

Image: Construction of the second	232.40
Image: Stall + 54.77 PROPOSED NORTH SIDEWALK Image: Stall + 54.77 PROPOSED SOUTH SIDEWALK Stall + 54.77 PROPOSED SOUTH SIDEWALK Stall + 54.77 Feb = 31.977 PROPOSED SOUTH SIDEWALK Stall + 75.07 Stall + 56.60 Stall + 75.07 Feb = 31.944 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Feb = 31.975 Stall + 75.07 Stall + 75.07 Stall + 75.07 Stall + 75.07 Stall + 75.07 Stall + 75.07 <td>232.20</td>	232.20
	232.00
	231.80
0.50% STA 2+29.98 EL = 31.882 O.50%	231.60
PROPOSED ROADWAY CENTRELINE LAPSTA 1+89.31 EL = 31.653	231.40
NE LP STA 1+50.92 EL = 31.460 PROPOSED NORTH AND SOUTH GUTTER Image: Composed sector (Composed Secto	231.20
	231.00
	230.80
5+40 -	230.60

STA. 0+93.93 TO STA. 2+40