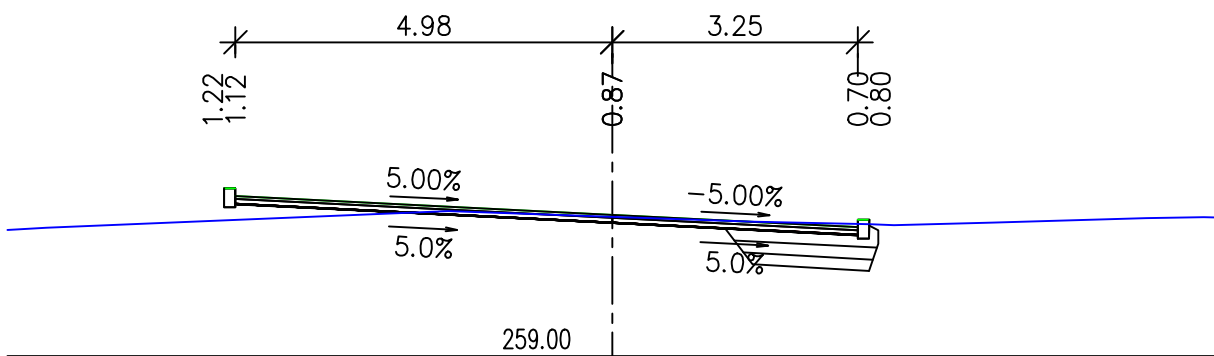
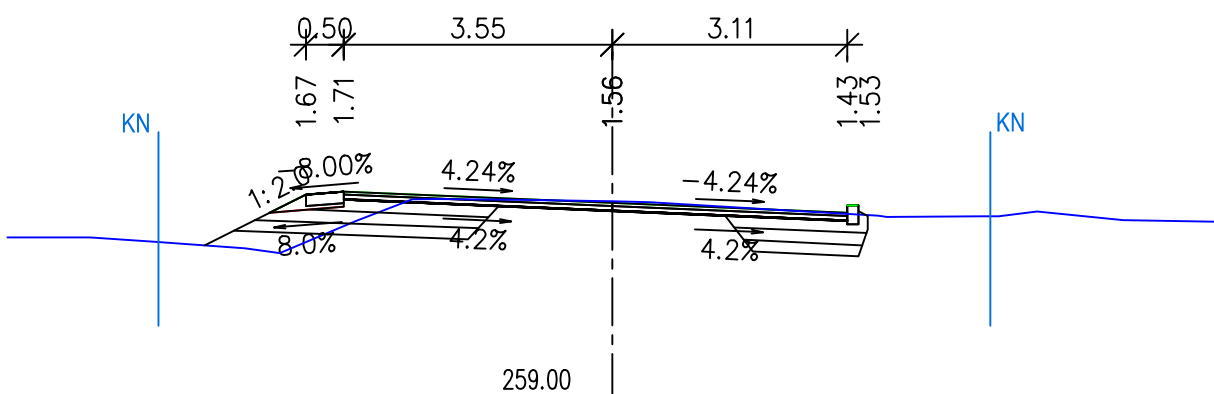


PR: 33  
0.640 00

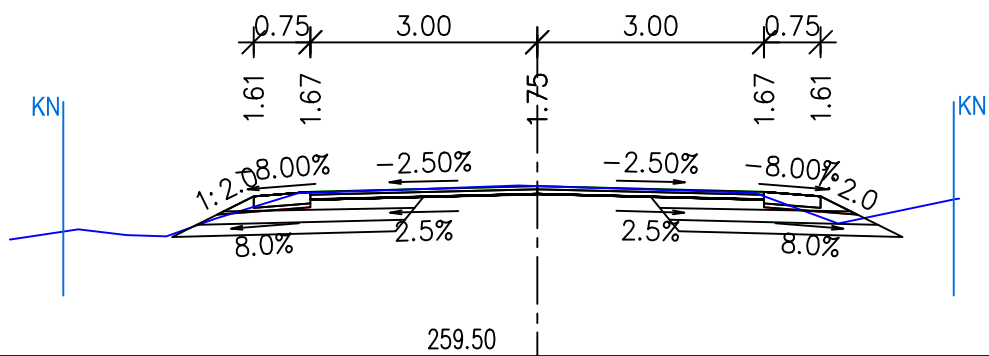


PR: 34  
0.660 00

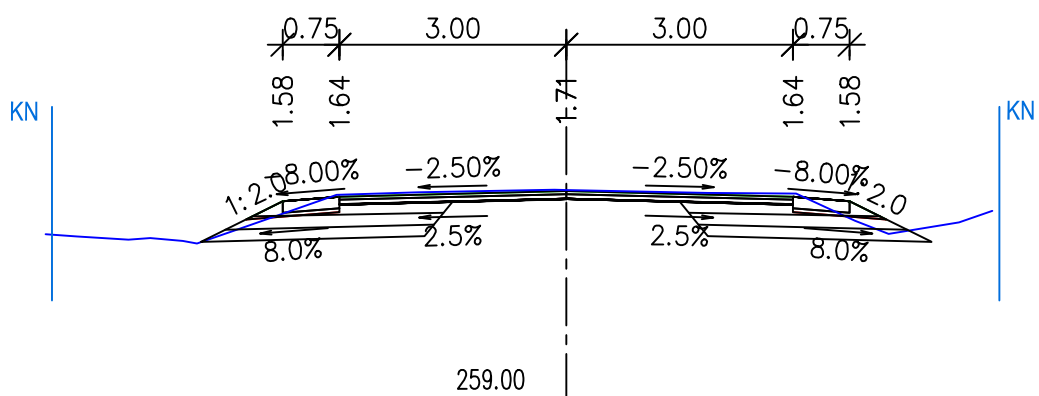




PR: 37  
0.720 00



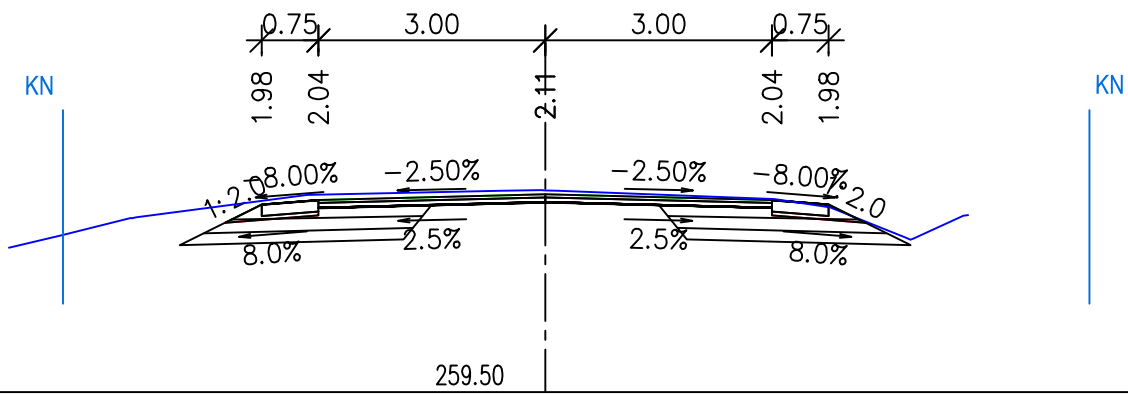
PR: 38  
0.740 00



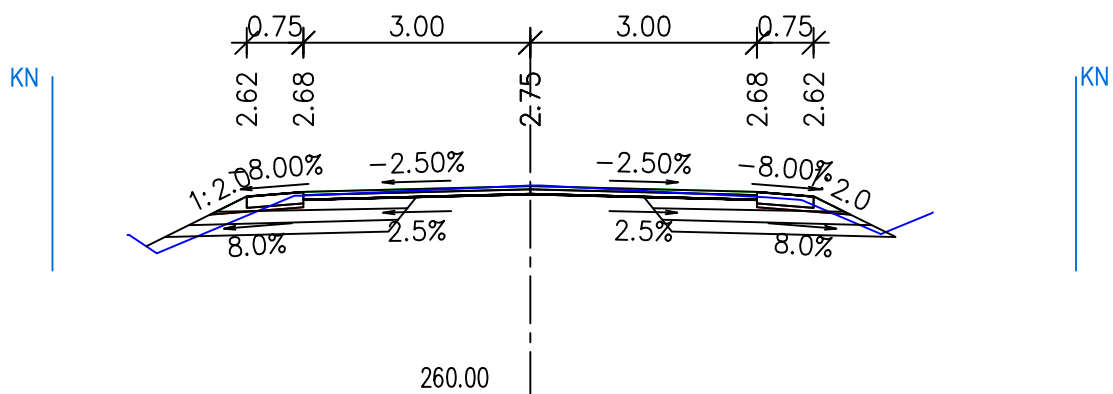




PR: 43  
0.950 00

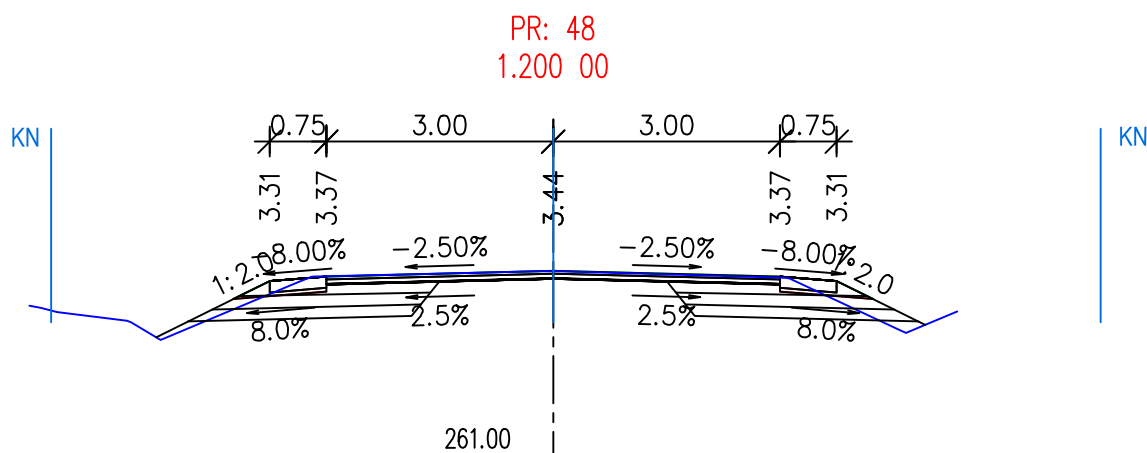
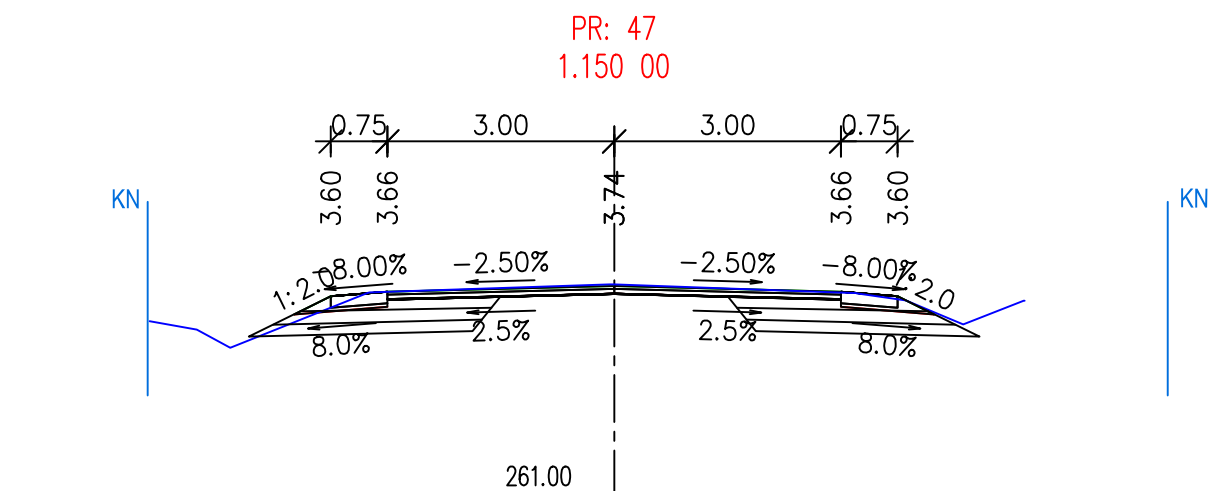


PR: 44  
1.000 00



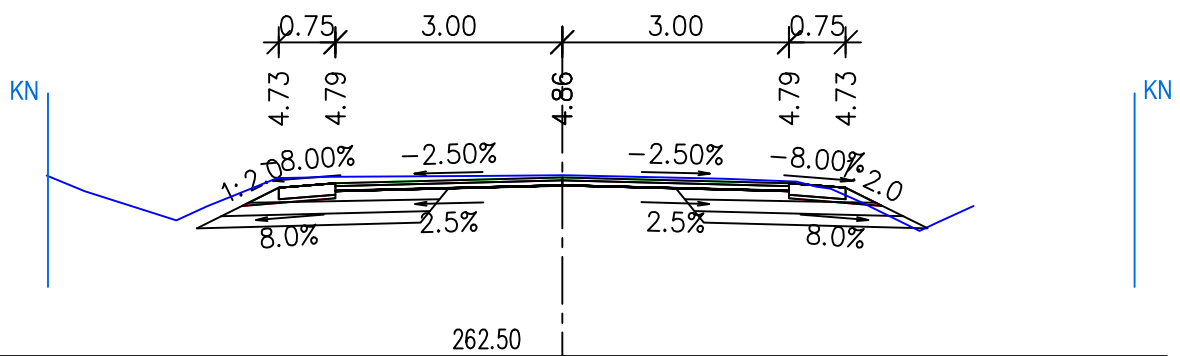




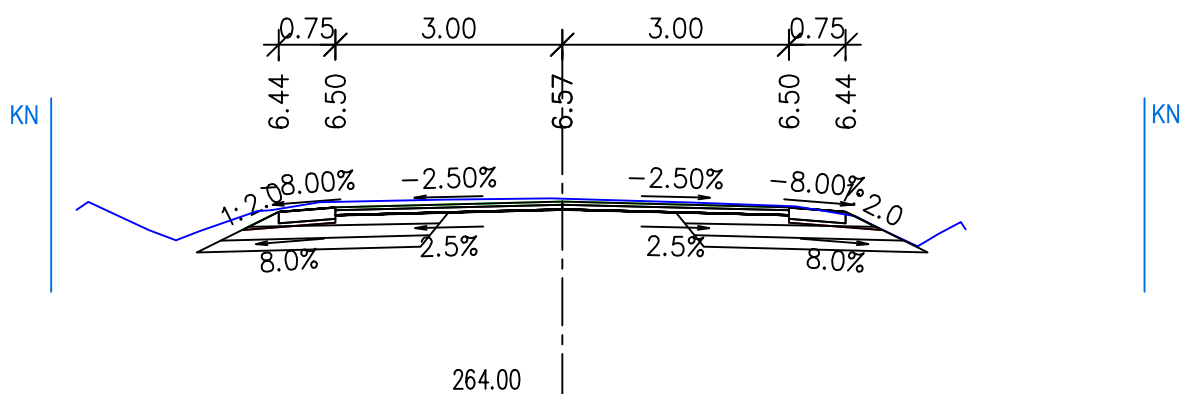




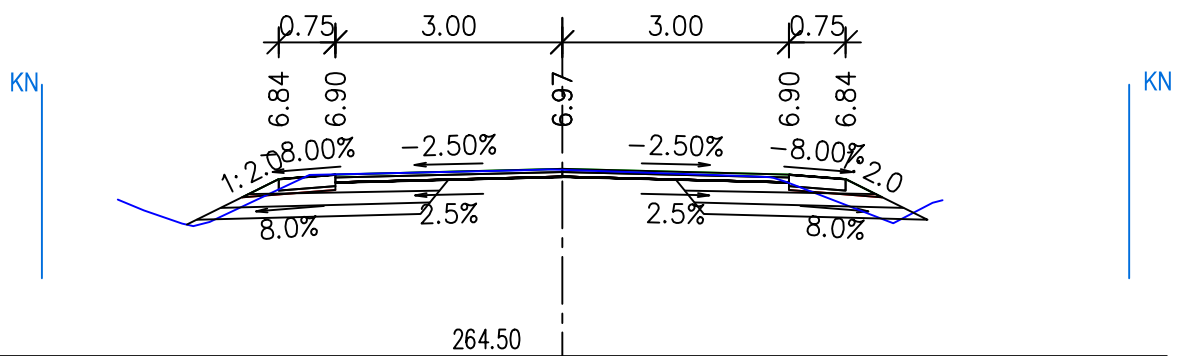
PR: 51  
1.350 00



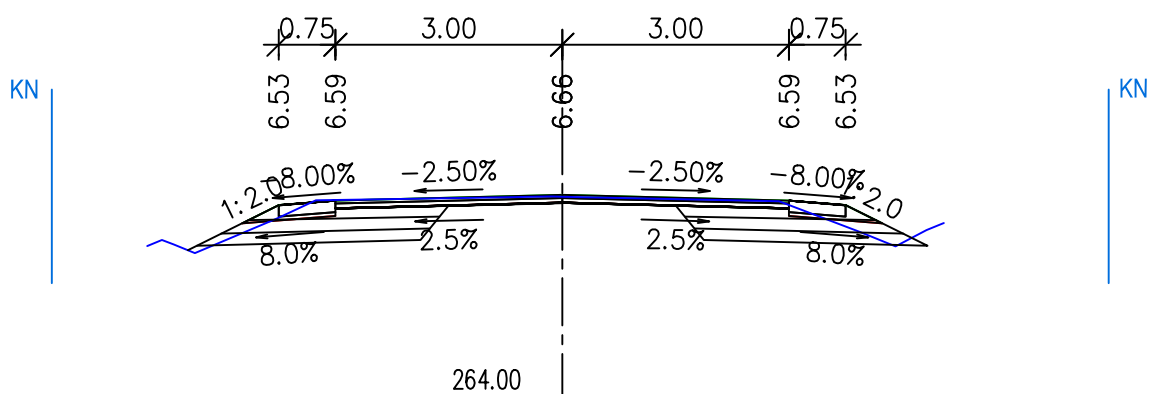
PR: 52  
1.400 00

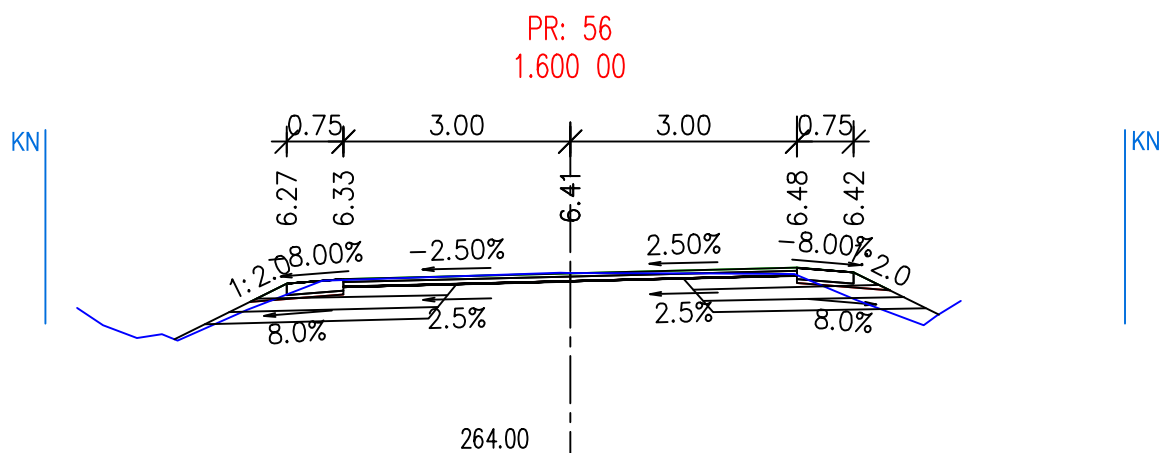
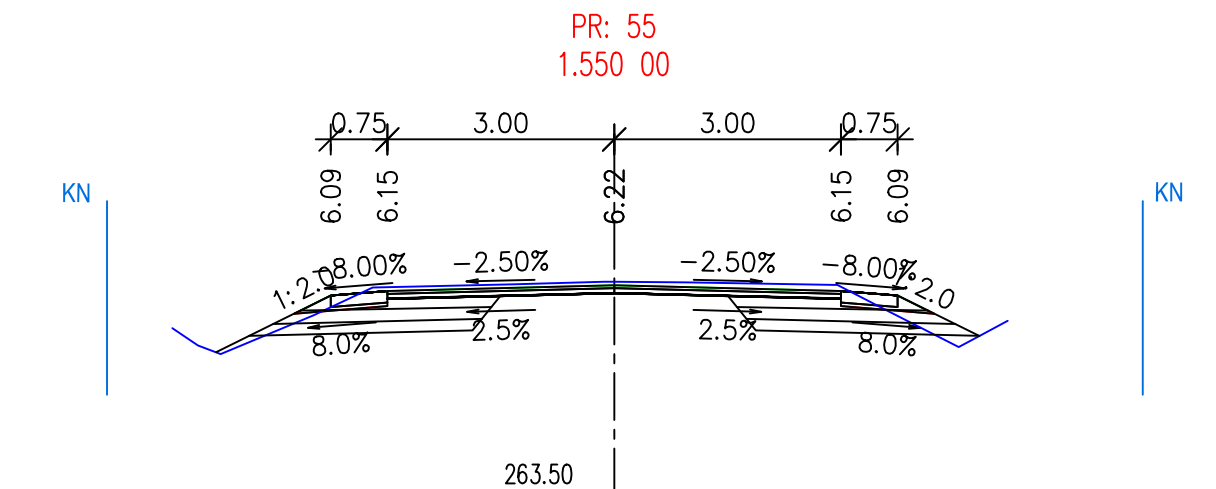


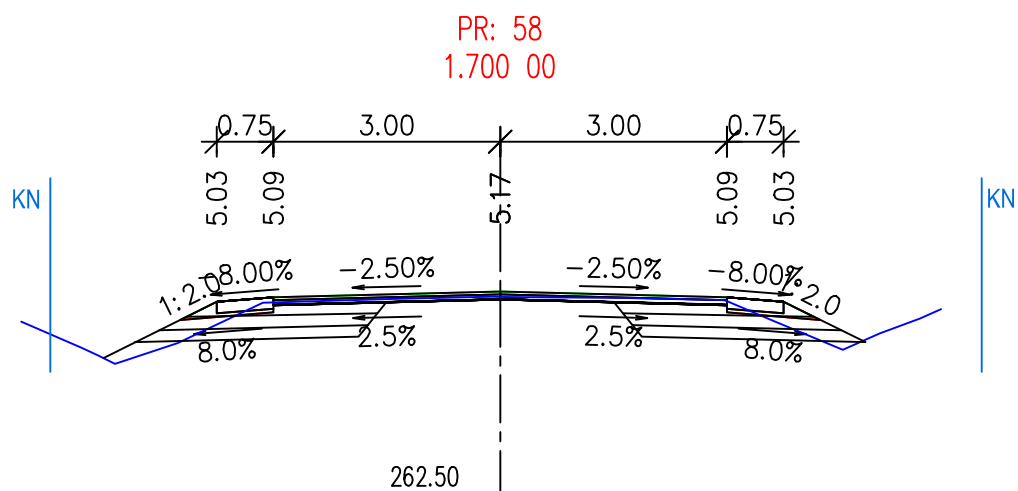
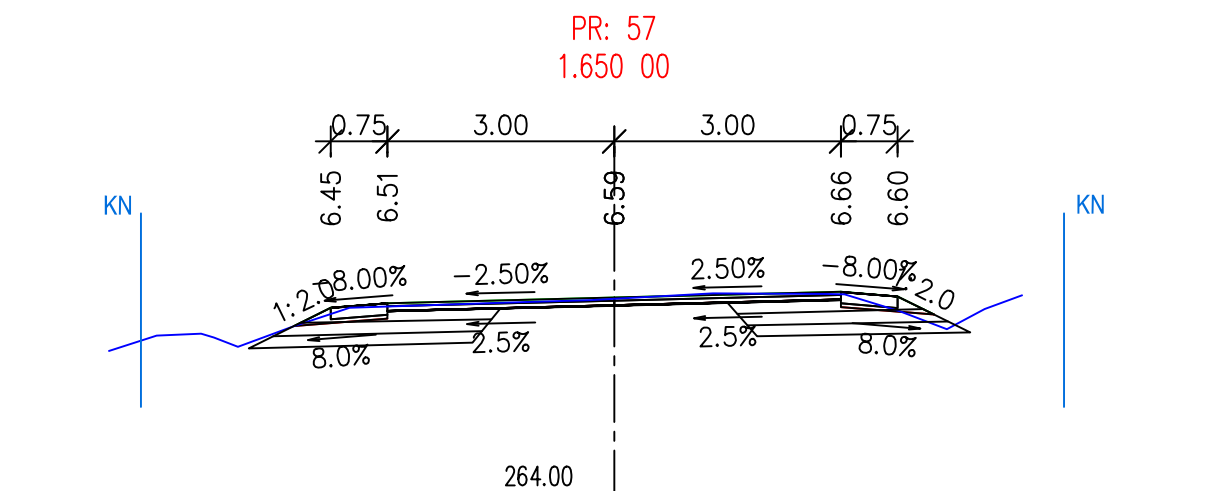
PR: 53  
1.450 00



PR: 54  
1.500 00

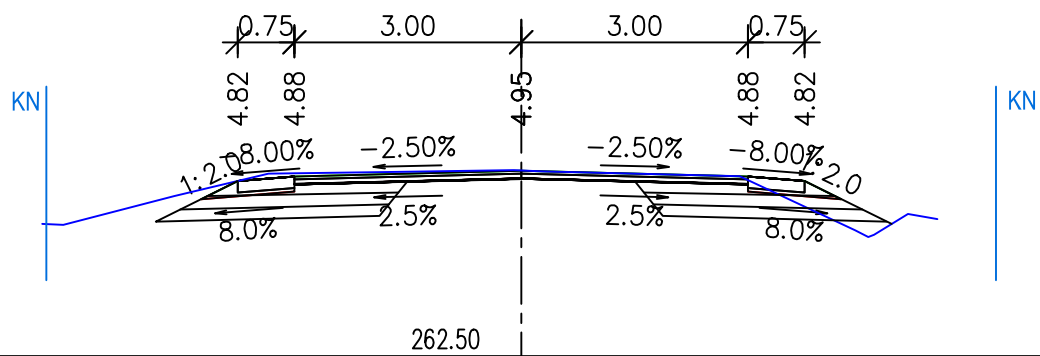




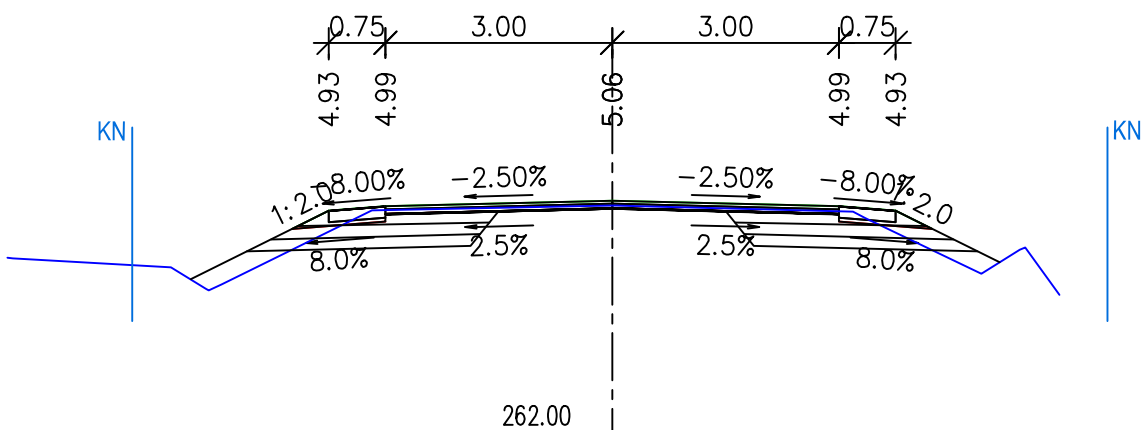




PR: 61  
1.850 00

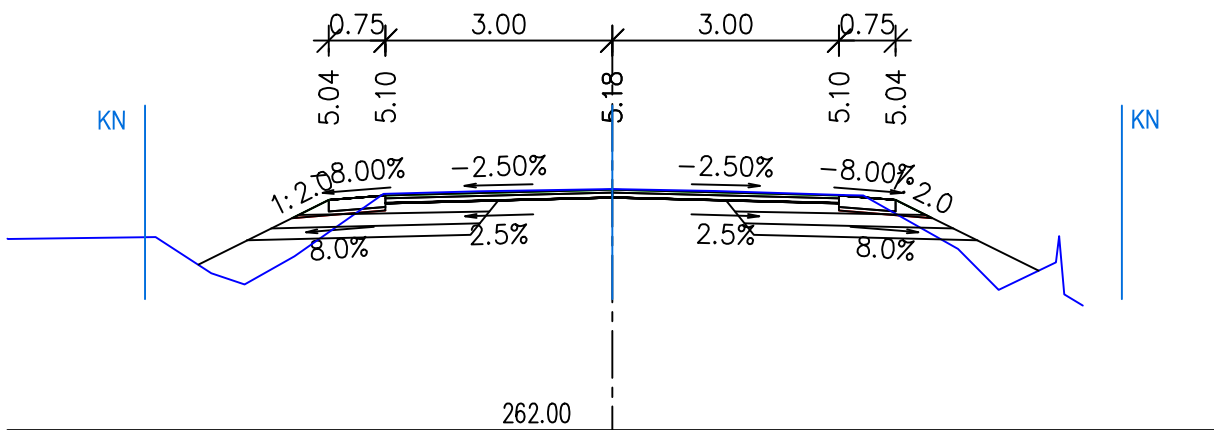


PR: 62  
1.900 00

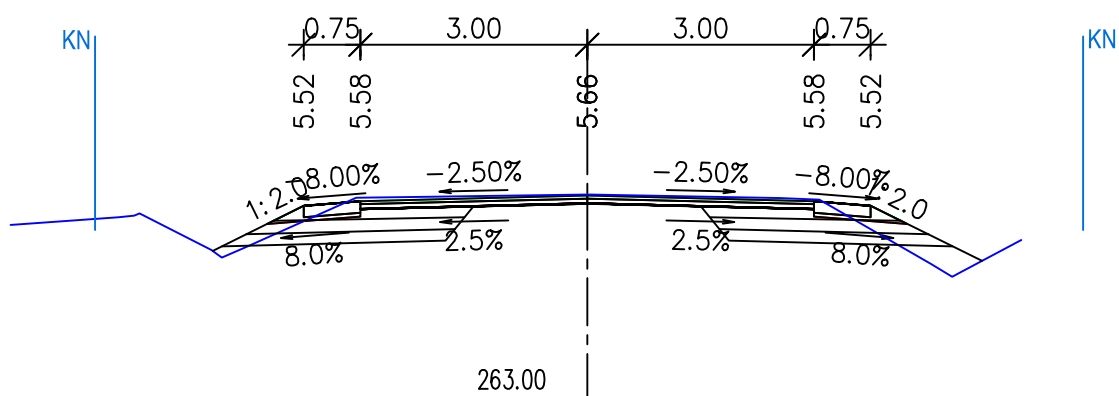


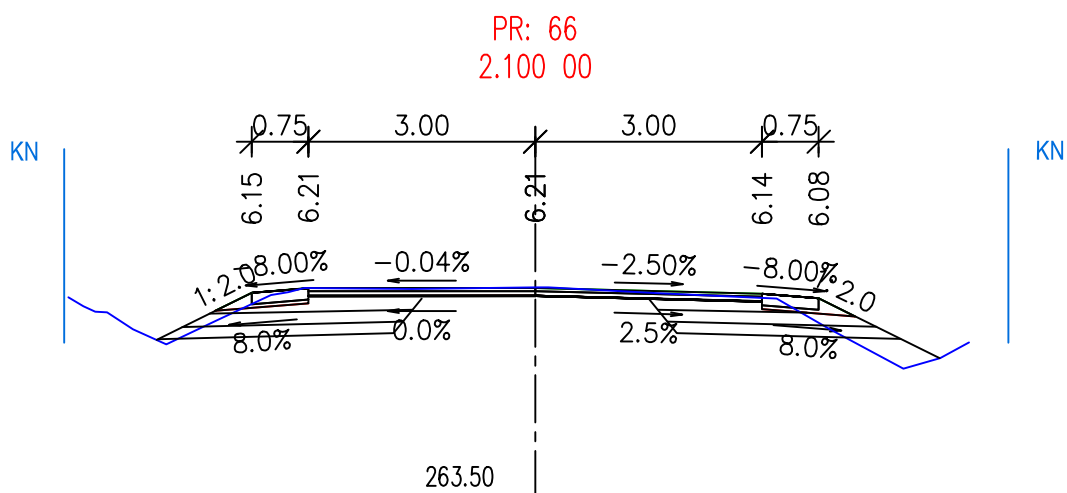
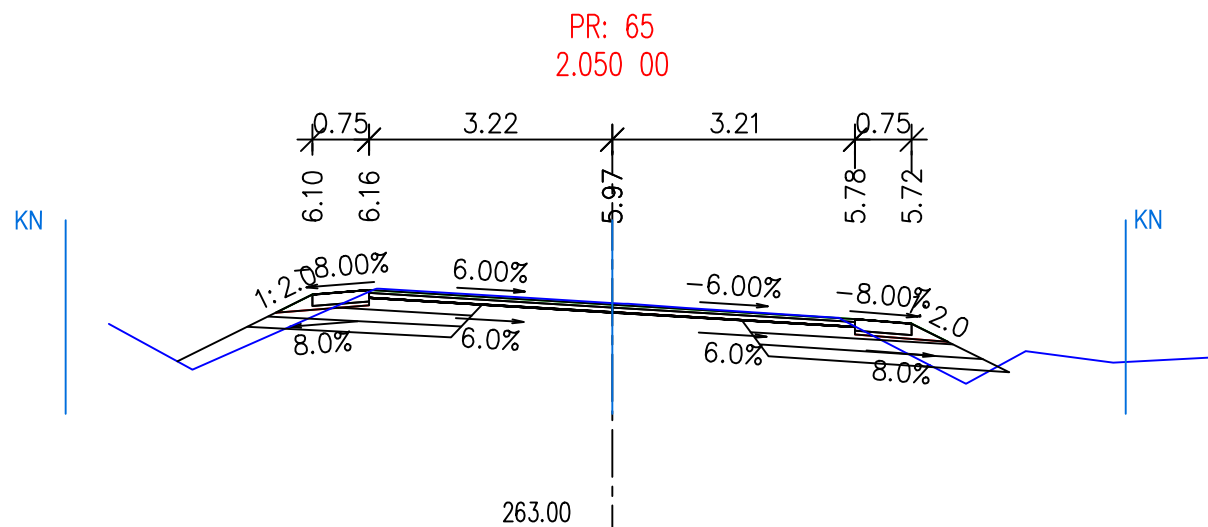


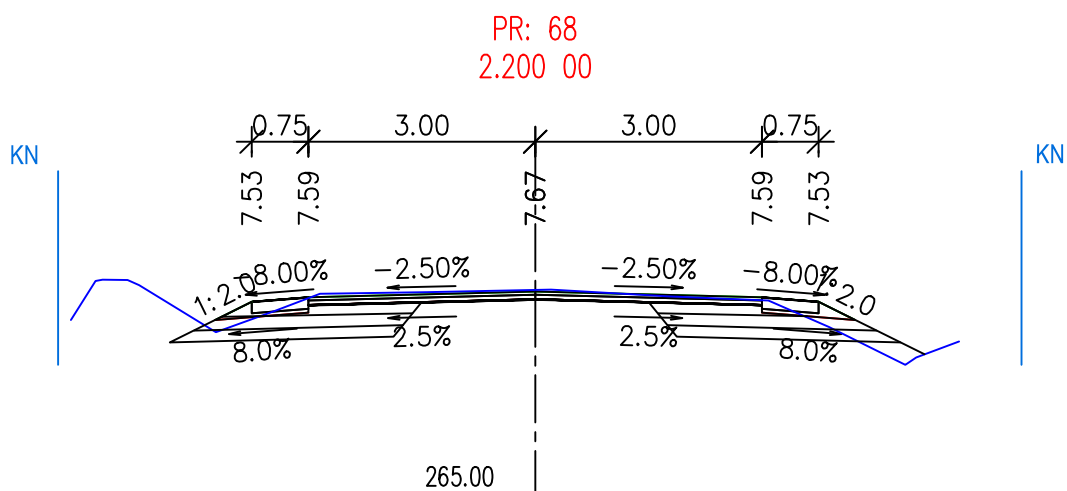
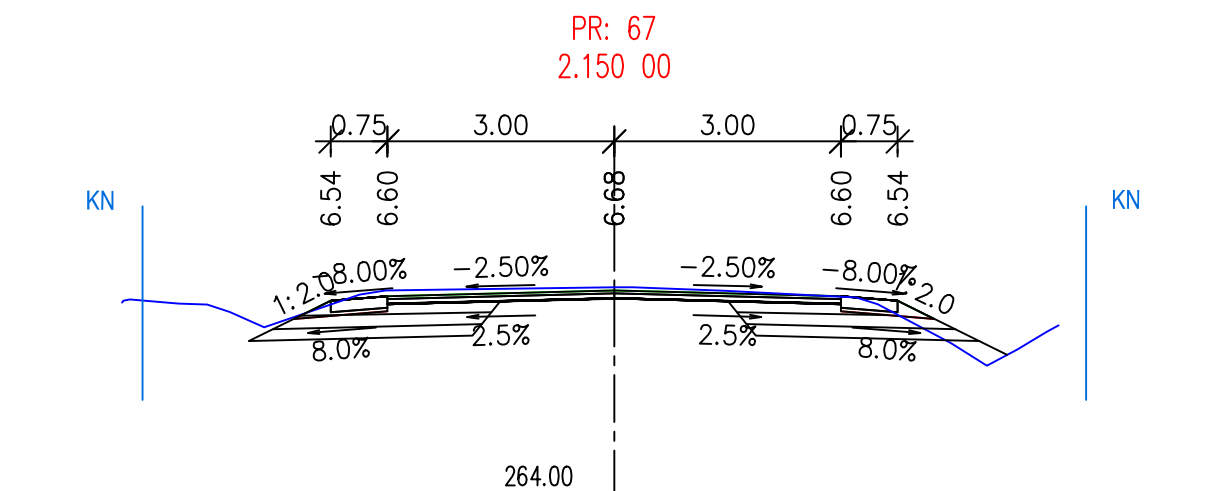
PR: 63  
1.950 00



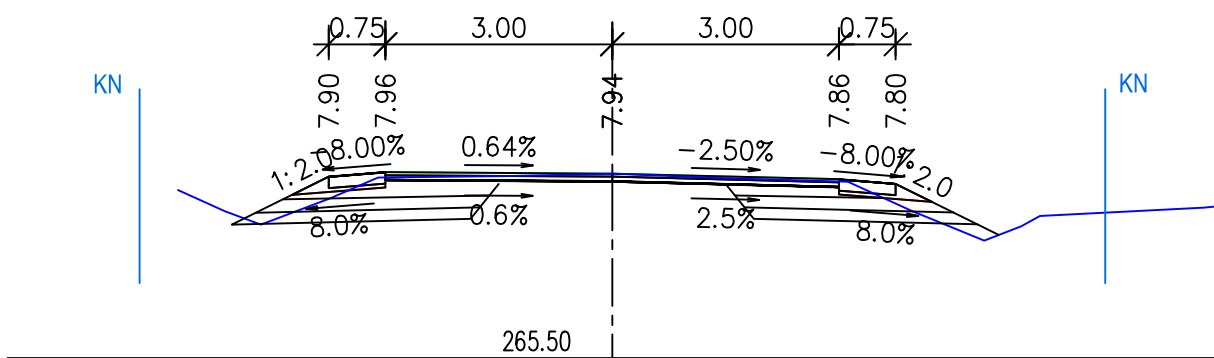
PR: 64  
2.000 00



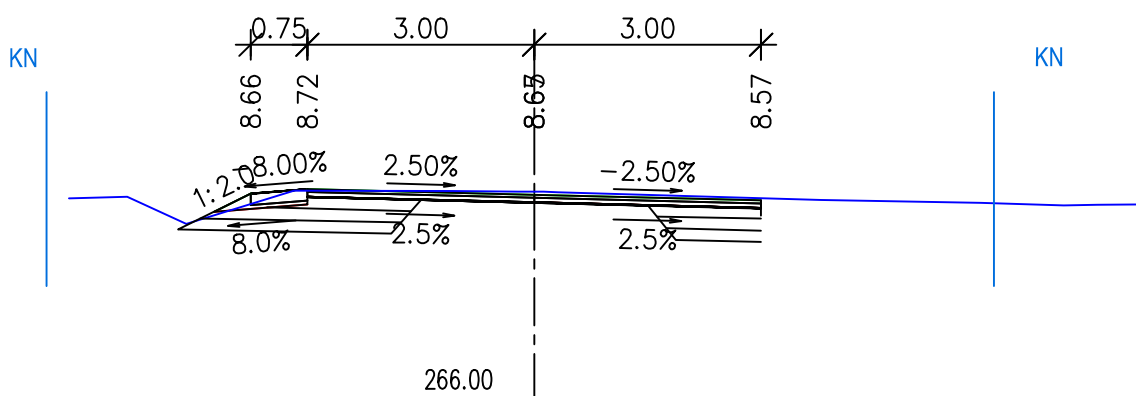


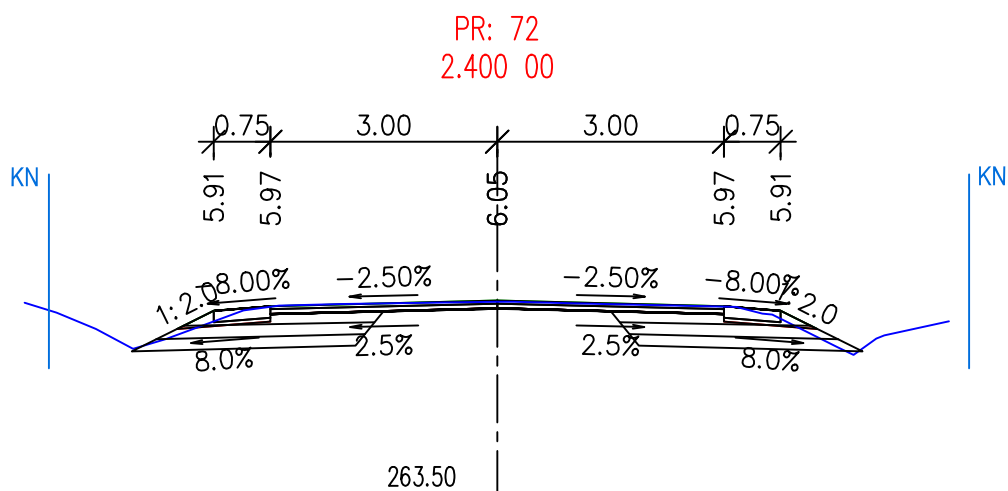
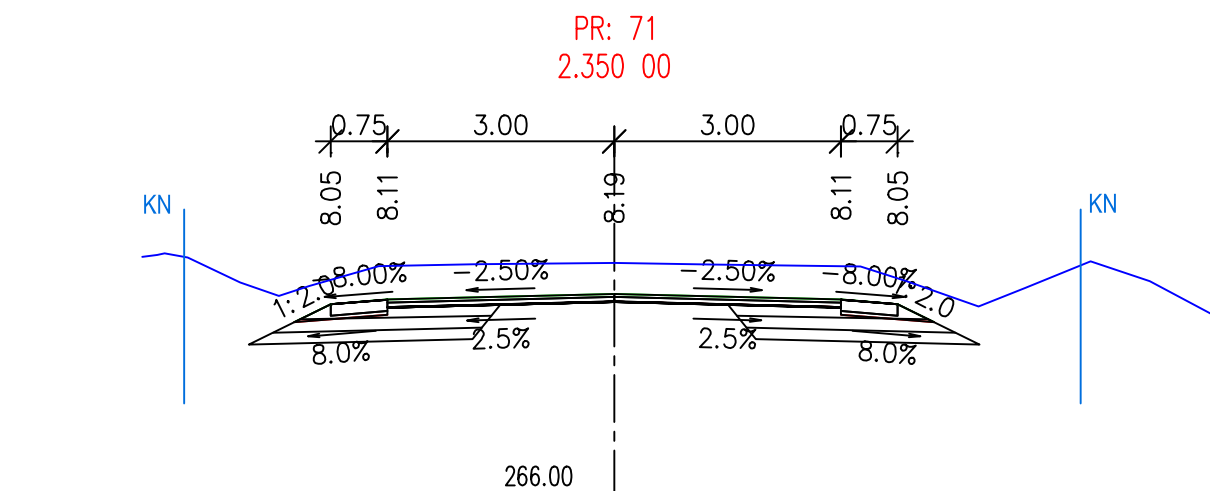


PR: 69  
2.250 00



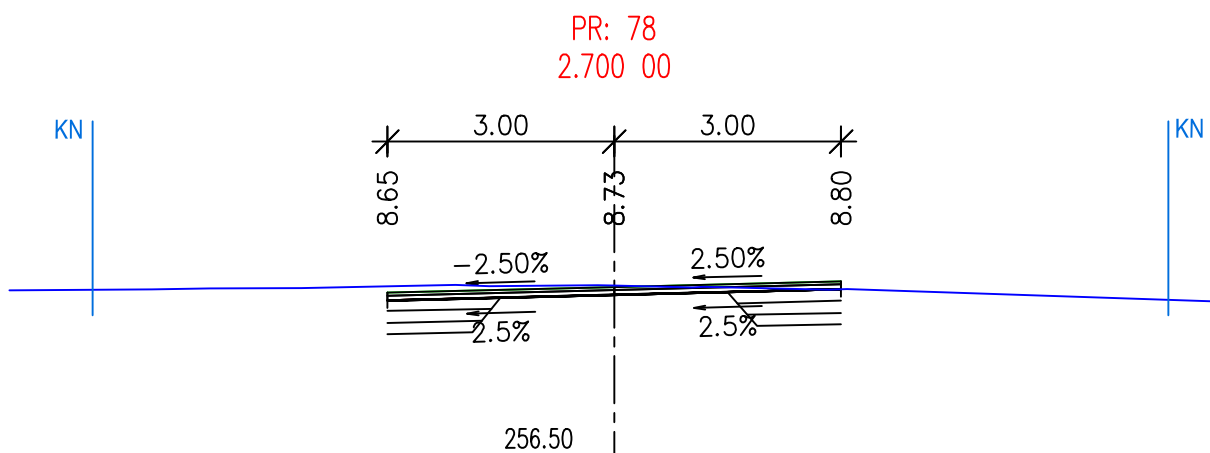
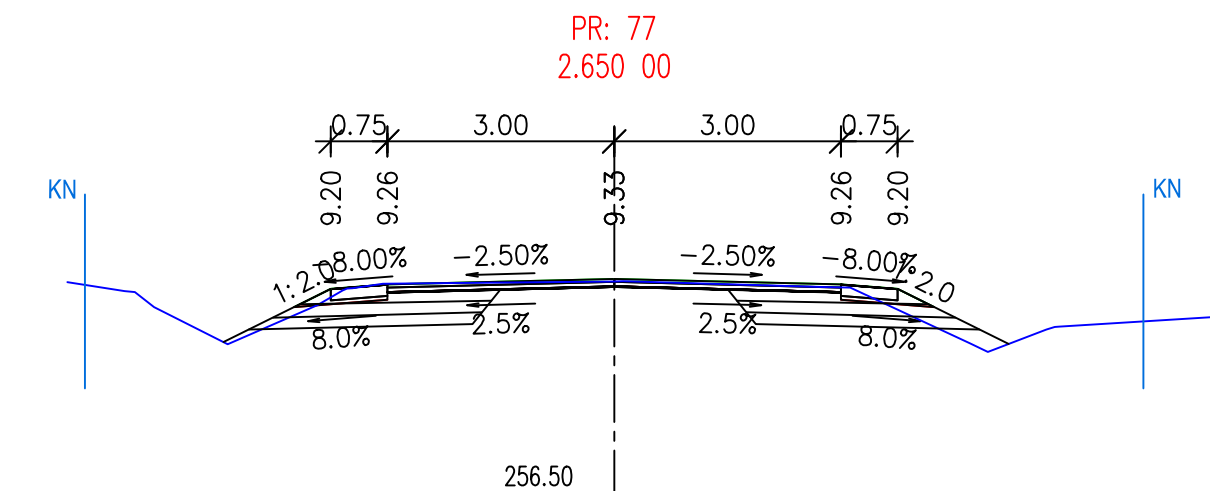
PR: 70  
2.300 00



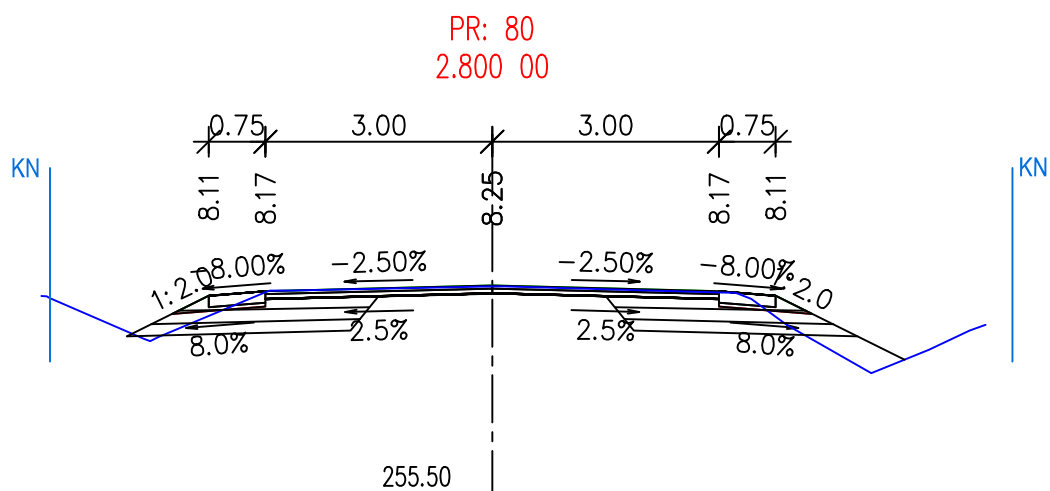
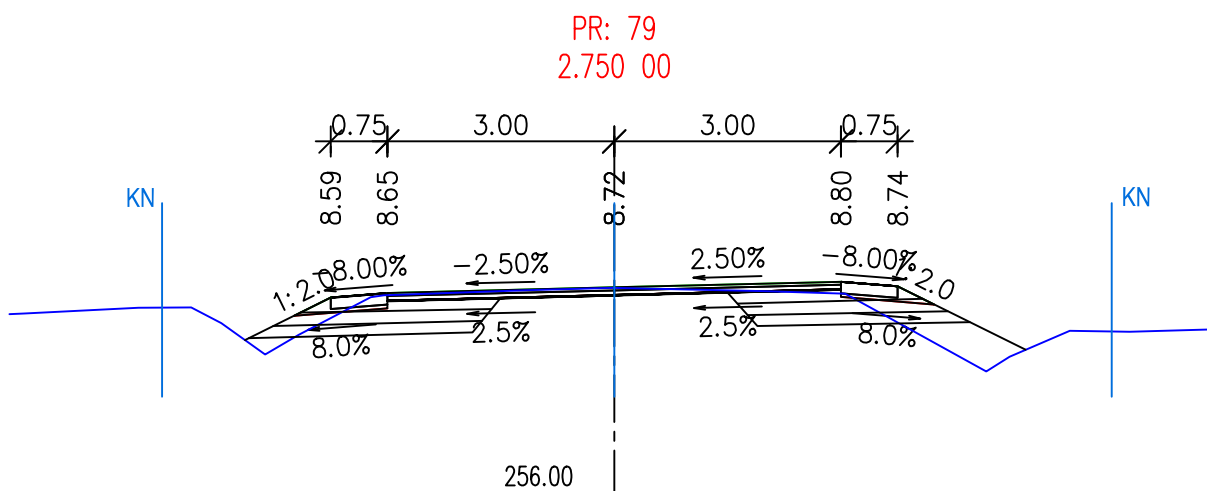


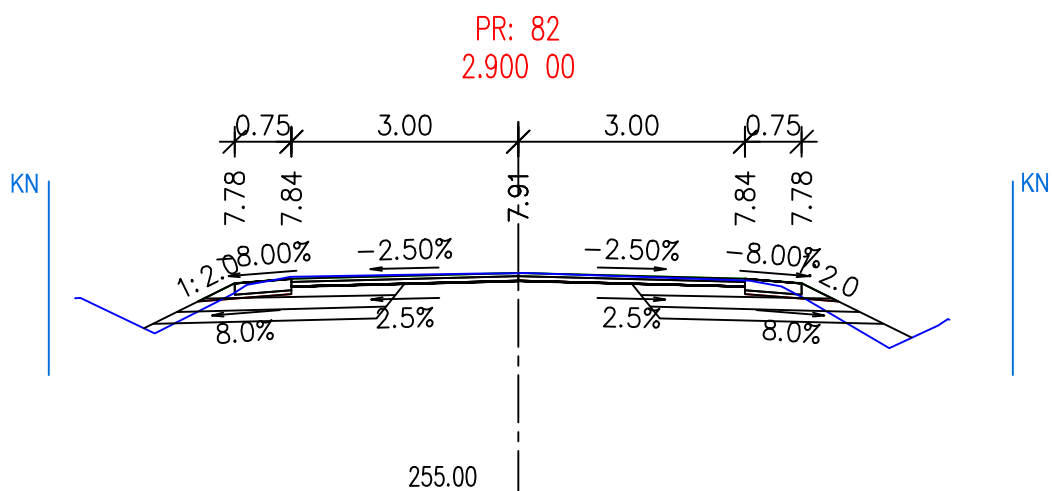
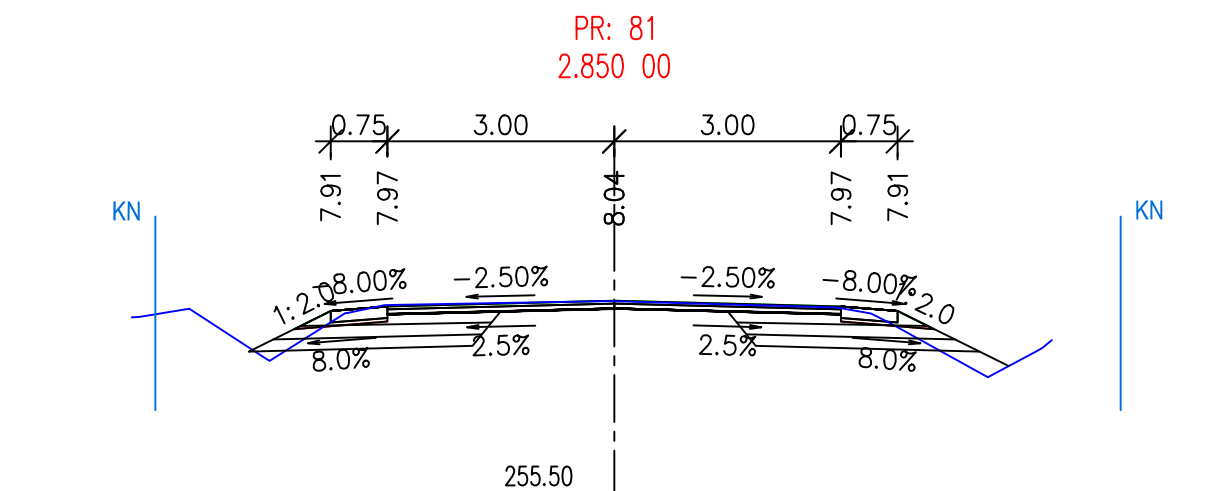




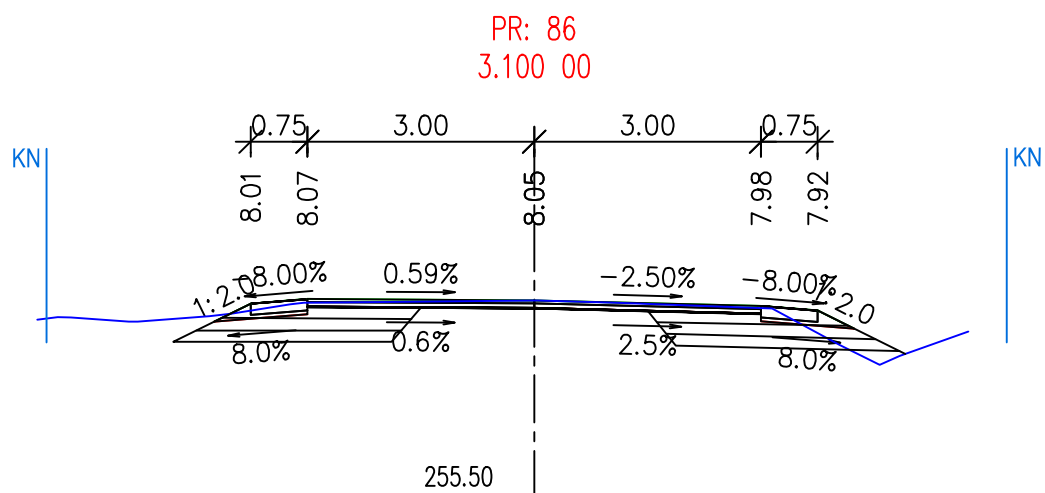
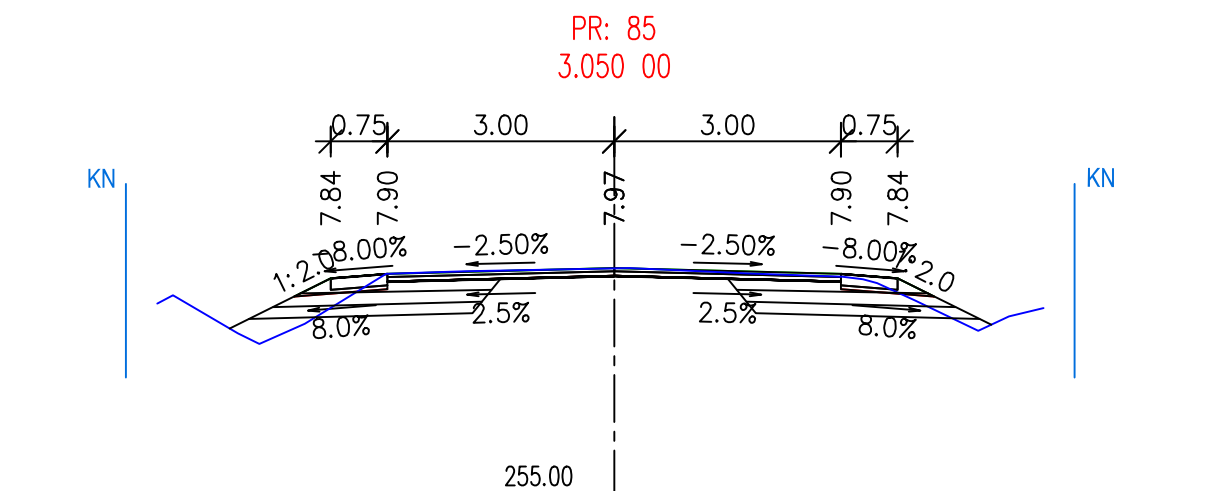




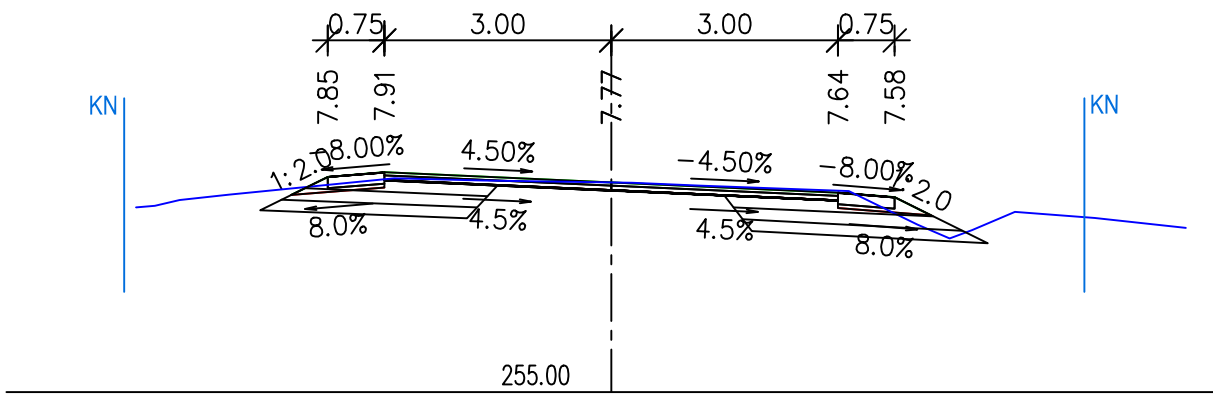




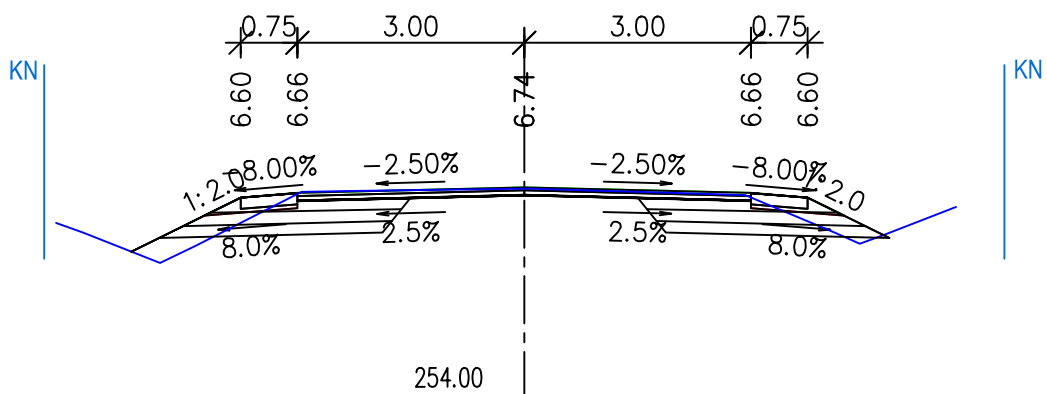


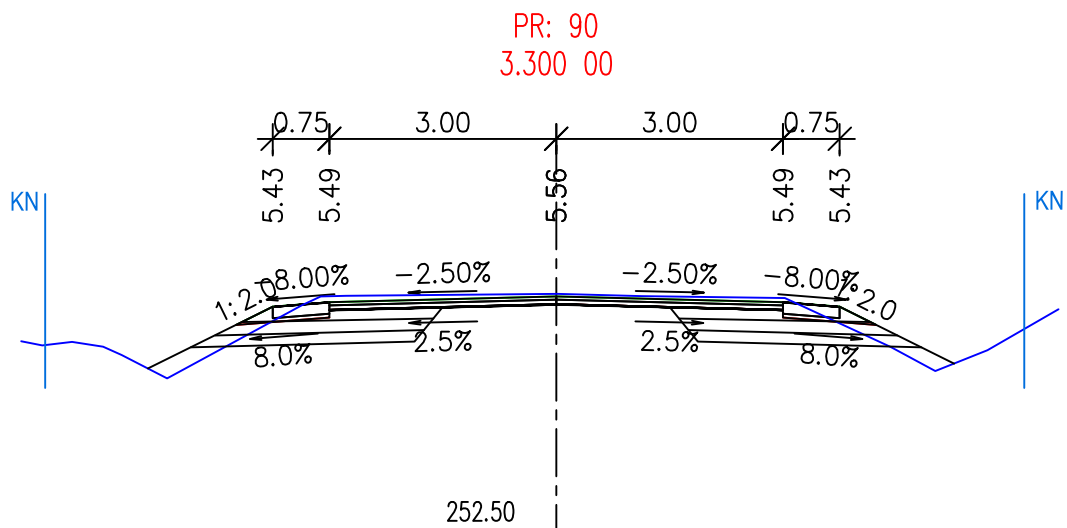
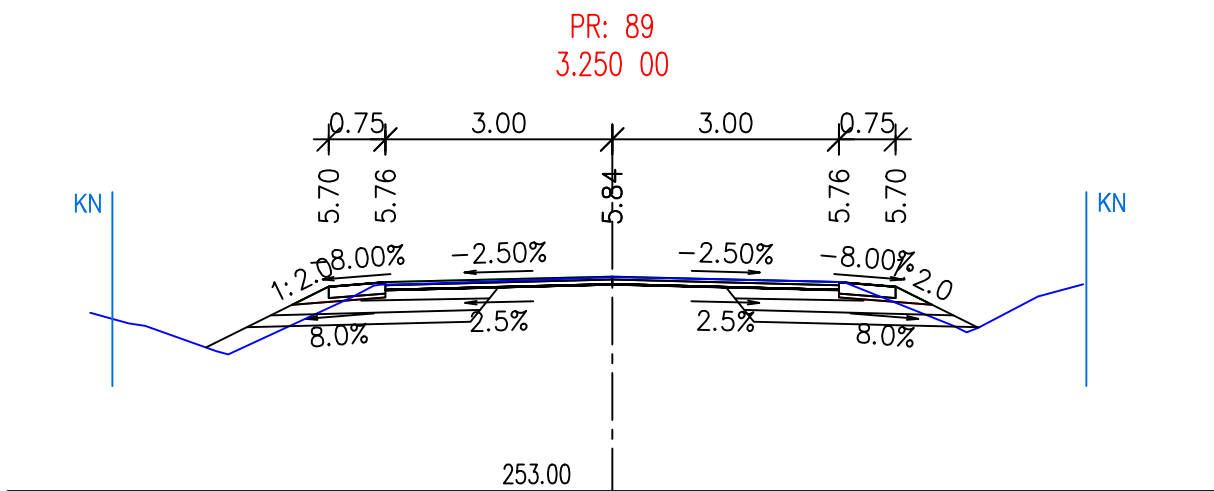


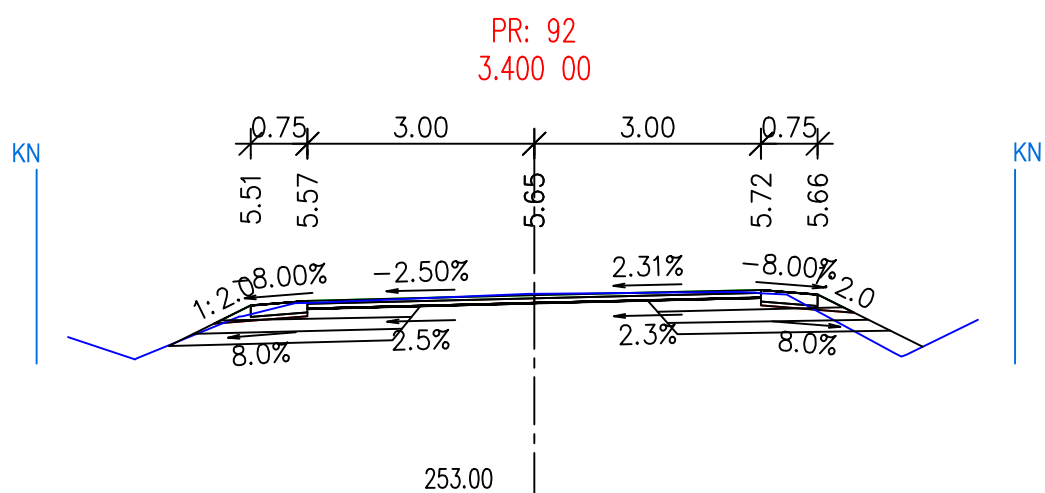
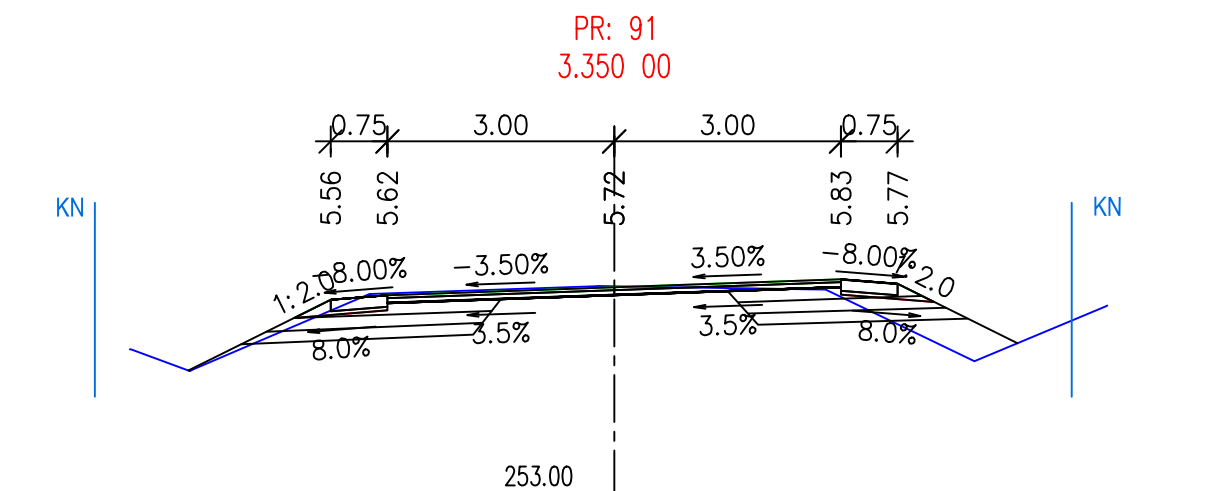
PR: 87  
3.150 00



PR: 88  
3.200 00



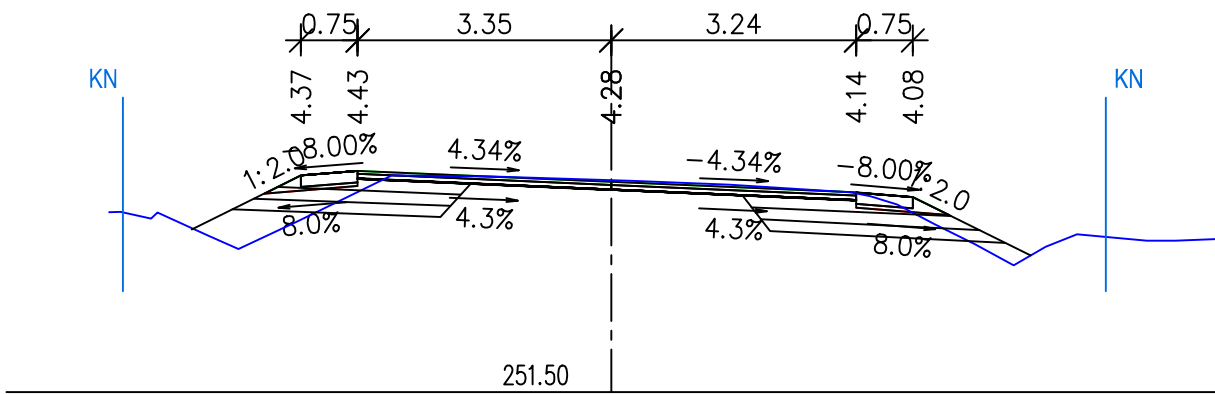




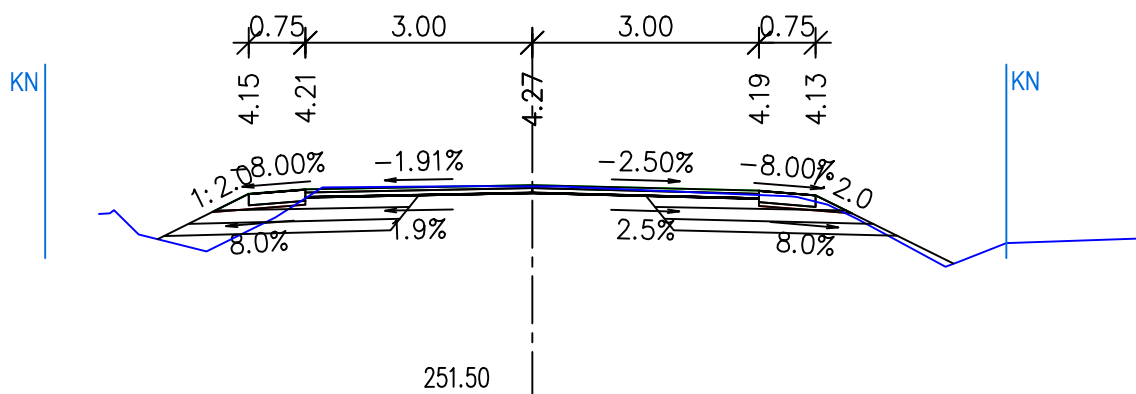


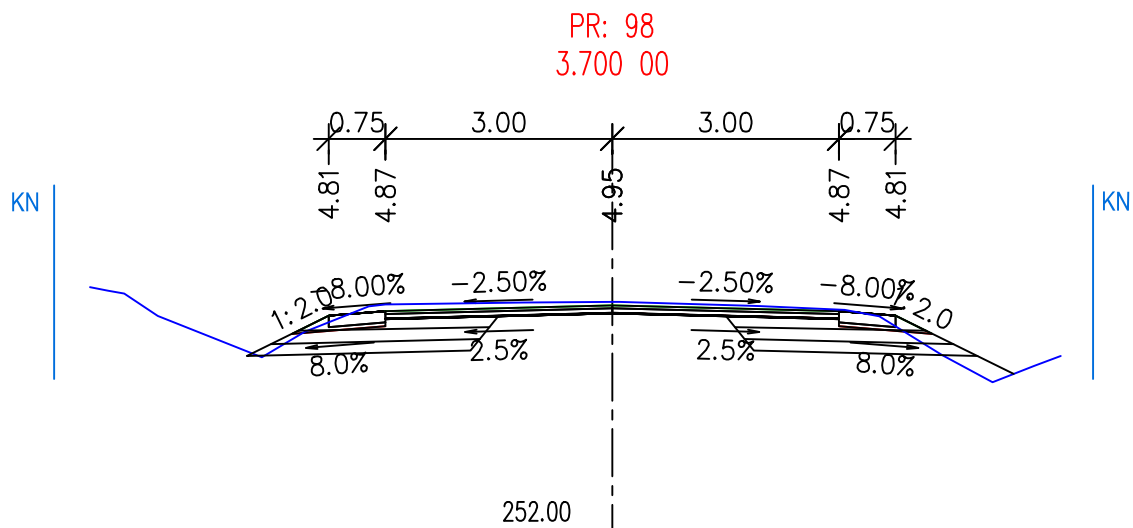
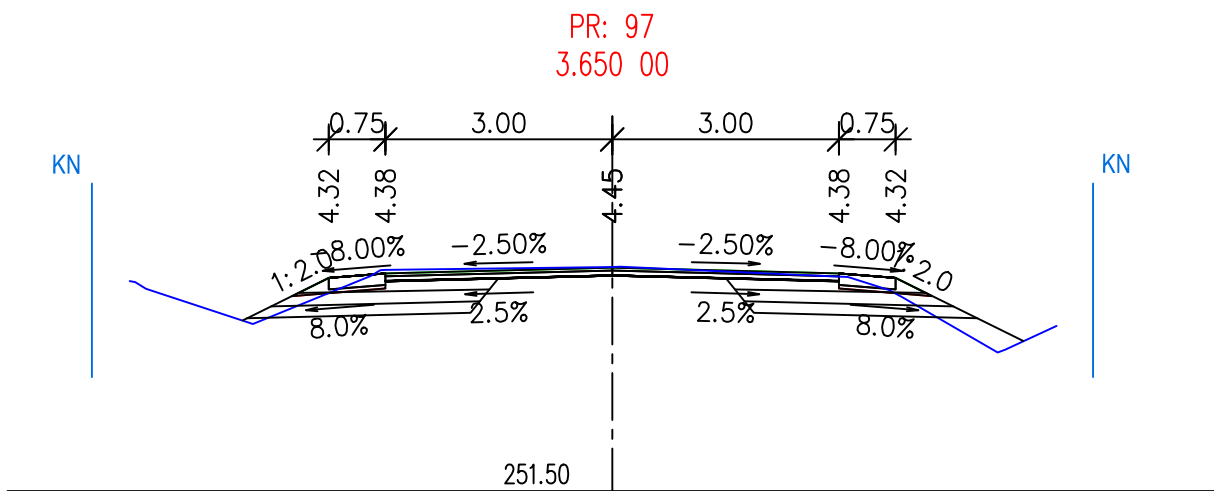


PR: 95  
3.550 00



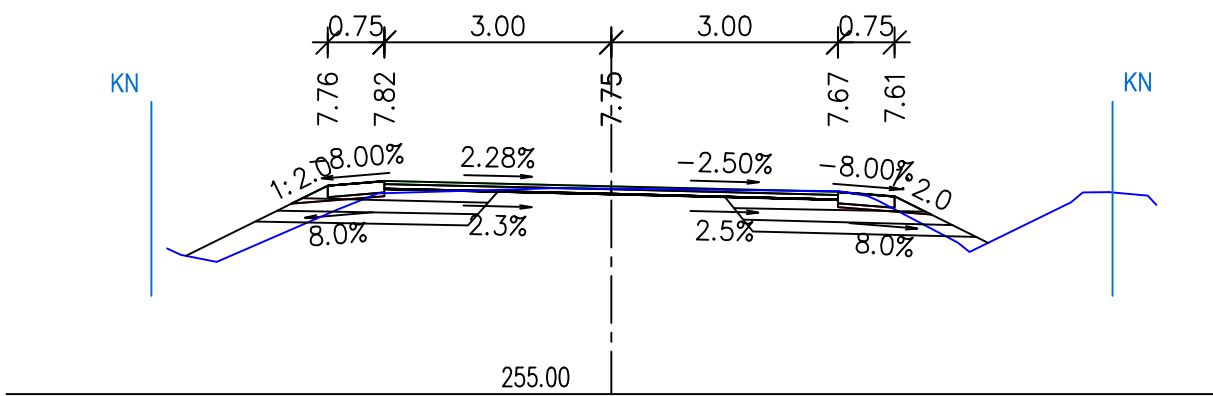
PR: 96  
3.600 00



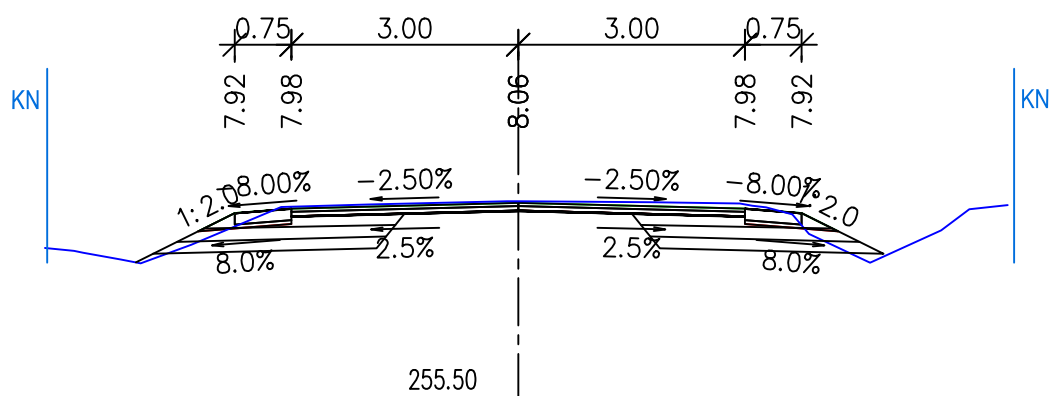




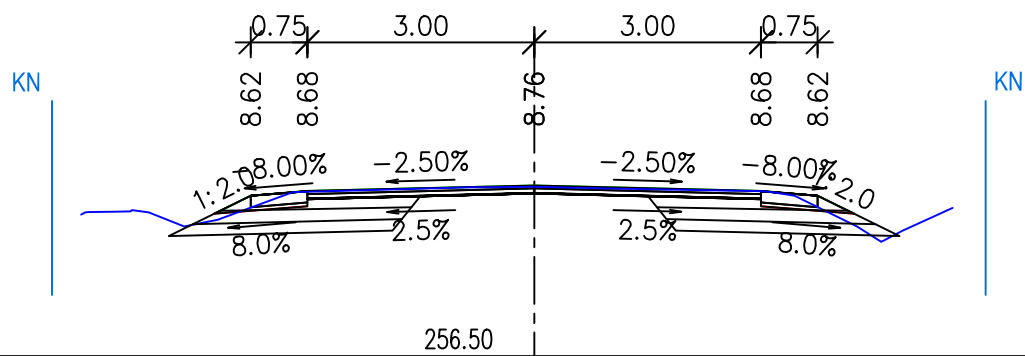
PR: 101  
3.850 00



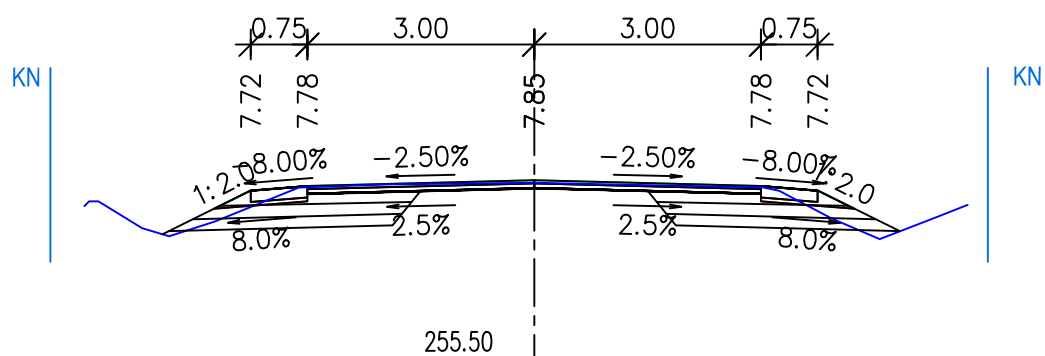
PR: 102  
3.900 00



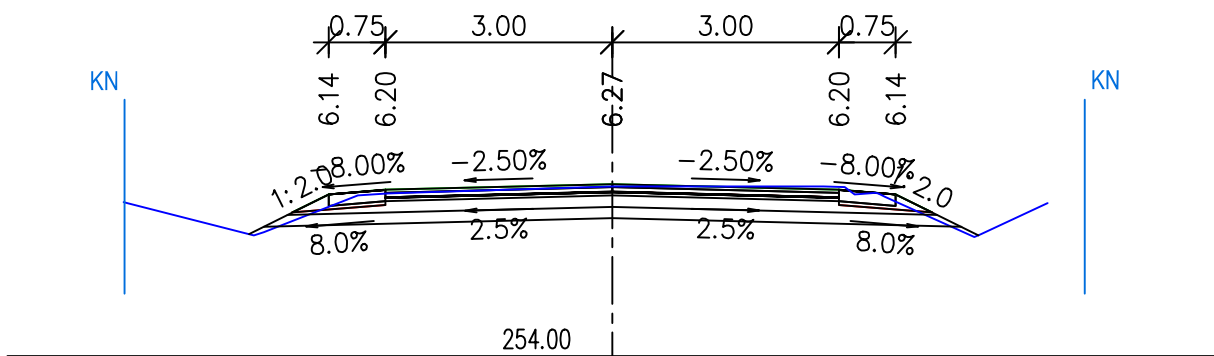
PR: 103  
3.950 00



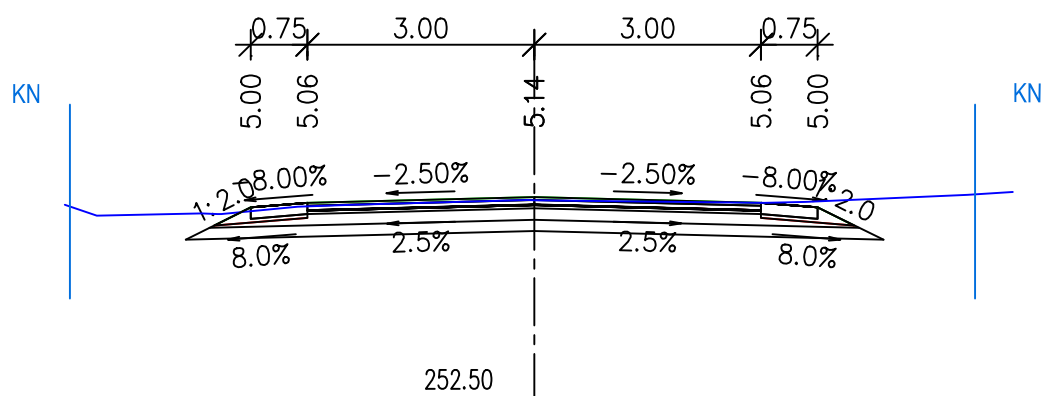
PR: 104  
4.000 00



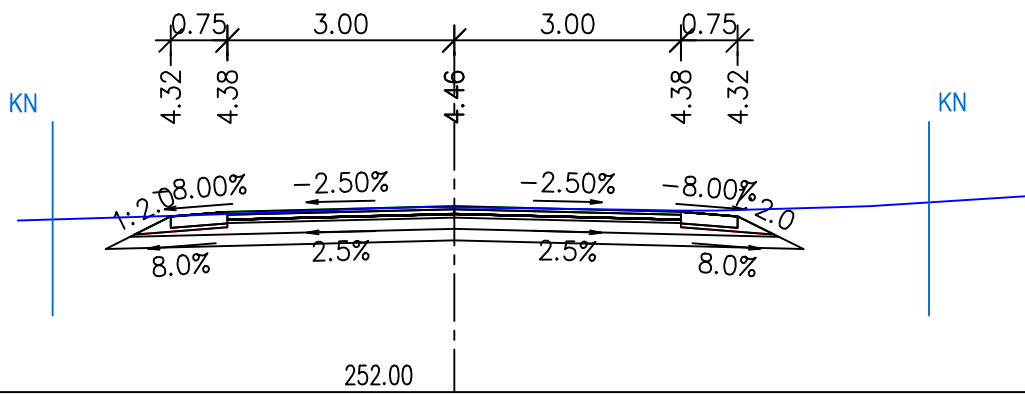
PR: 105  
4.050 00



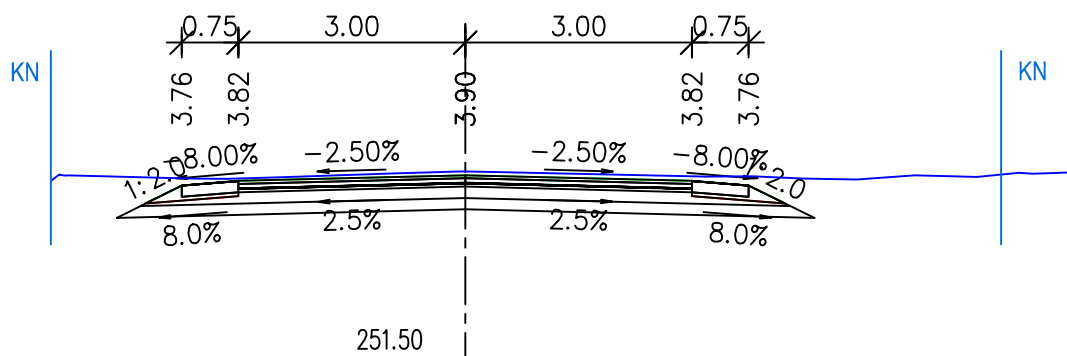
PR: 106  
4.080 00



PR: 107  
4.100 00



PR: 108  
4.120 00





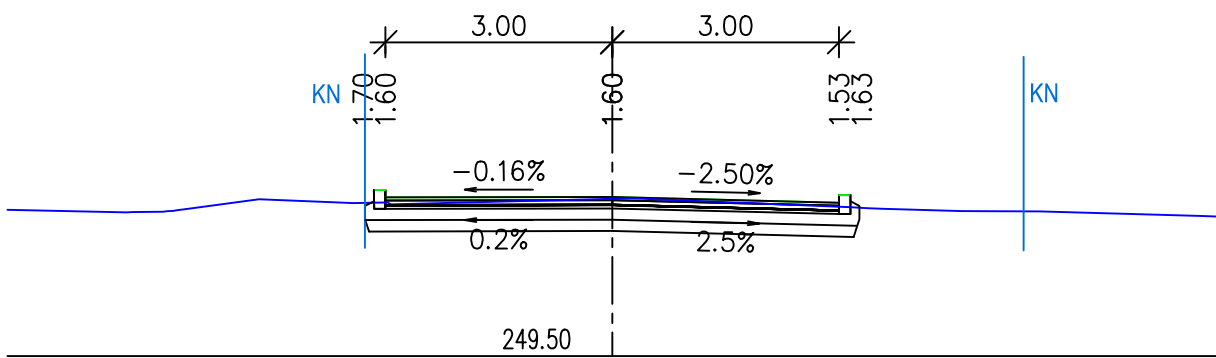


The diagram shows a cross-section of a road with a central dashed line. The road width is 250.50 units. The camber is 2.5% on both sides of the centerline. The superelevation is 2.50% on both sides of the centerline. The road is flanked by a 2.60 unit wide shoulder on each side, with a 2.70 unit wide area beyond the shoulder. The total width of the road and shoulders is 250.50 + 2(2.60 + 2.70) = 260.50 units. The road is labeled with 'KN' on both sides.

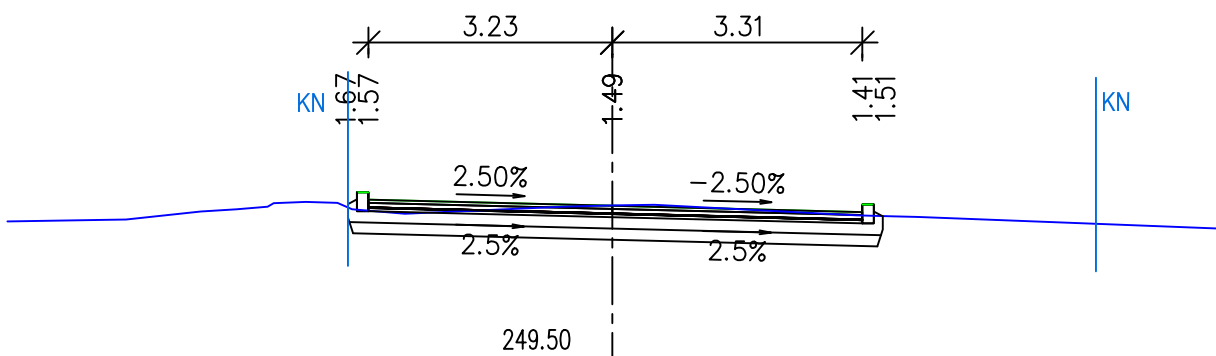
Technical drawing of a bridge deck cross-section. The drawing shows a central span of 250.00 units, divided into two 125.00-unit segments by a vertical dashed line. The deck width at the ends is 250.00 units. The deck is supported by two abutments, each with a width of 2.02 units. The total width of the bridge is 250.00 + 2.02 + 2.02 = 254.04 units. The drawing also shows a top view of the bridge deck with a width of 2.12 units at the ends and a central width of 2.10 units. The top view is divided into two 3.00-unit segments by a vertical dashed line. The top view also shows a width of 2.02 units at the ends. The drawing includes a scale bar at the bottom indicating 250.00 units. The drawing is labeled with 'KN' at the ends, indicating a load or force. The drawing also shows a top view of the bridge deck with a width of 2.12 units at the ends and a central width of 2.10 units. The top view is divided into two 3.00-unit segments by a vertical dashed line. The top view also shows a width of 2.02 units at the ends. The drawing includes a scale bar at the bottom indicating 250.00 units. The drawing is labeled with 'KN' at the ends, indicating a load or force.

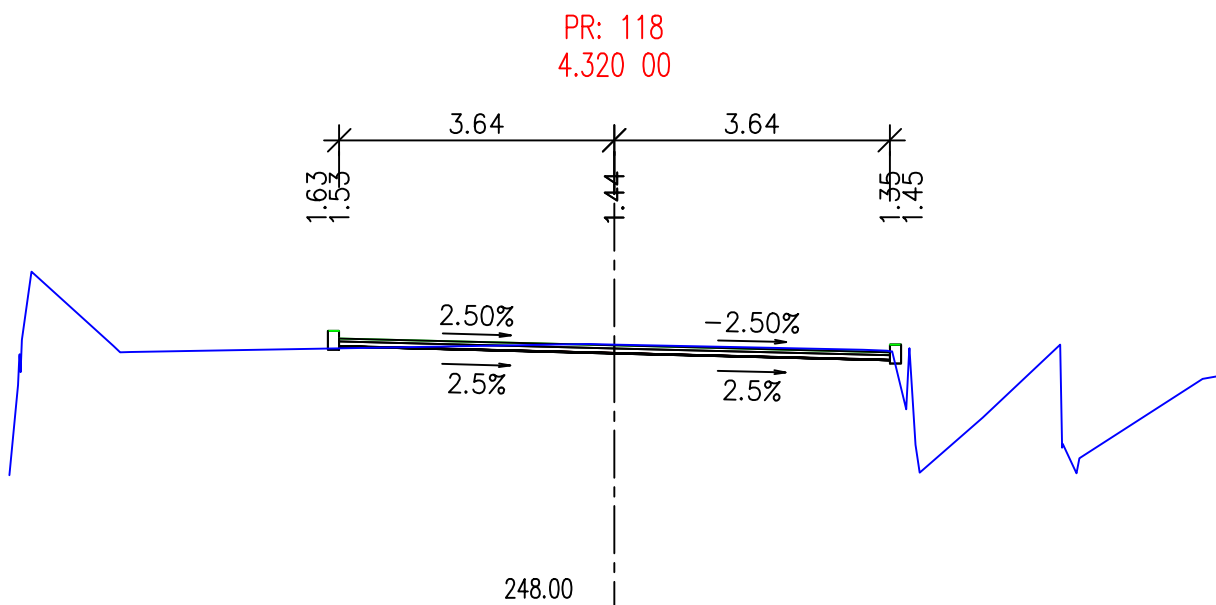
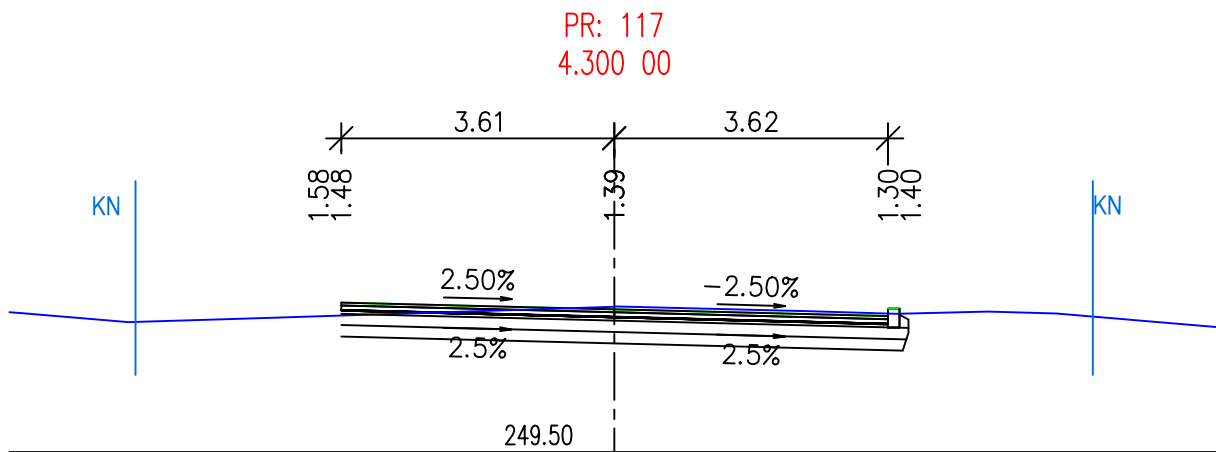
Diagram illustrating the cross-section of a road with a 2.5% camber. The road width is 250.00. The gutter width is 1.75 on the left and 1.85 on the right. The road surface slopes down at 2.5% on both sides. The distance from the gutter edge to the road edge is 3.00 on both sides. The road is labeled 'KN' on both sides.

PR: 115  
4.260 00

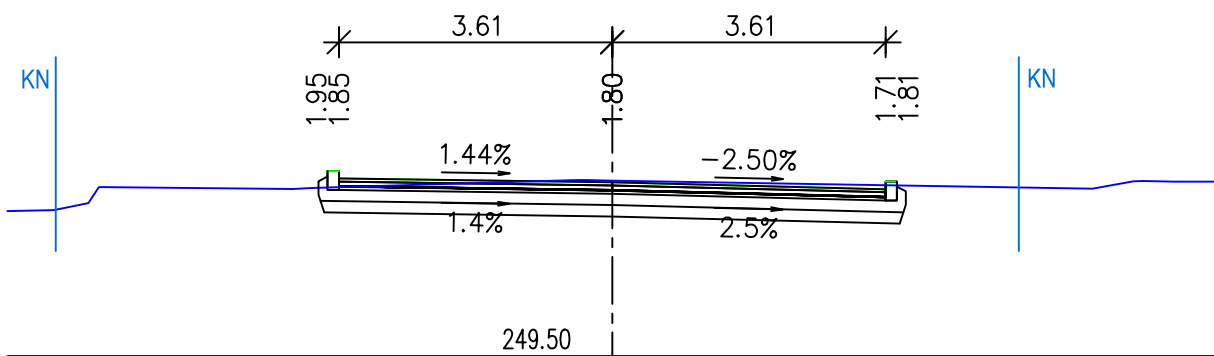


PR: 116  
4.280 00





PR: 119  
4.340 00



PR: 120  
4.360 00

