

**This electronic collection of documents is provided  
for the convenience of the user  
and is Not a Certified Document –**

**The documents contained herein were originally issued  
and sealed by the individuals whose names and license  
numbers appear on each page, on the dates appearing  
with their signature on that page.**

**This file or an individual page  
shall not be considered a certified document.**

*B-5121/B-5317 - CAPITAL BOULEVARD  
CROSS SECTION INDEX*

<i>-L- CAPITAL BOULEVARD (US-70/US-401/NC-50)</i>	<i>X-2 THRU X-27</i>
<i>-Y1- PEACE STREET</i>	<i>X-28 THRU X-36</i>
<i>-YIRPC- PEACE STREET RAMP C</i>	<i>X-37 THRU X-40</i>
<i>-YIRPD- PEACE STREET RAMP D</i>	<i>X-41 THRU X-43</i>
<i>-FLYOVER- WADE AVENUE</i>	<i>X-44 THRU X-55</i>
<i>-Y2RPA- WADE AVENUE RAMP A</i>	<i>X-56 THRU X-57</i>
<i>-Y2RPB- WADE AVENUE RAMP B</i>	<i>X-58 THRU X-61</i>
<i>-Y2LPC- WADE AVENUE LOOP C</i>	<i>X-62 THRU X-63</i>
<i>-Y3- W JOHNSON STREET</i>	<i>X-64 THRU X-65</i>
<i>-Y4- W JOHNSON STREET</i>	<i>X-66</i>
<i>-Y5- W JOHNSON STREET</i>	<i>X-67 THRU X-68</i>
<i>-Y6- HARRINGTON STREET</i>	<i>X-69 THRU X-72</i>
<i>-Y7- JOHNSON STREET</i>	<i>X-73</i>
<i>-Y8- DORTCH STREET</i>	<i>X-74 THRU X-75</i>
<i>-Y9- N WEST STREET</i>	<i>X-76</i>
<i>-DRI-</i>	<i>X-77</i>
<i>-DR2-</i>	<i>X-78</i>
<i>-DETNB- &amp; -DETSB-</i>	<i>X-79 THRU X-91</i>
<i>-YI- TEMPORARY WIDENING</i>	<i>X-92 THRU X-93</i>
<i>-FLYOVER- TEMPORARY WIDENING</i>	<i>X-94</i>
<i>-GI- GREENWAY</i>	<i>X-95 THRU X-99</i>

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.

SHEET NO.

B-5121 / B-5317

X-1A

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

**CROSS-SECTION SUMMARY**

Station	Und. Exc.	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt
L (LT)	(cu. yd.)	(cu. yd.)	(cu. yd.)	L (LT)	(cu. yd.)	(cu. yd.)	L (MED)	(cu. yd.)	(cu. yd.)	L (MED)	(cu. yd.)	(cu. yd.)	L (RT)	(cu. yd.)	(cu. yd.)	L (RT)	(cu. yd.)	(cu. yd.)
10+21.00	0	0	0	34+50.00	61	41	10+21.00	0	0	34+50.00	14	15	10+21.00	0	0	34+50.00	114	3
10+50.00	0	47	0	35+00.00	66	19	10+50.00	13	0	35+00.00	13	15	10+50.00	48	0	35+00.00	124	2
11+00.00	0	83	0	35+30.00	39	13	11+00.00	24	0	35+30.00	8	9	11+00.00	86	0	35+30.00	65	1
11+50.00	0	92	0	35+50.00	29	6	11+50.00	32	0	35+50.00	6	6	11+50.00	80	0	35+50.00	38	1
12+00.00	0	89	0	36+00.00	79	11	12+00.00	39	0	36+00.00	14	14	12+00.00	85	1	36+00.00	102	1
12+50.00	0	102	0	36+50.00	75	18	12+50.00	34	0	36+50.00	14	14	12+50.00	61	1	36+50.00	110	0
13+00.00	0	112	0	36+75.00	35	12	13+00.00	31	0	36+75.00	7	7	13+00.00	31	1	36+75.00	51	0
13+50.00	0	89	0	37+00.00	34	14	13+50.00	31	0	37+00.00	8	7	13+50.00	35	0	37+00.00	48	0
14+00.00	0	79	1	37+50.00	67	29	14+00.00	24	6	37+50.00	15	13	14+00.00	40	0	37+50.00	99	0
14+50.00	0	45	7	38+00.00	62	28	14+50.00	14	13	38+00.00	14	14	14+50.00	33	0	38+00.00	91	1
15+00.00	0	11	33	38+50.00	60	25	15+00.00	12	15	38+50.00	14	15	15+00.00	45	0	38+50.00	91	1
15+50.00	0	11	62	39+00.00	64	13	15+50.00	13	15	39+00.00	14	14	15+50.00	105	0	39+00.00	99	1
16+00.00	0	11	65	39+50.00	72	2	16+00.00	17	12	39+50.00	15	14	16+00.00	152	0	39+50.00	98	3
16+50.00	0	10	48	40+00.00	78	0	16+50.00	20	11	40+00.00	15	14	16+50.00	158	0	40+00.00	98	3
17+00.00	0	47	19	40+50.00	77	0	17+00.00	21	10	40+50.00	14	14	17+00.00	153	0	40+50.00	100	2
17+50.00	0	87	0	40+75.00	36	0	17+50.00	21	11	40+75.00	7	7	17+50.00	140	0	40+75.00	46	1
18+00.00	0	51	13	41+00.00	35	0	18+00.00	20	11	41+00.00	7	7	18+00.00	127	3	41+00.00	45	2
18+50.00	0	12	32	41+51.75	88	0	18+50.00	19	12	41+51.75	14	16	18+50.00	132	6	41+51.75	98	3
19+00.00	0	11	29	42+00.00	76	0	19+00.00	18	13	42+00.00	13	15	19+00.00	148	20	42+00.00	82	0
19+50.00	0	11	16	42+20.00	30	0	19+50.00	16	13	42+20.00	5	6	19+50.00	186	56	42+20.00	31	0
20+00.00	0	10	12	42+50.00	58	1	20+00.00	15	15	42+50.00	8	9	20+00.00	248	92	42+50.00	39	0
20+50.00	55	10	12	43+00.00	91	2	20+50.00	12	18	43+00.00	14	15	20+50.00	313	147	43+00.00	54	5
21+00.00	208	21	10	43+50.00	90	2	21+00.00	11	19	43+50.00	16	13	21+00.00	173	214	43+50.00	60	13
21+39.41	66	66	6	43+65.00	30	0	21+39.41	4	8	43+65.00	5	4	21+39.41	6	94	43+65.00	18	5
				44+00.00	62	1				44+00.00	14	8				44+00.00	43	12
<b>Station</b>	<b>Und. Exc.</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	44+50.00	77	4	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	44+50.00	20	10	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	44+50.00	65	17
				45+00.00	71	7				45+00.00	20	11				45+00.00	71	14
<b>L (LT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	45+20.00	23	2	<b>L (MED)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	45+20.00	7	5	<b>L (RT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	45+20.00	29	4
22+74.41	0	0	0	45+50.00	31	4	22+74.41	0	0	45+50.00	11	8	22+74.41	0	0	45+50.00	43	5
23+00.00	0	8	3	46+00.00	53	9	23+00.00	2	3	46+00.00	17	15	23+00.00	0	179	46+00.00	73	3
23+50.00	104	20	12	46+50.00	49	4	23+50.00	10	11	46+50.00	19	14	23+50.00	165	235	46+50.00	70	0
24+00.00	239	9	14	46+82.13	17	5	24+00.00	12	11	46+82.13	13	8	24+00.00	281	190	46+82.13	58	5
24+50.00	303	10	14	47+00.00	11	4	24+50.00	15	11	47+00.00	7	5	24+50.00	187	103	47+00.00	40	7
25+00.00	223	10	14	47+50.00	63	6	25+00.00	18	11	47+50.00	19	12	25+00.00	120	40	47+50.00	88	31
25+50.00	0	9	13	48+00.00	65	1	25+50.00	19	11	48+00.00	18	12	25+50.00	90	11	48+00.00	65	51
26+00.00	0	10	14	48+50.00	67	0	26+00.00	19	11	48+50.00	18	12	26+00.00	77	2	48+50.00	61	64
26+50.00	0	10	55	49+00.00	72	0	26+50.00	20	11	49+00.00	18	11	26+50.00	67	1	49+00.00	65	58
27+00.00	0	9	182	49+11.45	15	0	27+00.00	20	11	49+11.45	4	2	27+00.00	61	3	49+11.45	16	9
27+50.00	0	8	313				27+50.00	20	11	49+50.00	14	8	27+50.00	66	2			
28+00.00	0	9	356				28+00.00	18	12	50+00.00	19	11	28+00.00	102	0			
28+50.00	0	7	678				28+50.00	17	14	50+50.00	18	12	28+50.00	114	9			
29+00.00	0	19	910				29+00.00	14	16	51+00.00	18	12	29+00.00	91	16			
29+50.00	0	44	779				29+50.00	13	16	51+50.00	18	10	29+50.00	82	16			
29+65.00	0	17	213				29+65.00	4	5	52+00.00	16	11	29+65.00	26	3			
30+00.00	0	48	420				30+00.00	10	10	52+50.00	18	13	30+00.00	59	6			
30+50.00	0	78	449				30+50.00	16	14	53+00.00	20	14	30+50.00	72	10			
31+00.00	0	71	317				31+00.00	15	14	53+06.00	2	2	31+00.00	77	5			
31+50.00	0	54	231				31+50.00	14	14				31+50.00	82	4			
32+00.00	0	45	176				32+00.00	14	15				32+00.00	85	4			
32+50.00	0	42	145				32+50.00	14	14				32+50.00	90	4			
33+00.00	0	46	137				33+00.00	14	14				33+00.00	100	3			
33+50.00	0	50	118				33+50.00	14	14				33+50.00	96	2			
34+00.00	0	53	83				34+00.00	14	14				34+00.00	95	2			

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.

B-5121 / B-5317

SHEET NO.

X-1B

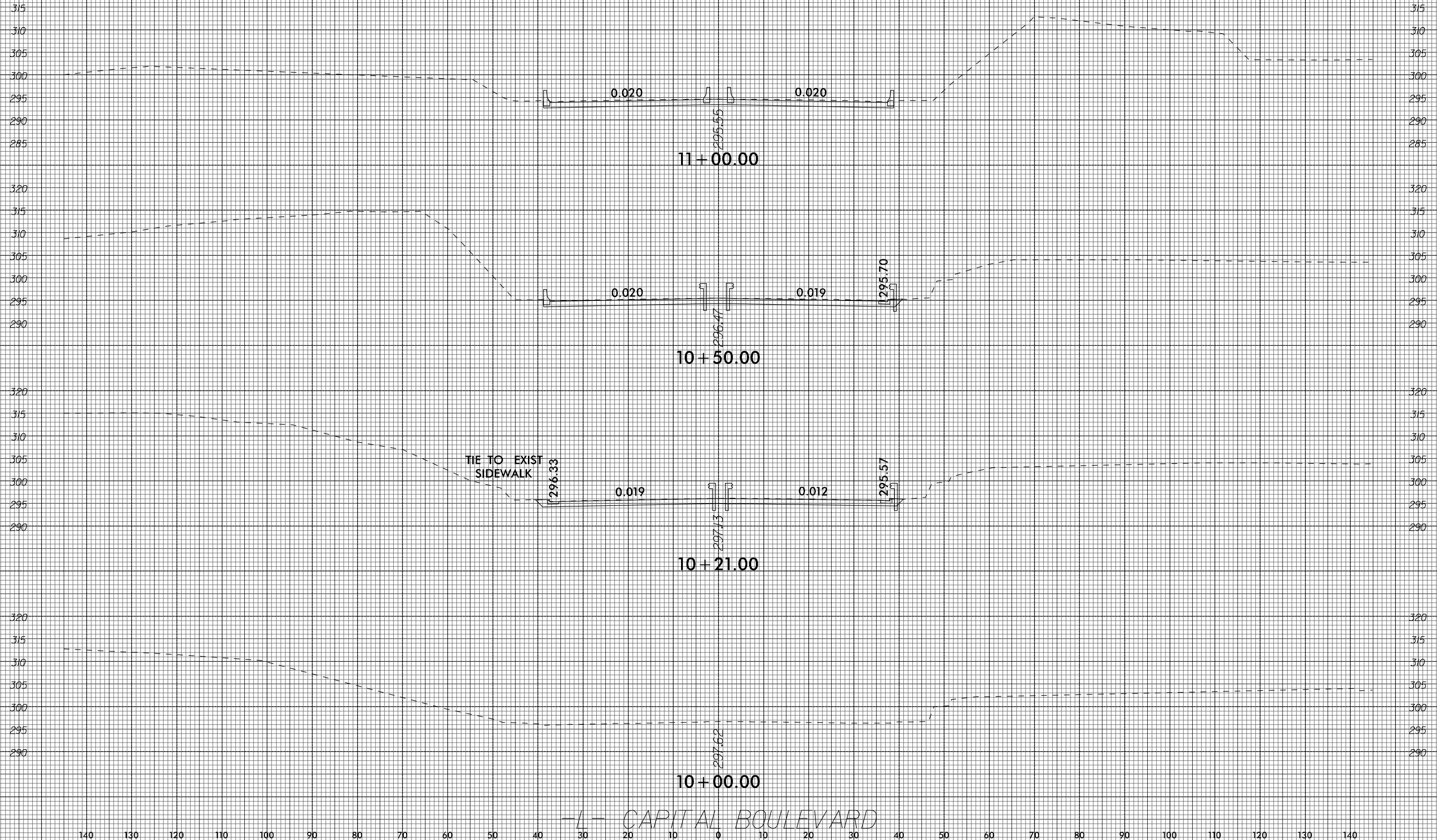
**CROSS-SECTION SUMMARY**

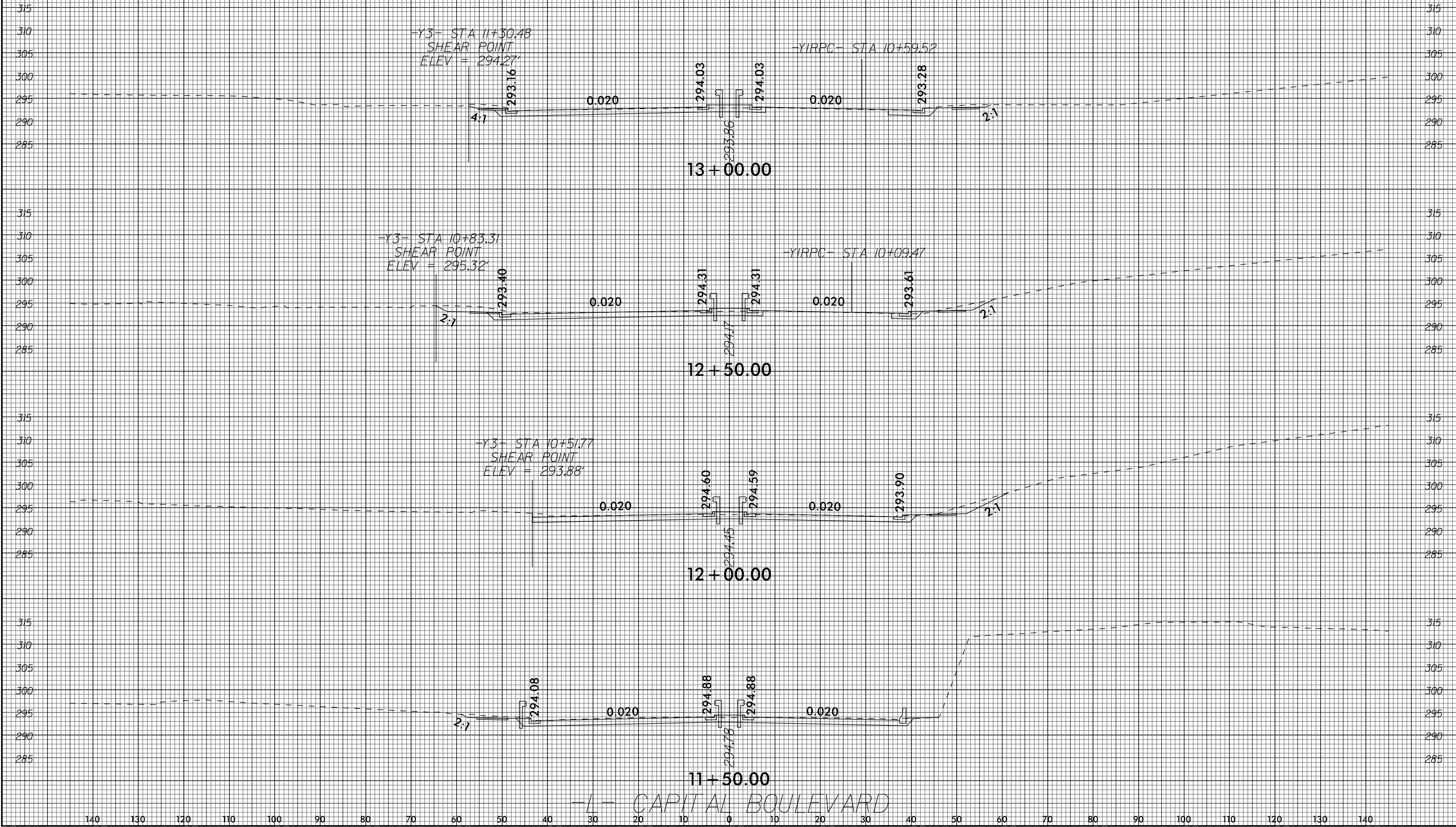
NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

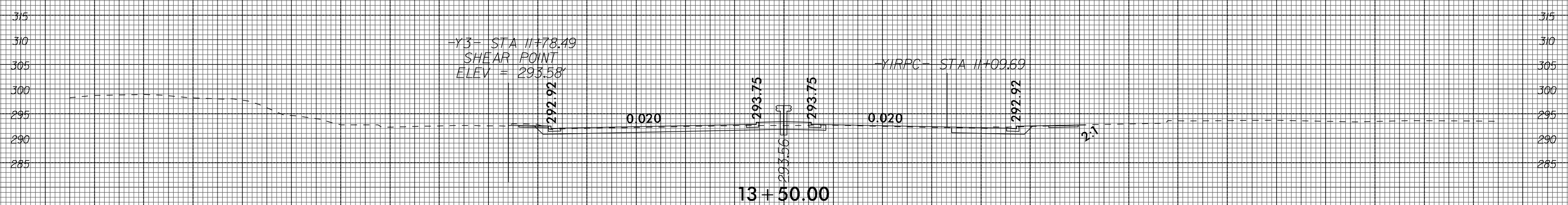
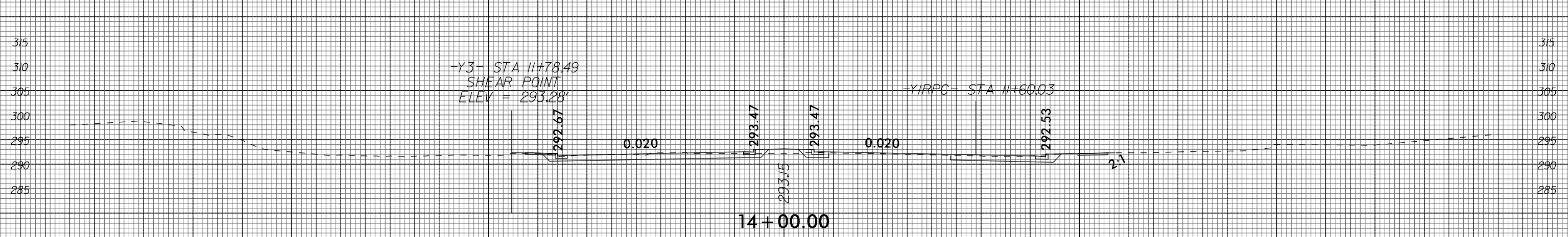
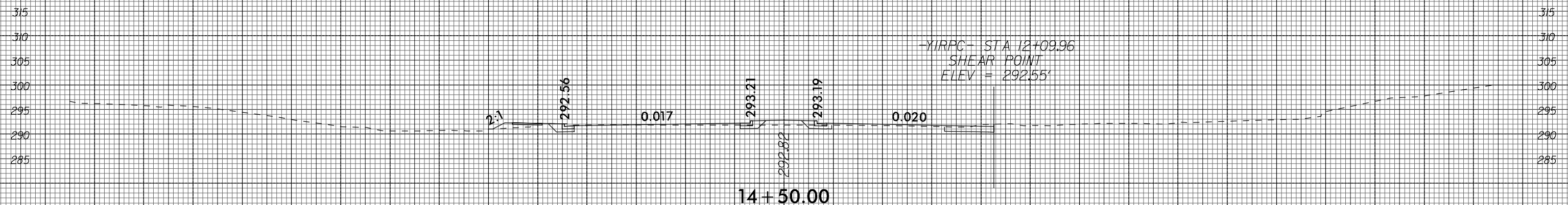
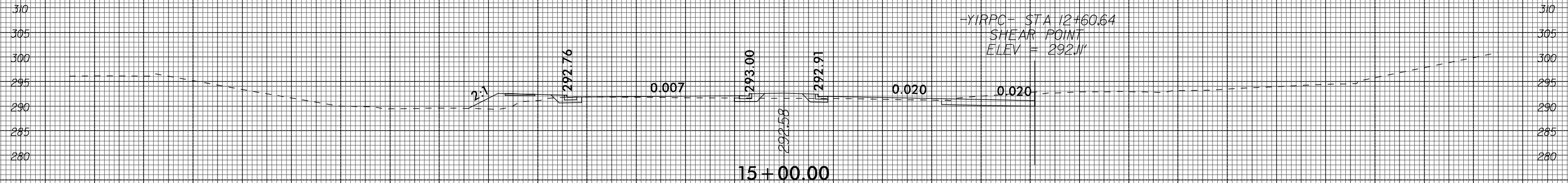
Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt
<b>SBL</b>	(cu. yd.)	(cu. yd.)	<b>Y1 (LT)</b>	(cu. yd.)	(cu. yd.)	<b>Y1 (RT)</b>	(cu. yd.)	(cu. yd.)	<b>FLYOVER</b>	(cu. yd.)	(cu. yd.)	<b>Y2RPB</b>	(cu. yd.)	(cu. yd.)	<b>Y6 (LT)</b>	(cu. yd.)	(cu. yd.)
10+00.00	0	0	12+15.00	0	0	22+00.00	55	4	14+00.00	31	76	15+51.76	4	39	12+60.00	0	0
10+38.42	46	0	12+50.00	4	3	22+50.00	12	4	14+50.00	33	61	15+83.50	1	28	13+00.00	10	3
10+88.23	56	2	13+00.00	3	11	22+97.00	14	1	15+00.00	80	37				13+24.00	4	2
11+38.06	58	5	13+30.00	2	7				15+20.00	81	12	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	13+50.00	3	3
11+88.02	59	6	13+50.00	3	4	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	15+34.34	90	8				14+00.00	4	10
12+37.98	59	6	14+00.00	4	17				16+00.00	710	41	<b>Y2LPC</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	14+50.00	5	13
12+87.97	63	9	14+25.00	0	25	<b>Y1RPC</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	16+50.00	790	41	10+00.00	0	0	15+00.00	3	29
13+38.01	67	14	14+50.00	0	41	11+72.25	0	0	17+00.00	708	48	10+30.37	34	8	15+50.00	14	29
13+88.26	73	11	14+75.00	0	58	12+09.96	34	2	17+50.00	350	53	10+75.00	101	5	16+00.00	25	8
13+94.25	9	0	15+00.00	0	189	12+60.64	103	0	18+00.00	65	183	11+00.00	94	0	16+50.00	26	7
			15+50.00	1	384	13+11.33	195	0	18+50.00	0	834	11+50.00	242	0			
<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	16+00.00	0	164	13+61.02	222	0	19+00.00	0	1561	11+90.00	195	0	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>
			16+50.00	0	155	14+10.60	323	0	19+19.50	0	551	12+31.00	133	1			
<b>NBL</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	17+00.00	54	108	14+58.39	444	0				12+70.48	555	1	<b>Y6 (RT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
10+00.00	0	0	17+50.00	67	40	15+05.59	485	0	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>				12+60.00	0	0
10+38.55	60	21	18+00.00	63	1	15+52.58	545	0				<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	13+00.00	15	2
10+88.45	91	18	18+50.00	192	0	15+99.36	585	0	<b>FLYOVER</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>Y3</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	13+24.00	5	2
11+38.26	94	14	19+00.00	318	0	16+45.95	638	0	21+76.69	0	0				13+50.00	5	3
11+88.04	94	13	19+50.00	582	0	16+92.37	787	0	22+00.00	0	831	10+03.00	0	0	14+00.00	6	3
12+37.75	102	9	20+00.00	446	0	17+38.81	907	0	22+50.00	1	1730	10+51.77	19	5	14+50.00	8	4
12+87.42	111	9	20+50.00	242	2	17+85.15	1003	1	23+00.00	13	1398	10+83.31	9	6	15+00.00	11	11
13+37.03	123	10	21+00.00	253	10	18+33.19	1170	1	23+50.00	31	648	11+30.48	12	8	15+50.00	25	14
13+86.53	130	7	21+50.00	64	18	18+74.21	634	0	24+00.00	27	250	11+78.49	11	6	16+00.00	41	17
13+92.47	14	0	22+00.00	16	20				24+50.00	16	73	12+28.49	19	4	16+50.00	35	18
			22+50.00	9	13	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	25+00.00	18	23	12+56.00	22	0			
			22+97.00	23	3				25+39.61	20	18	12+95.00	29	0	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>
						<b>Y1RPD</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	25+50.00	6	3						
									25+76.00	12	5	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Y6</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
			<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	11+04.96	0	0							16+50.00	0	0
						11+13.69	5	4				<b>Y4</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>			
			<b>Y1 (RT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	11+63.18	28	22	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>				17+00.00	40	81
			12+15.00	0	0	12+12.94	40	14				<b>Y2RPA</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	17+50.00	37	111
			12+50.00	7	1	12+62.39	54	3	<b>Y2RPA</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>				18+00.00	48	87
			13+00.00	8	8	13+11.97	107	0	16+57.00	0	0	11+00.00	51	0	18+50.00	88	58
			13+30.00	4	8	13+61.63	205	0	16+63.00	8	3	11+27.00	19	0	19+00.00	118	38
			13+50.00	2	5	14+11.03	313	0	17+30.00	75	37				19+27.00	30	47
			14+00.00	1	20	14+60.20	469	0	17+72.00	39	19	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	19+58.46	3	188
			14+25.00	0	17	15+09.16	653	0	18+16.02	38	16						
			14+50.00	0	28	15+59.13	873	0	18+38.40	43	5	<b>Y5</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>			
			14+75.00	0	35	16+09.61	1316	0				10+18.00	0	0	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>
			15+00.00	257	17	16+35.14	804	0	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	10+50.00	78	7	<b>Y7 (LT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
			15+50.00	513	11	16+85.76	1034	1				11+00.00	51	27	11+76.00	0	0
			16+00.00	4	22				<b>Y2RPB</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	11+50.00	14	169	12+00.00	13	3
			16+50.00	5	54	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	10+41.83	0	0	12+00.00	0	448	12+50.00	18	30
			17+00.00	7	58				10+84.83	7	6	12+50.00	0	727	13+00.00	16	59
			17+50.00	30	15	<b>FLYOVER</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	11+32.00	9	23	13+00.00	30	450	13+32.79	34	54
			18+00.00	69	0	10+58.08	0	0	11+50.00	5	26	13+25.00	15	100			
			18+50.00	113	0	10+98.21	55	1	12+00.00	10	63	13+65.23	0	359	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>
			19+00.00	224	0	11+46.00	44	7	12+50.00	7	48						
			19+50.00	595	0	11+94.00	45	17	13+00.00	5	50				<b>Y7 (RT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
			20+00.00	460	0	12+10.00	16	8	13+50.00	10	26				11+76.00	0	0
			20+50.00	75	1	12+50.00	28	32	14+00.00	16	18				12+00.00	4	14
			21+00.00	98	2	13+00.00	21	58	14+50.00	13	17				12+50.00	4	54
			21+50.00	95	1	13+50.00	26	66	15+02.00	8	29				13+00.00	8	49



NOTE: QUANTITIES ARE APPROXIMATE ONLY. THE RESIDENT ENGINEER WILL RE-CROSS-SECTION THE WORK ACCURATELY WHEN THE PROJECT IS STAKED OUT. THESE CROSS-SECTION NOTES WILL BE USED IN COMPUTING THE FINAL QUANTITIES FOR WHICH THE CONTRACTOR WILL BE PAID.

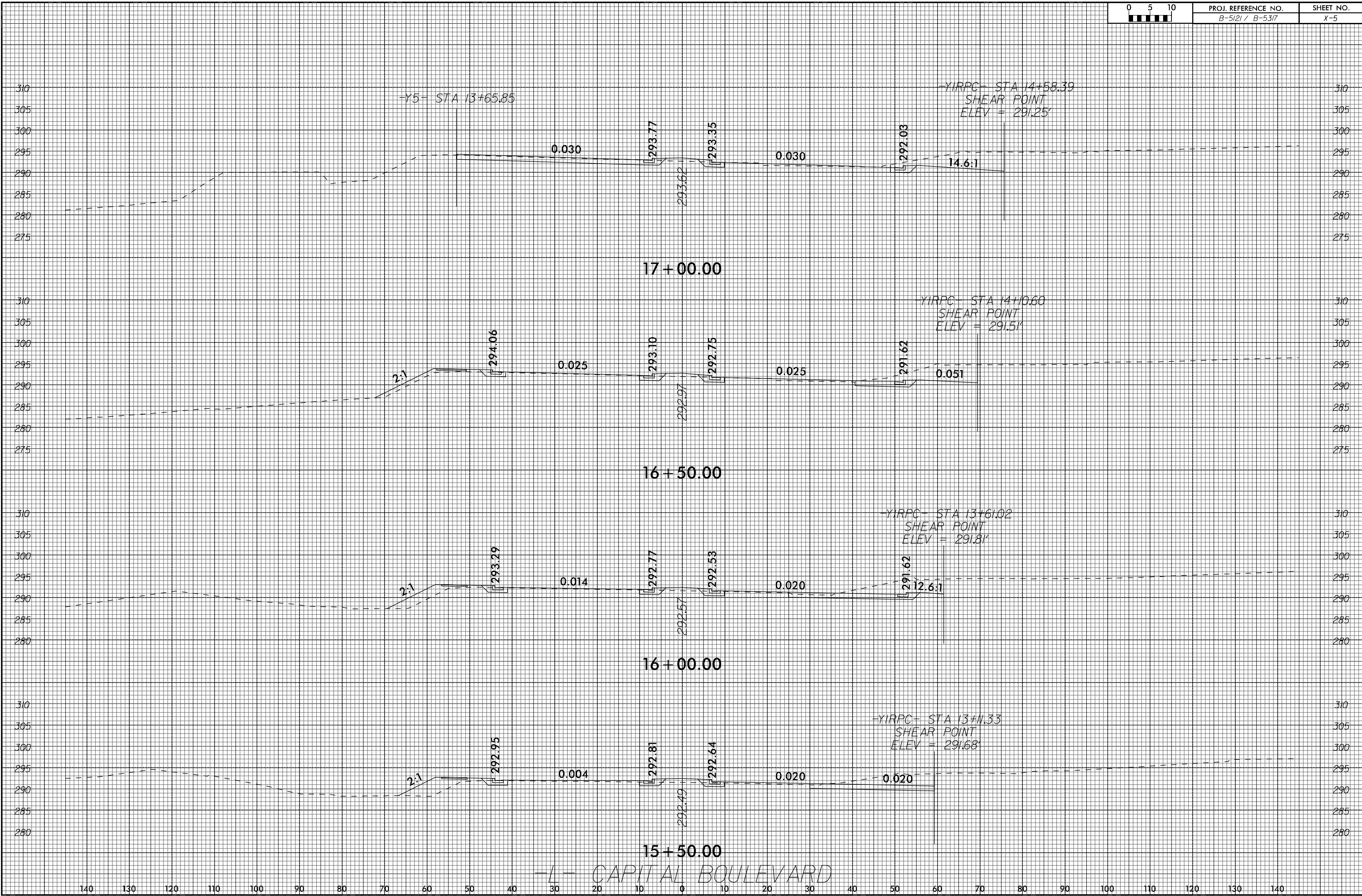


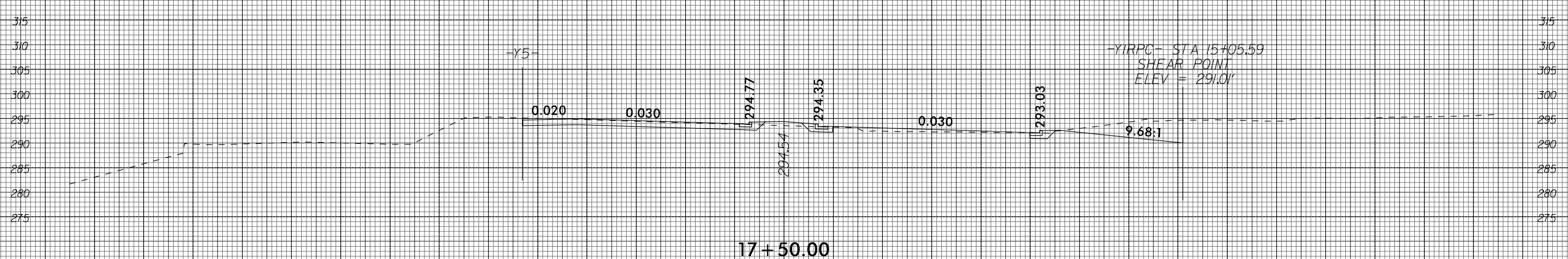
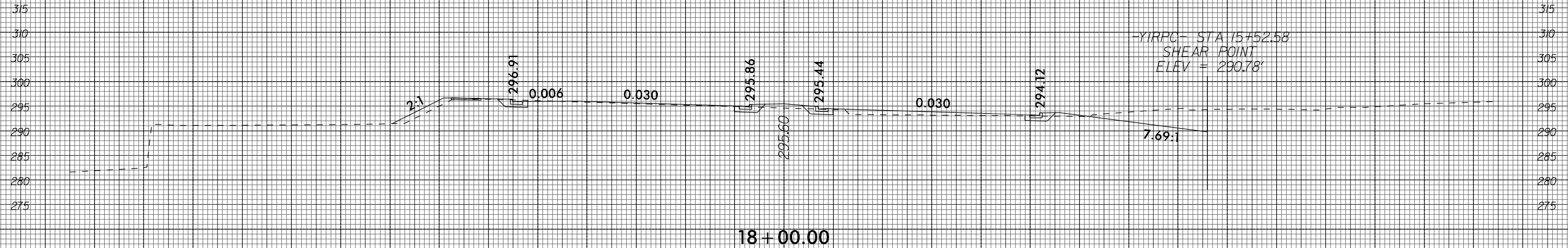
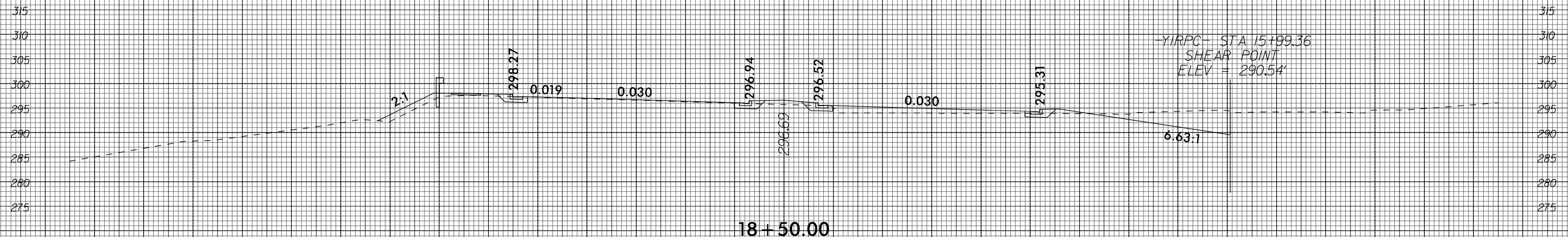




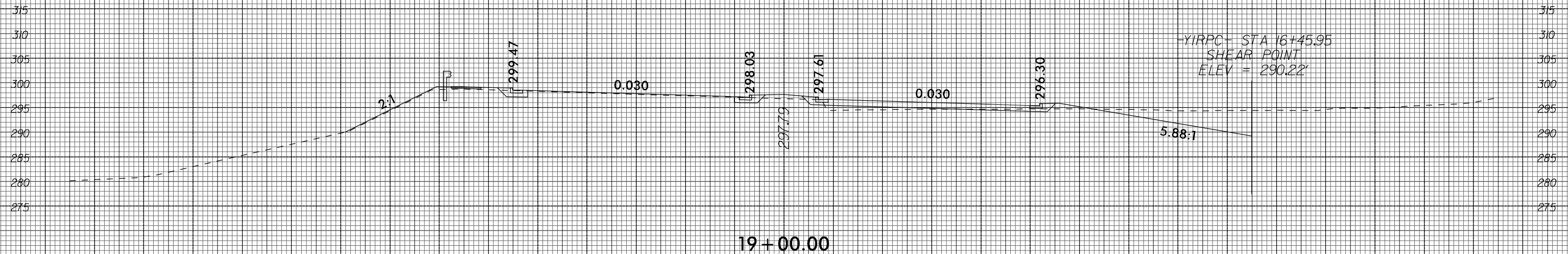
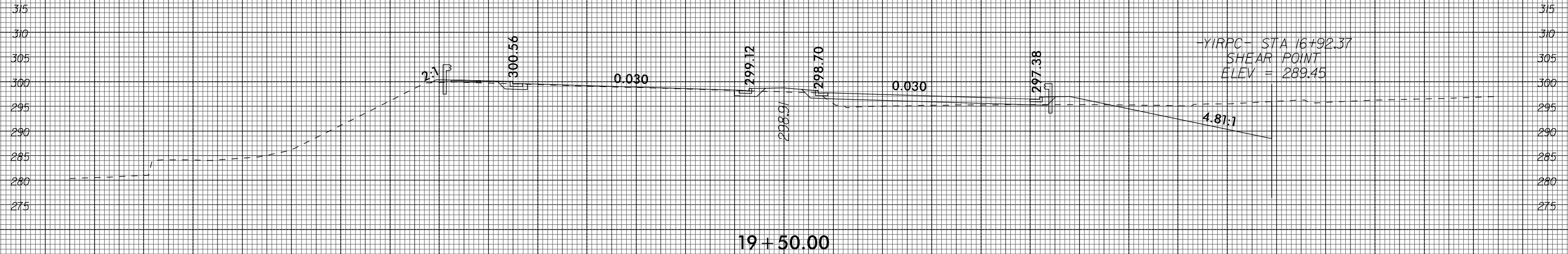
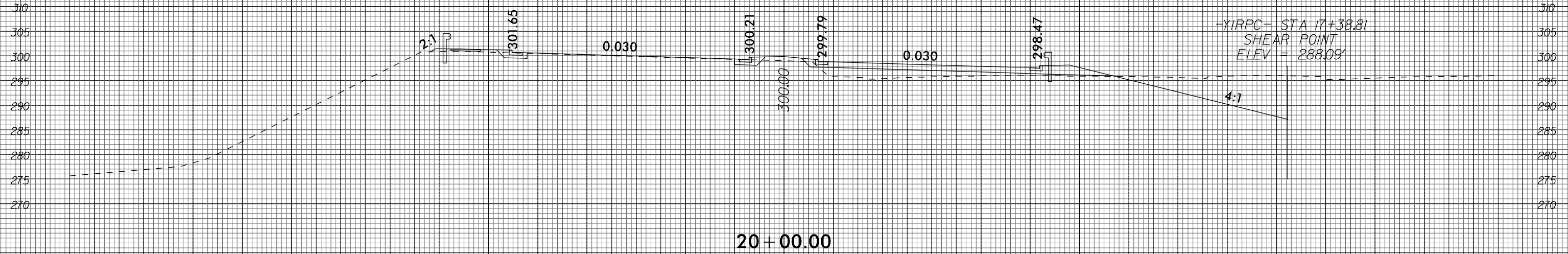
CAPITAL BOULEVARD



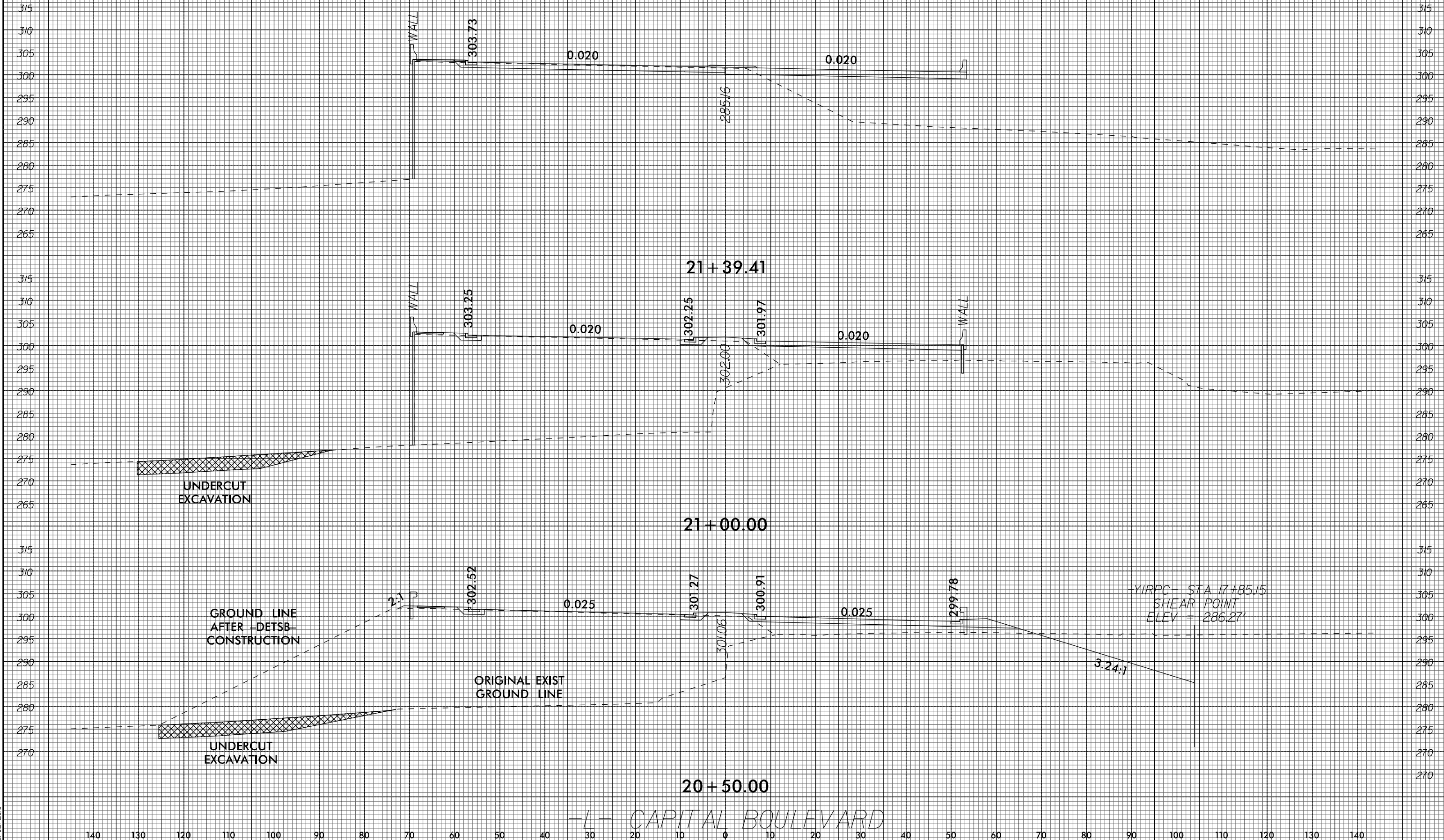


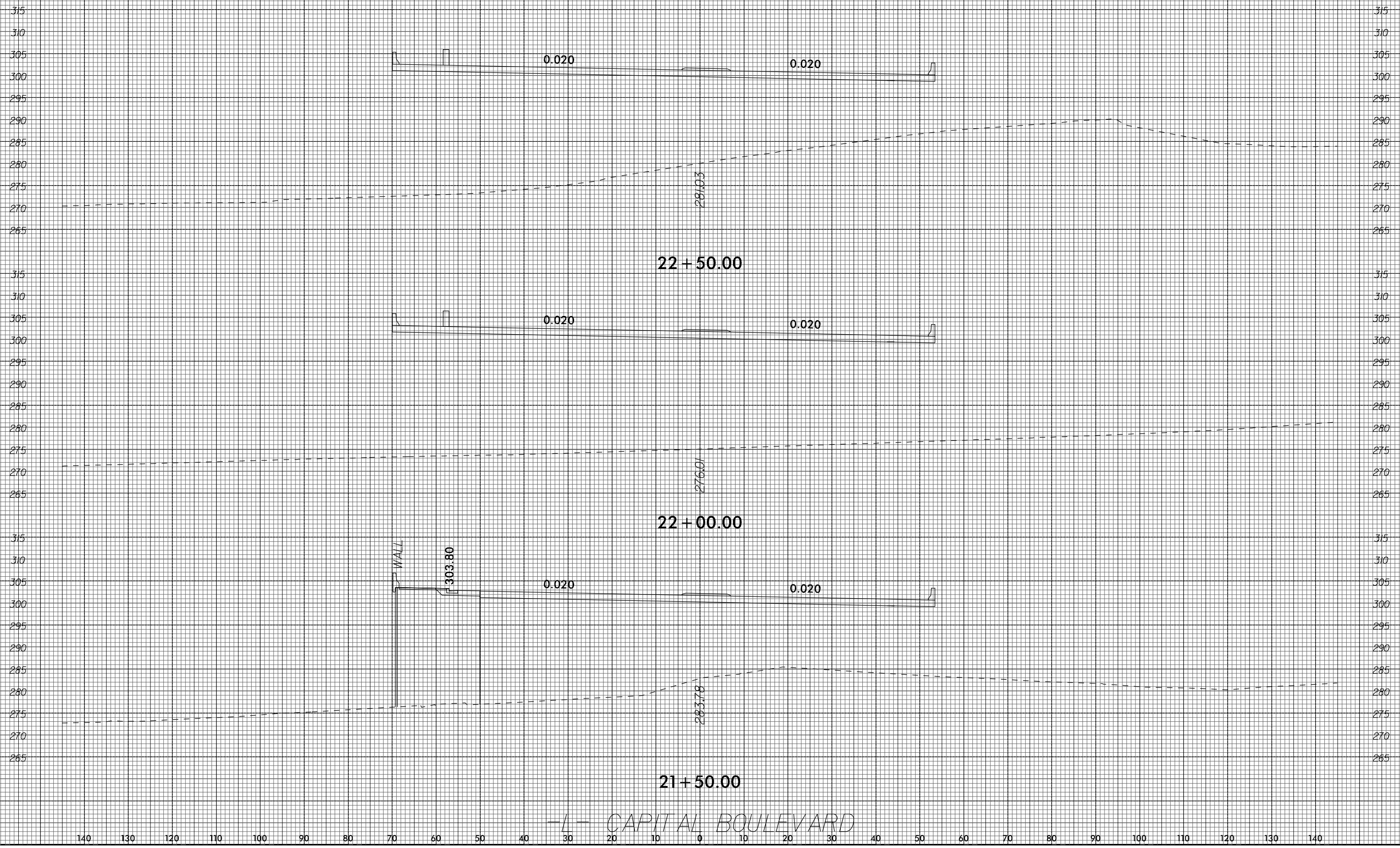


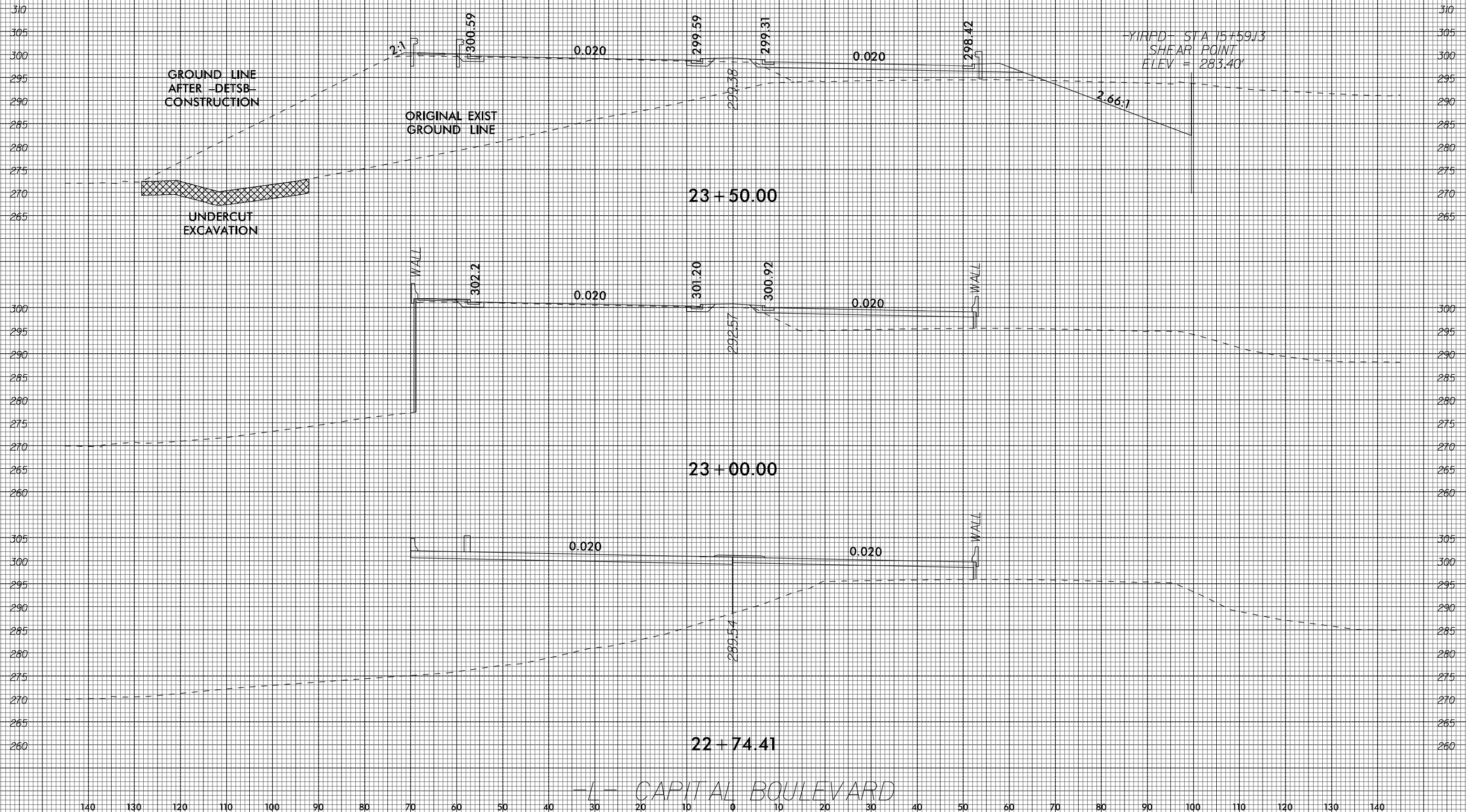
CAPITAL BOULEVARD



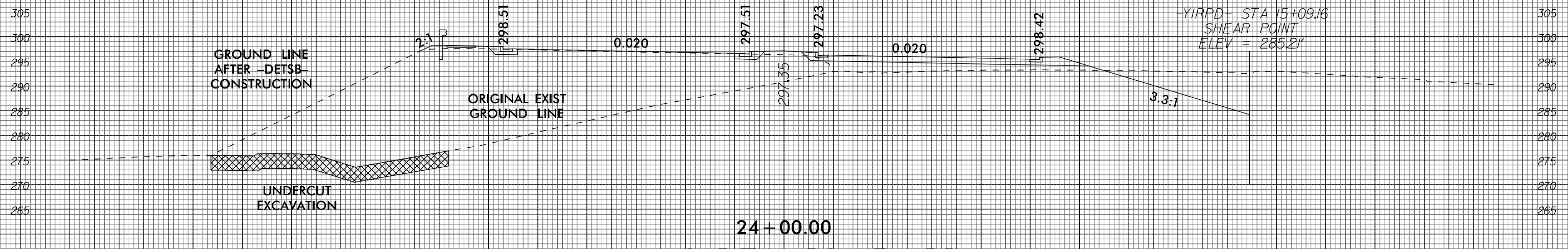
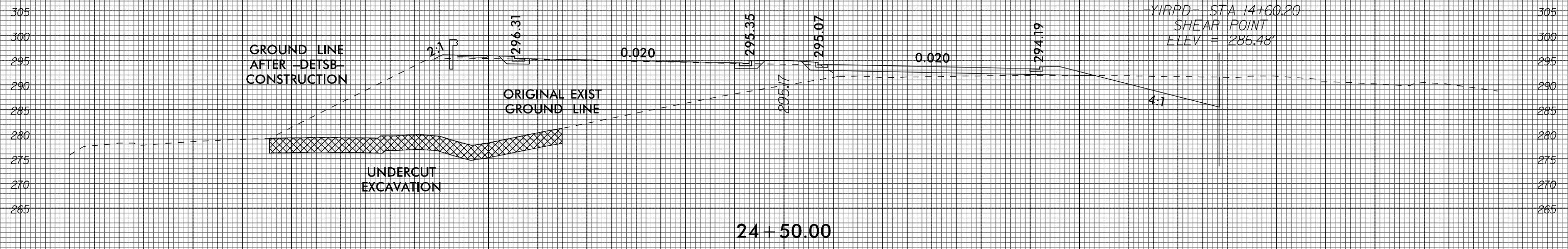
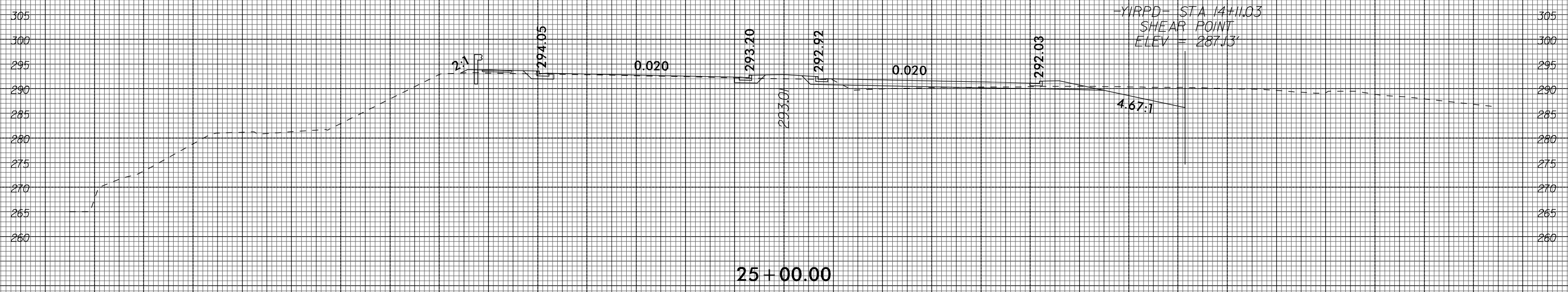
CAPITAL BOULEVARD











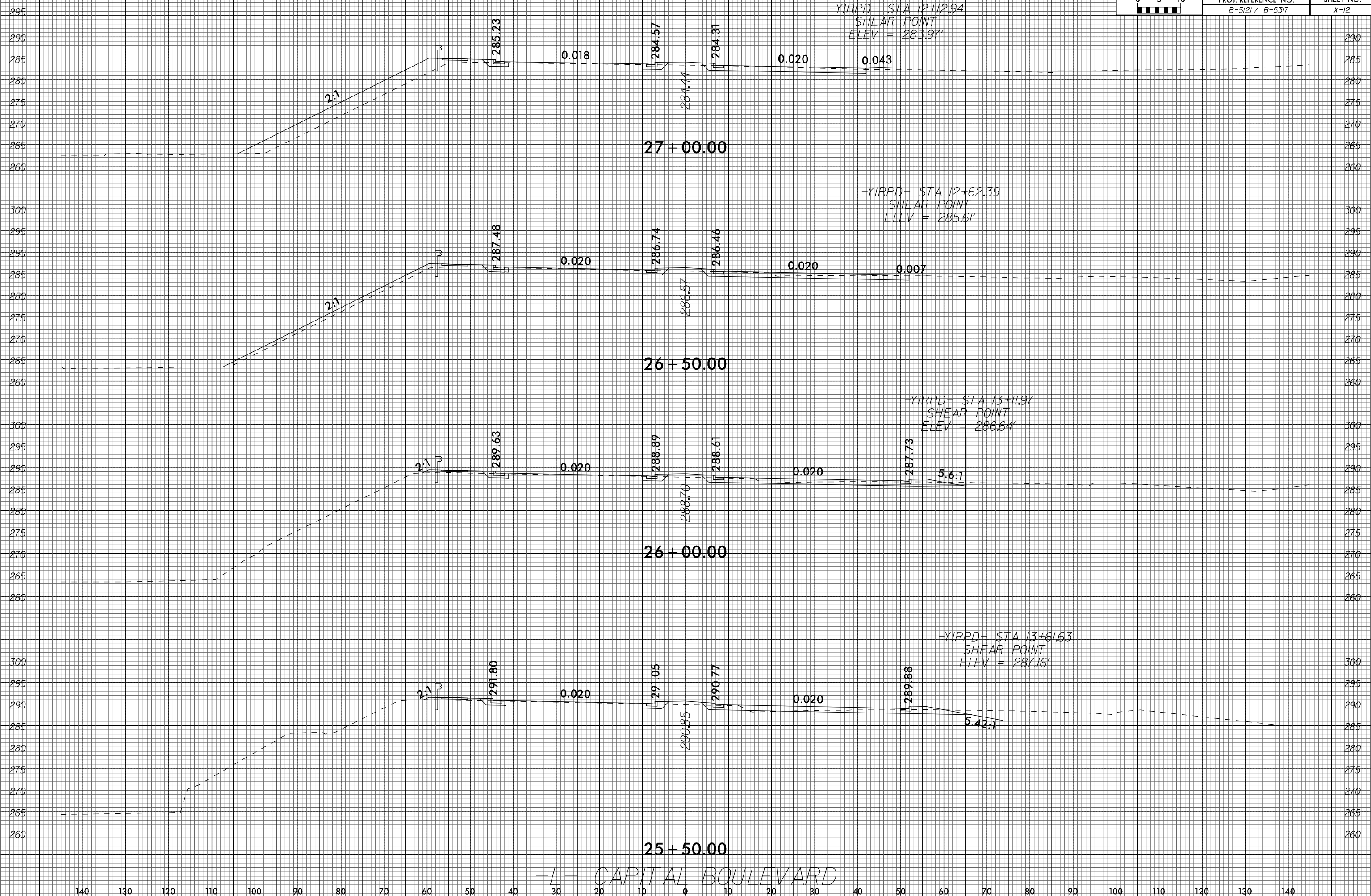
CAPITAL BOULEVARD

8/23/95



PROJ. REFERENCE NO.  
B-5121 / B-5317

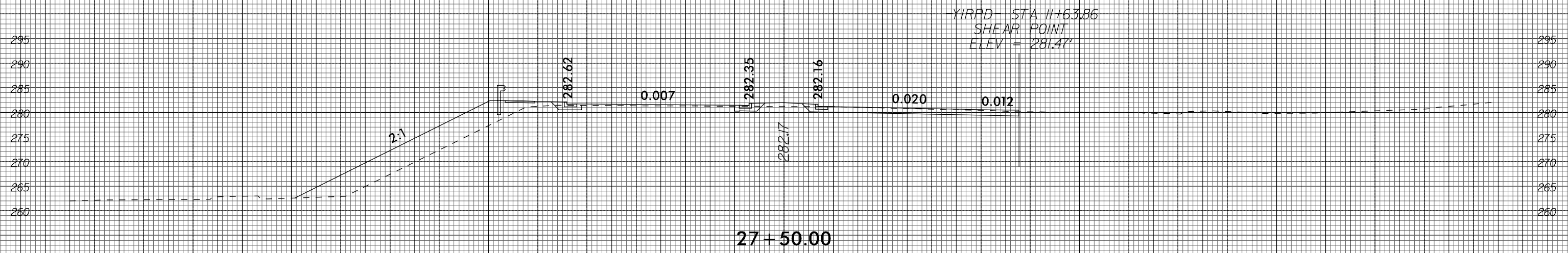
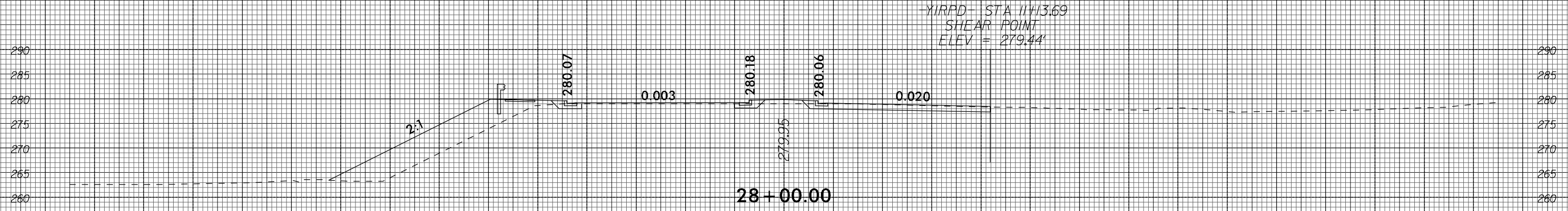
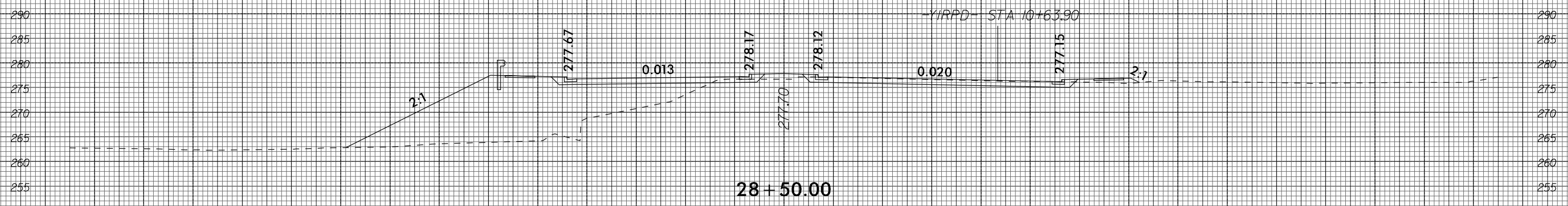
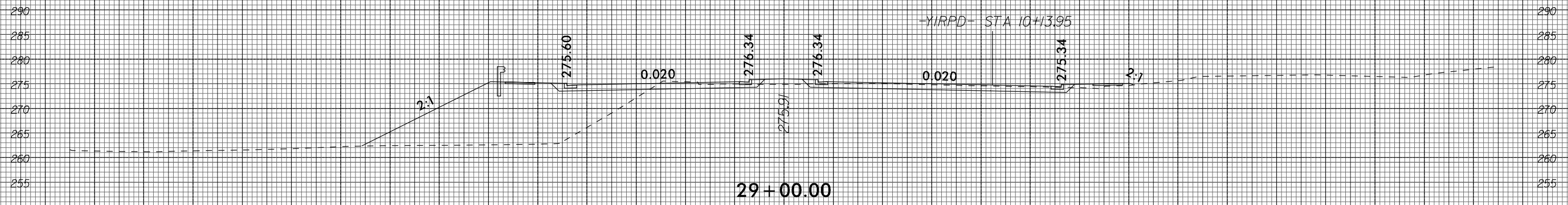
SHEET NO.  
X-12



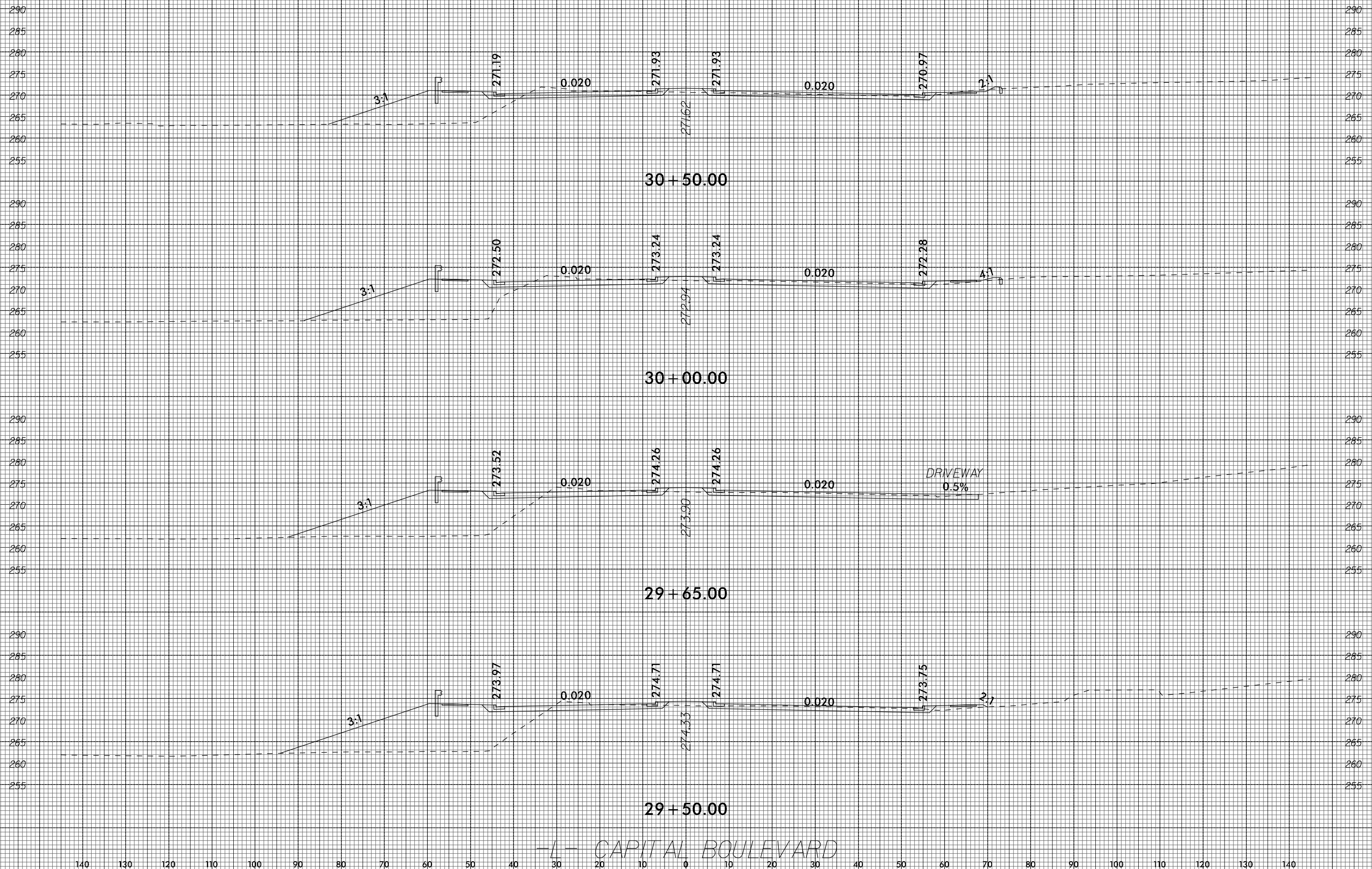
CAPITAL BOULEVARD

2/02/2016

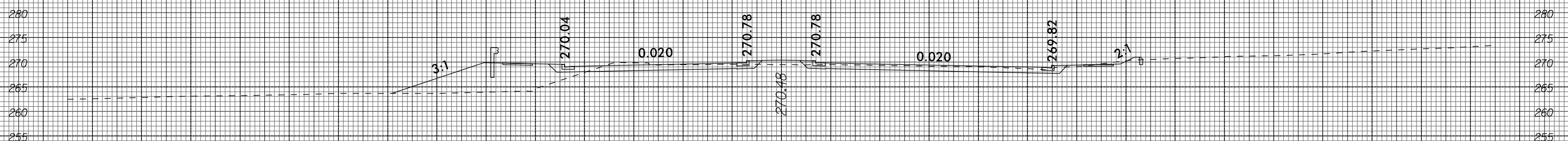
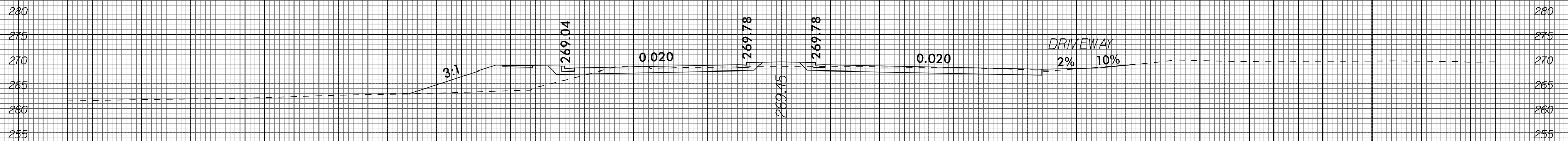
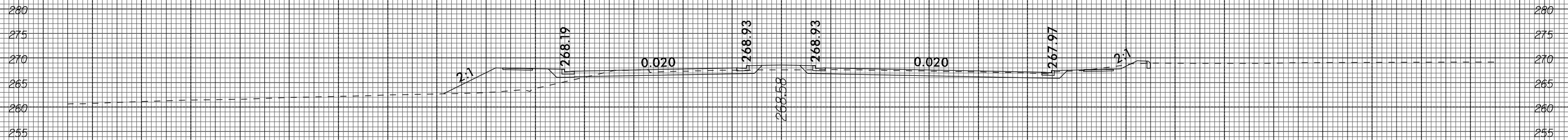




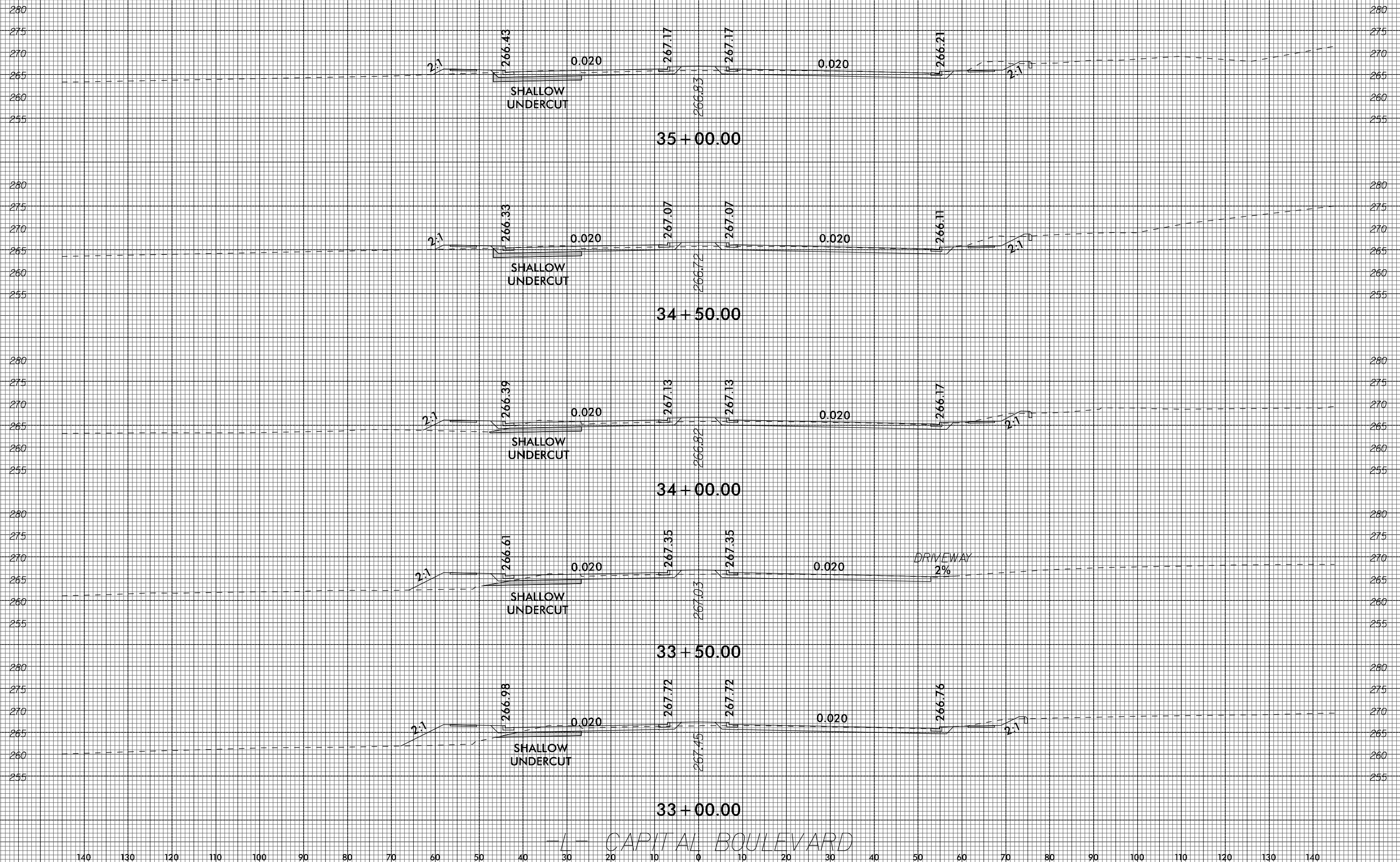
CAPITAL BOULEVARD



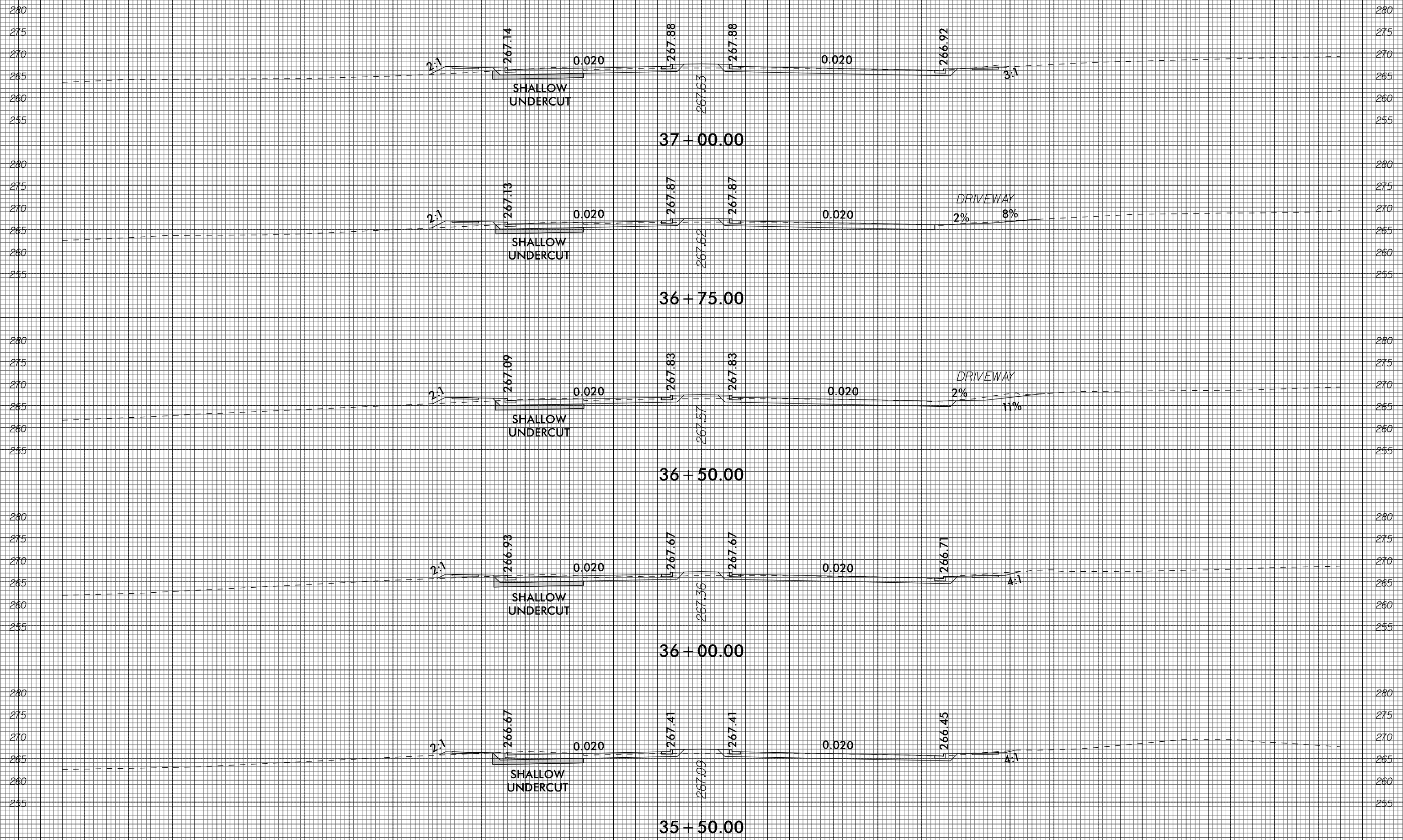
CAPITAL BOULEVARD



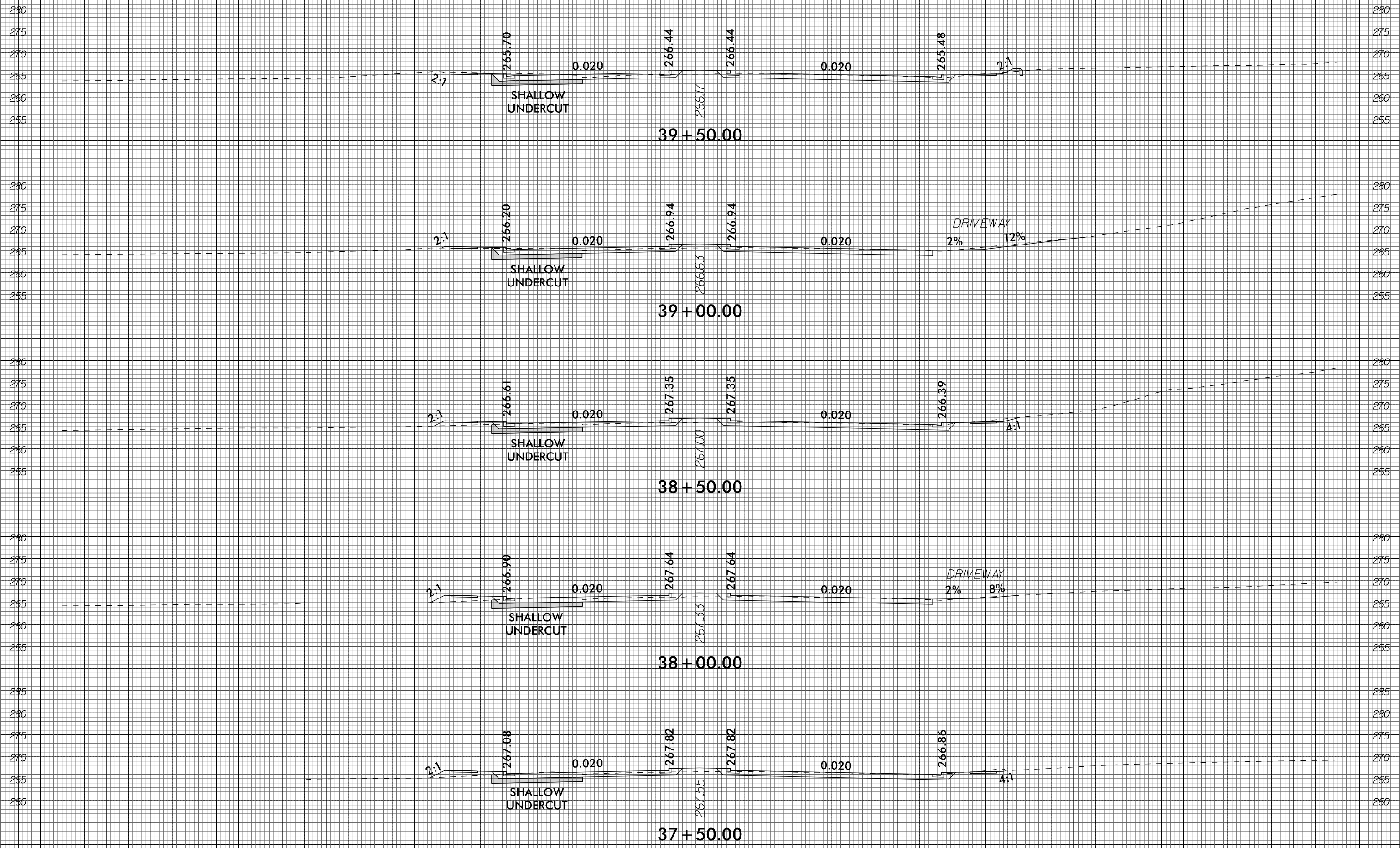
CAPITAL BOULEVARD



CAPITAL BOULEVARD

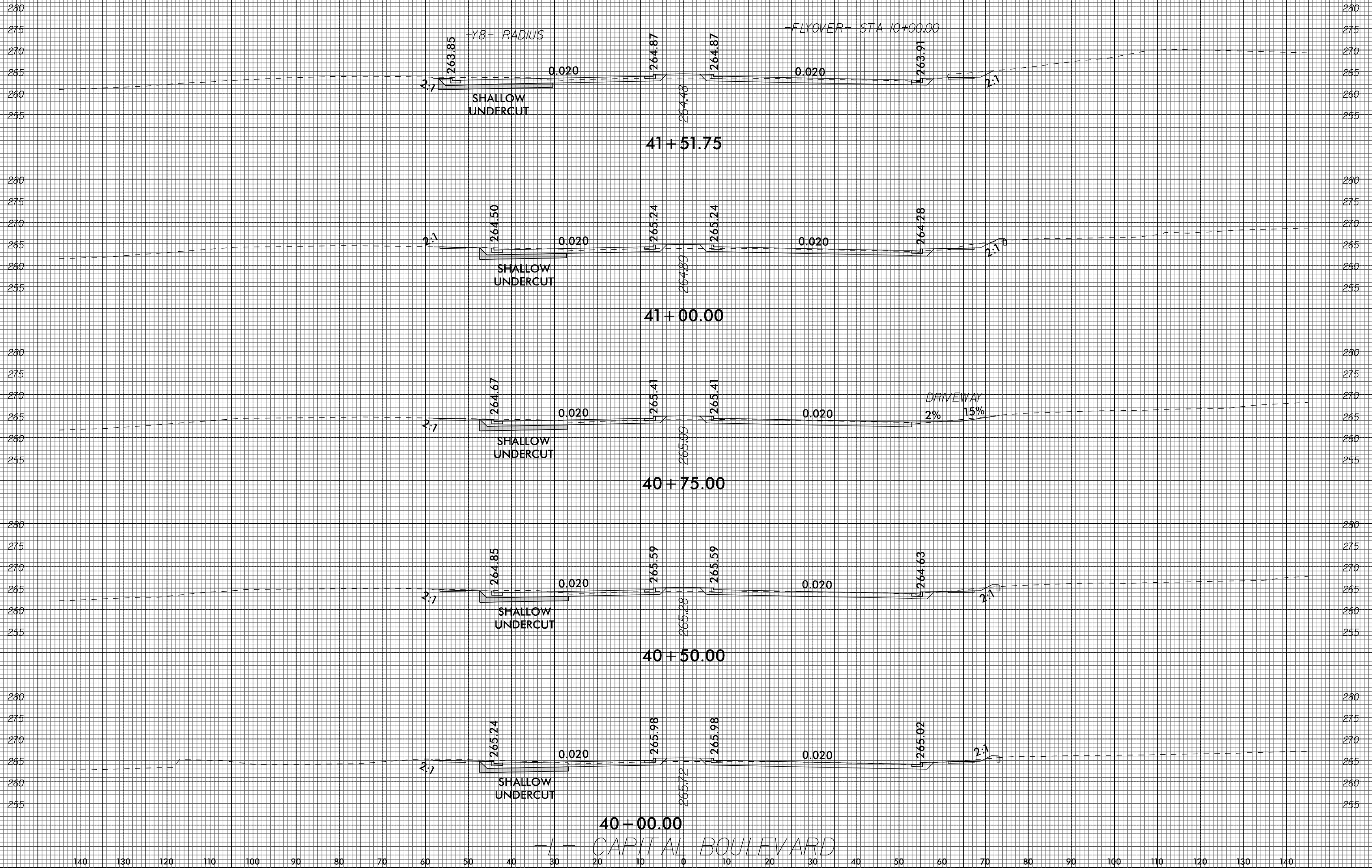


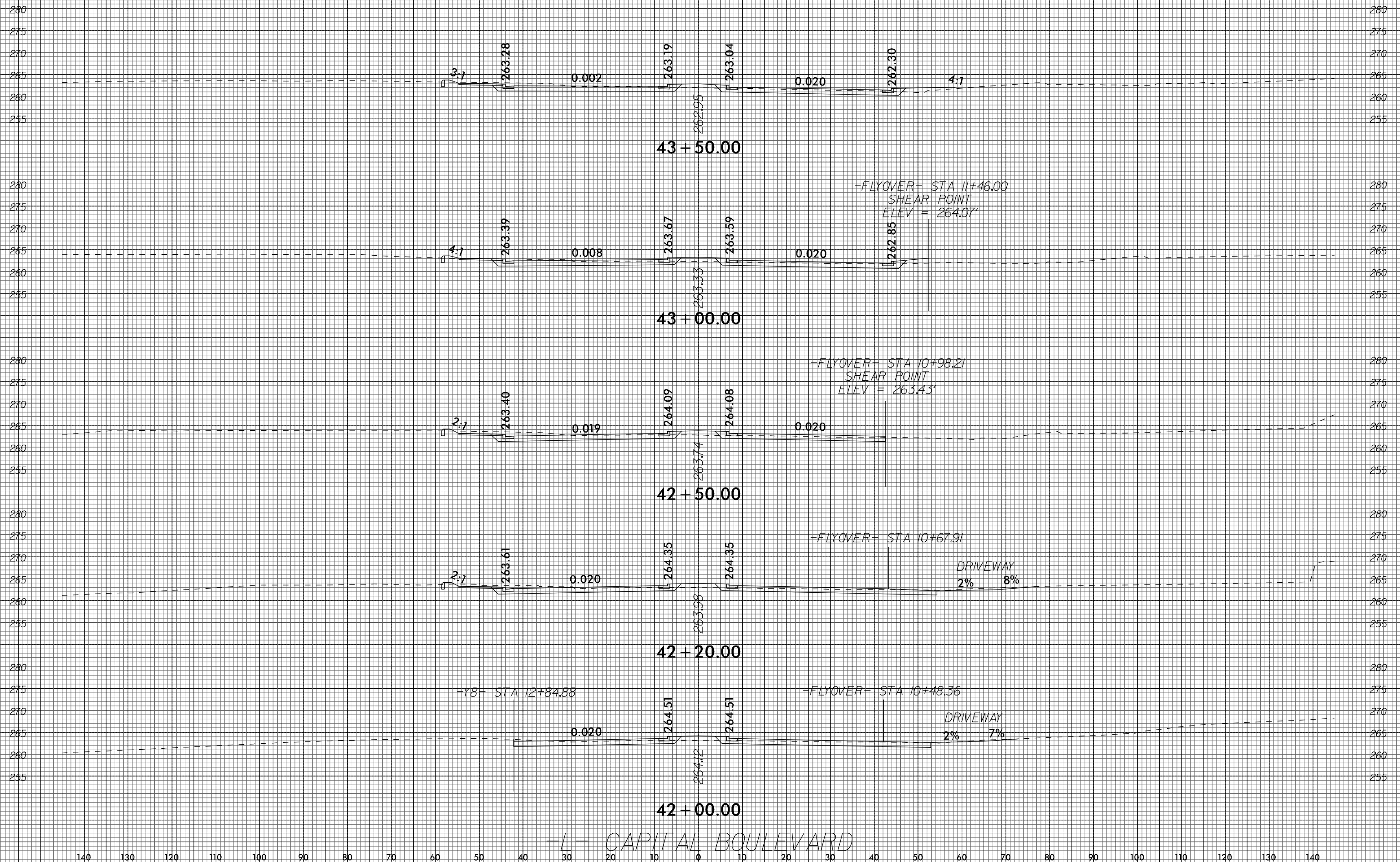
CAPITAL BOULEVARD



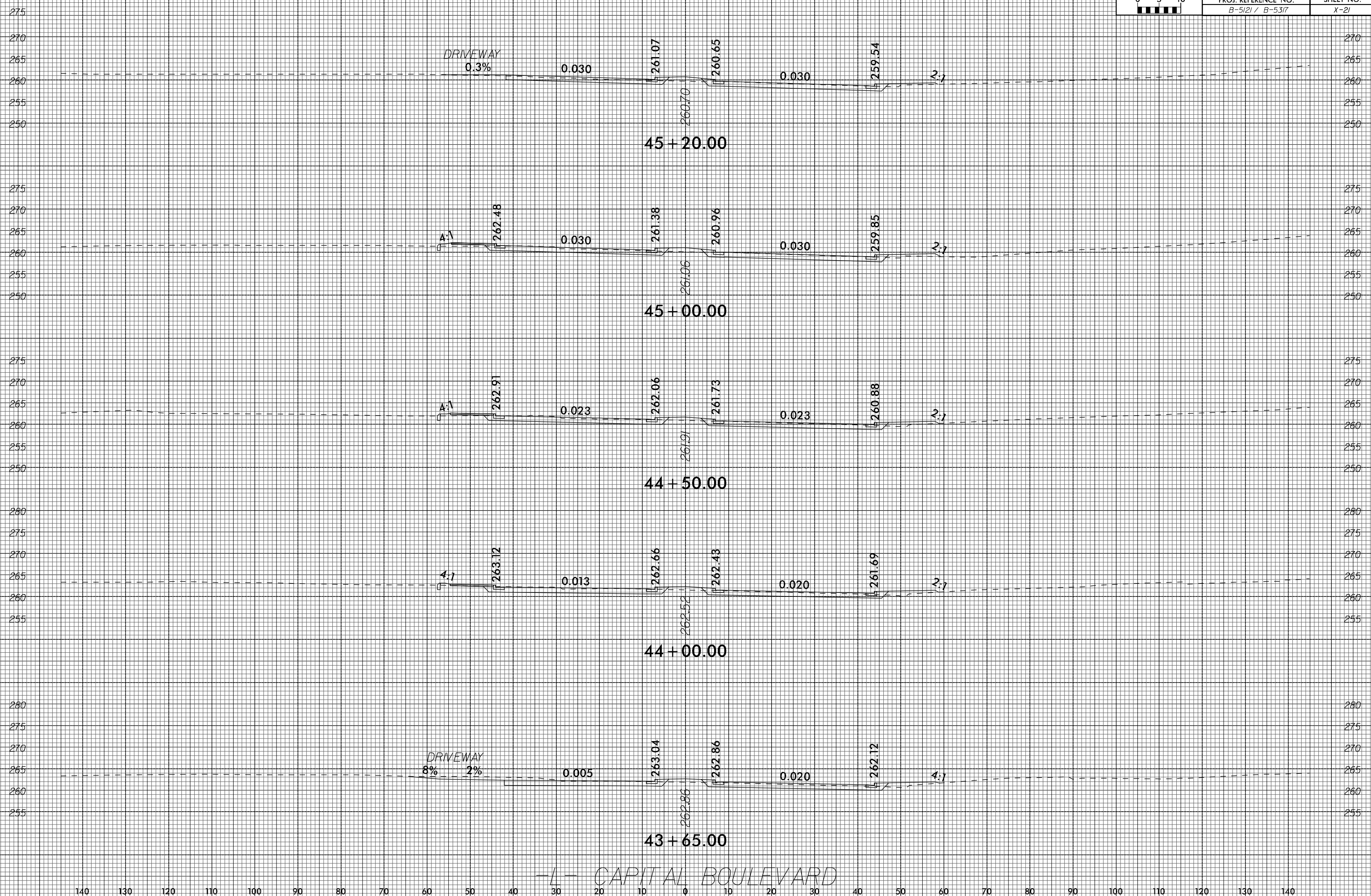
CAPITAL BOULEVARD



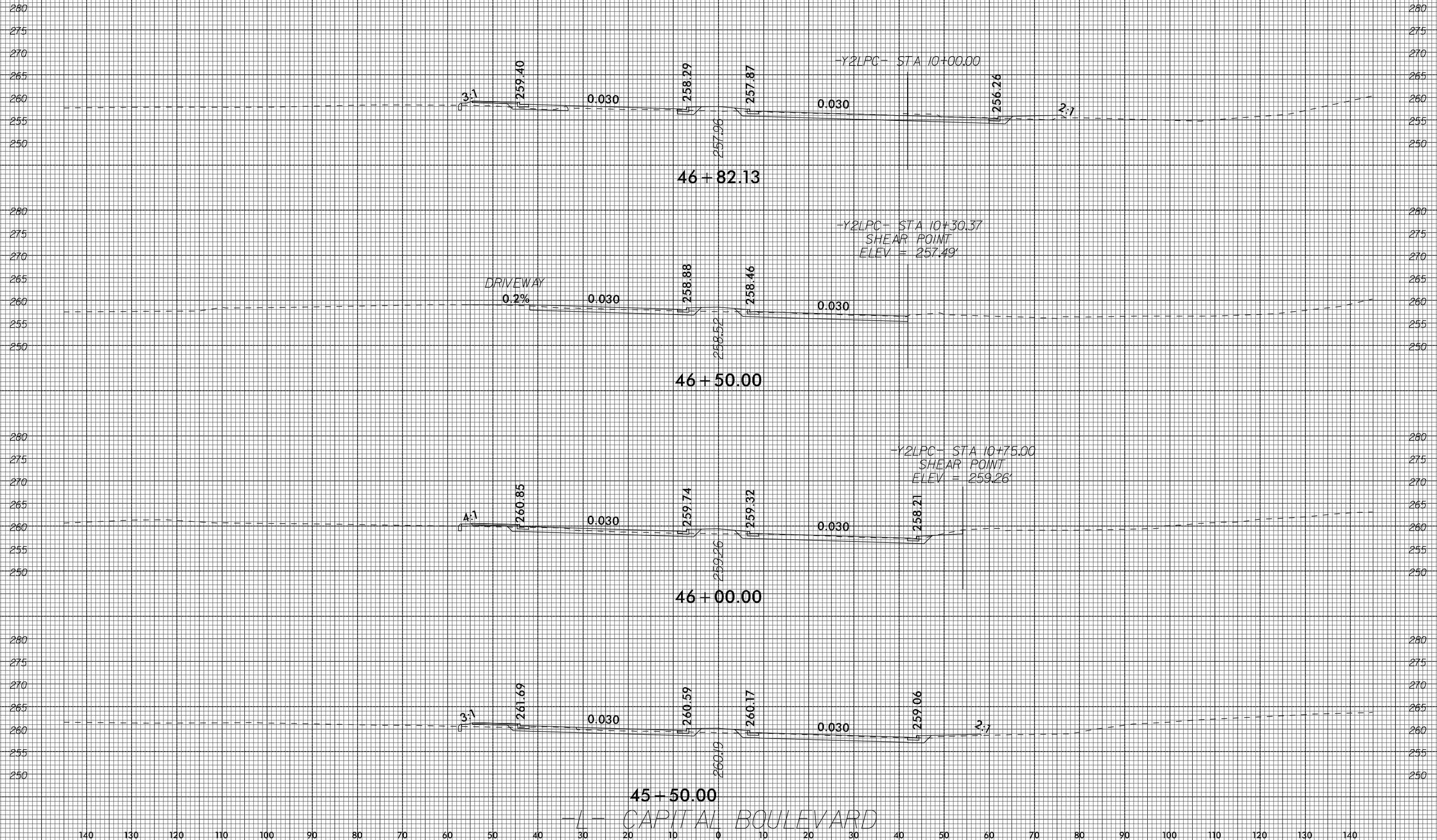


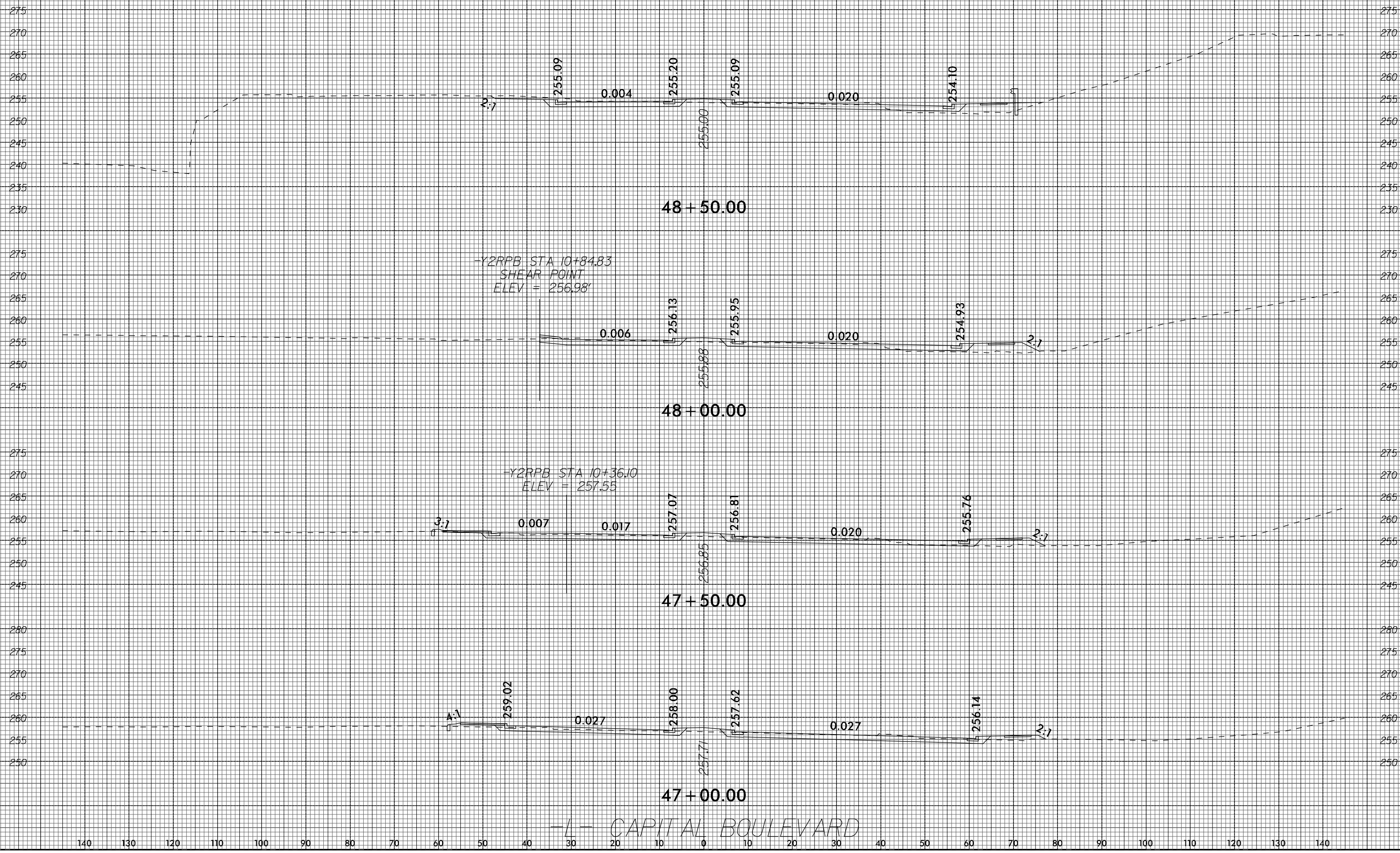


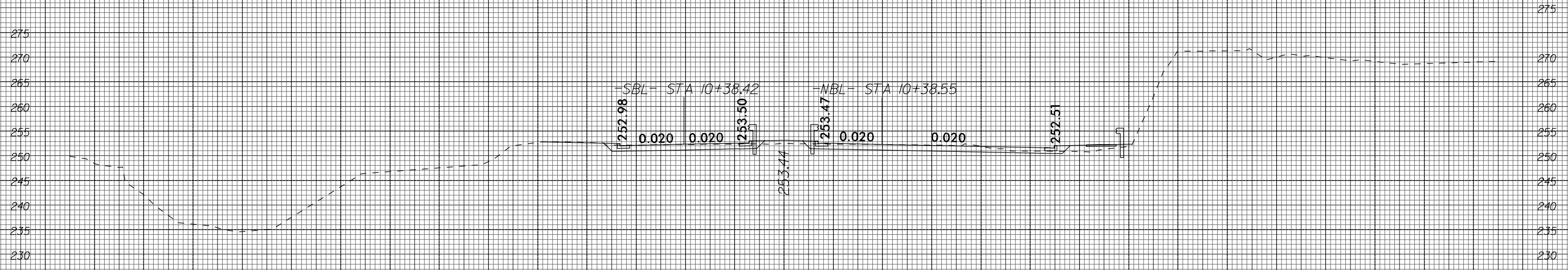




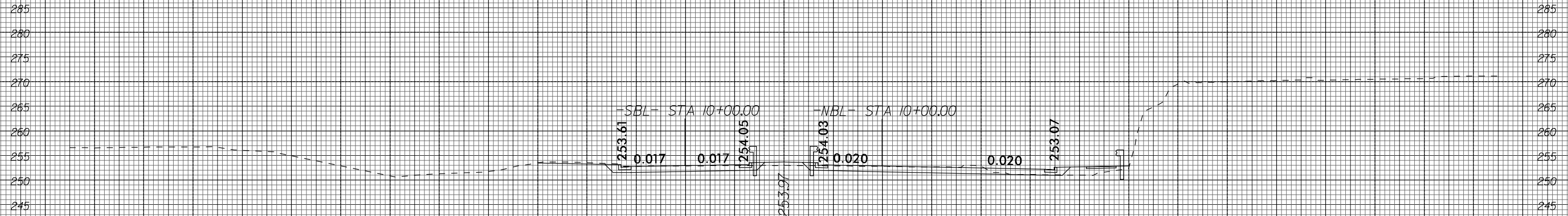
CAPITAL BOULEVARD



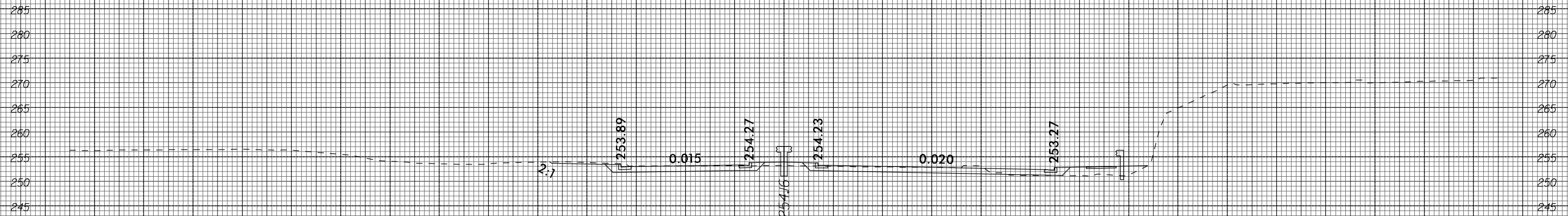




49 + 50.00

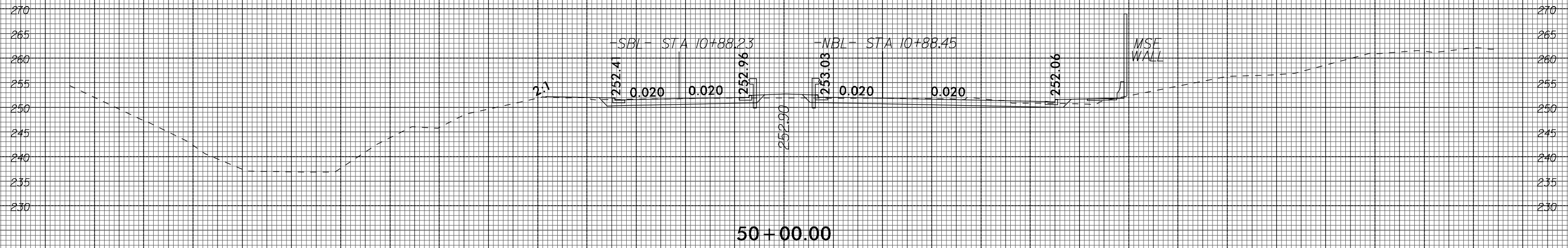
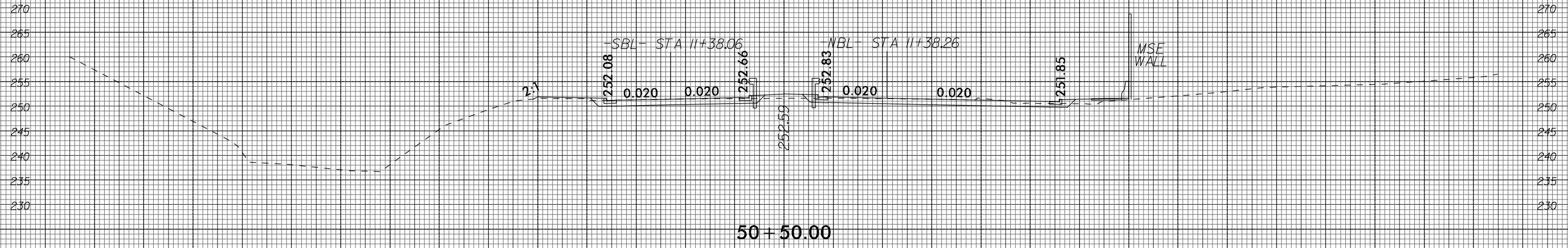
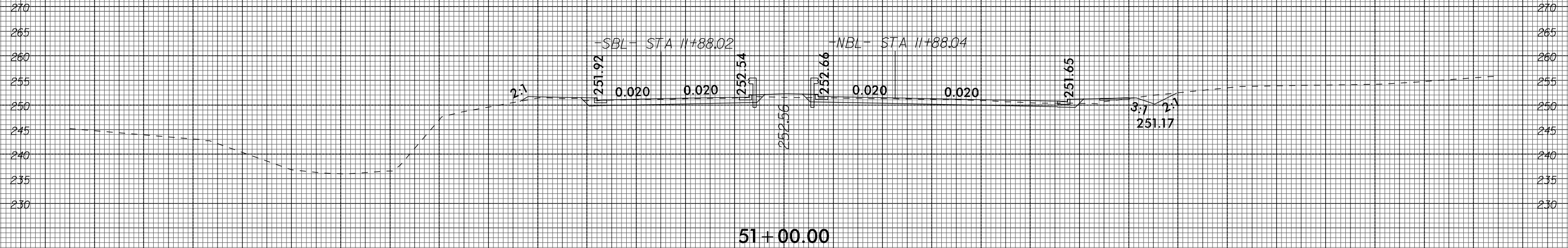


49 + 11.45

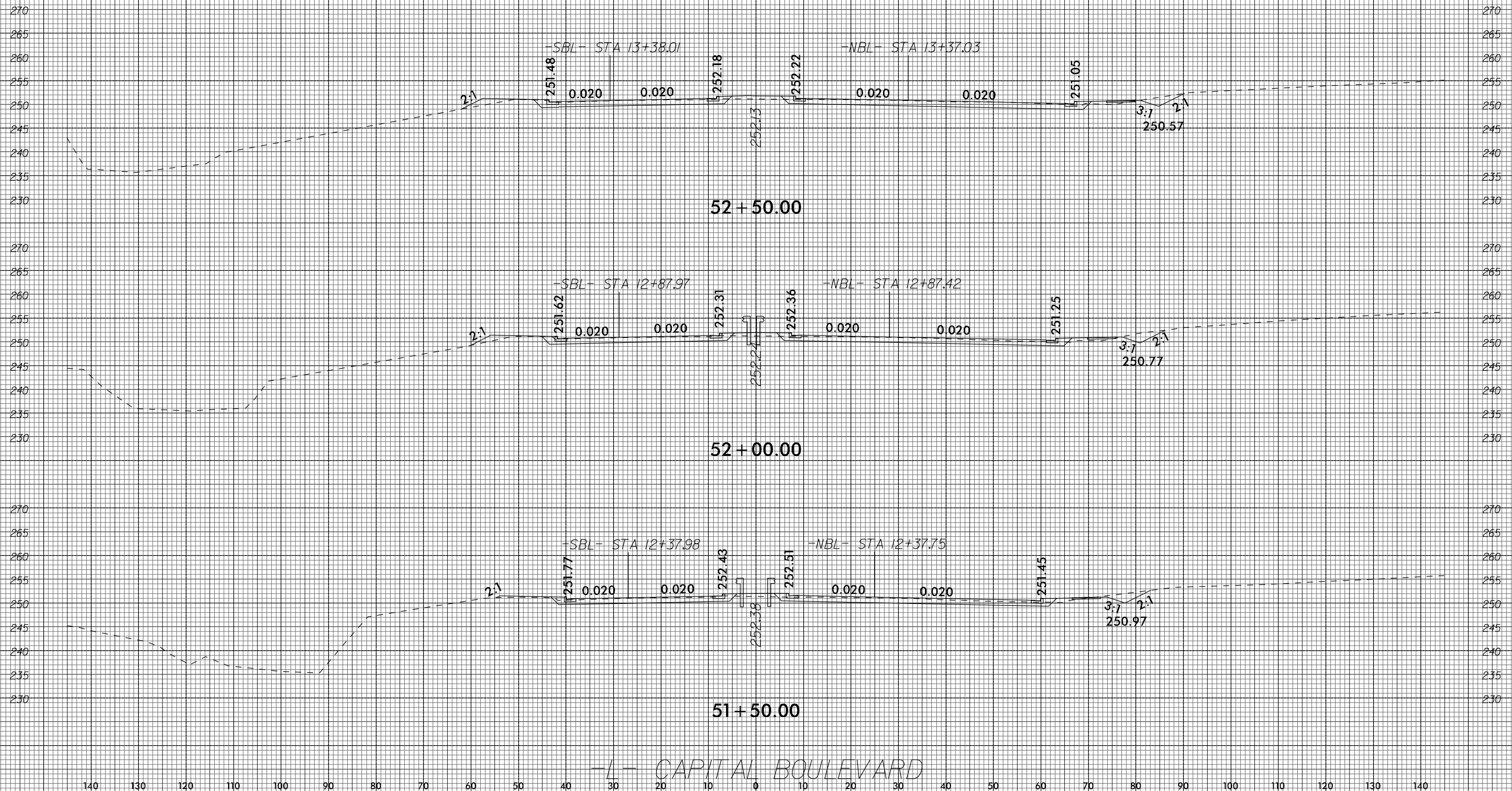


49 + 00.00

CAPITAL BOULEVARD

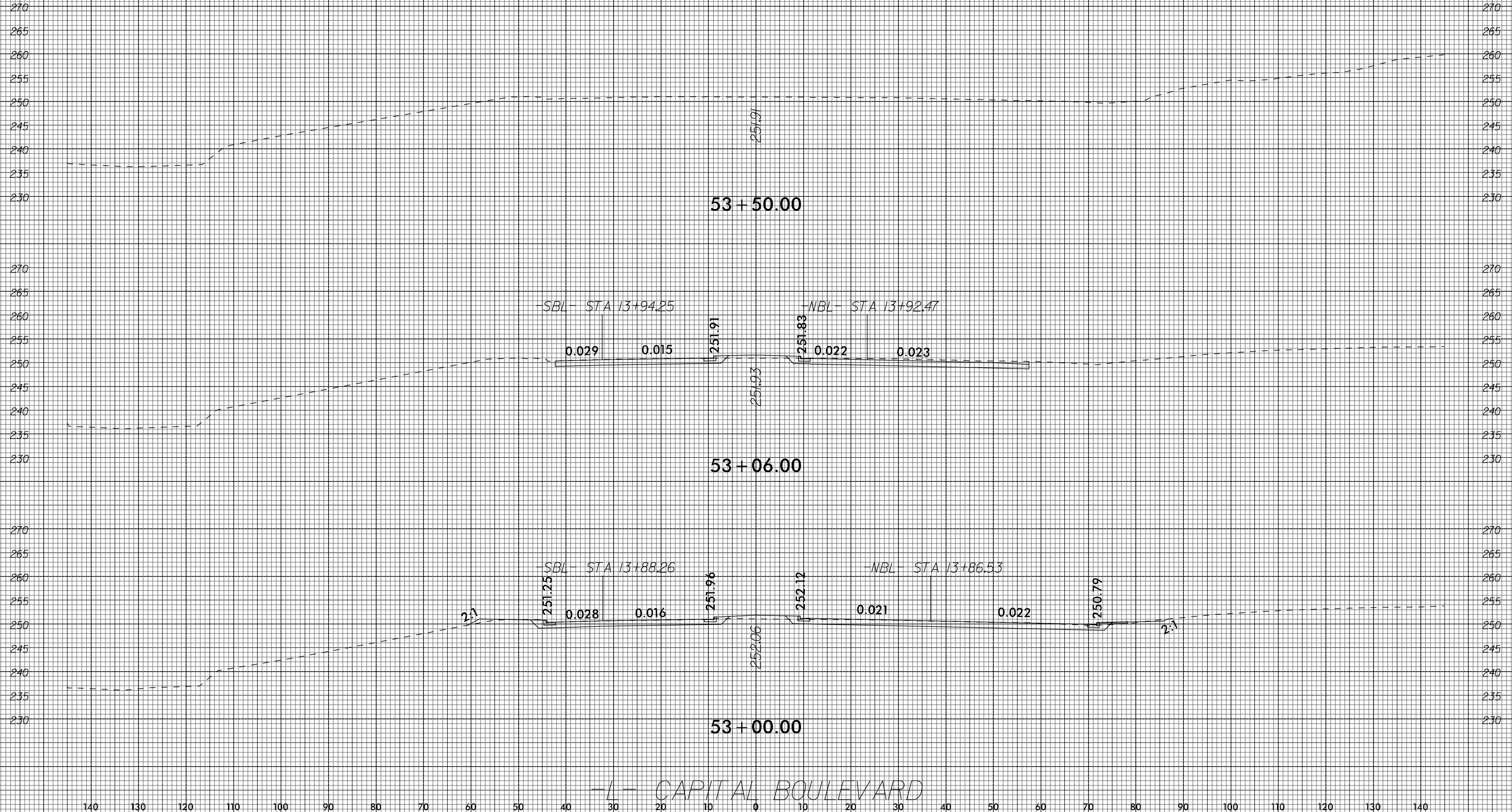


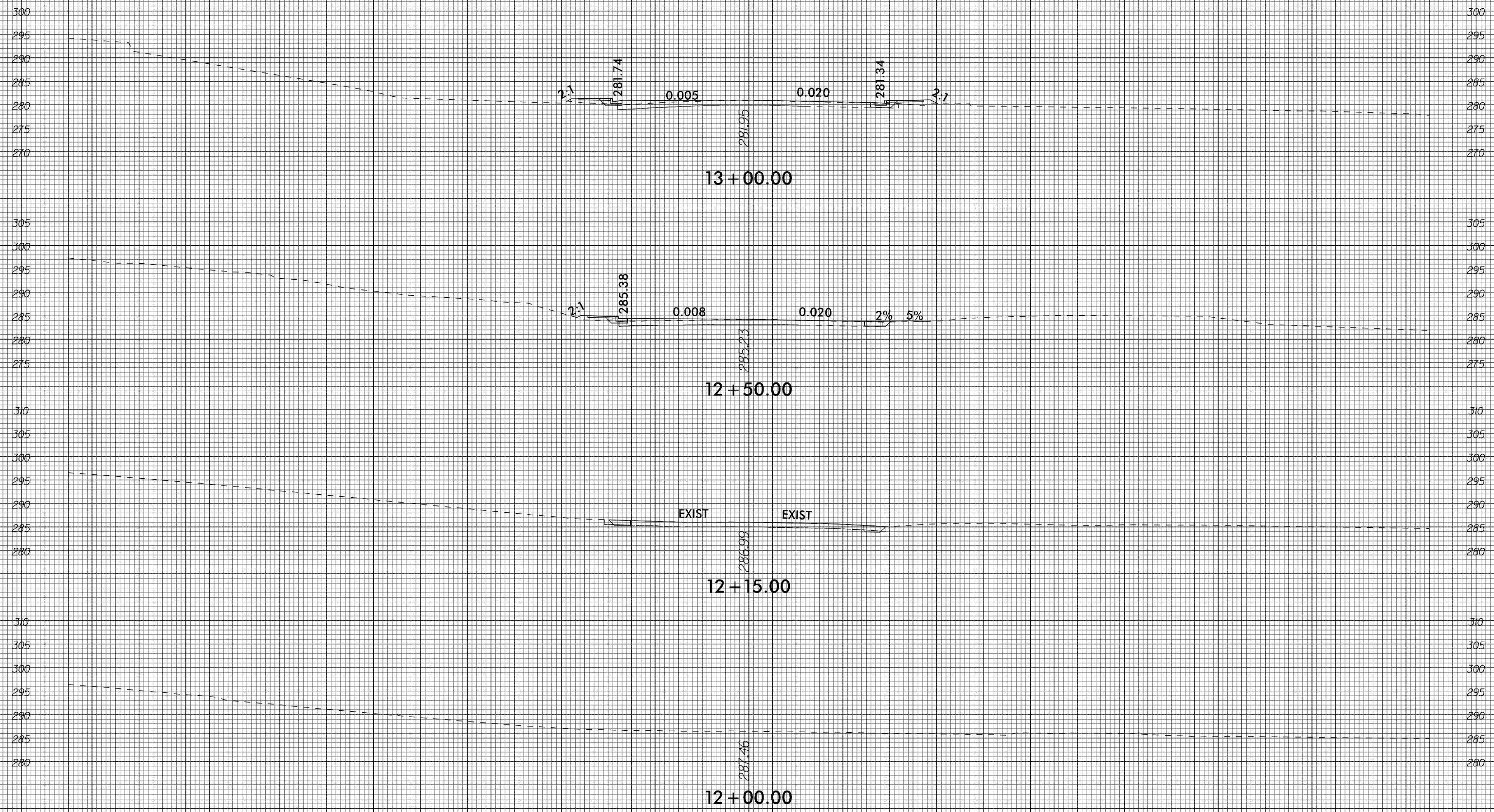
CAPITAL BOULEVARD



CAPITAL BOULEVARD







13 + 00.00

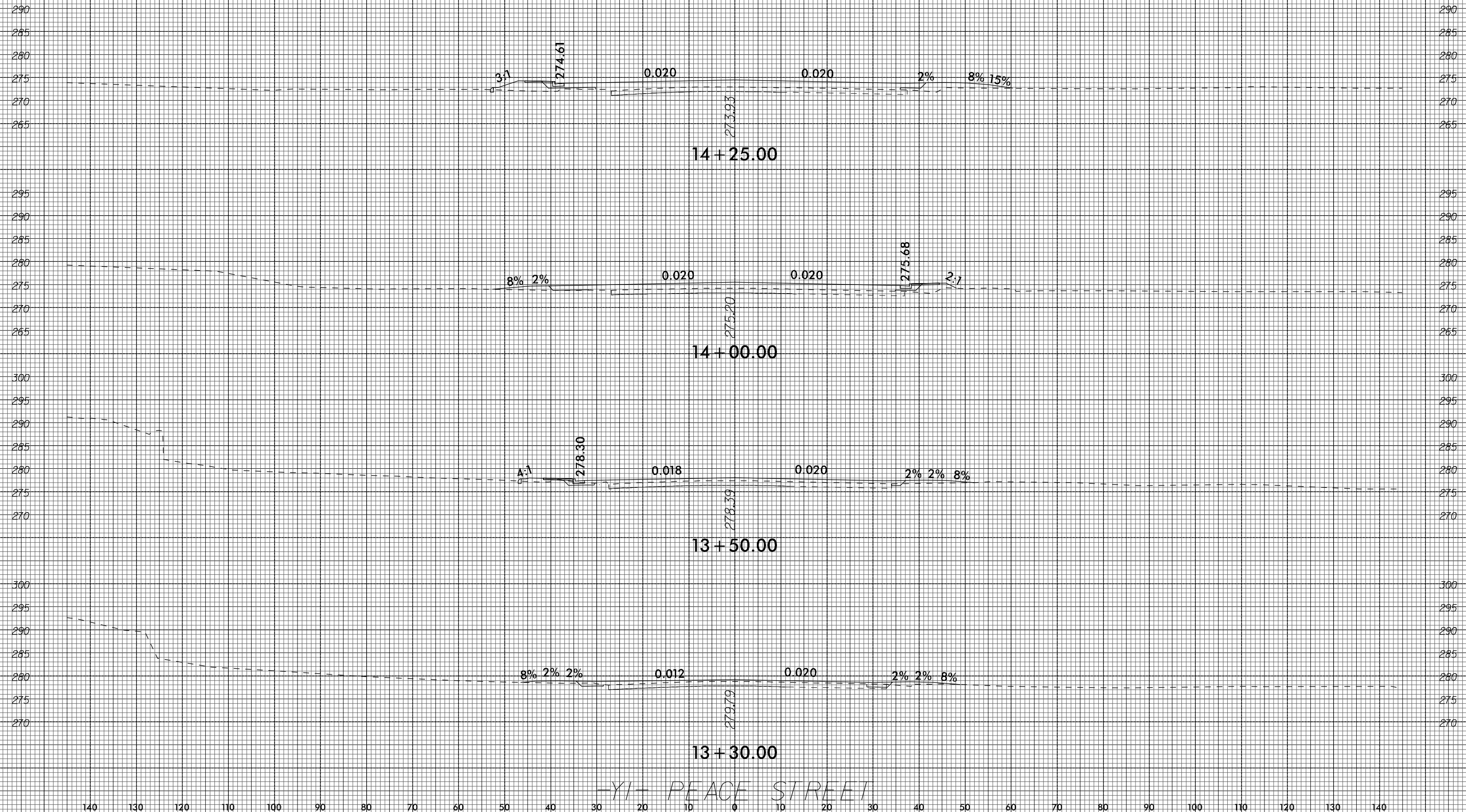
12 + 50.00

12 + 15.00

12 + 00.00

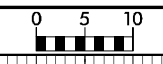
YI - PEACE STREET





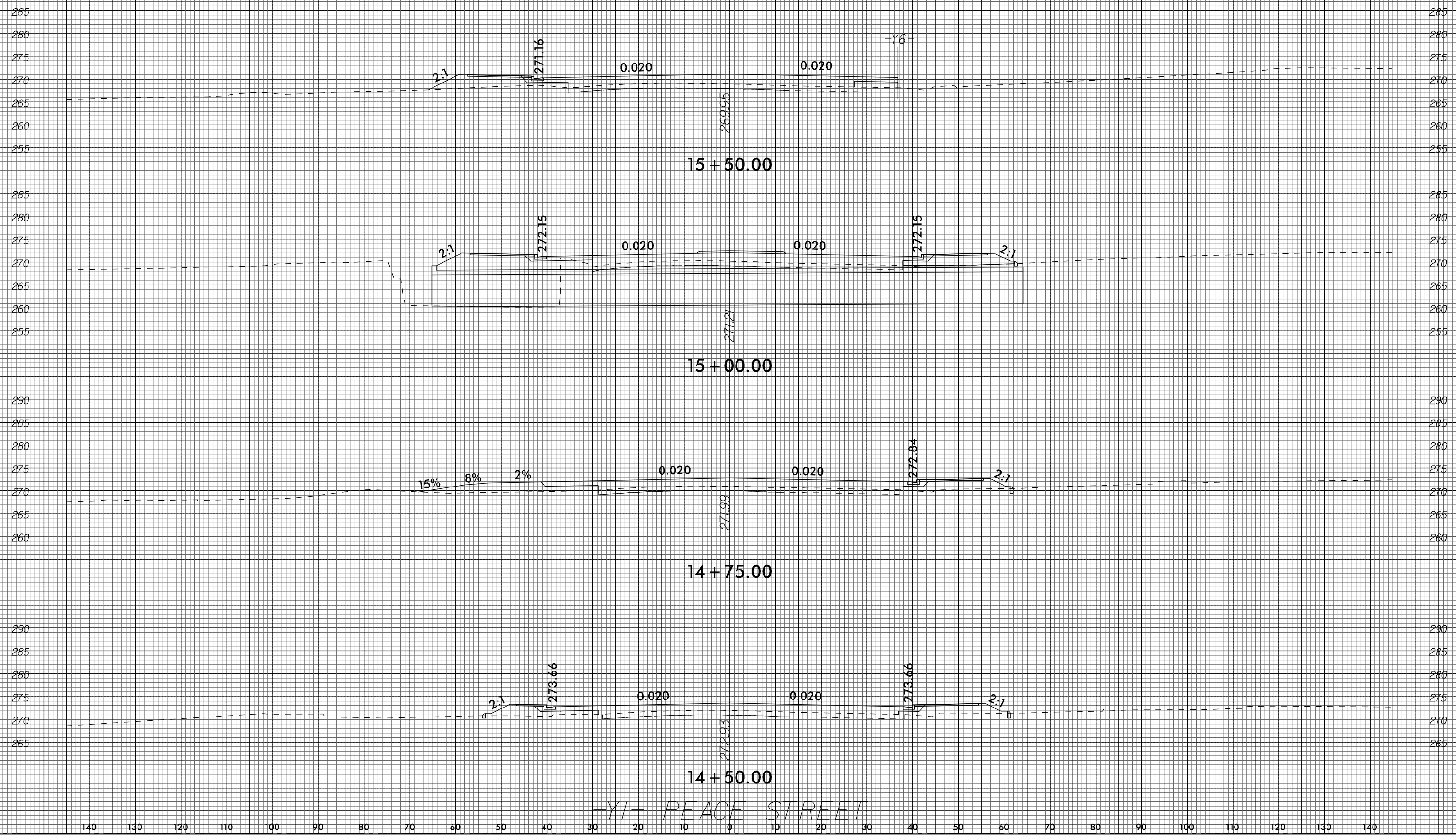
YI- PEACE STREET

8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

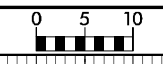
SHEET NO.  
X-30



Y1- PEACE STREET

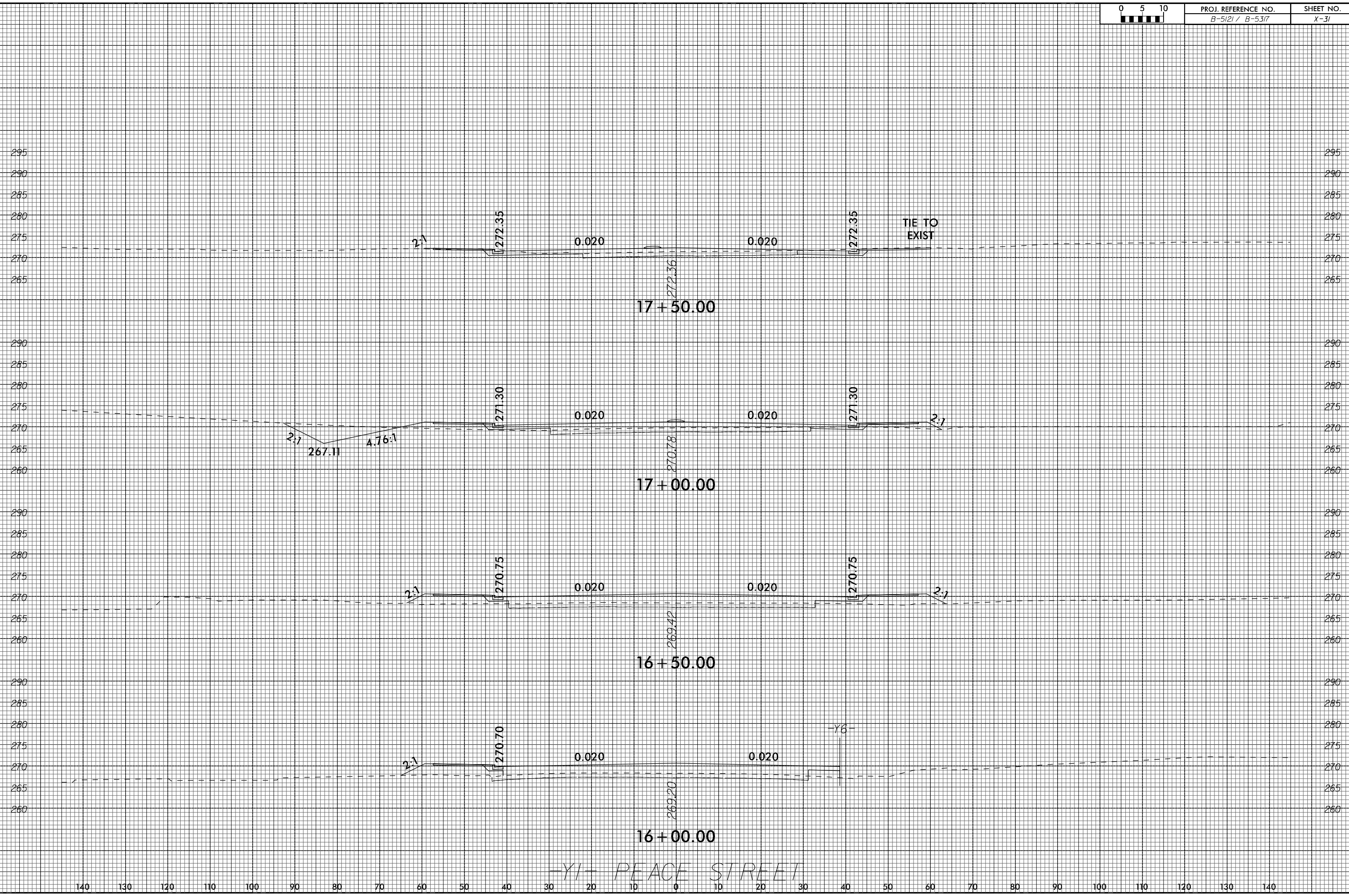
2/02/2006

8/23/99



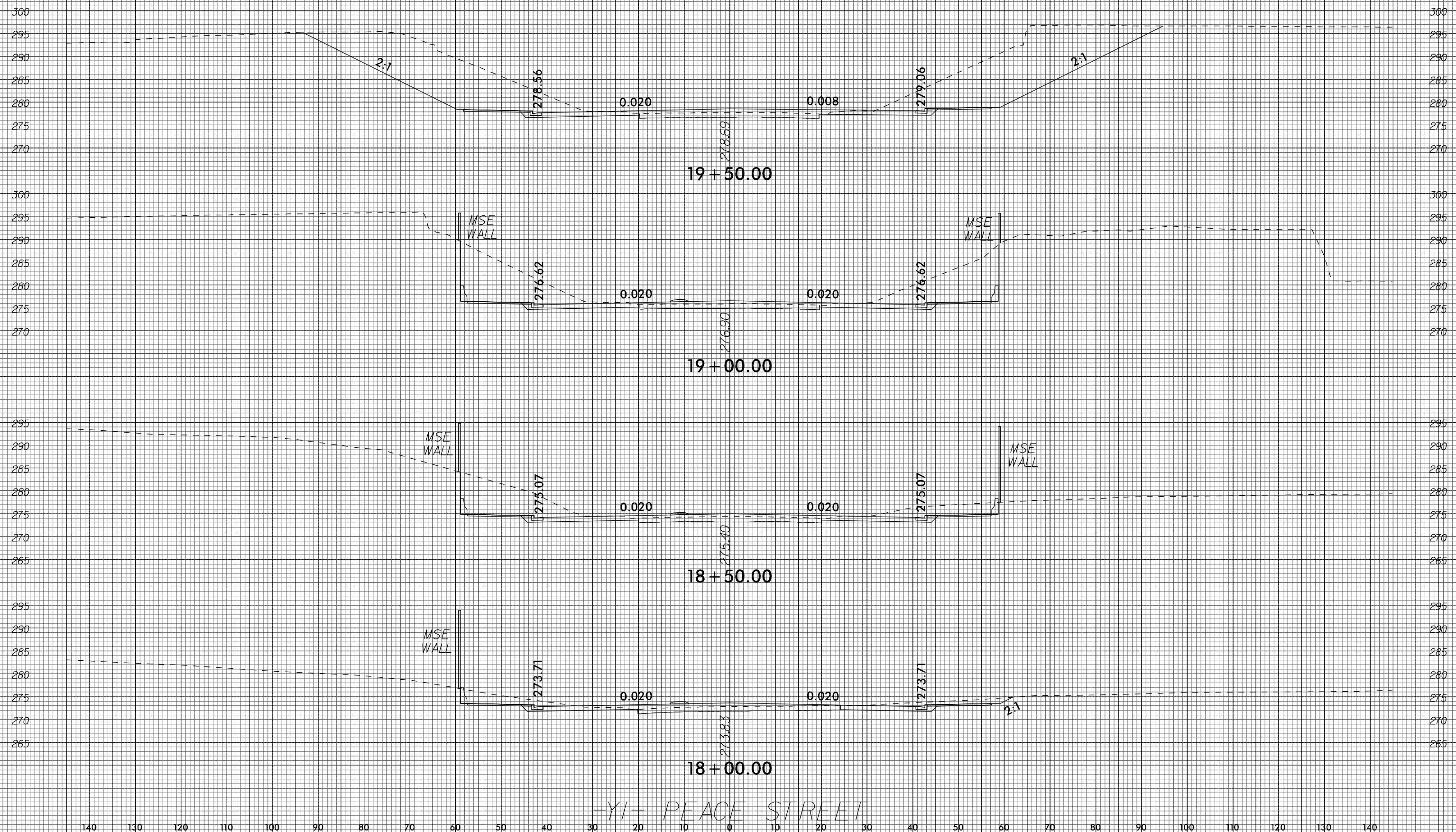
PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-31



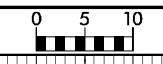
YI- PEACE STREET

2/02/2006



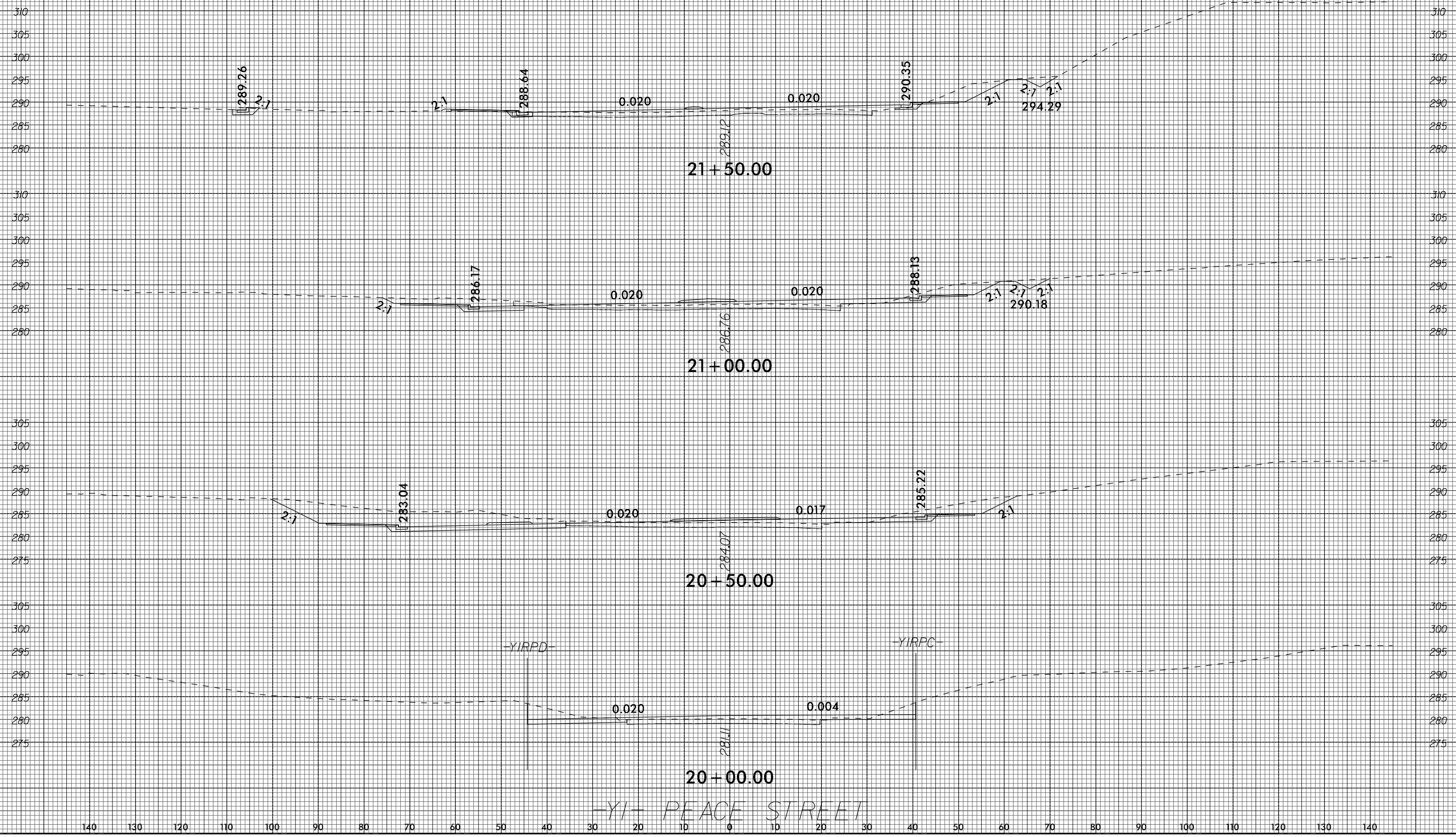
YI- PEACE STREET

8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

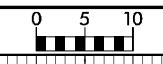
SHEET NO.  
X-33



YI- PEACE STREET

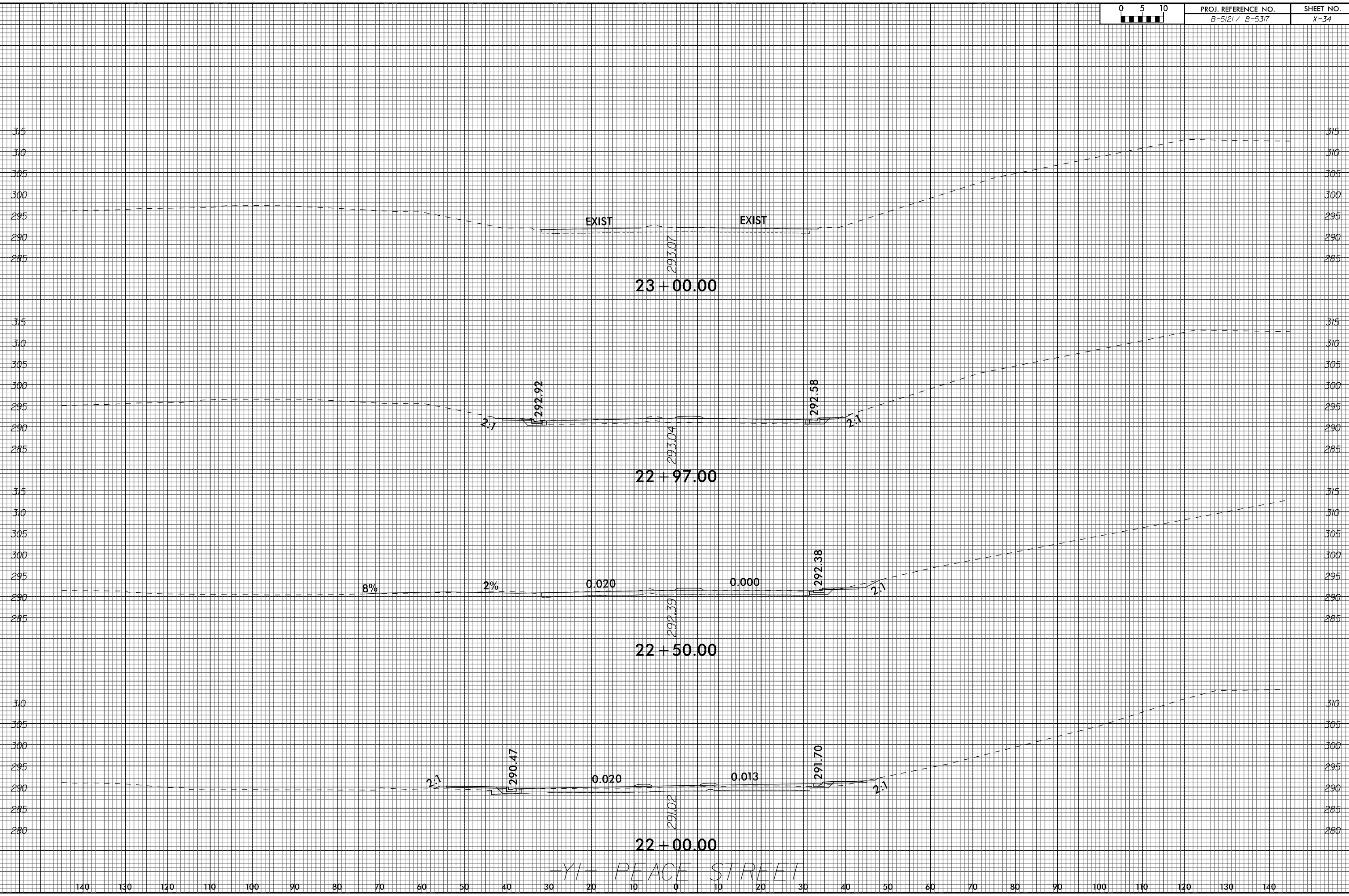
2/02/2006

8/23/99



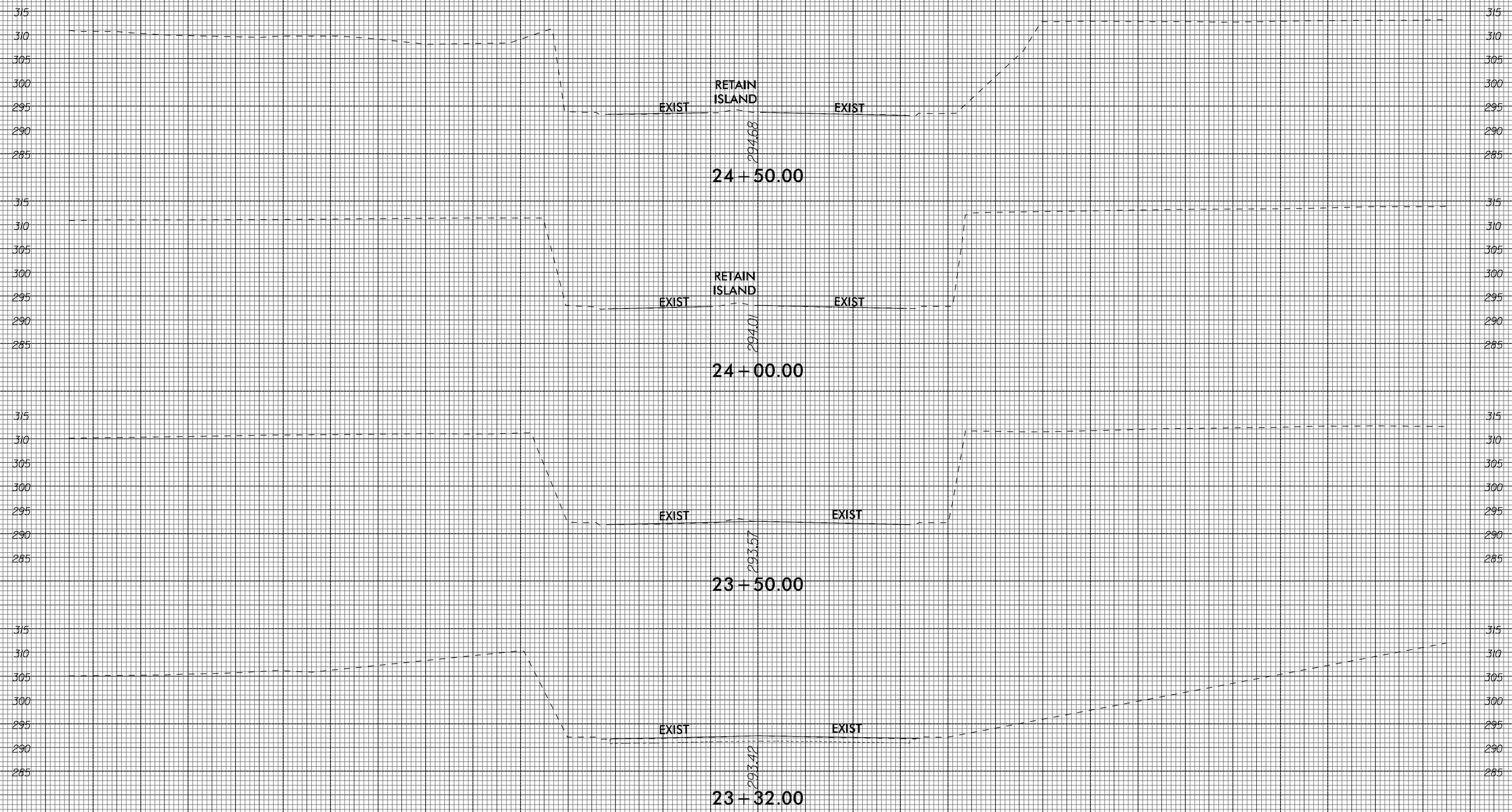
PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-34



YI- PEACE STREET

2/02/2006



YI- PEACE STREET

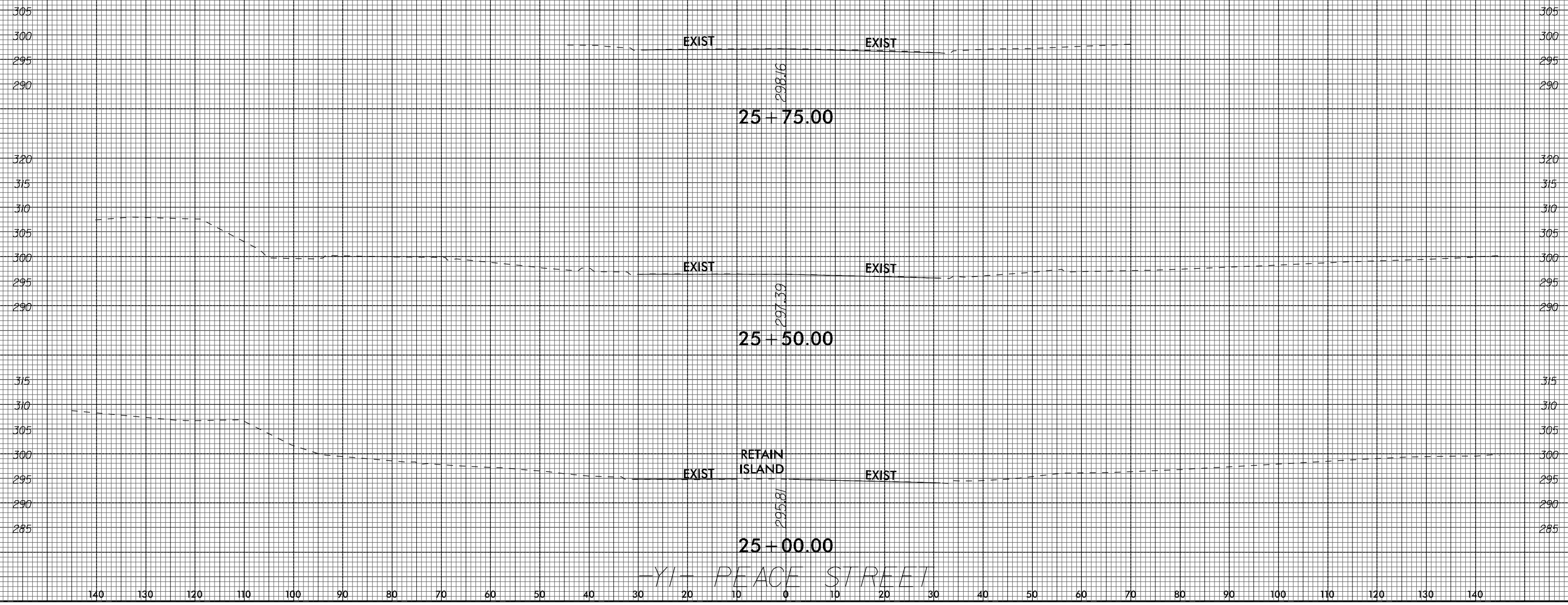


8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-36



2/02/2006

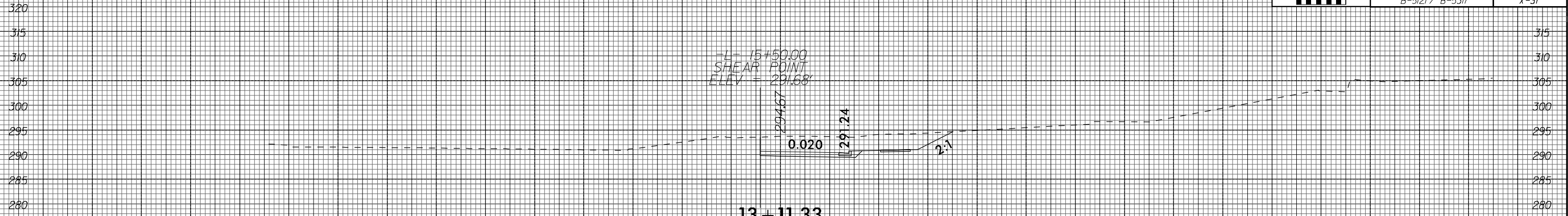


8/23/95

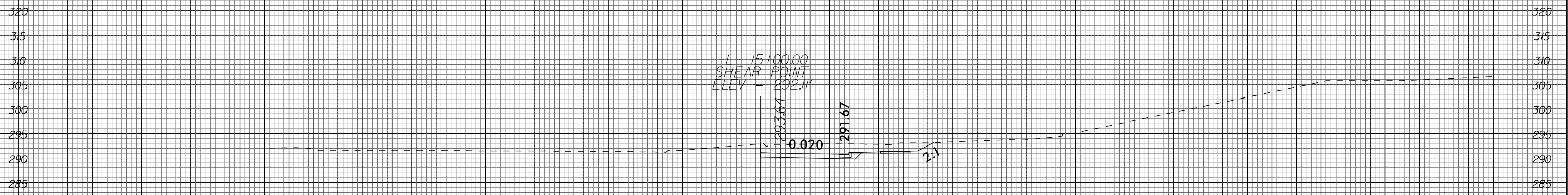


PROJ. REFERENCE NO.  
B-5121 / B-5317

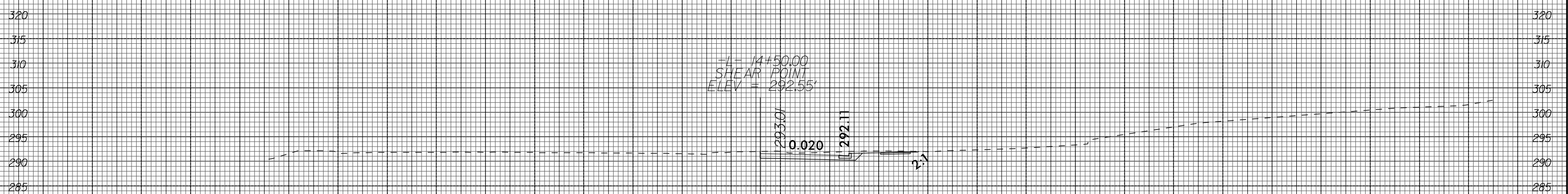
SHEET NO.  
X-37



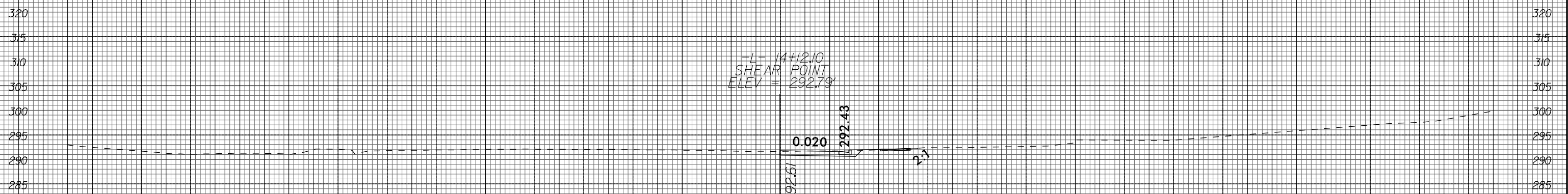
13+11.33



12+60.64



12+09.96

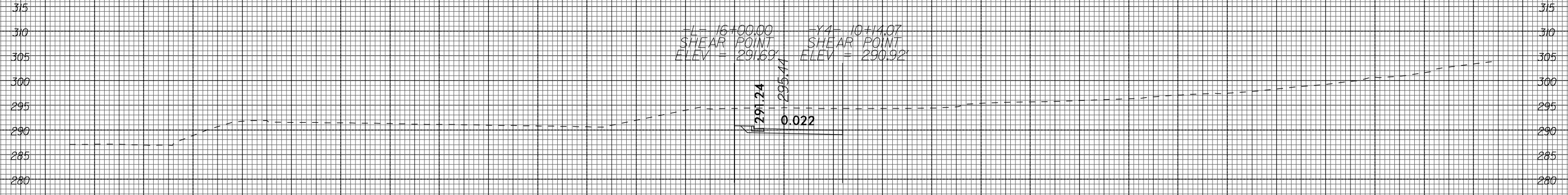
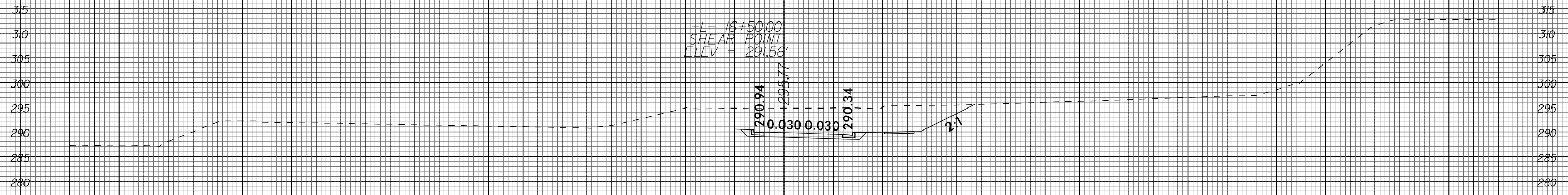
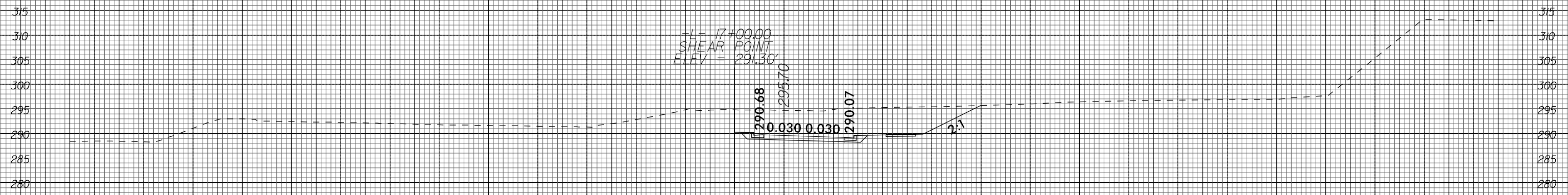
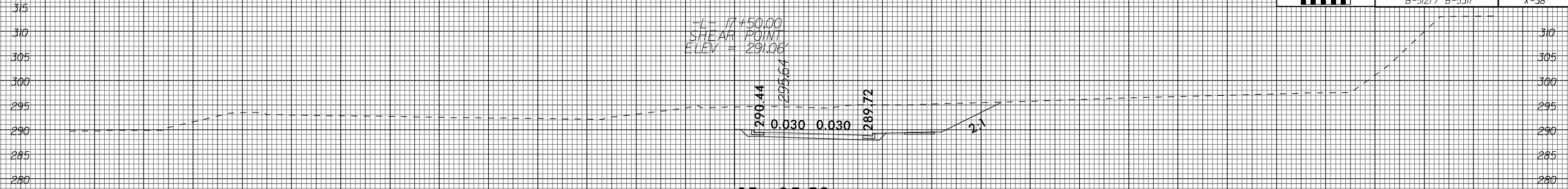


11+72.25

-YIRPC- PEACE STREET RAMP C

2/02/2016

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



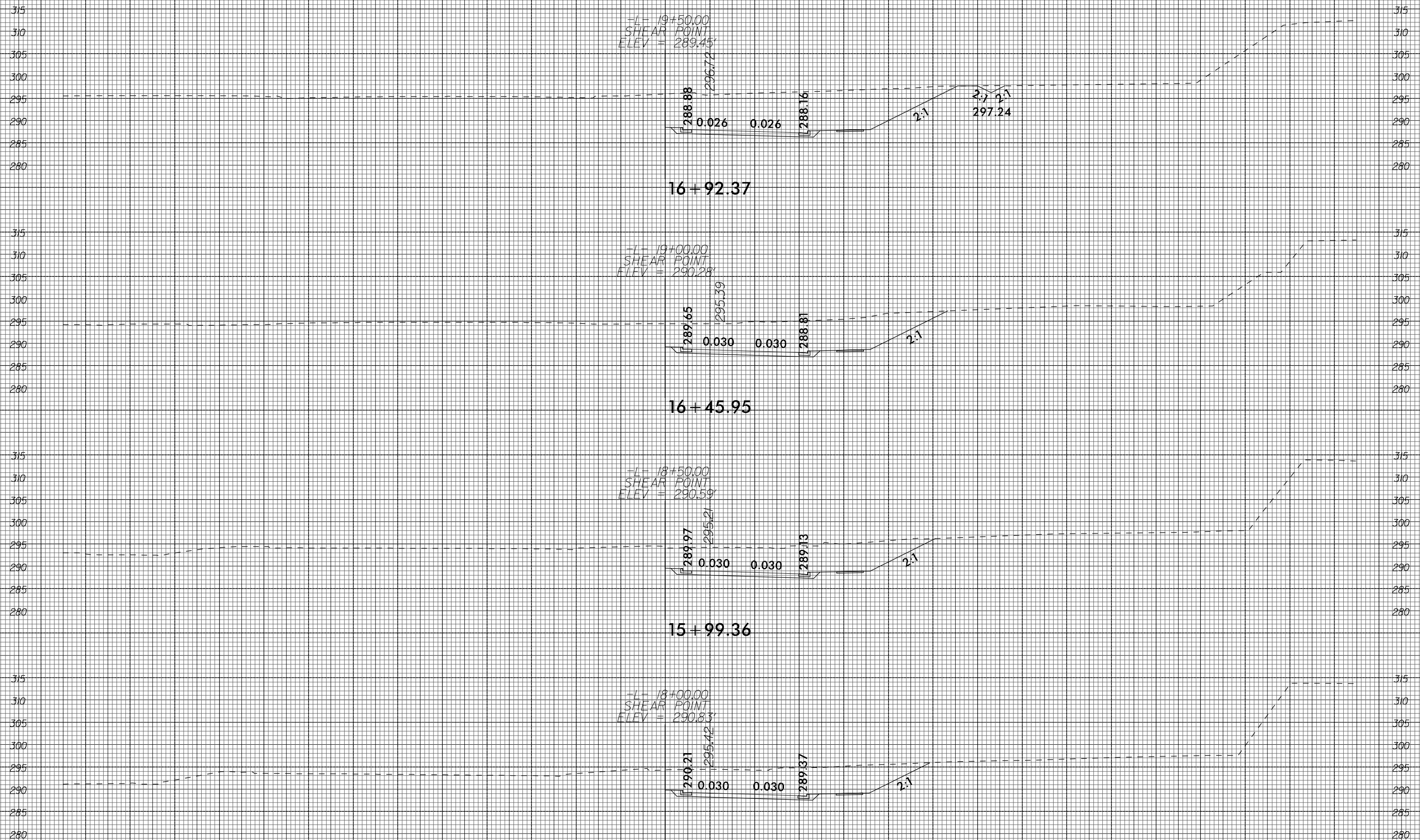
-YIRPC- PEACE STREET RAMP C

8/23/95



PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-39



-YIRPC- PEACE STREET RAMP C

2/02/2016

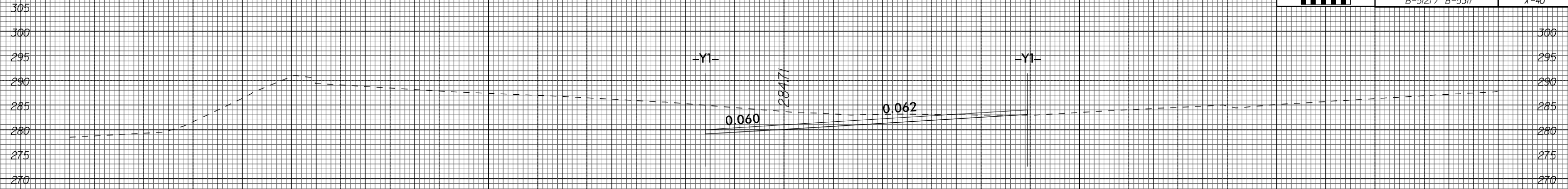
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

8/23/95

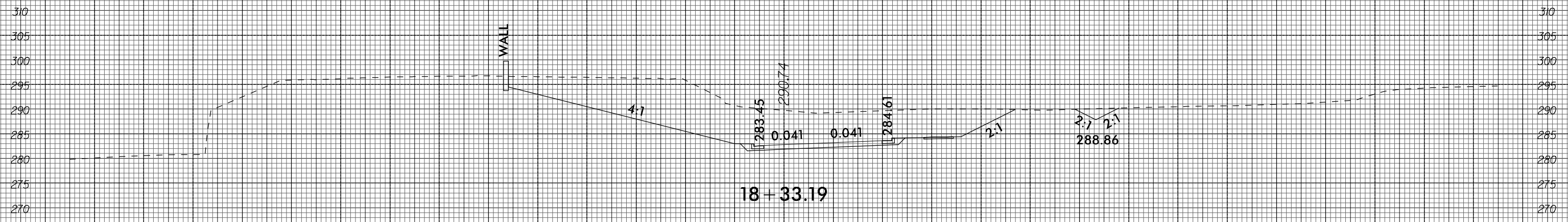


PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-40

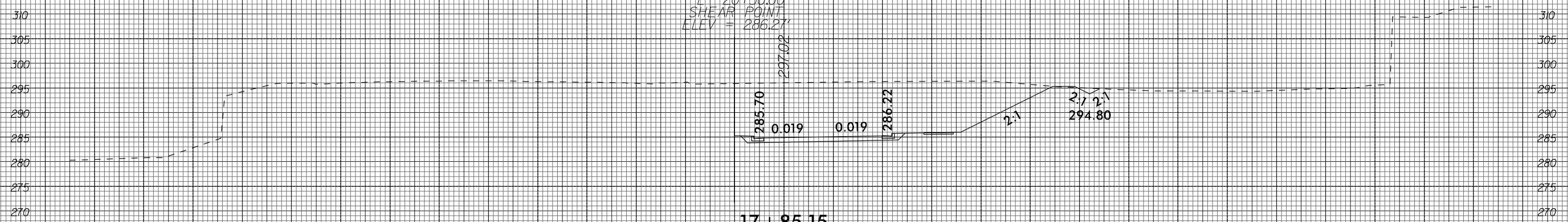


18+74.21



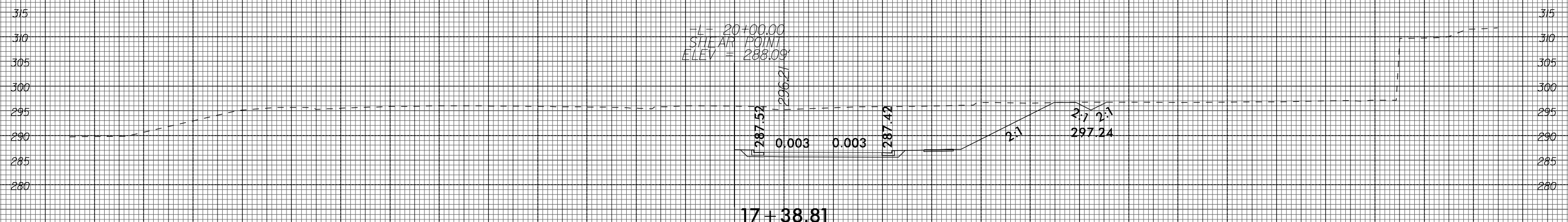
18+33.19

-L= 20+50.00  
SHEAR POINT  
ELEV = 286.27



17+85.15

-L= 20+00.00  
SHEAR POINT  
ELEV = 288.09



17+38.81

-YIRPC- PEACE STREET RAMP C

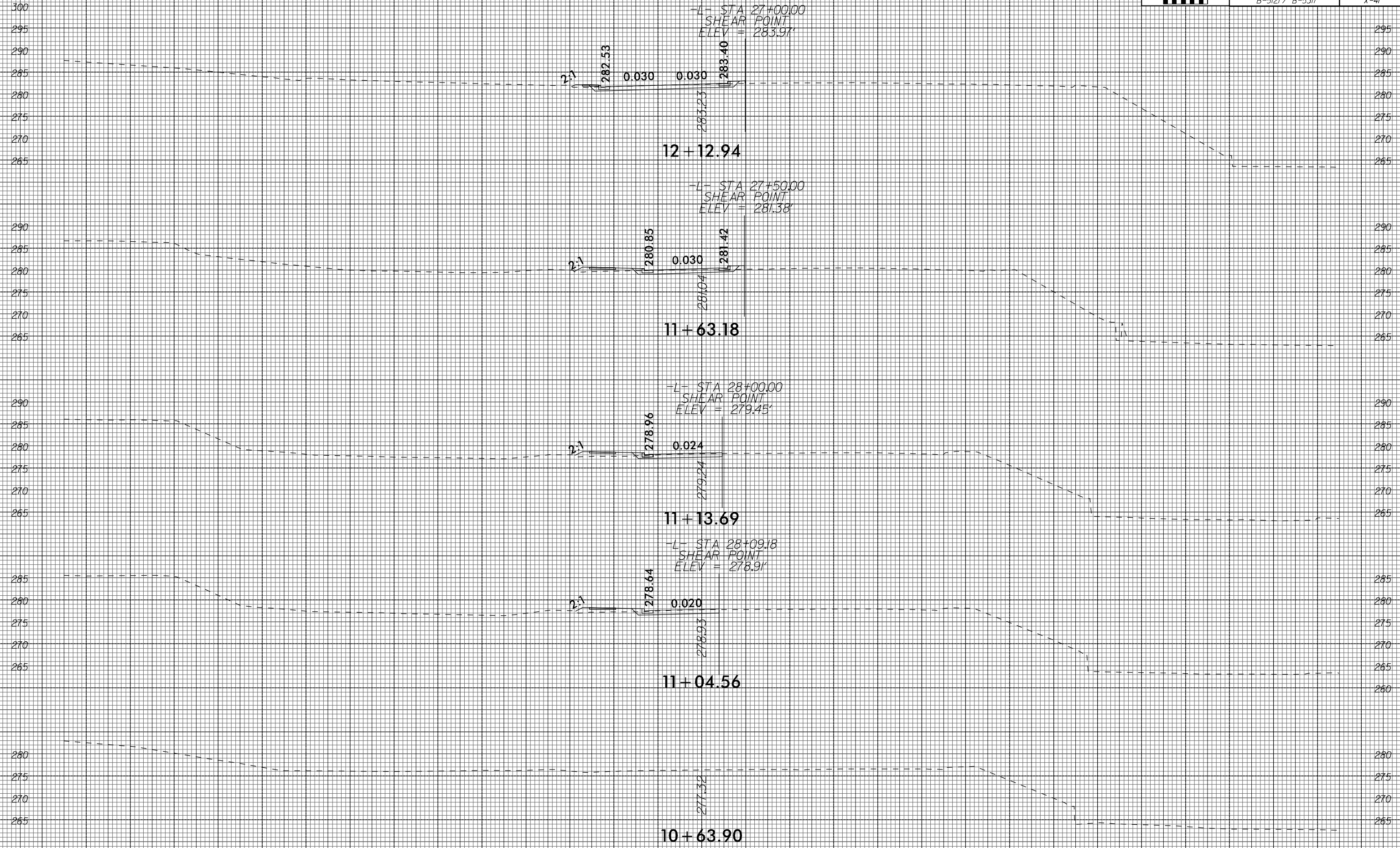
2/02/2016

8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-41



-YIRPD- PEACE STREET RAMP D

2/02/2006

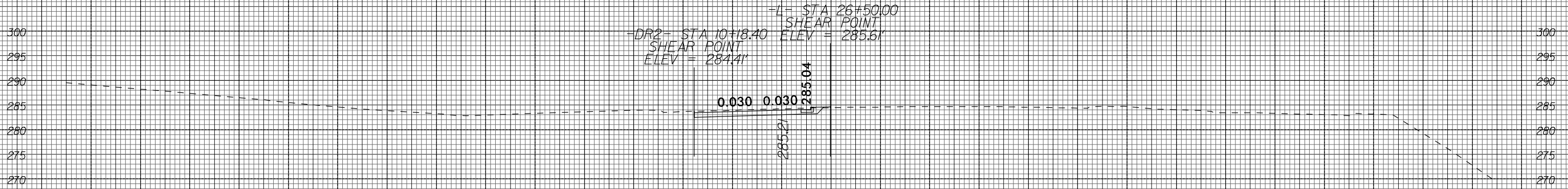
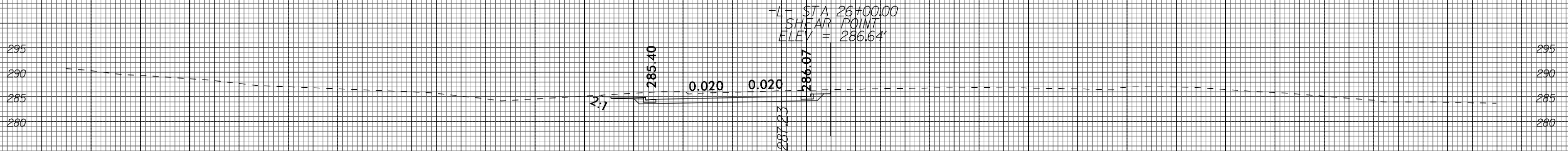
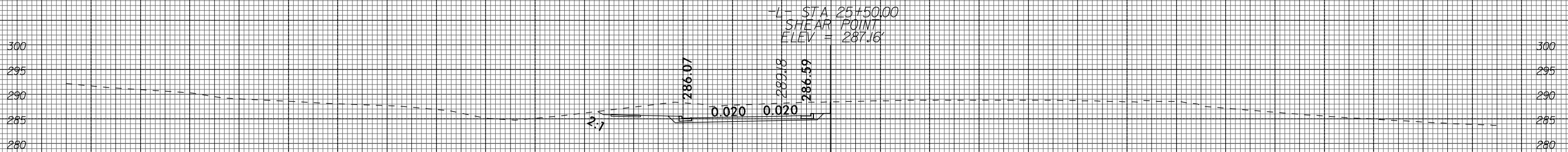
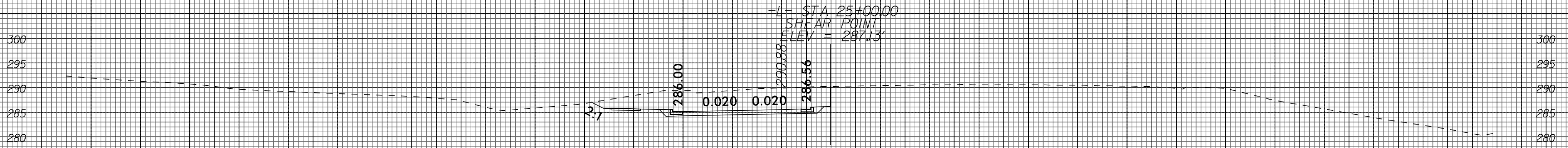
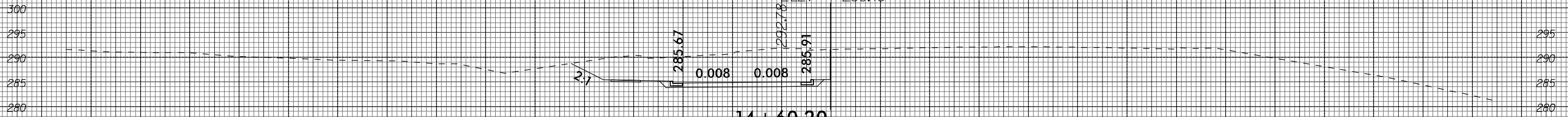
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-42



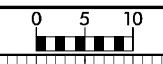
-YIRPD- PEACE STREET RAMP D

2/02/2006

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

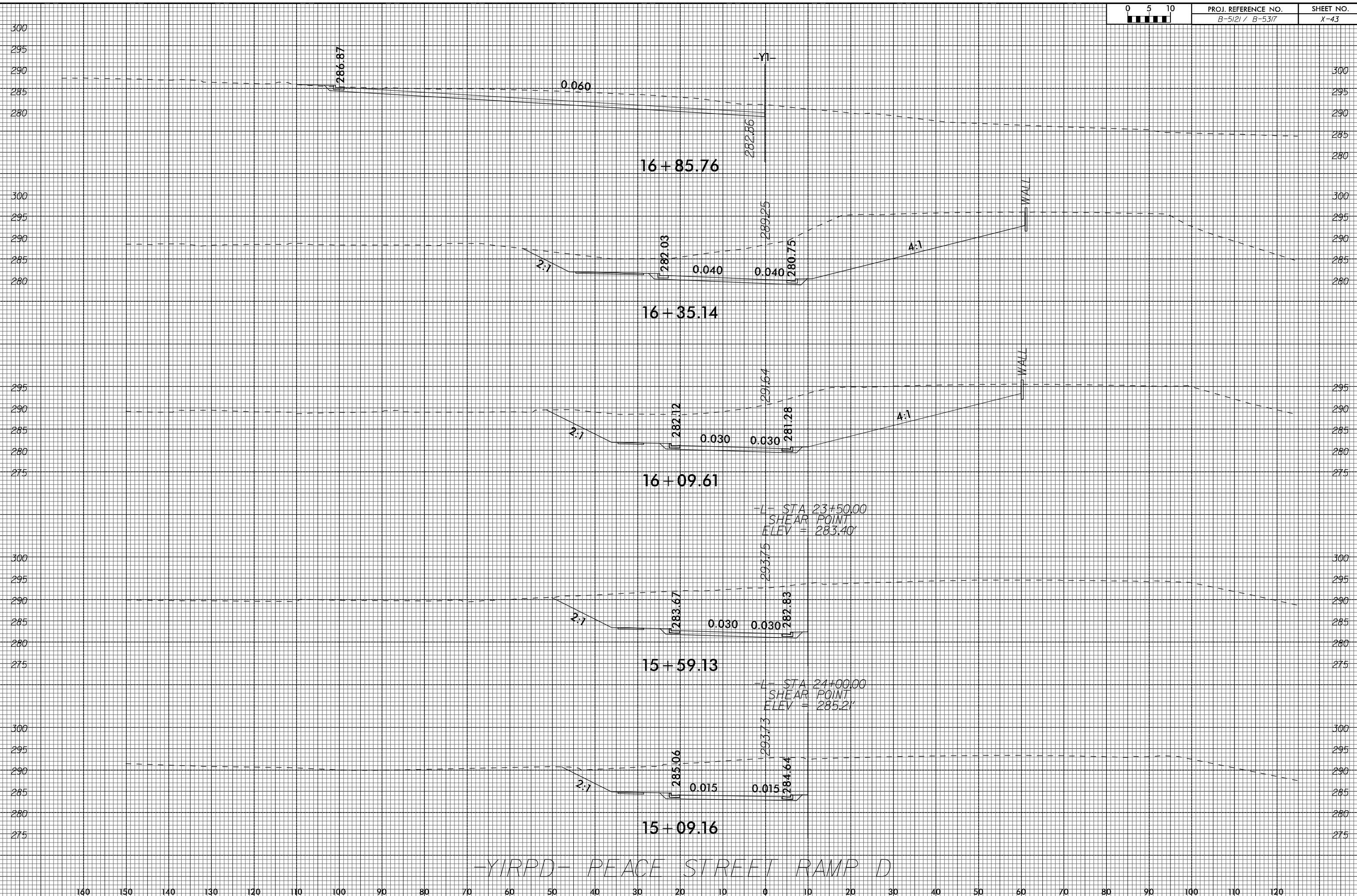


8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

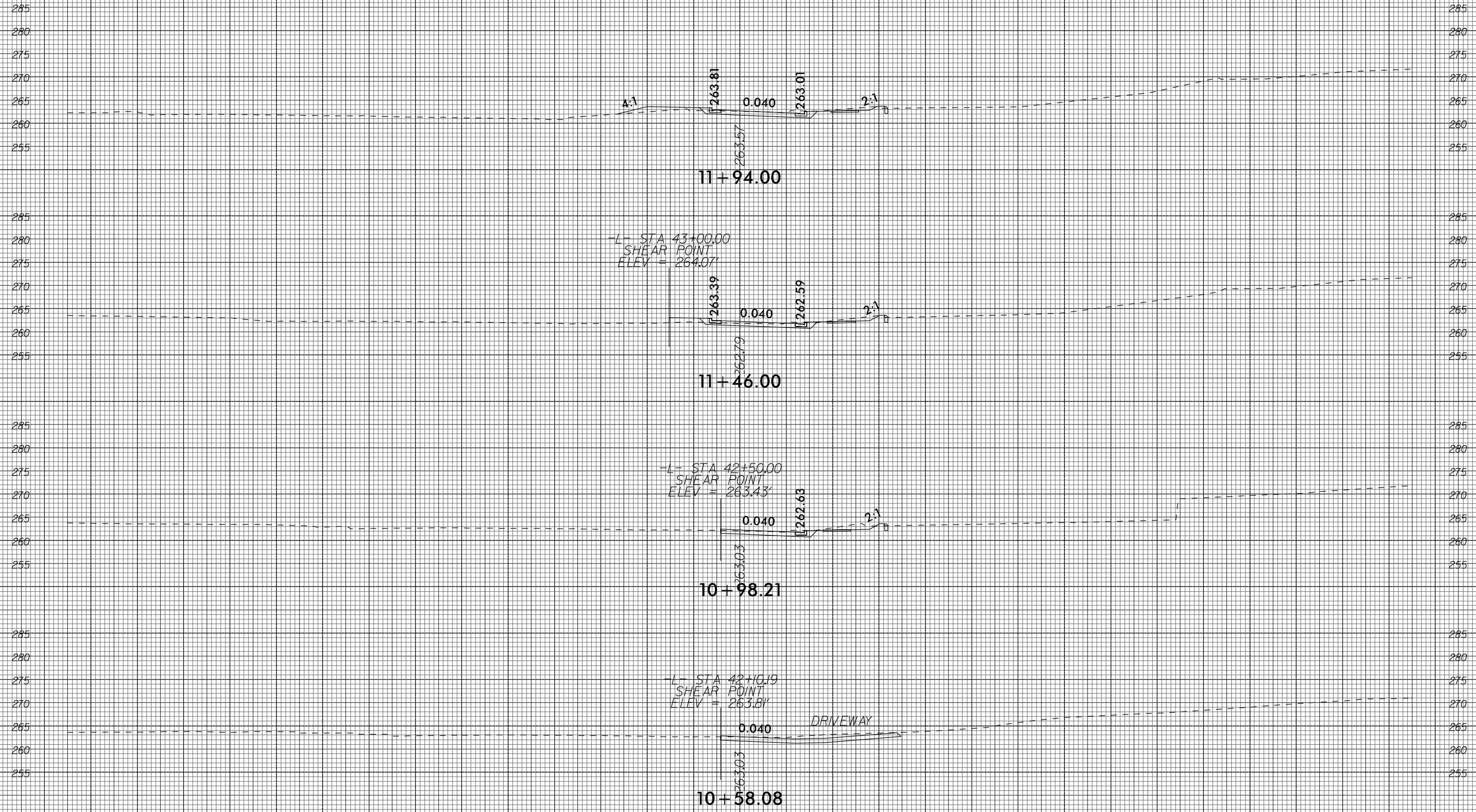
SHEET NO.  
X-43



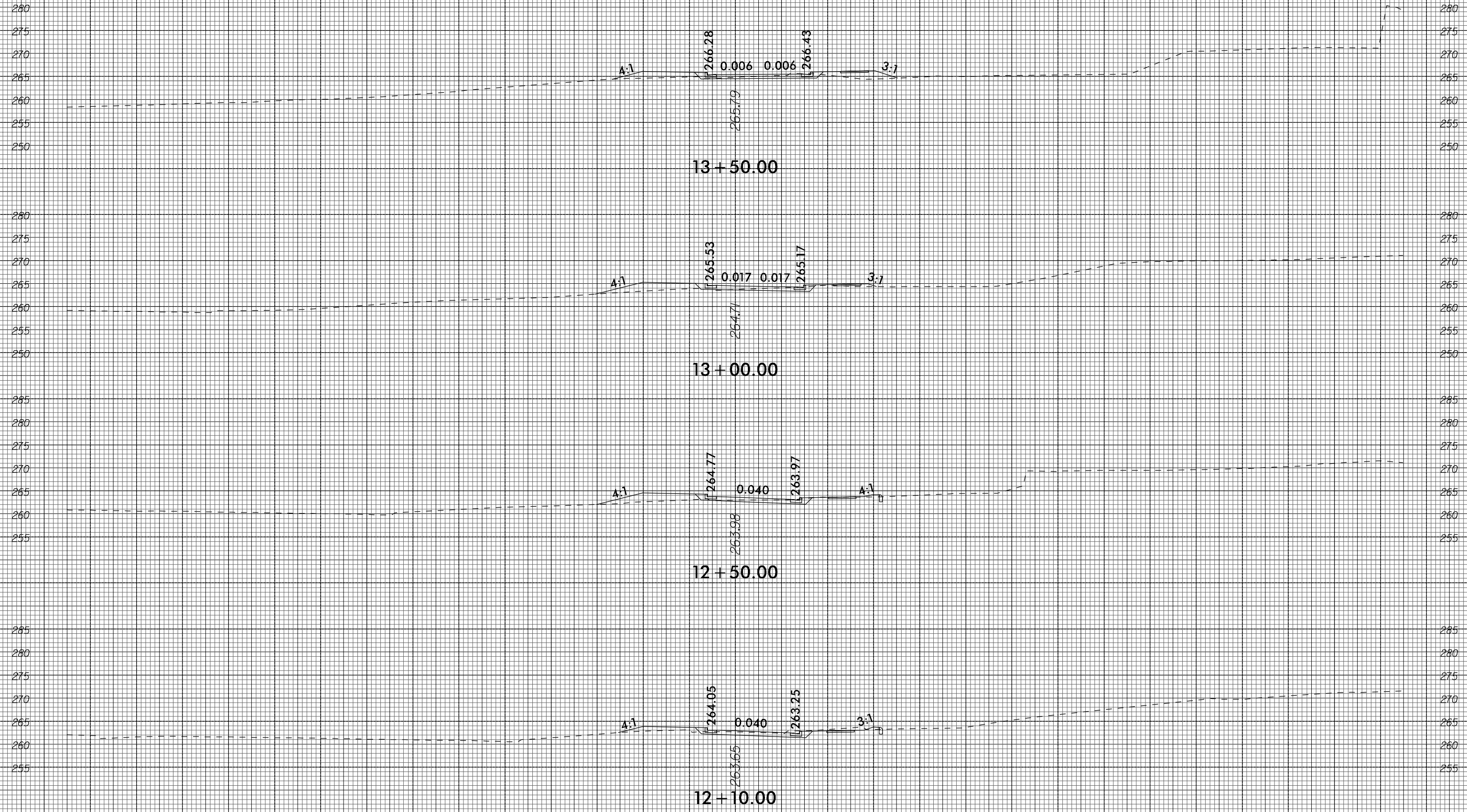
-YIRPD- PEACE STREET RAMP D

2/02/2006





FLYOVER WADSWORTH AVENUE



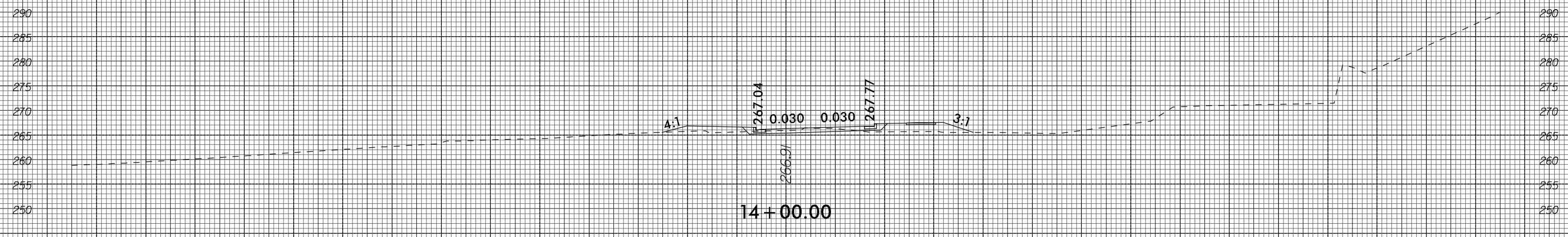
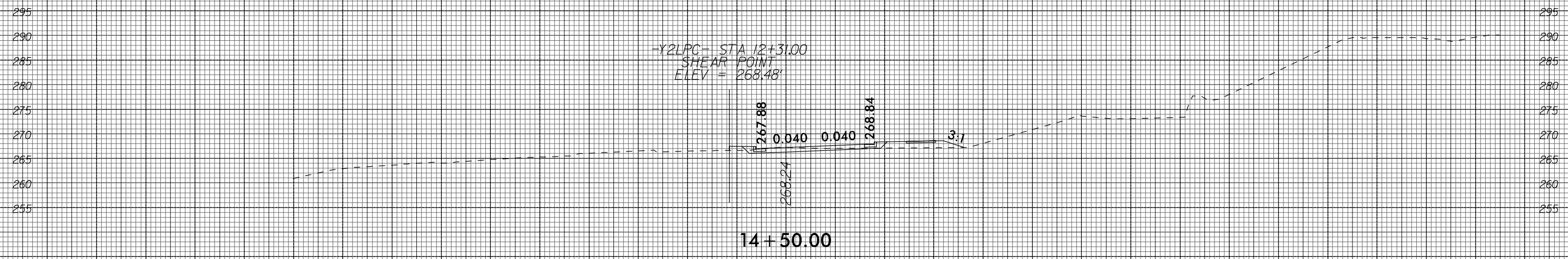
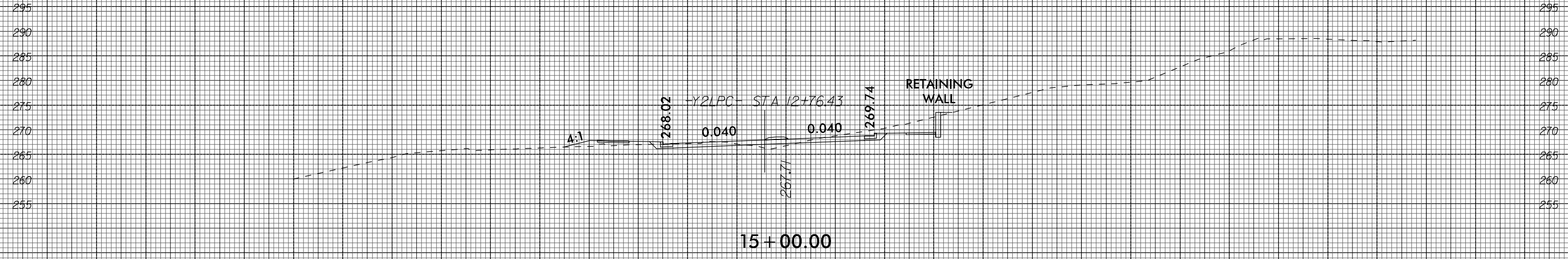
FLYOVER WADE AVENUE

8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

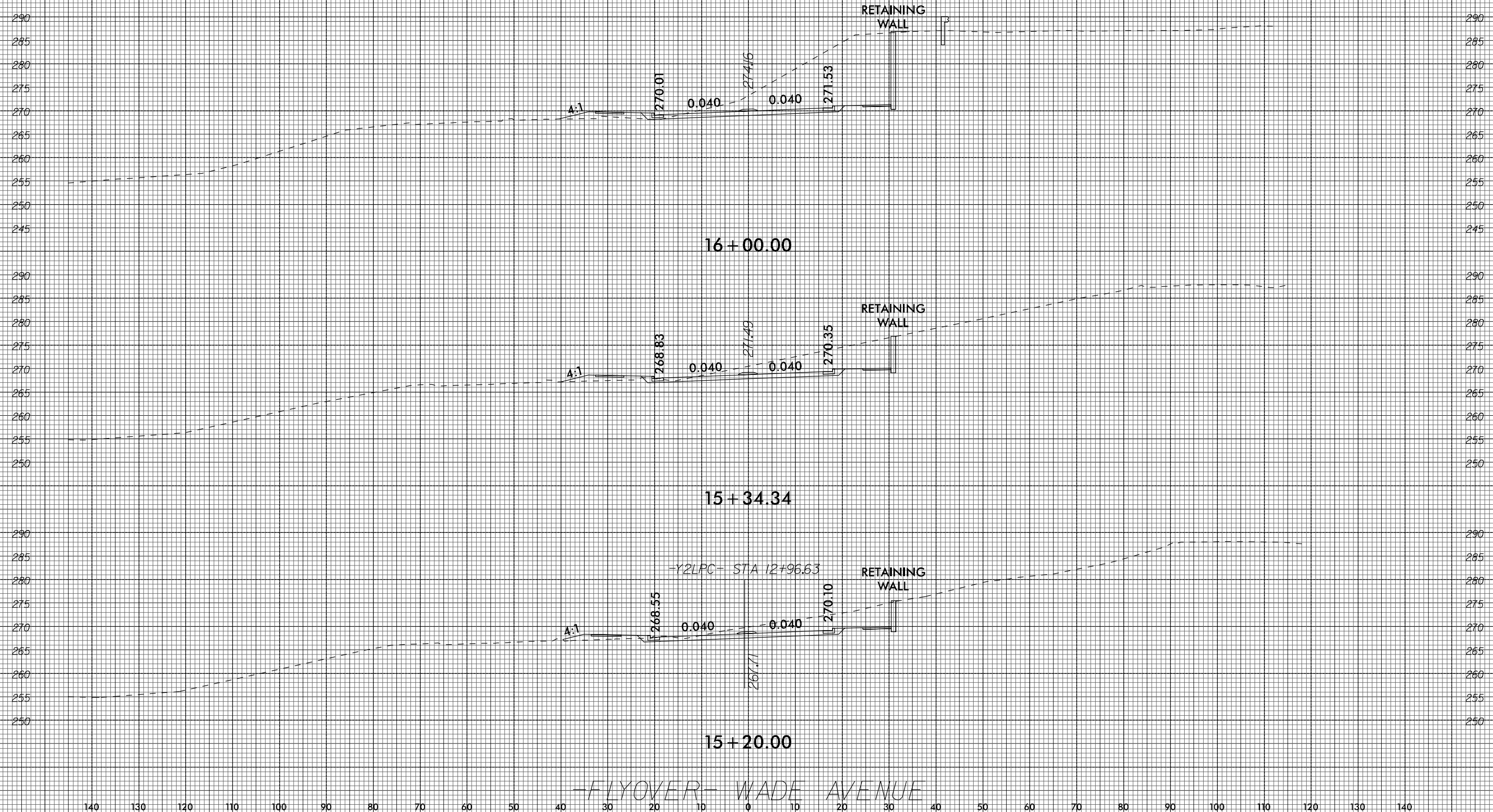
SHEET NO.  
X-46

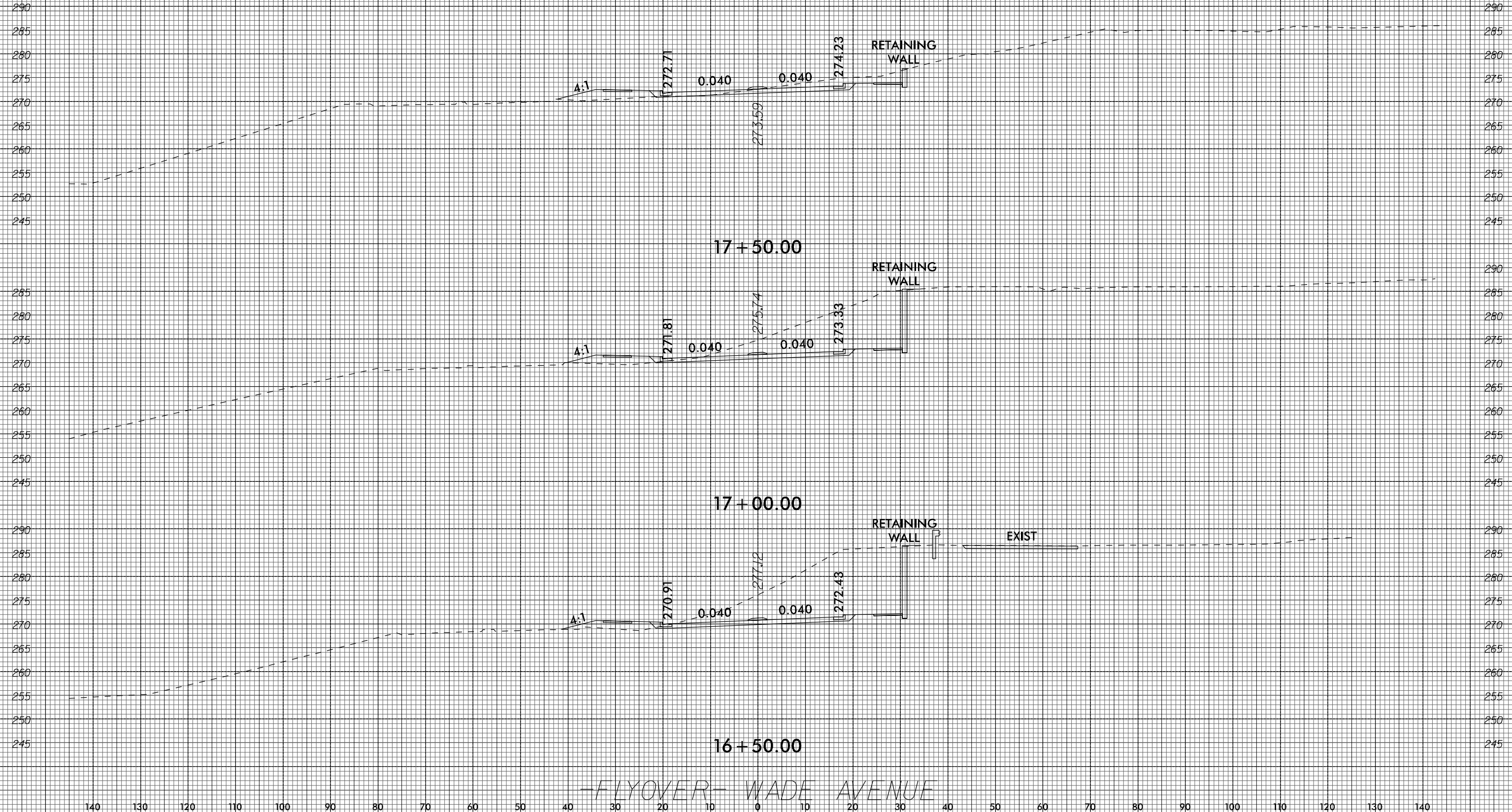


~~FLYOVER~~ WADSWORTH AVENUE

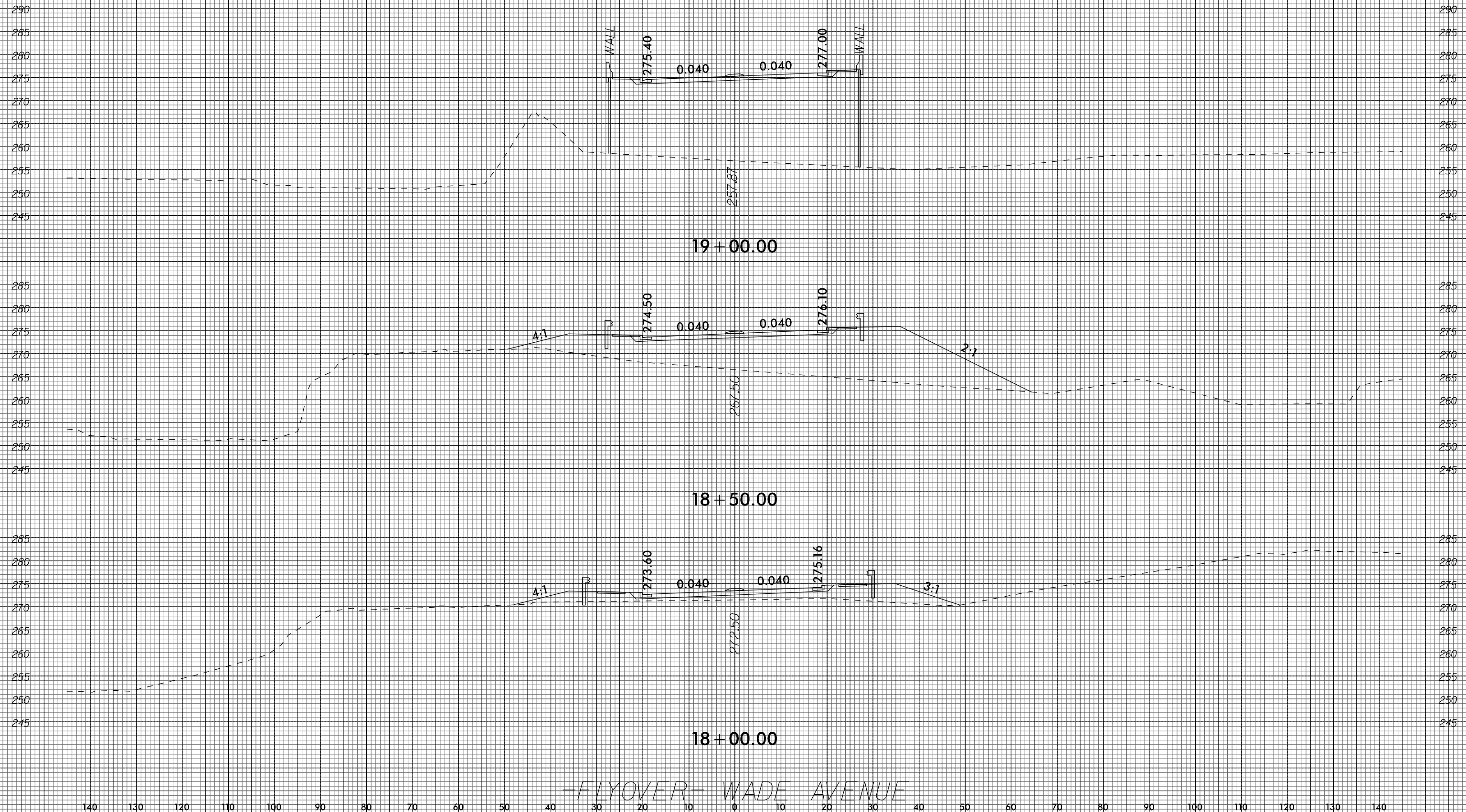
2/02/2006

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

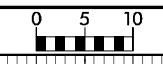




FLYOVER WADSWORTH AVENUE

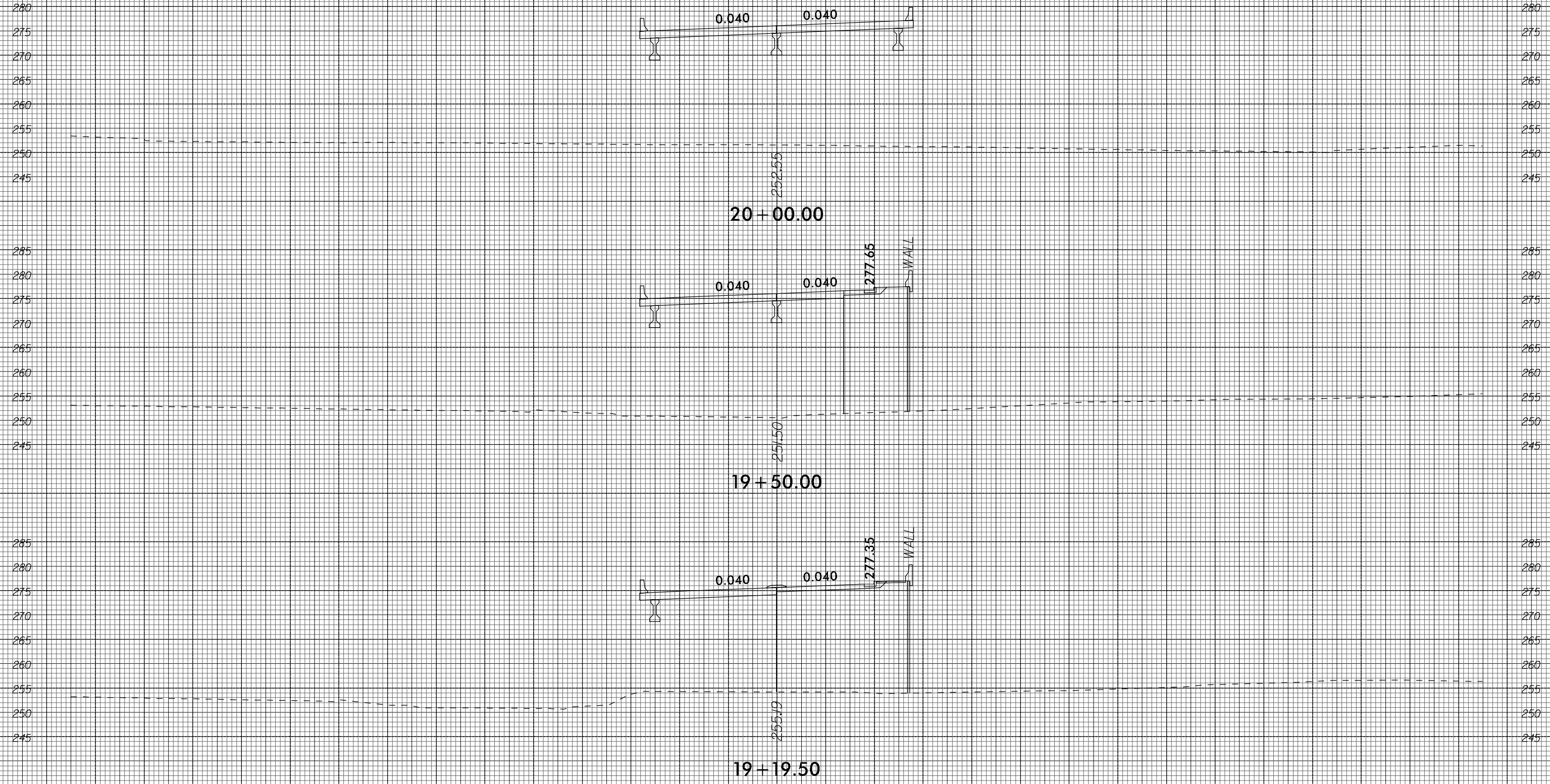


8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-50

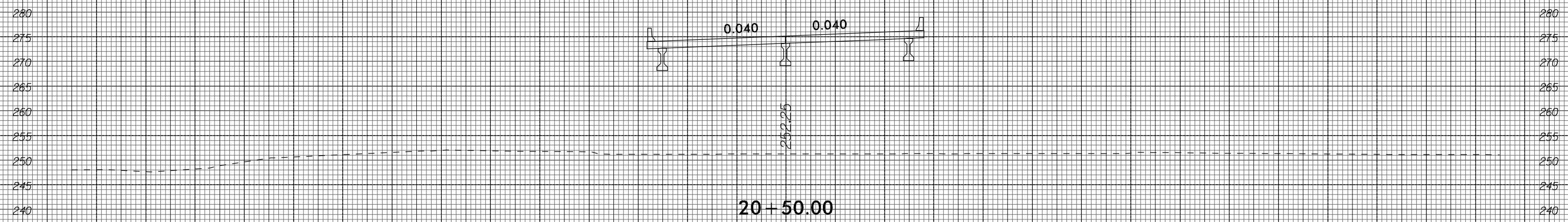
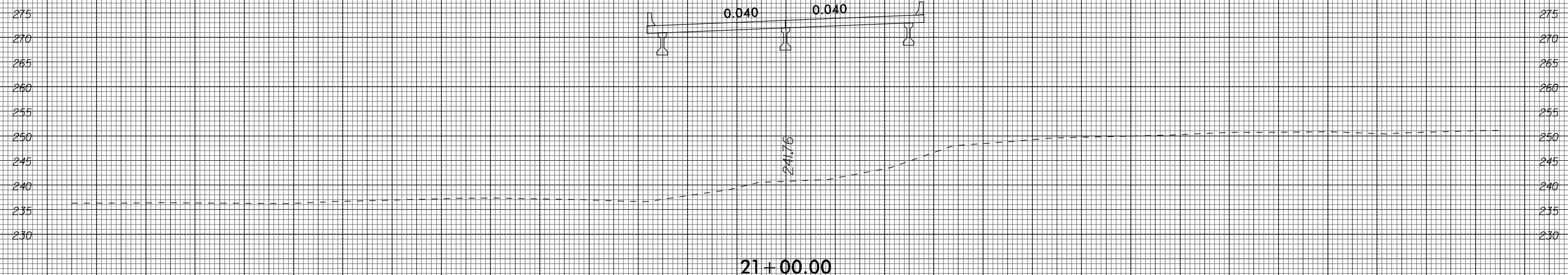
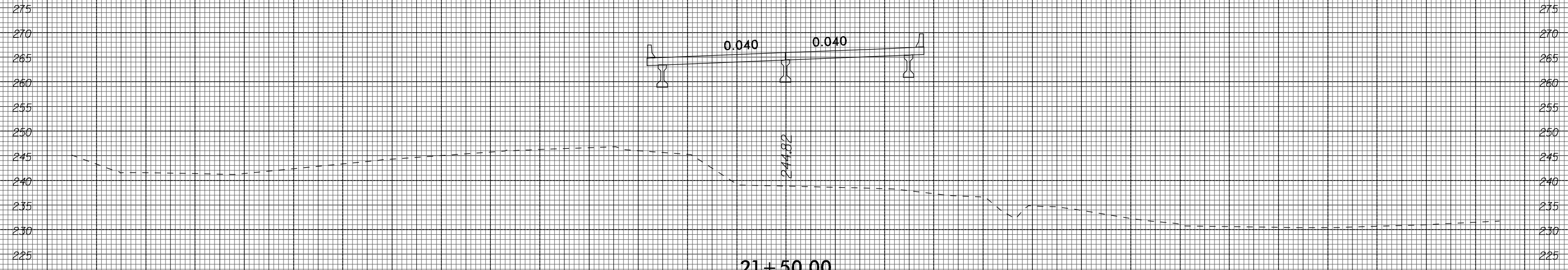


FLYOVER WADE AVENUE

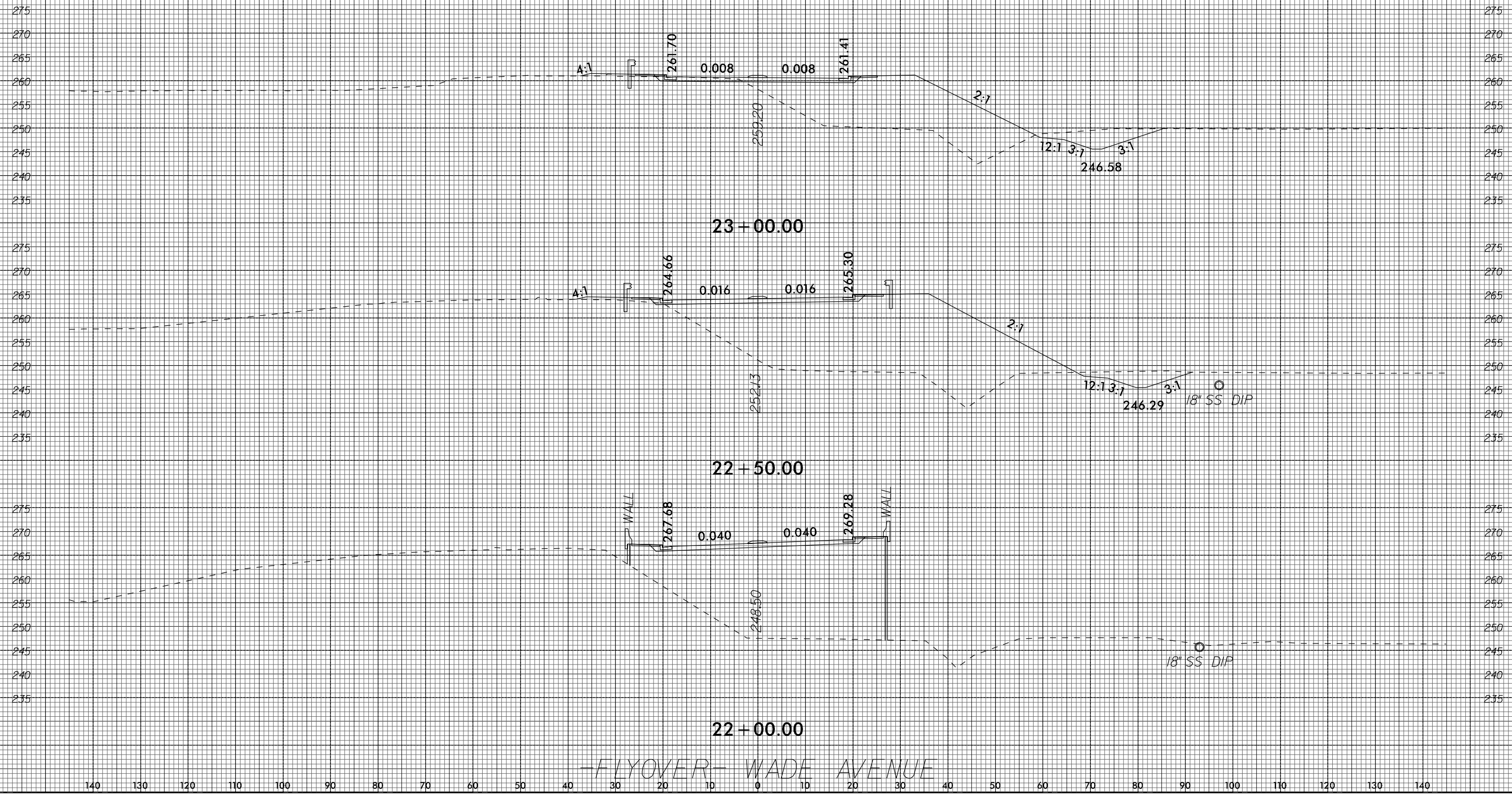
2/02/2006

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

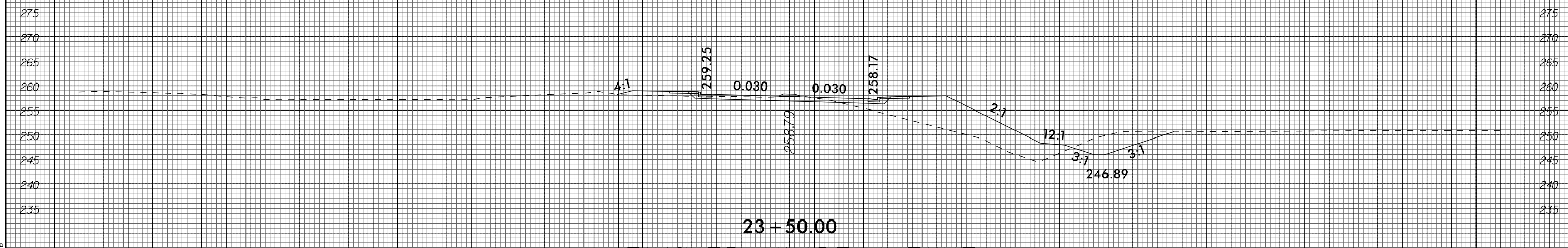
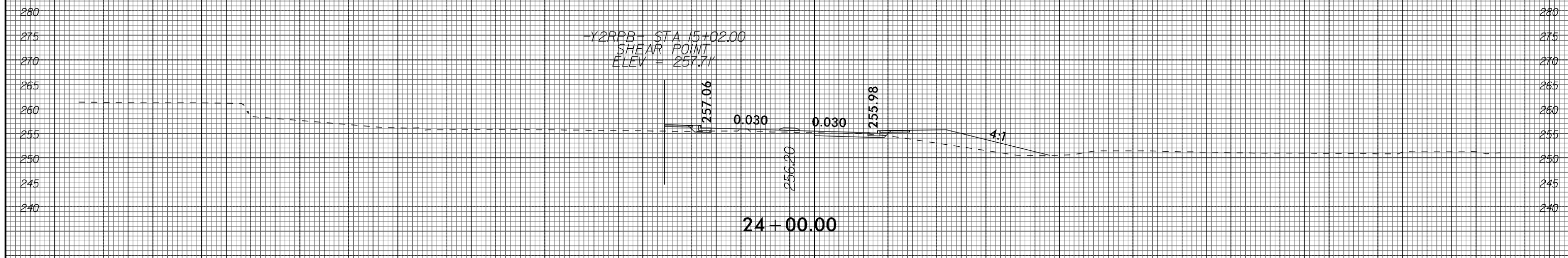
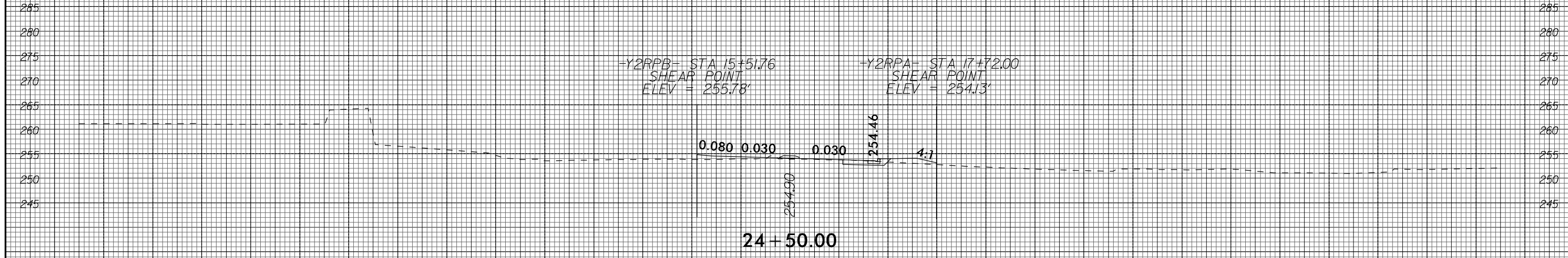




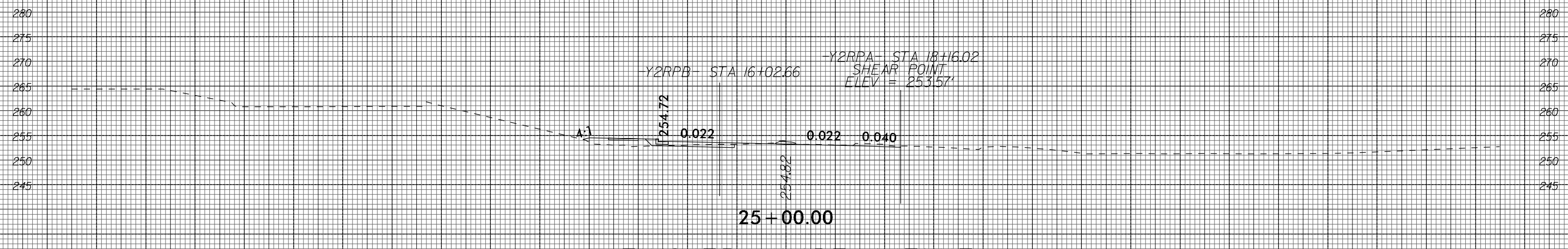
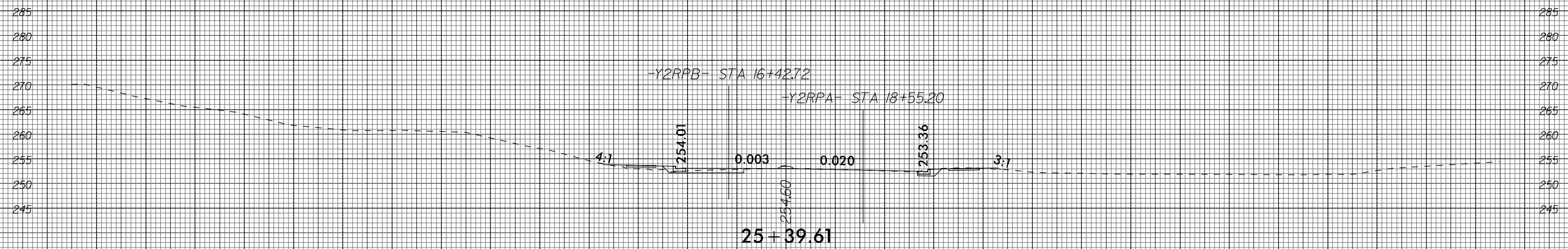
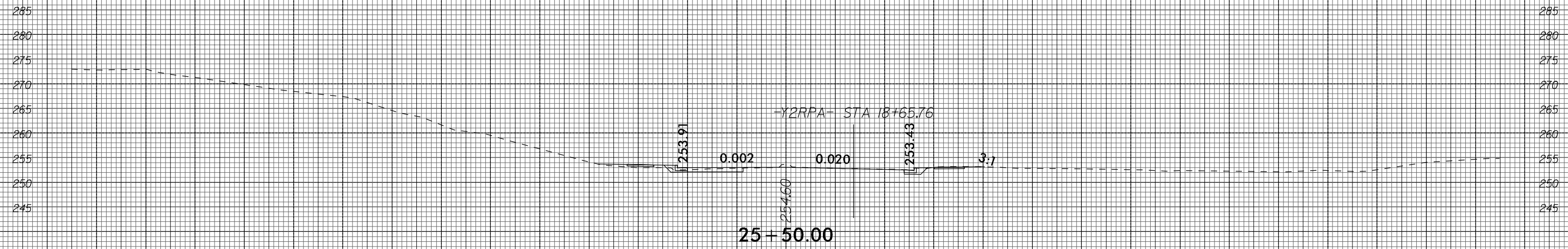
FLYOVER WADSWORTH AVENUE



FLYOVER WADSWORTH AVENUE

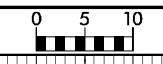


FLYOVER WADSWORTH AVENUE



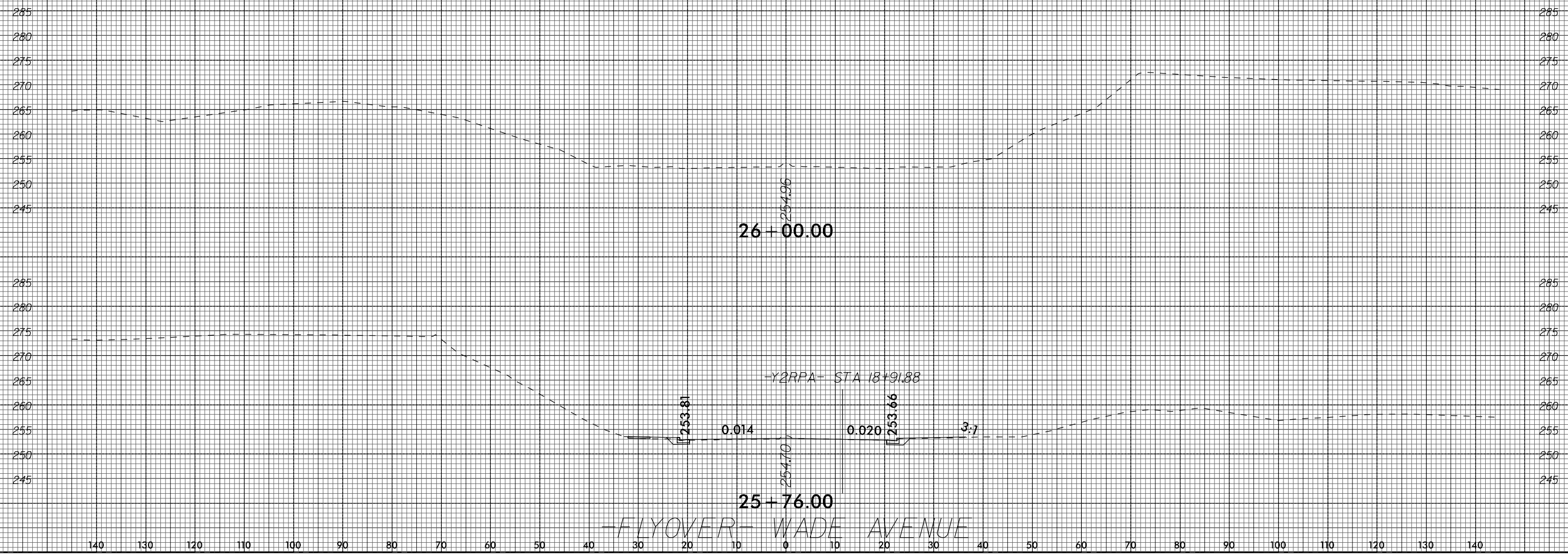
FLYOVER WADSWORTH AVENUE

8/23/99

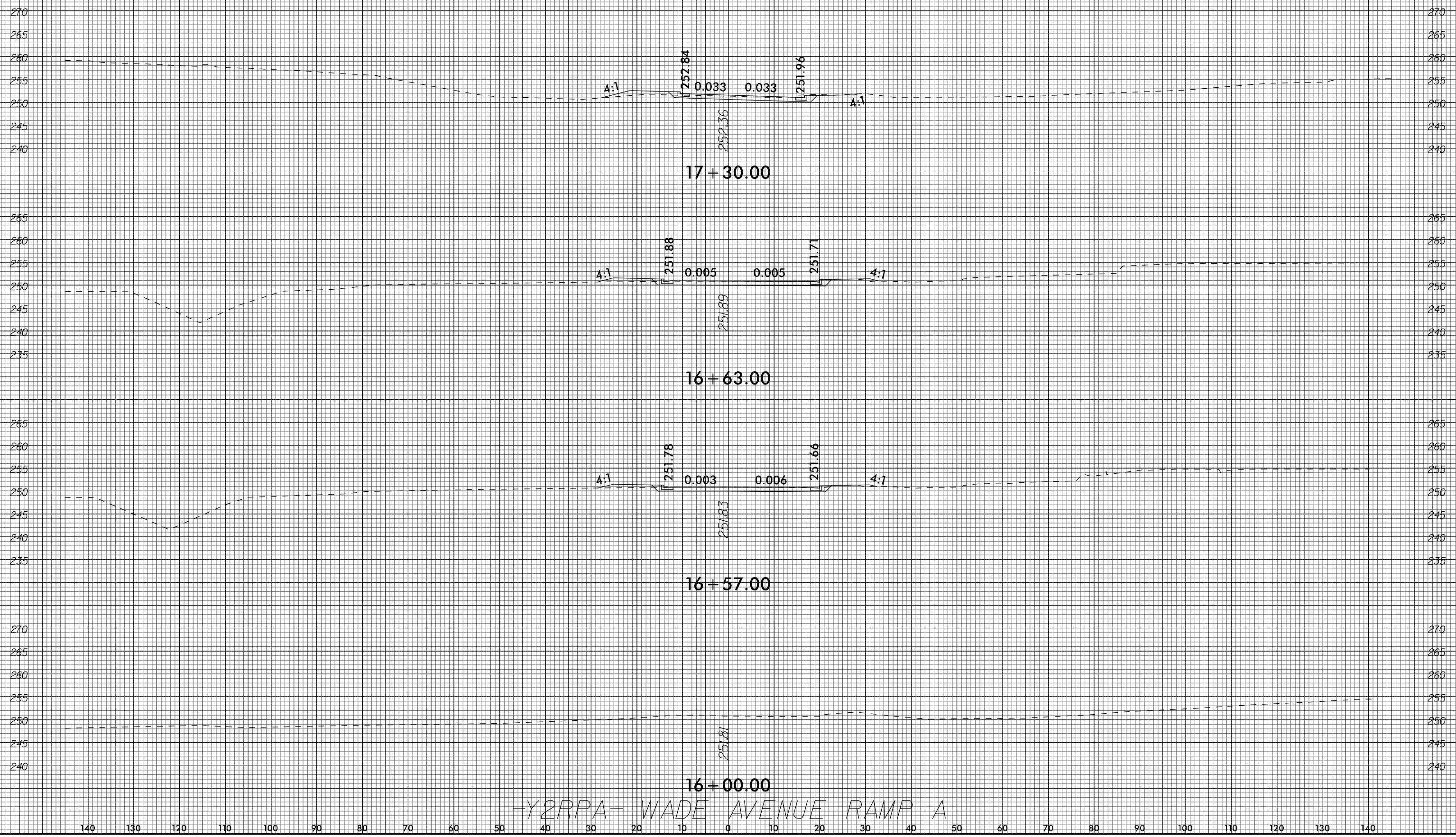


PROJ. REFERENCE NO.  
B-5121 / B-5317

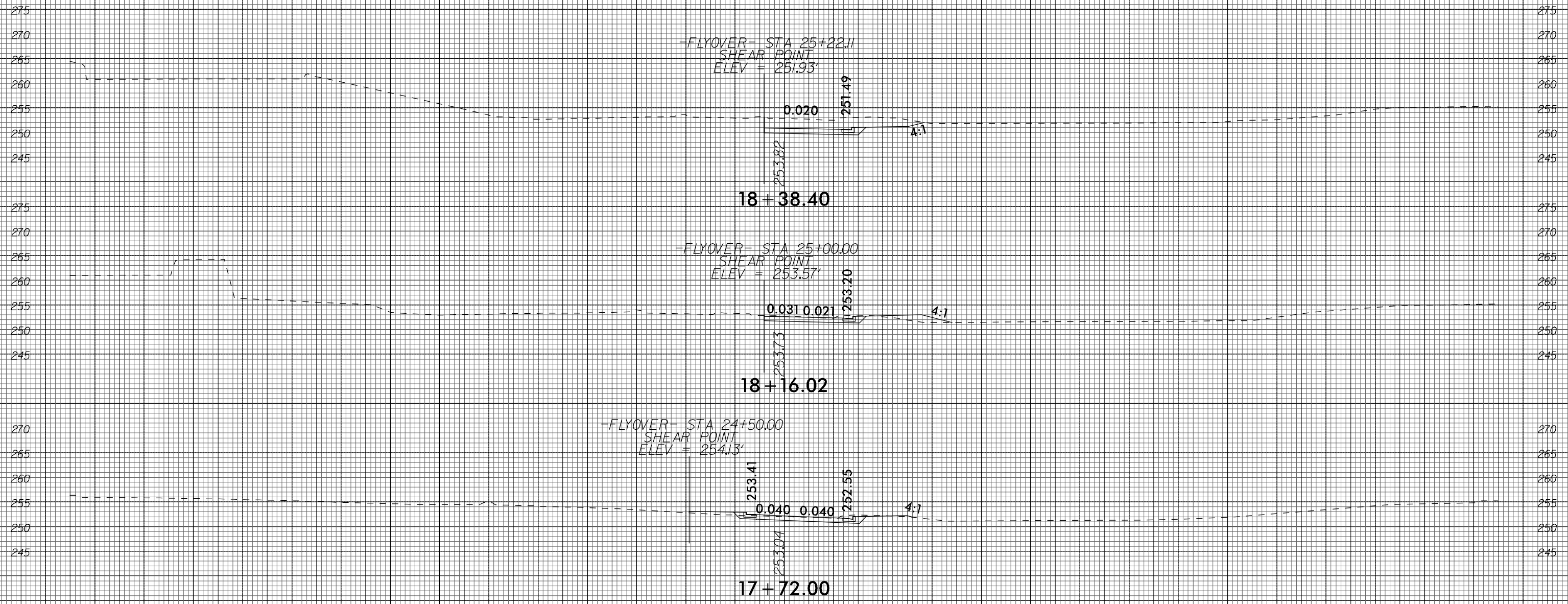
SHEET NO.  
X-55



2/02/2006

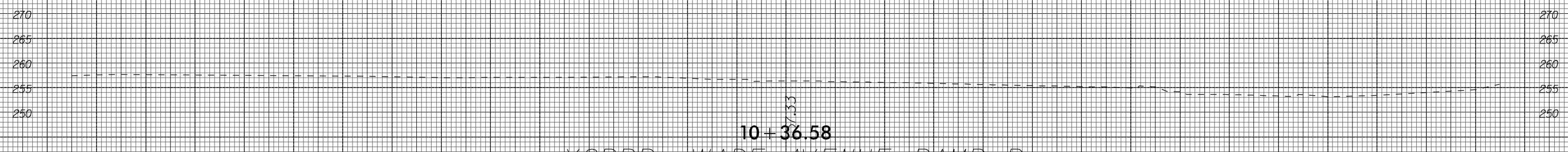
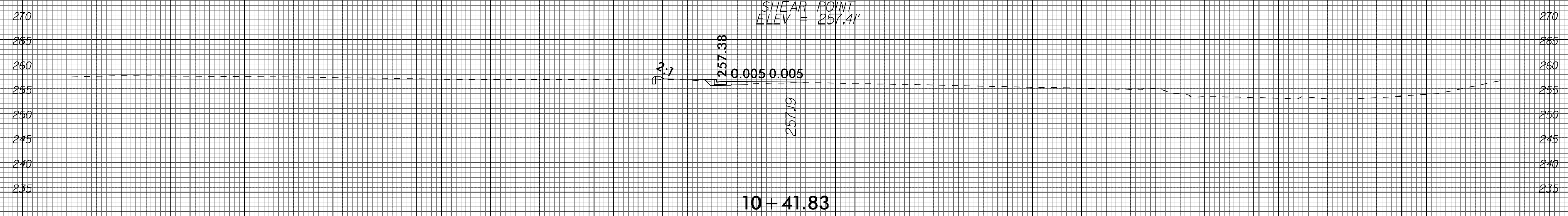
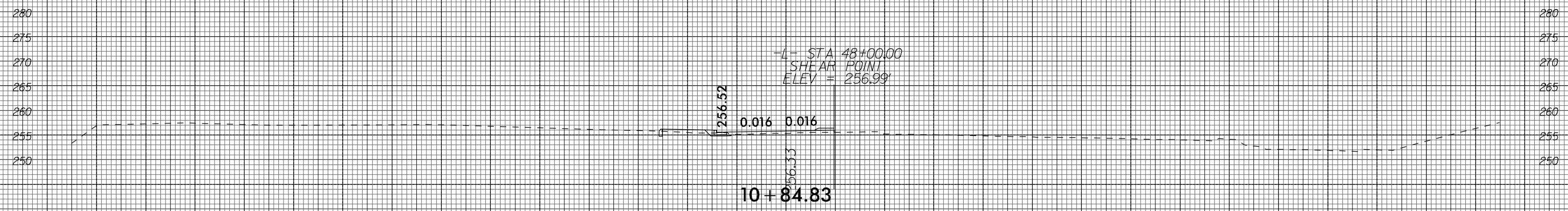
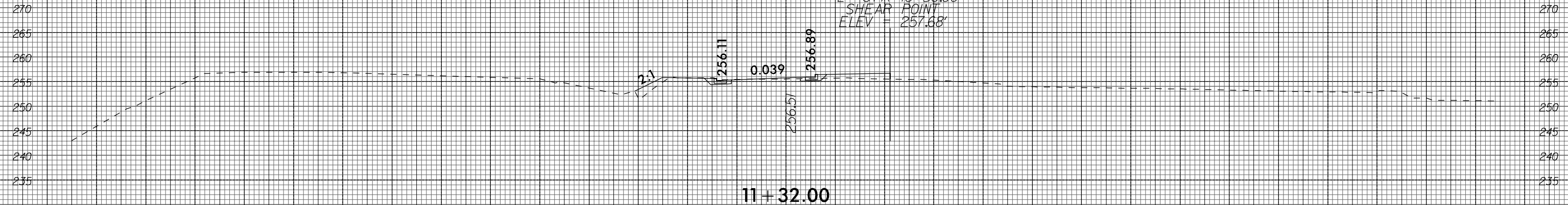


-Y2RPA- WADE AVENUE RAMP A



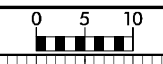
-Y2RPA- WADE AVENUE RAMP A





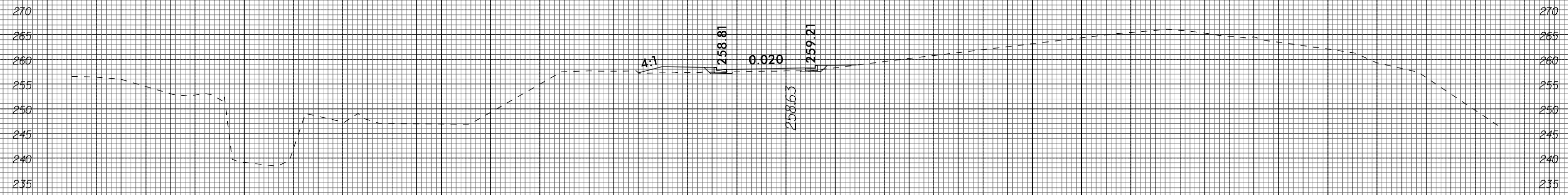
-Y2RPB- WADE AVENUE RAMP B

8/23/99

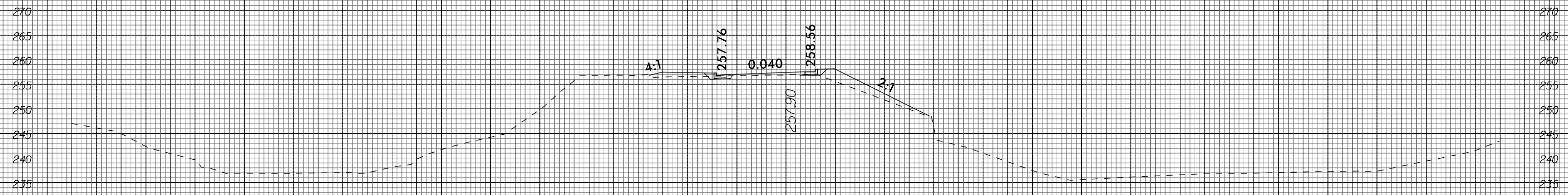


PROJ. REFERENCE NO.  
B-5121 / B-5317

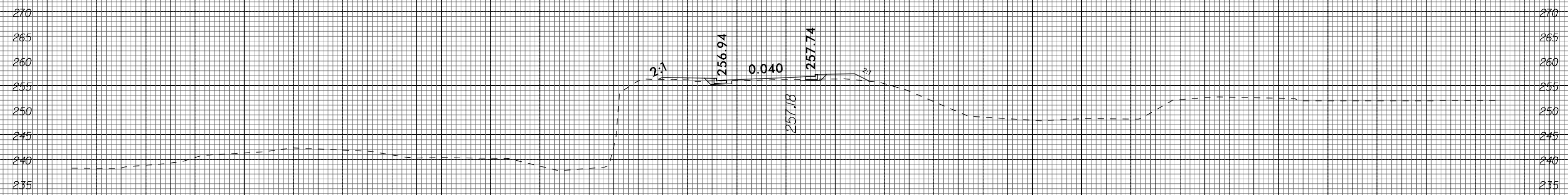
SHEET NO.  
X-59



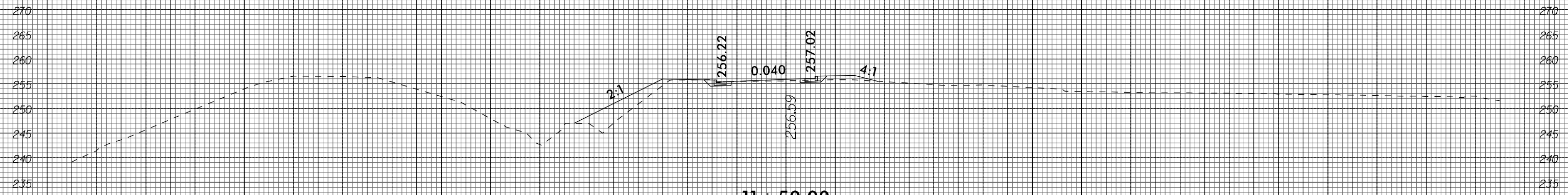
13+00.00



12+50.00



12+00.00

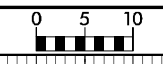


11+50.00

-Y2RPB- WADE AVENUE RAMP B

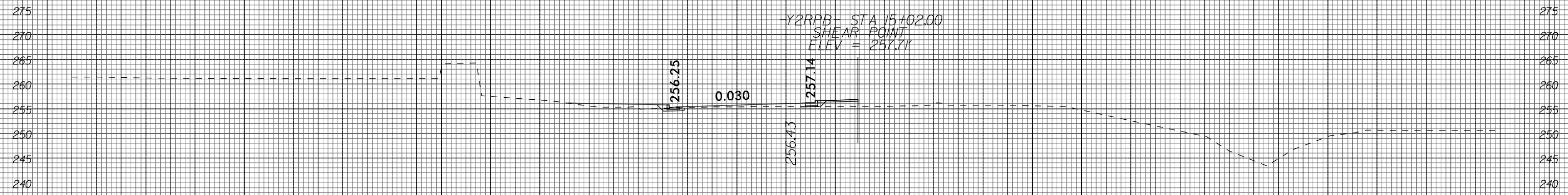
2/02/2016

8/23/99

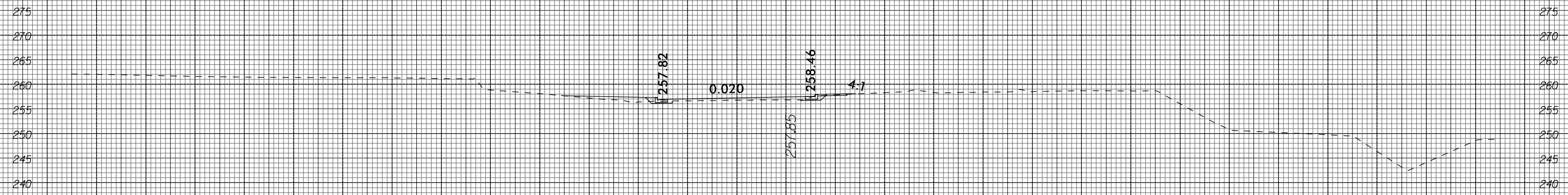


PROJ. REFERENCE NO.  
B-5121 / B-5317

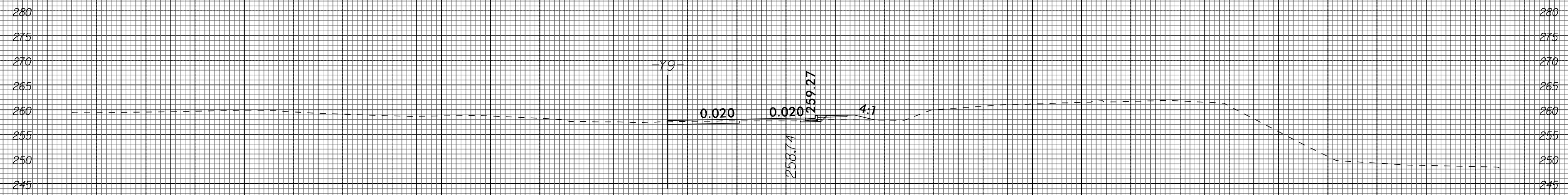
SHEET NO.  
X-60



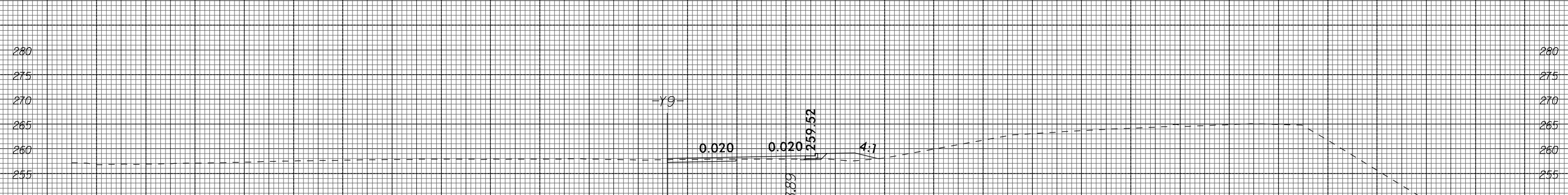
15+02.00



14+50.00



14+00.00

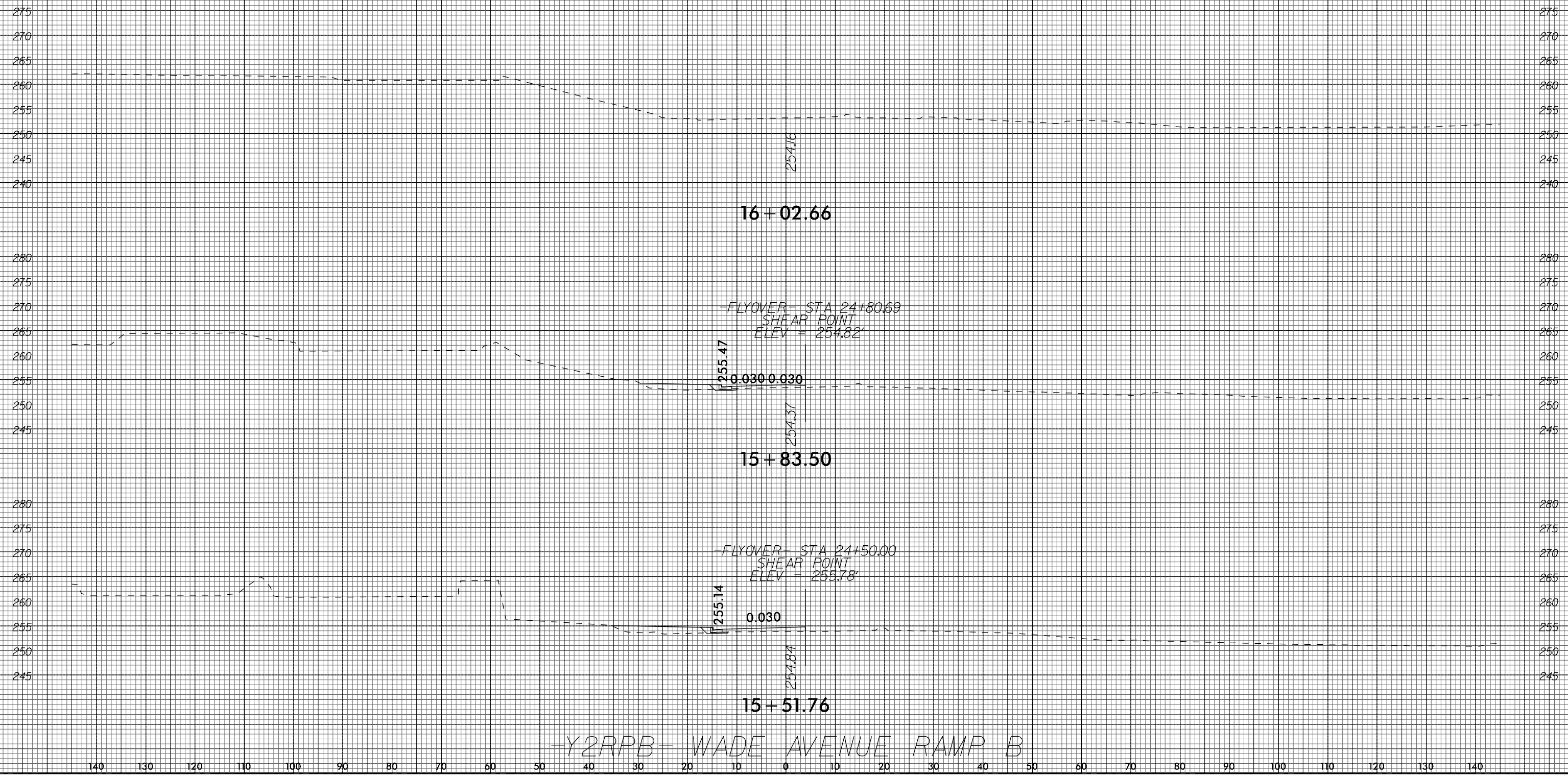


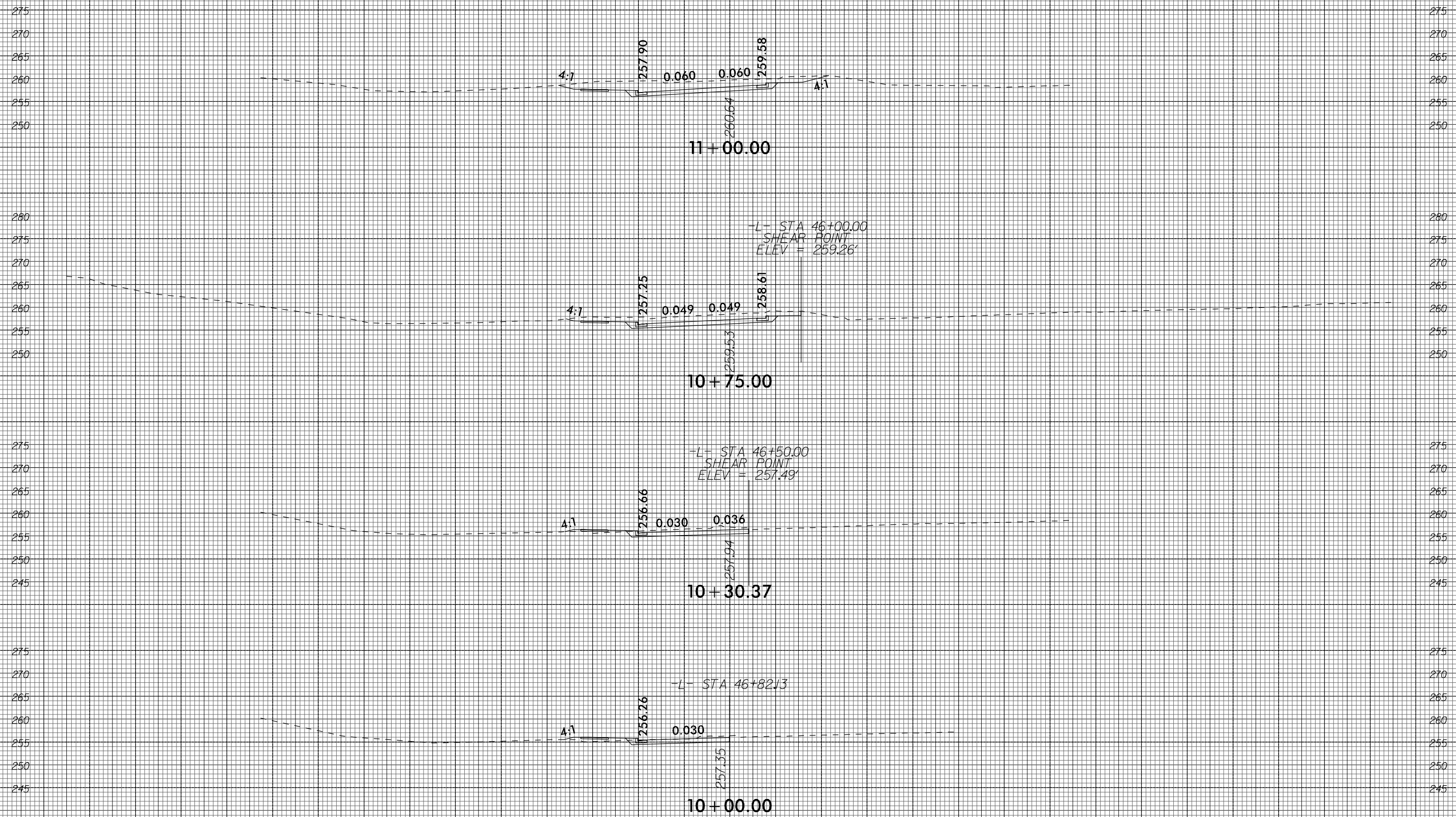
13+50.00

-Y2RPB- WADE AVENUE RAMP B

2/02/2006

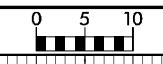






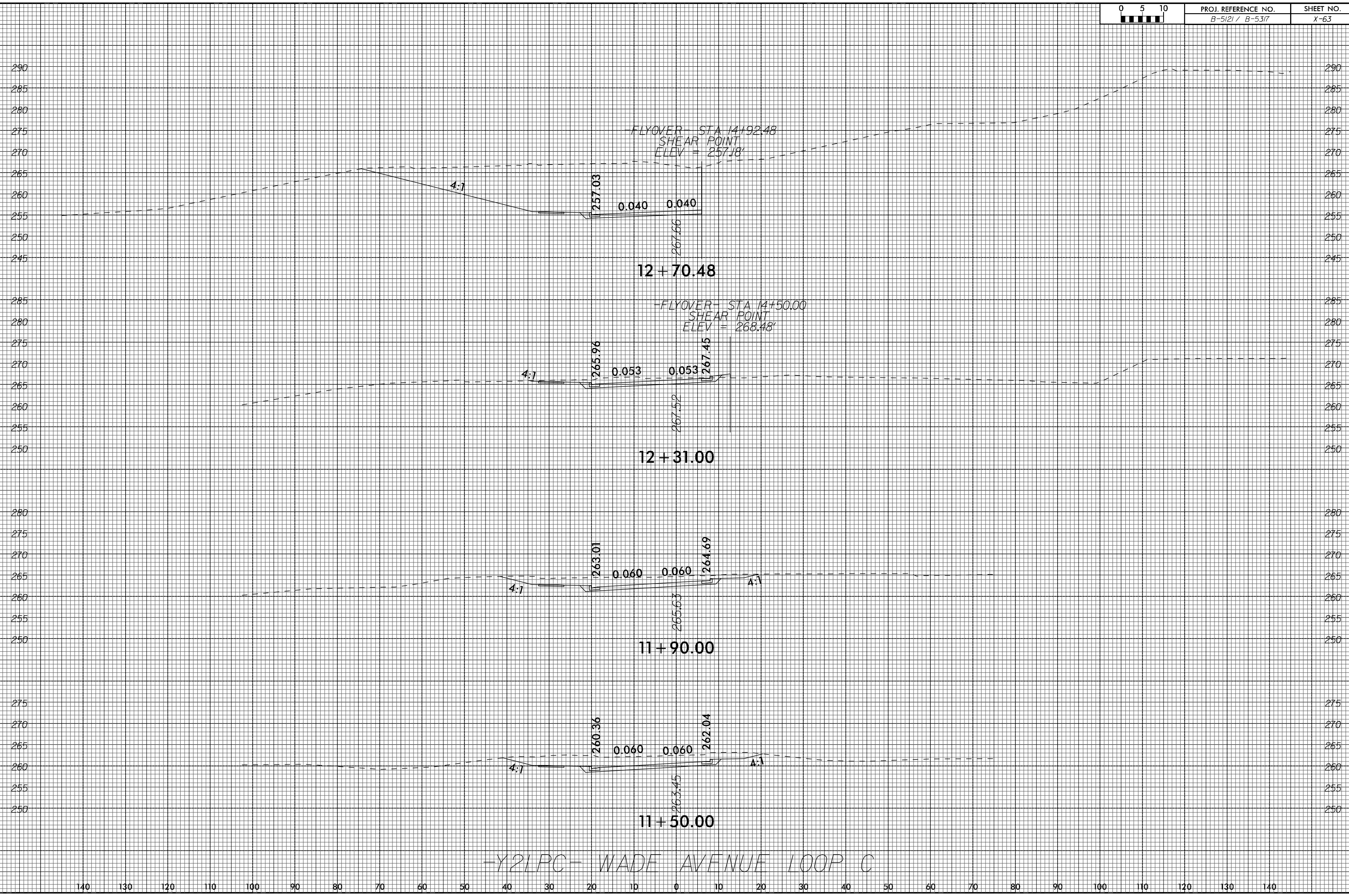
-Y2LPC- WADE AVENUE LOOP C

8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

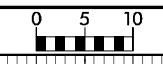
SHEET NO.  
X-63



-Y2LPC- WADE AVENUE LOOP C

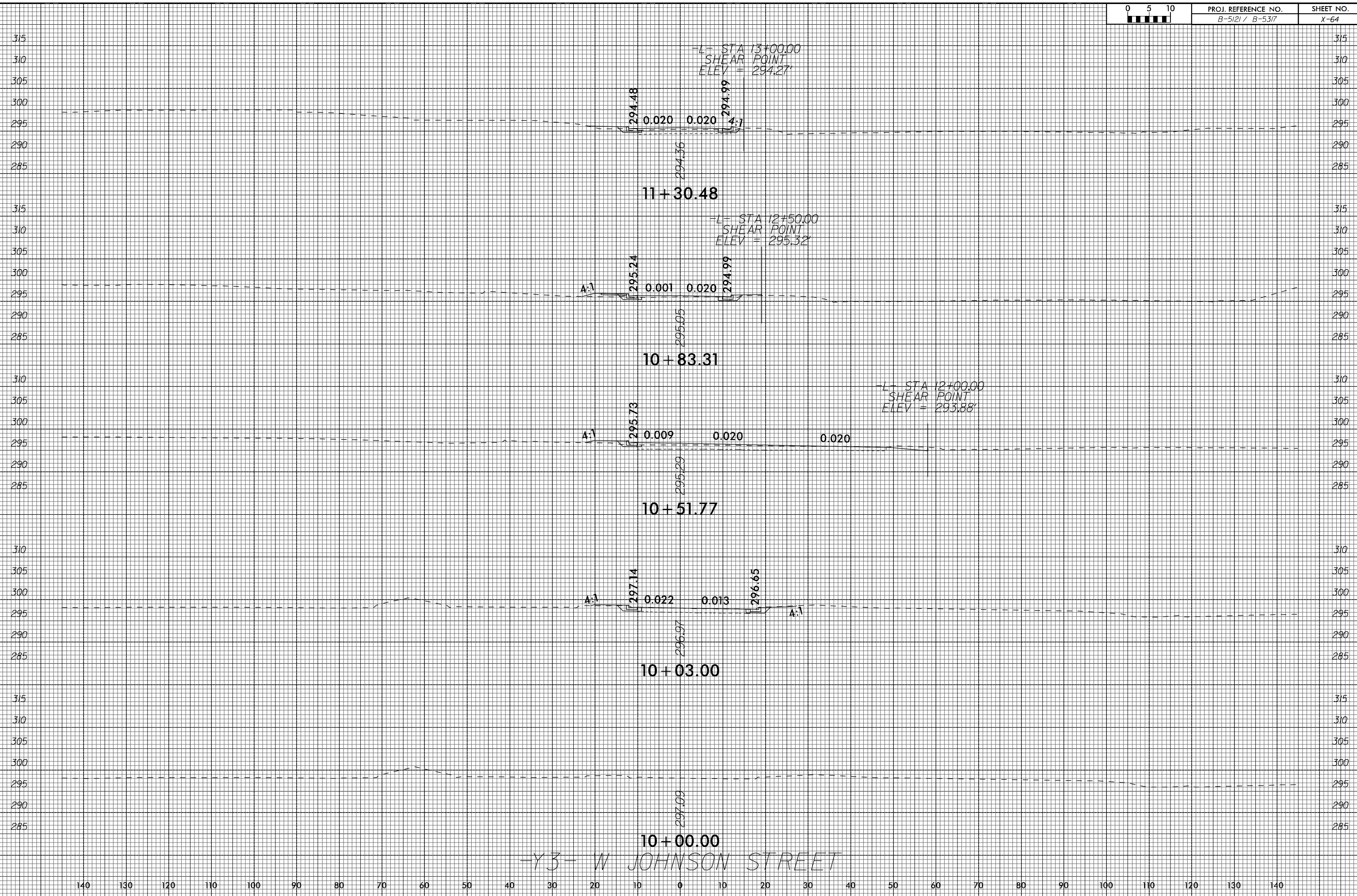
2/02/2006

8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-64



-L- STA 13+00.00  
SHEAR POINT  
ELEV = 294.27'

294.48 0.020 0.020 4:1 294.99

294.36

11 + 30.48

-L- STA 12+50.00  
SHEAR POINT  
ELEV = 295.32'

4:1 295.24 0.001 0.020 294.99

295.05

10 + 83.31

-L- STA 12+00.00  
SHEAR POINT  
ELEV = 293.88'

4:1 295.73 0.009 0.020 0.020

295.29

10 + 51.77

4:1 297.14 0.022 0.013 296.65 4:1

296.97

10 + 03.00

297.09

10 + 00.00

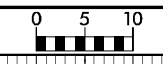
-Y3- W JOHNSON STREET

2/02/2006

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

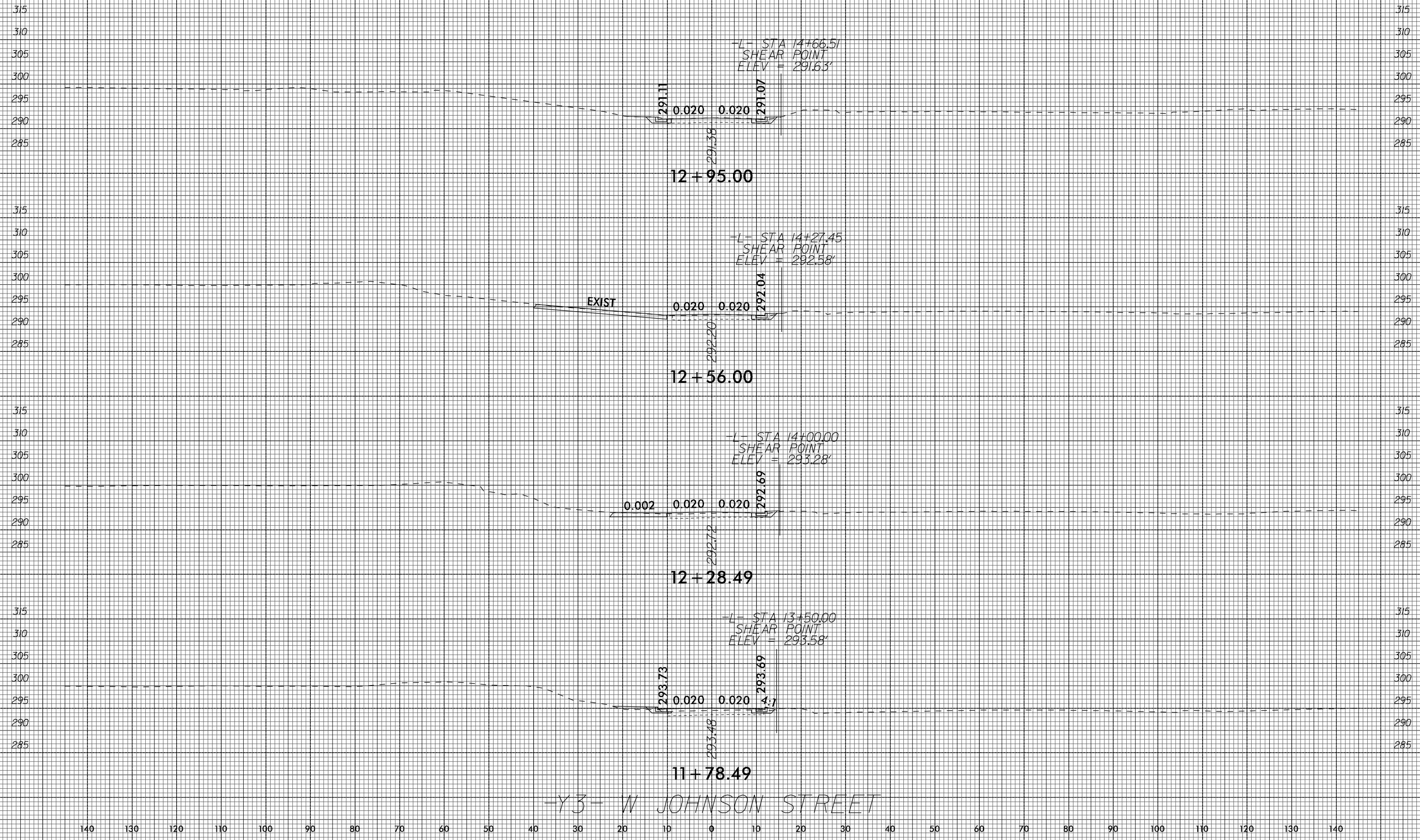


8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-65



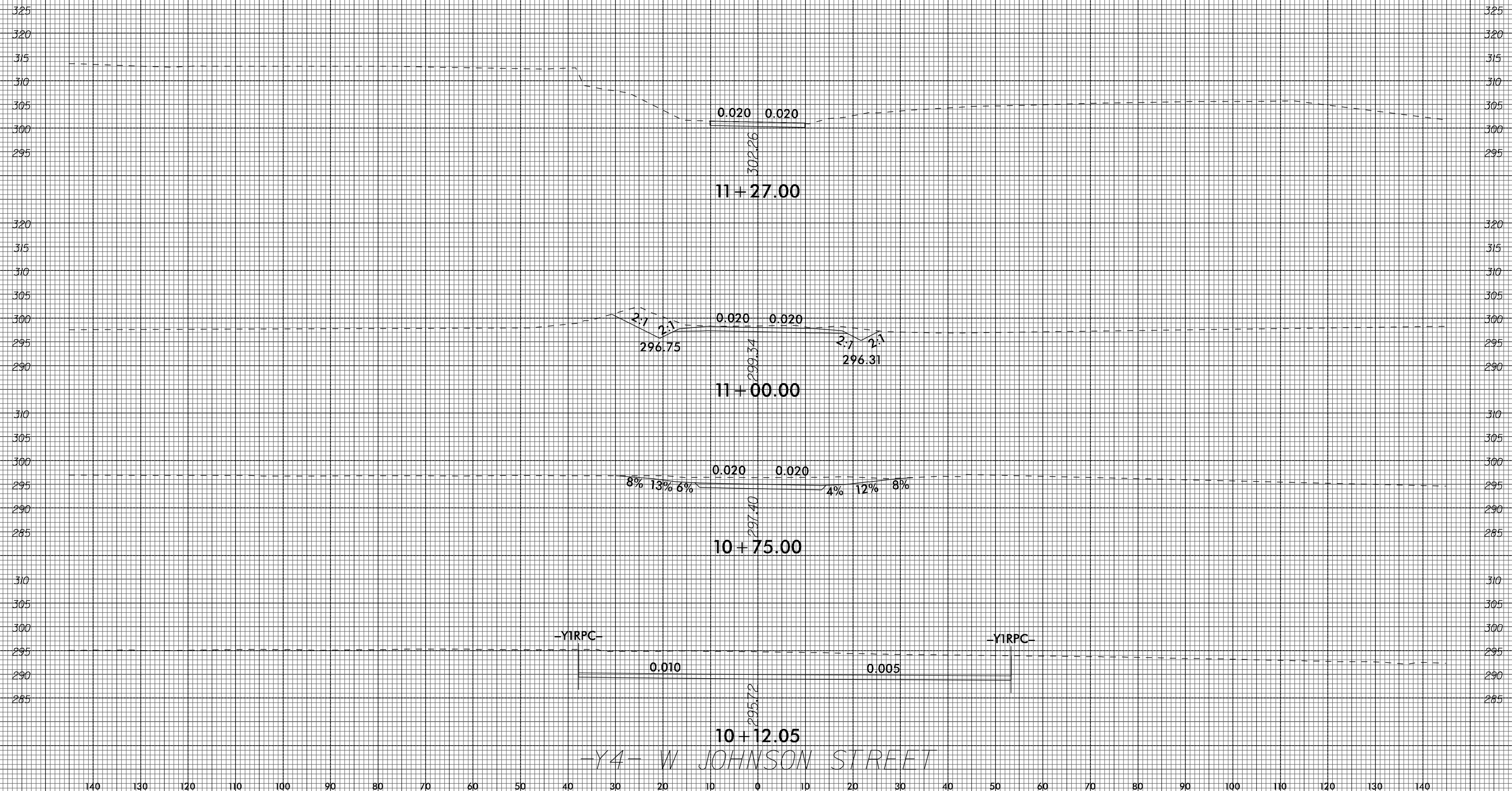
2/02/2006

8/23/99



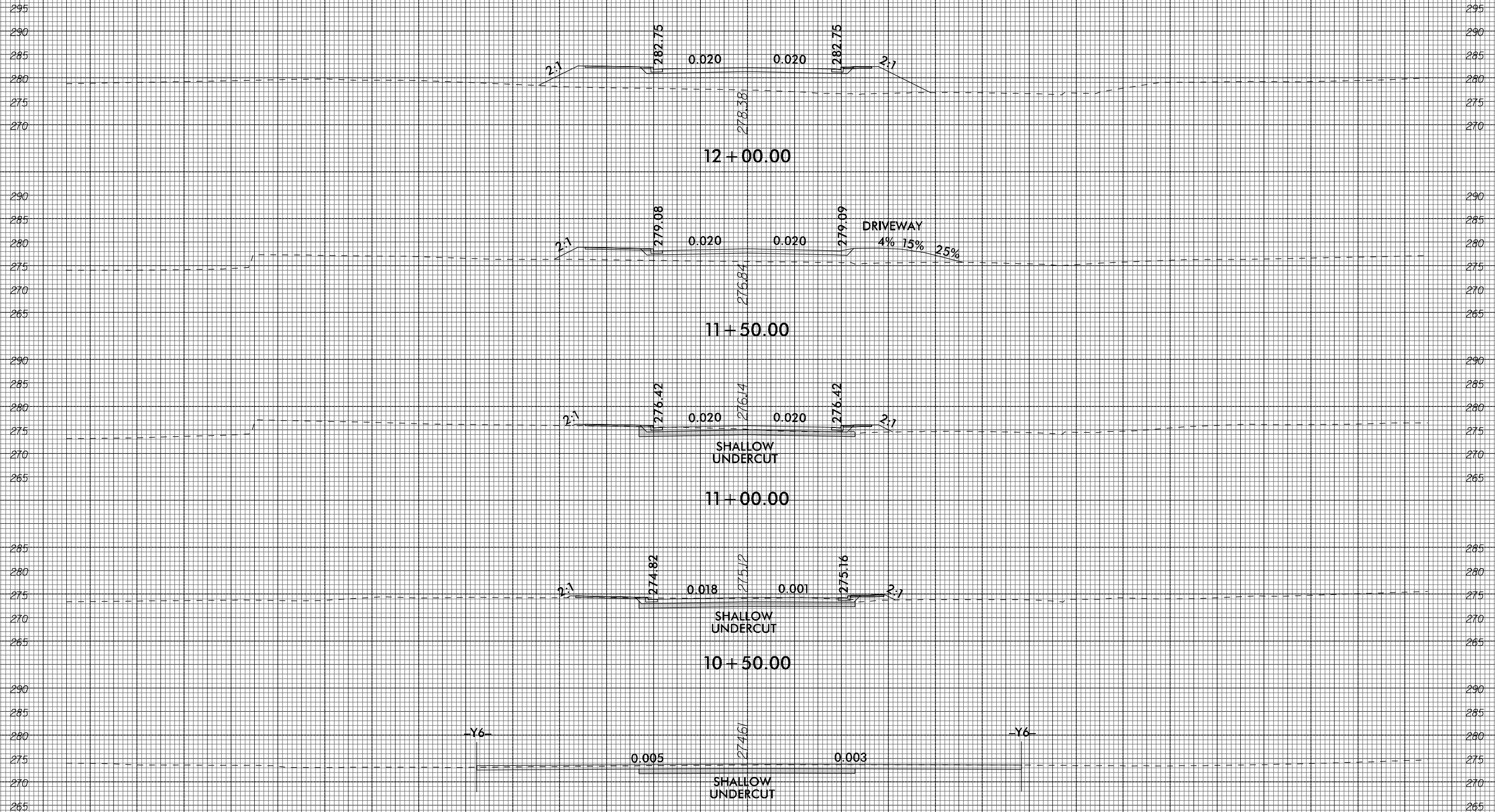
PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-66



2/02/2006

-Y4- W JOHNSON STREET

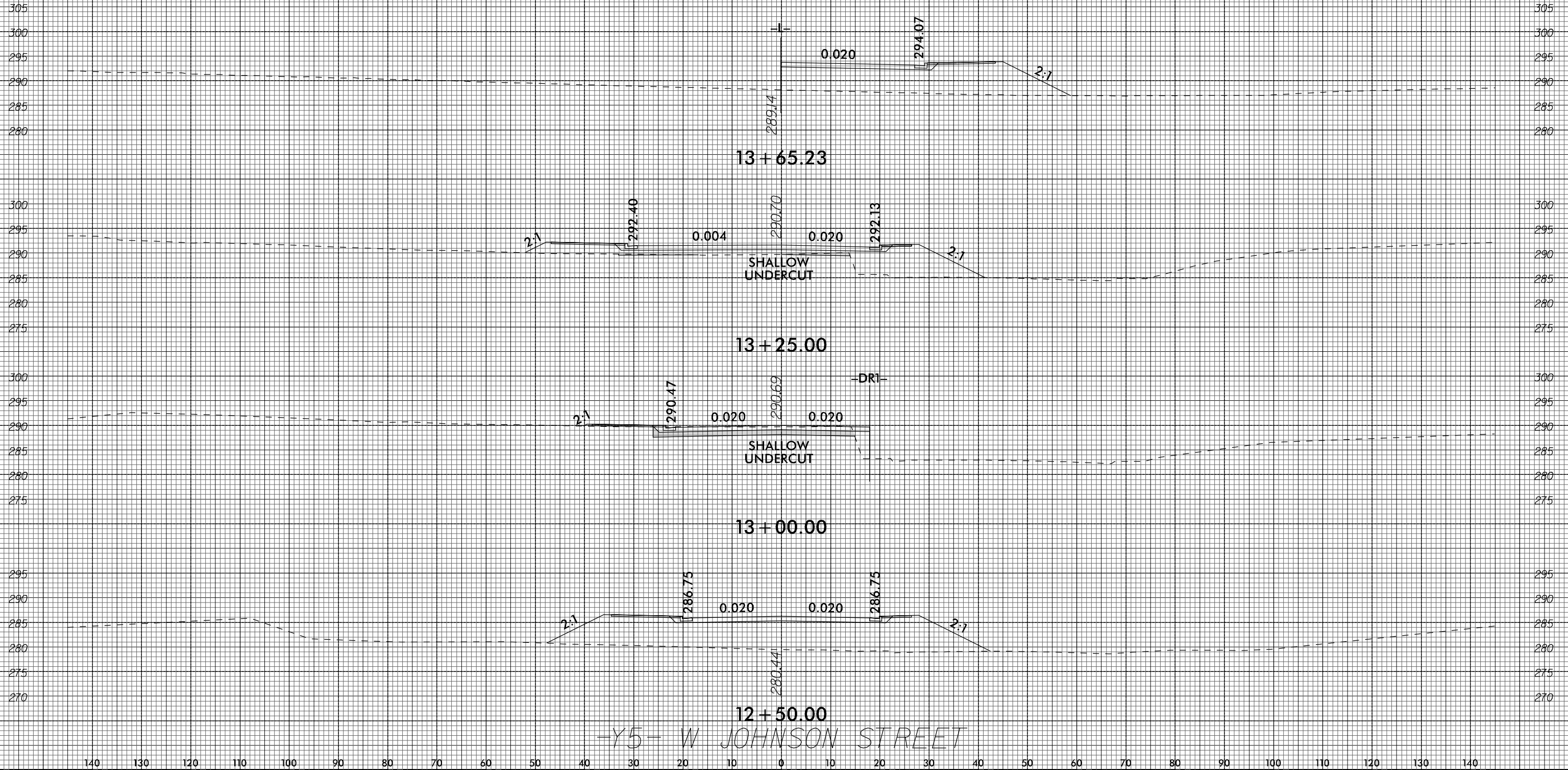


10+18.00

-Y5- W JOHNSON STREET

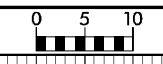
-Y6-

-Y6-



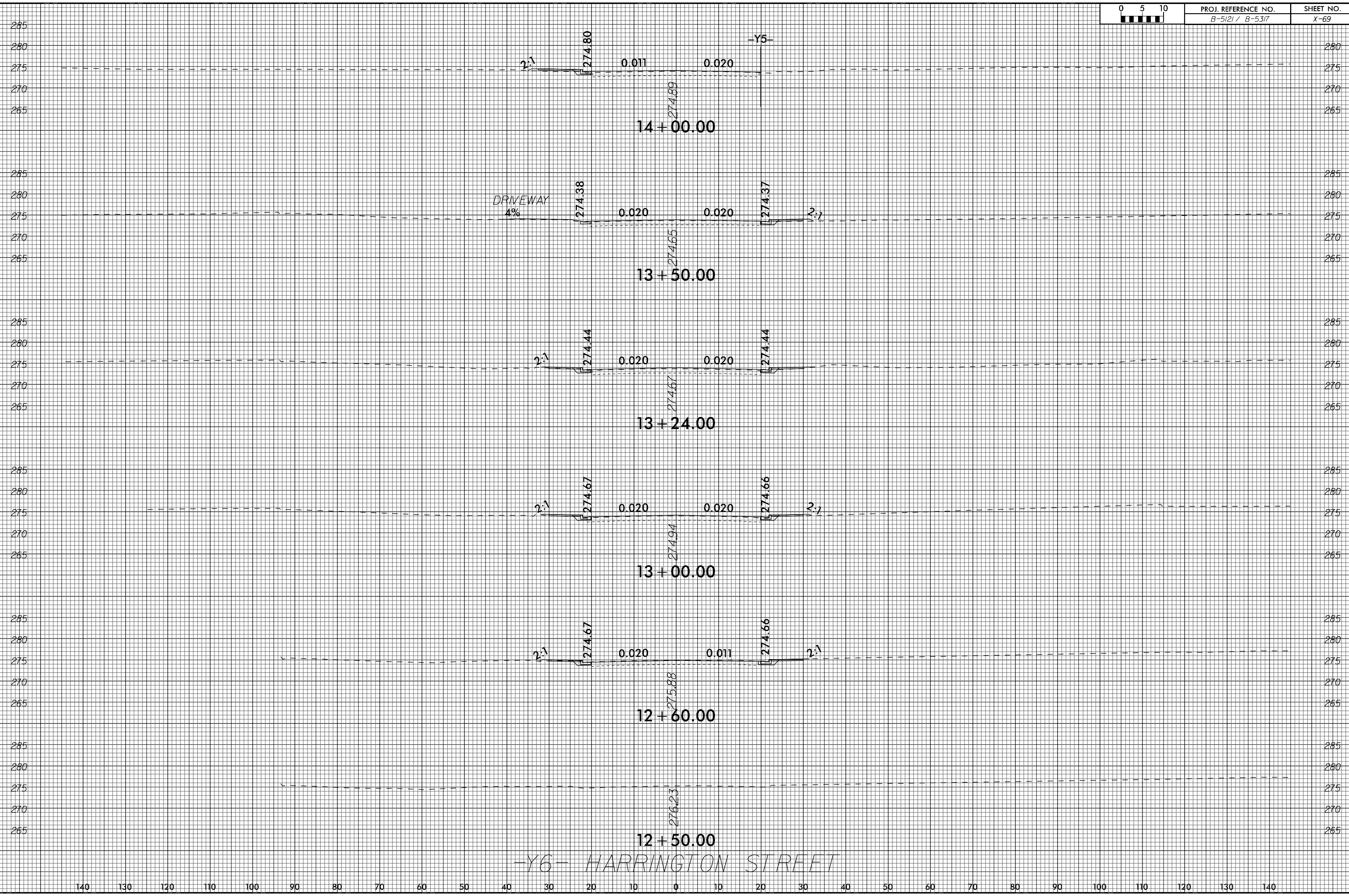
-Y5- W JOHNSON STREET

8/23/99



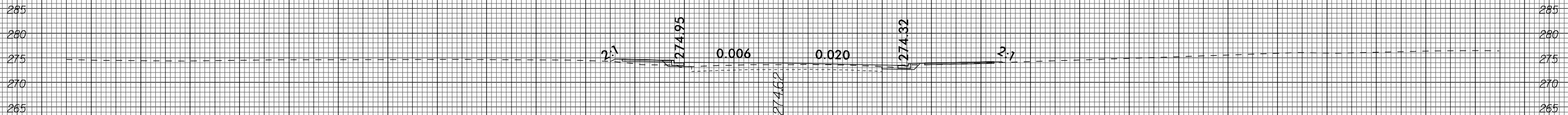
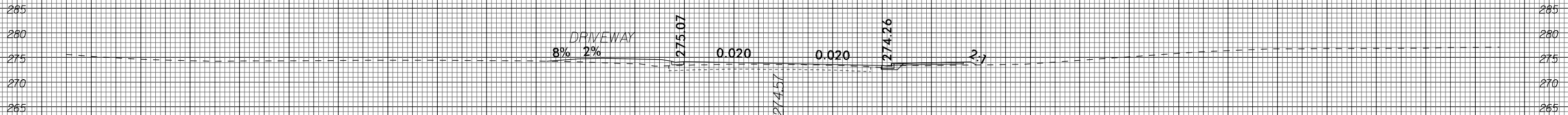
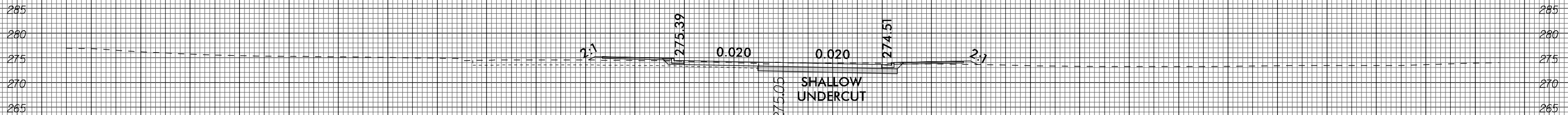
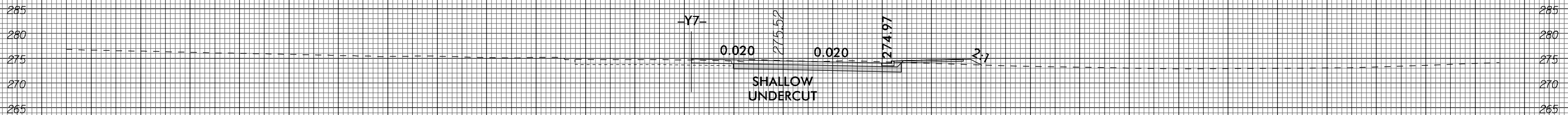
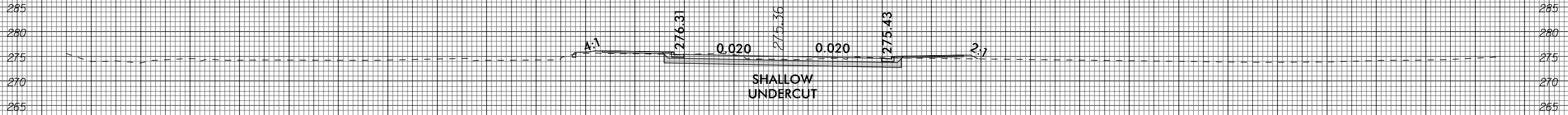
PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-69

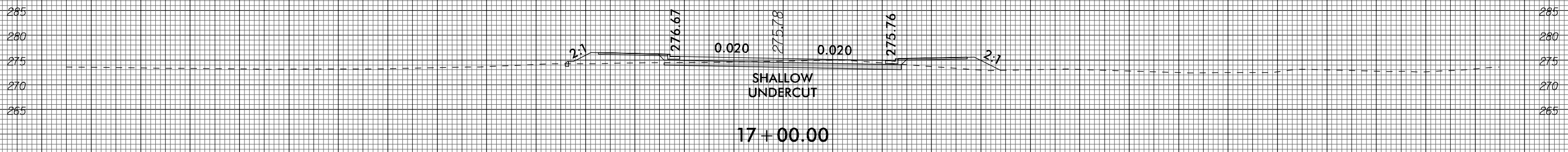
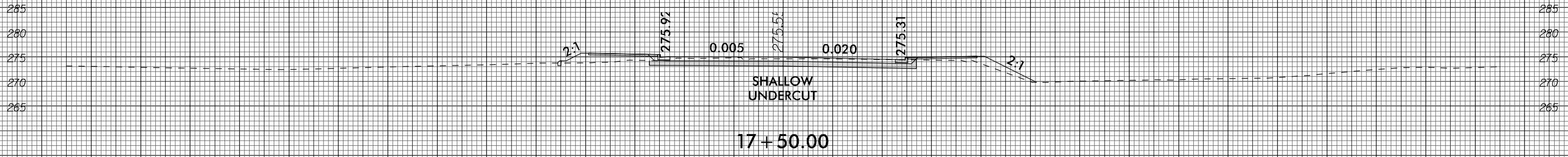
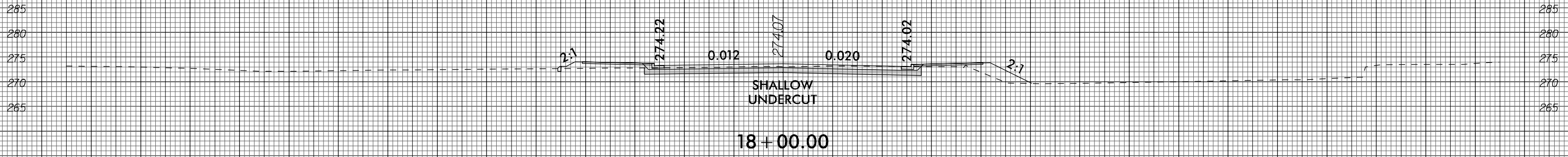
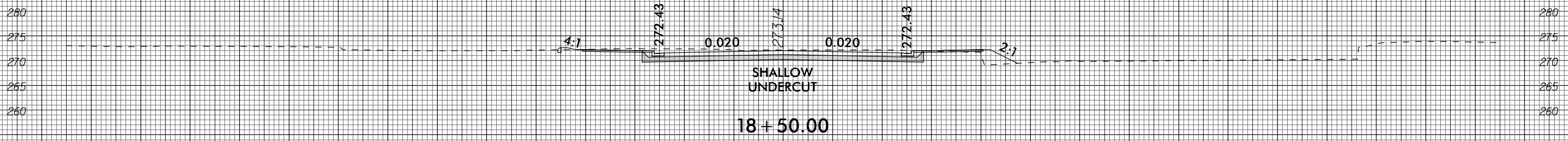
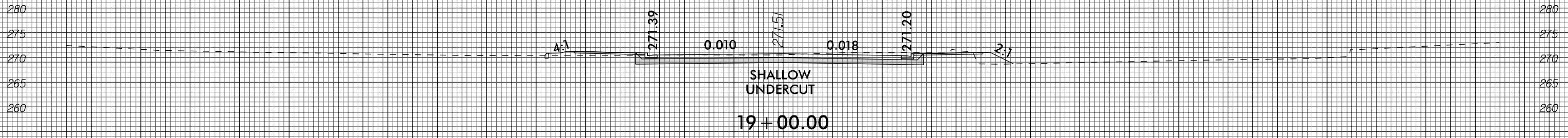


2/02/2006

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



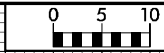
-Y6- HARRINGTON STREET



-Y6- HARRINGTON STREET

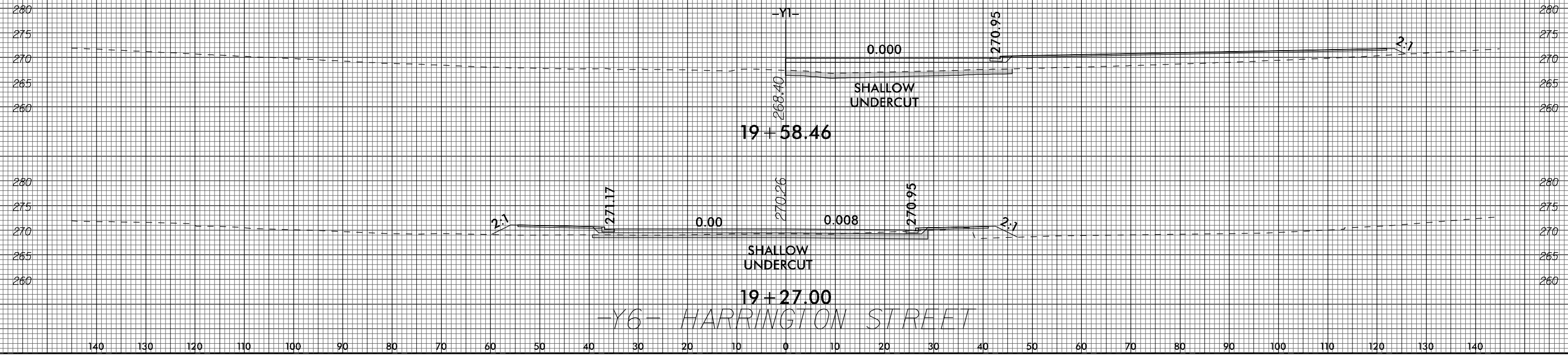


8/23/99

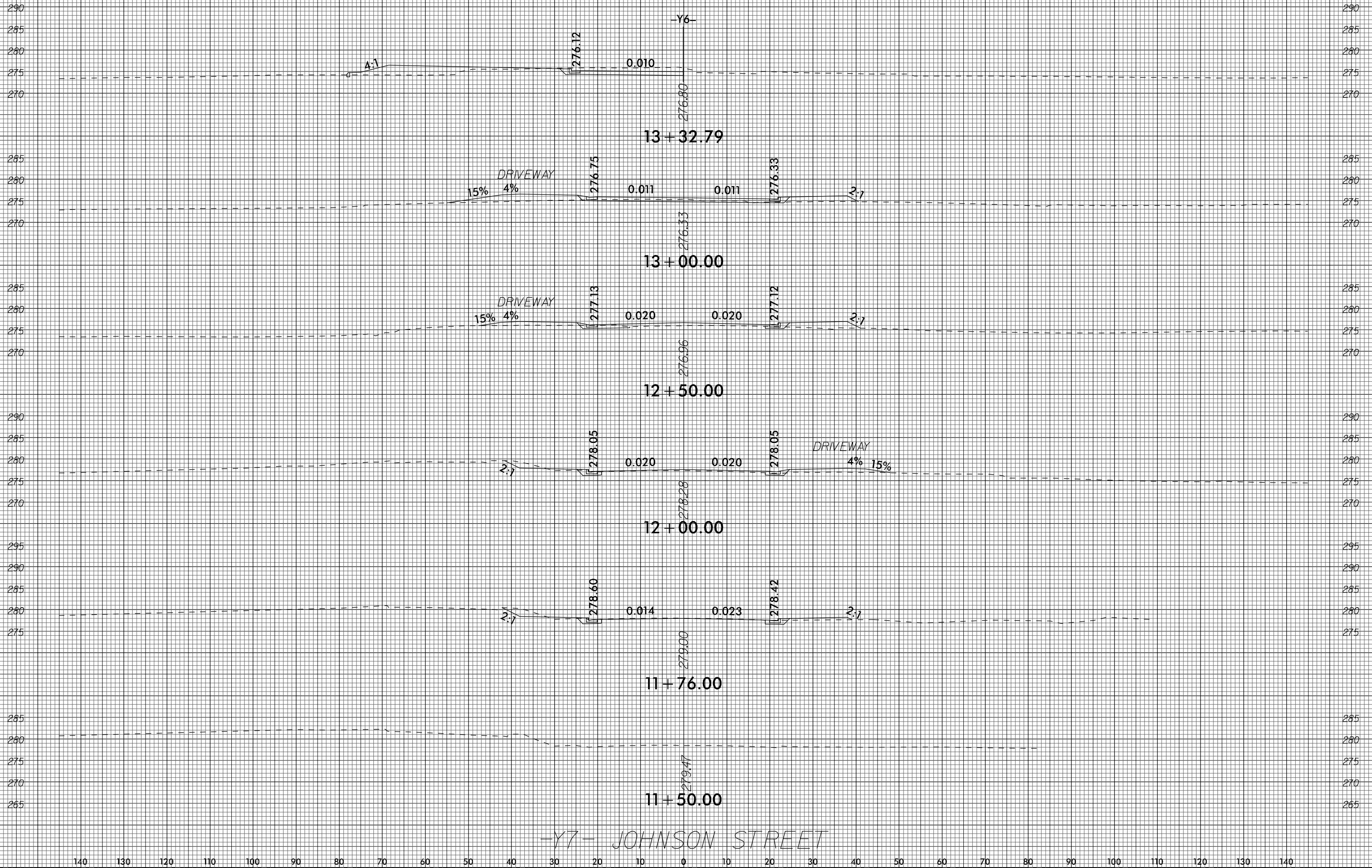


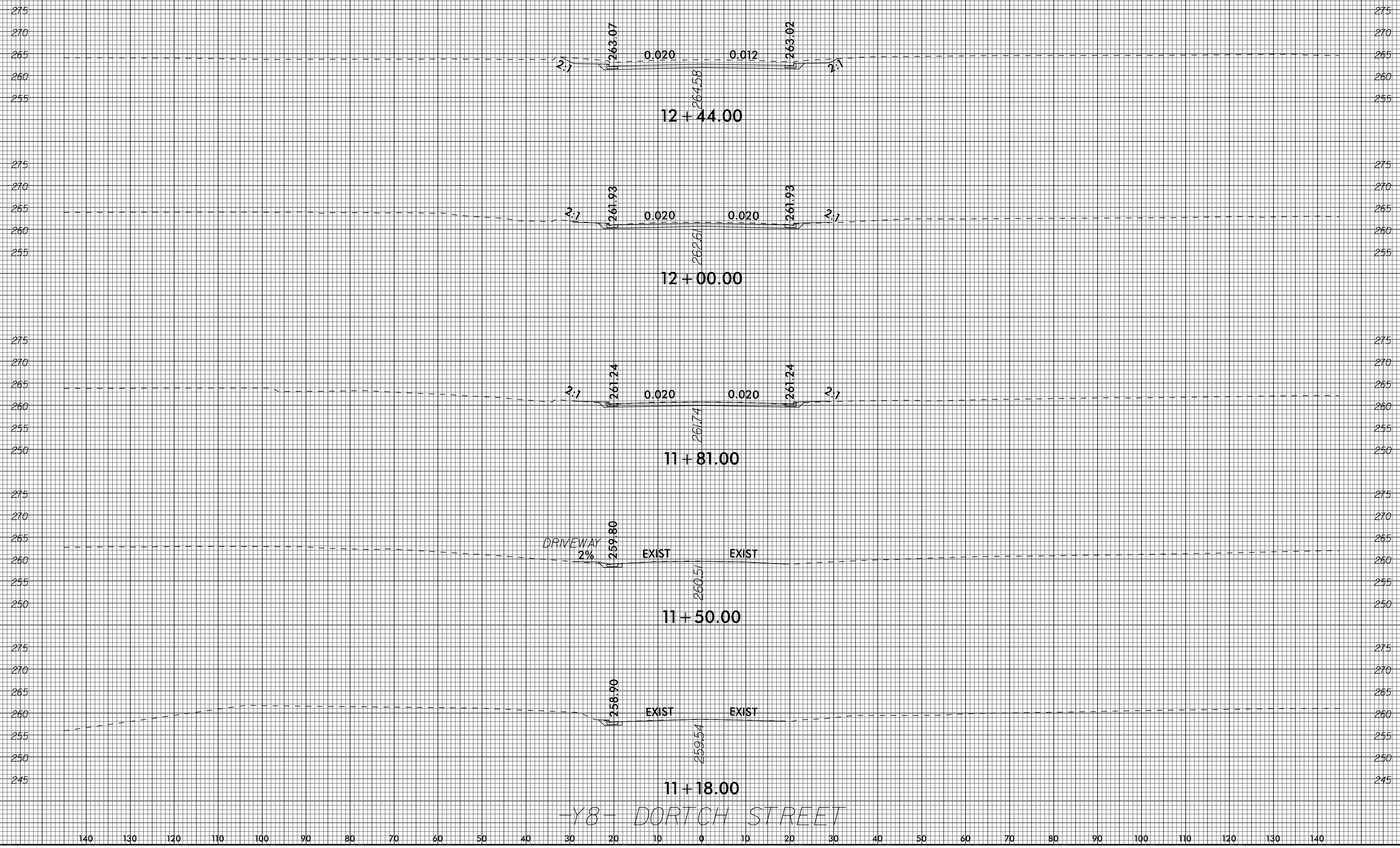
PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-72



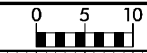
2/02/2016





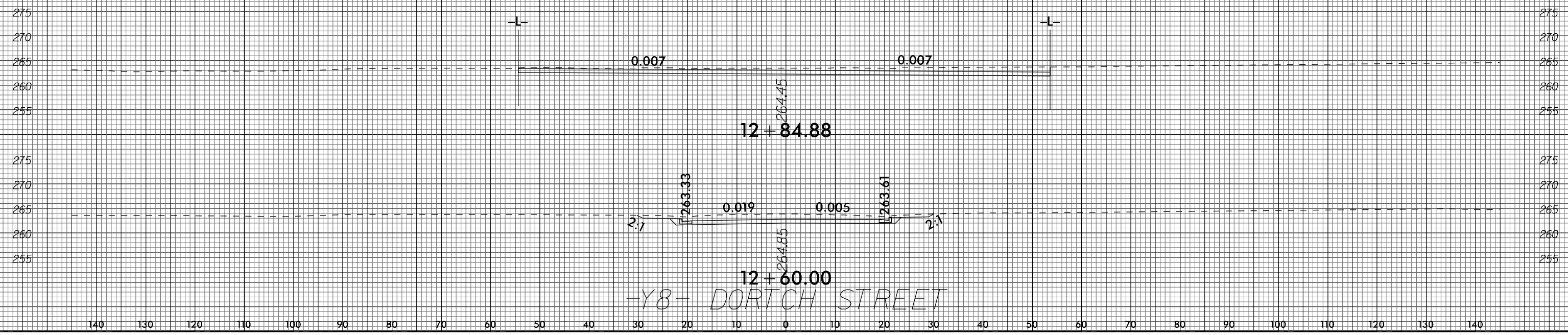
-Y8- DORTCH STREET

8/23/99



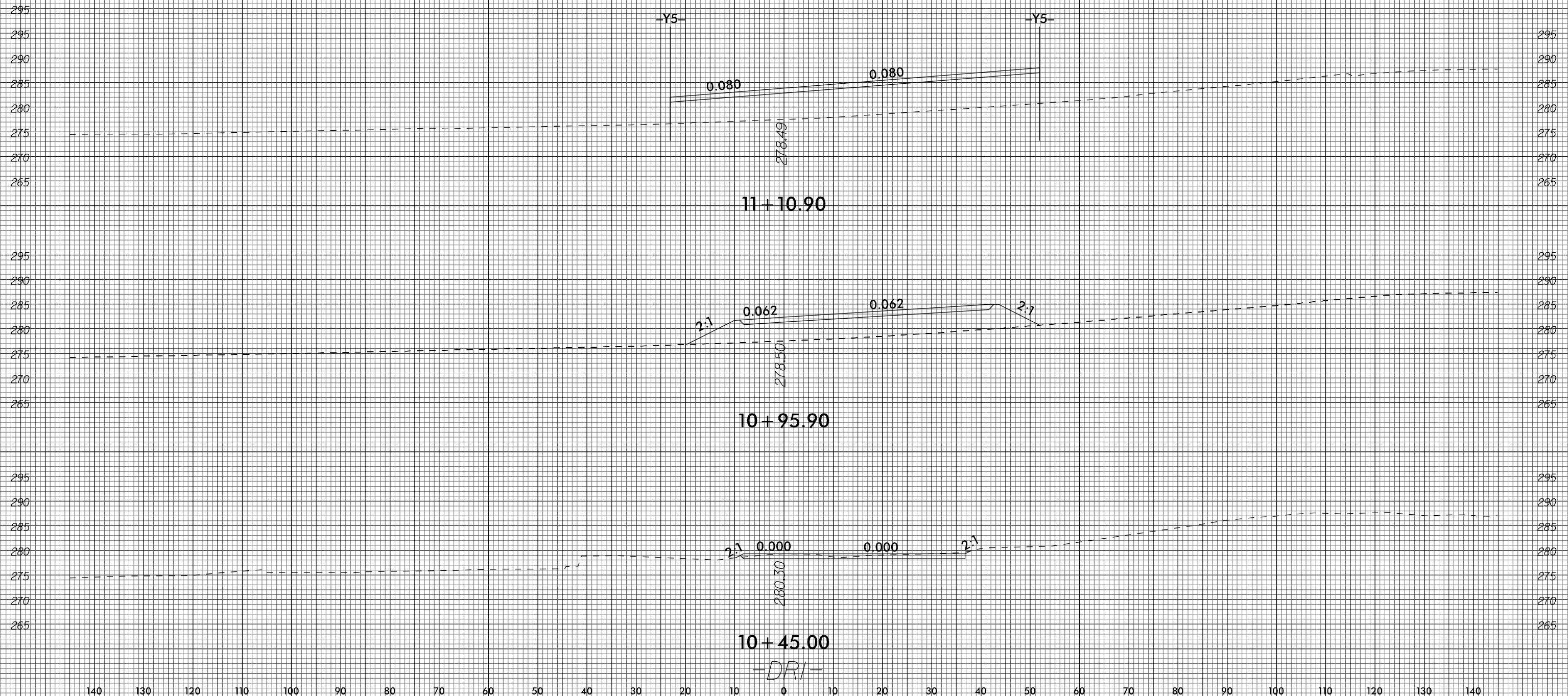
PROJ. REFERENCE NO.  
B-5121 / B-5317

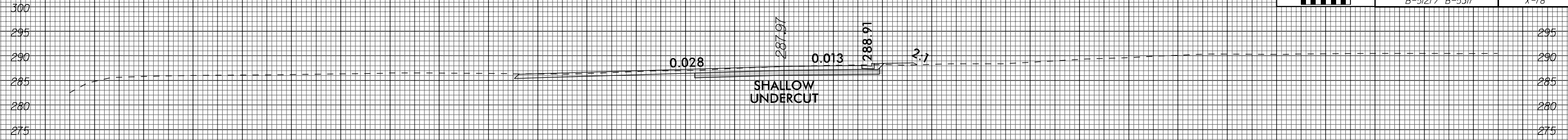
SHEET NO.  
X-75



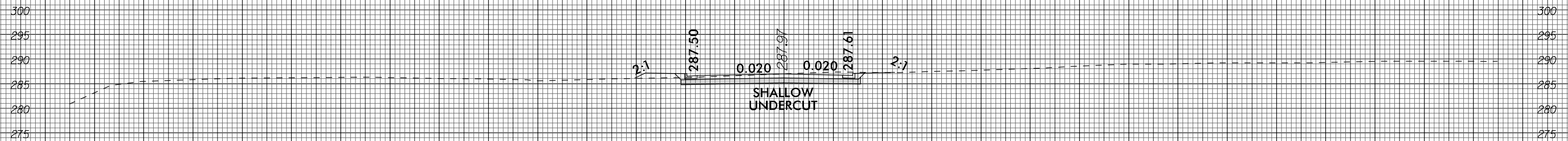
2/02/2006



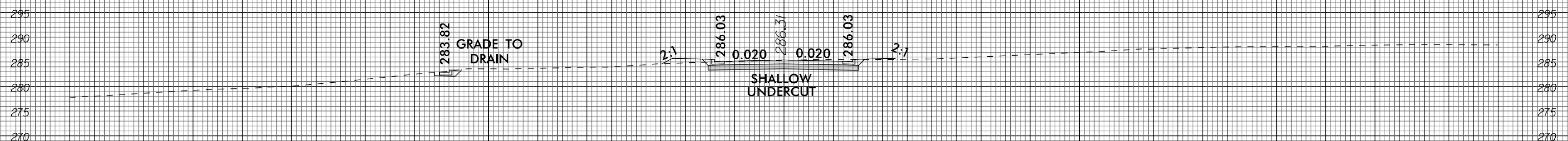




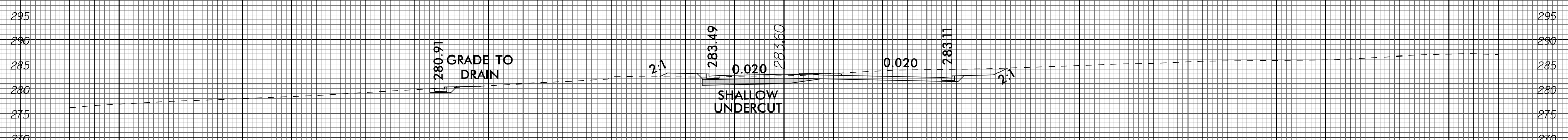
11+29.00



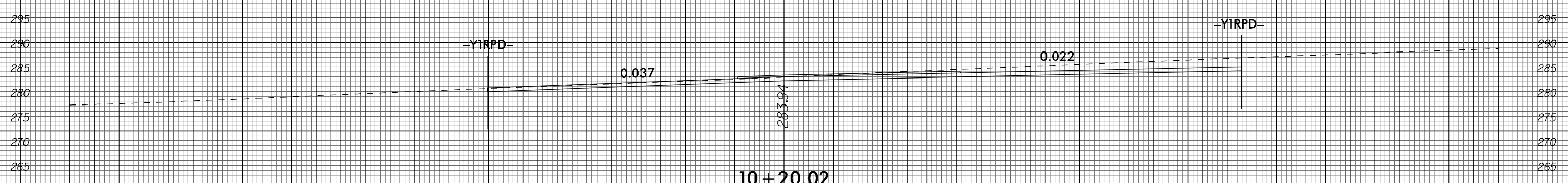
11+20.00



11+00.00



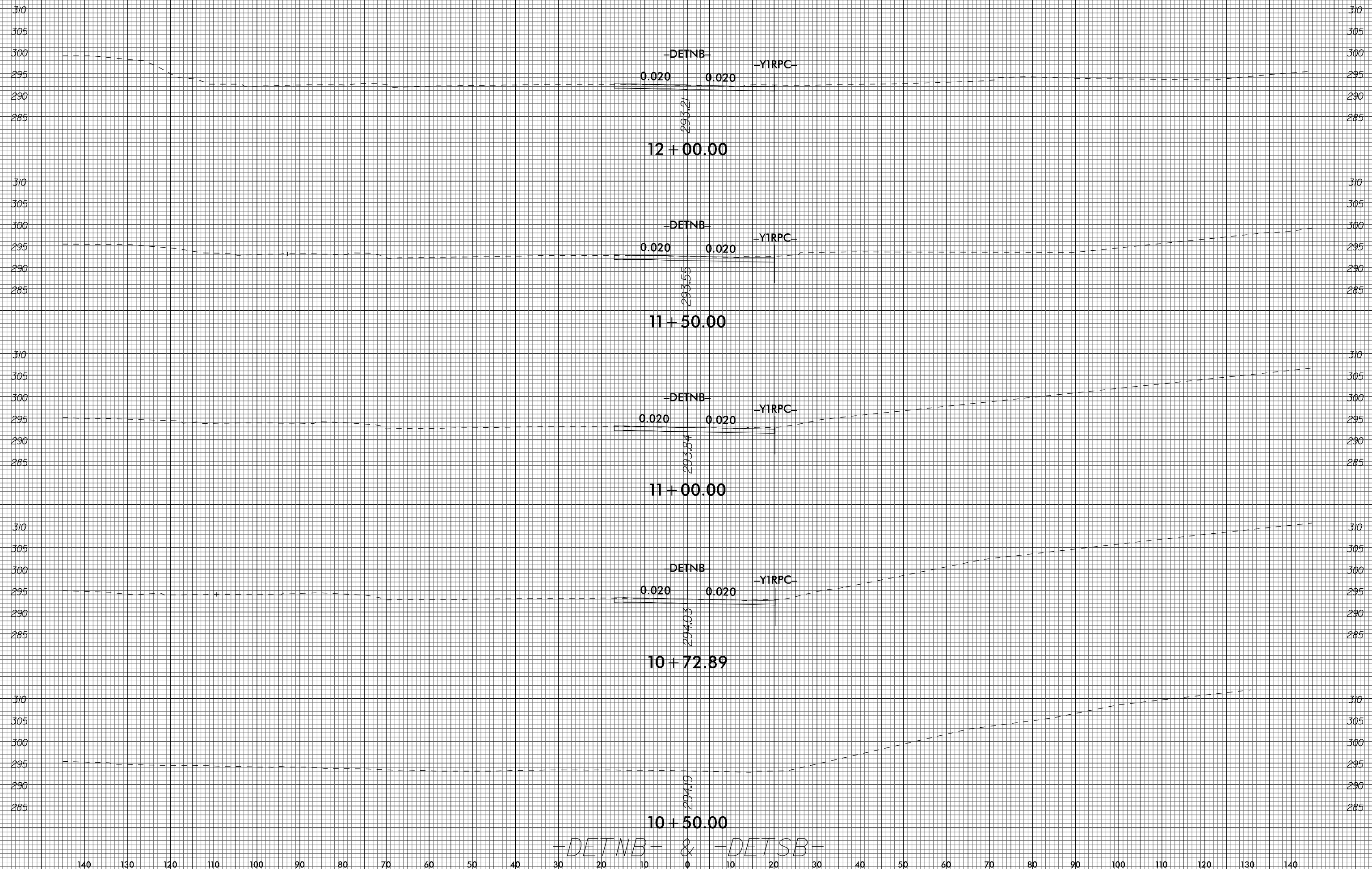
10+50.00



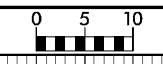
10+20.02

-DR2-



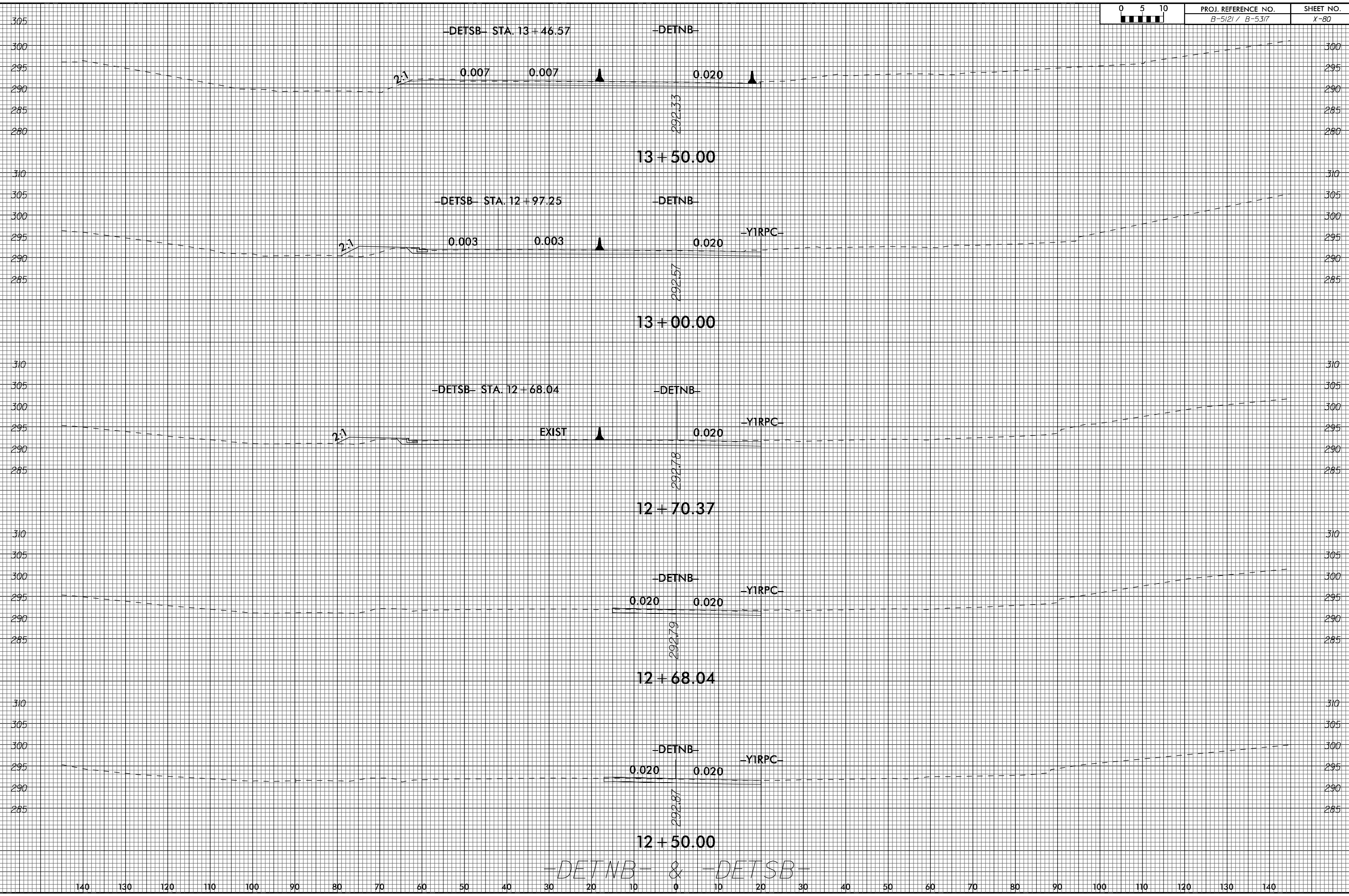


8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-80



-DETS- STA. 13+46.57

-DETNB-

2:1

0.007

0.007

0.020

292.33

13+50.00

-DETS- STA. 12+97.25

-DETNB-

2:1

0.003

0.003

0.020

-YIRPC-

292.57

13+00.00

-DETS- STA. 12+68.04

-DETNB-

2:1

EXIST

0.020

-YIRPC-

292.78

12+70.37

-DETNB-

-YIRPC-

0.020

0.020

292.79

12+68.04

-DETNB-

-YIRPC-

0.020

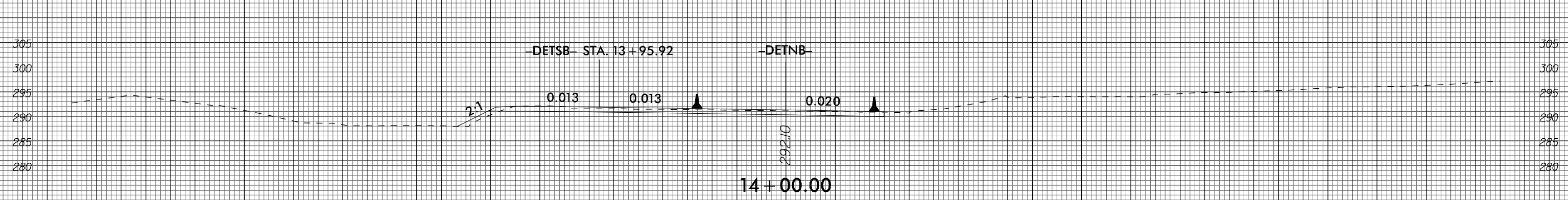
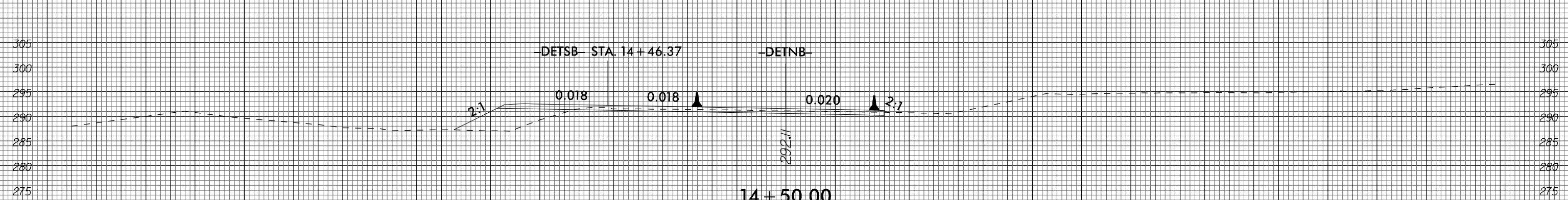
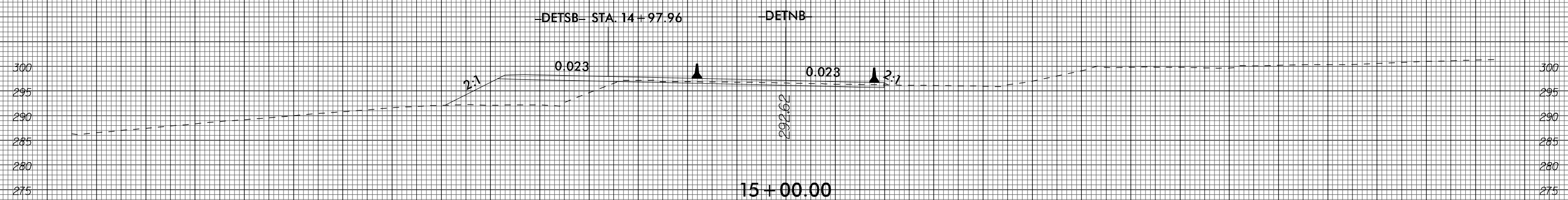
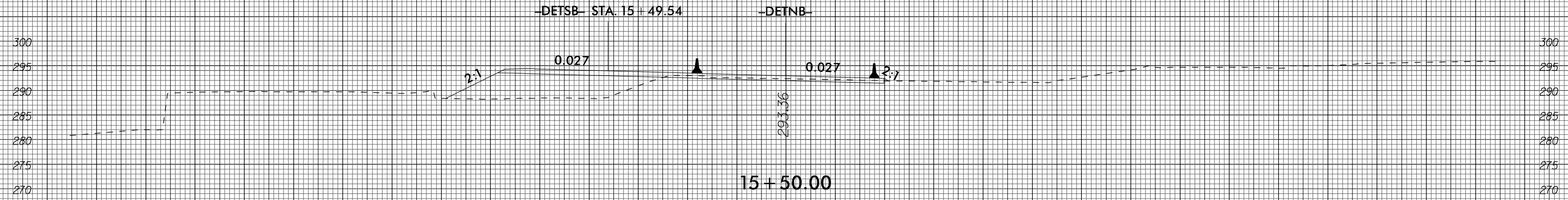
0.020

292.87

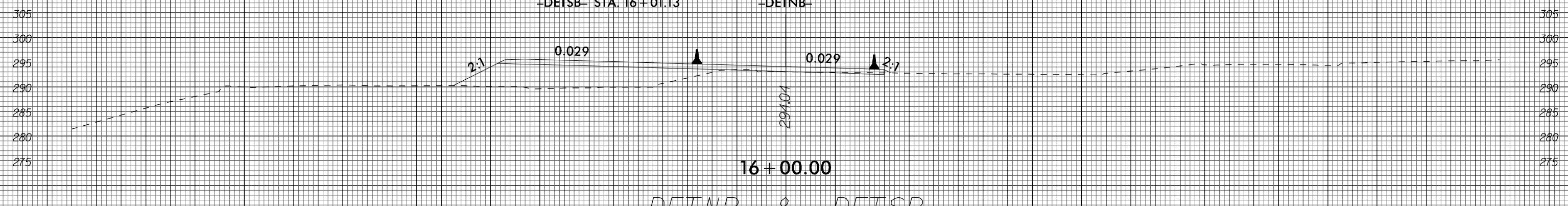
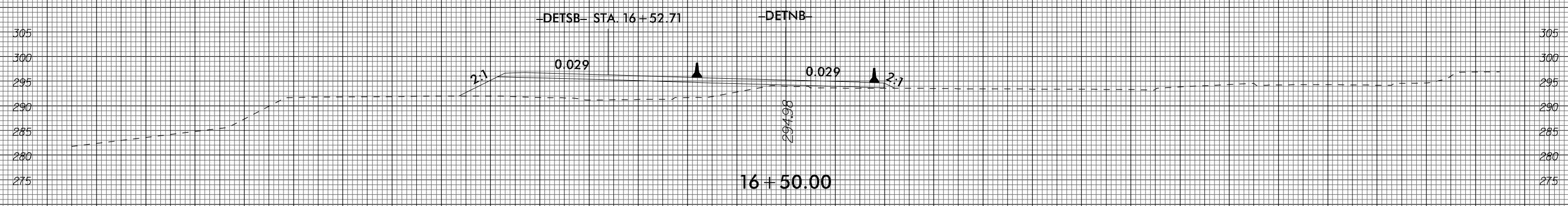
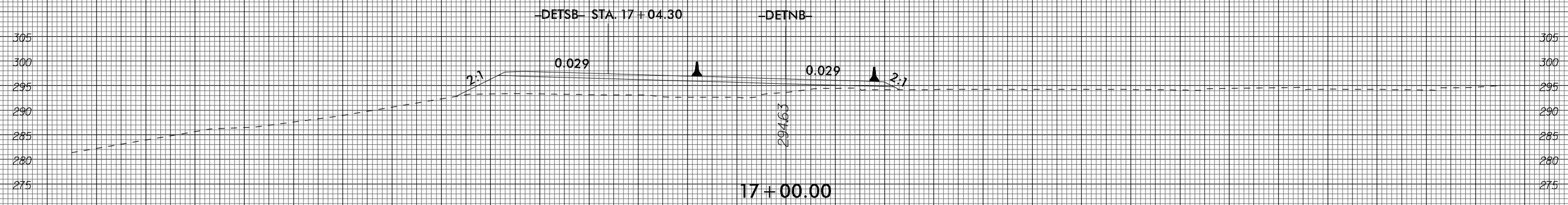
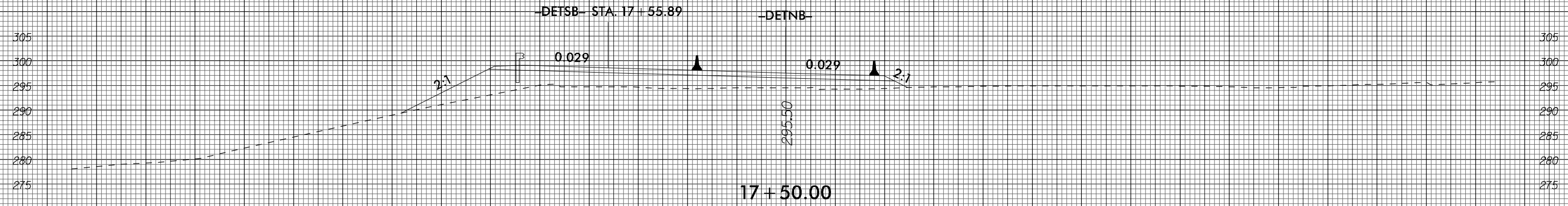
12+50.00

-DETNB- & -DETS-

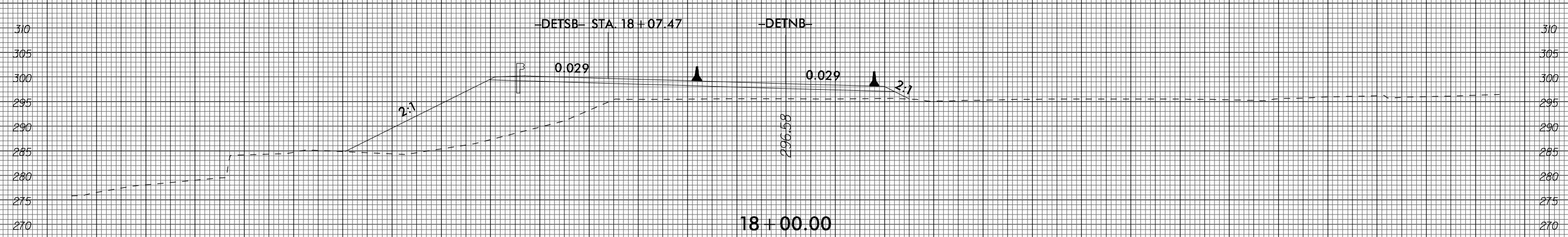
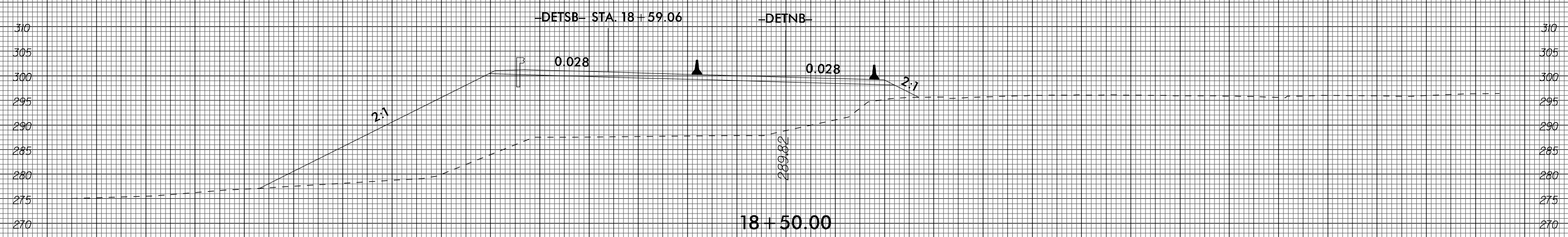
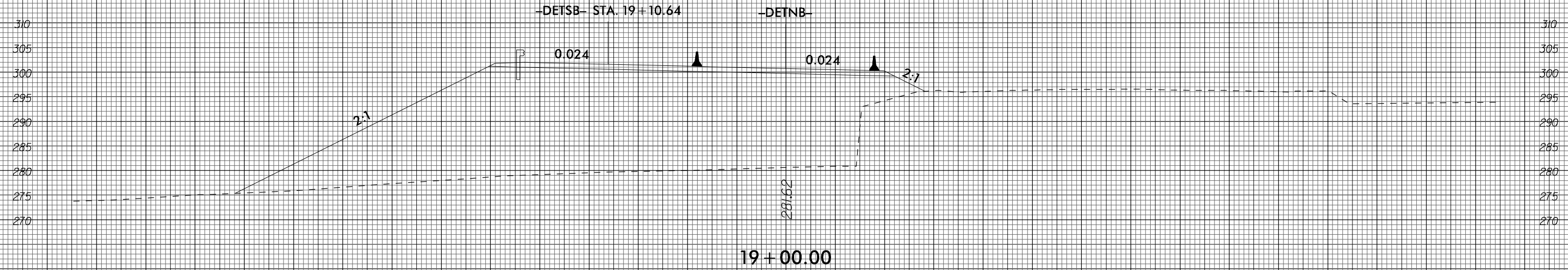
2/02/2006



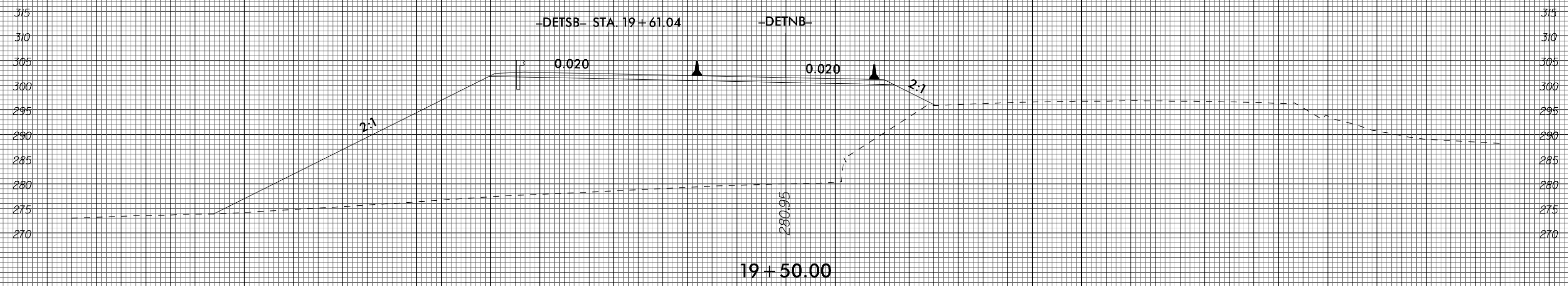
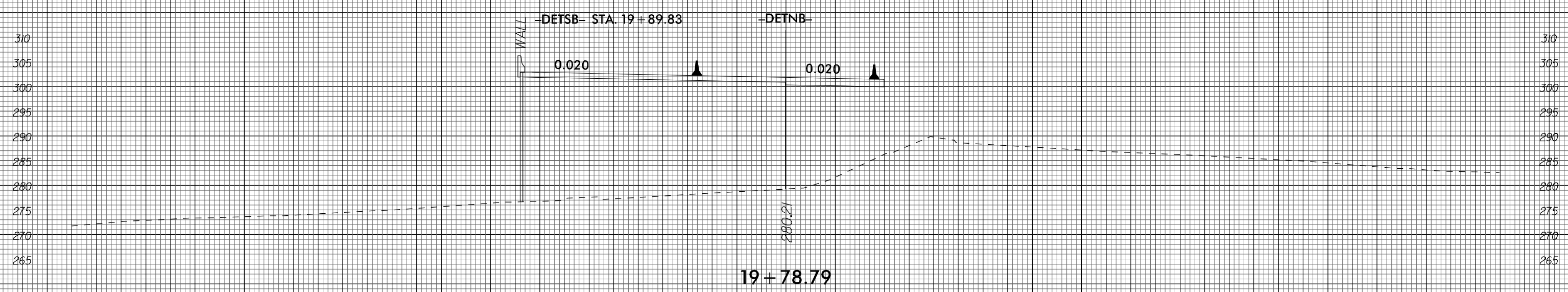
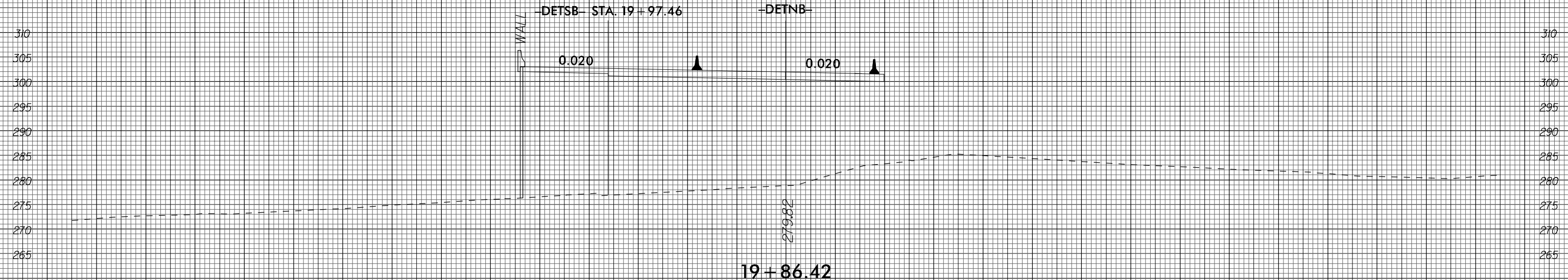
-DETNB- & -DETSB-



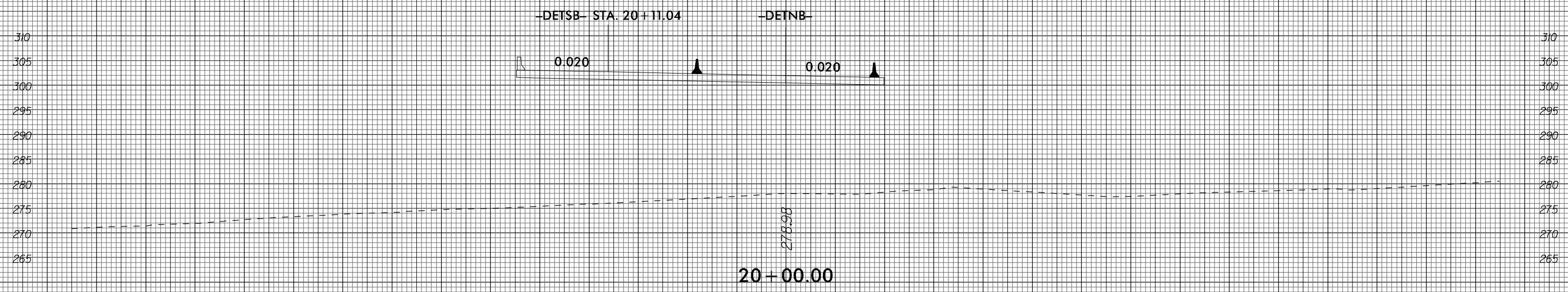
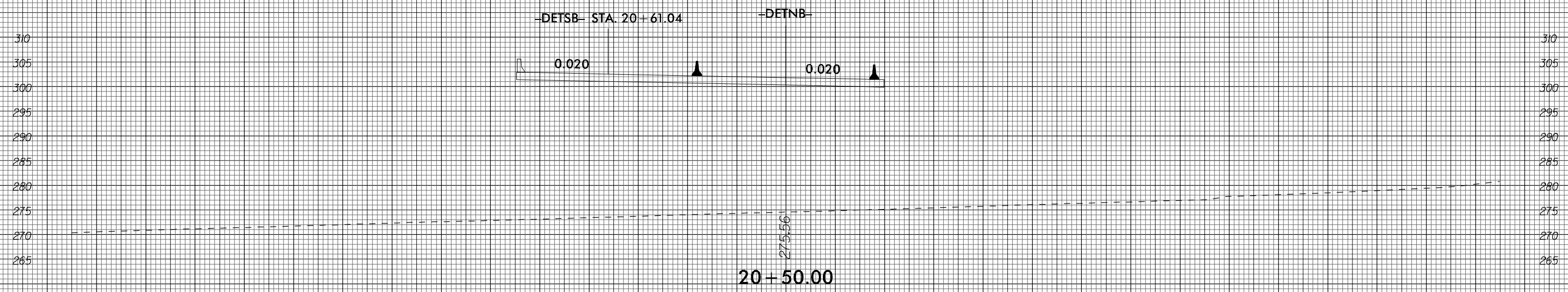
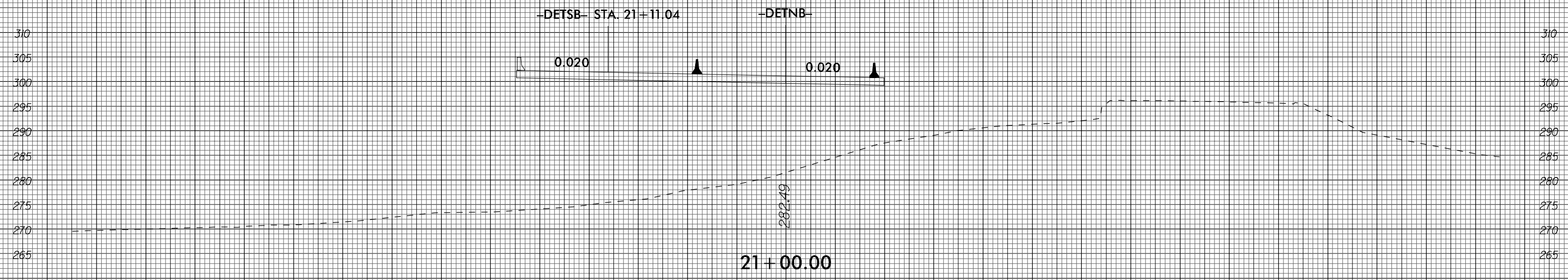
-DETNB- & -DETSB-



-DETNB- & -DETSB-

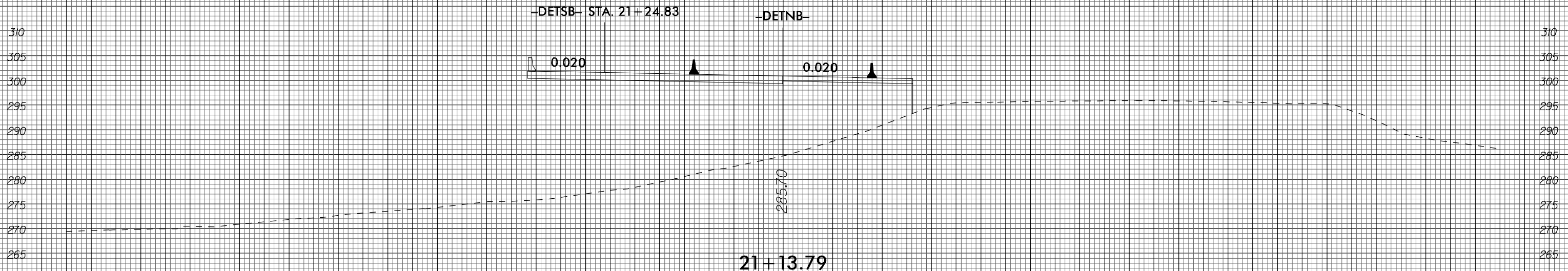
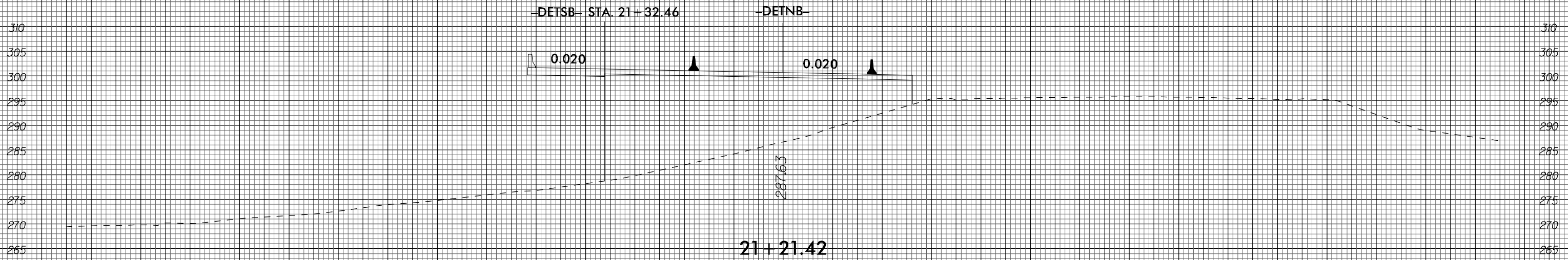
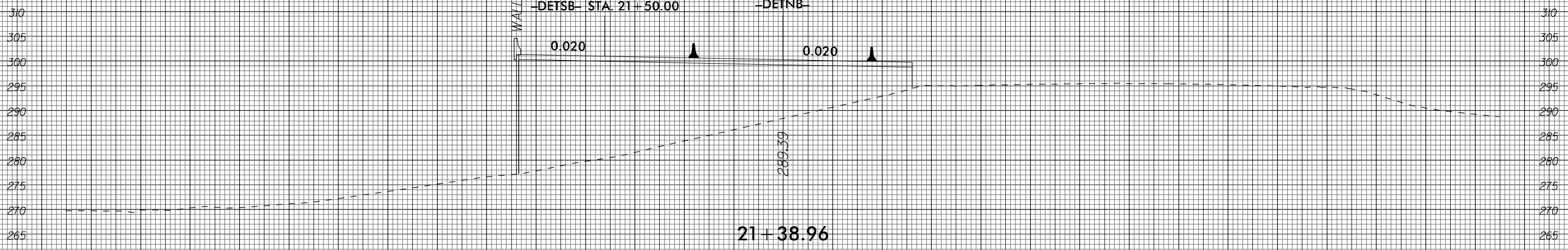


-DETNB- & -DETSB-

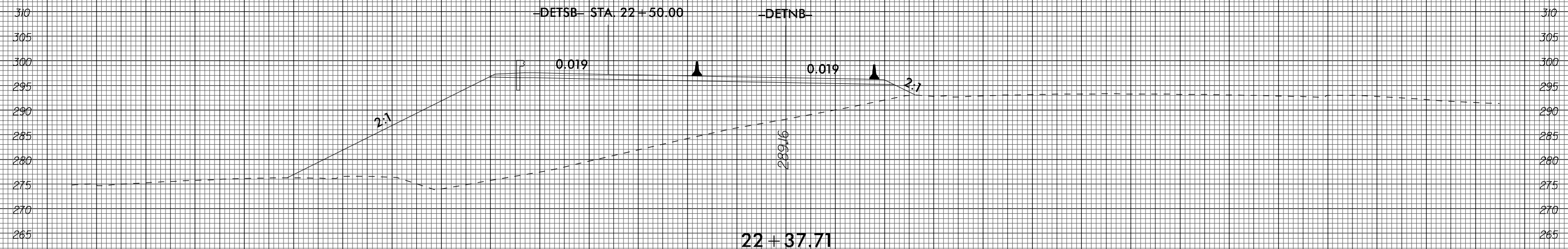


-DETNB- & -DETSB-

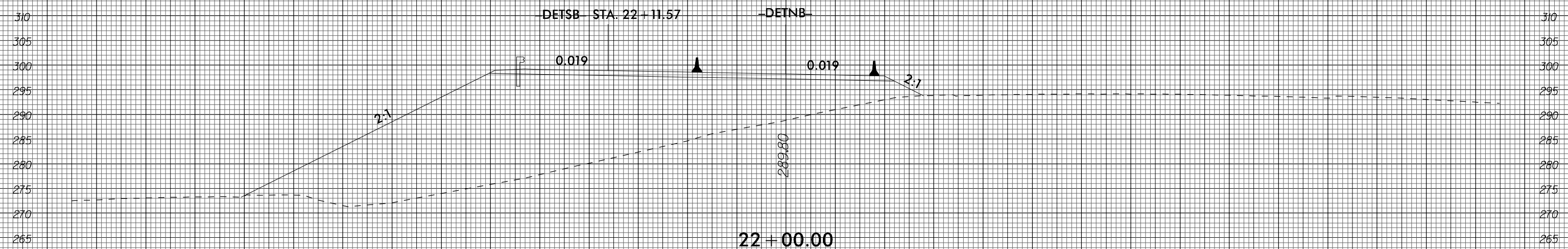




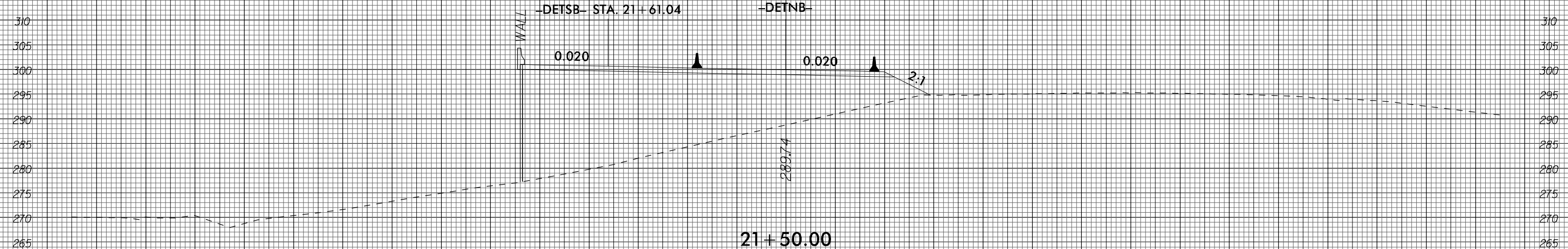
-DETNB- & -DETSB-



22 + 37.71

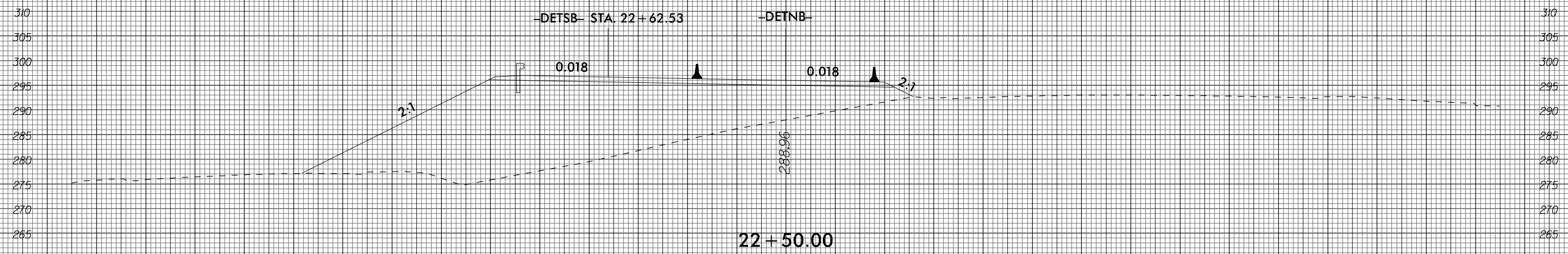
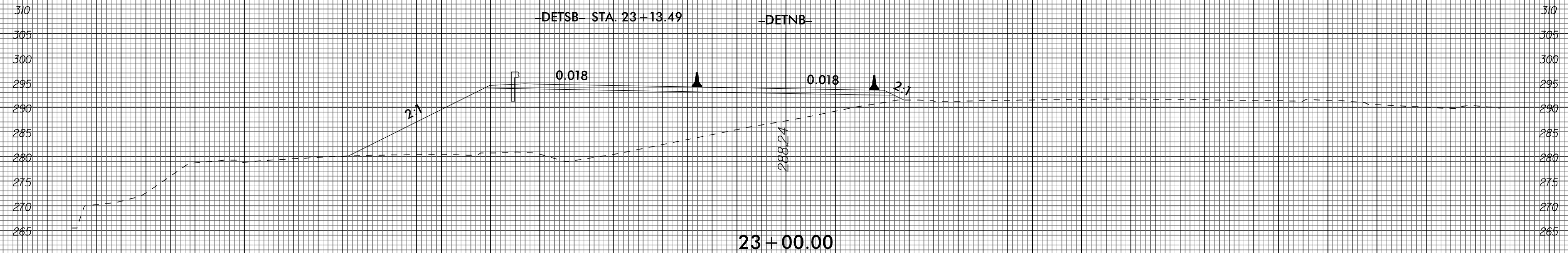
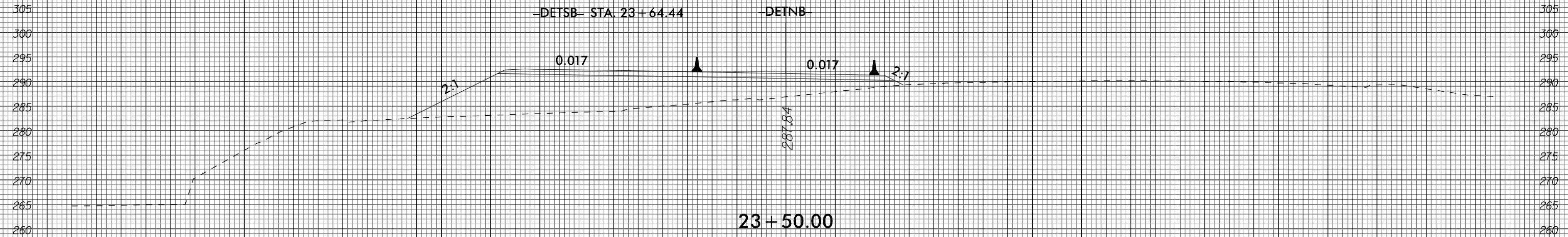


22 + 00.00

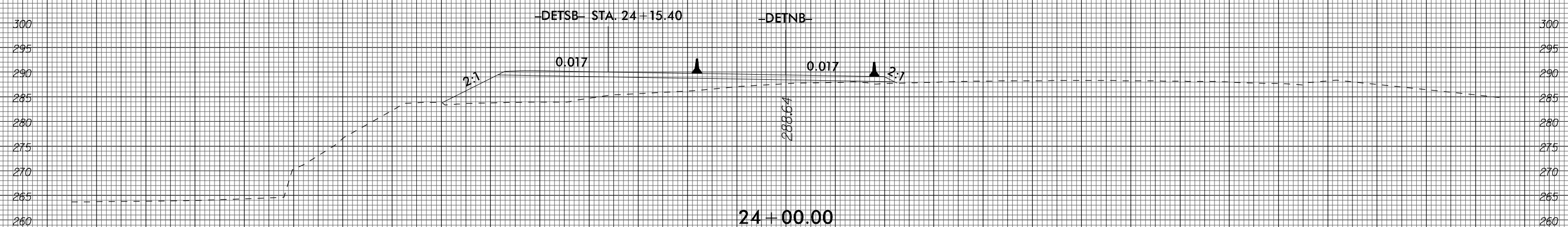
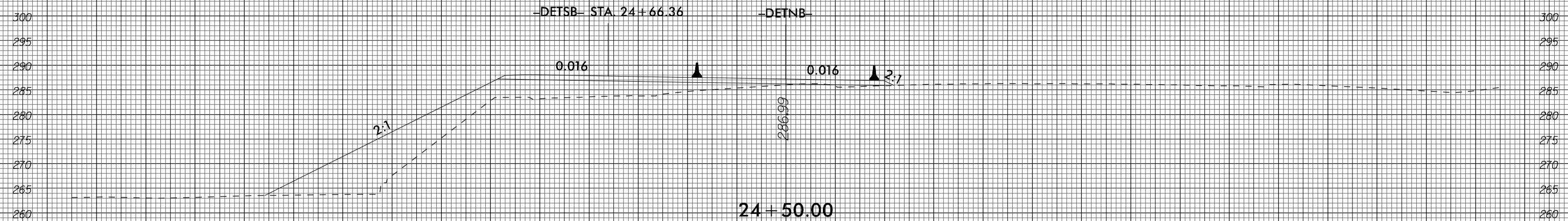
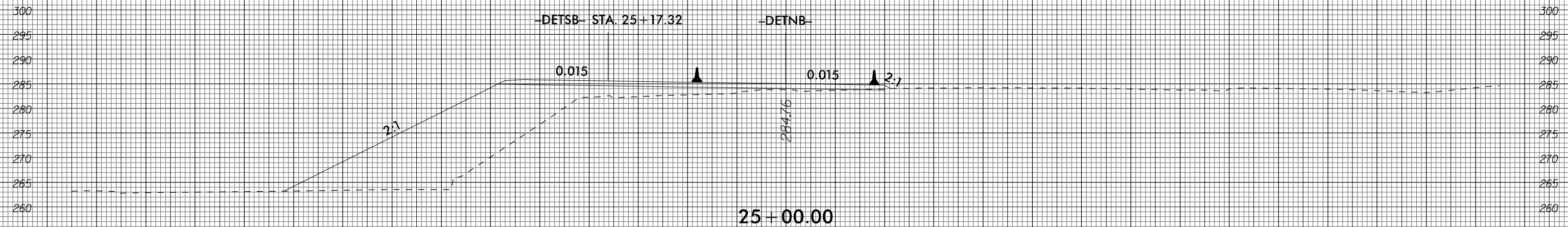


21 + 50.00

-DETNB- & -DETSB-

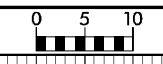


-DETNB- & -DETSB-



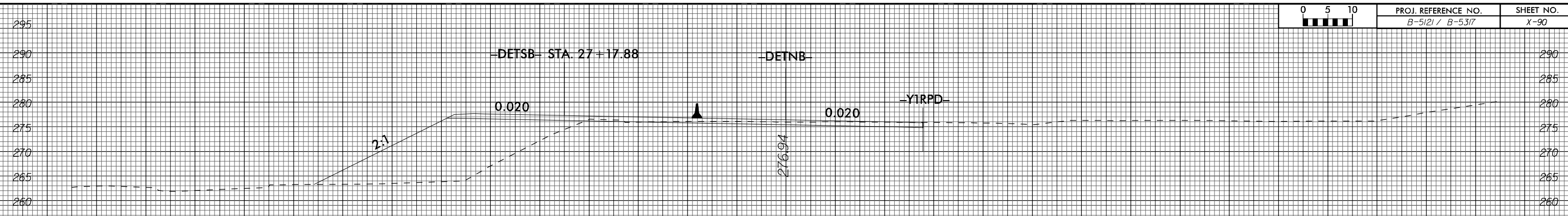
-DETNB- & -DETSB-

8/23/99

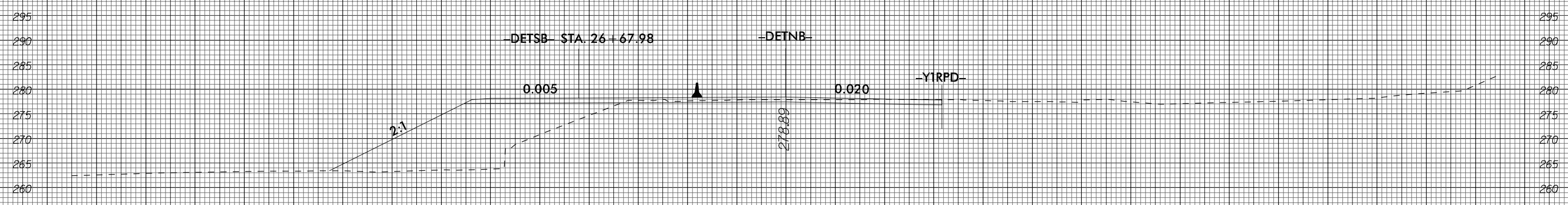


PROJ. REFERENCE NO.  
B-5121 / B-5317

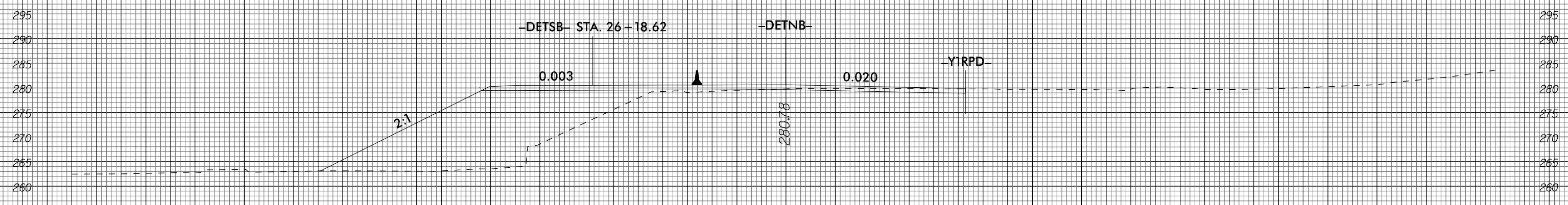
SHEET NO.  
X-90



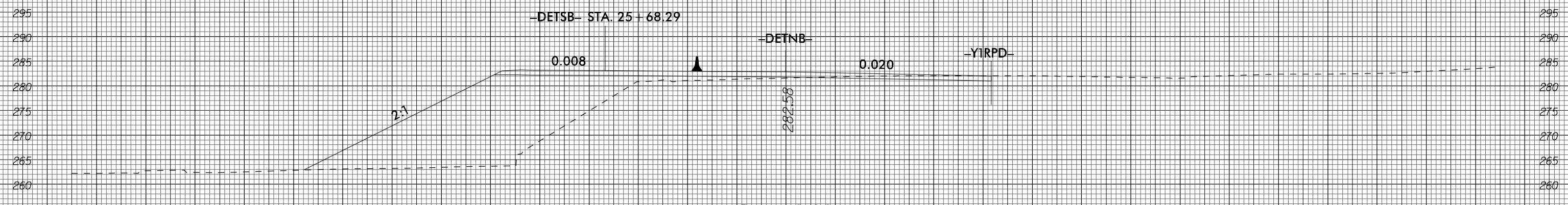
27+00.59



26+50.00



26+00.00

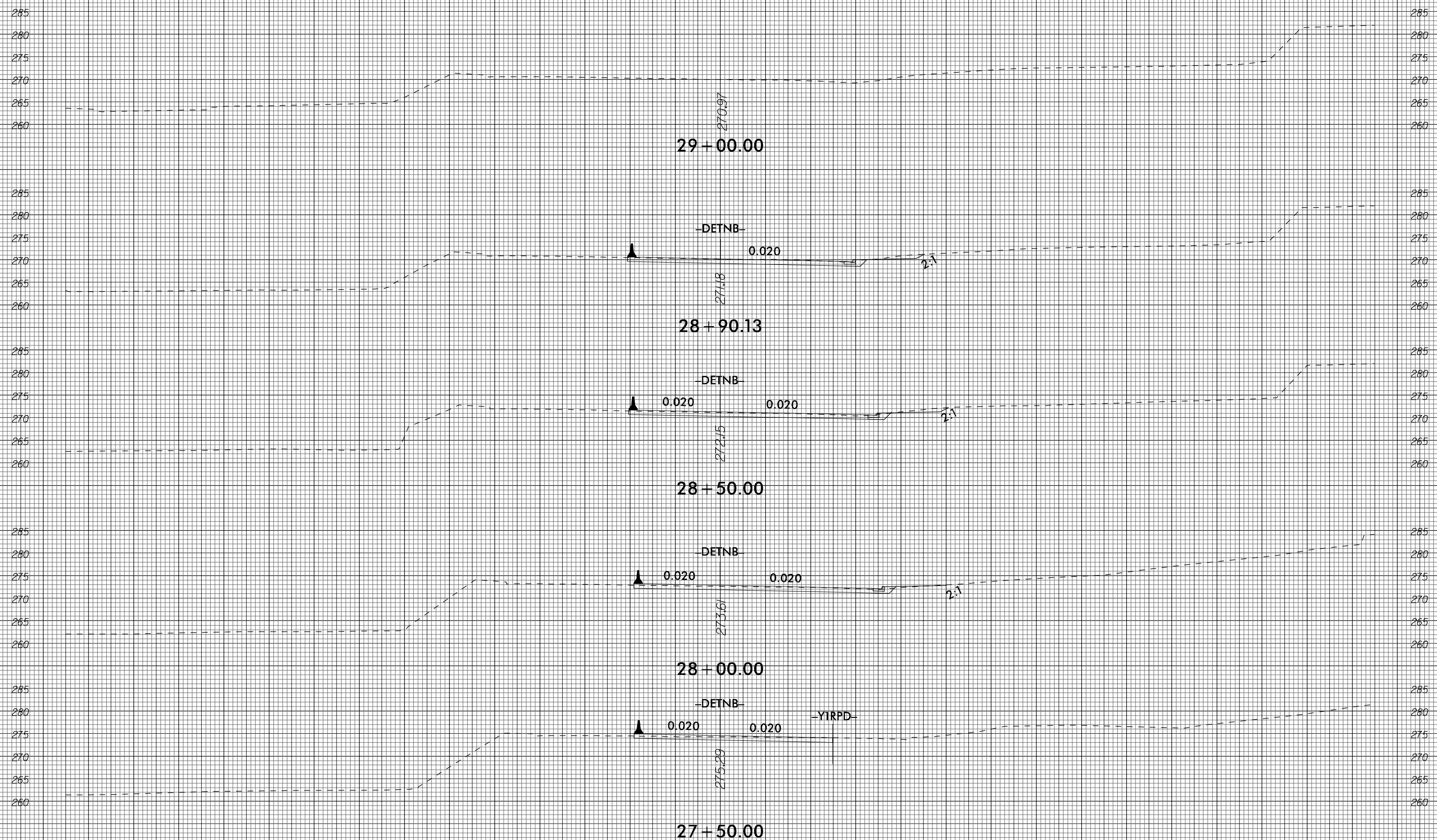


25+50.00

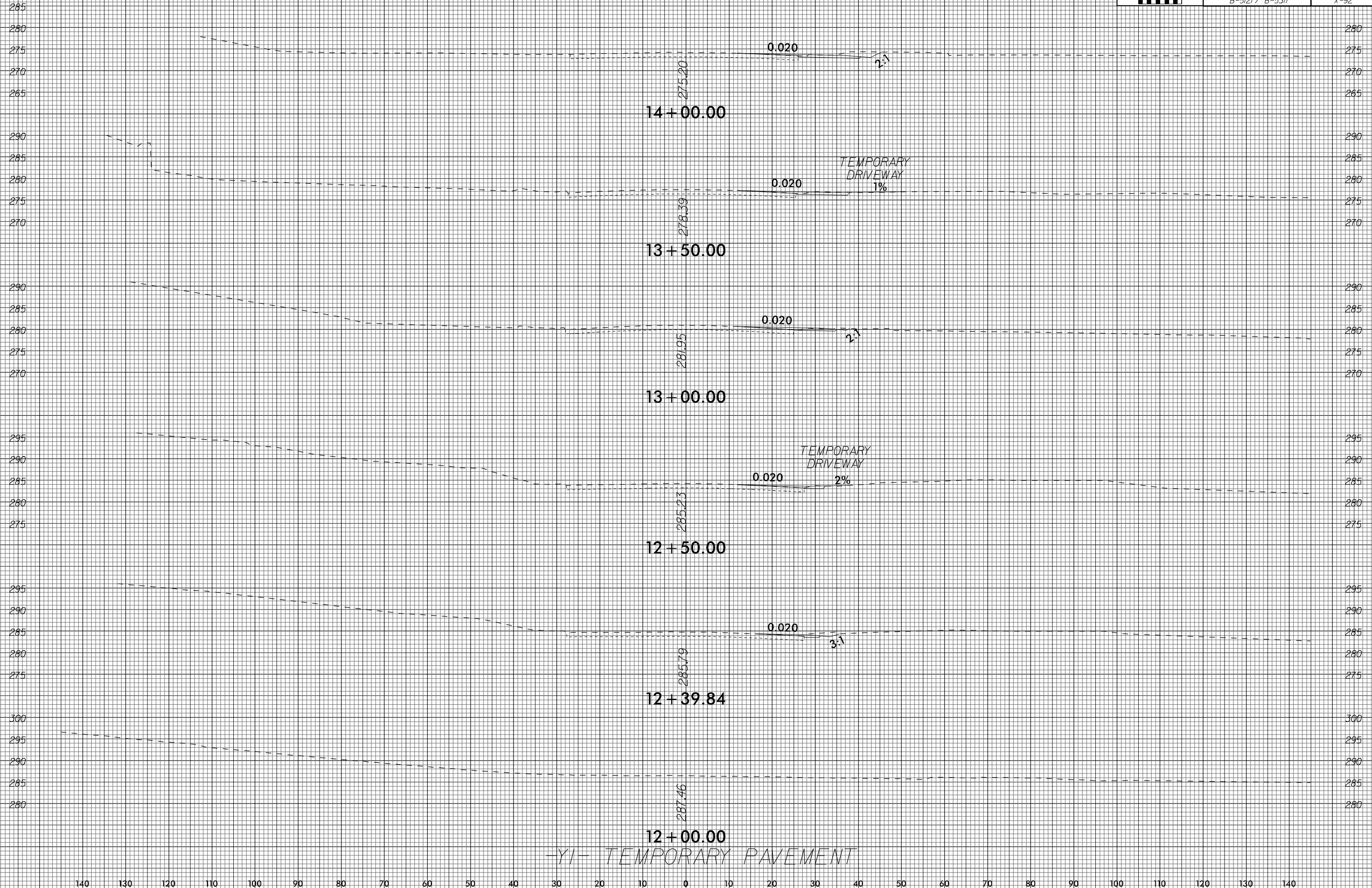
-DETNB- & -DETSB-

2/02/2006

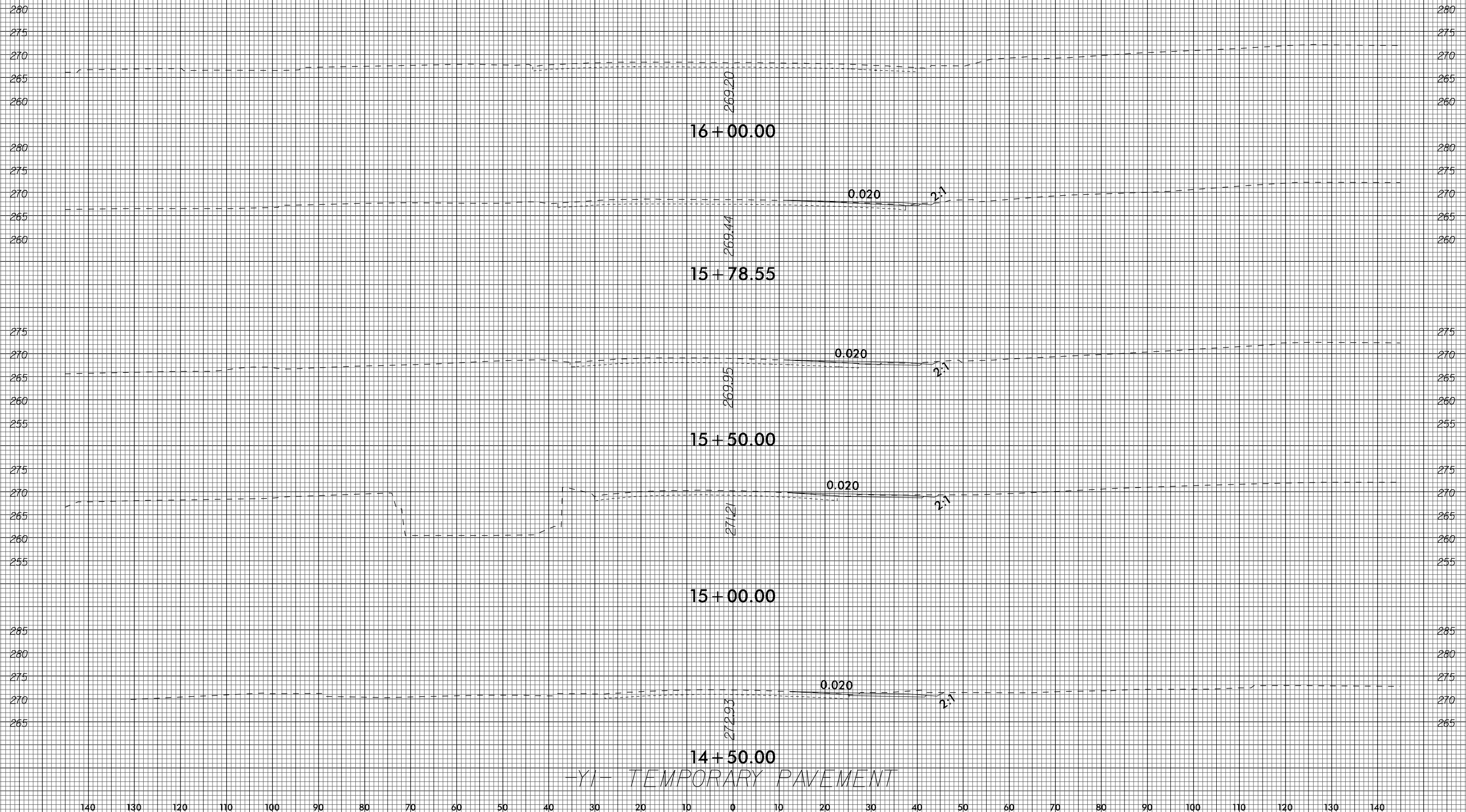
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140



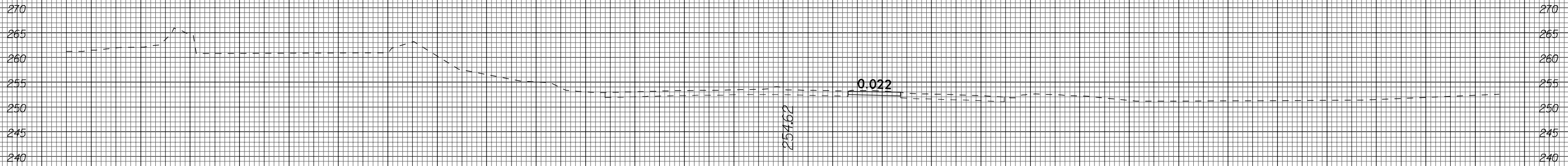
-DETNB- & -DETSB-



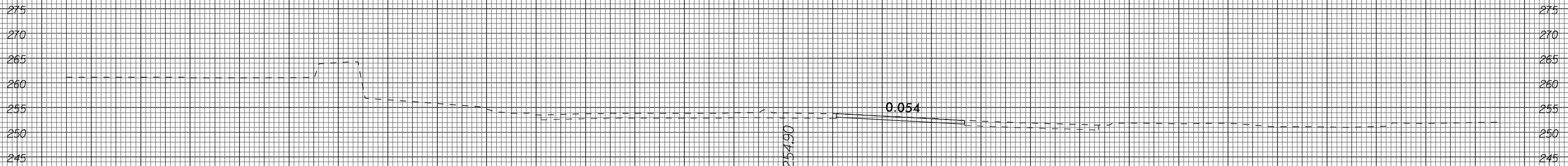




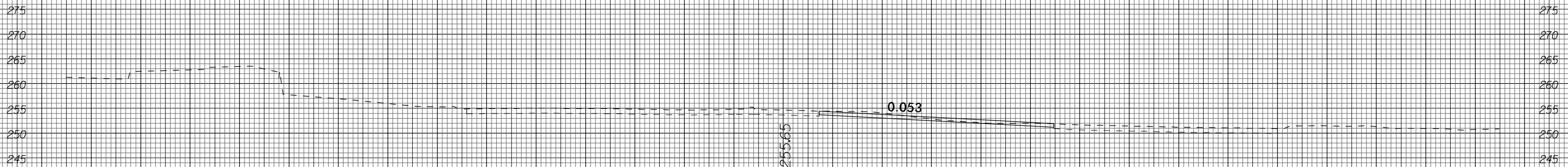
-YI- TEMPORARY PAVEMENT



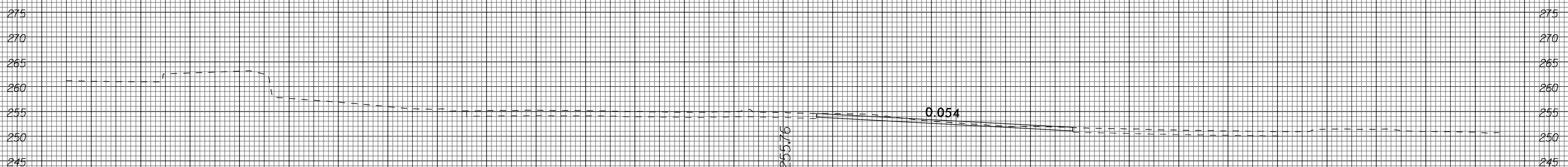
24+84.08



24+50.00

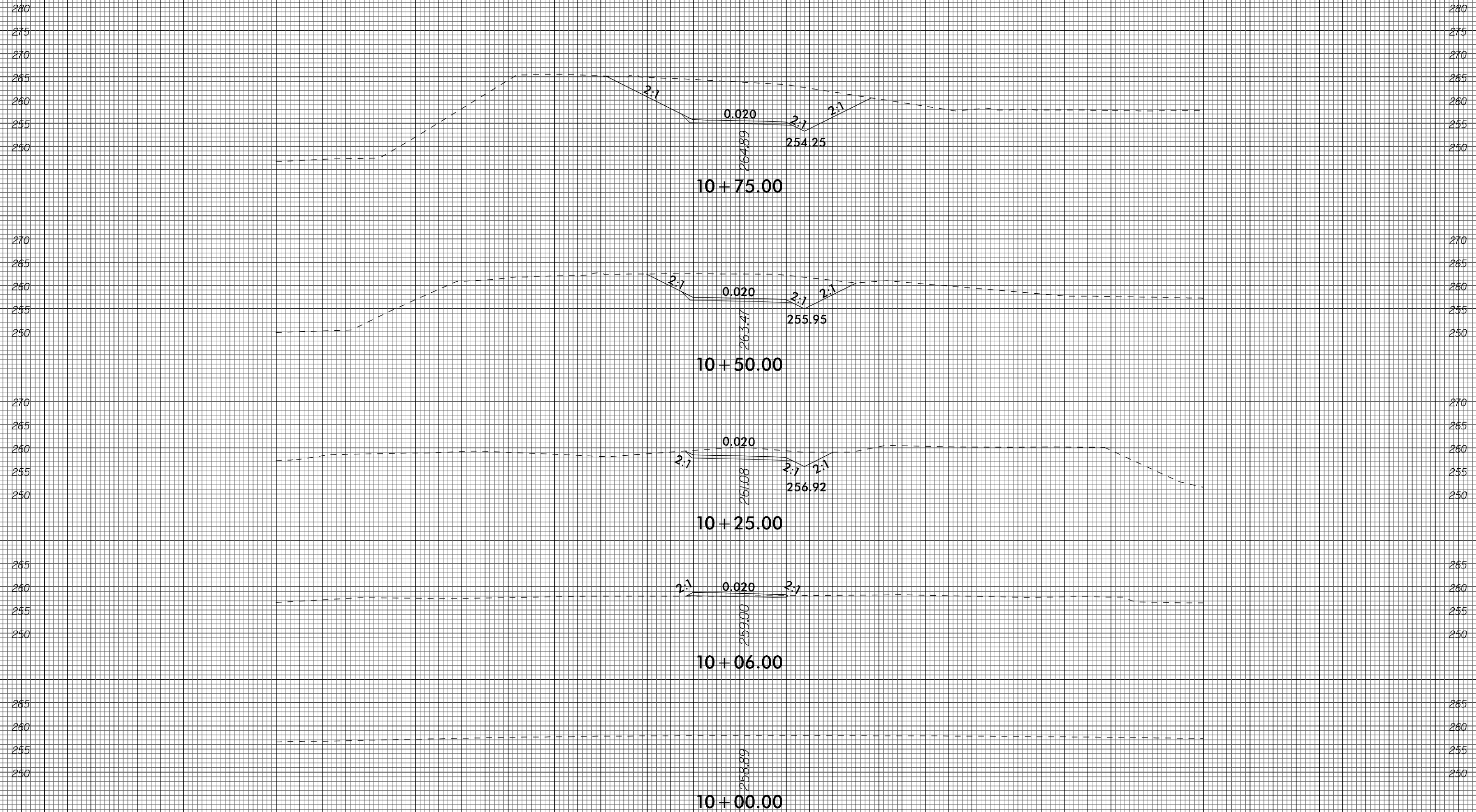


24+18.00



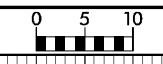
24+14.15

-FLYOVER- TEMPORARY PAVEMENT



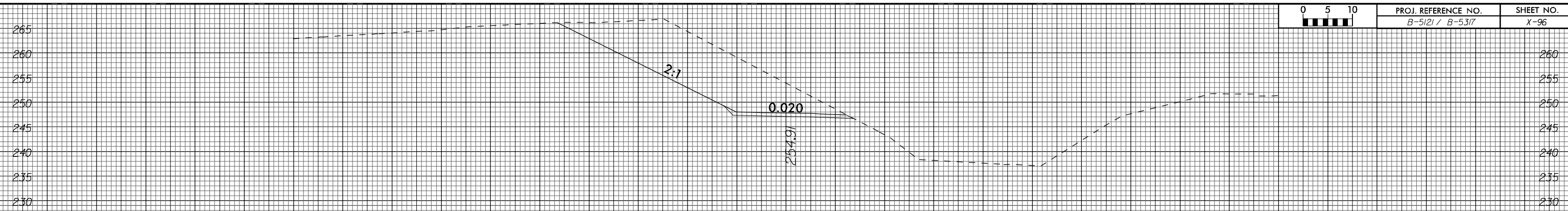
-CI- GREENWAY

8/23/99

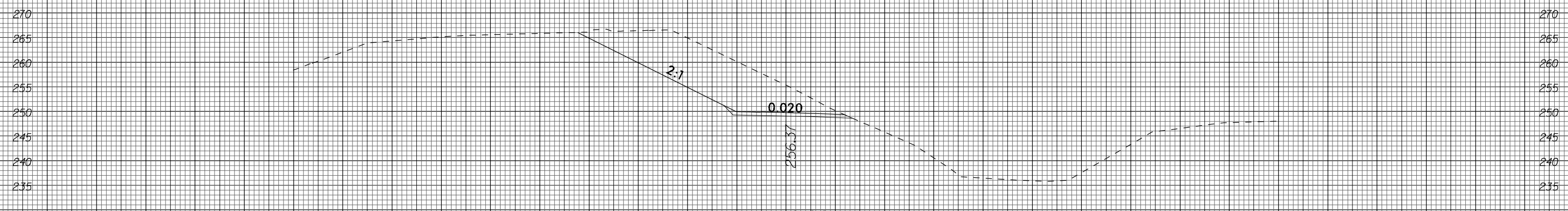


PROJ. REFERENCE NO.  
B-5121 / B-5317

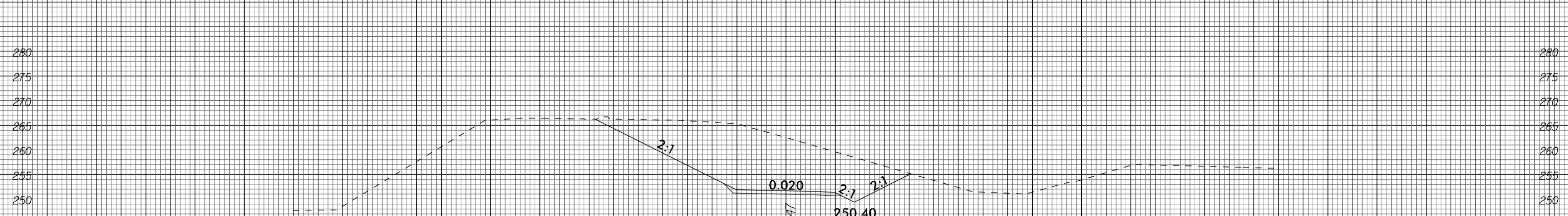
SHEET NO.  
X-96



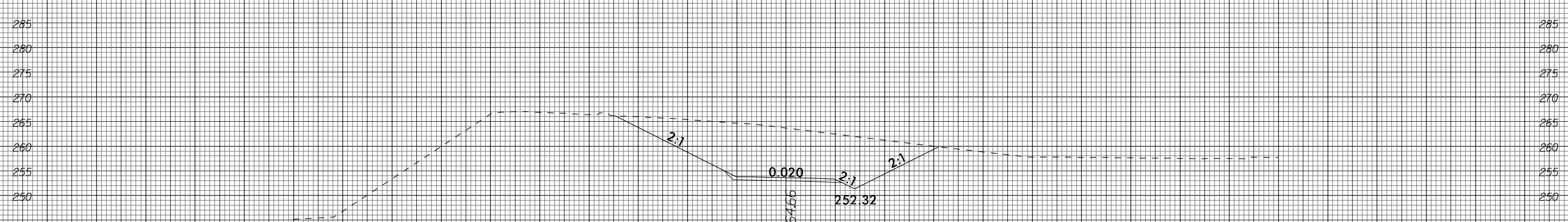
11+75.00



11+50.00



11+25.00

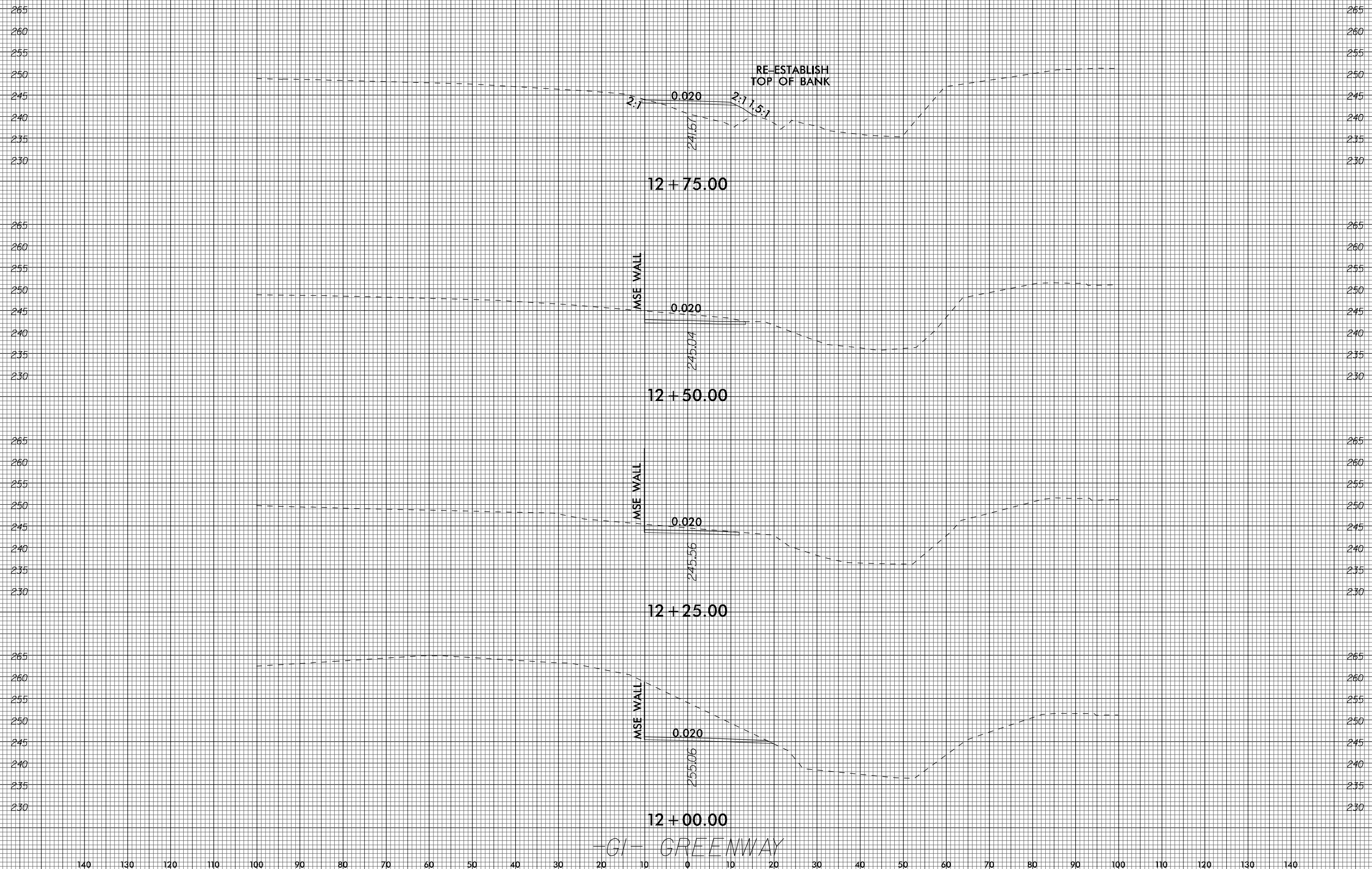


11+00.00

-CI- GREENWAY

2/02/2006

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

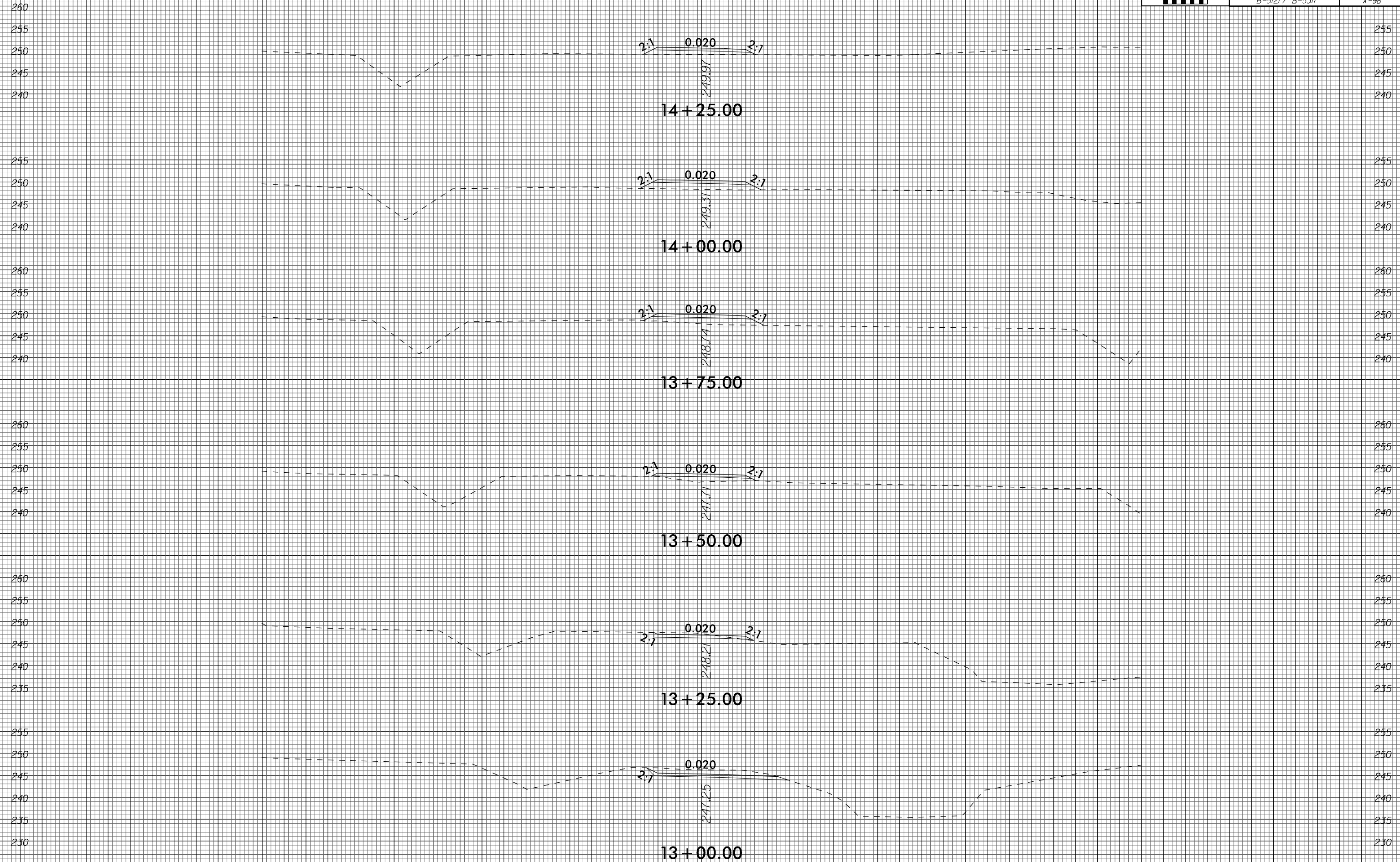


8/23/99



PROJ. REFERENCE NO.  
B-5121 / B-5317

SHEET NO.  
X-98



-CI- GREENWAY

2/02/2006

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

