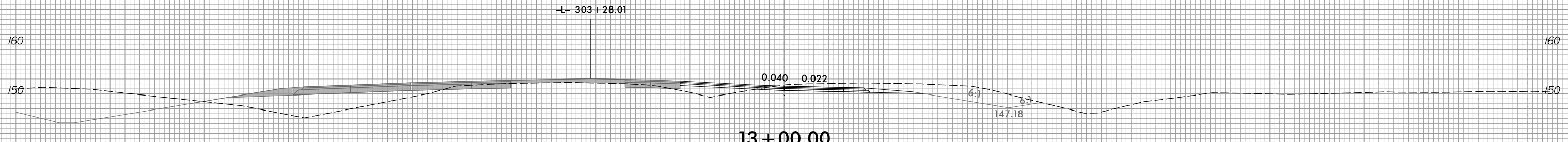
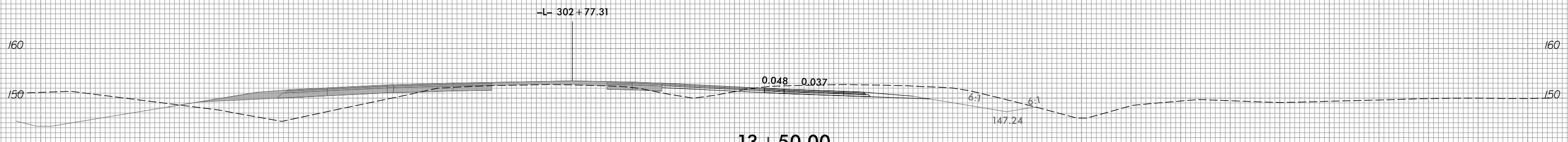
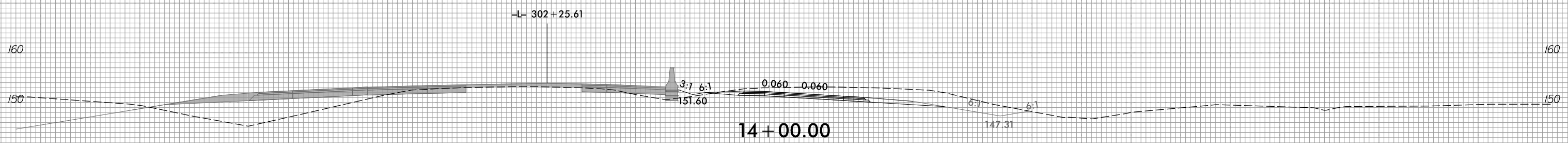
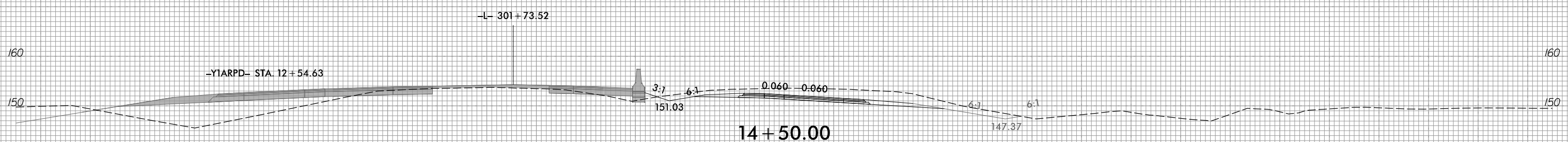
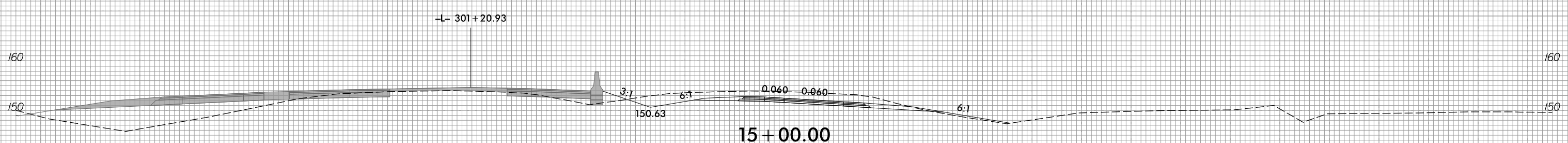
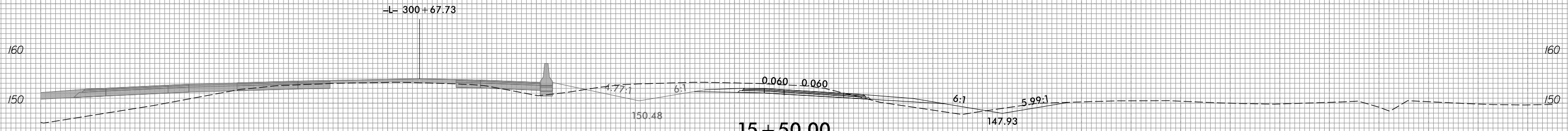
-YIARPADET-

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





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



-YIARPADET-

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

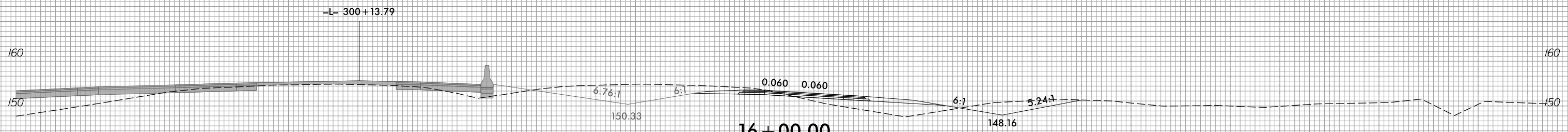
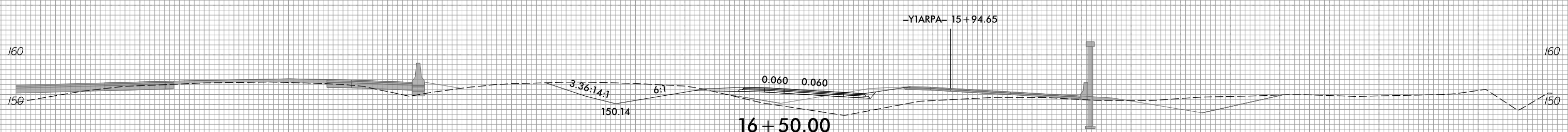
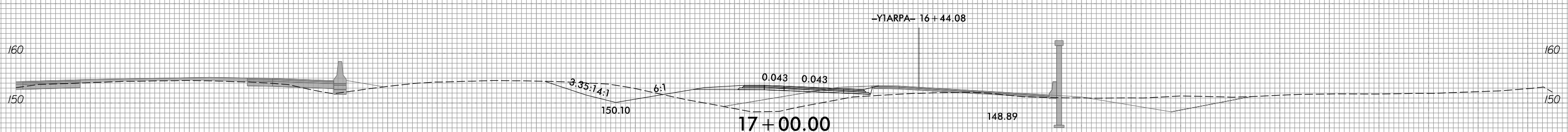
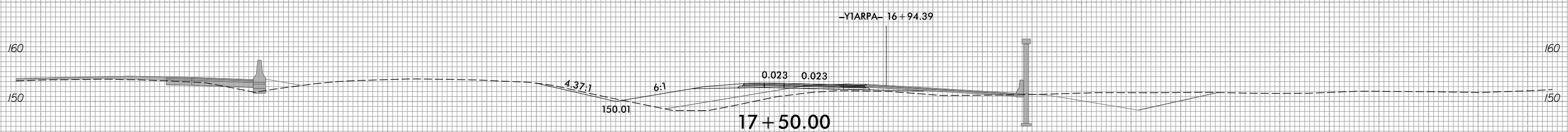
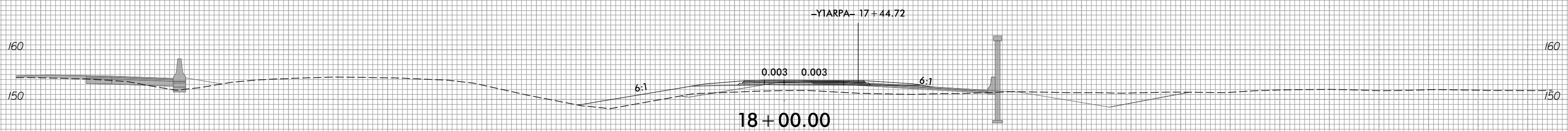
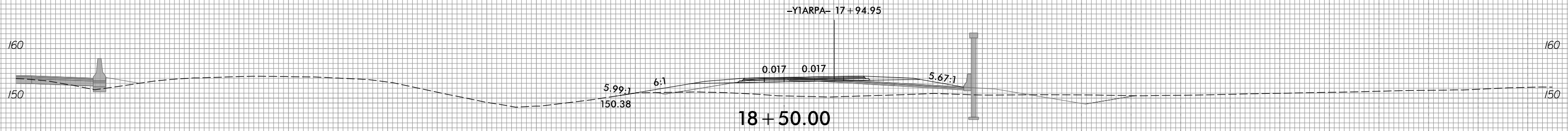
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-404

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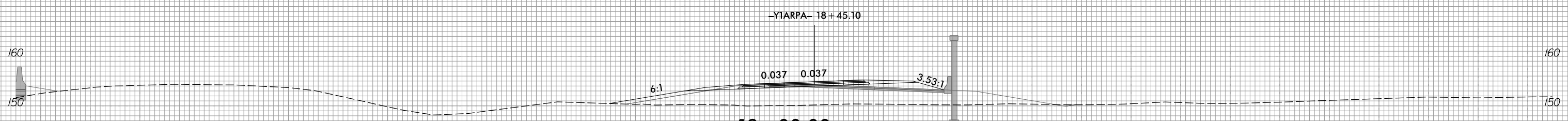
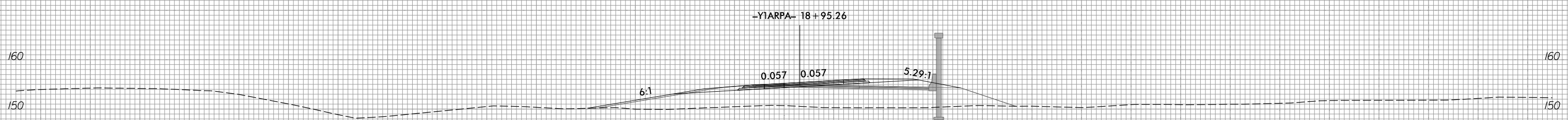
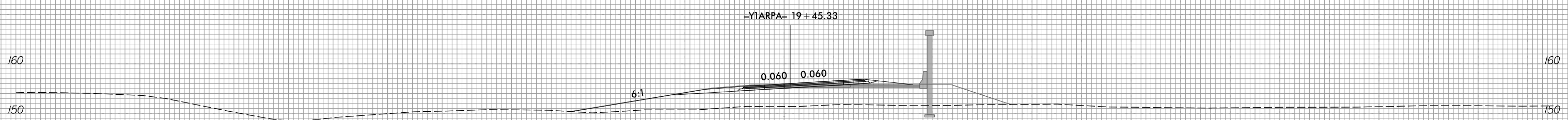
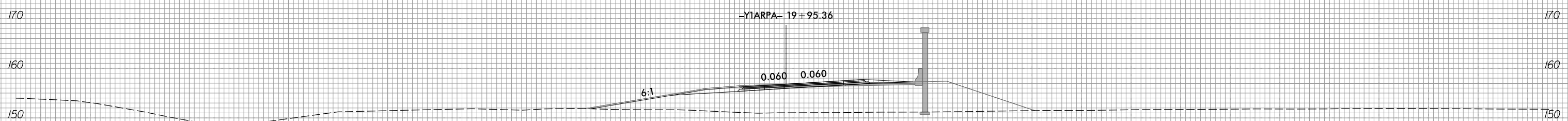
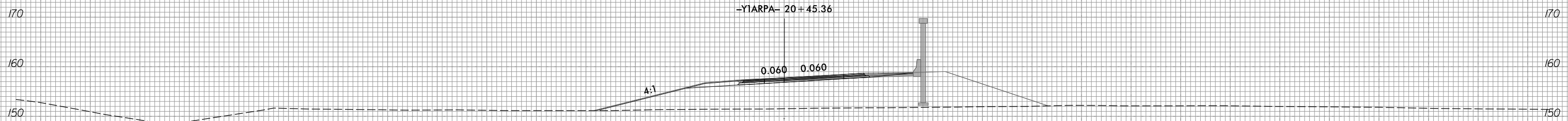
-YIARPADET-

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

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

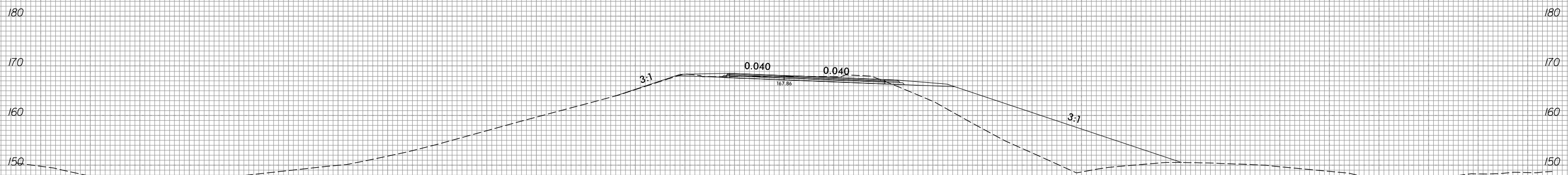


-YIARPADET-

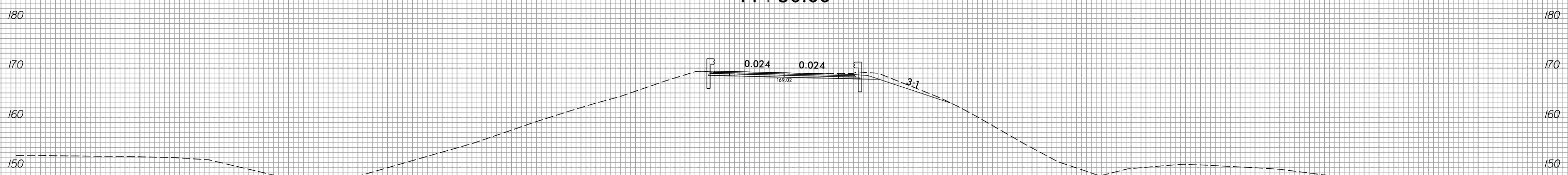
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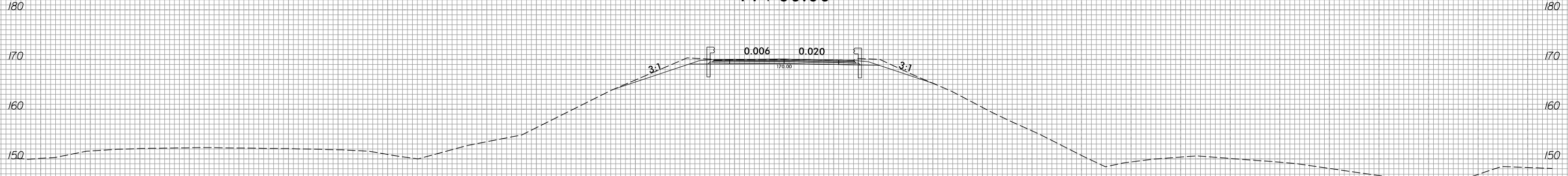
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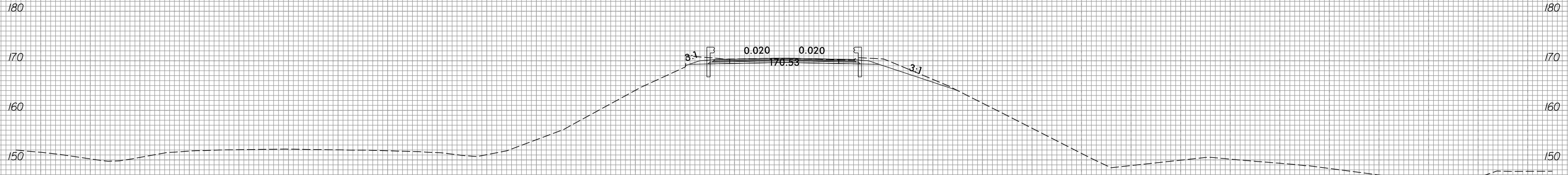
14 + 50.00



14 + 00.00



13 + 50.00



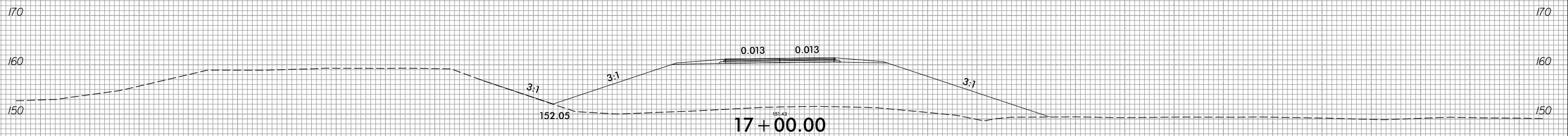
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-YIADET-

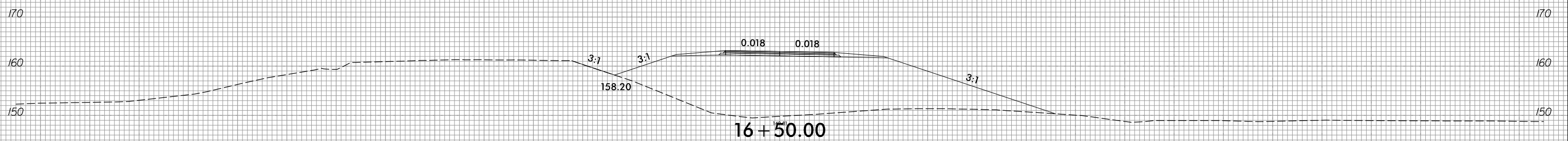
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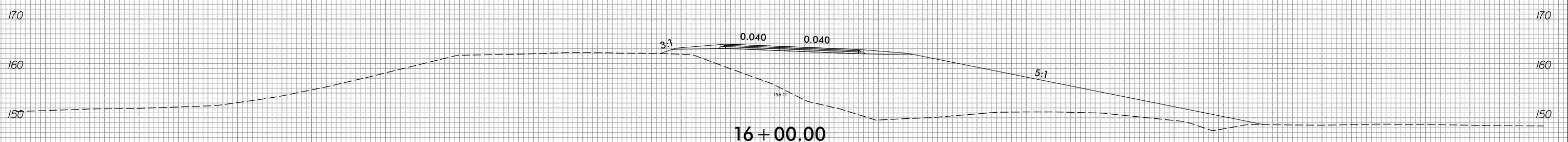
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



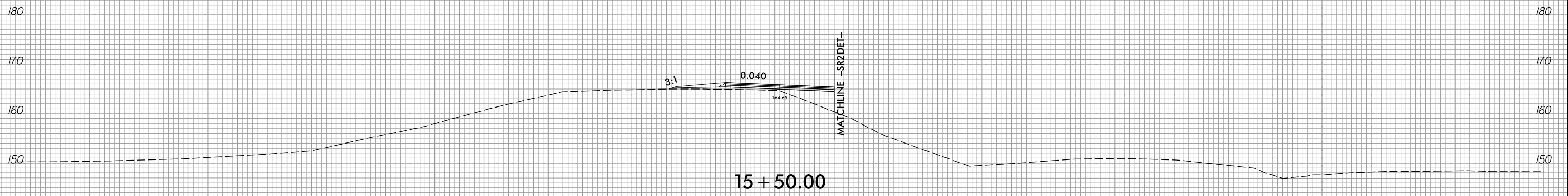
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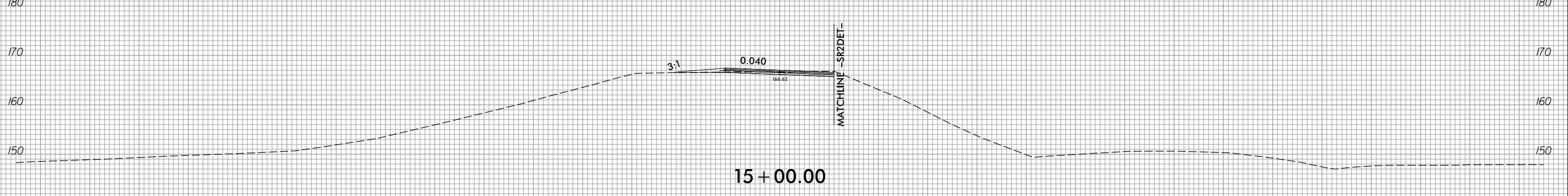
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16 + 00.00



15 + 50.00



15 + 00.00

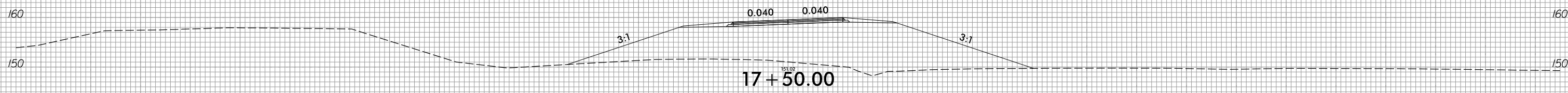
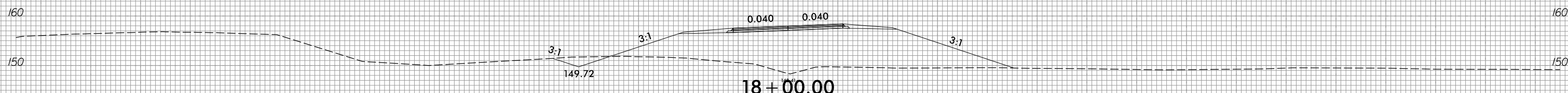
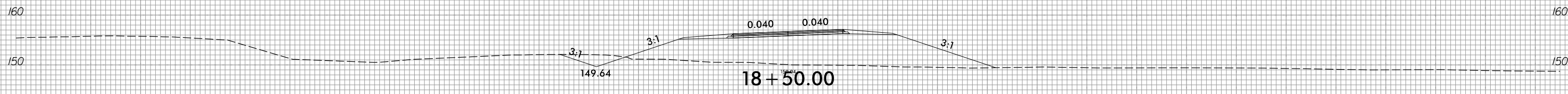
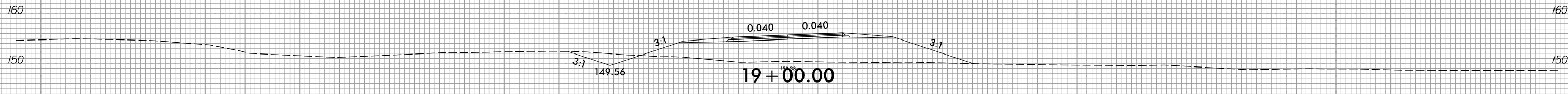
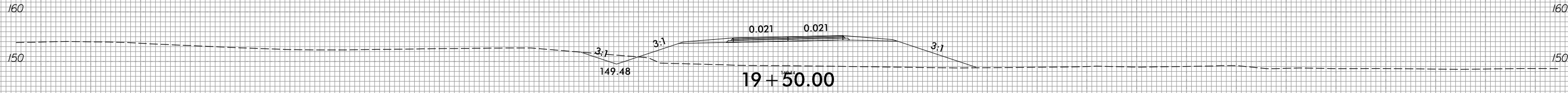
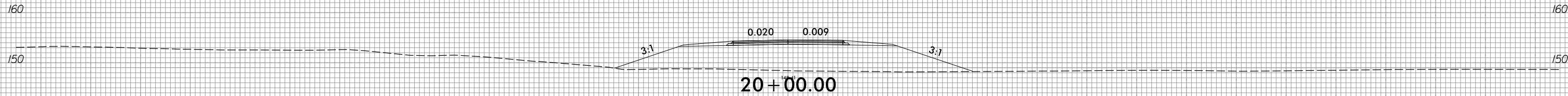
-YIADET-

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-408

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



-YIADET-

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

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 David.Choi

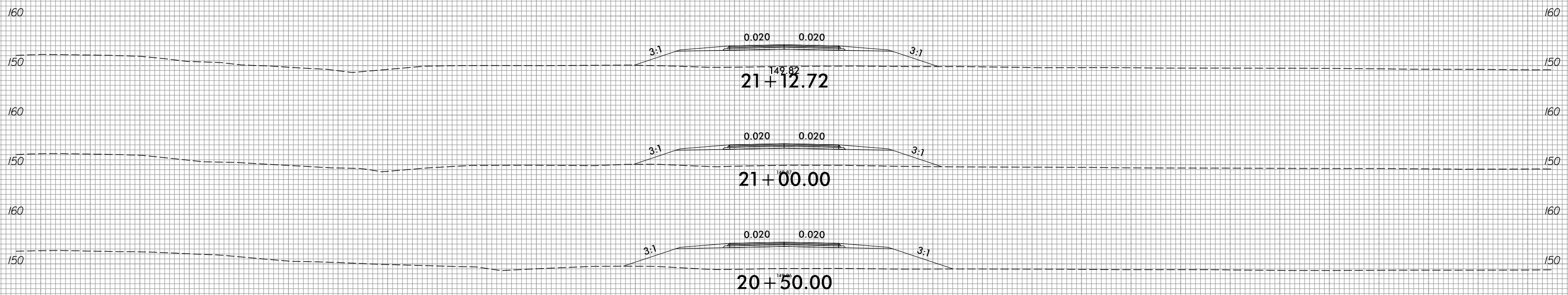
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-409

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-YIADET-

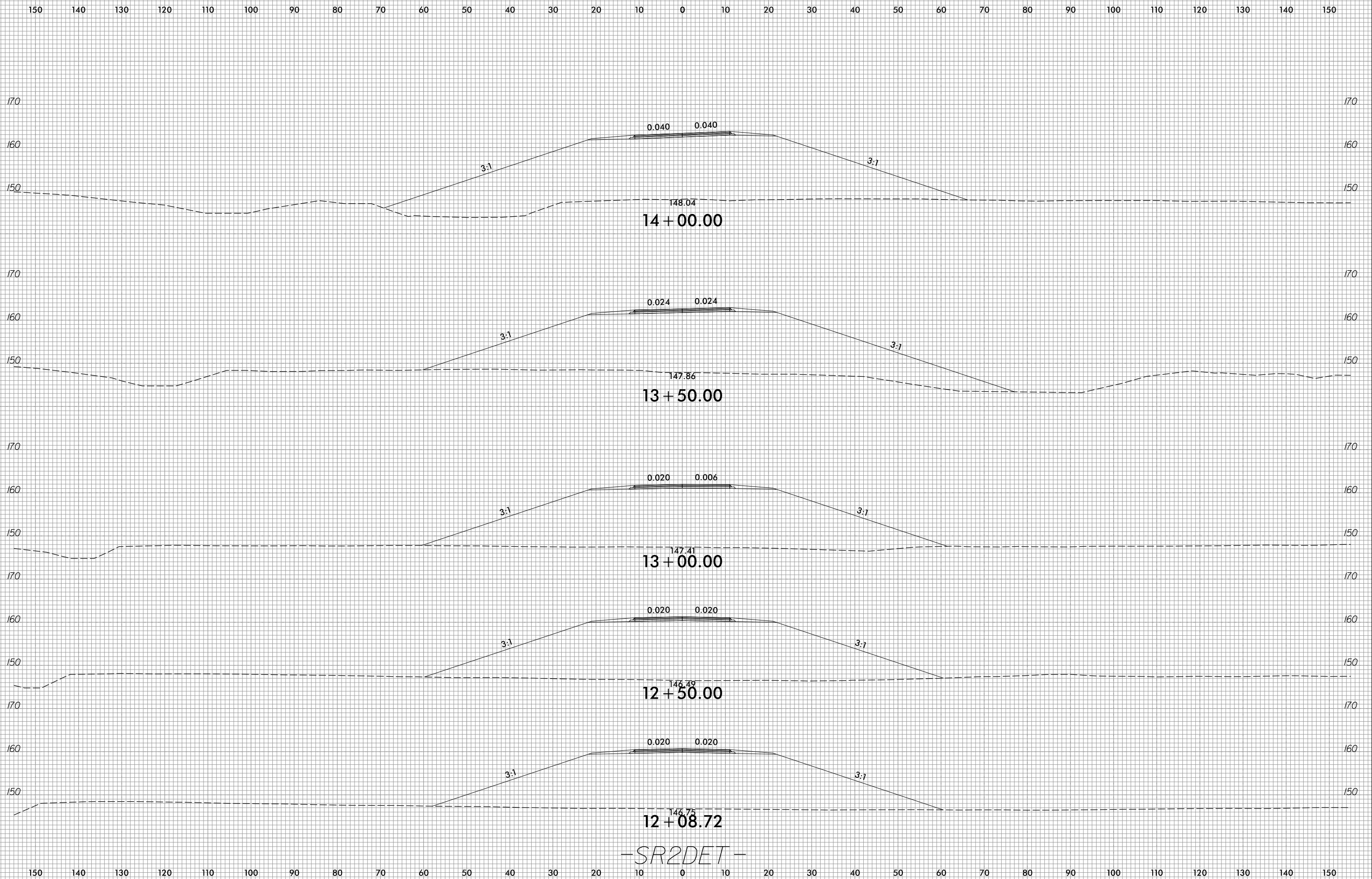
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	X-410



-SR2DET-

5/3/2022  
R:\Roadway\Corridor-Modeling\I5987A\_RDY\_XPL\_SR2DET.dgn  
David.Choi



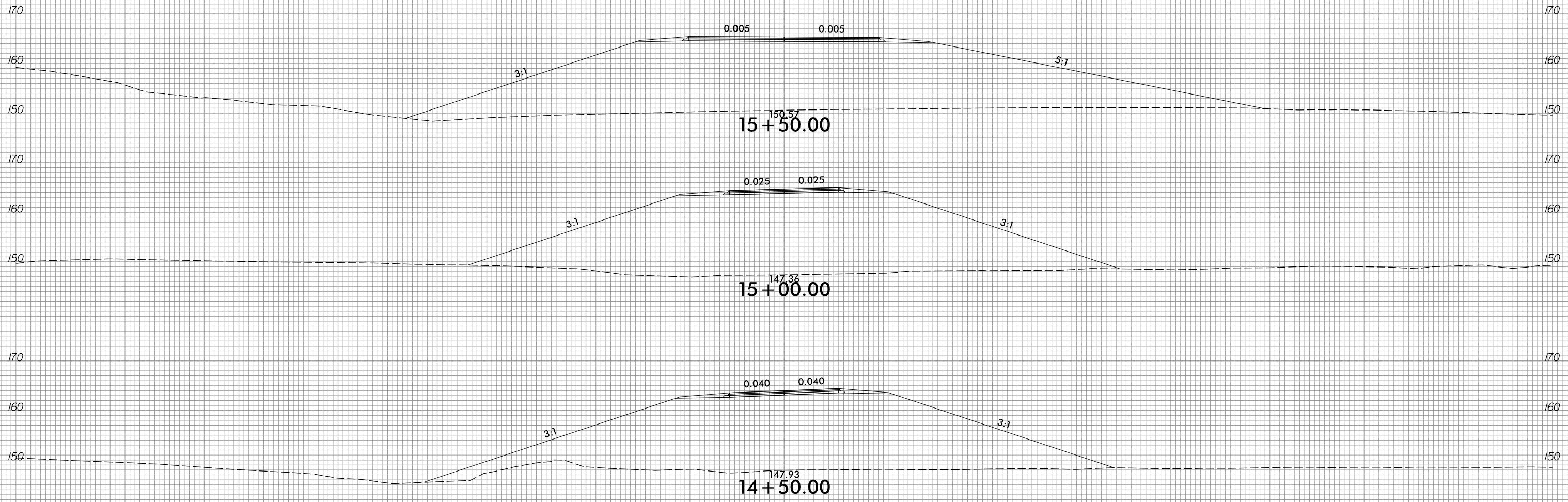
6/23/16



PROJ. REFERENCE NO.  
I-5987A

SHEET NO.  
X-411

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



-SR2DET-

5/3/2022  
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David.Choi

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