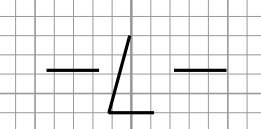
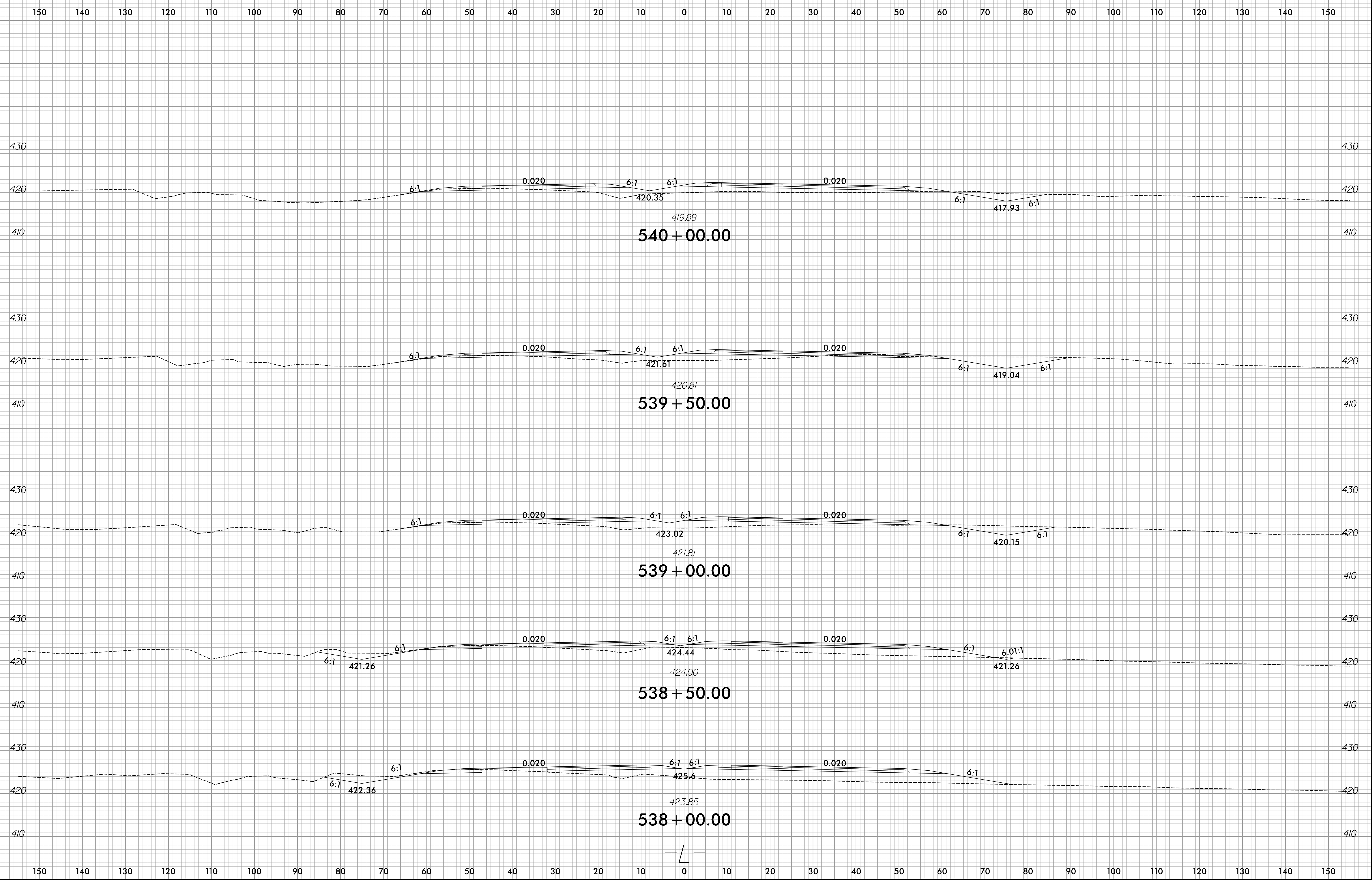
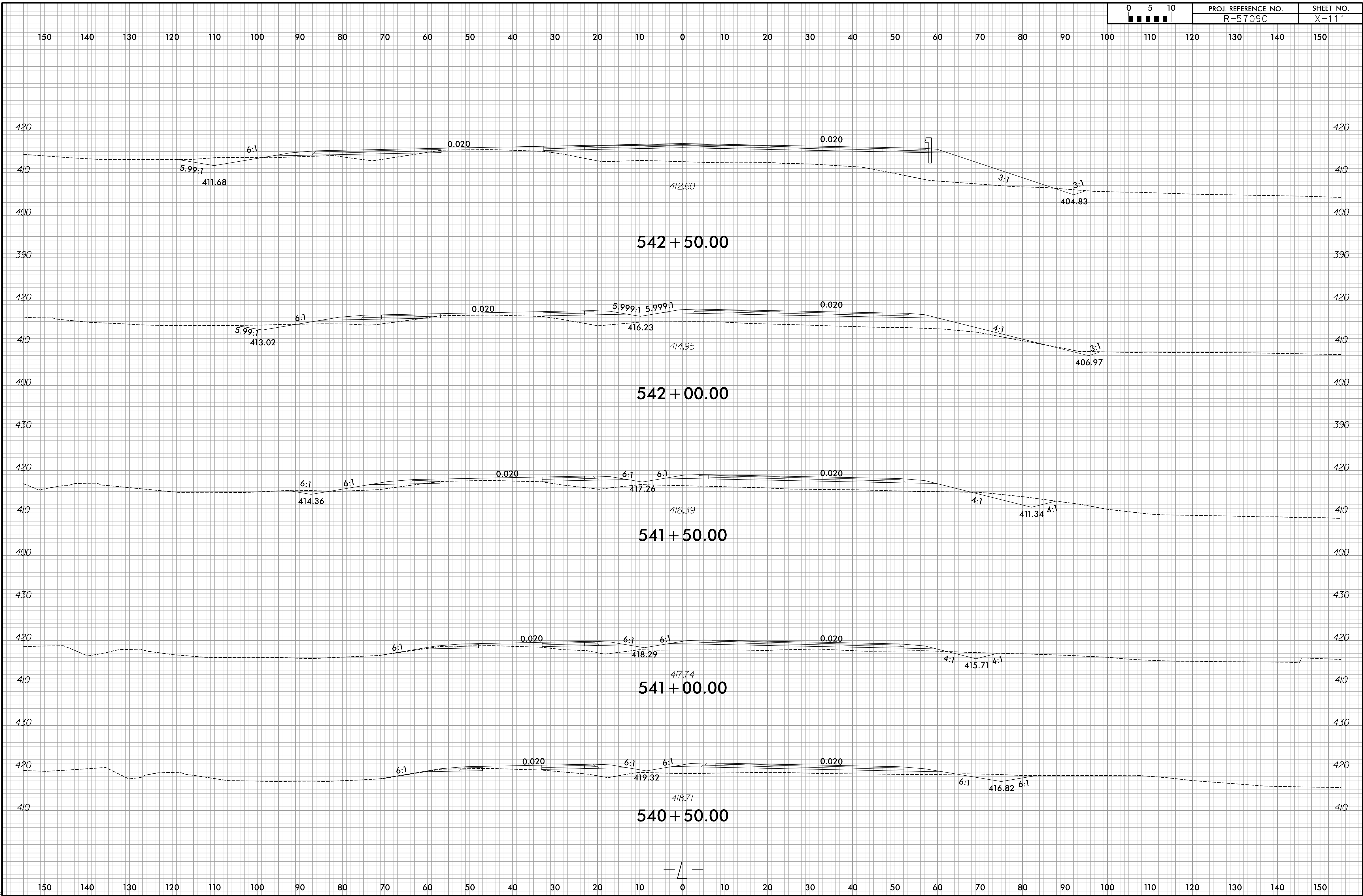
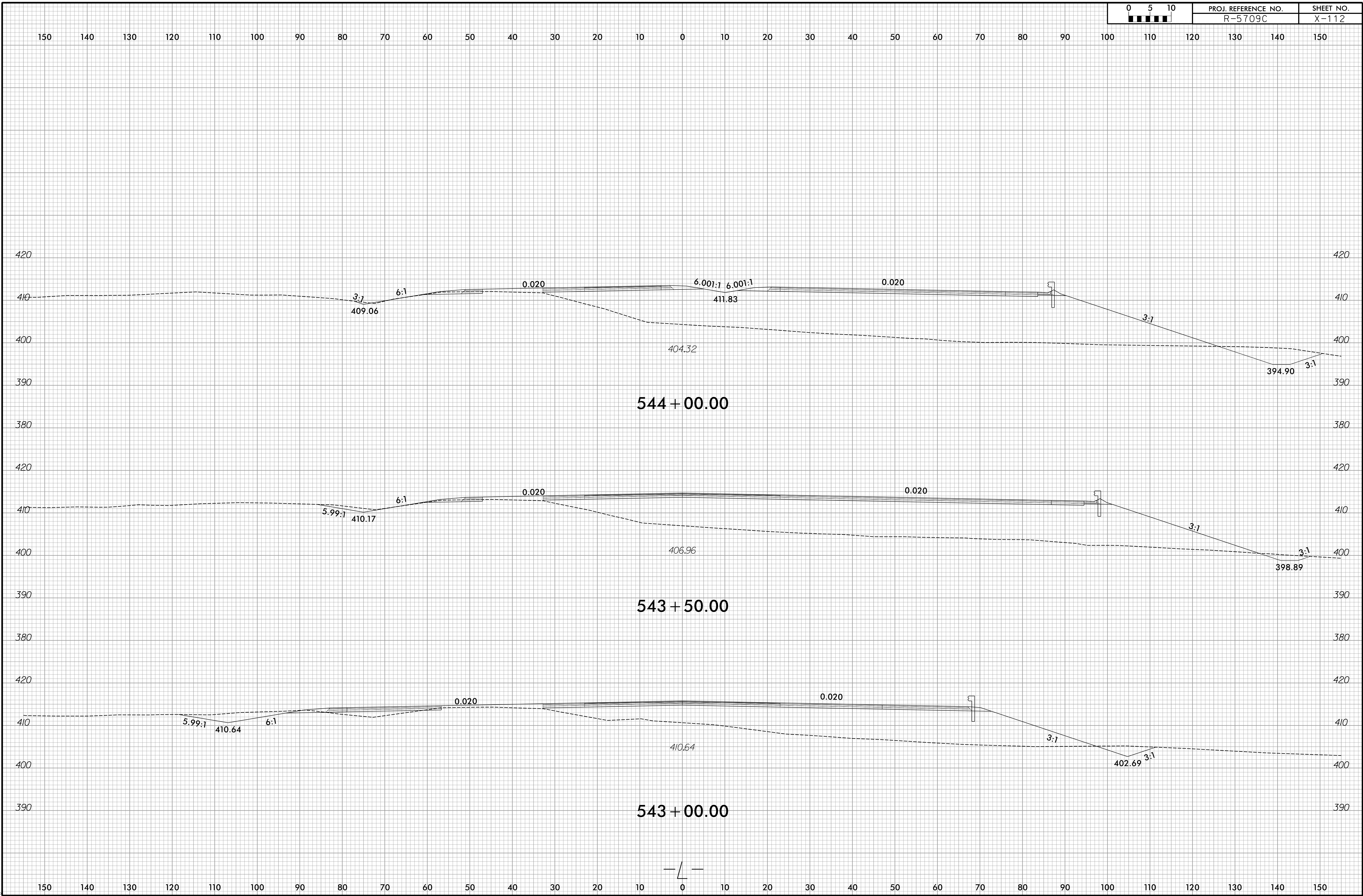


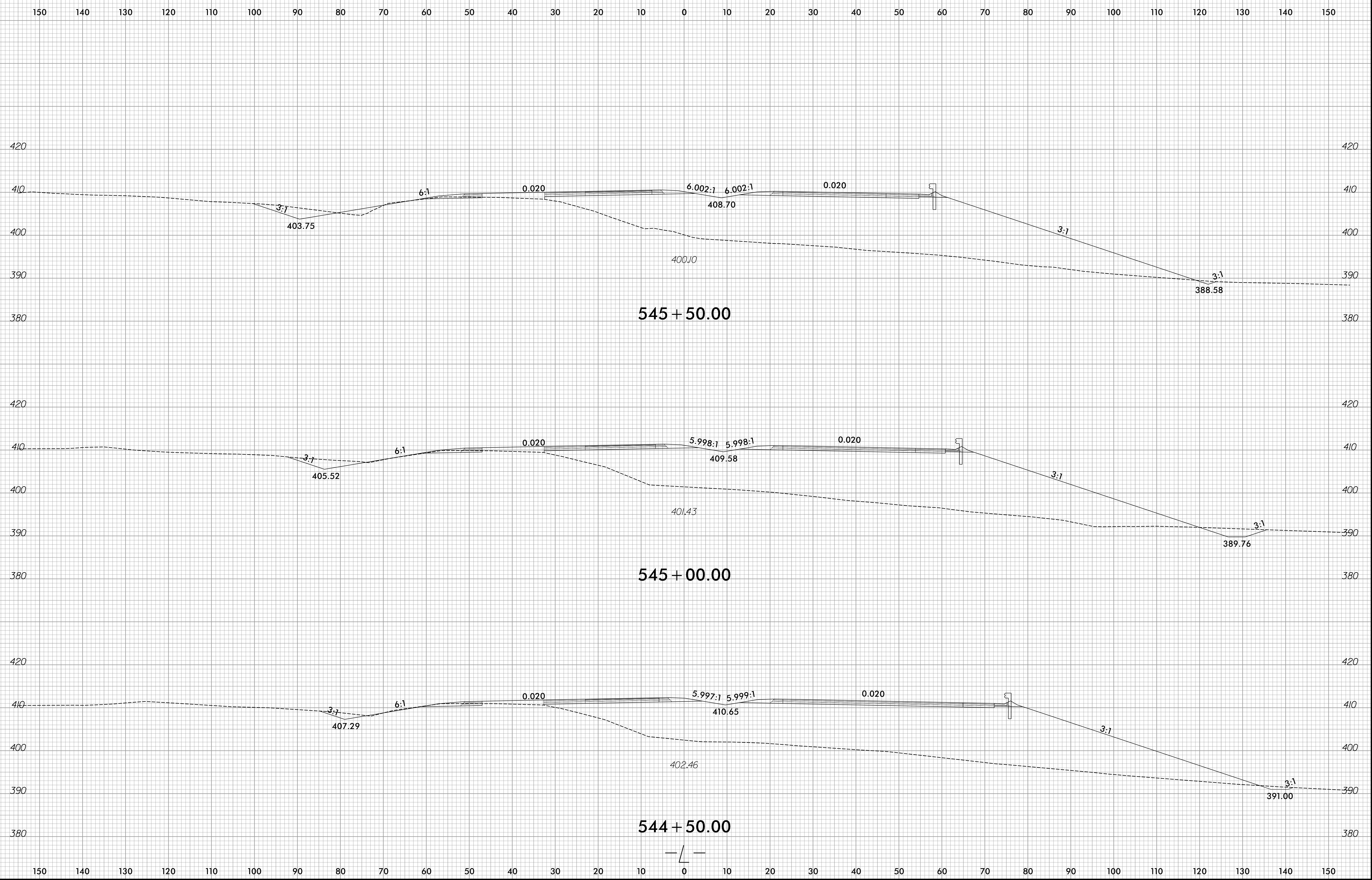
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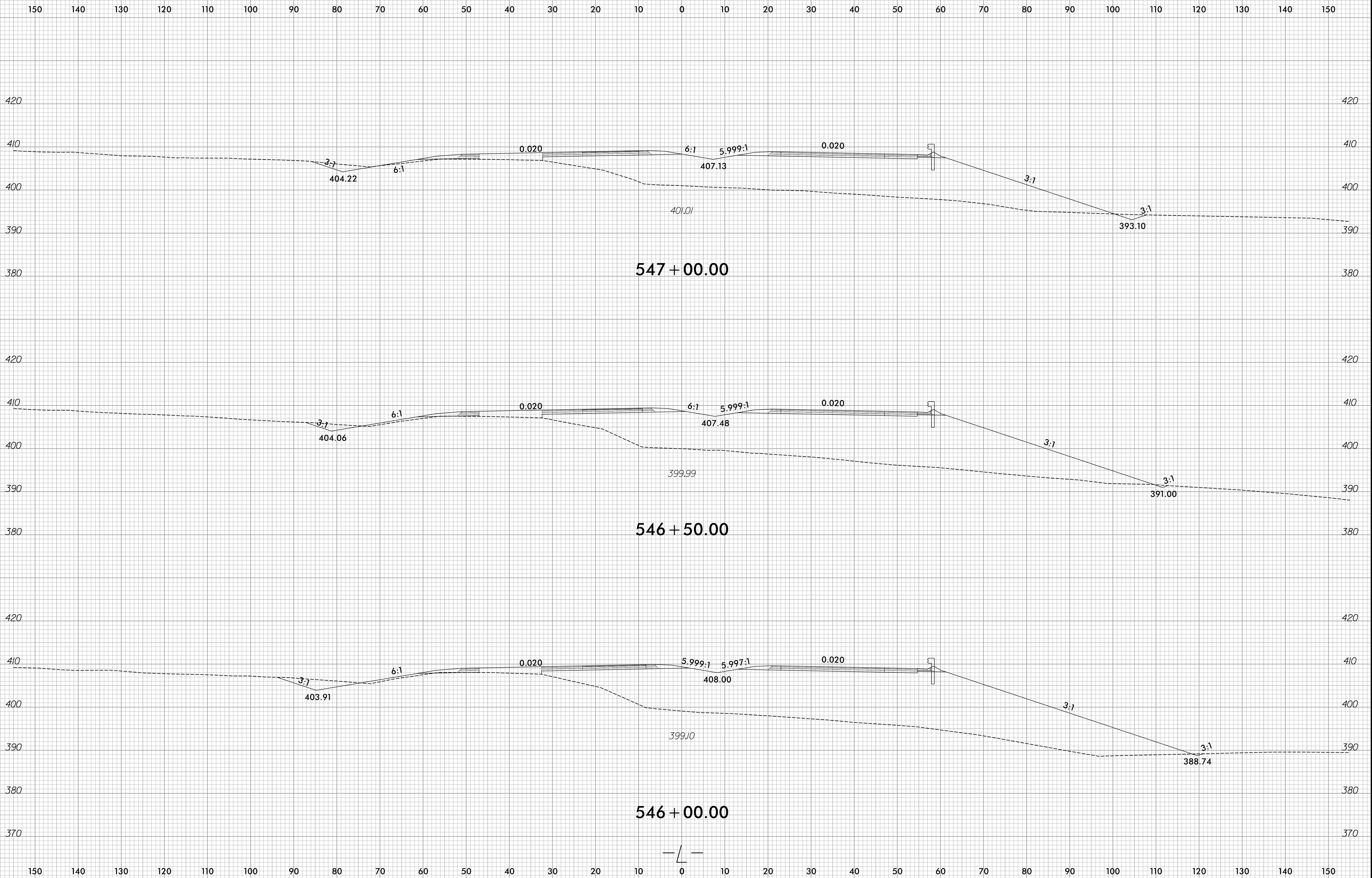


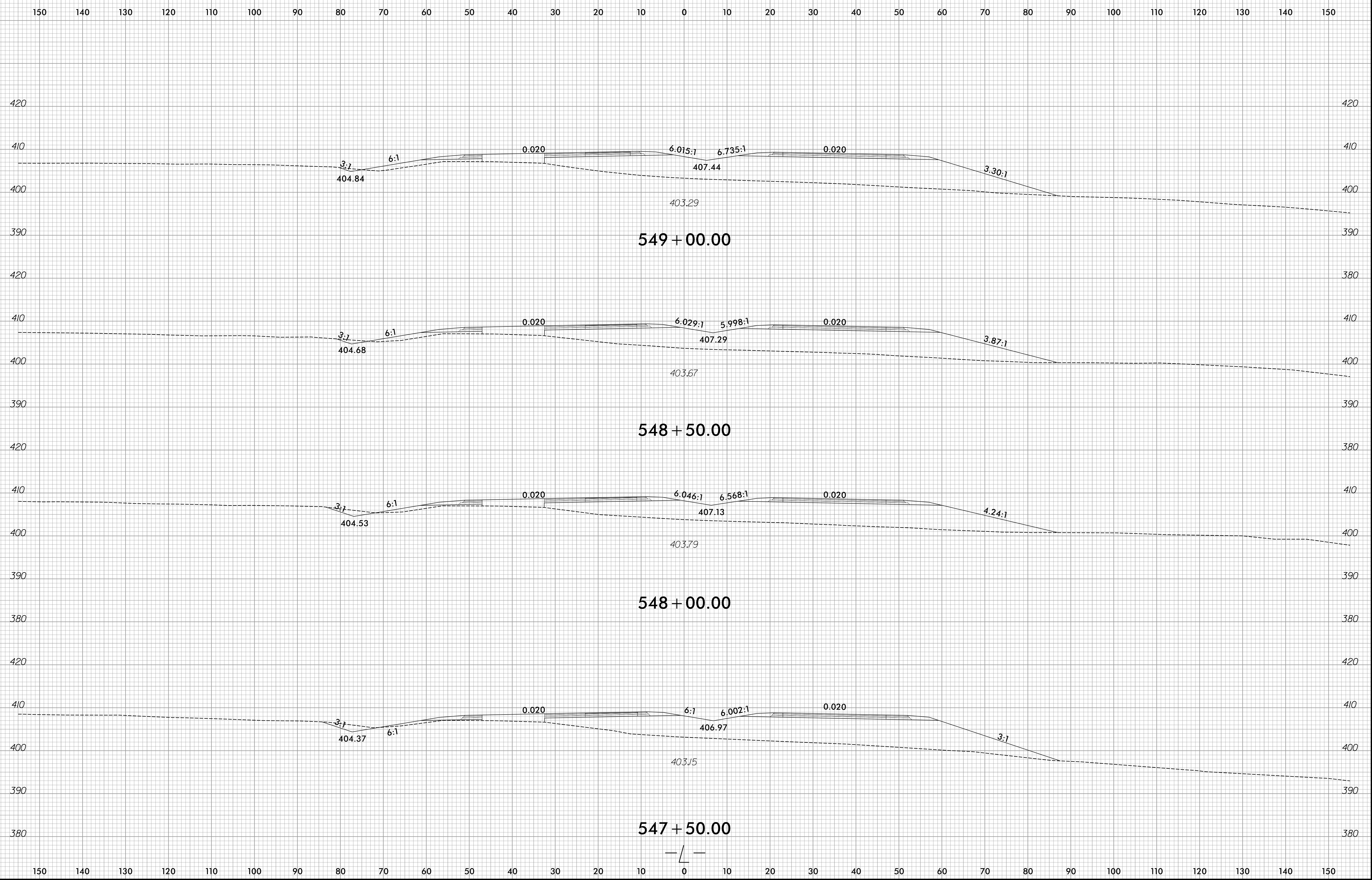


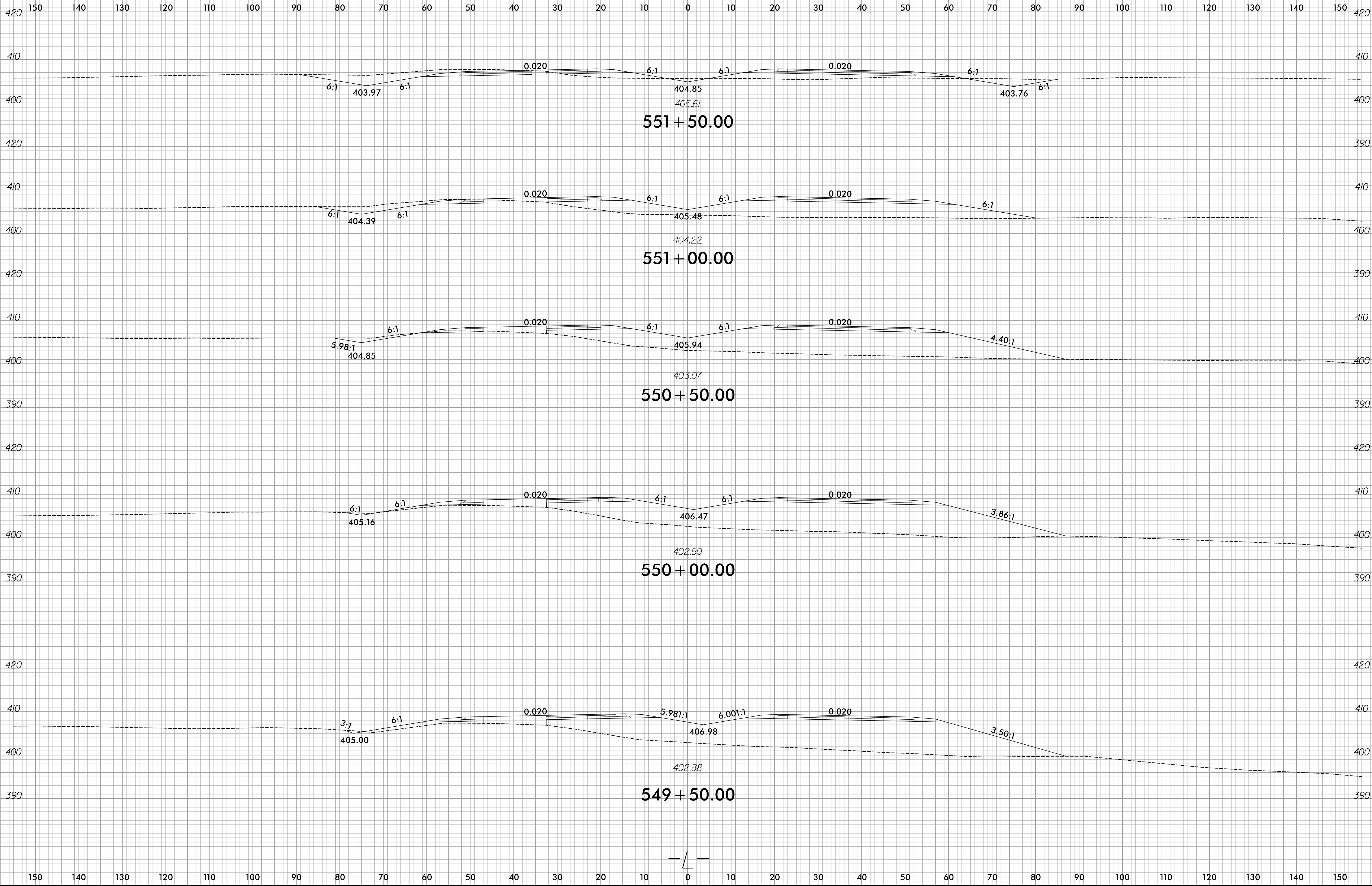




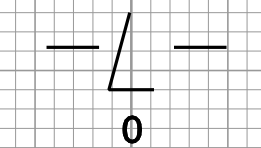


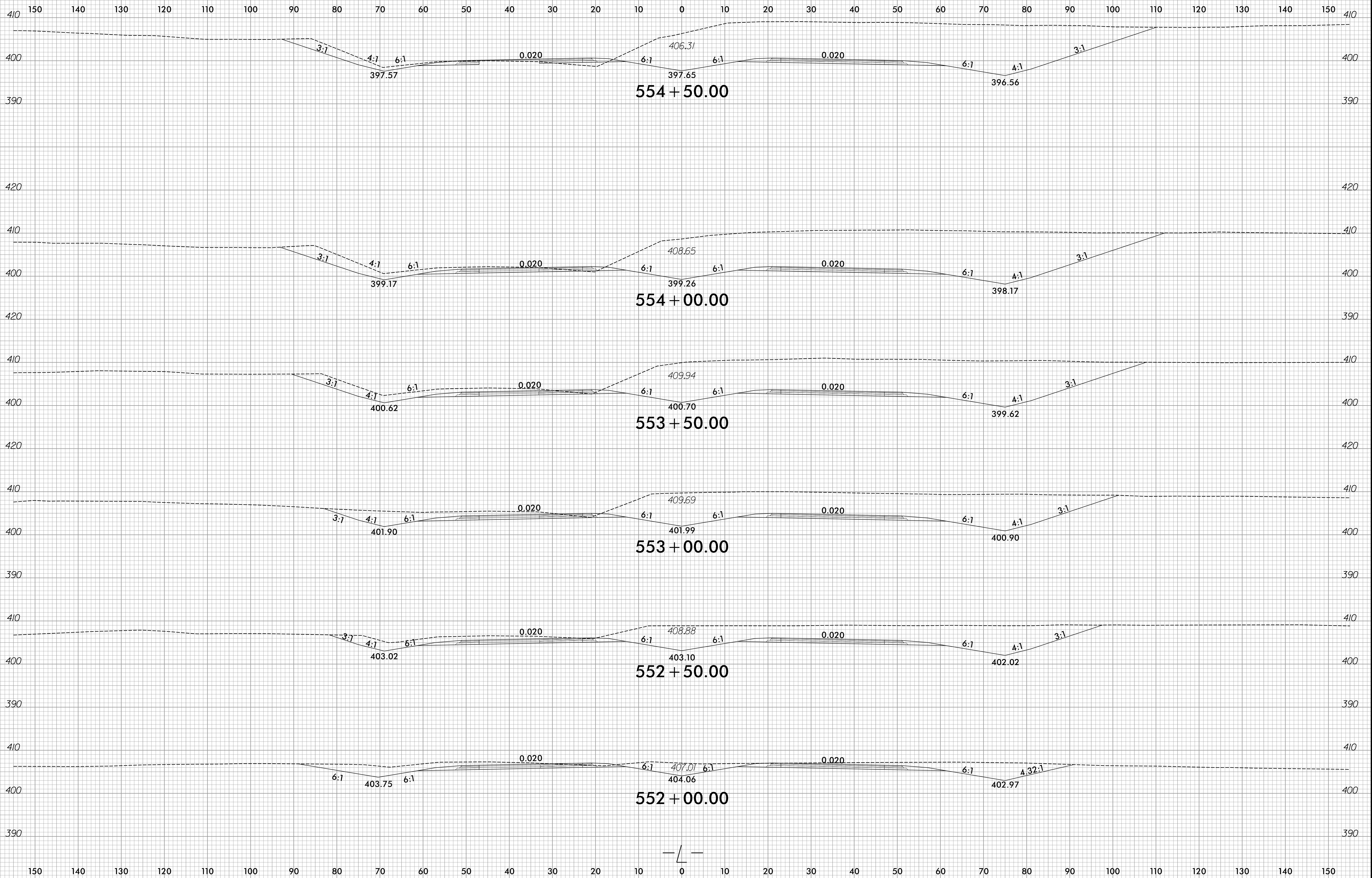




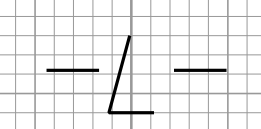


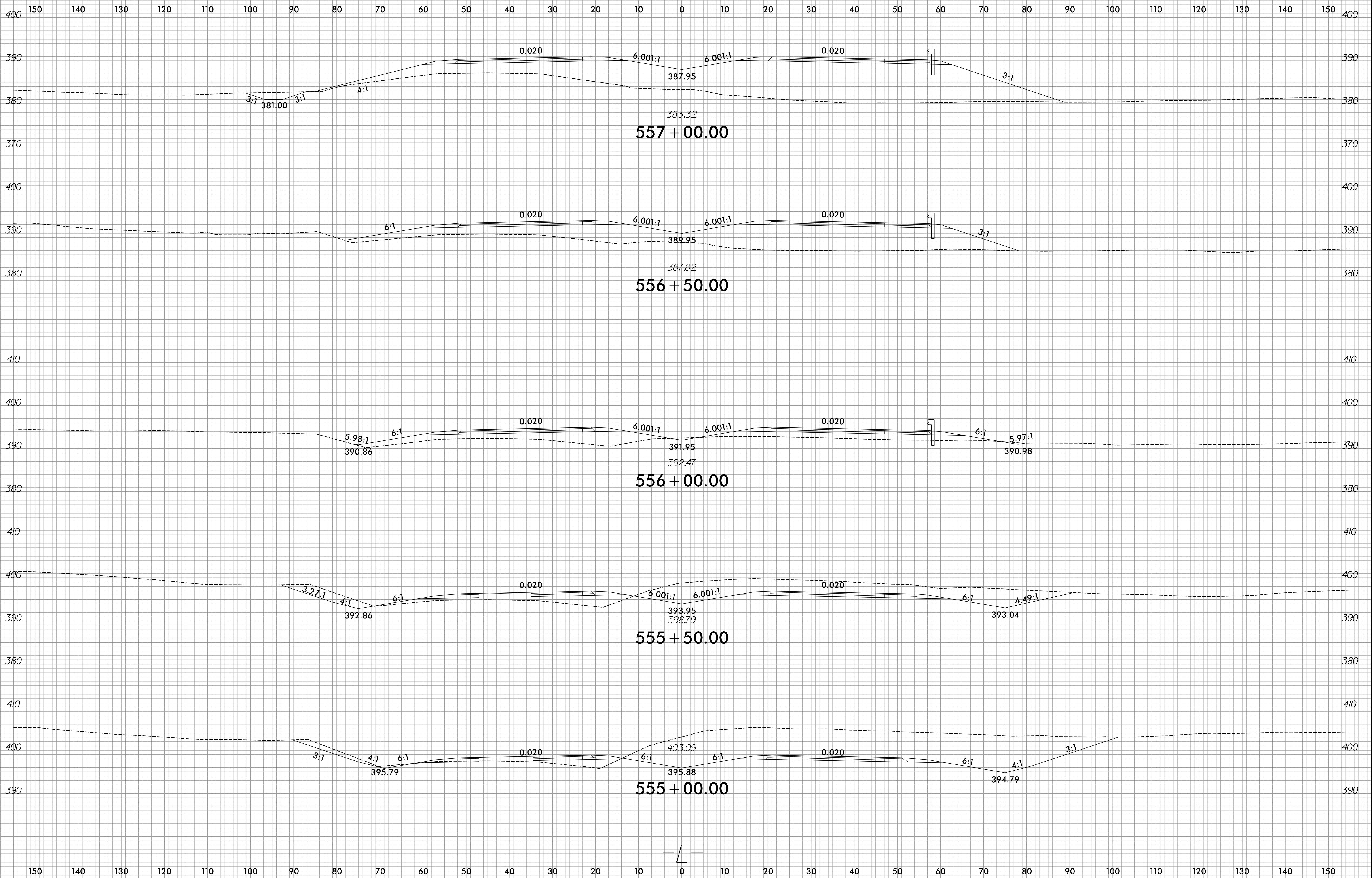
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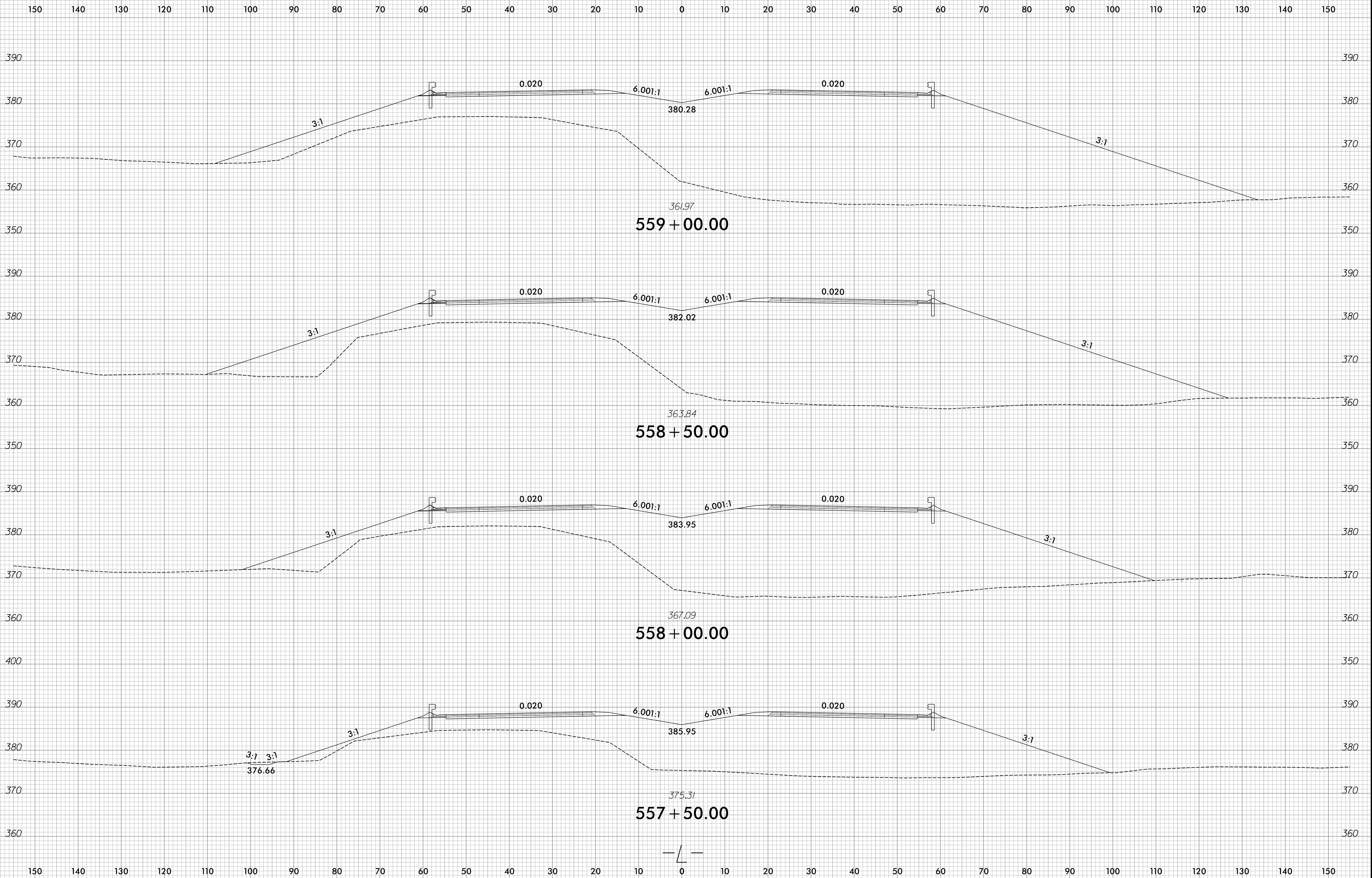


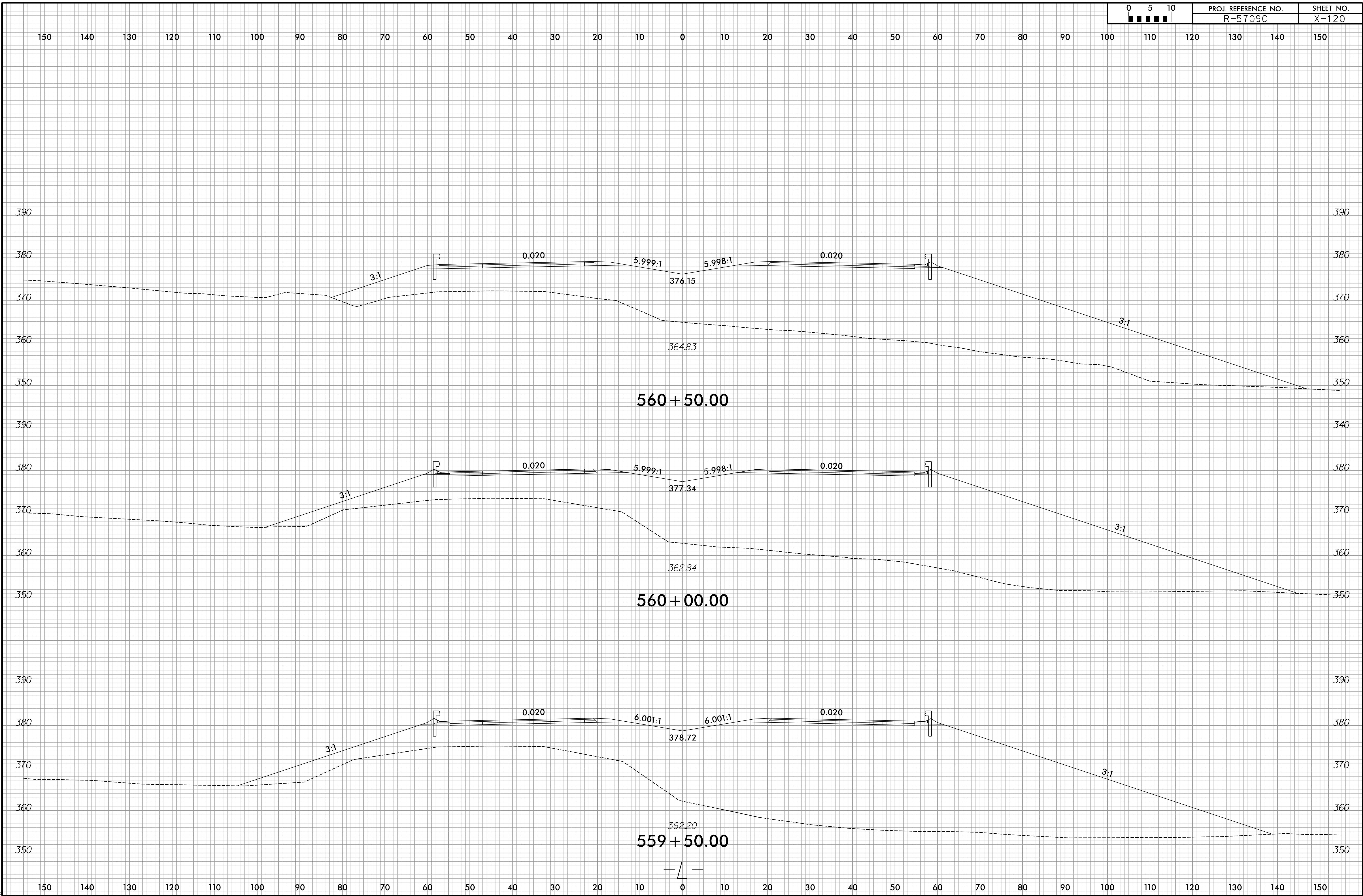


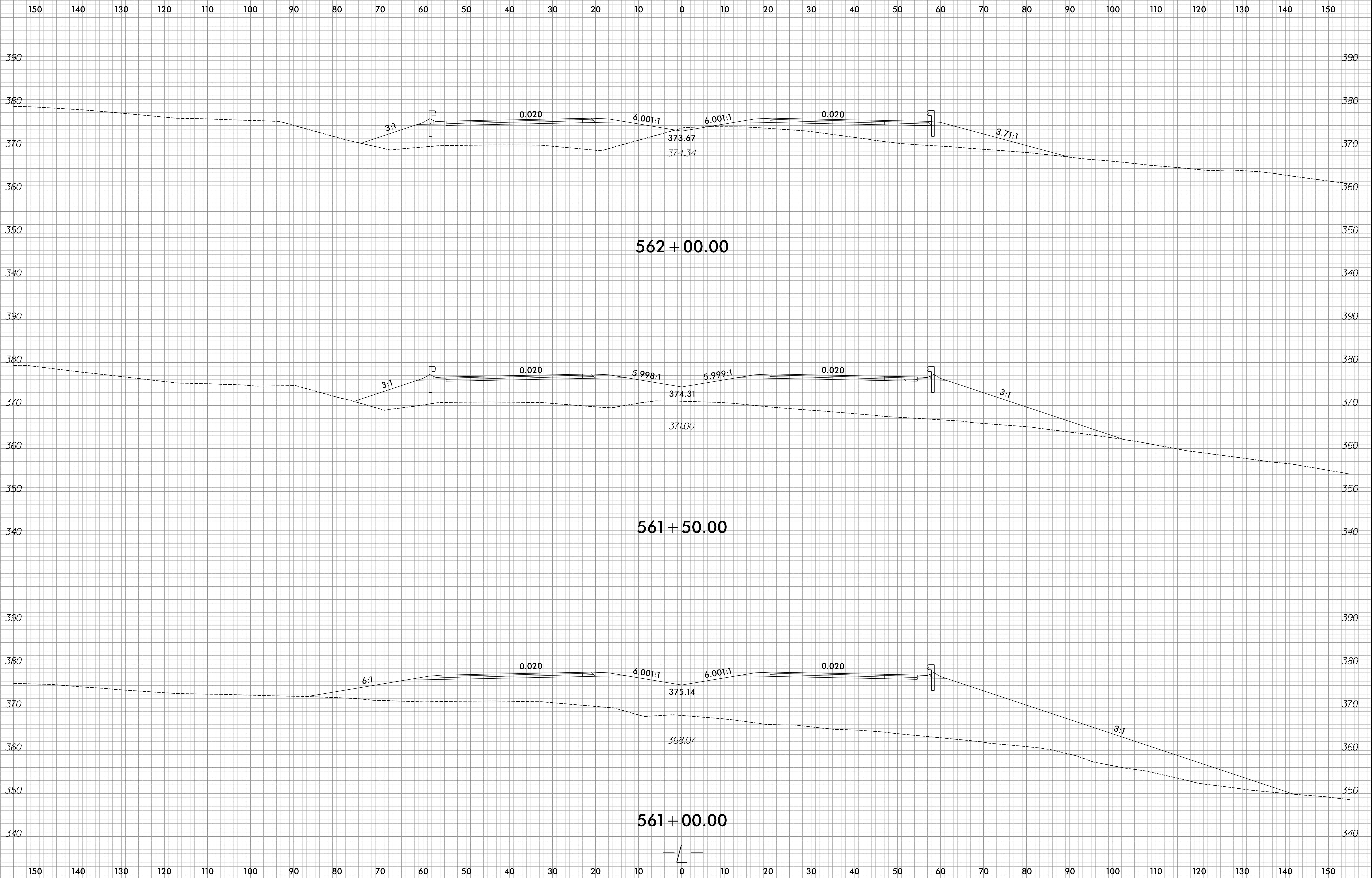
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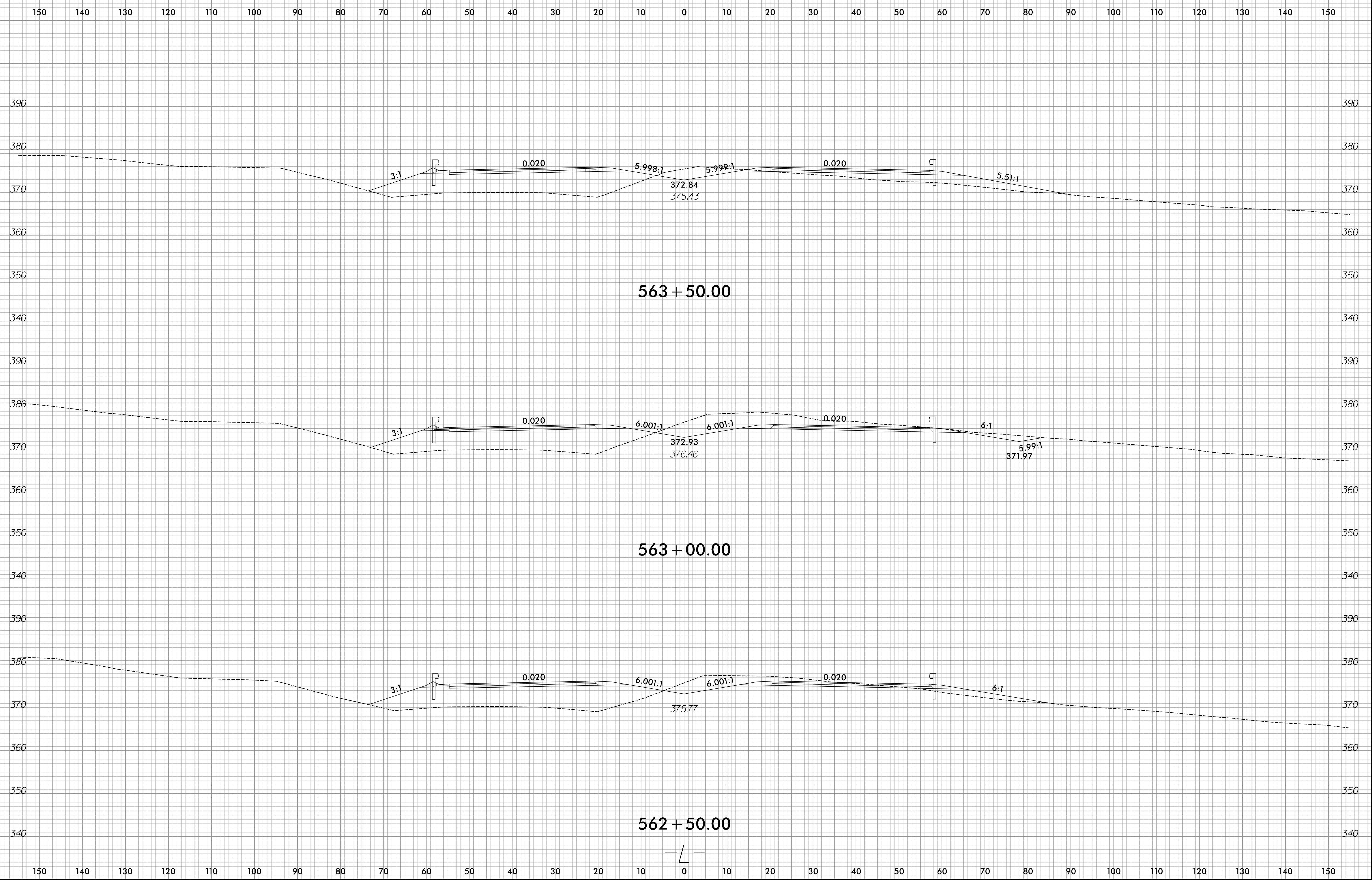






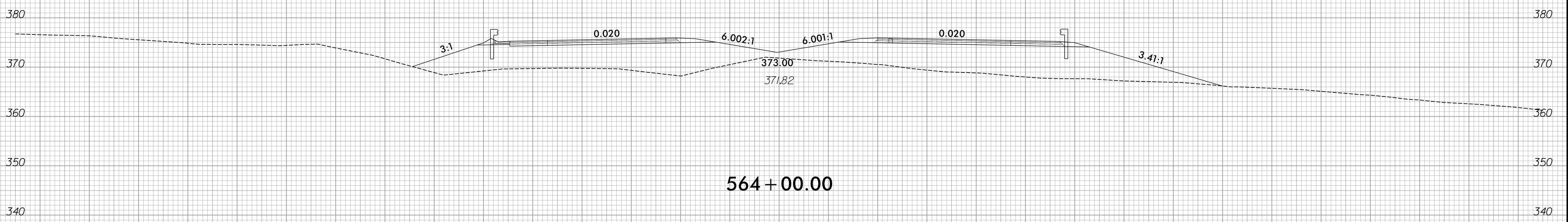
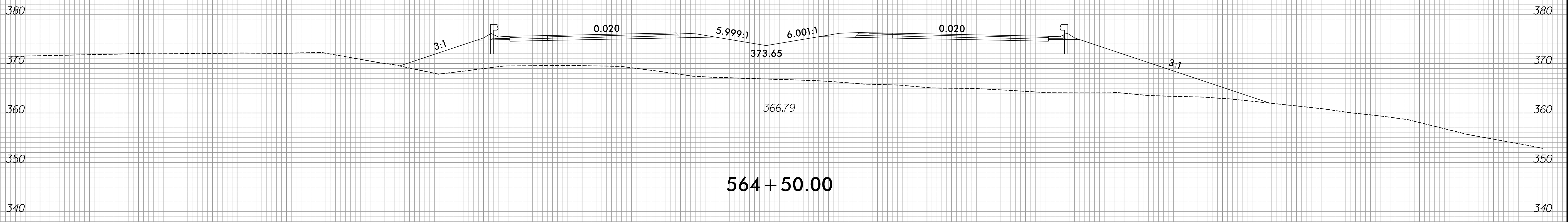
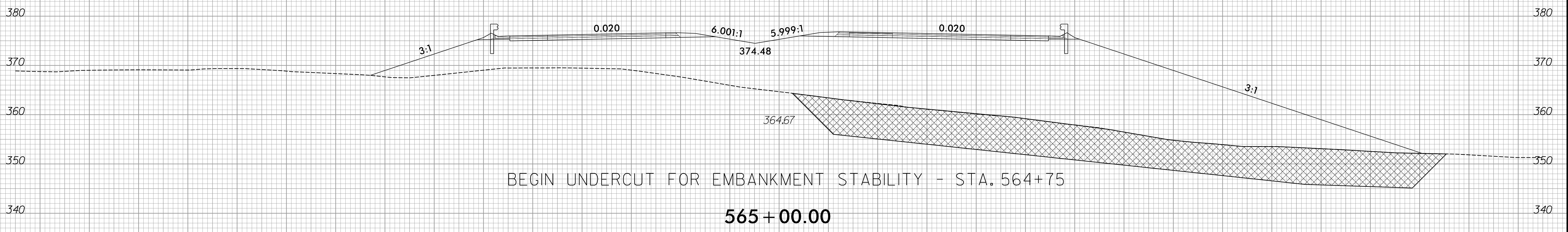
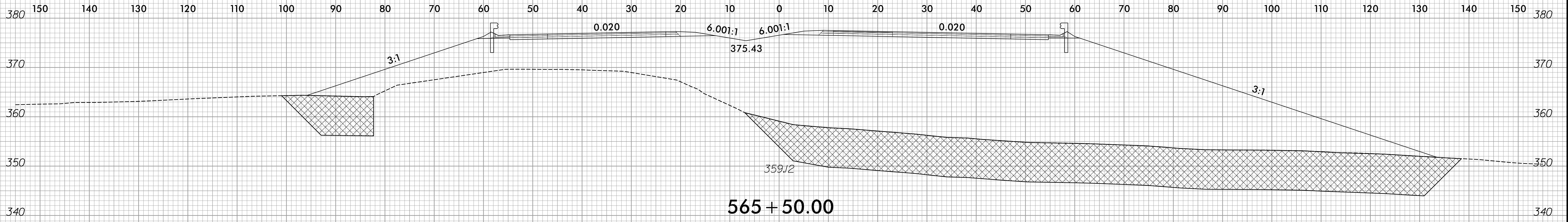




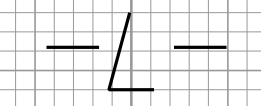


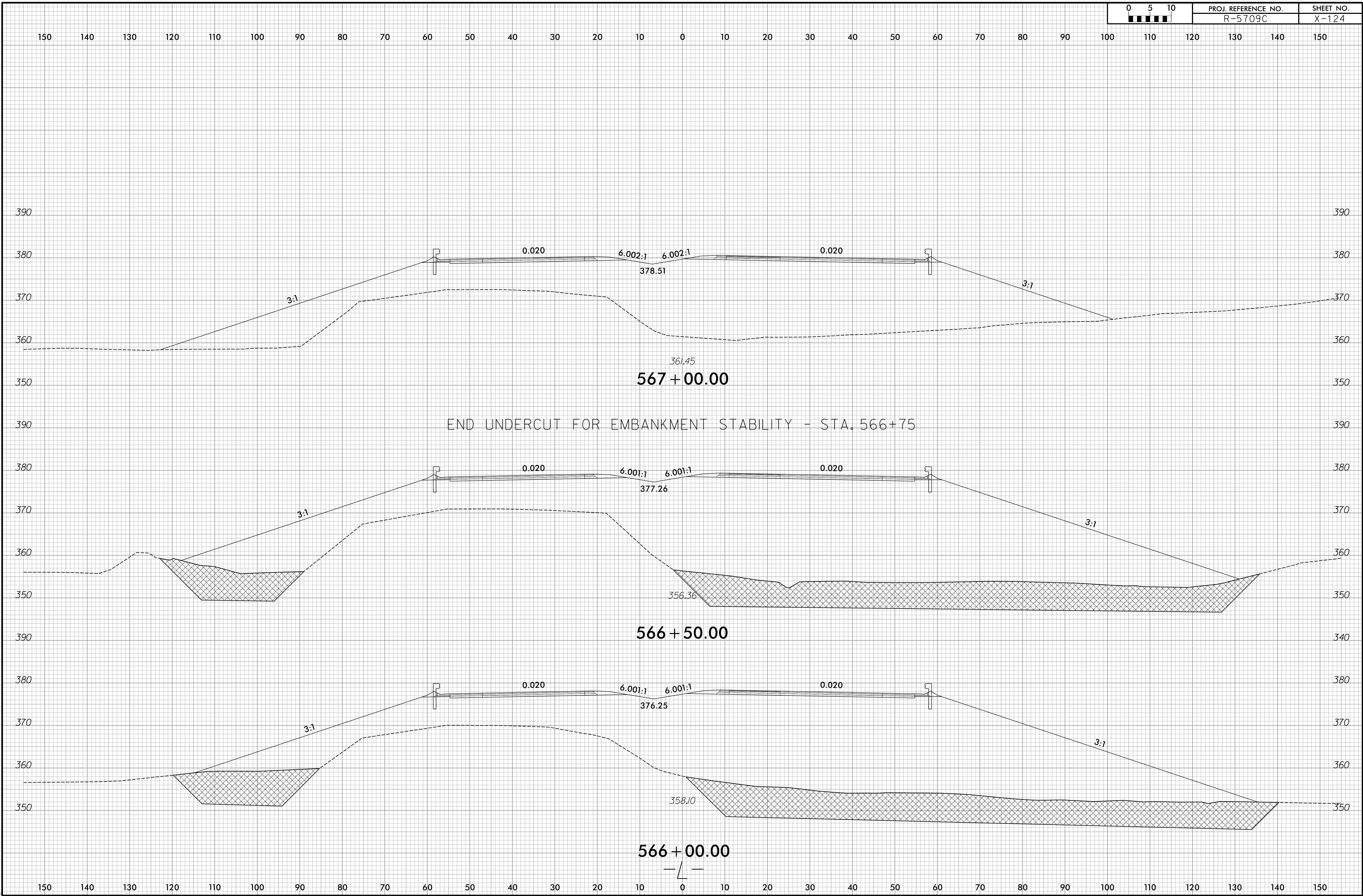
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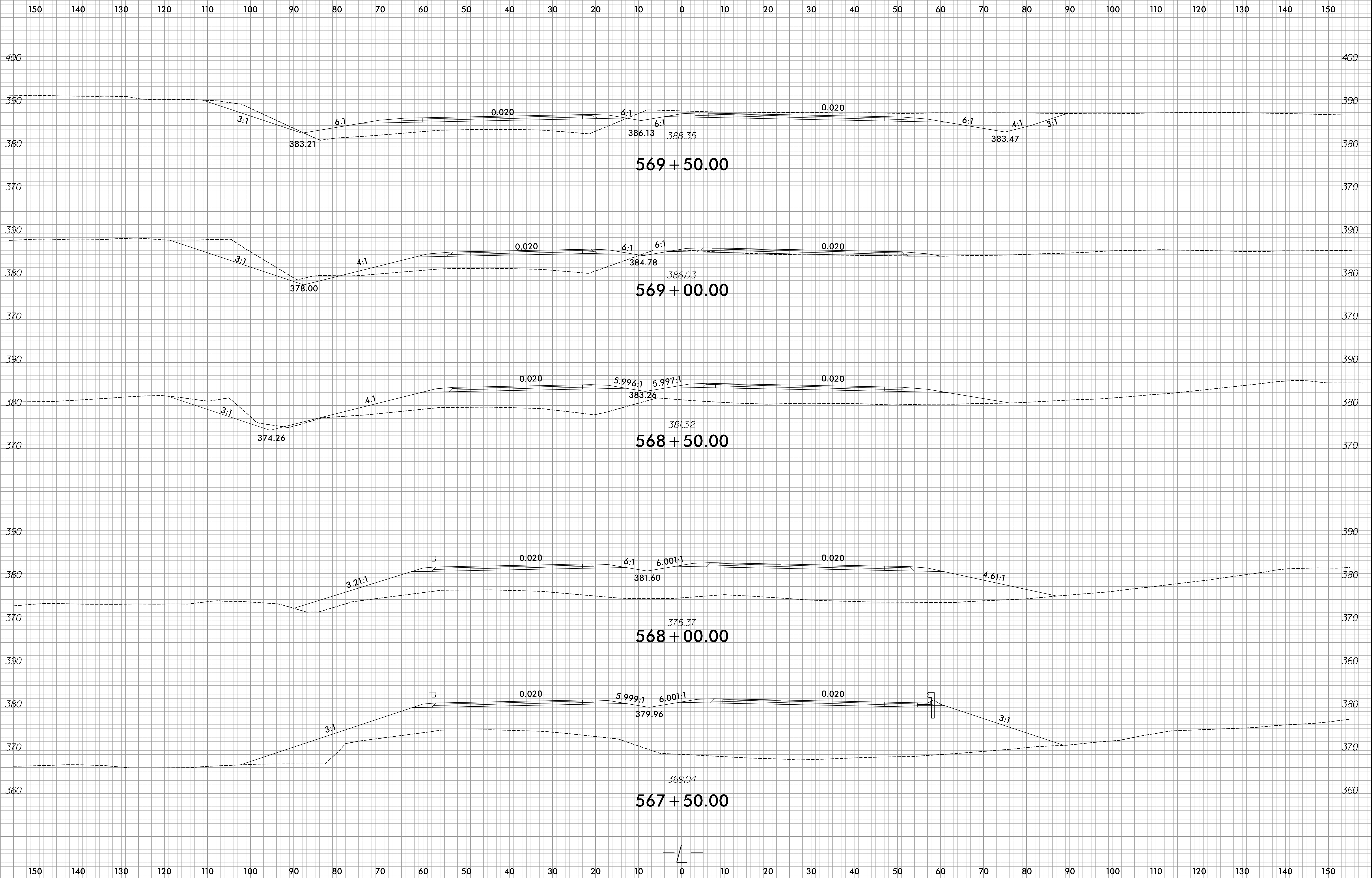


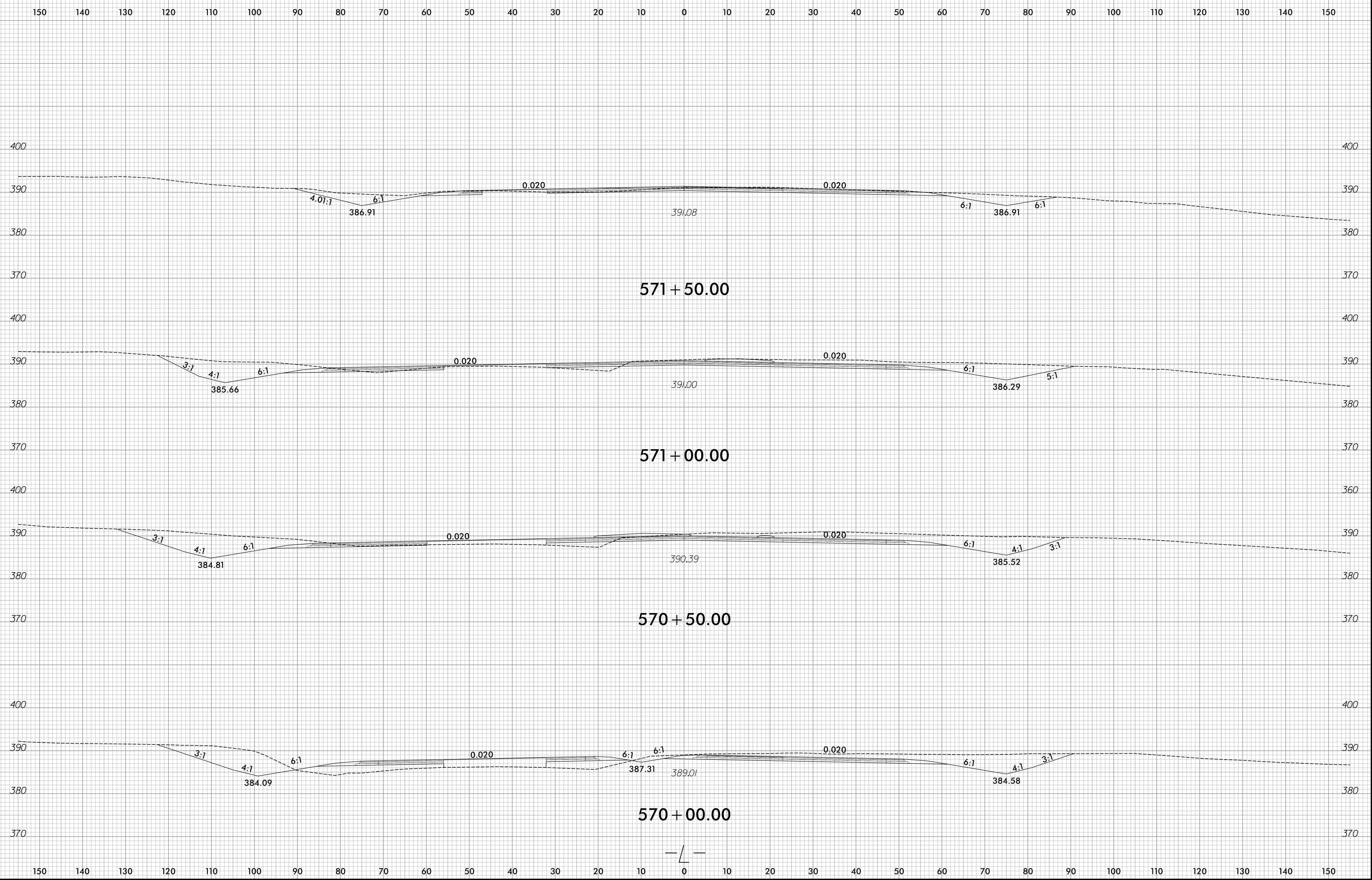
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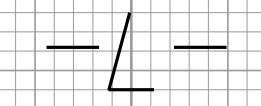


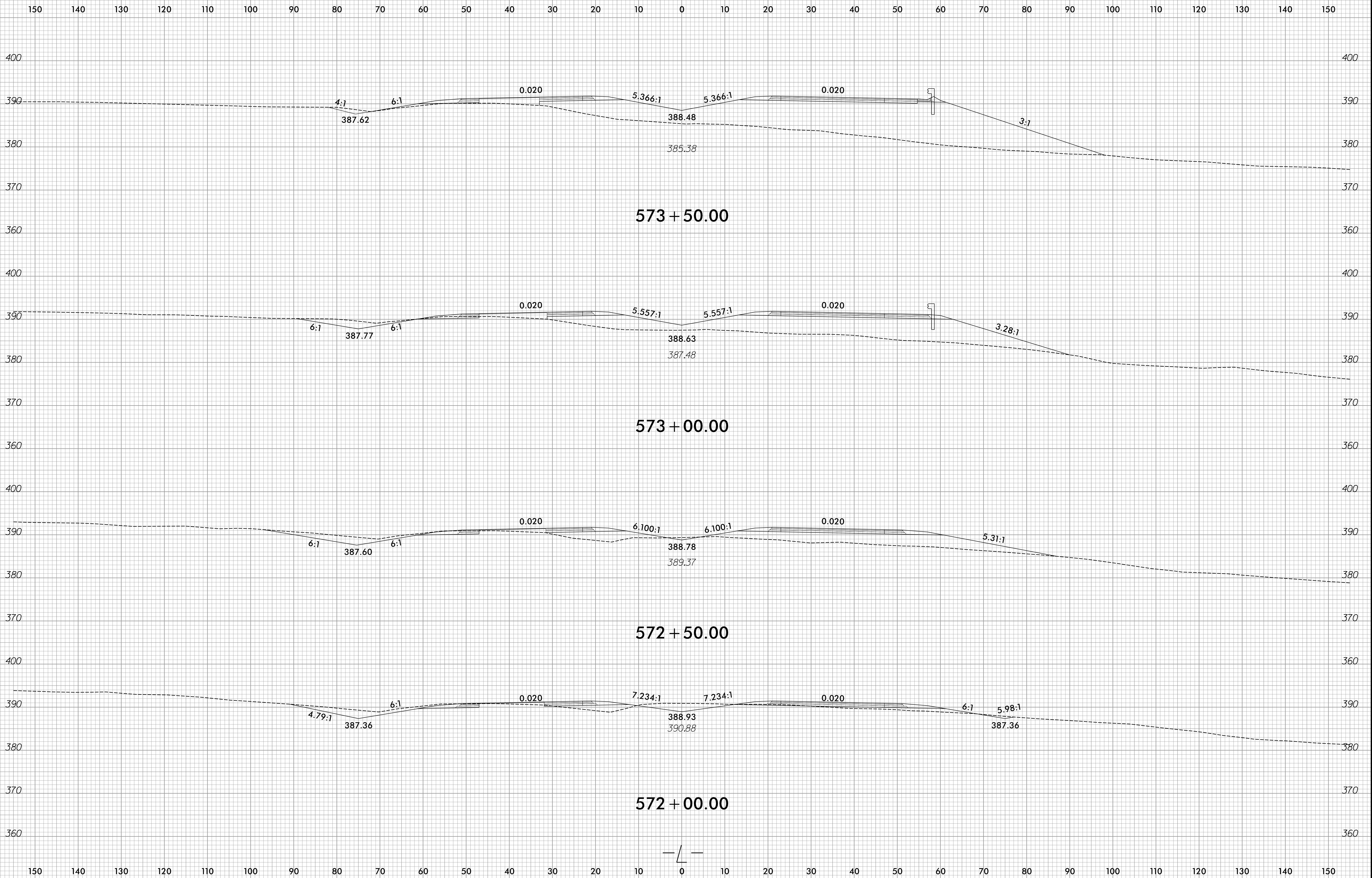
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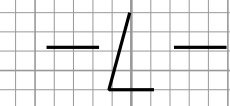
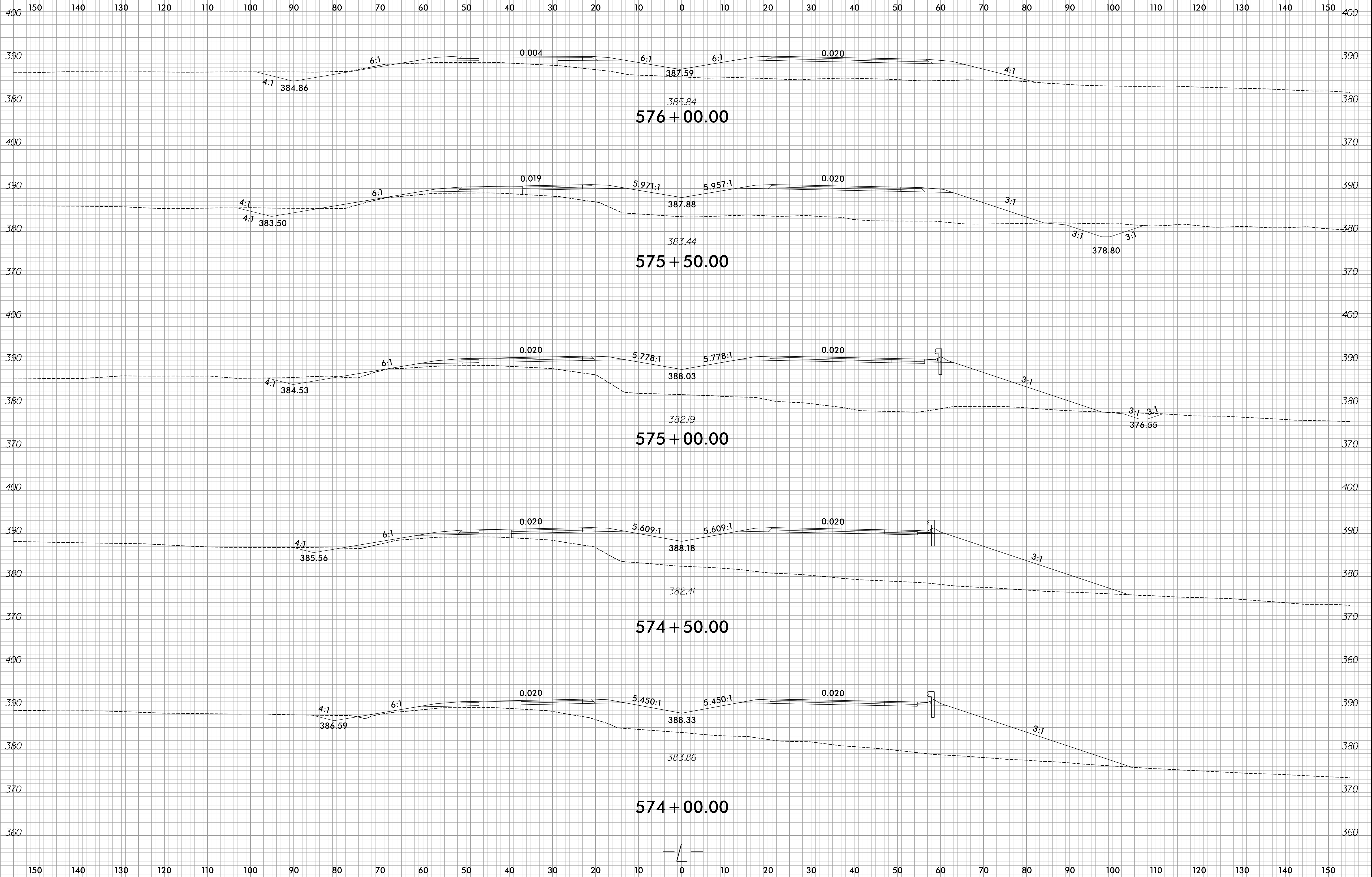


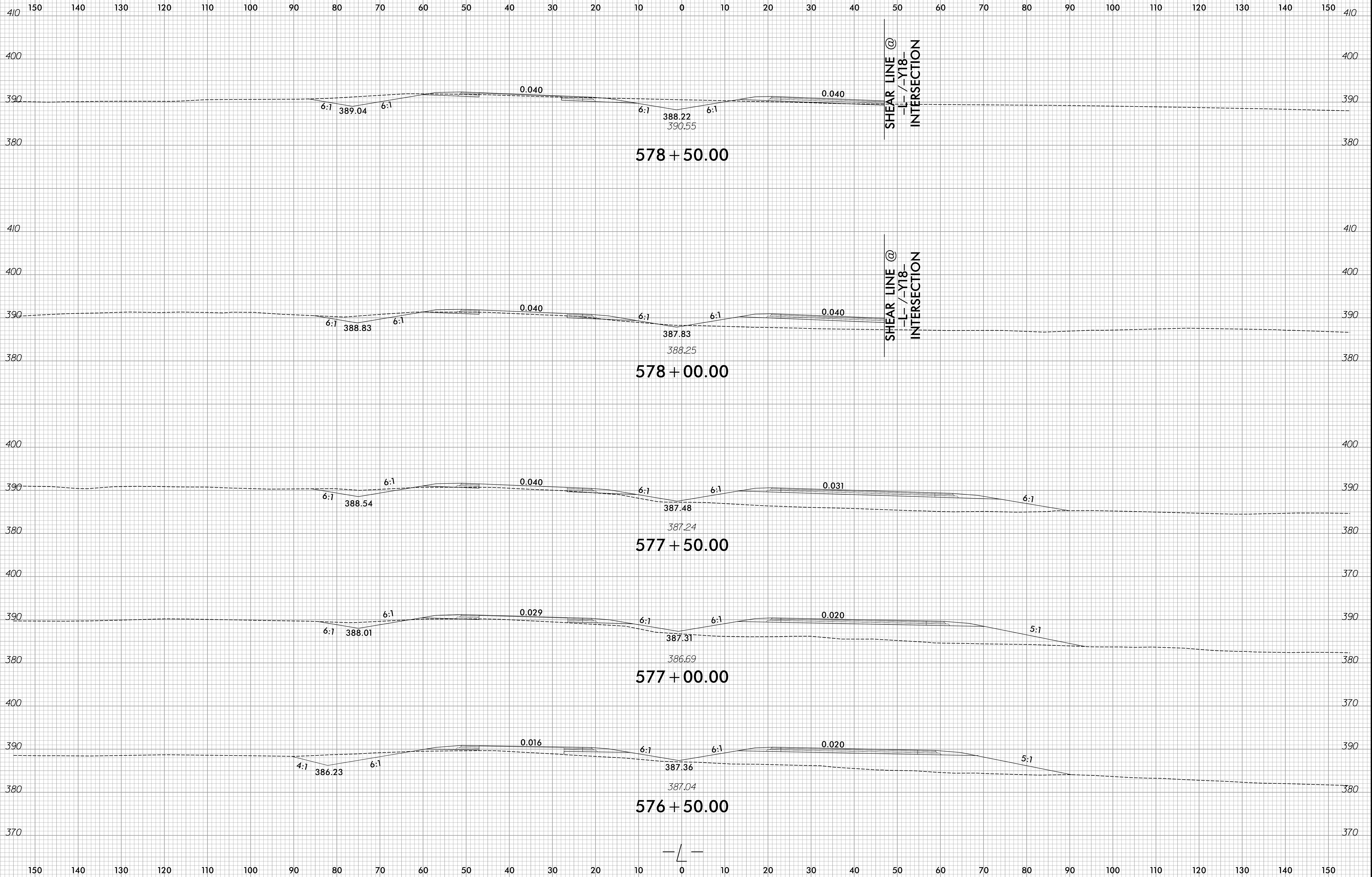


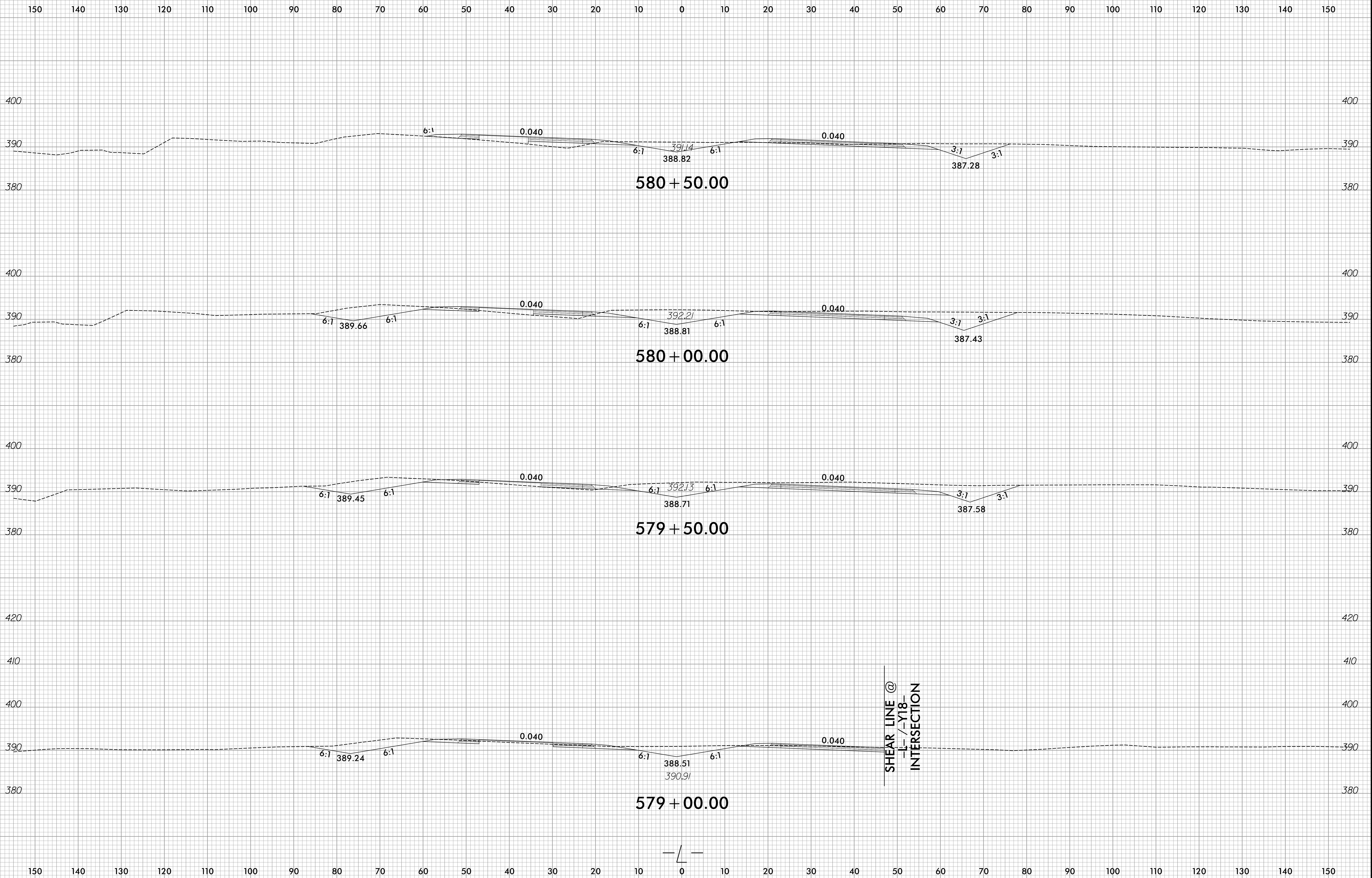
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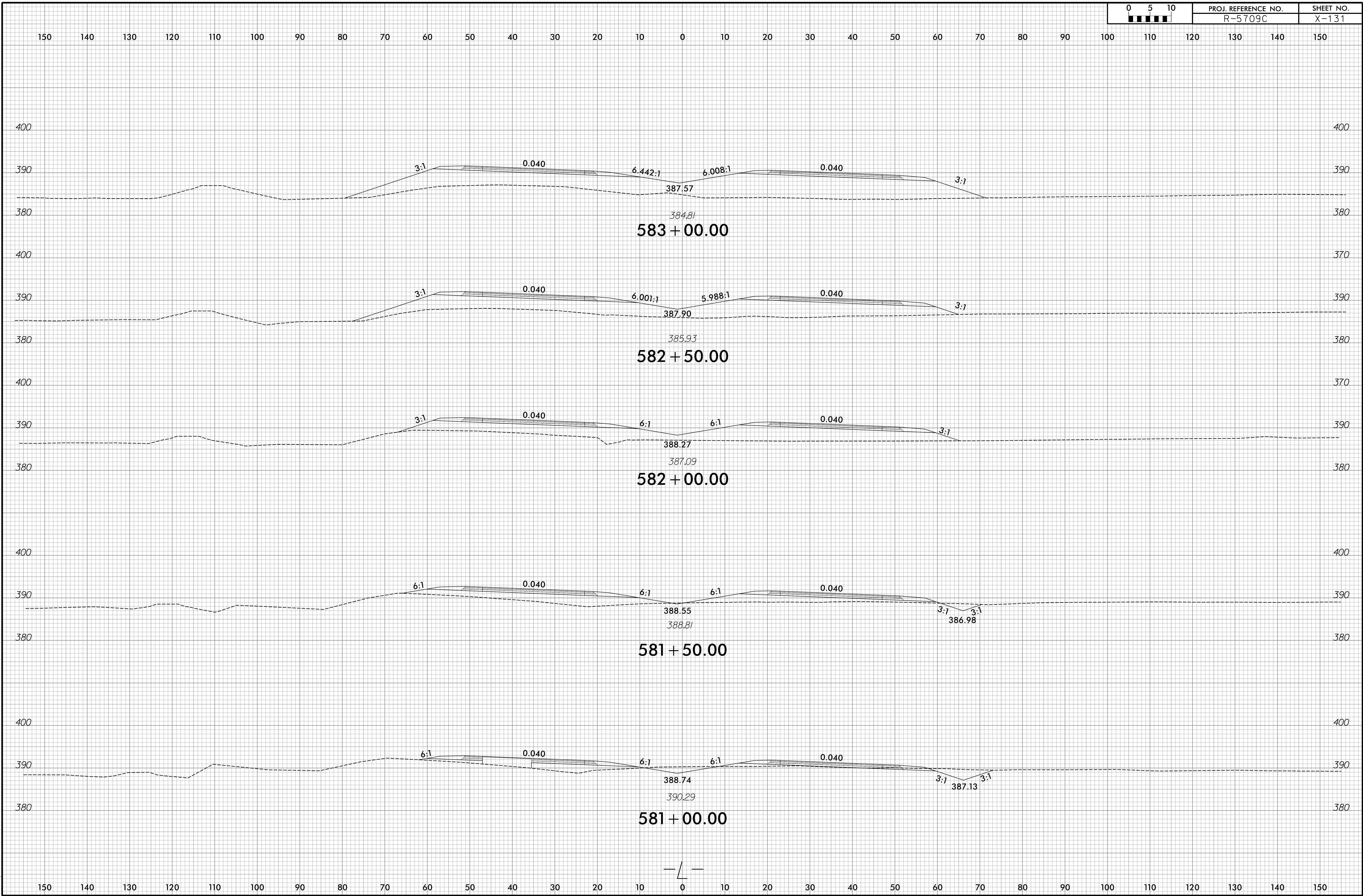


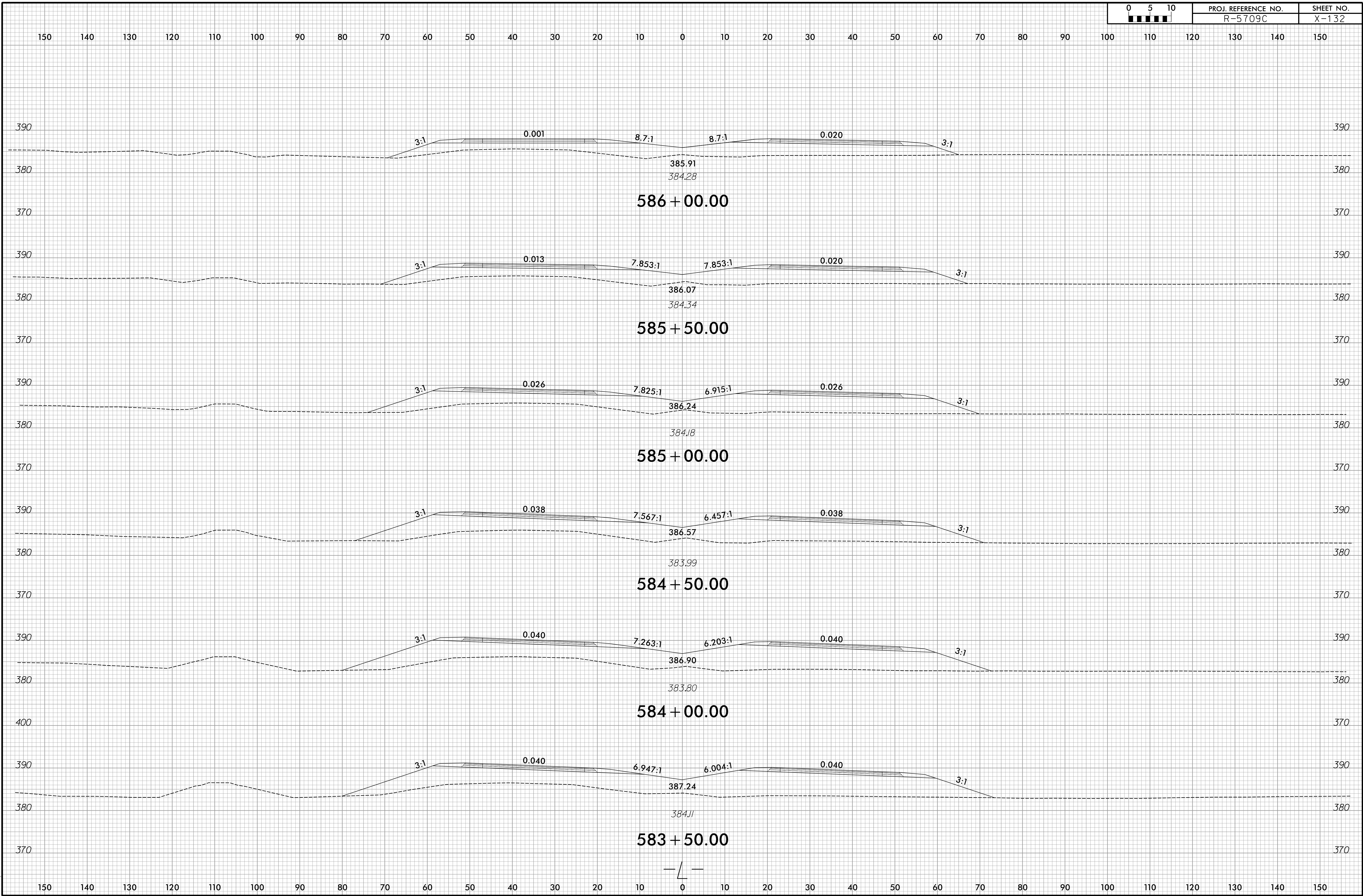


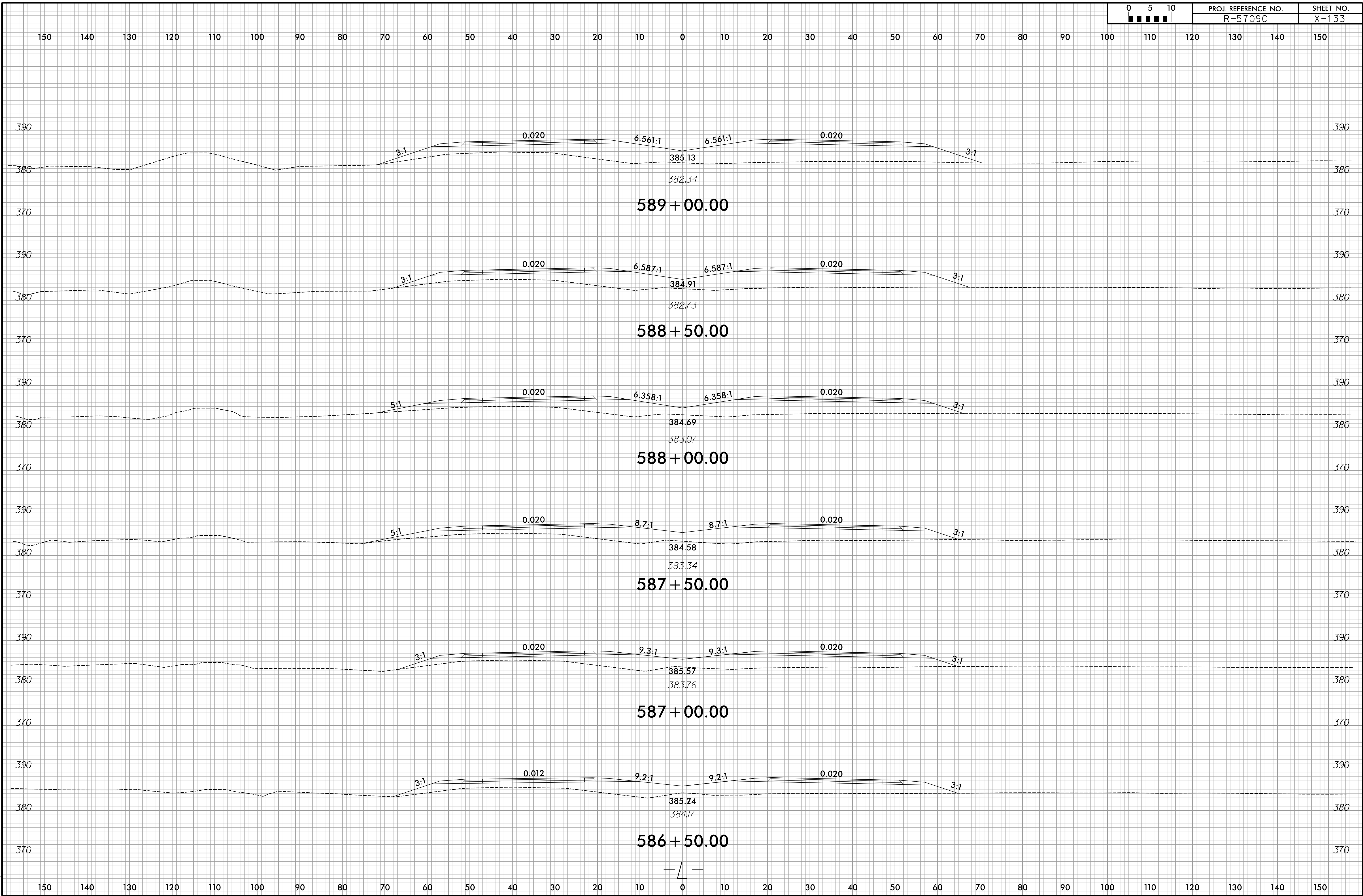


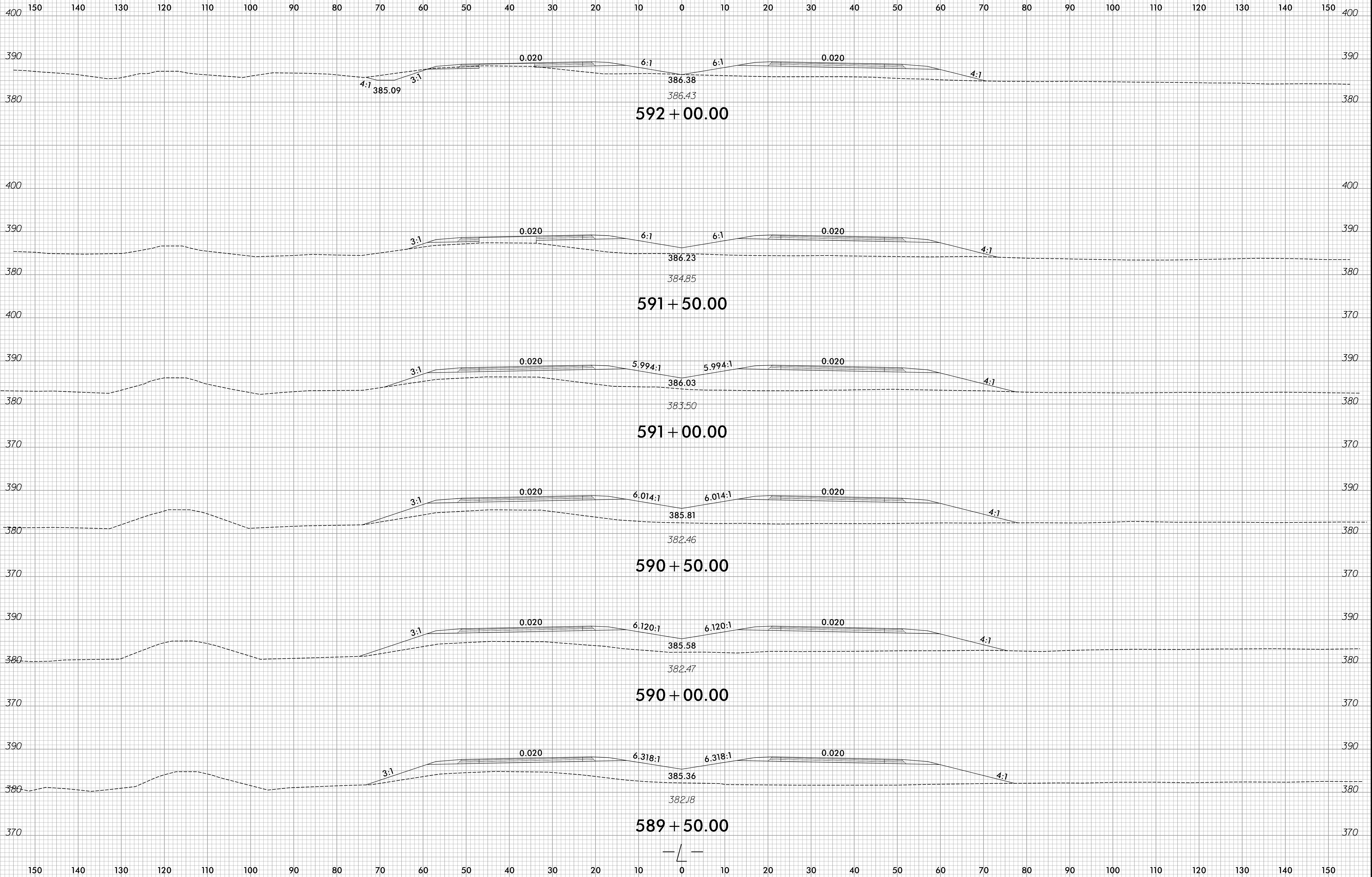


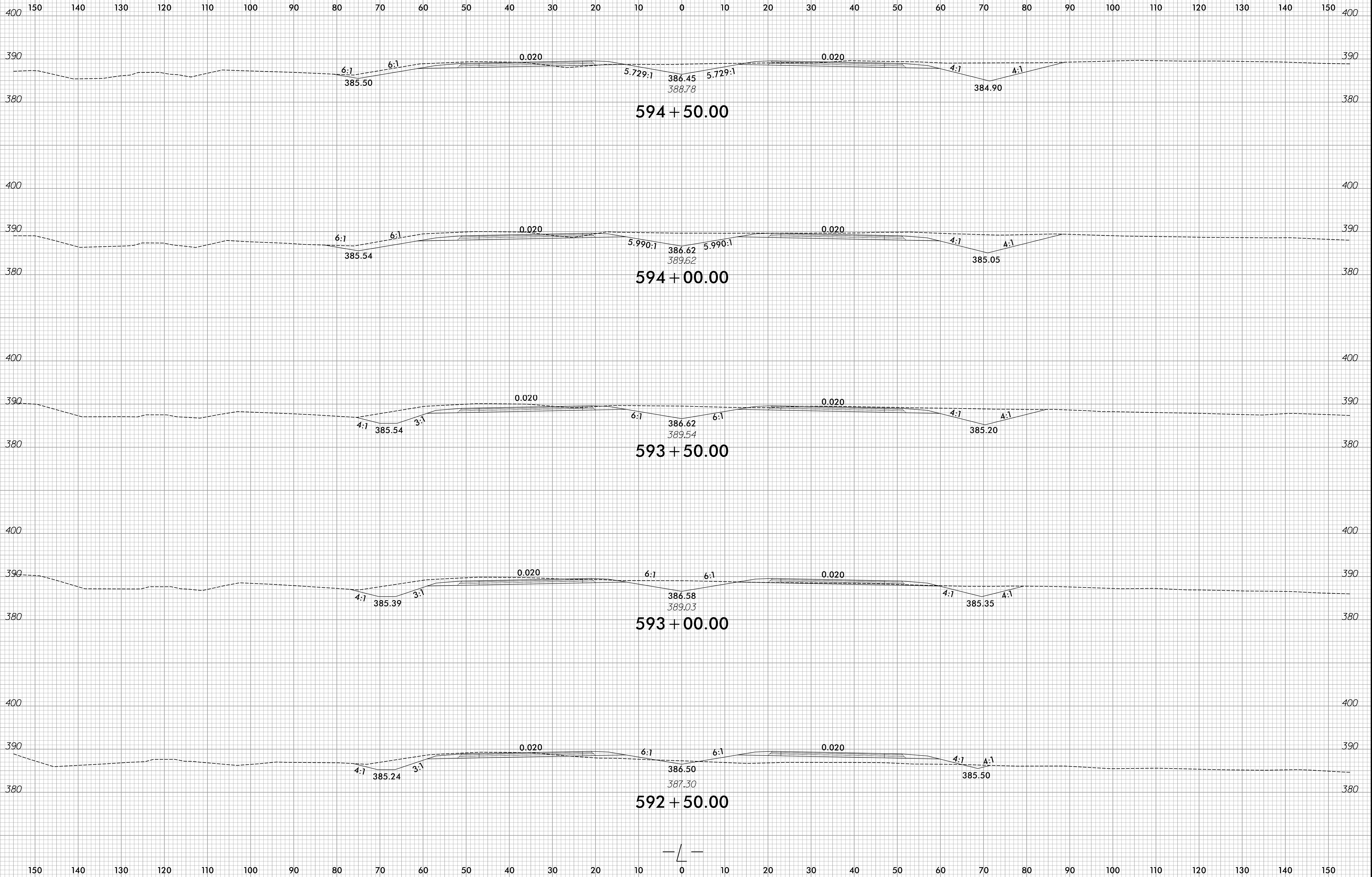




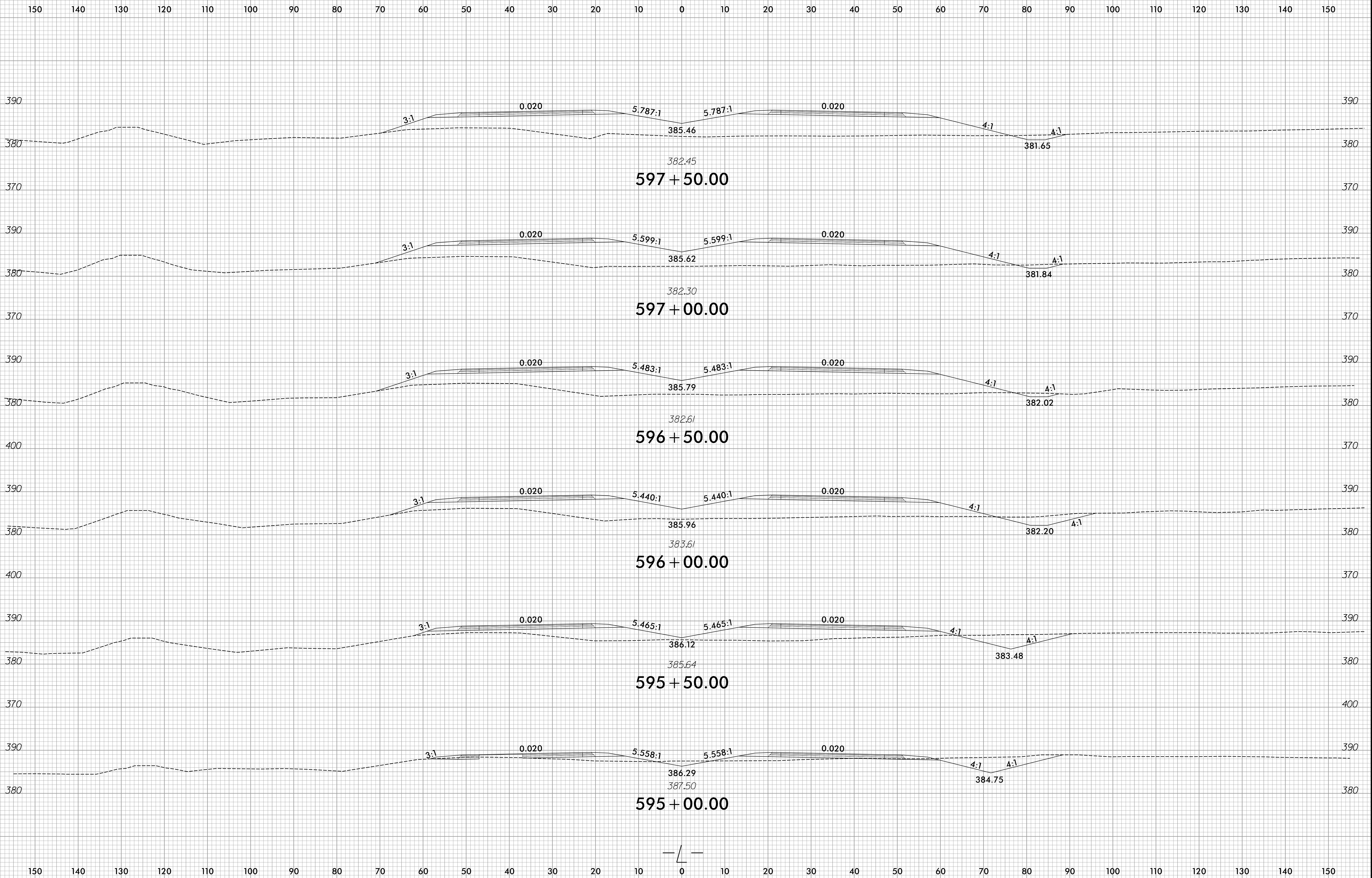


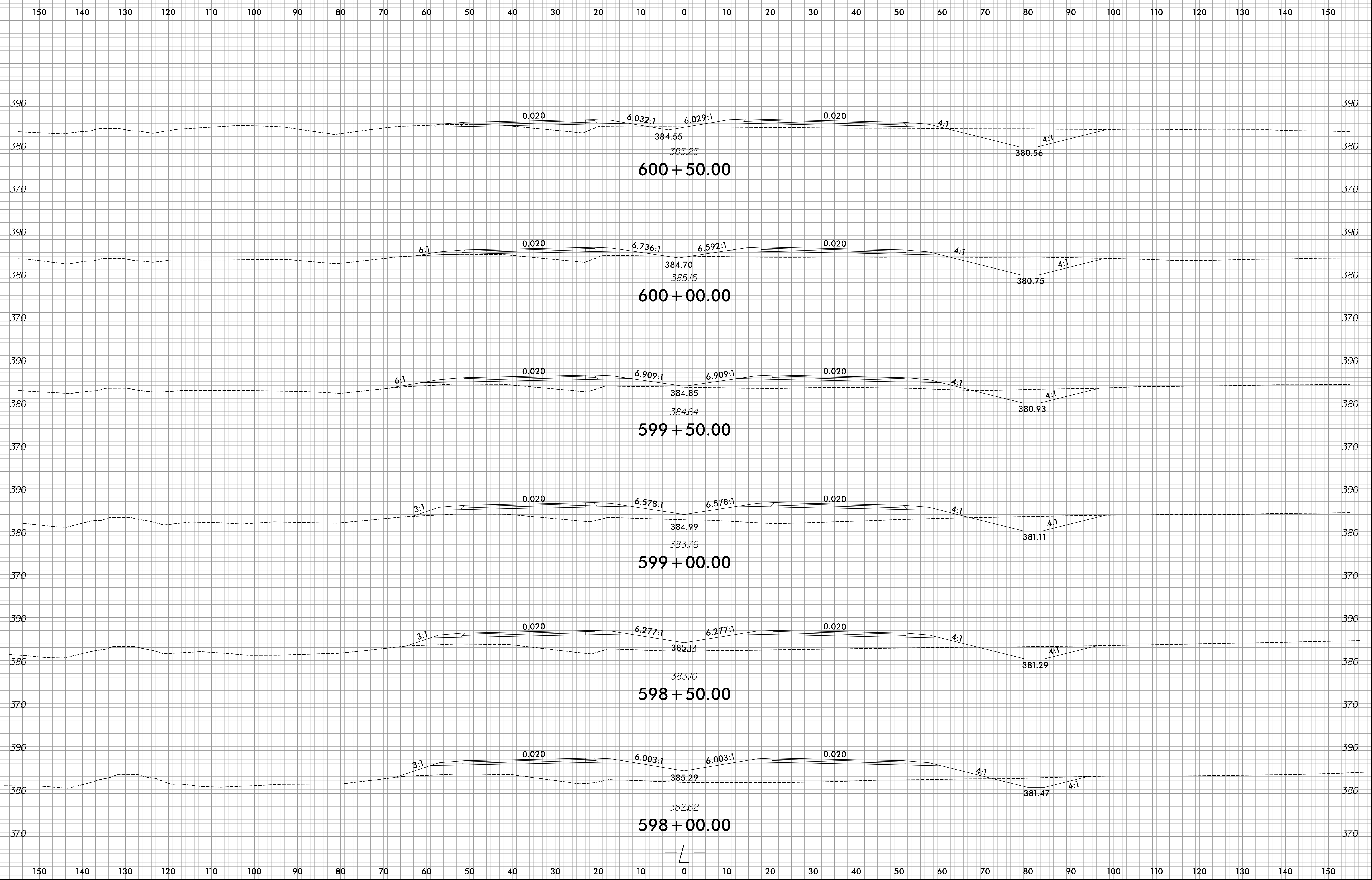


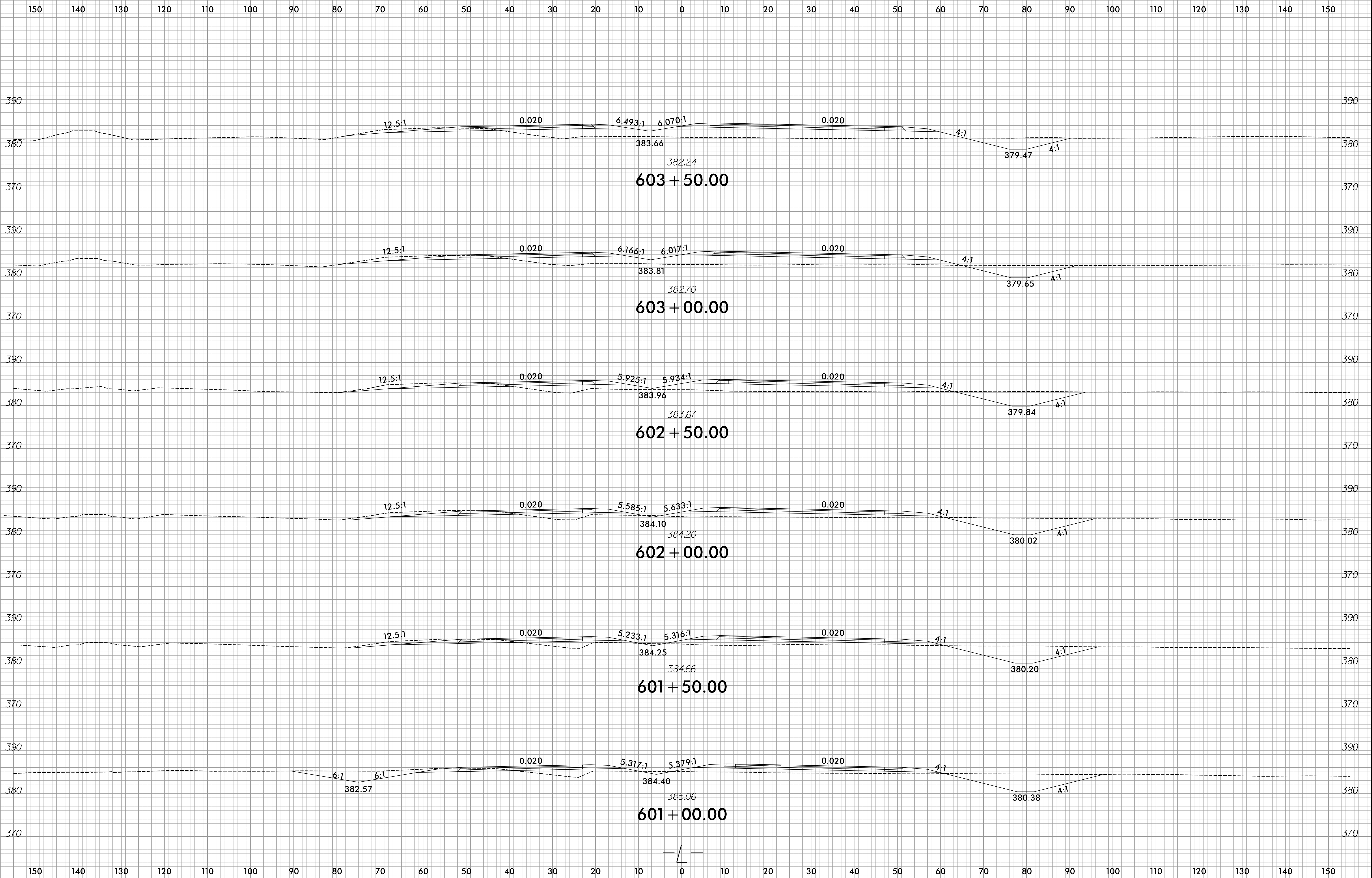


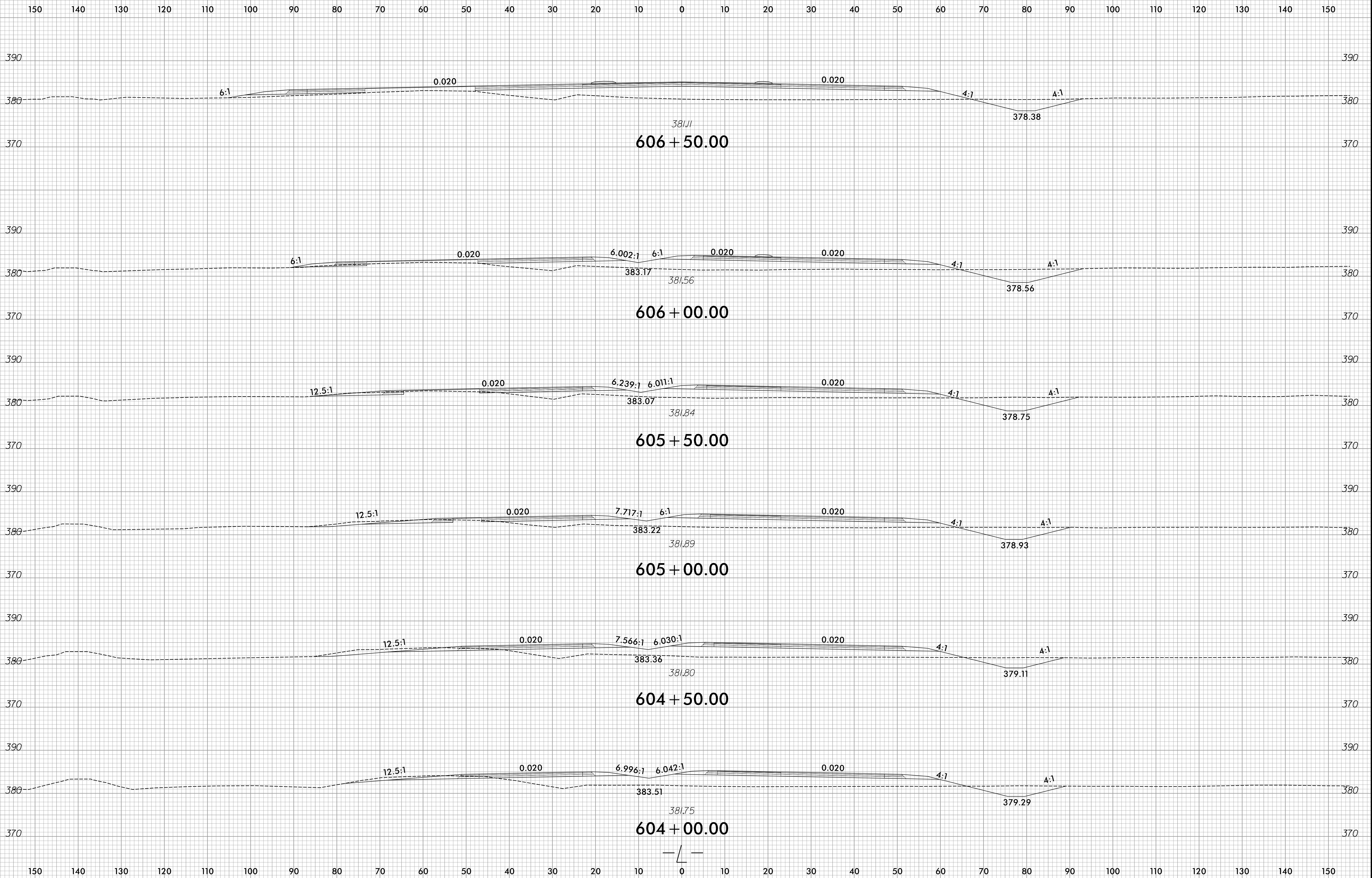


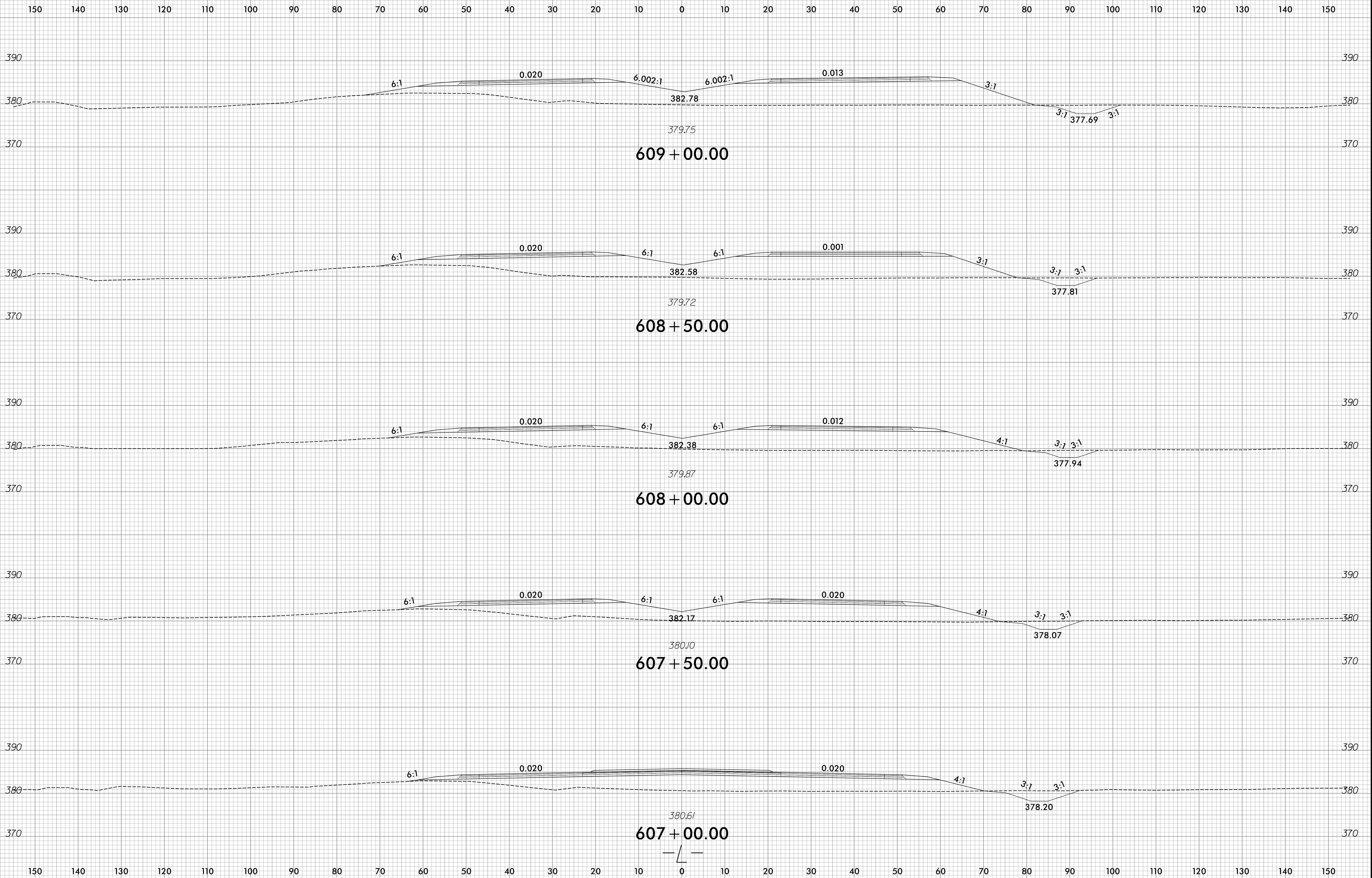
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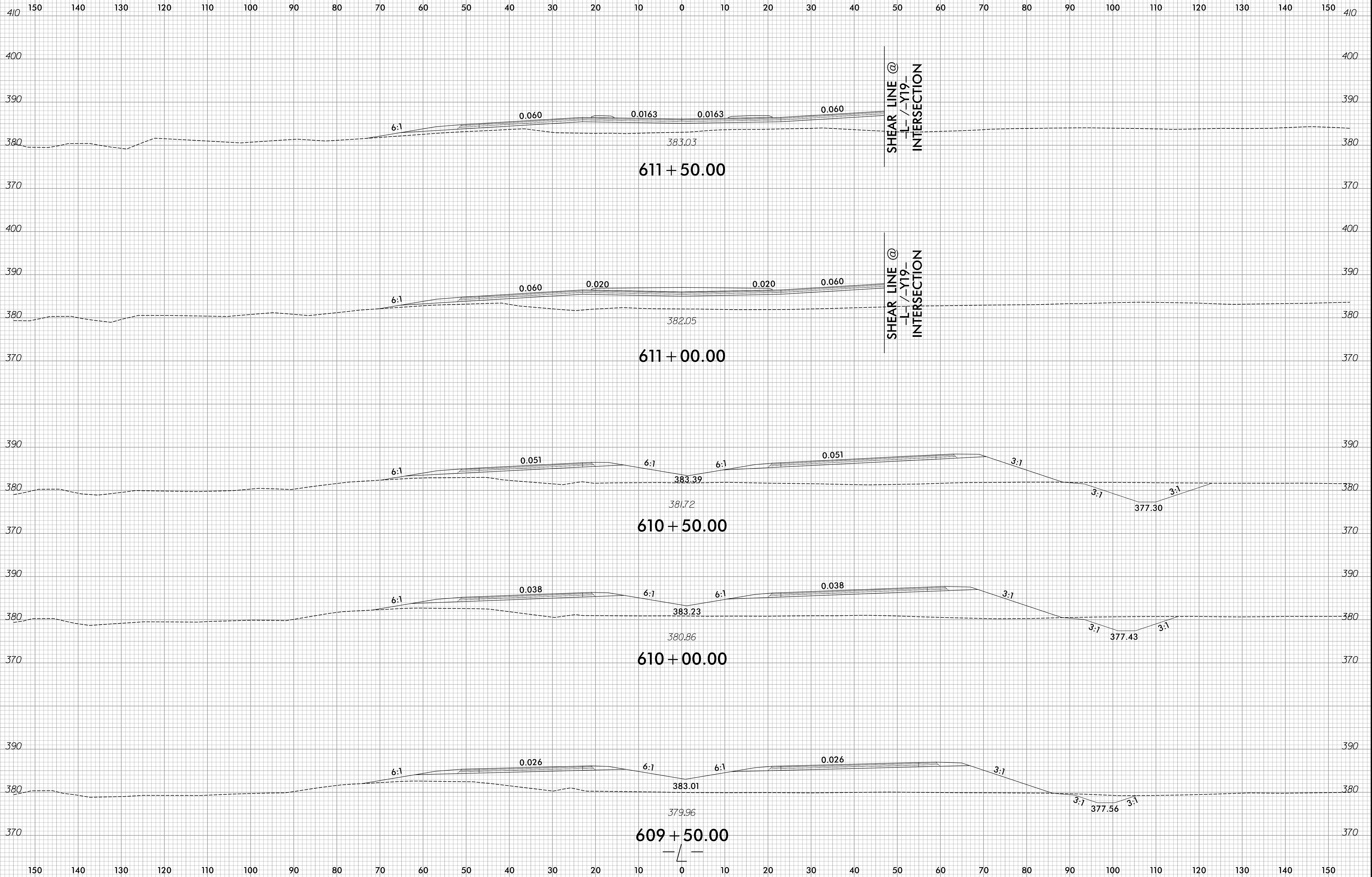


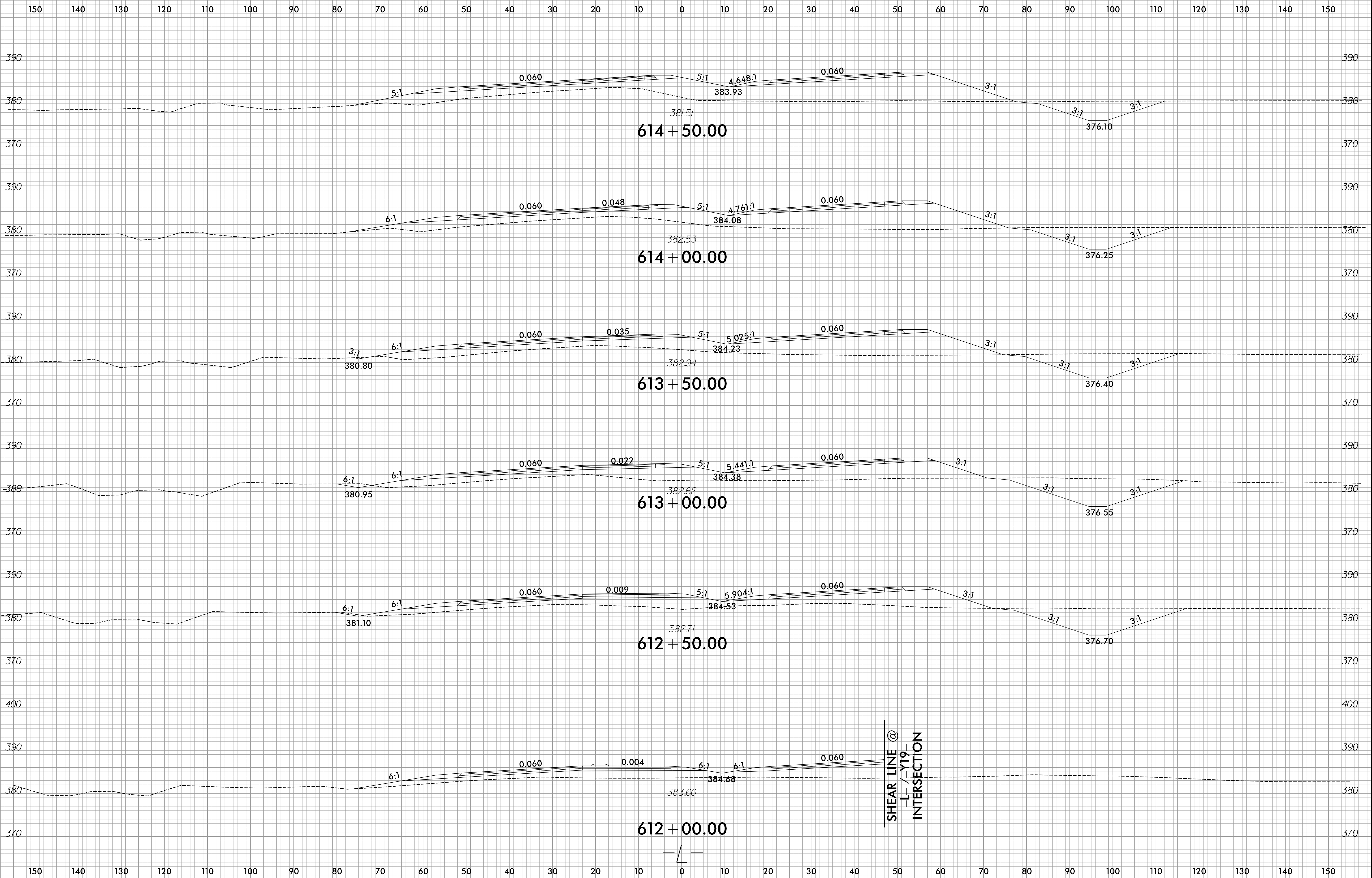




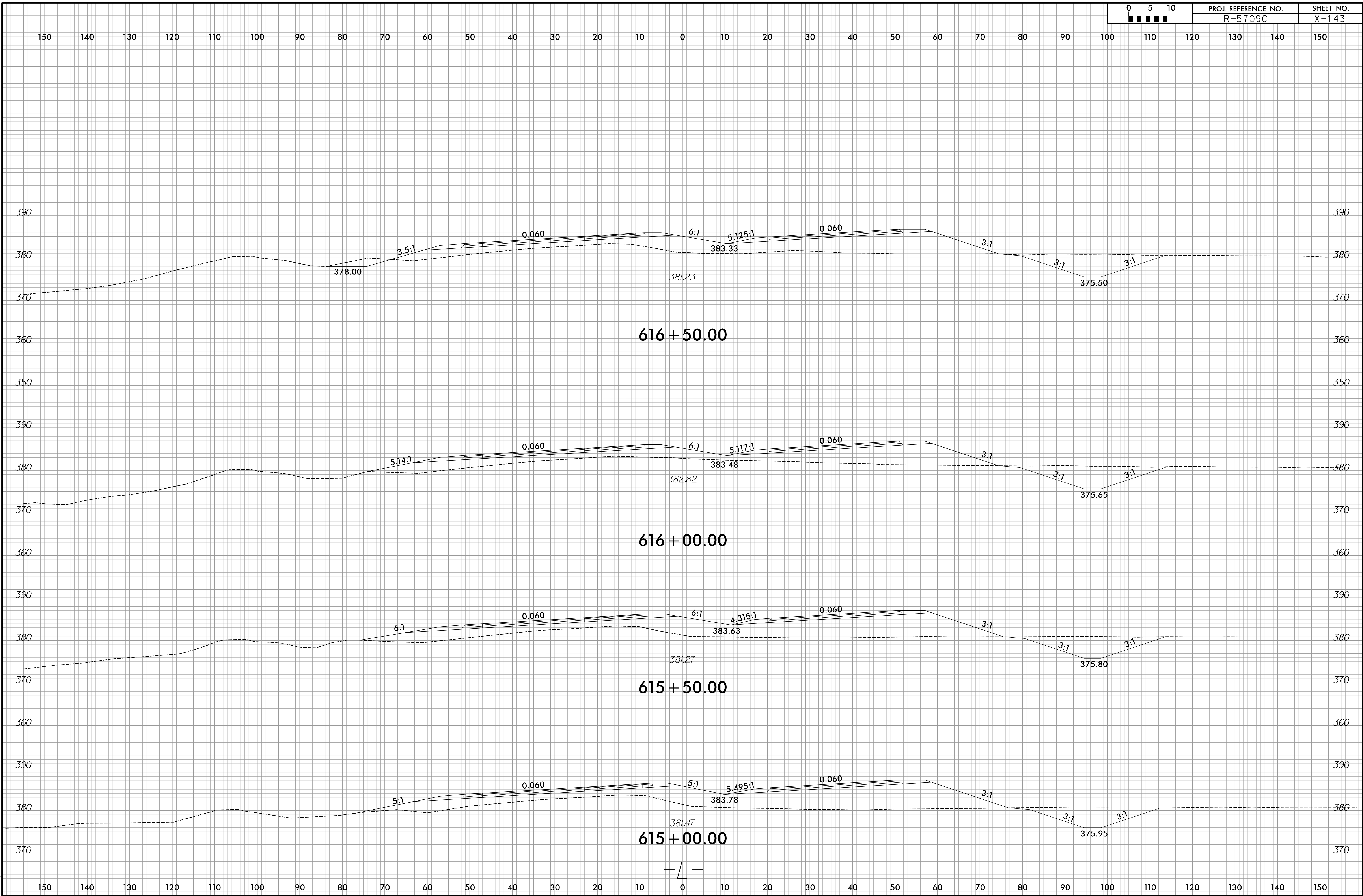


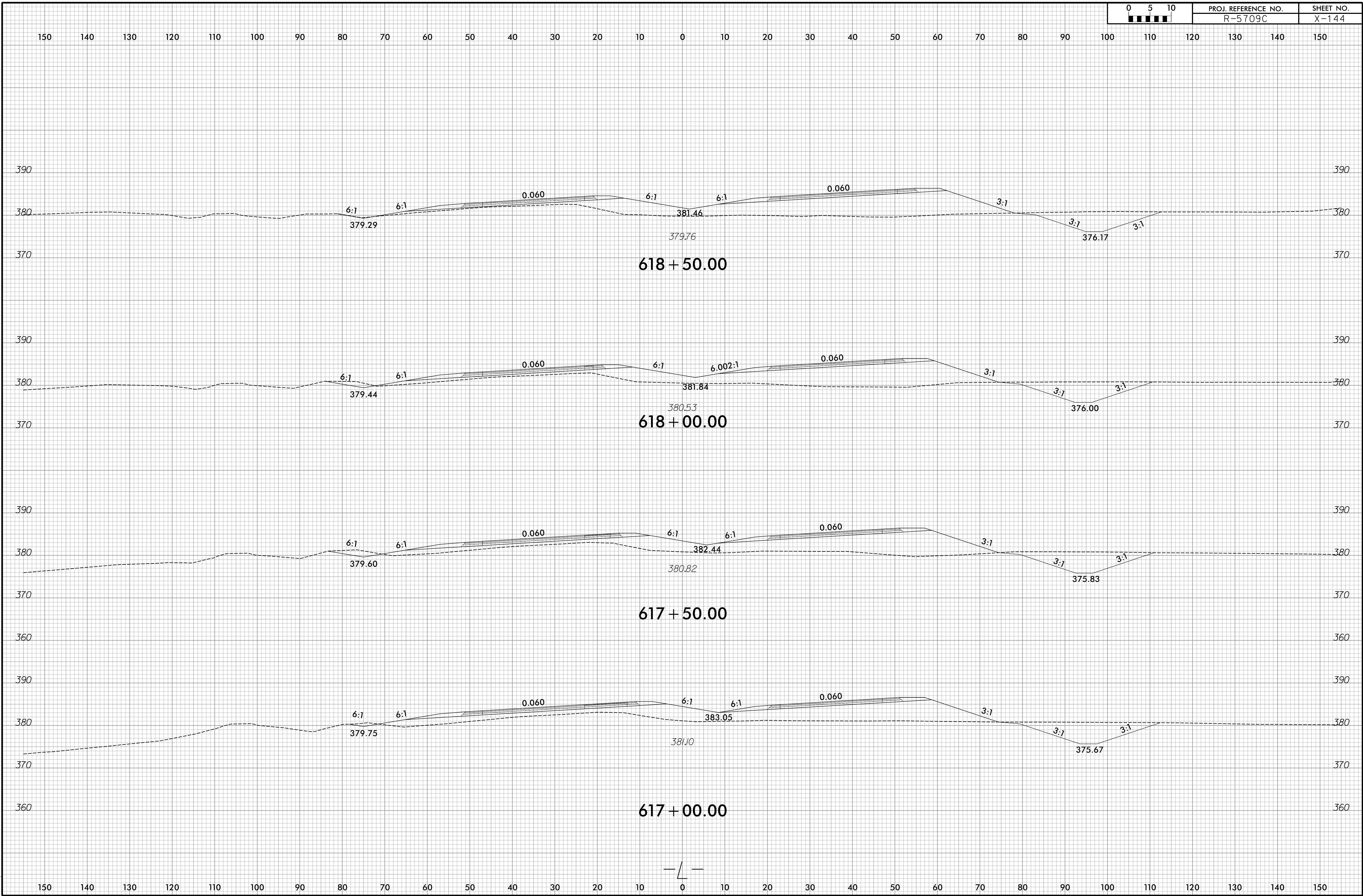


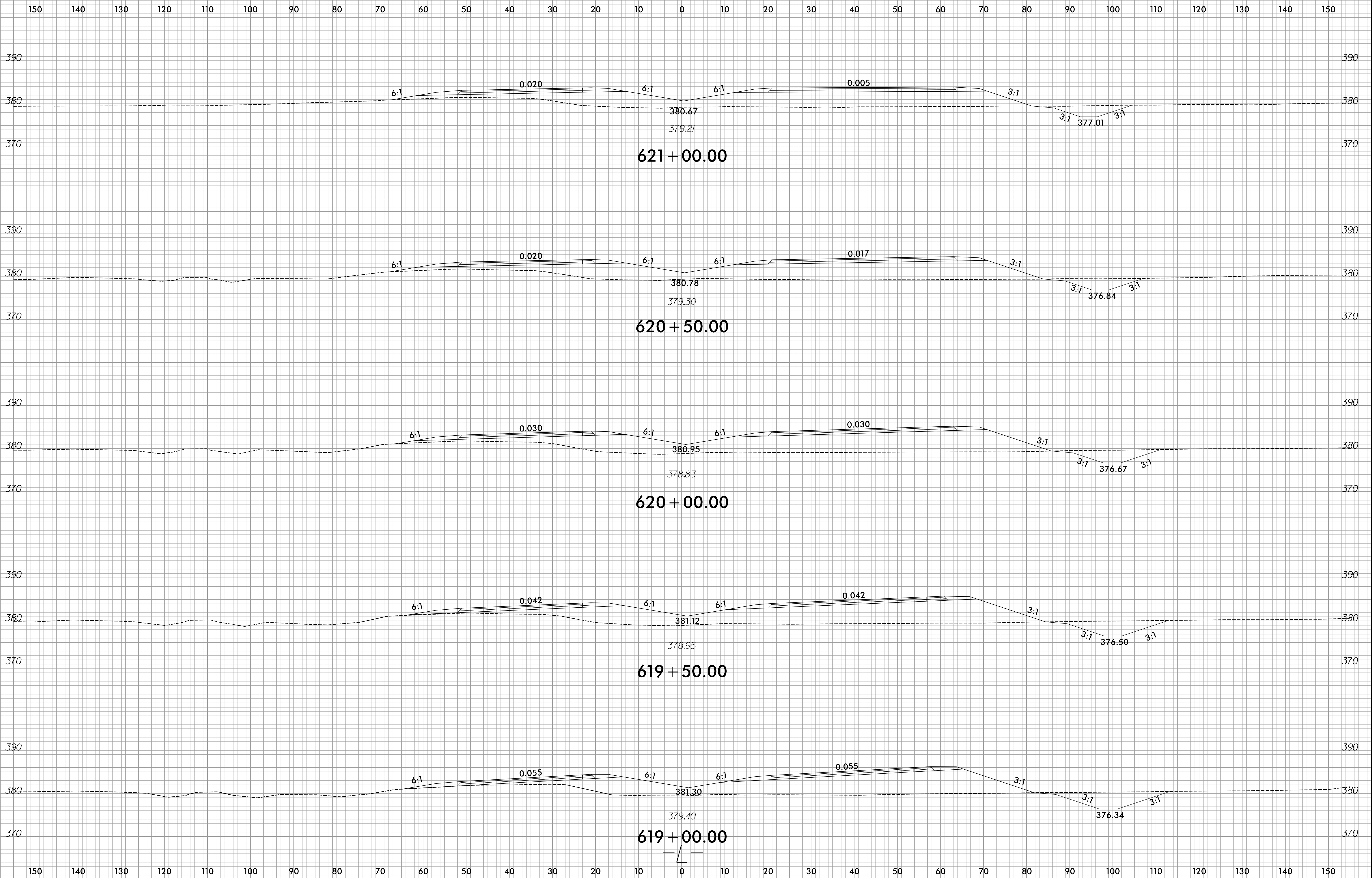


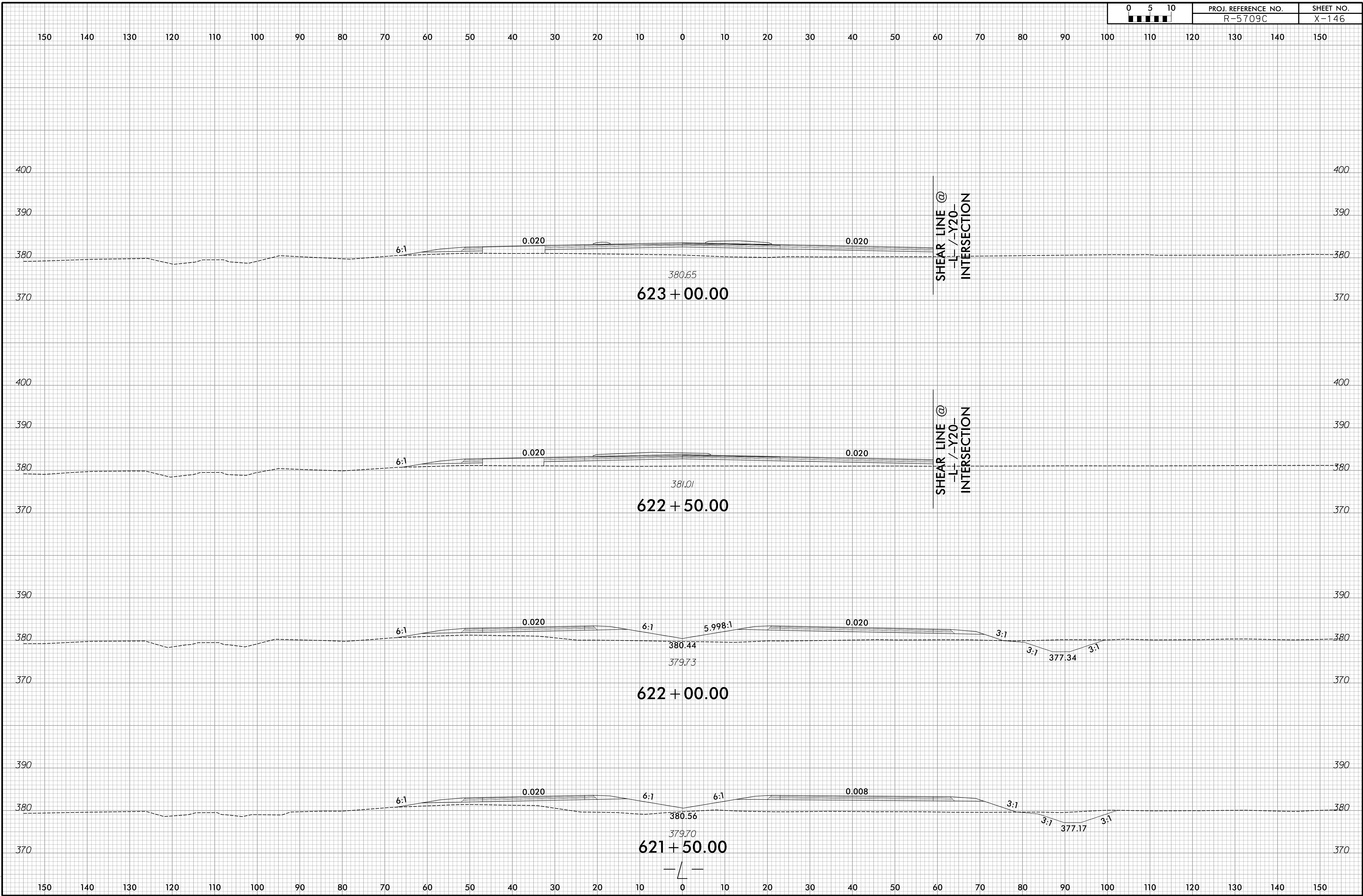


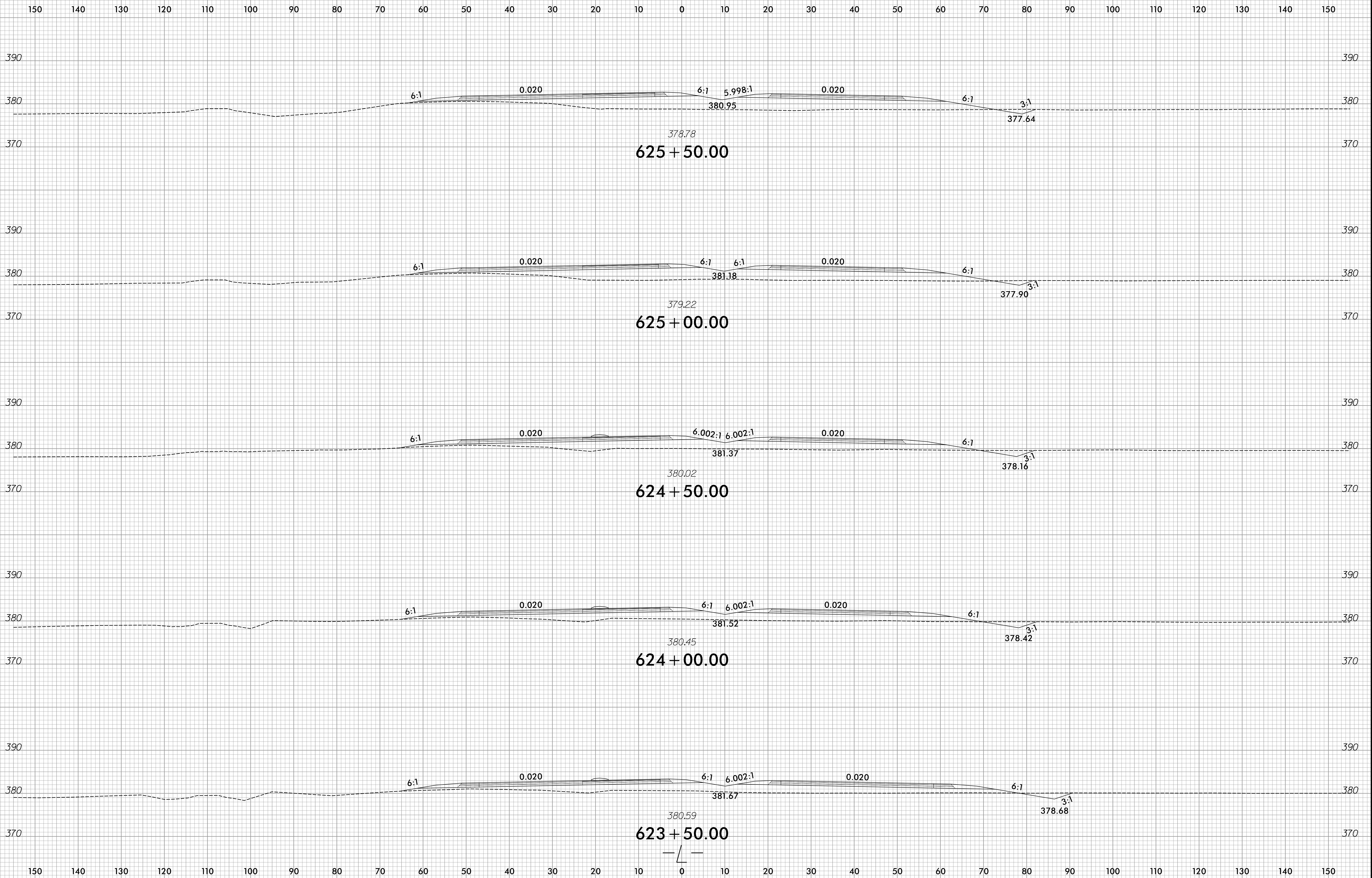
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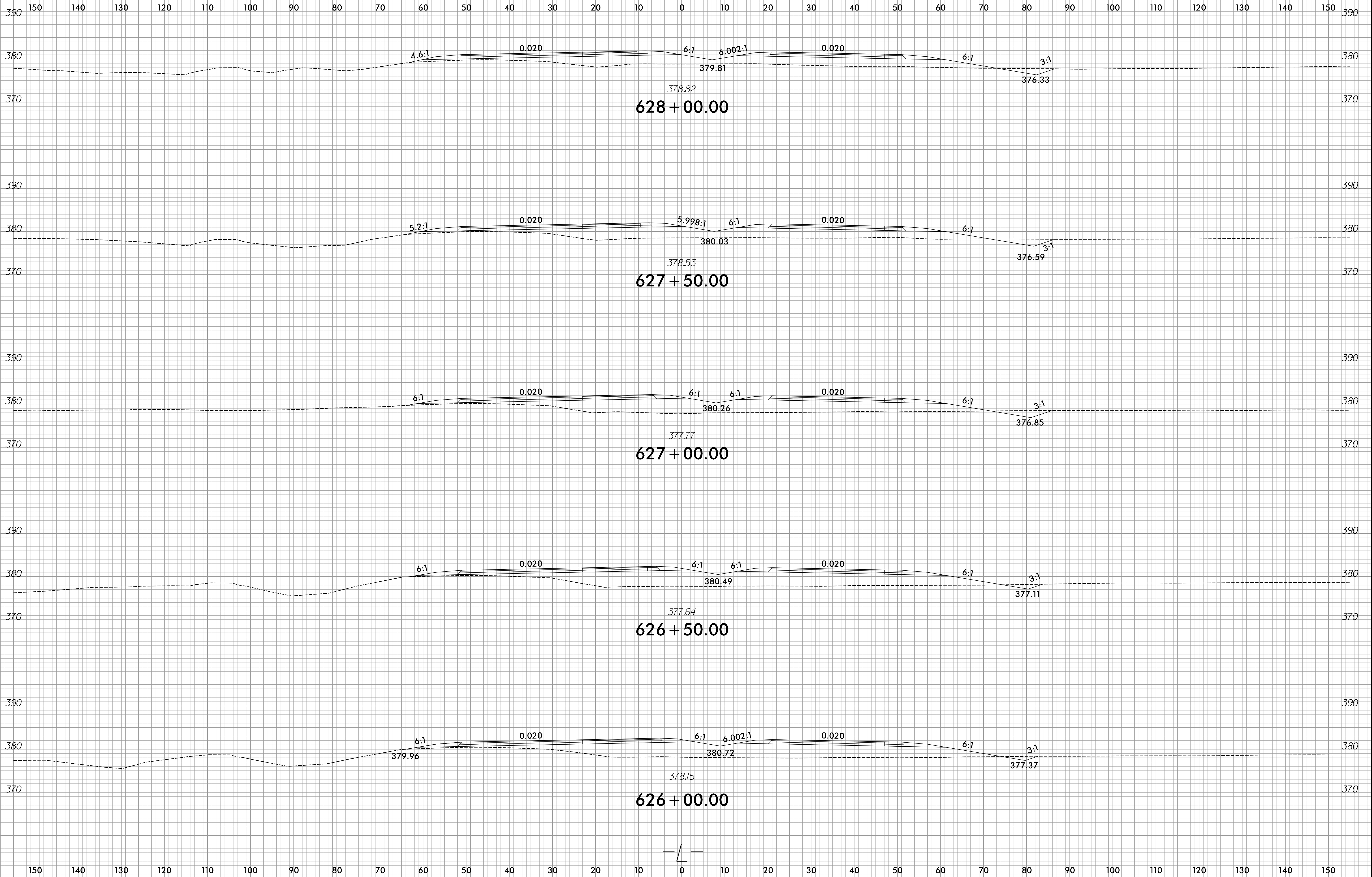




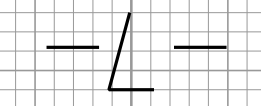


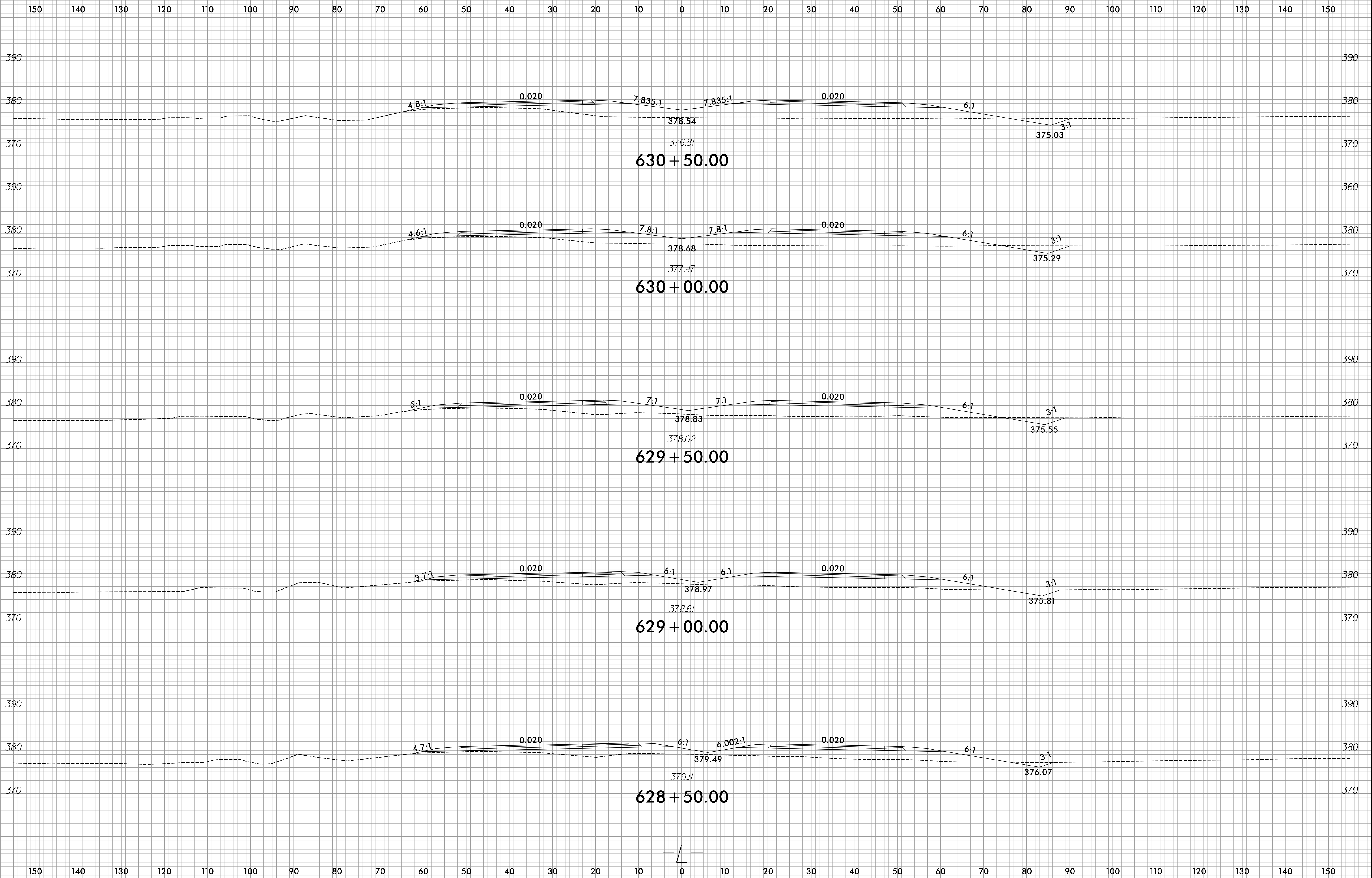


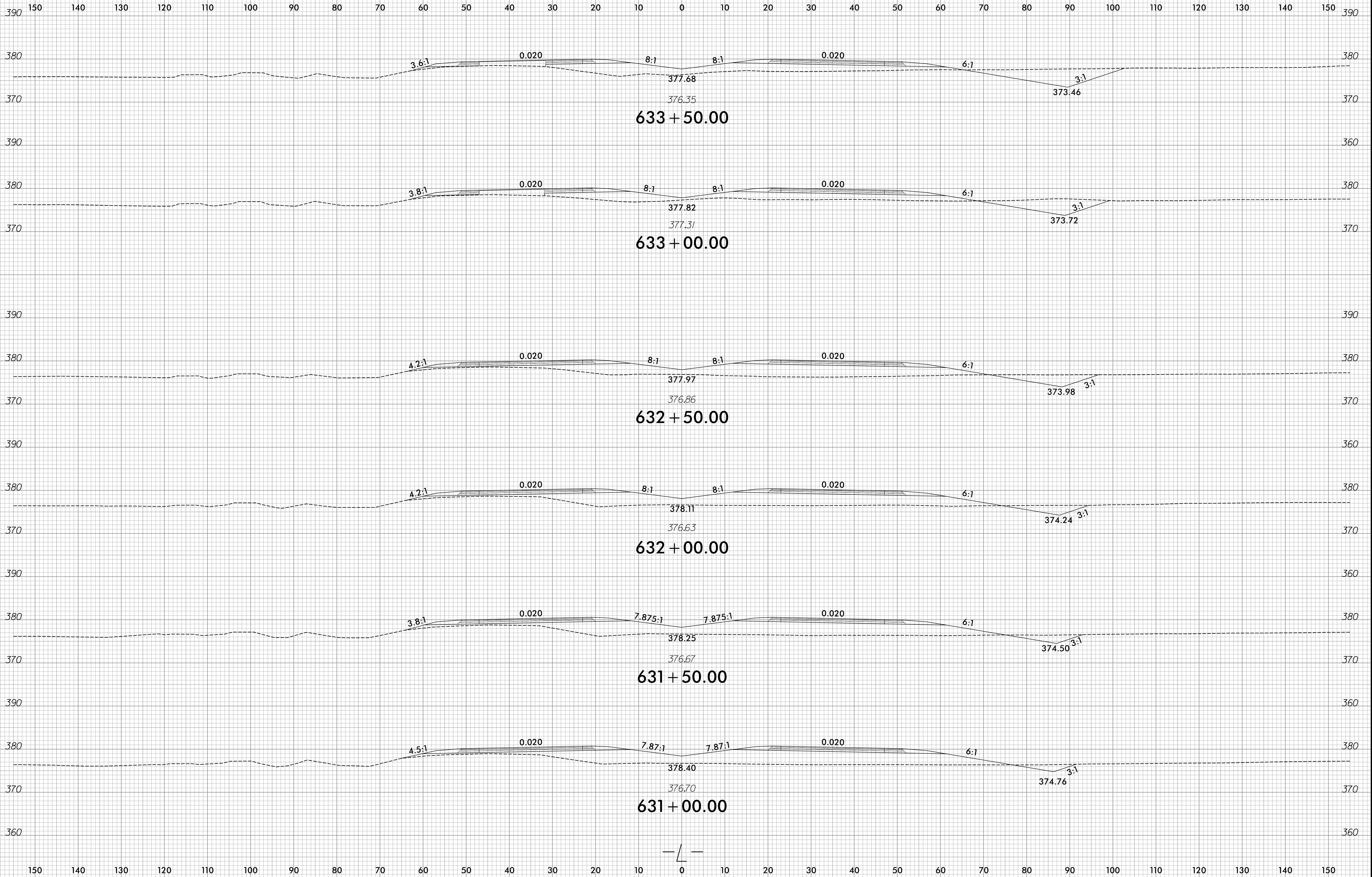


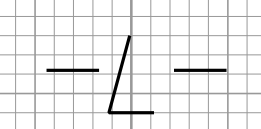
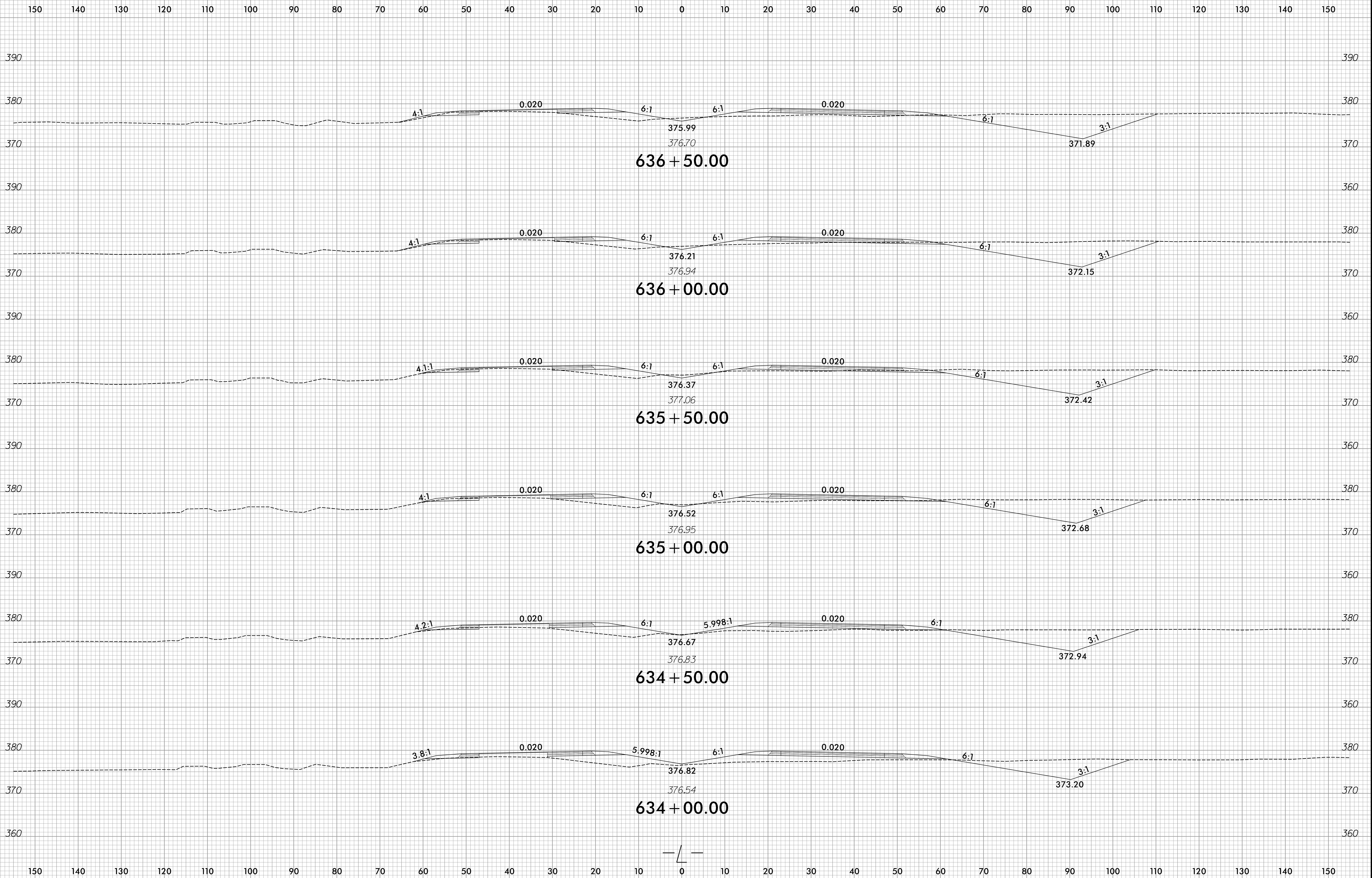


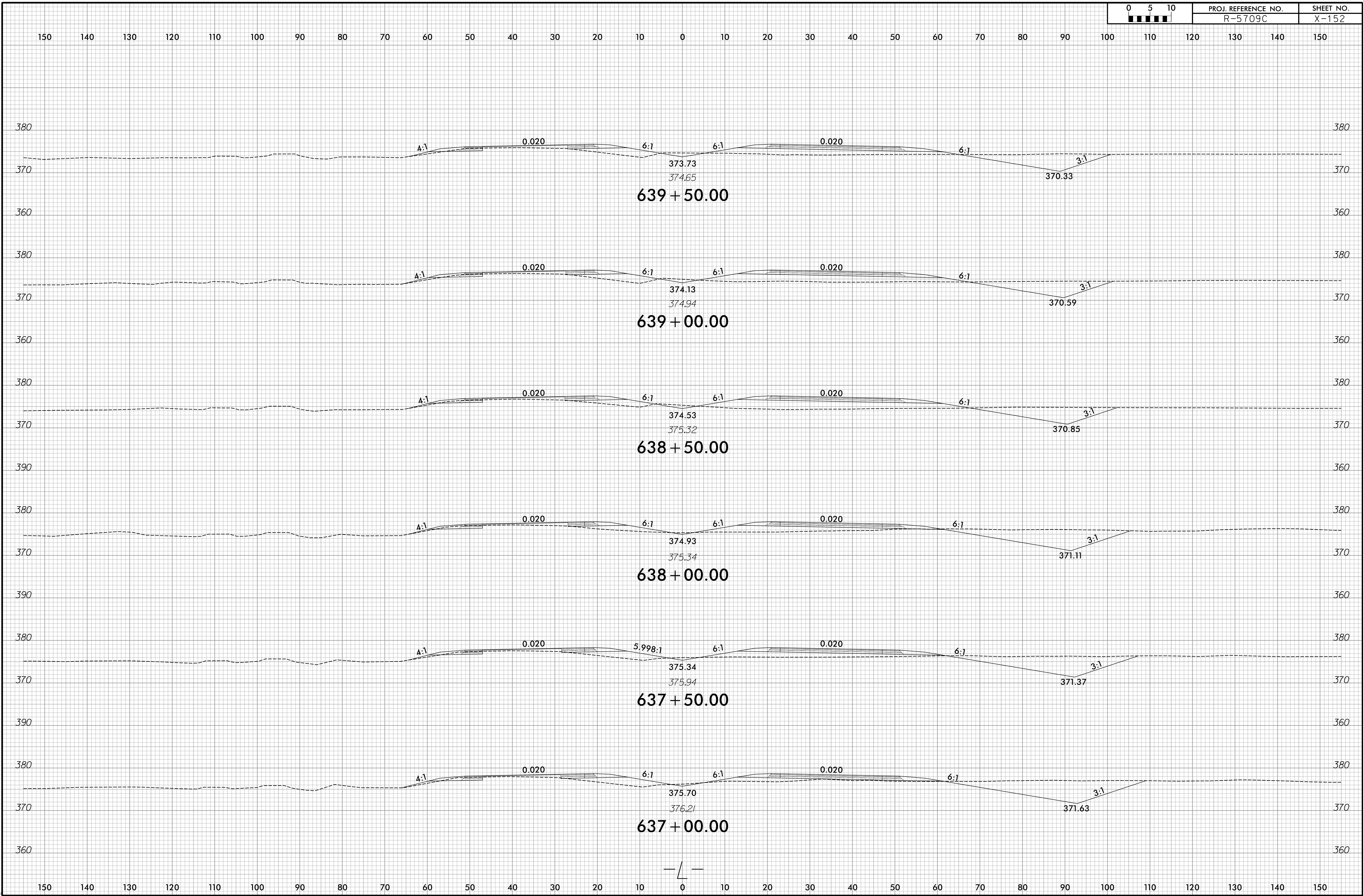
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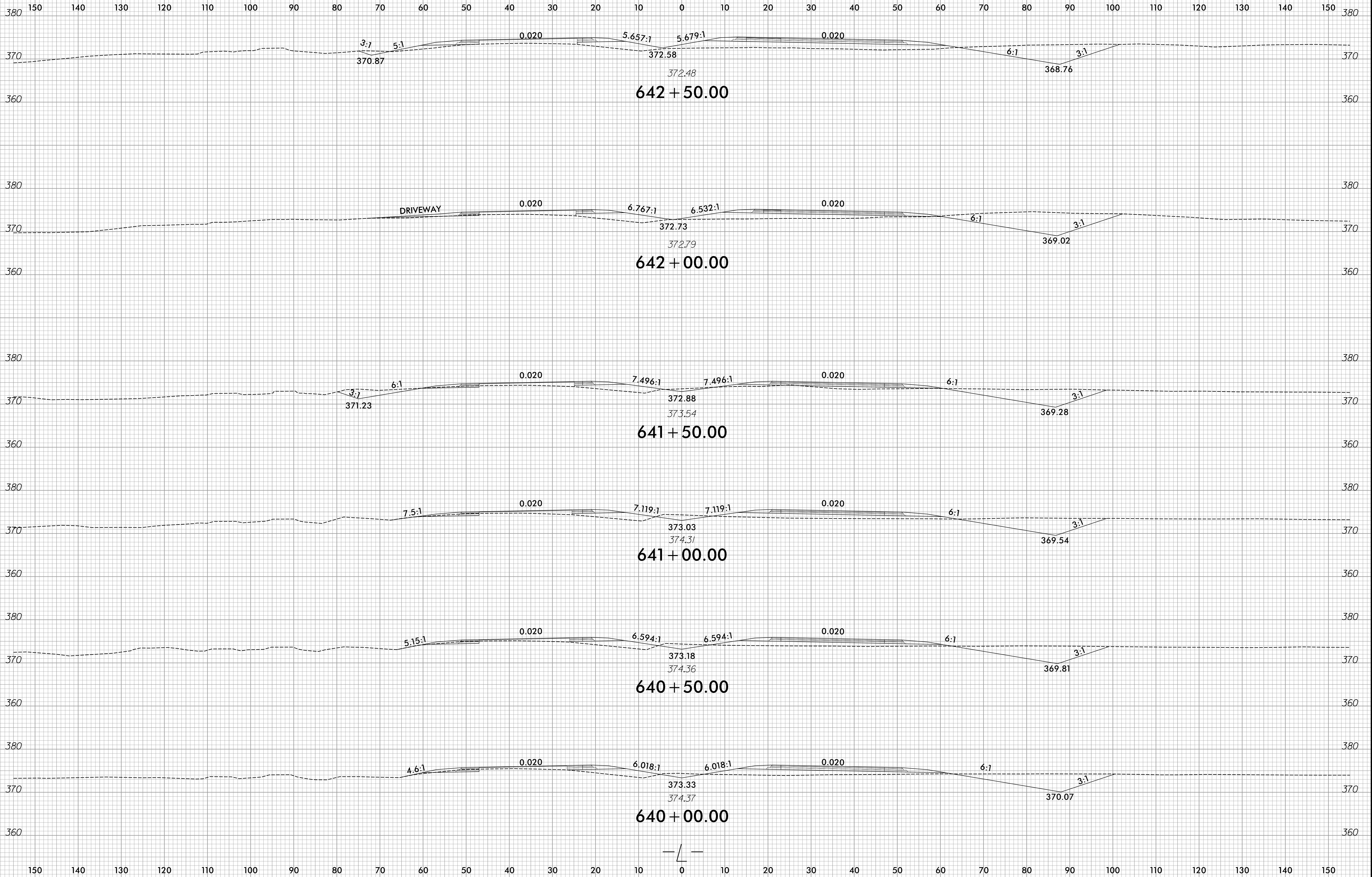




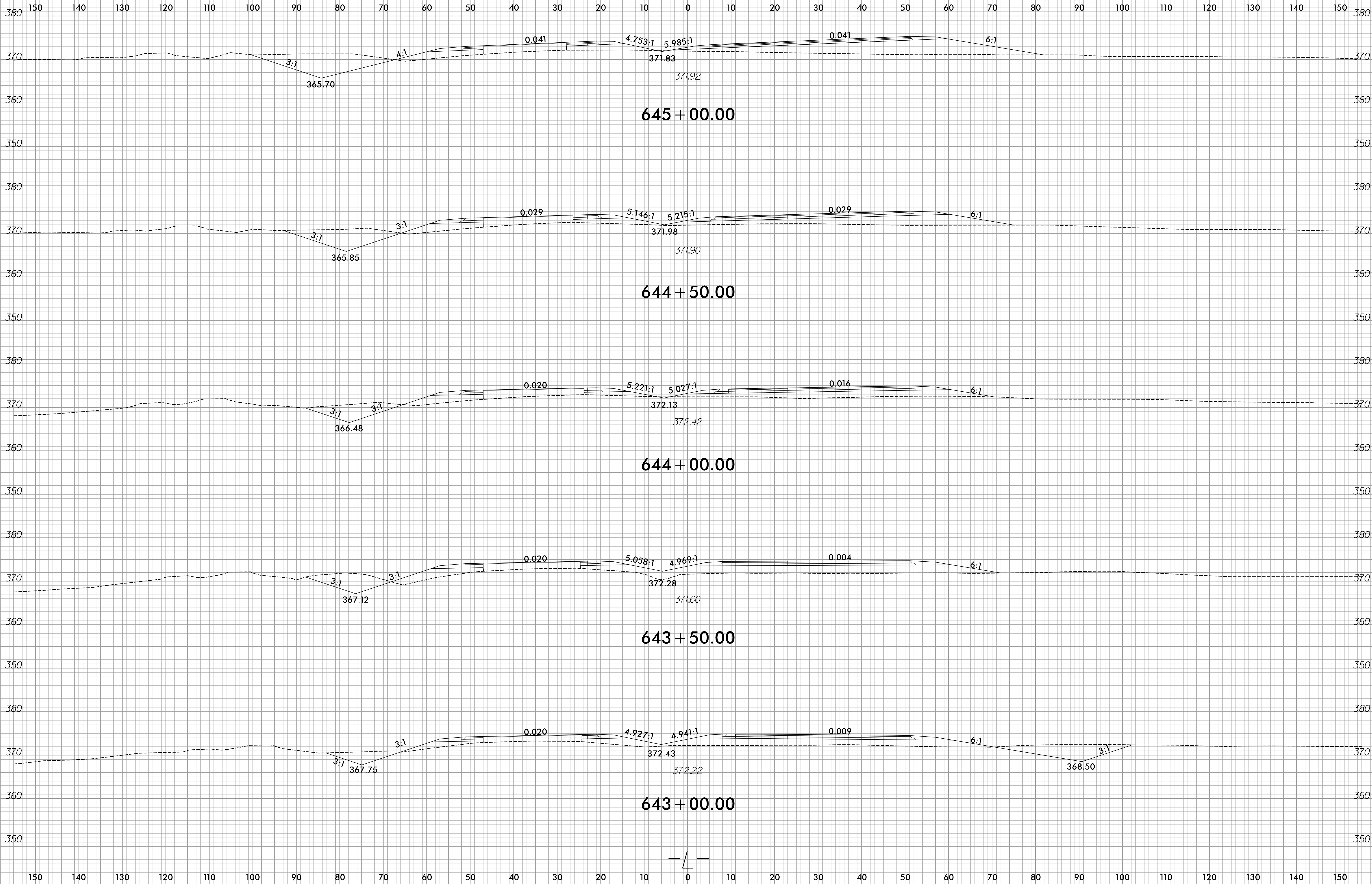


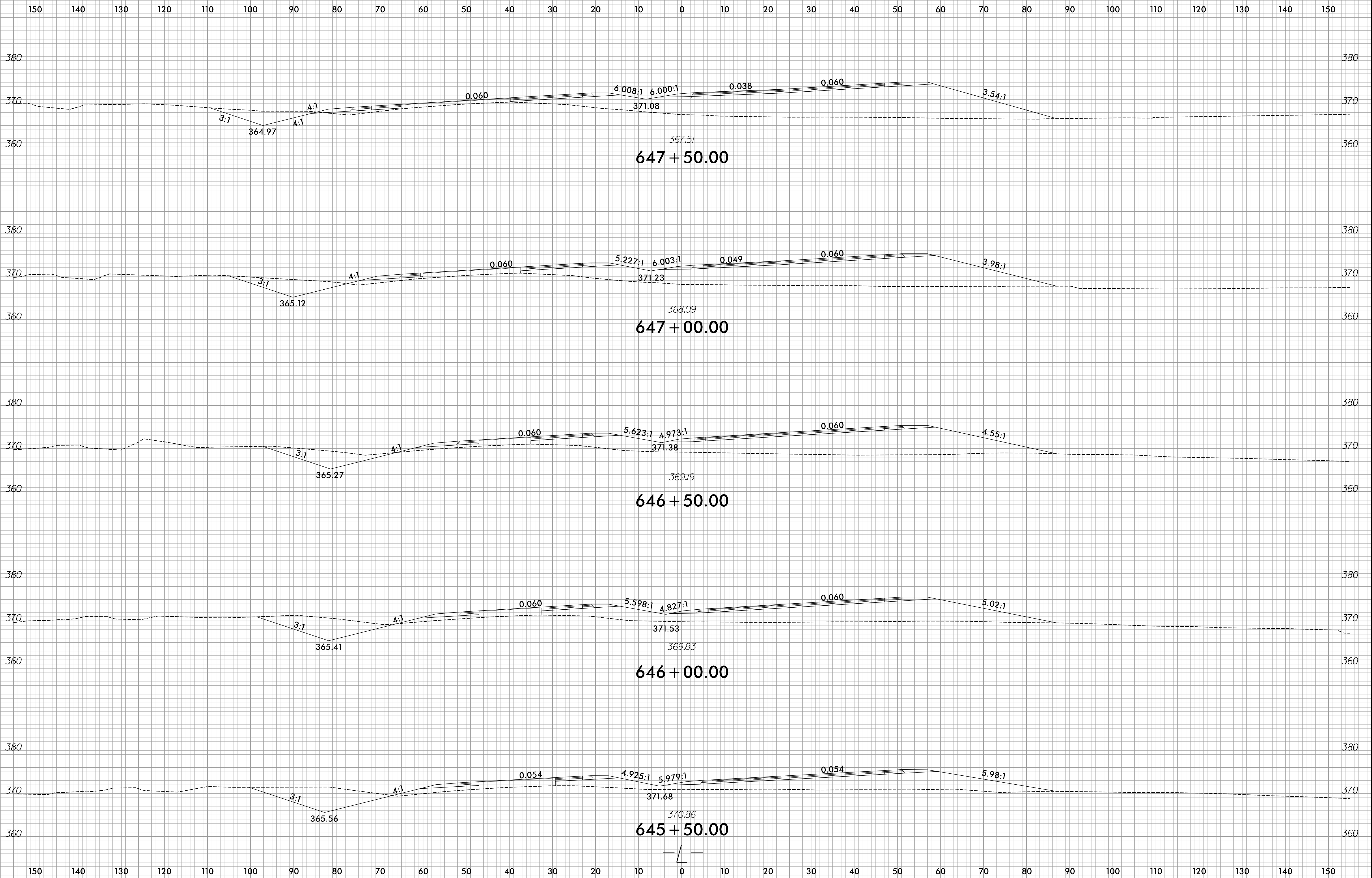


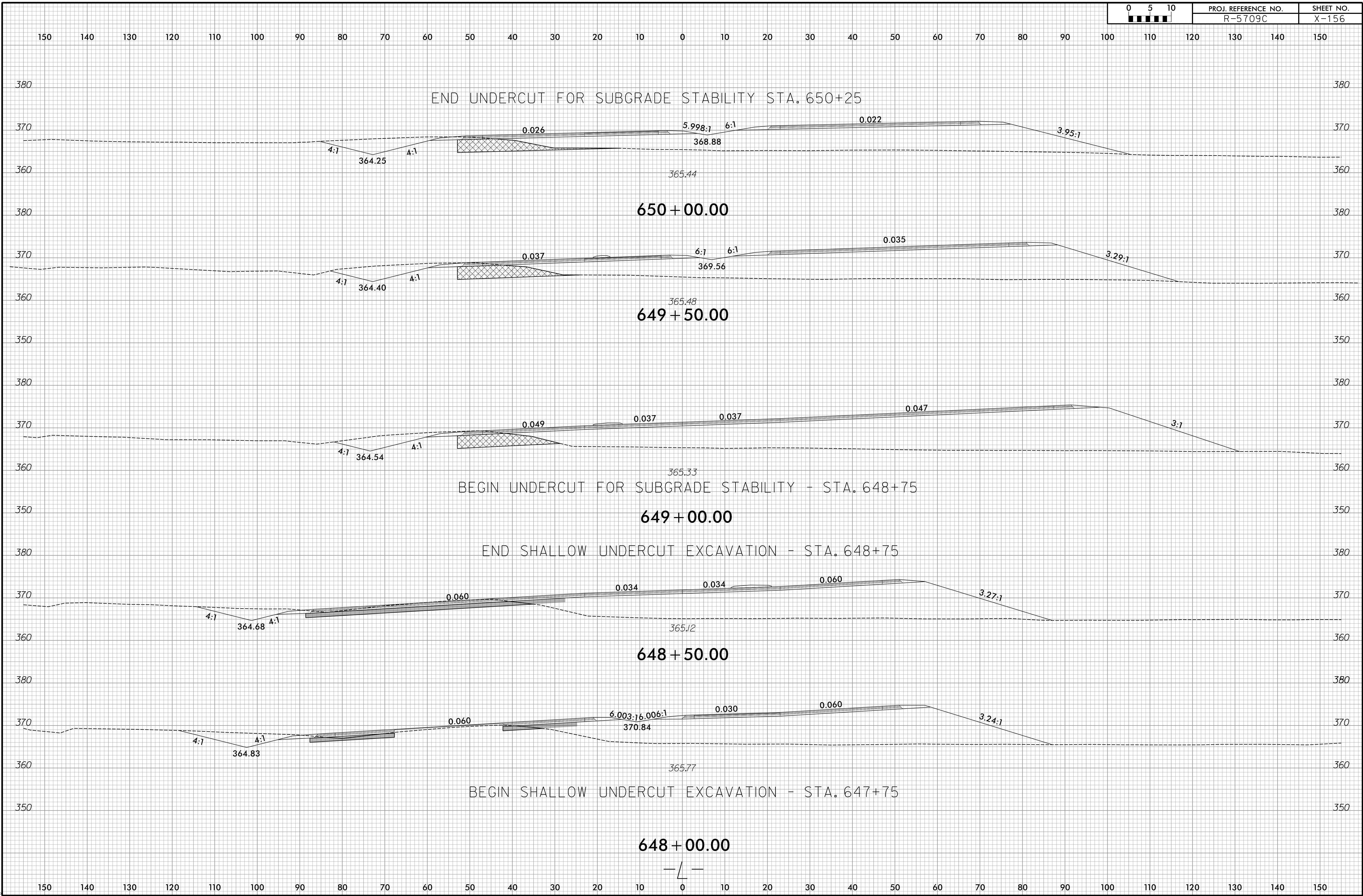
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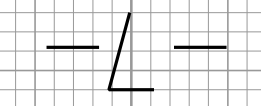
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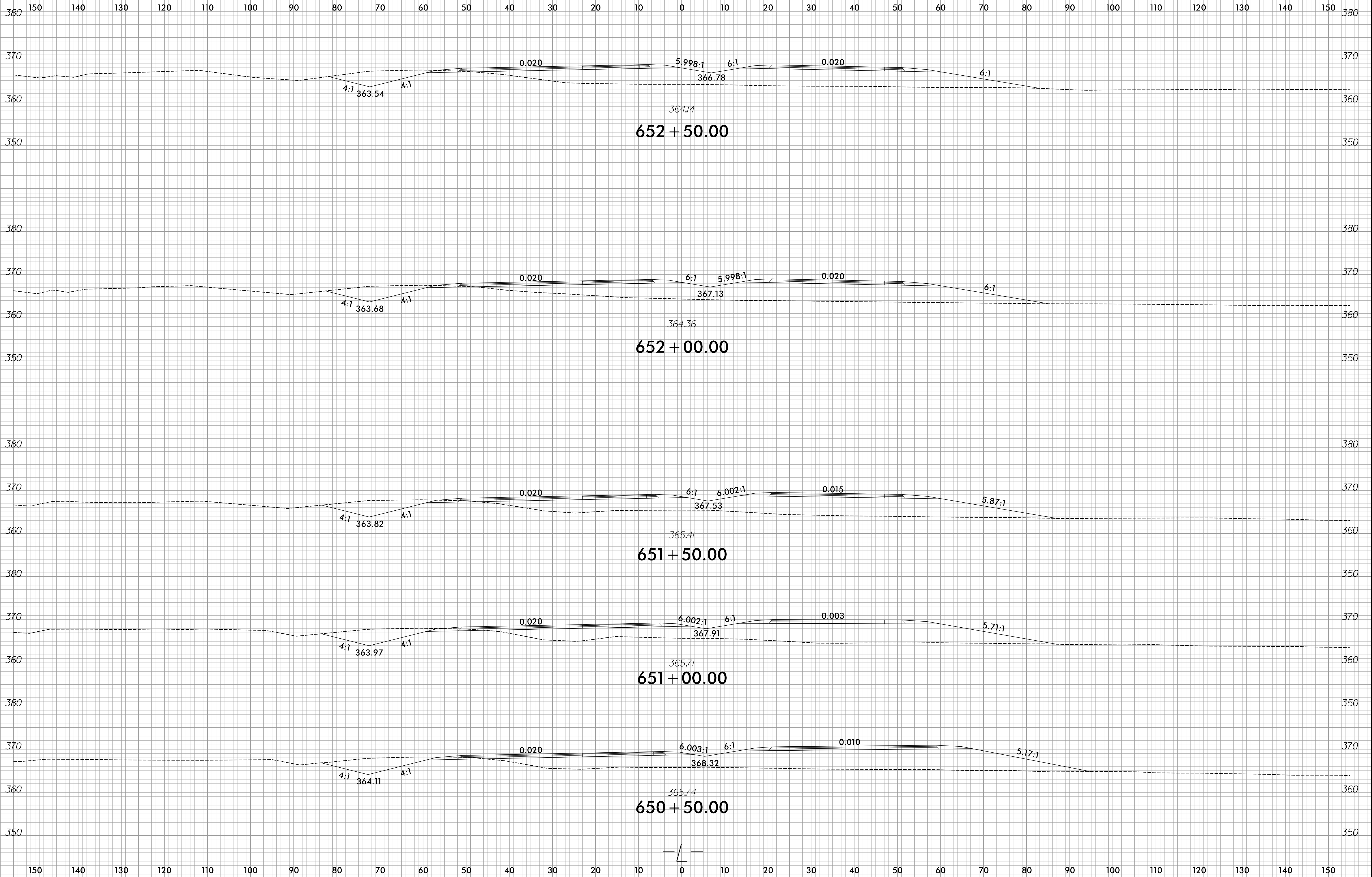


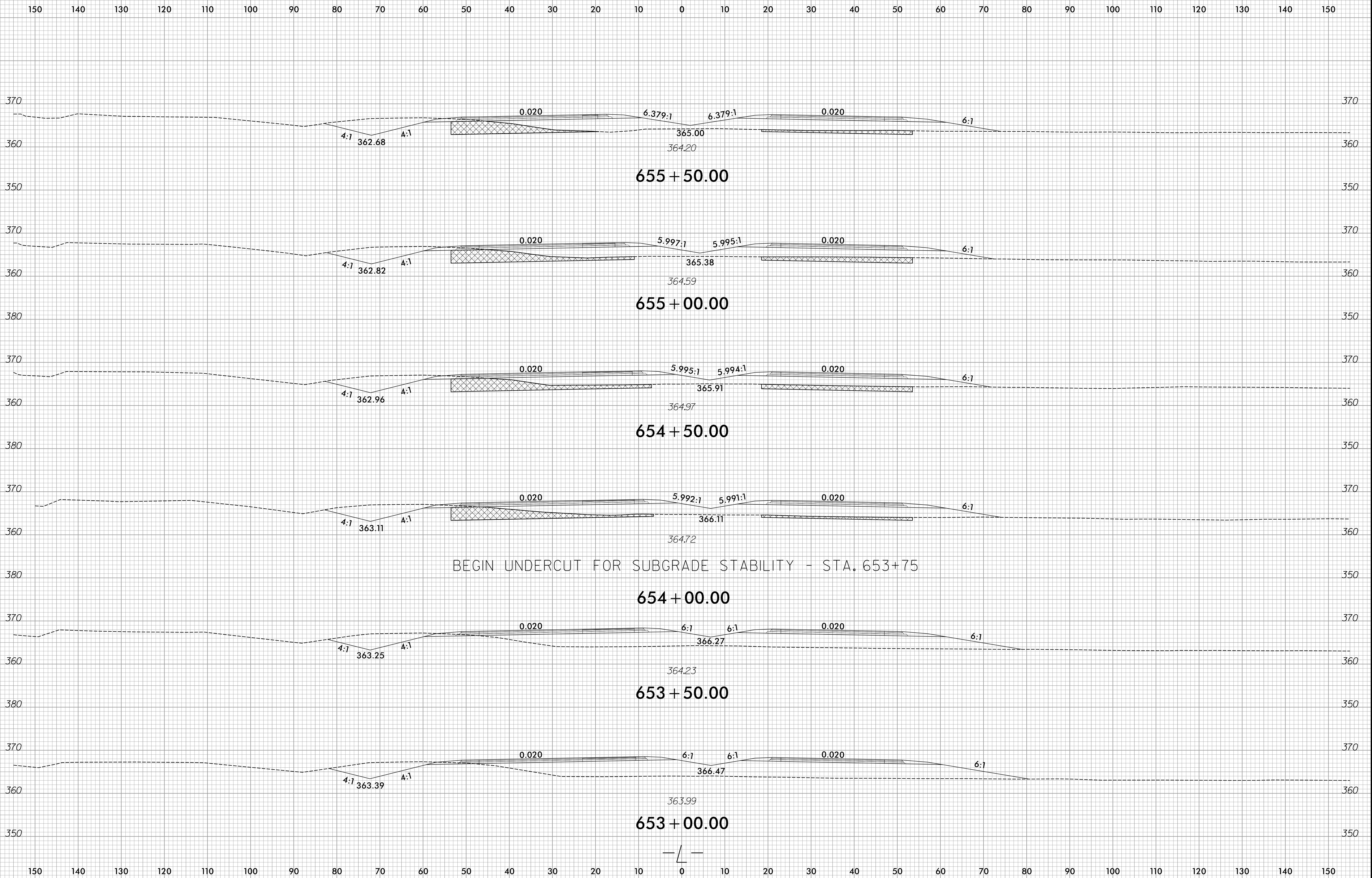




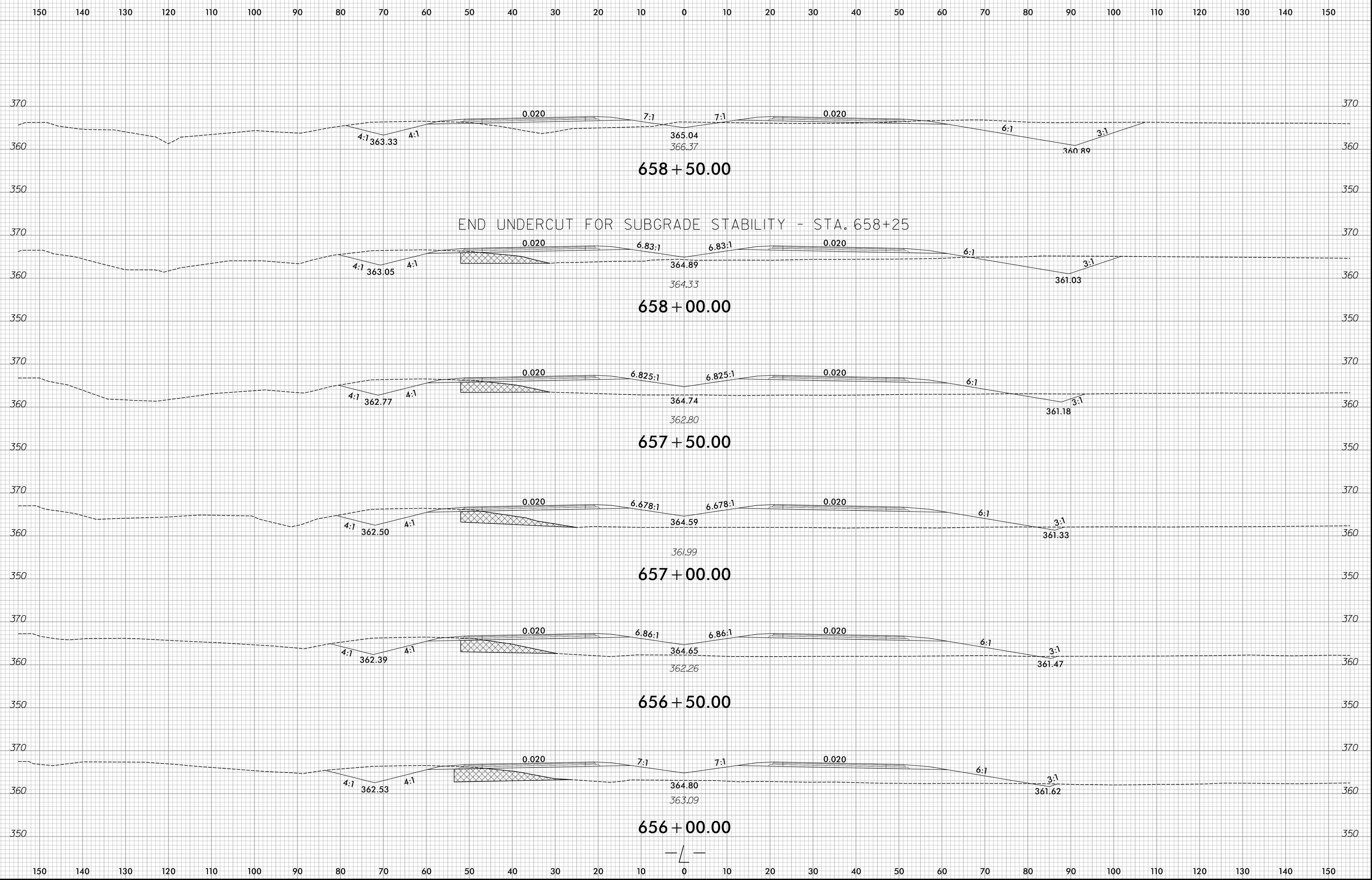
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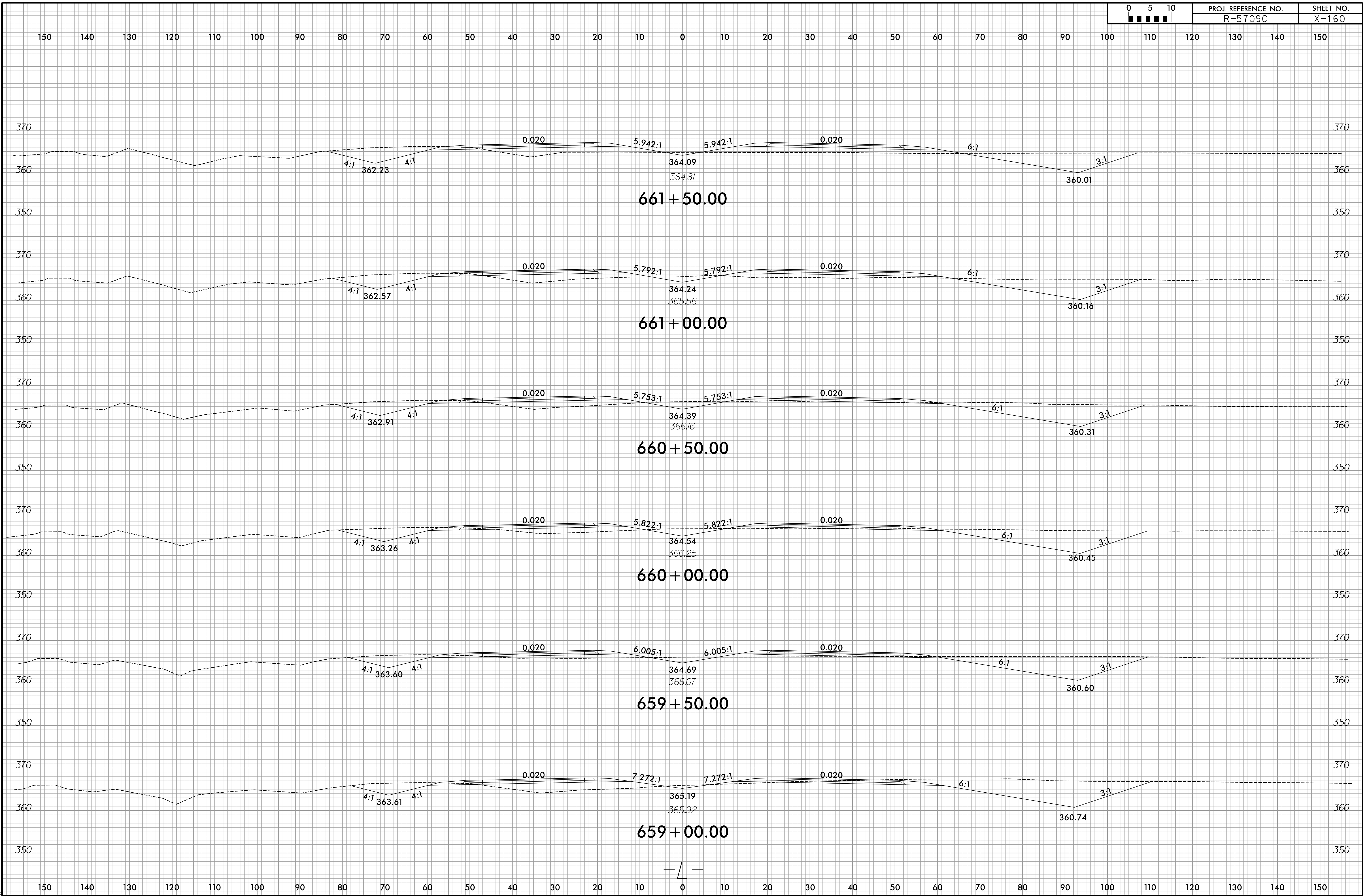




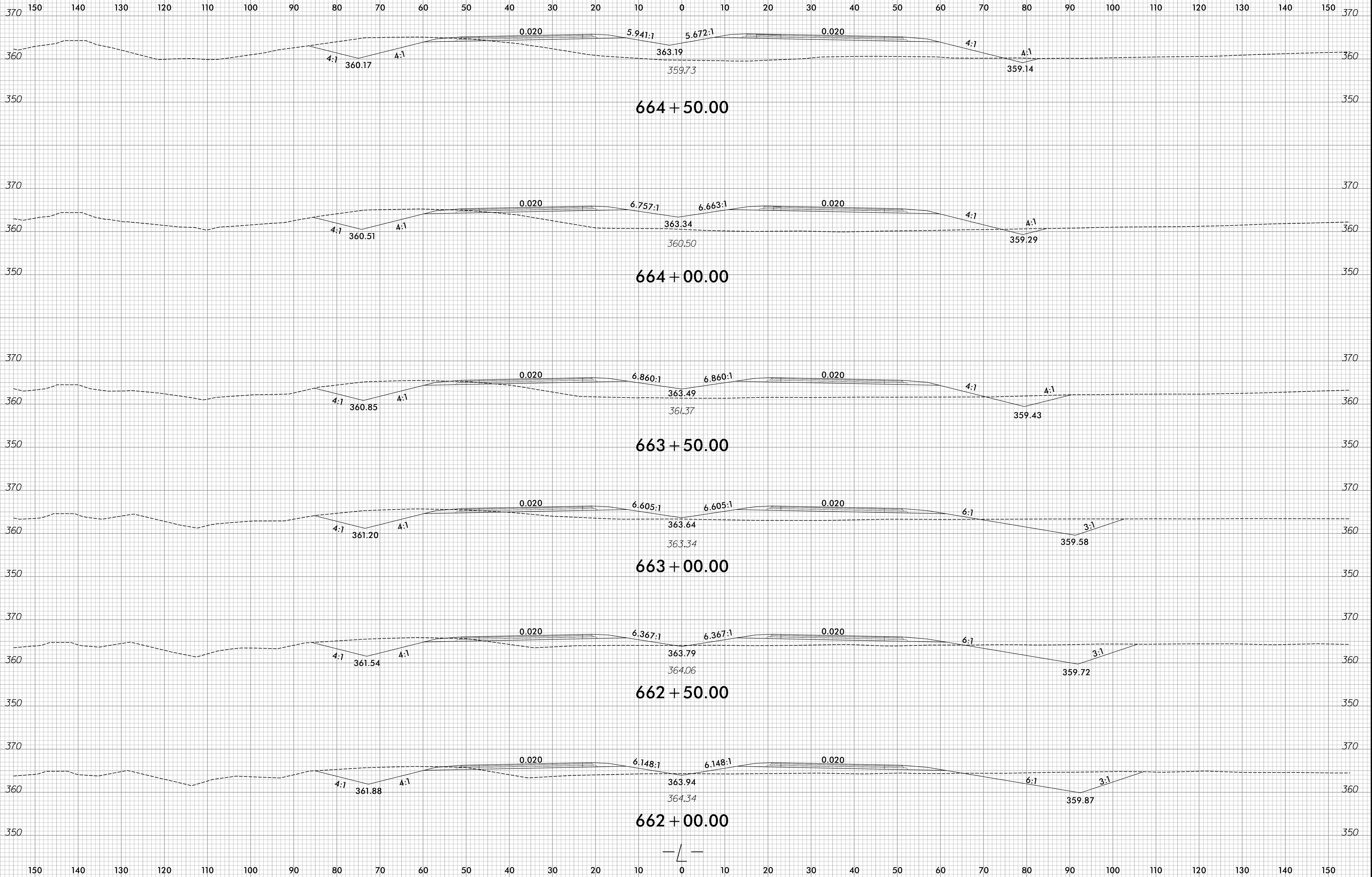


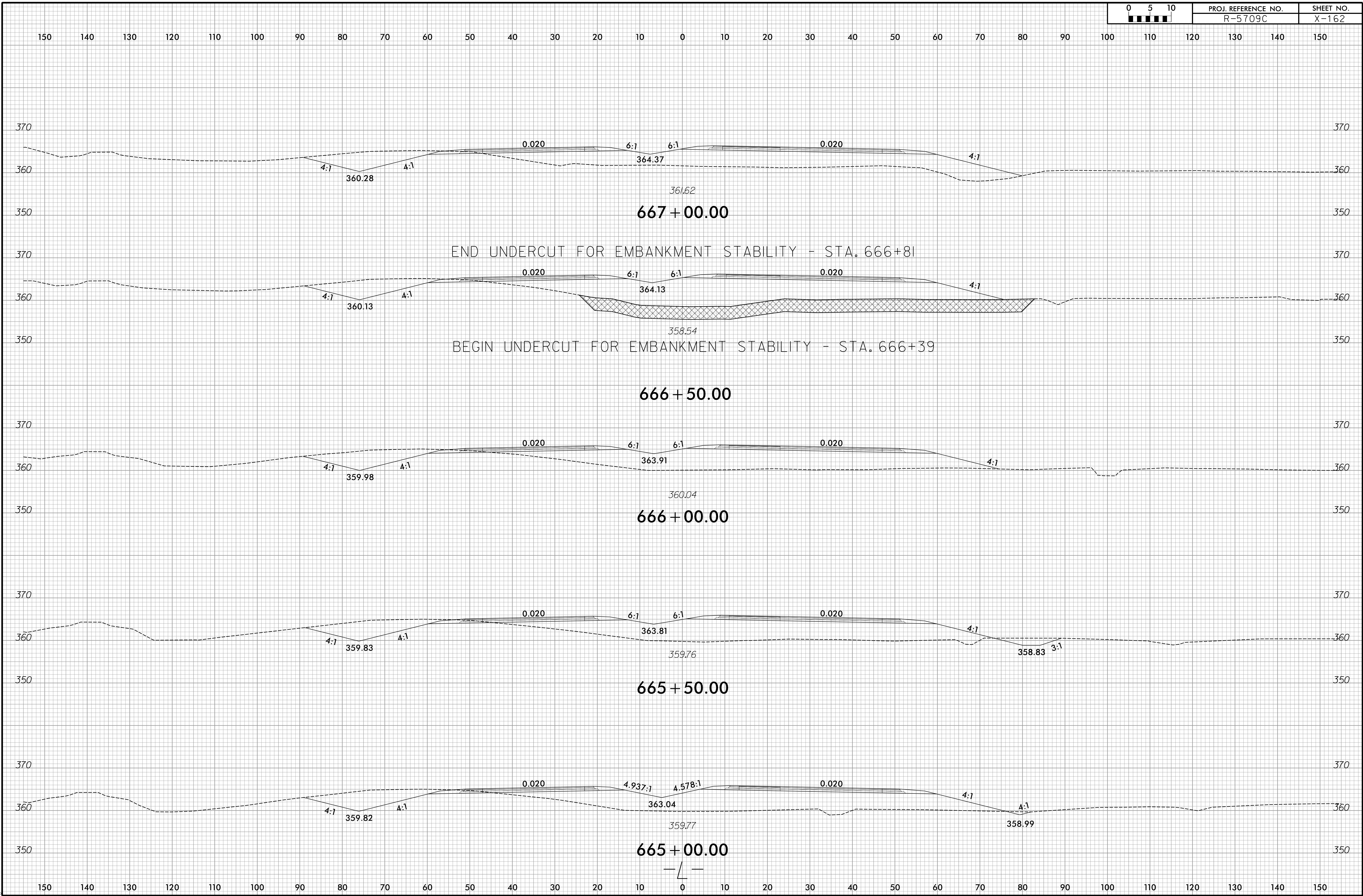
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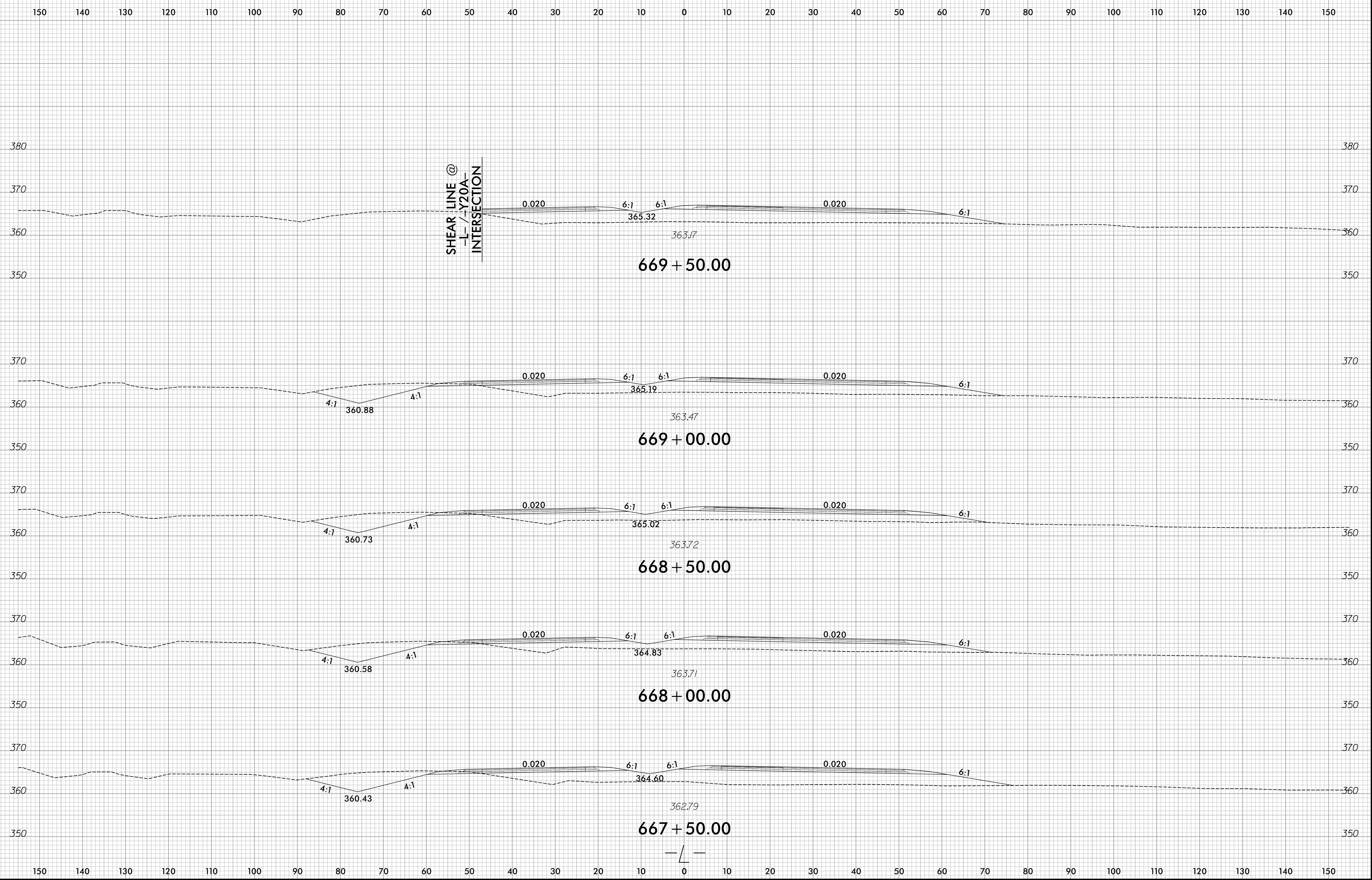


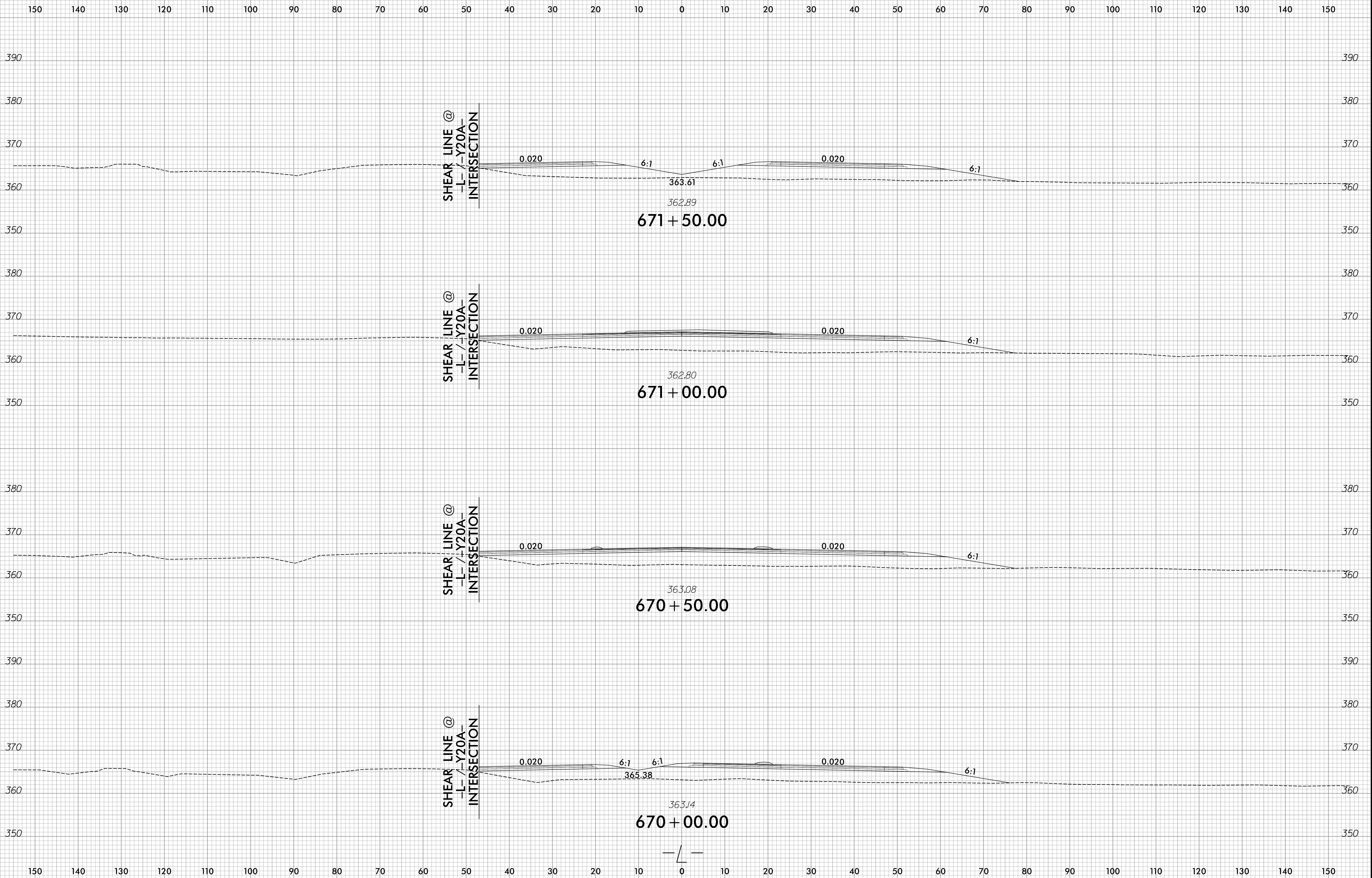


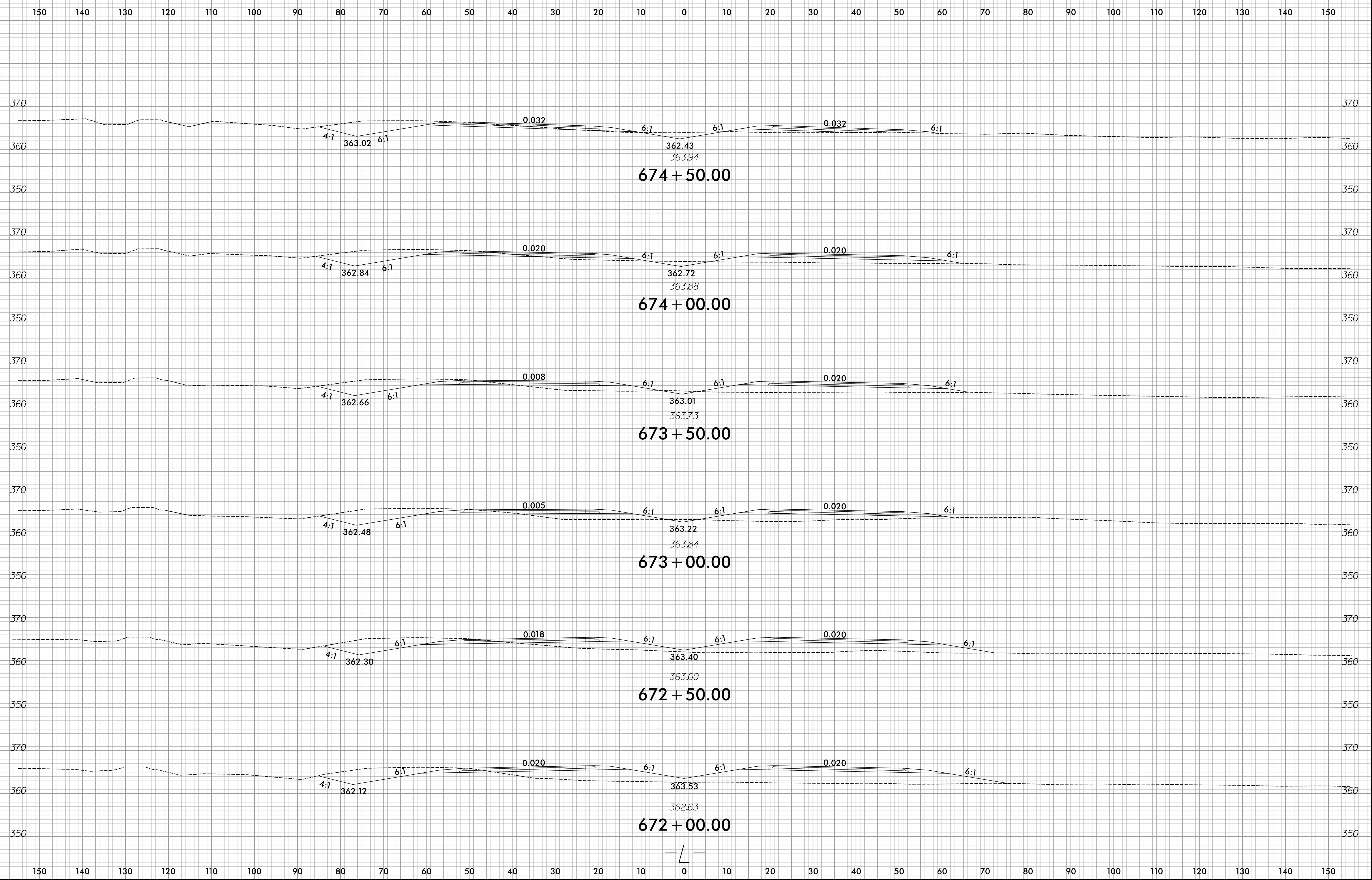
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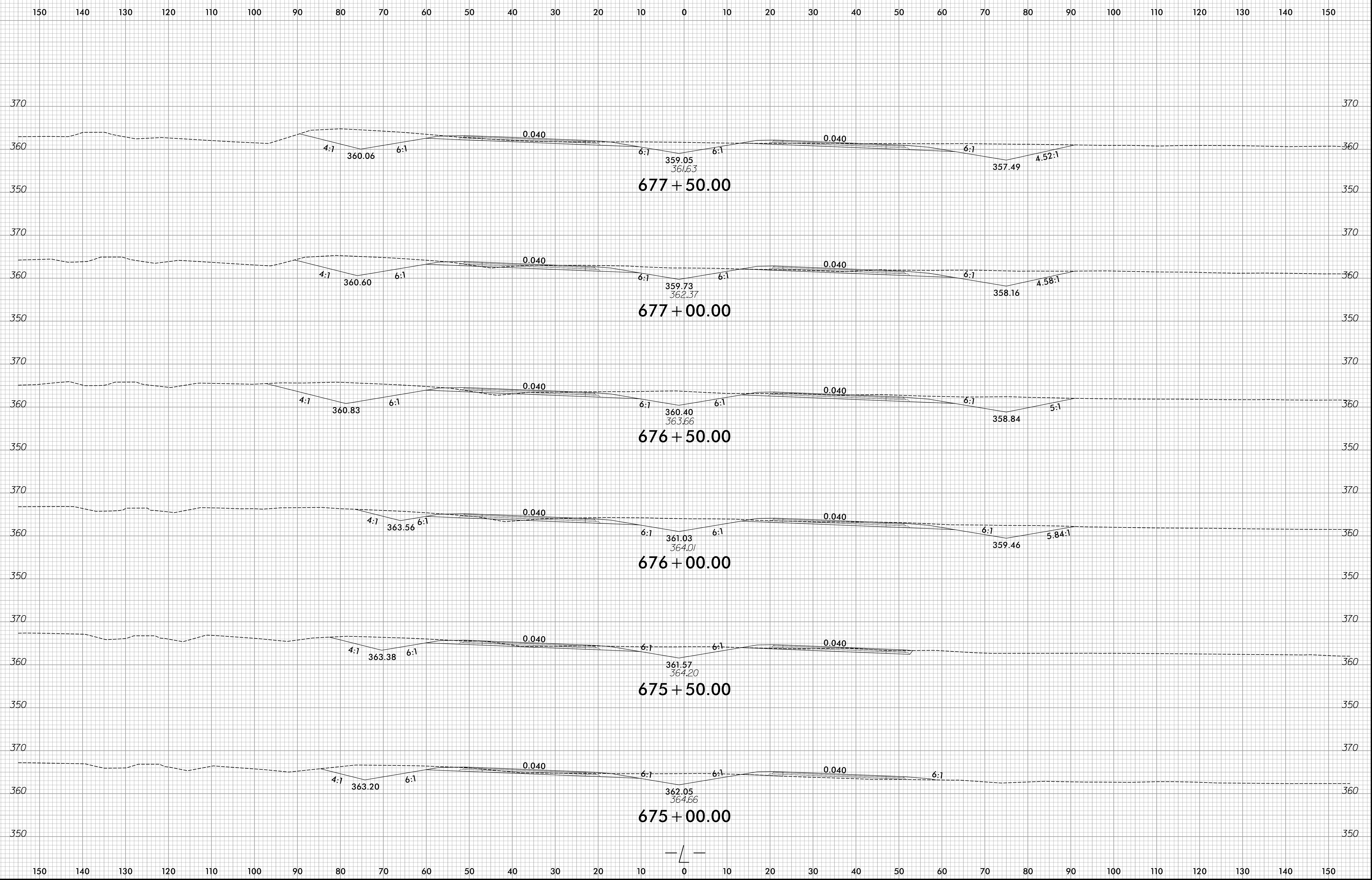


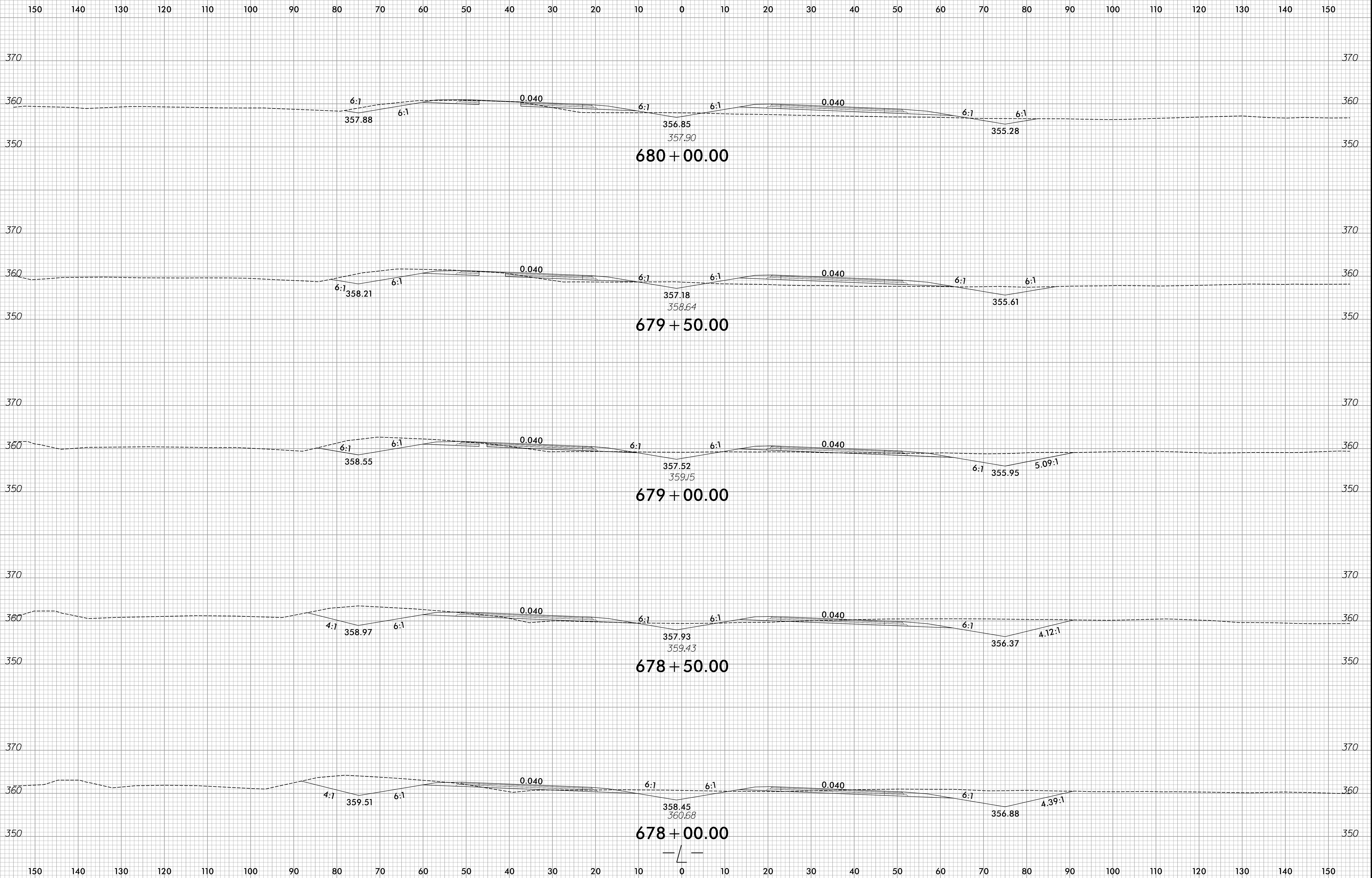


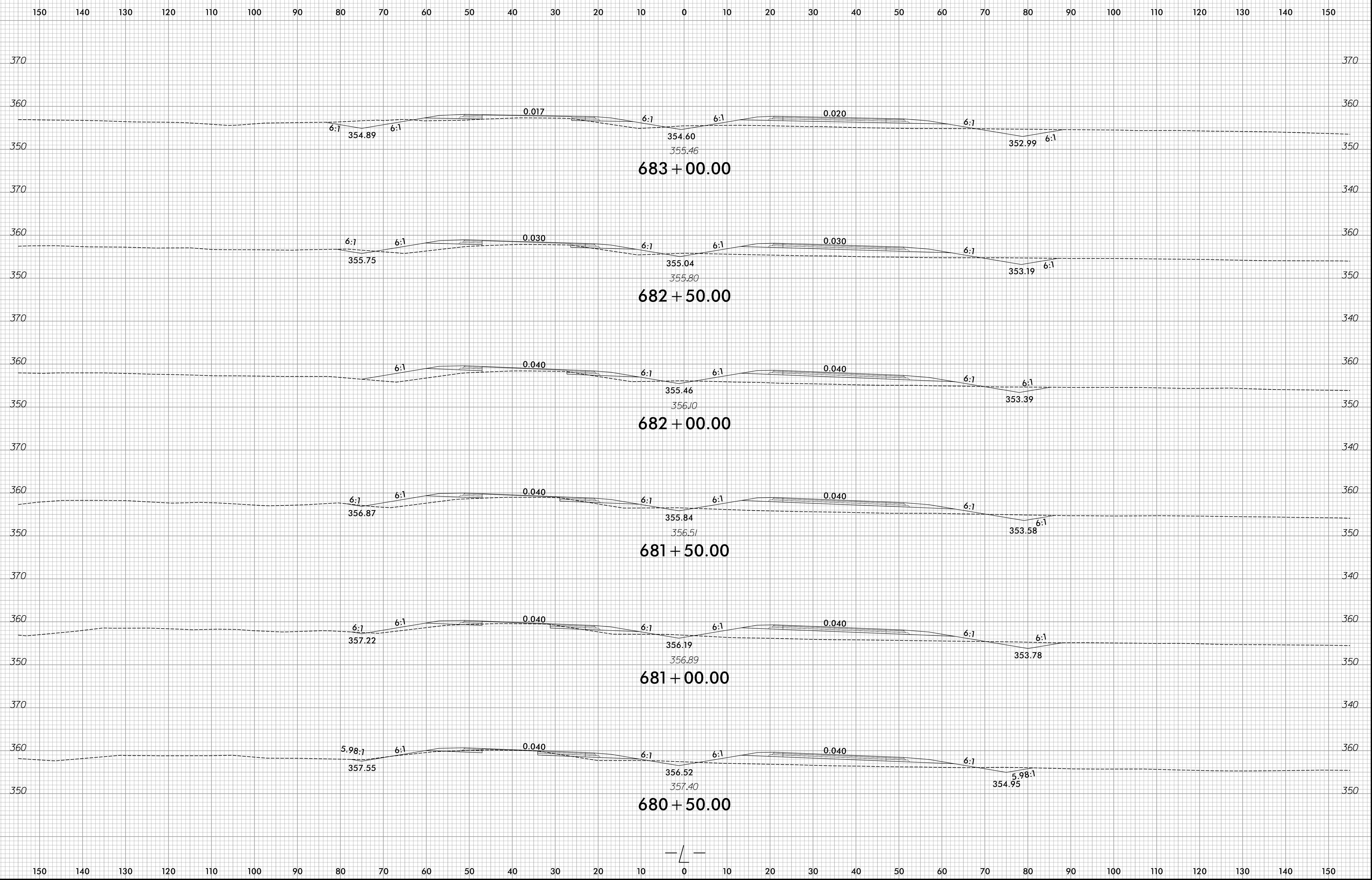


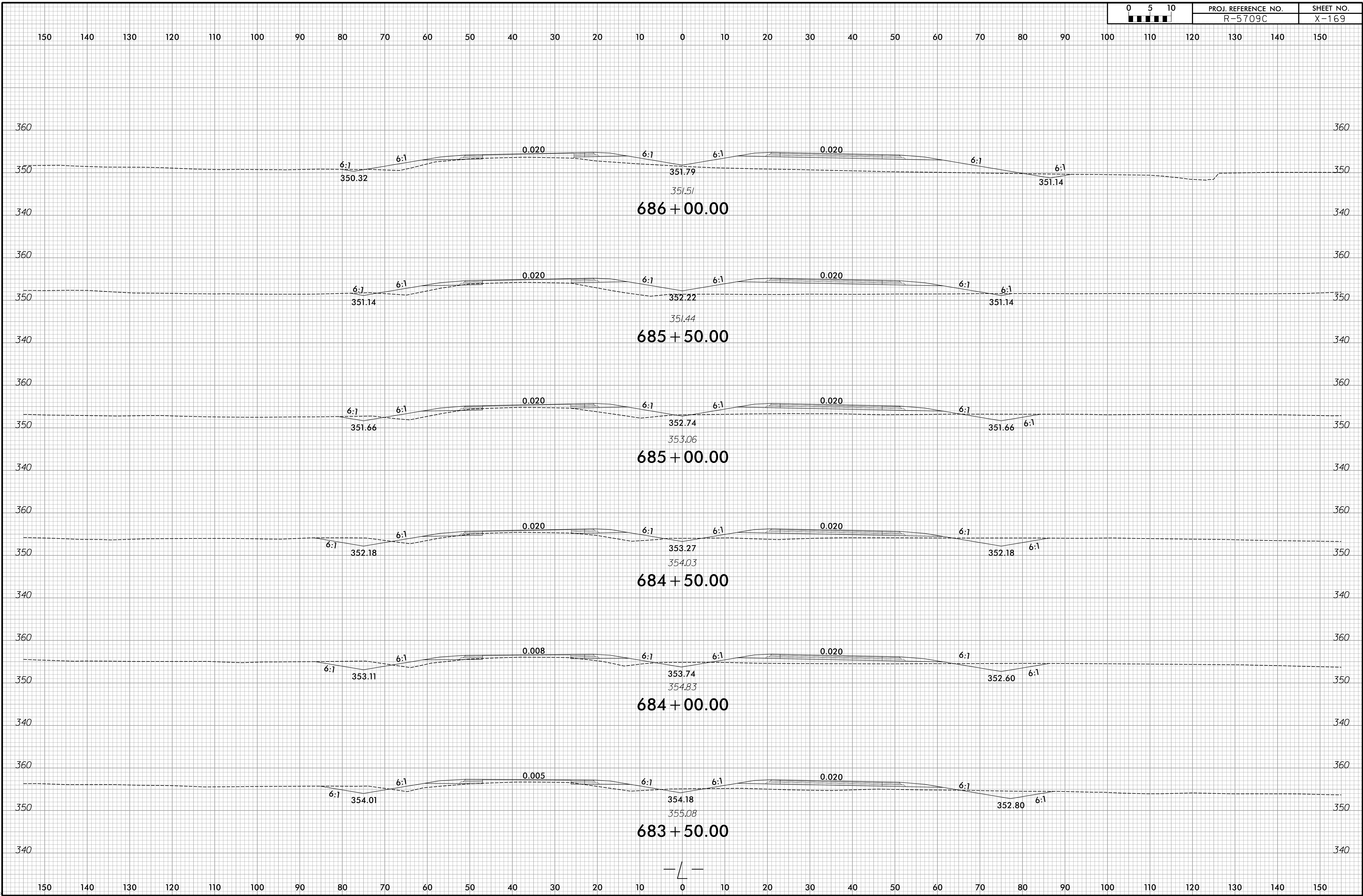






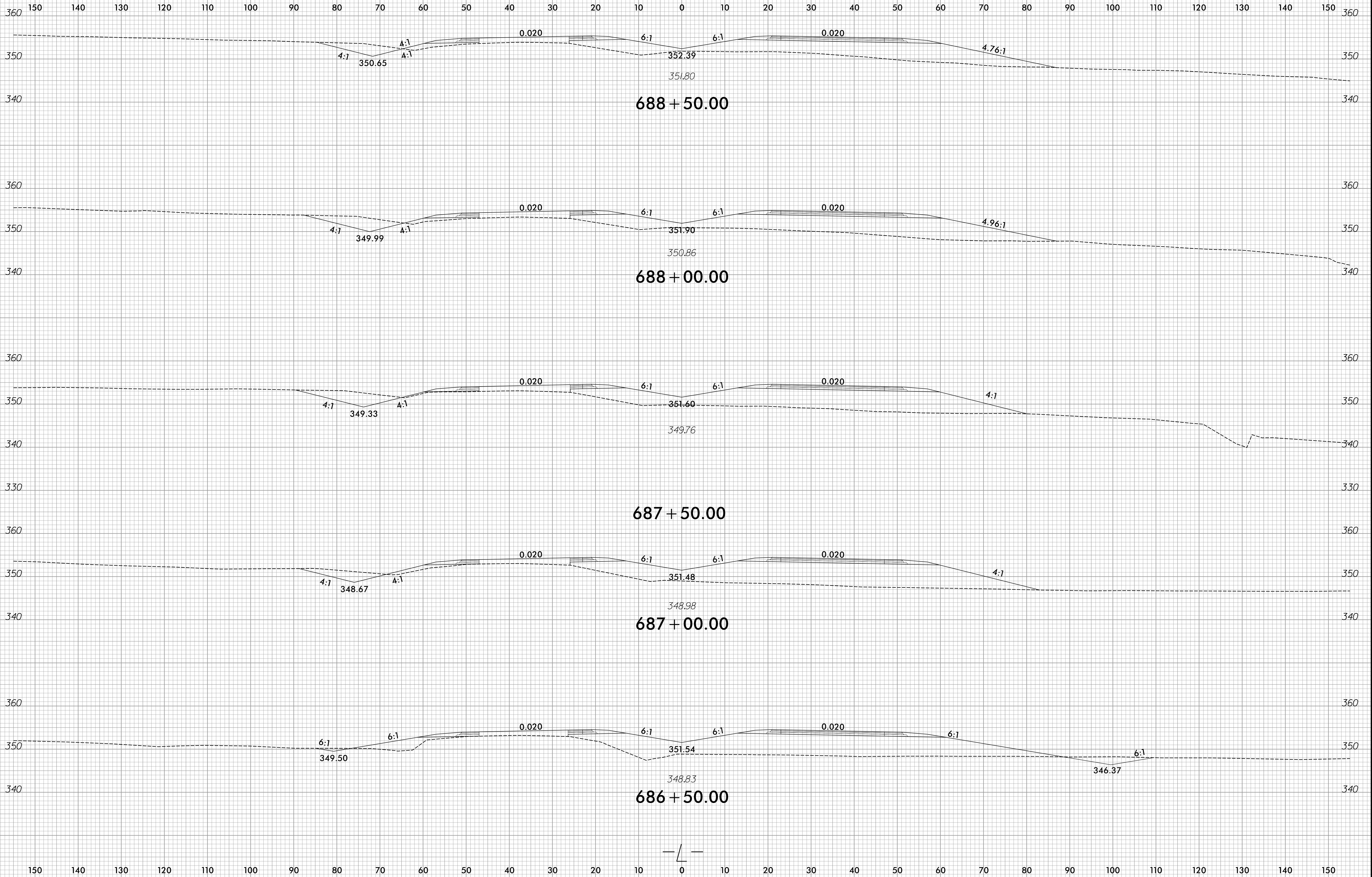




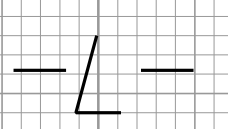


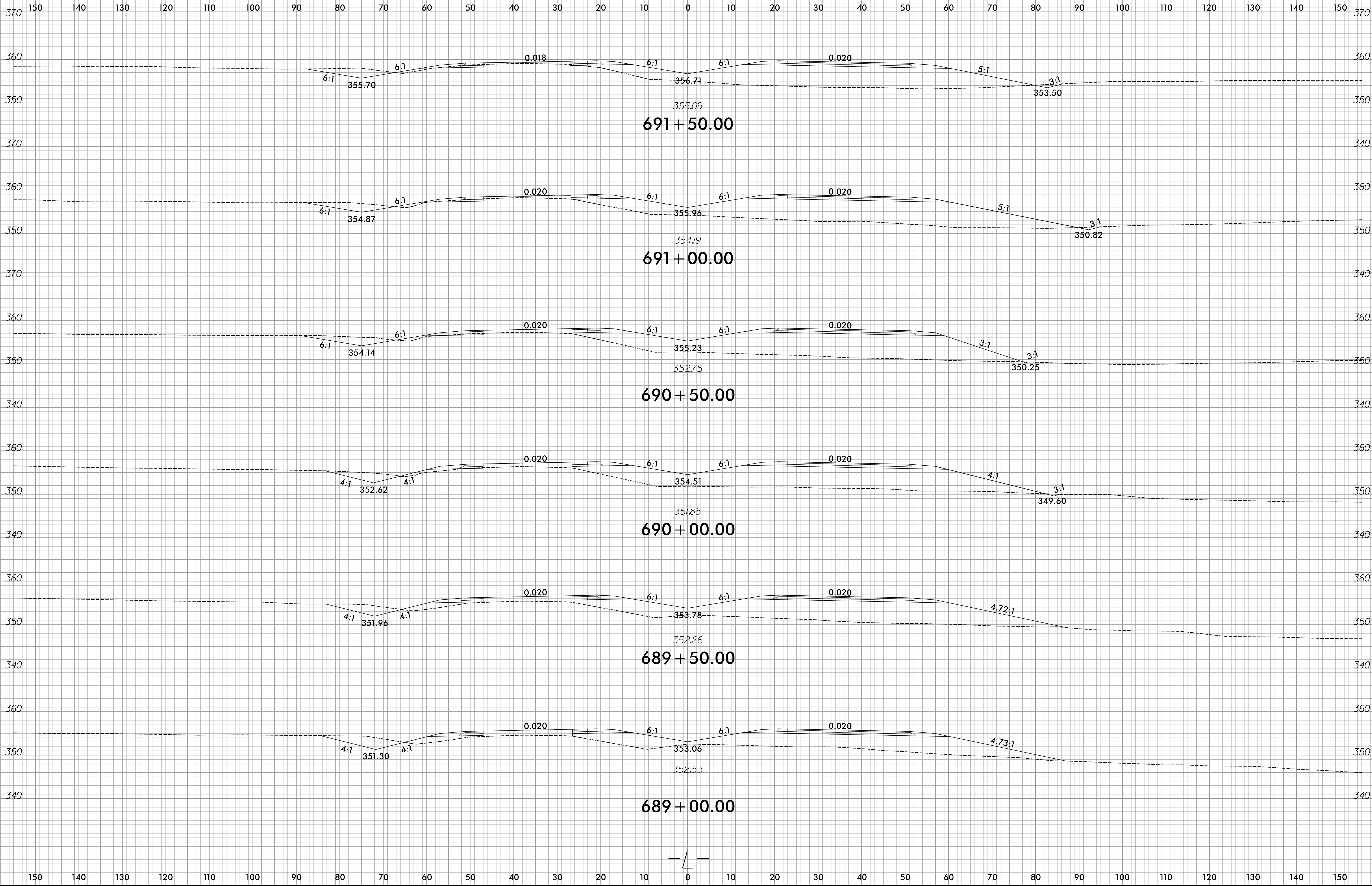
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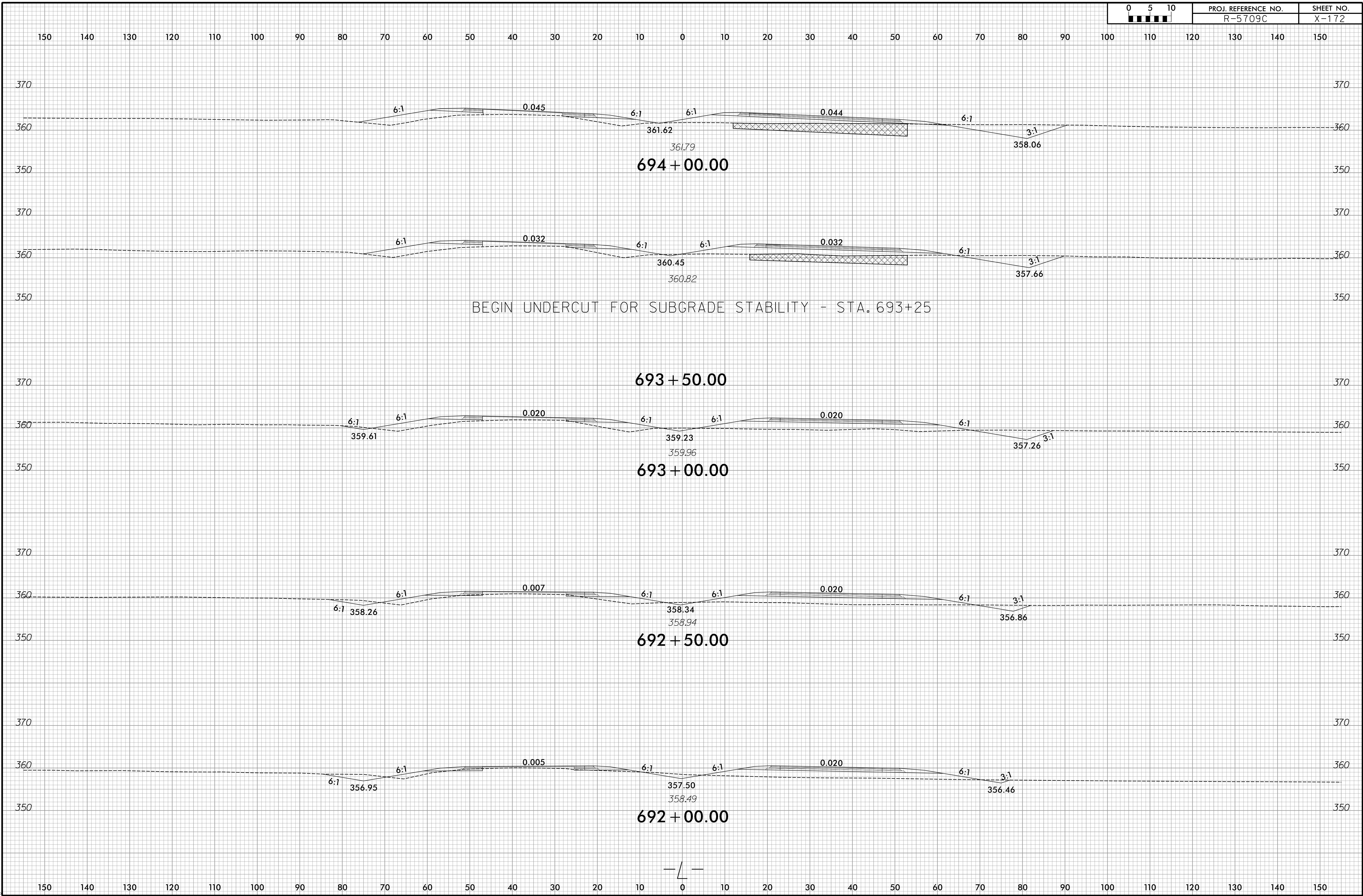
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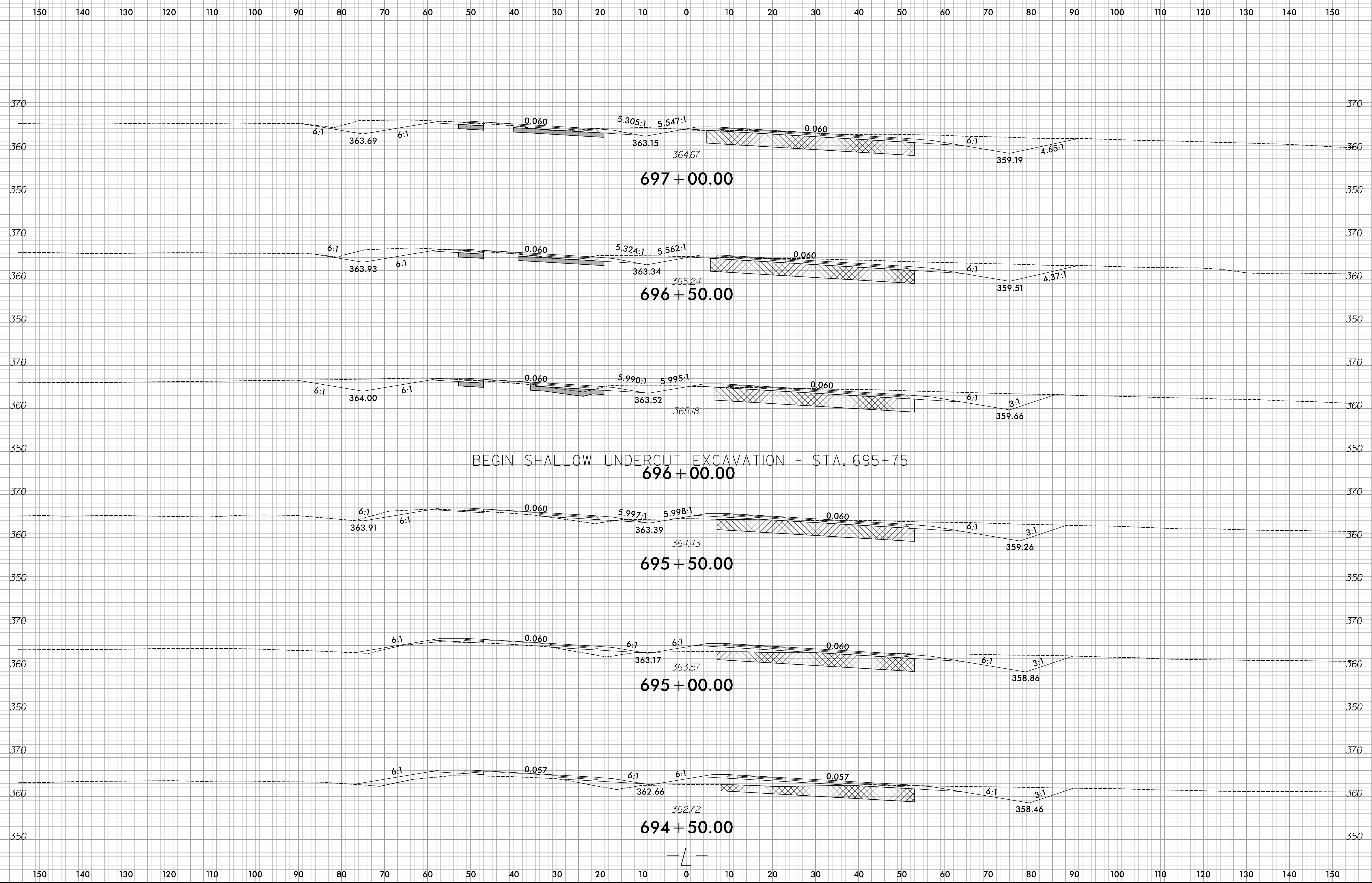


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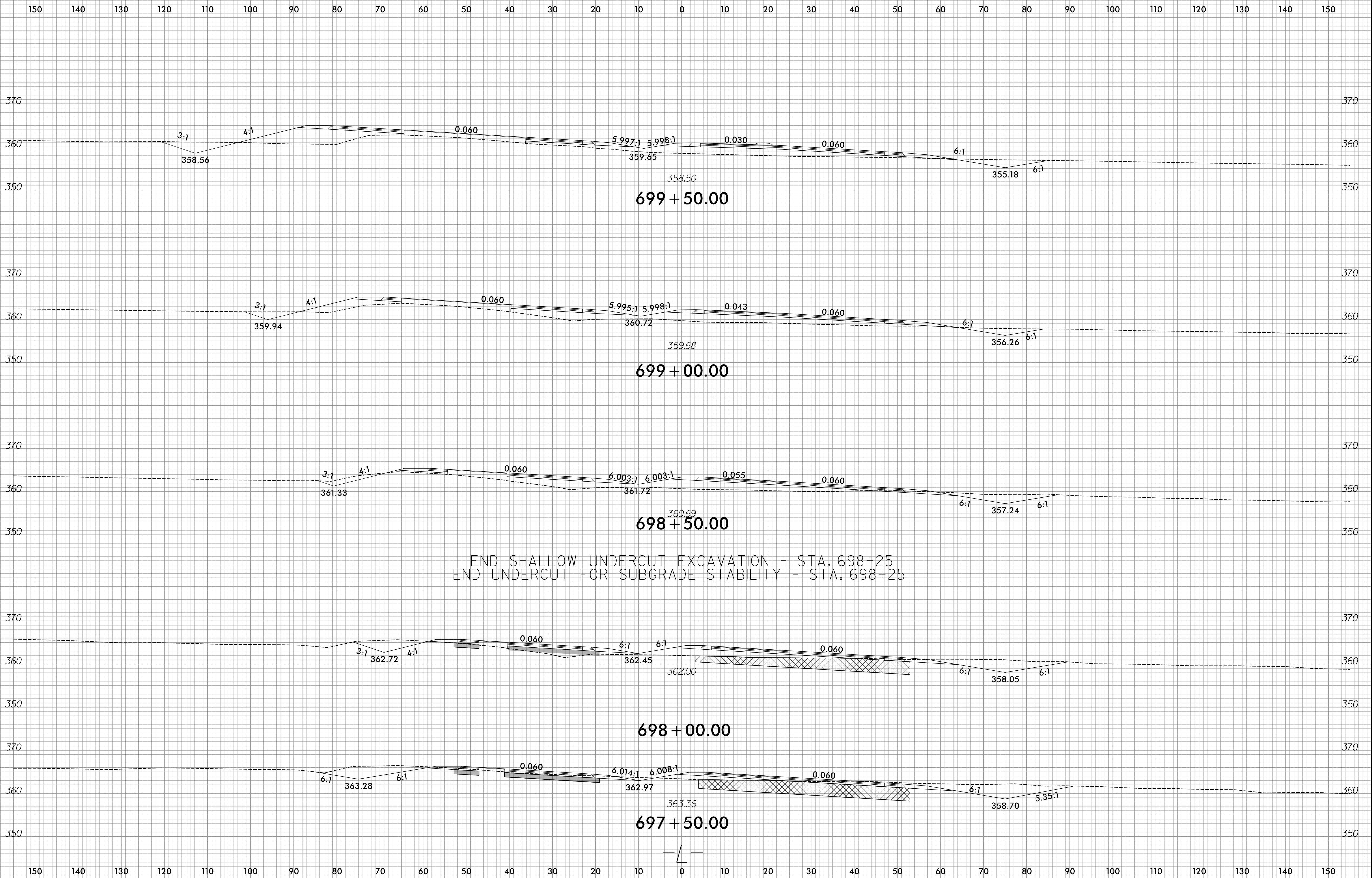


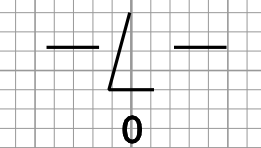
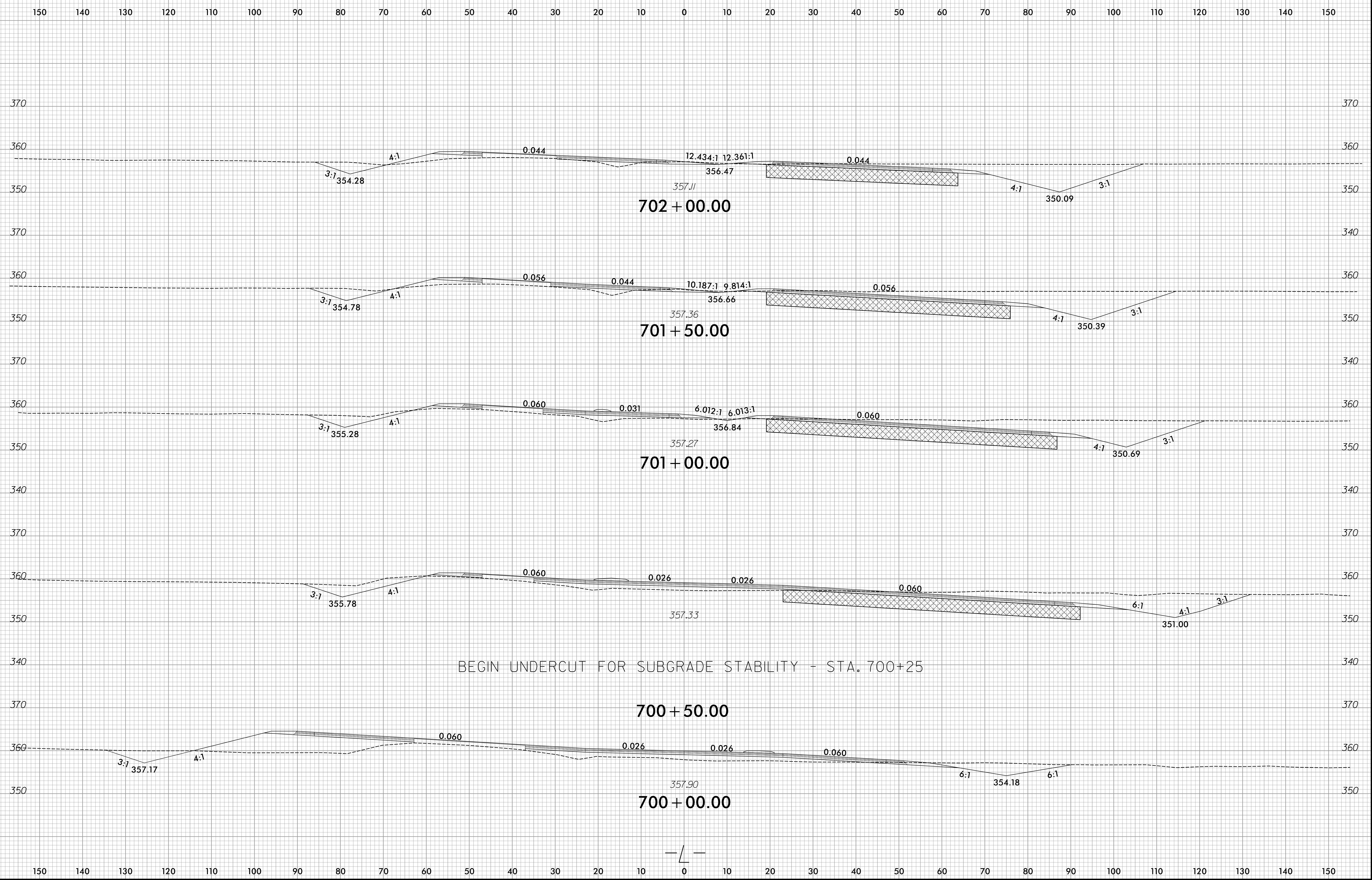






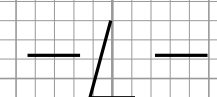
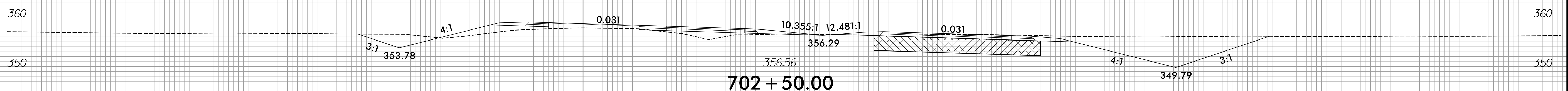
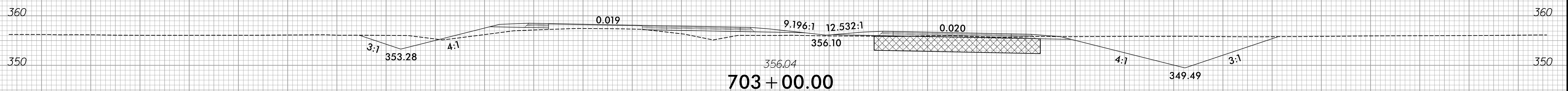
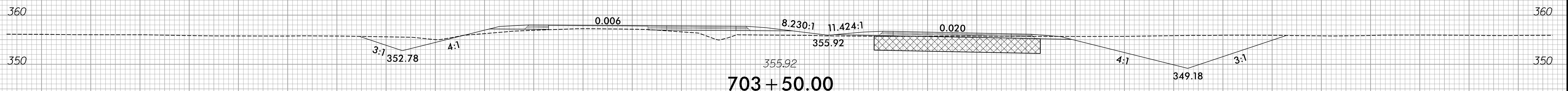
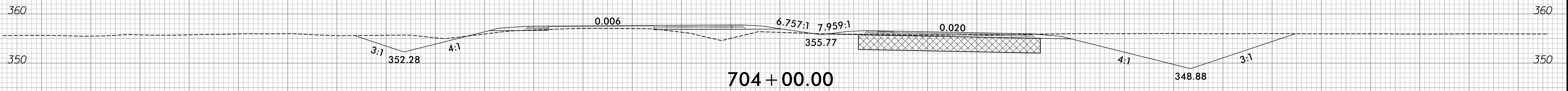
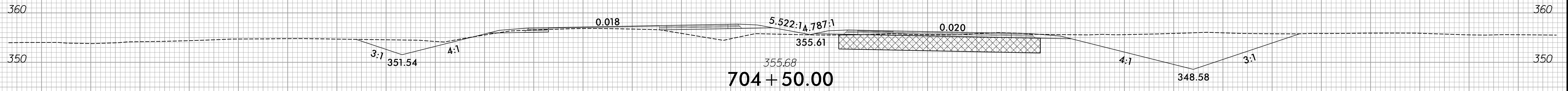
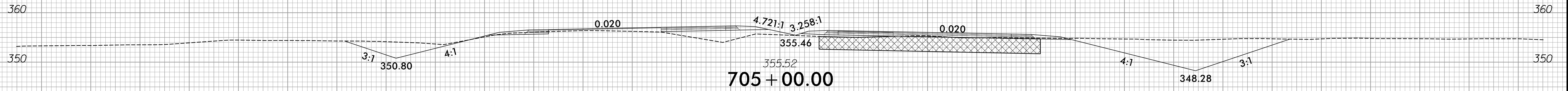
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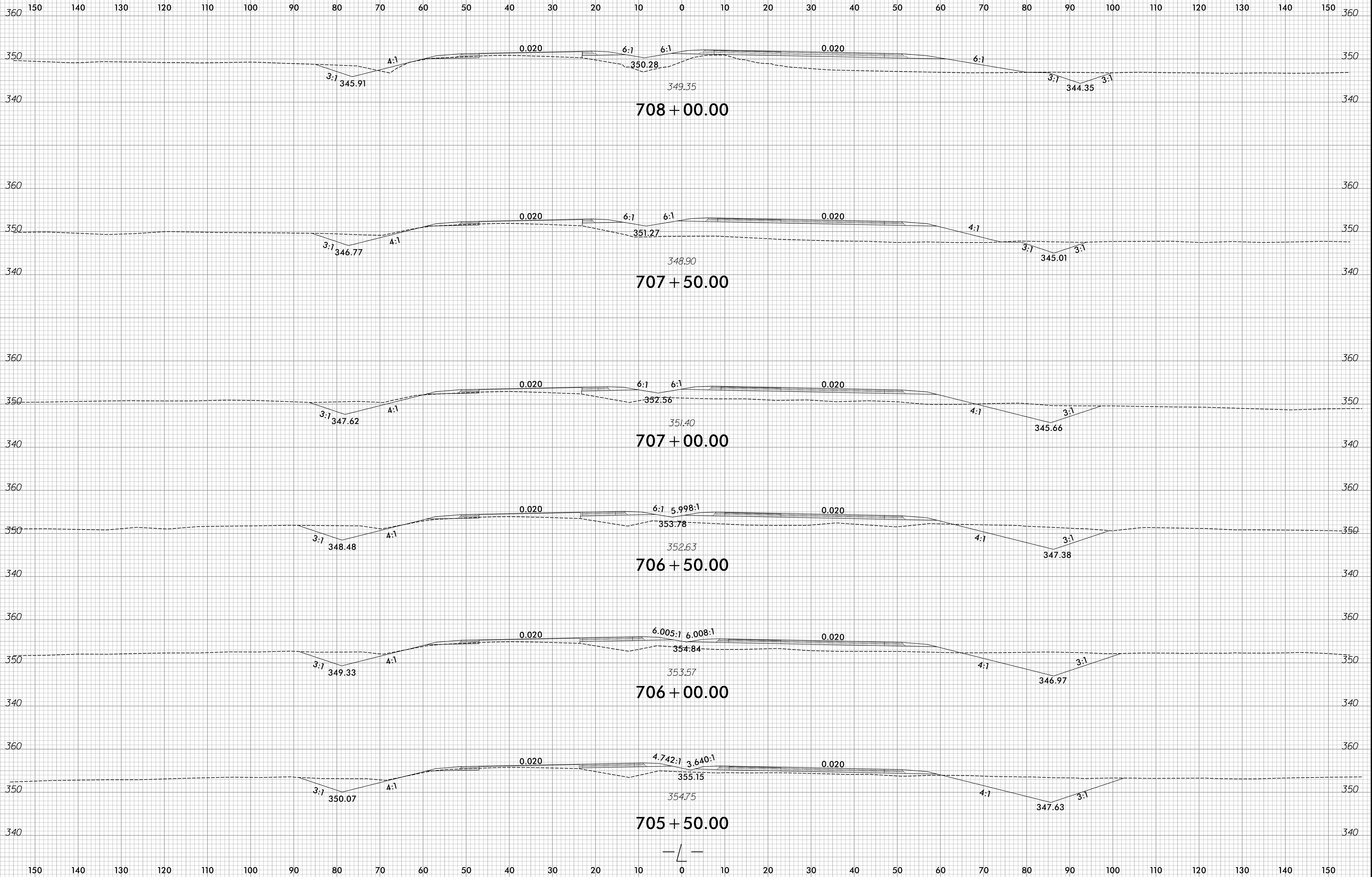


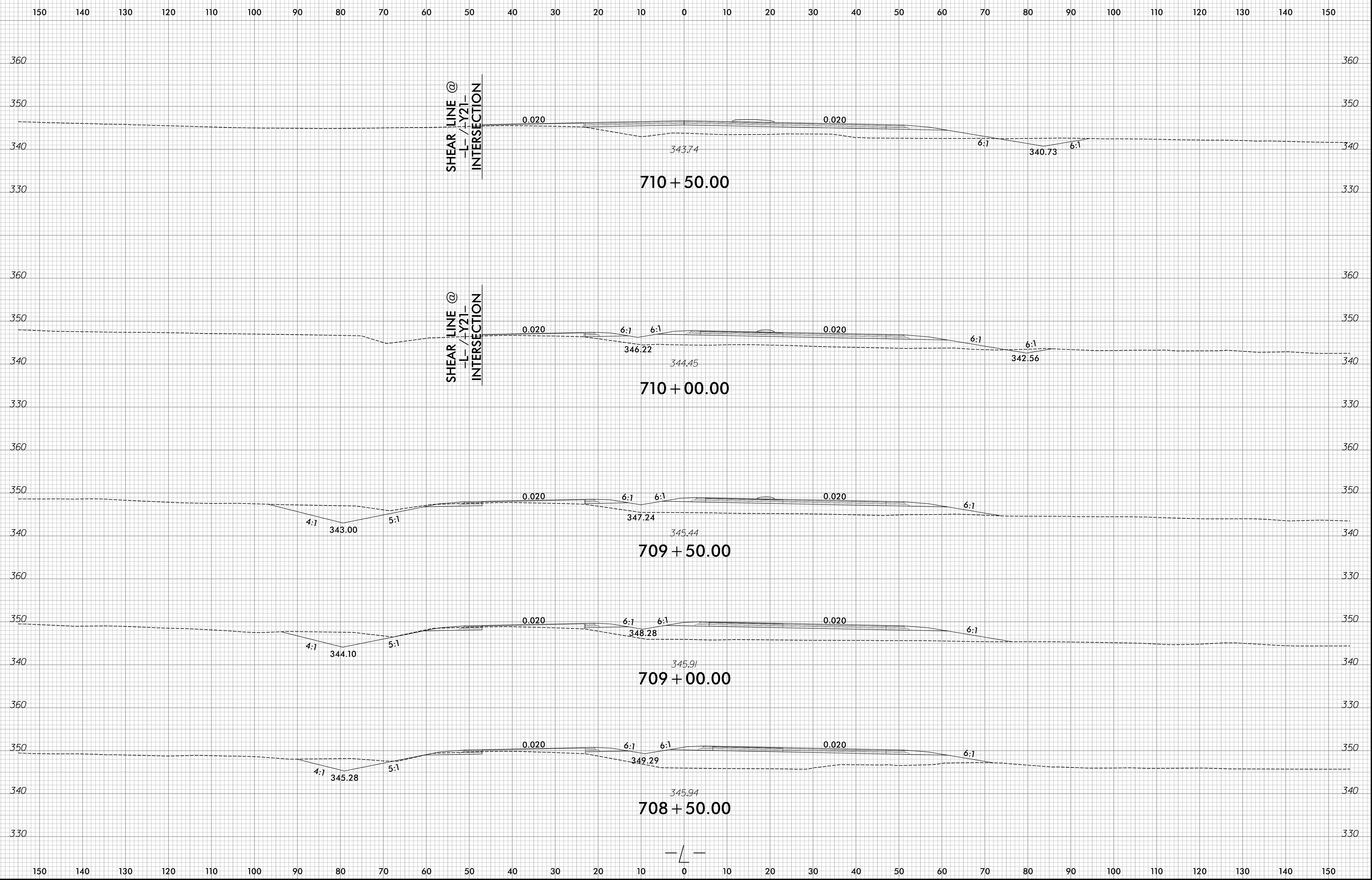


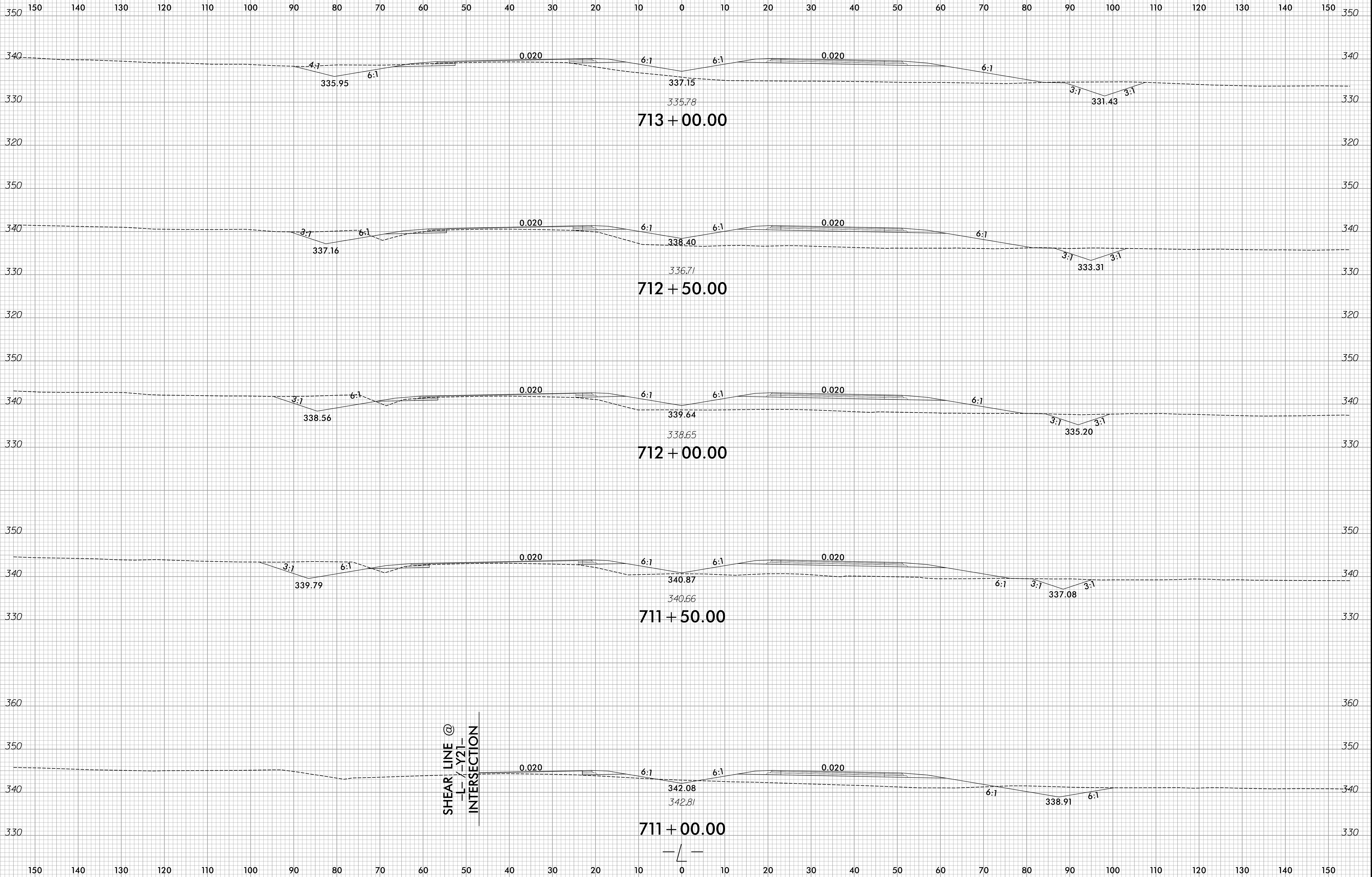
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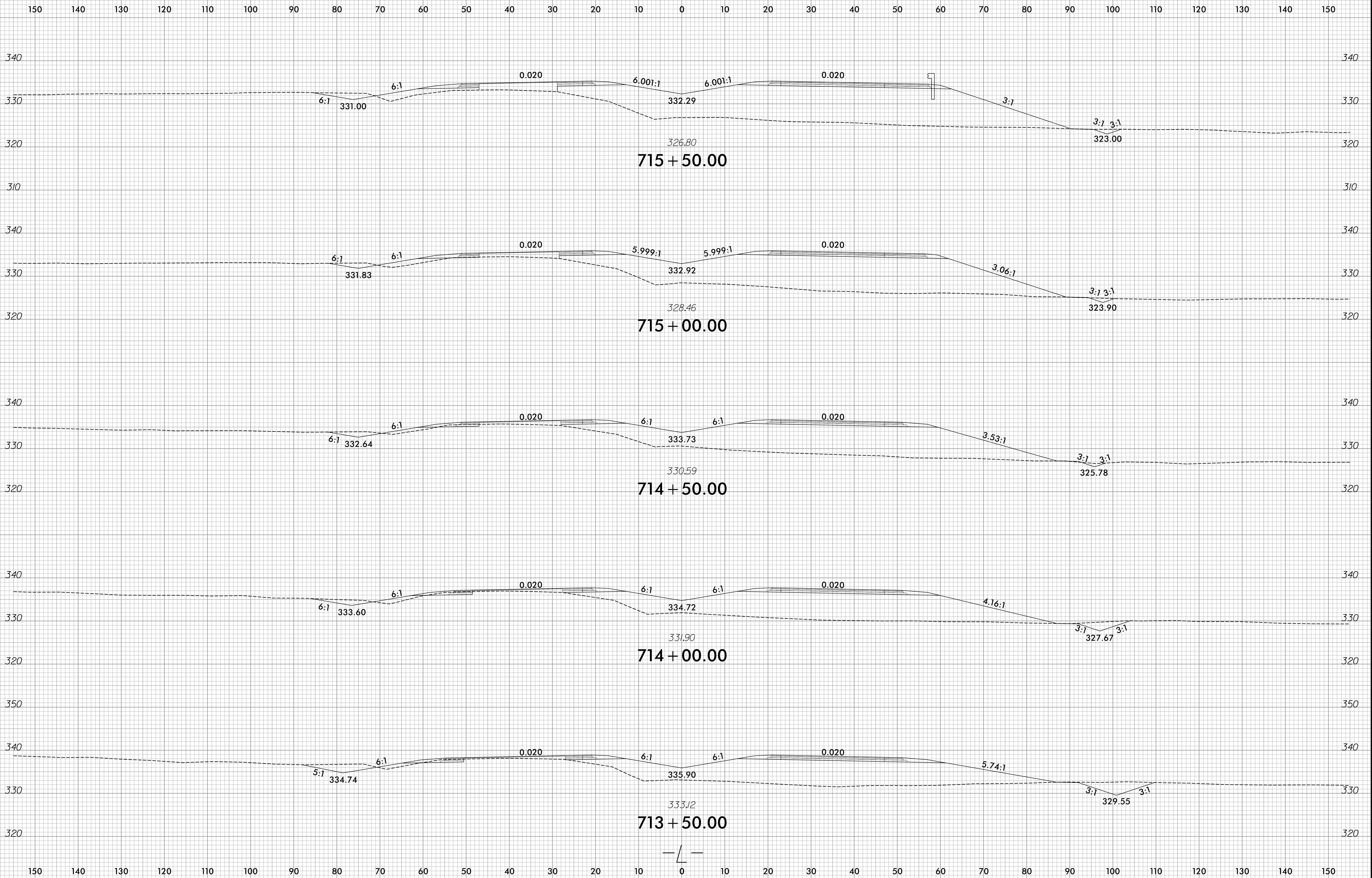
END UNDERCUT FOR SUBGRADE STABILITY - STA. 705+25

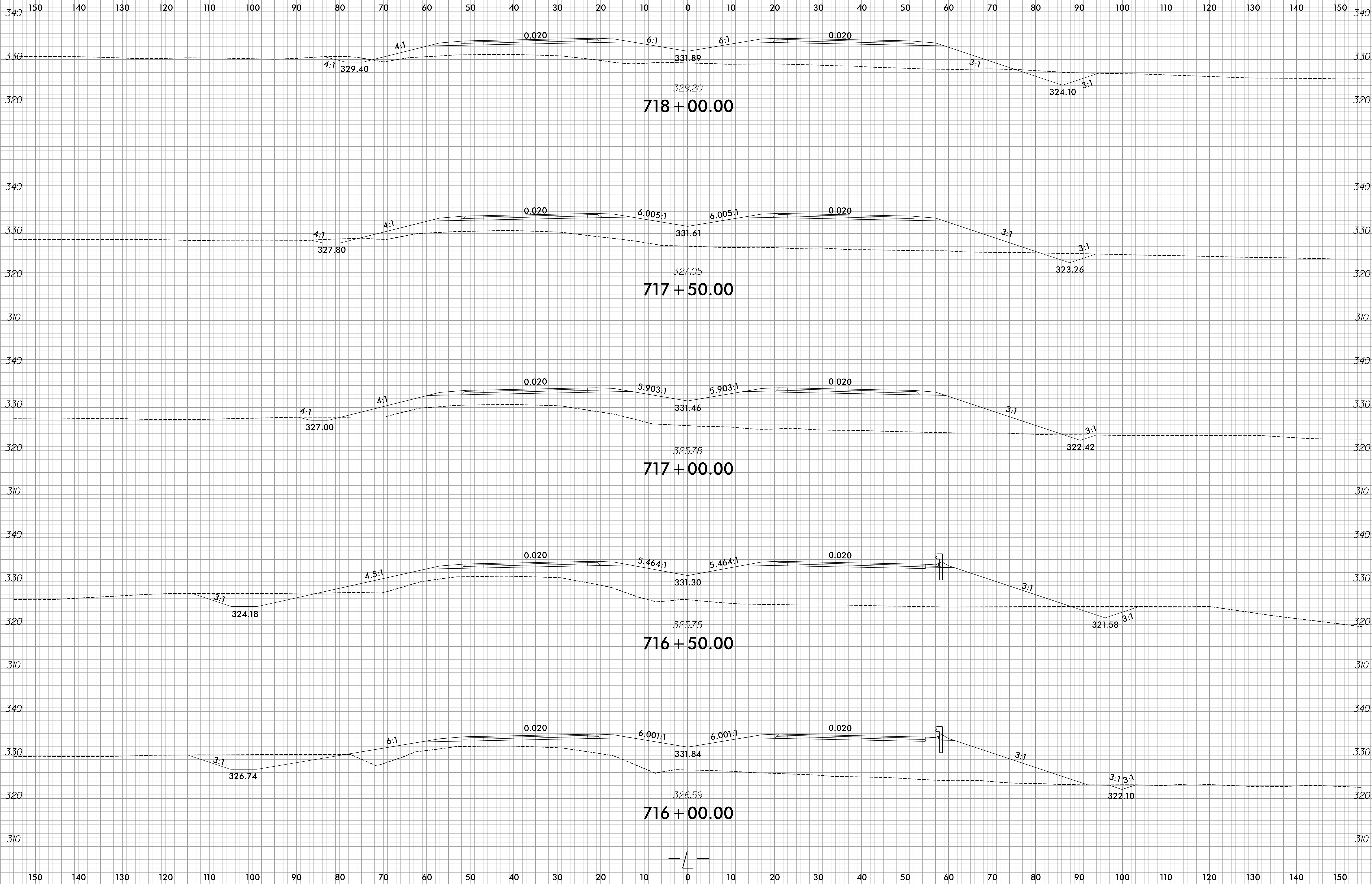




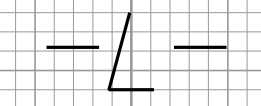


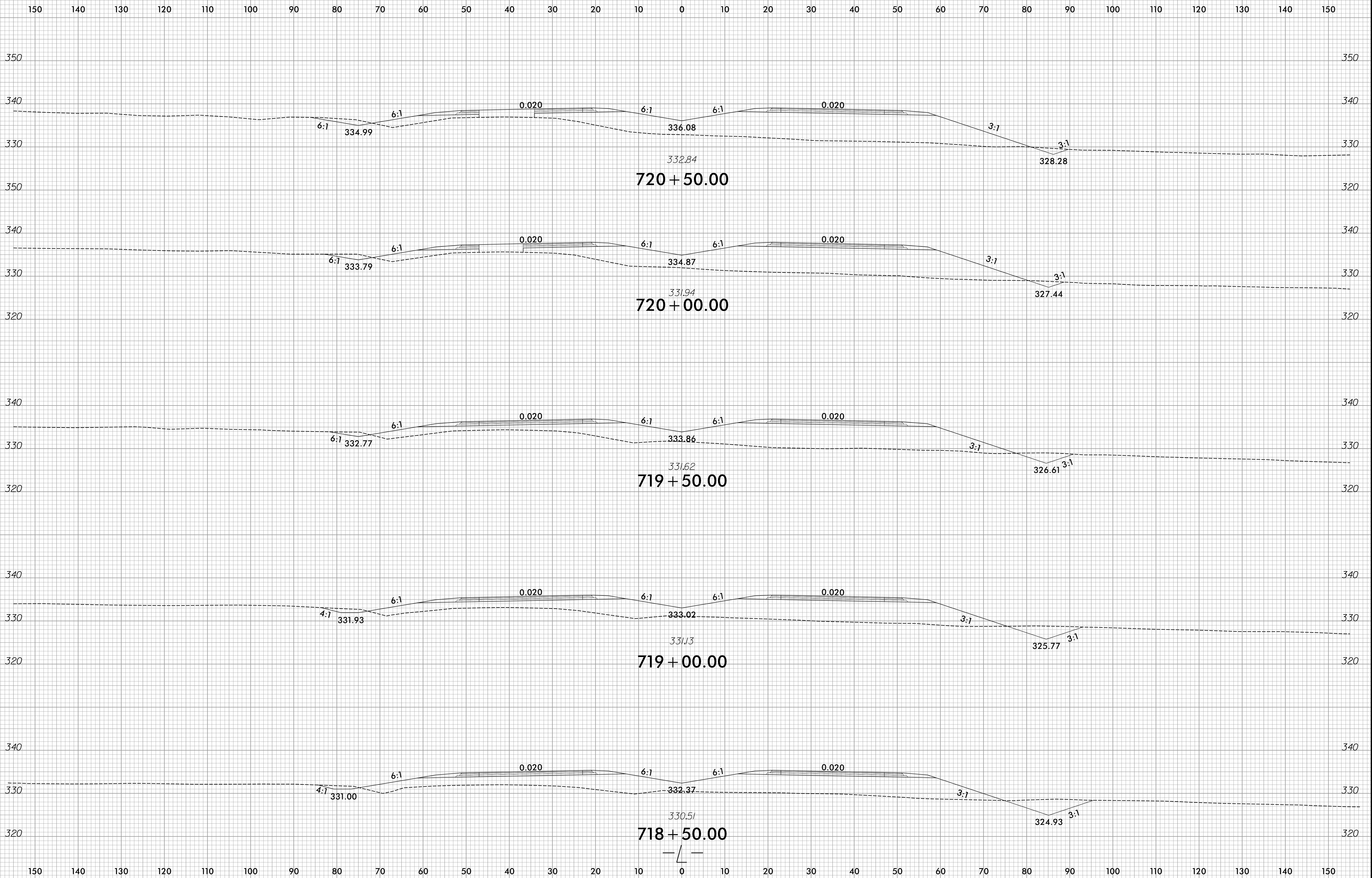


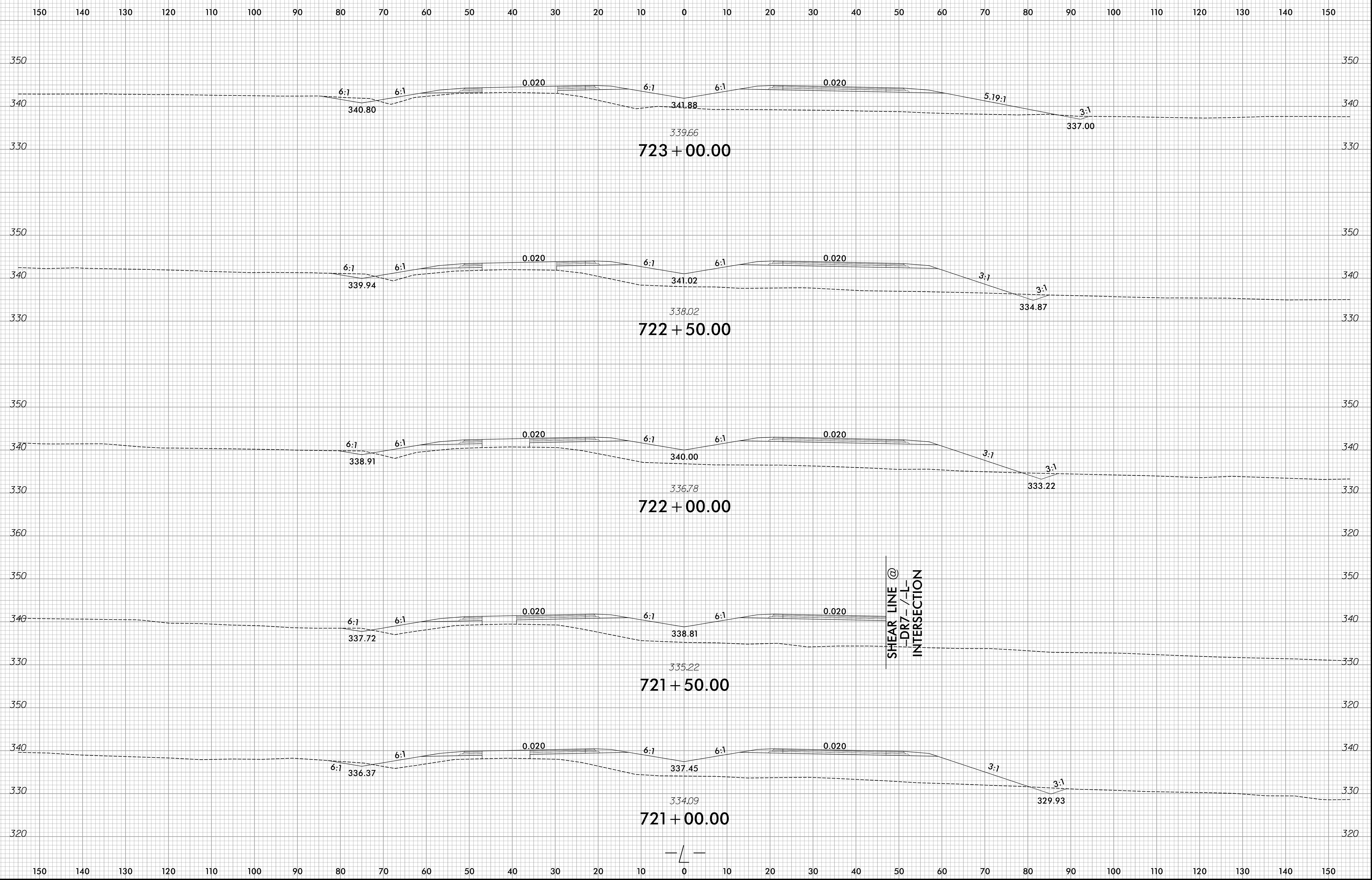


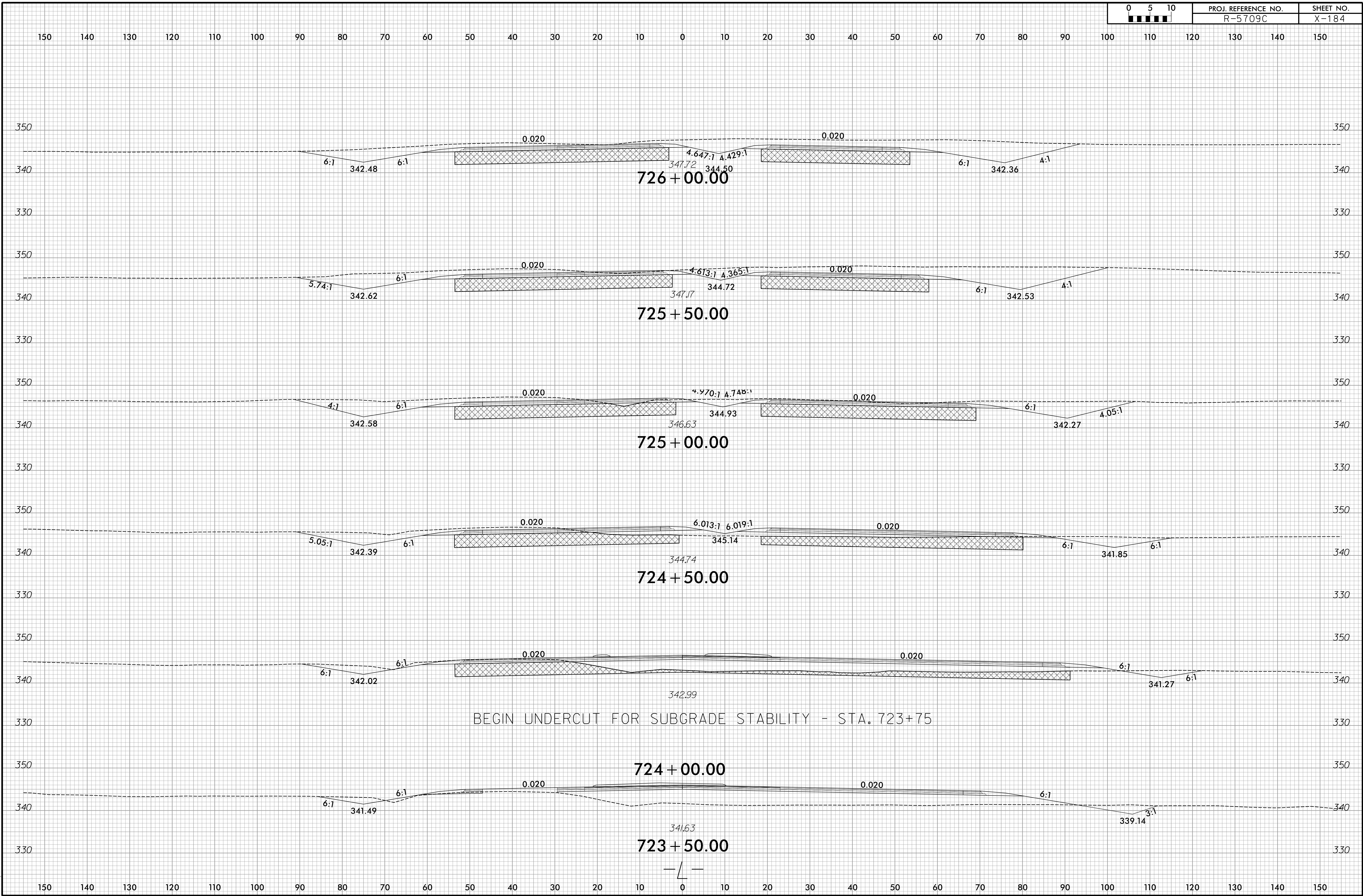


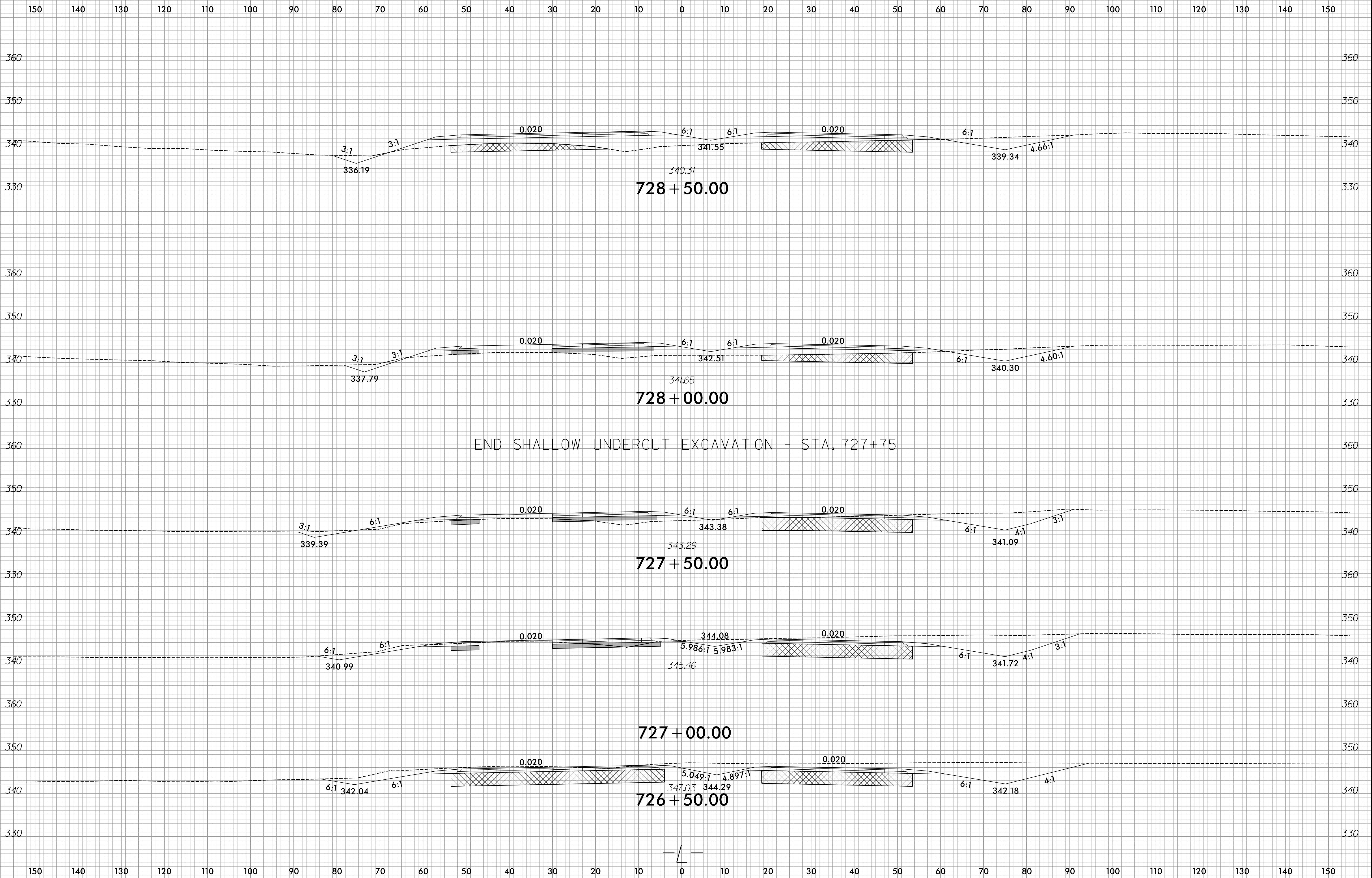
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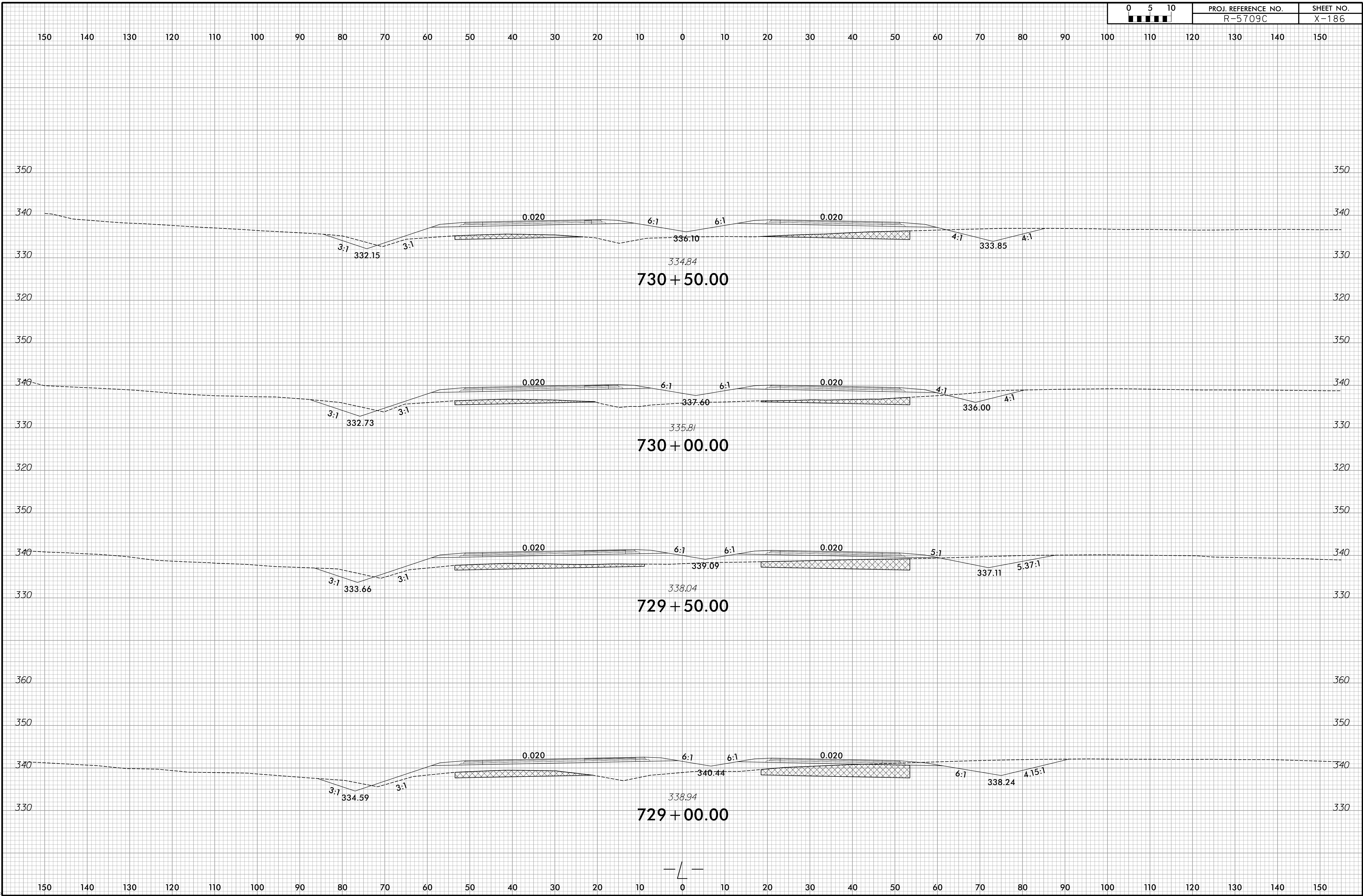


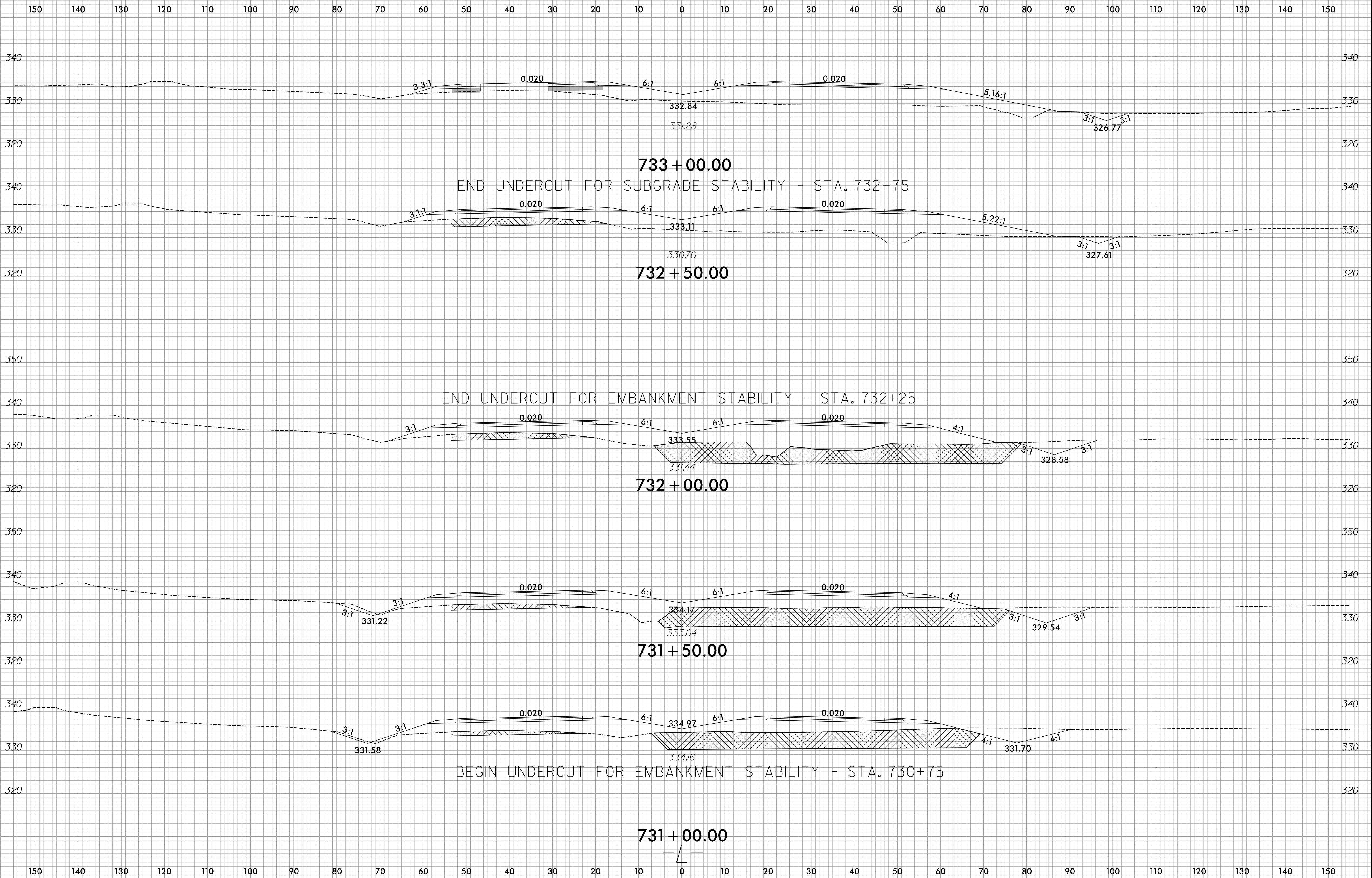


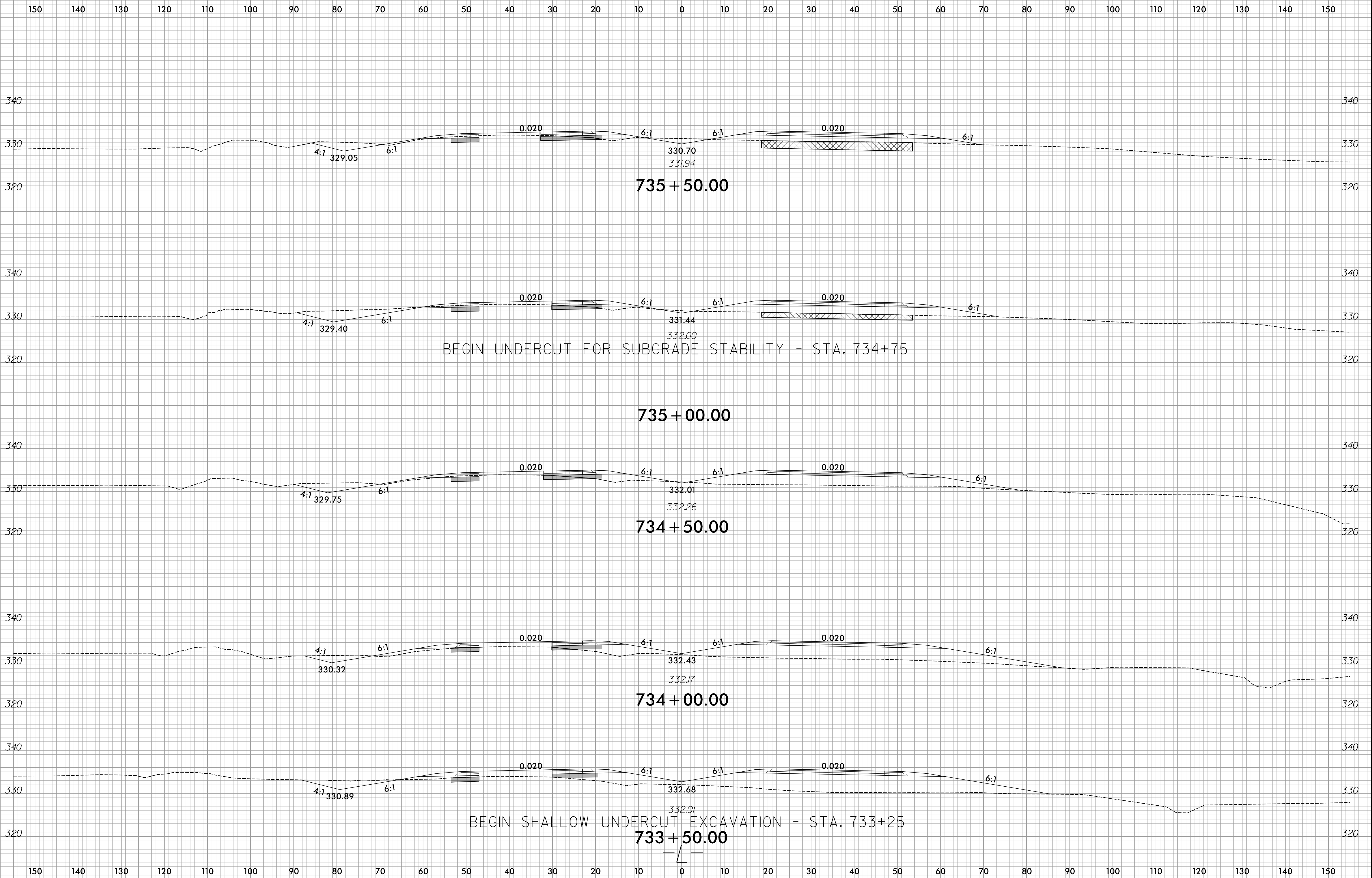


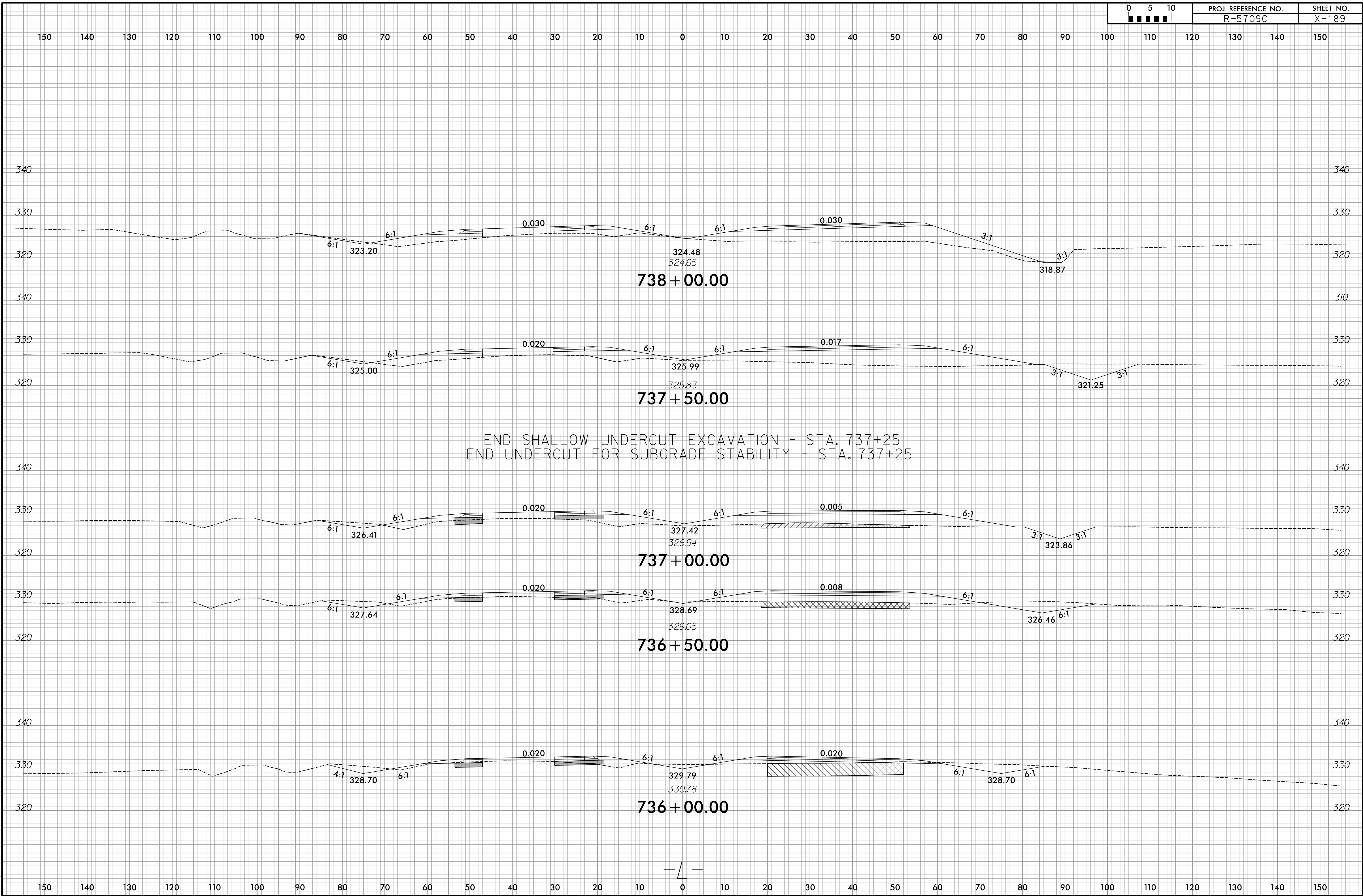


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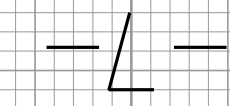


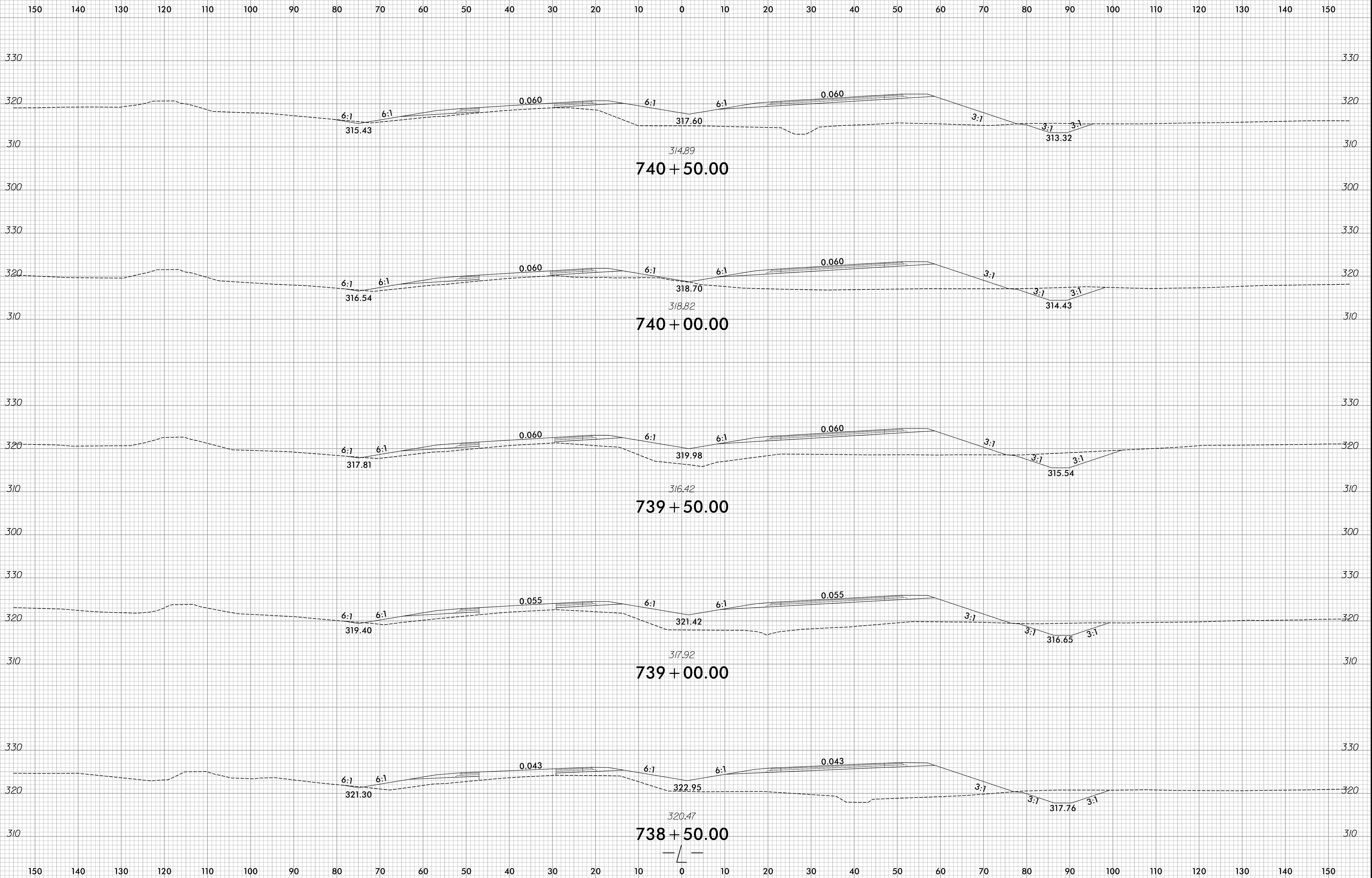


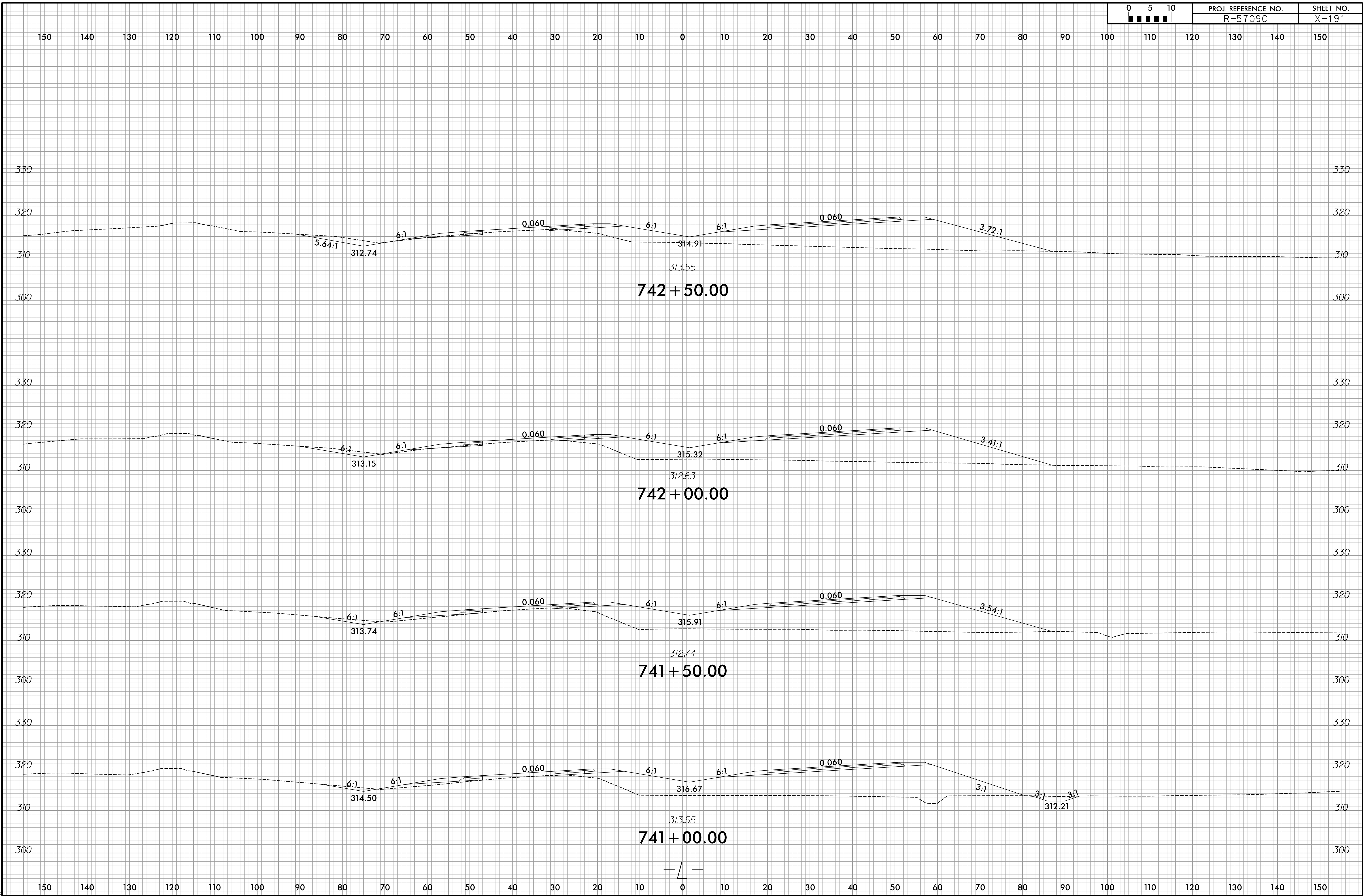




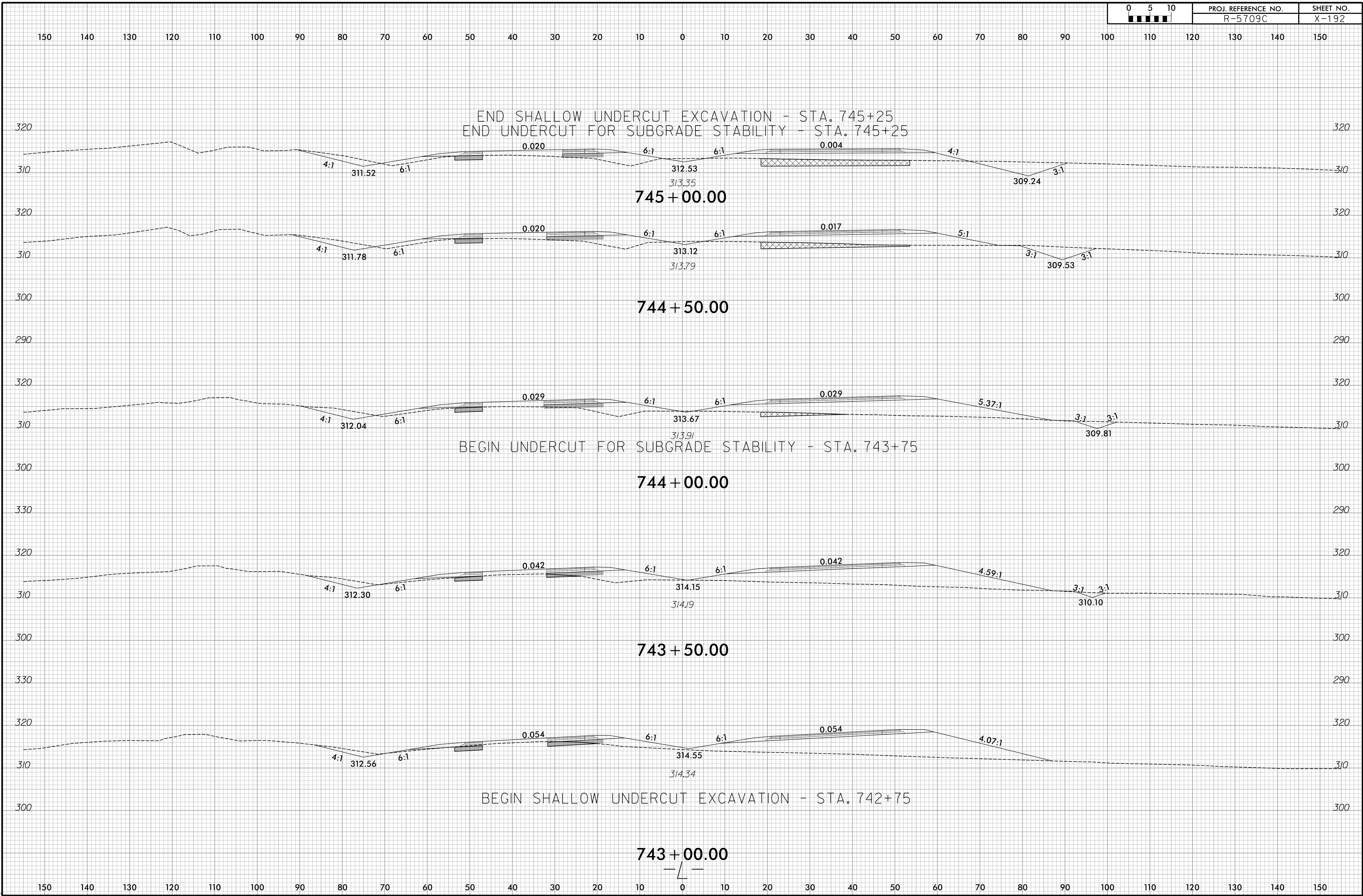
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 END UNDERCUT FOR SUBGRADE STABILITY - STA. 737+25

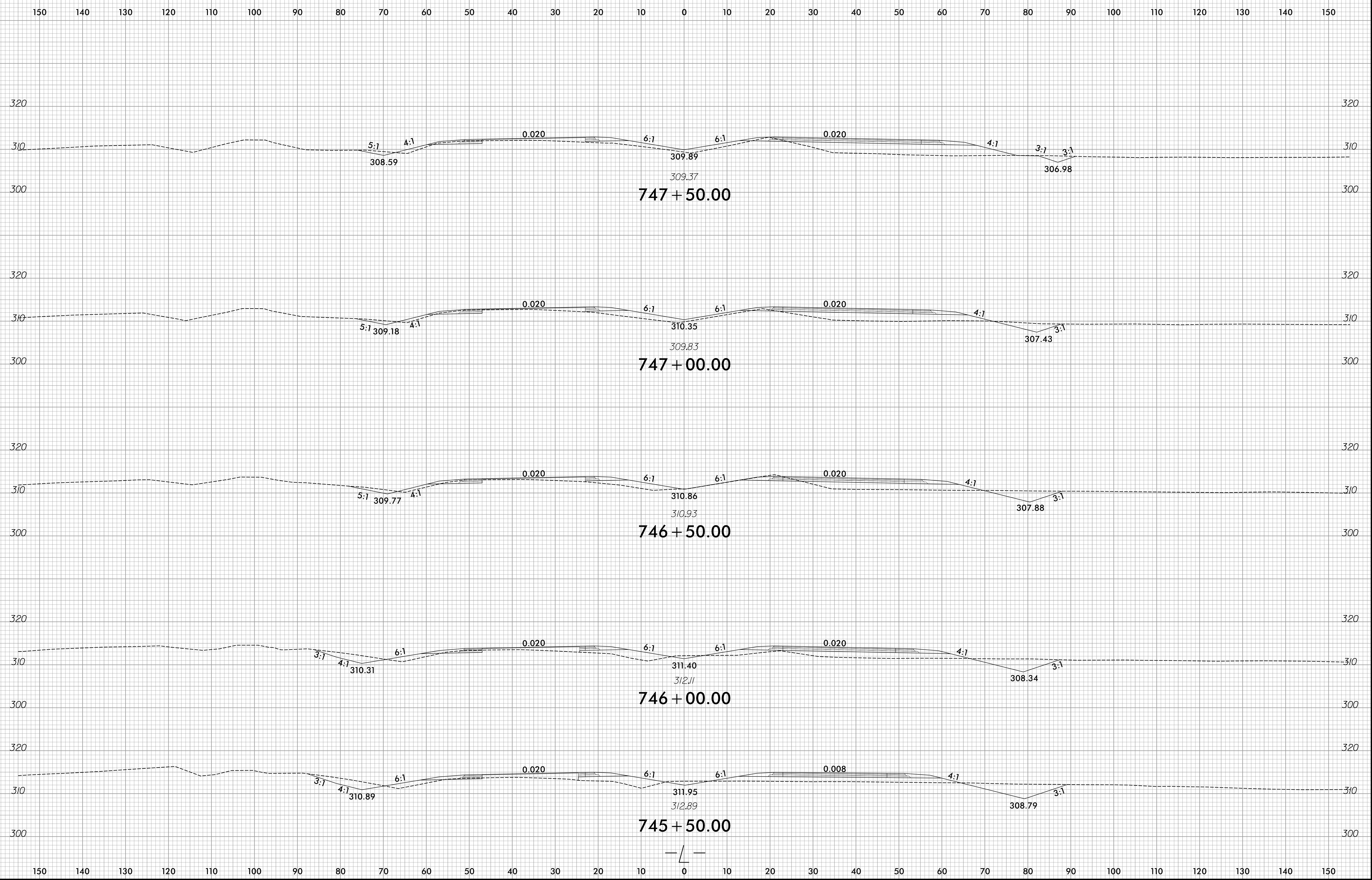


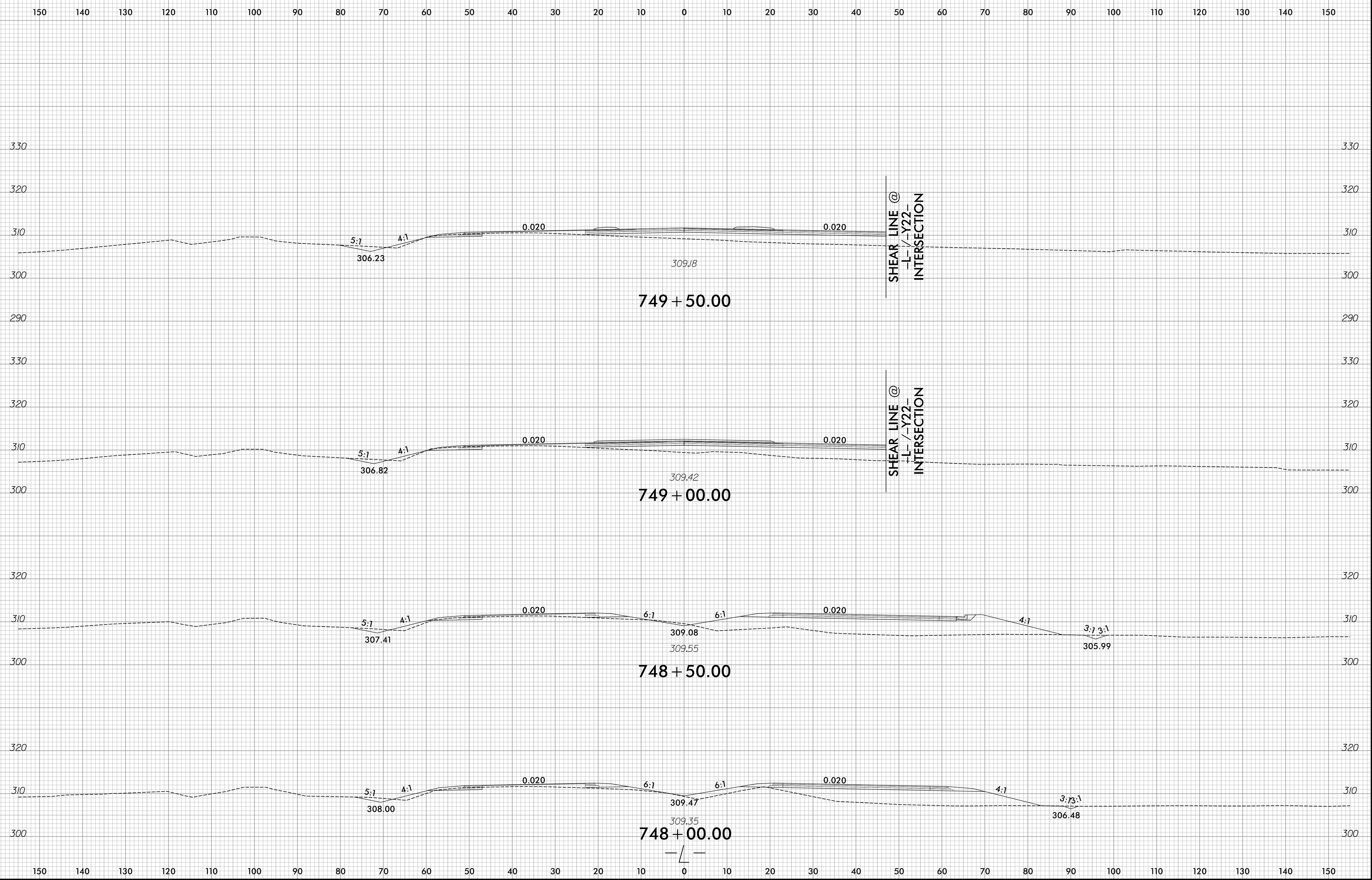


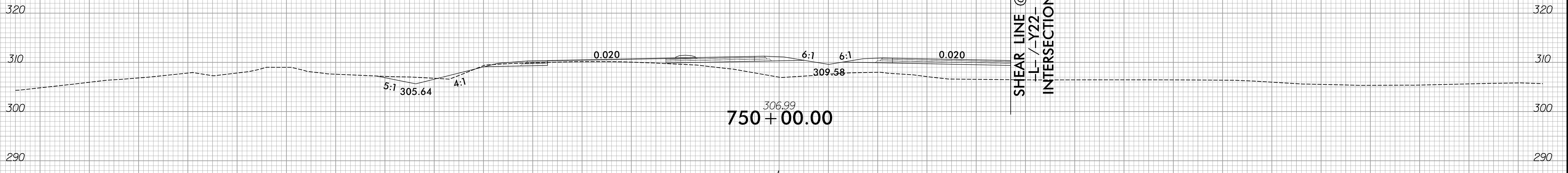
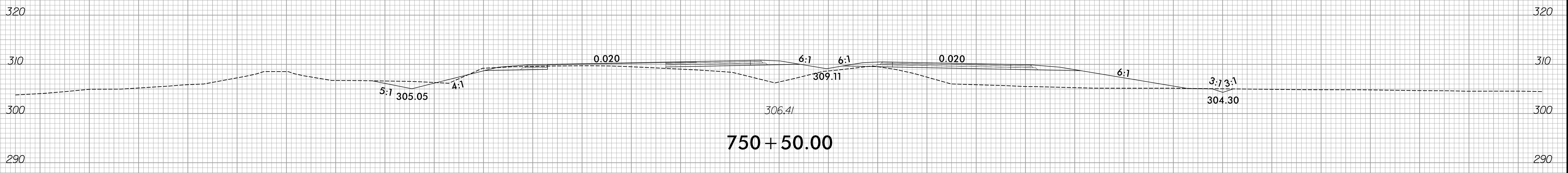
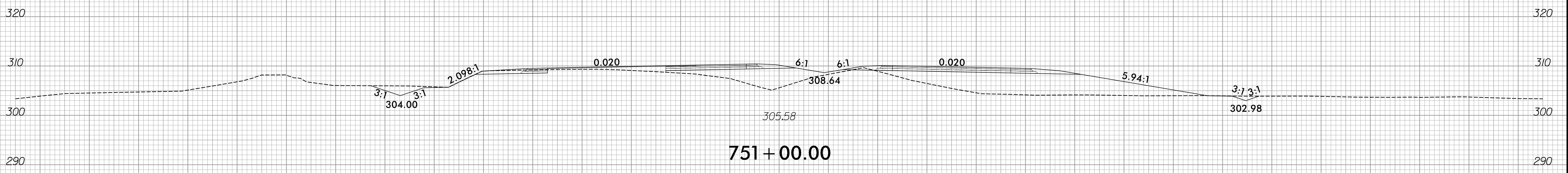
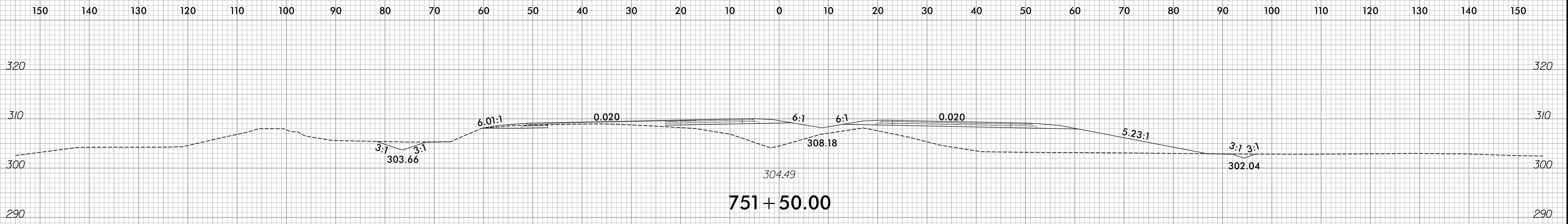


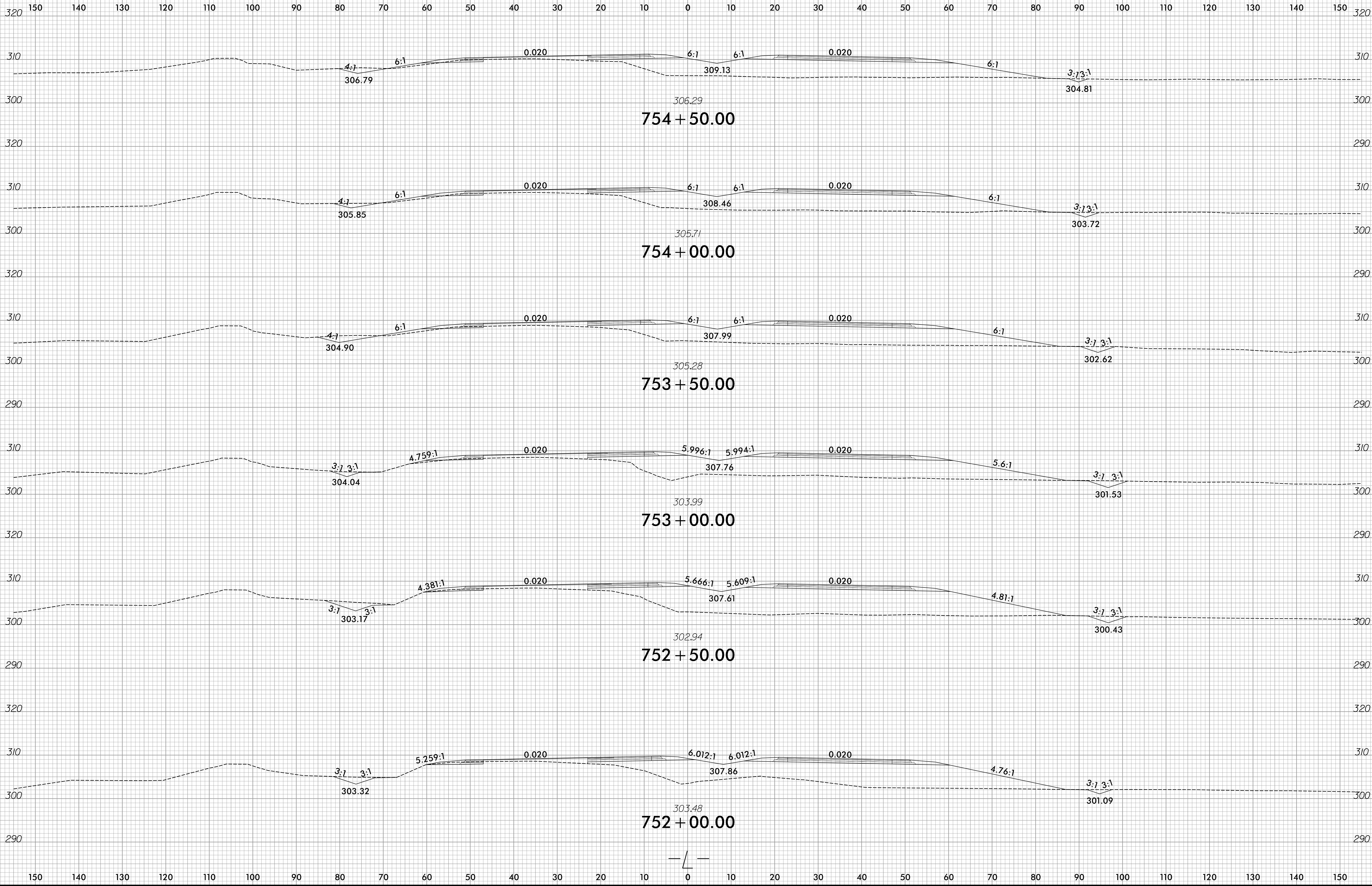
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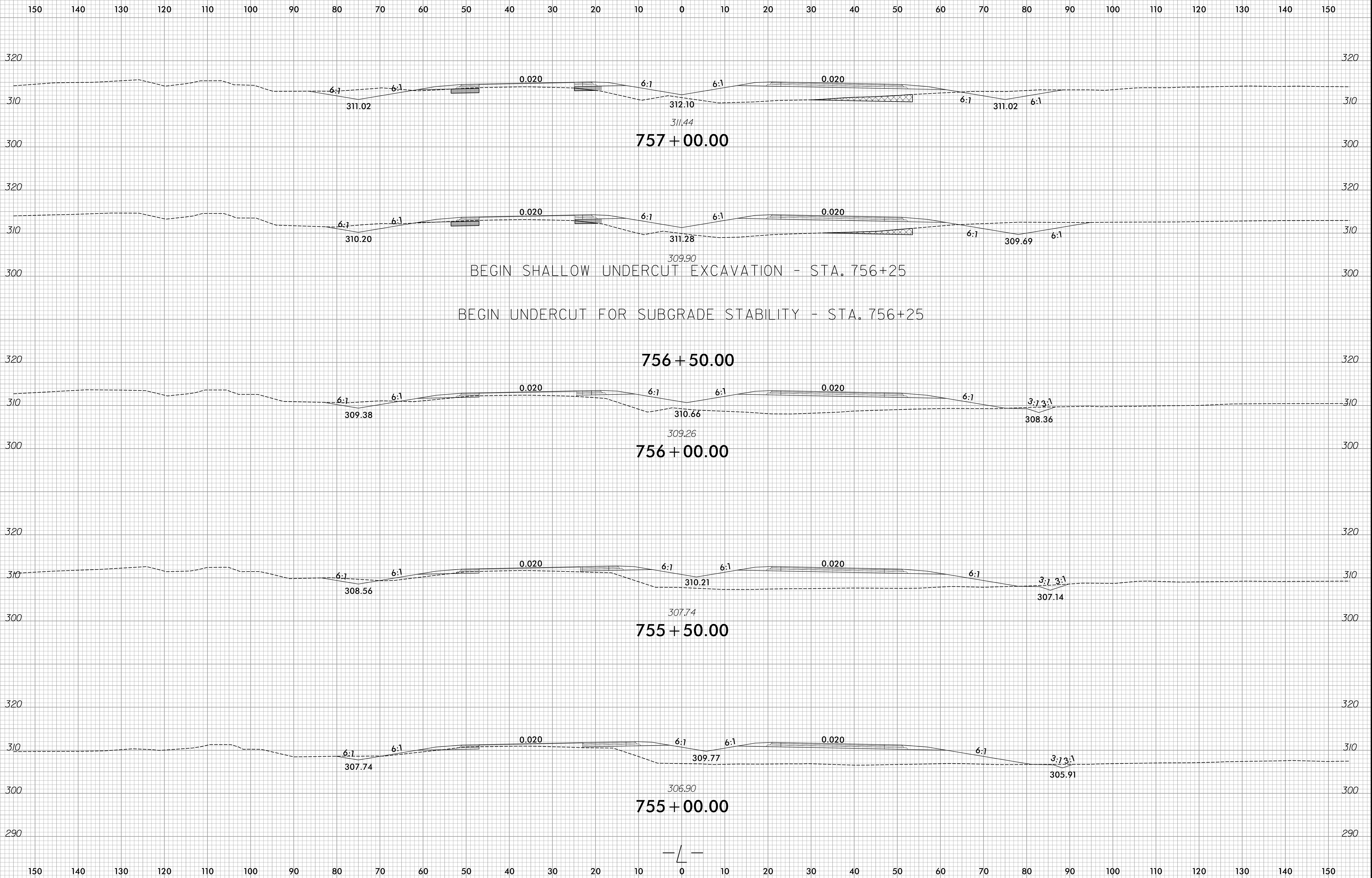




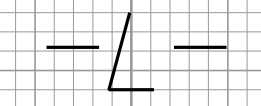


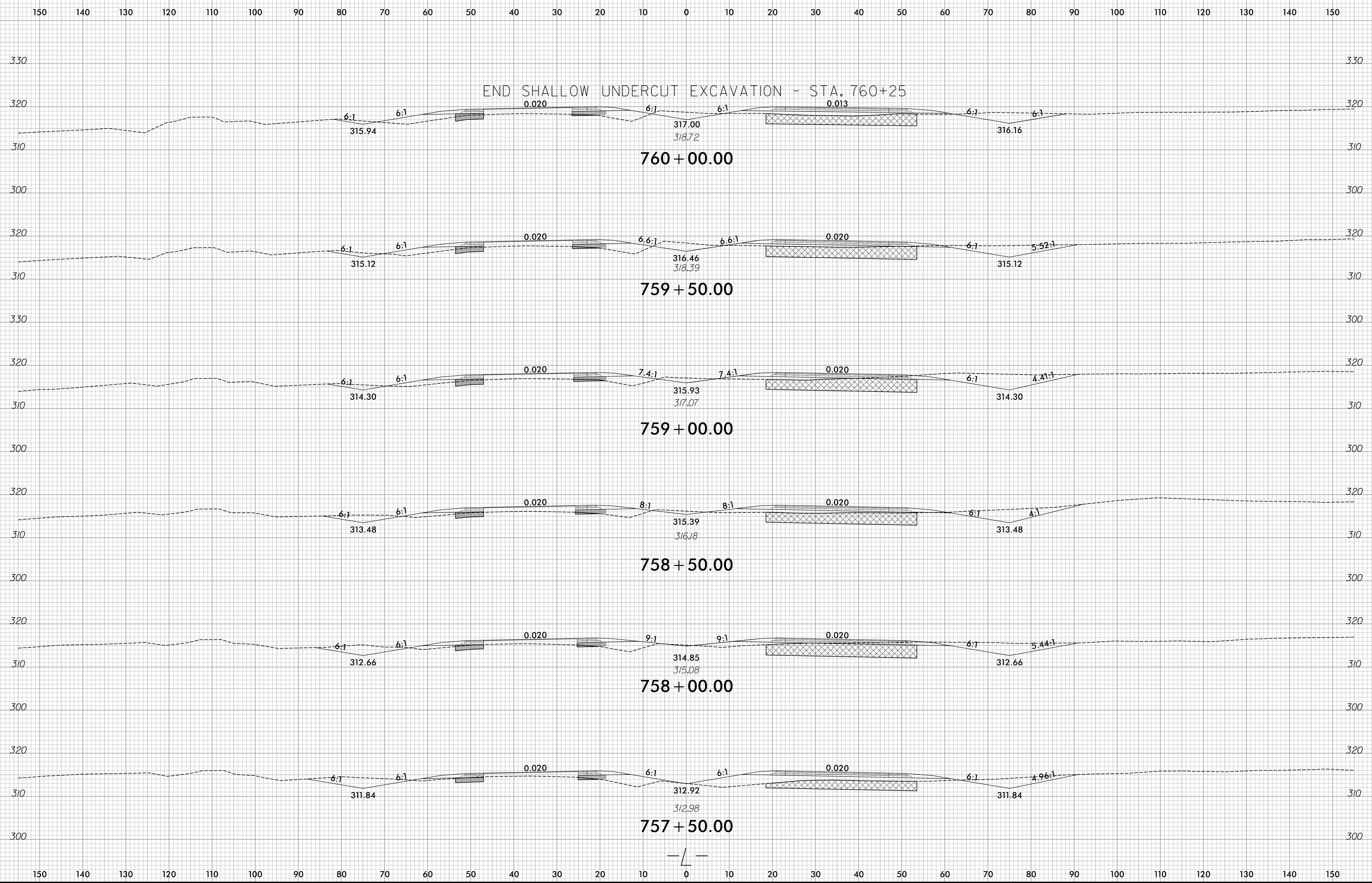




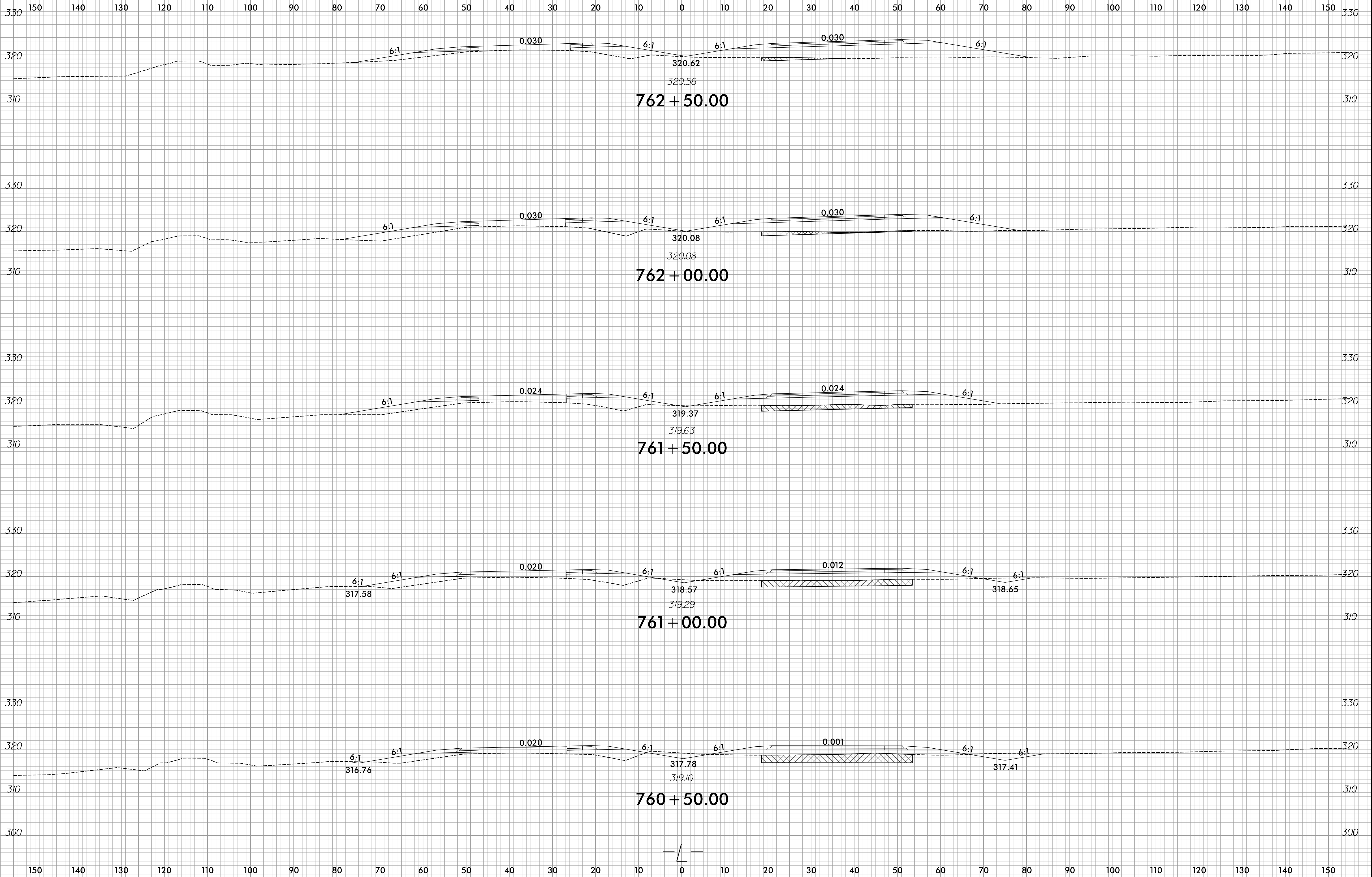


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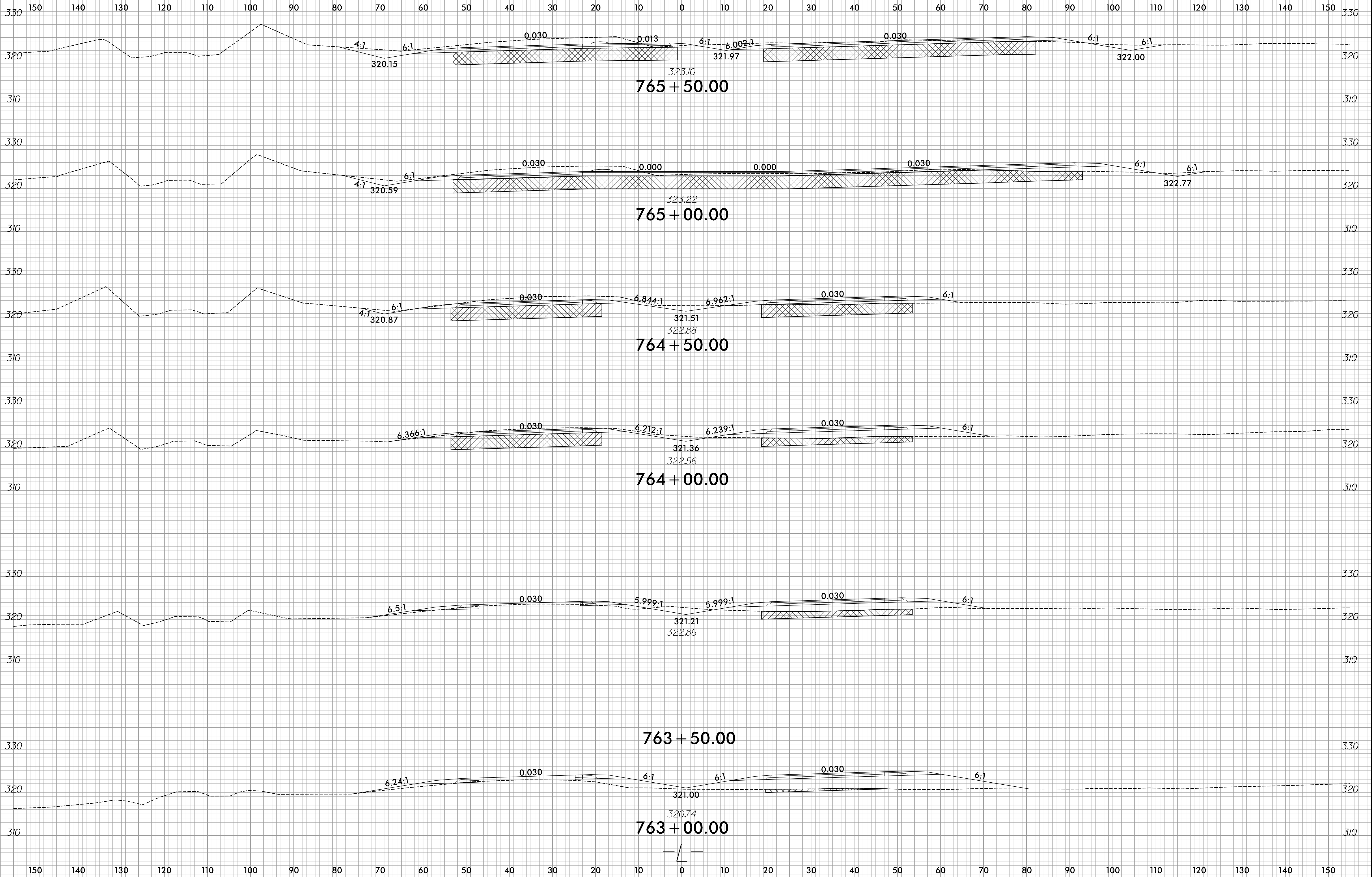




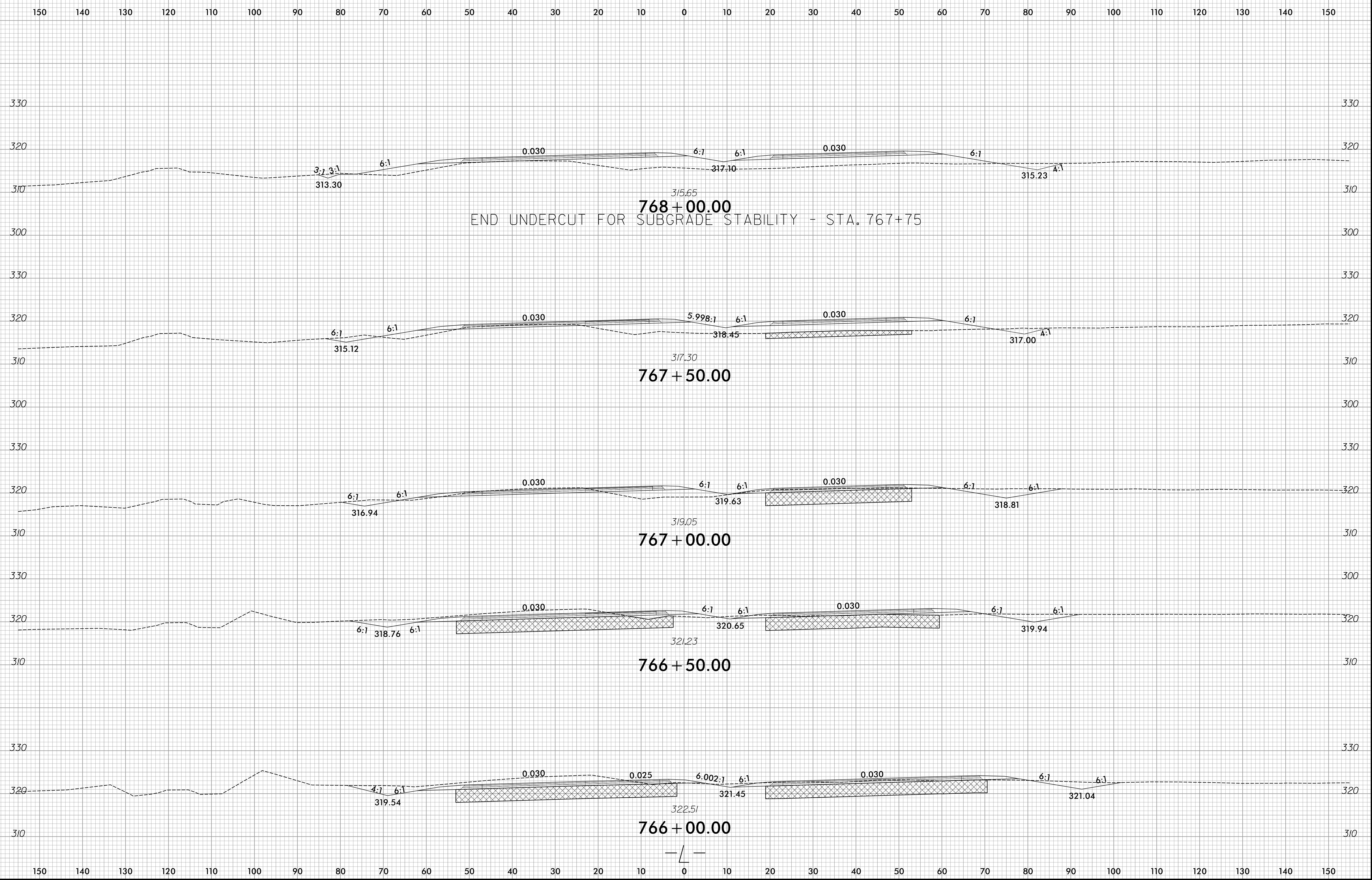
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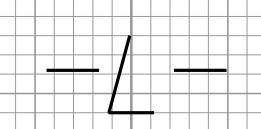
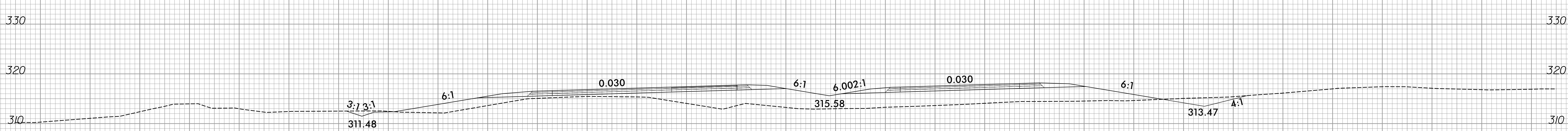
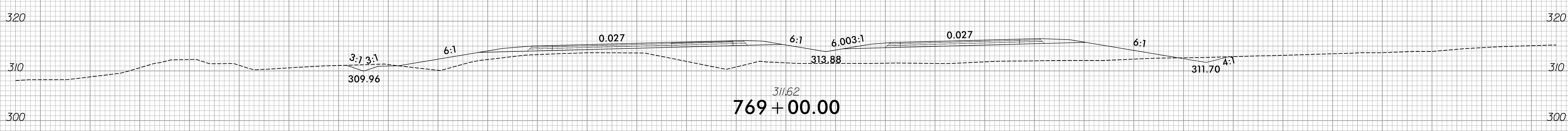
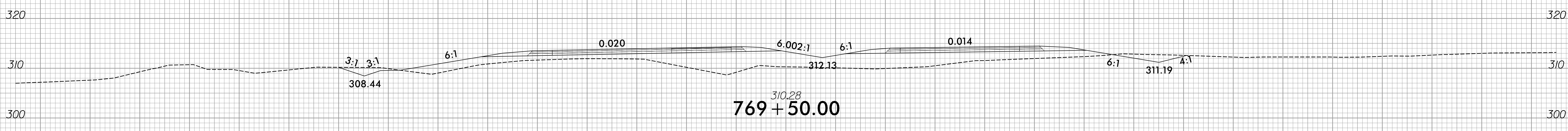
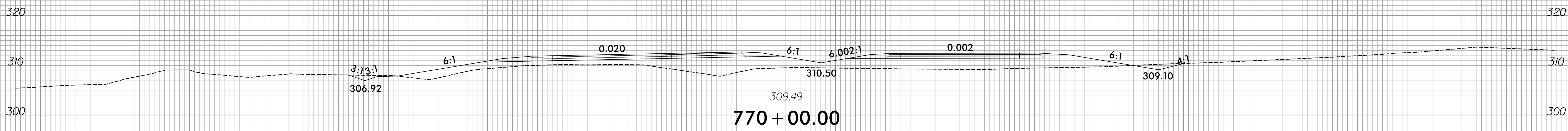
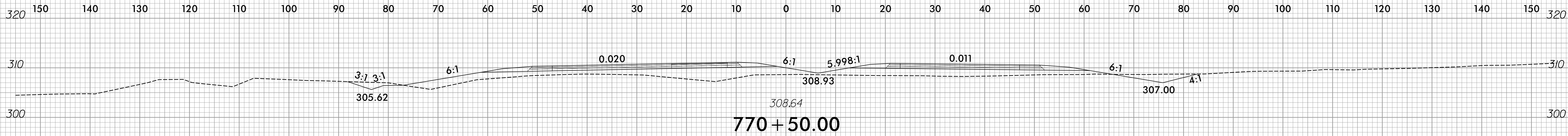
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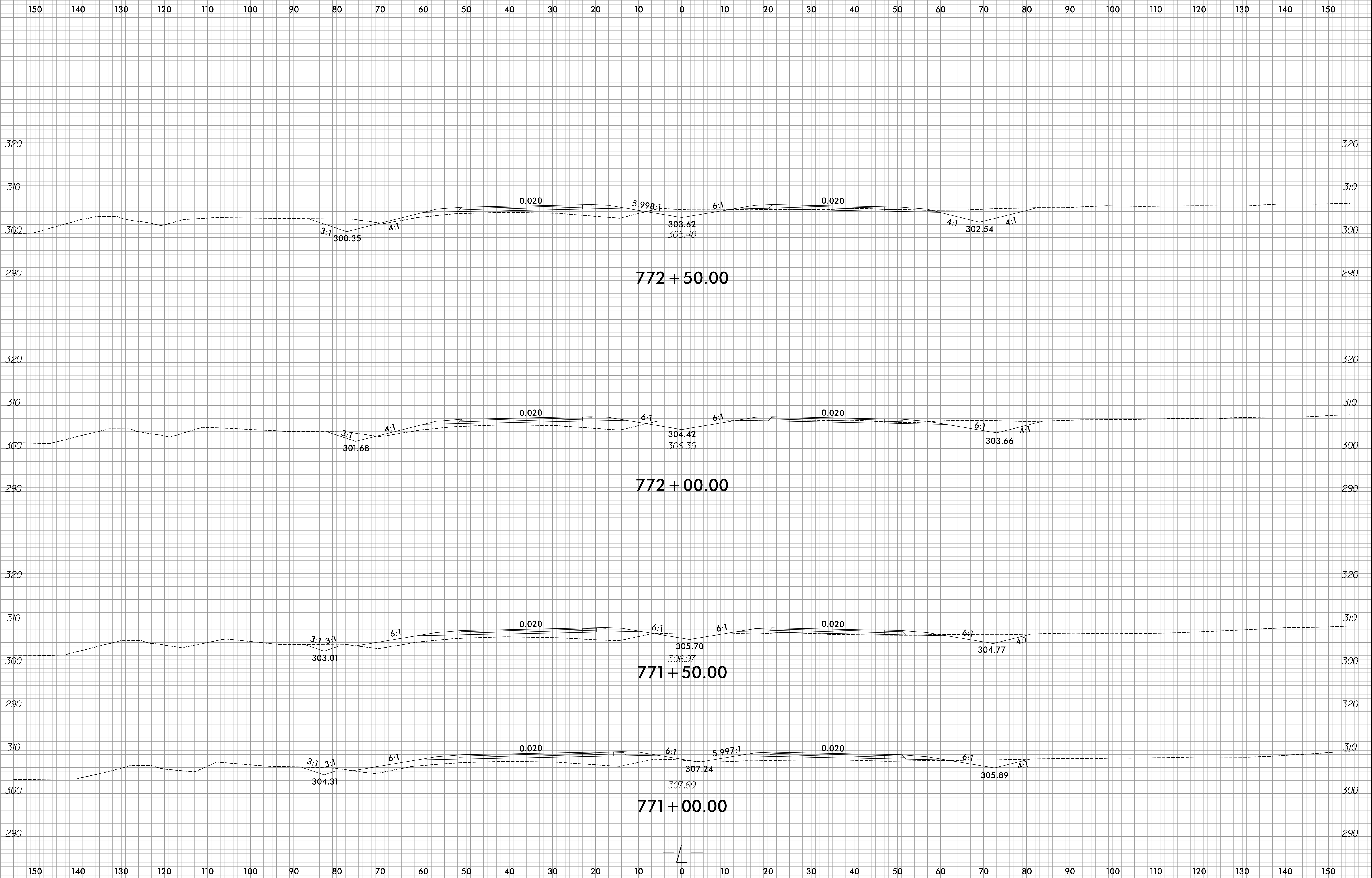


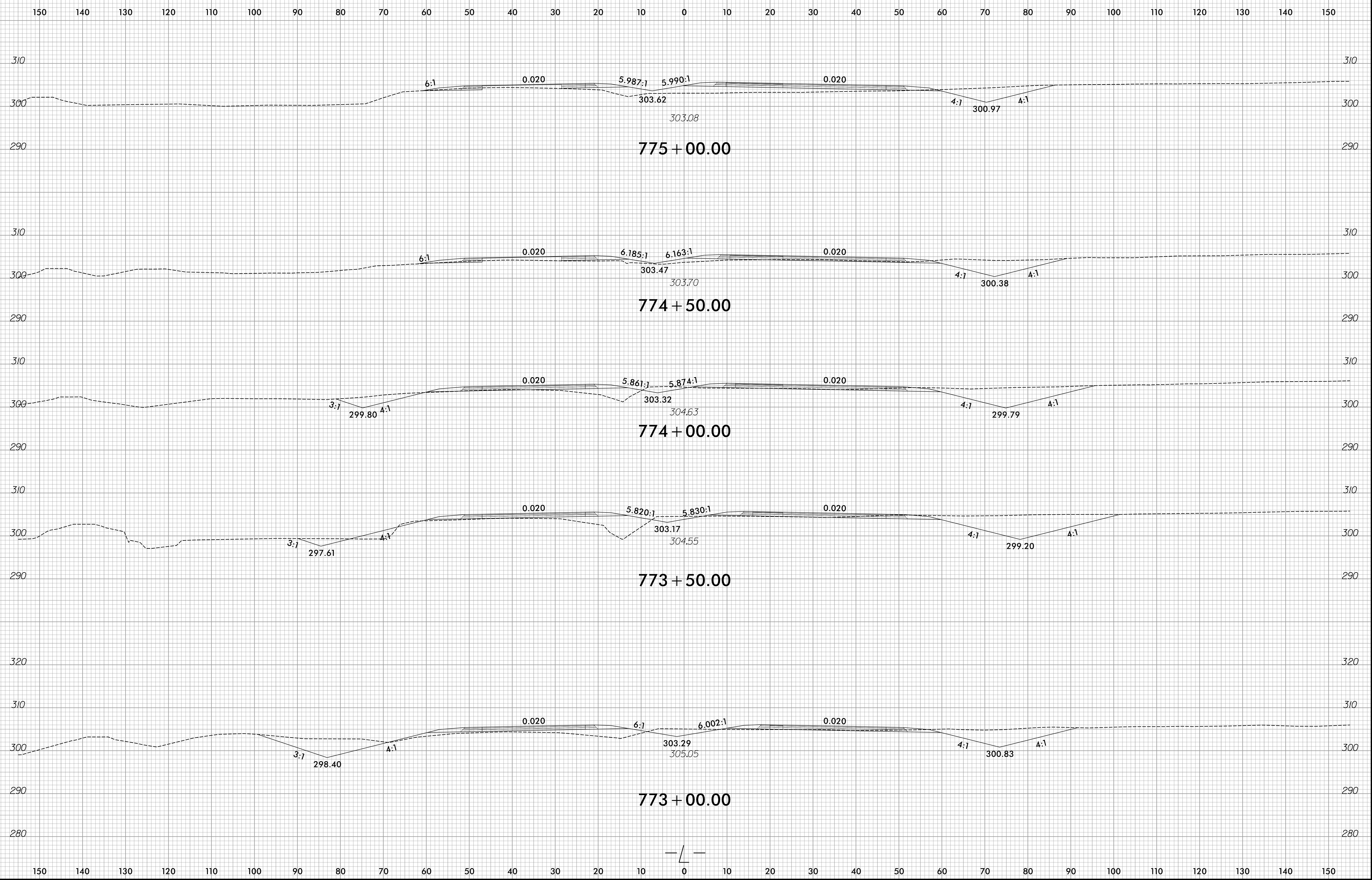
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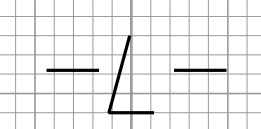
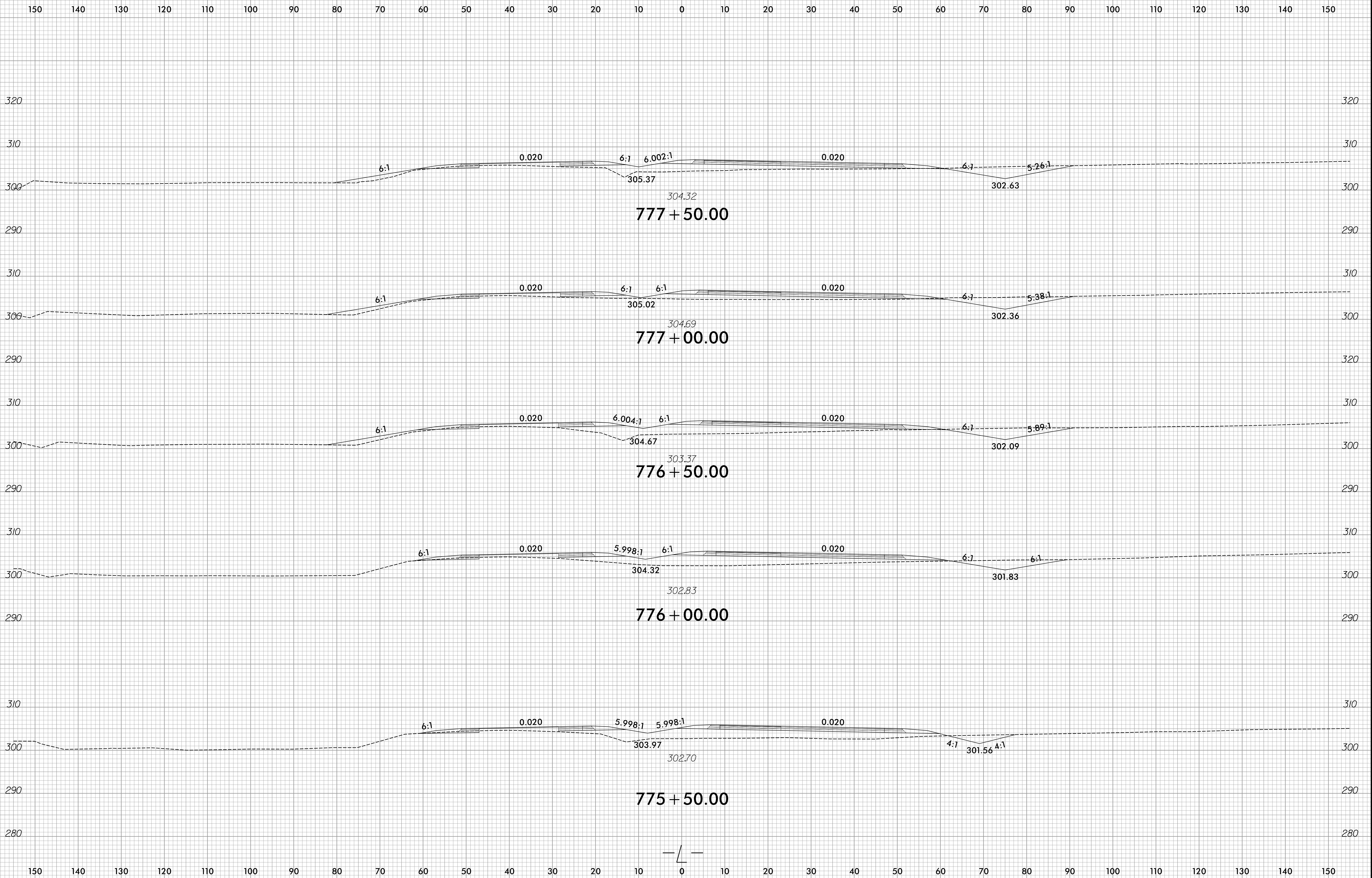


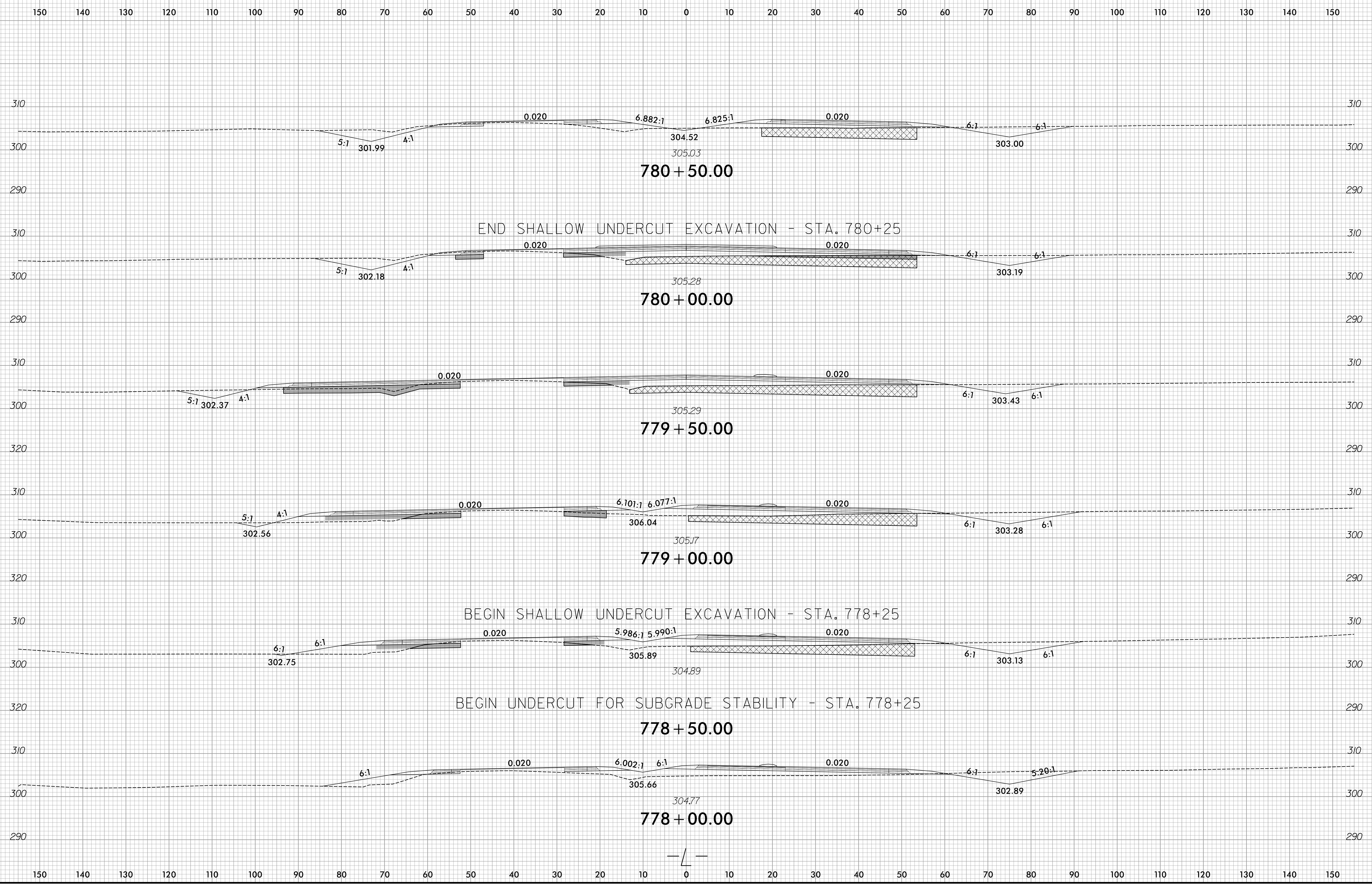
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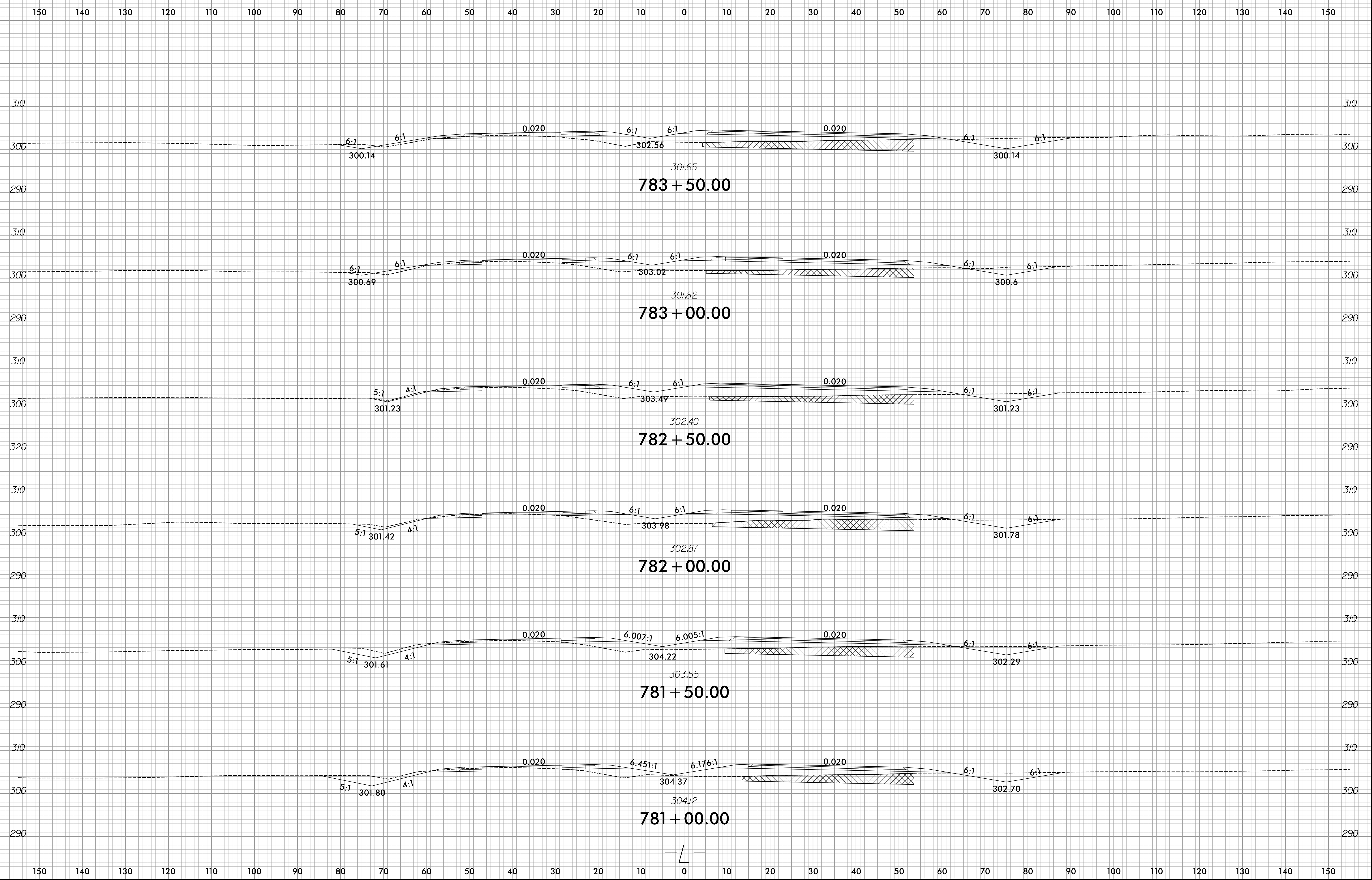


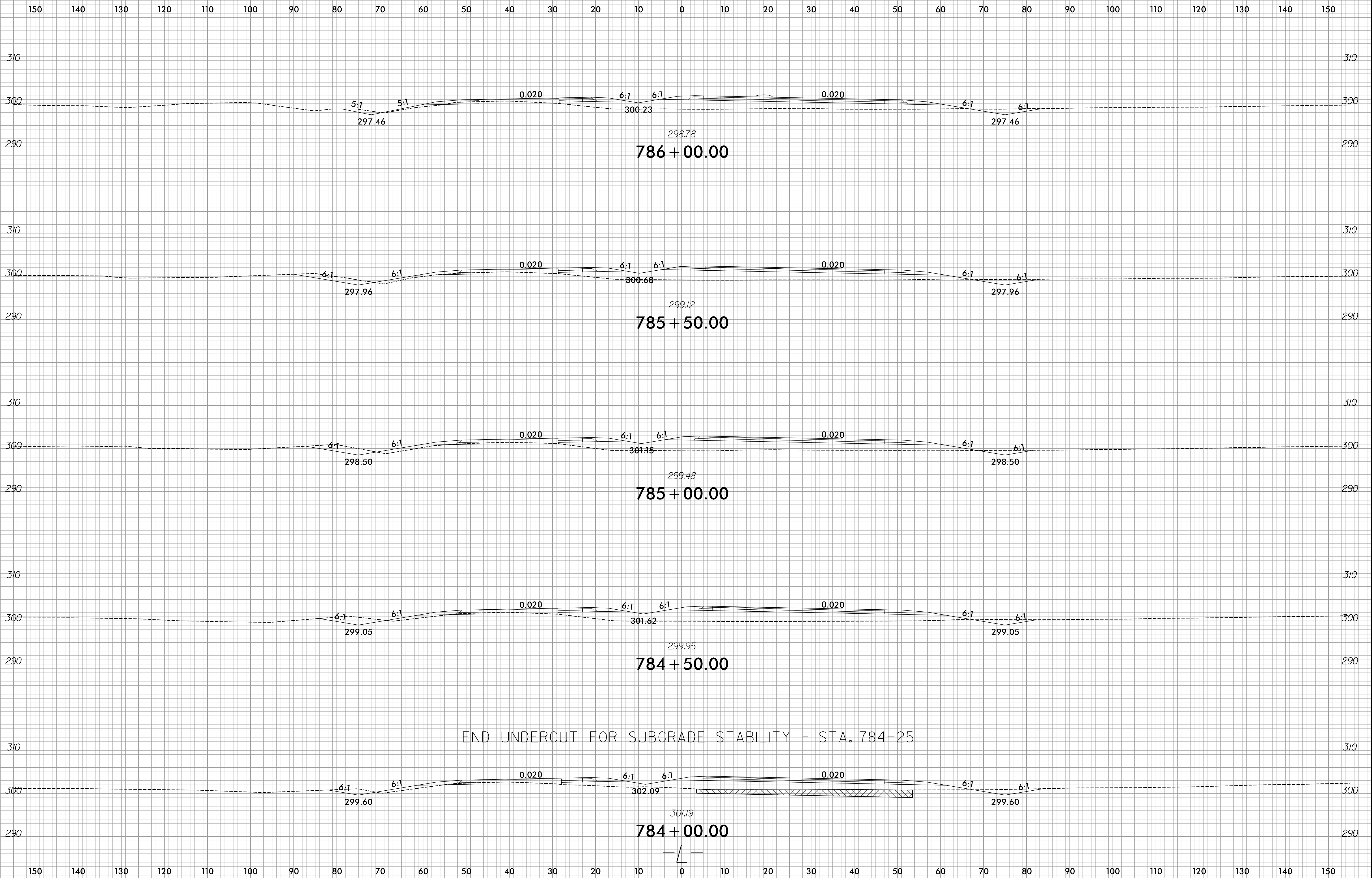


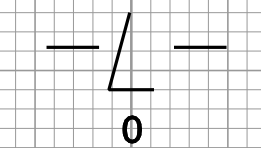
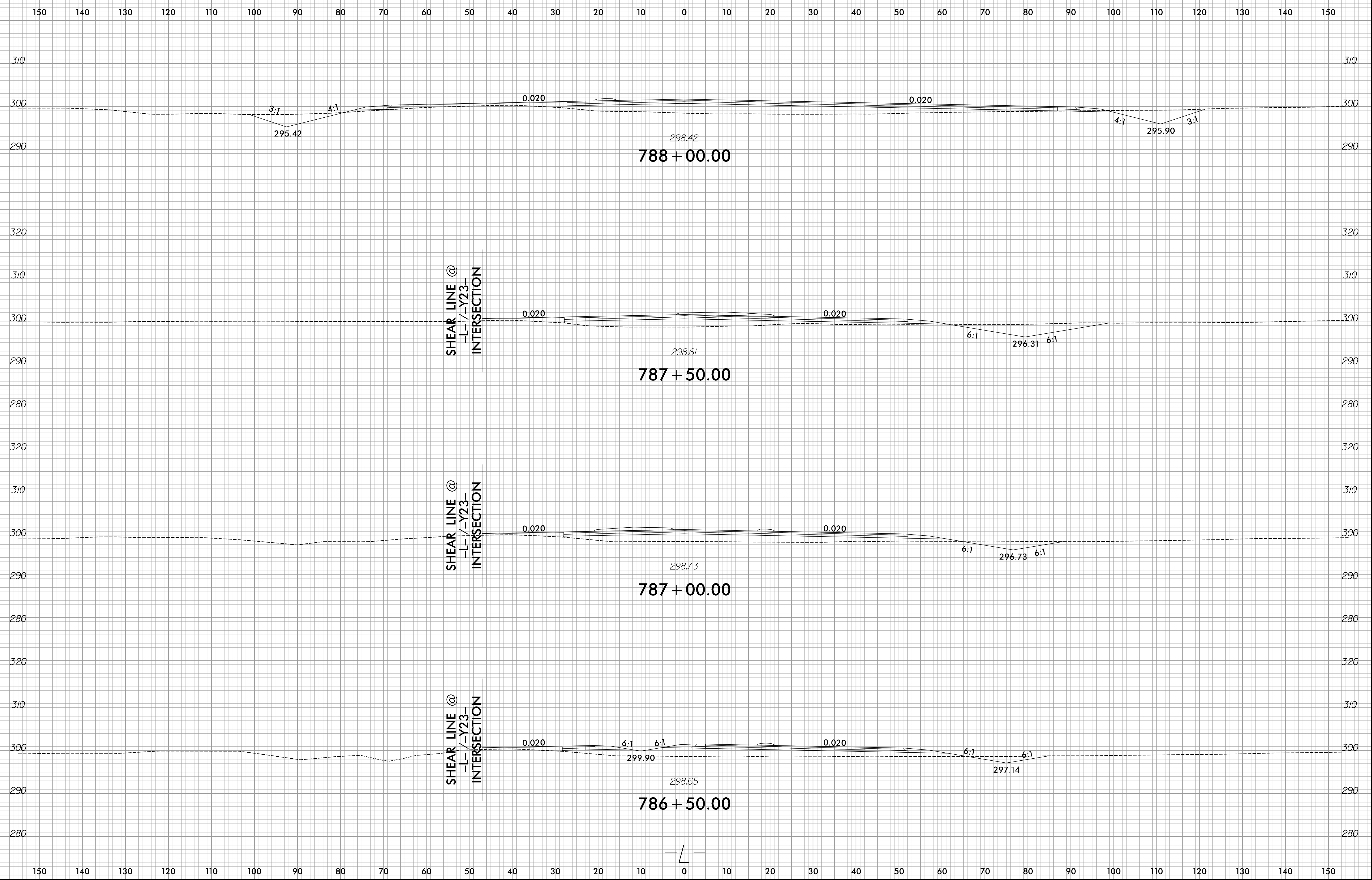


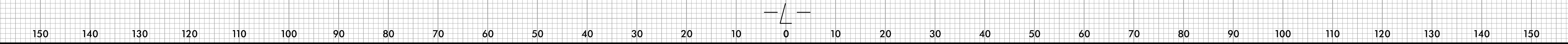
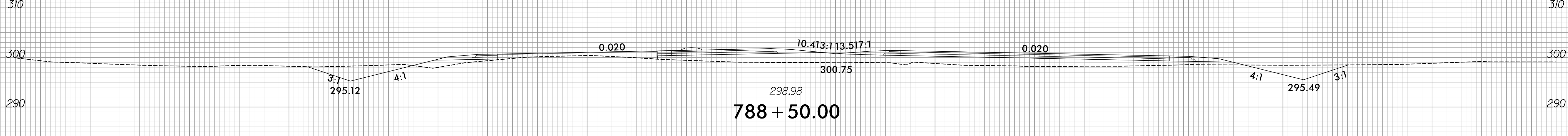
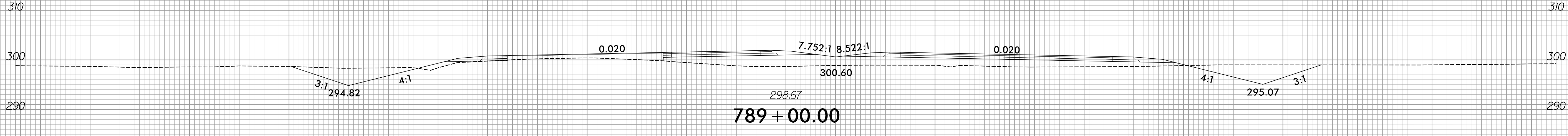
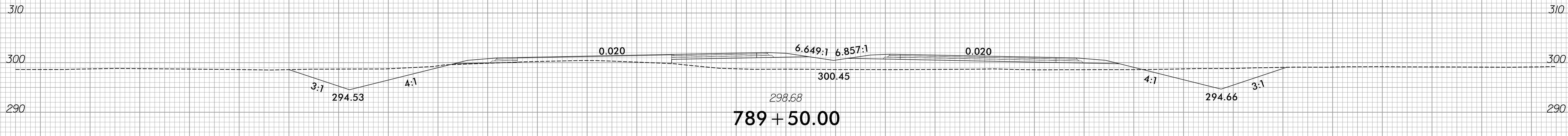
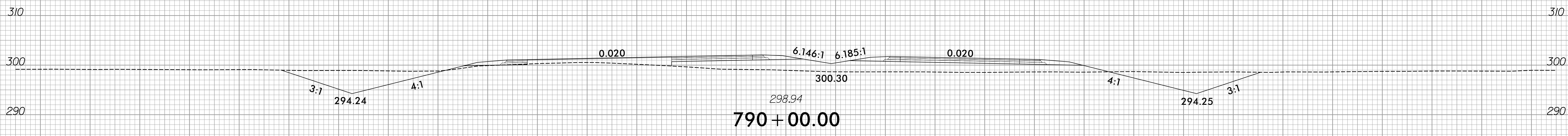
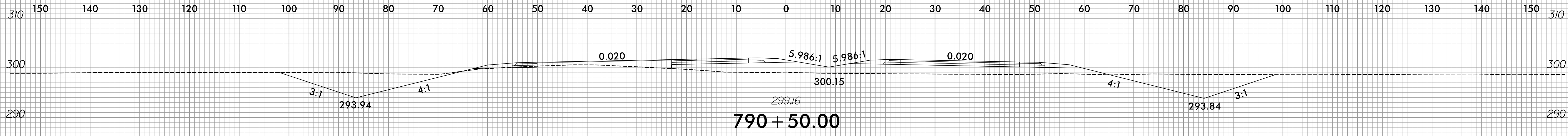




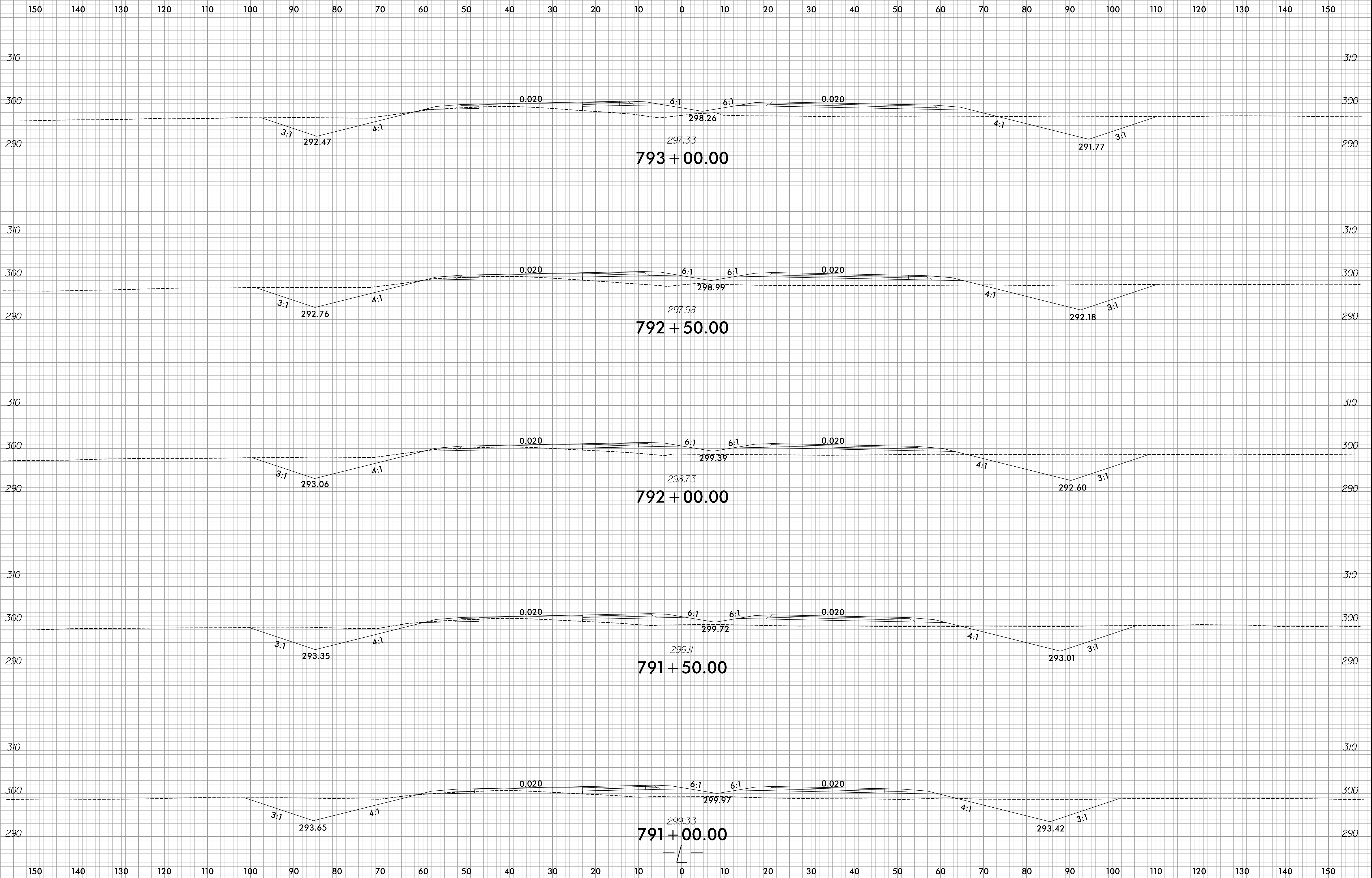




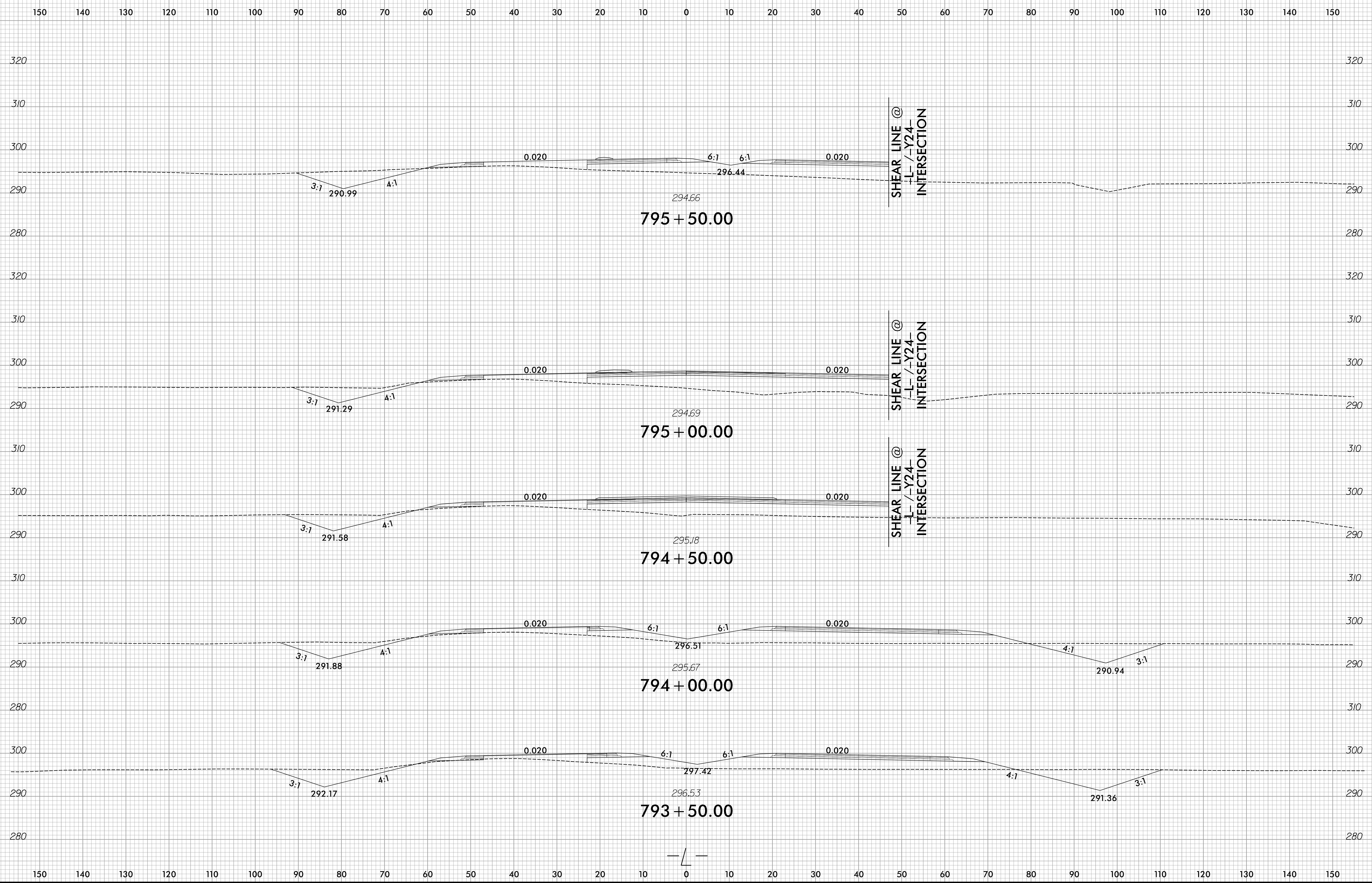




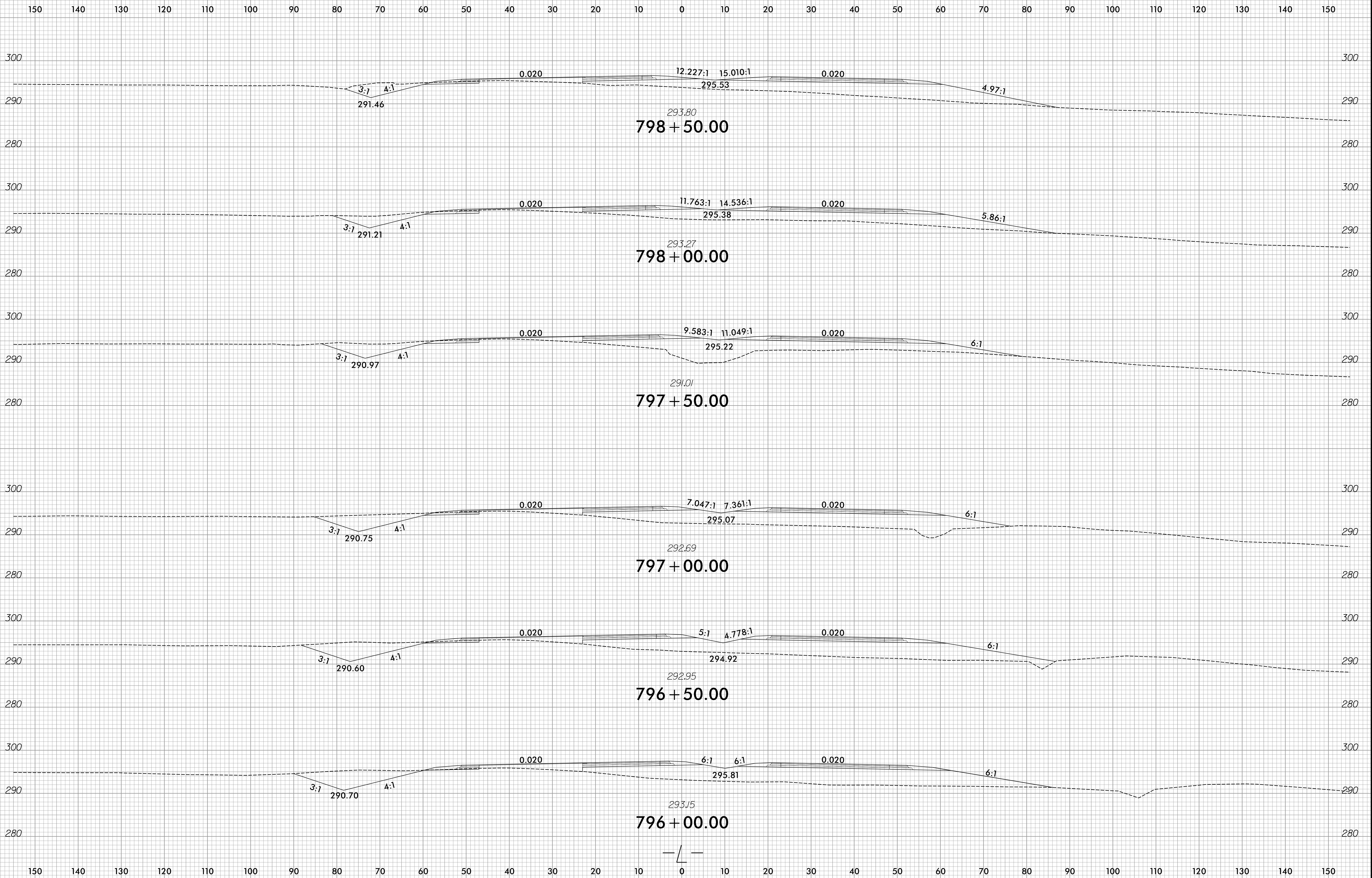
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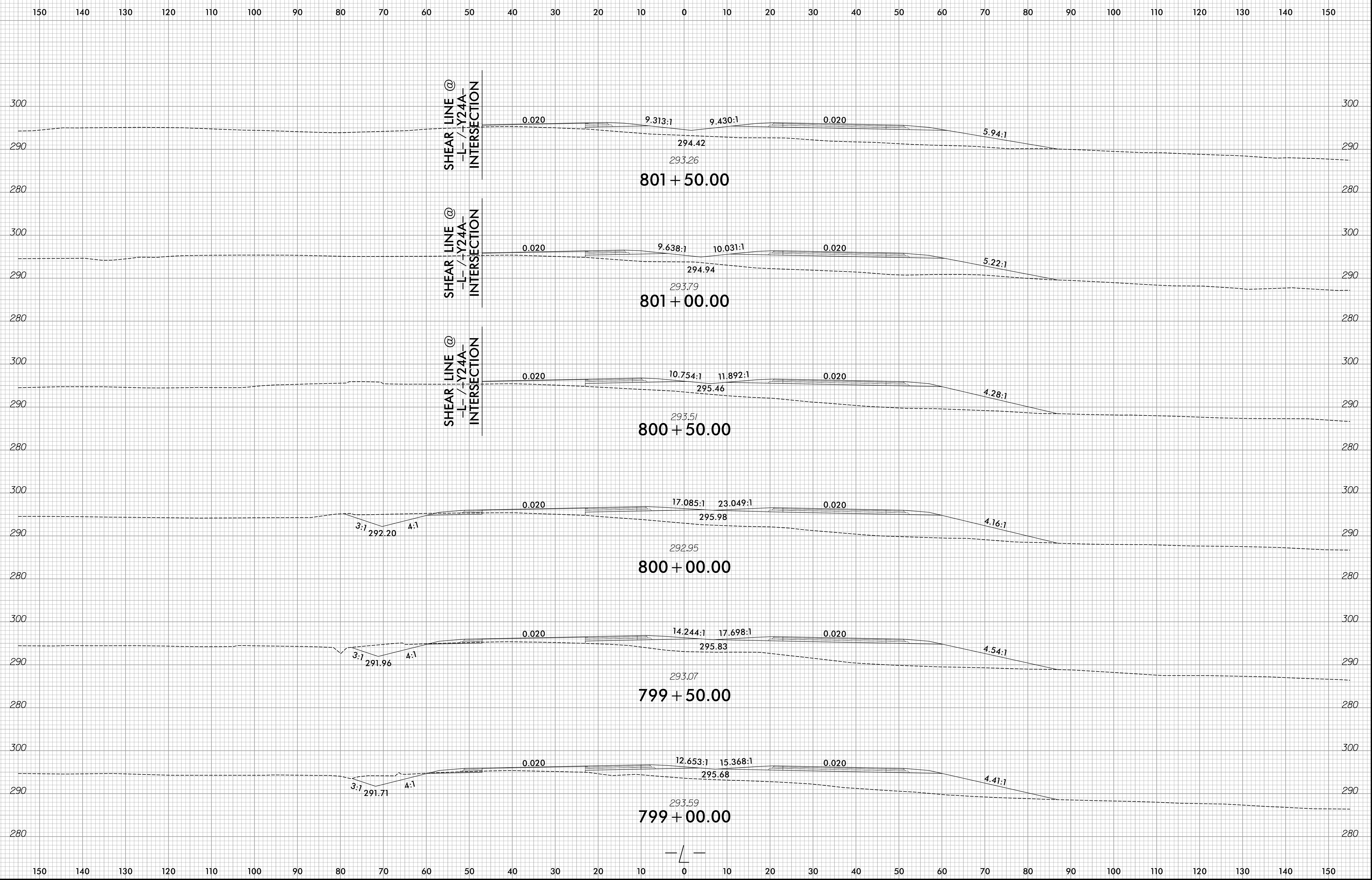


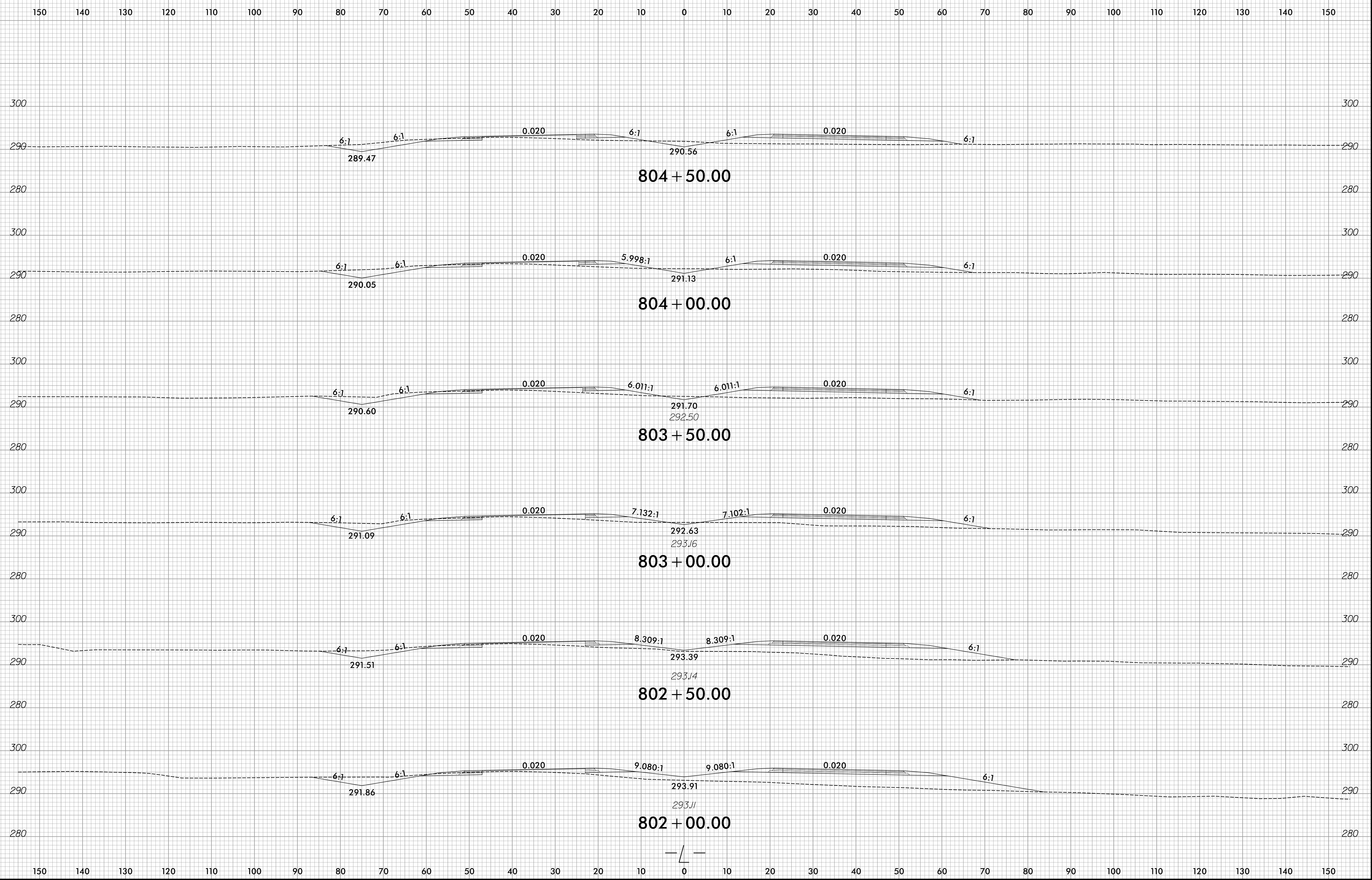
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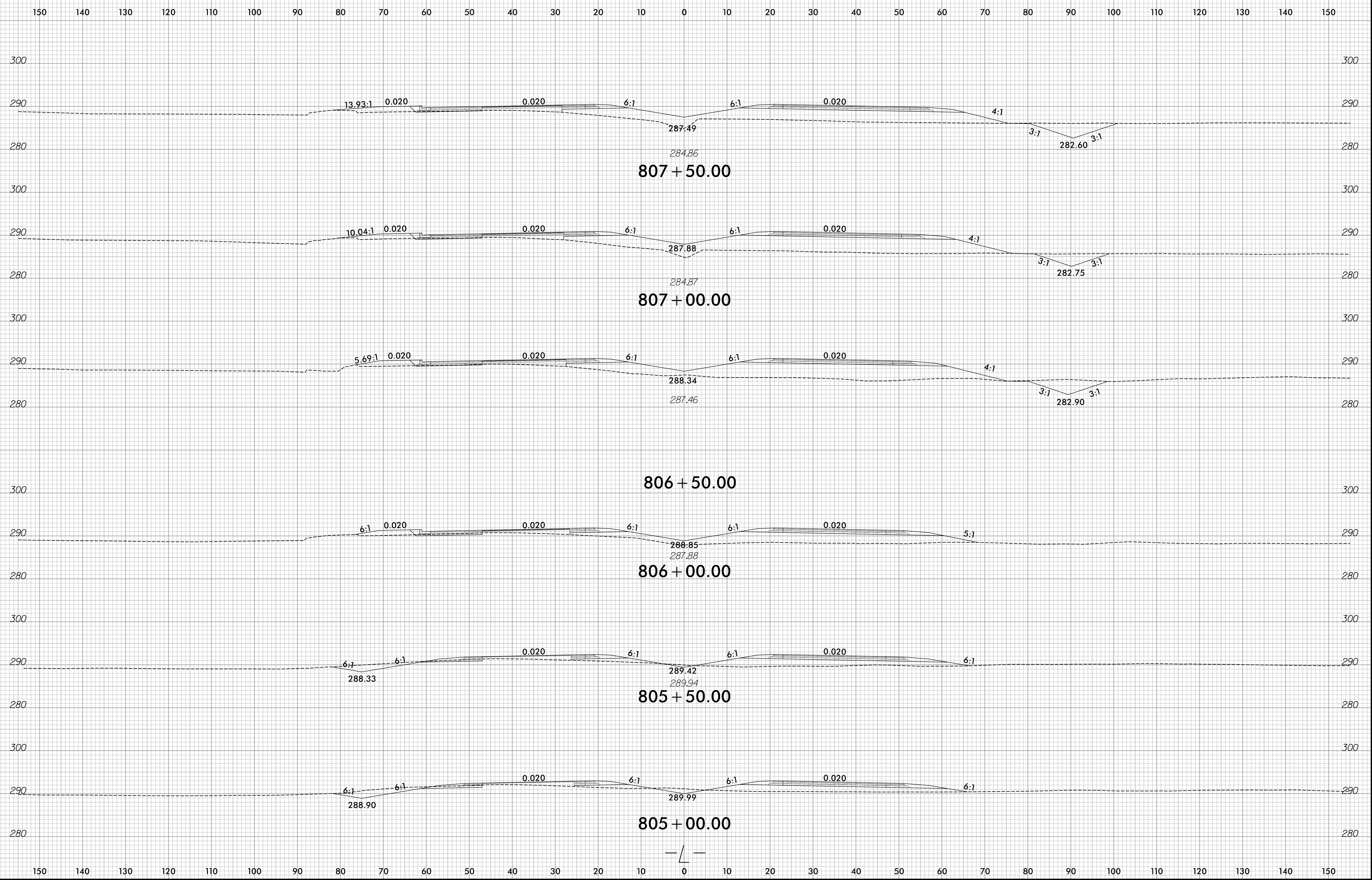


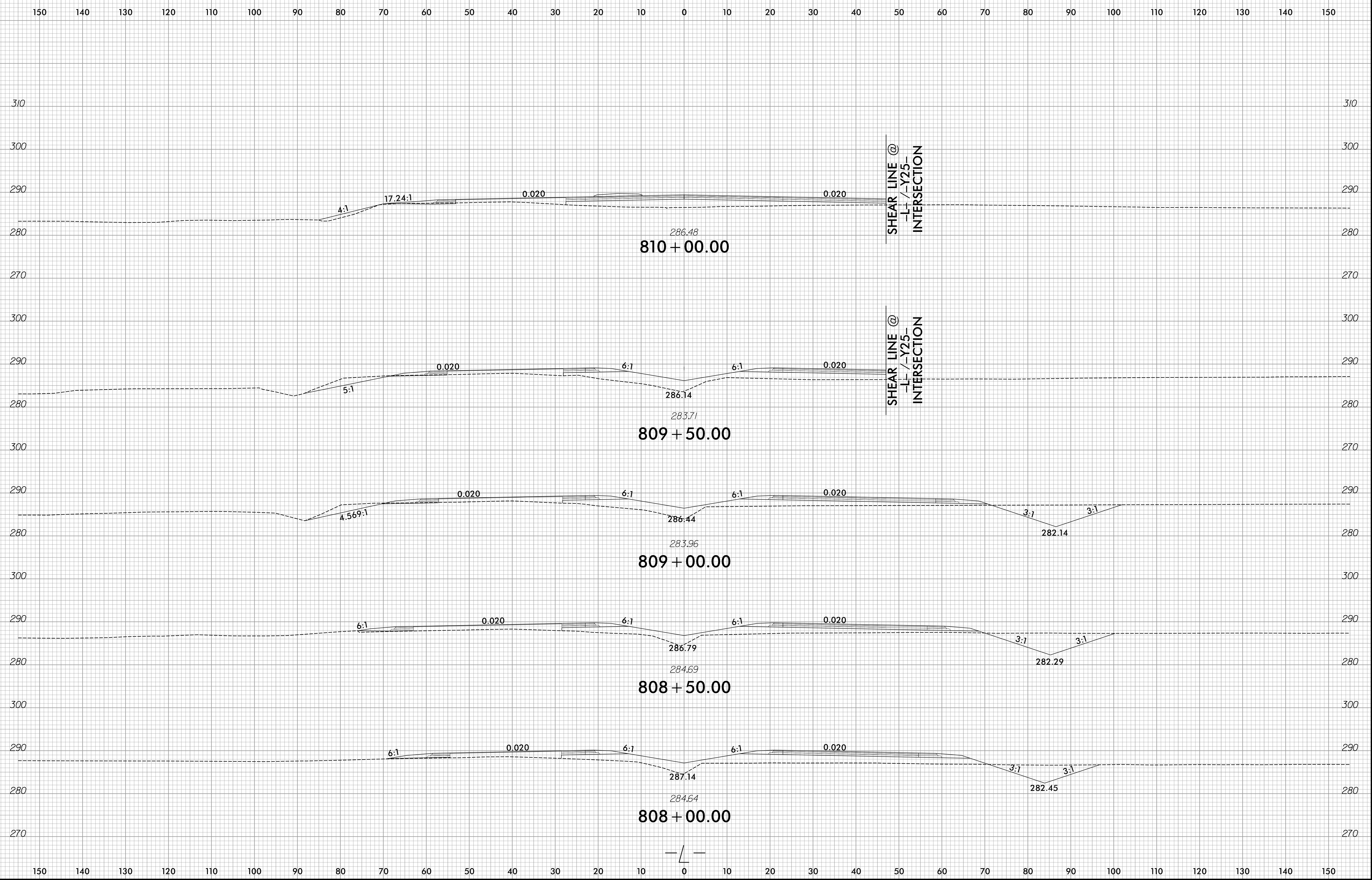
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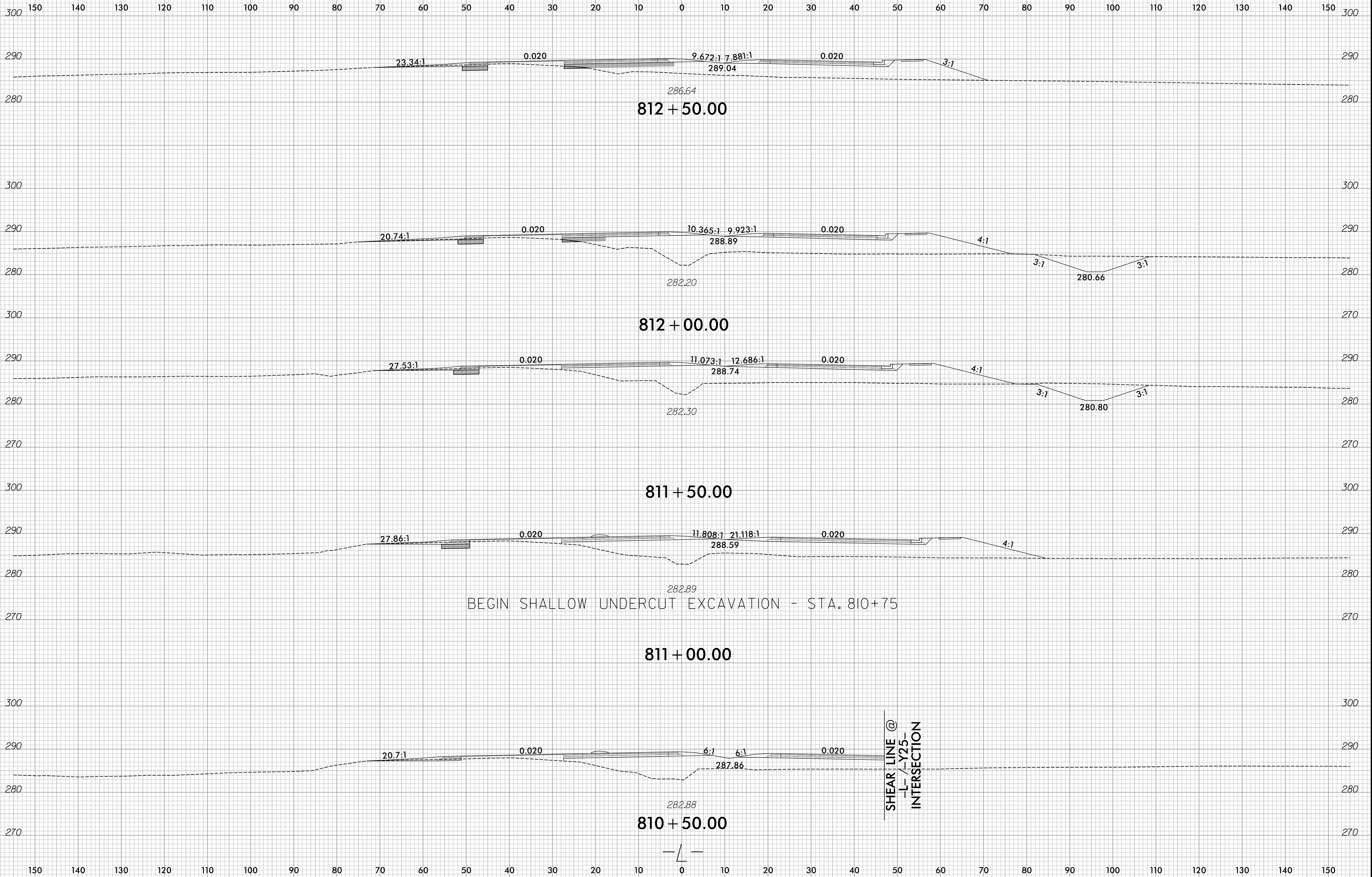


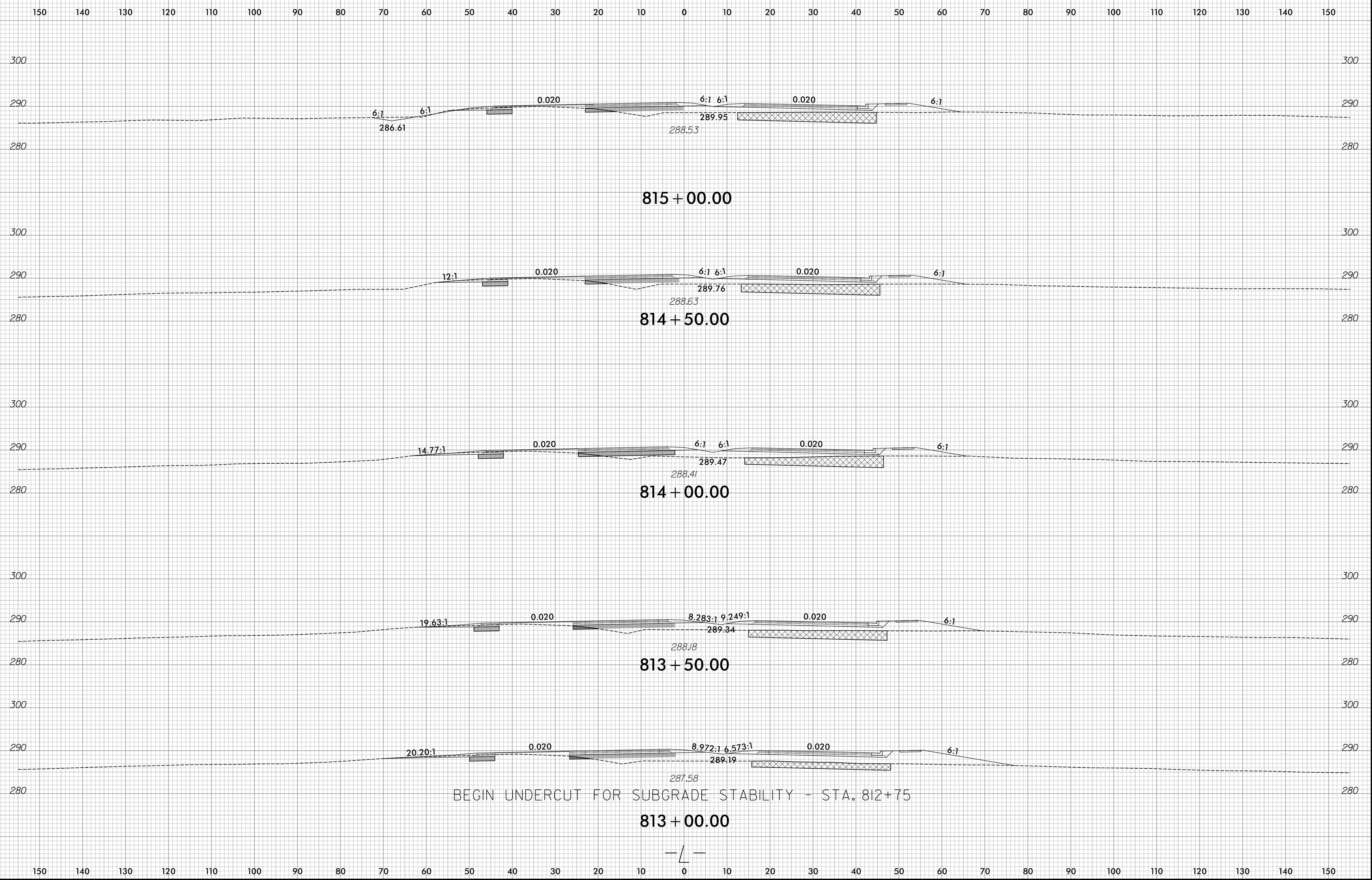


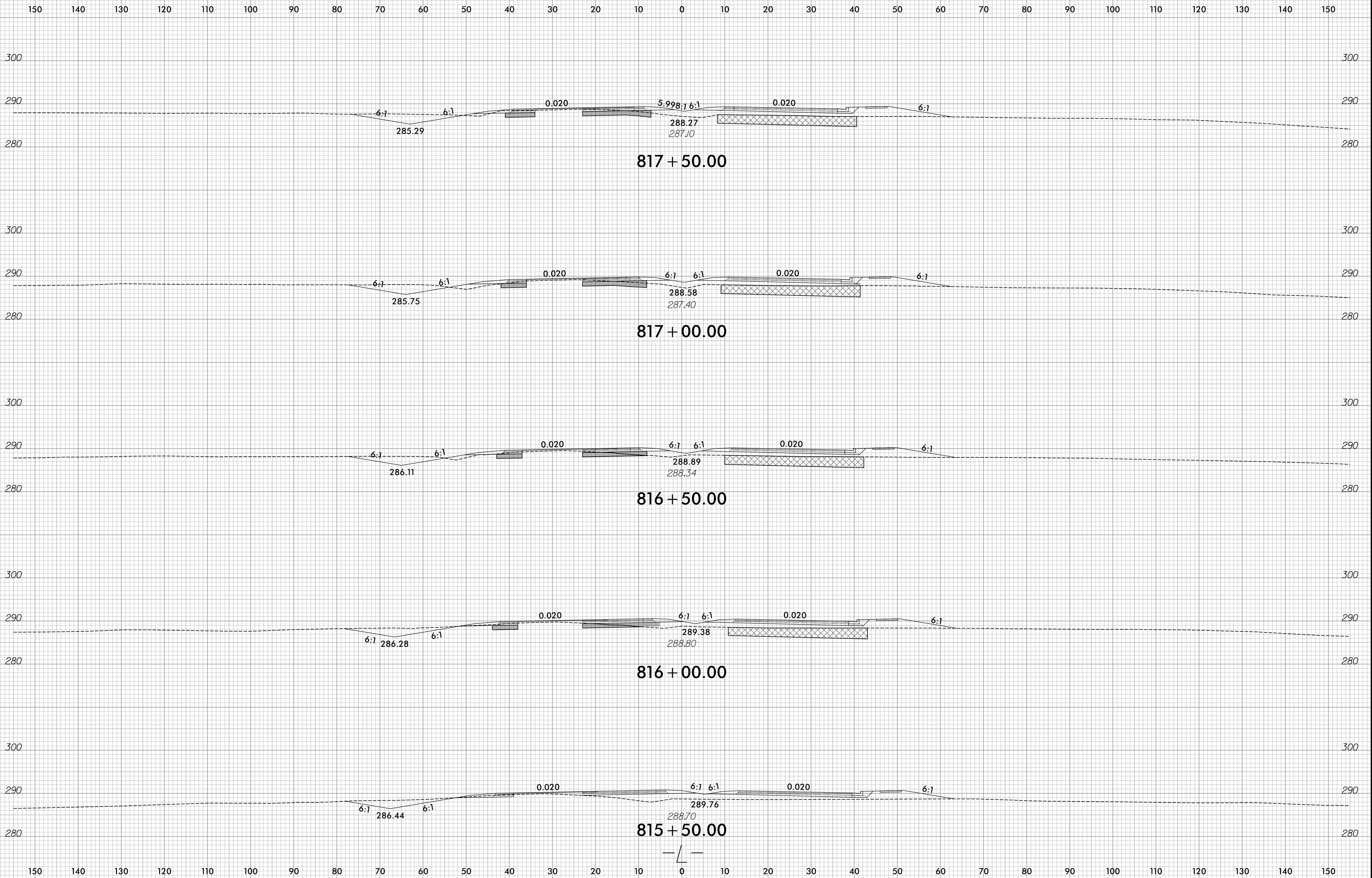


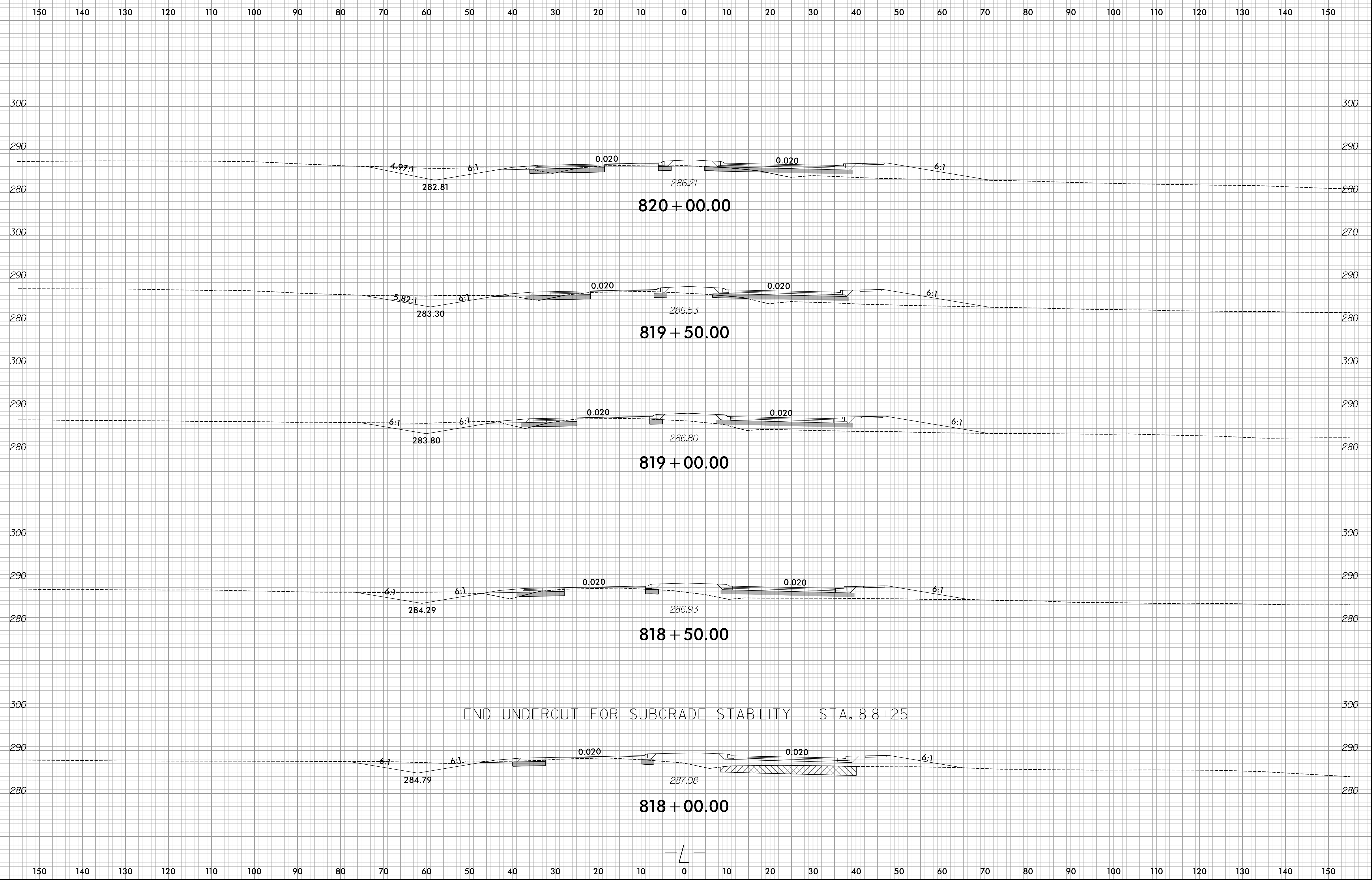


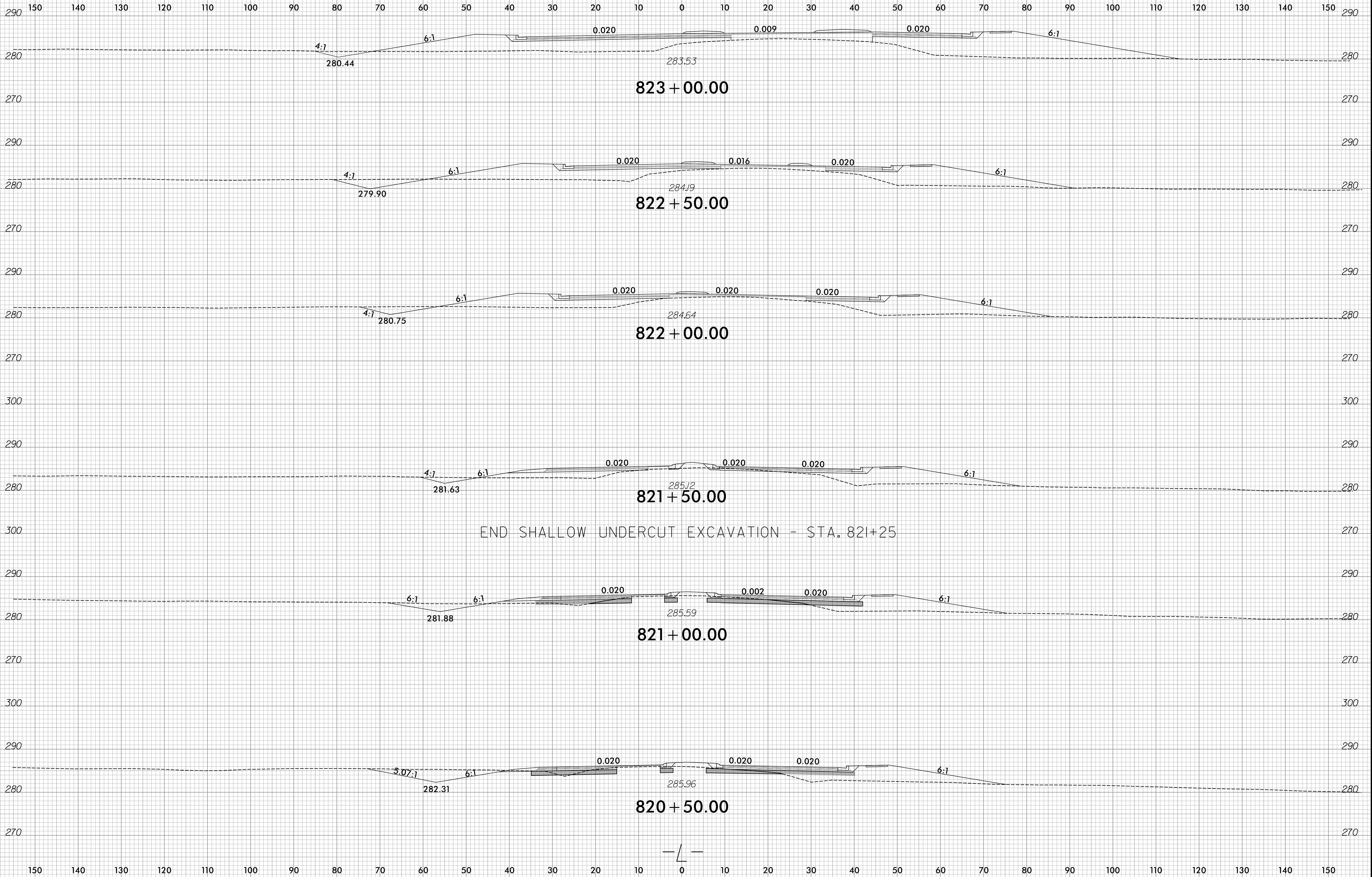


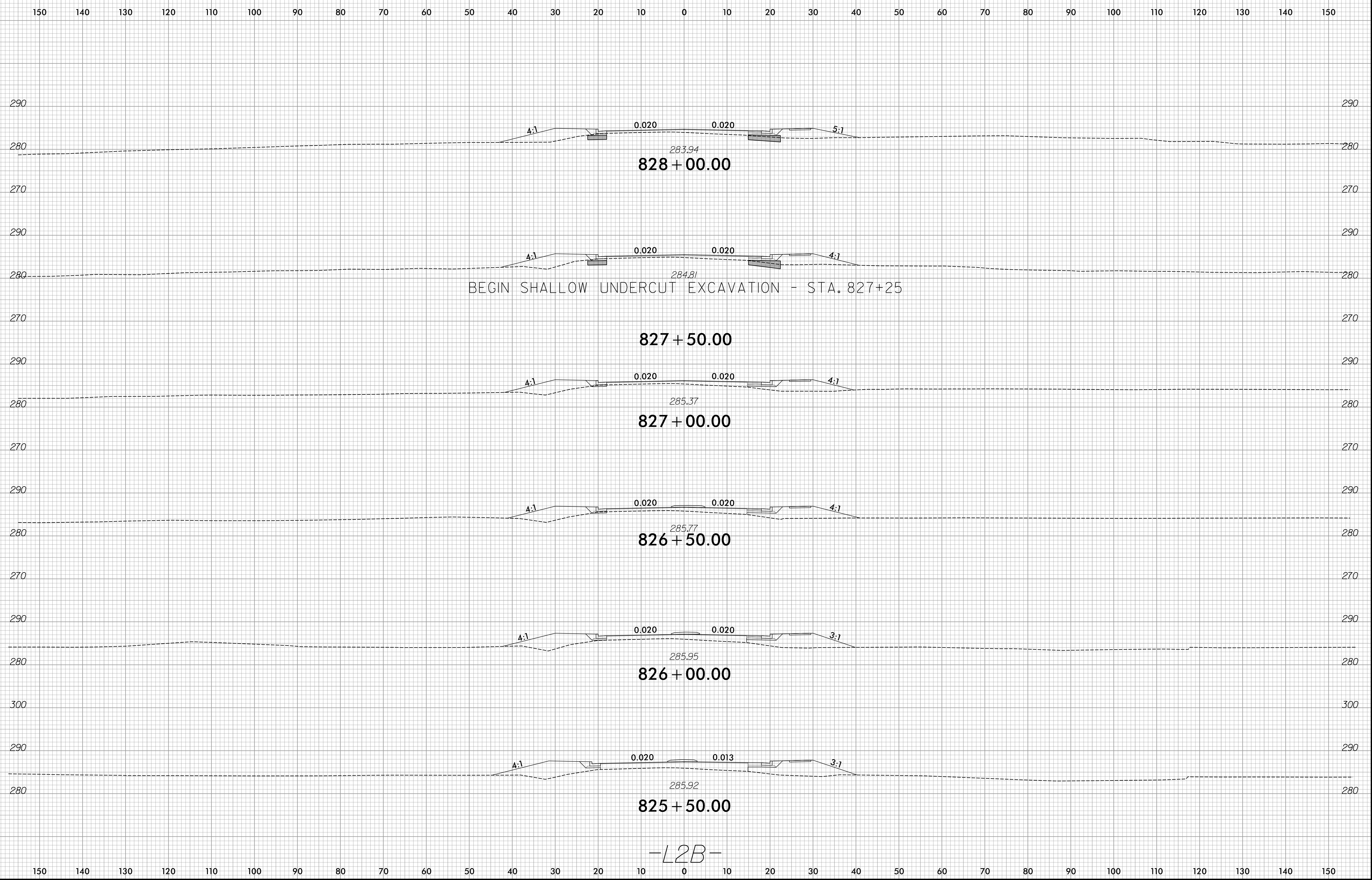


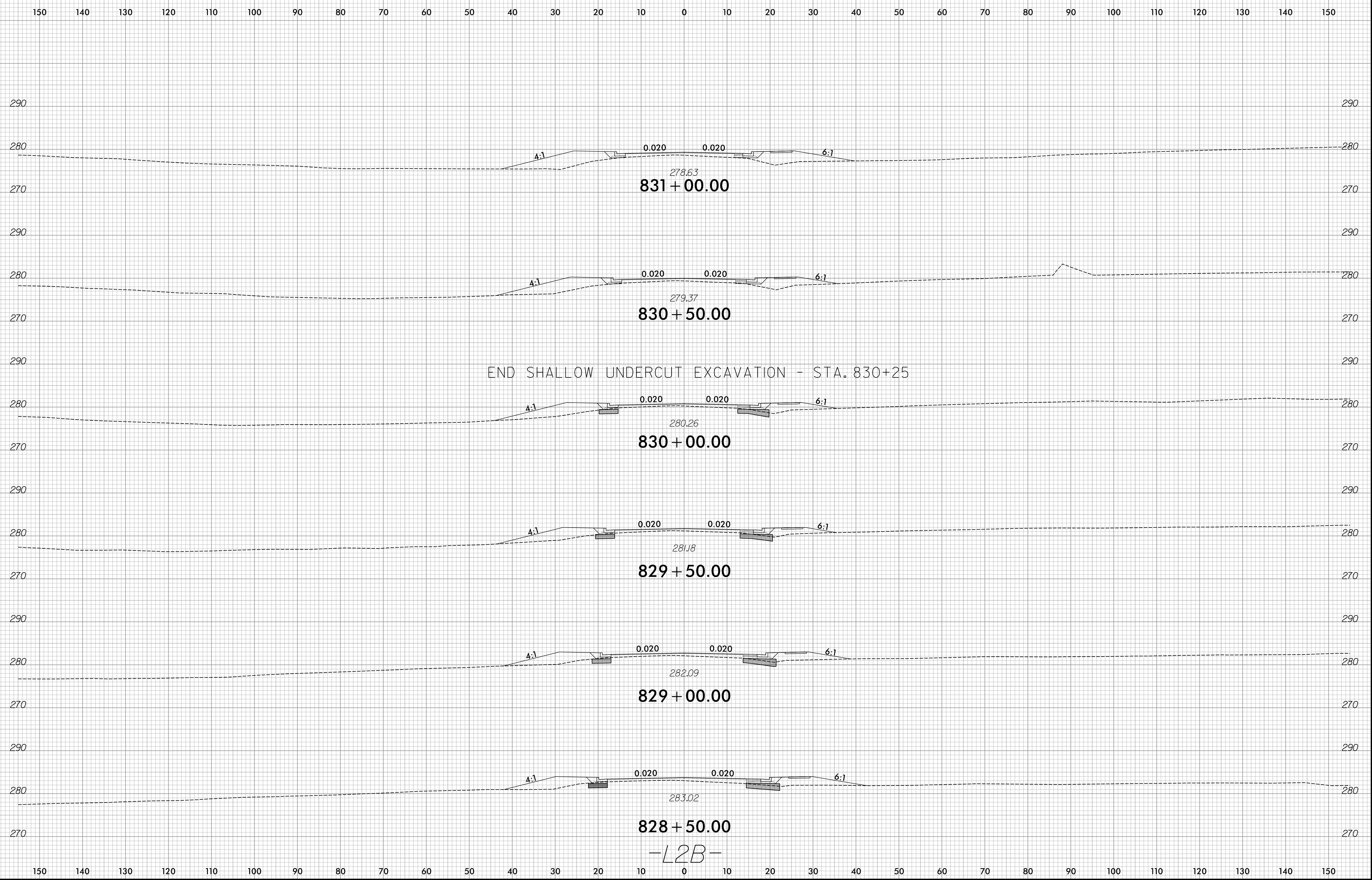






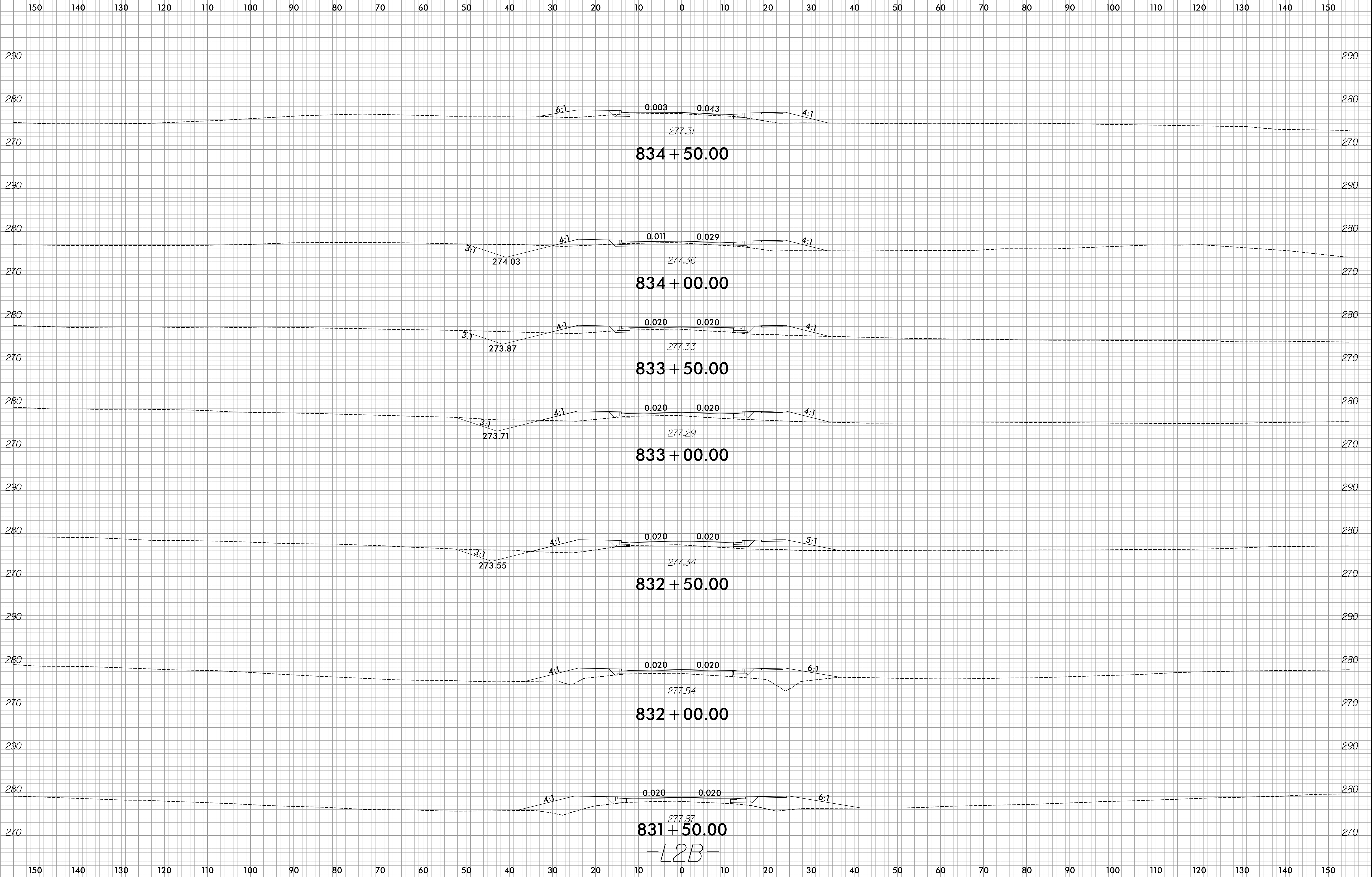






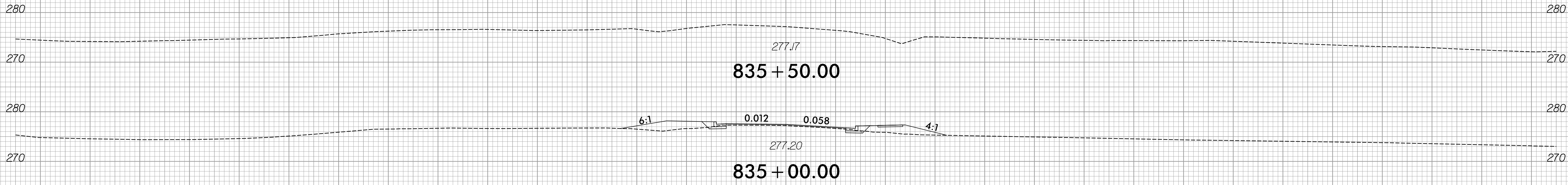
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-L2B-



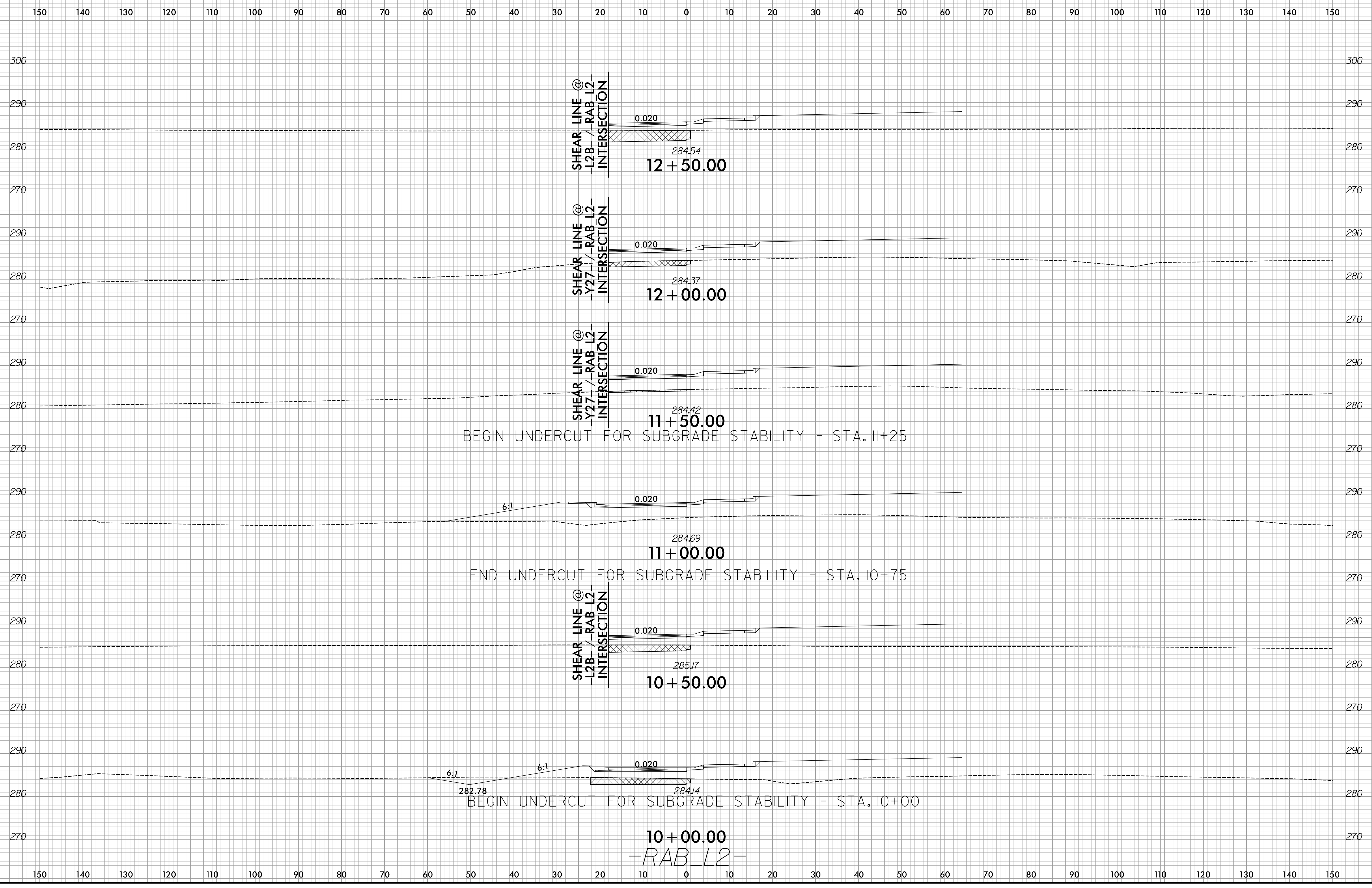
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END TIP PROJECT R-5709C
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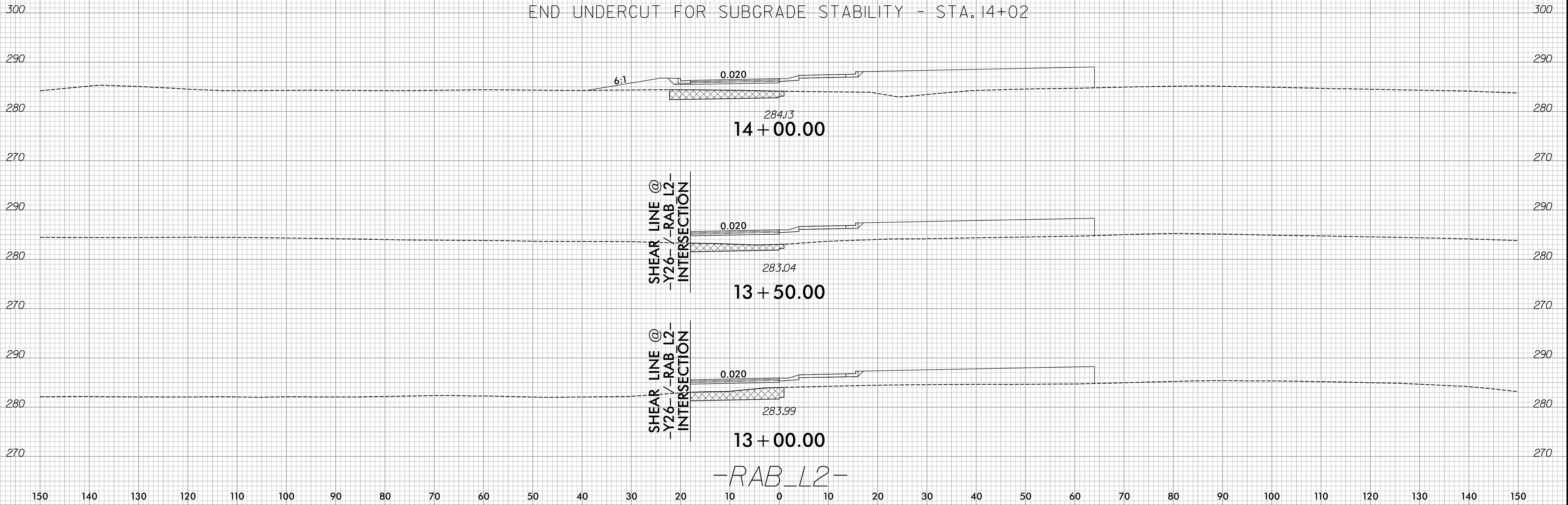


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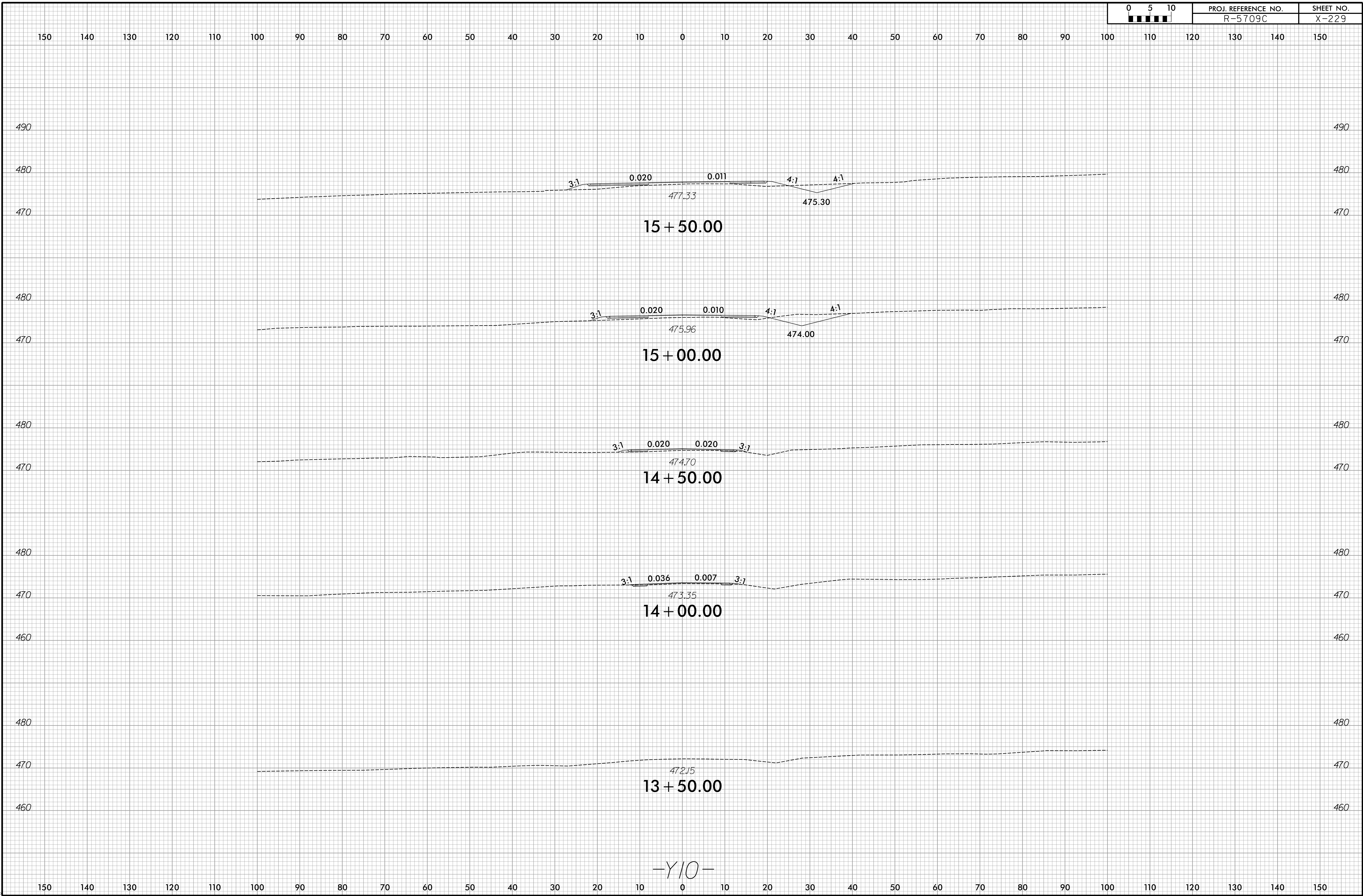
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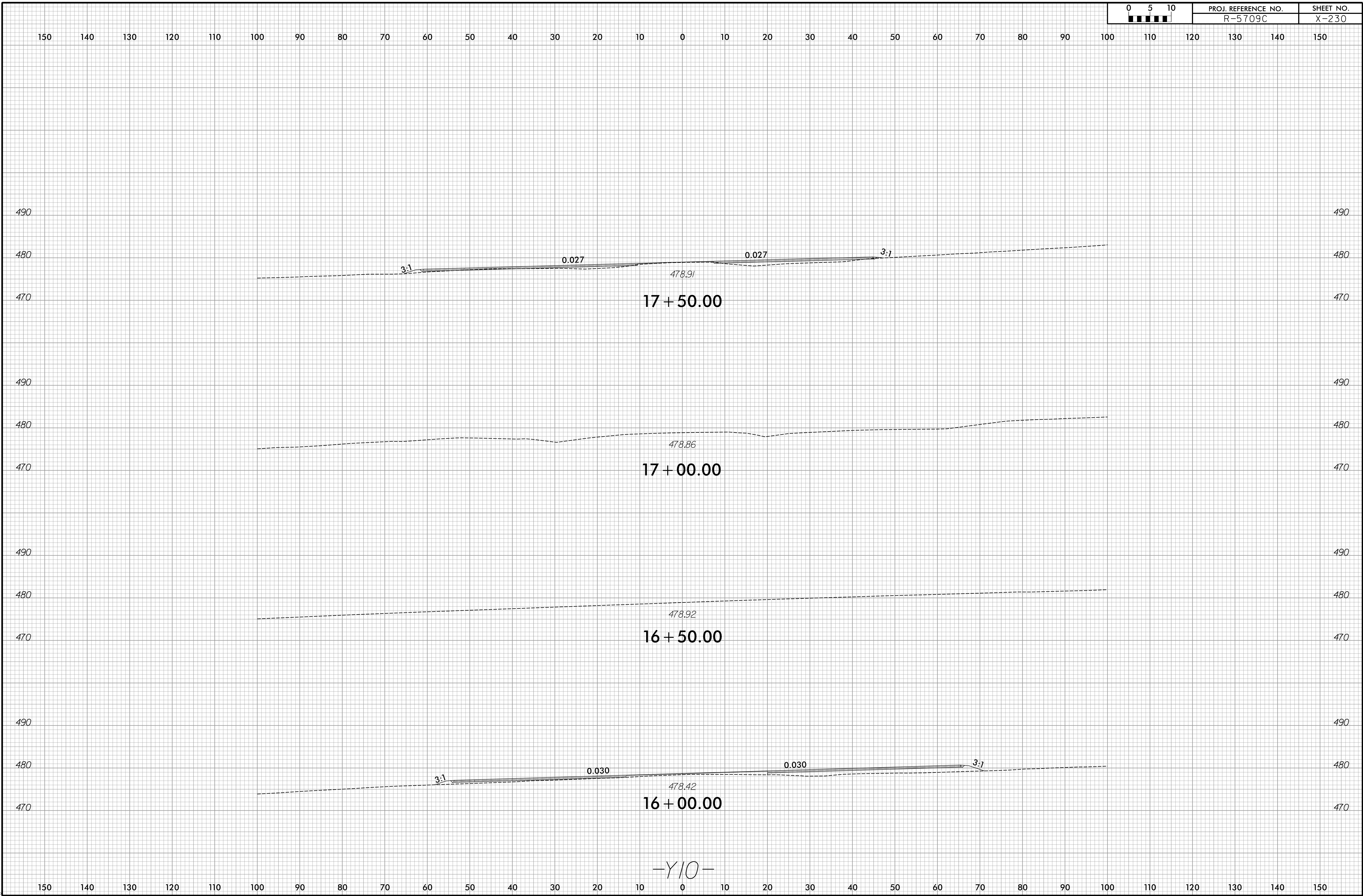
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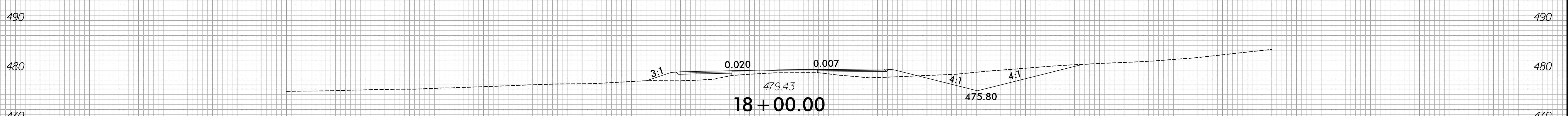
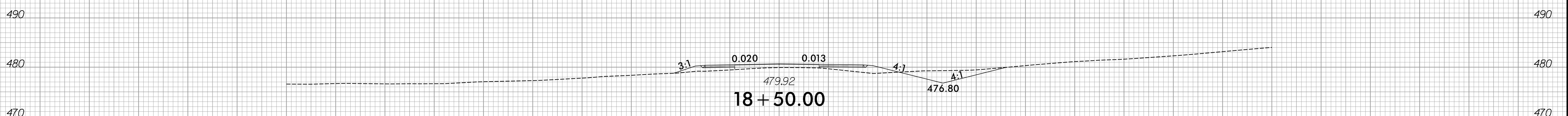
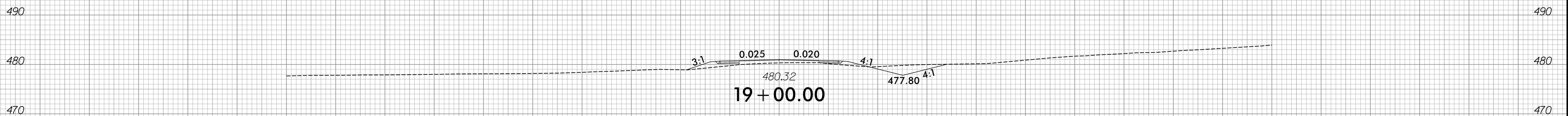
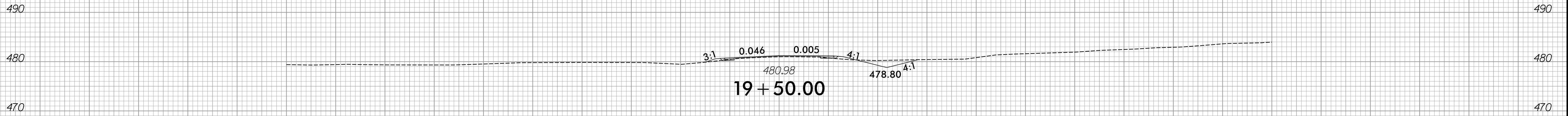
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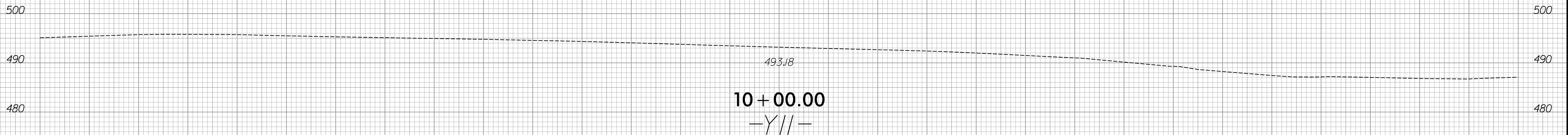
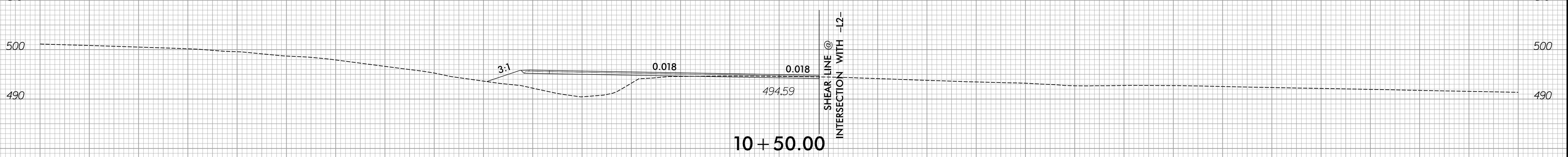
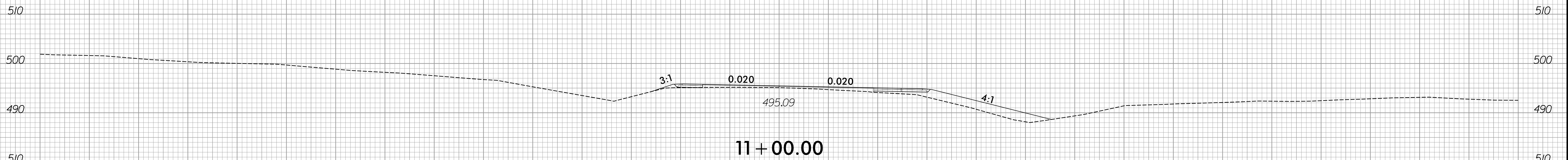
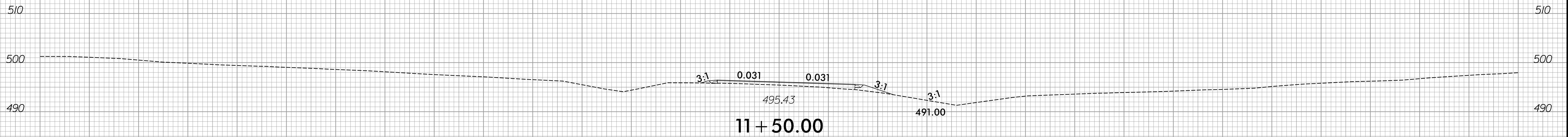
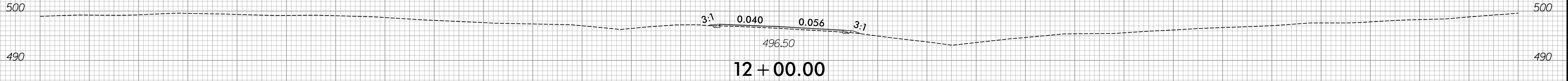
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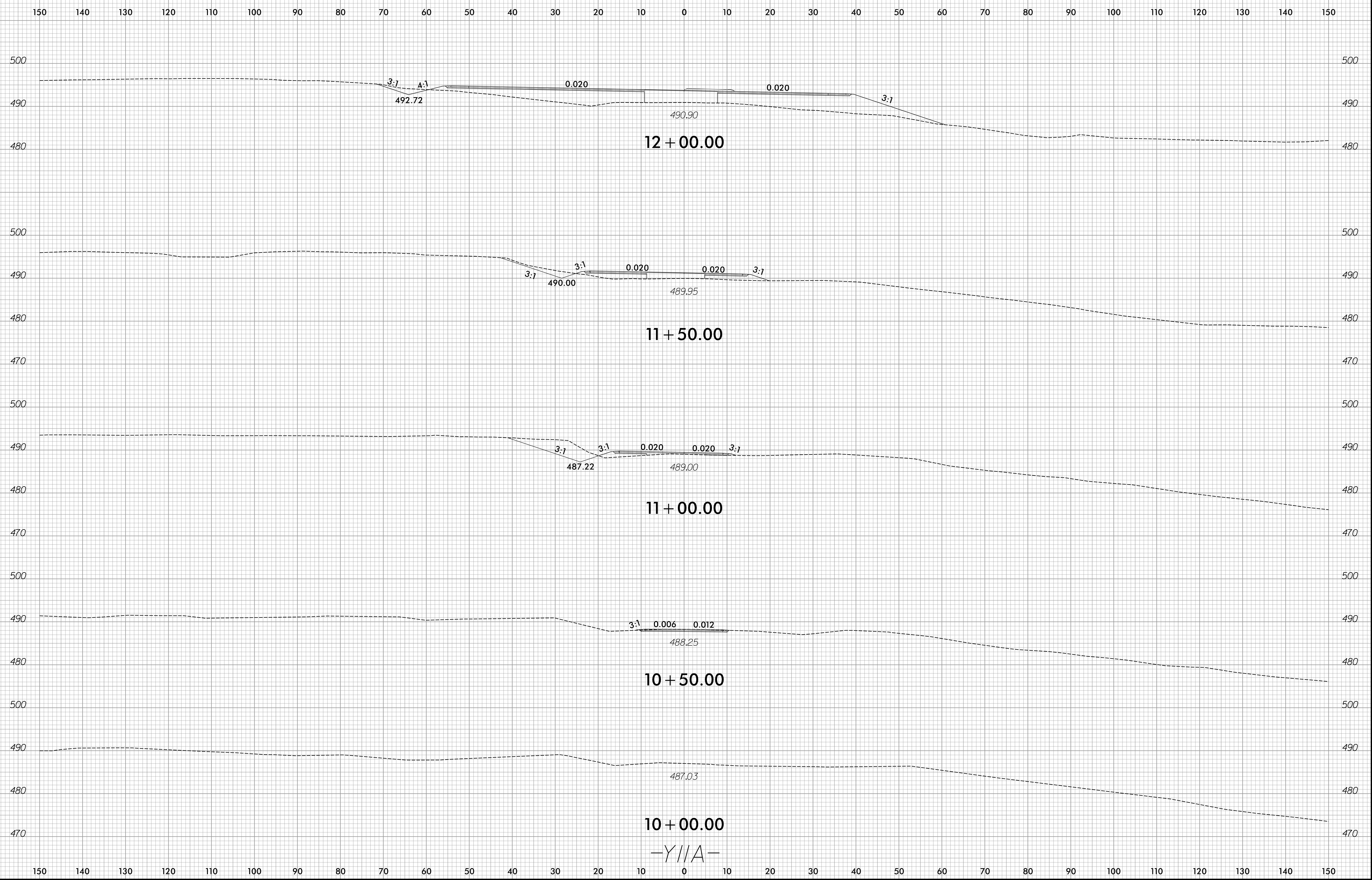
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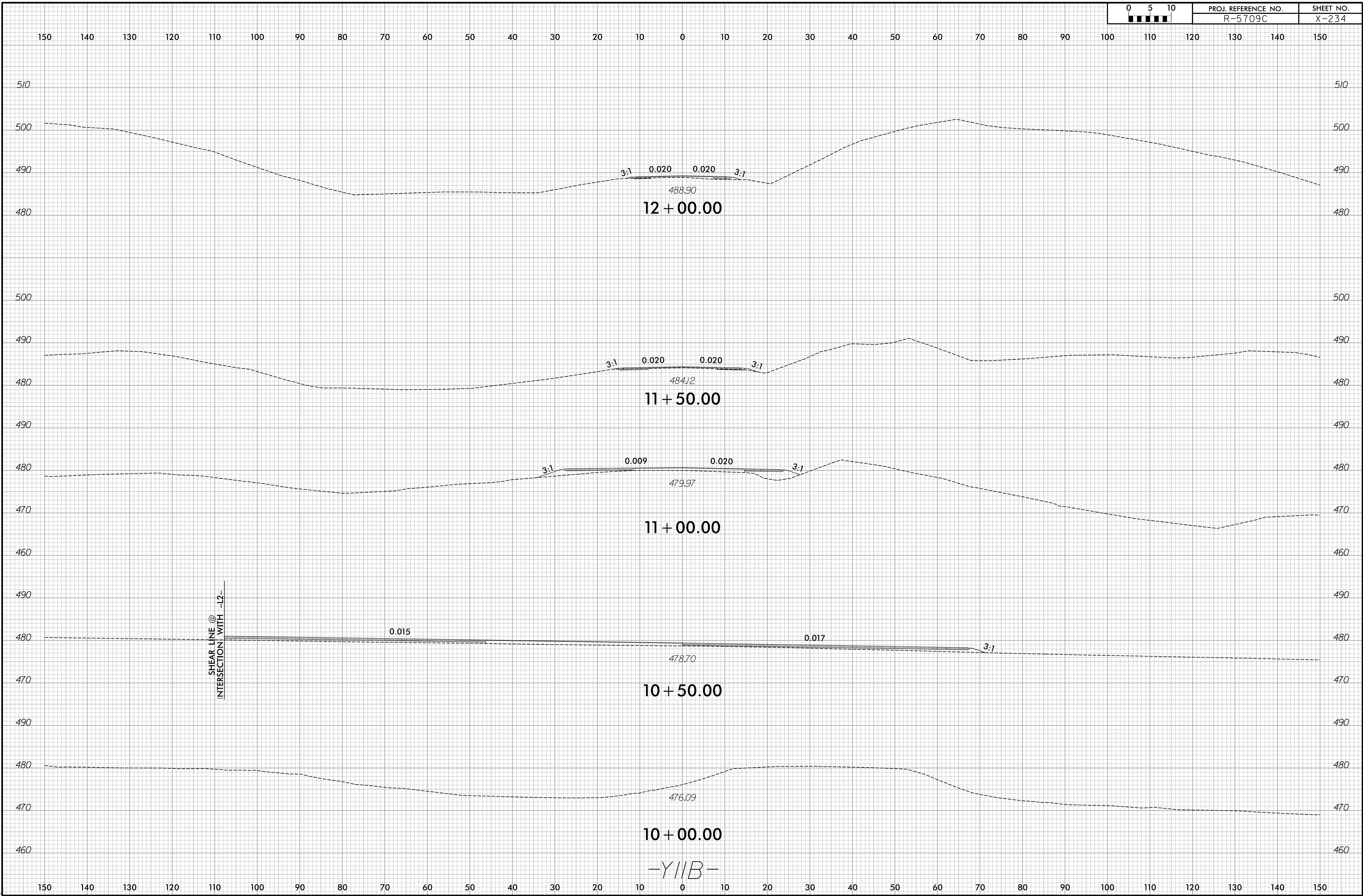
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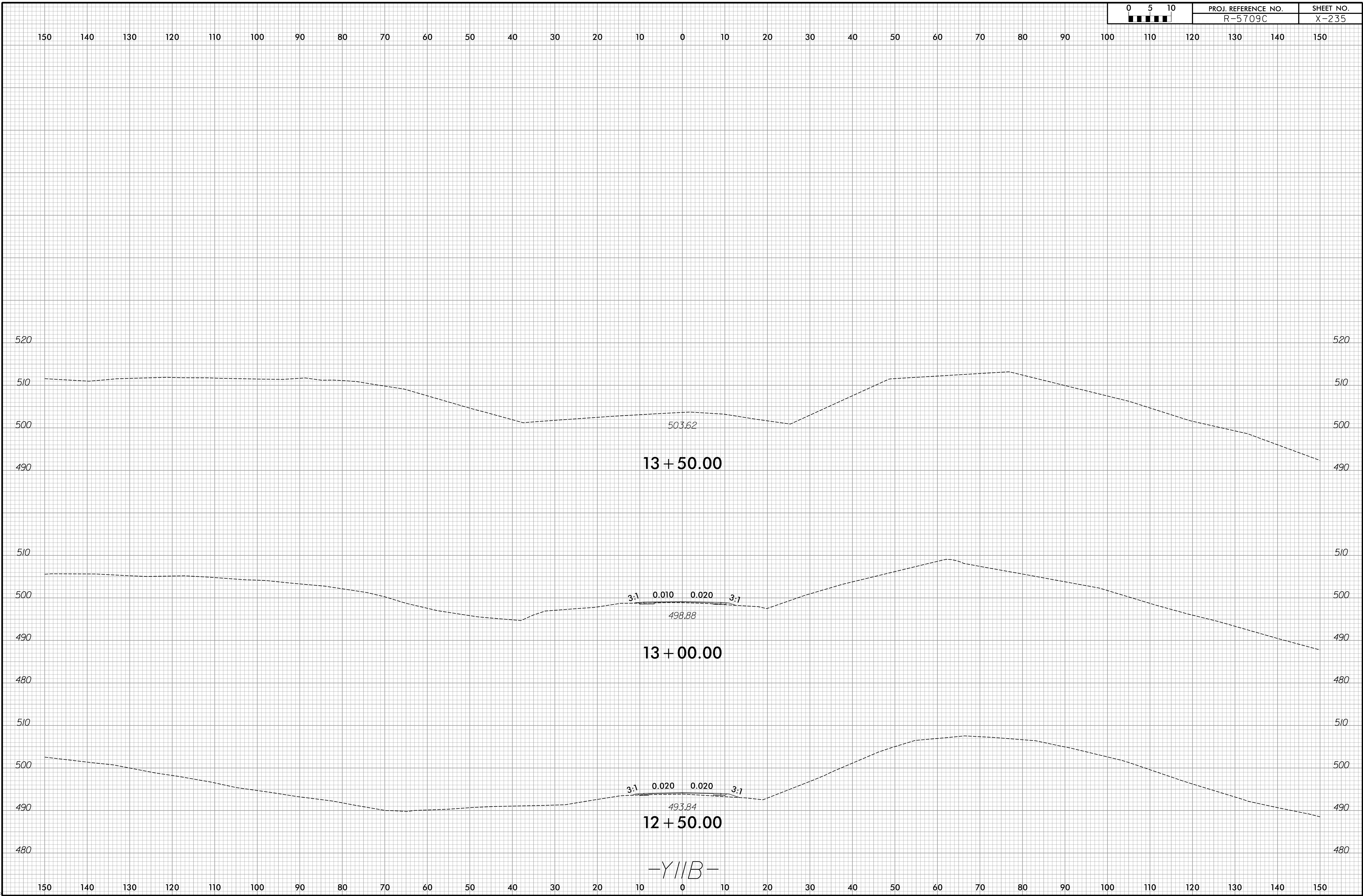
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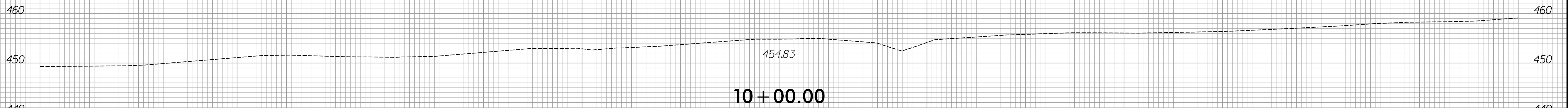
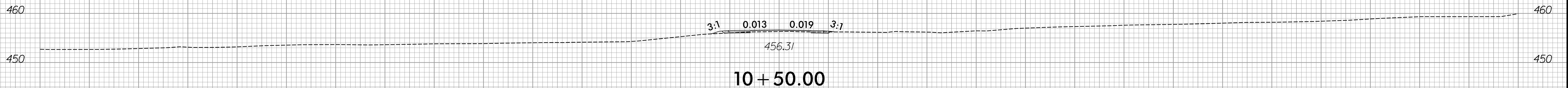
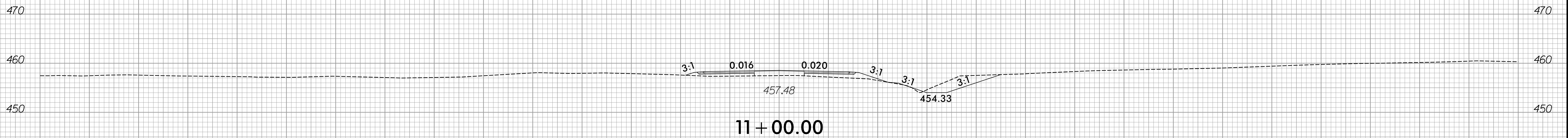
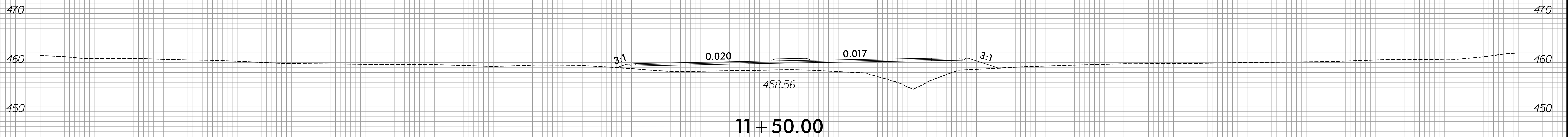
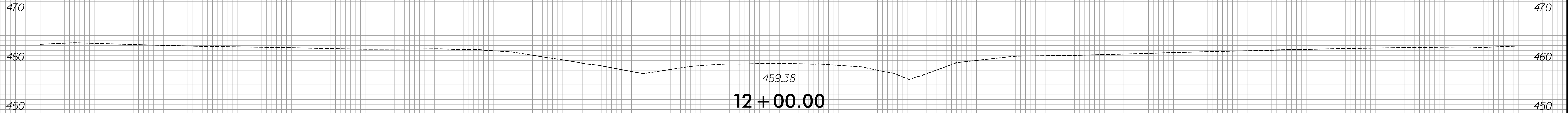






-YIIB-

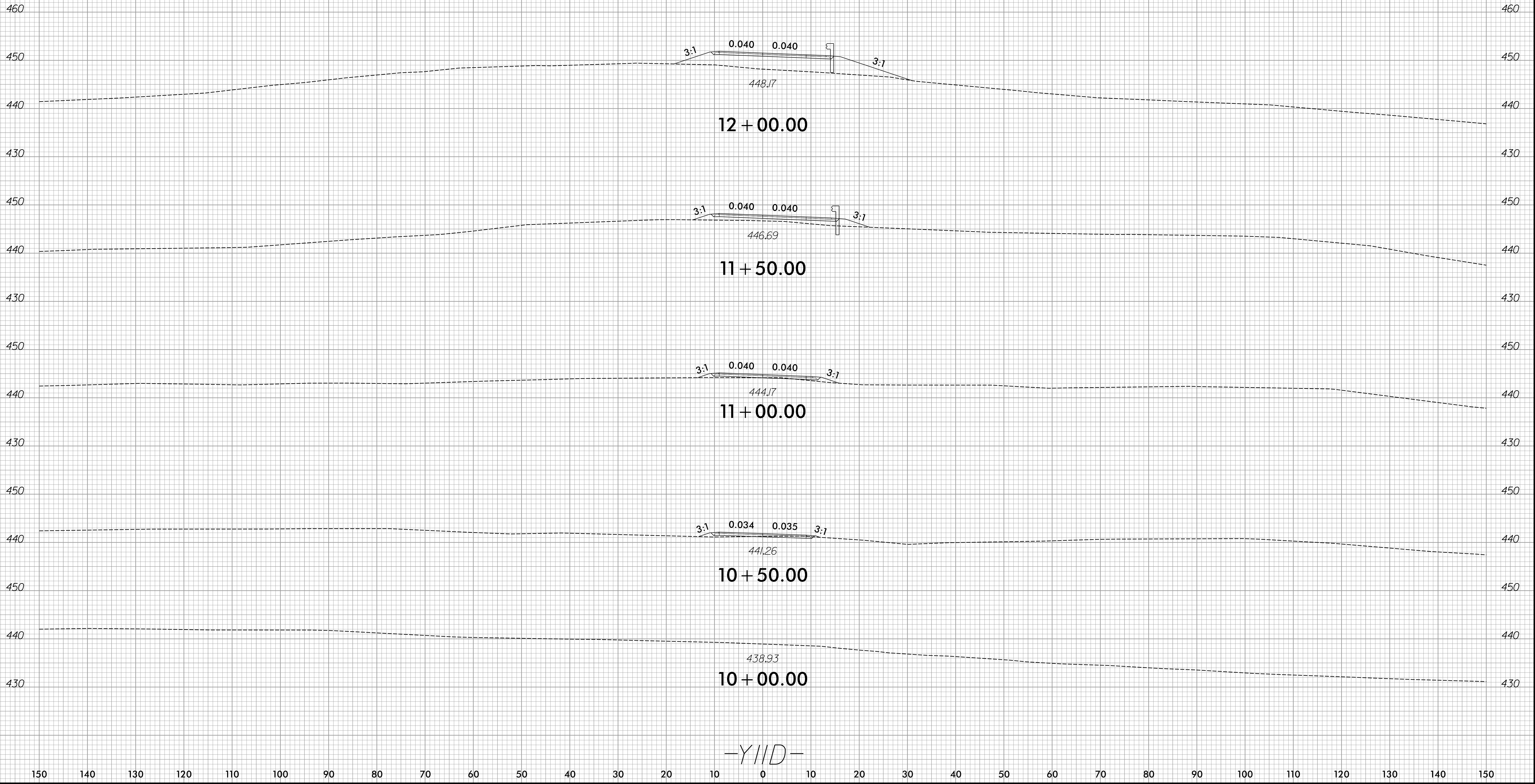
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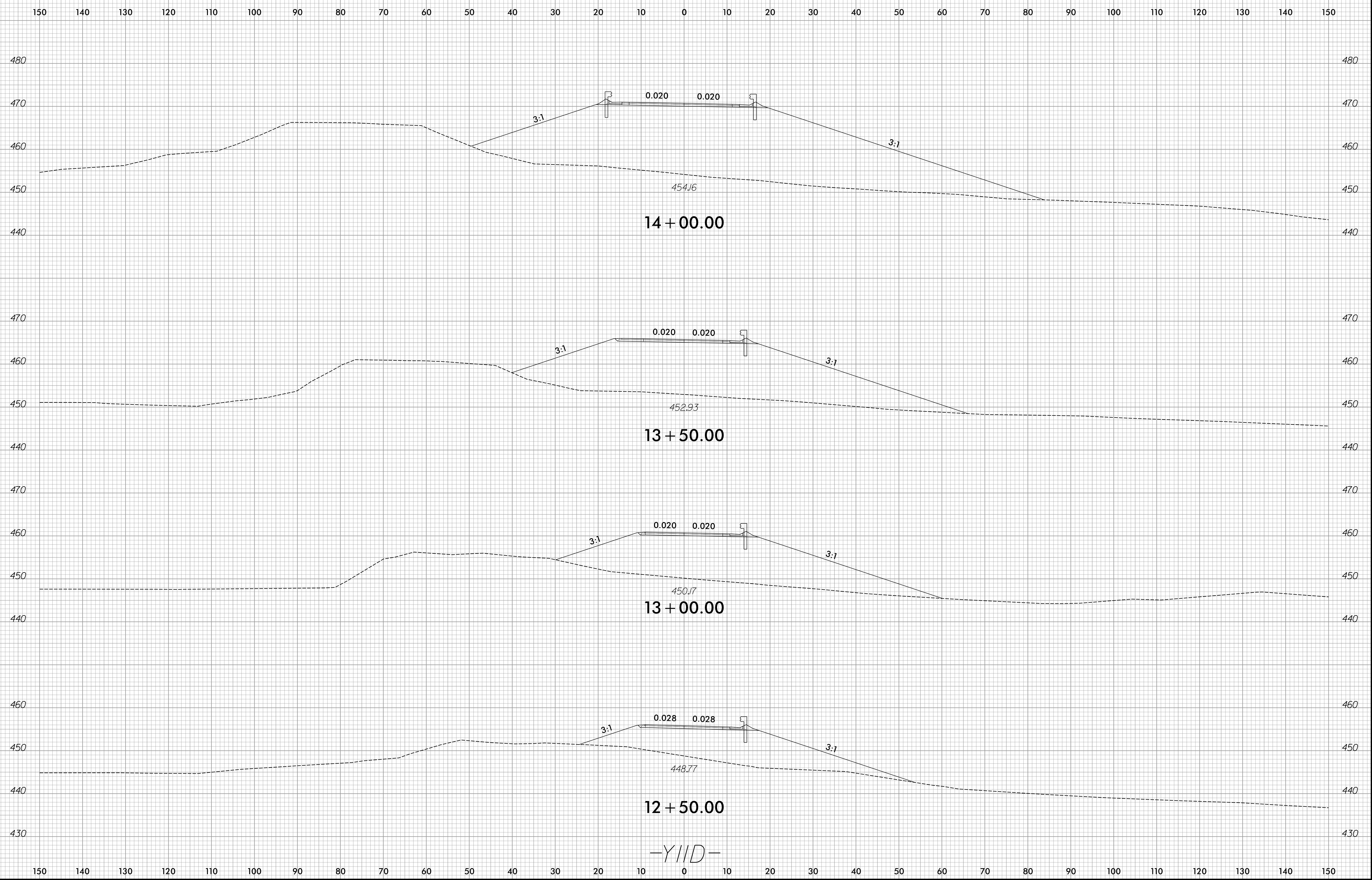
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

-Y/I/C-

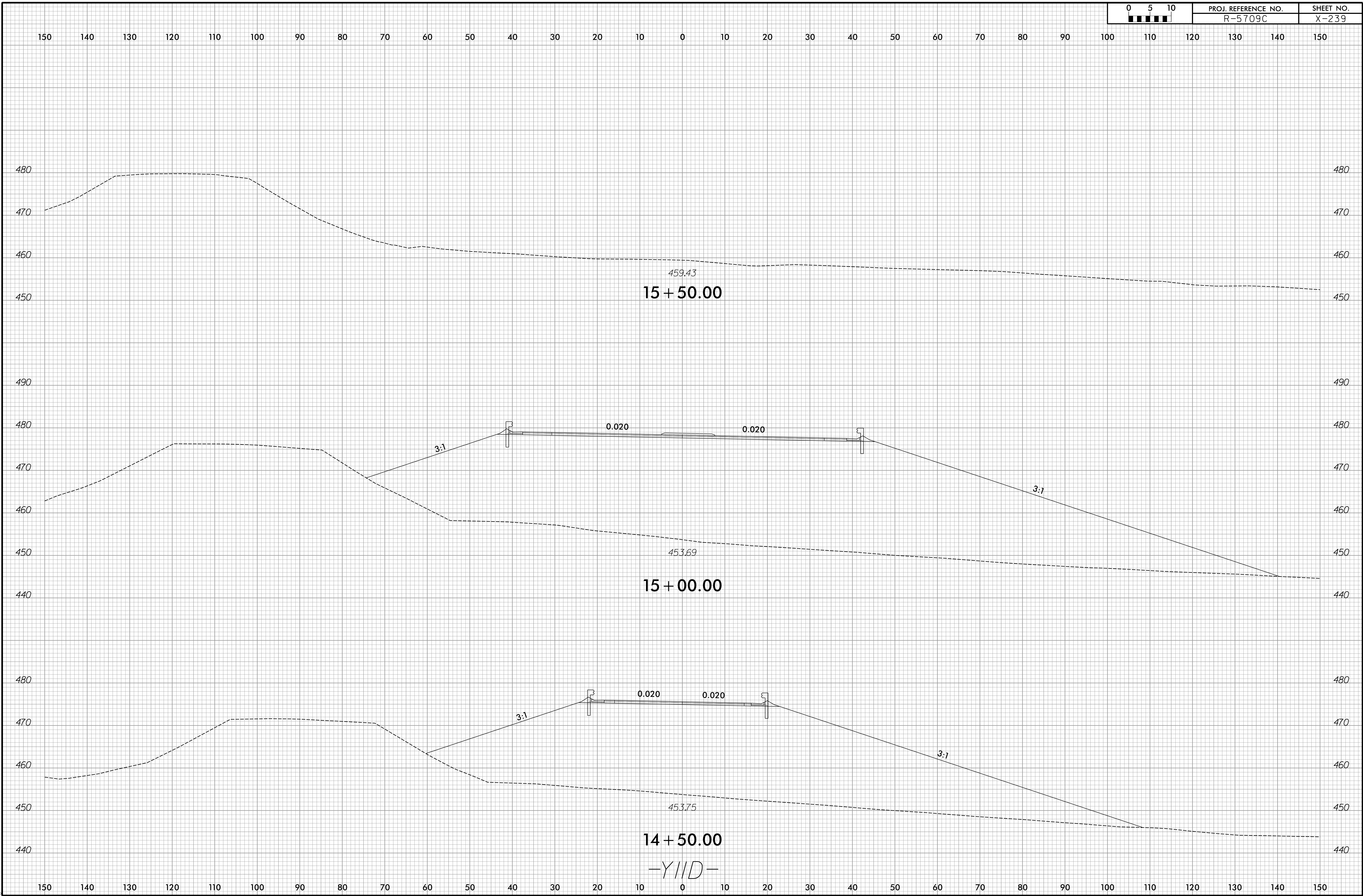
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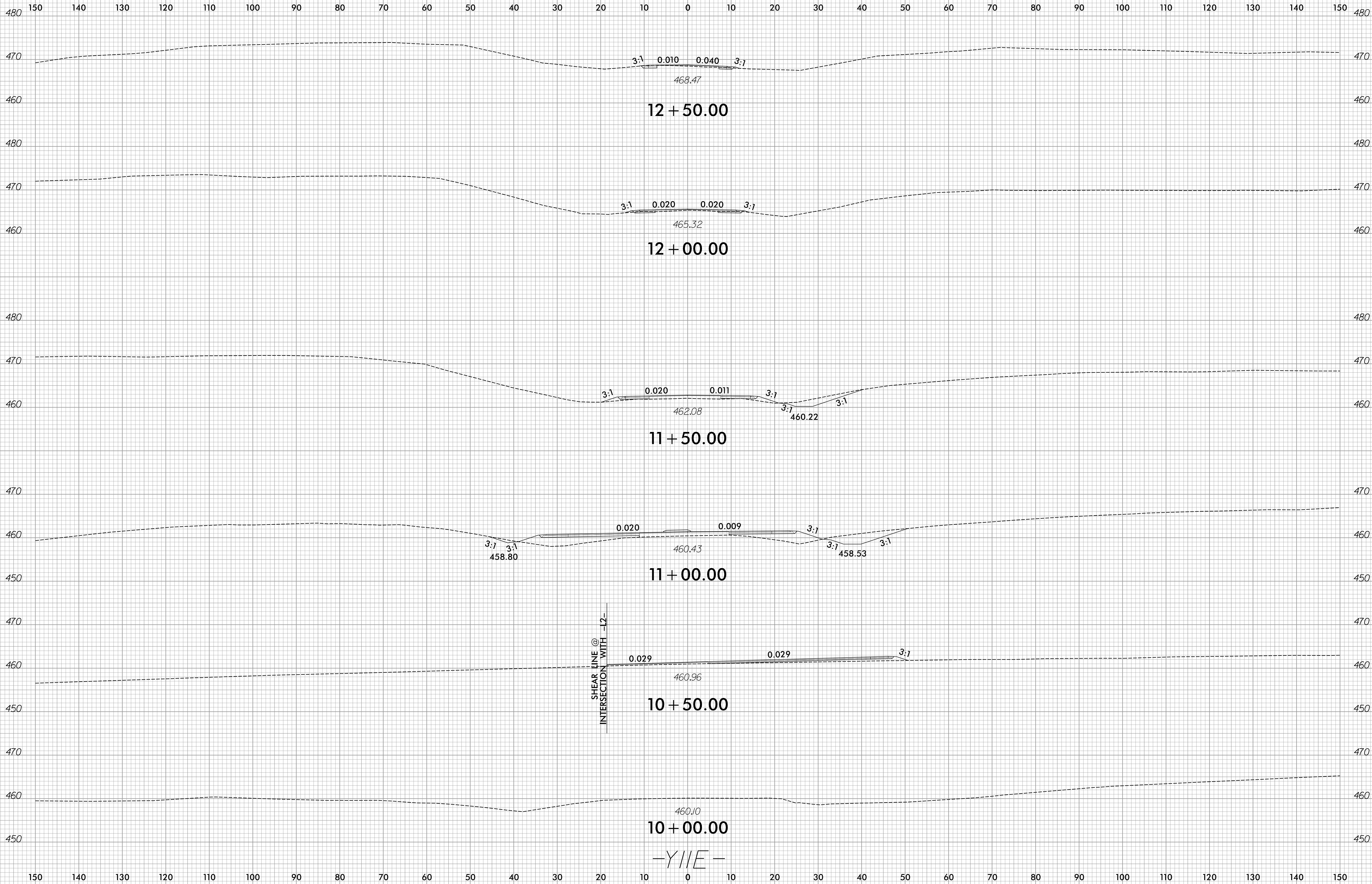


-YIID-

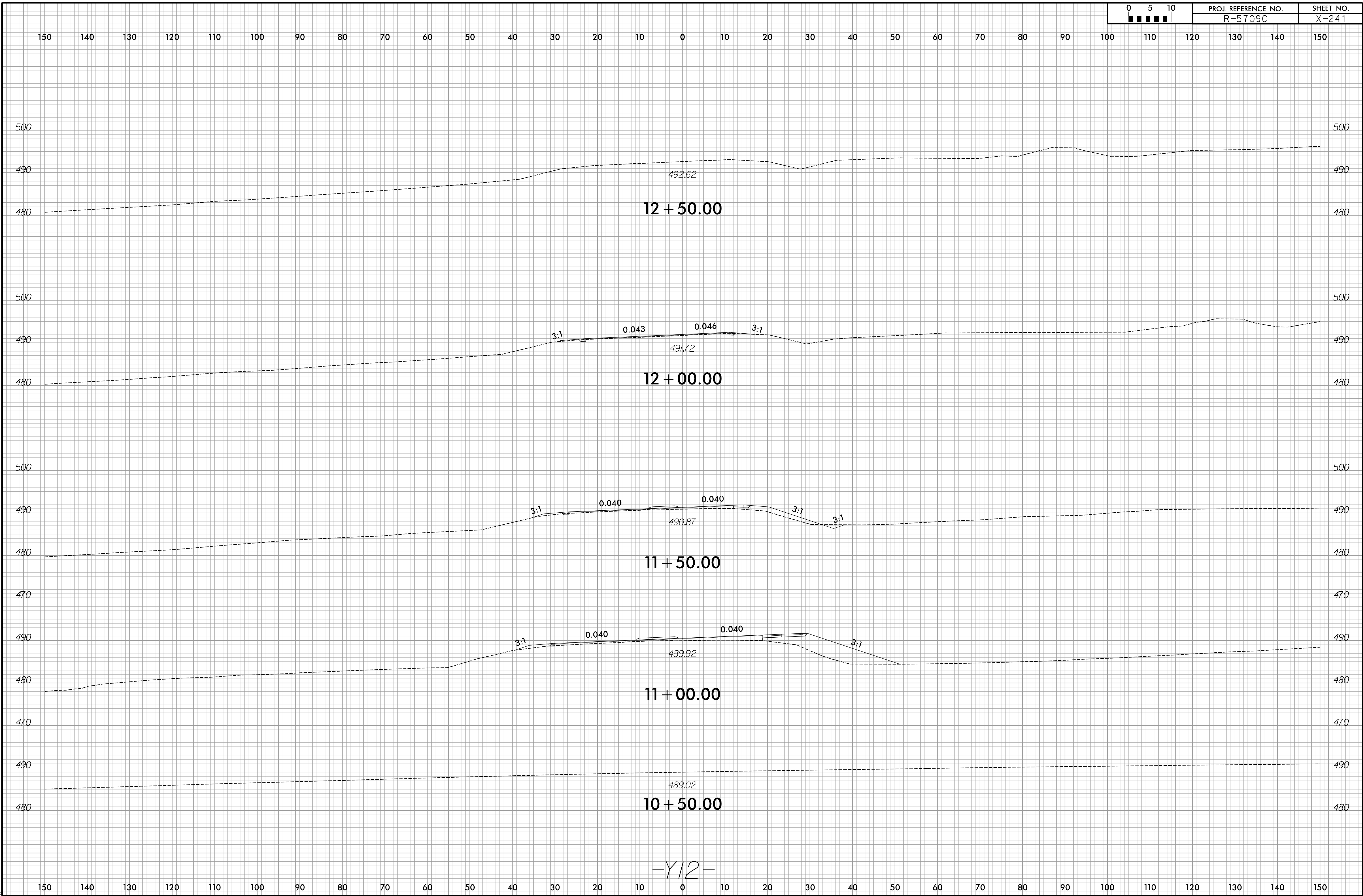


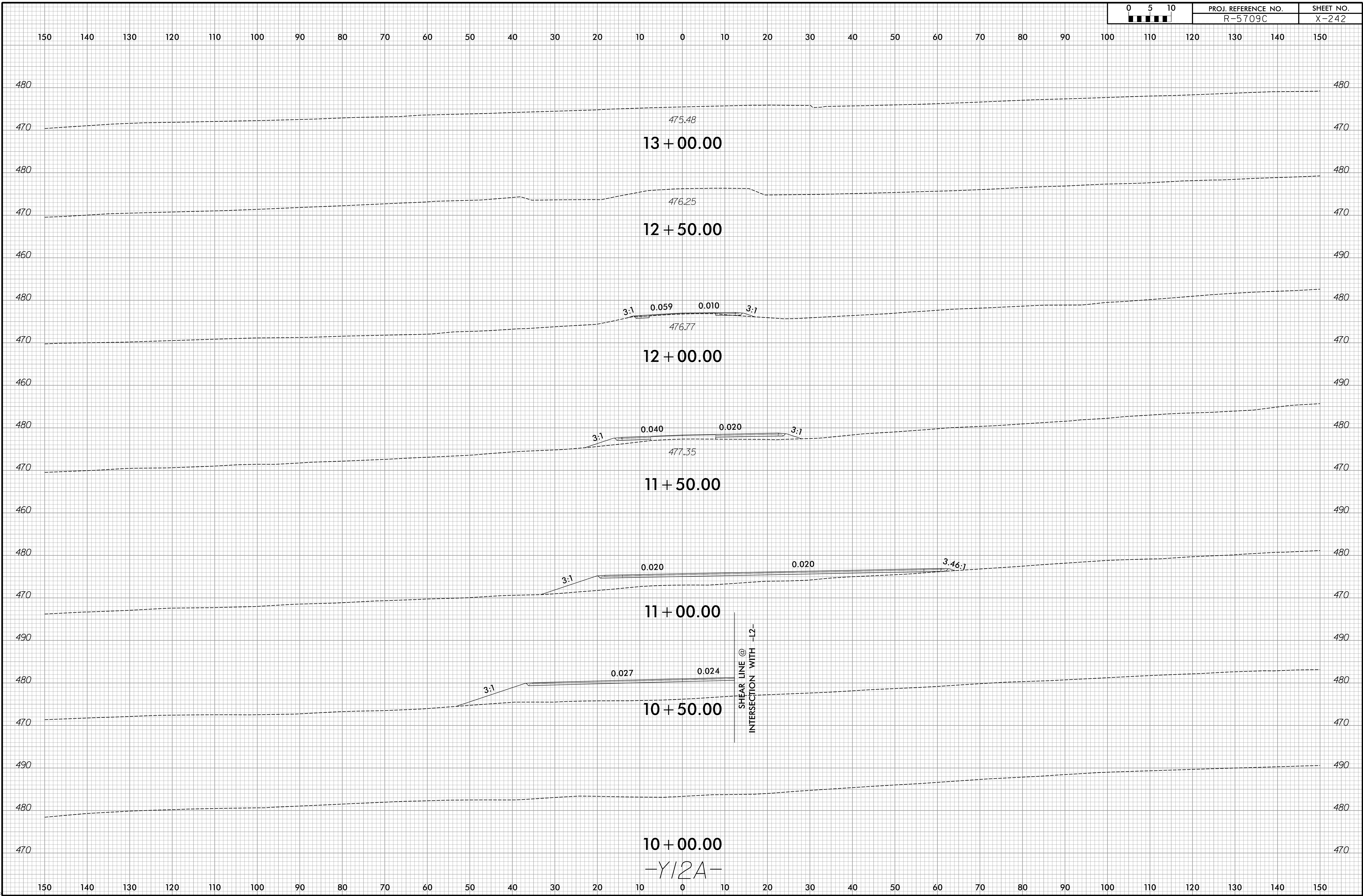
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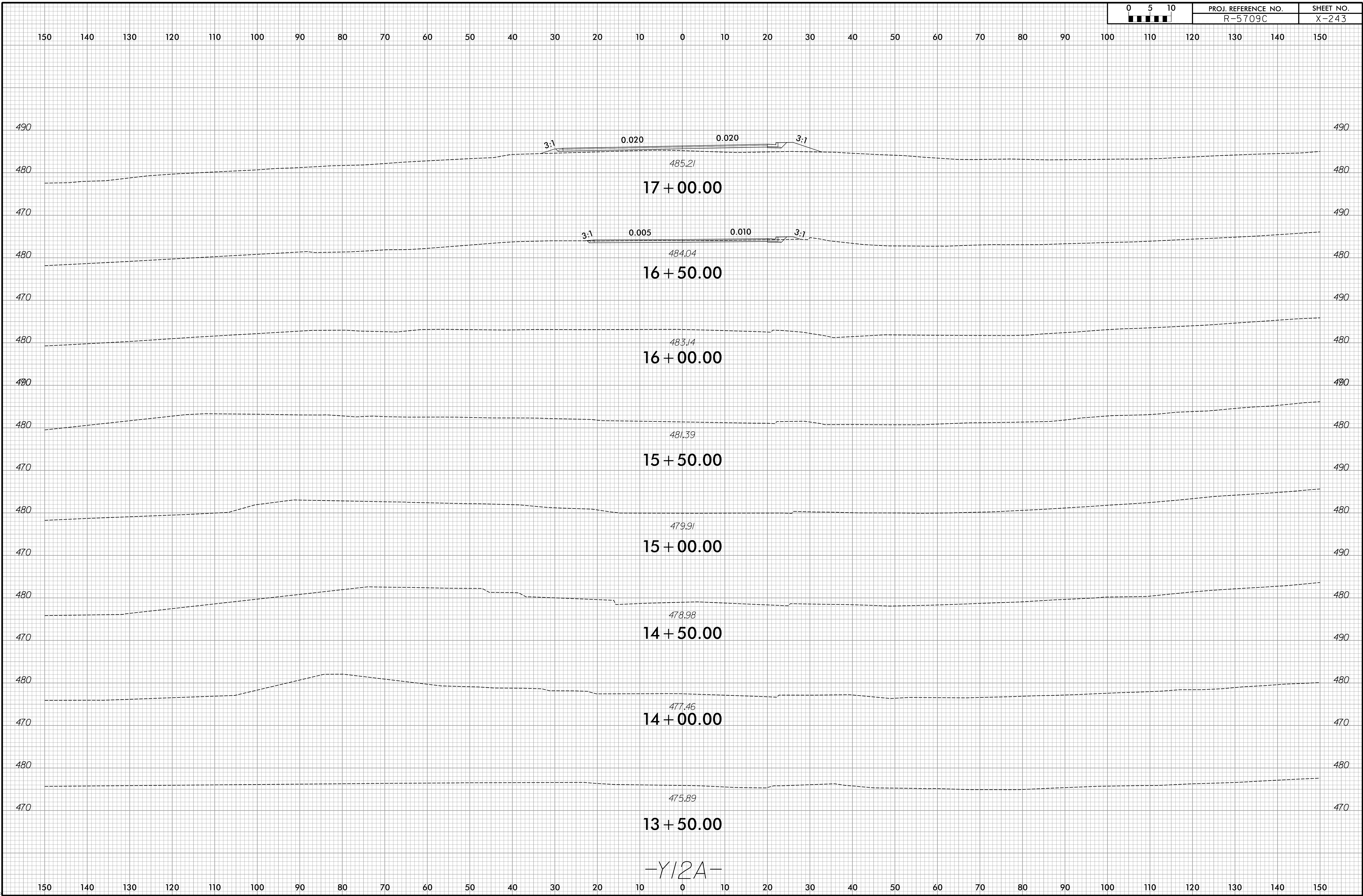




-Y11E-





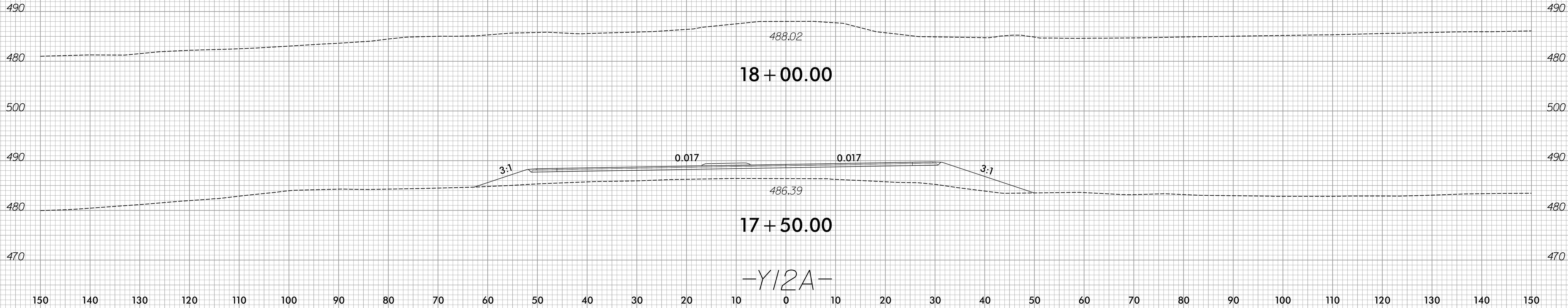


-Y12A-

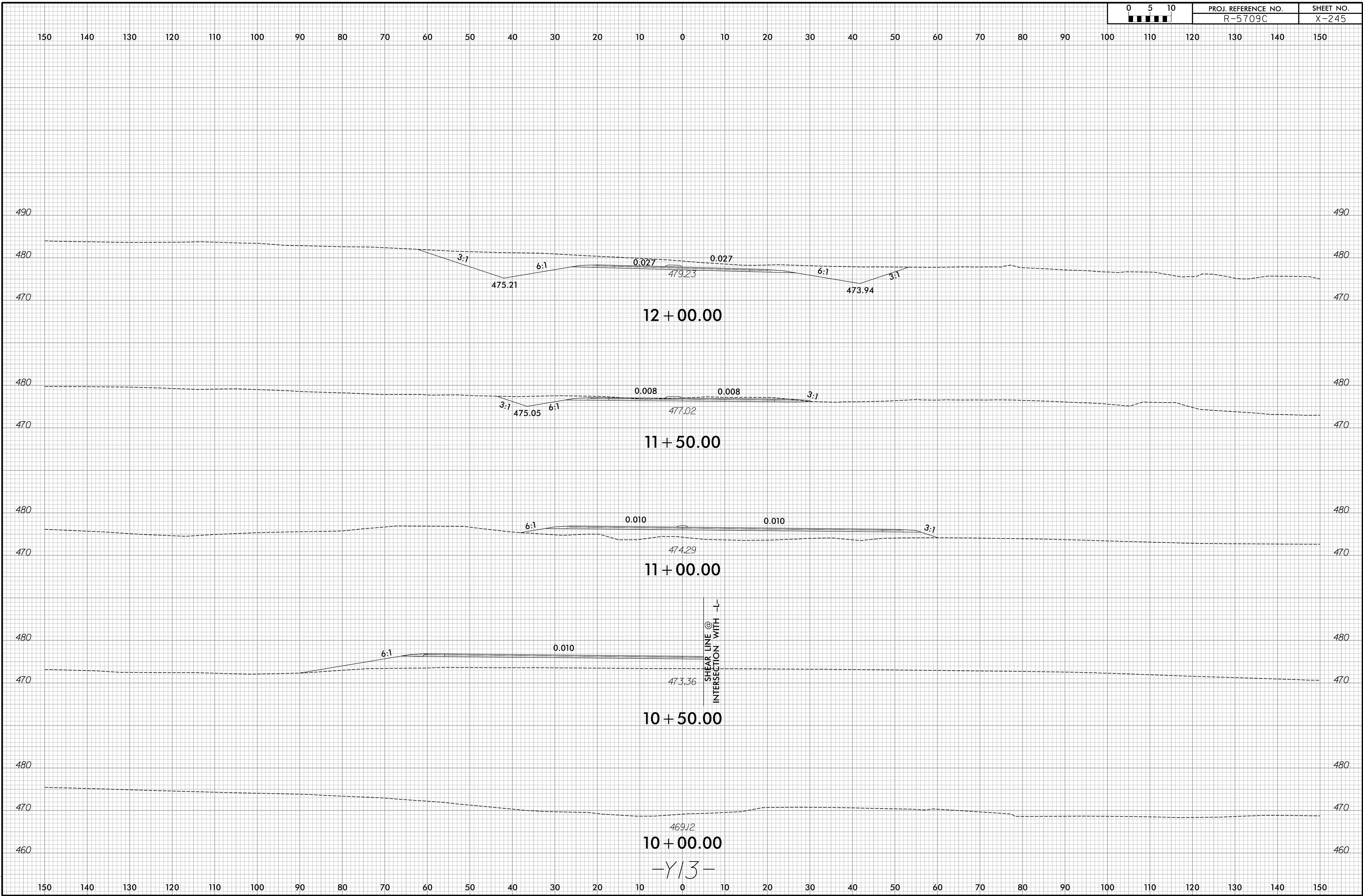
6/23/16

0	5	10	PROJ. REFERENCE NO.	SHEET NO.
█	█	█	R-5709C	X-244

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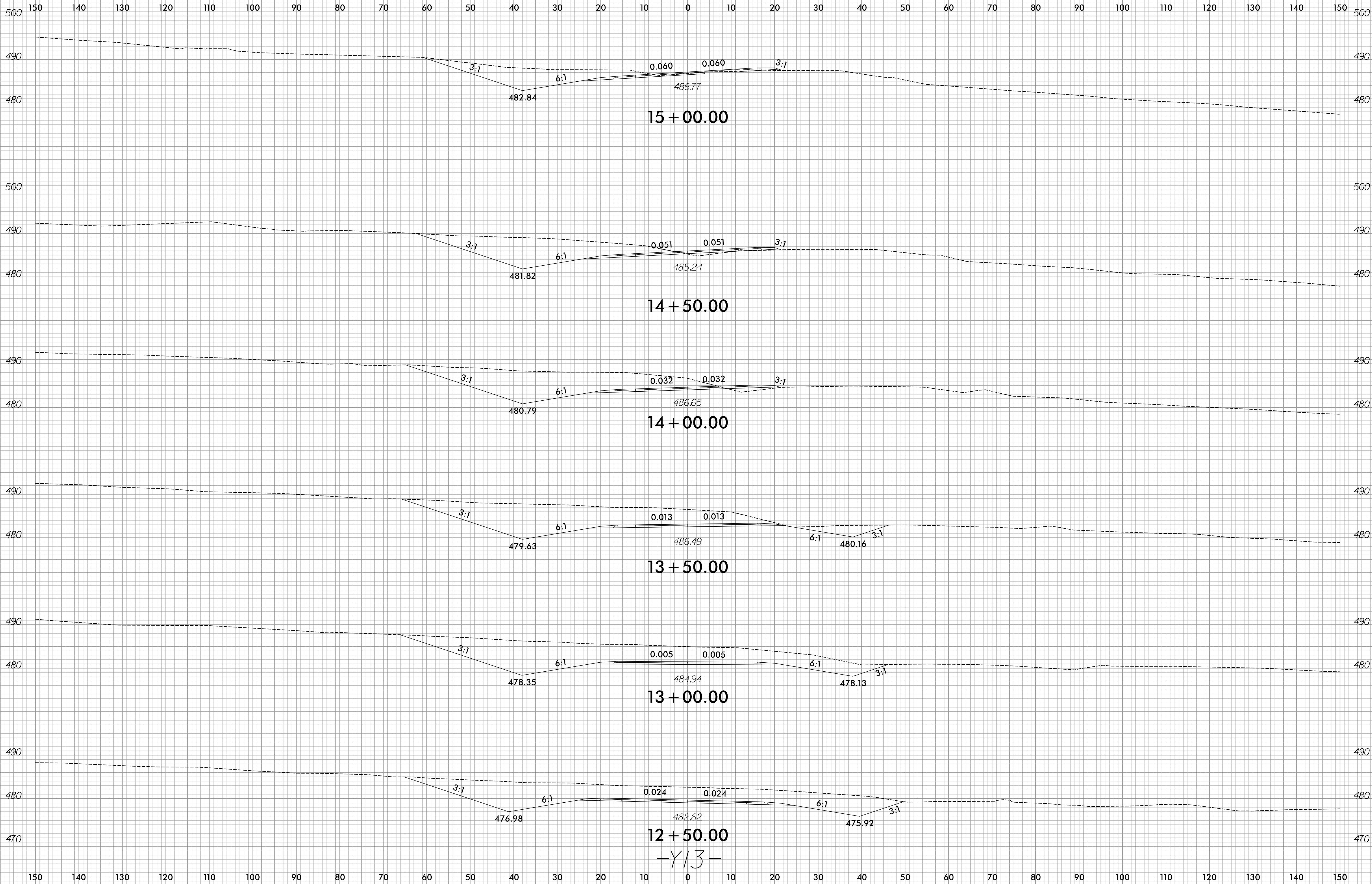


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 jr-rocker



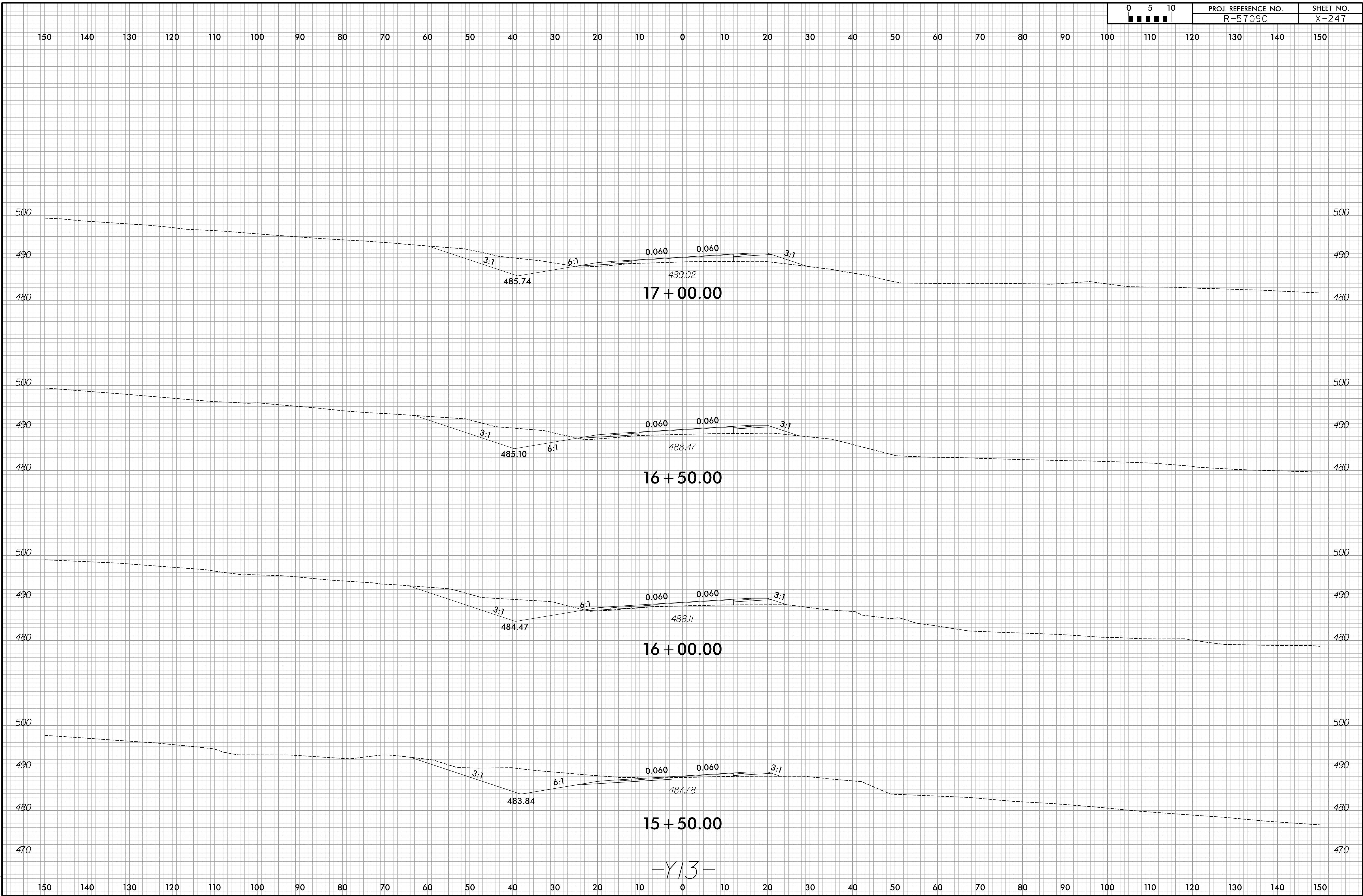
6/23/16

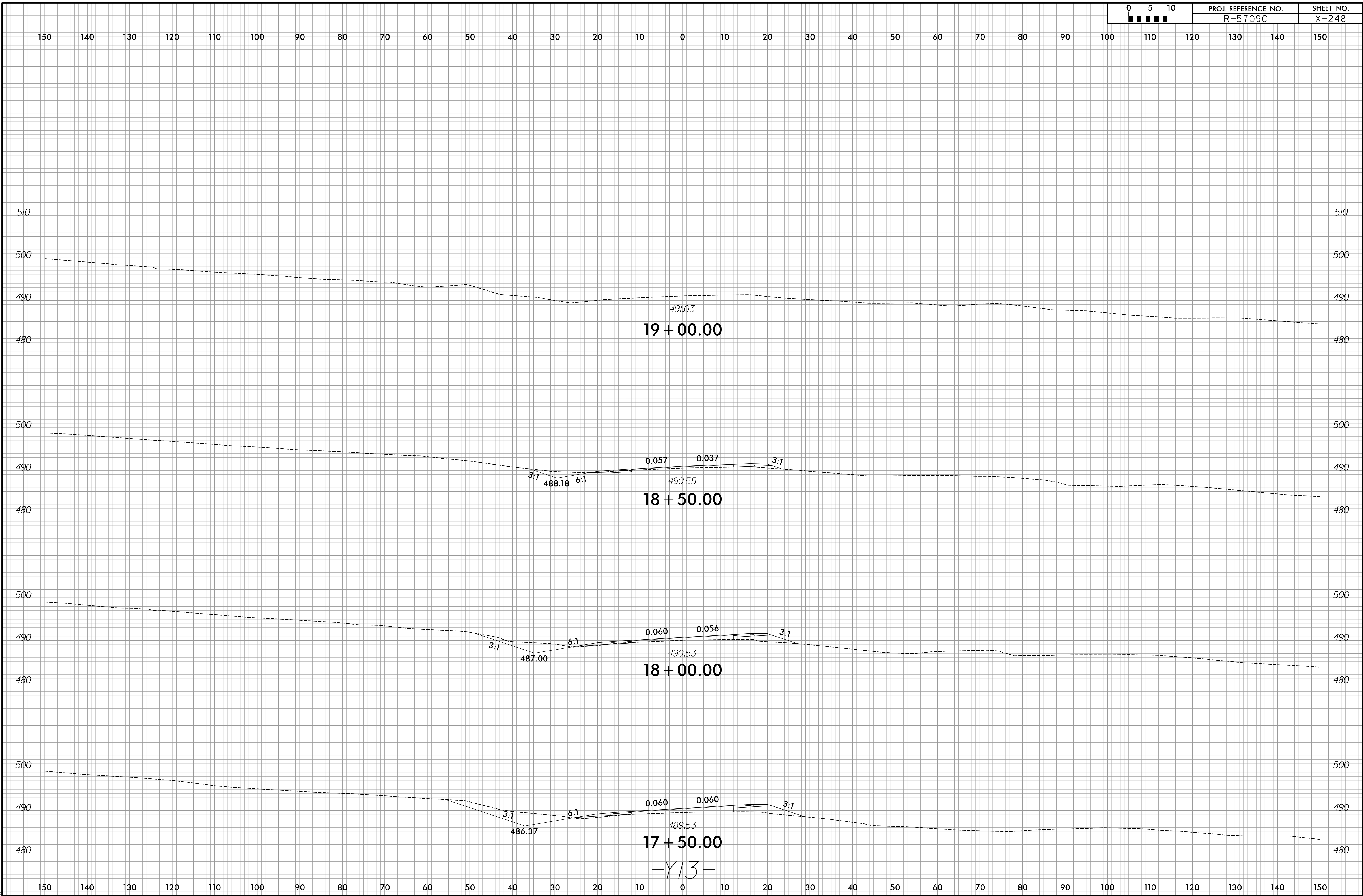
0	5	10	PROJ. REFERENCE NO.	SHEET NO.
█	█	█	R-5709C	X-246

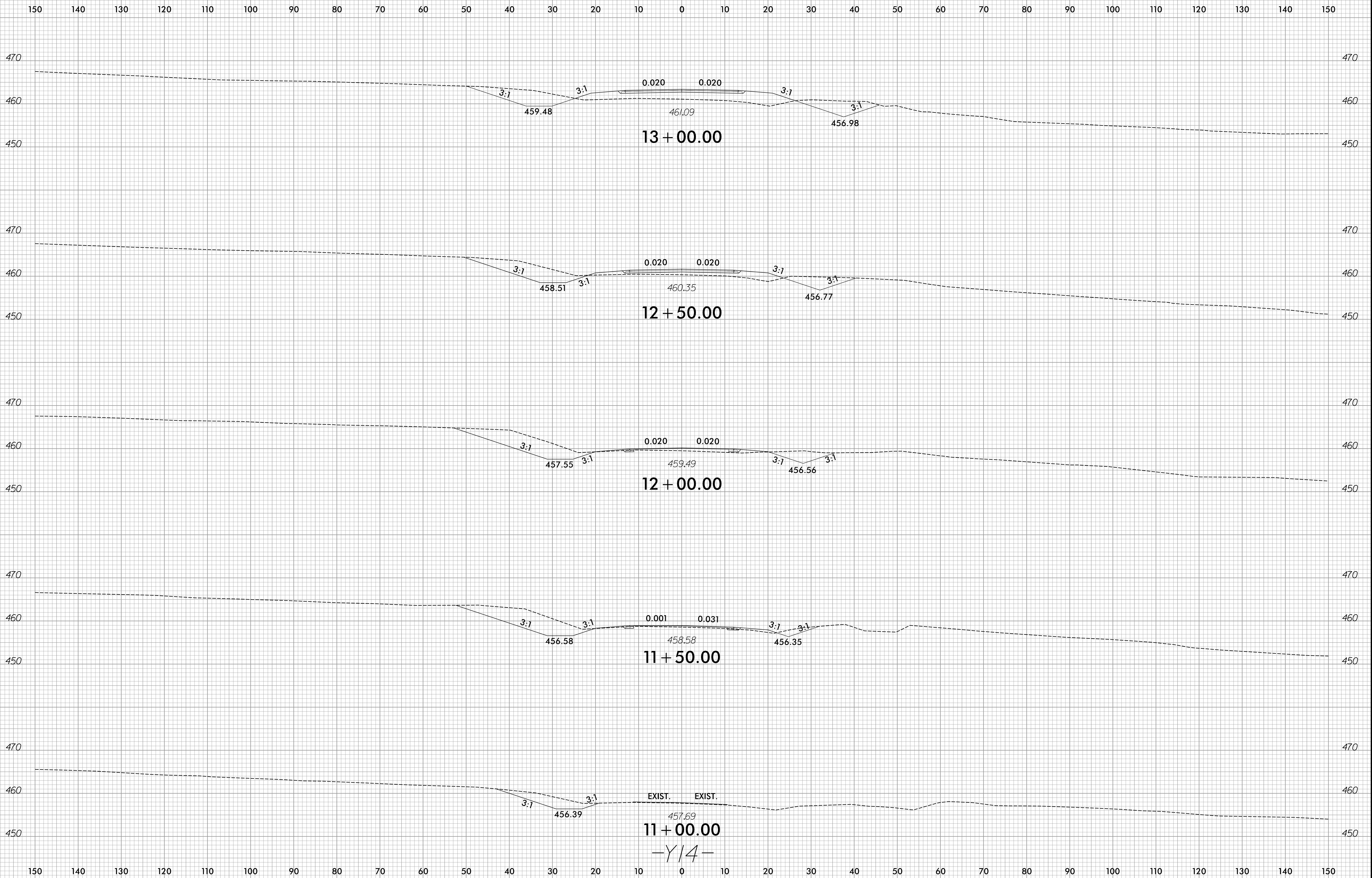


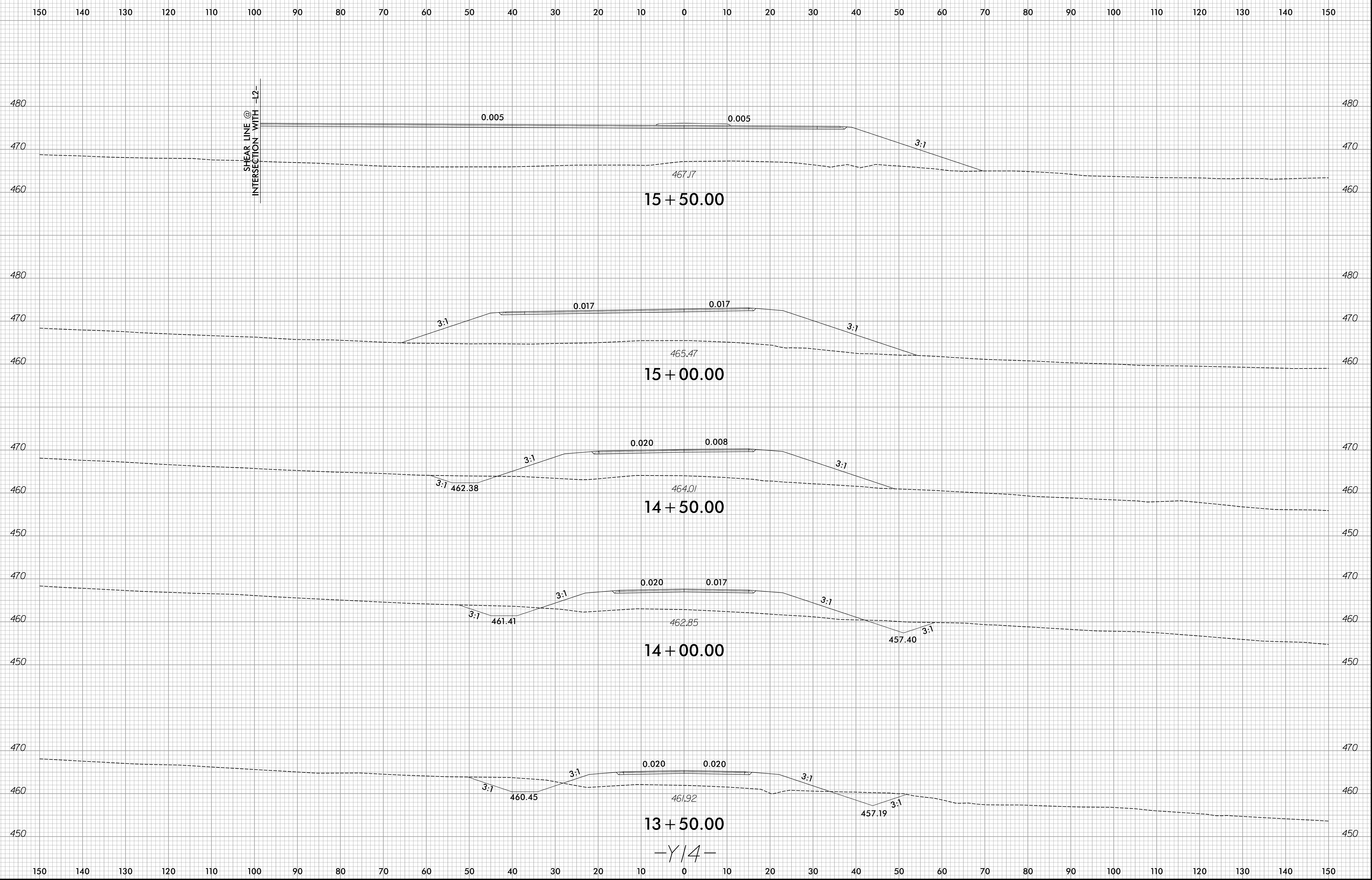
12 + 50.00
-Y13-

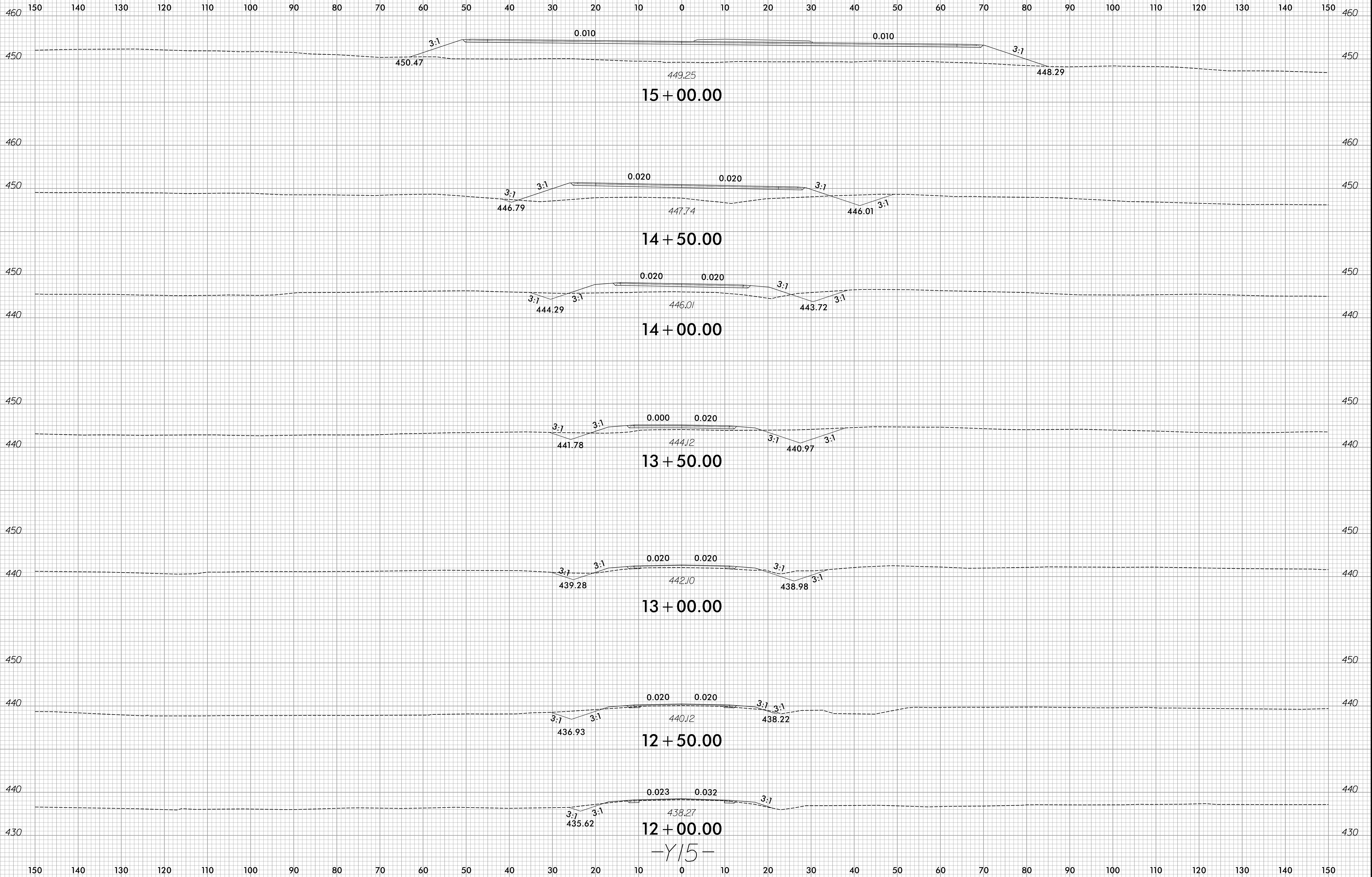
I:\14\2024
R:\B\B\B\CorridorModeling\RE709C\XPL\Section 2\IR-5709C_Rdy_XPL_Y13.dgn
amagpherson

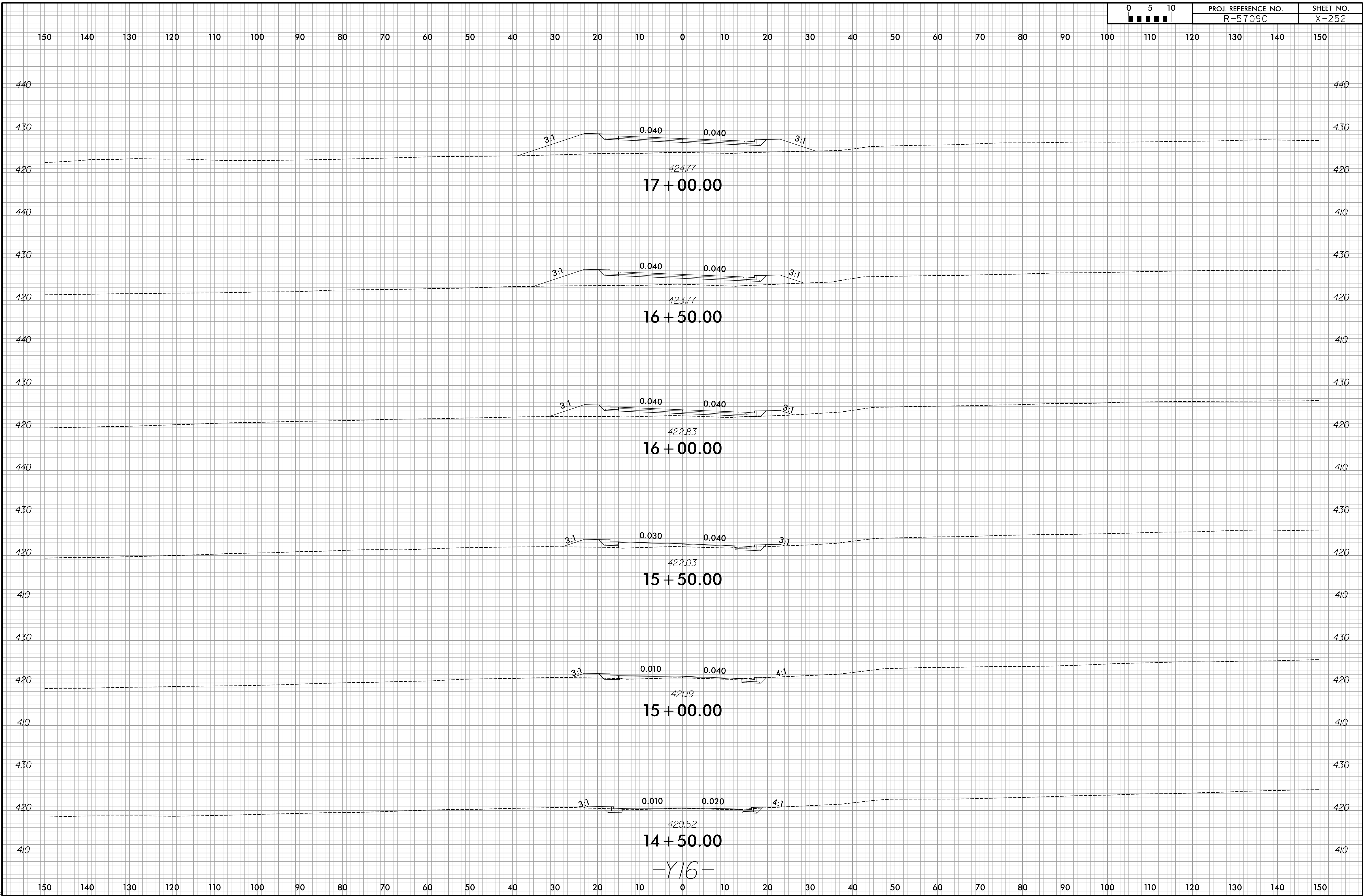








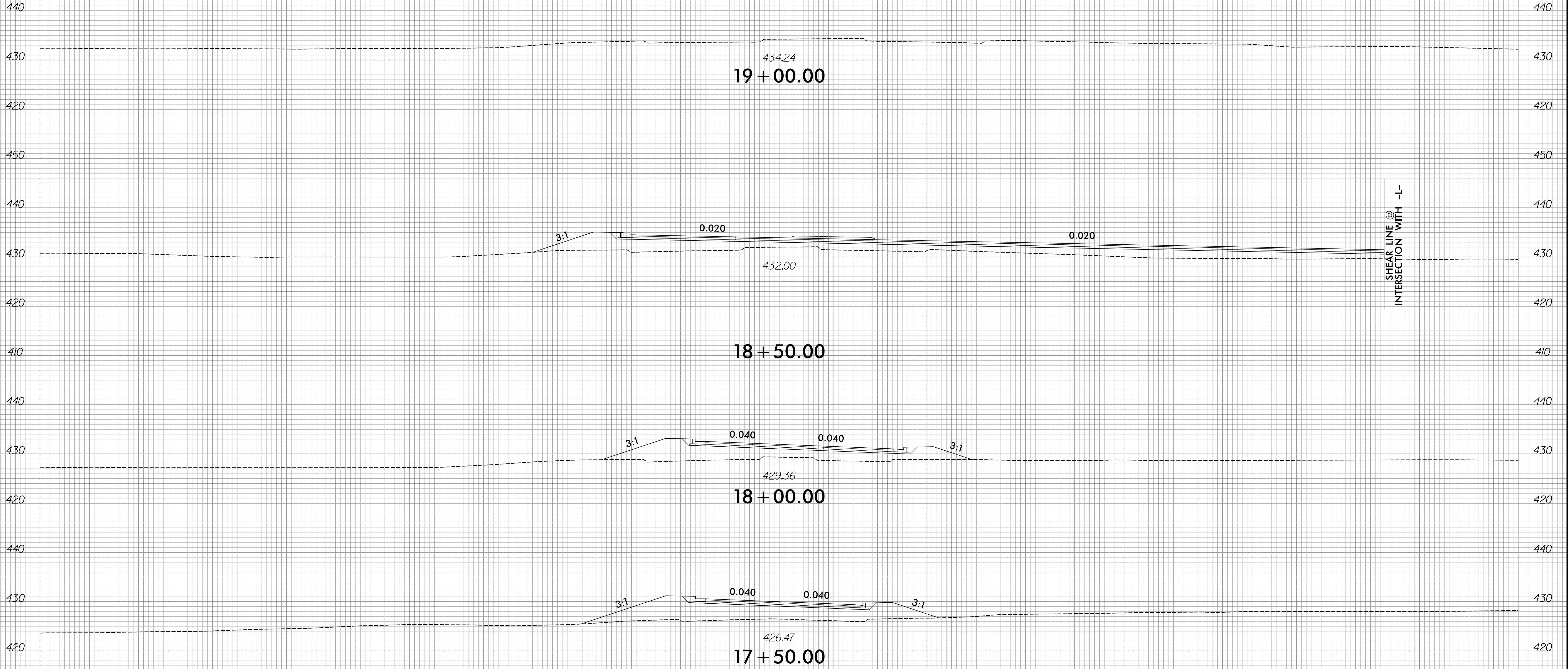




-Y16-

6/23/16

150 140 130 120 110 100 90 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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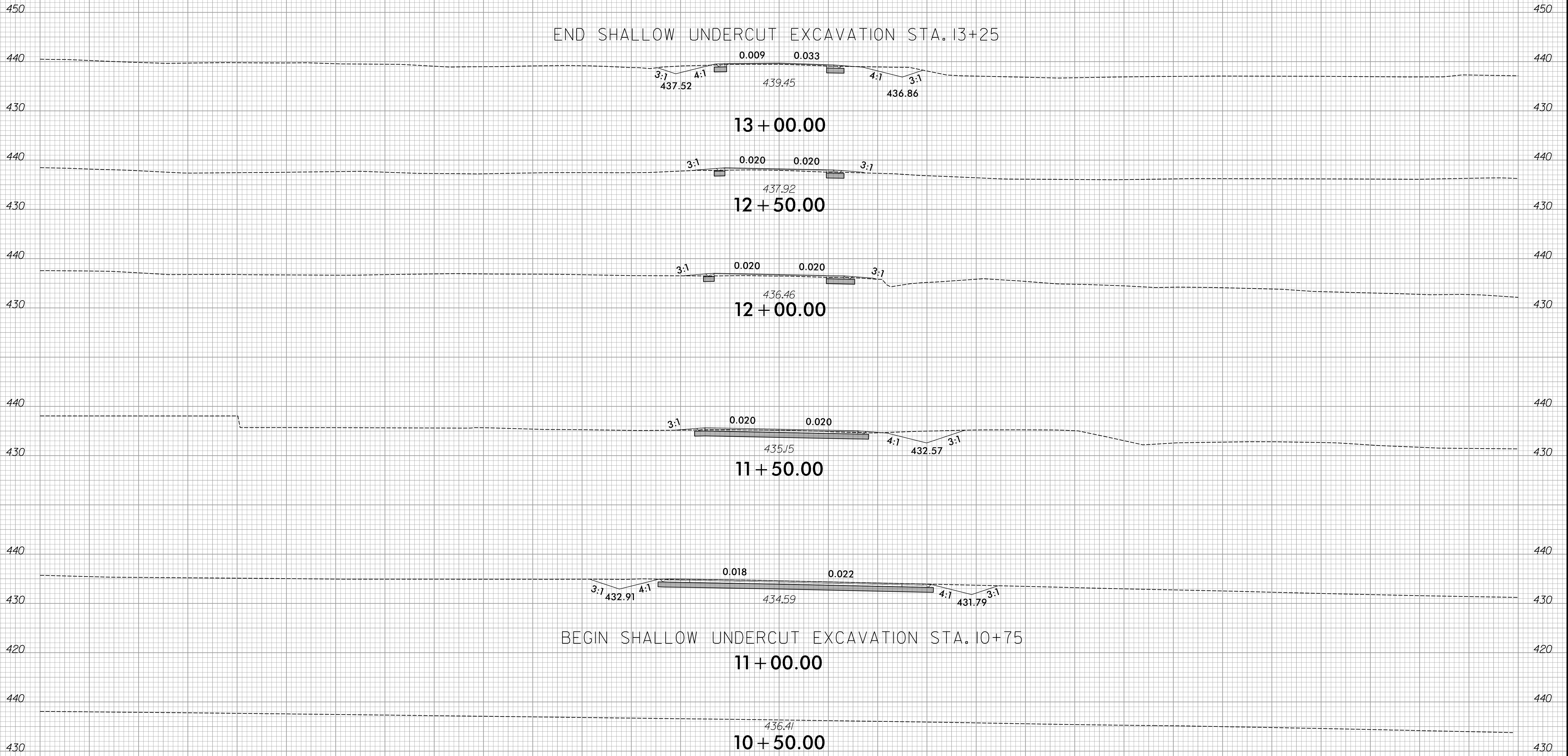
-Y16-

8/28/2024
R:\Projects\CorridorModeling\RE709C\XPL\Section 2\IR-5709C_Rdy_XPL_Y16.dgn
lr-rocker

150 140 130 120 110 100 90 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

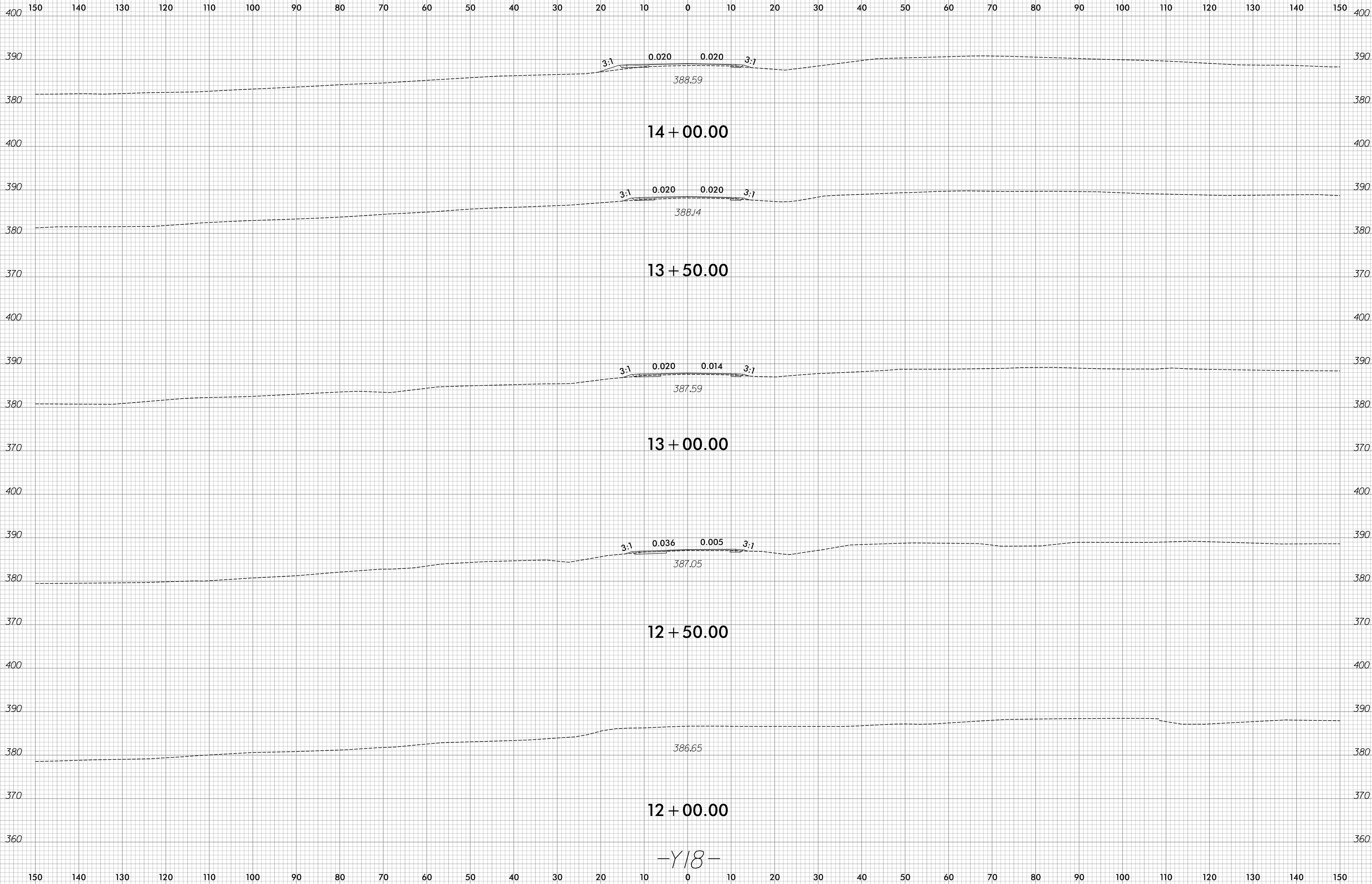
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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/7-

8/28/2024
 R:\Roadway\CorridorModeling\RE709C\XPL\Section 2\R-5709C_Rdy_XPL_Y17.dgn
 J:\Rocke



14 + 00.00

13 + 50.00

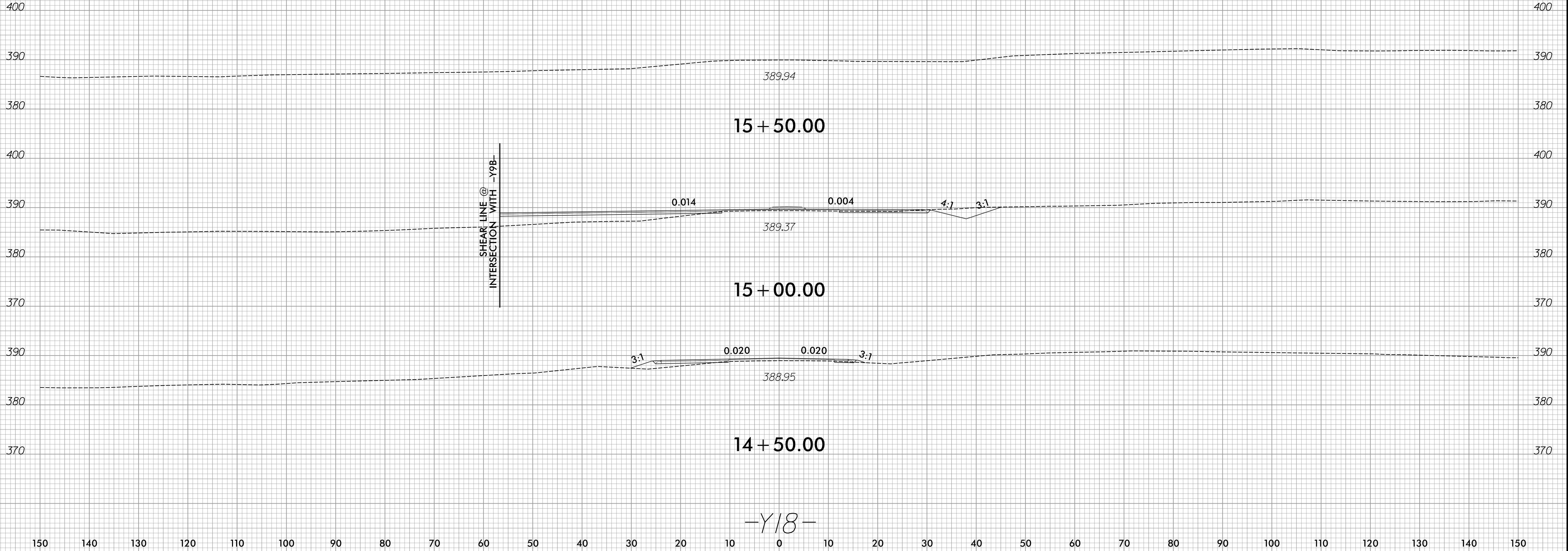
13 + 00.00

12 + 50.00

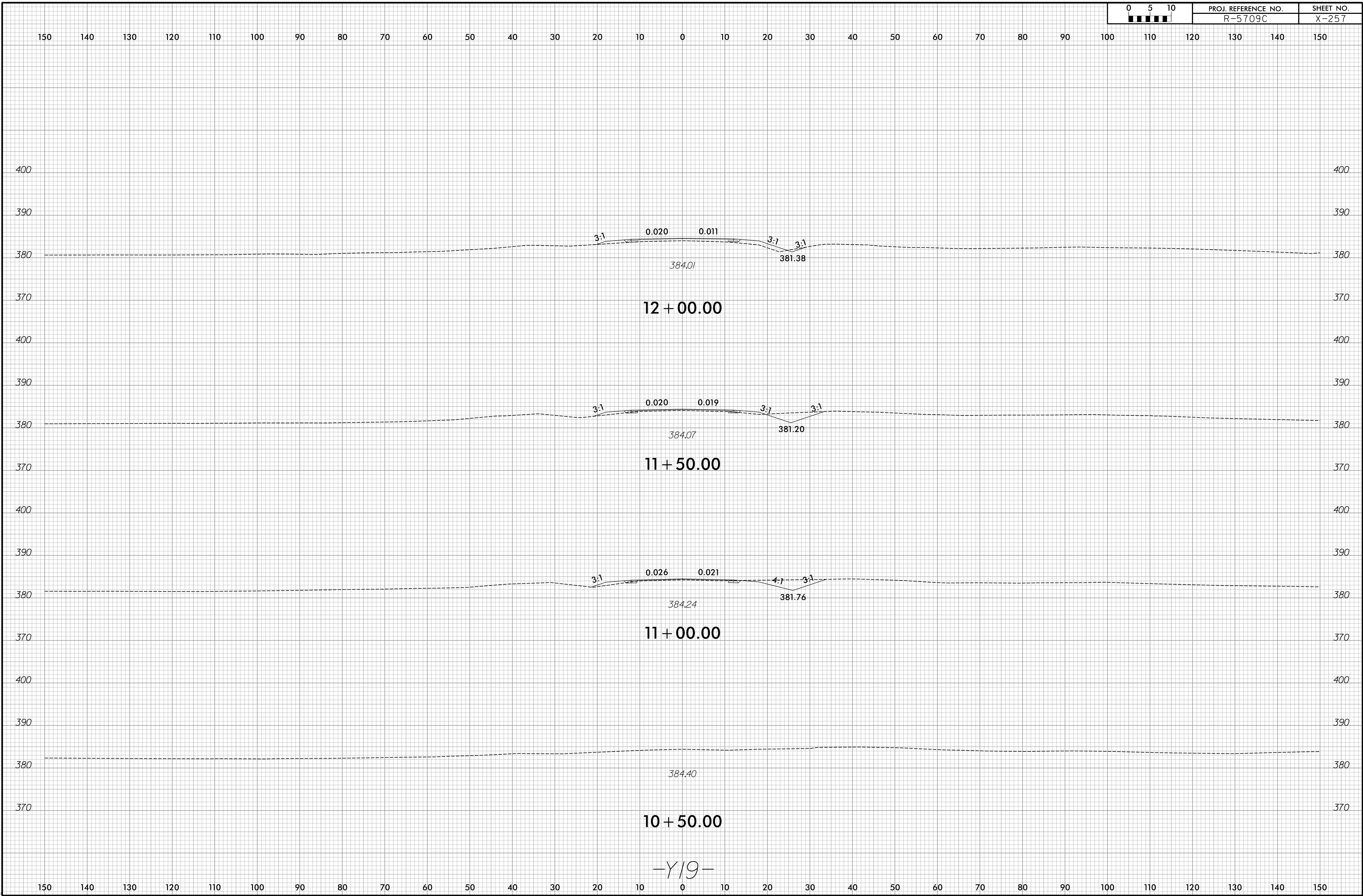
12 + 00.00

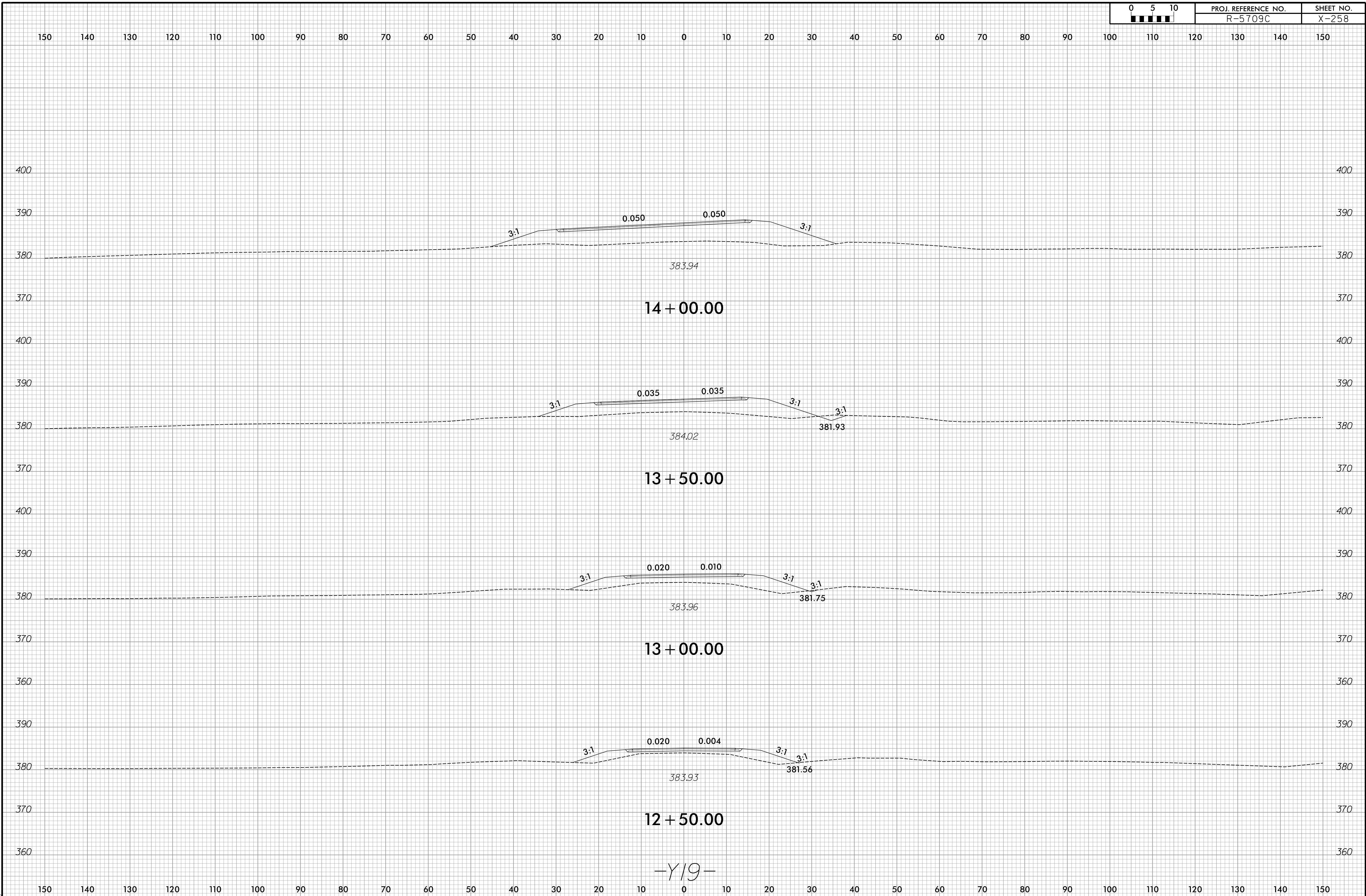
-Y18-

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



-Y18-



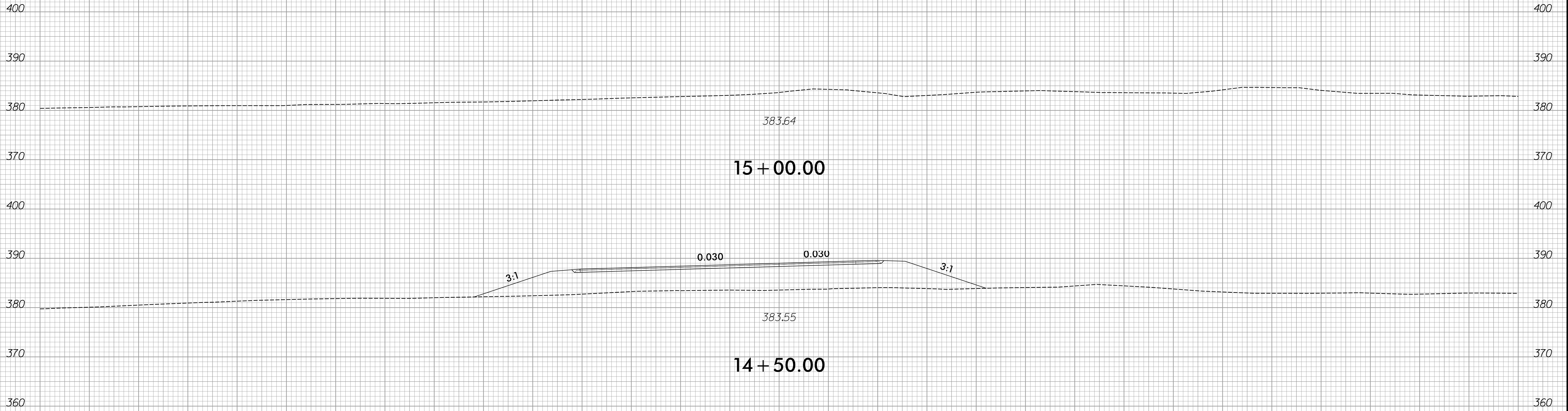


-Y19-

6/23/16

0	5	10	PROJ. REFERENCE NO.	SHEET NO.
█	█	█	R-5709C	X-259

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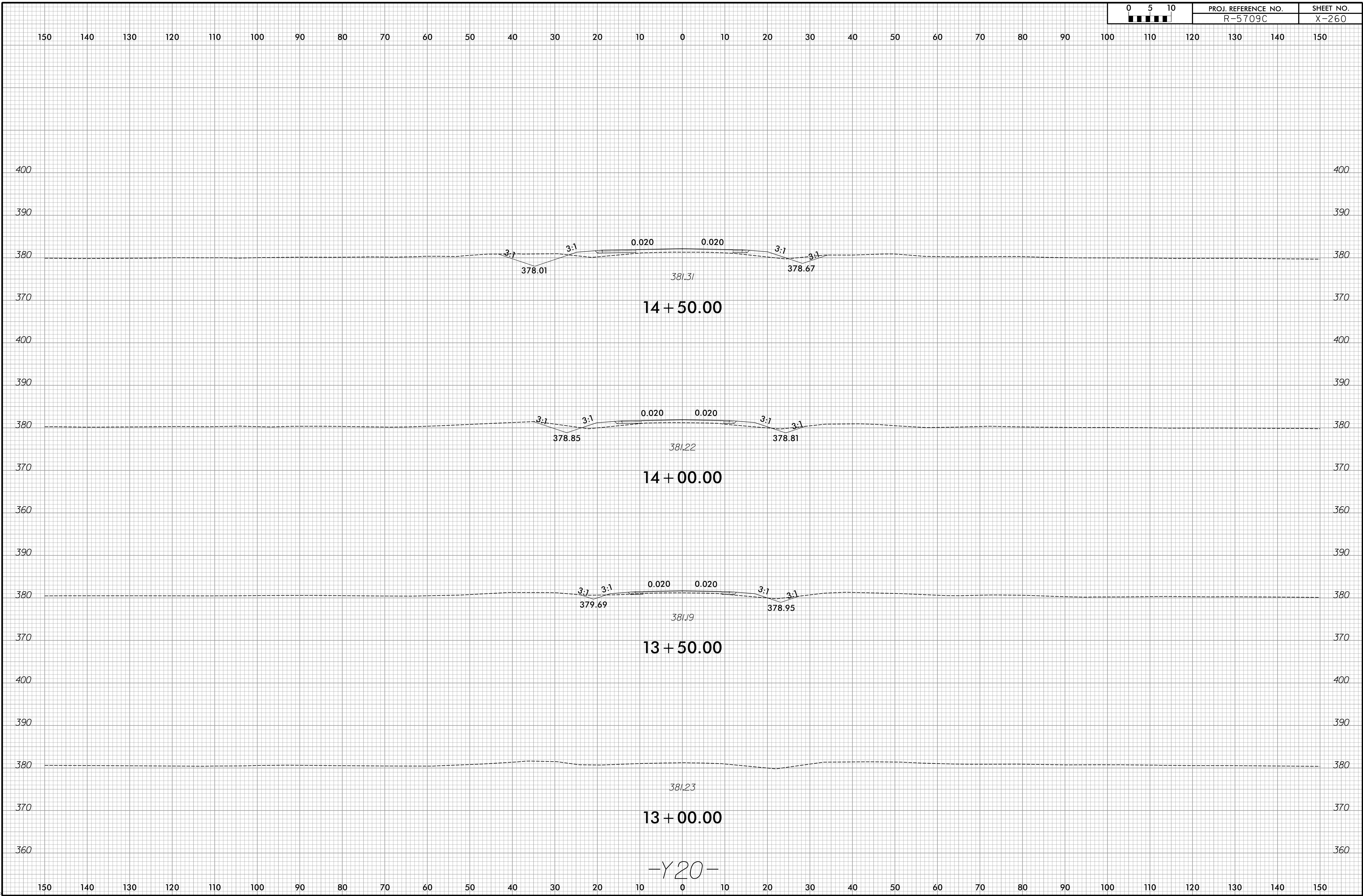
400
390
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360

400
390
380
370
400
390
380
370
360

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

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lr-rocker

-Y19-



6/23/16

0	5	10	PROJ. REFERENCE NO.	SHEET NO.
█	█	█	R-5709C	X-261

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



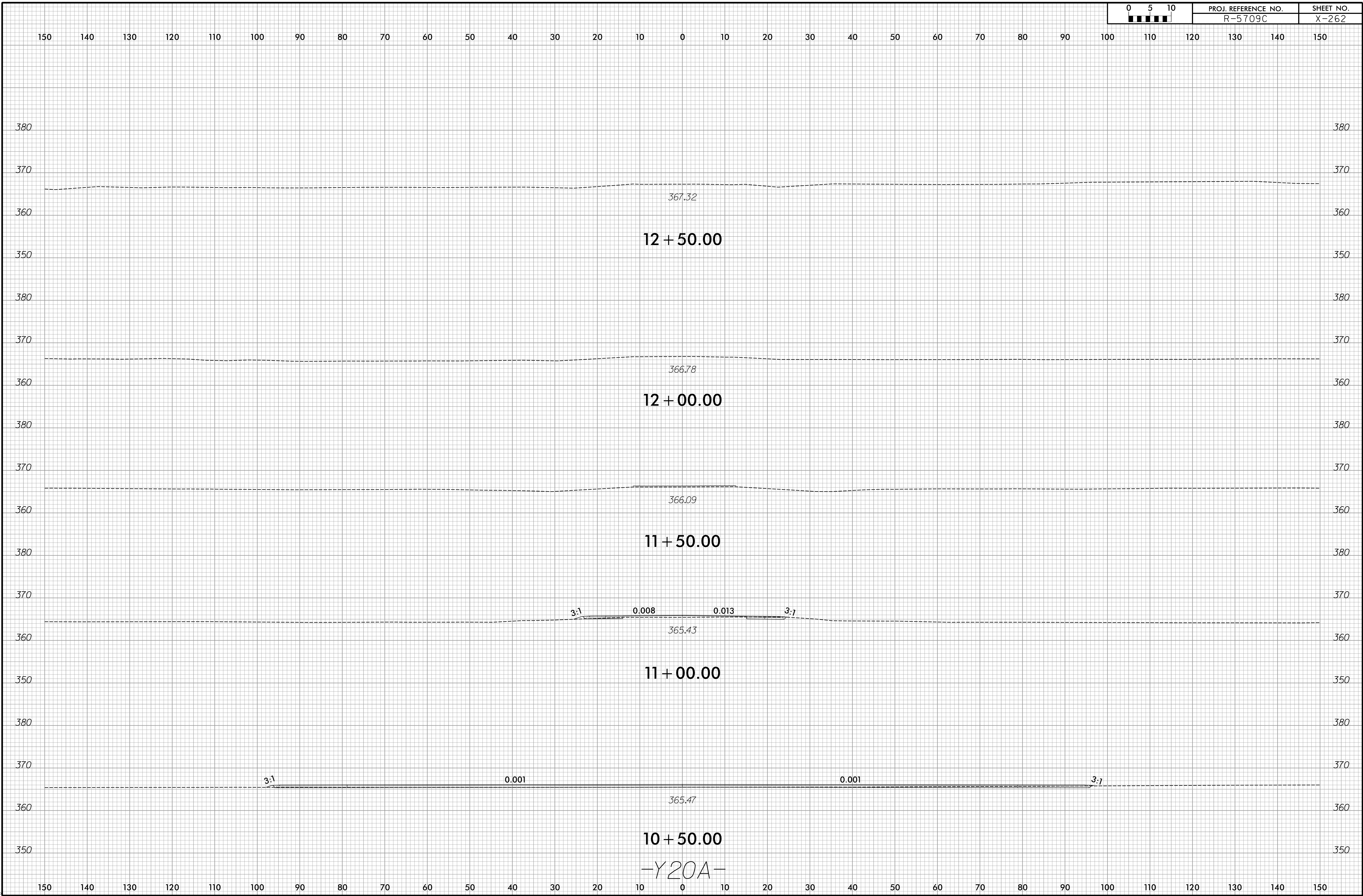
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-Y20-

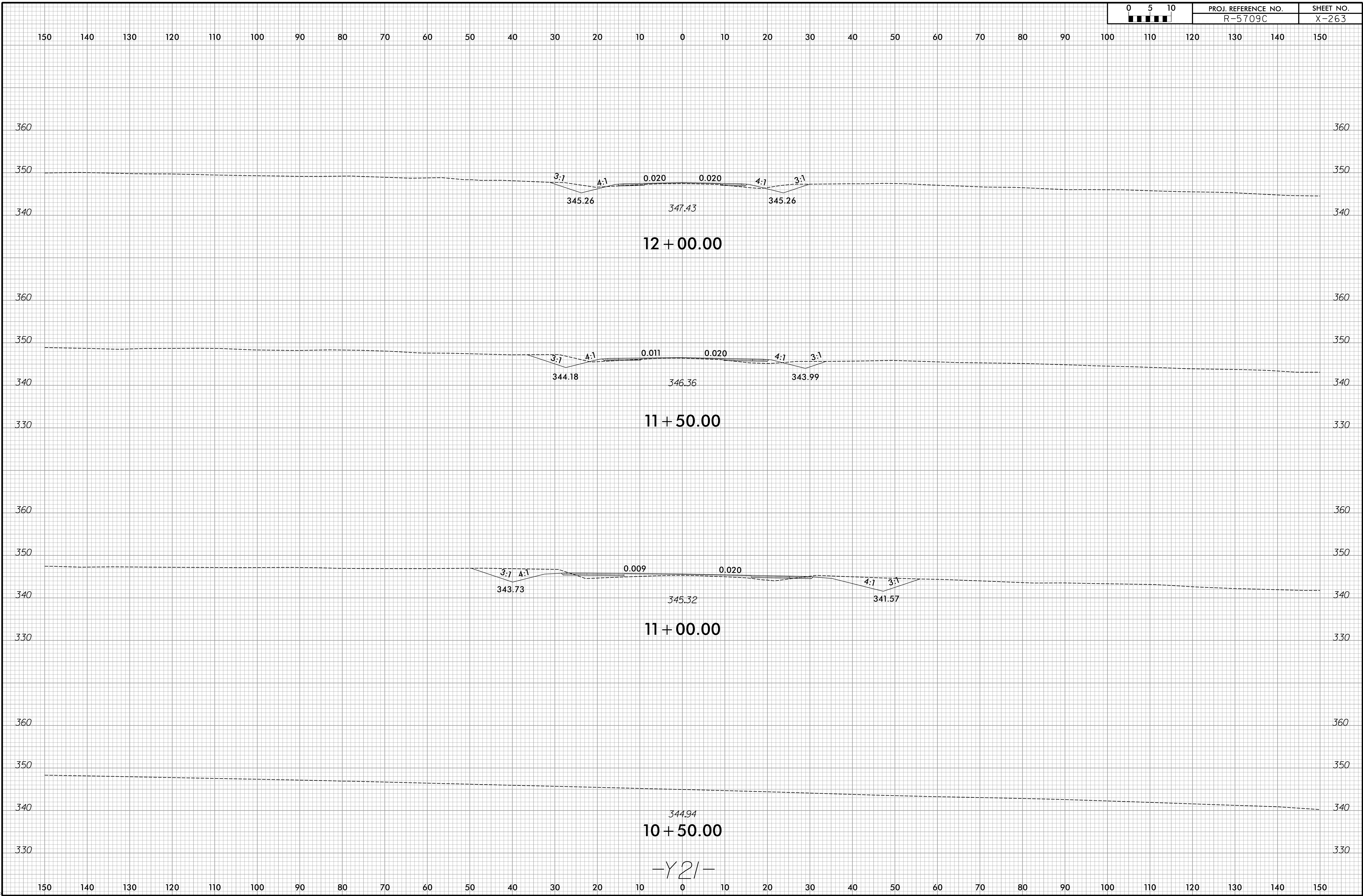
8/28/2024
 R:\Roadway\CorridorModeling\RE709C\XPL\Section 2\R-5709C_Rdy_XPL_Y20.dgn
 jr-rocker

6/23/16

0	5	10	PROJ. REFERENCE NO.	SHEET NO.
█	█	█	R-5709C	X-262



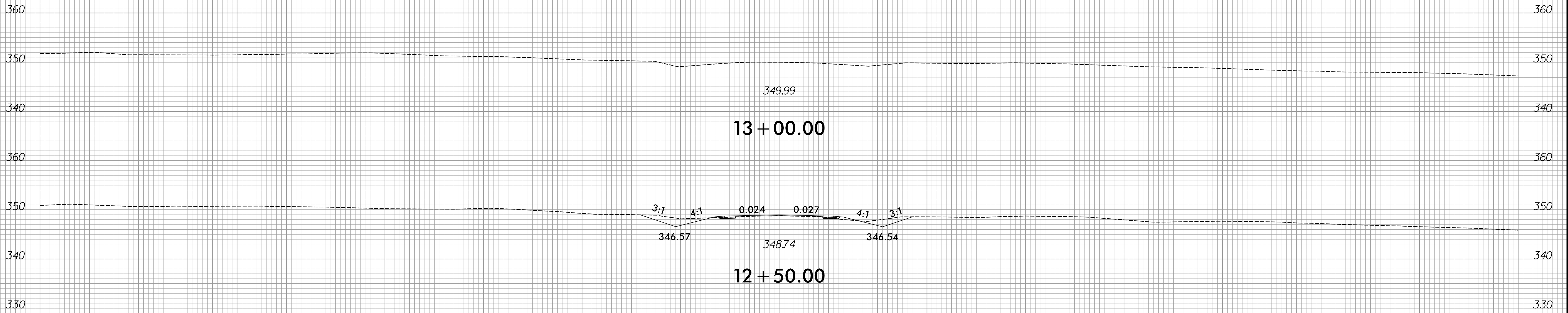
8/28/2024
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Jr-Boeker



6/23/16

0	5	10	PROJ. REFERENCE NO.	SHEET NO.
█	█	█	R-5709C	X-264

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



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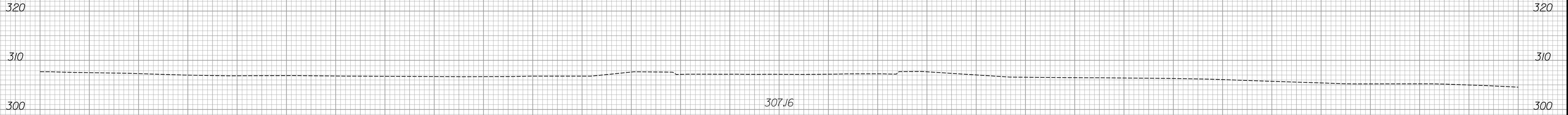
8/28/2024
 R:\Roadway\CorridorModeling\RE709C\XPL\Section 2\R-5709C_Rdy_XPL_Y21.dgn
 jr-rocker

-Y21-

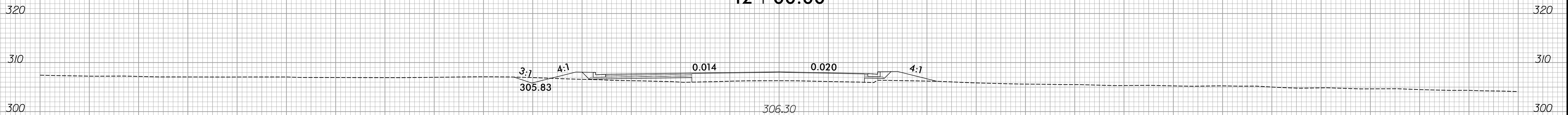
6/23/16

0	5	10	PROJ. REFERENCE NO.	SHEET NO.
█	█	█	R-5709C	X-265

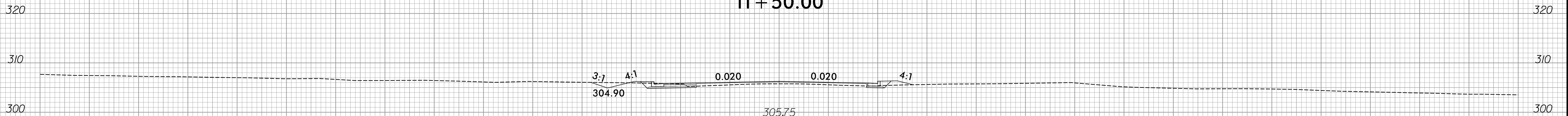
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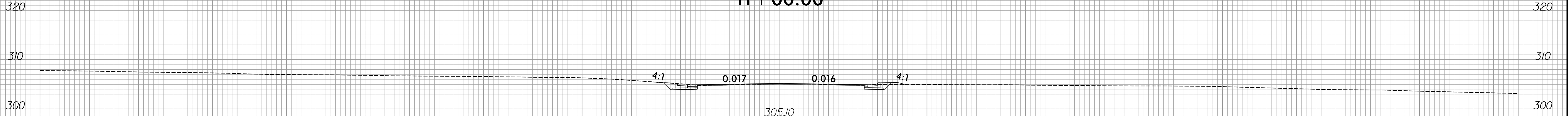
12 + 00.00



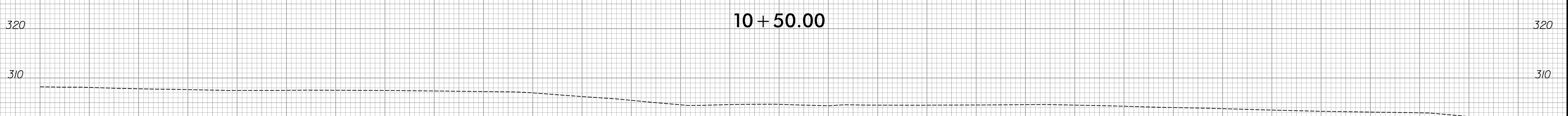
11 + 50.00



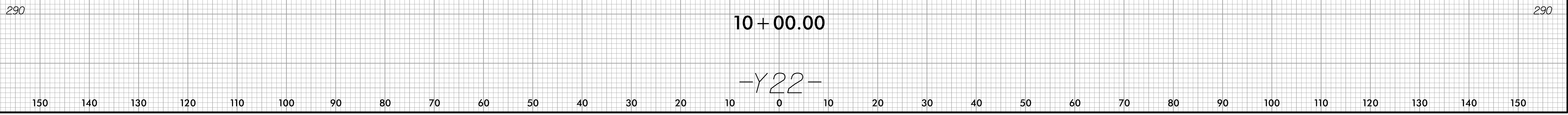
11 + 00.00



10 + 50.00



10 + 00.00

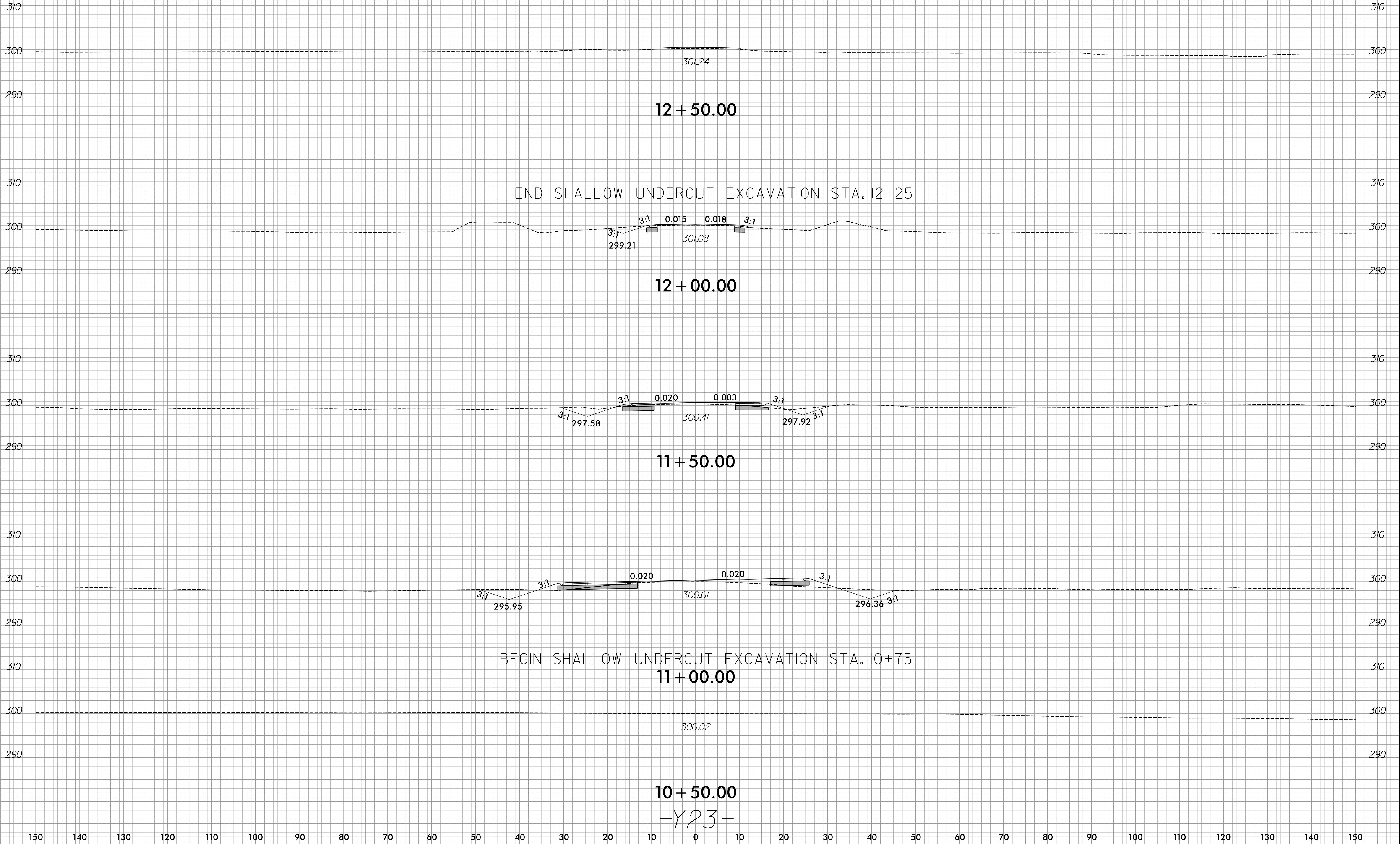


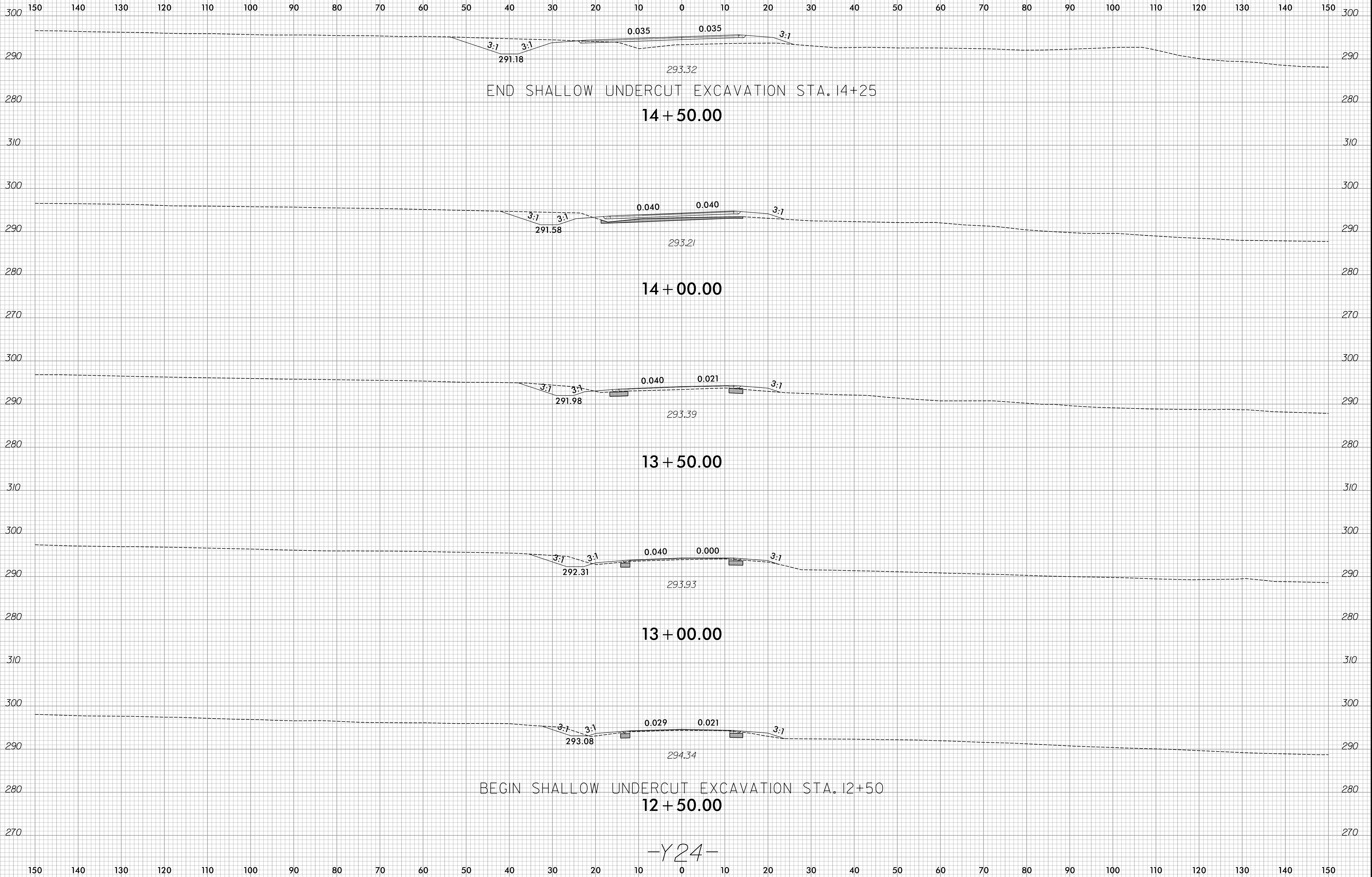
-Y22-

8/28/2024 R:\Roadway\CorridorModeling\RE709C\XPL\Section 2\R-5709C_Rdy_XPL_Y22.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

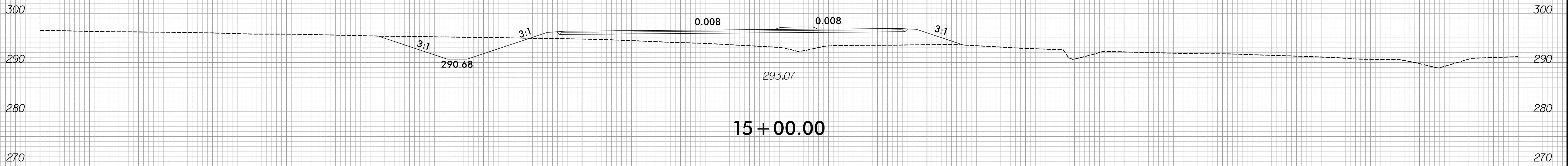




6/23/16

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
■ ■ ■ ■ ■	R-5709C	X-268

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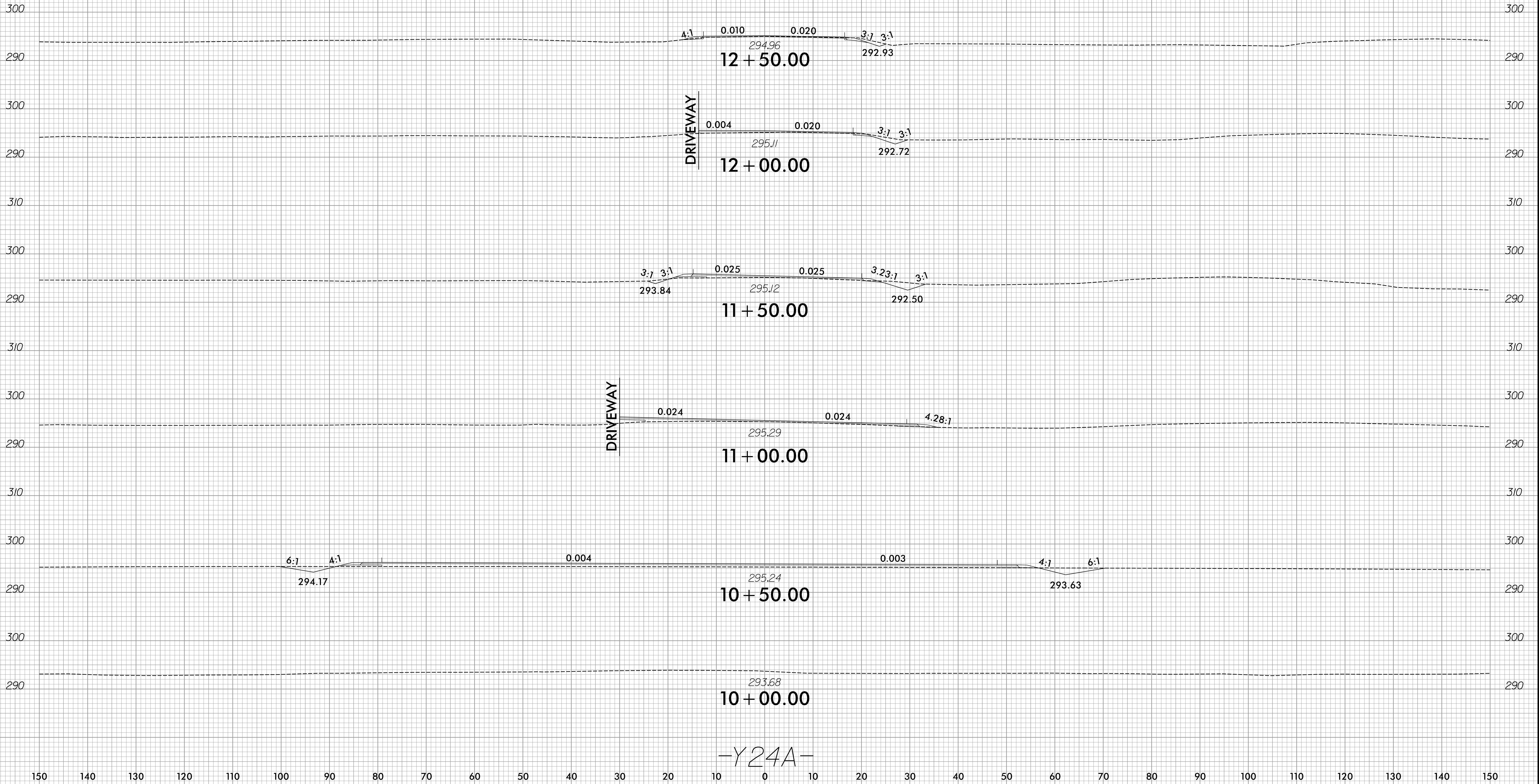


15 + 00.00

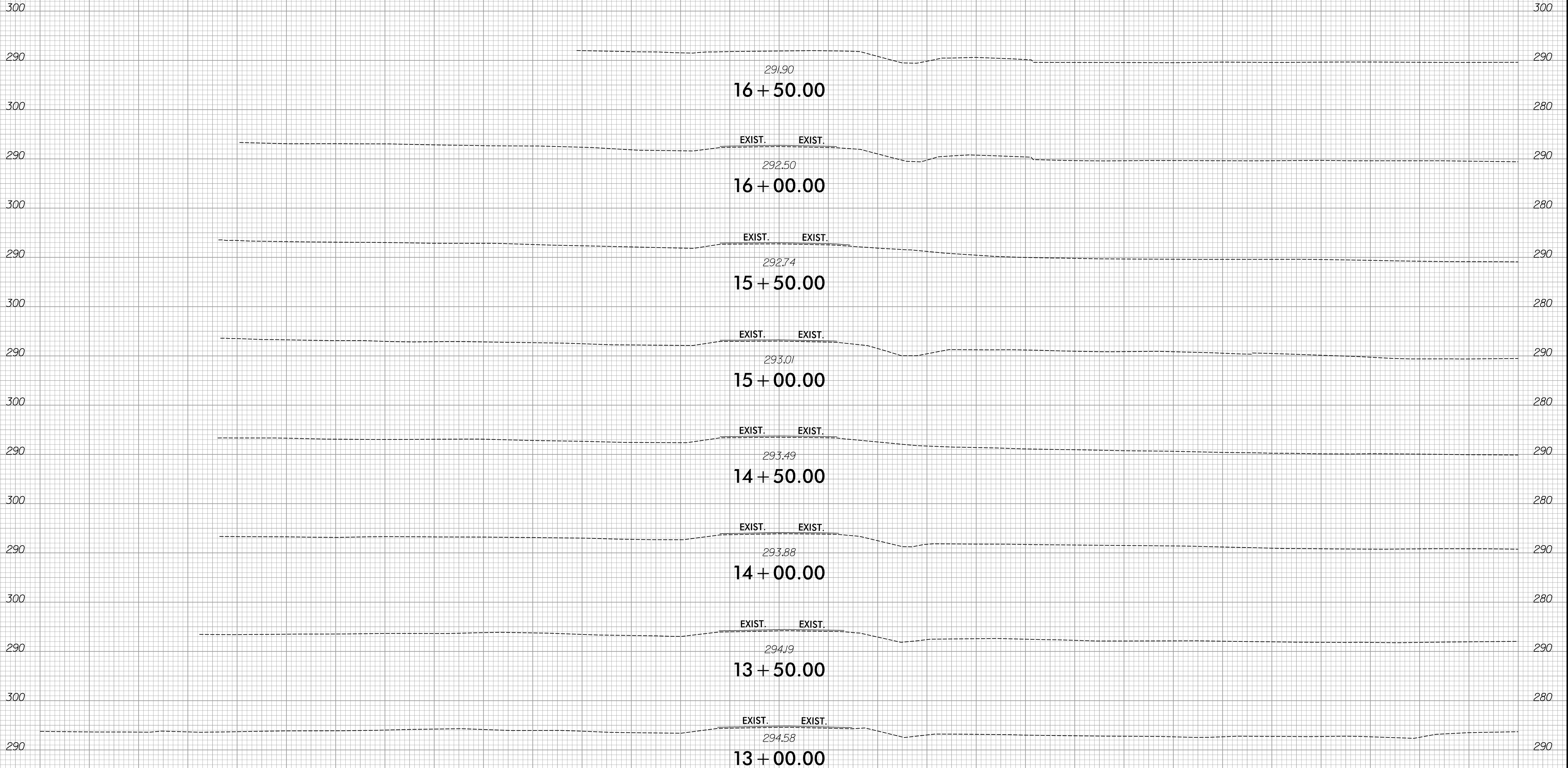
-Y24-

8/28/2024 R:\Roadway\CorridorModeling\RE709C\XPL\Section 2\IR-5709C_Rdy_XPL_Y24.dgn

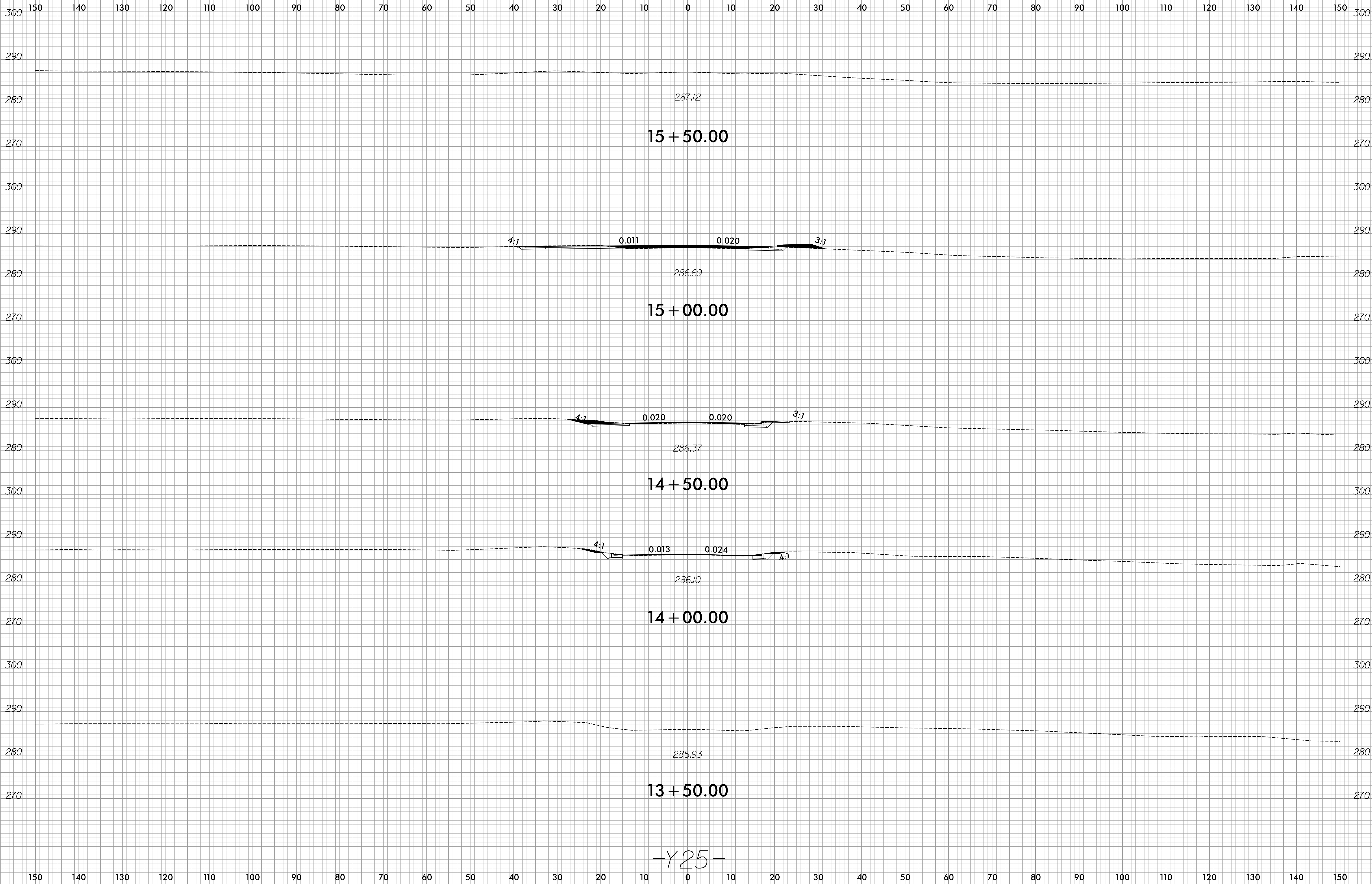
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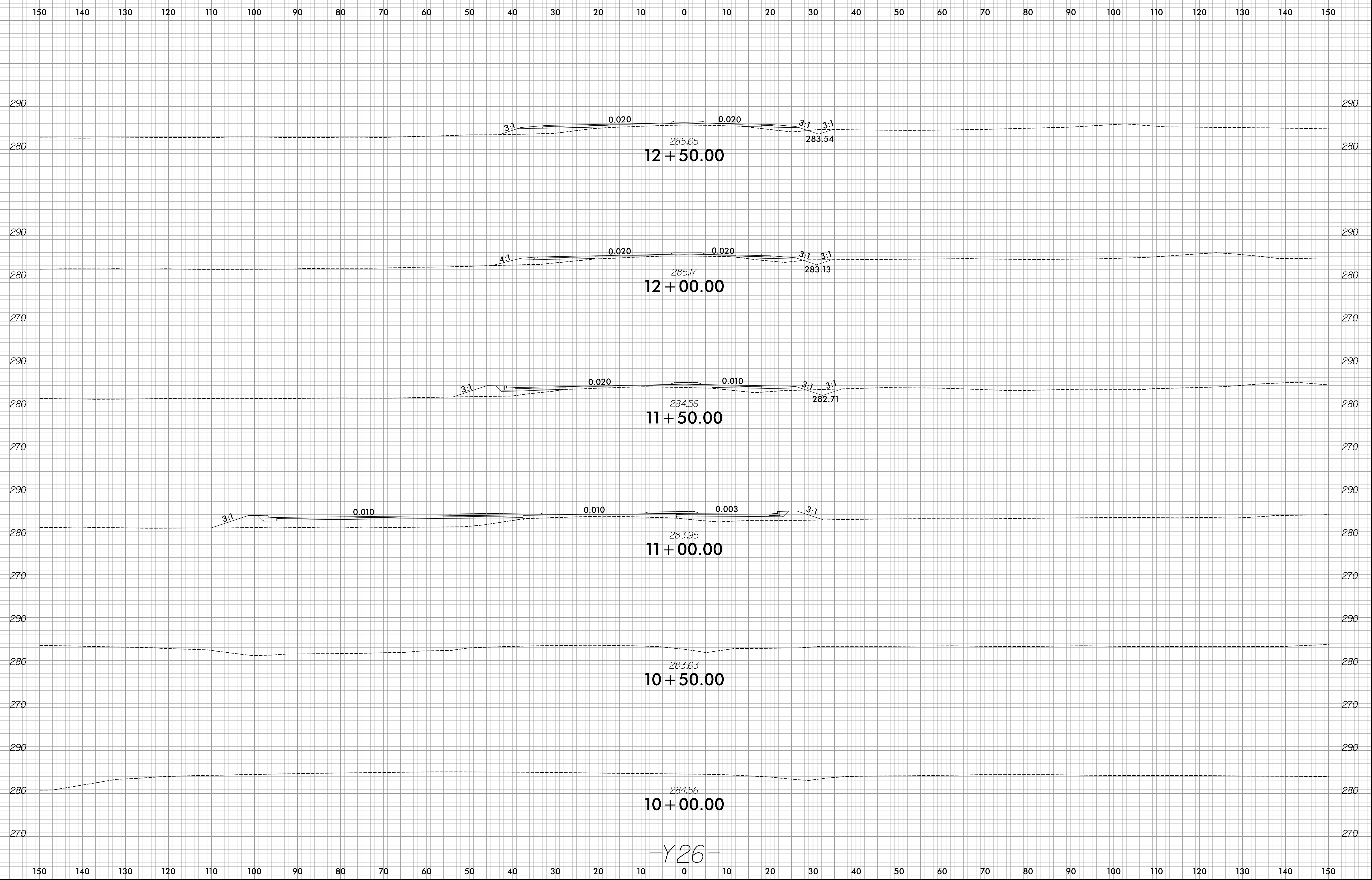
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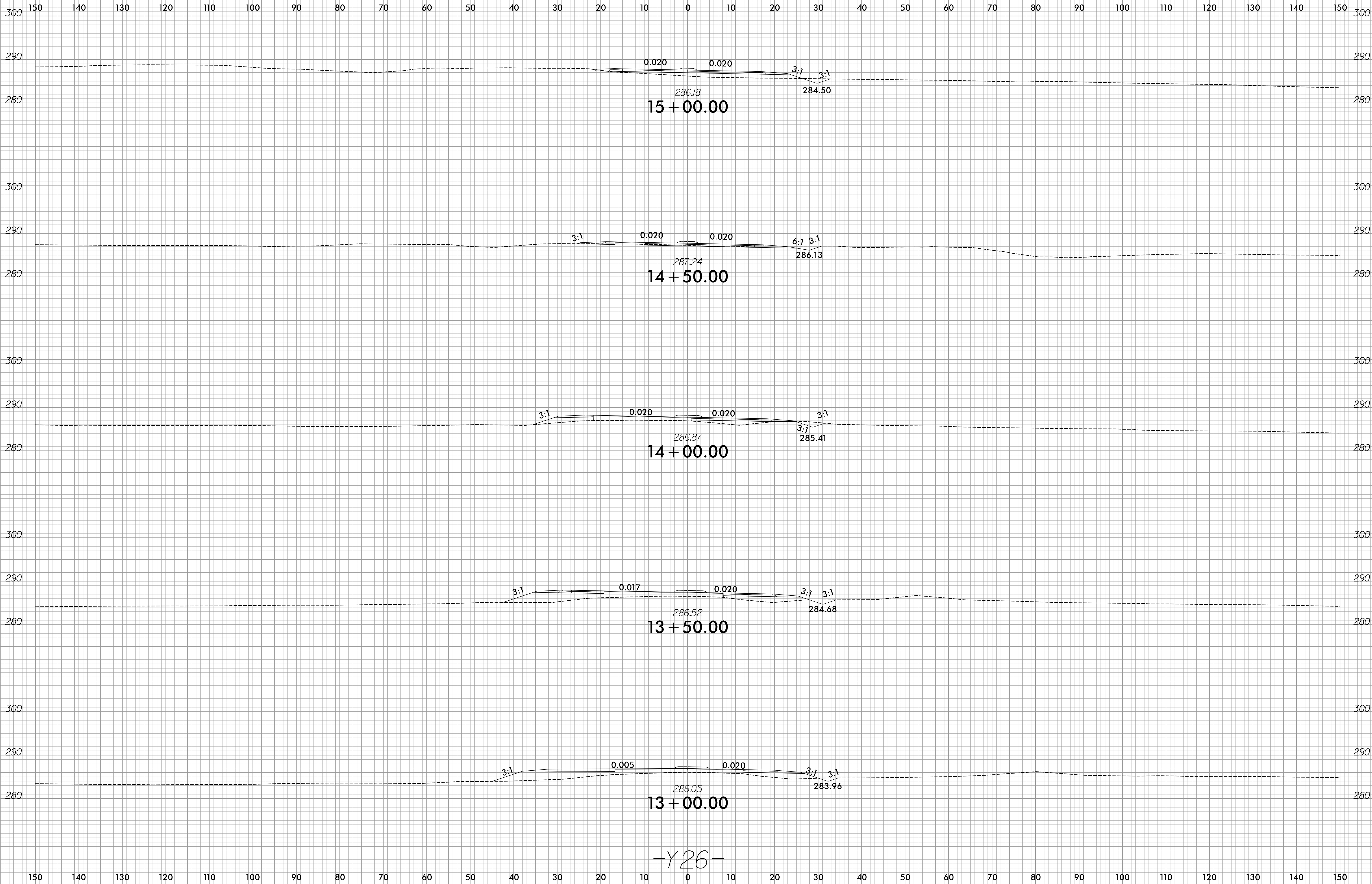
-Y24A-



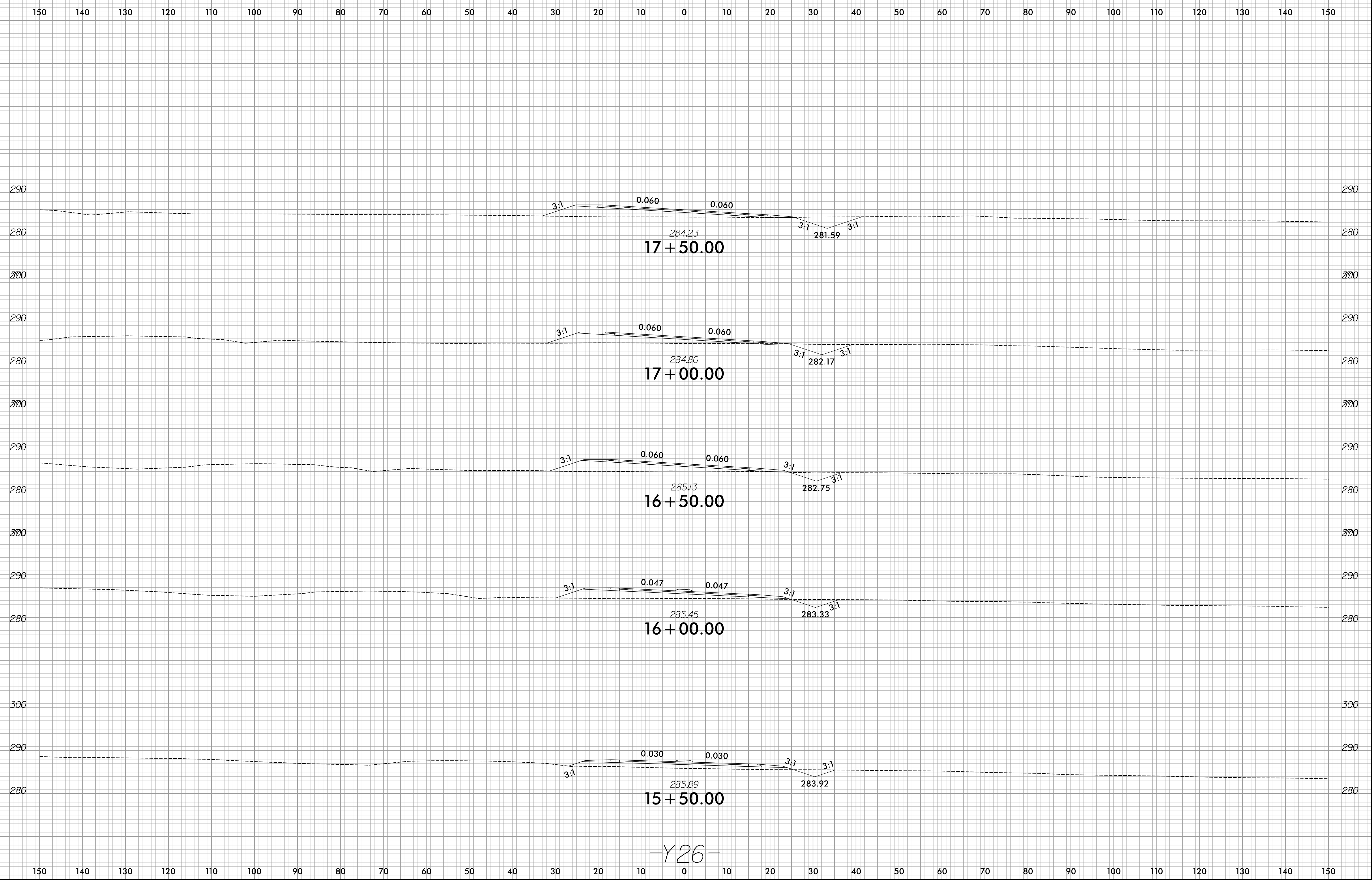
-Y25-



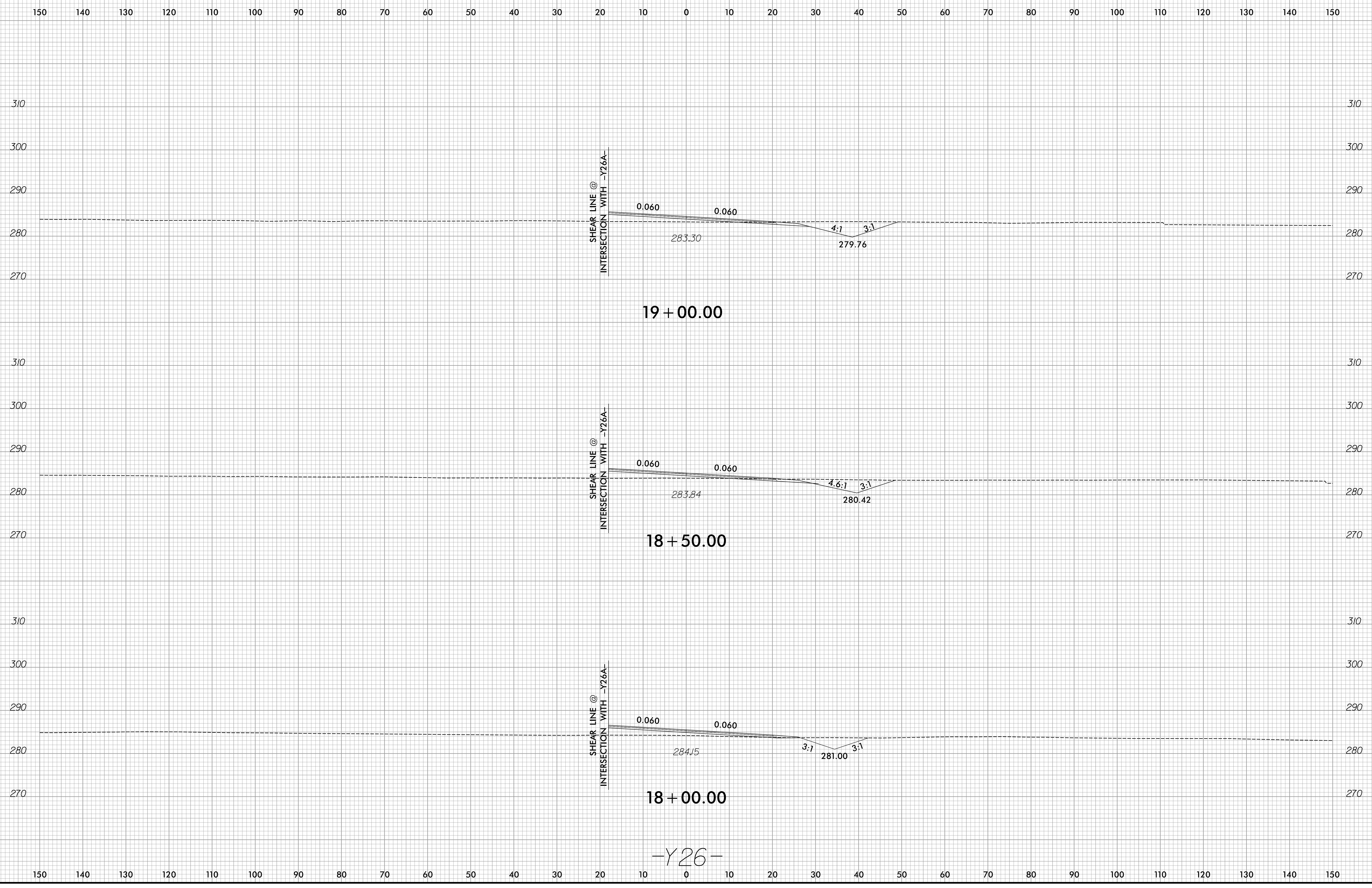
-Y26-



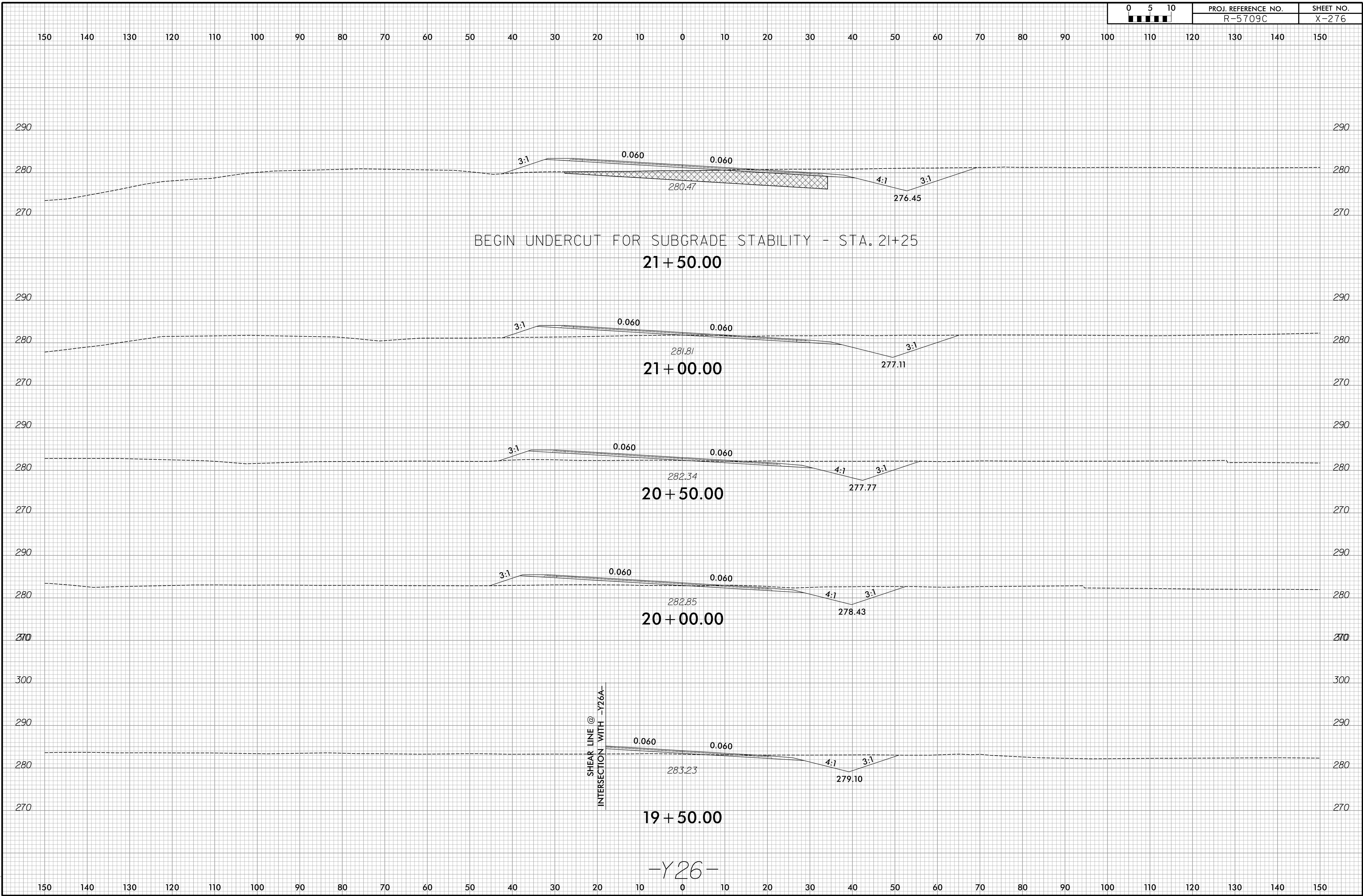
-Y26-



-Y26-



-Y26-



BEGIN UNDERCUT FOR SUBGRADE STABILITY - STA. 21+25
21 + 50.00

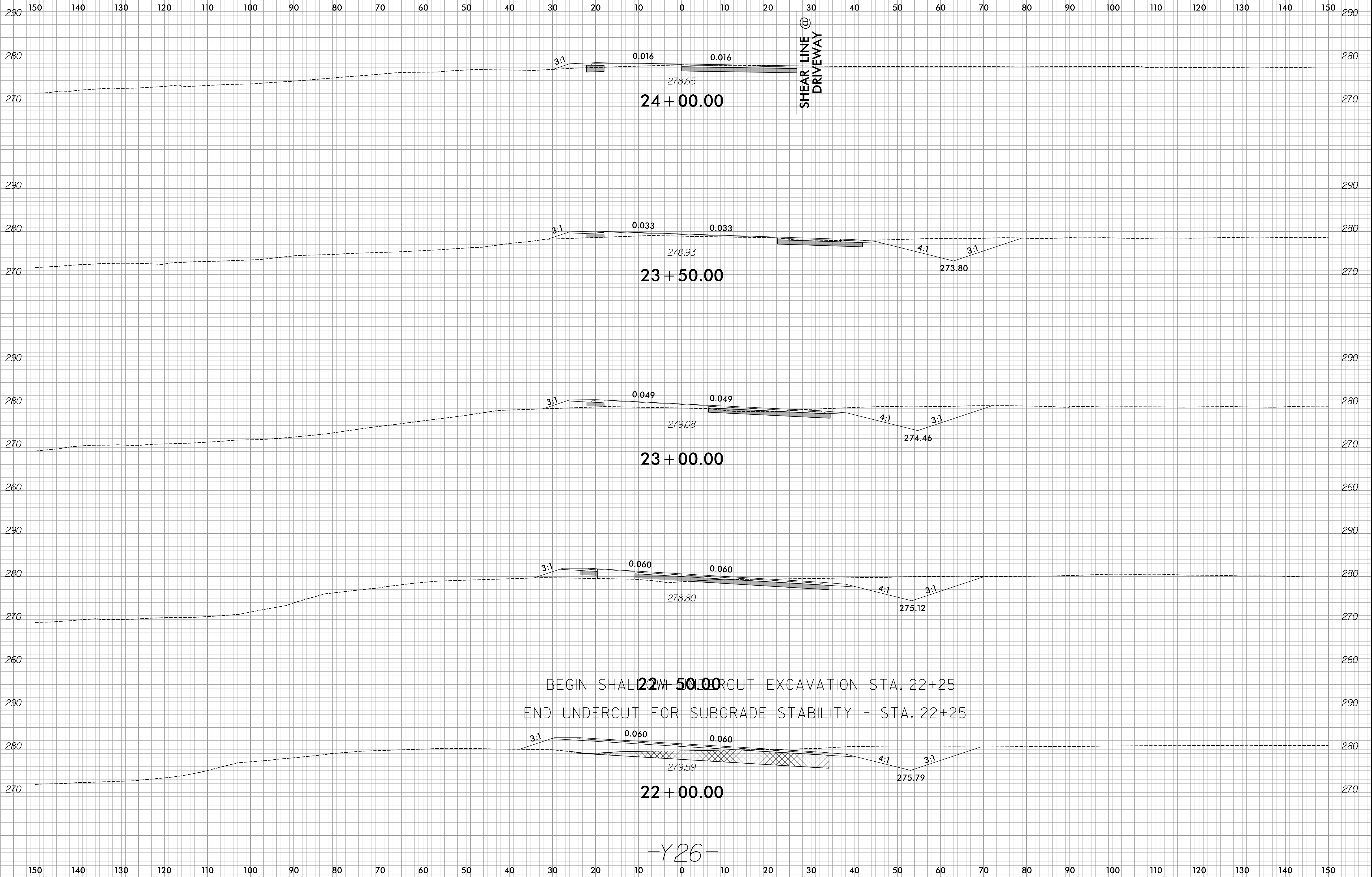
21 + 00.00

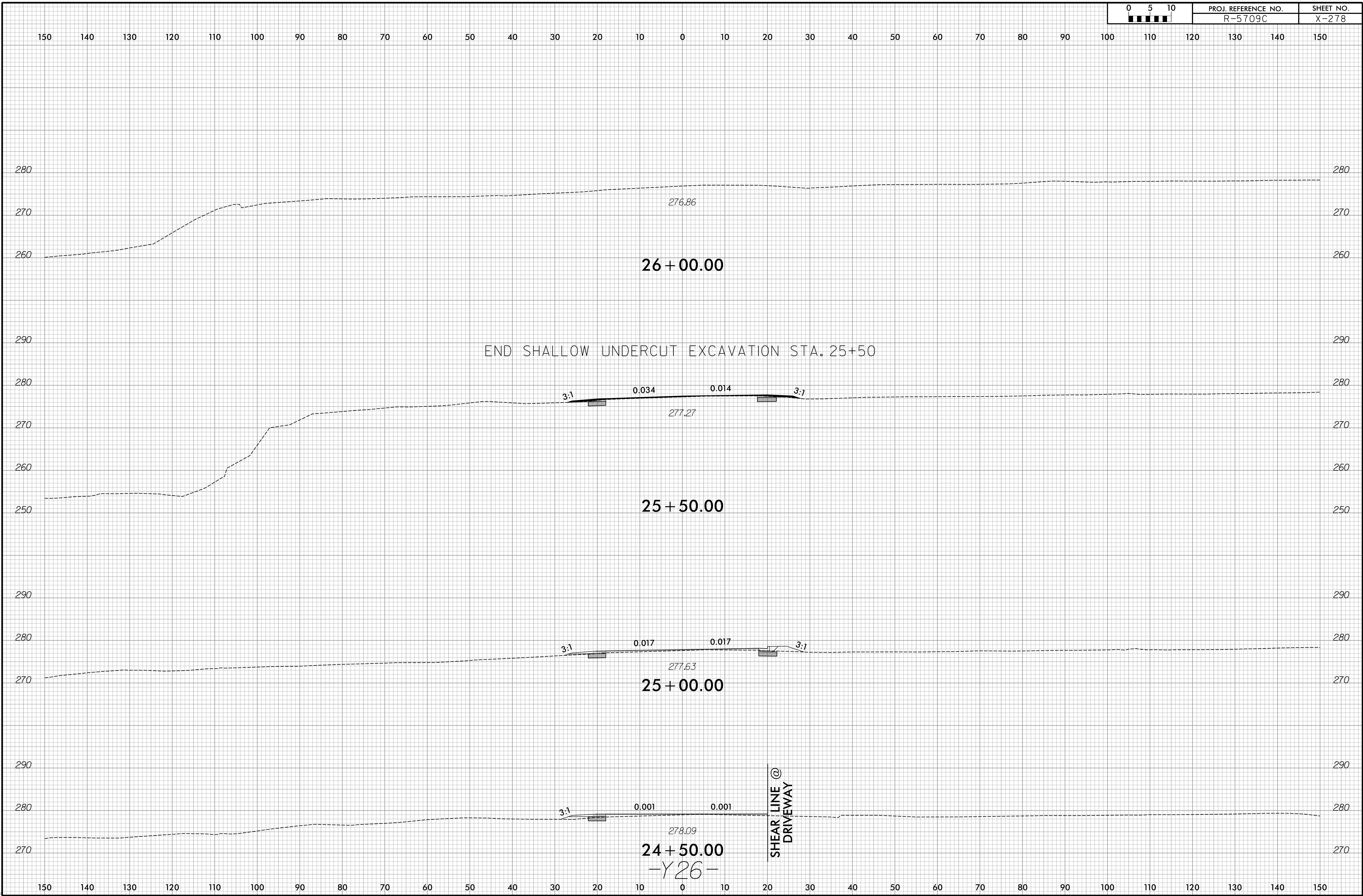
20 + 50.00

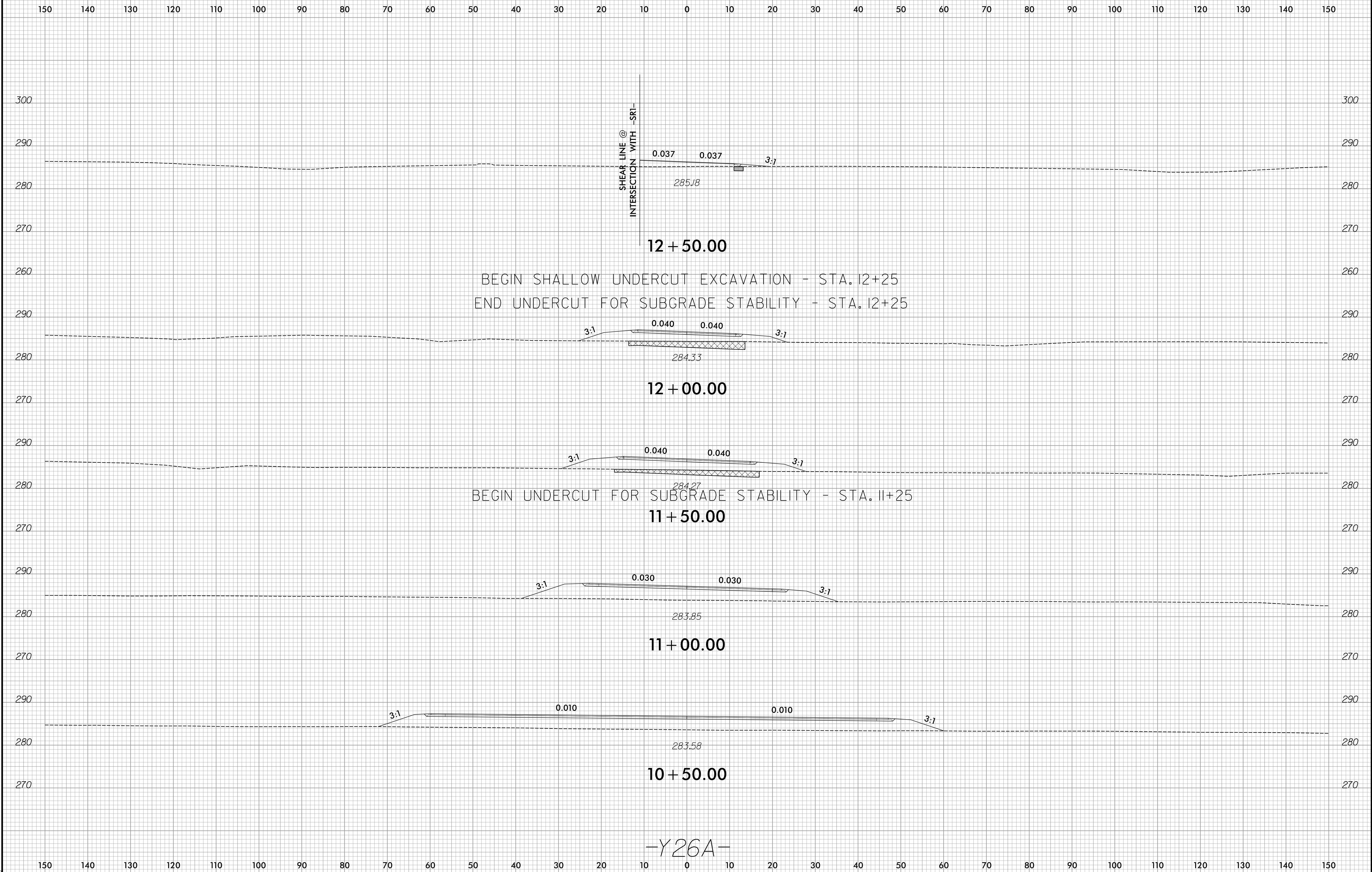
20 + 00.00

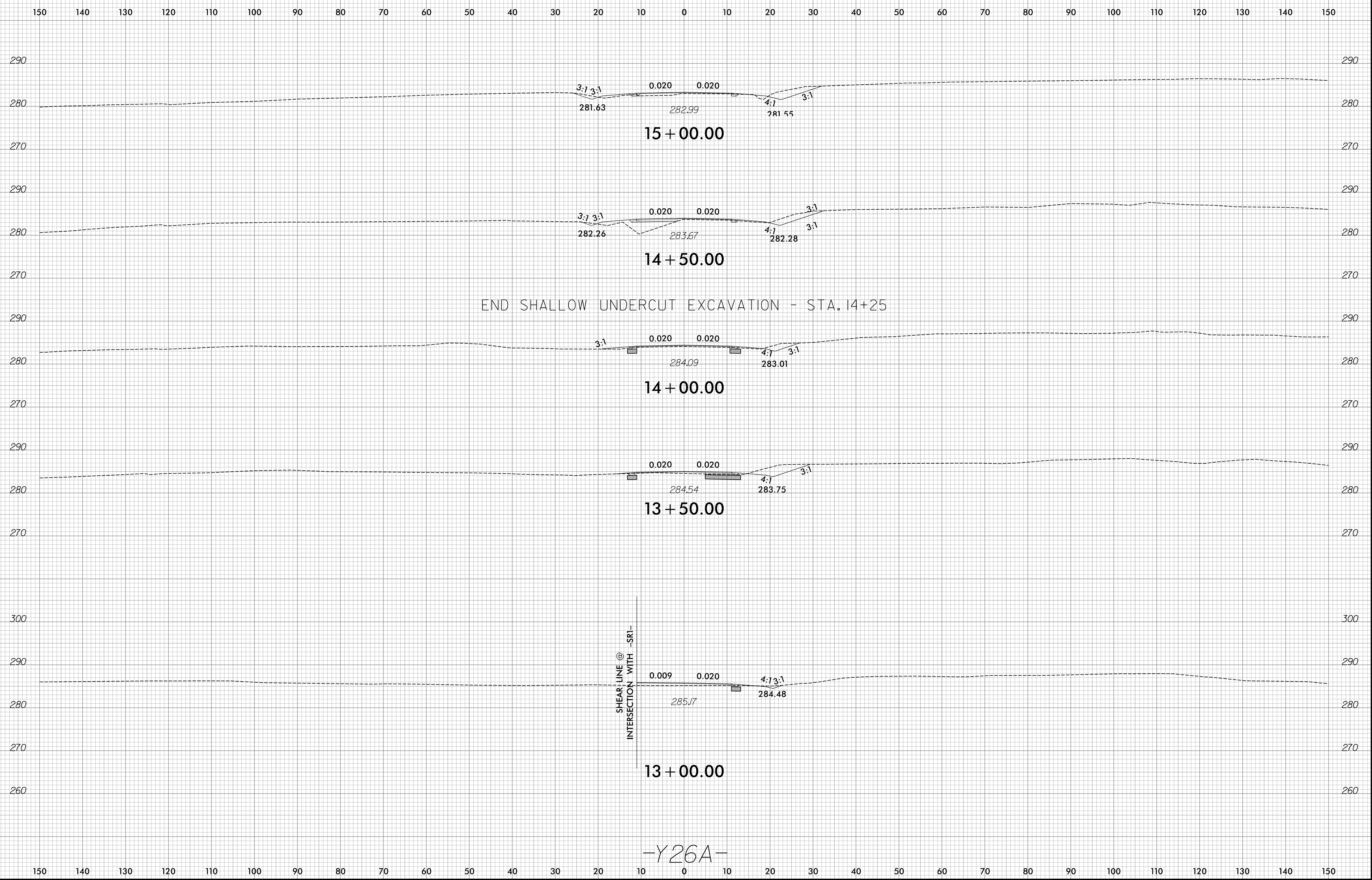
19 + 50.00

-Y26-

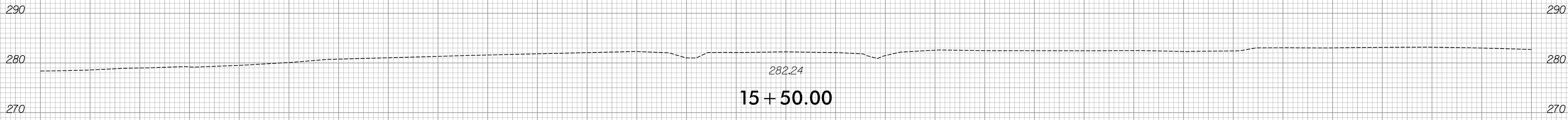






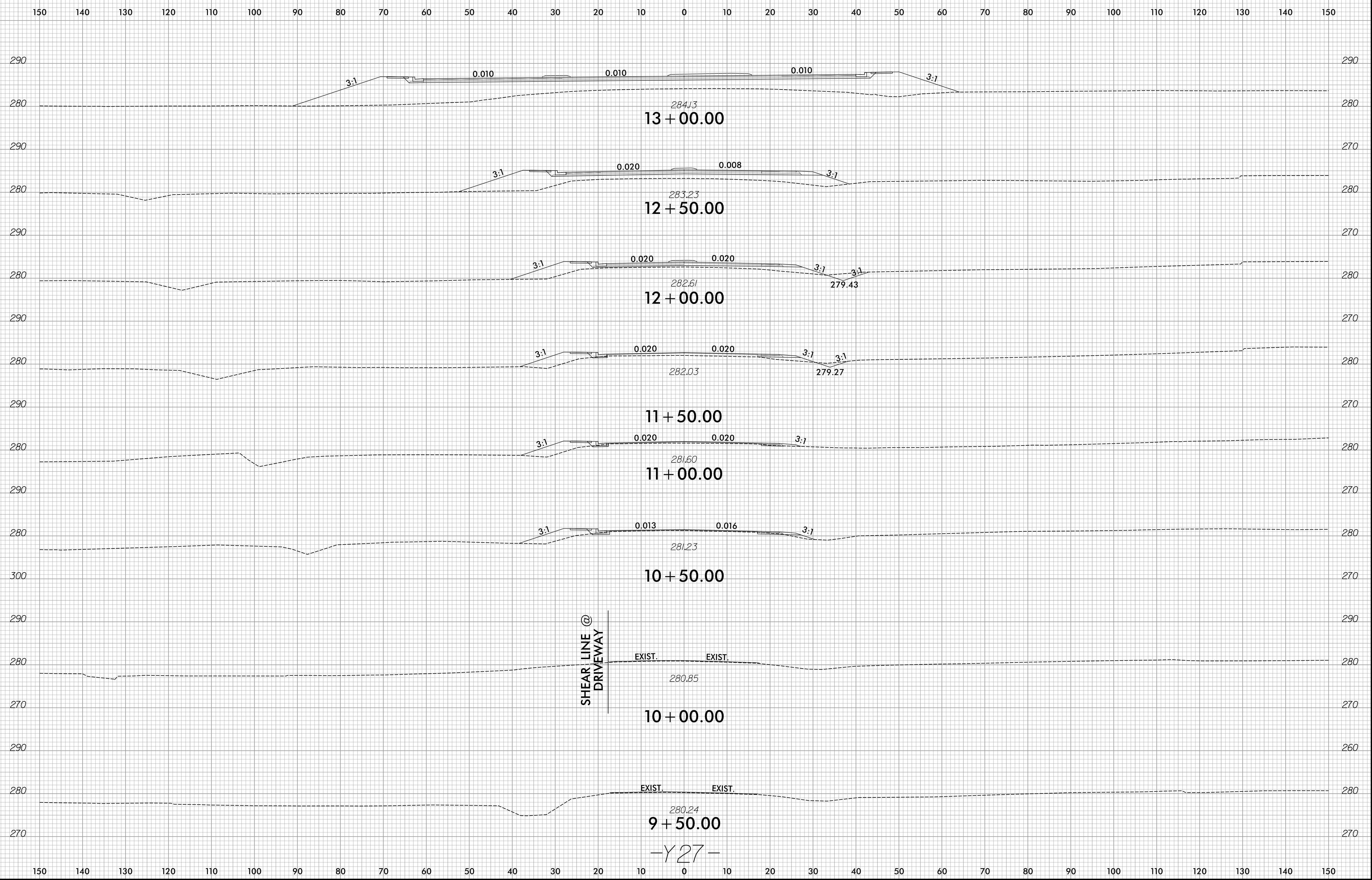


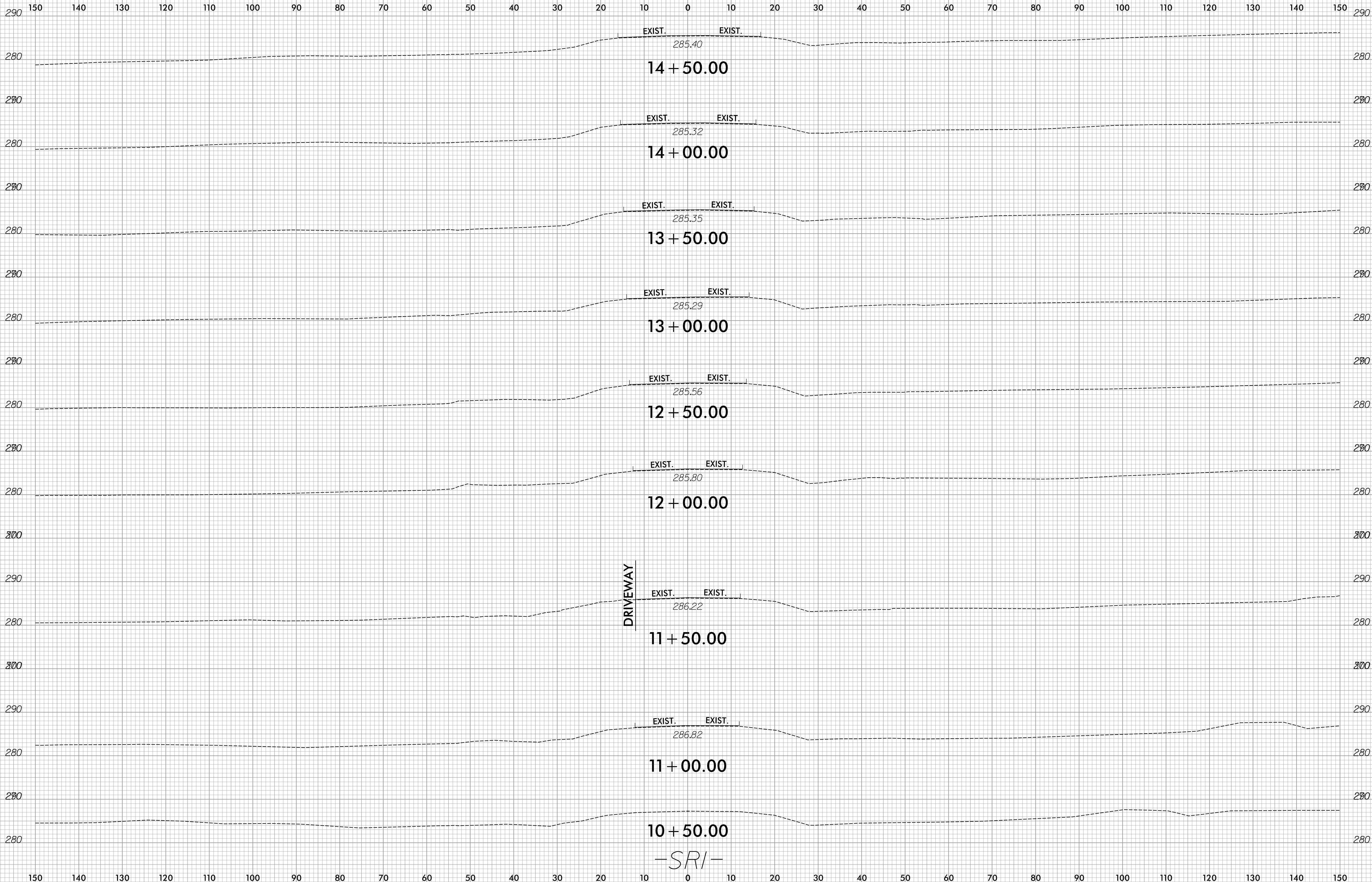
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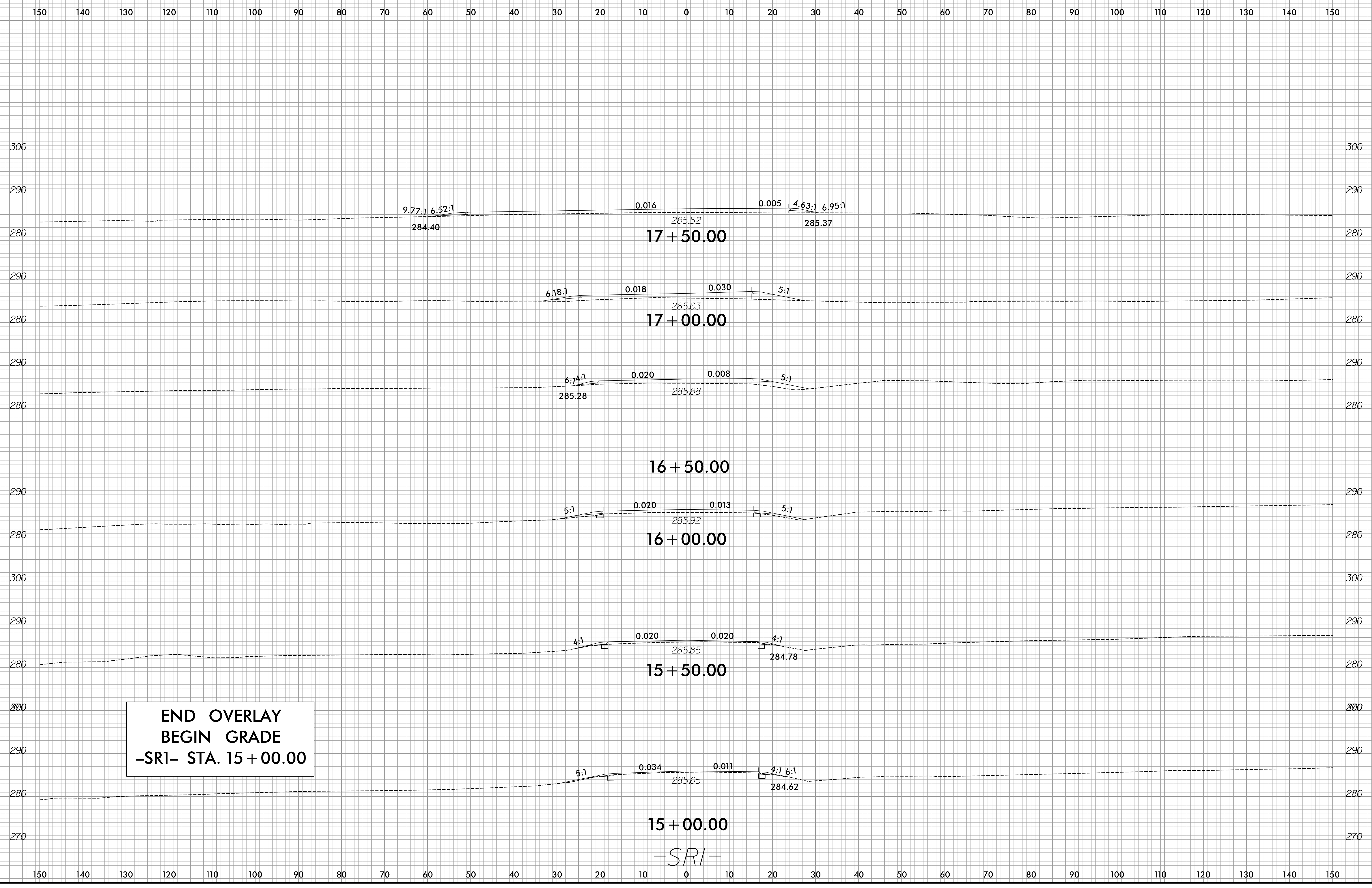


-Y26A-

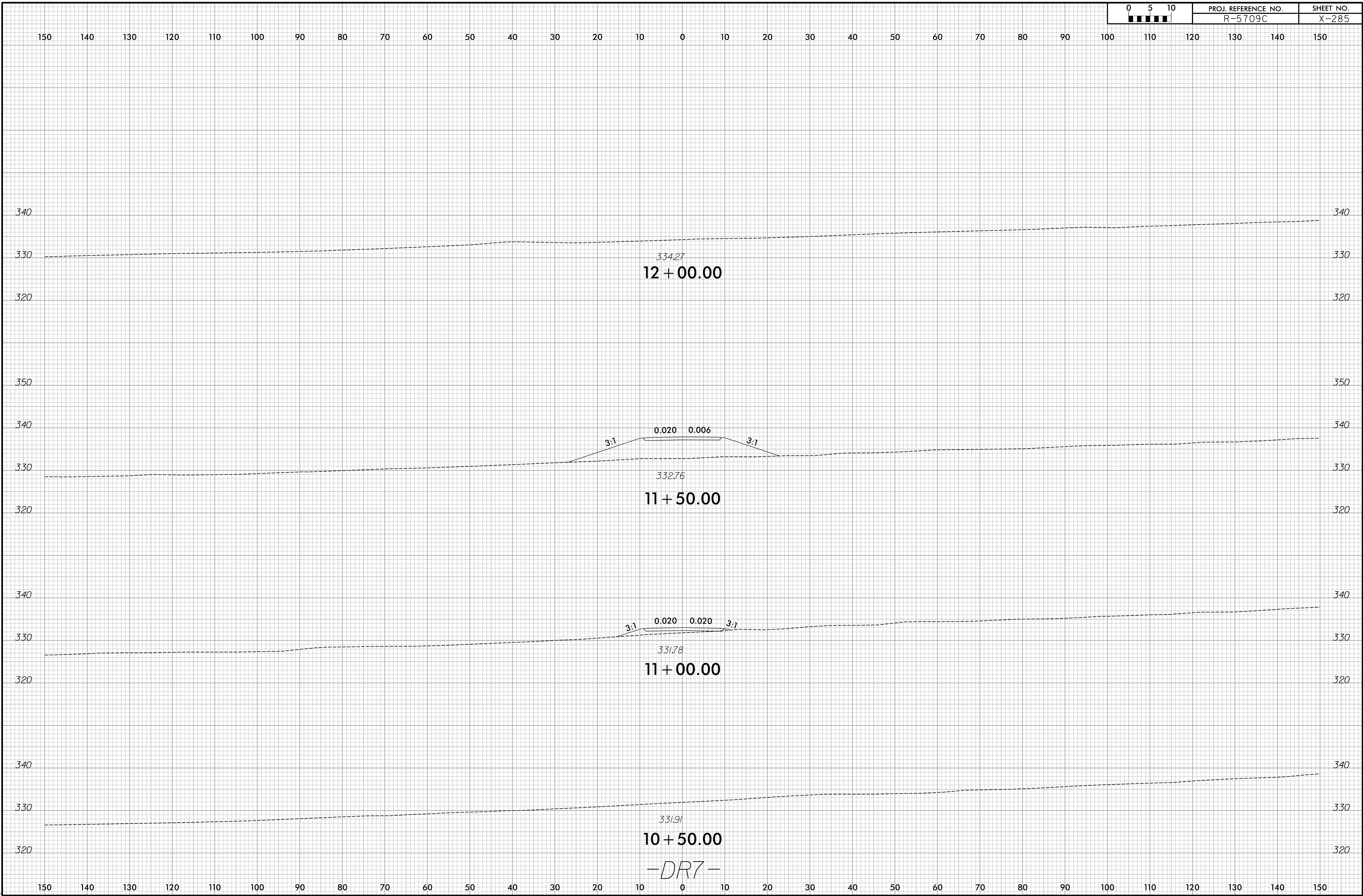
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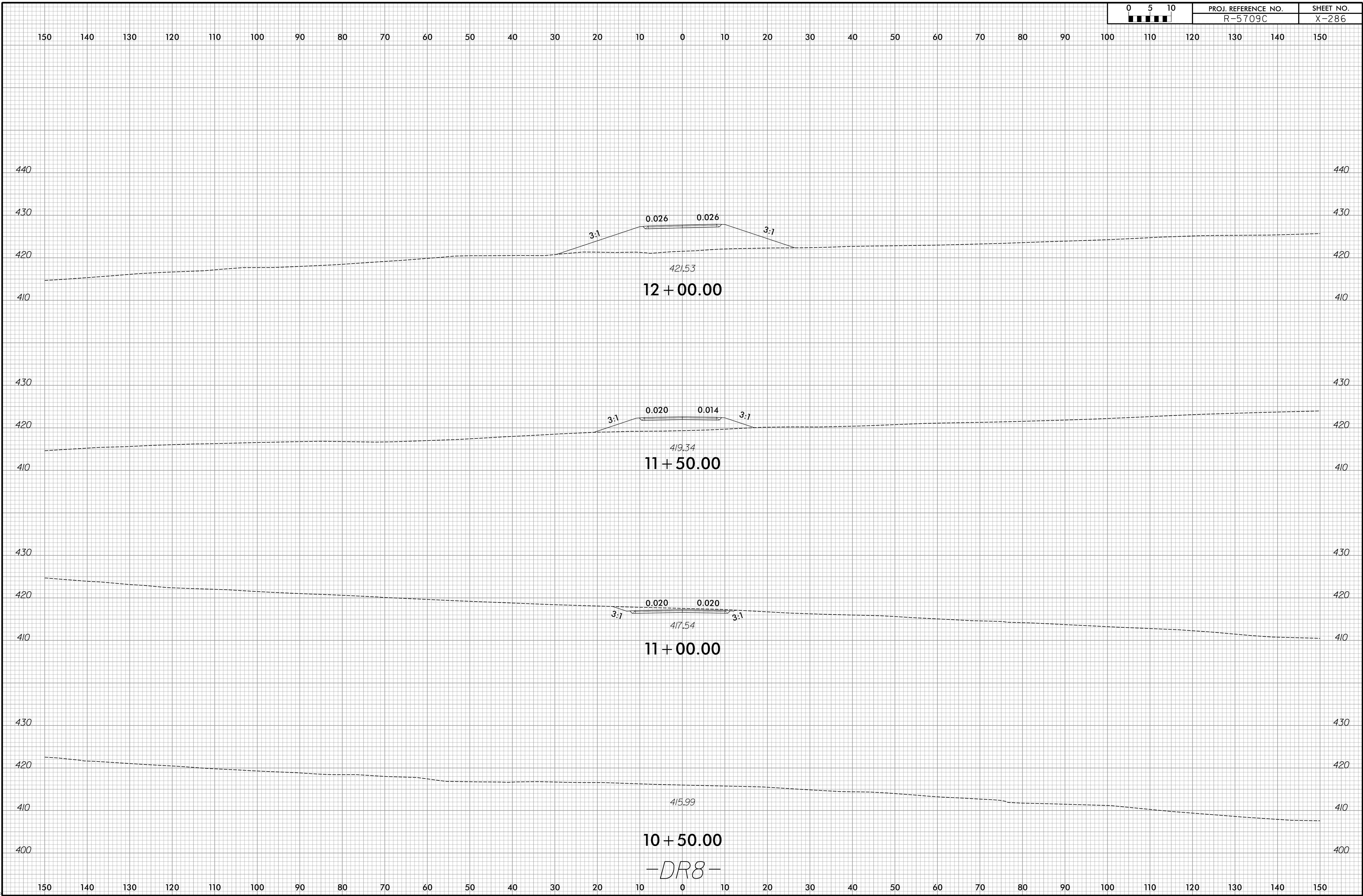


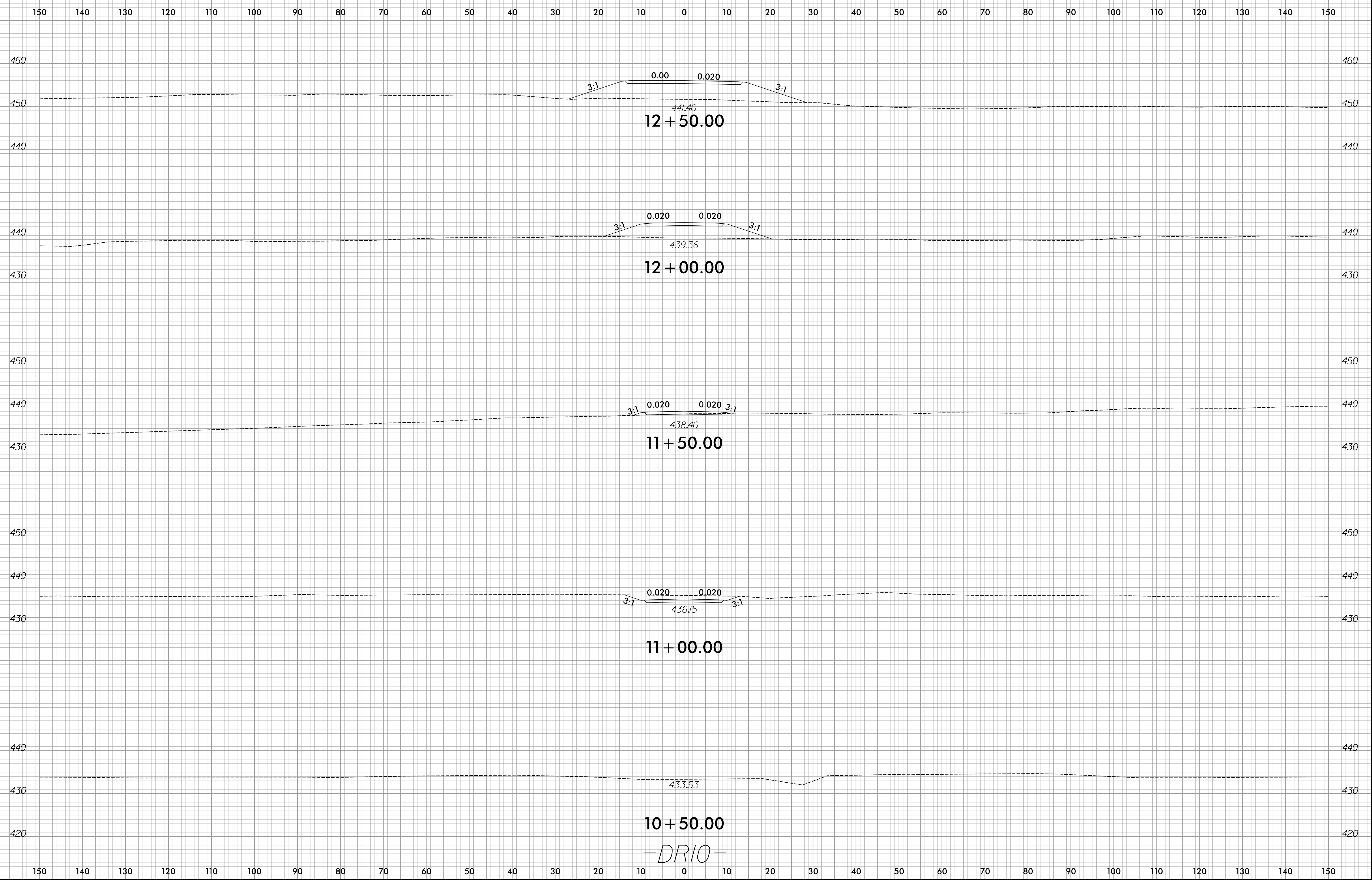




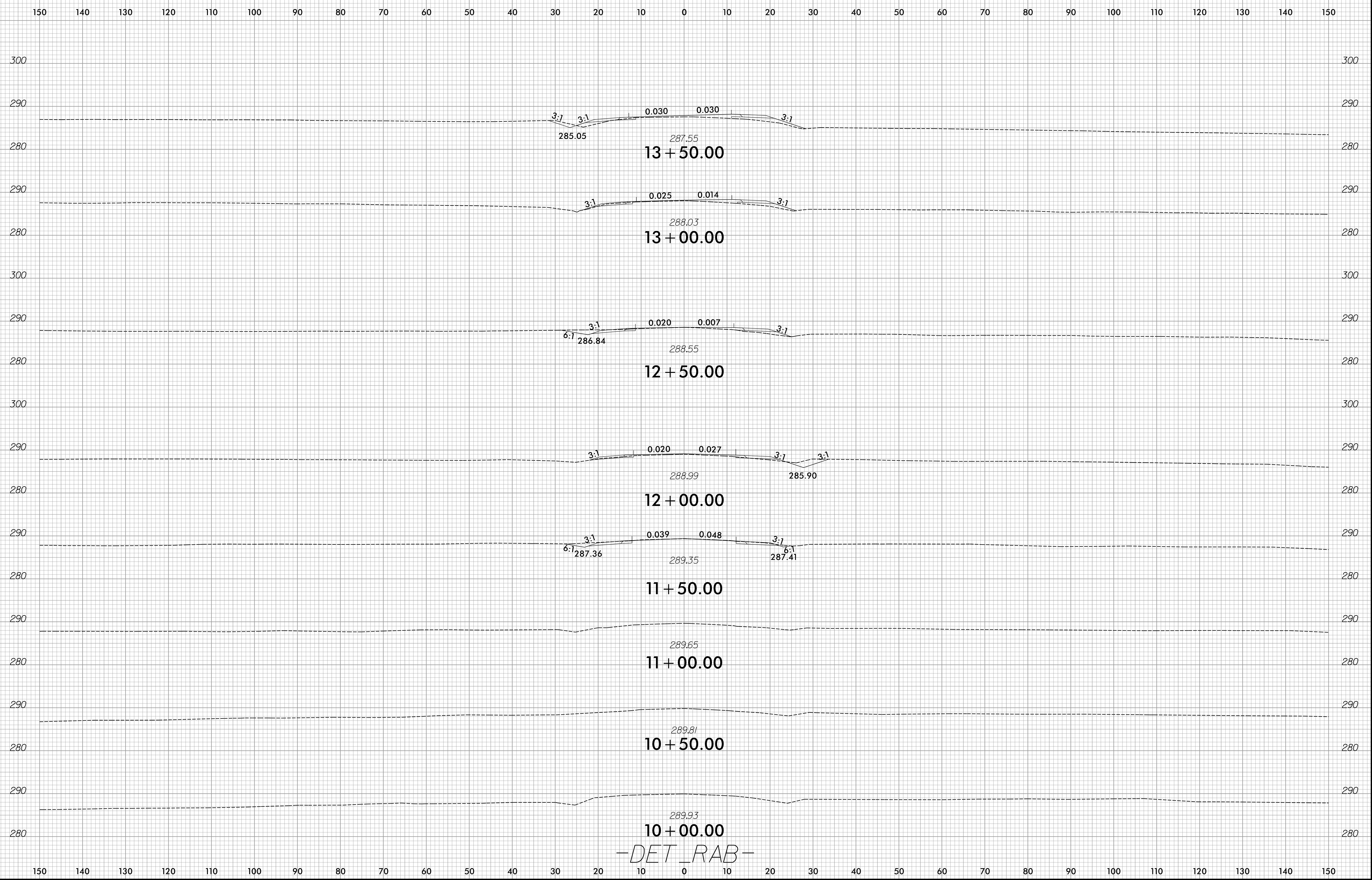
END OVERLAY
 BEGIN GRADE
 -SR1- STA. 15 + 00.00





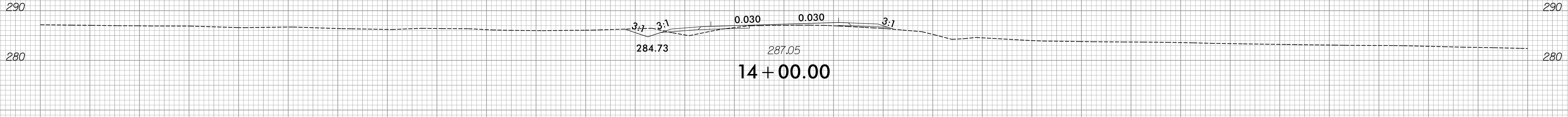
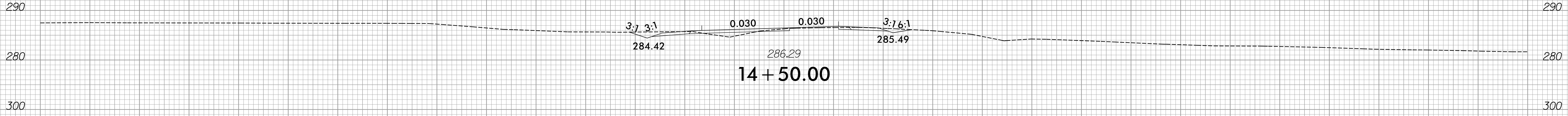
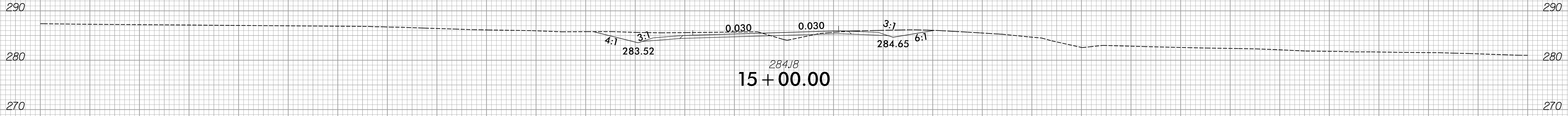
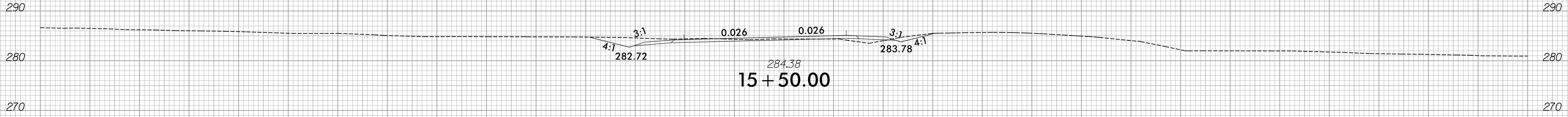
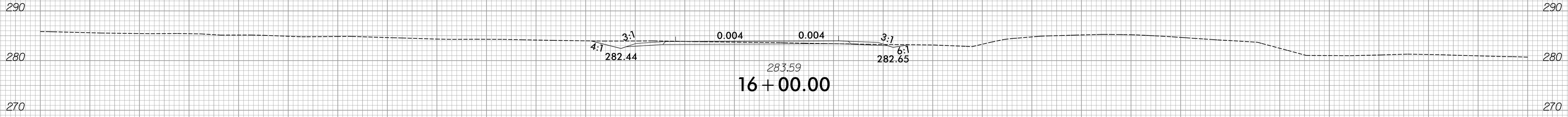
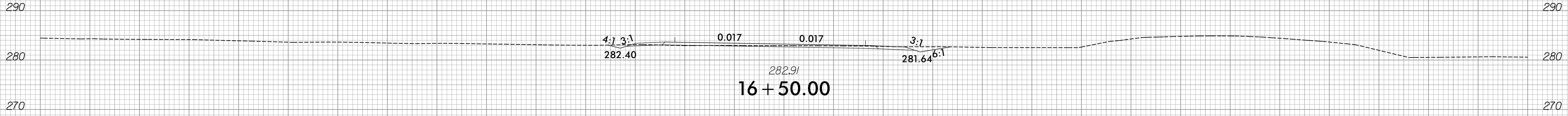


-DR10-



-DET_RAB-

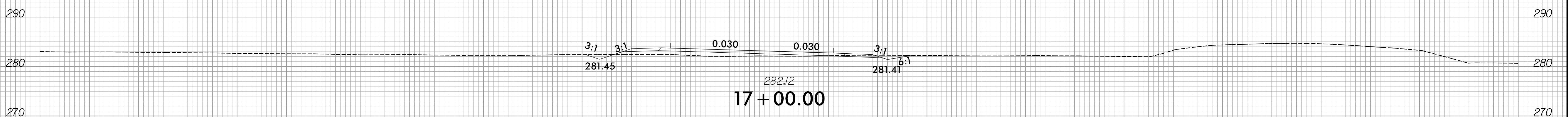
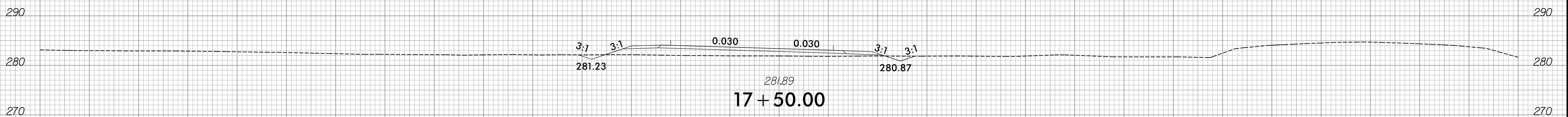
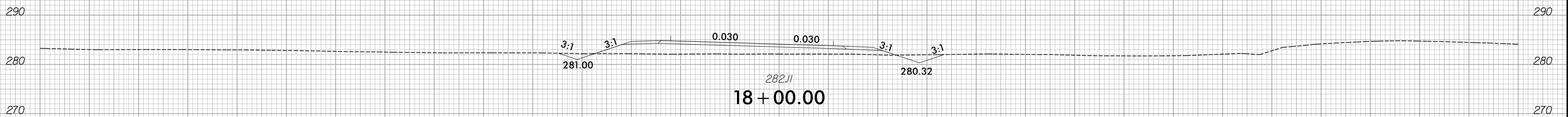
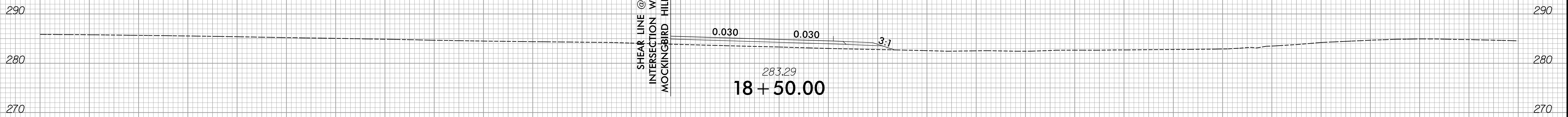
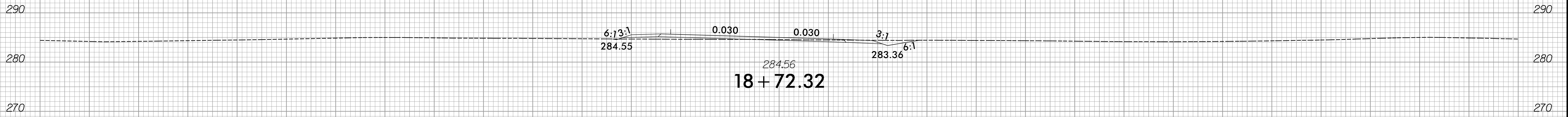
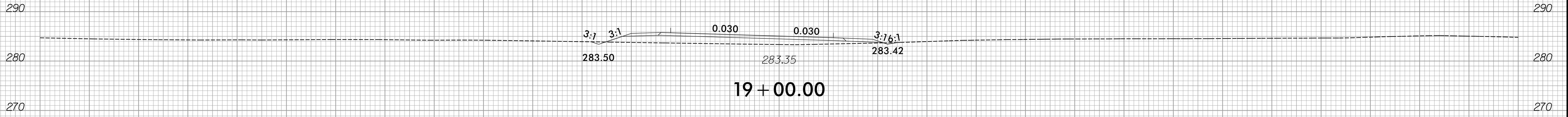
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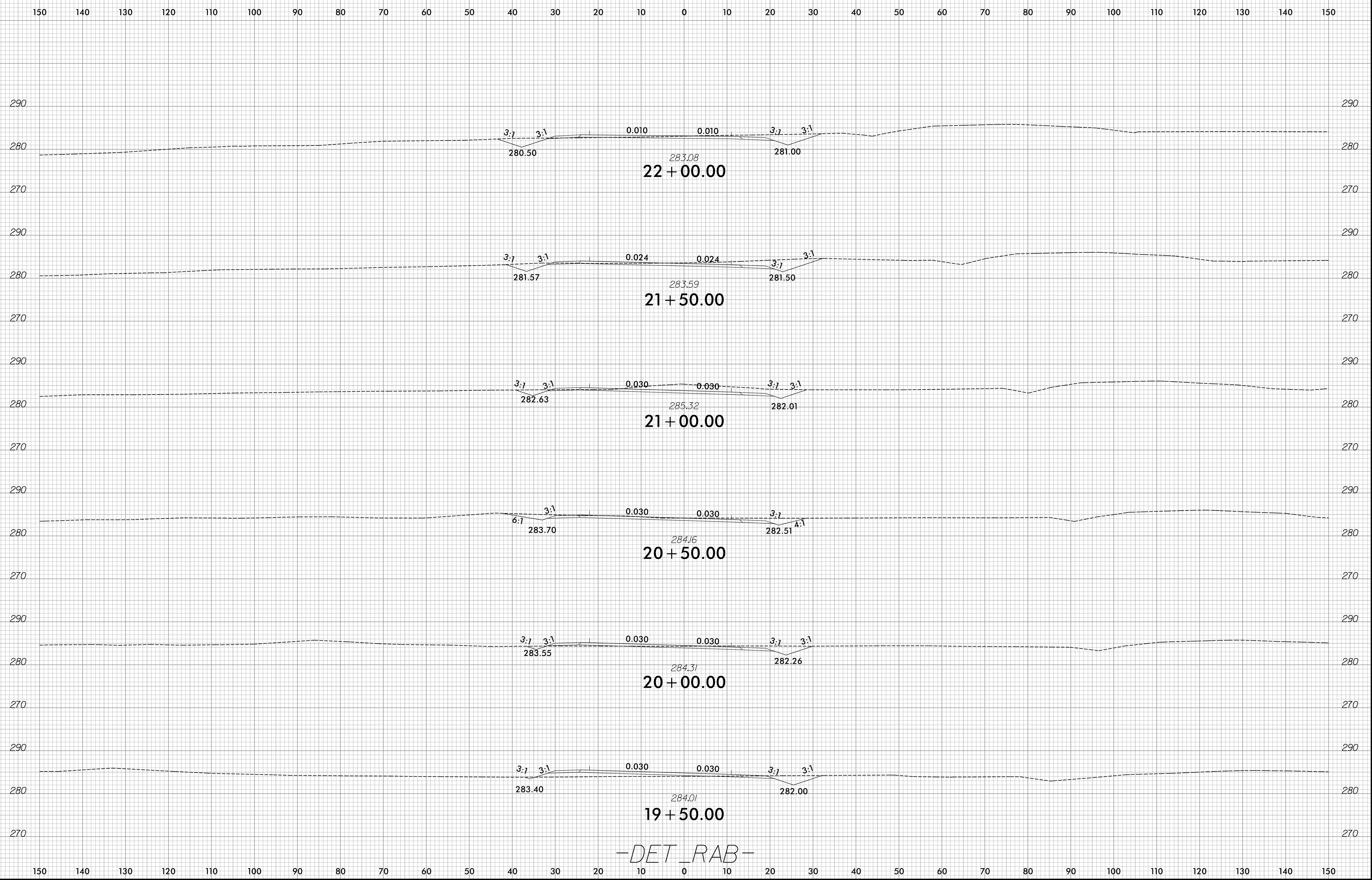
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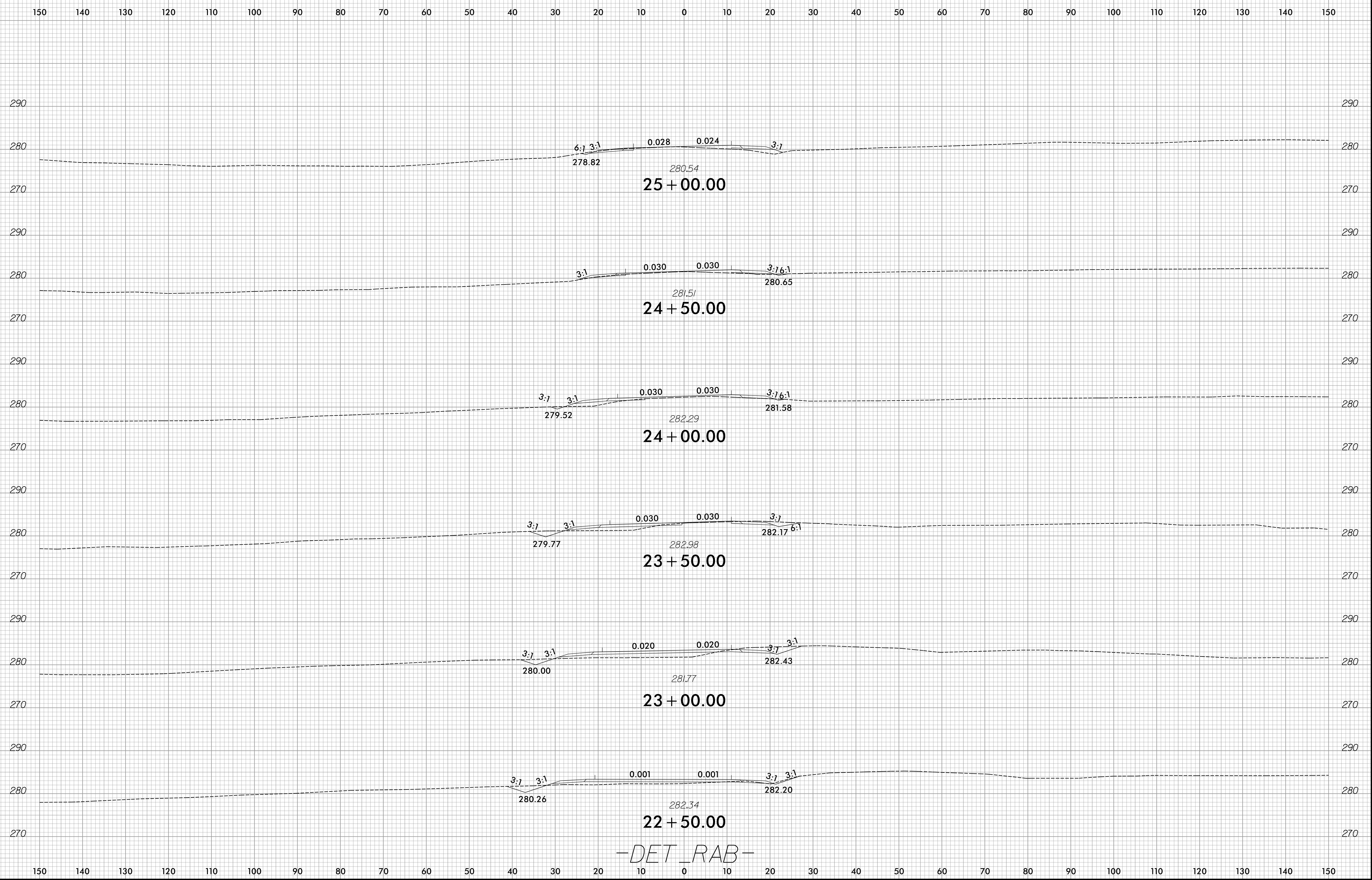


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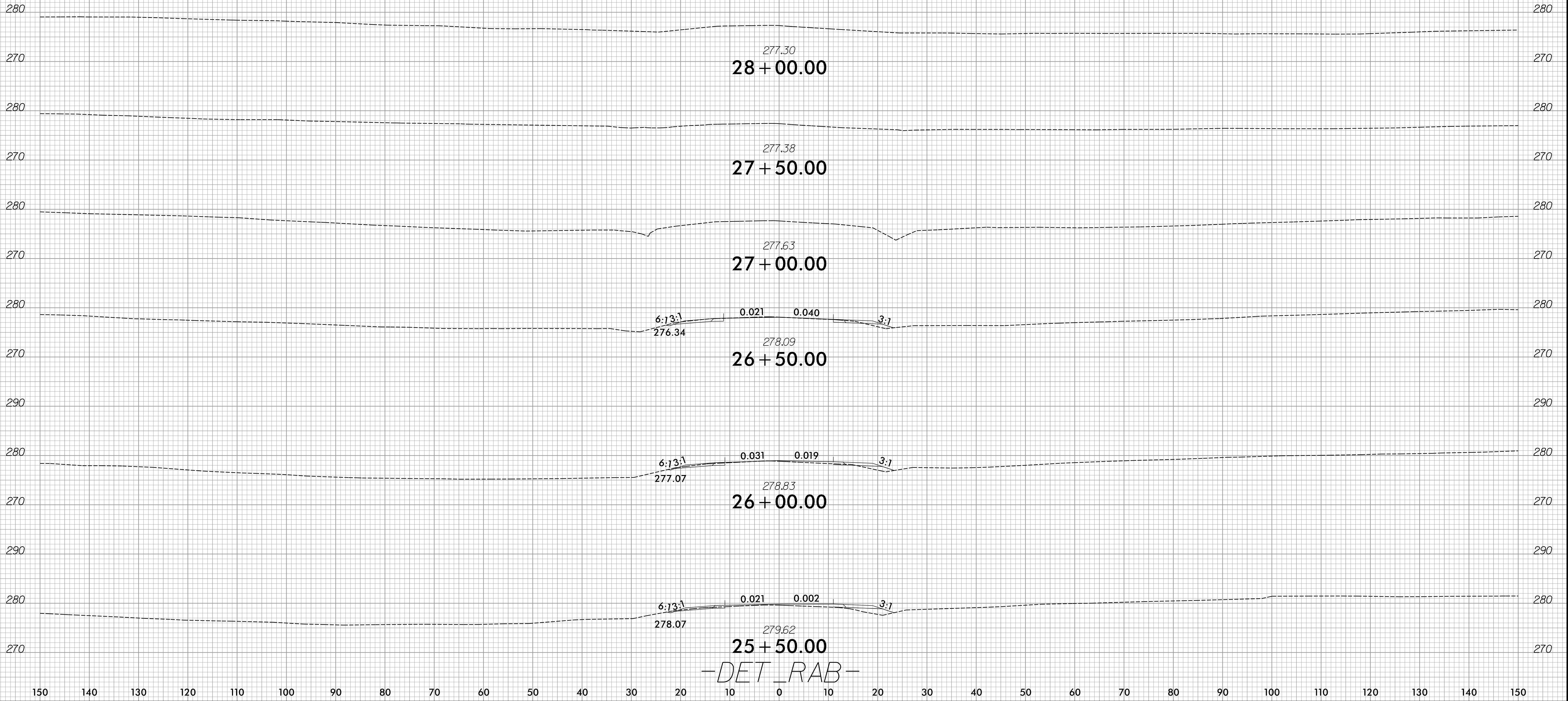


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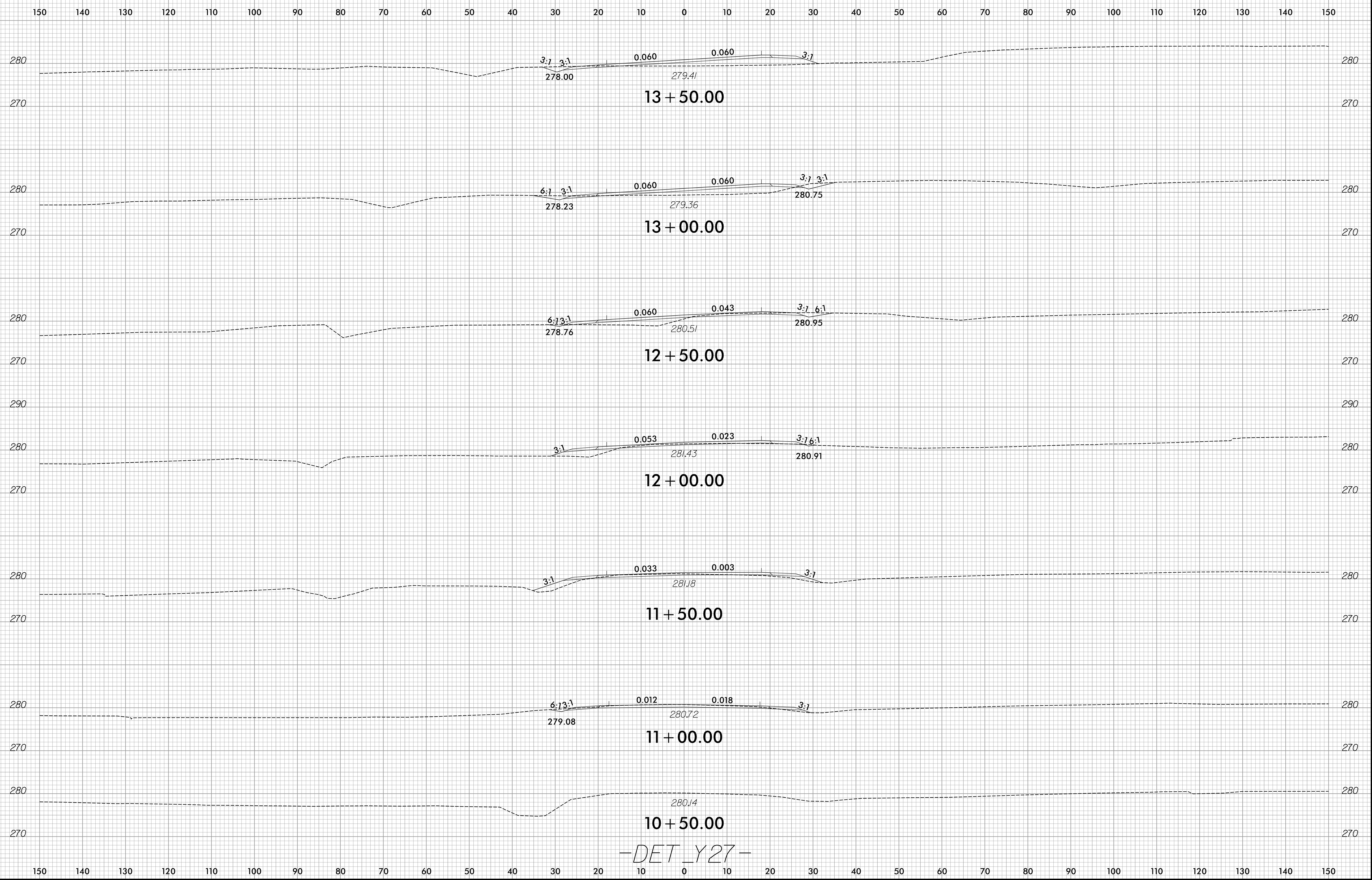


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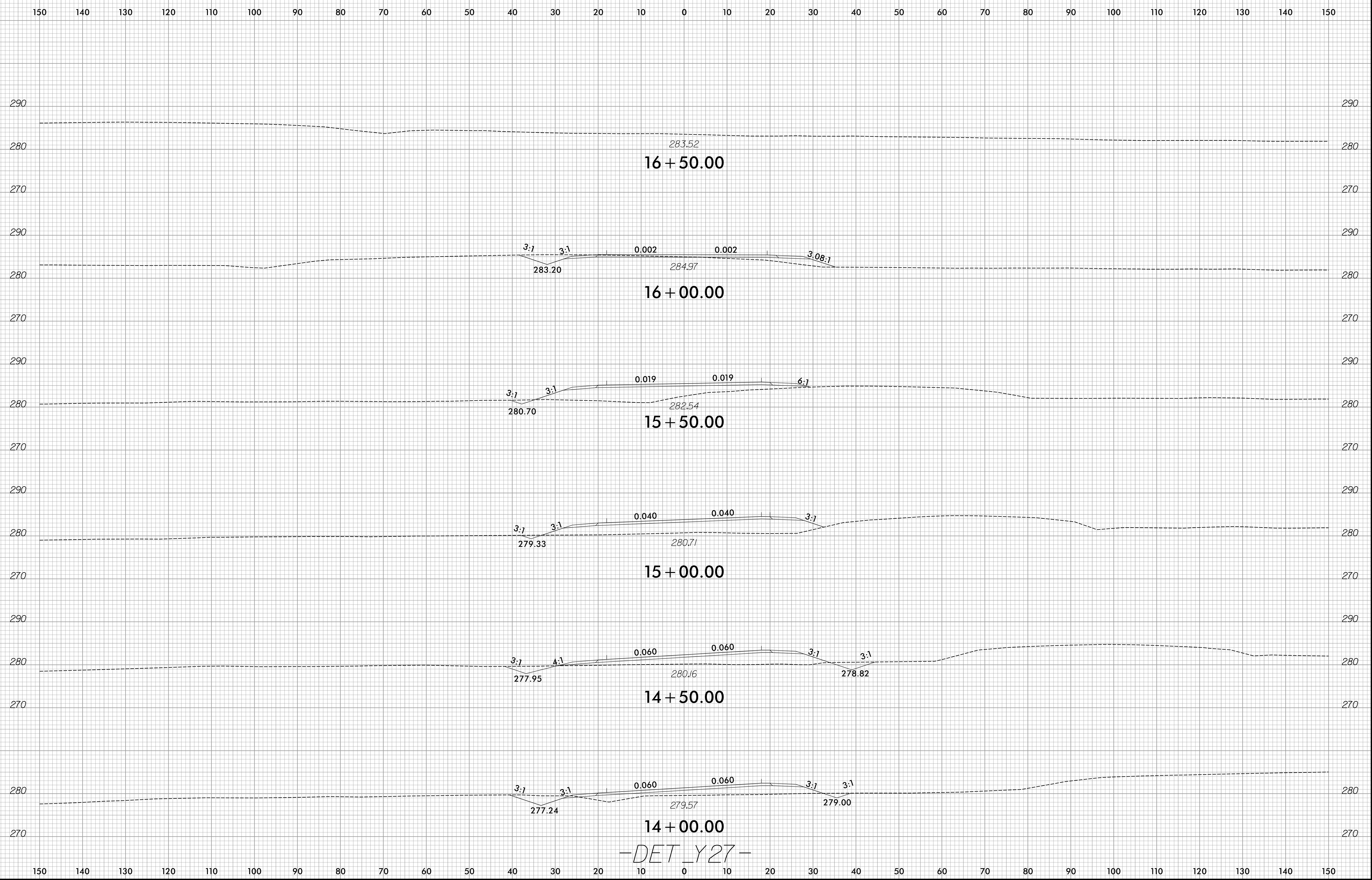
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-DET_Y27-



-DET_Y27-