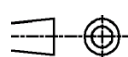


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|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------|-----------------------------------------------------|
| 0                                                                                                                                                             | 15/02/2016                        | V.Trendafilov<br>В.Трендафилов       | P.Andreev<br>П.Андреев                                                                                                                                                                                                                                           | P.Andreev<br>П.Андреев                                                               |                     | Issued for Construction<br>Издадено за строителство |
| Rev.<br>Rev.                                                                                                                                                  | Дата<br>Date                      | Съставил<br>Created by               | Проверил<br>Checked                                                                                                                                                                                                                                              | Одобрил<br>Released                                                                  | Клиент<br>Client    | Изменения<br>Description of Revision                |
|  <b>ОБЩИНА КРУМОВГРАД</b><br><b>KRUMOVGRAD MUNICIPALITY</b>                  |                                   |                                      |                                                                                                                                                                                                                                                                  |                                                                                      |                     |                                                     |
| <b>ВЪЗЛОЖИТЕЛ / THE ASSIGNOR</b>                                                                                                                              |                                   |                                      |                                                                                                                                                                                                                                                                  |                                                                                      |                     |                                                     |
|  <b>КОНСУЛТАНТ ЗА ОЦЕНЯВАНЕ НА ПРОЕКТА /</b><br><b>THE DESIGN SUPERVISOR</b> |                                   |                                      |                                                                                                                                                                                                                                                                  |                                                                                      |                     |                                                     |
|  <b>ПРОЕКТИРАНЕ И ИЗПЪЛНИТЕЛ / CONTRACTOR</b><br><b>АНАЛИЗИ ЕООД</b>         |                                   |                                      |                                                                                                                                                                                                                                                                  |                                                                                      |                     |                                                     |
| <b>ПРОЕКТАНТ / DESIGNER</b>                                                                                                                                   |                                   |                                      |                                                                                                                                                                                                                                                                  |                                                                                      |                     |                                                     |
| <b>СЪГЛАСУВАЛИ / COORDINATED BY</b>                                                                                                                           |                                   |                                      | Част: / Part                                                                                                                                                                                                                                                     | Име: / Name:                                                                         | Подпис: / Signature |                                                     |
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| Проект № / Project No.:<br><b>KGP100</b>                                                                                                                      |                                   |                                      | СТРОЕЖ: РАБОТЕН ПРОЕКТ ЗА РЕКОНСТРУКЦИЯ НА СЪЩЕСТВУВАЩ ОБЩИНСКИ ПЪТ KRZ2212 /III-509, ТОКАЧКА - КРУМОВГРАД/ - СКАЛАК - КЪКЛИЦА - ЛИМЕЦ - МАЛЪК ДЕВЕСИЛ - KRZ1220 ОТ КМ 0+000 ДО КМ 2+105, ЗЕМЛИЩАТА НА С. ЗВЪНАРКА И С. СКАЛАК, ОБЩ. КРУМОВГРАД, ОБЛАСТ КЪРДЖАЛИ |                                                                                      |                     |                                                     |
| ОТГ.ПРОЕКТАНТ<br>RESP.DESIGNER                                                                                                                                |                                   | ИМЕ<br>NAME<br><br>VASIL TRENDAFILOV | PROJECT: DETAILED DESIGN FOR RECONSTRUCTION OF EXISTING MUNICIPAL ROAD KRZ2212 (ZVANARKA SKALAK) FROM KM 0+000 TO KM 2+105                                                                                                                                       |                                                                                      |                     |                                                     |
| ДАТА<br>DATE                                                                                                                                                  |                                   | ПОДПИС<br>SIGNATURE/ .....           | ПОДОБЕКТ:                                                                                                                                                                                                                                                        |                                                                                      |                     |                                                     |
|                                                                                                                                                               | ДАТА<br>DATE                      | ИМЕ<br>NAME                          | PLANT:                                                                                                                                                                                                                                                           |                                                                                      |                     |                                                     |
|                                                                                                                                                               |                                   |                                      | ЧАСТ: ПЪТНА                                                                                                                                                                                                                                                      |                                                                                      |                     |                                                     |
| СЪСТАВИЛ<br>CREATED BY                                                                                                                                        | 10.04.2014                        | VASIL TRENDAFILOV                    | PART: ROAD                                                                                                                                                                                                                                                       |                                                                                      |                     |                                                     |
| ПРОВЕРИЛ<br>CHECKED                                                                                                                                           | 24.04.2014                        | PLAMEN ANDREEV                       | СЪДЪРЖАНИЕ: ОБЯСНИТЕЛНА ЗАПИСКА                                                                                                                                                                                                                                  |                                                                                      |                     |                                                     |
| ОДОБРИЛ<br>RELEASED                                                                                                                                           | 11.06.2014                        | PLAMEN ANDREEV                       | CONTENTS: EXPLANATORY NOTE                                                                                                                                                                                                                                       |                                                                                      |                     |                                                     |
| File Name:                                                                                                                                                    | KGP100-1910-1210-RPT-6303_0       |                                      | DRWG NO:<br>SUPPLIER N/A                                                                                                                                                                                                                                         |  |                     |                                                     |
| ЛИСТ No.:<br>SHEETS: 1 of 76                                                                                                                                  |                                   |                                      |                                                                                                                                                                                                                                                                  |                                                                                      |                     |                                                     |
| ФАЗА<br>STAGE                                                                                                                                                 | РАБОТЕН ПРОЕКТ<br>DETAILED DESIGN |                                      | DOC. No.:                                                                                                                                                                                                                                                        | KGP100-1910-1210-RPT-6303                                                            |                     |                                                     |
| РАЗМЕР<br>SIZE                                                                                                                                                | A4                                |                                      |                                                                                                                                                                                                                                                                  |                                                                                      | 0                   |                                                     |

**DOCUMENT TYPE**

Document Title

Document #

Revision #

**EXPLANATORY NOTE**

Part Road

KGP100-1910-1210-RPT-6303

0

**EXPLANATORY NOTE  
ОБЯСНИТЕЛНА ЗАПИСКА****PART ROAD  
ЧАСТ ПЪТНА****for the  
за****DETAILED DESIGN FOR RECONSTRUCTION OF EXISTING MUNICIPAL  
ROAD KRZ2212 (ZVANARKA - SKALAK) FROM KM 0+000 TO KM 2+105****РАБОТЕН ПРОЕКТ ЗА РЕКОНСТРУКЦИЯ НА СЪЩЕСТВУВАЩ  
ОБЩИНСКИ ПЪТ KRZ2212 /III-509, ТОКАЧКА - КРУМОВГРАД/ - СКАЛАК -  
КЪКЛИЦА - ЛИМЕЦ - МАЛЪК ДЕВЕСИЛ - KRZ1220 ОТ КМ 0+000 ДО КМ  
2+105, ЗЕМЛИЩАТА НА С. ЗВЪНАРКА И С. СКАЛАК, ОБЩ.  
КРУМОВГРАД, ОБЛАСТ КЪРДЖАЛИ**

| 0   | 12/02/16 | Issued for Construction                         | VTR    | PA      |                     |          |                  |
|-----|----------|-------------------------------------------------|--------|---------|---------------------|----------|------------------|
| REV | DATE     | DESCRIPTION OF REVISION / ОПИСАНИЕ НА РЕВИЗИЯТА | Author | Checked | Translation checked | Approval | Date of approval |

**DOCUMENT TYPE**

Document Title  
Document #  
Revision #

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## 1. MAIN GOAL OF THE PROJECT

The project considered Detailed design for reconstruction of existing municipal road KRZ2212 (Zvanarka - Skalak) from km 0+000 to km 2+105.

The aim of the project is to restore and improve transportation performance and load-bearing capacity of the pavement and roadbed in order to ensure traffic safety, improve traffic comfort and water drainage.

The project was developed with technical features corresponding to roads with low traffic intensity, as the condition for maximum adherence to the existing road is observed. The requirements of the "Standards for road design" have been met during design of the project.

## 2. GEOLOGICAL GROUND EXPLORATION

To explore and clarify the geomorphological, hydrological, geological, geotechnical and hydrogeological conditions along the road a series of field research, laboratory and office activities have been undertaken.

The detailed geological studies and recommendations are given in the geological report prepared for the project "Reconstruction of existing asphalt road IV KRZ2212 in the area at the junction of Zvanarka village to Pobeda hamlet."

## 3. EXISTING CONDITIONS

### 3.1 Existing road situation and road dimensions

The existing road KRZ2212 Zvanarka-Skalak is the transportation and communication link of Skalak village to the national road network. The considered road section starts from a T junction of the third class road III-509 immediately before Zvanarka village, on the left, and ends at STA 2+105 on the axis of road IV-5099. The road is dimension-D6 with width of the roadway 3.50 m and road shoulders 2x1, 25m. There are no vehicle passing sites. At some places the shoulders are higher than the road pavement; there is vegetation on the shoulders, making pavement drainage difficult.

The existing road is characterized by the presence of potentially dangerous sections, caused by improper combination of design elements in layout, longitudinally and laterally, which in turn does not provide a comfortable and safe journey with design speed of  $V_{pr}=40\text{km/h}$ .

### 3.2 Condition and structure of the existing

## 1. ОСНОВАНИЕ И ЦЕЛ НА ПРОЕКТА

Основание за изработване на проекта за реконструкция на съществуващия общински път KRZ 2212 (Звънарка – Скалак) от КМ 0+000 ДО КМ 2+105

Целта на проекта е възстановяване и подобряване на транспортно- експлоатационните качества и носимо-способността на настилка и пътното тяло, с оглед осигуряване безопасност на движението, подобряване комфорта на пътуване и по-добро отводняване.

Проектът е разработен с технически елементи съответстващи за пътища с ниска интензивност на движение, като е спазвано и условието за максимално придържане към съществуващия път. При изготвянето на проекта са спазвани Норми за проектиране на пътища /НПП/.

## 2. ИНЖЕНЕРНО-ГЕОЛОЖКИ ПРОУЧВАНИЯ

За изясняване на геоморфоложките, хидроложките, геоложките, инженерногеоложките и хидрогеоложки условия по протежение на разглеждания път са извършени комплекс от полско-проучвателни и лабораторни дейности.

Подробните инженерно-геоложки проучвания и препоръки са дадени в инженерно-геоложкия доклад, изготвен за обект „Реконструкция на съществуващ асфалтов път KRZ2212 в участъка при разклона на с. Звънарка, до махала Победа.“

## 3. СЪЩЕСТВУВАЩО ПОЛОЖЕНИЕ

### 3.1 Съществуващо положение на пътя в ситуация и габарити

Съществуващия път KRZ2212 Званарка –Скалак представлява транспортно-комуникационна връзка на с.Скалак с републиканската пътна мрежа. Разглеждания пътен участък започва от триклонно кръстовище на третокласен път III-509 непосредствено преди с.Звънарка в ляво и завършва на км 2+105 по оста на път IV-5099. Пътят е с габарит-Г6 с ширина на пътното платно 3,50м и банкети 2х1,25м. Липсват изградени площадки за разминаване. На места банкетите са по-високо от настилка, обрасли са, което затруднява отводняването на настилка.

Съществуващият път се характеризира с наличието на потенциално опасни участъци, породени от неправилно съчетание на проектните елементи в ситуация, надлъжно и напречно отношение, което от своя страна не осигурява комфортно и безопасно пътуване с проектна скорост  $V_{пр}=40\text{km/h}$ .

### 3.2 Състояние и конструкция на

### pavement

During the inspection of the site, the designer found that the asphalt layer is in very poor condition with many local sinking, cracks and patches. From the conducted survey of the bearing capacity of the pavement with the Benkelman unit it was established that the existing pavement has variable parameters along the length of the road, and to a large extent those low parameters of the road are caused by the lack of good drainage.

### 3.3 Drainage and drainage structures

After the conducted inspection, the designer found that there are 8 pieces of pipe culverts with openings from dia Ø500mm to Ø850mm and 1 rectangular culvert type "battery" with an opening 2m/2m. The structures are generally in good condition. Some need cleaning in the inlet and outlet section, as well as cleaning of the culverts bottoms and repairs on the walls.

There is surface drainage performed via earth ditches, which barely function, because they are filled with debris and grass, at places completely destroyed.

### 3.4 Road intersections

In the present section 10 road intersections with agricultural roads, apparently in use, have been detected.

### 3.5 Road accessories

The existing protective fences are not in good condition and require replacement

### 3.6 Facilities on the road

There are power lines, in the scope of the road section, and their location is surveyed and shown in the layout. The power lines are positioned high and there is no risk of damage from machinery or excavation works.

### 3.7 Traffic management

At the present moment there are no traffic signs and road markings on the road.

## 4. FIELD SURVEYING AND MEASUREMENTS

A geodetic survey was developed using total station Leica TCR407-power with polar method and by GPS receiver Trimble R4, connected to the permanent GNSS network of "GEONET". The method of surveying with the GPS receiver is in real time kinematic (RTK), according to "Instruction РД-02-20-25 from 20th of September 2011, for determining geodetic points with GNSS (global navigation

### съществуващата настилка

При огледа на обекта, проектантът констатира, че асфалтовото покритие е в много лошо състояние с пропадания, множество пукнатини и кръпки. От проведеното обследване на носимоспособността на пътната настилка с уреда Бенкелман се установи, че съществуващата настилка е с променливи показатели по дължина на трасето като в голяма степен, за занижените показатели оказва влияние липсата на достатъчно добро отводняване.

### 3.3 Отводняване и малки съоръжения

След проведения оглед на място проектантът установи, че има изградени 8 броя тръбни водостоци с отвори от Ø500 до Ø850 и 1 брой правоъгълен водосток тип „батерия“ с отвор 2м/2м. Като цяло са в добро състояние. Някои се нуждаят от почистване на втоците, оттоците и радиетата, както и от ремонти по крилата.

Отводняването е повърхностно и се извършва посредством земни канавки, които почти не функционират, тъй като са запълнени и затревени, на места разрушени.

### 3.4 Пътни кръстовища

В разглеждания участък са разпознати 10 броя пресичания с явно използвани земеделски пътища.

### 3.5 Принадлежности на пътя

Съществуващите предпазни огради не са в добро състояние и се нуждаят от подмяна.

### 3.6 Съоръжения на други ведомства

В обхвата на участъка има изградени ел. проводи, като местоположението им е заснето и показано в ситуацията. Ел. проводите са на голяма височина и са осигурени както вертикалния така и хоризонталния габарит.

### 3.7 Организация на движението

В настоящия момент вертикална сигнализация и хоризонтална маркировка на пътя няма.

## 4. ПОЛСКО-ИЗМЕРВАТЕЛНИ РАБОТИ

За разработката на проектното решение е направена геодезическа снимка на обекта, като измерванията са извършени с тотална станция Leica TCR407-power по полярен метод и GPS приемник Trimble R4, свързан с перманентната GNSS мрежа на „Геонет“. Методът на заснемане с GPS приемника е кинематичен в реално време (RTK режим), съгласно „Инструкция № РД-02-20-

satellite systems)".

During the survey all the situation elements and accessories in the range of the road were included - gutters, banquette (shoulder), existing condition of the road pavement, road signs, roadside plantations, roadside fountains, power lines and lighting facilities with their adjacent terrains, safety and protective fences, technical equipment for the organization and regulation of the traffic etc.

All the road installations like drains, retaining and ornamental walls, drainage structures and treatment facilities were also included.

The survey also includes all the typical forms of the terrain – gullies, slopes, embankments and etc.

The density of the detail and typical points is consistent with the existing terrain and technical assignment.

## 5. DESIGN SOLUTION

### 5.1 Design axis selection

The optimization of the road axis was done with the civil engineering design software "Civil 3D" with straight line, circular and clothoid transition curves.

Optimal geometrical solution was developed. It is characterized by the following:

- maximum retention of the existing road axis while permitting vehicle passing sites - 8 sections;
- maximum improvement of the geometric elements in the longitudinal road section with the main objective being the maximum preservation of the current range of road;
- alignment of the main design elements of the roadway - lateral slope in the straight stretches and lateral slope, widening in the horizontal curves to meet the minimum regulatory framework (according to the "Standards for road design" in the local roads section).

### 5.2 Levelling solution

The ground levelling solution is characterized by the following conditions:

- smoothness and achievement of the most favorable effect, through a combination of elements in layout and cross section.

25 от 20 септември 2011г., за определяне на геодезически точки с помощта на глобални навигационни спътникови системи".

Заснети са всички ситуационни елементи и принадлежности в обхвата на пътя – канавки, банкет на пътното платно, съществуващо състояние на пътната настилка, пътни знаци, крайпътни насаждения, крайпътни чешми, енергозахранващи и осветителни съоръжения заедно с прилежащите им терени, предпазни огради, защитни огради, технически средства за организация и регулиране на движението.

Заснети са също така и всички пътни съоръжения – водостоци, подпорни и декоративни стени укрепителни и водоотвеждащи устройства и пречиствателни съоръжения.

Отразени са и характерните форми на релефа в обхвата на трасето – дерета, скатове, откоси и др.

Гъстотата на подробните и характерни точки е съобразена със съществуващият релеф и техническото задание.

## 5. ПРОЕКТНО РЕШЕНИЕ

### 5.1 Избор на проектна ос

Оптимизирането на пътната ос е извършено с програмата "Civil 3D" чрез прави, циркулярни криви и преходни криви – тип клотоиди.

Изготвеното оптимално геометрично решение се характеризира с:

- максимално запазване оста на съществуващия път, като се предвиждат площадки за разминаване – 8 броя;
- максимално подобряване на геометричните елементи в надлъжния профил с основна цел запазване в максимална степен съществуващия обхват на пътя;
- привеждане на основните проектни елементи на платното за движение - напречен наклон в прави участъци и напречен наклон, уширение и надвишение в хоризонтални криви към минимално допустимите по нормативна база (съгласно „Норми за проектиране на пътища“ в частта си за местни пътища.).

### 5.2 Нивелетно решение

Нивелетното решение се характеризира със спазване на следните условия:

- плавност и постигане на най-благоприятен ефект, чрез съчетание на елементите в план и профил

- ensuring drainage of the surrounding terrain and road body from surface and groundwater

The leveling elevations, shown in the longitudinal section, refer to the axis of the road.

Leveling solution was made with assumed design speed  $V = 40$  km/h.

Details of the design elements of the road in longitudinal and cross-section terms are presented in tabular form in Appendix 1.

### 5.3 Typical cross section and roadway width

#### Roadway width

The project roadway width is selected in a way to maintain the existing, namely roadway width G6, and also 11 sections of widenings for vehicle passing with variable width are provided – min. width from 1.50 m to 3.00 m and length depending on specific conditions.

The design roadway width G6 includes:

- Traffic lane 3.50m
- road shoulders 2 x 1.25m

For curves with a radius  $R < 250$  m, the designed widenings are according to the requirements reflected in the graphical part of the project.

Coordinates of the detailed points are shown in Appendix 2.

#### Lateral inclination

The lateral inclinations are as follows:

- of the pavement, according "Standards for road design";
- in a straight section – one-sided 2.5%;
- in a curve – one-sided, according to the radius.

The reshape of the transverse slope slope is realized in the transition curves, and where it is not sufficient enough – a transient ramp is formed.

- in road shoulder, according "Standards for road design";
- in a straight section - 6%
- in a curve - 6%

Detail information of the cross sections is presented in the graphical part of the project and in Appendix 3 - Tabular cross sections.

- обезпечаване отводняването на околните терени и пътното тяло от повърхностни и подпочвени води

Нивелетните коти, отразени в надлъжния профил, се отнасят за оста на пътя.

Нивелетното решение е направено за приета проектна скорост  $V = 40$  км/ч.

Подробни данни за проектите елементи на пътя в надлъжно и напречно отношение са представени таблично в Приложение 1.

### 5.3 Типов напречен профил и габарит

#### Габарит

Проектният габарит е приет така, че да се запази съществуващия, а именно габарит Г6, като са предвидени и 11 броя уширения за разминаване с променлива ширина – мин.ширина от 1,50м до 3,00м и дължина зависеща от конкретните условия.

Използваният габарит е Г6, в който влизат:

- платно за движение 3.50м
- банкети 2 x 1.25м

За криви с радиус  $R < 250$  м са проектирани уширения според изискванията и отразени в графичната част на проекта.

Координати на подробните точки са показани в Приложение 2.

#### Напречни наклони

Напречните наклони са както следва:

- на настилка, съгл.НПП;
- в прав участък – едностранен 2.5%;
- в крива - едностранен според радиуса.

Преоформянето на напречния наклон се реализира в преходните криви, а там където недостига се оформя преходна рампа.

- на банкетите, съгл.НПП;
- в прав участък - 6%;
- в крива - 6%

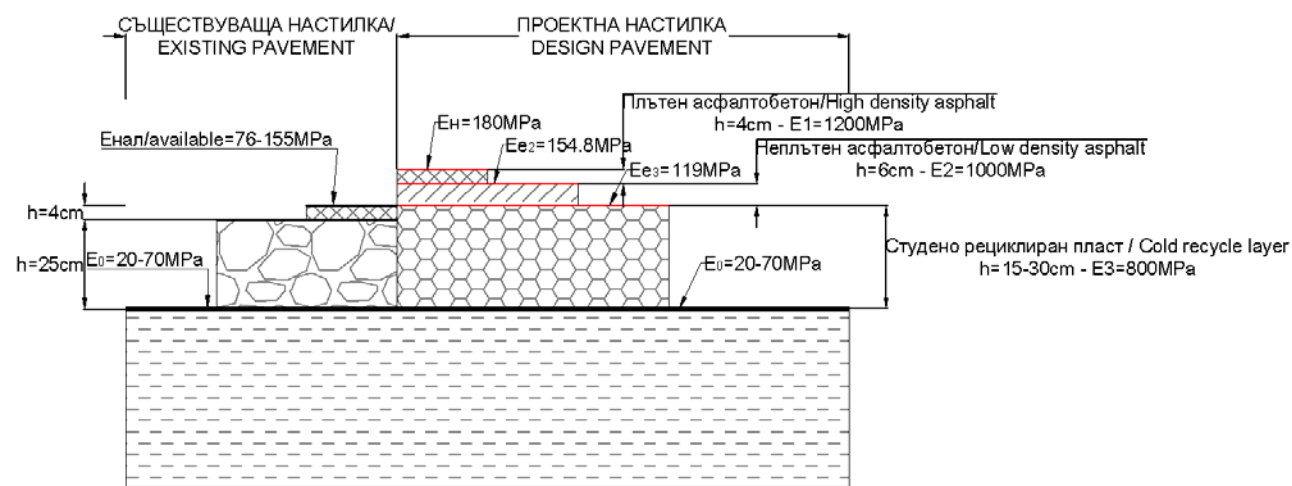
Подробни данни за напречните профили са показани в графичната част на проекта и в Приложение 3 - таблични напречни профили.

#### 5.4 Pavement structure

The technology, chosen by the designer, to improve the bearing capacity of the pavement is a technology, which includes the building of a new base layer of recycled material in place - full-depth cold reclamation with a depth of 15 cm to 30 cm.

The structure of the road pavement has been chosen:

Overall view



#### 5.4 Конструкция на настилка

Избраната от проектанта технология за подобряване на носимоспособността на пътната настилка е технология с изграждане на нов основен пласт от рециклиран материал на място - дълбоко студено рециклиране с дълбочина от 15cm до 30cm.

Избрана конструкция на настилка:

Обща картинка

The road pavement dimensioning was designed for made for "average" traffic intensity with the following:

- design axial load 11,5 t/axis;
- diameter of the footprint –  $D=34\text{ cm}$ ;
- required elastic modulus  $E_n=180\text{ Mpa}$ ;
- Stress at the contact area under the design vehicle load –  $p=0.633\text{ Mpa}$

Detailed tabular data and calculations, and also the recipe for the selected technology for pavement bearing capacity improvement are presented in Appendix 4.

#### 6. DRAINAGE SYSTEMS AND FACILITIES

The surface water on the site is discharged by longitudinal and lateral inclination of the pavement through the appropriate drainage facilities: trenches, triangular gutter, curbs, drainage and collection systems, gutters, shafts, cisterns, culverts, inlets and outlets.

- Drainage ditches

According to the design and technology of

Оразмеряването на конструкцията на пътната настилка е извършено за "средно" движение с:

- оразмерително осово натоварване 11,5т/ос;
- диаметър на отпечатъка –  $D=34\text{ cm}$ ;
- необходим еластичен модул  $E_n=180\text{ Mpa}$ ;
- напрежение в контактната площ под гумите на оразмерителния колесен товар–  $p=0.633\text{ Mpa}$

Подробни таблични данни и изчисления, както и рецепта за избраната технология за подобряване на носимоспособността на пътната настилка са представени в Приложение 4.

#### 6. ОТВОДНИТЕЛНИ СИСТЕМИ И СЪОРЪЖЕНИЯ

Повърхностните води от територията на обекта се отвеждат посредством надлъжния и напречния наклон на настилка чрез направата на съответните отводнителни съоръжения: окопи, риголи, бордюри, дренажни и колекторни системи, улеи, шахти, казанчета, водостоци, втоци и оттоци.

- Отводнителни окопи

Според конструкцията и технологията за

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implementation, the drainage ditches will be cast-in-place (structure), hand build. The construction and cross section of the trench is presented in the graphic part of project. The excavation works and backfilling of the ditches shall be carried out in accordance with the requirements, specified in Section 3000 of "Technical specification for the construction of highways, 2014.", according to the design elevations and dimensions.

Detail information is presented in the Register of drainage ditches - Appendix 6.

■ **Gullies**

The construction design and cross section of the drainage gullies is shown in detail in the graphics part of the project. The materials, used in the different layers of gullies, must comply with the requirements of respective sections of "Technical specification for the construction of highways, 2014". The concrete for the gullies must meet the requirements set out in Section 9160.

Detail information is presented in the Register of drainage gullies - Appendix 7.

■ **Drainage gullies at the slopes**

The finished elements are laid on underlay - mineral material (sand) with a thickness of 5 cm, by detail from the project. The gullies must comply with the requirements of 11483. The mineral material for the bed of the drainage gullies must comply with the requirements of EN 12620/NA.

Detail information is presented in the Register of drainage gullies at slopes - Appendix 8.

■ **Drainage collectors**

The drainage of surface water and water from the ditches at places, where a drainage ditch cannot be constructed, runs in parallel located drainage collectors for surface water. The dimensions of the drainage collectors are defined in the project on the basis of the relevant calculations for conductivity, and their length depending on the specific conditions in the layout.

The drainage collectors are 11 pieces. The design and technology of implementation are presented in the graphical part of the project. The laying of the pipes is carried out in a trench with a variable depth (reflected in the longitudinal profiles of the drainage collectors) in the following order from bottom trench - general case.

изпълнение отводнителните окопи ще бъдат монолитно, ръчно изградени. Конструкцията и напречното сечение на окопа се показани в графичната част на проекта. Изкопните работи, както и обратния насип за окопа се извършват в съответствие с изискванията посочени в раздел 3000 от „Техническа спецификация за строителство на автомобилни пътища-2014“, съгласно проектните коти и размери.

Подробни данни са представени в Регистър на отводнителните окопи – Приложение 6.

■ **Риголи**

Конструкцията и напречното сечение на риголата е показана детайлно в графичната част на проекта. Материалите, влагани в отделните пластове на риголите, трябва да отговарят на изискванията на съответните раздели на „Техническа спецификация за строителство на автомобилни пътища-2014“. Бетонът за риголи трябва да отговаря на изискванията посочени в Раздел 9160.

Подробни данни са представени в Регистър на отводнителните риголи – Приложение 7.

■ **Отводнителни улеи по откоси**

Готовите елементи се полагат върху подложен пласт - минерален материал(пясък) с дебелина 5 cm , по детайл от проекта. Улеите трябва да отговарят на изискванията на БДС 11483. Минералните материали за легло на отводнителните улеи трябва да отговарят на изискванията на БДС EN 12620/НА .

Подробни данни са представени в Регистър на отводнителни улеи по откоси – Приложение 8.

■ **Водоотвеждащи колектори**

Отвеждането на повърхностните води и водите от окопа на места, където не може да бъде изграден отводнителен окоп, преминава в успоредно разположени водоотводни колектори за повърхностни води. Размерите на водоотводните колектори са определени в проекта въз основа на съответни изчисления за проводимост, а тяхната дължина в зависимост от конкретните условия в ситуация.

Водоотвеждащите колектора са 11 броя. Конструкцията и технологията за изпълнение са представени в графичната част на проекта. Полагането на тръбите се извършва в изкоп с променлива дълбочина (отразена в надлъжните профили на водоотвеждащите колектори) в следната последователност от дъно изкоп – общ случай.

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Summary table

Обща таблица

| Number | DESCRIPTION / ОПИСАНИЕ                      |                                                          |
|--------|---------------------------------------------|----------------------------------------------------------|
| Номер  | EN                                          | BG                                                       |
| 1      | Sand for base with thickness h=0.1m         | Пясък за легло с дебелина h=0.1m                         |
| 2      | Pipe PP DN/OD 500 ,SN 10                    | Тръба PP DN/OD 500 ,SN 10                                |
| 3      | Gravel d=5-20 for fill around pipe          | Чакъл d=5-20 за засипка около тръбата                    |
| 4      | Concrete B20 for base with thickness h=0.1m | Бетон B20 за легло с дебелина h=0.1m                     |
| 5      | Perforated pipe PP DN/ID200 ,SN 10 LP 220°  | Перф тръба PP DN/ID 200 ,SN 10 LP 220°                   |
| 6      | Gravel for drainage with thickness h=0.4m   | Баластра за дренажна призма с дебелина на пластта h=0.4m |

The project envisages installation of sewage pipes in trenches. The width of the trench is determined depending on the diameter and depth of laying of the pipelines, in accordance with Appendix № 7 (to Art. 14, paragraph 1 and Art. 135 of the Ordinance for the design, construction and operation of sewerage systems) and in a way to provide free access for sealing the backfilling between the outer edges of the pipe and the stabilization (slope). The project's pipes are connected according to the manufacturer's instructions, so they can ensure the watertight integrity of the pipeline and its resistance to the operational design loads.

Проектът предвижда траншейно полагане на канализационните тръби. Широчината на траншеята е определена в зависимост от диаметъра и дълбочината на полагане на тръбопроводите в съответствие с приложение № 7 (към чл. 14, ал. 1 и чл. 135 от Наредба за проектиране, изграждане и експлоатация на канализационни системи) и така, че да се осигури свободен достъп за уплътняване на обратния насип между външните краища на тръбата и укрепването (откоса). Предвидените с проекта тръби се свързват съгласно указанията на производителя им така, че да се осигури водонепропускливостта на тръбопровода и неговата устойчивост на работните проектни натоварвания.

The excavations for the drainage pipes must be accomplished in accordance with Section 3300.

Изкопите за тръбни дренажи трябва да бъдат извършени в съответствие с раздел 3300.

The drainage bed, when constructed with mineral material, must be implemented in a layers with a thickness no greater than 15 cm, each layer compacted to 95% of the maximum dry density, defined by EN 13286-2.

Леглото на дренажа, когато се изпълнява от минерален материал, трябва да се изпълнява на пластове с дебелина не по-голяма от 15 cm, всеки от тях с се уплътнява до 95 % от максималната суха плътност на скелета, определена по БДС EN 13286-2.

When the pipeline bed is a concrete one, backfilling must be done after the concrete reaches 70% of its design strength.

Когато леглото на тръбопровода е бетоново, обратният насип трябва да се изпълни след като бетонът достигне 70% от проектната си якост.

Detail information is presented in the Register of drainage collectors - Appendix 9.

Подробни данни са представени в Регистър на водоотводните колектори – Приложение 9.

#### ■ Water receiving and manholes

#### ■ Водоприемни и ревизионни шахти

Manholes are made of prefabricated concrete elements with a diameter DN1000. The reinforced concrete rings, covers and grates of the shafts must meet the requirements of the relevant standards BS 1463, EN 1340, BS 5773, EN 124 and BS 5772.

Ревизионни шахти са от сглобяеми стоманобетоннови елементи с диаметър DN1000. Стоманобетоновите пръстени, капците и решетките на шахтите трябва да отговарят на изискванията на съответните стандарти БДС 1463, БДС EN 1340, БДС 5773, БДС EN 124 и БДС 5772.

The transition from a drainage trench in the drainage

Преминаването от отводнителен окоп във

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collector is done by square reinforced concrete shaft type "Cistern" measuring 1.50m/1.50m. The concrete for the base of the shafts and cisterns must be class C8/10 compressive strength and maximum grain size not greater than 20 mm.

The design and type of the manholes, and all elevations - bottom and cover elevations of pipes – inlet and outlet are listed in Appendix 9 and in the graphic part of the project.

### ■ Double two-joint street flows

The project provides 10 pieces double drain grades with  $q=10\text{l/s}$  in order to drain the emerging non-drainable part the road. The scope of the road from STA 1+080 to STA 1+120 km the street drain grades are discharged directly into the inflow of Culvert N5.

Detail data and information about the street flows are presented in the graphic part of the project.

### ■ Culverts

On site there are 9 existing pipe culverts with openings from dia Ø500mm to Ø850mm and 1 rectangular culvert type "battery" with an opening 2m/2m. At the start of construction all plants, plant debris, sediment and sludge in the profiles of the drainage facilities, pipes and shafts should be removed without affecting their integrity and rigidity. Regardless of the methods used for cleaning, depositing of cleared material in another drainage facility should not be allowed. The existing pipelines, shafts and canals, where as shown in the drawings of the project, should be extended, contacted or joined to the new drainage facilities. The requirements in terms of the materials and joint execution are the same as the ones for making a new drainage facility.

The laying of the pipes, shafts and all other related drainage facilities, excavations and fills for them as well as the test of the drainage system (done separately for each section between two manholes for each facility) must comply with the requirements of Ordinance № РД-02-20-8 of 17th of May 2013 for design, construction and operation of sewerage systems and "technical specifications for roads construction, 2014."

## 7. ROAD INTERSECTIONS

In the present section, 10 road intersections with agricultural roads, apparently in use, have been

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водоотводен колектор се извършва посредством квадратна стоманобетонова шахта тип "Казанче" с размери 1,50м/1,50м. Бетонът за основи на шахти и казанчета трябва да бъде с клас по якост на натиск C8/10 и максимален размер на зърната не по-голям от 20 mm.

Конструкцията и вида на ревизионните шахти, както и всички коти – дъно и капак, коти на тръби - вливни и изливни са описани в Приложение 9 и в графичната част на проекта.

### ■ двойни двуставни улични оттока

В проекта се предвиждат 10 броя двойни двуставни улични оттока с  $q=10\text{l/s}$  с цел отводняване на формирала се безотточна област от пътя. В обхвата на пътя от км 1+080 до км 1+120 уличните оттоци се заустват директно във втока на Водосток N5.

Подробни данни и детайли за уличните оттоци са представени в графичната част на проекта.

### ■ Водостоци

На място има съществуващи 9 броя тръбни водостоци с отвори от Ø 500 до Ø 850 и 1 брой правоъгълен водосток тип „батерия“ с отвор 2м/2м. При започване на строителството трябва да се премахнат всички растения, растителни остатъци, наноси и утайки в рамките на профилите на отводнителните устройства, тръбопроводи и шахти, без да се засяга тяхната цялост и неизменяемост. Независимо от методите за извършване на почистването, не трябва да се допуска отлагане на почистен вече материал на друго отводнително съоръжение. Съществуващи тръбопроводи, шахти и канали, където и както е показано на чертежите от проекта, трябва да се удължат, свържат или съединят с новите отводнителни съоръжения. Изискванията по отношение на материалите и изпълнението на връзките са същите както за направа на нови отводнителни съоръжения.

Полагането на тръбите, шахтите и всички други съпътстващи отводнителни съоръжения, изкопите и насипите за тях както и изпитването на отводнителната система (извършва се поотделно за всеки участък между две ревизионни шахти и за всяко едно съоръжение) трябва да са съобразени с изискванията на НАРЕДБА № РД-02-20-8 от 17 май 2013 г. за проектиране, изграждане и експлоатация на канализационни системи и „Техническа спецификация за строителство на автомобилни пътища-2014“.

## 7. ПЪТНИ КРЪСТОВИЩА

В разглеждания участък са разпознати 10 броя пресичания с явно използвани земеделски

detected. New road pavement with variable length and structure will be built in all of the intersections, as like in the main road direction.

## 8. ROAD ELEMENTS

### 8.1 Restriction systems (safety barrier)

Existing safety barriers are removed and replaced with new ones from type N2W5, according to BS EN 1317. The technical conditions for the construction of new steel fence systems and the requirements for repair and replacement of damaged or defective items from existing ones are described in Section 11000 of the "Technical Specifications for construction of highways - 2014 "

The location and installation of the steel strip, bearing post, foundations for the posts, fasteners, shaping of the beginning and end of the reflective elements of the restriction systems must meet the requirements of BS EN 1317-1 and 2:2010 and "Technical regulations for the application of restriction systems for roads along the national road network API " from 2010, or specification according to manufacturer and tested facility.

Details of the restriction systems, required in construction of the site, are presented in the graphical part of the project and in Register of the restriction systems (safety barrier) – Appendix 5.

### 8.2 Road signs and road marking

#### Road signs

All road signs, information boards and foundations must be implemented by coordinated and approved project for traffic organization in accordance with the requirements of the Road traffic law and its implementing regulation, Ordinance № 01/18, № 01/16 and № 5 for permanent and temporary road signs and places with a concentration of accidents, BS 1517:2006, BS EN 12899:2008 in its applicable parts and "Technical requirements for the execution of road signs and information boards from reflective materials" - API 2010

All excavation, formwork and concrete works shall be implemented in accordance with the project and the relevant sections of the "Technical specifications for construction of highways - 2014."

#### Road marking

The road markings (lines, arrows, symbols and signs laid on by paint or in other way on the traffic roadway) are permanent and temporary. The

пътища. На всички кръстовища се предвижда изграждане на пътна настилка с променлива дължина и конструкция както на главното направление.

## 8. ПЪТНИ ПРИНАДЛЕЖНОСТИ

### 8.1 Ограничителни системи

Съществуващите предпазни огради се демонтират и заменят с нови по БДС EN 1317 от типа N2W5. Техническите условия за изграждане на нови ограничителни системи от стомана и изискванията за ремонт и за подмяна на повредени или дефектни елементи от съществуващи такива са описани в раздел 11000 от „Техническа спецификация за строителство на автомобилни пътища - 2014“ .

Местоположението, монтажа на стоманената шина, носещите стълбчета, основите за стълбчета, скрепителните елементи и материалите, оформянето на началото, края и светлоотразителните аксесоари на ограничителните системи трябва да отговарят на изискванията на БДС EN 1317-1 и 2:2010 и на „Технически правила за приложение на ограничителни системи за пътища по републиканската пътна мрежа на АПИ“ от 2010г. или друга спецификация, съгласно която е произведено и изпитано съоръжението.

Подробни данни за ограничителните системи необходими при изграждане на обекта са представени в графичната част на проекта и Регистър на ограничителните системи – Приложение 5.

### 8.2 Пътни знаци и маркировка

#### Пътни знаци

Всички пътни знаци, указателни табели и фундаменти се изпълняват по съгласуван и одобрен проект за организация на движението в съответствие с изискванията на закона за Движение по пътищата и правилника за приложението му, Наредби № 01/18, № 01/16 и №5 за постоянна и временна пътна сигнализация и за места с концентрация на ПТП, БДС 1517:2006, БДС EN 12899:2008 в приложимите му части и "Технически изисквания при изпълнение на пътни знаци и указателни табели от светлоотразителни материали" – АПИ, 2010 г.

Всички изкопни, кофражни и бетонови работи трябва да бъдат изпълнени в съответствие с проекта и съответните раздели на „Техническа спецификация за строителство на автомобилни пътища - 2014“.

#### Пътна маркировка

Пътната маркировка (линии, стрелки, символи и надписи, нанесени с боя или по друг начин върху пътното платно за движение) е постоянна и

permanent road markings should be white or yellow, in accordance with Ordinance № 01/2 for road indication with road markings, and the temporary marking warning of construction and repair works should be orange in accordance with Ordinance № 3 - temporary traffic organization during construction and repair of roads and streets.

Road markings can be implemented with paint, plastic materials, materials for road markings and reflective road studs. Road marking is implemented with building products that have adhesion coefficient close to the coefficient of adhesion of the road surface.

The implemented road markings are accepted when the following characteristics are inspected:

- geometric dimensions;
- daily visibility, value of Qd and / or chromaticity coordinates and luminance factor  $\beta$ ;
- night visibility for dry and wet marking (only for those with increased visibility in wet conditions) value of RL;
- slip resistance;
- uniformity of the distribution of the integrated additive materials.

Technical requirements for the relevant characteristics of road signs and markings are described in Sections 11200 and 11300 of the "Technical specifications for road construction, 2014."

## 9. CONSTRUCTION TECHNOLOGY FOR THE WORK AREA AT THE RECONSTRUCTION OF ROAD KRZ2212 IN THE SECTION FROM STA 0+000 TO STA 2+105

### 9.1 Sequence of works

- Existing facilities repair - culverts and retaining walls.
- Disassembly of existing road accessories – protective railings and traffic signs.
- Cleaning of the area of the existing banquettes with variable width where the shoulder is in fill in relation to the natural terrain and constant width  $B = 1.25$  m in the cases when the shoulder is in a cut in relation to the adjacent terrain. The

временна. Постоянната пътна маркировка трябва да бъде с бял или жълт цвят, в съответствие с изискванията на Наредба № 01/2 за сигнализация на пътищата с пътна маркировка, а временната маркировка за сигнализиране на строителните и ремонтни работи с оранжев цвят, в съответствие с изискванията на наредба № 3 за временна организация на движението при извършване на строителство и ремонт по пътищата и улиците.

Пътната маркировка може да бъде изпълнена с боя, пластични материали, материали за пътна маркировка и светлоотразителни пътни кабари. Пътната маркировка се изпълнява със строителни продукти, които имат коефициент на сцепление, близък до коефициента на сцепление на пътната настилка.

Изпълнените маркировки се приемат като се проверяват следните характеристики:

- геометрични размери;
- дневна видимост, стойност на Qd и/или координати на цветност и коефициент на яркост  $\beta$ ;
- нощна видимост за суха и влажна маркировка (само за такива с повишена видимост във влажни условия), стойност на RL;
- съпротивление на хлъзгане;
- равномерност на разпределението на положените добавъчни материали.

Техническите изисквания към съответните характеристики за пътните знаци и маркировка са описани в раздели 11200 и 11300 на „Техническа спецификация за строителство на автомобилни пътища-2014“.

## 9. ТЕХНОЛОГИЯ НА СТРОИТЕЛНИЯ ПРОЦЕС ЗА РАБОТЕН УЧАСТЪК ПРИ РЕКОНСТРУКЦИЯ НА ПЪТ KRZ2212 В УЧАСТЪКА ОТ КМ 0+000 ДО КМ 2+105

### 9.1 Последователност на СМР

- Ремонт на съществуващи съоръжения – водостоци и подпорни стени.
- Демонтаж на съществуващи пътни принадлежности - предпазна ограда и вертикална сигнализация.
- Почистване зоната на съществуващите банкети с променлива ширина в случаите когато банкетата е в насип спрямо естествения терен и постоянна ширина  $B=1.25$ м в случаите на когато банкетата е в изкоп спрямо

**DOCUMENT TYPE**

Document Title  
Document #  
Revision #

**EXPLANATORY NOTE**

**Part Road**  
KGP100-1910-1210-RPT-6303  
0

depth of cleaning is  $h=0.15$  m from the elevation of the adjacent pavement edge and cross inclination of the cleaned terrain  $q=2\%$  outwards from the axis of the road. The excavated earth is deposited at a depot as a material unsuitable for fills.

прилежащия терен. Дълбочината на почистване е  $h=0.15$  m от котата на прилежащия ръб настилка и напречен наклон на почиствения терен  $q=2\%$  навън спрямо оста на пътя. Изкопаната земна маса се депонира на депо като материал негоден за вграждане в насипи.

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <ul style="list-style-type: none"> <li>■ Partial construction of new drainage facilities - new culverts.</li> <li>■ Mass excavation construction in the area of roadway widening in order to achieve the design ground bed level - cold recycled layer</li> <li>■ Construction of a general fill from materials A1, in the area of roadway widening in order to achieve the design ground bed level - cold recycled layer.</li> <li>■ Partial construction of new drainage facilities – trench, ground water drainage and a surface water collector.</li> <li>■ Technology milling in the area of the existing pavement in order to achieve a ready cold recycled layer level.</li> <li>■ Spreading the milling material in the cut zone of the embankment in order to achieve a ready cold recycled layer level.</li> <li>■ Delivery and placement of material for the construction of the base layer (crushed stone, sand and waste from quarry) in the areas of roadway widening and fill areas of the finished cold recycled layer in relation to the level of the existing pavement</li> <li>■ Implementation of deep cold recycling technology with thickness of the recycled layer, according to the project, of 15-30 cm.</li> <li>■ Partial construction of new drainage facilities – triangular gutter and pavement.</li> <li>■ Delivery and placement of low density asphalt-concrete with thickness of <math>h = 6</math> cm along the width of the roadway.</li> <li>■ Delivery and placement of high density asphalt-concrete type A with thickness of <math>h = 4</math> cm along the width of the roadway.</li> <li>■ Implementation of stabilized Banquette with a top layer of crushed stone with a grain size - 3502.1</li> <li>■ Final construction of drainage facilities – drain gully at slopea “Italian type”.</li> </ul> | <ul style="list-style-type: none"> <li>■ Частично изграждане на нови отводнителни съоръжения – нови водостоци</li> <li>■ Направа на масов изкоп, в зоната на разширение на пътното платно, за постигане на проектни нива на земното легло – дъно студено рециклиран пласт.</li> <li>■ Направа на общ насип от материали A1 , в зоната на разширение на пътното платно , за постигане на проектни нива на земното легло – дъно студено рециклиран пласт.</li> <li>■ Частично изграждане на нови отводнителни съоръжения – окоп, дренаж за почвени води и колектор за повърхностни води .</li> <li>■ Технологично фрезозване в зоната на съществуващата настилка до постигане на ниво готов студено рециклиран пласт.</li> <li>■ Разстилане на фрезозвания материал в зоните на насип за постигане на ниво готов студено рециклиран пласт.</li> <li>■ Доставка и полагане на материал за изграждане на основен пласт (трошен камък, пясък и карьерни отпадъци (стерили) в зоните на разширение на пътното платно и в зоните на насип на готовия студено рециклиран пласт спрямо нивото на съществуващата настилка.</li> <li>■ Изпълнение на технология дълбоко студено рециклиране с дебелина на рециклирания пласт съобразно проекта от 15-30см.</li> <li>■ Частично изграждане на отводнителни съоръжения – ригола и тротоар.</li> <li>■ Доставка и полагане на неплътен асфалтобетон с дебелина <math>h=6</math>см по цялата ширина на платното за движение.</li> <li>■ Доставка и полагане на плътен асфалтобетон тип А с дебелина <math>h=4</math>см по цялата ширина на платното за движение.</li> <li>■ Изпълнение на стабилизирания банкет с горен пласт от трошен камък с подбрана зърнометрия – 3502.1</li> <li>■ Окончателно изграждане на отводнителни съоръжения – отводнителни улей</li> </ul> |
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„Италиански тип“.

- Delivery and placement of road accessories – restriction systems (safety barrier), road marking and road signs.

- The length of each work section will be determined in accordance the Contractor's schedule.

- Доставка и монтаж на пътни принадлежности – ограничителни системи, хоризонтална маркировка и вертикална сигнализация.

- Дължината на всеки работен участък ще се определи съобразно работния график на Изпълнителя

## 9.2 Earth balance

The distribution of earth masses in the construction of the facility is shown in Appendix 10.

## 9.2 Баланс на земните маси

Разпределението на земните маси при изграждането на обекта е показано в Приложение 10.

## 10. ROAD TRAFFIC ORGANIZATION

A detailed traffic organization project with vertical signs and road markings has been compiled. The aim of the project is designed to ensure traffic safety, giving drivers timely and complete information about the traffic situation, and also to ensure safety of the passing along the construction site vehicles.

## 10. ОРГАНИЗАЦИЯ НА ДВИЖЕНИЕТО

Съставен е подробен проект за организация на движението с вертикални знаци и хоризонтална маркировка. Проектът има за цел да обезпечи безопасността на движението, давайки на водачите навременна и пълна информация за ситуацията на пътя, а така също да осигури безопасност при вливане и отливане от пътя.

Project is presented in a separate documentation.

Проекта е представен в отделна документация.

During the implementation of the road signs all the regulations for labor protection should be observed and abided. The Technical site manager of the facility is obligated to instruct the workers and take all the necessary safety measures for the workers, to limit the vehicle speed and overtaking (where a vehicle cannot pull off the road). Also the signage must be kept in good condition during the construction process. During traffic detouring signs and flashing lights shall be placed.

При изпълнението на пътната сигнализация да се спазват всички нормативни разпоредби за охрана на труда. Техническият ръководител на обекта е длъжен да инструктира и вземе всички мерки за безопасност на работниците, да ограничи скоростта на движение и изпреварването (там, където не може да се отбие). Освен това трябва да се поддържа в изправност сигнализацията при строителни работи, а при отбиване на движението, освен знаците, трябва да се поставят и мигащи светлини.

## 11. HEALTH AND SAFETY PLAN

A Work Safety and Health Plan was implemented for the duration of the site construction, which is composed of the grounds of the requirements in Regulation No2 from 22.03.2004 by Ministry of Labor and Social Policy - Article 9 and Article 10 and under Article 16 of the Law on Work Health and Safety for the order, manner and frequency of risk assessments.

## 11. ПЛАН ЗА БЕЗОПАСНОСТ И ЗДРАВЕ

За изпълнение на строителството има изготвен план за безопасност и здраве при работа, който е съставен на основание изискванията на Наредба No2 от 22.03.2004 г на МТСП – Чл.9 и Чл.10 и съгласно Чл.16 от ЗЗБУТ за реда, начина и периодичността на оценката на риска.

Bulgarian legislation framework - Law on Work Health and Safety, the Safety Regulations during construction and erection works and other regulations should be met during the construction and erection works on the site.

При изпълнение на СМР да се прилагат българската нормативна база – ЗЗБУТ, Правилника за безопасност при СМР и др. нормативни актове.

# **Appendix 1 / Приложение 1**

Road design elements

Проектни елементи на пътя

## ПРИЛОЖЕНИЕ № 1-ПРОЕКТНИ ЕЛЕМЕНТИ НА ПЪТЯ / APPENDIX #1-ROAD DESIGN ELEMENTS

| ЕЛЕМЕНТИ В СИТУАЦИЯ И НАПРЕЧЕН ПРОФИЛ / PLAN AND CROSS SECTION ELEMENTS |          |                    |        |   |                          |                          |             |                         |                         |      |                         | ЕЛЕМЕНТИ В НАДЛЪЖЕН ПРОФИЛ / LONGITUDONAL SECTION ELEMENTS |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|-------------------------------------------------------------------------|----------|--------------------|--------|---|--------------------------|--------------------------|-------------|-------------------------|-------------------------|------|-------------------------|------------------------------------------------------------|-------------------------------|-----------------------------------|----------|-----------|---------------------|--------------------------|----------------------------|---------|-----------------|--|
| Number                                                                  | Тип/Type | Дължина/<br>Length | Radius | A | Нач.км/<br>Start Station | Краен км/<br>End Station | Delta angle | PI<br>Included<br>Angle | Връх км /<br>PI Station | qкр  | Сналично/<br>Cavaliable | Number                                                     | Верт.Чупка км/<br>PVI Station | Верт.Чупка кота/<br>PVI Elevation | Grade In | Grade Out | A (Grade<br>Change) | Profile<br>Curve<br>Type | Profile<br>Curve<br>Length | K Value | Curve<br>Radius |  |
| №                                                                       |          | m                  | m      |   |                          |                          |             | (g)                     |                         | %    |                         | №                                                          |                               |                                   | %        | %         | %                   |                          | m                          |         | m               |  |
| 1                                                                       | 2        | 3                  | 4      | 5 | 6                        | 7                        | 8           | 9                       | 10                      | 11   | 12.00                   | 13                                                         | 14                            | 15                                | 16       | 17        | 18                  | 19                       | 20                         | 21      | 22              |  |
| 1                                                                       | Line     | 42.204             |        |   | 0+000.00m                | 0+042.20m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 1                                                          | -0+000.00m                    | 346.097m                          |          | -1.05     |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 2                                                          | 0+004.98m                     | 346.045m                          | -1.05    | -5.60     | 4.55                |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 3                                                          | 0+024.23m                     | 344.966m                          | -5.60    | -10.75    | 5.15                | Crest                    | 30.882                     | 6       | 600             |  |
| 2                                                                       | Curve    | 43.898             | 65.00  |   | 0+042.20m                | 0+086.10m                | 42.9945 (g) | 157.0055                | 0+065.03m               | 4.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 4                                                          | 0+060.00m                     | 341.122m                          | -10.75   | -7.10     | 3.65                | Sag                      | 21.889                     | 6       | 600             |  |
| 3                                                                       | Line     | 22.344             |        |   | 0+086.10m                | 0+108.45m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 4                                                                       | Curve    | 60.609             | 215.00 |   | 0+108.45m                | 0+169.06m                | 17.9465 (g) | 182.0535                | 0+138.95m               | 2.60 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 5                                                          | 0+156.14m                     | 334.296m                          | -7.10    | -8.50     | 1.40                | Crest                    | 28                         | 20      | 2000            |  |
| 5                                                                       | Line     | 60.483             |        |   | 0+169.06m                | 0+229.54m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 6                                                                       | Curve    | 53.689             | 140.00 |   | 0+229.54m                | 0+283.23m                | 24.4138 (g) | 175.5862                | 0+256.72m               | 3.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 7                                                                       | Line     | 49.201             |        |   | 0+283.23m                | 0+332.43m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 6                                                          | 0+291.15m                     | 322.820m                          | -8.50    | -6.50     | 2.00                | Sag                      | 100                        | 50      | 5000            |  |
| 8                                                                       | Curve    | 26.656             | 22.00  |   | 0+332.43m                | 0+359.08m                | 77.1358 (g) | 122.8642                | 0+347.67m               | 4.00 | 11.80                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 9                                                                       | Line     | 5.863              |        |   | 0+359.08m                | 0+364.95m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 10                                                                      | Curve    | 9.348              | 42.00  |   | 0+364.95m                | 0+374.30m                | 14.1698 (g) | 185.8302                | 0+369.64m               | 4.00 | 10.80                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 11                                                                      | Line     | 20.001             |        |   | 0+374.30m                | 0+394.30m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 12                                                                      | Curve    | 28.511             | 50.00  |   | 0+394.30m                | 0+422.81m                | 36.3011 (g) | 163.6989                | 0+408.95m               | 6.00 | 6.60                    |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 7                                                          | 0+405.80m                     | 315.368m                          | -6.50    | -0.60     | 5.90                | Sag                      | 35.4                       | 6       | 600             |  |
| 13                                                                      | Line     | 6.845              |        |   | 0+422.81m                | 0+429.65m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 14                                                                      | Curve    | 10.132             | 76.00  |   | 0+429.65m                | 0+439.78m                | 8.4872 (g)  | 191.5128                | 0+434.73m               | 5.40 | 6.30                    |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 15                                                                      | Line     | 6.102              |        |   | 0+439.78m                | 0+445.89m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 16                                                                      | Curve    | 34.103             | 100.00 |   | 0+445.89m                | 0+479.99m                | 21.7105 (g) | 178.2895                | 0+463.10m               | 3.40 | 6.00                    |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 17                                                                      | Line     | 42.195             |        |   | 0+479.99m                | 0+522.18m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 8                                                          | 0+491.07m                     | 314.857m                          | -0.60    | -4.85     | 4.25                | Crest                    | 63.75                      | 15      | 1500            |  |
| 18                                                                      | Curve    | 19.201             | 100.00 |   | 0+522.18m                | 0+541.39m                | 12.2240 (g) | 187.776                 | 0+531.81m               | 3.40 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 19                                                                      | Line     | 68.583             |        |   | 0+541.39m                | 0+609.97m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 9                                                          | 0+606.82m                     | 309.243m                          | -4.85    | -6.90     | 2.05                | Crest                    | 30.75                      | 15      | 1500            |  |
| 20                                                                      | Curve    | 25.549             | 100.00 |   | 0+609.97m                | 0+635.52m                | 16.2650 (g) | 183.735                 | 0+622.81m               | 3.40 | 6.80                    |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 21                                                                      | Line     | 95.966             |        |   | 0+635.52m                | 0+731.48m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 10                                                         | 0+645.13m                     | 306.599m                          | -6.90    | -5.40     | 1.50                | Sag                      | 37.5                       | 25      | 2500            |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 11                                                         | 0+724.49m                     | 302.314m                          | -5.40    | -6.00     | 0.60                | Crest                    | 24                         | 40      | 4000            |  |
| 22                                                                      | Curve    | 33.656             | 55.00  |   | 0+731.48m                | 0+765.14m                | 38.9568 (g) | 161.0432                | 0+748.86m               | 4.00 | 7.70                    |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 23                                                                      | Line     | 73.489             |        |   | 0+765.14m                | 0+838.63m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 12                                                         | 0+774.60m                     | 299.307m                          | -6.00    | -3.75     | 2.25                | Sag                      | 45                         | 20      | 2000            |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 13                                                         | 0+836.35m                     | 296.991m                          | -3.75    | -6.00     | 2.25                | Crest                    | 56.25                      | 25      | 2500            |  |
| 24                                                                      | Curve    | 28.054             | 125.00 |   | 0+838.63m                | 0+866.68m                | 14.2875 (g) | 185.7125                | 0+852.72m               | 4.40 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 25                                                                      | Line     | 42.689             |        |   | 0+866.68m                | 0+909.37m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 14                                                         | 0+885.38m                     | 294.050m                          | -6.00    | -4.20     | 1.80                | Sag                      | 27                         | 15      | 1500            |  |
| 26                                                                      | Curve    | 22.589             | 340.00 |   | 0+909.37m                | 0+931.96m                | 4.2296 (g)  | 195.7704                | 0+920.67m               | 2.60 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 27                                                                      | Line     | 127.051            |        |   | 0+931.96m                | 1+059.01m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 15                                                         | 0+963.86m                     | 290.753m                          | -4.20    | -7.50     | 3.30                | Crest                    | 33                         | 10      | 1000            |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 16                                                         | 1+006.46m                     | 287.559m                          | -7.50    | -6.30     | 1.20                | Sag                      | 18                         | 15      | 1500            |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 17                                                         | 1+039.65m                     | 285.468m                          | -6.30    | -3.70     | 2.60                | Sag                      | 20.801                     | 8       | 800             |  |
| 28                                                                      | Curve    | 11.585             | 400.00 |   | 1+059.01m                | 1+070.60m                | 1.8438 (g)  | 198.1562                | 1+064.80m               | 2.60 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 18                                                         | 1+066.02m                     | 284.492m                          | -3.70    | -0.80     | 2.90                | Sag                      | 14.5                       | 5       | 500             |  |
| 29                                                                      | Line     | 46.611             |        |   | 1+070.60m                | 1+117.21m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 19                                                         | 1+100.26m                     | 284.218m                          | -0.80    | 2.50      | 3.30                | Sag                      | 16.5                       | 5       | 500             |  |
| 30                                                                      | Curve    | 37.945             | 65.00  |   | 1+117.21m                | 1+155.15m                | 37.1635 (g) | 162.8365                | 1+136.74m               | 4.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 20                                                         | 1+122.30m                     | 284.769m                          | 2.50     | 5.90      | 3.40                | Sag                      | 17                         | 5       | 500             |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 21                                                         | 1+148.32m                     | 286.304m                          | 5.90     | 2.80      | 3.10                | Crest                    | 31                         | 10      | 1000            |  |
| 31                                                                      | Line     | 21.258             |        |   | 1+155.15m                | 1+176.41m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 32                                                                      | Curve    | 16.695             | 65.00  |   | 1+176.41m                | 1+193.11m                | 16.3518 (g) | 183.6482                | 1+184.80m               | 4.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |          |                    |        |   |                          |                          |             |                         |                         |      |                         | 22                                                         | 1+190.64m                     | 287.489m                          | 2.80     | 11.70     | 8.90                | Sag                      | 53.4                       | 6       | 600             |  |

## ПРИЛОЖЕНИЕ № 1-ПРОЕКТНИ ЕЛЕМЕНТИ НА ПЪТЯ / APPENDIX #1-ROAD DESIGN ELEMENTS

| ЕЛЕМЕНТИ В СИТУАЦИЯ И НАПРЕЧЕН ПРОФИЛ / PLAN AND CROSS SECTION ELEMENTS |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | ЕЛЕМЕНТИ В НАДЛЪЖЕН ПРОФИЛ / LONGITUDONAL SECTION ELEMENTS |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|-------------------------------------------------------------------------|---------------------|--------------------|--------|-------|--------------------------|--------------------------|-------------|-------------------------|-------------------------|------|-------------------------|------------------------------------------------------------|-------------------------------|-----------------------------------|----------|-----------|---------------------|--------------------------|----------------------------|---------|-----------------|--|
| Number                                                                  | Тип/Type            | Дължина/<br>Length | Radius | A     | Нач.км/<br>Start Station | Краен км/<br>End Station | Delta angle | PI<br>Included<br>Angle | Връх км /<br>PI Station | qкр  | Сналично/<br>Cavailable | Number                                                     | Верт.Чупка км/<br>PVI Station | Верт.Чупка кота/<br>PVI Elevation | Grade In | Grade Out | A (Grade<br>Change) | Profile<br>Curve<br>Type | Profile<br>Curve<br>Length | K Value | Curve<br>Radius |  |
| №                                                                       |                     | m                  | m      |       |                          |                          |             | (g)                     |                         | %    |                         | №                                                          |                               |                                   | %        | %         | %                   |                          | m                          |         | m               |  |
| 1                                                                       | 2                   | 3                  | 4      | 5     | 6                        | 7                        | 8           | 9                       | 10                      | 11   | 12.00                   | 13                                                         | 14                            | 15                                | 16       | 17        | 18                  | 19                       | 20                         | 21      | 22              |  |
| 33                                                                      | Line                | 25.041             |        |       | 1+193.11m                | 1+218.15m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 34                                                                      | Curve               | 23.205             | 155.00 |       | 1+218.15m                | 1+241.35m                | 9.5310 (g)  | 190.469                 | 1+229.77m               | 3.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 35                                                                      | Line                | 32.126             |        |       | 1+241.35m                | 1+273.48m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 23                                                         | 1+253.18m                     | 294.807m                          | 11.70    | 8.10      | 3.60                | Crest                    | 71.64                      | 19.9    | 1990            |  |
| 36                                                                      | Curve               | 36.318             | 350.00 |       | 1+273.48m                | 1+309.80m                | 6.6060 (g)  | 193.394                 | 1+291.65m               | 2.50 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 37                                                                      | Line                | 21.753             |        |       | 1+309.80m                | 1+331.55m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 38                                                                      | Curve               | 61.029             | 55.00  |       | 1+331.55m                | 1+392.58m                | 70.6406 (g) | 129.3594                | 1+365.64m               | 6.00 | 7.00                    |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 24                                                         | 1+378.30m                     | 304.941m                          | 8.10     | 9.50      | 1.40                | Sag                      | 42                         | 30      | 3000            |  |
| 39                                                                      | Line                | 28.147             |        |       | 1+392.58m                | 1+420.73m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 40                                                                      | Curve               | 20.561             | 45.00  |       | 1+420.73m                | 1+441.29m                | 29.0876 (g) | 170.9124                | 1+431.19m               | 4.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 25                                                         | 1+431.85m                     | 310.029m                          | 9.50     | 7.00      | 2.50                | Crest                    | 50                         | 20      | 2000            |  |
| 41                                                                      | Line                | 32.714             |        |       | 1+441.29m                | 1+474.00m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 42                                                                      | Curve               | 55.376             | 45.00  |       | 1+474.00m                | 1+529.38m                | 78.3406 (g) | 121.6594                | 1+505.81m               | 4.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 26                                                         | 1+485.73m                     | 313.801m                          | 7.00     | 10.00     | 3.00                | Sag                      | 36                         | 12      | 1200            |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 27                                                         | 1+518.93m                     | 317.121m                          | 10.00    | 8.20      | 1.80                | Crest                    | 27.004                     | 15      | 1500            |  |
| 43                                                                      | Line                | 22.666             |        |       | 1+529.38m                | 1+552.04m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 44                                                                      | Curve               | 28.402             | 30.00  |       | 1+552.04m                | 1+580.44m                | 60.2714 (g) | 139.7286                | 1+567.41m               | 6.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 28                                                         | 1+560.79m                     | 320.553m                          | 8.20     | 4.70      | 3.50                | Crest                    | 31.147                     | 8.9     | 890             |  |
| 45                                                                      | Line                | 37.025             |        |       | 1+580.44m                | 1+617.47m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 29                                                         | 1+582.66m                     | 321.581m                          | 4.70     | 7.20      | 2.50                | Sag                      | 12.5                       | 5       | 500             |  |
| 46                                                                      | Curve               | 40.084             | 200.00 |       | 1+617.47m                | 1+657.55m                | 12.7591 (g) | 187.2409                | 1+637.58m               | 2.80 | 7.10                    |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 47                                                                      | Line                | 40.283             |        |       | 1+657.55m                | 1+697.84m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 30                                                         | 1+664.78m                     | 327.493m                          | 7.20     | 0.50      | 6.70                | Crest                    | 140.7                      | 21      | 2100            |  |
| 48                                                                      | Curve               | 15.014             | 60.00  |       | 1+697.84m                | 1+712.85m                | 15.9301 (g) | 184.0699                | 1+705.38m               | 4.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 49                                                                      | Line                | 48.219             |        |       | 1+712.85m                | 1+761.07m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 31                                                         | 1+750.67m                     | 327.923m                          | 0.50     | 2.50      | 2.00                | Sag                      | 20                         | 10      | 1000            |  |
| 50                                                                      | Curve               | 80.927             | 60.00  |       | 1+761.07m                | 1+842.00m                | 85.8663 (g) | 114.1337                | 1+809.03m               | 4.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 32                                                         | 1+781.15m                     | 328.685m                          | 2.50     | -0.60     | 3.10                | Crest                    | 34.1                       | 11      | 1100            |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 33                                                         | 1+841.46m                     | 328.323m                          | -0.60    | -9.30     | 8.70                | Crest                    | 43.5                       | 5       | 500             |  |
| 51                                                                      | Line                | 44.704             |        |       | 1+842.00m                | 1+886.70m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 52.1                                                                    | Spiral-Curve-Spiral | 81                 |        | 90.00 | 1+886.70m                | 1+967.70m                | 25.7831 (g) |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 34                                                         | 1+941.22m                     | 319.045m                          | -9.30    | -6.30     | 3.00                | Sag                      | 60                         | 20      | 2000            |  |
| 52.2                                                                    | Spiral-Curve-Spiral | 11.214             | 100.00 |       | 1+967.70m                | 1+978.91m                | 7.1391 (g)  | 155.6186                | 1+973.31m               | 3.40 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 52.3                                                                    | Spiral-Curve-Spiral | 36                 |        | 60.00 | 1+978.91m                | 2+014.91m                | 11.4592 (g) |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 53                                                                      | Line                | 26.877             |        |       | 2+014.91m                | 2+041.79m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 54.1                                                                    | Spiral-Curve-Spiral | 23.529             |        | 20.00 | 2+041.79m                | 2+065.32m                | 44.0567 (g) |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 35                                                         | 2+063.85m                     | 311.320m                          | -6.30    | -11.20    | 4.90                | Crest                    | 49                         | 10      | 1000            |  |
| 54.2                                                                    | Spiral-Curve-Spiral | 16.554             | 17.00  |       | 2+065.32m                | 2+081.88m                | 61.9920 (g) | 69.1693                 | 2+074.32m               | 6.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 54.3                                                                    | Spiral-Curve-Spiral | 13.235             |        | 15.00 | 2+081.88m                | 2+095.11m                | 24.7819 (g) |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 55                                                                      | Line                | 29.263             |        |       | 2+095.11m                | 2+124.37m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
|                                                                         |                     |                    |        |       |                          |                          |             |                         |                         |      |                         | 36                                                         | 2+105.00m                     | 306.711m                          | -11.20   |           |                     |                          |                            |         |                 |  |
| 56.1                                                                    | Spiral-Curve-Spiral | 16                 |        | 20.00 | 2+124.37m                | 2+140.37m                | 20.3718 (g) |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 56.2                                                                    | Spiral-Curve-Spiral | 15.075             | 25.00  |       | 2+140.37m                | 2+155.45m                | 38.3871 (g) | 120.8692                | 2+148.15m               | 6.00 | 10.00                   |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 56.3                                                                    | Spiral-Curve-Spiral | 16                 |        | 20.00 | 2+155.45m                | 2+171.45m                | 20.3718 (g) |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |
| 57                                                                      | Line                | 27.59              |        |       | 2+171.45m                | 2+199.04m                |             |                         |                         |      |                         |                                                            |                               |                                   |          |           |                     |                          |                            |         |                 |  |

## Appendix 2 / Приложение 2

Points coordinate

Координати на точките

## ПРИЛОЖЕНИЕ №2 / APPENDIX #2

| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                                |  |
|-----------------------------------------|---------------|---------------|-----------|--------------------------------|--|
| №                                       | X             | Y             | Z         | Описание                       |  |
| #                                       | Easting       | Northing      | Elevation | Description                    |  |
| 2                                       | 9 433 703.080 | 4 524 304.384 | 346.097   | ALTERNATIVE_2 - 0+000.00 - BOA |  |
| 3                                       | 9 433 745.581 | 4 524 239.578 | 343.035   | ALTERNATIVE_2 - 0+042.20 - RP  |  |
| 4                                       | 9 433 686.084 | 4 524 265.753 | 343.035   | ALTERNATIVE_2 - 0+042.20 - HK  |  |
| 5                                       | 9 433 680.773 | 4 524 244.564 | 340.866   | ALTERNATIVE_2 - 0+064.15 - Mid |  |
| 6                                       | 9 433 682.781 | 4 524 222.811 | 339.269   | ALTERNATIVE_2 - 0+086.10 - KK  |  |
| 7                                       | 9 433 896.268 | 4 524 256.683 | 337.682   | ALTERNATIVE_2 - 0+108.45 - RP  |  |
| 8                                       | 9 433 688.544 | 4 524 201.224 | 337.682   | ALTERNATIVE_2 - 0+108.45 - HK  |  |
| 9                                       | 9 433 698.396 | 4 524 172.592 | 335.531   | ALTERNATIVE_2 - 0+138.75 - Mid |  |
| 10                                      | 9 433 712.171 | 4 524 145.627 | 333.198   | ALTERNATIVE_2 - 0+169.06 - KK  |  |
| 11                                      | 9 433 863.290 | 4 524 166.153 | 328.057   | ALTERNATIVE_2 - 0+229.54 - RP  |  |
| 12                                      | 9 433 743.413 | 4 524 093.838 | 328.057   | ALTERNATIVE_2 - 0+229.54 - HK  |  |
| 13                                      | 9 433 759.391 | 4 524 072.318 | 325.799   | ALTERNATIVE_2 - 0+256.38 - Mid |  |
| 14                                      | 9 433 779.178 | 4 524 054.238 | 323.671   | ALTERNATIVE_2 - 0+283.23 - KK  |  |
| 15                                      | 9 433 805.291 | 4 524 007.091 | 318.405   | ALTERNATIVE_2 - 0+332.43 - RP  |  |
| 16                                      | 9 433 818.509 | 4 524 024.678 | 320.145   | ALTERNATIVE_2 - 0+332.43 - HK  |  |
| 17                                      | 9 433 826.171 | 4 524 014.021 | 319.271   | ALTERNATIVE_2 - 0+345.76 - Mid |  |
| 18                                      | 9 433 826.402 | 4 524 000.898 | 318.405   | ALTERNATIVE_2 - 0+359.08 - KK  |  |
| 19                                      | 9 433 784.450 | 4 524 007.095 | 321.285   | ALTERNATIVE_2 - 0+364.95 - RP  |  |
| 20                                      | 9 433 824.751 | 4 523 995.272 | 318.023   | ALTERNATIVE_2 - 0+364.95 - HK  |  |
| 21                                      | 9 433 823.189 | 4 523 990.869 | 317.720   | ALTERNATIVE_2 - 0+369.62 - Mid |  |
| 22                                      | 9 433 821.147 | 4 523 986.667 | 317.416   | ALTERNATIVE_2 - 0+374.30 - KK  |  |
| 23                                      | 9 433 855.107 | 4 523 944.873 | 315.267   | ALTERNATIVE_2 - 0+394.30 - RP  |  |
| 24                                      | 9 433 811.419 | 4 523 969.192 | 316.148   | ALTERNATIVE_2 - 0+394.30 - HK  |  |
| 25                                      | 9 433 806.343 | 4 523 955.922 | 315.538   | ALTERNATIVE_2 - 0+408.55 - Mid |  |
| 26                                      | 9 433 805.204 | 4 523 941.761 | 315.267   | ALTERNATIVE_2 - 0+422.81 - KK  |  |
| 27                                      | 9 433 881.483 | 4 523 939.660 | 316.654   | ALTERNATIVE_2 - 0+429.65 - RP  |  |
| 28                                      | 9 433 805.630 | 4 523 934.929 | 315.225   | ALTERNATIVE_2 - 0+429.65 - HK  |  |
| 29                                      | 9 433 806.114 | 4 523 929.887 | 315.195   | ALTERNATIVE_2 - 0+434.72 - Mid |  |
| 30                                      | 9 433 806.932 | 4 523 924.889 | 315.164   | ALTERNATIVE_2 - 0+439.78 - KK  |  |
| 31                                      | 9 433 906.211 | 4 523 938.338 | 317.360   | ALTERNATIVE_2 - 0+445.89 - RP  |  |
| 32                                      | 9 433 808.118 | 4 523 918.903 | 315.128   | ALTERNATIVE_2 - 0+445.89 - HK  |  |
| 33                                      | 9 433 812.838 | 4 523 902.539 | 315.021   | ALTERNATIVE_2 - 0+462.94 - Mid |  |
| 34                                      | 9 433 820.267 | 4 523 887.214 | 314.779   | ALTERNATIVE_2 - 0+479.99 - KK  |  |
| 35                                      | 9 433 755.895 | 4 523 799.826 | 312.416   | ALTERNATIVE_2 - 0+522.18 - RP  |  |
| 36                                      | 9 433 841.839 | 4 523 850.950 | 313.347   | ALTERNATIVE_2 - 0+522.18 - HK  |  |
| 37                                      | 9 433 846.344 | 4 523 842.476 | 312.882   | ALTERNATIVE_2 - 0+531.78 - Mid |  |
| 38                                      | 9 433 850.016 | 4 523 833.610 | 312.416   | ALTERNATIVE_2 - 0+541.39 - KK  |  |
| 39                                      | 9 433 967.306 | 4 523 802.842 | 307.342   | ALTERNATIVE_2 - 0+609.97 - RP  |  |
| 40                                      | 9 433 873.186 | 4 523 769.058 | 308.997   | ALTERNATIVE_2 - 0+609.97 - HK  |  |
| 41                                      | 9 433 878.257 | 4 523 757.343 | 308.184   | ALTERNATIVE_2 - 0+622.74 - Mid |  |
| 42                                      | 9 433 884.779 | 4 523 746.369 | 307.342   | ALTERNATIVE_2 - 0+635.52 - KK  |  |
| 43                                      | 9 433 984.364 | 4 523 698.230 | 300.017   | ALTERNATIVE_2 - 0+731.48 - RP  |  |
| 44                                      | 9 433 938.973 | 4 523 667.170 | 301.991   | ALTERNATIVE_2 - 0+731.48 - HK  |  |
| 45                                      | 9 433 950.437 | 4 523 654.941 | 300.984   | ALTERNATIVE_2 - 0+748.31 - Mid |  |
| 46                                      | 9 433 965.052 | 4 523 646.732 | 300.017   | ALTERNATIVE_2 - 0+765.14 - KK  |  |
| 47                                      | 9 434 077.752 | 4 523 737.971 | 295.271   | ALTERNATIVE_2 - 0+838.63 - RP  |  |
| 48                                      | 9 434 033.863 | 4 523 620.929 | 296.821   | ALTERNATIVE_2 - 0+838.63 - HK  |  |
| 49                                      | 9 434 047.245 | 4 523 616.750 | 296.085   | ALTERNATIVE_2 - 0+852.66 - Mid |  |
| 50                                      | 9 434 061.011 | 4 523 614.097 | 295.271   | ALTERNATIVE_2 - 0+866.68 - KK  |  |
| 51                                      | 9 434 057.780 | 4 523 271.442 | 292.145   | ALTERNATIVE_2 - 0+909.37 - RP  |  |
| 52                                      | 9 434 103.315 | 4 523 608.379 | 293.117   | ALTERNATIVE_2 - 0+909.37 - HK  |  |
| 53                                      | 9 434 114.481 | 4 523 606.681 | 292.631   | ALTERNATIVE_2 - 0+920.67 - Mid |  |
| 54                                      | 9 434 125.584 | 4 523 604.613 | 292.145   | ALTERNATIVE_2 - 0+931.96 - KK  |  |
| 55                                      | 9 434 170.313 | 4 523 187.310 | 302.866   | ALTERNATIVE_2 - 1+059.01 - RP  |  |
| 56                                      | 9 434 250.083 | 4 523 579.276 | 284.788   | ALTERNATIVE_2 - 1+059.01 - HK  |  |
| 57                                      | 9 434 255.751 | 4 523 578.079 | 284.616   | ALTERNATIVE_2 - 1+064.80 - Mid |  |
| 58                                      | 9 434 261.400 | 4 523 576.801 | 284.510   | ALTERNATIVE_2 - 1+070.60 - KK  |  |
| 59                                      | 9 434 291.985 | 4 523 502.895 | 286.495   | ALTERNATIVE_2 - 1+117.21 - RP  |  |
| 60                                      | 9 434 306.787 | 4 523 566.187 | 284.703   | ALTERNATIVE_2 - 1+117.21 - HK  |  |

## ПРИЛОЖЕНИЕ №2 /APPENDIX #2

| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                                |
|-----------------------------------------|---------------|---------------|-----------|--------------------------------|
| №                                       | X             | Y             | Z         | Описание                       |
| #                                       | Easting       | Northing      | Elevation | Description                    |
| 61                                      | 9 434 324.374 | 4 523 559.251 | 285.630   | ALTERNATIVE_2 - 1+136.18 - Mid |
| 62                                      | 9 434 339.220 | 4 523 547.547 | 286.495   | ALTERNATIVE_2 - 1+155.15 - KK  |
| 63                                      | 9 434 306.589 | 4 523 487.447 | 288.262   | ALTERNATIVE_2 - 1+176.41 - RP  |
| 64                                      | 9 434 353.824 | 4 523 532.099 | 287.230   | ALTERNATIVE_2 - 1+176.41 - HK  |
| 65                                      | 9 434 359.153 | 4 523 525.682 | 287.686   | ALTERNATIVE_2 - 1+184.76 - Mid |
| 66                                      | 9 434 363.618 | 4 523 518.635 | 288.262   | ALTERNATIVE_2 - 1+193.11 - KK  |
| 67                                      | 9 434 239.640 | 4 523 422.293 | 290.708   | ALTERNATIVE_2 - 1+218.15 - RP  |
| 68                                      | 9 434 375.633 | 4 523 496.665 | 290.708   | ALTERNATIVE_2 - 1+218.15 - HK  |
| 69                                      | 9 434 380.814 | 4 523 486.286 | 292.027   | ALTERNATIVE_2 - 1+229.75 - Mid |
| 70                                      | 9 434 385.204 | 4 523 475.549 | 293.278   | ALTERNATIVE_2 - 1+241.35 - KK  |
| 71                                      | 9 434 067.550 | 4 523 325.123 | 292.449   | ALTERNATIVE_2 - 1+273.48 - RP  |
| 72                                      | 9 434 396.242 | 4 523 445.379 | 296.391   | ALTERNATIVE_2 - 1+273.48 - HK  |
| 73                                      | 9 434 402.037 | 4 523 428.171 | 297.922   | ALTERNATIVE_2 - 1+291.64 - Mid |
| 74                                      | 9 434 406.930 | 4 523 410.686 | 299.393   | ALTERNATIVE_2 - 1+309.80 - KK  |
| 75                                      | 9 434 465.580 | 4 523 403.038 | 301.155   | ALTERNATIVE_2 - 1+331.55 - RP  |
| 76                                      | 9 434 412.248 | 4 523 389.593 | 301.155   | ALTERNATIVE_2 - 1+331.55 - HK  |
| 77                                      | 9 434 427.331 | 4 523 363.516 | 303.630   | ALTERNATIVE_2 - 1+362.06 - Mid |
| 78                                      | 9 434 453.888 | 4 523 349.295 | 306.306   | ALTERNATIVE_2 - 1+392.58 - KK  |
| 79                                      | 9 434 471.825 | 4 523 299.340 | 308.924   | ALTERNATIVE_2 - 1+420.73 - RP  |
| 80                                      | 9 434 481.391 | 4 523 343.312 | 308.924   | ALTERNATIVE_2 - 1+420.73 - HK  |
| 81                                      | 9 434 491.101 | 4 523 340.003 | 309.803   | ALTERNATIVE_2 - 1+431.01 - Mid |
| 82                                      | 9 434 499.809 | 4 523 334.581 | 310.629   | ALTERNATIVE_2 - 1+441.29 - KK  |
| 83                                      | 9 434 497.444 | 4 523 278.997 | 317.974   | ALTERNATIVE_2 - 1+474.00 - RP  |
| 84                                      | 9 434 525.428 | 4 523 314.238 | 312.996   | ALTERNATIVE_2 - 1+474.00 - HK  |
| 85                                      | 9 434 540.637 | 4 523 291.623 | 315.398   | ALTERNATIVE_2 - 1+501.69 - Mid |
| 86                                      | 9 434 540.003 | 4 523 264.377 | 317.974   | ALTERNATIVE_2 - 1+529.38 - KK  |
| 87                                      | 9 434 561.012 | 4 523 233.194 | 319.810   | ALTERNATIVE_2 - 1+552.04 - RP  |
| 88                                      | 9 434 532.639 | 4 523 242.940 | 319.810   | ALTERNATIVE_2 - 1+552.04 - HK  |
| 89                                      | 9 434 531.316 | 4 523 228.934 | 320.752   | ALTERNATIVE_2 - 1+566.24 - Mid |
| 90                                      | 9 434 536.523 | 4 523 215.864 | 321.493   | ALTERNATIVE_2 - 1+580.44 - KK  |
| 91                                      | 9 434 394.654 | 4 523 070.111 | 323.961   | ALTERNATIVE_2 - 1+617.47 - RP  |
| 92                                      | 9 434 557.911 | 4 523 185.641 | 323.961   | ALTERNATIVE_2 - 1+617.47 - HK  |
| 93                                      | 9 434 568.650 | 4 523 168.729 | 325.088   | ALTERNATIVE_2 - 1+637.51 - Mid |
| 94                                      | 9 434 577.643 | 4 523 150.827 | 326.025   | ALTERNATIVE_2 - 1+657.55 - KK  |
| 95                                      | 9 434 539.004 | 4 523 089.756 | 327.328   | ALTERNATIVE_2 - 1+697.84 - RP  |
| 96                                      | 9 434 593.900 | 4 523 113.971 | 327.328   | ALTERNATIVE_2 - 1+697.84 - HK  |
| 97                                      | 9 434 596.493 | 4 523 106.931 | 327.485   | ALTERNATIVE_2 - 1+705.34 - Mid |
| 98                                      | 9 434 598.187 | 4 523 099.623 | 327.616   | ALTERNATIVE_2 - 1+712.85 - KK  |
| 99                                      | 9 434 665.300 | 4 523 061.928 | 327.829   | ALTERNATIVE_2 - 1+761.07 - RP  |
| 100                                     | 9 434 606.117 | 4 523 052.061 | 328.183   | ALTERNATIVE_2 - 1+761.07 - HK  |
| 101                                     | 9 434 625.234 | 4 523 017.266 | 328.563   | ALTERNATIVE_2 - 1+801.53 - Mid |
| 102                                     | 9 434 661.893 | 4 523 002.025 | 327.829   | ALTERNATIVE_2 - 1+842.00 - KK  |
| 103                                     | 9 434 706.525 | 4 522 999.486 | 324.141   | ALTERNATIVE_2 - 1+886.70 - КПК |
| 104                                     | 9 434 740.907 | 4 522 894.647 | 301.684   | ALTERNATIVE_2 - 1+967.70 - RP  |
| 105                                     | 9 434 785.464 | 4 522 984.172 | 317.485   | ALTERNATIVE_2 - 1+967.70 - КПК |
| 106                                     | 9 434 790.411 | 4 522 981.534 | 317.128   | ALTERNATIVE_2 - 1+973.31 - Mid |
| 107                                     | 9 434 795.203 | 4 522 978.623 | 316.772   | ALTERNATIVE_2 - 1+978.91 - КПК |
| 108                                     | 9 434 822.837 | 4 522 955.631 | 314.482   | ALTERNATIVE_2 - 2+014.91 - НПК |
| 109                                     | 9 434 842.430 | 4 522 937.233 | 312.665   | ALTERNATIVE_2 - 2+041.79 - КПК |
| 110                                     | 9 434 838.321 | 4 522 915.941 | 310.857   | ALTERNATIVE_2 - 2+065.32 - RP  |
| 111                                     | 9 434 855.189 | 4 522 918.057 | 310.857   | ALTERNATIVE_2 - 2+065.32 - КПК |
| 112                                     | 9 434 854.219 | 4 522 909.920 | 310.098   | ALTERNATIVE_2 - 2+073.60 - Mid |
| 113                                     | 9 434 849.554 | 4 522 903.181 | 309.270   | ALTERNATIVE_2 - 2+081.88 - КПК |
| 114                                     | 9 434 837.787 | 4 522 897.320 | 307.819   | ALTERNATIVE_2 - 2+095.11 - НПК |
| 115                                     | 9 434 810.127 | 4 522 887.766 | 304.541   | ALTERNATIVE_2 - 2+124.37 - КПК |
| 116                                     | 9 434 810.892 | 4 522 861.132 | 302.888   | ALTERNATIVE_2 - 2+140.37 - RP  |
| 117                                     | 9 434 795.711 | 4 522 880.995 | 302.888   | ALTERNATIVE_2 - 2+140.37 - КПК |
| 118                                     | 9 434 790.498 | 4 522 875.591 | 302.017   | ALTERNATIVE_2 - 2+147.91 - Mid |
| 119                                     | 9 434 787.124 | 4 522 868.883 | 301.458   | ALTERNATIVE_2 - 2+155.45 - КПК |

## ПРИЛОЖЕНИЕ №2 /APPENDIX #2

| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                                |
|-----------------------------------------|---------------|---------------|-----------|--------------------------------|
| №                                       | X             | Y             | Z         | Описание                       |
| #                                       | Easting       | Northing      | Elevation | Description                    |
| 120                                     | 9 434 785.505 | 4 522 853.038 | 299.985   | ALTERNATIVE_2 - 2+171.45 - НПК |
| 121                                     | 9 434 785.636 | 4 522 825.449 | 297.544   | ALTERNATIVE_2 - 2+199.04 - ЕОА |
| 122                                     | 9 433 676.894 | 4 524 244.862 | 340.866   | ALTERNATIVE_2 - 0+065.03 - CPI |
| 123                                     | 9 433 696.413 | 4 524 171.749 | 335.531   | ALTERNATIVE_2 - 0+138.95 - CPI |
| 124                                     | 9 433 757.452 | 4 524 070.566 | 325.799   | ALTERNATIVE_2 - 0+256.72 - CPI |
| 125                                     | 9 433 830.692 | 4 524 015.522 | 319.271   | ALTERNATIVE_2 - 0+347.67 - CPI |
| 126                                     | 9 433 823.430 | 4 523 990.768 | 317.720   | ALTERNATIVE_2 - 0+369.64 - CPI |
| 127                                     | 9 433 804.292 | 4 523 956.387 | 315.538   | ALTERNATIVE_2 - 0+408.95 - CPI |
| 128                                     | 9 433 805.946 | 4 523 929.866 | 315.195   | ALTERNATIVE_2 - 0+434.73 - CPI |
| 129                                     | 9 433 811.464 | 4 523 902.012 | 315.021   | ALTERNATIVE_2 - 0+463.10 - CPI |
| 130                                     | 9 433 846.762 | 4 523 842.674 | 312.882   | ALTERNATIVE_2 - 0+531.81 - CPI |
| 131                                     | 9 433 877.525 | 4 523 756.969 | 308.184   | ALTERNATIVE_2 - 0+622.81 - CPI |
| 132                                     | 9 433 948.785 | 4 523 652.832 | 300.984   | ALTERNATIVE_2 - 0+748.86 - CPI |
| 133                                     | 9 434 047.052 | 4 523 615.983 | 296.085   | ALTERNATIVE_2 - 0+852.72 - CPI |
| 134                                     | 9 434 114.512 | 4 523 606.866 | 292.631   | ALTERNATIVE_2 - 0+920.67 - CPI |
| 135                                     | 9 434 255.760 | 4 523 578.120 | 284.616   | ALTERNATIVE_2 - 1+064.80 - CPI |
| 136                                     | 9 434 325.804 | 4 523 561.740 | 285.630   | ALTERNATIVE_2 - 1+136.74 - CPI |
| 137                                     | 9 434 359.590 | 4 523 526.000 | 287.686   | ALTERNATIVE_2 - 1+184.80 - CPI |
| 138                                     | 9 434 381.210 | 4 523 486.466 | 292.027   | ALTERNATIVE_2 - 1+229.77 - CPI |
| 139                                     | 9 434 402.487 | 4 523 428.310 | 297.922   | ALTERNATIVE_2 - 1+291.65 - CPI |
| 140                                     | 9 434 420.581 | 4 523 356.541 | 303.630   | ALTERNATIVE_2 - 1+365.64 - CPI |
| 141                                     | 9 434 491.615 | 4 523 341.088 | 309.803   | ALTERNATIVE_2 - 1+431.19 - CPI |
| 142                                     | 9 434 550.337 | 4 523 294.458 | 315.398   | ALTERNATIVE_2 - 1+505.81 - CPI |
| 143                                     | 9 434 527.647 | 4 523 228.408 | 320.752   | ALTERNATIVE_2 - 1+567.41 - CPI |
| 144                                     | 9 434 569.527 | 4 523 169.226 | 325.088   | ALTERNATIVE_2 - 1+637.58 - CPI |
| 145                                     | 9 434 596.946 | 4 523 107.067 | 327.485   | ALTERNATIVE_2 - 1+705.38 - CPI |
| 146                                     | 9 434 614.005 | 4 523 004.748 | 328.563   | ALTERNATIVE_2 - 1+809.03 - CPI |
| 147                                     | 9 434 760.909 | 4 522 996.393 | 319.380   | ALTERNATIVE_2 - 1+941.17 - SPI |
| 148                                     | 9 434 780.621 | 4 522 995.272 | 318.052   | ALTERNATIVE_2 - 1+960.92 - PI  |
| 149                                     | 9 434 790.489 | 4 522 981.671 | 317.128   | ALTERNATIVE_2 - 1+973.31 - CPI |
| 150                                     | 9 434 805.311 | 4 522 972.088 | 316.011   | ALTERNATIVE_2 - 1+990.95 - SPI |
| 151                                     | 9 434 854.166 | 4 522 926.213 | 311.510   | ALTERNATIVE_2 - 2+057.89 - SPI |
| 152                                     | 9 434 856.309 | 4 522 909.128 | 310.098   | ALTERNATIVE_2 - 2+074.32 - CPI |
| 153                                     | 9 434 872.257 | 4 522 909.225 | 310.366   | ALTERNATIVE_2 - 2+082.71 - PI  |
| 154                                     | 9 434 846.194 | 4 522 900.223 | 308.802   | ALTERNATIVE_2 - 2+086.35 - SPI |
| 155                                     | 9 434 799.990 | 4 522 884.265 | 303.439   | ALTERNATIVE_2 - 2+135.10 - SPI |
| 156                                     | 9 434 789.534 | 4 522 876.274 | 302.017   | ALTERNATIVE_2 - 2+148.15 - CPI |
| 157                                     | 9 434 785.380 | 4 522 879.219 | 302.017   | ALTERNATIVE_2 - 2+150.55 - PI  |
| 158                                     | 9 434 785.454 | 4 522 863.763 | 300.988   | ALTERNATIVE_2 - 2+160.83 - SPI |
| 160                                     | 9 433 701.066 | 4 524 299.808 | 346.044   | ALTERNATIVE_2 - 0+005.00       |
| 161                                     | 9 433 699.053 | 4 524 295.231 | 345.762   | ALTERNATIVE_2 - 0+010.00       |
| 162                                     | 9 433 697.039 | 4 524 290.654 | 345.451   | ALTERNATIVE_2 - 0+015.00       |
| 163                                     | 9 433 695.026 | 4 524 286.078 | 345.099   | ALTERNATIVE_2 - 0+020.00       |
| 164                                     | 9 433 693.012 | 4 524 281.501 | 344.704   | ALTERNATIVE_2 - 0+025.00       |
| 165                                     | 9 433 690.999 | 4 524 276.924 | 344.268   | ALTERNATIVE_2 - 0+030.00       |
| 166                                     | 9 433 688.985 | 4 524 272.347 | 343.791   | ALTERNATIVE_2 - 0+035.00       |
| 167                                     | 9 433 686.972 | 4 524 267.771 | 343.272   | ALTERNATIVE_2 - 0+040.00       |
| 168                                     | 9 433 685.014 | 4 524 263.171 | 342.734   | ALTERNATIVE_2 - 0+045.00       |
| 169                                     | 9 433 683.380 | 4 524 258.447 | 342.198   | ALTERNATIVE_2 - 0+050.00       |
| 170                                     | 9 433 682.114 | 4 524 253.611 | 341.689   | ALTERNATIVE_2 - 0+055.00       |
| 171                                     | 9 433 681.223 | 4 524 248.692 | 341.222   | ALTERNATIVE_2 - 0+060.00       |
| 172                                     | 9 433 680.713 | 4 524 243.719 | 340.796   | ALTERNATIVE_2 - 0+065.00       |
| 173                                     | 9 433 680.587 | 4 524 238.722 | 340.413   | ALTERNATIVE_2 - 0+070.00       |
| 174                                     | 9 433 680.845 | 4 524 233.730 | 340.057   | ALTERNATIVE_2 - 0+075.00       |
| 175                                     | 9 433 681.485 | 4 524 228.773 | 339.702   | ALTERNATIVE_2 - 0+080.00       |
| 176                                     | 9 433 682.505 | 4 524 223.879 | 339.347   | ALTERNATIVE_2 - 0+085.00       |
| 177                                     | 9 433 683.786 | 4 524 219.046 | 338.992   | ALTERNATIVE_2 - 0+090.00       |
| 178                                     | 9 433 685.076 | 4 524 214.215 | 338.637   | ALTERNATIVE_2 - 0+095.00       |
| 179                                     | 9 433 686.366 | 4 524 209.384 | 338.282   | ALTERNATIVE_2 - 0+100.00       |

## ПРИЛОЖЕНИЕ №2 /APPENDIX #2

| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                          |
|-----------------------------------------|---------------|---------------|-----------|--------------------------|
| №                                       | X             | Y             | Z         | Описание                 |
| #                                       | Easting       | Northing      | Elevation | Description              |
| 180                                     | 9 433 687.655 | 4 524 204.553 | 337.927   | ALTERNATIVE_2 - 0+105.00 |
| 181                                     | 9 433 688.951 | 4 524 199.724 | 337.572   | ALTERNATIVE_2 - 0+110.00 |
| 182                                     | 9 433 690.331 | 4 524 194.919 | 337.217   | ALTERNATIVE_2 - 0+115.00 |
| 183                                     | 9 433 691.823 | 4 524 190.146 | 336.862   | ALTERNATIVE_2 - 0+120.00 |
| 184                                     | 9 433 693.426 | 4 524 185.410 | 336.507   | ALTERNATIVE_2 - 0+125.00 |
| 185                                     | 9 433 695.138 | 4 524 180.713 | 336.152   | ALTERNATIVE_2 - 0+130.00 |
| 186                                     | 9 433 696.959 | 4 524 176.056 | 335.797   | ALTERNATIVE_2 - 0+135.00 |
| 187                                     | 9 433 698.887 | 4 524 171.443 | 335.442   | ALTERNATIVE_2 - 0+140.00 |
| 188                                     | 9 433 700.923 | 4 524 166.877 | 335.085   | ALTERNATIVE_2 - 0+145.00 |
| 189                                     | 9 433 703.064 | 4 524 162.358 | 334.717   | ALTERNATIVE_2 - 0+150.00 |
| 190                                     | 9 433 705.310 | 4 524 157.891 | 334.336   | ALTERNATIVE_2 - 0+155.00 |
| 191                                     | 9 433 707.659 | 4 524 153.477 | 333.942   | ALTERNATIVE_2 - 0+160.00 |
| 192                                     | 9 433 710.110 | 4 524 149.119 | 333.536   | ALTERNATIVE_2 - 0+165.00 |
| 193                                     | 9 433 712.659 | 4 524 144.818 | 333.118   | ALTERNATIVE_2 - 0+170.00 |
| 194                                     | 9 433 715.242 | 4 524 140.537 | 332.693   | ALTERNATIVE_2 - 0+175.00 |
| 195                                     | 9 433 717.825 | 4 524 136.256 | 332.268   | ALTERNATIVE_2 - 0+180.00 |
| 196                                     | 9 433 720.407 | 4 524 131.975 | 331.843   | ALTERNATIVE_2 - 0+185.00 |
| 197                                     | 9 433 722.990 | 4 524 127.693 | 331.418   | ALTERNATIVE_2 - 0+190.00 |
| 198                                     | 9 433 725.573 | 4 524 123.412 | 330.993   | ALTERNATIVE_2 - 0+195.00 |
| 199                                     | 9 433 728.156 | 4 524 119.131 | 330.568   | ALTERNATIVE_2 - 0+200.00 |
| 200                                     | 9 433 730.738 | 4 524 114.849 | 330.143   | ALTERNATIVE_2 - 0+205.00 |
| 201                                     | 9 433 733.321 | 4 524 110.568 | 329.718   | ALTERNATIVE_2 - 0+210.00 |
| 202                                     | 9 433 735.904 | 4 524 106.287 | 329.293   | ALTERNATIVE_2 - 0+215.00 |
| 203                                     | 9 433 738.486 | 4 524 102.005 | 328.868   | ALTERNATIVE_2 - 0+220.00 |
| 204                                     | 9 433 741.069 | 4 524 097.724 | 328.443   | ALTERNATIVE_2 - 0+225.00 |
| 205                                     | 9 433 743.652 | 4 524 093.443 | 328.018   | ALTERNATIVE_2 - 0+230.00 |
| 206                                     | 9 433 746.325 | 4 524 089.218 | 327.593   | ALTERNATIVE_2 - 0+235.00 |
| 207                                     | 9 433 749.147 | 4 524 085.090 | 327.168   | ALTERNATIVE_2 - 0+240.00 |
| 208                                     | 9 433 752.114 | 4 524 081.066 | 326.744   | ALTERNATIVE_2 - 0+245.00 |
| 209                                     | 9 433 755.223 | 4 524 077.151 | 326.326   | ALTERNATIVE_2 - 0+250.00 |
| 210                                     | 9 433 758.470 | 4 524 073.349 | 325.912   | ALTERNATIVE_2 - 0+255.00 |
| 211                                     | 9 433 761.850 | 4 524 069.665 | 325.504   | ALTERNATIVE_2 - 0+260.00 |
| 212                                     | 9 433 765.360 | 4 524 066.105 | 325.100   | ALTERNATIVE_2 - 0+265.00 |
| 213                                     | 9 433 768.995 | 4 524 062.672 | 324.701   | ALTERNATIVE_2 - 0+270.00 |
| 214                                     | 9 433 772.750 | 4 524 059.371 | 324.308   | ALTERNATIVE_2 - 0+275.00 |
| 215                                     | 9 433 776.621 | 4 524 056.206 | 323.919   | ALTERNATIVE_2 - 0+280.00 |
| 216                                     | 9 433 780.595 | 4 524 053.172 | 323.535   | ALTERNATIVE_2 - 0+285.00 |
| 217                                     | 9 433 784.592 | 4 524 050.168 | 323.157   | ALTERNATIVE_2 - 0+290.00 |
| 218                                     | 9 433 788.589 | 4 524 047.164 | 322.783   | ALTERNATIVE_2 - 0+295.00 |
| 219                                     | 9 433 792.586 | 4 524 044.160 | 322.414   | ALTERNATIVE_2 - 0+300.00 |
| 220                                     | 9 433 796.583 | 4 524 041.156 | 322.051   | ALTERNATIVE_2 - 0+305.00 |
| 221                                     | 9 433 800.580 | 4 524 038.152 | 321.692   | ALTERNATIVE_2 - 0+310.00 |
| 222                                     | 9 433 804.577 | 4 524 035.148 | 321.338   | ALTERNATIVE_2 - 0+315.00 |
| 223                                     | 9 433 808.574 | 4 524 032.144 | 320.990   | ALTERNATIVE_2 - 0+320.00 |
| 224                                     | 9 433 812.571 | 4 524 029.140 | 320.646   | ALTERNATIVE_2 - 0+325.00 |
| 225                                     | 9 433 816.568 | 4 524 026.136 | 320.307   | ALTERNATIVE_2 - 0+330.00 |
| 226                                     | 9 433 820.470 | 4 524 023.016 | 319.974   | ALTERNATIVE_2 - 0+335.00 |
| 227                                     | 9 433 823.668 | 4 524 019.186 | 319.645   | ALTERNATIVE_2 - 0+340.00 |
| 228                                     | 9 433 825.921 | 4 524 014.734 | 319.320   | ALTERNATIVE_2 - 0+345.00 |
| 229                                     | 9 433 827.113 | 4 524 009.889 | 318.995   | ALTERNATIVE_2 - 0+350.00 |
| 230                                     | 9 433 827.182 | 4 524 004.901 | 318.670   | ALTERNATIVE_2 - 0+355.00 |
| 231                                     | 9 433 826.144 | 4 524 000.019 | 318.345   | ALTERNATIVE_2 - 0+360.00 |
| 232                                     | 9 433 824.736 | 4 523 995.221 | 318.020   | ALTERNATIVE_2 - 0+365.00 |
| 233                                     | 9 433 823.041 | 4 523 990.520 | 317.695   | ALTERNATIVE_2 - 0+370.00 |
| 234                                     | 9 433 820.804 | 4 523 986.051 | 317.370   | ALTERNATIVE_2 - 0+375.00 |
| 235                                     | 9 433 818.373 | 4 523 981.683 | 317.045   | ALTERNATIVE_2 - 0+380.00 |
| 236                                     | 9 433 815.941 | 4 523 977.314 | 316.720   | ALTERNATIVE_2 - 0+385.00 |
| 237                                     | 9 433 813.509 | 4 523 972.945 | 316.398   | ALTERNATIVE_2 - 0+390.00 |
| 238                                     | 9 433 811.081 | 4 523 968.574 | 316.110   | ALTERNATIVE_2 - 0+395.00 |

## ПРИЛОЖЕНИЕ №2 / APPENDIX #2

| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                          |
|-----------------------------------------|---------------|---------------|-----------|--------------------------|
| №                                       | X             | Y             | Z         | Описание                 |
| #                                       | Easting       | Northing      | Elevation | Description              |
| 239                                     | 9 433 808.935 | 4 523 964.060 | 315.863   | ALTERNATIVE_2 - 0+400.00 |
| 240                                     | 9 433 807.250 | 4 523 959.355 | 315.658   | ALTERNATIVE_2 - 0+405.00 |
| 241                                     | 9 433 806.044 | 4 523 954.505 | 315.495   | ALTERNATIVE_2 - 0+410.00 |
| 242                                     | 9 433 805.327 | 4 523 949.559 | 315.373   | ALTERNATIVE_2 - 0+415.00 |
| 243                                     | 9 433 805.108 | 4 523 944.566 | 315.293   | ALTERNATIVE_2 - 0+420.00 |
| 244                                     | 9 433 805.340 | 4 523 939.572 | 315.253   | ALTERNATIVE_2 - 0+425.00 |
| 245                                     | 9 433 805.652 | 4 523 934.582 | 315.223   | ALTERNATIVE_2 - 0+430.00 |
| 246                                     | 9 433 806.150 | 4 523 929.607 | 315.193   | ALTERNATIVE_2 - 0+435.00 |
| 247                                     | 9 433 806.974 | 4 523 924.677 | 315.163   | ALTERNATIVE_2 - 0+440.00 |
| 248                                     | 9 433 807.946 | 4 523 919.772 | 315.133   | ALTERNATIVE_2 - 0+445.00 |
| 249                                     | 9 433 809.000 | 4 523 914.885 | 315.103   | ALTERNATIVE_2 - 0+450.00 |
| 250                                     | 9 433 810.294 | 4 523 910.056 | 315.073   | ALTERNATIVE_2 - 0+455.00 |
| 251                                     | 9 433 811.827 | 4 523 905.297 | 315.043   | ALTERNATIVE_2 - 0+460.00 |
| 252                                     | 9 433 813.597 | 4 523 900.621 | 315.002   | ALTERNATIVE_2 - 0+465.00 |
| 253                                     | 9 433 815.597 | 4 523 896.040 | 314.944   | ALTERNATIVE_2 - 0+470.00 |
| 254                                     | 9 433 817.825 | 4 523 891.564 | 314.870   | ALTERNATIVE_2 - 0+475.00 |
| 255                                     | 9 433 820.273 | 4 523 887.205 | 314.779   | ALTERNATIVE_2 - 0+480.00 |
| 256                                     | 9 433 822.829 | 4 523 882.907 | 314.671   | ALTERNATIVE_2 - 0+485.00 |
| 257                                     | 9 433 825.385 | 4 523 878.610 | 314.547   | ALTERNATIVE_2 - 0+490.00 |
| 258                                     | 9 433 827.942 | 4 523 874.313 | 314.406   | ALTERNATIVE_2 - 0+495.00 |
| 259                                     | 9 433 830.498 | 4 523 870.016 | 314.248   | ALTERNATIVE_2 - 0+500.00 |
| 260                                     | 9 433 833.054 | 4 523 865.719 | 314.073   | ALTERNATIVE_2 - 0+505.00 |
| 261                                     | 9 433 835.610 | 4 523 861.421 | 313.882   | ALTERNATIVE_2 - 0+510.00 |
| 262                                     | 9 433 838.166 | 4 523 857.124 | 313.675   | ALTERNATIVE_2 - 0+515.00 |
| 263                                     | 9 433 840.723 | 4 523 852.827 | 313.450   | ALTERNATIVE_2 - 0+520.00 |
| 264                                     | 9 433 843.245 | 4 523 848.510 | 313.211   | ALTERNATIVE_2 - 0+525.00 |
| 265                                     | 9 433 845.569 | 4 523 844.083 | 312.968   | ALTERNATIVE_2 - 0+530.00 |
| 266                                     | 9 433 847.668 | 4 523 839.546 | 312.726   | ALTERNATIVE_2 - 0+535.00 |
| 267                                     | 9 433 849.539 | 4 523 834.910 | 312.483   | ALTERNATIVE_2 - 0+540.00 |
| 268                                     | 9 433 851.237 | 4 523 830.207 | 312.241   | ALTERNATIVE_2 - 0+545.00 |
| 269                                     | 9 433 852.926 | 4 523 825.501 | 311.998   | ALTERNATIVE_2 - 0+550.00 |
| 270                                     | 9 433 854.615 | 4 523 820.795 | 311.756   | ALTERNATIVE_2 - 0+555.00 |
| 271                                     | 9 433 856.305 | 4 523 816.089 | 311.513   | ALTERNATIVE_2 - 0+560.00 |
| 272                                     | 9 433 857.994 | 4 523 811.383 | 311.271   | ALTERNATIVE_2 - 0+565.00 |
| 273                                     | 9 433 859.683 | 4 523 806.677 | 311.028   | ALTERNATIVE_2 - 0+570.00 |
| 274                                     | 9 433 861.372 | 4 523 801.971 | 310.786   | ALTERNATIVE_2 - 0+575.00 |
| 275                                     | 9 433 863.061 | 4 523 797.265 | 310.543   | ALTERNATIVE_2 - 0+580.00 |
| 276                                     | 9 433 864.750 | 4 523 792.559 | 310.301   | ALTERNATIVE_2 - 0+585.00 |
| 277                                     | 9 433 866.440 | 4 523 787.853 | 310.058   | ALTERNATIVE_2 - 0+590.00 |
| 278                                     | 9 433 868.129 | 4 523 783.147 | 309.815   | ALTERNATIVE_2 - 0+595.00 |
| 279                                     | 9 433 869.818 | 4 523 778.441 | 309.558   | ALTERNATIVE_2 - 0+600.00 |
| 280                                     | 9 433 871.507 | 4 523 773.735 | 309.285   | ALTERNATIVE_2 - 0+605.00 |
| 281                                     | 9 433 873.196 | 4 523 769.029 | 308.996   | ALTERNATIVE_2 - 0+610.00 |
| 282                                     | 9 433 875.004 | 4 523 764.368 | 308.689   | ALTERNATIVE_2 - 0+615.00 |
| 283                                     | 9 433 877.042 | 4 523 759.802 | 308.366   | ALTERNATIVE_2 - 0+620.00 |
| 284                                     | 9 433 879.306 | 4 523 755.345 | 308.033   | ALTERNATIVE_2 - 0+625.00 |
| 285                                     | 9 433 881.790 | 4 523 751.006 | 307.701   | ALTERNATIVE_2 - 0+630.00 |
| 286                                     | 9 433 884.487 | 4 523 746.797 | 307.375   | ALTERNATIVE_2 - 0+635.00 |
| 287                                     | 9 433 887.310 | 4 523 742.670 | 307.059   | ALTERNATIVE_2 - 0+640.00 |
| 288                                     | 9 433 890.134 | 4 523 738.543 | 306.754   | ALTERNATIVE_2 - 0+645.00 |
| 289                                     | 9 433 892.957 | 4 523 734.417 | 306.458   | ALTERNATIVE_2 - 0+650.00 |
| 290                                     | 9 433 895.781 | 4 523 730.291 | 306.172   | ALTERNATIVE_2 - 0+655.00 |
| 291                                     | 9 433 898.605 | 4 523 726.164 | 305.896   | ALTERNATIVE_2 - 0+660.00 |
| 292                                     | 9 433 901.428 | 4 523 722.038 | 305.626   | ALTERNATIVE_2 - 0+665.00 |
| 293                                     | 9 433 904.252 | 4 523 717.911 | 305.356   | ALTERNATIVE_2 - 0+670.00 |
| 294                                     | 9 433 907.075 | 4 523 713.785 | 305.086   | ALTERNATIVE_2 - 0+675.00 |
| 295                                     | 9 433 909.899 | 4 523 709.659 | 304.816   | ALTERNATIVE_2 - 0+680.00 |
| 296                                     | 9 433 912.723 | 4 523 705.532 | 304.546   | ALTERNATIVE_2 - 0+685.00 |
| 297                                     | 9 433 915.546 | 4 523 701.406 | 304.276   | ALTERNATIVE_2 - 0+690.00 |

## ПРИЛОЖЕНИЕ №2 / APPENDIX #2

| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                          |
|-----------------------------------------|---------------|---------------|-----------|--------------------------|
| №                                       | X             | Y             | Z         | Описание                 |
| #                                       | Easting       | Northing      | Elevation | Description              |
| 298                                     | 9 433 918.370 | 4 523 697.280 | 304.006   | ALTERNATIVE_2 - 0+695.00 |
| 299                                     | 9 433 921.194 | 4 523 693.153 | 303.736   | ALTERNATIVE_2 - 0+700.00 |
| 300                                     | 9 433 924.017 | 4 523 689.027 | 303.466   | ALTERNATIVE_2 - 0+705.00 |
| 301                                     | 9 433 926.841 | 4 523 684.900 | 303.196   | ALTERNATIVE_2 - 0+710.00 |
| 302                                     | 9 433 929.665 | 4 523 680.774 | 302.925   | ALTERNATIVE_2 - 0+715.00 |
| 303                                     | 9 433 932.488 | 4 523 676.648 | 302.649   | ALTERNATIVE_2 - 0+720.00 |
| 304                                     | 9 433 935.312 | 4 523 672.521 | 302.367   | ALTERNATIVE_2 - 0+725.00 |
| 305                                     | 9 433 938.136 | 4 523 668.395 | 302.078   | ALTERNATIVE_2 - 0+730.00 |
| 306                                     | 9 433 941.051 | 4 523 664.334 | 301.783   | ALTERNATIVE_2 - 0+735.00 |
| 307                                     | 9 433 944.307 | 4 523 660.542 | 301.483   | ALTERNATIVE_2 - 0+740.00 |
| 308                                     | 9 433 947.894 | 4 523 657.061 | 301.183   | ALTERNATIVE_2 - 0+745.00 |
| 309                                     | 9 433 951.782 | 4 523 653.920 | 300.883   | ALTERNATIVE_2 - 0+750.00 |
| 310                                     | 9 433 955.939 | 4 523 651.145 | 300.585   | ALTERNATIVE_2 - 0+755.00 |
| 311                                     | 9 433 960.331 | 4 523 648.759 | 300.299   | ALTERNATIVE_2 - 0+760.00 |
| 312                                     | 9 433 964.921 | 4 523 646.781 | 300.025   | ALTERNATIVE_2 - 0+765.00 |
| 313                                     | 9 433 969.603 | 4 523 645.026 | 299.763   | ALTERNATIVE_2 - 0+770.00 |
| 314                                     | 9 433 974.285 | 4 523 643.270 | 299.514   | ALTERNATIVE_2 - 0+775.00 |
| 315                                     | 9 433 978.966 | 4 523 641.514 | 299.278   | ALTERNATIVE_2 - 0+780.00 |
| 316                                     | 9 433 983.648 | 4 523 639.759 | 299.054   | ALTERNATIVE_2 - 0+785.00 |
| 317                                     | 9 433 988.330 | 4 523 638.003 | 298.842   | ALTERNATIVE_2 - 0+790.00 |
| 318                                     | 9 433 993.011 | 4 523 636.248 | 298.643   | ALTERNATIVE_2 - 0+795.00 |
| 319                                     | 9 433 997.693 | 4 523 634.492 | 298.454   | ALTERNATIVE_2 - 0+800.00 |
| 320                                     | 9 434 002.375 | 4 523 632.737 | 298.267   | ALTERNATIVE_2 - 0+805.00 |
| 321                                     | 9 434 007.056 | 4 523 630.981 | 298.079   | ALTERNATIVE_2 - 0+810.00 |
| 322                                     | 9 434 011.738 | 4 523 629.225 | 297.883   | ALTERNATIVE_2 - 0+815.00 |
| 323                                     | 9 434 016.420 | 4 523 627.470 | 297.677   | ALTERNATIVE_2 - 0+820.00 |
| 324                                     | 9 434 021.101 | 4 523 625.714 | 297.461   | ALTERNATIVE_2 - 0+825.00 |
| 325                                     | 9 434 025.783 | 4 523 623.959 | 297.235   | ALTERNATIVE_2 - 0+830.00 |
| 326                                     | 9 434 030.465 | 4 523 622.203 | 296.999   | ALTERNATIVE_2 - 0+835.00 |
| 327                                     | 9 434 035.149 | 4 523 620.455 | 296.753   | ALTERNATIVE_2 - 0+840.00 |
| 328                                     | 9 434 039.882 | 4 523 618.845 | 296.497   | ALTERNATIVE_2 - 0+845.00 |
| 329                                     | 9 434 044.676 | 4 523 617.426 | 296.230   | ALTERNATIVE_2 - 0+850.00 |
| 330                                     | 9 434 049.523 | 4 523 616.200 | 295.954   | ALTERNATIVE_2 - 0+855.00 |
| 331                                     | 9 434 054.415 | 4 523 615.168 | 295.668   | ALTERNATIVE_2 - 0+860.00 |
| 332                                     | 9 434 059.345 | 4 523 614.333 | 295.372   | ALTERNATIVE_2 - 0+865.00 |
| 333                                     | 9 434 064.298 | 4 523 613.652 | 295.072   | ALTERNATIVE_2 - 0+870.00 |
| 334                                     | 9 434 069.253 | 4 523 612.983 | 294.774   | ALTERNATIVE_2 - 0+875.00 |
| 335                                     | 9 434 074.208 | 4 523 612.313 | 294.490   | ALTERNATIVE_2 - 0+880.00 |
| 336                                     | 9 434 079.163 | 4 523 611.643 | 294.223   | ALTERNATIVE_2 - 0+885.00 |
| 337                                     | 9 434 084.118 | 4 523 610.974 | 293.973   | ALTERNATIVE_2 - 0+890.00 |
| 338                                     | 9 434 089.073 | 4 523 610.304 | 293.739   | ALTERNATIVE_2 - 0+895.00 |
| 339                                     | 9 434 094.028 | 4 523 609.635 | 293.521   | ALTERNATIVE_2 - 0+900.00 |
| 340                                     | 9 434 098.983 | 4 523 608.965 | 293.305   | ALTERNATIVE_2 - 0+905.00 |
| 341                                     | 9 434 103.938 | 4 523 608.295 | 293.090   | ALTERNATIVE_2 - 0+910.00 |
| 342                                     | 9 434 108.886 | 4 523 607.579 | 292.875   | ALTERNATIVE_2 - 0+915.00 |
| 343                                     | 9 434 113.824 | 4 523 606.792 | 292.660   | ALTERNATIVE_2 - 0+920.00 |
| 344                                     | 9 434 118.749 | 4 523 605.931 | 292.445   | ALTERNATIVE_2 - 0+925.00 |
| 345                                     | 9 434 123.661 | 4 523 604.998 | 292.230   | ALTERNATIVE_2 - 0+930.00 |
| 346                                     | 9 434 128.562 | 4 523 604.007 | 292.015   | ALTERNATIVE_2 - 0+935.00 |
| 347                                     | 9 434 133.462 | 4 523 603.010 | 291.799   | ALTERNATIVE_2 - 0+940.00 |
| 348                                     | 9 434 138.361 | 4 523 602.013 | 291.584   | ALTERNATIVE_2 - 0+945.00 |
| 349                                     | 9 434 143.261 | 4 523 601.015 | 291.369   | ALTERNATIVE_2 - 0+950.00 |
| 350                                     | 9 434 148.160 | 4 523 600.018 | 291.143   | ALTERNATIVE_2 - 0+955.00 |
| 351                                     | 9 434 153.060 | 4 523 599.021 | 290.893   | ALTERNATIVE_2 - 0+960.00 |
| 352                                     | 9 434 157.959 | 4 523 598.024 | 290.617   | ALTERNATIVE_2 - 0+965.00 |
| 353                                     | 9 434 162.859 | 4 523 597.027 | 290.316   | ALTERNATIVE_2 - 0+970.00 |
| 354                                     | 9 434 167.759 | 4 523 596.030 | 289.990   | ALTERNATIVE_2 - 0+975.00 |
| 355                                     | 9 434 172.658 | 4 523 595.033 | 289.643   | ALTERNATIVE_2 - 0+980.00 |
| 356                                     | 9 434 177.558 | 4 523 594.036 | 289.293   | ALTERNATIVE_2 - 0+985.00 |

## ПРИЛОЖЕНИЕ №2 /APPENDIX #2

| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                          |
|-----------------------------------------|---------------|---------------|-----------|--------------------------|
| №                                       | X             | Y             | Z         | Описание                 |
| #                                       | Easting       | Northing      | Elevation | Description              |
| 357                                     | 9 434 182.457 | 4 523 593.038 | 288.943   | ALTERNATIVE_2 - 0+990.00 |
| 358                                     | 9 434 187.357 | 4 523 592.041 | 288.593   | ALTERNATIVE_2 - 0+995.00 |
| 359                                     | 9 434 192.256 | 4 523 591.044 | 288.243   | ALTERNATIVE_2 - 1+000.00 |
| 360                                     | 9 434 197.156 | 4 523 590.047 | 287.893   | ALTERNATIVE_2 - 1+005.00 |
| 361                                     | 9 434 202.056 | 4 523 589.050 | 287.543   | ALTERNATIVE_2 - 1+010.00 |
| 362                                     | 9 434 206.955 | 4 523 588.053 | 287.193   | ALTERNATIVE_2 - 1+015.00 |
| 363                                     | 9 434 211.855 | 4 523 587.056 | 286.843   | ALTERNATIVE_2 - 1+020.00 |
| 364                                     | 9 434 216.754 | 4 523 586.059 | 286.493   | ALTERNATIVE_2 - 1+025.00 |
| 365                                     | 9 434 221.654 | 4 523 585.061 | 286.155   | ALTERNATIVE_2 - 1+030.00 |
| 366                                     | 9 434 226.553 | 4 523 584.064 | 285.847   | ALTERNATIVE_2 - 1+035.00 |
| 367                                     | 9 434 231.453 | 4 523 583.067 | 285.571   | ALTERNATIVE_2 - 1+040.00 |
| 368                                     | 9 434 236.353 | 4 523 582.070 | 285.326   | ALTERNATIVE_2 - 1+045.00 |
| 369                                     | 9 434 241.252 | 4 523 581.073 | 285.112   | ALTERNATIVE_2 - 1+050.00 |
| 370                                     | 9 434 246.152 | 4 523 580.076 | 284.929   | ALTERNATIVE_2 - 1+055.00 |
| 371                                     | 9 434 251.051 | 4 523 579.077 | 284.754   | ALTERNATIVE_2 - 1+060.00 |
| 372                                     | 9 434 255.942 | 4 523 578.038 | 284.611   | ALTERNATIVE_2 - 1+065.00 |
| 373                                     | 9 434 260.819 | 4 523 576.937 | 284.518   | ALTERNATIVE_2 - 1+070.00 |
| 374                                     | 9 434 265.688 | 4 523 575.799 | 284.470   | ALTERNATIVE_2 - 1+075.00 |
| 375                                     | 9 434 270.556 | 4 523 574.660 | 284.430   | ALTERNATIVE_2 - 1+080.00 |
| 376                                     | 9 434 275.425 | 4 523 573.521 | 284.390   | ALTERNATIVE_2 - 1+085.00 |
| 377                                     | 9 434 280.294 | 4 523 572.383 | 284.350   | ALTERNATIVE_2 - 1+090.00 |
| 378                                     | 9 434 285.162 | 4 523 571.244 | 284.319   | ALTERNATIVE_2 - 1+095.00 |
| 379                                     | 9 434 290.031 | 4 523 570.106 | 284.334   | ALTERNATIVE_2 - 1+100.00 |
| 380                                     | 9 434 294.899 | 4 523 568.967 | 284.399   | ALTERNATIVE_2 - 1+105.00 |
| 381                                     | 9 434 299.768 | 4 523 567.828 | 284.512   | ALTERNATIVE_2 - 1+110.00 |
| 382                                     | 9 434 304.637 | 4 523 566.690 | 284.638   | ALTERNATIVE_2 - 1+115.00 |
| 383                                     | 9 434 309.491 | 4 523 565.493 | 284.800   | ALTERNATIVE_2 - 1+120.00 |
| 384                                     | 9 434 314.250 | 4 523 563.963 | 285.012   | ALTERNATIVE_2 - 1+125.00 |
| 385                                     | 9 434 318.877 | 4 523 562.071 | 285.274   | ALTERNATIVE_2 - 1+130.00 |
| 386                                     | 9 434 323.345 | 4 523 559.830 | 285.565   | ALTERNATIVE_2 - 1+135.00 |
| 387                                     | 9 434 327.627 | 4 523 557.251 | 285.833   | ALTERNATIVE_2 - 1+140.00 |
| 388                                     | 9 434 331.699 | 4 523 554.352 | 286.077   | ALTERNATIVE_2 - 1+145.00 |
| 389                                     | 9 434 335.536 | 4 523 551.148 | 286.295   | ALTERNATIVE_2 - 1+150.00 |
| 390                                     | 9 434 339.115 | 4 523 547.658 | 286.489   | ALTERNATIVE_2 - 1+155.00 |
| 391                                     | 9 434 342.550 | 4 523 544.025 | 286.658   | ALTERNATIVE_2 - 1+160.00 |
| 392                                     | 9 434 345.985 | 4 523 540.391 | 286.802   | ALTERNATIVE_2 - 1+165.00 |
| 393                                     | 9 434 349.420 | 4 523 536.758 | 286.962   | ALTERNATIVE_2 - 1+170.00 |
| 394                                     | 9 434 352.855 | 4 523 533.124 | 287.165   | ALTERNATIVE_2 - 1+175.00 |
| 395                                     | 9 434 356.216 | 4 523 529.424 | 287.411   | ALTERNATIVE_2 - 1+180.00 |
| 396                                     | 9 434 359.295 | 4 523 525.486 | 287.701   | ALTERNATIVE_2 - 1+185.00 |
| 397                                     | 9 434 362.063 | 4 523 521.324 | 288.033   | ALTERNATIVE_2 - 1+190.00 |
| 398                                     | 9 434 364.526 | 4 523 516.973 | 288.409   | ALTERNATIVE_2 - 1+195.00 |
| 399                                     | 9 434 366.925 | 4 523 512.587 | 288.828   | ALTERNATIVE_2 - 1+200.00 |
| 400                                     | 9 434 369.324 | 4 523 508.200 | 289.290   | ALTERNATIVE_2 - 1+205.00 |
| 401                                     | 9 434 371.724 | 4 523 503.813 | 289.795   | ALTERNATIVE_2 - 1+210.00 |
| 402                                     | 9 434 374.123 | 4 523 499.426 | 290.343   | ALTERNATIVE_2 - 1+215.00 |
| 403                                     | 9 434 376.512 | 4 523 495.034 | 290.923   | ALTERNATIVE_2 - 1+220.00 |
| 404                                     | 9 434 378.787 | 4 523 490.582 | 291.495   | ALTERNATIVE_2 - 1+225.00 |
| 405                                     | 9 434 380.917 | 4 523 486.058 | 292.055   | ALTERNATIVE_2 - 1+230.00 |
| 406                                     | 9 434 382.900 | 4 523 481.469 | 292.602   | ALTERNATIVE_2 - 1+235.00 |
| 407                                     | 9 434 384.734 | 4 523 476.817 | 293.136   | ALTERNATIVE_2 - 1+240.00 |
| 408                                     | 9 434 386.457 | 4 523 472.124 | 293.658   | ALTERNATIVE_2 - 1+245.00 |
| 409                                     | 9 434 388.175 | 4 523 467.428 | 294.167   | ALTERNATIVE_2 - 1+250.00 |
| 410                                     | 9 434 389.893 | 4 523 462.733 | 294.664   | ALTERNATIVE_2 - 1+255.00 |
| 411                                     | 9 434 391.611 | 4 523 458.037 | 295.148   | ALTERNATIVE_2 - 1+260.00 |
| 412                                     | 9 434 393.329 | 4 523 453.341 | 295.620   | ALTERNATIVE_2 - 1+265.00 |
| 413                                     | 9 434 395.047 | 4 523 448.646 | 296.079   | ALTERNATIVE_2 - 1+270.00 |
| 414                                     | 9 434 396.762 | 4 523 443.949 | 296.525   | ALTERNATIVE_2 - 1+275.00 |
| 415                                     | 9 434 398.426 | 4 523 439.234 | 296.959   | ALTERNATIVE_2 - 1+280.00 |

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| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                          |
|-----------------------------------------|---------------|---------------|-----------|--------------------------|
| №                                       | X             | Y             | Z         | Описание                 |
| #                                       | Easting       | Northing      | Elevation | Description              |
| 416                                     | 9 434 400.022 | 4 523 434.496 | 297.380   | ALTERNATIVE_2 - 1+285.00 |
| 417                                     | 9 434 401.551 | 4 523 429.735 | 297.789   | ALTERNATIVE_2 - 1+290.00 |
| 418                                     | 9 434 403.011 | 4 523 424.953 | 298.194   | ALTERNATIVE_2 - 1+295.00 |
| 419                                     | 9 434 404.403 | 4 523 420.151 | 298.599   | ALTERNATIVE_2 - 1+300.00 |
| 420                                     | 9 434 405.726 | 4 523 415.329 | 299.004   | ALTERNATIVE_2 - 1+305.00 |
| 421                                     | 9 434 406.980 | 4 523 410.489 | 299.409   | ALTERNATIVE_2 - 1+310.00 |
| 422                                     | 9 434 408.202 | 4 523 405.641 | 299.814   | ALTERNATIVE_2 - 1+315.00 |
| 423                                     | 9 434 409.425 | 4 523 400.792 | 300.219   | ALTERNATIVE_2 - 1+320.00 |
| 424                                     | 9 434 410.647 | 4 523 395.944 | 300.624   | ALTERNATIVE_2 - 1+325.00 |
| 425                                     | 9 434 411.869 | 4 523 391.096 | 301.029   | ALTERNATIVE_2 - 1+330.00 |
| 426                                     | 9 434 413.196 | 4 523 386.276 | 301.434   | ALTERNATIVE_2 - 1+335.00 |
| 427                                     | 9 434 414.934 | 4 523 381.590 | 301.839   | ALTERNATIVE_2 - 1+340.00 |
| 428                                     | 9 434 417.090 | 4 523 377.081 | 302.244   | ALTERNATIVE_2 - 1+345.00 |
| 429                                     | 9 434 419.647 | 4 523 372.786 | 302.649   | ALTERNATIVE_2 - 1+350.00 |
| 430                                     | 9 434 422.583 | 4 523 368.741 | 303.054   | ALTERNATIVE_2 - 1+355.00 |
| 431                                     | 9 434 425.874 | 4 523 364.979 | 303.461   | ALTERNATIVE_2 - 1+360.00 |
| 432                                     | 9 434 429.494 | 4 523 361.532 | 303.874   | ALTERNATIVE_2 - 1+365.00 |
| 433                                     | 9 434 433.411 | 4 523 358.427 | 304.296   | ALTERNATIVE_2 - 1+370.00 |
| 434                                     | 9 434 437.593 | 4 523 355.691 | 304.727   | ALTERNATIVE_2 - 1+375.00 |
| 435                                     | 9 434 442.007 | 4 523 353.346 | 305.165   | ALTERNATIVE_2 - 1+380.00 |
| 436                                     | 9 434 446.616 | 4 523 351.411 | 305.612   | ALTERNATIVE_2 - 1+385.00 |
| 437                                     | 9 434 451.381 | 4 523 349.902 | 306.068   | ALTERNATIVE_2 - 1+390.00 |
| 438                                     | 9 434 456.253 | 4 523 348.781 | 306.531   | ALTERNATIVE_2 - 1+395.00 |
| 439                                     | 9 434 461.139 | 4 523 347.718 | 307.003   | ALTERNATIVE_2 - 1+400.00 |
| 440                                     | 9 434 466.025 | 4 523 346.655 | 307.478   | ALTERNATIVE_2 - 1+405.00 |
| 441                                     | 9 434 470.910 | 4 523 345.592 | 307.951   | ALTERNATIVE_2 - 1+410.00 |
| 442                                     | 9 434 475.796 | 4 523 344.529 | 308.412   | ALTERNATIVE_2 - 1+415.00 |
| 443                                     | 9 434 480.682 | 4 523 343.466 | 308.860   | ALTERNATIVE_2 - 1+420.00 |
| 444                                     | 9 434 485.518 | 4 523 342.207 | 309.296   | ALTERNATIVE_2 - 1+425.00 |
| 445                                     | 9 434 490.187 | 4 523 340.424 | 309.719   | ALTERNATIVE_2 - 1+430.00 |
| 446                                     | 9 434 494.629 | 4 523 338.135 | 310.130   | ALTERNATIVE_2 - 1+435.00 |
| 447                                     | 9 434 498.790 | 4 523 335.367 | 310.529   | ALTERNATIVE_2 - 1+440.00 |
| 448                                     | 9 434 502.717 | 4 523 332.272 | 310.914   | ALTERNATIVE_2 - 1+445.00 |
| 449                                     | 9 434 506.633 | 4 523 329.163 | 311.288   | ALTERNATIVE_2 - 1+450.00 |
| 450                                     | 9 434 510.548 | 4 523 326.053 | 311.649   | ALTERNATIVE_2 - 1+455.00 |
| 451                                     | 9 434 514.464 | 4 523 322.944 | 311.999   | ALTERNATIVE_2 - 1+460.00 |
| 452                                     | 9 434 518.380 | 4 523 319.835 | 312.349   | ALTERNATIVE_2 - 1+465.00 |
| 453                                     | 9 434 522.295 | 4 523 316.726 | 312.702   | ALTERNATIVE_2 - 1+470.00 |
| 454                                     | 9 434 526.204 | 4 523 313.608 | 313.072   | ALTERNATIVE_2 - 1+475.00 |
| 455                                     | 9 434 529.864 | 4 523 310.205 | 313.462   | ALTERNATIVE_2 - 1+480.00 |
| 456                                     | 9 434 533.125 | 4 523 306.418 | 313.874   | ALTERNATIVE_2 - 1+485.00 |
| 457                                     | 9 434 535.945 | 4 523 302.293 | 314.306   | ALTERNATIVE_2 - 1+490.00 |
| 458                                     | 9 434 538.291 | 4 523 297.880 | 314.759   | ALTERNATIVE_2 - 1+495.00 |
| 459                                     | 9 434 540.133 | 4 523 293.234 | 315.233   | ALTERNATIVE_2 - 1+500.00 |
| 460                                     | 9 434 541.448 | 4 523 288.413 | 315.728   | ALTERNATIVE_2 - 1+505.00 |
| 461                                     | 9 434 542.221 | 4 523 283.476 | 316.221   | ALTERNATIVE_2 - 1+510.00 |
| 462                                     | 9 434 542.441 | 4 523 278.483 | 316.697   | ALTERNATIVE_2 - 1+515.00 |
| 463                                     | 9 434 542.107 | 4 523 273.497 | 317.157   | ALTERNATIVE_2 - 1+520.00 |
| 464                                     | 9 434 541.222 | 4 523 268.579 | 317.600   | ALTERNATIVE_2 - 1+525.00 |
| 465                                     | 9 434 539.801 | 4 523 263.787 | 318.026   | ALTERNATIVE_2 - 1+530.00 |
| 466                                     | 9 434 538.176 | 4 523 259.058 | 318.438   | ALTERNATIVE_2 - 1+535.00 |
| 467                                     | 9 434 536.552 | 4 523 254.330 | 318.848   | ALTERNATIVE_2 - 1+540.00 |
| 468                                     | 9 434 534.927 | 4 523 249.601 | 319.258   | ALTERNATIVE_2 - 1+545.00 |
| 469                                     | 9 434 533.303 | 4 523 244.872 | 319.655   | ALTERNATIVE_2 - 1+550.00 |
| 470                                     | 9 434 531.818 | 4 523 240.101 | 320.024   | ALTERNATIVE_2 - 1+555.00 |
| 471                                     | 9 434 531.076 | 4 523 235.162 | 320.365   | ALTERNATIVE_2 - 1+560.00 |
| 472                                     | 9 434 531.165 | 4 523 230.168 | 320.678   | ALTERNATIVE_2 - 1+565.00 |
| 473                                     | 9 434 532.080 | 4 523 225.259 | 320.963   | ALTERNATIVE_2 - 1+570.00 |
| 474                                     | 9 434 533.798 | 4 523 220.569 | 321.220   | ALTERNATIVE_2 - 1+575.00 |

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| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                          |
|-----------------------------------------|---------------|---------------|-----------|--------------------------|
| №                                       | X             | Y             | Z         | Описание                 |
| #                                       | Easting       | Northing      | Elevation | Description              |
| 475                                     | 9 434 536.269 | 4 523 216.229 | 321.469   | ALTERNATIVE_2 - 1+580.00 |
| 476                                     | 9 434 539.155 | 4 523 212.146 | 321.765   | ALTERNATIVE_2 - 1+585.00 |
| 477                                     | 9 434 542.043 | 4 523 208.064 | 322.109   | ALTERNATIVE_2 - 1+590.00 |
| 478                                     | 9 434 544.931 | 4 523 203.983 | 322.469   | ALTERNATIVE_2 - 1+595.00 |
| 479                                     | 9 434 547.819 | 4 523 199.902 | 322.822   | ALTERNATIVE_2 - 1+600.00 |
| 480                                     | 9 434 550.708 | 4 523 195.820 | 323.163   | ALTERNATIVE_2 - 1+605.00 |
| 481                                     | 9 434 553.596 | 4 523 191.739 | 323.492   | ALTERNATIVE_2 - 1+610.00 |
| 482                                     | 9 434 556.484 | 4 523 187.657 | 323.809   | ALTERNATIVE_2 - 1+615.00 |
| 483                                     | 9 434 559.359 | 4 523 183.567 | 324.114   | ALTERNATIVE_2 - 1+620.00 |
| 484                                     | 9 434 562.144 | 4 523 179.414 | 324.407   | ALTERNATIVE_2 - 1+625.00 |
| 485                                     | 9 434 564.824 | 4 523 175.193 | 324.688   | ALTERNATIVE_2 - 1+630.00 |
| 486                                     | 9 434 567.398 | 4 523 170.907 | 324.957   | ALTERNATIVE_2 - 1+635.00 |
| 487                                     | 9 434 569.863 | 4 523 166.557 | 325.215   | ALTERNATIVE_2 - 1+640.00 |
| 488                                     | 9 434 572.219 | 4 523 162.147 | 325.460   | ALTERNATIVE_2 - 1+645.00 |
| 489                                     | 9 434 574.465 | 4 523 157.680 | 325.694   | ALTERNATIVE_2 - 1+650.00 |
| 490                                     | 9 434 576.597 | 4 523 153.157 | 325.916   | ALTERNATIVE_2 - 1+655.00 |
| 491                                     | 9 434 578.630 | 4 523 148.589 | 326.126   | ALTERNATIVE_2 - 1+660.00 |
| 492                                     | 9 434 580.648 | 4 523 144.015 | 326.324   | ALTERNATIVE_2 - 1+665.00 |
| 493                                     | 9 434 582.666 | 4 523 139.440 | 326.510   | ALTERNATIVE_2 - 1+670.00 |
| 494                                     | 9 434 584.684 | 4 523 134.865 | 326.684   | ALTERNATIVE_2 - 1+675.00 |
| 495                                     | 9 434 586.702 | 4 523 130.291 | 326.846   | ALTERNATIVE_2 - 1+680.00 |
| 496                                     | 9 434 588.720 | 4 523 125.716 | 326.996   | ALTERNATIVE_2 - 1+685.00 |
| 497                                     | 9 434 590.738 | 4 523 121.141 | 327.135   | ALTERNATIVE_2 - 1+690.00 |
| 498                                     | 9 434 592.756 | 4 523 116.566 | 327.261   | ALTERNATIVE_2 - 1+695.00 |
| 499                                     | 9 434 594.738 | 4 523 111.976 | 327.376   | ALTERNATIVE_2 - 1+700.00 |
| 500                                     | 9 434 596.394 | 4 523 107.260 | 327.478   | ALTERNATIVE_2 - 1+705.00 |
| 501                                     | 9 434 597.652 | 4 523 102.422 | 327.569   | ALTERNATIVE_2 - 1+710.00 |
| 502                                     | 9 434 598.541 | 4 523 097.503 | 327.648   | ALTERNATIVE_2 - 1+715.00 |
| 503                                     | 9 434 599.363 | 4 523 092.571 | 327.715   | ALTERNATIVE_2 - 1+720.00 |
| 504                                     | 9 434 600.185 | 4 523 087.639 | 327.770   | ALTERNATIVE_2 - 1+725.00 |
| 505                                     | 9 434 601.007 | 4 523 082.707 | 327.813   | ALTERNATIVE_2 - 1+730.00 |
| 506                                     | 9 434 601.830 | 4 523 077.775 | 327.845   | ALTERNATIVE_2 - 1+735.00 |
| 507                                     | 9 434 602.652 | 4 523 072.843 | 327.870   | ALTERNATIVE_2 - 1+740.00 |
| 508                                     | 9 434 603.474 | 4 523 067.911 | 327.904   | ALTERNATIVE_2 - 1+745.00 |
| 509                                     | 9 434 604.296 | 4 523 062.979 | 327.963   | ALTERNATIVE_2 - 1+750.00 |
| 510                                     | 9 434 605.119 | 4 523 058.047 | 328.047   | ALTERNATIVE_2 - 1+755.00 |
| 511                                     | 9 434 605.941 | 4 523 053.115 | 328.156   | ALTERNATIVE_2 - 1+760.00 |
| 512                                     | 9 434 606.890 | 4 523 048.207 | 328.281   | ALTERNATIVE_2 - 1+765.00 |
| 513                                     | 9 434 608.234 | 4 523 043.393 | 328.390   | ALTERNATIVE_2 - 1+770.00 |
| 514                                     | 9 434 609.975 | 4 523 038.707 | 328.477   | ALTERNATIVE_2 - 1+775.00 |
| 515                                     | 9 434 612.100 | 4 523 034.183 | 328.541   | ALTERNATIVE_2 - 1+780.00 |
| 516                                     | 9 434 614.594 | 4 523 029.851 | 328.583   | ALTERNATIVE_2 - 1+785.00 |
| 517                                     | 9 434 617.440 | 4 523 025.742 | 328.601   | ALTERNATIVE_2 - 1+790.00 |
| 518                                     | 9 434 620.618 | 4 523 021.884 | 328.597   | ALTERNATIVE_2 - 1+795.00 |
| 519                                     | 9 434 624.106 | 4 523 018.303 | 328.572   | ALTERNATIVE_2 - 1+800.00 |
| 520                                     | 9 434 627.880 | 4 523 015.026 | 328.542   | ALTERNATIVE_2 - 1+805.00 |
| 521                                     | 9 434 631.914 | 4 523 012.074 | 328.512   | ALTERNATIVE_2 - 1+810.00 |
| 522                                     | 9 434 636.180 | 4 523 009.468 | 328.482   | ALTERNATIVE_2 - 1+815.00 |
| 523                                     | 9 434 640.647 | 4 523 007.226 | 328.452   | ALTERNATIVE_2 - 1+820.00 |
| 524                                     | 9 434 645.286 | 4 523 005.364 | 328.395   | ALTERNATIVE_2 - 1+825.00 |
| 525                                     | 9 434 650.064 | 4 523 003.895 | 328.289   | ALTERNATIVE_2 - 1+830.00 |
| 526                                     | 9 434 654.947 | 4 523 002.828 | 328.132   | ALTERNATIVE_2 - 1+835.00 |
| 527                                     | 9 434 659.902 | 4 523 002.171 | 327.926   | ALTERNATIVE_2 - 1+840.00 |
| 528                                     | 9 434 664.892 | 4 523 001.854 | 327.669   | ALTERNATIVE_2 - 1+845.00 |
| 529                                     | 9 434 669.884 | 4 523 001.570 | 327.363   | ALTERNATIVE_2 - 1+850.00 |
| 530                                     | 9 434 674.876 | 4 523 001.286 | 327.006   | ALTERNATIVE_2 - 1+855.00 |
| 531                                     | 9 434 679.868 | 4 523 001.002 | 326.600   | ALTERNATIVE_2 - 1+860.00 |
| 532                                     | 9 434 684.860 | 4 523 000.718 | 326.147   | ALTERNATIVE_2 - 1+865.00 |
| 533                                     | 9 434 689.852 | 4 523 000.435 | 325.685   | ALTERNATIVE_2 - 1+870.00 |

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| КООРДИНАТИ НА ТОЧКИТЕ/POINTS COORDINATE |               |               |           |                          |
|-----------------------------------------|---------------|---------------|-----------|--------------------------|
| №                                       | X             | Y             | Z         | Описание                 |
| #                                       | Easting       | Northing      | Elevation | Description              |
| 534                                     | 9 434 694.843 | 4 523 000.151 | 325.222   | ALTERNATIVE_2 - 1+875.00 |
| 535                                     | 9 434 699.835 | 4 522 999.867 | 324.760   | ALTERNATIVE_2 - 1+880.00 |
| 536                                     | 9 434 704.827 | 4 522 999.583 | 324.298   | ALTERNATIVE_2 - 1+885.00 |
| 537                                     | 9 434 709.819 | 4 522 999.298 | 323.836   | ALTERNATIVE_2 - 1+890.00 |
| 538                                     | 9 434 714.811 | 4 522 999.003 | 323.373   | ALTERNATIVE_2 - 1+895.00 |
| 539                                     | 9 434 719.800 | 4 522 998.683 | 322.911   | ALTERNATIVE_2 - 1+900.00 |
| 540                                     | 9 434 724.787 | 4 522 998.321 | 322.449   | ALTERNATIVE_2 - 1+905.00 |
| 541                                     | 9 434 729.770 | 4 522 997.904 | 321.987   | ALTERNATIVE_2 - 1+910.00 |
| 542                                     | 9 434 734.746 | 4 522 997.414 | 321.531   | ALTERNATIVE_2 - 1+915.00 |
| 543                                     | 9 434 739.712 | 4 522 996.838 | 321.087   | ALTERNATIVE_2 - 1+920.00 |
| 544                                     | 9 434 744.666 | 4 522 996.160 | 320.656   | ALTERNATIVE_2 - 1+925.00 |
| 545                                     | 9 434 749.602 | 4 522 995.365 | 320.238   | ALTERNATIVE_2 - 1+930.00 |
| 546                                     | 9 434 754.515 | 4 522 994.438 | 319.832   | ALTERNATIVE_2 - 1+935.00 |
| 547                                     | 9 434 759.399 | 4 522 993.366 | 319.438   | ALTERNATIVE_2 - 1+940.00 |
| 548                                     | 9 434 764.244 | 4 522 992.133 | 319.057   | ALTERNATIVE_2 - 1+945.00 |
| 549                                     | 9 434 769.042 | 4 522 990.726 | 318.689   | ALTERNATIVE_2 - 1+950.00 |
| 550                                     | 9 434 773.781 | 4 522 989.134 | 318.333   | ALTERNATIVE_2 - 1+955.00 |
| 551                                     | 9 434 778.449 | 4 522 987.343 | 317.989   | ALTERNATIVE_2 - 1+960.00 |
| 552                                     | 9 434 783.031 | 4 522 985.343 | 317.658   | ALTERNATIVE_2 - 1+965.00 |
| 553                                     | 9 434 787.511 | 4 522 983.124 | 317.338   | ALTERNATIVE_2 - 1+970.00 |
| 554                                     | 9 434 791.875 | 4 522 980.684 | 317.021   | ALTERNATIVE_2 - 1+975.00 |
| 555                                     | 9 434 796.111 | 4 522 978.029 | 316.703   | ALTERNATIVE_2 - 1+980.00 |
| 556                                     | 9 434 800.216 | 4 522 975.174 | 316.386   | ALTERNATIVE_2 - 1+985.00 |
| 557                                     | 9 434 804.198 | 4 522 972.151 | 316.068   | ALTERNATIVE_2 - 1+990.00 |
| 558                                     | 9 434 808.073 | 4 522 968.993 | 315.751   | ALTERNATIVE_2 - 1+995.00 |
| 559                                     | 9 434 811.860 | 4 522 965.728 | 315.433   | ALTERNATIVE_2 - 2+000.00 |
| 560                                     | 9 434 815.578 | 4 522 962.385 | 315.116   | ALTERNATIVE_2 - 2+005.00 |
| 561                                     | 9 434 819.250 | 4 522 958.991 | 314.798   | ALTERNATIVE_2 - 2+010.00 |
| 562                                     | 9 434 822.899 | 4 522 955.573 | 314.476   | ALTERNATIVE_2 - 2+015.00 |
| 563                                     | 9 434 826.544 | 4 522 952.150 | 314.149   | ALTERNATIVE_2 - 2+020.00 |
| 564                                     | 9 434 830.189 | 4 522 948.727 | 313.817   | ALTERNATIVE_2 - 2+025.00 |
| 565                                     | 9 434 833.834 | 4 522 945.305 | 313.480   | ALTERNATIVE_2 - 2+030.00 |
| 566                                     | 9 434 837.479 | 4 522 941.882 | 313.138   | ALTERNATIVE_2 - 2+035.00 |
| 567                                     | 9 434 841.124 | 4 522 938.460 | 312.791   | ALTERNATIVE_2 - 2+040.00 |
| 568                                     | 9 434 844.759 | 4 522 935.027 | 312.439   | ALTERNATIVE_2 - 2+045.00 |
| 569                                     | 9 434 848.252 | 4 522 931.450 | 312.082   | ALTERNATIVE_2 - 2+050.00 |
| 570                                     | 9 434 851.358 | 4 522 927.537 | 311.708   | ALTERNATIVE_2 - 2+055.00 |
| 571                                     | 9 434 853.777 | 4 522 923.170 | 311.309   | ALTERNATIVE_2 - 2+060.00 |
| 572                                     | 9 434 855.146 | 4 522 918.376 | 310.885   | ALTERNATIVE_2 - 2+065.00 |
| 573                                     | 9 434 855.129 | 4 522 913.394 | 310.436   | ALTERNATIVE_2 - 2+070.00 |
| 574                                     | 9 434 853.669 | 4 522 908.631 | 309.963   | ALTERNATIVE_2 - 2+075.00 |
| 575                                     | 9 434 850.891 | 4 522 904.495 | 309.464   | ALTERNATIVE_2 - 2+080.00 |
| 576                                     | 9 434 847.045 | 4 522 901.324 | 308.940   | ALTERNATIVE_2 - 2+085.00 |
| 577                                     | 9 434 842.583 | 4 522 899.081 | 308.391   | ALTERNATIVE_2 - 2+090.00 |
| 578                                     | 9 434 837.891 | 4 522 897.356 | 307.831   | ALTERNATIVE_2 - 2+095.00 |
| 579                                     | 9 434 833.165 | 4 522 895.723 | 307.271   | ALTERNATIVE_2 - 2+100.00 |
| 580                                     | 9 434 828.439 | 4 522 894.091 | 306.711   | ALTERNATIVE_2 - 2+105.00 |

## **Appendix 3 / Приложение 3**

Cross section points

Таблични напречни профили

ПРИЛОЖЕНИЕ №3 / APPENDIX #3  
ТАБЛИЧНИ НАПРЕЧНИ ПРОФИЛИ / CROSS SECTION POINTS

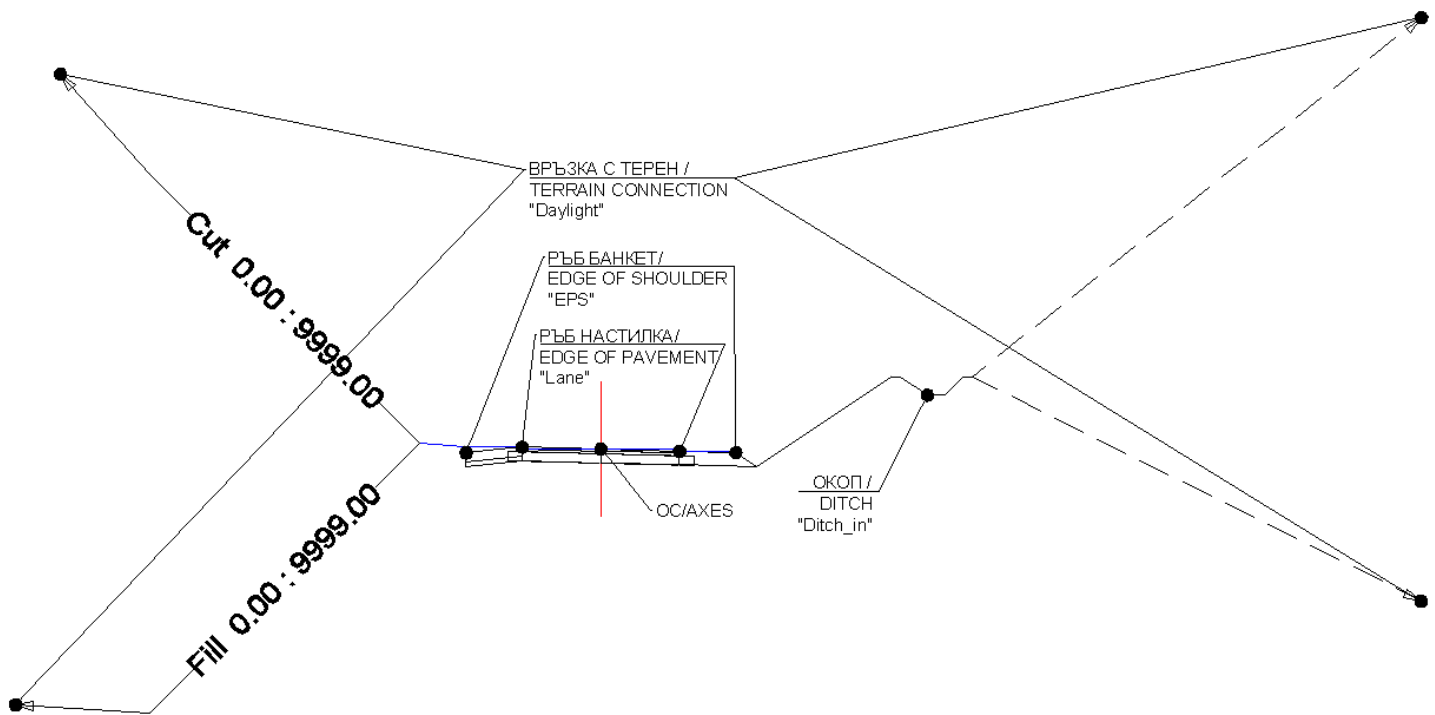


СХЕМА НА РАЗПОЛОЖЕНИЕТО НА ТОЧКИТЕ  
SCHEME OF POINT CODE LOCATION

## DOCUMENT TYPE

Revision #

## APPENDIX # 3

KGP100-1910-1210-RPT-6303\_0

| 0+030.00 |         |         |            |
|----------|---------|---------|------------|
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 344.031 | -6.958m | Daylight   |
| 2        | 343.601 | -5.880m | Ditch_In   |
| 3        | 344.101 | -4.941m | EPS        |
| 4        | 344.176 | -3.691m | Lane       |
| 5        | 344.269 | 0.000m  | AXES       |
| 6        | 344.35  | 3.244m  | Lane       |
| 7        | 344.275 | 4.494m  | EPS        |
| 8        | 343.999 | 4.907m  | Daylight   |
| 0+035.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 343.337 | -7.968m | Daylight   |
| 2        | 342.619 | -6.581m | Ditch_In   |
| 3        | 343.625 | -4.884m | EPS        |
| 4        | 343.7   | -3.634m | Lane       |
| 5        | 343.791 | 0.000m  | AXES       |
| 6        | 343.86  | 2.760m  | Lane       |
| 7        | 343.785 | 4.010m  | EPS        |
| 8        | 343.453 | 4.508m  | Daylight   |
| 0+040.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 342.89  | -7.738m | Daylight   |
| 2        | 342.194 | -6.329m | Ditch_In   |
| 3        | 343.07  | -4.826m | EPS        |
| 4        | 343.145 | -3.576m | Lane       |
| 5        | 343.272 | 0.000m  | AXES       |
| 6        | 343.352 | 2.276m  | Lane       |
| 7        | 343.277 | 3.526m  | EPS        |
| 8        | 342.98  | 3.972m  | Daylight   |
| 0+045.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 342.455 | -7.427m | Daylight   |
| 2        | 341.769 | -6.029m | Ditch_In   |
| 3        | 342.521 | -4.713m | EPS        |
| 4        | 342.596 | -3.463m | Lane       |
| 5        | 342.734 | 0.000m  | AXES       |
| 6        | 342.808 | 1.846m  | Lane       |
| 7        | 342.733 | 3.096m  | EPS        |
| 8        | 342.45  | 3.520m  | Daylight   |
| 0+050.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 342.016 | -6.883m | Daylight   |
| 2        | 341.344 | -5.502m | Ditch_In   |
| 3        | 341.999 | -4.330m | EPS        |
| 4        | 342.074 | -3.080m | Lane       |
| 5        | 342.198 | 0.000m  | AXES       |
| 6        | 342.268 | 1.750m  | Lane       |
| 7        | 342.193 | 3.000m  | EPS        |
| 8        | 341.939 | 3.381m  | Daylight   |
| 0+055.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 341.57  | -6.481m | Daylight   |
| 2        | 340.919 | -5.127m | Ditch_In   |
| 3        | 341.501 | -4.065m | EPS        |
| 4        | 341.576 | -2.815m | Lane       |

| 5        | 341.689 | 0.000m  | AXES       |
|----------|---------|---------|------------|
| 6        | 341.759 | 1.750m  | Lane       |
| 7        | 341.684 | 3.000m  | EPS        |
| 8        | 341.45  | 3.608m  | Daylight   |
| 0+060.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 341.149 | -6.602m | Daylight   |
| 2        | 340.386 | -5.164m | Ditch_In   |
| 3        | 341.037 | -4.000m | EPS        |
| 4        | 341.112 | -2.750m | Lane       |
| 5        | 341.222 | 0.000m  | AXES       |
| 6        | 341.292 | 1.750m  | Lane       |
| 7        | 341.217 | 3.000m  | EPS        |
| 8        | 340.987 | 3.819m  | Daylight   |
| 0+065.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 340.734 | -6.463m | Daylight   |
| 2        | 340.036 | -5.051m | Ditch_In   |
| 3        | 340.611 | -4.000m | EPS        |
| 4        | 340.686 | -2.750m | Lane       |
| 5        | 340.796 | 0.000m  | AXES       |
| 6        | 340.866 | 1.750m  | Lane       |
| 7        | 340.791 | 3.000m  | EPS        |
| 8        | 340.567 | 4.112m  | Daylight   |
| 0+070.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 340.301 | -6.309m | Daylight   |
| 2        | 339.686 | -5.001m | Ditch_In   |
| 3        | 340.228 | -4.000m | EPS        |
| 4        | 340.303 | -2.750m | Lane       |
| 5        | 340.413 | 0.000m  | AXES       |
| 6        | 340.483 | 1.750m  | Lane       |
| 7        | 340.408 | 3.000m  | EPS        |
| 8        | 340.19  | 4.423m  | Daylight   |
| 0+075.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 339.677 | -5.958m | Daylight   |
| 2        | 339.336 | -4.992m | Ditch_In   |
| 3        | 339.872 | -4.000m | EPS        |
| 4        | 339.947 | -2.750m | Lane       |
| 5        | 340.057 | 0.000m  | AXES       |
| 6        | 340.127 | 1.750m  | Lane       |
| 7        | 340.052 | 3.000m  | EPS        |
| 8        | 339.83  | 4.244m  | Daylight   |
| 0+080.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 339.171 | -5.831m | Daylight   |
| 2        | 338.986 | -4.984m | Ditch_In   |
| 3        | 339.517 | -4.000m | EPS        |
| 4        | 339.592 | -2.750m | Lane       |
| 5        | 339.702 | 0.000m  | AXES       |
| 6        | 339.772 | 1.750m  | Lane       |
| 7        | 339.697 | 3.000m  | EPS        |
| 8        | 339.466 | 3.788m  | Daylight   |
| 0+085.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |

| 1        | 338.935 | -5.890m | Daylight   |
|----------|---------|---------|------------|
| 2        | 338.636 | -4.977m | Ditch_In   |
| 3        | 339.162 | -4.000m | EPS        |
| 4        | 339.237 | -2.750m | Lane       |
| 5        | 339.347 | 0.000m  | AXES       |
| 6        | 339.417 | 1.750m  | Lane       |
| 7        | 339.342 | 3.000m  | EPS        |
| 8        | 339.111 | 3.775m  | Daylight   |
| 0+090.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 339.017 | -6.299m | Daylight   |
| 2        | 338.286 | -4.897m | Ditch_In   |
| 3        | 338.852 | -3.860m | EPS        |
| 4        | 338.927 | -2.610m | Lane       |
| 5        | 338.992 | 0.000m  | AXES       |
| 6        | 339.036 | 1.750m  | Lane       |
| 7        | 338.961 | 3.000m  | EPS        |
| 8        | 338.742 | 4.383m  | Daylight   |
| 0+095.00 |         |         |            |
| 0+100.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 338.388 | -6.105m | Daylight   |
| 2        | 337.586 | -4.622m | Ditch_In   |
| 3        | 338.149 | -3.591m | EPS        |
| 4        | 338.224 | -2.341m | Lane       |
| 5        | 338.282 | 0.000m  | AXES       |
| 6        | 338.326 | 1.750m  | Lane       |
| 7        | 338.251 | 3.000m  | EPS        |
| 8        | 338.033 | 4.419m  | Daylight   |
| 0+105.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 338.101 | -6.477m | Daylight   |
| 2        | 337.236 | -4.921m | Ditch_In   |
| 3        | 337.786 | -3.909m | EPS        |
| 4        | 337.861 | -2.659m | Lane       |
| 5        | 337.927 | 0.000m  | AXES       |
| 6        | 337.971 | 1.750m  | Lane       |
| 7        | 337.896 | 3.000m  | EPS        |
| 8        | 337.673 | 4.191m  | Daylight   |
| 0+110.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 337.801 | -7.243m | Daylight   |
| 2        | 336.886 | -5.630m | Ditch_In   |
| 3        | 337.408 | -4.659m | EPS        |
| 4        | 337.483 | -3.409m | Lane       |
| 5        | 337.572 | 0.000m  | AXES       |
| 6        | 337.618 | 1.750m  | Lane       |
| 7        | 337.543 | 3.000m  | EPS        |
| 8        | 337.316 | 4.011m  | Daylight   |
| 0+115.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 337.383 | -7.947m | Daylight   |
| 2        | 336.536 | -6.413m | Ditch_In   |
| 3        | 337.032 | -5.481m | EPS        |
| 4        | 337.107 | -4.231m | Lane       |
| 5        | 337.217 | 0.000m  | AXES       |

| 6        | 337.263 | 1.750m  | Lane       |
|----------|---------|---------|------------|
| 7        | 337.188 | 3.000m  | EPS        |
| 8        | 336.955 | 3.709m  | Daylight   |
|          |         |         |            |
| 0+120.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 336.897 | -8.713m | Daylight   |
| 2        | 336.071 | -7.203m | Ditch_In   |
| 3        | 336.66  | -6.131m | EPS        |
| 4        | 336.735 | -4.881m | Lane       |
| 5        | 336.862 | 0.000m  | AXES       |
| 6        | 336.908 | 1.750m  | Lane       |
| 7        | 336.833 | 3.000m  | EPS        |
| 8        | 336.596 | 3.503m  | Daylight   |
|          |         |         |            |
| 0+125.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 336.333 | -8.567m | Daylight   |
| 2        | 335.721 | -7.261m | Ditch_In   |
| 3        | 336.303 | -6.200m | EPS        |
| 4        | 336.378 | -4.950m | Lane       |
| 5        | 336.507 | 0.000m  | AXES       |
| 6        | 336.553 | 1.750m  | Lane       |
| 7        | 336.478 | 3.000m  | EPS        |
| 8        | 336.239 | 3.383m  | Daylight   |
|          |         |         |            |
| 0+130.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 336.072 | -8.669m | Daylight   |
| 2        | 335.371 | -7.254m | Ditch_In   |
| 3        | 335.948 | -6.200m | EPS        |
| 4        | 336.023 | -4.950m | Lane       |
| 5        | 336.152 | 0.000m  | AXES       |
| 6        | 336.198 | 1.750m  | Lane       |
| 7        | 336.123 | 3.000m  | EPS        |
| 8        | 335.869 | 3.380m  | Daylight   |
|          |         |         |            |
| 0+135.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 335.786 | -8.687m | Daylight   |
| 2        | 335.021 | -7.246m | Ditch_In   |
| 3        | 335.593 | -6.200m | EPS        |
| 4        | 335.668 | -4.950m | Lane       |
| 5        | 335.797 | 0.000m  | AXES       |
| 6        | 335.843 | 1.750m  | Lane       |
| 7        | 335.768 | 3.000m  | EPS        |
| 8        | 335.524 | 3.366m  | Daylight   |
|          |         |         |            |
| 0+140.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 335.498 | -8.751m | Daylight   |
| 2        | 334.671 | -7.239m | Ditch_In   |
| 3        | 335.238 | -6.200m | EPS        |
| 4        | 335.313 | -4.950m | Lane       |
| 5        | 335.442 | 0.000m  | AXES       |
| 6        | 335.488 | 1.750m  | Lane       |
| 7        | 335.413 | 3.000m  | EPS        |
| 8        | 335.178 | 3.584m  | Daylight   |
|          |         |         |            |
| 0+145.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 335.213 | -8.815m | Daylight   |

| 2        | 334.321 | -7.228m | Ditch_In   |
|----------|---------|---------|------------|
| 3        | 334.881 | -6.200m | EPS        |
| 4        | 334.956 | -4.950m | Lane       |
| 5        | 335.085 | 0.000m  | AXES       |
| 6        | 335.131 | 1.750m  | Lane       |
| 7        | 335.056 | 3.000m  | EPS        |
| 8        | 334.819 | 3.517m  | Daylight   |
|          |         |         |            |
| 0+150.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 334.913 | -8.844m | Daylight   |
| 2        | 333.971 | -7.201m | Ditch_In   |
| 3        | 334.513 | -6.200m | EPS        |
| 4        | 334.588 | -4.950m | Lane       |
| 5        | 334.717 | 0.000m  | AXES       |
| 6        | 334.762 | 1.750m  | Lane       |
| 7        | 334.687 | 3.000m  | EPS        |
| 8        | 334.418 | 3.404m  | Daylight   |
|          |         |         |            |
| 0+155.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 334.442 | -8.659m | Daylight   |
| 2        | 333.621 | -7.154m | Ditch_In   |
| 3        | 334.132 | -6.200m | EPS        |
| 4        | 334.207 | -4.950m | Lane       |
| 5        | 334.336 | 0.000m  | AXES       |
| 6        | 334.381 | 1.750m  | Lane       |
| 7        | 334.306 | 3.000m  | EPS        |
| 8        | 333.86  | 3.670m  | Daylight   |
|          |         |         |            |
| 0+160.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 334.026 | -9.221m | Daylight   |
| 2        | 333.006 | -7.487m | Ditch_In   |
| 3        | 333.739 | -6.200m | EPS        |
| 4        | 333.814 | -4.950m | Lane       |
| 5        | 333.942 | 0.000m  | AXES       |
| 6        | 333.988 | 1.750m  | Lane       |
| 7        | 333.913 | 3.000m  | EPS        |
| 8        | 333.282 | 3.946m  | Daylight   |
|          |         |         |            |
| 0+165.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 333.566 | -8.884m | Daylight   |
| 2        | 332.656 | -7.276m | Ditch_In   |
| 3        | 333.336 | -6.068m | EPS        |
| 4        | 333.411 | -4.818m | Lane       |
| 5        | 333.536 | 0.000m  | AXES       |
| 6        | 333.582 | 1.750m  | Lane       |
| 7        | 333.507 | 3.000m  | EPS        |
| 8        | 332.723 | 4.176m  | Daylight   |
|          |         |         |            |
| 0+170.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 333.081 | -7.844m | Daylight   |
| 2        | 332.306 | -6.392m | Ditch_In   |
| 3        | 332.94  | -5.254m | EPS        |
| 4        | 333.015 | -4.004m | Lane       |
| 5        | 333.118 | 0.000m  | AXES       |
| 6        | 333.163 | 1.750m  | Lane       |
| 7        | 333.088 | 3.000m  | EPS        |
| 8        | 332.183 | 4.358m  | Daylight   |
|          |         |         |            |

| 0+175.00 |         |         |            |
|----------|---------|---------|------------|
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 332.59  | -6.718m | Daylight   |
| 2        | 331.956 | -5.386m | Ditch_In   |
| 3        | 332.541 | -4.321m | EPS        |
| 4        | 332.616 | -3.071m | Lane       |
| 5        | 332.693 | 0.000m  | AXES       |
| 6        | 332.737 | 1.750m  | Lane       |
| 7        | 332.662 | 3.000m  | EPS        |
| 8        | 331.769 | 4.340m  | Daylight   |
|          |         |         |            |
| 0+180.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 332.125 | -5.650m | Daylight   |
| 2        | 331.606 | -4.461m | Ditch_In   |
| 3        | 332.137 | -3.477m | EPS        |
| 4        | 332.212 | -2.227m | Lane       |
| 5        | 332.268 | 0.000m  | AXES       |
| 6        | 332.312 | 1.750m  | Lane       |
| 7        | 332.237 | 3.000m  | EPS        |
| 8        | 331.338 | 4.348m  | Daylight   |
|          |         |         |            |
| 0+185.00 |         |         |            |
|          |         |         |            |
| 0+190.00 |         |         |            |
|          |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 330.858 | -5.515m | Daylight   |
| 2        | 330.441 | -4.475m | Ditch_In   |
| 3        | 331.299 | -3.000m | EPS        |
| 4        | 331.374 | -1.750m | Lane       |
| 5        | 331.418 | 0.000m  | AXES       |
| 6        | 331.462 | 1.750m  | Lane       |
| 7        | 331.387 | 3.000m  | EPS        |
| 8        | 329.99  | 5.096m  | Daylight   |
|          |         |         |            |
| 0+195.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 330.381 | -5.050m | Daylight   |
| 2        | 330.191 | -4.213m | Ditch_In   |
| 3        | 330.874 | -3.000m | EPS        |
| 4        | 330.949 | -1.750m | Lane       |
| 5        | 330.993 | 0.000m  | AXES       |
| 6        | 331.037 | 1.750m  | Lane       |
| 7        | 330.962 | 3.000m  | EPS        |
| 8        | 330.599 | 3.544m  | Daylight   |
|          |         |         |            |
| 0+200.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 330.199 | -6.344m | Daylight   |
| 2        | 329.366 | -4.813m | Ditch_In   |
| 3        | 330.449 | -3.000m | EPS        |
| 4        | 330.524 | -1.750m | Lane       |
| 5        | 330.568 | 0.000m  | AXES       |
| 6        | 330.612 | 1.750m  | Lane       |
| 7        | 330.537 | 3.000m  | EPS        |
| 8        | 330.166 | 3.557m  | Daylight   |
|          |         |         |            |
| 0+205.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 329.778 | -6.143m | Daylight   |
| 2        | 329.016 | -4.700m | Ditch_In   |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 3            | 330.024  | -3.000m       | EPS               |
| 4            | 330.099  | -1.750m       | Lane              |
| 5            | 330.143  | 0.000m        | AXES              |
| 6            | 330.187  | 1.750m        | Lane              |
| 7            | 330.112  | 3.000m        | EPS               |
| 8            | 329.753  | 3.539m        | Daylight          |
|              |          |               |                   |
| 0+210.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 329.356  | -5.940m       | Daylight          |
| 2            | 328.666  | -4.588m       | Ditch_In          |
| 3            | 329.599  | -3.000m       | EPS               |
| 4            | 329.674  | -1.750m       | Lane              |
| 5            | 329.718  | 0.000m        | AXES              |
| 6            | 329.762  | 1.750m        | Lane              |
| 7            | 329.687  | 3.000m        | EPS               |
| 8            | 329.334  | 3.530m        | Daylight          |
|              |          |               |                   |
| 0+215.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 328.933  | -5.749m       | Daylight          |
| 2            | 328.316  | -4.487m       | Ditch_In          |
| 3            | 329.174  | -3.012m       | EPS               |
| 4            | 329.249  | -1.762m       | Lane              |
| 5            | 329.293  | 0.000m        | AXES              |
| 6            | 329.337  | 1.750m        | Lane              |
| 7            | 329.262  | 3.000m        | EPS               |
| 8            | 328.932  | 3.495m        | Daylight          |
|              |          |               |                   |
| 0+220.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 328.521  | -5.686m       | Daylight          |
| 2            | 327.966  | -4.503m       | Ditch_In          |
| 3            | 328.746  | -3.146m       | EPS               |
| 4            | 328.821  | -1.896m       | Lane              |
| 5            | 328.868  | 0.000m        | AXES              |
| 6            | 328.912  | 1.750m        | Lane              |
| 7            | 328.837  | 3.000m        | EPS               |
| 8            | 328.543  | 3.441m        | Daylight          |
|              |          |               |                   |
| 0+225.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 328.167  | -6.651m       | Daylight          |
| 2            | 327.251  | -5.066m       | Ditch_In          |
| 3            | 328.317  | -3.279m       | EPS               |
| 4            | 328.392  | -2.029m       | Lane              |
| 5            | 328.443  | 0.000m        | AXES              |
| 6            | 328.487  | 1.750m        | Lane              |
| 7            | 328.412  | 3.000m        | EPS               |
| 8            | 328.129  | 3.928m        | Daylight          |
|              |          |               |                   |
| 0+230.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.701  | -6.476m       | Daylight          |
| 2            | 326.926  | -5.017m       | Ditch_In          |
| 3            | 327.879  | -3.400m       | EPS               |
| 4            | 327.954  | -2.150m       | Lane              |
| 5            | 328.018  | 0.000m        | AXES              |
| 6            | 328.071  | 1.750m        | Lane              |
| 7            | 327.996  | 3.000m        | EPS               |
| 8            | 327.719  | 4.241m        | Daylight          |
|              |          |               |                   |
| 0+235.00     |          |               |                   |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 326.993  | -5.899m       | Daylight          |
| 2            | 326.601  | -4.867m       | Ditch_In          |
| 3            | 327.454  | -3.400m       | EPS               |
| 4            | 327.529  | -2.150m       | Lane              |
| 5            | 327.593  | 0.000m        | AXES              |
| 6            | 327.646  | 1.750m        | Lane              |
| 7            | 327.571  | 3.000m        | EPS               |
| 8            | 327.288  | 3.948m        | Daylight          |
|              |          |               |                   |
| 0+240.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 326.903  | -7.075m       | Daylight          |
| 2            | 325.859  | -5.343m       | Ditch_In          |
| 3            | 327.029  | -3.400m       | EPS               |
| 4            | 327.104  | -2.150m       | Lane              |
| 5            | 327.168  | 0.000m        | AXES              |
| 6            | 327.221  | 1.750m        | Lane              |
| 7            | 327.146  | 3.000m        | EPS               |
| 8            | 326.86   | 3.806m        | Daylight          |
|              |          |               |                   |
| 0+245.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 326.412  | -6.852m       | Daylight          |
| 2            | 325.509  | -5.233m       | Ditch_In          |
| 3            | 326.605  | -3.400m       | EPS               |
| 4            | 326.68   | -2.150m       | Lane              |
| 5            | 326.745  | 0.000m        | AXES              |
| 6            | 326.797  | 1.750m        | Lane              |
| 7            | 326.722  | 3.000m        | EPS               |
| 8            | 326.438  | 3.860m        | Daylight          |
|              |          |               |                   |
| 0+250.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 325.975  | -6.640m       | Daylight          |
| 2            | 325.159  | -5.130m       | Ditch_In          |
| 3            | 326.186  | -3.400m       | EPS               |
| 4            | 326.261  | -2.150m       | Lane              |
| 5            | 326.326  | 0.000m        | AXES              |
| 6            | 326.378  | 1.750m        | Lane              |
| 7            | 326.303  | 3.000m        | EPS               |
| 8            | 326.031  | 4.456m        | Daylight          |
|              |          |               |                   |
| 0+255.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 325.396  | -6.258m       | Daylight          |
| 2            | 324.809  | -5.034m       | Ditch_In          |
| 3            | 325.773  | -3.400m       | EPS               |
| 4            | 325.848  | -2.150m       | Lane              |
| 5            | 325.912  | 0.000m        | AXES              |
| 6            | 325.965  | 1.750m        | Lane              |
| 7            | 325.89   | 3.000m        | EPS               |
| 8            | 325.628  | 4.986m        | Daylight          |
|              |          |               |                   |
| 0+260.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 324.965  | -6.069m       | Daylight          |
| 2            | 324.459  | -4.946m       | Ditch_In          |
| 3            | 325.364  | -3.400m       | EPS               |
| 4            | 325.439  | -2.150m       | Lane              |
| 5            | 325.504  | 0.000m        | AXES              |
| 6            | 325.556  | 1.750m        | Lane              |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 0+265.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 324.679  | -6.068m       | Daylight          |
| 2            | 324.109  | -4.866m       | Ditch_In          |
| 3            | 324.96   | -3.400m       | EPS               |
| 4            | 325.035  | -2.150m       | Lane              |
| 5            | 325.1    | 0.000m        | AXES              |
| 6            | 325.16   | 2.004m        | Lane              |
|              |          |               |                   |
| 0+270.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 324.367  | -6.043m       | Daylight          |
| 2            | 323.759  | -4.793m       | Ditch_In          |
| 3            | 324.562  | -3.400m       | EPS               |
| 4            | 324.637  | -2.150m       | Lane              |
| 5            | 324.701  | 0.000m        | AXES              |
| 6            | 324.78   | 2.612m        | Lane              |
|              |          |               |                   |
| 0+275.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 324.005  | -5.962m       | Daylight          |
| 2            | 323.409  | -4.727m       | Ditch_In          |
| 3            | 324.168  | -3.400m       | EPS               |
| 4            | 324.243  | -2.150m       | Lane              |
| 5            | 324.308  | 0.000m        | AXES              |
| 6            | 324.404  | 3.219m        | Lane              |
|              |          |               |                   |
| 0+280.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 323.16   | -6.290m       | Daylight          |
| 2            | 322.694  | -5.217m       | Ditch_In          |
| 3            | 323.779  | -3.400m       | EPS               |
| 4            | 323.854  | -2.150m       | Lane              |
| 5            | 323.919  | 0.000m        | AXES              |
| 6            | 324.034  | 3.827m        | Lane              |
|              |          |               |                   |
| 0+285.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 322.588  | -6.478m       | Daylight          |
| 2            | 322.394  | -5.050m       | Ditch_In          |
| 3            | 323.4    | -3.353m       | EPS               |
| 4            | 323.475  | -2.103m       | Lane              |
| 5            | 323.535  | 0.000m        | AXES              |
| 6            | 323.663  | 4.432m        | Lane              |
| 7            | 323.588  | 5.682m        | EPS               |
| 8            | 322.804  | 7.044m        | Ditch_In          |
| 9            | 323.194  | 8.082m        | Daylight          |
|              |          |               |                   |
| 0+290.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 322.283  | -6.254m       | Daylight          |
| 2            | 322.094  | -4.816m       | Ditch_In          |
| 3            | 323.032  | -3.219m       | EPS               |
| 4            | 323.107  | -1.969m       | Lane              |
| 5            | 323.157  | 0.000m        | AXES              |
| 6            | 323.275  | 4.750m        | Lane              |
| 7            | 323.2    | 6.000m        | EPS               |
| 8            | 322.439  | 7.329m        | Ditch_In          |
| 9            | 322.845  | 8.333m        | Daylight          |
|              |          |               |                   |
| 0+295.00     |          |               |                   |

| POINT    | Z       | OFFSET  | STRING CUT |
|----------|---------|---------|------------|
| 1        | 321.988 | -6.004m | Daylight   |
| 2        | 321.794 | -4.577m | Ditch_In   |
| 3        | 322.662 | -3.086m | EPS        |
| 4        | 322.737 | -1.836m | Lane       |
| 5        | 322.783 | 0.000m  | AXES       |
| 6        | 322.902 | 4.750m  | Lane       |
| 7        | 322.827 | 6.000m  | EPS        |
| 8        | 322.074 | 7.316m  | Ditch_In   |
| 9        | 321.94  | 9.266m  | Daylight   |
| 0+300.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 321.7   | -5.795m | Daylight   |
| 2        | 321.494 | -4.391m | Ditch_In   |
| 3        | 322.296 | -3.000m | EPS        |
| 4        | 322.371 | -1.750m | Lane       |
| 5        | 322.414 | 0.000m  | AXES       |
| 6        | 322.533 | 4.750m  | Lane       |
| 7        | 322.458 | 6.000m  | EPS        |
| 8        | 321.709 | 7.311m  | Ditch_In   |
| 9        | 321.712 | 9.122m  | Daylight   |
| 0+305.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 321.418 | -5.662m | Daylight   |
| 2        | 321.194 | -4.296m | Ditch_In   |
| 3        | 321.932 | -3.000m | EPS        |
| 4        | 322.007 | -1.750m | Lane       |
| 5        | 322.051 | 0.000m  | AXES       |
| 6        | 322.17  | 4.750m  | Lane       |
| 7        | 322.095 | 6.000m  | EPS        |
| 8        | 321.344 | 7.313m  | Ditch_In   |
| 9        | 321.713 | 8.392m  | Daylight   |
| 0+310.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 321.142 | -5.559m | Daylight   |
| 2        | 320.894 | -4.240m | Ditch_In   |
| 3        | 321.595 | -3.000m | EPS        |
| 4        | 321.67  | -1.750m | Lane       |
| 5        | 321.692 | 0.000m  | AXES       |
| 6        | 321.751 | 4.750m  | Lane       |
| 7        | 321.676 | 6.000m  | EPS        |
| 8        | 320.804 | 7.496m  | Ditch_In   |
| 9        | 322.078 | 9.491m  | Daylight   |
| 0+315.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 320.839 | -5.610m | Daylight   |
| 2        | 320.594 | -4.285m | Ditch_In   |
| 3        | 321.263 | -3.000m | EPS        |
| 4        | 321.338 | -1.750m | Lane       |
| 5        | 321.338 | 0.000m  | AXES       |
| 6        | 321.338 | 4.750m  | Lane       |
| 7        | 321.263 | 6.000m  | EPS        |
| 8        | 320.454 | 7.401m  | Ditch_In   |
| 9        | 322.21  | 9.749m  | Daylight   |
| 0+320.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 320.535 | -5.660m | Daylight   |

| 2        | 320.294 | -4.328m | Ditch_In   |
|----------|---------|---------|------------|
| 3        | 320.935 | -3.000m | EPS        |
| 4        | 321.01  | -1.750m | Lane       |
| 5        | 320.99  | 0.000m  | AXES       |
| 6        | 320.933 | 4.931m  | Lane       |
| 7        | 320.858 | 6.181m  | EPS        |
| 8        | 320.104 | 7.500m  | Ditch_In   |
| 9        | 322.505 | 10.492m | Daylight   |
| 0+325.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 320.396 | -6.125m | Daylight   |
| 2        | 319.624 | -4.670m | Ditch_In   |
| 3        | 320.611 | -3.000m | EPS        |
| 4        | 320.626 | -2.750m | S_Barrier  |
| 5        | 320.686 | -1.750m | Lane       |
| 6        | 320.646 | 0.000m  | AXES       |
| 7        | 320.521 | 5.455m  | Lane       |
| 8        | 320.446 | 6.705m  | EPS        |
| 9        | 319.464 | 8.365m  | Ditch_In   |
| 10       | 322.706 | 12.198m | Daylight   |
| 0+330.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 319.866 | -5.672m | Daylight   |
| 2        | 319.374 | -4.567m | Ditch_In   |
| 3        | 320.293 | -3.000m | EPS        |
| 4        | 320.308 | -2.750m | S_Barrier  |
| 5        | 320.368 | -1.750m | Lane       |
| 6        | 320.308 | 0.000m  | AXES       |
| 7        | 320.102 | 5.979m  | Lane       |
| 8        | 320.027 | 7.229m  | EPS        |
| 9        | 319.214 | 8.635m  | Ditch_In   |
| 10       | 322.801 | 12.813m | Daylight   |
| 0+335.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 320.044 | -1.750m | Lane       |
| 2        | 319.974 | 0.000m  | AXES       |
| 3        | 319.713 | 6.514m  | Lane       |
| 4        | 319.638 | 7.764m  | EPS        |
| 5        | 318.764 | 9.263m  | Ditch_In   |
| 6        | 323.067 | 14.158m | Daylight   |
| 0+340.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 319.715 | -1.750m | Lane       |
| 2        | 319.645 | 0.000m  | AXES       |
| 3        | 319.367 | 6.950m  | Lane       |
| 4        | 319.292 | 8.200m  | EPS        |
| 5        | 318.514 | 9.555m  | Ditch_In   |
| 6        | 322.92  | 14.552m | Daylight   |
| 0+345.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 319.39  | -1.750m | Lane       |
| 2        | 319.32  | 0.000m  | AXES       |
| 3        | 319.042 | 6.950m  | Lane       |
| 4        | 318.967 | 8.200m  | EPS        |
| 5        | 318.064 | 9.742m  | Ditch_In   |
| 6        | 323.058 | 15.328m | Daylight   |
| 0+350.00 |         |         |            |

| POINT    | Z       | OFFSET  | STRING CUT |
|----------|---------|---------|------------|
| 1        | 319.065 | -1.750m | Lane       |
| 2        | 318.995 | 0.000m  | AXES       |
| 3        | 318.717 | 6.950m  | Lane       |
| 4        | 318.642 | 8.200m  | EPS        |
| 5        | 317.814 | 9.629m  | Ditch_In   |
| 6        | 322.773 | 15.180m | Daylight   |
| 0+355.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.835 | -6.162m | Daylight   |
| 2        | 317.661 | -4.693m | Ditch_In   |
| 3        | 318.665 | -3.000m | EPS        |
| 4        | 318.68  | -2.750m | S_Barrier  |
| 5        | 318.74  | -1.750m | Lane       |
| 6        | 318.67  | 0.000m  | AXES       |
| 7        | 318.401 | 6.739m  | Lane       |
| 8        | 318.326 | 7.989m  | EPS        |
| 9        | 317.564 | 9.319m  | Ditch_In   |
| 10       | 322.498 | 14.844m | Daylight   |
| 0+360.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.395 | -6.442m | Daylight   |
| 2        | 317.436 | -4.543m | Ditch_In   |
| 3        | 318.34  | -3.000m | EPS        |
| 4        | 318.355 | -2.750m | S_Barrier  |
| 5        | 318.415 | -1.750m | Lane       |
| 6        | 318.345 | 0.000m  | AXES       |
| 7        | 318.091 | 6.344m  | Lane       |
| 8        | 318.016 | 7.594m  | EPS        |
| 9        | 317.114 | 9.134m  | Ditch_In   |
| 10       | 322.504 | 15.116m | Daylight   |
| 0+365.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.075 | -6.428m | Daylight   |
| 2        | 317.103 | -4.556m | Ditch_In   |
| 3        | 318.015 | -3.000m | EPS        |
| 4        | 318.03  | -2.750m | S_Barrier  |
| 5        | 318.09  | -1.750m | Lane       |
| 6        | 318.02  | 0.000m  | AXES       |
| 7        | 317.782 | 5.955m  | Lane       |
| 8        | 317.707 | 7.205m  | EPS        |
| 9        | 316.864 | 8.657m  | Ditch_In   |
| 10       | 322.234 | 14.619m | Daylight   |
| 0+370.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 316.959 | -6.005m | Daylight   |
| 2        | 316.77  | -4.568m | Ditch_In   |
| 3        | 317.69  | -3.000m | EPS        |
| 4        | 317.765 | -1.750m | Lane       |
| 5        | 317.695 | 0.000m  | AXES       |
| 6        | 317.457 | 5.950m  | Lane       |
| 7        | 317.382 | 7.200m  | EPS        |
| 8        | 316.614 | 8.539m  | Ditch_In   |
| 9        | 322.103 | 14.620m | Daylight   |
| 0+375.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 316.771 | -5.821m | Daylight   |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 2            | 316.437  | -4.674m       | Ditch_In          |
| 3            | 317.362  | -3.097m       | EPS               |
| 4            | 317.437  | -1.847m       | Lane              |
| 5            | 317.37   | 0.000m        | AXES              |
| 6            | 317.154  | 5.915m        | Lane              |
| 7            | 317.079  | 7.165m        | EPS               |
| 8            | 316.38   | 8.405m        | Ditch_In          |
| 9            | 322.041  | 14.659m       | Daylight          |
|              |          |               |                   |
| 0+380.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 317.74   | -7.137m       | Daylight          |
| 2            | 316.103  | -4.908m       | Ditch_In          |
| 3            | 316.994  | -3.383m       | EPS               |
| 4            | 317.069  | -2.133m       | Lane              |
| 5            | 317.045  | 0.000m        | AXES              |
| 6            | 316.981  | 5.629m        | Lane              |
| 7            | 316.906  | 6.879m        | EPS               |
| 8            | 316.241  | 8.171m        | Ditch_In          |
| 9            | 321.845  | 14.367m       | Daylight          |
|              |          |               |                   |
| 0+385.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 318.307  | -8.241m       | Daylight          |
| 2            | 315.77   | -5.112m       | Ditch_In          |
| 3            | 316.606  | -3.669m       | EPS               |
| 4            | 316.681  | -2.419m       | Lane              |
| 5            | 316.72   | 0.000m        | AXES              |
| 6            | 316.806  | 5.343m        | Lane              |
| 7            | 316.731  | 6.593m        | EPS               |
| 8            | 316.102  | 7.940m        | Ditch_In          |
| 9            | 318.947  | 11.377m       | Daylight          |
|              |          |               |                   |
| 0+390.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 318.478  | -8.941m       | Daylight          |
| 2            | 315.437  | -5.308m       | Ditch_In          |
| 3            | 316.213  | -3.955m       | EPS               |
| 4            | 316.288  | -2.705m       | Lane              |
| 5            | 316.398  | 0.000m        | AXES              |
| 6            | 316.603  | 5.057m        | Lane              |
| 7            | 316.539  | 6.307m        | EPS               |
| 8            | 315.963  | 7.768m        | Ditch_In          |
| 9            | 319.298  | 11.695m       | Daylight          |
|              |          |               |                   |
| 0+395.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 315.858  | -4.200m       | EPS               |
| 2            | 315.933  | -2.950m       | AXES              |
| 3            | 316.11   | 0.000m        | AXES              |
| 4            | 316.384  | 4.577m        | Lane              |
|              |          |               |                   |
| 0+400.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 315.611  | -4.200m       | EPS               |
| 2            | 315.686  | -2.950m       | AXES              |
| 3            | 315.863  | 0.000m        | AXES              |
| 4            | 316.104  | 4.007m        | Lane              |
|              |          |               |                   |
| 0+405.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 315.406  | -4.200m       | EPS               |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 2            | 315.481  | -2.950m       | AXES              |
| 3            | 315.658  | 0.000m        | AXES              |
| 4            | 315.867  | 3.472m        | Lane              |
|              |          |               |                   |
| 0+410.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 315.243  | -4.200m       | EPS               |
| 2            | 315.318  | -2.950m       | AXES              |
| 3            | 315.495  | 0.000m        | AXES              |
| 4            | 315.673  | 2.965m        | Lane              |
|              |          |               |                   |
| 0+415.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 320.425  | -9.814m       | Daylight          |
| 2            | 315.121  | -4.200m       | EPS               |
| 3            | 315.196  | -2.950m       | Lane              |
| 4            | 315.373  | 0.000m        | AXES              |
| 5            | 315.52   | 2.447m        | Lane              |
|              |          |               |                   |
| 0+420.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 320.961  | -10.368m      | Daylight          |
| 2            | 315.041  | -4.200m       | EPS               |
| 3            | 315.116  | -2.950m       | Lane              |
| 4            | 315.293  | 0.000m        | AXES              |
| 5            | 315.409  | 1.929m        | Lane              |
|              |          |               |                   |
| 0+425.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 321.16   | -9.998m       | Daylight          |
| 2            | 314.999  | -4.322m       | EPS               |
| 3            | 315.089  | -2.822m       | Lane              |
| 4            | 315.253  | 0.000m        | AXES              |
| 5            | 315.355  | 1.750m        | Lane              |
| 6            | 315.32   | 2.500m        | S_Barrier         |
| 7            | 315.297  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+430.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 320.675  | -9.293m       | Daylight          |
| 2            | 314.995  | -4.050m       | EPS               |
| 3            | 315.085  | -2.550m       | Lane              |
| 4            | 315.223  | 0.000m        | AXES              |
| 5            | 315.318  | 1.750m        | Lane              |
| 6            | 315.273  | 2.500m        | S_Barrier         |
| 7            | 315.243  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+435.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 314.965  | -4.050m       | EPS               |
| 2            | 315.055  | -2.550m       | AXES              |
| 3            | 315.193  | 0.000m        | AXES              |
| 4            | 315.288  | 1.750m        | Lane              |
| 5            | 315.243  | 2.500m        | S_Barrier         |
| 6            | 315.213  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+440.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 314.938  | -4.043m       | EPS               |
| 2            | 315.028  | -2.543m       | AXES              |
| 3            | 315.163  | 0.000m        | AXES              |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 4            | 315.256  | 1.750m        | Lane              |
| 5            | 315.211  | 2.500m        | S_Barrier         |
| 6            | 315.181  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+445.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 314.955  | -3.879m       | EPS               |
| 2            | 315.045  | -2.379m       | AXES              |
| 3            | 315.133  | 0.000m        | AXES              |
| 4            | 315.198  | 1.750m        | Lane              |
| 5            | 315.153  | 2.500m        | S_Barrier         |
| 6            | 315.123  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+450.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 320.244  | -8.762m       | Daylight          |
| 2            | 314.933  | -3.850m       | EPS               |
| 3            | 315.023  | -2.350m       | Lane              |
| 4            | 315.103  | 0.000m        | AXES              |
| 5            | 315.163  | 1.750m        | Lane              |
| 6            | 315.118  | 2.500m        | S_Barrier         |
| 7            | 315.088  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+455.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 320.219  | -8.766m       | Daylight          |
| 2            | 314.903  | -3.850m       | EPS               |
| 3            | 314.993  | -2.350m       | Lane              |
| 4            | 315.073  | 0.000m        | AXES              |
| 5            | 315.133  | 1.750m        | Lane              |
| 6            | 315.088  | 2.500m        | S_Barrier         |
| 7            | 315.058  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+460.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 319.978  | -8.576m       | Daylight          |
| 2            | 314.873  | -3.850m       | EPS               |
| 3            | 314.963  | -2.350m       | Lane              |
| 4            | 315.043  | 0.000m        | AXES              |
| 5            | 315.102  | 1.750m        | Lane              |
| 6            | 315.057  | 2.500m        | S_Barrier         |
| 7            | 315.027  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+465.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 318.737  | -7.496m       | Daylight          |
| 2            | 314.832  | -3.850m       | EPS               |
| 3            | 314.922  | -2.350m       | Lane              |
| 4            | 315.002  | 0.000m        | AXES              |
| 5            | 315.061  | 1.750m        | Lane              |
| 6            | 315.016  | 2.500m        | S_Barrier         |
| 7            | 314.986  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+470.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 317.423  | -6.365m       | Daylight          |
| 2            | 314.774  | -3.850m       | EPS               |
| 3            | 314.864  | -2.350m       | Lane              |
| 4            | 314.944  | 0.000m        | AXES              |
| 5            | 315.004  | 1.750m        | Lane              |
| 6            | 314.959  | 2.500m        | S_Barrier         |
| 7            | 314.929  | 3.000m        | EPS               |

| 0+475.00 |         |          |            |
|----------|---------|----------|------------|
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 317.301 | -6.322m  | Daylight   |
| 2        | 314.7   | -3.850m  | EPS        |
| 3        | 314.79  | -2.350m  | Lane       |
| 4        | 314.87  | 0.000m   | AXES       |
| 5        | 314.929 | 1.750m   | Lane       |
| 6        | 314.884 | 2.500m   | S_Barrier  |
| 7        | 314.854 | 3.000m   | EPS        |
| 0+480.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 317.691 | -6.763m  | Daylight   |
| 2        | 314.609 | -3.858m  | EPS        |
| 3        | 314.699 | -2.358m  | Lane       |
| 4        | 314.779 | 0.000m   | AXES       |
| 5        | 314.838 | 1.750m   | Lane       |
| 6        | 314.793 | 2.500m   | S_Barrier  |
| 7        | 314.763 | 3.000m   | EPS        |
| 0+485.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 318.454 | -7.793m  | Daylight   |
| 2        | 314.516 | -4.117m  | EPS        |
| 3        | 314.606 | -2.617m  | Lane       |
| 4        | 314.671 | 0.000m   | AXES       |
| 5        | 314.715 | 1.750m   | Lane       |
| 6        | 314.67  | 2.500m   | S_Barrier  |
| 7        | 314.64  | 3.000m   | EPS        |
| 0+490.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.34  | -9.335m  | Daylight   |
| 2        | 314.376 | -4.735m  | EPS        |
| 3        | 314.466 | -3.235m  | Lane       |
| 4        | 314.547 | 0.000m   | AXES       |
| 5        | 314.59  | 1.750m   | Lane       |
| 6        | 314.545 | 2.500m   | S_Barrier  |
| 7        | 314.515 | 3.000m   | EPS        |
| 0+495.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.426 | -10.215m | Daylight   |
| 2        | 314.218 | -5.396m  | EPS        |
| 3        | 314.308 | -3.896m  | Lane       |
| 4        | 314.406 | 0.000m   | AXES       |
| 5        | 314.449 | 1.750m   | Lane       |
| 6        | 314.404 | 2.500m   | S_Barrier  |
| 7        | 314.374 | 3.000m   | EPS        |
| 0+500.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 320.808 | -14.460m | Daylight   |
| 2        | 313.937 | -7.841m  | EPS        |
| 3        | 314.134 | -4.553m  | Lane       |
| 4        | 314.248 | 0.000m   | AXES       |
| 5        | 314.292 | 1.750m   | Lane       |
| 6        | 314.247 | 2.500m   | S_Barrier  |
| 7        | 314.217 | 3.000m   | EPS        |
| 0+505.00 |         |          |            |

| POINT    | Z       | OFFSET   | STRING CUT |
|----------|---------|----------|------------|
| 1        | 320.218 | -14.733m | Daylight   |
| 2        | 313.091 | -7.687m  | Ditch_In   |
| 3        | 313.924 | -6.250m  | EPS        |
| 4        | 314.014 | -4.750m  | Lane       |
| 5        | 314.074 | 0.000m   | AXES       |
| 6        | 314.095 | 1.750m   | Lane       |
| 7        | 314.05  | 2.500m   | S_Barrier  |
| 8        | 314.02  | 3.000m   | EPS        |
| 0+510.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.419 | -14.309m | Daylight   |
| 2        | 312.886 | -7.797m  | Ditch_In   |
| 3        | 313.792 | -6.250m  | EPS        |
| 4        | 313.882 | -4.750m  | Lane       |
| 5        | 313.882 | 0.000m   | AXES       |
| 6        | 313.882 | 1.750m   | Lane       |
| 7        | 313.837 | 2.500m   | S_Barrier  |
| 8        | 313.807 | 3.000m   | EPS        |
| 0+515.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 318.599 | -13.851m | Daylight   |
| 2        | 312.681 | -7.892m  | Ditch_In   |
| 3        | 313.651 | -6.250m  | EPS        |
| 4        | 313.741 | -4.750m  | Lane       |
| 5        | 313.675 | 0.000m   | AXES       |
| 6        | 313.649 | 1.848m   | Lane       |
| 7        | 313.604 | 2.598m   | S_Barrier  |
| 8        | 313.574 | 3.098m   | EPS        |
| 0+520.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 317.712 | -13.307m | Daylight   |
| 2        | 312.476 | -7.963m  | Ditch_In   |
| 3        | 313.493 | -6.250m  | EPS        |
| 4        | 313.583 | -4.750m  | Lane       |
| 5        | 313.45  | 0.000m   | AXES       |
| 6        | 313.396 | 1.965m   | Lane       |
| 7        | 313.351 | 2.715m   | S_Barrier  |
| 8        | 313.321 | 3.215m   | EPS        |
| 0+525.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 316.992 | -12.801m | Daylight   |
| 2        | 312.271 | -7.920m  | Ditch_In   |
| 3        | 313.281 | -6.217m  | EPS        |
| 4        | 313.371 | -4.717m  | Lane       |
| 5        | 313.211 | 0.000m   | AXES       |
| 6        | 313.14  | 2.083m   | Lane       |
| 7        | 313.095 | 2.833m   | S_Barrier  |
| 8        | 313.065 | 3.333m   | EPS        |
| 0+530.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 315.932 | -11.412m | Daylight   |
| 2        | 312.066 | -7.301m  | Ditch_In   |
| 3        | 313.02  | -5.682m  | EPS        |
| 4        | 313.11  | -4.182m  | Lane       |
| 5        | 312.968 | 0.000m   | AXES       |
| 6        | 312.895 | 2.150m   | Lane       |

| 7        | 312.85  | 2.900m  | S_Barrier  |
|----------|---------|---------|------------|
| 8        | 312.82  | 3.400m  | EPS        |
| 0+535.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 313.952 | -8.670m | Daylight   |
| 2        | 311.861 | -6.157m | Ditch_In   |
| 3        | 312.743 | -4.647m | EPS        |
| 4        | 312.833 | -3.147m | Lane       |
| 5        | 312.726 | 0.000m  | AXES       |
| 6        | 312.653 | 2.150m  | Lane       |
| 7        | 312.608 | 2.900m  | S_Barrier  |
| 8        | 312.578 | 3.400m  | EPS        |
| 0+540.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 311.83  | -6.670m | Daylight   |
| 2        | 311.62  | -5.274m | Ditch_In   |
| 3        | 312.472 | -3.808m | EPS        |
| 4        | 312.562 | -2.308m | Lane       |
| 5        | 312.483 | 0.000m  | AXES       |
| 6        | 312.414 | 2.049m  | Lane       |
| 7        | 312.369 | 2.799m  | S_Barrier  |
| 8        | 312.339 | 3.299m  | EPS        |
| 0+545.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 312.222 | -6.137m | Daylight   |
| 2        | 311.378 | -4.746m | Ditch_In   |
| 3        | 312.197 | -3.330m | EPS        |
| 4        | 312.287 | -1.830m | Lane       |
| 5        | 312.241 | 0.000m  | AXES       |
| 6        | 312.193 | 1.932m  | Lane       |
| 7        | 312.148 | 2.682m  | S_Barrier  |
| 8        | 312.118 | 3.182m  | EPS        |
| 0+550.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 313.192 | -7.111m | Daylight   |
| 2        | 311.136 | -4.629m | Ditch_In   |
| 3        | 311.93  | -3.250m | EPS        |
| 4        | 312.02  | -1.750m | Lane       |
| 5        | 311.998 | 0.000m  | AXES       |
| 6        | 311.976 | 1.814m  | Lane       |
| 7        | 311.931 | 2.564m  | S_Barrier  |
| 8        | 311.901 | 3.064m  | EPS        |
| 0+555.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 313.135 | -7.251m | Daylight   |
| 2        | 310.891 | -4.599m | Ditch_In   |
| 3        | 311.666 | -3.250m | EPS        |
| 4        | 311.756 | -1.750m | Lane       |
| 5        | 311.756 | 0.000m  | AXES       |
| 6        | 311.756 | 1.750m  | Lane       |
| 7        | 311.711 | 2.500m  | S_Barrier  |
| 8        | 311.681 | 3.000m  | EPS        |
| 0+560.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 312.729 | -7.078m | Daylight   |
| 2        | 310.646 | -4.570m | Ditch_In   |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 3            | 311.401  | -3.250m       | EPS               |
| 4            | 311.491  | -1.750m       | Lane              |
| 5            | 311.513  | 0.000m        | AXES              |
| 6            | 311.535  | 1.750m        | Lane              |
| 7            | 311.49   | 2.500m        | S_Barrier         |
| 8            | 311.46   | 3.000m        | EPS               |
|              |          |               |                   |
| 0+565.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 312.288  | -6.872m       | Daylight          |
| 2            | 310.401  | -4.541m       | Ditch_In          |
| 3            | 311.137  | -3.250m       | EPS               |
| 4            | 311.227  | -1.750m       | Lane              |
| 5            | 311.271  | 0.000m        | AXES              |
| 6            | 311.315  | 1.750m        | Lane              |
| 7            | 311.27   | 2.500m        | S_Barrier         |
| 8            | 311.24   | 3.000m        | EPS               |
|              |          |               |                   |
| 0+570.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 311.74   | -6.603m       | Daylight          |
| 2            | 310.156  | -4.545m       | Ditch_In          |
| 3            | 310.895  | -3.250m       | EPS               |
| 4            | 310.985  | -1.750m       | Lane              |
| 5            | 311.028  | 0.000m        | AXES              |
| 6            | 311.072  | 1.750m        | Lane              |
| 7            | 311.027  | 2.500m        | S_Barrier         |
| 8            | 310.997  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+575.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 311.334  | -6.462m       | Daylight          |
| 2            | 309.911  | -4.549m       | Ditch_In          |
| 3            | 310.652  | -3.250m       | EPS               |
| 4            | 310.742  | -1.750m       | Lane              |
| 5            | 310.786  | 0.000m        | AXES              |
| 6            | 310.83   | 1.750m        | Lane              |
| 7            | 310.785  | 2.500m        | S_Barrier         |
| 8            | 310.755  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+580.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 310.988  | -6.375m       | Daylight          |
| 2            | 309.666  | -4.553m       | Ditch_In          |
| 3            | 310.41   | -3.250m       | EPS               |
| 4            | 310.5    | -1.750m       | Lane              |
| 5            | 310.543  | 0.000m        | AXES              |
| 6            | 310.587  | 1.750m        | Lane              |
| 7            | 310.542  | 2.500m        | S_Barrier         |
| 8            | 310.512  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+585.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 310.672  | -6.315m       | Daylight          |
| 2            | 309.421  | -4.556m       | Ditch_In          |
| 3            | 310.167  | -3.250m       | EPS               |
| 4            | 310.257  | -1.750m       | Lane              |
| 5            | 310.301  | 0.000m        | AXES              |
| 6            | 310.345  | 1.750m        | Lane              |
| 7            | 310.3    | 2.500m        | S_Barrier         |
| 8            | 310.27   | 3.000m        | EPS               |
|              |          |               |                   |
| 0+590.00     |          |               |                   |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 310.376  | -6.272m       | Daylight          |
| 2            | 309.176  | -4.560m       | Ditch_In          |
| 3            | 309.925  | -3.250m       | EPS               |
| 4            | 310.015  | -1.750m       | Lane              |
| 5            | 310.058  | 0.000m        | AXES              |
| 6            | 310.102  | 1.750m        | Lane              |
| 7            | 310.057  | 2.500m        | S_Barrier         |
| 8            | 310.027  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+595.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 310.854  | -6.952m       | Daylight          |
| 2            | 308.931  | -4.589m       | Ditch_In          |
| 3            | 309.68   | -3.277m       | EPS               |
| 4            | 309.77   | -1.777m       | Lane              |
| 5            | 309.815  | 0.000m        | AXES              |
| 6            | 309.859  | 1.750m        | Lane              |
| 7            | 309.814  | 2.500m        | S_Barrier         |
| 8            | 309.784  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+600.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 312.838  | -9.017m       | Daylight          |
| 2            | 308.686  | -4.648m       | Ditch_In          |
| 3            | 309.422  | -3.357m       | EPS               |
| 4            | 309.512  | -1.857m       | Lane              |
| 5            | 309.558  | 0.000m        | AXES              |
| 6            | 309.602  | 1.750m        | Lane              |
| 7            | 309.557  | 2.500m        | S_Barrier         |
| 8            | 309.527  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+605.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 312.84   | -9.473m       | Daylight          |
| 2            | 308.359  | -4.807m       | Ditch_In          |
| 3            | 309.147  | -3.437m       | EPS               |
| 4            | 309.237  | -1.937m       | Lane              |
| 5            | 309.285  | 0.000m        | AXES              |
| 6            | 309.329  | 1.750m        | Lane              |
| 7            | 309.284  | 2.500m        | S_Barrier         |
| 8            | 309.254  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+610.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 312.688  | -9.738m       | Daylight          |
| 2            | 308.031  | -4.914m       | Ditch_In          |
| 3            | 308.837  | -3.517m       | EPS               |
| 4            | 308.927  | -2.017m       | Lane              |
| 5            | 308.996  | 0.000m        | AXES              |
| 6            | 309.055  | 1.750m        | Lane              |
| 7            | 309.01   | 2.500m        | S_Barrier         |
| 8            | 308.98   | 3.000m        | EPS               |
|              |          |               |                   |
| 0+615.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 312.592  | -10.054m      | Daylight          |
| 2            | 307.703  | -5.022m       | Ditch_In          |
| 3            | 308.528  | -3.597m       | EPS               |
| 4            | 308.618  | -2.097m       | Lane              |
| 5            | 308.689  | 0.000m        | AXES              |
| 6            | 308.749  | 1.750m        | Lane              |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 7            | 308.704  | 2.500m        | S_Barrier         |
| 8            | 308.674  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+620.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 312.348  | -10.187m      | Daylight          |
| 2            | 307.376  | -5.079m       | Ditch_In          |
| 3            | 308.203  | -3.650m       | EPS               |
| 4            | 308.293  | -2.150m       | Lane              |
| 5            | 308.366  | 0.000m        | AXES              |
| 6            | 308.426  | 1.750m        | Lane              |
| 7            | 308.381  | 2.500m        | S_Barrier         |
| 8            | 308.351  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+625.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 311.513  | -9.723m       | Daylight          |
| 2            | 307.048  | -5.072m       | Ditch_In          |
| 3            | 307.87   | -3.650m       | EPS               |
| 4            | 307.96   | -2.150m       | Lane              |
| 5            | 308.034  | 0.000m        | AXES              |
| 6            | 308.093  | 1.750m        | Lane              |
| 7            | 308.048  | 2.500m        | S_Barrier         |
| 8            | 308.018  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+630.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 310.755  | -9.286m       | Daylight          |
| 2            | 306.72   | -5.022m       | Ditch_In          |
| 3            | 307.54   | -3.605m       | EPS               |
| 4            | 307.63   | -2.105m       | Lane              |
| 5            | 307.701  | 0.000m        | AXES              |
| 6            | 307.761  | 1.750m        | Lane              |
| 7            | 307.716  | 2.500m        | S_Barrier         |
| 8            | 307.686  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+635.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 310.201  | -9.009m       | Daylight          |
| 2            | 306.392  | -4.949m       | Ditch_In          |
| 3            | 307.216  | -3.525m       | EPS               |
| 4            | 307.306  | -2.025m       | Lane              |
| 5            | 307.375  | 0.000m        | AXES              |
| 6            | 307.435  | 1.750m        | Lane              |
| 7            | 307.39   | 2.500m        | S_Barrier         |
| 8            | 307.36   | 3.000m        | EPS               |
|              |          |               |                   |
| 0+640.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 309.497  | -8.654m       | Daylight          |
| 2            | 306.065  | -4.932m       | Ditch_In          |
| 3            | 306.92   | -3.461m       | EPS               |
| 4            | 307.01   | -1.961m       | Lane              |
| 5            | 307.06   | 0.000m        | AXES              |
| 6            | 307.103  | 1.750m        | Lane              |
| 7            | 307.058  | 2.500m        | S_Barrier         |
| 8            | 307.028  | 3.000m        | EPS               |
|              |          |               |                   |
| 0+645.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 308.583  | -8.393m       | Daylight          |
| 2            | 305.737  | -5.199m       | Ditch_In          |

| 3        | 306.609 | -3.703m | EPS        |
|----------|---------|---------|------------|
| 4        | 306.699 | -2.203m | Lane       |
| 5        | 306.754 | 0.000m  | AXES       |
| 6        | 306.797 | 1.750m  | Lane       |
| 7        | 306.752 | 2.500m  | S_Barrier  |
| 8        | 306.722 | 3.000m  | EPS        |
|          |         |         |            |
| 0+650.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 308.151 | -8.986m | Daylight   |
| 2        | 305.409 | -5.886m | Ditch_In   |
| 3        | 306.296 | -4.368m | EPS        |
| 4        | 306.386 | -2.868m | Lane       |
| 5        | 306.458 | 0.000m  | AXES       |
| 6        | 306.502 | 1.750m  | Lane       |
| 7        | 306.457 | 2.500m  | S_Barrier  |
| 8        | 306.427 | 3.000m  | EPS        |
|          |         |         |            |
| 0+655.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 306.56  | -8.728m | Daylight   |
| 2        | 305.082 | -6.764m | Ditch_In   |
| 3        | 305.989 | -5.215m | EPS        |
| 4        | 306.079 | -3.715m | Lane       |
| 5        | 306.172 | 0.000m  | AXES       |
| 6        | 306.216 | 1.750m  | Lane       |
| 7        | 306.171 | 2.500m  | S_Barrier  |
| 8        | 306.141 | 3.000m  | EPS        |
|          |         |         |            |
| 0+660.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 305.599 | -9.019m | Daylight   |
| 2        | 304.754 | -7.626m | Ditch_In   |
| 3        | 305.693 | -6.030m | EPS        |
| 4        | 305.783 | -4.530m | Lane       |
| 5        | 305.896 | 0.000m  | AXES       |
| 6        | 305.94  | 1.750m  | Lane       |
| 7        | 305.895 | 2.500m  | S_Barrier  |
| 8        | 305.865 | 3.000m  | EPS        |
|          |         |         |            |
| 0+665.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 305.338 | -9.192m | Daylight   |
| 2        | 304.504 | -7.808m | Ditch_In   |
| 3        | 305.417 | -6.250m | EPS        |
| 4        | 305.507 | -4.750m | Lane       |
| 5        | 305.626 | 0.000m  | AXES       |
| 6        | 305.67  | 1.750m  | Lane       |
| 7        | 305.625 | 2.500m  | S_Barrier  |
| 8        | 305.595 | 3.000m  | EPS        |
|          |         |         |            |
| 0+670.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 305.143 | -9.211m | Daylight   |
| 2        | 304.254 | -7.778m | Ditch_In   |
| 3        | 305.147 | -6.250m | EPS        |
| 4        | 305.237 | -4.750m | Lane       |
| 5        | 305.356 | 0.000m  | AXES       |
| 6        | 305.4   | 1.750m  | Lane       |
| 7        | 305.355 | 2.500m  | S_Barrier  |
| 8        | 305.325 | 3.000m  | EPS        |
|          |         |         |            |
| 0+675.00 |         |         |            |

| POINT    | Z       | OFFSET   | STRING CUT |
|----------|---------|----------|------------|
| 1        | 306.329 | -10.473m | Daylight   |
| 2        | 304.004 | -7.748m  | Ditch_In   |
| 3        | 304.877 | -6.250m  | EPS        |
| 4        | 304.967 | -4.750m  | Lane       |
| 5        | 305.086 | 0.000m   | AXES       |
| 6        | 305.13  | 1.750m   | Lane       |
| 7        | 305.085 | 2.500m   | S_Barrier  |
| 8        | 305.055 | 3.000m   | EPS        |
|          |         |          |            |
| 0+680.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 307.465 | -11.691m | Daylight   |
| 2        | 303.754 | -7.718m  | Ditch_In   |
| 3        | 304.607 | -6.250m  | EPS        |
| 4        | 304.697 | -4.750m  | Lane       |
| 5        | 304.816 | 0.000m   | AXES       |
| 6        | 304.86  | 1.750m   | Lane       |
| 7        | 304.815 | 2.500m   | S_Barrier  |
| 8        | 304.785 | 3.000m   | EPS        |
|          |         |          |            |
| 0+685.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 307.297 | -11.735m | Daylight   |
| 2        | 303.504 | -7.688m  | Ditch_In   |
| 3        | 304.337 | -6.250m  | EPS        |
| 4        | 304.427 | -4.750m  | Lane       |
| 5        | 304.546 | 0.000m   | AXES       |
| 6        | 304.59  | 1.750m   | Lane       |
| 7        | 304.545 | 2.500m   | S_Barrier  |
| 8        | 304.515 | 3.000m   | EPS        |
|          |         |          |            |
| 0+690.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 306.591 | -11.476m | Daylight   |
| 2        | 303.254 | -7.839m  | Ditch_In   |
| 3        | 304.063 | -6.438m  | EPS        |
| 4        | 304.153 | -4.938m  | Lane       |
| 5        | 304.276 | 0.000m   | AXES       |
| 6        | 304.32  | 1.750m   | Lane       |
| 7        | 304.275 | 2.500m   | S_Barrier  |
| 8        | 304.245 | 3.000m   | EPS        |
|          |         |          |            |
| 0+695.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 305.691 | -10.519m | Daylight   |
| 2        | 303.004 | -7.467m  | Ditch_In   |
| 3        | 303.802 | -6.083m  | EPS        |
| 4        | 303.892 | -4.583m  | Lane       |
| 5        | 304.006 | 0.000m   | AXES       |
| 6        | 304.05  | 1.750m   | Lane       |
| 7        | 304.005 | 2.500m   | S_Barrier  |
| 8        | 303.975 | 3.000m   | EPS        |
|          |         |          |            |
| 0+700.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 305.014 | -9.595m  | Daylight   |
| 2        | 302.754 | -6.928m  | Ditch_In   |
| 3        | 303.545 | -5.554m  | EPS        |
| 4        | 303.635 | -4.054m  | Lane       |
| 5        | 303.736 | 0.000m   | AXES       |
| 6        | 303.78  | 1.750m   | Lane       |

| 7        | 303.735 | 2.500m  | S_Barrier  |
|----------|---------|---------|------------|
| 8        | 303.705 | 3.000m  | EPS        |
|          |         |         |            |
| 0+705.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 304.37  | -8.702m | Daylight   |
| 2        | 302.504 | -6.389m | Ditch_In   |
| 3        | 303.288 | -5.025m | EPS        |
| 4        | 303.378 | -3.525m | Lane       |
| 5        | 303.466 | 0.000m  | AXES       |
| 6        | 303.51  | 1.750m  | Lane       |
| 7        | 303.465 | 2.500m  | S_Barrier  |
| 8        | 303.435 | 3.000m  | EPS        |
|          |         |         |            |
| 0+710.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 303.868 | -7.995m | Daylight   |
| 2        | 302.254 | -5.910m | Ditch_In   |
| 3        | 303.03  | -4.558m | EPS        |
| 4        | 303.12  | -3.058m | Lane       |
| 5        | 303.196 | 0.000m  | AXES       |
| 6        | 303.24  | 1.750m  | Lane       |
| 7        | 303.195 | 2.500m  | S_Barrier  |
| 8        | 303.165 | 3.000m  | EPS        |
|          |         |         |            |
| 0+715.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 303.576 | -7.822m | Daylight   |
| 2        | 302.004 | -5.775m | Ditch_In   |
| 3        | 302.762 | -4.450m | EPS        |
| 4        | 302.852 | -2.950m | Lane       |
| 5        | 302.925 | 0.000m  | AXES       |
| 6        | 302.969 | 1.750m  | Lane       |
| 7        | 302.924 | 2.500m  | S_Barrier  |
| 8        | 302.894 | 3.000m  | EPS        |
|          |         |         |            |
| 0+720.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 303.567 | -8.000m | Daylight   |
| 2        | 301.754 | -5.735m | Ditch_In   |
| 3        | 302.485 | -4.450m | EPS        |
| 4        | 302.575 | -2.950m | Lane       |
| 5        | 302.649 | 0.000m  | AXES       |
| 6        | 302.693 | 1.750m  | Lane       |
| 7        | 302.648 | 2.500m  | S_Barrier  |
| 8        | 302.618 | 3.000m  | EPS        |
|          |         |         |            |
| 0+725.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 303.315 | -8.146m | Daylight   |
| 2        | 301.422 | -5.809m | Ditch_In   |
| 3        | 302.203 | -4.450m | EPS        |
| 4        | 302.293 | -2.950m | Lane       |
| 5        | 302.367 | 0.000m  | AXES       |
| 6        | 302.41  | 1.750m  | Lane       |
| 7        | 302.365 | 2.500m  | S_Barrier  |
| 8        | 302.335 | 3.000m  | EPS        |
|          |         |         |            |
| 0+730.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 304.131 | -9.192m | Daylight   |
| 2        | 301.09  | -5.823m | Ditch_In   |

| 3        | 301.88  | -4.450m  | EPS        |
|----------|---------|----------|------------|
| 4        | 301.97  | -2.950m  | Lane       |
| 5        | 302.078 | 0.000m   | AXES       |
| 6        | 302.142 | 1.750m   | Lane       |
| 7        | 302.097 | 2.500m   | S_Barrier  |
| 8        | 302.067 | 3.000m   | EPS        |
|          |         |          |            |
| 0+735.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 303.849 | -9.277m  | Daylight   |
| 2        | 300.758 | -5.863m  | Ditch_In   |
| 3        | 301.575 | -4.450m  | EPS        |
| 4        | 301.665 | -2.950m  | Lane       |
| 5        | 301.783 | 0.000m   | AXES       |
| 6        | 301.853 | 1.750m   | Lane       |
|          |         |          |            |
| 0+740.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 304.122 | -9.870m  | Daylight   |
| 2        | 300.426 | -5.911m  | Ditch_In   |
| 3        | 301.275 | -4.450m  | EPS        |
| 4        | 301.365 | -2.950m  | Lane       |
| 5        | 301.483 | 0.000m   | AXES       |
| 6        | 301.553 | 1.750m   | Lane       |
|          |         |          |            |
| 0+745.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 304.031 | -9.997m  | Daylight   |
| 2        | 300.151 | -5.873m  | Ditch_In   |
| 3        | 300.975 | -4.450m  | EPS        |
| 4        | 301.065 | -2.950m  | Lane       |
| 5        | 301.183 | 0.000m   | AXES       |
| 6        | 301.253 | 1.750m   | Lane       |
|          |         |          |            |
| 0+750.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 303.835 | -10.031m | Daylight   |
| 2        | 299.876 | -5.836m  | Ditch_In   |
| 3        | 300.675 | -4.450m  | EPS        |
| 4        | 300.765 | -2.950m  | Lane       |
| 5        | 300.883 | 0.000m   | AXES       |
| 6        | 300.953 | 1.750m   | Lane       |
|          |         |          |            |
| 0+755.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 303.354 | -9.811m  | Daylight   |
| 2        | 299.601 | -5.801m  | Ditch_In   |
| 3        | 300.377 | -4.450m  | EPS        |
| 4        | 300.467 | -2.950m  | Lane       |
| 5        | 300.585 | 0.000m   | AXES       |
| 6        | 300.655 | 1.750m   | Lane       |
| 7        | 300.61  | 2.500m   | S_Barrier  |
| 8        | 300.58  | 3.000m   | EPS        |
|          |         |          |            |
| 0+760.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 302.884 | -9.619m  | Daylight   |
| 2        | 299.326 | -5.784m  | Ditch_In   |
| 3        | 300.091 | -4.450m  | EPS        |
| 4        | 300.181 | -2.950m  | Lane       |
| 5        | 300.299 | 0.000m   | AXES       |
| 6        | 300.369 | 1.750m   | Lane       |

| 7        | 300.324 | 2.500m  | S_Barrier  |
|----------|---------|---------|------------|
| 8        | 300.294 | 3.000m  | EPS        |
|          |         |         |            |
| 0+765.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 302.778 | -9.772m | Daylight   |
| 2        | 299.051 | -5.786m | Ditch_In   |
| 3        | 299.817 | -4.450m | EPS        |
| 4        | 299.907 | -2.950m | Lane       |
| 5        | 300.025 | 0.000m  | AXES       |
| 6        | 300.095 | 1.750m  | Lane       |
| 7        | 300.05  | 2.500m  | S_Barrier  |
| 8        | 300.02  | 3.000m  | EPS        |
|          |         |         |            |
| 0+770.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 302.556 | -9.569m | Daylight   |
| 2        | 298.816 | -5.571m | Ditch_In   |
| 3        | 299.584 | -4.231m | EPS        |
| 4        | 299.674 | -2.731m | Lane       |
| 5        | 299.763 | 0.000m  | AXES       |
| 6        | 299.82  | 1.750m  | Lane       |
| 7        | 299.775 | 2.500m  | S_Barrier  |
| 8        | 299.745 | 3.000m  | EPS        |
|          |         |         |            |
| 0+775.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 302.131 | -9.271m | Daylight   |
| 2        | 298.581 | -5.444m | Ditch_In   |
| 3        | 299.359 | -4.088m | EPS        |
| 4        | 299.449 | -2.588m | Lane       |
| 5        | 299.514 | 0.000m  | AXES       |
| 6        | 299.558 | 1.750m  | Lane       |
| 7        | 299.513 | 2.500m  | S_Barrier  |
| 8        | 299.483 | 3.000m  | EPS        |
|          |         |         |            |
| 0+780.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 301.932 | -9.452m | Daylight   |
| 2        | 298.346 | -5.592m | Ditch_In   |
| 3        | 299.119 | -4.245m | EPS        |
| 4        | 299.209 | -2.745m | Lane       |
| 5        | 299.278 | 0.000m  | AXES       |
| 6        | 299.321 | 1.750m  | Lane       |
| 7        | 299.276 | 2.500m  | S_Barrier  |
| 8        | 299.246 | 3.000m  | EPS        |
|          |         |         |            |
| 0+785.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 301.545 | -9.412m | Daylight   |
| 2        | 298.146 | -5.720m | Ditch_In   |
| 3        | 298.891 | -4.415m | EPS        |
| 4        | 298.981 | -2.915m | Lane       |
| 5        | 299.054 | 0.000m  | AXES       |
| 6        | 299.097 | 1.750m  | Lane       |
| 7        | 299.052 | 2.500m  | S_Barrier  |
| 8        | 299.022 | 3.000m  | EPS        |
|          |         |         |            |
| 0+790.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 301.106 | -9.343m | Daylight   |
| 2        | 297.946 | -5.866m | Ditch_In   |

| 3        | 298.675 | -4.585m | EPS        |
|----------|---------|---------|------------|
| 4        | 298.765 | -3.085m | Lane       |
| 5        | 298.842 | 0.000m  | AXES       |
| 6        | 298.886 | 1.750m  | Lane       |
| 7        | 298.841 | 2.500m  | S_Barrier  |
| 8        | 298.811 | 3.000m  | EPS        |
|          |         |         |            |
| 0+795.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 301.02  | -9.604m | Daylight   |
| 2        | 297.746 | -6.025m | Ditch_In   |
| 3        | 298.472 | -4.748m | EPS        |
| 4        | 298.562 | -3.248m | Lane       |
| 5        | 298.643 | 0.000m  | AXES       |
| 6        | 298.687 | 1.750m  | Lane       |
| 7        | 298.642 | 2.500m  | S_Barrier  |
| 8        | 298.612 | 3.000m  | EPS        |
|          |         |         |            |
| 0+800.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 300.898 | -9.693m | Daylight   |
| 2        | 297.546 | -6.044m | Ditch_In   |
| 3        | 298.283 | -4.750m | EPS        |
| 4        | 298.373 | -3.250m | Lane       |
| 5        | 298.454 | 0.000m  | AXES       |
| 6        | 298.498 | 1.750m  | Lane       |
| 7        | 298.453 | 2.500m  | S_Barrier  |
| 8        | 298.423 | 3.000m  | EPS        |
|          |         |         |            |
| 0+805.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 300.812 | -9.815m | Daylight   |
| 2        | 297.346 | -6.063m | Ditch_In   |
| 3        | 298.096 | -4.750m | EPS        |
| 4        | 298.186 | -3.250m | Lane       |
| 5        | 298.267 | 0.000m  | AXES       |
| 6        | 298.311 | 1.750m  | Lane       |
| 7        | 298.266 | 2.500m  | S_Barrier  |
| 8        | 298.236 | 3.000m  | EPS        |
|          |         |         |            |
| 0+810.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 300.608 | -9.829m | Daylight   |
| 2        | 297.146 | -6.080m | Ditch_In   |
| 3        | 297.908 | -4.750m | EPS        |
| 4        | 297.998 | -3.250m | Lane       |
| 5        | 298.079 | 0.000m  | AXES       |
| 6        | 298.123 | 1.750m  | Lane       |
| 7        | 298.078 | 2.500m  | S_Barrier  |
| 8        | 298.048 | 3.000m  | EPS        |
|          |         |         |            |
| 0+815.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 300.374 | -9.805m | Daylight   |
| 2        | 296.946 | -6.086m | Ditch_In   |
| 3        | 297.712 | -4.750m | EPS        |
| 4        | 297.802 | -3.250m | Lane       |
| 5        | 297.883 | 0.000m  | AXES       |
| 6        | 297.927 | 1.750m  | Lane       |
| 7        | 297.882 | 2.500m  | S_Barrier  |
| 8        | 297.852 | 3.000m  | EPS        |
|          |         |         |            |
| 0+820.00 |         |         |            |

| POINT    | Z       | OFFSET  | STRING CUT |
|----------|---------|---------|------------|
| 1        | 300.03  | -9.510m | Daylight   |
| 2        | 296.746 | -5.922m | Ditch_In   |
| 3        | 297.51  | -4.589m | EPS        |
| 4        | 297.6   | -3.089m | Lane       |
| 5        | 297.677 | 0.000m  | AXES       |
| 6        | 297.721 | 1.750m  | Lane       |
| 7        | 297.676 | 2.500m  | S_Barrier  |
| 8        | 297.646 | 3.000m  | EPS        |
| 0+825.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 299.688 | -9.166m | Daylight   |
| 2        | 296.546 | -5.705m | Ditch_In   |
| 3        | 297.299 | -4.389m | EPS        |
| 4        | 297.389 | -2.889m | Lane       |
| 5        | 297.461 | 0.000m  | AXES       |
| 6        | 297.504 | 1.750m  | Lane       |
| 7        | 297.459 | 2.500m  | S_Barrier  |
| 8        | 297.429 | 3.000m  | EPS        |
| 0+830.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 299.048 | -8.617m | Daylight   |
| 2        | 296.346 | -5.553m | Ditch_In   |
| 3        | 297.13  | -4.189m | Lane       |
| 4        | 297.235 | 0.000m  | AXES       |
| 5        | 297.278 | 1.750m  | Lane       |
| 6        | 297.233 | 2.500m  | S_Barrier  |
| 7        | 297.203 | 3.000m  | EPS        |
| 0+835.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 296.819 | -3.989m | EPS        |
| 2        | 296.909 | -2.489m | Lane       |
| 3        | 296.999 | 0.000m  | AXES       |
| 4        | 297.062 | 1.750m  | Lane       |
| 5        | 297.017 | 2.500m  | S_Barrier  |
| 6        | 296.987 | 3.000m  | EPS        |
| 0+840.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 296.559 | -3.851m | EPS        |
| 2        | 296.649 | -2.351m | Lane       |
| 3        | 296.753 | 0.000m  | AXES       |
| 4        | 296.83  | 1.750m  | Lane       |
| 5        | 296.785 | 2.500m  | S_Barrier  |
| 6        | 296.755 | 3.000m  | EPS        |
| 0+845.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 296.303 | -3.850m | EPS        |
| 2        | 296.393 | -2.350m | Lane       |
| 3        | 296.497 | 0.000m  | AXES       |
| 4        | 296.574 | 1.750m  | Lane       |
| 5        | 296.529 | 2.500m  | S_Barrier  |
| 6        | 296.499 | 3.000m  | EPS        |
| 0+850.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 296.037 | -3.850m | EPS        |

| 2        | 296.127 | -2.350m | Lane       |
|----------|---------|---------|------------|
| 3        | 296.231 | 0.000m  | AXES       |
| 4        | 296.308 | 1.750m  | Lane       |
| 5        | 296.263 | 2.500m  | S_Barrier  |
| 6        | 296.233 | 3.000m  | EPS        |
| 0+855.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 295.761 | -3.850m | EPS        |
| 2        | 295.851 | -2.350m | Lane       |
| 3        | 295.954 | 0.000m  | AXES       |
| 4        | 296.031 | 1.750m  | Lane       |
| 5        | 295.986 | 2.500m  | S_Barrier  |
| 6        | 295.956 | 3.000m  | EPS        |
| 0+860.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 295.475 | -3.850m | EPS        |
| 2        | 295.565 | -2.350m | Lane       |
| 3        | 295.668 | 0.000m  | AXES       |
| 4        | 295.745 | 1.750m  | Lane       |
| 5        | 295.7   | 2.500m  | S_Barrier  |
| 6        | 295.67  | 3.000m  | EPS        |
| 0+865.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 295.179 | -3.850m | EPS        |
| 2        | 295.269 | -2.350m | Lane       |
| 3        | 295.372 | 0.000m  | AXES       |
| 4        | 295.449 | 1.750m  | Lane       |
| 5        | 295.404 | 2.500m  | S_Barrier  |
| 6        | 295.374 | 3.000m  | EPS        |
| 0+870.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 294.901 | -3.726m | EPS        |
| 2        | 294.991 | -2.226m | Lane       |
| 3        | 295.072 | 0.000m  | AXES       |
| 4        | 295.136 | 1.750m  | Lane       |
| 5        | 295.091 | 2.500m  | S_Barrier  |
| 6        | 295.061 | 3.000m  | EPS        |
| 0+875.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 294.633 | -3.538m | EPS        |
| 2        | 294.723 | -2.038m | Lane       |
| 3        | 294.774 | 0.000m  | AXES       |
| 4        | 294.818 | 1.750m  | Lane       |
| 5        | 294.773 | 2.500m  | S_Barrier  |
| 6        | 294.743 | 3.000m  | EPS        |
| 0+880.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 294.354 | -3.351m | EPS        |
| 2        | 294.444 | -1.851m | Lane       |
| 3        | 294.49  | 0.000m  | AXES       |
| 4        | 294.534 | 1.750m  | Lane       |
| 5        | 294.489 | 2.500m  | S_Barrier  |
| 6        | 294.459 | 3.000m  | EPS        |
| 0+885.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING     |

| 1        | 294.1   | -3.250m | EPS        |
|----------|---------|---------|------------|
| 2        | 294.19  | -1.750m | Lane       |
| 3        | 294.223 | 0.000m  | AXES       |
| 4        | 294.257 | 1.750m  | Lane       |
| 5        | 294.212 | 2.500m  | S_Barrier  |
| 6        | 294.182 | 3.000m  | EPS        |
| 0+890.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 293.866 | -3.250m | EPS        |
| 2        | 293.956 | -1.750m | Lane       |
| 3        | 293.973 | 0.000m  | AXES       |
| 4        | 293.989 | 1.750m  | Lane       |
| 5        | 293.944 | 2.500m  | S_Barrier  |
| 6        | 293.914 | 3.000m  | EPS        |
| 0+895.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 293.739 | -3.250m | EPS        |
| 2        | 293.739 | 0.000m  | AXES       |
| 3        | 293.739 | 1.750m  | Lane       |
| 4        | 293.694 | 2.500m  | S_Barrier  |
| 5        | 293.664 | 3.000m  | EPS        |
| 0+900.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 293.584 | -5.681m | Daylight   |
| 2        | 292.574 | -3.998m | Ditch_In   |
| 3        | 293.548 | -3.000m | Lane       |
| 4        | 293.521 | 0.000m  | AXES       |
| 5        | 293.505 | 1.750m  | Lane       |
| 6        | 293.46  | 2.500m  | S_Barrier  |
| 7        | 293.43  | 3.000m  | EPS        |
| 0+905.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 293.363 | -5.565m | Daylight   |
| 2        | 292.422 | -3.945m | Ditch_In   |
| 3        | 293.265 | -3.142m | EPS        |
| 4        | 293.34  | -1.892m | Lane       |
| 5        | 293.305 | 0.000m  | AXES       |
| 6        | 293.273 | 1.810m  | Lane       |
| 7        | 293.228 | 2.560m  | S_Barrier  |
| 8        | 293.198 | 3.060m  | EPS        |
| 0+910.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 293.214 | -5.918m | Daylight   |
| 2        | 292.269 | -4.294m | Ditch_In   |
| 3        | 293.075 | -3.547m | EPS        |
| 4        | 293.15  | -2.297m | Lane       |
| 5        | 293.09  | 0.000m  | AXES       |
| 6        | 293.041 | 1.894m  | Lane       |
| 7        | 292.996 | 2.644m  | S_Barrier  |
| 8        | 292.966 | 3.144m  | EPS        |
| 0+915.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 293.05  | -6.483m | Daylight   |
| 2        | 292.036 | -4.798m | Ditch_In   |
| 3        | 292.872 | -4.006m | EPS        |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 4            | 292.947  | -2.756m       | Lane              |
| 5            | 292.875  | 0.000m        | AXES              |
| 6            | 292.824  | 1.950m        | Lane              |
| 7            | 292.779  | 2.700m        | S_Barrier         |
| 8            | 292.749  | 3.200m        | EPS               |
| 0+920.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 292.886  | -7.126m       | Daylight          |
| 2            | 291.804  | -5.379m       | Ditch_In          |
| 3            | 292.671  | -4.541m       | EPS               |
| 4            | 292.746  | -3.291m       | Lane              |
| 5            | 292.66   | 0.000m        | AXES              |
| 6            | 292.609  | 1.950m        | Lane              |
| 7            | 292.564  | 2.700m        | S_Barrier         |
| 8            | 292.534  | 3.200m        | EPS               |
| 0+925.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 292.707  | -7.668m       | Daylight          |
| 2            | 291.571  | -5.873m       | Ditch_In          |
| 3            | 292.467  | -4.990m       | EPS               |
| 4            | 292.542  | -3.740m       | Lane              |
| 5            | 292.445  | 0.000m        | AXES              |
| 6            | 292.394  | 1.950m        | Lane              |
| 7            | 292.349  | 2.700m        | S_Barrier         |
| 8            | 292.319  | 3.200m        | EPS               |
| 0+930.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 292.538  | -7.761m       | Daylight          |
| 2            | 291.338  | -5.909m       | Ditch_In          |
| 3            | 292.252  | -5.000m       | EPS               |
| 4            | 292.327  | -3.750m       | Lane              |
| 5            | 292.23   | 0.000m        | AXES              |
| 6            | 292.18   | 1.916m        | Lane              |
| 7            | 292.135  | 2.666m        | S_Barrier         |
| 8            | 292.105  | 3.166m        | EPS               |
| 0+935.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 292.298  | -7.747m       | Daylight          |
| 2            | 291.106  | -5.901m       | Ditch_In          |
| 3            | 292.014  | -5.000m       | EPS               |
| 4            | 292.089  | -3.750m       | Lane              |
| 5            | 292.015  | 0.000m        | AXES              |
| 6            | 291.978  | 1.833m        | Lane              |
| 7            | 291.933  | 2.583m        | S_Barrier         |
| 8            | 291.903  | 3.083m        | EPS               |
| 0+940.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 292.059  | -7.712m       | Daylight          |
| 2            | 290.873  | -5.871m       | Ditch_In          |
| 3            | 291.762  | -5.000m       | EPS               |
| 4            | 291.837  | -3.750m       | Lane              |
| 5            | 291.799  | 0.000m        | AXES              |
| 6            | 291.782  | 1.749m        | Lane              |
| 7            | 291.737  | 2.499m        | S_Barrier         |
| 8            | 291.707  | 2.999m        | EPS               |
| 0+945.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING</b>     |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 1            | 291.817  | -7.674m       | Daylight          |
| 2            | 290.64   | -5.842m       | Ditch_In          |
| 3            | 291.509  | -5.000m       | EPS               |
| 4            | 291.584  | -3.750m       | Lane              |
| 5            | 291.584  | 0.000m        | AXES              |
| 6            | 291.584  | 1.750m        | Lane              |
| 7            | 291.539  | 2.500m        | S_Barrier         |
| 8            | 291.509  | 3.000m        | EPS               |
| 0+950.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 291.577  | -7.646m       | Daylight          |
| 2            | 290.408  | -5.821m       | Ditch_In          |
| 3            | 291.263  | -5.000m       | EPS               |
| 4            | 291.338  | -3.750m       | Lane              |
| 5            | 291.369  | 0.000m        | AXES              |
| 6            | 291.384  | 1.750m        | Lane              |
| 7            | 291.339  | 2.500m        | S_Barrier         |
| 8            | 291.309  | 3.000m        | EPS               |
| 0+955.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 291.305  | -7.310m       | Daylight          |
| 2            | 290.175  | -5.521m       | Ditch_In          |
| 3            | 291.01   | -4.729m       | EPS               |
| 4            | 291.085  | -3.479m       | Lane              |
| 5            | 291.143  | 0.000m        | AXES              |
| 6            | 291.173  | 1.750m        | Lane              |
| 7            | 291.128  | 2.500m        | S_Barrier         |
| 8            | 291.098  | 3.000m        | EPS               |
| 0+960.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 290.969  | -6.681m       | Daylight          |
| 2            | 289.942  | -4.984m       | Ditch_In          |
| 3            | 290.743  | -4.245m       | EPS               |
| 4            | 290.818  | -2.995m       | Lane              |
| 5            | 290.893  | 0.000m        | AXES              |
| 6            | 290.936  | 1.750m        | Lane              |
| 7            | 290.891  | 2.500m        | S_Barrier         |
| 8            | 290.861  | 3.000m        | EPS               |
| 0+965.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 290.584  | -6.183m       | Daylight          |
| 2            | 289.639  | -4.559m       | Ditch_In          |
| 3            | 290.479  | -3.761m       | EPS               |
| 4            | 290.554  | -2.511m       | Lane              |
| 5            | 290.617  | 0.000m        | AXES              |
| 6            | 290.661  | 1.750m        | Lane              |
| 7            | 290.616  | 2.500m        | S_Barrier         |
| 8            | 290.586  | 3.000m        | EPS               |
| 0+970.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 290.195  | -5.644m       | Daylight          |
| 2            | 289.335  | -4.097m       | Ditch_In          |
| 3            | 290.19   | -3.277m       | EPS               |
| 4            | 290.265  | -2.027m       | Lane              |
| 5            | 290.316  | 0.000m        | AXES              |
| 6            | 290.36   | 1.750m        | Lane              |
| 7            | 290.315  | 2.500m        | S_Barrier         |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 8            | 290.285  | 3.000m        | EPS               |
| 0+975.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 289.834  | -5.409m       | Daylight          |
| 2            | 288.985  | -3.872m       | Ditch_In          |
| 3            | 289.872  | -3.005m       | EPS               |
| 4            | 289.947  | -1.755m       | Lane              |
| 5            | 289.99   | 0.000m        | AXES              |
| 6            | 290.034  | 1.750m        | Lane              |
| 7            | 289.989  | 2.500m        | S_Barrier         |
| 8            | 289.959  | 3.000m        | EPS               |
| 0+980.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 289.495  | -5.418m       | Daylight          |
| 2            | 288.635  | -3.872m       | Ditch_In          |
| 3            | 289.524  | -3.000m       | EPS               |
| 4            | 289.599  | -1.750m       | Lane              |
| 5            | 289.643  | 0.000m        | AXES              |
| 6            | 289.687  | 1.750m        | Lane              |
| 7            | 289.642  | 2.500m        | S_Barrier         |
| 8            | 289.612  | 3.000m        | EPS               |
| 0+985.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 289.128  | -5.403m       | Daylight          |
| 2            | 288.285  | -3.872m       | Ditch_In          |
| 3            | 289.174  | -3.000m       | EPS               |
| 4            | 289.249  | -1.750m       | Lane              |
| 5            | 289.293  | 0.000m        | AXES              |
| 6            | 289.337  | 1.750m        | Lane              |
| 7            | 289.292  | 2.500m        | S_Barrier         |
| 8            | 289.262  | 3.000m        | EPS               |
| 0+990.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 288.77   | -5.396m       | Daylight          |
| 2            | 287.935  | -3.872m       | Ditch_In          |
| 3            | 288.824  | -3.000m       | EPS               |
| 4            | 288.899  | -1.750m       | Lane              |
| 5            | 288.943  | 0.000m        | AXES              |
| 6            | 288.987  | 1.750m        | Lane              |
| 7            | 288.942  | 2.500m        | S_Barrier         |
| 8            | 288.912  | 3.000m        | EPS               |
| 0+995.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 288.423  | -5.398m       | Daylight          |
| 2            | 287.585  | -3.872m       | Ditch_In          |
| 3            | 288.474  | -3.000m       | EPS               |
| 4            | 288.549  | -1.750m       | Lane              |
| 5            | 288.593  | 0.000m        | AXES              |
| 6            | 288.637  | 1.750m        | Lane              |
| 7            | 288.592  | 2.500m        | S_Barrier         |
| 8            | 288.562  | 3.000m        | EPS               |
| 1+000.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 288.074  | -5.399m       | Daylight          |
| 2            | 287.235  | -3.872m       | Ditch_In          |
| 3            | 288.124  | -3.000m       | EPS               |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 4            | 288.199  | -1.750m       | Lane              |
| 5            | 288.243  | 0.000m        | AXES              |
| 6            | 288.287  | 1.750m        | Lane              |
| 7            | 288.242  | 2.500m        | S_Barrier         |
| 8            | 288.212  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+005.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 287.726  | -5.401m       | Daylight          |
| 2            | 286.885  | -3.872m       | Ditch_In          |
| 3            | 287.774  | -3.000m       | EPS               |
| 4            | 287.849  | -1.750m       | Lane              |
| 5            | 287.893  | 0.000m        | AXES              |
| 6            | 287.937  | 1.750m        | Lane              |
| 7            | 287.892  | 2.500m        | S_Barrier         |
| 8            | 287.862  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+010.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 287.377  | -5.402m       | Daylight          |
| 2            | 286.535  | -3.872m       | Ditch_In          |
| 3            | 287.424  | -3.000m       | EPS               |
| 4            | 287.499  | -1.750m       | Lane              |
| 5            | 287.543  | 0.000m        | AXES              |
| 6            | 287.587  | 1.750m        | Lane              |
| 7            | 287.542  | 2.500m        | S_Barrier         |
| 8            | 287.512  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+015.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 287.027  | -5.402m       | Daylight          |
| 2            | 286.185  | -3.872m       | Ditch_In          |
| 3            | 287.074  | -3.000m       | EPS               |
| 4            | 287.149  | -1.750m       | Lane              |
| 5            | 287.193  | 0.000m        | AXES              |
| 6            | 287.237  | 1.750m        | Lane              |
| 7            | 287.192  | 2.500m        | S_Barrier         |
| 8            | 287.162  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+020.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 286.676  | -5.401m       | Daylight          |
| 2            | 285.835  | -3.872m       | Ditch_In          |
| 3            | 286.724  | -3.000m       | EPS               |
| 4            | 286.799  | -1.750m       | Lane              |
| 5            | 286.843  | 0.000m        | AXES              |
| 6            | 286.887  | 1.750m        | Lane              |
| 7            | 286.842  | 2.500m        | S_Barrier         |
| 8            | 286.812  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+025.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 286.318  | -5.538m       | Daylight          |
| 2            | 285.485  | -4.016m       | Ditch_In          |
| 3            | 286.371  | -3.150m       | EPS               |
| 4            | 286.446  | -1.900m       | Lane              |
| 5            | 286.493  | 0.000m        | AXES              |
| 6            | 286.537  | 1.750m        | Lane              |
| 7            | 286.492  | 2.500m        | S_Barrier         |
| 8            | 286.462  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+030.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING</b>     |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
|              |          |               | <b>CUT</b>        |
| 1            | 285.94   | -5.860m       | Daylight          |
| 2            | 285.135  | -4.363m       | Ditch_In          |
| 3            | 286.024  | -3.492m       | EPS               |
| 4            | 286.099  | -2.242m       | Lane              |
| 5            | 286.155  | 0.000m        | AXES              |
| 6            | 286.199  | 1.750m        | Lane              |
| 7            | 286.154  | 2.500m        | S_Barrier         |
| 8            | 286.124  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+035.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 285.618  | -6.278m       | Daylight          |
| 2            | 284.785  | -4.756m       | Ditch_In          |
| 3            | 285.708  | -3.834m       | EPS               |
| 4            | 285.783  | -2.584m       | Lane              |
| 5            | 285.847  | 0.000m        | AXES              |
| 6            | 285.891  | 1.750m        | Lane              |
| 7            | 285.846  | 2.500m        | S_Barrier         |
| 8            | 285.816  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+040.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 285.268  | -6.773m       | Daylight          |
| 2            | 284.435  | -5.251m       | Ditch_In          |
| 3            | 285.46   | -4.176m       | EPS               |
| 4            | 285.535  | -2.926m       | Lane              |
| 5            | 285.571  | 0.000m        | AXES              |
| 6            | 285.593  | 1.750m        | Lane              |
| 7            | 285.548  | 2.500m        | S_Barrier         |
| 8            | 285.518  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+045.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 284.721  | -6.882m       | Daylight          |
| 2            | 284.185  | -5.627m       | Ditch_In          |
| 3            | 285.251  | -4.490m       | EPS               |
| 4            | 285.326  | -3.240m       | Lane              |
| 5            | 285.326  | 0.000m        | AXES              |
| 6            | 285.326  | 1.750m        | Lane              |
| 7            | 285.281  | 2.500m        | S_Barrier         |
| 8            | 285.251  | 3.000m        | EPS               |
|              |          |               |                   |
| 1+050.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 284.133  | -5.902m       | Daylight          |
| 2            | 285.068  | -4.500m       | EPS               |
| 3            | 285.098  | -4.000m       | S_Barrier         |
| 4            | 285.143  | -3.250m       | Lane              |
| 5            | 285.113  | 0.000m        | AXES              |
| 6            | 285.096  | 1.750m        | Lane              |
| 7            | 285.036  | 2.750m        | EPS               |
| 8            | 285.186  | 2.780m        | S_Barrier         |
|              |          |               |                   |
| 1+055.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 283.983  | -5.897m       | Daylight          |
| 2            | 284.914  | -4.500m       | EPS               |
| 3            | 284.944  | -4.000m       | S_Barrier         |
| 4            | 284.989  | -3.250m       | Lane              |
| 5            | 284.929  | 0.000m        | AXES              |
| 6            | 284.895  | 1.810m        | Lane              |
| 7            | 284.835  | 2.810m        | EPS               |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 8            | 284.985  | 2.840m        | S_Barrier         |
|              |          |               |                   |
| 1+060.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 283.922  | -5.763m       | Daylight          |
| 2            | 284.763  | -4.500m       | EPS               |
| 3            | 284.793  | -4.000m       | S_Barrier         |
| 4            | 284.838  | -3.250m       | Lane              |
| 5            | 284.754  | 0.000m        | AXES              |
| 6            | 284.705  | 1.901m        | Lane              |
| 7            | 284.645  | 2.901m        | EPS               |
| 8            | 284.795  | 2.931m        | S_Barrier         |
|              |          |               |                   |
| 1+065.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 283.657  | -5.945m       | Daylight          |
| 2            | 284.62   | -4.500m       | EPS               |
| 3            | 284.65   | -4.000m       | S_Barrier         |
| 4            | 284.695  | -3.250m       | Lane              |
| 5            | 284.611  | 0.000m        | AXES              |
| 6            | 284.56   | 1.950m        | Lane              |
| 7            | 284.5    | 2.950m        | EPS               |
| 8            | 284.65   | 2.980m        | S_Barrier         |
|              |          |               |                   |
| 1+070.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 284.036  | -4.959m       | Daylight          |
| 2            | 284.521  | -4.232m       | EPS               |
| 3            | 284.551  | -3.732m       | S_Barrier         |
| 4            | 284.596  | -2.982m       | Lane              |
| 5            | 284.518  | 0.000m        | AXES              |
| 6            | 284.469  | 1.894m        | Lane              |
| 7            | 284.409  | 2.894m        | EPS               |
| 8            | 284.559  | 2.924m        | S_Barrier         |
|              |          |               |                   |
| 1+075.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 284.064  | -4.345m       | Daylight          |
| 2            | 284.46   | -3.752m       | EPS               |
| 3            | 284.49   | -3.252m       | S_Barrier         |
| 4            | 284.535  | -2.502m       | Lane              |
| 5            | 284.47   | 0.000m        | AXES              |
| 6            | 284.424  | 1.803m        | Lane              |
| 7            | 284.364  | 2.803m        | EPS               |
| 8            | 284.514  | 2.833m        | S_Barrier         |
|              |          |               |                   |
| 1+080.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 283.932  | -3.985m       | Daylight          |
| 2            | 284.407  | -3.272m       | EPS               |
| 3            | 284.437  | -2.772m       | S_Barrier         |
| 4            | 284.482  | -2.022m       | Lane              |
| 5            | 284.43   | 0.000m        | AXES              |
| 6            | 284.385  | 1.750m        | Lane              |
| 7            | 284.325  | 2.750m        | EPS               |
| 8            | 284.475  | 2.780m        | S_Barrier         |
|              |          |               |                   |
| 1+085.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 284.059  | -3.008m       | Daylight          |
| 2            | 284.375  | -2.754m       | EPS               |
| 3            | 284.475  | -2.754m       | S_Barrier         |

| 4        | 284.435 | -1.754m | Lane       |
|----------|---------|---------|------------|
| 5        | 284.39  | 0.000m  | AXES       |
| 6        | 284.345 | 1.750m  | Lane       |
| 7        | 284.285 | 2.750m  | EPS        |
| 8        | 284.385 | 2.750m  | S_Barrier  |
| 9        | 282.796 | 3.016m  | Daylight   |
| 1+090.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 284.202 | -3.002m | Daylight   |
| 2        | 284.335 | -2.750m | EPS        |
| 3        | 284.435 | -2.750m | S_Barrier  |
| 4        | 284.395 | -1.750m | Lane       |
| 5        | 284.35  | 0.000m  | AXES       |
| 6        | 284.306 | 1.750m  | Lane       |
| 7        | 284.246 | 2.750m  | EPS        |
| 8        | 284.346 | 2.750m  | S_Barrier  |
| 9        | 284.046 | 3.003m  | Daylight   |
| 1+095.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 284.024 | -3.004m | Daylight   |
| 2        | 284.304 | -2.750m | EPS        |
| 3        | 284.404 | -2.750m | S_Barrier  |
| 4        | 284.364 | -1.750m | Lane       |
| 5        | 284.319 | 0.000m  | AXES       |
| 6        | 284.275 | 1.750m  | Lane       |
| 7        | 284.215 | 2.750m  | EPS        |
| 8        | 284.315 | 2.750m  | S_Barrier  |
| 9        | 284.052 | 3.003m  | Daylight   |
| 1+100.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 284.067 | -3.004m | Daylight   |
| 2        | 284.318 | -2.750m | EPS        |
| 3        | 284.418 | -2.750m | S_Barrier  |
| 4        | 284.378 | -1.750m | Lane       |
| 5        | 284.334 | 0.000m  | AXES       |
| 6        | 284.29  | 1.750m  | Lane       |
| 7        | 284.23  | 2.750m  | EPS        |
| 8        | 284.33  | 2.750m  | S_Barrier  |
| 9        | 284.113 | 3.002m  | Daylight   |
| 1+105.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 284.126 | -3.004m | Daylight   |
| 2        | 284.383 | -2.750m | EPS        |
| 3        | 284.483 | -2.750m | S_Barrier  |
| 4        | 284.443 | -1.750m | Lane       |
| 5        | 284.399 | 0.000m  | AXES       |
| 6        | 284.353 | 1.818m  | Lane       |
| 7        | 284.293 | 2.818m  | EPS        |
| 8        | 284.393 | 2.818m  | S_Barrier  |
| 9        | 284.154 | 3.071m  | Daylight   |
| 1+110.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 284.057 | -3.635m | Daylight   |
| 2        | 284.48  | -3.000m | EPS        |
| 3        | 284.51  | -2.500m | S_Barrier  |
| 4        | 284.555 | -1.750m | Lane       |
| 5        | 284.512 | 0.000m  | AXES       |
| 6        | 284.461 | 2.009m  | Lane       |

| 7        | 284.401 | 3.009m  | EPS        |
|----------|---------|---------|------------|
| 8        | 284.551 | 3.039m  | S_Barrier  |
| 1+115.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 284.298 | -3.490m | Daylight   |
| 2        | 284.625 | -3.000m | EPS        |
| 3        | 284.655 | -2.500m | S_Barrier  |
| 4        | 284.7   | -1.750m | Lane       |
| 5        | 284.638 | 0.000m  | AXES       |
| 6        | 284.56  | 2.199m  | Lane       |
| 7        | 284.5   | 3.199m  | EPS        |
| 8        | 284.65  | 3.229m  | S_Barrier  |
| 1+120.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 284.484 | -3.466m | Daylight   |
| 2        | 284.795 | -3.000m | EPS        |
| 3        | 284.825 | -2.500m | S_Barrier  |
| 4        | 284.87  | -1.750m | Lane       |
| 5        | 284.8   | 0.000m  | AXES       |
| 6        | 284.704 | 2.390m  | Lane       |
| 7        | 284.644 | 3.390m  | EPS        |
| 8        | 284.794 | 3.420m  | S_Barrier  |
| 1+125.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 284.777 | -3.346m | Daylight   |
| 2        | 285.007 | -3.000m | EPS        |
| 3        | 285.037 | -2.500m | S_Barrier  |
| 4        | 285.082 | -1.750m | Lane       |
| 5        | 285.012 | 0.000m  | AXES       |
| 6        | 284.91  | 2.550m  | Lane       |
| 7        | 284.85  | 3.550m  | EPS        |
| 8        | 285     | 3.580m  | S_Barrier  |
| 1+130.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 285.102 | -3.250m | Daylight   |
| 2        | 285.269 | -3.000m | EPS        |
| 3        | 285.299 | -2.500m | S_Barrier  |
| 4        | 285.344 | -1.750m | Lane       |
| 5        | 285.274 | 0.000m  | AXES       |
| 6        | 285.172 | 2.550m  | Lane       |
| 7        | 285.112 | 3.550m  | EPS        |
| 8        | 285.262 | 3.580m  | S_Barrier  |
| 1+135.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 285.53  | -3.500m | EPS        |
| 2        | 285.545 | -3.250m | S_Barrier  |
| 3        | 285.635 | -1.750m | Lane       |
| 4        | 285.565 | 0.000m  | AXES       |
| 5        | 285.463 | 2.550m  | Lane       |
| 1+140.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 285.798 | -3.500m | EPS        |
| 2        | 285.813 | -3.250m | S_Barrier  |
| 3        | 285.903 | -1.750m | Lane       |
| 4        | 285.833 | 0.000m  | AXES       |
| 5        | 285.731 | 2.550m  | Lane       |

| 1+145.00 |         |         |            |
|----------|---------|---------|------------|
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 286.042 | -3.500m | EPS        |
| 2        | 286.057 | -3.250m | S_Barrier  |
| 3        | 286.147 | -1.750m | Lane       |
| 4        | 286.077 | 0.000m  | AXES       |
| 5        | 285.975 | 2.550m  | Lane       |
| 1+150.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 286.261 | -3.500m | EPS        |
| 2        | 286.276 | -3.250m | S_Barrier  |
| 3        | 286.366 | -1.750m | Lane       |
| 4        | 286.296 | 0.000m  | AXES       |
| 5        | 286.194 | 2.550m  | Lane       |
| 1+155.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 286.454 | -3.500m | EPS        |
| 2        | 286.469 | -3.250m | S_Barrier  |
| 3        | 286.559 | -1.750m | Lane       |
| 4        | 286.489 | 0.000m  | AXES       |
| 5        | 286.387 | 2.550m  | Lane       |
| 6        | 286.297 | 4.050m  | S_Barrier  |
| 7        | 286.282 | 4.300m  | EPS        |
| 1+160.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 286.597 | -3.500m | EPS        |
| 2        | 286.612 | -3.250m | S_Barrier  |
| 3        | 286.702 | -1.750m | Lane       |
| 4        | 286.658 | 0.000m  | AXES       |
| 5        | 286.594 | 2.550m  | Lane       |
| 6        | 286.504 | 4.050m  | S_Barrier  |
| 7        | 286.489 | 4.300m  | EPS        |
| 1+165.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 286.741 | -3.500m | EPS        |
| 2        | 286.756 | -3.250m | S_Barrier  |
| 3        | 286.846 | -1.750m | Lane       |
| 4        | 286.802 | 0.000m  | AXES       |
| 5        | 286.738 | 2.550m  | Lane       |
| 6        | 286.648 | 4.050m  | S_Barrier  |
| 7        | 286.633 | 4.300m  | EPS        |
| 1+170.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 286.901 | -3.500m | EPS        |
| 2        | 286.916 | -3.250m | S_Barrier  |
| 3        | 287.006 | -1.750m | Lane       |
| 4        | 286.962 | 0.000m  | AXES       |
| 5        | 286.898 | 2.550m  | Lane       |
| 6        | 286.808 | 4.050m  | S_Barrier  |
| 7        | 286.793 | 4.300m  | EPS        |
| 1+175.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 287.124 | -3.500m | EPS        |
| 2        | 287.139 | -3.250m | S_Barrier  |

| 3        | 287.229 | -1.750m | Lane       |
|----------|---------|---------|------------|
| 4        | 287.165 | 0.000m  | AXES       |
| 5        | 287.072 | 2.550m  | Lane       |
| 6        | 286.982 | 4.050m  | S_Barrier  |
| 7        | 286.967 | 4.300m  | EPS        |
| 1+180.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 287.377 | -3.500m | EPS        |
| 2        | 287.392 | -3.250m | S_Barrier  |
| 3        | 287.482 | -1.750m | Lane       |
| 4        | 287.412 | 0.000m  | AXES       |
| 5        | 287.31  | 2.550m  | Lane       |
| 6        | 287.22  | 4.050m  | S_Barrier  |
| 7        | 287.205 | 4.300m  | EPS        |
| 1+185.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 287.666 | -3.500m | EPS        |
| 2        | 287.681 | -3.250m | S_Barrier  |
| 3        | 287.771 | -1.750m | Lane       |
| 4        | 287.701 | 0.000m  | AXES       |
| 5        | 287.599 | 2.550m  | Lane       |
| 6        | 287.509 | 4.050m  | S_Barrier  |
| 7        | 287.494 | 4.300m  | EPS        |
| 1+190.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 288.103 | -1.750m | Lane       |
| 2        | 288.033 | 0.000m  | AXES       |
| 3        | 287.937 | 2.402m  | Lane       |
| 4        | 287.847 | 3.902m  | S_Barrier  |
| 5        | 287.832 | 4.152m  | EPS        |
| 1+195.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 288.472 | -1.750m | Lane       |
| 2        | 288.409 | 0.000m  | AXES       |
| 3        | 288.33  | 2.211m  | Lane       |
| 4        | 288.24  | 3.711m  | S_Barrier  |
| 5        | 288.225 | 3.961m  | EPS        |
| 1+200.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 288.872 | -1.750m | Lane       |
| 2        | 288.828 | 0.000m  | AXES       |
| 3        | 288.777 | 2.021m  | Lane       |
| 4        | 288.687 | 3.521m  | S_Barrier  |
| 5        | 288.672 | 3.771m  | EPS        |
| 1+205.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 289.333 | -1.750m | Lane       |
| 2        | 289.29  | 0.000m  | AXES       |
| 3        | 289.244 | 1.830m  | Lane       |
| 4        | 289.154 | 3.330m  | S_Barrier  |
| 5        | 289.139 | 3.580m  | EPS        |
| 1+210.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 289.838 | -1.750m | Lane       |

| 2        | 289.795 | 0.000m  | AXES       |
|----------|---------|---------|------------|
| 3        | 289.75  | 1.799m  | Lane       |
| 4        | 289.66  | 3.299m  | S_Barrier  |
| 5        | 289.645 | 3.549m  | EPS        |
| 1+215.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 290.386 | -1.750m | Lane       |
| 2        | 290.343 | 0.000m  | AXES       |
| 3        | 290.294 | 1.933m  | Lane       |
| 4        | 290.204 | 3.433m  | S_Barrier  |
| 5        | 290.189 | 3.683m  | EPS        |
| 1+220.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 290.711 | -3.799m | Daylight   |
| 2        | 291.163 | -3.650m | EPS        |
| 3        | 290.976 | -1.750m | Lane       |
| 4        | 290.923 | 0.000m  | AXES       |
| 5        | 290.861 | 2.066m  | Lane       |
| 6        | 290.771 | 3.566m  | S_Barrier  |
| 7        | 290.756 | 3.816m  | EPS        |
| 1+225.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 291.266 | -3.801m | Daylight   |
| 2        | 291.735 | -3.650m | EPS        |
| 3        | 291.548 | -1.750m | Lane       |
| 4        | 291.495 | 0.000m  | AXES       |
| 5        | 291.431 | 2.150m  | Lane       |
| 6        | 291.341 | 3.650m  | S_Barrier  |
| 7        | 291.326 | 3.900m  | EPS        |
| 1+230.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 291.802 | -3.803m | Daylight   |
| 2        | 292.295 | -3.650m | EPS        |
| 3        | 292.107 | -1.750m | Lane       |
| 4        | 292.055 | 0.000m  | AXES       |
| 5        | 291.99  | 2.150m  | Lane       |
| 6        | 291.9   | 3.650m  | S_Barrier  |
| 7        | 291.885 | 3.900m  | EPS        |
| 1+235.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 292.381 | -3.800m | Daylight   |
| 2        | 292.842 | -3.650m | EPS        |
| 3        | 292.654 | -1.750m | Lane       |
| 4        | 292.602 | 0.000m  | AXES       |
| 5        | 292.533 | 2.280m  | Lane       |
| 6        | 292.443 | 3.780m  | S_Barrier  |
| 7        | 292.428 | 4.030m  | EPS        |
| 1+240.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 292.988 | -3.793m | Daylight   |
| 2        | 293.376 | -3.650m | EPS        |
| 3        | 293.189 | -1.750m | Lane       |
| 4        | 293.136 | 0.000m  | AXES       |
| 5        | 293.056 | 2.655m  | Lane       |
| 6        | 292.966 | 4.155m  | S_Barrier  |
| 7        | 292.951 | 4.405m  | EPS        |

| 1+245.00 |         |         |            |
|----------|---------|---------|------------|
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 293.59  | -3.784m | Daylight   |
| 2        | 293.889 | -3.650m | EPS        |
| 3        | 293.702 | -1.750m | Lane       |
| 4        | 293.658 | 0.000m  | AXES       |
| 5        | 293.575 | 3.334m  | Lane       |
| 6        | 293.485 | 4.834m  | S_Barrier  |
| 7        | 293.47  | 5.084m  | EPS        |
| 1+250.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 294.138 | -3.780m | Daylight   |
| 2        | 294.398 | -3.650m | EPS        |
| 3        | 294.211 | -1.750m | Lane       |
| 4        | 294.167 | 0.000m  | AXES       |
| 5        | 294.059 | 4.327m  | Lane       |
| 6        | 293.969 | 5.827m  | S_Barrier  |
| 7        | 293.954 | 6.077m  | EPS        |
| 1+255.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 294.617 | -3.782m | Daylight   |
| 2        | 294.895 | -3.650m | EPS        |
| 3        | 294.708 | -1.750m | Lane       |
| 4        | 294.664 | 0.000m  | AXES       |
| 5        | 294.545 | 4.750m  | Lane       |
| 6        | 294.455 | 6.250m  | S_Barrier  |
| 7        | 294.44  | 6.500m  | EPS        |
| 1+260.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 295.098 | -3.782m | Daylight   |
| 2        | 295.379 | -3.650m | EPS        |
| 3        | 295.192 | -1.750m | Lane       |
| 4        | 295.148 | 0.000m  | AXES       |
| 5        | 295.029 | 4.750m  | Lane       |
| 6        | 295.197 | 5.650m  | EPS        |
| 7        | 294.611 | 6.665m  | Daylight   |
| 1+265.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 295.58  | -3.781m | Daylight   |
| 2        | 295.851 | -3.650m | EPS        |
| 3        | 295.663 | -1.750m | Lane       |
| 4        | 295.62  | 0.000m  | AXES       |
| 5        | 295.501 | 4.750m  | Lane       |
| 6        | 295.668 | 5.650m  | EPS        |
| 7        | 294.845 | 7.551m  | Daylight   |
| 1+270.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 296.065 | -3.779m | Daylight   |
| 2        | 296.31  | -3.650m | EPS        |
| 3        | 296.122 | -1.750m | Lane       |
| 4        | 296.079 | 0.000m  | AXES       |
| 5        | 295.958 | 4.826m  | Lane       |
| 6        | 296.125 | 5.726m  | EPS        |
| 7        | 295.612 | 6.631m  | Daylight   |
| 1+275.00 |         |         |            |

| POINT    | Z       | OFFSET  | STRING CUT |
|----------|---------|---------|------------|
| 1        | 296.492 | -3.780m | Daylight   |
| 2        | 296.756 | -3.650m | EPS        |
| 3        | 296.569 | -1.750m | Lane       |
| 4        | 296.525 | 0.000m  | AXES       |
| 5        | 296.407 | 4.909m  | Lane       |
| 6        | 296.575 | 5.809m  | EPS        |
| 7        | 296.795 | 6.565m  | Daylight   |
| 1+280.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 296.895 | -3.783m | Daylight   |
| 2        | 297.19  | -3.650m | EPS        |
| 3        | 297.003 | -1.750m | Lane       |
| 4        | 296.959 | 0.000m  | AXES       |
| 5        | 296.84  | 4.950m  | Lane       |
| 6        | 297.008 | 5.850m  | EPS        |
| 7        | 297.104 | 6.372m  | Daylight   |
| 1+285.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 297.325 | -3.783m | Daylight   |
| 2        | 297.612 | -3.650m | EPS        |
| 3        | 297.424 | -1.750m | Lane       |
| 4        | 297.38  | 0.000m  | AXES       |
| 5        | 297.262 | 4.950m  | Lane       |
| 6        | 297.429 | 5.850m  | EPS        |
| 7        | 297.581 | 6.471m  | Daylight   |
| 1+290.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 297.705 | -3.786m | Daylight   |
| 2        | 298.021 | -3.650m | EPS        |
| 3        | 297.833 | -1.750m | Lane       |
| 4        | 297.789 | 0.000m  | AXES       |
| 5        | 297.671 | 4.950m  | Lane       |
| 6        | 297.838 | 5.850m  | EPS        |
| 7        | 298.031 | 6.552m  | Daylight   |
| 1+295.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 298.416 | -3.192m | EPS        |
| 2        | 298.238 | -1.750m | Lane       |
| 3        | 298.194 | 0.000m  | AXES       |
| 4        | 298.076 | 4.950m  | Lane       |
| 5        | 298.243 | 5.850m  | EPS        |
| 6        | 298.376 | 6.432m  | Daylight   |
| 1+300.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 298.357 | -2.754m | Daylight   |
| 2        | 298.81  | -2.604m | EPS        |
| 3        | 298.643 | -1.750m | Lane       |
| 4        | 298.599 | 0.000m  | AXES       |
| 5        | 298.481 | 4.950m  | Lane       |
| 6        | 298.648 | 5.850m  | EPS        |
| 7        | 298.719 | 6.410m  | Daylight   |
| 1+305.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 298.941 | -3.857m | Daylight   |

| 2        | 299.237 | -3.723m | EPS        |
|----------|---------|---------|------------|
| 3        | 299.048 | -1.750m | Lane       |
| 4        | 299.004 | 0.000m  | AXES       |
| 5        | 298.886 | 4.950m  | Lane       |
| 6        | 299.053 | 5.850m  | EPS        |
| 1+310.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 299.34  | -3.784m | Daylight   |
| 2        | 299.639 | -3.650m | EPS        |
| 3        | 299.452 | -1.750m | Lane       |
| 4        | 299.409 | 0.000m  | AXES       |
| 5        | 299.293 | 5.049m  | Lane       |
| 6        | 299.46  | 5.949m  | EPS        |
| 1+315.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 299.619 | -3.792m | Daylight   |
| 2        | 300.002 | -3.650m | EPS        |
| 3        | 299.814 | -1.750m | Lane       |
| 4        | 299.814 | 0.000m  | AXES       |
| 5        | 299.814 | 5.165m  | Lane       |
| 6        | 299.982 | 6.065m  | EPS        |
| 1+320.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 300.053 | -3.786m | Daylight   |
| 2        | 300.375 | -3.650m | EPS        |
| 3        | 300.188 | -1.750m | Lane       |
| 4        | 300.219 | 0.000m  | AXES       |
| 5        | 300.315 | 5.282m  | Lane       |
| 6        | 300.483 | 6.182m  | EPS        |
| 1+325.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 300.391 | -3.790m | Daylight   |
| 2        | 300.748 | -3.650m | EPS        |
| 3        | 300.561 | -1.750m | Lane       |
| 4        | 300.624 | 0.000m  | AXES       |
| 5        | 300.82  | 5.398m  | Lane       |
| 6        | 300.988 | 6.298m  | EPS        |
| 1+330.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 300.869 | -3.779m | Daylight   |
| 2        | 301.122 | -3.650m | EPS        |
| 3        | 300.934 | -1.750m | Lane       |
| 4        | 301.029 | 0.000m  | AXES       |
| 5        | 301.329 | 5.499m  | Lane       |
| 6        | 301.496 | 6.399m  | EPS        |
| 1+335.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 301.266 | -3.779m | Daylight   |
| 2        | 301.517 | -3.650m | EPS        |
| 3        | 301.329 | -1.750m | Lane       |
| 4        | 301.434 | 0.000m  | AXES       |
| 5        | 301.73  | 4.922m  | Lane       |
| 6        | 301.897 | 5.822m  | EPS        |
| 1+340.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING     |

| 1        | 301.94  | -4.535m | EPS        |
|----------|---------|---------|------------|
| 2        | 301.734 | -1.750m | Lane       |
| 3        | 301.839 | 0.000m  | AXES       |
| 4        | 302.097 | 4.296m  | Lane       |
| 5        | 302.265 | 5.196m  | EPS        |
| 1+345.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 302.057 | -3.648m | Daylight   |
| 2        | 302.324 | -3.517m | EPS        |
| 3        | 302.139 | -1.750m | Lane       |
| 4        | 302.244 | 0.000m  | AXES       |
| 5        | 302.465 | 3.669m  | Lane       |
| 6        | 302.632 | 4.569m  | EPS        |
| 1+350.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 302.525 | -3.721m | Daylight   |
| 2        | 302.731 | -3.597m | EPS        |
| 3        | 302.544 | -1.750m | Lane       |
| 4        | 302.649 | 0.000m  | AXES       |
| 5        | 302.832 | 3.040m  | Lane       |
| 6        | 302.999 | 3.940m  | EPS        |
| 1+355.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 302.883 | -3.438m | Daylight   |
| 2        | 303.13  | -3.309m | EPS        |
| 3        | 302.949 | -1.750m | Lane       |
| 4        | 303.054 | 0.000m  | AXES       |
| 5        | 303.207 | 2.550m  | Lane       |
| 6        | 303.375 | 3.450m  | EPS        |
| 1+360.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 303.215 | -3.787m | Daylight   |
| 2        | 303.543 | -3.650m | EPS        |
| 3        | 303.356 | -1.750m | Lane       |
| 4        | 303.461 | 0.000m  | AXES       |
| 5        | 303.689 | 3.800m  | Lane       |
| 1+365.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 303.659 | -4.313m | Daylight   |
| 2        | 303.957 | -3.650m | EPS        |
| 3        | 303.769 | -1.750m | AXES       |
| 4        | 303.874 | 0.000m  | AXES       |
| 5        | 304.039 | 2.742m  | AXES       |
| 6        | 303.989 | 3.992m  | EPS        |
| 7        | 303.114 | 5.493m  | Ditch_In   |
| 8        | 305.046 | 8.018m  | Daylight   |
| 1+370.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 304.125 | -4.247m | Daylight   |
| 2        | 304.379 | -3.650m | EPS        |
| 3        | 304.191 | -1.750m | AXES       |
| 4        | 304.296 | 0.000m  | AXES       |
| 5        | 304.513 | 3.615m  | AXES       |
| 6        | 304.463 | 4.865m  | EPS        |
| 7        | 303.514 | 6.477m  | Ditch_In   |

| 8        | 305.059 | 8.614m  | Daylight   |
|----------|---------|---------|------------|
| 1+375.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 304.581 | -4.207m | Daylight   |
| 2        | 304.809 | -3.650m | EPS        |
| 3        | 304.622 | -1.750m | AXES       |
| 4        | 304.727 | 0.000m  | AXES       |
| 5        | 304.996 | 4.487m  | AXES       |
| 6        | 304.946 | 5.737m  | EPS        |
| 7        | 303.814 | 7.623m  | Ditch_In   |
| 8        | 304.823 | 9.315m  | Daylight   |
| 1+380.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 305.028 | -4.195m | Daylight   |
| 2        | 305.248 | -3.650m | EPS        |
| 3        | 305.06  | -1.750m | AXES       |
| 4        | 305.165 | 0.000m  | AXES       |
| 5        | 305.468 | 5.050m  | AXES       |
| 6        | 305.418 | 6.300m  | EPS        |
| 7        | 304.114 | 8.445m  | Ditch_In   |
| 8        | 305.789 | 10.712m | Daylight   |
| 1+385.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 305.375 | -4.346m | Daylight   |
| 2        | 305.695 | -3.650m | EPS        |
| 3        | 305.507 | -1.750m | AXES       |
| 4        | 305.612 | 0.000m  | AXES       |
| 5        | 305.915 | 5.050m  | AXES       |
| 6        | 305.865 | 6.300m  | EPS        |
| 7        | 304.414 | 8.665m  | Ditch_In   |
| 8        | 305.919 | 10.763m | Daylight   |
| 1+390.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 305.717 | -4.515m | Daylight   |
| 2        | 306.15  | -3.650m | EPS        |
| 3        | 305.963 | -1.750m | AXES       |
| 4        | 306.068 | 0.000m  | AXES       |
| 5        | 306.371 | 5.050m  | AXES       |
| 6        | 306.321 | 6.300m  | EPS        |
| 7        | 304.714 | 8.898m  | Ditch_In   |
| 8        | 305.124 | 9.902m  | Daylight   |
| 1+395.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 306.628 | -3.650m | EPS        |
| 2        | 306.441 | -1.750m | AXES       |
| 3        | 306.531 | 0.000m  | AXES       |
| 4        | 306.793 | 5.067m  | AXES       |
| 5        | 306.74  | 6.317m  | EPS        |
| 6        | 305.014 | 9.094m  | Ditch_In   |
| 7        | 305.84  | 10.617m | Daylight   |
| 1+400.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 306.497 | -4.817m | Daylight   |
| 2        | 307.13  | -3.650m | EPS        |
| 3        | 306.943 | -1.750m | AXES       |
| 4        | 307.003 | 0.000m  | AXES       |

| 5        | 307.179 | 5.103m  | AXES       |
|----------|---------|---------|------------|
| 6        | 307.118 | 6.353m  | EPS        |
| 7        | 305.314 | 9.248m  | Ditch_In   |
| 8        | 306.196 | 10.841m | Daylight   |
| 1+405.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 307.202 | -4.516m | Daylight   |
| 2        | 307.636 | -3.650m | EPS        |
| 3        | 307.448 | -1.750m | AXES       |
| 4        | 307.478 | 0.000m  | AXES       |
| 5        | 307.567 | 5.138m  | AXES       |
| 6        | 307.499 | 6.388m  | EPS        |
| 7        | 306.229 | 8.482m  | Ditch_In   |
| 8        | 307.173 | 10.098m | Daylight   |
| 1+410.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 307.682 | -4.550m | Daylight   |
| 2        | 308.138 | -3.650m | EPS        |
| 3        | 307.951 | -1.750m | AXES       |
| 4        | 307.951 | 0.000m  | AXES       |
| 5        | 307.951 | 5.174m  | AXES       |
| 6        | 307.876 | 6.424m  | EPS        |
| 7        | 307.02  | 7.895m  | Ditch_In   |
| 8        | 309.034 | 10.501m | Daylight   |
| 1+415.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 308.163 | -4.569m | Daylight   |
| 2        | 308.632 | -3.650m | EPS        |
| 3        | 308.444 | -1.750m | AXES       |
| 4        | 308.412 | 0.000m  | AXES       |
| 5        | 308.315 | 5.209m  | AXES       |
| 6        | 308.24  | 6.459m  | EPS        |
| 7        | 307.365 | 7.959m  | Ditch_In   |
| 8        | 309.969 | 11.155m | Daylight   |
| 1+420.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 308.555 | -3.441m | Daylight   |
| 2        | 308.865 | -2.750m | EPS        |
| 3        | 308.925 | -1.750m | Lane       |
| 4        | 308.86  | 0.000m  | AXES       |
| 5        | 308.665 | 5.245m  | Lane       |
| 6        | 308.59  | 6.495m  | EPS        |
| 7        | 307.71  | 8.002m  | Ditch_In   |
| 8        | 310.791 | 11.675m | Daylight   |
| 1+425.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 309.366 | -1.750m | Lane       |
| 2        | 309.296 | 0.000m  | AXES       |
| 3        | 309.086 | 5.250m  | Lane       |
| 4        | 309.011 | 6.500m  | EPS        |
| 5        | 308.055 | 8.122m  | Ditch_In   |
| 6        | 311.609 | 12.267m | Daylight   |
| 1+430.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 309.789 | -1.750m | Lane       |
| 2        | 309.719 | 0.000m  | AXES       |

| 3        | 309.509 | 5.250m  | Lane       |
|----------|---------|---------|------------|
| 4        | 309.434 | 6.500m  | EPS        |
| 5        | 308.4   | 8.239m  | Ditch_In   |
| 6        | 312.271 | 12.702m | Daylight   |
| 1+435.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 310.2   | -1.750m | Lane       |
| 2        | 310.13  | 0.000m  | AXES       |
| 3        | 309.92  | 5.250m  | Lane       |
| 4        | 309.845 | 6.500m  | EPS        |
| 5        | 308.745 | 8.338m  | Ditch_In   |
| 6        | 312.894 | 13.079m | Daylight   |
| 1+440.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 310.539 | -2.750m | EPS        |
| 2        | 310.599 | -1.750m | Lane       |
| 3        | 310.529 | 0.000m  | AXES       |
| 4        | 310.319 | 5.250m  | Lane       |
| 5        | 310.244 | 6.500m  | EPS        |
| 6        | 309.09  | 8.418m  | Ditch_In   |
| 7        | 313.301 | 13.221m | Daylight   |
| 1+445.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 310.898 | -2.750m | EPS        |
| 2        | 310.958 | -1.750m | Lane       |
| 3        | 310.914 | 0.000m  | AXES       |
| 4        | 310.783 | 5.250m  | Lane       |
| 5        | 310.708 | 6.500m  | EPS        |
| 6        | 309.766 | 8.101m  | Ditch_In   |
| 7        | 313.967 | 12.893m | Daylight   |
| 1+450.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 311.272 | -2.750m | EPS        |
| 2        | 311.332 | -1.750m | Lane       |
| 3        | 311.288 | 0.000m  | AXES       |
| 4        | 311.157 | 5.250m  | Lane       |
| 5        | 311.082 | 6.500m  | EPS        |
| 6        | 310.129 | 8.117m  | Ditch_In   |
| 7        | 313.434 | 12.014m | Daylight   |
| 1+455.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 311.632 | -2.750m | EPS        |
| 2        | 311.692 | -1.750m | Lane       |
| 3        | 311.649 | 0.000m  | AXES       |
| 4        | 311.517 | 5.250m  | Lane       |
| 5        | 311.442 | 6.500m  | EPS        |
| 6        | 310.491 | 8.114m  | Ditch_In   |
| 7        | 313.343 | 11.558m | Daylight   |
| 1+460.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 311.652 | -3.422m | Daylight   |
| 2        | 311.983 | -2.750m | EPS        |
| 3        | 312.043 | -1.750m | Lane       |
| 4        | 312     | 0.000m  | AXES       |
| 5        | 311.868 | 5.250m  | Lane       |
| 6        | 311.793 | 6.500m  | EPS        |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 7            | 310.854  | 8.097m        | Ditch_In          |
| 8            | 313.938  | 11.773m       | Daylight          |
|              |          |               |                   |
| 1+465.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 311.984  | -3.406m       | Daylight          |
| 2            | 312.333  | -2.750m       | EPS               |
| 3            | 312.393  | -1.750m       | Lane              |
| 4            | 312.35   | 0.000m        | AXES              |
| 5            | 312.218  | 5.250m        | Lane              |
| 6            | 312.143  | 6.500m        | EPS               |
| 7            | 311.216  | 8.078m        | Ditch_In          |
| 8            | 314.316  | 11.770m       | Daylight          |
|              |          |               |                   |
| 1+470.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 312.14   | -3.569m       | Daylight          |
| 2            | 312.685  | -2.750m       | EPS               |
| 3            | 312.745  | -1.750m       | Lane              |
| 4            | 312.702  | 0.000m        | AXES              |
| 5            | 312.57   | 5.250m        | Lane              |
| 6            | 312.495  | 6.500m        | EPS               |
| 7            | 311.579  | 8.063m        | Ditch_In          |
| 8            | 313.868  | 10.943m       | Daylight          |
|              |          |               |                   |
| 1+475.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 312.417  | -3.747m       | Daylight          |
| 2            | 313.082  | -2.750m       | EPS               |
| 3            | 313.142  | -1.750m       | Lane              |
| 4            | 313.072  | 0.000m        | AXES              |
| 5            | 312.862  | 5.250m        | Lane              |
| 6            | 312.787  | 6.500m        | EPS               |
| 7            | 311.941  | 7.956m        | Ditch_In          |
| 8            | 313.884  | 10.490m       | Daylight          |
|              |          |               |                   |
| 1+480.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 313.532  | -1.750m       | Lane              |
| 2            | 313.462  | 0.000m        | AXES              |
| 3            | 313.252  | 5.250m        | Lane              |
| 4            | 313.177  | 6.500m        | EPS               |
| 5            | 312.304  | 7.998m        | Ditch_In          |
| 6            | 314.167  | 10.453m       | Daylight          |
|              |          |               |                   |
| 1+485.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 313.944  | -1.750m       | Lane              |
| 2            | 313.874  | 0.000m        | AXES              |
| 3            | 313.664  | 5.250m        | Lane              |
| 4            | 313.589  | 6.500m        | EPS               |
| 5            | 312.666  | 8.072m        | Ditch_In          |
| 6            | 314.512  | 10.509m       | Daylight          |
|              |          |               |                   |
| 1+490.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 314.376  | -1.750m       | Lane              |
| 2            | 314.306  | 0.000m        | AXES              |
| 3            | 314.096  | 5.250m        | Lane              |
| 4            | 314.021  | 6.500m        | EPS               |
| 5            | 313.029  | 8.176m        | Ditch_In          |
| 6            | 314.918  | 10.657m       | Daylight          |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 1+495.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 314.829  | -1.750m       | Lane              |
| 2            | 314.759  | 0.000m        | AXES              |
| 3            | 314.549  | 5.250m        | Lane              |
| 4            | 314.474  | 6.500m        | EPS               |
| 5            | 313.391  | 8.312m        | Ditch_In          |
| 6            | 315.391  | 10.904m       | Daylight          |
|              |          |               |                   |
| 1+500.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 315.165  | -3.650m       | Daylight          |
| 2            | 315.243  | -2.750m       | EPS               |
| 3            | 315.303  | -1.750m       | Lane              |
| 4            | 315.233  | 0.000m        | AXES              |
| 5            | 315.023  | 5.250m        | Lane              |
| 6            | 314.948  | 6.500m        | EPS               |
| 7            | 313.754  | 8.480m        | Ditch_In          |
| 8            | 316.011  | 11.328m       | Daylight          |
|              |          |               |                   |
| 1+505.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 315.688  | -3.676m       | Daylight          |
| 2            | 315.738  | -2.750m       | EPS               |
| 3            | 315.798  | -1.750m       | Lane              |
| 4            | 315.728  | 0.000m        | AXES              |
| 5            | 315.518  | 5.250m        | Lane              |
| 6            | 315.443  | 6.500m        | EPS               |
| 7            | 314.514  | 8.081m        | Ditch_In          |
| 8            | 316.617  | 10.776m       | Daylight          |
|              |          |               |                   |
| 1+510.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 316.319  | -3.800m       | Daylight          |
| 2            | 316.231  | -2.750m       | EPS               |
| 3            | 316.291  | -1.750m       | Lane              |
| 4            | 316.221  | 0.000m        | AXES              |
| 5            | 316.011  | 5.250m        | Lane              |
| 6            | 315.936  | 6.500m        | EPS               |
| 7            | 314.914  | 8.221m        | Ditch_In          |
| 8            | 317.187  | 11.086m       | Daylight          |
|              |          |               |                   |
| 1+515.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 316.654  | -3.672m       | Daylight          |
| 2            | 316.707  | -2.750m       | EPS               |
| 3            | 316.767  | -1.750m       | Lane              |
| 4            | 316.697  | 0.000m        | AXES              |
| 5            | 316.487  | 5.250m        | Lane              |
| 6            | 316.412  | 6.500m        | EPS               |
| 7            | 315.314  | 8.335m        | Ditch_In          |
| 8            | 317.785  | 11.398m       | Daylight          |
|              |          |               |                   |
| 1+520.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 317.059  | -3.623m       | Daylight          |
| 2            | 317.167  | -2.750m       | EPS               |
| 3            | 317.227  | -1.750m       | Lane              |
| 4            | 317.157  | 0.000m        | AXES              |
| 5            | 316.947  | 5.250m        | Lane              |
| 6            | 316.872  | 6.500m        | EPS               |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 7            | 315.714  | 8.425m        | Ditch_In          |
| 8            | 318.399  | 11.702m       | Daylight          |
|              |          |               |                   |
| 1+525.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 317.61   | -2.750m       | EPS               |
| 2            | 317.67   | -1.750m       | Lane              |
| 3            | 317.6    | 0.000m        | AXES              |
| 4            | 317.393  | 5.173m        | Lane              |
| 5            | 317.318  | 6.423m        | EPS               |
| 6            | 316.424  | 7.952m        | Ditch_In          |
| 7            | 318.379  | 10.500m       | Daylight          |
|              |          |               |                   |
| 1+530.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 318.036  | -2.750m       | EPS               |
| 2            | 318.096  | -1.750m       | Lane              |
| 3            | 318.026  | 0.000m        | AXES              |
| 4            | 317.842  | 4.622m        | Lane              |
| 5            | 317.767  | 5.872m        | EPS               |
| 6            | 316.824  | 7.473m        | Ditch_In          |
| 7            | 318.579  | 9.820m        | Daylight          |
|              |          |               |                   |
| 1+535.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 318.448  | -2.750m       | EPS               |
| 2            | 318.508  | -1.750m       | Lane              |
| 3            | 318.438  | 0.000m        | AXES              |
| 4            | 318.286  | 3.799m        | Lane              |
| 5            | 318.211  | 5.049m        | EPS               |
| 6            | 317.224  | 6.718m        | Ditch_In          |
| 7            | 319.575  | 9.661m        | Daylight          |
|              |          |               |                   |
| 1+540.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 318.858  | -2.750m       | EPS               |
| 2            | 318.918  | -1.750m       | Lane              |
| 3            | 318.848  | 0.000m        | AXES              |
| 4            | 318.719  | 3.224m        | Lane              |
| 5            | 318.644  | 4.474m        | EPS               |
| 6            | 317.624  | 6.192m        | Ditch_In          |
| 7            | 321.021  | 10.182m       | Daylight          |
|              |          |               |                   |
| 1+545.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 319.233  | -2.750m       | EPS               |
| 2            | 319.293  | -1.750m       | Lane              |
| 3            | 319.258  | 0.000m        | AXES              |
| 4            | 319.197  | 3.069m        | Lane              |
| 5            | 319.122  | 4.319m        | EPS               |
| 6            | 318.256  | 5.805m        | Ditch_In          |
| 7            | 322.536  | 10.676m       | Daylight          |
|              |          |               |                   |
| 1+550.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 319.544  | -3.674m       | Daylight          |
| 2            | 319.595  | -2.750m       | EPS               |
| 3            | 319.655  | -1.750m       | Lane              |
| 4            | 319.655  | 0.000m        | AXES              |
| 5            | 319.655  | 3.167m        | Lane              |
| 6            | 319.58   | 4.417m        | EPS               |
| 7            | 318.681  | 5.954m        | Ditch_In          |

| 8        | 323.65  | 11.514m | Daylight   |
|----------|---------|---------|------------|
|          |         |         |            |
| 1+555.00 |         |         |            |
|          |         |         |            |
| 1+560.00 |         |         |            |
|          |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 319.972 | -3.610m | Daylight   |
| 2        | 320.315 | -3.016m | S_Barrier  |
| 3        | 320.235 | -2.750m | EPS        |
| 4        | 320.295 | -1.750m | AXES       |
| 5        | 320.365 | 0.000m  | AXES       |
| 6        | 320.499 | 3.350m  | Lane       |
| 7        | 320.464 | 4.100m  | S_Barrier  |
| 8        | 320.441 | 4.600m  | EPS        |
| 9        | 319.531 | 6.153m  | Ditch_In   |
| 10       | 324.451 | 11.664m | Daylight   |
|          |         |         |            |
| 1+565.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 320.236 | -3.623m | Daylight   |
| 2        | 320.593 | -3.016m | S_Barrier  |
| 3        | 320.513 | -2.750m | EPS        |
| 4        | 320.573 | -1.750m | AXES       |
| 5        | 320.678 | 0.000m  | AXES       |
| 6        | 320.879 | 3.350m  | Lane       |
| 7        | 320.849 | 4.100m  | S_Barrier  |
| 8        | 320.829 | 4.600m  | EPS        |
| 9        | 319.681 | 6.510m  | Ditch_In   |
| 10       | 323.892 | 11.312m | Daylight   |
|          |         |         |            |
| 1+570.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.629 | -7.546m | Daylight   |
| 2        | 316.293 | -5.731m | Ditch_In   |
| 3        | 320.552 | -3.592m | Daylight   |
| 4        | 320.878 | -3.016m | S_Barrier  |
| 5        | 320.798 | -2.750m | EPS        |
| 6        | 320.858 | -1.750m | AXES       |
| 7        | 320.963 | 0.000m  | AXES       |
| 8        | 321.17  | 3.454m  | AXES       |
| 9        | 321.14  | 4.204m  | S_Barrier  |
| 10       | 321.12  | 4.704m  | EPS        |
| 11       | 319.831 | 6.825m  | Ditch_In   |
| 12       | 321.562 | 9.148m  | Daylight   |
|          |         |         |            |
| 1+575.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.18  | -6.864m | Daylight   |
| 2        | 316.689 | -5.809m | Ditch_In   |
| 3        | 320.773 | -3.628m | Daylight   |
| 4        | 321.135 | -3.016m | S_Barrier  |
| 5        | 321.055 | -2.750m | EPS        |
| 6        | 321.115 | -1.750m | AXES       |
| 7        | 321.22  | 0.000m  | AXES       |
| 8        | 321.45  | 3.836m  | AXES       |
| 9        | 321.42  | 4.586m  | S_Barrier  |
| 10       | 321.4   | 5.086m  | EPS        |
| 11       | 319.981 | 7.402m  | Ditch_In   |
| 12       | 325.941 | 13.953m | Daylight   |
|          |         |         |            |
| 1+580.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |

| 1        | 319.516 | -7.486m | Daylight   |
|----------|---------|---------|------------|
| 2        | 318.205 | -5.693m | Ditch_In   |
| 3        | 320.914 | -3.736m | Daylight   |
| 4        | 321.384 | -3.016m | S_Barrier  |
| 5        | 321.304 | -2.750m | EPS        |
| 6        | 321.364 | -1.750m | AXES       |
| 7        | 321.469 | 0.000m  | AXES       |
| 8        | 321.739 | 4.499m  | AXES       |
| 9        | 321.709 | 5.249m  | S_Barrier  |
| 10       | 321.689 | 5.749m  | EPS        |
| 11       | 320.616 | 7.546m  | Ditch_In   |
| 12       | 326.516 | 14.037m | Daylight   |
|          |         |         |            |
| 1+585.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 321.34  | -6.851m | Daylight   |
| 2        | 320.043 | -5.071m | Ditch_In   |
| 3        | 321.386 | -3.580m | Daylight   |
| 4        | 321.699 | -3.016m | S_Barrier  |
| 5        | 321.619 | -2.750m | EPS        |
| 6        | 321.679 | -1.750m | AXES       |
| 7        | 321.765 | 0.000m  | AXES       |
| 8        | 322.017 | 5.171m  | AXES       |
| 9        | 321.985 | 5.921m  | S_Barrier  |
| 10       | 321.963 | 6.421m  | EPS        |
| 11       | 321.164 | 7.896m  | Ditch_In   |
| 12       | 327.142 | 14.466m | Daylight   |
|          |         |         |            |
| 1+590.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 321.755 | -5.971m | Daylight   |
| 2        | 321.915 | -4.435m | Ditch_In   |
| 3        | 321.722 | -3.610m | Daylight   |
| 4        | 322.065 | -3.016m | S_Barrier  |
| 5        | 321.985 | -2.750m | EPS        |
| 6        | 322.045 | -1.750m | AXES       |
| 7        | 322.109 | 0.000m  | AXES       |
| 8        | 322.296 | 5.097m  | AXES       |
| 9        | 322.26  | 5.847m  | S_Barrier  |
| 10       | 322.236 | 6.347m  | EPS        |
| 11       | 321.439 | 7.809m  | Ditch_In   |
| 12       | 327.726 | 14.687m | Daylight   |
|          |         |         |            |
| 1+595.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 322.187 | -5.220m | Daylight   |
| 2        | 321.696 | -4.165m | Ditch_In   |
| 3        | 322.352 | -2.994m | EPS        |
| 4        | 322.427 | -1.750m | Lane       |
| 5        | 322.469 | 0.000m  | AXES       |
| 6        | 322.585 | 4.750m  | Lane       |
| 7        | 322.521 | 6.000m  | EPS        |
| 8        | 321.714 | 7.431m  | Ditch_In   |
| 9        | 328.065 | 14.374m | Daylight   |
|          |         |         |            |
| 1+600.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 322.554 | -5.260m | Daylight   |
| 2        | 322.053 | -4.197m | Ditch_In   |
| 3        | 322.726 | -3.000m | EPS        |
| 4        | 322.801 | -1.750m | Lane       |
| 5        | 322.822 | 0.000m  | AXES       |
| 6        | 322.88  | 4.750m  | Lane       |
| 7        | 322.81  | 6.000m  | EPS        |

| 8        | 321.989 | 7.420m  | Ditch_In   |
|----------|---------|---------|------------|
| 9        | 328.493 | 14.516m | Daylight   |
|          |         |         |            |
| 1+605.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 322.902 | -5.260m | Daylight   |
| 2        | 322.41  | -4.204m | Ditch_In   |
| 3        | 323.088 | -3.000m | EPS        |
| 4        | 323.163 | -1.750m | Lane       |
| 5        | 323.163 | 0.000m  | AXES       |
| 6        | 323.163 | 4.750m  | Lane       |
| 7        | 323.088 | 6.000m  | EPS        |
| 8        | 322.264 | 7.424m  | Ditch_In   |
| 9        | 328.086 | 13.838m | Daylight   |
|          |         |         |            |
| 1+610.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 323.275 | -5.262m | Daylight   |
| 2        | 322.767 | -4.192m | Ditch_In   |
| 3        | 323.436 | -3.000m | EPS        |
| 4        | 323.511 | -1.750m | Lane       |
| 5        | 323.492 | 0.000m  | AXES       |
| 6        | 323.438 | 4.760m  | Lane       |
| 7        | 323.363 | 6.010m  | EPS        |
| 8        | 322.539 | 7.435m  | Ditch_In   |
| 9        | 327.703 | 13.191m | Daylight   |
|          |         |         |            |
| 1+615.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 323.659 | -5.256m | Daylight   |
| 2        | 323.124 | -4.162m | Ditch_In   |
| 3        | 323.773 | -3.000m | EPS        |
| 4        | 323.848 | -1.750m | Lane       |
| 5        | 323.809 | 0.000m  | AXES       |
| 6        | 323.713 | 4.245m  | Lane       |
| 7        | 323.638 | 5.495m  | EPS        |
| 8        | 322.814 | 6.919m  | Ditch_In   |
| 9        | 327.145 | 11.842m | Daylight   |
|          |         |         |            |
| 1+620.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 324.118 | -5.285m | Daylight   |
| 2        | 323.481 | -4.098m | Ditch_In   |
| 3        | 324.088 | -3.000m | EPS        |
| 4        | 324.163 | -1.750m | Lane       |
| 5        | 324.114 | 0.000m  | AXES       |
| 6        | 324.023 | 3.240m  | Lane       |
| 7        | 323.948 | 4.490m  | EPS        |
| 8        | 323.089 | 5.966m  | Ditch_In   |
| 9        | 326.243 | 9.713m  | Daylight   |
|          |         |         |            |
| 1+625.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 324.346 | -5.269m | Daylight   |
| 2        | 323.756 | -4.125m | Ditch_In   |
| 3        | 324.381 | -3.000m | EPS        |
| 4        | 324.456 | -1.750m | Lane       |
| 5        | 324.407 | 0.000m  | AXES       |
| 6        | 324.337 | 2.490m  | Lane       |
| 7        | 324.262 | 3.740m  | EPS        |
| 8        | 323.364 | 5.276m  | Ditch_In   |
| 9        | 325.781 | 8.285m  | Daylight   |
|          |         |         |            |

| 1+630.00 |         |         |            |
|----------|---------|---------|------------|
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 324.788 | -5.428m | Daylight   |
| 2        | 324.031 | -4.134m | Ditch_In   |
| 3        | 324.662 | -3.000m | EPS        |
| 4        | 324.737 | -1.750m | Lane       |
| 5        | 324.688 | 0.000m  | AXES       |
| 6        | 324.63  | 2.063m  | Lane       |
| 7        | 324.555 | 3.313m  | EPS        |
| 8        | 323.639 | 4.875m  | Ditch_In   |
| 9        | 325.821 | 7.649m  | Daylight   |
| 1+635.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 325.111 | -5.462m | Daylight   |
| 2        | 324.307 | -4.125m | Ditch_In   |
| 3        | 324.932 | -3.000m | EPS        |
| 4        | 325.007 | -1.750m | Lane       |
| 5        | 324.958 | 0.000m  | AXES       |
| 6        | 324.903 | 1.950m  | Lane       |
| 7        | 324.828 | 3.200m  | EPS        |
| 8        | 323.914 | 4.759m  | Ditch_In   |
| 9        | 325.931 | 7.368m  | Daylight   |
| 1+640.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 325.723 | -5.738m | Daylight   |
| 2        | 324.582 | -4.098m | Ditch_In   |
| 3        | 325.189 | -3.000m | EPS        |
| 4        | 325.264 | -1.750m | Lane       |
| 5        | 325.215 | 0.000m  | AXES       |
| 6        | 325.16  | 1.950m  | Lane       |
| 7        | 325.085 | 3.200m  | EPS        |
| 8        | 325.18  | 3.466m  | S_Barrier  |
| 1+645.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 326.423 | -6.191m | Daylight   |
| 2        | 324.809 | -4.126m | Ditch_In   |
| 3        | 325.435 | -3.000m | EPS        |
| 4        | 325.51  | -1.750m | Lane       |
| 5        | 325.461 | 0.000m  | AXES       |
| 6        | 325.406 | 1.950m  | Lane       |
| 7        | 325.331 | 3.200m  | EPS        |
| 8        | 325.426 | 3.466m  | S_Barrier  |
| 1+650.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 326.851 | -6.381m | Daylight   |
| 2        | 325.037 | -4.135m | Ditch_In   |
| 3        | 325.668 | -3.000m | EPS        |
| 4        | 325.743 | -1.750m | Lane       |
| 5        | 325.694 | 0.000m  | AXES       |
| 6        | 325.64  | 1.950m  | Lane       |
| 7        | 325.565 | 3.200m  | EPS        |
| 8        | 325.66  | 3.466m  | S_Barrier  |
| 1+655.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 326.148 | -5.536m | Daylight   |
| 2        | 325.264 | -4.127m | Ditch_In   |
| 3        | 325.89  | -3.000m | EPS        |

| 4        | 325.965 | -1.750m | Lane       |
|----------|---------|---------|------------|
| 5        | 325.916 | 0.000m  | AXES       |
| 6        | 325.862 | 1.922m  | Lane       |
| 7        | 325.787 | 3.172m  | EPS        |
| 8        | 325.882 | 3.438m  | S_Barrier  |
| 1+660.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 326.092 | -5.252m | Daylight   |
| 2        | 325.491 | -4.098m | Ditch_In   |
| 3        | 326.098 | -3.000m | EPS        |
| 4        | 326.173 | -1.750m | Lane       |
| 5        | 326.126 | 0.000m  | AXES       |
| 6        | 326.071 | 2.043m  | Lane       |
| 7        | 325.996 | 3.293m  | EPS        |
| 8        | 326.091 | 3.559m  | S_Barrier  |
| 1+665.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 326.221 | -5.229m | Daylight   |
| 2        | 325.67  | -4.121m | Ditch_In   |
| 3        | 326.292 | -3.000m | EPS        |
| 4        | 326.367 | -1.750m | Lane       |
| 5        | 326.324 | 0.000m  | AXES       |
| 6        | 326.259 | 2.568m  | Lane       |
| 7        | 326.184 | 3.818m  | EPS        |
| 8        | 326.279 | 4.084m  | S_Barrier  |
| 1+670.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 326.465 | -5.298m | Daylight   |
| 2        | 325.849 | -4.131m | Ditch_In   |
| 3        | 326.478 | -3.000m | EPS        |
| 4        | 326.553 | -1.750m | Lane       |
| 5        | 326.51  | 0.000m  | AXES       |
| 6        | 326.423 | 3.477m  | Lane       |
| 7        | 326.348 | 4.727m  | EPS        |
| 8        | 325.514 | 6.165m  | Ditch_In   |
| 9        | 326.013 | 7.279m  | Daylight   |
| 1+675.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 326.701 | -5.342m | Daylight   |
| 2        | 326.029 | -4.124m | Ditch_In   |
| 3        | 326.653 | -3.000m | EPS        |
| 4        | 326.728 | -1.750m | Lane       |
| 5        | 326.684 | 0.000m  | AXES       |
| 6        | 326.573 | 4.420m  | Lane       |
| 7        | 326.498 | 5.670m  | EPS        |
| 8        | 325.589 | 7.222m  | Ditch_In   |
| 9        | 326.028 | 8.261m  | Daylight   |
| 1+680.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 326.946 | -5.376m | Daylight   |
| 2        | 326.208 | -4.098m | Ditch_In   |
| 3        | 326.815 | -3.000m | EPS        |
| 4        | 326.89  | -1.750m | Lane       |
| 5        | 326.846 | 0.000m  | AXES       |
| 6        | 326.727 | 4.750m  | Lane       |
| 7        | 326.652 | 6.000m  | EPS        |
| 8        | 325.664 | 7.670m  | Ditch_In   |
| 9        | 329.064 | 11.662m | Daylight   |

| 1+685.00 |         |         |            |
|----------|---------|---------|------------|
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.207 | -5.502m | Daylight   |
| 2        | 326.347 | -4.115m | Ditch_In   |
| 3        | 326.965 | -3.000m | EPS        |
| 4        | 327.04  | -1.750m | Lane       |
| 5        | 326.996 | 0.000m  | AXES       |
| 6        | 326.876 | 4.797m  | Lane       |
| 7        | 326.801 | 6.047m  | EPS        |
| 8        | 325.954 | 7.506m  | Ditch_In   |
| 9        | 330.639 | 12.783m | Daylight   |
| 1+690.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.425 | -5.572m | Daylight   |
| 2        | 326.486 | -4.114m | Ditch_In   |
| 3        | 327.103 | -3.000m | EPS        |
| 4        | 327.178 | -1.750m | Lane       |
| 5        | 327.135 | 0.000m  | AXES       |
| 6        | 327.01  | 4.987m  | Lane       |
| 7        | 326.935 | 6.237m  | EPS        |
| 8        | 326.054 | 7.747m  | Ditch_In   |
| 9        | 331.802 | 14.087m | Daylight   |
| 1+695.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.001 | -5.072m | Daylight   |
| 2        | 326.625 | -4.121m | Ditch_In   |
| 3        | 327.247 | -3.000m | EPS        |
| 4        | 327.322 | -1.750m | Lane       |
| 5        | 327.261 | 0.000m  | AXES       |
| 6        | 327.082 | 5.177m  | Lane       |
| 7        | 327.007 | 6.427m  | EPS        |
| 8        | 326.154 | 7.895m  | Ditch_In   |
| 9        | 332.506 | 14.840m | Daylight   |
| 1+700.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.155 | -5.063m | Daylight   |
| 2        | 326.764 | -4.098m | Ditch_In   |
| 3        | 327.371 | -3.000m | EPS        |
| 4        | 327.446 | -1.750m | Lane       |
| 5        | 327.376 | 0.000m  | AXES       |
| 6        | 327.161 | 5.368m  | Lane       |
| 7        | 327.086 | 6.618m  | EPS        |
| 8        | 326.254 | 8.054m  | Ditch_In   |
| 9        | 332.585 | 14.978m | Daylight   |
| 1+705.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.312 | -5.170m | Daylight   |
| 2        | 326.842 | -4.135m | Ditch_In   |
| 3        | 327.474 | -3.000m | EPS        |
| 4        | 327.549 | -1.750m | Lane       |
| 5        | 327.479 | 0.000m  | AXES       |
| 6        | 327.257 | 5.550m  | Lane       |
| 7        | 327.182 | 6.800m  | EPS        |
| 8        | 326.354 | 8.229m  | Ditch_In   |
| 9        | 332.713 | 15.180m | Daylight   |
| 1+710.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING     |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
|              |          |               | <b>CUT</b>        |
| 1            | 327.623  | -5.399m       | Daylight          |
| 2            | 326.92   | -4.154m       | Ditch_In          |
| 3            | 327.564  | -3.000m       | EPS               |
| 4            | 327.639  | -1.750m       | Lane              |
| 5            | 327.569  | 0.000m        | AXES              |
| 6            | 327.354  | 5.394m        | Lane              |
| 7            | 327.279  | 6.644m        | EPS               |
| 8            | 326.454  | 8.069m        | Ditch_In          |
| 9            | 332.917  | 15.124m       | Daylight          |
| 1+715.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.792  | -5.470m       | Daylight          |
| 2            | 326.999  | -4.143m       | Ditch_In          |
| 3            | 327.635  | -3.000m       | EPS               |
| 4            | 327.71   | -1.750m       | Lane              |
| 5            | 327.648  | 0.000m        | AXES              |
| 6            | 327.463  | 5.204m        | Lane              |
| 7            | 327.388  | 6.454m        | EPS               |
| 8            | 326.517  | 7.948m        | Ditch_In          |
| 9            | 332.896  | 14.919m       | Daylight          |
| 1+720.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.919  | -5.469m       | Daylight          |
| 2            | 327.077  | -4.098m       | Ditch_In          |
| 3            | 327.684  | -3.000m       | EPS               |
| 4            | 327.759  | -1.750m       | Lane              |
| 5            | 327.715  | 0.000m        | AXES              |
| 6            | 327.6    | 4.612m        | Lane              |
| 7            | 327.525  | 5.862m        | EPS               |
| 8            | 326.532  | 7.539m        | Ditch_In          |
| 9            | 332.732  | 14.330m       | Daylight          |
| 1+725.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.945  | -5.472m       | Daylight          |
| 2            | 327.12   | -4.116m       | Ditch_In          |
| 3            | 327.739  | -3.000m       | EPS               |
| 4            | 327.814  | -1.750m       | Lane              |
| 5            | 327.77   | 0.000m        | AXES              |
| 6            | 327.681  | 3.582m        | Lane              |
| 7            | 327.606  | 4.832m        | EPS               |
| 8            | 326.547  | 6.608m        | Ditch_In          |
| 9            | 332.372  | 13.024m       | Daylight          |
| 1+730.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.828  | -5.327m       | Daylight          |
| 2            | 327.163  | -4.116m       | Ditch_In          |
| 3            | 327.782  | -3.000m       | EPS               |
| 4            | 327.857  | -1.750m       | Lane              |
| 5            | 327.813  | 0.000m        | AXES              |
| 6            | 327.749  | 2.591m        | Lane              |
| 7            | 327.674  | 3.841m        | EPS               |
| 8            | 326.562  | 5.696m        | Ditch_In          |
| 9            | 331.68   | 11.406m       | Daylight          |
| 1+735.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.681  | -5.139m       | Daylight          |
| 2            | 327.206  | -4.098m       | Ditch_In          |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 3            | 327.813  | -3.000m       | EPS               |
| 4            | 327.888  | -1.750m       | Lane              |
| 5            | 327.845  | 0.000m        | AXES              |
| 6            | 327.796  | 1.960m        | Lane              |
| 7            | 327.721  | 3.210m        | EPS               |
| 8            | 326.577  | 5.112m        | Ditch_In          |
| 9            | 330.788  | 9.915m        | Daylight          |
| 1+740.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.232  | -5.588m       | Daylight          |
| 2            | 326.851  | -4.633m       | Ditch_In          |
| 3            | 327.816  | -2.997m       | EPS               |
| 4            | 327.891  | -1.747m       | Lane              |
| 5            | 327.87   | 0.000m        | AXES              |
| 6            | 327.848  | 1.750m        | Lane              |
| 7            | 327.773  | 3.000m        | EPS               |
| 8            | 326.592  | 4.959m        | Ditch_In          |
| 9            | 329.047  | 8.005m        | Daylight          |
| 1+745.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 326.796  | -6.305m       | Daylight          |
| 2            | 326.496  | -5.422m       | Ditch_In          |
| 3            | 327.829  | -3.235m       | EPS               |
| 4            | 327.904  | -1.985m       | Lane              |
| 5            | 327.904  | 0.000m        | AXES              |
| 6            | 327.904  | 1.750m        | Lane              |
| 7            | 327.829  | 3.000m        | EPS               |
| 8            | 326.607  | 5.020m        | Ditch_In          |
| 9            | 327.425  | 6.533m        | Daylight          |
| 1+750.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.694  | -4.297m       | Daylight          |
| 2            | 327.941  | -3.489m       | S_Barrier         |
| 3            | 327.861  | -3.473m       | EPS               |
| 4            | 327.936  | -2.223m       | AXES              |
| 5            | 327.963  | 0.000m        | AXES              |
| 6            | 327.985  | 1.750m        | Lane              |
| 7            | 327.925  | 2.750m        | S_Barrier         |
| 8            | 327.91   | 3.000m        | EPS               |
| 9            | 326.622  | 5.119m        | Ditch_In          |
| 10           | 327.152  | 6.271m        | Daylight          |
| 1+755.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.73   | -4.553m       | Daylight          |
| 2            | 327.991  | -3.727m       | S_Barrier         |
| 3            | 327.911  | -3.711m       | EPS               |
| 4            | 327.986  | -2.461m       | AXES              |
| 5            | 328.047  | 0.000m        | AXES              |
| 6            | 328.091  | 1.750m        | Lane              |
| 7            | 328.031  | 2.750m        | S_Barrier         |
| 8            | 328.016  | 3.000m        | EPS               |
| 9            | 326.637  | 5.256m        | Ditch_In          |
| 10           | 327.069  | 6.285m        | Daylight          |
| 1+760.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.853  | -4.725m       | Daylight          |
| 2            | 328.061  | -3.965m       | S_Barrier         |
| 3            | 327.981  | -3.949m       | EPS               |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 4            | 328.056  | -2.699m       | AXES              |
| 5            | 328.156  | 0.000m        | AXES              |
| 6            | 328.222  | 1.750m        | Lane              |
| 7            | 328.162  | 2.750m        | S_Barrier         |
| 8            | 328.147  | 3.000m        | EPS               |
| 9            | 326.652  | 5.430m        | Ditch_In          |
| 10           | 329.412  | 8.781m        | Daylight          |
| 1+765.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 327.923  | -4.833m       | Daylight          |
| 2            | 328.176  | -4.016m       | S_Barrier         |
| 3            | 328.096  | -4.000m       | EPS               |
| 4            | 328.171  | -2.750m       | AXES              |
| 5            | 328.281  | 0.000m        | AXES              |
| 6            | 328.352  | 1.769m        | Lane              |
| 7            | 328.292  | 2.769m        | S_Barrier         |
| 8            | 328.277  | 3.019m        | EPS               |
| 9            | 327.211  | 4.806m        | Ditch_In          |
| 10           | 332.774  | 10.961m       | Daylight          |
| 1+770.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 328.015  | -4.855m       | Daylight          |
| 2            | 328.285  | -4.016m       | S_Barrier         |
| 3            | 328.205  | -4.000m       | EPS               |
| 4            | 328.28   | -2.750m       | AXES              |
| 5            | 328.39   | 0.000m        | AXES              |
| 6            | 328.486  | 2.394m        | Lane              |
| 7            | 328.426  | 3.394m        | S_Barrier         |
| 8            | 328.411  | 3.644m        | EPS               |
| 9            | 327.55   | 5.125m        | Ditch_In          |
| 10           | 335.328  | 13.495m       | Daylight          |
| 1+775.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 328.088  | -4.871m       | Daylight          |
| 2            | 328.372  | -4.016m       | S_Barrier         |
| 3            | 328.292  | -4.000m       | EPS               |
| 4            | 328.367  | -2.750m       | AXES              |
| 5            | 328.477  | 0.000m        | AXES              |
| 6            | 328.598  | 3.020m        | Lane              |
| 7            | 328.538  | 4.020m        | S_Barrier         |
| 8            | 328.523  | 4.270m        | EPS               |
| 9            | 327.64   | 5.784m        | Ditch_In          |
| 10           | 335.418  | 14.154m       | Daylight          |
| 1+780.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 328.162  | -4.859m       | Daylight          |
| 2            | 328.436  | -4.016m       | S_Barrier         |
| 3            | 328.356  | -4.000m       | EPS               |
| 4            | 328.431  | -2.750m       | AXES              |
| 5            | 328.541  | 0.000m        | AXES              |
| 6            | 328.687  | 3.645m        | Lane              |
| 7            | 328.627  | 4.645m        | S_Barrier         |
| 8            | 328.612  | 4.895m        | EPS               |
| 9            | 327.73   | 6.407m        | Ditch_In          |
| 10           | 335.392  | 14.661m       | Daylight          |
| 1+785.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 328.329  | -4.701m       | Daylight          |

| 2        | 328.478 | -4.016m | S_Barrier  |
|----------|---------|---------|------------|
| 3        | 328.398 | -4.000m | EPS        |
| 4        | 328.473 | -2.750m | AXES       |
| 5        | 328.583 | 0.000m  | AXES       |
| 6        | 328.754 | 4.271m  | Lane       |
| 7        | 328.694 | 5.271m  | S_Barrier  |
| 8        | 328.679 | 5.521m  | EPS        |
| 9        | 327.82  | 6.998m  | Ditch_In   |
| 10       | 331.851 | 11.621m | Daylight   |
| 1+790.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 328.33  | -4.724m | Daylight   |
| 2        | 328.496 | -4.016m | S_Barrier  |
| 3        | 328.416 | -4.000m | EPS        |
| 4        | 328.491 | -2.750m | AXES       |
| 5        | 328.601 | 0.000m  | AXES       |
| 6        | 328.791 | 4.750m  | Lane       |
| 7        | 328.731 | 5.750m  | S_Barrier  |
| 8        | 328.716 | 6.000m  | EPS        |
| 9        | 327.91  | 7.398m  | Ditch_In   |
| 10       | 329.205 | 9.286m  | Daylight   |
| 1+795.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 328.279 | -4.783m | Daylight   |
| 2        | 328.492 | -4.016m | S_Barrier  |
| 3        | 328.412 | -4.000m | EPS        |
| 4        | 328.487 | -2.750m | AXES       |
| 5        | 328.597 | 0.000m  | AXES       |
| 6        | 328.787 | 4.750m  | Lane       |
| 7        | 328.727 | 5.750m  | S_Barrier  |
| 8        | 328.712 | 6.000m  | EPS        |
| 9        | 327.885 | 7.430m  | Ditch_In   |
| 10       | 332.696 | 12.834m | Daylight   |
| 1+800.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 328.195 | -4.856m | Daylight   |
| 2        | 328.467 | -4.016m | S_Barrier  |
| 3        | 328.387 | -4.000m | EPS        |
| 4        | 328.462 | -2.750m | AXES       |
| 5        | 328.572 | 0.000m  | AXES       |
| 6        | 328.762 | 4.750m  | Lane       |
| 7        | 328.702 | 5.750m  | S_Barrier  |
| 8        | 328.687 | 6.000m  | EPS        |
| 9        | 327.86  | 7.429m  | Ditch_In   |
| 10       | 332.839 | 13.000m | Daylight   |
| 1+805.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 328.135 | -4.894m | Daylight   |
| 2        | 328.437 | -4.016m | S_Barrier  |
| 3        | 328.357 | -4.000m | EPS        |
| 4        | 328.432 | -2.750m | AXES       |
| 5        | 328.542 | 0.000m  | AXES       |
| 6        | 328.732 | 4.750m  | Lane       |
| 7        | 328.672 | 5.750m  | S_Barrier  |
| 8        | 328.657 | 6.000m  | EPS        |
| 9        | 327.835 | 7.422m  | Ditch_In   |
| 10       | 332.779 | 12.958m | Daylight   |
| 1+810.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING     |

| 1        | 328.065 | -4.943m | Daylight   |
|----------|---------|---------|------------|
| 2        | 328.407 | -4.016m | S_Barrier  |
| 3        | 328.327 | -4.000m | EPS        |
| 4        | 328.402 | -2.750m | AXES       |
| 5        | 328.512 | 0.000m  | AXES       |
| 6        | 328.701 | 4.728m  | Lane       |
| 7        | 328.641 | 5.728m  | S_Barrier  |
| 8        | 328.626 | 5.978m  | EPS        |
| 9        | 327.787 | 7.425m  | Ditch_In   |
| 10       | 332.356 | 12.586m | Daylight   |
| 1+815.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.998 | -4.990m | Daylight   |
| 2        | 328.377 | -4.016m | S_Barrier  |
| 3        | 328.297 | -4.000m | EPS        |
| 4        | 328.372 | -2.750m | AXES       |
| 5        | 328.482 | 0.000m  | AXES       |
| 6        | 328.661 | 4.479m  | Lane       |
| 7        | 328.601 | 5.479m  | S_Barrier  |
| 8        | 328.586 | 5.729m  | EPS        |
| 9        | 327.287 | 7.866m  | Ditch_In   |
| 10       | 328.248 | 9.503m  | Daylight   |
| 1+820.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 328.009 | -4.939m | Daylight   |
| 2        | 328.347 | -4.016m | S_Barrier  |
| 3        | 328.267 | -4.000m | EPS        |
| 4        | 328.342 | -2.750m | AXES       |
| 5        | 328.452 | 0.000m  | AXES       |
| 6        | 328.61  | 3.955m  | Lane       |
| 7        | 328.55  | 4.955m  | S_Barrier  |
| 8        | 328.535 | 5.205m  | EPS        |
| 9        | 327.287 | 7.266m  | Ditch_In   |
| 10       | 331.574 | 12.145m | Daylight   |
| 1+825.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.937 | -4.958m | Daylight   |
| 2        | 328.29  | -4.016m | S_Barrier  |
| 3        | 328.21  | -4.000m | EPS        |
| 4        | 328.285 | -2.750m | AXES       |
| 5        | 328.395 | 0.000m  | AXES       |
| 6        | 328.522 | 3.163m  | Lane       |
| 7        | 328.462 | 4.163m  | S_Barrier  |
| 8        | 328.447 | 4.413m  | EPS        |
| 9        | 327.64  | 5.812m  | Ditch_In   |
| 10       | 329.658 | 8.422m  | Daylight   |
| 1+830.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 328.189 | -4.121m | Daylight   |
| 2        | 328.184 | -4.016m | S_Barrier  |
| 3        | 328.104 | -4.000m | EPS        |
| 4        | 328.179 | -2.750m | AXES       |
| 5        | 328.289 | 0.000m  | AXES       |
| 6        | 328.38  | 2.279m  | Lane       |
| 7        | 328.32  | 3.279m  | S_Barrier  |
| 8        | 328.305 | 3.529m  | EPS        |
| 9        | 327.481 | 4.952m  | Ditch_In   |
| 10       | 329.309 | 7.372m  | Daylight   |

| 1+835.00 |         |         |            |
|----------|---------|---------|------------|
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 328.051 | -4.140m | Daylight   |
| 2        | 328.027 | -4.016m | S_Barrier  |
| 3        | 327.947 | -4.000m | EPS        |
| 4        | 328.022 | -2.750m | AXES       |
| 5        | 328.132 | 0.000m  | AXES       |
| 6        | 328.205 | 1.808m  | Lane       |
| 7        | 328.145 | 2.808m  | S_Barrier  |
| 8        | 328.13  | 3.058m  | EPS        |
| 9        | 327.323 | 4.456m  | Ditch_In   |
| 10       | 328.847 | 6.572m  | Daylight   |
| 1+840.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.901 | -4.196m | Daylight   |
| 2        | 327.821 | -4.016m | S_Barrier  |
| 3        | 327.741 | -4.000m | EPS        |
| 4        | 327.816 | -2.750m | AXES       |
| 5        | 327.926 | 0.000m  | AXES       |
| 6        | 327.996 | 1.750m  | Lane       |
| 7        | 327.936 | 2.750m  | S_Barrier  |
| 8        | 327.921 | 3.000m  | EPS        |
| 9        | 327.053 | 4.490m  | Ditch_In   |
| 10       | 328.18  | 6.317m  | Daylight   |
| 1+845.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.609 | -3.994m | Daylight   |
| 2        | 327.587 | -3.873m | S_Barrier  |
| 3        | 327.507 | -3.857m | EPS        |
| 4        | 327.582 | -2.607m | AXES       |
| 5        | 327.669 | 0.000m  | AXES       |
| 6        | 327.728 | 1.750m  | Lane       |
| 7        | 327.668 | 2.750m  | S_Barrier  |
| 8        | 327.653 | 3.000m  | EPS        |
| 9        | 326.783 | 4.493m  | Ditch_In   |
| 10       | 327.836 | 6.235m  | Daylight   |
| 1+850.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 327.46  | -6.368m | Daylight   |
| 2        | 326.508 | -4.898m | Ditch_In   |
| 3        | 327.235 | -3.619m | EPS        |
| 4        | 327.31  | -2.369m | Lane       |
| 5        | 327.363 | 0.000m  | AXES       |
| 6        | 327.402 | 1.750m  | Lane       |
| 7        | 327.327 | 3.000m  | EPS        |
| 8        | 326.405 | 4.571m  | Ditch_In   |
| 9        | 327.399 | 6.245m  | Daylight   |
| 1+855.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 326.972 | -6.016m | Daylight   |
| 2        | 326.167 | -4.679m | Ditch_In   |
| 3        | 326.908 | -3.381m | EPS        |
| 4        | 326.983 | -2.131m | Lane       |
| 5        | 327.006 | 0.000m  | AXES       |
| 6        | 327.026 | 1.750m  | Lane       |
| 7        | 326.951 | 3.000m  | EPS        |
| 8        | 325.98  | 4.644m  | Ditch_In   |
| 9        | 326.959 | 6.300m  | Daylight   |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 1+860.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 326.478  | -5.576m       | Daylight          |
| 2            | 325.827  | -4.377m       | Ditch_In          |
| 3            | 326.525  | -3.143m       | EPS               |
| 4            | 326.6    | -1.893m       | Lane              |
| 5            | 326.6    | 0.000m        | AXES              |
| 6            | 326.6    | 1.750m        | Lane              |
| 7            | 326.525  | 3.000m        | EPS               |
| 8            | 325.555  | 4.643m        | Ditch_In          |
| 9            | 326.521  | 6.284m        | Daylight          |
|              |          |               |                   |
| 1+865.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 325.995  | -5.169m       | Daylight          |
| 2            | 325.487  | -4.098m       | Ditch_In          |
| 3            | 326.094  | -3.000m       | EPS               |
| 4            | 326.169  | -1.750m       | Lane              |
| 5            | 326.147  | 0.000m        | AXES              |
| 6            | 326.125  | 1.750m        | Lane              |
| 7            | 326.05   | 3.000m        | EPS               |
| 8            | 325.13   | 4.568m        | Ditch_In          |
| 9            | 325.95   | 6.083m        | Daylight          |
|              |          |               |                   |
| 1+870.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 325.54   | -5.207m       | Daylight          |
| 2            | 325.025  | -4.130m       | Ditch_In          |
| 3            | 325.653  | -3.000m       | EPS               |
| 4            | 325.728  | -1.750m       | Lane              |
| 5            | 325.685  | 0.000m        | AXES              |
| 6            | 325.641  | 1.750m        | Lane              |
| 7            | 325.566  | 3.000m        | EPS               |
| 8            | 324.705  | 4.479m        | Ditch_In          |
| 9            | 325.38   | 5.813m        | Daylight          |
|              |          |               |                   |
| 1+875.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 325.078  | -5.205m       | Daylight          |
| 2            | 324.563  | -4.130m       | Ditch_In          |
| 3            | 325.191  | -3.000m       | EPS               |
| 4            | 325.266  | -1.750m       | Lane              |
| 5            | 325.222  | 0.000m        | AXES              |
| 6            | 325.179  | 1.750m        | Lane              |
| 7            | 325.104  | 3.000m        | EPS               |
| 8            | 324.073  | 4.735m        | Ditch_In          |
| 9            | 324.808  | 6.144m        | Daylight          |
|              |          |               |                   |
| 1+880.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 324.6    | -5.190m       | Daylight          |
| 2            | 324.102  | -4.129m       | Ditch_In          |
| 3            | 324.729  | -3.000m       | EPS               |
| 4            | 324.804  | -1.750m       | Lane              |
| 5            | 324.76   | 0.000m        | AXES              |
| 6            | 324.716  | 1.750m        | Lane              |
| 7            | 324.641  | 3.000m        | EPS               |
| 8            | 323.673  | 4.641m        | Ditch_In          |
| 9            | 324.249  | 5.852m        | Daylight          |
|              |          |               |                   |
| 1+885.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
| 1            | 324.114  | -5.167m       | Daylight          |
| 2            | 323.64   | -4.128m       | Ditch_In          |
| 3            | 324.267  | -3.000m       | EPS               |
| 4            | 324.342  | -1.750m       | Lane              |
| 5            | 324.298  | 0.000m        | AXES              |
| 6            | 324.254  | 1.750m        | Lane              |
| 7            | 324.179  | 3.000m        | EPS               |
| 8            | 323.273  | 4.548m        | Ditch_In          |
| 9            | 323.703  | 5.576m        | Daylight          |
|              |          |               |                   |
| 1+890.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 323.645  | -5.158m       | Daylight          |
| 2            | 323.178  | -4.125m       | Ditch_In          |
| 3            | 323.804  | -2.998m       | EPS               |
| 4            | 323.879  | -1.748m       | Lane              |
| 5            | 323.836  | 0.000m        | AXES              |
| 6            | 323.792  | 1.750m        | Lane              |
|              |          |               |                   |
| 1+895.00     |          |               |                   |
|              |          |               |                   |
| 1+900.00     |          |               |                   |
|              |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 322.775  | -6.120m       | Daylight          |
| 2            | 321.874  | -4.696m       | Ditch_In          |
| 3            | 322.88   | -2.999m       | EPS               |
| 4            | 322.955  | -1.749m       | Lane              |
| 5            | 322.911  | 0.000m        | AXES              |
| 6            | 322.854  | 2.304m        | Lane              |
|              |          |               |                   |
| 1+905.00     |          |               |                   |
|              |          |               |                   |
| 1+910.00     |          |               |                   |
|              |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 322.03   | -1.747m       | Lane              |
| 2            | 321.987  | 0.000m        | AXES              |
| 3            | 321.886  | 4.010m        | Lane              |
| 4            | 321.811  | 5.260m        | EPS               |
| 5            | 319.637  | 8.709m        | Ditch_In          |
| 6            | 320.084  | 9.758m        | Daylight          |
|              |          |               |                   |
| 1+915.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 321.574  | -1.751m       | Lane              |
| 2            | 321.531  | 0.000m        | AXES              |
| 3            | 321.413  | 4.693m        | Lane              |
| 4            | 321.338  | 5.943m        | EPS               |
| 5            | 318.692  | 10.100m       | Ditch_In          |
| 6            | 319.1    | 11.101m       | Daylight          |
|              |          |               |                   |
| 1+920.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 321.131  | -1.750m       | Lane              |
| 2            | 321.087  | 0.000m        | AXES              |
| 3            | 320.968  | 4.750m        | Lane              |
| 4            | 320.893  | 6.000m        | EPS               |
| 5            | 317.747  | 10.907m       | Ditch_In          |
| 6            | 318.132  | 11.953m       | Daylight          |
|              |          |               |                   |
| 1+925.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING</b>     |

|              |          |               |                   |
|--------------|----------|---------------|-------------------|
|              |          |               | <b>CUT</b>        |
| 1            | 320.7    | -1.748m       | Lane              |
| 2            | 320.656  | 0.000m        | AXES              |
| 3            | 320.537  | 4.750m        | Lane              |
| 4            | 320.462  | 6.000m        | EPS               |
| 5            | 317.722  | 10.298m       | Ditch_In          |
| 6            | 317.637  | 12.162m       | Daylight          |
|              |          |               |                   |
| 1+930.00     |          |               |                   |
|              |          |               |                   |
| 1+935.00     |          |               |                   |
|              |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 319.895  | -6.352m       | Daylight          |
| 2            | 318.773  | -4.730m       | Ditch_In          |
| 3            | 319.8    | -3.000m       | EPS               |
| 4            | 319.875  | -1.750m       | Lane              |
| 5            | 319.832  | 0.000m        | AXES              |
| 6            | 319.713  | 4.750m        | Lane              |
| 7            | 319.638  | 6.000m        | EPS               |
| 8            | 318.712  | 7.577m        | Ditch_In          |
| 9            | 319.118  | 8.581m        | Daylight          |
|              |          |               |                   |
| 1+940.00     |          |               |                   |
|              |          |               |                   |
| 1+945.00     |          |               |                   |
|              |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 318.919  | -6.902m       | Daylight          |
| 2            | 317.703  | -5.174m       | Ditch_In          |
| 3            | 319.026  | -3.001m       | EPS               |
| 4            | 319.101  | -1.751m       | Lane              |
| 5            | 319.057  | 0.000m        | AXES              |
| 6            | 318.96   | 3.886m        | Lane              |
| 7            | 318.915  | 4.636m        | S_Barrier         |
| 8            | 318.885  | 5.136m        | EPS               |
| 9            | 318.057  | 6.566m        | Ditch_In          |
| 10           | 318.416  | 7.664m        | Daylight          |
|              |          |               |                   |
| 1+950.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 318.359  | -6.624m       | Daylight          |
| 2            | 317.378  | -5.108m       | Ditch_In          |
| 3            | 318.657  | -3.000m       | EPS               |
| 4            | 318.732  | -1.750m       | Lane              |
| 5            | 318.689  | 0.000m        | AXES              |
| 6            | 318.605  | 3.352m        | Lane              |
| 7            | 318.56   | 4.102m        | S_Barrier         |
| 8            | 318.53   | 4.602m        | EPS               |
| 9            | 317.73   | 5.990m        | Ditch_In          |
| 10           | 318.074  | 7.118m        | Daylight          |
|              |          |               |                   |
| 1+955.00     |          |               |                   |
| <b>POINT</b> | <b>Z</b> | <b>OFFSET</b> | <b>STRING CUT</b> |
| 1            | 318.083  | -6.620m       | Daylight          |
| 2            | 317.053  | -5.060m       | Ditch_In          |
| 3            | 318.301  | -2.999m       | EPS               |
| 4            | 318.376  | -1.749m       | Lane              |
| 5            | 318.333  | 0.000m        | AXES              |
| 6            | 318.26   | 2.914m        | Lane              |
| 7            | 318.215  | 3.664m        | S_Barrier         |
| 8            | 318.185  | 4.164m        | EPS               |
| 9            | 317.402  | 5.526m        | Ditch_In          |
| 10           | 317.731  | 6.685m        | Daylight          |

| 1+960.00 |         |         |            |
|----------|---------|---------|------------|
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.774 | -6.608m | Daylight   |
| 2        | 316.728 | -5.033m | Ditch_In   |
| 3        | 317.958 | -3.000m | EPS        |
| 4        | 318.033 | -1.750m | Lane       |
| 5        | 317.989 | 0.000m  | AXES       |
| 6        | 317.926 | 2.507m  | Lane       |
| 7        | 317.881 | 3.257m  | S_Barrier  |
| 8        | 317.851 | 3.757m  | EPS        |
| 9        | 317.075 | 5.111m  | Ditch_In   |
| 10       | 317.311 | 6.453m  | Daylight   |
| 1+965.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.418 | -6.582m | Daylight   |
| 2        | 316.403 | -5.035m | Ditch_In   |
| 3        | 317.634 | -3.001m | EPS        |
| 4        | 317.709 | -1.751m | Lane       |
| 5        | 317.658 | 0.000m  | AXES       |
| 6        | 317.598 | 2.095m  | Lane       |
| 7        | 317.553 | 2.845m  | S_Barrier  |
| 8        | 317.523 | 3.345m  | EPS        |
| 9        | 316.747 | 4.697m  | Ditch_In   |
| 10       | 317.08  | 5.846m  | Daylight   |
| 1+970.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.441 | -6.695m | Daylight   |
| 2        | 316.17  | -4.918m | Ditch_In   |
| 3        | 317.323 | -3.000m | EPS        |
| 4        | 317.398 | -1.750m | Lane       |
| 5        | 317.339 | 0.000m  | AXES       |
| 6        | 317.265 | 2.150m  | Lane       |
| 7        | 317.22  | 2.900m  | S_Barrier  |
| 8        | 317.19  | 3.400m  | EPS        |
| 9        | 316.42  | 4.744m  | Ditch_In   |
| 10       | 316.836 | 5.755m  | Daylight   |
| 1+975.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.516 | -6.586m | Daylight   |
| 2        | 316.045 | -4.629m | Ditch_In   |
| 3        | 317.006 | -3.000m | EPS        |
| 4        | 317.081 | -1.750m | Lane       |
| 5        | 317.021 | 0.000m  | AXES       |
| 6        | 316.948 | 2.150m  | Lane       |
| 7        | 316.903 | 2.900m  | S_Barrier  |
| 8        | 316.873 | 3.400m  | EPS        |
| 9        | 316.092 | 4.759m  | Ditch_In   |
| 10       | 316.535 | 5.803m  | Daylight   |
| 1+980.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.553 | -6.439m | Daylight   |
| 2        | 315.92  | -4.337m | Ditch_In   |
| 3        | 316.685 | -3.000m | EPS        |
| 4        | 316.76  | -1.750m | Lane       |
| 5        | 316.704 | 0.000m  | AXES       |
| 6        | 316.635 | 2.126m  | Lane       |
| 7        | 316.59  | 2.876m  | S_Barrier  |
| 8        | 316.56  | 3.376m  | EPS        |

| 9        | 315.765 | 4.756m  | Ditch_In   |
|----------|---------|---------|------------|
| 10       | 316.235 | 5.834m  | Daylight   |
| 1+985.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.626 | -6.774m | Daylight   |
| 2        | 315.602 | -4.320m | Ditch_In   |
| 3        | 316.355 | -3.000m | EPS        |
| 4        | 316.43  | -1.750m | Lane       |
| 5        | 316.386 | 0.000m  | AXES       |
| 6        | 316.336 | 2.006m  | Lane       |
| 7        | 316.291 | 2.756m  | S_Barrier  |
| 8        | 316.261 | 3.256m  | EPS        |
| 9        | 315.462 | 4.642m  | Ditch_In   |
| 10       | 315.958 | 5.752m  | Daylight   |
| 1+990.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 317.925 | -7.329m | Daylight   |
| 2        | 315.284 | -4.319m | Ditch_In   |
| 3        | 316.037 | -3.000m | EPS        |
| 4        | 316.112 | -1.750m | Lane       |
| 5        | 316.069 | 0.000m  | AXES       |
| 6        | 316.021 | 1.890m  | Lane       |
| 7        | 315.976 | 2.640m  | S_Barrier  |
| 8        | 315.946 | 3.140m  | EPS        |
| 9        | 315.137 | 4.542m  | Ditch_In   |
| 10       | 315.698 | 5.733m  | Daylight   |
| 1+995.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 318.261 | -7.917m | Daylight   |
| 2        | 314.966 | -4.319m | Ditch_In   |
| 3        | 315.72  | -3.000m | EPS        |
| 4        | 315.795 | -1.750m | Lane       |
| 5        | 315.751 | 0.000m  | AXES       |
| 6        | 315.707 | 1.770m  | Lane       |
| 7        | 315.662 | 2.520m  | S_Barrier  |
| 8        | 315.632 | 3.020m  | EPS        |
| 9        | 314.812 | 4.438m  | Ditch_In   |
| 10       | 315.415 | 5.682m  | Daylight   |
| 2+000.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 318.556 | -8.468m | Daylight   |
| 2        | 314.649 | -4.319m | Ditch_In   |
| 3        | 315.402 | -3.000m | EPS        |
| 4        | 315.477 | -1.750m | Lane       |
| 5        | 315.434 | 0.000m  | AXES       |
| 6        | 315.39  | 1.750m  | Lane       |
| 7        | 315.345 | 2.500m  | S_Barrier  |
| 8        | 315.315 | 3.000m  | EPS        |
| 9        | 314.487 | 4.430m  | Ditch_In   |
| 10       | 315.094 | 5.678m  | Daylight   |
| 2+005.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 318.812 | -8.984m | Daylight   |
| 2        | 314.331 | -4.318m | Ditch_In   |
| 3        | 315.085 | -2.999m | EPS        |
| 4        | 315.16  | -1.749m | Lane       |
| 5        | 315.116 | 0.000m  | AXES       |
| 6        | 315.072 | 1.750m  | Lane       |

| 7        | 315.027 | 2.500m   | S_Barrier  |
|----------|---------|----------|------------|
| 8        | 314.997 | 3.000m   | EPS        |
| 9        | 314.162 | 4.441m   | Ditch_In   |
| 10       | 314.79  | 5.716m   | Daylight   |
| 2+010.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.043 | -9.488m  | Daylight   |
| 2        | 314.009 | -4.324m  | Ditch_In   |
| 3        | 314.767 | -2.999m  | EPS        |
| 4        | 314.842 | -1.749m  | Lane       |
| 5        | 314.798 | 0.000m   | AXES       |
| 6        | 314.754 | 1.750m   | Lane       |
| 7        | 314.709 | 2.500m   | S_Barrier  |
| 8        | 314.679 | 3.000m   | EPS        |
| 9        | 313.837 | 4.451m   | Ditch_In   |
| 10       | 314.485 | 5.751m   | Daylight   |
| 2+015.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.279 | -10.033m | Daylight   |
| 2        | 313.669 | -4.352m  | Ditch_In   |
| 3        | 314.445 | -3.000m  | EPS        |
| 4        | 314.52  | -1.750m  | Lane       |
| 5        | 314.476 | 0.000m   | AXES       |
| 6        | 314.432 | 1.750m   | Lane       |
| 7        | 314.387 | 2.500m   | S_Barrier  |
| 8        | 314.357 | 3.000m   | EPS        |
| 9        | 313.512 | 4.456m   | Ditch_In   |
| 10       | 314.176 | 5.776m   | Daylight   |
| 2+020.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.487 | -10.546m | Daylight   |
| 2        | 313.329 | -4.371m  | Ditch_In   |
| 3        | 314.118 | -3.000m  | EPS        |
| 4        | 314.193 | -1.750m  | Lane       |
| 5        | 314.149 | 0.000m   | AXES       |
| 6        | 314.105 | 1.750m   | Lane       |
| 7        | 314.06  | 2.500m   | S_Barrier  |
| 8        | 314.03  | 3.000m   | EPS        |
| 9        | 313.187 | 4.453m   | Ditch_In   |
| 10       | 313.84  | 5.759m   | Daylight   |
| 2+025.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.559 | -10.929m | Daylight   |
| 2        | 312.989 | -4.383m  | Ditch_In   |
| 3        | 313.786 | -3.000m  | EPS        |
| 4        | 313.861 | -1.750m  | Lane       |
| 5        | 313.817 | 0.000m   | AXES       |
| 6        | 313.773 | 1.750m   | Lane       |
| 7        | 313.728 | 2.500m   | S_Barrier  |
| 8        | 313.698 | 3.000m   | EPS        |
| 9        | 312.862 | 4.442m   | Ditch_In   |
| 10       | 313.482 | 5.707m   | Daylight   |
| 2+030.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.591 | -11.268m | Daylight   |
| 2        | 312.649 | -4.388m  | Ditch_In   |
| 3        | 313.449 | -3.000m  | EPS        |
| 4        | 313.524 | -1.750m  | Lane       |

| 5        | 313.48  | 0.000m   | AXES       |
|----------|---------|----------|------------|
| 6        | 313.436 | 1.750m   | Lane       |
| 7        | 313.391 | 2.500m   | S_Barrier  |
| 8        | 313.361 | 3.000m   | EPS        |
| 9        | 312.537 | 4.424m   | Ditch_In   |
| 10       | 313.127 | 5.651m   | Daylight   |
| 2+035.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.627 | -11.604m | Daylight   |
| 2        | 312.309 | -4.385m  | Ditch_In   |
| 3        | 313.107 | -3.000m  | EPS        |
| 4        | 313.182 | -1.750m  | Lane       |
| 5        | 313.138 | 0.000m   | AXES       |
| 6        | 313.094 | 1.750m   | Lane       |
| 7        | 313.049 | 2.500m   | S_Barrier  |
| 8        | 313.019 | 3.000m   | EPS        |
| 9        | 312.212 | 4.399m   | Ditch_In   |
| 10       | 312.791 | 5.613m   | Daylight   |
| 2+040.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.538 | -11.819m | Daylight   |
| 2        | 311.969 | -4.374m  | Ditch_In   |
| 3        | 312.76  | -3.000m  | EPS        |
| 4        | 312.835 | -1.750m  | Lane       |
| 5        | 312.791 | 0.000m   | AXES       |
| 6        | 312.747 | 1.750m   | Lane       |
| 7        | 312.702 | 2.500m   | S_Barrier  |
| 8        | 312.672 | 3.000m   | EPS        |
| 9        | 311.887 | 4.366m   | Ditch_In   |
| 10       | 312.464 | 5.577m   | Daylight   |
| 2+045.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.488 | -12.060m | Daylight   |
| 2        | 311.629 | -4.354m  | Ditch_In   |
| 3        | 312.408 | -2.999m  | EPS        |
| 4        | 312.483 | -1.749m  | Lane       |
| 5        | 312.439 | 0.000m   | AXES       |
| 6        | 312.393 | 1.833m   | Lane       |
| 7        | 312.348 | 2.583m   | S_Barrier  |
| 8        | 312.318 | 3.083m   | EPS        |
| 9        | 311.395 | 4.656m   | Ditch_In   |
| 10       | 312.075 | 5.997m   | Daylight   |
| 2+050.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 319.219 | -12.132m | Daylight   |
| 2        | 311.289 | -4.363m  | Ditch_In   |
| 3        | 312.072 | -3.000m  | EPS        |
| 4        | 312.141 | -1.750m  | Lane       |
| 5        | 312.082 | 0.000m   | AXES       |
| 6        | 311.995 | 2.567m   | Lane       |
| 7        | 311.95  | 3.317m   | S_Barrier  |
| 8        | 311.92  | 3.817m   | EPS        |
| 9        | 310.995 | 5.393m   | Ditch_In   |
| 10       | 311.667 | 6.724m   | Daylight   |
| 2+055.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 318.313 | -14.251m | Daylight   |
| 2        | 309.846 | -5.998m  | Ditch_In   |

| 3        | 311.719 | -3.000m  | EPS        |
|----------|---------|----------|------------|
| 4        | 311.782 | -1.750m  | Lane       |
| 5        | 311.708 | 0.000m   | AXES       |
| 6        | 311.57  | 3.270m   | Lane       |
| 7        | 311.525 | 4.020m   | S_Barrier  |
| 8        | 311.495 | 4.520m   | EPS        |
| 9        | 310.595 | 6.059m   | Ditch_In   |
| 10       | 311.233 | 7.347m   | Daylight   |
| 2+060.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 317.038 | -12.718m | Daylight   |
| 2        | 309.771 | -5.544m  | Ditch_In   |
| 3        | 311.342 | -3.000m  | EPS        |
| 4        | 311.364 | -2.500m  | S_Barrier  |
| 5        | 311.398 | -1.750m  | Lane       |
| 6        | 311.309 | 0.000m   | AXES       |
| 7        | 311.106 | 3.989m   | Lane       |
| 8        | 311.061 | 4.739m   | S_Barrier  |
| 9        | 311.031 | 5.239m   | EPS        |
| 10       | 309.985 | 6.997m   | Ditch_In   |
| 11       | 311.057 | 8.761m   | Daylight   |
| 2+065.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 315.847 | -12.164m | Daylight   |
| 2        | 309.303 | -5.641m  | Ditch_In   |
| 3        | 310.939 | -3.000m  | EPS        |
| 4        | 310.959 | -2.500m  | S_Barrier  |
| 5        | 310.989 | -1.750m  | Lane       |
| 6        | 310.885 | 0.000m   | AXES       |
| 7        | 310.605 | 4.712m   | Lane       |
| 8        | 310.56  | 5.462m   | S_Barrier  |
| 9        | 310.53  | 5.962m   | EPS        |
| 10       | 309.585 | 7.568m   | Ditch_In   |
| 11       | 310.853 | 9.557m   | Daylight   |
| 2+070.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 311.148 | -7.983m  | Daylight   |
| 2        | 309.003 | -5.420m  | Ditch_In   |
| 3        | 310.491 | -3.000m  | EPS        |
| 4        | 310.511 | -2.500m  | S_Barrier  |
| 5        | 310.541 | -1.750m  | Lane       |
| 6        | 310.436 | 0.000m   | AXES       |
| 7        | 310.151 | 4.750m   | Lane       |
| 8        | 310.106 | 5.500m   | S_Barrier  |
| 9        | 310.076 | 6.000m   | EPS        |
| 10       | 309.185 | 7.526m   | Ditch_In   |
| 11       | 310.603 | 9.536m   | Daylight   |
| 2+075.00 |         |          |            |
| POINT    | Z       | OFFSET   | STRING CUT |
| 1        | 309.813 | -6.791m  | Daylight   |
| 2        | 308.703 | -5.159m  | Ditch_In   |
| 3        | 310.018 | -3.000m  | EPS        |
| 4        | 310.038 | -2.500m  | S_Barrier  |
| 5        | 310.068 | -1.750m  | Lane       |
| 6        | 309.963 | 0.000m   | AXES       |
| 7        | 309.678 | 4.750m   | Lane       |
| 8        | 309.633 | 5.500m   | S_Barrier  |
| 9        | 309.603 | 6.000m   | EPS        |
| 10       | 308.56  | 7.752m   | Ditch_In   |
| 11       | 310.41  | 10.193m  | Daylight   |

| 2+080.00 |         |         |            |
|----------|---------|---------|------------|
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 309.128 | -6.146m | Daylight   |
| 2        | 308.403 | -4.861m | Ditch_In   |
| 3        | 309.519 | -3.000m | EPS        |
| 4        | 309.539 | -2.500m | S_Barrier  |
| 5        | 309.569 | -1.750m | Lane       |
| 6        | 309.464 | 0.000m  | AXES       |
| 7        | 309.179 | 4.750m  | Lane       |
| 8        | 309.134 | 5.500m  | S_Barrier  |
| 9        | 309.104 | 6.000m  | EPS        |
| 10       | 308.1   | 7.694m  | Ditch_In   |
| 11       | 310.265 | 10.450m | Daylight   |
| 2+085.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 308.702 | -5.675m | Daylight   |
| 2        | 308.103 | -4.503m | Ditch_In   |
| 3        | 308.98  | -3.000m | EPS        |
| 4        | 309.002 | -2.500m | S_Barrier  |
| 5        | 309.034 | -1.750m | Lane       |
| 6        | 308.94  | 0.000m  | AXES       |
| 7        | 308.708 | 4.305m  | Lane       |
| 8        | 308.663 | 5.055m  | S_Barrier  |
| 9        | 308.633 | 5.555m  | EPS        |
| 10       | 307.629 | 7.249m  | Ditch_In   |
| 11       | 310.1   | 10.312m | Daylight   |
| 2+090.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 308.151 | -5.688m | Daylight   |
| 2        | 307.533 | -4.499m | Ditch_In   |
| 3        | 308.407 | -3.000m | EPS        |
| 4        | 308.432 | -2.500m | S_Barrier  |
| 5        | 308.469 | -1.750m | Lane       |
| 6        | 308.391 | 0.000m  | AXES       |
| 7        | 308.232 | 3.600m  | Lane       |
| 8        | 308.187 | 4.350m  | S_Barrier  |
| 9        | 308.157 | 4.850m  | EPS        |
| 10       | 307.153 | 6.544m  | Ditch_In   |
| 11       | 309.687 | 9.670m  | Daylight   |
| 2+095.00 |         |         |            |
| POINT    | Z       | OFFSET  | STRING CUT |
| 1        | 307.47  | -5.861m | Daylight   |
| 2        | 306.841 | -4.662m | Ditch_In   |
| 3        | 307.824 | -3.000m | EPS        |
| 4        | 307.851 | -2.500m | S_Barrier  |
| 5        | 307.892 | -1.750m | Lane       |
| 6        | 307.831 | 0.000m  | AXES       |
| 7        | 307.732 | 2.873m  | Lane       |
| 8        | 307.687 | 3.623m  | S_Barrier  |
| 9        | 307.657 | 4.123m  | EPS        |
| 10       | 306.653 | 5.817m  | Ditch_In   |
| 11       | 309.234 | 8.989m  | Daylight   |

## **Appendix 4 / Приложение 4**

Design of road pavement

Оразмеряване на пътната настилка

**DOCUMENT TYPE**

Document Title

Document #

Revision #

**APPENDIX 4****PART ROAD**

KGP100-1910-1210-RPT-6303

0

**1. GENERAL INFORMATION**

The existing road KRZ 2212 Zvanarka-Skalak is the transportation and communication link of Skalakov village to the national road network. The considered road section starts from a T junction of the third class road III-509 immediately before Zvanakov village, on the left, and ends at STA 2+105 on the axis of road KRZ 2212

**1.1 Existing situation**

From the conducted survey of the bearing capacity of the pavement with the Benkelman appliance, it is apparent that the existing pavement has variable parameters along the roadway, and to a large extent the reason for the reduced performance of the road is the lack of proper dewatering. The following homogeneous sections are defined and presented in Table 1:

**1. ОБЩИ ДАННИ**

Съществуващия път KRZ 2212 Звънарка – Скалак представлява транспортно-комуникационна връзка на с. Скалак с републиканската пътна мрежа. Разглеждания пътен участък започва от триклонно кръстовище на третокласен път III-509 непосредствено преди с. Звънарка в ляво и завършва на км 2+105 по оста на път KRZ 2212.

**1.1 Съществуващо положение**

От проведеното обследване на носимоспособността на пътната настилка с уреда Бенкелман е видно, че съществуващата настилка е с променливи показатели по дължина на трасето като в голяма степен, за занижените показатели оказва влияние липсата на достатъчно добро отводняване. Определени са следните хомогенни участъци, показани в Таблица 1:

| ХОМОГЕНЕН УЧАСТЪК               |                        |                 |                     |                                                                     |                                                                          |                                                                             |                                                                                               |
|---------------------------------|------------------------|-----------------|---------------------|---------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| HOMOGENEOUS SECTION             |                        |                 |                     |                                                                     |                                                                          |                                                                             |                                                                                               |
| Номер по ред/<br>Sequent number | ПАРАМЕТРИ / PARAMETERS |                 |                     |                                                                     |                                                                          |                                                                             |                                                                                               |
|                                 | начало/<br>start       | край /<br>end   | Дължина<br>/ Length | Фактически<br>еквивалентен<br>модул/ Virtually<br>equivalent module | Съществуваща<br>конструкция/ Existing<br>pavement                        |                                                                             | Модул на<br>еластичност на<br>земното легло/<br>Module of<br>elasticity of the<br>earth's bed |
|                                 | от км/<br>fromSTA      | до км/<br>toSTA | L                   | E <sub>ф</sub> / E <sub>available</sub>                             |                                                                          |                                                                             | E <sub>0</sub>                                                                                |
| №/#                             | [km]                   | [km]            | [m]                 | [Mpa]                                                               | BG                                                                       | EN                                                                          | [Mpa]                                                                                         |
| 1                               | 0+000                  | 0+140           | 140                 | 155                                                                 | 4cm плътен<br>асфалт с<br>E=1200MPa и<br>25cm трошен камък<br>с E=250MPa | 4cm high density<br>asphalt E=1200MPa<br>and 25cm crushed<br>stone E=250MPa | 70                                                                                            |
| 2                               | 0+180                  | 0+420           | 240                 | 109                                                                 |                                                                          |                                                                             | 38                                                                                            |
| 3                               | 0+460                  | 0+840           | 380                 | 124                                                                 |                                                                          |                                                                             | 42                                                                                            |
| 4                               | 0+880                  | 1+220           | 340                 | 123                                                                 |                                                                          |                                                                             | 42                                                                                            |
| 5                               | 1+220                  | 1+420           | 200                 | 76                                                                  |                                                                          |                                                                             | 20                                                                                            |
| 6                               | 1+460                  | 1+600           | 140                 | 90                                                                  |                                                                          |                                                                             | 25                                                                                            |
| 7                               | 1+760                  | 1+940           | 180                 | 87                                                                  |                                                                          |                                                                             | 22                                                                                            |
| 8                               | 2+000                  | 2+120           | 120                 | 97                                                                  |                                                                          |                                                                             | 30                                                                                            |

In order to create a homogeneous base of the road pavement along the entire width of the roadway, as well as to minimize the inconveniences to the existing traffic, in the construction process, considering the small dimensions of the existing roadway-G6, a technology to improve the bearing capacity of the pavement is selected - to build a new base layer from in place recycled material – full-depth cold reclamation, with depth from 15 cm to 30 cm.

С цел създаване на хомогенна основа на пътната настилка по цялата ширина на платното за движение, както и с цел минимизиране на неудобствата за съществуващото автомобилно движение, в процеса на строителство предвид малкия съществуващ габарит на пътното платно-G6 е избрана технология за подобряване на носимоспособността на пътната настилка - с изграждане на нов основен пласт от рециклиран материал на място - дълбоко студено рециклиране с дълбочина от 15см до 30см.

## DOCUMENT TYPE

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## APPENDIX 4

## PART ROAD

KGP100-1910-1210-RPT-6303

0

## 1.2 Estimated load

In order to determine the required load bearing capacity of the road pavement, an investigation and analysis of the road traffic has been prepared and presented in Table 2:

## 1.2 Прогнозно натоварване

С цел определяне на необходимата носимоспособност на пътната настилка е направено проучване и анализ на автомобилното движение показани в таблица 2:

| ПРОУЧВАНЕ НА АВТОМОБИЛНОТО ДВИЖЕНИЕ                 |                                                                                                                             |       |                         |                              |                      |                       |                            |                      |
|-----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-------|-------------------------|------------------------------|----------------------|-----------------------|----------------------------|----------------------|
| TRAFFIC INVESTIGATION                               |                                                                                                                             |       |                         |                              |                      |                       |                            |                      |
| Номер                                               | Вид превозни средства                                                                                                       | клас  | Меродавна интензивност  | Преводен коефициент за класа | Показател на лентата | Прогнозен коефициент  | Оразмерителна интензивност | Оразмерителен период |
| Number                                              | Vehicles type                                                                                                               | grade | Determinative intensity | Conversion Factors for grade | Lane indicator       | Estimated coefficient | Design intensity           |                      |
|                                                     |                                                                                                                             |       | [OA/ден/day]            |                              |                      |                       | [OA/ден/day]               | [година/year]        |
| 1                                                   | Лекотоварни автомобили с максимално осово натоварване 25 kN ≈ 2550kg<br>Light Vehicle with maximum axial load 25kN ≈ 2550kg | I     | 13.15                   | 0                            | 2                    | 1.22                  | 0                          | 20                   |
| 2                                                   | Товарни автомобили с полезен товар до 60 kN<br>Trucks with maximum payload up to 60kN                                       | II    | 2.14                    | 0.03                         | 2                    | 1.22                  | 1                          |                      |
| 3                                                   | Тежкотоварни автомобили с полезен товар над 60 kN<br>Trucks with payload over 60kN                                          | III   | 0.39                    | 0.2                          | 2                    | 1.22                  | 1                          |                      |
| 4                                                   | Тежкотоварни автомобили с прицеп или с ремарке<br>Trucks equip with semi-trailer or trailers                                | IV    | 2.30                    | 1                            | 2                    | 1.22                  | 6                          |                      |
| 5                                                   | Автобуси<br>Bus                                                                                                             | V     | 1.97                    | 0.8                          | 2                    | 1.22                  | 4                          |                      |
| АНАЛИЗ НА АВТОМОБИЛНОТО ДВИЖЕНИЕ                    |                                                                                                                             |       |                         |                              |                      |                       |                            |                      |
| TRAFFIC ANALYSIS                                    |                                                                                                                             |       |                         |                              |                      |                       |                            |                      |
| ЕКСПЛОАТАЦИОННО<br>НАТОВАРВАНЕ/<br>OPERATIONAL LOAD | Меродавно натоварване                                                                                                       | MH=   | 43 800 OA               | e <sub>ндоп</sub> =          | 0.137 cm             |                       | total 12 OA/ден.           |                      |
|                                                     | Determinative load                                                                                                          |       | 100KN                   |                              | 115KN                |                       | p <sub>100</sub> = [MPa]   | 0.620                |
|                                                     | Оразмерителен автомобил                                                                                                     | OA    | oc/axle 100KN           | oc/axle 115KN                | oc/axle 100KN        | oc/axle 115KN         | D <sub>100</sub> = [cm]    | 32.040               |
|                                                     | Standard vehicle                                                                                                            |       | 1.85                    | 2.004                        | 1.719                | 1.862                 | E <sub>H100</sub> = [MPa]  | 146                  |
|                                                     | Оразмерително натоварване                                                                                                   | OO    | 81 030.00               | 87 775.20                    | 75 292.20            | 81 555.60             | p <sub>115</sub> = [MPa]   | 0.633                |
|                                                     | Design load                                                                                                                 |       |                         |                              |                      |                       | D <sub>115</sub> = [cm]    | 34.000               |
|                                                     |                                                                                                                             |       | 8.10E+04                | 8.78E+04                     | 7.53E+04             | 8.16E+04              | E <sub>H115</sub> = [MPa]  | 151                  |
| ОРАЗМЕРИТЕЛНО<br>НАТОВАРВАНЕ/<br>DIMENSIONAL LOAD   | Меродавно натоварване                                                                                                       | MH=   | 109 500 OA              | e <sub>ндоп</sub> =          | 0.115 cm             |                       | total 30 OA/ден.           |                      |
|                                                     |                                                                                                                             |       | 100KN                   |                              | 115KN                |                       | p <sub>100</sub> = [MPa]   | 0.620                |
|                                                     | Оразмерителен автомобил                                                                                                     | OA    | oc/axle 100KN           | oc/axle 115KN                | oc/axle 100KN        | oc/axle 115KN         | D <sub>100</sub> = [cm]    | 32.040               |
|                                                     |                                                                                                                             |       | 1.85                    | 2.004                        | 1.719                | 1.862                 | E <sub>H100</sub> = [MPa]  | 174                  |
|                                                     | Оразмерително натоварване                                                                                                   | OO    | 202 575.00              | 219 438.00                   | 188 230.50           | 203 889.00            | p <sub>115</sub> = [MPa]   | 0.633                |
|                                                     |                                                                                                                             |       |                         |                              |                      |                       | D <sub>115</sub> = [cm]    | 34.000               |
|                                                     |                                                                                                                             |       | 2.03E+05                | 2.19E+05                     | 1.88E+05             | 2.04E+05              | E <sub>H115</sub> = [MPa]  | 181                  |

The category of traffic during site operation is classified as "light" traffic with dimensional intensity 12 [OA / day], but for security reasons and with the purpose of taking account the traffic from construction machinery in the site construction process, the category of traffic has been assumed as "Average" with dimensional intensity 30 [OA/day]. The reserve from the so assumed traffic category, expressed as a number of dimensional axes with a load of 11.5 tons / axis is 120 000 [OO], which represents a traffic flow of 50 three-axes dump trucks (tip-lorry) a day, for a

Категорията на автомобилното движение в процеса на експлоатация се класифицира като „Леко“ движение с оразмерителна интензивност 12 [OA/ден], но в полза на сигурността с цел отчитане на трафика от строителна механизация в процеса на изграждане на обекта, за оразмеряване на пътната настилка е прието категория на движение „Средно“ с оразмерителна интензивност 30 [OA/ден]. Запасът от така приетата категория на автомобилно движение, изразен в брой оразмерителни оси с натоварване от 11,5 т/ос е

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period of two years without taking into account the national holidays .

120 000 [OO], което онагледено представлява транспортен поток от 50 триосни самосвала дневно, за период от две години без да се отчитат националните почивни дни.

## 2. ROAD PAVEMENT CONSTRUCTION DESIGN

### 2.1 Output data

Design axis load - 11.5 tons / axis

Footprint Diameter - D = 34 cm

Required elastic module  $E_n = 180 \text{ MPa}$

Tension in the contact area under the tires design vehicle load -  $p = 0.633 \text{ MPa}$

Selected construction of the road pavement:

## 2. ОРАЗМЕРЯВАНЕ КОНСТРУКЦИЯТА НА ПЪТНАТА НАСТИЛКА

### 2.1 Изходни данни

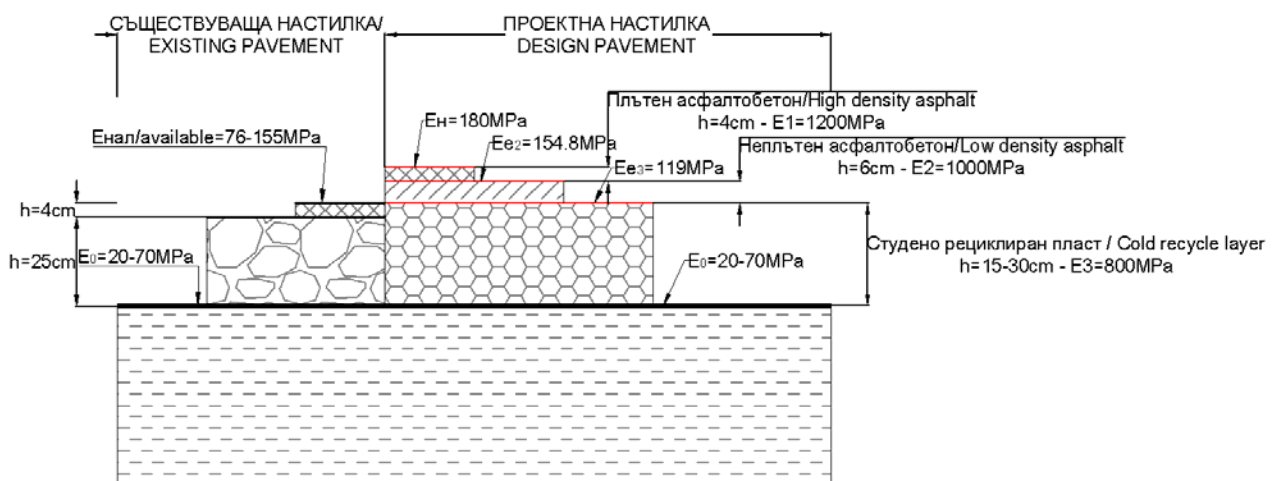
Оразмерително осово натоварване – 11,5 т/ос

Диаметър на отпечатъка – D=34 cm

Необходим еластичен модул  $E_n=180 \text{ MPa}$

Напрежение в контактната площ под гумите на оразмерителния колесен товар –  $p=0.633 \text{ MPa}$

Избрана конструкция на настилката :



For the purpose of determining the thickness of the reclamation layer in all the various homogeneous sections a dimensioning of the pavement has been done using the method of the equivalent modules.

Направено е оразмеряване на настилката по метода на еквивалентните модули с цел определяне дебелината на пласта от рециклиран материал на място в различните хомогенни участъци.

### 2.2 Calculations

### 2.2 Изчисления

$$1) \quad h_1 : D = 4 : 34 = 0.118 \quad E_n : E_1 = 180 : 1200 = 0.15 \rightarrow \frac{\text{отчетено}}{\text{from scheme}} \rightarrow E_{e2} : E_1 = 0.129 \rightarrow E_{e2} = 0.129 * 1200 = 154.8 \text{ MPa}$$

$$2) \quad h_2 : D = 6 : 34 = 0.176 \quad E_{e2} : E_2 = 154.8 : 1000 = 0.155 \rightarrow \frac{\text{отчетено}}{\text{from scheme}} \rightarrow E_{e3} : E_2 = 0.119 \rightarrow E_{e3} = 0.119 * 1000 = 119 \text{ MPa}$$

3a/For  $E_0=20 \text{ MPa}$ :

$$3) \quad E_0 : E_3 = 20 : 800 = 0.025 \quad E_{e3} : E_3 = 119 : 800 = 0.149 \rightarrow \frac{\text{отчетено}}{\text{from scheme}} \rightarrow h_3 : D = 0.87 \rightarrow h_3 = 0.87 * 34 = 29.58 \rightarrow h_3 = 30 \text{ cm}$$

3a/For  $E_0=25 \text{ MPa}$ :

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$$4) E_0:E_3 = 25:800 = 0.031 E_{e3}:E_3 = 119:800 = 0,149 \rightarrow \frac{\text{отчетено}}{\text{from scheme}} \rightarrow h_3:D = 0.75 \rightarrow h_3 = 0.75 * 34 = 25.5 \rightarrow h_3 = 30\text{cm}$$

3a/For  $E_0=30\text{MPa}$ :

$$5) E_0:E_3 = 30:800 = 0.038 E_{e3}:E_3 = 119:800 = 0,149 \rightarrow \frac{\text{отчетено}}{\text{from scheme}} \rightarrow h_3:D = 0.642 \rightarrow h_3 = 0.642 * 34 = 21.8 \rightarrow h_3 = 25\text{cm}$$

3a  $E_0=38\text{MPa}$ :

$$6) E_0:E_3 = 38:800 = 0.048 E_{e3}:E_3 = 119:800 = 0,149 \rightarrow \frac{\text{отчетено}}{\text{from scheme}} \rightarrow h_3:D = 0.532 \rightarrow h_3 = 0.532 * 34 = 18.09 \rightarrow h_3 = 20\text{cm}$$

3a/For  $E_0=42\text{MPa}$ :

$$7) E_0:E_3 = 42:800 = 0.053 E_{e3}:E_3 = 119:800 = 0,149 \rightarrow \frac{\text{отчетено}}{\text{from scheme}} \rightarrow h_3:D = 0.47 \rightarrow h_3 = 0.47 * 34 = 15.98 \rightarrow h_3 = 20\text{cm}$$

3a/For  $E_0=70\text{MPa}$ :

$$8) E_0:E_3 = 70:800 = 0.088 E_{e3}:E_3 = 119:800 = 0,149 \rightarrow \frac{\text{отчетено}}{\text{from scheme}} \rightarrow h_3:D = 0.282 \rightarrow h_3 = 0.282 * 34 = 9.58 \rightarrow h_3 = 15\text{cm}$$

**2.3 Conclusions****2.3 Заключение**

According to the assumed base thickness of the reclamation material, the road space is divided into the following sections, shown in Table 3:

Съобразно приетата дебелина на основата от рециклиран материал на място пътят се разделя на следните участъци, показани в Таблица 3:

| ХОМОГЕНЕН УЧАСТЪК                |                        |                   |                     |                                                                                    |                                                                                       |                                                  |                                                              |
|----------------------------------|------------------------|-------------------|---------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------|--------------------------------------------------------------|
| HOMOGENEOUS SECTION              |                        |                   |                     |                                                                                    |                                                                                       |                                                  |                                                              |
| Номер по ред /<br>Sequent number | ПАРАМЕТРИ / PARAMETERS |                   |                     |                                                                                    |                                                                                       |                                                  |                                                              |
|                                  | начало /<br>start      | край /<br>end     | Дължина /<br>Length | Модул на еластичност на земното легло /<br>Module of elasticity of the earth's bed | Конструкция настилка / Pavement                                                       |                                                  |                                                              |
|                                  | от км /<br>from STA    | до км /<br>to STA | L                   | $E_0$                                                                              | Дебелина на основния пласт от рециклиран на място материал / Cold recycle layer depth | Дебелина на покритието / Thickness of top layers | Обща дебелина на конструкцията / Total thickness of pavement |
| №/#                              | [km]                   | [km]              | [m]                 | [Mpa]                                                                              | cm                                                                                    | cm                                               | cm                                                           |
| 1                                | 0+000                  | 0+140             | 140                 | 70                                                                                 | 15                                                                                    | 6+4                                              | 25                                                           |
| 2                                | 0+140                  | 1+220             | 1080                | 38-42                                                                              | 20                                                                                    | 6+4                                              | 30                                                           |
| 3                                | 1+220                  | 1+940             | 720                 | 20-25                                                                              | 30                                                                                    | 6+4                                              | 40                                                           |
| 4                                | 1+940                  | 2+120             | 180                 | 30                                                                                 | 25                                                                                    | 6+4                                              | 35                                                           |

**3. RECIPE****3. РЕЦЕПТА**

When implementing of the basic layer of recycled in place material by full-depth cold reclamation method for determining the amount of binder and water we will

При изпълнение на основен пласт от материал рециклиран на място чрез метода студено рециклиране, за определяне на количеството

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follow the regulations in item 6500 of the "TECHNICAL SPECIFICATION FOR ROAD CONSTRUCTION - 2014 " or the one currently operation regulation at the time of construction. The contractor, in accordance with the construction work organization, will develop a plan for sampling of existing pavement (test pits and cores). Based on the laboratory tests of the materials in the construction process, the optimum water content and the amount of binder for each work section will be determined.

свързващ материал и вода, ще се следват разпоредбите на точка 6500 от „ТЕХНИЧЕСКА СПЕЦИФИКАЦИЯ ЗА СТРОИТЕЛСТВО НА АВТОМОБИЛНИ ПЪТИЩА-2014“ или действащата към момента на строителство. Изпълнителя, съобразно работната си организация на строителство, ще изготви план за вземане на проби от съществуваща настилка (шурфове и ядки). На база на лабораторните изследвания за материали, в процеса на строителство, ще се определи оптималното водно съдържание и количеството свързващо вещество за всеки работен участък.

In order to determine the budgetary frameworks of the project, the following recipe for building a base layer with the full-depth cold reclamation method was adopted:

С цел определяне на бюджетните рамки на проекта е приета следната рецепта за изграждане на основен пласт по метода дълбоко студено рециклиране:

- Stabilizing agent HRB 12,5 - 5,5% by weight parts of recycled material;
- Optimum humidity— 7,5%.

- Стабилизиращ агент HRB 12,5 - 5,5% тегловни части от рециклирания материал;
- Оптимална влажност – 7,5%.

## **Appendix 5 / Приложение 5**

Register of the restriction systems (safety barrier)

Регистър на ограничителните системи

## ПРИЛОЖЕНИЕ № 5 / APPENDIX # 5

| РЕГИСТЪР НА ОГРАНИЧИТЕЛНИ СИСТЕМИ / REGISTER OF RESTRICTION SYSTEMS(SAFETY BARRIER) |                     |            |                           |                    |               |                                                       |                                                             |
|-------------------------------------------------------------------------------------|---------------------|------------|---------------------------|--------------------|---------------|-------------------------------------------------------|-------------------------------------------------------------|
| Номер / Number                                                                      | Материал / Material | Тип / Type | Местоположение / Location |                    |               | Елементите /Elements                                  |                                                             |
|                                                                                     |                     |            | Начален км / Begin STA    | Краен км / End STA | Страна / Side | Дължина на стоманената ограда / Length of steel fence | Брой на елементи за начало и край / Numbers of end elements |
| №                                                                                   |                     |            |                           |                    |               | [m]                                                   | [nr]                                                        |
| OC/RS 1                                                                             | стомана/<br>steel   | N2W5       | 0+010                     | 0+025              | Дясно / Right | 20                                                    | 2                                                           |
| OC/RS 2                                                                             | стомана/<br>steel   | N2W5       | 0+001                     | 0+025              | Ляво / Left   | 24                                                    | 2                                                           |
| OC/RS 3                                                                             | стомана/<br>steel   | N2W5       | 0+180                     | 0+200              | Дясно / Right | 20                                                    | 2                                                           |
| OC/RS 4                                                                             | стомана/<br>steel   | N2W5       | 0+180                     | 0+200              | Ляво / Left   | 20                                                    | 2                                                           |
| OC/RS 5                                                                             | стомана/<br>steel   | N2W5       | 0+270                     | 0+280              | Дясно / Right | 12                                                    | 2                                                           |
| OC/RS 6                                                                             | стомана/<br>steel   | N2W5       | 0+320                     | 0+340              | Ляво / Left   | 20                                                    | 2                                                           |
| OC/RS 7                                                                             | стомана/<br>steel   | N2W5       | 0+340                     | 0+365              | Ляво / Left   | 32                                                    | 2                                                           |
| OC/RS 8                                                                             | стомана/<br>steel   | N2W5       | 0+410                     | 0+745              | Дясно / Right | 376                                                   | 2                                                           |
| OC/RS 9                                                                             | стомана/<br>steel   | N2W5       | 0+535                     | 0+550              | Ляво / Left   | 16                                                    | 2                                                           |
| OC/RS 10                                                                            | стомана/<br>steel   | N2W5       | 0+660                     | 0+680              | Ляво / Left   | 20                                                    | 2                                                           |
| OC/RS 11                                                                            | стомана/<br>steel   | N2W5       | 0+745                     | 1+135              | Дясно / Right | 412                                                   | 2                                                           |
| OC/RS 12                                                                            | стомана/<br>steel   | N2W5       | 0+885                     | 0+905              | Ляво / Left   | 20                                                    | 2                                                           |
| OC/RS 13                                                                            | стомана/<br>steel   | N2W5       | 1+045                     | 1+185              | Ляво / Left   | 140                                                   | 2                                                           |
| OC/RS 14                                                                            | стомана/<br>steel   | N2W5       | 1+140                     | 1+255              | Дясно / Right | 124                                                   | 2                                                           |
| OC/RS 15                                                                            | стомана/<br>steel   | N2W5       | 1+550                     | 1+590              | Дясно / Right | 40                                                    | 2                                                           |
| OC/RS 16                                                                            | стомана/<br>steel   | N2W5       | 1+550                     | 1+590              | Ляво / Left   | 40                                                    | 2                                                           |
| OC/RS 17                                                                            | стомана/<br>steel   | N2W5       | 1+745                     | 1+845              | Дясно / Right | 100                                                   | 2                                                           |
| OC/RS 18                                                                            | стомана/<br>steel   | N2W5       | 1+745                     | 1+845              | Ляво / Left   | 100                                                   | 2                                                           |
| OC/RS 19                                                                            | стомана/<br>steel   | N2W5       | 1+940                     | 2+045              | Дясно / Right | 104                                                   | 2                                                           |
| OC/RS 20                                                                            | стомана/<br>steel   | N2W5       | 2+055                     | 2+105              | Ляво / Left   | 52                                                    | 2                                                           |
| Общо / Total :                                                                      |                     |            |                           |                    |               | 1692                                                  | 40                                                          |

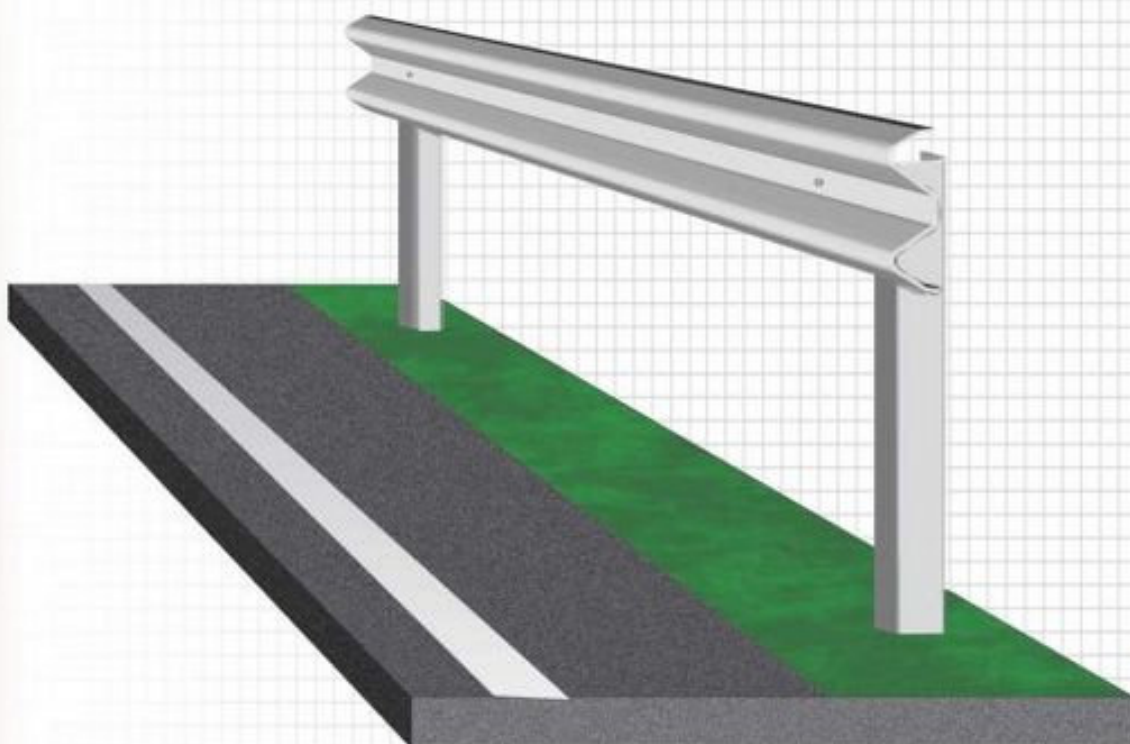
## ПЪТНИ ПРИНАДЛЕЖНОСТИ / ROAD ACCESSORY

## 11000 ОГРАНИЧИТЕЛНИ СИСТЕМИ / SAFETY BARRIER

|   |                                                                             |                |      |
|---|-----------------------------------------------------------------------------|----------------|------|
| 1 | Доставка и монтаж на стоманена ограда<br>Supply and position of steel fence | m <sup>2</sup> | 1692 |
|   | Занулявания за начало и край<br>End elements (start and end)                |                |      |
| 2 | Занулявания за начало и край<br>End elements (start and end)                | бр/nr          | 40   |
|   |                                                                             |                |      |



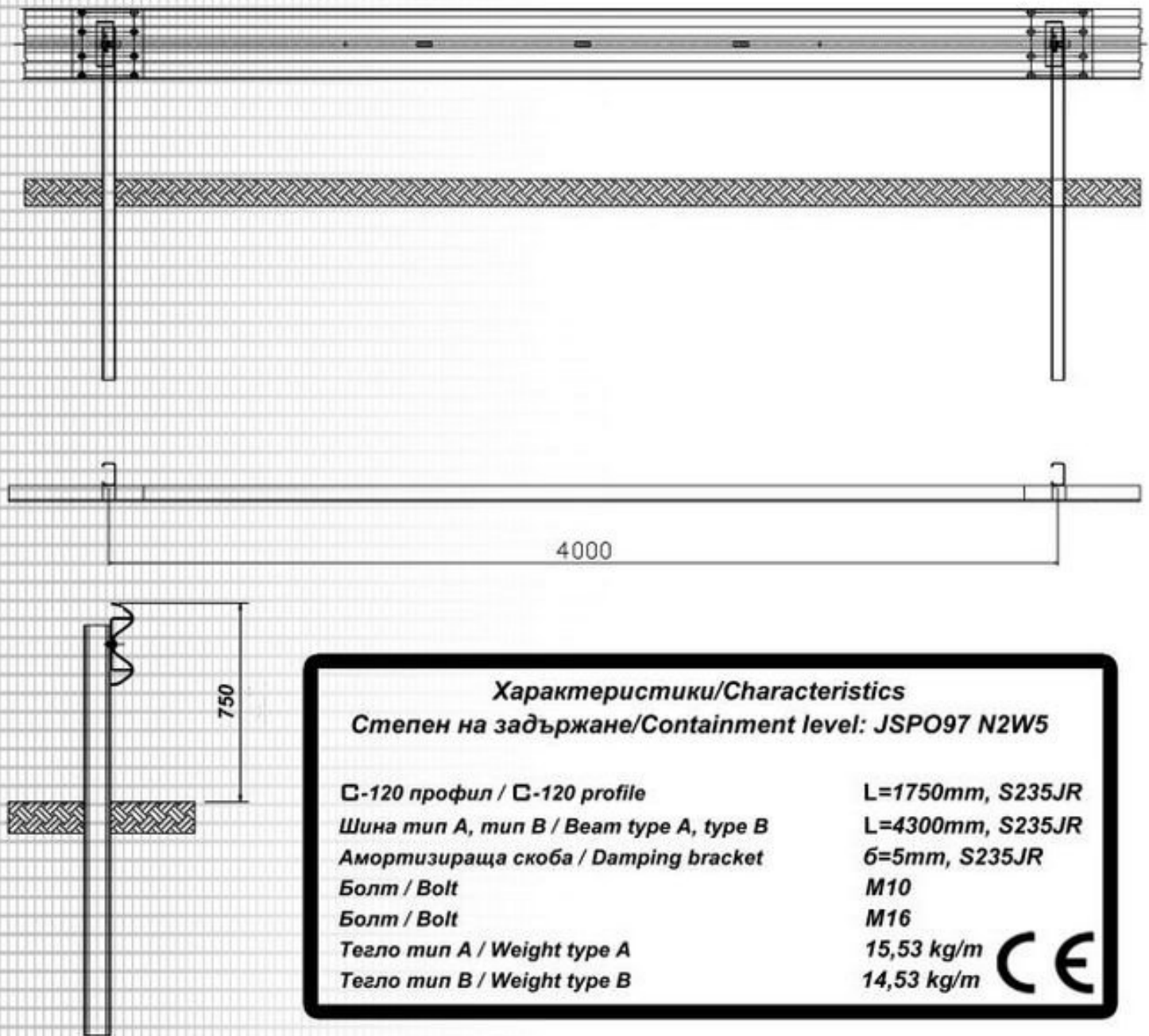
ПРОИЗВЕДЕНО  
В  
**ЮПИТЕР 05 004**  
**JUPITER 05 LTD**



**ОГРАНИЧИТЕЛНИ СИСТЕМИ ЗА ПЪТНИ  
ПРЕВОЗНИ СРЕДСТВА СЪГЛАСНО:  
БДС EN1317 И ТЕХНИЧЕСКИТЕ ПРАВИЛА ЗА  
ПРИЛОЖЕНИЕ НА ОГРАНИЧИТЕЛНИ СИСТЕМИ  
ЗА ПЪТИЩА ПО РЕПУБЛИКАНСКАТА ПЪТНА  
МРЕЖА НА АГЕНЦИЯ "ПЪТНА ИНФРАСТРУКТУРА"  
от 2010**

**ROAD GUARDRAILS FOR VEHICLES IN  
ACCORDANCE WITH EN1317**

# JUPITER SP097 N2W5



ПРОИЗВЕДЕНО В:



ЮПИТЕР 05 00Δ  
JUPITER 05 LTD



## **Appendix 6 / Приложение 6**

Register of draining ditch (DD)

Регистър на отводнителните окопи (ОО)

## ПРИЛОЖЕНИЕ № 6 / APPENDIX # 6

| РЕГИСТЪР НА ОТВОДНИТЕЛНИТЕ ОКОПИ(ОО)/ REGISTER OF DRAIN DITCH(DD) |                                                 |                           |                       |                  |                      |                                                  |                                              |
|-------------------------------------------------------------------|-------------------------------------------------|---------------------------|-----------------------|------------------|----------------------|--------------------------------------------------|----------------------------------------------|
| Номер / Number                                                    | Тип / Type                                      | Местоположение / Location |                       |                  | Елементите /Elements |                                                  |                                              |
|                                                                   |                                                 | Начален км /<br>Begin STA | Краен км /<br>End STA | Страна /<br>Side | Дължина /<br>Length  | Площ на<br>покритието /<br>Площ на<br>покритието | Обем на<br>покритието/<br>Volume of<br>cover |
| №                                                                 |                                                 |                           |                       |                  | [m <sup>1</sup> ]    | [m <sup>2</sup> ]                                | [m <sup>3</sup> ]                            |
| OO/DD1                                                            | Монолитно,ръчно изградени /<br>Concrete in situ | 0+000                     | 0+340                 | Ляво /<br>Left   | 400                  | 840                                              | 84                                           |
| OO/DD2                                                            | Монолитно,ръчно изградени /<br>Concrete in situ | 0+280                     | 0+410                 | Дясно /<br>Right | 150                  | 315                                              | 32                                           |
| OO/DD3                                                            | Монолитно,ръчно изградени /<br>Concrete in situ | 0+340                     | 0+390                 | Дясно /<br>Right | 70                   | 147                                              | 15                                           |
| OO/DD4                                                            | Монолитно,ръчно изградени /<br>Concrete in situ | 0+500                     | 0+830                 | Ляво /<br>Left   | 330                  | 693                                              | 69                                           |
| OO/DD5                                                            | СТБ елементи / Precast elements                 | 0+895                     | 1+045                 | Ляво /<br>Left   | 150                  | 0                                                | 0                                            |
| OO/DD6                                                            | Монолитно,ръчно изградени /<br>Concrete in situ | 1+095                     | 1+135                 | Дясно /<br>Right | 40                   | 84                                               | 8                                            |
| OO/DD7                                                            | Монолитно,ръчно изградени /<br>Concrete in situ | 1+360                     | 1+635                 | Дясно /<br>Right | 275                  | 578                                              | 58                                           |
| OO/DD8                                                            | Монолитно,ръчно изградени /<br>Concrete in situ | 1+590                     | 1+745                 | Ляво /<br>Left   | 155                  | 326                                              | 33                                           |
| OO/DD9                                                            | Монолитно,ръчно изградени /<br>Concrete in situ | 1+665                     | 1+885                 | Дясно /<br>Right | 220                  | 462                                              | 46                                           |
| OO/DD10                                                           | Монолитно,ръчно изградени /<br>Concrete in situ | 1+845                     | 1+910                 | Ляво /<br>Left   | 65                   | 137                                              | 14                                           |
| OO/DD11                                                           | Монолитно,ръчно изградени /<br>Concrete in situ | 1+905                     | 2+105                 | Дясно /<br>Right | 200                  | 420                                              | 42                                           |
| OO/DD12                                                           | Монолитно,ръчно изградени /<br>Concrete in situ | 1+930                     | 2+020                 | Ляво /<br>Left   | 90                   | 189                                              | 19                                           |
| OO/DD13                                                           | Монолитно,ръчно изградени /<br>Concrete in situ | 2+055                     | 2+105                 | Ляво /<br>Left   | 50                   | 105                                              | 11                                           |
| Общо / Total :                                                    |                                                 |                           |                       |                  | 2195                 | 4295                                             | 429                                          |

## **Appendix 7 / Приложение 7**

Register of draining gully (DG) - regola

Регистър на отводнителните риголи (ОР)

## ПРИЛОЖЕНИЕ № 7 / APPENDIX # 7

| РЕГИСТЪР НА ОТВОДНИТЕЛНИТЕ РИГОЛИ(OP)/ REGISTER OF DRAIN GULLY(DG)-REGOLA |                                                    |                           |                    |                  |                      |                   |                                            |                                         |
|---------------------------------------------------------------------------|----------------------------------------------------|---------------------------|--------------------|------------------|----------------------|-------------------|--------------------------------------------|-----------------------------------------|
| Номер / Number                                                            | Тип / Type                                         | Местоположение / Location |                    |                  | Елементите /Elements |                   |                                            |                                         |
|                                                                           |                                                    | Начален км / Begin STA    | Краен км / End STA | Страна / Side    | Дължина / Length     | Ширина / Width    | Площ на покритието /<br>Площ на покритието | Обем на покритието /<br>Volume of cover |
| №                                                                         |                                                    |                           |                    |                  | [m <sup>1</sup> ]    | [m <sup>1</sup> ] | [m <sup>2</sup> ]                          | [m <sup>3</sup> ]                       |
| OP/DG1                                                                    | Монолитно/<br>Concrete in situ                     | 0+390                     | 0+500              | Ляво /<br>Left   | 110                  | 1.25              | 137.5                                      | 27.5                                    |
| OP/DG2                                                                    | Монолитно,ръчно<br>изградени /<br>Concrete in situ | 0+830                     | 0+895              | Ляво /<br>Left   | 65                   | 1.25              | 81.25                                      | 16.25                                   |
| OP/DG3                                                                    | Монолитно,ръчно<br>изградени /<br>Concrete in situ | 1+045                     | 1+130              | Дясно /<br>Right | 85                   | 1                 | 85                                         | 17                                      |
| OP/DG4                                                                    | Монолитно,ръчно<br>изградени /<br>Concrete in situ | 1+080                     | 1+105              | Ляво /<br>Left   | 25                   | 1                 | 25                                         | 5                                       |
| OP/DG5                                                                    | Монолитно,ръчно<br>изградени /<br>Concrete in situ | 1+550                     | 1+590              | Ляво /<br>Left   | 40                   | 1                 | 40                                         | 8                                       |
| OP/DG6                                                                    | Монолитно,ръчно<br>изградени /<br>Concrete in situ | 1+635                     | 1+665              | Дясно /<br>Right | 30                   | 1.25              | 37.5                                       | 7.5                                     |
| OP/DG7                                                                    | Монолитно,ръчно<br>изградени /<br>Concrete in situ | 1+745                     | 1+845              | Ляво /<br>Left   | 100                  | 1.25              | 125                                        | 25                                      |
| Общо / Total :                                                            |                                                    |                           |                    |                  | 455                  |                   | 531.25                                     | 106.25                                  |

## ОТВОДНЯВАНЕ / DRAIN SYSTEM

## ОТВОДНИТЕЛНИТЕ РИГОЛИ(OP)/DRAIN GULLY(DG)-REGOLA

|      |                                                                                                              |                |     |
|------|--------------------------------------------------------------------------------------------------------------|----------------|-----|
| 8340 | Направа на отводнителна ригола с променлива ширина и дебелина на монолитно положения бетон h=0.2m            | m <sup>1</sup> | 455 |
|      | Construction of dewatering gully(regola) with variable width and thickness of concrete laying in situ h=0.2m |                |     |
| 1    | Доставка и полагане на бетонов бордюру 18/35/100                                                             | m <sup>1</sup> | 455 |
|      | Supply and laying of concrete curb 18/35/100                                                                 |                |     |
| 2    | Подравняване на изкоп за постигане на проектни коти                                                          | m <sup>2</sup> | 531 |
|      | Levelling of excavation to design levells                                                                    |                |     |
| 3    | Доставка и полагане на материал за основен пласт с дебелина h=0.15                                           | m <sup>3</sup> | 80  |
|      | Supply and laying of material for base with thickness h=0.15                                                 |                |     |
| 4    | Доставка и полагане на бетон C 25/30 за покритие на отводнителната ригола                                    | m <sup>3</sup> | 106 |
|      | Supply and laying of concrete C25/30 for cover of dewatering gully                                           |                |     |

## **Appendix 8 / Приложение 8**

Register of draining gully at slopes (DGS)

Регистър на отводнителните улей по откосите (ОУО)

## ПРИЛОЖЕНИЕ № 8 / APPENDIX # 8

РЕГИСТЪР НА ОТВОДНИТЕЛНИТЕ УЛЕИ ПО ОТКОСИТЕ (ОУО)/  
REGISTER OF DRAIN GULLY AT SLOPES(DGS)

| Номер / Number | Тип / Type                            | Местоположение / Location |               | Параметри/Parameters |                                  |                                |                                  |
|----------------|---------------------------------------|---------------------------|---------------|----------------------|----------------------------------|--------------------------------|----------------------------------|
|                |                                       | Километраж / Station      | Страна / Side |                      | Брой елементи / Precast elements | Площ на основата/ Area of base | Обем на основата/ Volume of base |
| №              |                                       |                           |               | [m <sup>1</sup> ]    | [бр/nr]                          | [m <sup>2</sup> ]              | [m <sup>3</sup> ]                |
| ОУО/DGS 1      | Сглобяеми елементи / Precast elements | 1+560                     | Ляво / Left   | 12                   | 24                               | 9                              | 0.9                              |
| ОУО/DGS 2      | Сглобяеми елементи / Precast elements | 1+580                     | Ляво / Left   | 12                   | 24                               | 9                              | 0.9                              |
| ОУО/DGS 3      | Сглобяеми елементи / Precast elements | 1+745                     | Ляво / Left   | 10                   | 20                               | 7.5                            | 0.75                             |
| ОУО/DGS 4      | Сглобяеми елементи / Precast elements | 1+765                     | Ляво / Left   | 15                   | 30                               | 11.25                          | 1.125                            |
| ОУО/DGS 5      | Сглобяеми елементи / Precast elements | 1+780                     | Ляво / Left   | 8                    | 16                               | 6                              | 0.6                              |
| ОУО/DGS 6      | Сглобяеми елементи / Precast elements | 1+800                     | Ляво / Left   | 8                    | 16                               | 6                              | 0.6                              |
| ОУО/DGS 7      | Сглобяеми елементи / Precast elements | 1+810                     | Ляво / Left   | 8                    | 16                               | 6                              | 0.6                              |
| ОУО/DGS 8      | Сглобяеми елементи / Precast elements | 1+830                     | Ляво / Left   | 15                   | 30                               | 11.25                          | 1.125                            |
|                |                                       |                           |               | <b>88</b>            | <b>176</b>                       | <b>66</b>                      | <b>6.6</b>                       |

## ОТВОДНЯВАНЕ / DRAIN SYSTEM

|      |                                                                    |                |     |
|------|--------------------------------------------------------------------|----------------|-----|
| 8320 | Направа на отводнителни улей по откосите - Италински тип           | m <sup>1</sup> | 88  |
|      | Construction of DRAIN gully at slopes from precast elements        |                |     |
| 1    | Подравняване на основата за постигане на проектни коти             | m <sup>2</sup> | 66  |
|      | Levelling of base to design levells                                |                |     |
| 2    | Доставка и полагане на бетон С 8/10 за основа с дебелина h=0.1m    | m <sup>3</sup> | 6.6 |
|      | Supply and laying of concrete C8/10 for base with thickness h=0.1m |                |     |
| 3    | Доставка и полагане на бетонови улей съгласно БДС 11483.           | бр/nr          | 176 |
|      | Supply and laying of precast elements according BSS 11483.         |                |     |

## **Appendix 9 / Приложение 9**

Register of draining collectors (DC)

Регистър на водоотводните колектори(ВК)

## ПРИЛОЖЕНИЕ № 9 / APPENDIX # 9

| РЕГИСТЪР НА ВОДООТВОДНИТЕ КОЛЕКТОРИ(ВК) / REGISTER OF DRAINAGE COLLECTORS(DC) |                      |                           |                    |               |                                       |              |                                    |                |
|-------------------------------------------------------------------------------|----------------------|---------------------------|--------------------|---------------|---------------------------------------|--------------|------------------------------------|----------------|
| Номер / Number                                                                | Тип / Type           | Местоположение / Location |                    |               | Елементите /Elements                  |              |                                    |                |
|                                                                               |                      | Начален км / Begin STA    | Краен км / End STA | Страна / Side | Дължина тръбопровод / Pipeline length | ВТОК / INLET | Ревизионни шахти / Revision shafts | ОТТОК / OUTLET |
| №                                                                             |                      |                           |                    |               | [m]                                   | [nr]         | [nr]                               | [nr]           |
| BK/DC 1                                                                       | DN 500 PP SN8        | 0+330                     | 0+350              | Ляво / Left   | 12                                    | 1            | 0                                  | 1              |
| BK/DC 2                                                                       | DN 200 PP SN8 LP220° | 0+390                     | 0+415              | Ляво / Left   | 25                                    | 1            | 1                                  | 0              |
|                                                                               | DN 500 PP SN8        |                           |                    |               | 25                                    |              |                                    |                |
| BK/DC 3                                                                       | DN 500 PP SN8        | 0+405                     | 0+415              | Дясно / Right | 10                                    | 1            |                                    | 1              |
| BK/DC 4                                                                       | DN 200 PP SN8 LP220° | 0+410                     | 0+500              | Ляво / Left   | 90                                    | 0            | 4                                  | 1              |
| BK/DC 5                                                                       | DN 200 PP SN8 LP220° | 0+830                     | 0+895              | Ляво / Left   | 80                                    | 1            | 2                                  | 1              |
|                                                                               | DN 500 PP SN8        |                           |                    |               | 80                                    |              |                                    |                |
| BK/DC 6                                                                       | DN 200 PP SN8 LP220° | 1+045                     | 1+090              | Ляво / Left   | 50                                    | 1            | 0                                  | 0              |
|                                                                               | DN 500 PP SN8        |                           |                    |               | 50                                    |              |                                    |                |
| BK/DC 7                                                                       | DN 200 PP SN8 LP220° | 1+240                     | 1+360              | Дясно / Right | 120                                   | 1            | 4                                  | 1              |
|                                                                               | DN 600 PP SN8        |                           |                    |               | 120                                   |              |                                    |                |
| BK/DC 8                                                                       | DN 200 PP SN8 LP220° | 1+635                     | 1+665              | Дясно / Right | 35                                    | 1            | 1                                  | 1              |
|                                                                               | DN 500 PP SN8        |                           |                    |               | 35                                    |              |                                    |                |
| BK/DC 9                                                                       | DN 500 PP SN8        | 1+885                     | 1+905              | Дясно / Right | 20                                    | 1            | 0                                  | 1              |
| BK/DC 10                                                                      | DN 500 PP SN8        | 1+910                     | 1+930              | Ляво / Left   | 20                                    | 1            | 0                                  | 1              |
| Общо / Total :                                                                |                      |                           |                    |               | 772                                   | 9            | 12                                 | 8              |

## ОТВОДНЯВАНЕ / DRAIN SYSTEM

## ВОДООТВОДНИ СЪОРЪЖЕНИЯ / DEWATERING FACILITIES

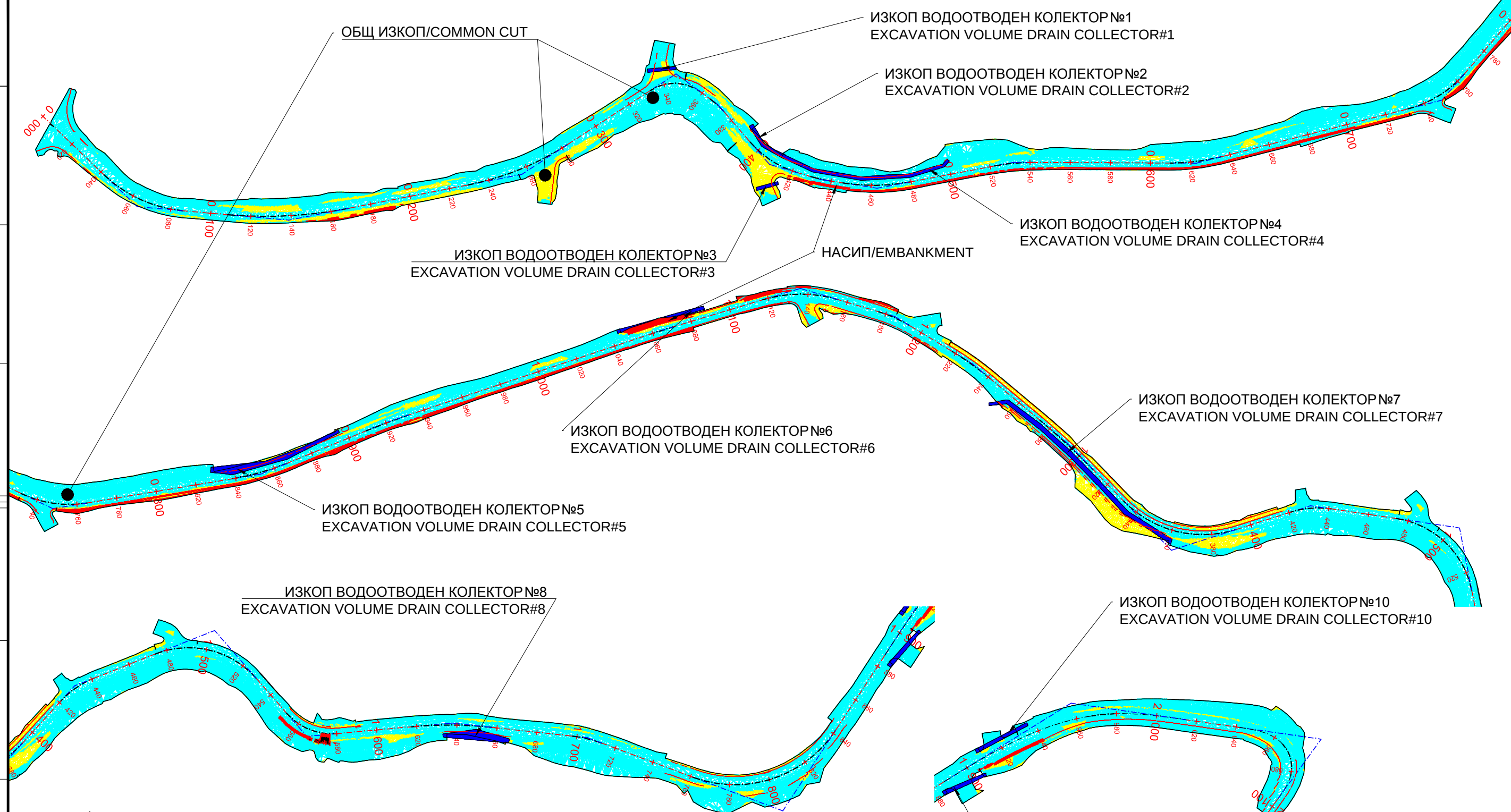
|      |                                                                                                                                     |                |     |
|------|-------------------------------------------------------------------------------------------------------------------------------------|----------------|-----|
| 8000 | Направа на нови водоотводни колектори съгласно графичната част на проекта, с обща дължина L=462 и променлив напречен профил         | m <sup>1</sup> | 462 |
|      | Construction of new drainage collectors , according part drawing of the project, with total length L=462 and variable cross section |                |     |
| 1    | Доставка и полагане на плътна тръба DN 500 PP SN8                                                                                   | m <sup>1</sup> | 352 |
|      | Supply and laying of pipe DN 500 PP SN8                                                                                             |                |     |
| 2    | Доставка и полагане на плътна тръба DN 600 PP SN8                                                                                   | m <sup>1</sup> | 20  |
|      | Supply and laying of pipe DN 600 PP SN8                                                                                             |                |     |
| 3    | Доставка и полагане на перф. тръба DN 200 PP SN8 LP220°                                                                             | m <sup>1</sup> | 400 |
|      | Supply and laying of perforated pipe DN 200 PP SN8 LP220°                                                                           |                |     |
| 4    | Направа на бетонова ревизионна шахта - вток с размери в план 1.5/1.5м                                                               | бр/nr          | 9   |
|      | Construction of concrete revishion manhole (shaft) - INLET with dimensions in plan 1.5/1.5m                                         |                |     |
| 5    | Направа на бетонова ревизионна шахта - отток с размери в план 1.5/1.5м                                                              | бр/nr          | 8   |
|      | Construction of concrete revishion manhole (shaft) - OUTLET with dimensions in plan 1.5/1.5m                                        |                |     |
| 6    | Направа на ревизионна шахта DN1000 от готови СТБ елементи                                                                           | бр/nr          | 12  |
|      | Construction of revishion manhole (shaft) with precast elements                                                                     |                |     |

## **Appendix 10 / Приложение 10**

Earth balance

Баланс на земните маси

ПРИЛОЖЕНИЕ №10 / APPENDIX #10  
БАЛАНС НА ЗЕМНИ МАСИ / EARTH BALANCE



**Cut/Fill Summary**

| Name                    | Cut Factor | Fill Factor | 2d Area       | Cut             | Fill           | Net                  |
|-------------------------|------------|-------------|---------------|-----------------|----------------|----------------------|
| SHOULDERS CLEING VOLUME | 1.000      | 1.000       | 92248.62sq.m  | 1246.38 Cu. M.  | 87.47 Cu. M.   | 1158.91 Cu. M.<Cut>  |
| COMMON CUT              | 1.000      | 1.000       | 28615.41sq.m  | 12357.90 Cu. M. | 845.15 Cu. M.  | 11512.75 Cu. M.<Cut> |
| EXCAVATION_VOLUME_DC_1  | 1.000      | 1.000       | 22.33sq.m     | 18.96 Cu. M.    | 0.00 Cu. M.    | 18.96 Cu. M.<Cut>    |
| EXCAVATION_VOLUME_DC_10 | 1.000      | 1.000       | 52.41sq.m     | 66.63 Cu. M.    | 0.00 Cu. M.    | 66.63 Cu. M.<Cut>    |
| EXCAVATION_VOLUME_DC_2  | 1.000      | 1.000       | 43.40sq.m     | 54.61 Cu. M.    | 0.00 Cu. M.    | 54.61 Cu. M.<Cut>    |
| EXCAVATION_VOLUME_DC_3  | 1.000      | 1.000       | 17.79sq.m     | 15.28 Cu. M.    | 0.00 Cu. M.    | 15.28 Cu. M.<Cut>    |
| EXCAVATION_VOLUME_DC_4  | 1.000      | 1.000       | 152.07sq.m    | 155.12 Cu. M.   | 0.00 Cu. M.    | 155.12 Cu. M.<Cut>   |
| EXCAVATION_VOLUME_DC_5  | 1.000      | 1.000       | 179.14sq.m    | 214.07 Cu. M.   | 5.30 Cu. M.    | 208.77 Cu. M.<Cut>   |
| EXCAVATION_VOLUME_DC_6  | 1.000      | 1.000       | 78.94sq.m     | 92.22 Cu. M.    | 0.02 Cu. M.    | 92.20 Cu. M.<Cut>    |
| EXCAVATION_VOLUME_DC_7  | 1.000      | 1.000       | 259.07sq.m    | 512.31 Cu. M.   | 0.00 Cu. M.    | 512.31 Cu. M.<Cut>   |
| EXCAVATION_VOLUME_DC_8  | 1.000      | 1.000       | 117.71sq.m    | 96.14 Cu. M.    | 2.20 Cu. M.    | 93.94 Cu. M.<Cut>    |
| EXCAVATION_VOLUME_DC_9  | 1.000      | 1.000       | 45.41sq.m     | 70.27 Cu. M.    | 0.00 Cu. M.    | 70.26 Cu. M.<Cut>    |
| EMBANKMENT1             | 1.000      | 1.000       | 28621.88sq.m  | 22.86 Cu. M.    | 281.42 Cu. M.  | 258.55 Cu. M.<Fill>  |
| Totals                  |            |             | 150454.18sq.m | 14922.74 Cu. M. | 1221.56 Cu. M. | 13701.18 Cu. M.<Cut> |