

EXSINC SOUTH THERE IN THE CONTROL OF		 		-		
0.22% 0.35% 0.35% 0.35% 0.35% 0.35% 0.41% 0.25% 0.35% 0.41% 0.25% 0.35% 0.41% 0.25% 0.35% 0.41% 0.25% 0.35% 0.41% 0.25% 0.35% 0.41% 0.25% 0.35% 0.41% 0.41% 0.41% 0.41% 0.25% 0.41% 0.41% 0.41% 0.5% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41%<			GB			1A 1+40.40 31.842
0.22% 0.35% 0.35% 0.35% 0.41% 0.41% 0.25% 0.41% 0.		= 3	EL STA			
0.22% 0.35% 0.35% 0.35% 0.41% 0.		 91.707	= 3			
0.22% 0.35% 0.35% 0.35% 0.41% 0.		7	1.740 			_
0.22% 0.25% 0.35% 0.41% 0.35% 0.41% 0.41% 0.41% 0.41% 0.41% 0.55% 0.41% 0.41% 0.41% 0.).40			
9 0.22% 0.35% 0.25% 0.36% 0.35% 0.41% 0.41% 0.41% 0.35% 0.41% 0.41% 0.41% PROPOSED NORTH GUTTER LHP STA 1+88.20 EL = 31.807 EXISTING NORTH GUTTER EXISTING NORTH GUTTER PROPOSED SOUTH GUTTER PROPOSED ROADWAY CENTRELINE EXISTING NORTH GUTTER Image: Contract of the second	000					
9.22% 0.25% 0.25% 0.35% 0.41% 0.35% 0.41% 0.35% 0.41% 0.41% 0.41% 0.5% 0.41% 0.41% 0.41% <tr< td=""><td></td><td></td><td></td><td></td><td></td><td></td></tr<>						
0.22% 0.35% 0.36% 0.35% 0.41% 0.35% 0.41% 0.41% 0.41% 0.905ED NORTH GUTTER 0.41% PROPOSED SOUTH GUTTER Existing south gutter PROPOSED SOUTH GUTTER PROPOSED ROADWAY CENTRELINE				PR		
0.22% 0.25% 0.35% 0.36% 0.35% 0.41% 0.35% 0.41% 0.35% 0.41% 0.35% 0.41% 0.35% 0.41% 0.35% 0.41% 0.35% 0.41% 0.35% 0.41% 0.35% 0.41% 0.41% 0.41% 0.		 	PRC	OPO		
0.22% 0.35% 0.35% 0.35% 0.35% 0.35% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% EL = 31,888 EXISTING SOUTH GUTTER EL = 31,987 EL = 31,987 EXISTING NORTH CUTTER EL = 31,987 EXISTING NORTH CUTTER EL = 31,987 EXISTING NORTH CUTTER EL = 31,987 EXISTING NORTH CUTTER EXISTING NORTH C) PO:	SED		
0.22% 0.35% 0.35% 0.35% 0.41% 0.			SED) N		
0.22% 0.35% 0.35% 0.35% 0.35% 0.35% 0.41% 0.) S	OR ⁻		
0.22% 0.35% 0.35% 0.35% 0.35% 0.35% 0.35% 0.41% 0.		 	ουτ	ΓH		,/
.22% 0.25% 0.35% 0.41% 0.35% 0.41%			Ή G	GUT		
2% 5% 5% 5% 0.41%			SUT +	TEF).3	/
9:10 0.25% 0.36% 0.41% 0.41% 0.41% 1:10 1:10 1:			TER	<u>ر</u> ک	5%	<u> </u>
9:10 0.25% 0.36% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.41% 0.11% 0.11% 0.1		 	ξ]	/		
0.25% 0.36% 0.41%					-7-	
0.25% 0.36% 0.41%						
0.25% 0.25% 0.41%						
0.25% 0.36% 0.41% 0.41% 0.41% EL = 31.888 EXISTING SOUTH GUTTER EL = 31.907 EXISTING NORTH GUTTER PROPOSED ROADWAY CENTRELINE Image: Contract of the second						-
9.1 0.25% 0.25% 0.41% 0.41% 0.41% 0.41% 0.41% 0.25% 0.41% 0.25% 0.41% 0.25% 0.41% 0.41% 0.41% 0.25% 0.41% 0.41			PRO			``
9:		 	POSI			
9			ED F			
0.25% 0.41%				LH		-HP STA 1+88.20- /EL = 31.947
0.25% 0.41% 0.				P ST		
O.25%			Y (EL : 		
0.25% 0.41% 1+91.12 888 EXISTING SOUTH GUTTER 0 EXISTING NORTH GUTTER TRELINE			CEN	= 31. 88.2		
0.25%			TRELI	888		
0.25% 0.41% 0.41% EXISTING SOUTH GUTTER EXISTING NORTH GUTTER		 	NE	-		
0.36%						
0.36%				EXIS		
0.36%						, ,
0.41%					0.36	
0.41%					5%	
						· · · · · · · · · · · · · · · · · · ·