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STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
R-2514B	X-1A

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

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut
L	(cu. yd.)	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	(cu. yd.)
12+00.00	0	0	0	36+00.00	5	372	0	56+50.00	0	2908	0	76+50.00	0	1526	631
12+50.00	47	66	72	36+50.00	3	401	0	57+00.00	0	2887	0	77+00.00	0	1371	753
13+00.00	55	15	17	37+00.00	2	433	0	57+50.00	0	2856	0	77+50.00	0	1076	239
13+50.00	52	11	4	37+50.00	0	454	0	58+00.00	0	2831	0	78+00.00	0	792	0
14+00.00	53	11	0	38+00.00	0	453	0	58+10.83	0	610	0	78+50.00	0	674	0
14+15.00	17	5	0	38+50.00	0	502	0	58+51.59	0	2331	0	79+00.00	0	698	0
14+45.00	36	11	0	39+00.00	0	568	0	59+00.00	0	2826	0	79+50.00	0	708	0
15+00.00	71	32	0	39+50.00	0	605	0	59+55.00	0	3069	0	80+00.00	0	747	0
15+15.00	23	17	0	40+00.00	0	660	0	59+90.00	0	1843	0	80+50.00	0	850	0
15+45.00	47	47	0	40+11.41	0	158	0	60+00.00	0	520	0	81+00.00	0	962	0
16+00.00	87	96	0	40+50.00	0	550	0	60+50.00	0	2624	0	81+50.00	0	1036	0
16+50.00	87	82	0	41+00.00	0	748	0	61+05.00	0	2990	0	82+00.00	0	1055	0
17+00.00	95	87	0	41+50.00	0	788	0	61+50.00	0	2513	0	82+50.00	0	1073	0
17+50.00	99	103	0	42+00.00	0	830	0	62+05.00	0	3101	0	83+00.00	0	1104	0
18+00.00	119	120	0					62+50.00	0	2452	0	83+50.00	0	1157	0
18+50.00	129	122	0	Station	Uncl. Exc.	Embt	UnderCut	63+00.00	0	2552	0	84+00.00	0	1191	0
19+00.00	109	161	0					63+50.00	0	2454	0	84+50.00	0	1235	0
19+19.76	25	92	0	L	(cu. yd.)	(cu. yd.)	(cu. yd.)	63+75.00	0	1215	0	85+00.00	0	1287	0
19+50.00	13	161	0	42+00.00	0	220	0	64+00.00	0	1180	0	85+50.00	0	1388	0
20+00.00	12	270	0	42+50.00	0	769	0	64+50.00	0	2199	0	86+00.00	0	1475	0
20+19.74	3	110	0	43+00.00	0	662	0	64+75.00	0	1030	0	86+50.00	0	1461	0
20+50.00	3	175	0	43+50.00	0	353	0	65+00.00	0	1010	0	87+00.00	0	1415	0
21+00.00	30	156	28	44+00.00	0	787	0	65+50.00	0	1937	0	87+50.00	0	1370	0
21+50.00	71	275	89	44+50.00	0	1255	0	66+00.00	0	1858	0	88+00.00	0	1368	0
22+00.00	49	319	60	44+63.52	0	365	0	66+31.89	0	1223	0	88+50.00	0	1393	0
22+50.00	7	426	3	45+05.00	3	1300	0	66+69.73	0	1479	0	89+00.00	0	1394	0
23+00.00	6	445	0	45+52.80	4	1521	0	67+12.23	0	1494	0	89+50.00	0	1313	0
23+50.00	9	398	0	46+00.00	0	1460	0	67+25.00	0	405	0	90+00.00	0	1182	0
24+00.00	8	409	0	46+50.00	0	1577	0	67+30.21	0	162	0	90+50.00	0	1078	0
24+50.00	4	477	0	46+85.00	0	1061	0	67+50.00	0	595	0	91+00.00	0	1007	0
24+95.00	3	509	0	47+00.00	0	471	0	68+00.00	0	1437	0	91+50.00	0	963	0
25+45.00	2	658	0	47+50.00	0	1636	0	68+50.00	0	1332	0	92+00.00	0	949	0
25+87.00	3	507	0	48+00.00	0	1725	0	69+00.00	0	1283	0	92+50.00	0	954	0
26+00.00	2	131	0	48+50.00	0	1789	0	69+30.21	0	792	0	93+00.00	0	956	0
26+50.00	4	476	0	49+00.00	0	1849	0	69+50.00	0	523	0	93+50.00	0	906	0
27+00.00	3	461	0	49+50.00	0	1923	0	70+00.00	0	1368	0	94+00.00	1	806	0
27+50.00	3	474	0	49+80.00	0	1223	0	70+50.00	0	1465	0	94+50.00	7	700	4
28+00.00	3	477	0	50+00.00	0	834	0	71+00.00	0	1584	0	95+00.00	38	579	53
28+50.00	3	476	0	50+50.00	0	2094	0	71+50.00	0	1635	0	95+50.00	94	449	131
29+00.00	3	464	0	50+80.00	0	1278	0	72+00.00	0	0	0	96+00.00	131	380	183
29+50.00	4	437	5	51+00.00	0	860	0					96+50.00	134	413	184
30+00.00	13	395	40	51+30.83	0	1365	0	Station	Uncl. Exc.	Embt	UnderCut	97+00.00	150	611	158
30+50.00	186	18	43	51+50.00	0	884	0					97+50.00	235	804	158
31+00.00	26	168	28	52+00.00	0	2467	0	L	(cu. yd.)	(cu. yd.)	(cu. yd.)	97+89.02	278	678	144
31+50.00	34	311	33	52+30.83	0	1697	0	72+00.00	0	1506	247	98+00.00	94	194	41
32+00.00	161	152	10	52+50.00	0	1140	0	72+50.00	0	1434	875	98+50.00	484	897	103
32+50.00	14	286	0	53+00.00	0	3075	0	73+00.00	0	1352	950	99+00.00	538	1115	6
33+00.00	15	272	0	53+50.00	0	3007	0	73+50.00	0	1339	916	99+50.00	402	1497	259
33+50.00	14	267	0	54+00.00	0	2931	0	74+00.00	0	1342	770	100+00.00	171	1745	620
34+00.00	13	277	0	54+50.00	0	2941	0	74+50.00	0	1251	834	100+50.00	70	1758	840
34+50.00	10	296	0	55+00.00	0	2890	0	75+00.00	0	1164	943	101+00.00	25	1689	544
35+00.00	8	320	0	55+50.00	0	2873	0	75+50.00	0	1277	728	101+50.00	0	1470	0
35+50.00	7	348	0	56+00.00	0	2897	0	76+00.00	0	1477	552	102+00.00	0	1125	0

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CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut
L	(cu. yd.)	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	(cu. yd.)
102+00.00	0	1084	0	128+00.00	2470	0	311	150+00.00	0	3449	0	184+50.00	0	986	2
102+50.00	0	951	0	128+50.00	2274	0	399	150+50.00	0	3464	0	185+00.00	0	1140	0
103+00.00	0	987	0	129+00.00	2209	0	523	151+00.00	0	3488	0	185+50.00	0	1314	0
103+50.00	0	981	0	129+50.00	2067	0	404	151+50.00	0	3507	0	186+00.00	0	1432	0
104+00.00	4	918	0	130+00.00	2112	0	405	152+00.00	0	3467	0	186+50.00	0	1448	0
104+50.00	25	767	6	130+50.00	2278	113	536	152+50.00	0	3357	0	187+00.00	0	1391	0
105+00.00	62	628	50	131+00.00	2215	0	405	153+00.00	0	3284	0	187+50.00	0	1334	0
105+50.00	99	623	97	131+50.00	2169	0	398	153+50.00	0	3214	0	188+00.00	0	1295	0
106+00.00	144	552	142	132+00.00	1897	0	324	154+00.00	0	3037	0	188+50.00	0	1179	0
106+50.00	254	408	184					154+50.00	0	2835	0	189+00.00	0	997	0
107+00.00	504	339	234	Station	Uncl. Exc.	Embt	UnderCut	155+00.00	0	2679	0	189+50.00	0	976	0
107+50.00	511	349	262					155+50.00	0	2574	0	190+00.00	0	1075	0
108+00.00	414	375	245	L	(cu. yd.)	(cu. yd.)	(cu. yd.)	156+00.00	0	2521	0	190+50.00	0	1147	0
108+50.00	244	377	220	132+00.00	1340	0	307	156+50.00	0	2573	0	191+00.00	0	1146	0
109+00.00	250	319	243	132+50.00	819	0	150	157+00.00	0	2767	0	191+50.00	0	1104	0
109+50.00	267	270	270	133+00.00	1072	0	233	157+50.00	0	2787	0	192+00.00	0	1211	0
110+00.00	161	397	167	133+50.00	979	0	312	158+00.00	0	2596	0	192+50.00	0	1367	0
110+50.00	33	817	18	134+00.00	716	0	366	158+50.00	0	2545	0	193+00.00	0	1350	0
111+00.00	0	921	0	134+50.00	748	0	379	159+00.00	0	2513	0	193+50.00	0	1382	0
111+50.00	188	553	42	135+00.00	1082	0	335	159+50.00	0	2341	0	194+00.00	0	1492	0
112+00.00	650	227	301	135+50.00	1150	0	270	160+00.00	0	2046	0	194+50.00	0	1591	0
112+50.00	1040	4	718	136+00.00	1166	0	225	160+50.00	11	1828	0	195+00.00	0	1691	0
113+00.00	940	223	760	136+50.00	810	0	349	161+00.00	23	1727	0	195+50.00	0	1638	0
113+50.00	816	433	508	137+00.00	632	264	464	161+50.00	19	1722	0	196+00.00	0	1418	0
114+00.00	1319	214	474	137+50.00	673	296	414	162+00.00	12	1807	0	196+50.00	0	1253	0
114+50.00	1717	0	392	138+00.00	565	287	348	162+50.00	9	1858	0	197+00.00	0	1318	0
115+00.00	1936	0	279	138+50.00	465	305	239	163+00.00	5	1938	0	197+50.00	0	1326	3
115+50.00	1837	95	174	139+00.00	288	493	122	163+50.00	0	2066	0	198+00.00	1	1030	23
116+07.49	2239	0	83	139+50.00	187	643	39	164+00.00	0	2101	0	198+50.00	1	737	27
116+50.00	1806	0	33	140+00.00	104	862	2	164+50.00	0	2143	0	199+00.00	0	736	20
117+00.00	2332	0	20	140+50.00	32	1048	0	165+00.00	0	2280	0	199+50.00	0	875	19
117+50.00	2494	0	10	141+00.00	0	1055	0	165+50.00	0	2379	0	200+00.00	0	1055	4
118+00.00	2936	0	3	141+50.00	0	873	0	166+00.00	0	2499	0	200+50.00	0	1221	0
118+50.00	3586	0	0	142+00.00	0	839	0	166+50.00	0	2634	0	201+00.00	0	1049	1
119+00.00	4153	0	0	142+50.00	0	983	0	167+00.00	0	2769	0	201+50.00	1	683	39
119+50.00	4457	0	0	143+00.00	0	1132	0	167+50.00	0	2942	0	202+00.00	2	623	64
120+00.00	4498	0	0	143+50.00	0	1312	0	167+62.28	0	755	0	202+50.00	1	823	28
120+50.00	4505	0	0	144+00.00	0	1456	0	167+74.73	0	685	0	203+00.00	0	1041	1
121+00.00	4454	0	0	144+50.00	0	1661	0					203+50.00	0	1129	0
121+13.17	1161	0	0	145+00.00	0	1884	0	Station	Uncl. Exc.	Embt	UnderCut	204+00.00	0	1063	0
121+50.00	3236	0	0	145+50.00	0	1807	0					204+50.00	0	1013	0
122+00.00	4388	0	0	146+00.00	0	1558	0	L	(cu. yd.)	(cu. yd.)	(cu. yd.)	205+00.00	0	1105	0
122+50.00	4336	0	0	146+50.00	0	1475	0	179+34.19	0	0	0	205+50.00	0	1245	0
123+00.00	4222	0	1	147+00.00	0	1906	0	179+50.00	0	729	0	206+00.00	0	1322	0
123+50.00	4129	0	30	147+15.00	0	696	0	180+00.00	0	2130	0	206+50.00	0	1296	0
124+00.00	4004	24	56					180+50.00	0	1598	0	207+00.00	0	1219	0
124+50.00	3724	68	79	Station	Uncl. Exc.	Embt	UnderCut	181+00.00	0	1071	0	207+50.00	0	1268	1
125+00.00	3352	109	128					181+50.00	1	750	15	208+00.00	0	1283	4
125+50.00	3132	157	187	L	(cu. yd.)	(cu. yd.)	(cu. yd.)	182+00.00	3	550	110	208+50.00	0	1173	10
126+00.00	3201	91	356	148+75.00	0	0	0	182+50.00	4	521	152	209+00.00	0	1130	10
126+50.00	3191	0	471	149+00.00	0	1753	209	183+00.00	3	622	120				
127+00.00	2997	0	431	149+26.69	0	1836	27	183+50.00	2	749	62				
127+50.00	2785	175	376	149+50.00	0	1582	533	184+00.00	0	875	16				

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CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut
L	(cu. yd.)	(cu. yd.)	(cu. yd.)	Y1	(cu. yd.)	(cu. yd.)	(cu. yd.)	Y2	(cu. yd.)	(cu. yd.)	(cu. yd.)	Y2A	(cu. yd.)	(cu. yd.)	(cu. yd.)
209+00.00	8	1105	9	11+00.00	0	0	0	17+00.00	0	436	0	11+50.00	4	54	73
209+50.00	4	1106	5	11+50.00	0	719	0	17+50.00	0	501	0	11+56.52	1	4	94
210+02.67	3	1153	3	12+00.00	0	688	0	18+00.00	0	603	0	12+00.00	24	39	140
210+50.00	2	988	2	12+50.00	0	626	0	18+50.00	0	717	0	12+50.00	43	36	142
211+00.00	2	1010	2	13+00.00	0	531	0	19+00.00	0	822	0	13+00.00	34	16	142
211+50.00	1	1084	1	13+50.00	2	413	3	19+50.00	0	955	0	13+50.00	61	8	142
212+00.00	0	1199	0	14+00.00	82	310	40	20+00.00	0	1107	0	14+00.00	102	0	144
212+50.00	0	1244	0	14+50.00	157	264	46	20+50.00	0	1219	0	14+50.00	119	0	145
213+00.00	0	1168	0	15+00.00	142	185	32	21+00.00	0	1313	0	14+84.49	69	0	140
213+50.00	0	1023	0	15+50.00	77	76	0	21+41.06	0	1131	0	15+00.00	25	0	125
214+00.00	0	1018	0	16+00.00	42	35	0	21+55.13	0	776	0	15+50.00	93	0	105
214+50.00	0	1216	0	16+50.00	32	35	0					16+00.00	95	0	88
215+00.00	142	1399	0	16+67.64	11	13	0	Station	Uncl. Exc.	Embt	UnderCut	16+50.00	65	5	70
215+50.00	697	1495	0	17+00.00	19	22	0	Y2	(cu. yd.)	(cu. yd.)	(cu. yd.)	17+00.00	49	10	57
216+00.00	1236	1531	0	17+25.00	16	14	0	23+31.63	0	0	0	17+32.77	45	3	47
216+50.00	682	1434	0					23+50.00	0	465	0	17+50.00	31	0	53
216+65.63	0	398	0	Station	Uncl. Exc.	Embt	UnderCut	24+00.00	0	1276	0	18+00.00	142	0	70
217+00.00	0	716	1	Y1A	(cu. yd.)	(cu. yd.)	(cu. yd.)	24+50.00	0	1262	0	18+50.00	204	0	87
217+50.00	1	1031	1	10+39.01	0	0	0	24+50.00	0	1262	0	19+00.00	172	0	102
218+00.00	1	1178	1	10+50.00	0	146	0	25+00.00	0	1215	0	19+50.00	100	17	119
218+50.00	4	1115	5	10+73.29	0	305	0	25+50.00	0	1161	0	20+00.00	93	78	135
219+00.00	26	967	31	11+00.00	2	341	0	26+00.00	0	1128	0	20+50.00	142	165	141
219+50.00	53	848	63	11+42.04	8	502	0	26+50.00	0	1055	0	20+60.63	19	92	141
220+00.00	46	870	55	11+50.00	1	84	0	27+00.00	0	915	0	21+00.00	66	298	132
220+23.79	19	443	22	12+00.00	5	367	0	27+14.07	0	232	0	21+50.00	113	85	113
220+50.00	31	505	37	12+50.00	2	134	0	27+29.69	0	248	0	22+00.00	44	41	124
221+00.00	38	1189	45	13+00.00	26	25	0	27+50.00	0	302	0	22+50.00	27	11	142
221+50.00	23	1266	27	13+50.00	26	1	0	28+00.00	14	668	0	23+00.00	43	4	129
222+00.00	25	1174	29	16+40.00	0	0	0	28+08.81	5	109	0	23+50.00	81	0	46
222+50.00	10	1225	8	16+50.00	7	10	0	28+13.53	3	57	0	24+00.00	113	0	0
222+63.79	4	334	7	17+00.00	43	70	0	28+50.00	9	391	0	24+50.00	99	0	0
223+00.00	102	718	31	17+13.52	4	37	0	29+00.00	0	400	0	25+00.00	52	6	0
223+50.00	507	807	209	17+34.44	4	28	0	29+13.51	0	83	0	25+50.00	23	47	0
224+00.00	631	796	121	17+35.00	0	0	0	29+50.00	0	176	0	26+00.00	19	118	0
224+50.00	449	734	127					30+00.00	0	148	0	26+50.00	32	115	0
225+00.00	368	657	113	Station	Uncl. Exc.	Embt	UnderCut	30+50.00	0	80	0	27+00.00	60	58	0
225+50.00	196	687	78	Y2	(cu. yd.)	(cu. yd.)	(cu. yd.)	31+00.00	0	35	0	27+50.00	61	53	0
226+00.00	22	954	14	12+00.00	0	0	0	31+10.00	0	3	0	28+00.00	31	107	0
226+50.00	1	1091	1	12+50.00	53	0	0	31+20.00	1	3	0	28+50.00	15	217	0
227+00.00	23	900	27	13+00.00	99	0	30	31+30.00	1	6	0	29+00.00	15	289	0
227+50.00	44	773	52	13+50.00	77	3	60	31+40.00	1	9	0	29+50.00	13	308	0
228+00.00	45	771	54	14+00.00	53	18	59	31+50.00	2	10	0	30+00.00	38	304	0
228+44.42	34	727	40	14+50.00	10	54	8	31+60.00	2	8	0	30+50.00	78	219	76
228+95.00	19	917	22	14+08.07	5	6	51	31+70.00	2	5	0	31+00.00	72	148	259
229+07.70	2	243	2	14+50.00	1	0	22	31+80.00	3	2	0	31+50.00	49	156	233
229+50.00	22	870	26	15+00.00	2	117	2	32+00.00	9	13	0	32+00.00	43	165	82
230+00.00	33	1045	39	15+08.05	0	24	0					32+69.25	28	174	0
230+50.00	9	1066	11	15+50.00	0	159	0	Station	Uncl. Exc.	Embt	UnderCut	33+00.00	4	78	0
230+84.42	0	750	1	15+74.13	0	120	0	Y2A	(cu. yd.)	(cu. yd.)	(cu. yd.)	33+50.00	3	165	0
231+00.00	0	340	0	16+00.00	0	152	0	34+00.00	0	156	0	34+00.00	0	333	8
231+30.50	0	655	0	16+50.00	0	363	0	34+08.76	0	116	24	34+00.00	0	380	91
231+42.77	0	259	0					10+50.00	0	156	0	34+08.76	0	75	133
				16+50.00	0	363	0	11+00.00	1	116	24	34+50.00	23	286	138

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

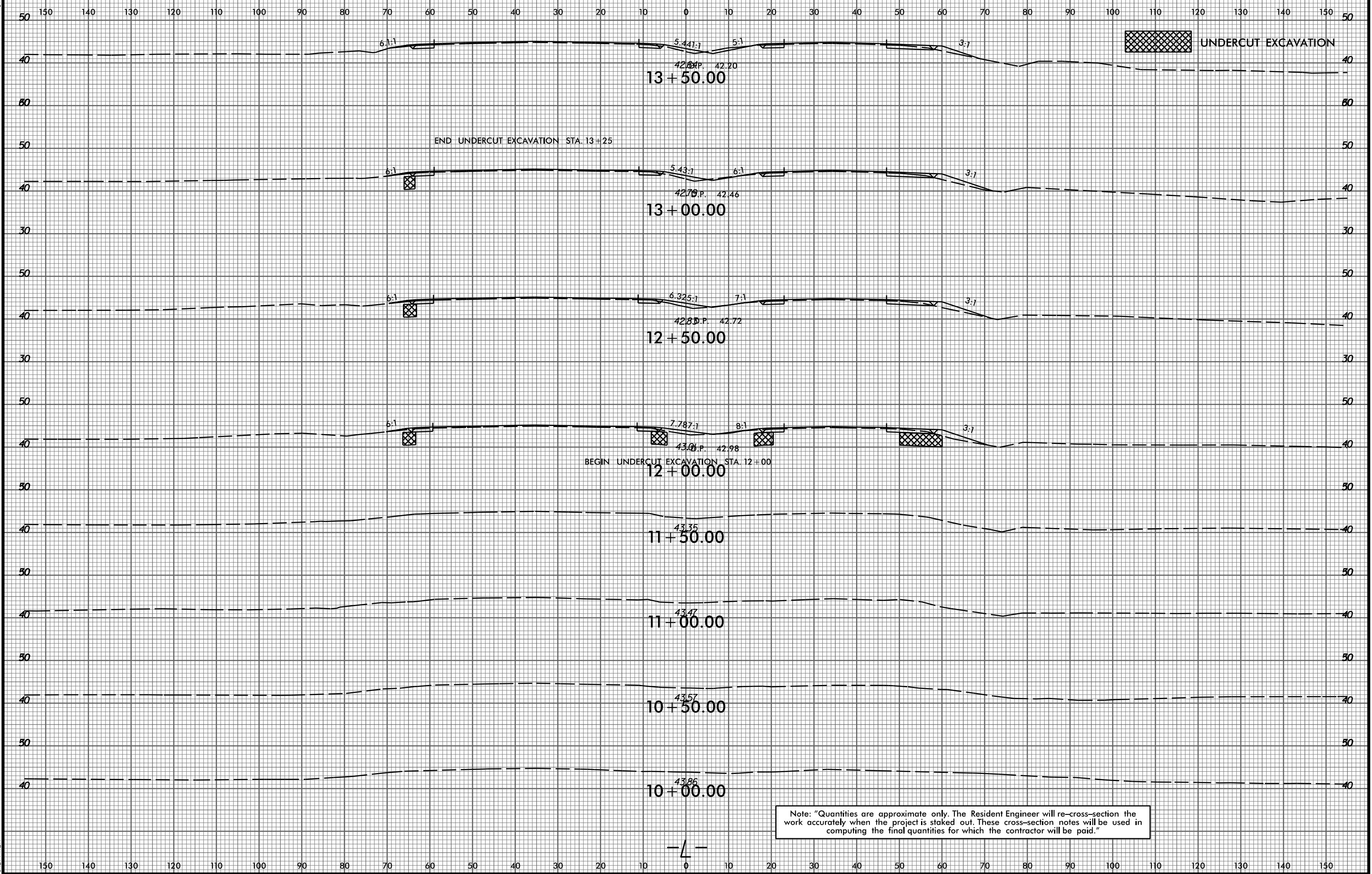
PROJ. REFERENCE NO.	SHEET NO.
R-2514B	X-1D

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

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

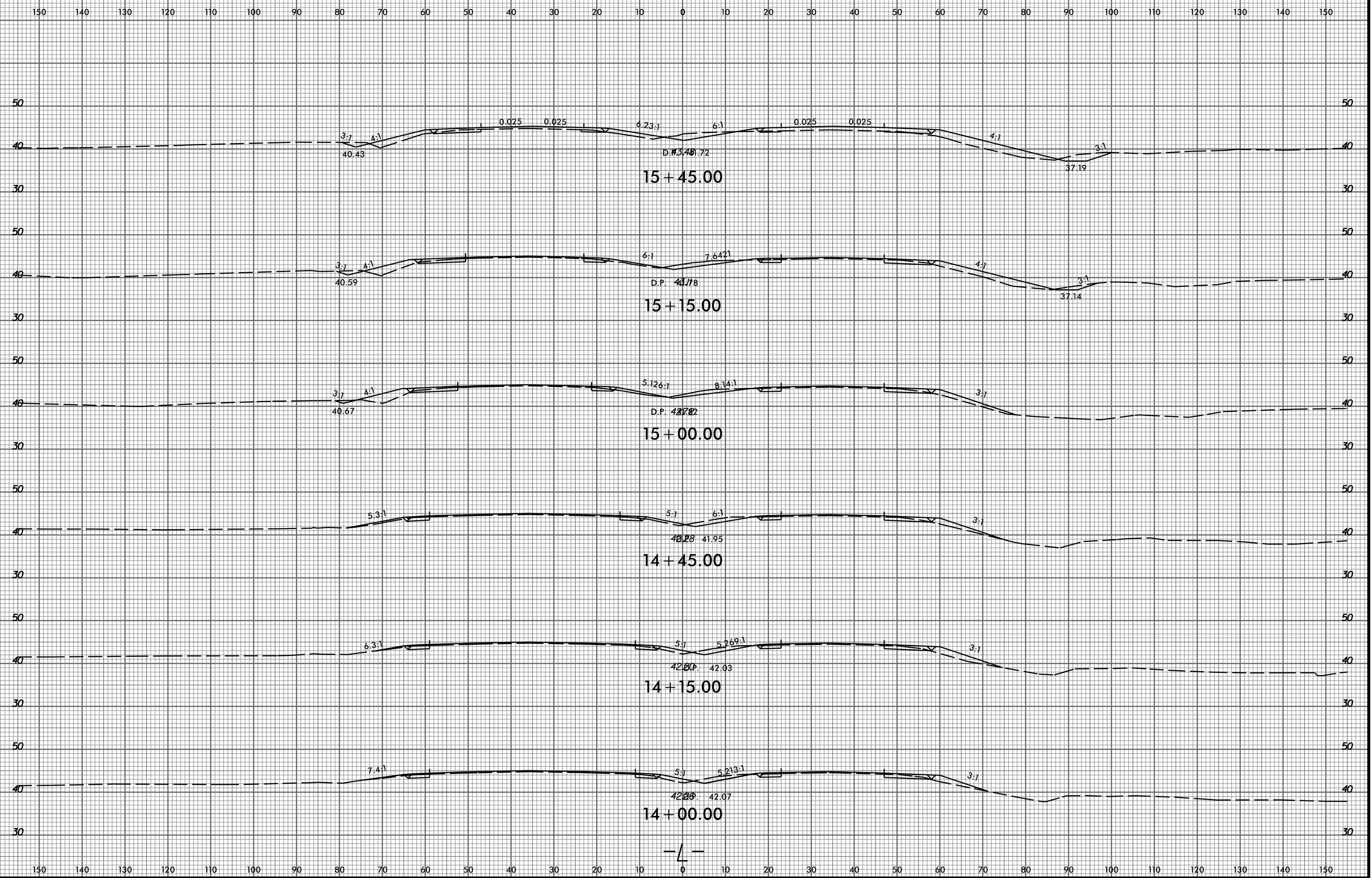
CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut
Y2A	(cu. yd.)	(cu. yd.)	(cu. yd.)	Y2D	(cu. yd.)	(cu. yd.)	(cu. yd.)	Y3	(cu. yd.)	(cu. yd.)	(cu. yd.)	Y3B	(cu. yd.)	(cu. yd.)	(cu. yd.)
35+00.00	36	212	125	12+95.21	233	0	480	20+00.00	6	3160	0	10+29.08	0	156	0
35+21.22	6	67	118	13+00.00	25	0	52	20+50.00	9	2945	0	10+35.50	0	57	0
35+50.00	11	79	129	13+50.00	256	24	528	21+00.00	9	2670	0	10+50.00	0	117	0
36+00.00	52	112	141	14+00.00	245	47	524	21+50.00	4	2367	0	11+00.00	83	298	0
36+50.00	122	51	135	14+50.00	237	47	524	22+00.00	1	2074	0	11+50.00	153	142	18
37+00.00	143	0	128	15+00.00	219	142	512	22+50.00	0	1804	0	12+00.00	177	32	77
37+50.00	98	9	129	15+42.87	160	330	411	23+00.00	0	1461	0	12+36.23	150	0	103
38+00.00	66	16	135					23+50.00	0	1051	0	12+50.00	55	0	92
38+50.00	58	11	137	Station	Uncl. Exc.	Embt	UnderCut	24+00.00	0	618	0	13+10.00	182	0	9
39+00.00	89	3	138					24+25.69	0	198	0				
39+50.00	147	0	142	Y2E	(cu. yd.)	(cu. yd.)	(cu. yd.)	24+50.00	8	165	12	Station	Uncl. Exc.	Embt	UnderCut
40+00.00	142	0	142	10+28.15	0	83	0	25+00.00	29	234	71				
40+50.00	75	2	142	10+50.00	3	117	0	25+50.00	24	125	101	Y3C	(cu. yd.)	(cu. yd.)	(cu. yd.)
41+00.00	29	16	142	10+79.13	8	145	0	26+00.00	34	56	109	15+50.00	202	1155	159
41+50.00	13	41	142	11+00.00	9	77	10	26+50.00	49	16	112	16+00.00	210	1473	148
42+00.00	25	53	303	11+50.00	44	93	72	27+00.00	57	3	0	16+38.61	198	597	129
42+50.00	27	45	0	12+00.00	67	22	121	27+50.00	57	2	0	16+50.00	64	40	39
43+00.00	13	32	0	12+50.00	78	0	139	28+00.00	40	1	0	17+00.00	278	80	183
43+00.57	16	26	0	13+00.00	93	0	142					17+50.00	271	0	183
				13+50.00	109	0	142	Station	Uncl. Exc.	Embt	UnderCut	18+00.00	245	0	183
Station	Uncl. Exc.	Embt	UnderCut	13+70.31	49	0	60					18+18.90	84	0	127
Y2B	(cu. yd.)	(cu. yd.)	(cu. yd.)	14+00.00	96	0	135	Y3A	(cu. yd.)	(cu. yd.)	(cu. yd.)	18+42.90	127	0	162
10+31.84	0	286	0	14+27.14	132	0	208	10+50.00	0	188	0	18+50.00	48	0	44
10+50.00	0	265	0	14+50.00	119	0	188	10+88.66	0	515	0	18+70.90	182	0	756
10+79.12	0	394	0	14+62.14	28	0	49	11+00.00	0	127	0				
11+00.00	0	235	0					11+50.00	10	477	0	Station	Uncl. Exc.	Embt	UnderCut
11+50.00	0	394	0	Station	Uncl. Exc.	Embt	UnderCut	12+00.00	16	374	0				
12+00.00	0	203	0					12+50.00	31	294	0	Y3D	(cu. yd.)	(cu. yd.)	(cu. yd.)
12+50.00	7	64	68	Y3	(cu. yd.)	(cu. yd.)	(cu. yd.)	13+00.00	37	287	0	10+32.00	0	214	0
12+75.00	3	0	26	10+00.00	0	0	0	13+50.00	25	325	0	10+55.00	0	221	0
				10+50.00	9	6	5	14+00.00	28	332	0	10+80.00	0	176	0
Station	Uncl. Exc.	Embt	UnderCut	11+00.00	14	23	2	14+50.00	37	315	0	11+02.12	0	100	0
Y2C	(cu. yd.)	(cu. yd.)	(cu. yd.)	11+50.00	5	58	3	15+00.00	48	266	0	11+36.26	0	79	0
10+52.84	0	0	0	12+00.00	0	110	0	15+50.00	64	206	0	11+50.00	6	14	12
11+00.00	0	721	0	12+50.00	6	184	0	16+00.00	106	173	269	11+75.00	16	2	35
11+50.00	0	374	0	13+00.00	9	295	0	16+50.00	140	185	580	12+00.00	30	2	35
12+00.00	14	112	0	13+14.42	2	107	0	16+78.38	43	65	696	12+39.27	54	0	83
12+48.00	43	15	0	13+50.00	3	307	0	17+00.00	63	98	678	12+50.00	15	0	19
12+72.00	36	6	0	13+93.37	0	502	0	17+50.00	141	125	37	13+00.00	72	0	106
13+00.00	63	9	0	14+00.00	0	92	0	18+00.00	45	261	61	13+50.00	55	27	94
13+34.95	0	0	0	14+50.00	0	824	0	18+50.00	38	248	55	14+00.00	3	84	0
				15+00.00	0	1098	0	19+00.00	38	245	299	14+50.00	0	71	0
				15+50.00	0	1452	0	19+50.00	106	187	397	15+00.00	0	16	0
				16+00.00	0	1887	0	20+00.00	84	137	214	15+50.00	0	6	0
Station	Uncl. Exc.	Embt	UnderCut	16+13.09	0	574	0	20+04.35	11	14	232	16+00.00	0	8	0
Y2D	(cu. yd.)	(cu. yd.)	(cu. yd.)	16+50.00	0	1808	0	20+50.00	84	67	305	16+20.04	0	4	0
10+50.00	0	0	0	17+03.51	0	5555	0	21+00.00	116	144	366	16+50.00	1	3	0
11+00.00	116	0	0					21+50.00	132	119	324	17+00.00	2	0	0
11+50.00	45	307	0	Station	Uncl. Exc.	Embt	UnderCut	21+99.30	133	98	165	17+50.00	2	4	0
11+56.81	3	118	0					22+50.00	108	68	281	18+00.00	2	4	0
12+00.00	73	448	93	Y3	(cu. yd.)	(cu. yd.)	(cu. yd.)	23+00.00	60	190	0	18+50.00	3	0	0
12+50.00	219	24	432	19+32.68	0	0	0	23+50.00	0	0	0	19+00.00	1	0	0
				19+50.00	0	245	0					19+50.00	10	0	0



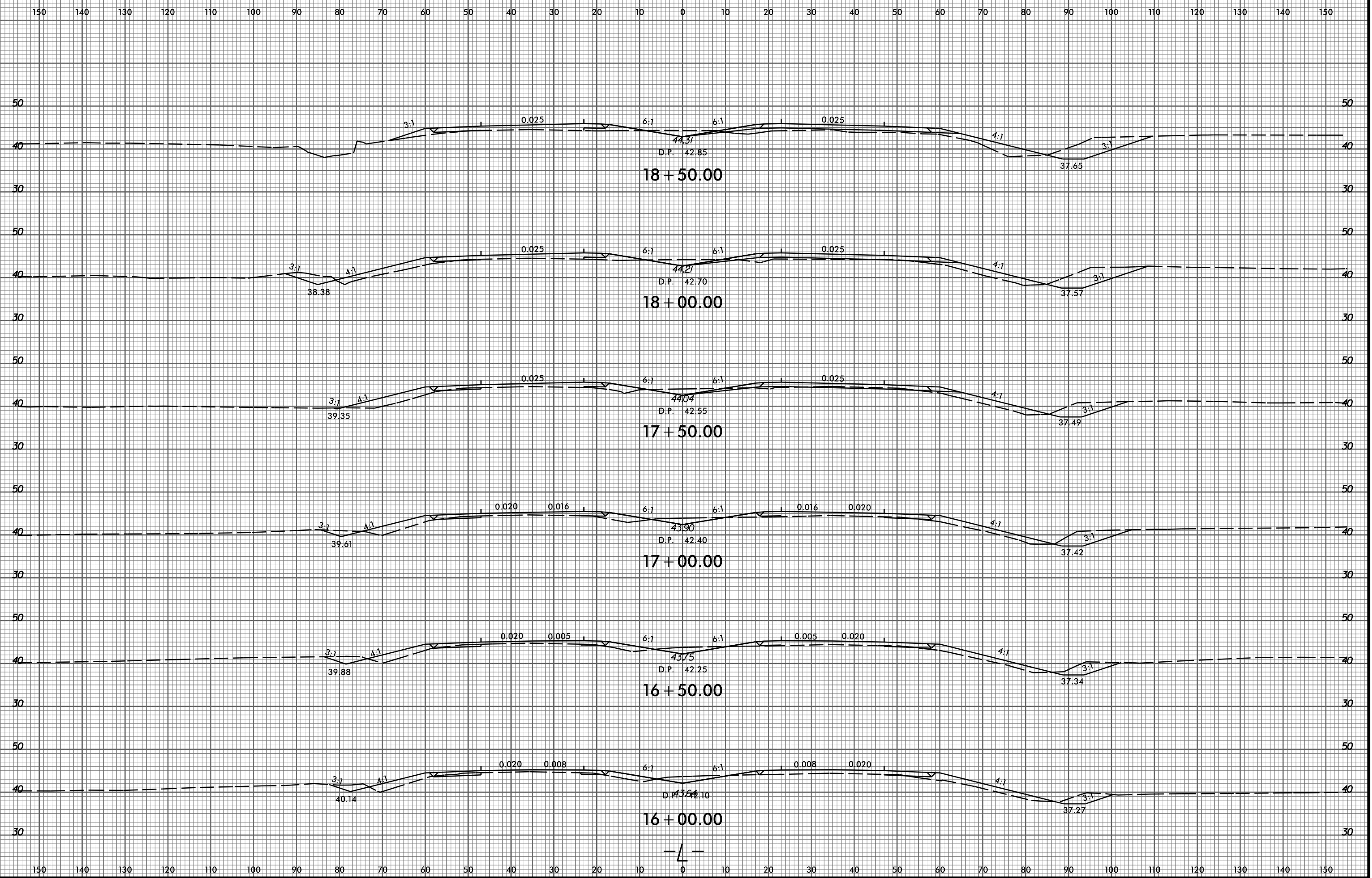
Note: "Quantities are approximate only. The Resident Engineer will re-cross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid."

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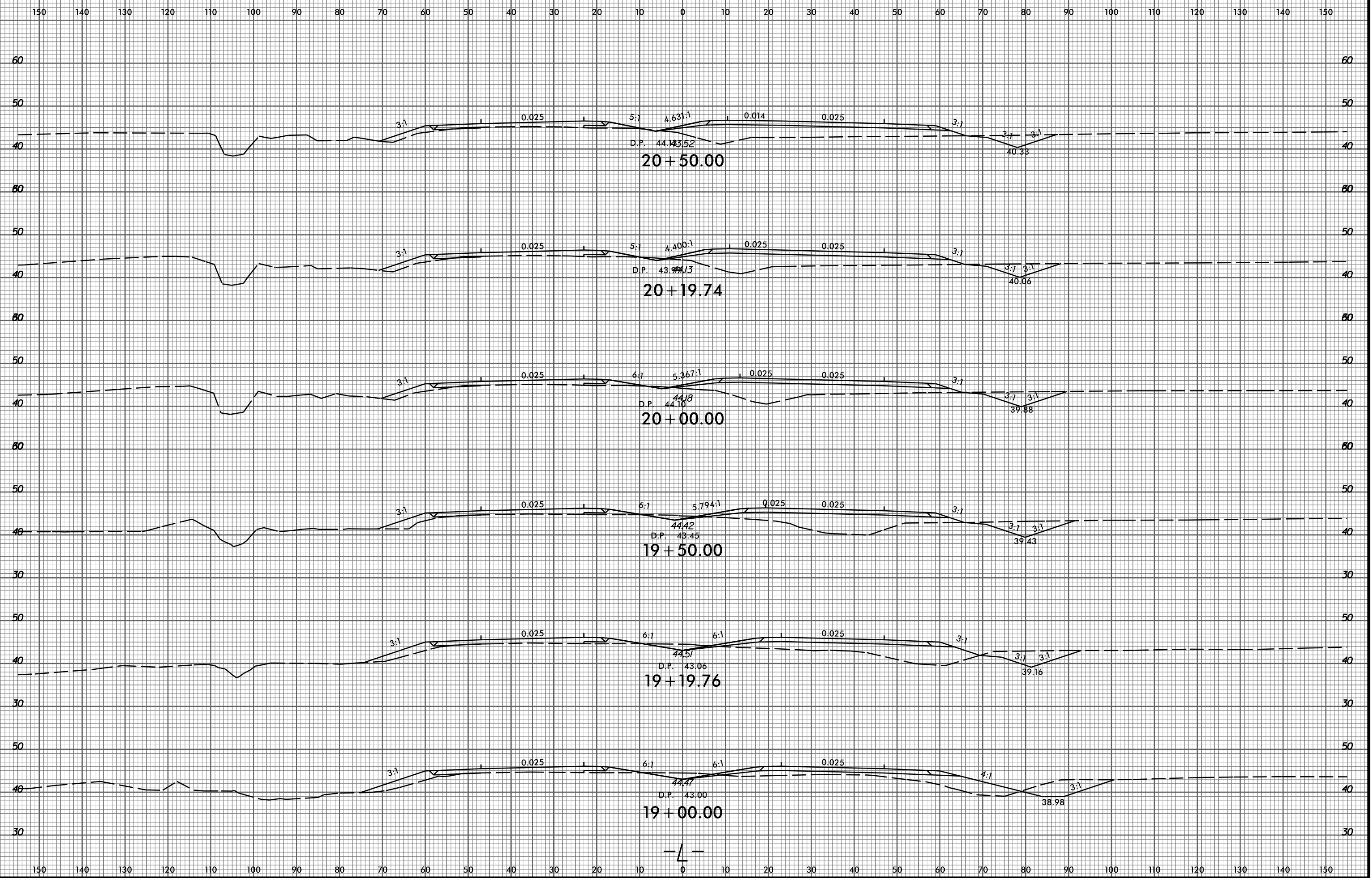


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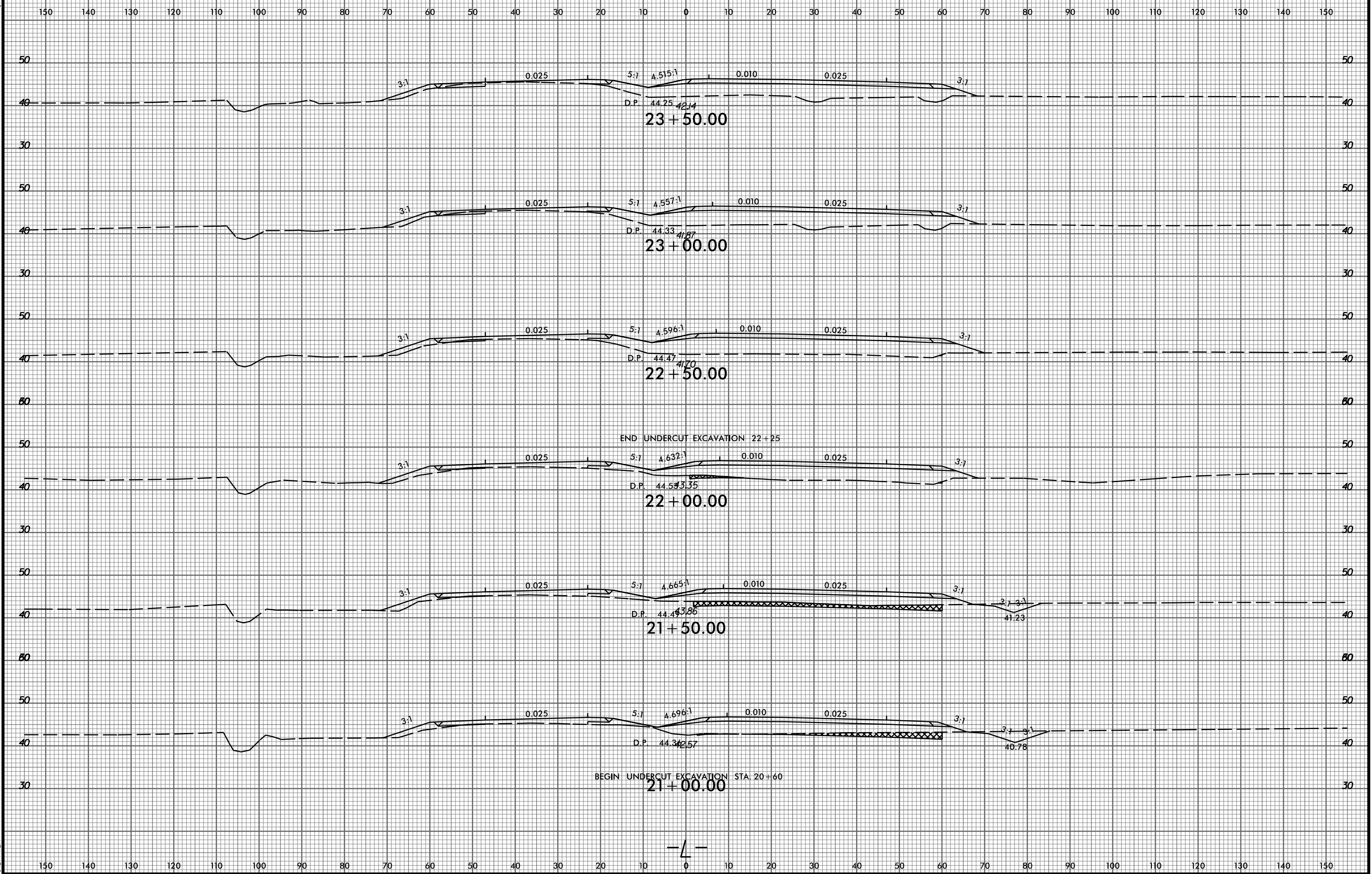


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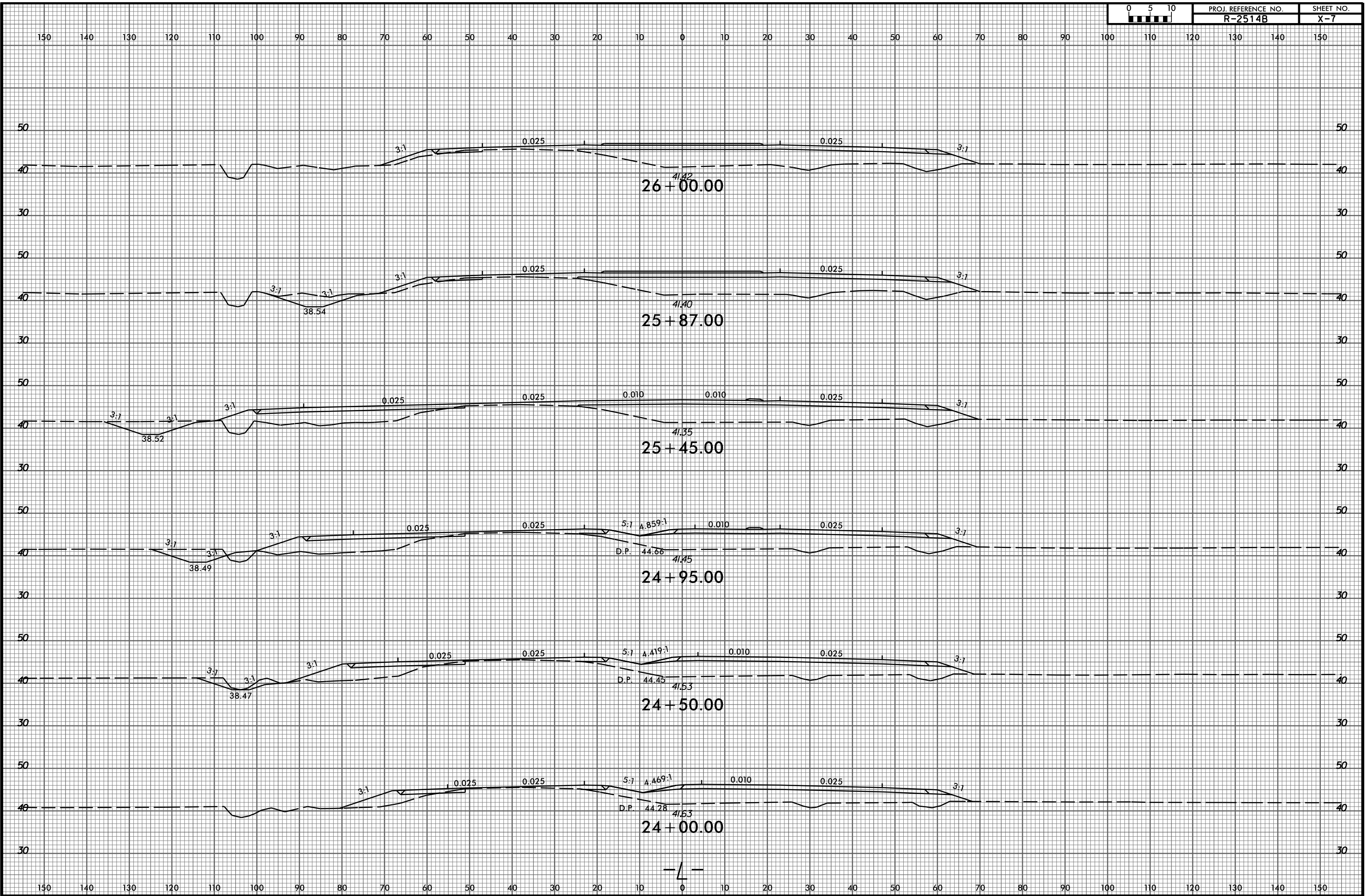
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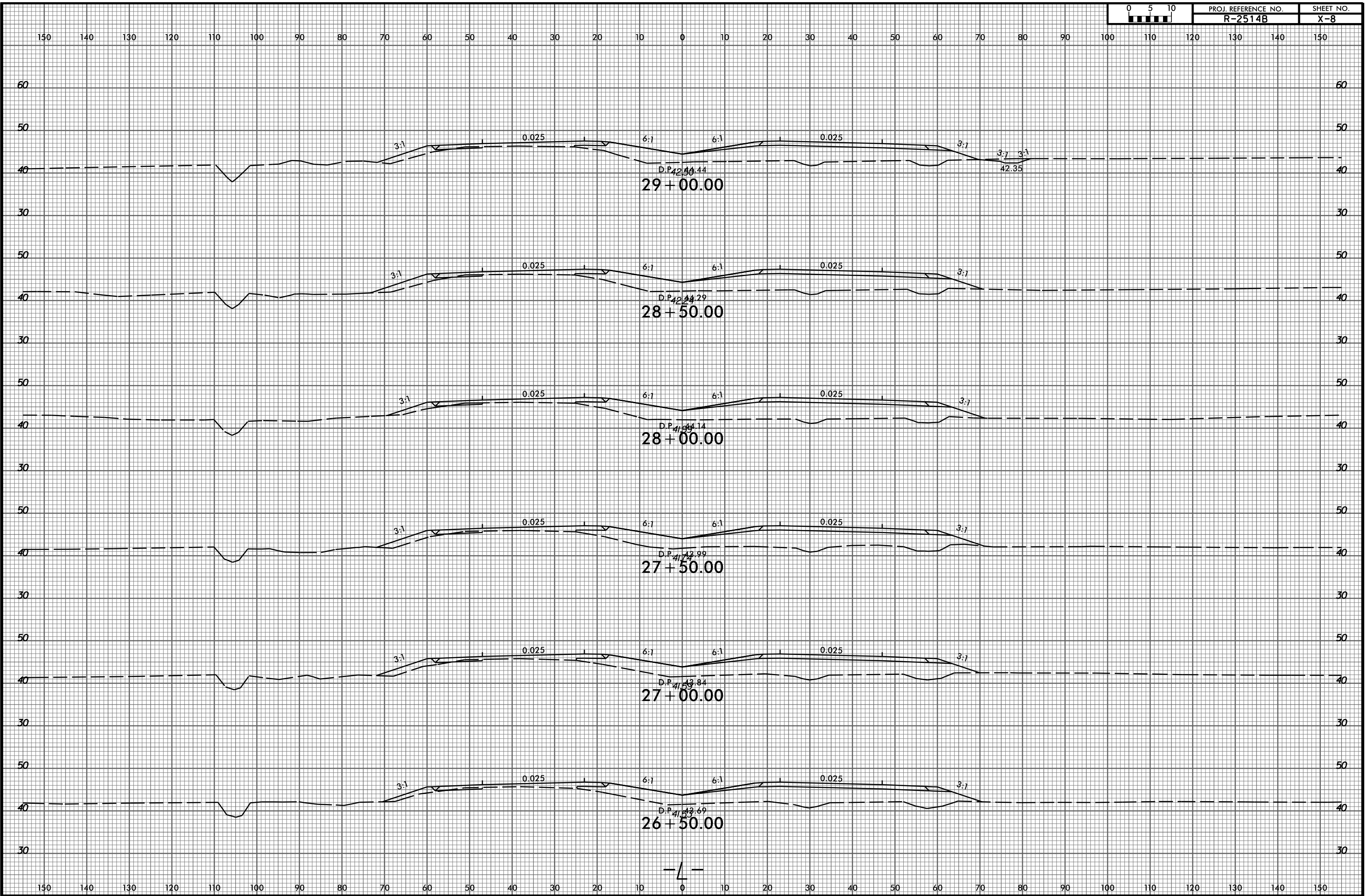


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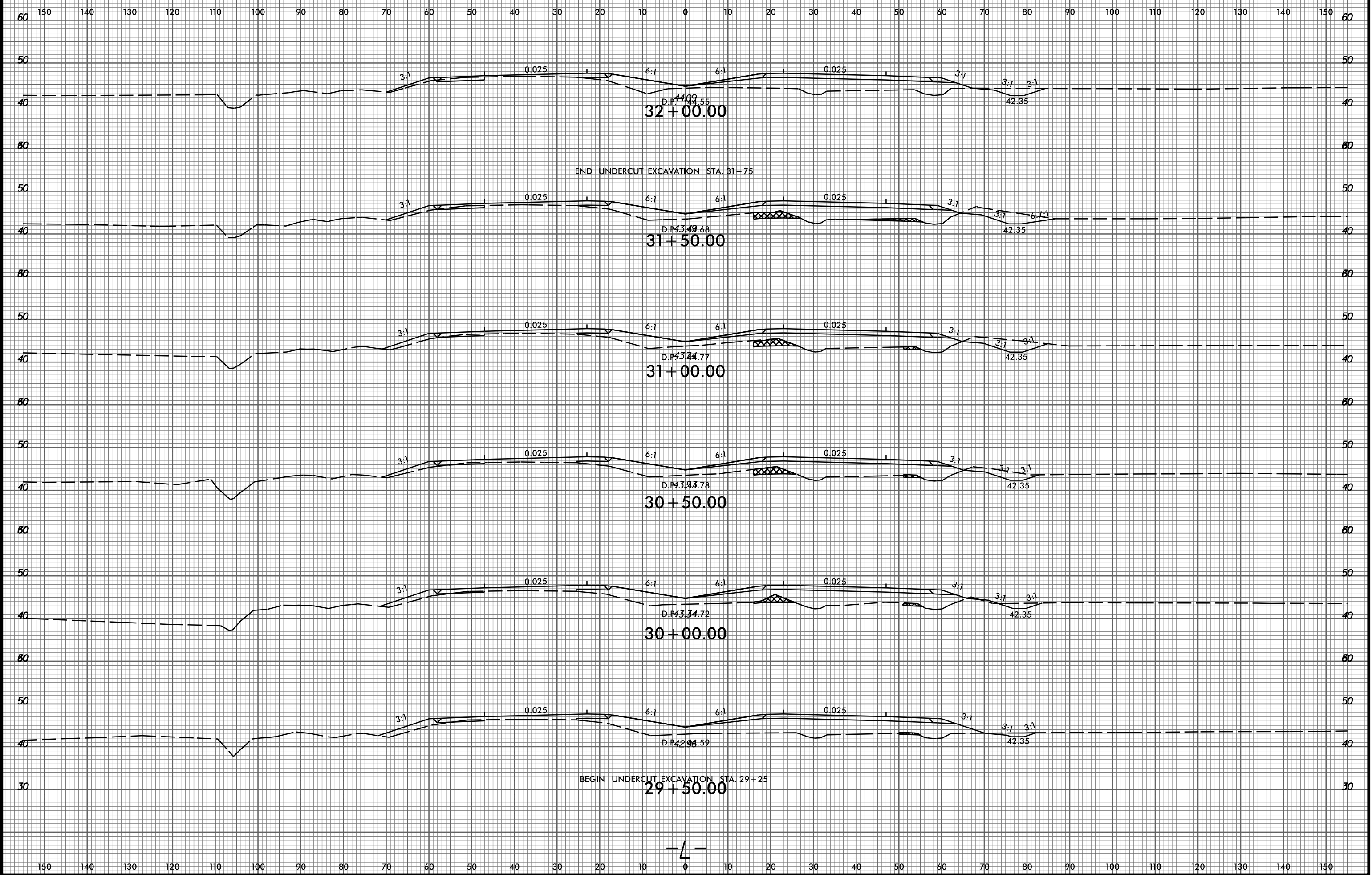
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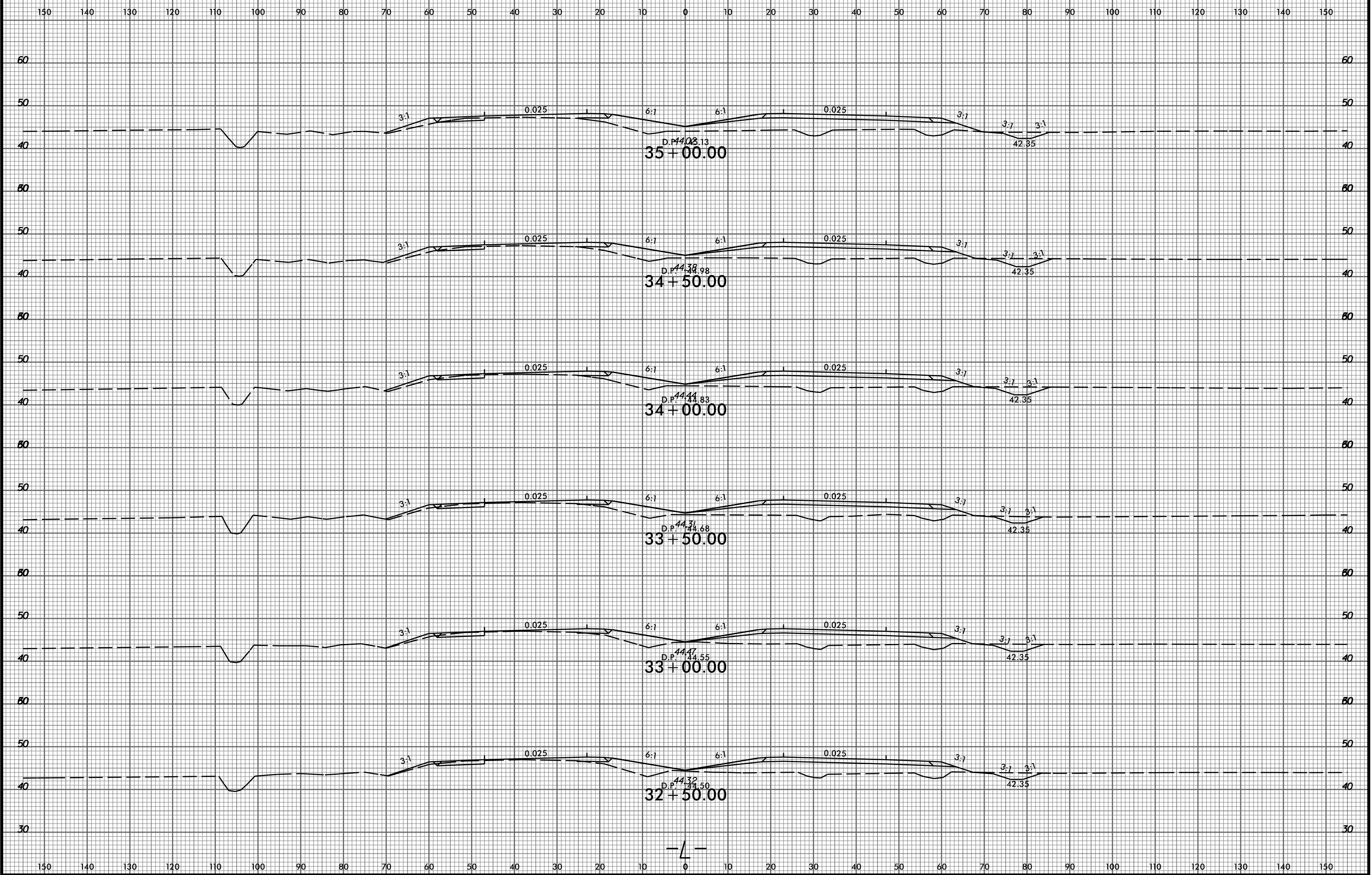


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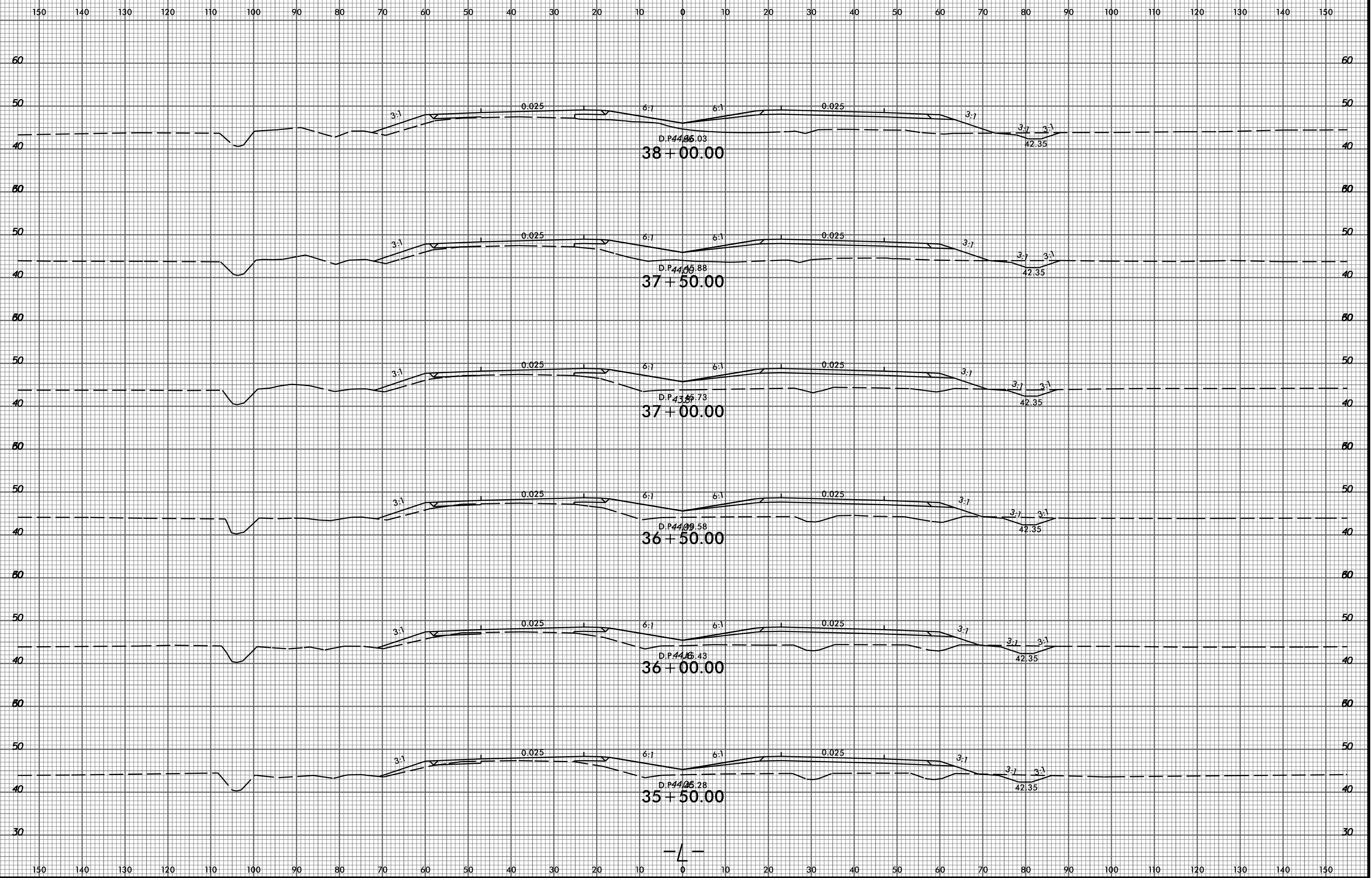
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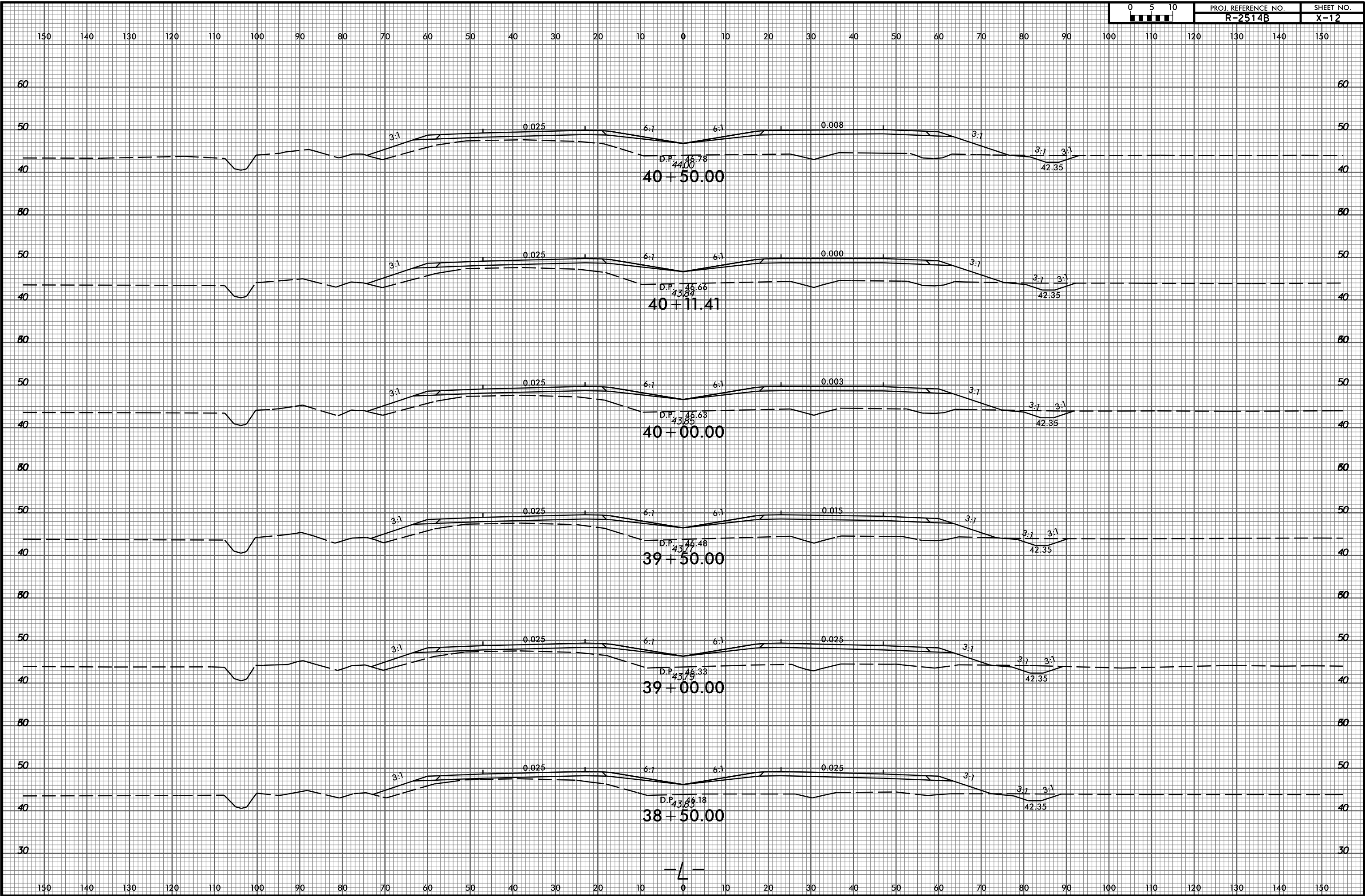
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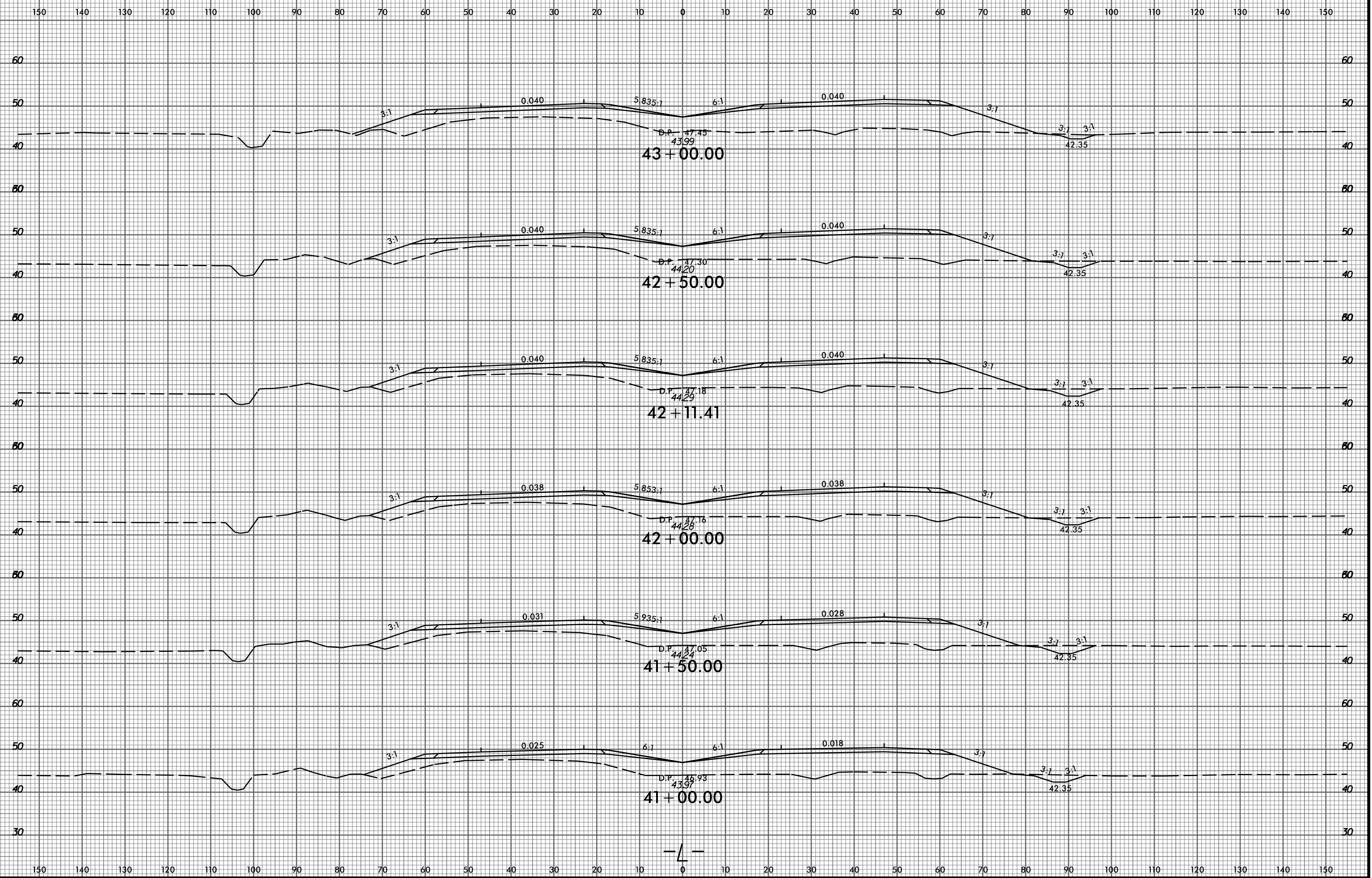


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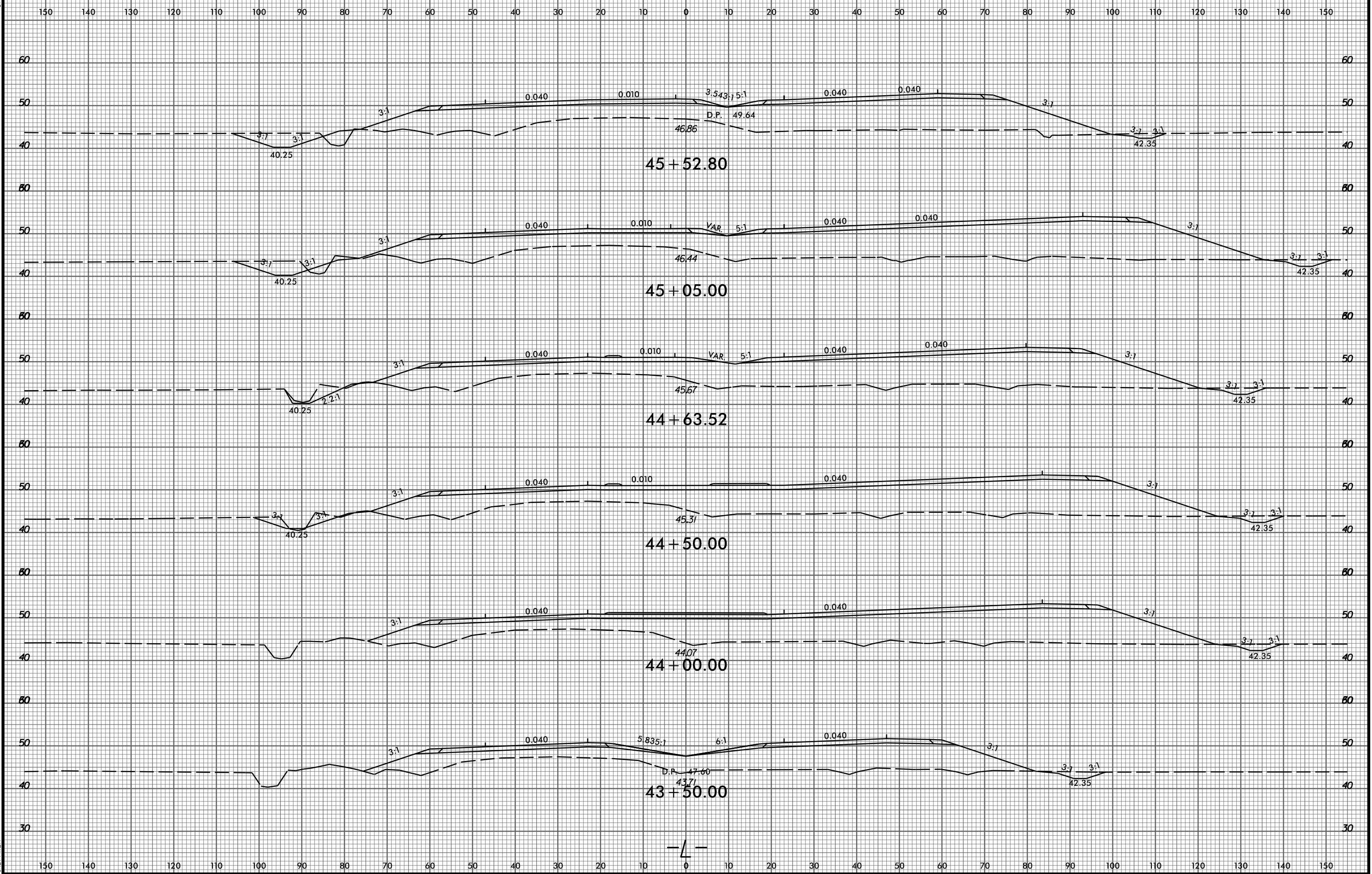




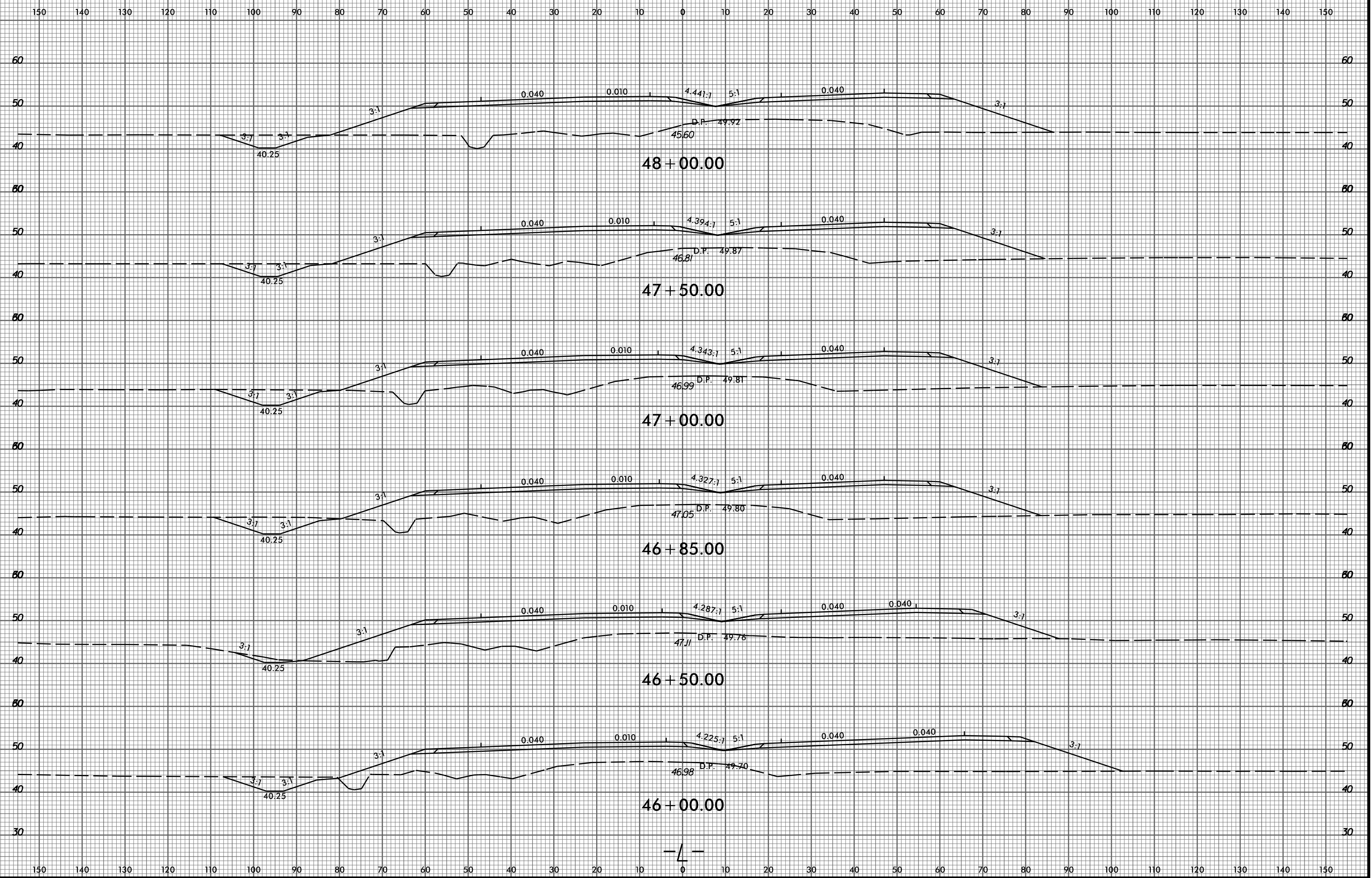


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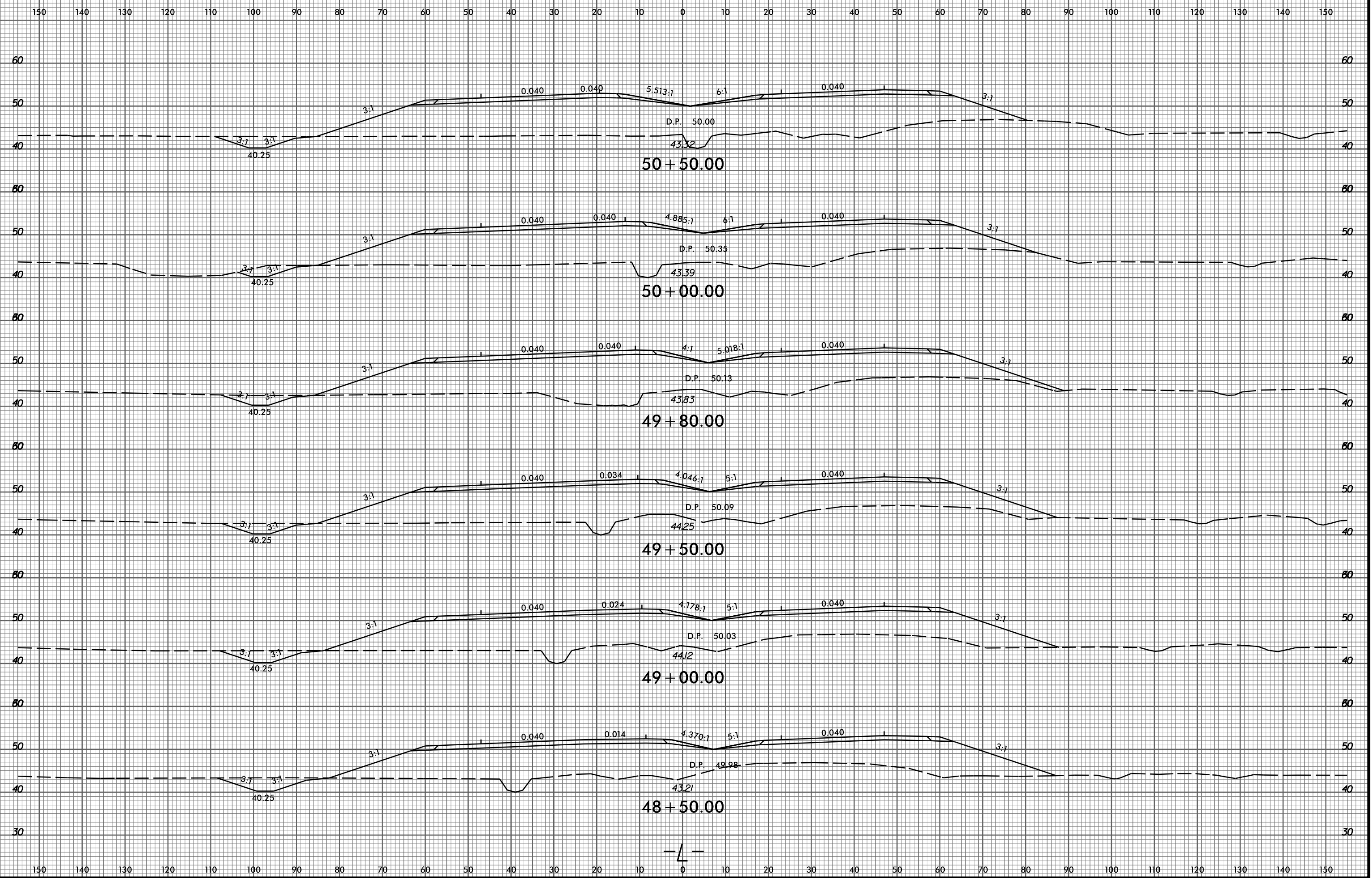
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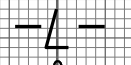
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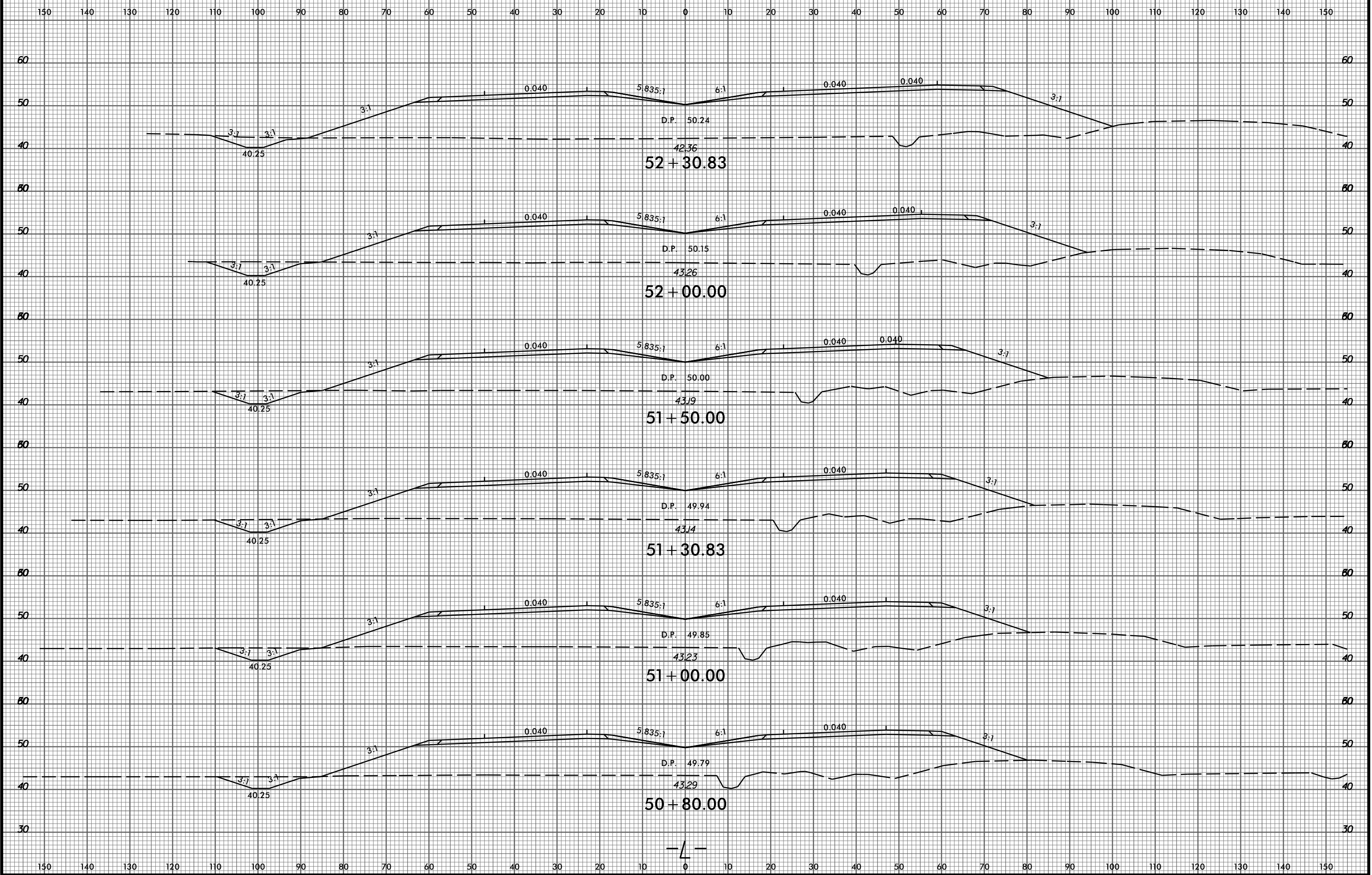
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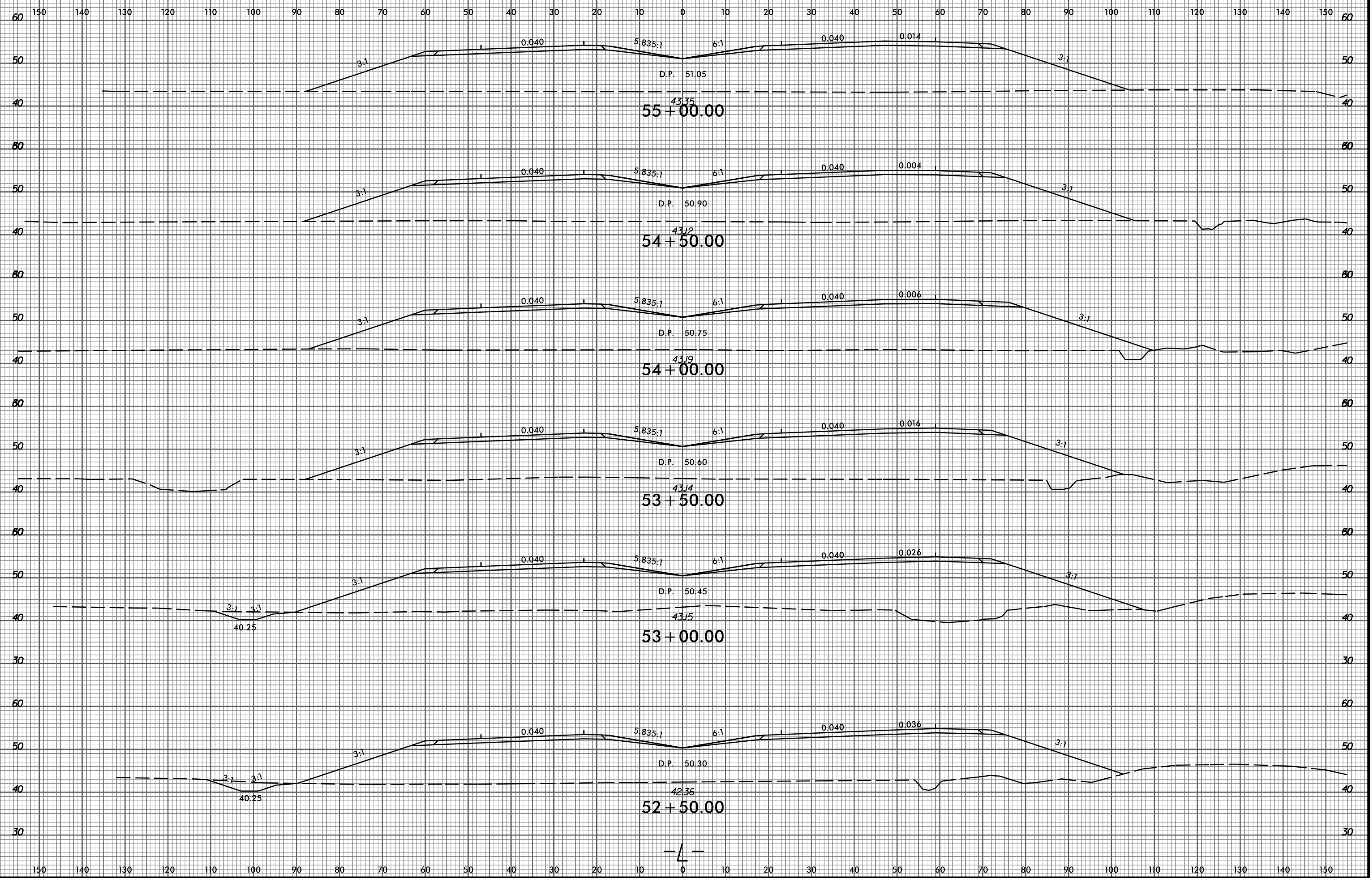
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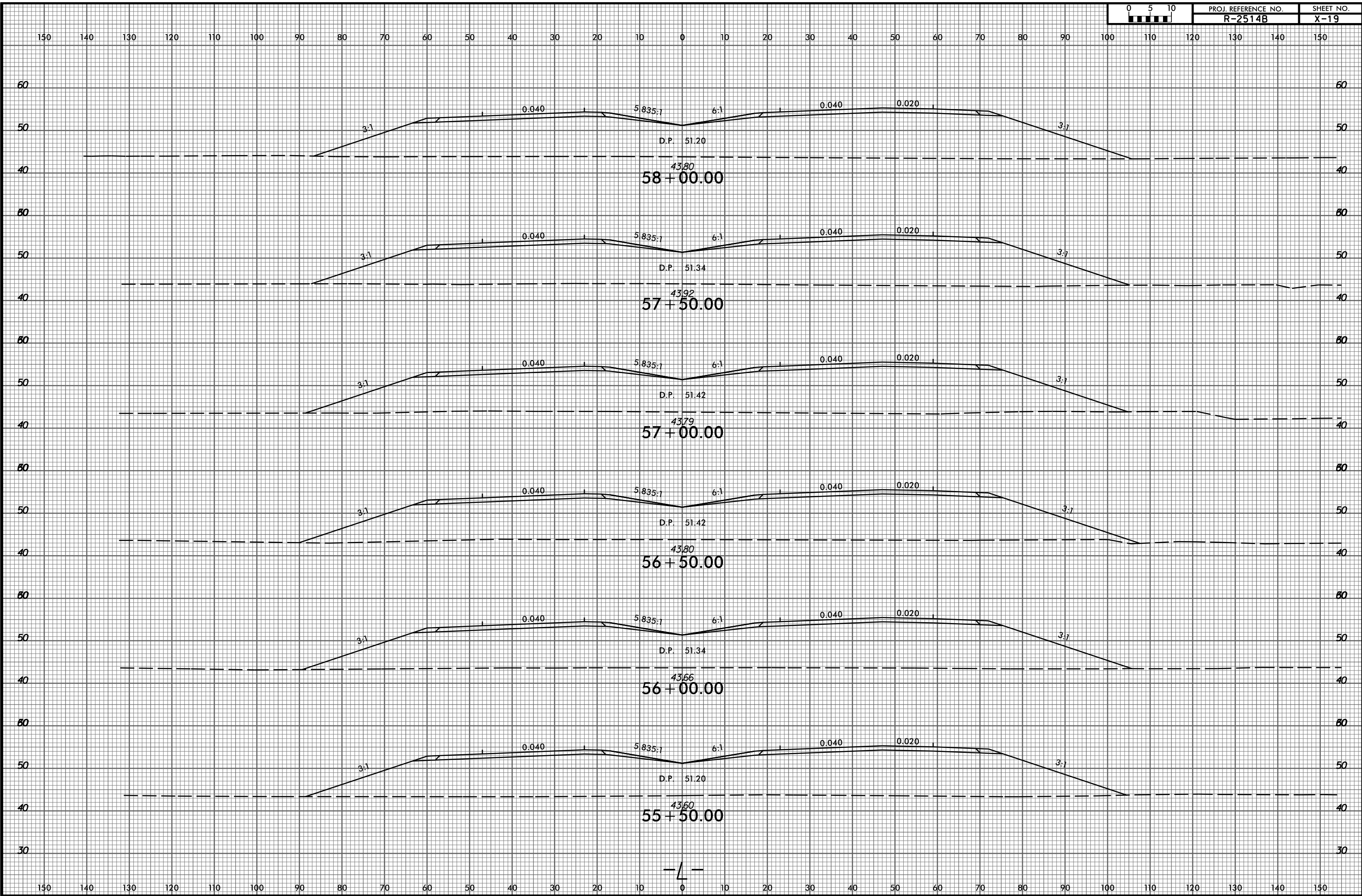


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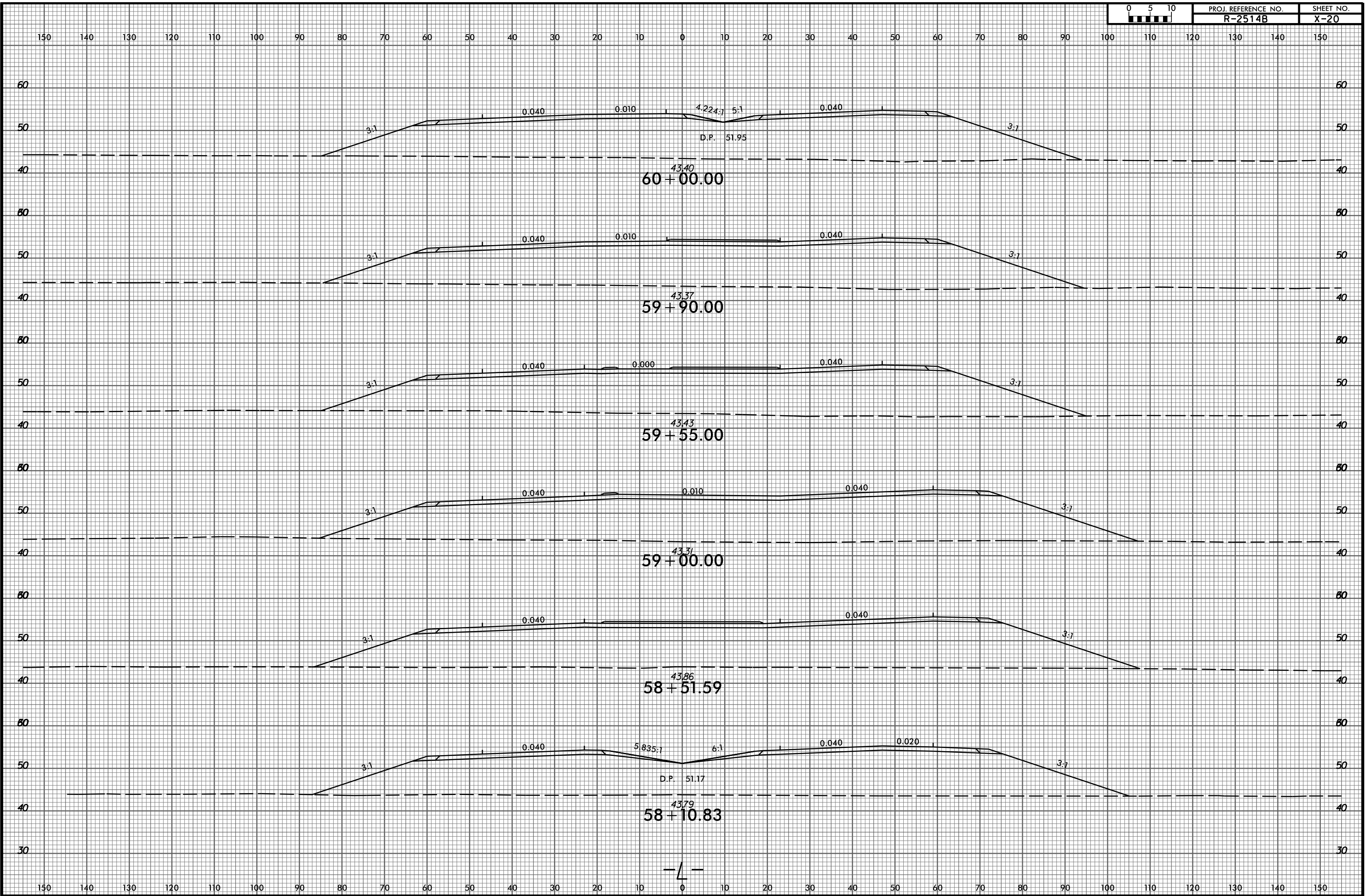


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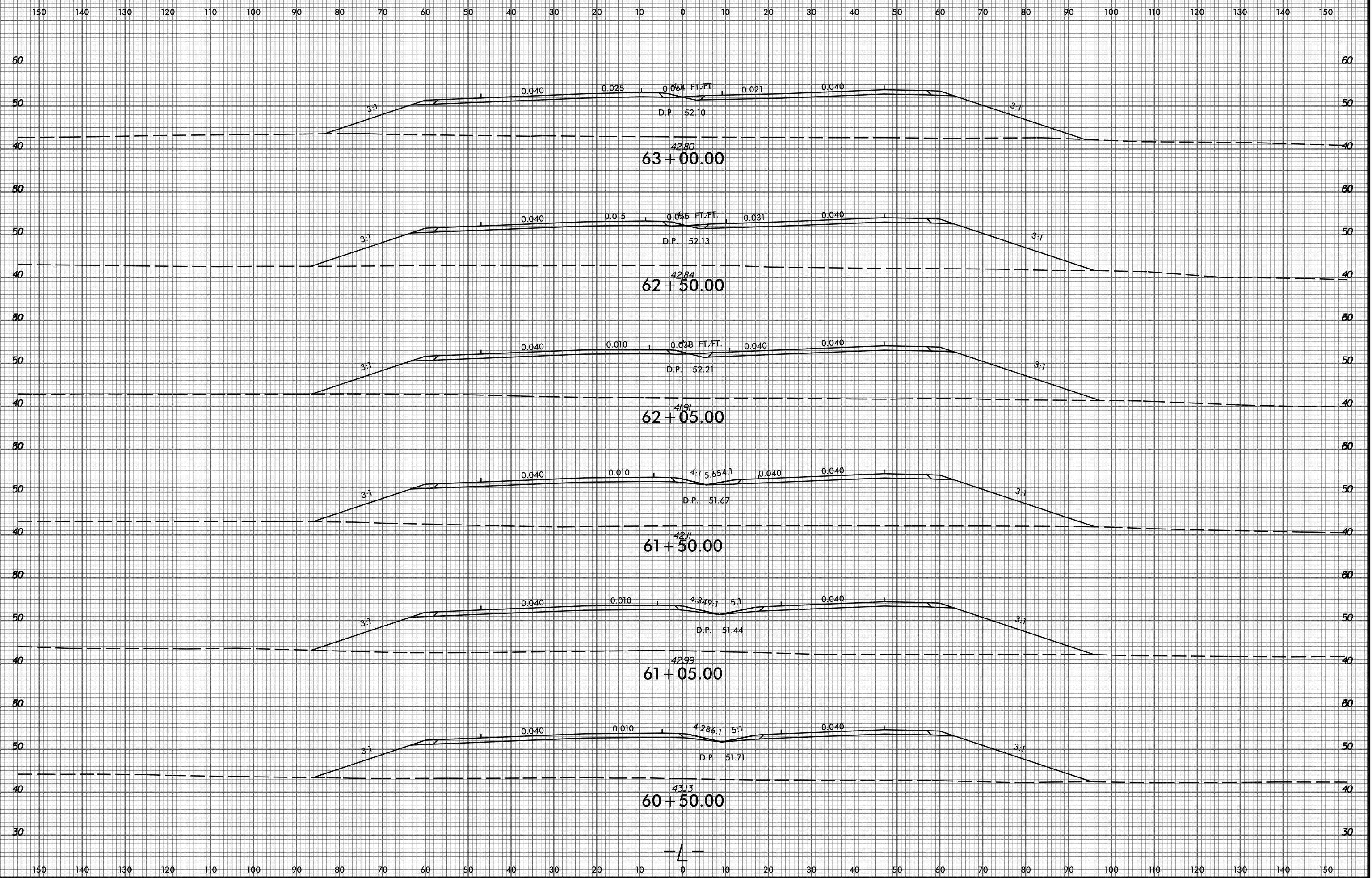


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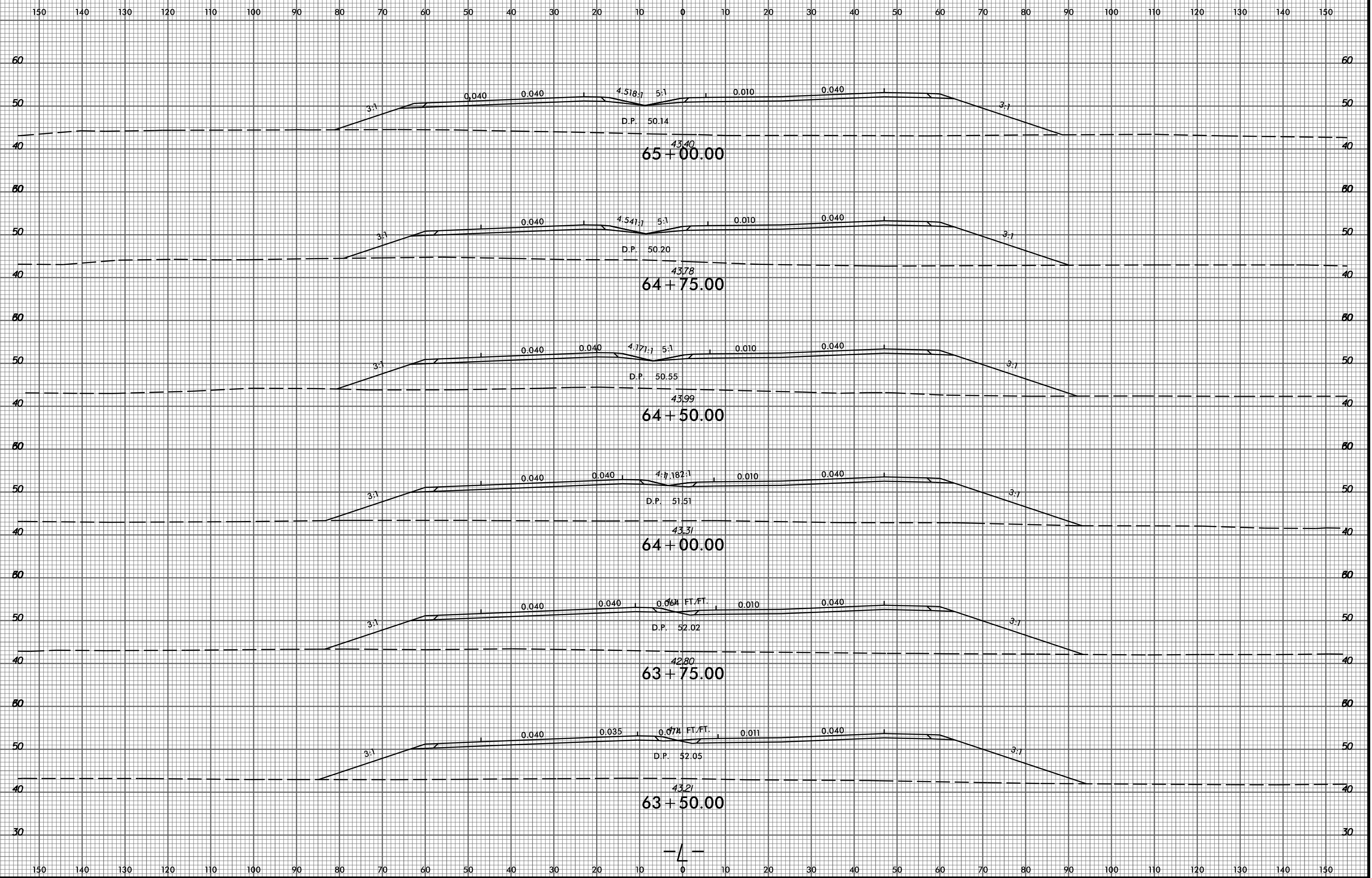


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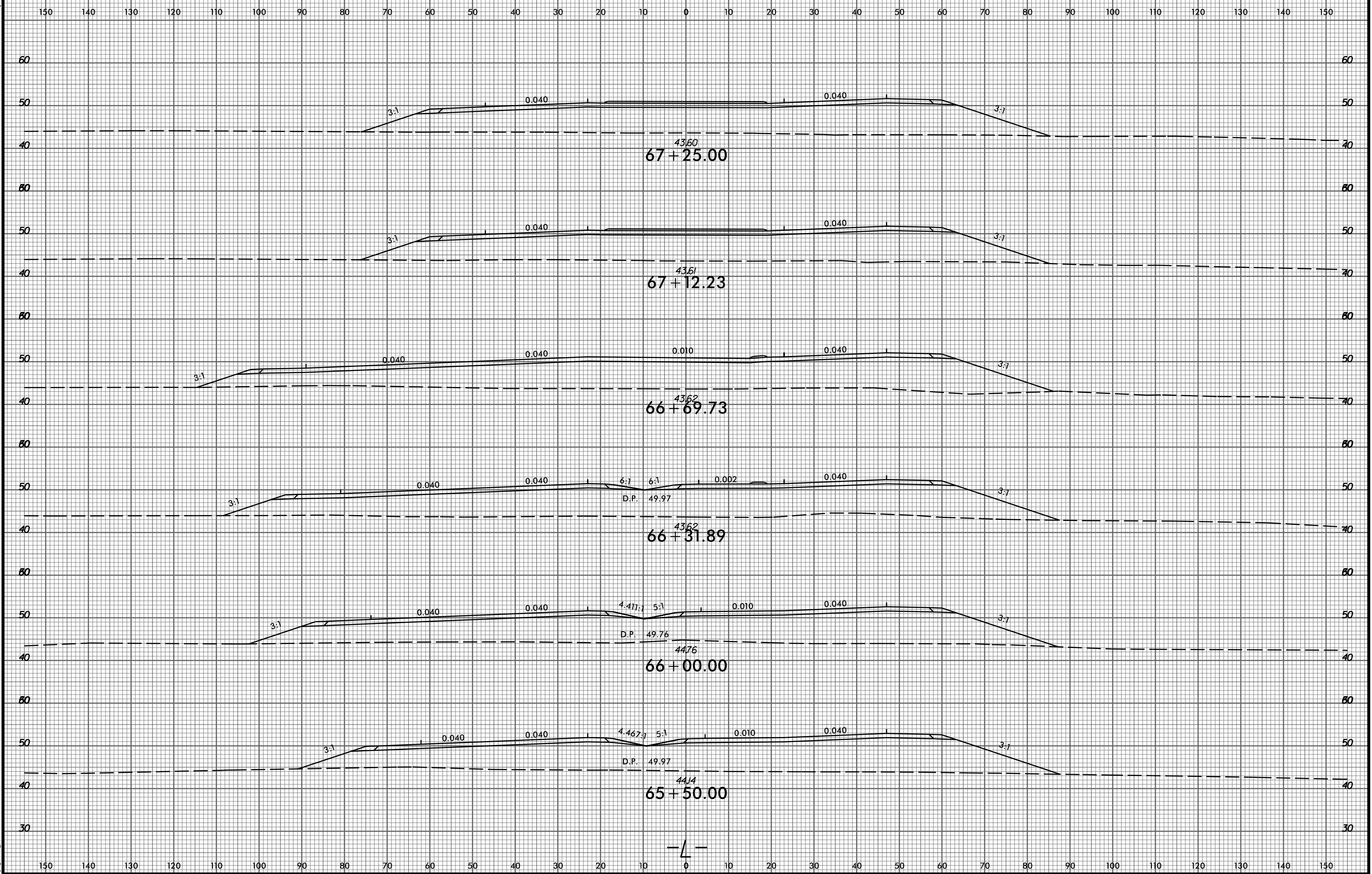
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43.60
67 + 25.00

43.61
67 + 12.23

43.62
66 + 69.73

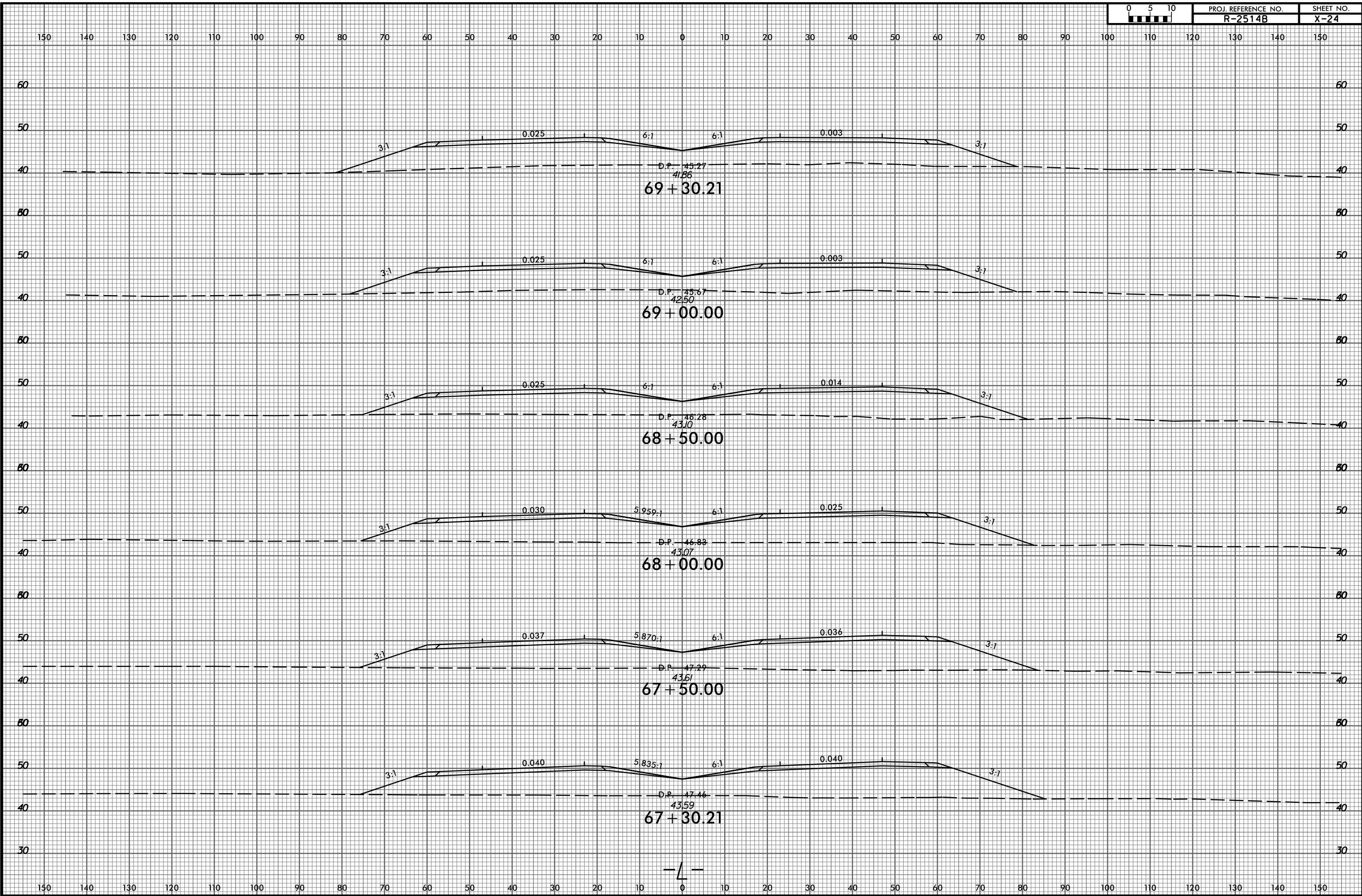
43.62
66 + 31.89

44.76
66 + 00.00

44.14
65 + 50.00

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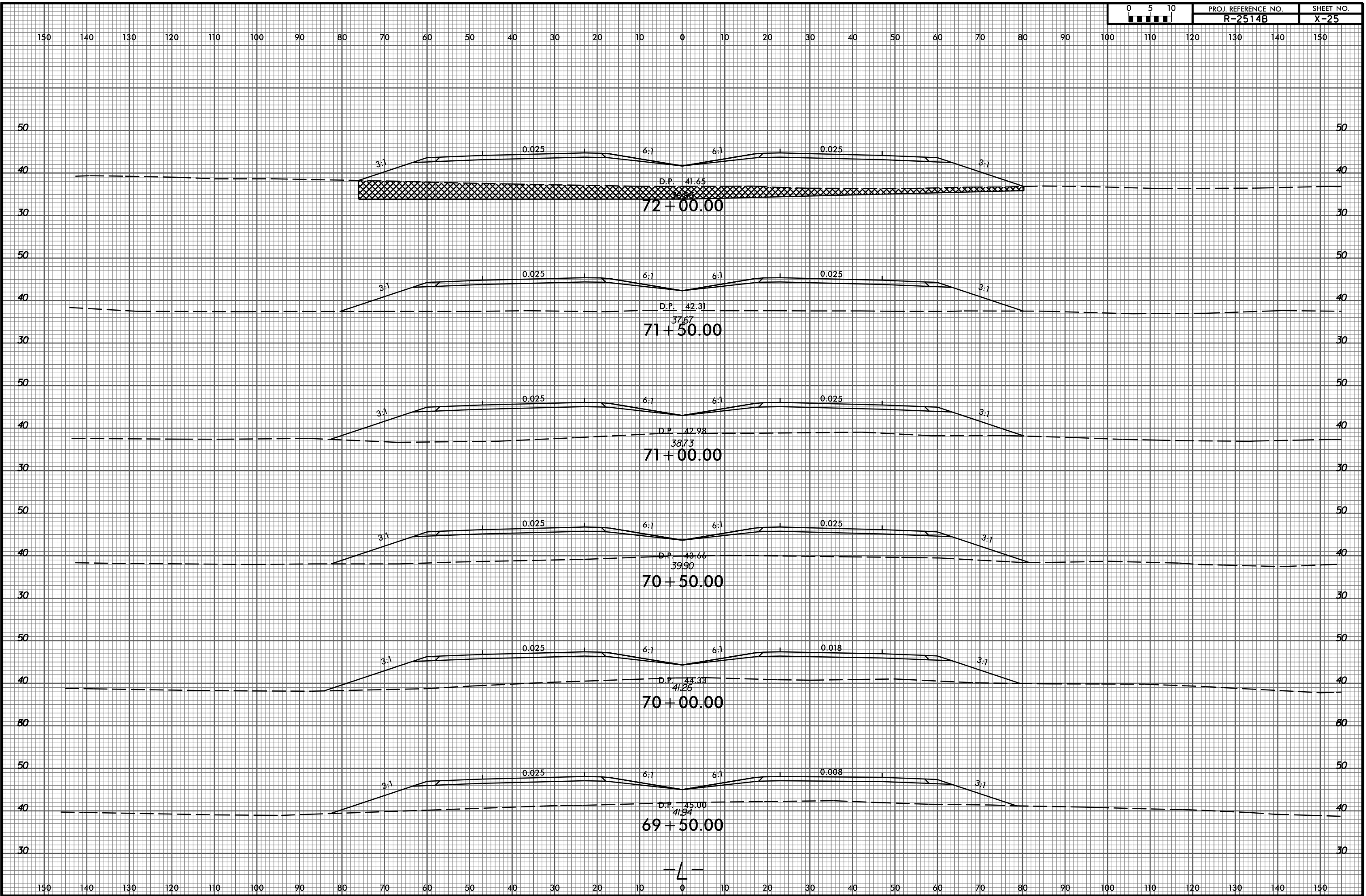
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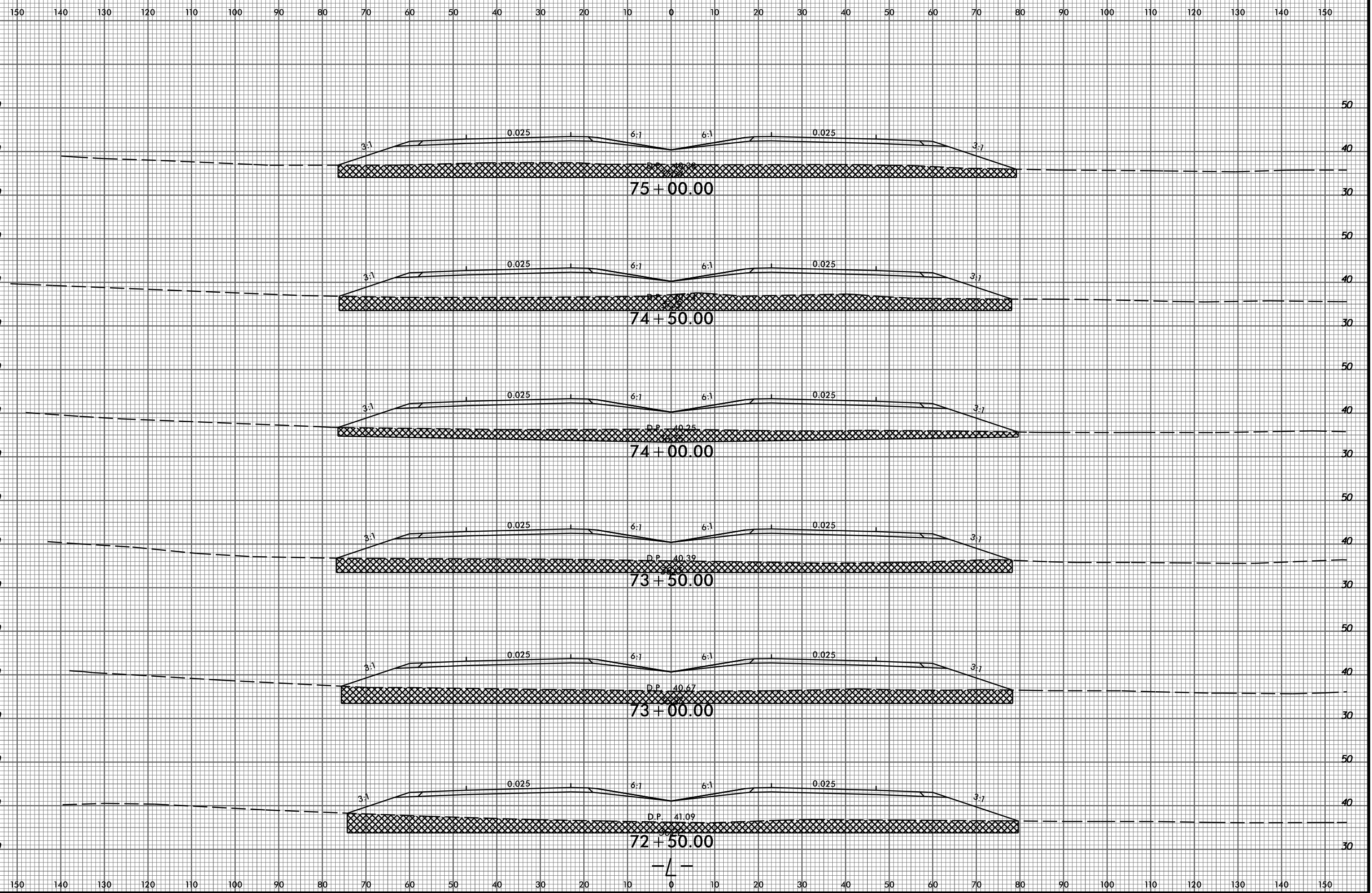
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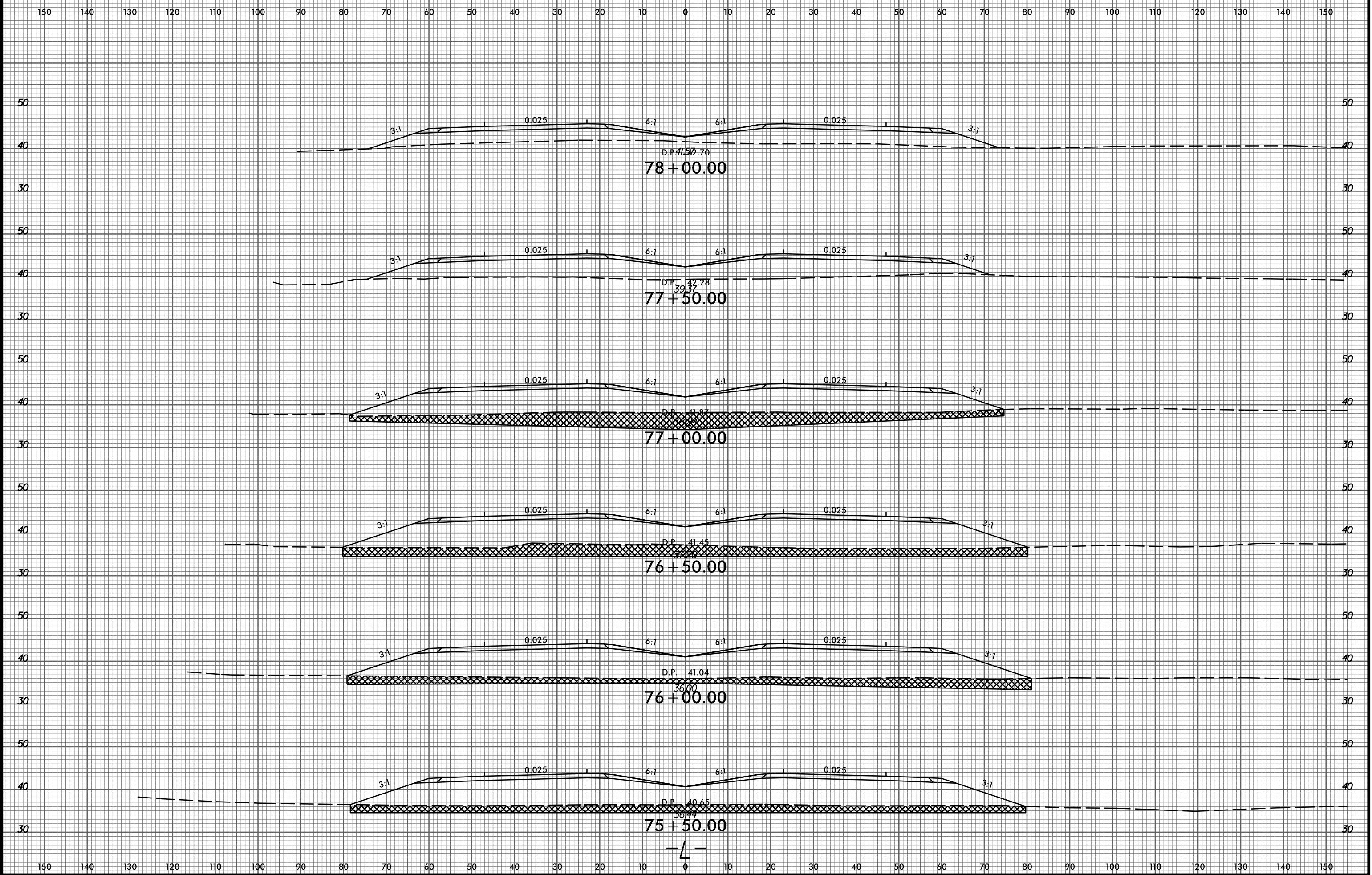
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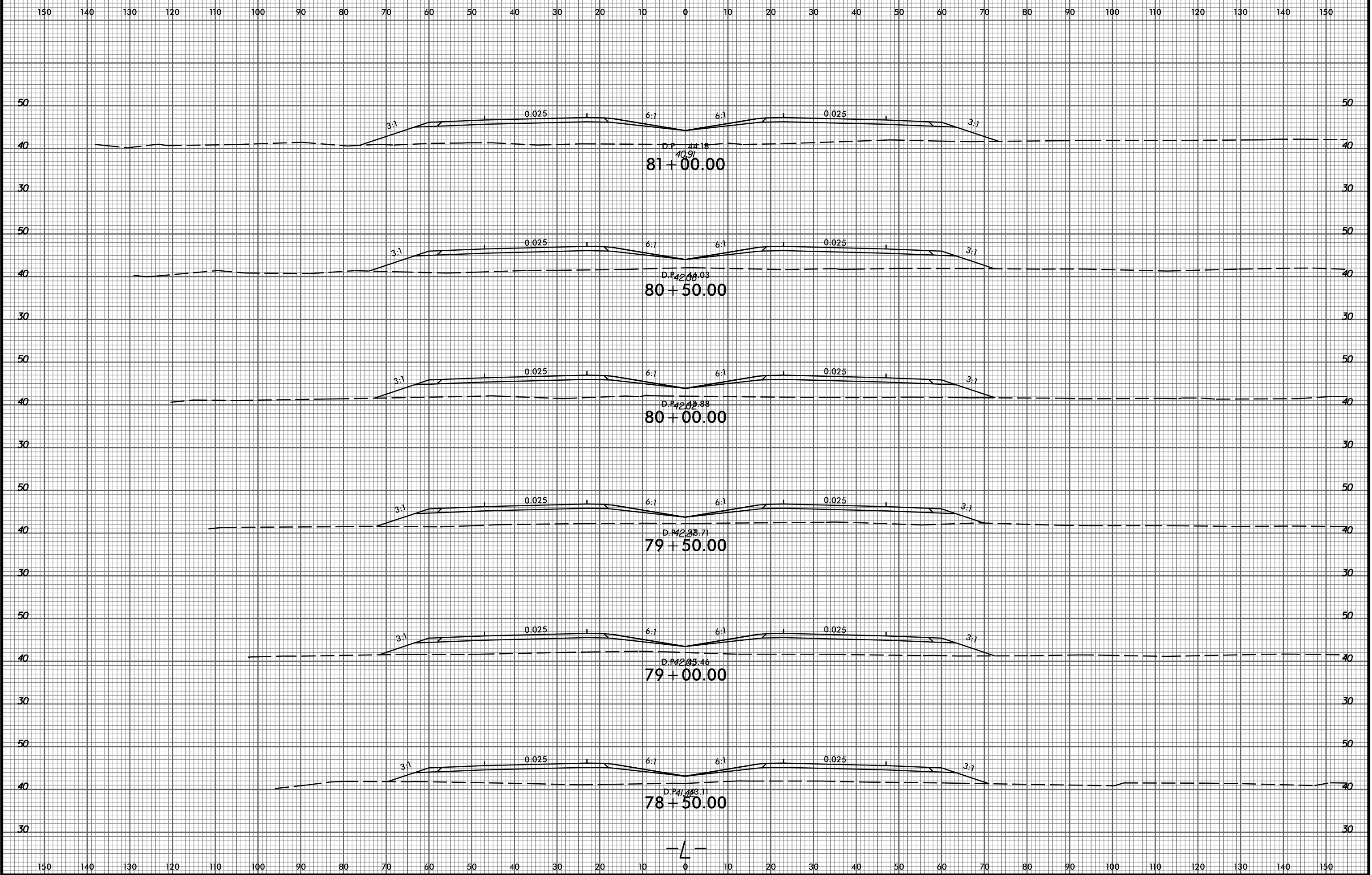
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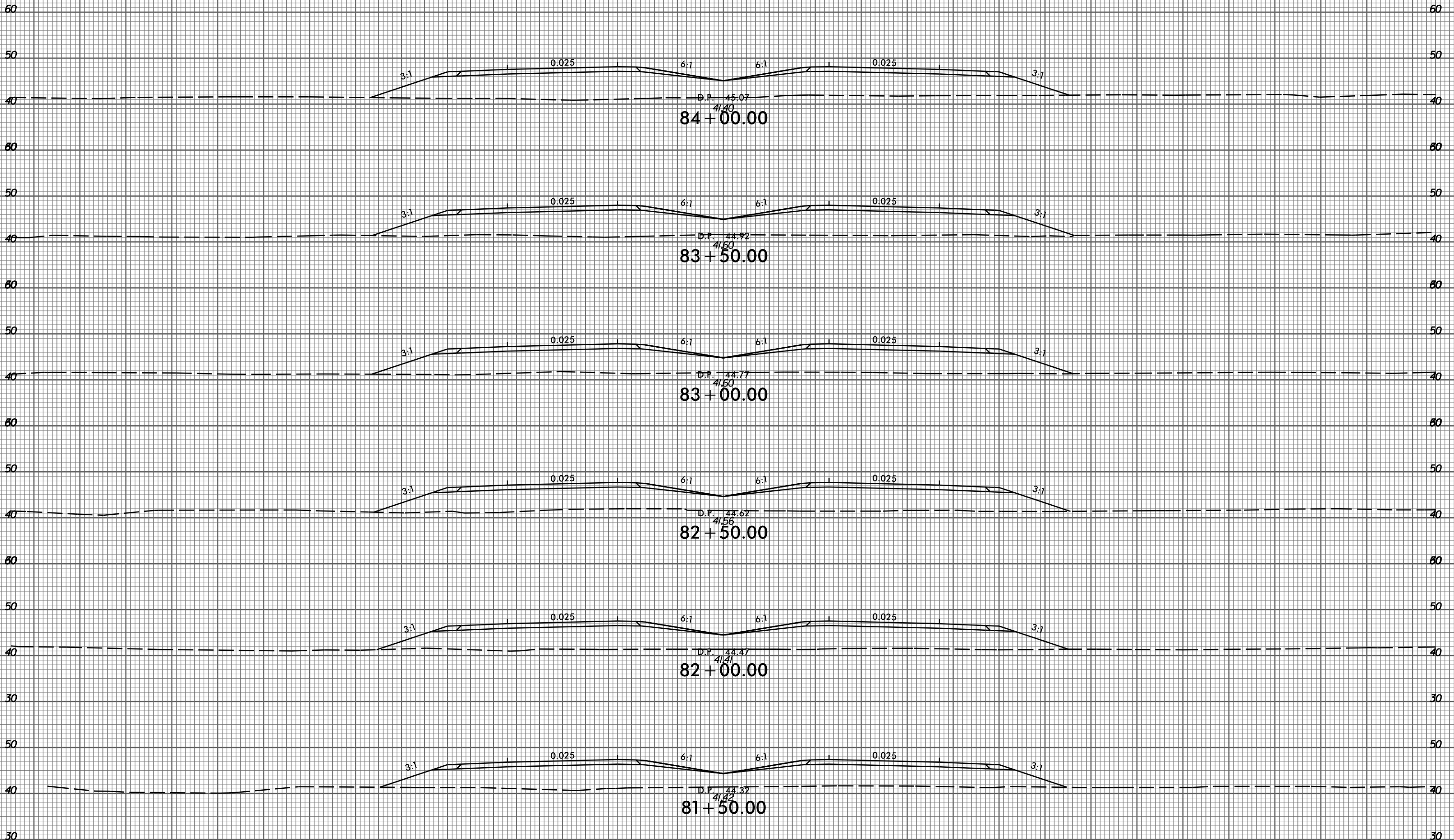
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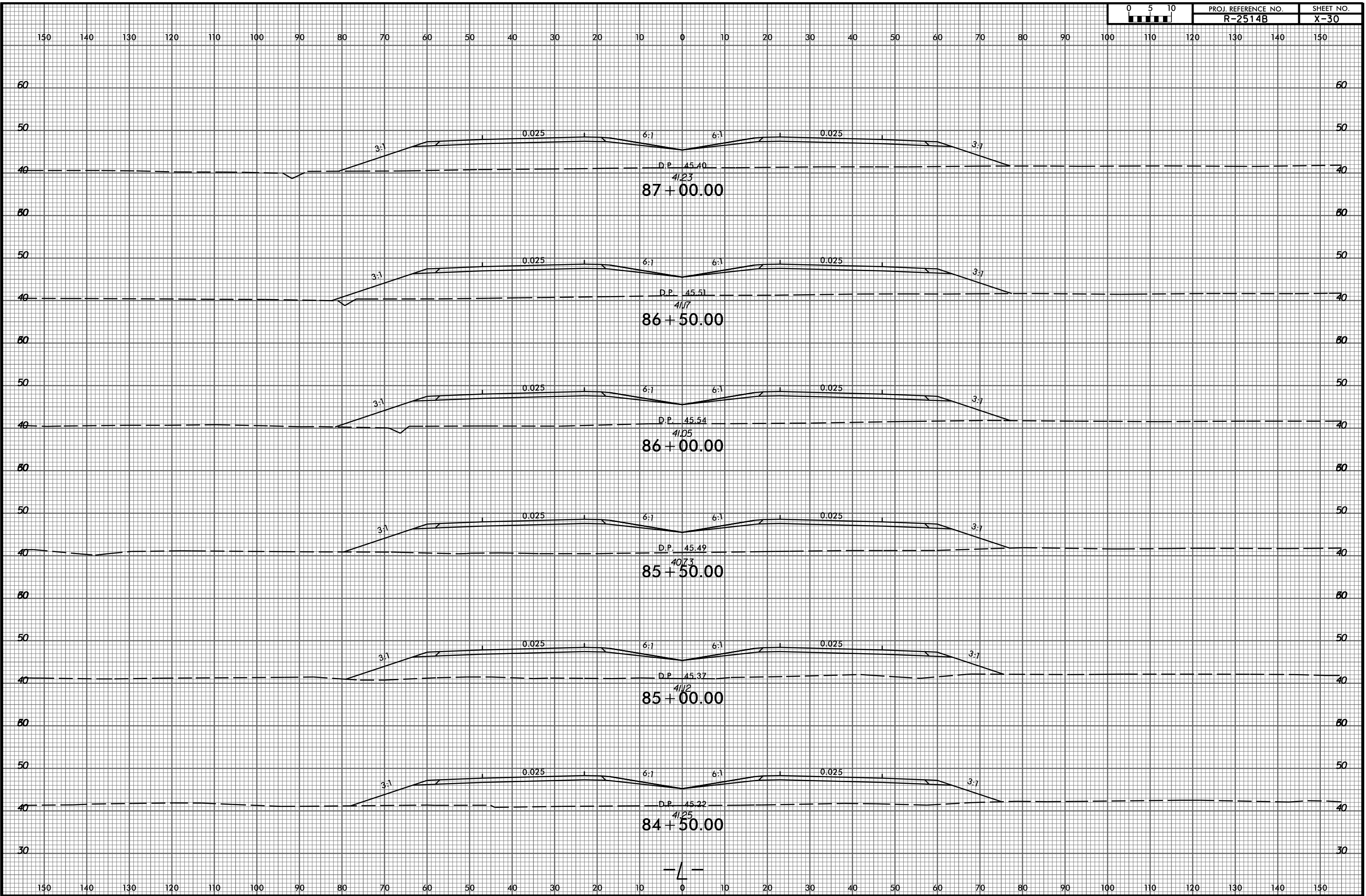
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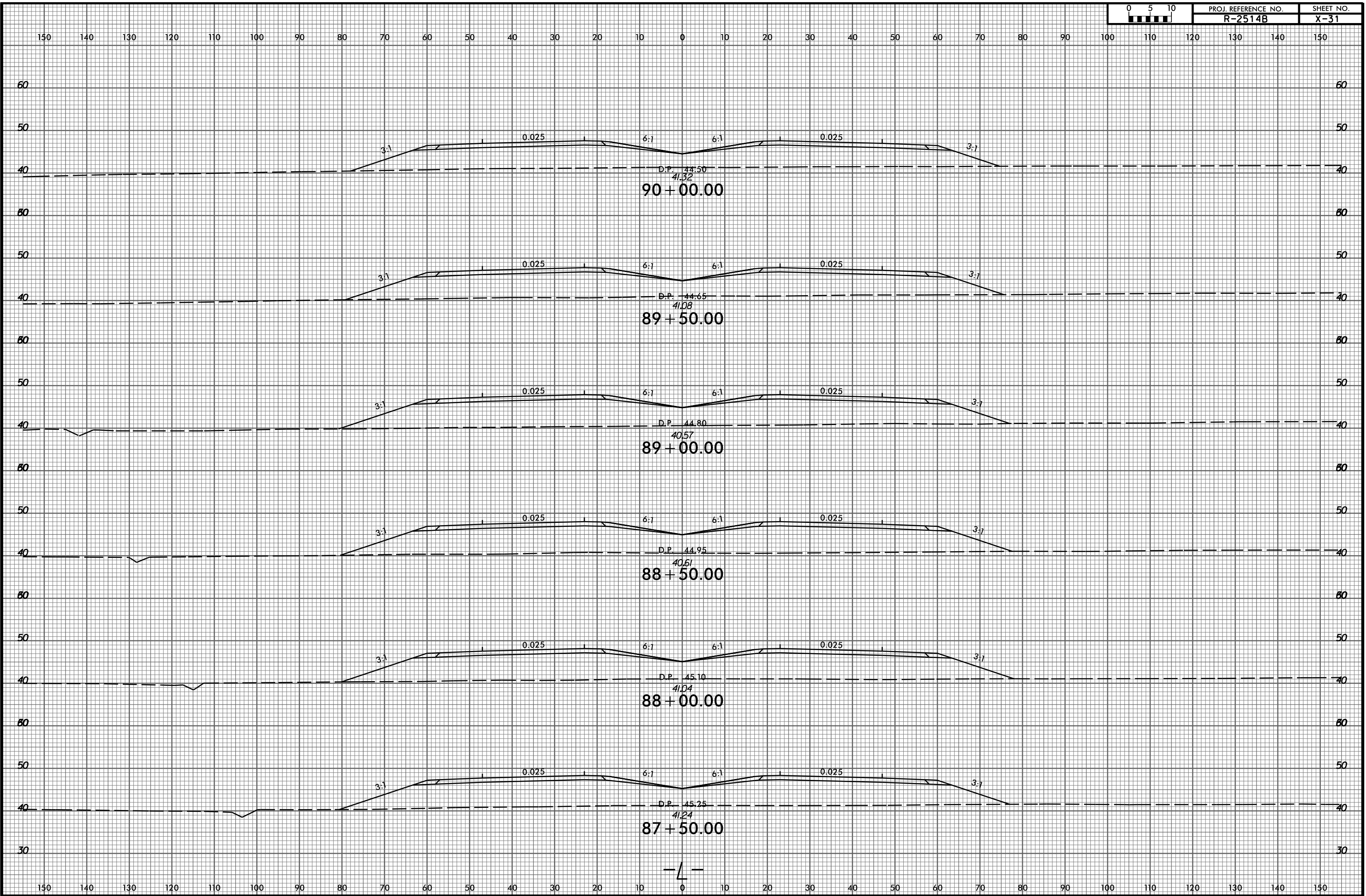
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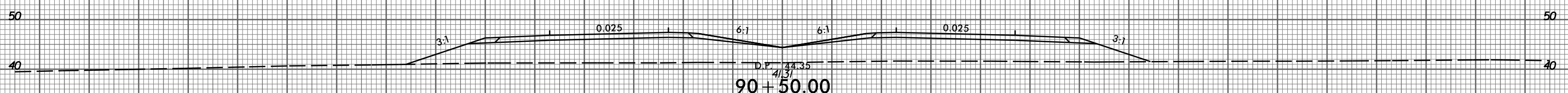
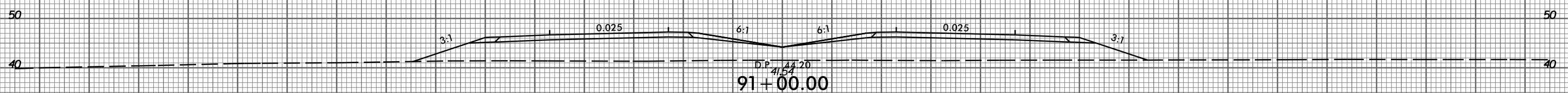
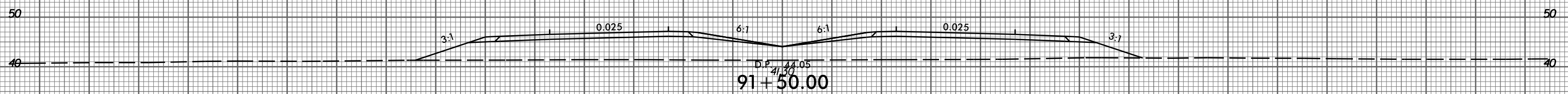
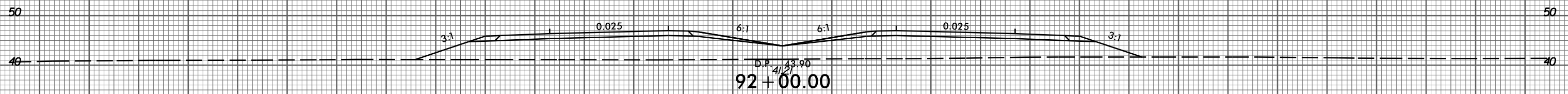
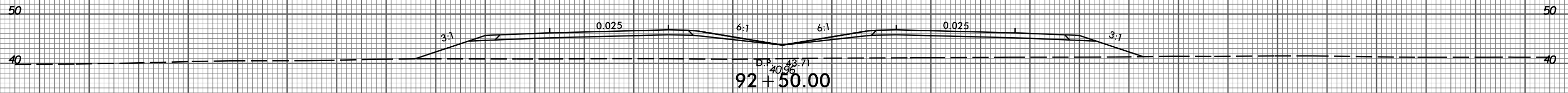
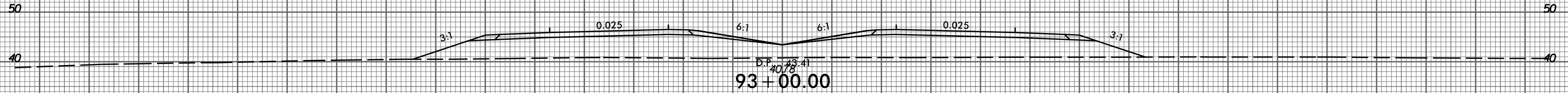


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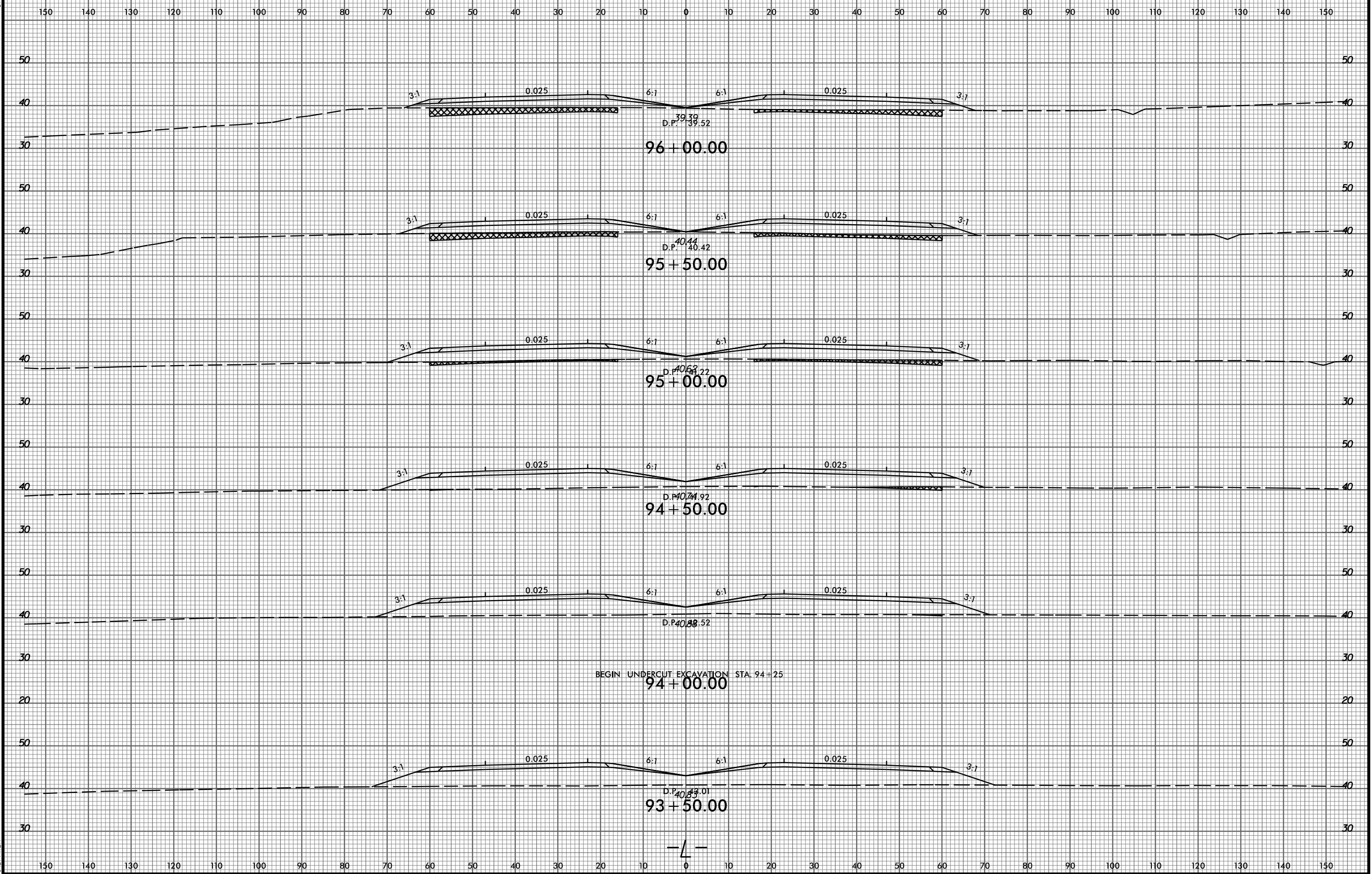
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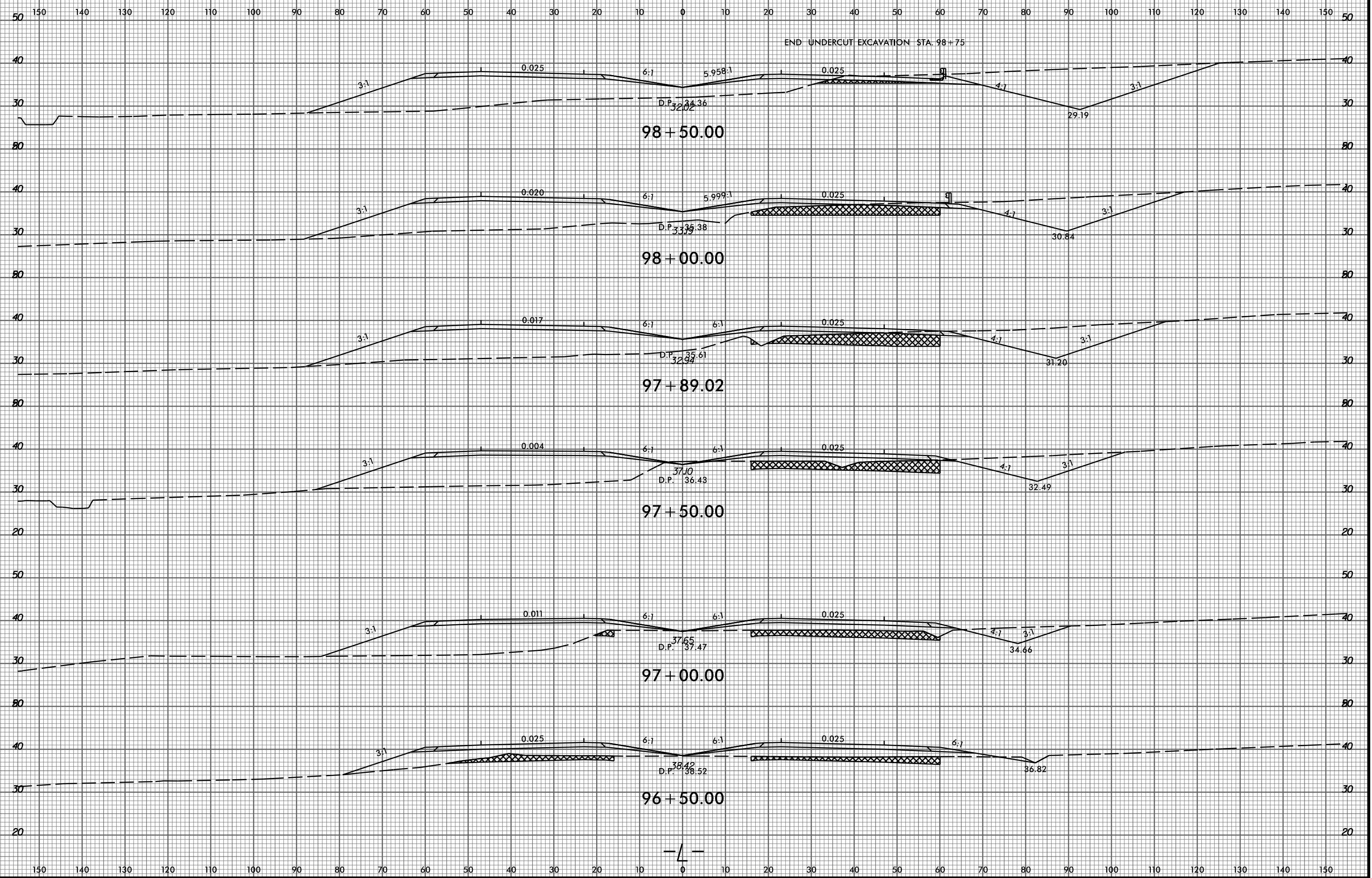
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8/23/99



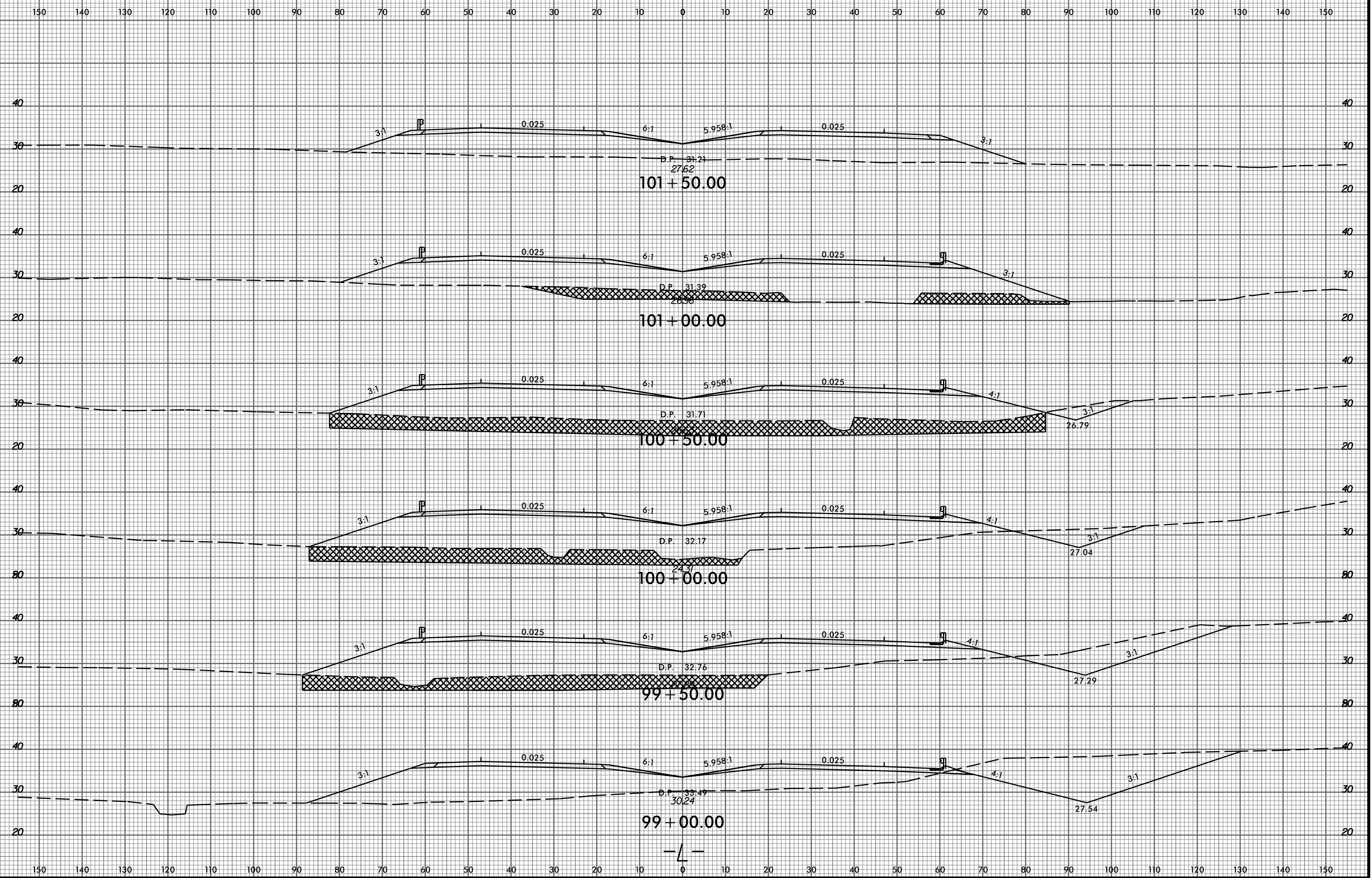
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thuffman

8/23/99



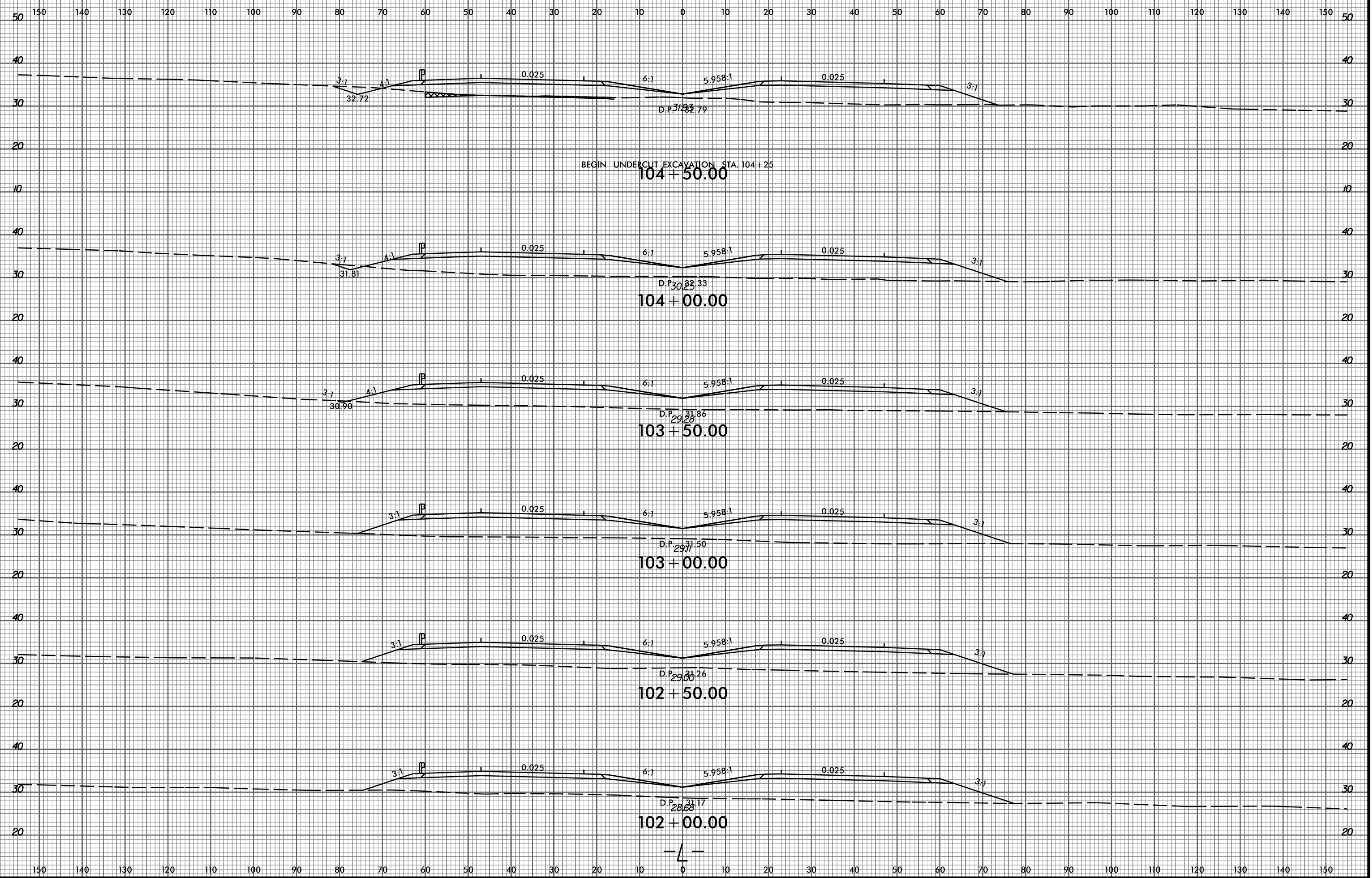
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8/23/99

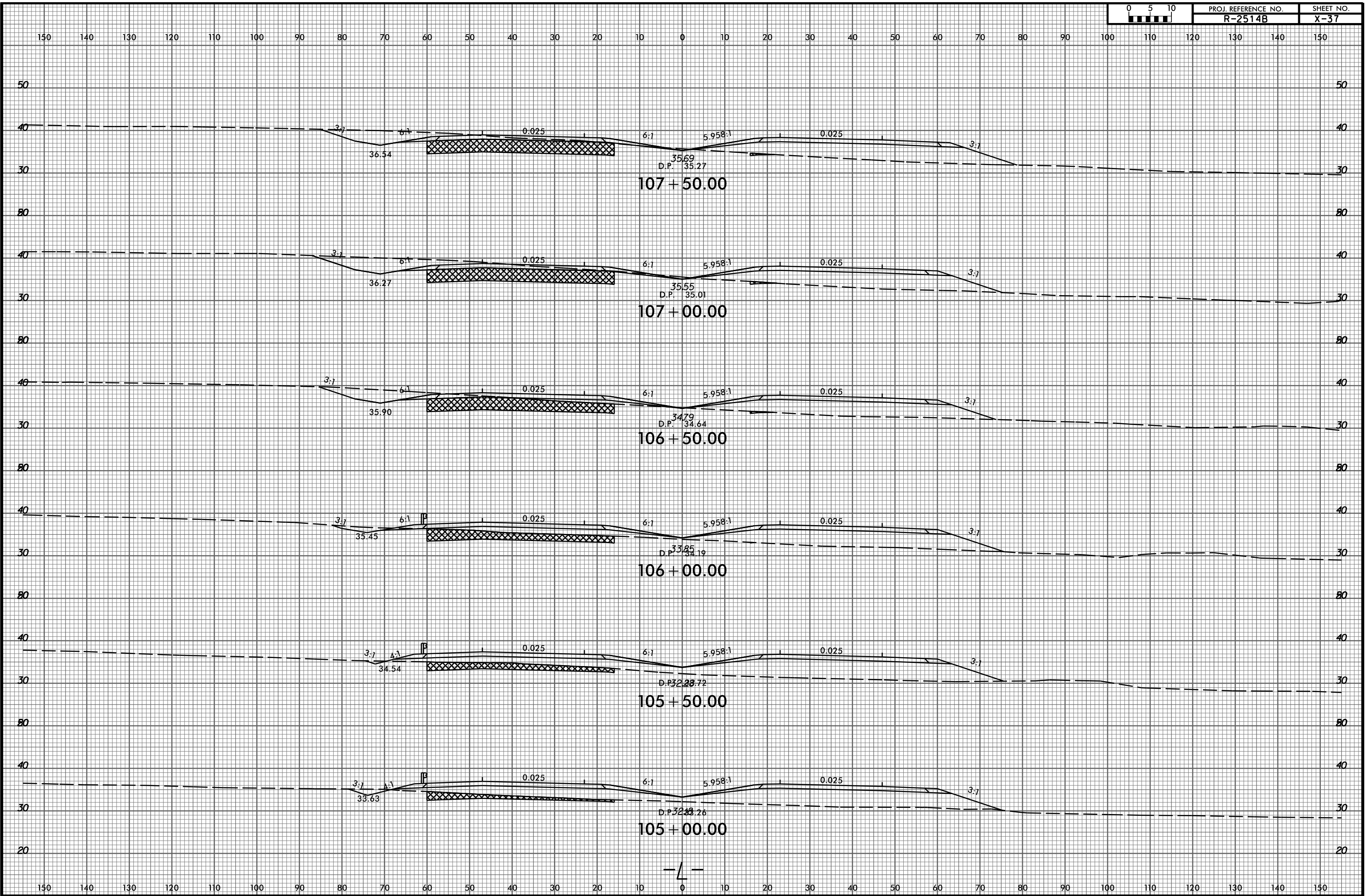


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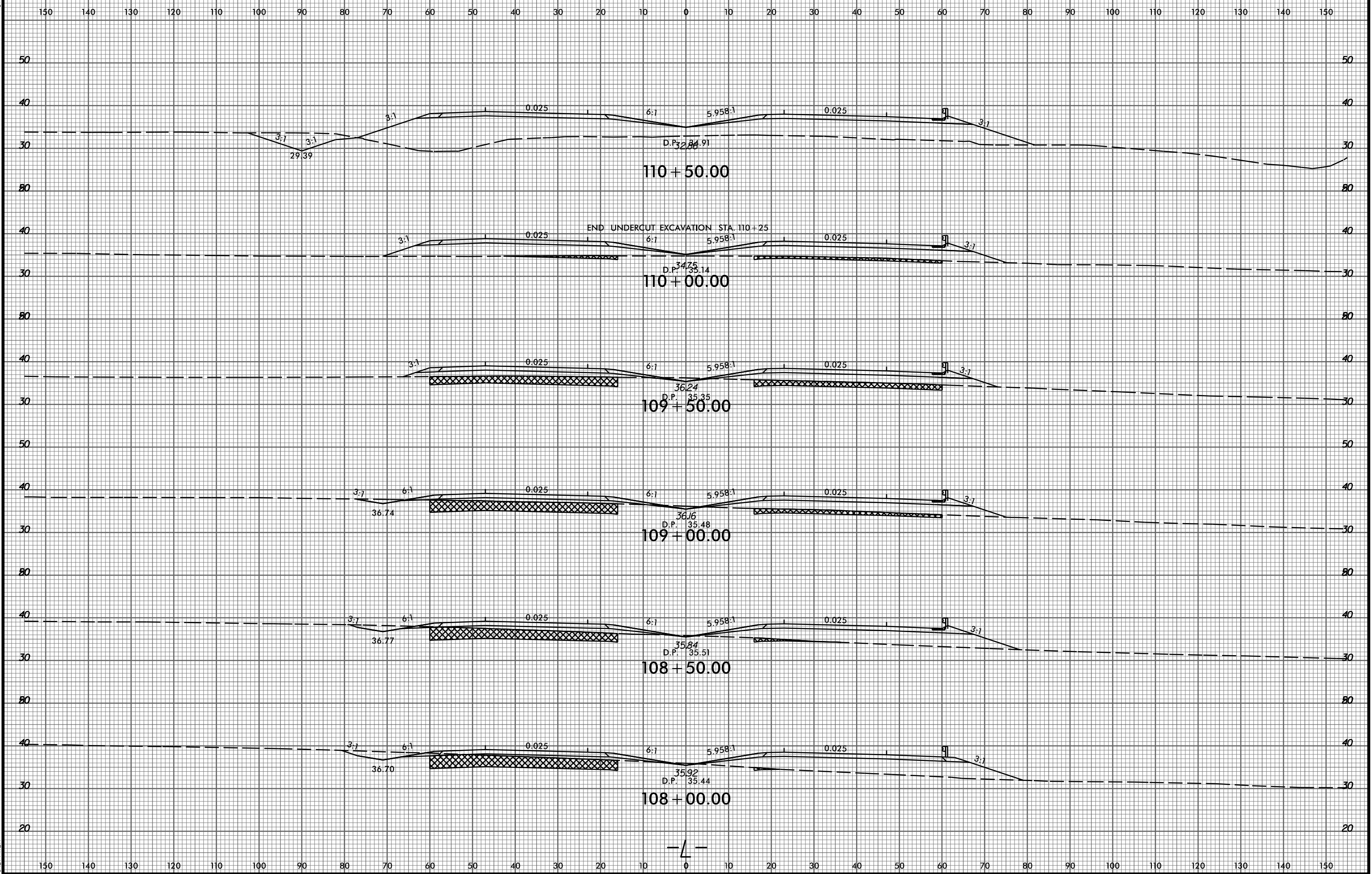
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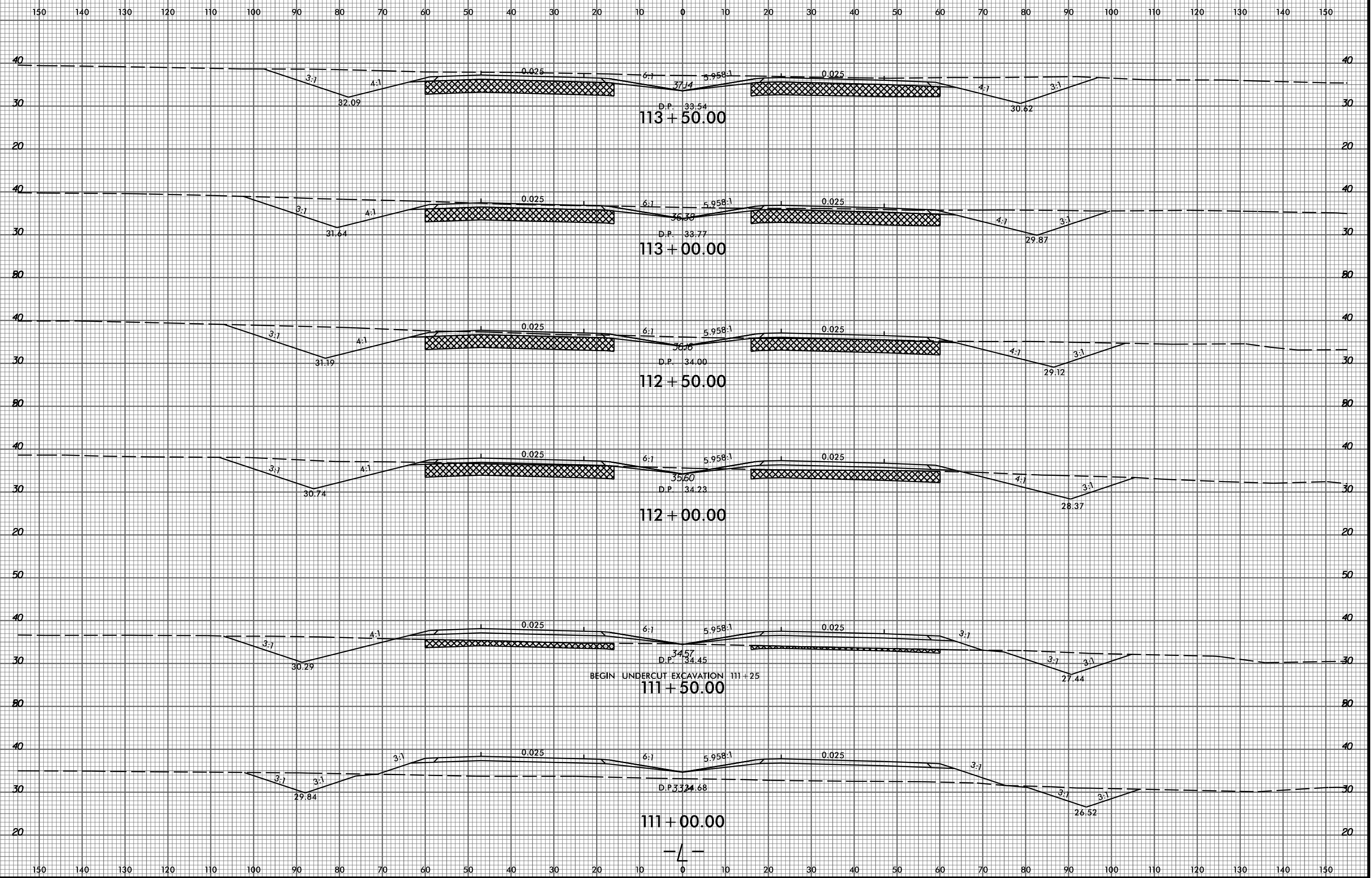


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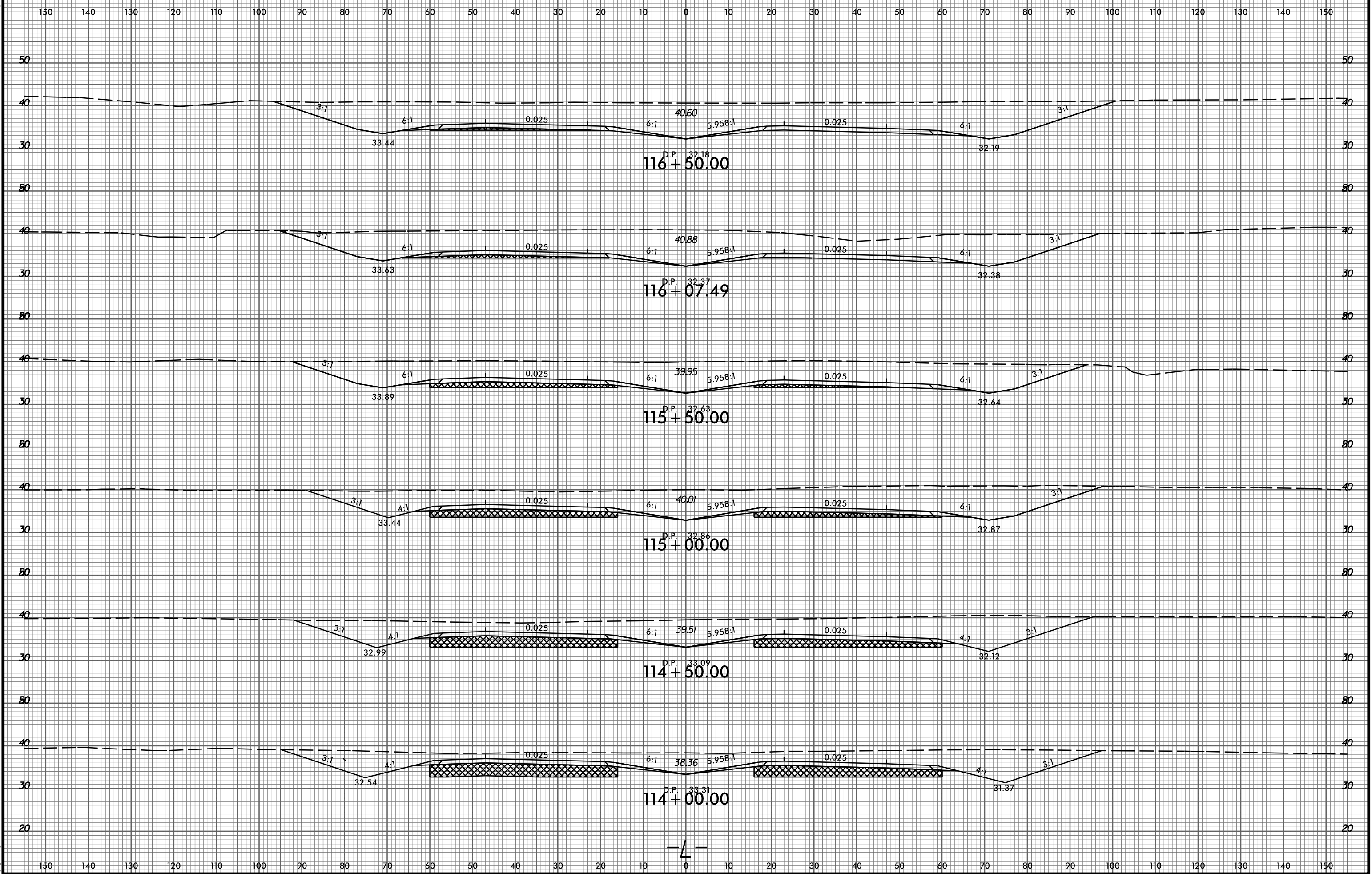
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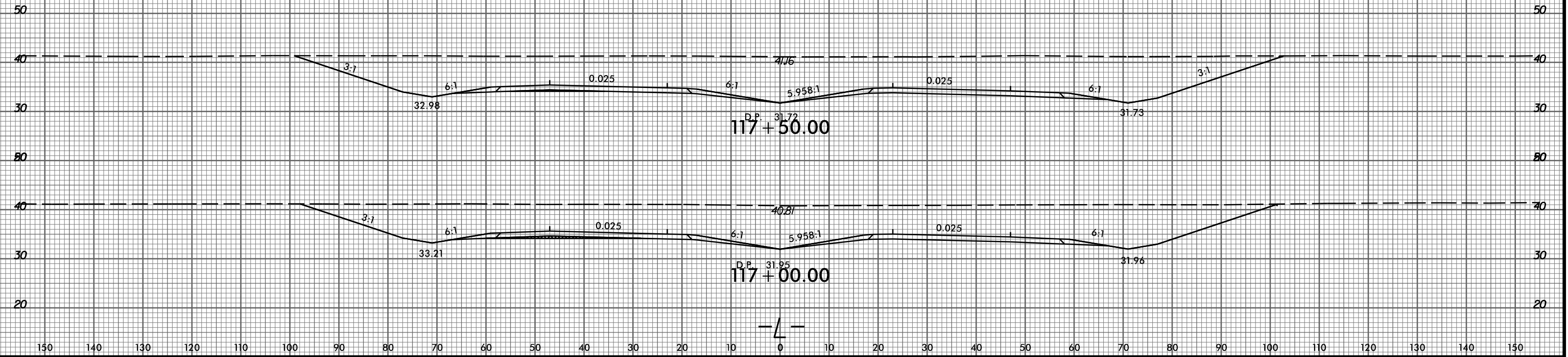
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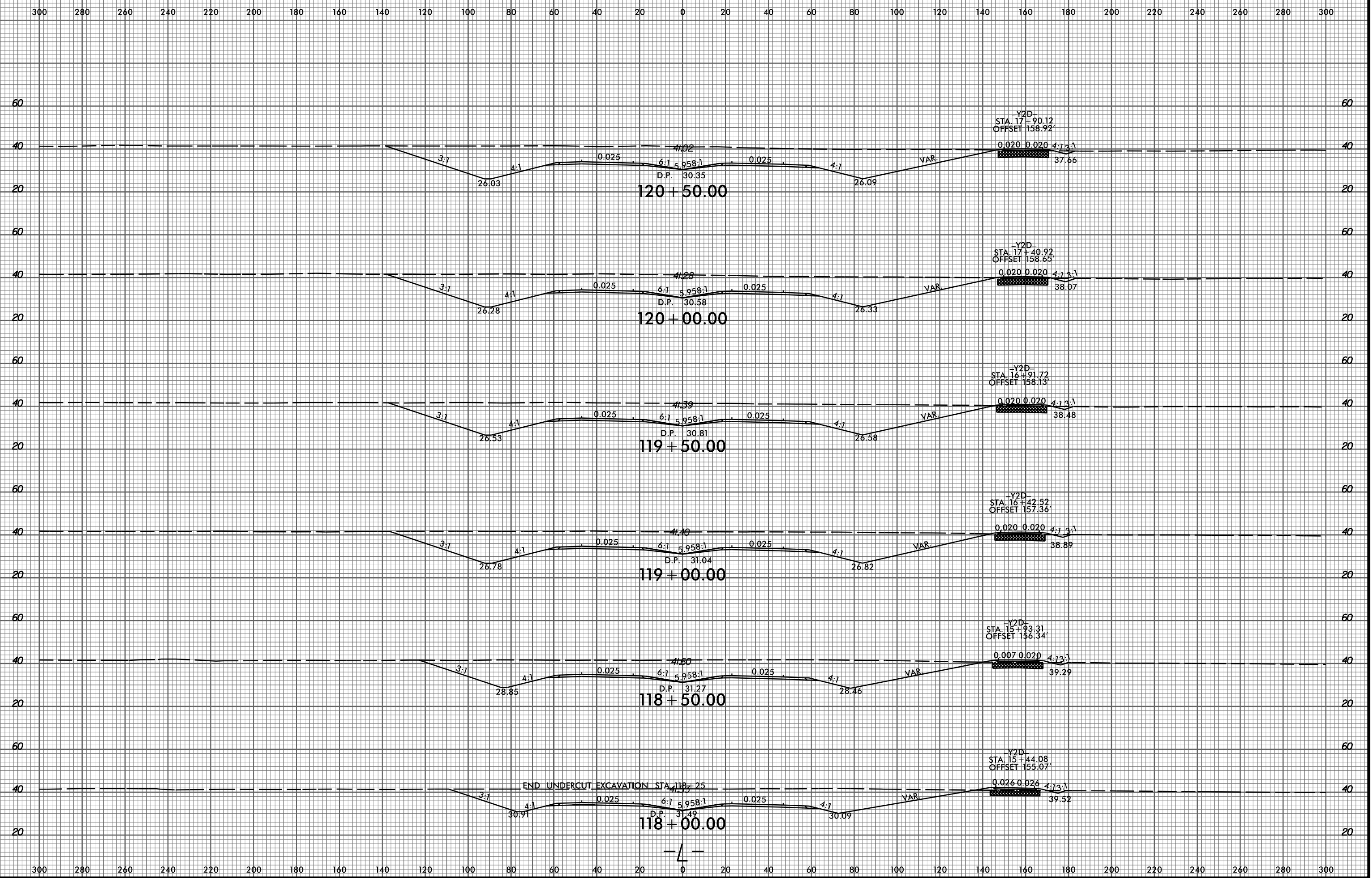
PROJ. REFERENCE NO.
R-2514B

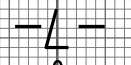
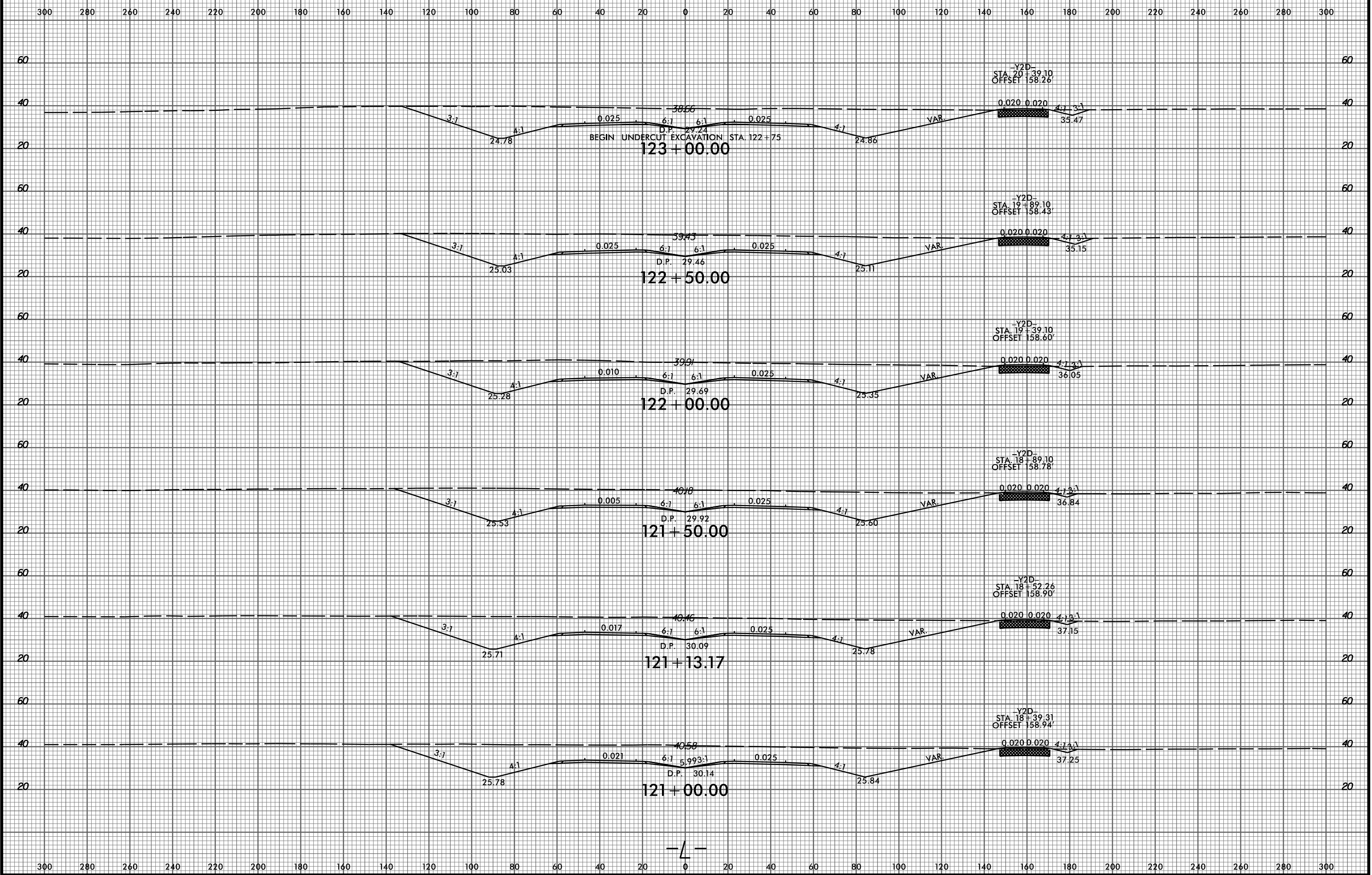
SHEET NO.
X-41

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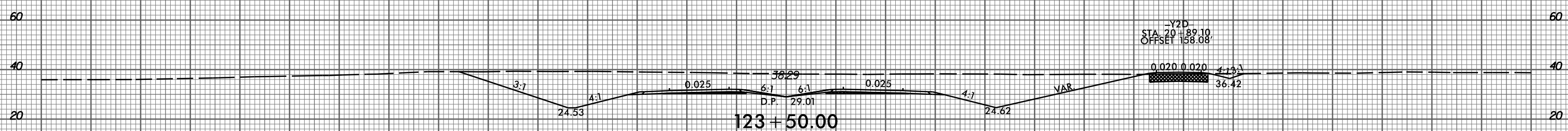
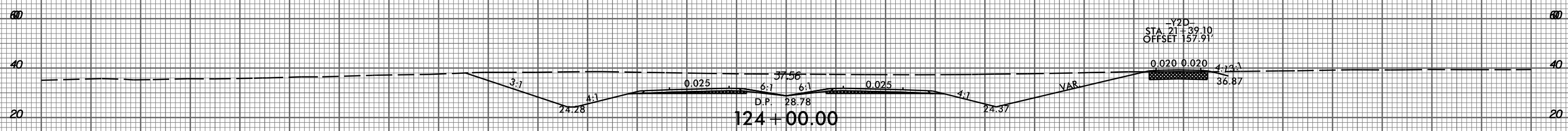
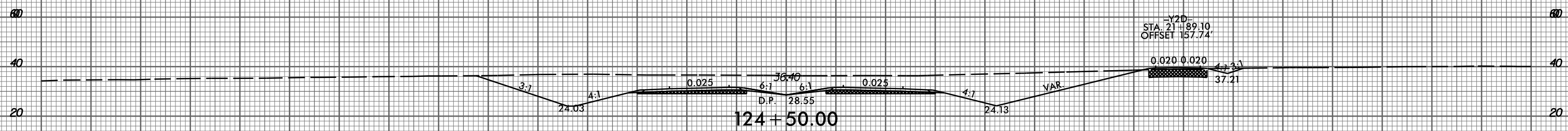
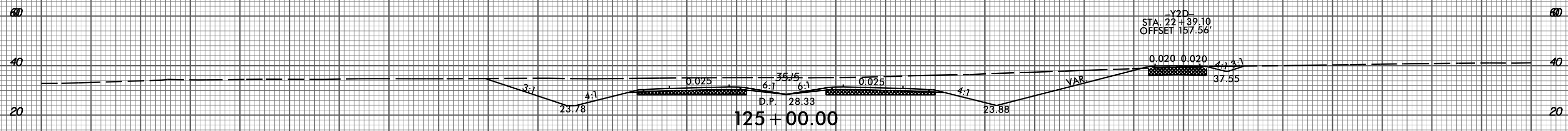
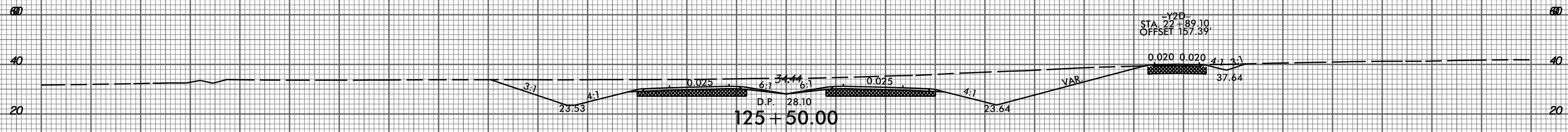
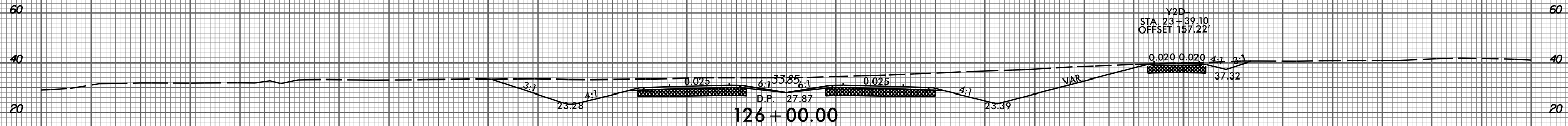


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thuffman



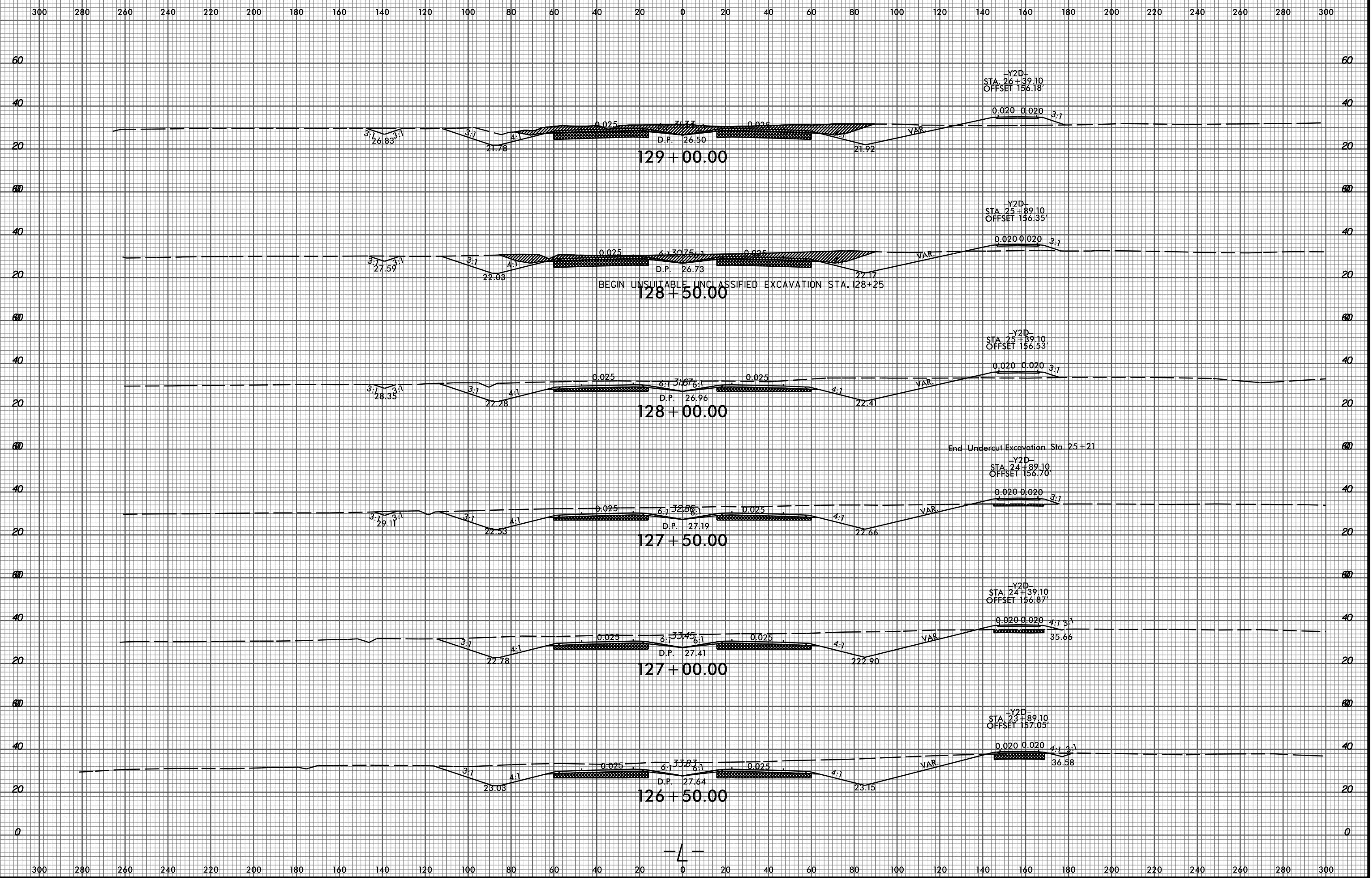


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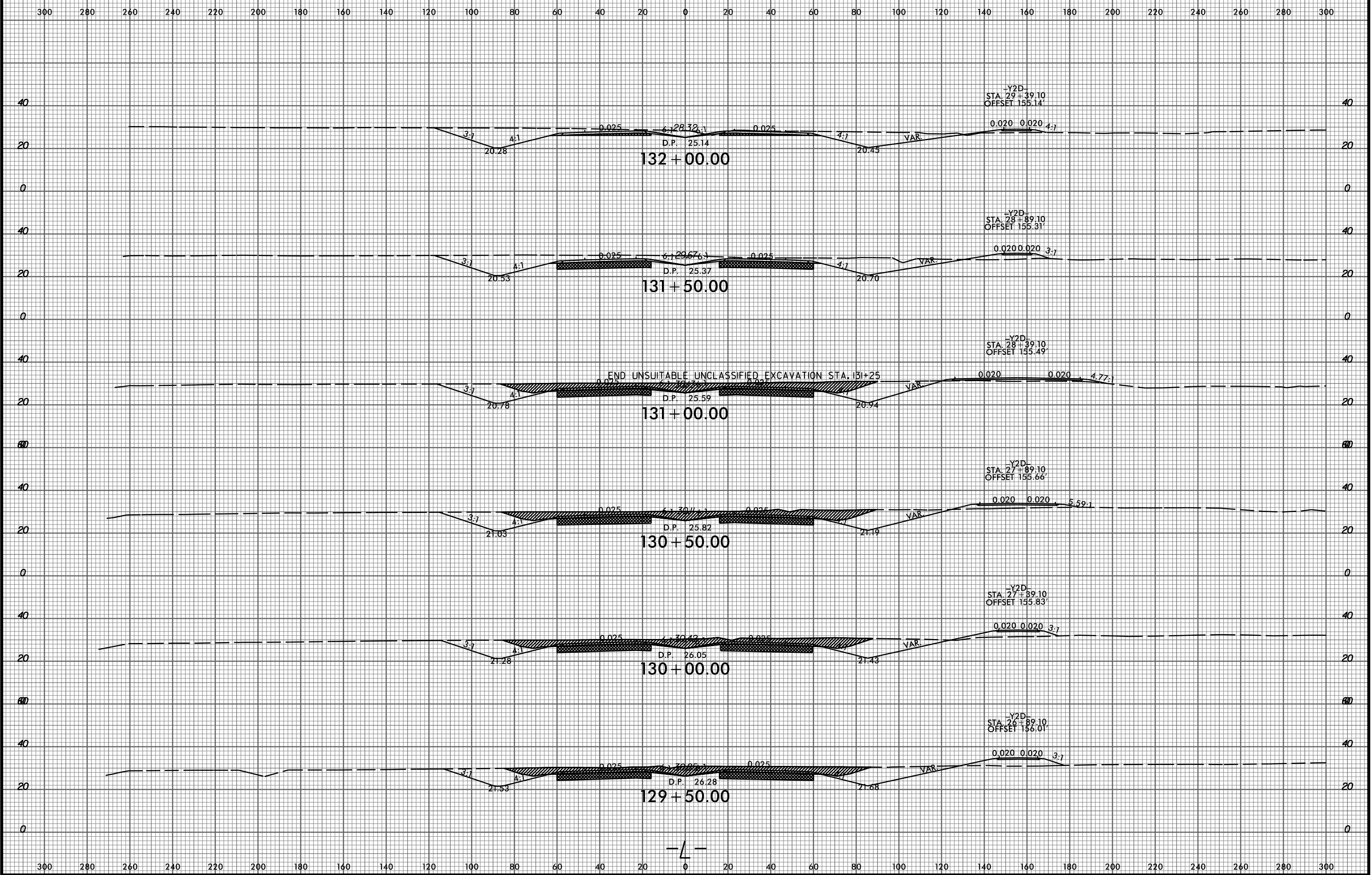


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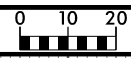


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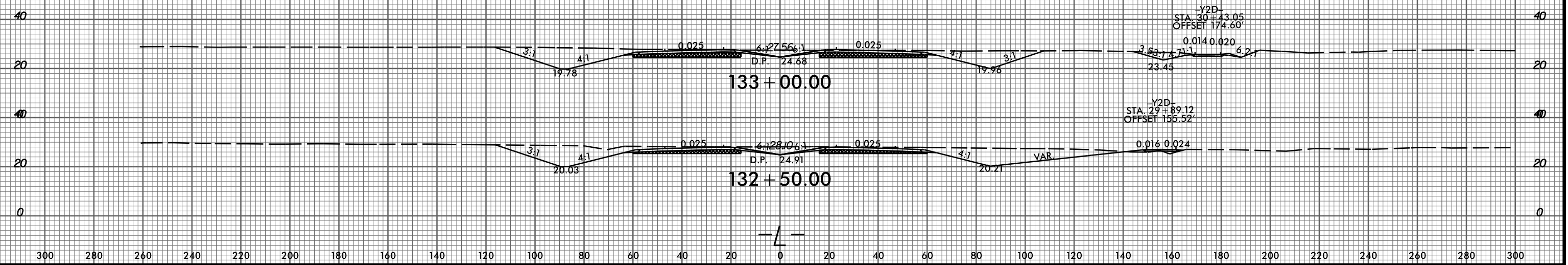
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8/23/99



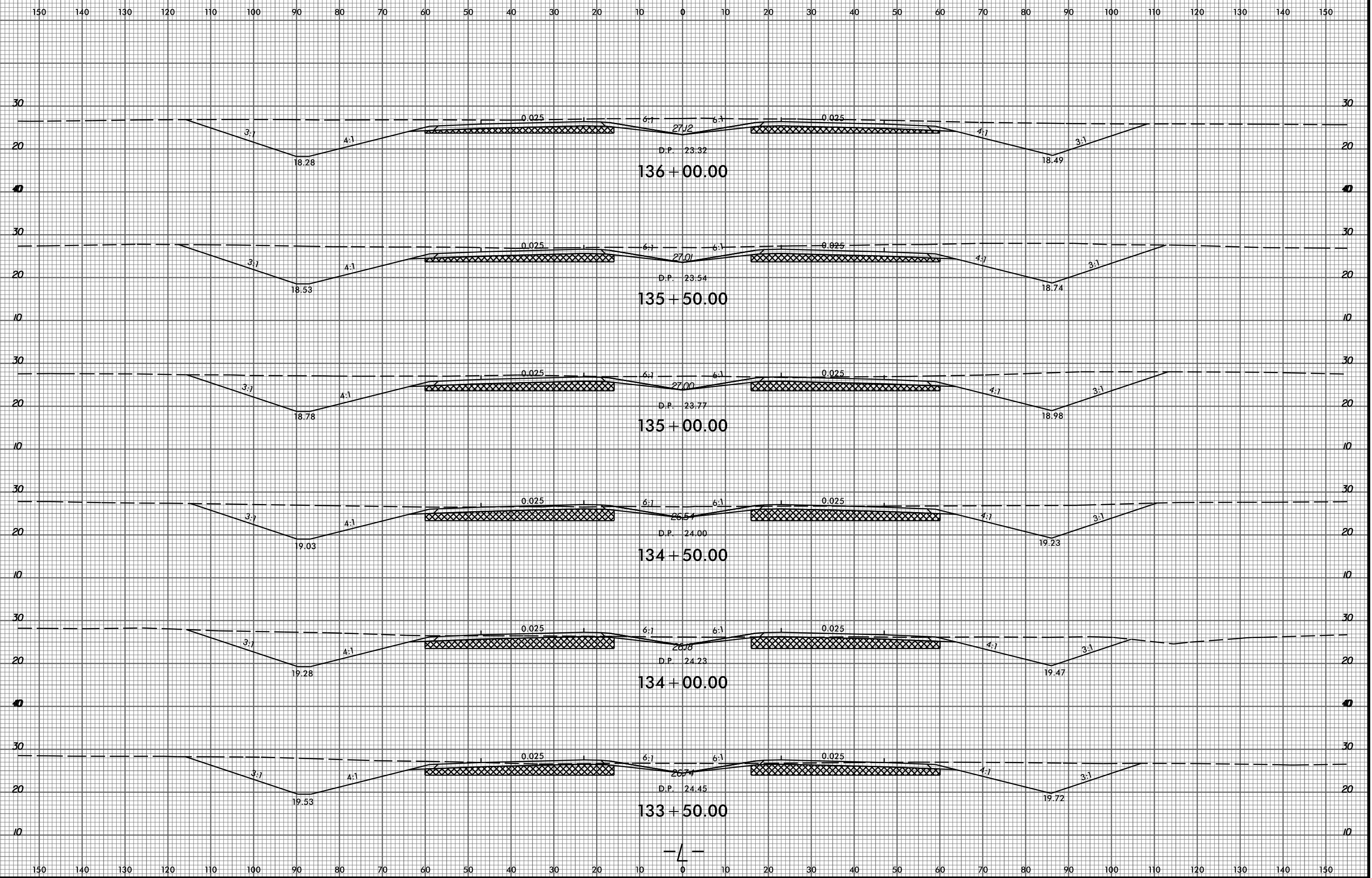
PROJ. REFERENCE NO. R-2514B SHEET NO. X-47

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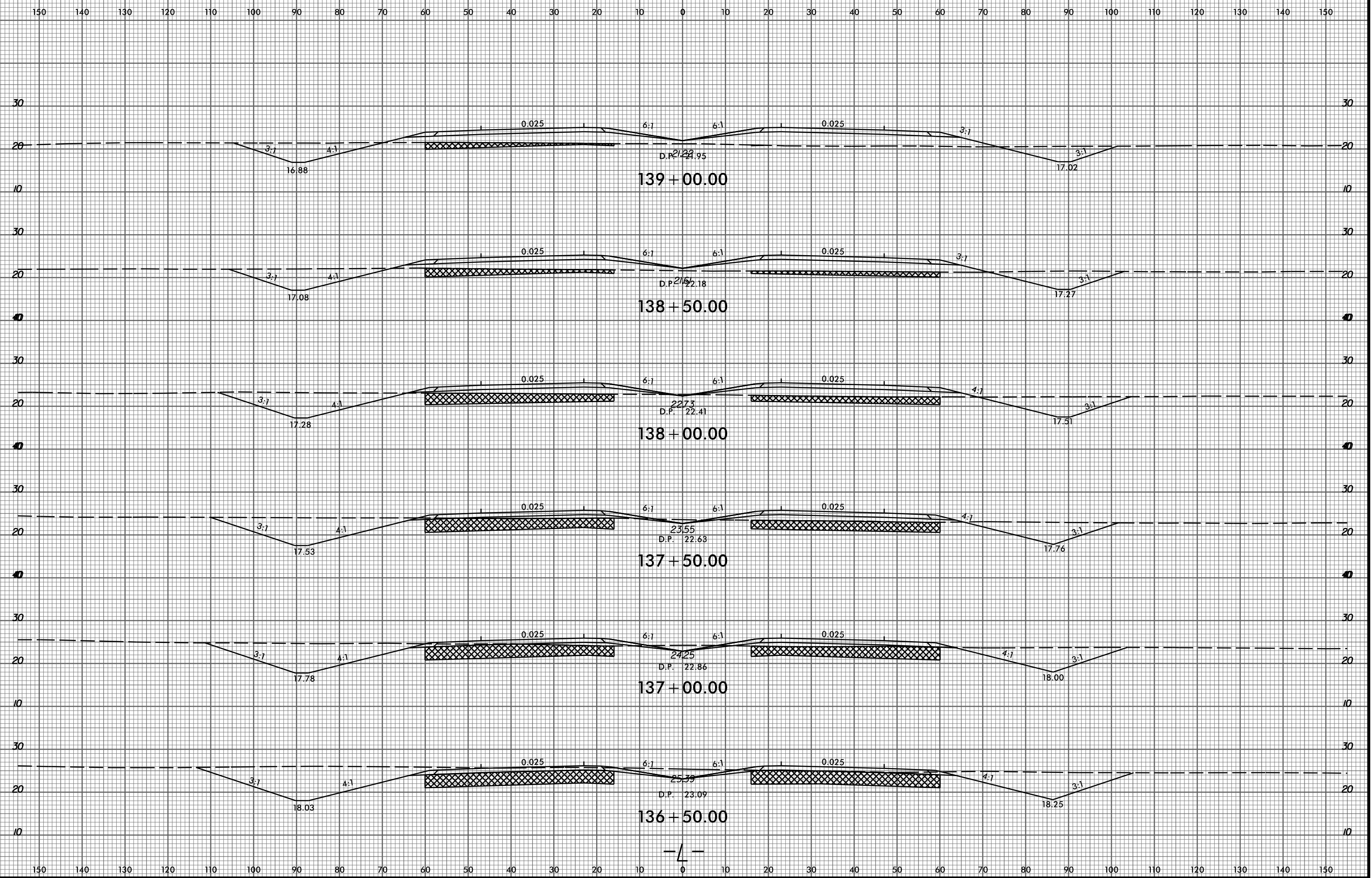
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8/23/99

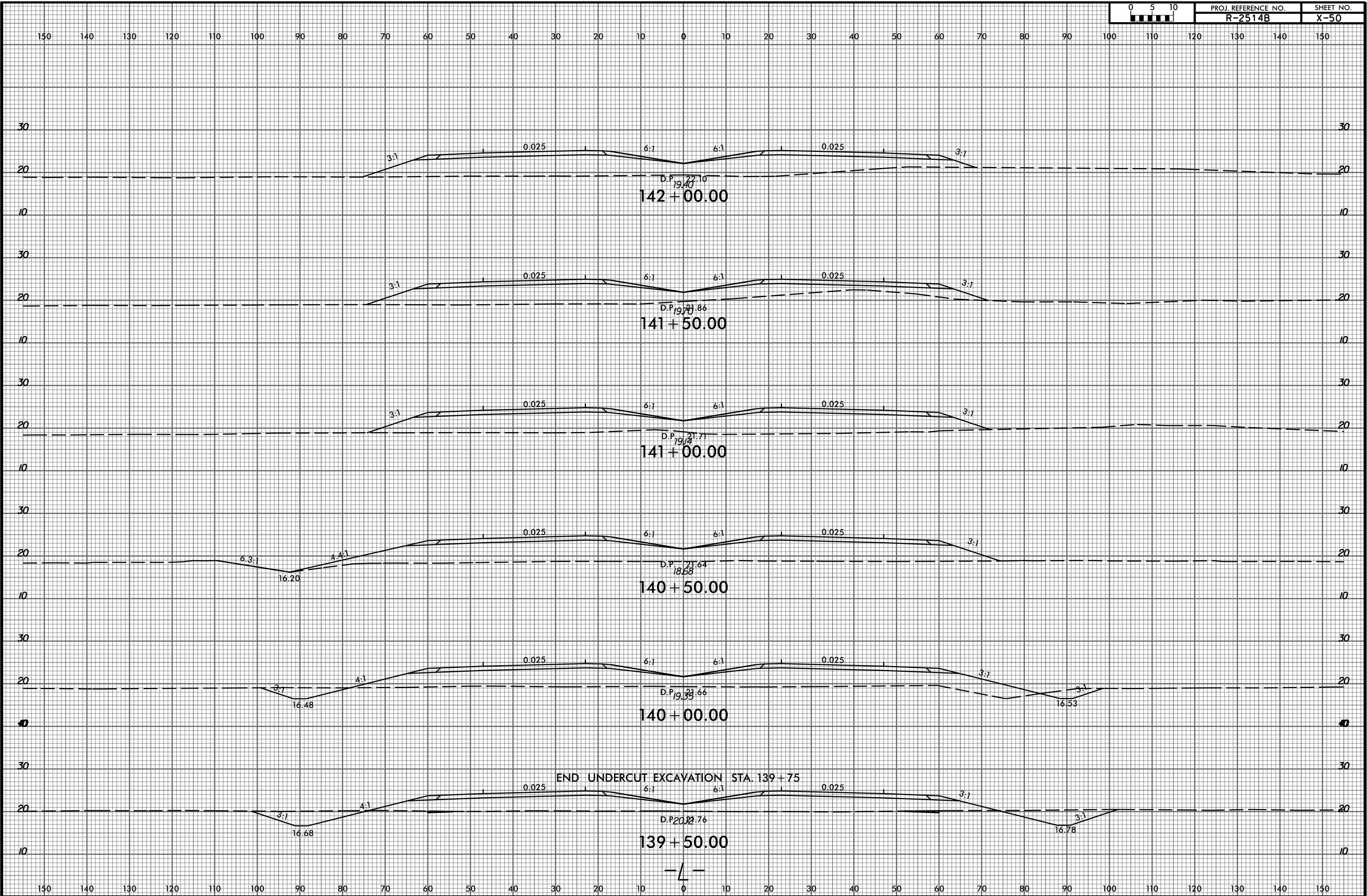


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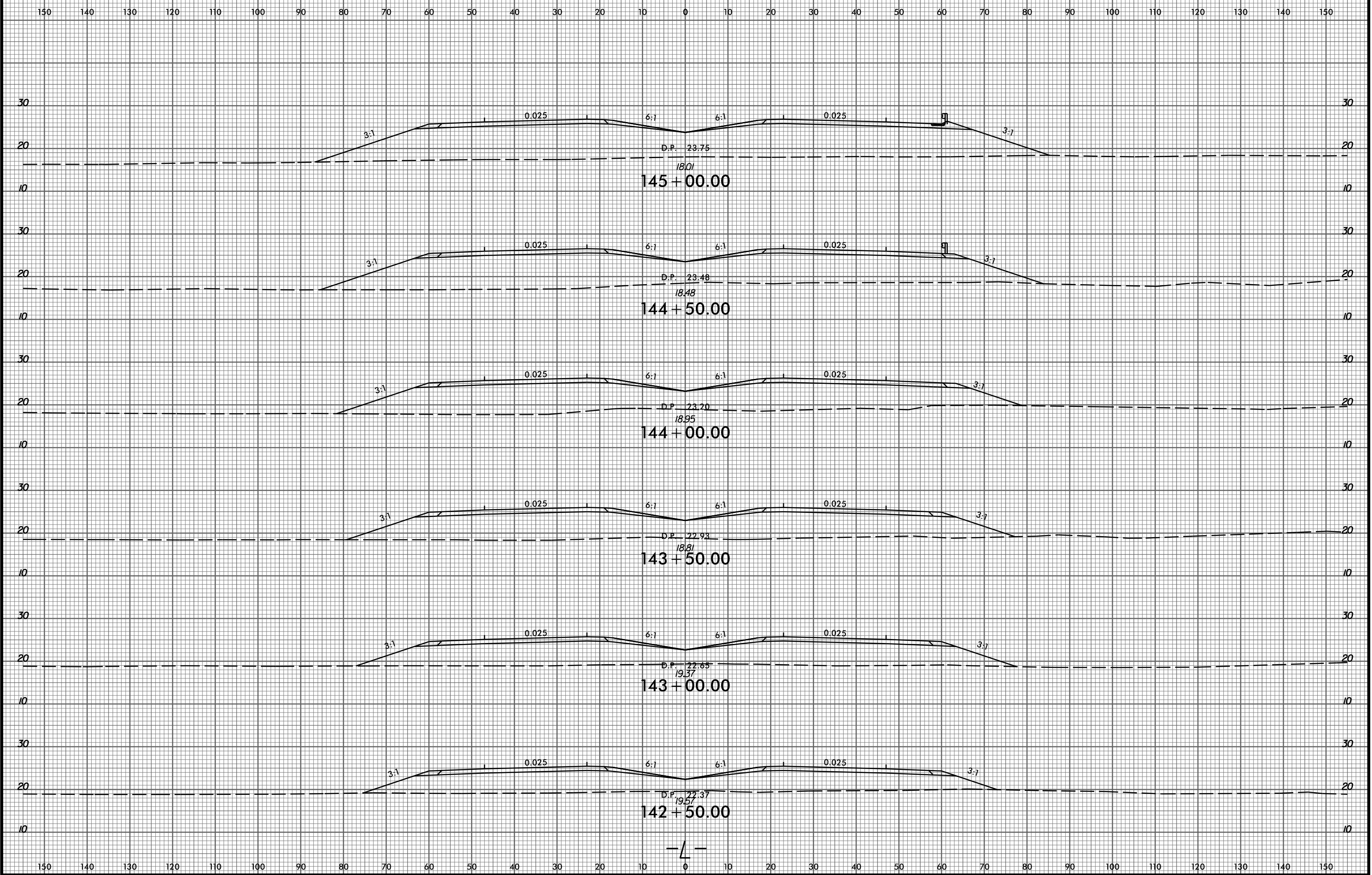
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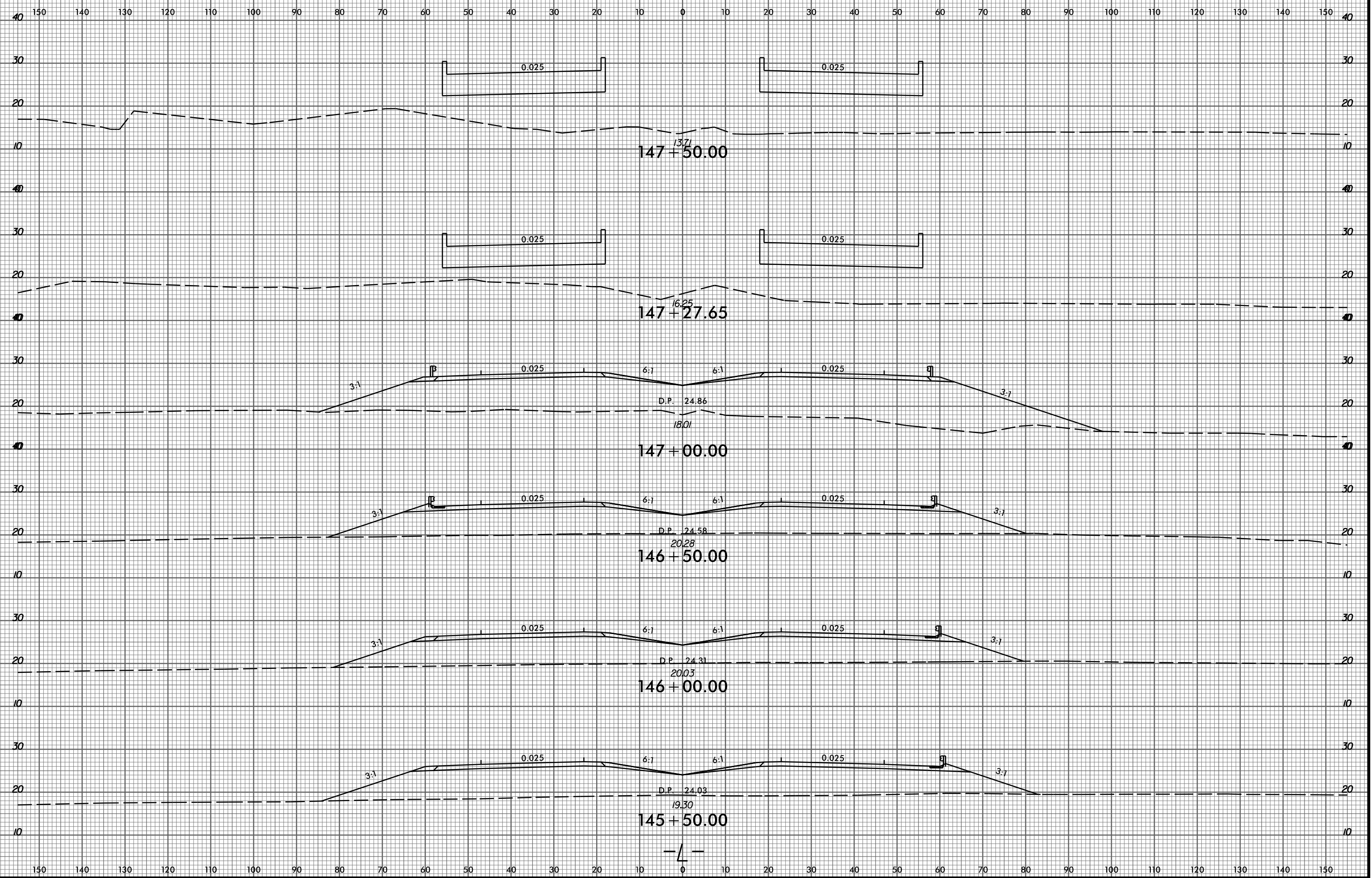
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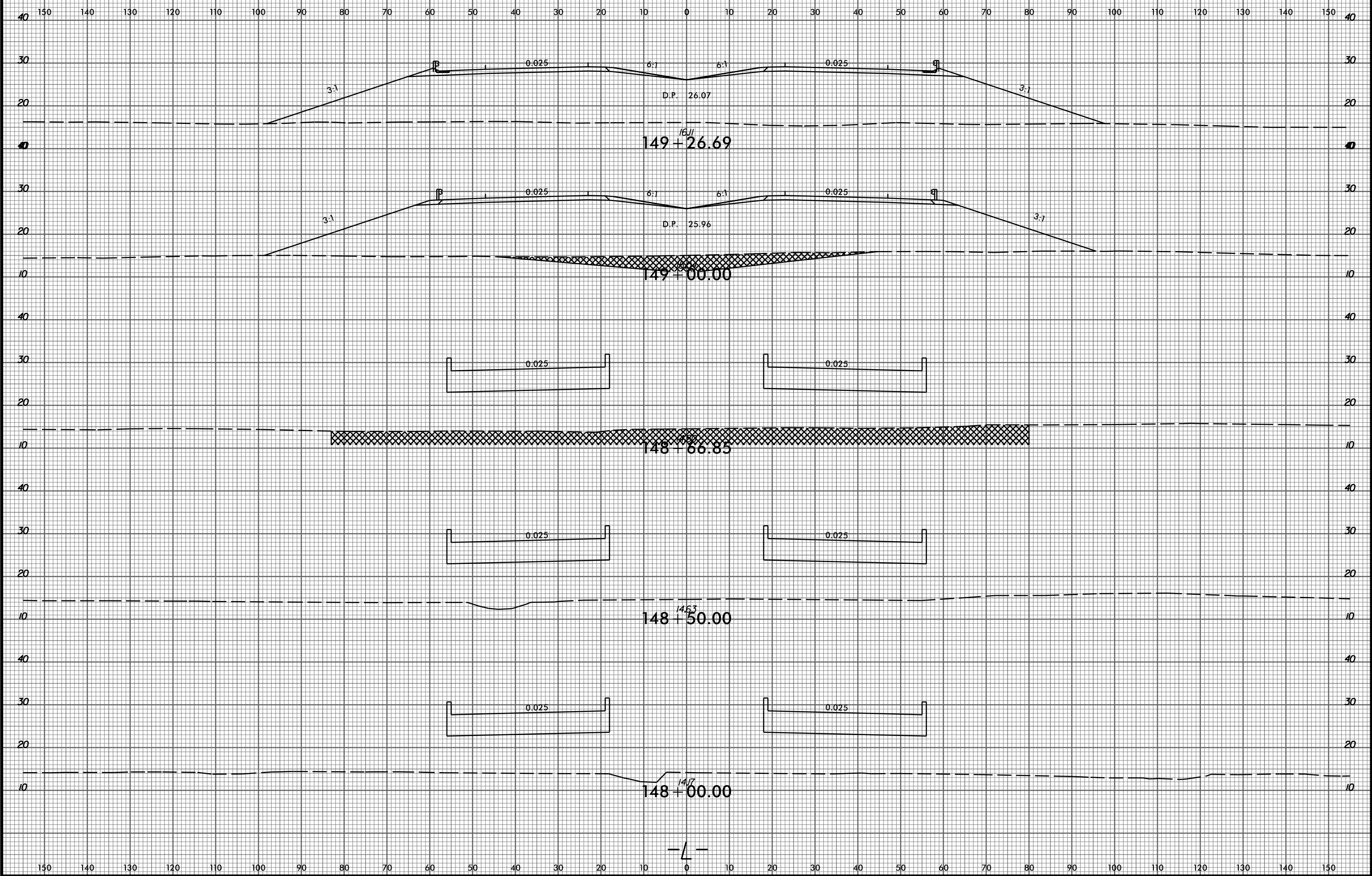


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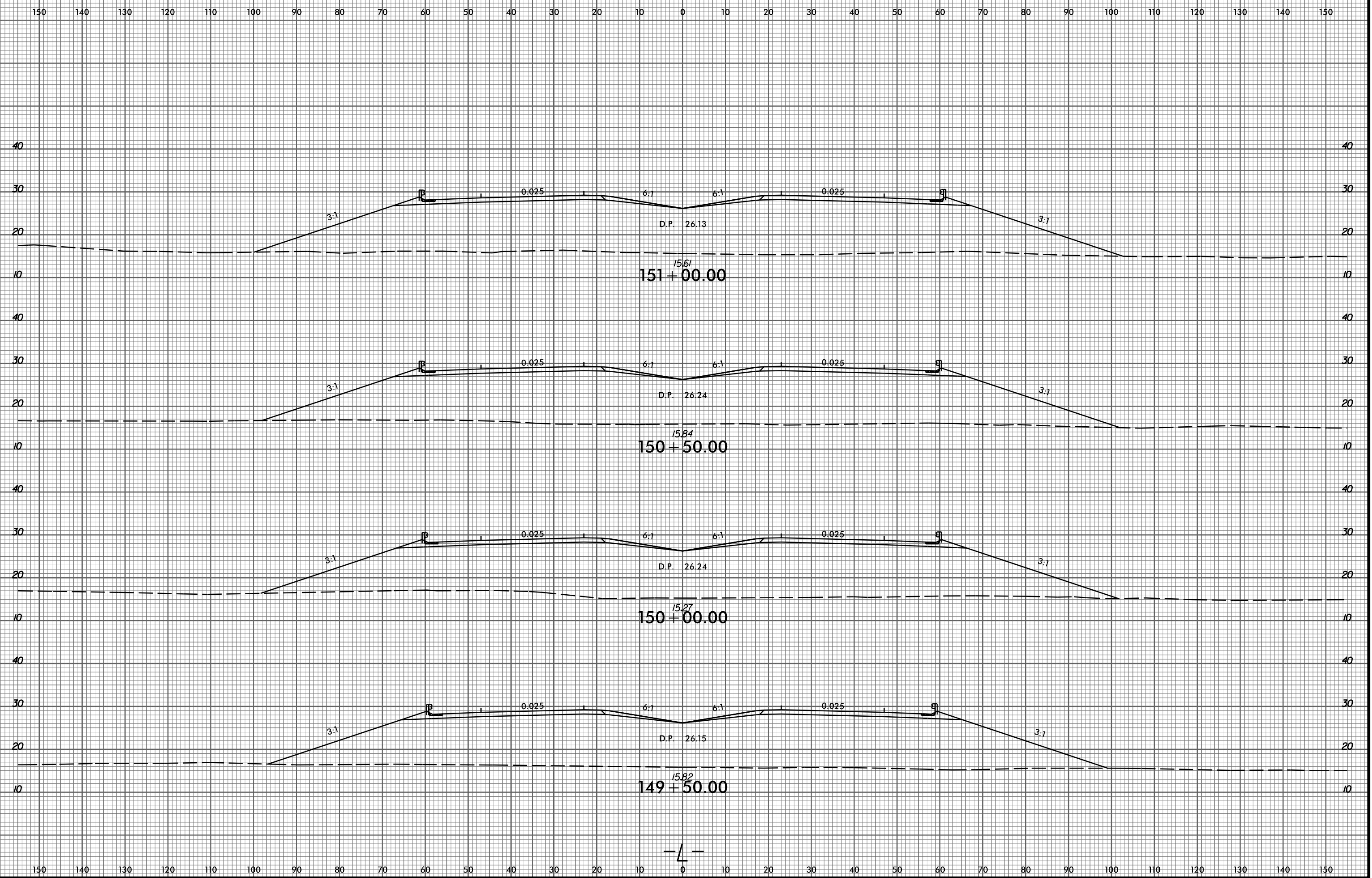


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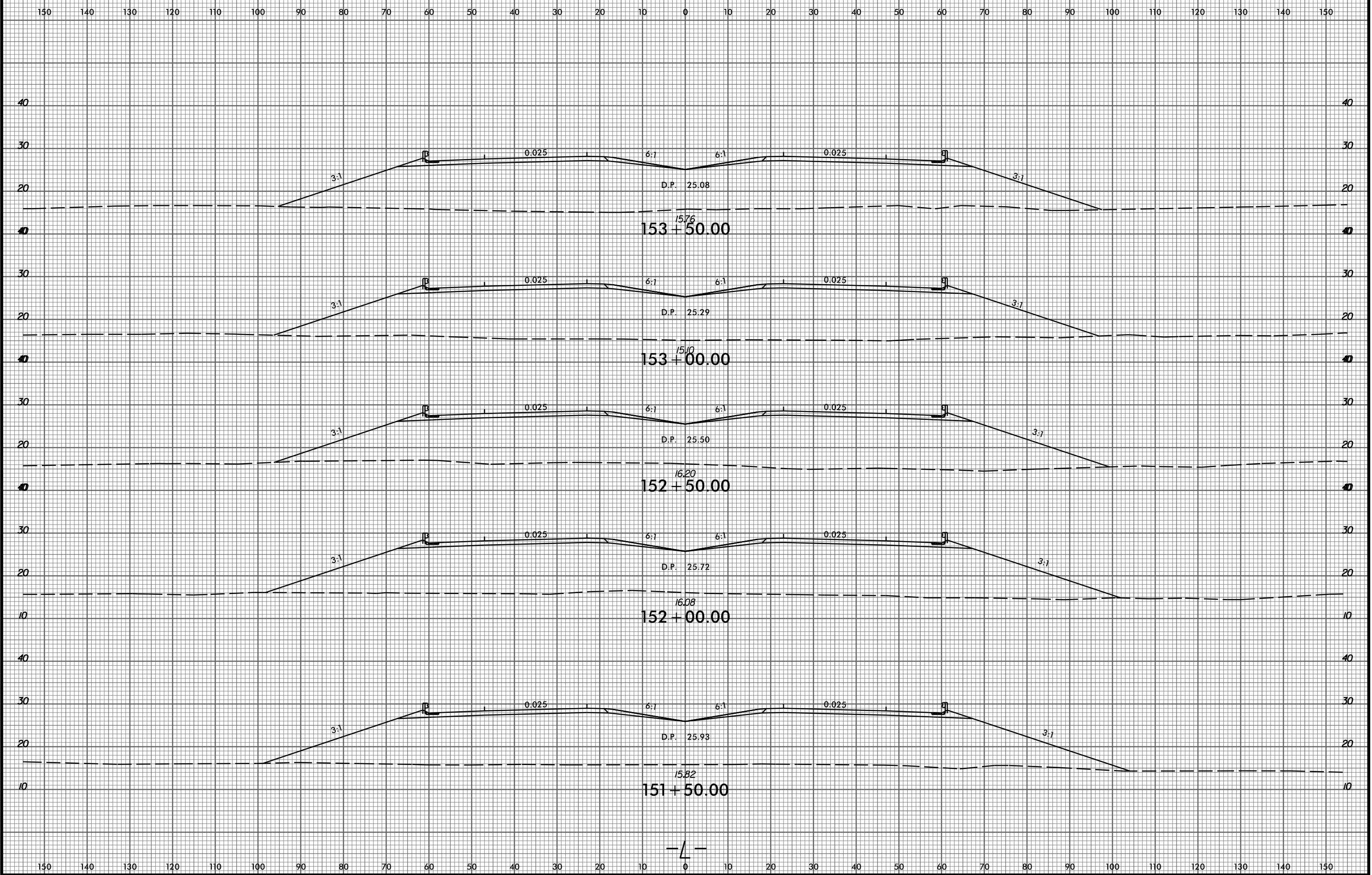


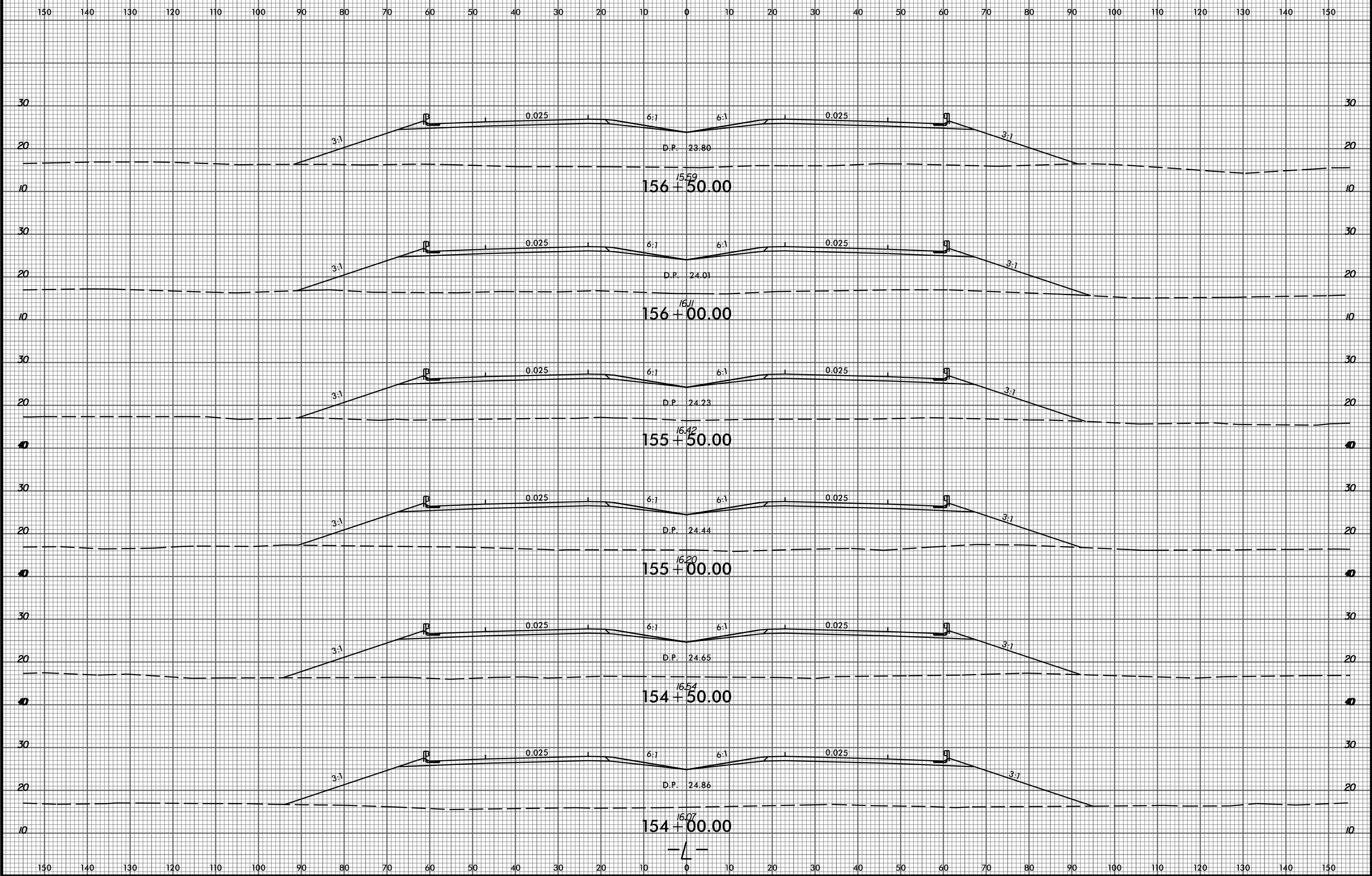


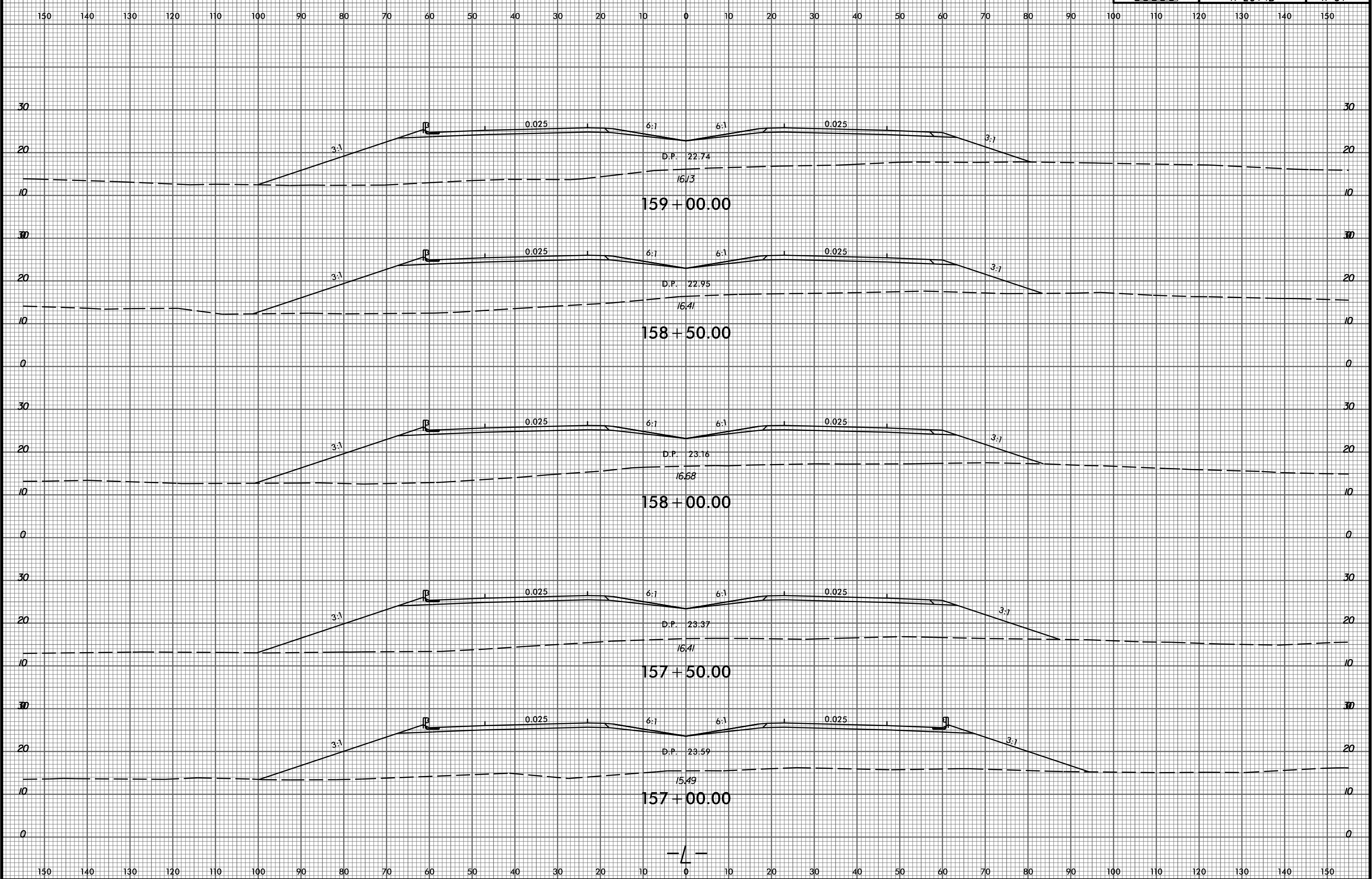
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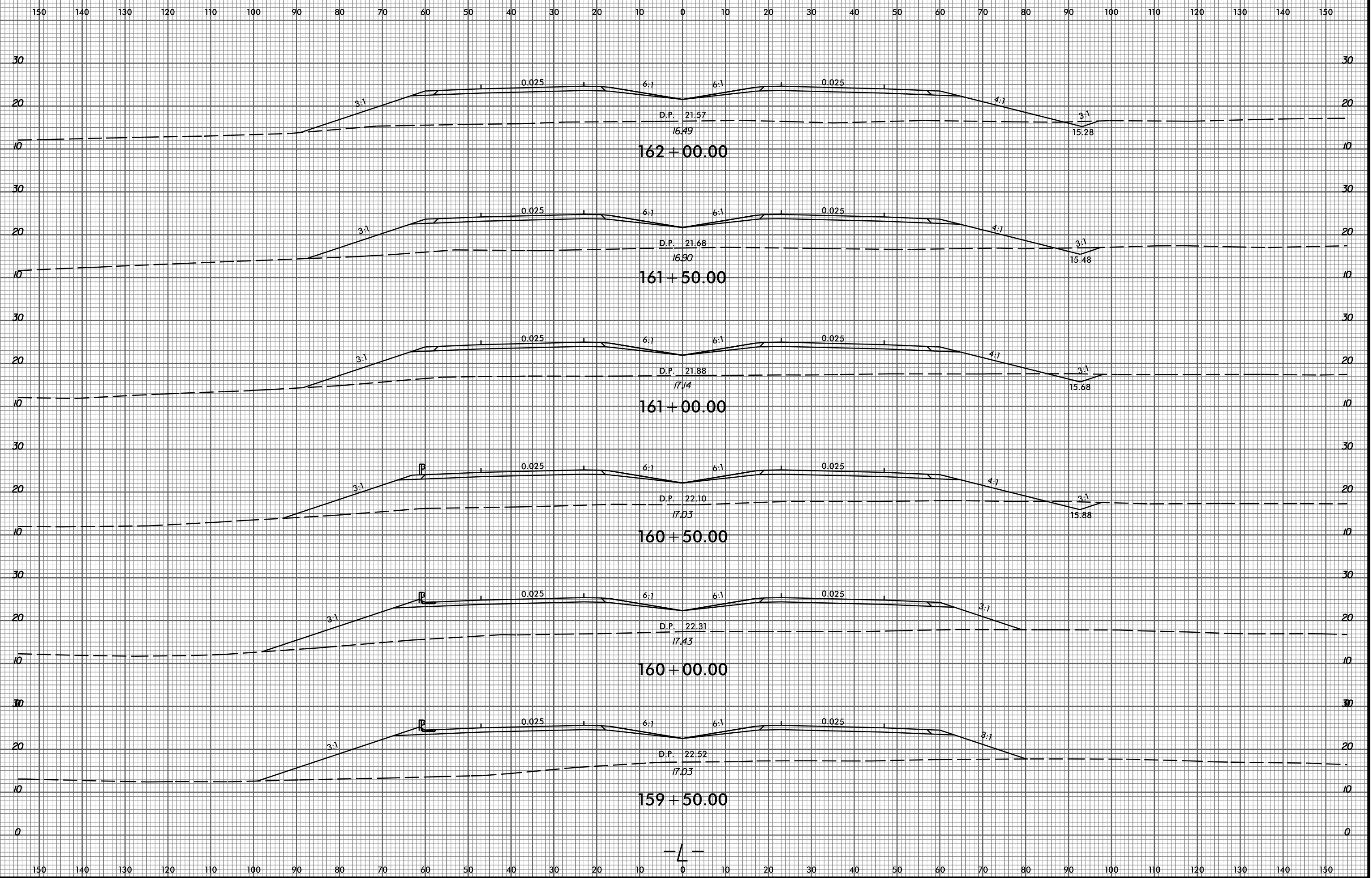
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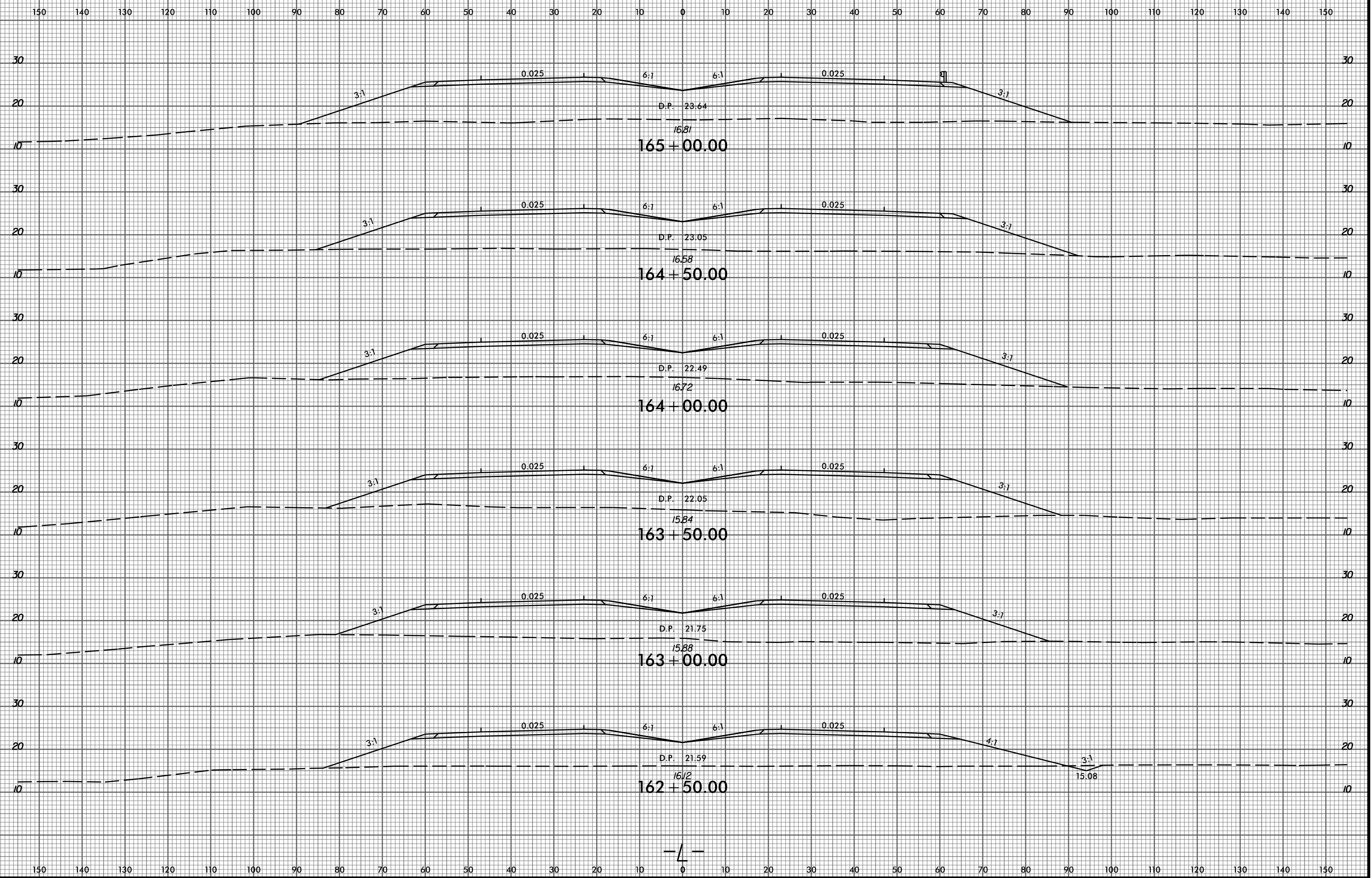


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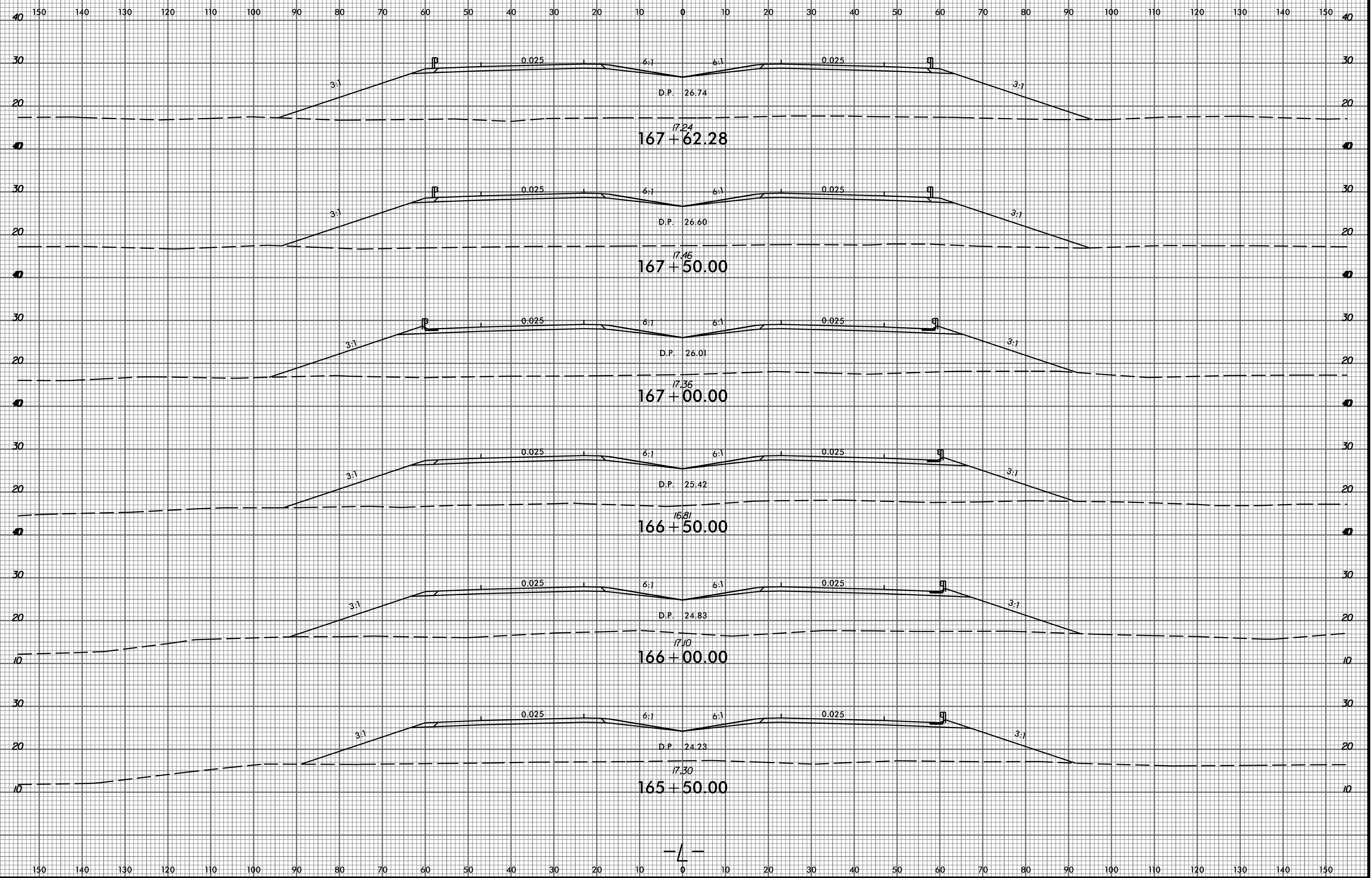
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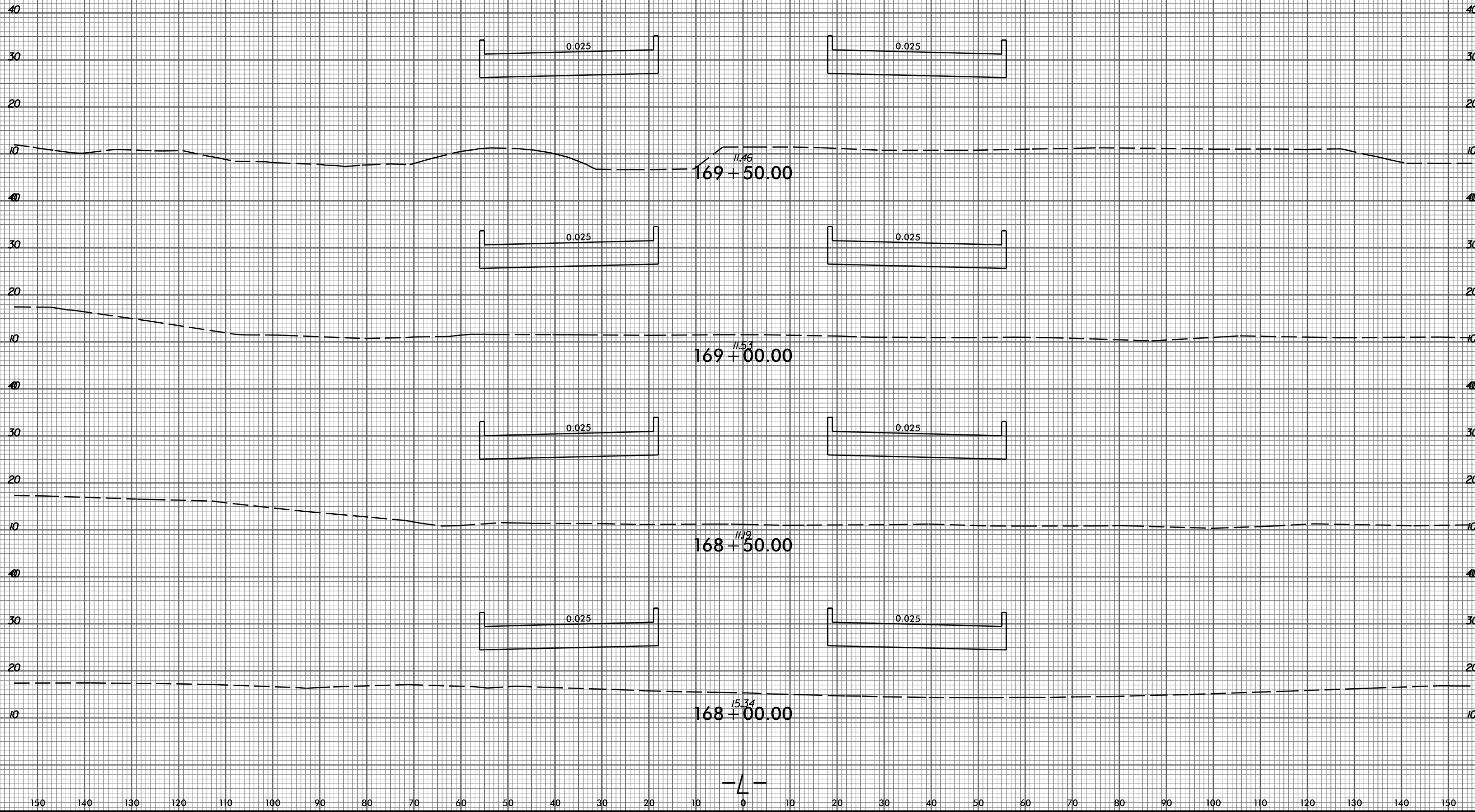
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

40 40

30 30

20 20

10 10

11.11
171+50.00

40 40

30 30

20 20

10 10

10.95
171+00.00

40 40

30 30

20 20

10 10

11.32
170+50.00

40 40

30 30

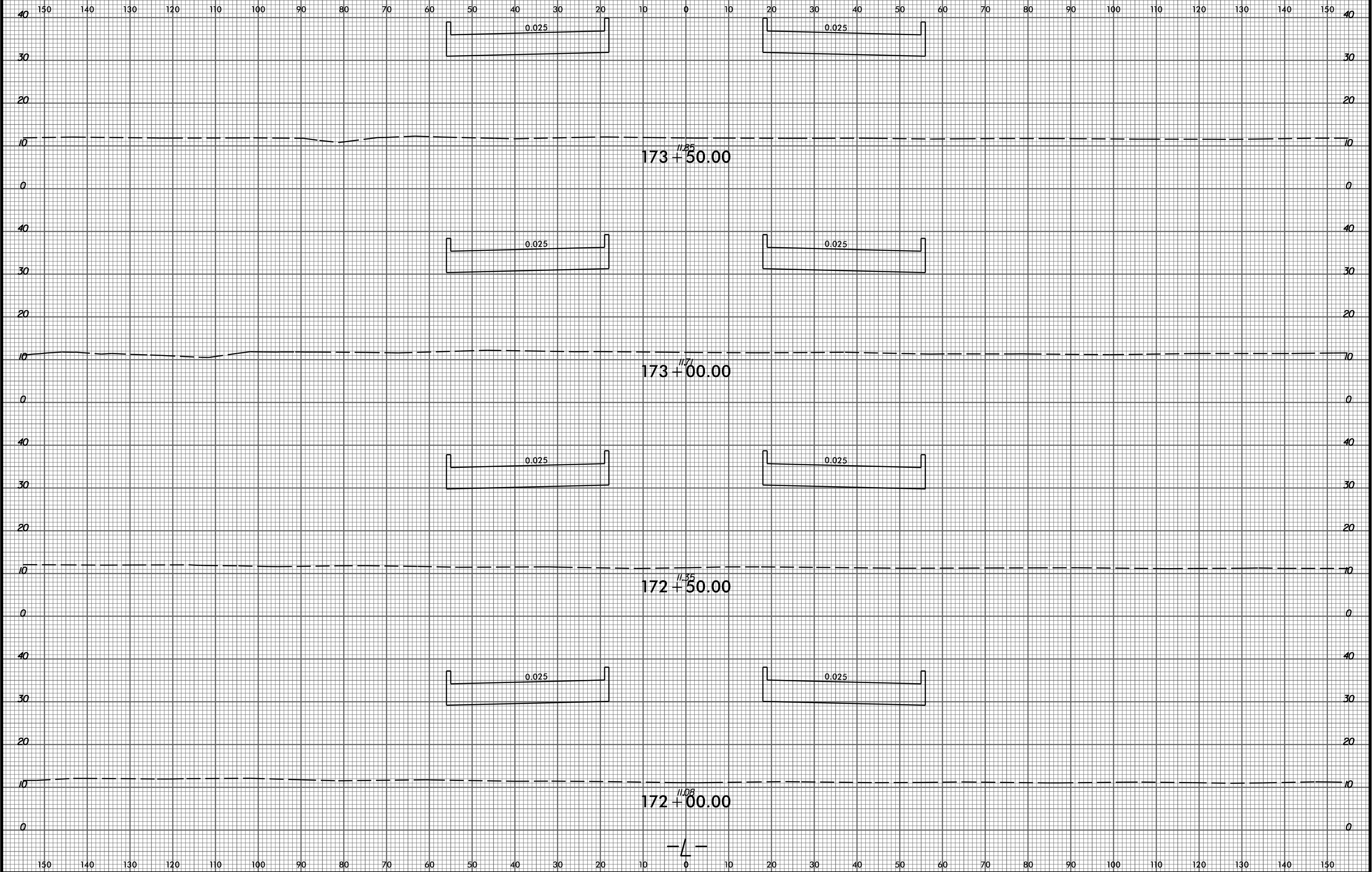
20 20

10 10

6.27
170+00.00

0 0

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50 50

40 40

30 30

20 20

10 10

11.49
175+00.00

0 0

40 40

30 30

20 20

10 10

12.15
174+50.00

50 50

40 40

30 30

20 20

10 10

11.79
174+00.00

0 0

-L-

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

50 50

40 40

30 30

20 20

10 10

^{12.22}
176 + 50.00

0 0

40 40

30 30

20 20

10 10

^{12.05}
176 + 00.00

0 0

40 40

30 30

20 20

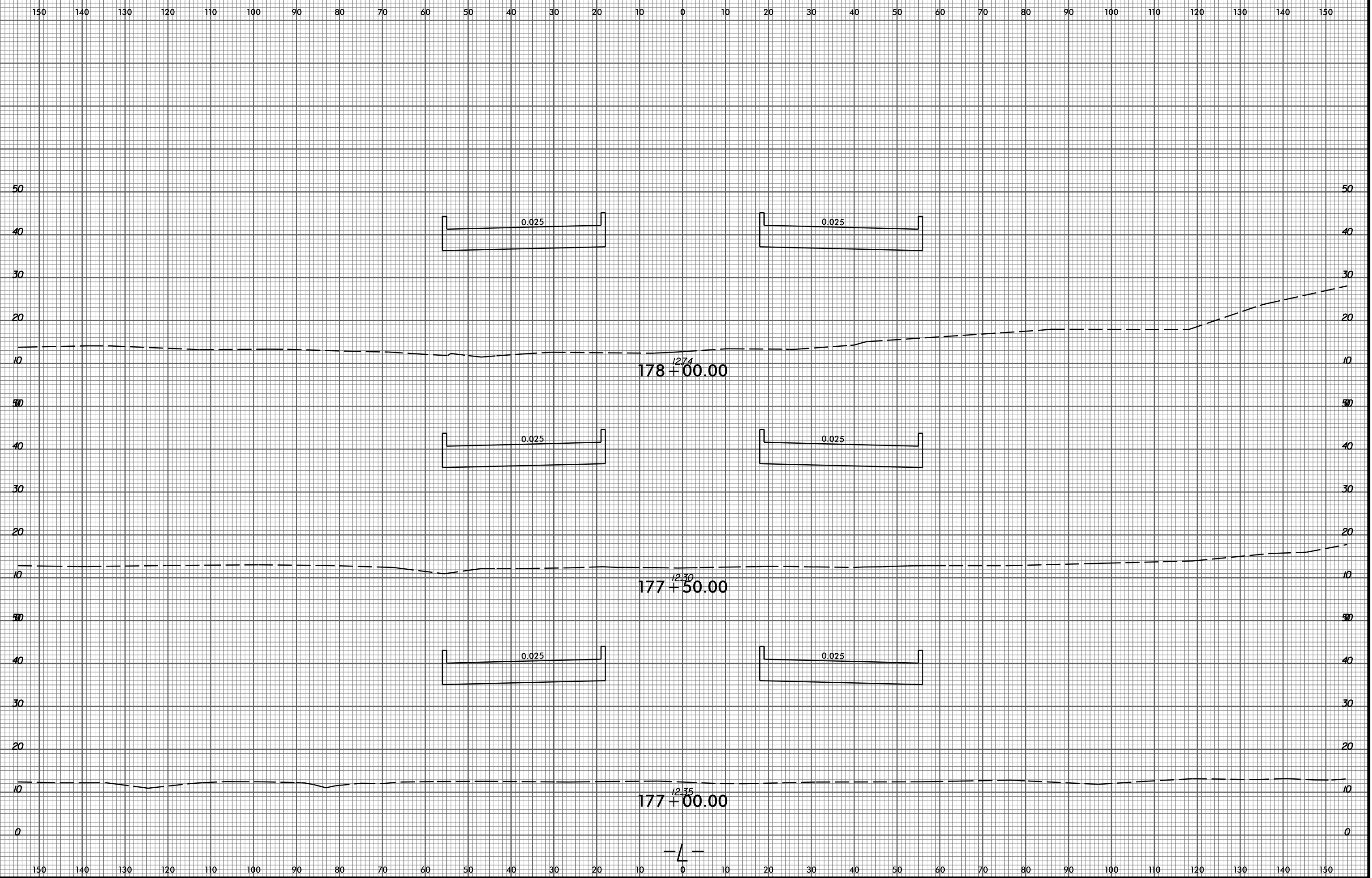
10 10

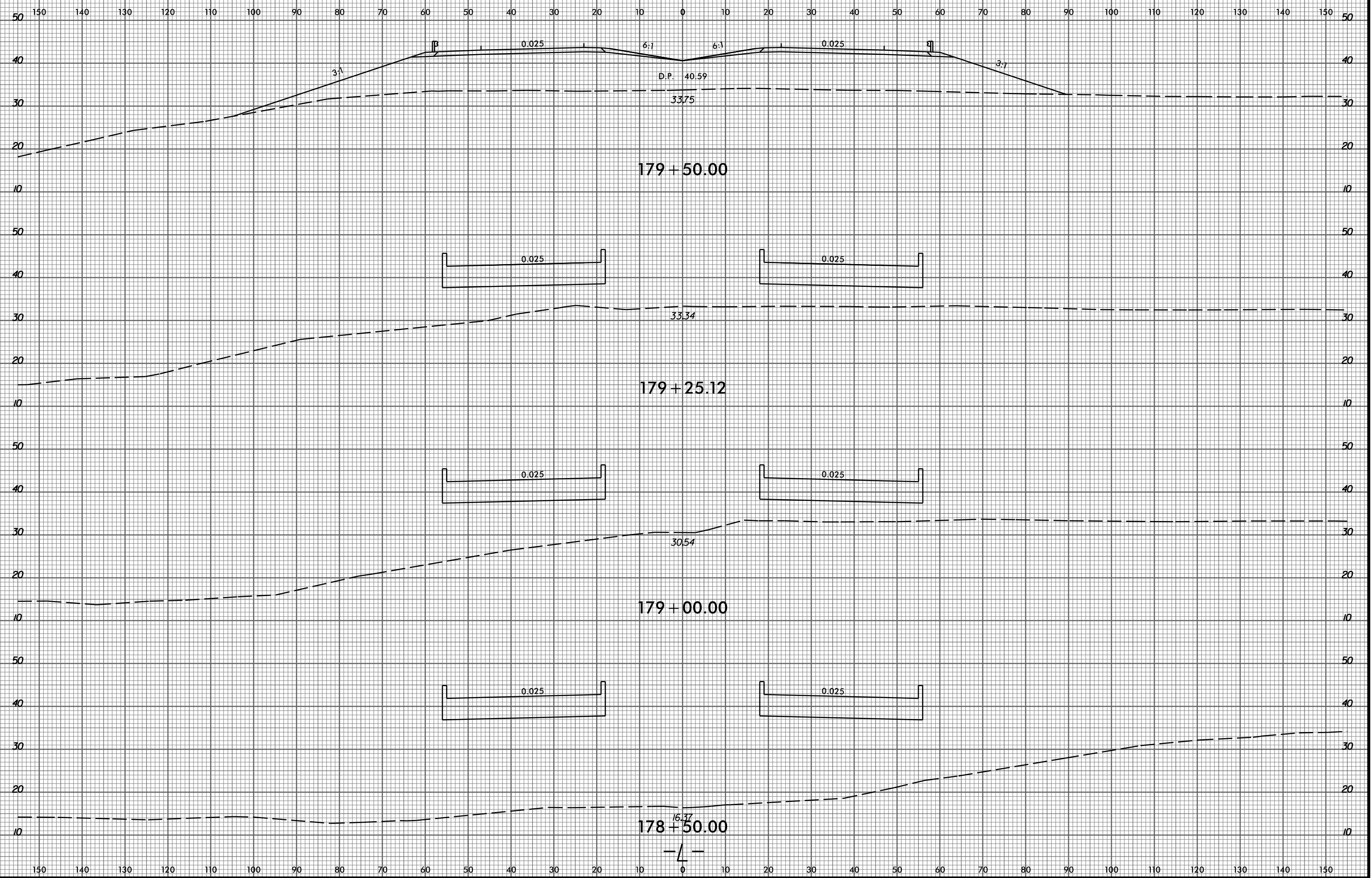
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175 + 50.00

0 0

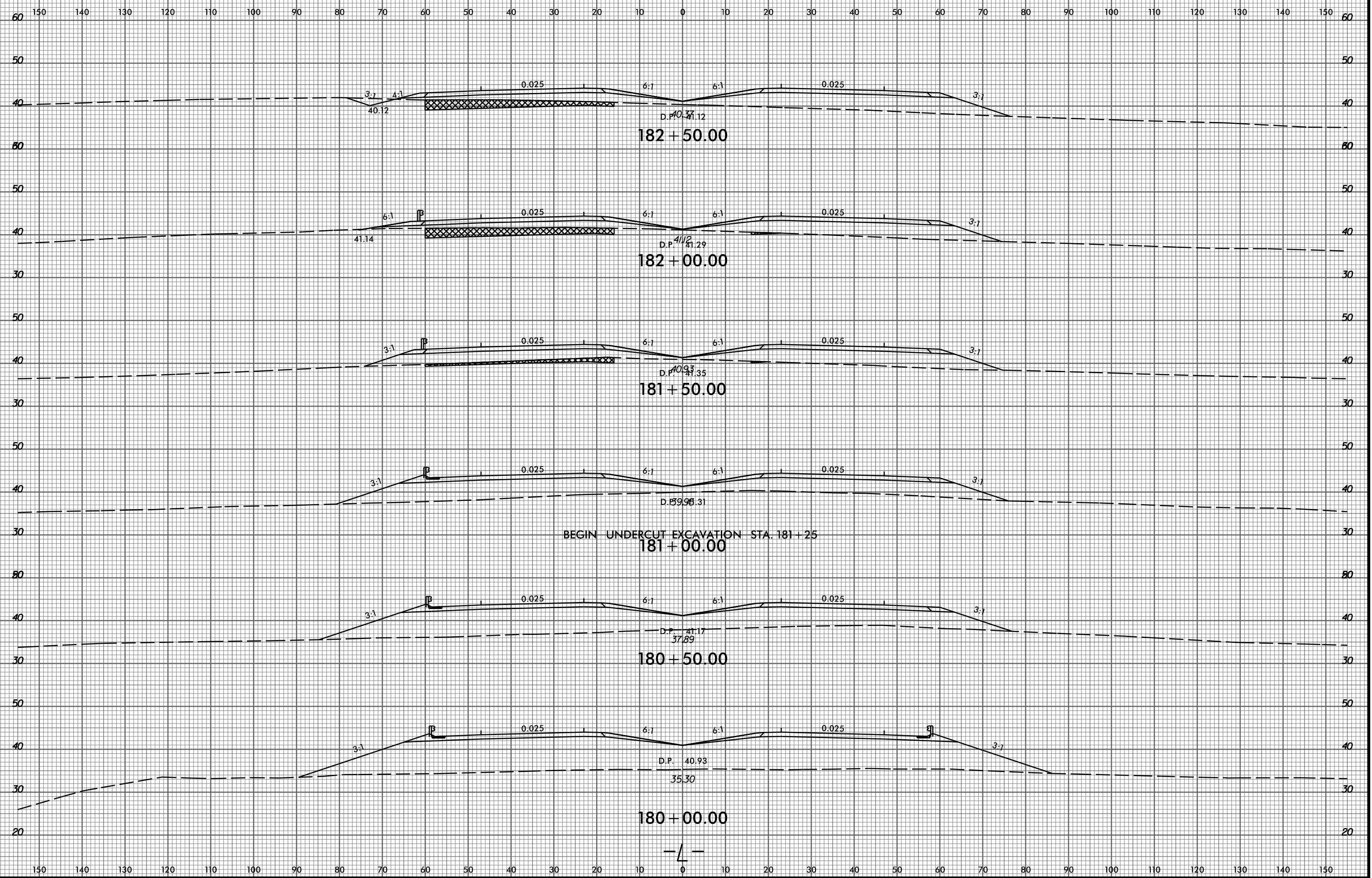
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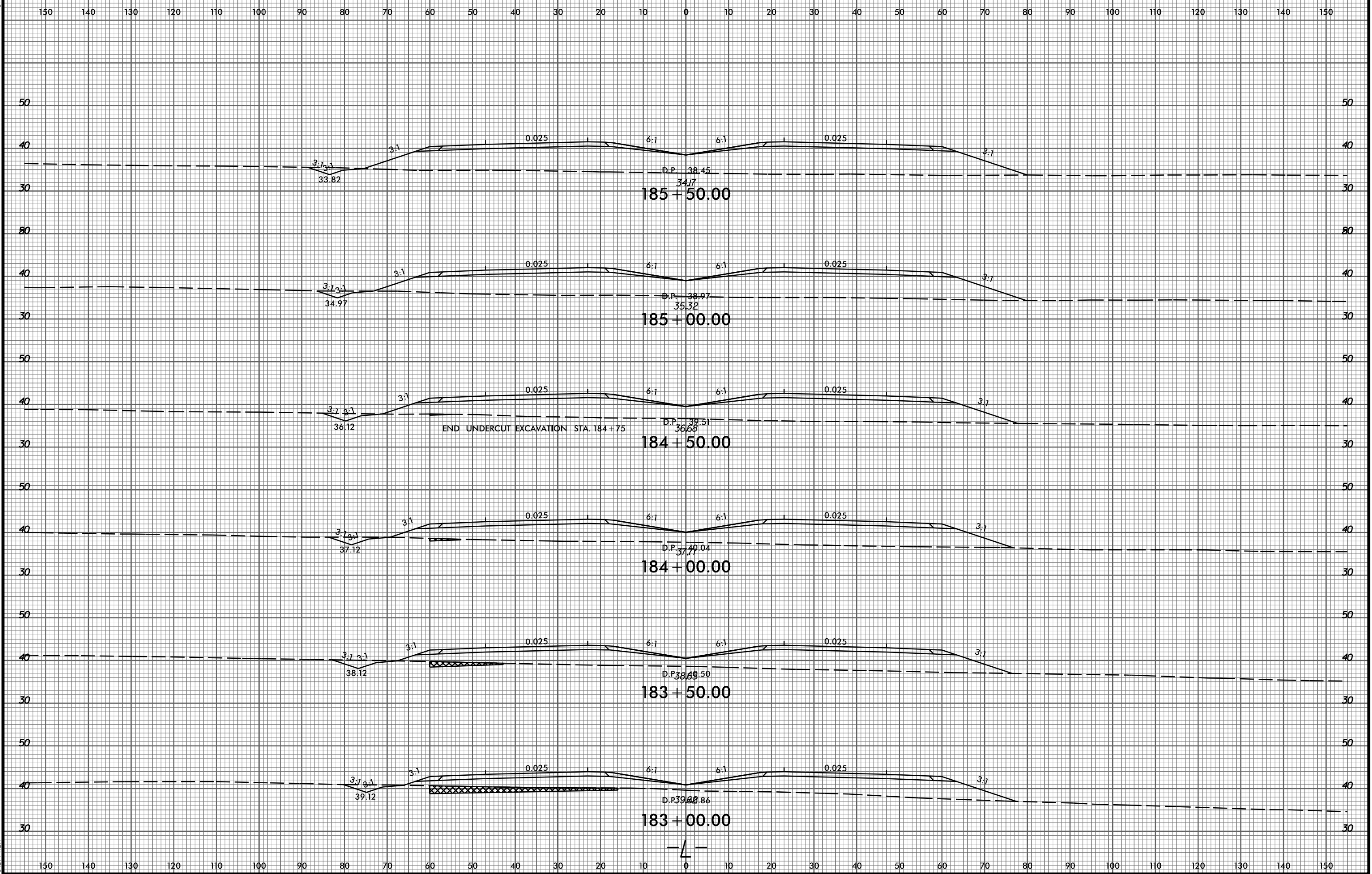


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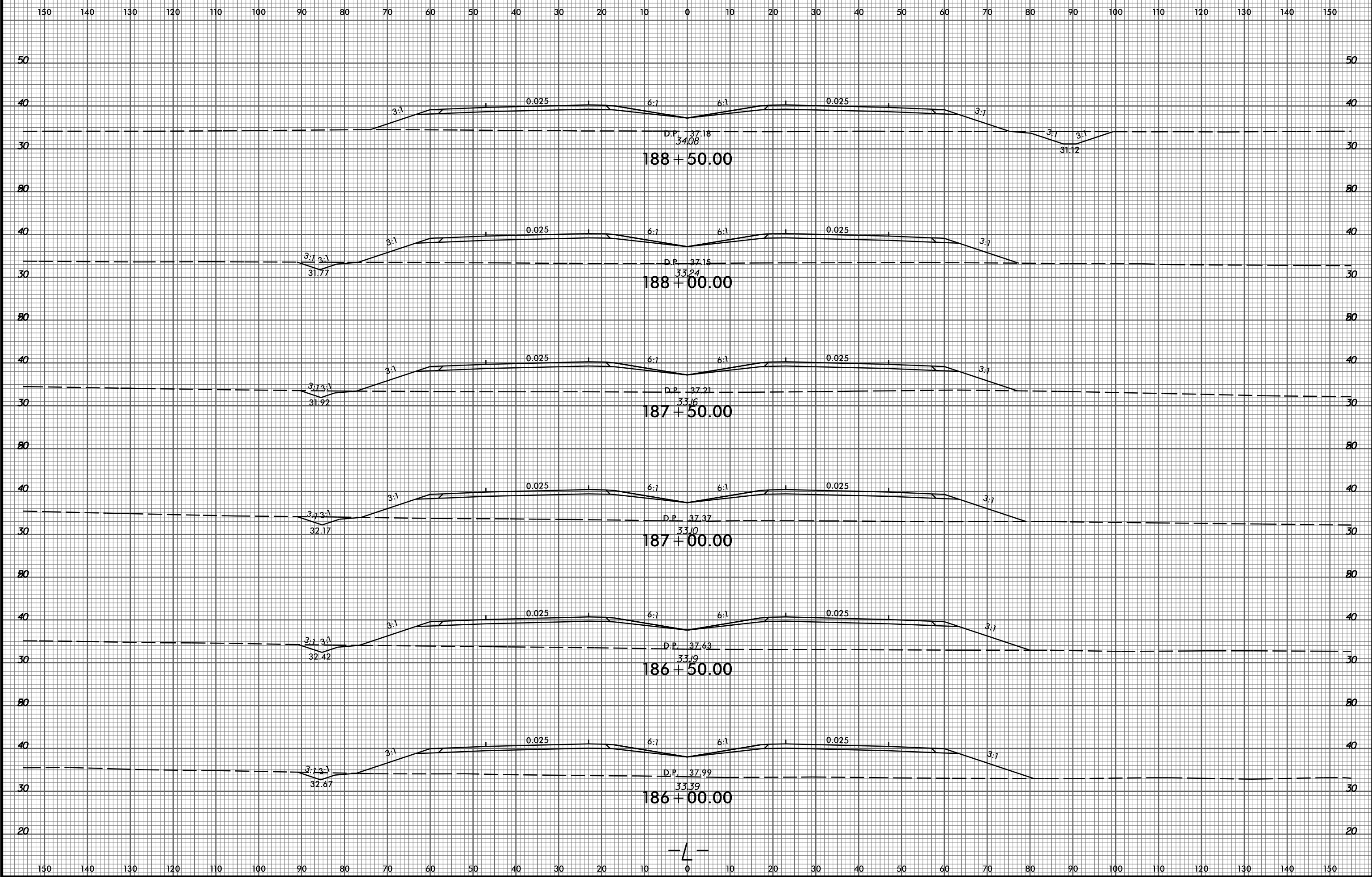
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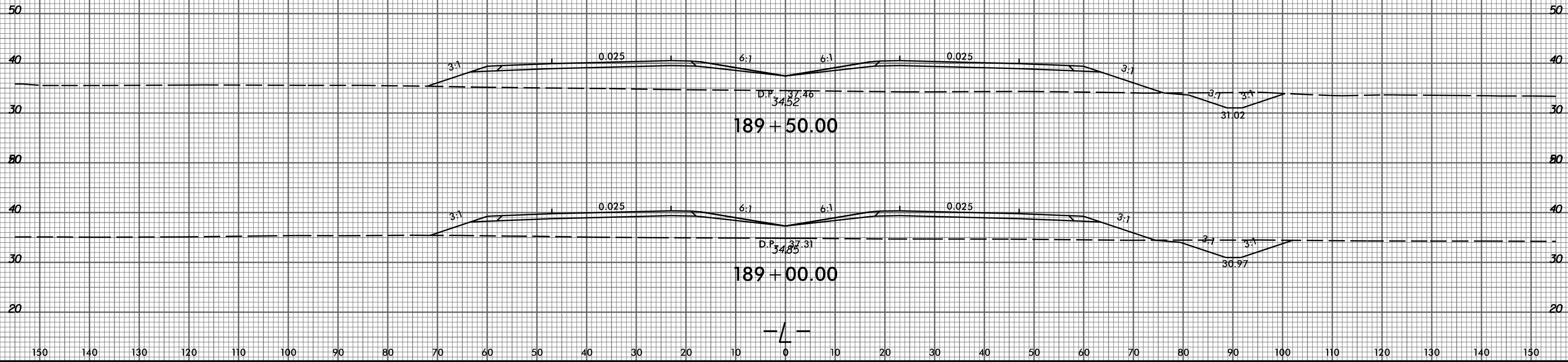
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PROJ. REFERENCE NO.
R-2514B

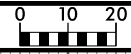
SHEET NO.
X-71

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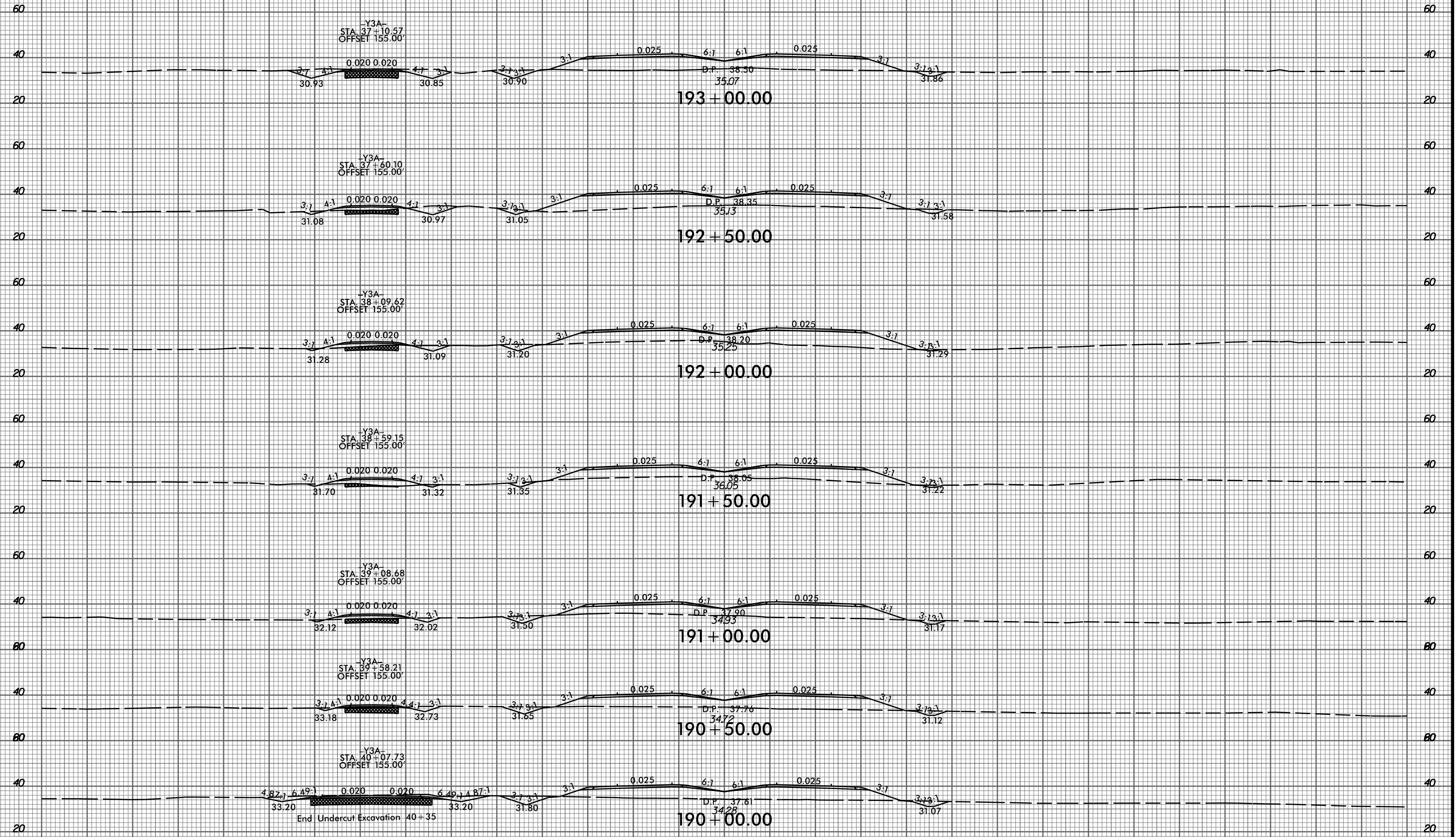
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PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-72

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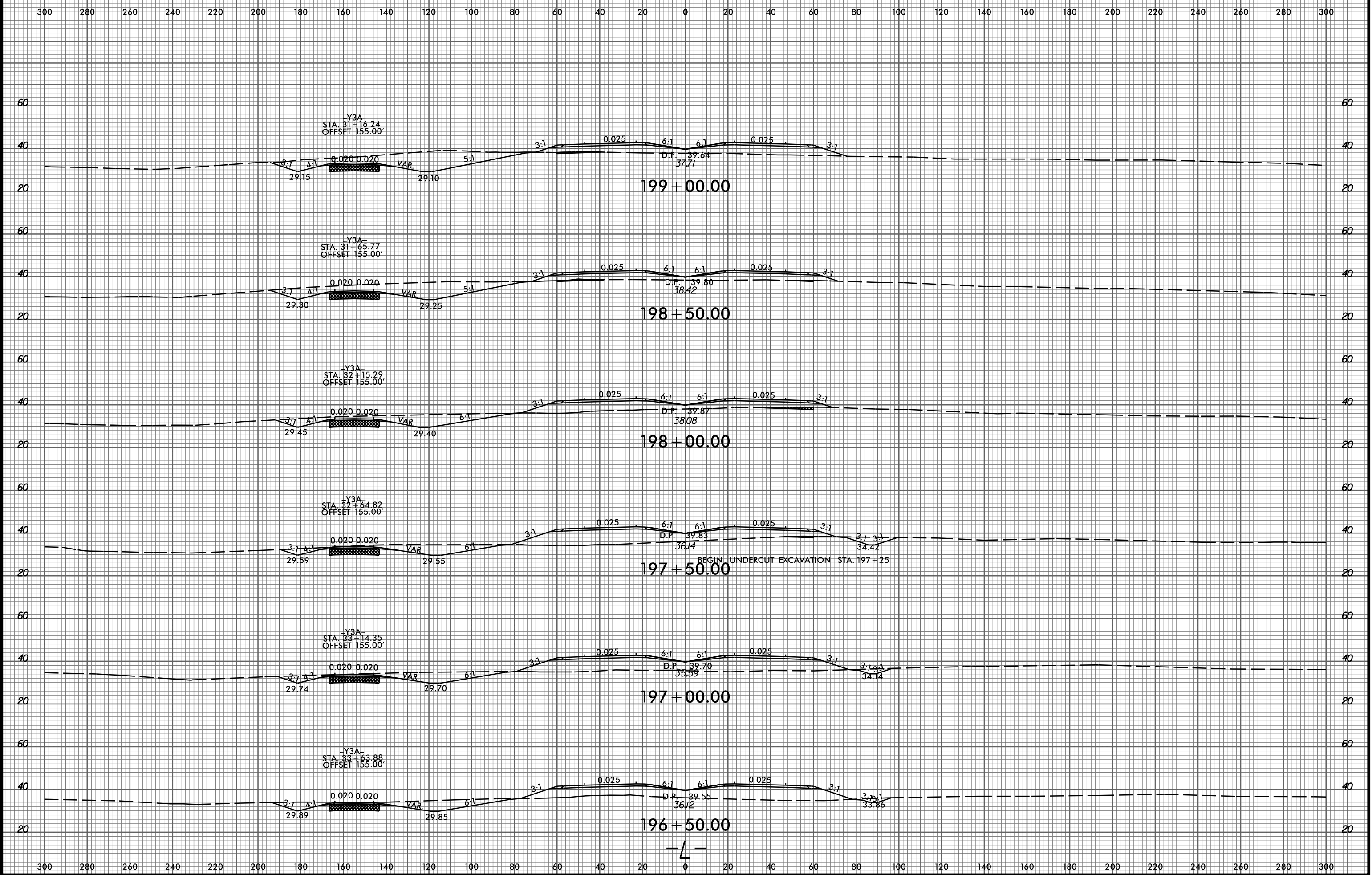


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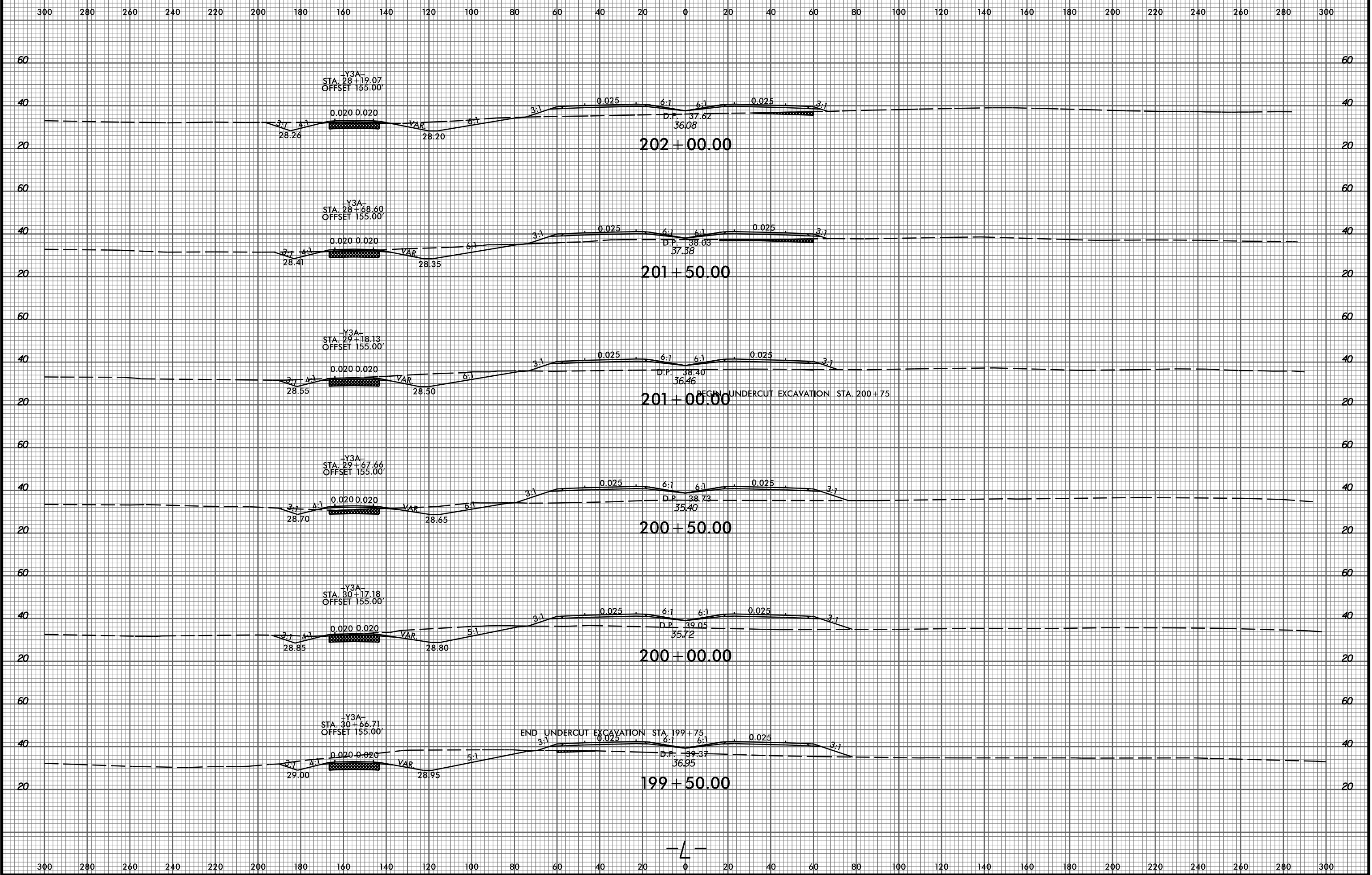
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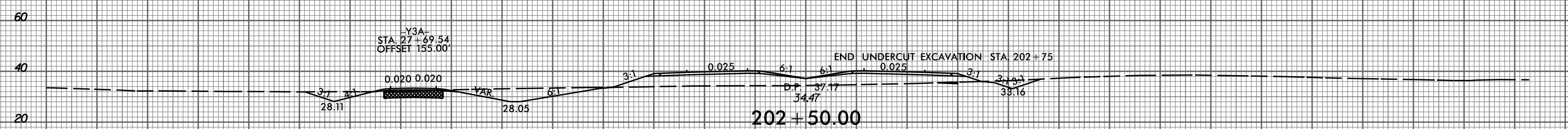
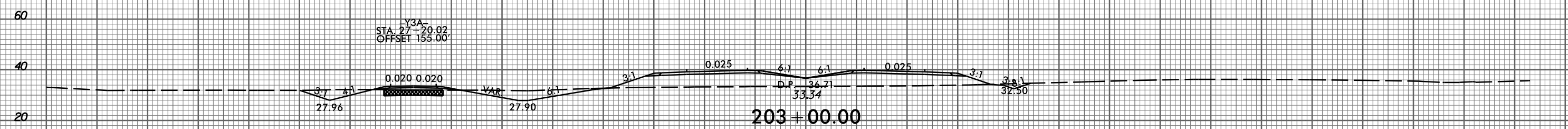
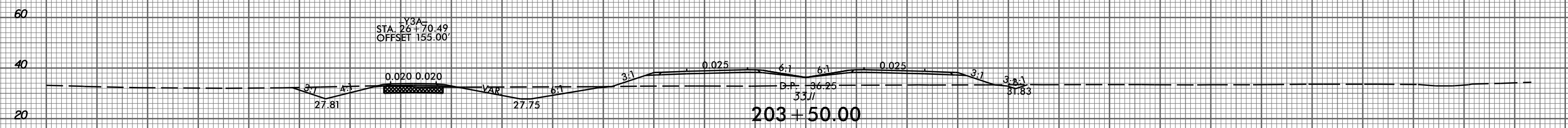
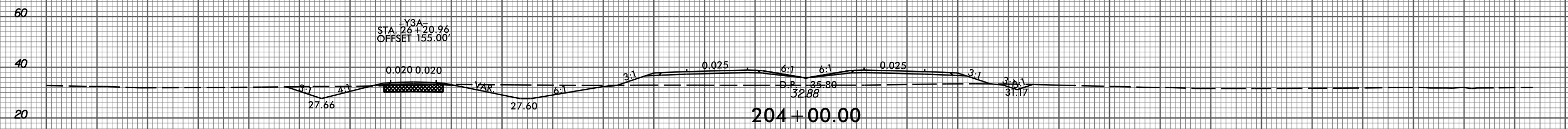
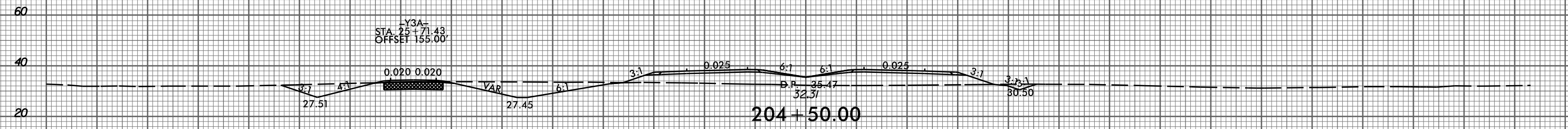
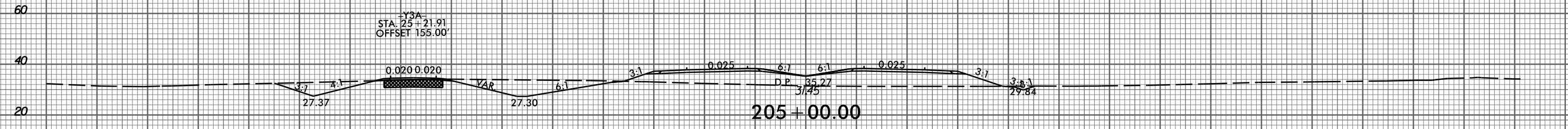
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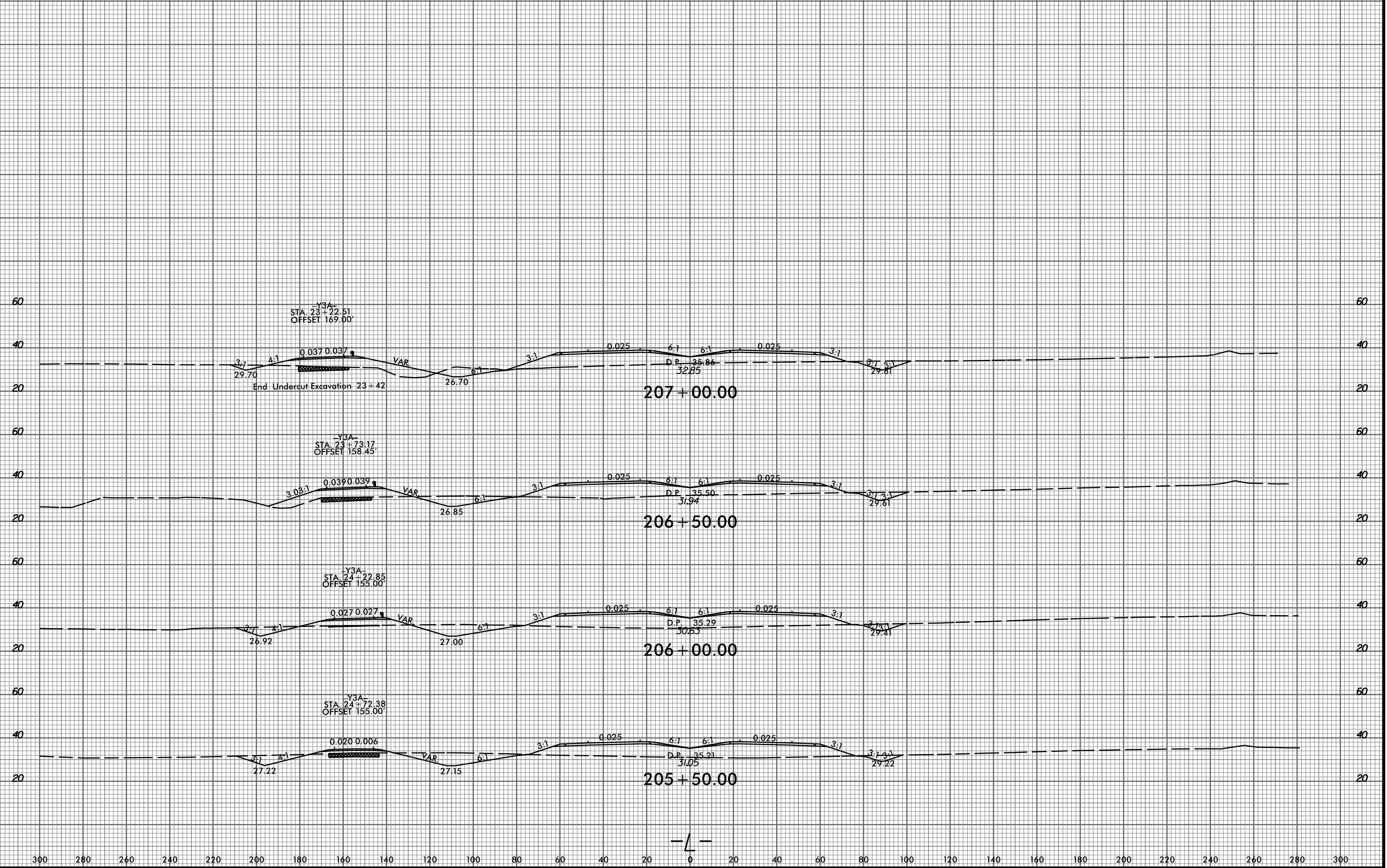


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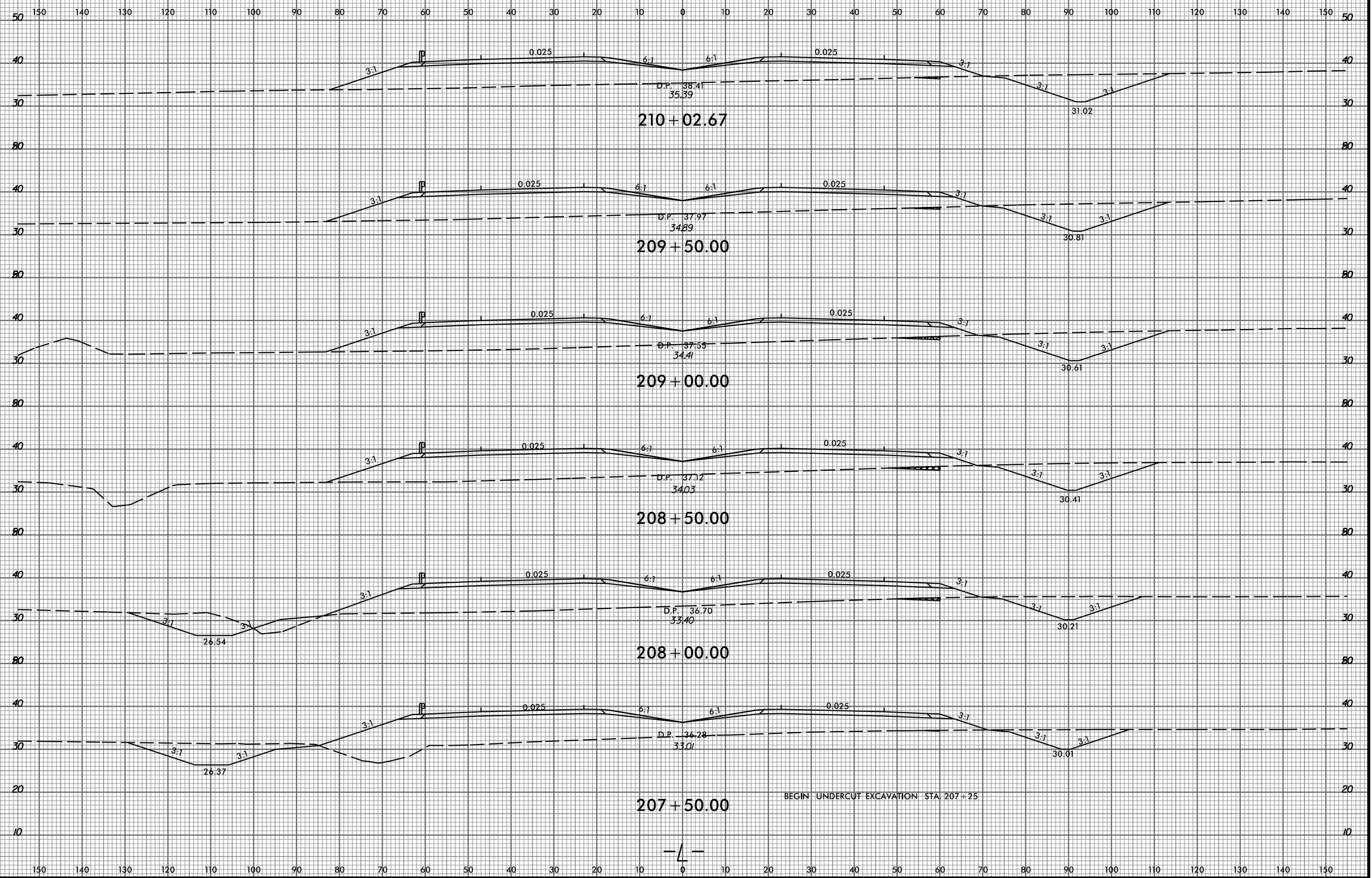


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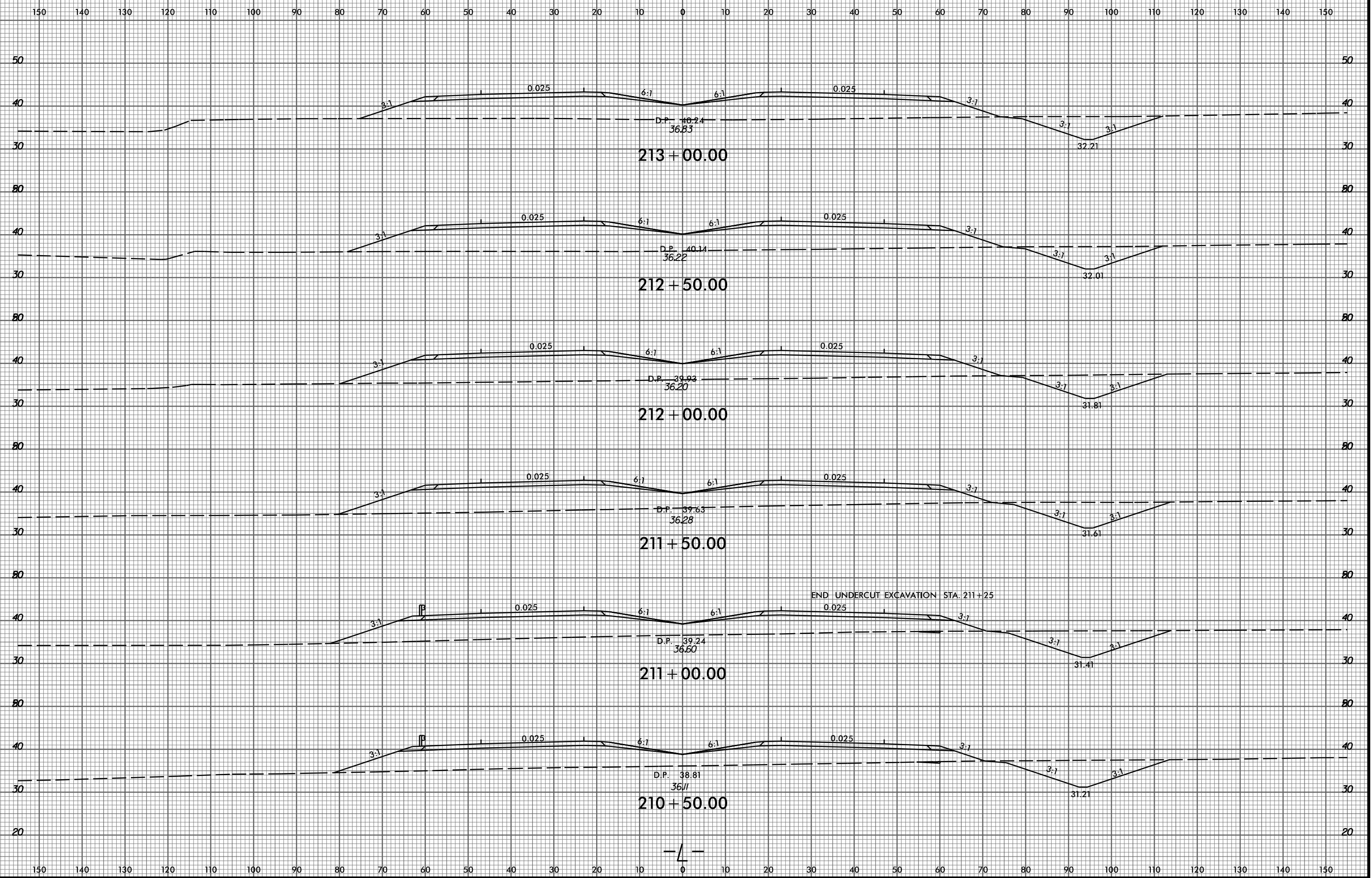
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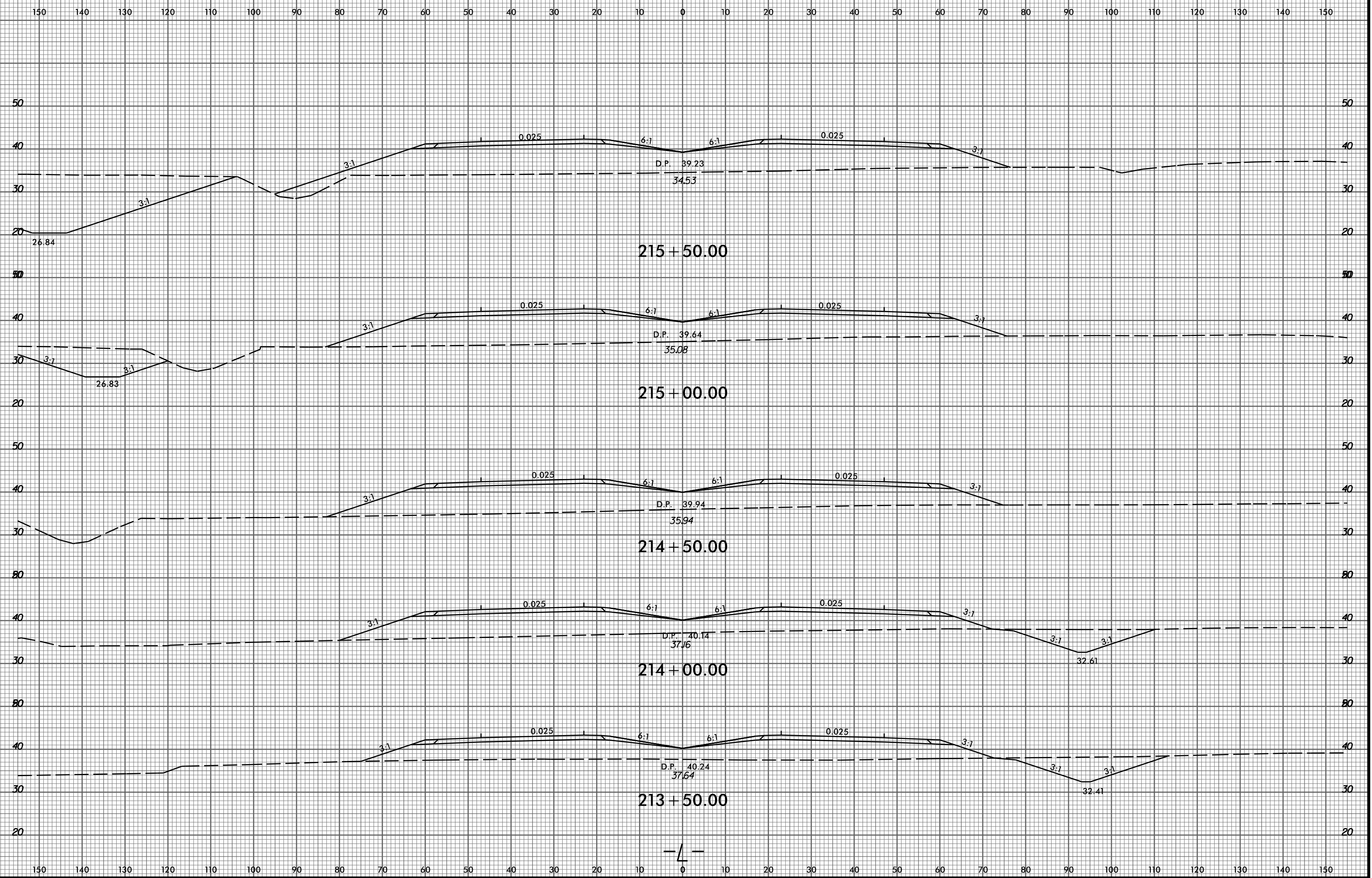
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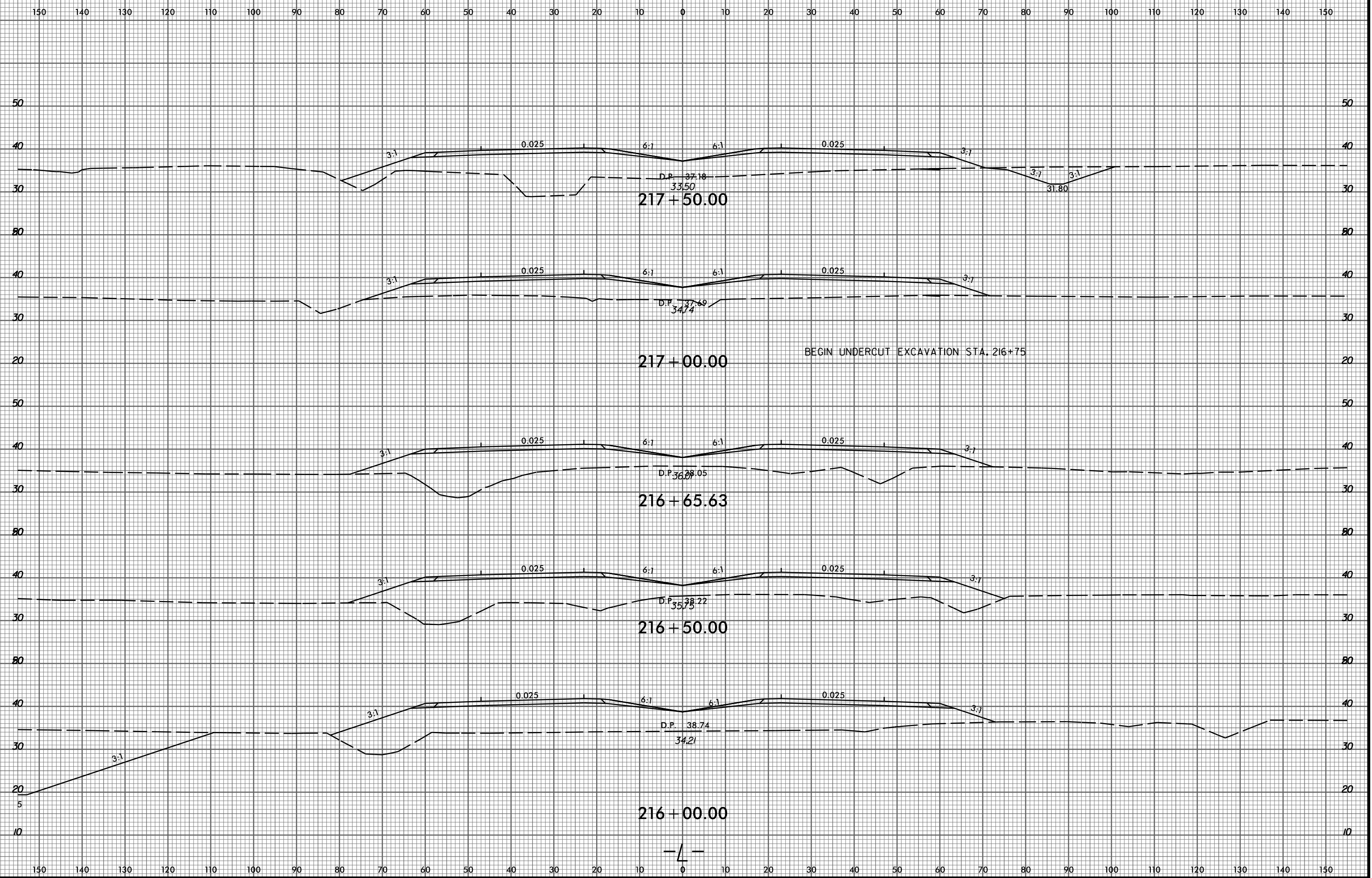
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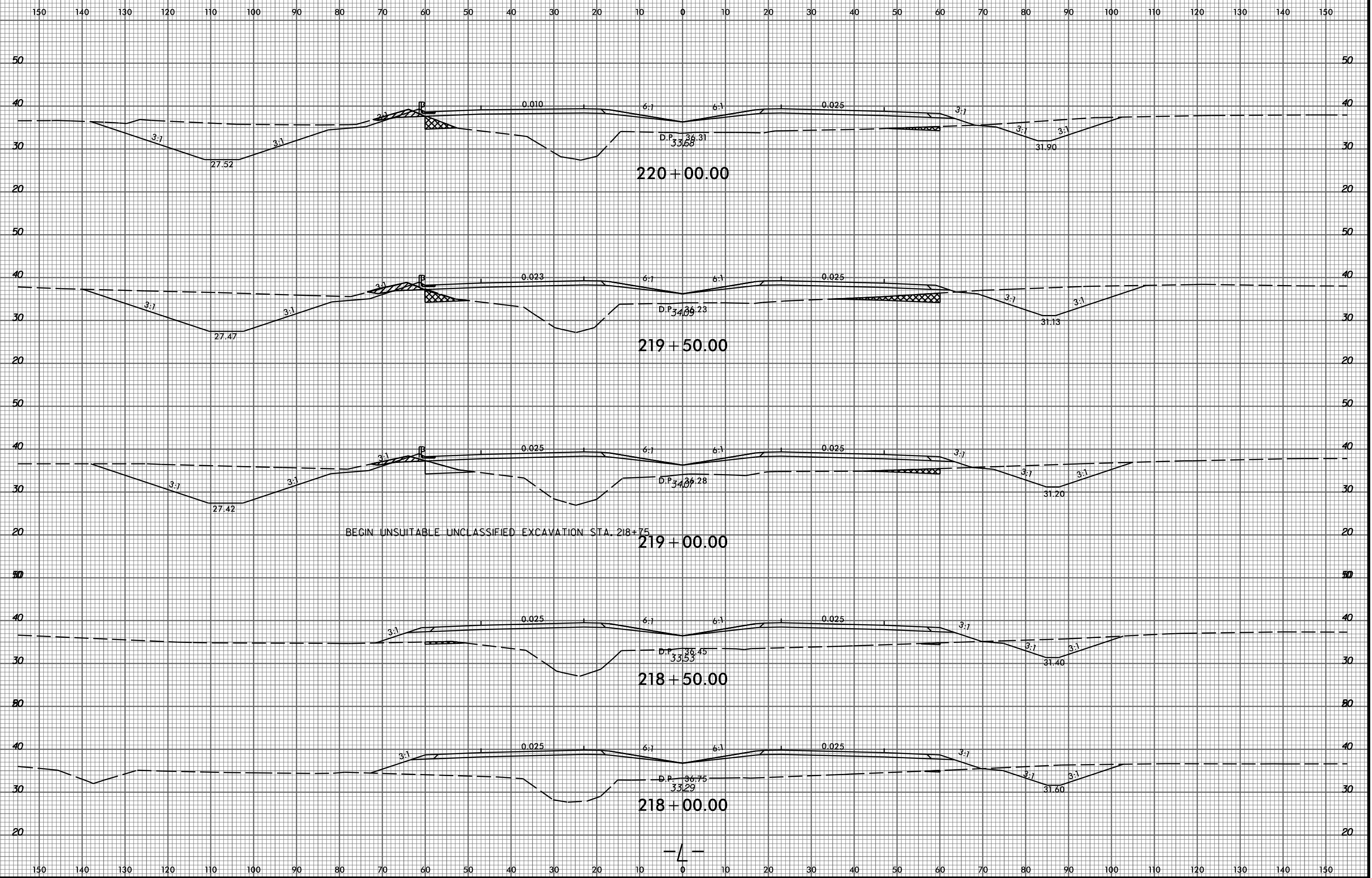


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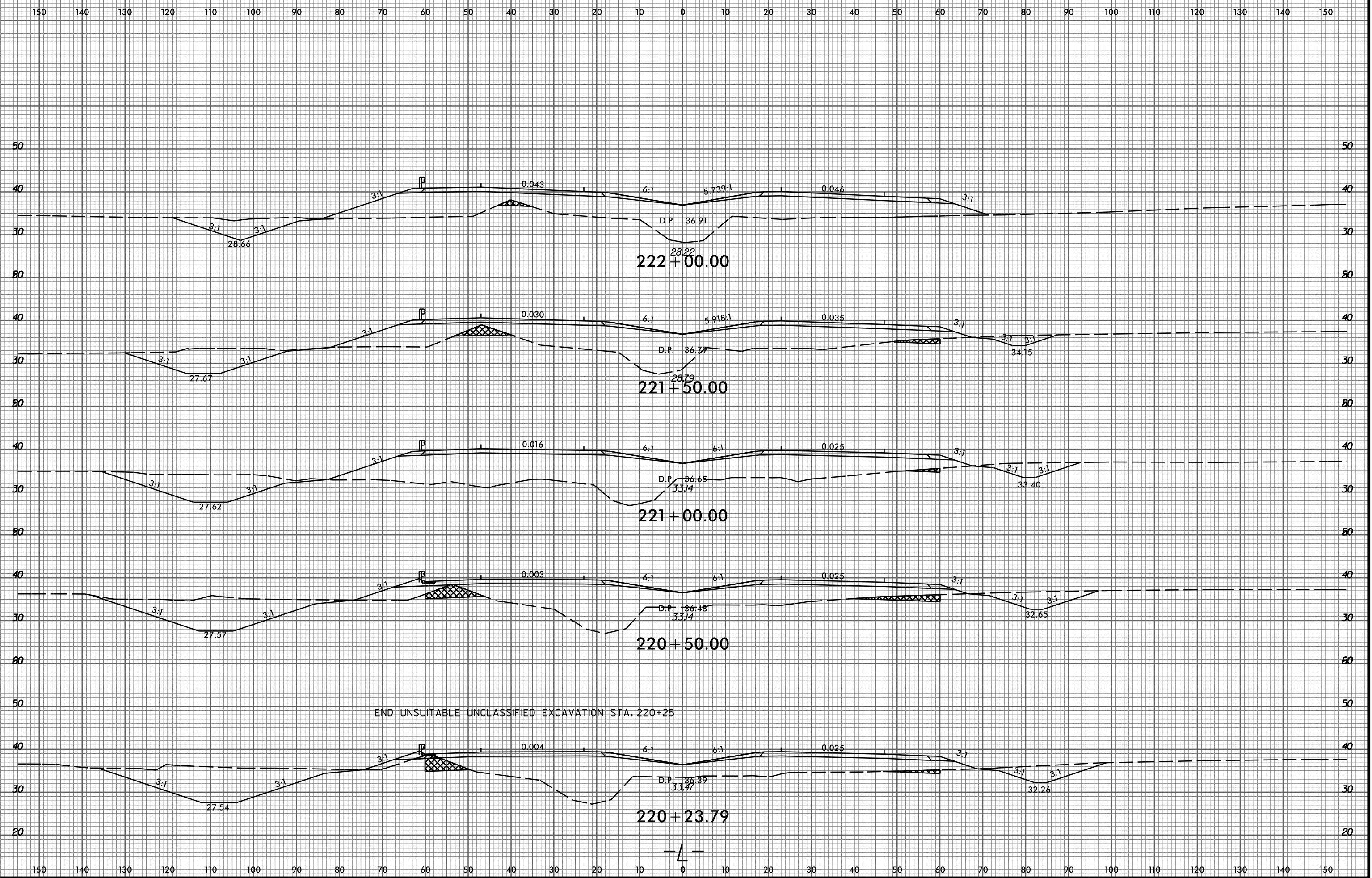




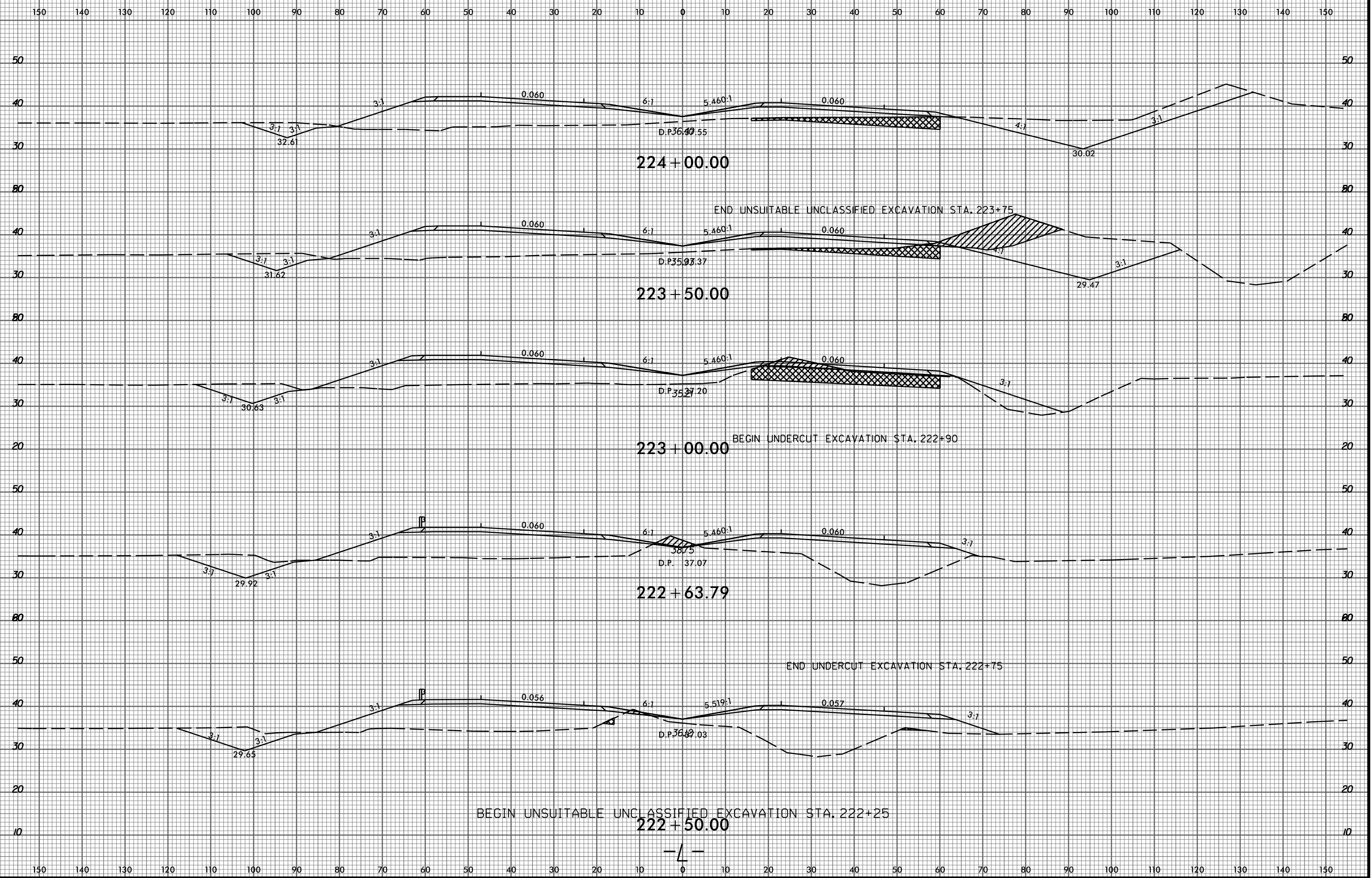




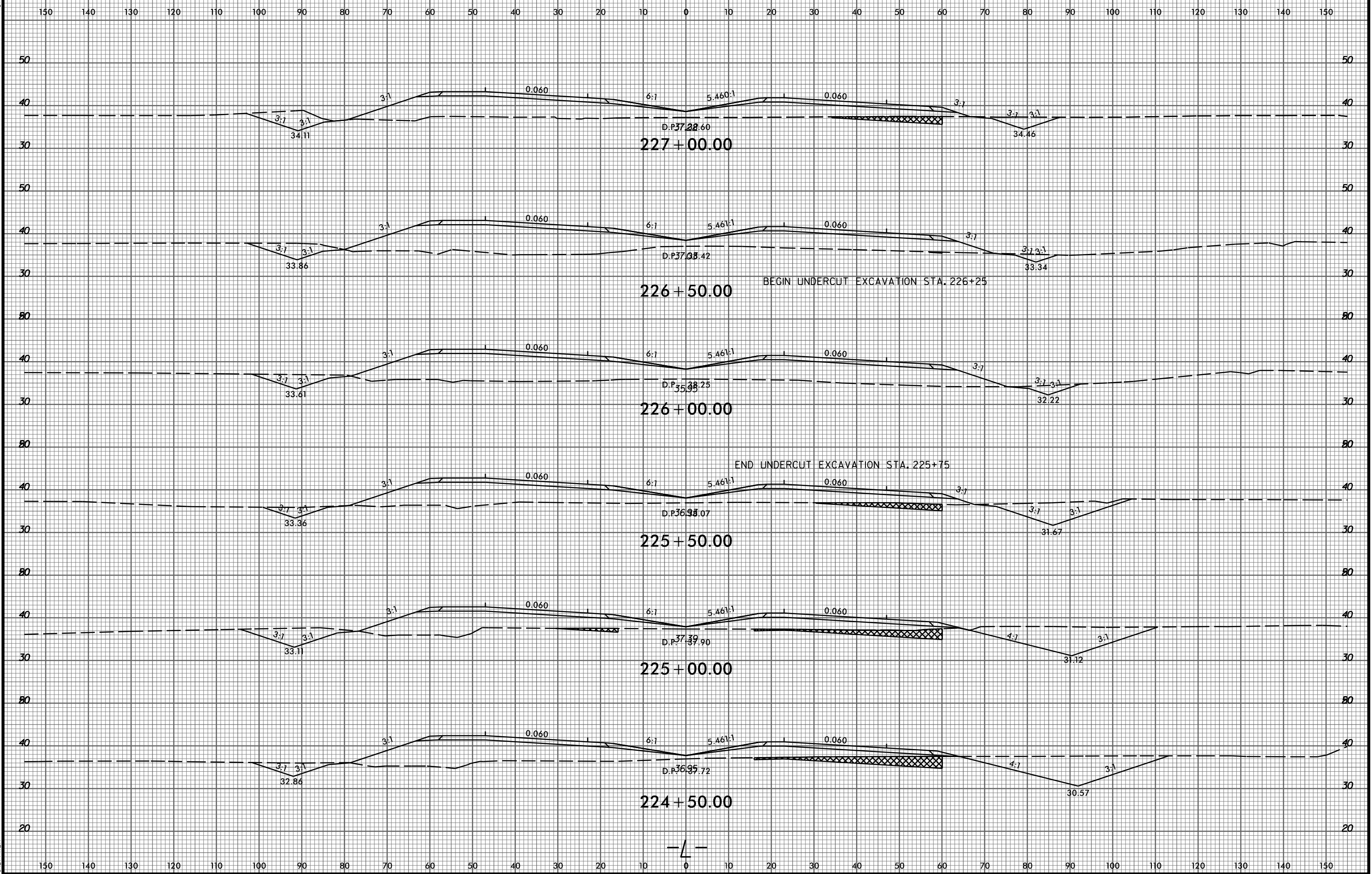
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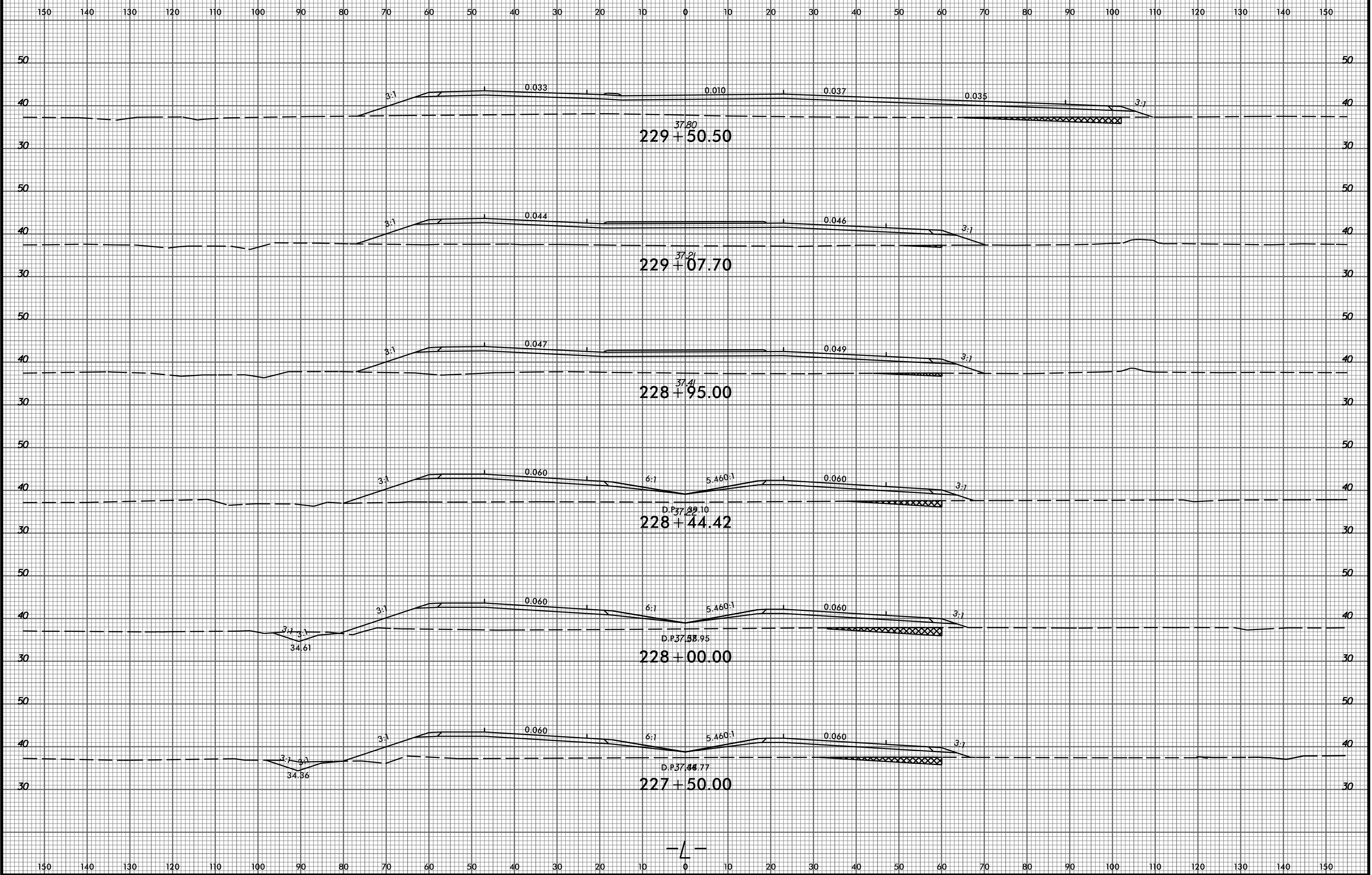


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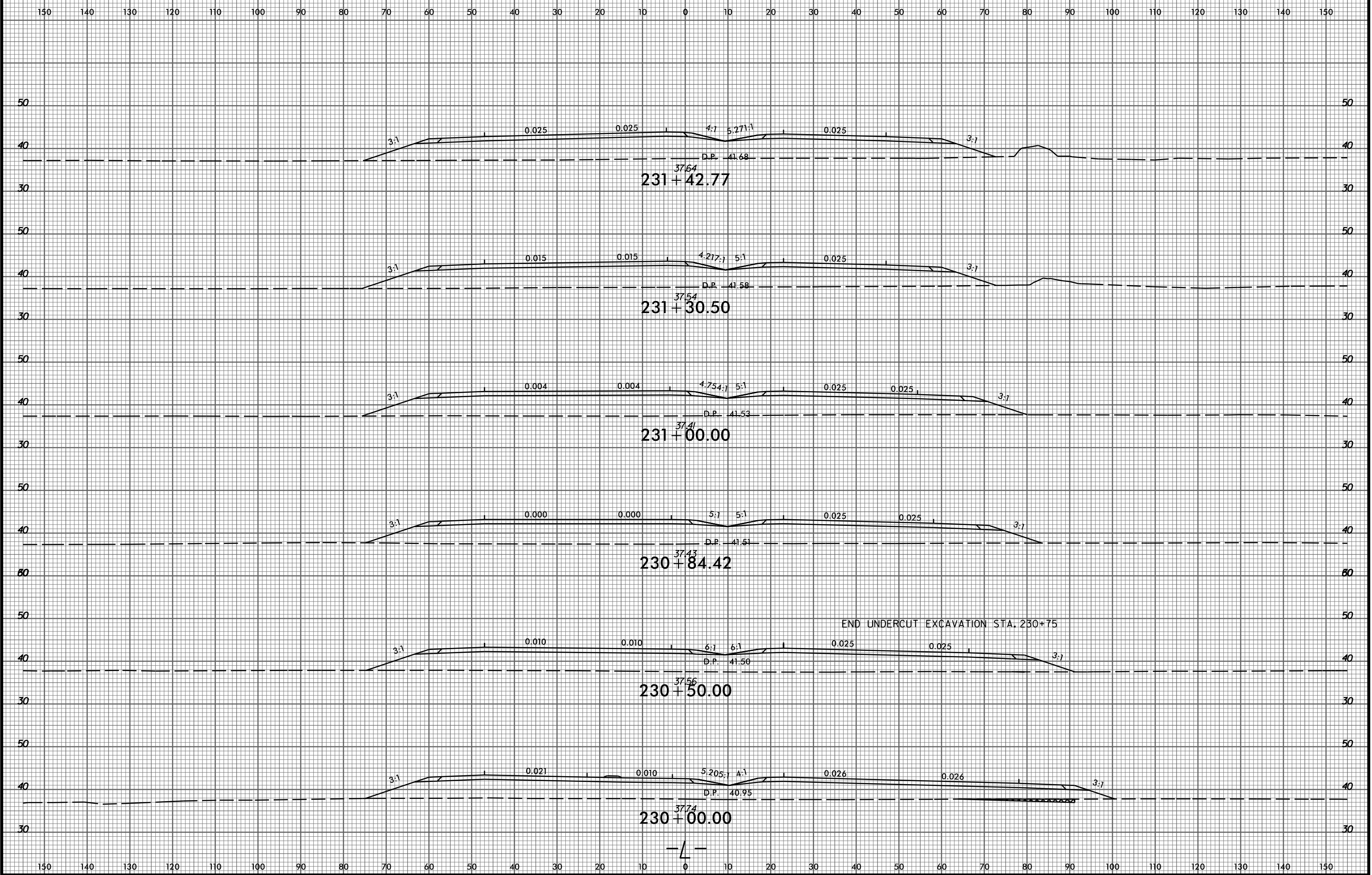
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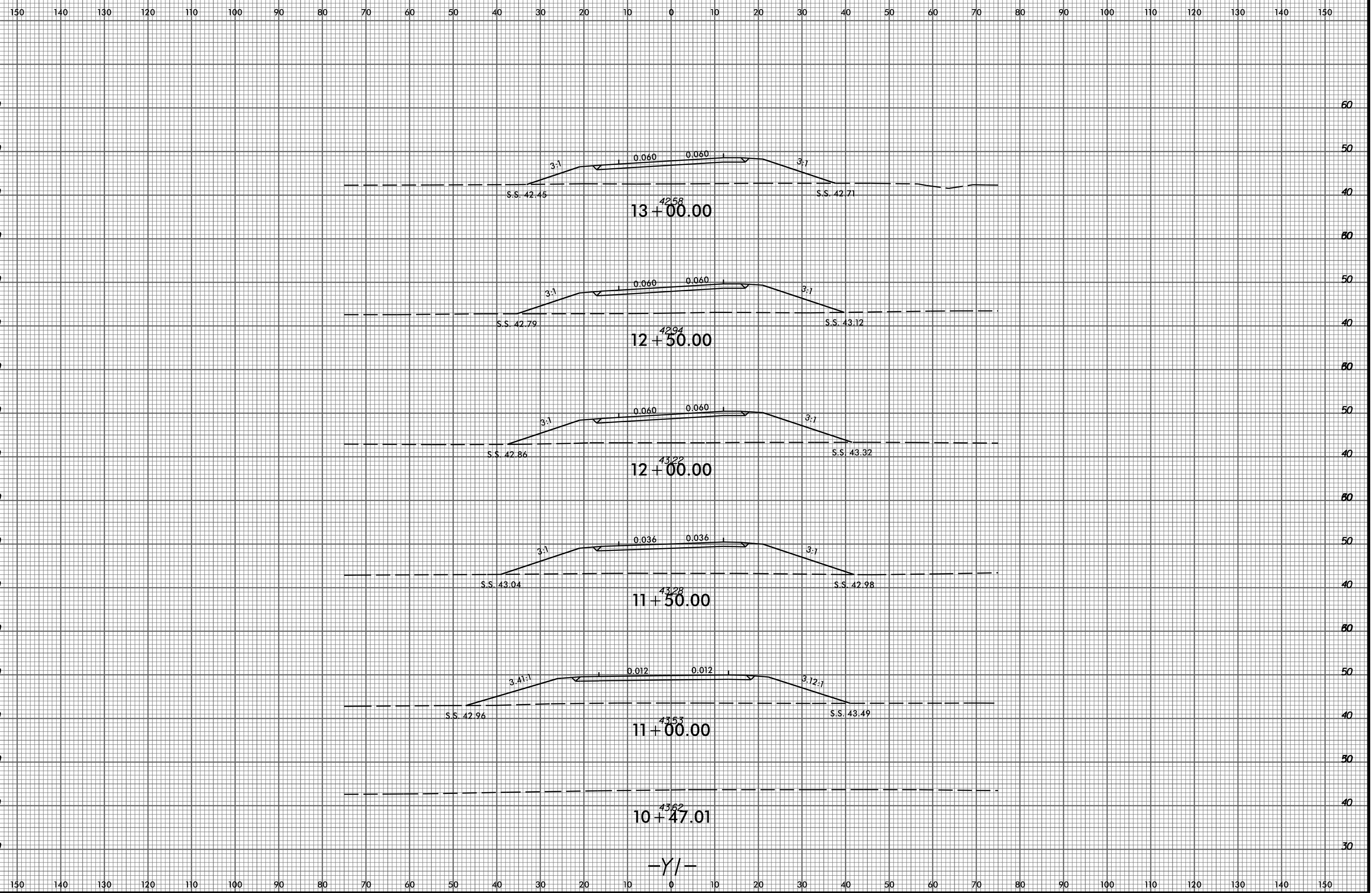


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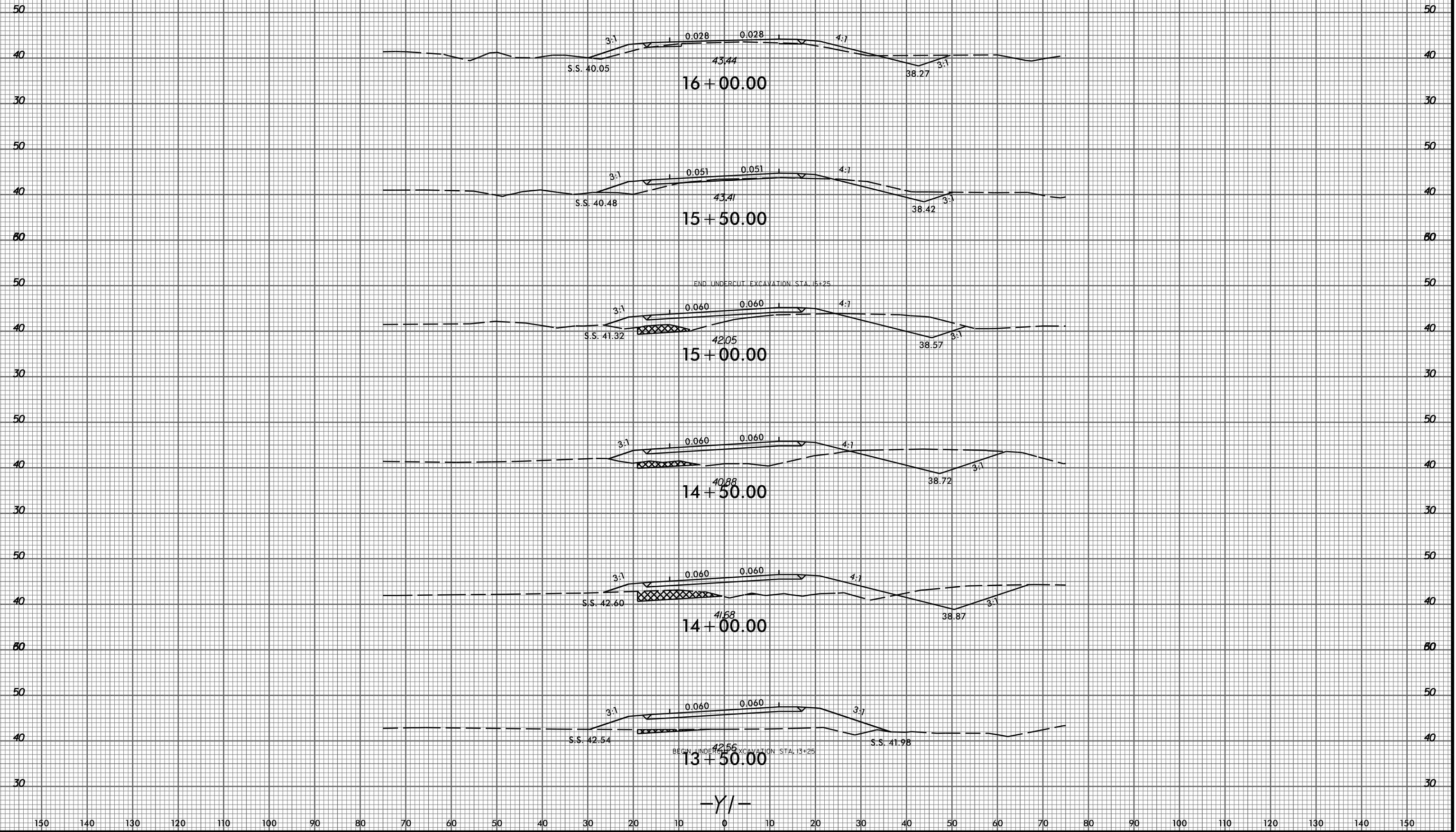


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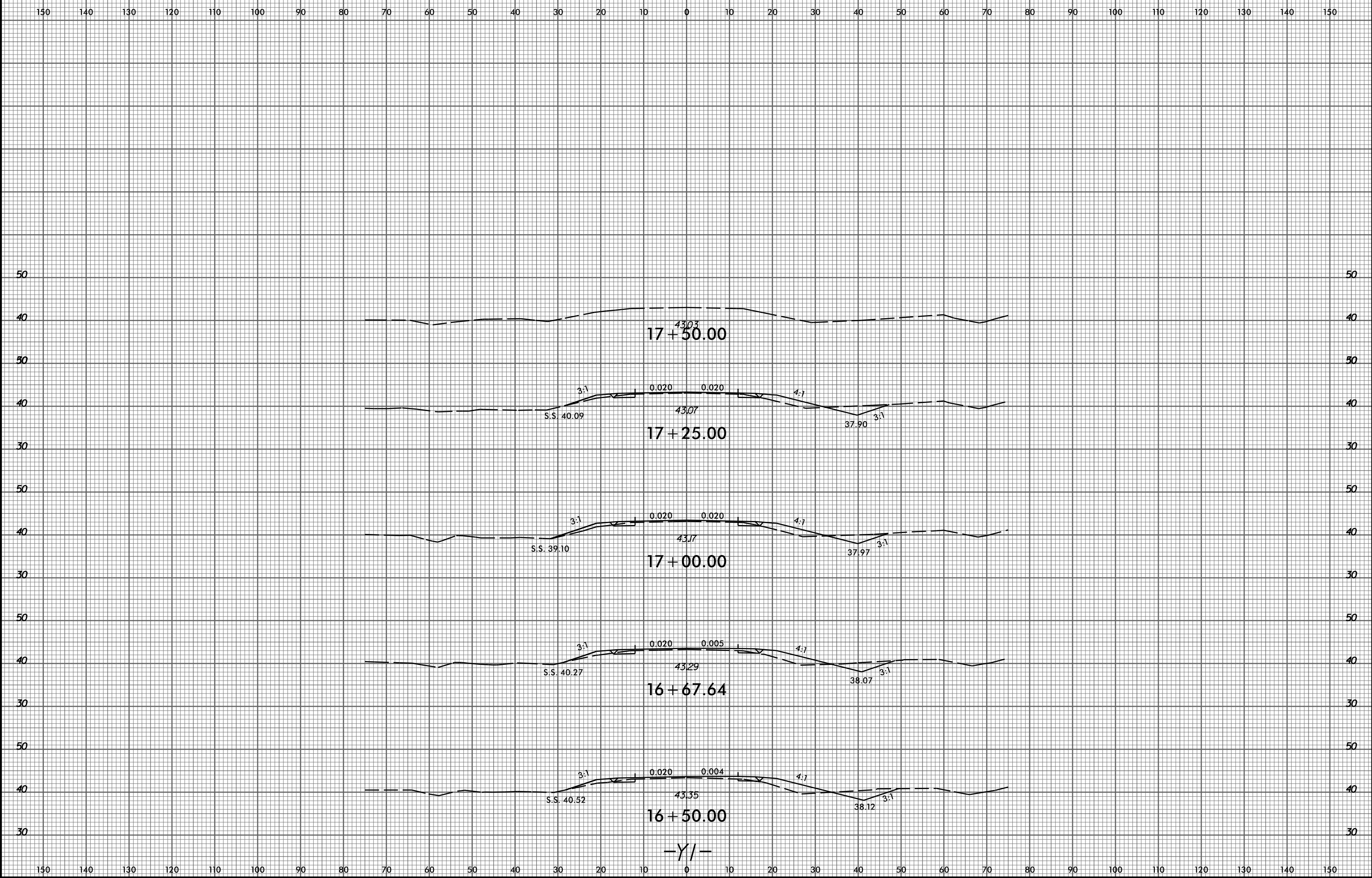
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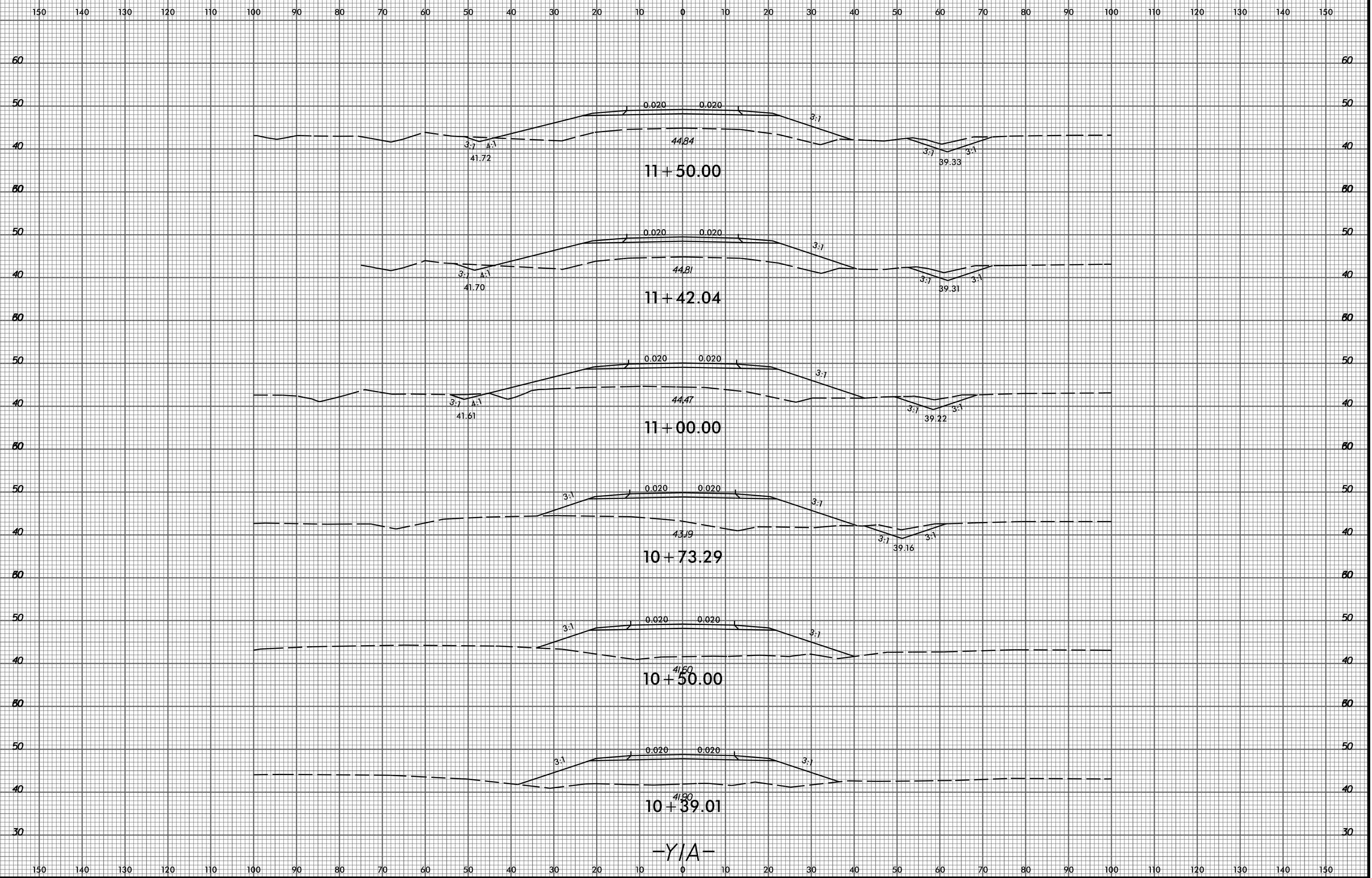
-Y/-

8/23/99



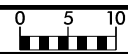
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thuffman

8/23/99



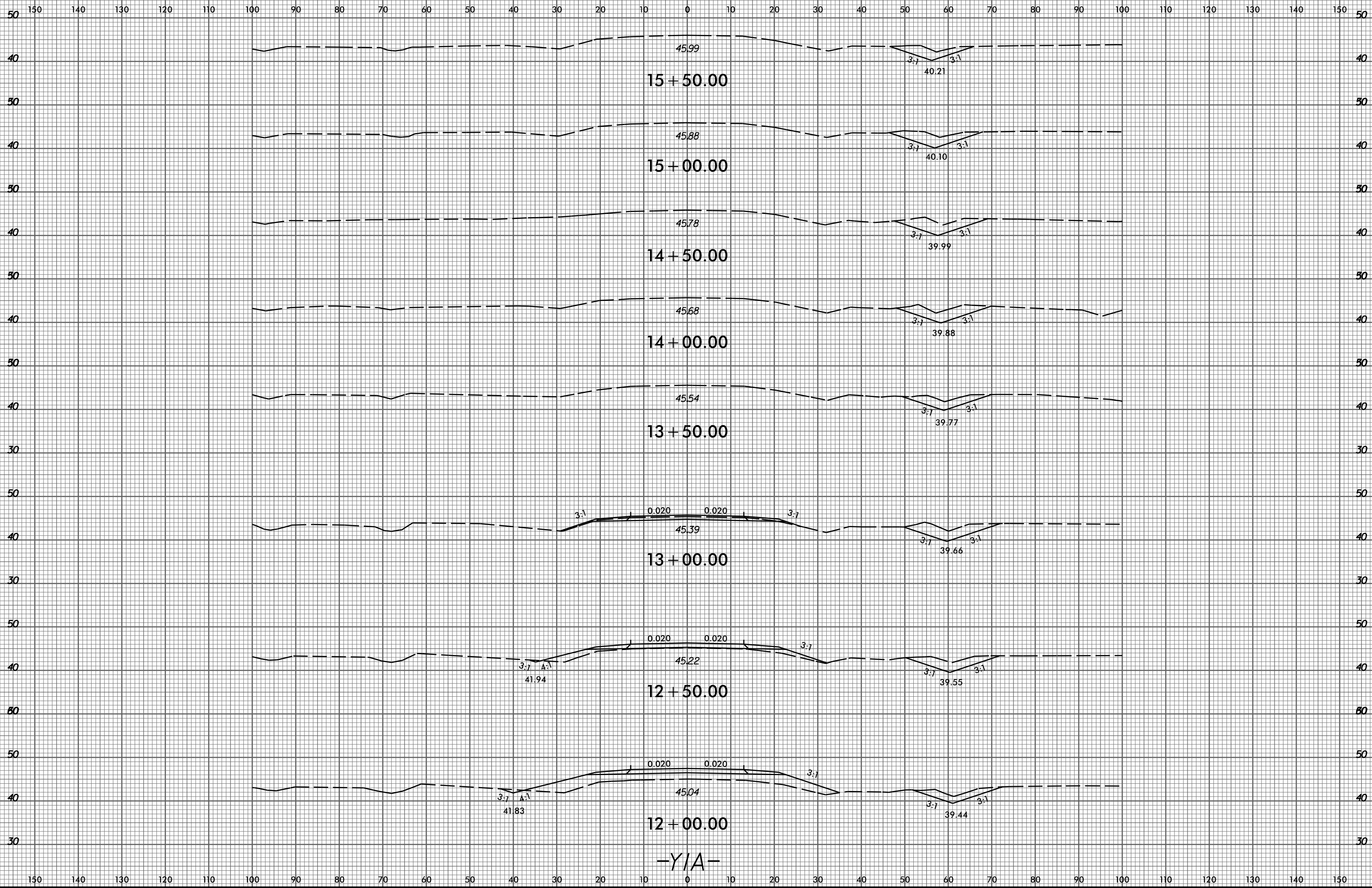
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thuffman

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-92



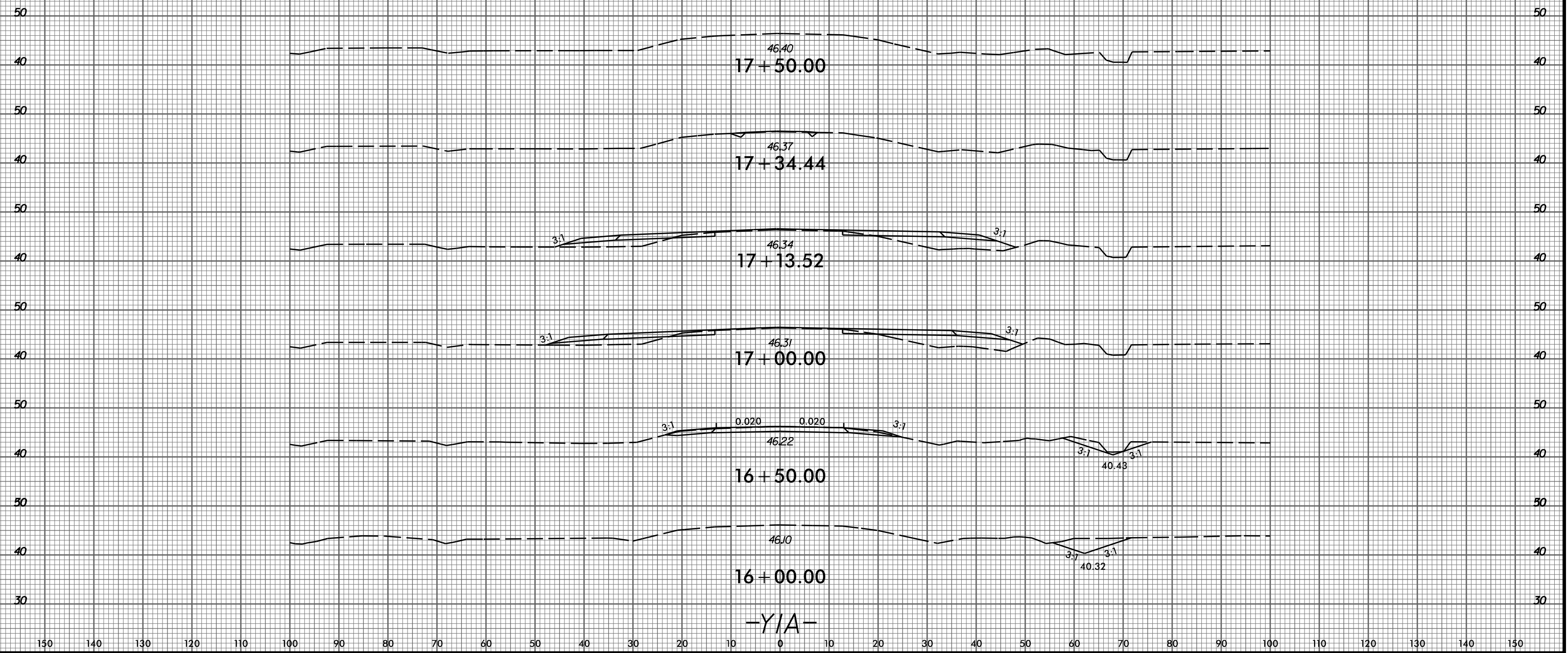
-Y/A-

P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rdy_xp1_Y1A.dgn
thuffman

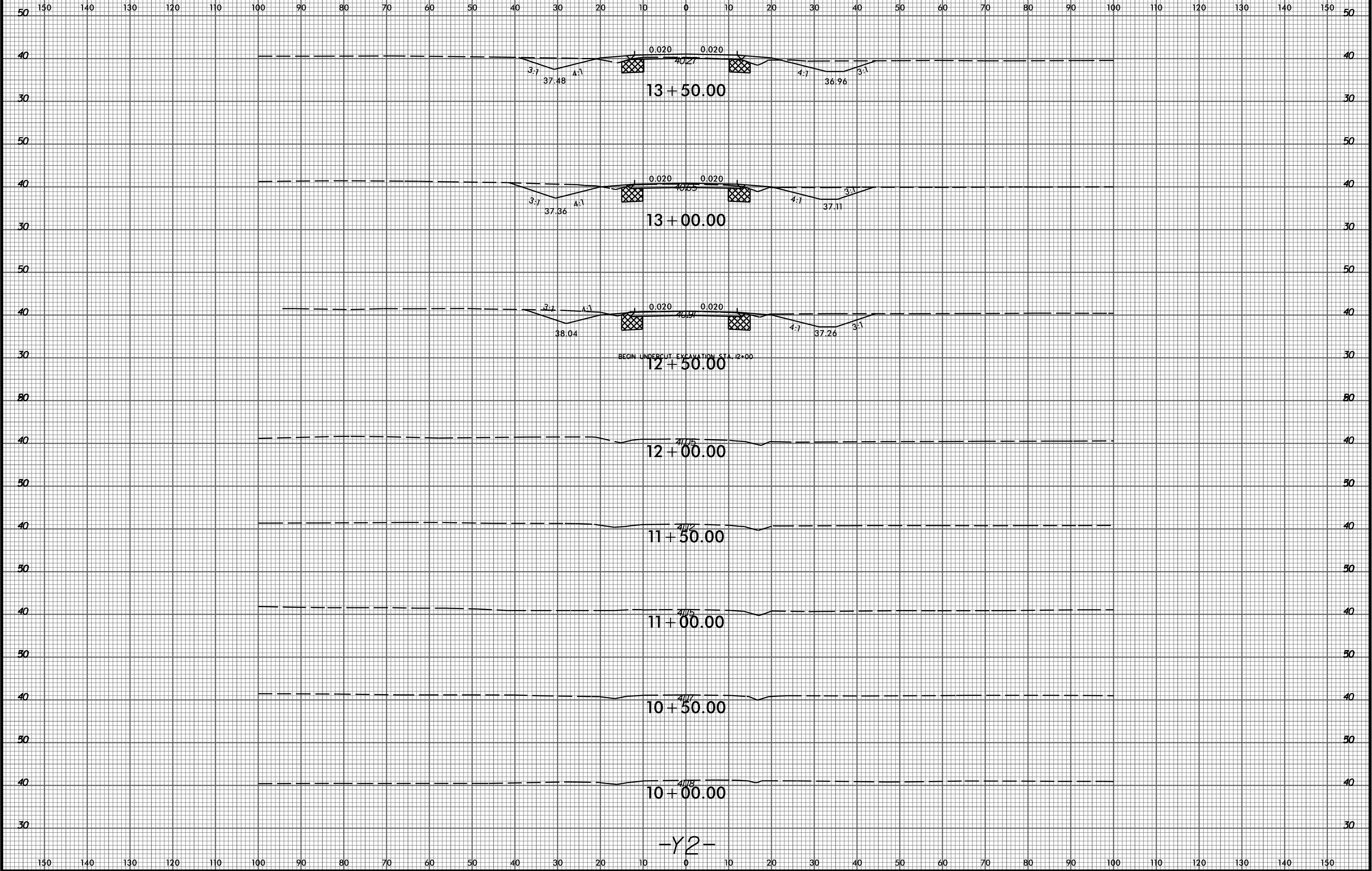
8/23/99



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

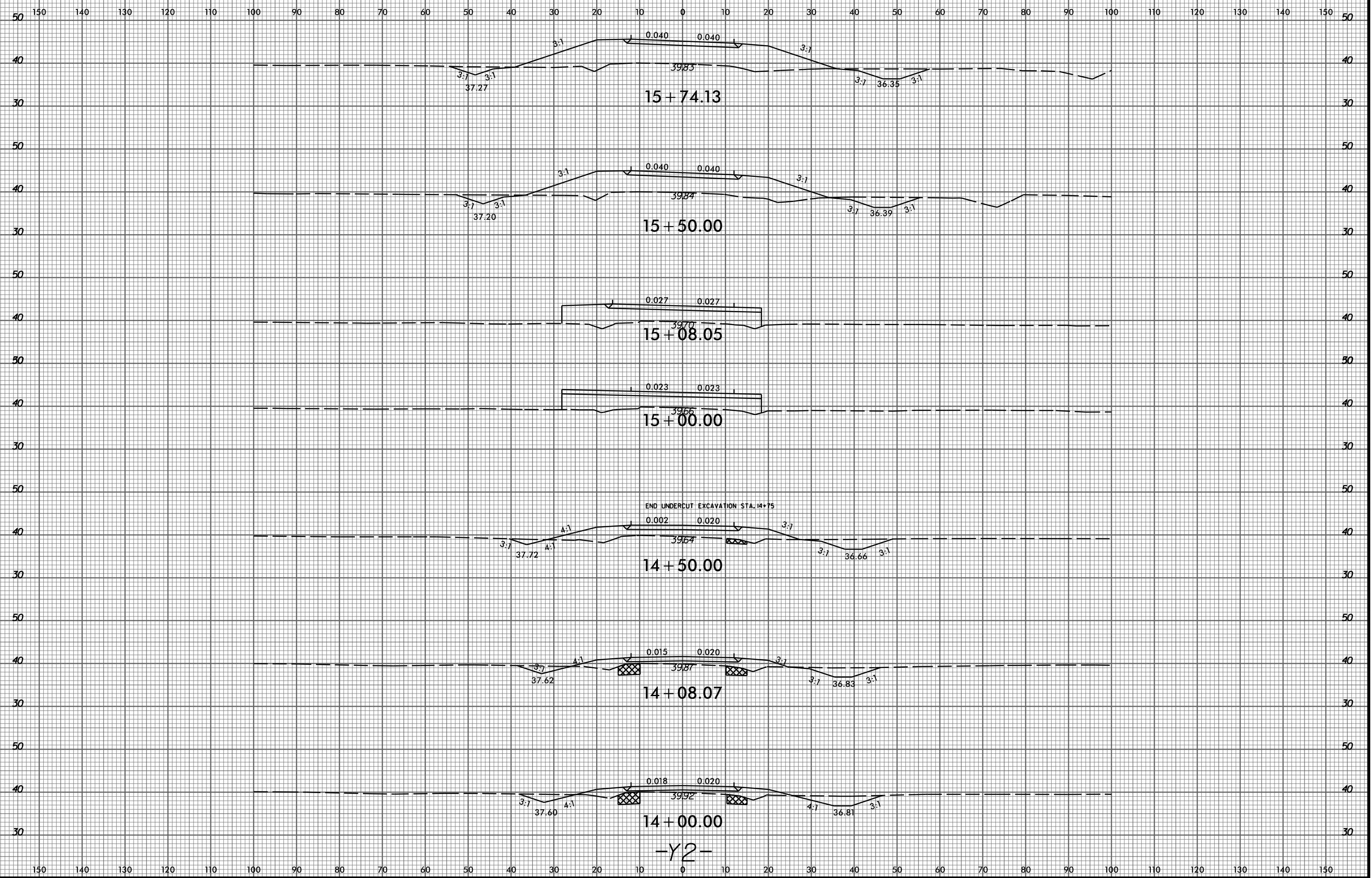


P:\6522-01\Cadd\2514B\Roadway\XSC\2514B_Rdy_xpl_1YA.dgn
thuffman



-Y2-

8/23/99



15+74.13

15+50.00

15+08.05

15+00.00

14+50.00

14+08.07

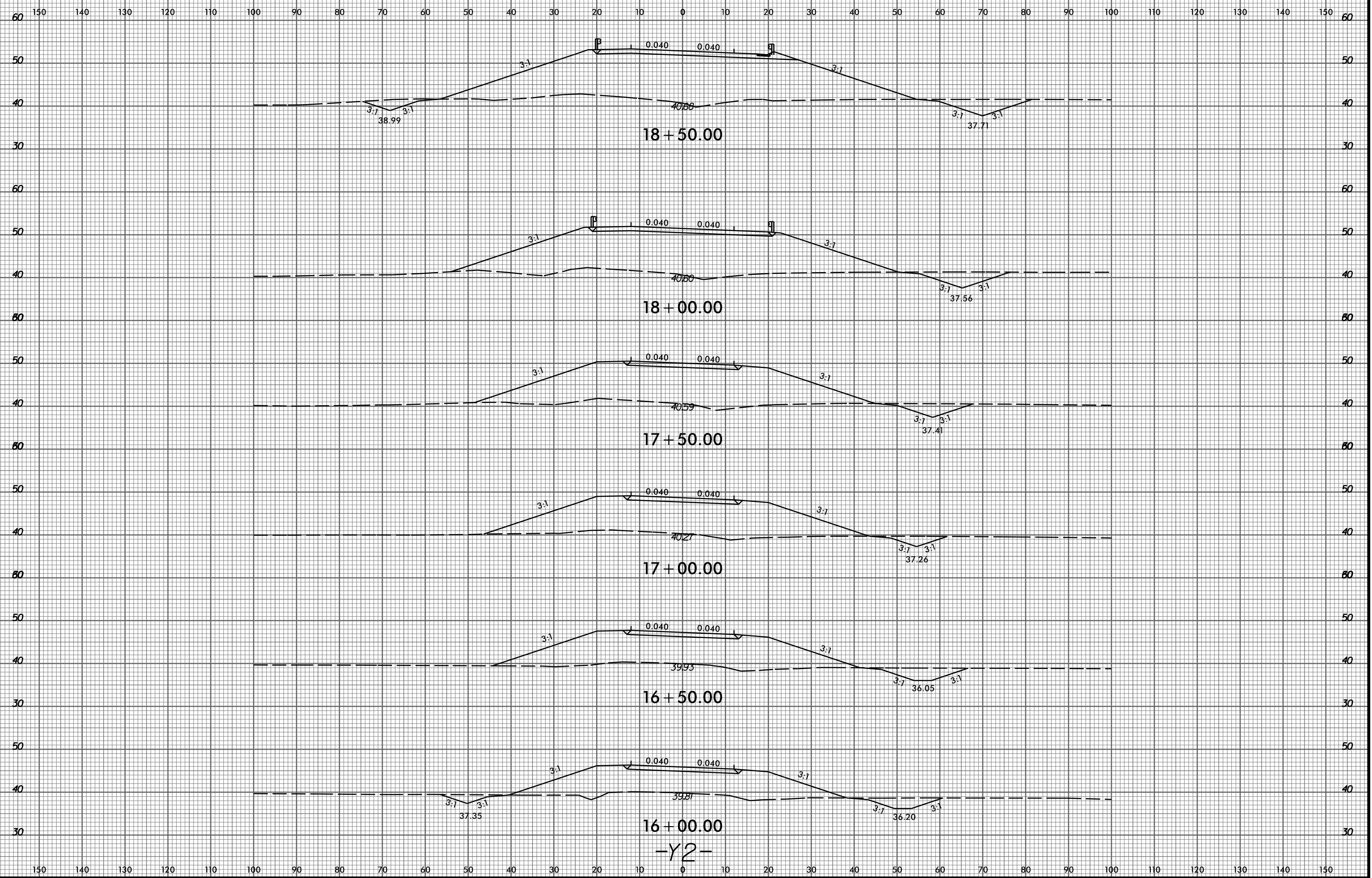
14+00.00

-Y2-

END UNDERCUT EXCAVATION STA. 14+75

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thuffman

8/23/99



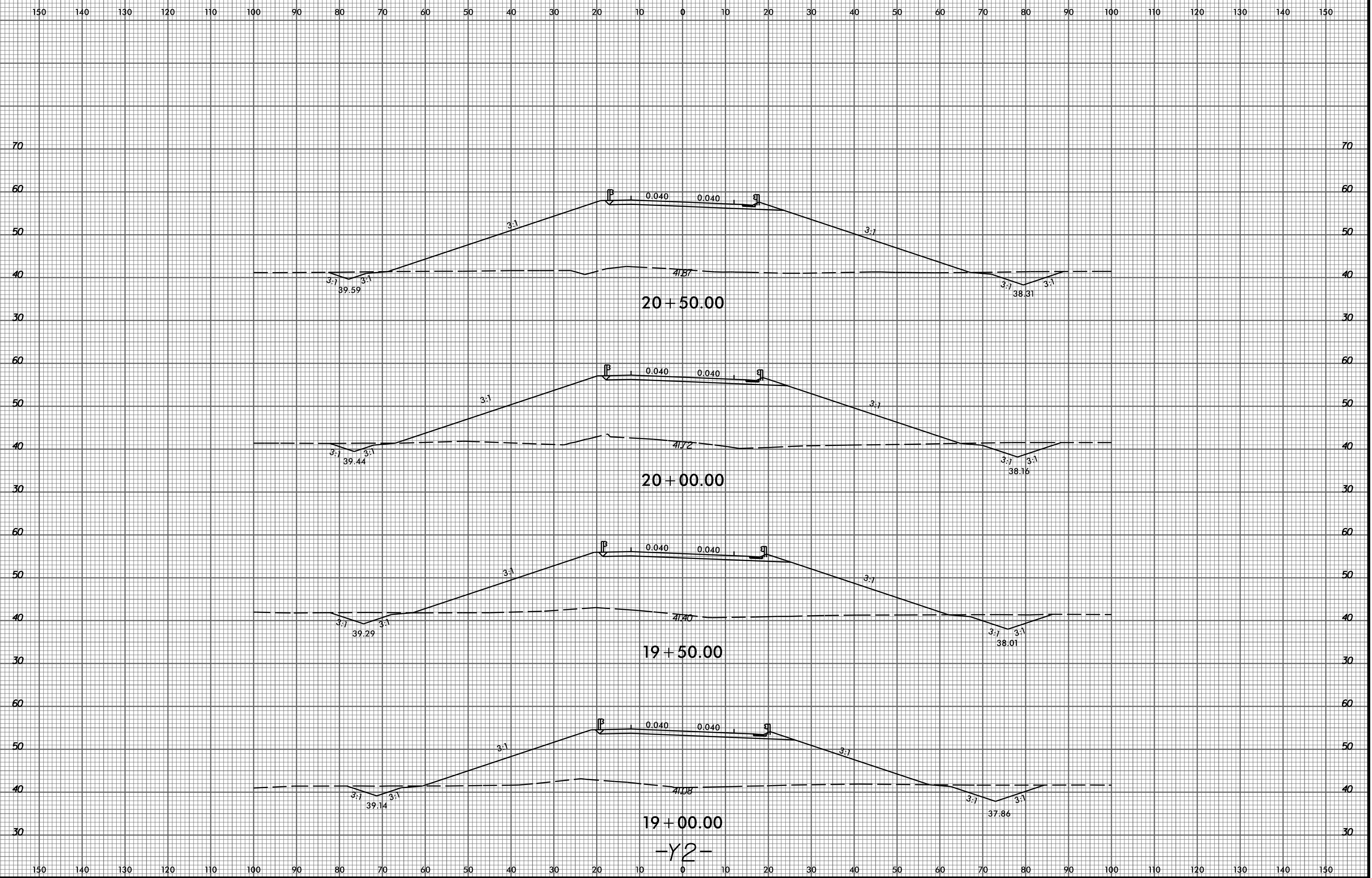
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thuffman

16+00.00
-Y2-

8/23/99



PROJ. REFERENCE NO. R-2514B	SHEET NO. X-97
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2/12/2015
 P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rdwy_xp1_Y2.dgn
 thuffman

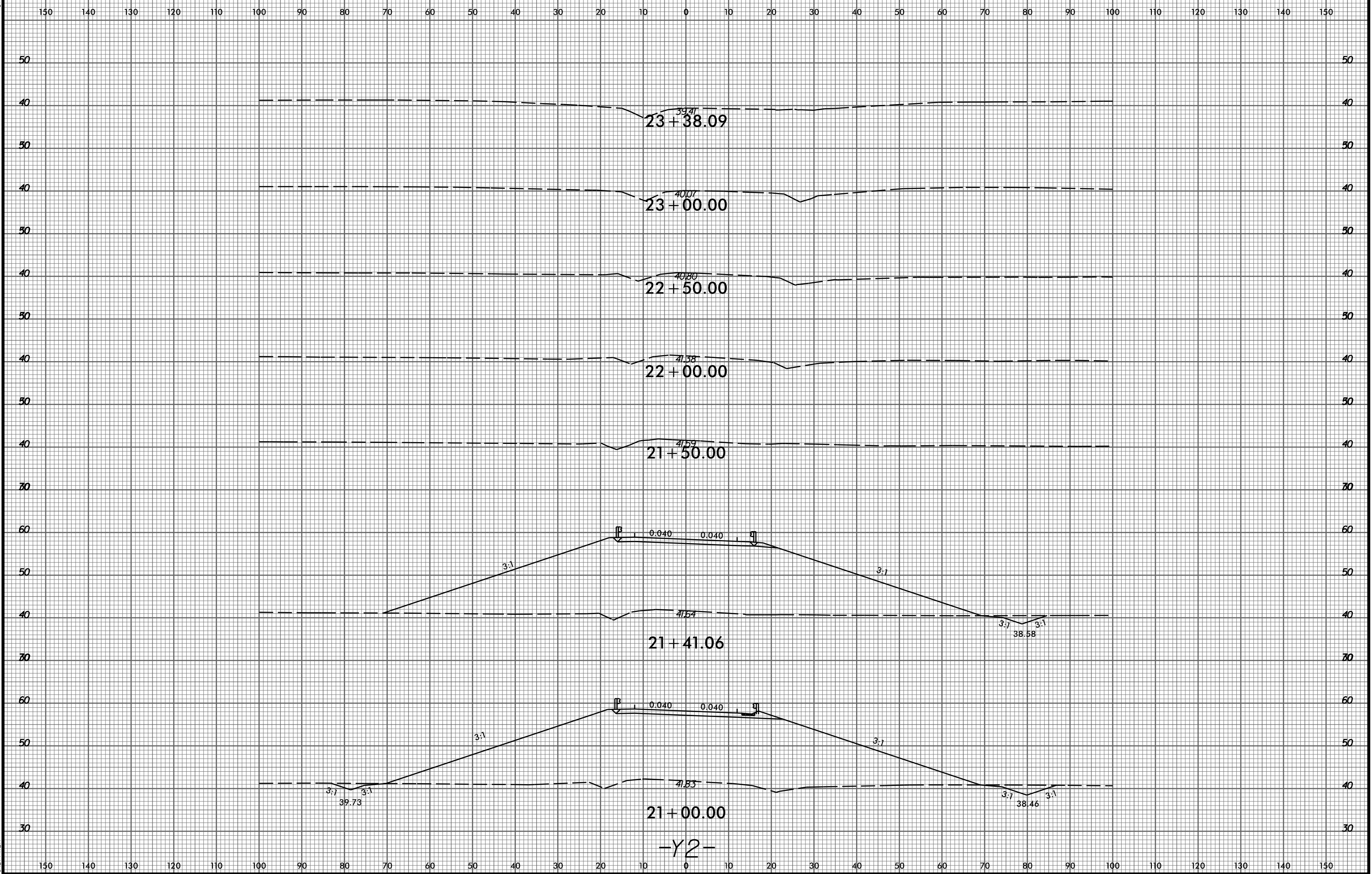
-Y2-

8/23/99

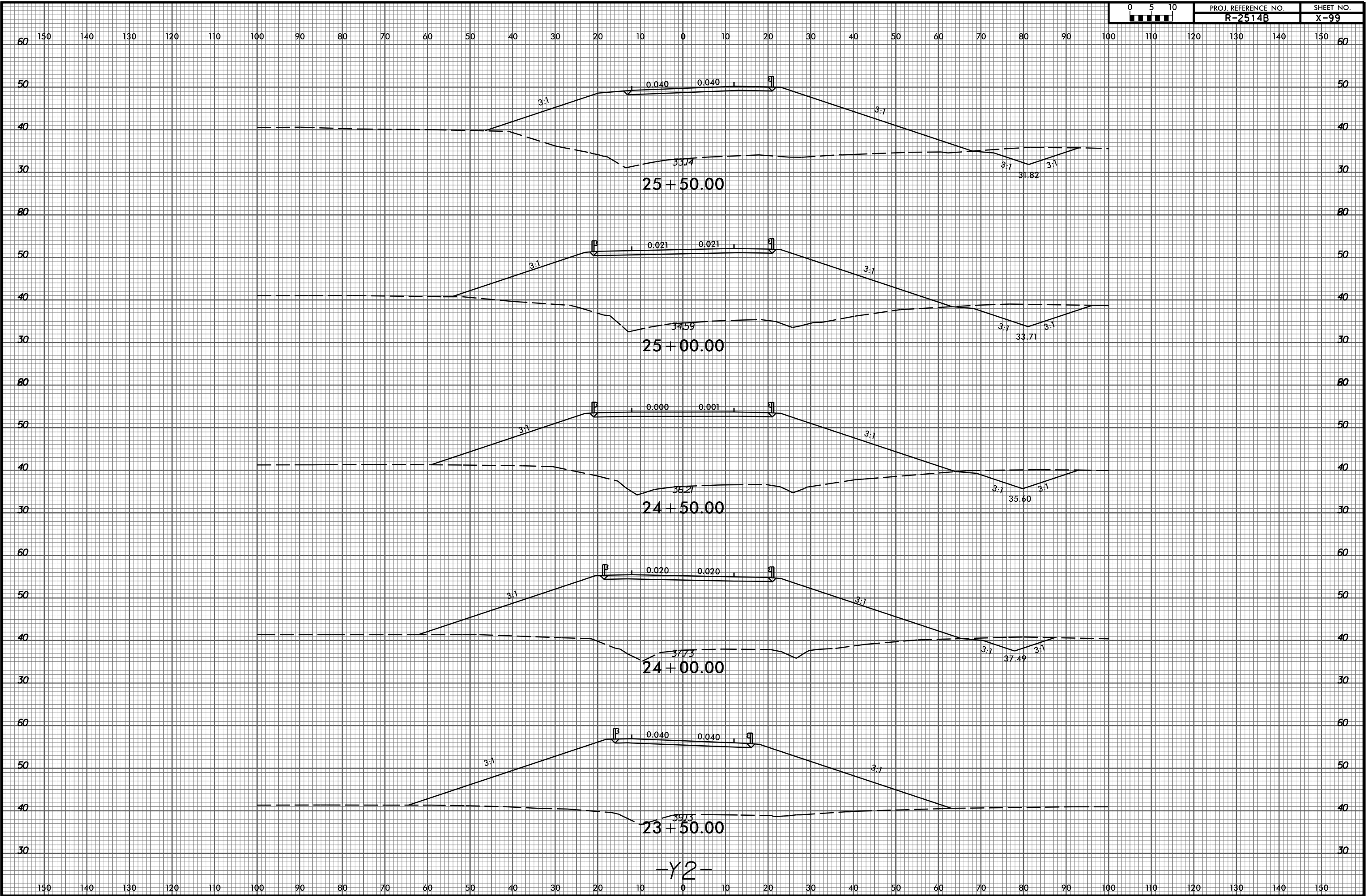


PROJ. REFERENCE NO.
R-2514B

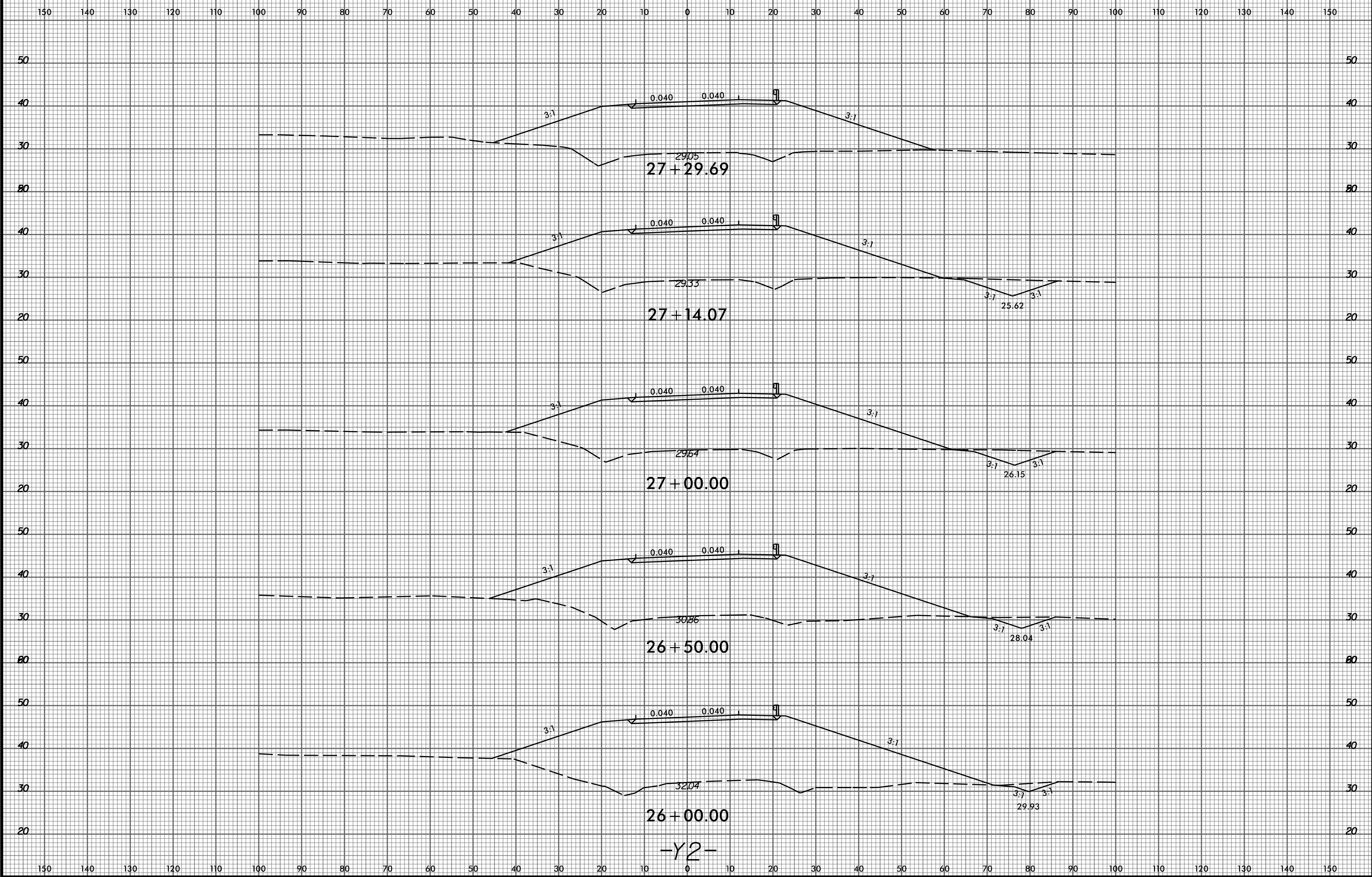
SHEET NO.
X-98



2/12/2015
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 thuffman



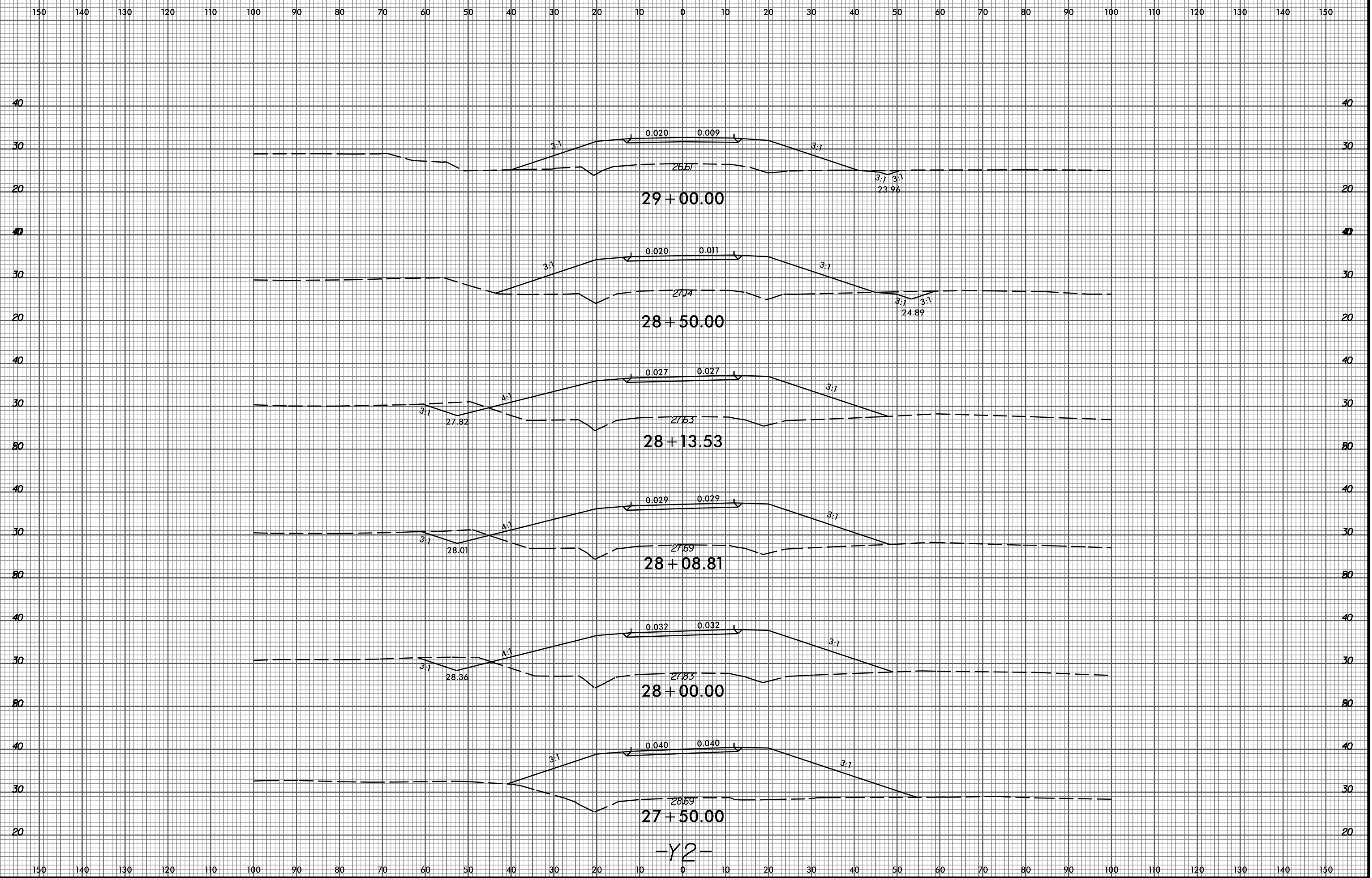
8/23/99



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thuffman

-Y2-

8/23/99

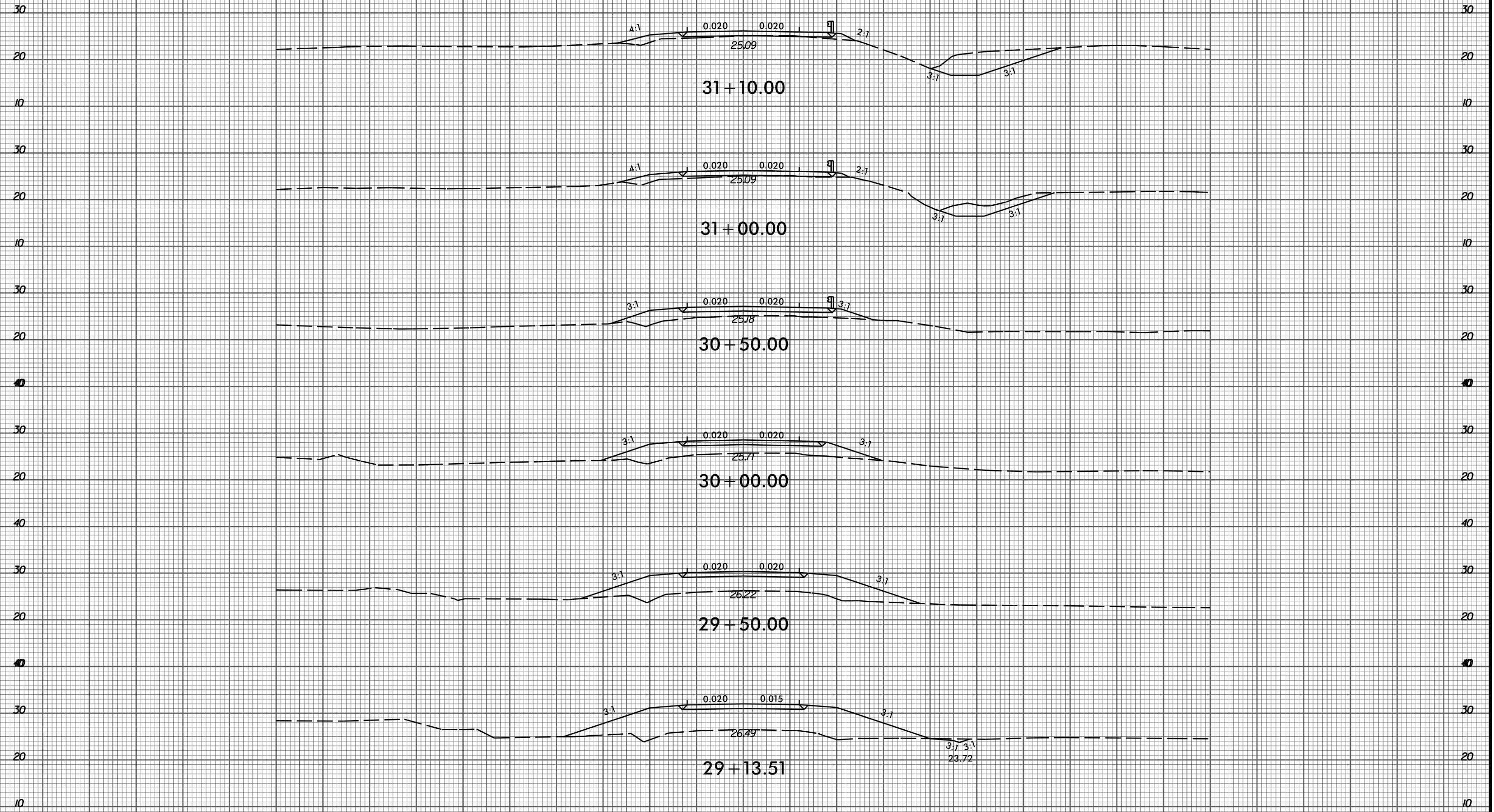


2/12/2015 P:\6522-01\Cadd\2514B\Roadway\XSC\2514B_Rdy_xpl_1_Y2.dgn thuffman

8/23/99



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-

P:\622-01\Cadd\2514B\Roadway\XSC\2514B_Rd1_xpl_Y2.dgn
thuffman

8/23/99



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

31+70.00

31+60.00

31+50.00

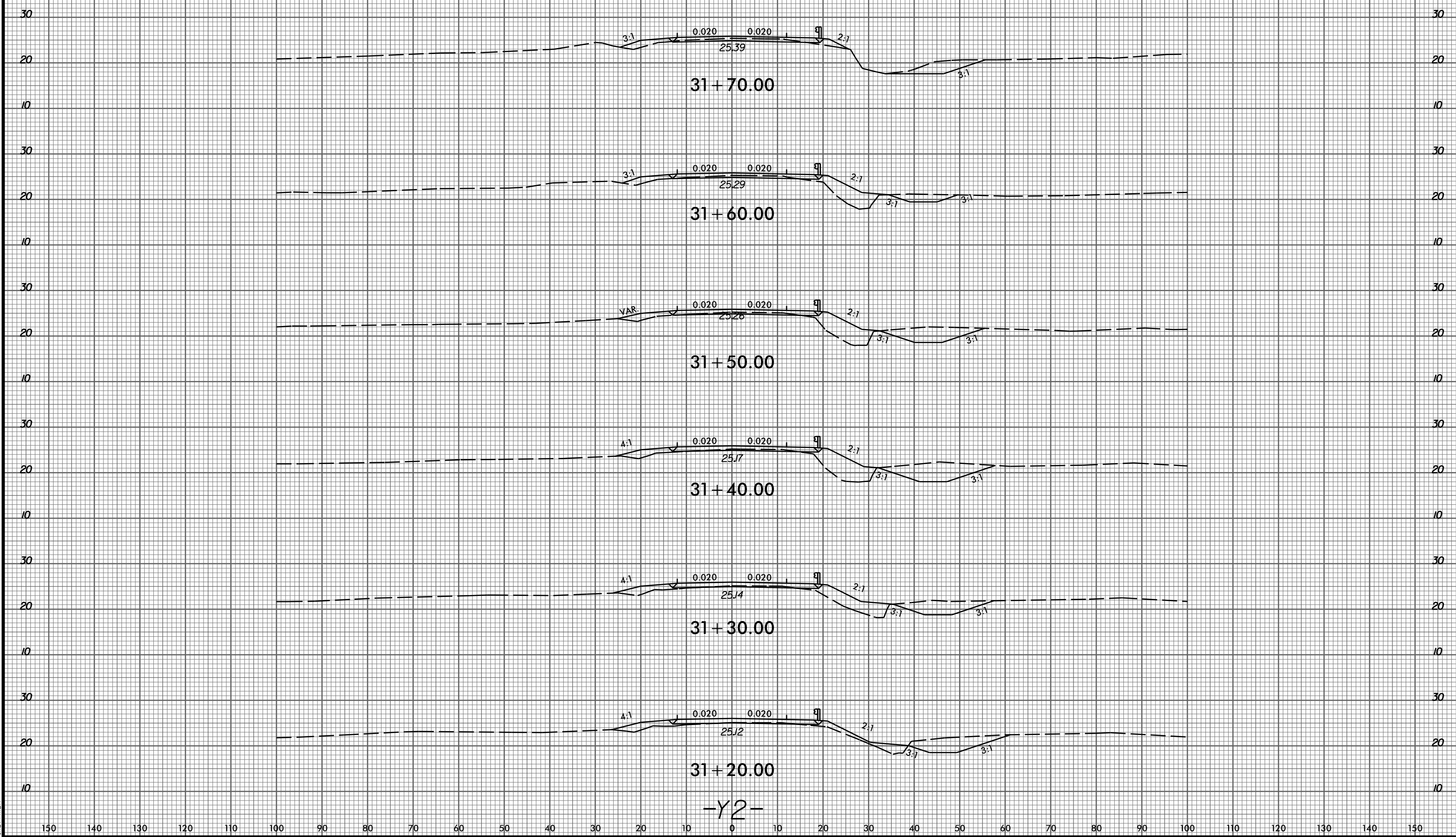
31+40.00

31+30.00

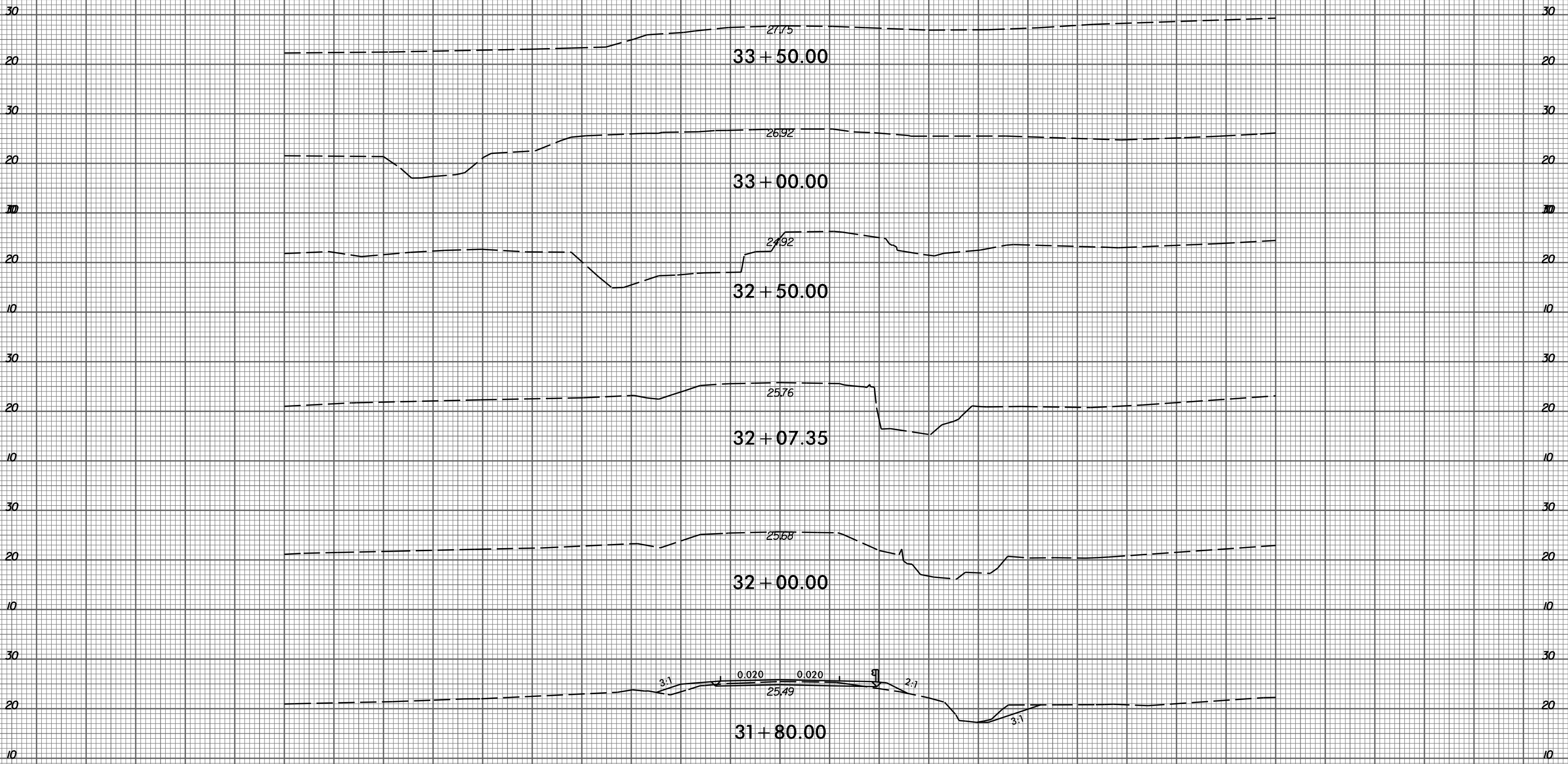
31+20.00

-Y2-

P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rdy_xpl_Y2.dgn
thuffman



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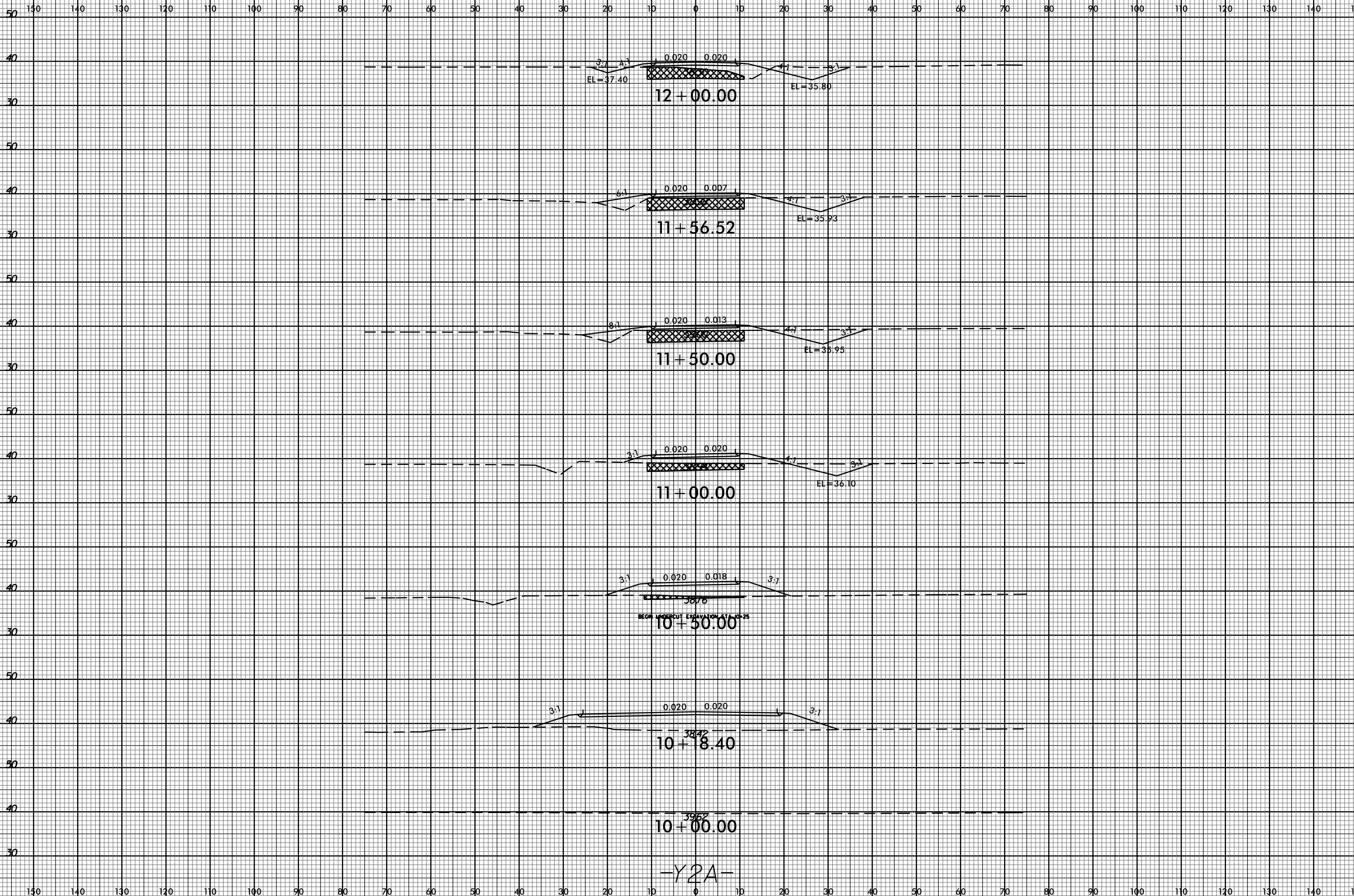
-Y2-

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-105



14-APR-2015 09:13
P:\PROJECTS\R2514B_Rdu\p1_Y2A.dgn
\$\$\$\$\$PRNAME\$\$\$\$\$

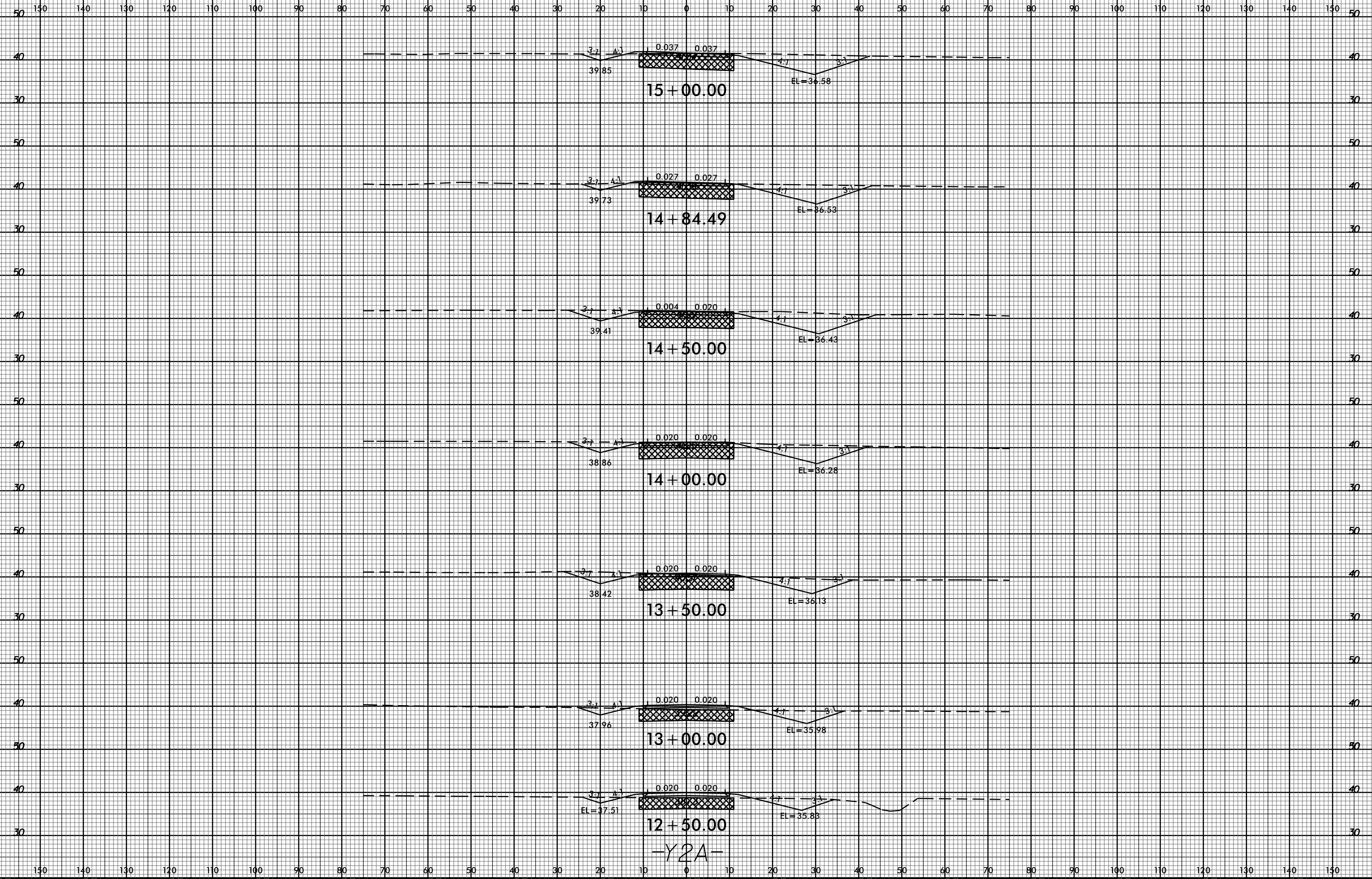
-Y2A-

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-106



14-APR-2015 09:13
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\$\$\$\$\$SYSTRANS\$\$\$\$\$

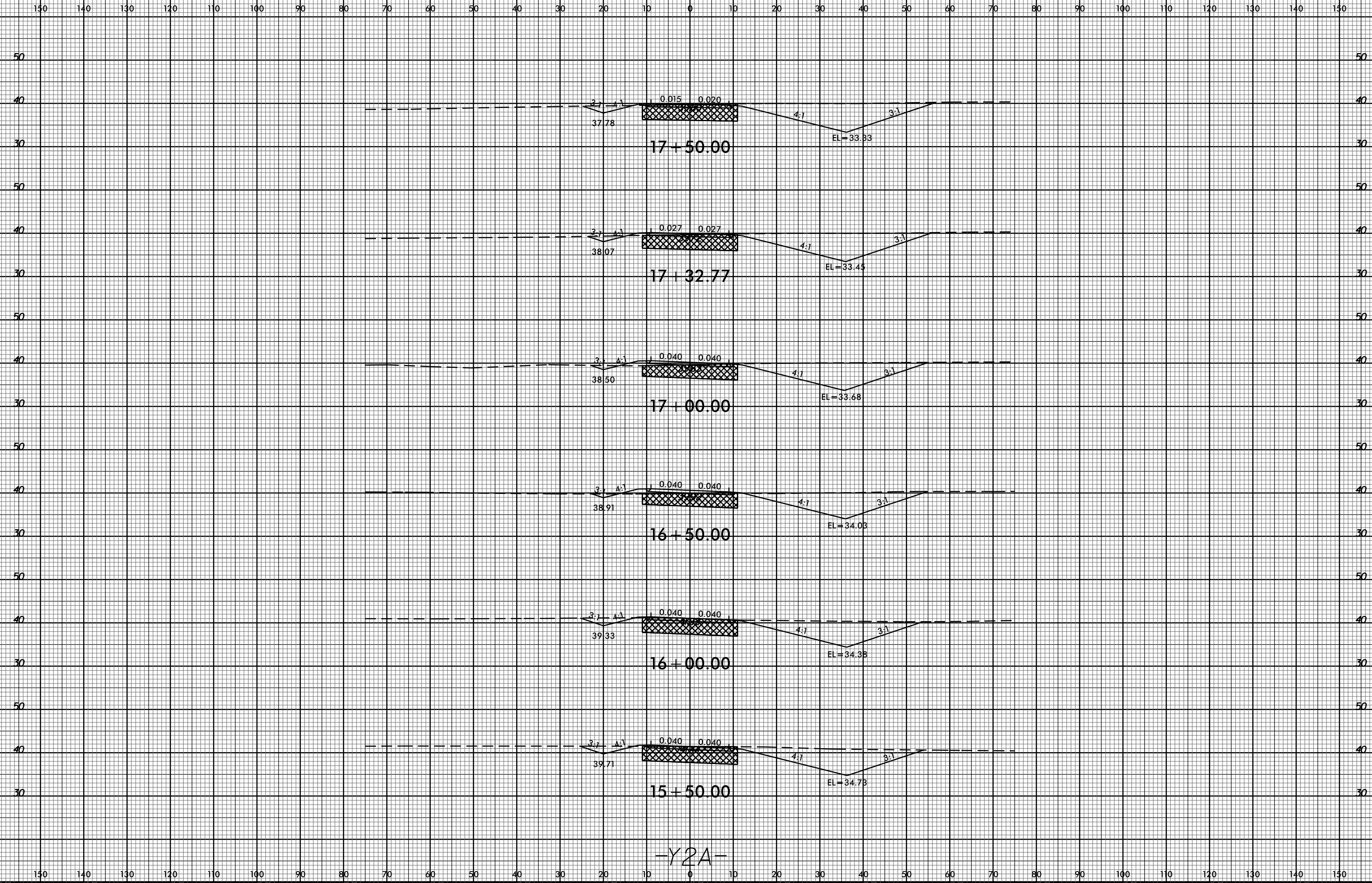
-Y2A-

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-107



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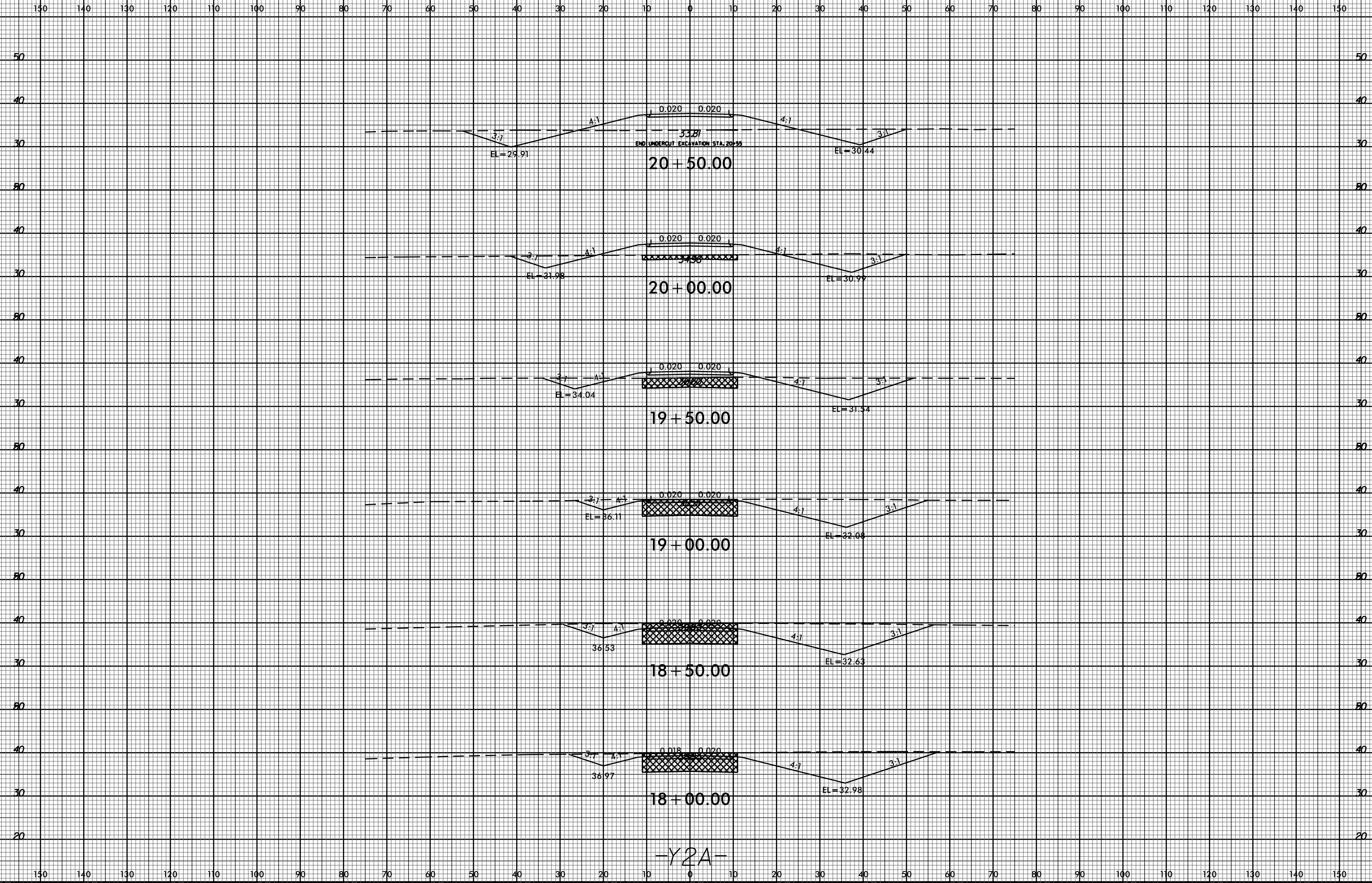
-Y2A-

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-108



-Y2A-

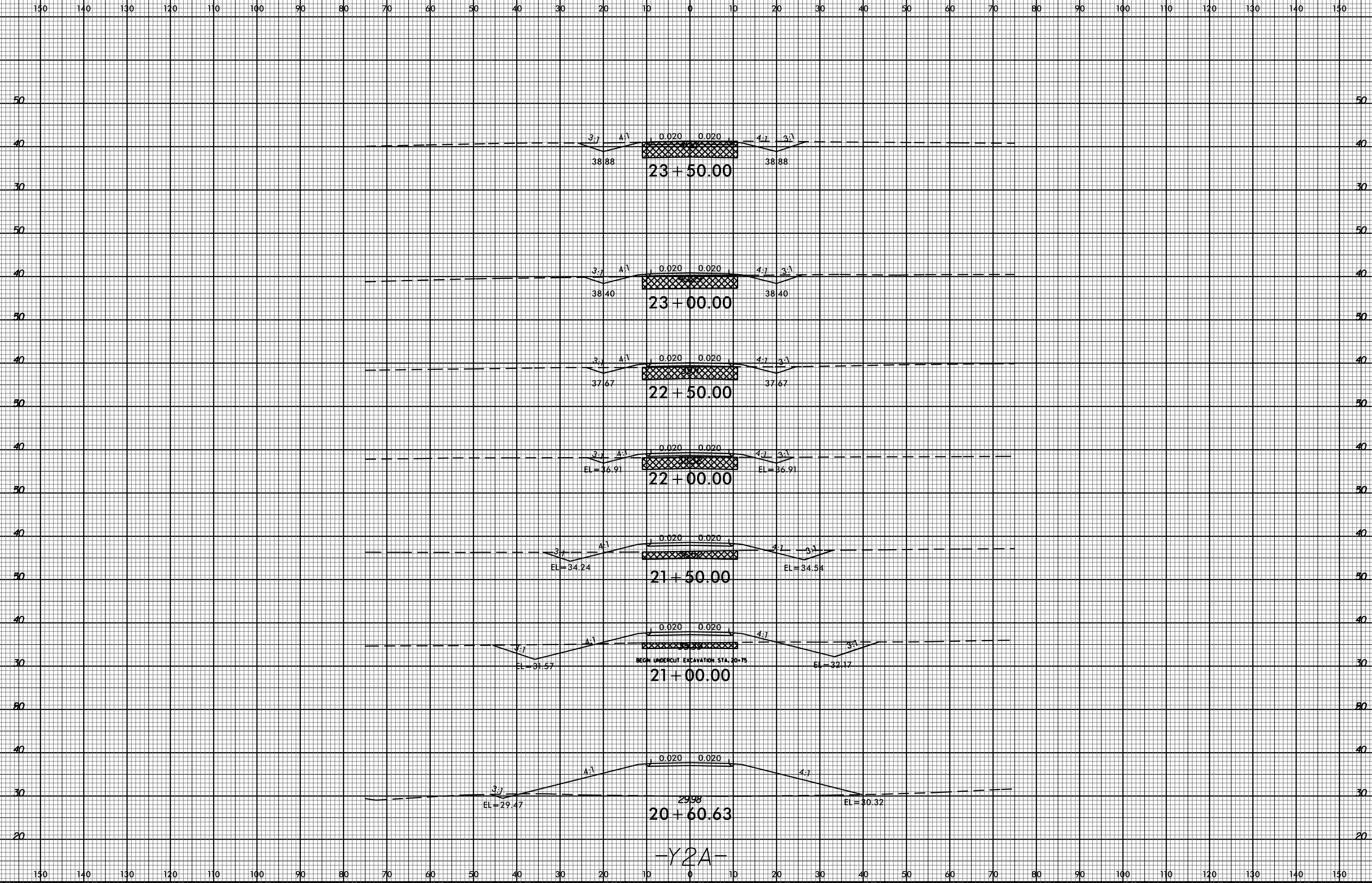
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 \$\$\$SYSTRANS\$\$\$

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-109



14-APR-2015 09:13
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\$\$\$\$\$SYTIME\$\$\$\$\$

-Y2A-

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-110

50 130 140 130 120 110 100 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 50

40 40

30 30

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40 40

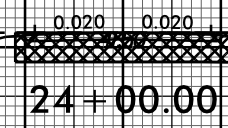
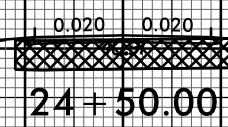
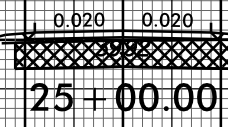
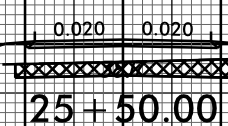
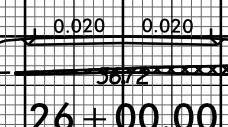
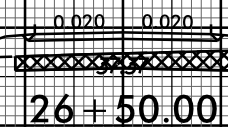
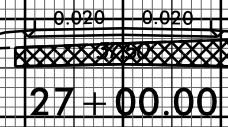
30 30

50 50

40 40

30 30

50 130 140 130 120 110 100 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 50



-Y2A-

14 APR 2015 09:13
P:\PROJECTS\R2514B_Rdu\p1_Y2A.dgn
\$\$\$\$\$SYSTRANS\$\$\$\$\$

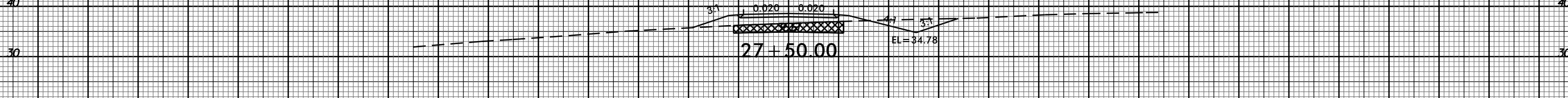
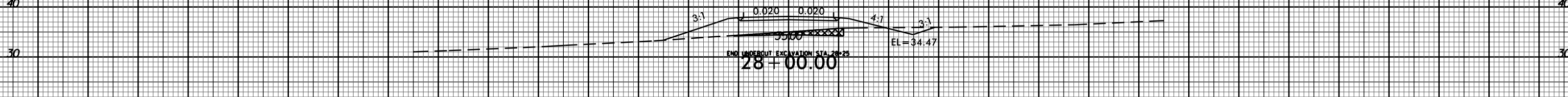
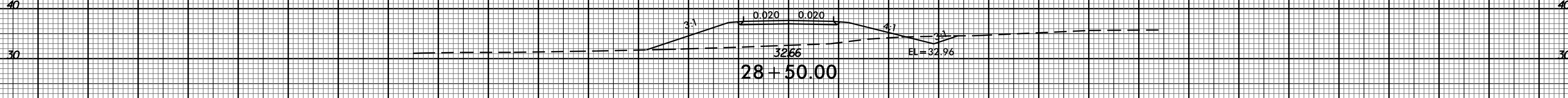
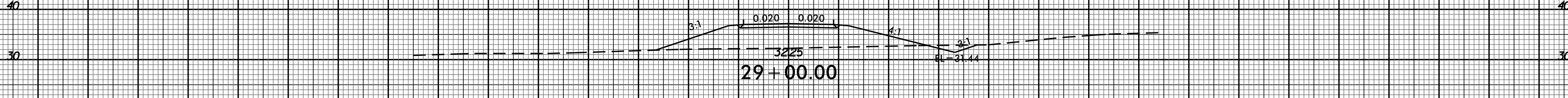
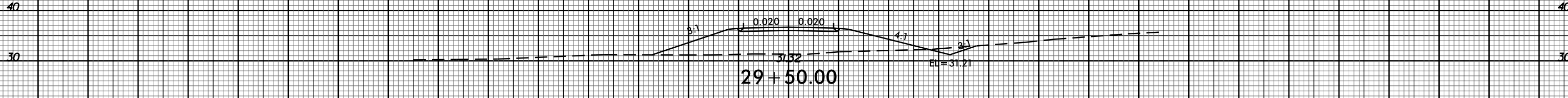
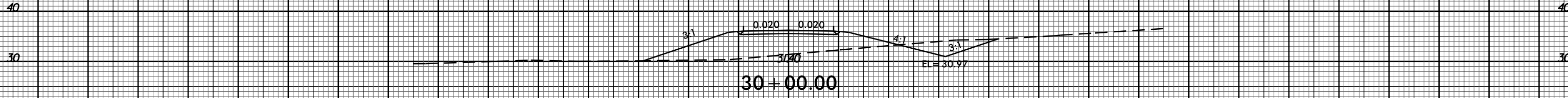
8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-111

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-Y2A-

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

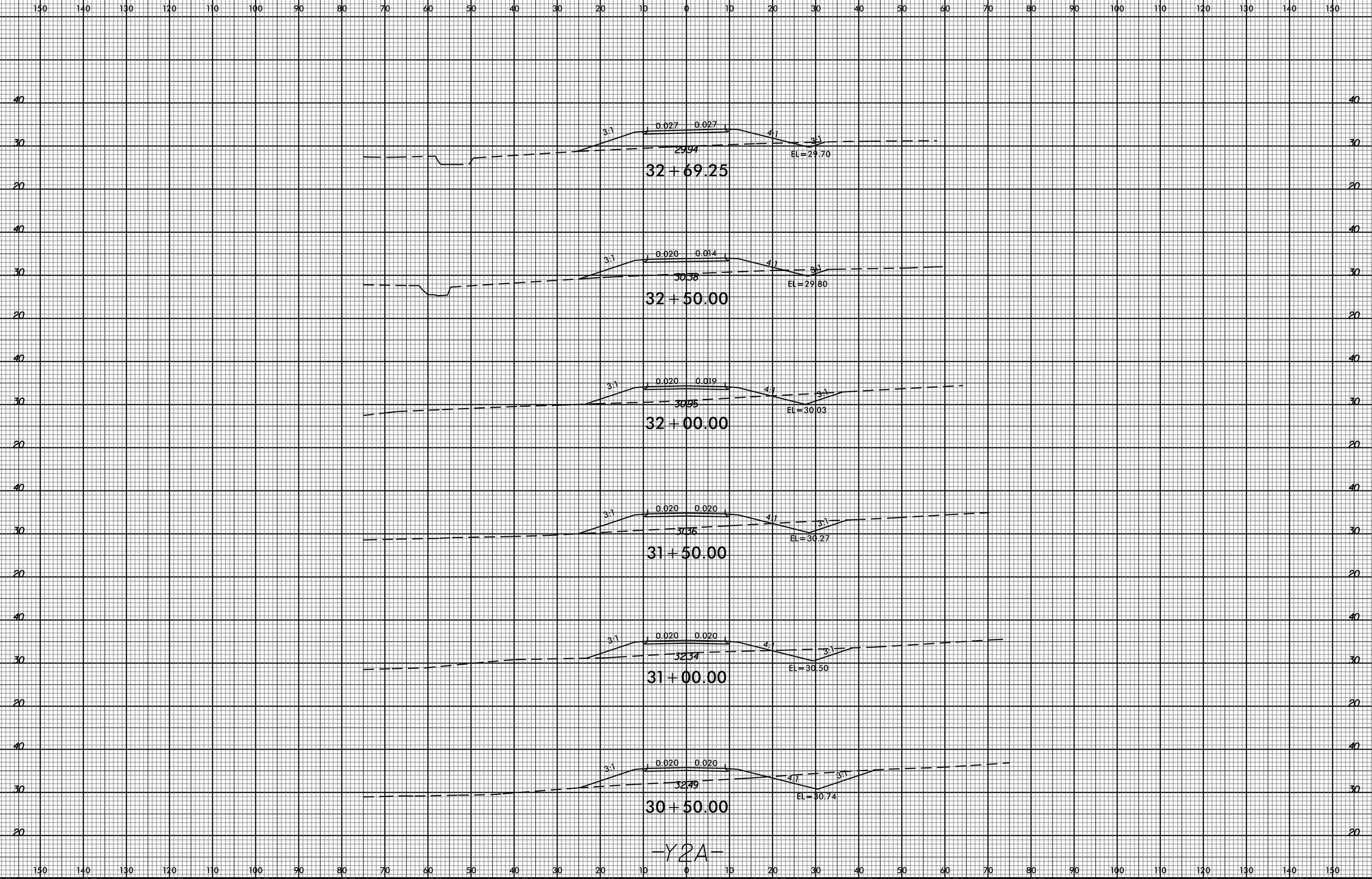
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\$\$\$\$\$SYSTRANS\$\$\$\$\$

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-112



-Y2A-

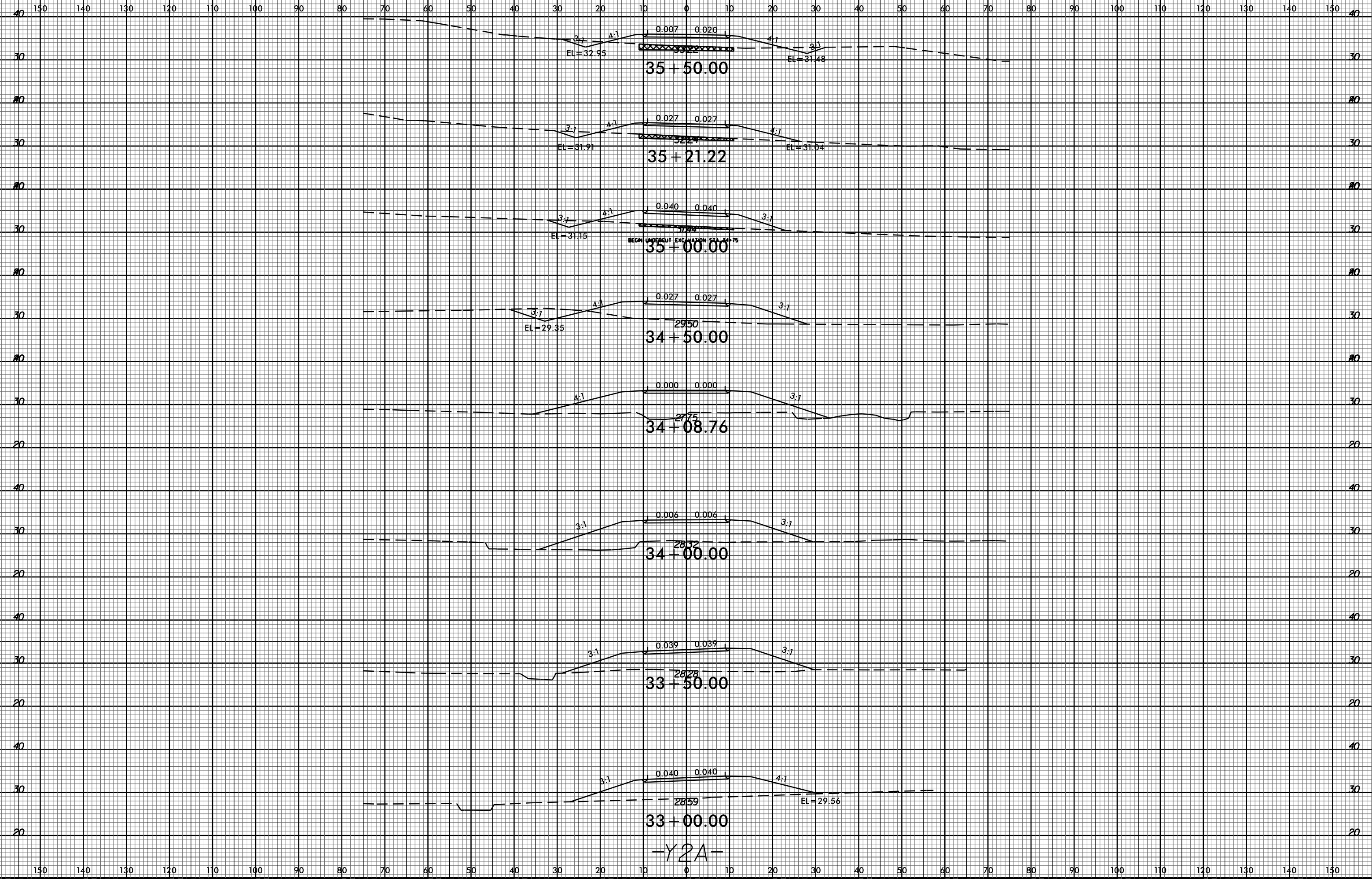
14_APR_2015 09:13
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\$\$\$\$\$SYTIME\$\$\$\$\$

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-113



-Y2A-

14 APR 2015 09:13
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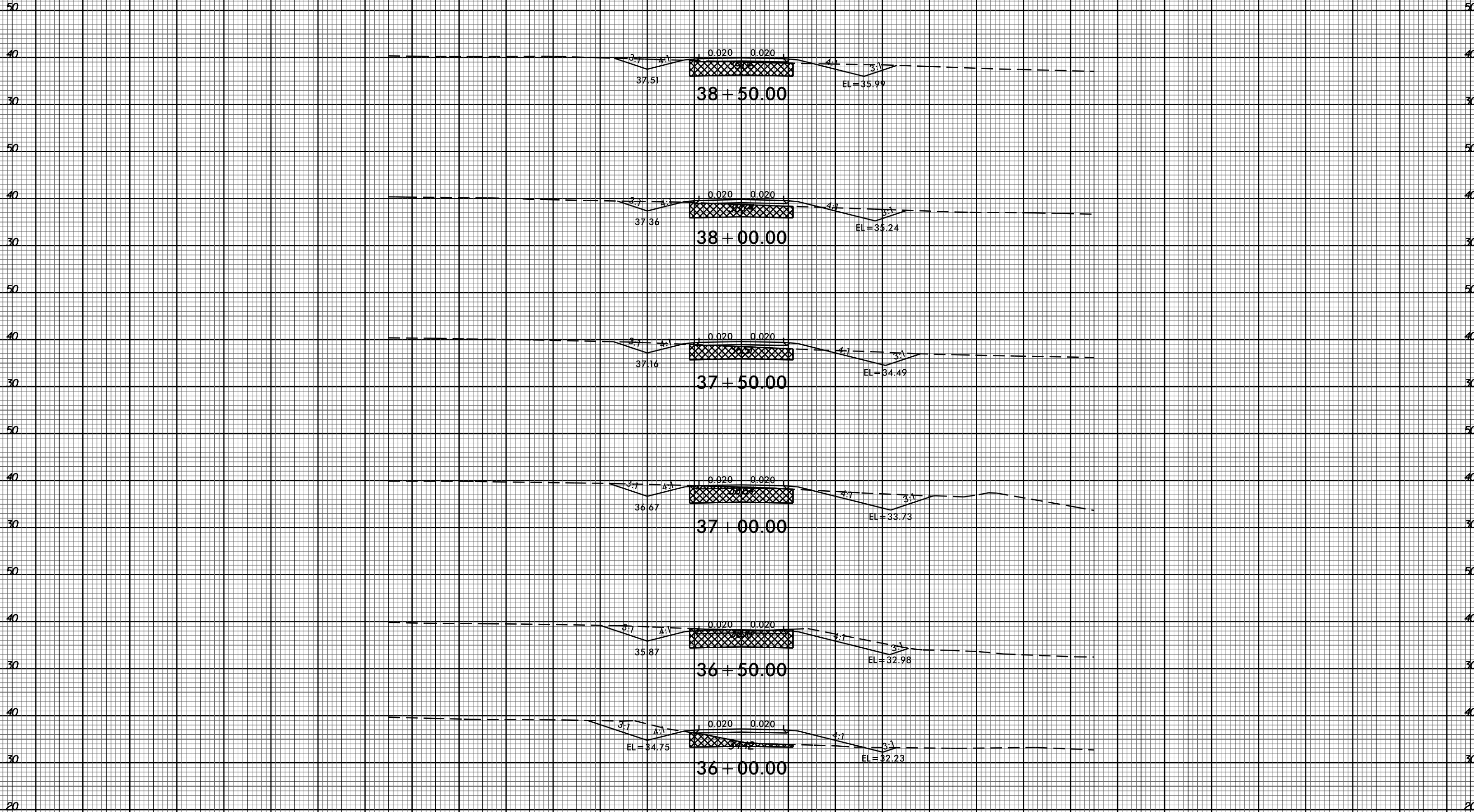
8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-114

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-Y2A-

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

14_APR_2015 09:14 P:\PROJECTS\R2514B_Rdu_vpl_Y2A.dgn

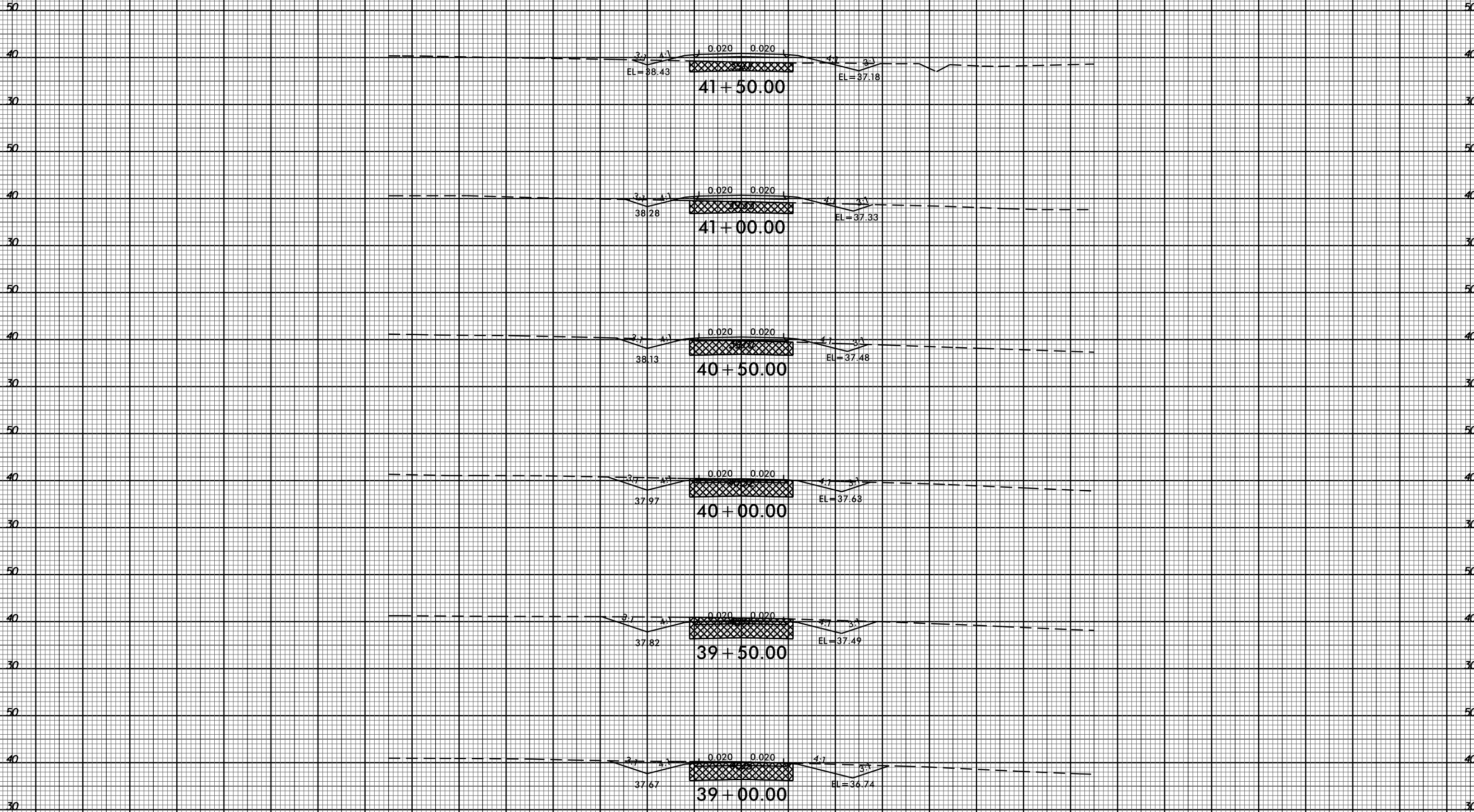
8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-115

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-Y2A-

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\$\$\$\$\$USFRANF\$\$\$\$\$

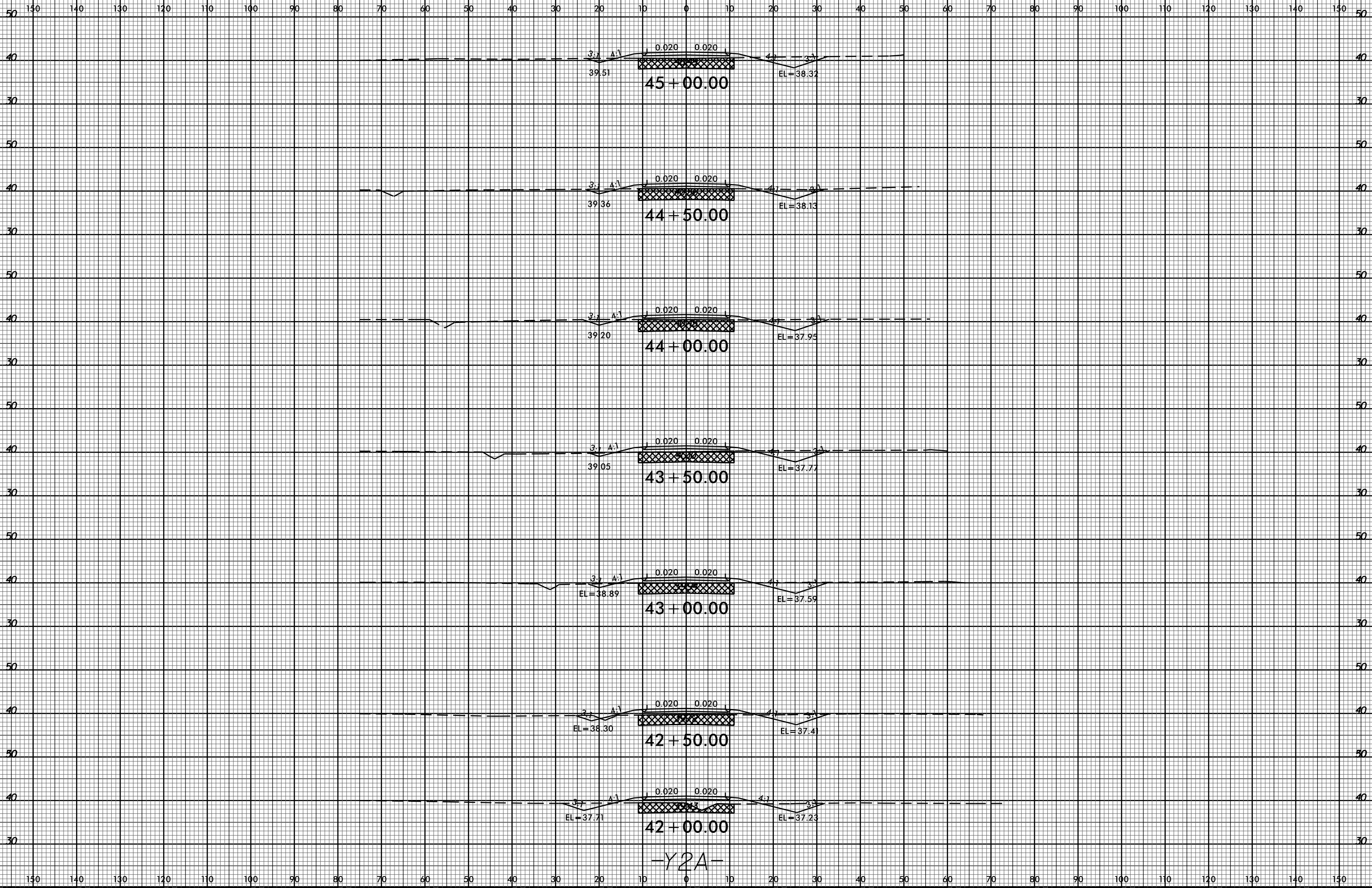
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-116



-Y2A-

14-APR-2015 09:14
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\$\$\$\$\$SYTIME\$\$\$\$\$

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-117

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50 50

40 40

30 30

50 50

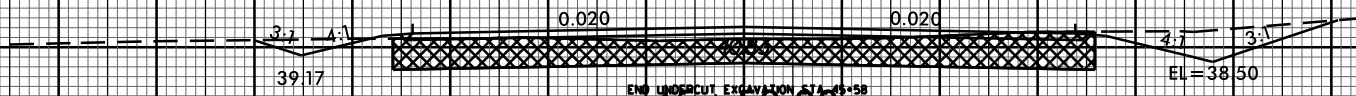
40 40

30 30

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



45+58.91

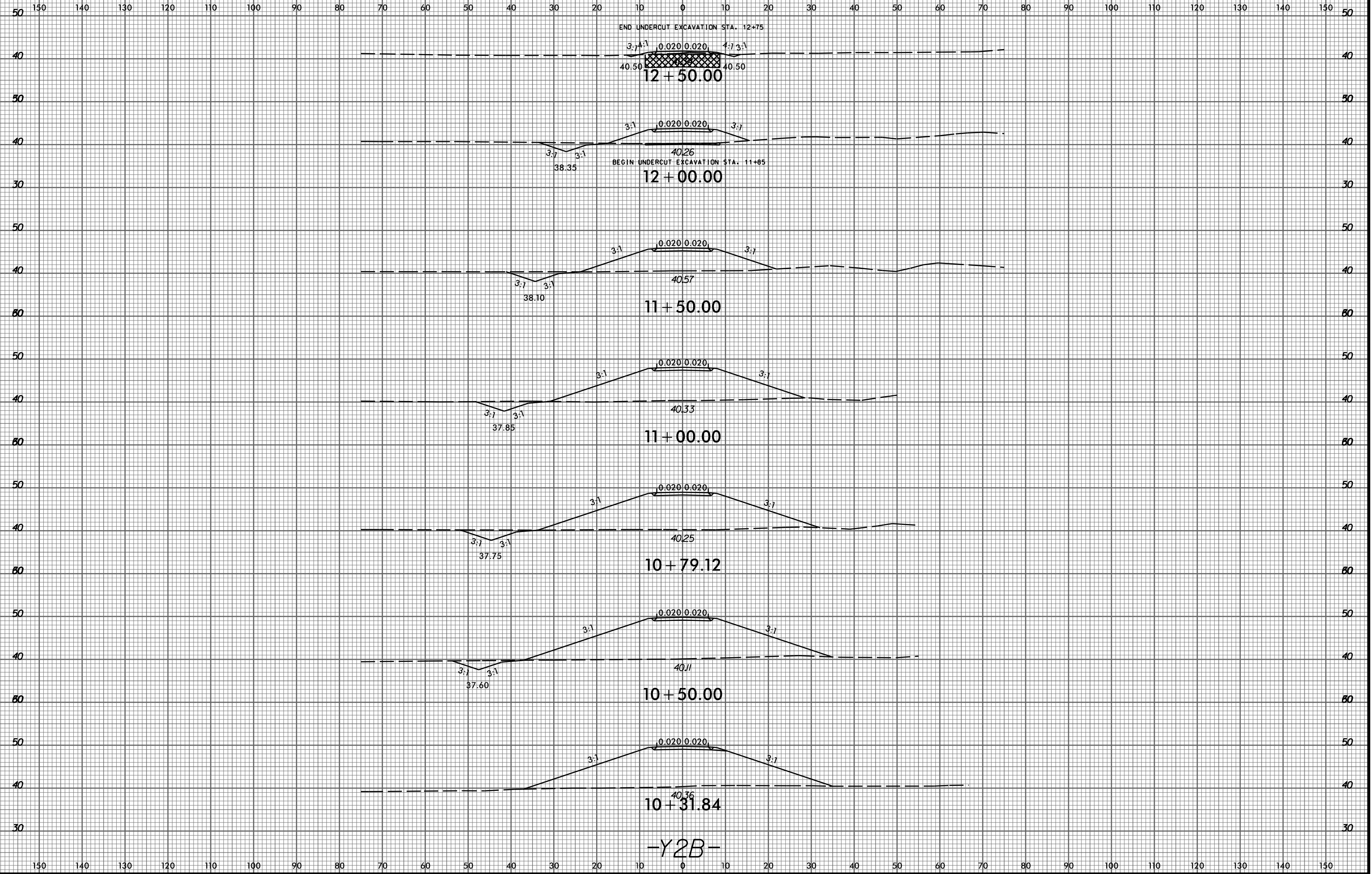


END UNDERCUT EXCAVATION STA. 45+58

45+50.00

-Y2A-

I:\APR-2015\0314
P1\PROJECT\2514B_Rdu_.xpl_Y2A.dgn
\$\$\$\$\$SYSTRANS\$\$\$\$\$



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

50
40
30

50
40
30

12+75.00

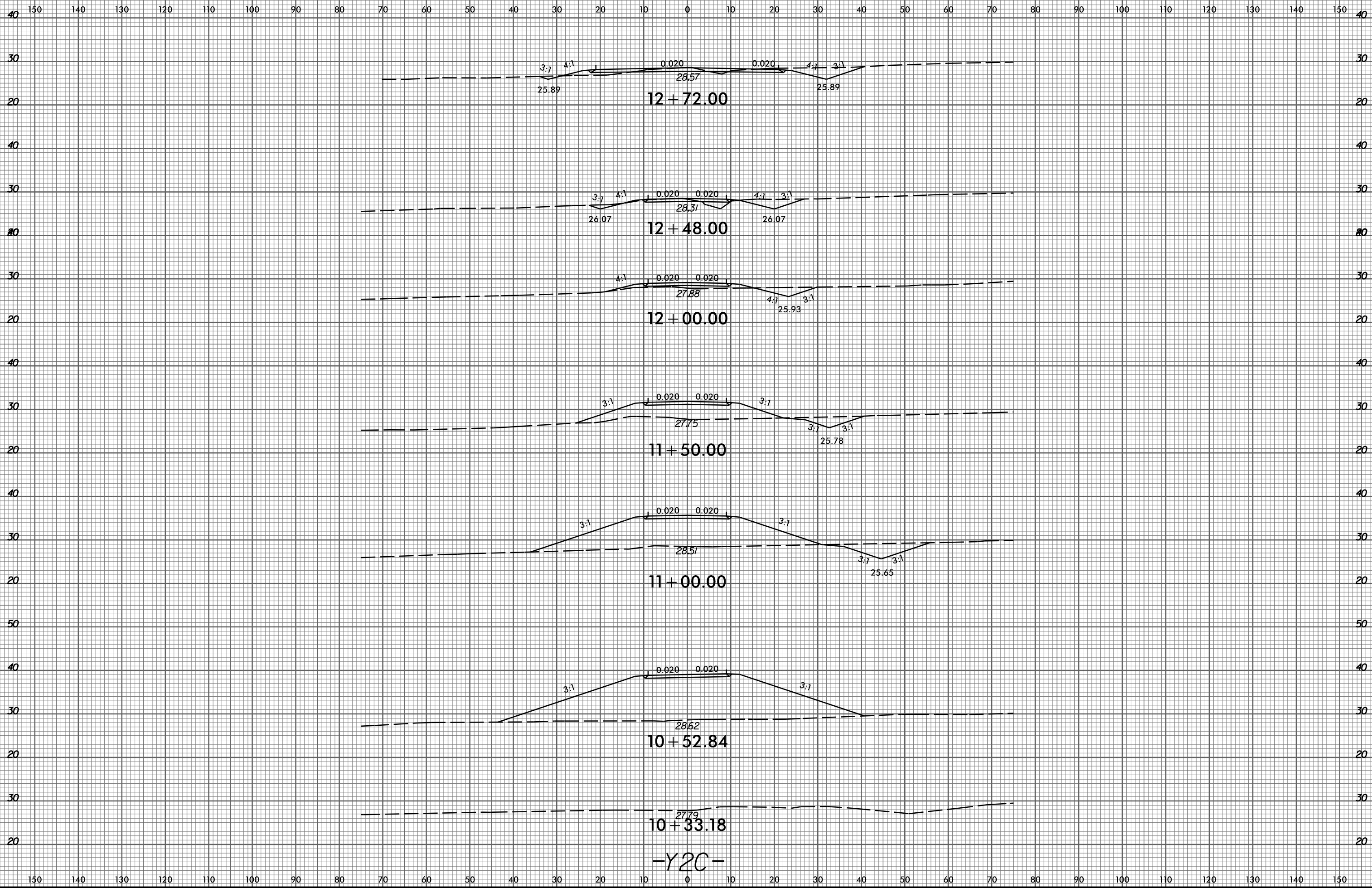
-Y2B-

8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-120



2/12/2015
P:\6522-01\Cadd\2514B\Roadway\XSC\2514B_Rdy_xpl_Y2C.dgn
thuffman

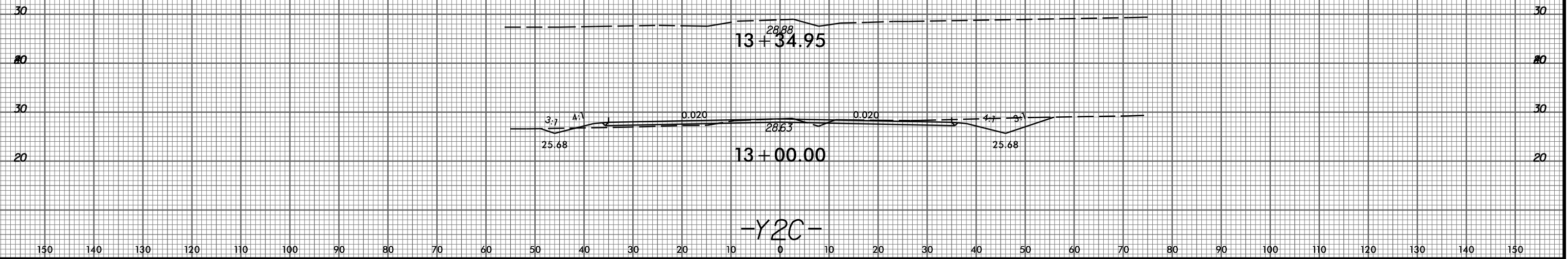
-Y2C-

8/23/99



PROJ. REFERENCE NO. R-2514B SHEET NO. X-121

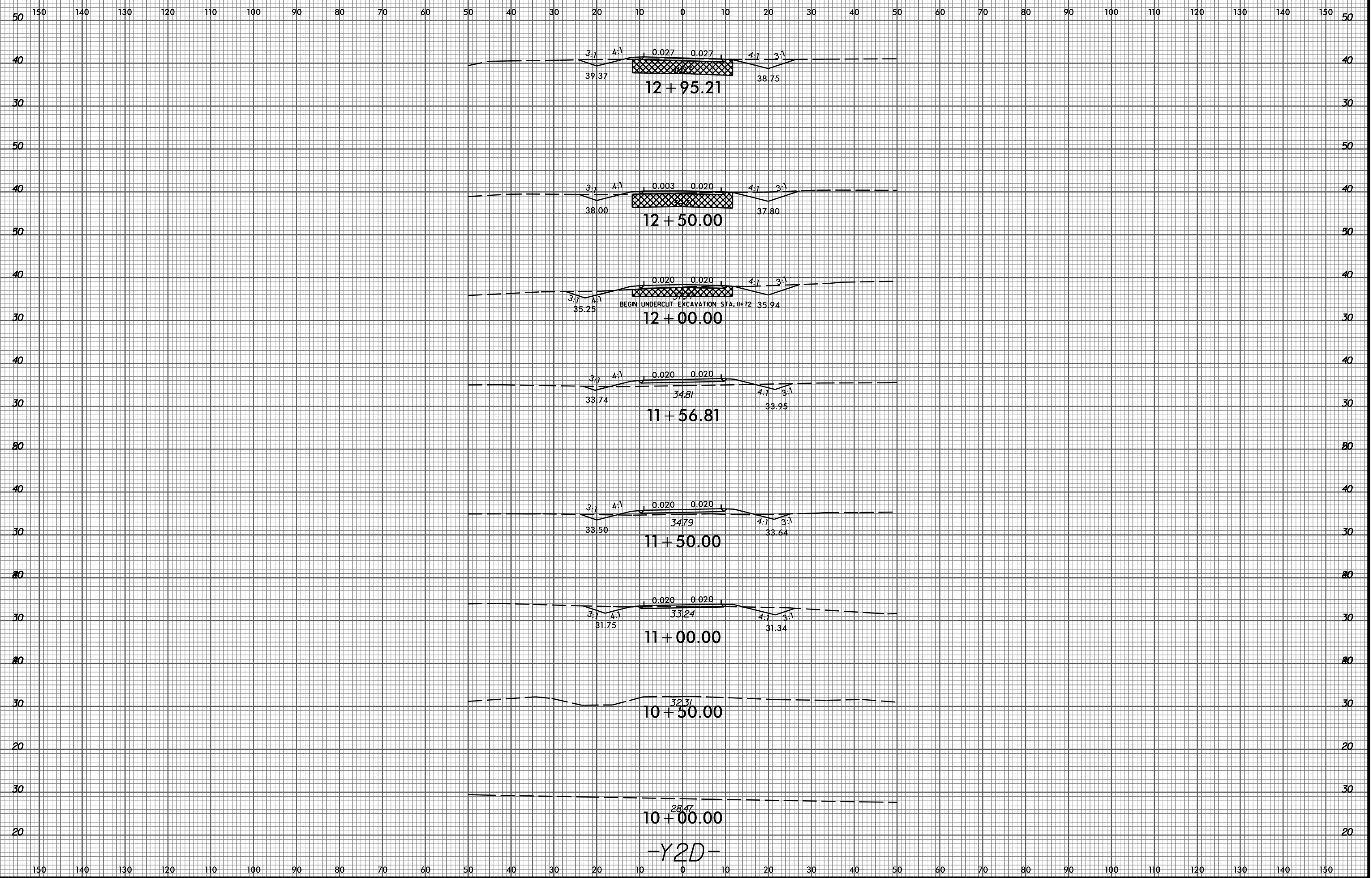
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-Y2C-

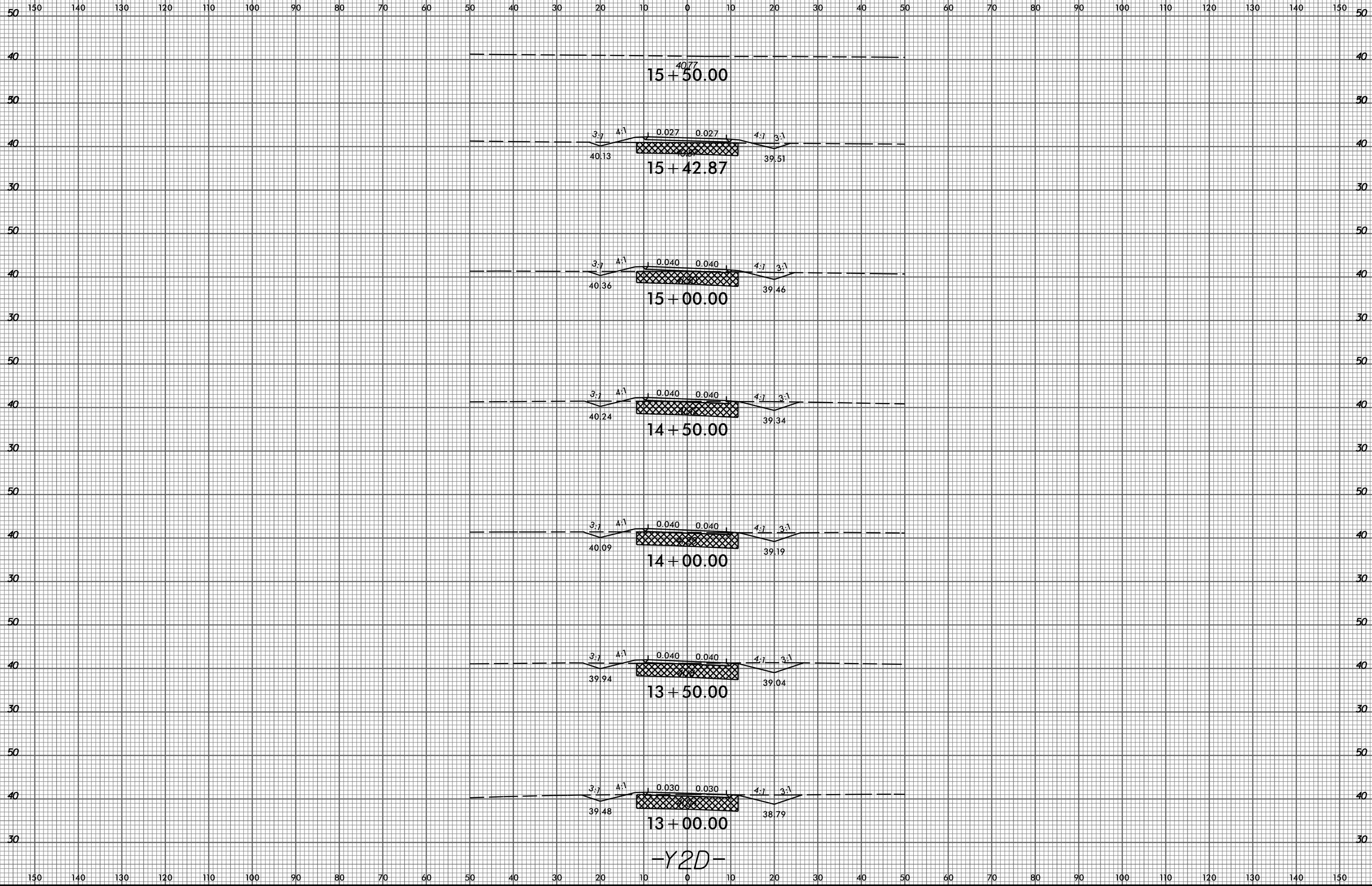
2/12/2015 P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rdy_xpl_Y2C.dgn thuffman

8/23/99



P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rdy_xpl_Y2D.dgn
thuffman

-Y2D-

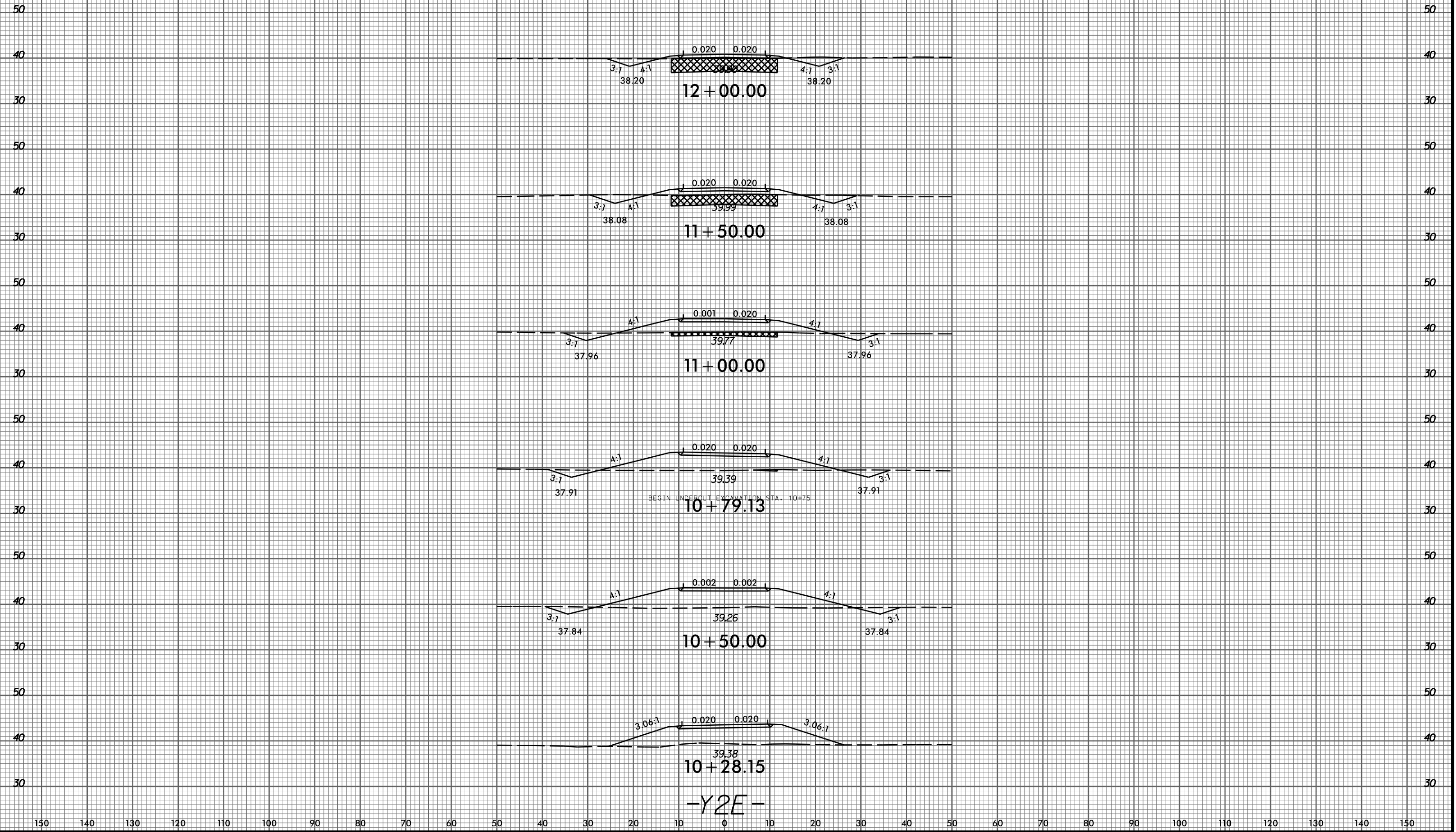


-Y2D-

8/23/99



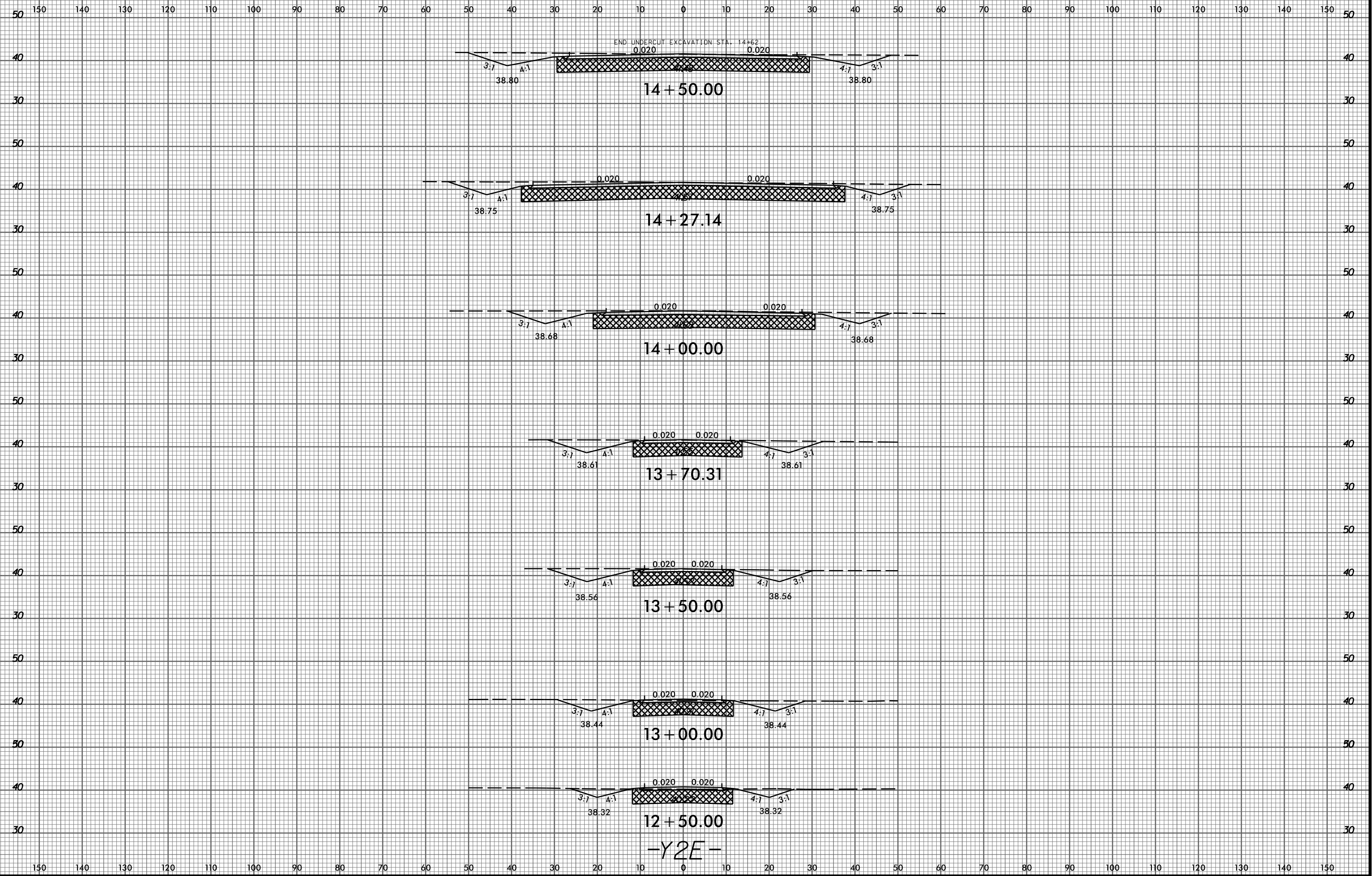
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2/12/2015
P:\6522-01\Cadd\2514B\Roadway\XSC\2514B_Rd1_xpl_Y2E.dgn
thuffman

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

-Y2E-



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

50 50
40 40
30 30

14 + ^{41.78}86.24

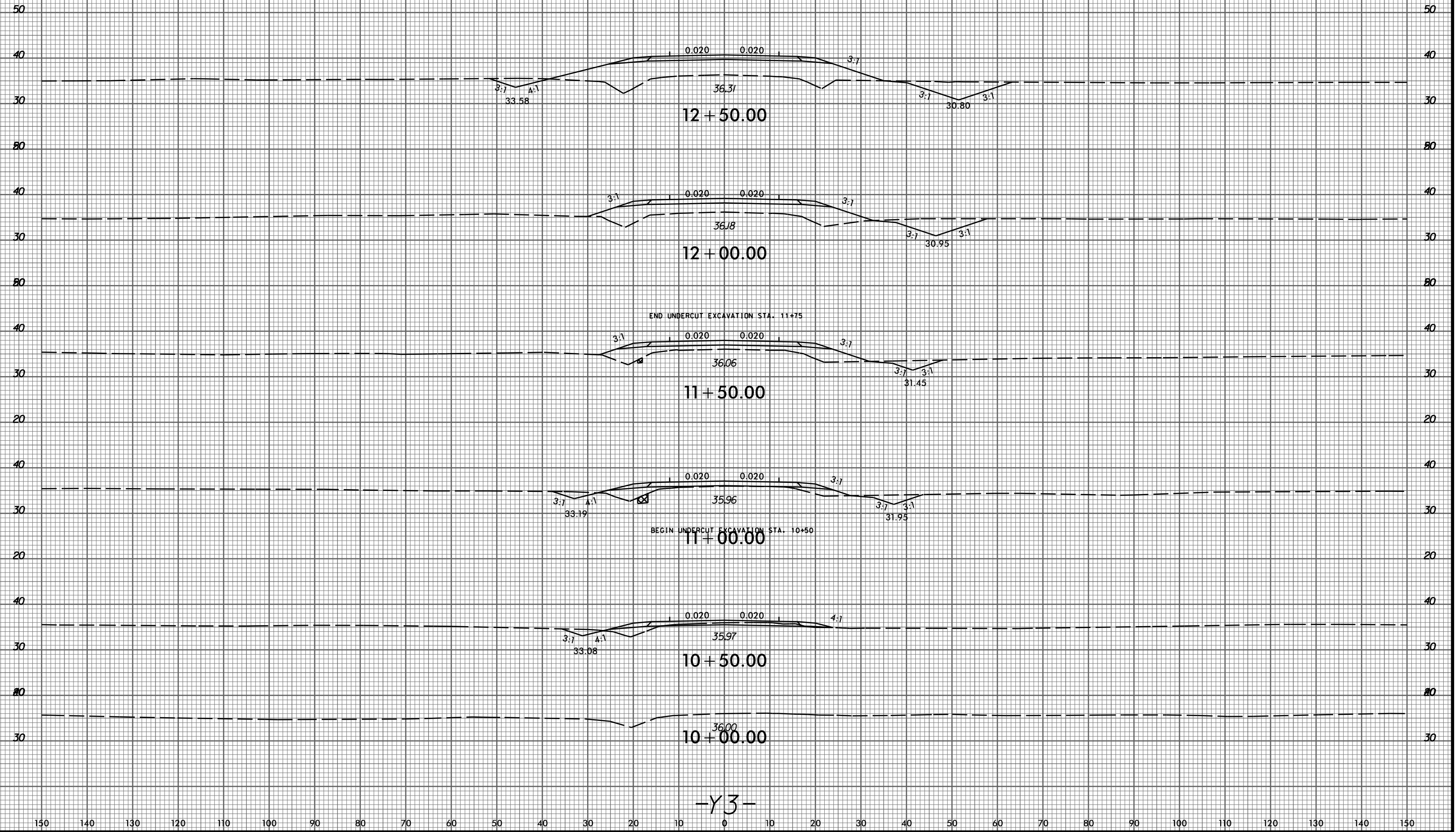
-Y2E-

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

8/23/99



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



12 + 50.00

12 + 00.00

11 + 50.00

11 + 00.00

10 + 50.00

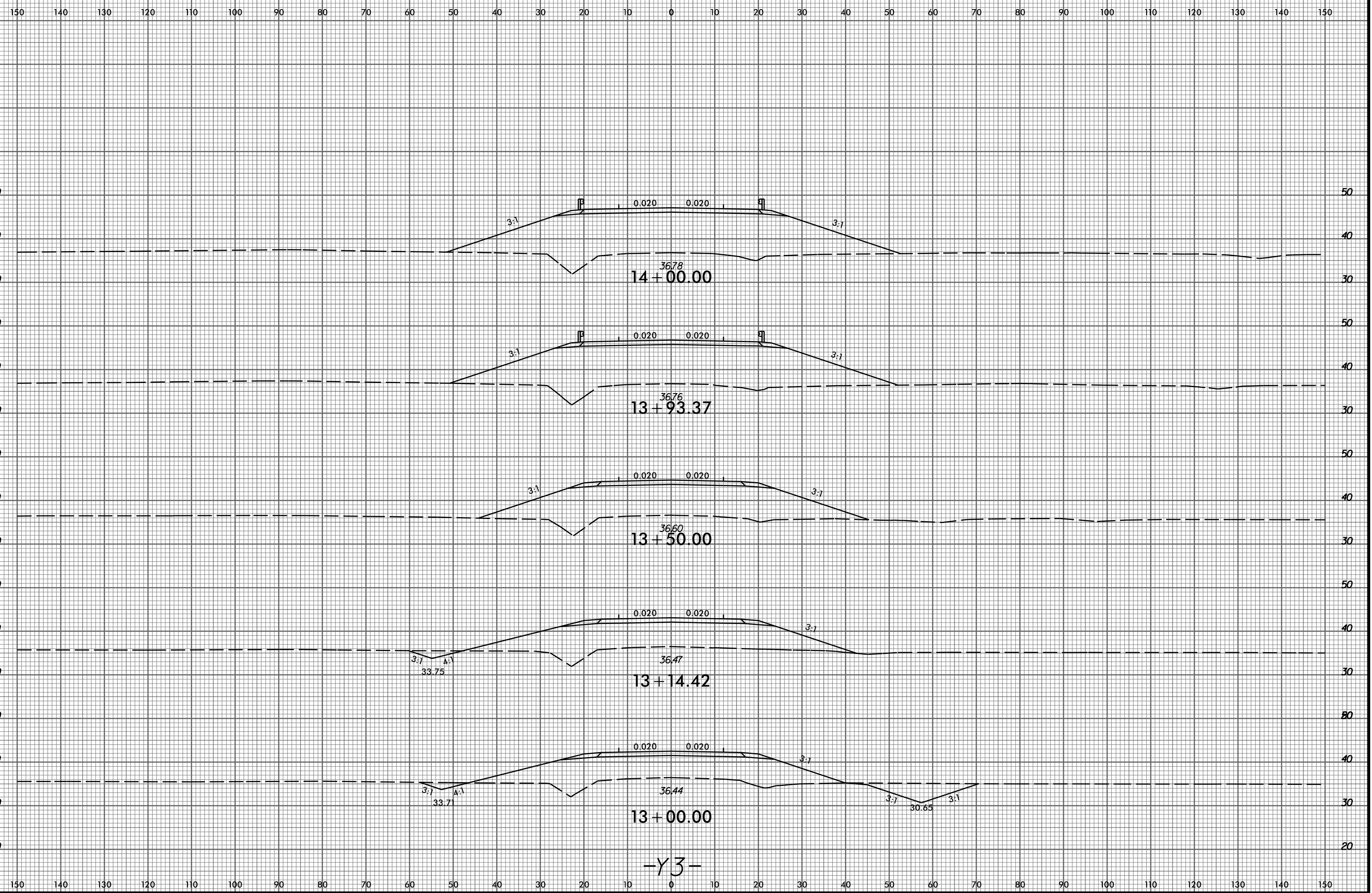
10 + 00.00

END UNDERCUT EXCAVATION STA. 11+75

BEGIN UNDERCUT EXCAVATION STA. 10+50

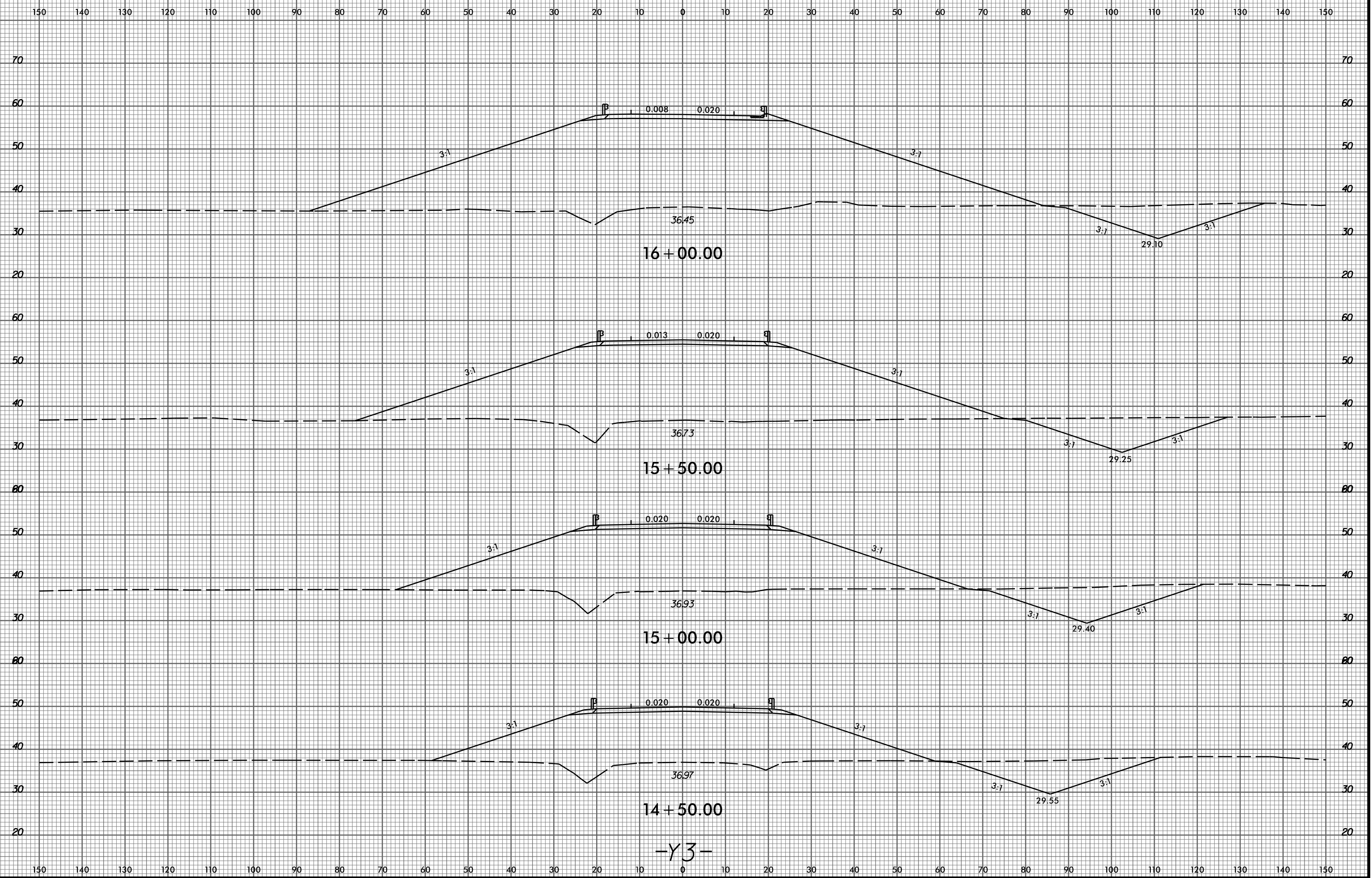
-Y3-

P:\6522-01\Cadd\2514B\Roadway\XSC\2514B_Rdy_xp1_Y3.dgn
thuffman



-Y3-

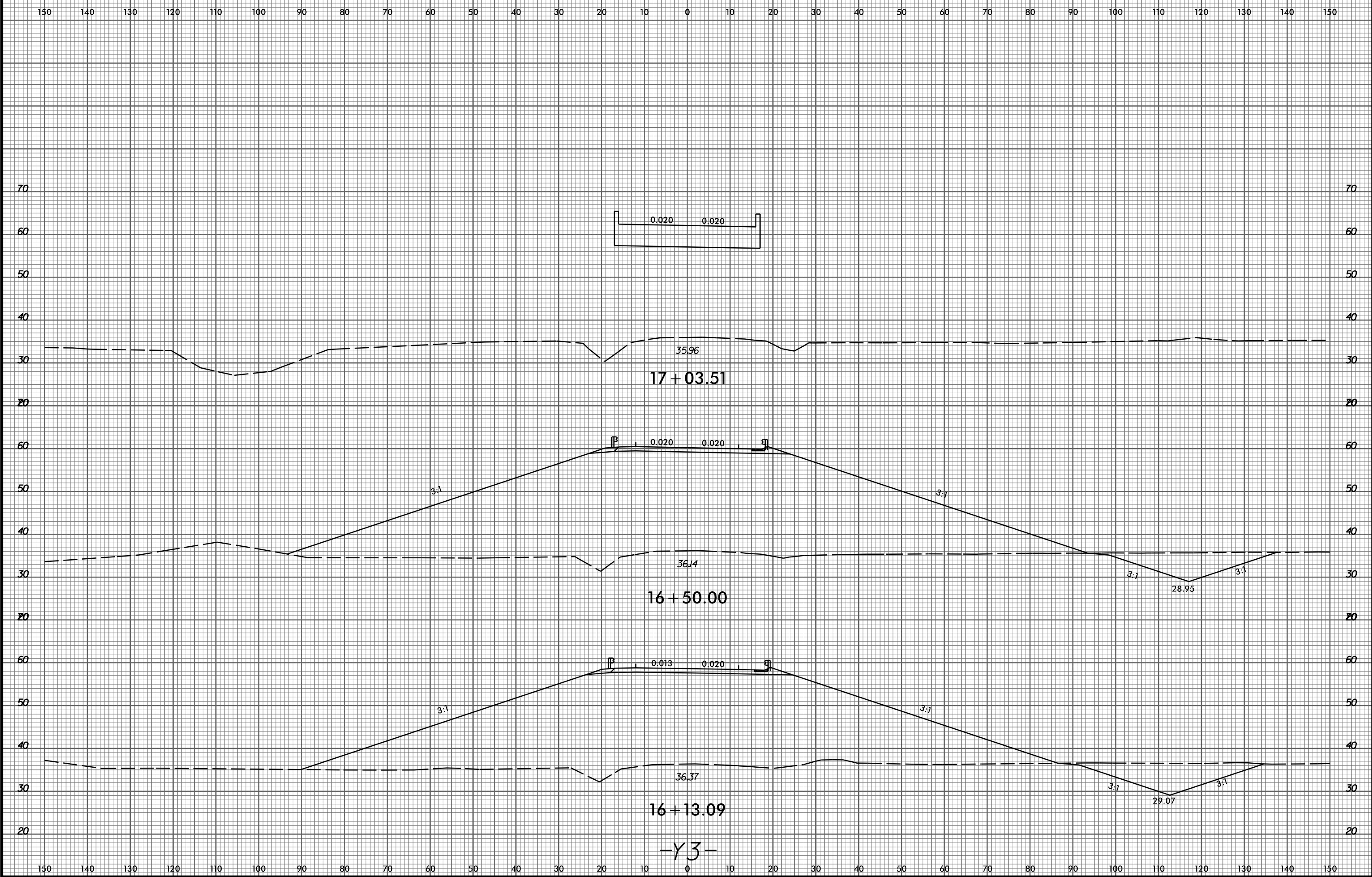
8/23/99



P:\6522-01\Cadd\2514B\Roadway\XSC\2514B_Rdy_xpl_Y3.dgn
thuffman

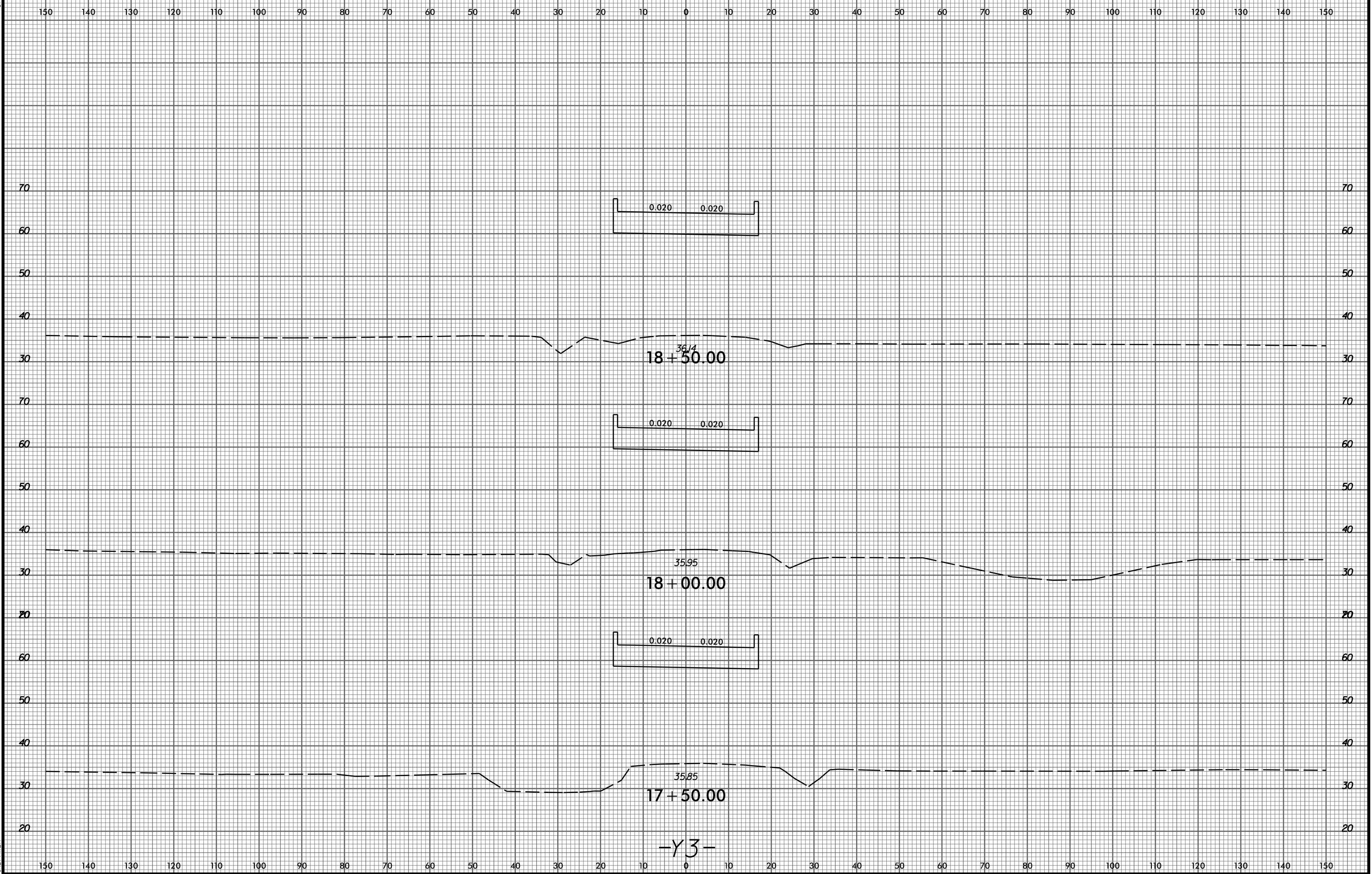
-Y3-

8/23/99



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thuffman

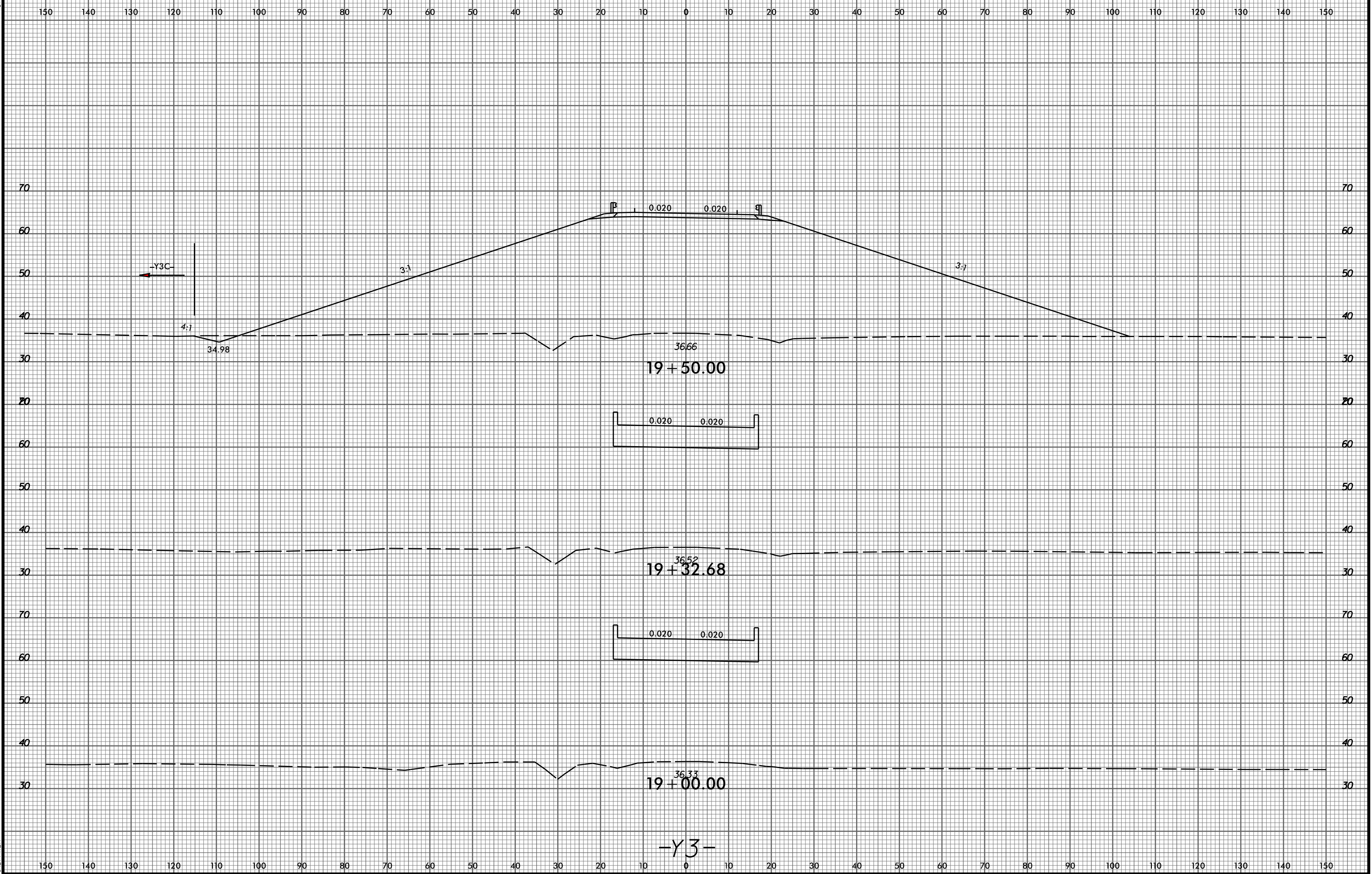
8/23/99



P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rd1_xpl_Y3.dgn
thuffman

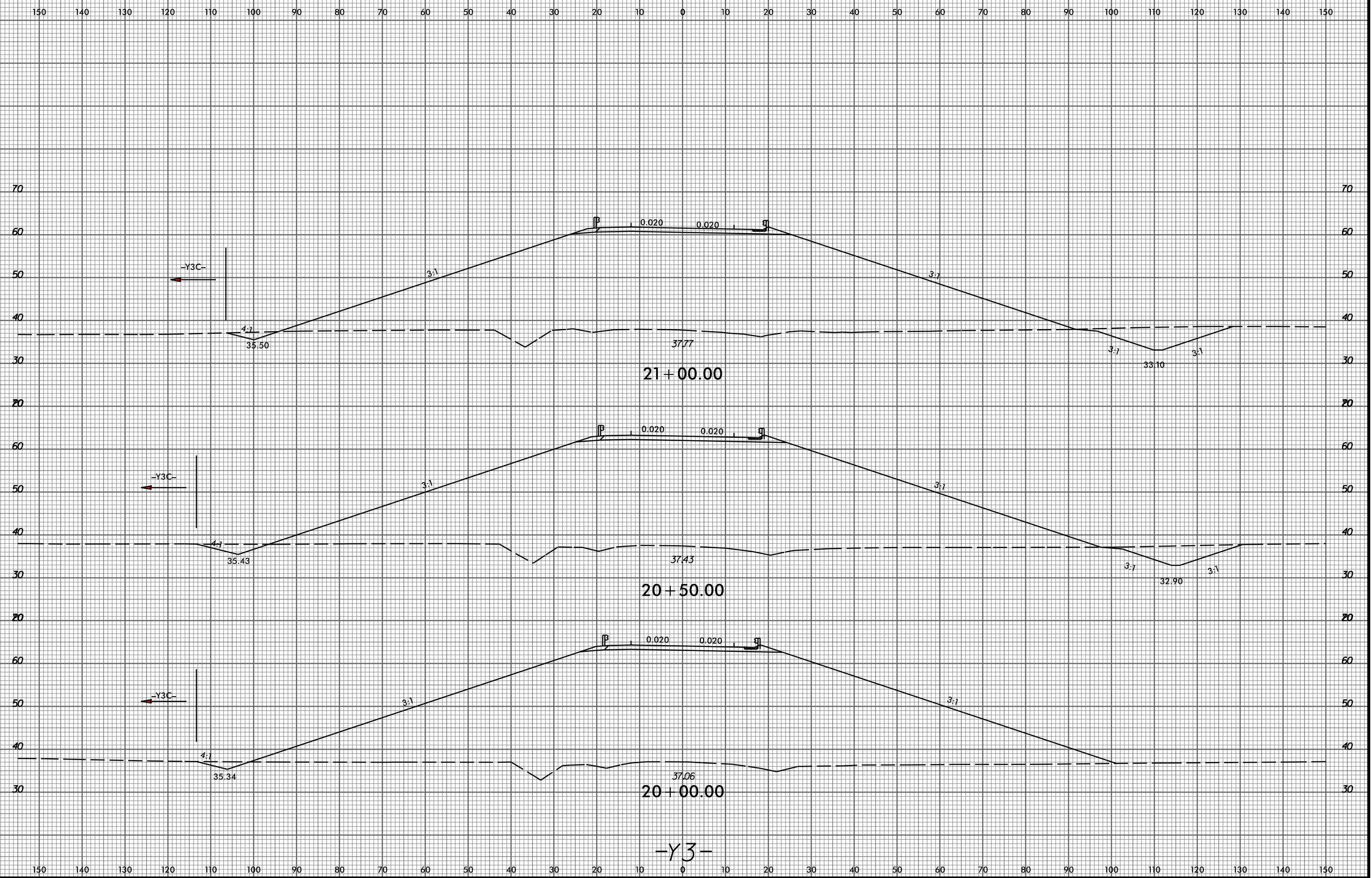
-Y3-

8/23/99



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thuffman

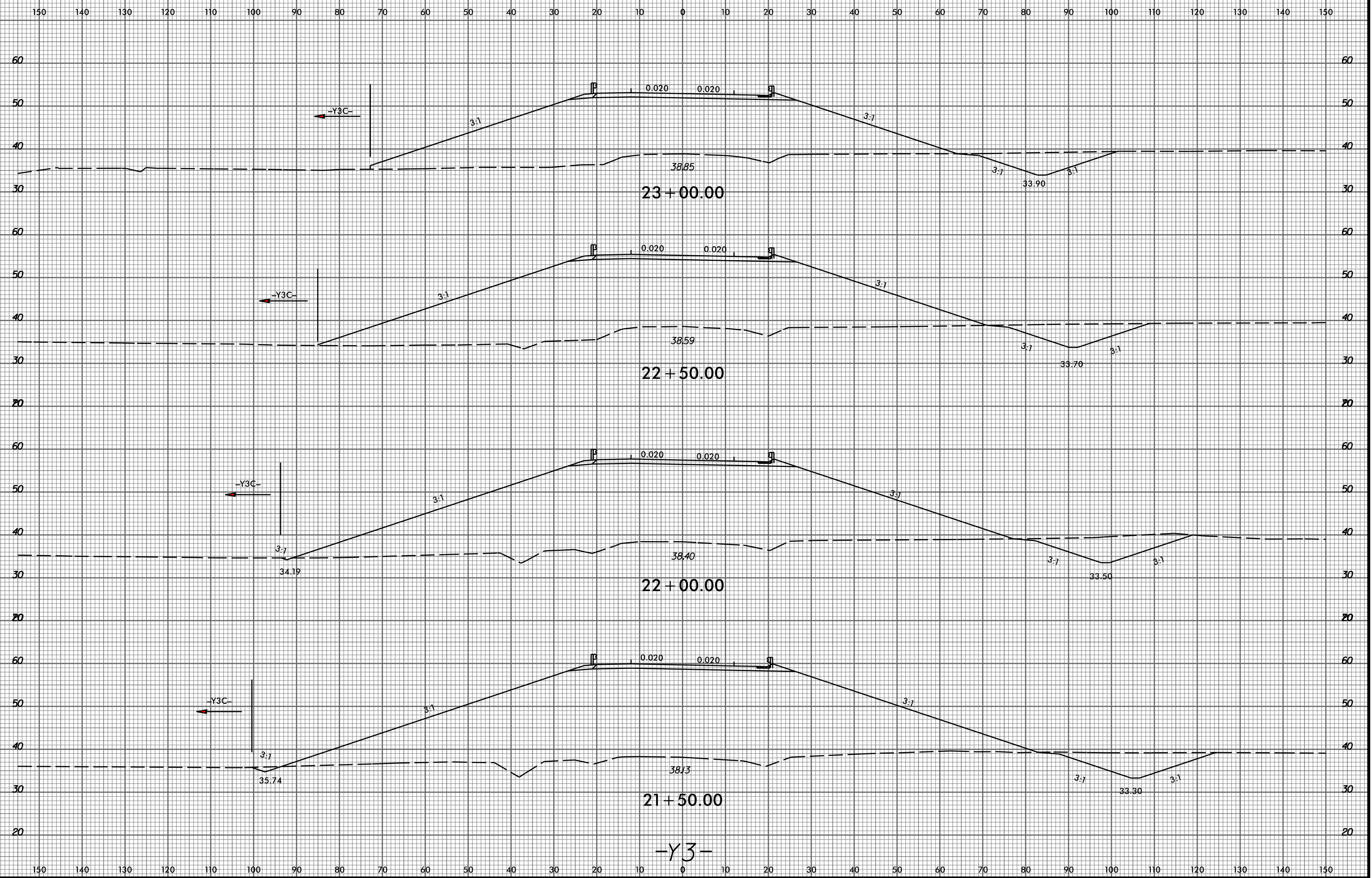
8/23/99



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thuffman

-Y3-

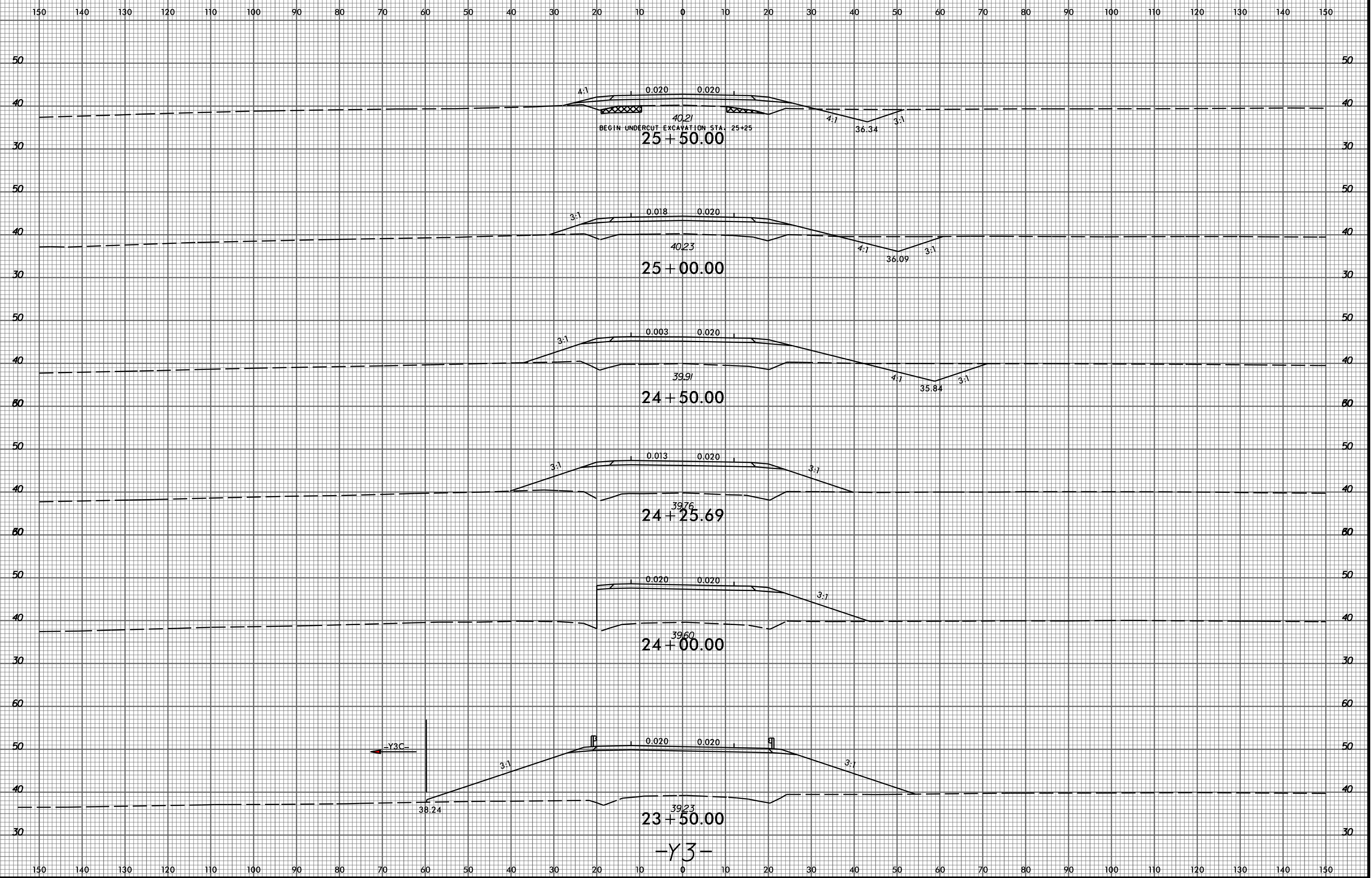
8/23/99



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thuffman

-Y3-

8/23/99



P:\8522-01\Cadd\2514B\Roadway\XSC\2514B_Rdwy_xpl_Y3.dgn
thuffman

4:1 0.020 0.020
40.21
BEGIN UNDERCUT EXCAVATION STA. 25+25
25+50.00

3:1 0.018 0.020
40.23
25+00.00

3:1 0.003 0.020
39.91
24+50.00

3:1 0.013 0.020
39.76
24+25.69

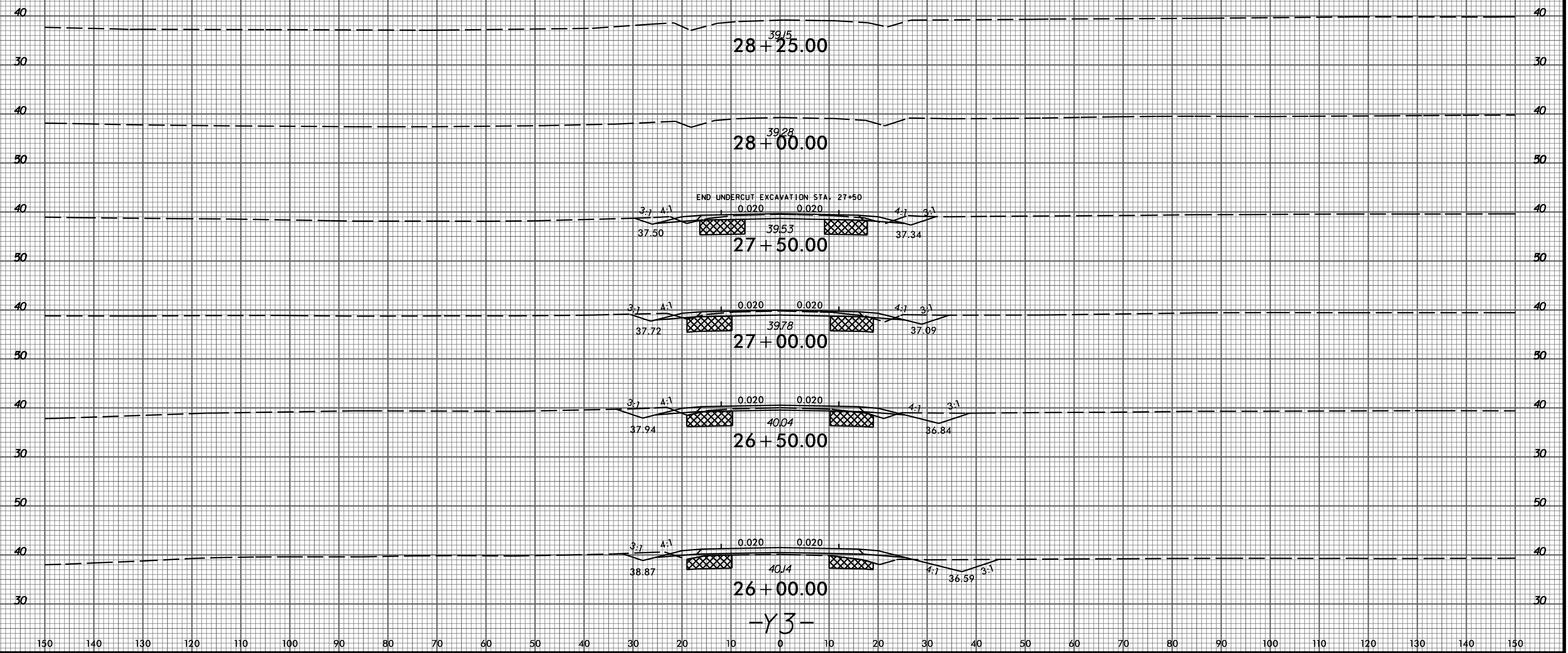
0.020 0.020
39.60
24+00.00

-Y3C
38.24
3:1 0.020 0.020
39.23
23+50.00
-Y3-

8/23/99



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



P:\6522-01\Cadd\2514B\Roadway\XSC\2514B_Rdy_xp1_Y3.dgn
thuffman

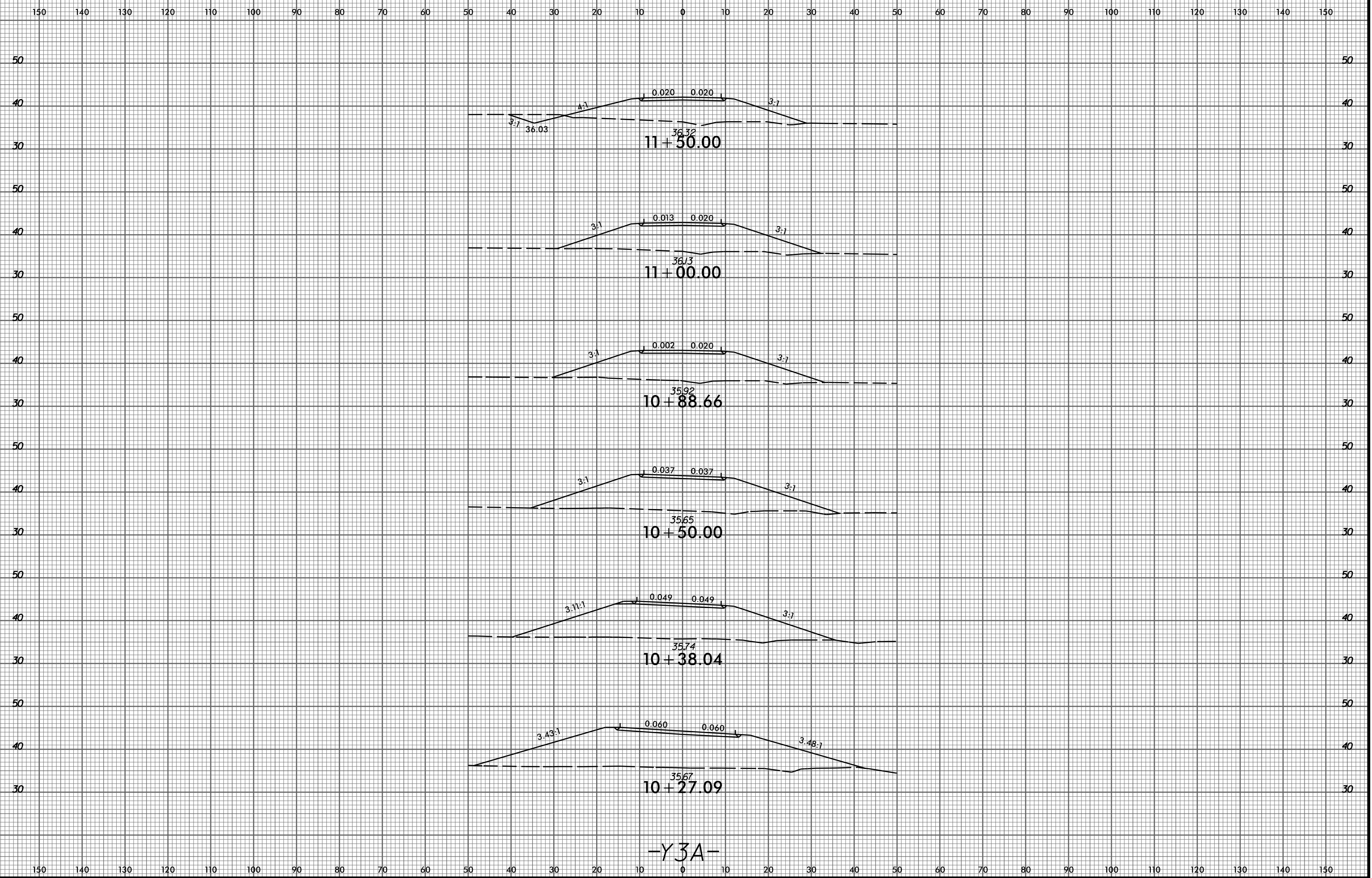
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8/23/99



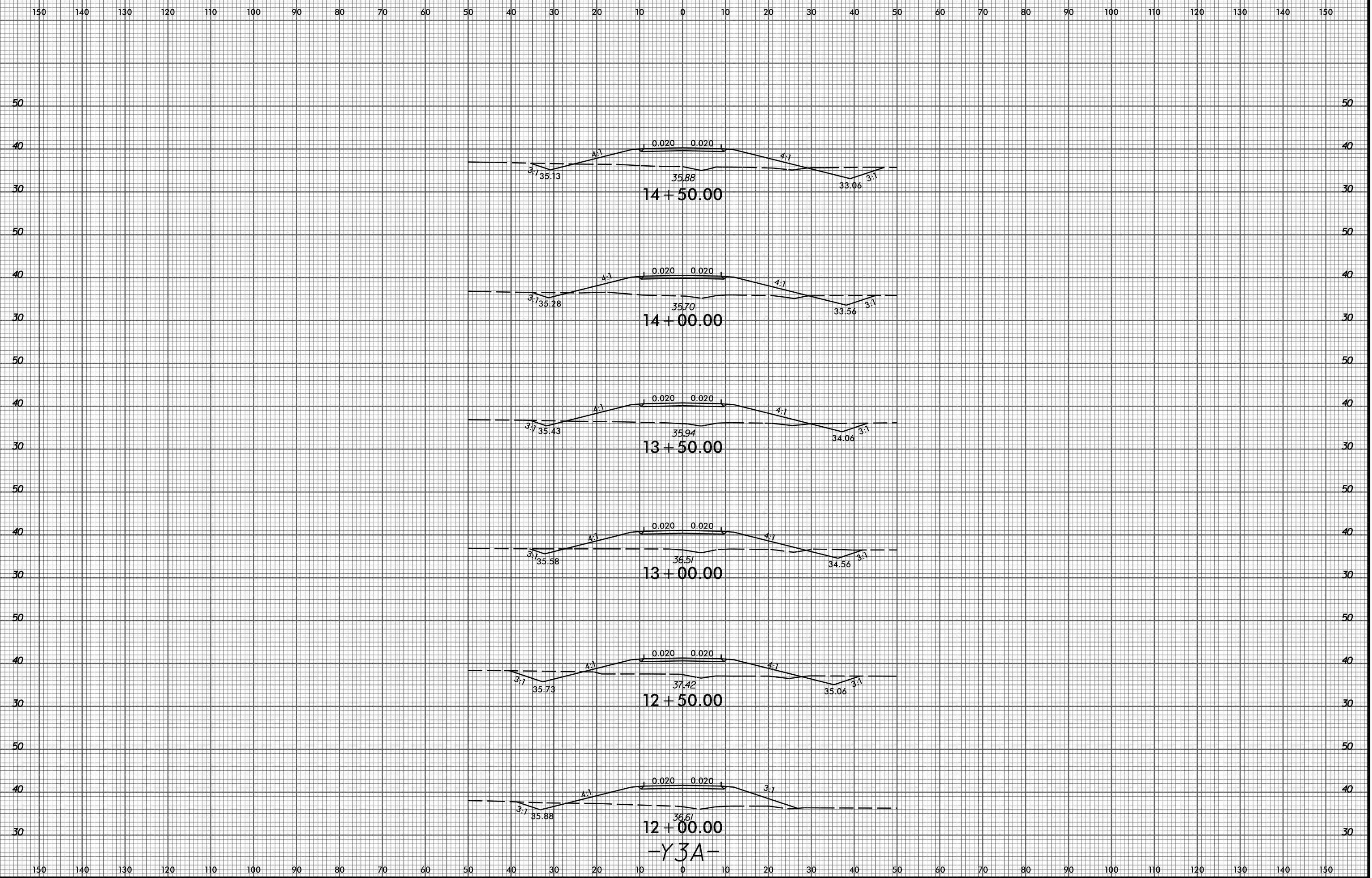
PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-137



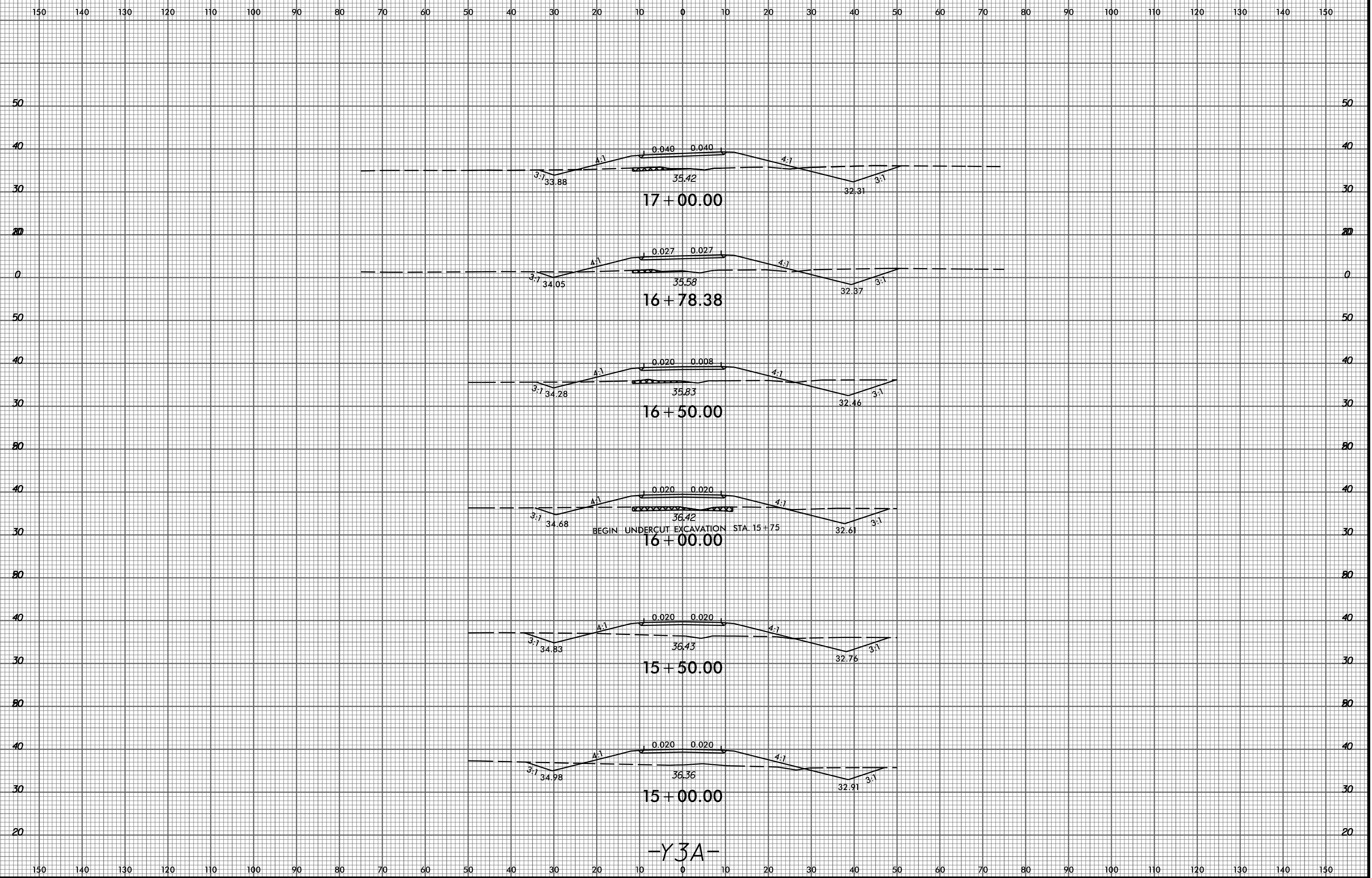
2/12/2015
P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rdy_xpl_Y3A.dgn
thuffman

8/23/99



P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rdy_xpl_Y3A.dgn
thuffman

8/23/99



17 + 00.00

16 + 78.38

16 + 50.00

16 + 00.00

15 + 50.00

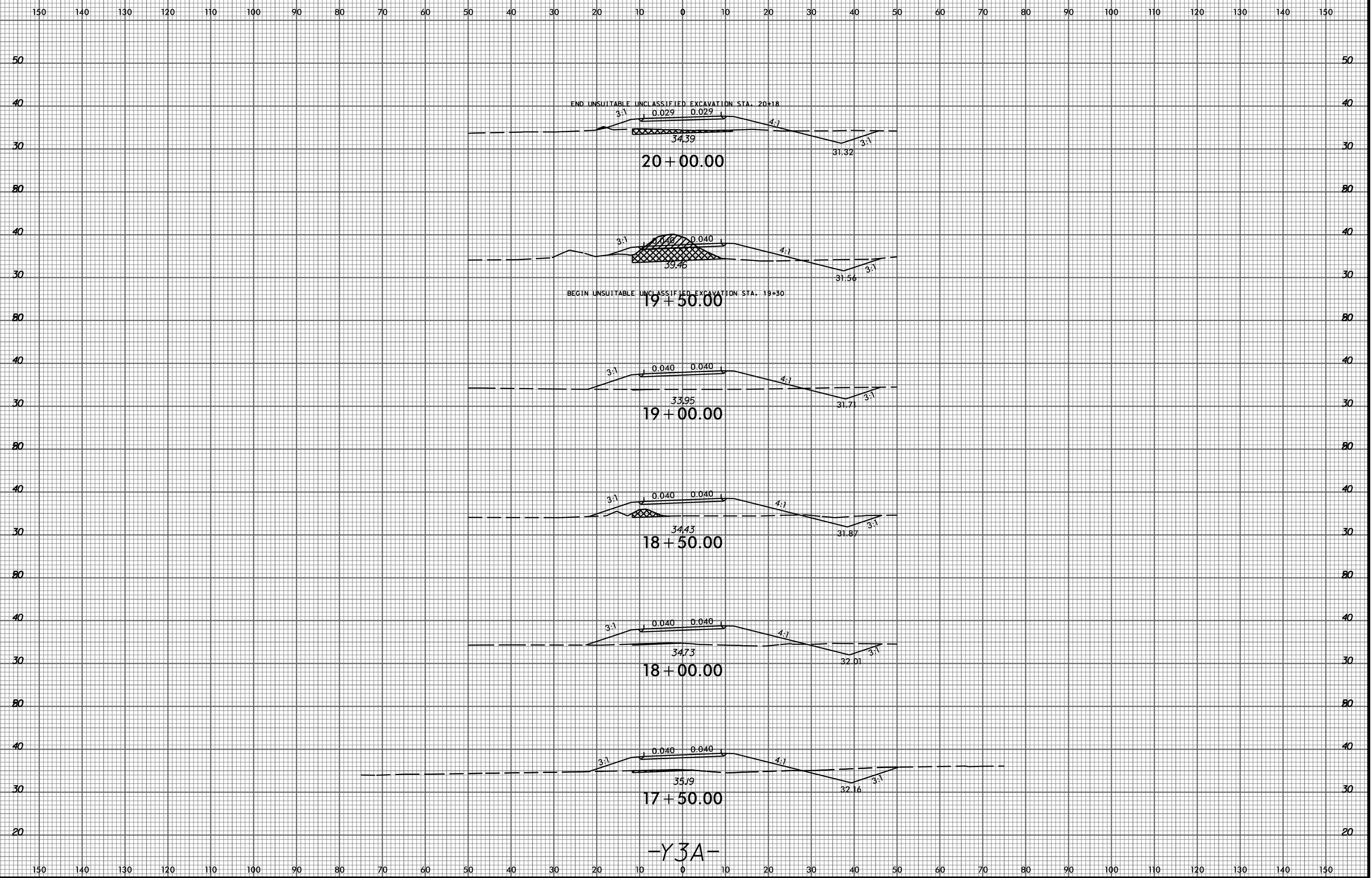
15 + 00.00

-Y3A-

BEGIN UNDERCUT EXCAVATION STA. 15 + 75

P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rdy_xpl_Y3A.dgn
thuffman

8/23/99

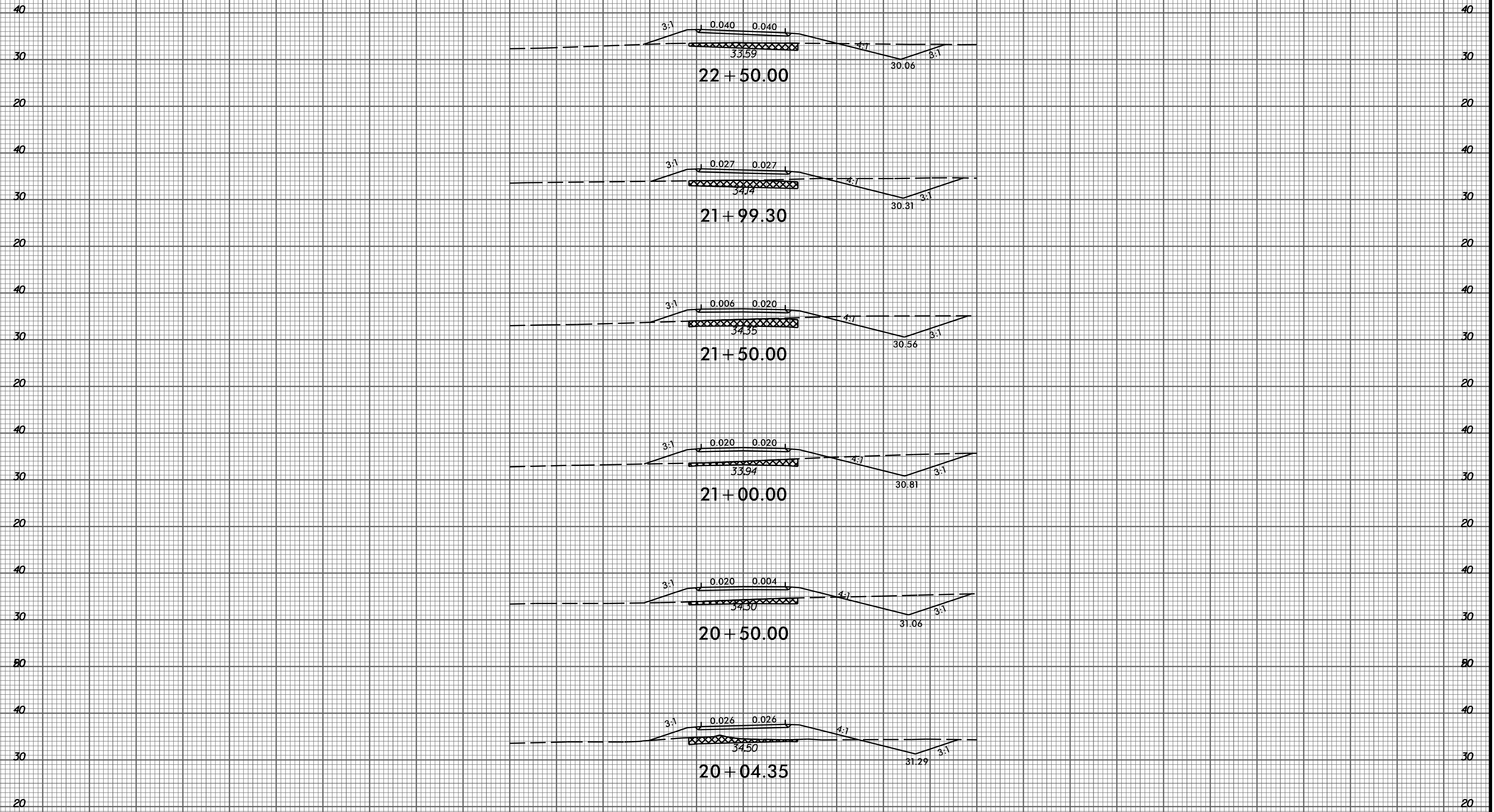


P:\6522-01\Cadd\2514B\Roadway\XSC\2514B_Rdy_xpl_Y3A.dgn
thuffman

8/23/99



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

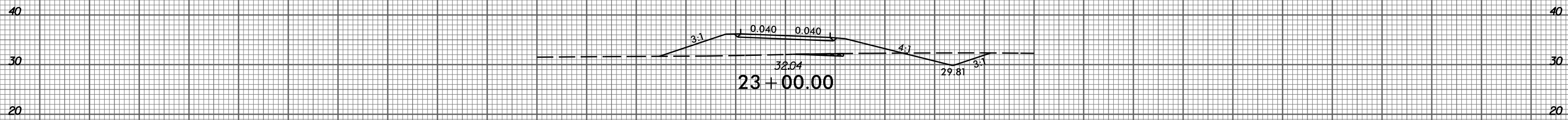


-Y3A-

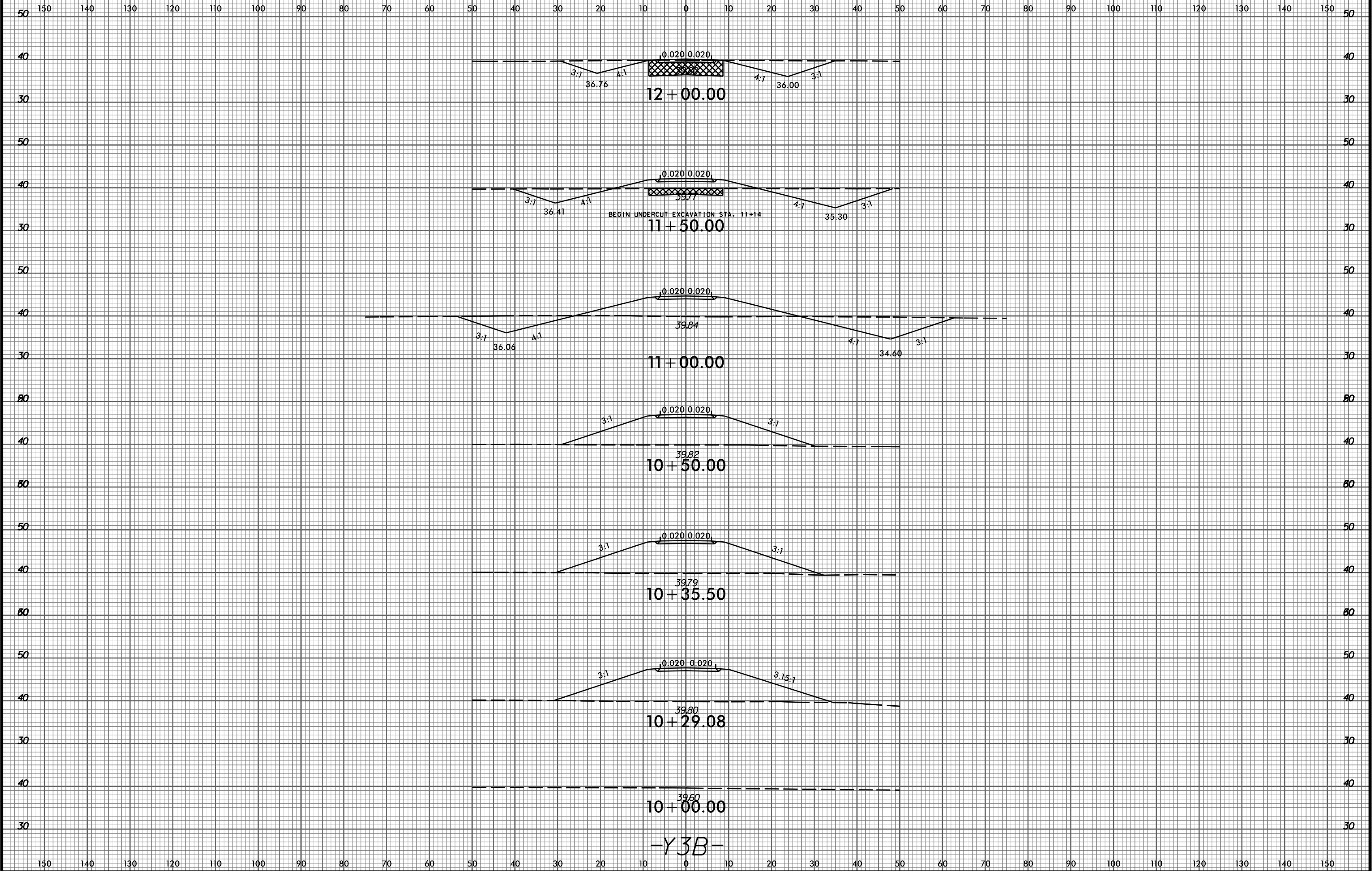
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2/12/2015
 P:\6522-01\Cadd\R2514B\Roadway\XSC\R2514B_Rdy_xpl_Y3A.dgn
 thuffman

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



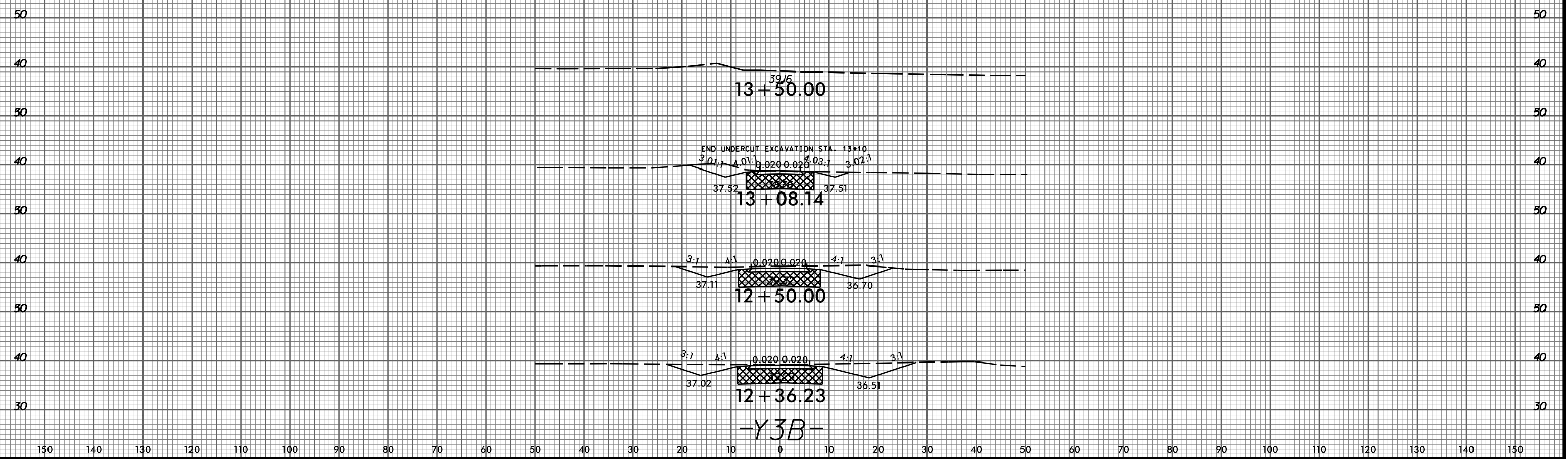
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8/23/99



PROJ. REFERENCE NO. R-2514B SHEET NO. X-144

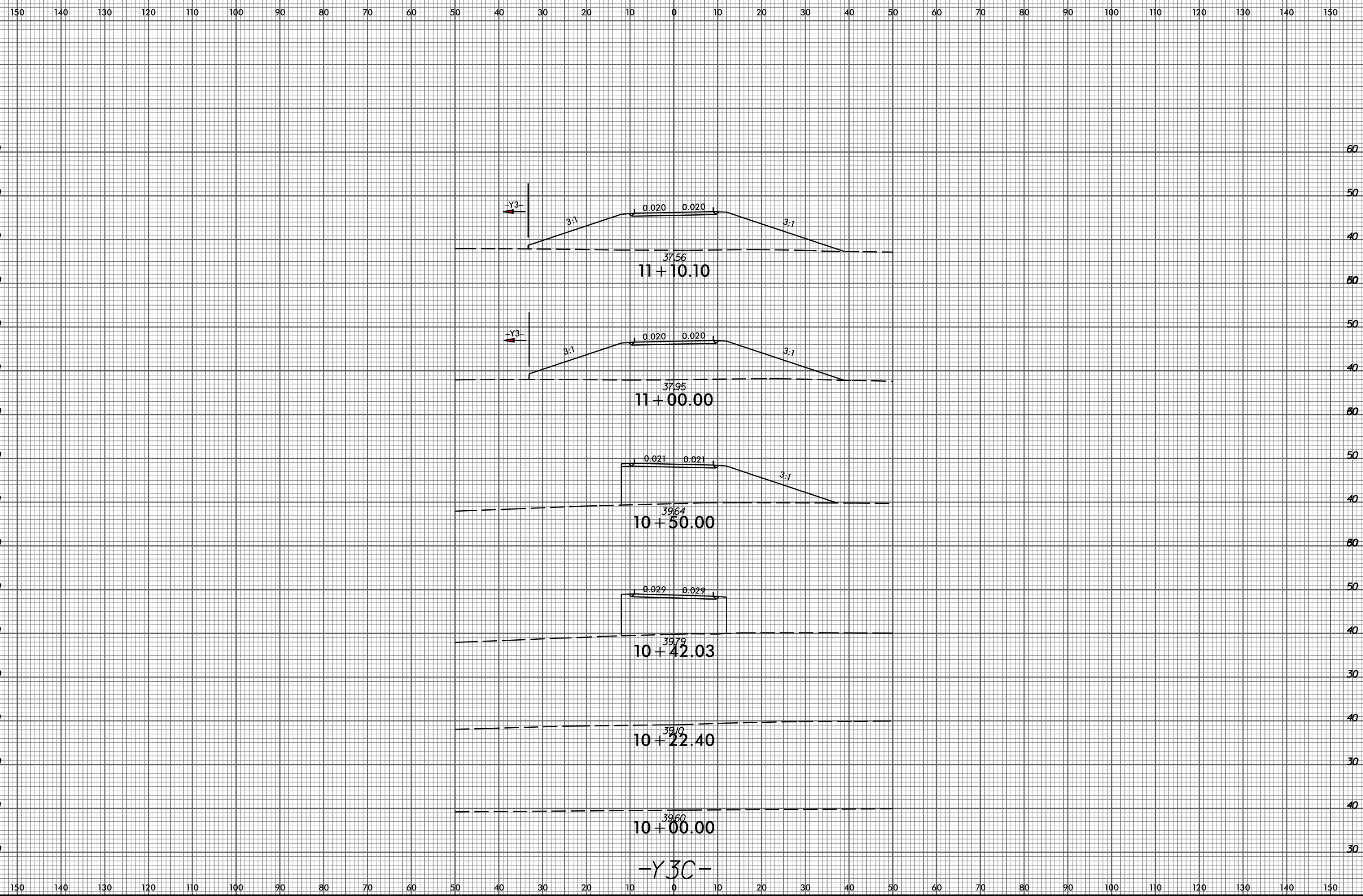
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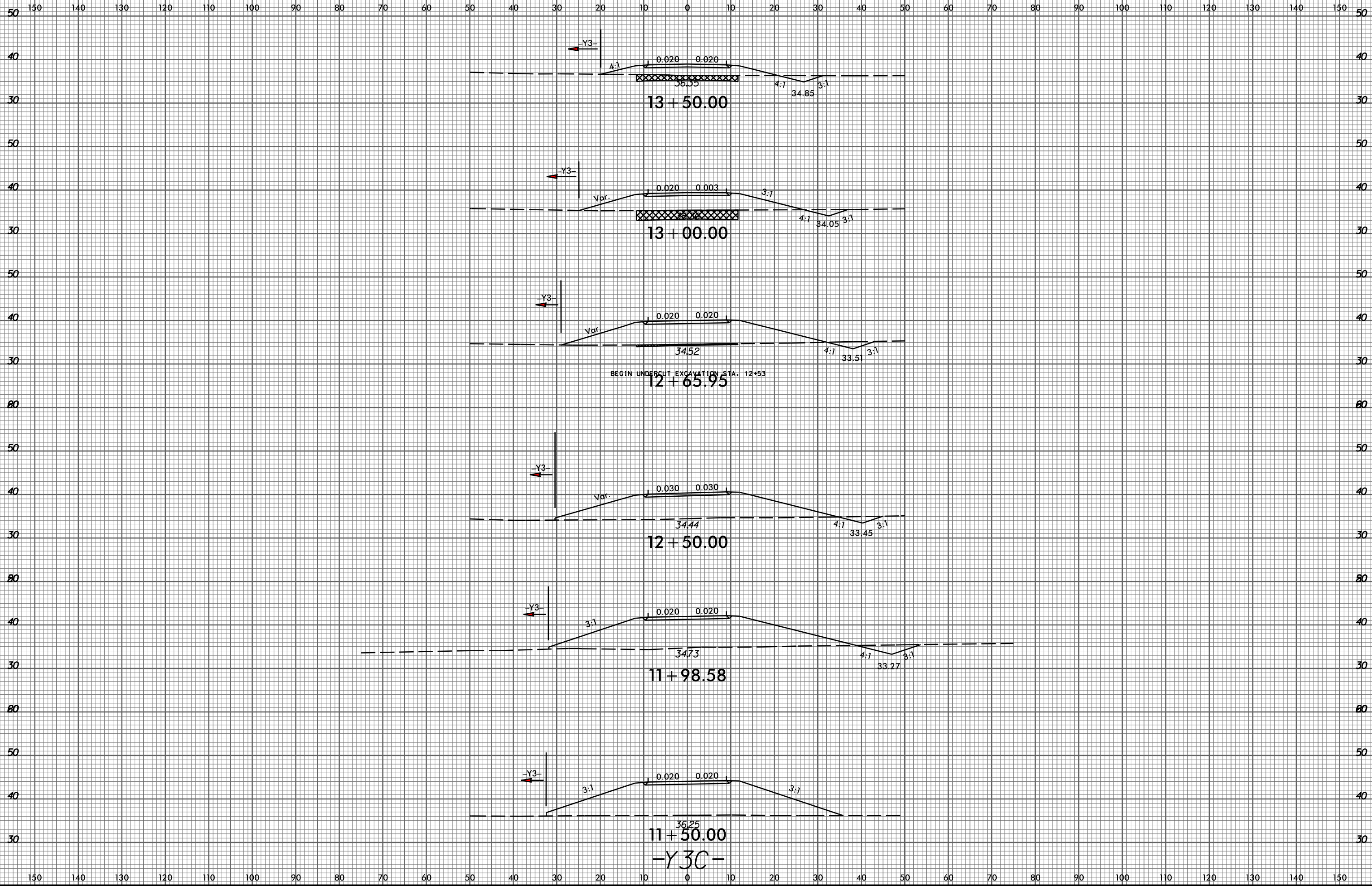
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thuffman

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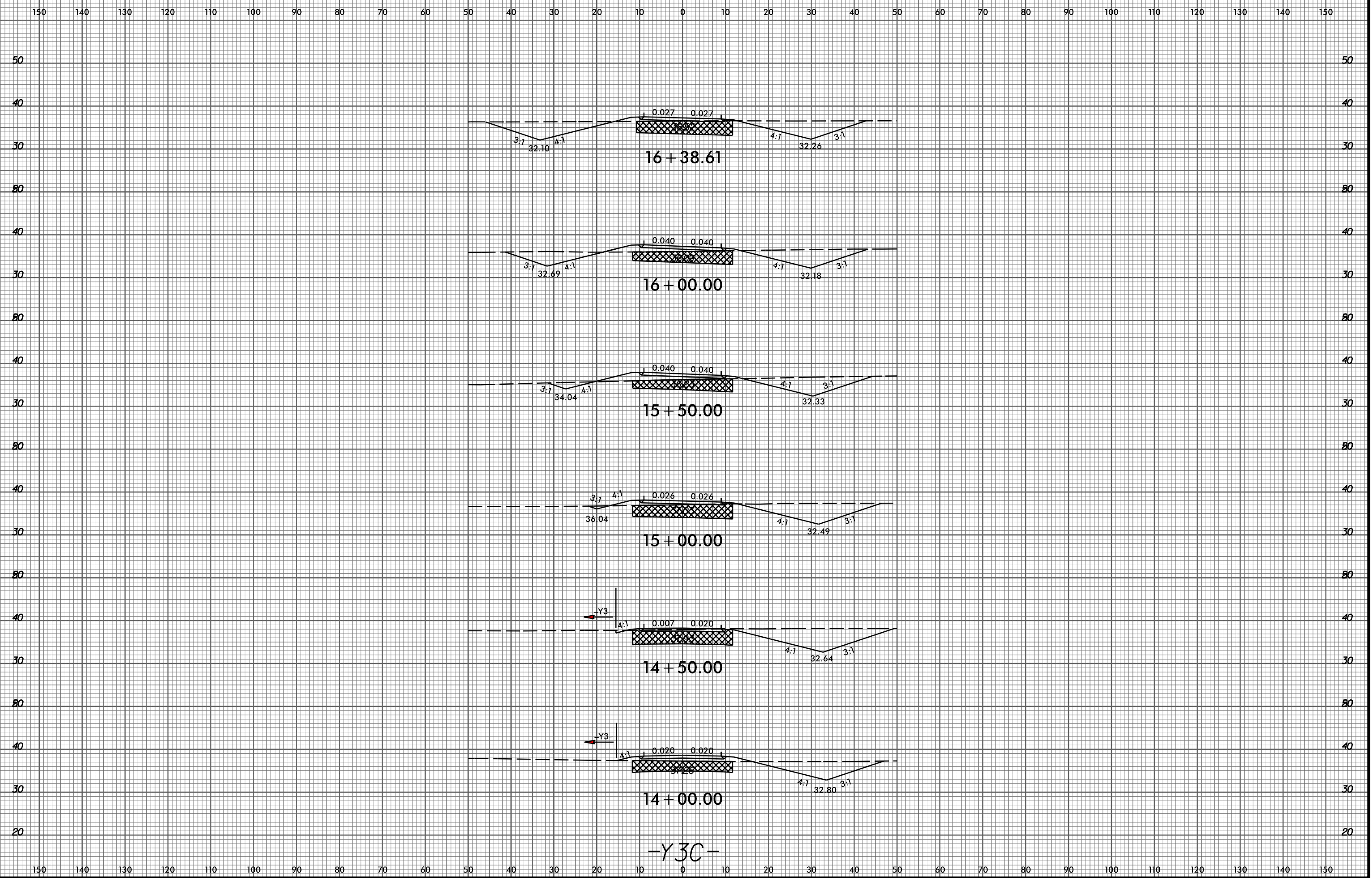
8/23/99



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thuffman



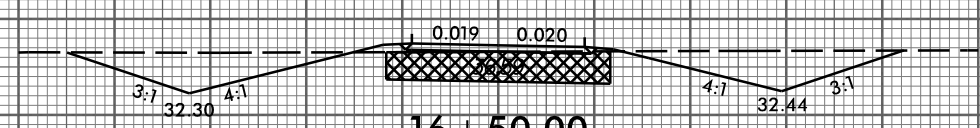
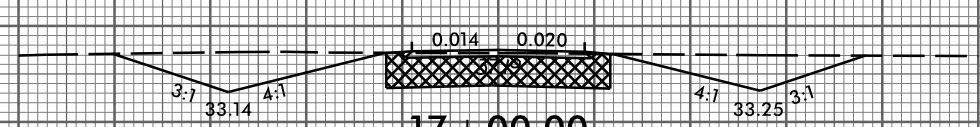
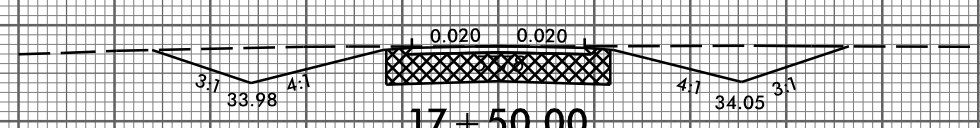
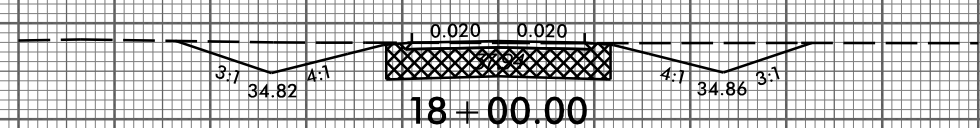
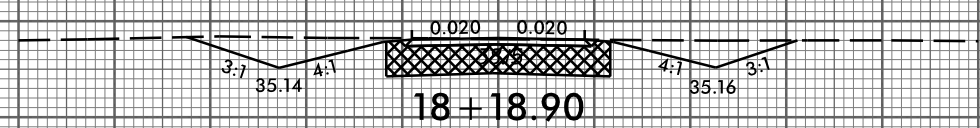
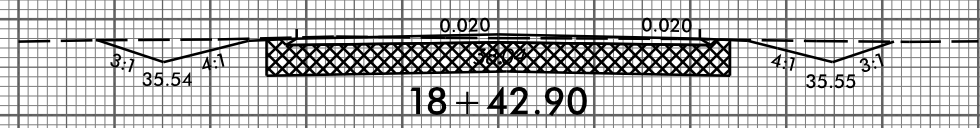
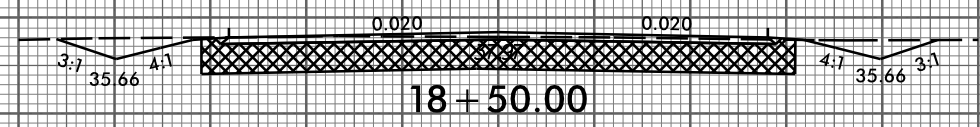
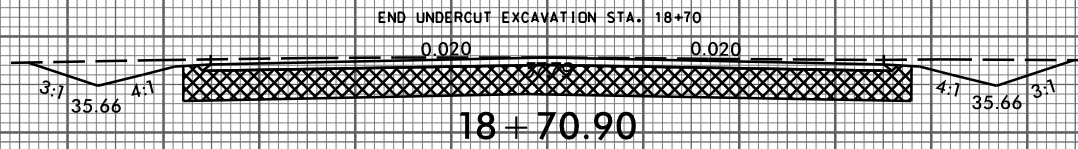
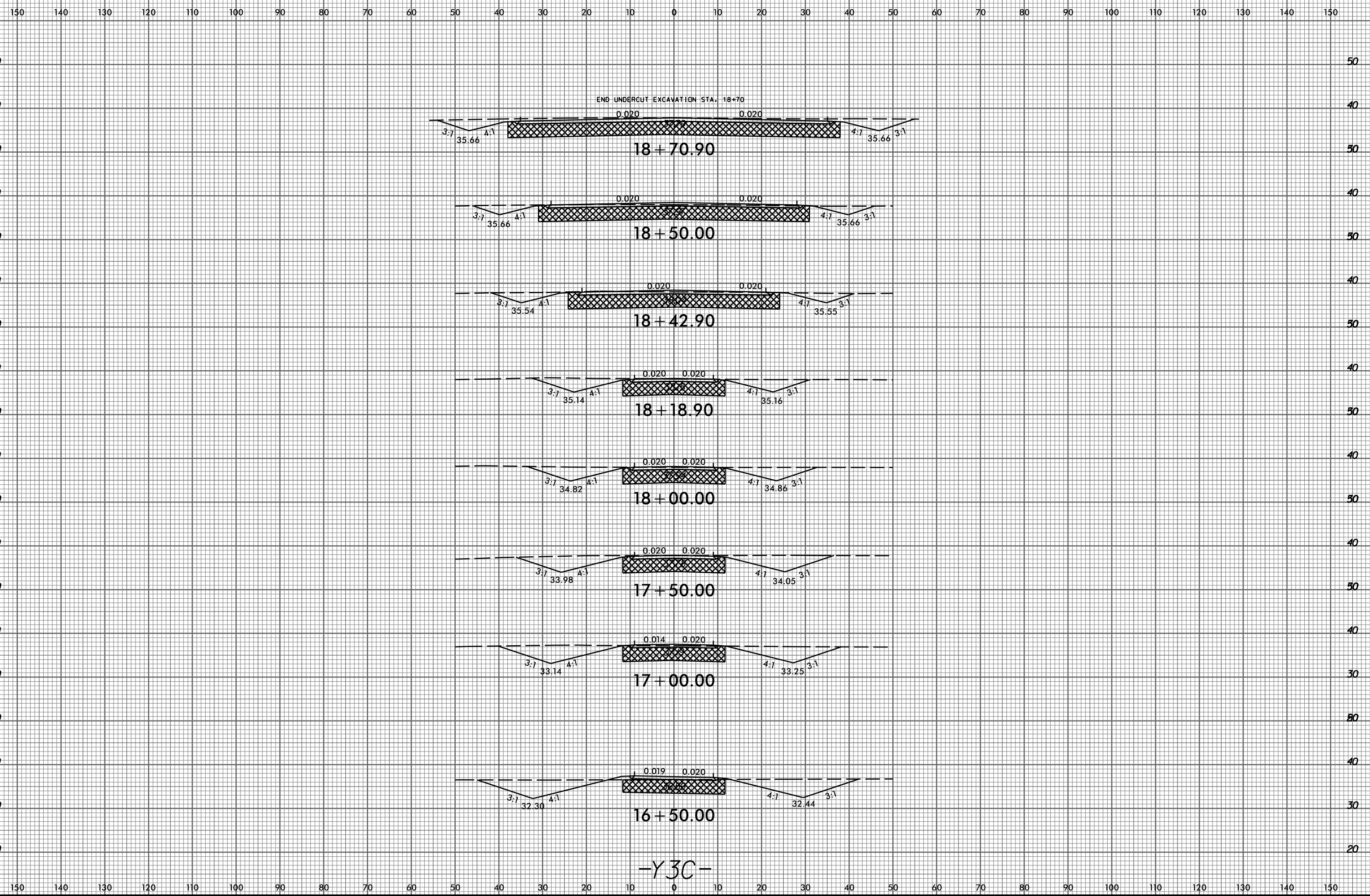
8/23/99



P:\6522-01\Cadd\2514B\Roadway\XSC\2514B_Rdy_xpl_Y3C.dgn
thuffman

-Y3C-

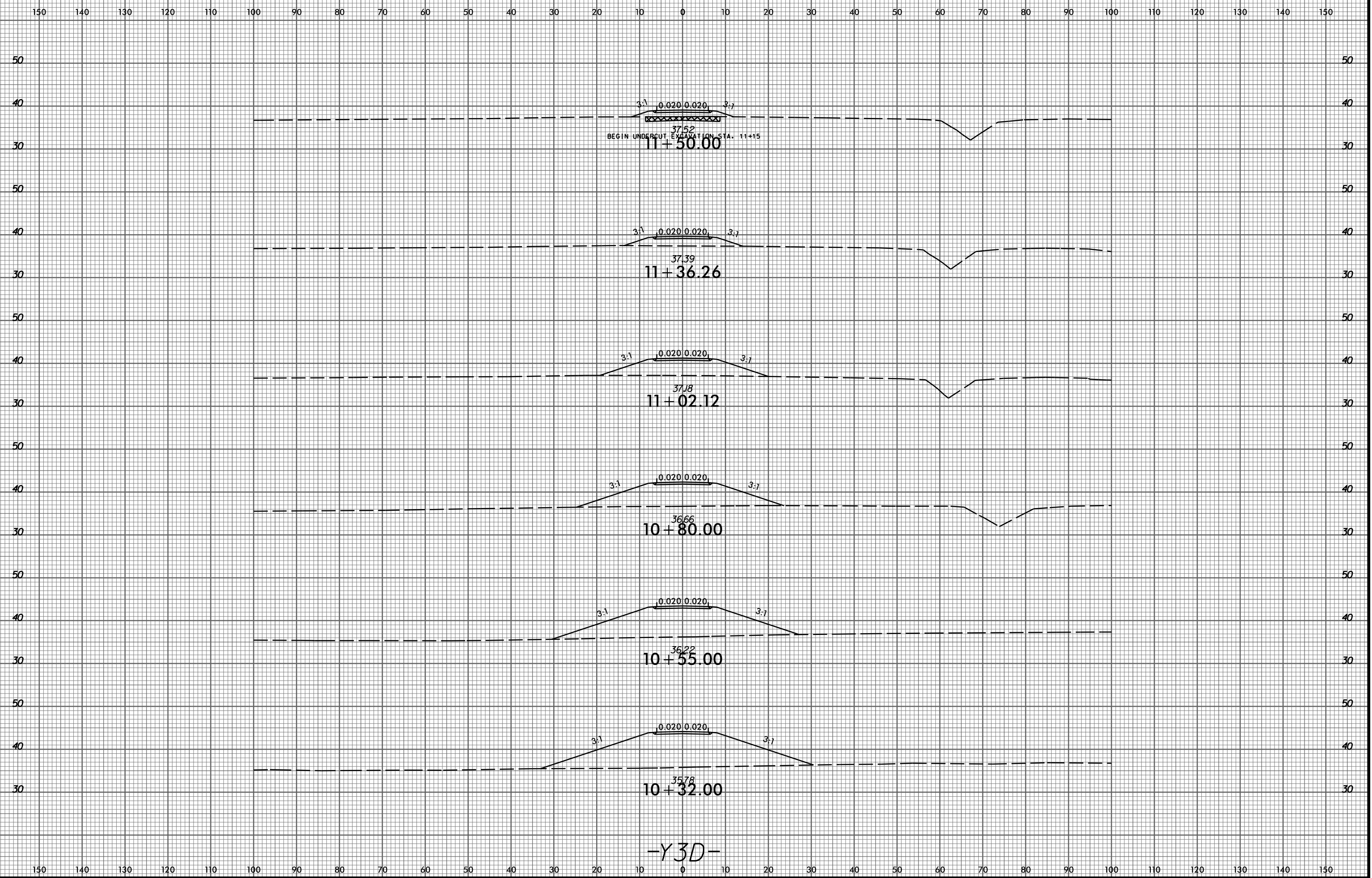
8/23/99



-Y3C-

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thuffman

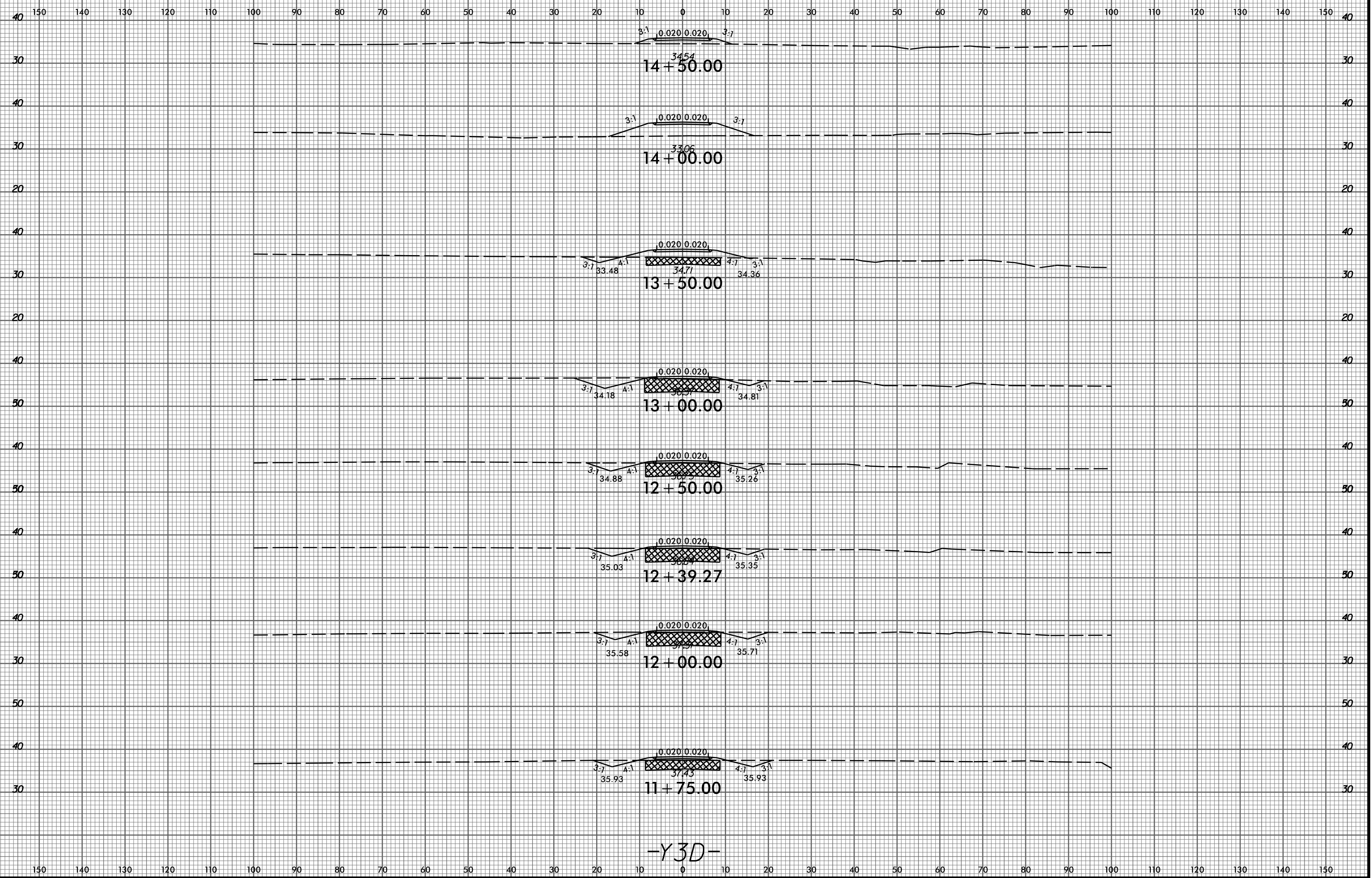
8/23/99



-Y3D-

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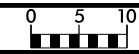
8/23/99



2/12/2015
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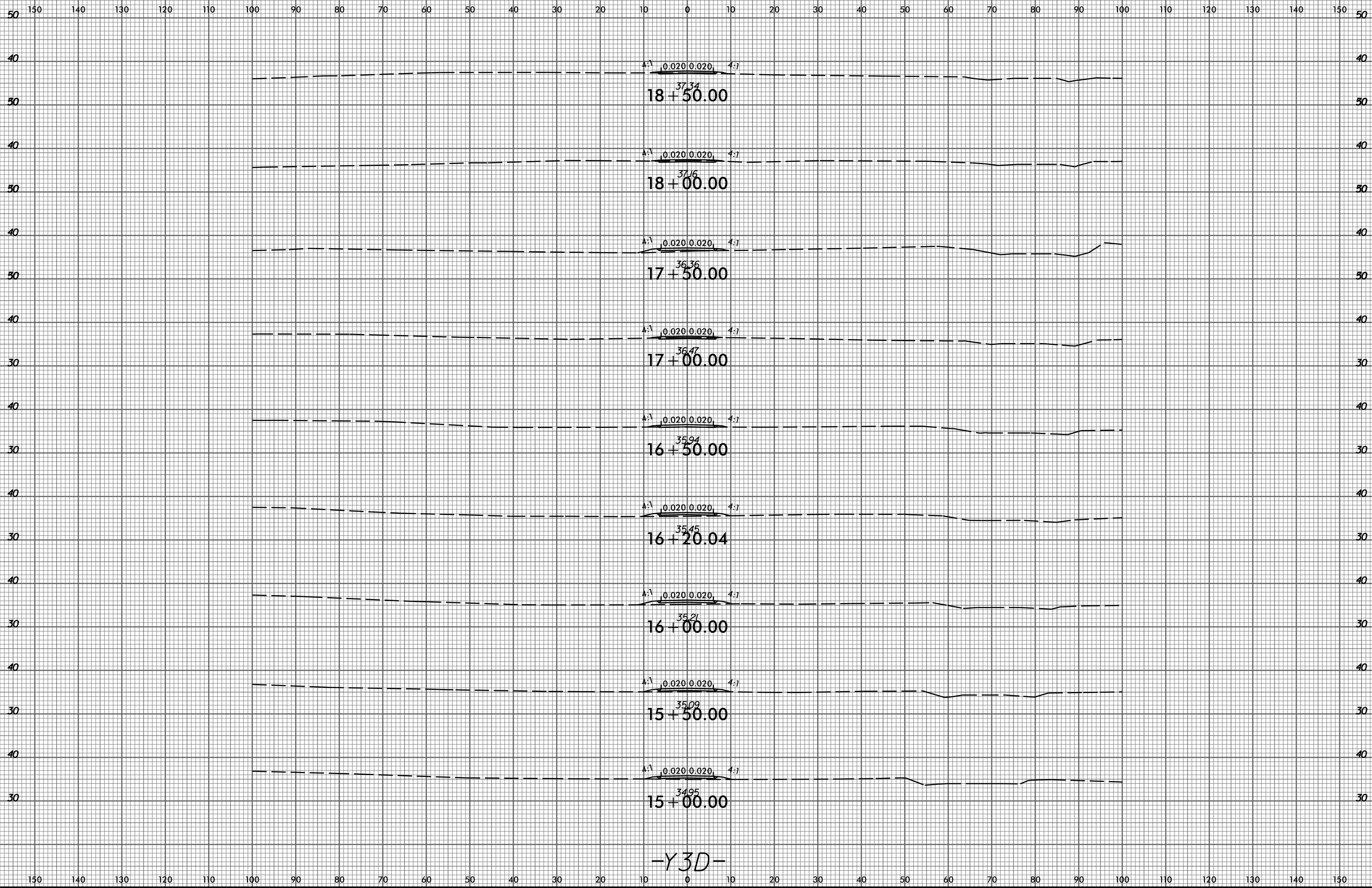
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8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-151



-Y3D-

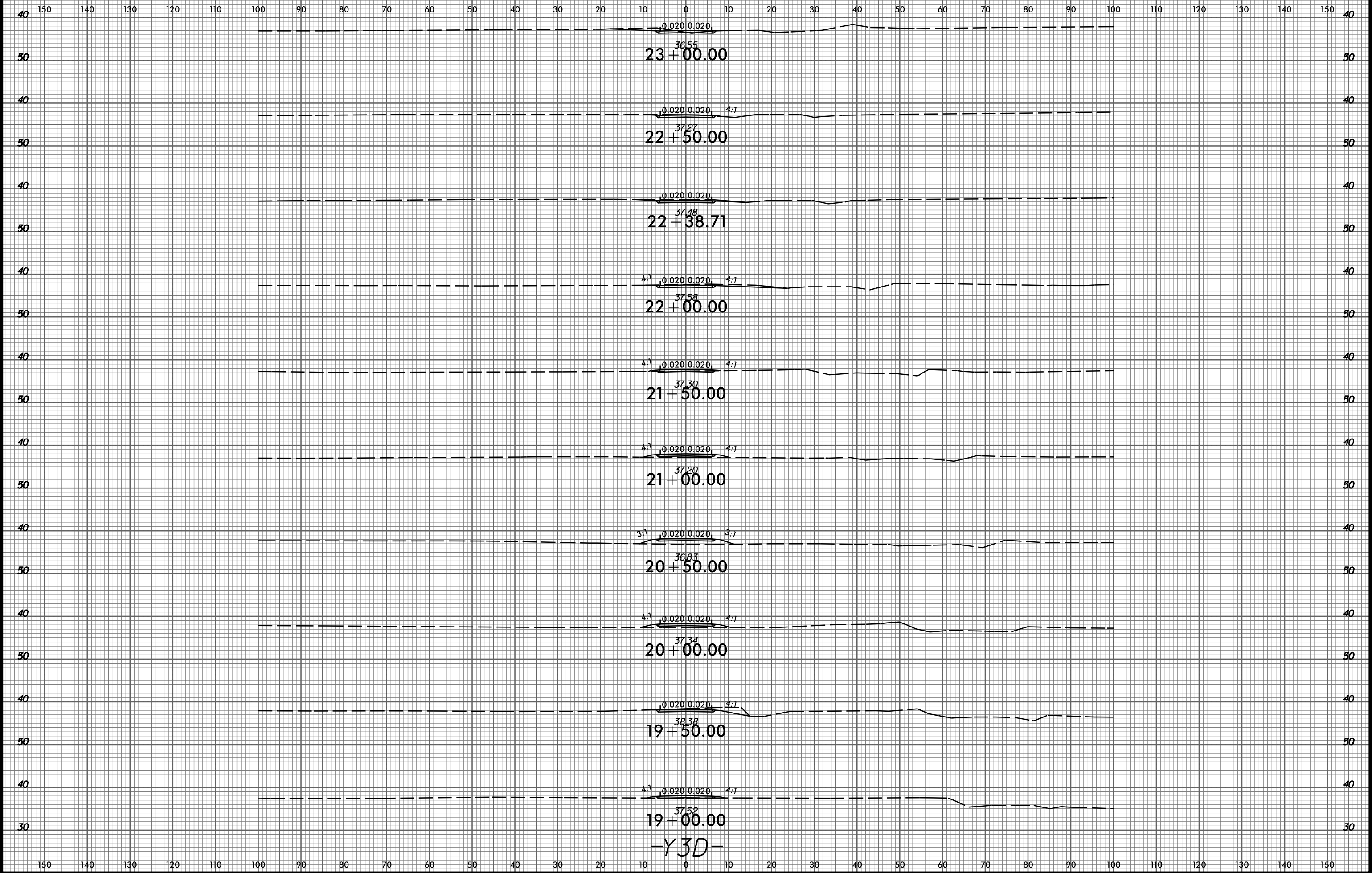
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8/23/99



PROJ. REFERENCE NO.
R-2514B

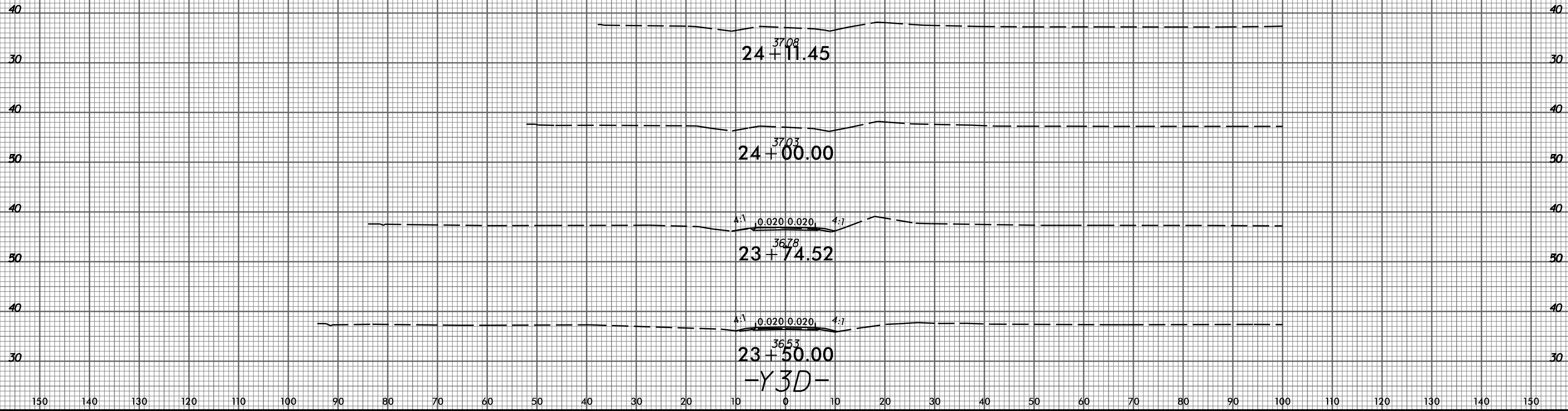
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X-152



2/12/2015
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-Y3D-

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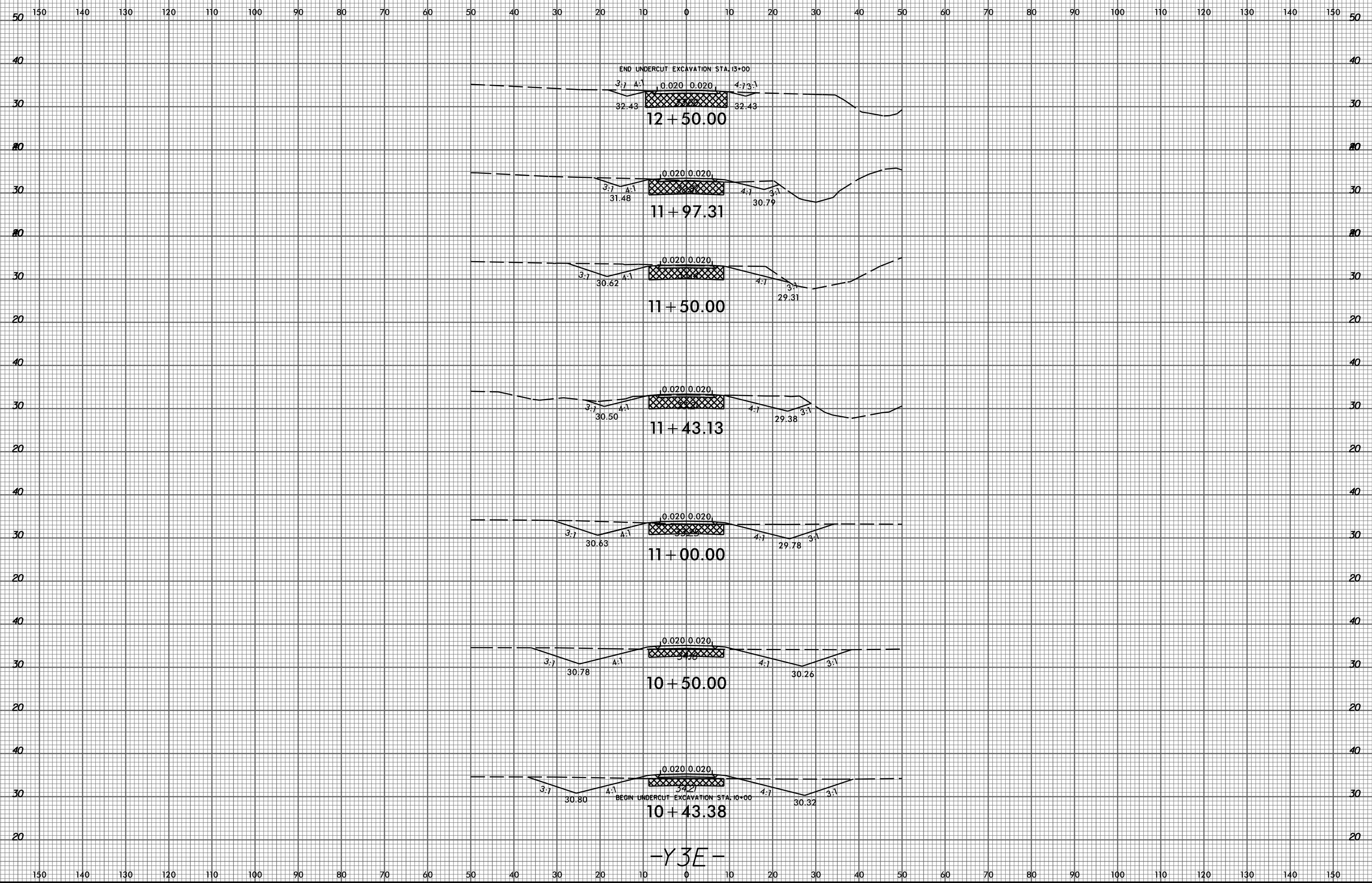


8/23/99



PROJ. REFERENCE NO.
R-2514B

SHEET NO.
X-154



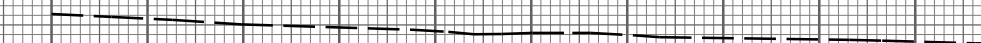
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40
30

40
30

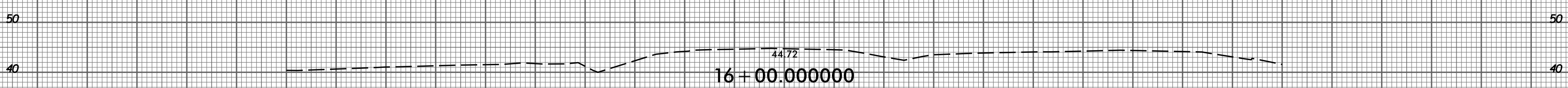
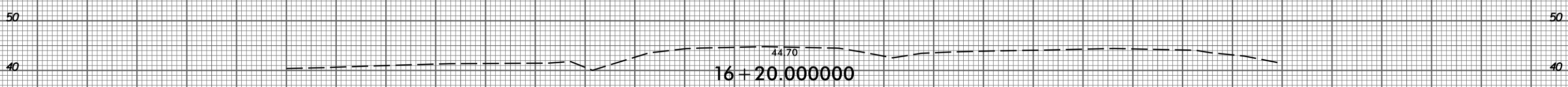
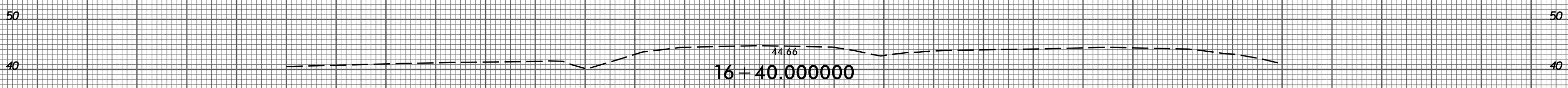
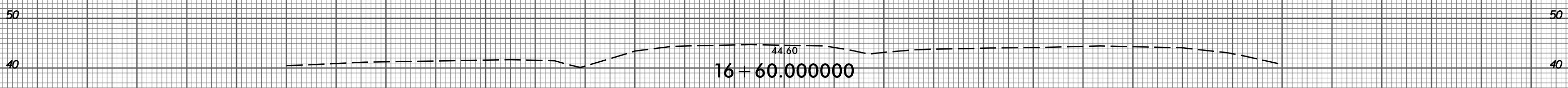
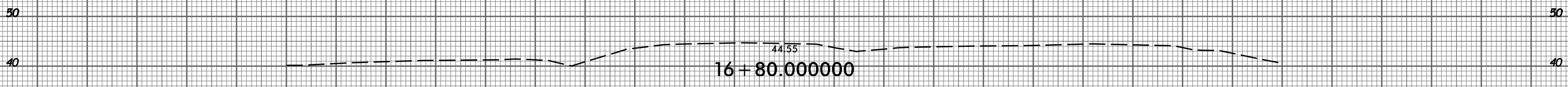
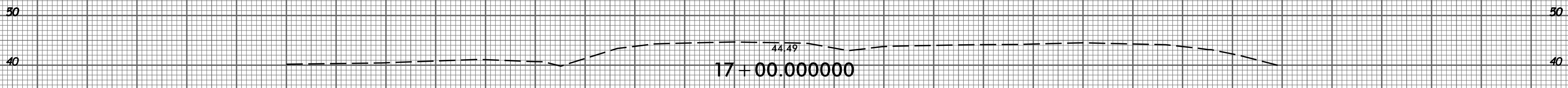
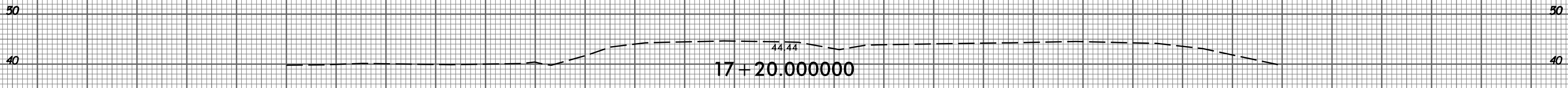
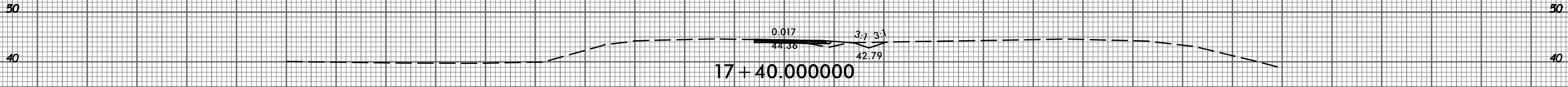
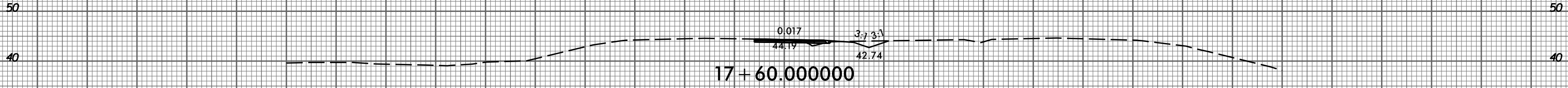


34.6
13+00.00

-Y3E-

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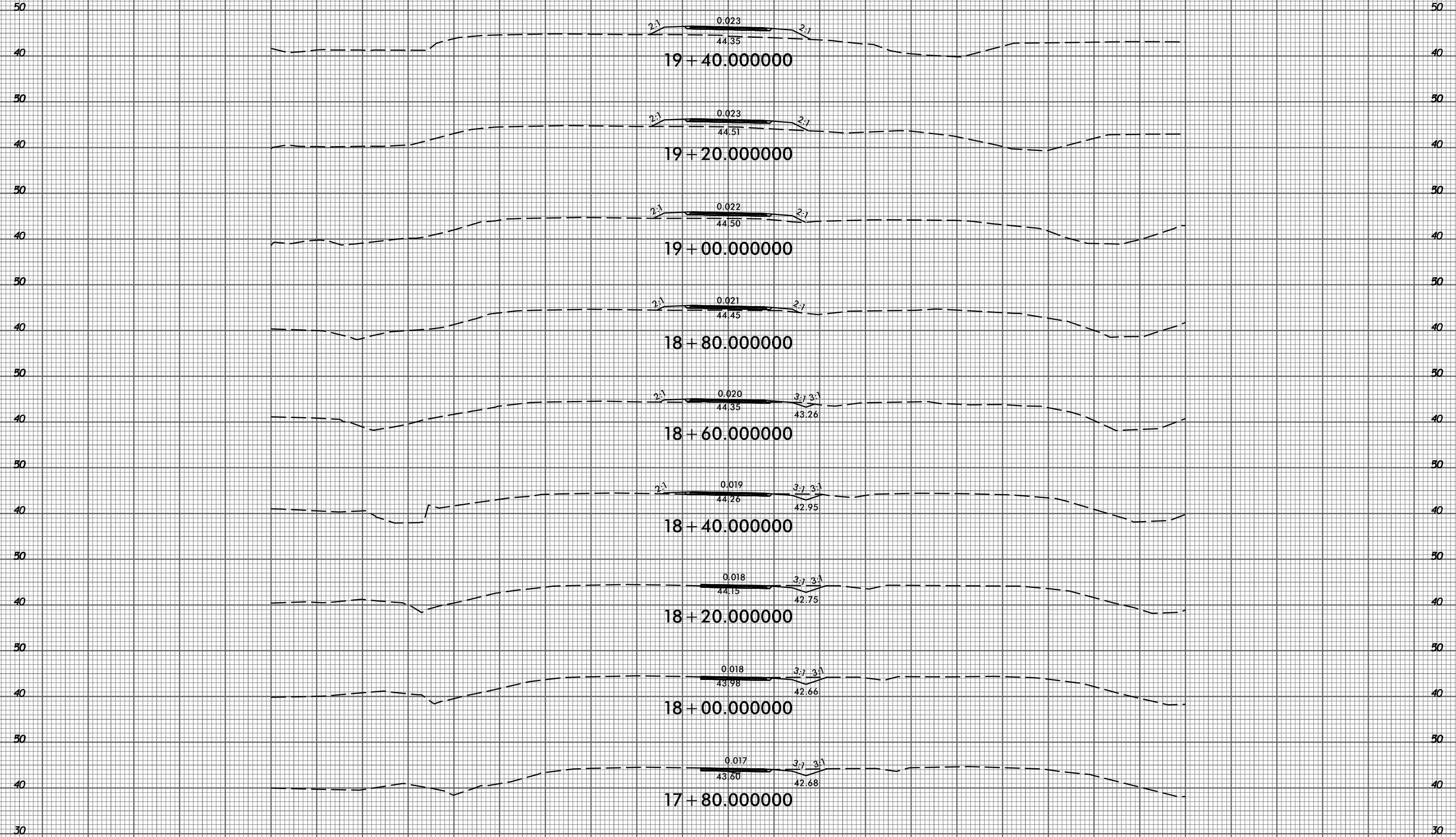
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-DET1-

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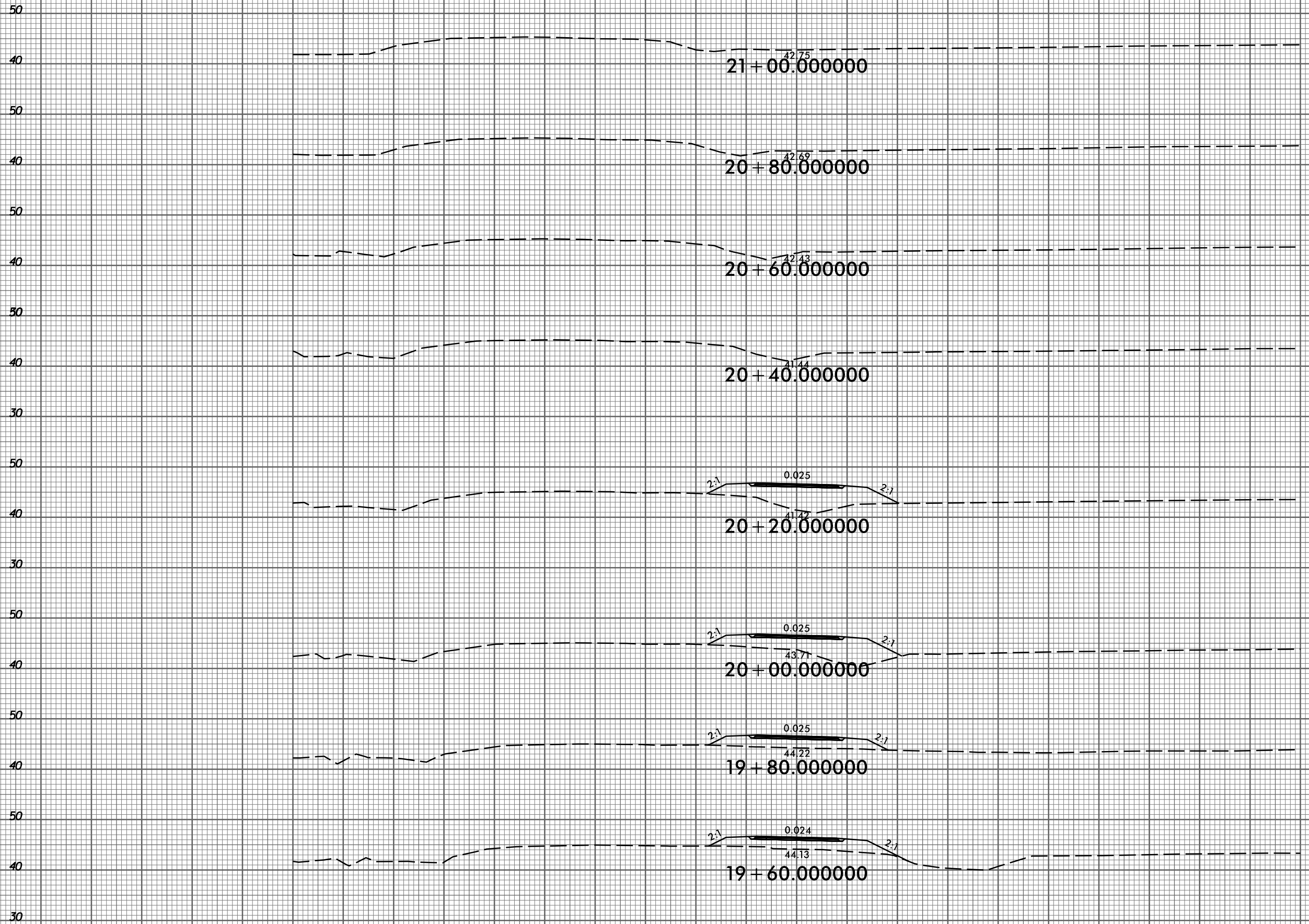
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-DET1-

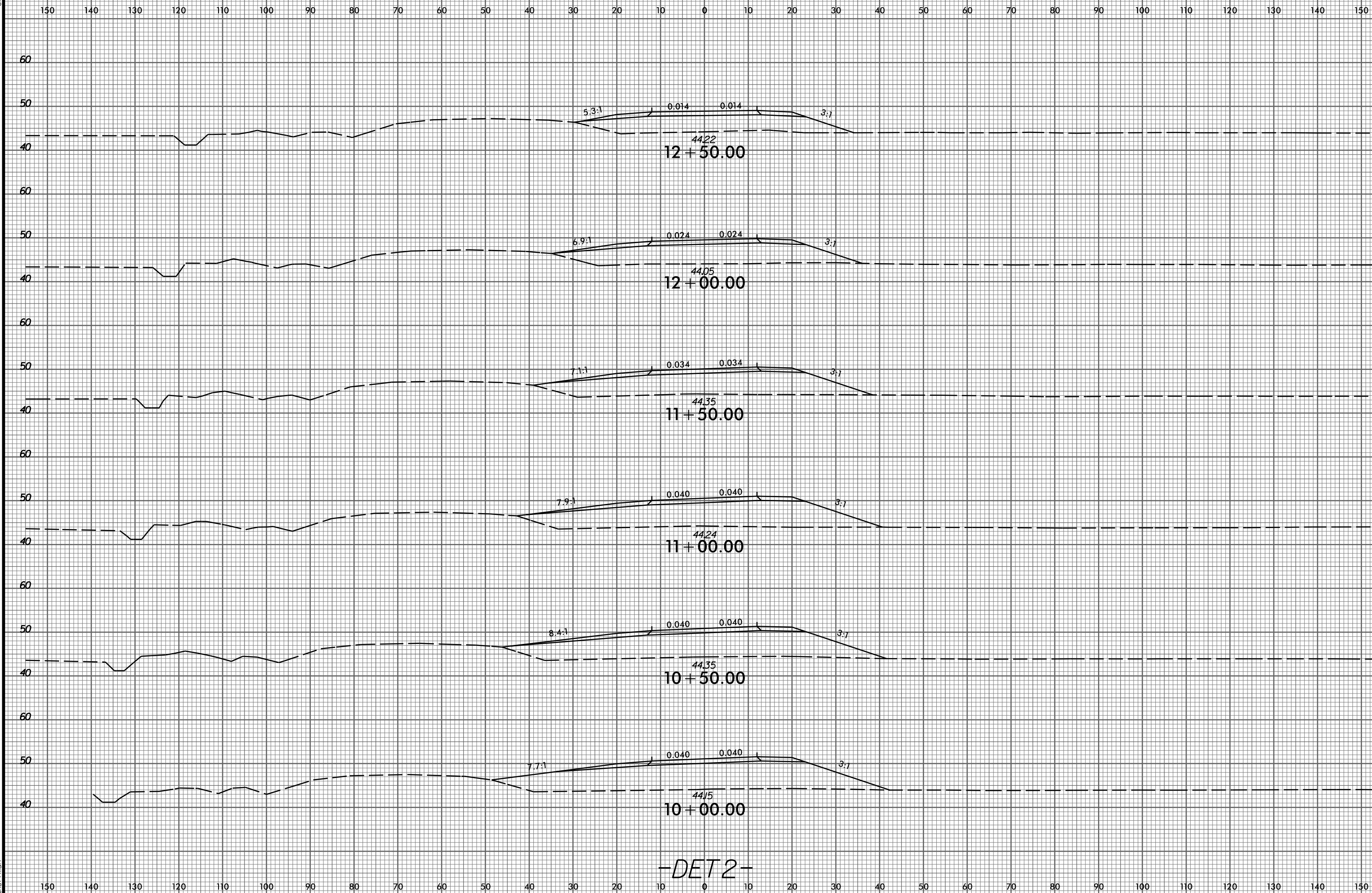
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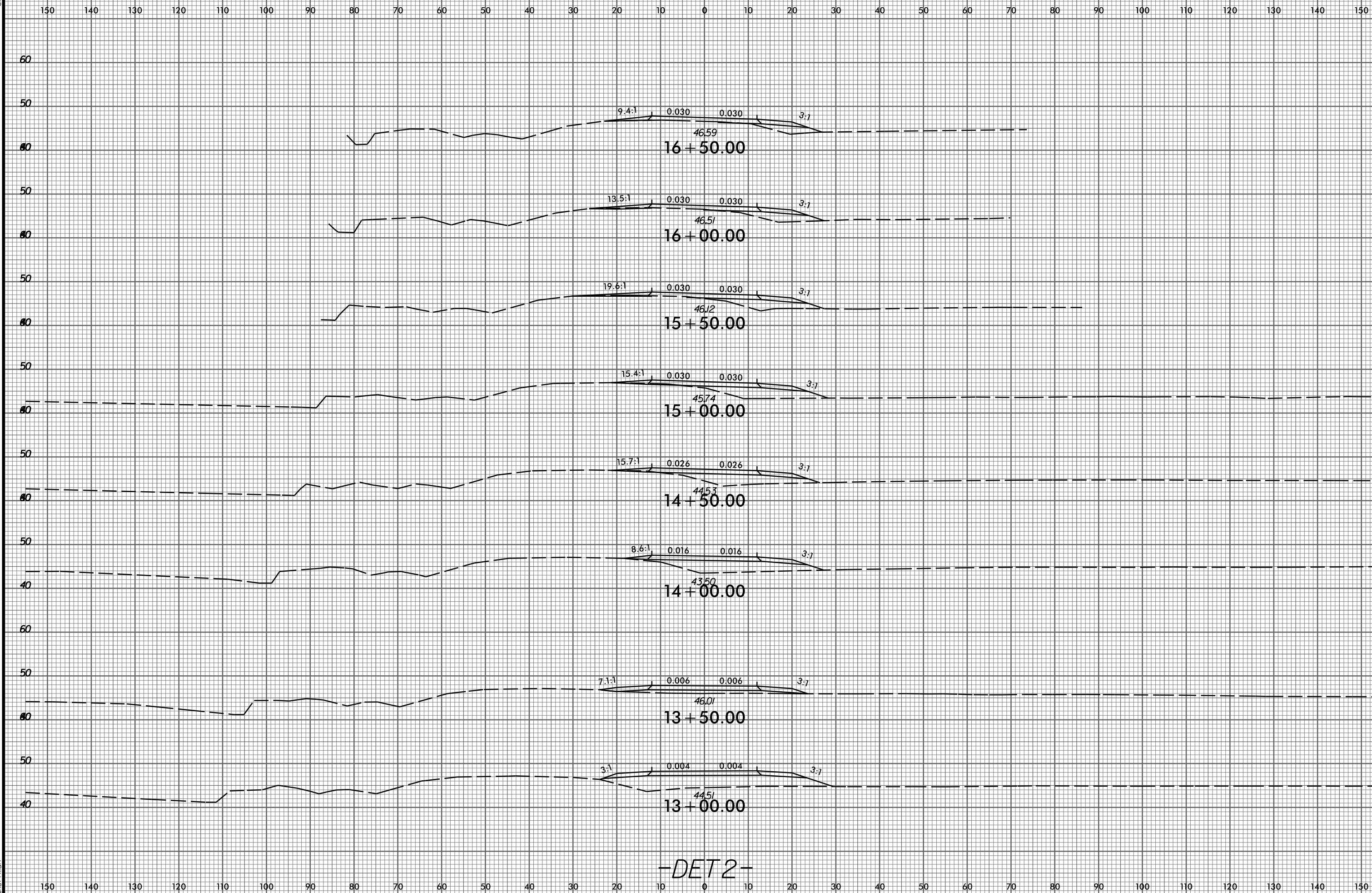


-DET1-

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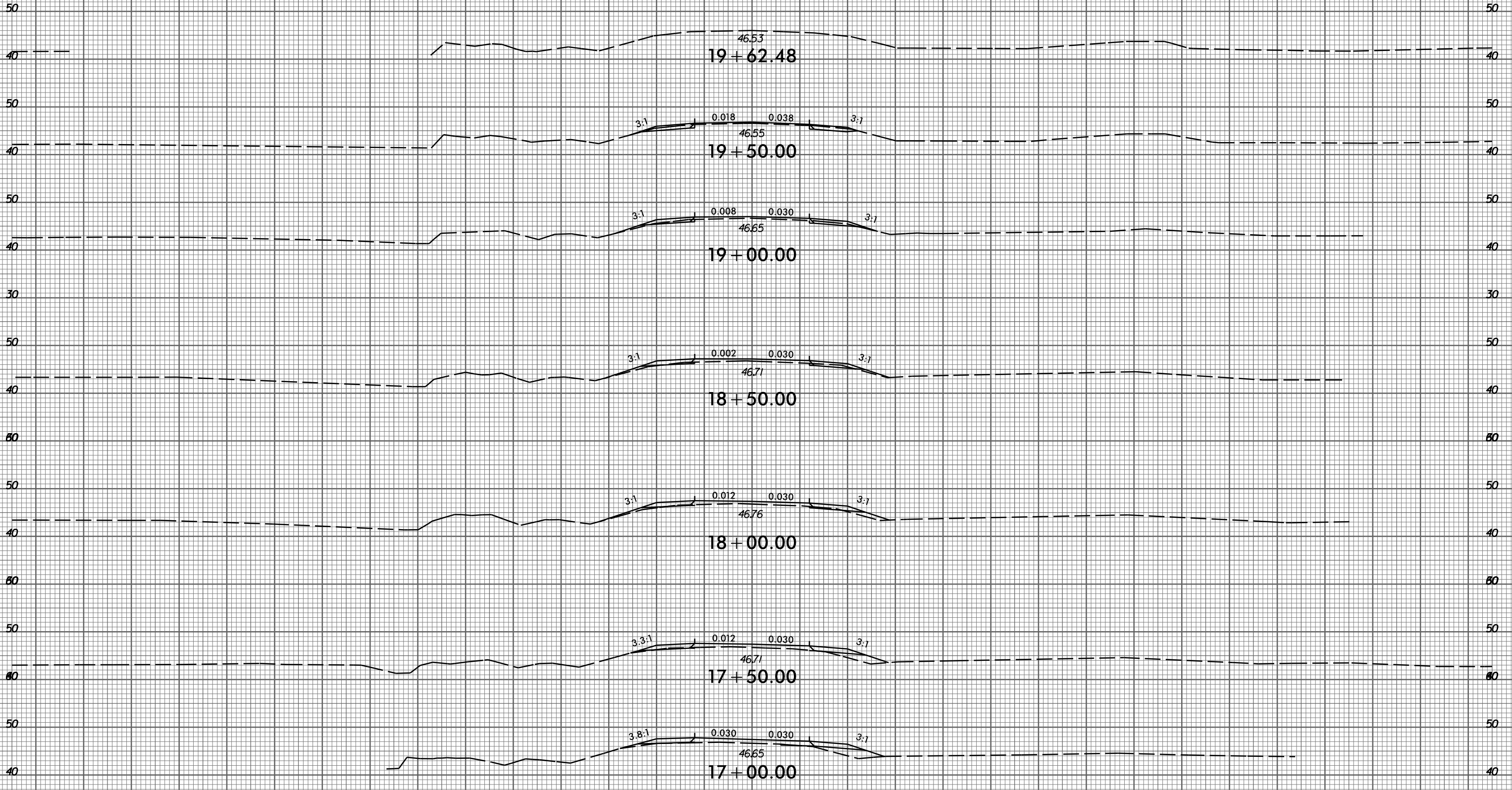


-DET 2-



-DET 2-

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-DET 2-