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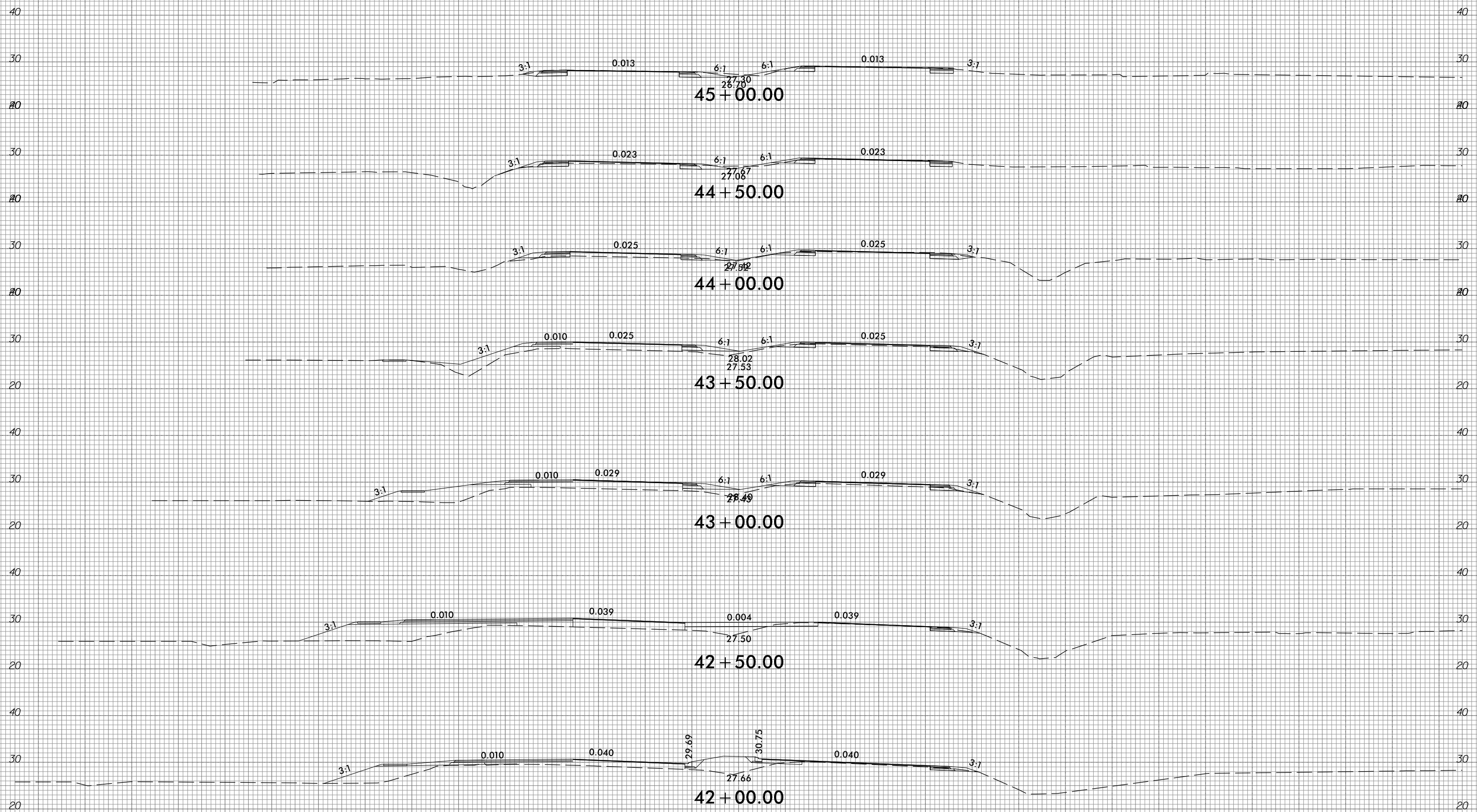
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
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



42 + 00.00  
-RPIAB-

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

10/31/2018  
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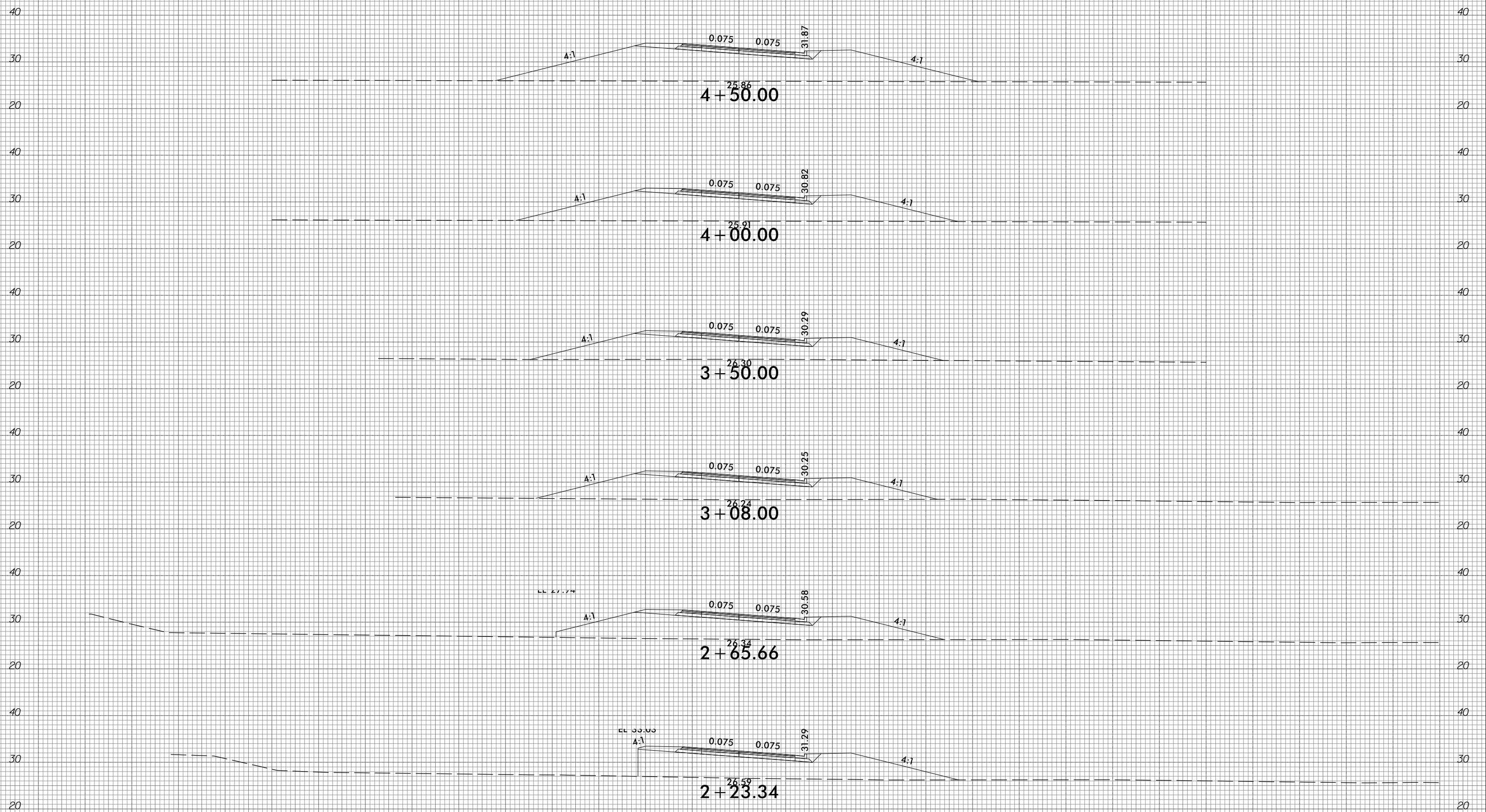
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-321

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-LP1B-

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

10/31/2018  
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gncdlin

6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-322

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

END UNDERCUT -LP1B- STA 7+25 +/-

0.075 0.075

38.99

4:1

4:1

30

30

20

20

6 + 50.00

25.80

0.075 0.075

37.14

4:1

4:1

40

40

30

30

20

20

6 + 00.00

25.33

0.075 0.075

35.29

4:1

4:1

40

40

30

30

20

20

5 + 50.00

25.82

0.075 0.075

33.44

4:1

4:1

40

40

30

30

20

20

BEGIN UNDERCUT -LP1B- STA 4+90 +/-

-LP1B- 5 + 00.00

25.77

PROPOSED UNDERCUT

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

10/31/2016  
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gmodlin

6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-323

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-L- STA 81+50.00  
EL 34.46

5.92:1

0.030

3:1

3:1

5 + 50.67

EL 35.10

8.44:1

0.016

3:1

3:1

4 + 99.33

EL 35.01

0.002

3:1

3:1

4 + 48.39

EL 35.41

0.013

3:1

3:1

3 + 97.30

0.025

3:1

3:1

3 + 46.35

0.025

3:1

3:1

2 + 95.59

-RPICD-

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

10/31/2016  
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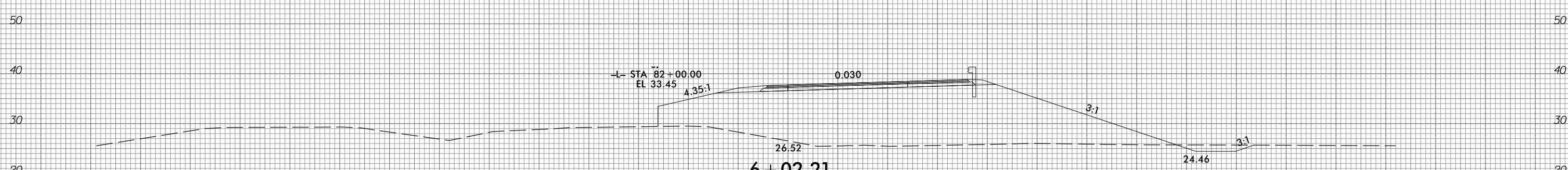
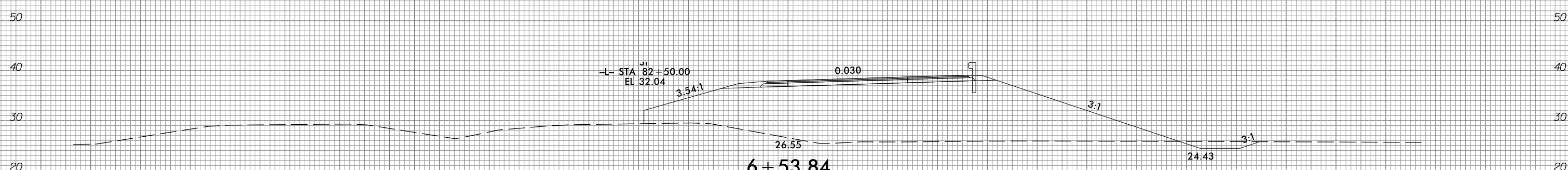
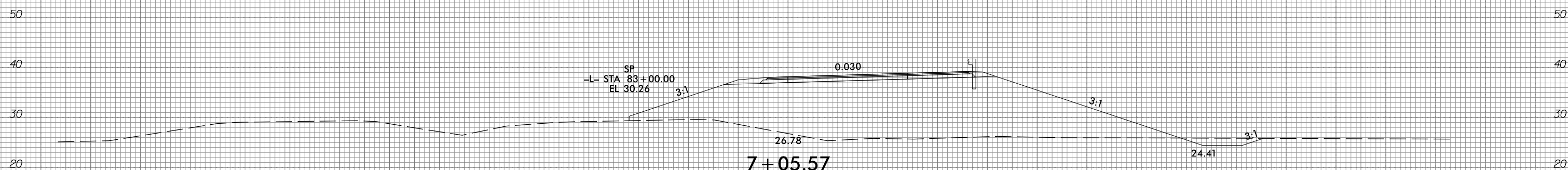
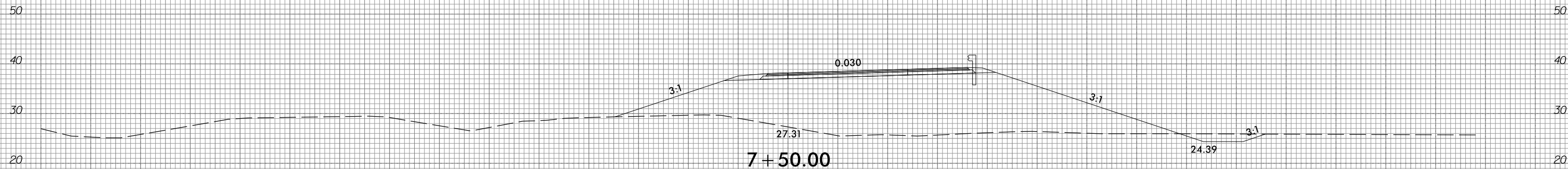
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-324

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-RPICD-

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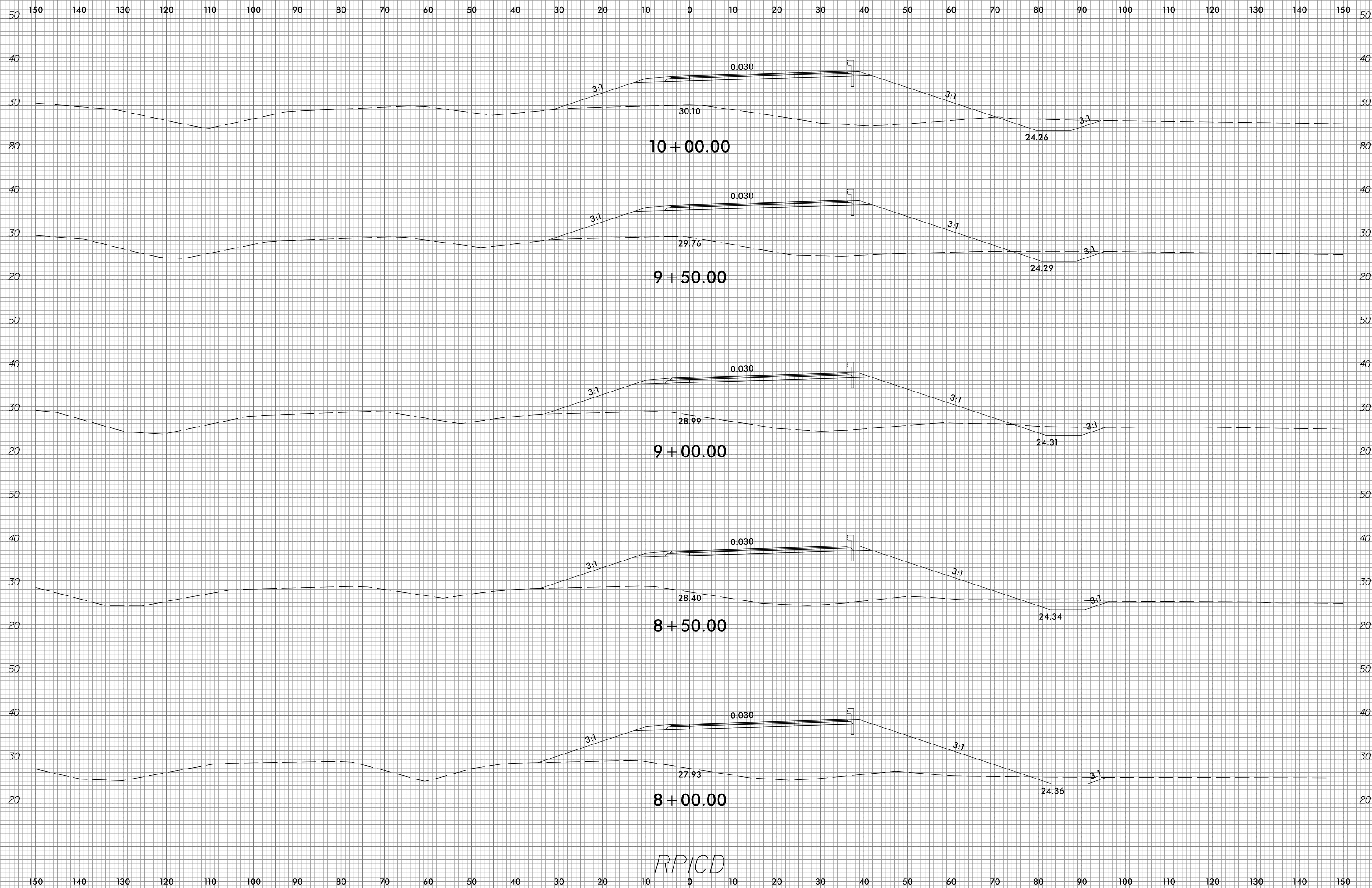
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6/23/16



PROJ. REFERENCE NO.  
R-1015

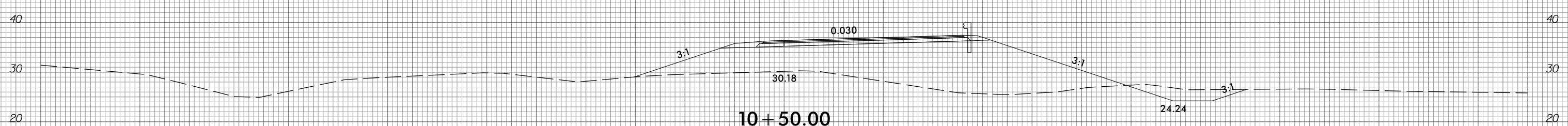
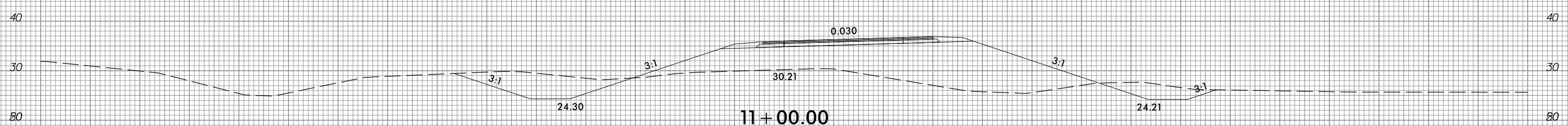
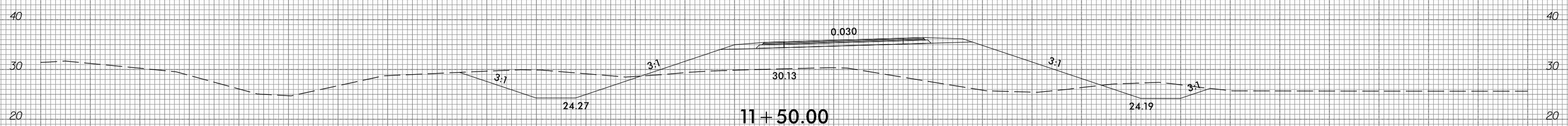
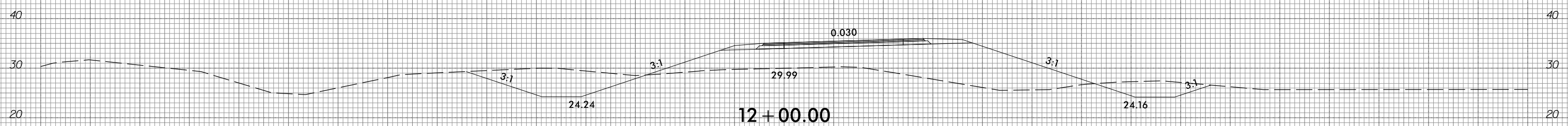
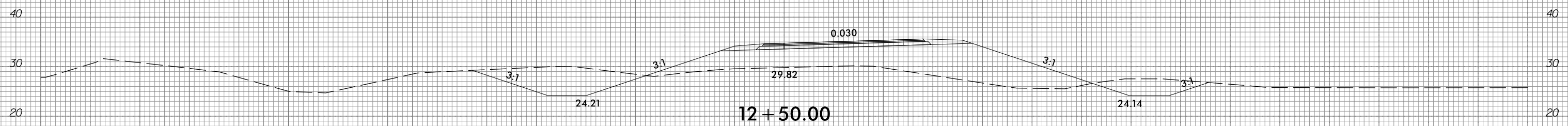
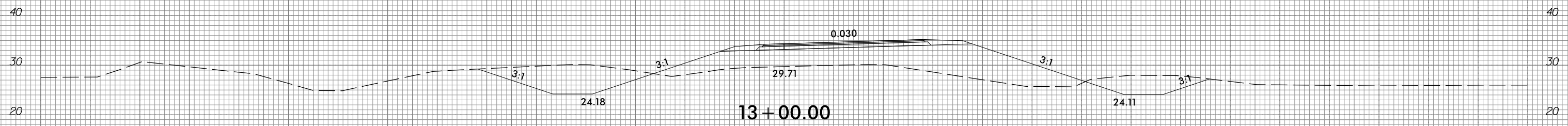
SHEET NO.  
X-325



-RPICD-

10/31/2018  
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gmc311

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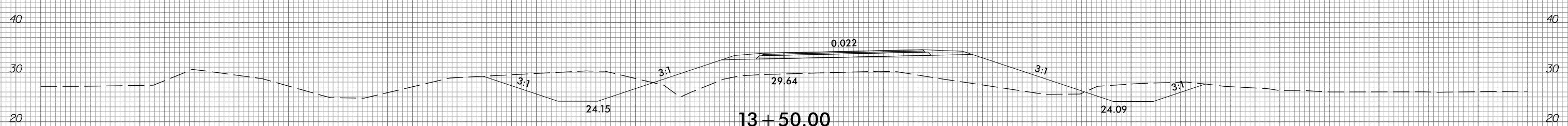
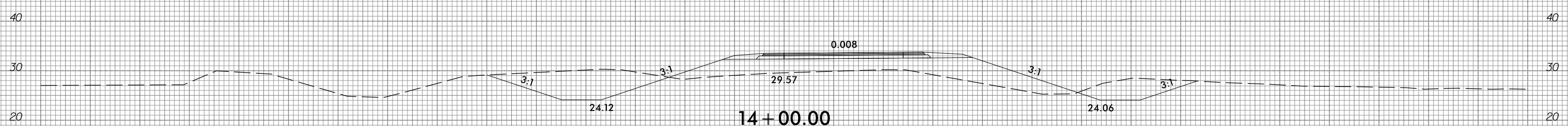
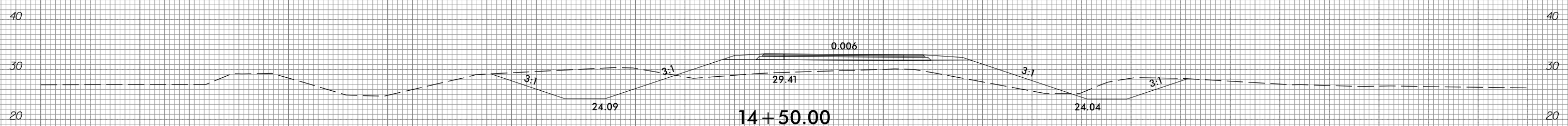
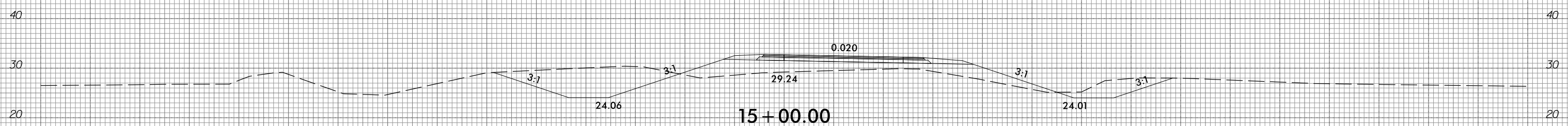
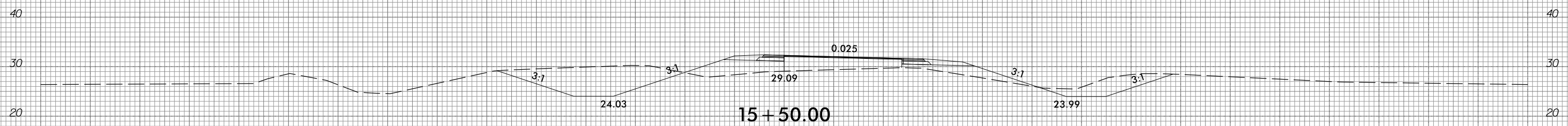
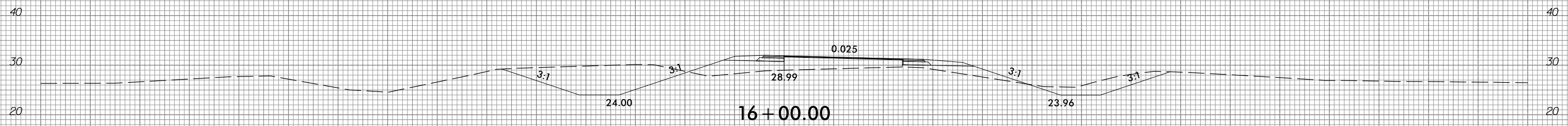


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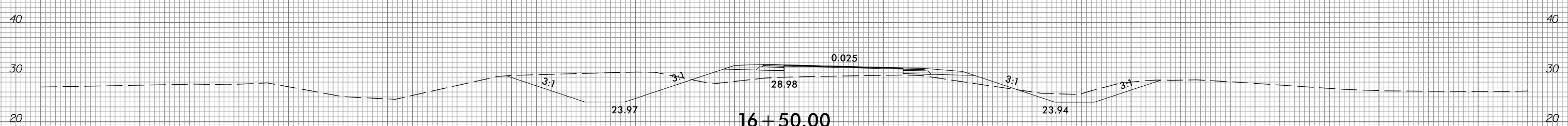
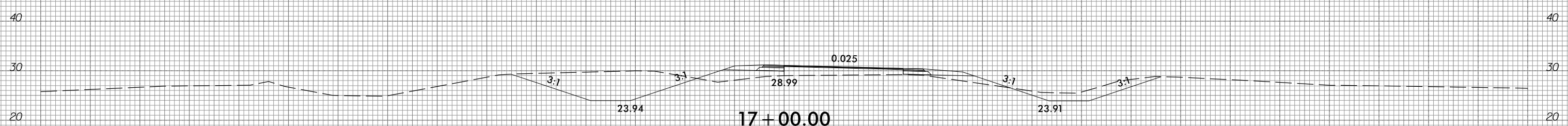
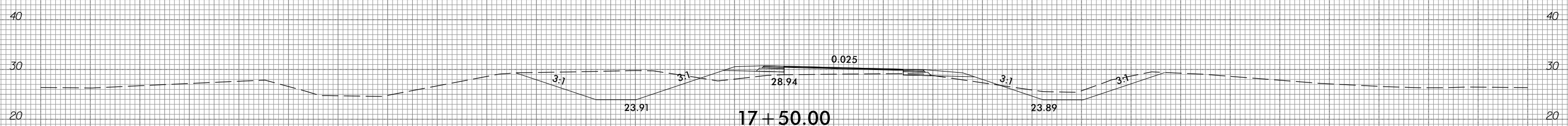
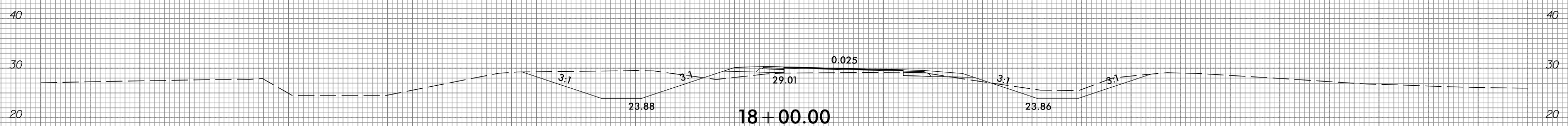
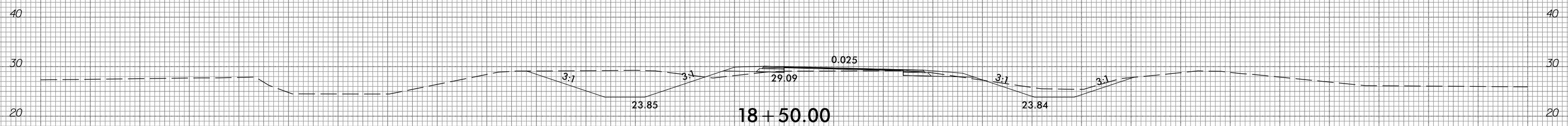
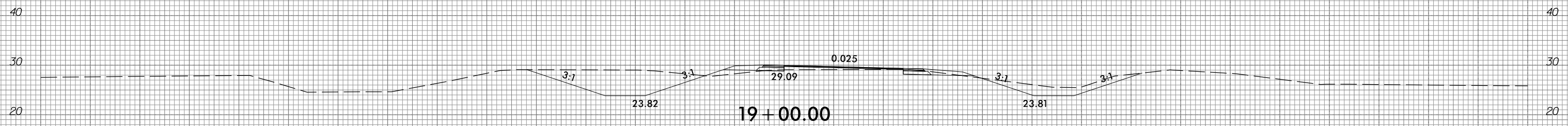


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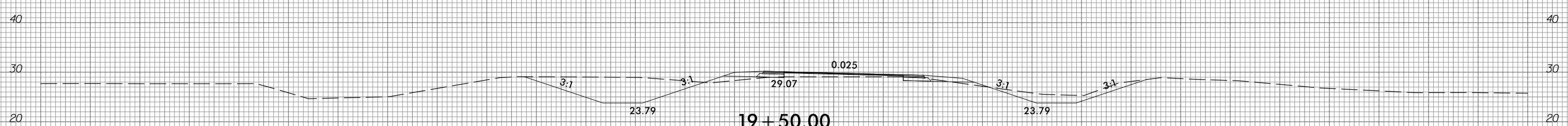
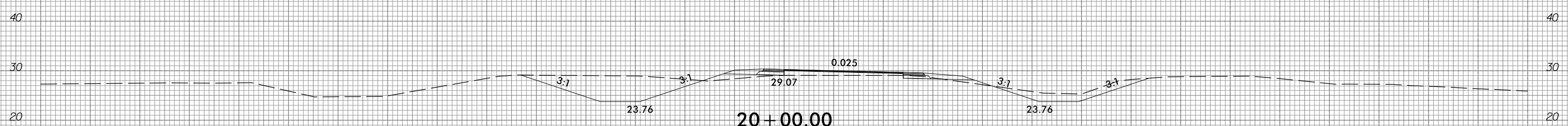
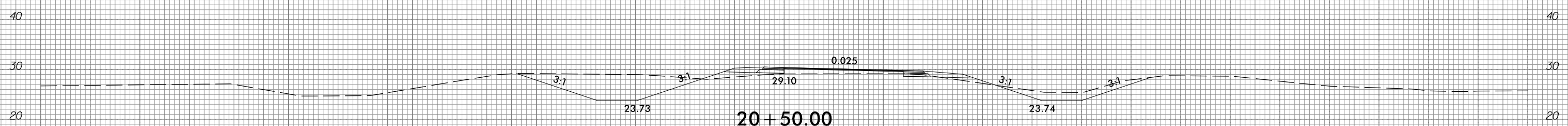
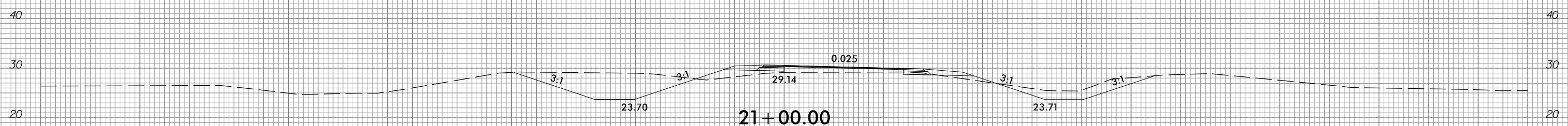
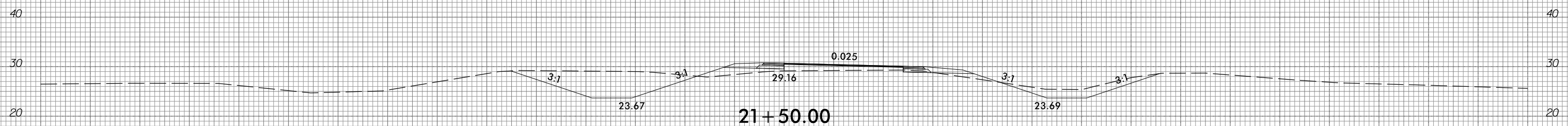
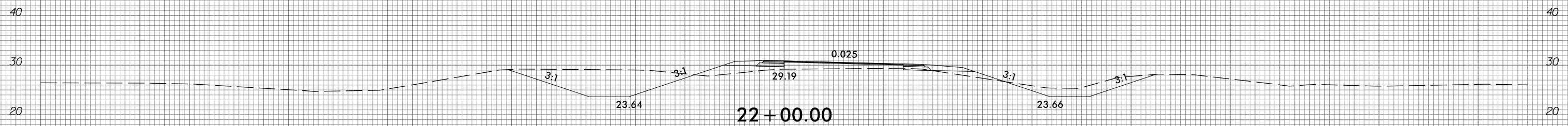


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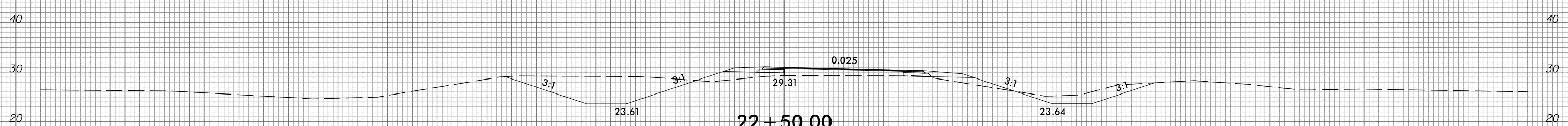
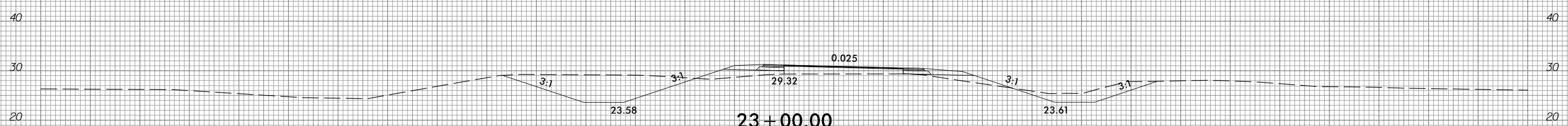
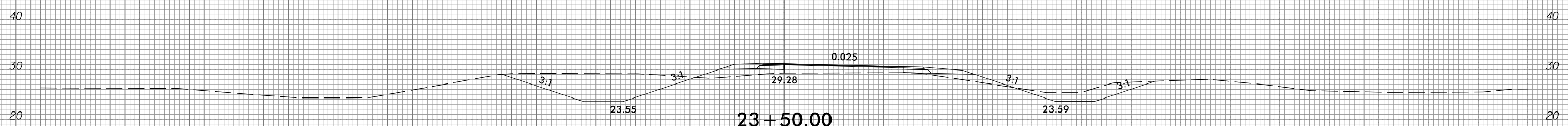
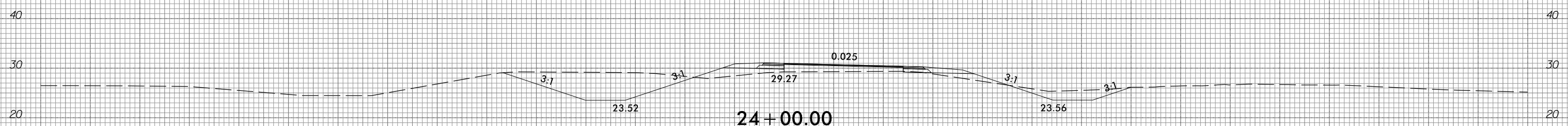
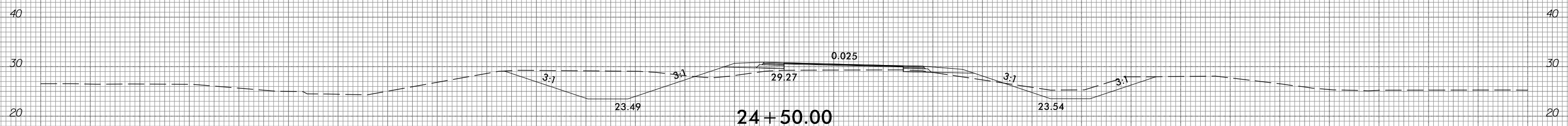
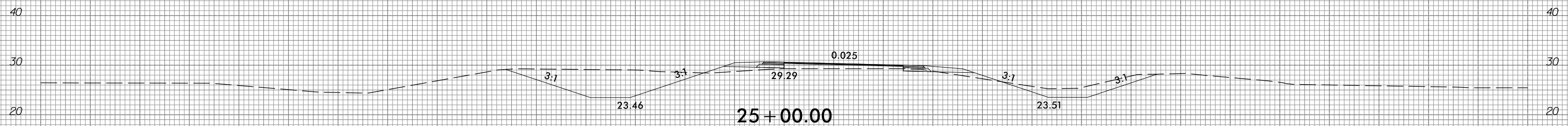


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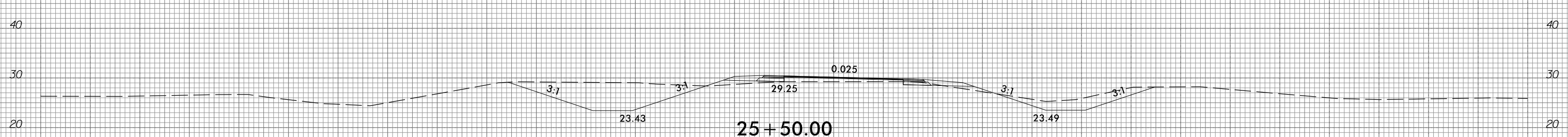
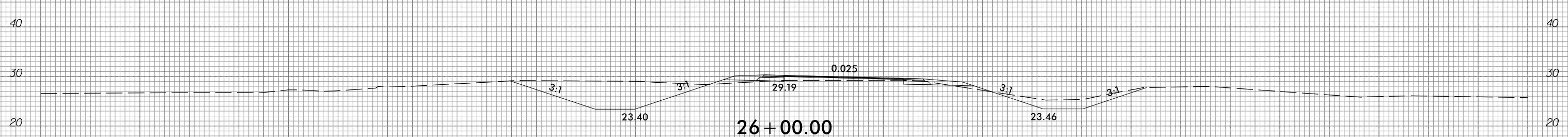
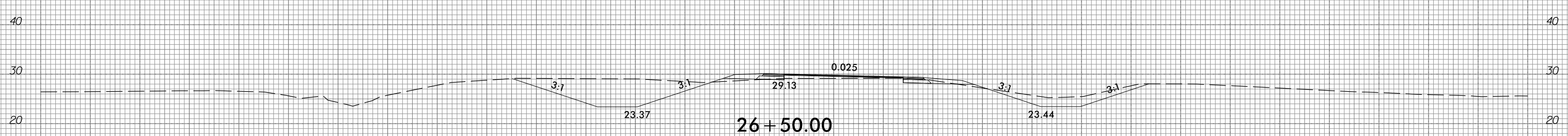
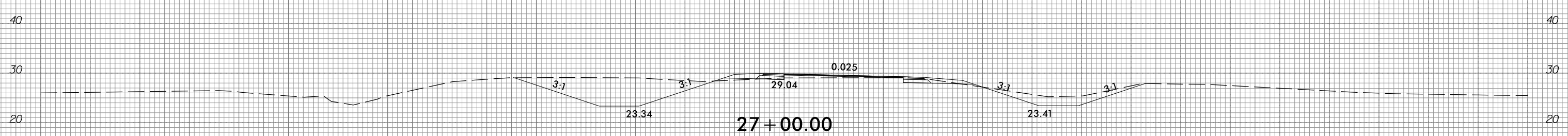
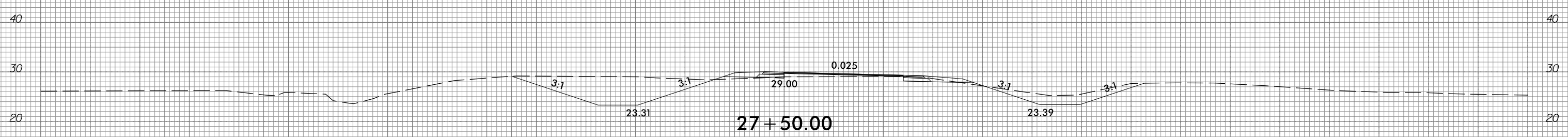
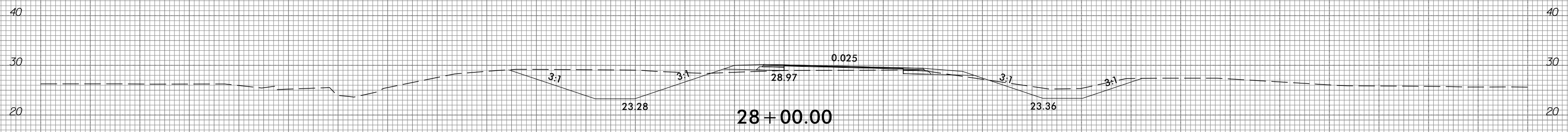


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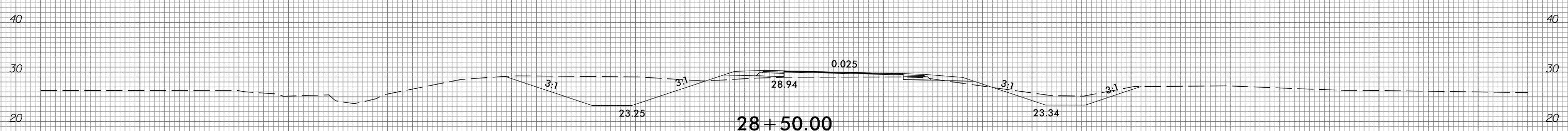
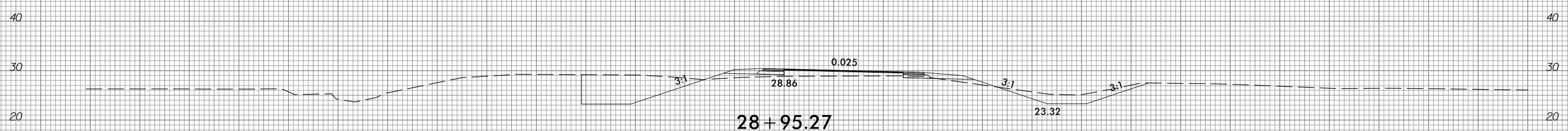
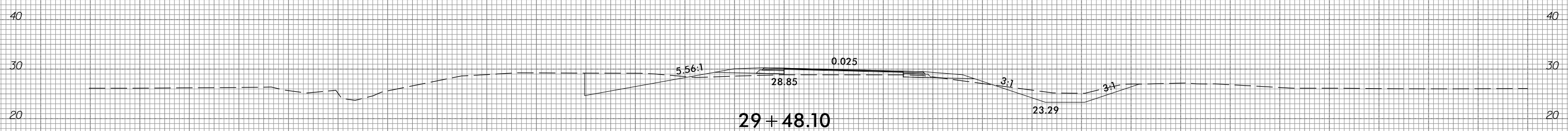
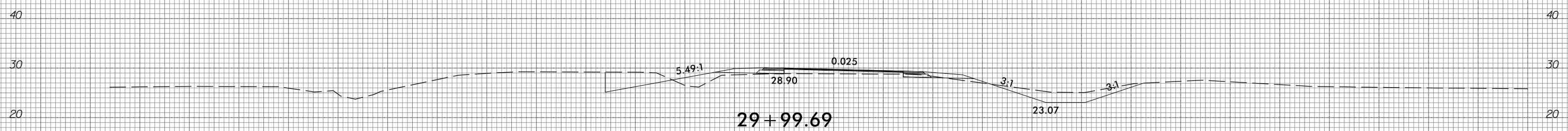
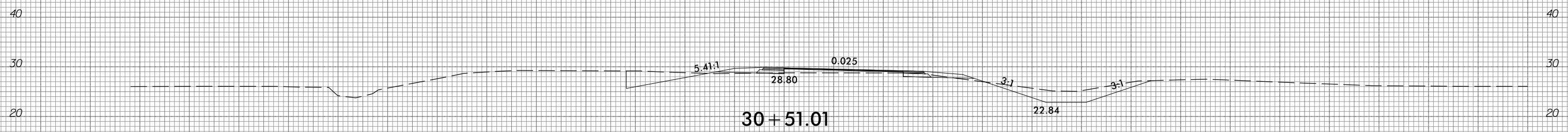
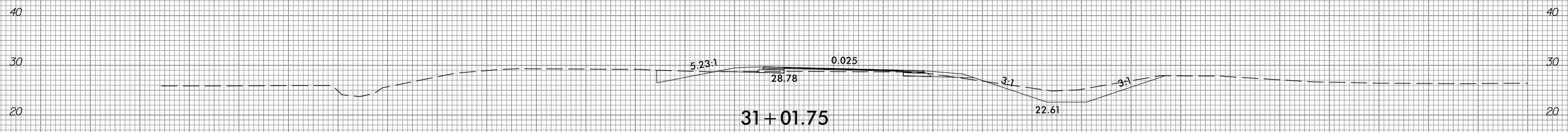
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-332

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



-RPICD-

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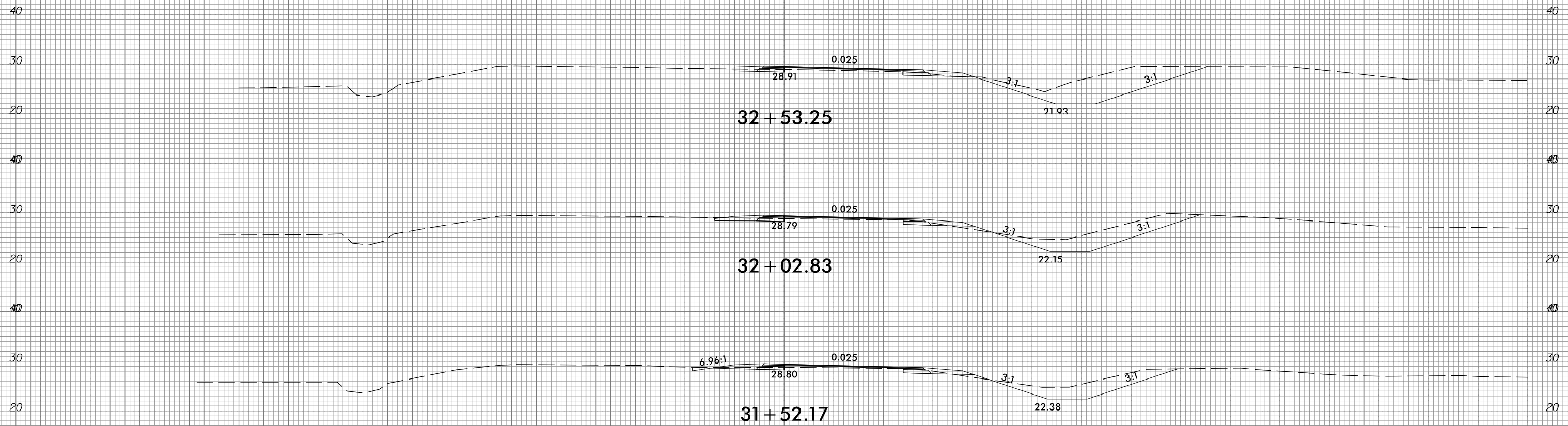
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PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-333

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-RPICD-

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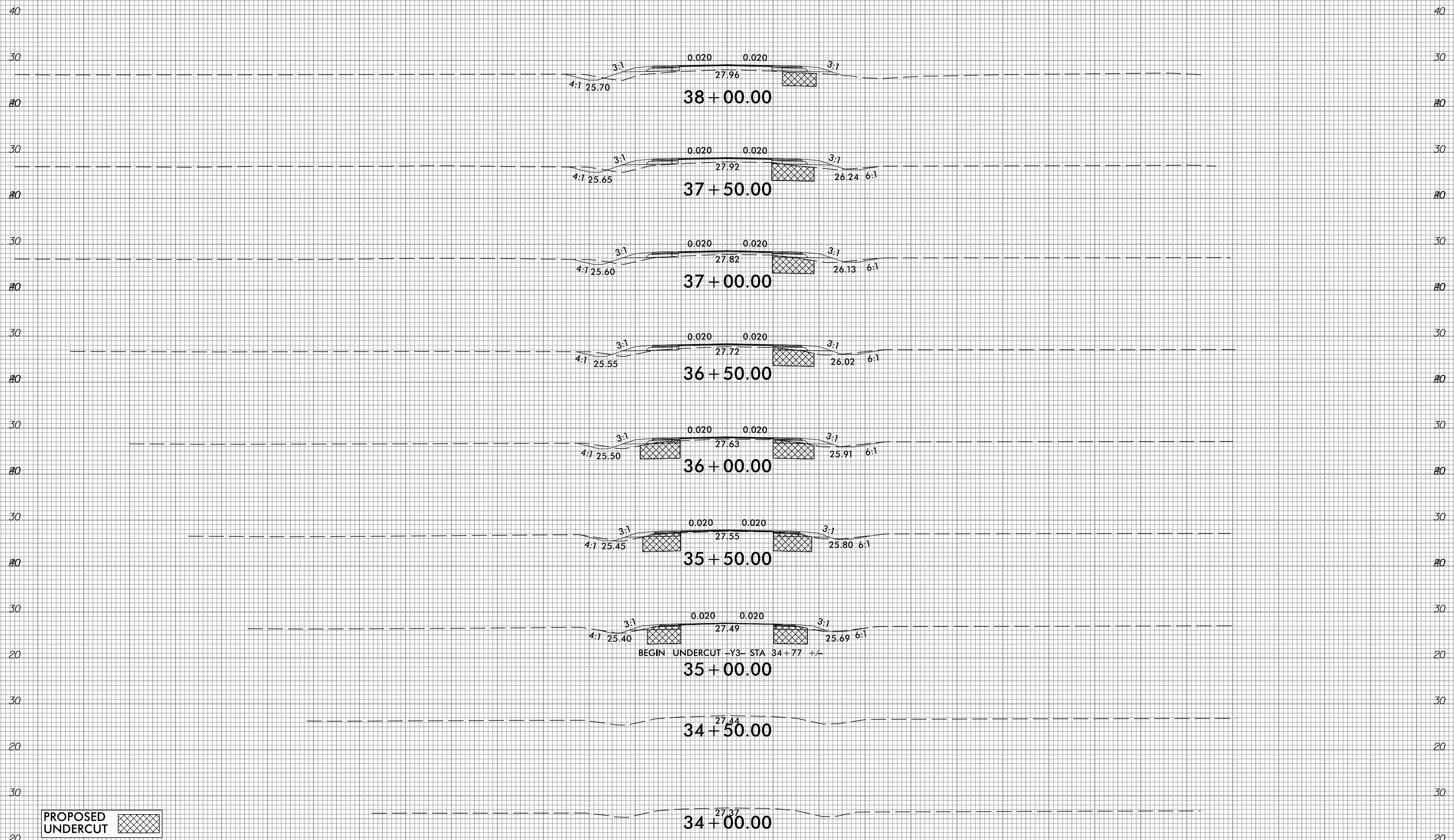
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PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-334

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PROPOSED UNDERCUT

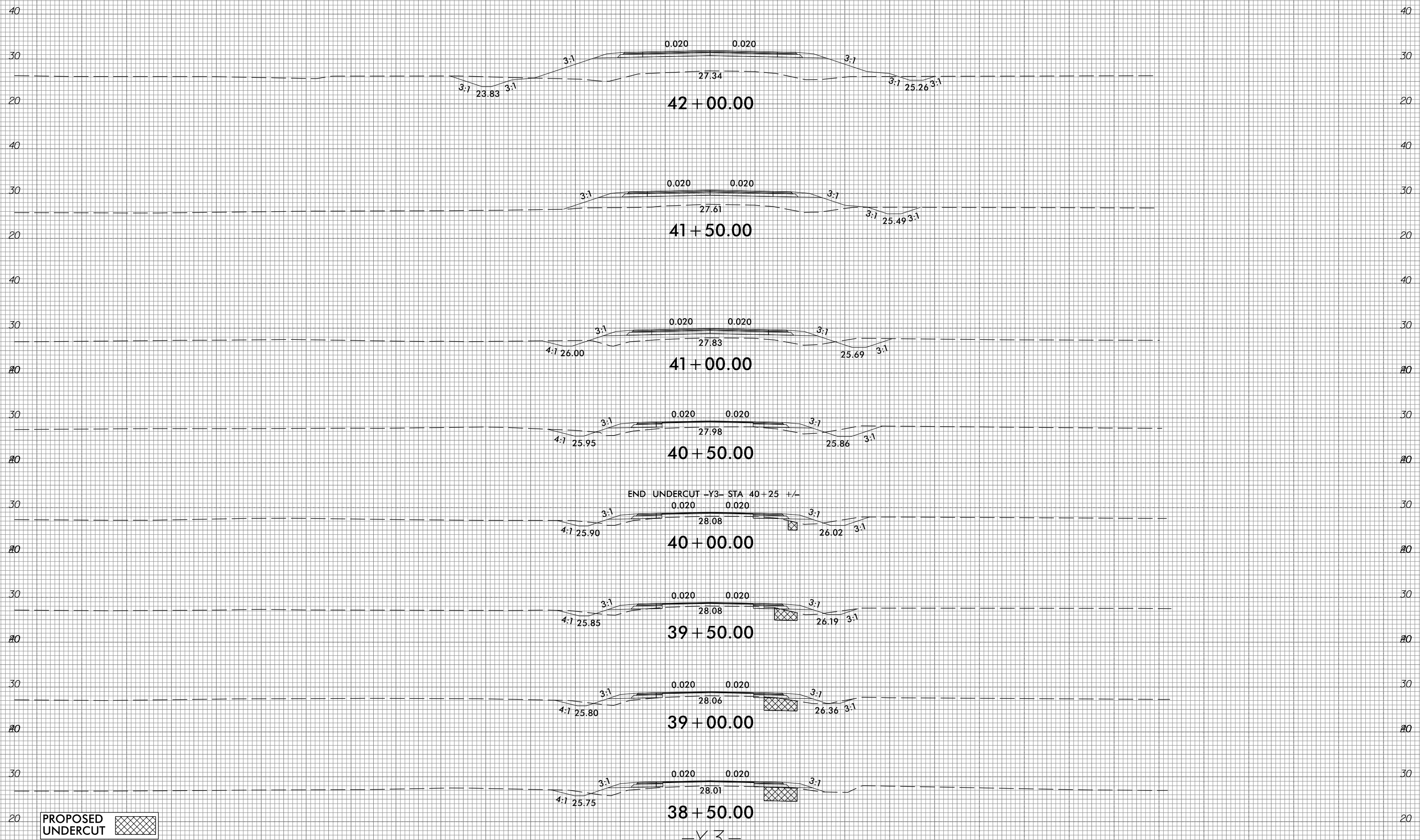
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10/31/2018  
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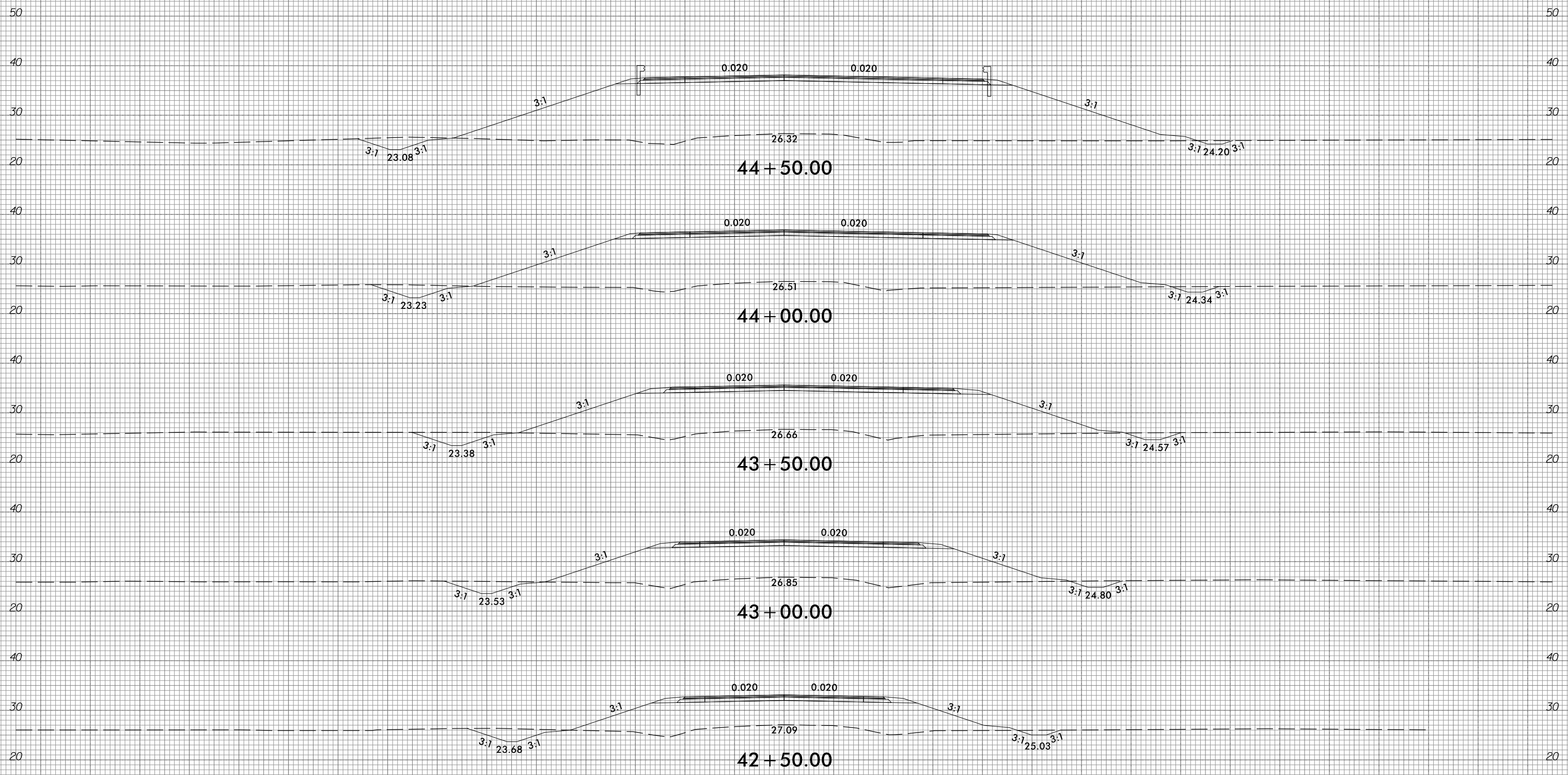


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-Y3-

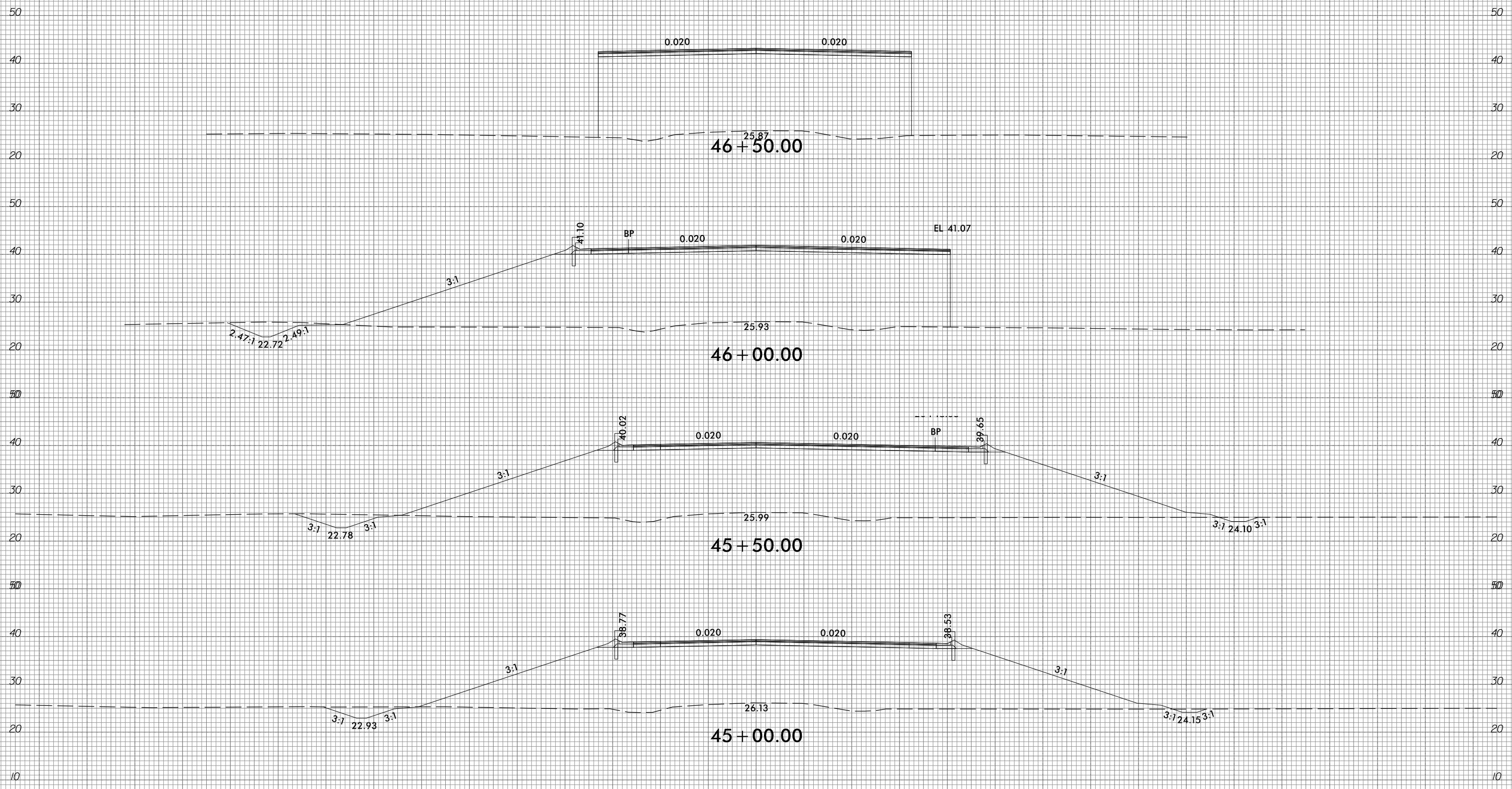
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-337

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-Y3-

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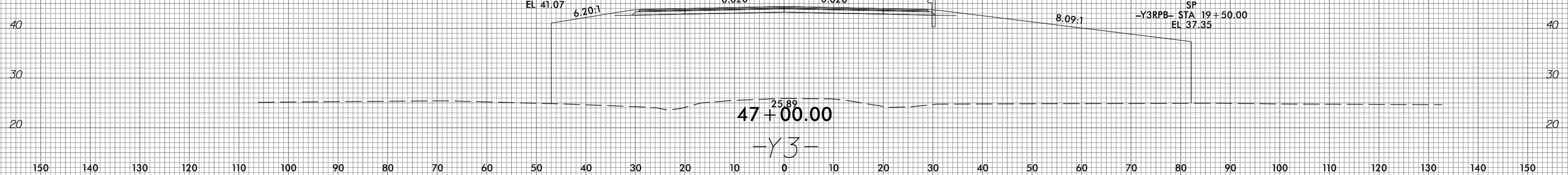
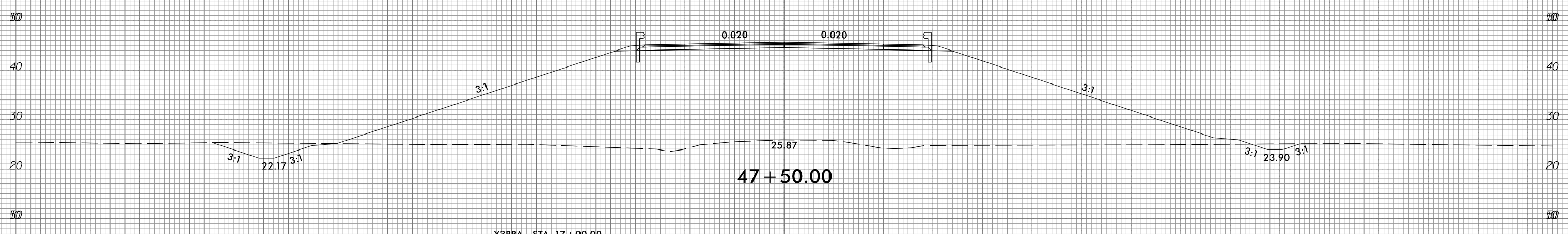
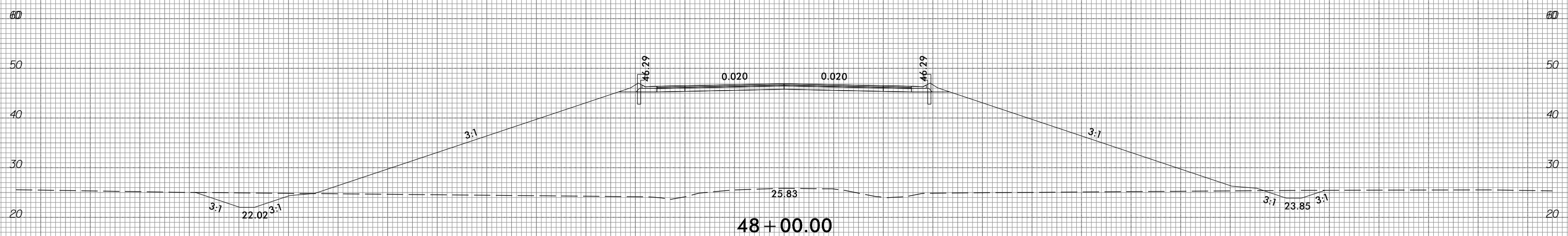
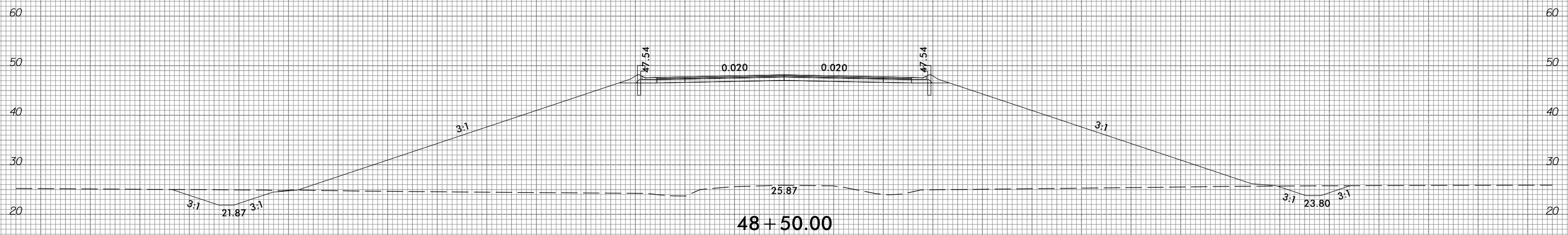
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-338

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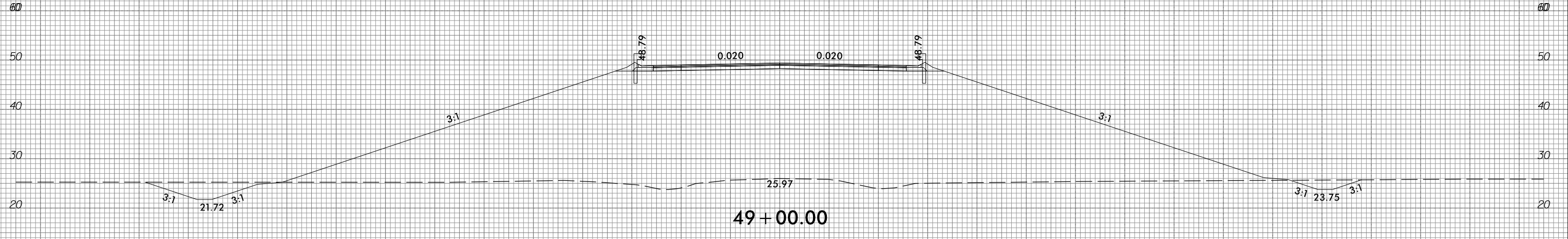
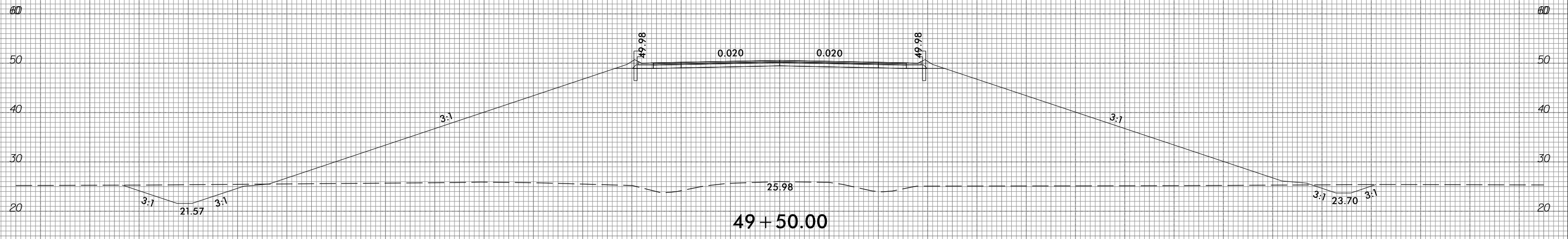
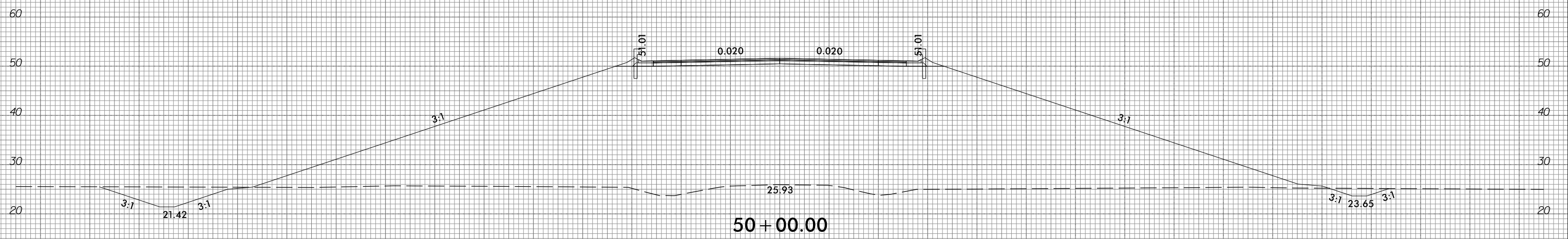


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gncdjin



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-Y3-

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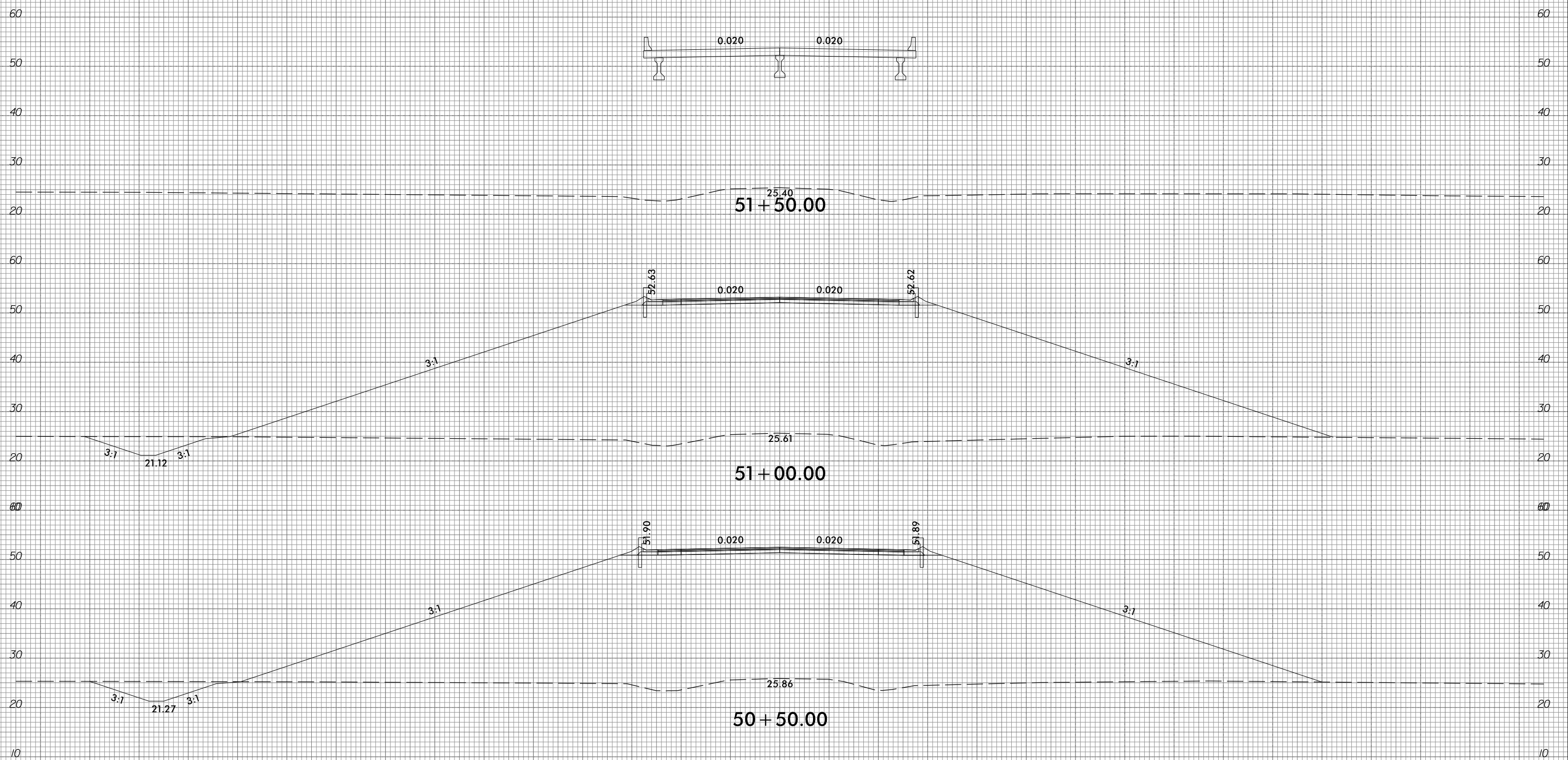
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-340

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51+50.00

51+00.00

50+50.00

-Y3-

10/31/2018  
 G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3.dgn  
 gmc311r

6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-341

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

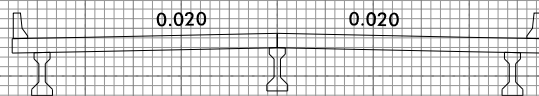
60 60

50 50

40 40

30 30

20 20



24.84  
53+00.00

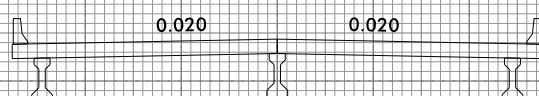
60 60

50 50

40 40

30 30

20 20



25.05  
52+50.00

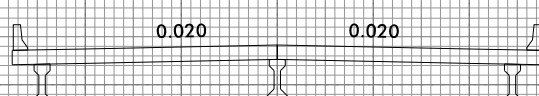
60 60

50 50

40 40

30 30

20 20



25.22  
52+00.00

-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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3.dgn  
gncdjin

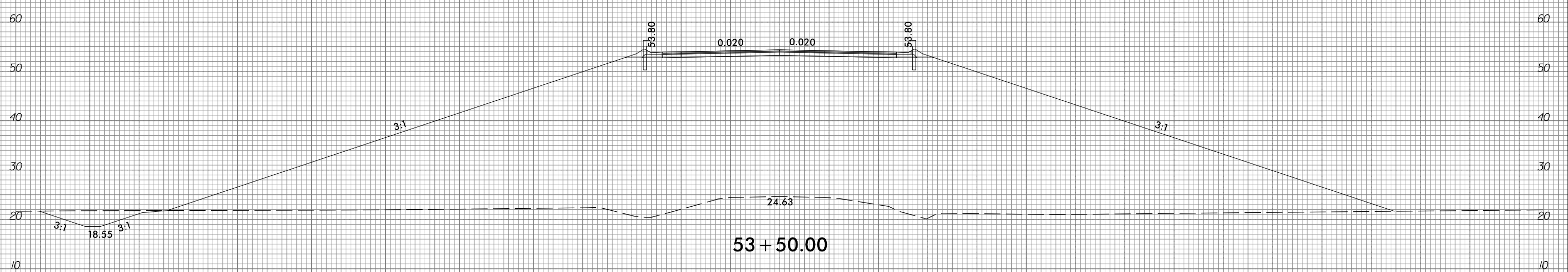
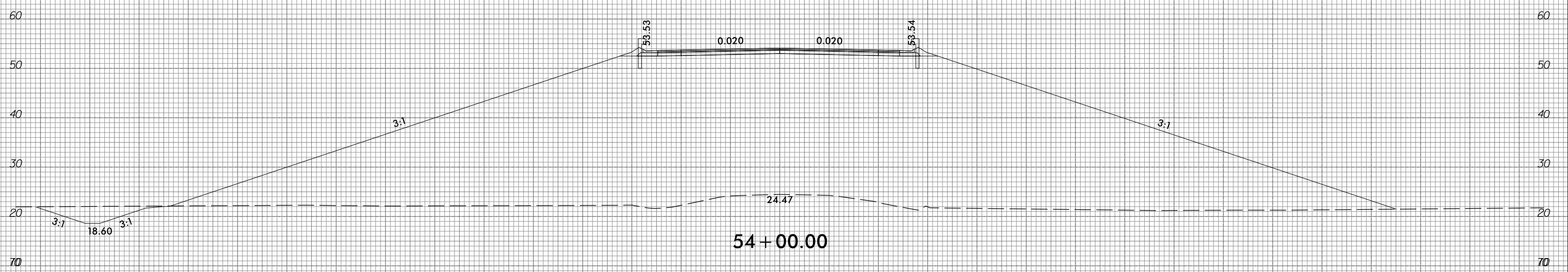
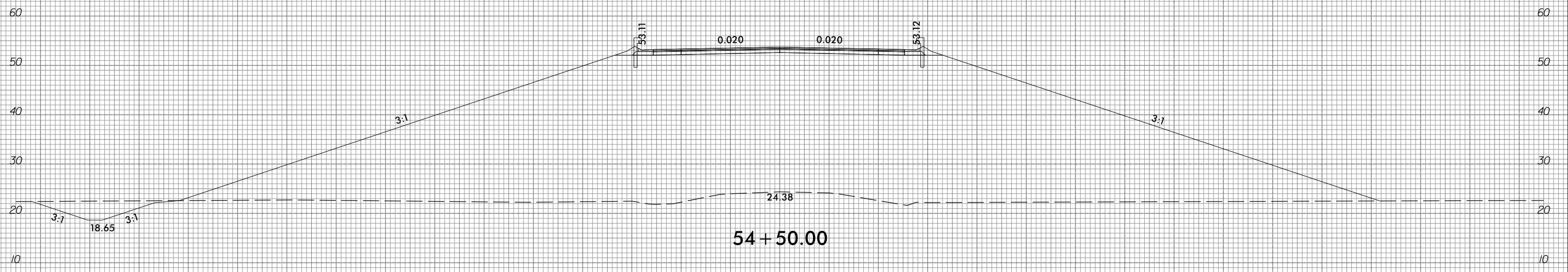
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-342

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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3.dgn  
gncdlin

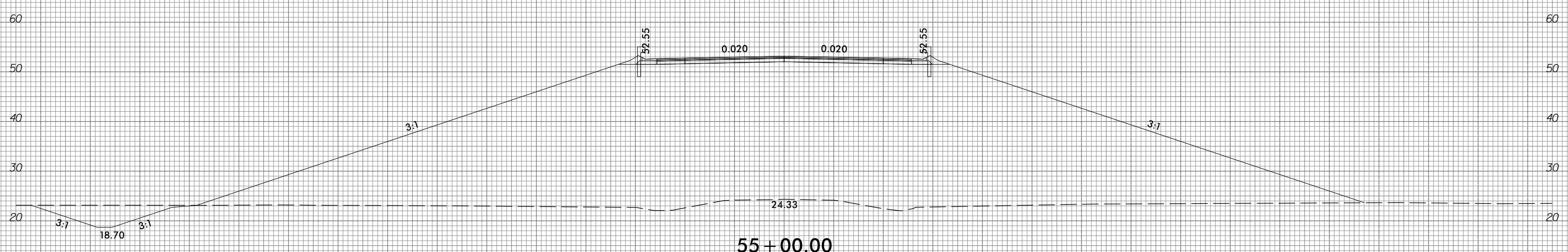
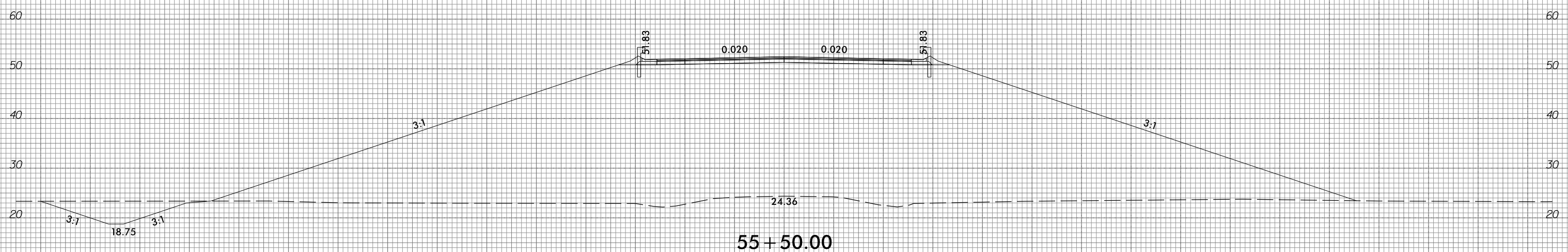
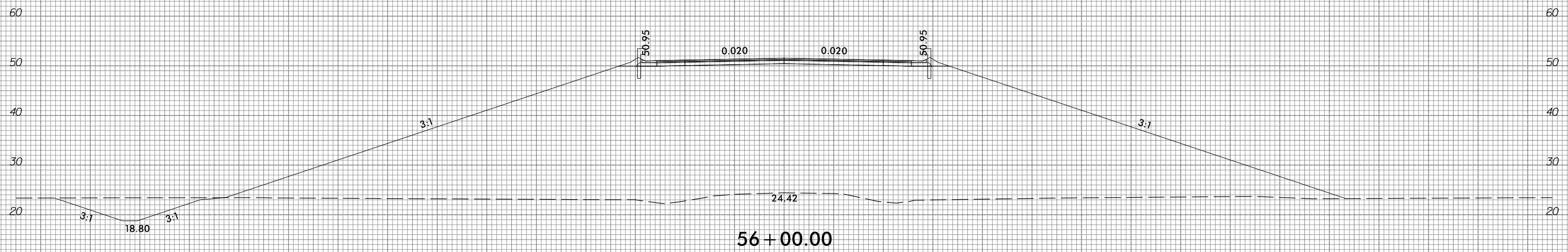


6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-343

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



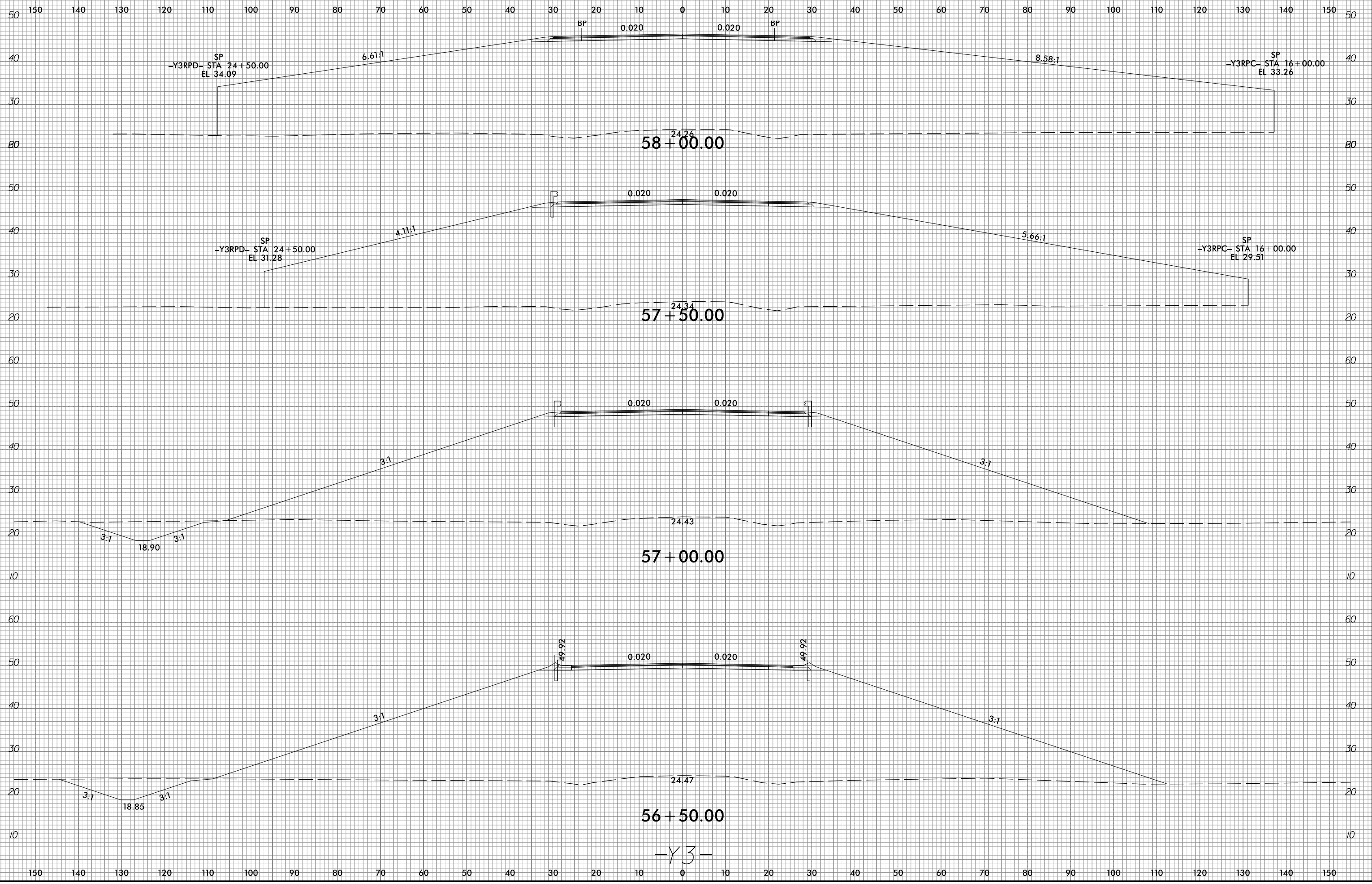
-Y3-

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3.dgn  
gncdlin

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PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-344



10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3.dgn  
gncdlin

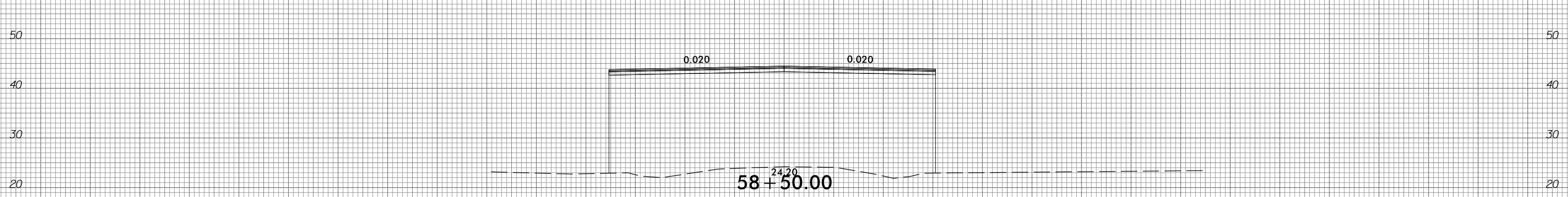
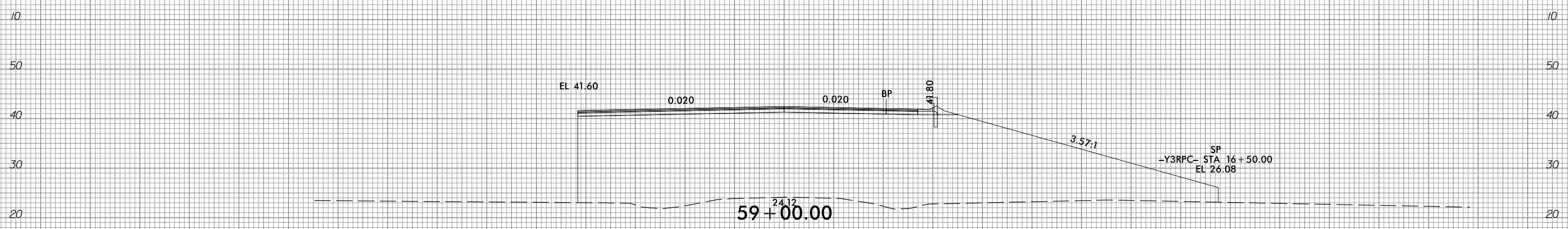
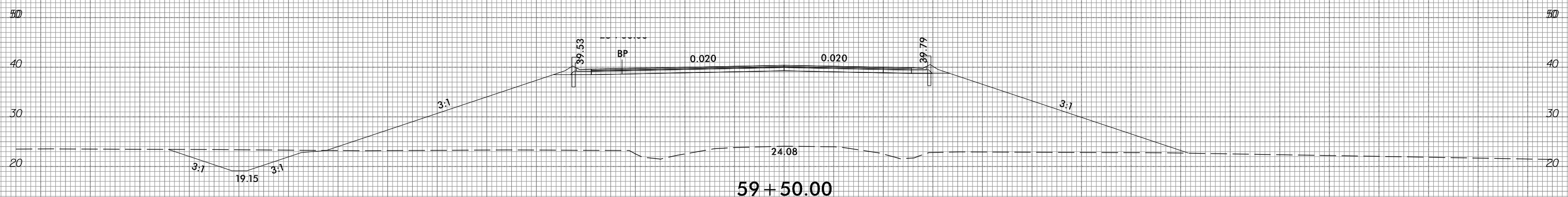
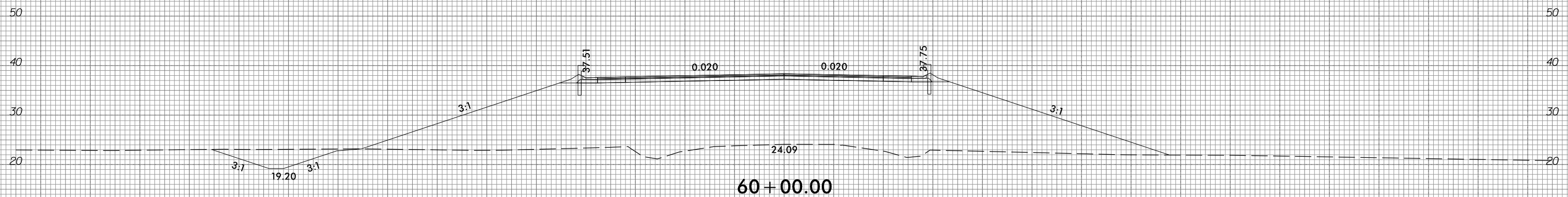
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-345

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

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G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3.dgn  
gncdjin

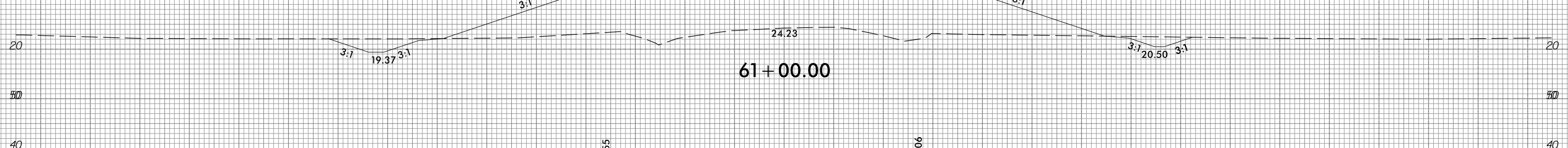
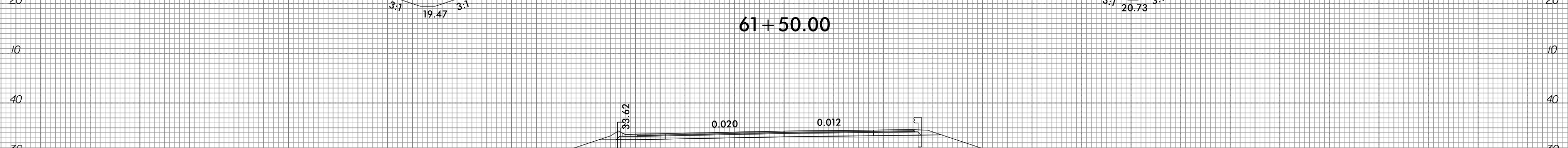
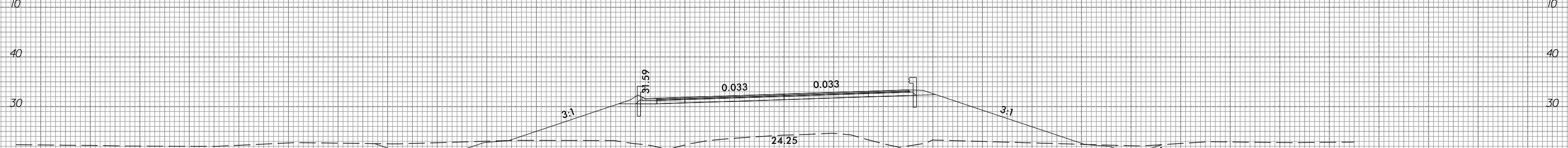
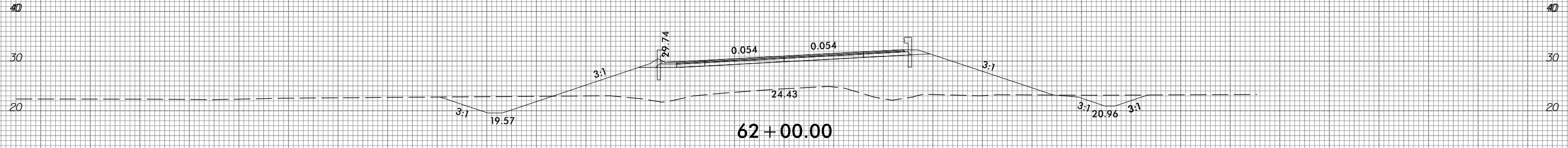
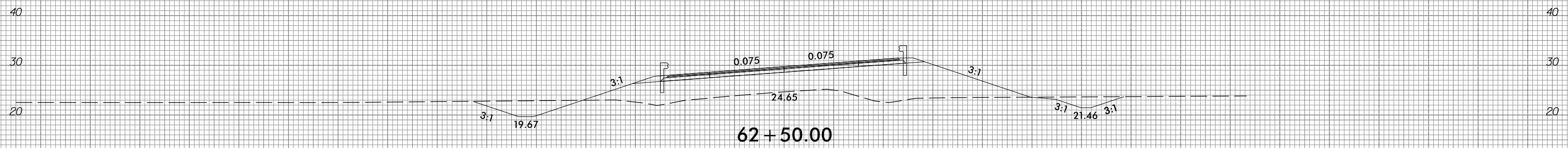
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-346

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

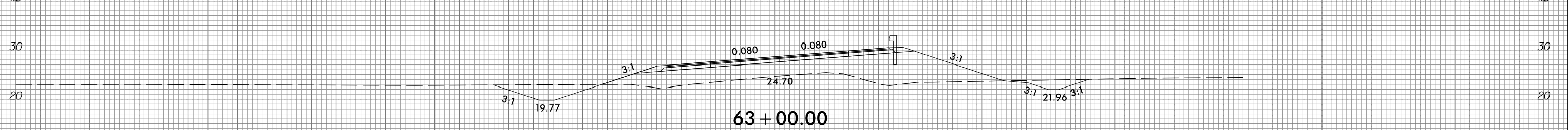
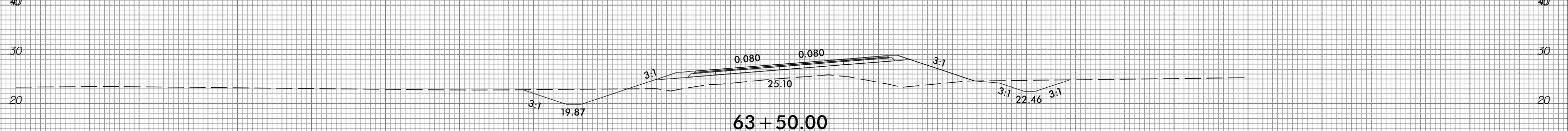
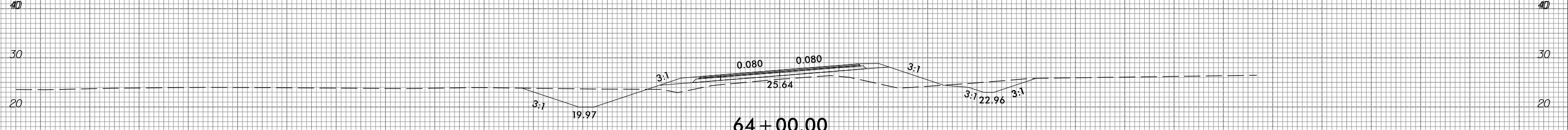
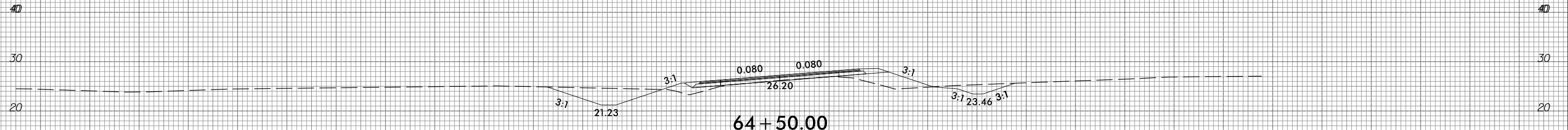
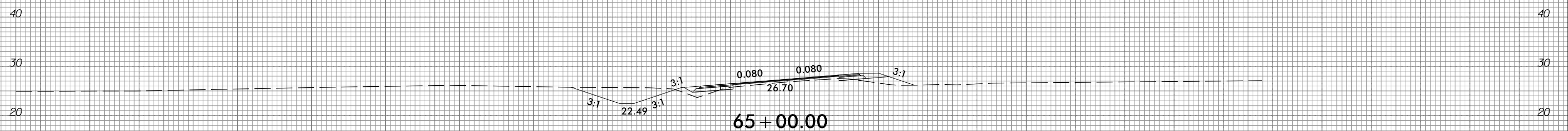
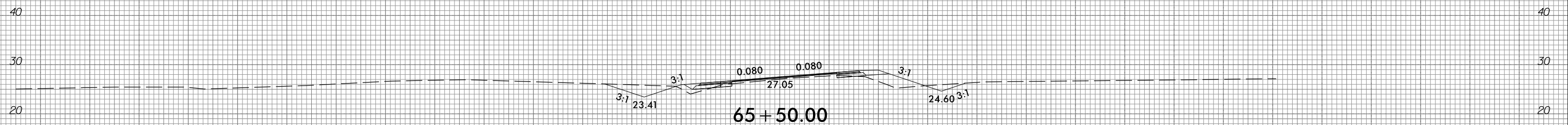


-Y3-

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

10/31/2018  
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gncdlin

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

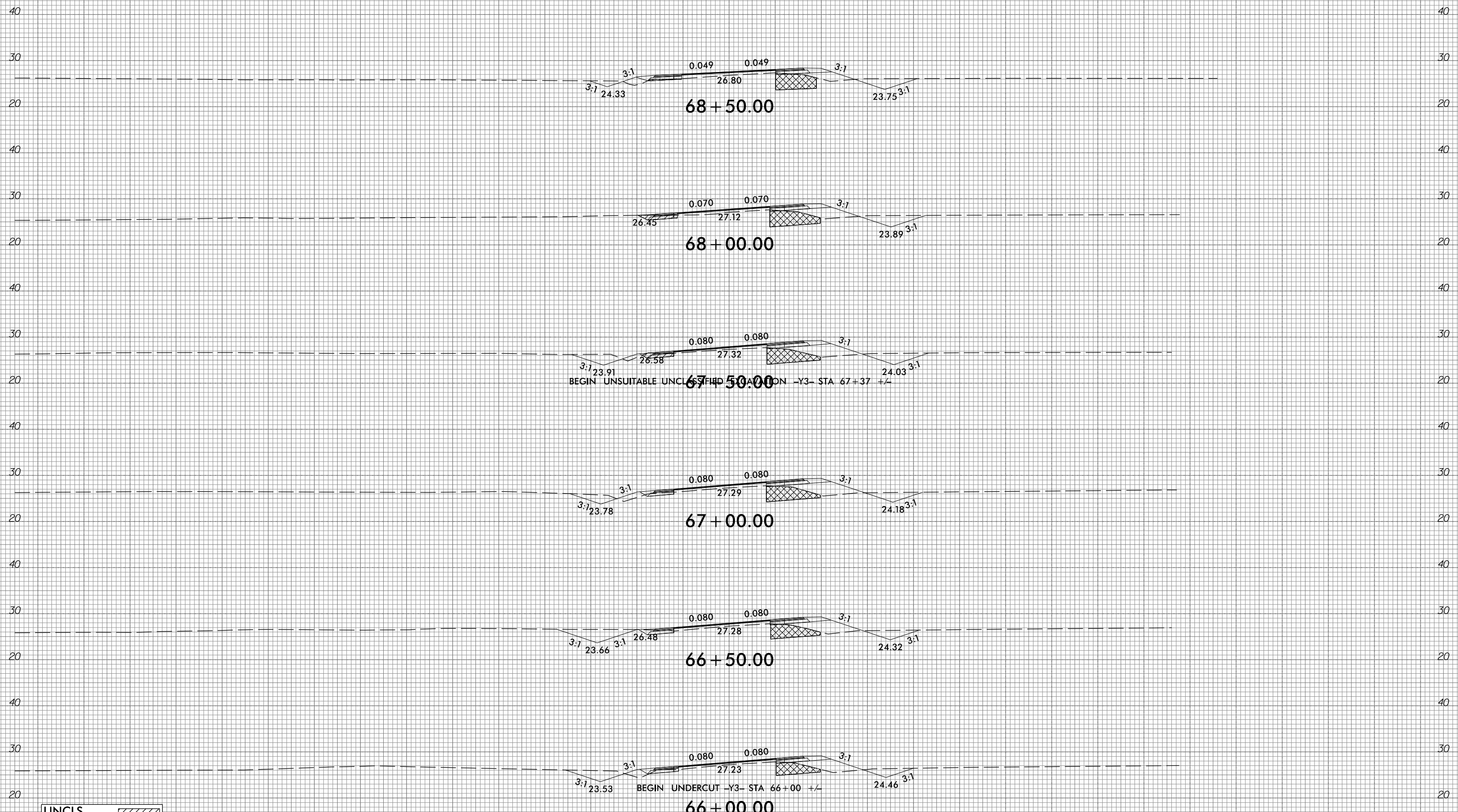
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-348

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



68+50.00

68+00.00

67+50.00

67+00.00

66+50.00

66+00.00

BEGIN UNSUITABLE UNCL. FIELD DRAINAGE ON -Y3- STA. 67+37 +/-

BEGIN UNDERCUT -Y3- STA. 66+00 +/-

-Y3-

UNCLS UNSUIT	
PROPOSED UNDERCUT	

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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3.dgn  
gncdjin

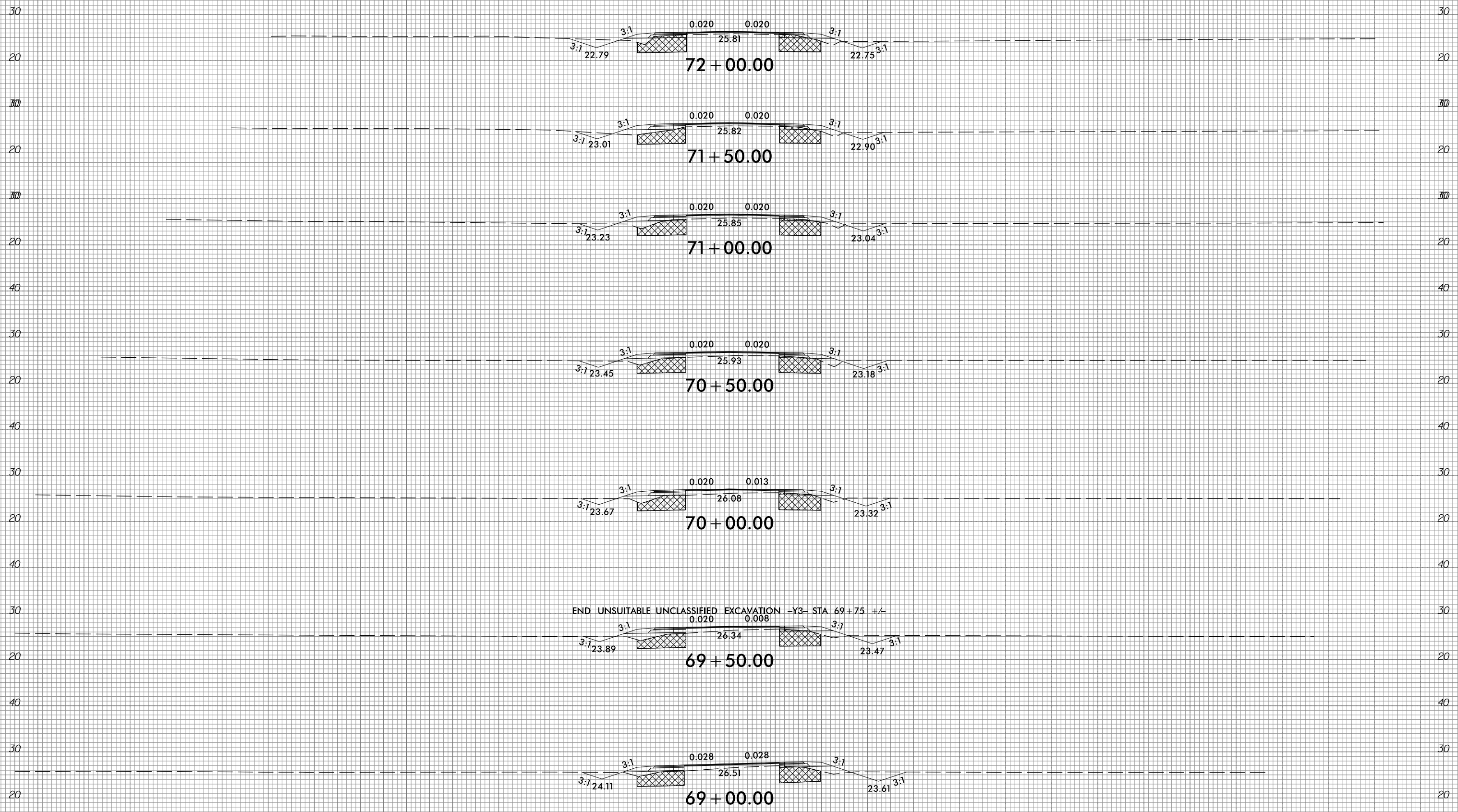
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-349

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



END UNSUITABLE UNCLASSIFIED EXCAVATION -Y3- STA 69+75 +/-

PROPOSED UNDERCUT

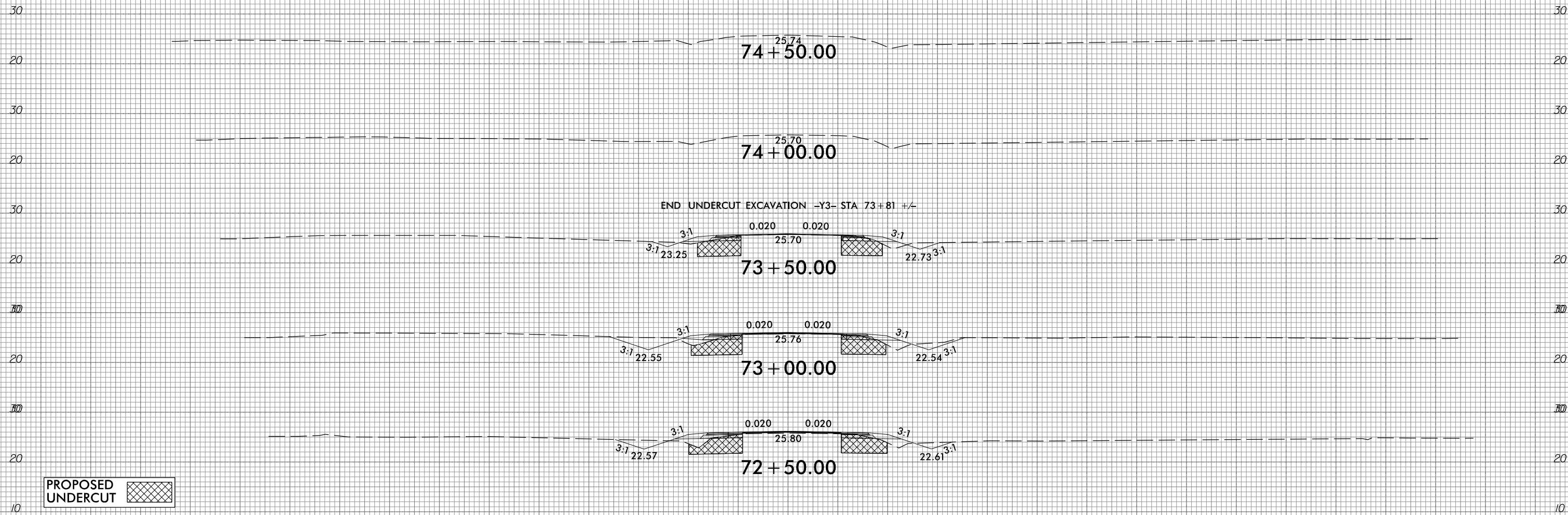


-Y3-

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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3.dgn  
gncdlin

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



END UNDERCUT EXCAVATION -Y3- STA 73+81 +/-

PROPOSED UNDERCUT

-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



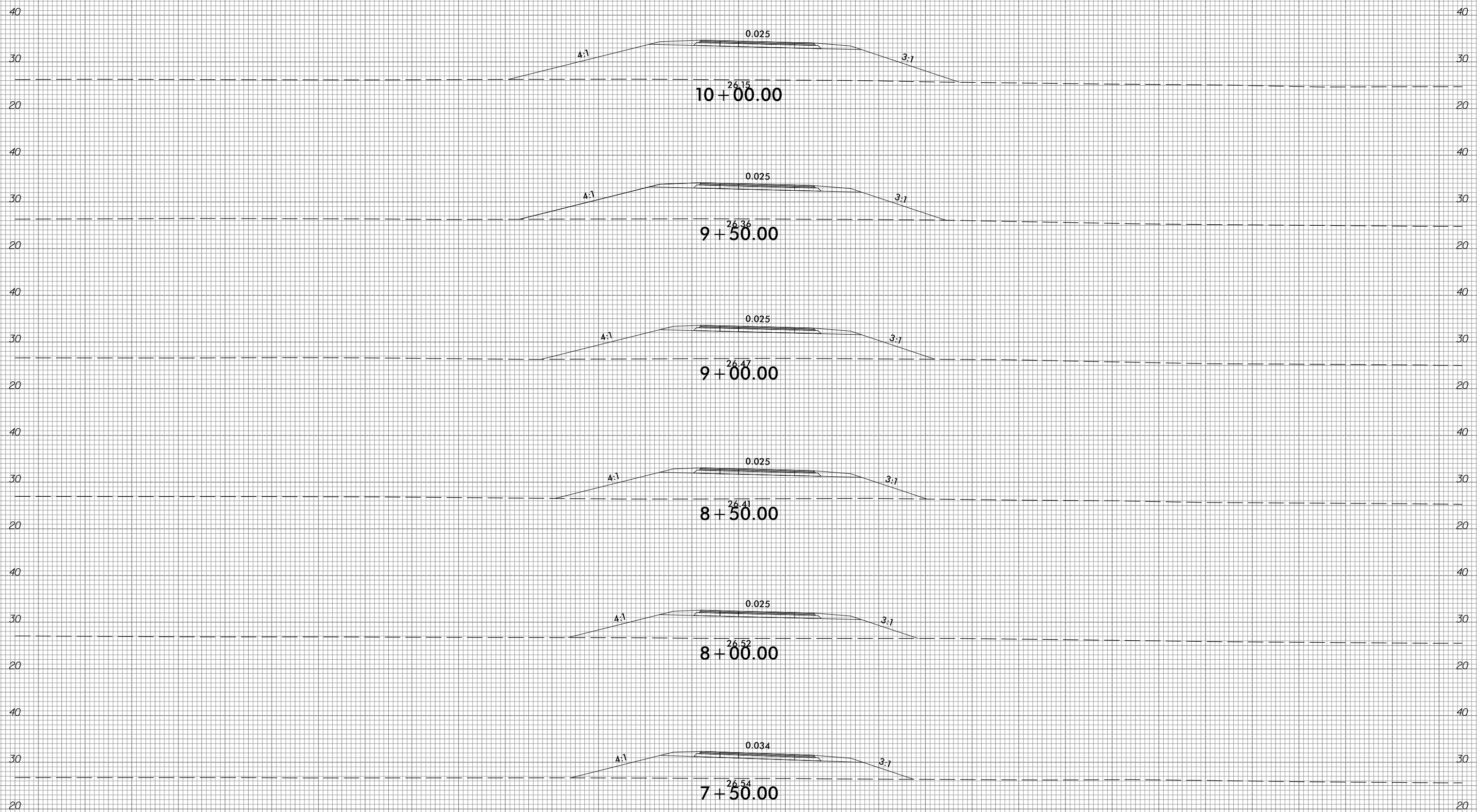
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-351

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



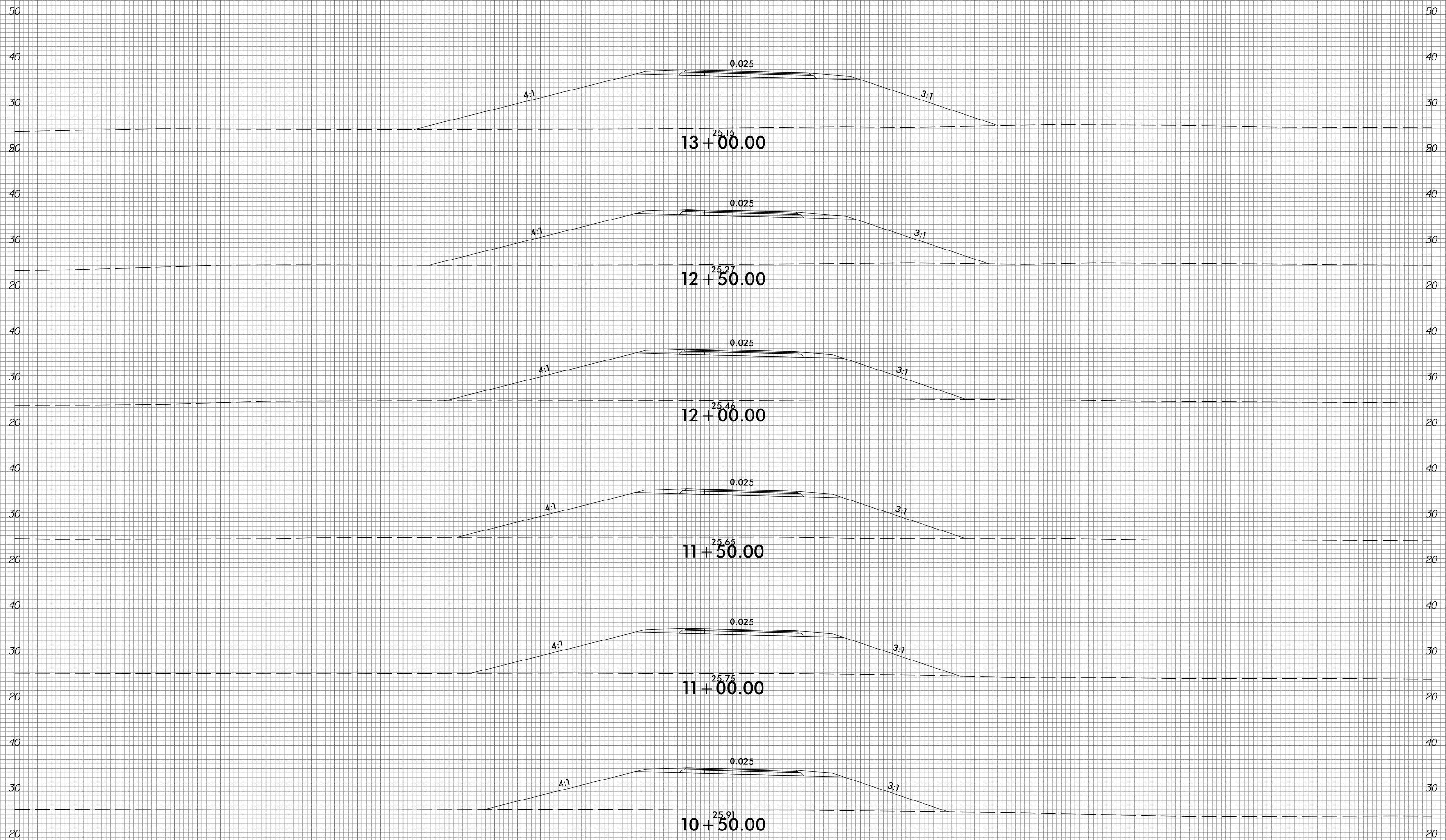
-Y3RPA-

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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015.sp1.Y3RPA.dgn  
gncdlin



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



-Y3RPA-

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

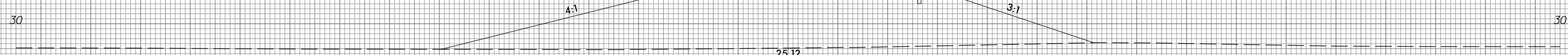
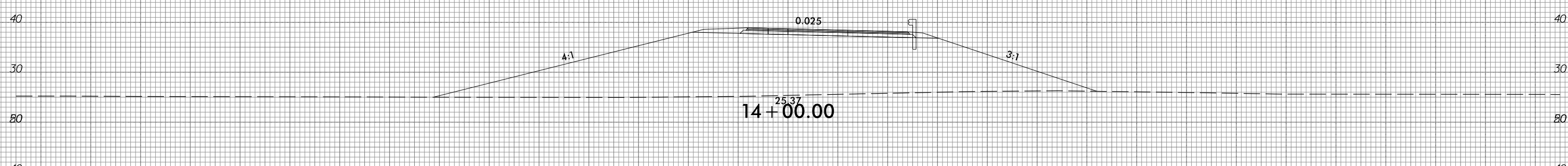
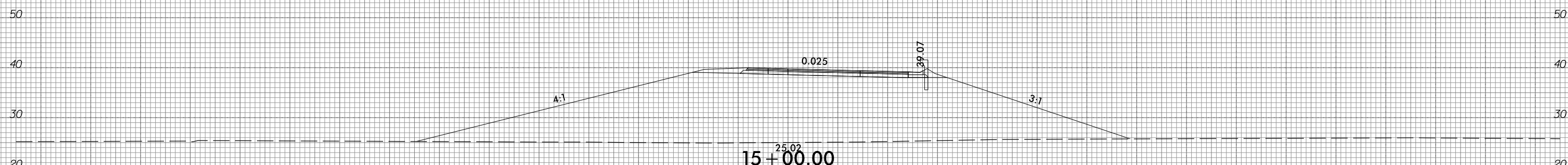
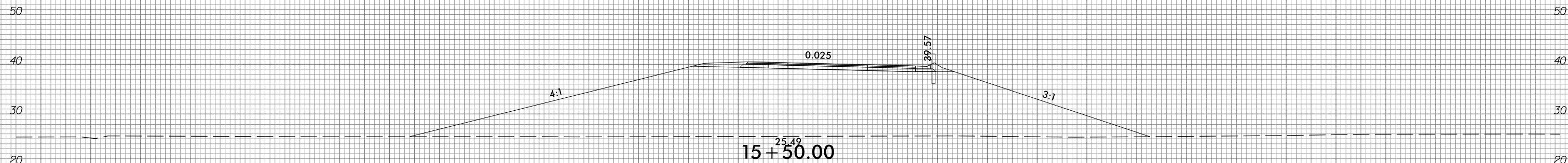
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-353

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



-Y3RPA-

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

10/31/2018  
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gncdlin

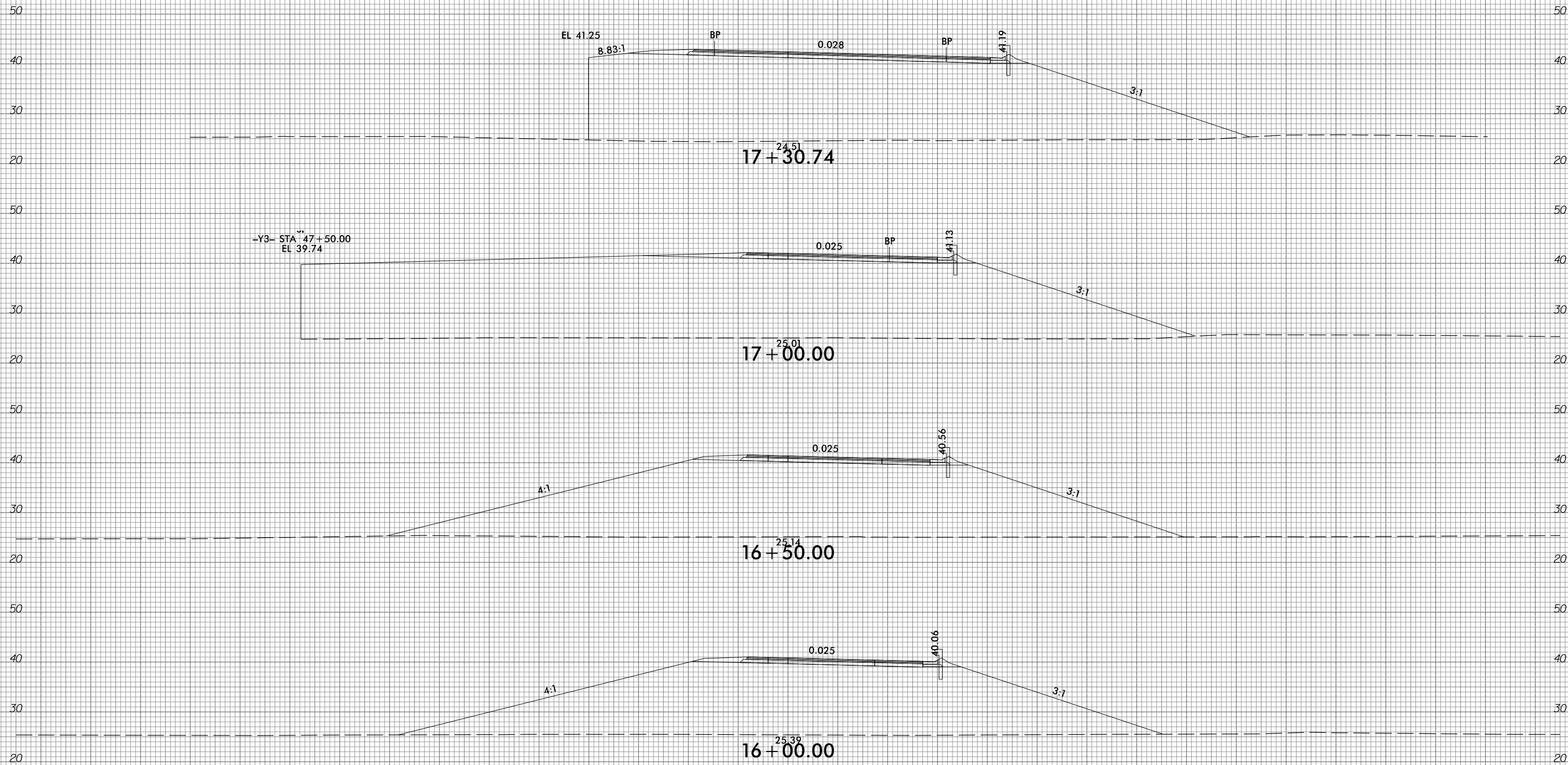
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-354

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



-Y3RPA-

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

10/31/2018  
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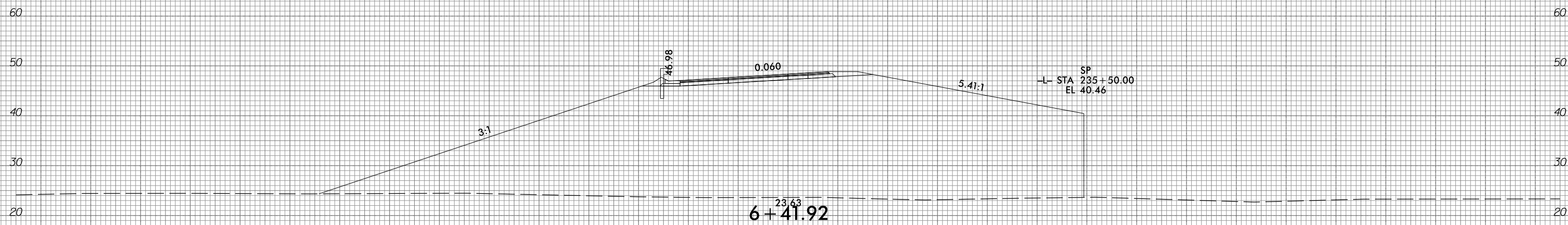
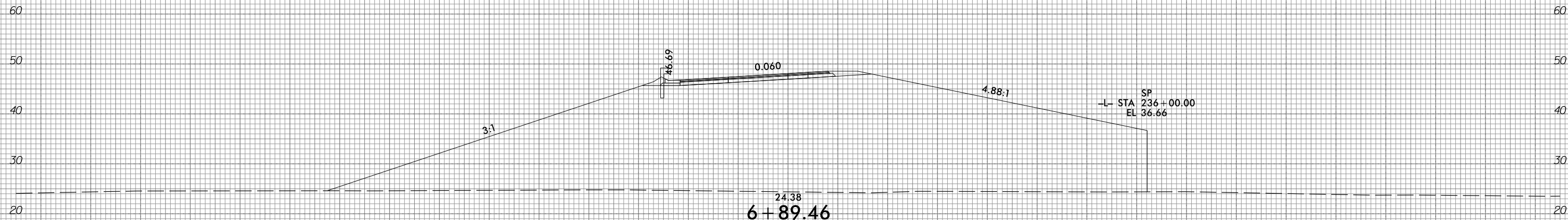
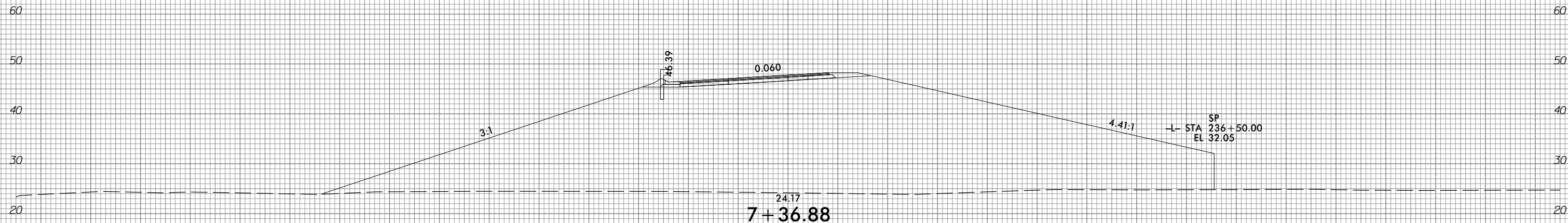
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
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



-Y3RPB-

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

10/31/2018  
 G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3RPB.dgn  
 gmc31in

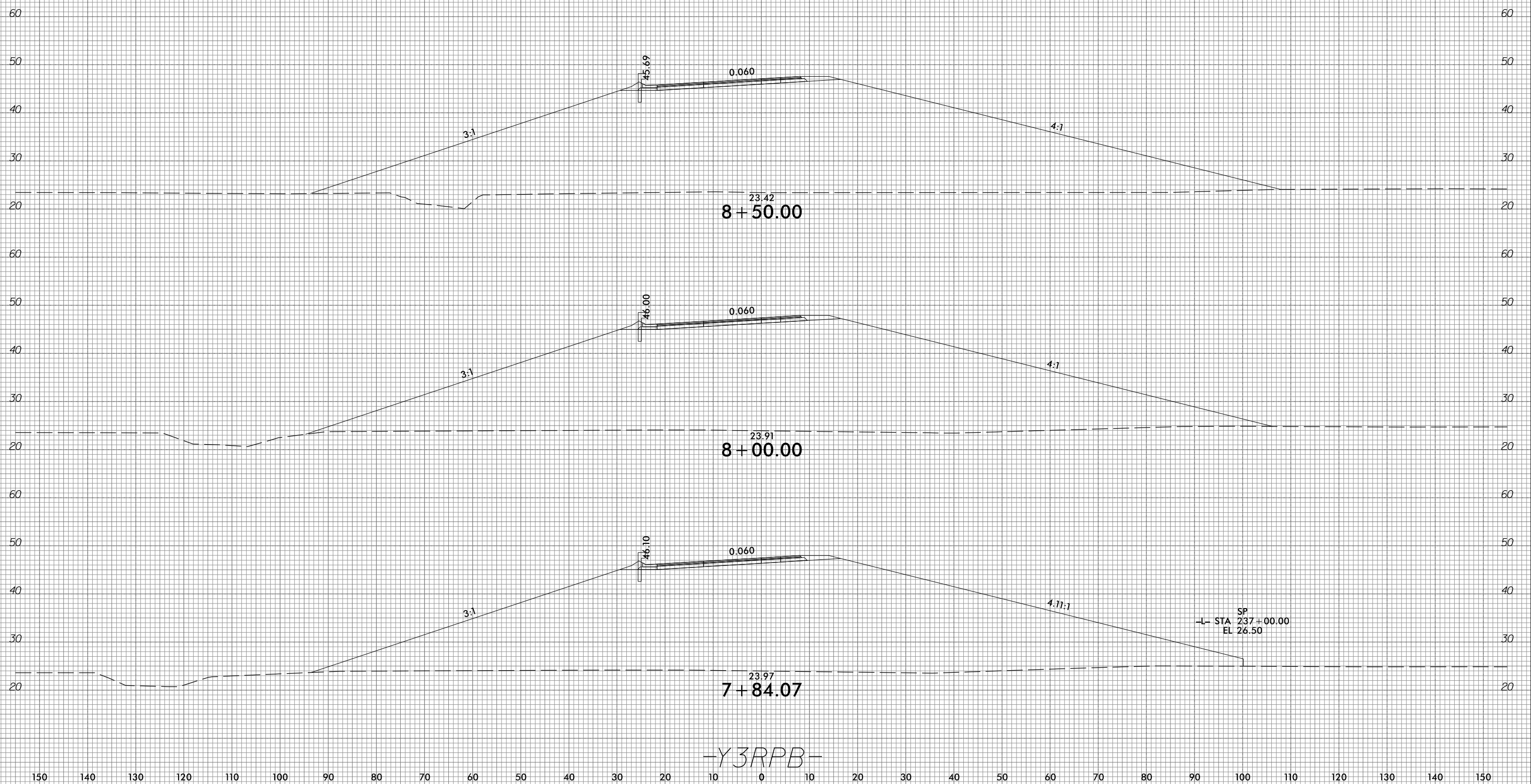
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-356

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



-Y3RPB-

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3RPB.dgn  
gncdlin

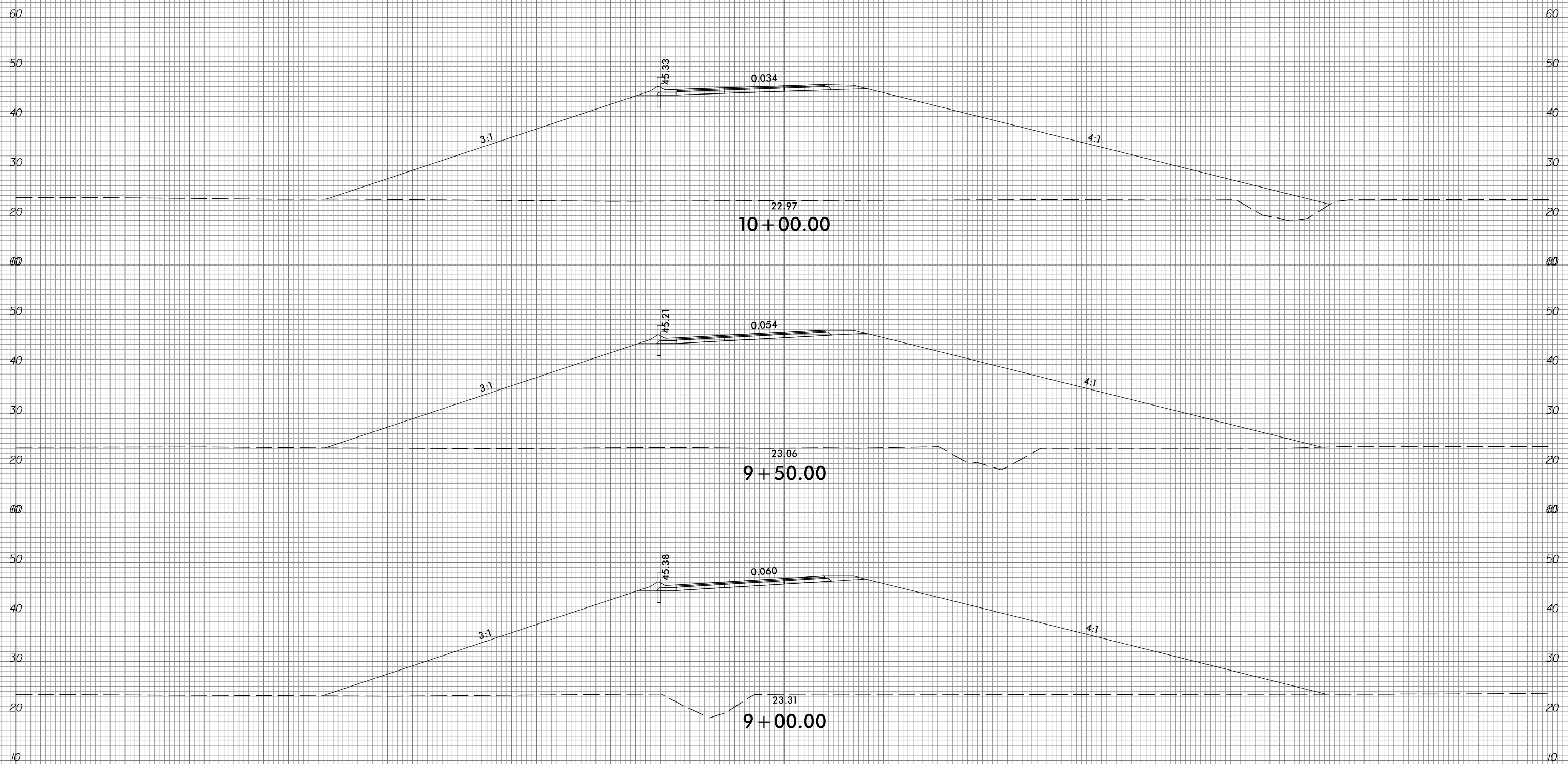
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
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



-Y3RPB-

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

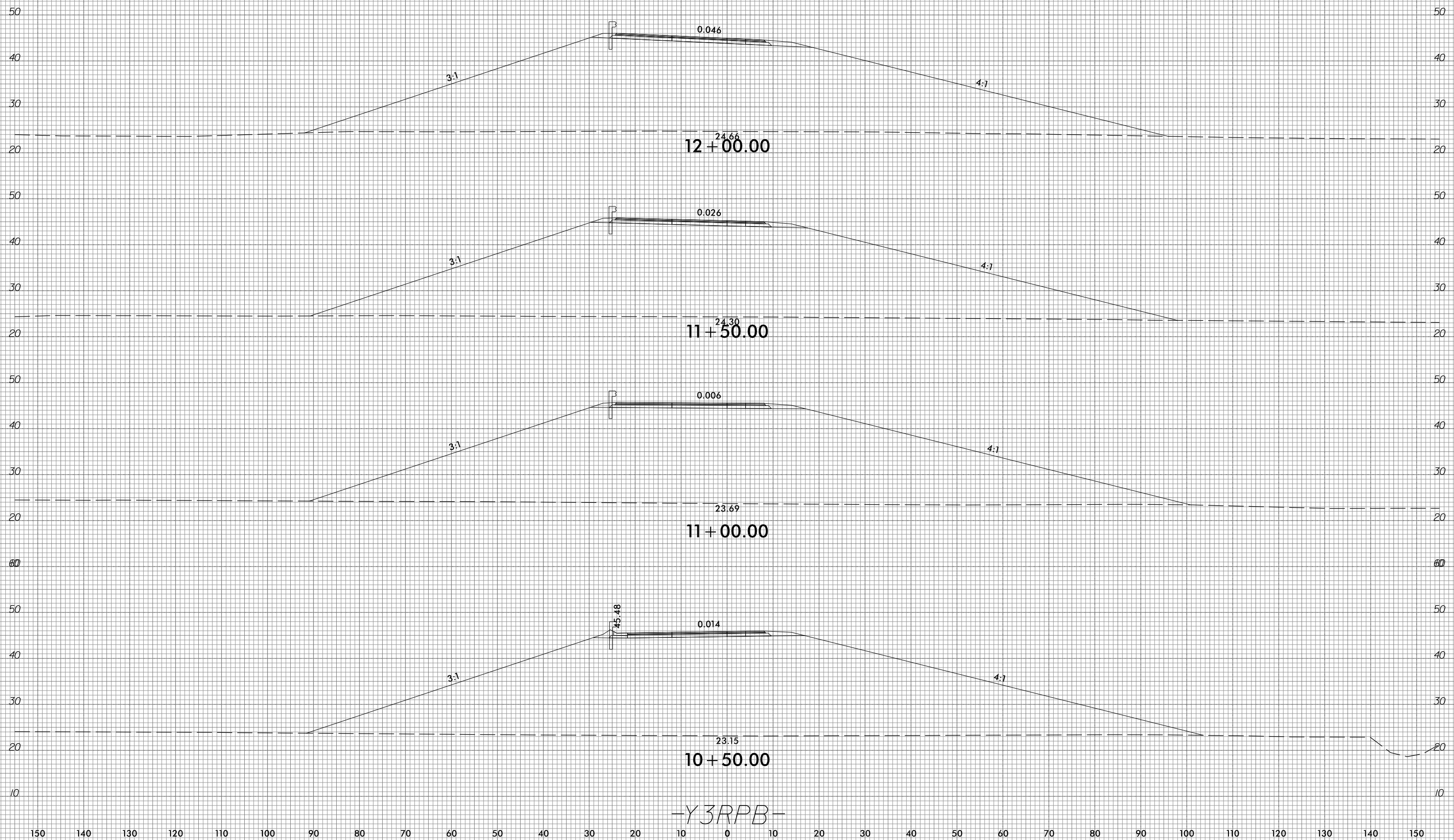
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 gncdlin

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	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



-Y3RPB-

10/31/2018  
 G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3RPB.dgn  
 gmc31in



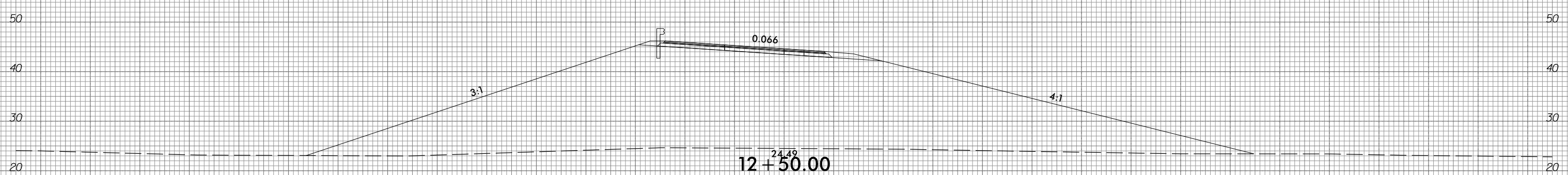
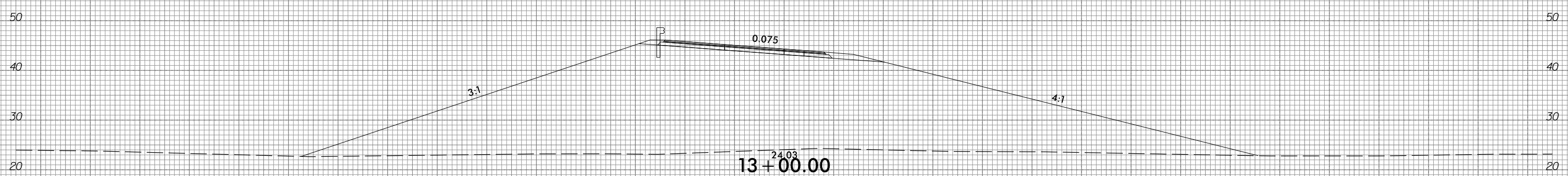
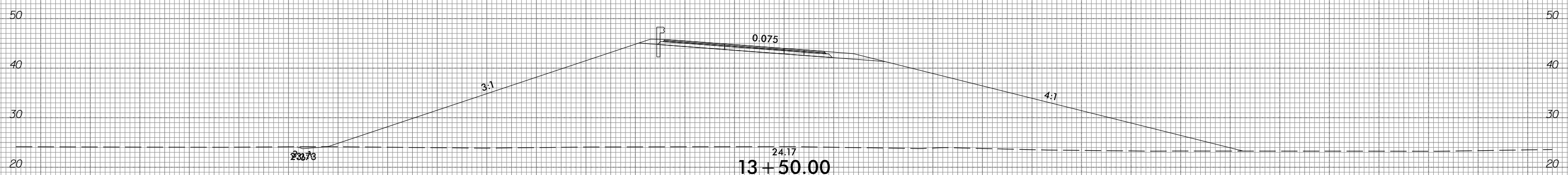
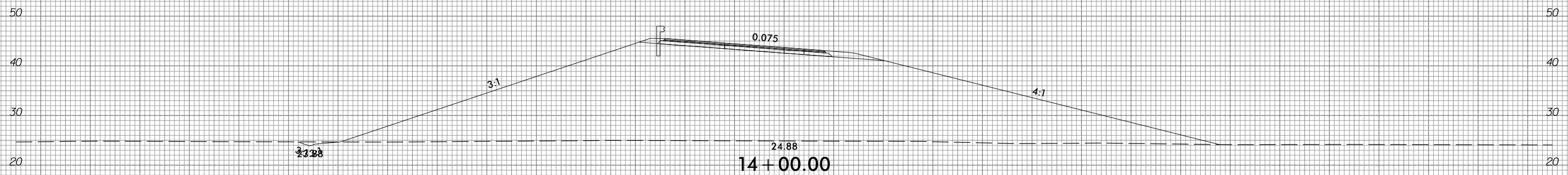
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-359

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



-Y3RPB-

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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3RPB.dgn  
gncdlin

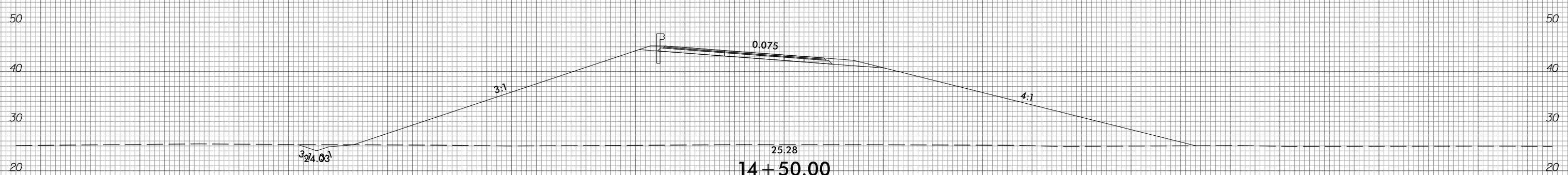
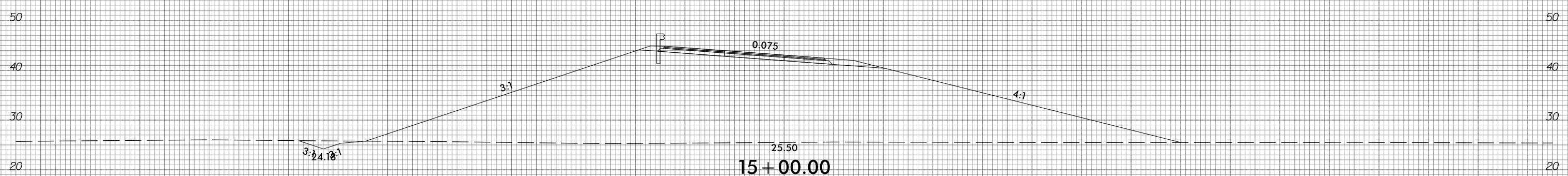
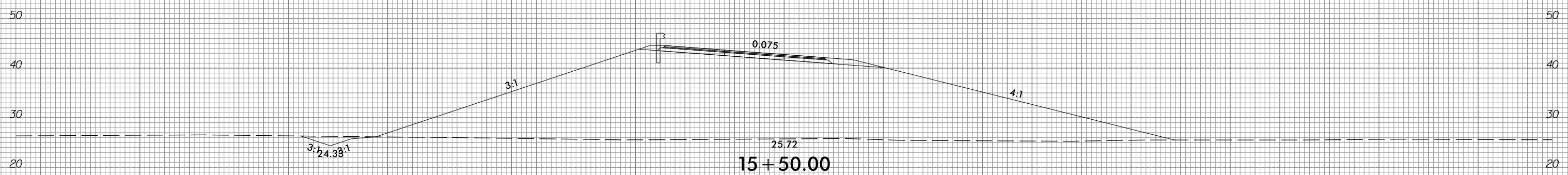
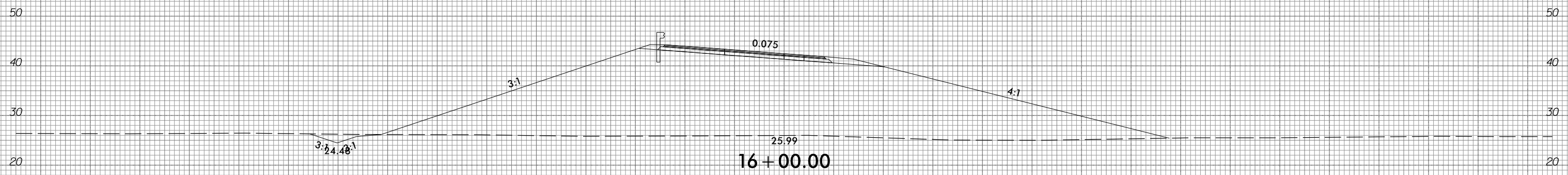
6/23/16



PROJ. REFERENCE NO.  
R-1015

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



-Y3RPB-

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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3RPB.dgn  
gncdlin

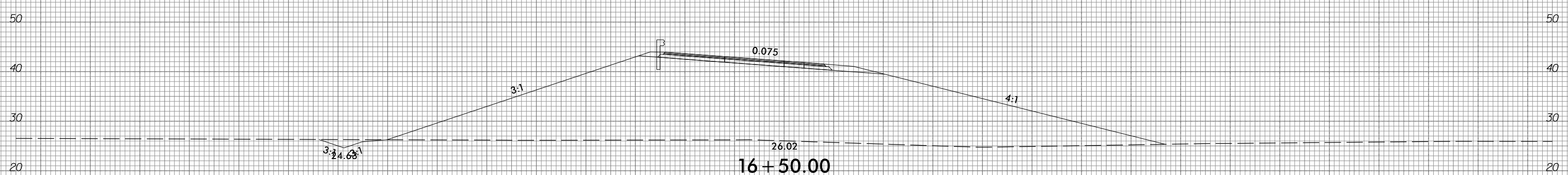
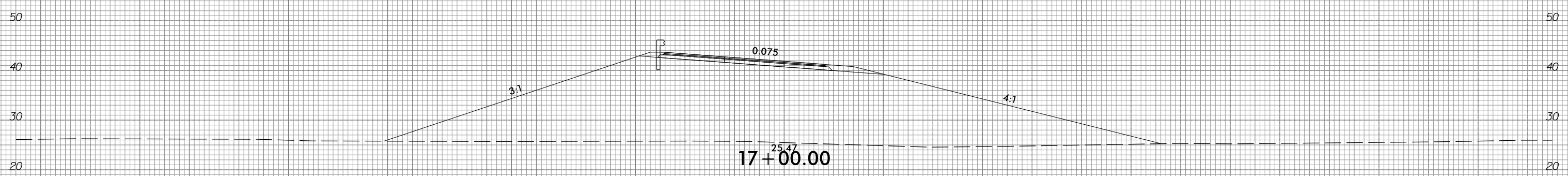
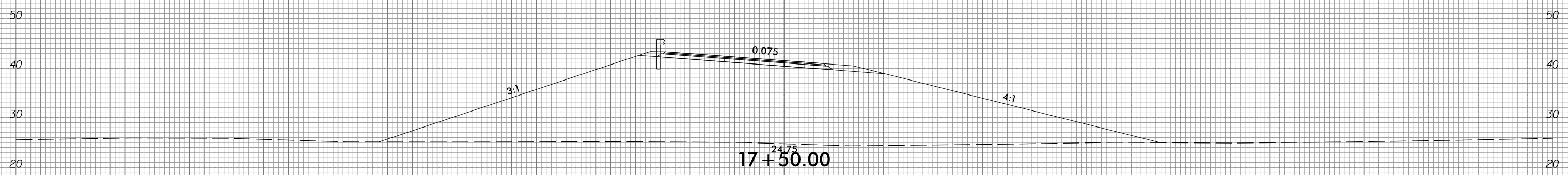
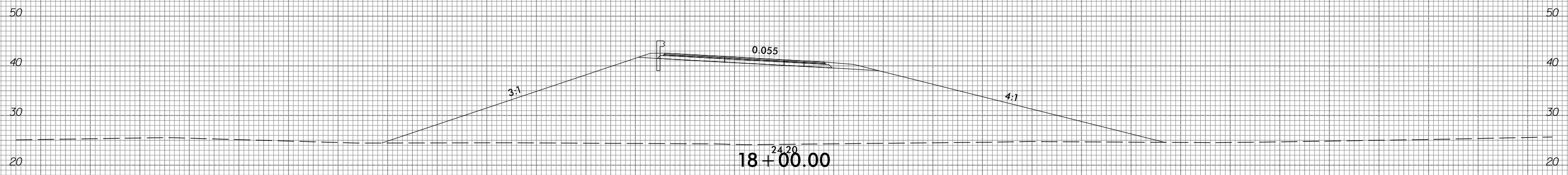
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
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



-Y3RPB-

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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3RPB.dgn  
gncdlin

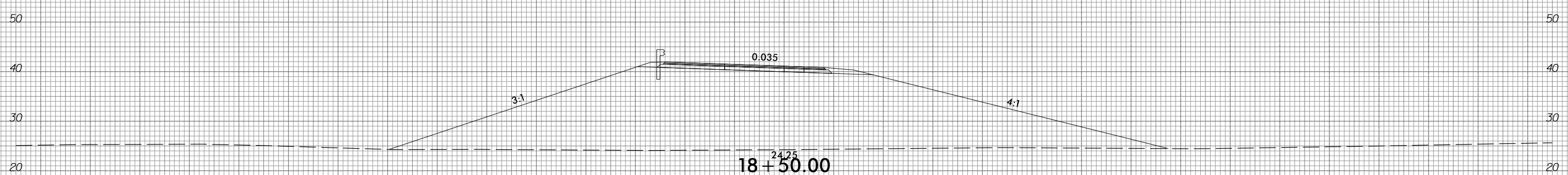
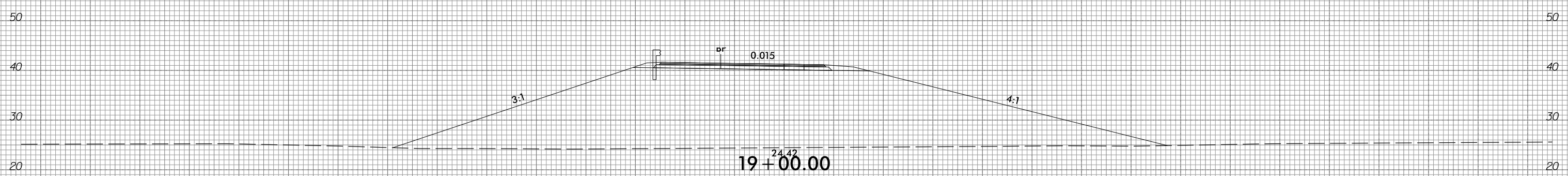
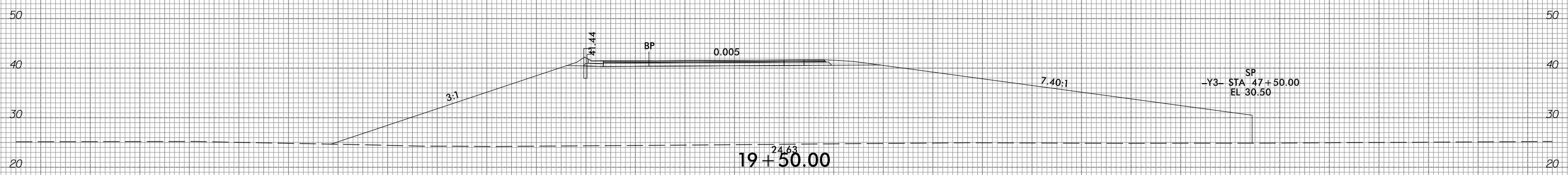
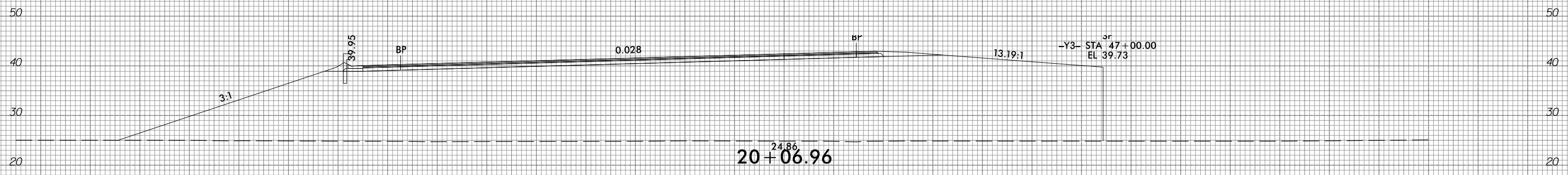
6/23/16



PROJ. REFERENCE NO.  
R-1015

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



-Y3RPB-

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

10/31/2018  
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gncdlin

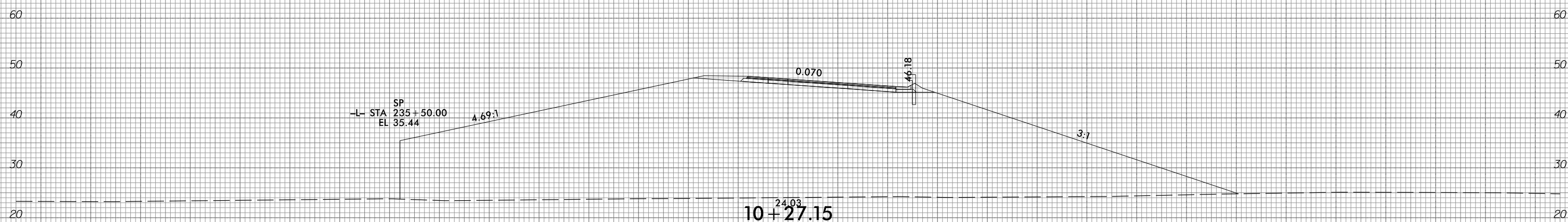
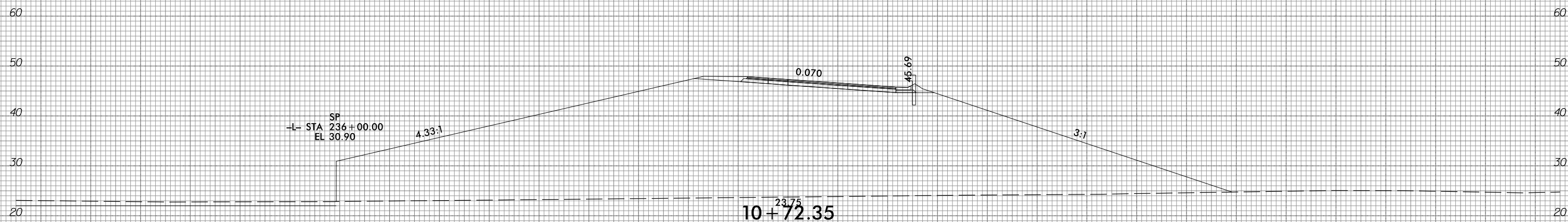
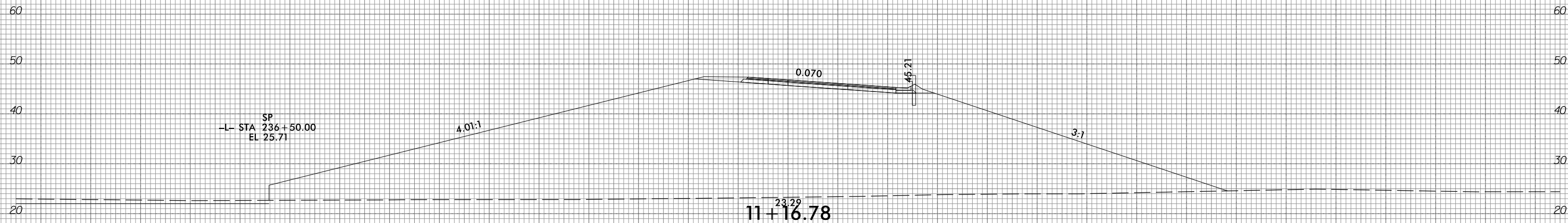
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
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



-Y3RPC-

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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G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3RPC.dgn  
gncdlin

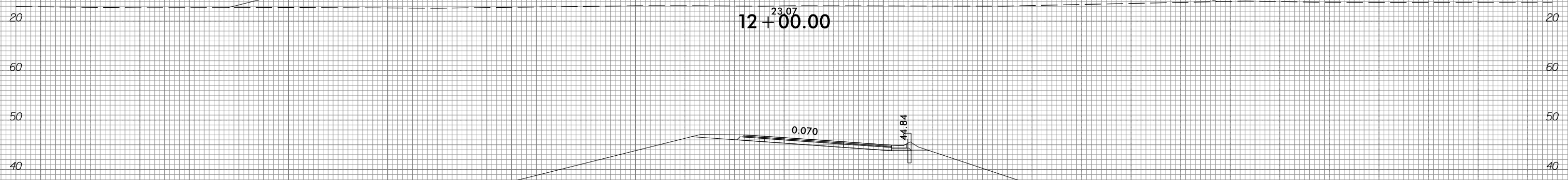
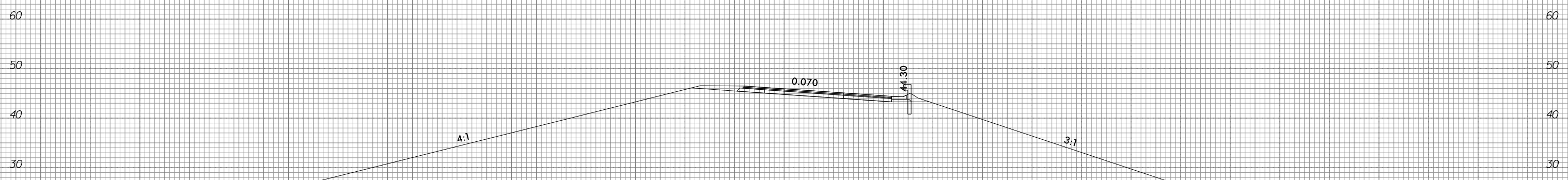
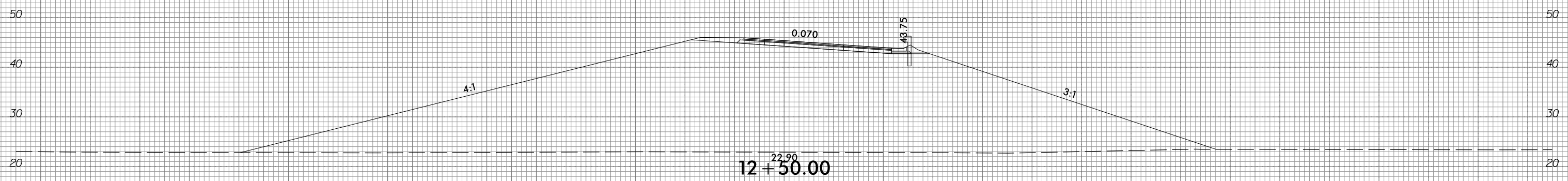
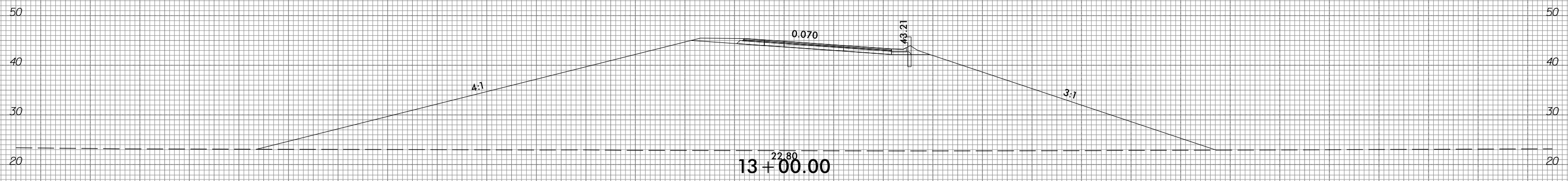
6/23/16



PROJ. REFERENCE NO.	R-1015
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SHEET NO.	X-364
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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



-Y3RPC-

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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 gmc31in

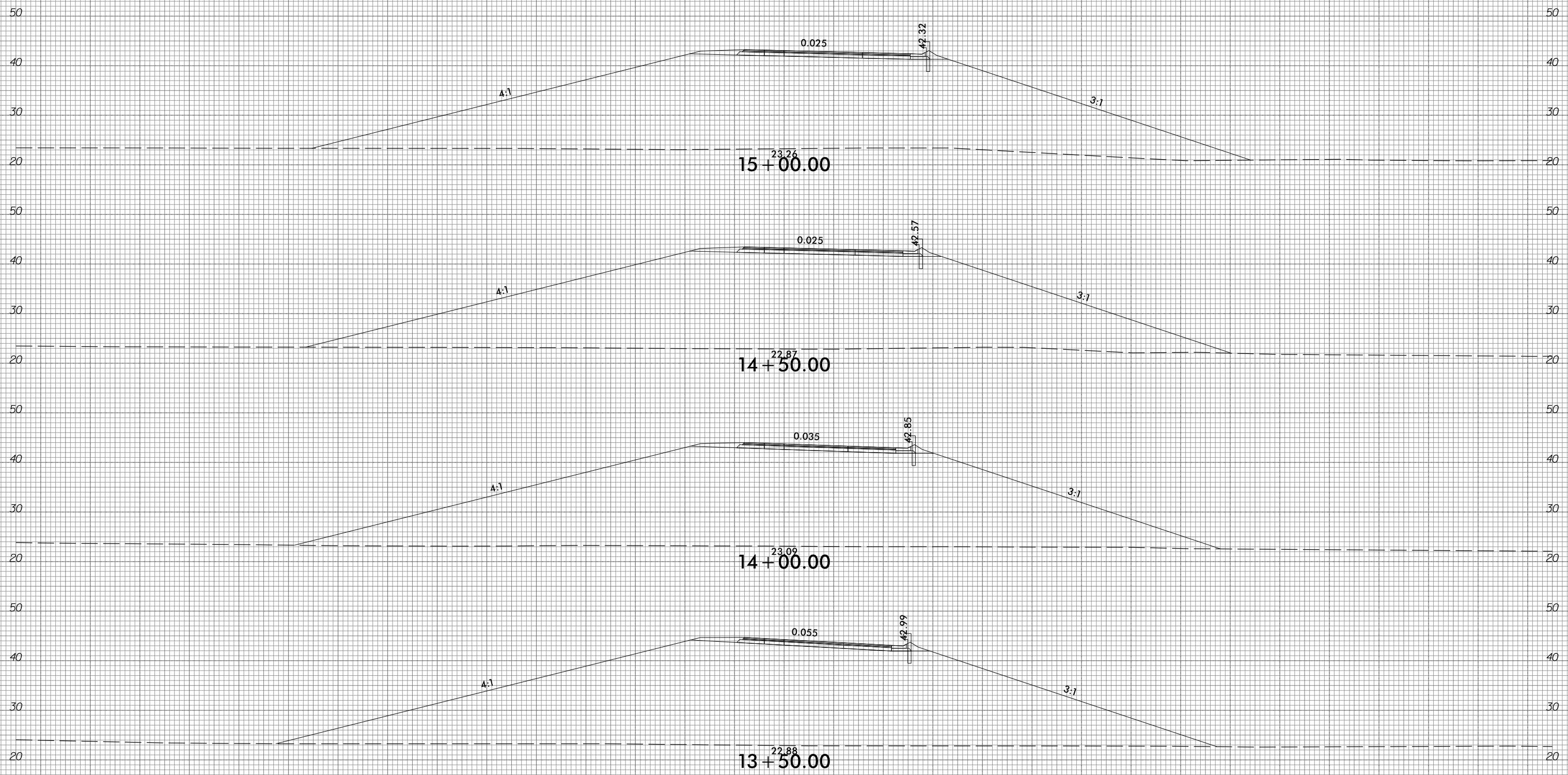
6/23/16



PROJ. REFERENCE NO.  
R-1015

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



-Y3RPC-

10/31/2018  
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gncdlin

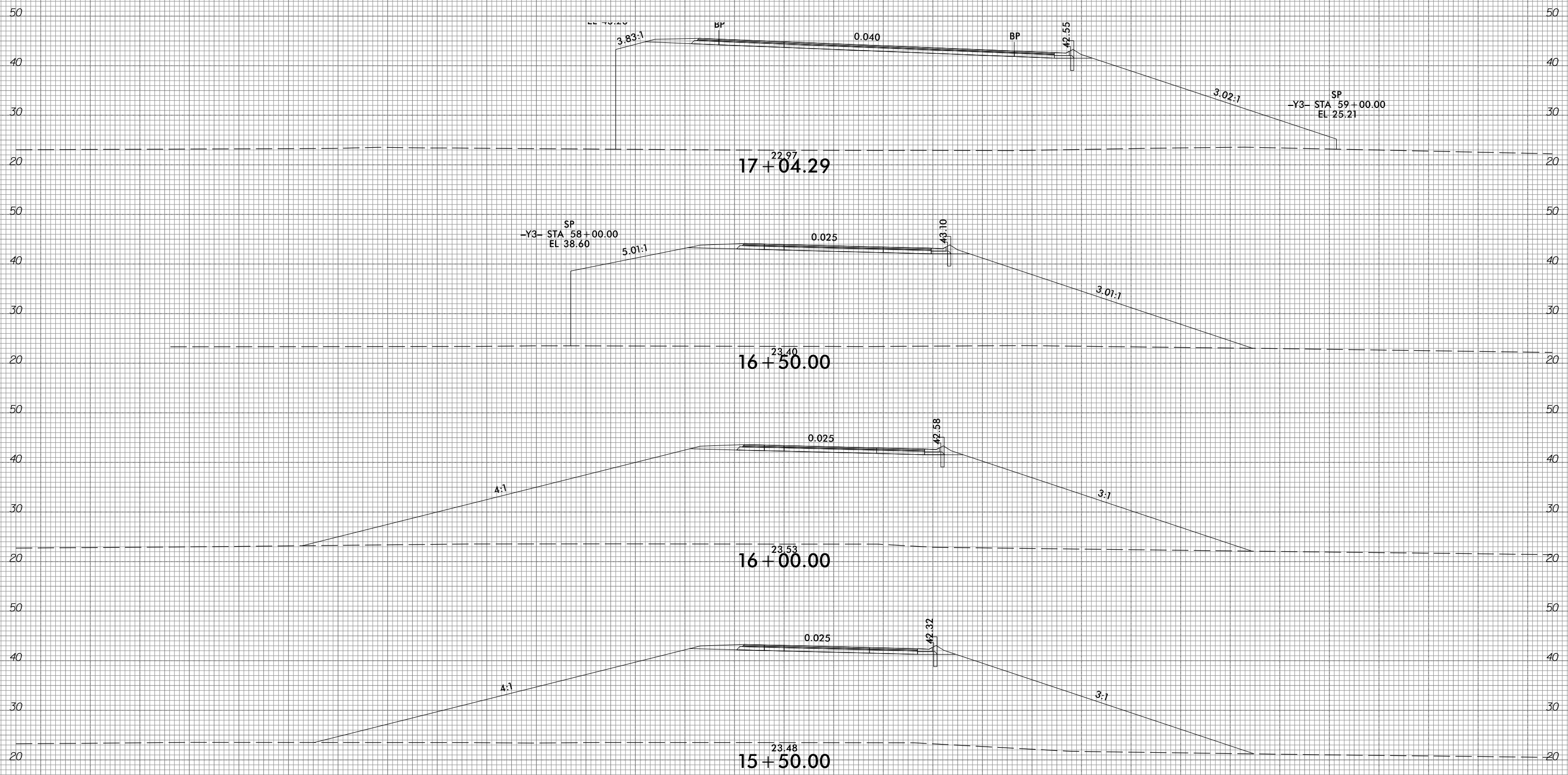
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-366

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



-Y3RPC-

10/31/2018  
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gncdlin



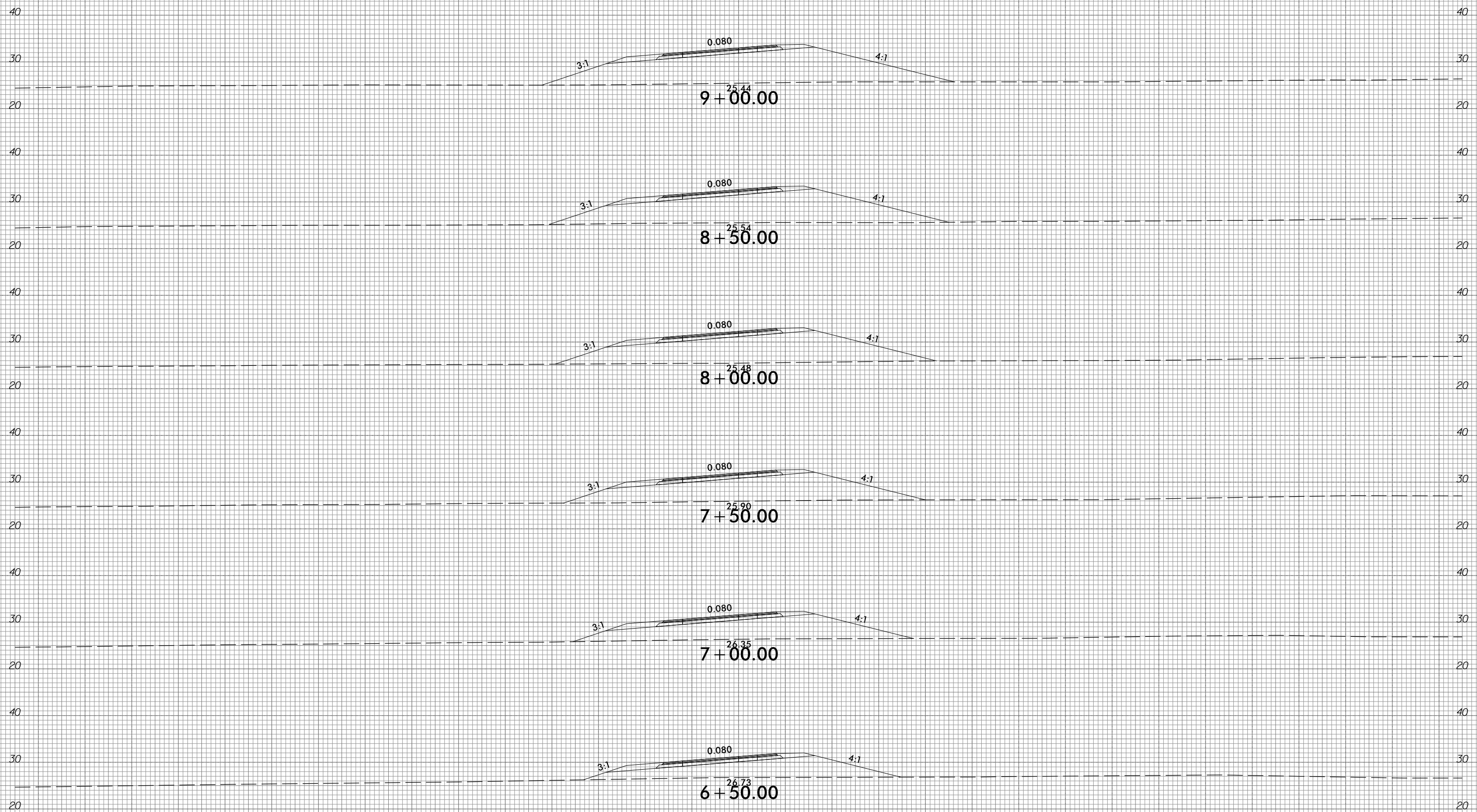
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-367

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

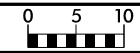


-Y3RPD-

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

10/31/2018  
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gncdlin

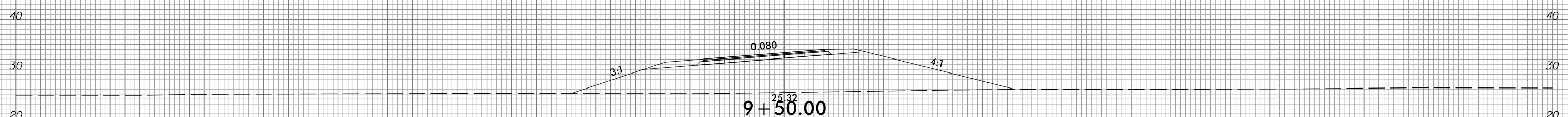
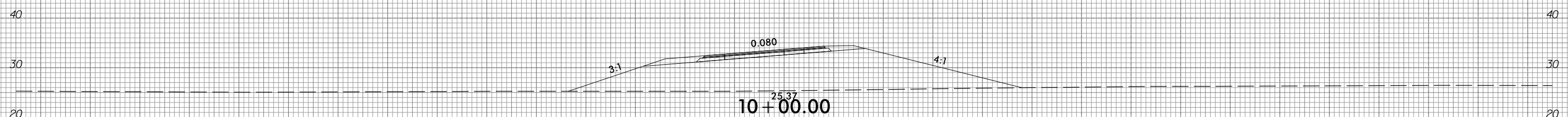
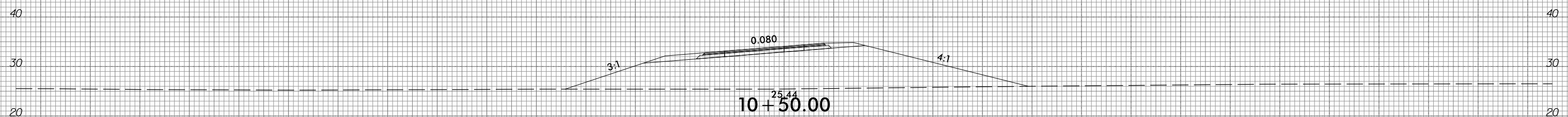
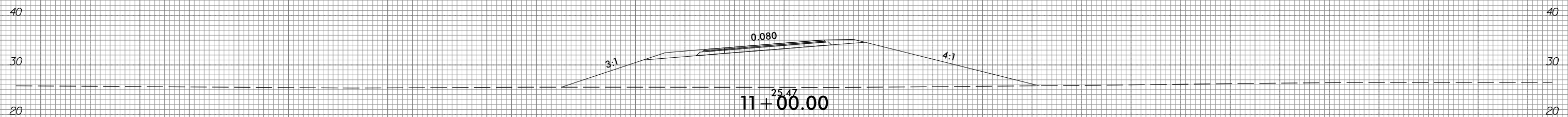
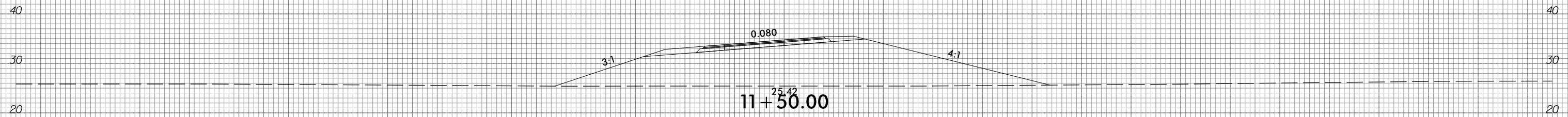
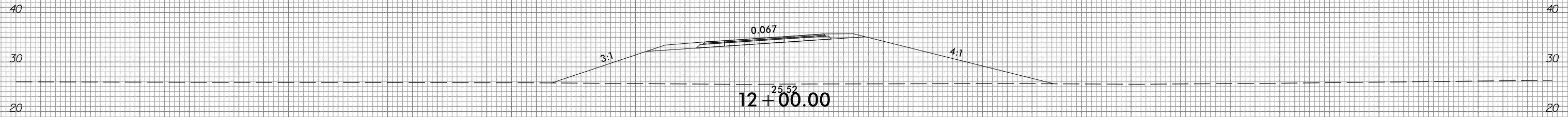
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
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



-Y3RPD-

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

10/31/2018  
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gncdlin

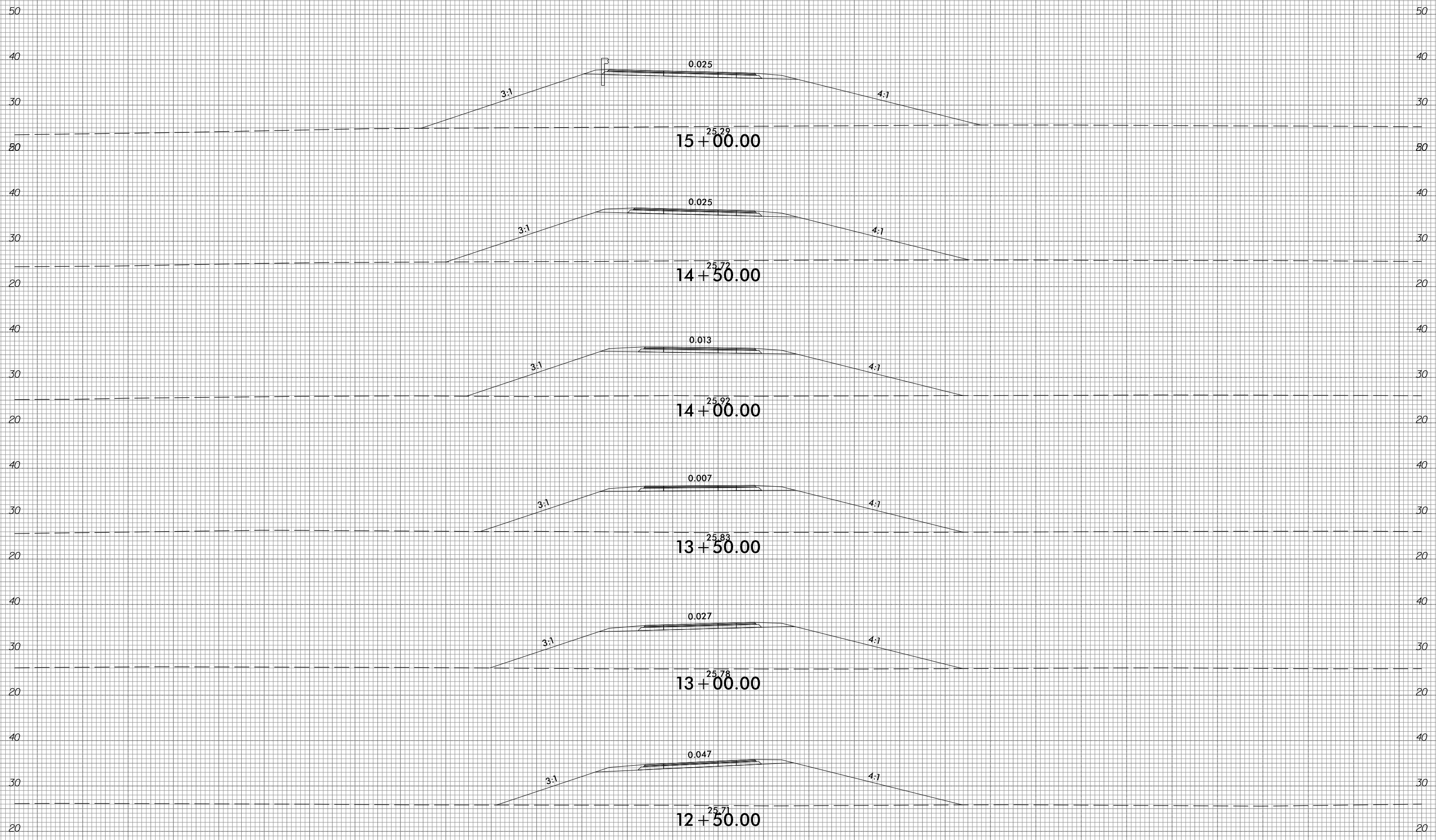
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-369

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



$12+50.00$   
25.71  
-Y3RPD-

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

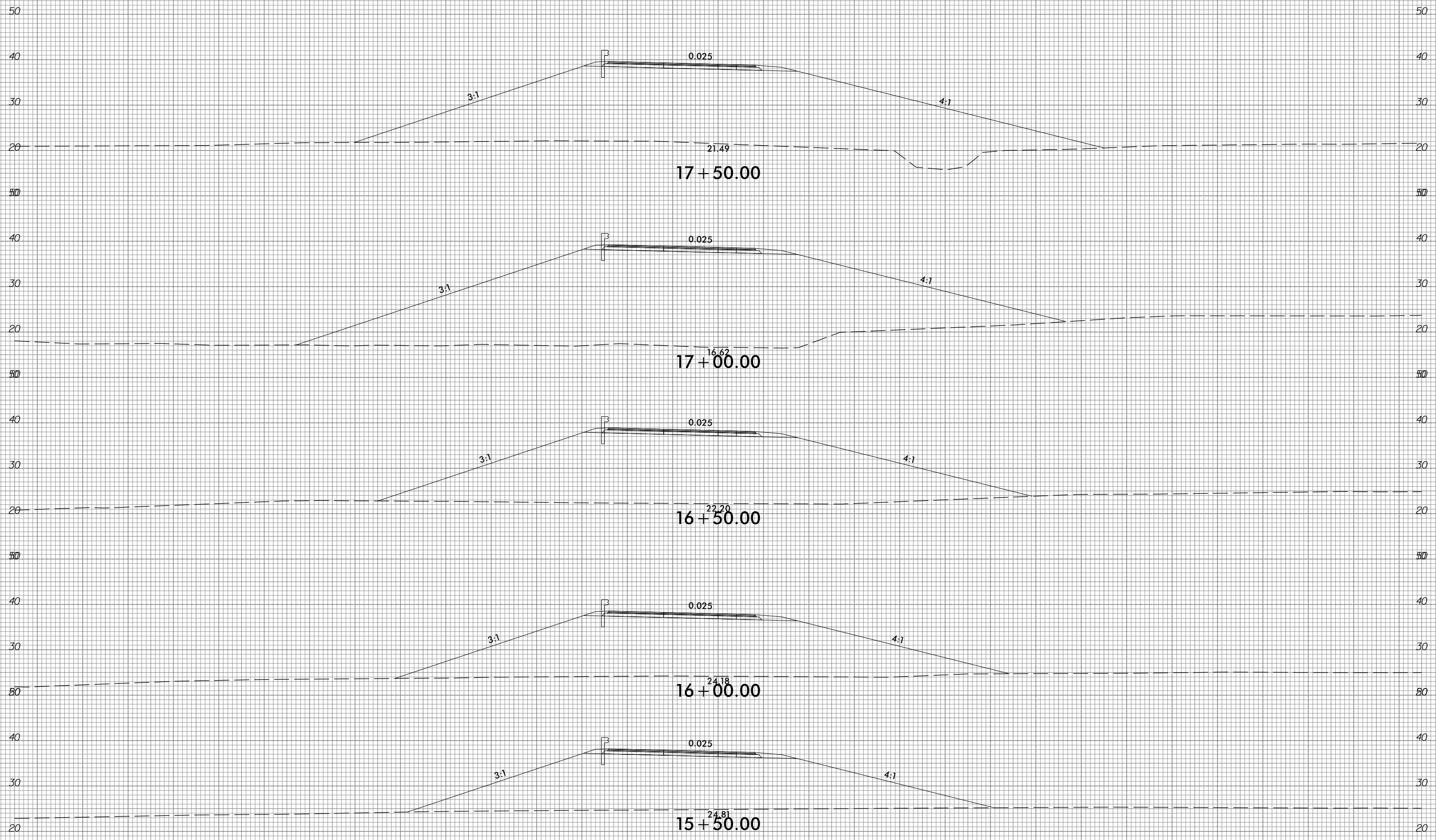
10/31/2018  
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gncdlin

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	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



15+50.00  
-Y3RPD-

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

10/31/2018  
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gncdlin

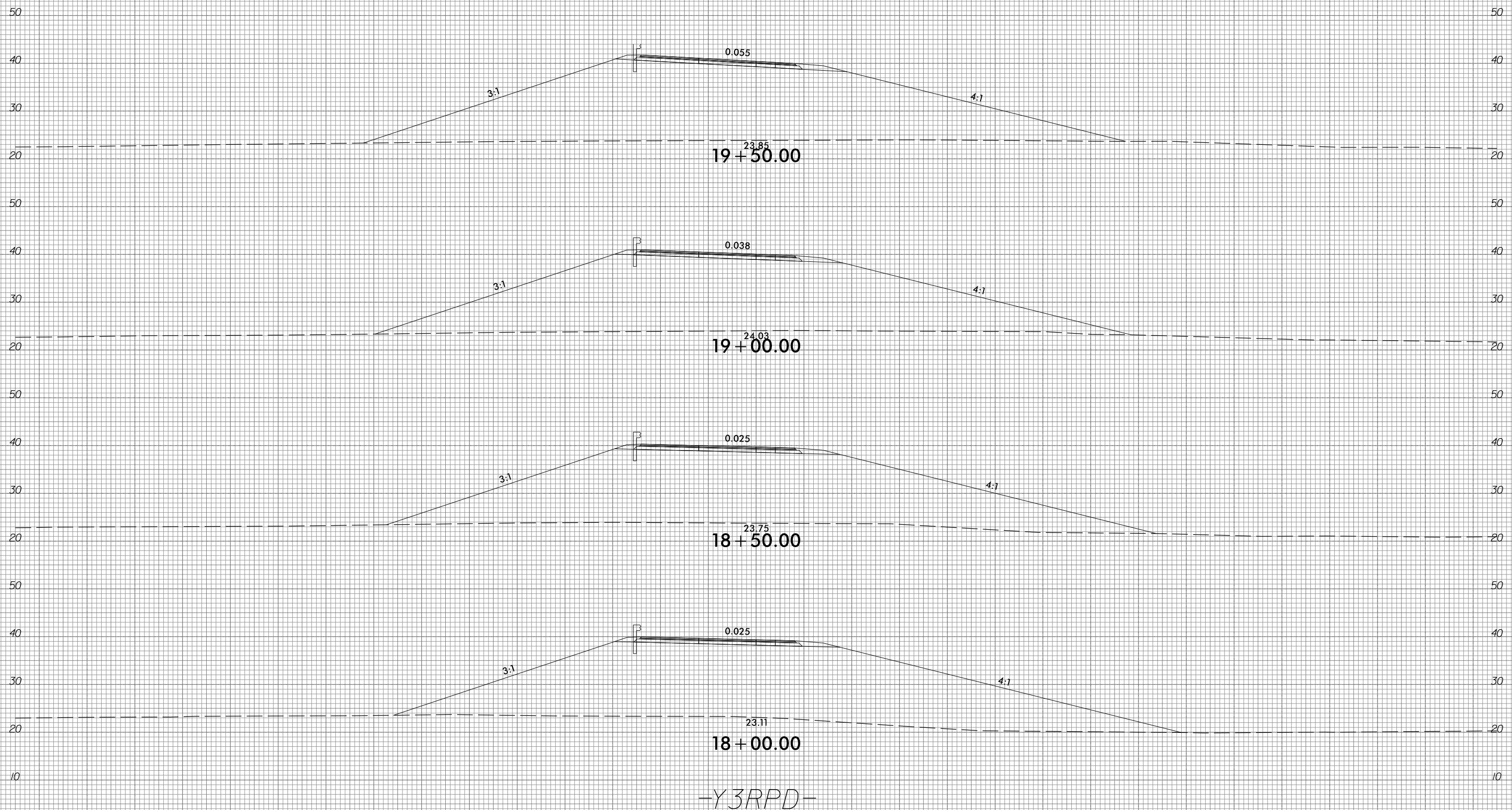
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-371

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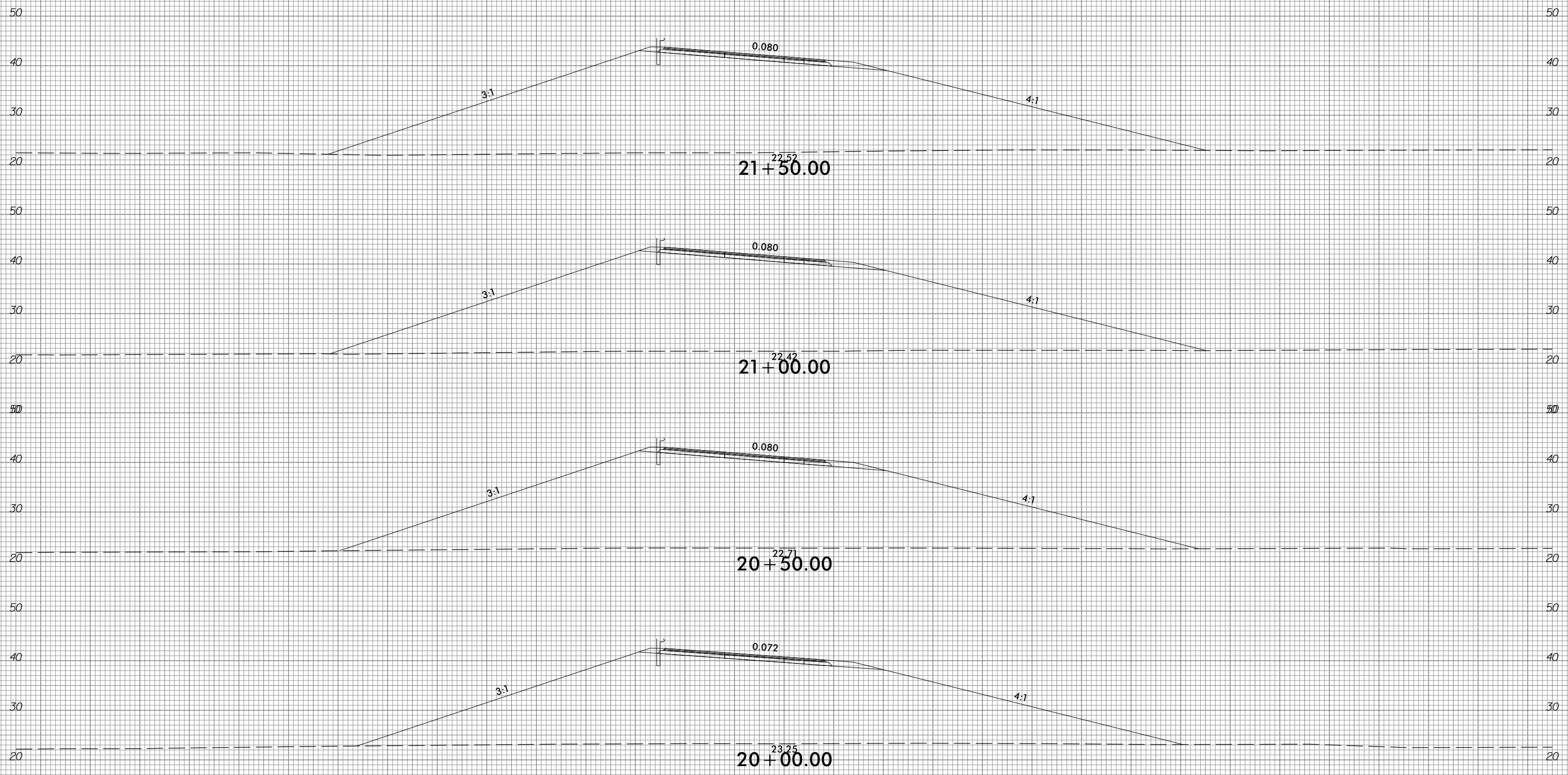


-Y3RPD-

10/31/2018  
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gncdlin



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



-Y3RPD-

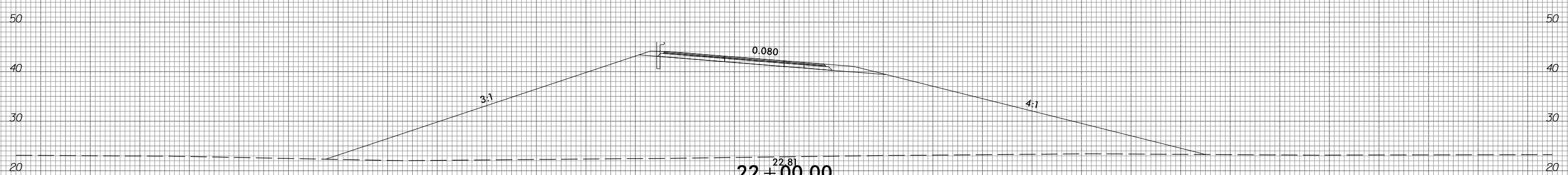
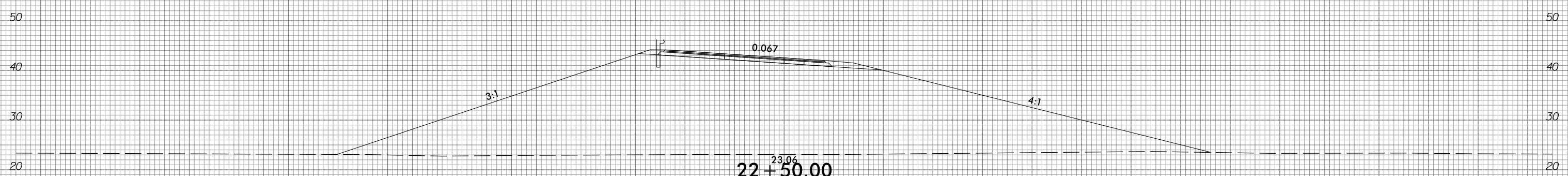
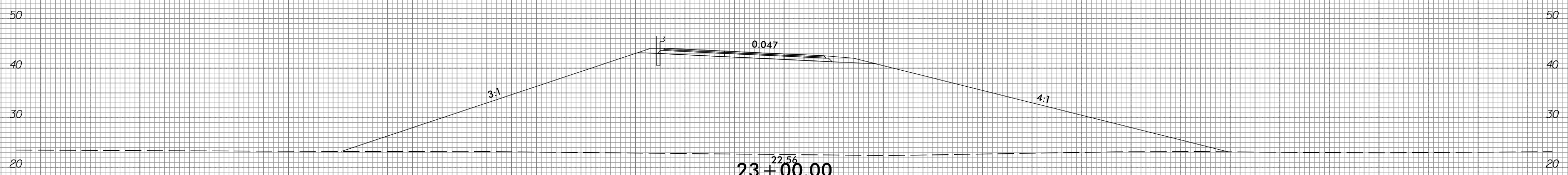
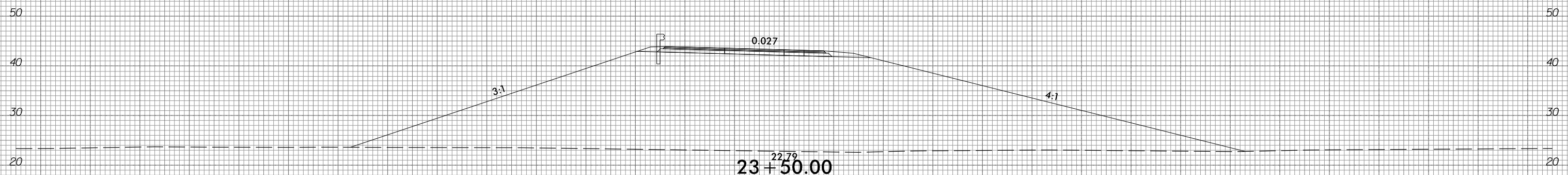
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
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



-Y3RPD-

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

10/31/2018  
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 gmc31in

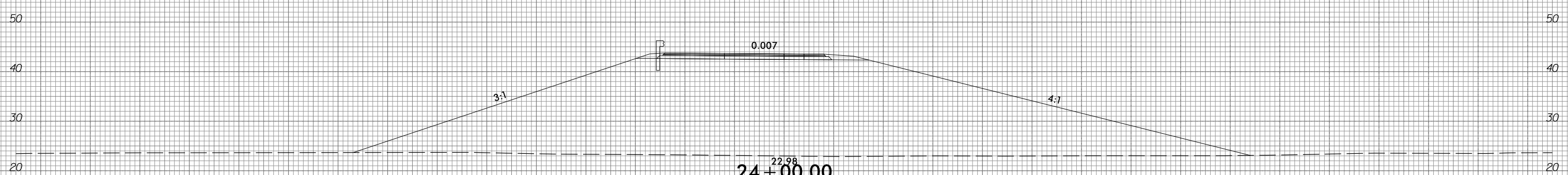
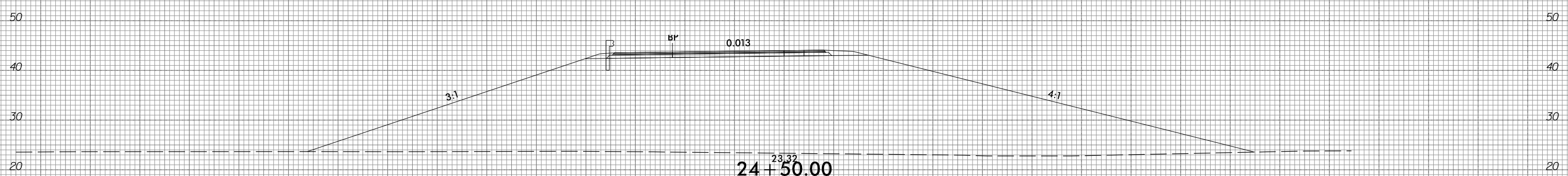
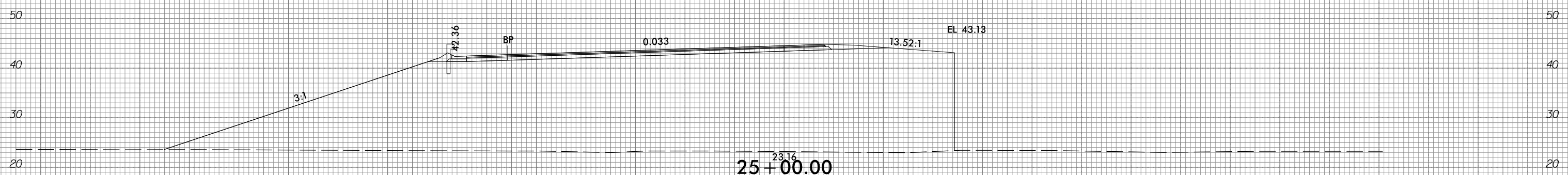
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-374

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-Y3RPD-

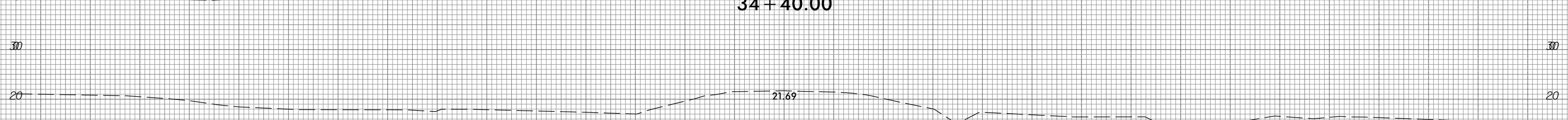
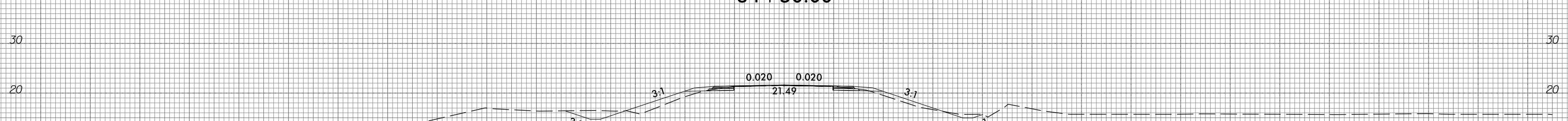
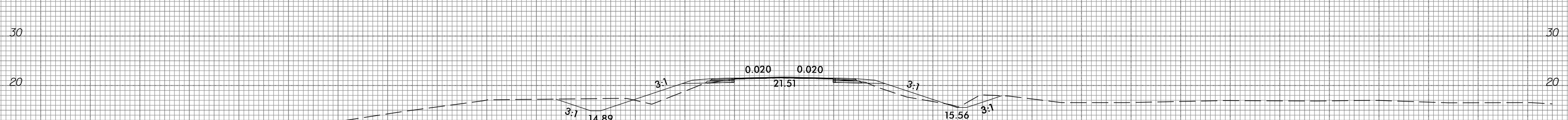
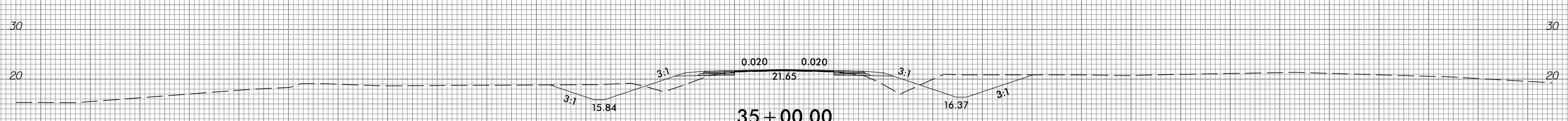
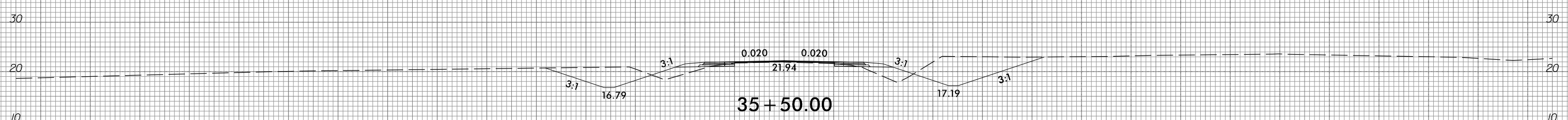
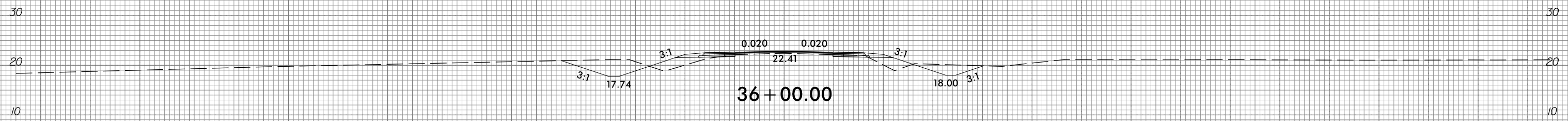
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gncdlin





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



-Y4-

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

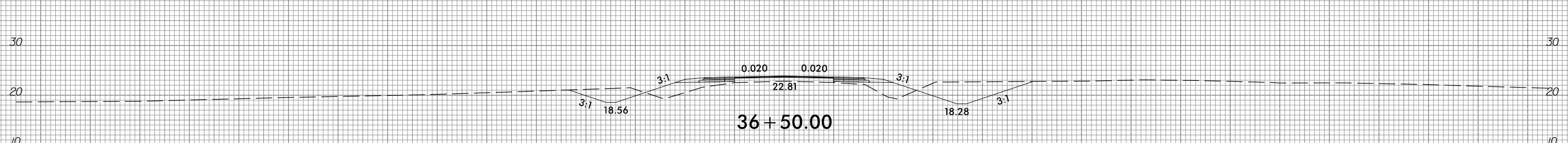
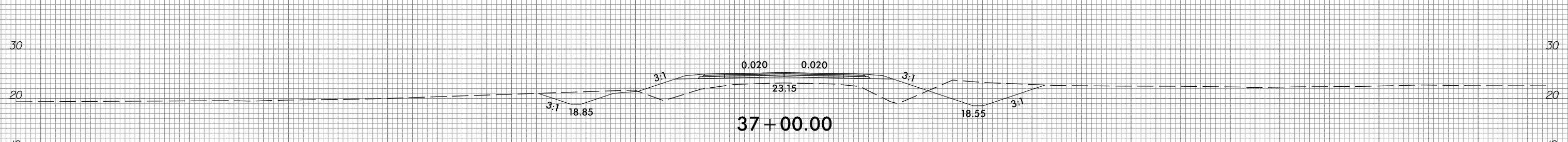
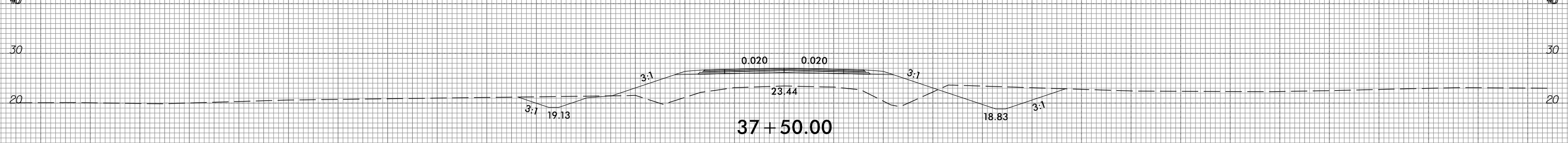
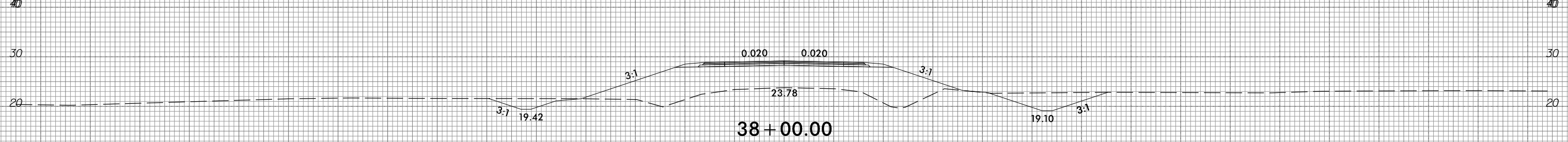
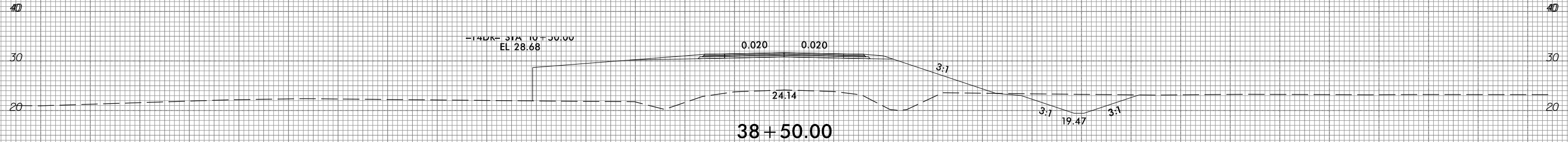
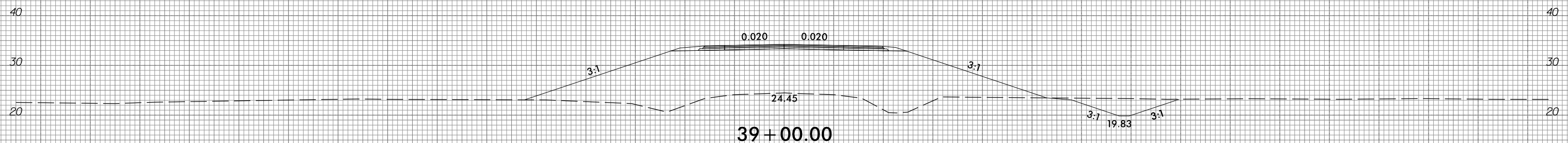
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-376

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-Y4-

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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gncdlin

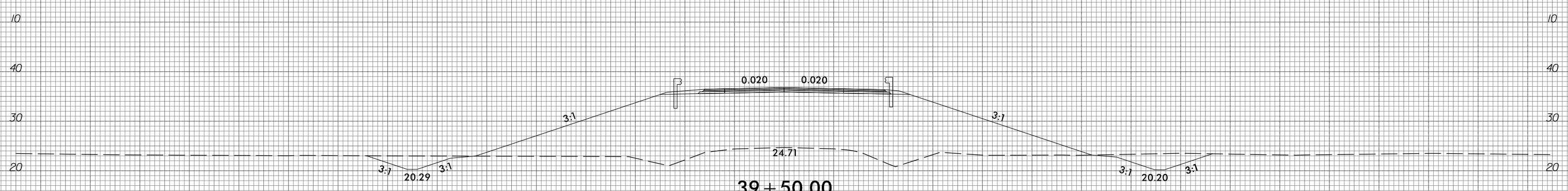
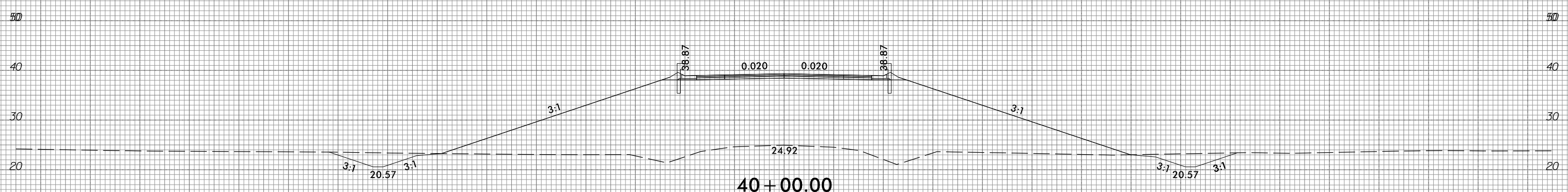
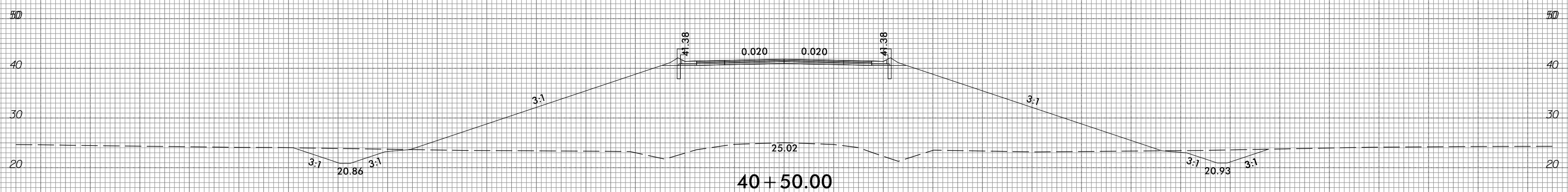
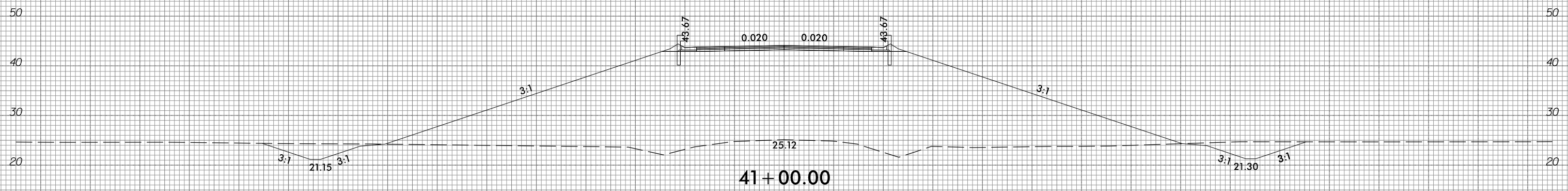
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-377

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-Y4-

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

10/31/2018  
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gncdlin

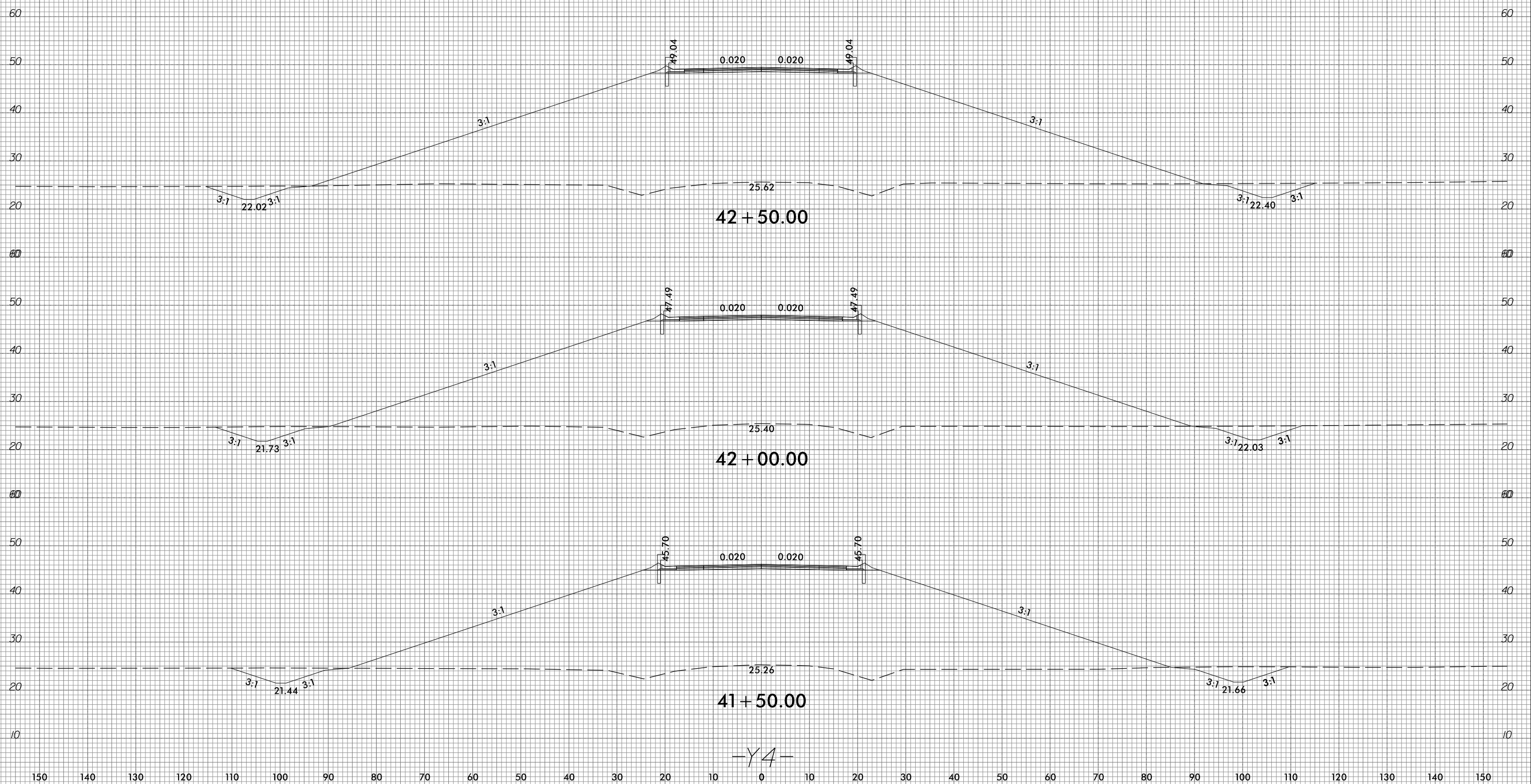
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-378

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



42 + 50.00

42 + 00.00

41 + 50.00

-Y4-

10/31/2018  
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 gncdlin

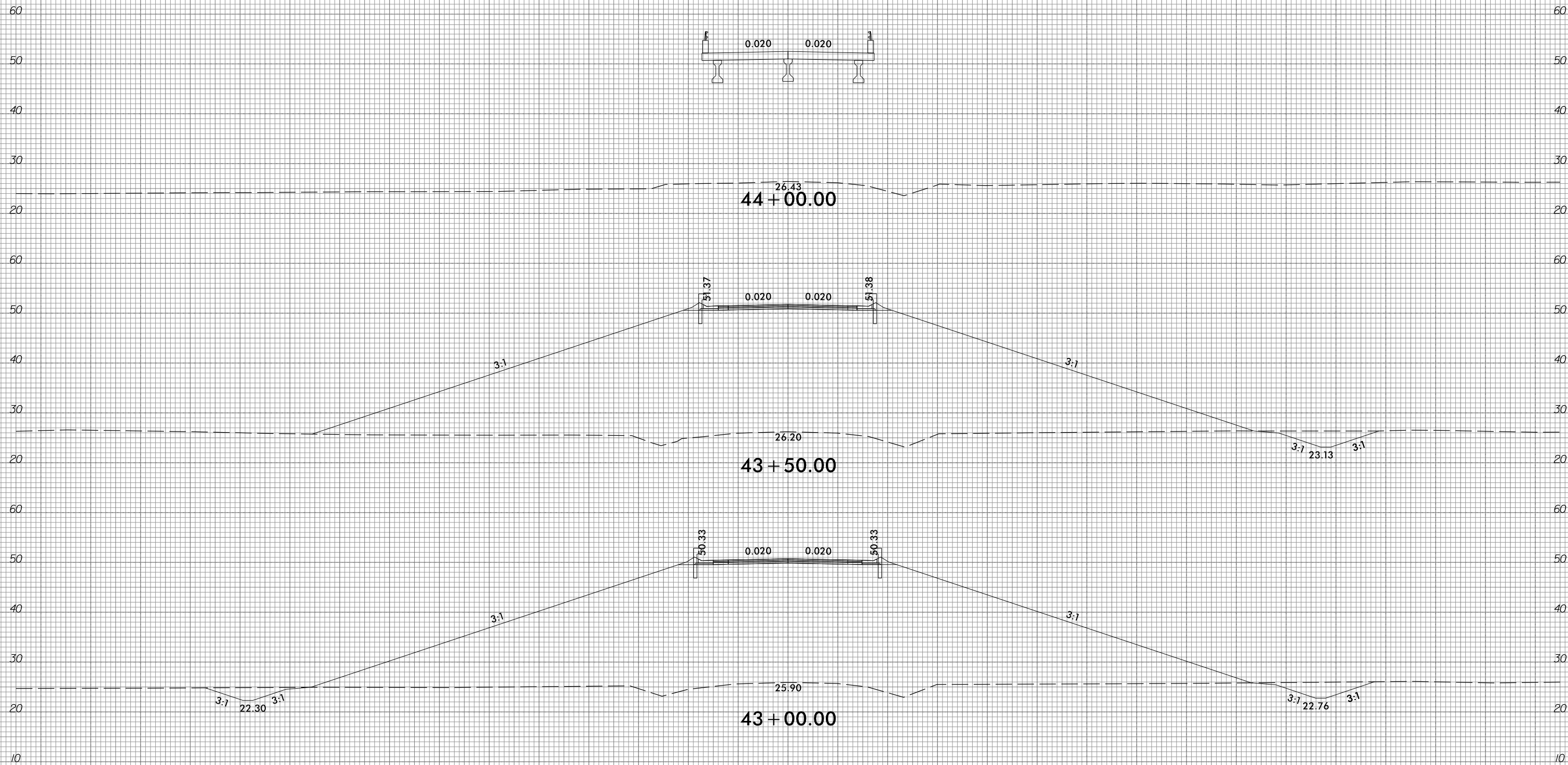
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-379

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-Y4-

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

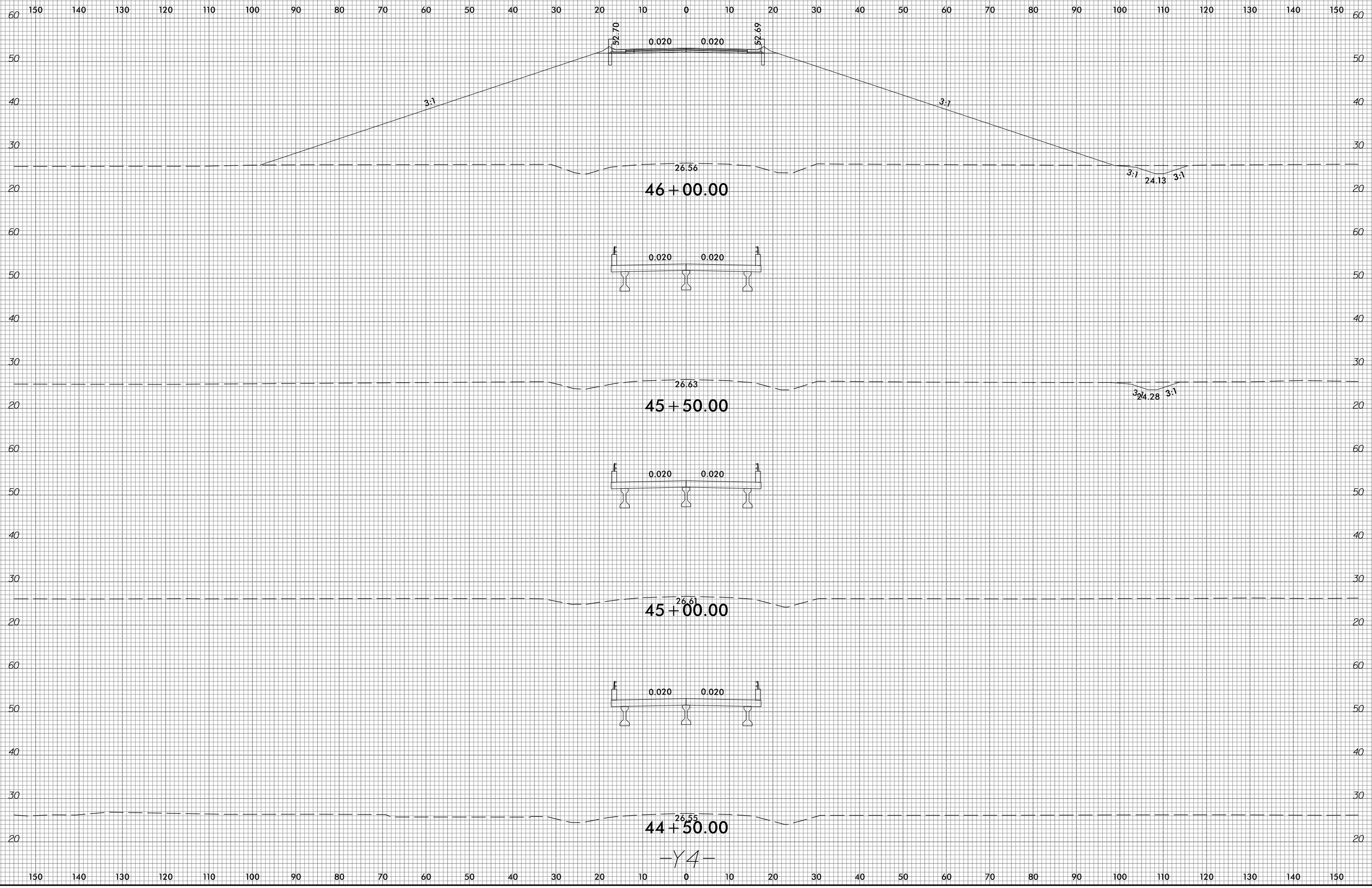
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 gmc01in

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-380

PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-380



10/31/2018  
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 gncdjin

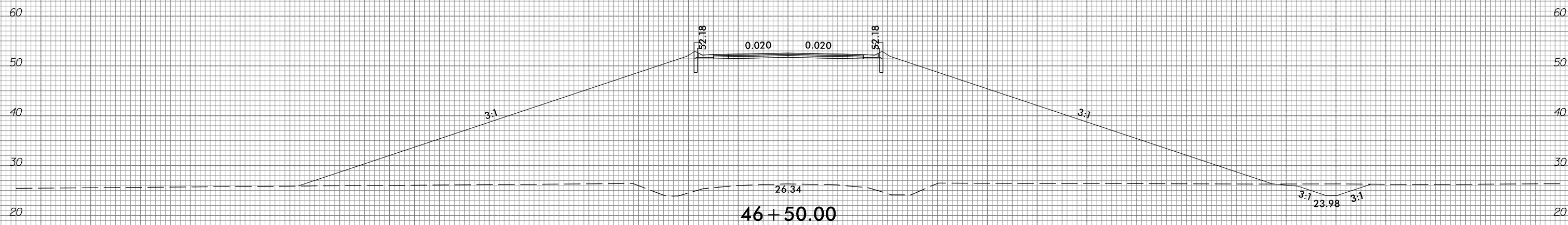
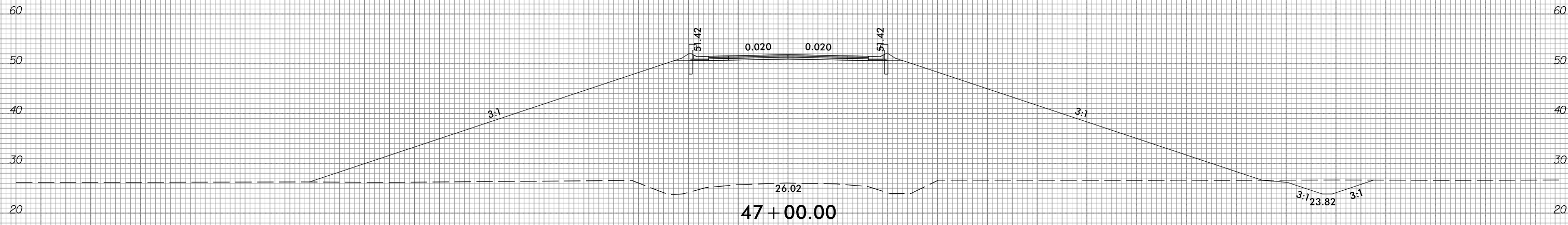
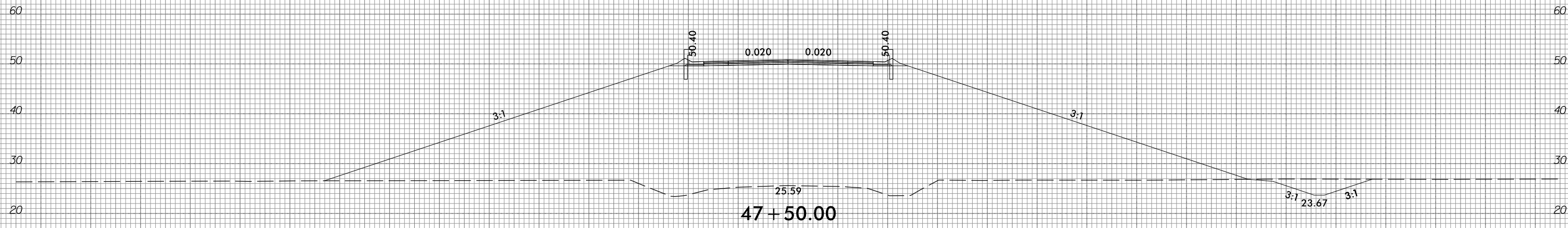
-Y4-

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-381

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



-Y4-

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

10/31/2018  
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 gmc01in

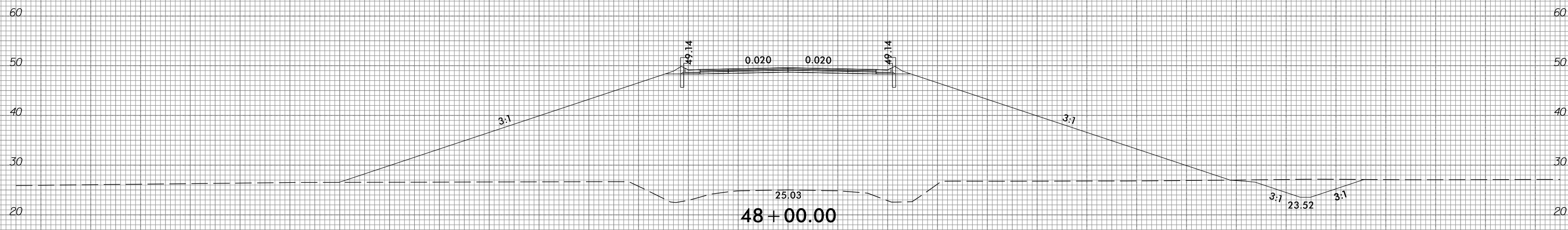
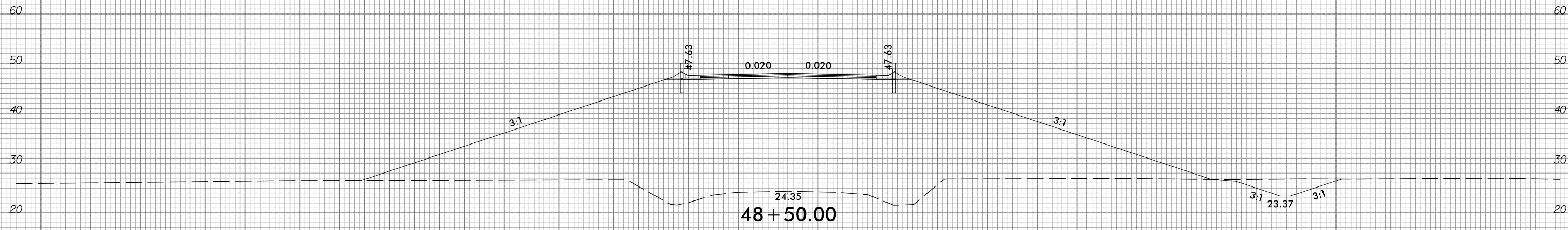
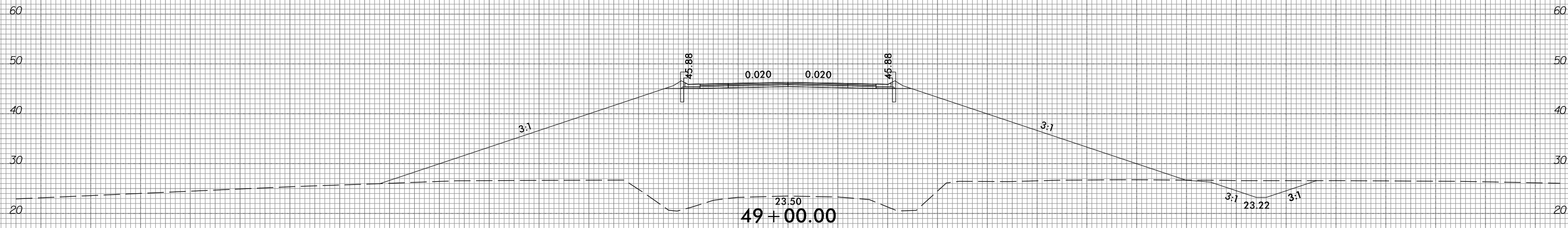
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-382

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



-Y4-

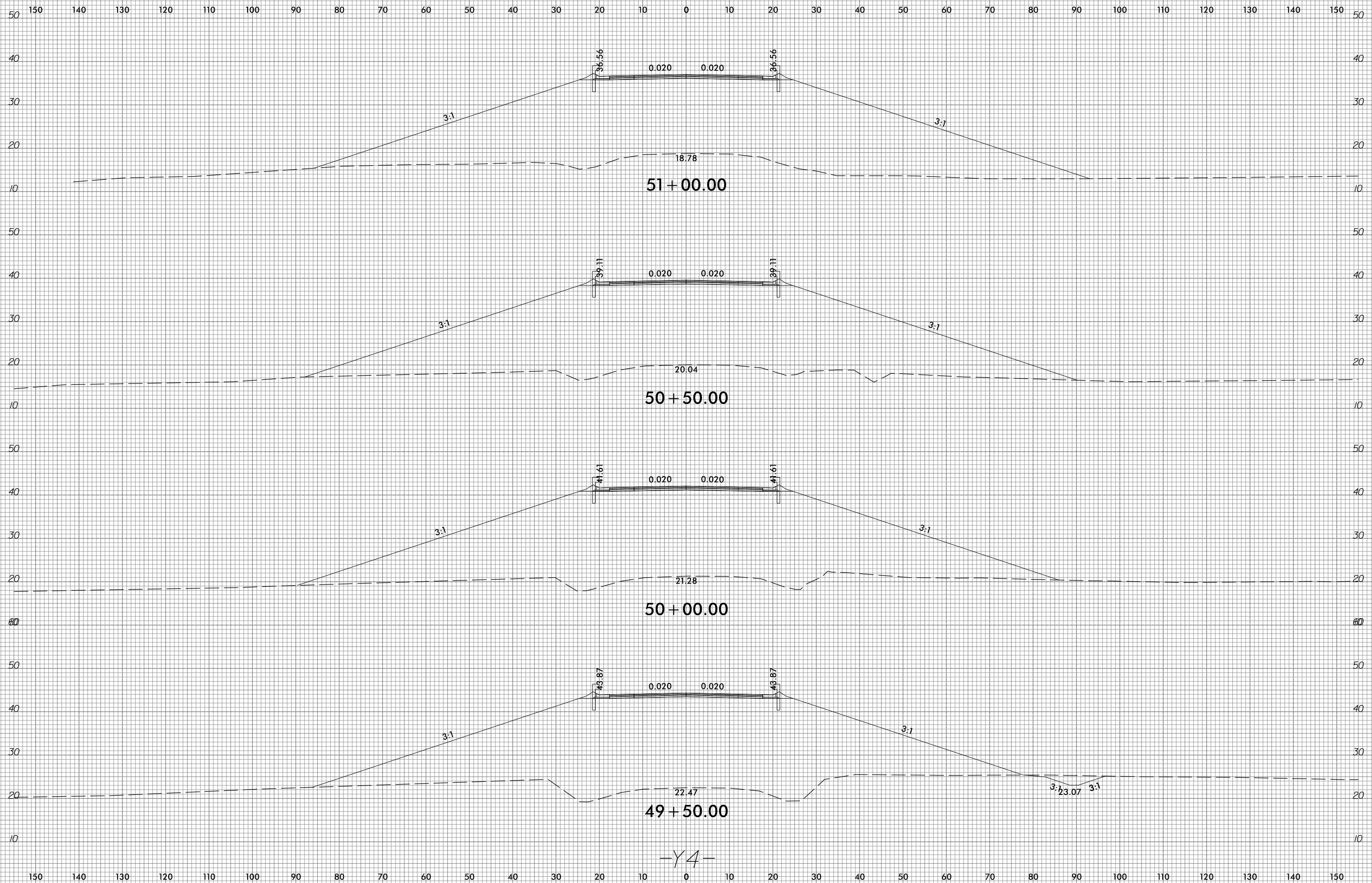
10/31/2018  
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 gmc01in



6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-383



51+00.00

50+50.00

50+00.00

49+50.00

-Y4-

10/31/2018  
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gncdjin

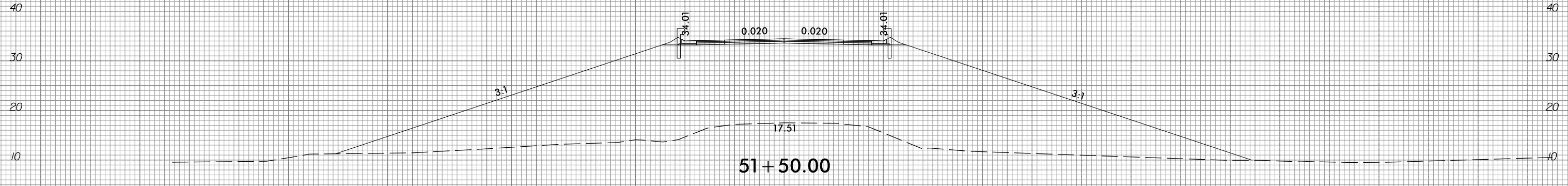
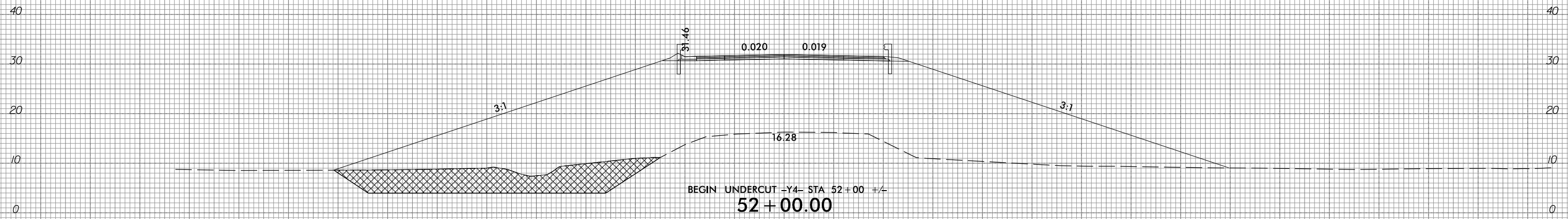
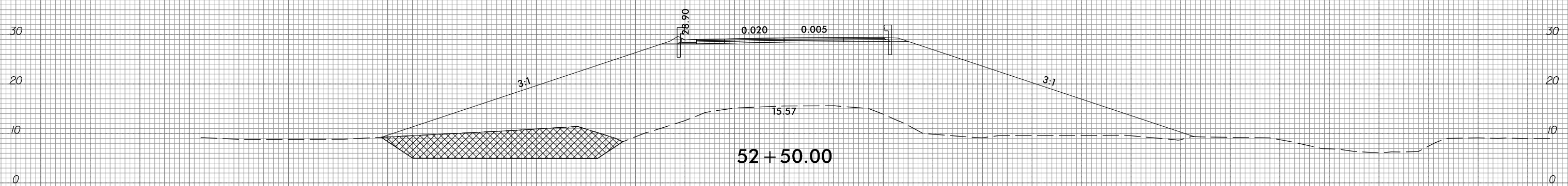
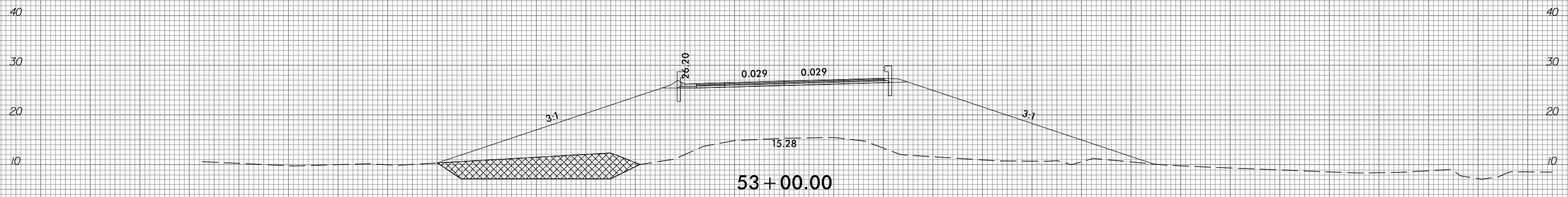
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
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



PROPOSED UNDERCUT



-Y4-

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

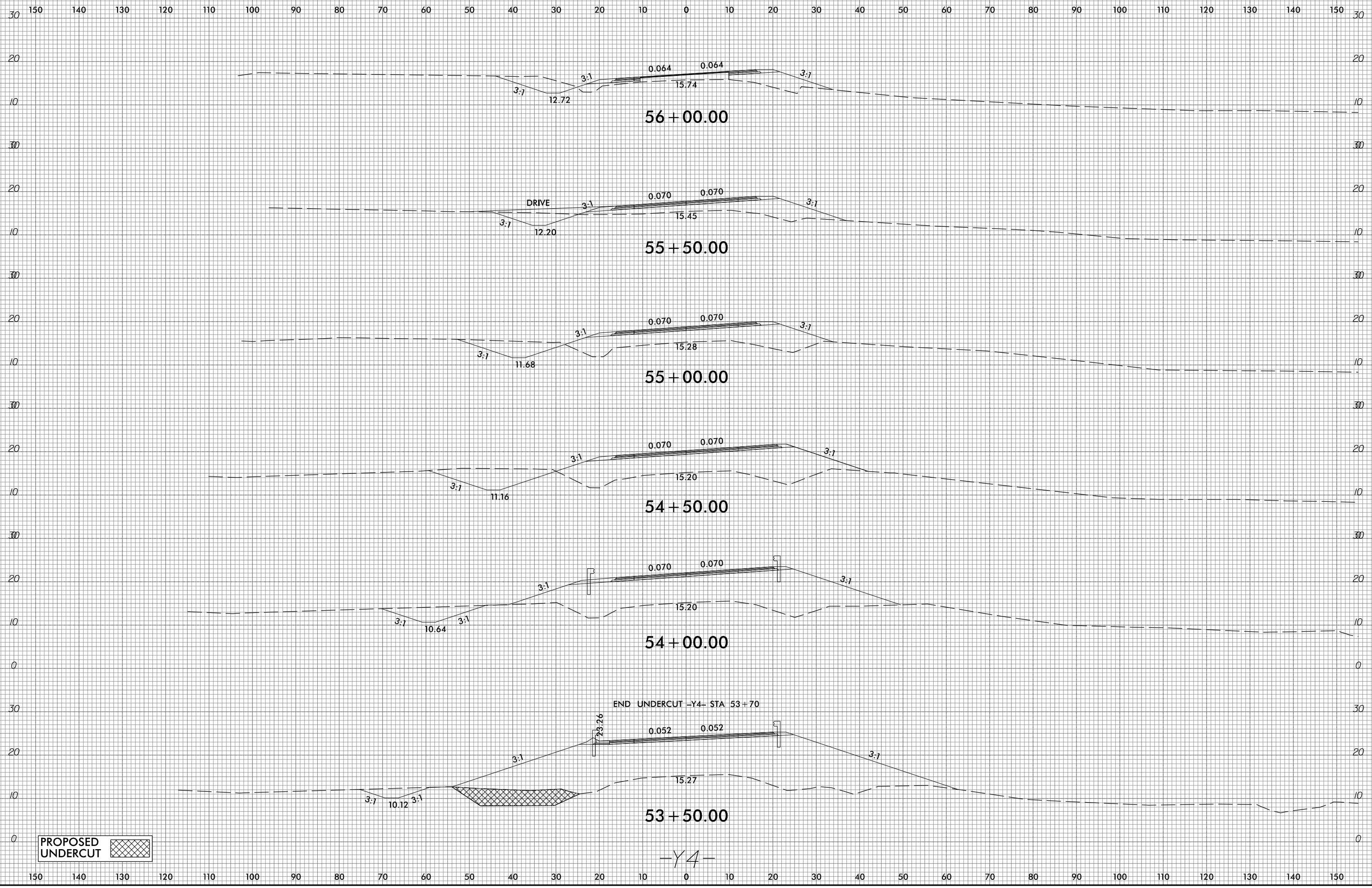
10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_y4.dgn  
gmc311

6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-385



PROPOSED UNDERCUT



10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y4.dgn  
gncdjin

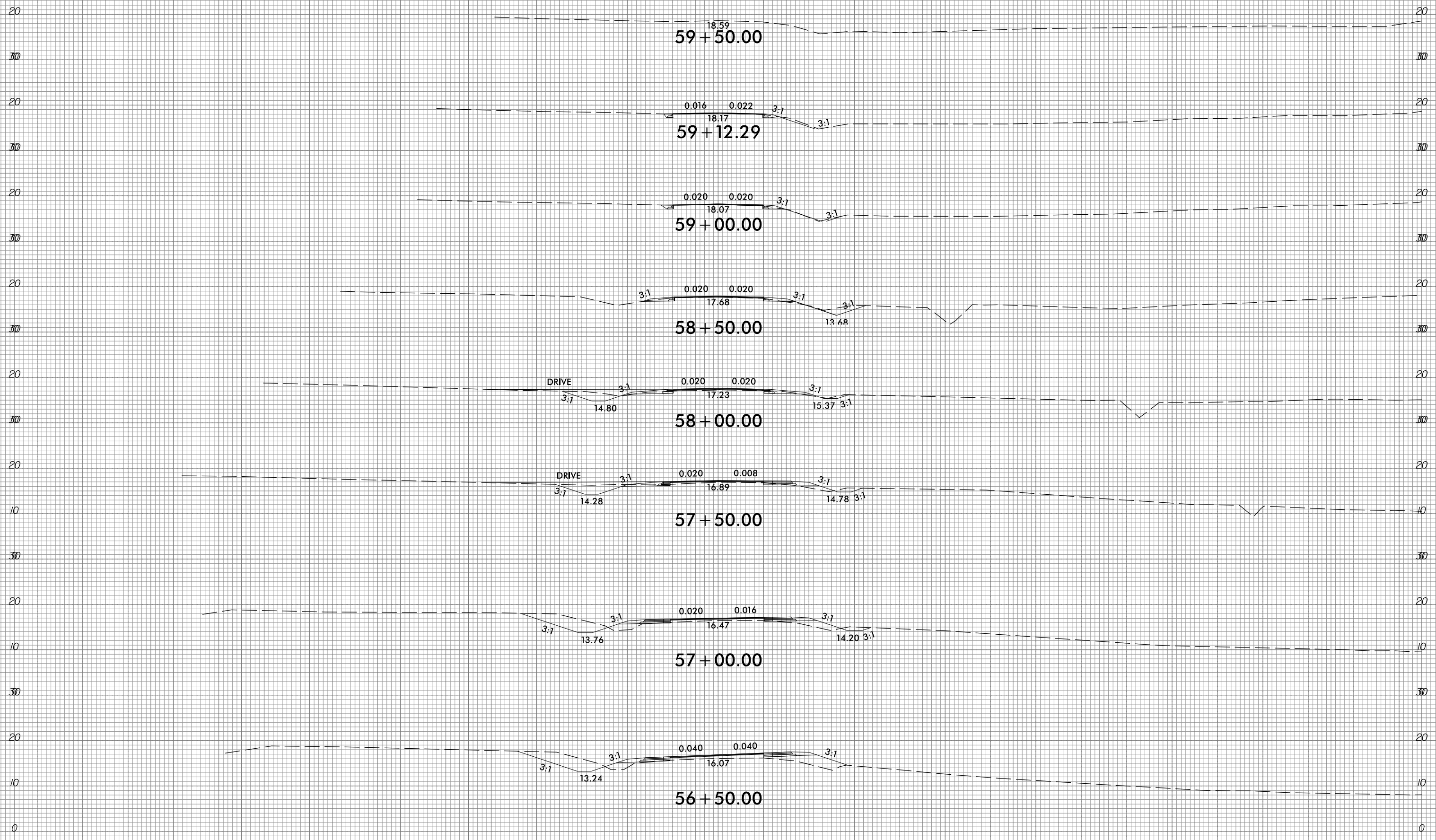
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-386

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



18.59  
**59 + 50.00**

0.016 0.022  
18.17  
**59 + 12.29**

0.020 0.020  
18.07  
**59 + 00.00**

3:1 0.020 0.020 3:1  
17.68  
**58 + 50.00**

DRIVE 3:1 0.020 0.020 3:1  
14.80 17.23 15.37  
**58 + 00.00**

DRIVE 3:1 0.020 0.008 3:1  
14.28 16.89 14.78  
**57 + 50.00**

3:1 0.020 0.016 3:1  
13.76 16.47 14.20  
**57 + 00.00**

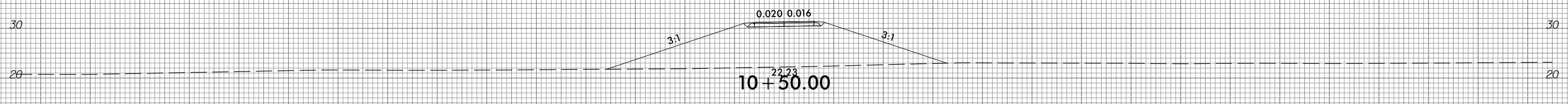
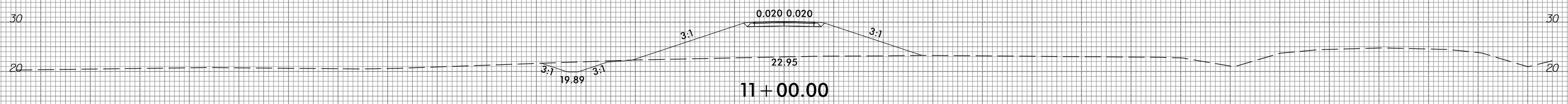
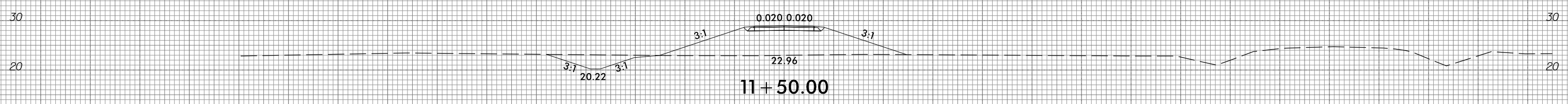
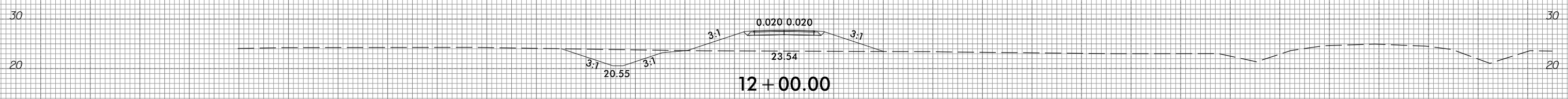
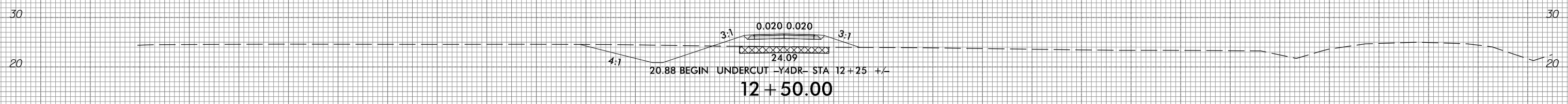
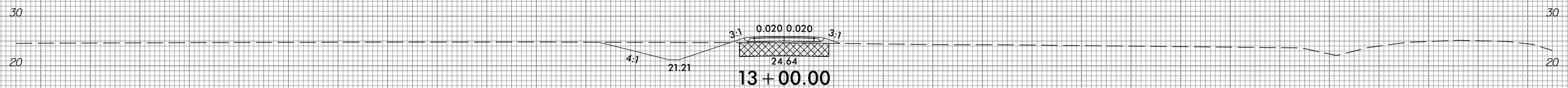
3:1 0.040 0.040 3:1  
13.24 16.07  
**56 + 50.00**

-Y4-

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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y4.dgn  
gncdlin

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



PROPOSED UNDERCUT



-Y4DR-

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

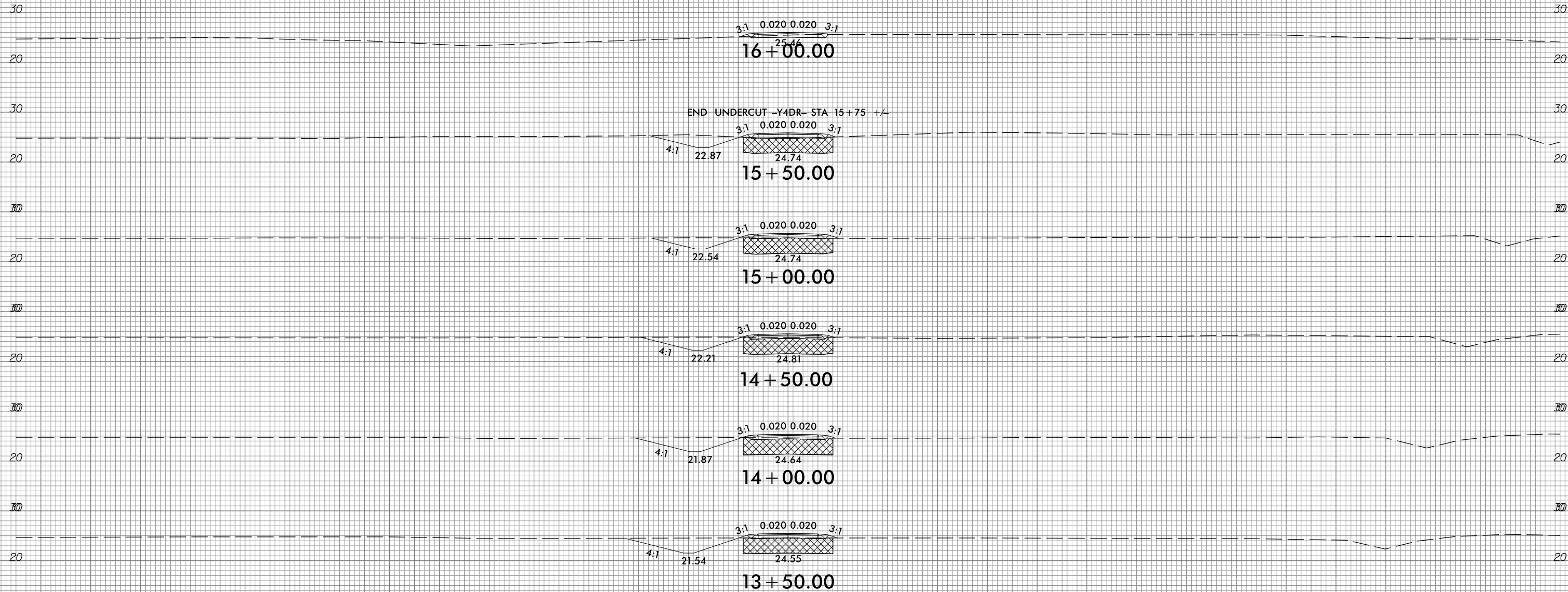
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-388

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



END UNDERCUT -Y4DR- STA 15+75 +/-

PROPOSED UNDERCUT



-Y4DR-

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

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015.sp1.Y4DR.dgn  
gncdjin

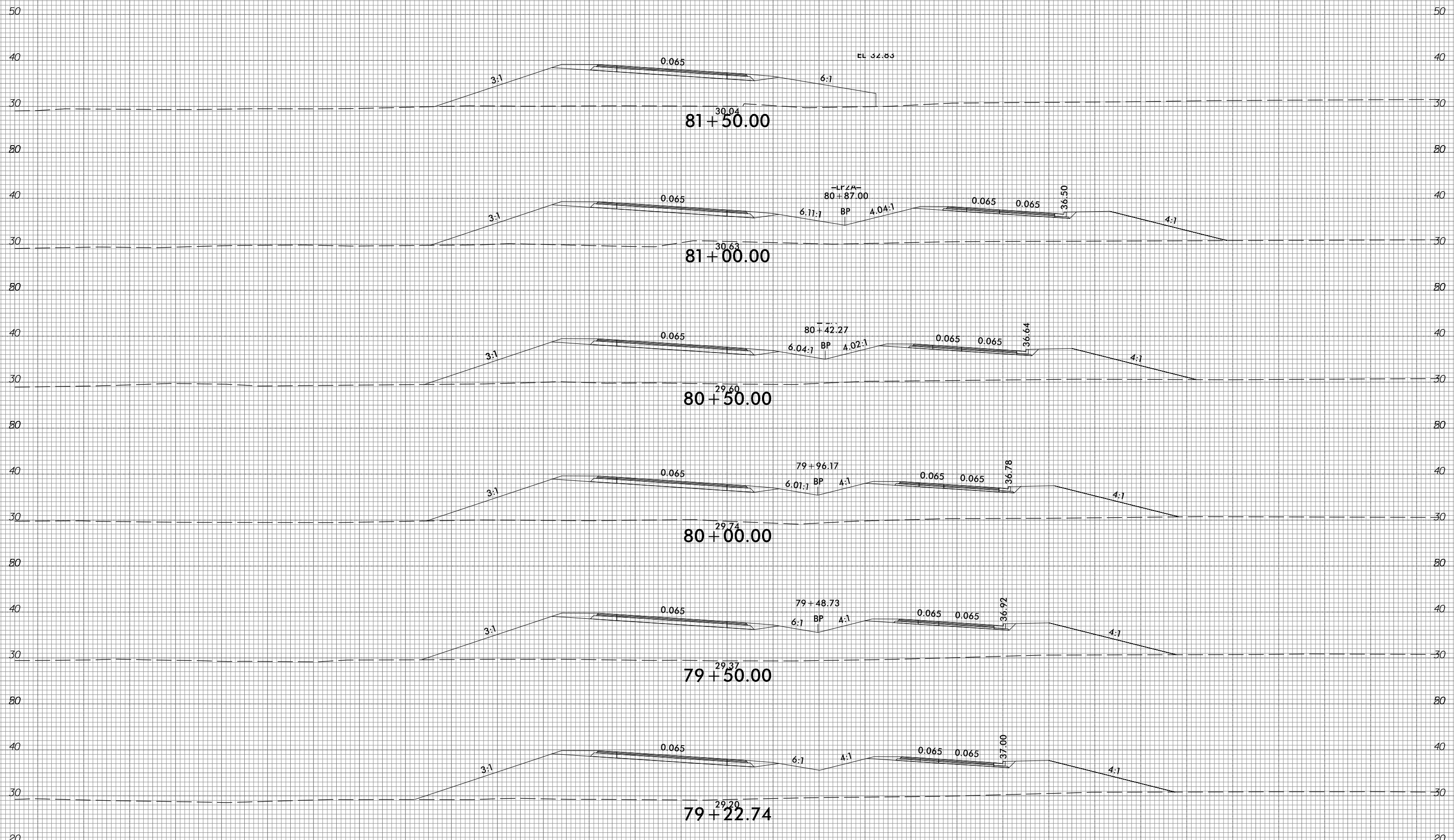
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-389

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



-RP2A-

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_RP2A.dgn  
gncdlin

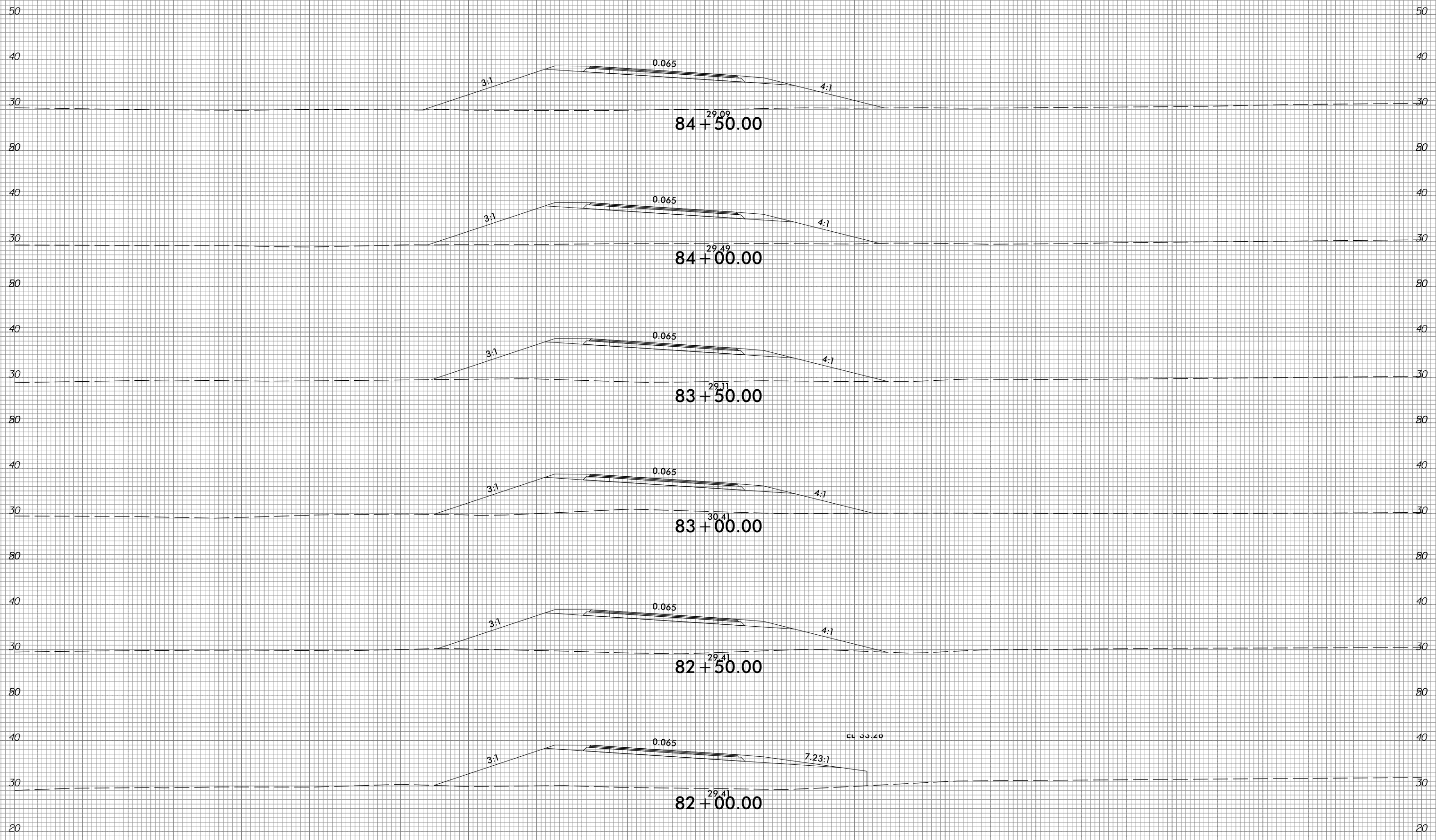
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-390

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-RP2A-

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_RP2A.dgn  
gncdlin

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



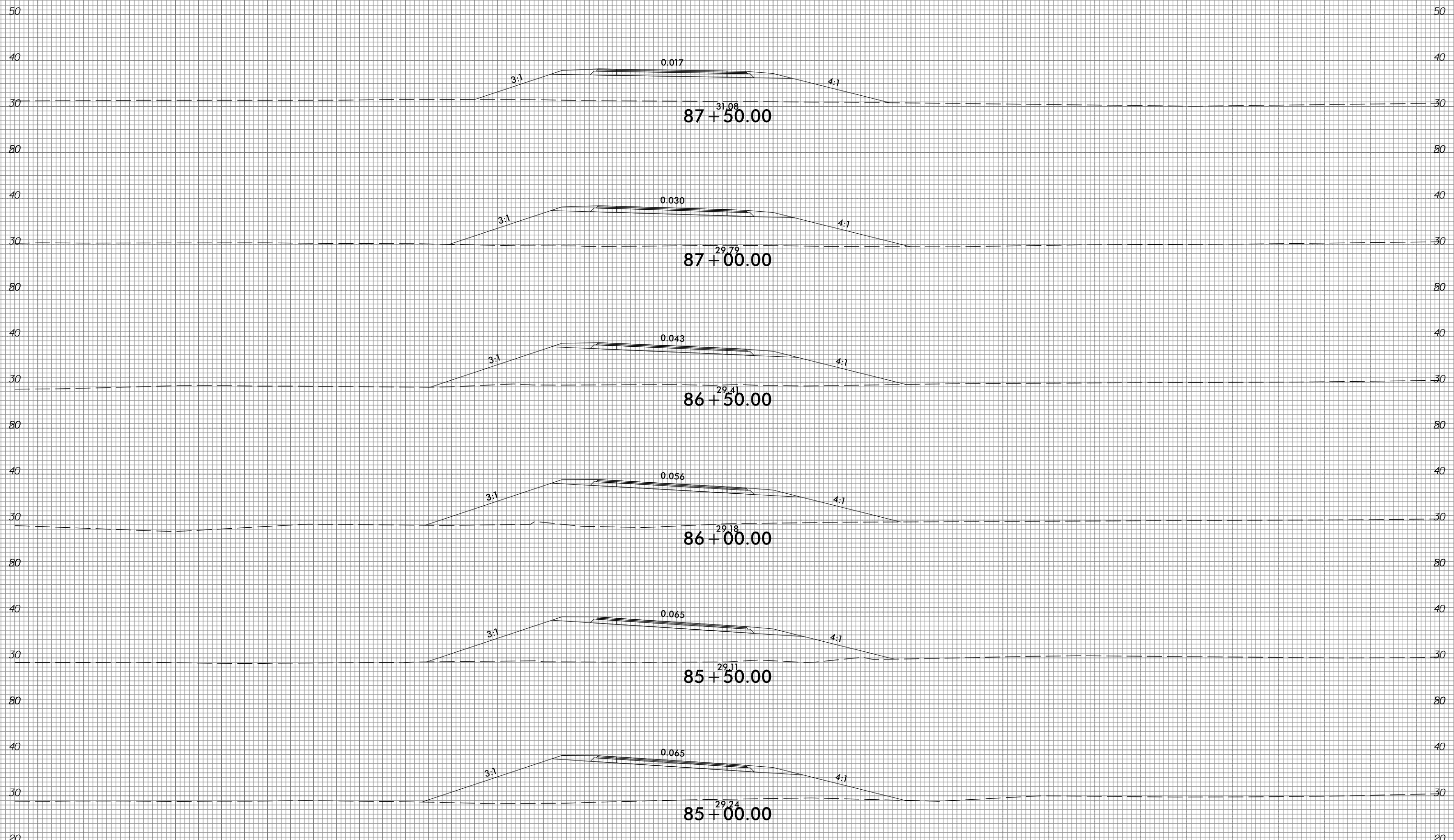
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-391

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



-RP2A-

10/31/2016  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_RP2A.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

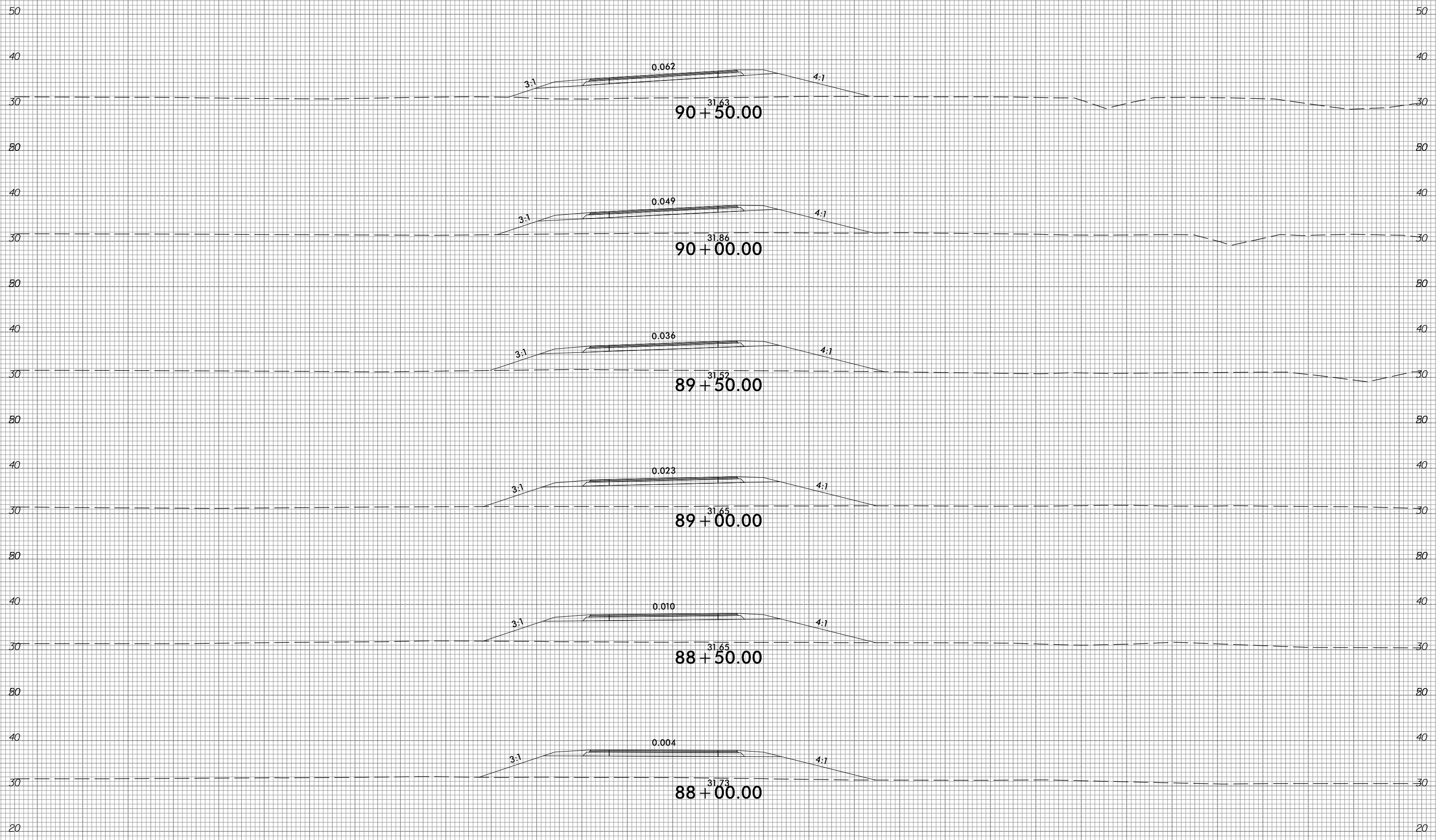
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-392

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



-RP2A-

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

10/31/2018  
 G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_RP2A.dgn  
 gncdlin

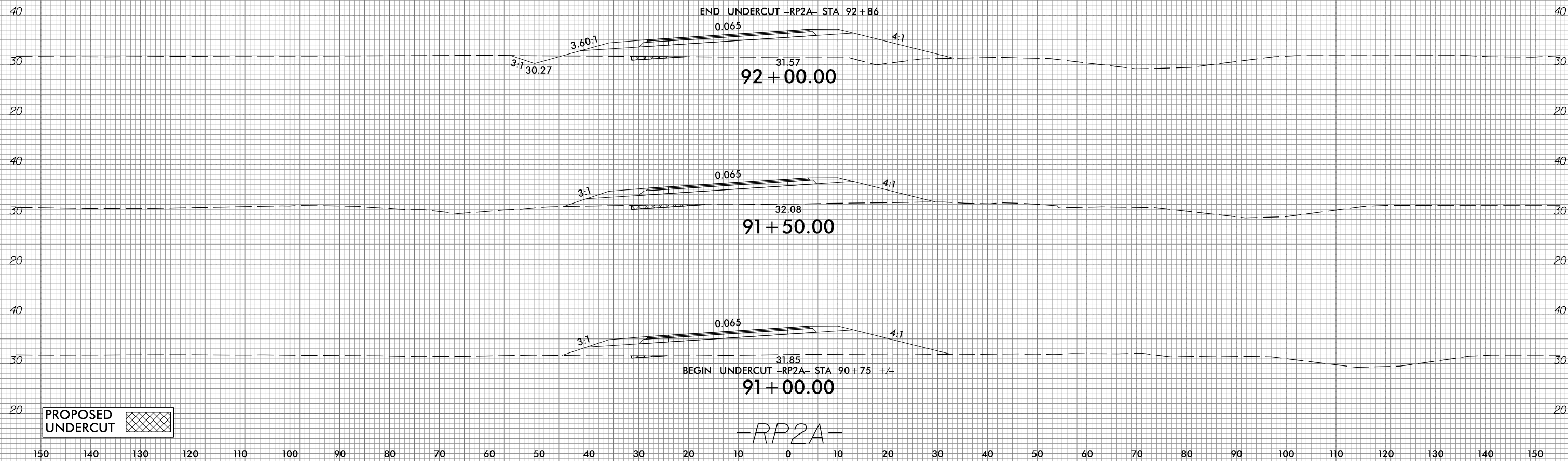
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-393

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



10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_RP2A.dgn  
gncdlin

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

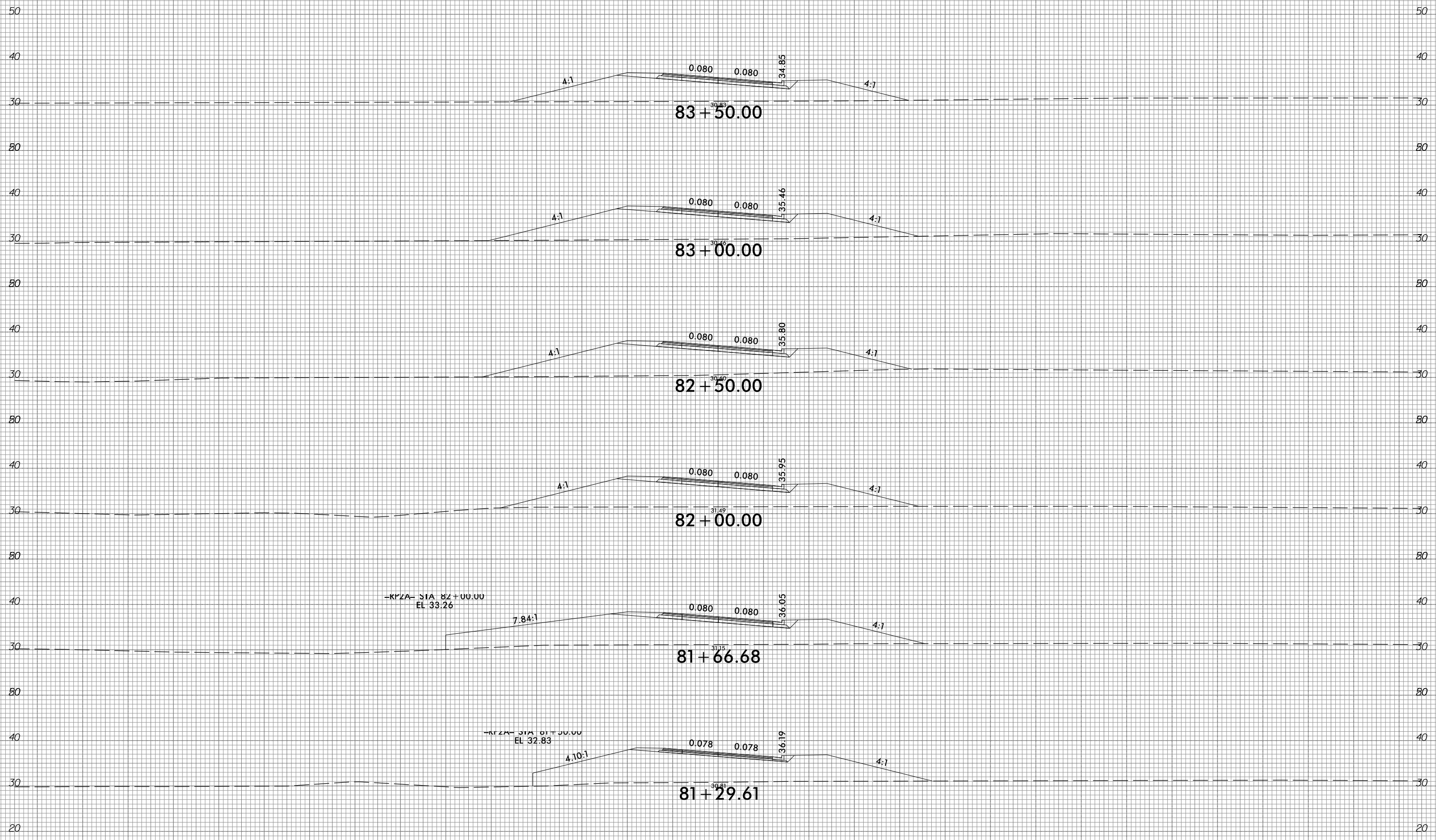
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-394

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



-LP2A-

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

10/31/2018  
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 gncdlin

6/23/16

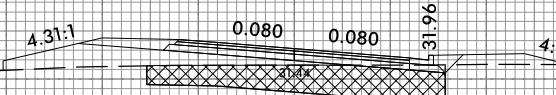


PROJ. REFERENCE NO.  
R-1015

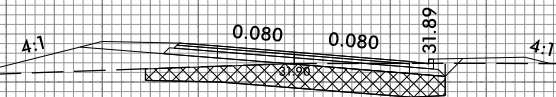
SHEET NO.  
X-395

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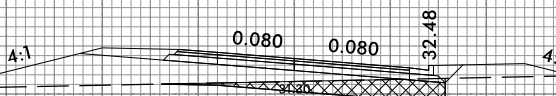
SP  
-L- STA 528+79.38  
EL 31.88 END UNDERCUT EXCAVATION -LP2A- STA 87+25



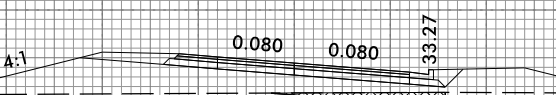
86+00.00



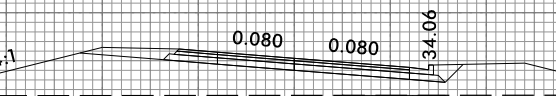
85+50.00



85+00.00



84+50.00



84+00.00

BEGIN UNDERCUT -LP2A- STA 83+75 +/-

-LP2A-

UNCLS  
ACCEPTABLE

PROPOSED  
UNDERCUT

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

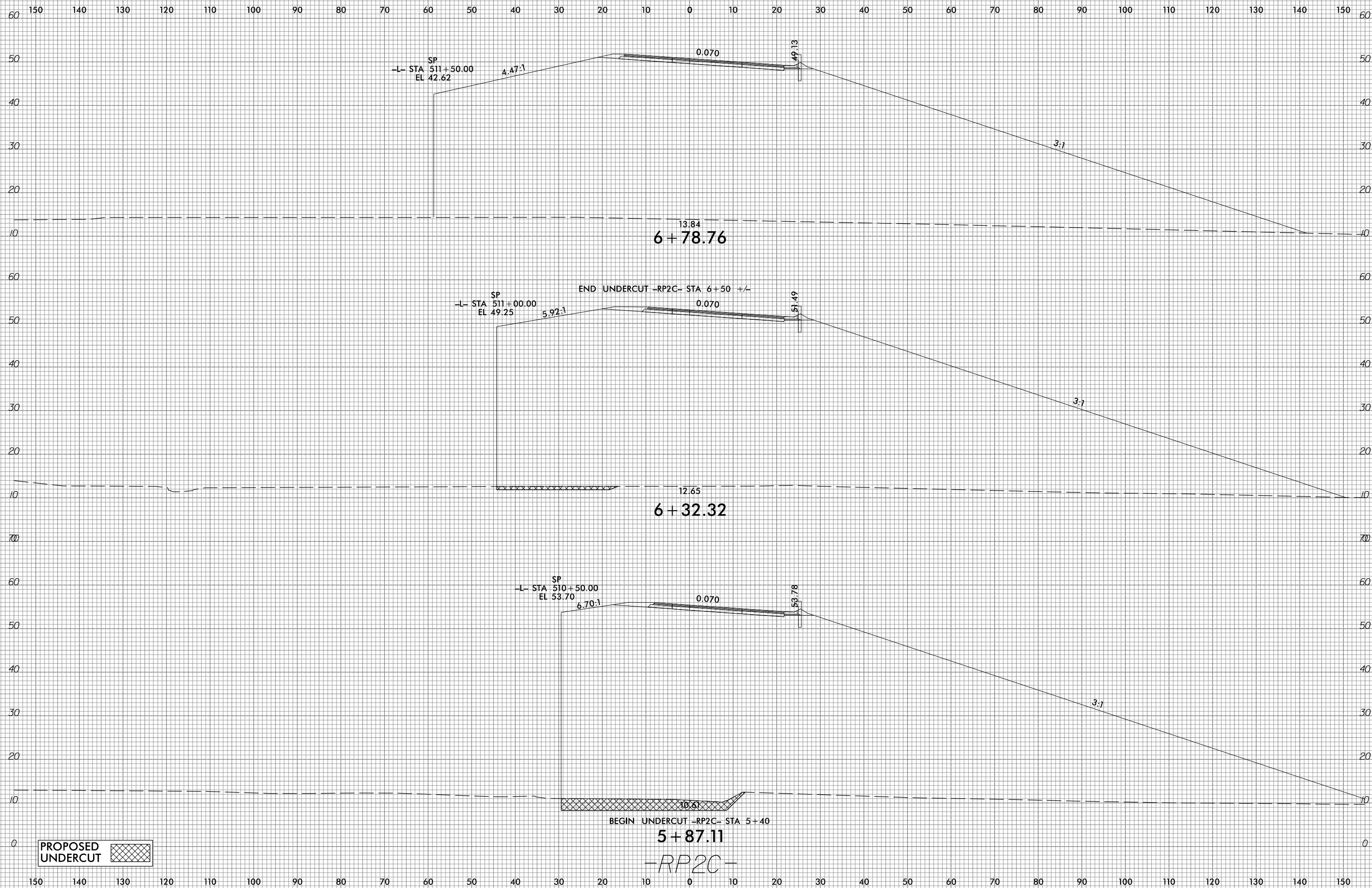
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gmc311

6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-396



SP  
-L- STA 511+50.00  
EL 42.62

4.47:1

0.070

49.13

3:1

13.84  
6+78.76

SP  
-L- STA 511+00.00  
EL 49.25

END UNDERCUT -RP2C- STA 6+50 +/-

5.92:1

0.070

51.49

3:1

12.65  
6+32.32

SP  
-L- STA 510+50.00  
EL 53.70

6.70:1

0.070

53.78

3:1

BEGIN UNDERCUT -RP2C- STA 5+40

10.61  
5+87.11

-RP2C-

PROPOSED UNDERCUT



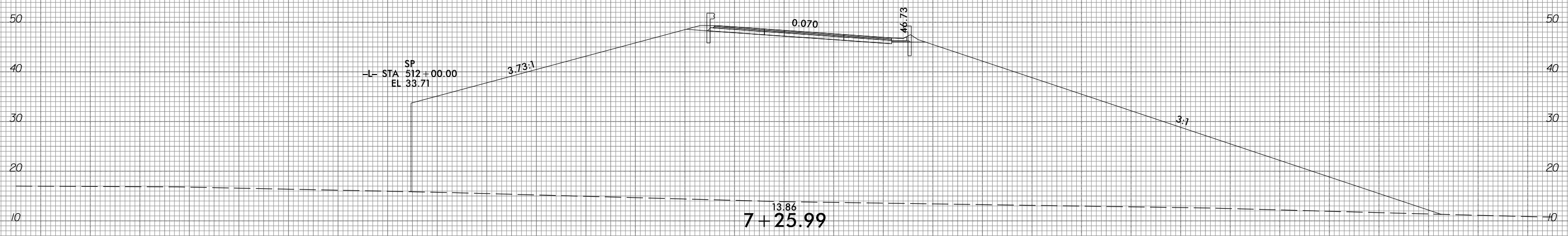
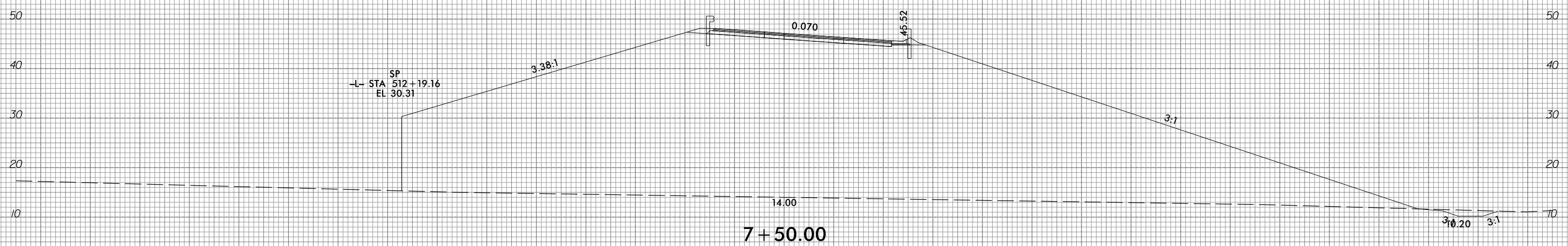
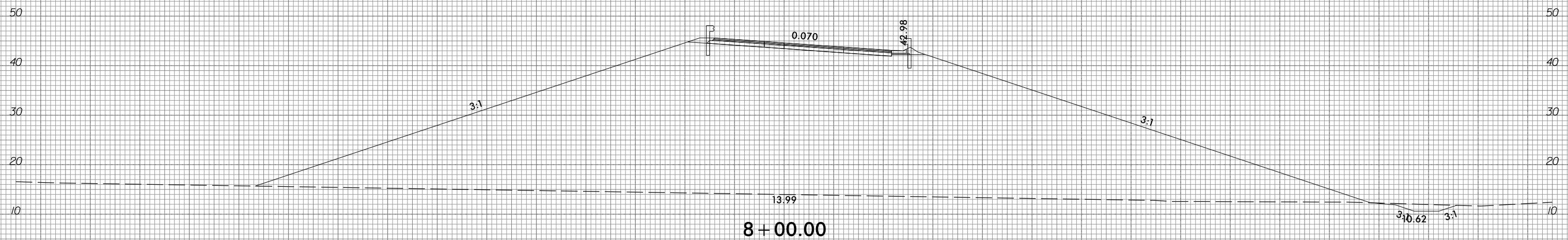
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gmc311

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-397

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



-RP2C-

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

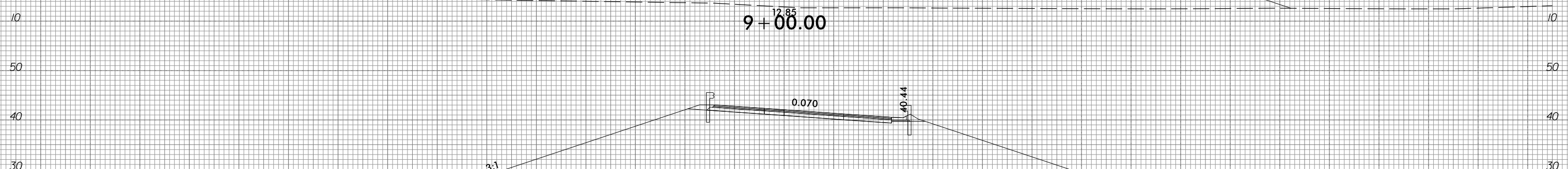
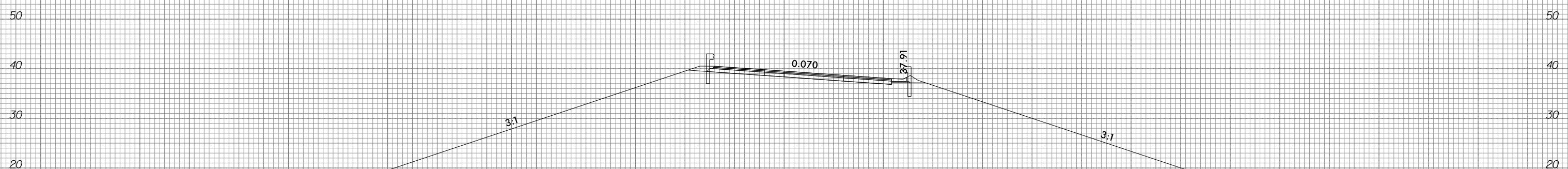
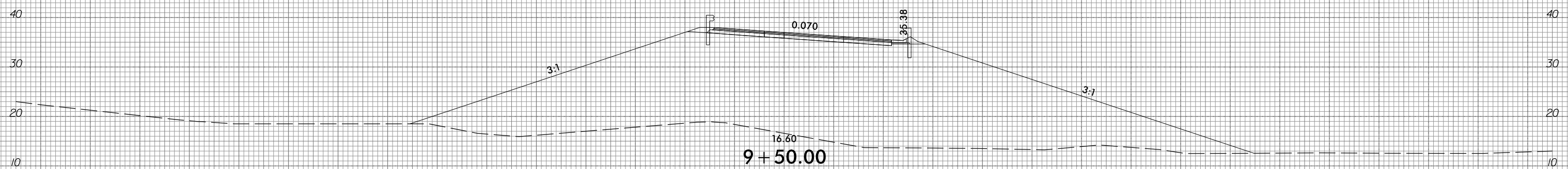
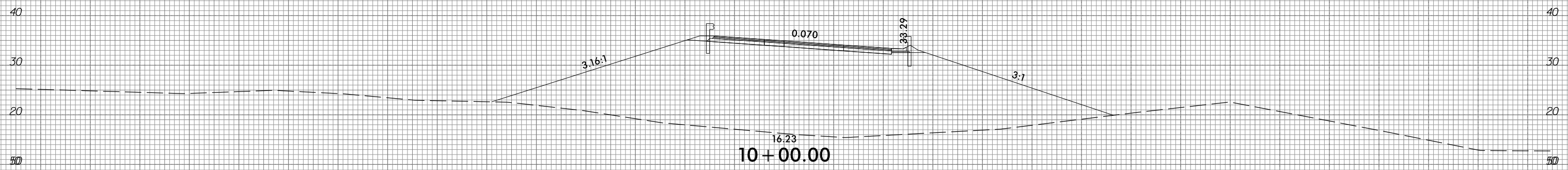
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 gmc311

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-398

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



-RP2C-

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

10/31/2018  
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 gmc011n



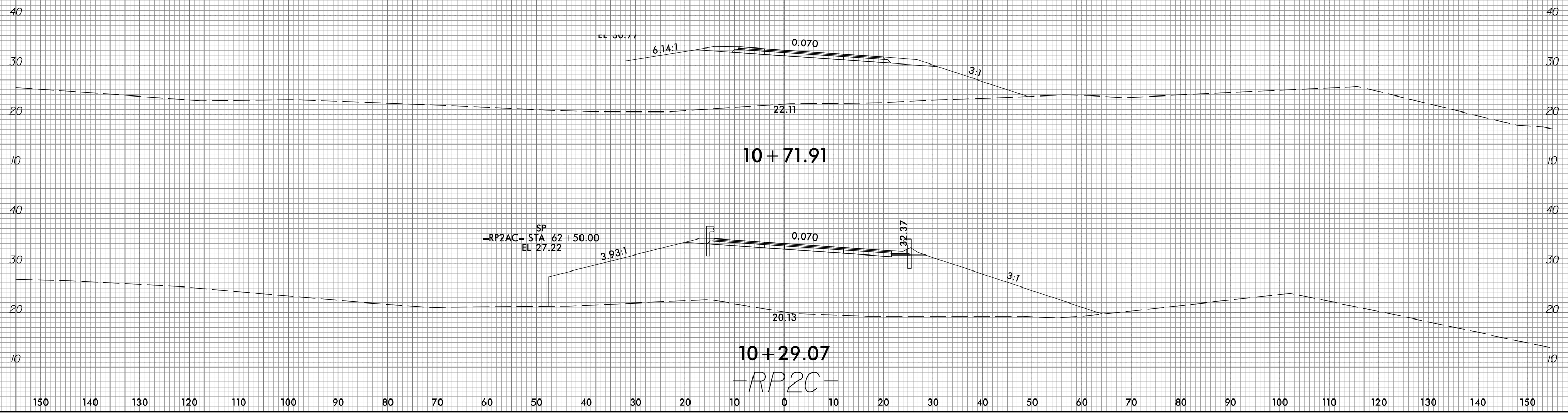
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-399

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10/31/2018  
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gmc311

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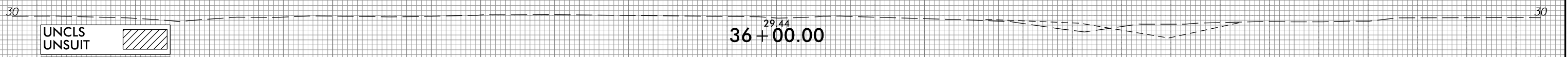
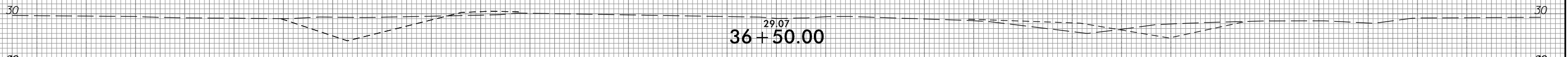
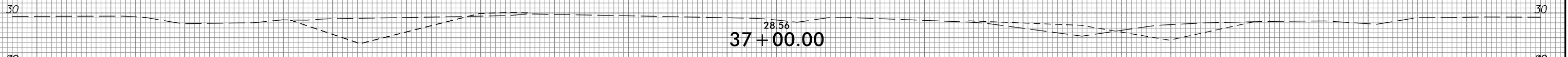
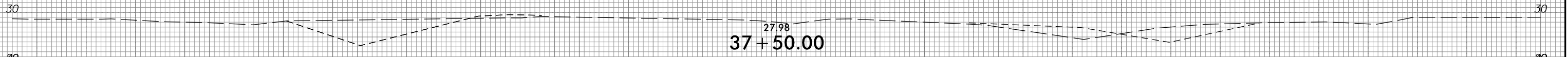
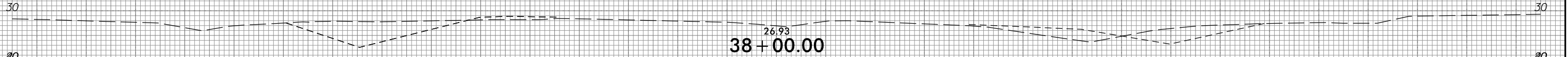
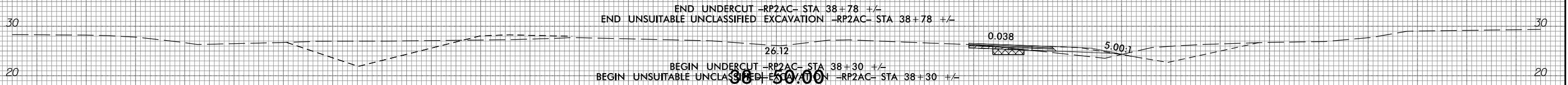
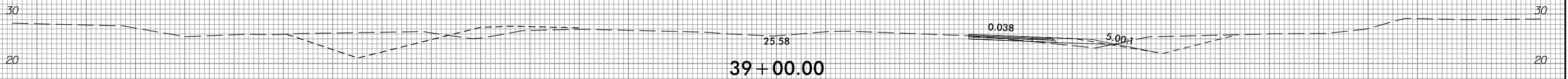
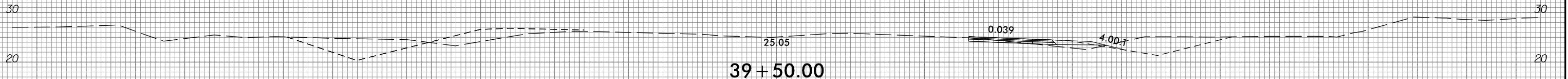
6/23/16



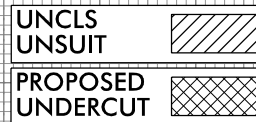
PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-400

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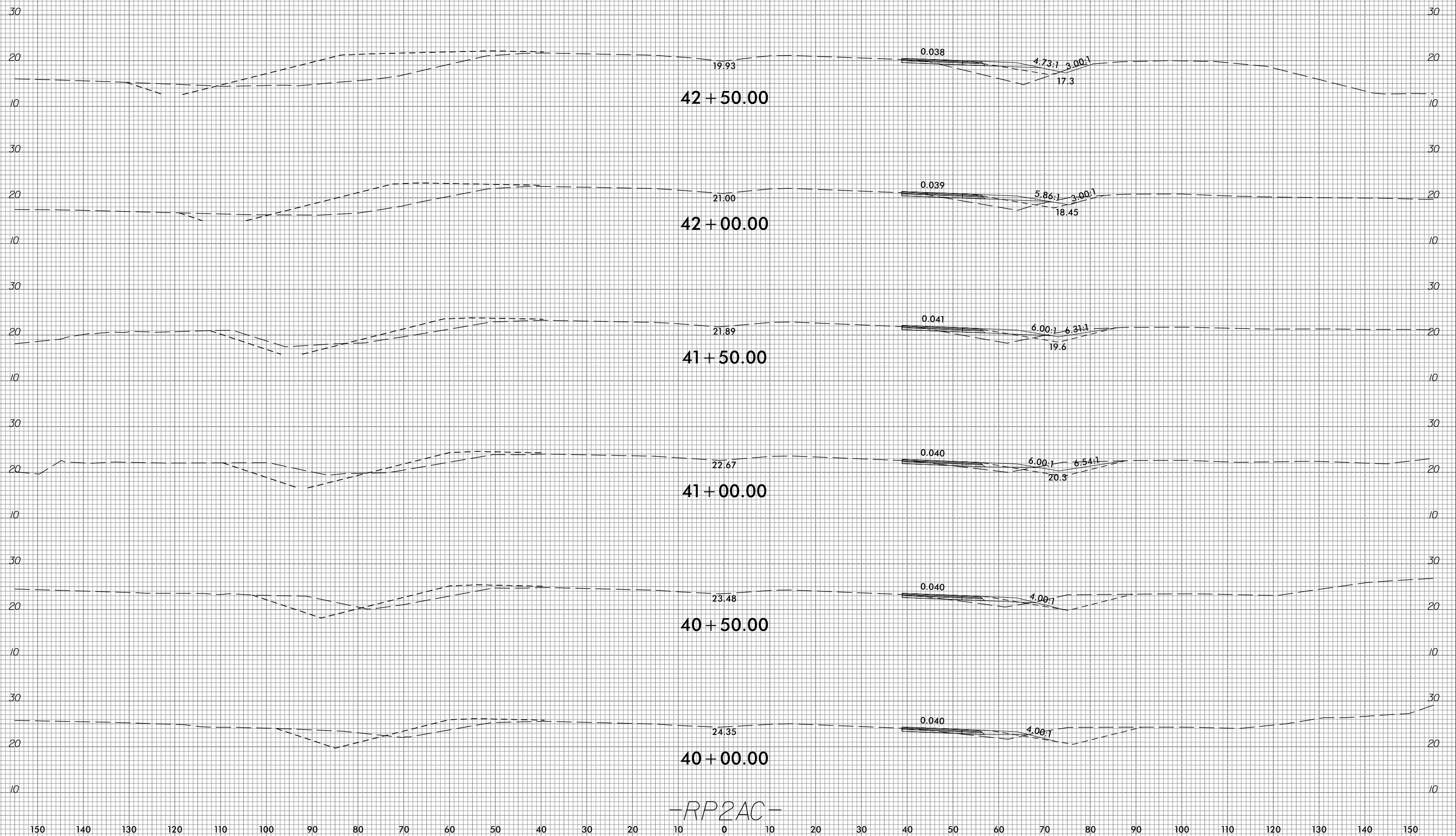
-RP2AC-



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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gncdlin

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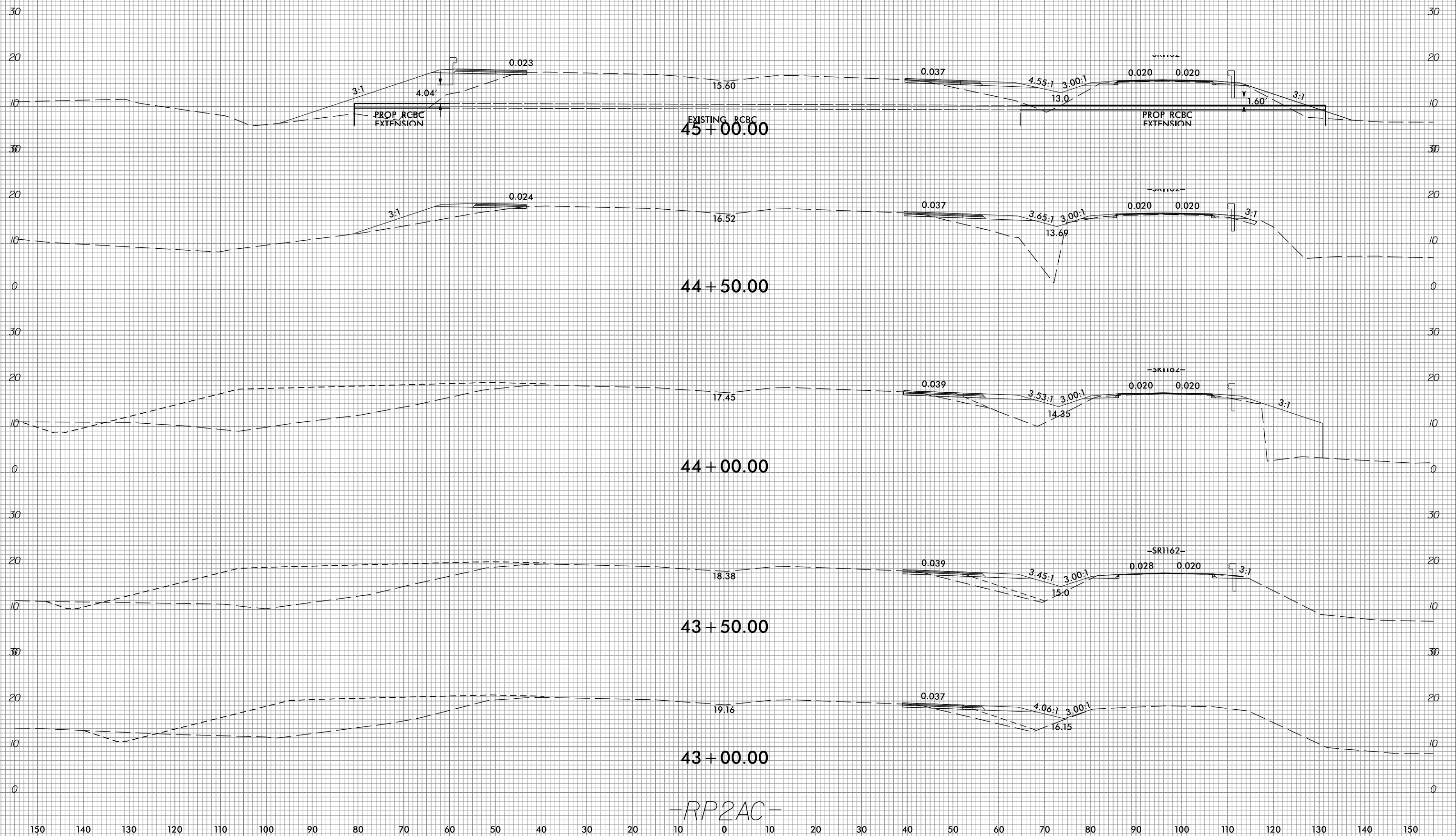
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-402

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-RP2AC-

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gncdlin

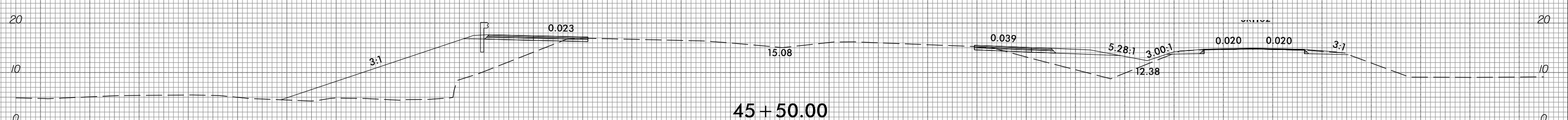
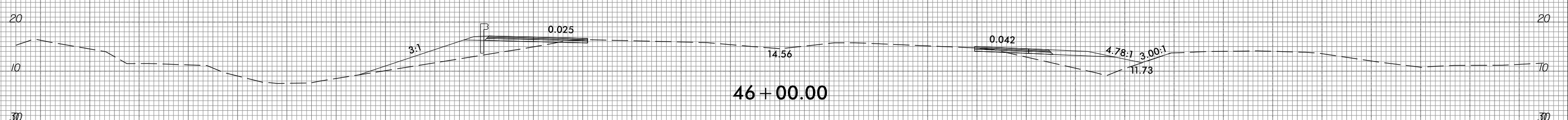
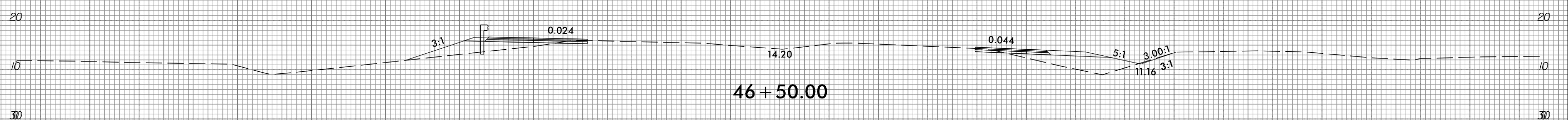
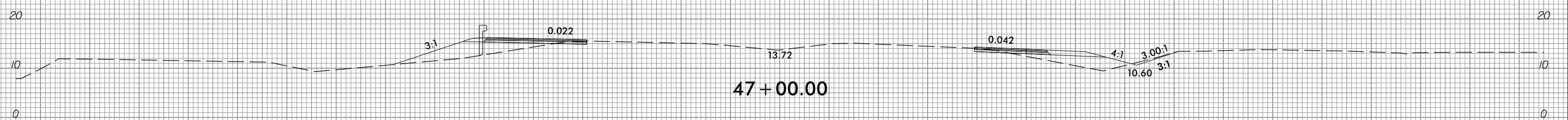
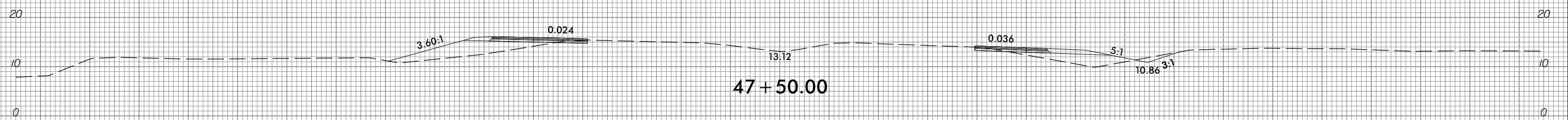
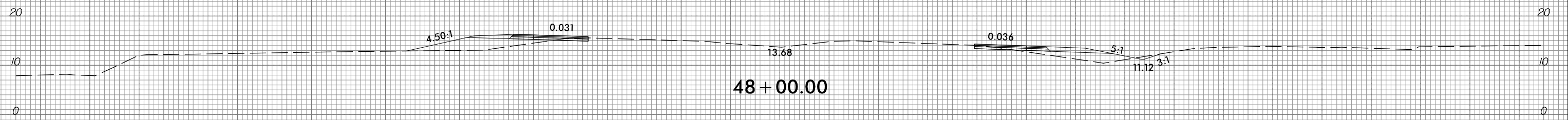
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-403

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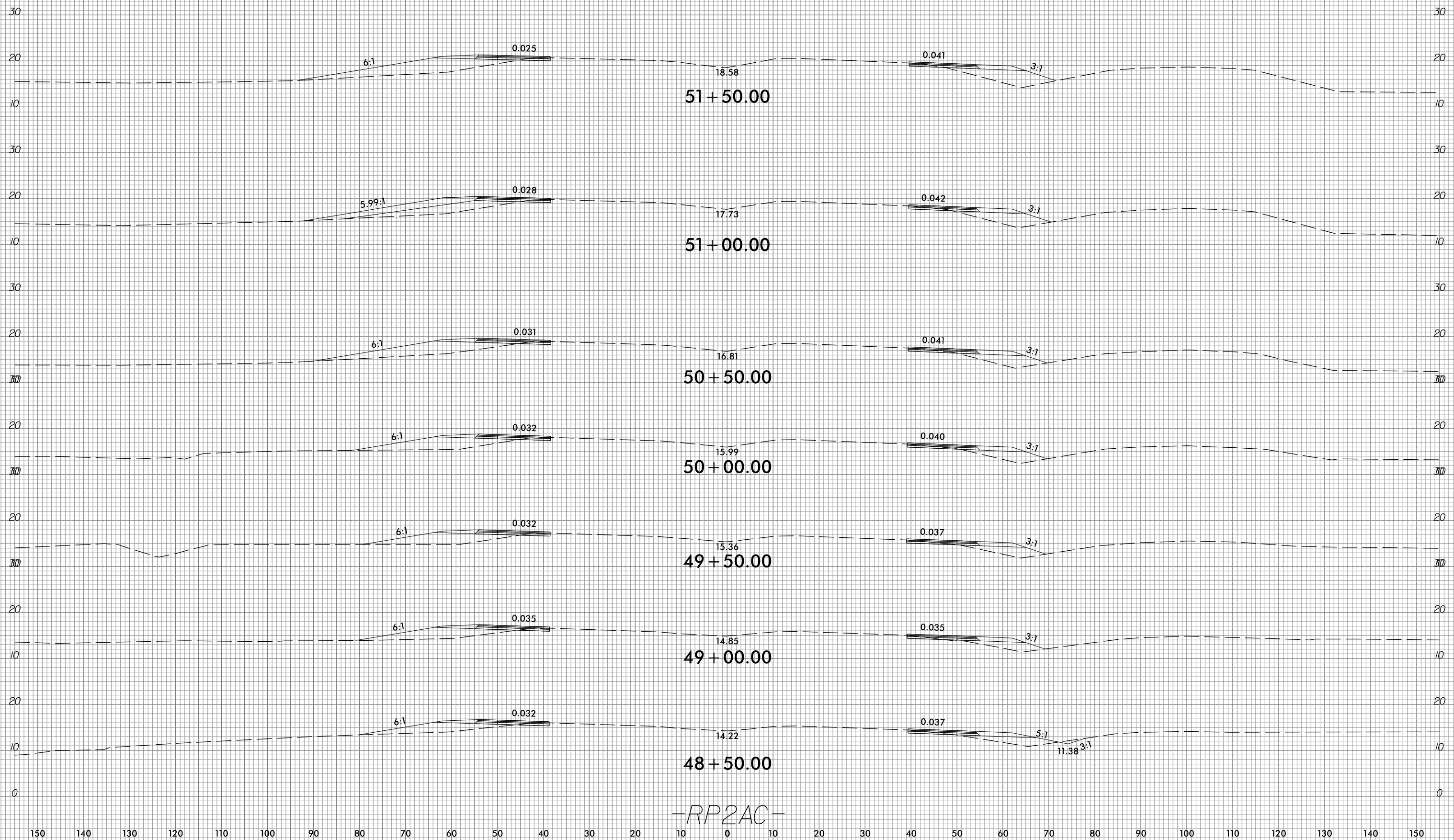
RP2AC

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



-RP2AC-

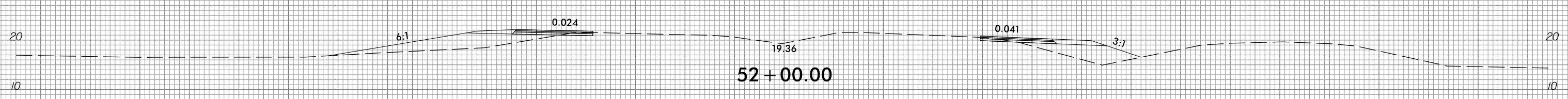
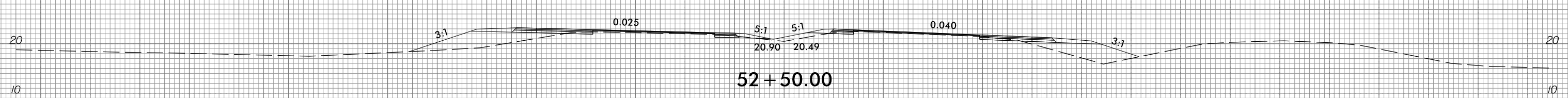
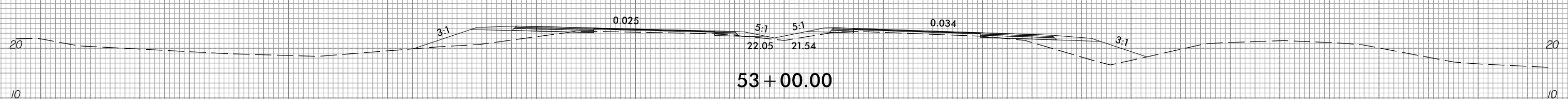
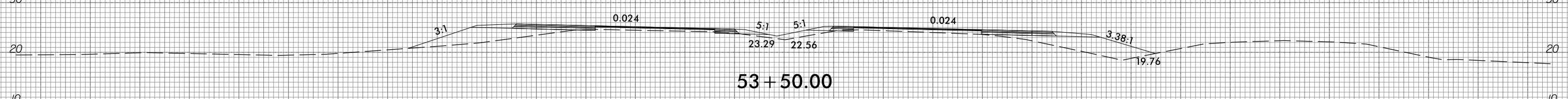
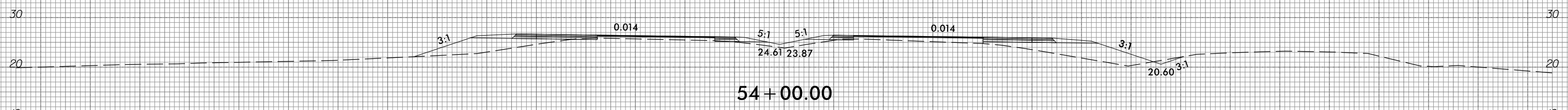
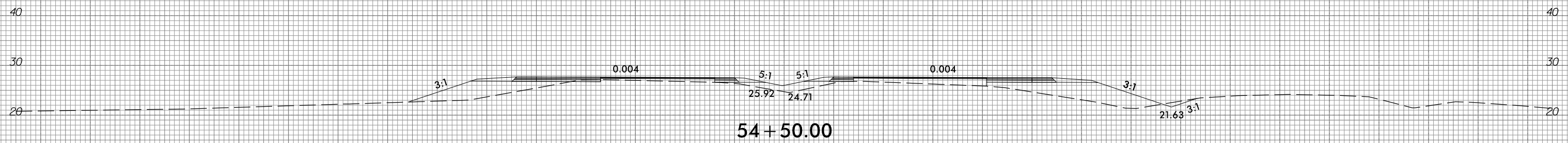
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-405

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-RP2AC-

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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gncdjin





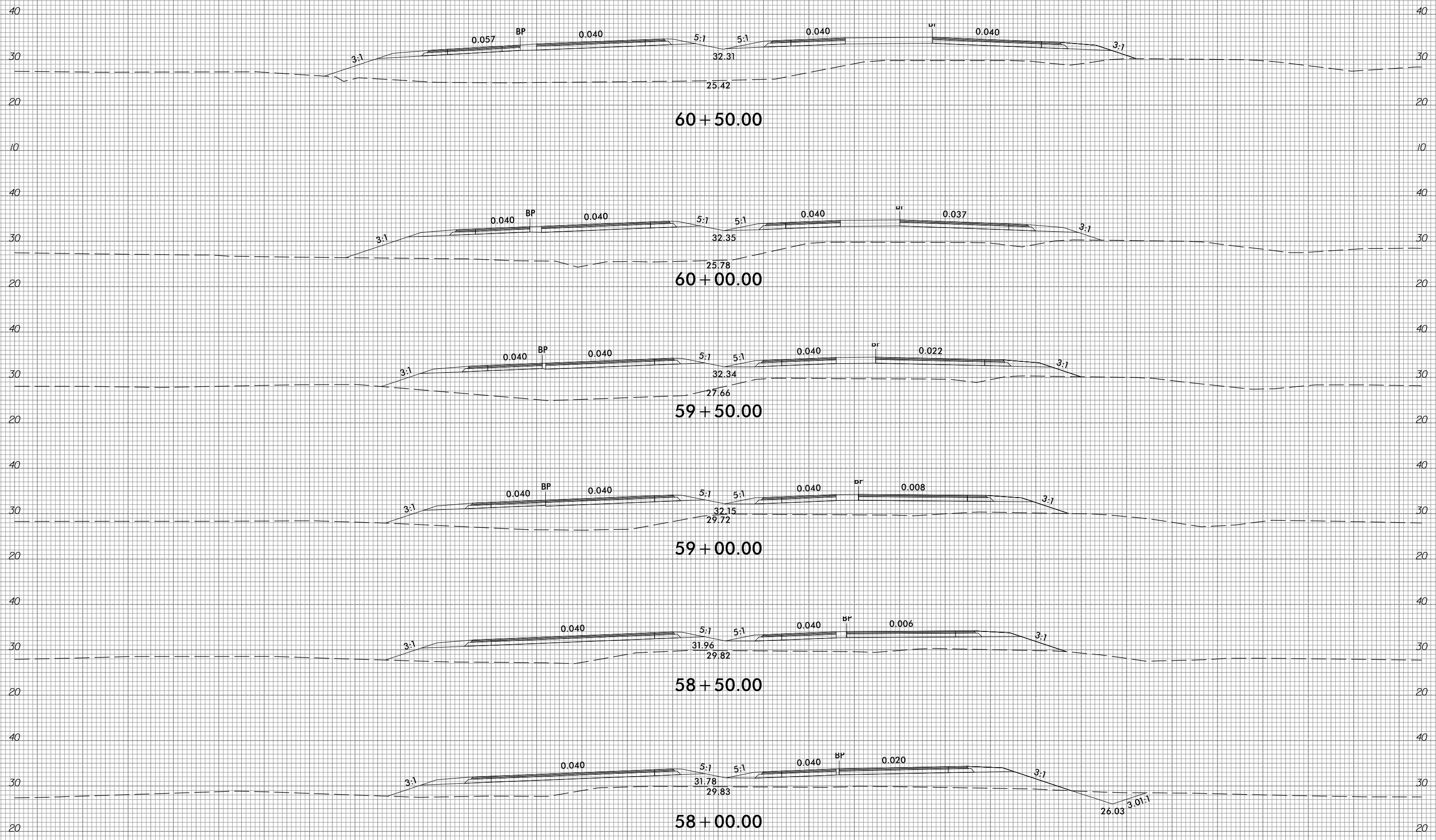
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-407

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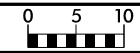


-RP2AC-

I:\2018-19\1729-02\CADD\1015\Roadway\XSC\1015\_xp1\_RP2AC.dgn  
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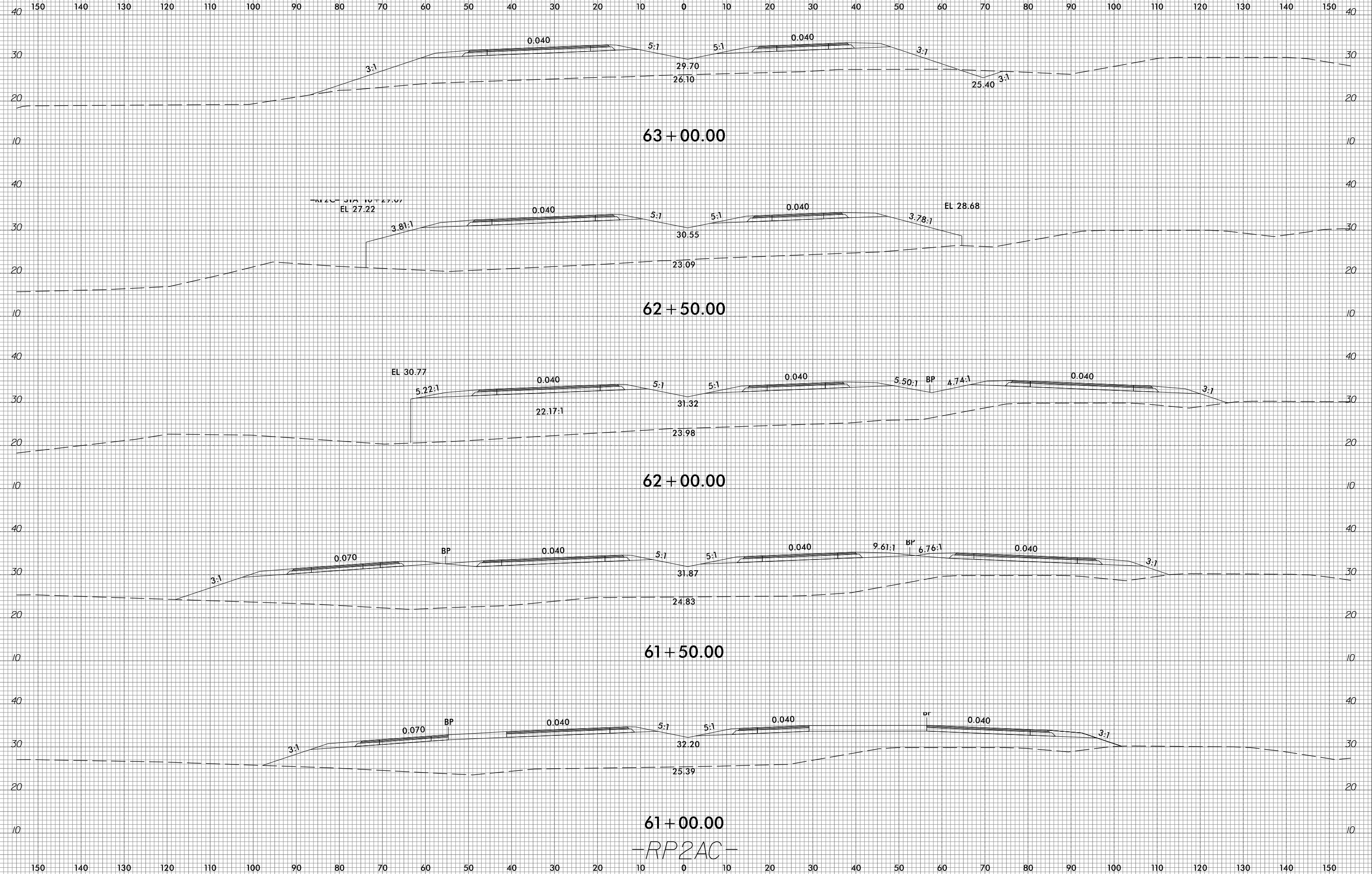
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6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-408



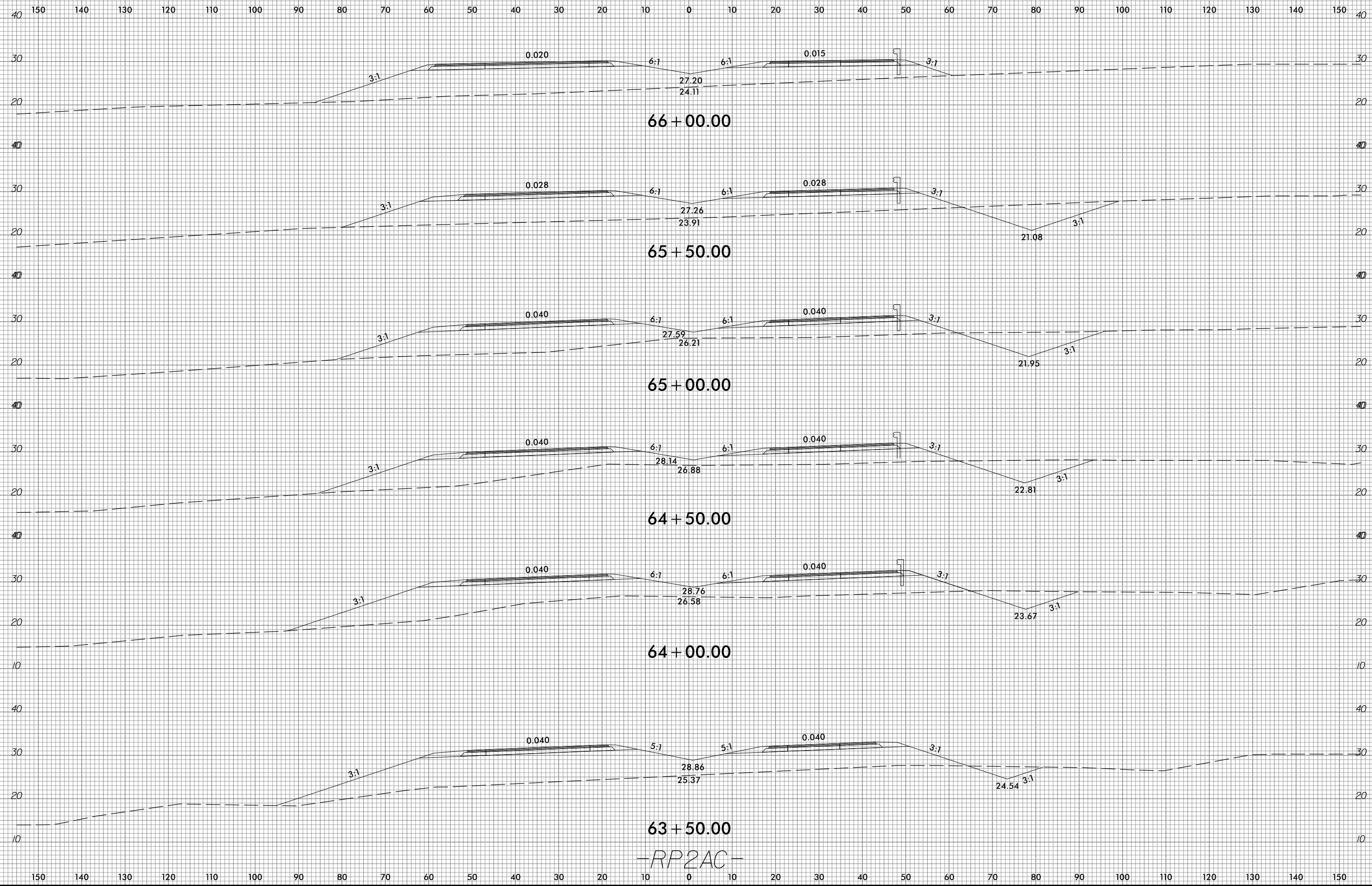
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gmc311

6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-409



RP2AC

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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

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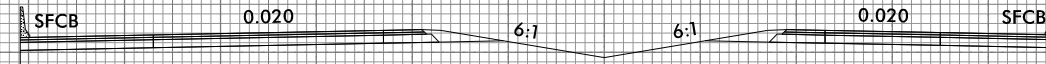
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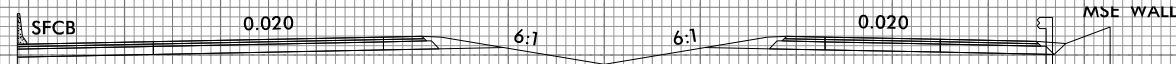
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10 10

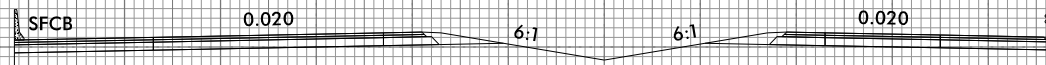
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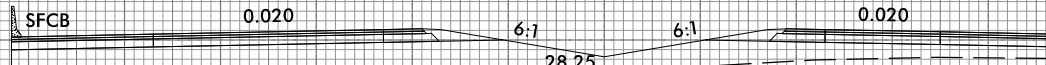
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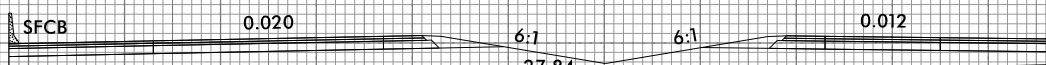
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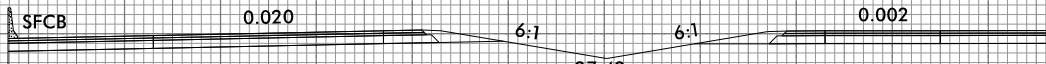
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67+50.00



67+00.00



66+50.00

-RP2AC-

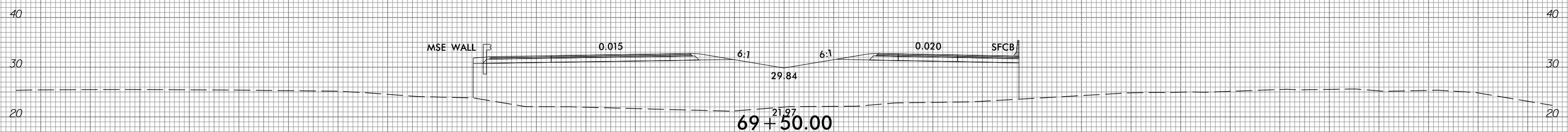
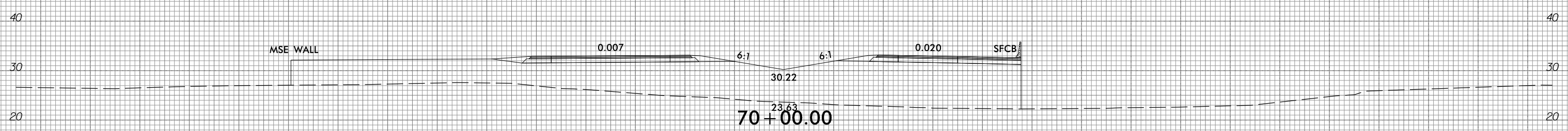
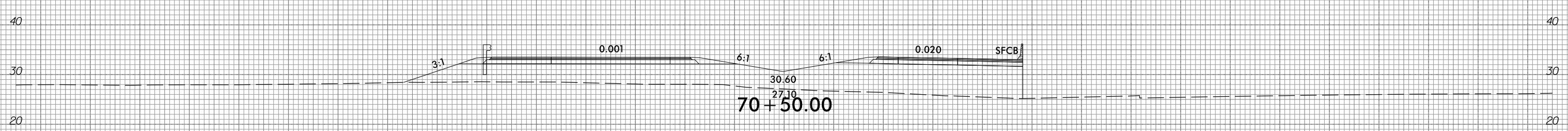
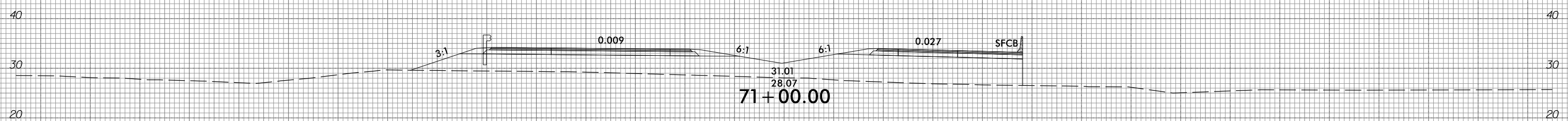
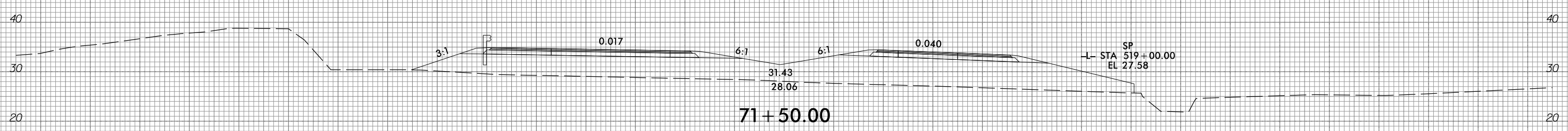
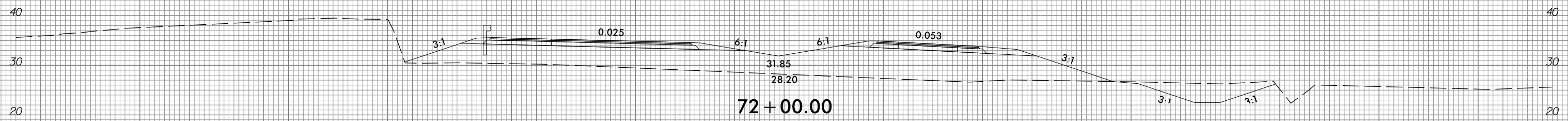
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-411

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-RP2AC-

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

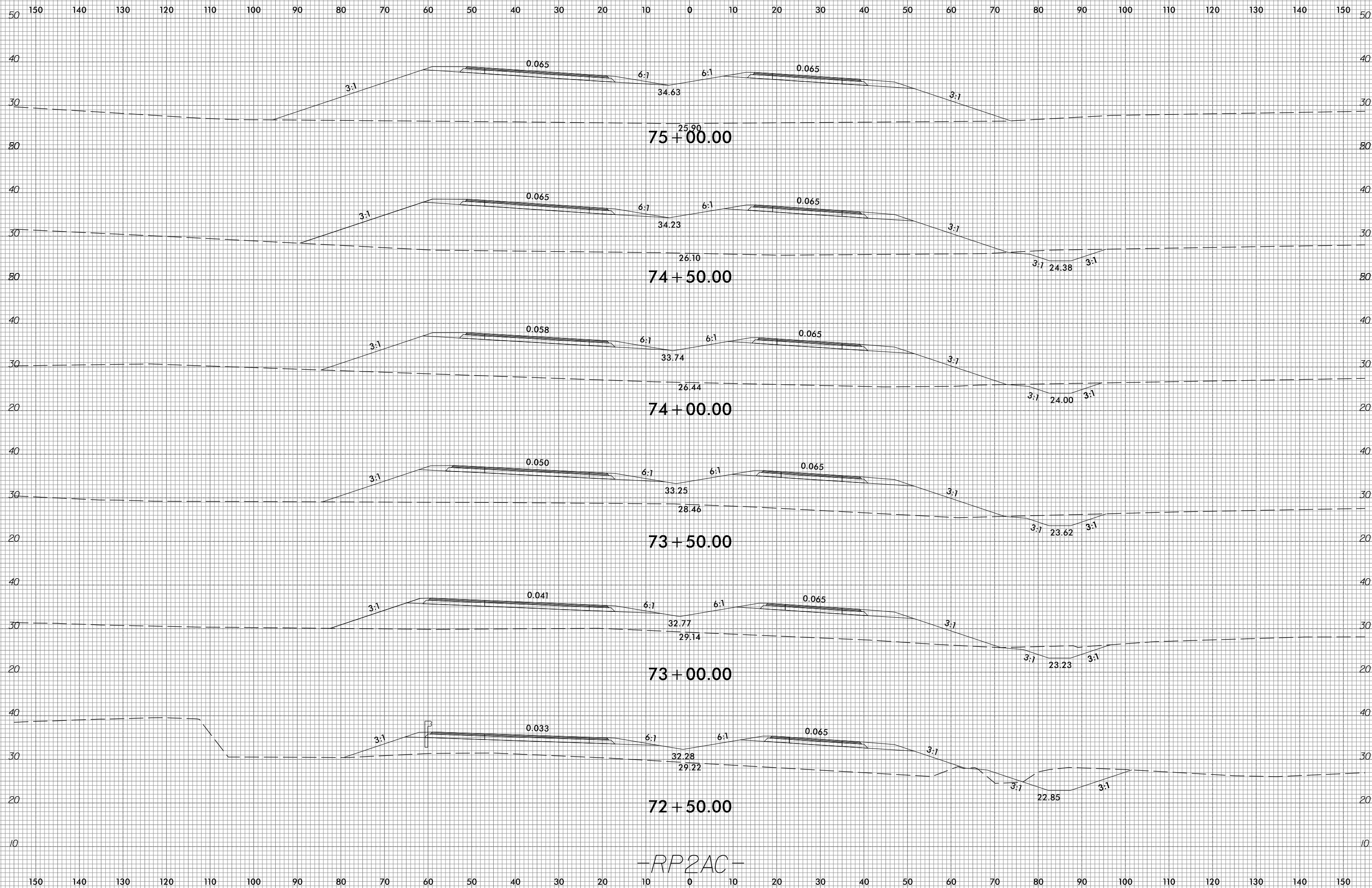
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PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-412



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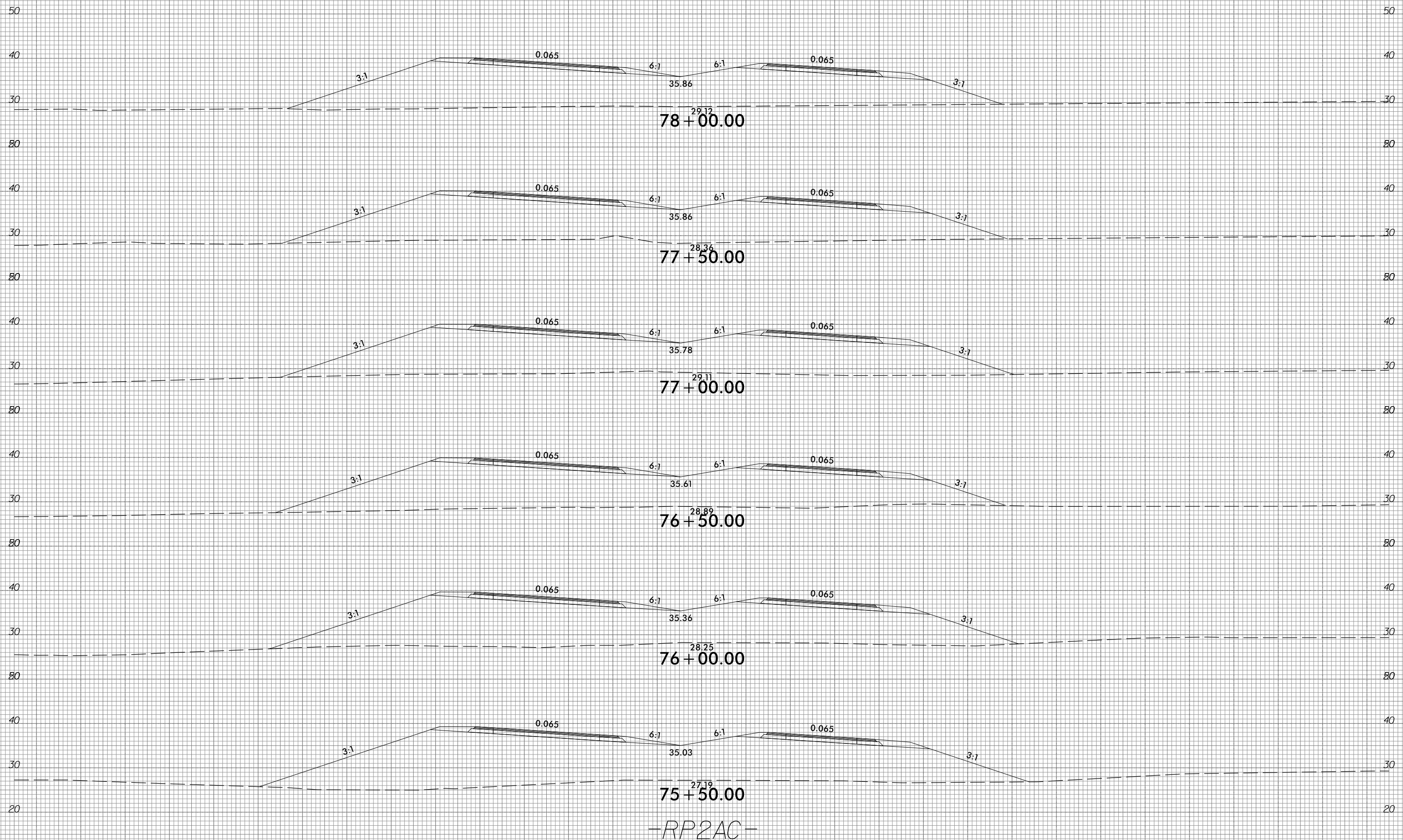
RP2AC

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-413

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



-RP2AC-

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 gncdlin

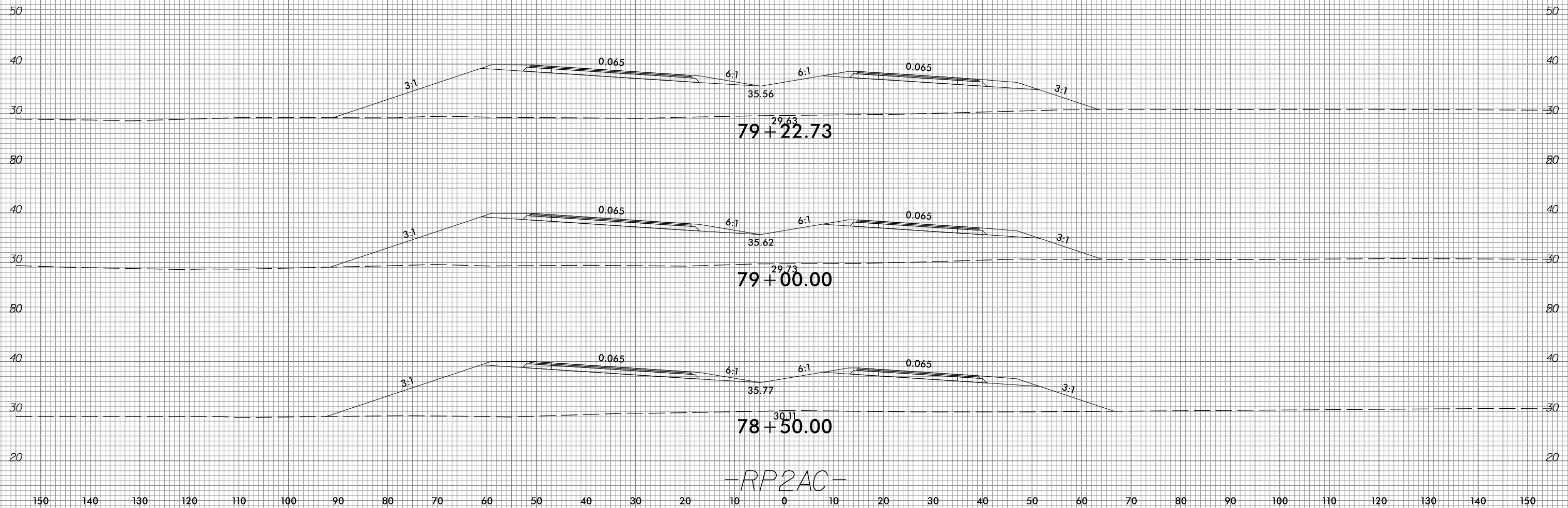
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-414

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-RP2AC-

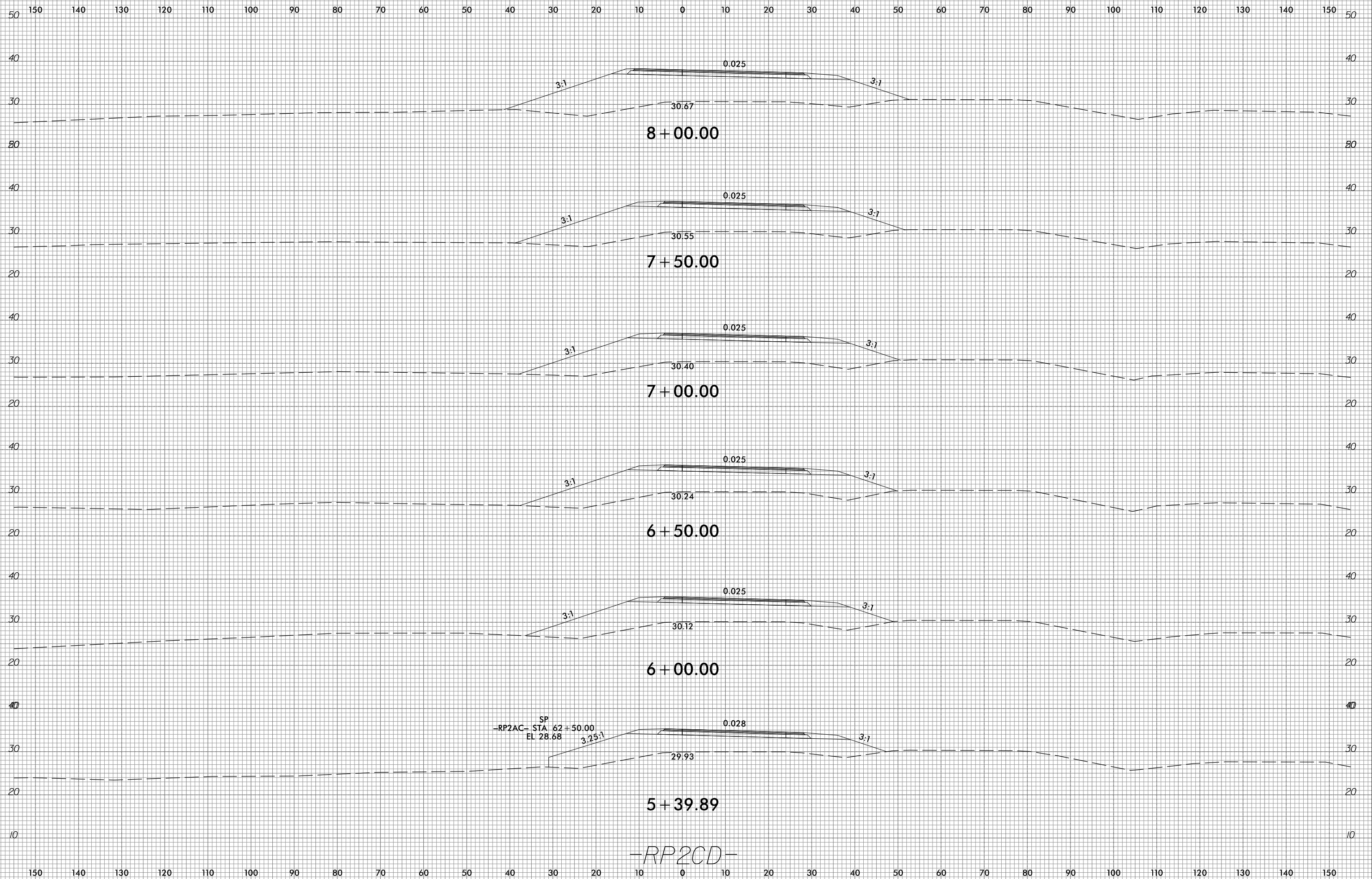
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gncdlin



6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-415

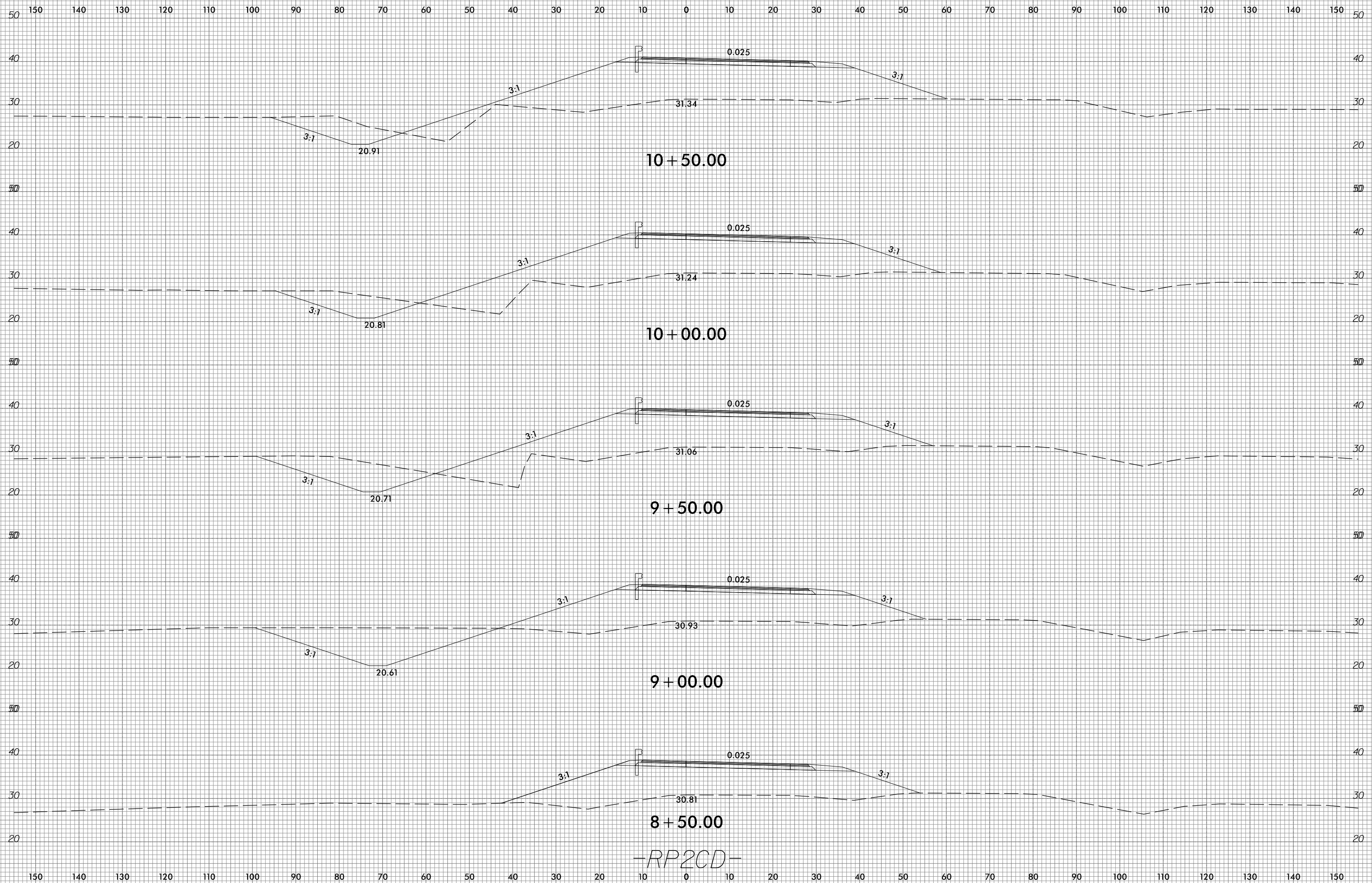


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gncdlin

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-1015	X-416

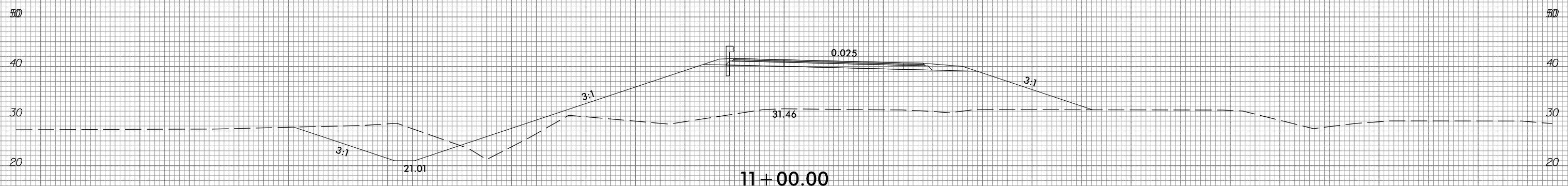
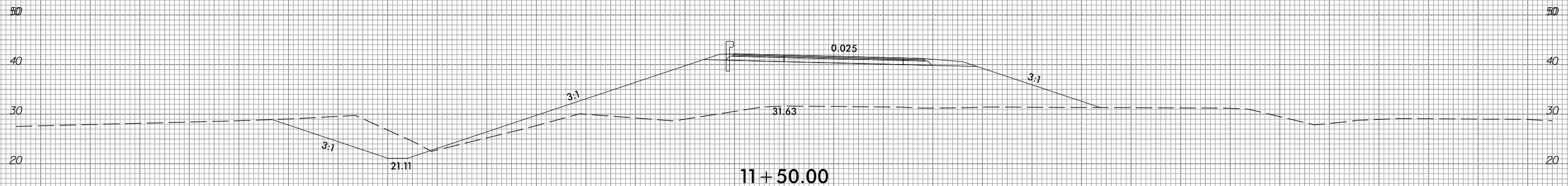
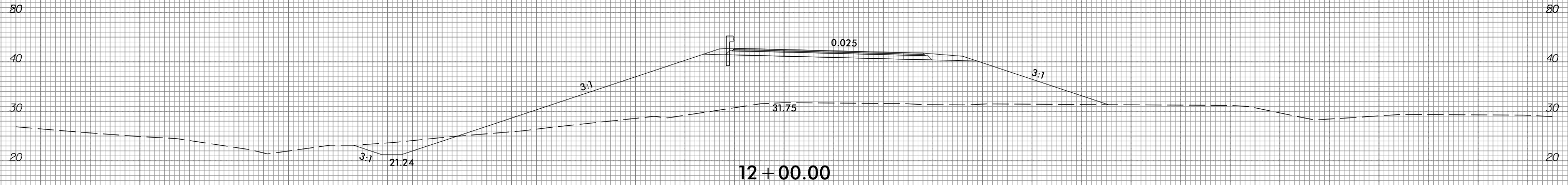
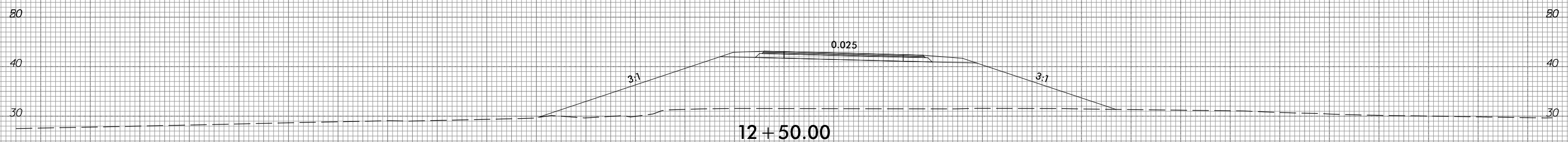
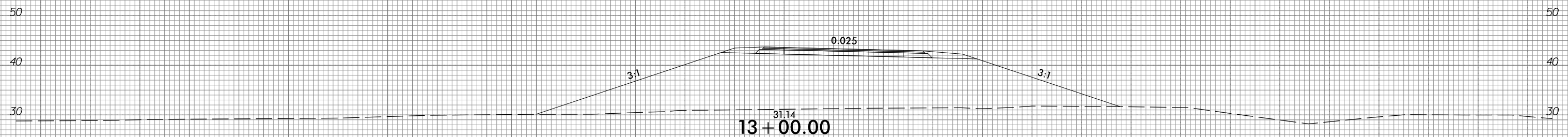


-RP2CD-

10/31/2018  
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gncdlin



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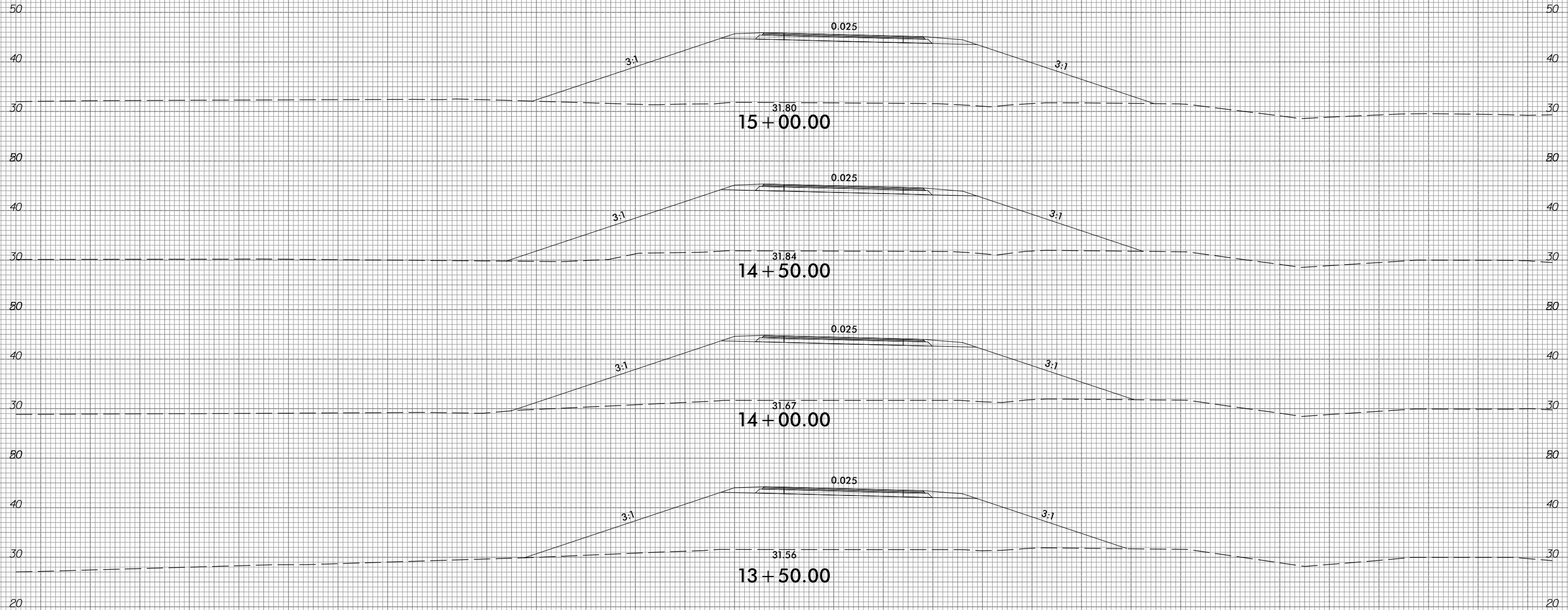


-RP2CD-

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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

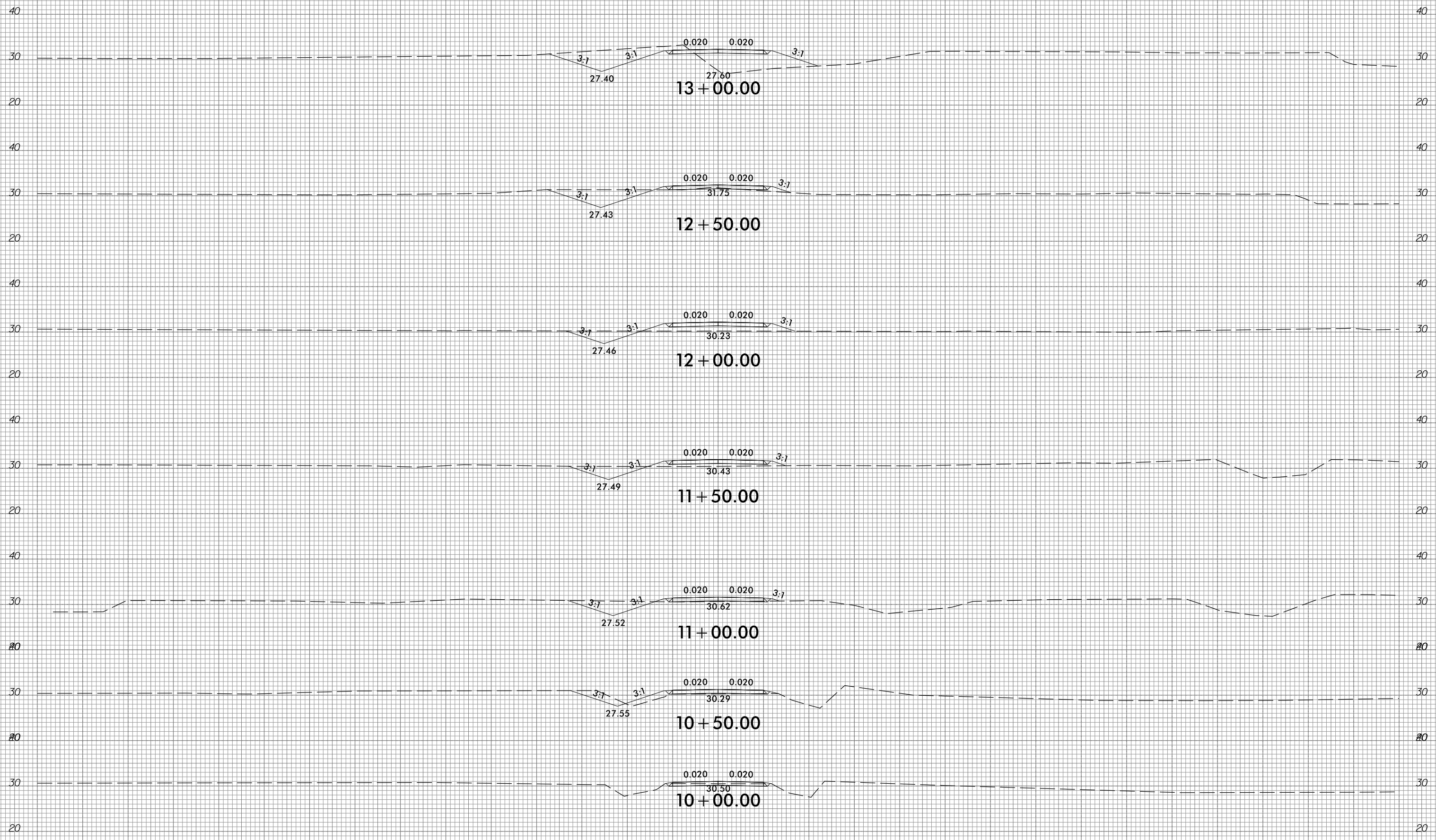


-RP2CD-

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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



-DRI-

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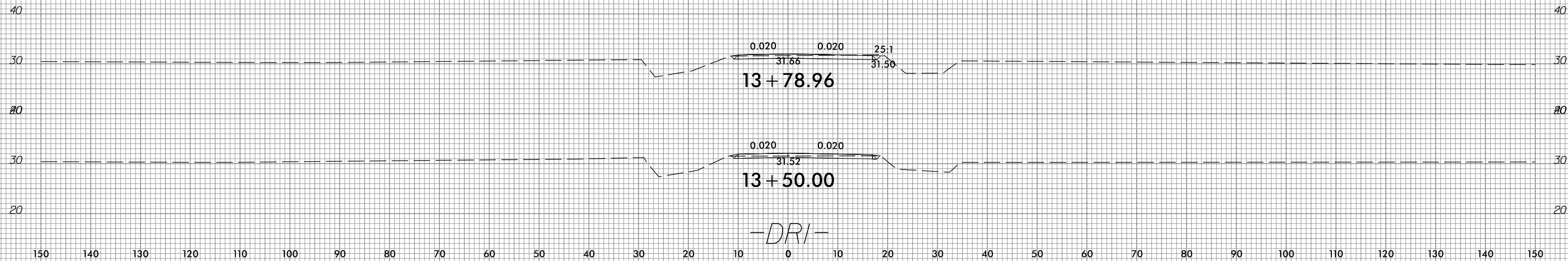
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-420

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gncdlin

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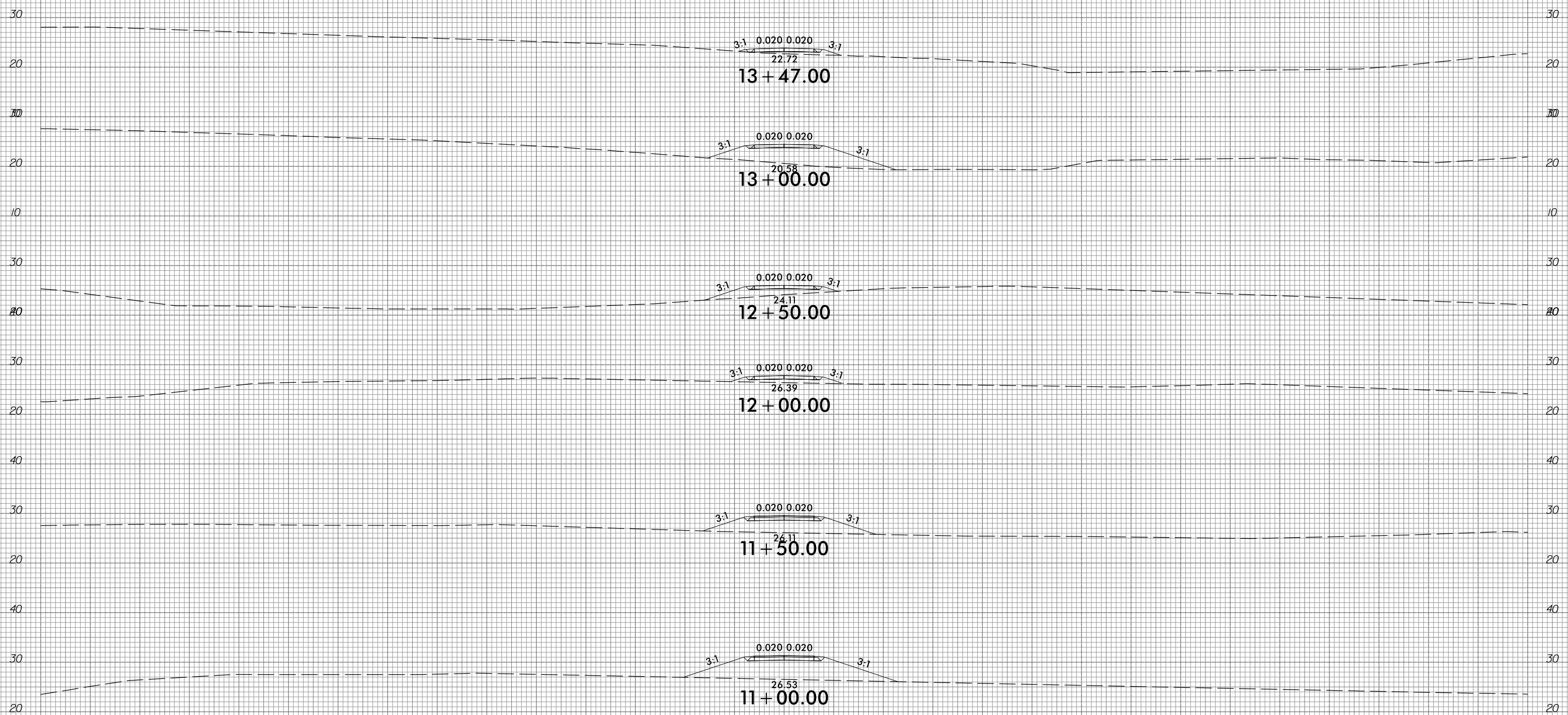
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-421

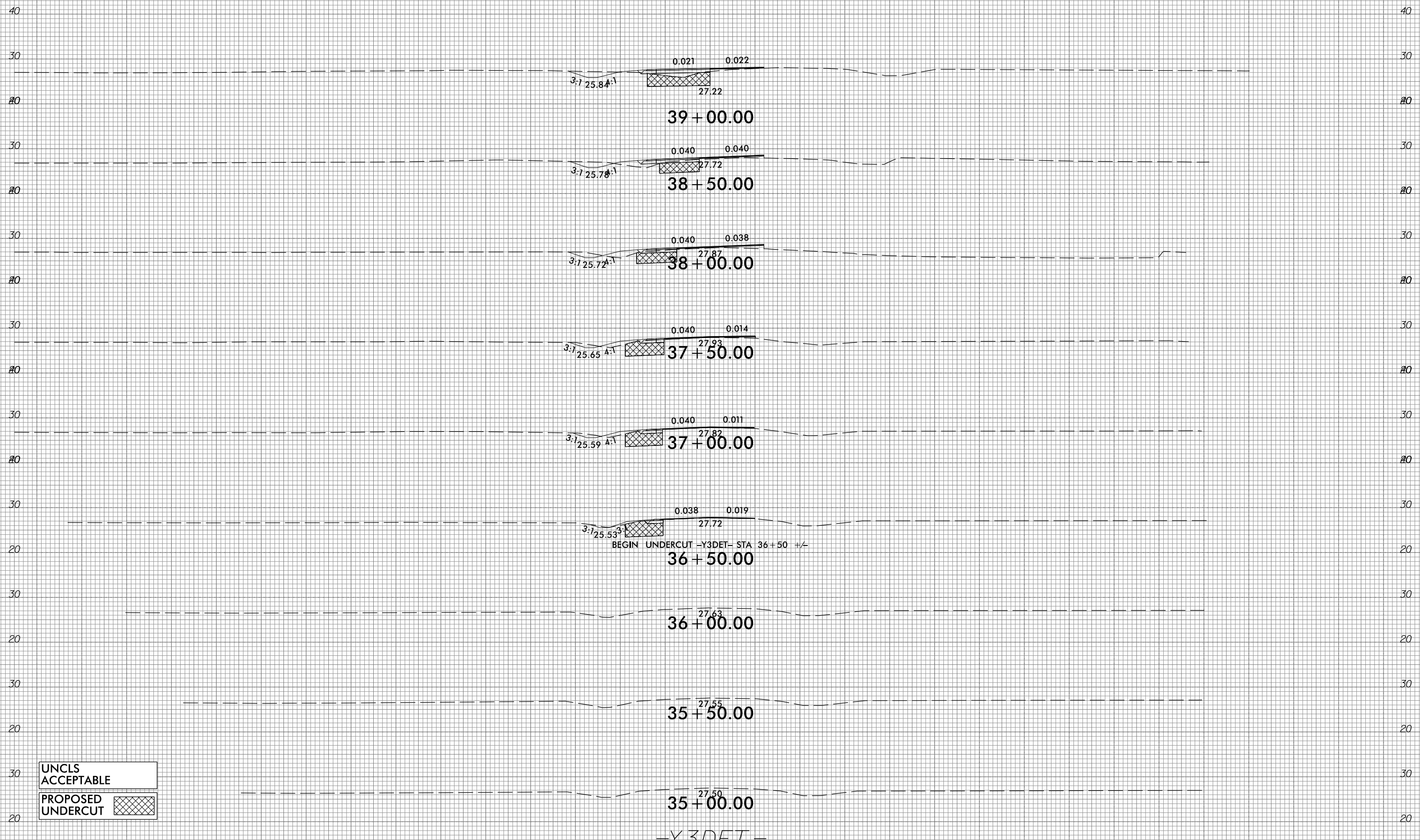
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-G/2-

10/31/2018  
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gncdlin

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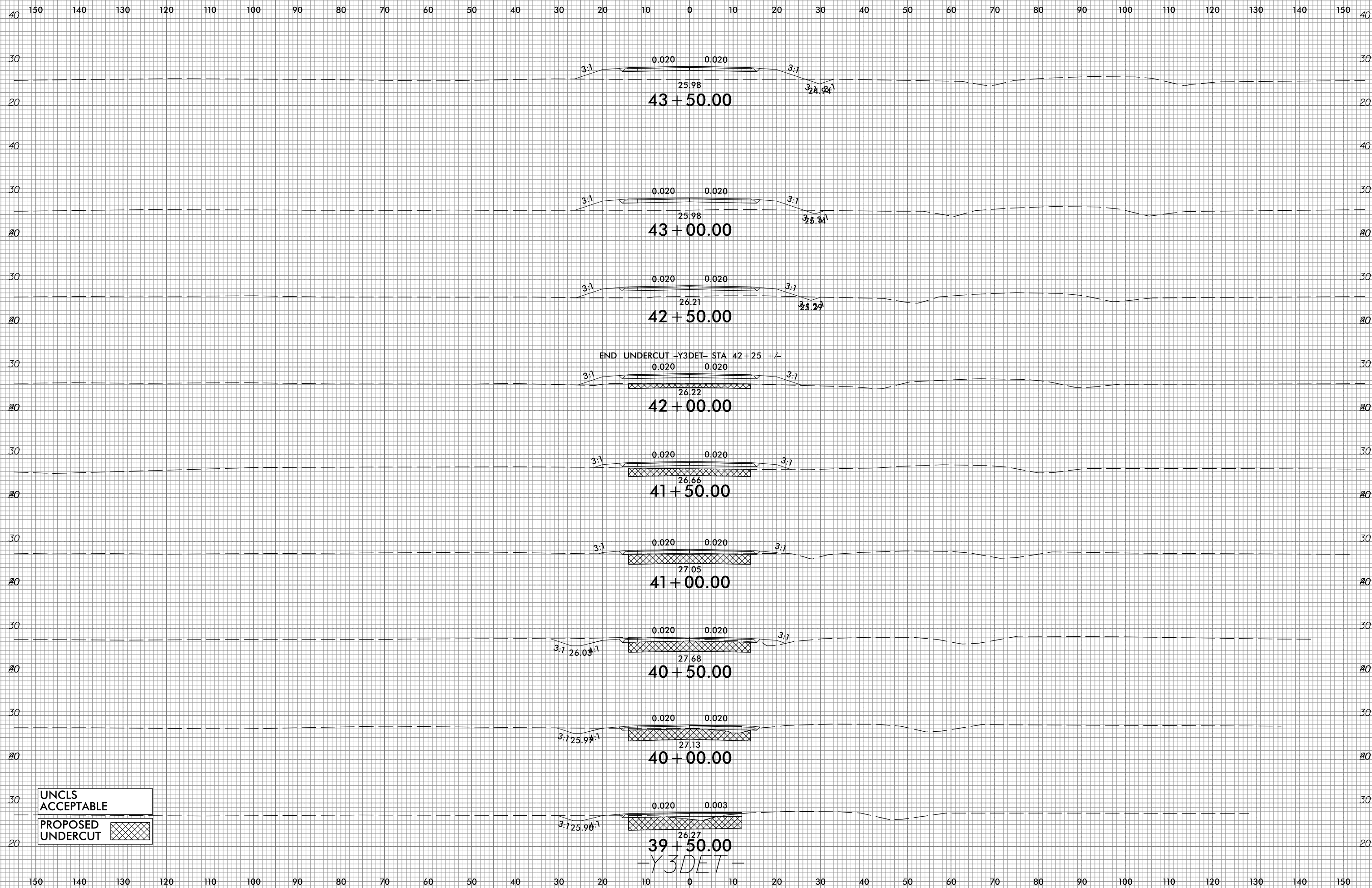


UNCLS  
ACCEPTABLE

PROPOSED  
UNDERCUT

-Y3DET-





UNCLS  
ACCEPTABLE

PROPOSED  
UNDERCUT



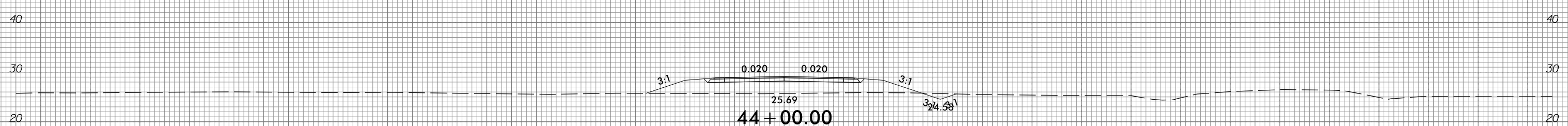
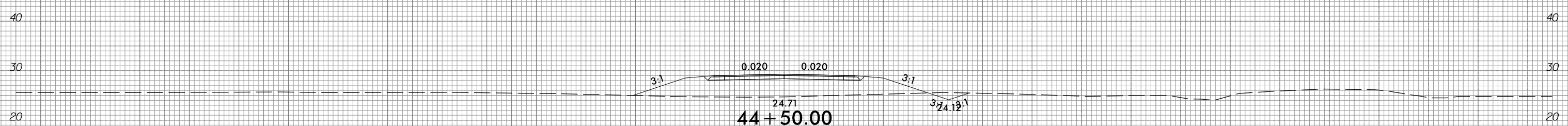
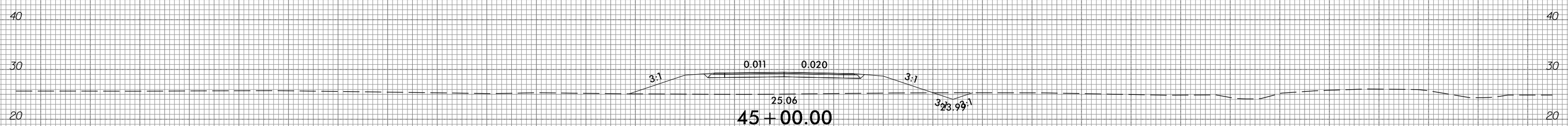
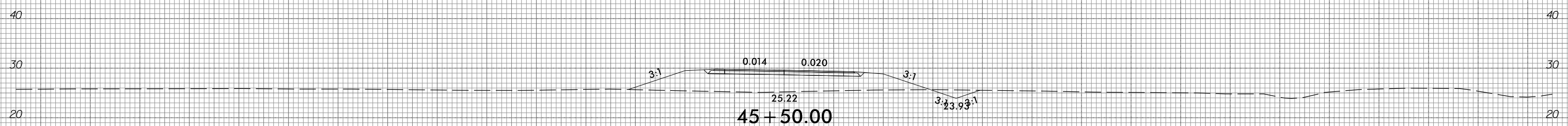
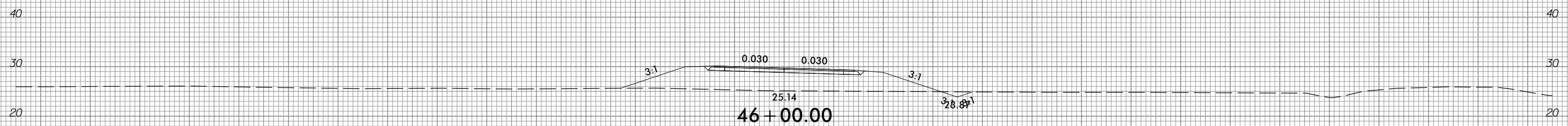
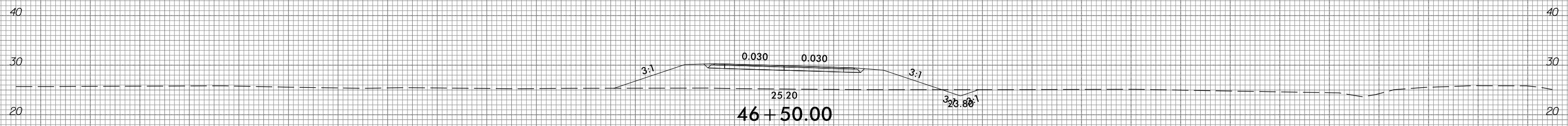
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-424

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-Y3DET-

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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gncdlin

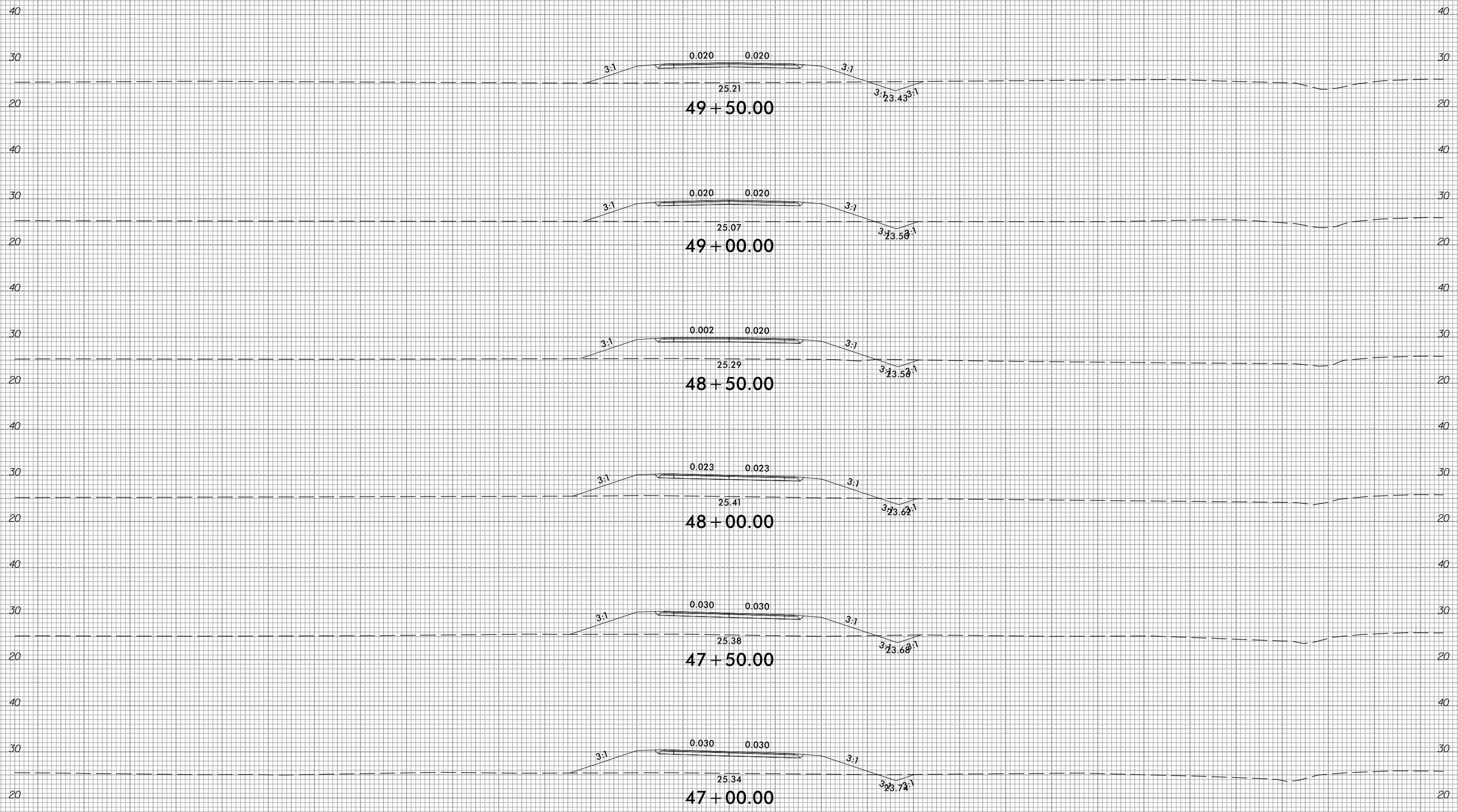
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-425

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-Y3DET-

10/31/2018  
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gncdlin

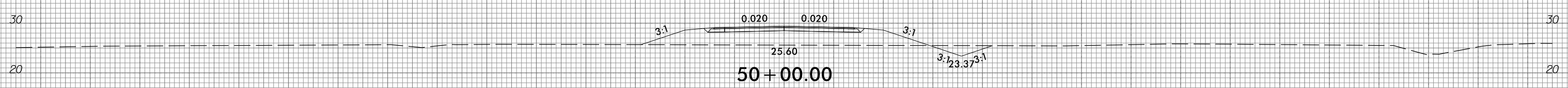
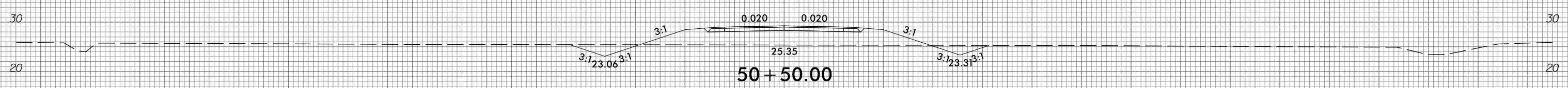
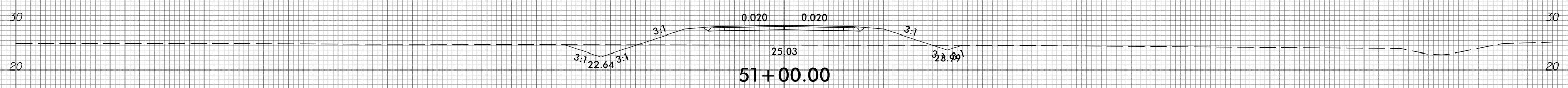
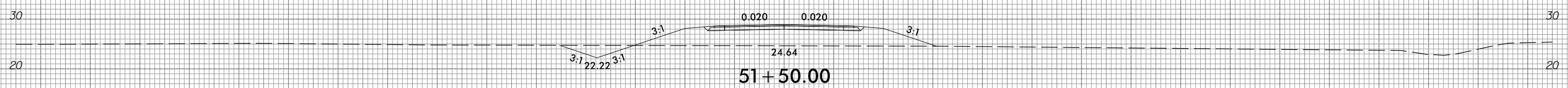
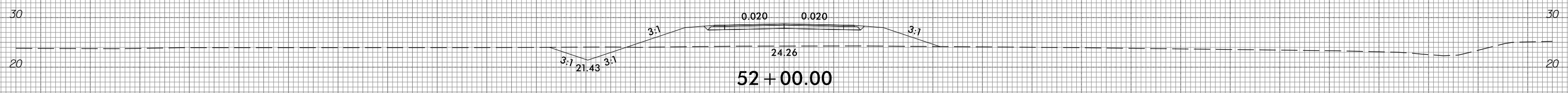
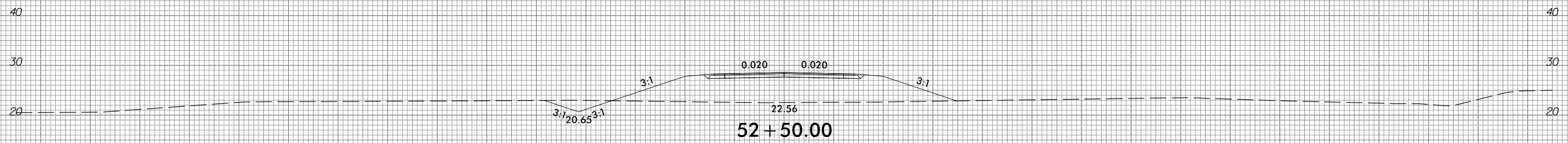
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-426

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-Y3DET-

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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gncdlin

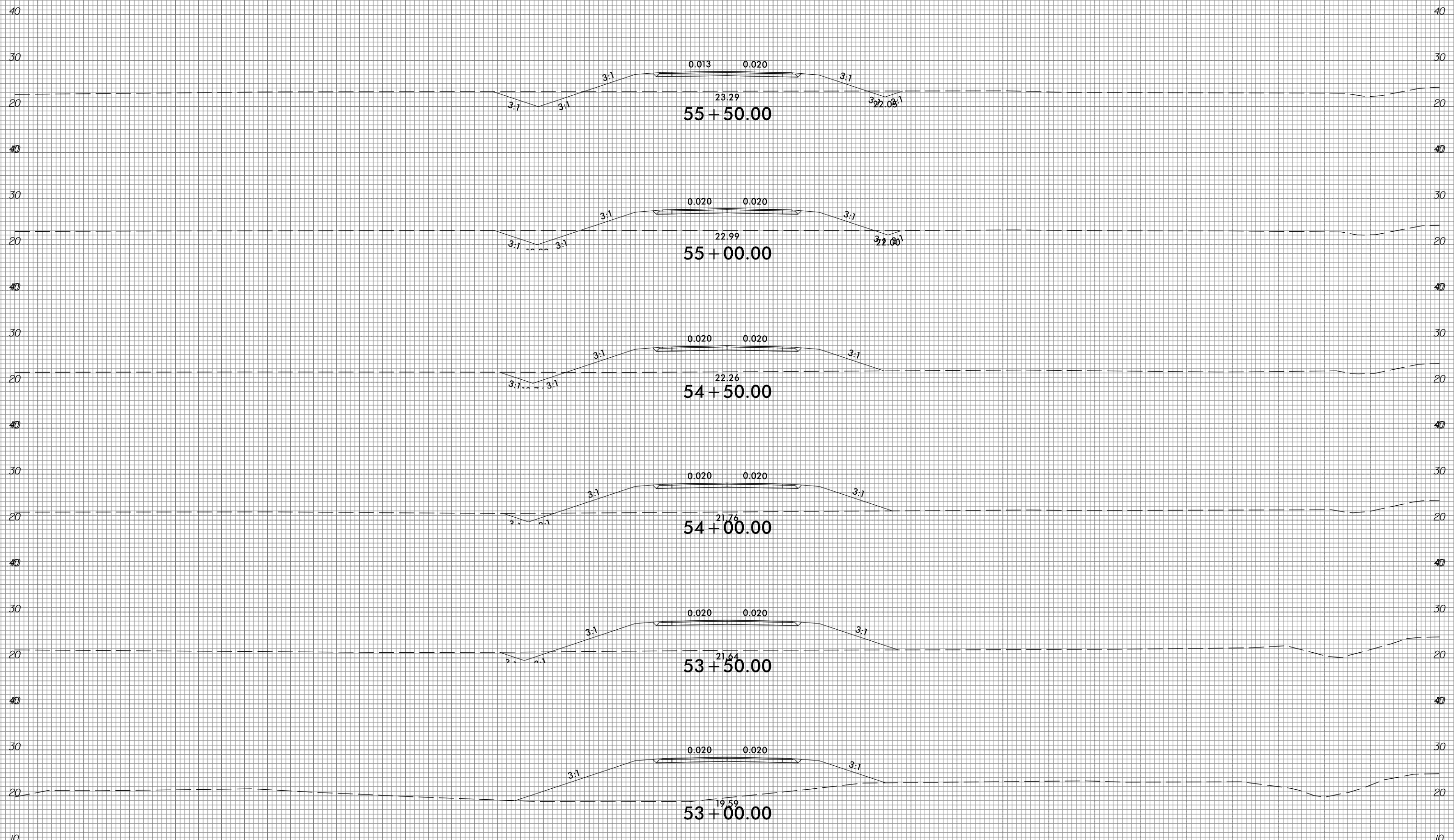
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-427

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-Y3DET-

10/31/2018  
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gncdlin

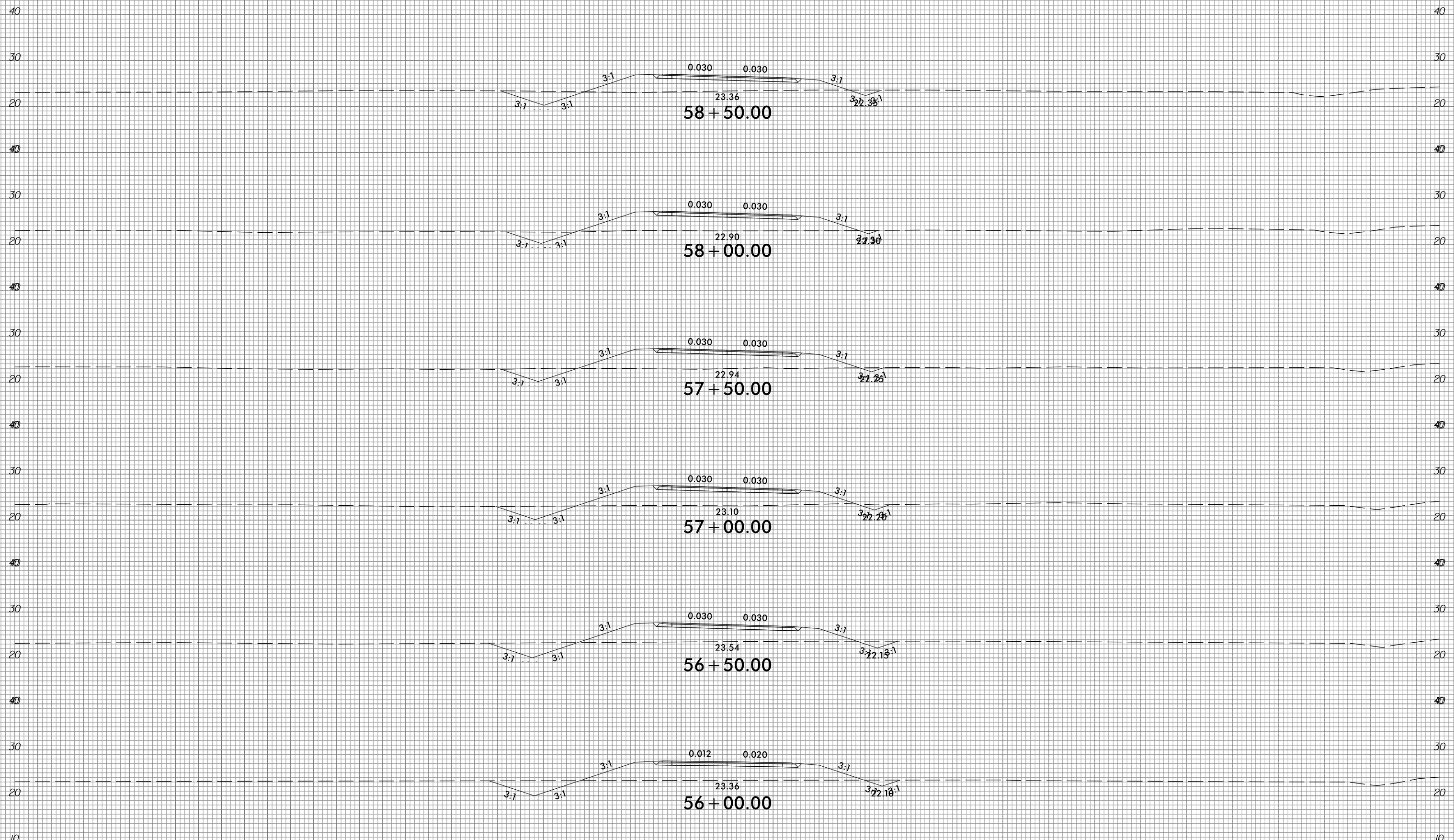
6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-428

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58 + 50.00

58 + 00.00

57 + 50.00

57 + 00.00

56 + 50.00

56 + 00.00

-Y3DET-

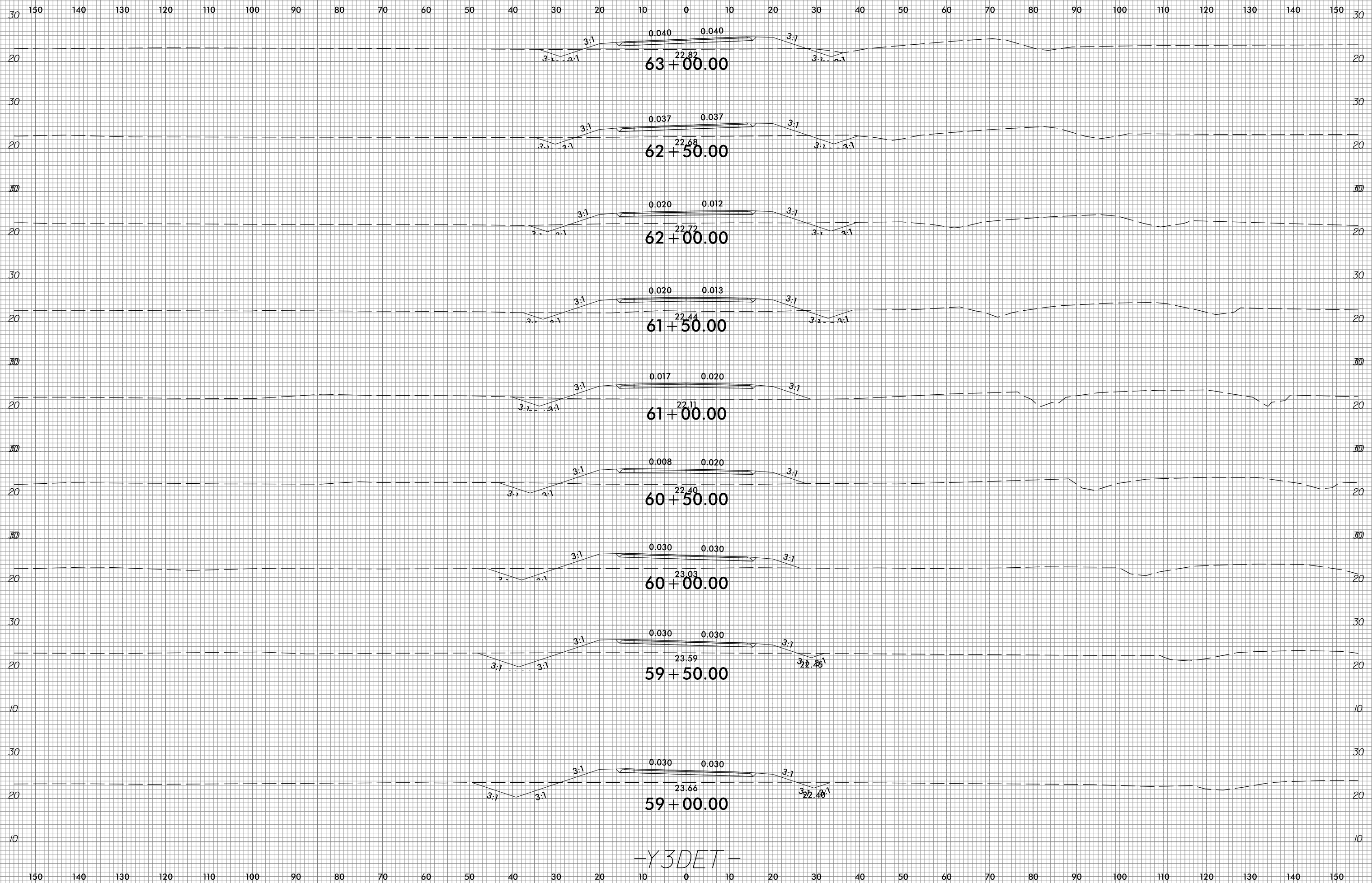
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gncdlin

6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-429



-Y3DET-

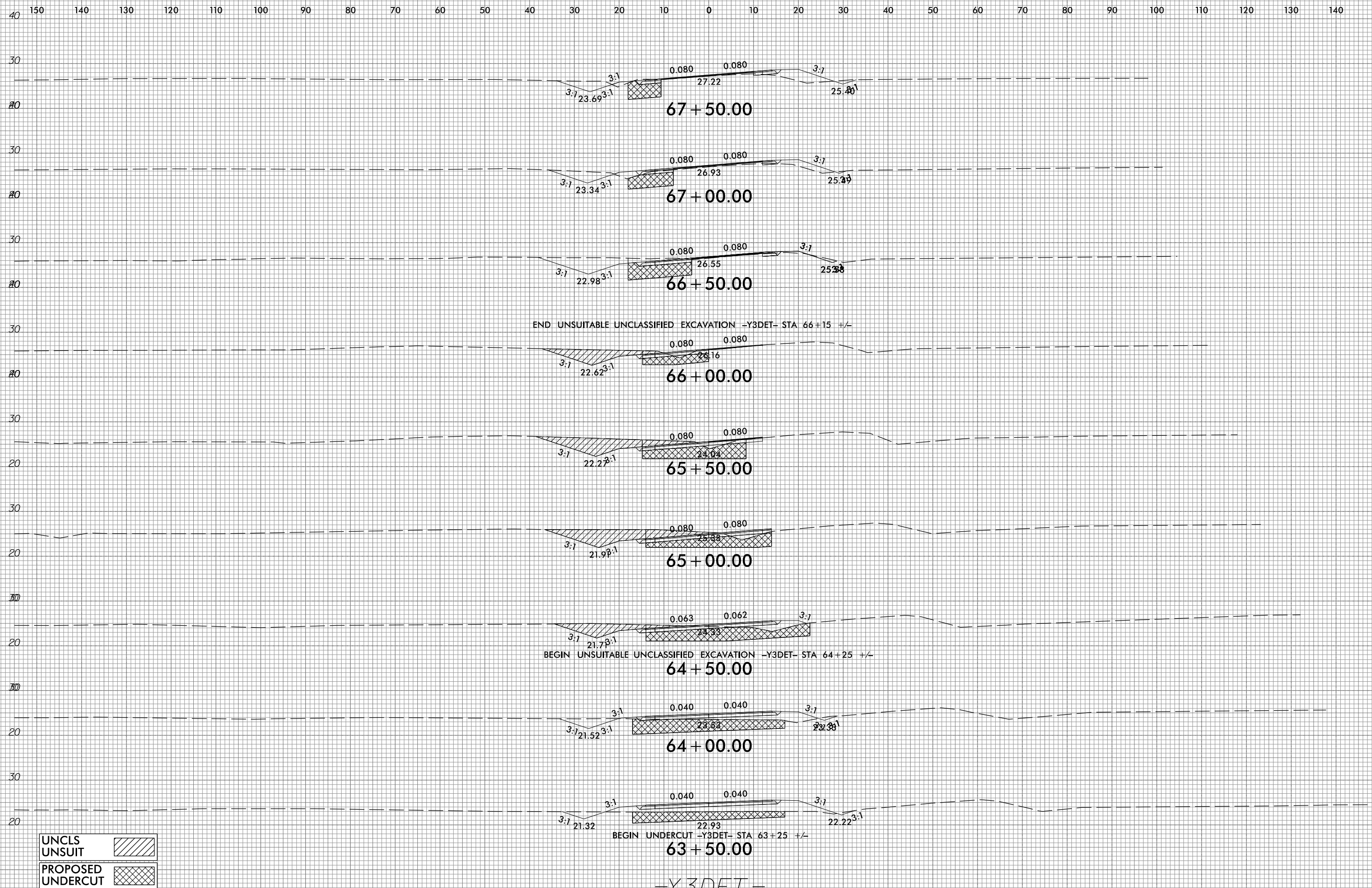
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gncdlin

6/23/16



PROJ. REFERENCE NO.  
R-1015

SHEET NO.  
X-430



END UNSUITABLE UNCLASSIFIED EXCAVATION -Y3DET- STA 66+15 +/-

BEGIN UNSUITABLE UNCLASSIFIED EXCAVATION -Y3DET- STA 64+25 +/-

BEGIN UNDERCUT -Y3DET- STA 63+25 +/-

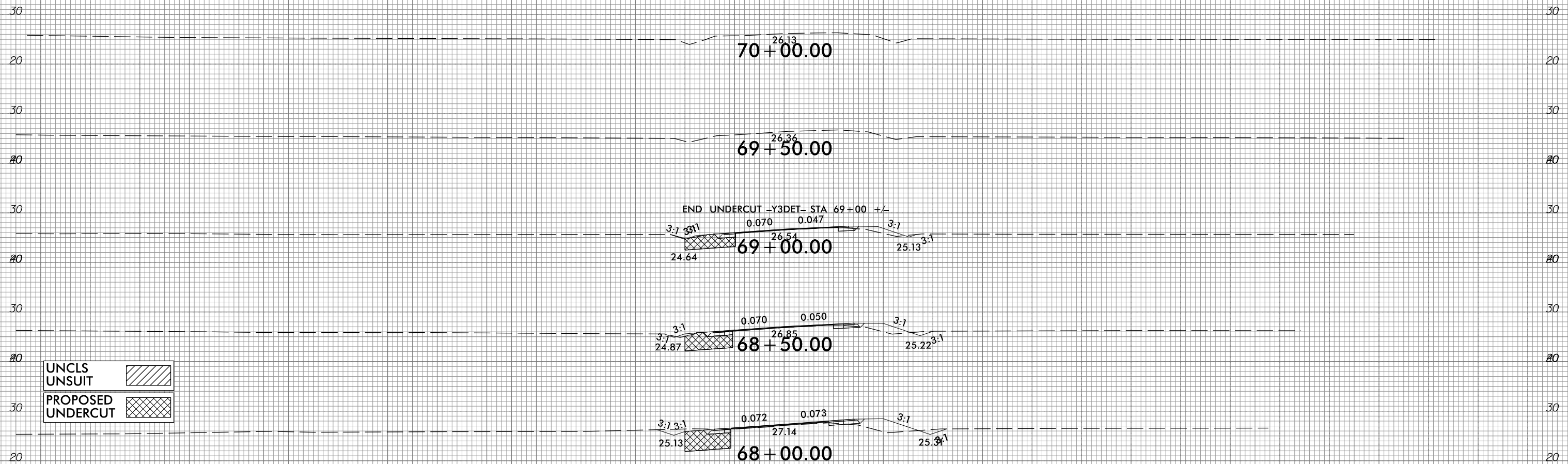
-Y3DET-

UNCLS UNSUIT	
PROPOSED UNDERCUT	

10/31/2018  
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015\_xp1\_Y3DET.dgn  
gmc311



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



UNCLS UNSUIT	
PROPOSED UNDERCUT	

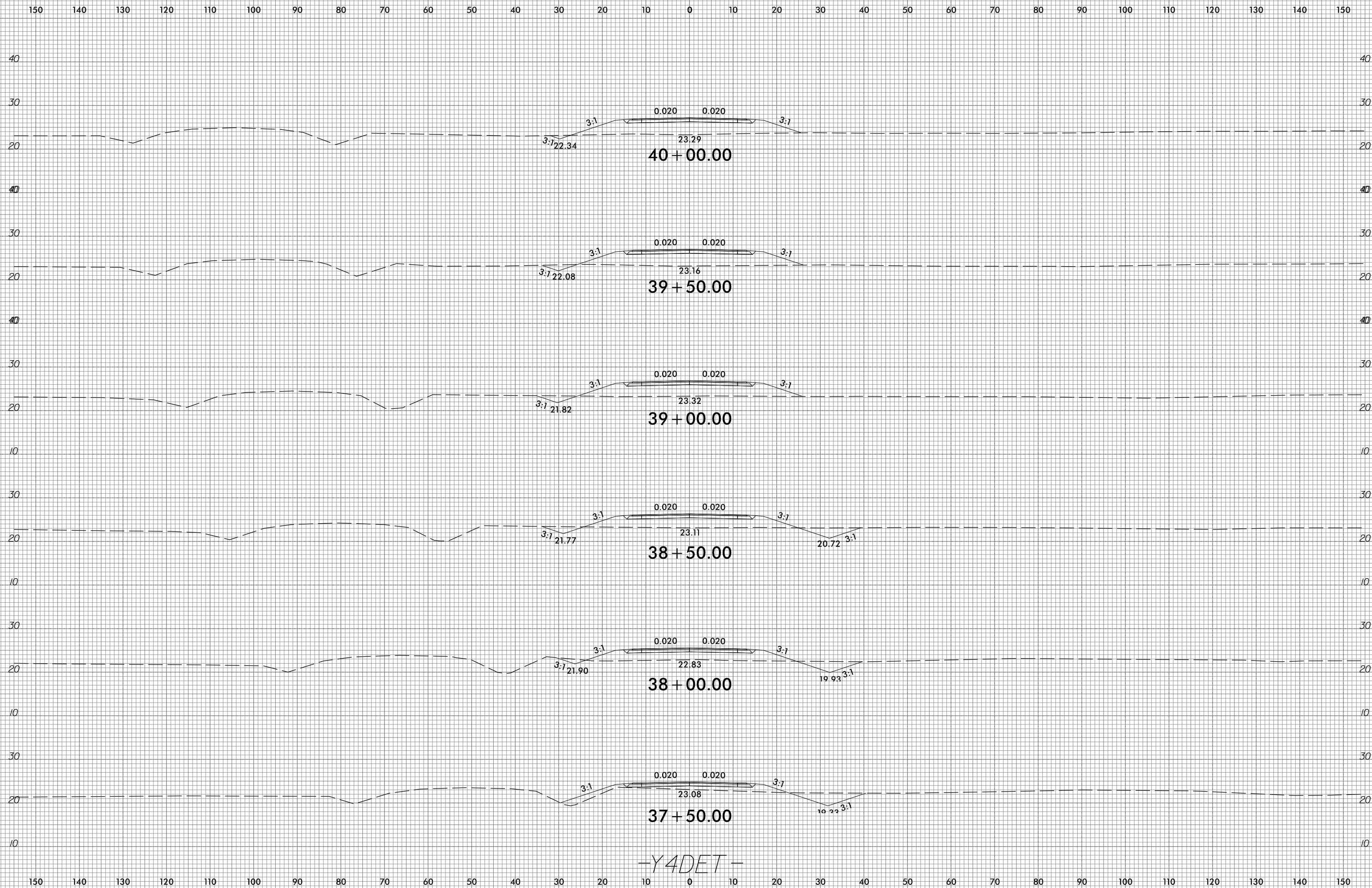
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6/23/16

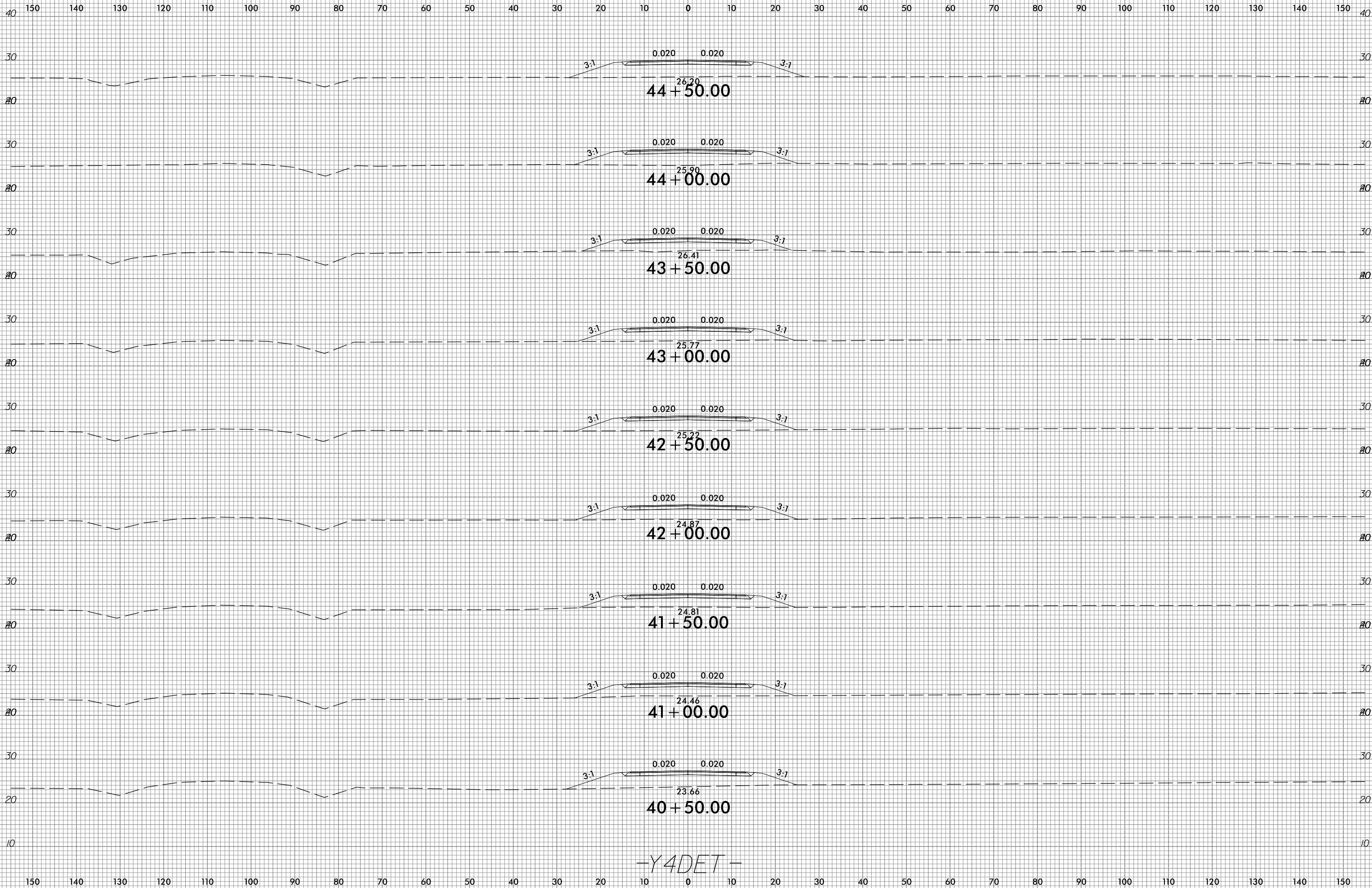


PROJ. REFERENCE NO. R-1015	SHEET NO. X-433
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-Y4DET-

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gnc011



-Y4DET-











