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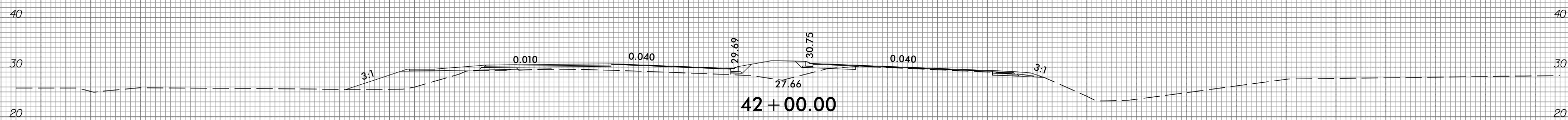
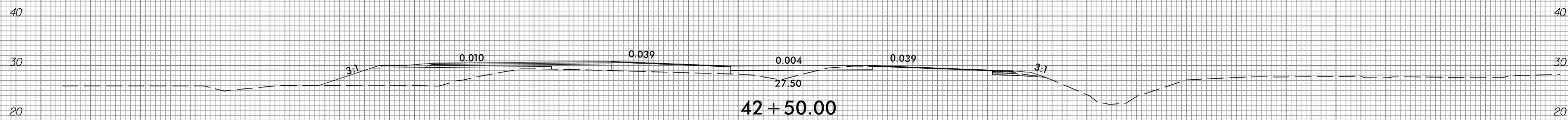
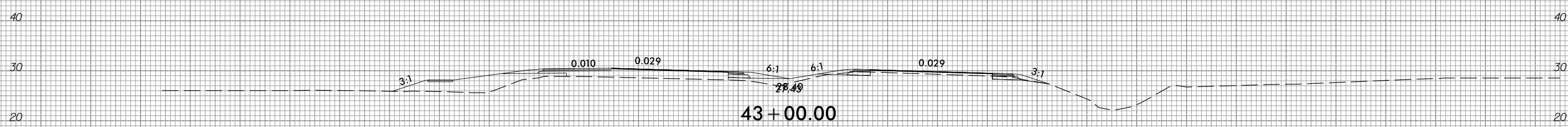
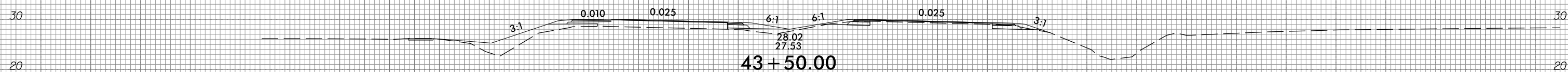
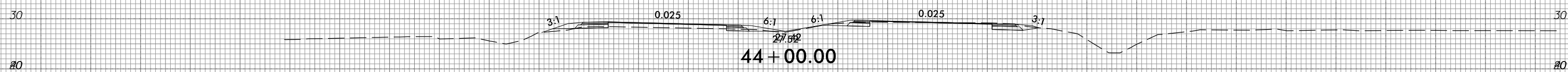
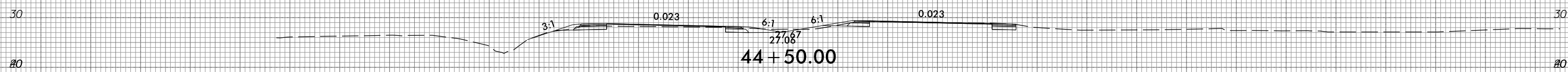
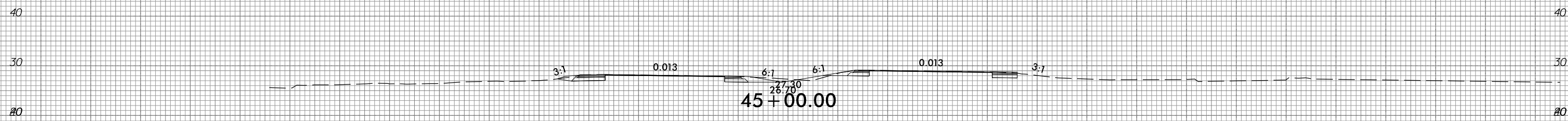
6/23/16



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



-RPIAB-

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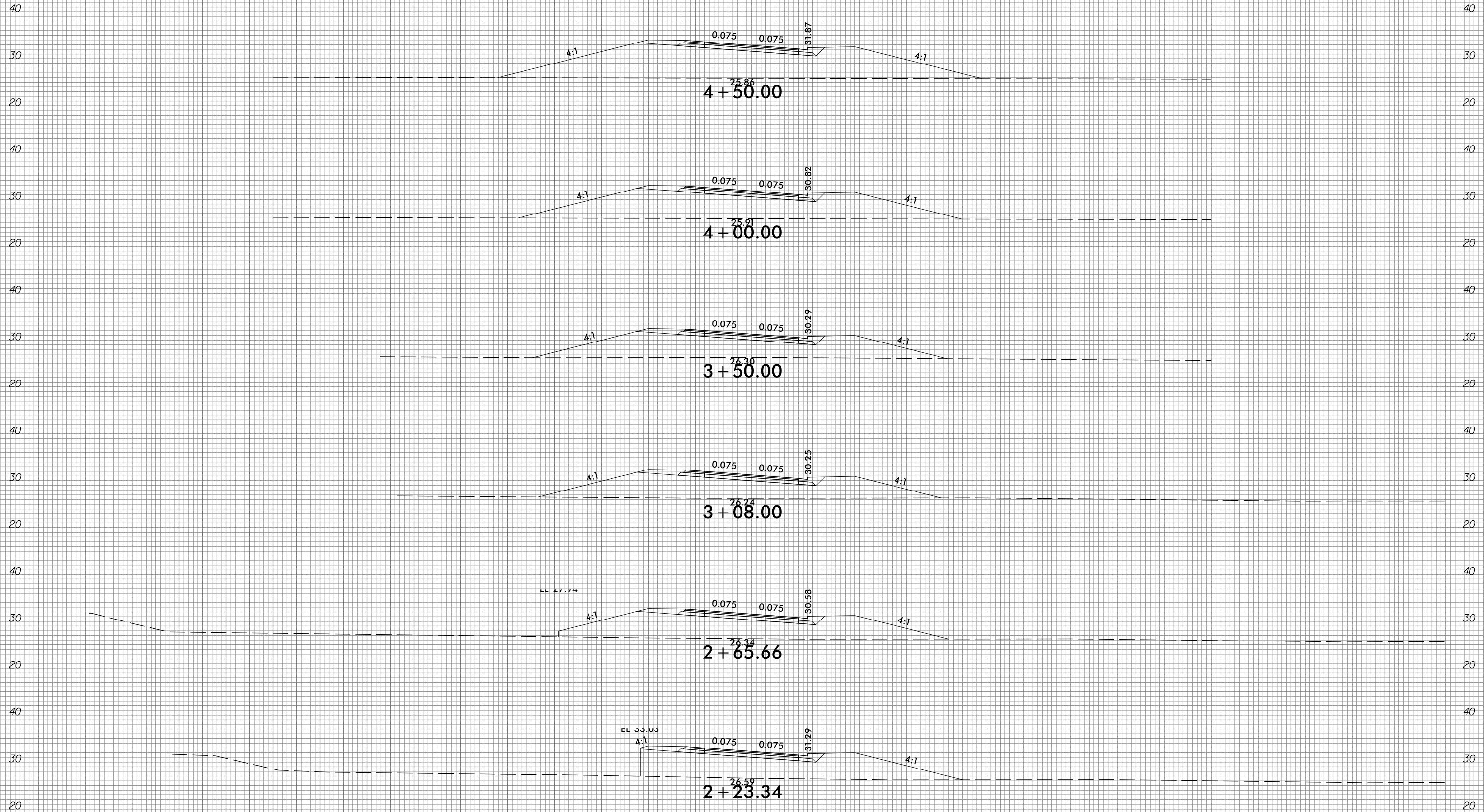
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6/23/16



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|---------------------|-----------|
| PROJ. REFERENCE NO. | SHEET NO. |
| R-1015 | X-321 |

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-LP1B-

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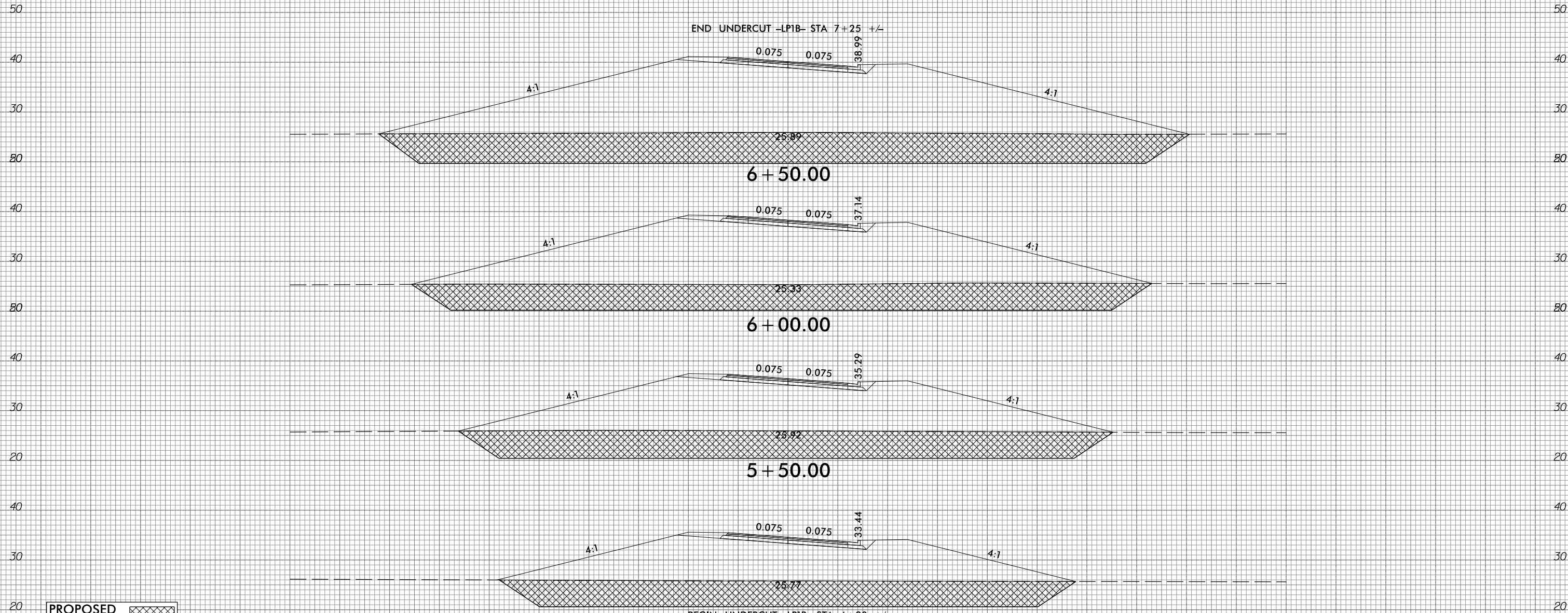
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-322

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PROPOSED UNDERCUT

BEGIN UNDERCUT -LP1B- STA 4+90 +/-
-LP1B- 5+00.00

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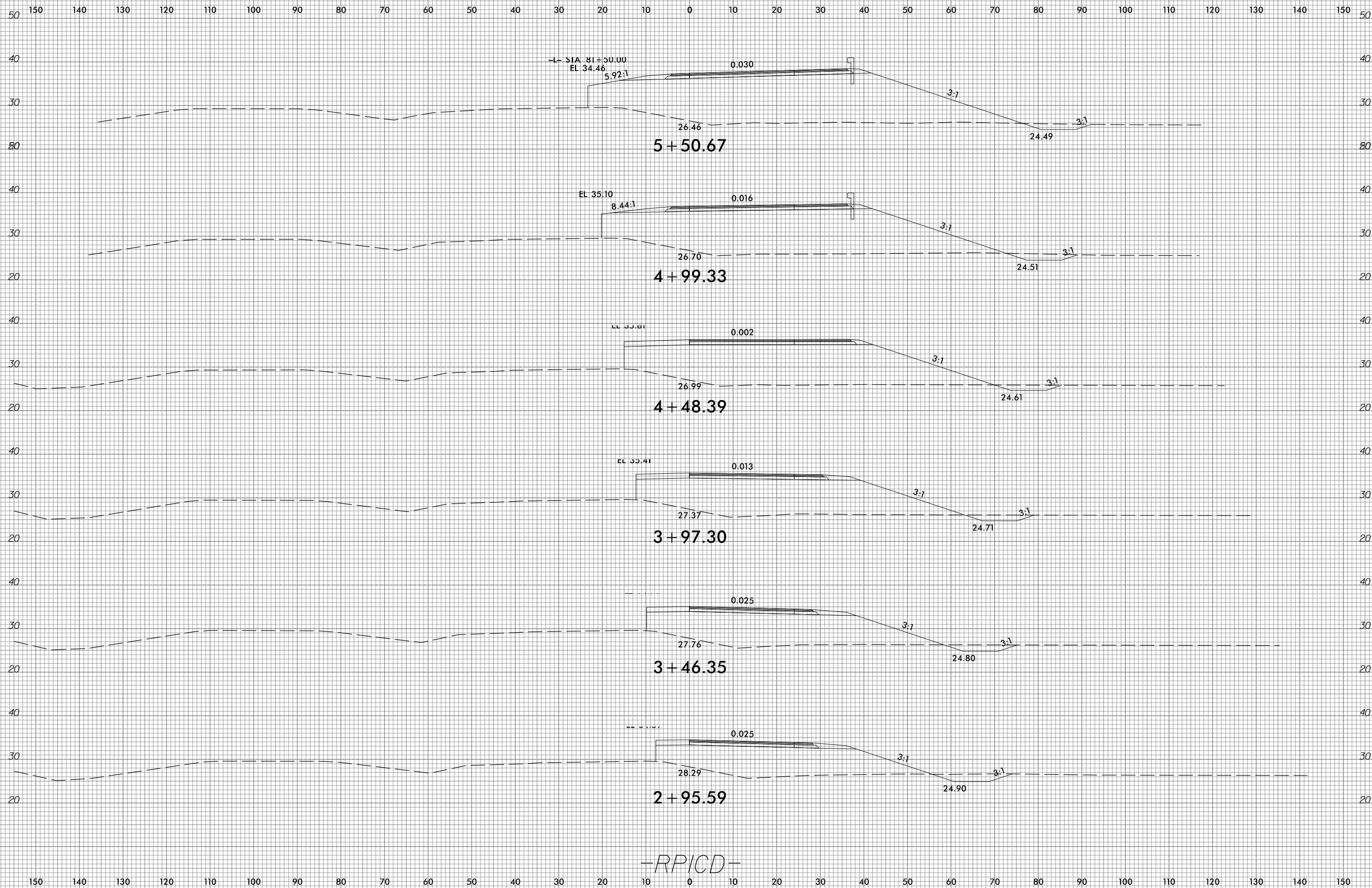
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6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-323



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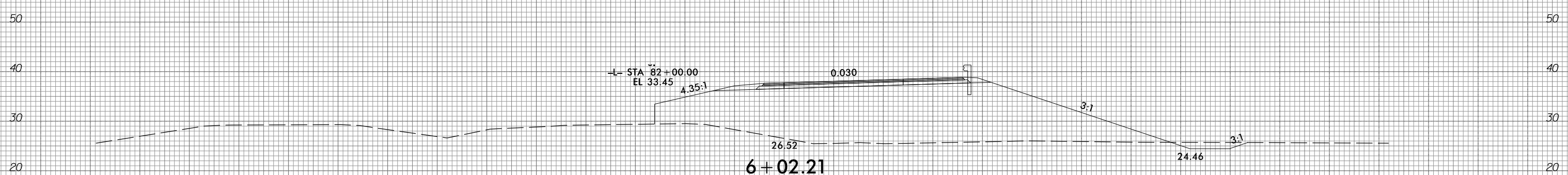
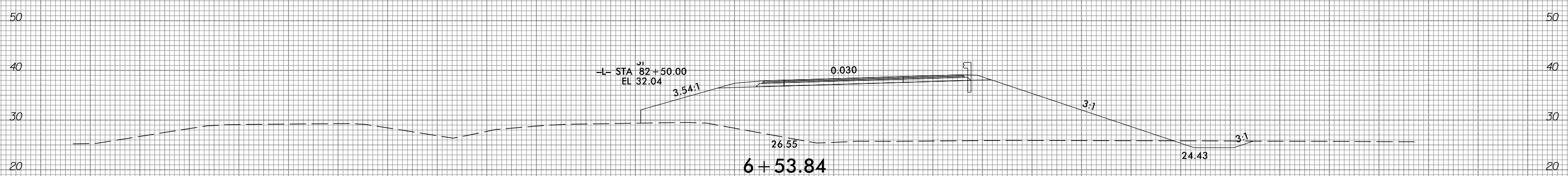
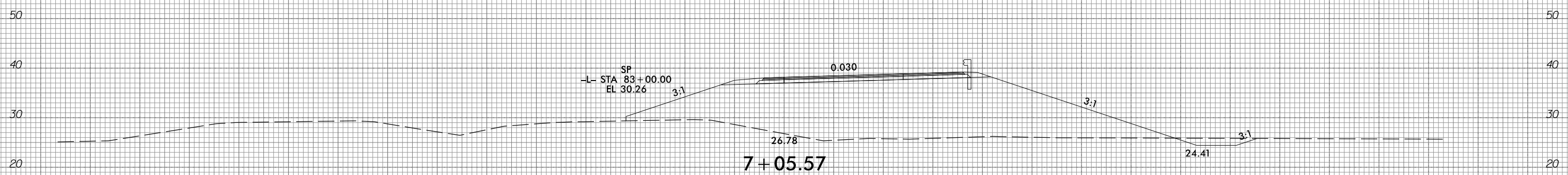
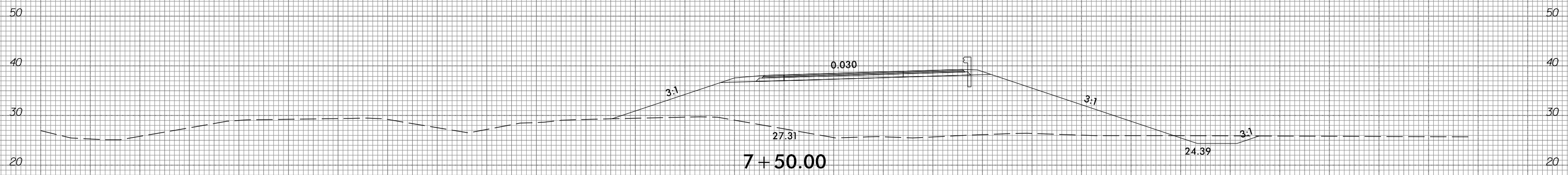
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PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-324

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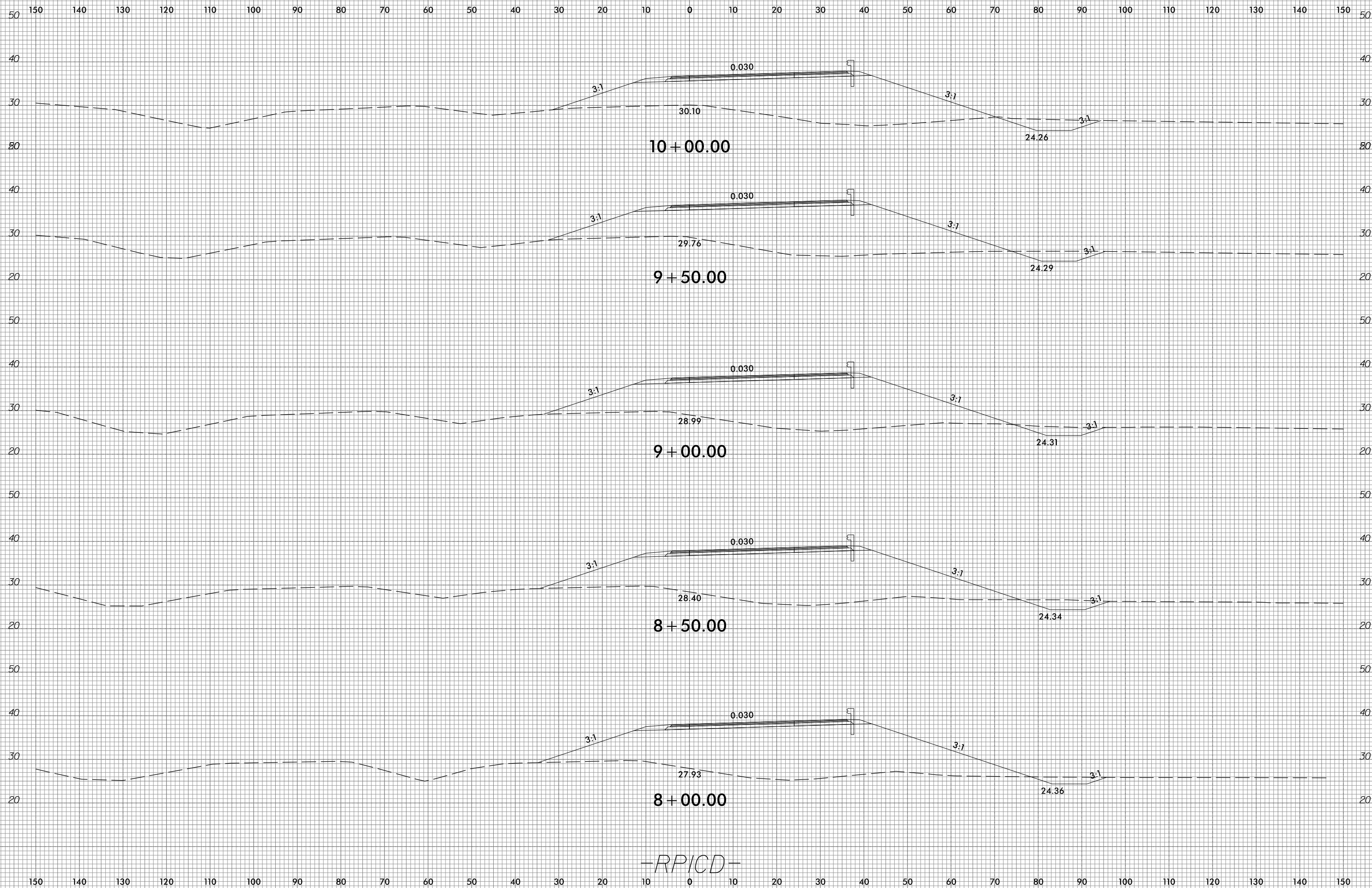
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6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-325

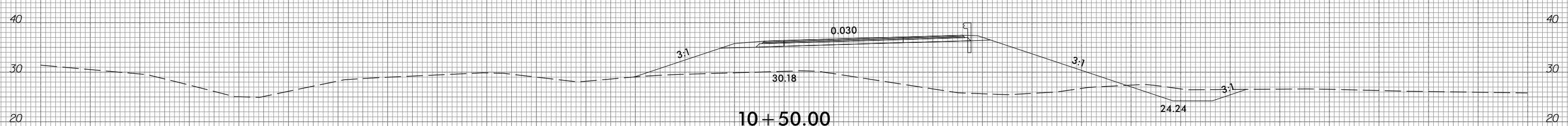
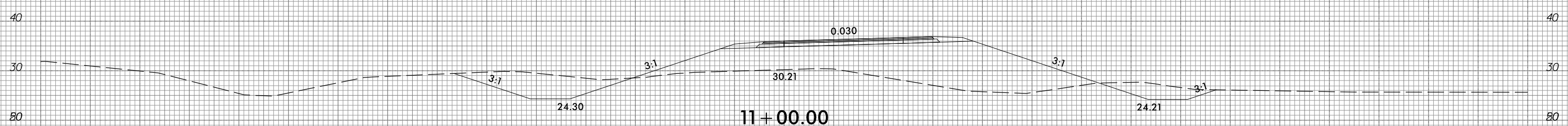
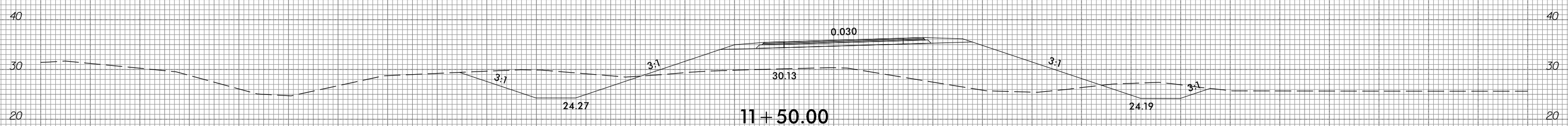
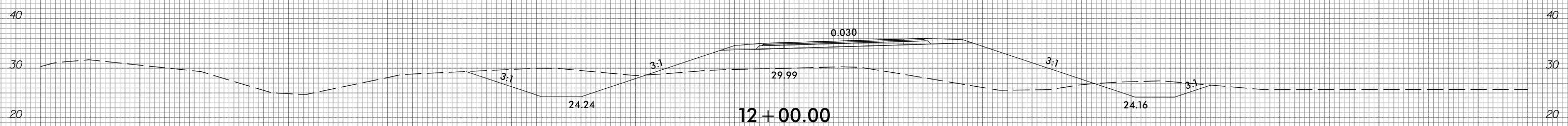
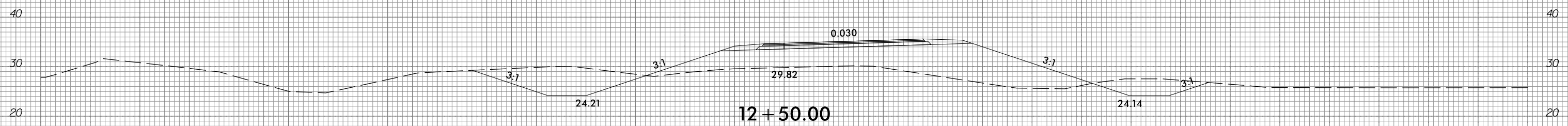
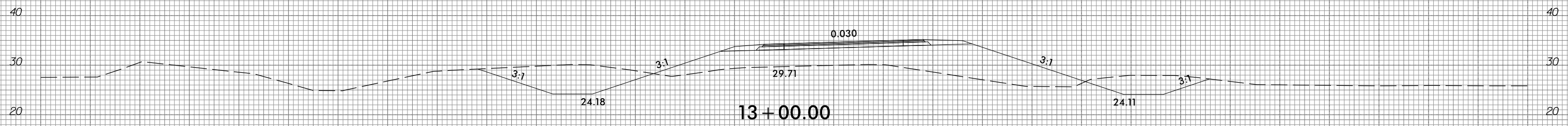


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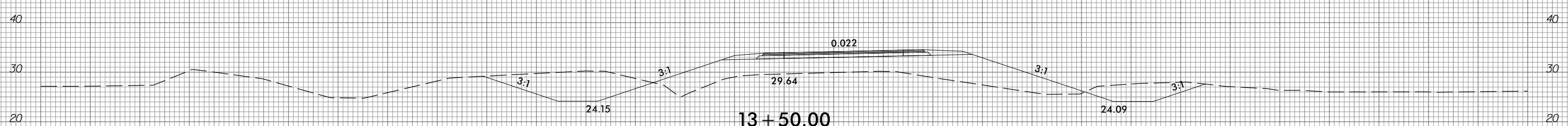
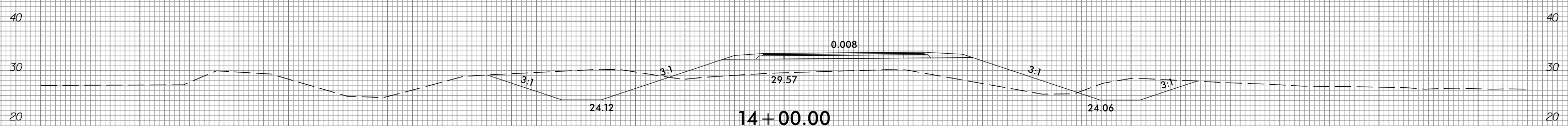
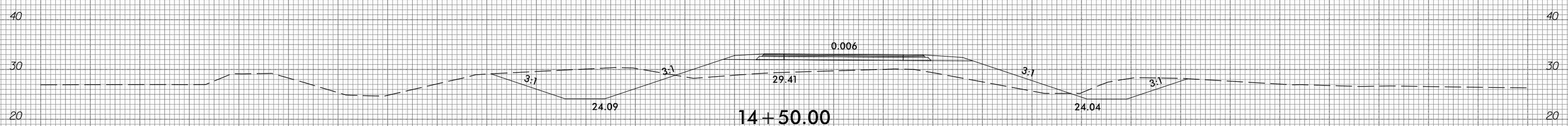
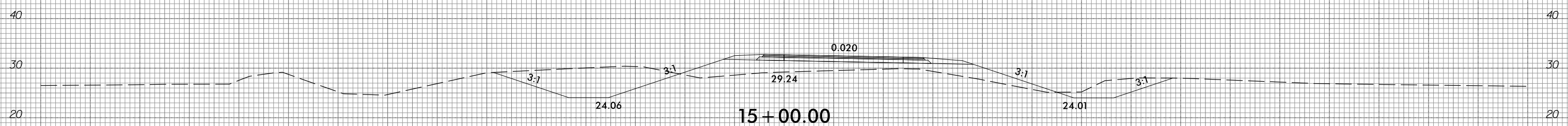
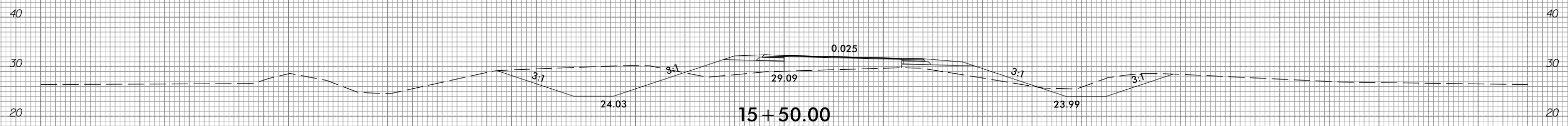
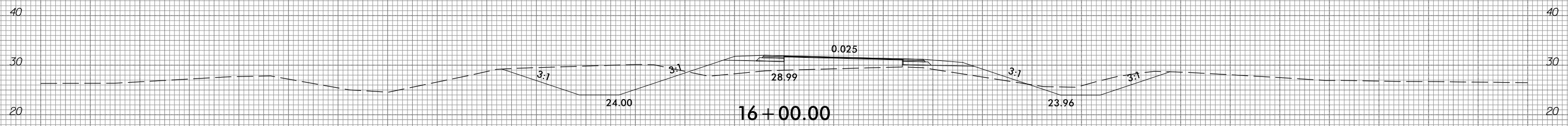
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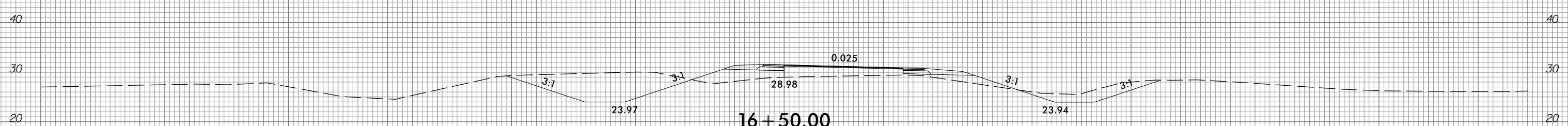
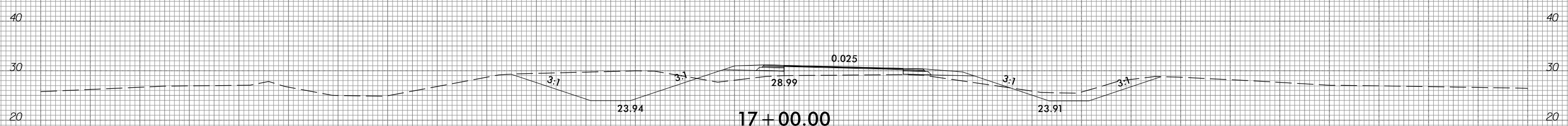
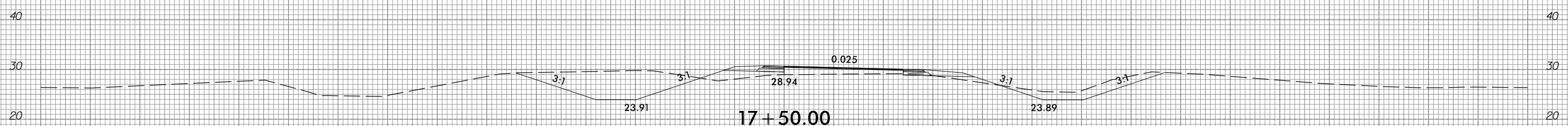
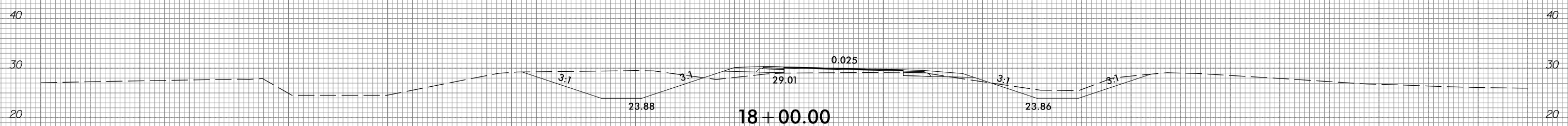
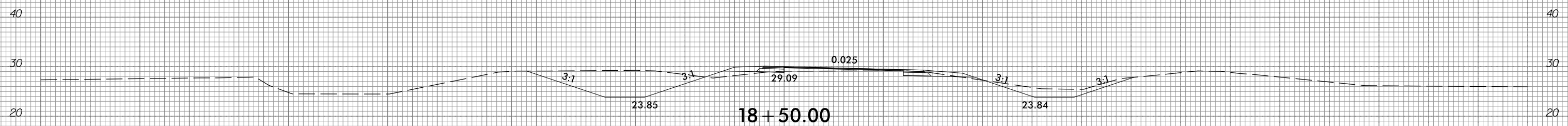
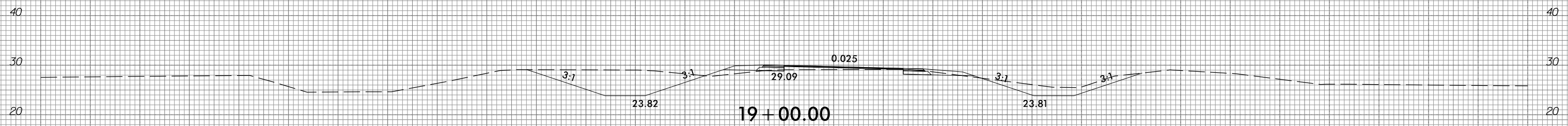


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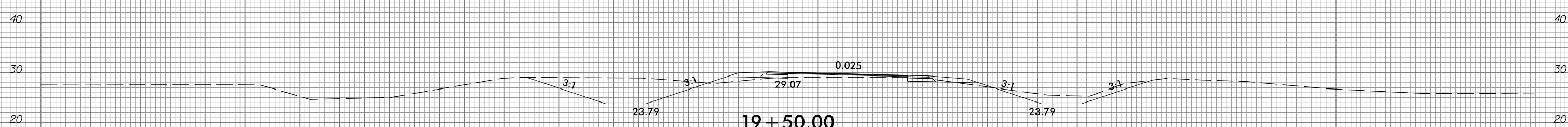
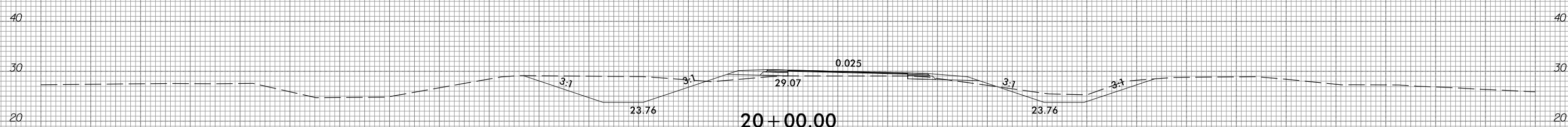
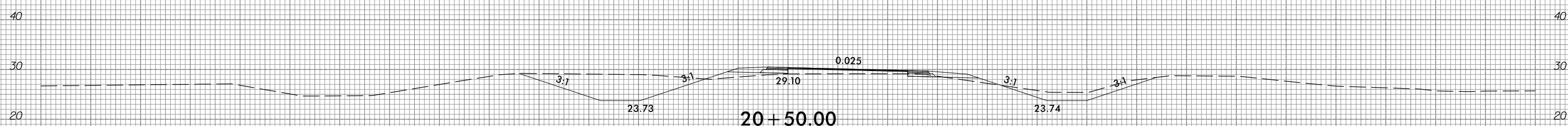
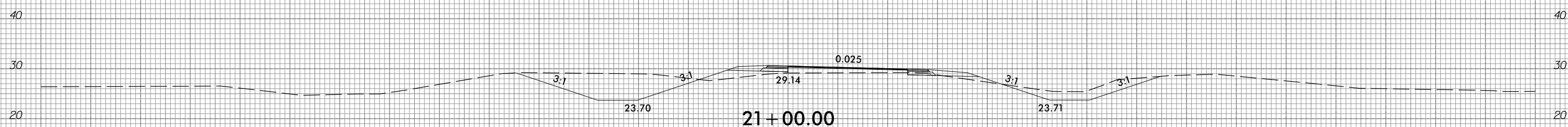
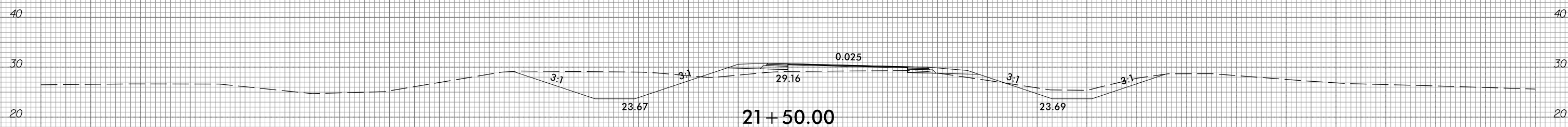
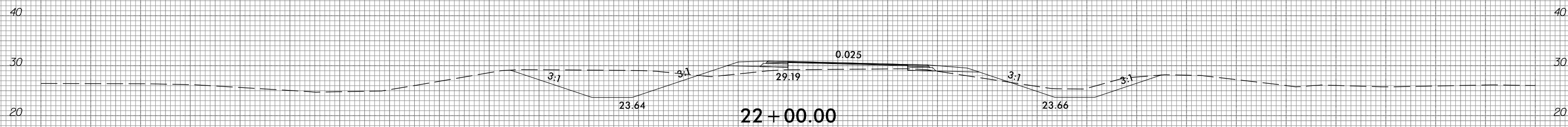


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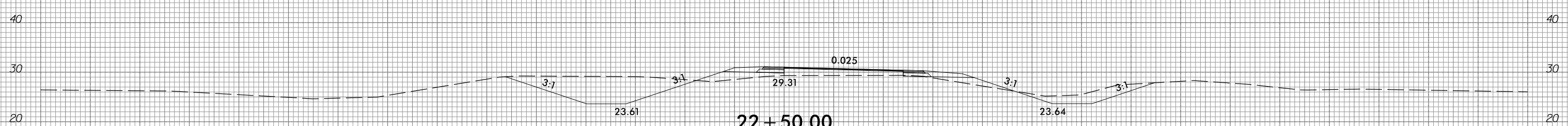
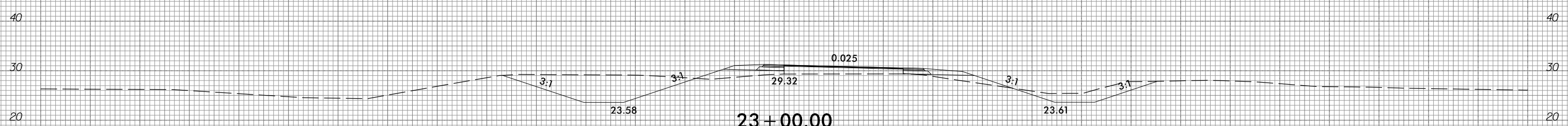
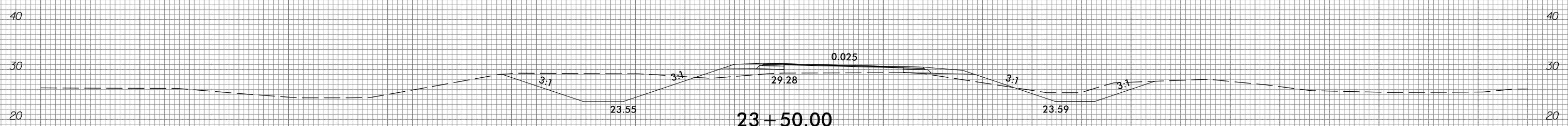
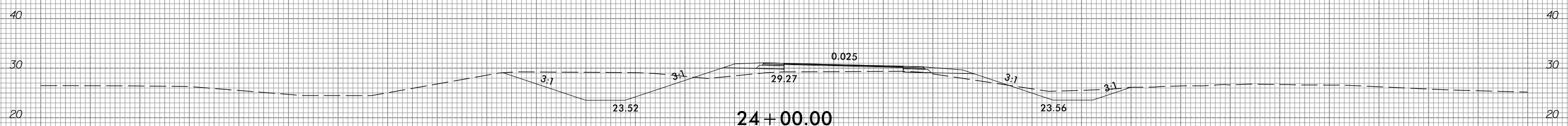
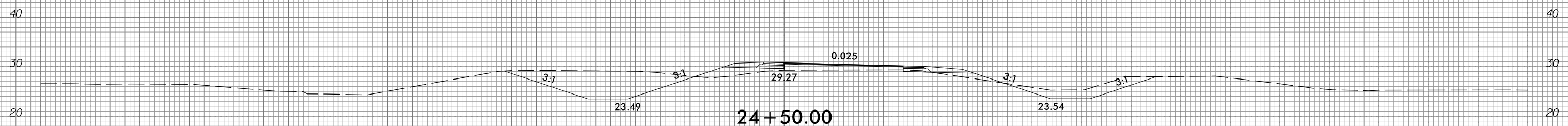
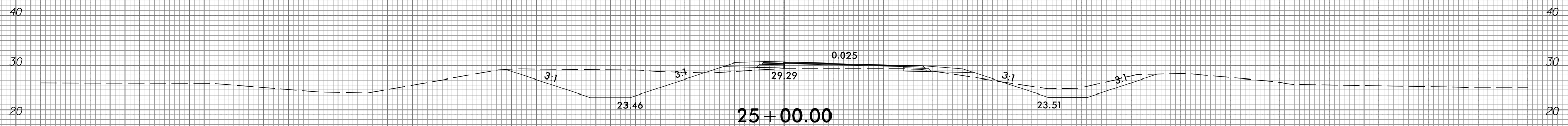
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6/23/16



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| PROJ. REFERENCE NO. | SHEET NO. |
| R-1015 | X-330 |

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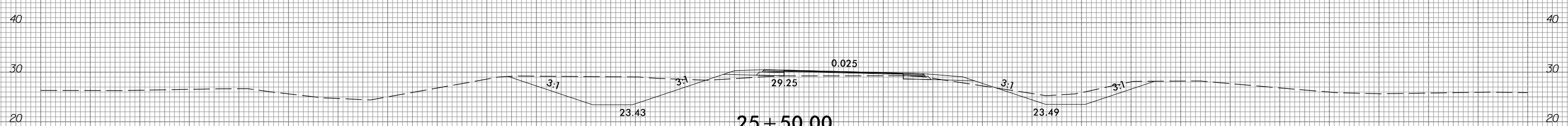
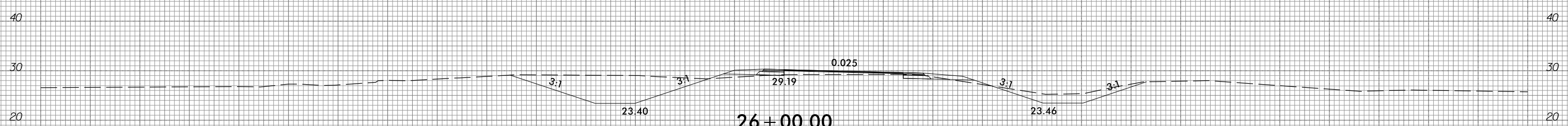
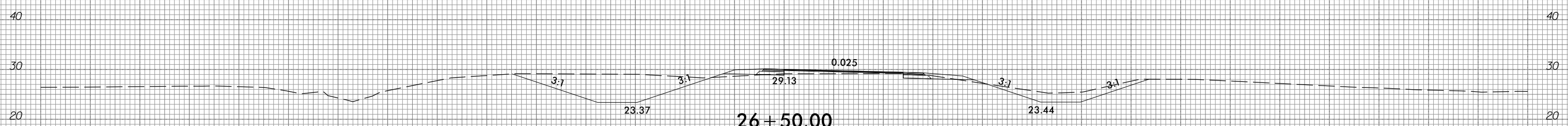
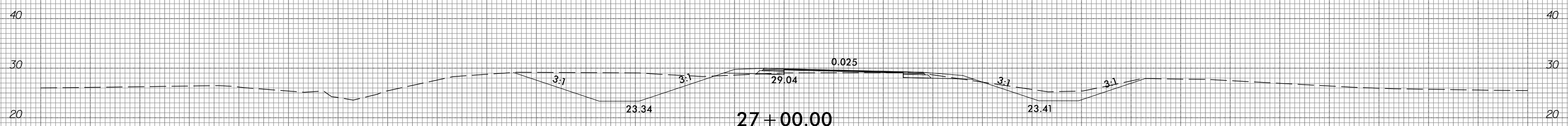
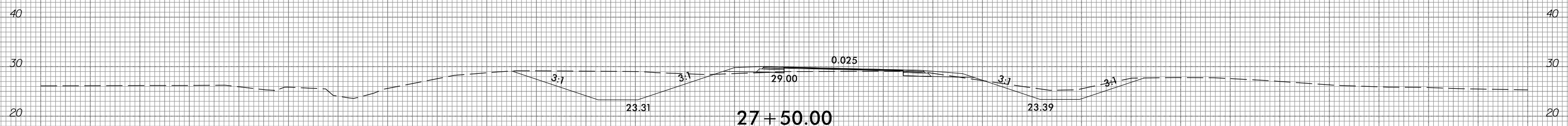
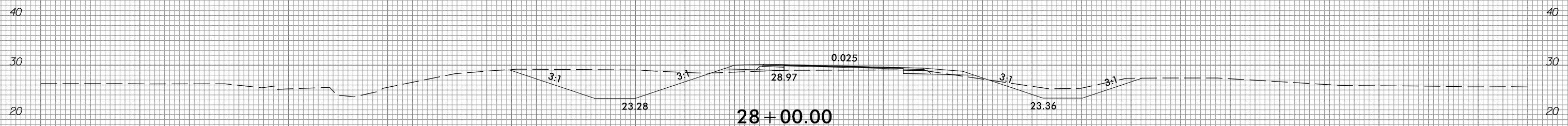
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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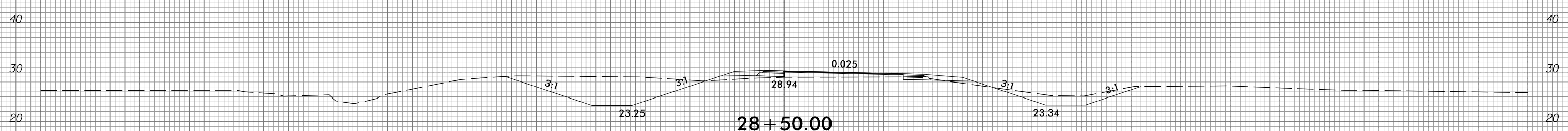
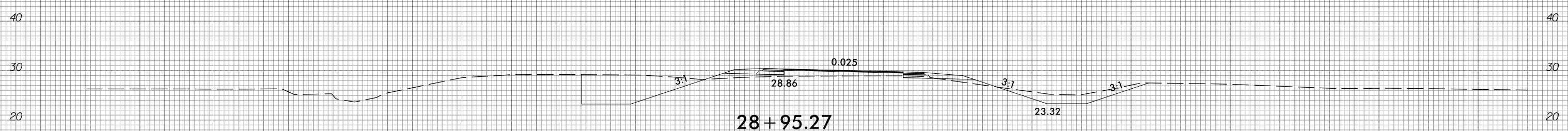
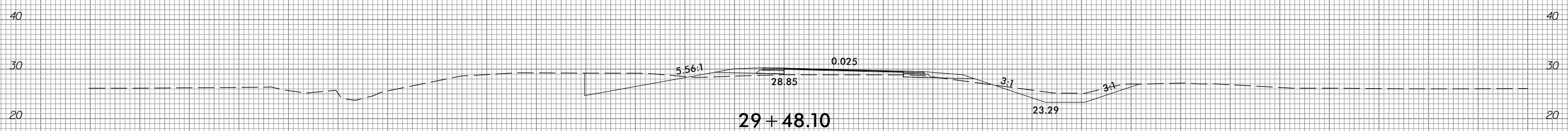
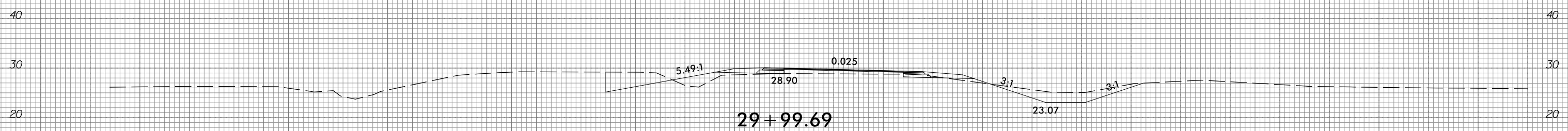
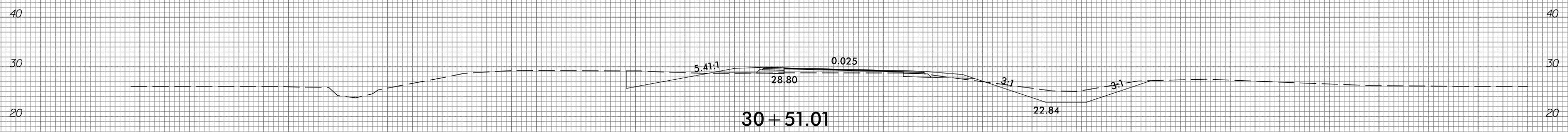
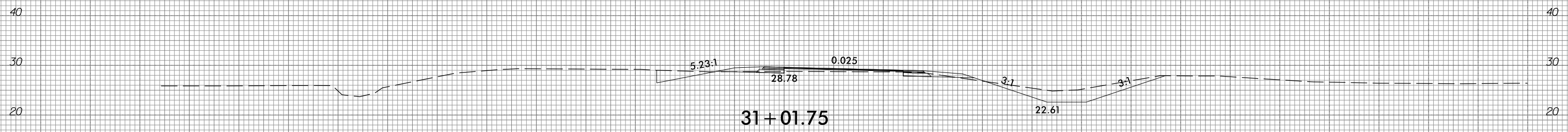
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-332

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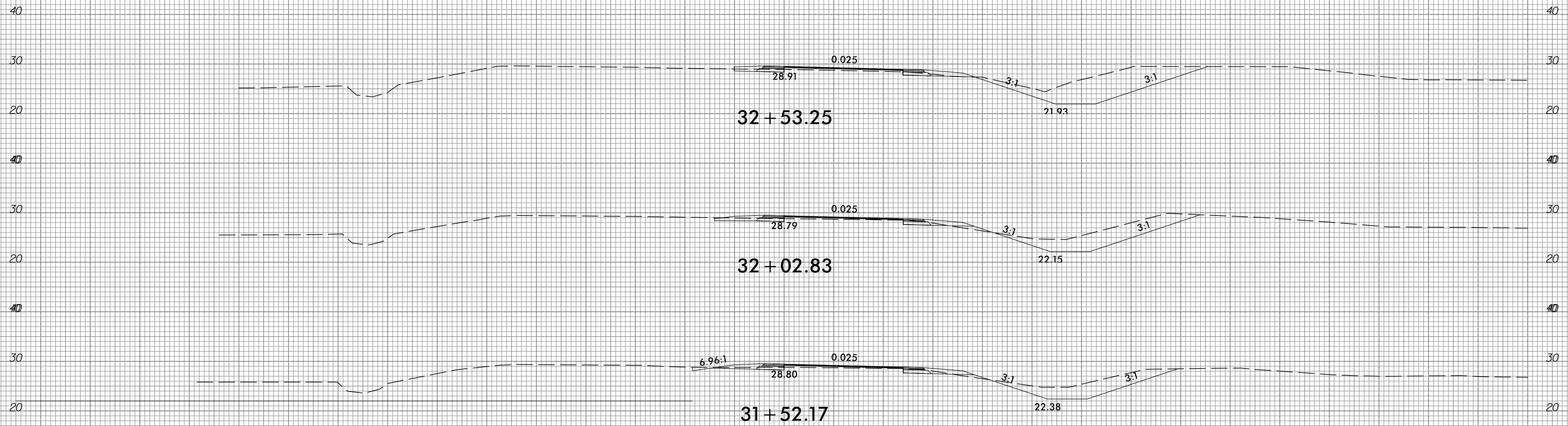
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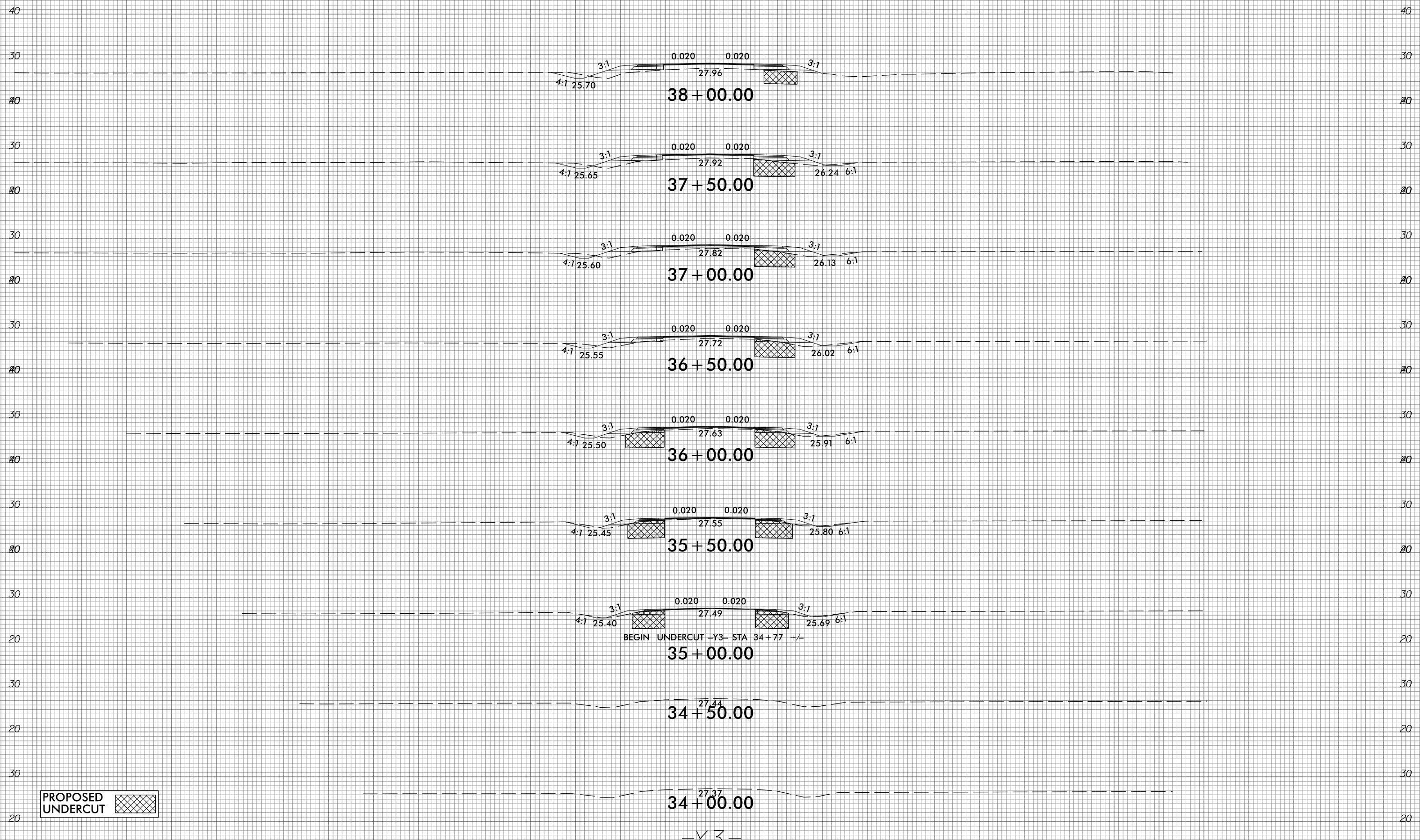
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PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-334

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PROPOSED UNDERCUT

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-Y3-

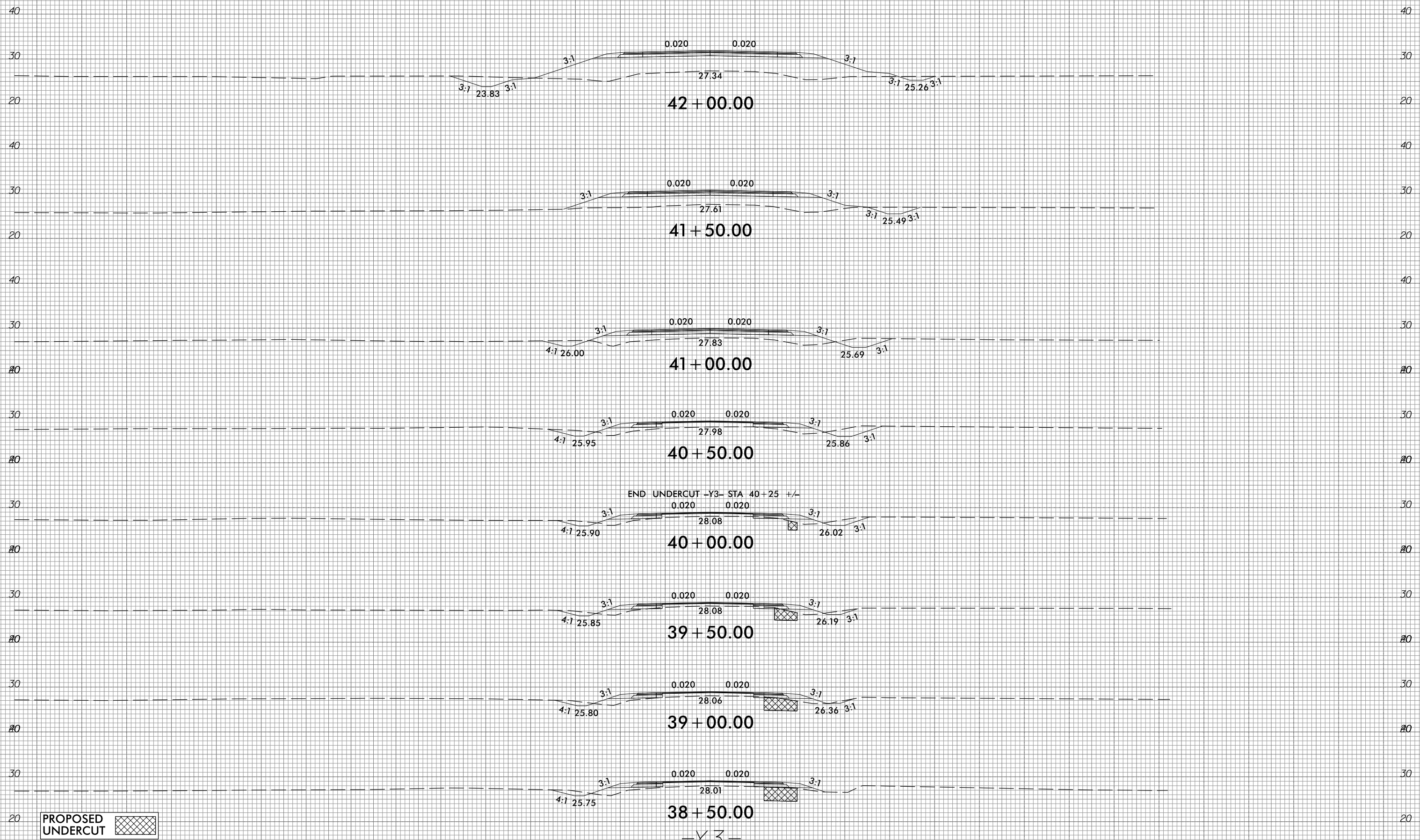
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-335

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PROPOSED UNDERCUT



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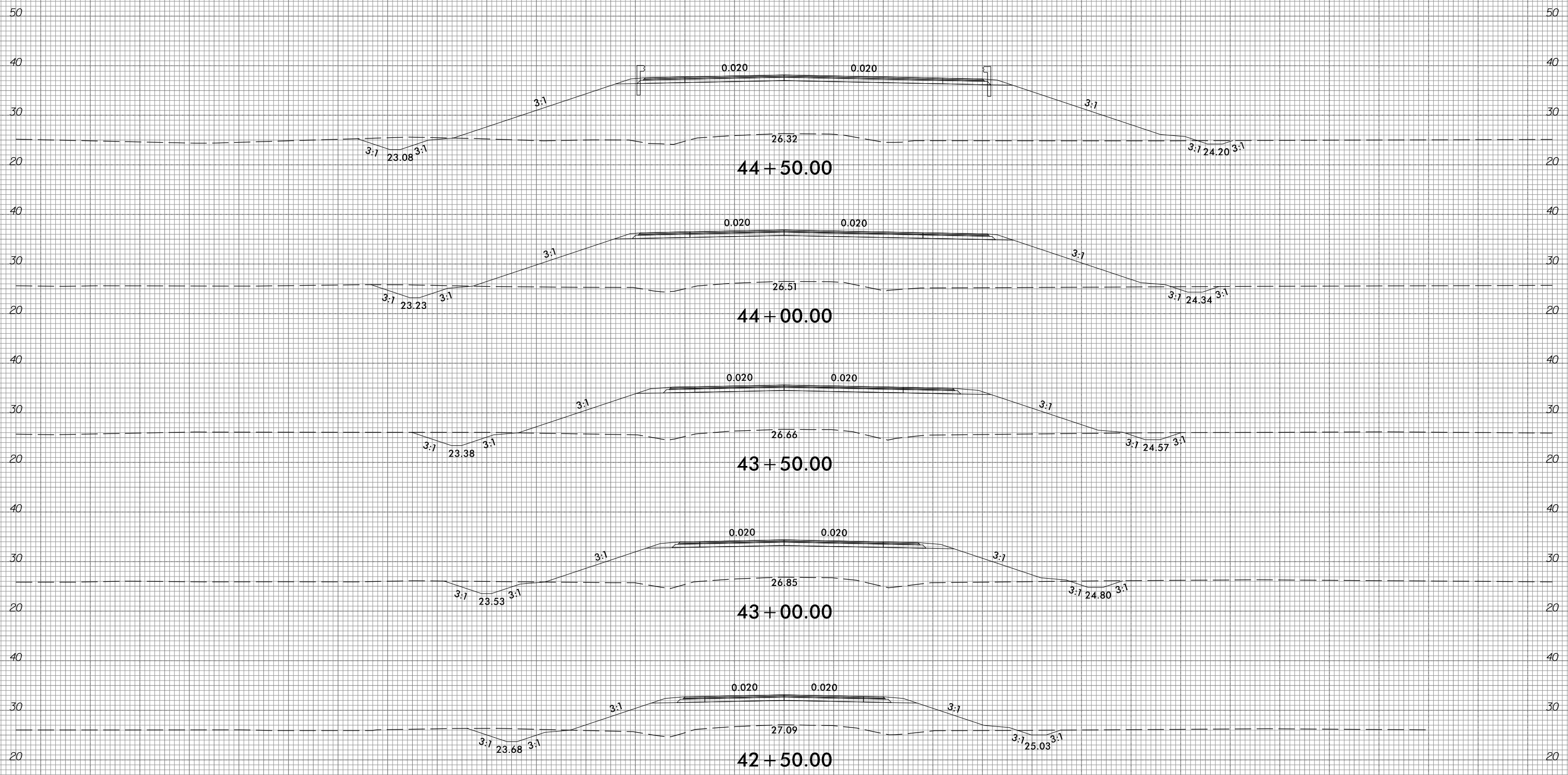
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| PROJ. REFERENCE NO. |
| R-1015 |

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| SHEET NO. |
| X-336 |

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-Y3-

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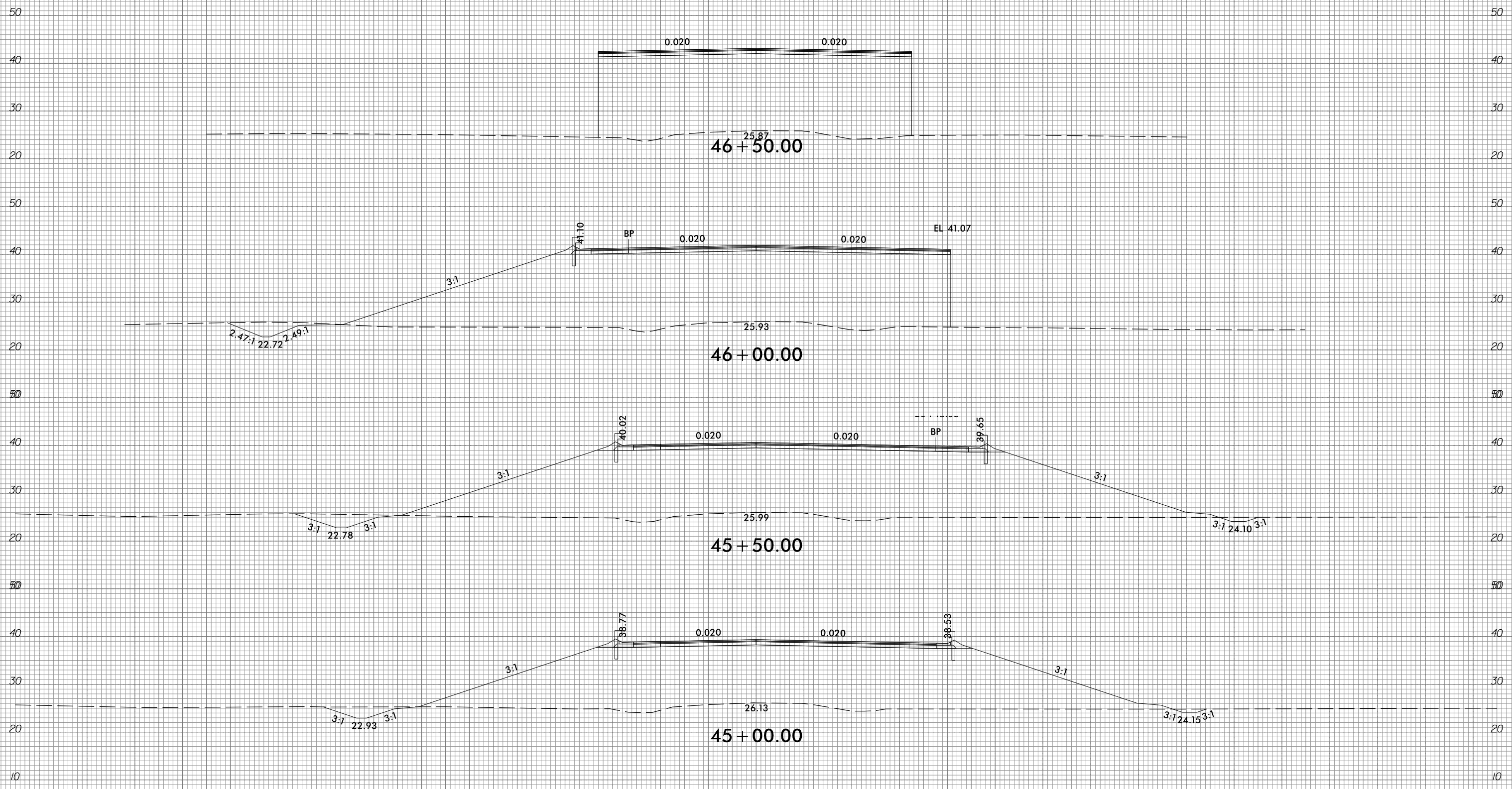
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-337

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-Y3-

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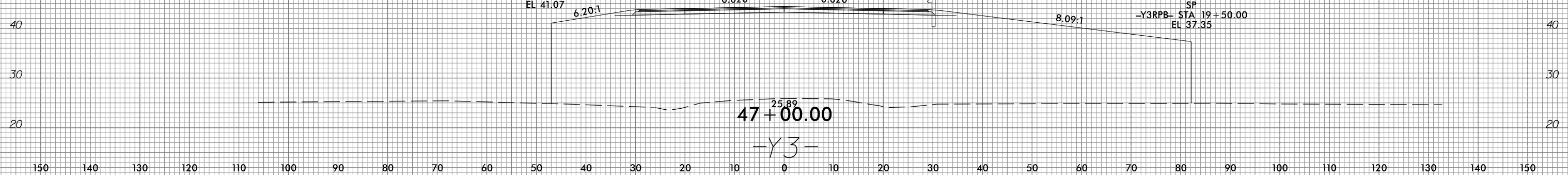
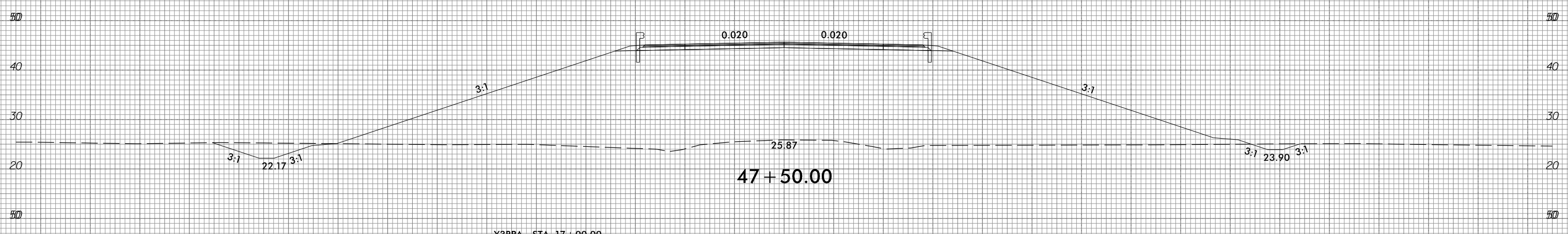
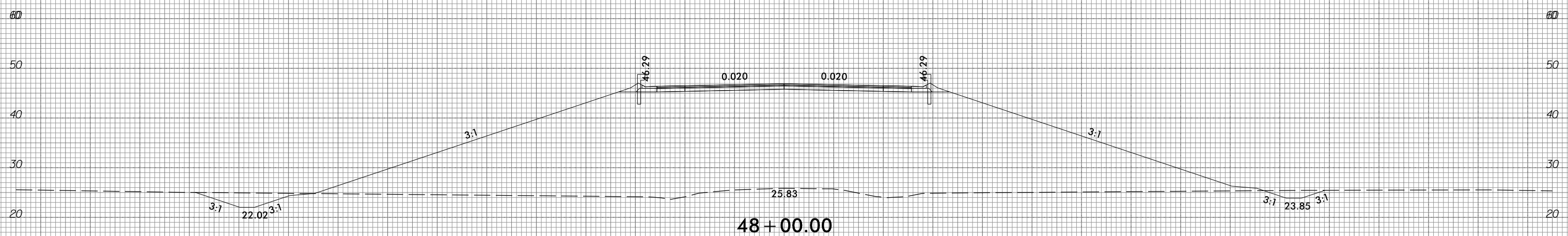
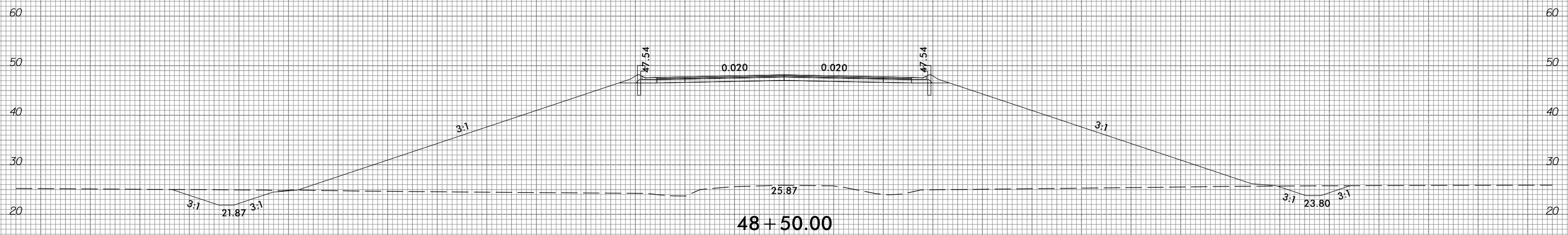
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-338

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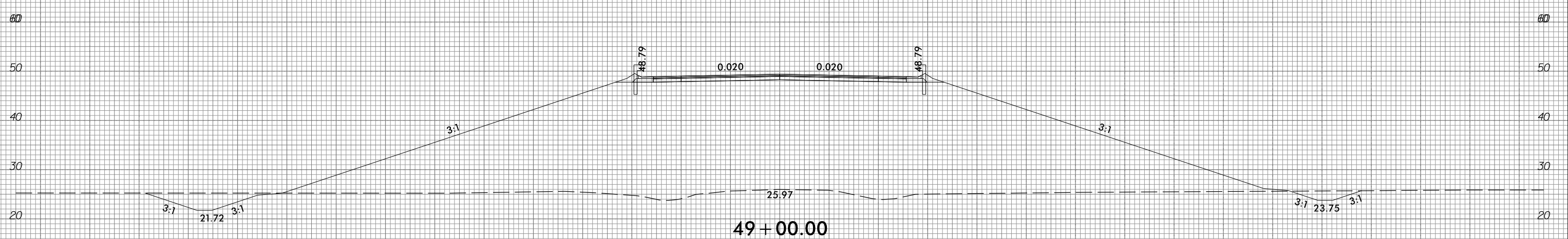
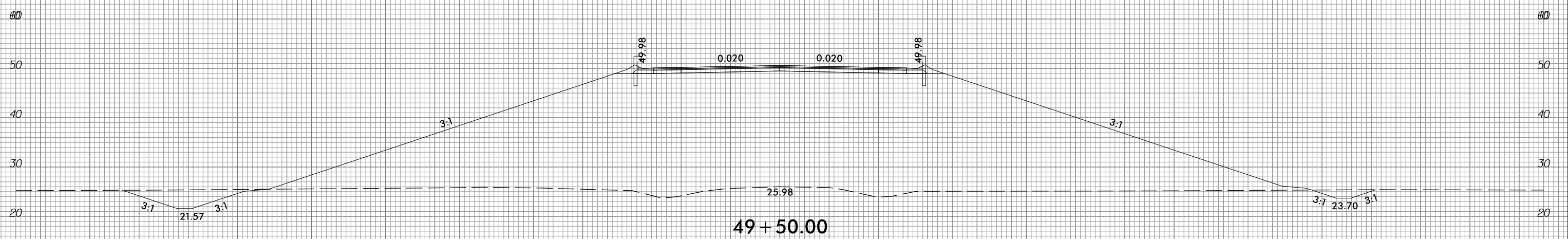
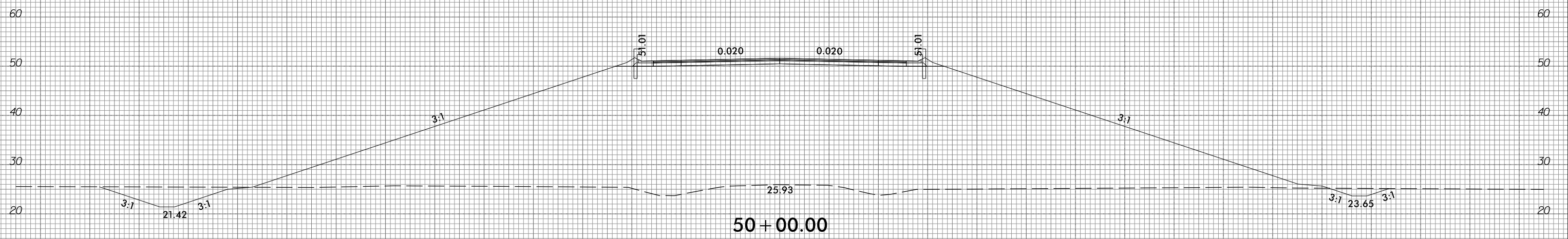
6/23/16



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| PROJ. REFERENCE NO. |
| R-1015 |

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| SHEET NO. |
| X-339 |

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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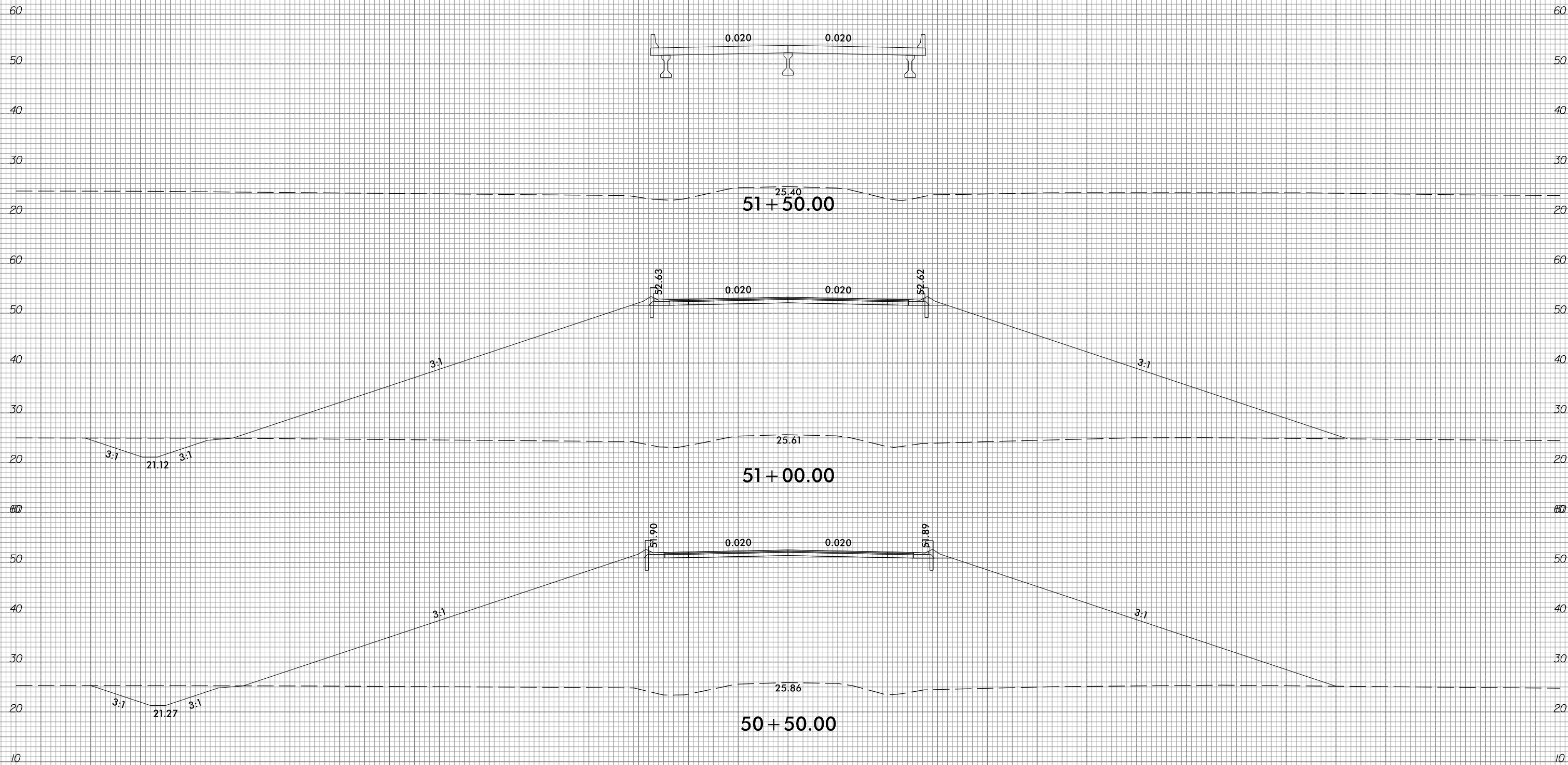
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-340

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



-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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gncdlin

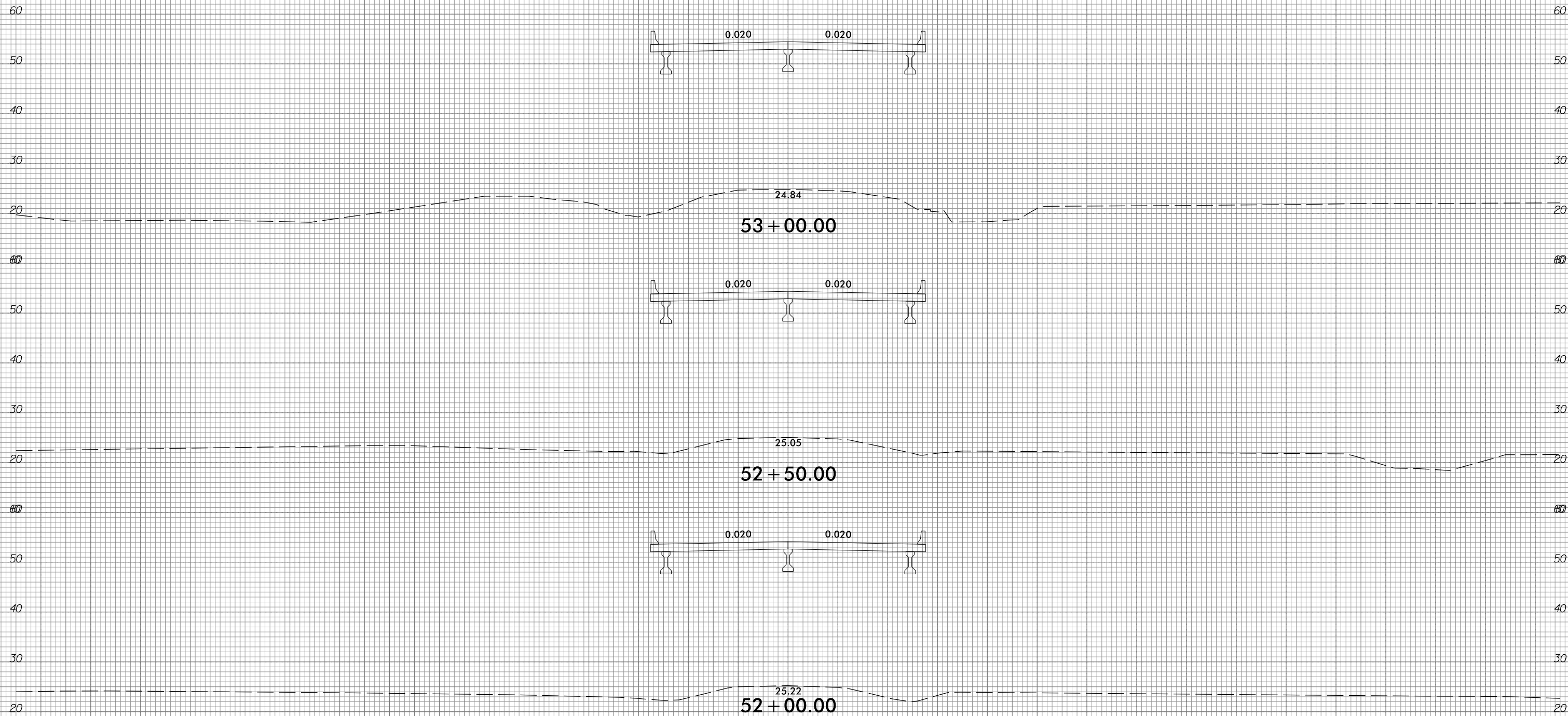
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-341

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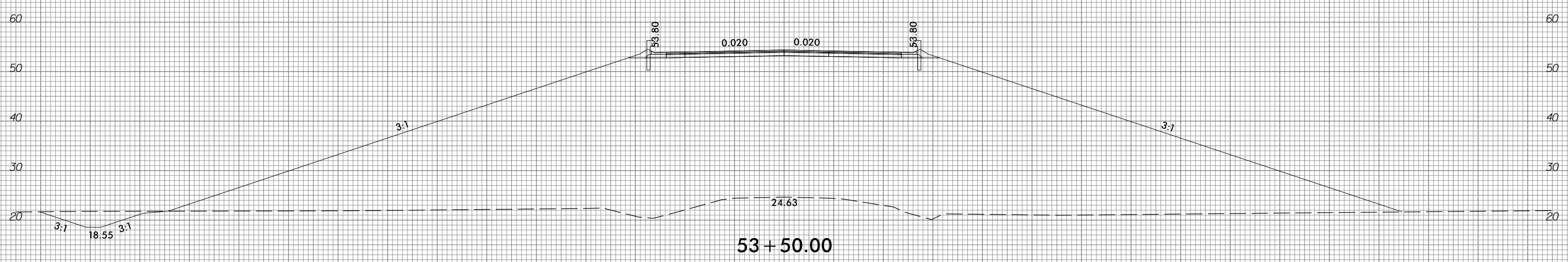
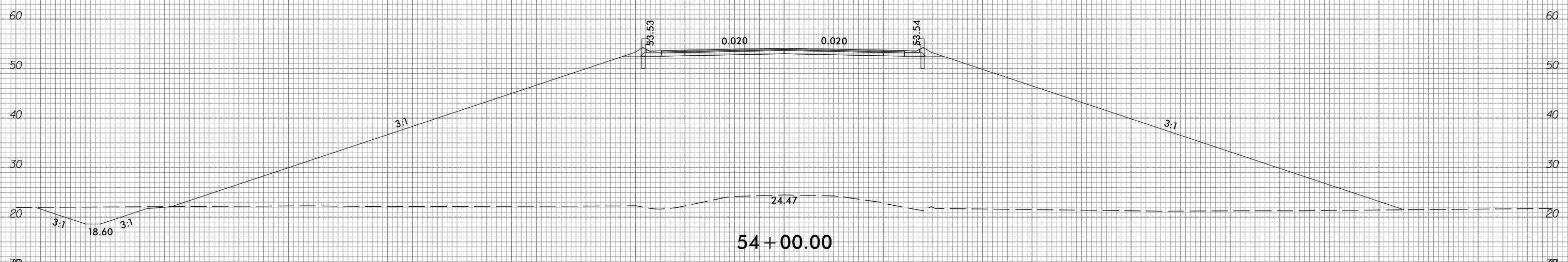
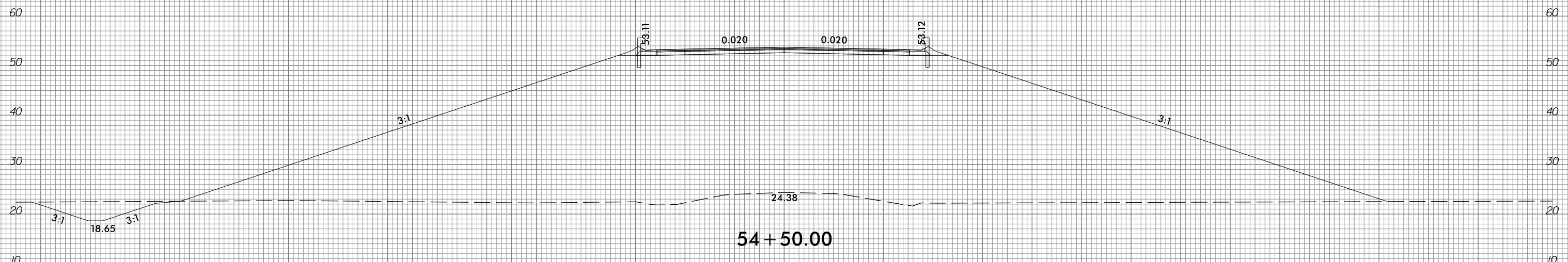


-Y3-

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

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-

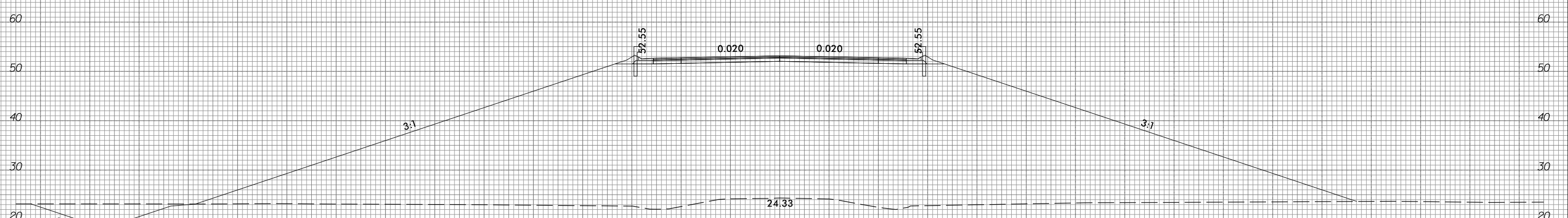
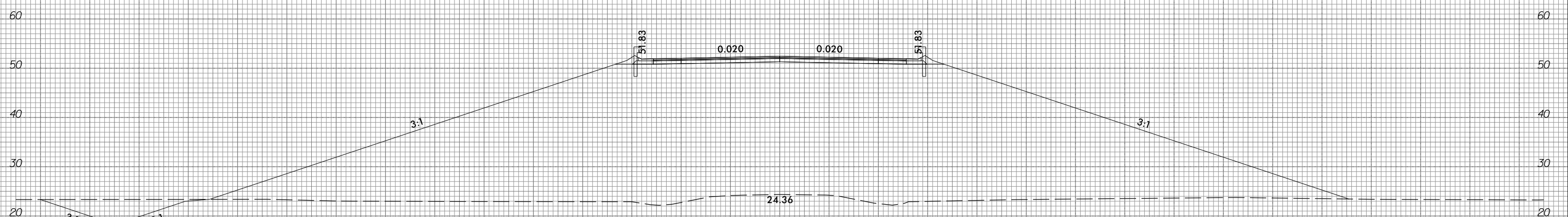
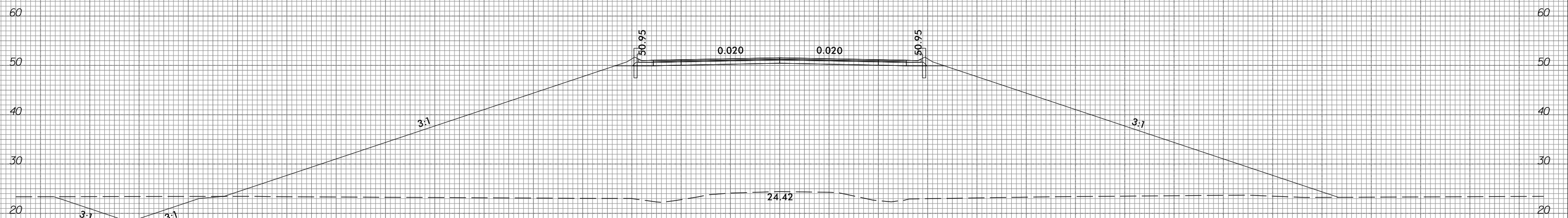
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
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-

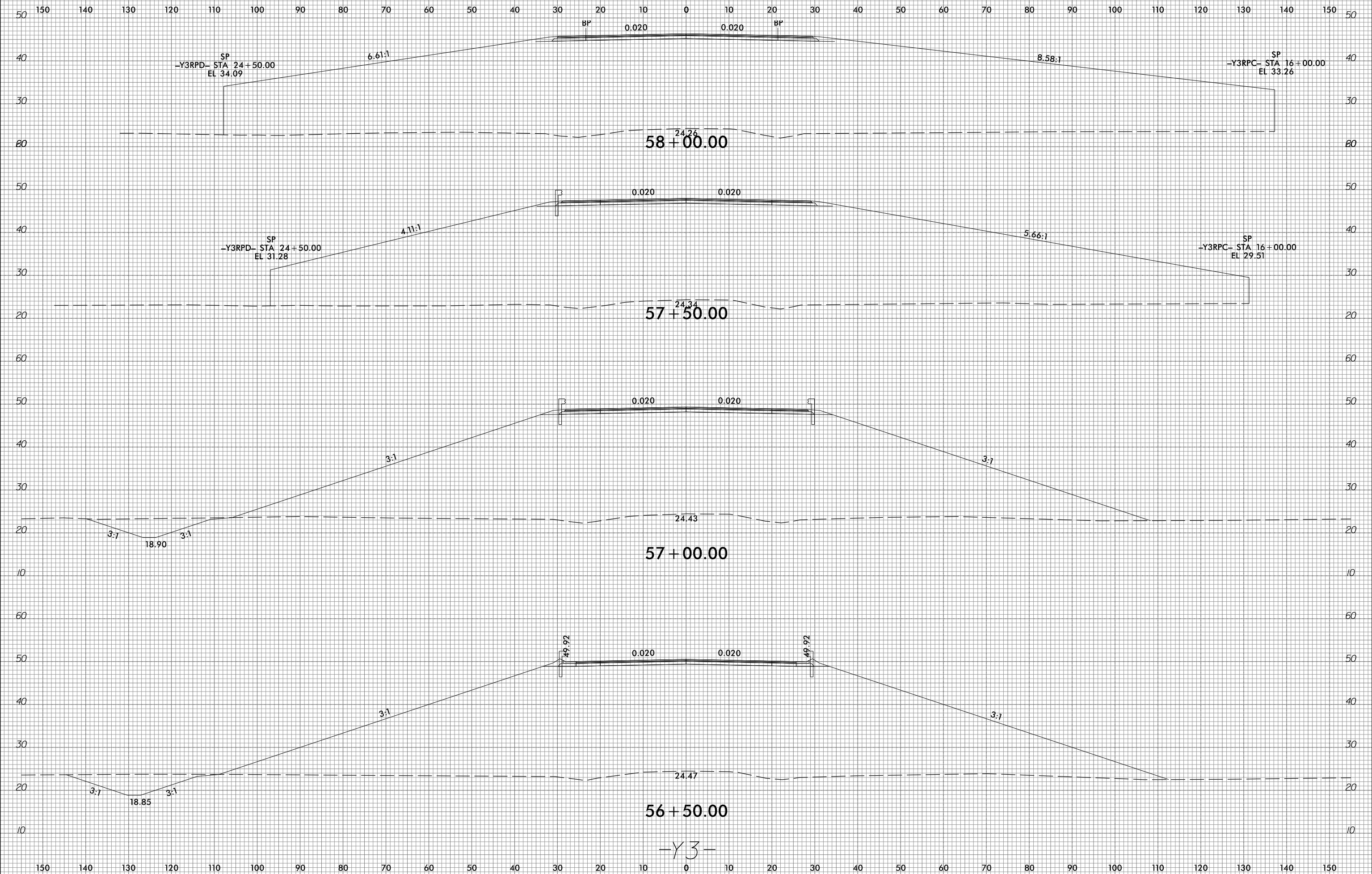
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| PROJ. REFERENCE NO. | SHEET NO. |
| R-1015 | X-344 |



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gncdlin

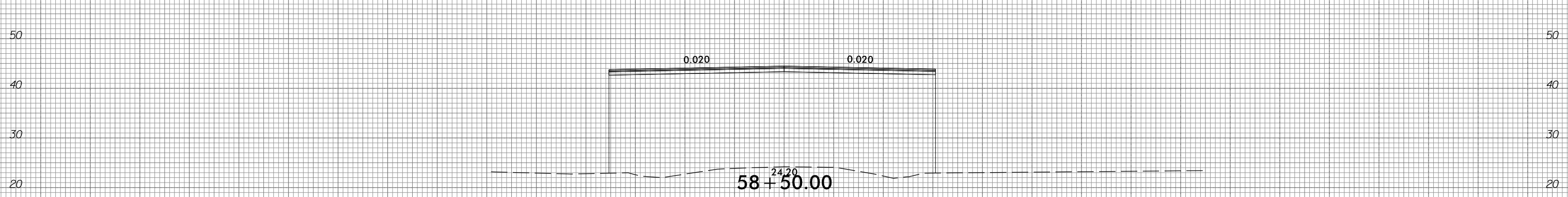
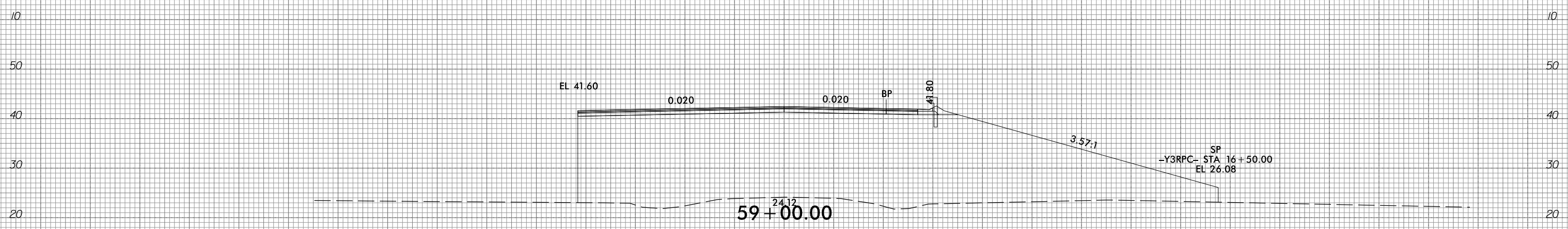
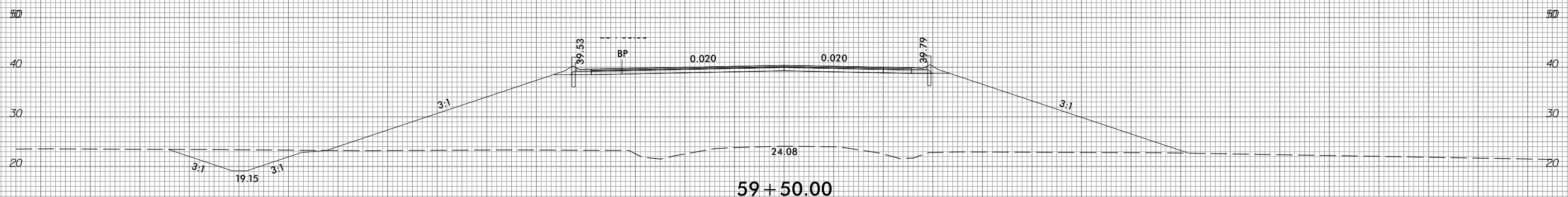
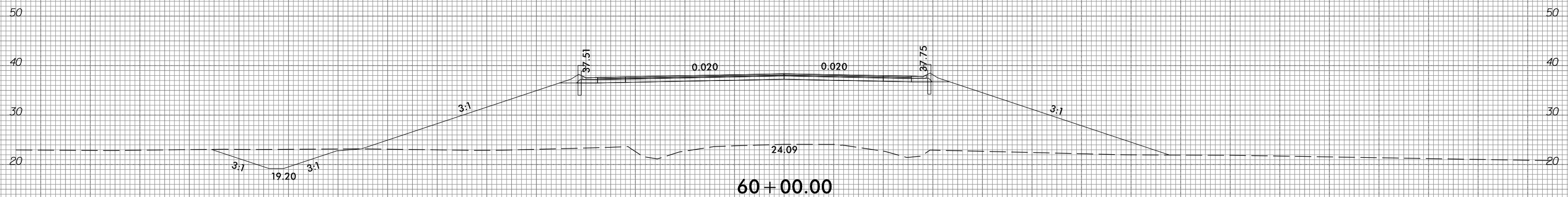
6/23/16



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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gncdlin

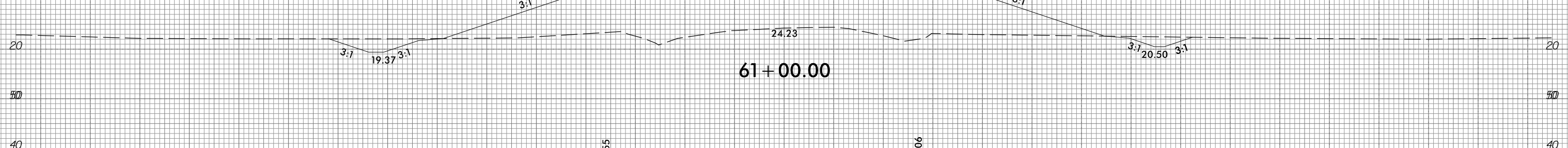
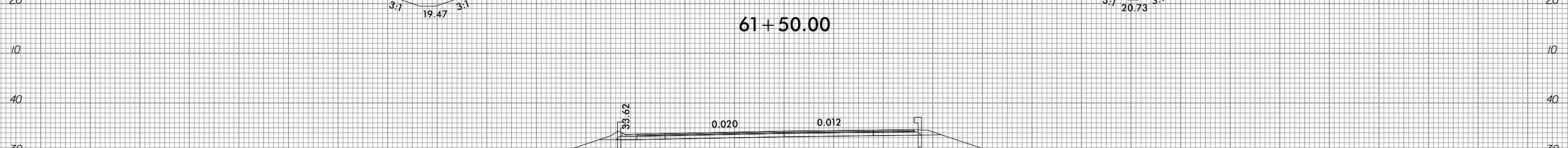
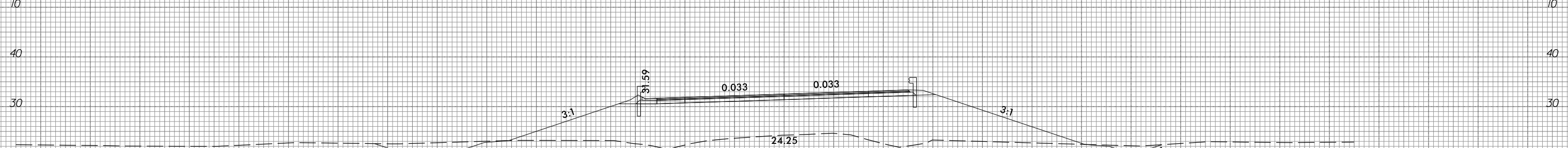
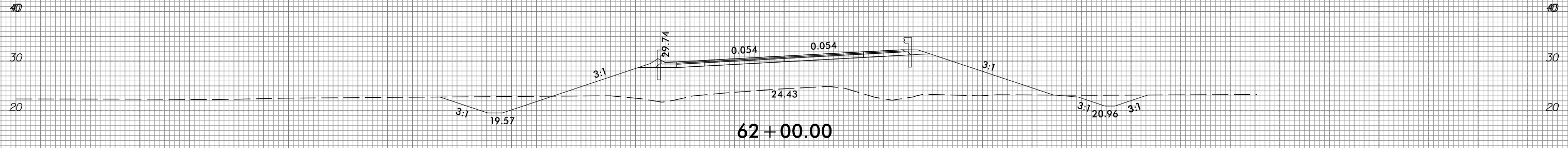
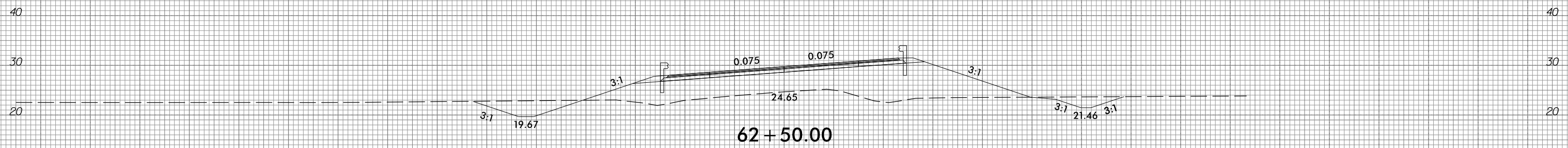
6/23/16



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

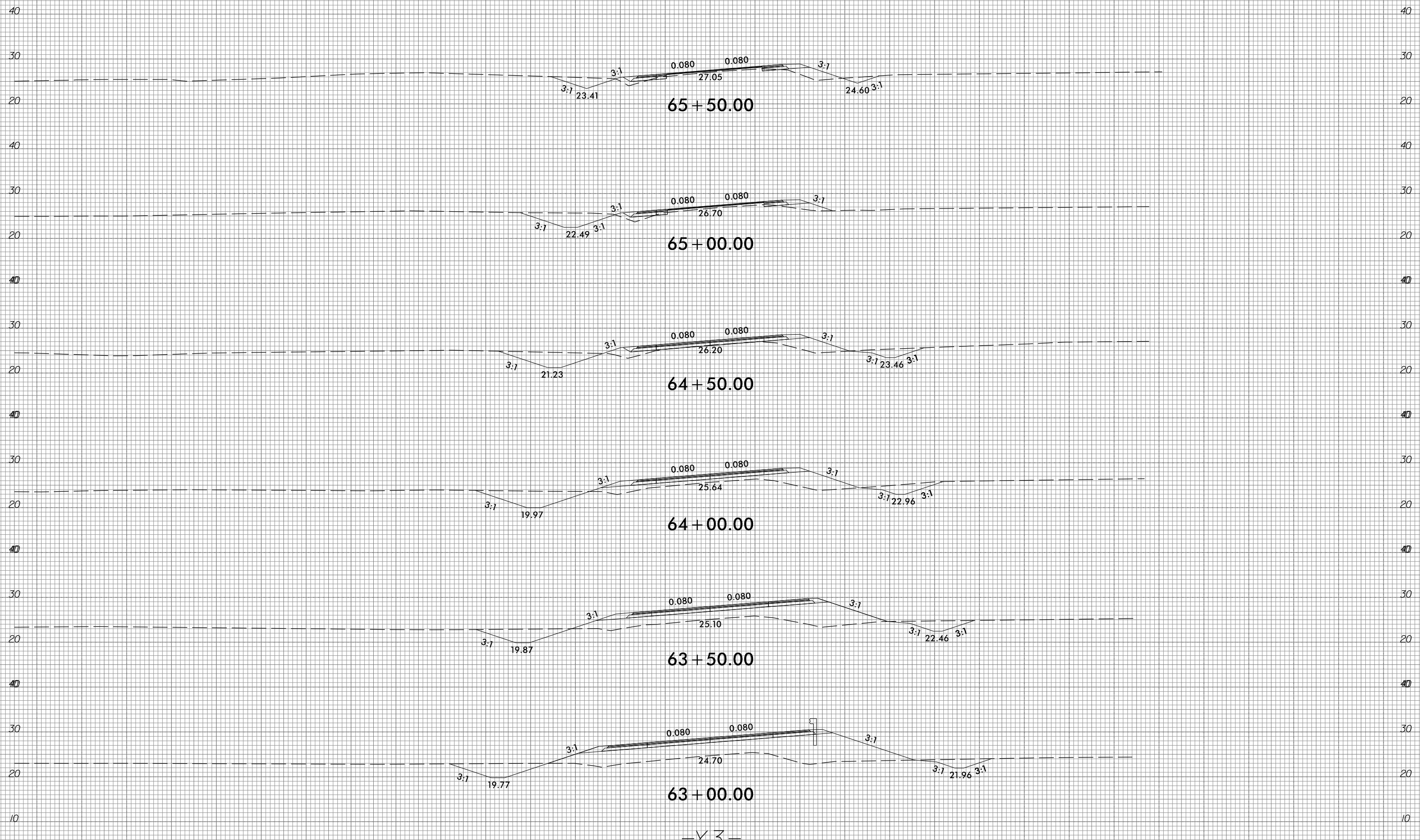


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

-Y3-

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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-

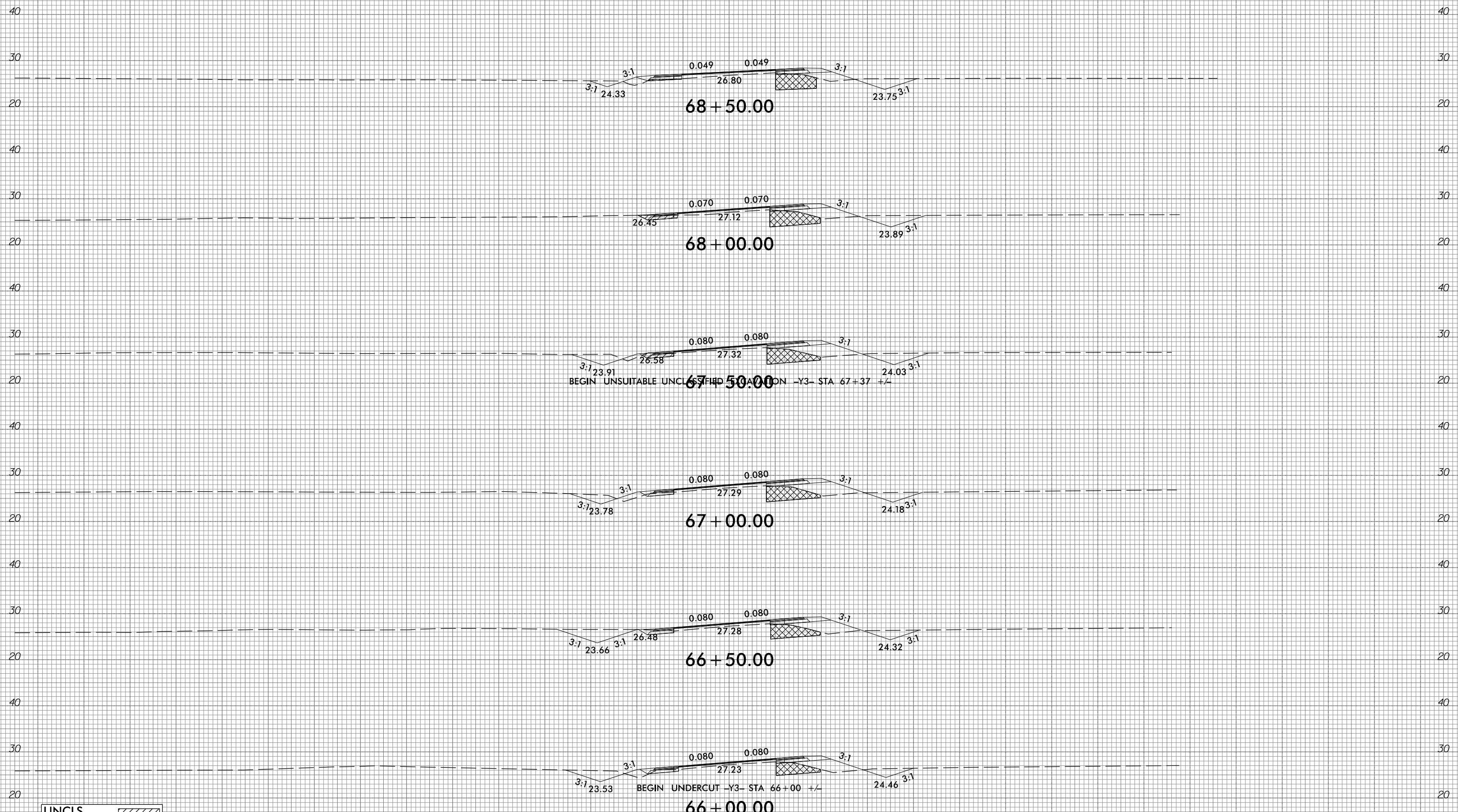
6/23/16



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

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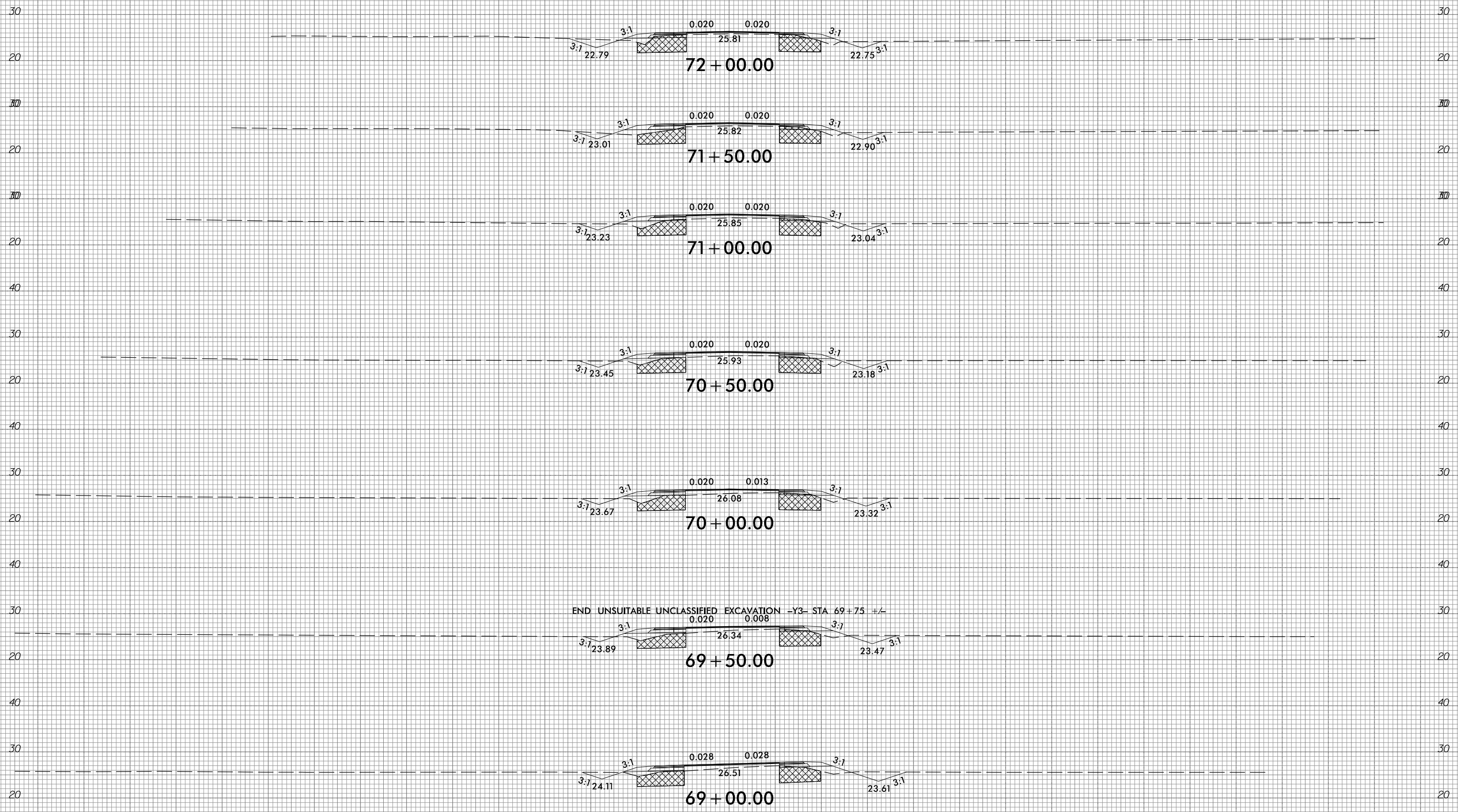
6/23/16



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

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gncdlin

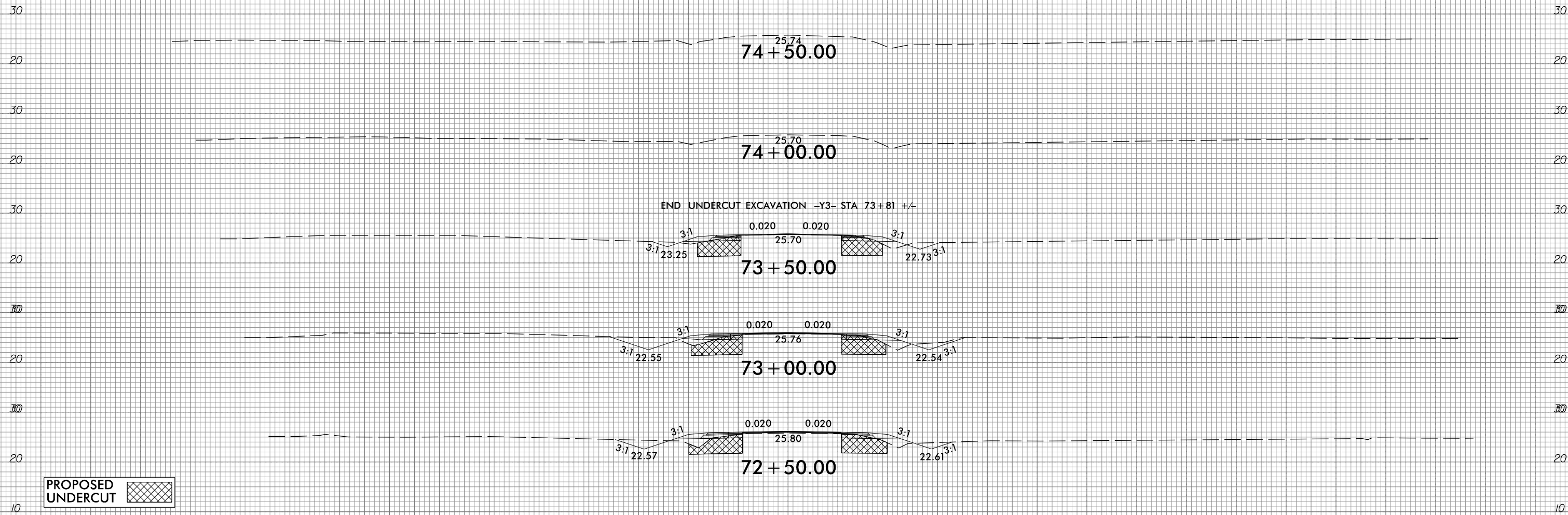
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-350

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



-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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gmc311

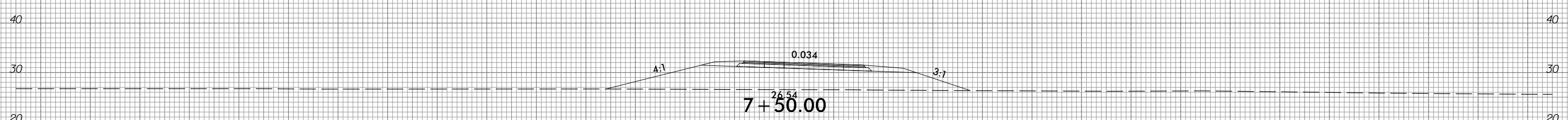
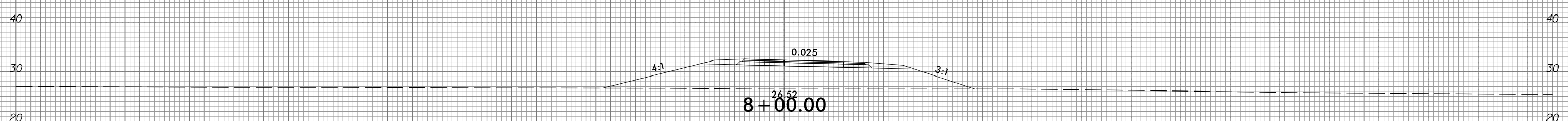
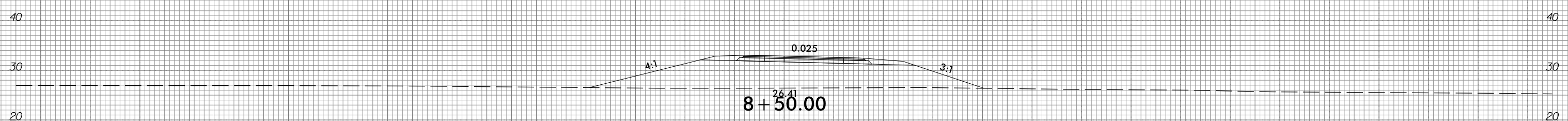
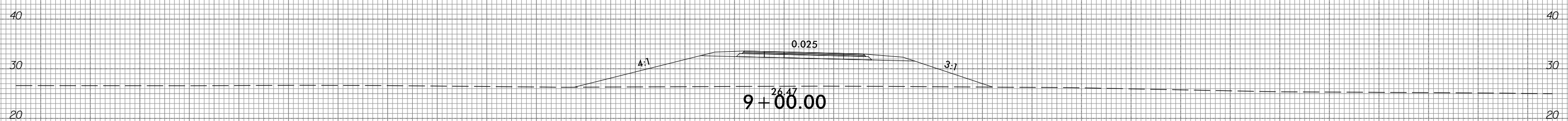
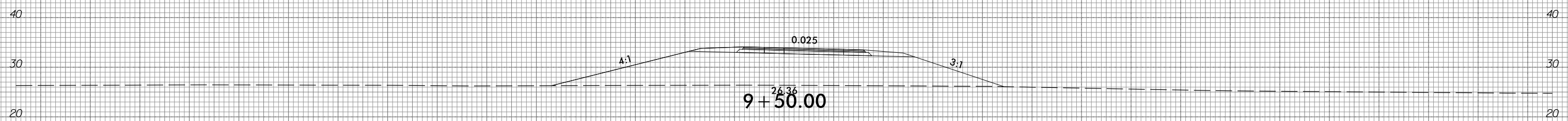
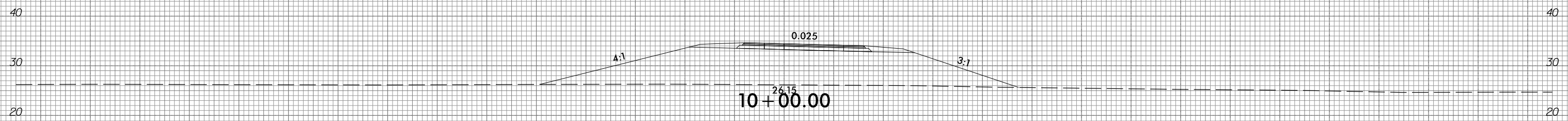
6/23/16



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

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gncdlin

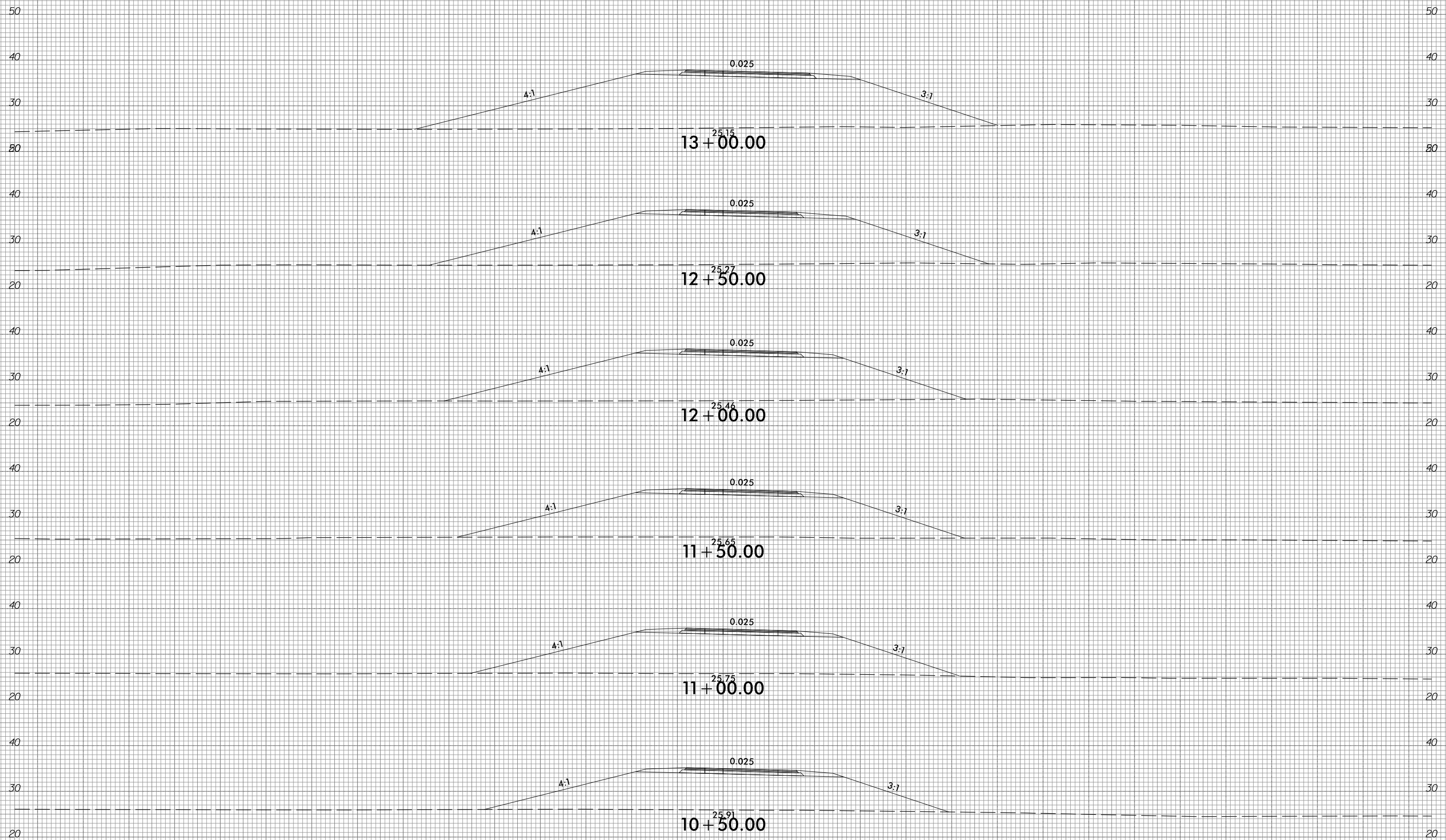
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-352

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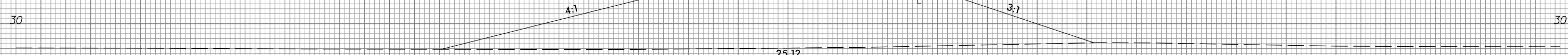
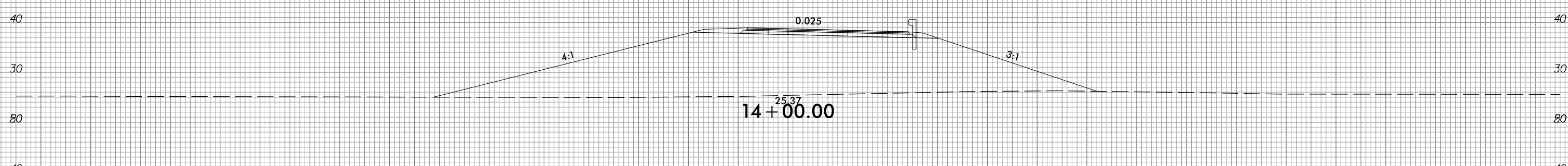
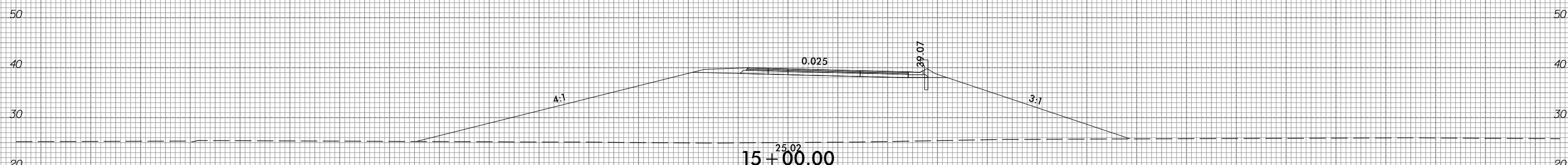
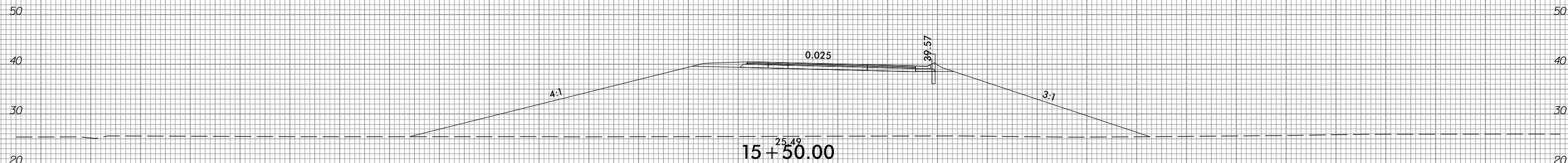


10+50.00
-Y3RPA-

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

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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



-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

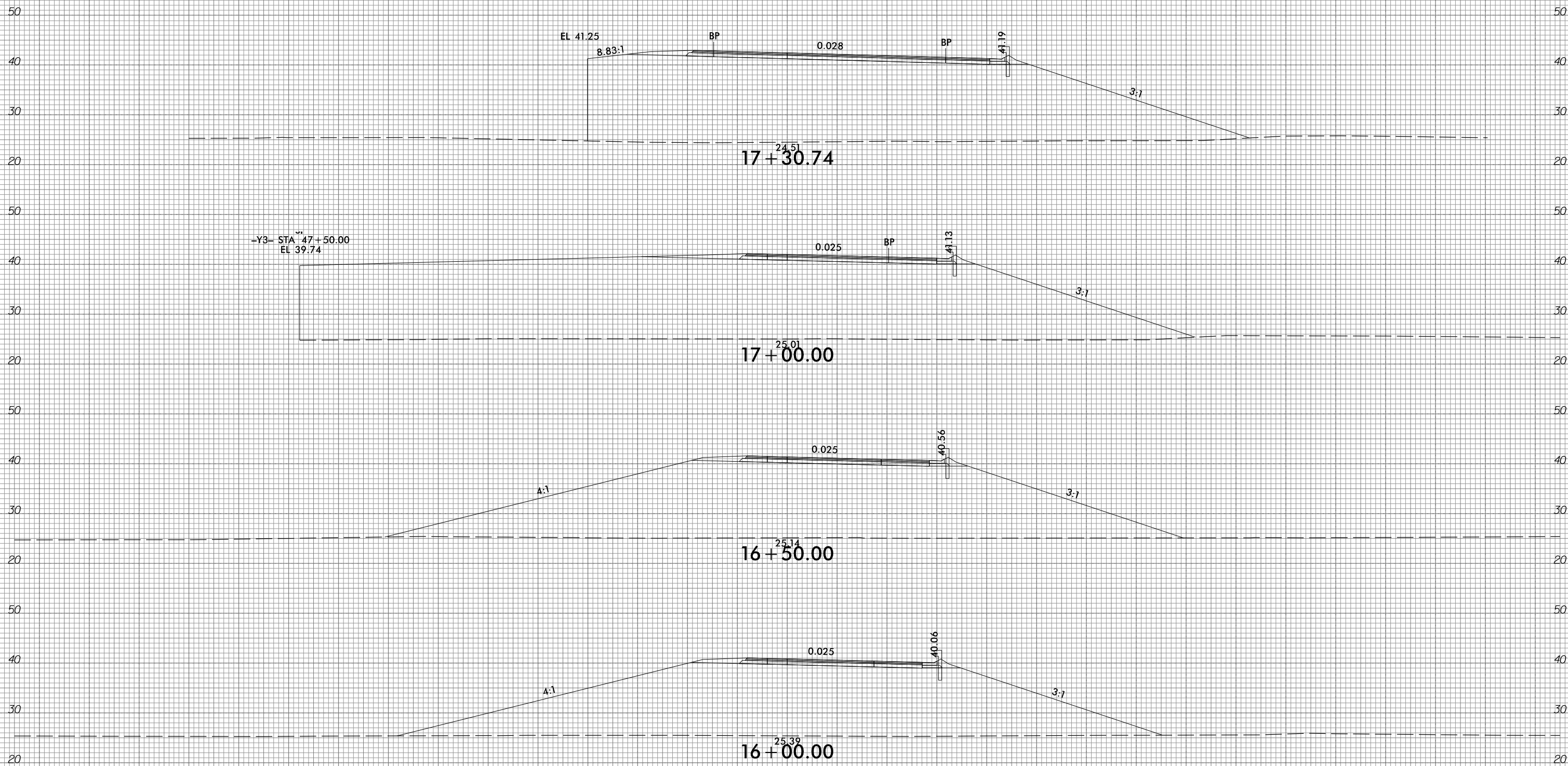
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-354

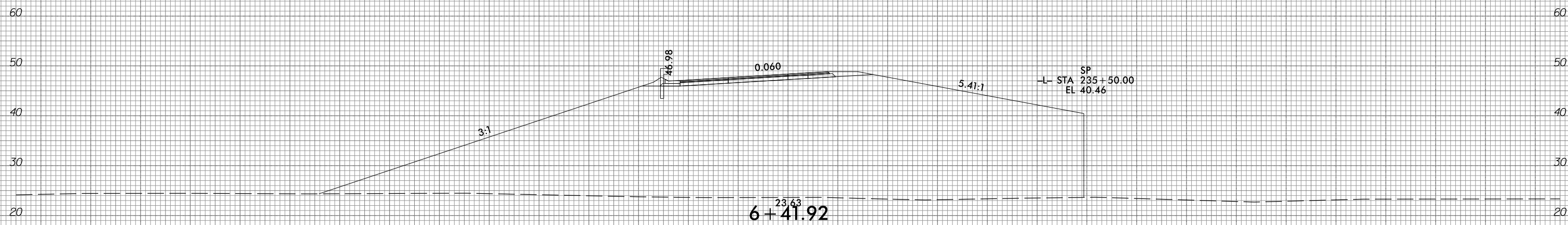
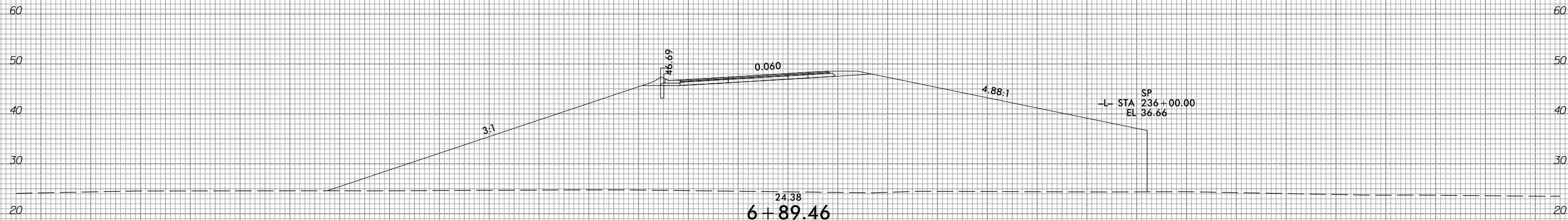
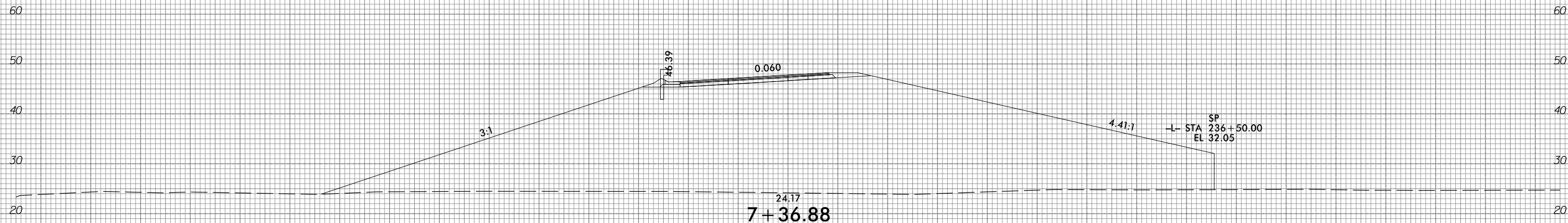
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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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



-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

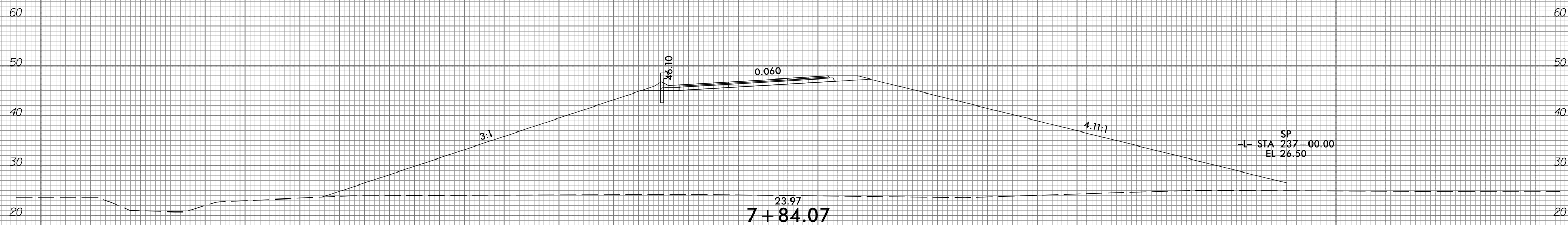
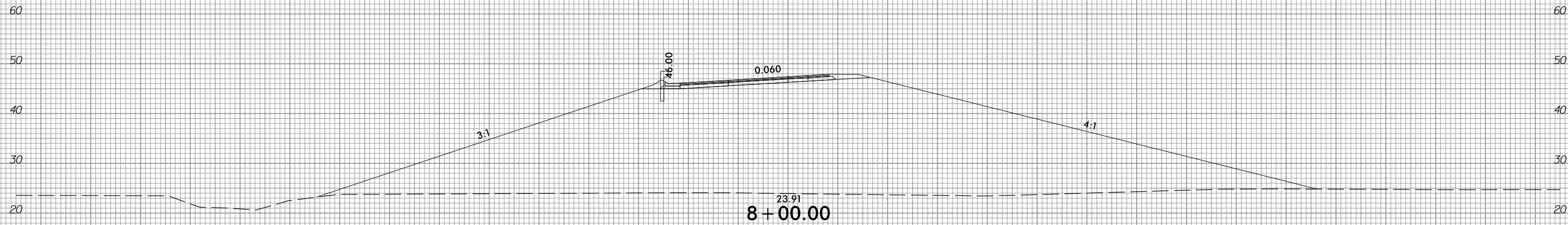
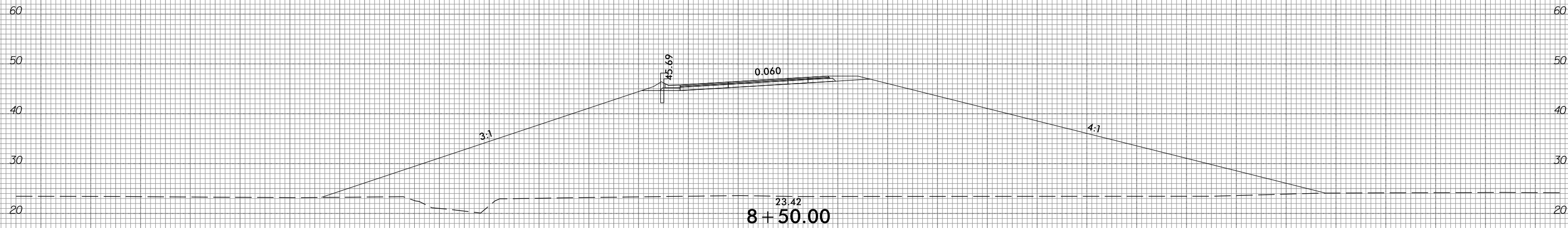
6/23/16



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| PROJ. REFERENCE NO. |
| R-1015 |

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| 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

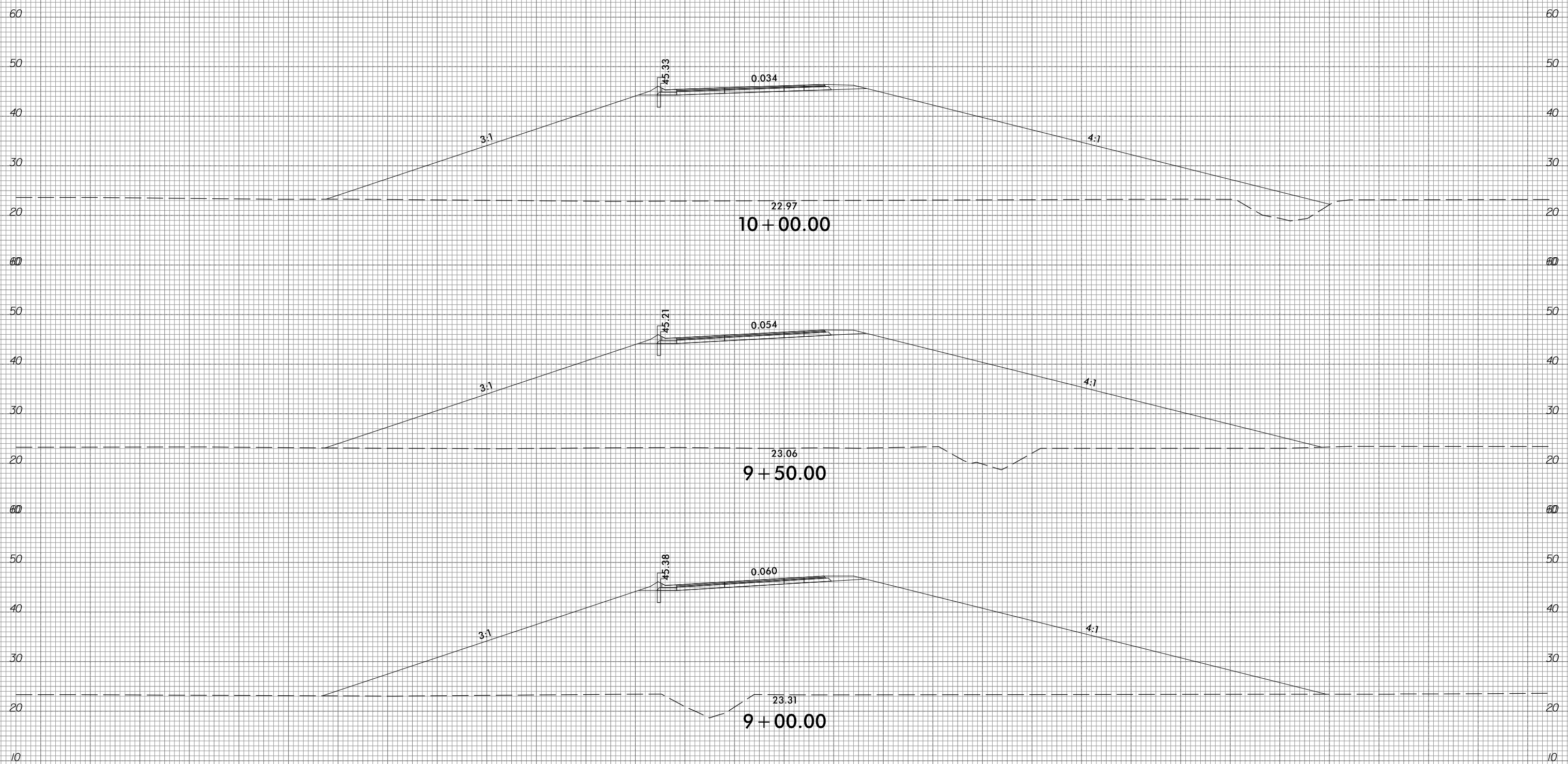


-Y3RPB-

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 gmc31in



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

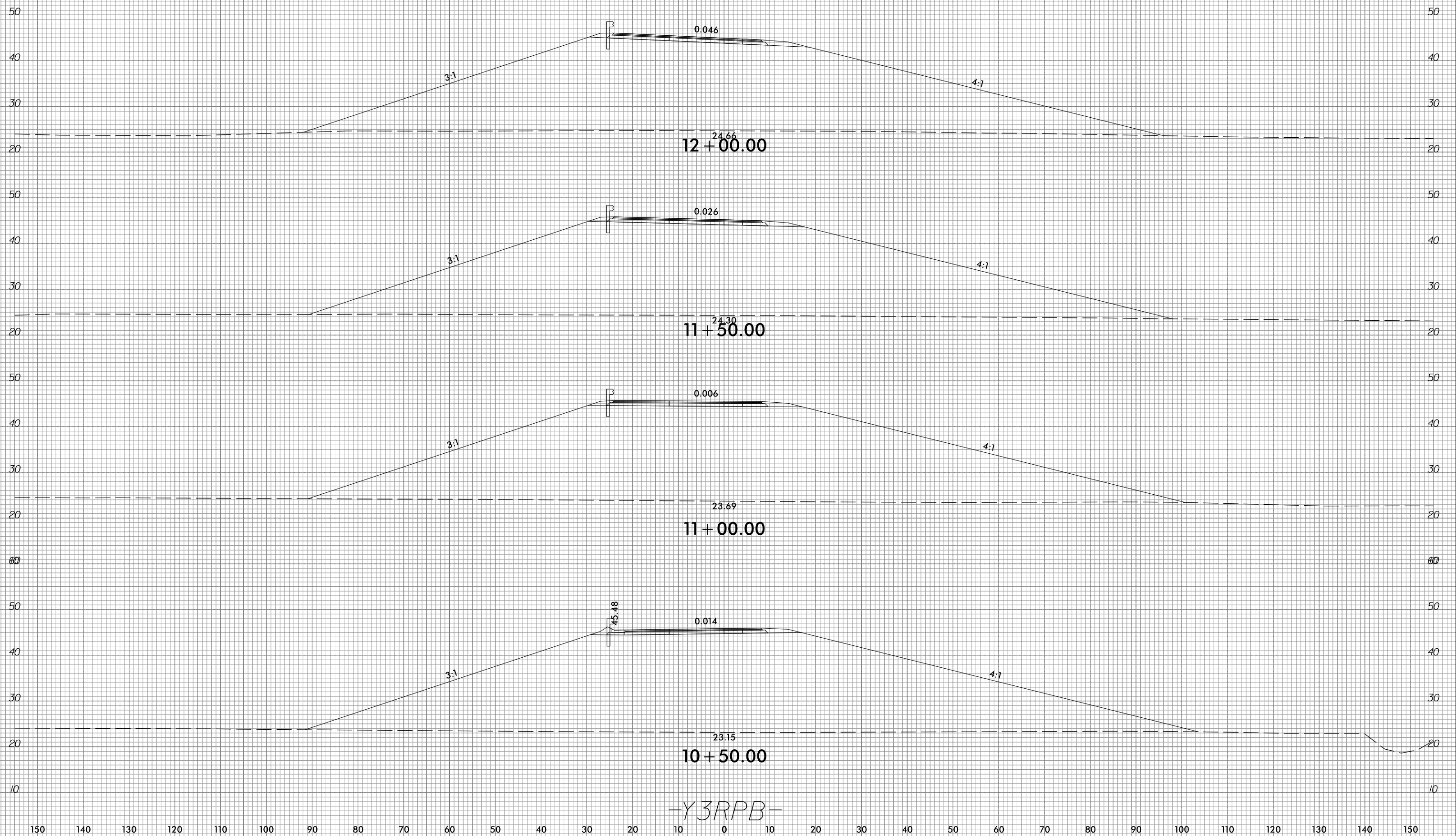


-Y3RPB-

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



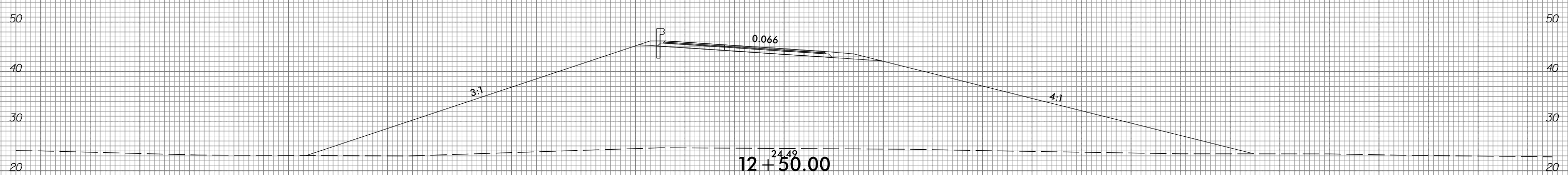
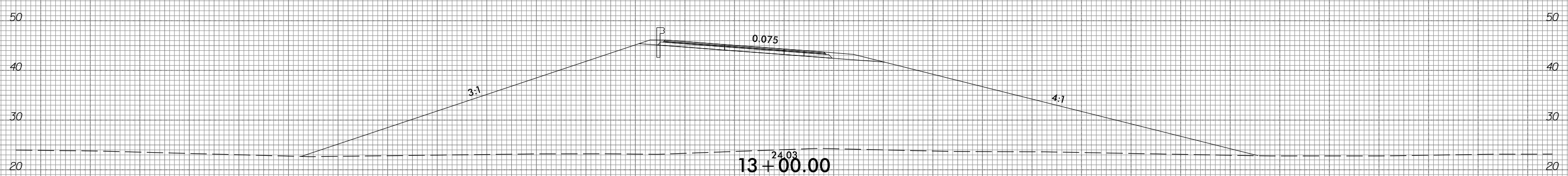
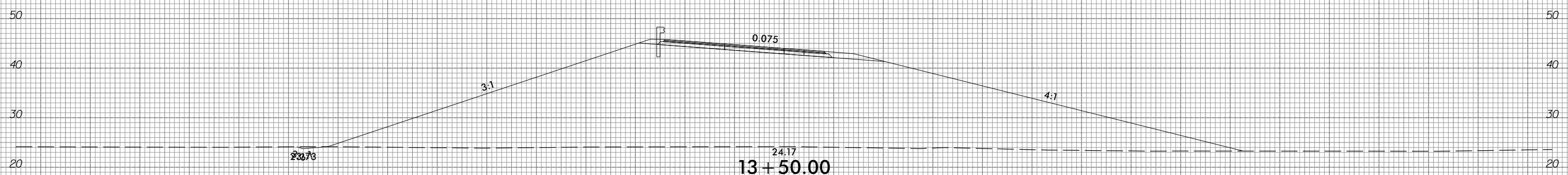
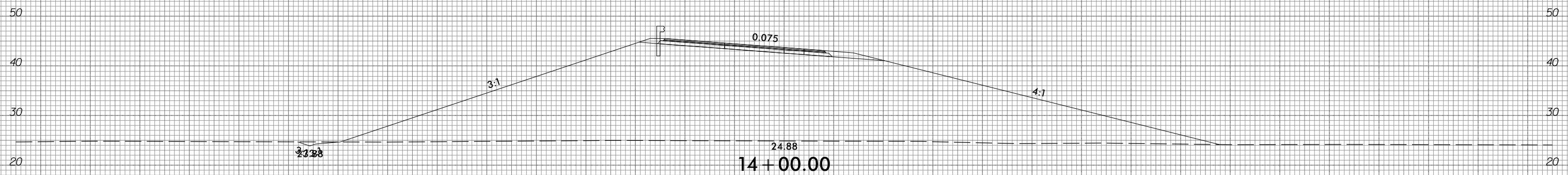
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-Y3RPB-



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



-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

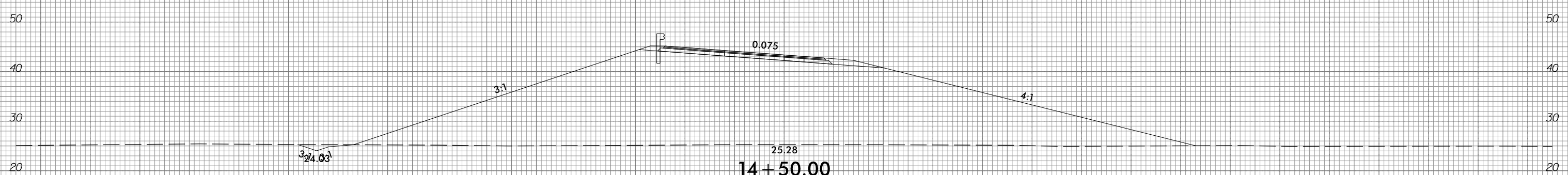
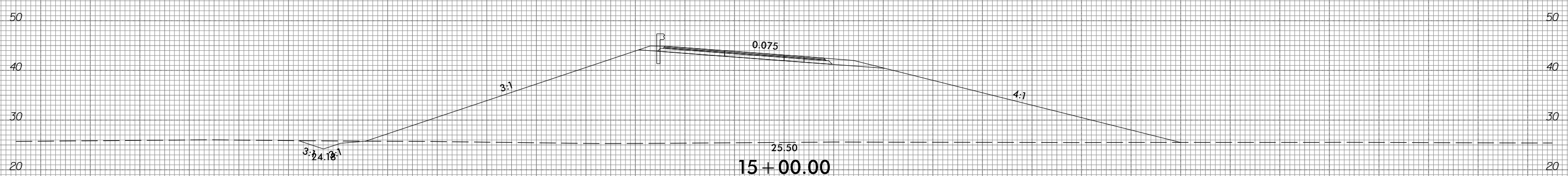
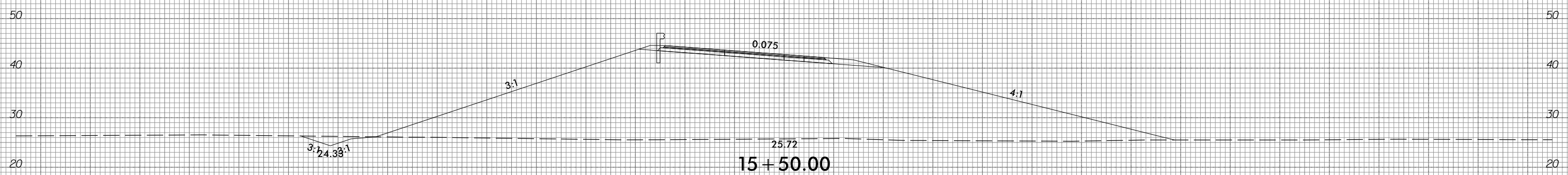
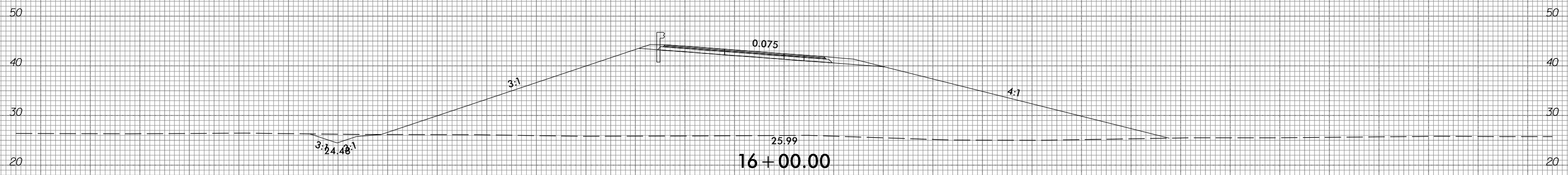
6/23/16



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

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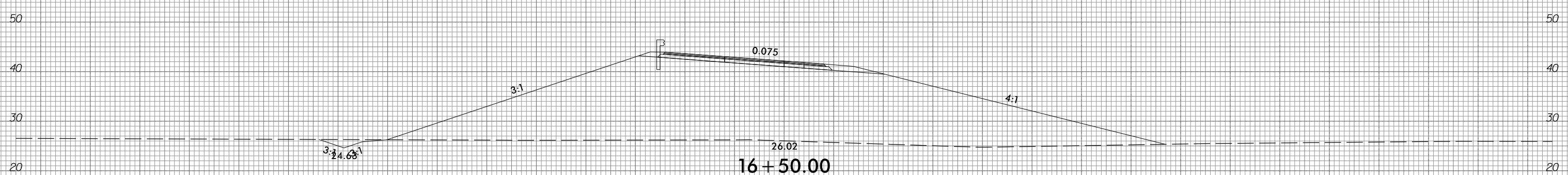
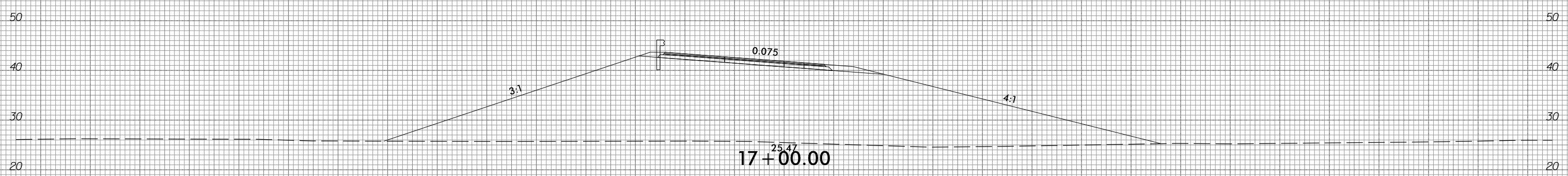
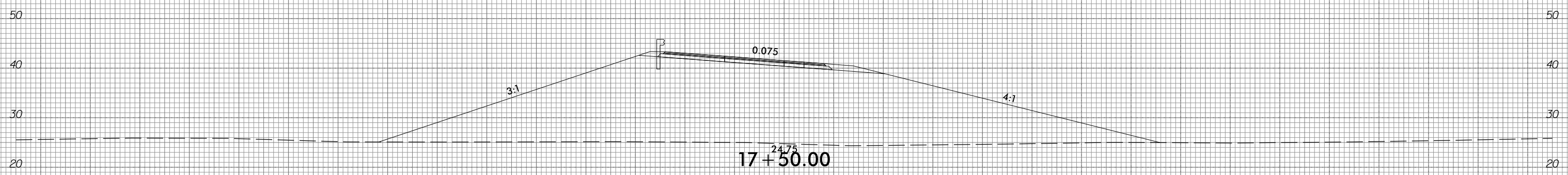
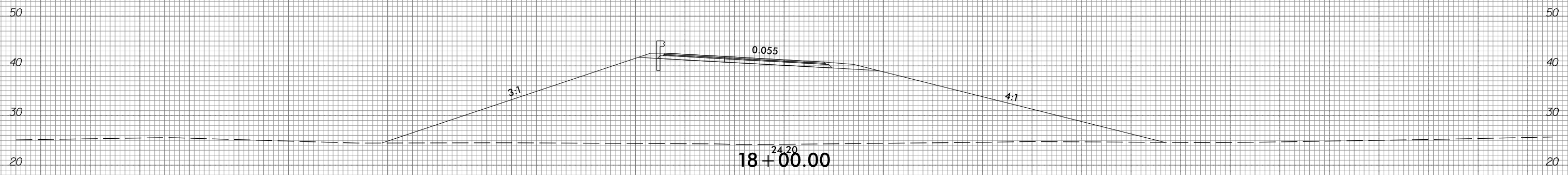
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-361

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-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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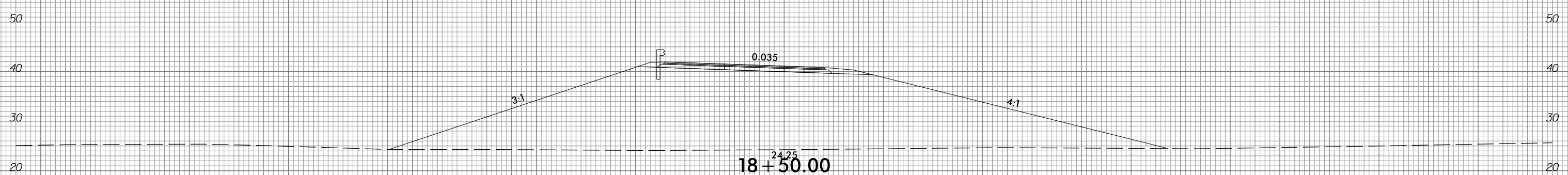
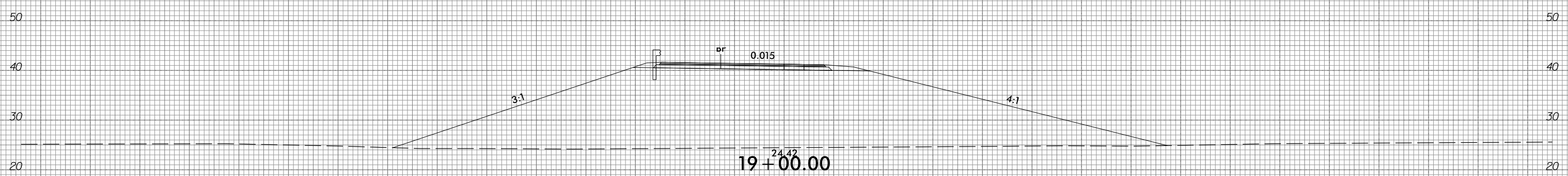
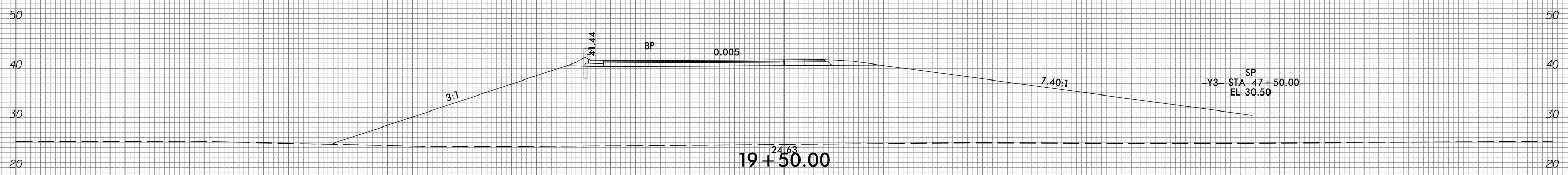
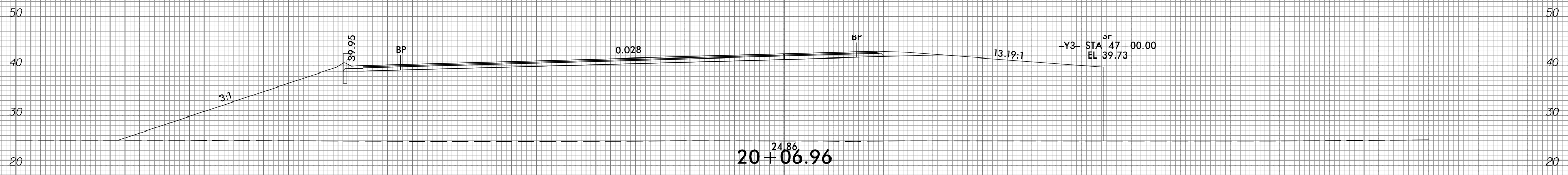
6/23/16



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

10/31/2016
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_Y3RPB.dgn
gncdlin

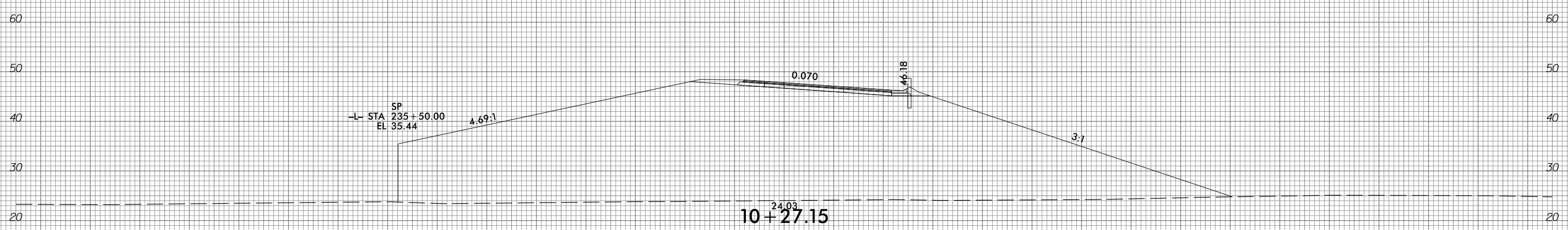
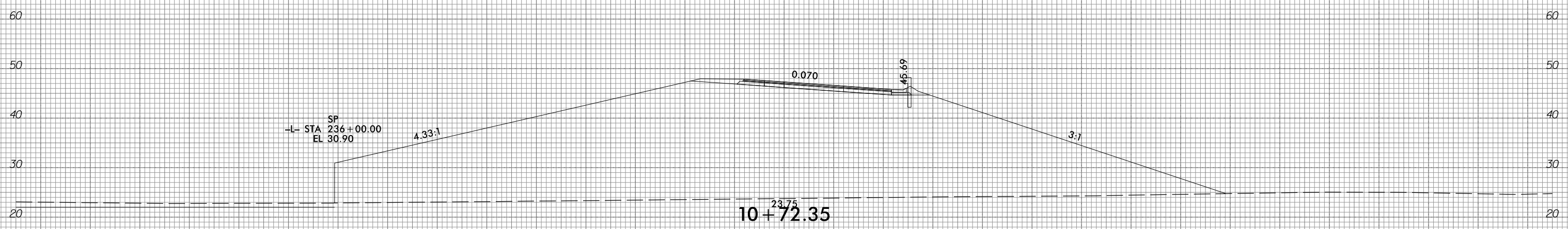
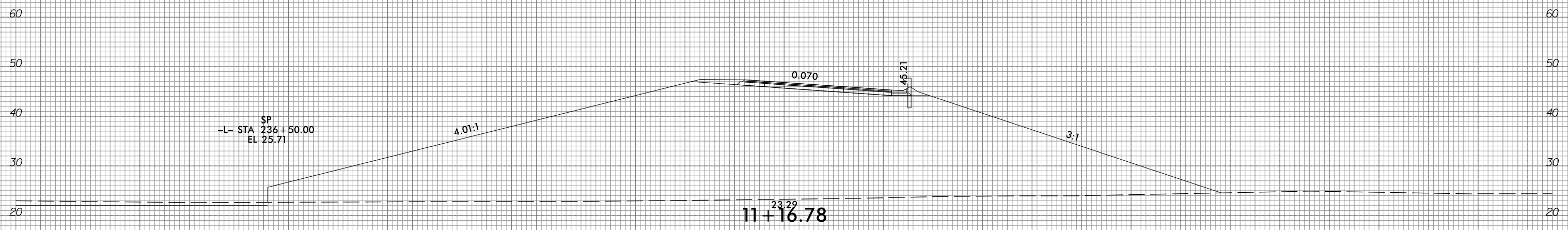
6/23/16



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| PROJ. REFERENCE NO. |
| R-1015 |

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| 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

10/31/2018
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 gmc31in

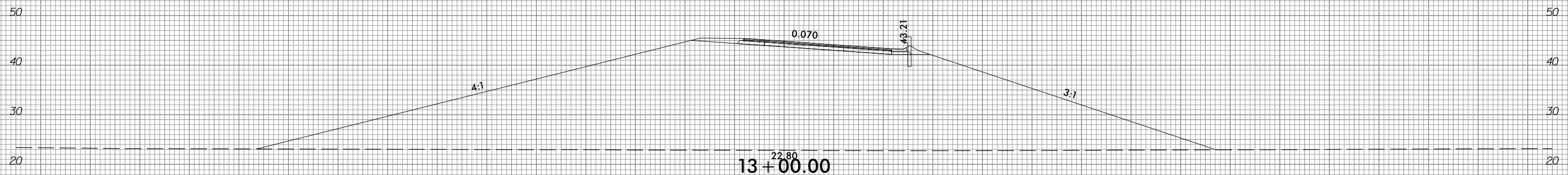
6/23/16



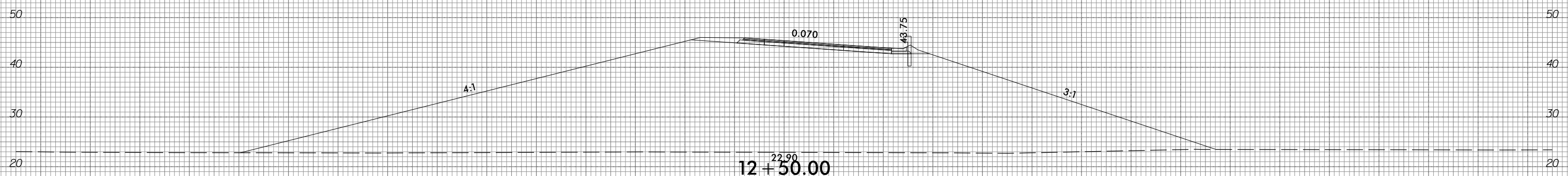
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| PROJ. REFERENCE NO. | R-1015 |
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| SHEET NO. | X-364 |
|-----------|-------|

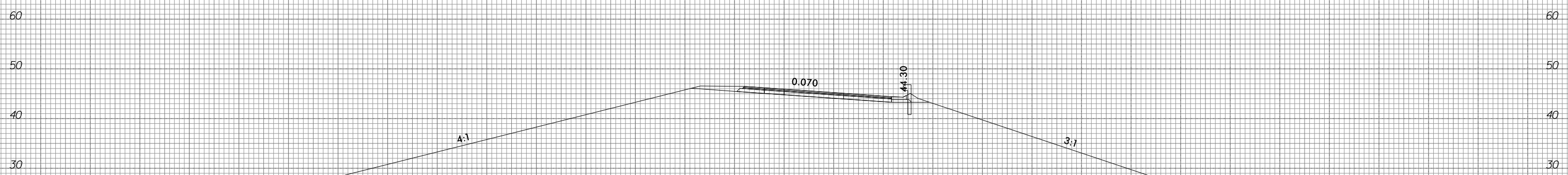
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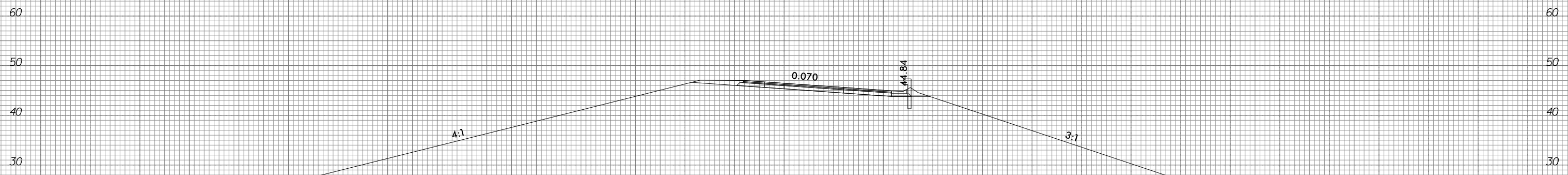
13+00.00
22.80



12+50.00
22.90



12+00.00
23.07



11+50.00
23.29

-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
 gmc31in

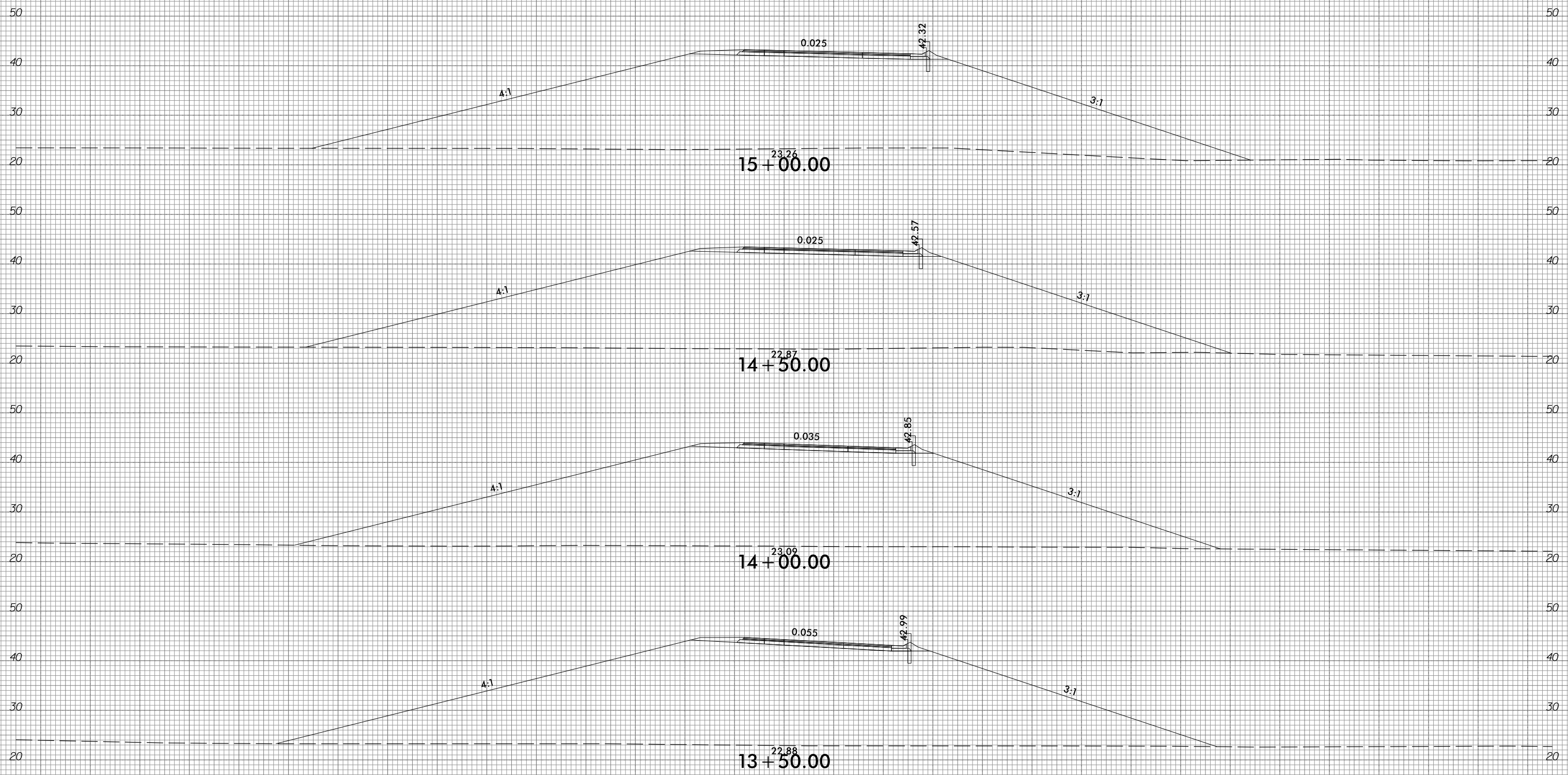
6/23/16



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
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_Y3RPC.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

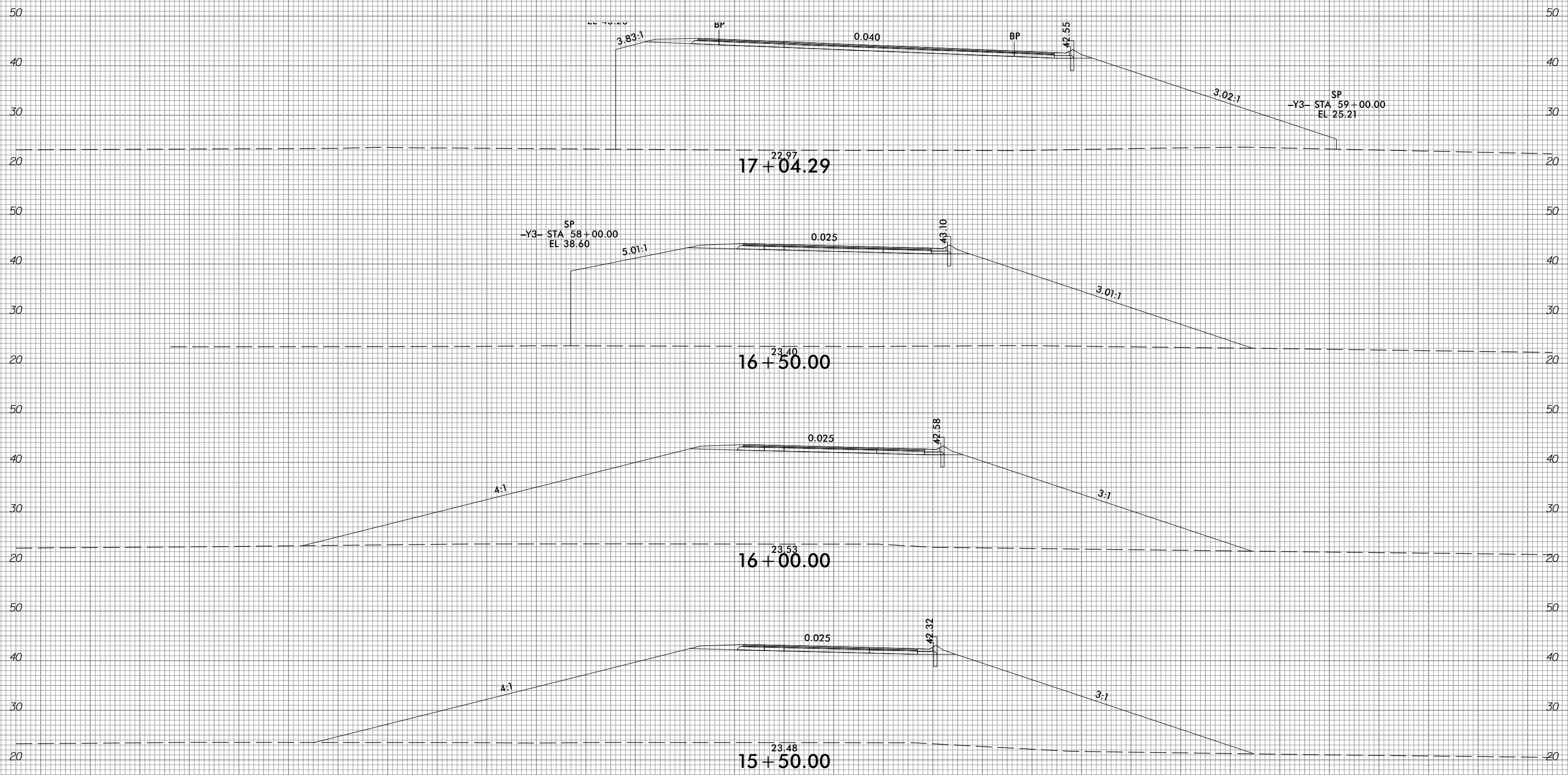
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-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
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_Y3RPC.dgn
gncdlin

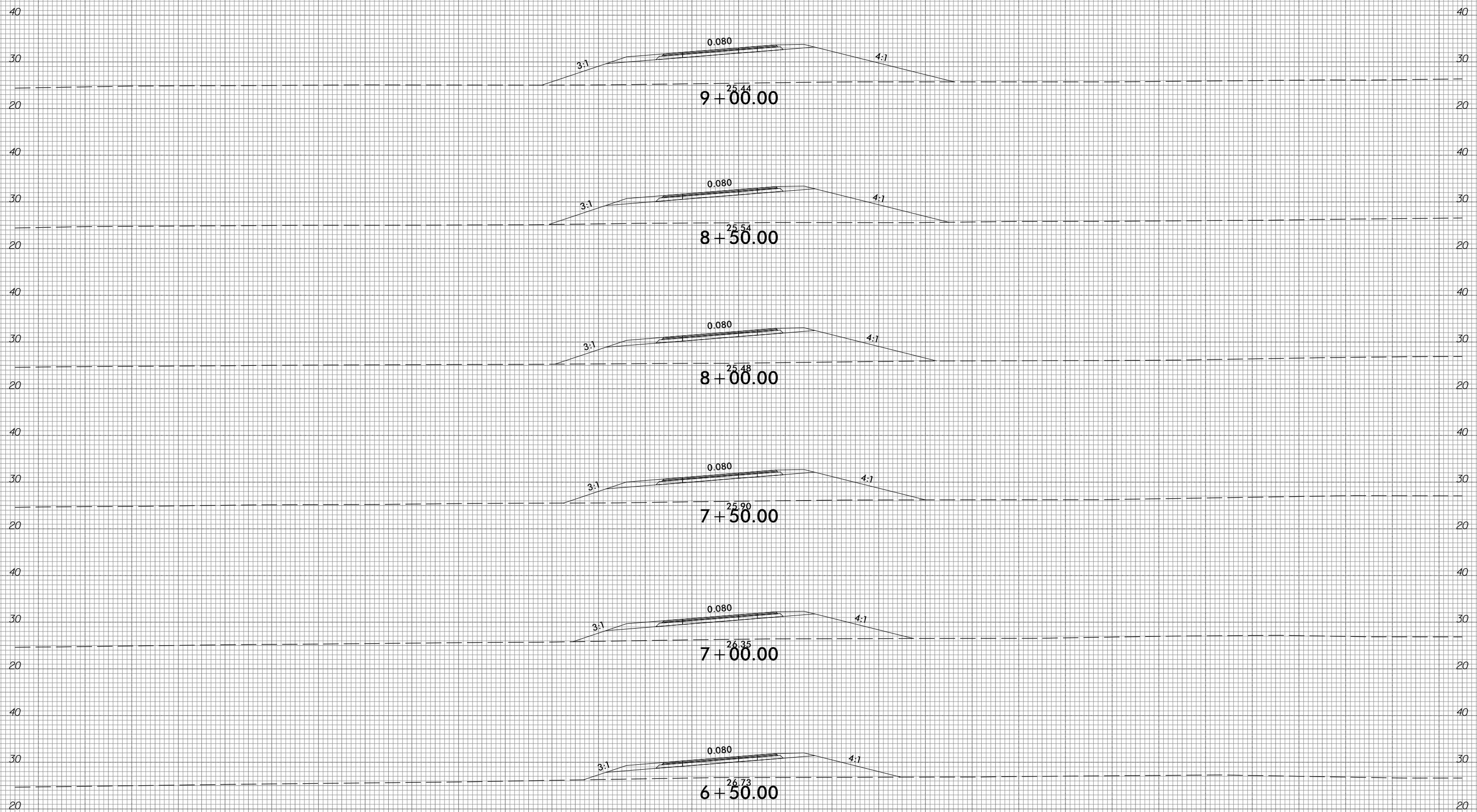
6/23/16



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
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_Y3RPD.dgn
gncdlin

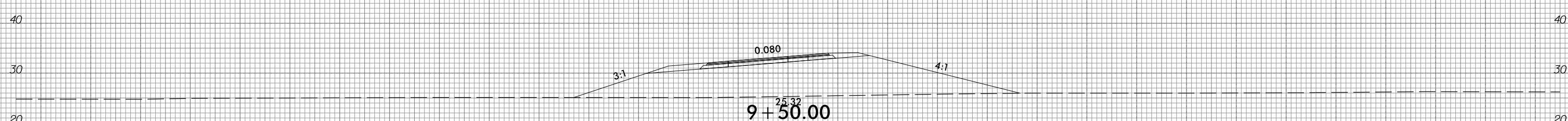
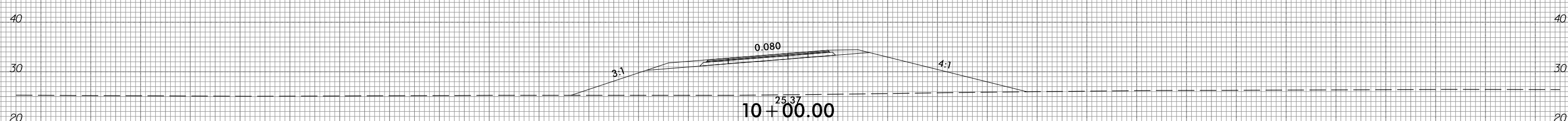
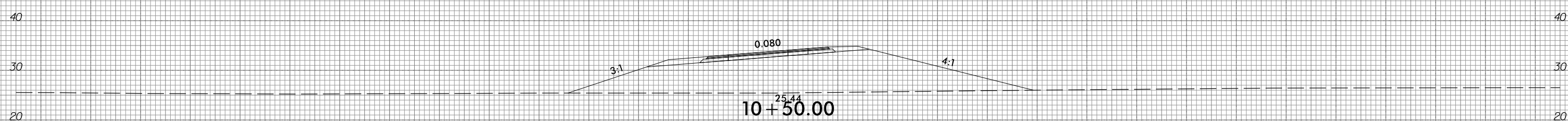
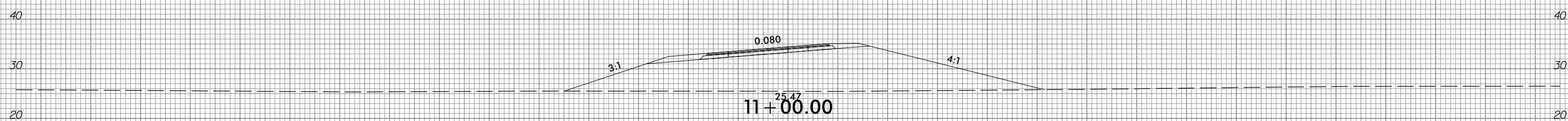
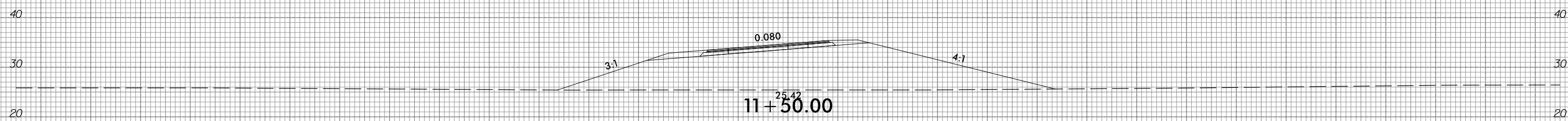
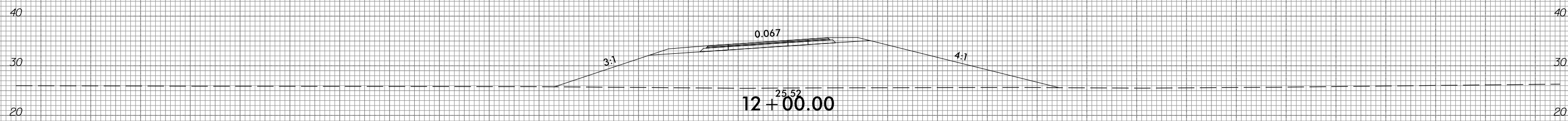
6/23/16



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
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015.sp1.Y3RPD.dgn
gncdlin

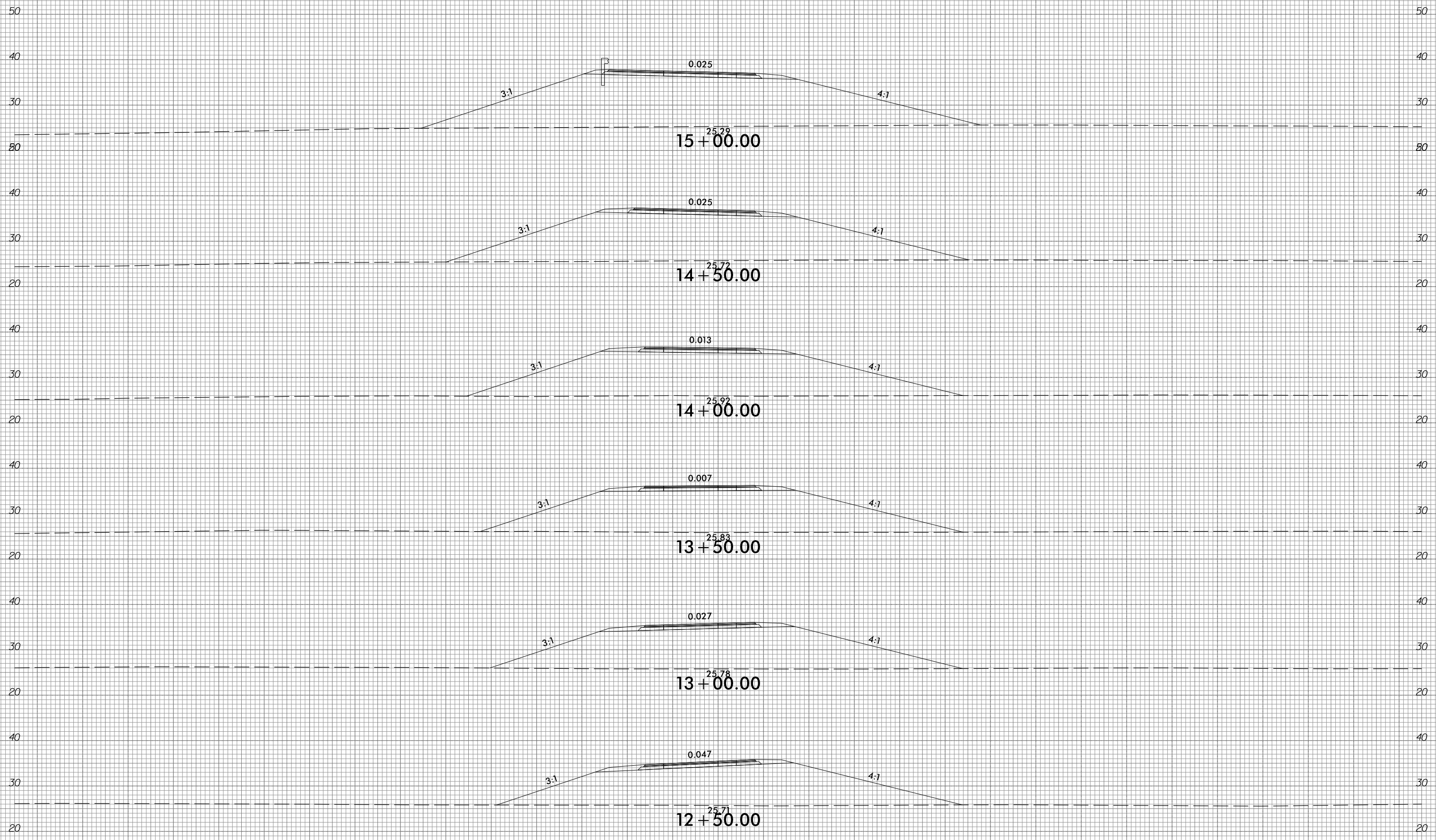
6/23/16



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



-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

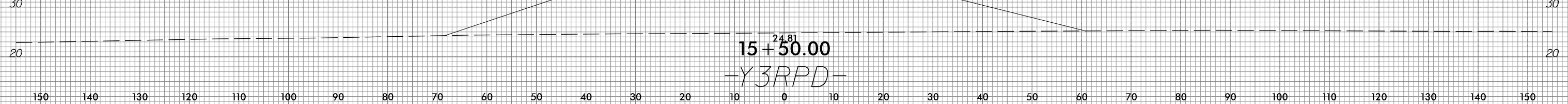
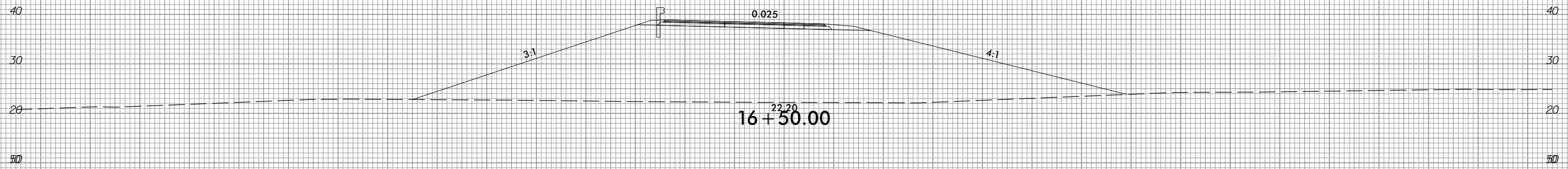
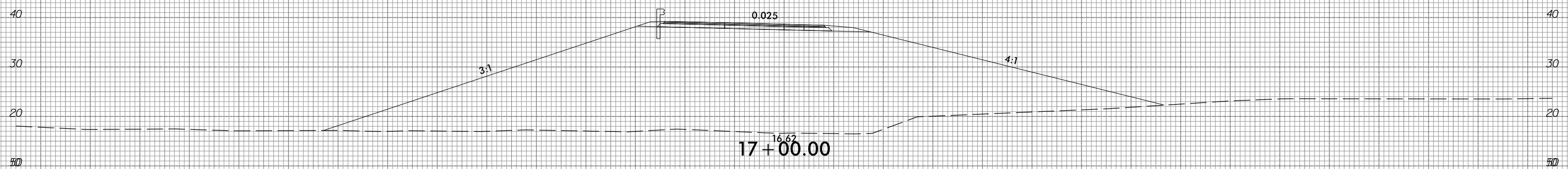
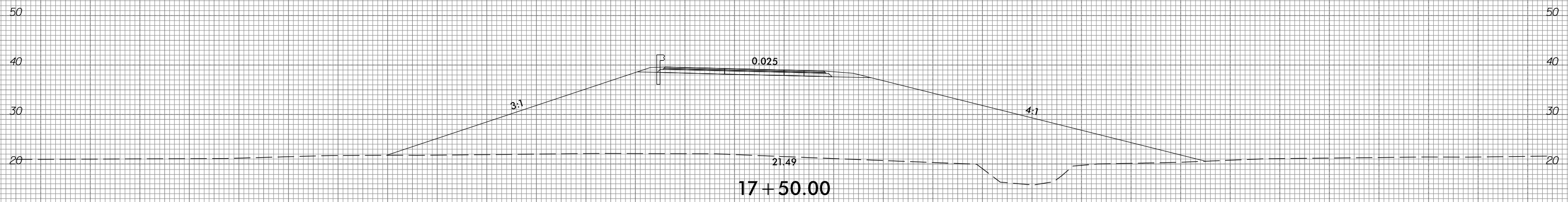
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gncdlin

6/23/16



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| 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



-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
G:\RA\1729-02\CADD\1015\Roadway\XSC\1015_xpl_Y3RPD.dgn
gncdlin

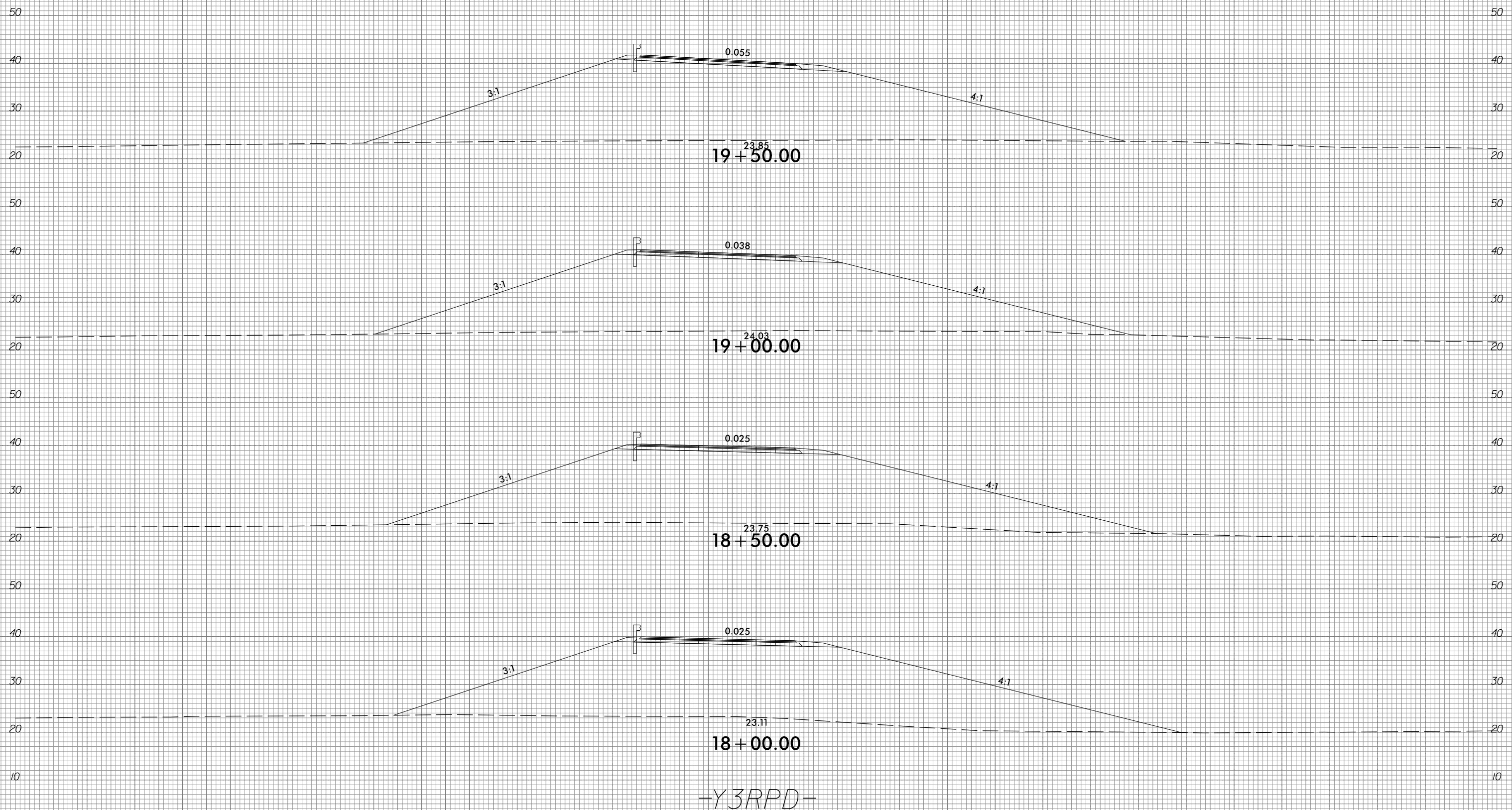
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-371

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-

10/31/2018
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_Y3RPD.dgn
gncdlin

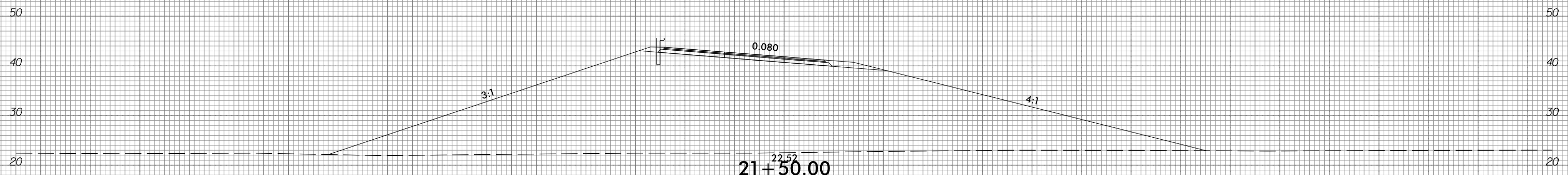
6/23/16



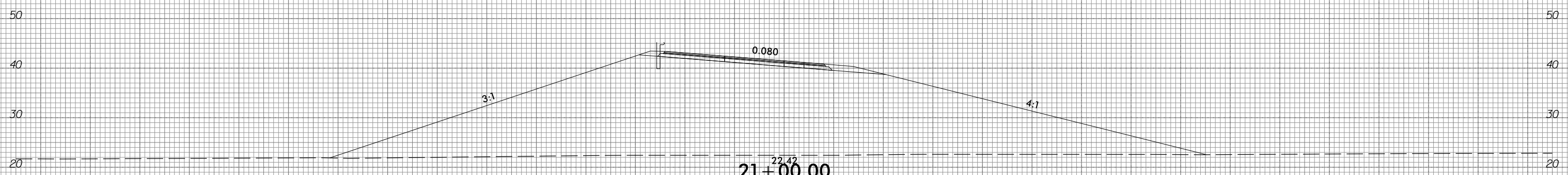
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| PROJ. REFERENCE NO. |
| R-1015 |

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| SHEET NO. |
| X-372 |

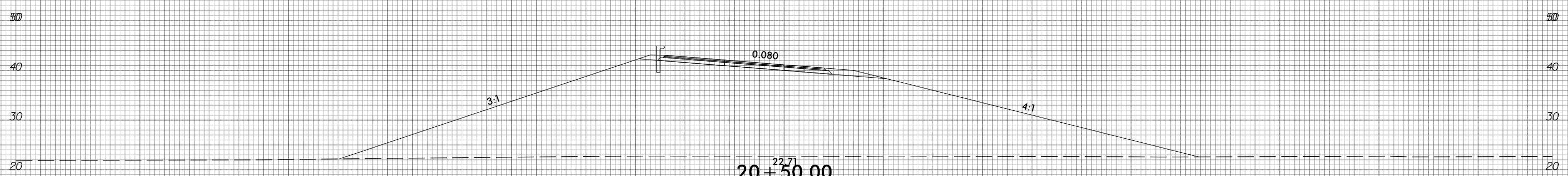
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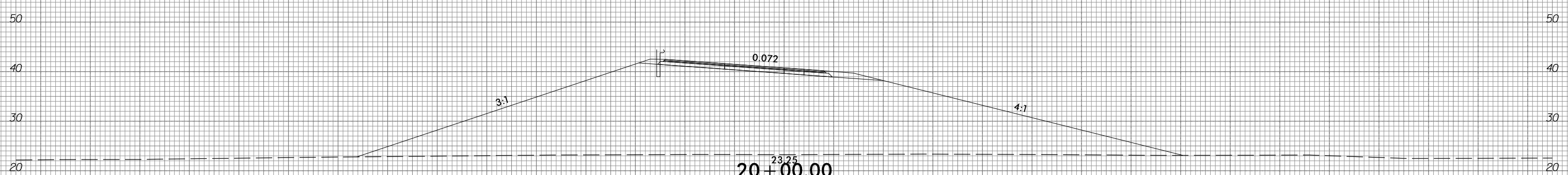
21+50.00
22.52



21+00.00
22.42



20+50.00
22.71



20+00.00
23.25

-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
 G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_Y3RPD.dgn
 gmc31in

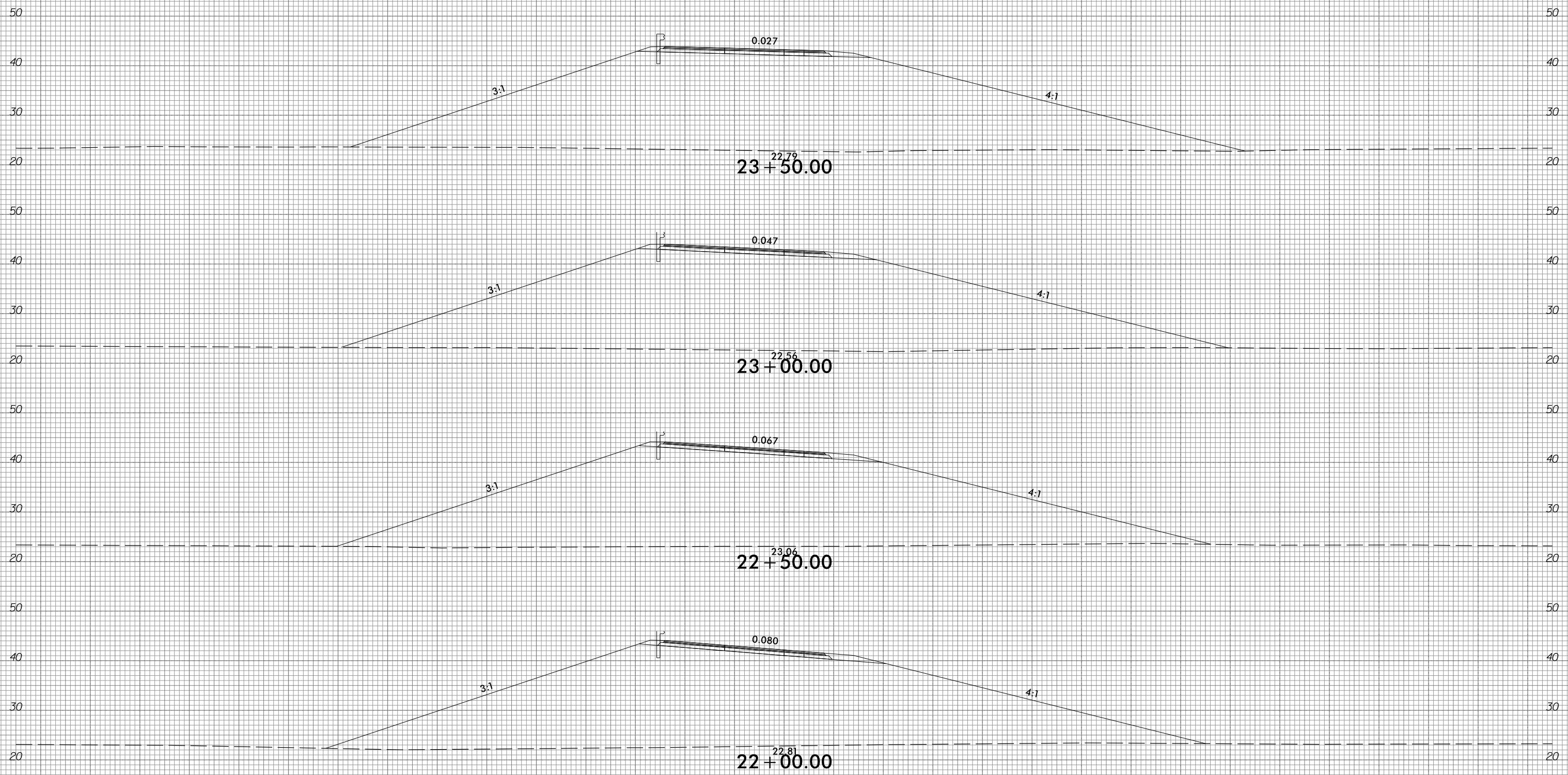
6/23/16



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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gncdlin

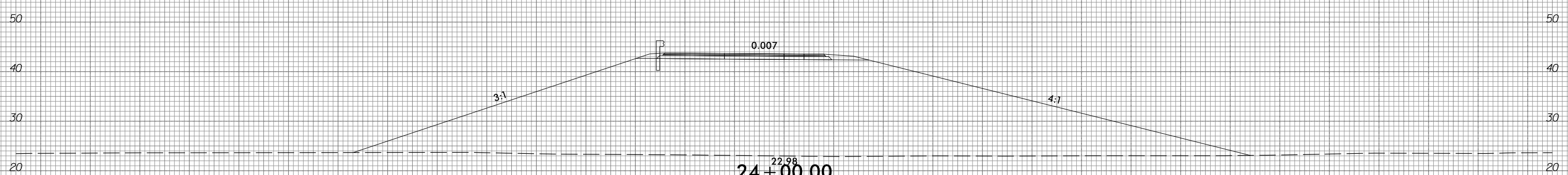
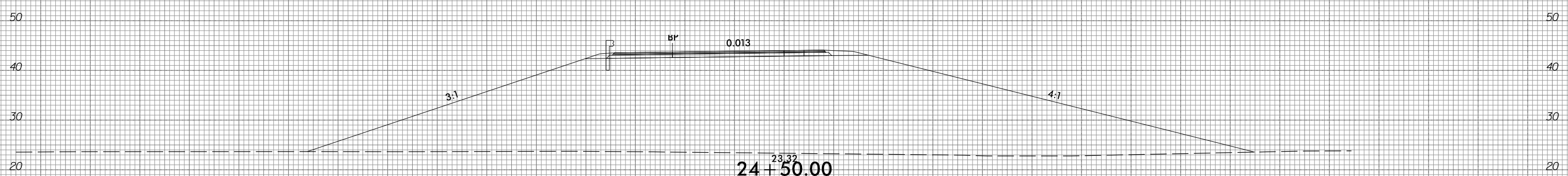
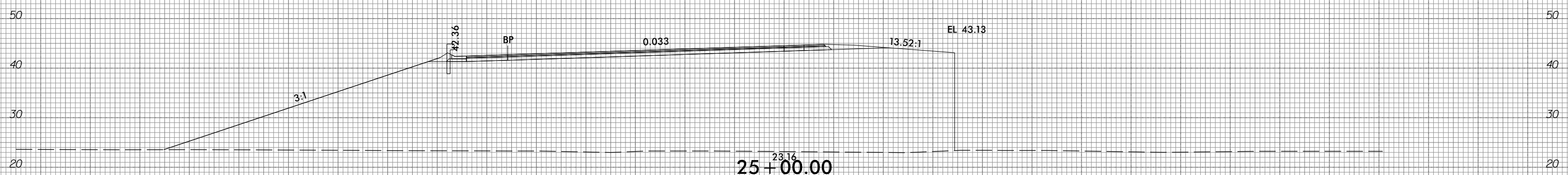
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-374

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

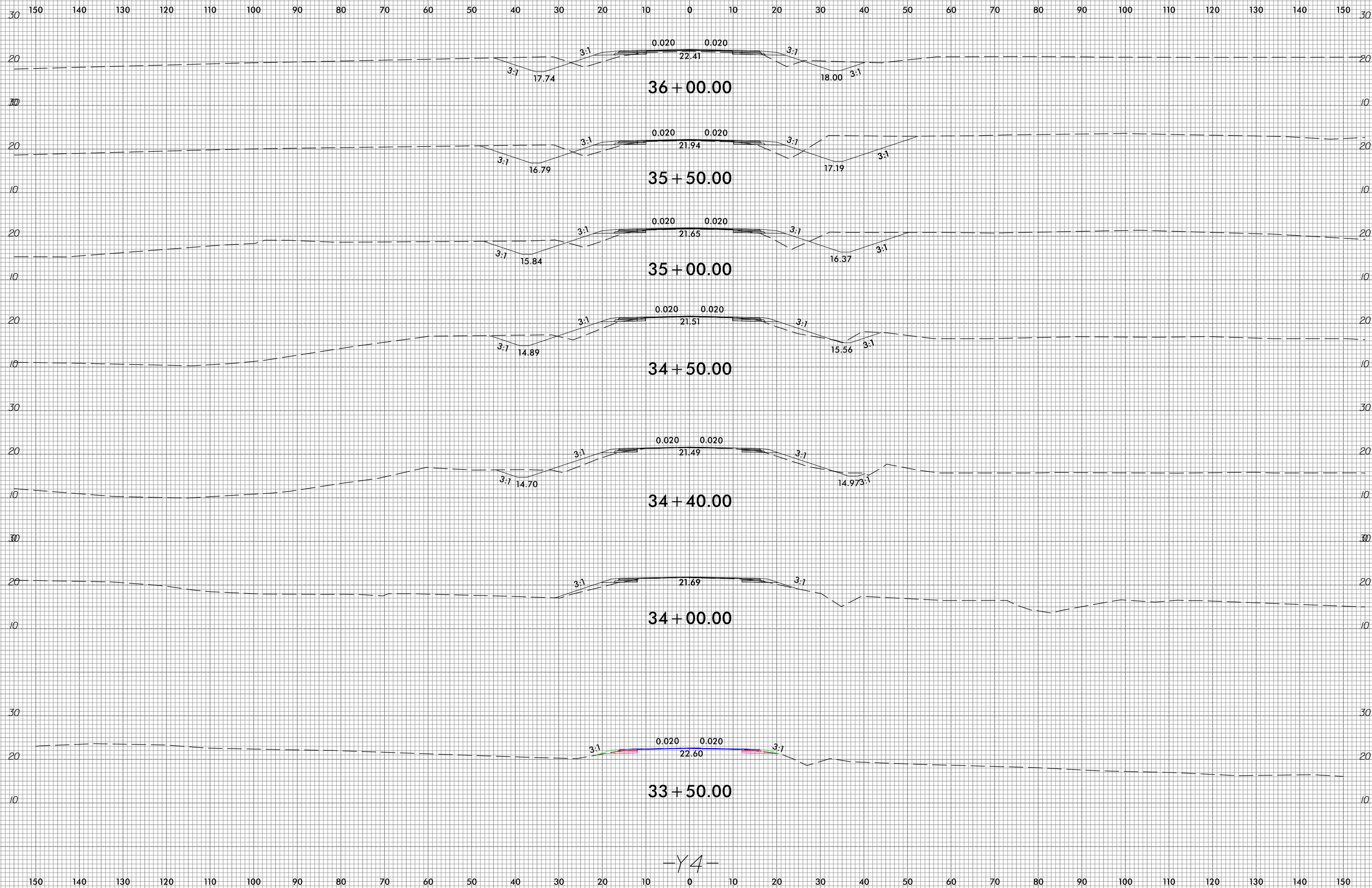
10/31/2018
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gncdlin

6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-375



-Y4-

4/23/2016 9:17:29 AM G:\A00\1015\Roadway\XSC\1015_xp1_Y4.dgn

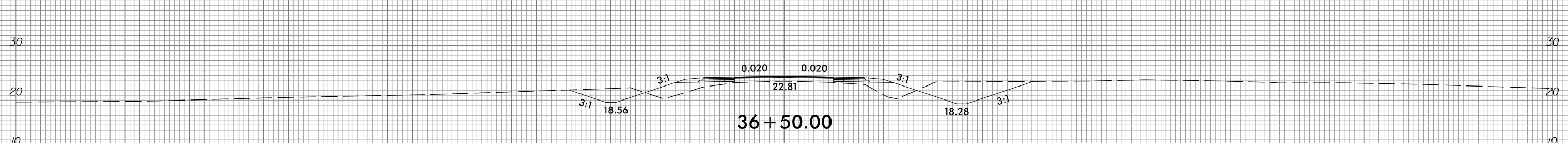
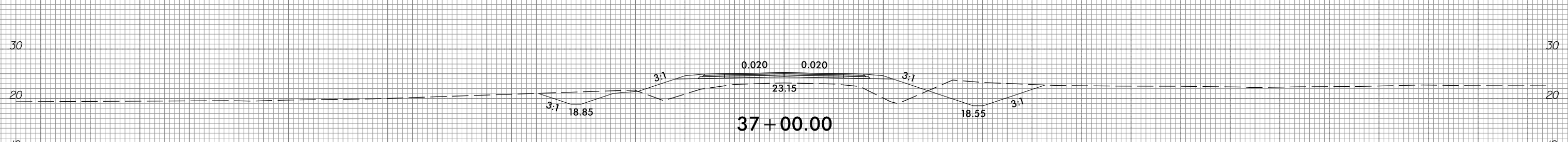
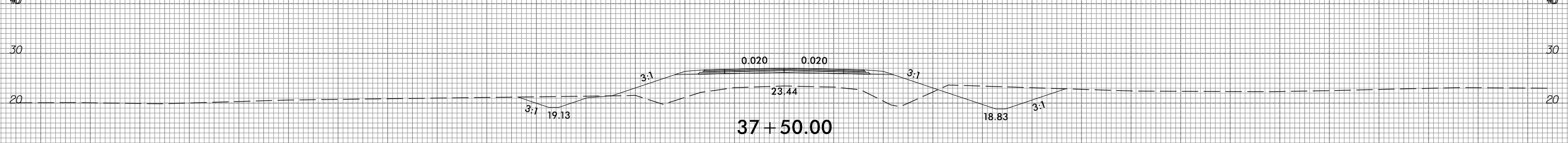
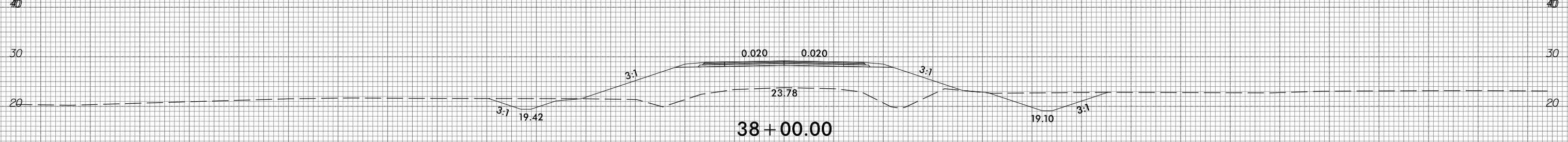
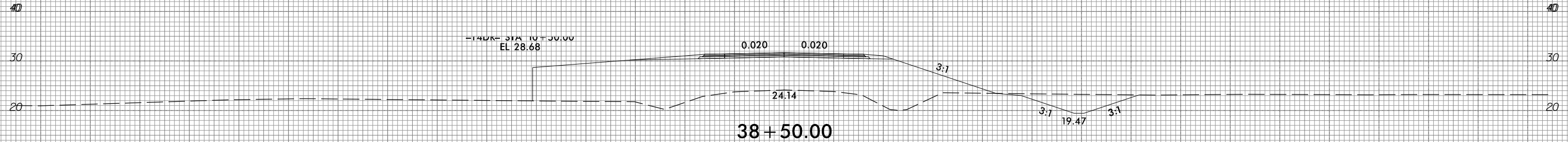
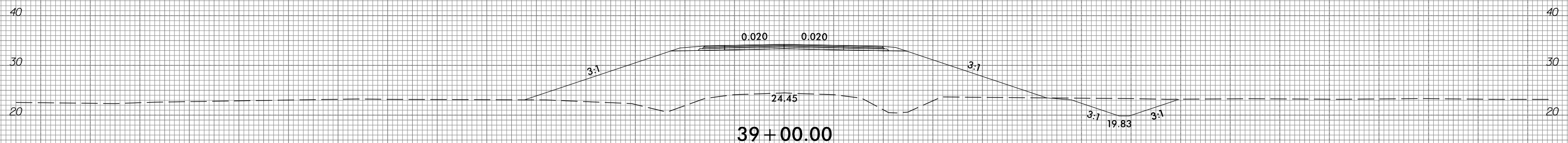
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-376

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



-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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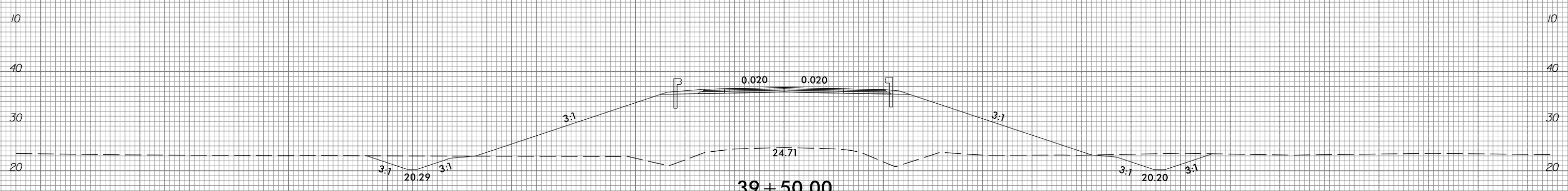
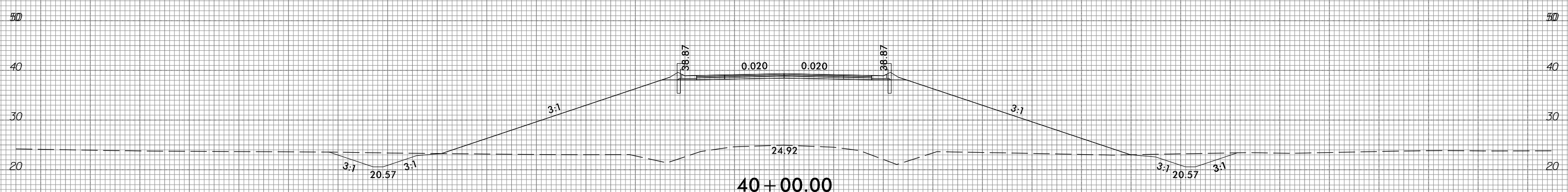
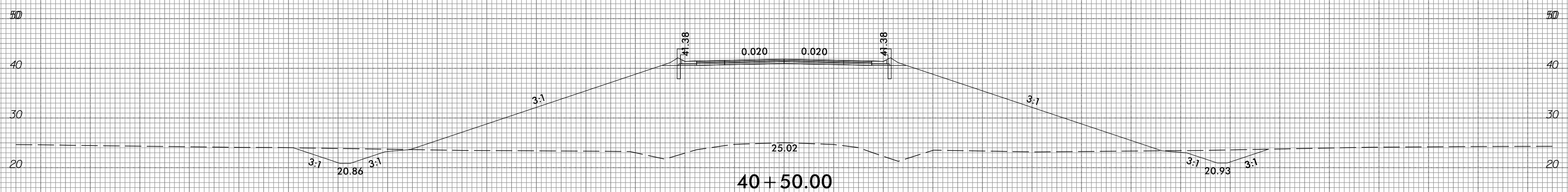
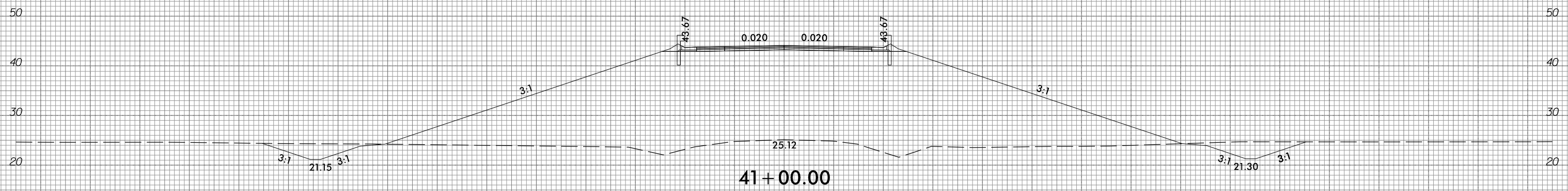
6/23/16



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

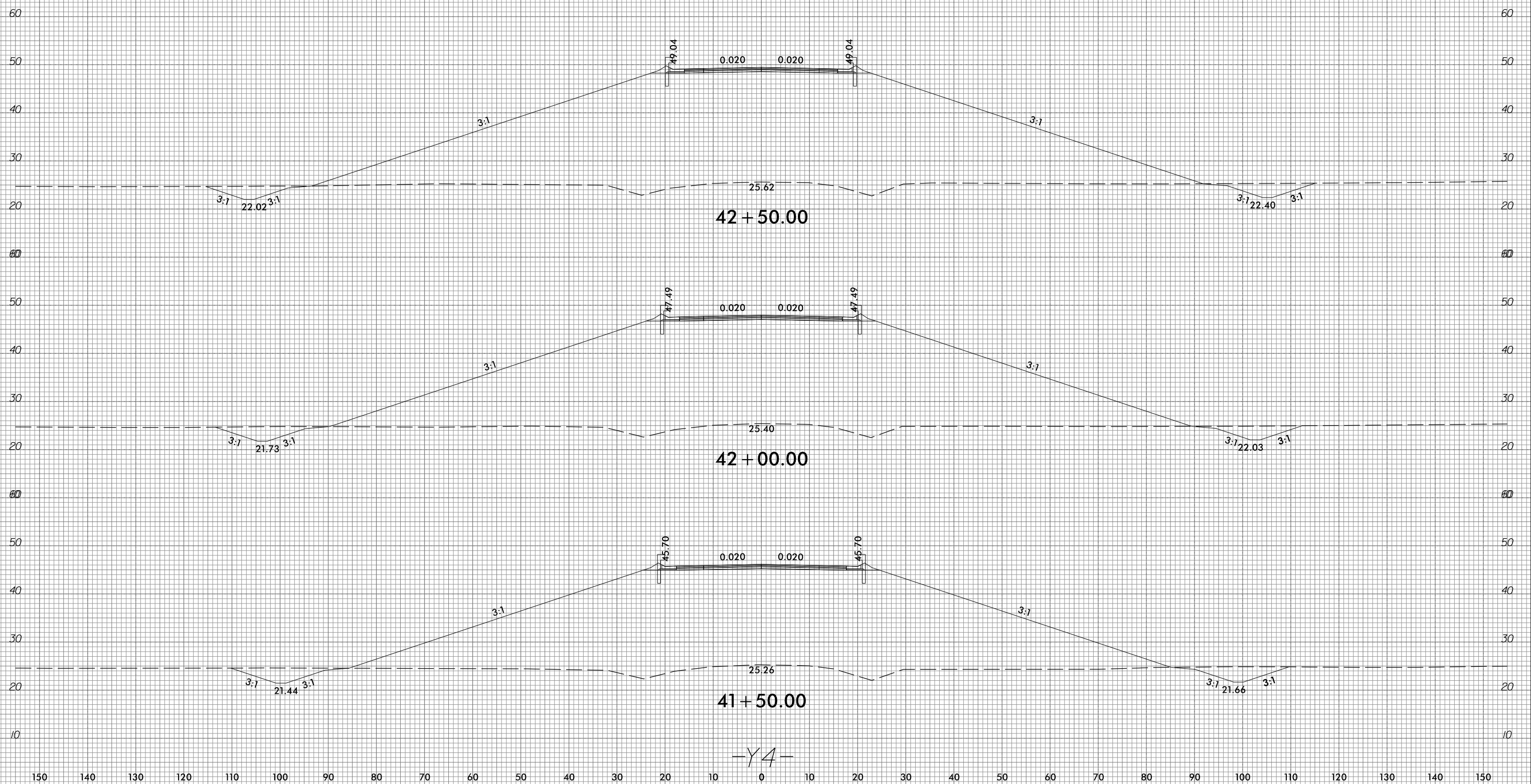
6/23/16



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| PROJ. REFERENCE NO. |
| R-1015 |

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| SHEET NO. |
| X-378 |

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-Y4-

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 gncdlin

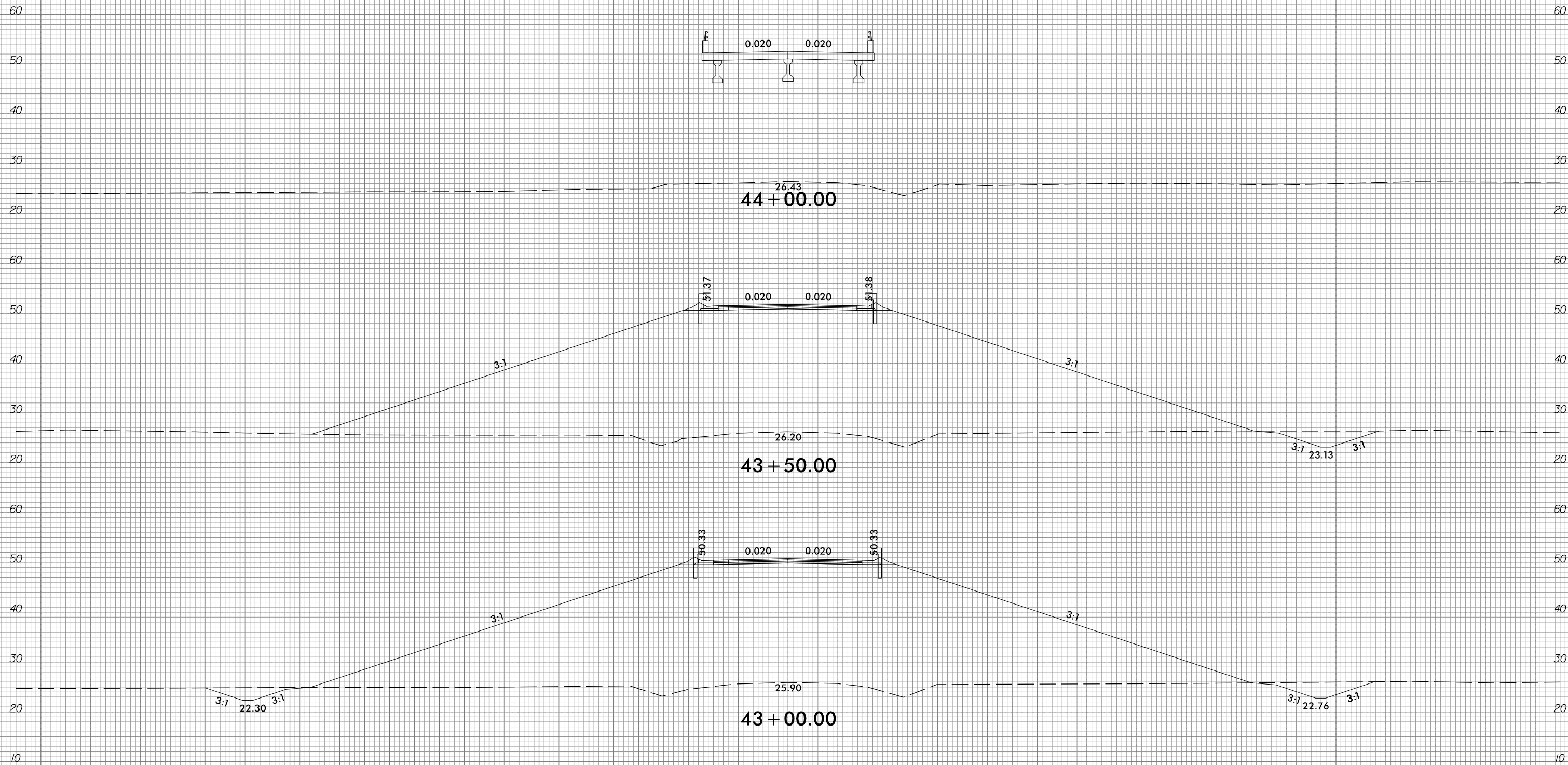
6/23/16



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| PROJ. REFERENCE NO. |
| R-1015 |

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| SHEET NO. |
| X-379 |

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

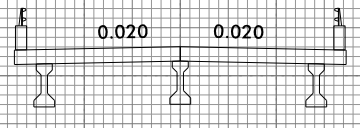
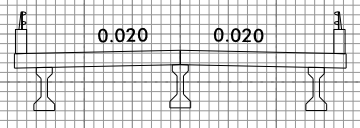
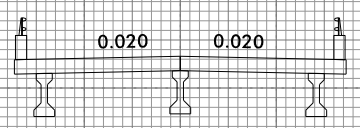
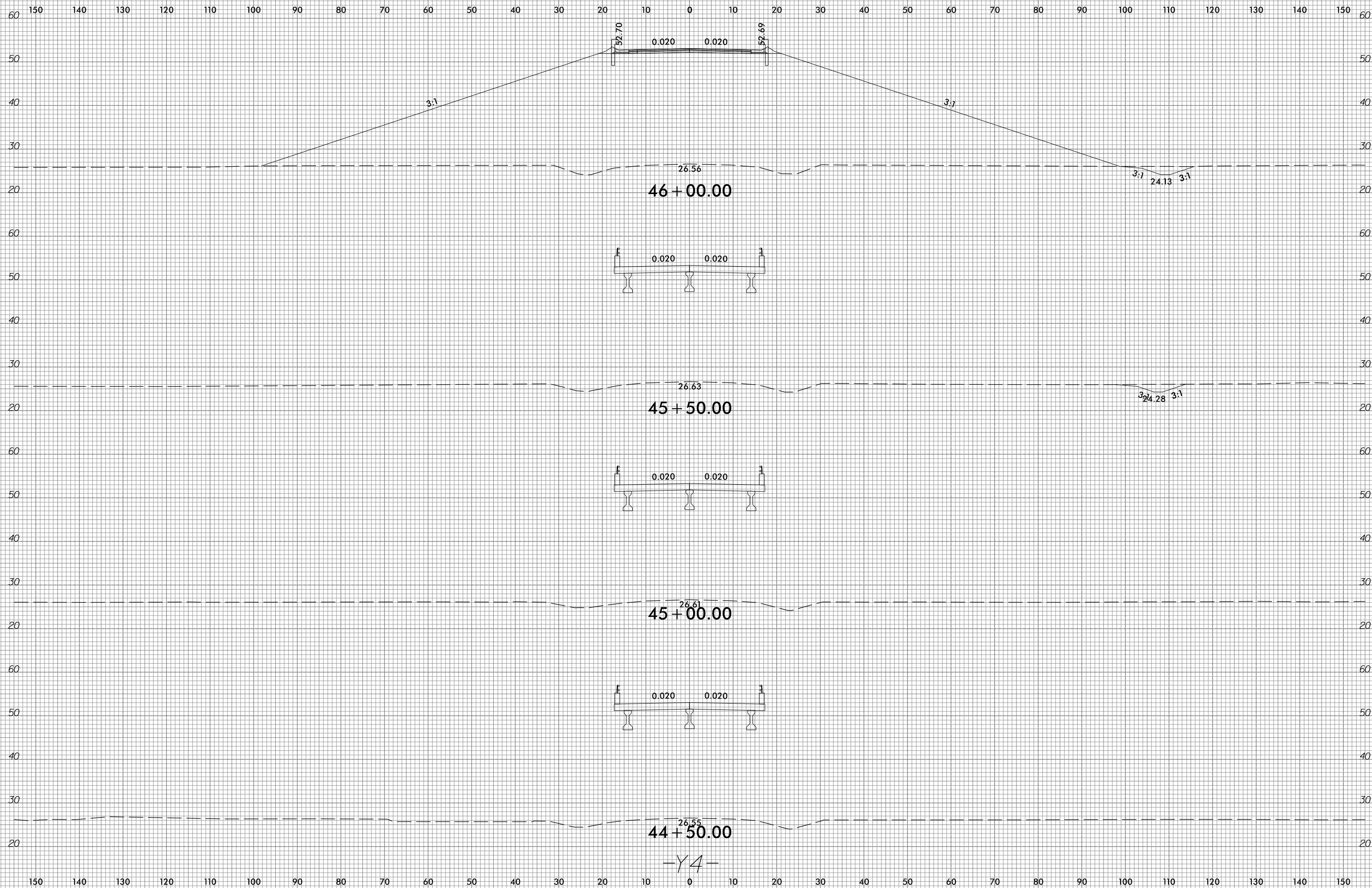
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6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-380



-Y4-

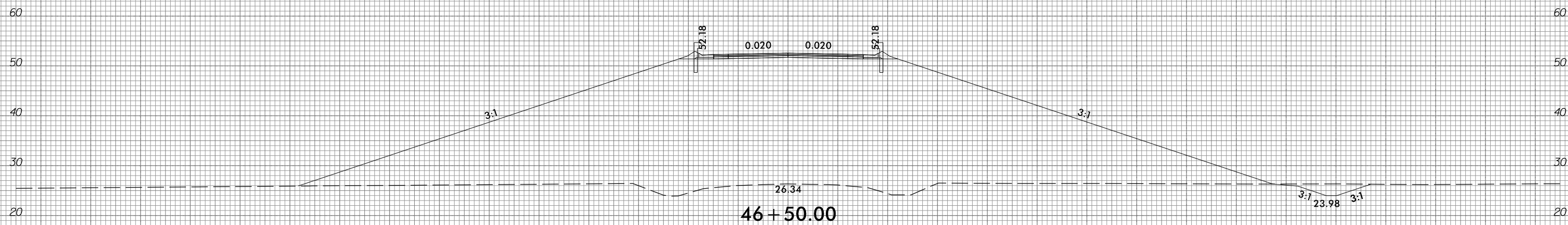
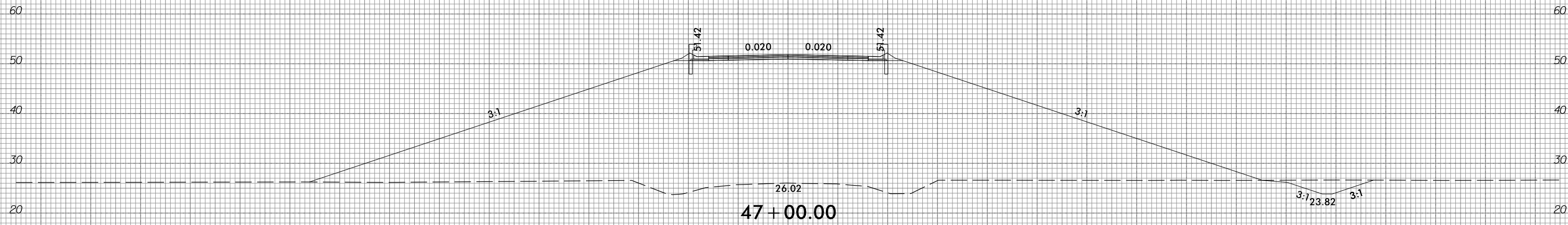
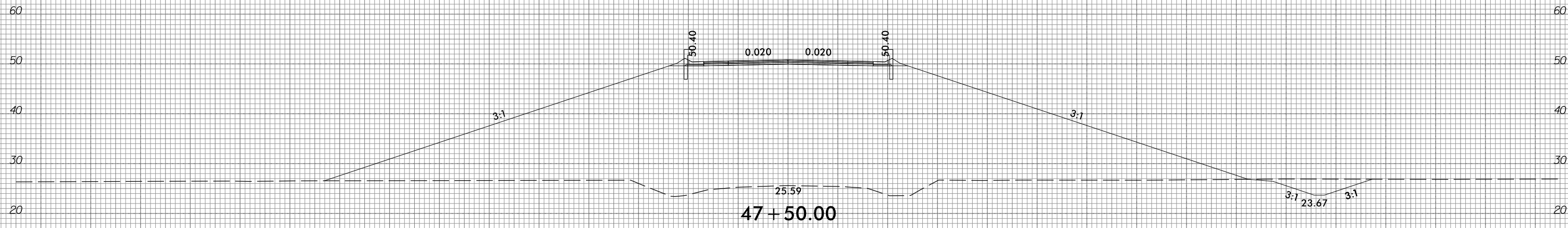
10/31/2018
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gncdlin

6/23/16



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| 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

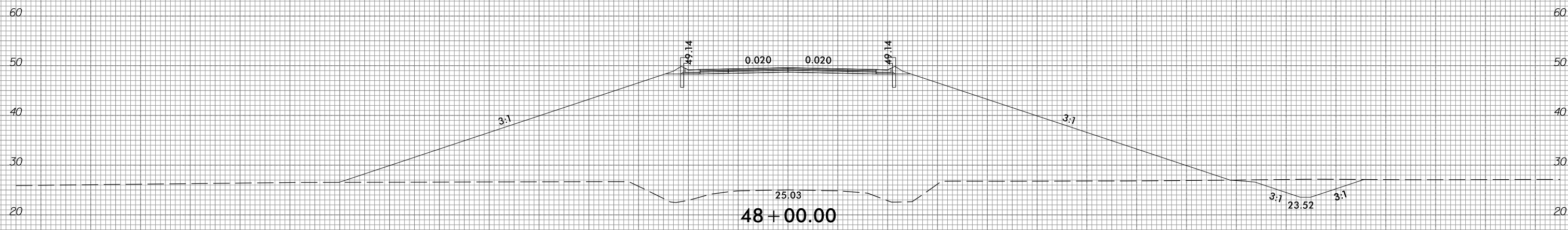
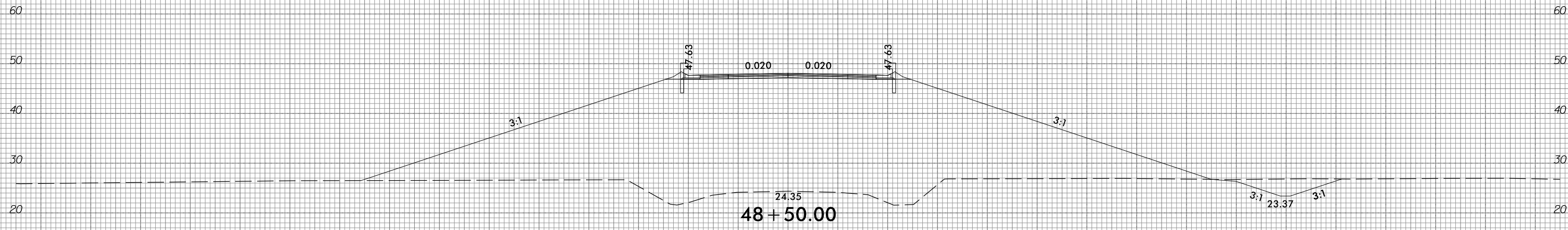
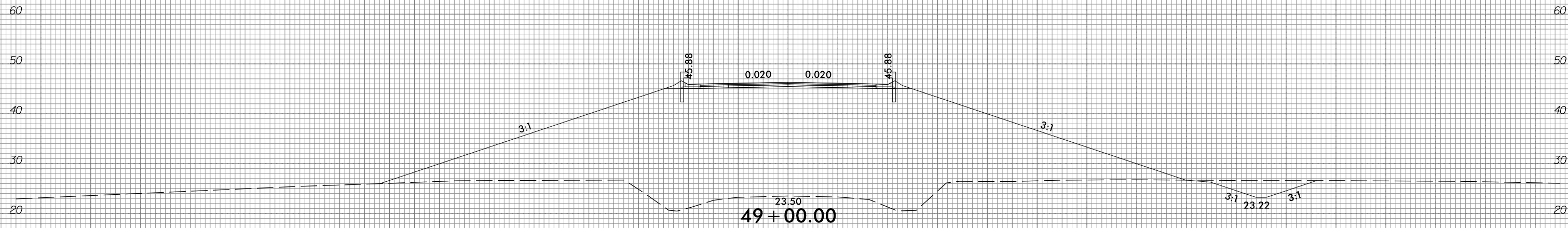
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gncdlin

6/23/16



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| PROJ. REFERENCE NO. | SHEET NO. |
| R-1015 | 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-

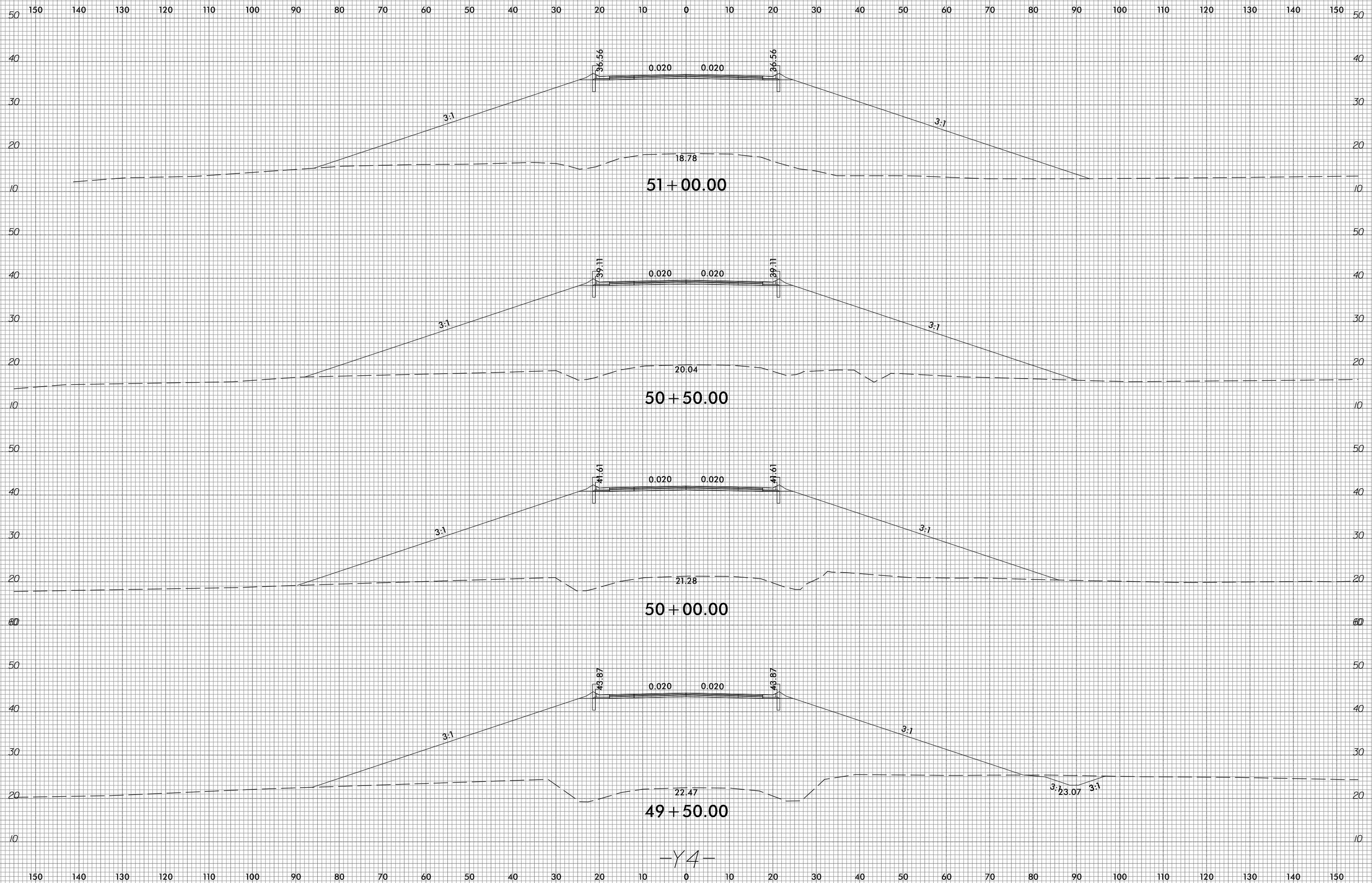
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 gmc31in

6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-383



10/31/2018
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gncdjin

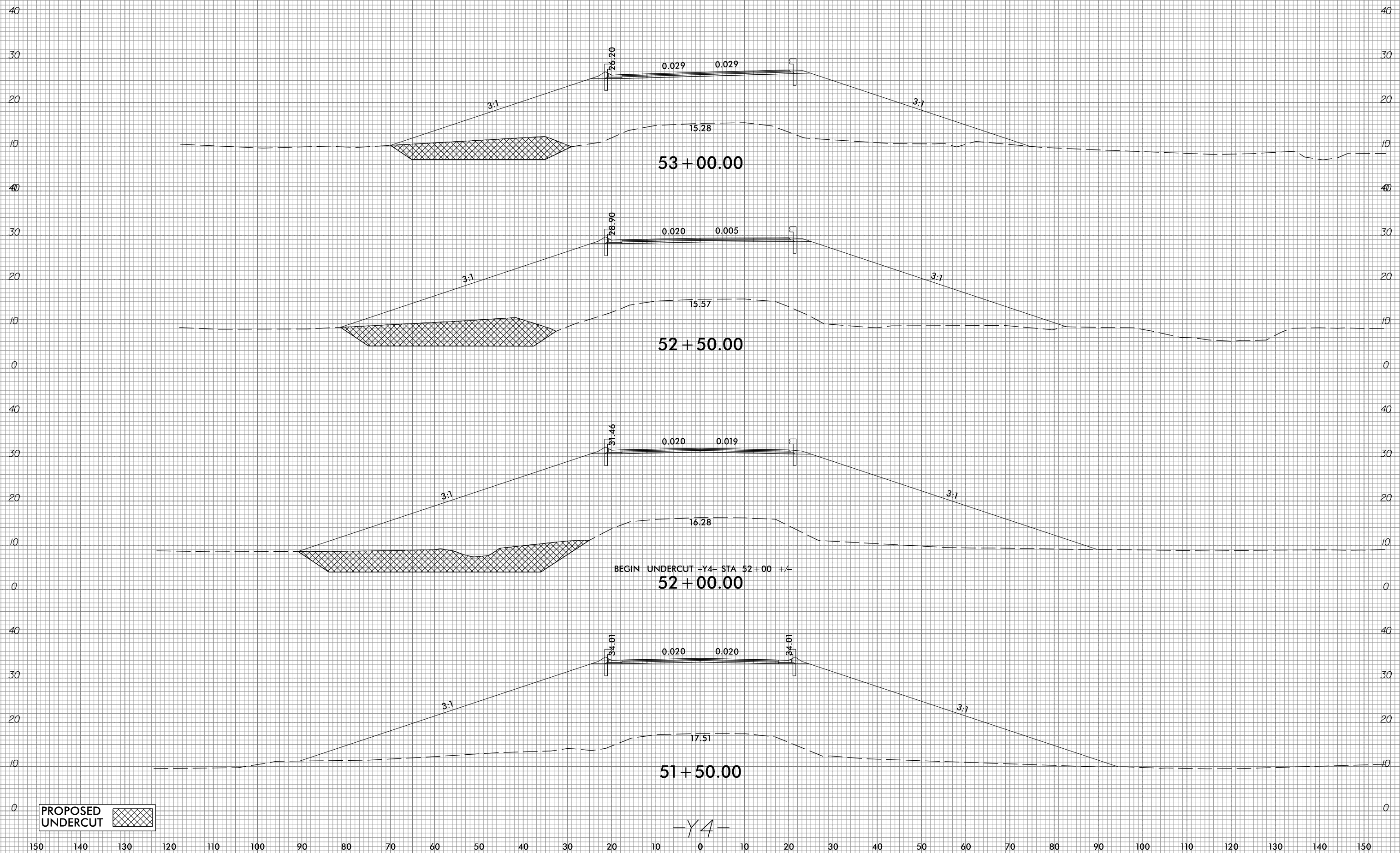
6/23/16



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



10/31/2018
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gmc311

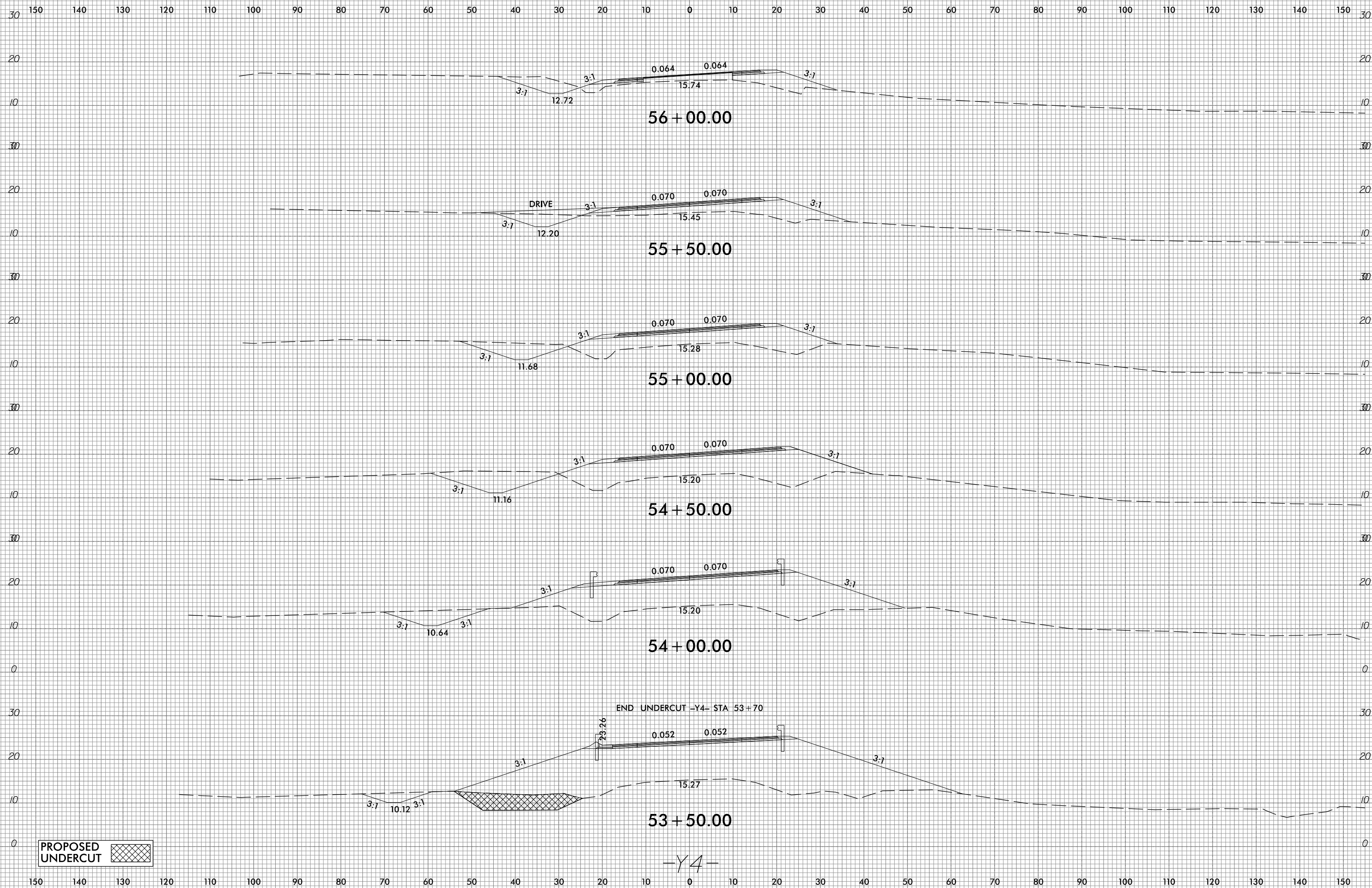
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6/23/16



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

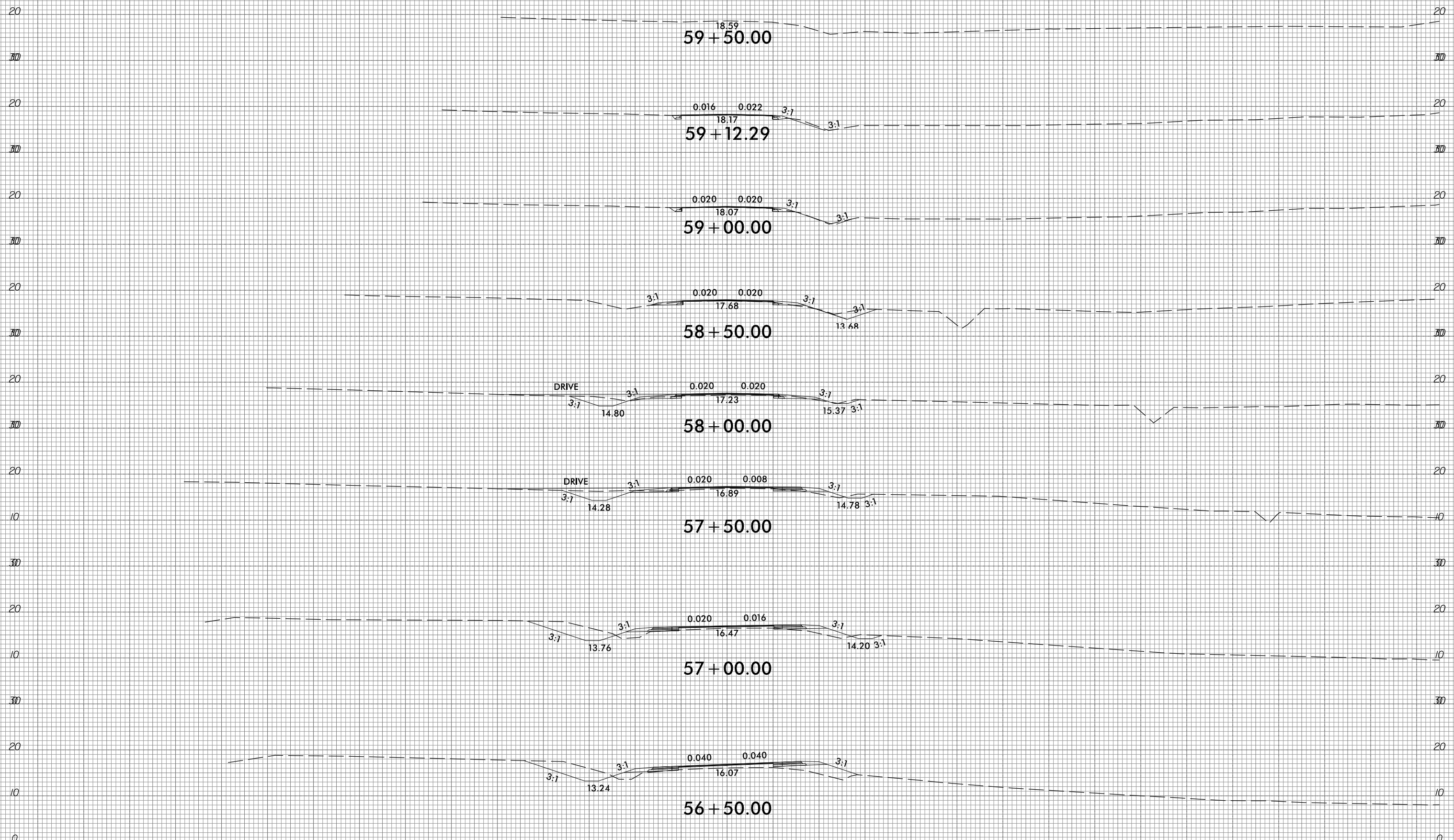
6/23/16



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

0.020 0.020
17.68
58 + 50.00

DRIVE
14.80
17.23
58 + 00.00

DRIVE
14.28
16.89
57 + 50.00

13.76
16.47
57 + 00.00

13.24
16.07
56 + 50.00

-Y4-

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

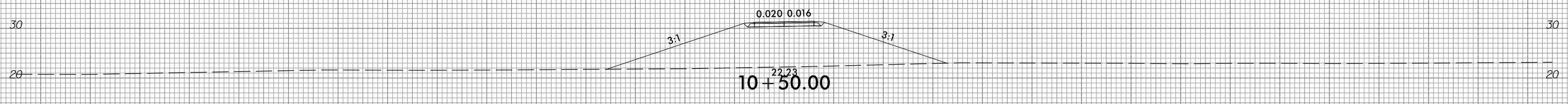
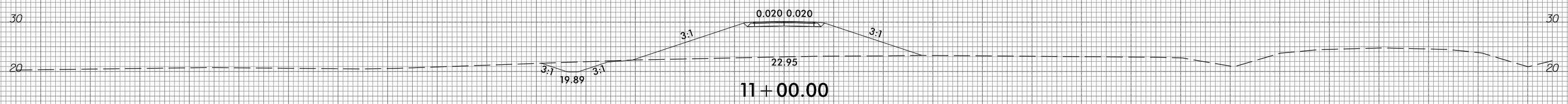
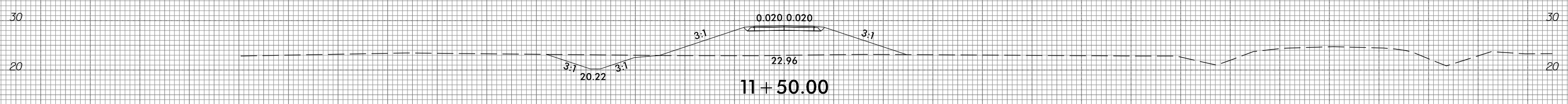
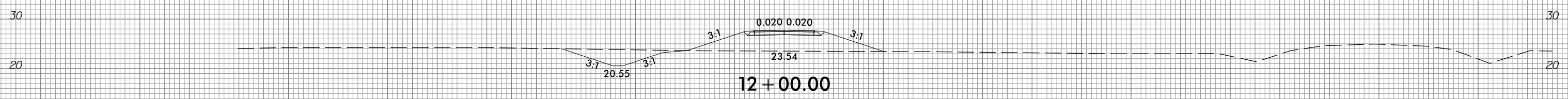
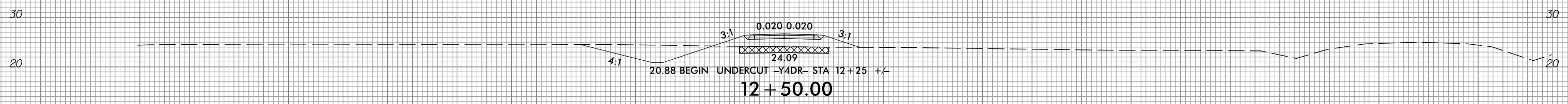
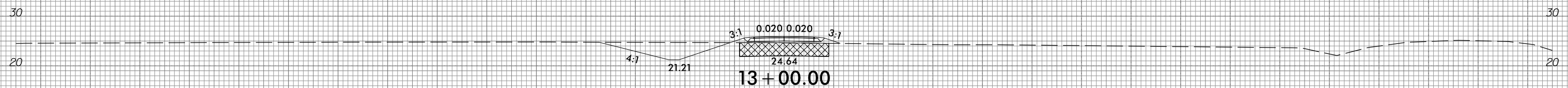
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-387

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

10/31/2018
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_Y4DR.dgn
gncdlin

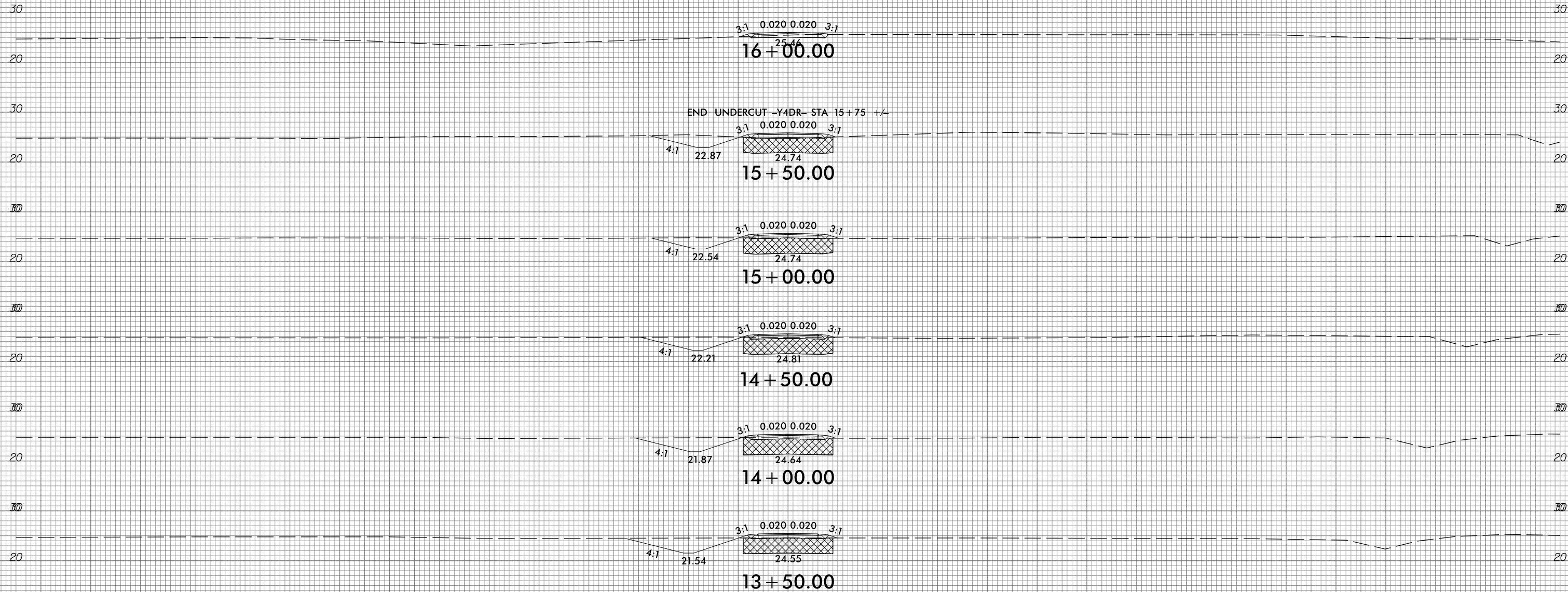
6/23/16



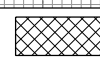
PROJ. REFERENCE NO.
R-1015

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



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

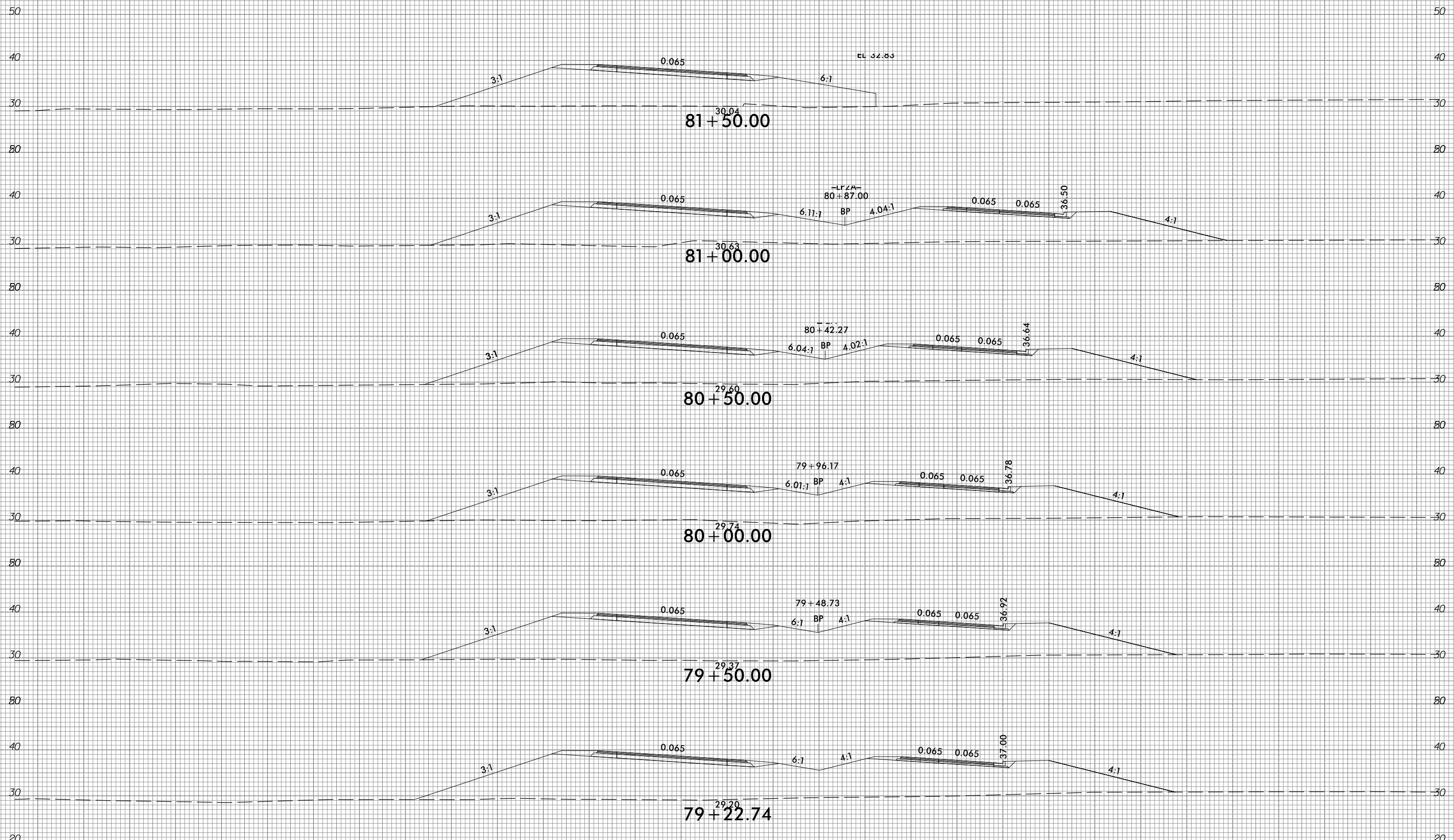
6/23/16



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-

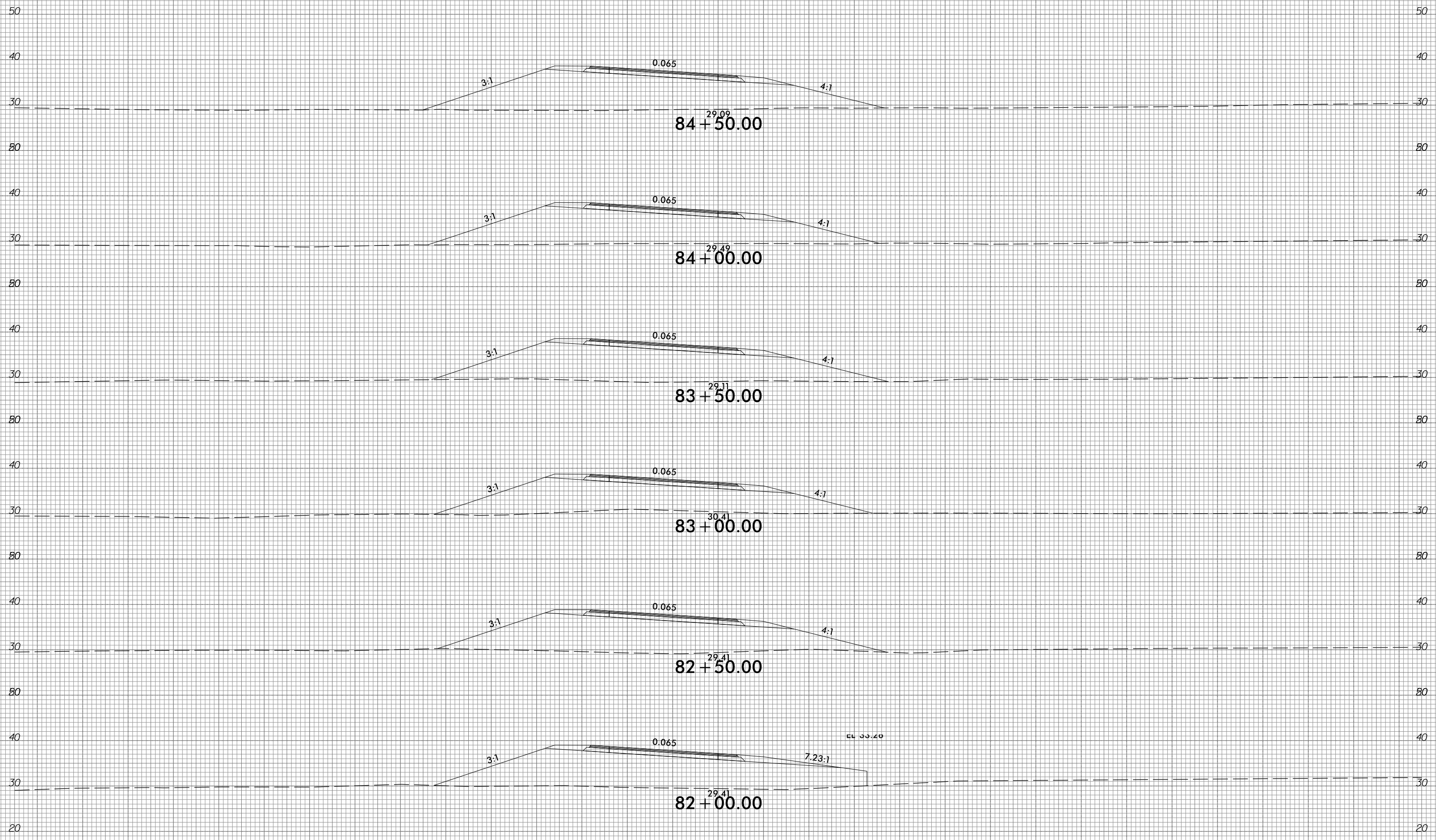
10/31/2018
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gncdlin

6/23/16



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|---------------------|-----------|
| PROJ. REFERENCE NO. | SHEET NO. |
| R-1015 | X-390 |

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
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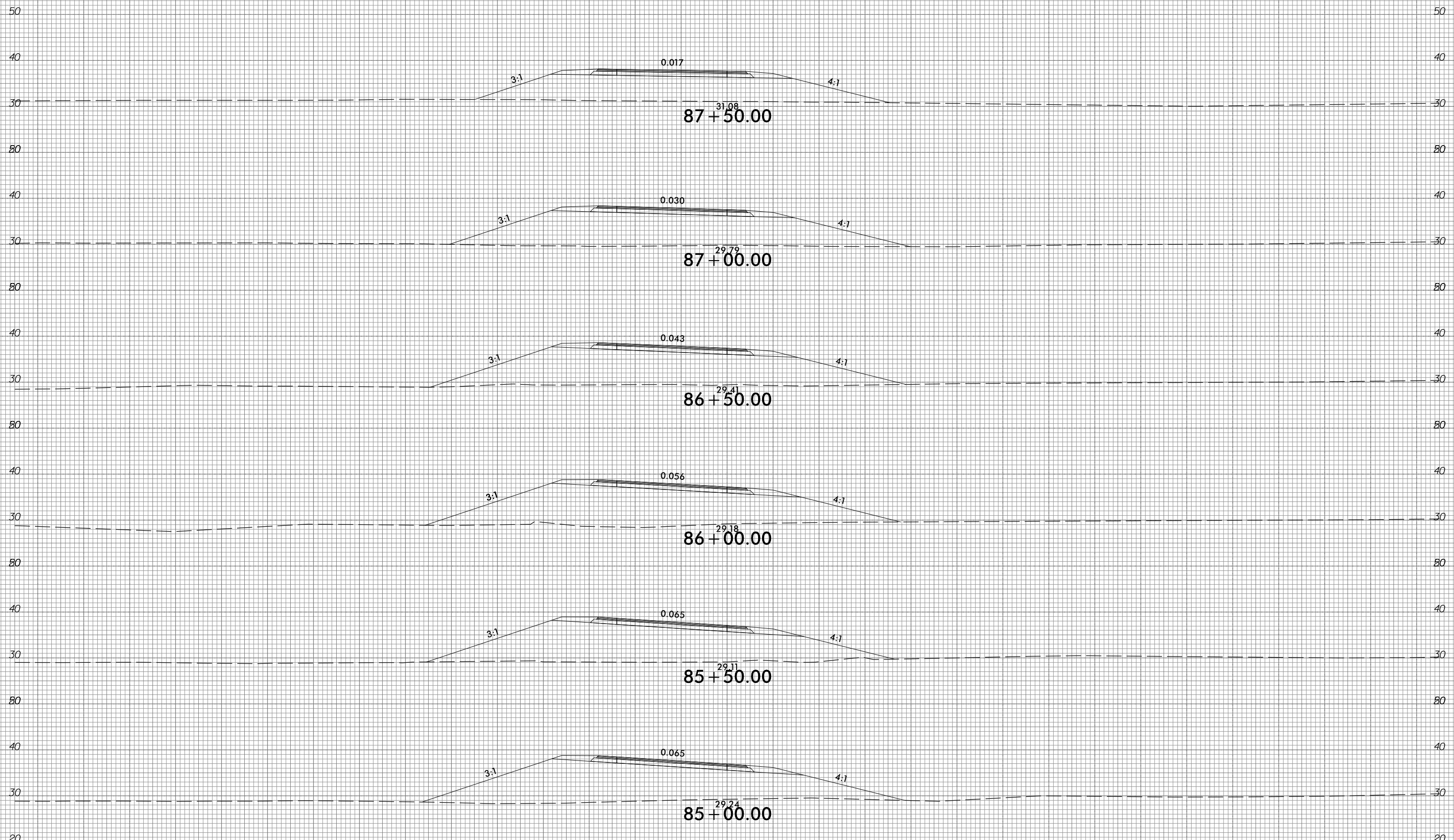
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-391

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-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-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

50 50

40 40

30 30

90 + 50.00

0.062

3:1

4:1

31.63

20 20

40 40

30 30

90 + 00.00

0.049

3:1

4:1

31.86

20 20

40 40

30 30

89 + 50.00

0.036

3:1

4:1

31.52

20 20

40 40

30 30

89 + 00.00

0.023

3:1

4:1

31.65

20 20

40 40

30 30

88 + 50.00

0.010

3:1

4:1

31.65

20 20

40 40

30 30

88 + 00.00

0.004

3:1

4:1

31.73

-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

10/31/2016
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_RP2A.dgn
gncdlin

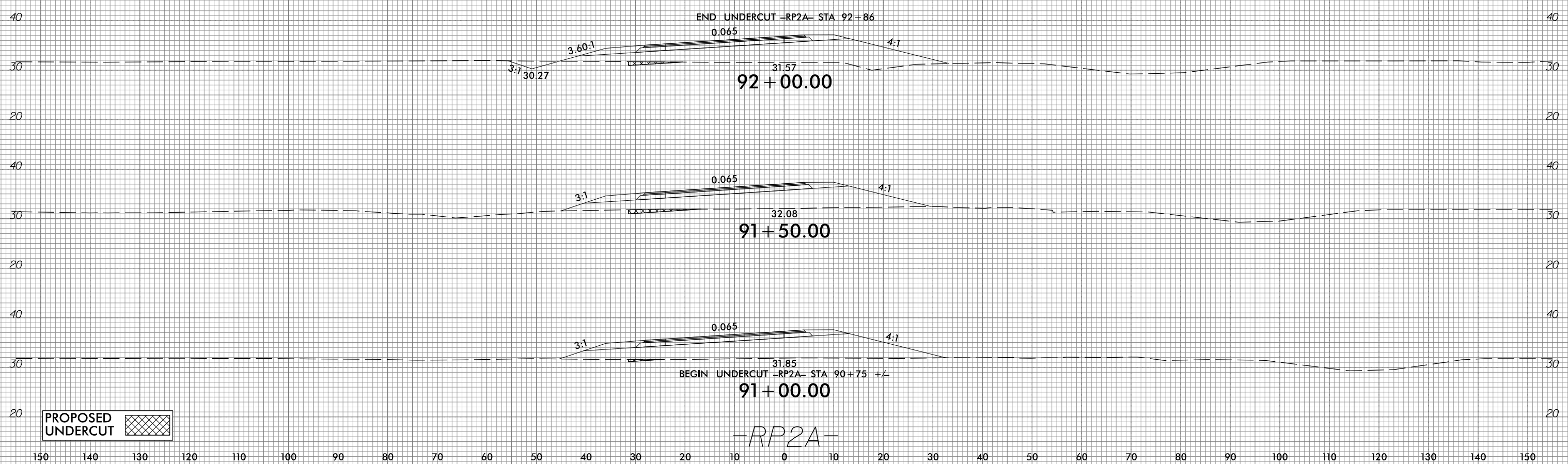
6/23/16



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
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gncdjin

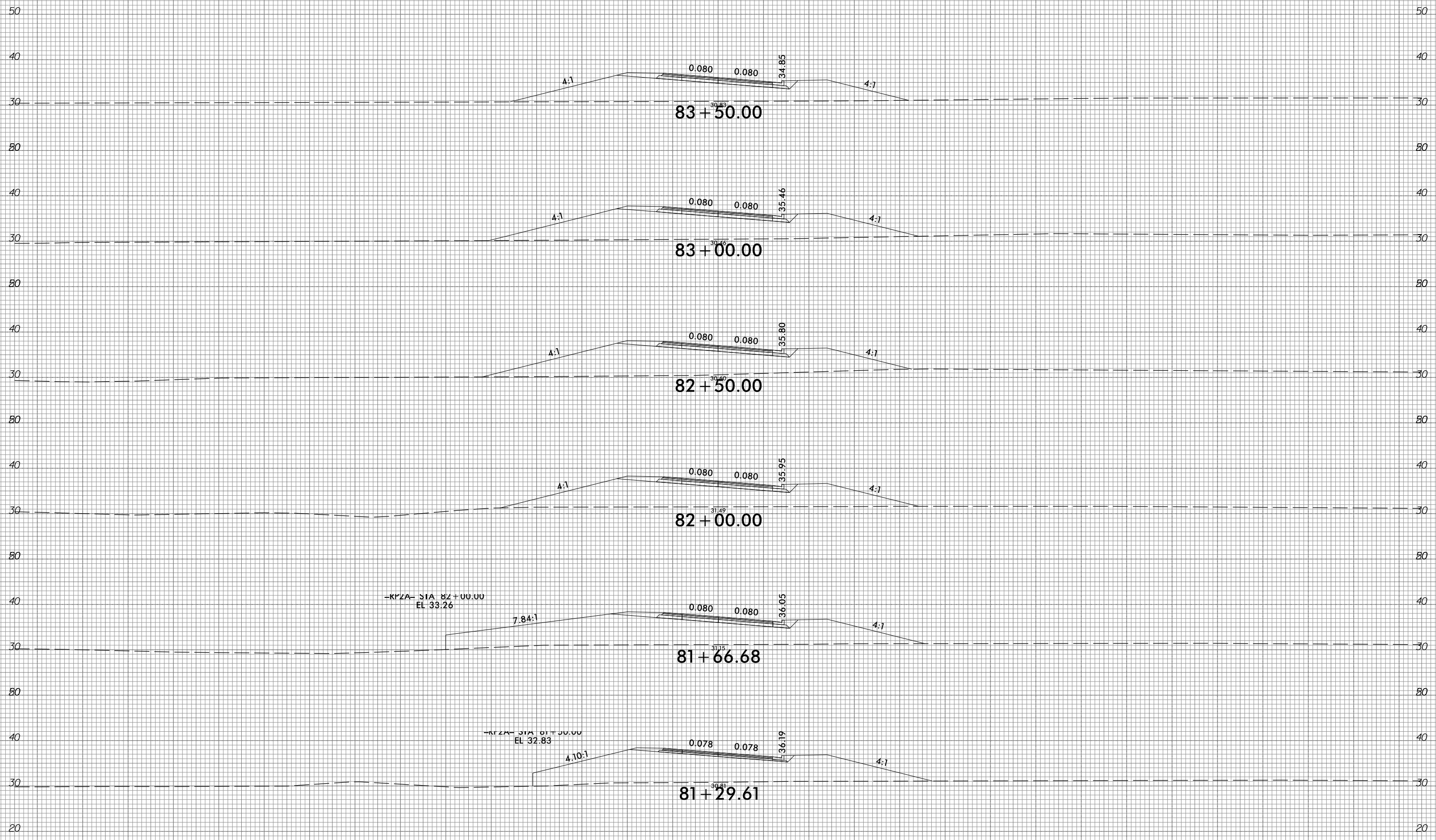
6/23/16



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| PROJ. REFERENCE NO. |
| R-1015 |

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| 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



-KP2A- STA 82+00.00
 EL 33.26

-KP2A- STA 81+00.00
 EL 32.83

-LP2A-

10/31/2016
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 gmc31in

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

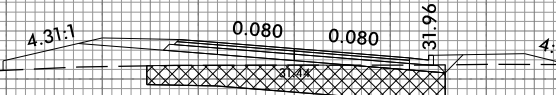


PROJ. REFERENCE NO.
R-1015

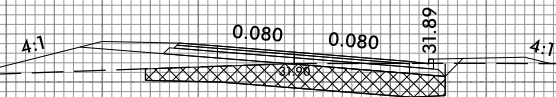
SHEET NO.
X-395

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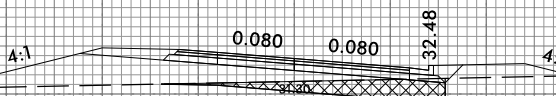
SP
-L- STA 528+79.38
EL 31.88 END UNDERCUT EXCAVATION -LP2A- STA 87+25



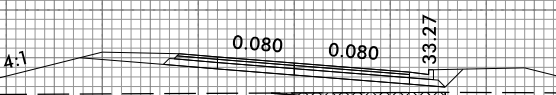
86+00.00



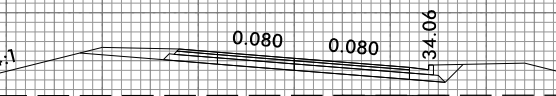
85+50.00



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

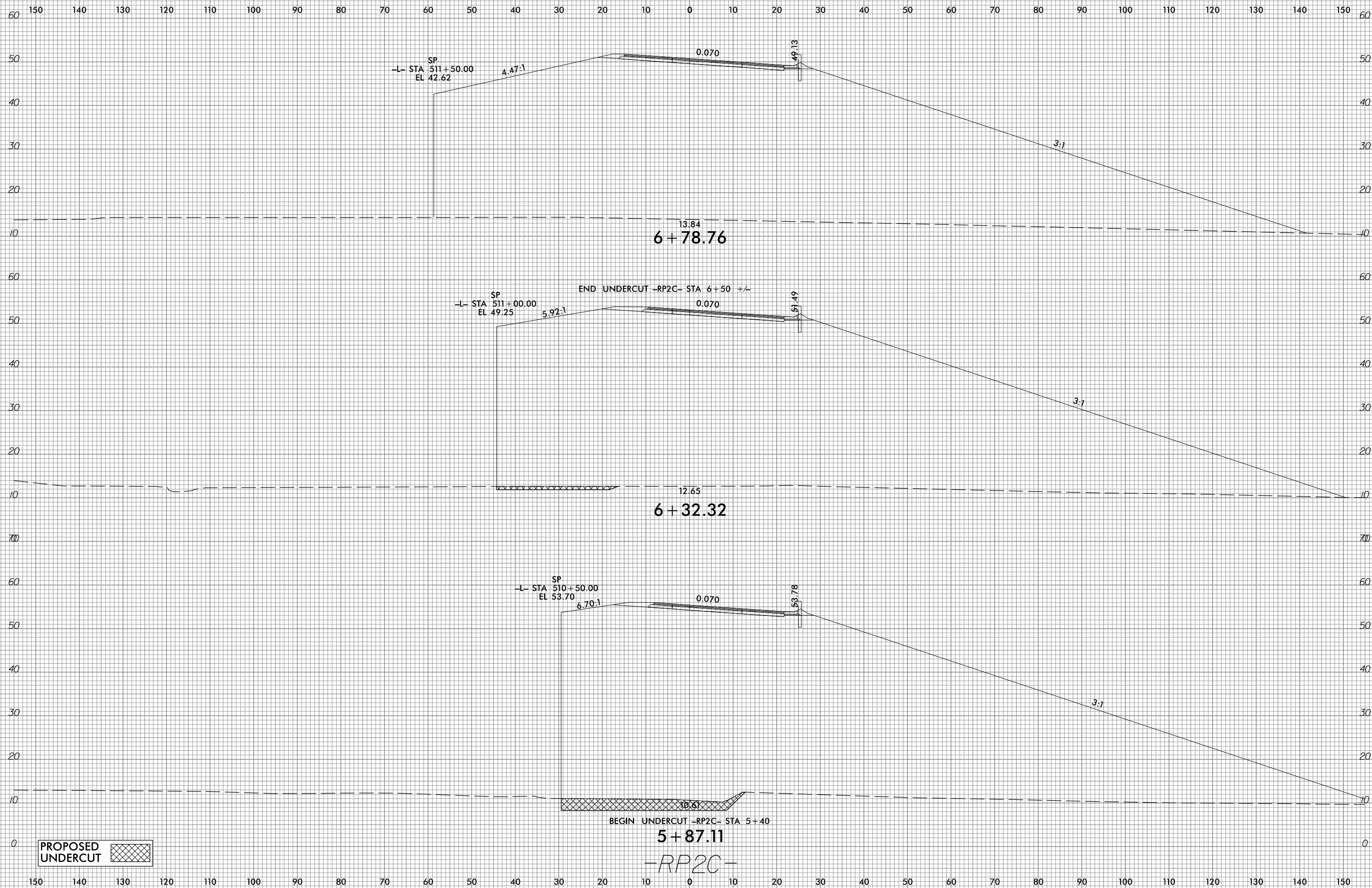
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gmc311

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



10/31/2018
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_RP2C.dgn
gncdlin

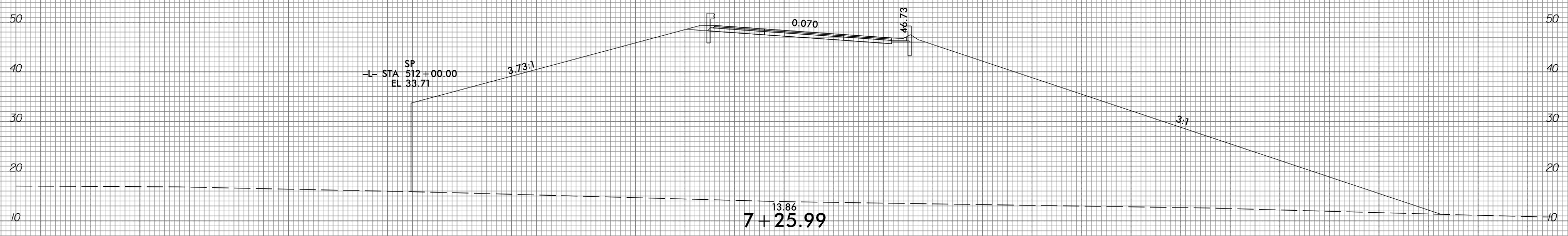
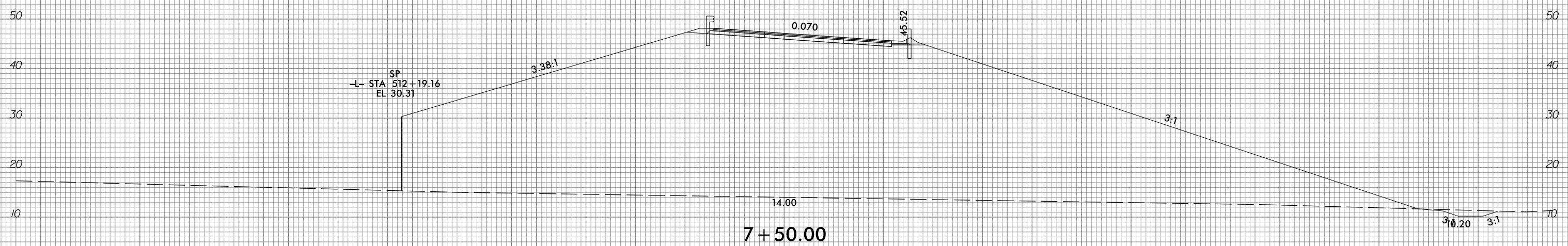
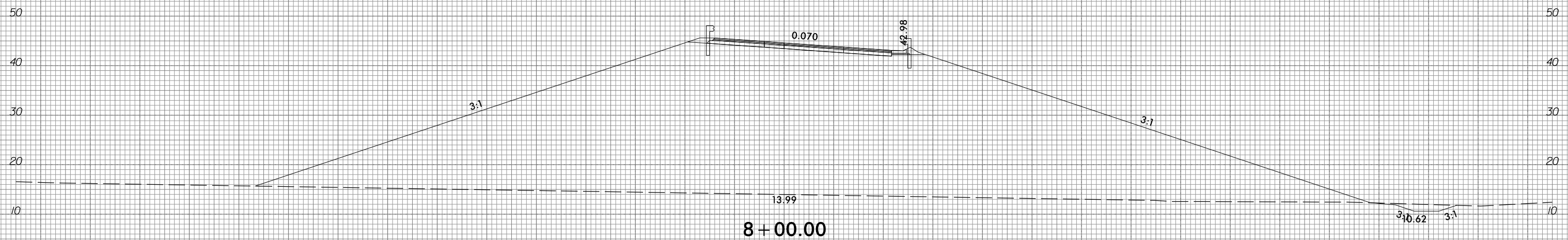
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
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

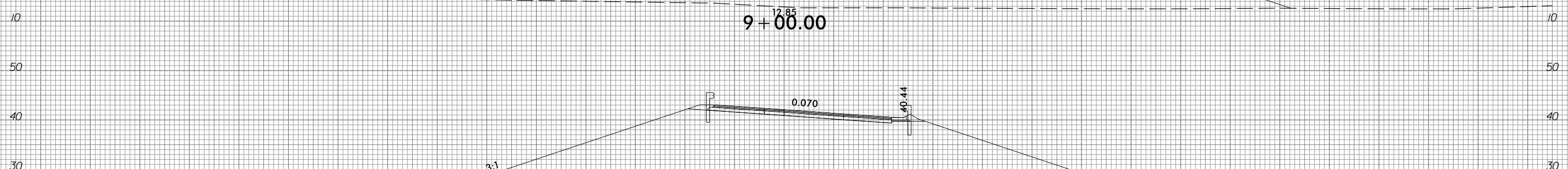
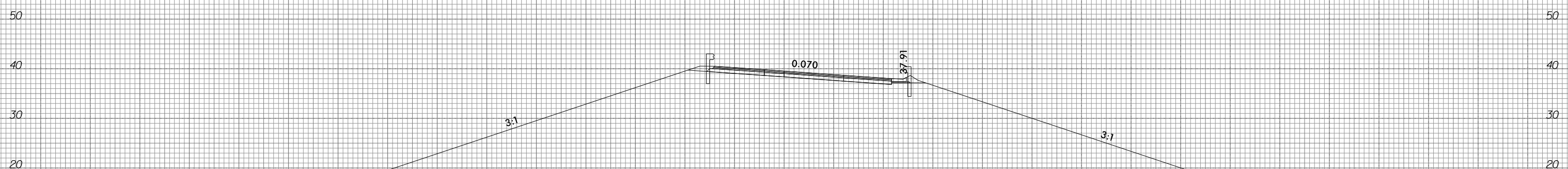
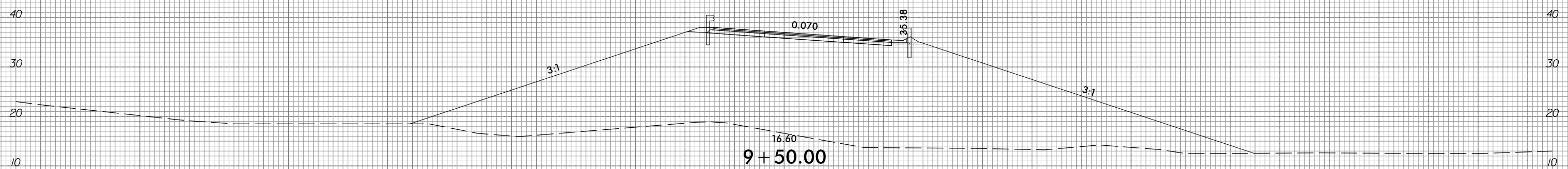
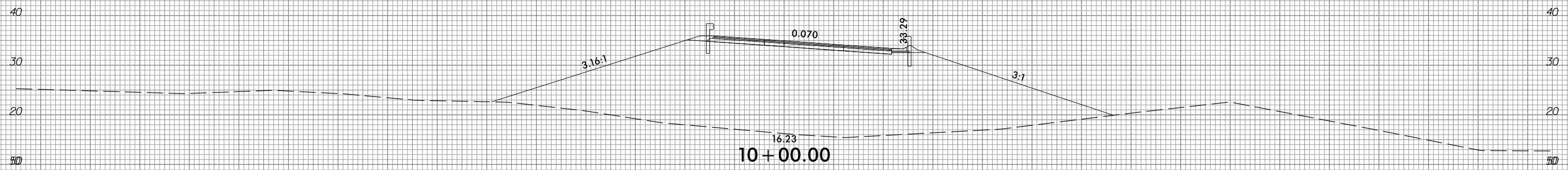
10/31/2018
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gncdlin

6/23/16



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|---------------------|-----------|
| 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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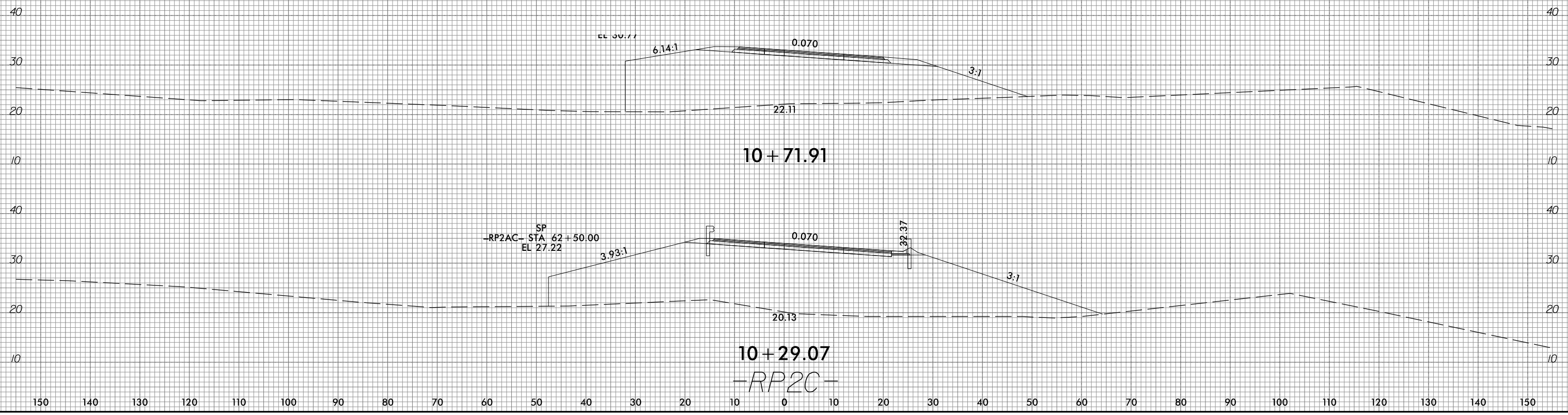
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-399

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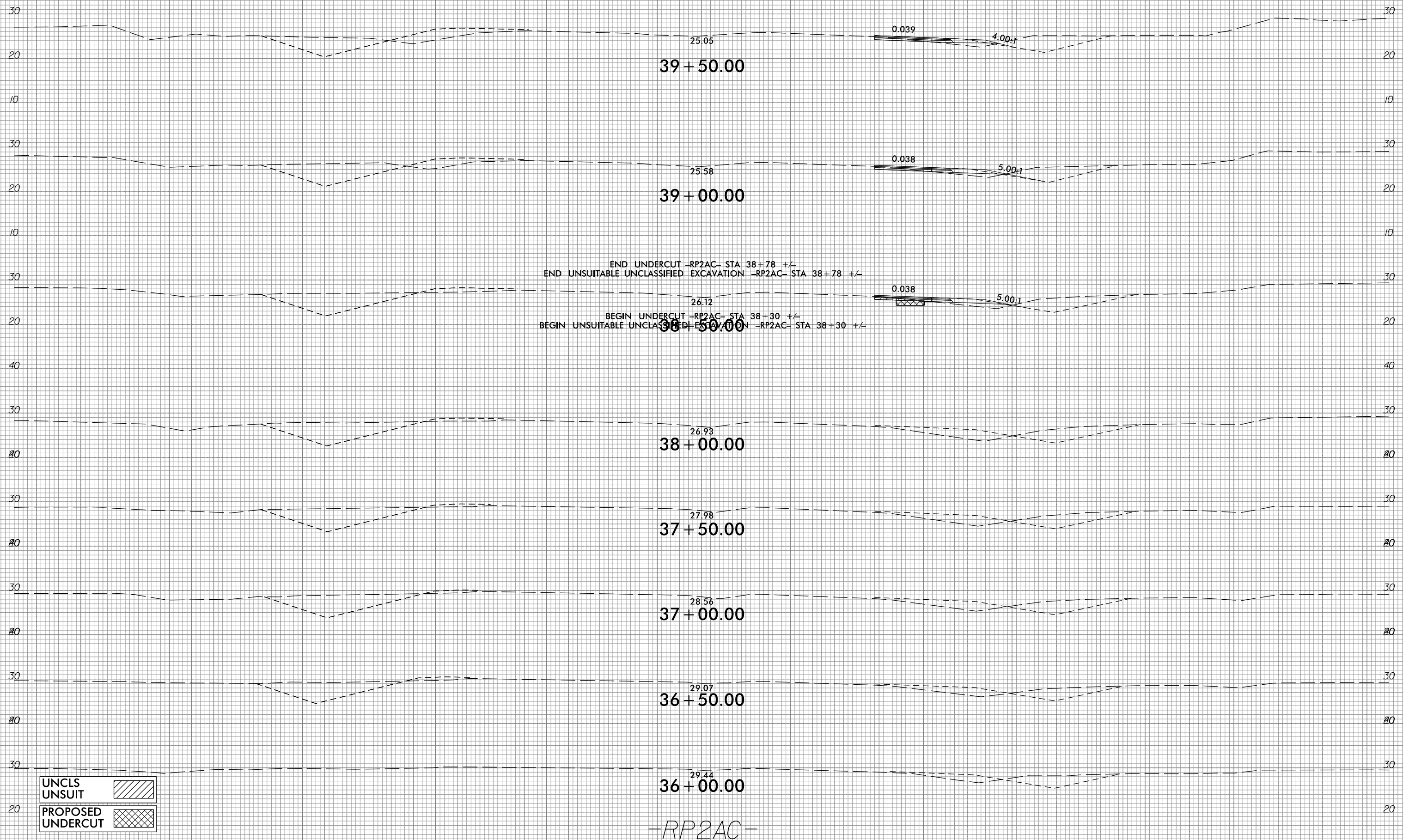


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gncdlin

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



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 -RP2AC- STA 38+78 +/-
END UNSUITABLE UNCLASSIFIED EXCAVATION -RP2AC- STA 38+78 +/-
26.12
BEGIN UNDERCUT -RP2AC- STA 38+30 +/-
BEGIN UNSUITABLE UNCLASSIFIED EXCAVATION -RP2AC- STA 38+30 +/-

UNCLS
UNSUIT

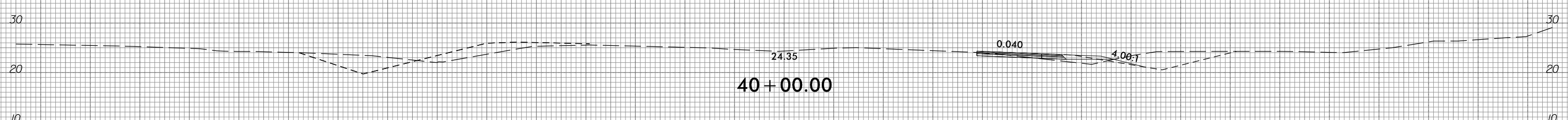
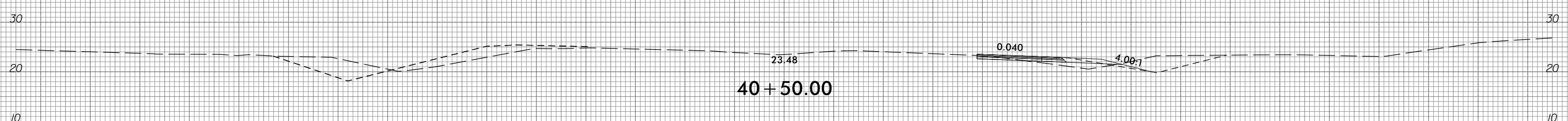
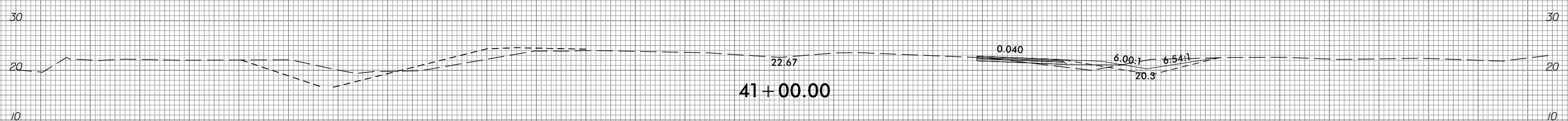
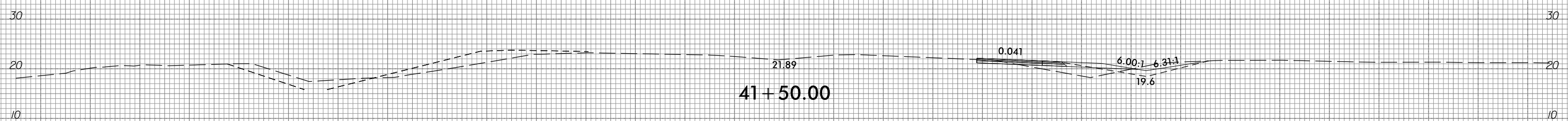
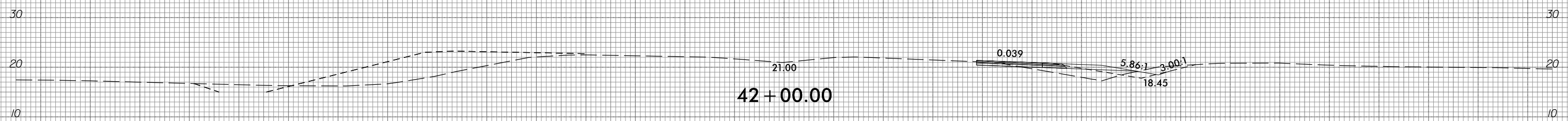
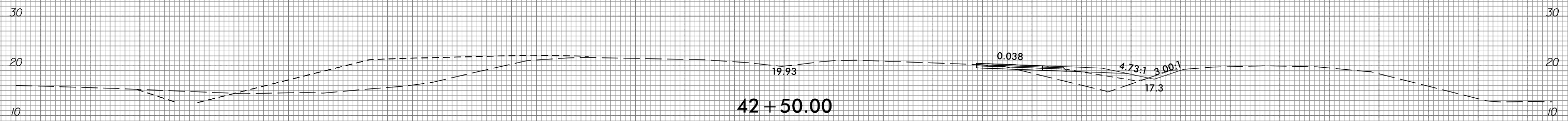
PROPOSED
UNDERCUT

-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



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-

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

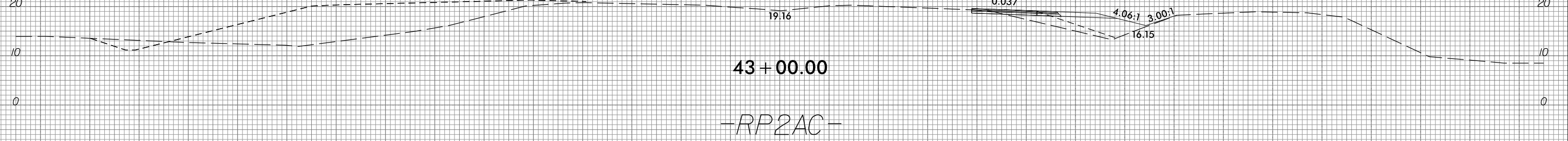
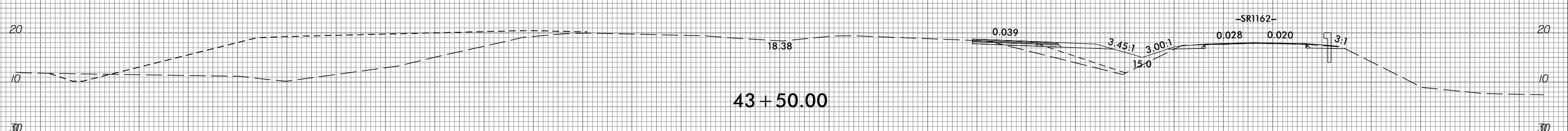
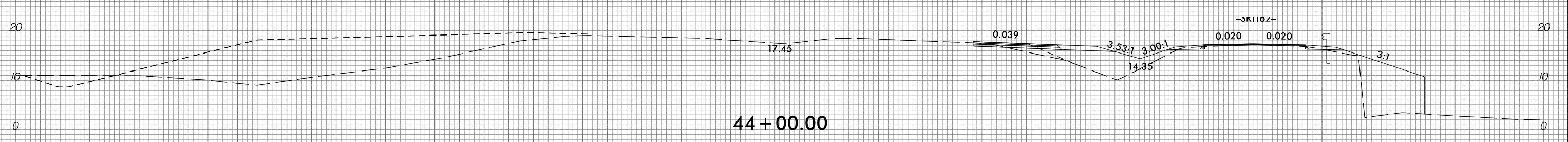
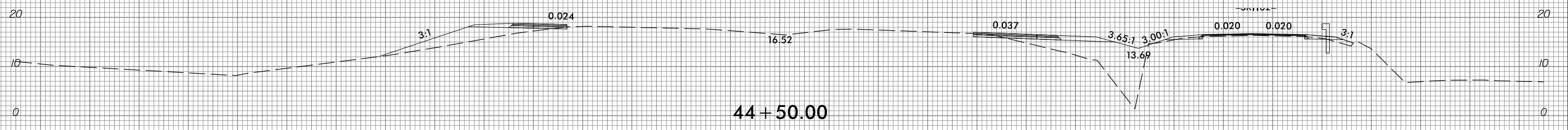
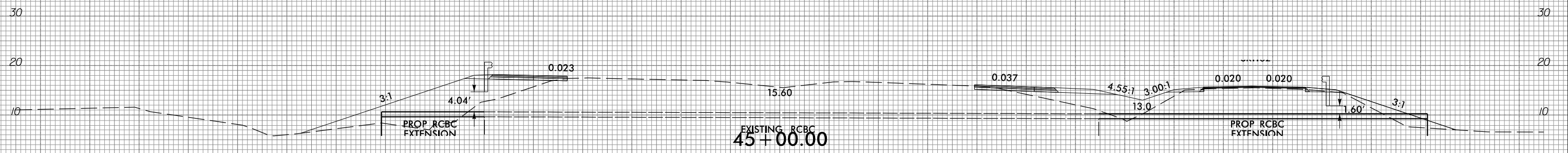
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-402

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-RP2AC-

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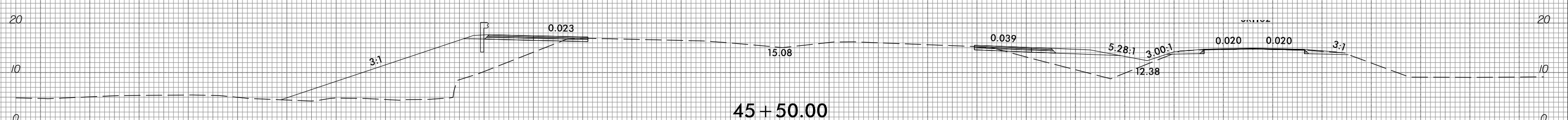
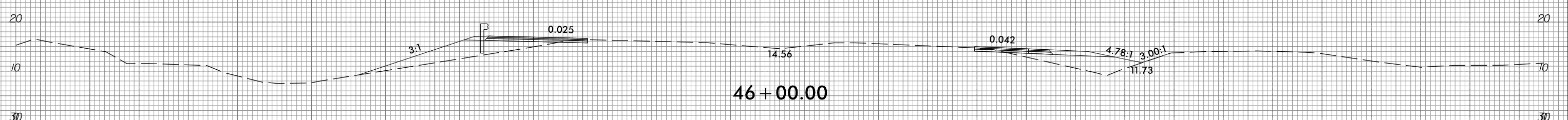
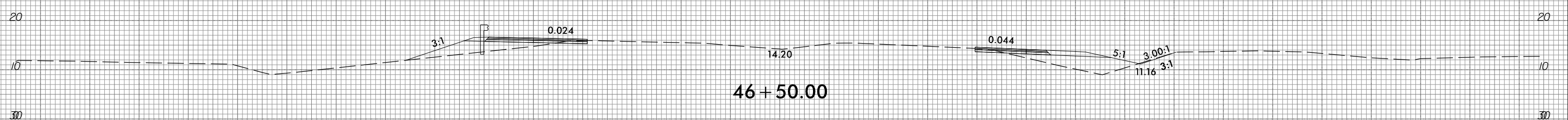
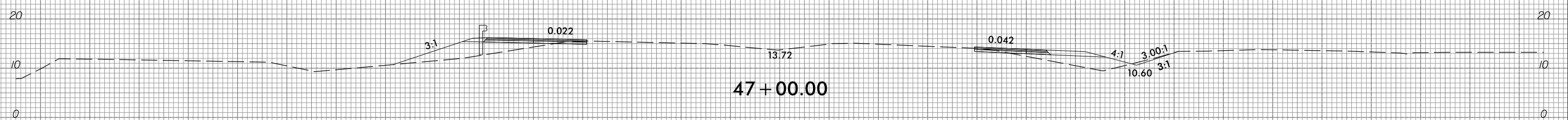
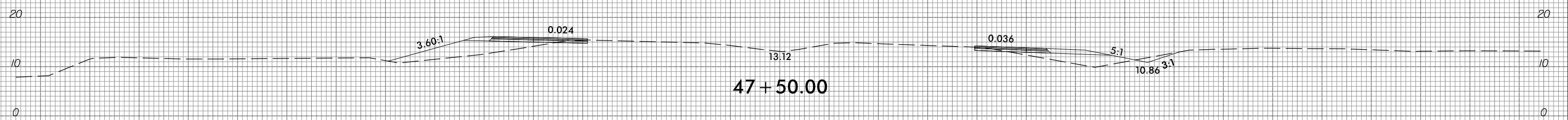
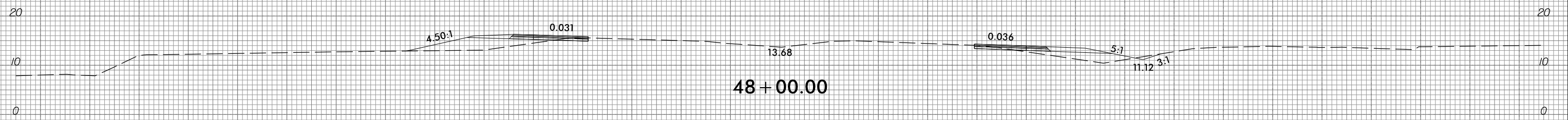
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-403

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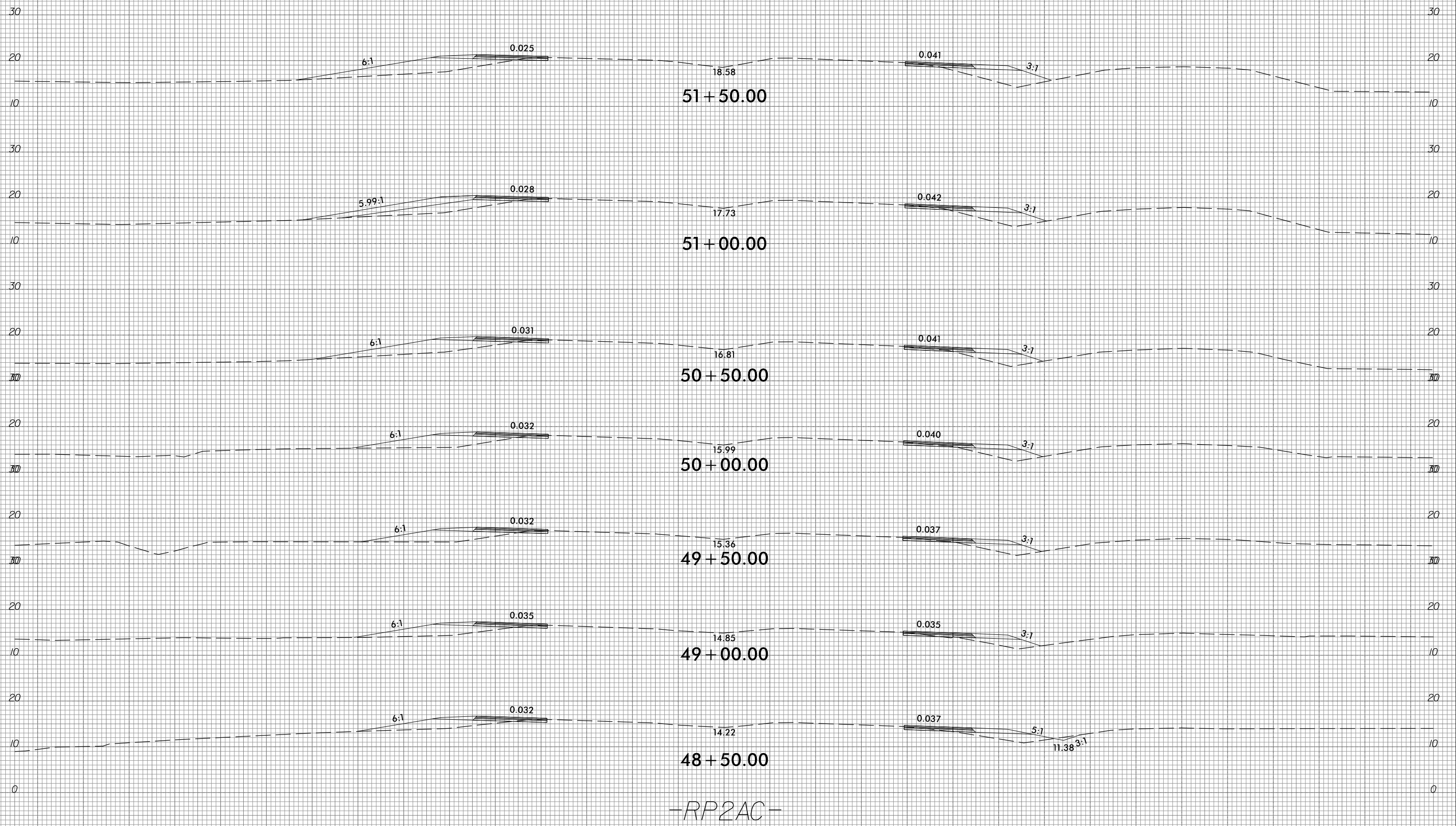


RP2AC

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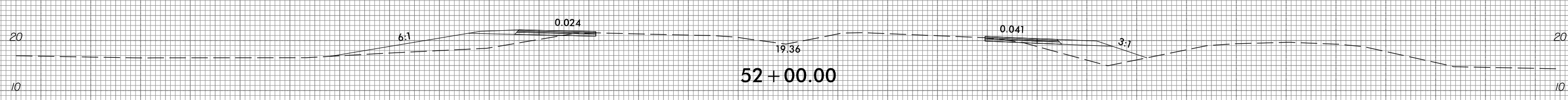
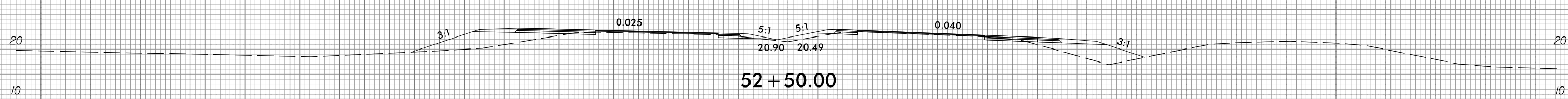
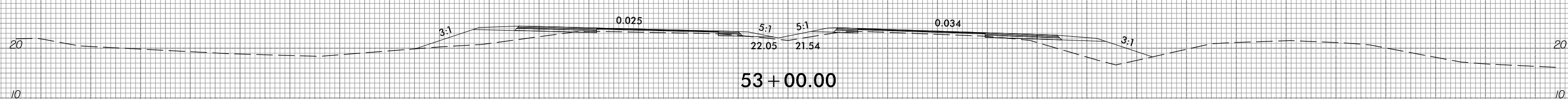
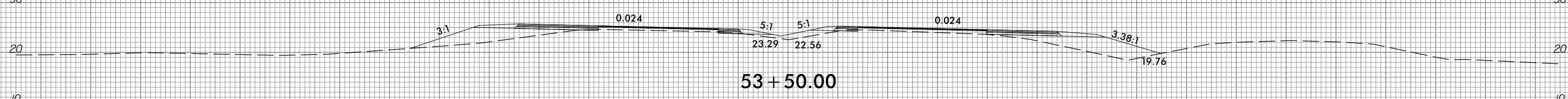
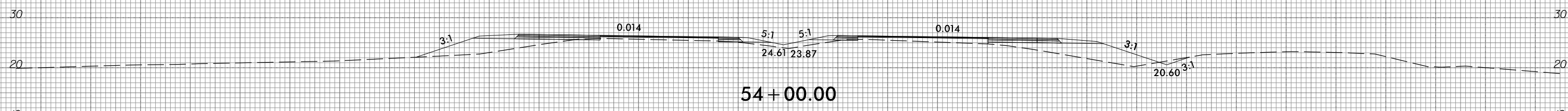
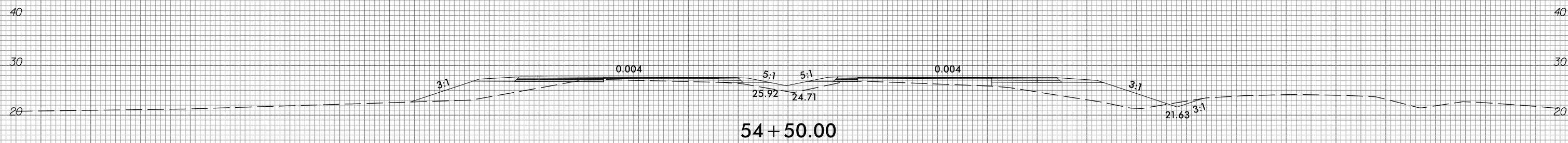
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-RP2AC-



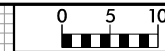
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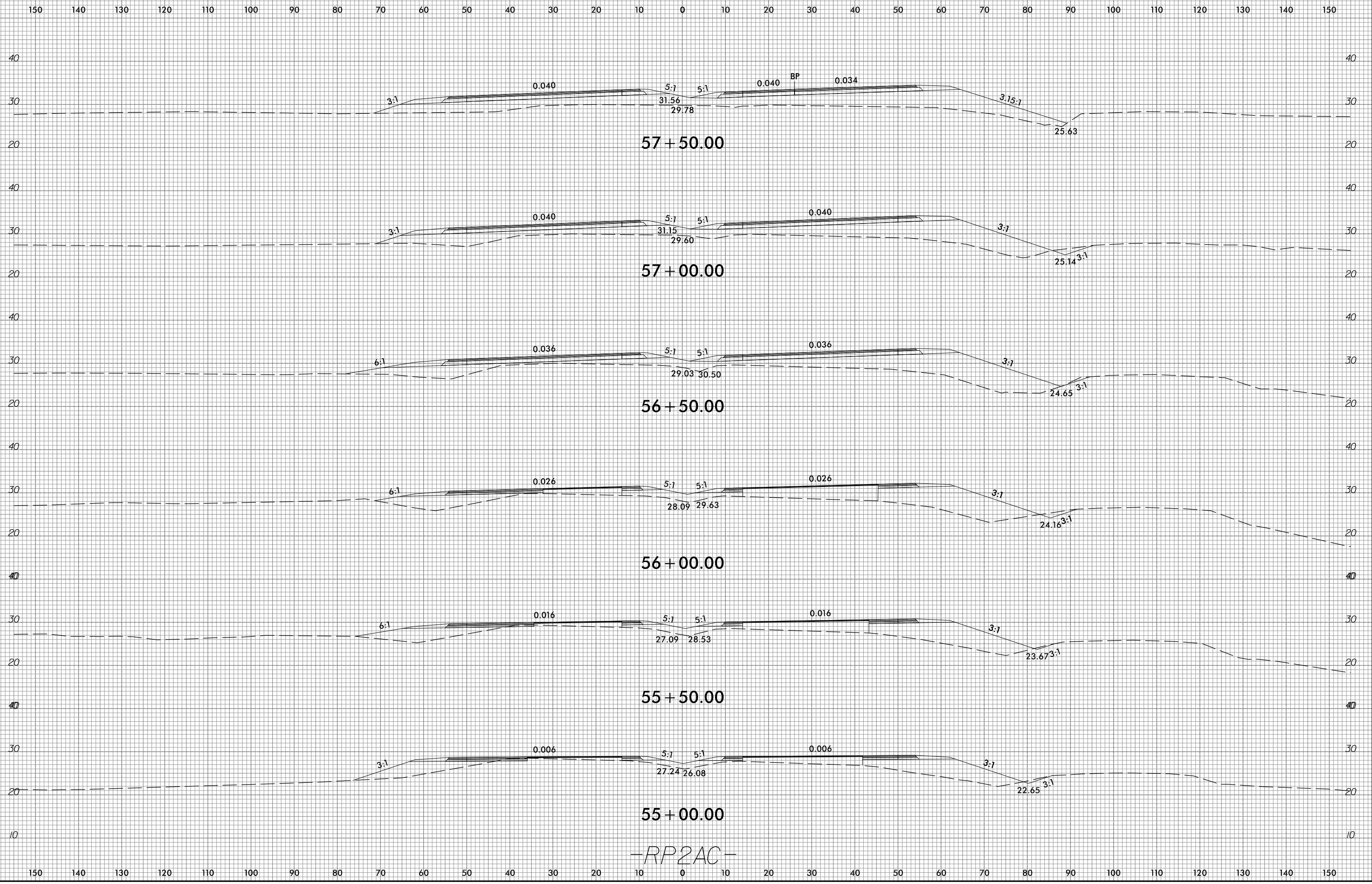
-RP2AC-

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. | SHEET NO. |
|---------------------|-----------|
| R-1015 | X-406 |



-RP2AC-

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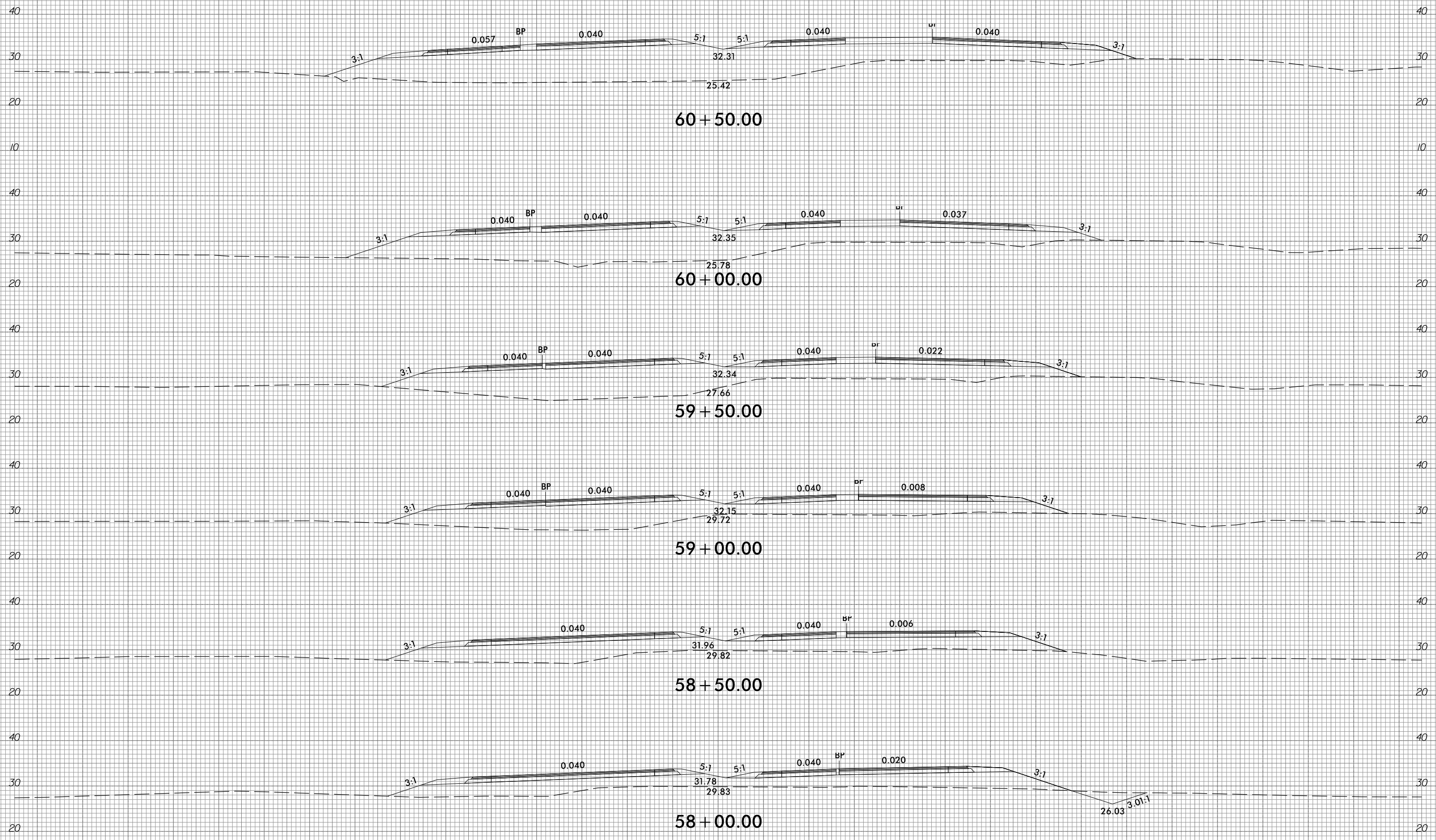
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-407

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

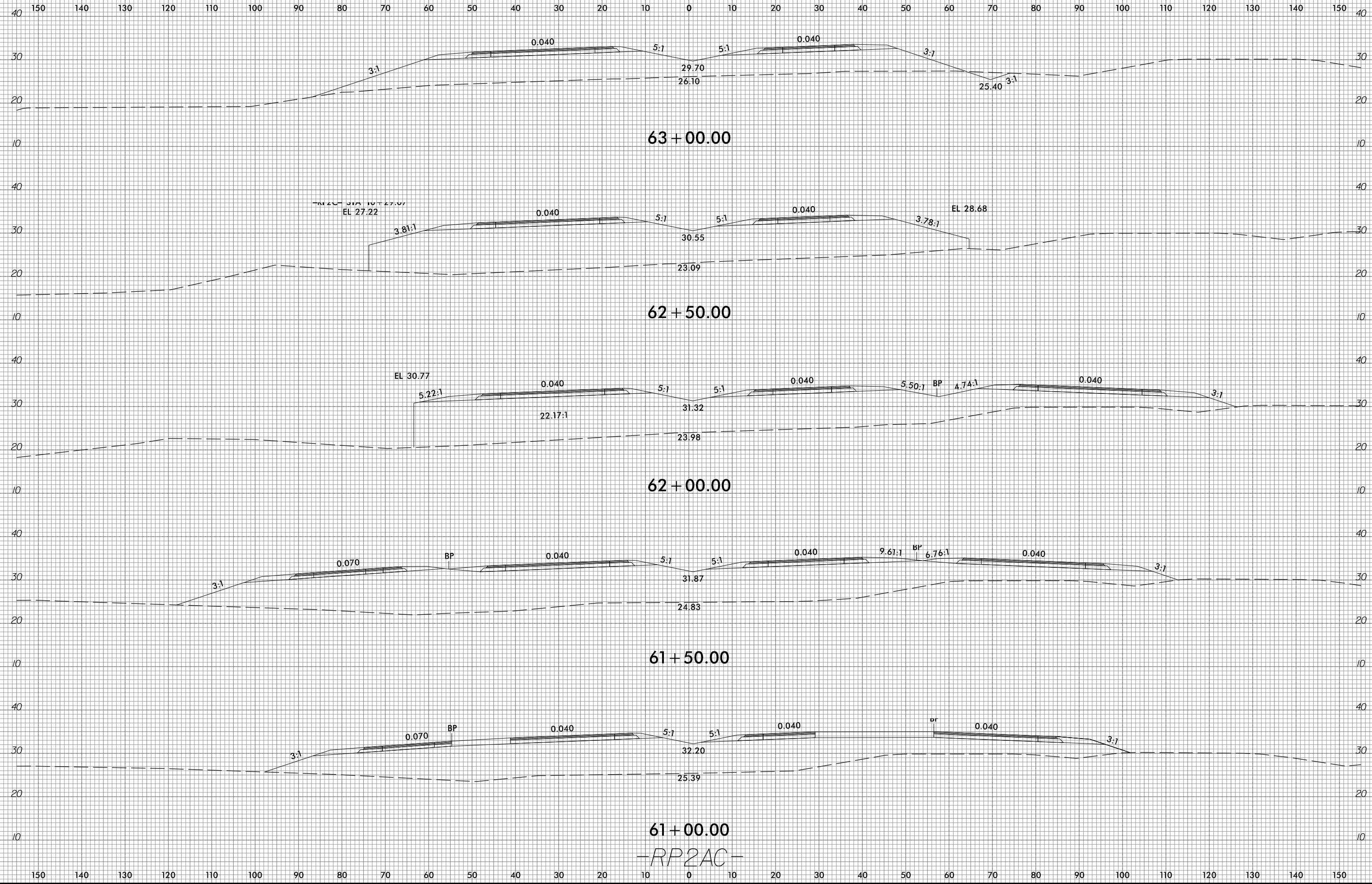
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gncdlin

6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-408



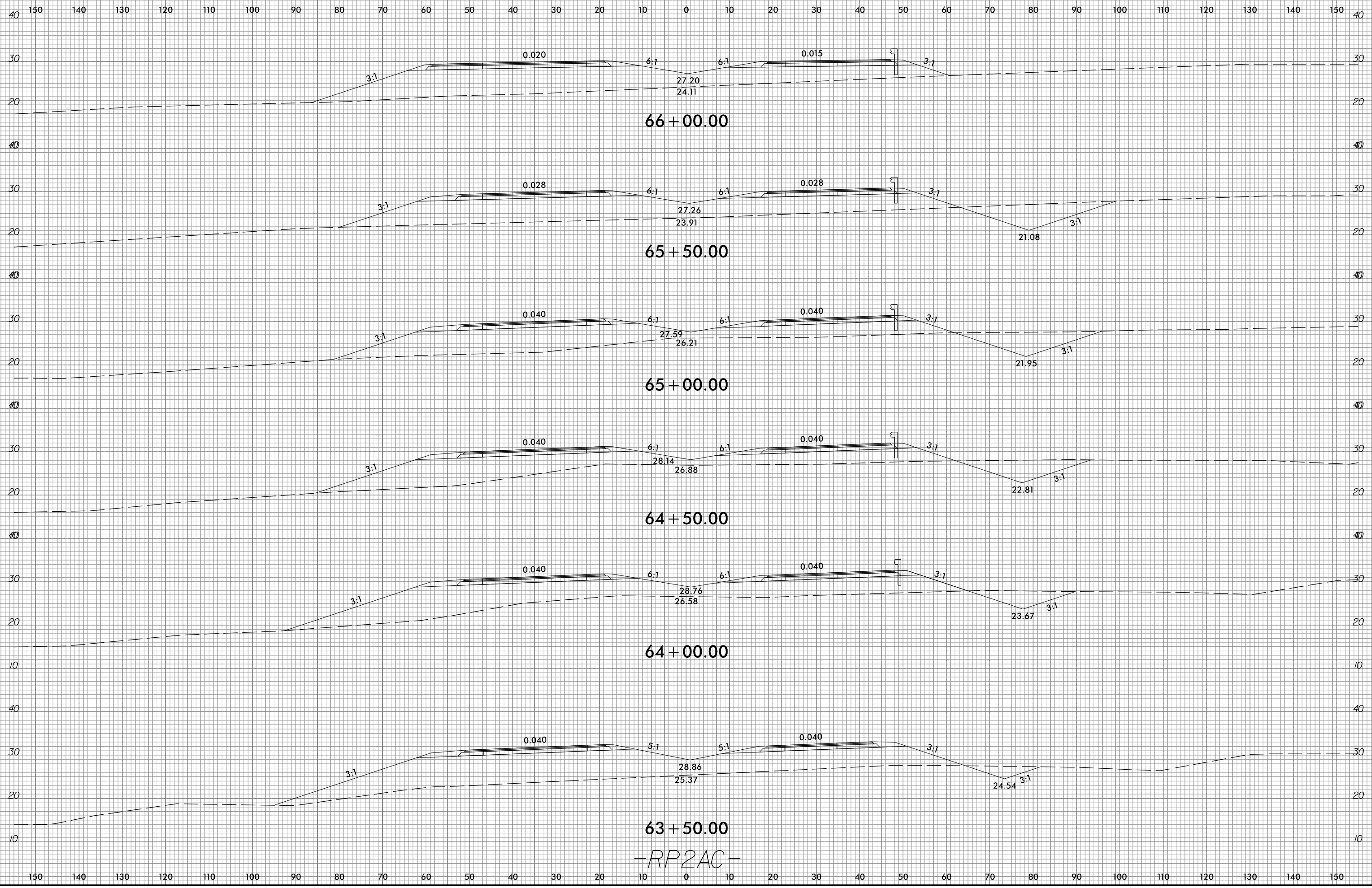
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gncdlin

6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-409



RP2AC

I:\2016\11\2016-02\11\2016-02\CADD\1015\Roadway\XSC\1015_xp1_RP2AC.dgn



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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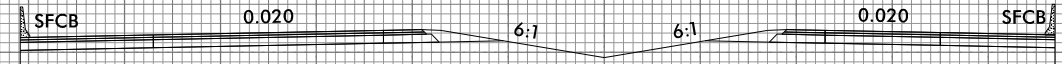
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30 30

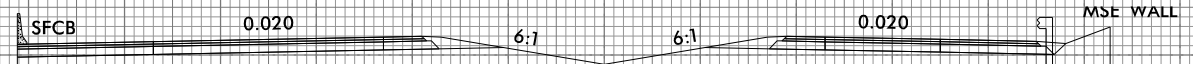
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10 10

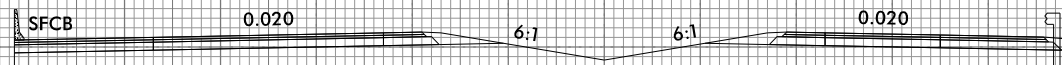
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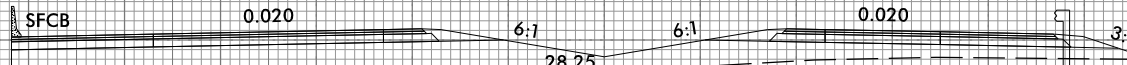
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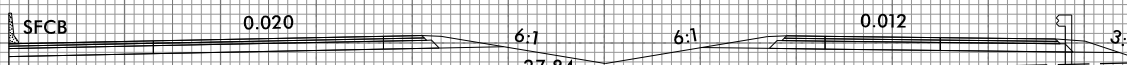
68+50.00



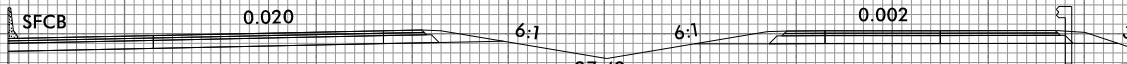
68+00.00



67+50.00



67+00.00



66+50.00

-RP2AC-

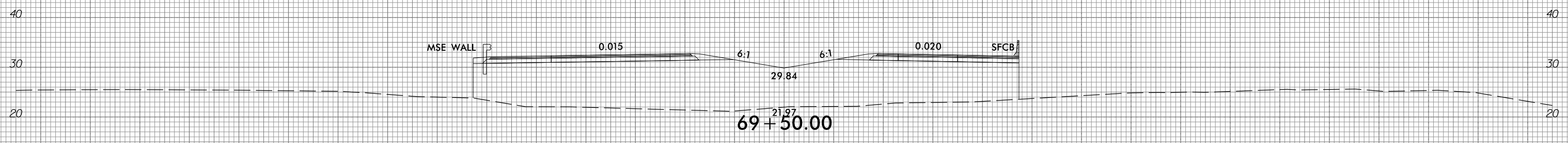
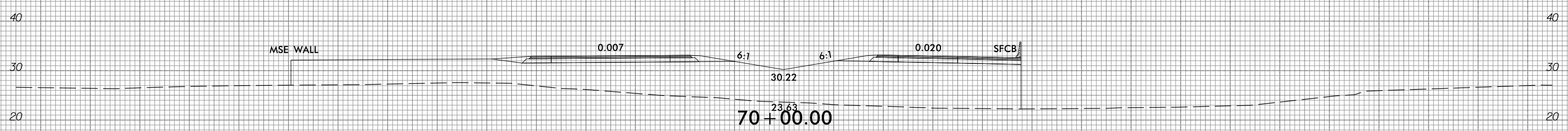
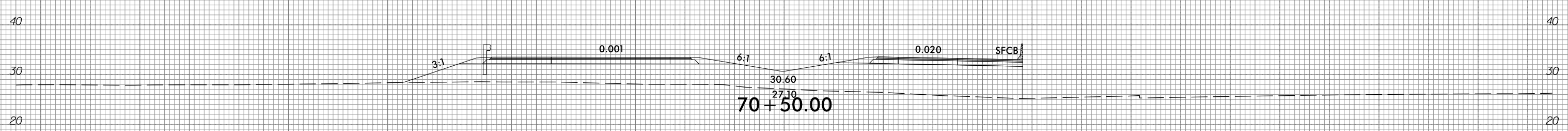
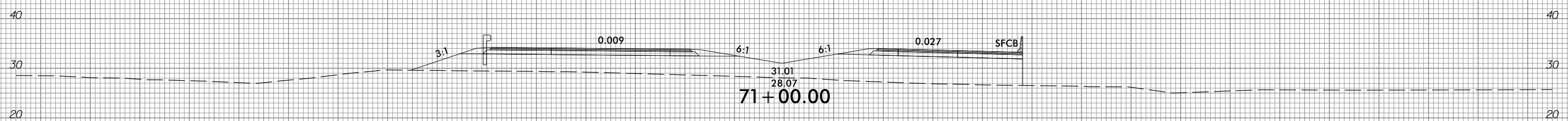
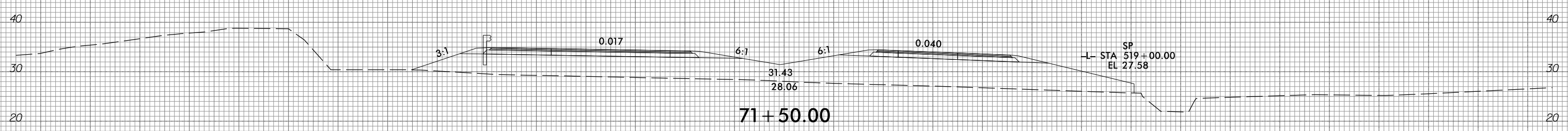
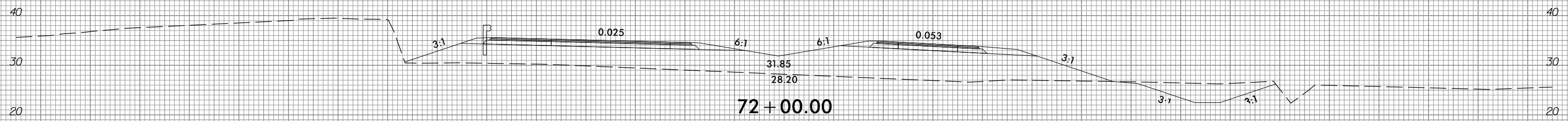
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-411

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



-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

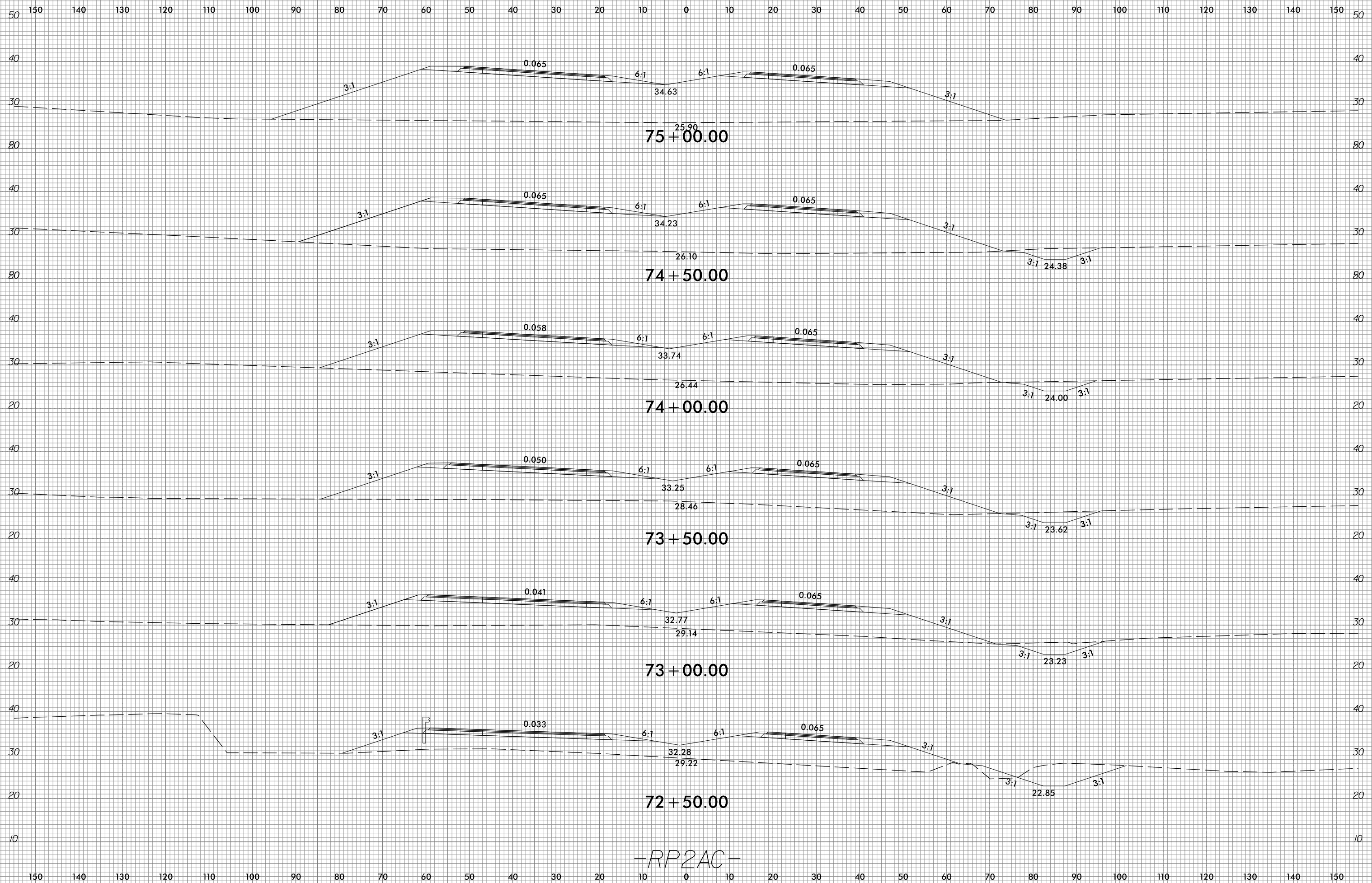
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6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-412

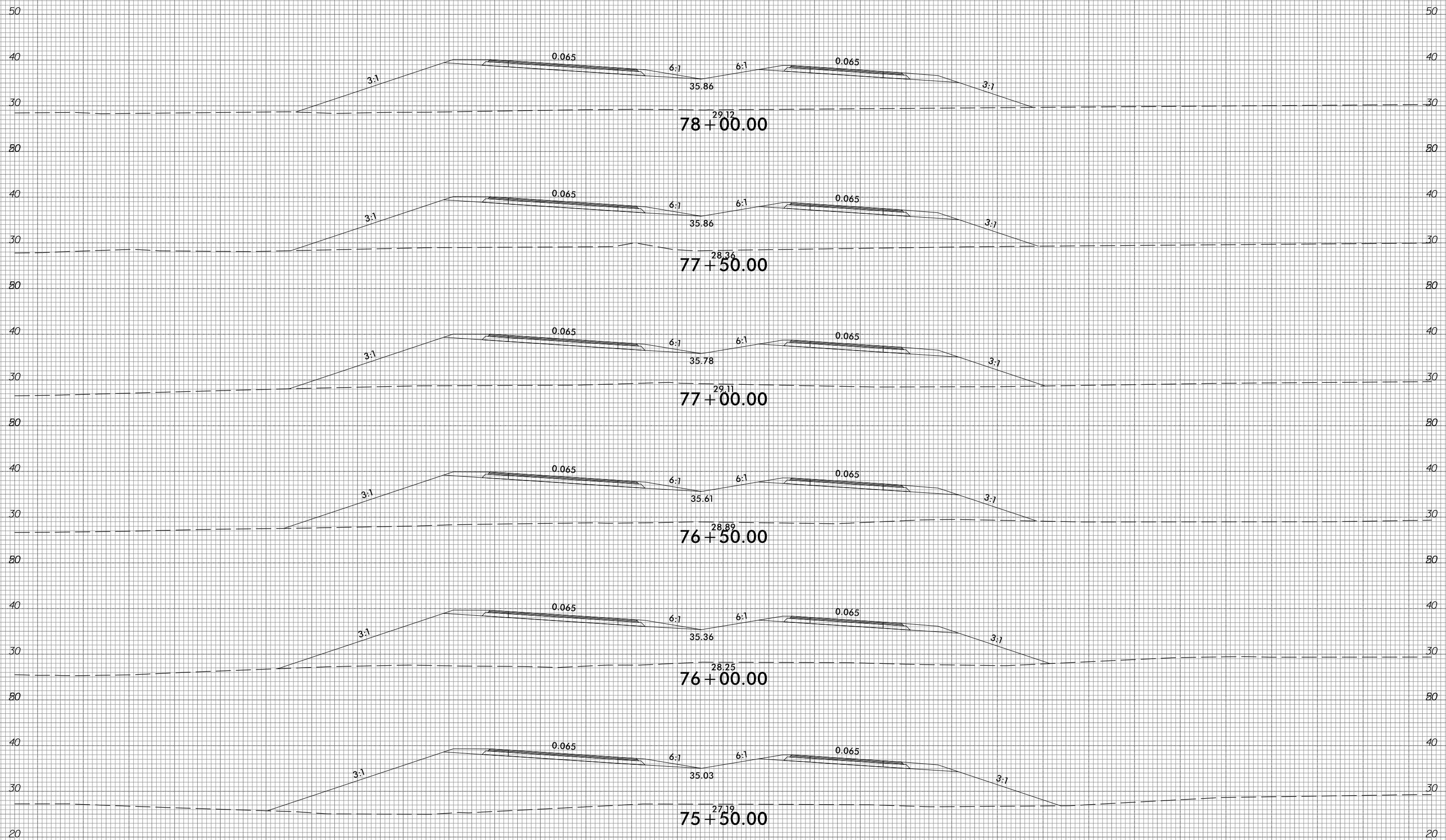


-RP2AC-

I:\2016\11\17\2016-02\CADD\1015\Roadway\XSC\1015_xp1_RP2AC.dgn
gncdlin



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-RP2AC-

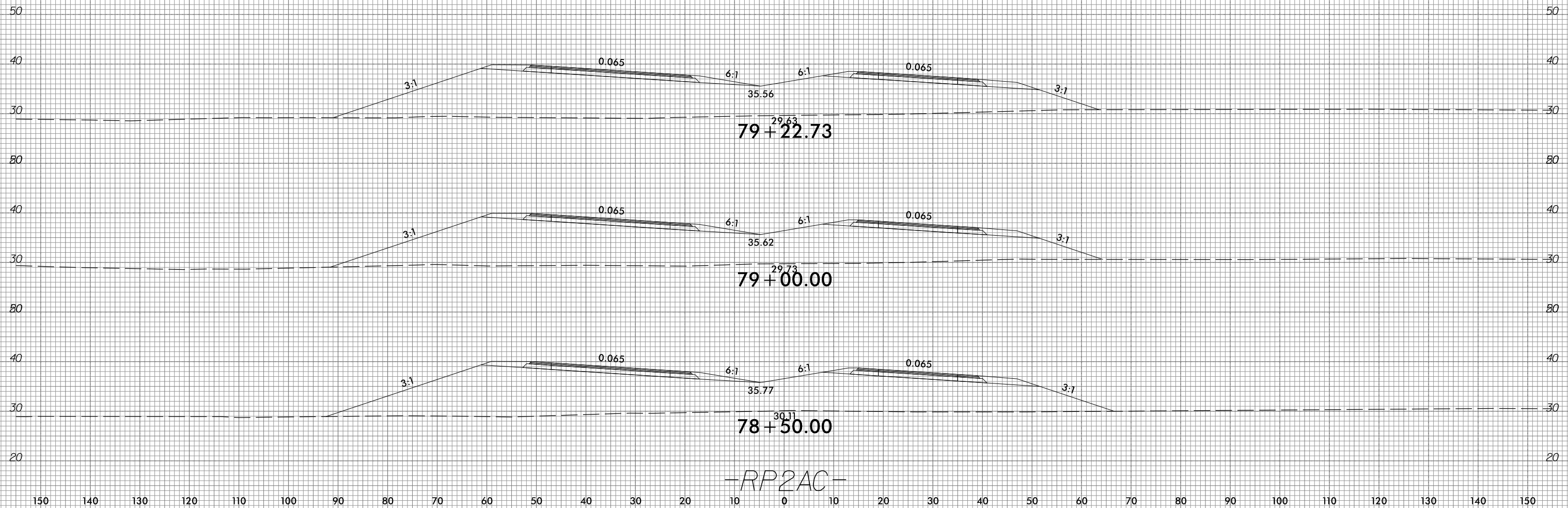
6/23/16



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| PROJ. REFERENCE NO. |
| R-1015 |

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| SHEET NO. |
| X-414 |

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

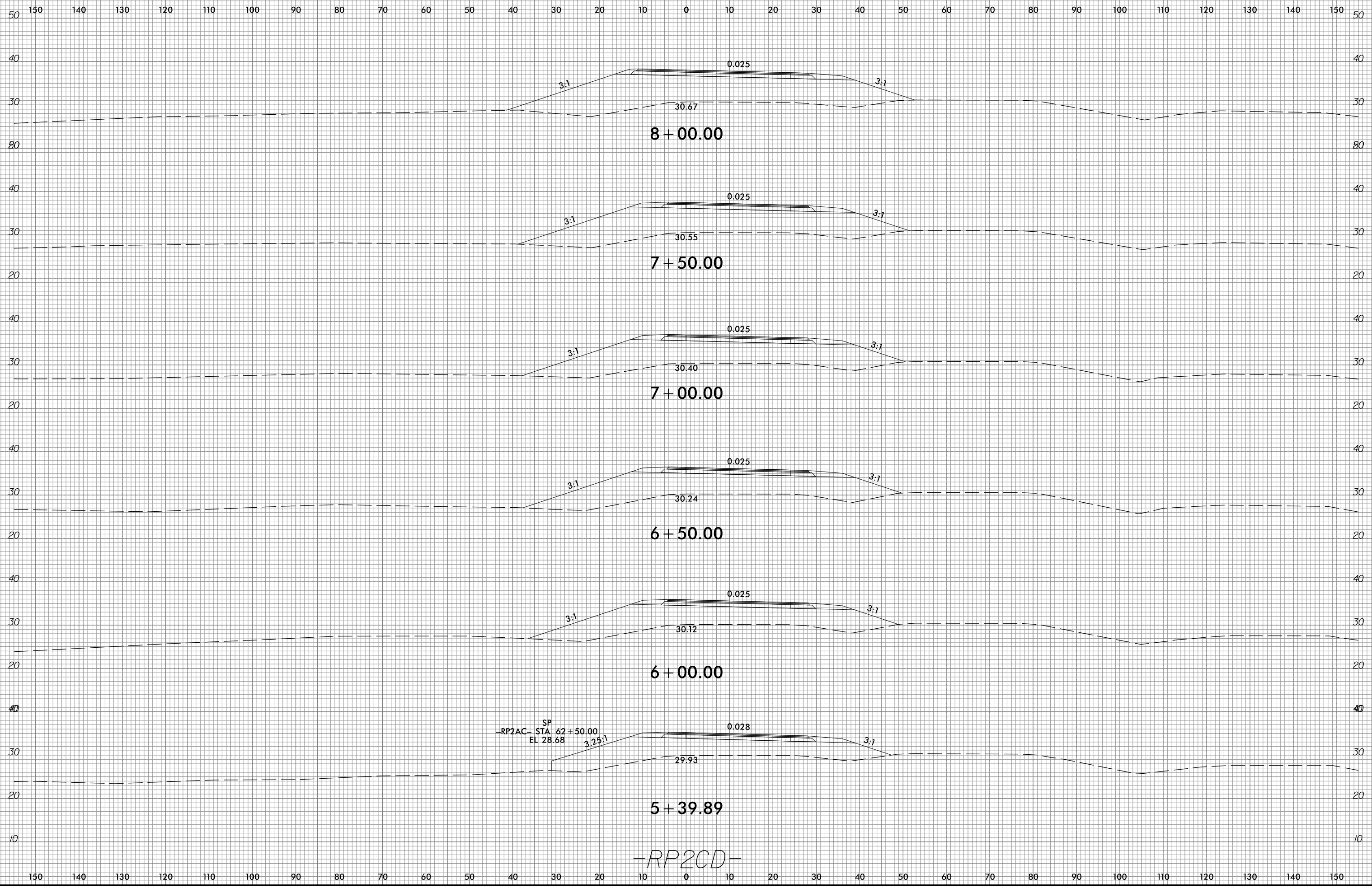
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-415



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| SP |
| -RP2AC- STA 62+50.00 |
| EL 28.68 |
| 3.25:1 |

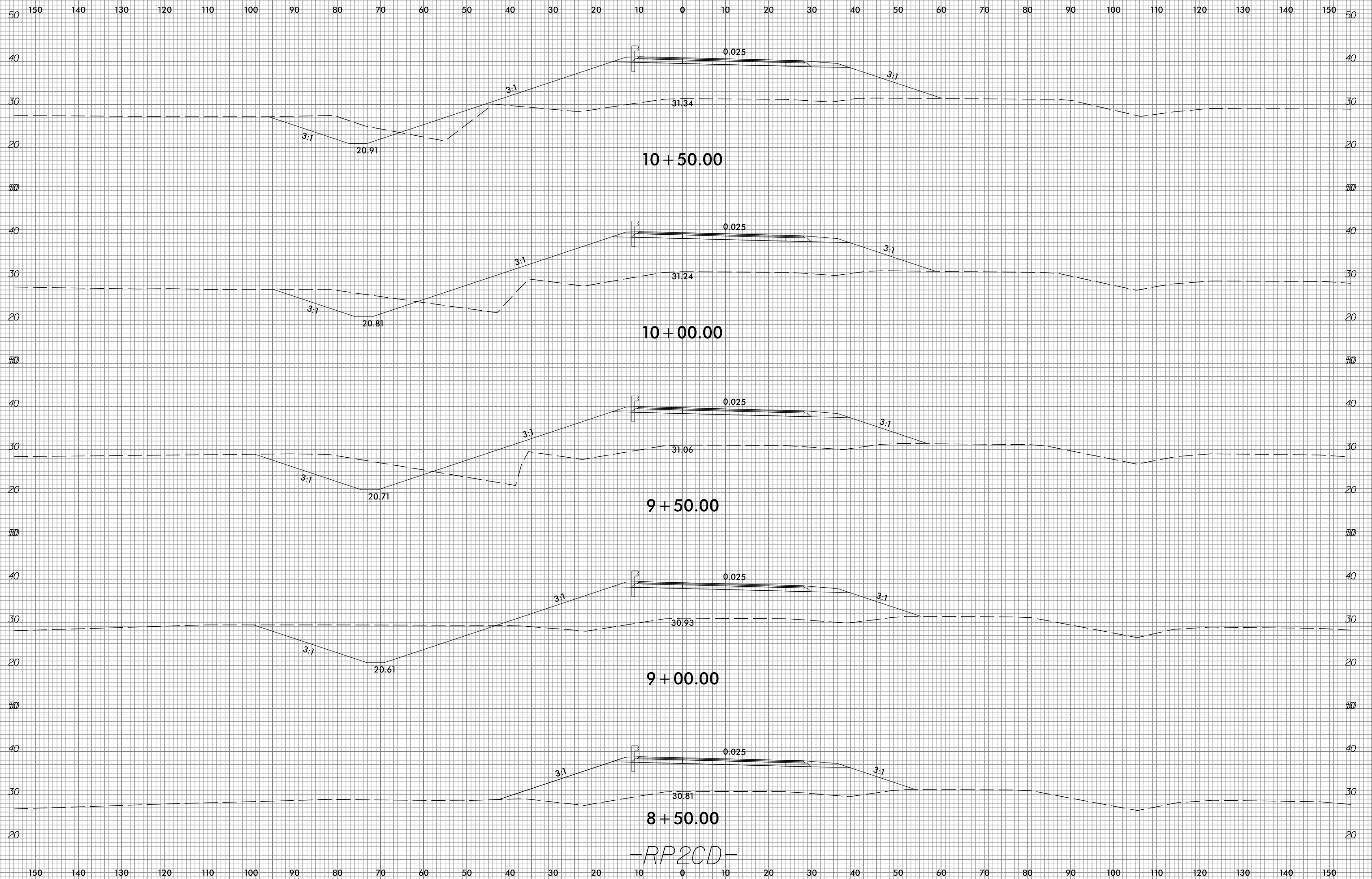
-RP2CD-

10/31/2018
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_RP2CD.dgn
gncdlin

6/23/16



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



-RP2CD-

10/31/2018
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gncdlin

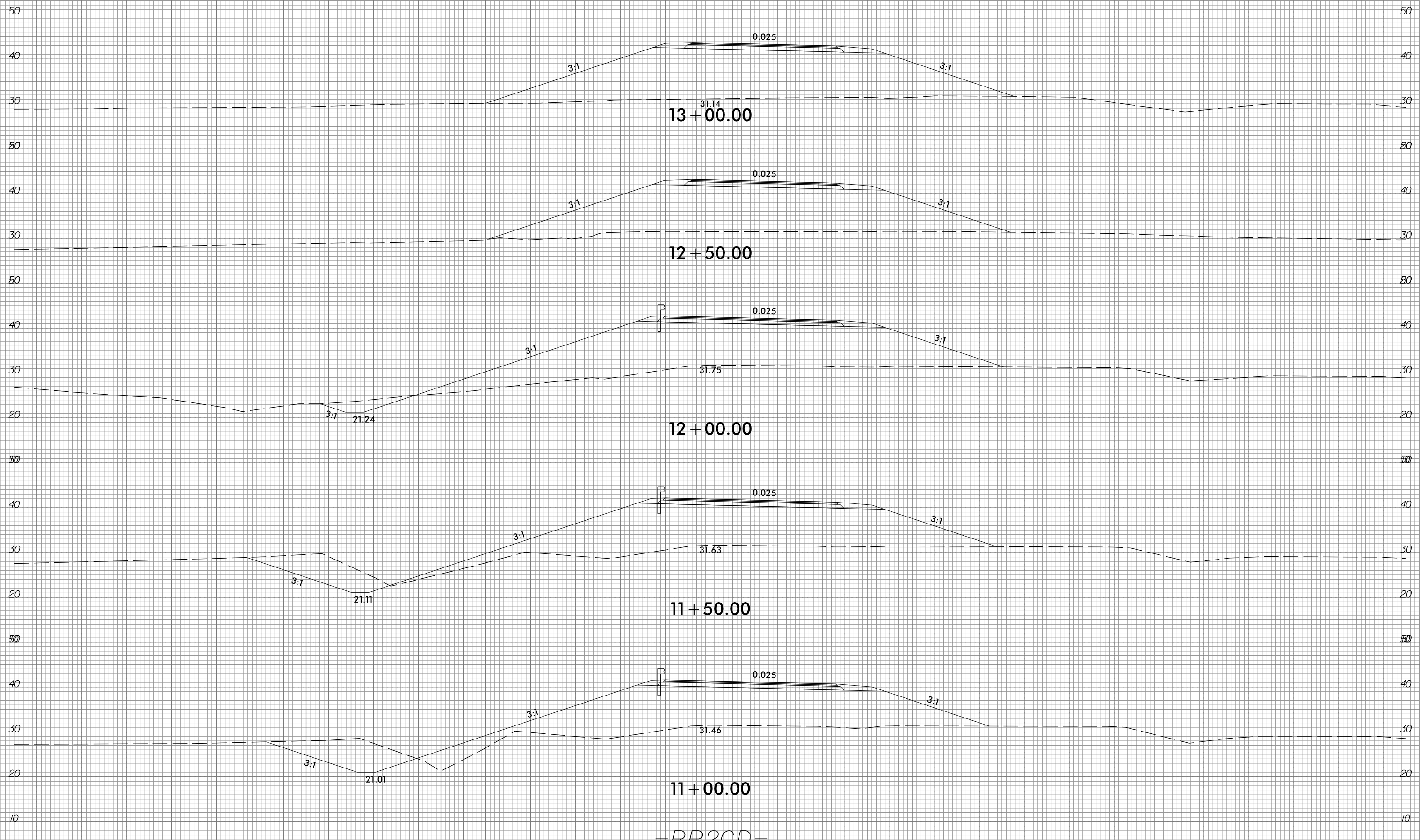
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-417

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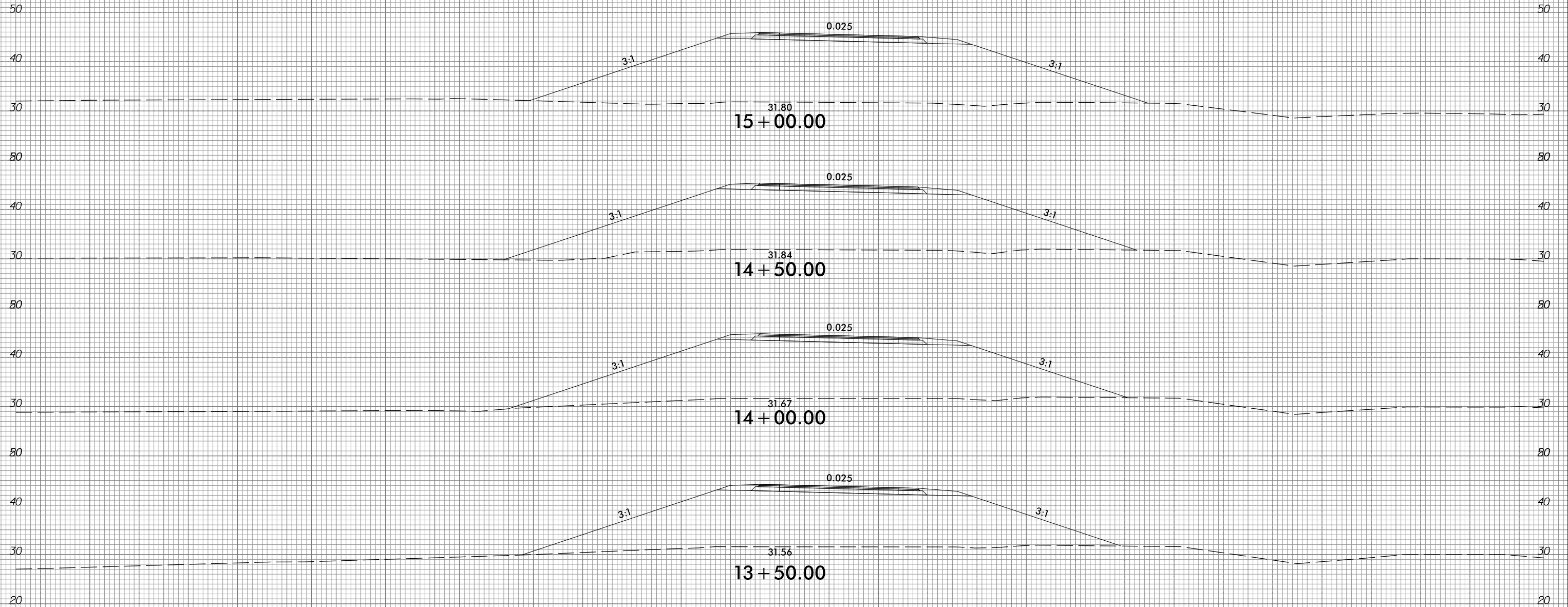


-RP2CD-

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

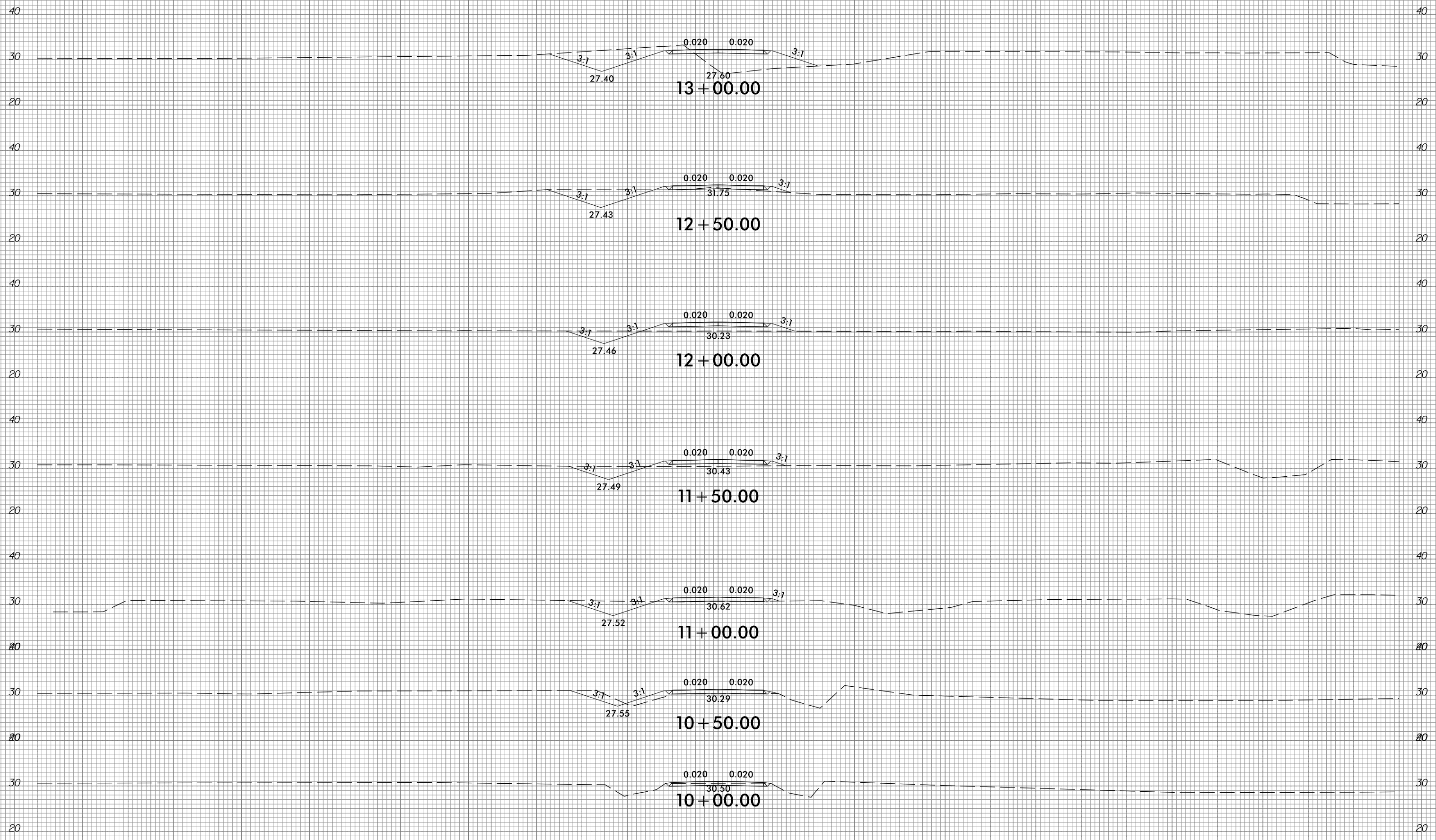


-RP2CD-

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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-

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

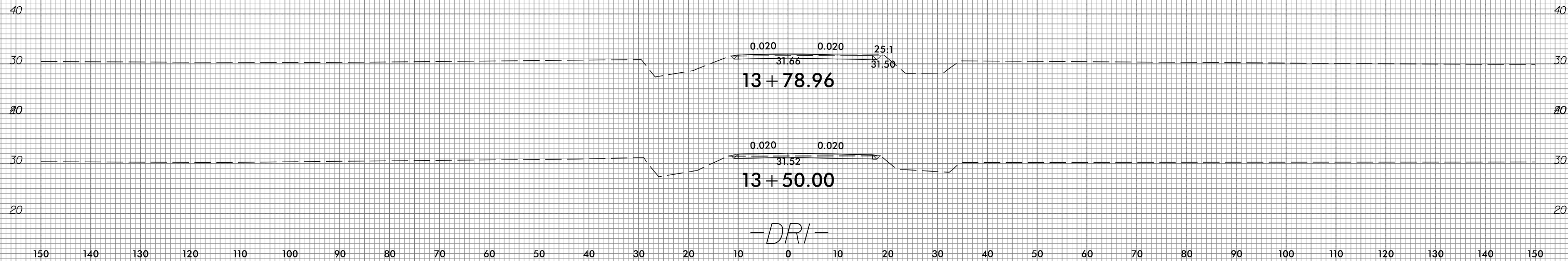
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-420

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.DRI.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

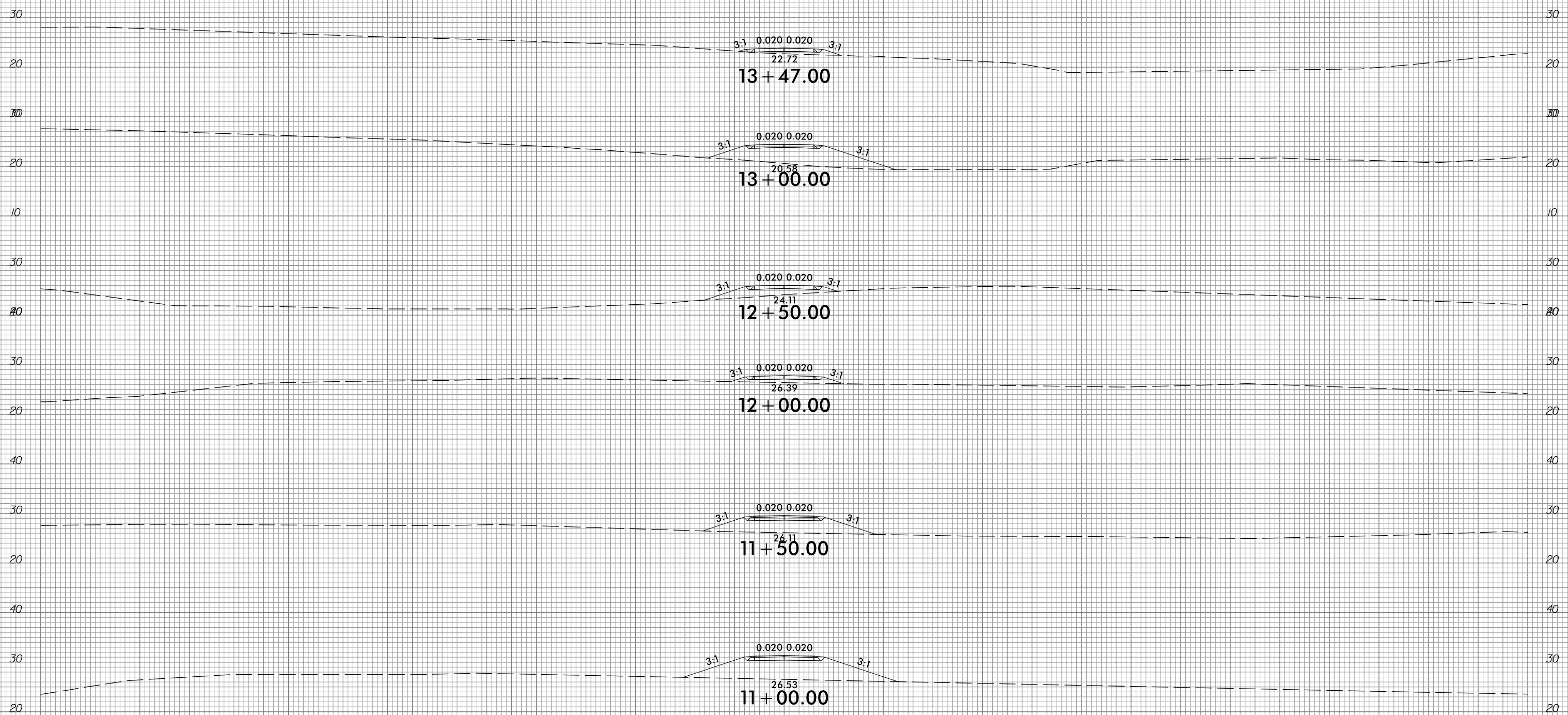
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-421

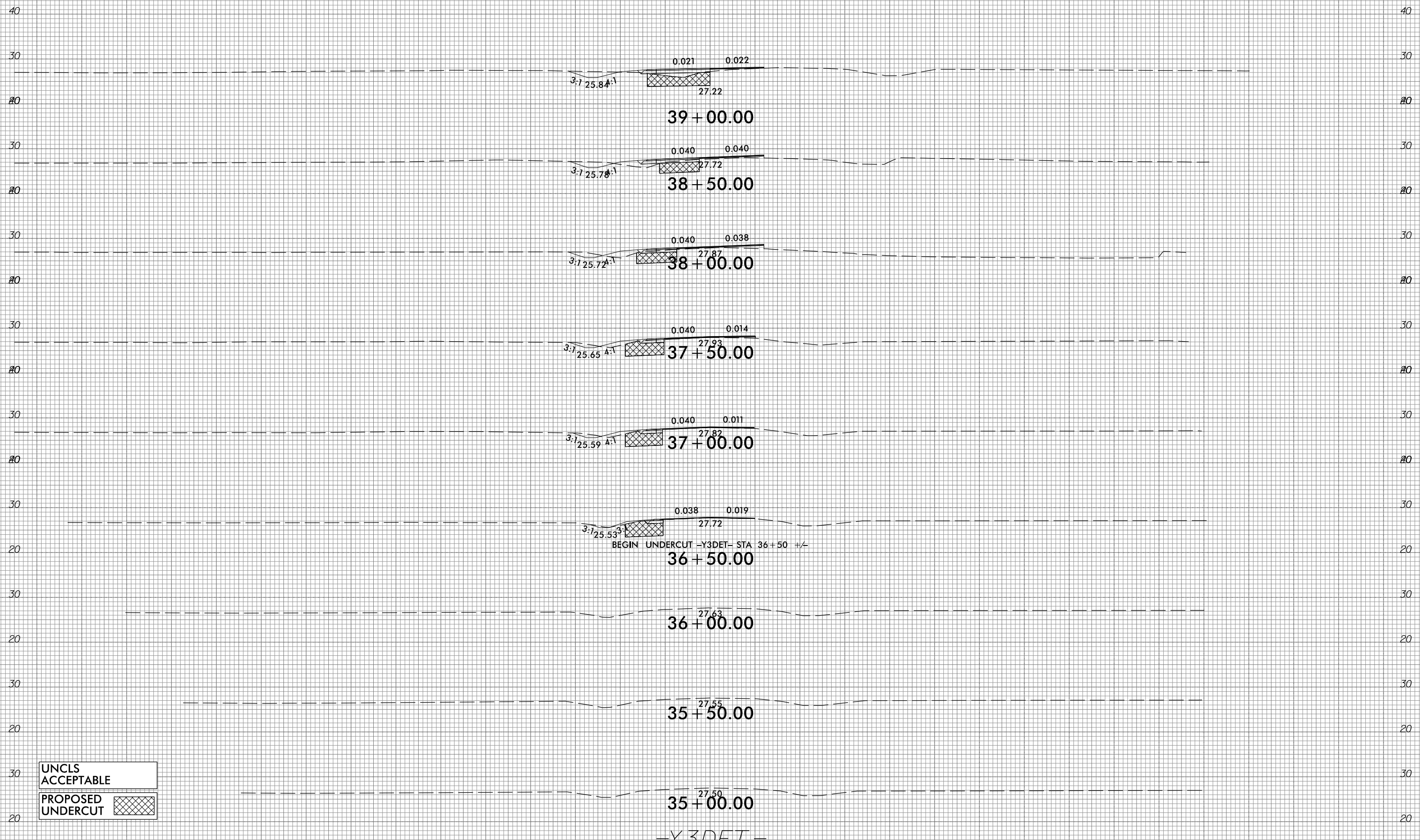
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-G/2-

10/31/2018
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gncdlin

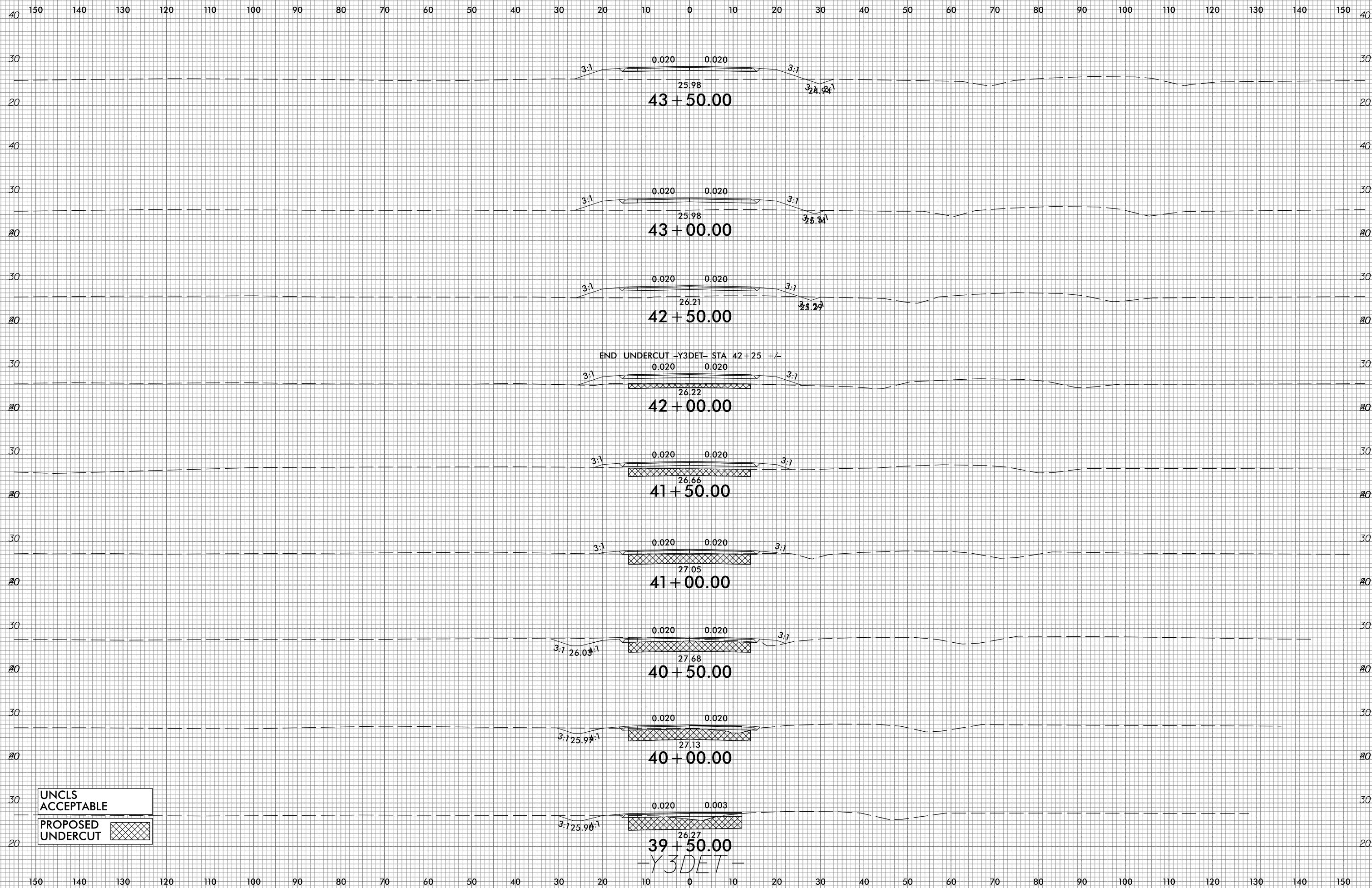
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



UNCLS
ACCEPTABLE

PROPOSED
UNDERCUT

-Y3DET-



UNCLS
ACCEPTABLE

PROPOSED
UNDERCUT

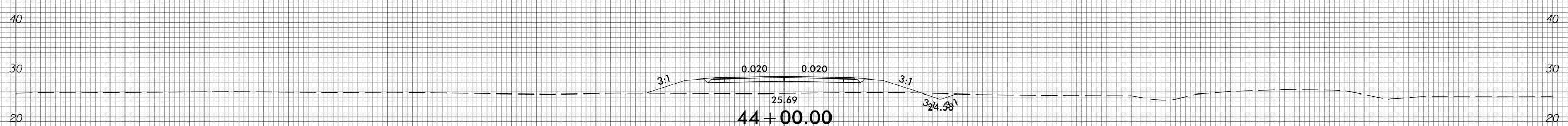
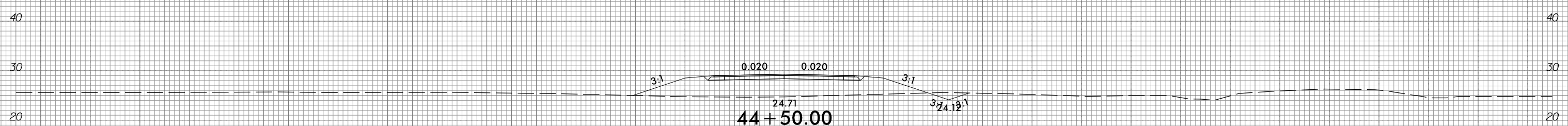
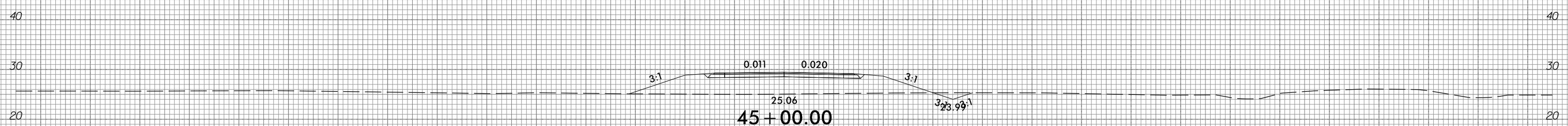
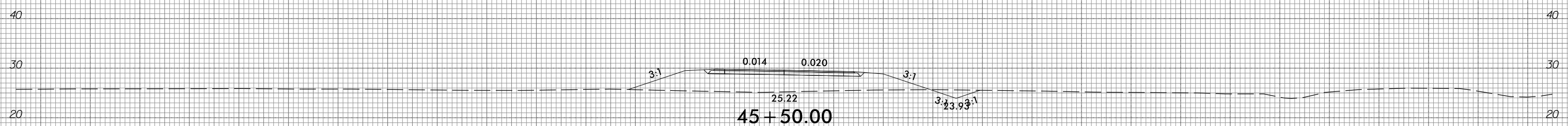
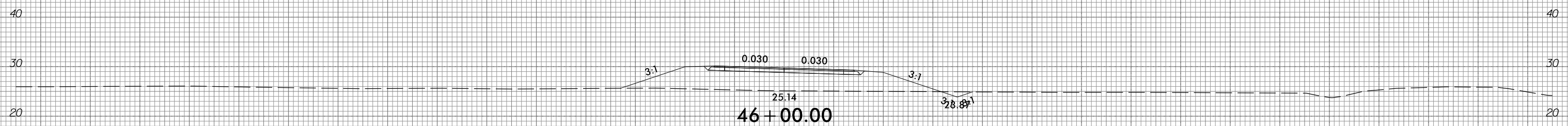
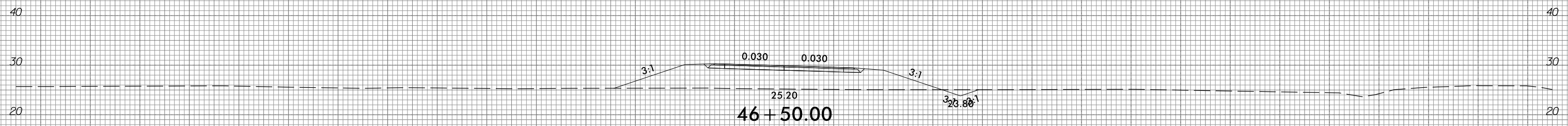
6/23/16



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| PROJ. REFERENCE NO. | R-1015 |
|---------------------|--------|

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| SHEET NO. | X-424 |
|-----------|-------|

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



-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

10/31/2018
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 gmc31in

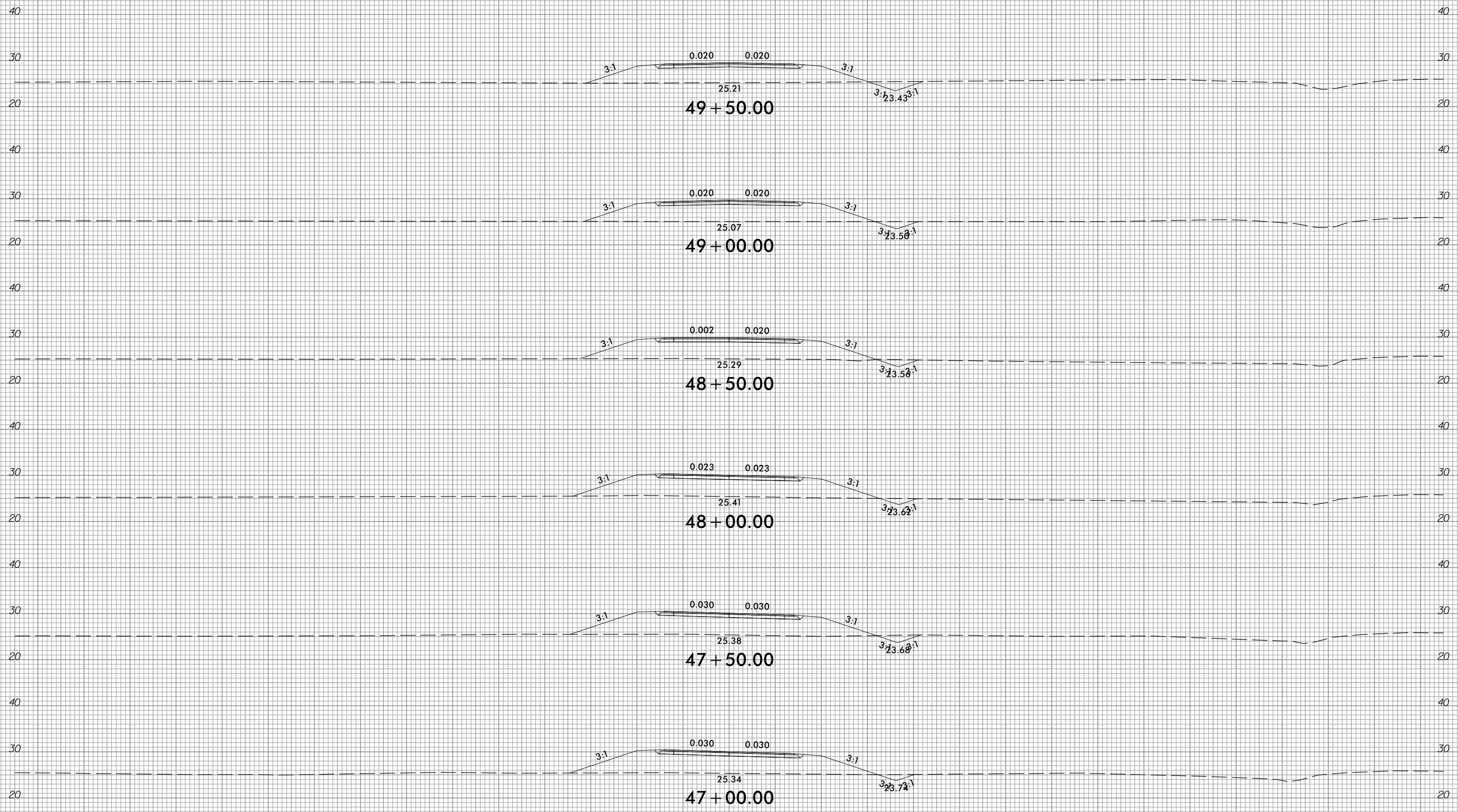
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-425

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



-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

10/31/2018
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gncdlin

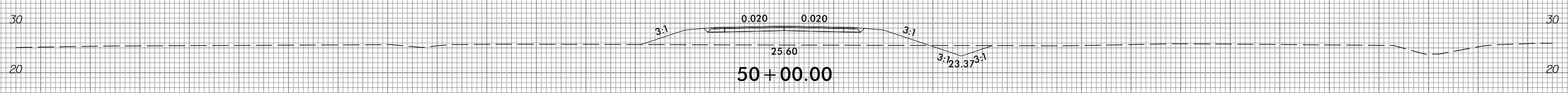
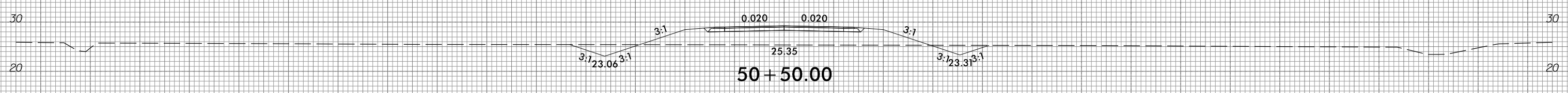
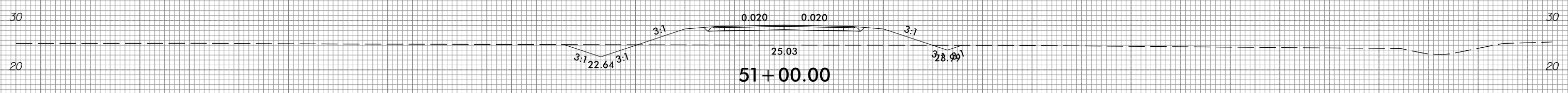
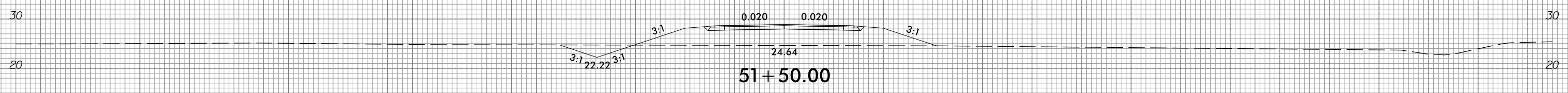
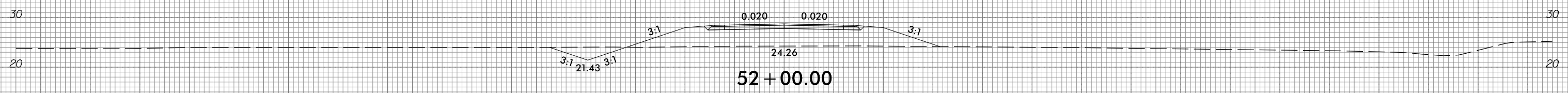
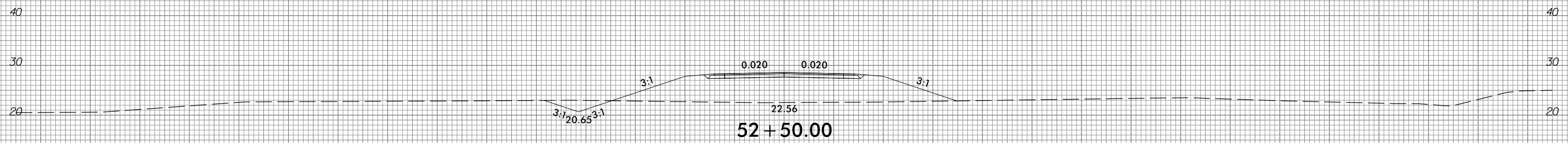
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-426

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



-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

10/31/2018
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xpl.Y3DET.dgn
gncdlin

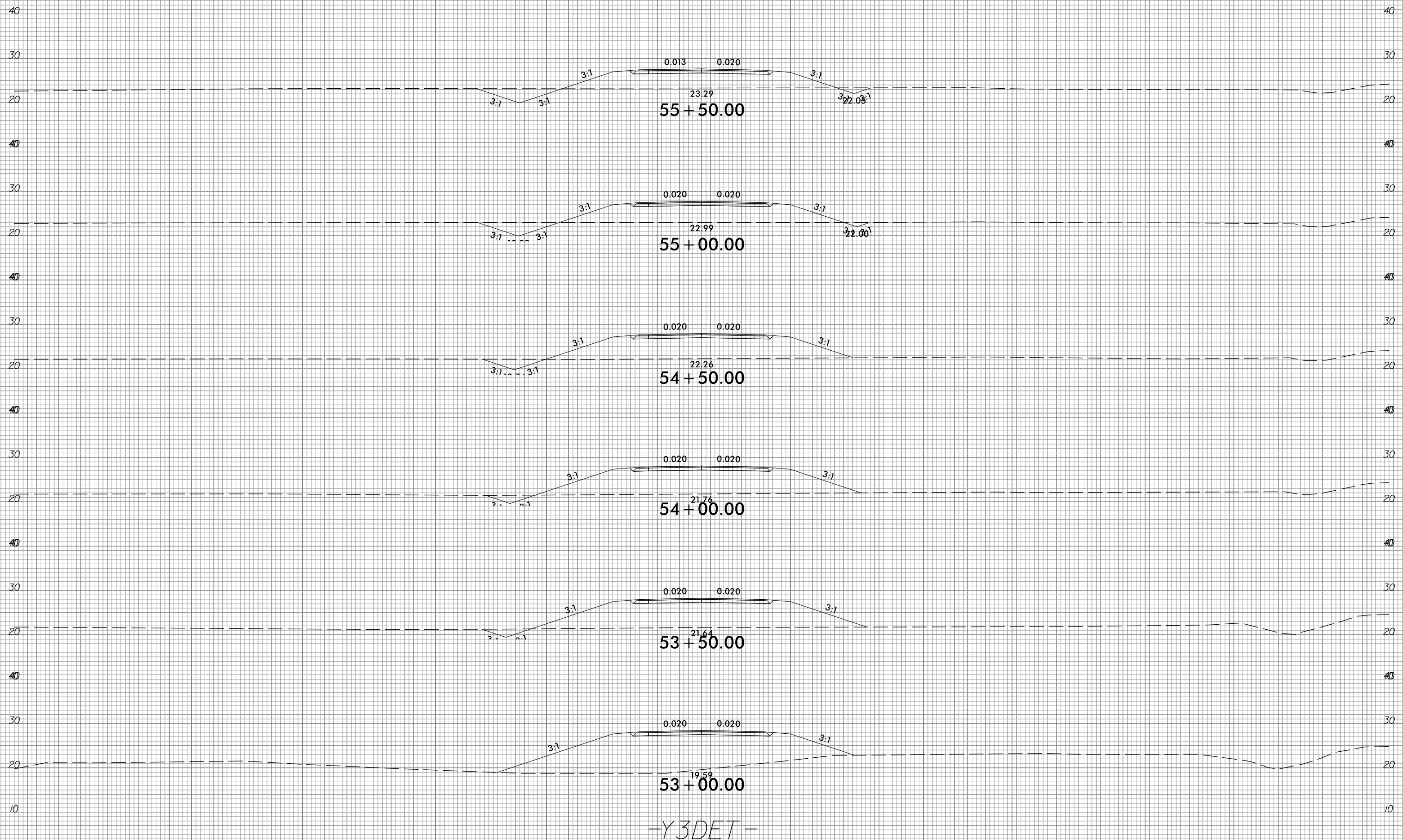
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-427

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



-Y3DET-

10/31/2018
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gncdlin

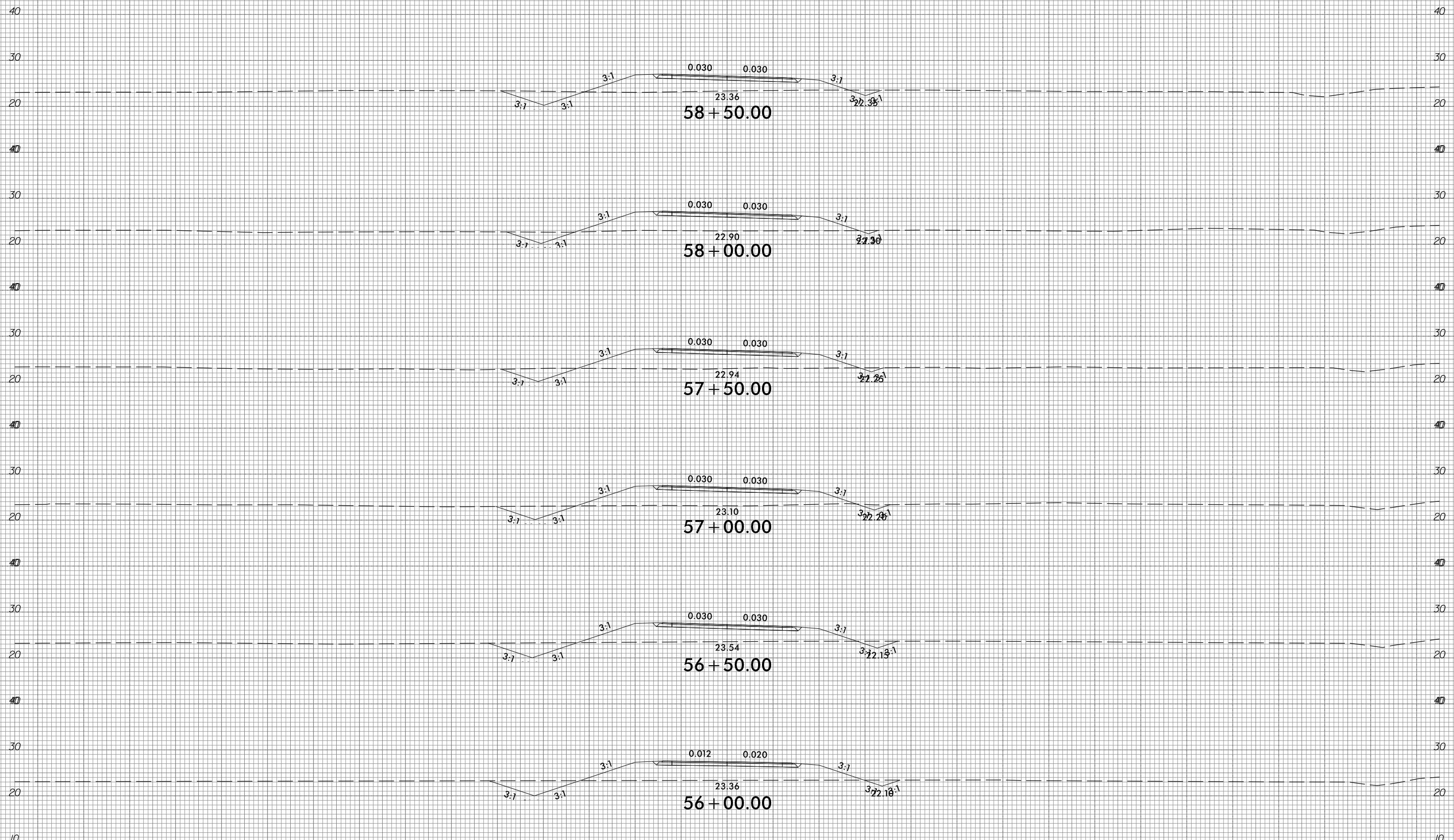
6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-428

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



58 + 50.00

58 + 00.00

57 + 50.00

57 + 00.00

56 + 50.00

56 + 00.00

-Y3DET-

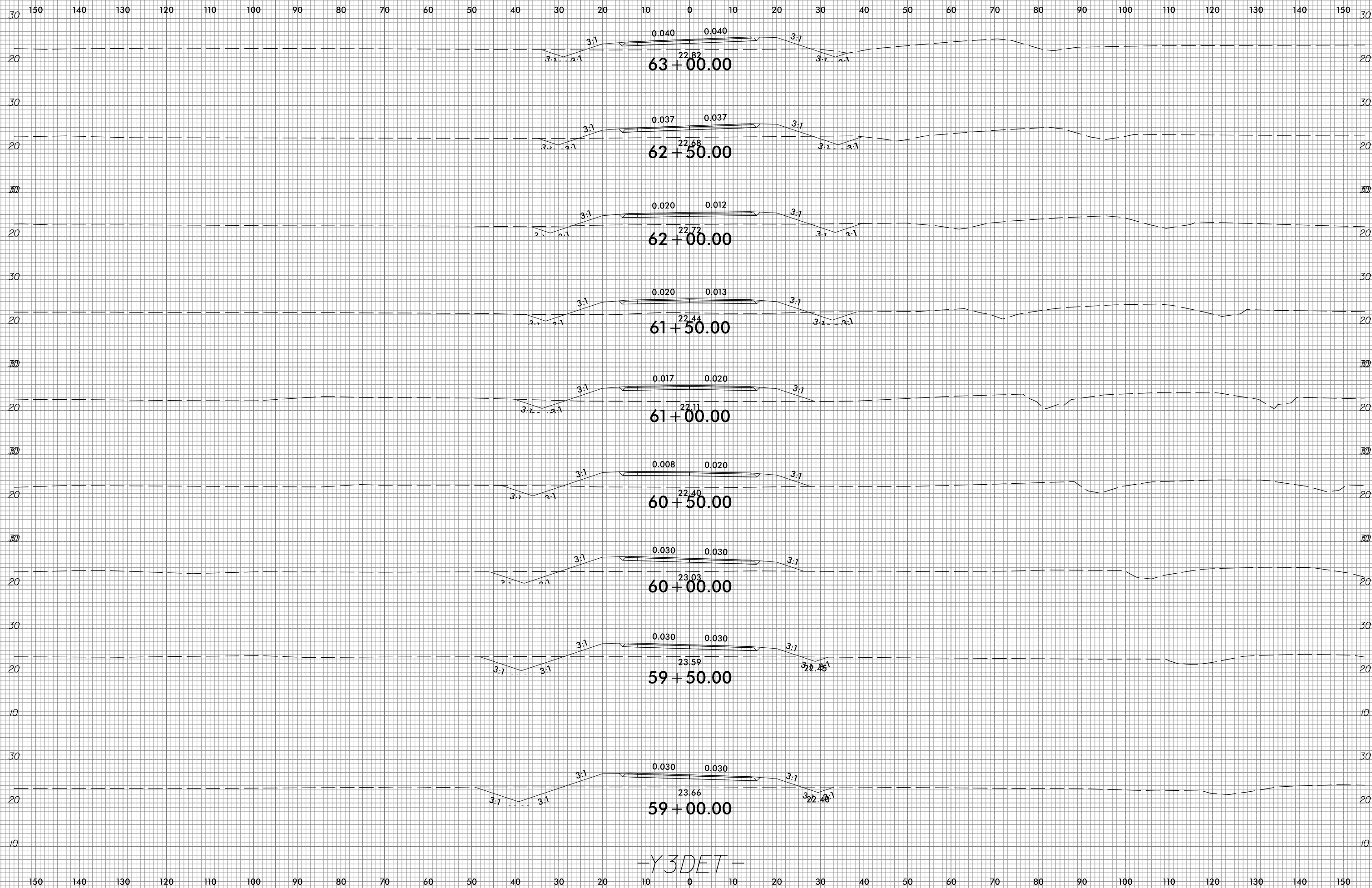
10/31/2018
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gncdlin

6/23/16



PROJ. REFERENCE NO.
R-1015

SHEET NO.
X-429



-Y3DET-

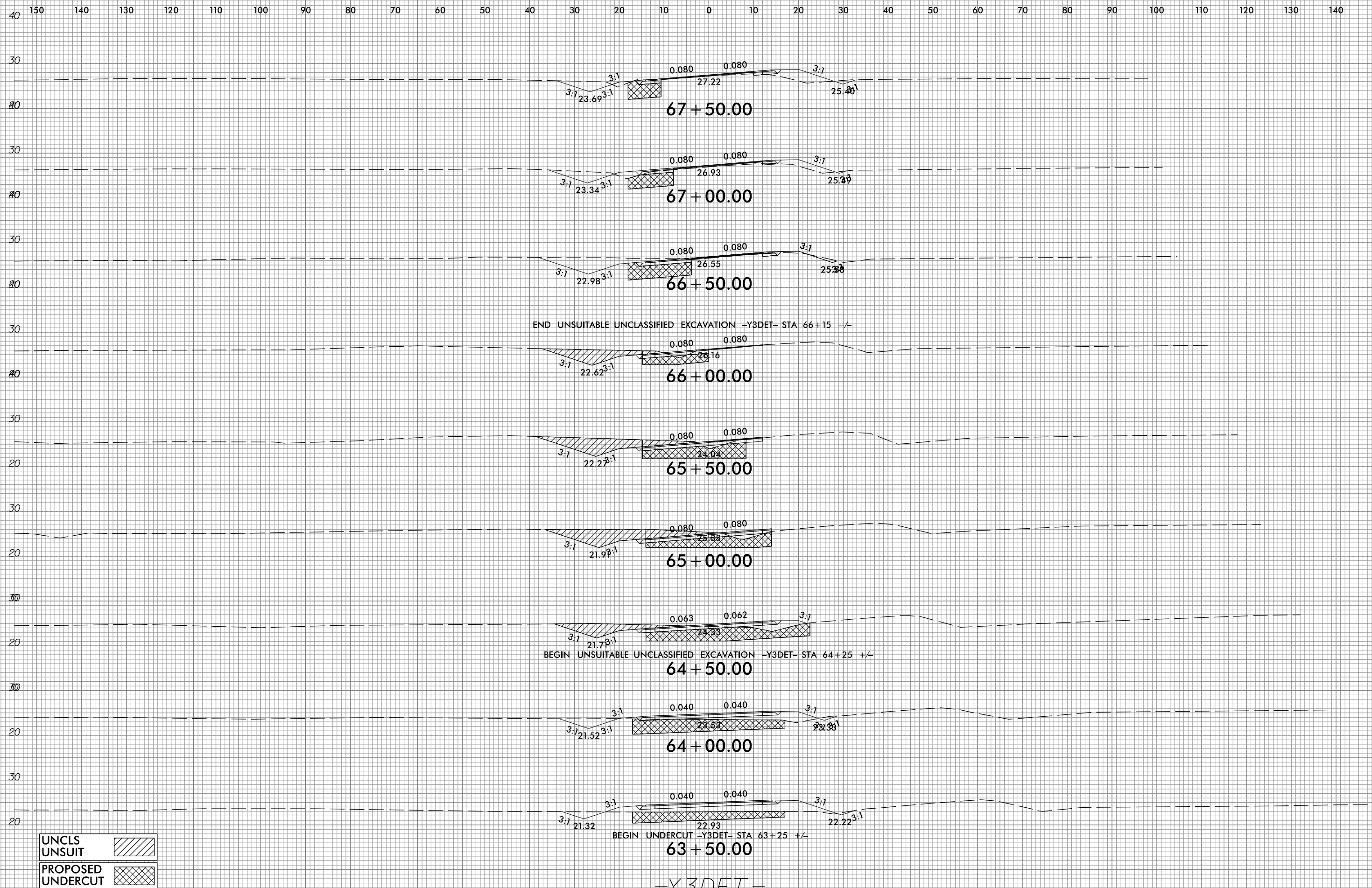
10/31/2018
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xpl.Y3DET.dgn
gncdlin

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 +/-

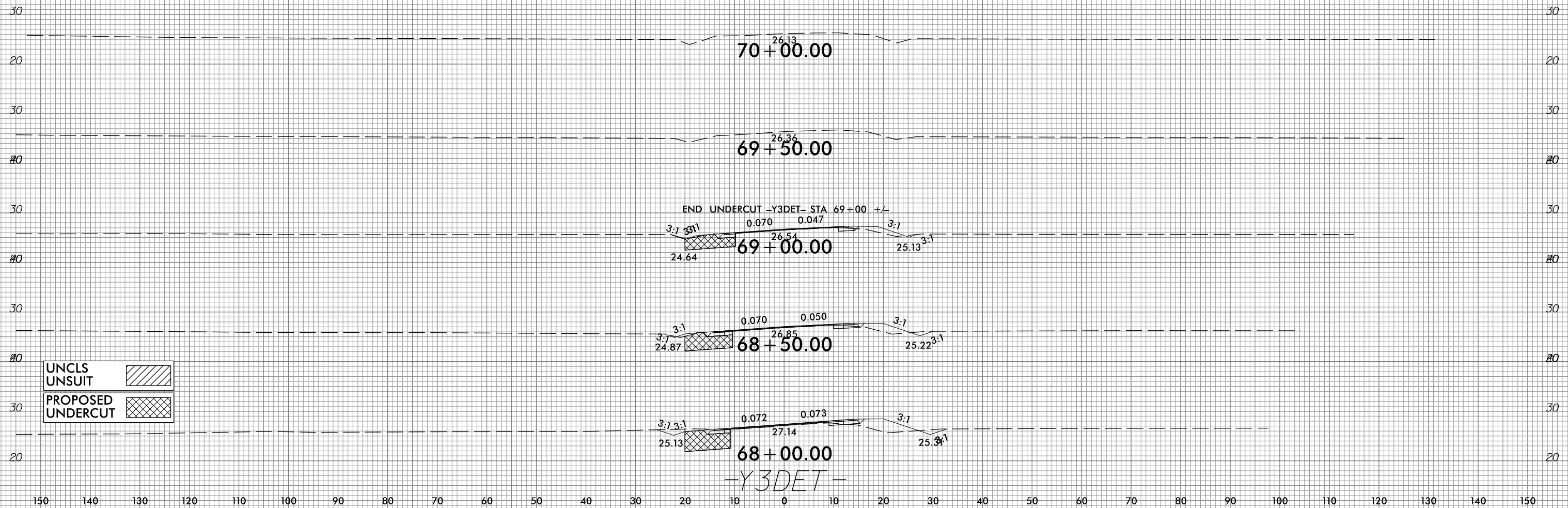
BEGIN UNDERCUT -Y3DET- STA 63+25 +/-

-Y3DET-

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|----------------------|--|
| UNCLS UNSUIT | |
| PROPOSED UNDERCUT | |

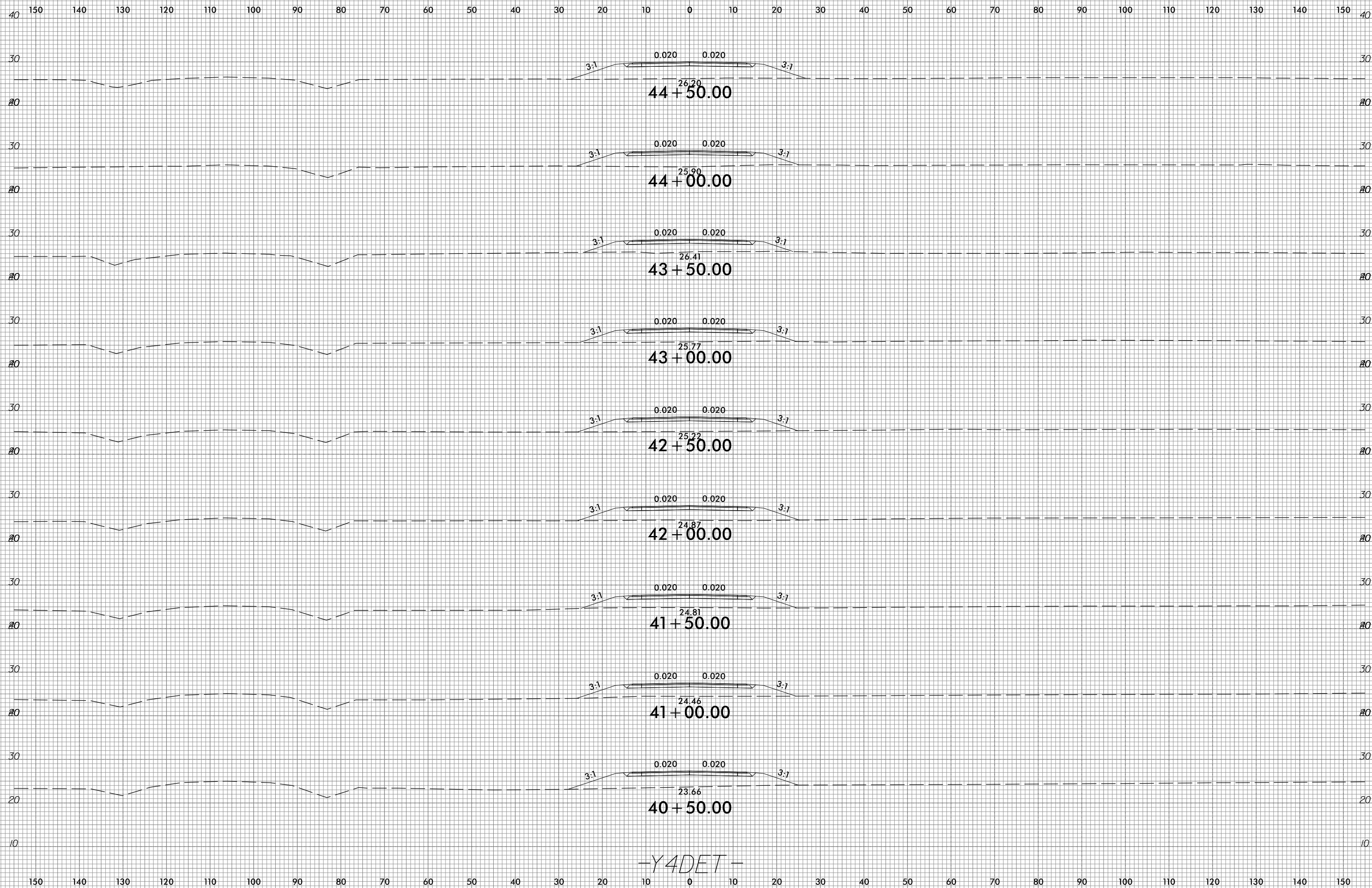
10/31/2018
G:\RA\9729-02\CADD\1015\Roadway\XSC\1015_xp1_Y3DET.dgn
gmc311

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



| | |
|-------------------|--|
| UNCLD 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



-Y4DET-

