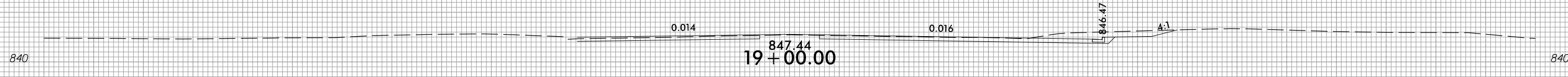
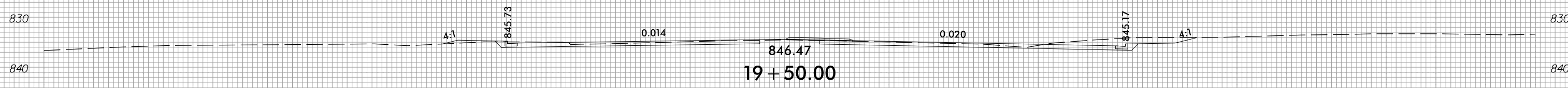
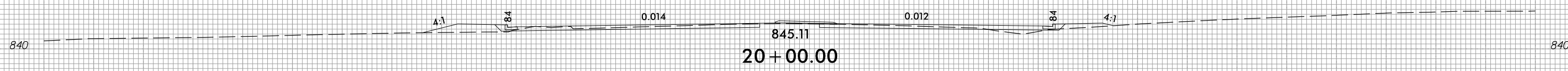
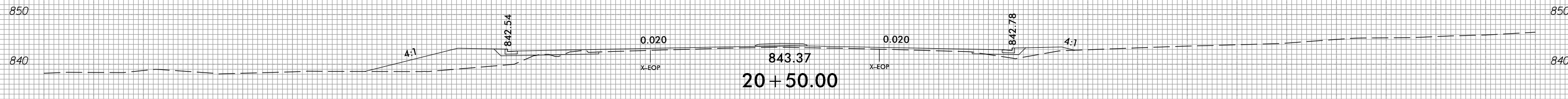
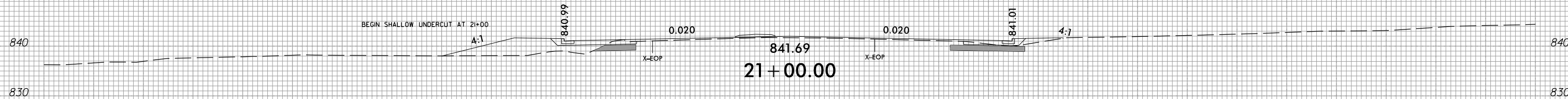
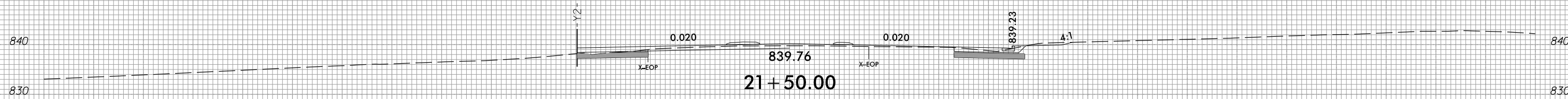
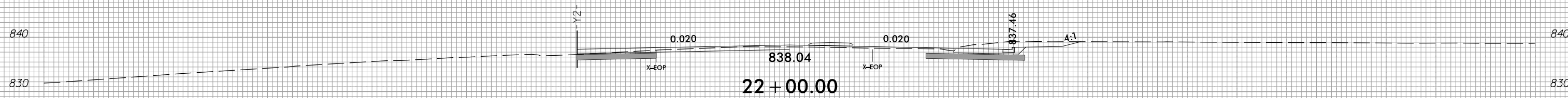


CROSS SECTION INDEX

<u>ALIGNMENT</u>	<u>SHEET NO.</u>	<u>ALIGNMENT</u>	<u>SHEET NO.</u>
-L-	X-2 TO X-26	-DRWY1-	X-54
-Y-	X-27 TO X-41	-DRWY2-	X-55
-Y1-	X-42 TO X-45	-DRWY3-	X-56
-Y2-	X-46	-DRWY4-	X-57
-Y3-	X-47	-DRWY5-	X-58
-Y4-	X-48	-DRWY6-	X-59
-Y5-	X-49 TO X-51	-DRWY7-	X-60
-Y6-	X-52	-DRWY8-	X-61
-Y7-	X-53		

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SHALLOW UNDERCUT



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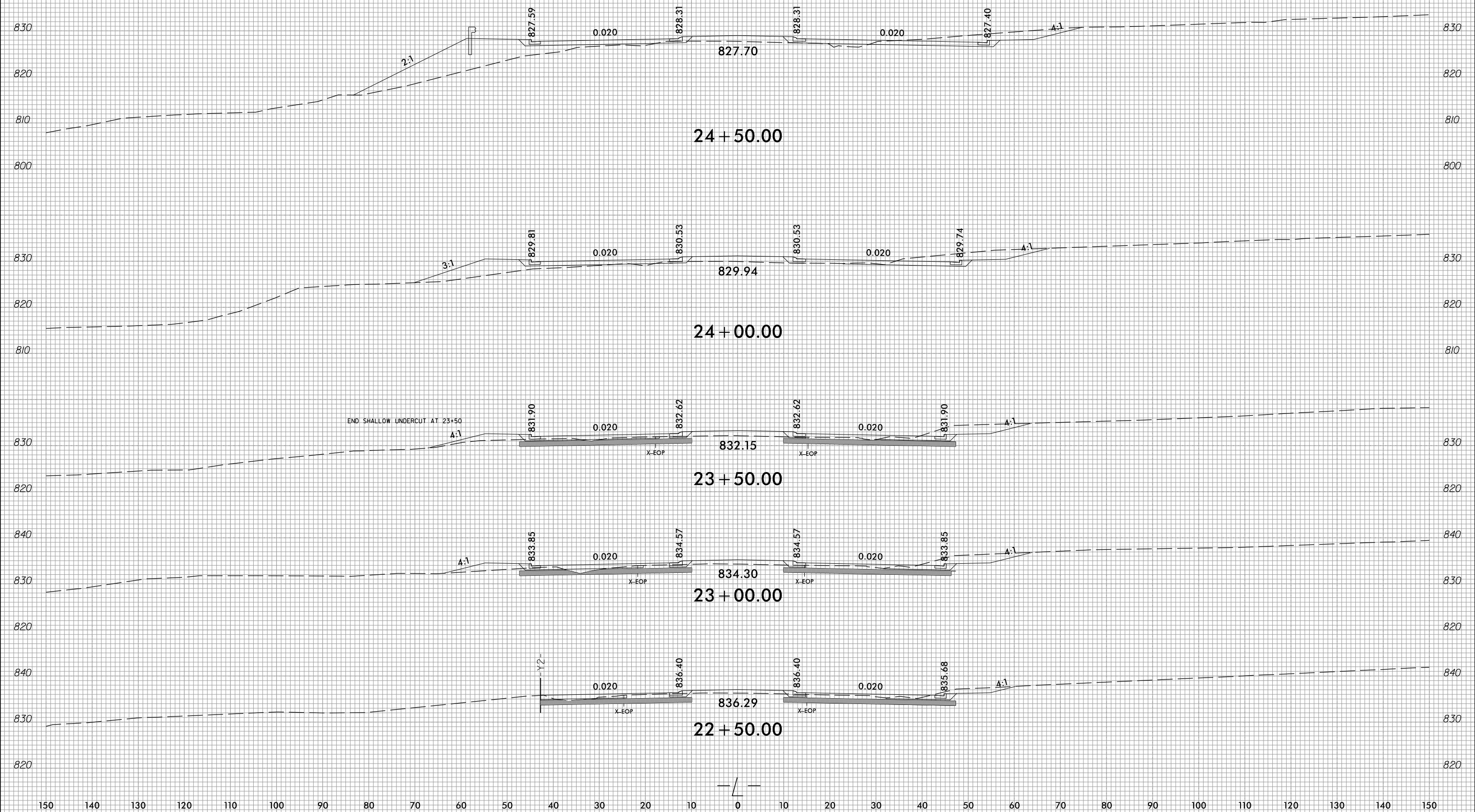


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-3

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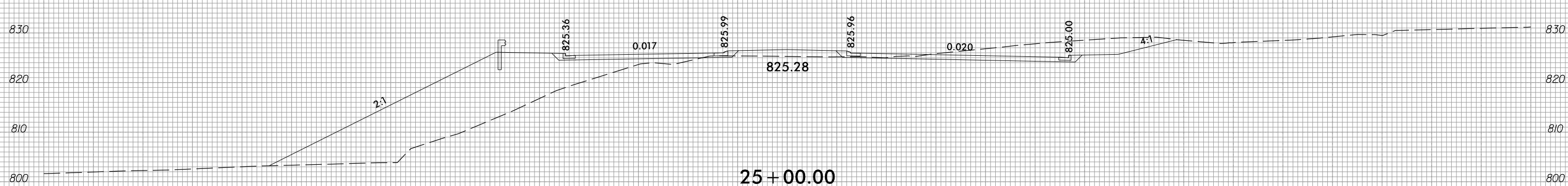
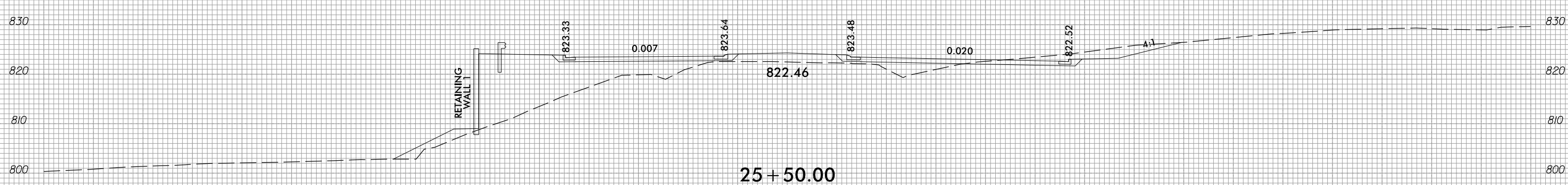
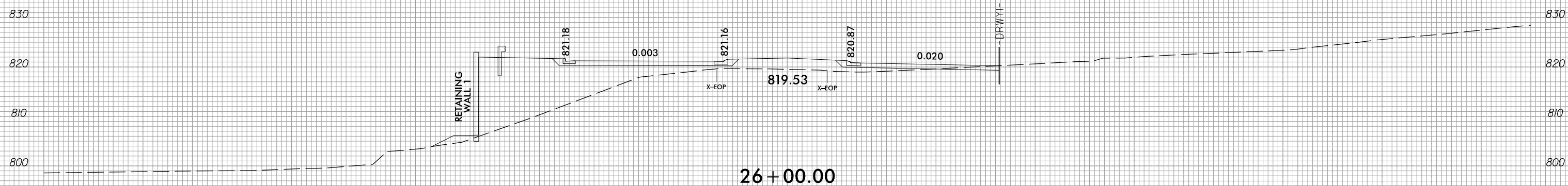


END SHALLOW UNDERCUT AT 23+50

Y2

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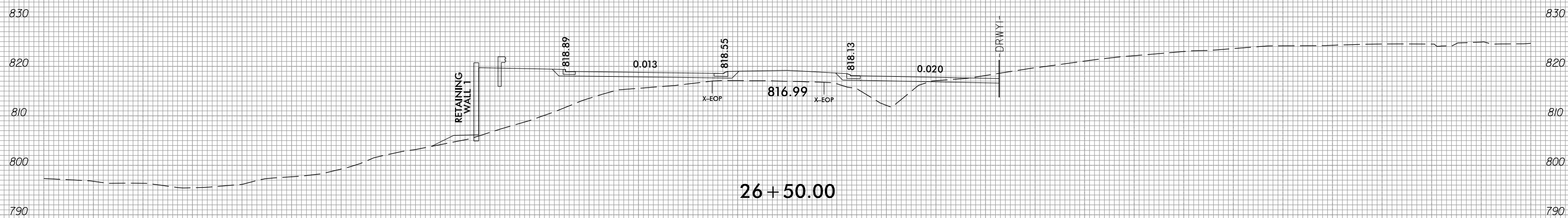
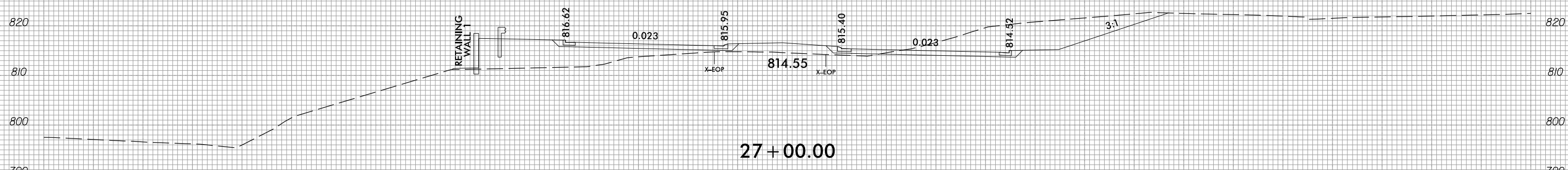
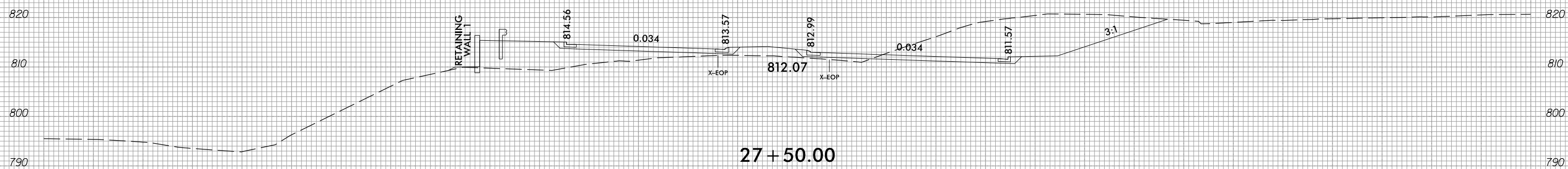
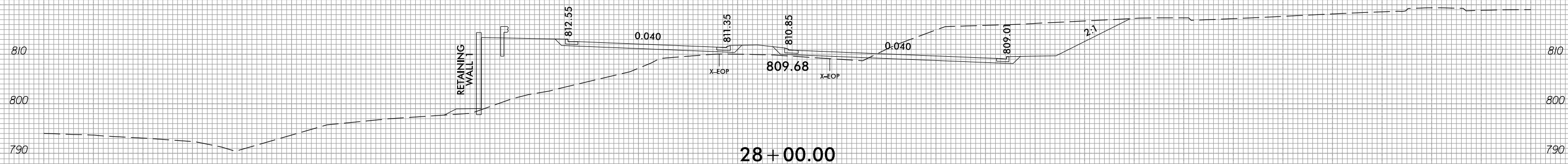
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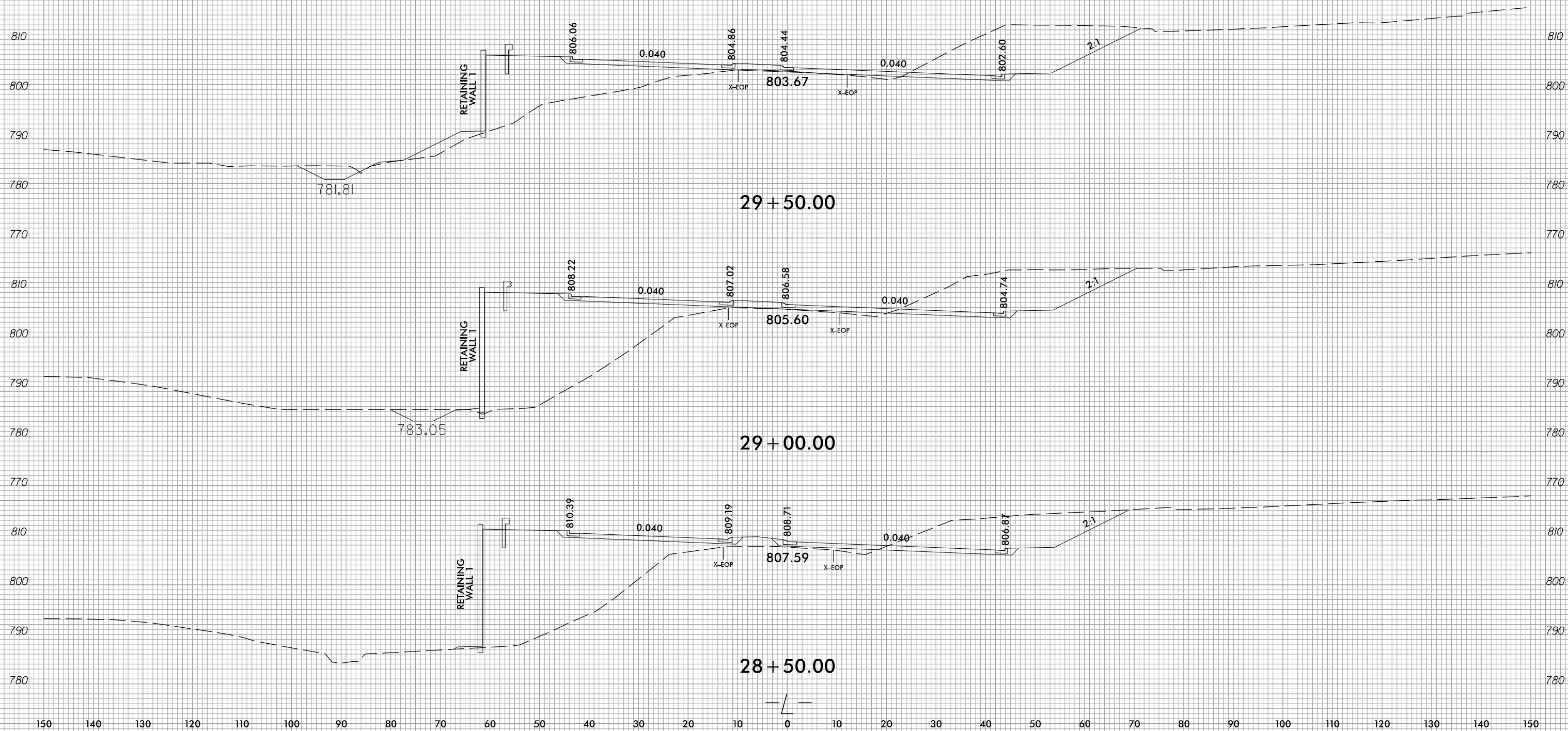
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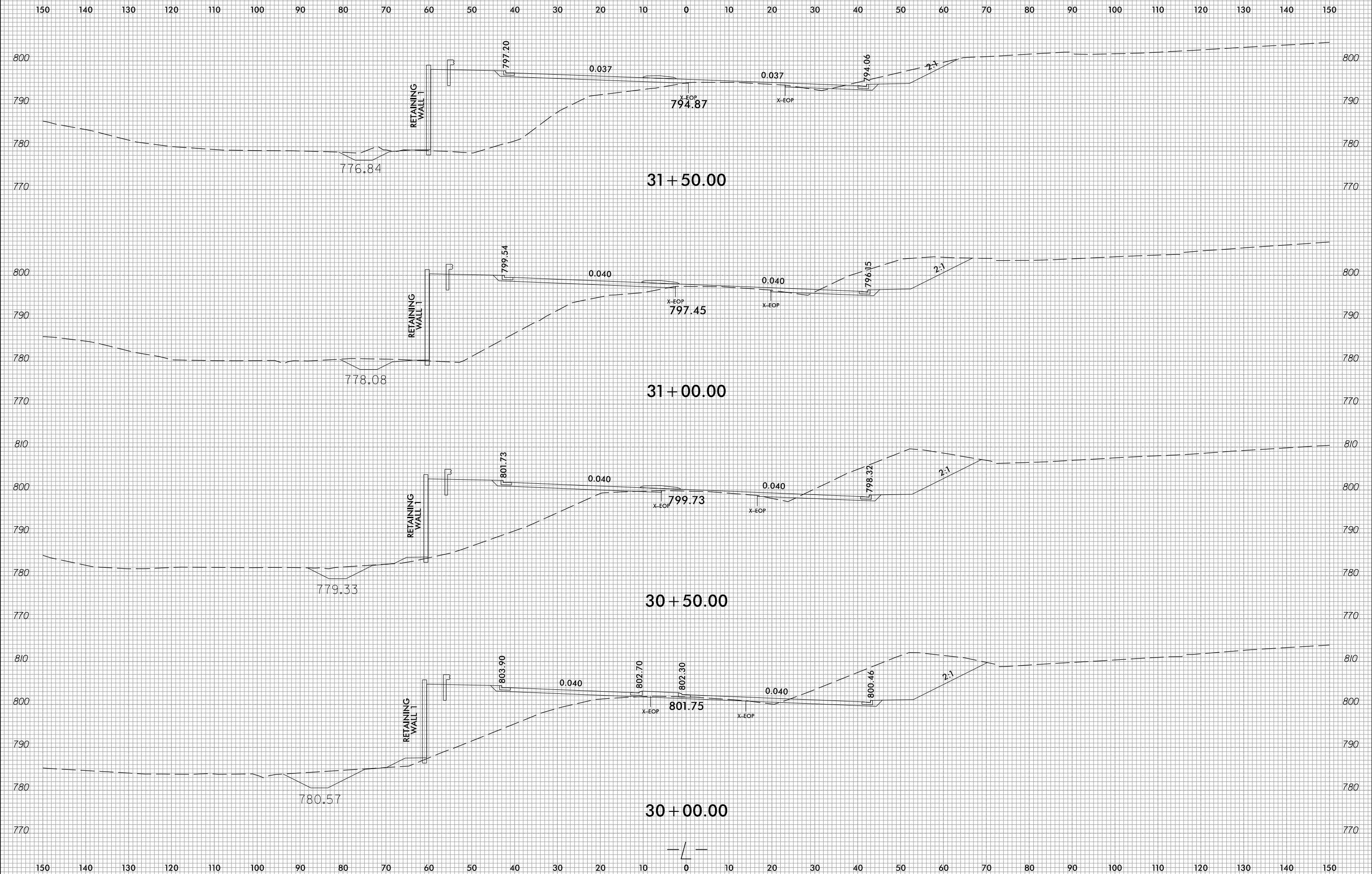


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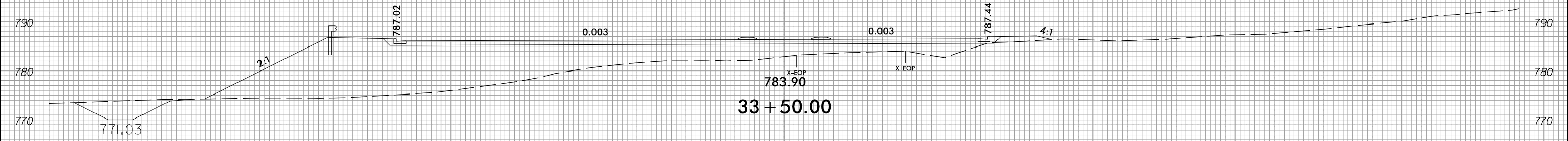


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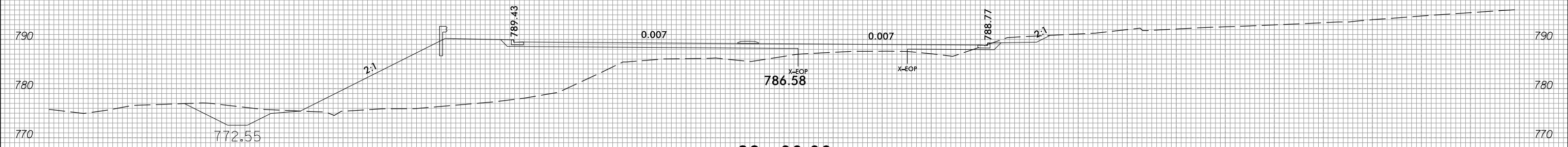


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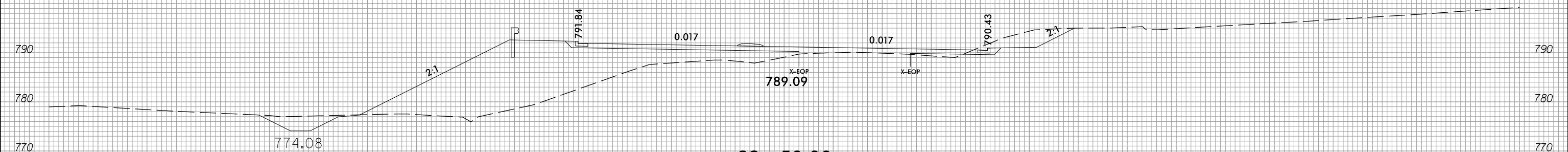
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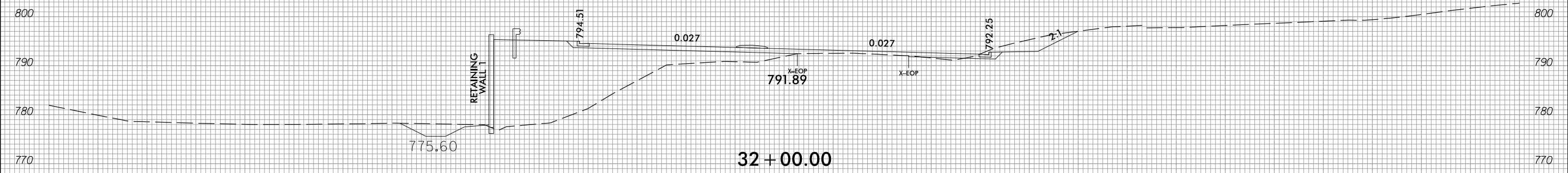
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33+00.00



32+50.00



32+00.00

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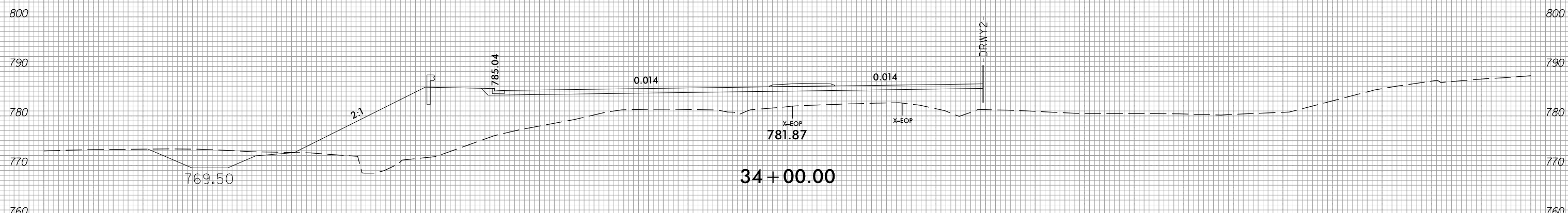
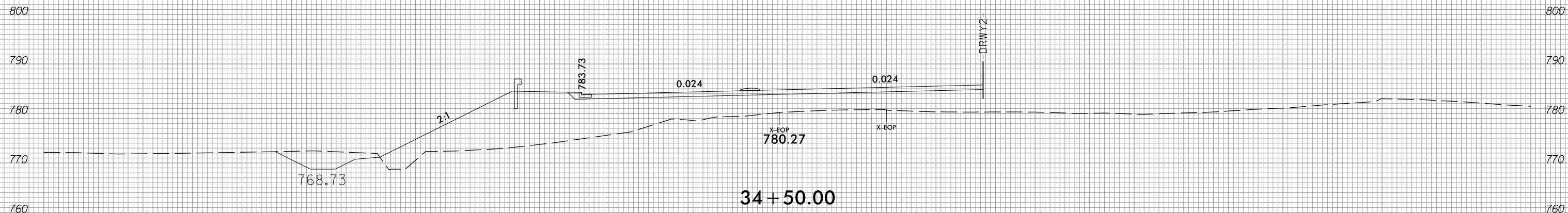
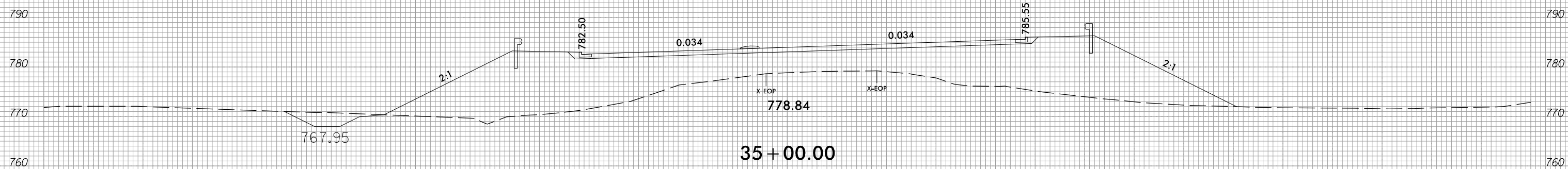
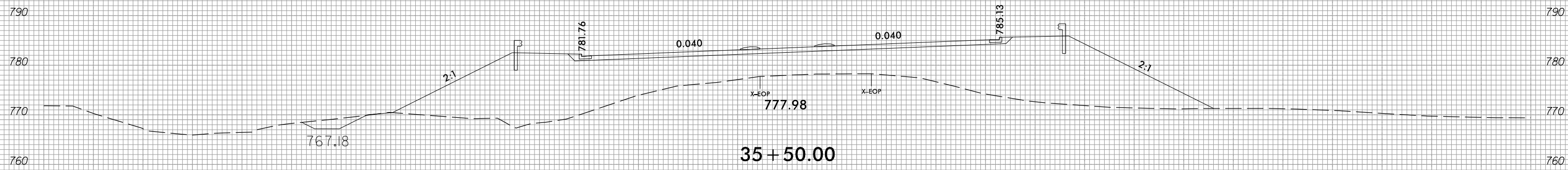
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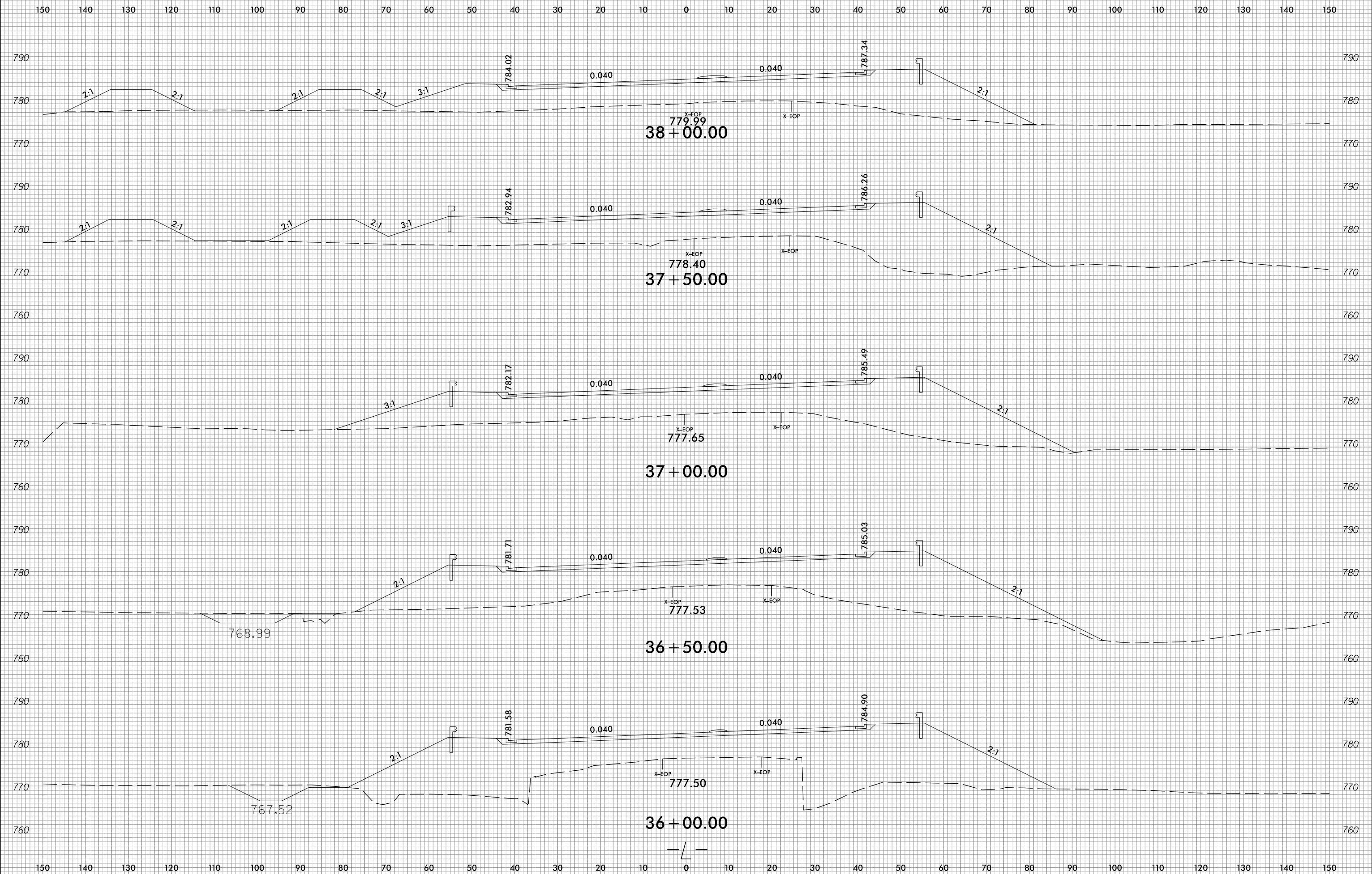
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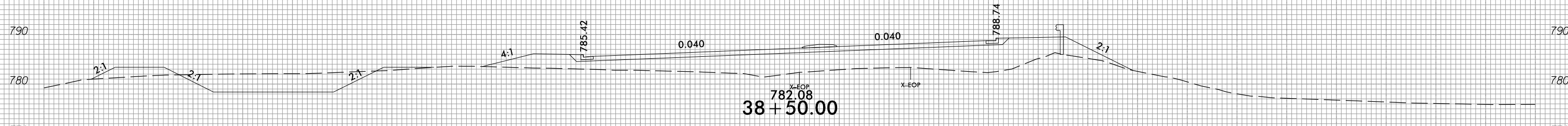
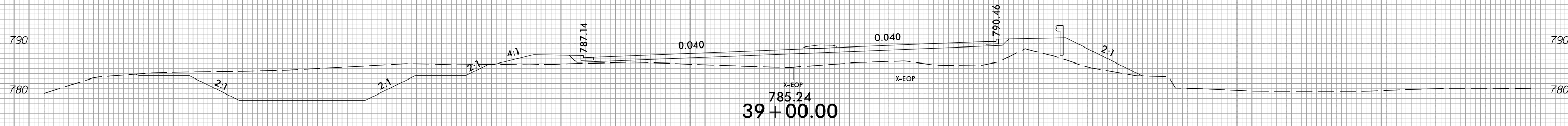
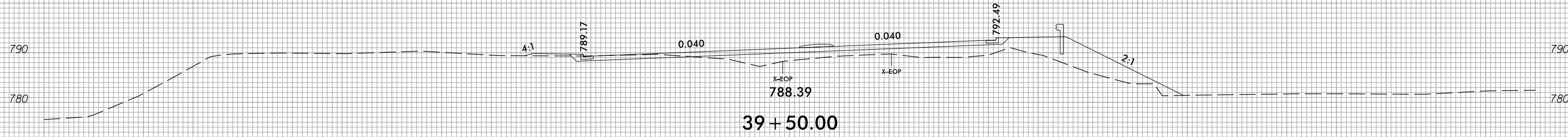
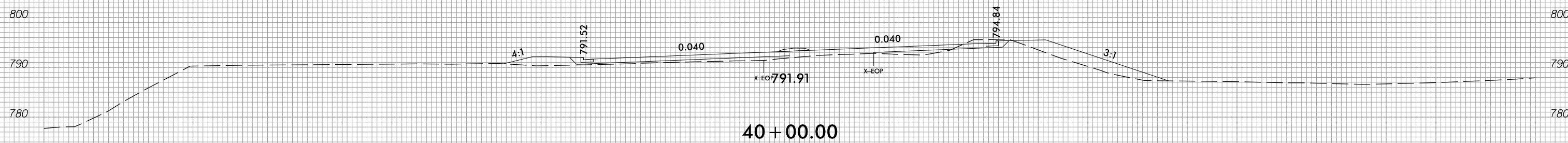
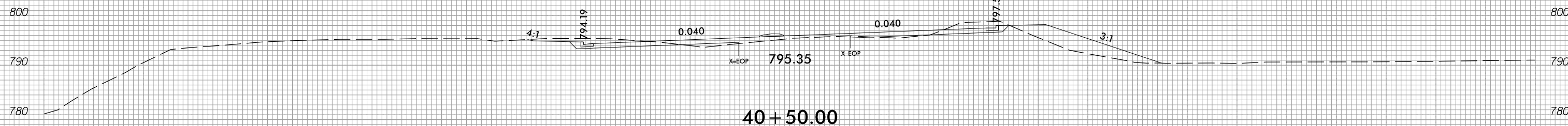
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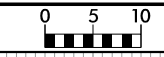


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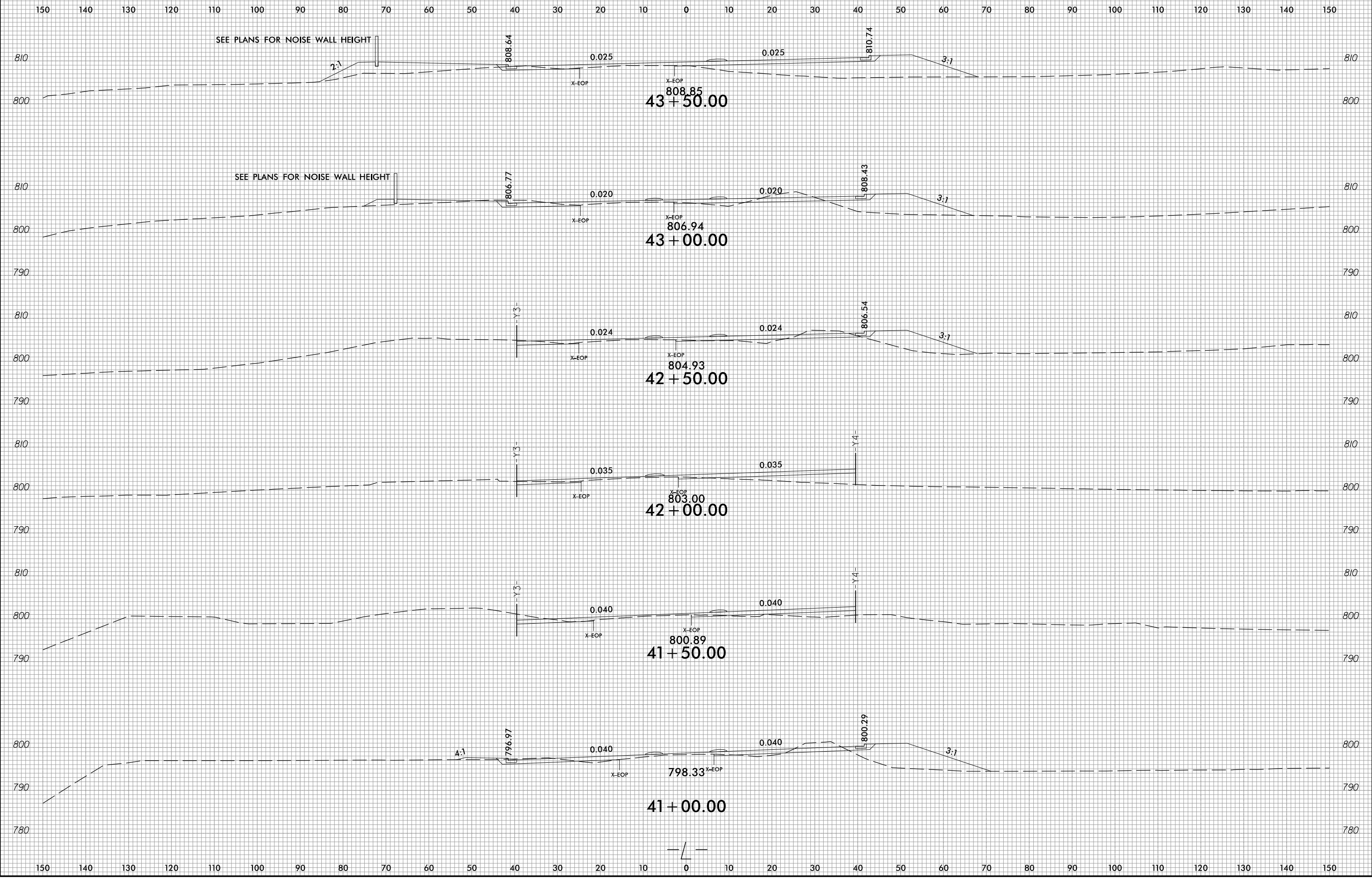


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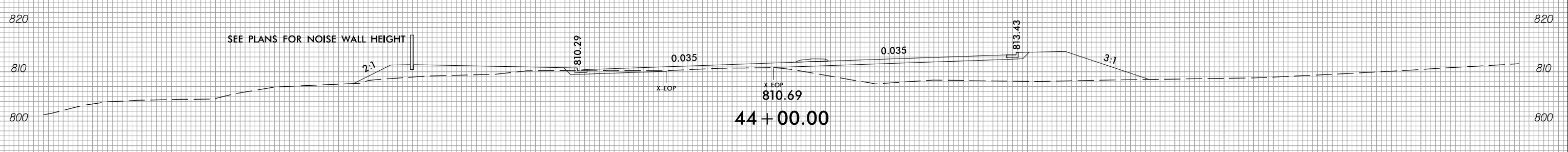
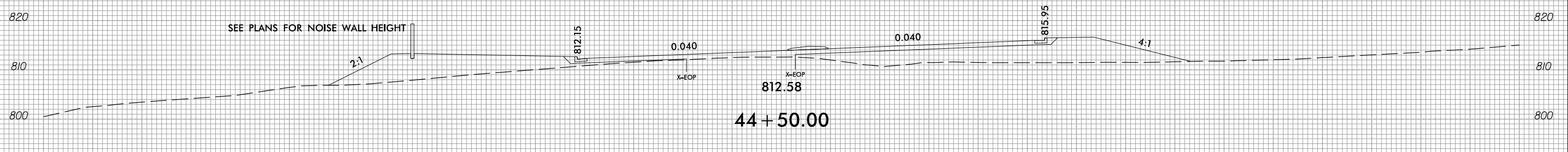
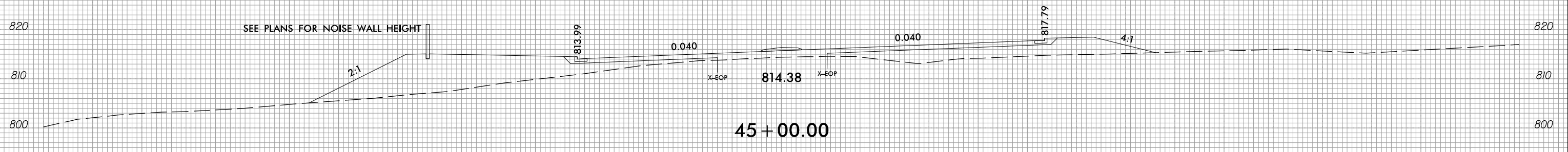
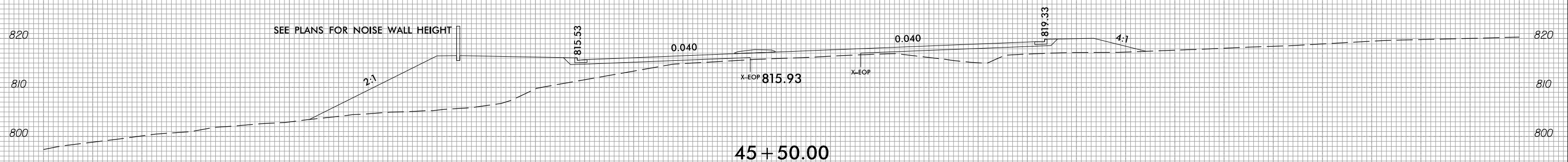
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R-3833C	X-12



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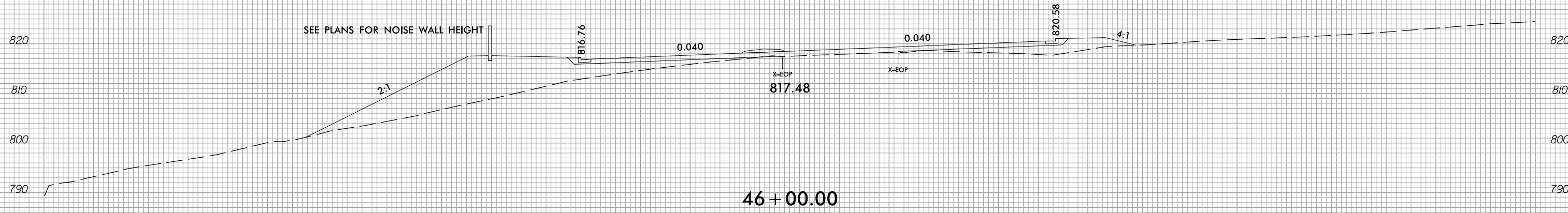
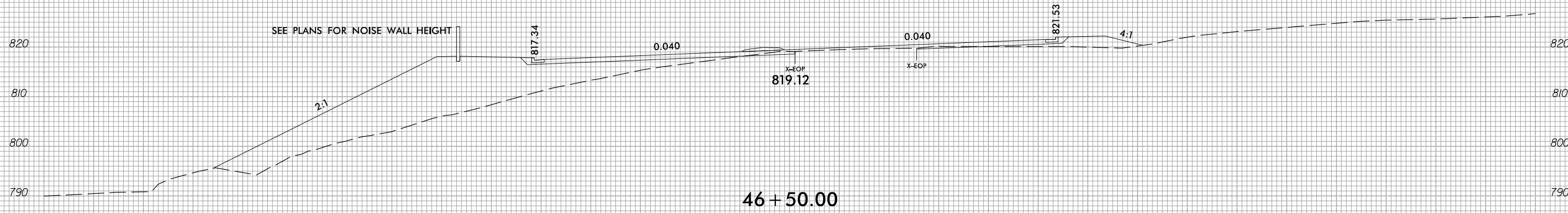
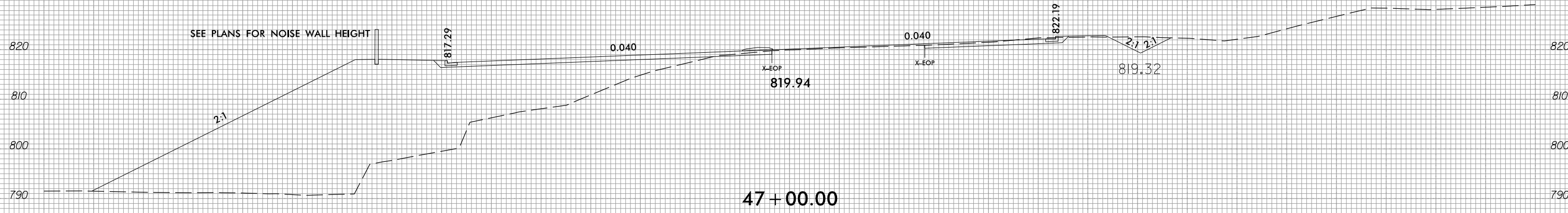


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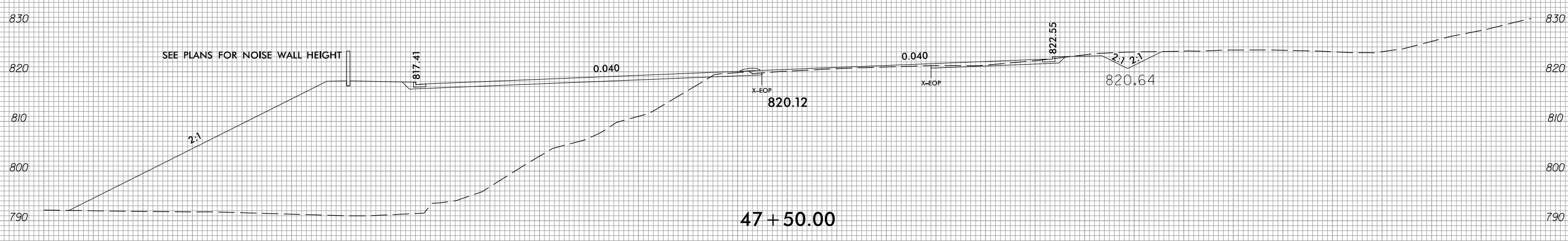
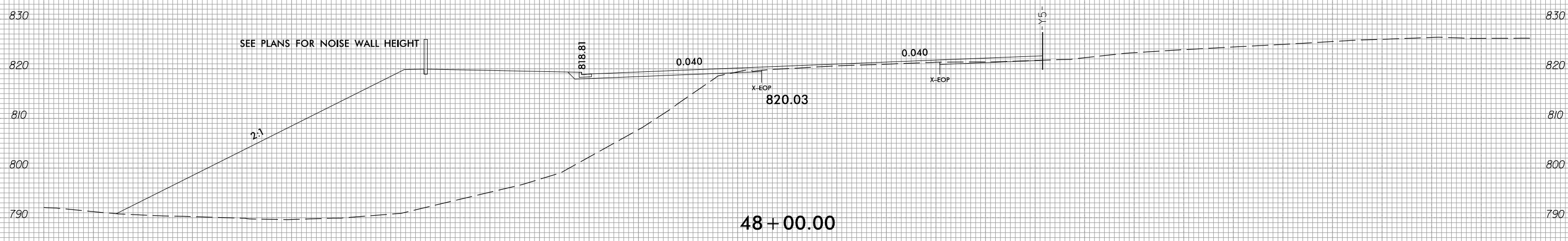
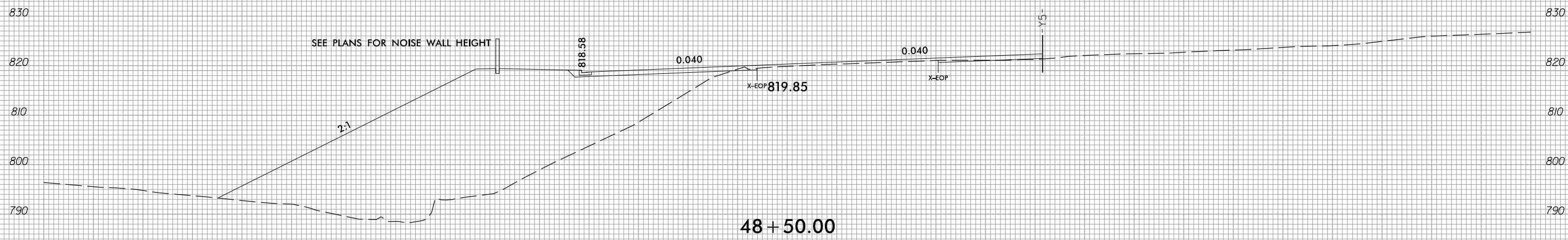
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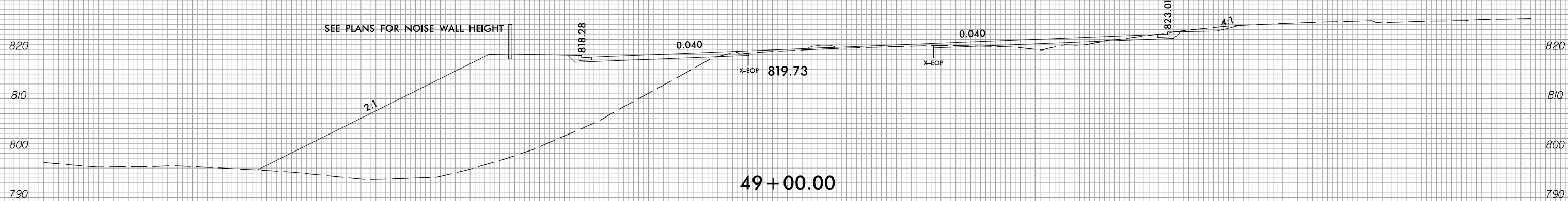
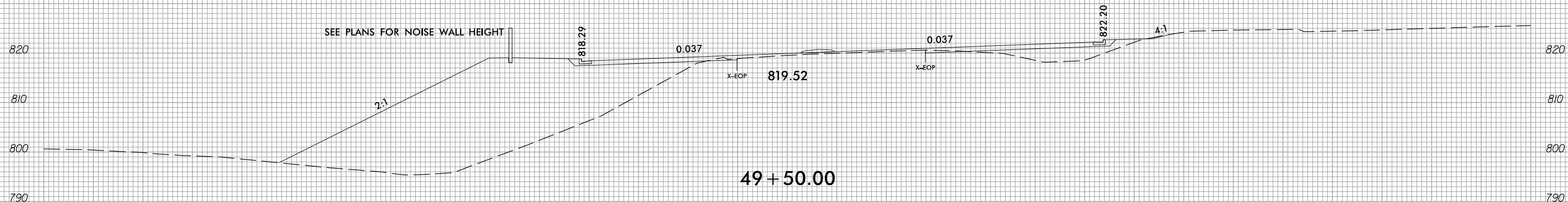
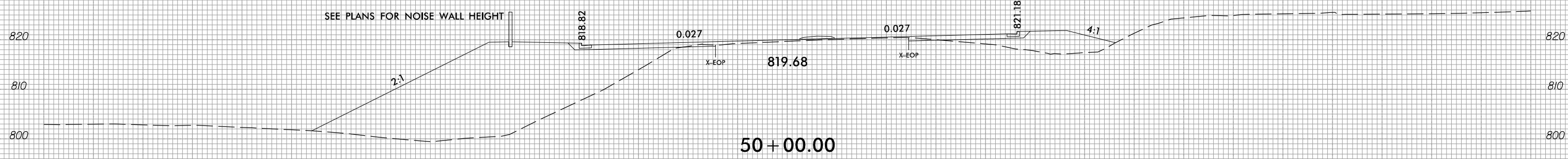
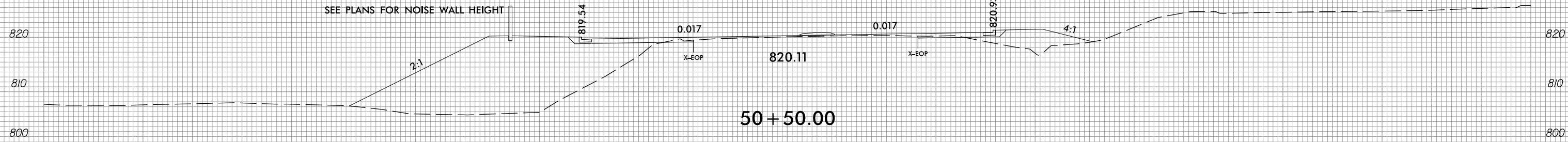
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PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-16

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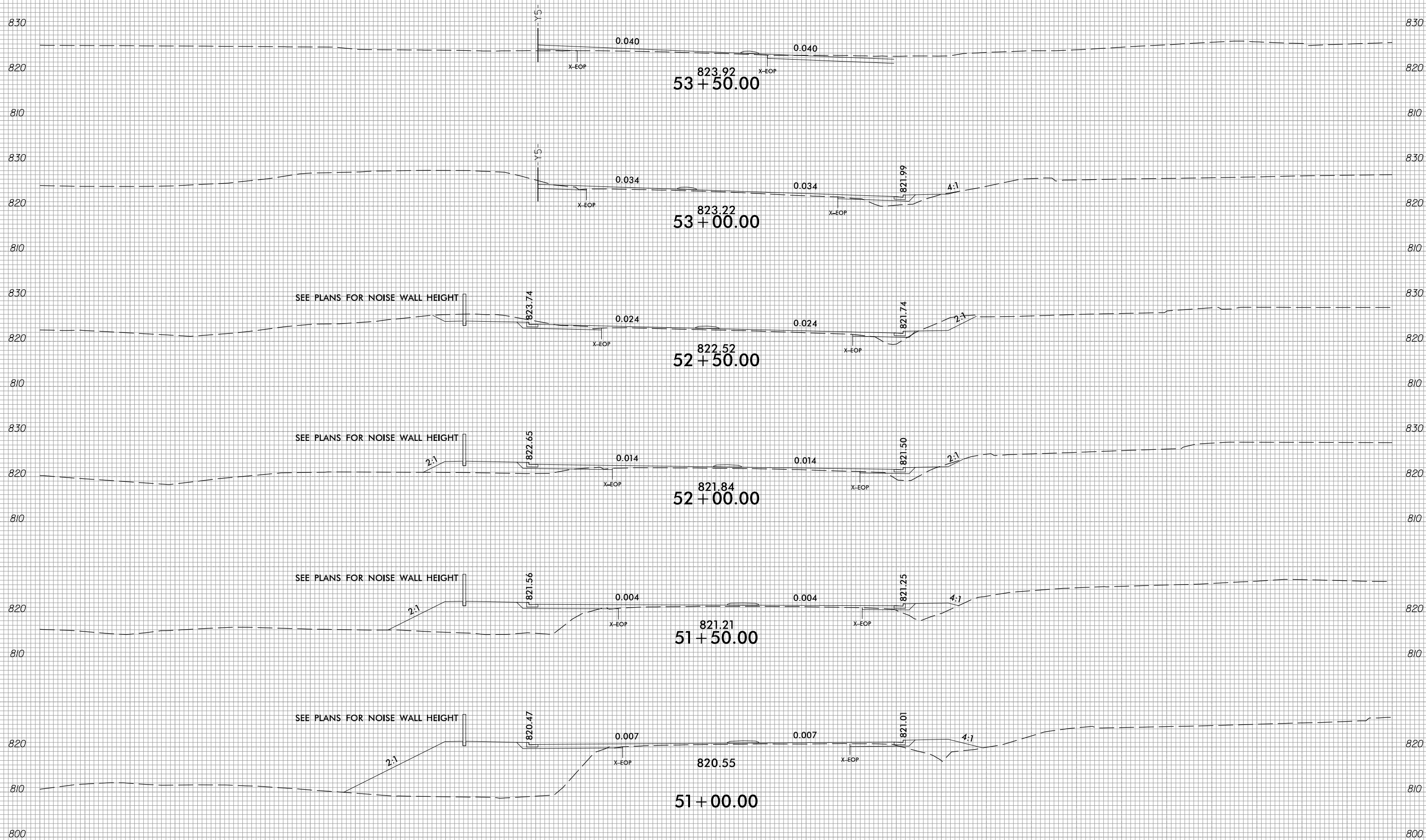
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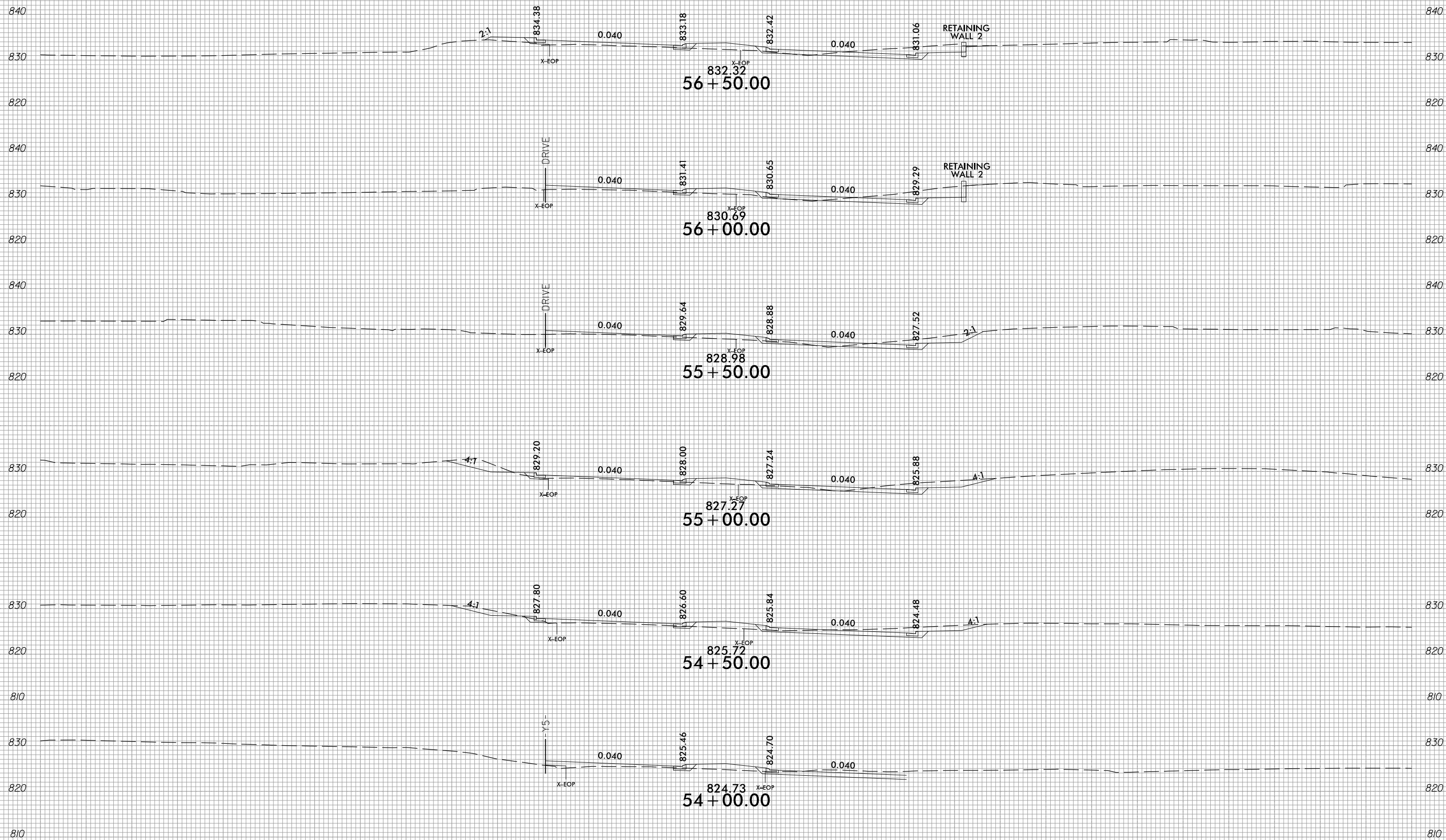
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PROJ. REFERENCE NO.
R-3833C

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X-18

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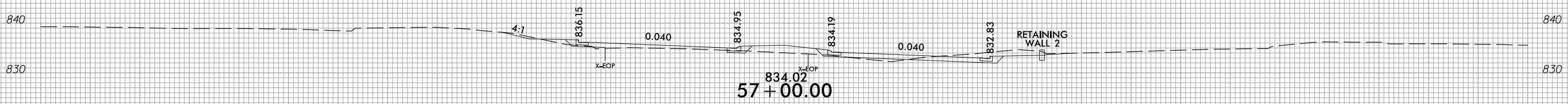
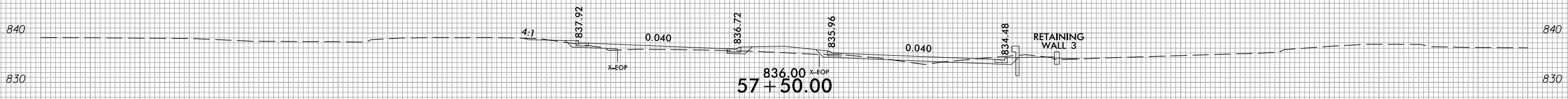
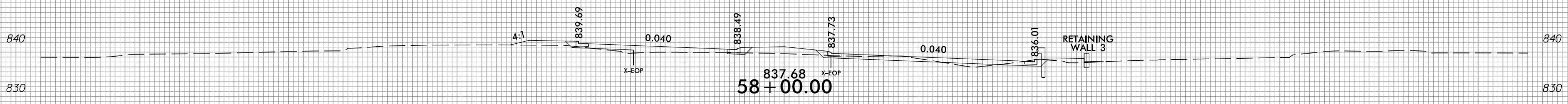
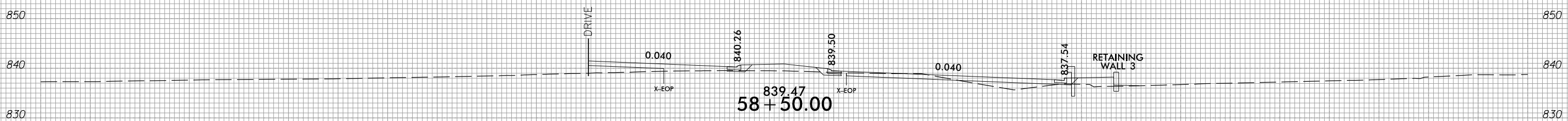
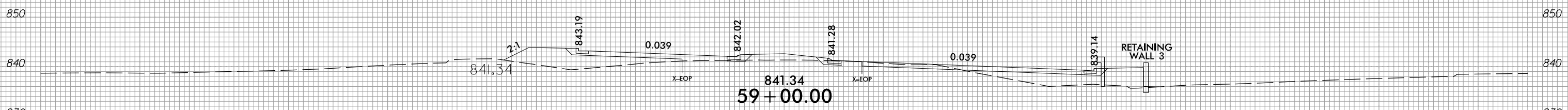
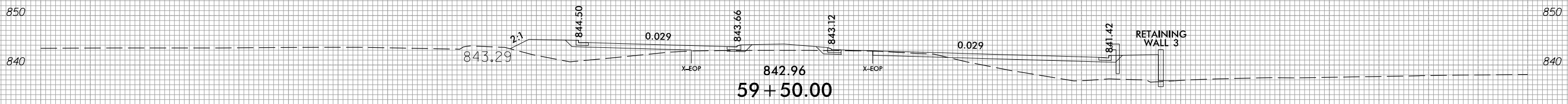
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PROJ. REFERENCE NO.
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X-19

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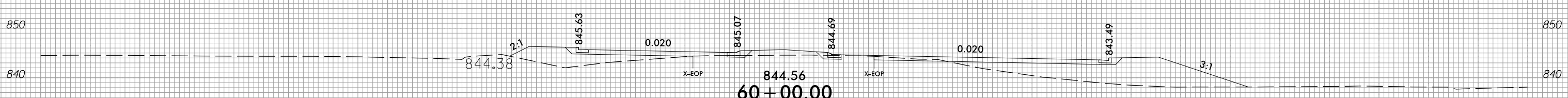
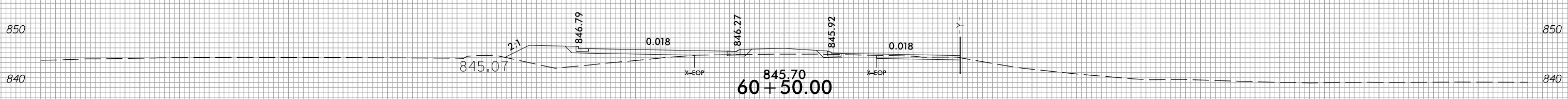
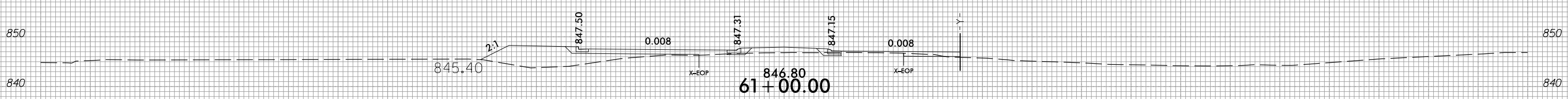
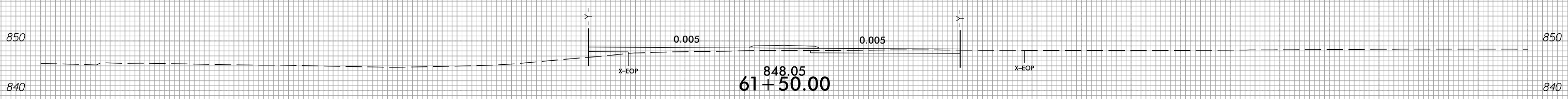
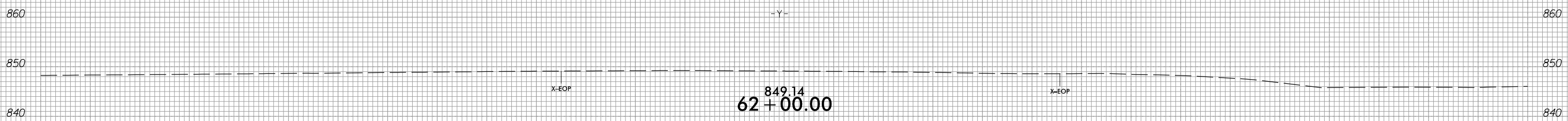
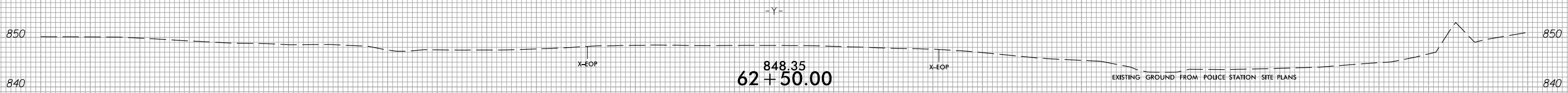


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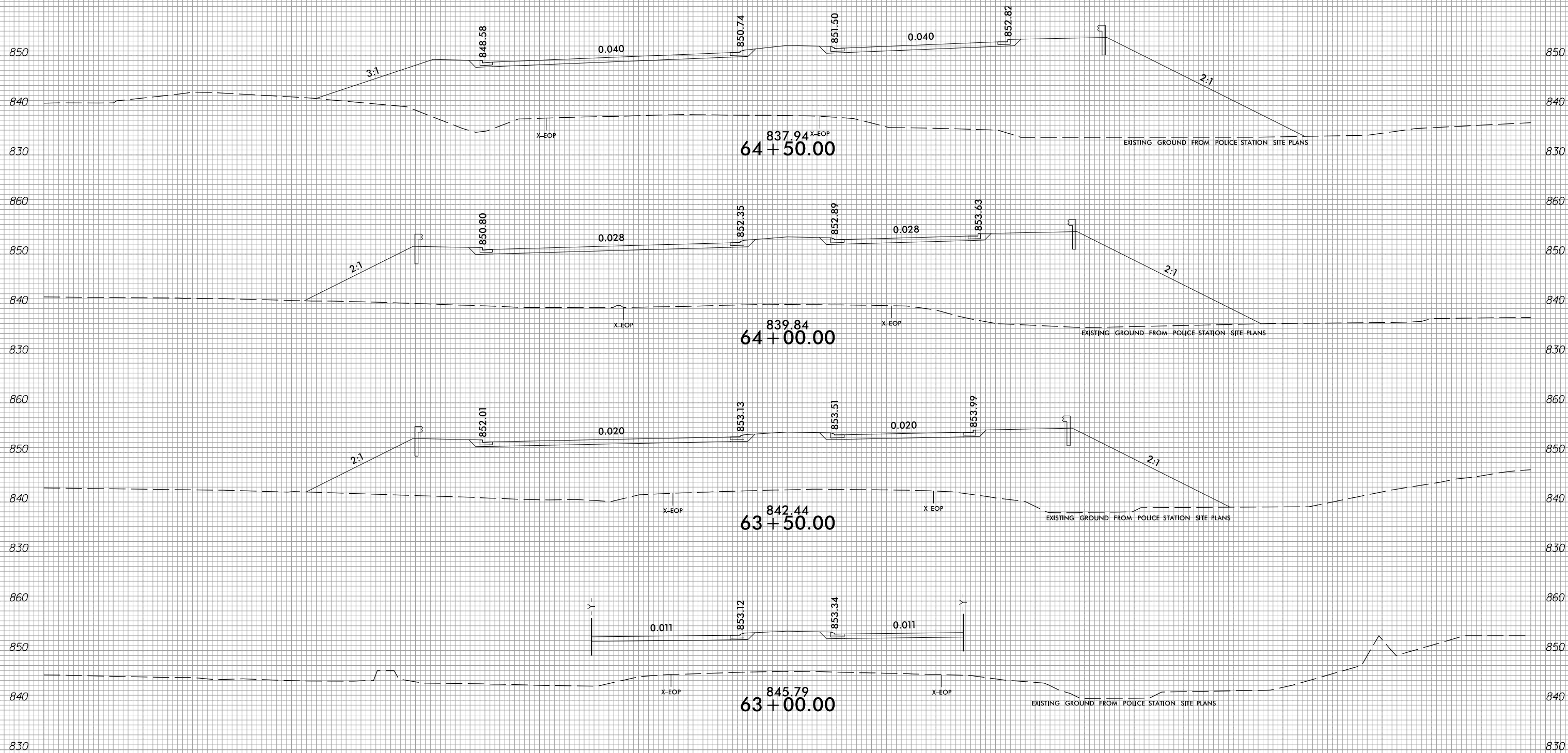


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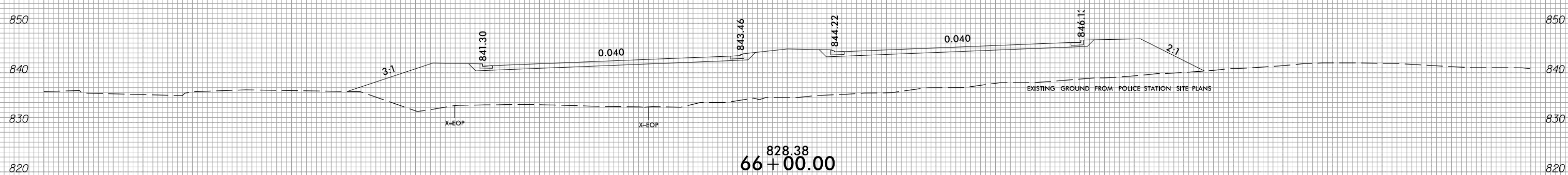
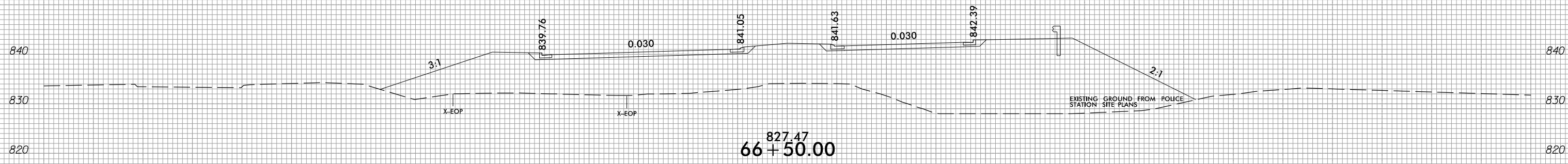
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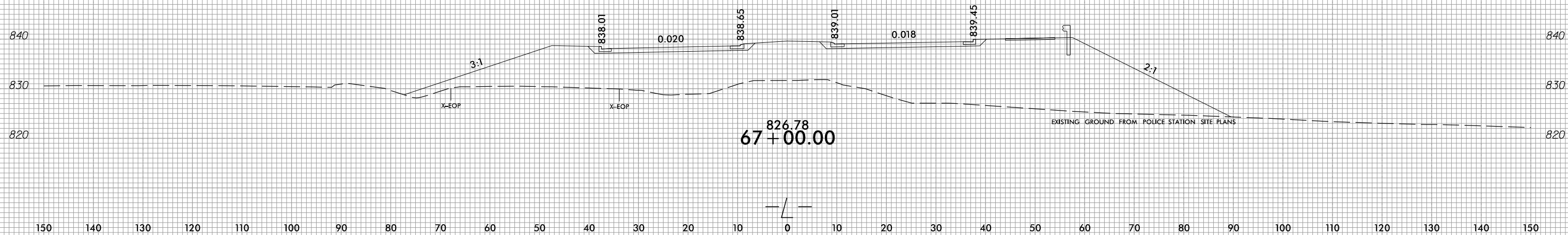
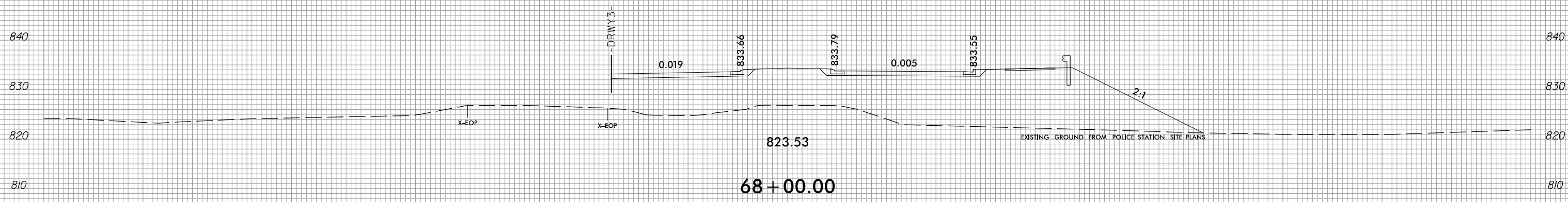
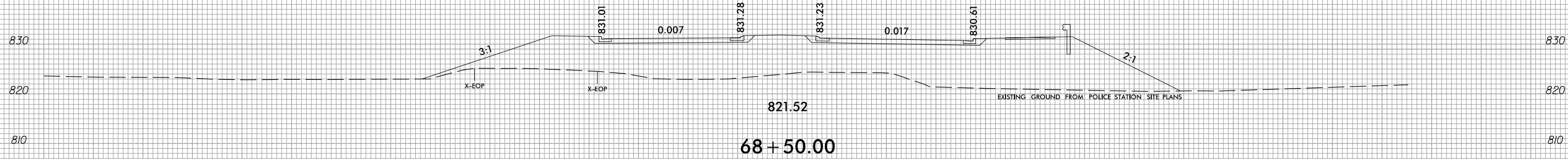
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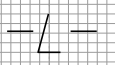
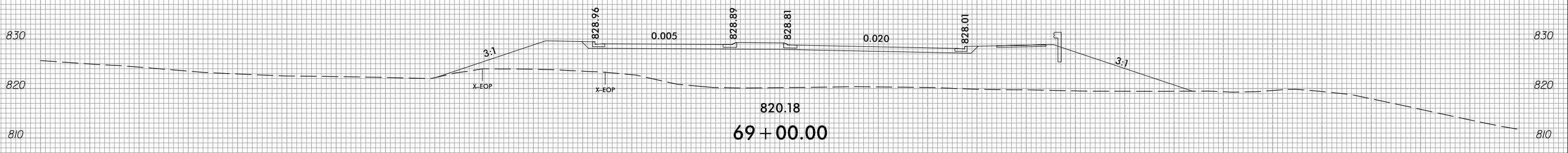
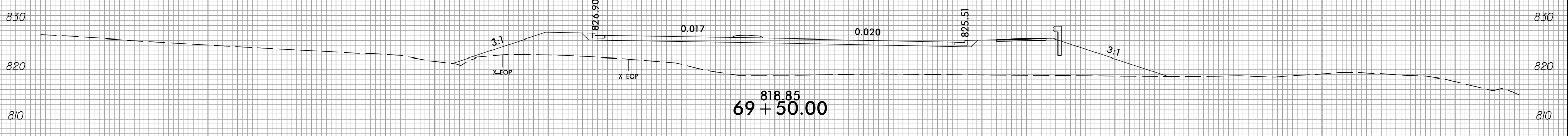
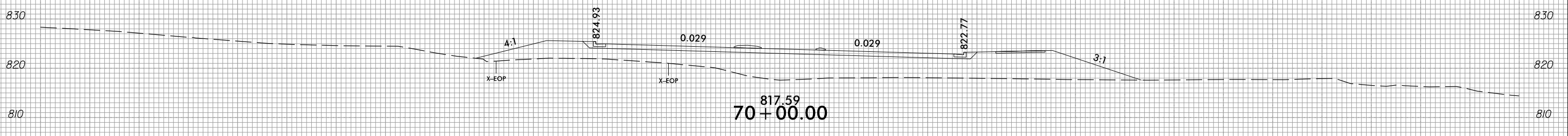
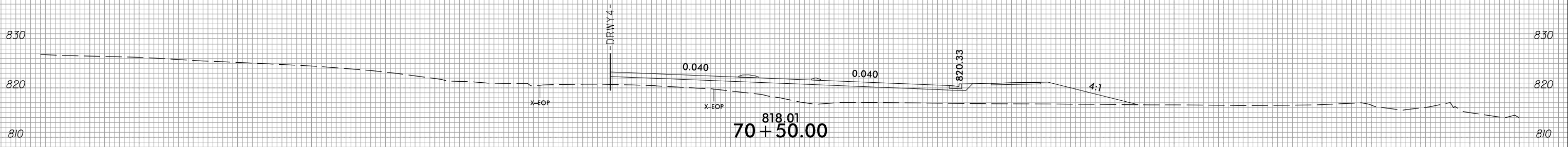
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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



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

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6/23/16

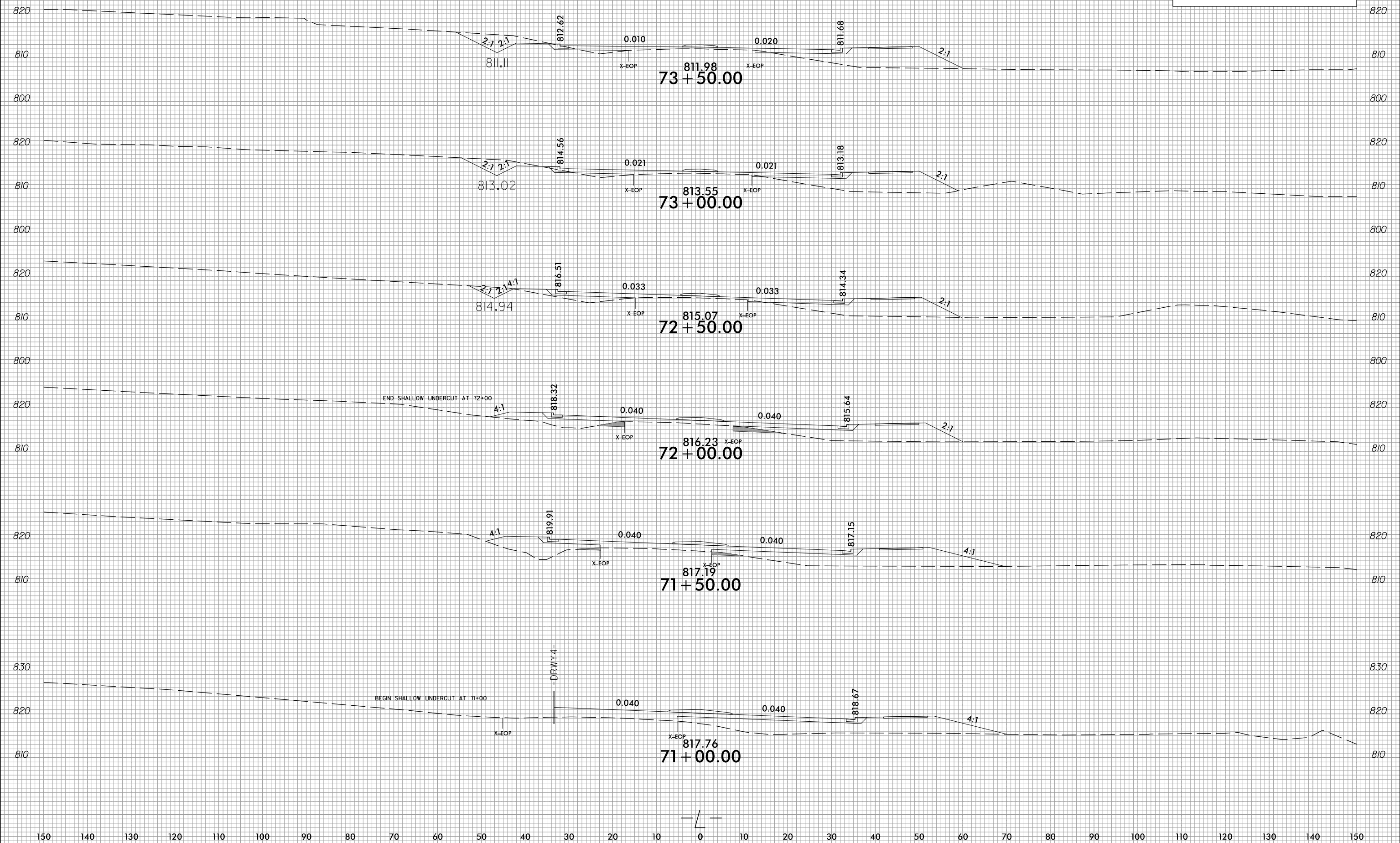


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-25

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

SHALLOW UNDERCUT



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

3/3/2023
C:\Roadway\CorridorModeling\R3833C_rdy.L.XPL.dgn
J.Sarvis

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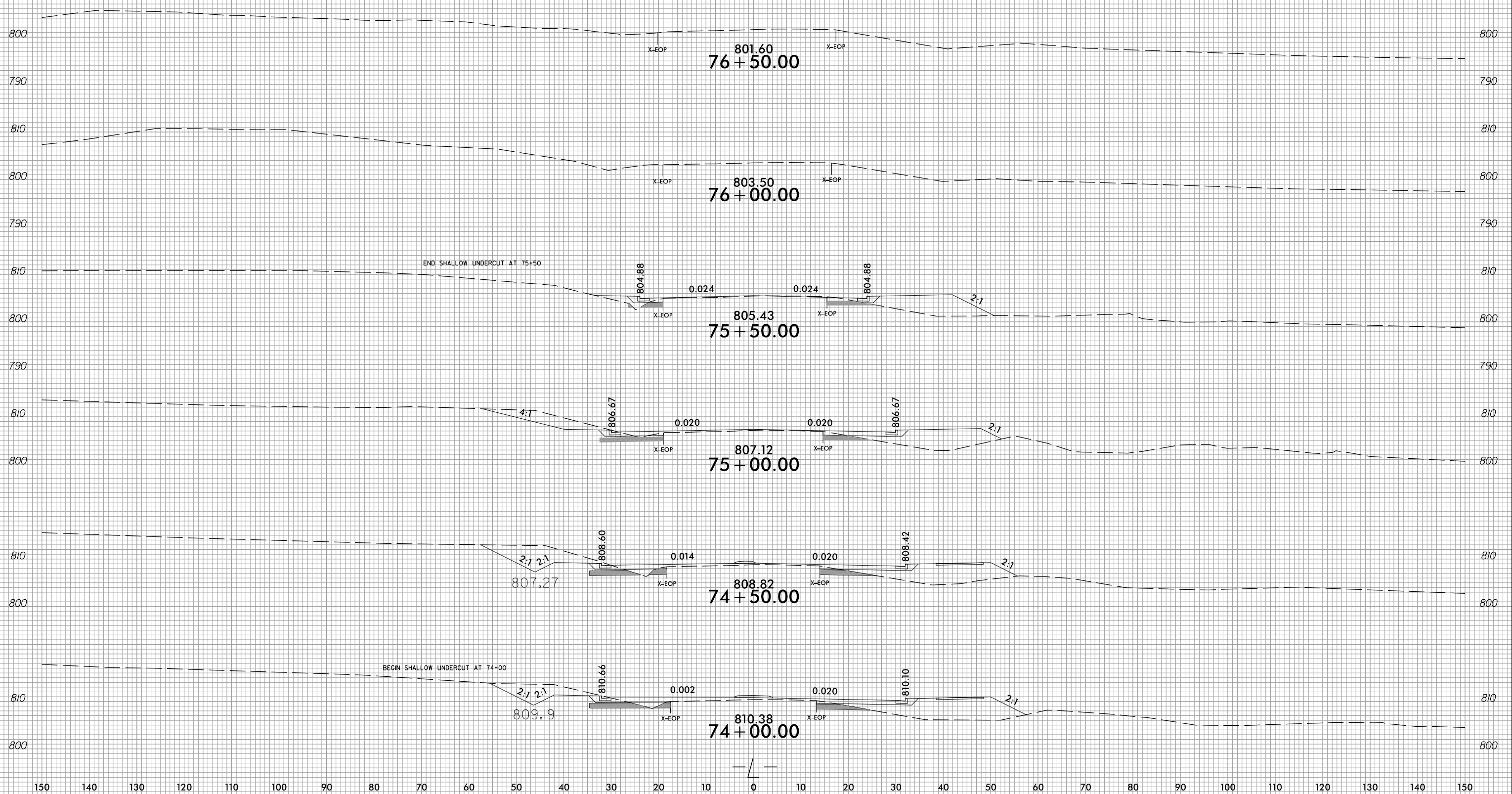


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-26

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

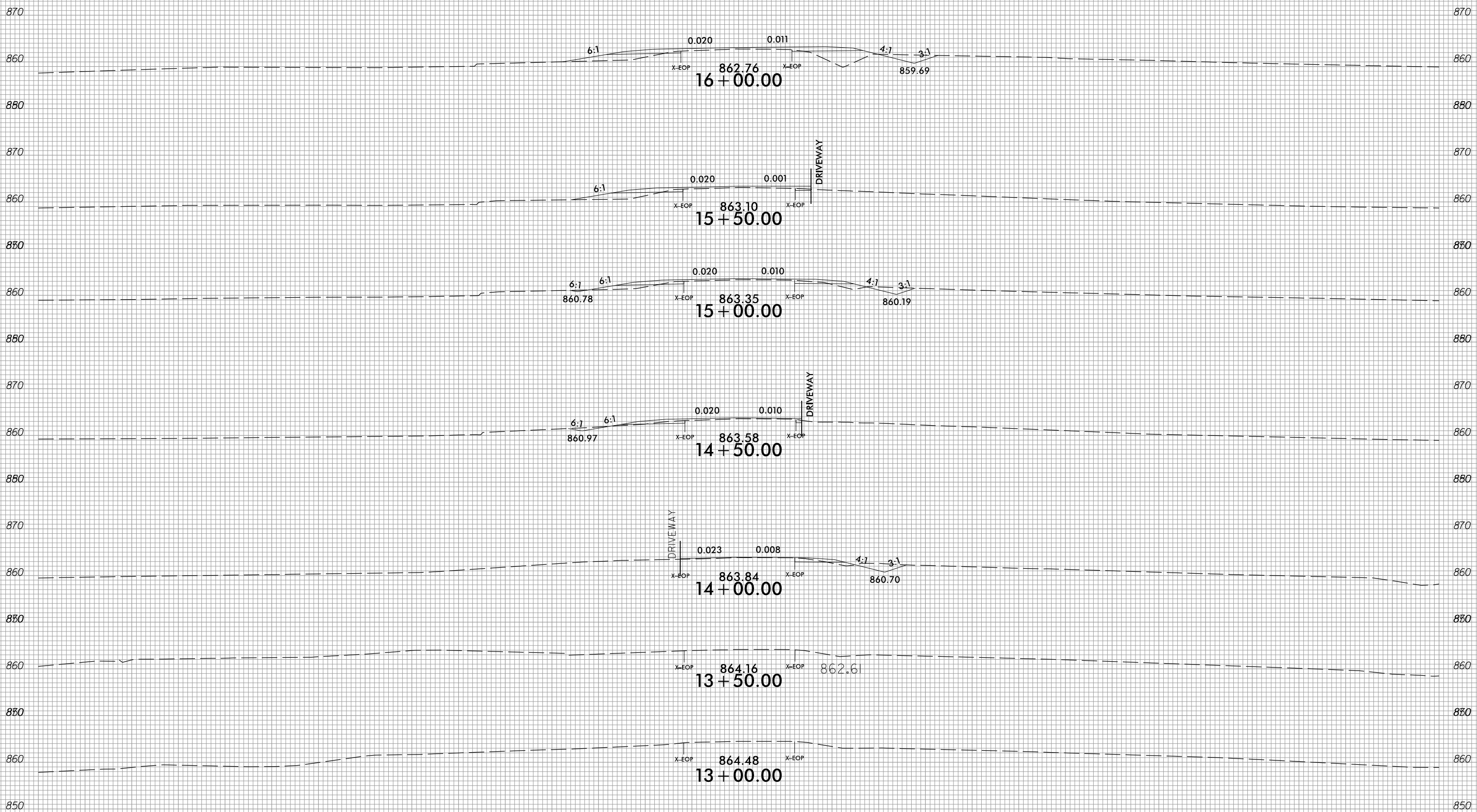
SHALLOW UNDERCUT



3/3/2023
C:\Roadway\CorridorModeling\R3833C_rdy.L_XPL.dgn
J.Sarvis



150 140 130 120 110 100 90 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

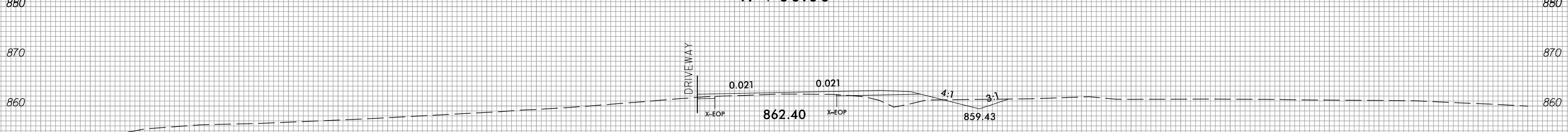
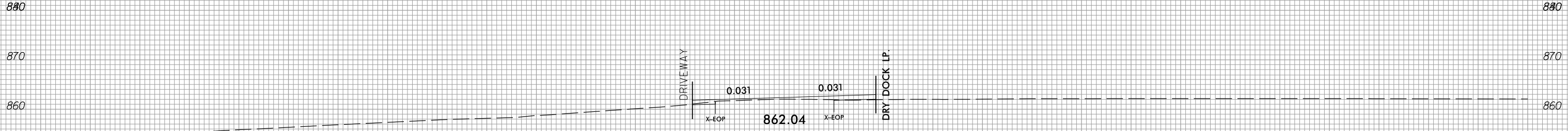
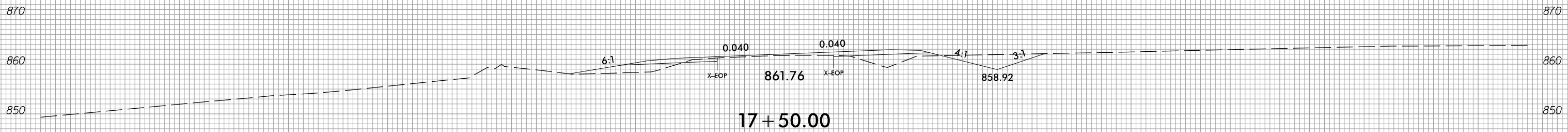
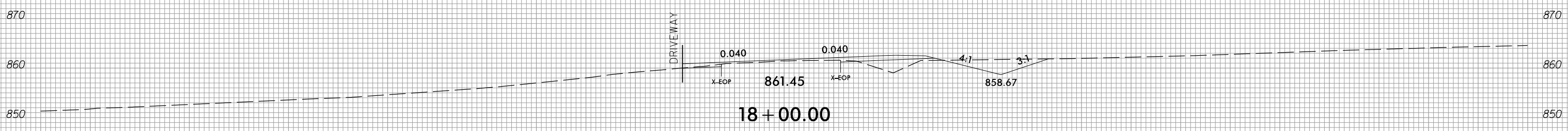
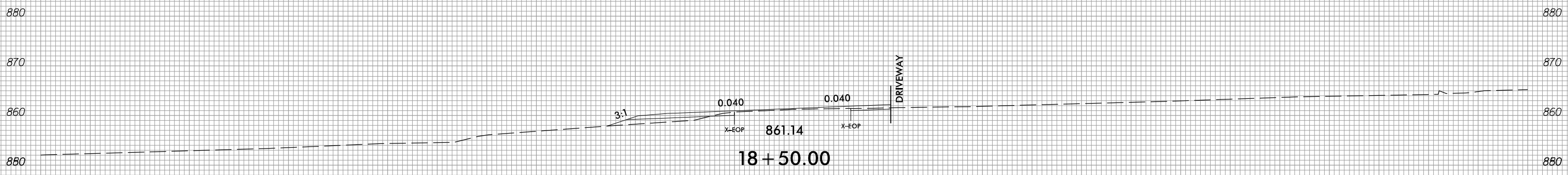
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-28

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



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

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C:\Roadway\CorridorModeling\R3833C_rdy.Y.XPL.dgn
J.Sarvis

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

SHALLOW UNDERCUT

VANDALIA RD.

0.040 0.040 6:1
X-EOP 862.15 X-EOP

21+00.00

4:1 0.040 0.040 3:1 3:1
X-EOP 861.44 X-EOP 859.40

20+50.00

2:1 0.040 0.040 3:1 3:1
X-EOP 860.78 X-EOP 858.38

20+00.00

DRIVEWAY

0.040 0.040 3:1 3:1
X-EOP 860.70 X-EOP 857.91

19+50.00

BEGIN SHALLOW UNDERCUT AT 19+25

DRIVEWAY

0.040 0.040 3:1 3:1
X-EOP 860.90 X-EOP 858.16

19+00.00

-Y-

150 140 130 120 110 100 90 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

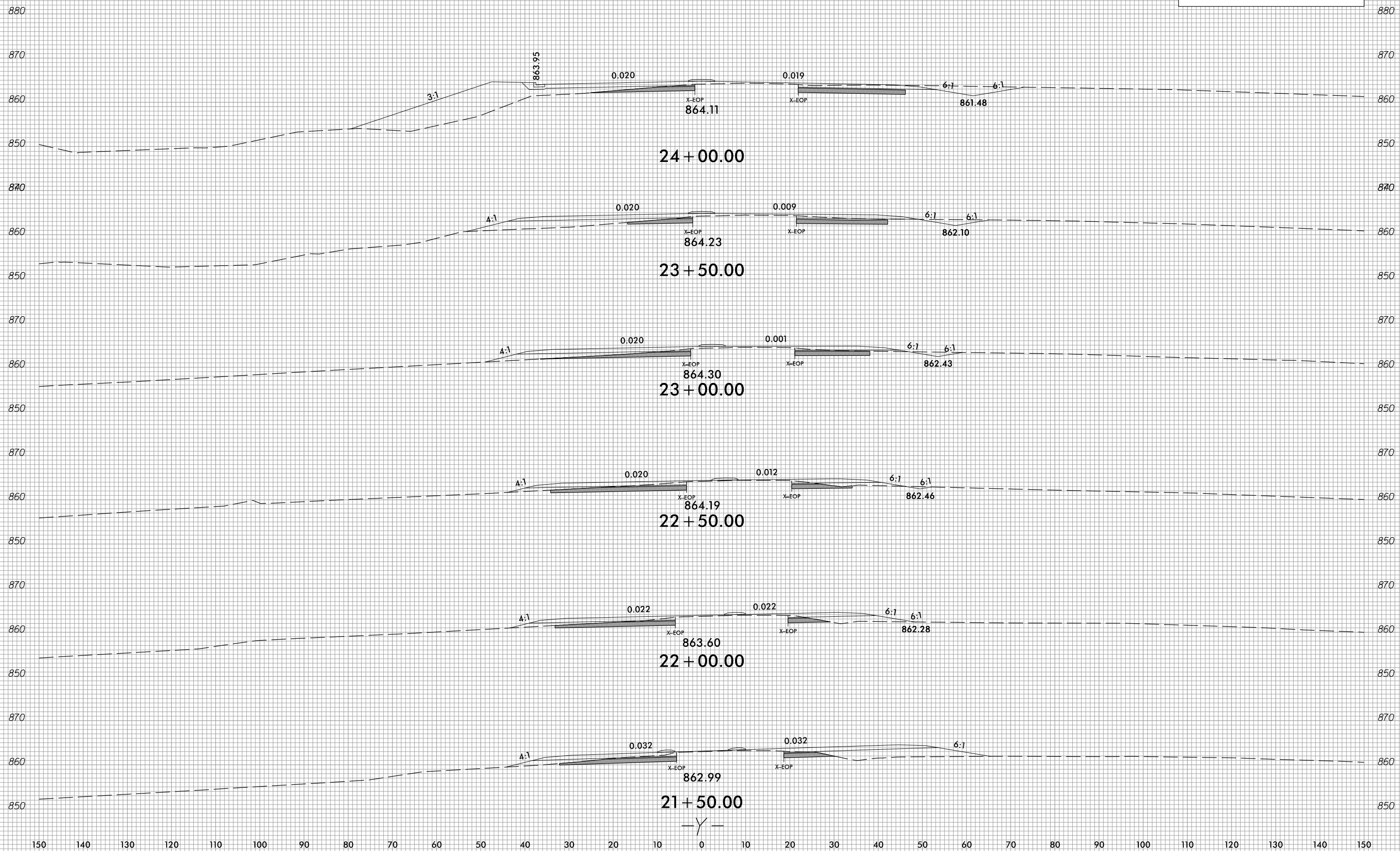


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-30

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

SHALLOW UNDERCUT



3/3/2023
C:\Roadway\CorridorModeling\R3833C_rdy_Y_XPL.dgn
JGarvis

150 140 130 120 110 100 90 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

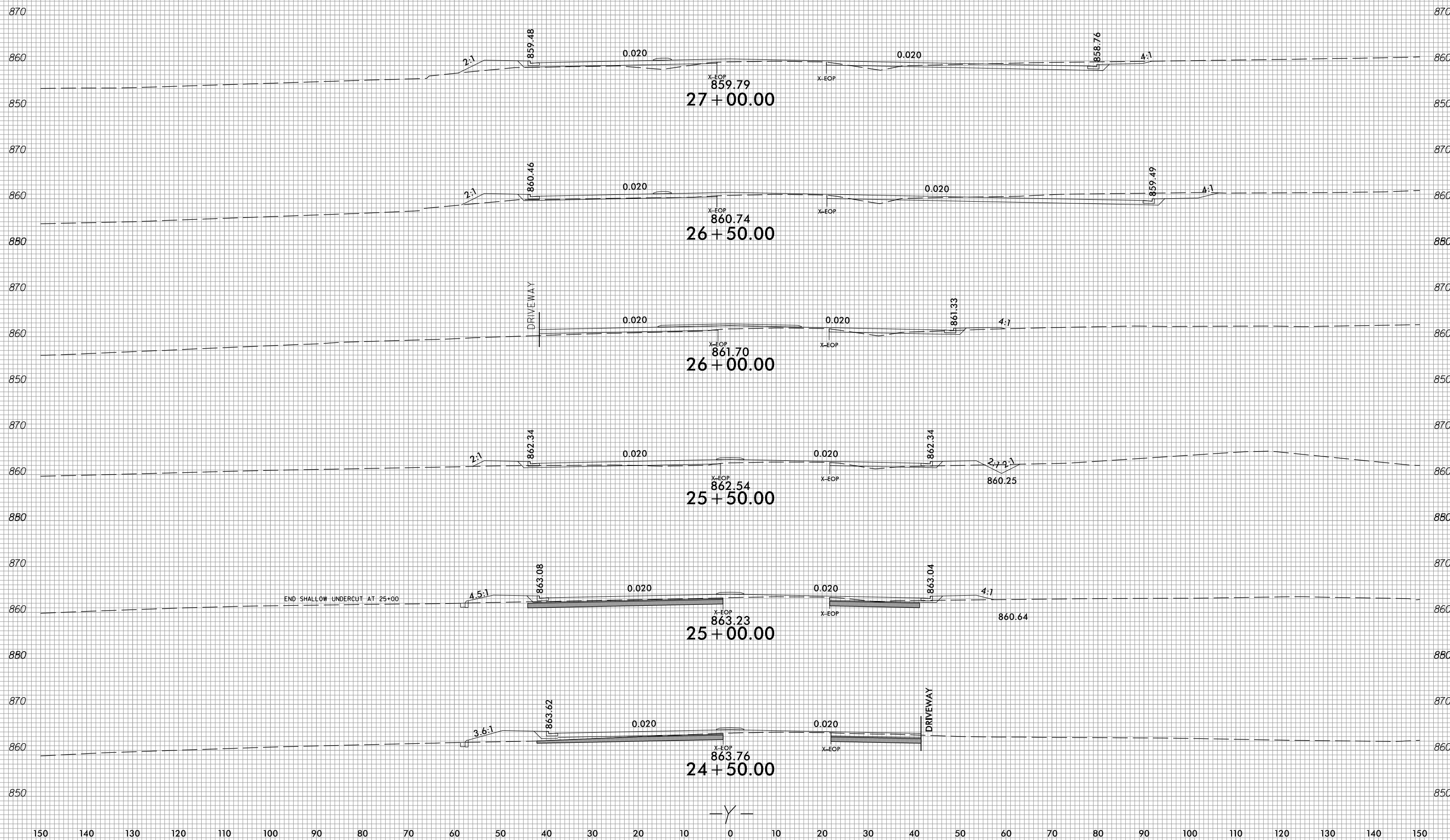


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-31

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

SHALLOW UNDERCUT



3/3/2023
C:\Roadway\CorridorModeling\R3833C_rdy.Y.XPL.dgn
JGarvis

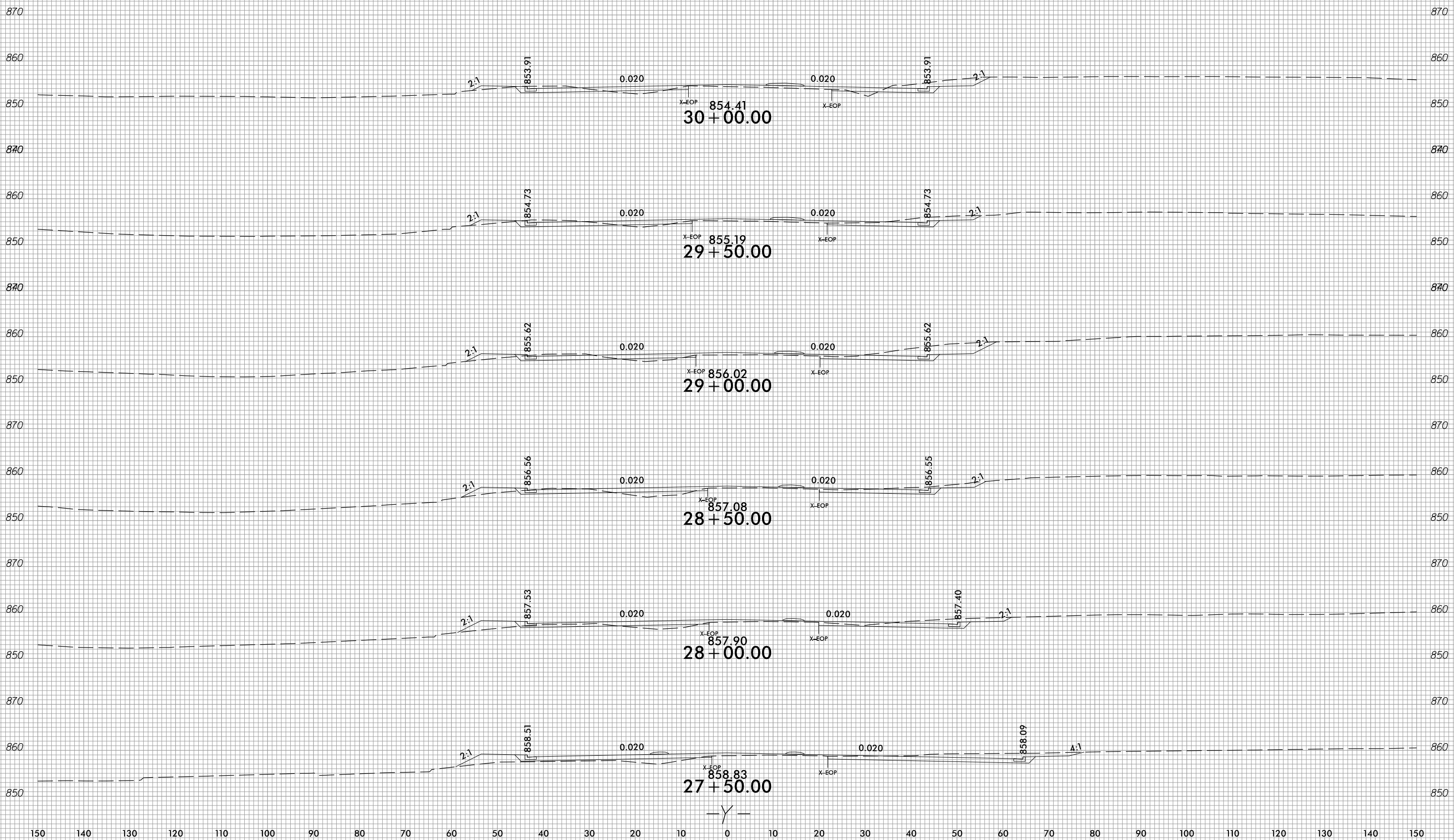
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-32

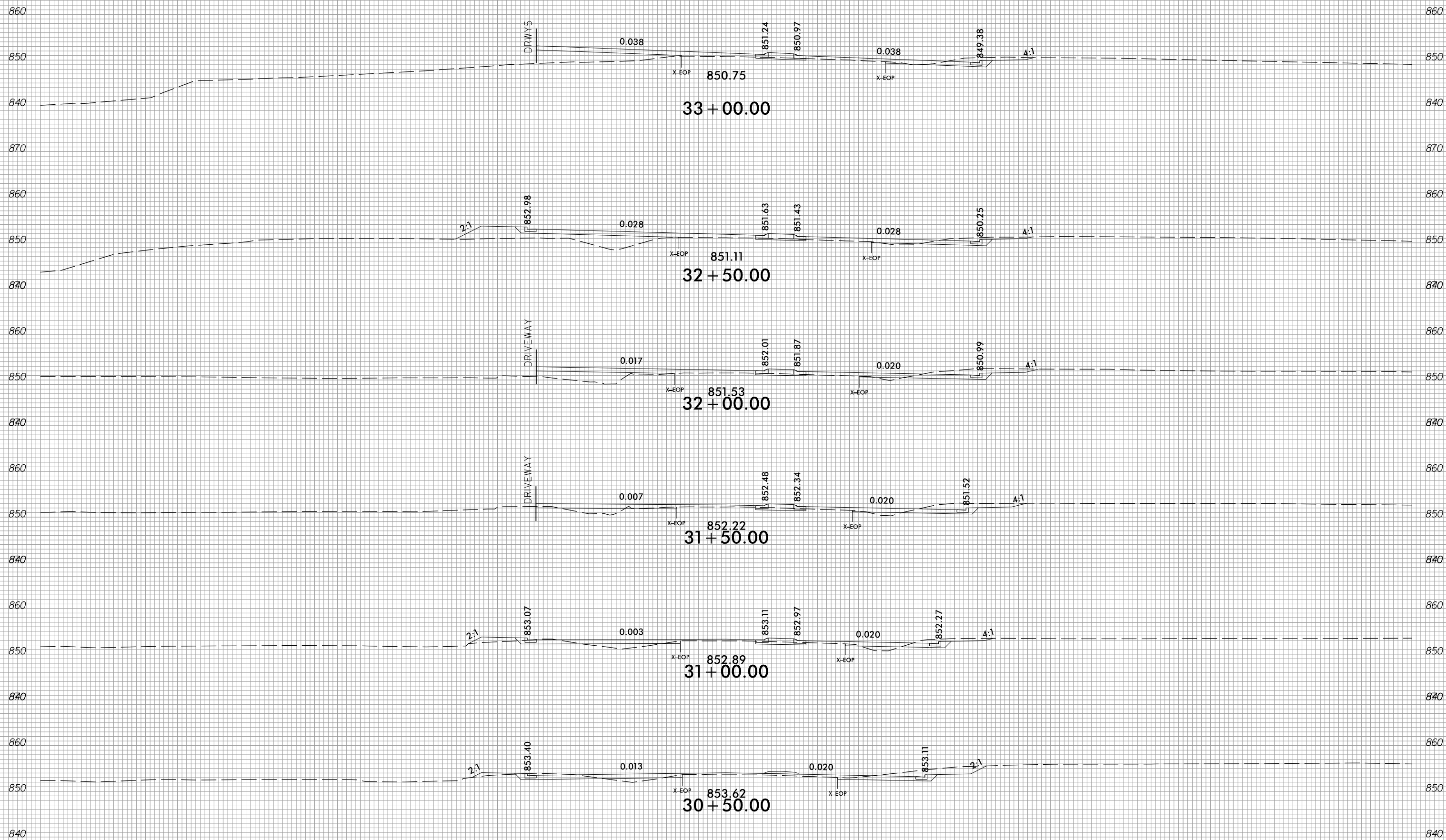
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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

3/3/2023
C:\Roadway\CorridorModeling\R3833C_rdy_Y_XPL.dgn
3/3/2023
3/3/2023

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



-Y-

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

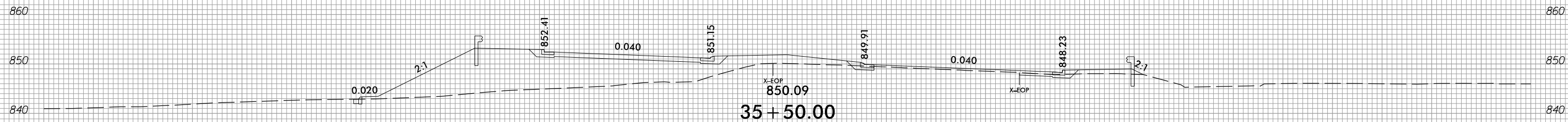
6/23/16



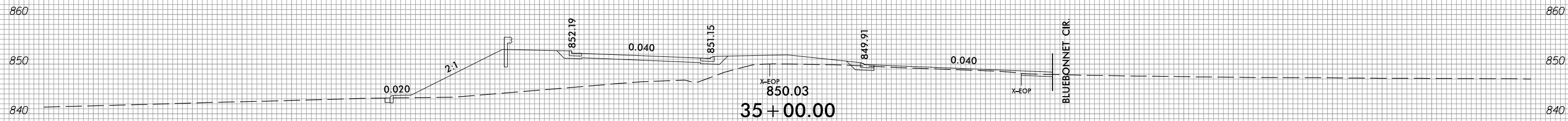
PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-34

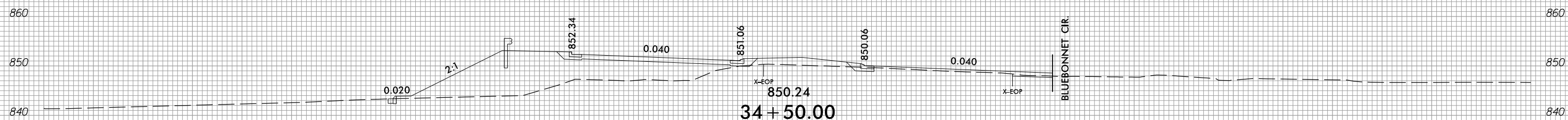
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



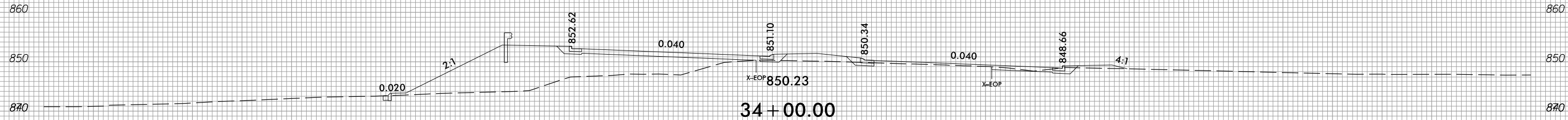
35 + 50.00



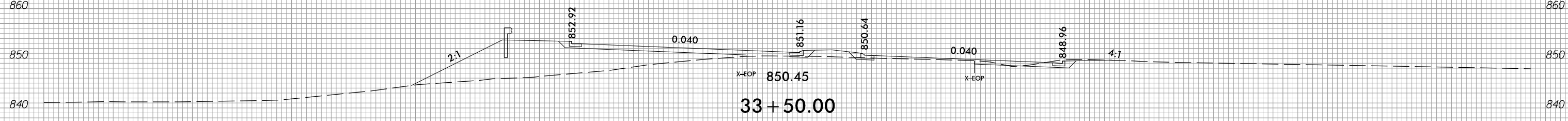
35 + 00.00



34 + 50.00



34 + 00.00



33 + 50.00

-Y-

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

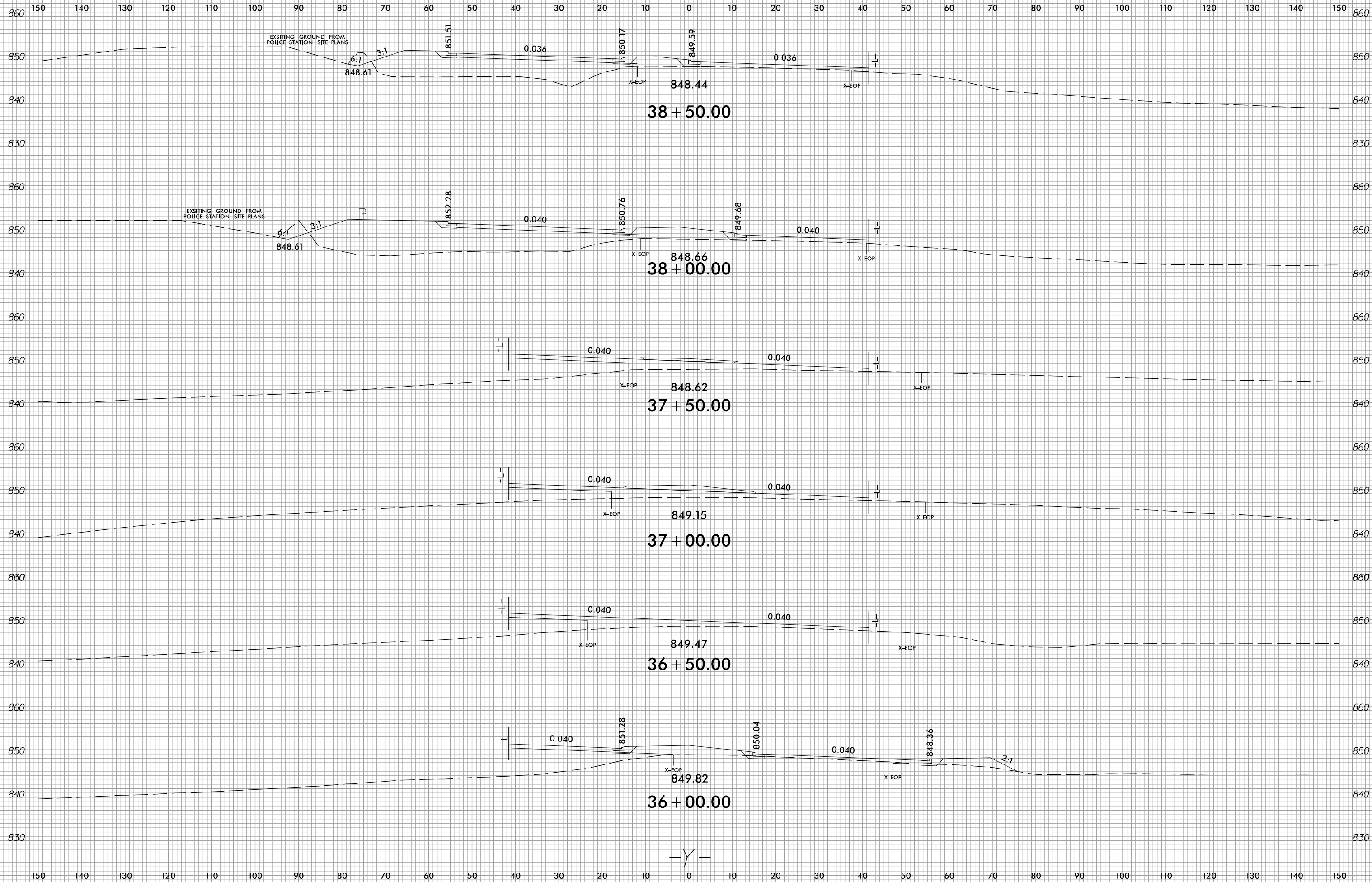
3/3/2023
C:\Roadway\CorridorModeling\R3833C_rdy.Y.XPL.dgn
JGarvis

6/23/16



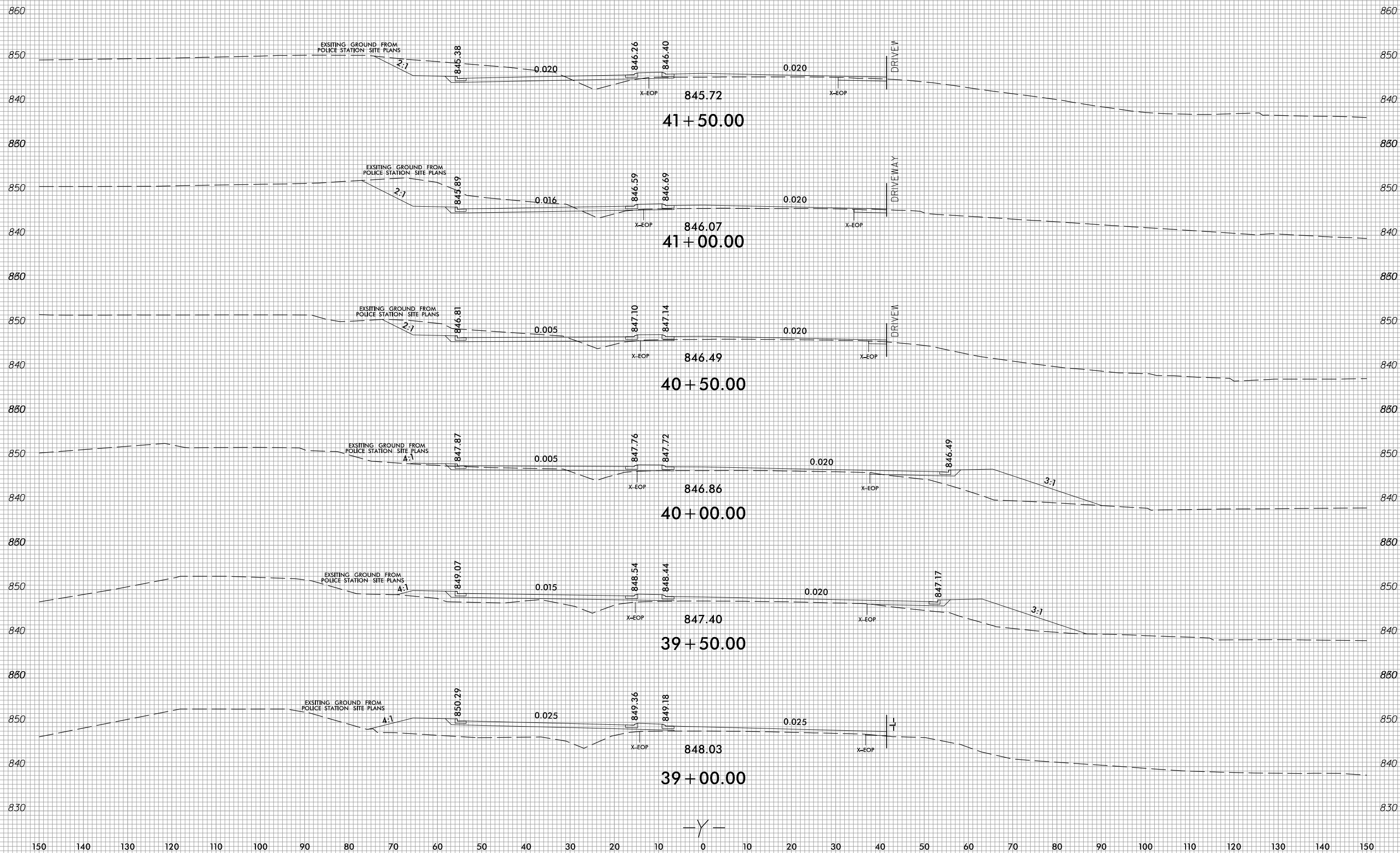
PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-35



3/3/2023
C:\Roadway\CorridorModeling\R3833C_rdy.Y.XPL.dgn
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y-

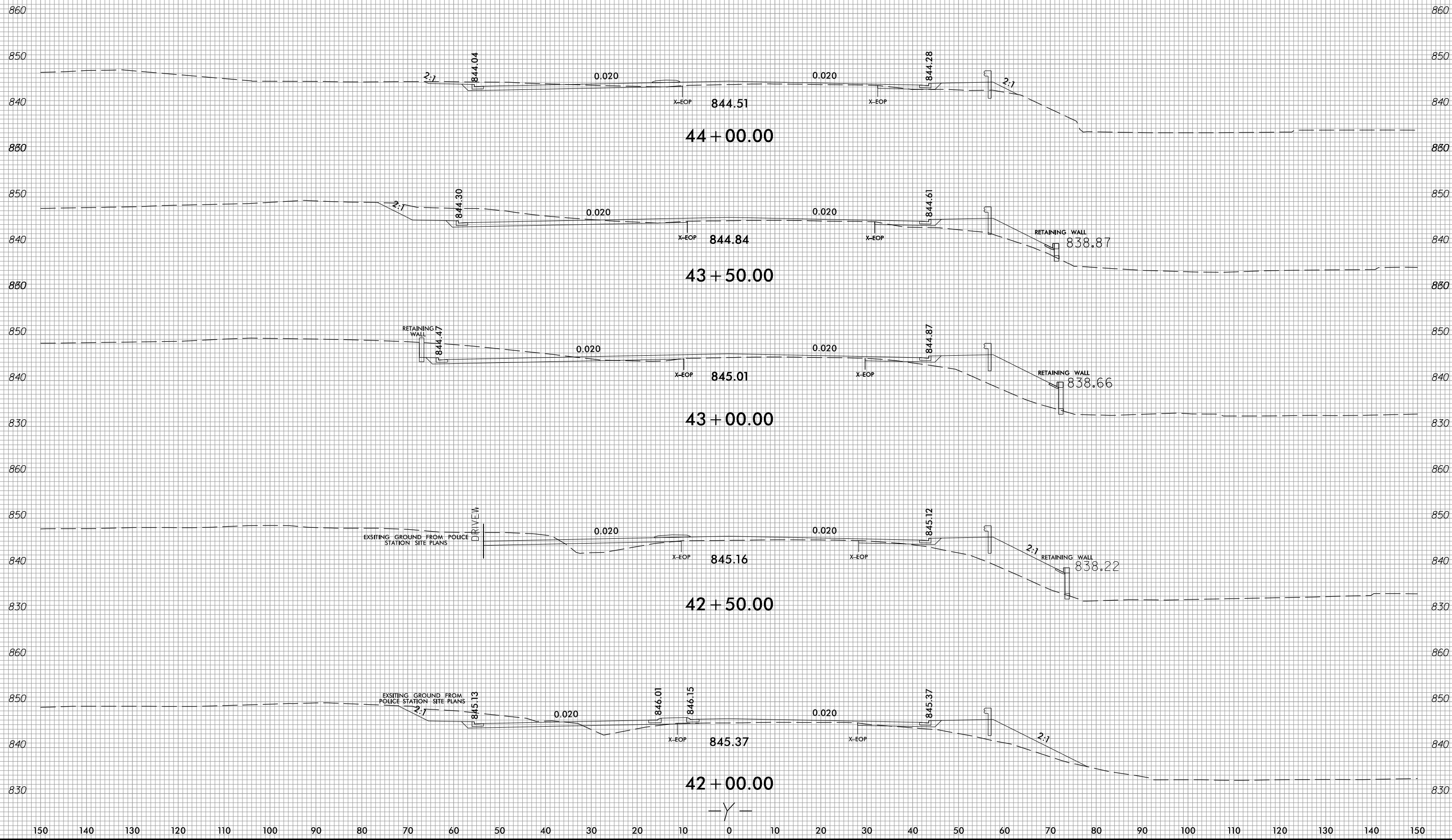
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-37

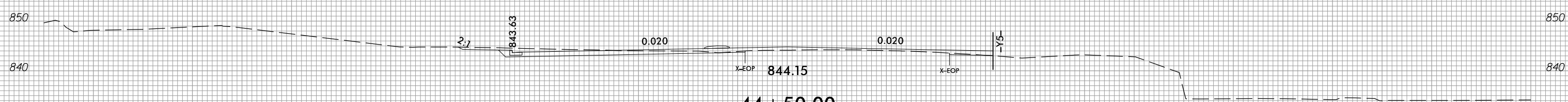
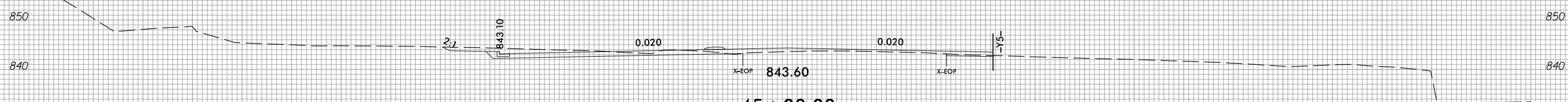
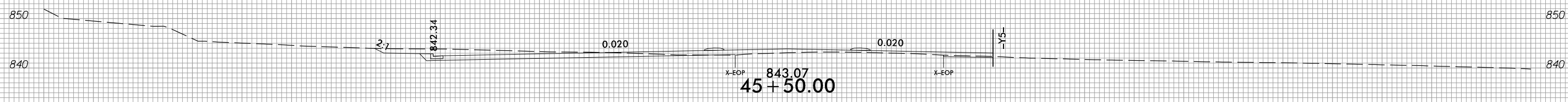
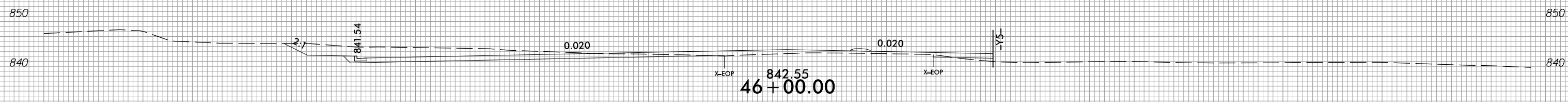
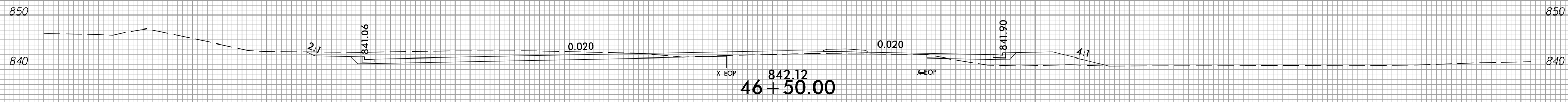
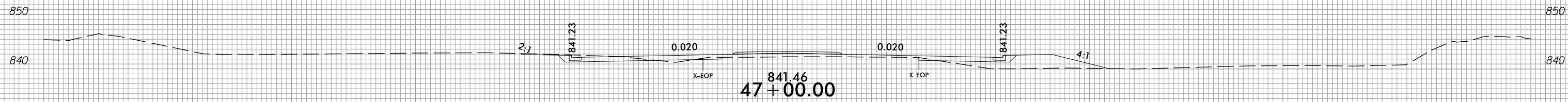
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



3/3/2023
C:\Roadway\CorridorModeling\R3833C_rdy.Y.XPL.dgn
J.Sarvis



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



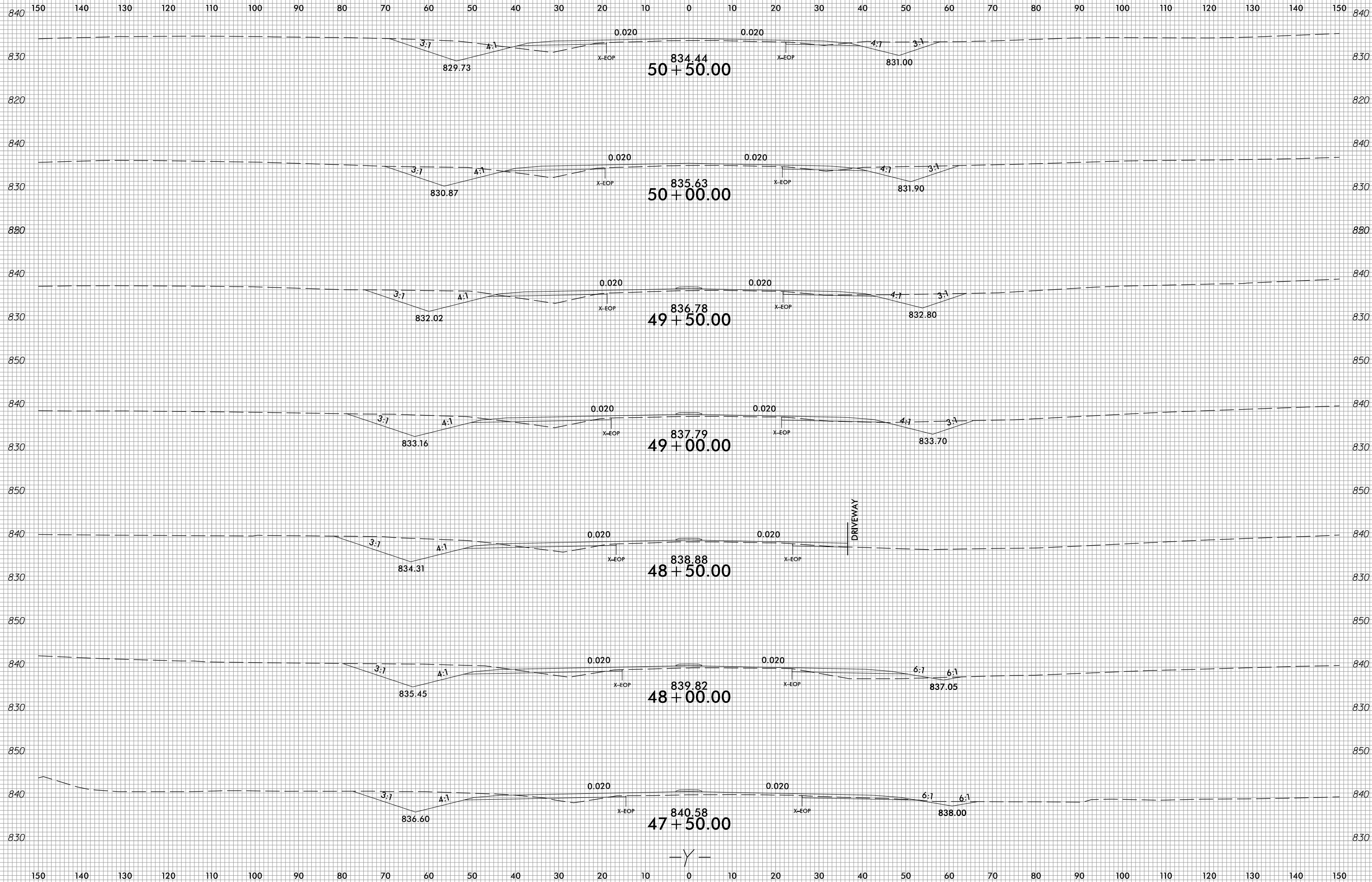
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-39



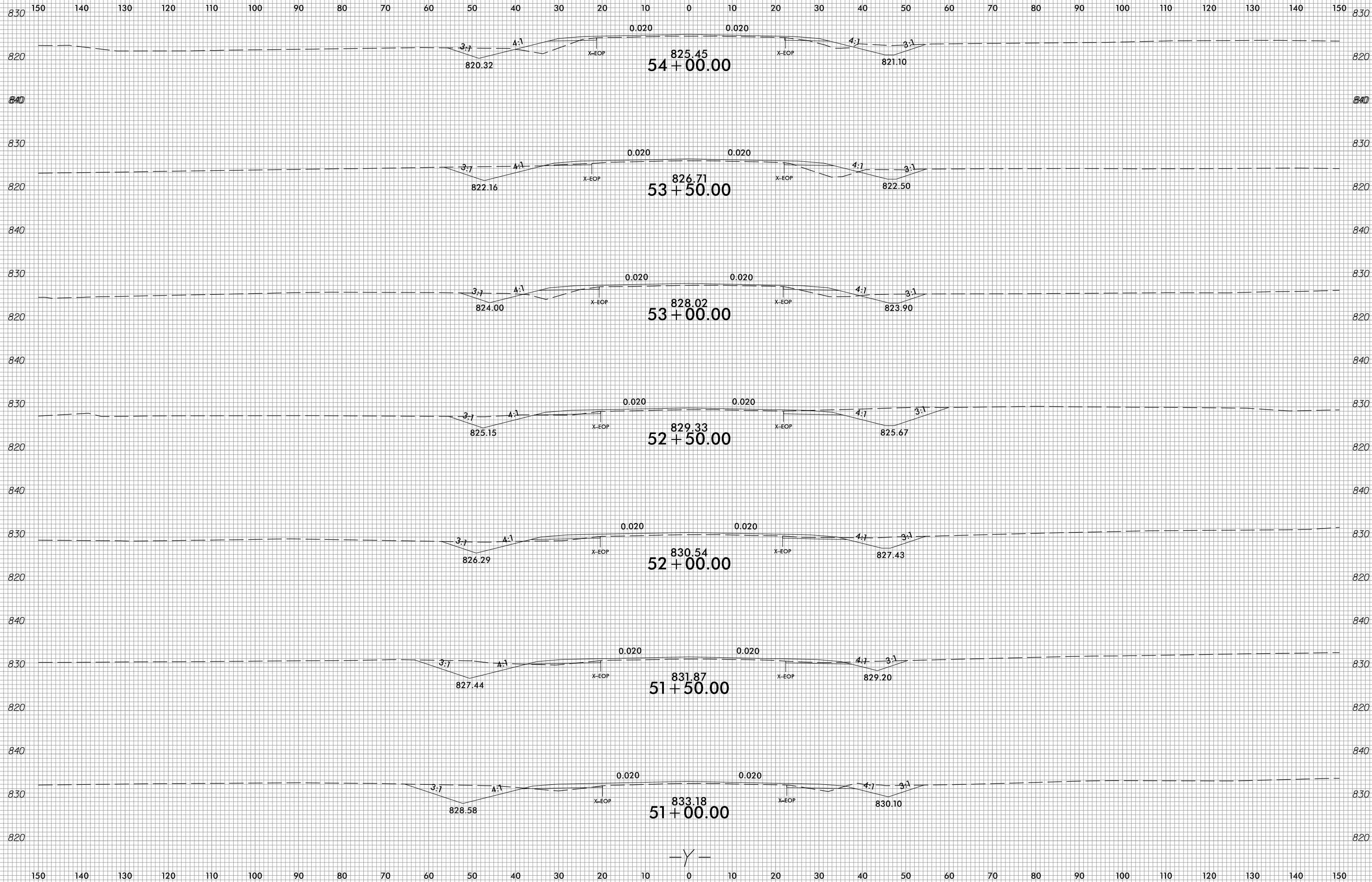
3/3/2023
C:\Roadway\CorridorModeling\R3833C_rdy_Y_XPL.dgn
3/3/2023
3/3/2023

6/23/16



PROJ. REFERENCE NO.
R-3833C

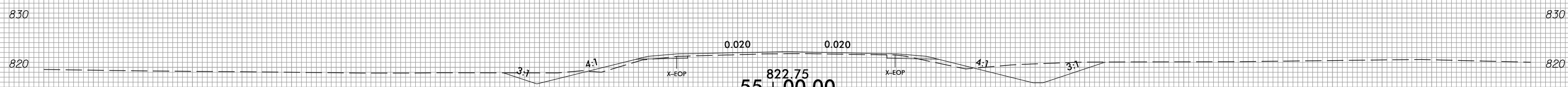
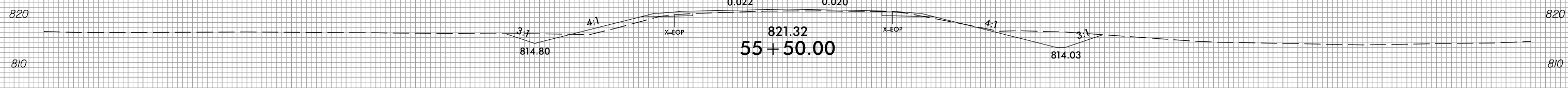
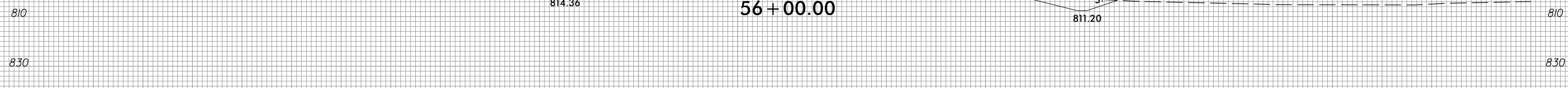
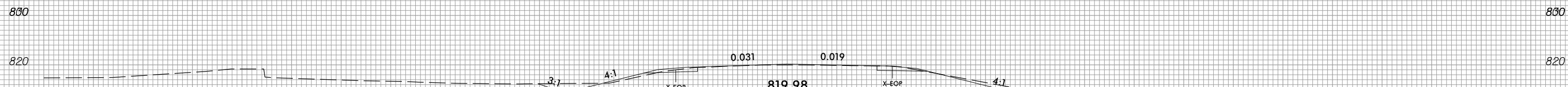
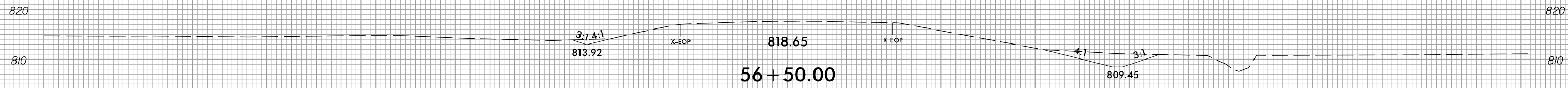
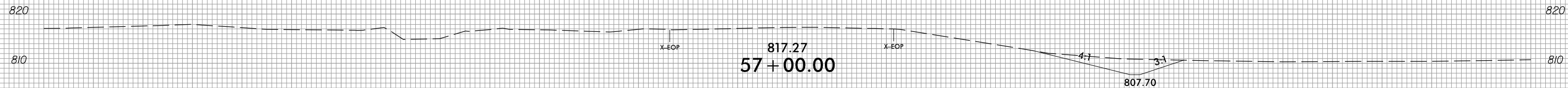
SHEET NO.
X-40



3/3/2023
D:\Roadway\CorridorModeling\R3833C_rdy_Y_XPL.dgn
D:\Roadway\CorridorModeling\R3833C_rdy_Y_XPL.dgn



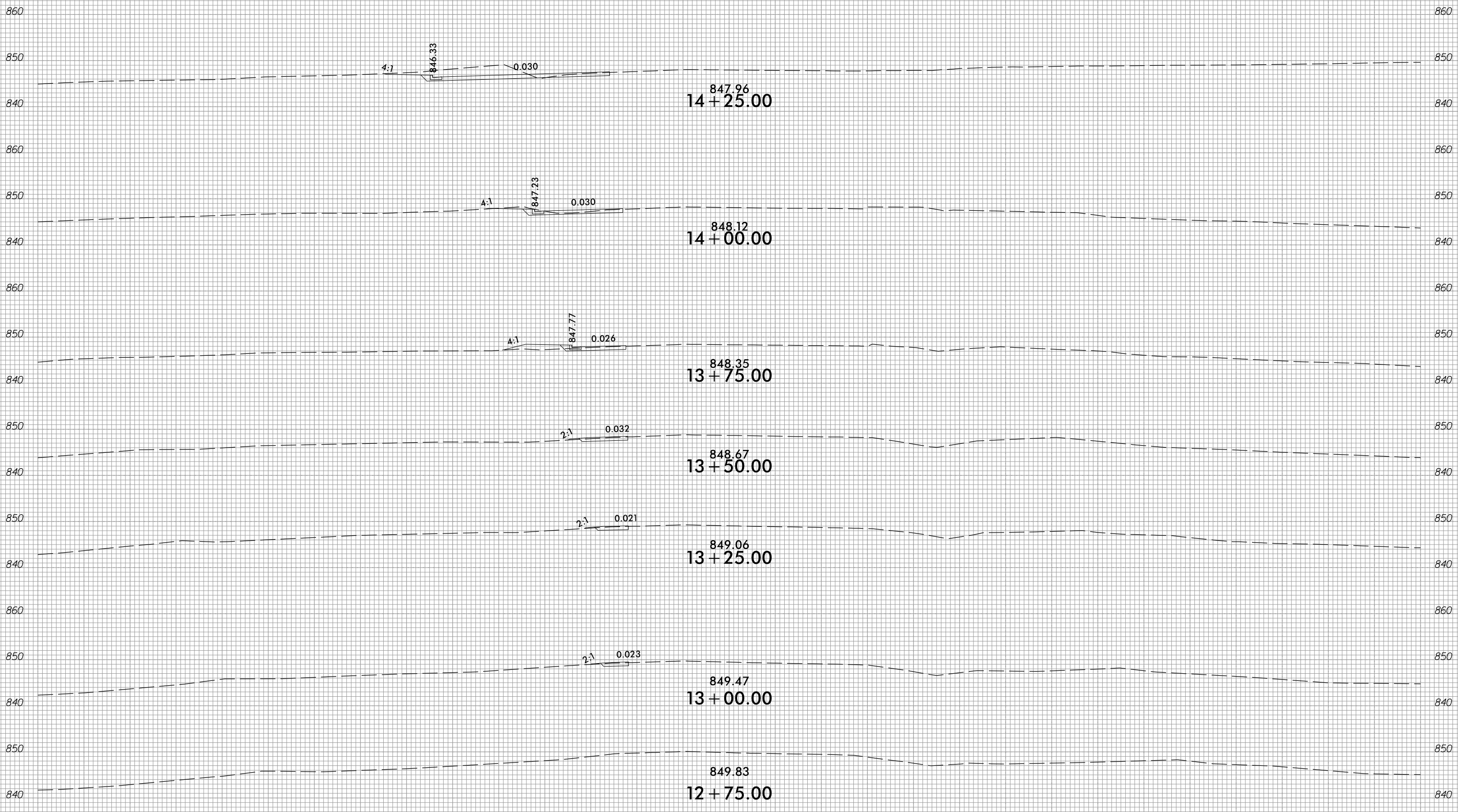
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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



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

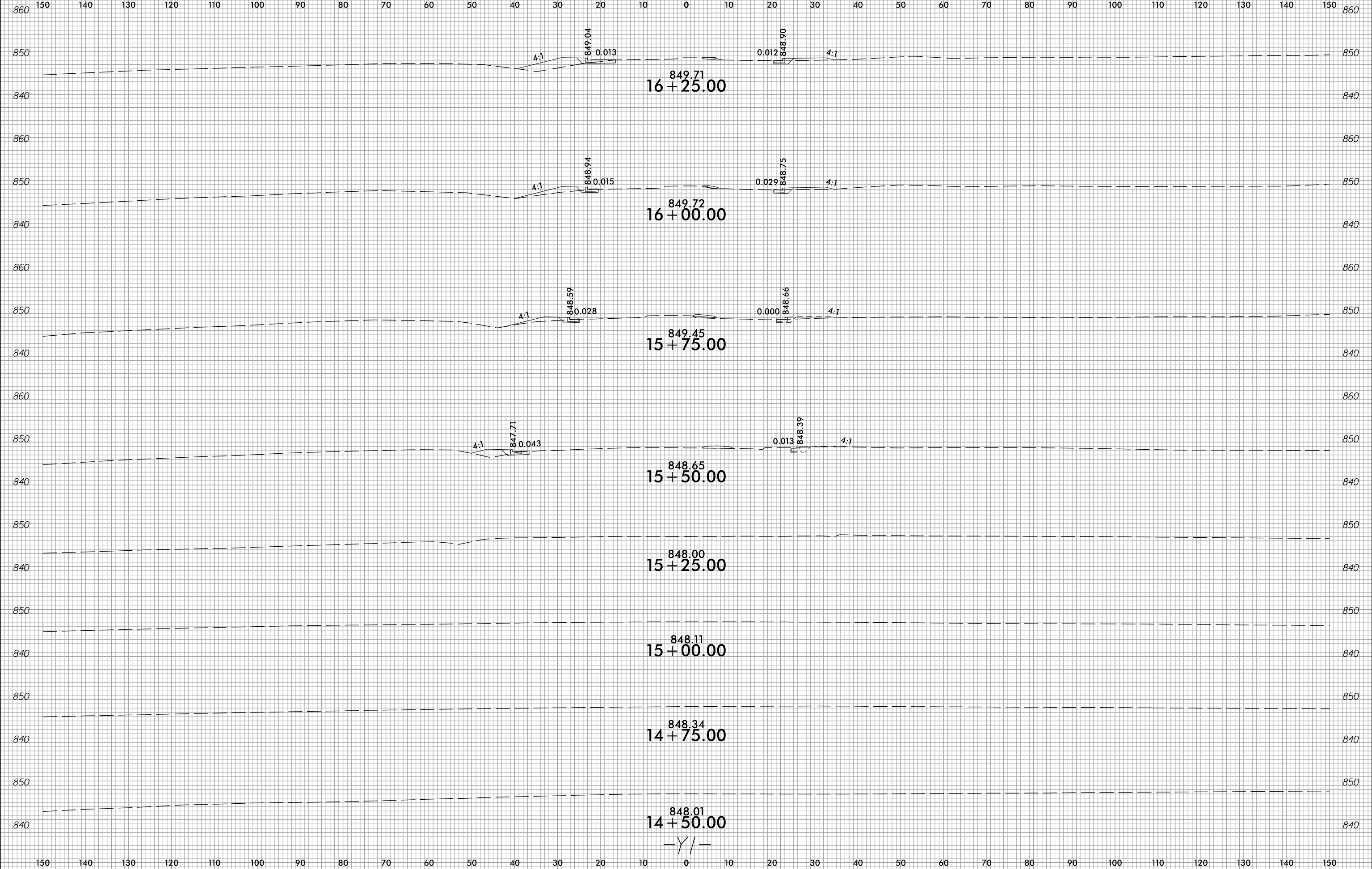


-Y/-

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-3833C	X-43



3/31/2023
D:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_Y1_XPL.dgn
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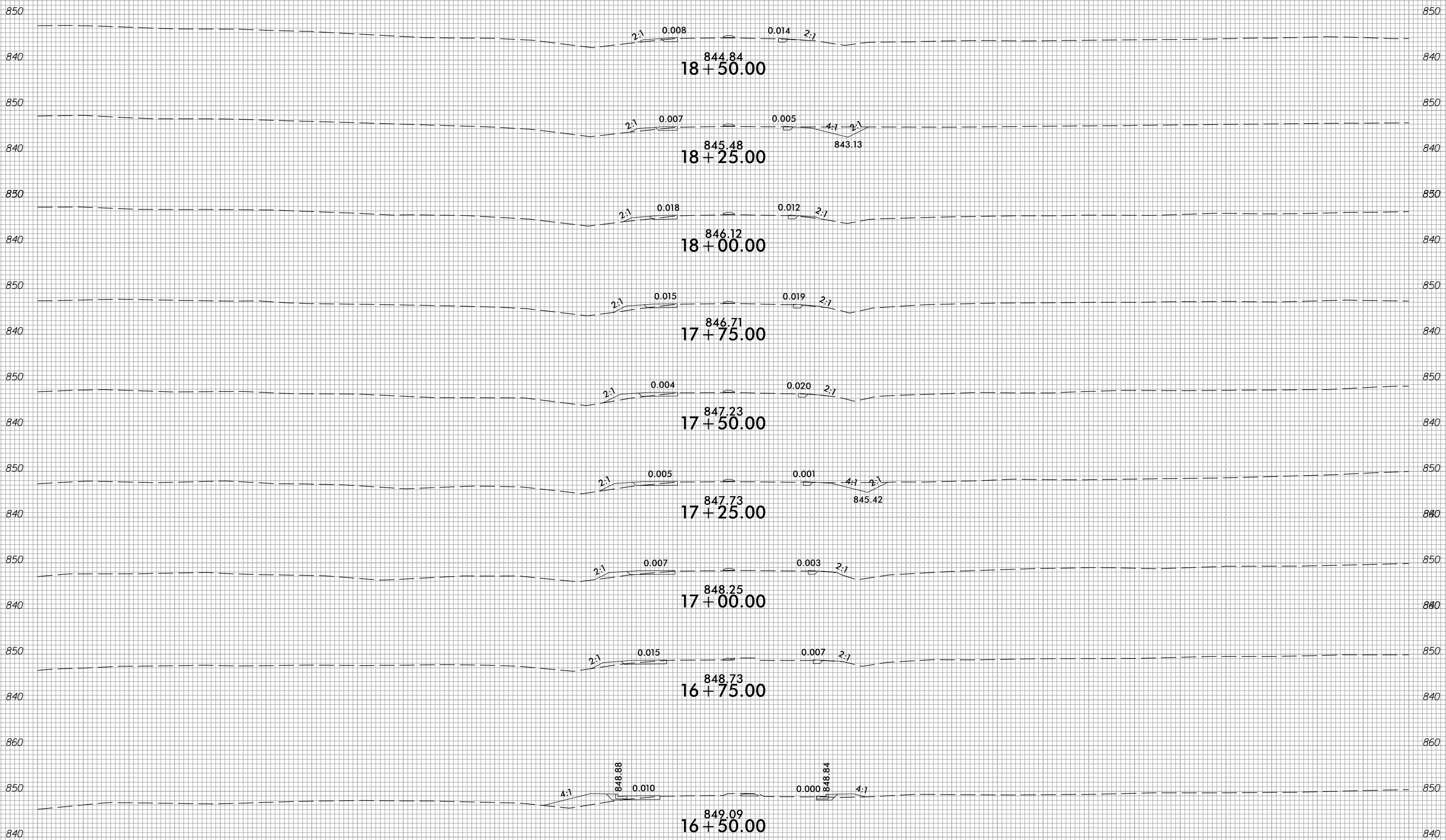
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-44

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

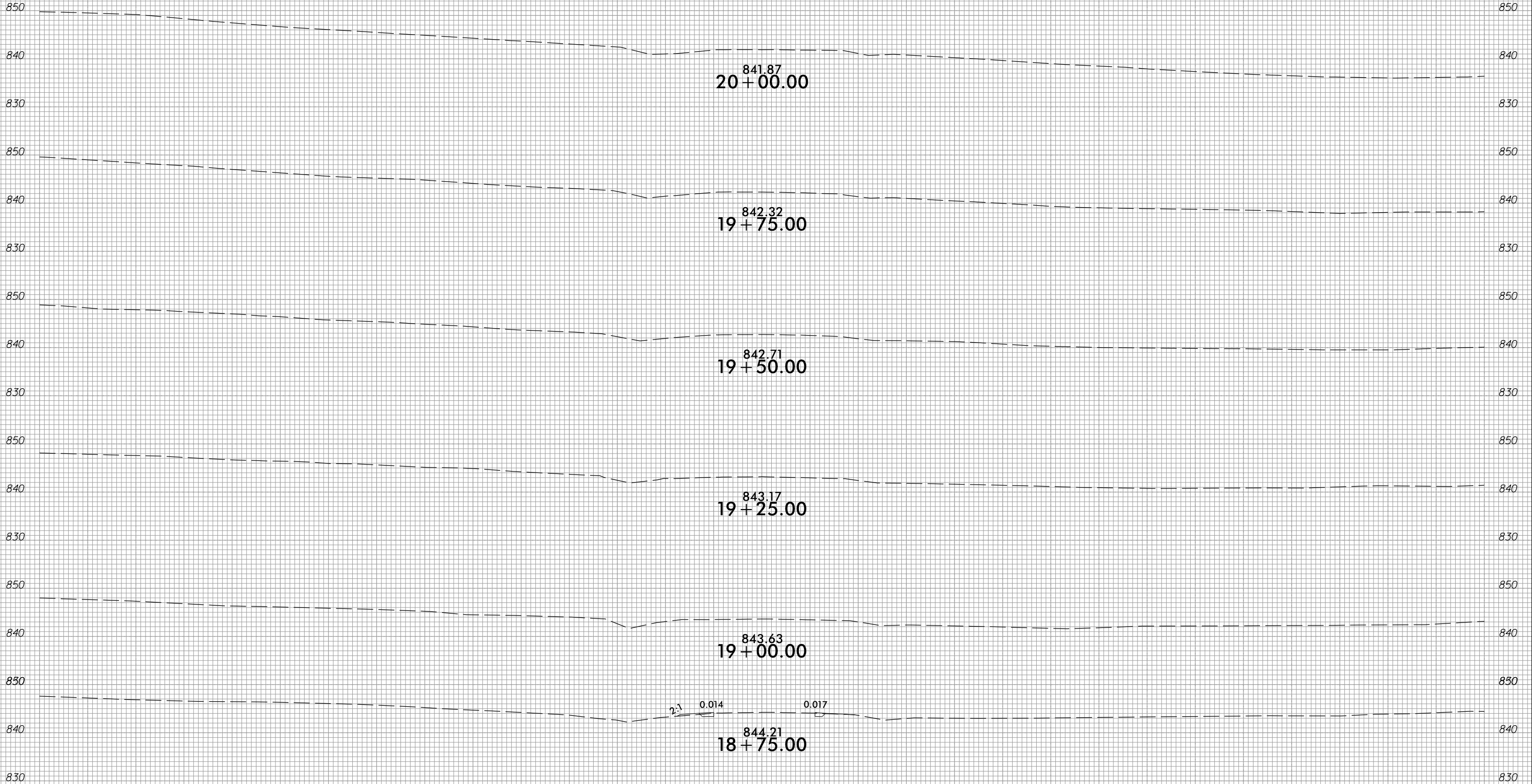


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

3/3/2023
D:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_Y1_XPL.dgn
JGarvis



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



0.014 0.017

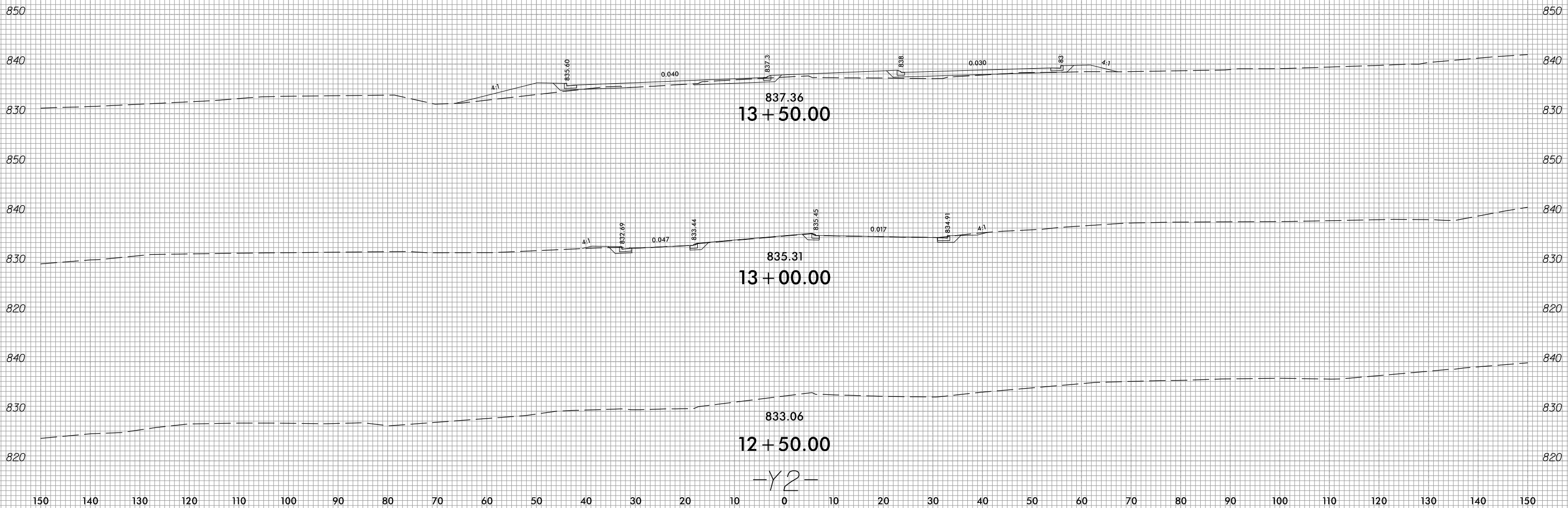
-Y/-

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-3833C	X-46

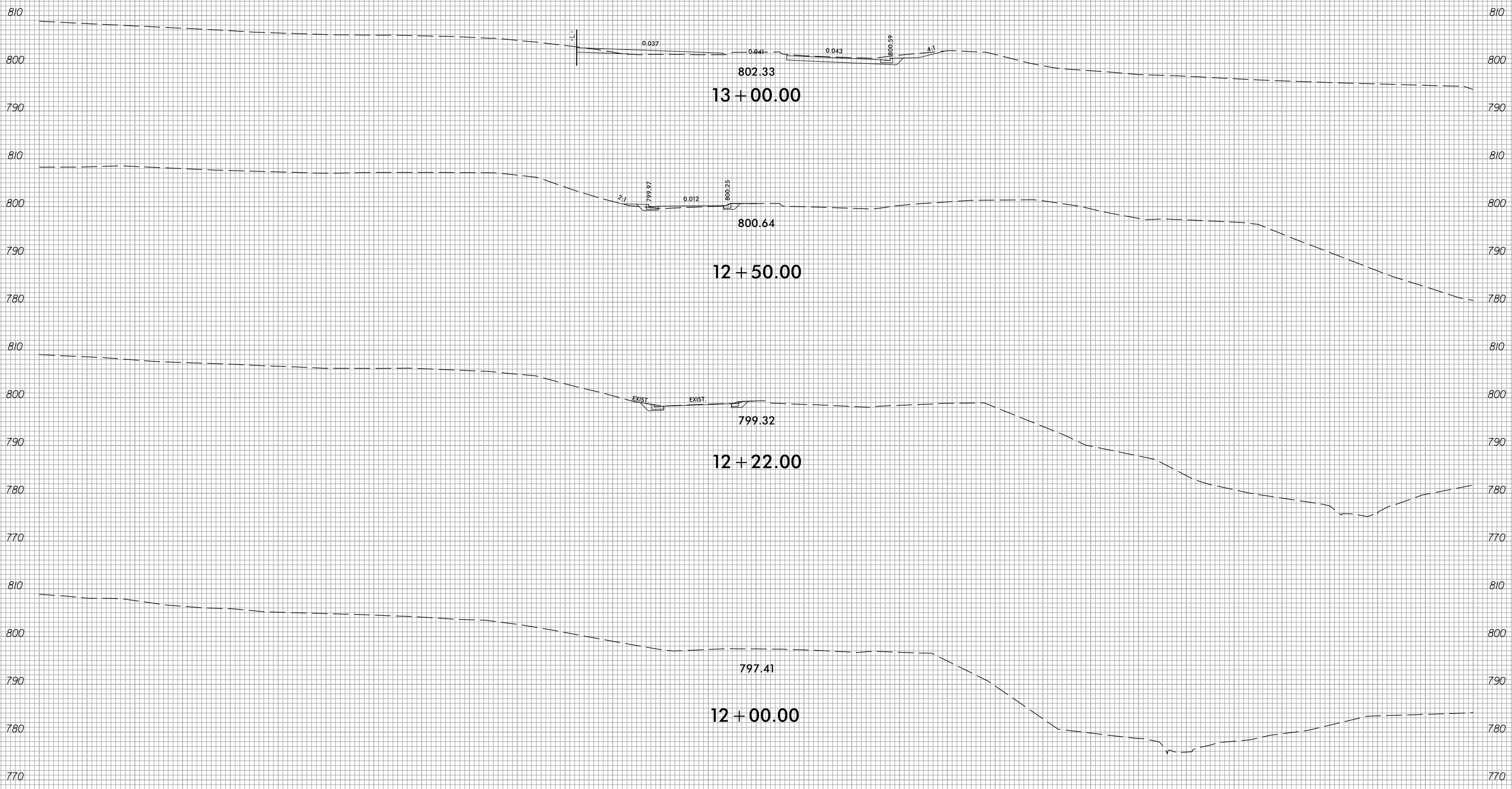
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



3/3/2023
 J:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_Y2_XPL.dgn
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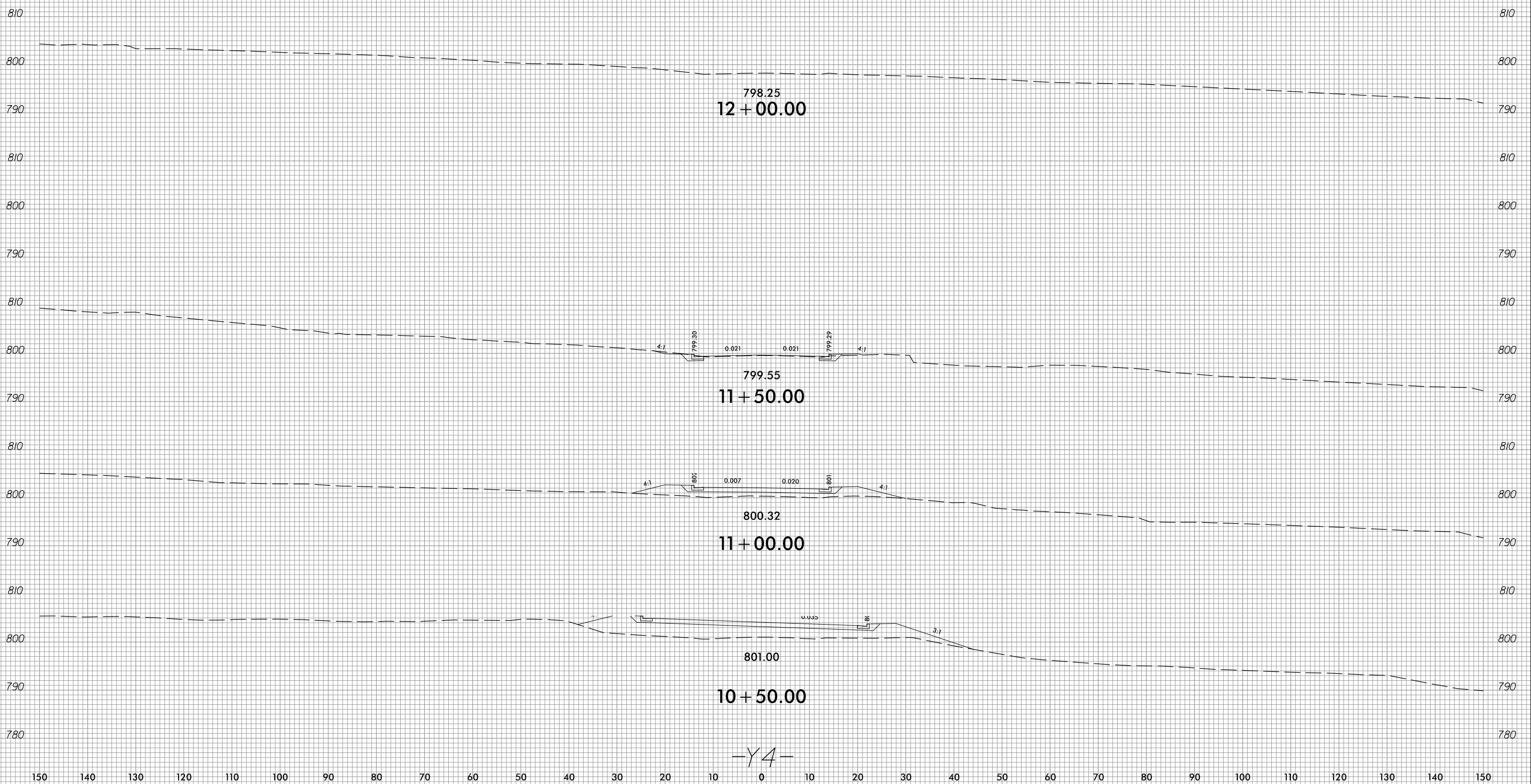
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y3-

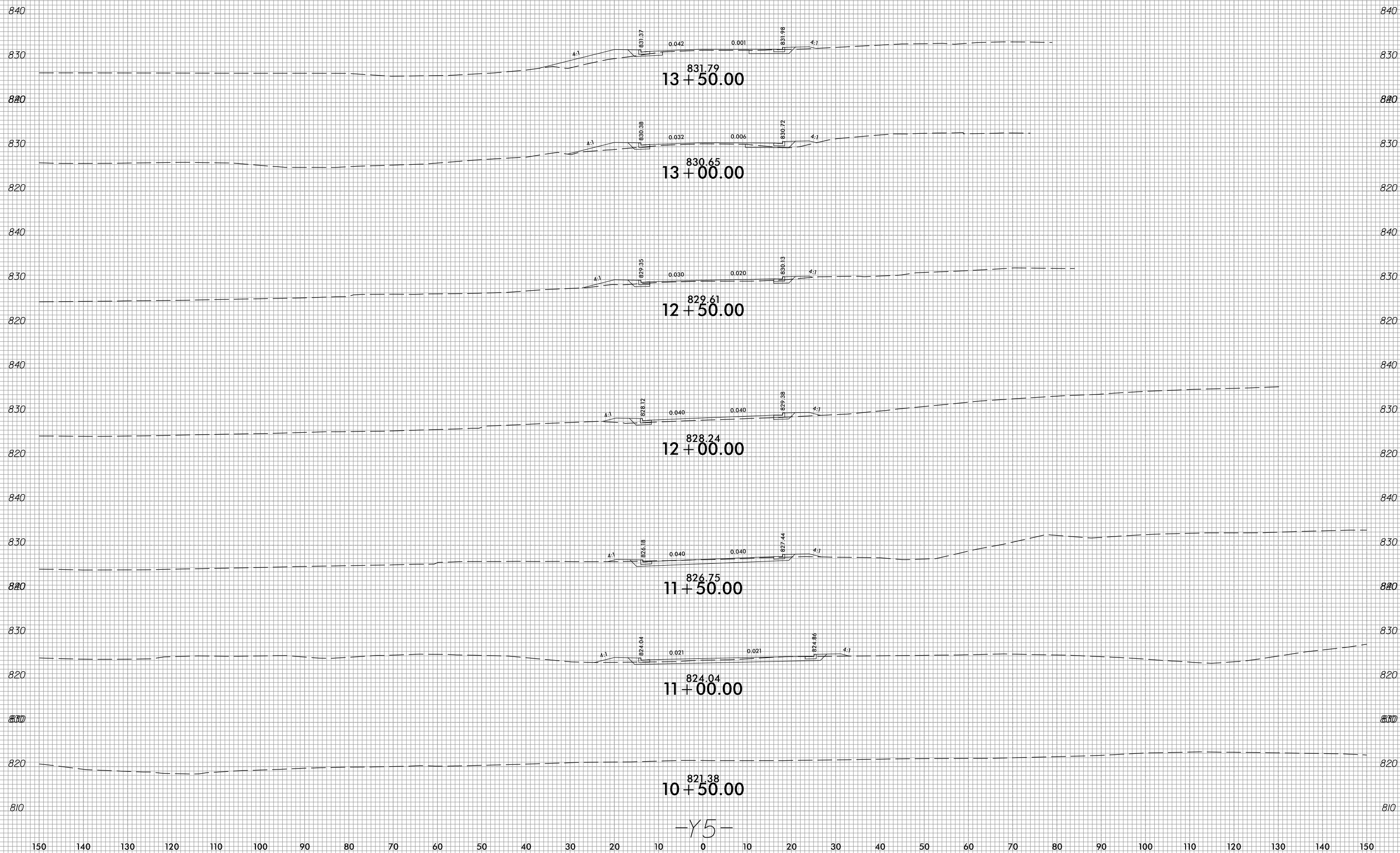


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150





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



-Y5-

6/23/16

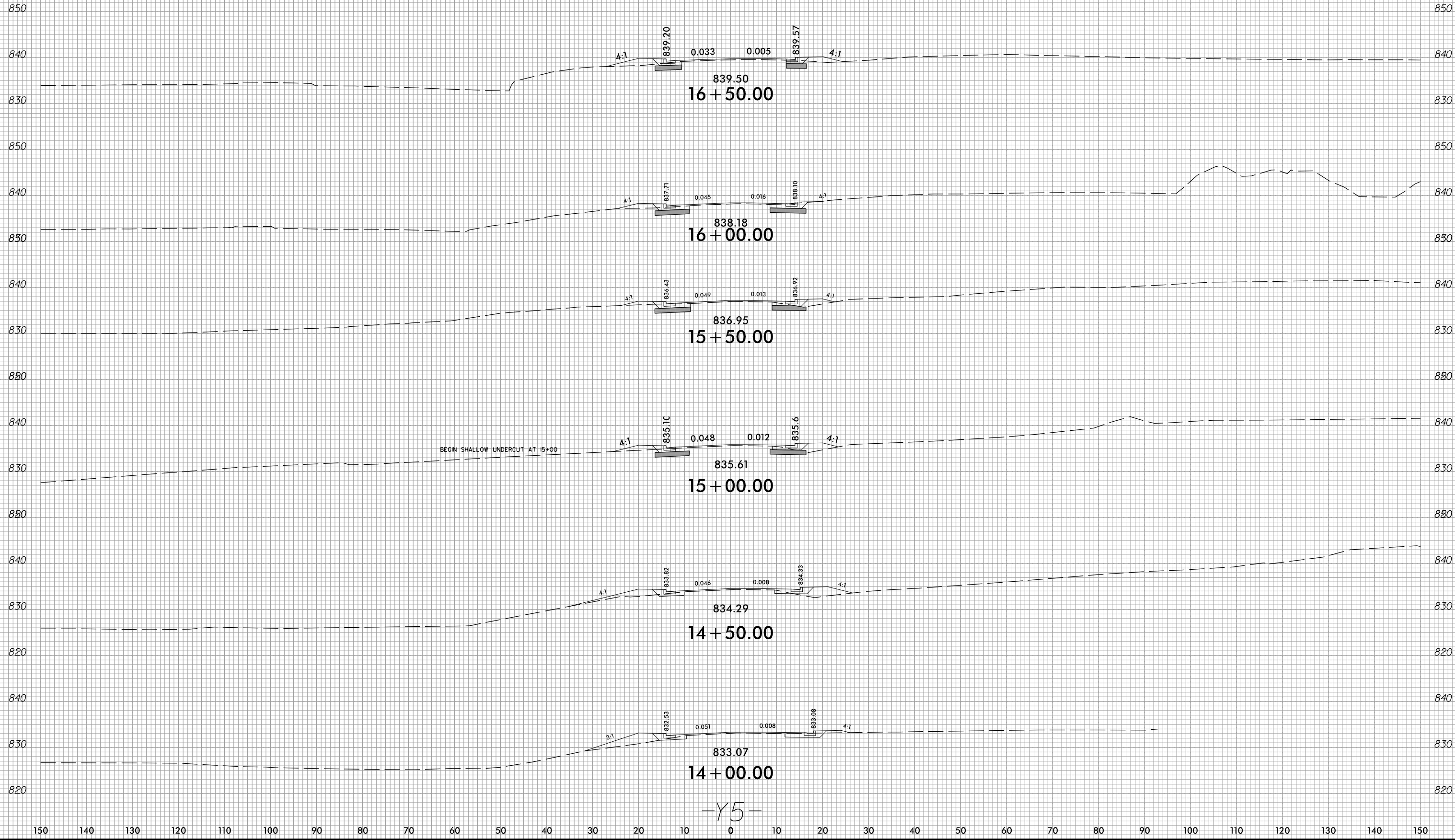


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-50

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

SHALLOW UNDERCUT



3/3/2023
D:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_Y5_XPL.dgn
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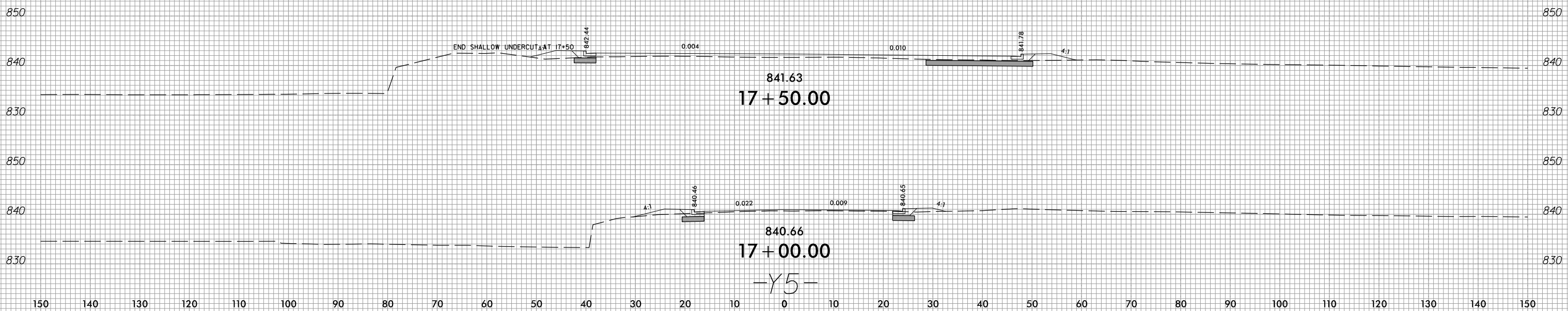
PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-51

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

SHALLOW UNDERCUT

3/3/2023
C:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_Y5_XPL.dgn
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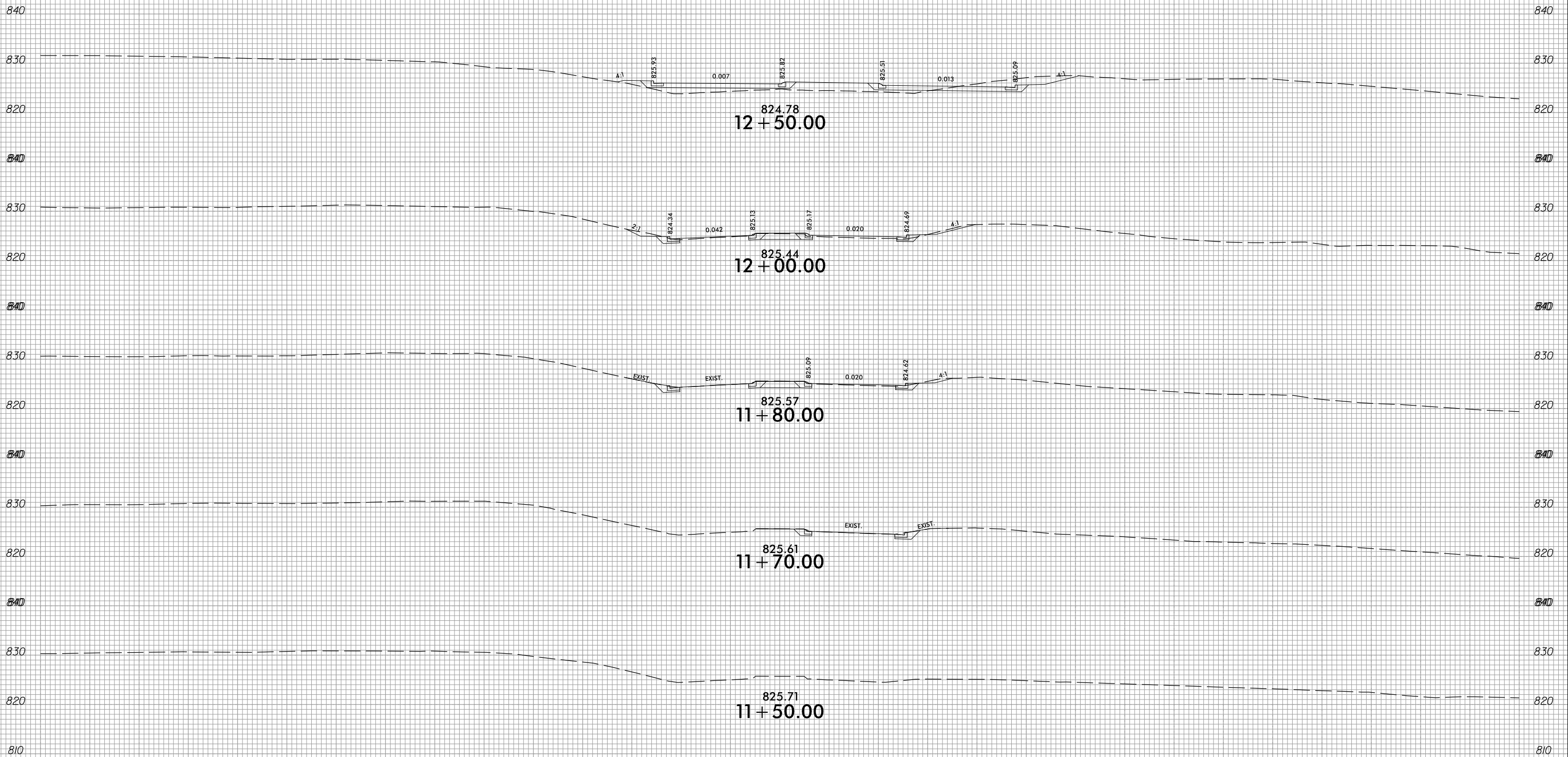
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-52

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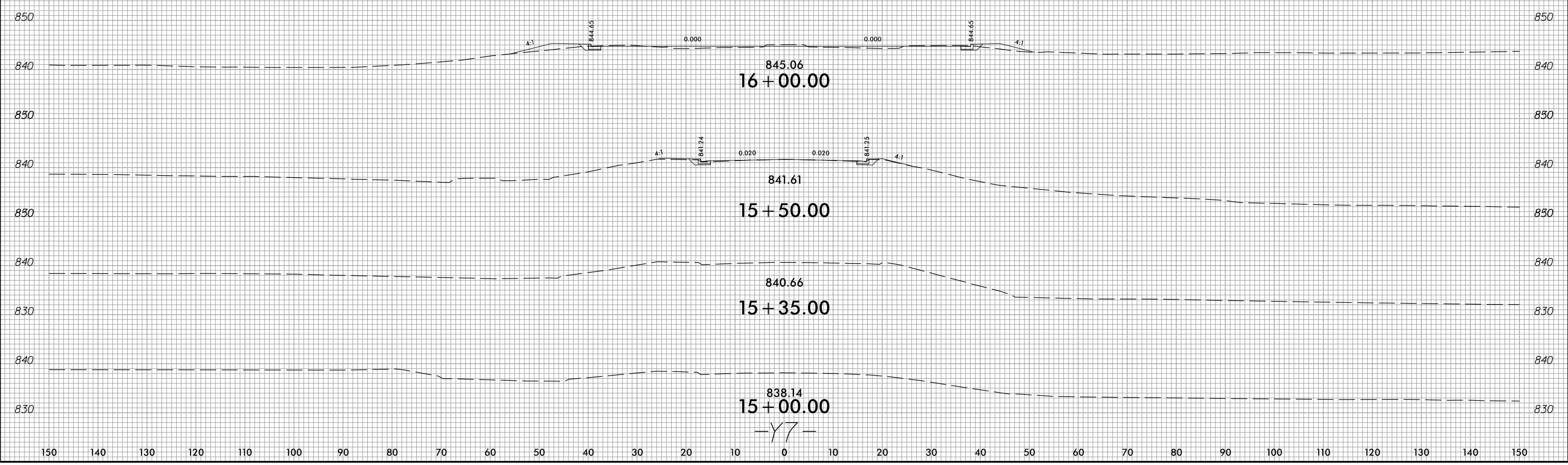
-Y6-

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

3/3/2023
D:\Roadway\CorridorModeling\Minor Y and Drives\R3833C_rdy_Y6_XPL.dgn
D:\Roadway\CorridorModeling\Minor Y and Drives\R3833C_rdy_Y6_XPL.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



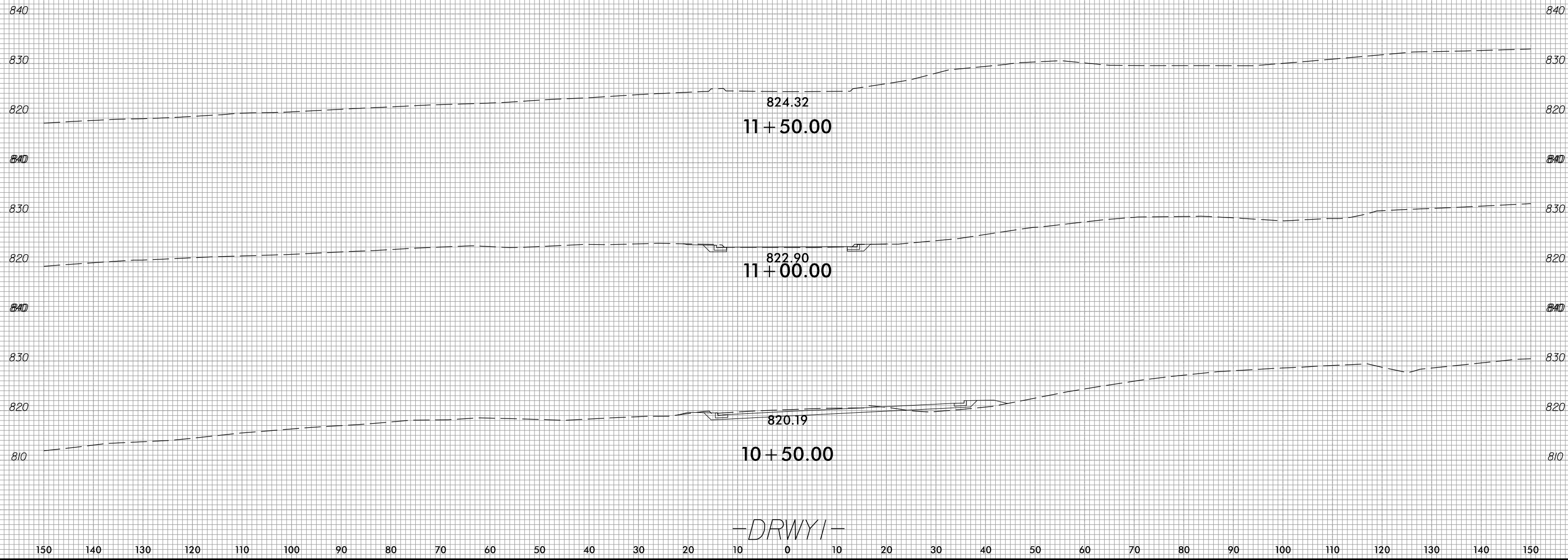
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6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-3833C	X-54

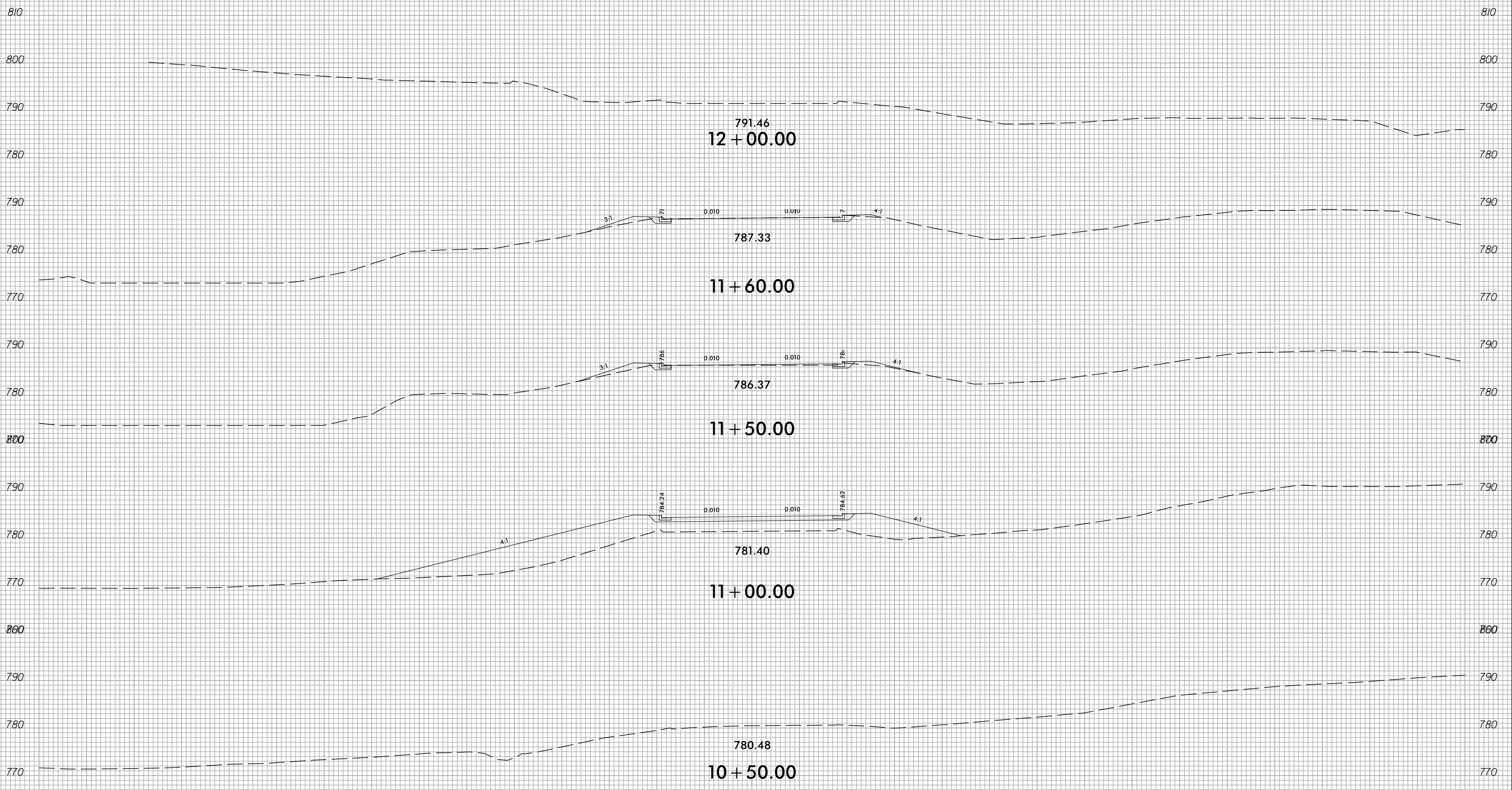
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3/3/2023
 J:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_DRWY1_XPL.dgn
 J. Sarvis



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



-DRWY2-

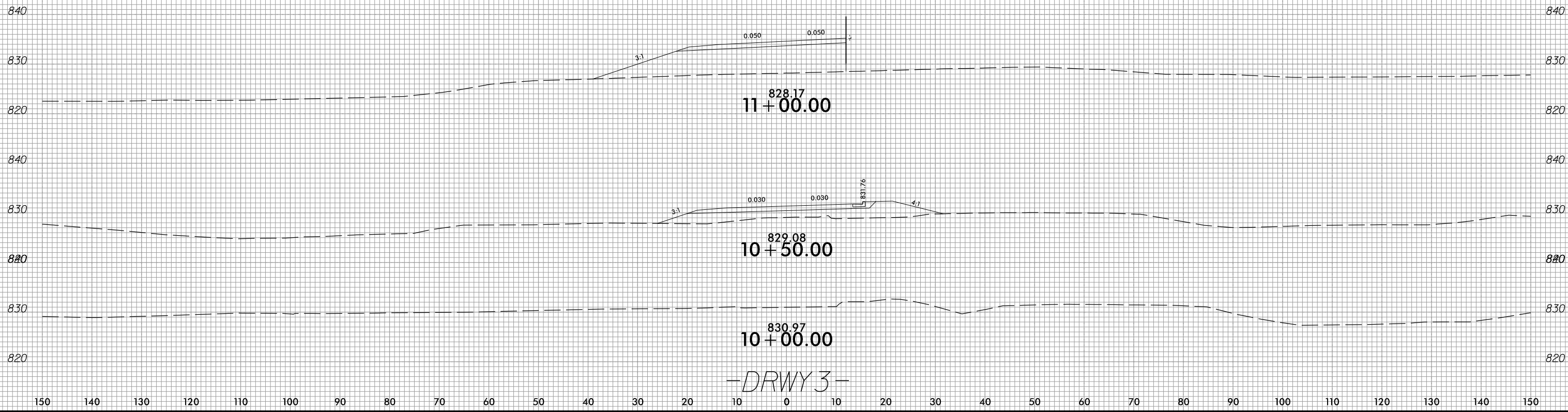
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-56

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



3/3/2023
D:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_DRWY3_XPL.dgn
J.Sarvis

—DRWY 3—

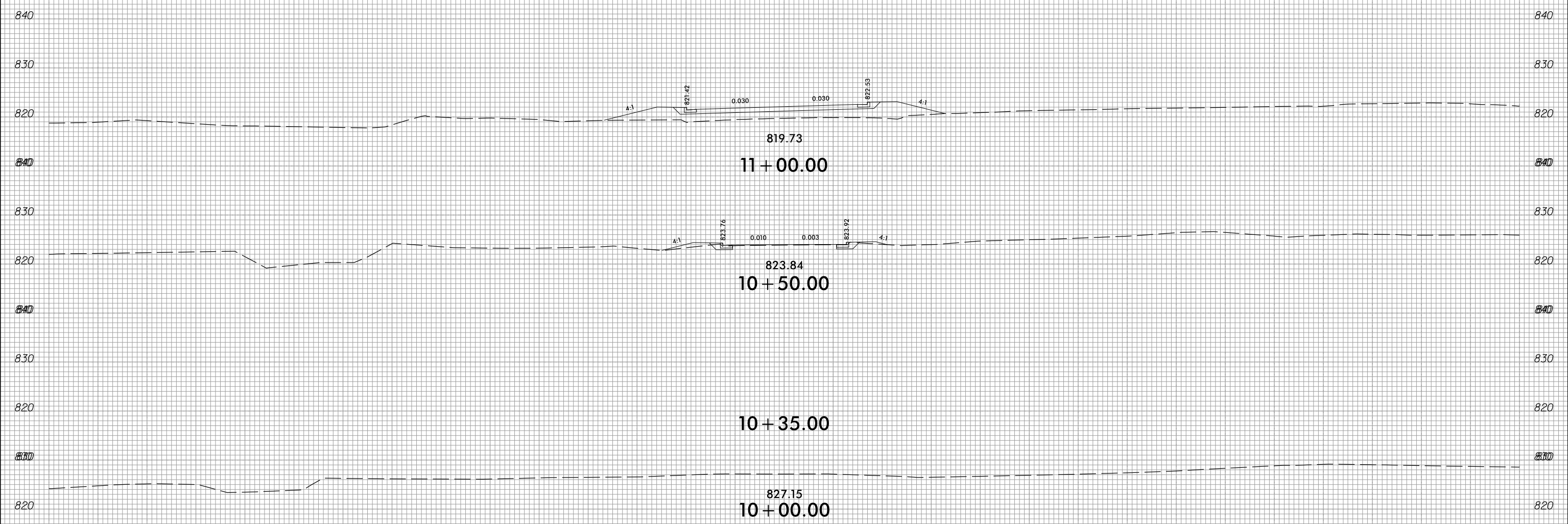
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-57

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



-DRWY4-

3/3/2023
J:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy-DRWY4_XPL.dgn

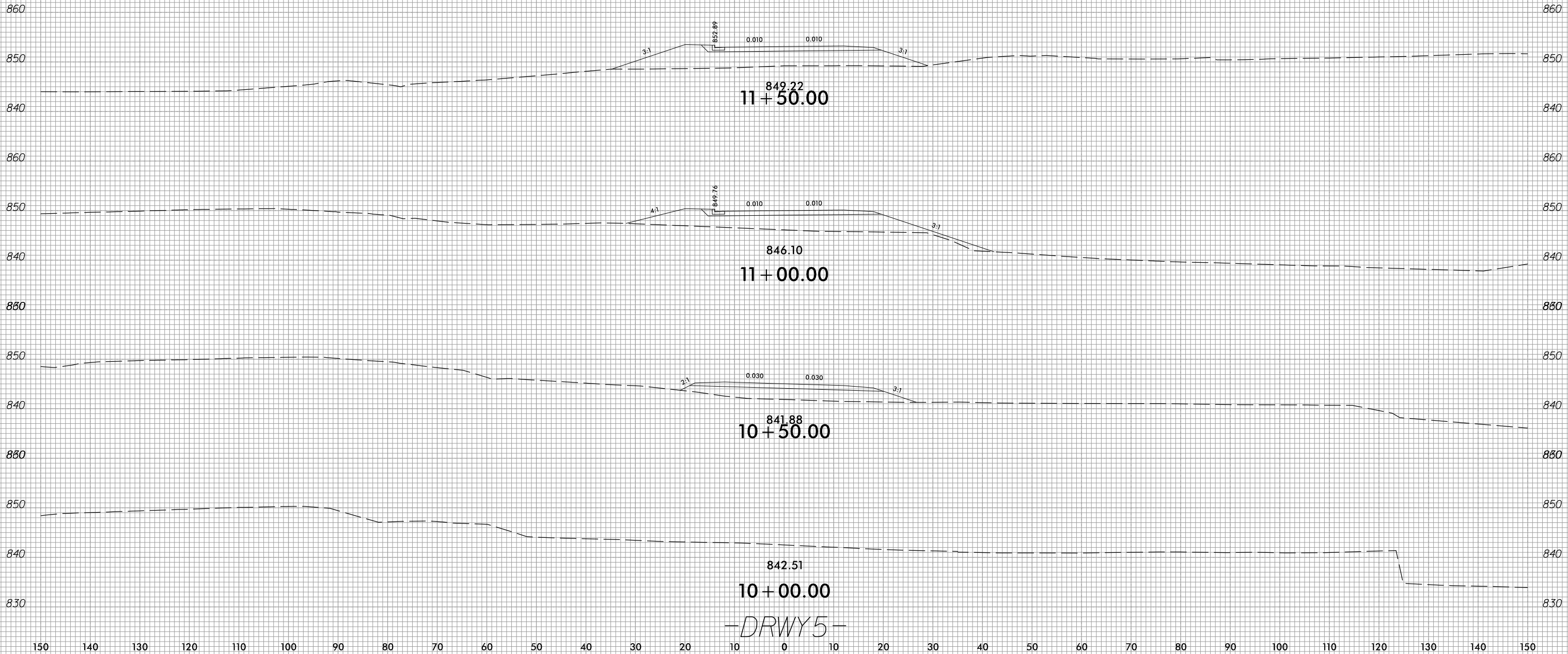
6/23/16



PROJ. REFERENCE NO.
R-3833C

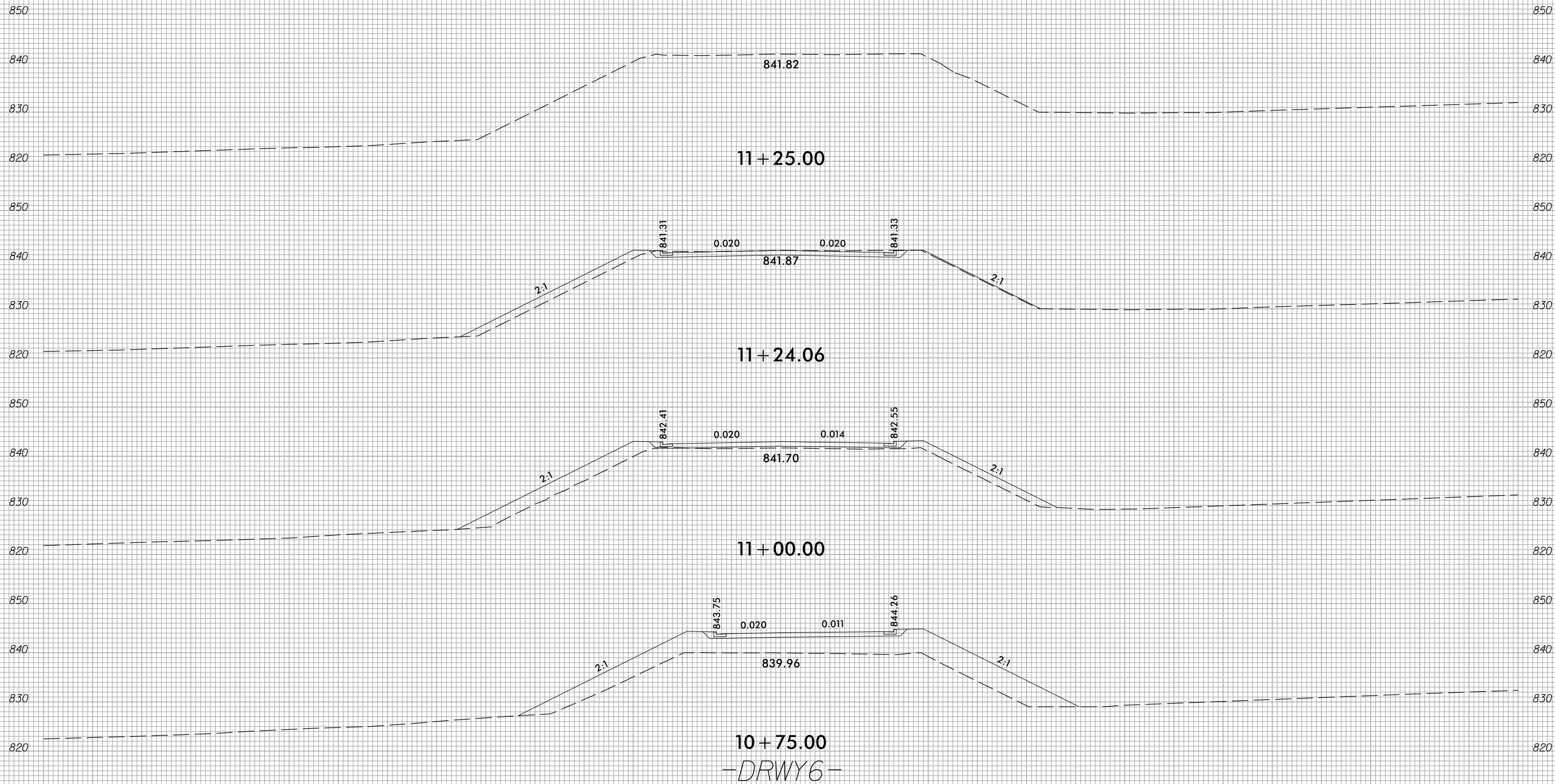
SHEET NO.
X-58

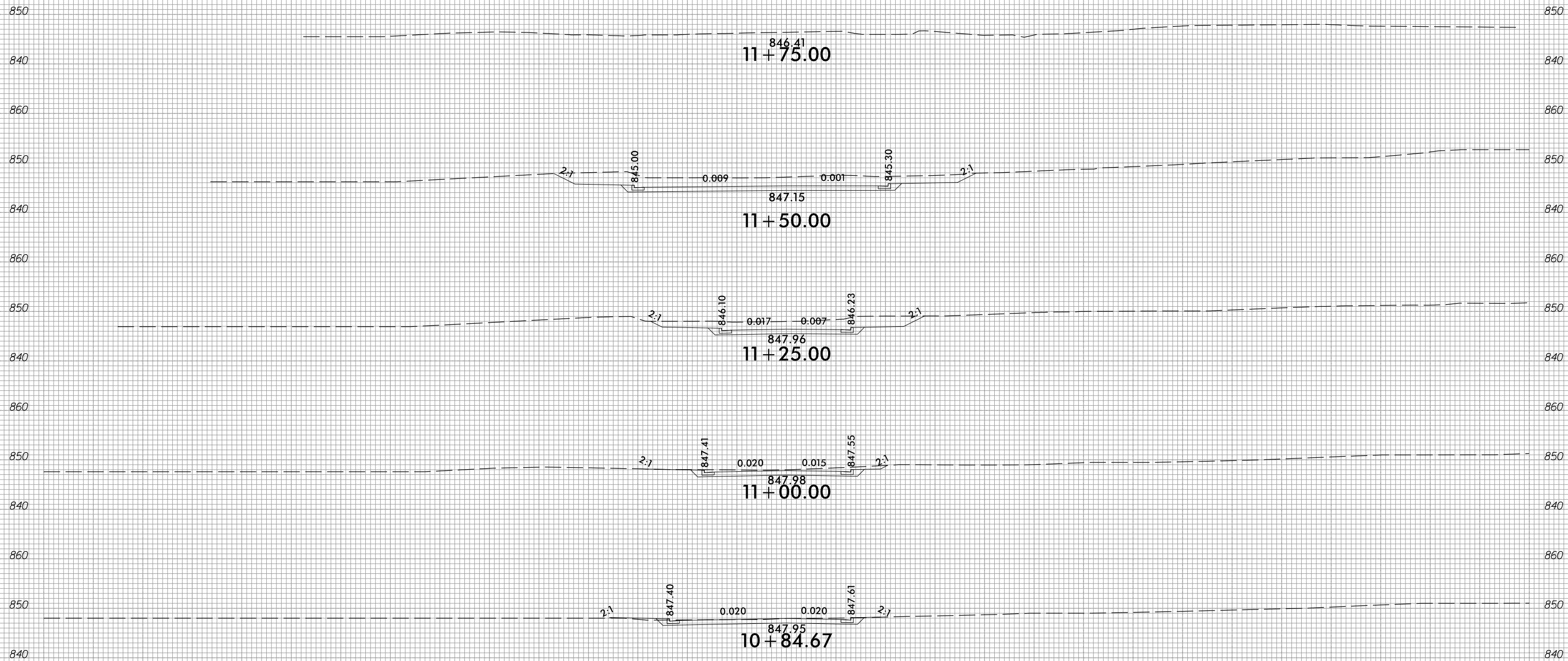
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-DRWY5-

3/3/2023
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J.Sarvis





-DRWY7-

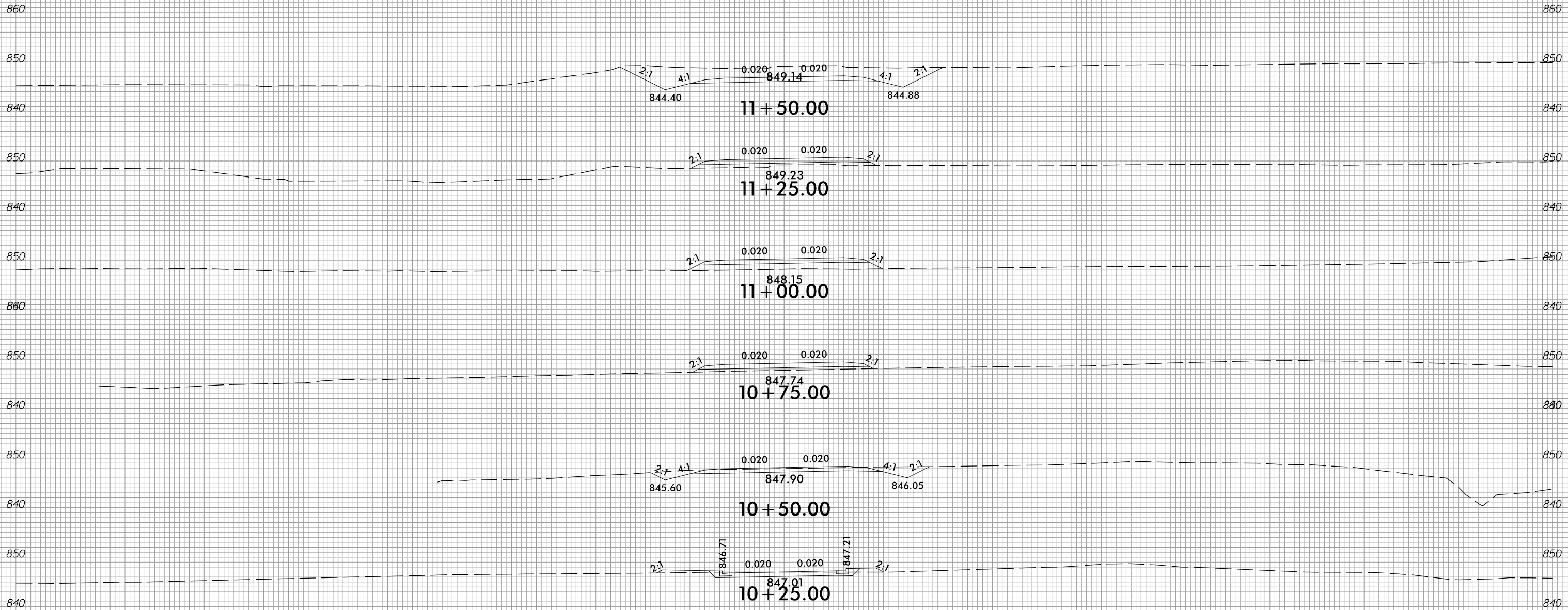
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-61

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



11 + 50.00

11 + 25.00

11 + 00.00

10 + 75.00

10 + 50.00

10 + 25.00

DRWY8

3/31/2023
D:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_DRWY8_XPL.dgn
J.Sarvis