

**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.**

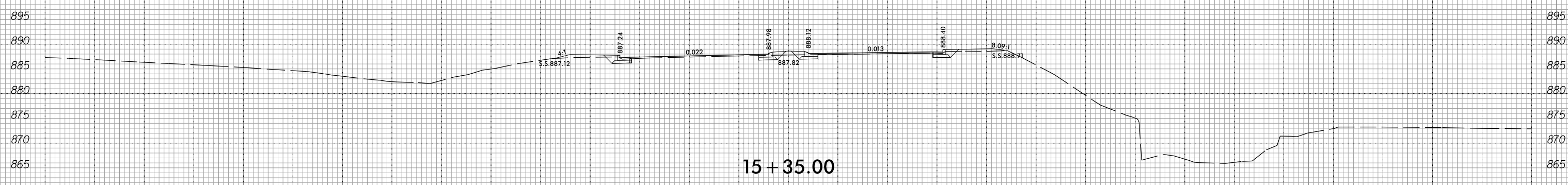
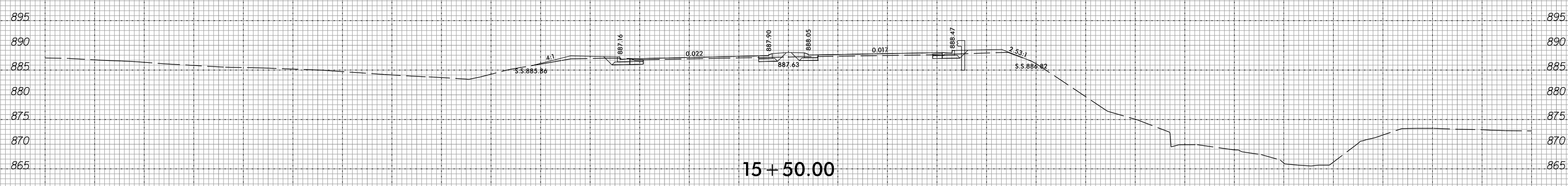
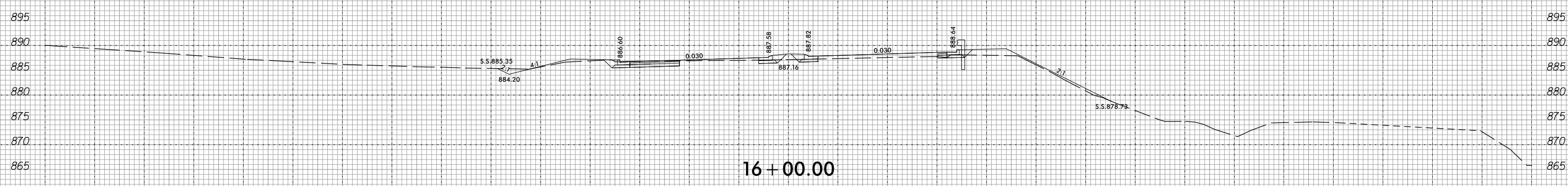
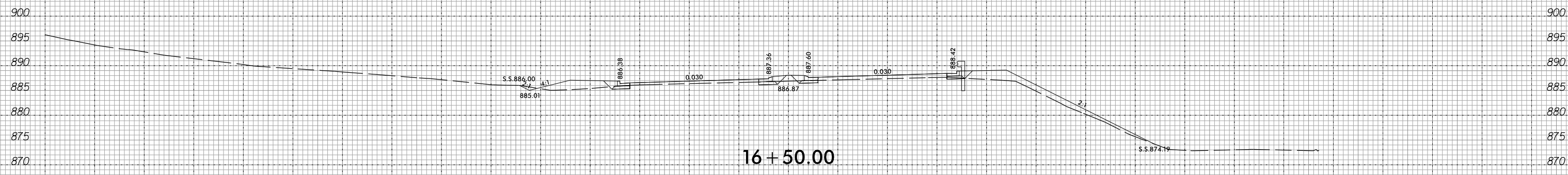
INDEX OF CROSS SECTION SHEETS

-L- NC-16	X-2 TO X-73
-Y2- LEONARD AVENUE	X-74
-Y3- COLEY FISH POND ROAD	X-75 TO X-76
-Y4- CREST VIEW DRIVE	X-77 TO X-78
-Y5- BETHANY CHURCH ROAD	X-79 TO X-80
-Y6- SMYRE FARM ROAD	X-81 TO X-82
-Y7- SOUTH PARK DRIVE	X-83
-Y8- WOODSTONE DRIVE	X-84 TO X-85
-Y9- STOVE DRIVE	X-86
-Y10- SPRING LAKE DRIVE	X-87 TO X-89
-Y11- SR 1810 PROVIDENCE MILL ROAD	X-90 TO X-91
-Y12- SR 1810 BALLS CREEK ROAD	X-92 TO X-94

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."



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



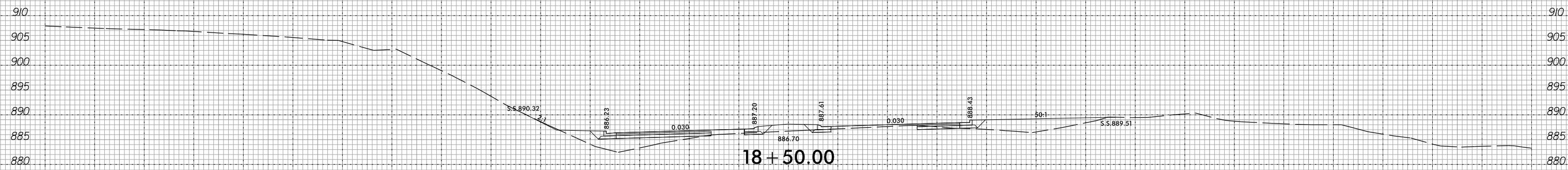
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

6/23/16

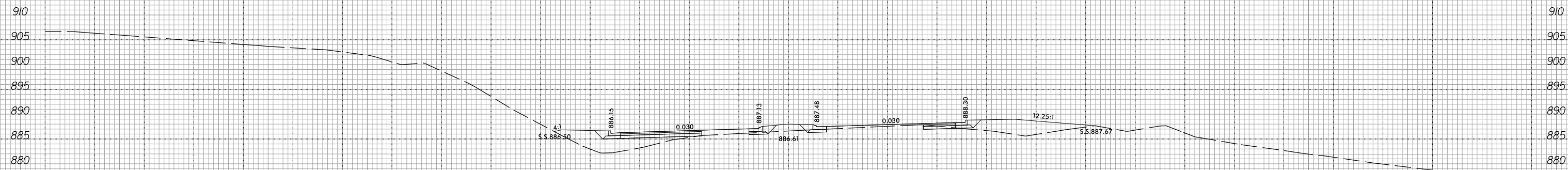


PROJ. REFERENCE NO.	SHEET NO.
R-3100B	X-3

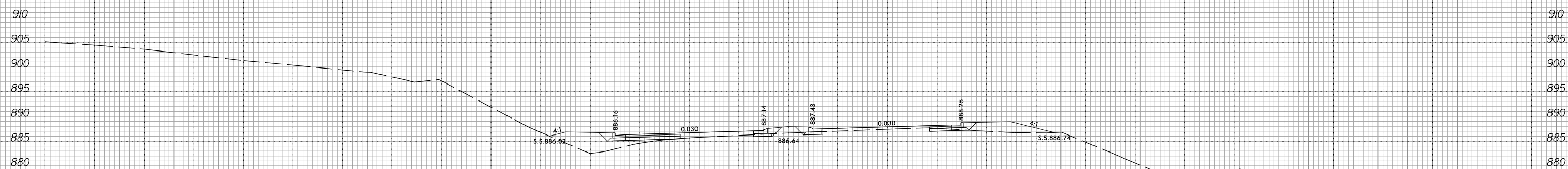
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



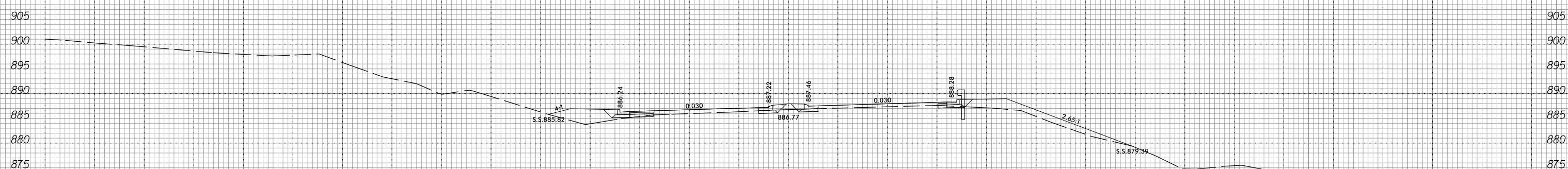
18 + 50.00



18 + 00.00



17 + 50.00



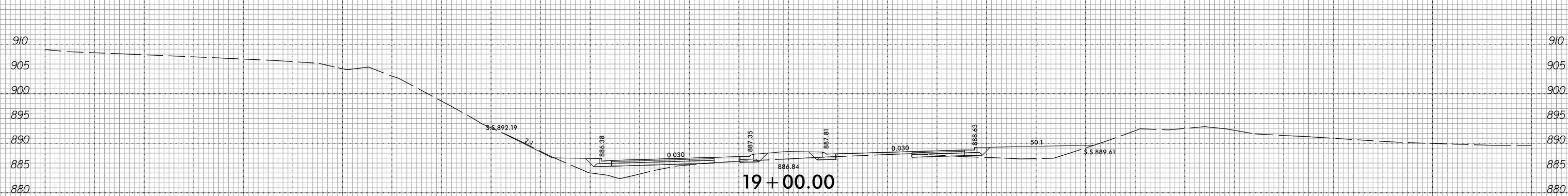
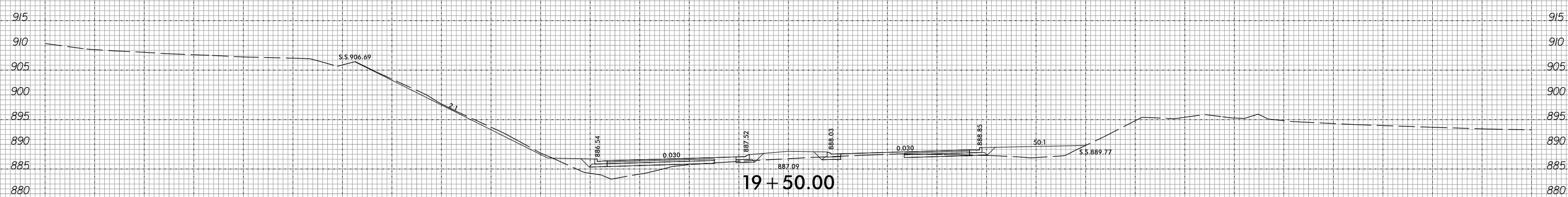
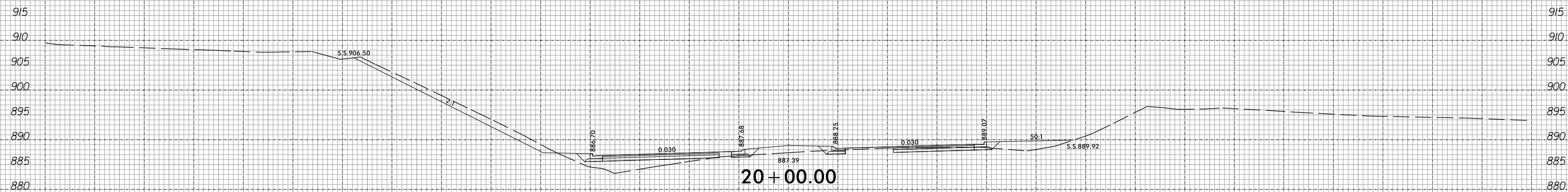
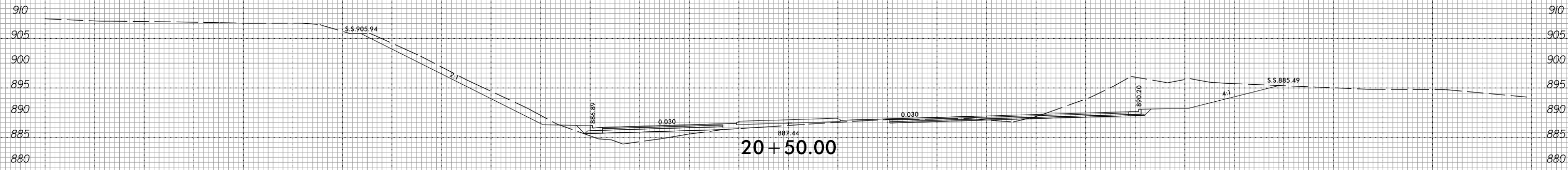
17 + 00.00

3/6/2017
 R:\Roadway\XPL\R3100B_Rdy_xpl.dgn
 scheid

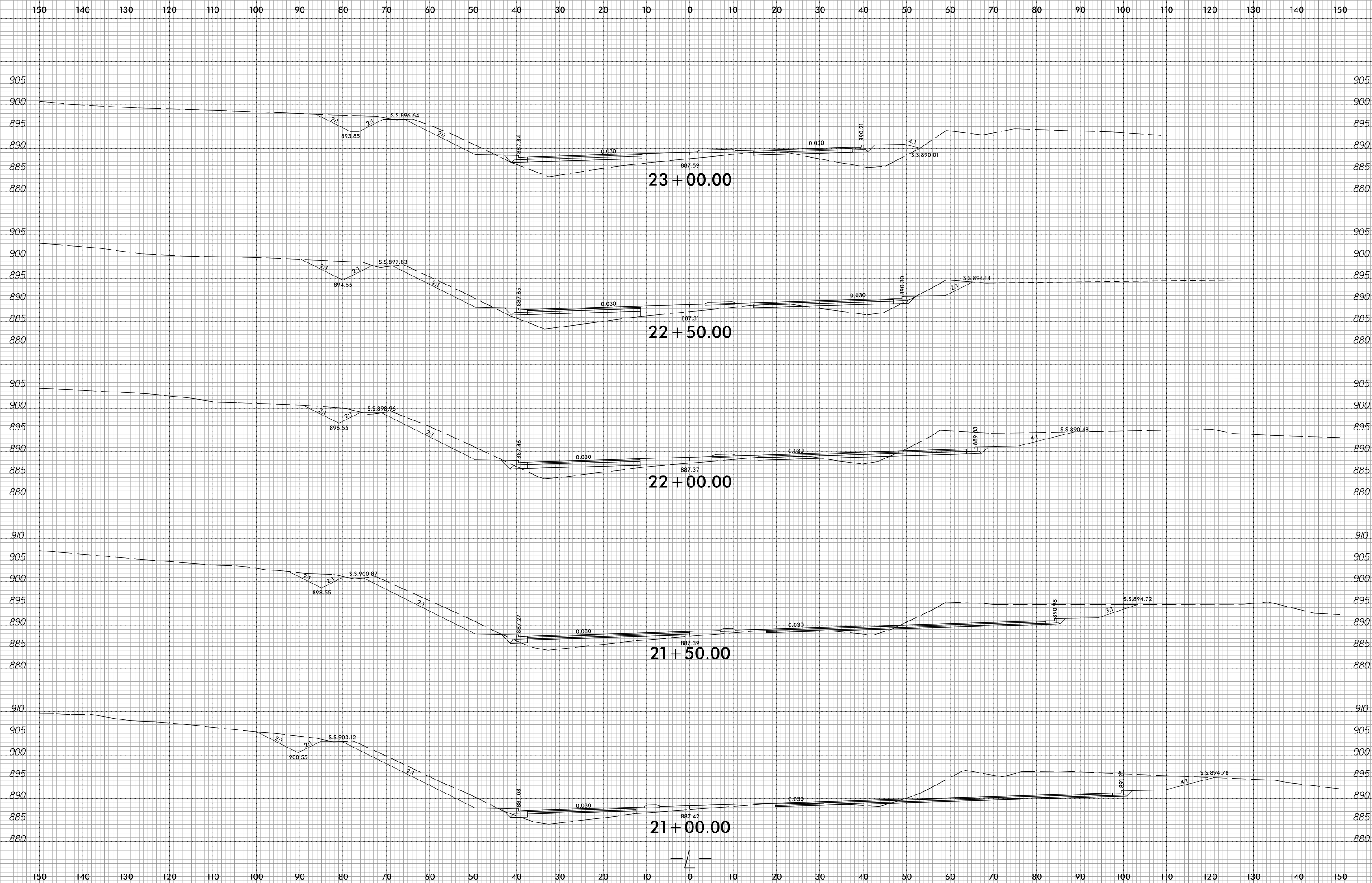
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

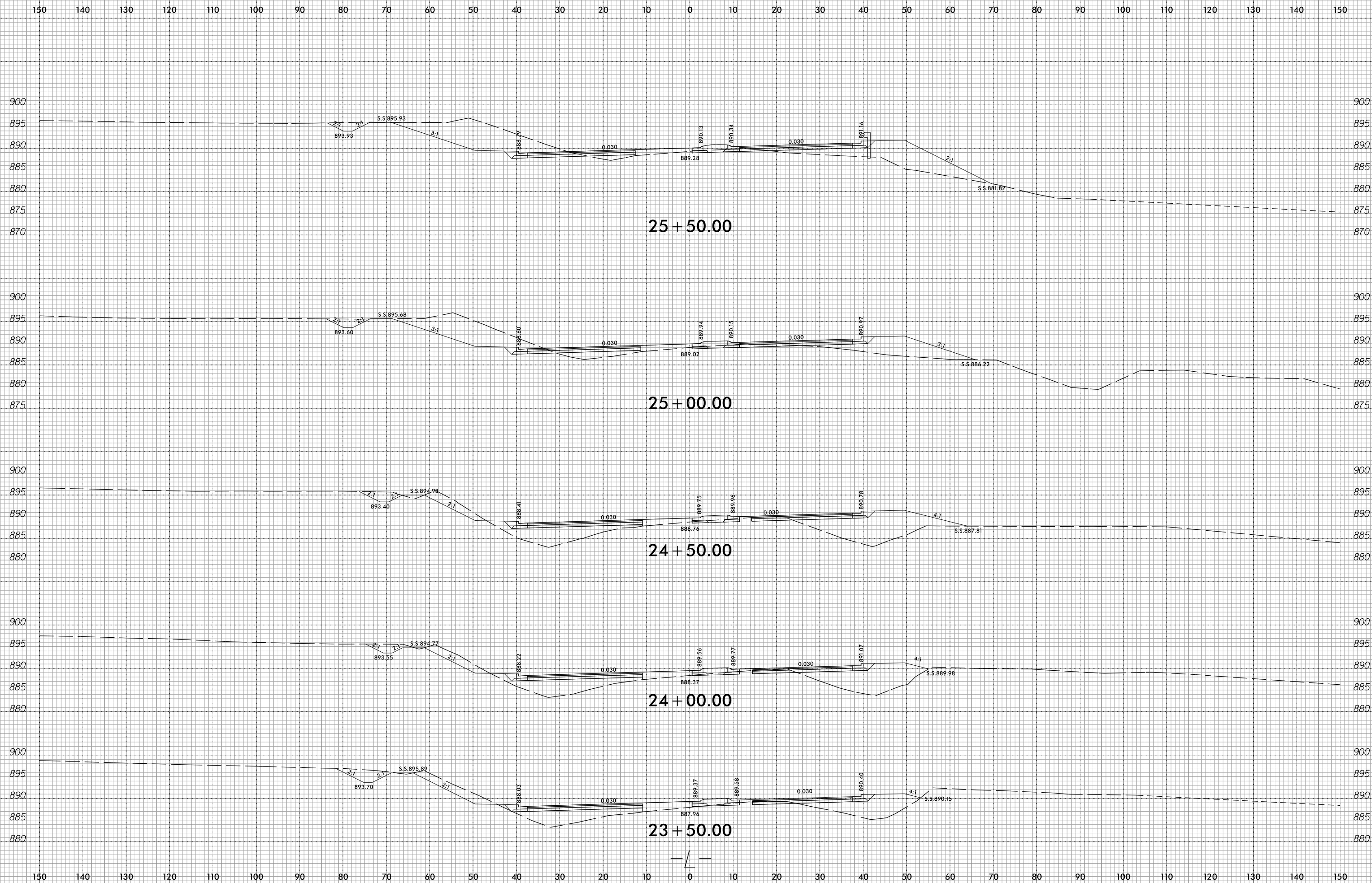


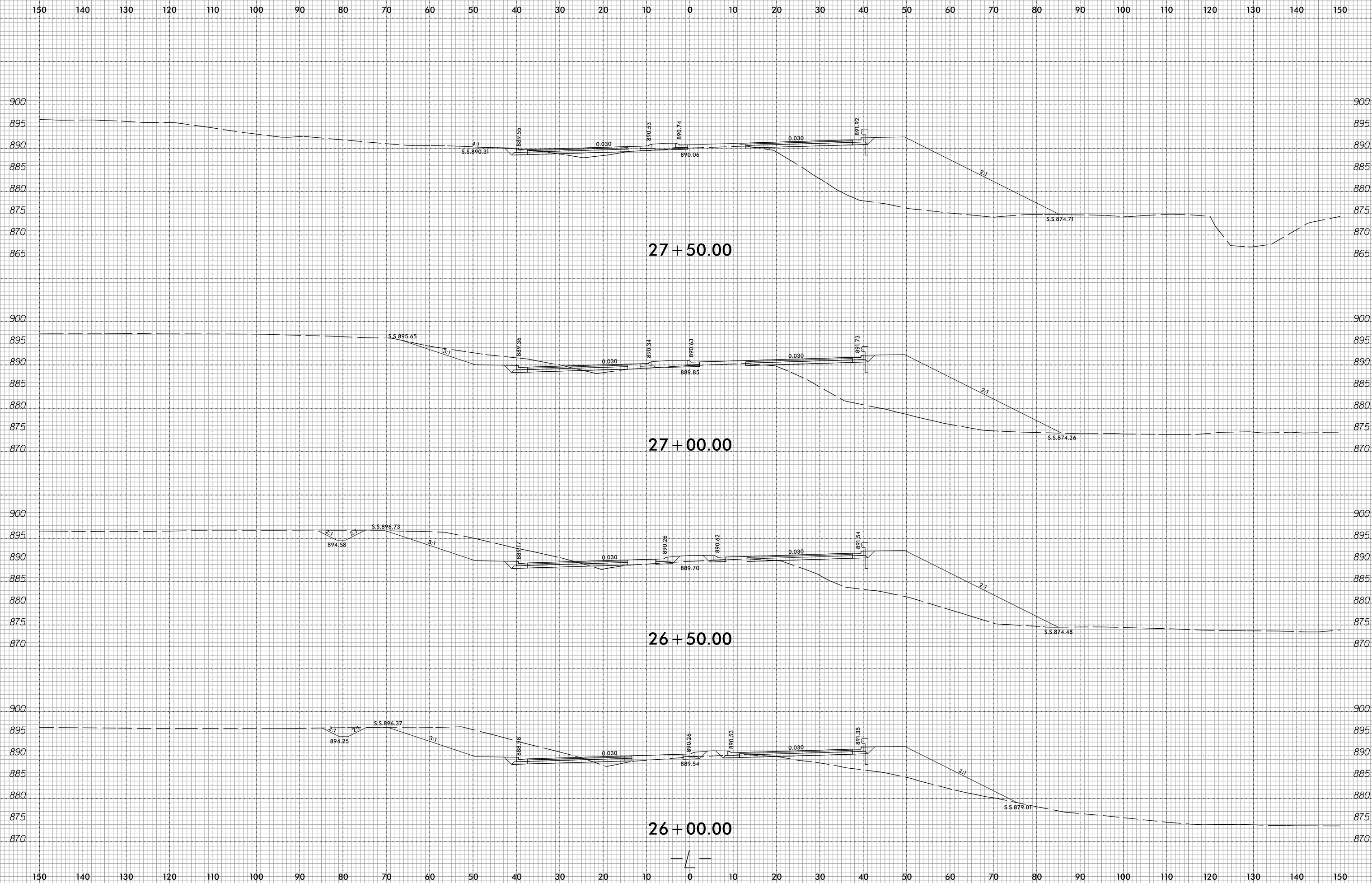
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

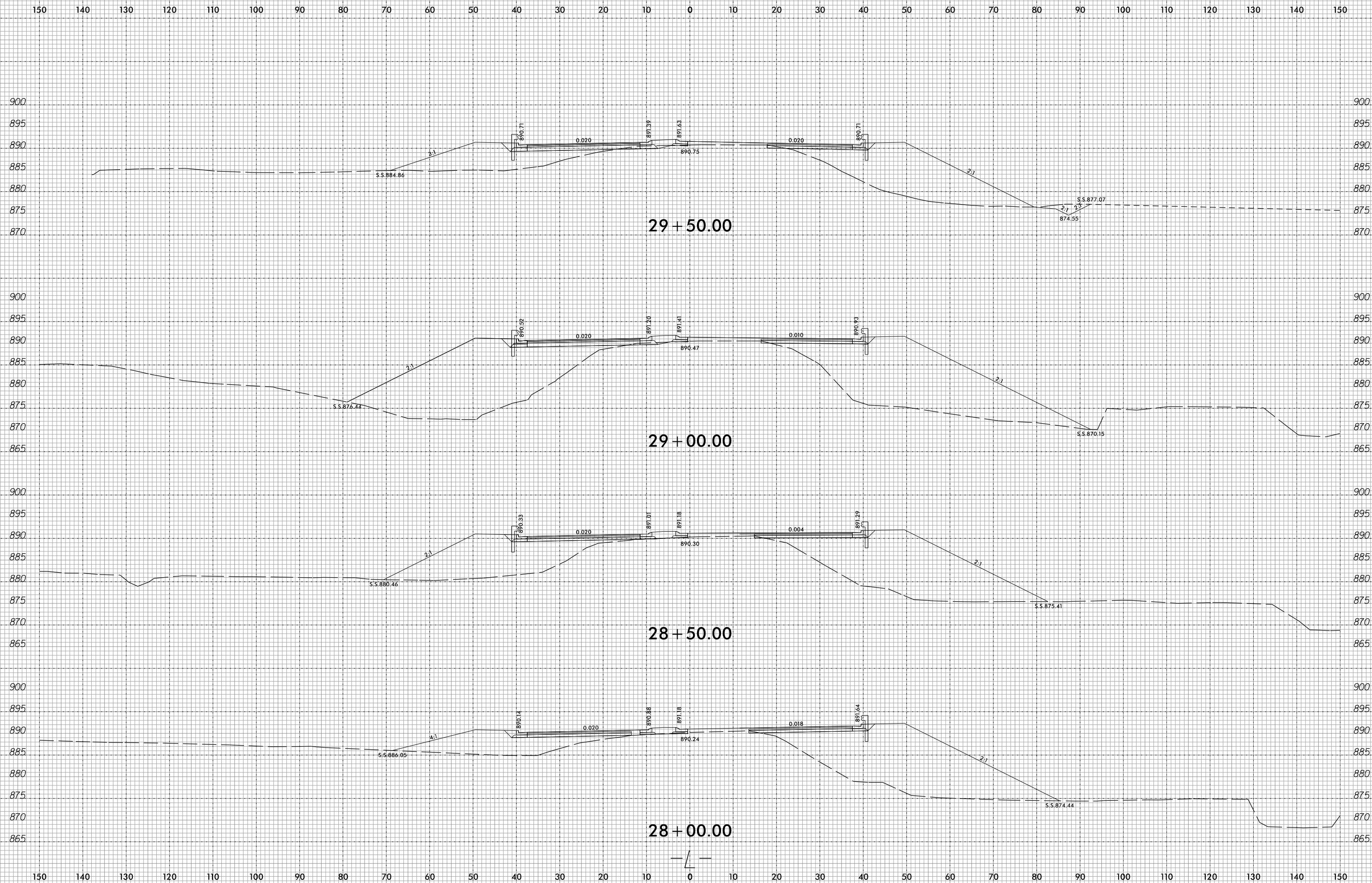
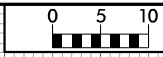


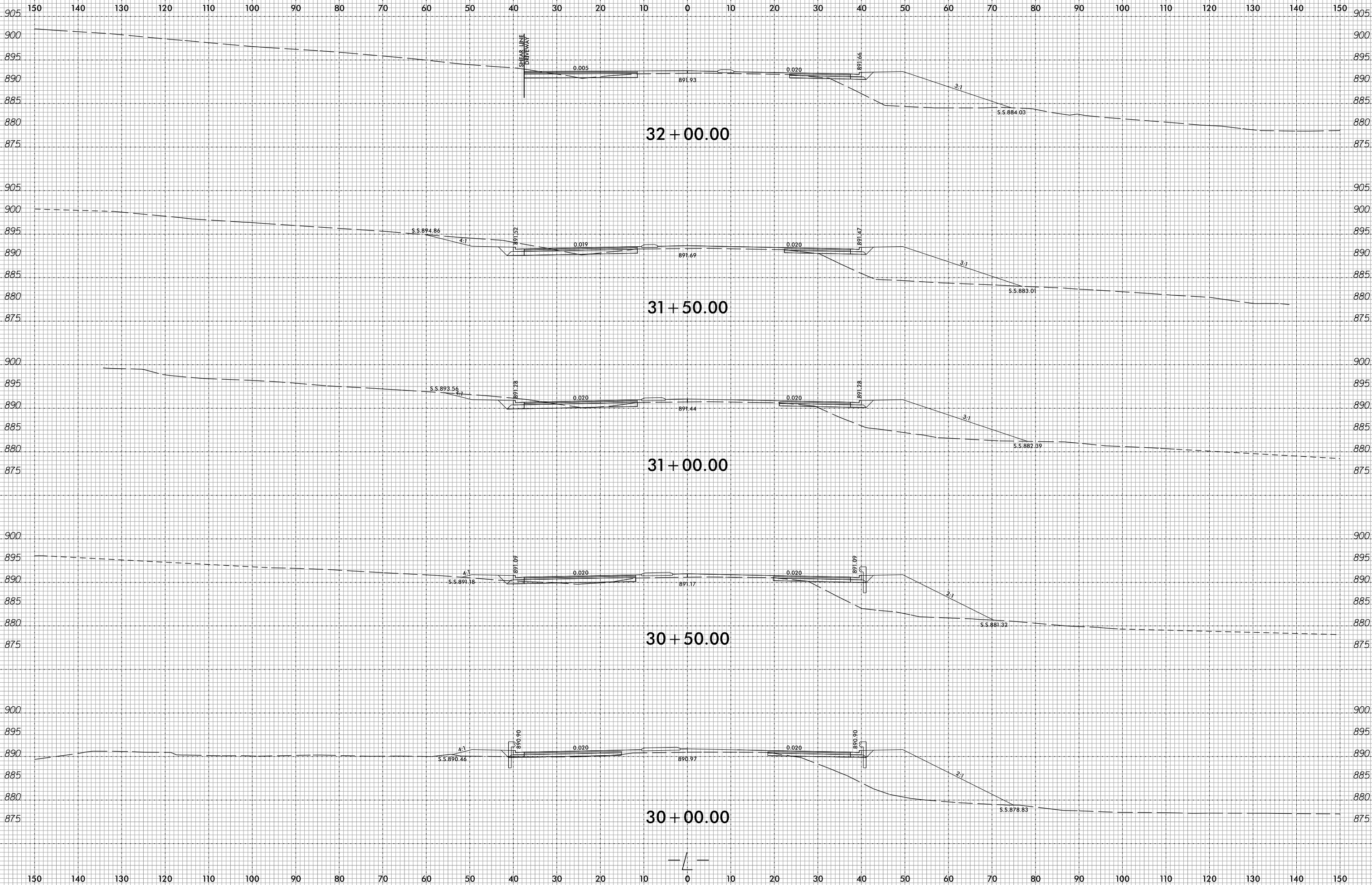
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

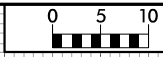




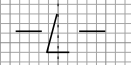
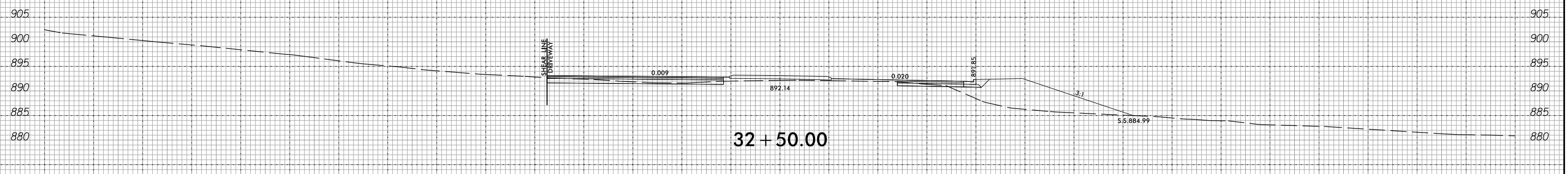
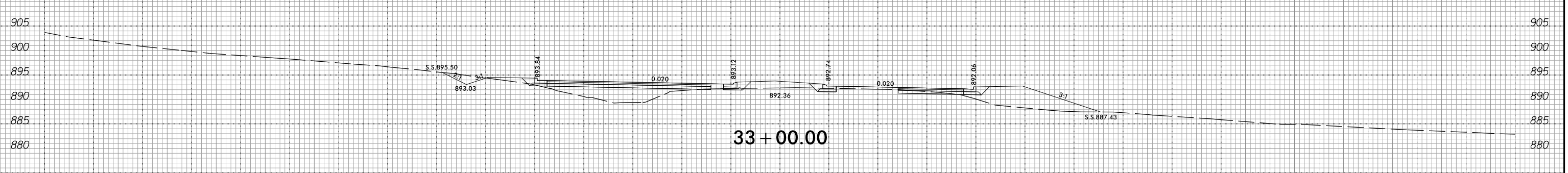
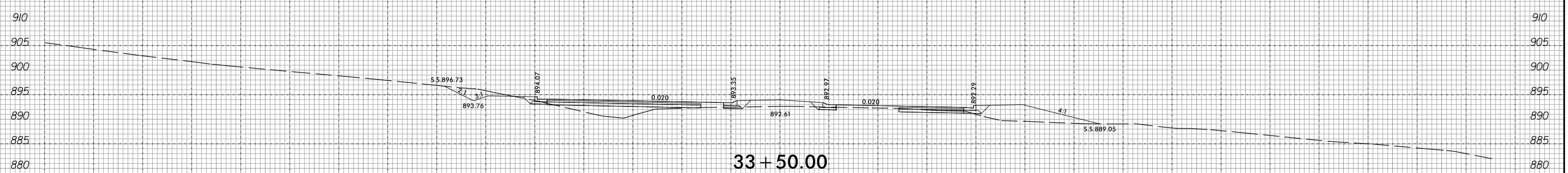
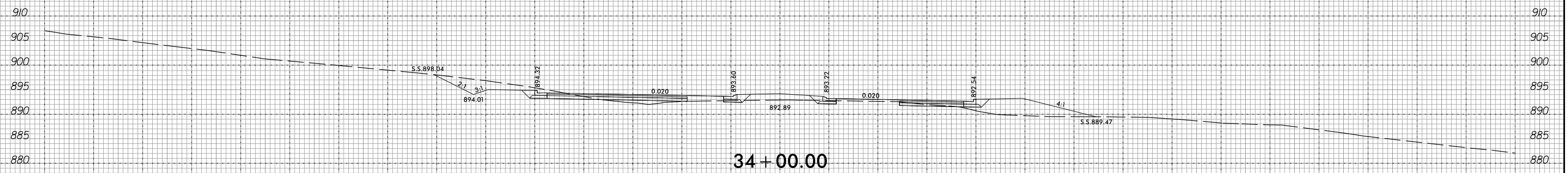


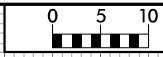




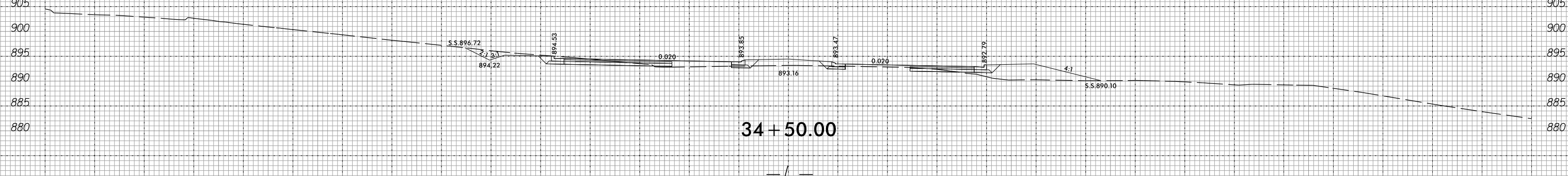
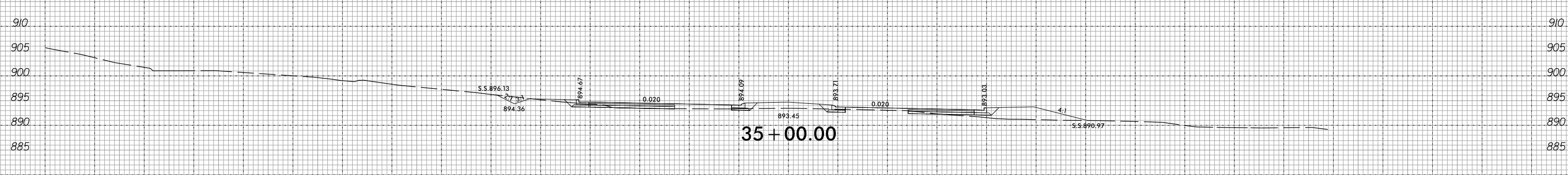
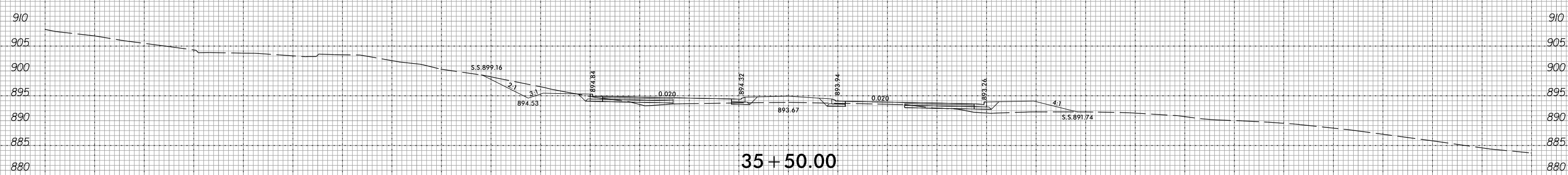
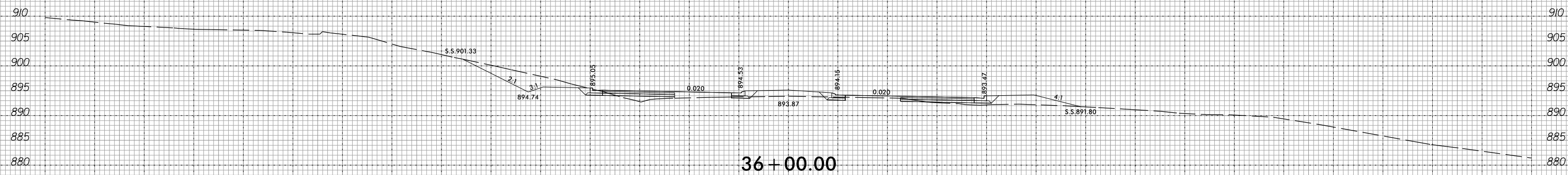


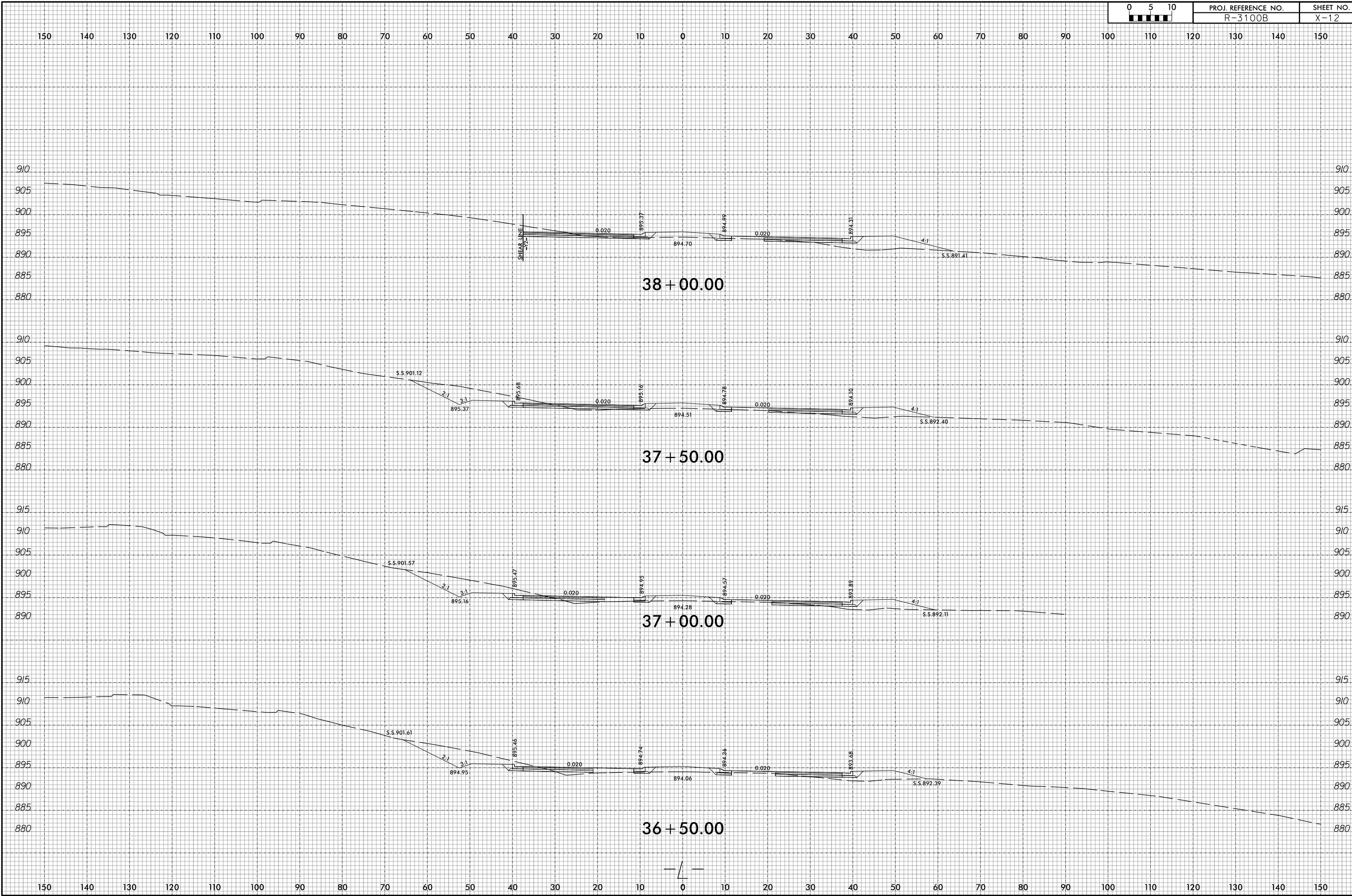
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



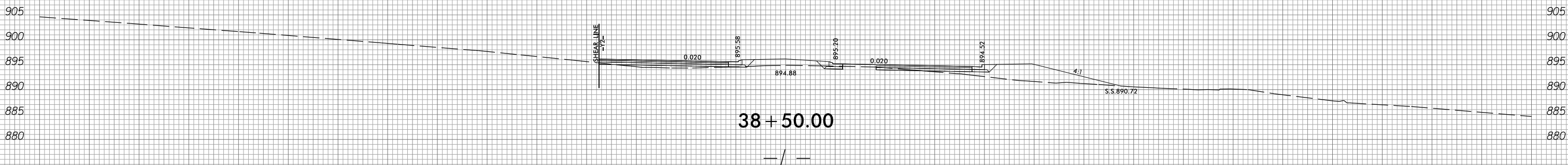
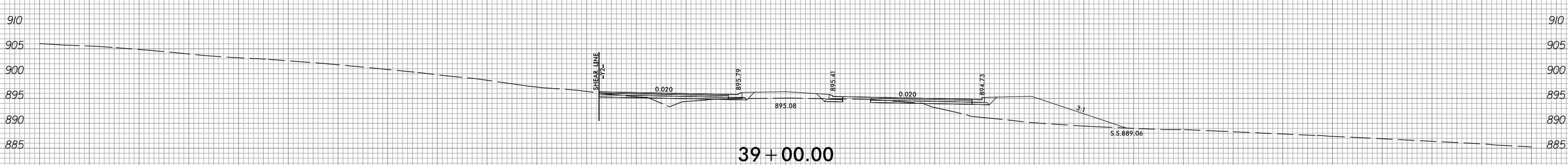
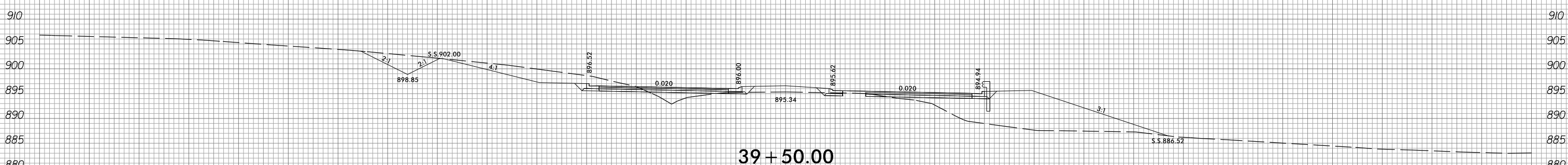
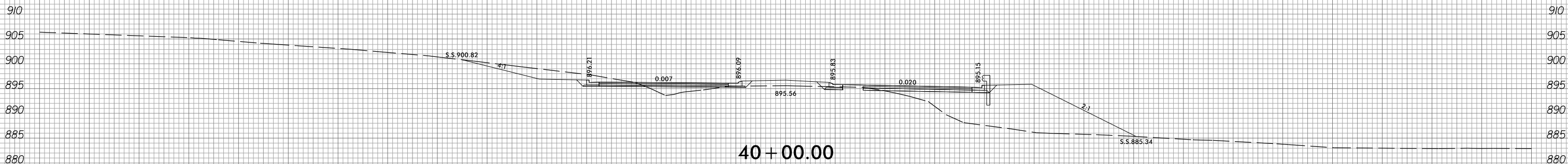


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



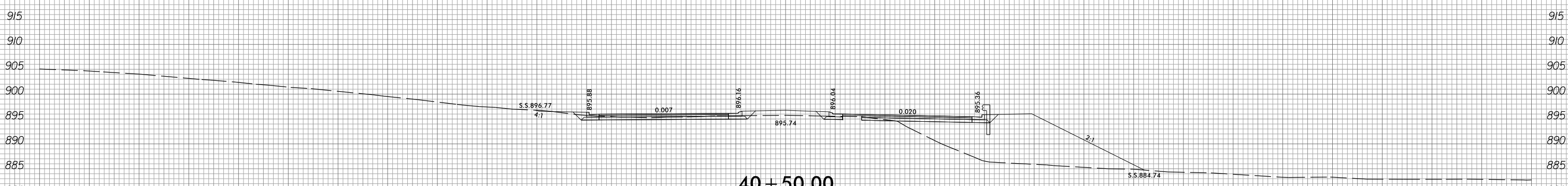
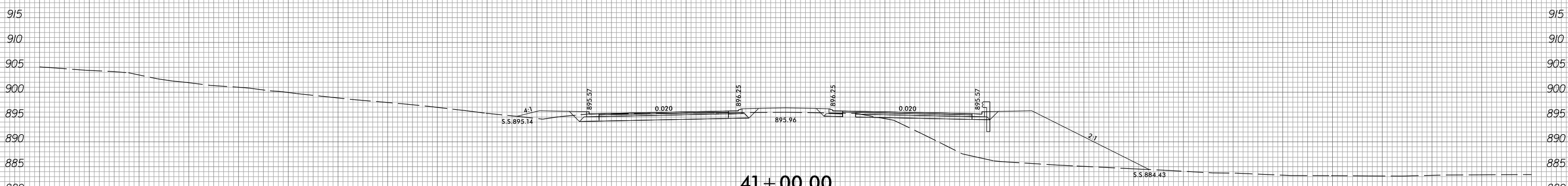
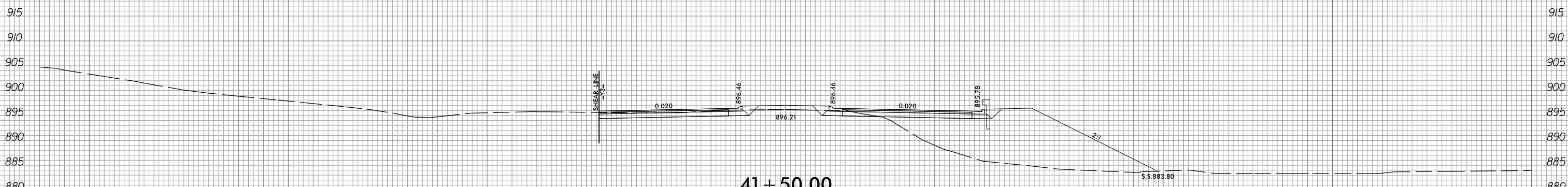
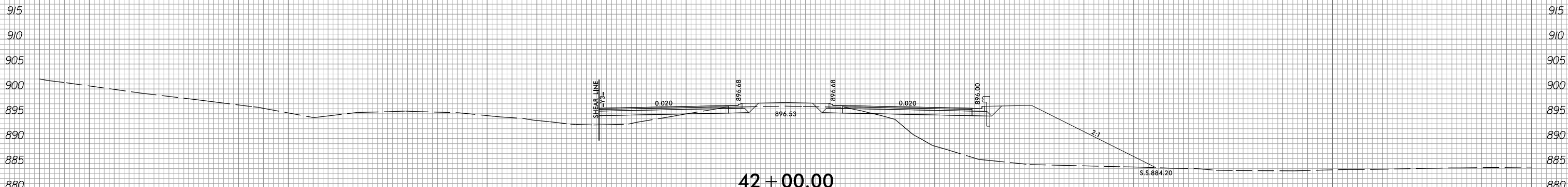


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

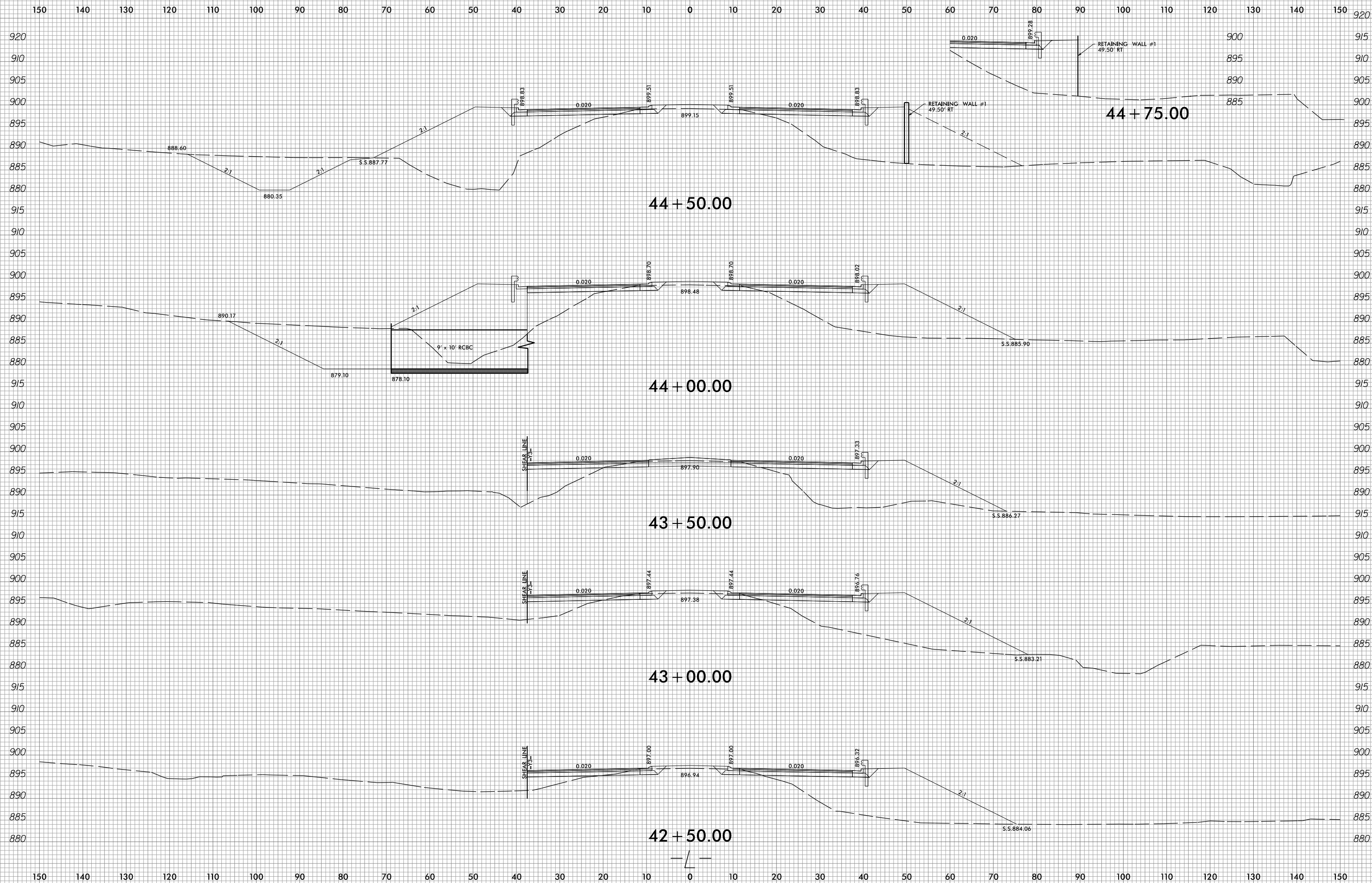


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-3100B	X-15



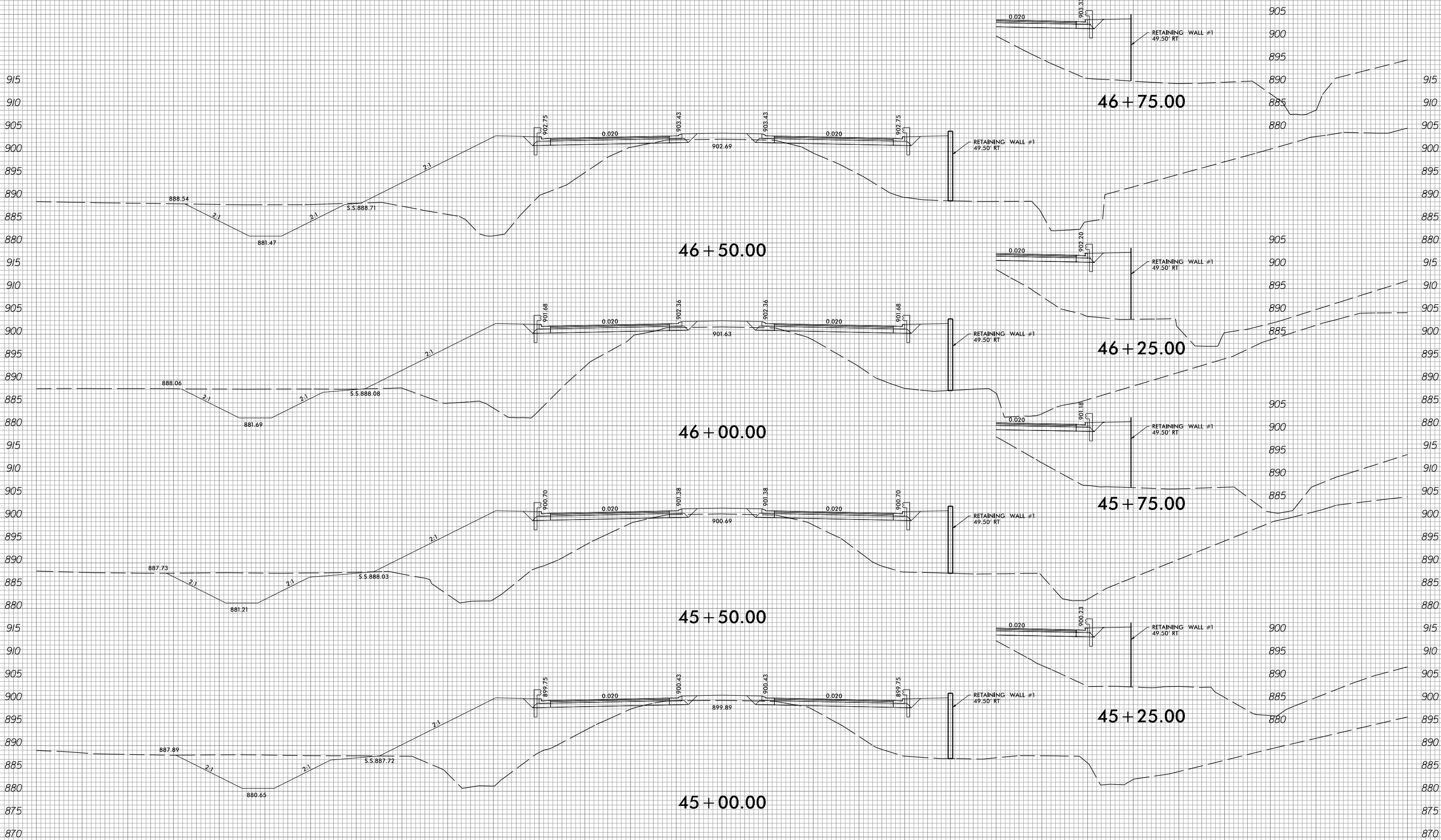
3/20/2017
R:\Roadway\Xsc\XPL\R3100B_Rdy_xpl.dgn
scheel

6/23/16



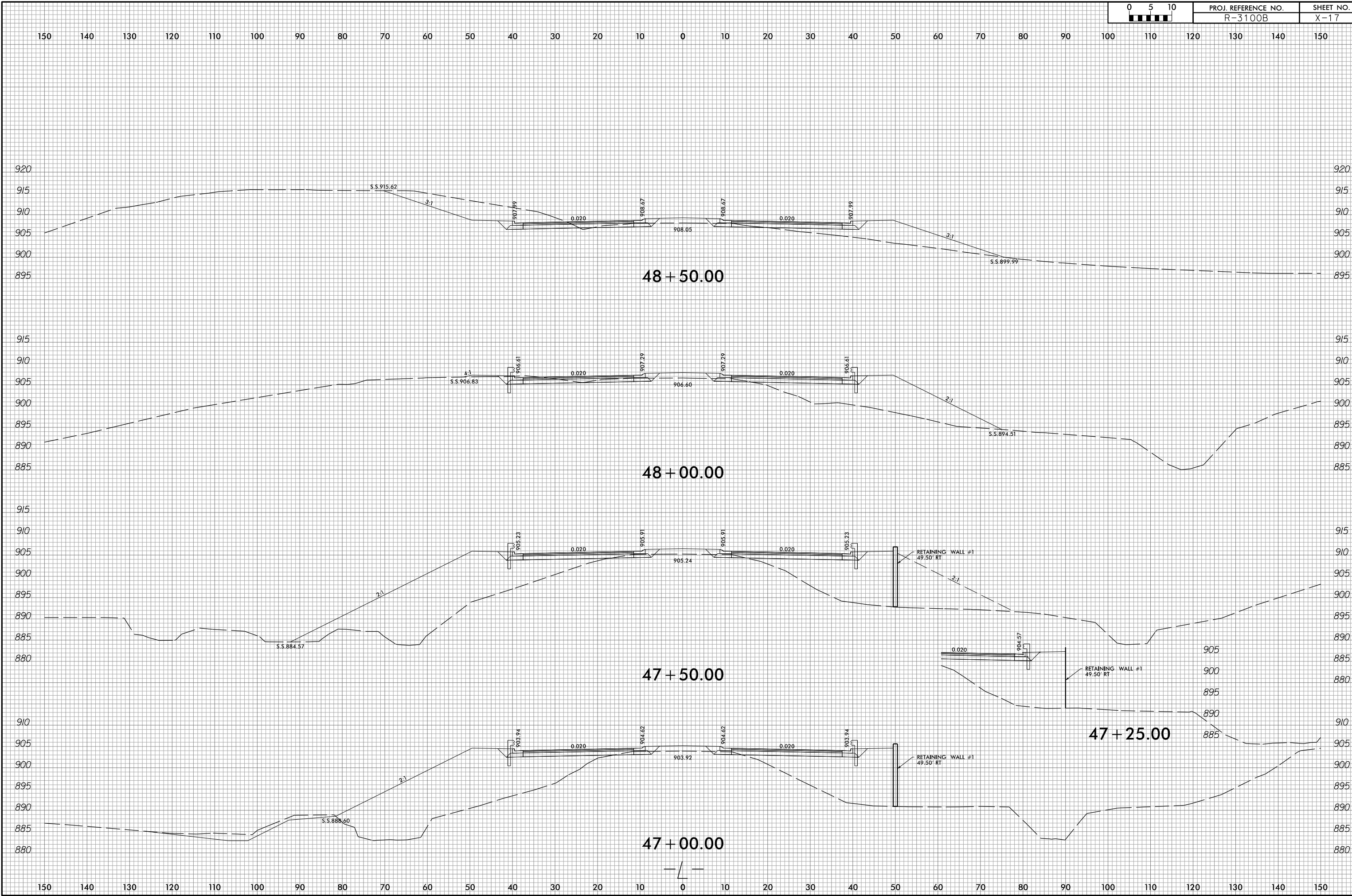
PROJ. REFERENCE NO.	SHEET NO.
R-3100B	X-16

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



3/20/2017
 R:\Roadway\XPL\AR3100B_Rdy_xp1.dgn
 scheid

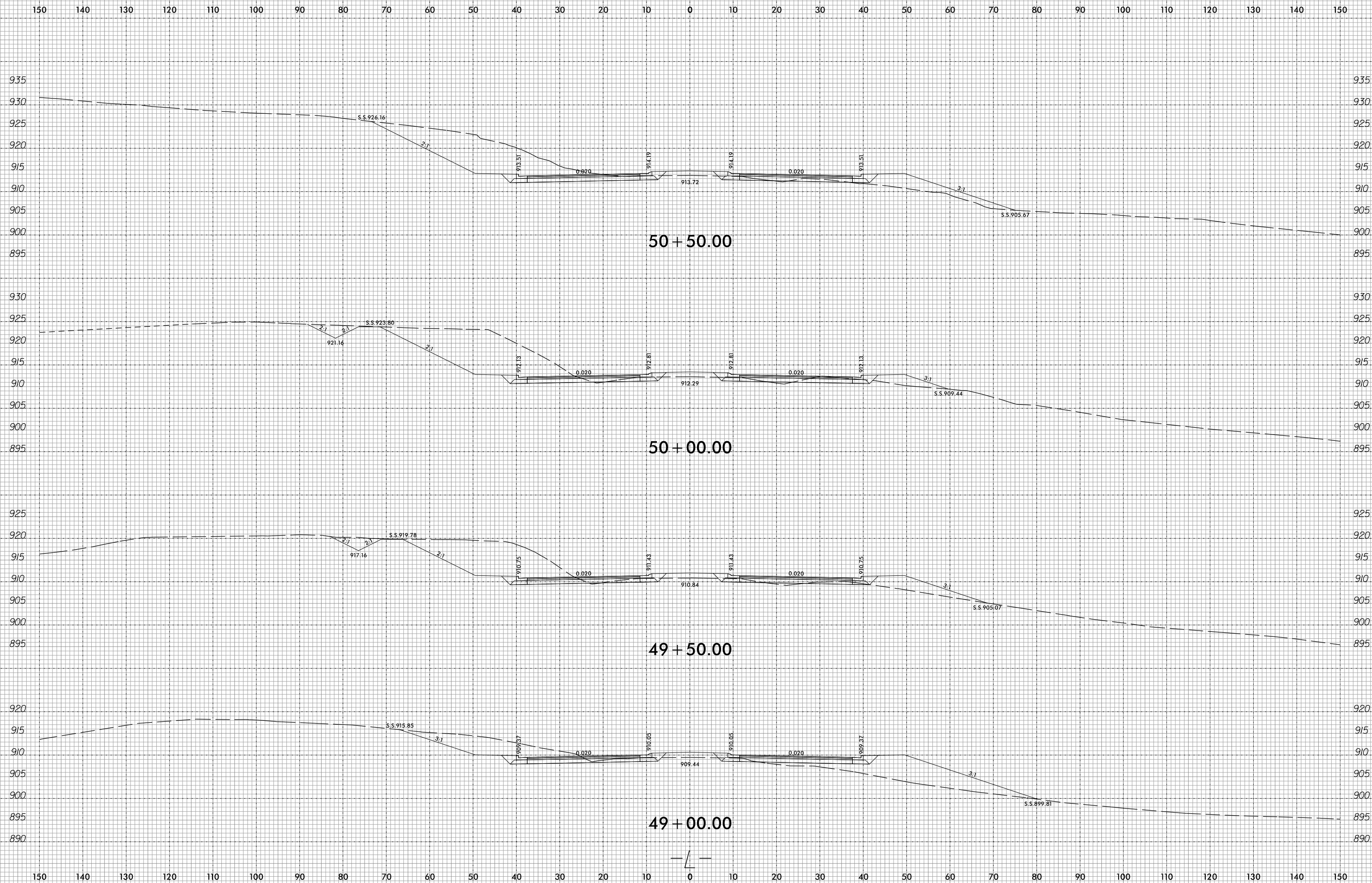
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



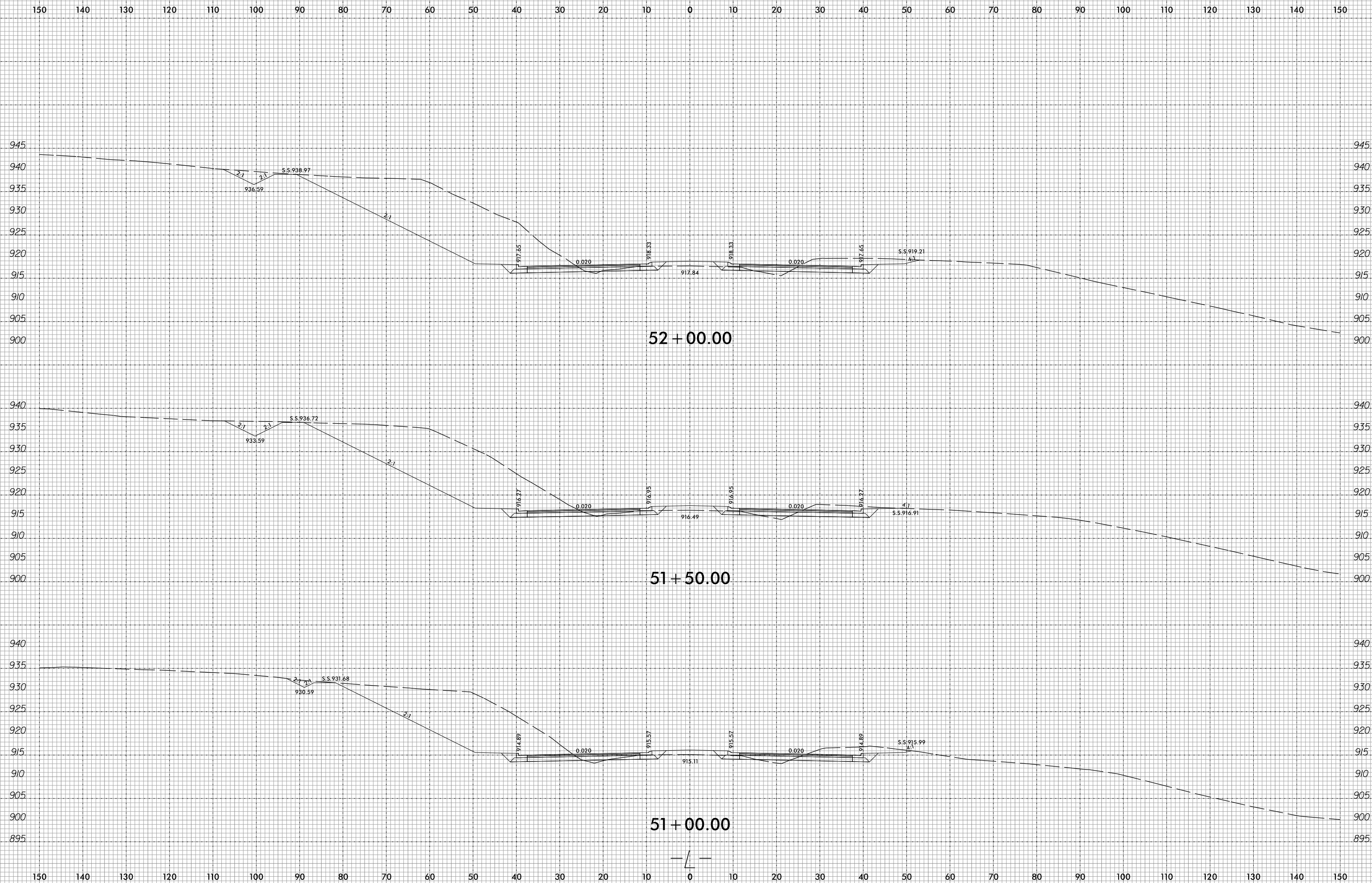
6/23/16

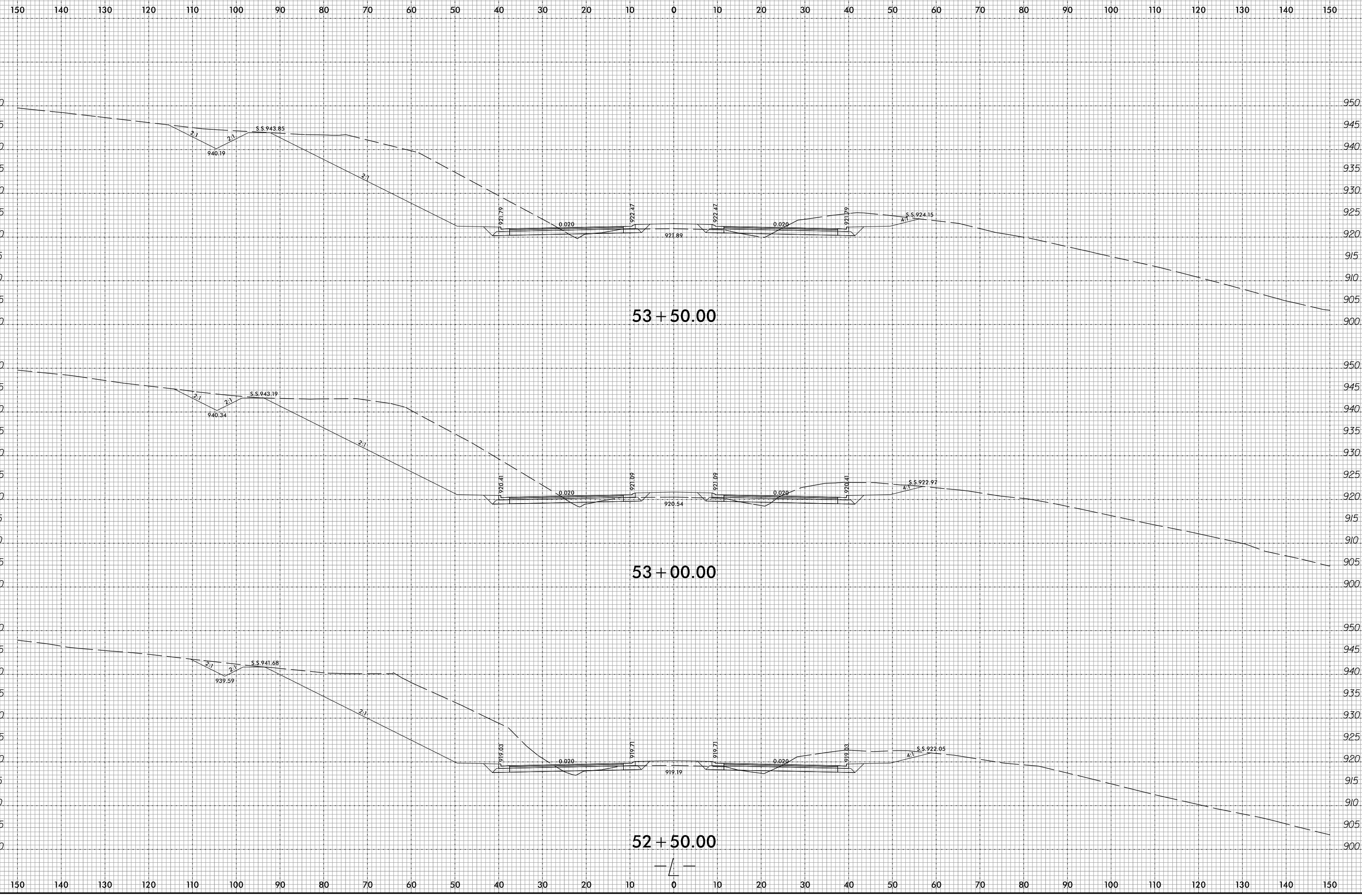


PROJ. REFERENCE NO.	SHEET NO.
R-3100B	X-18



3/6/2017
R:\Roadway\Xsc\XPL\R3100B_Rdy_xp1.dgn
scheeld



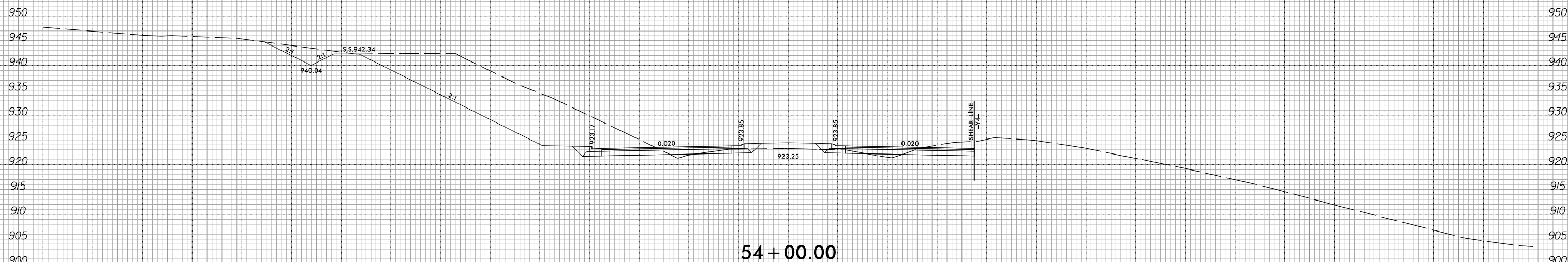
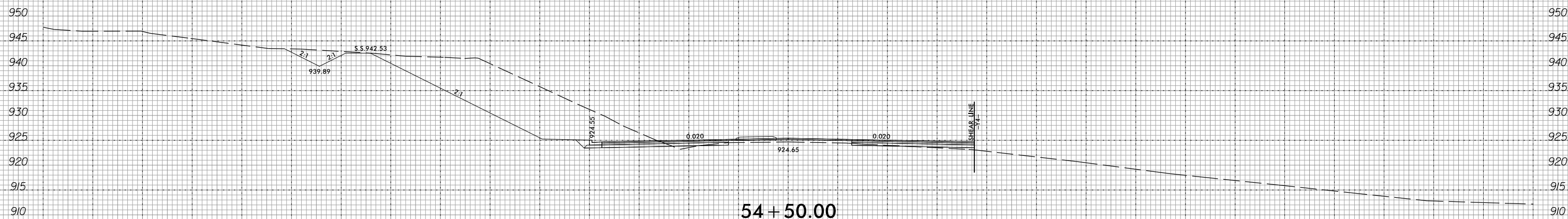
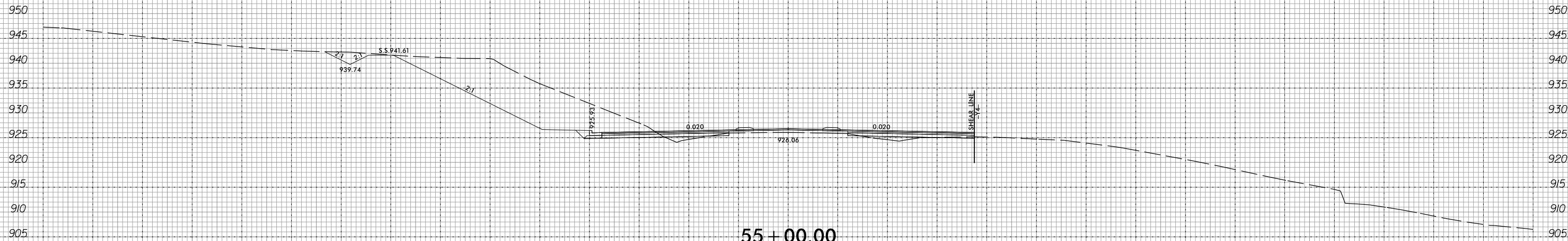


6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-3100B	X-21

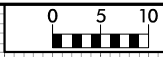
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



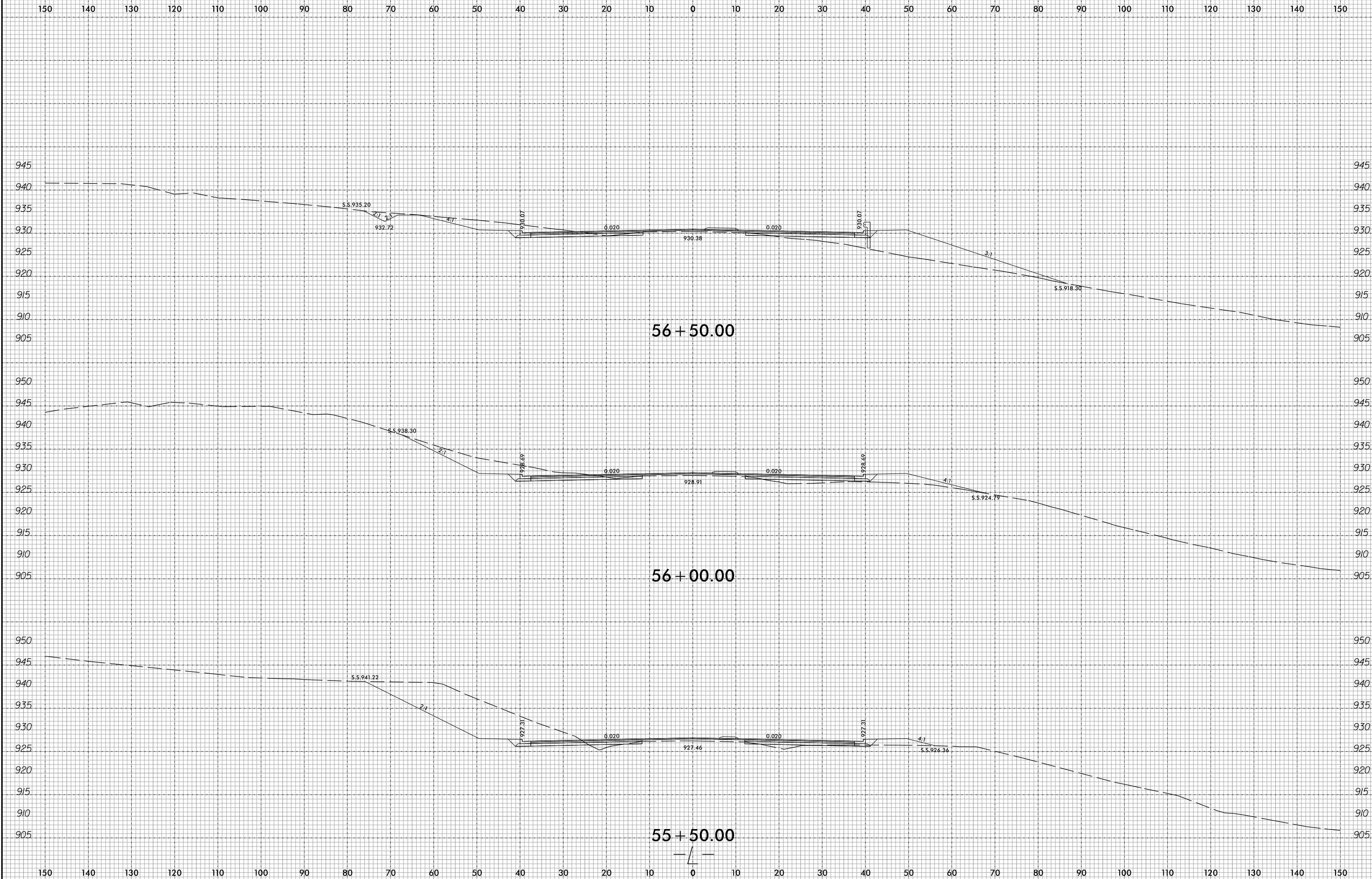
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

3/6/2017
 R:\Roadway\Xsc\XPL\R3100B_Rdy_xpl.dgn
 scheme.d

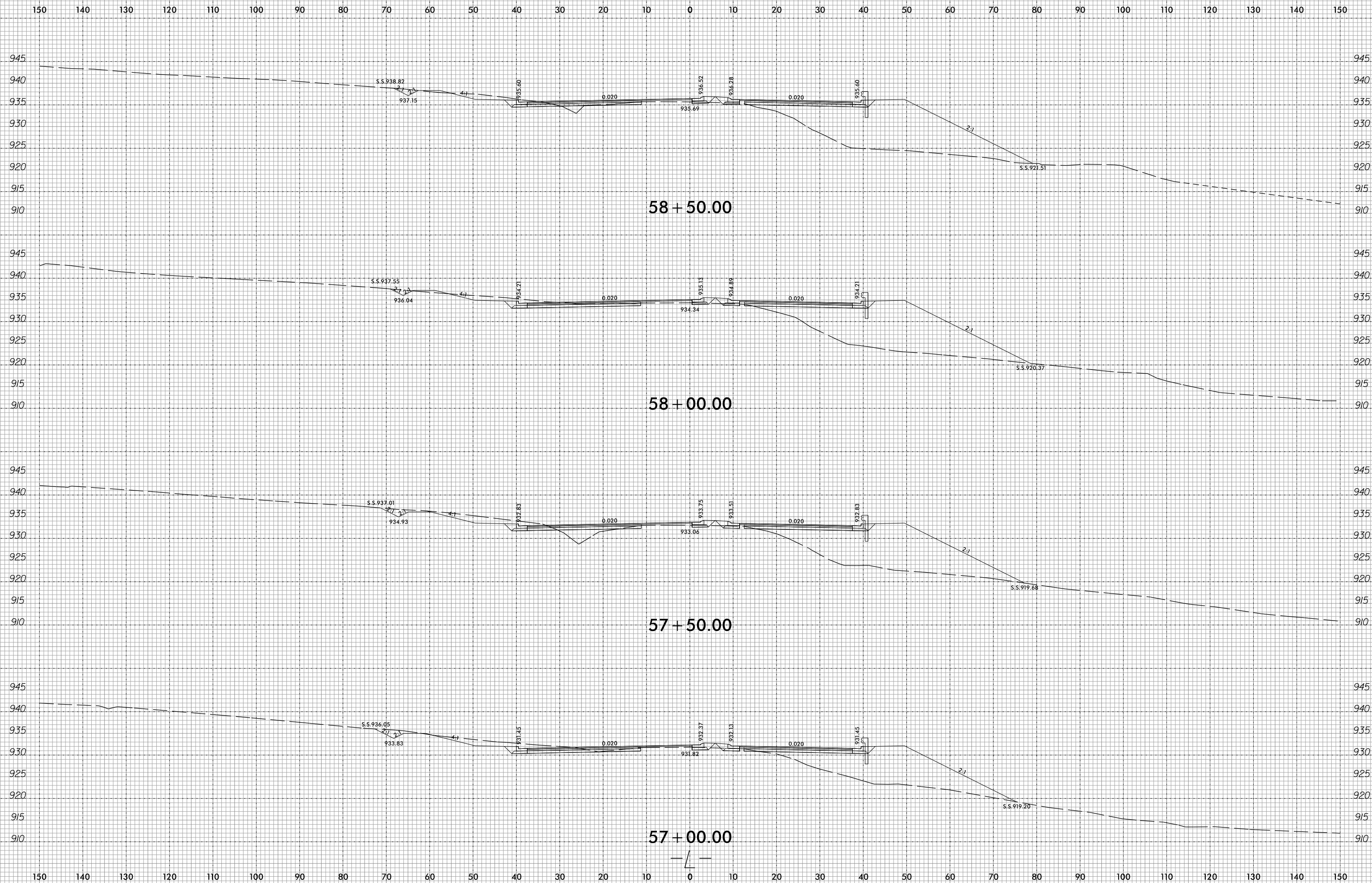
6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-3100B	X-22

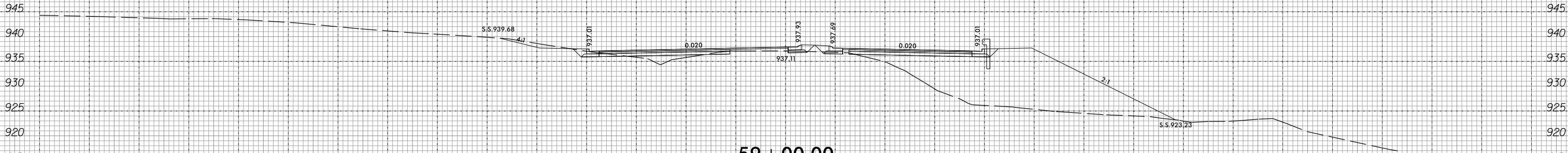
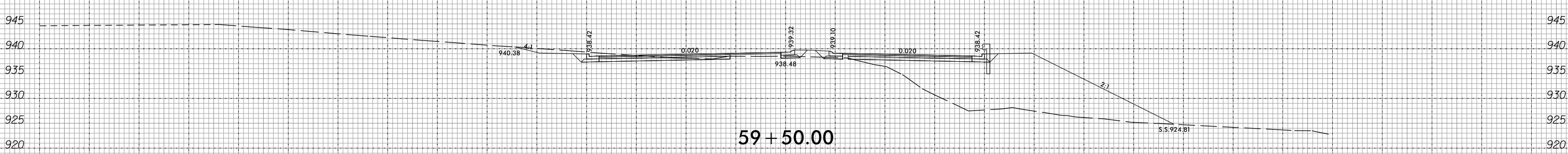
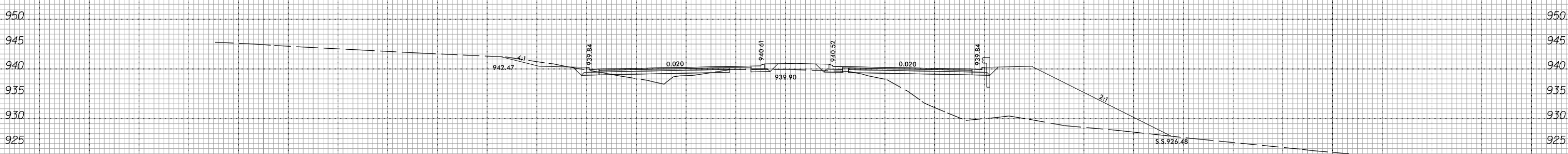
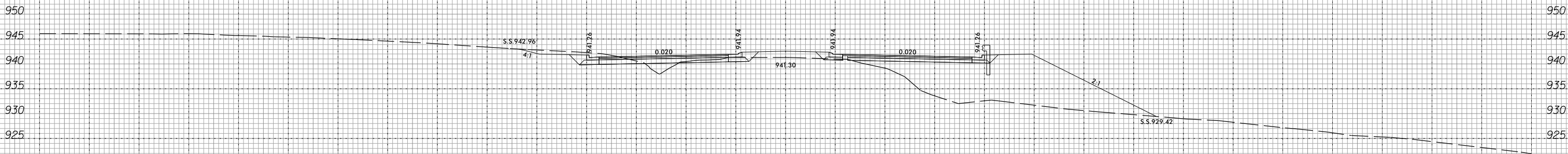


3/6/2017
 R:\Roadway\Xsc\XPL\AR3100B_Rdy_xp1.dgn
 scheel

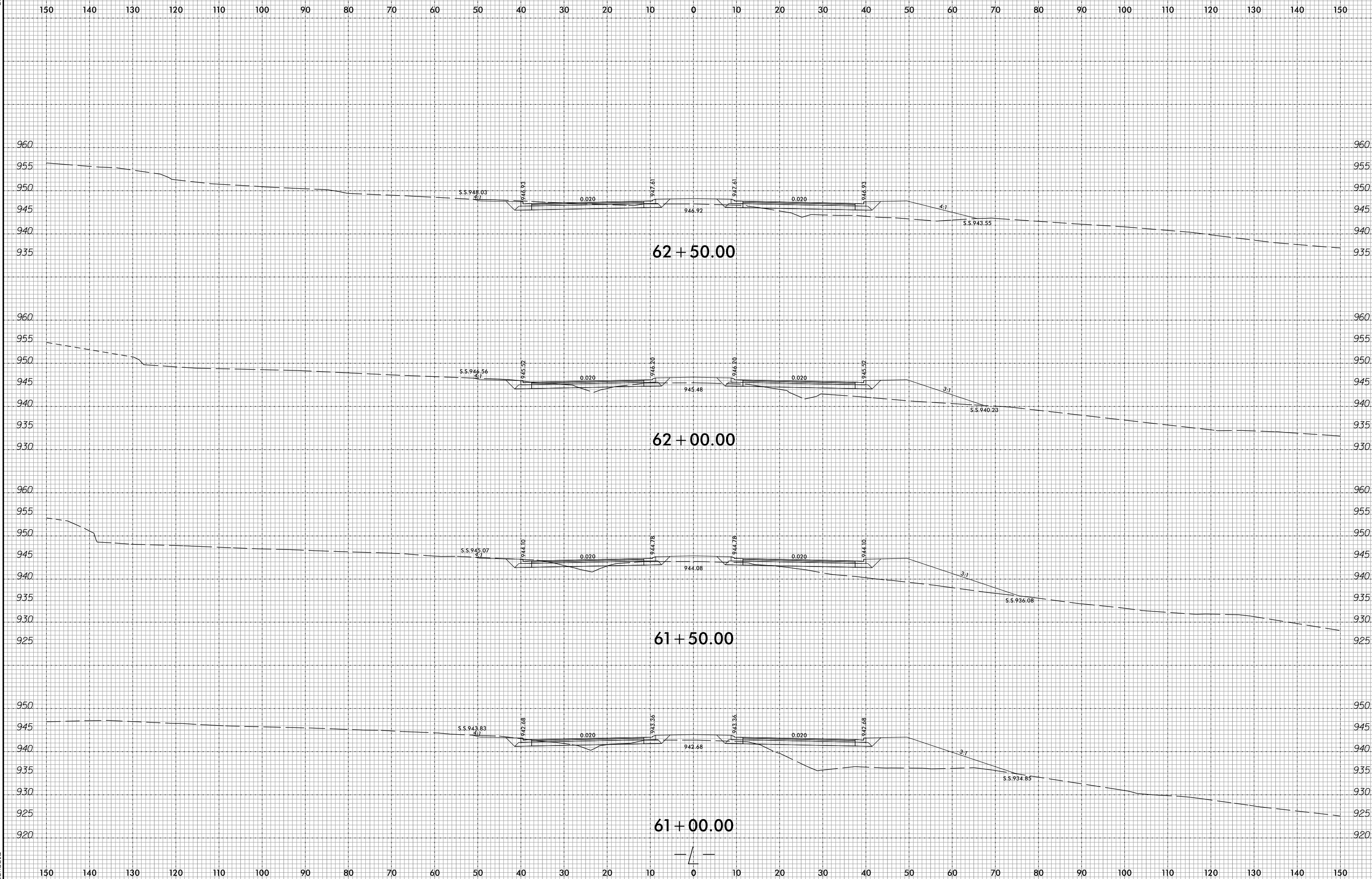




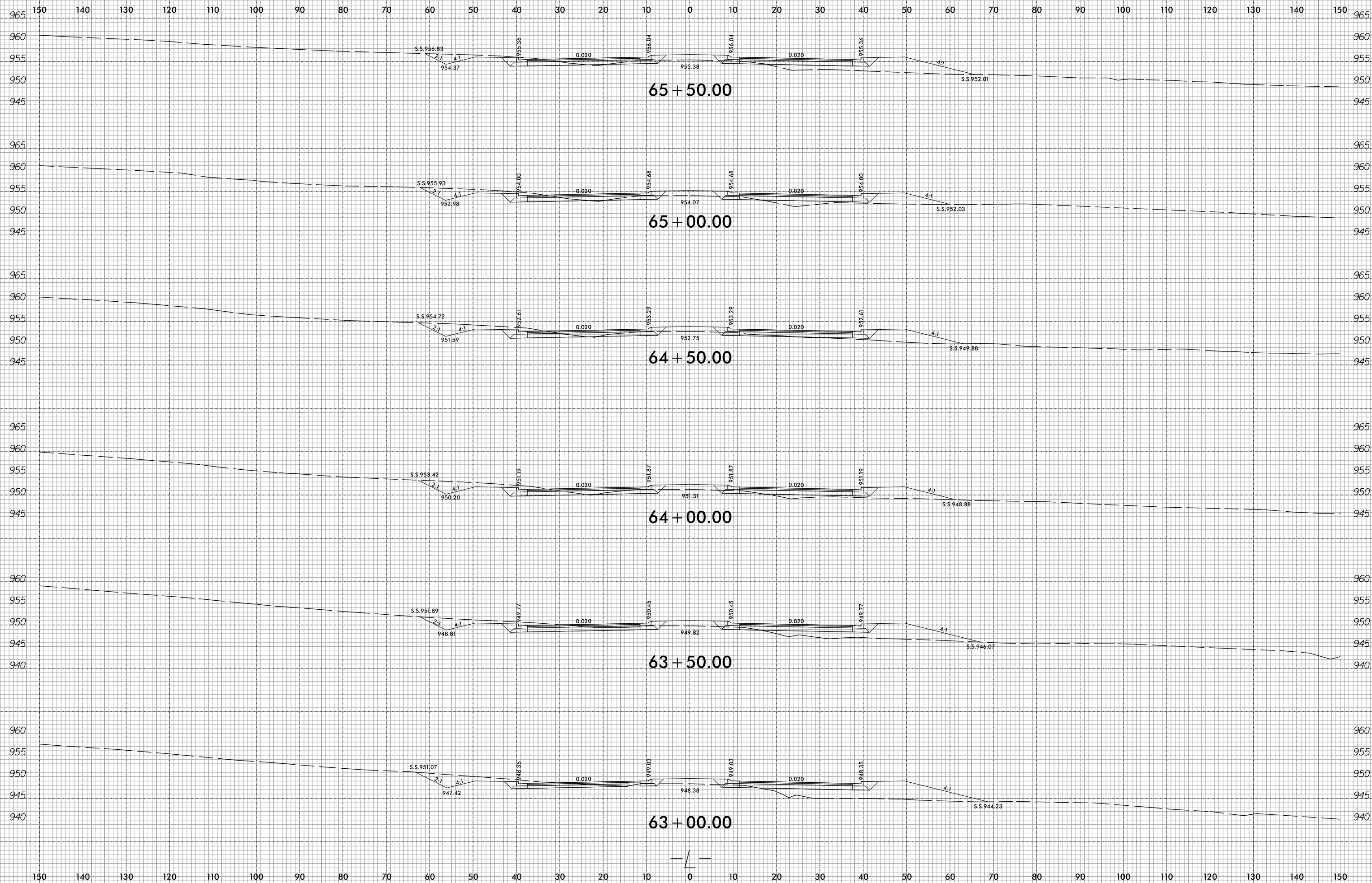
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



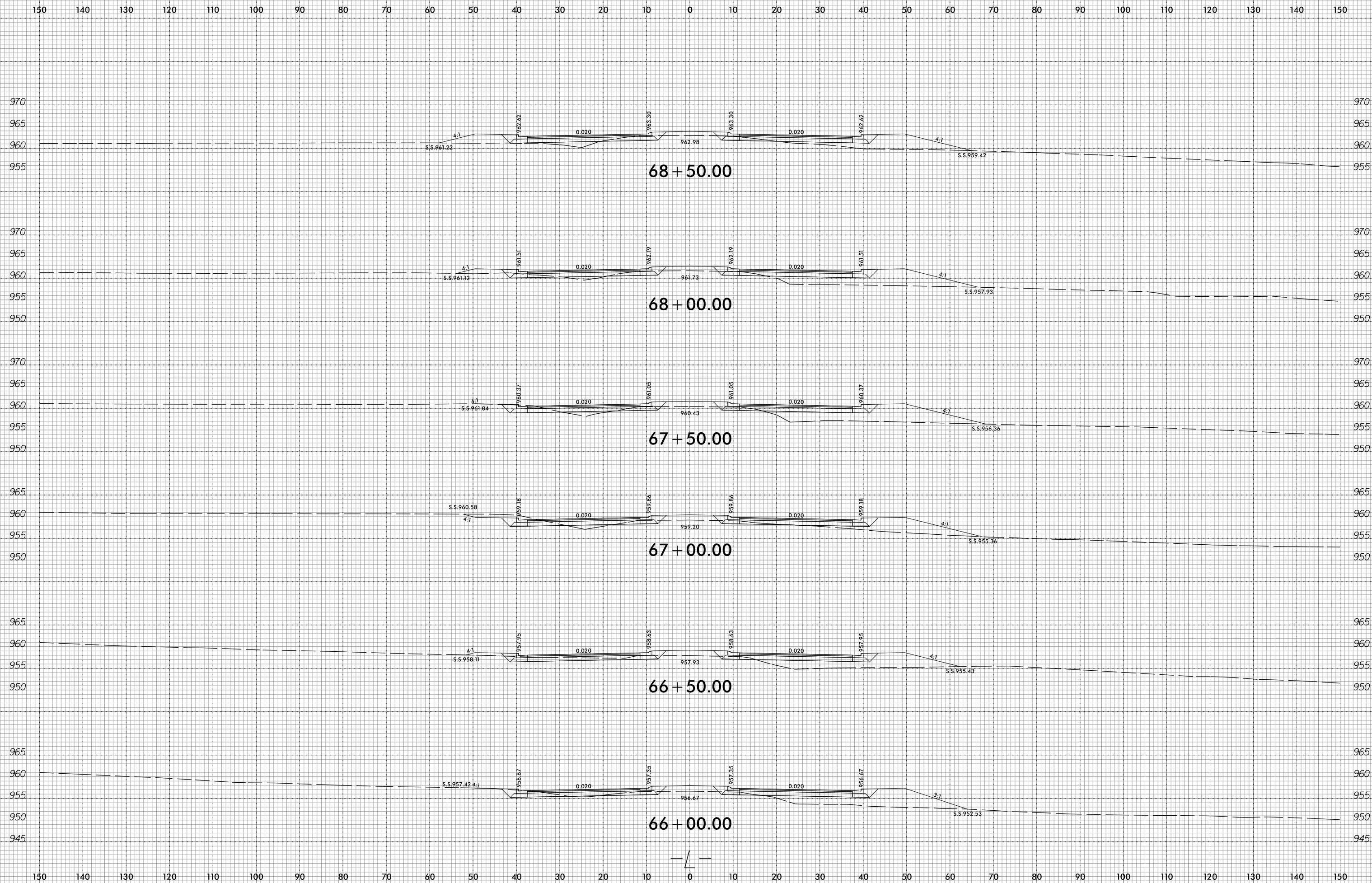
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

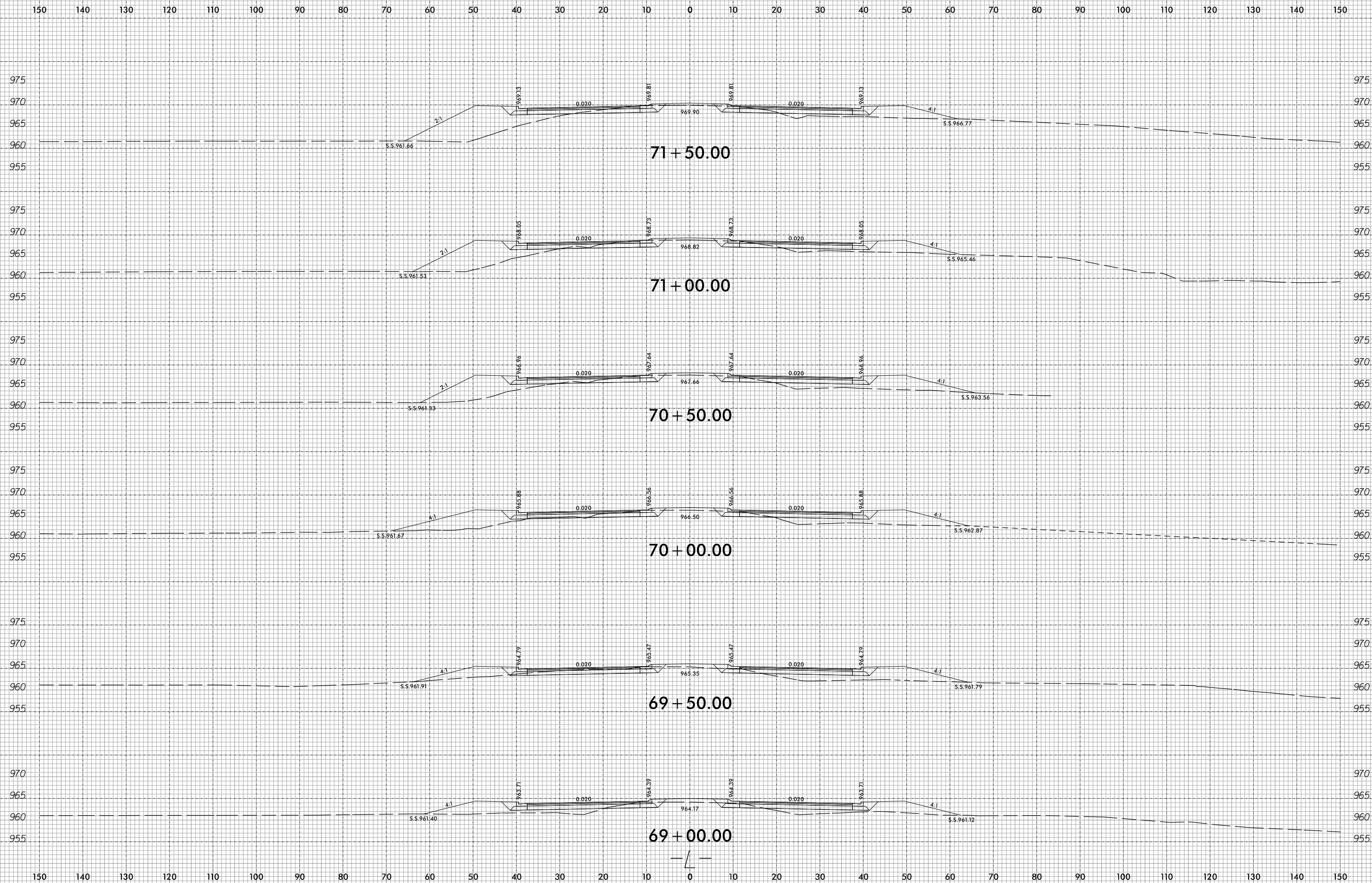


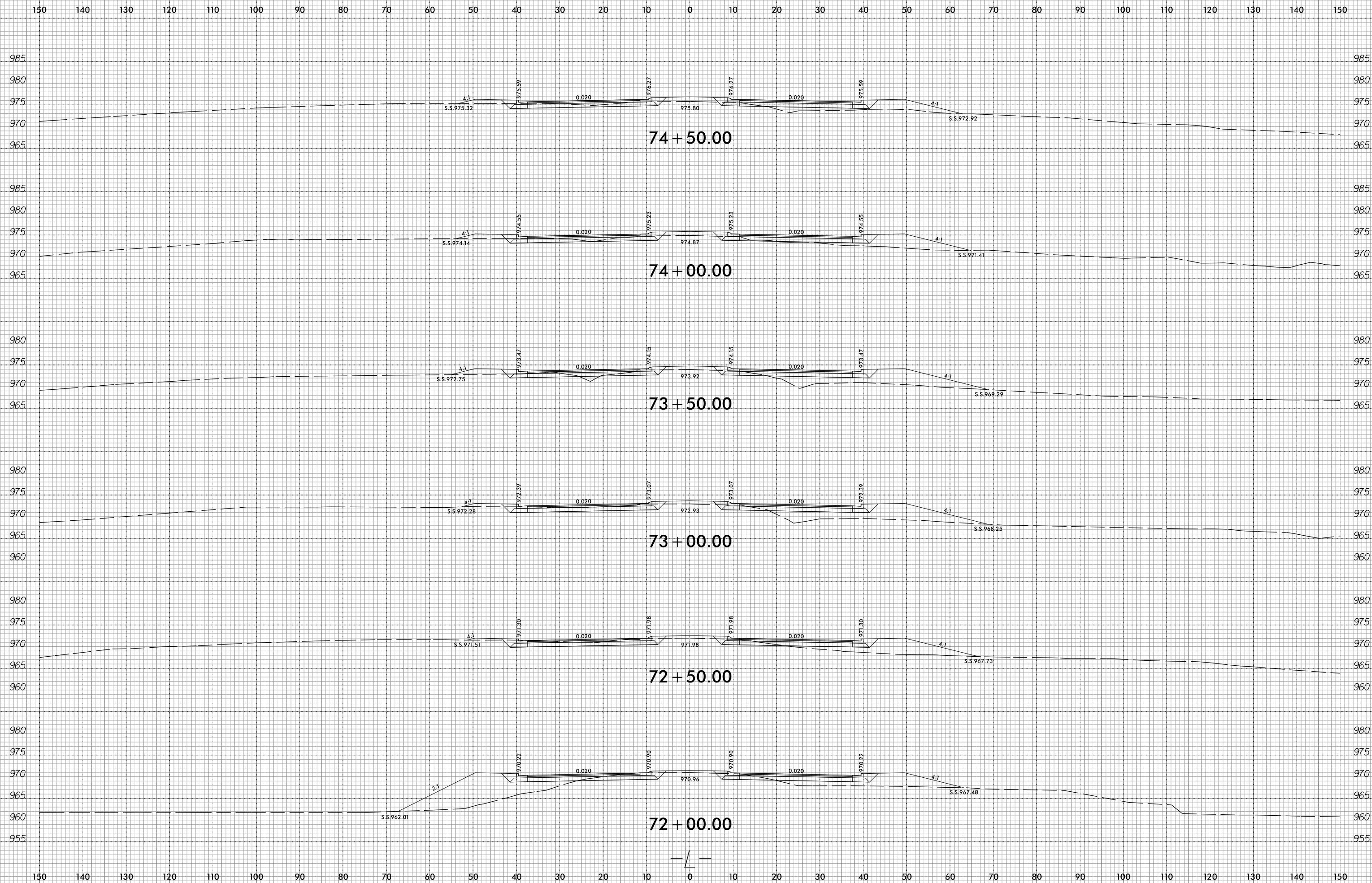
6/23/16

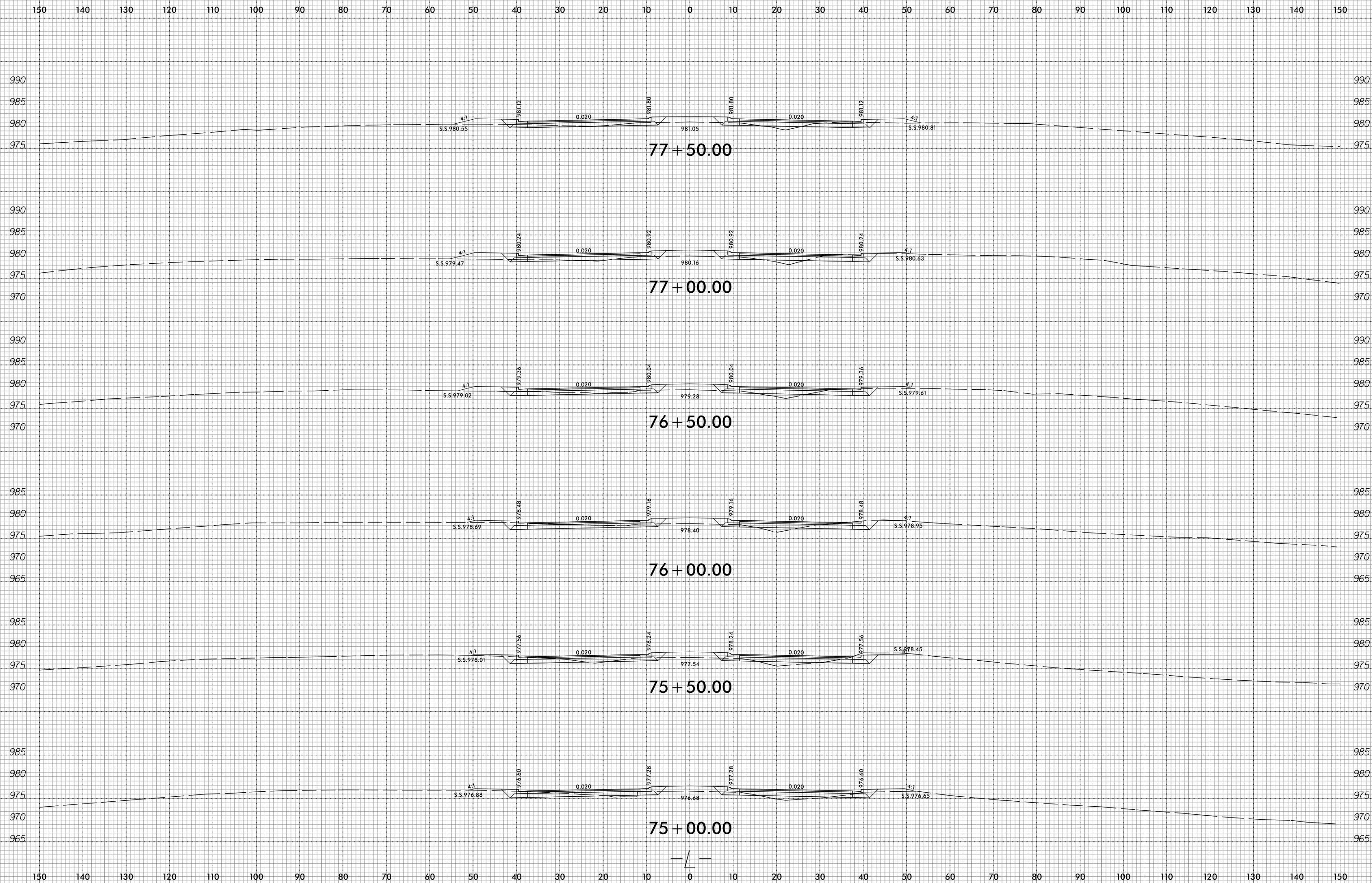


3/6/2017
R:\Roadway\Xsc\XPL\R3100B_Rdy_xpl.dgn
scheel







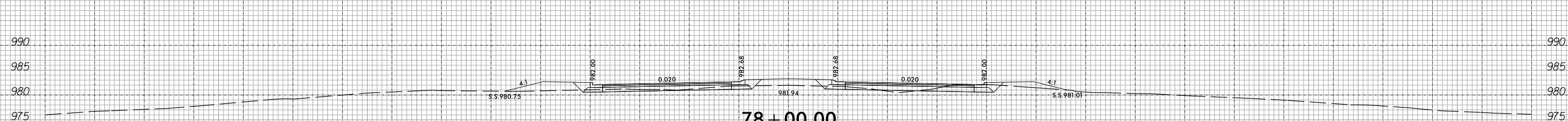
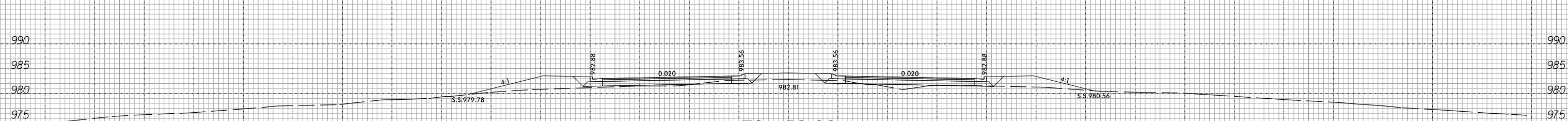
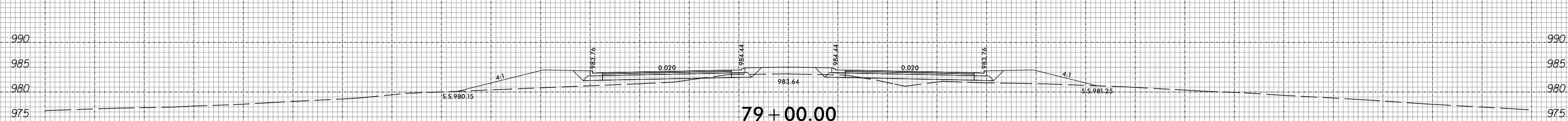
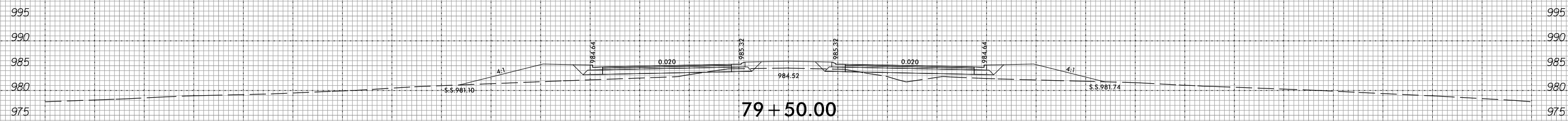
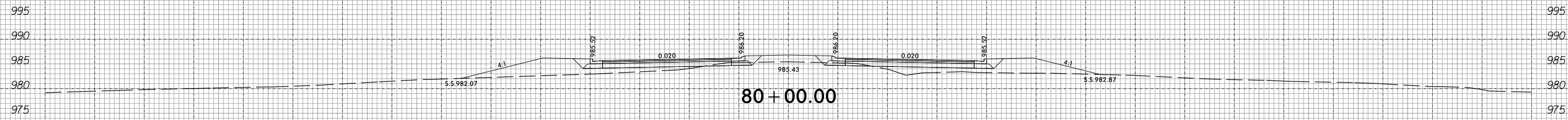
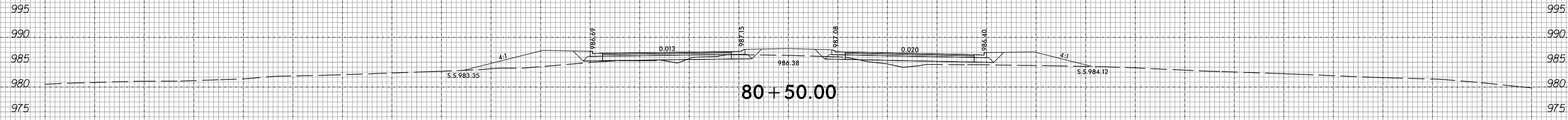


6/23/16



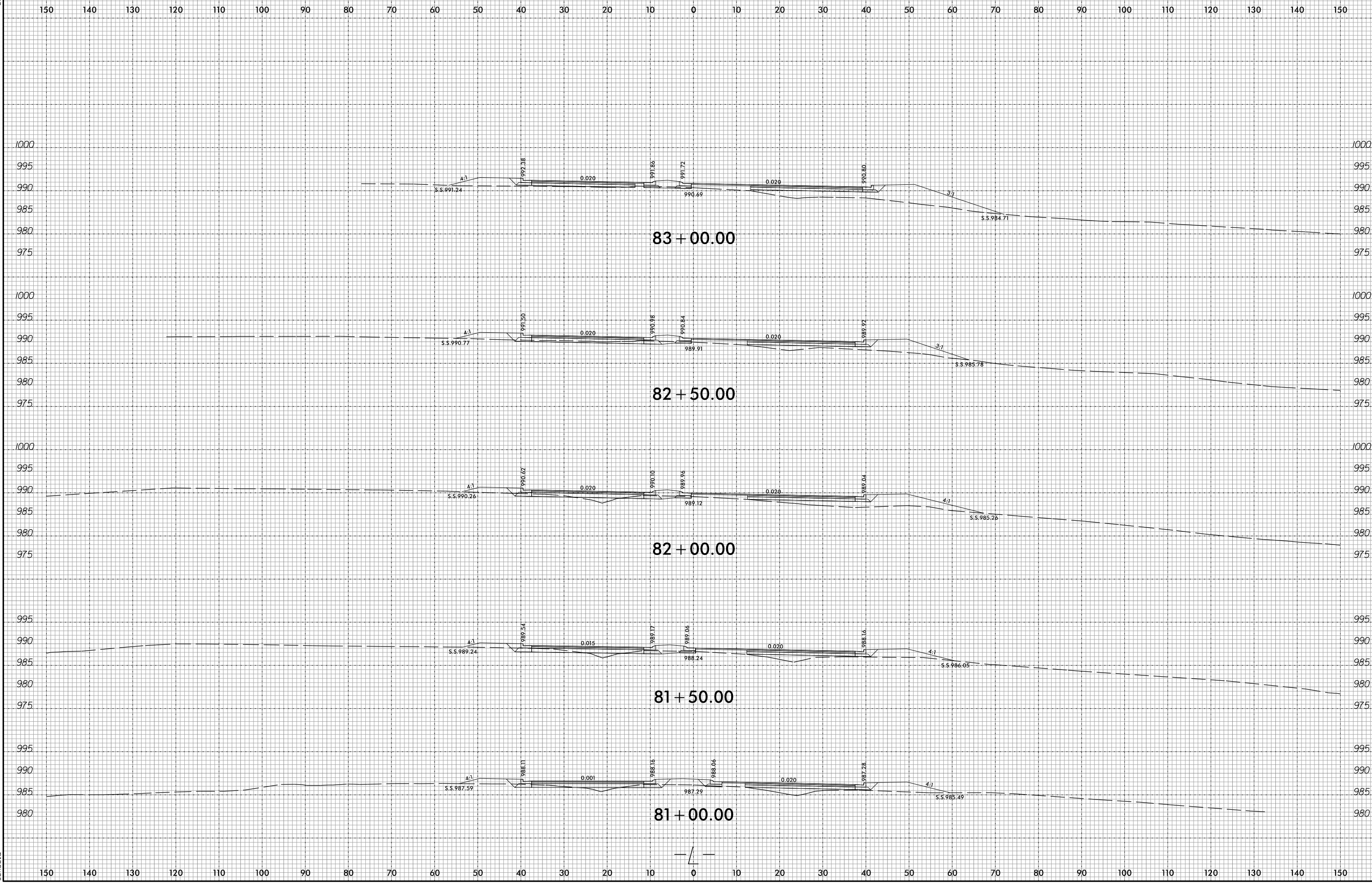
PROJ. REFERENCE NO. R-3100B	SHEET NO. X-31
--------------------------------	-------------------

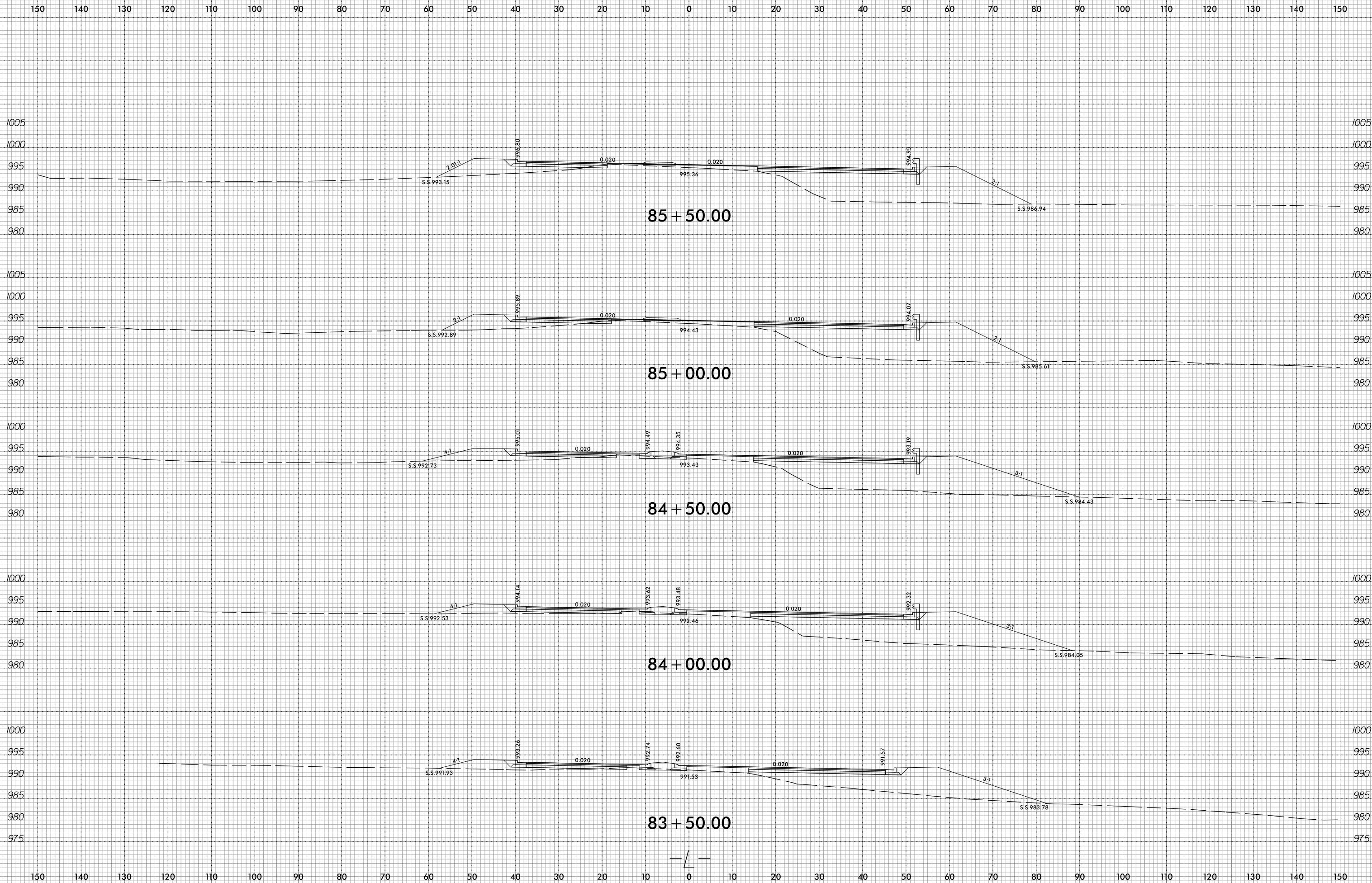
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

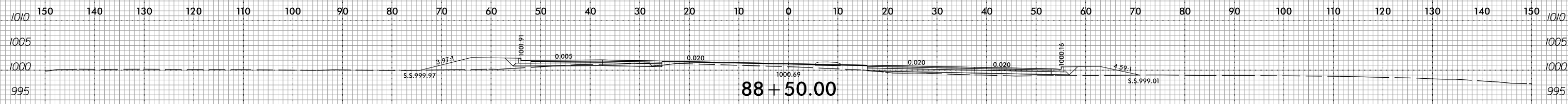


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

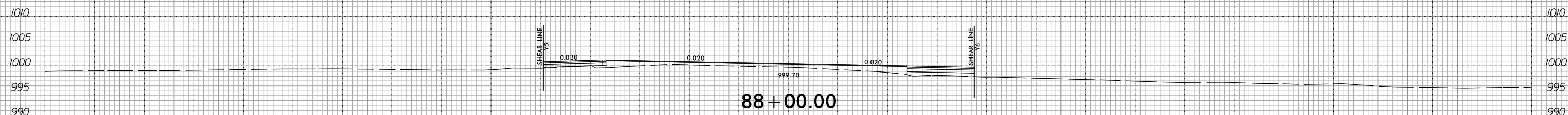
3/6/2017
R:\Roadway\XPL\R3100B_Rdy_xpl.dgn
scheel



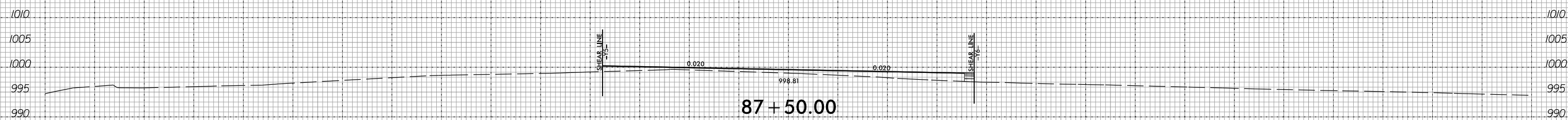




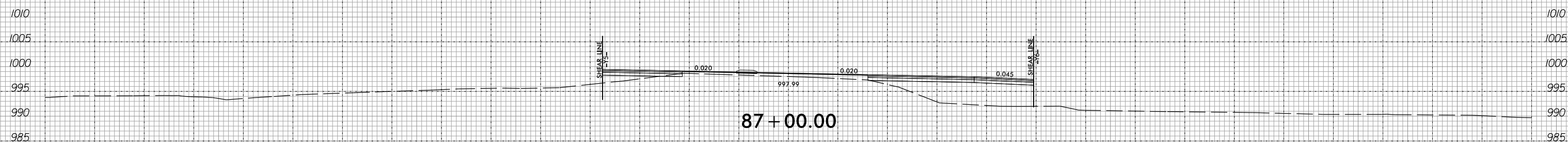
88 + 50.00



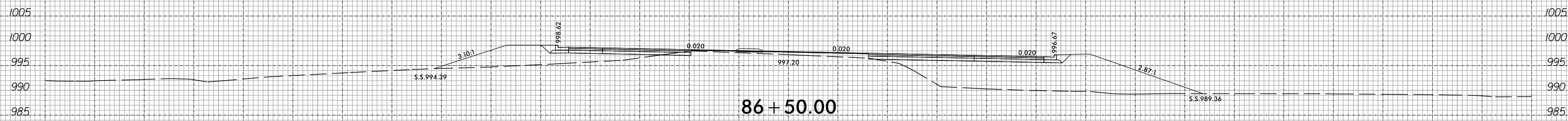
88 + 00.00



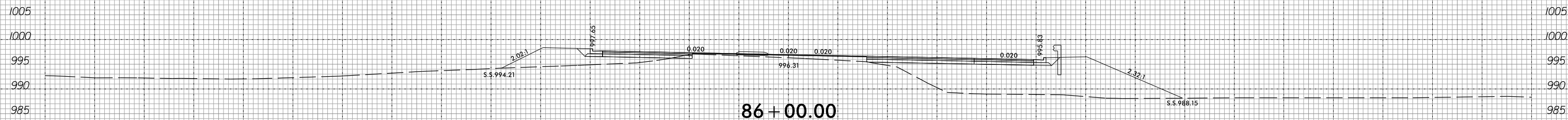
87 + 50.00



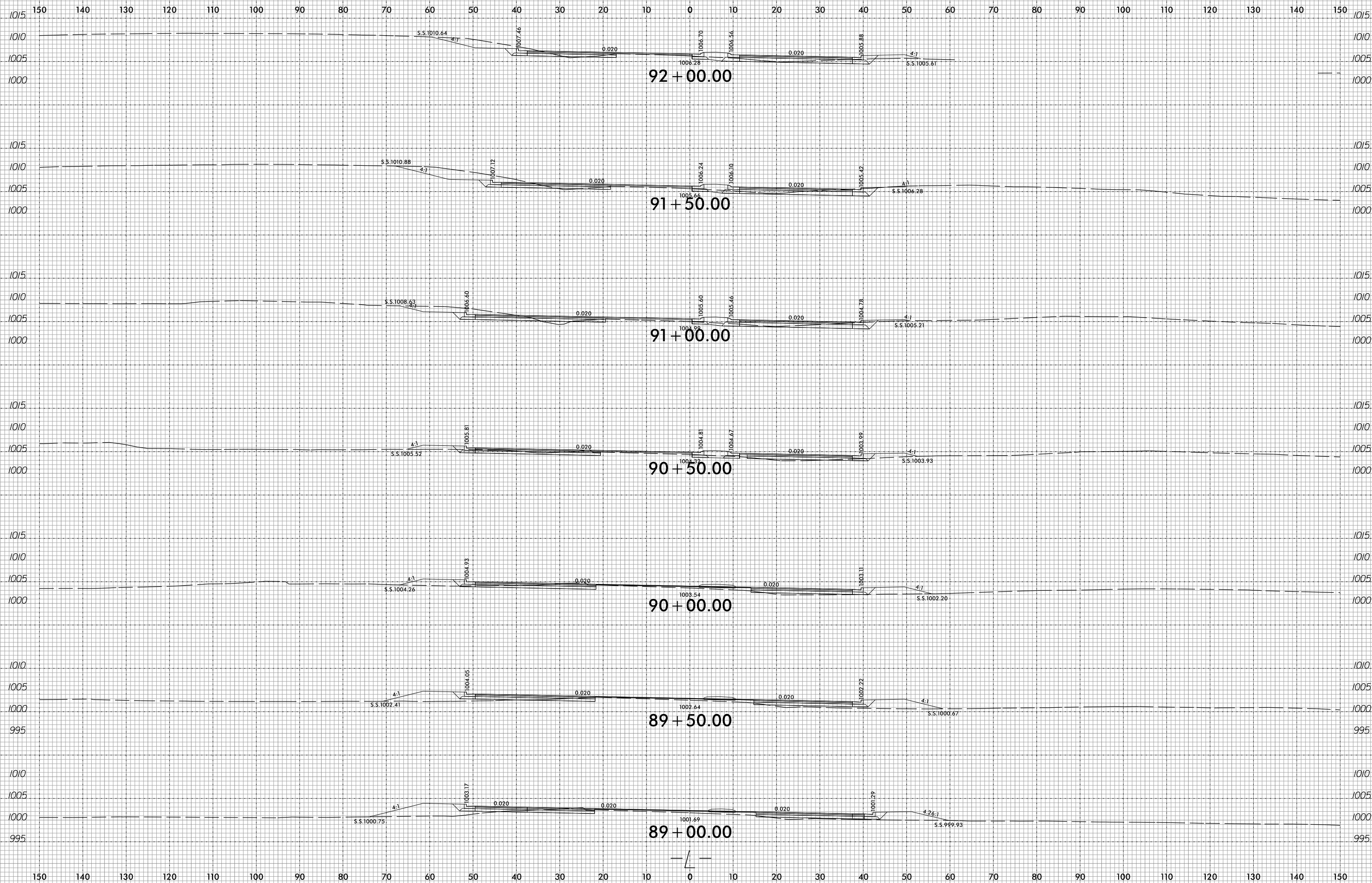
87 + 00.00

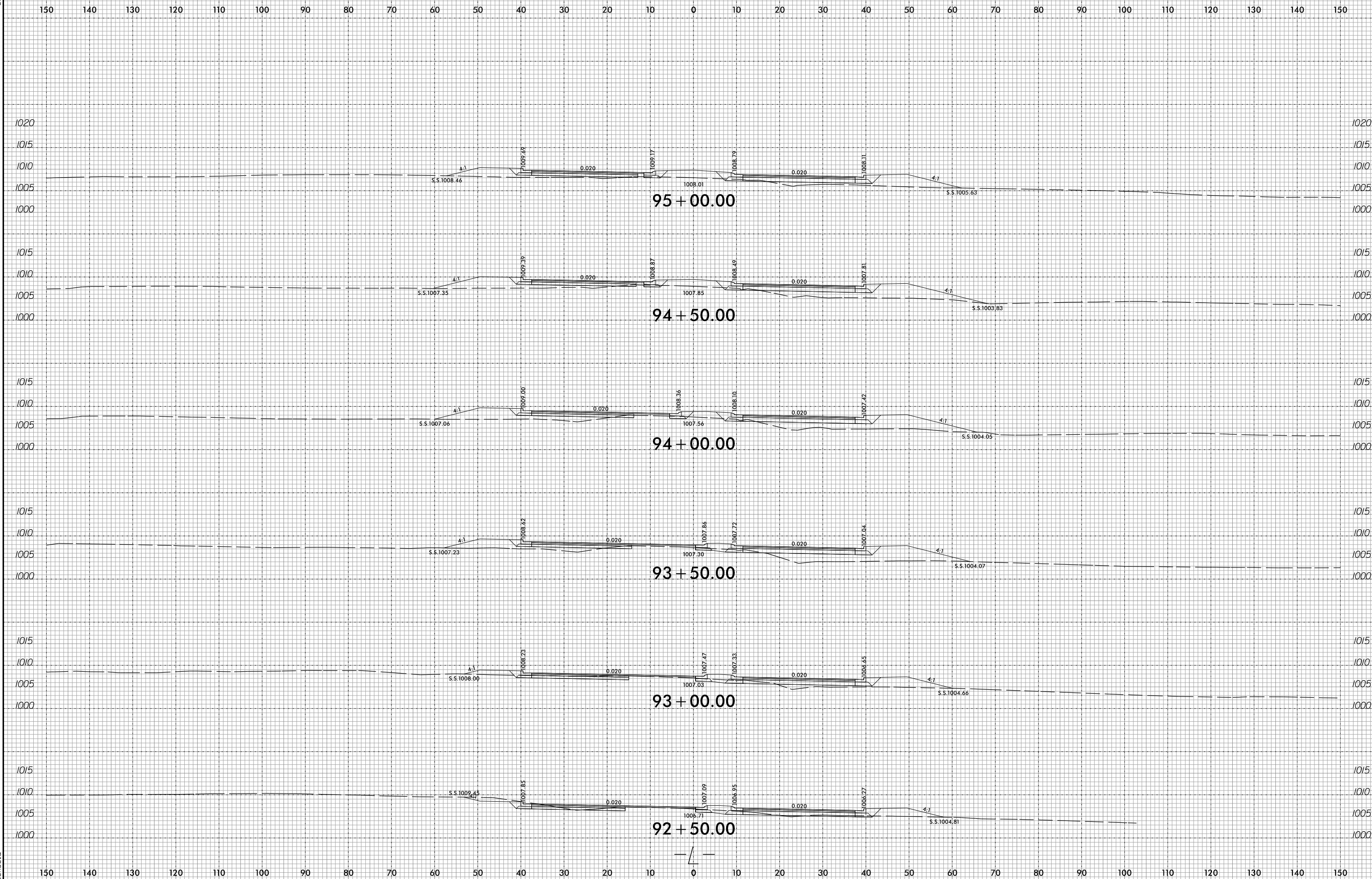


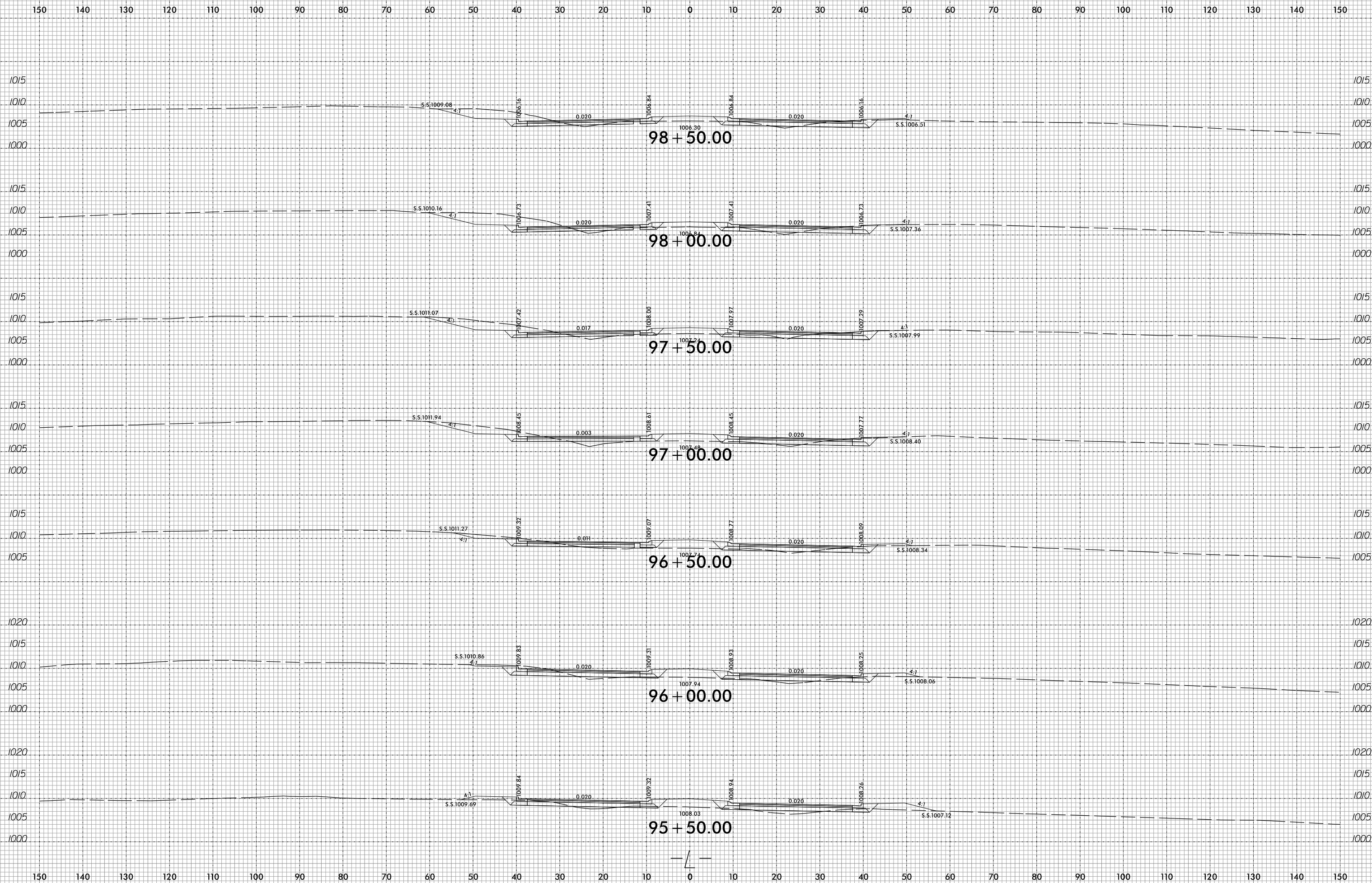
86 + 50.00

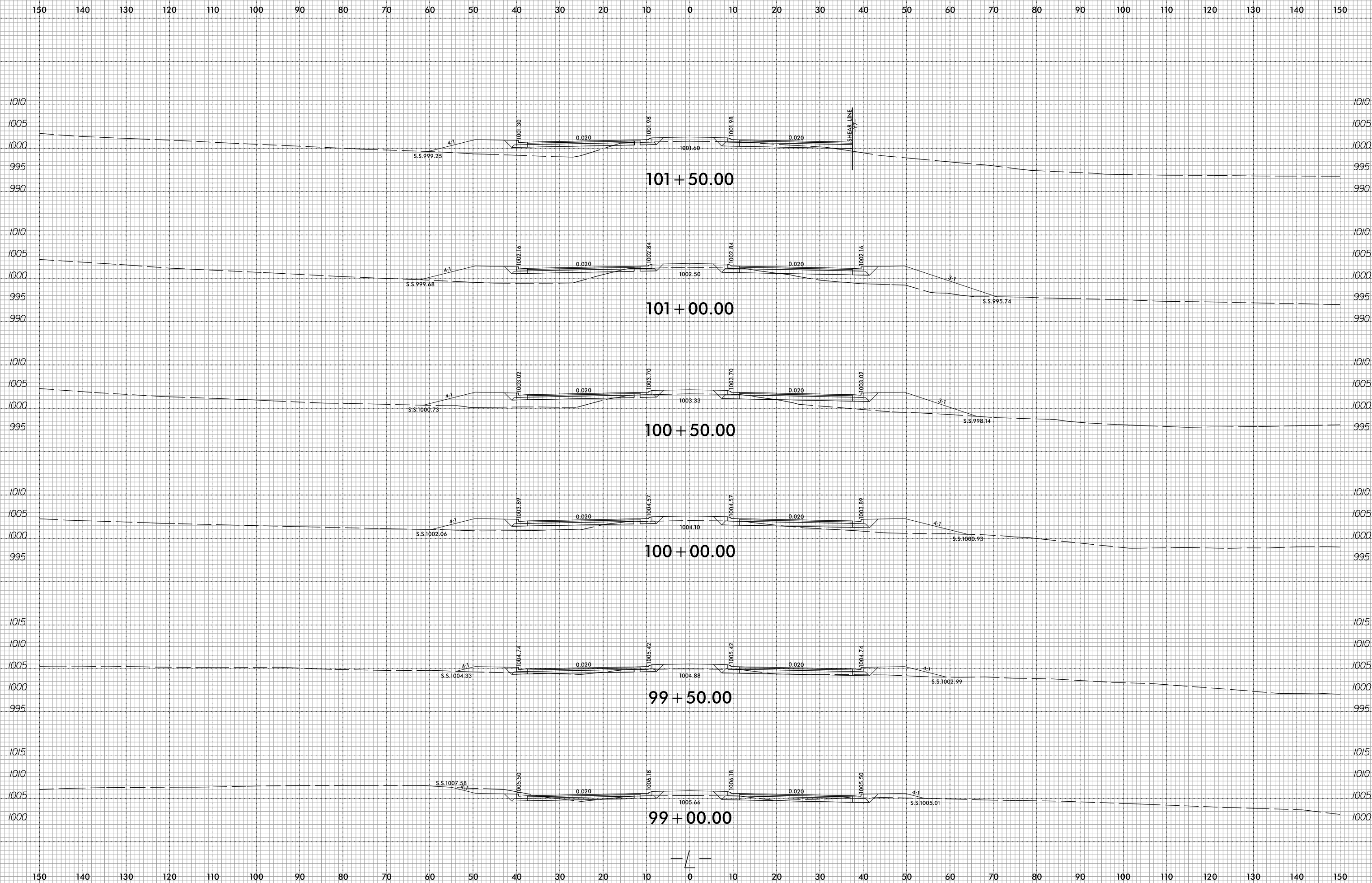


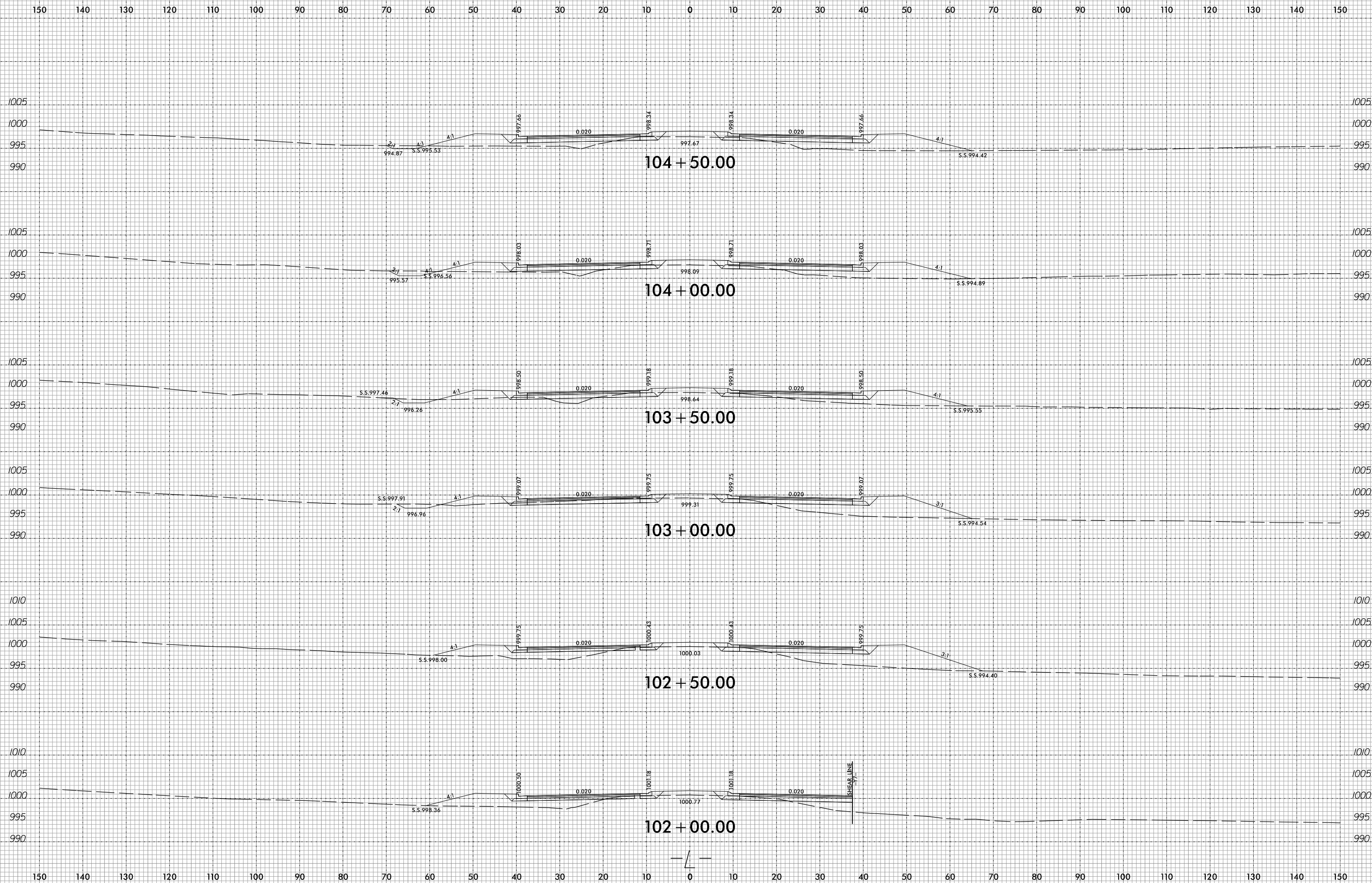
86 + 00.00

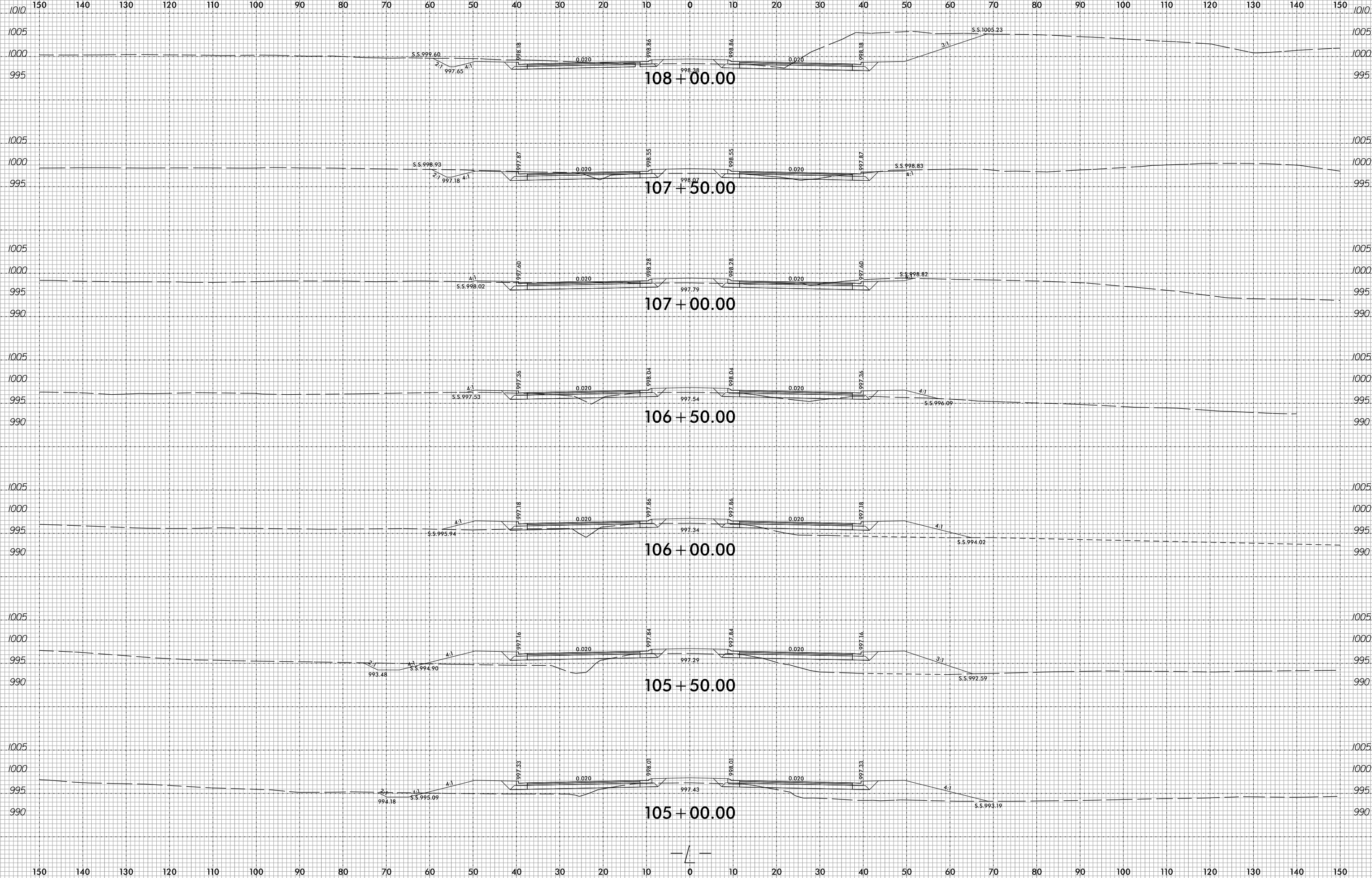


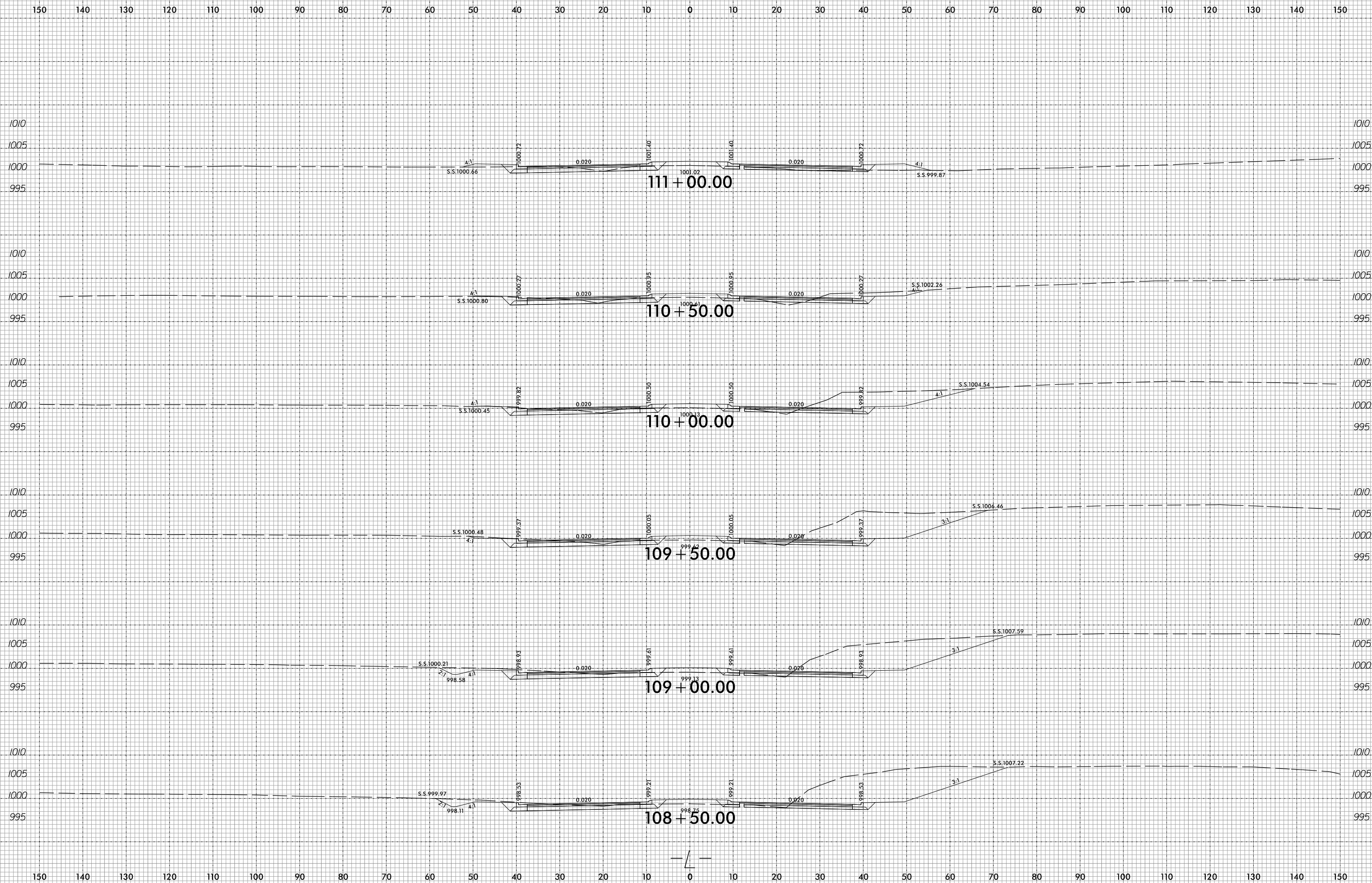




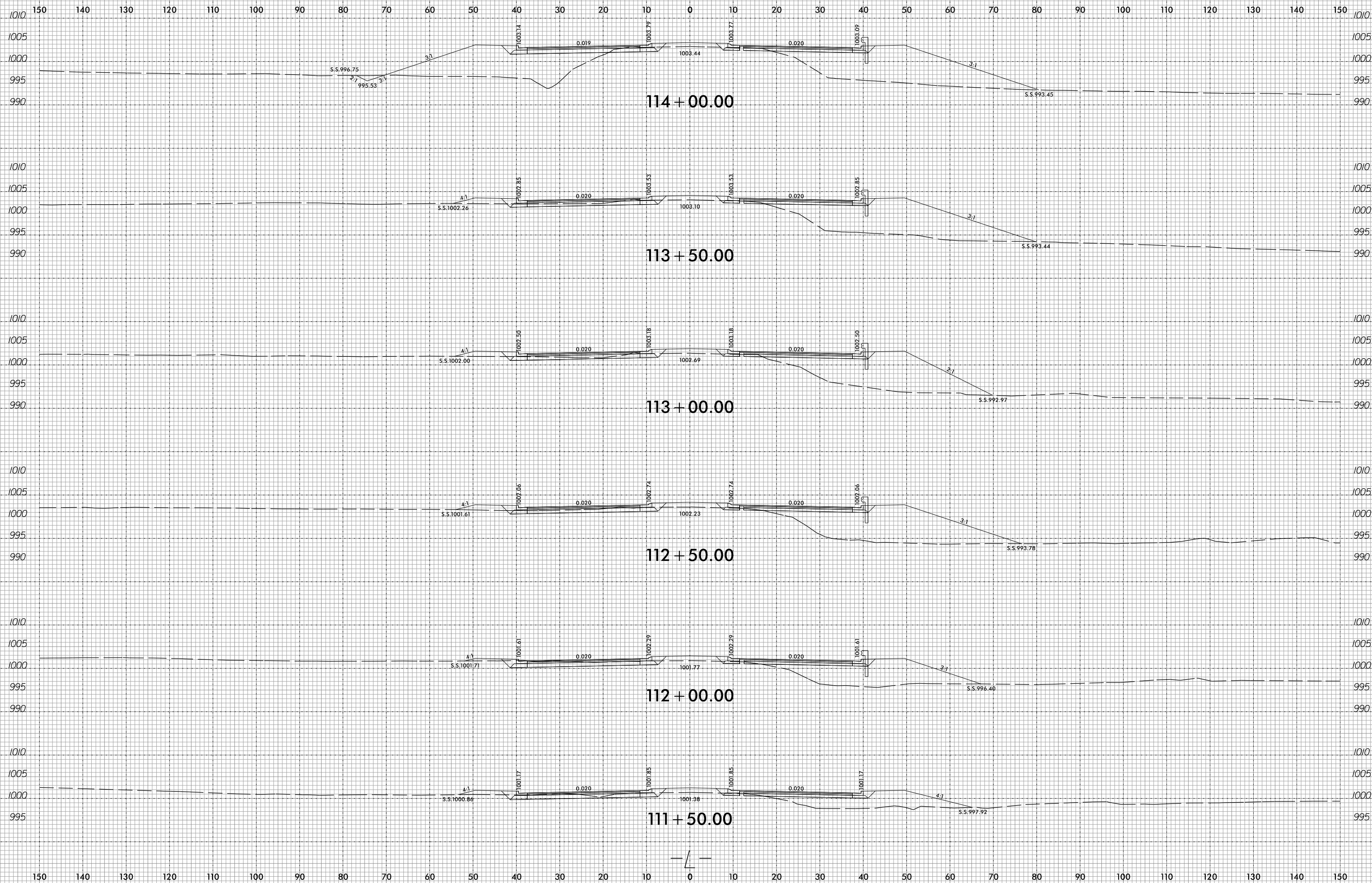




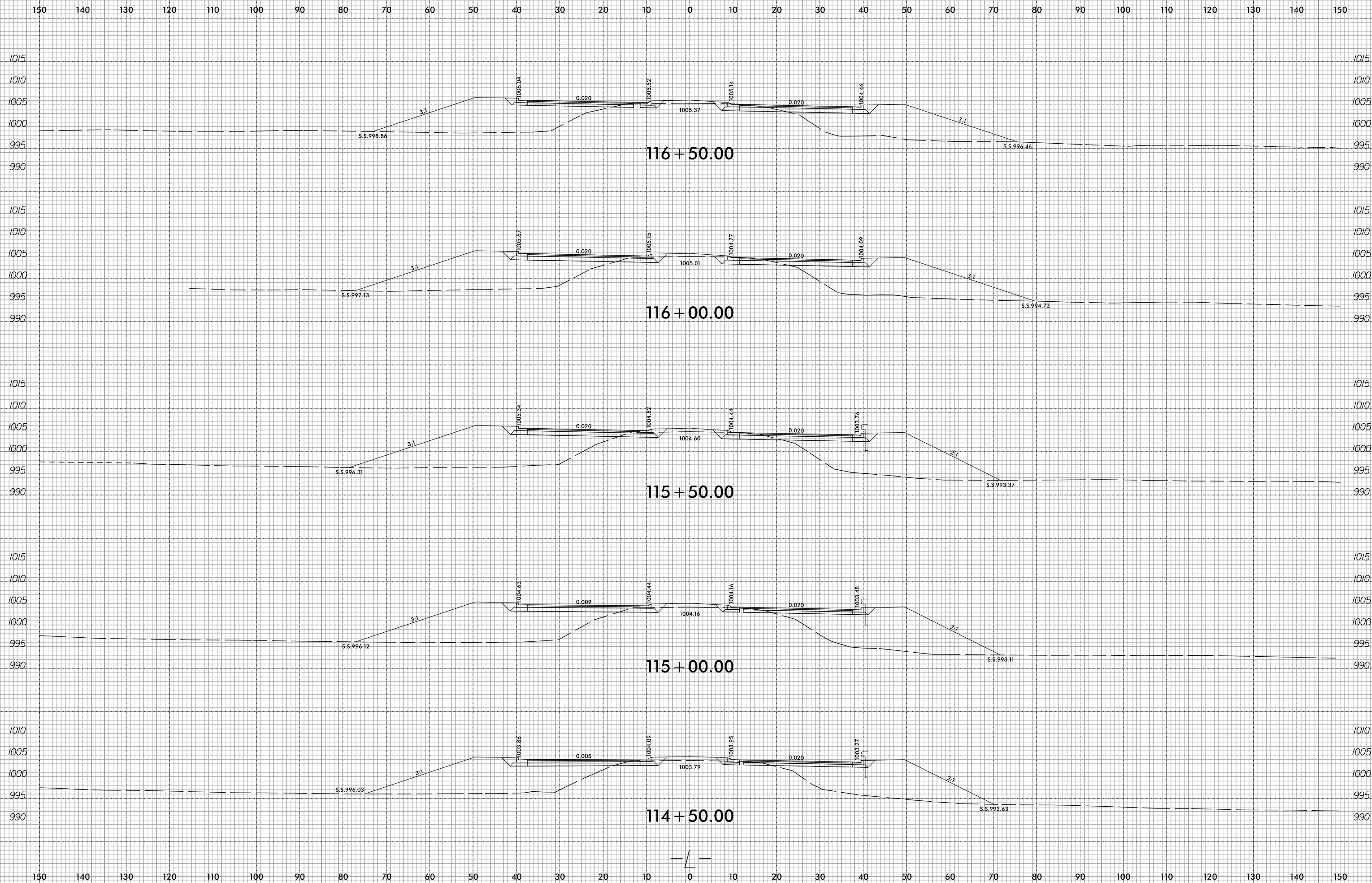




6/23/16



3/6/2017
R:\Roadway\XPL\R3100B_Rdy_xpl.dgn
scheel

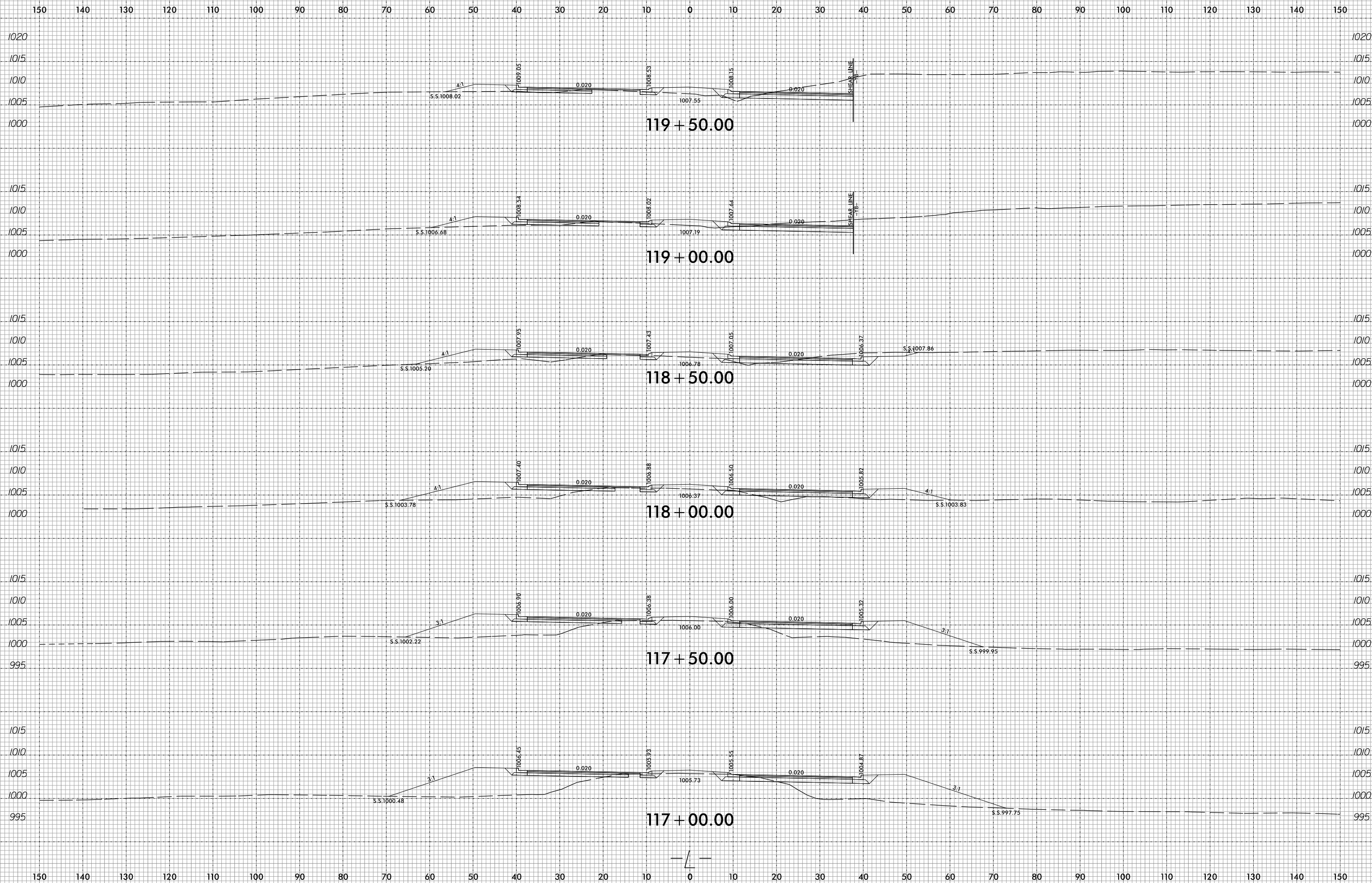


6/23/16

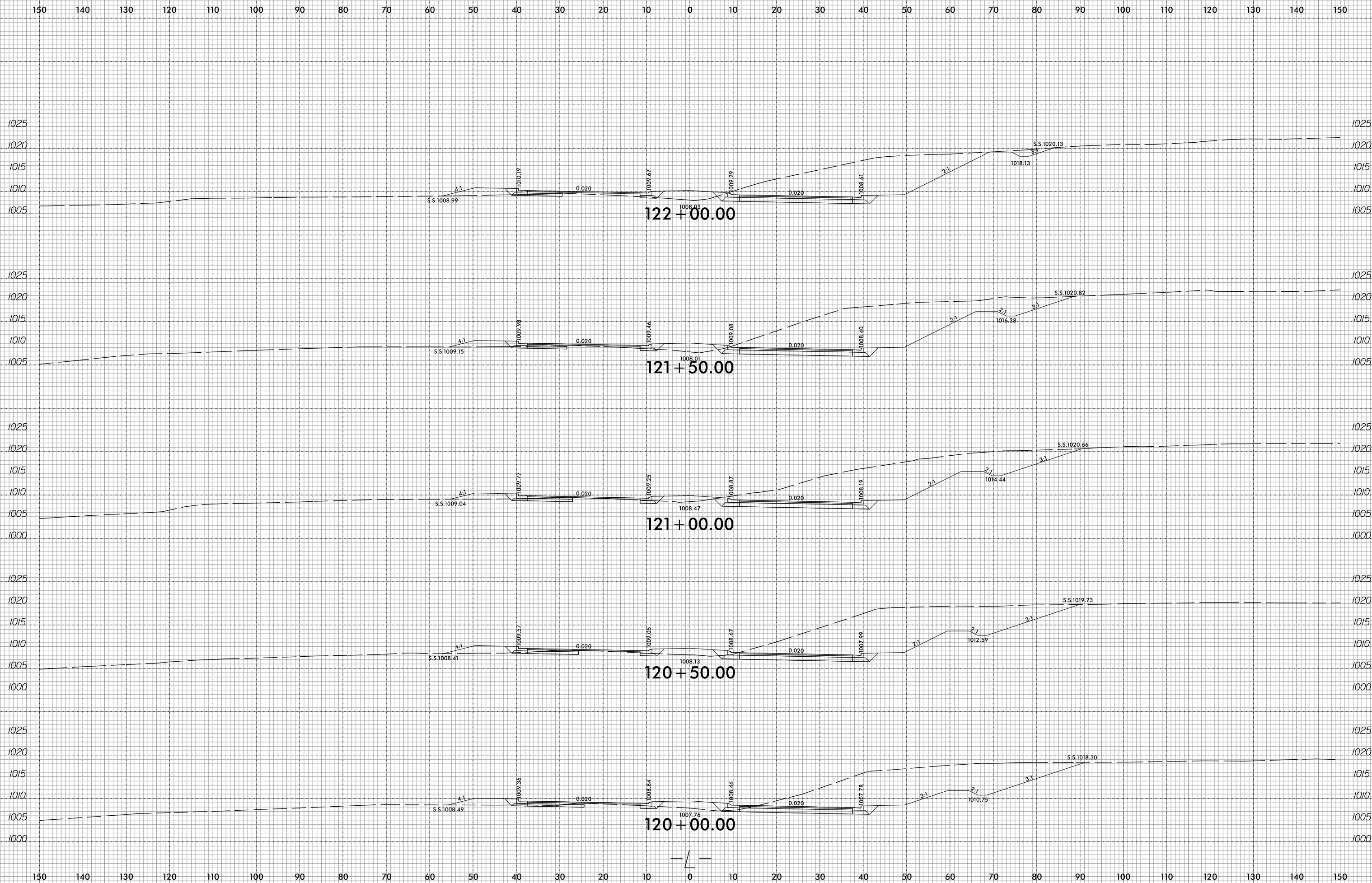


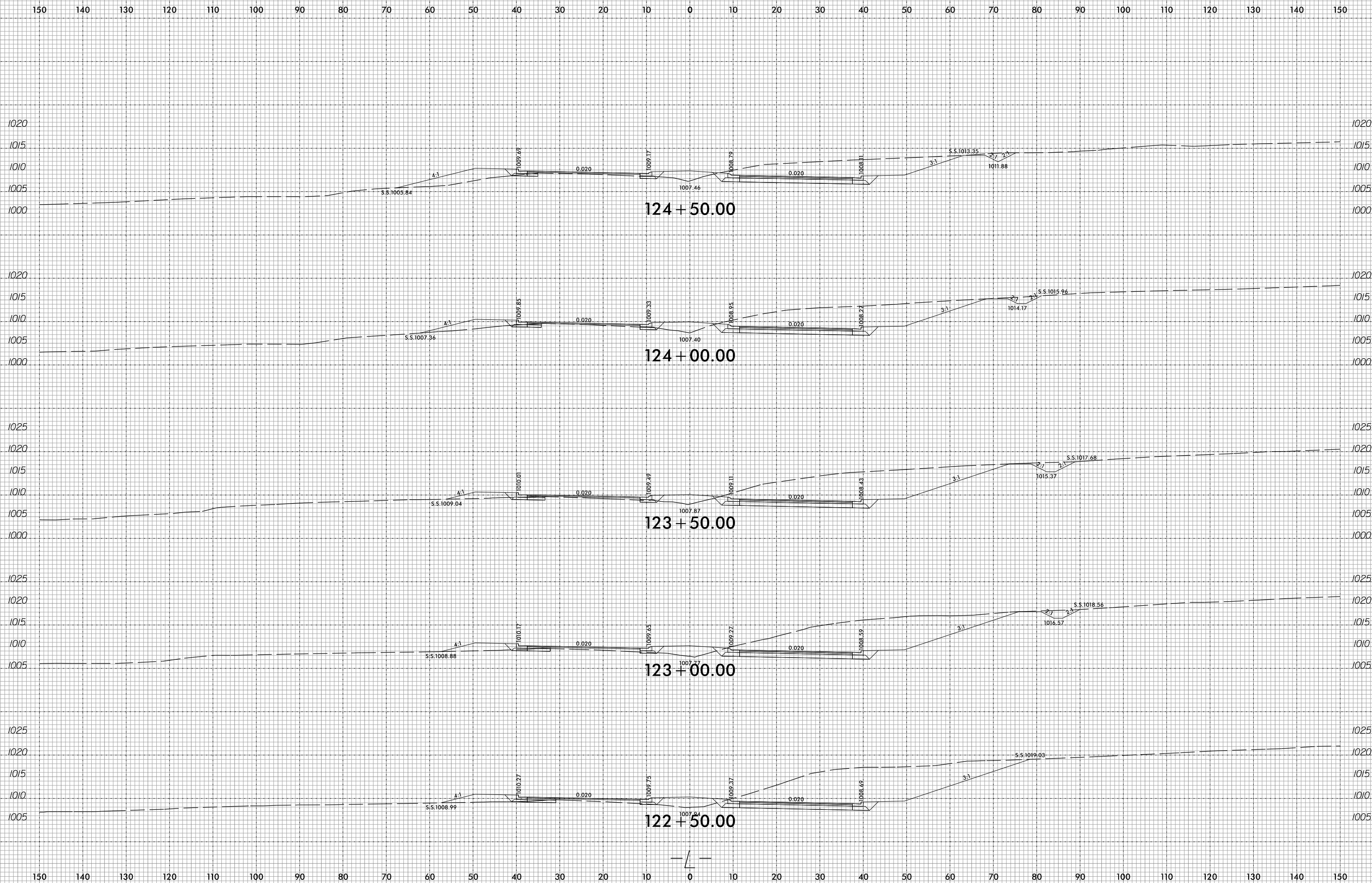
PROJ. REFERENCE NO.
R-3100B

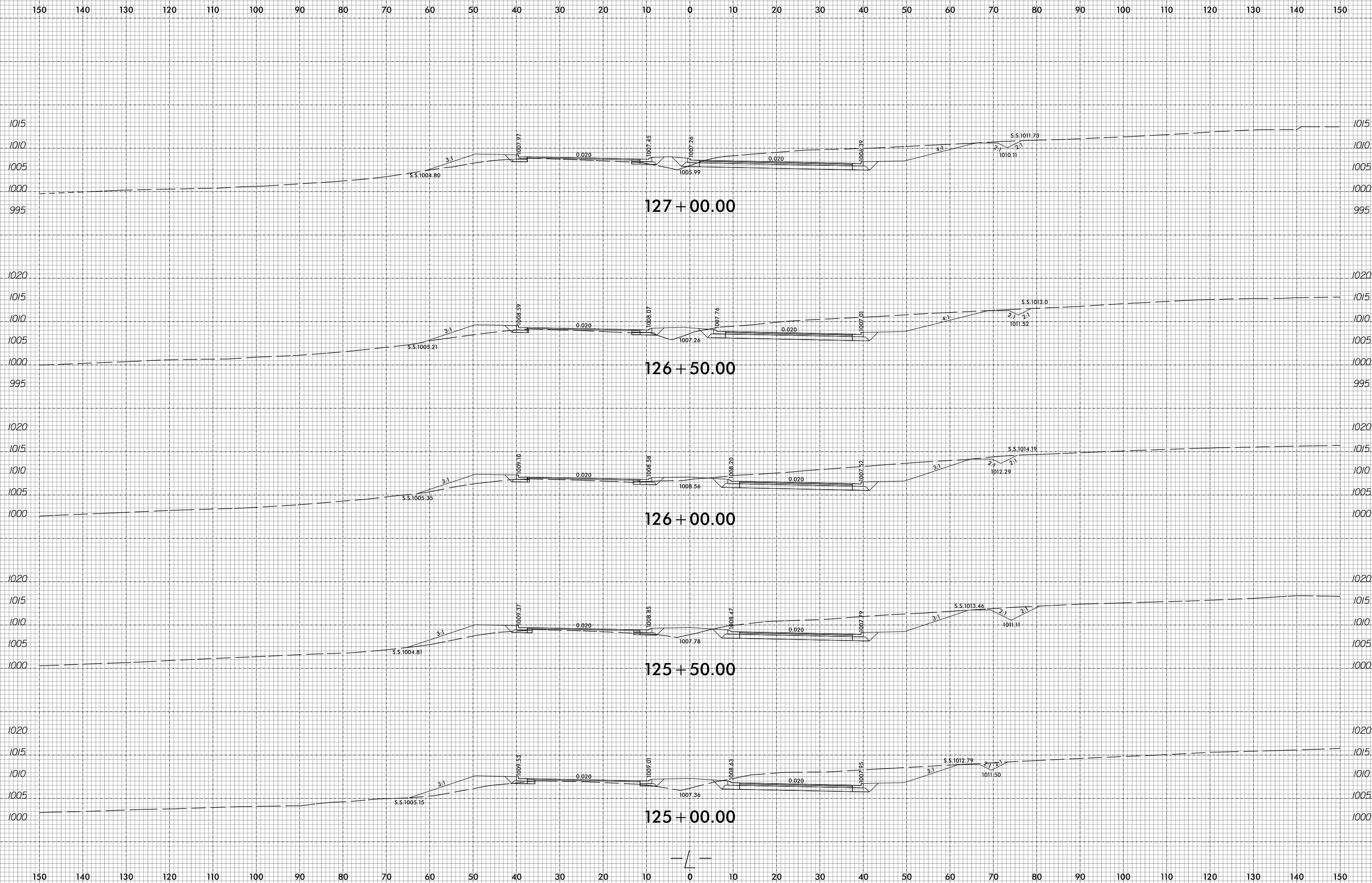
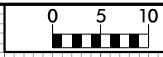
SHEET NO.
X-44

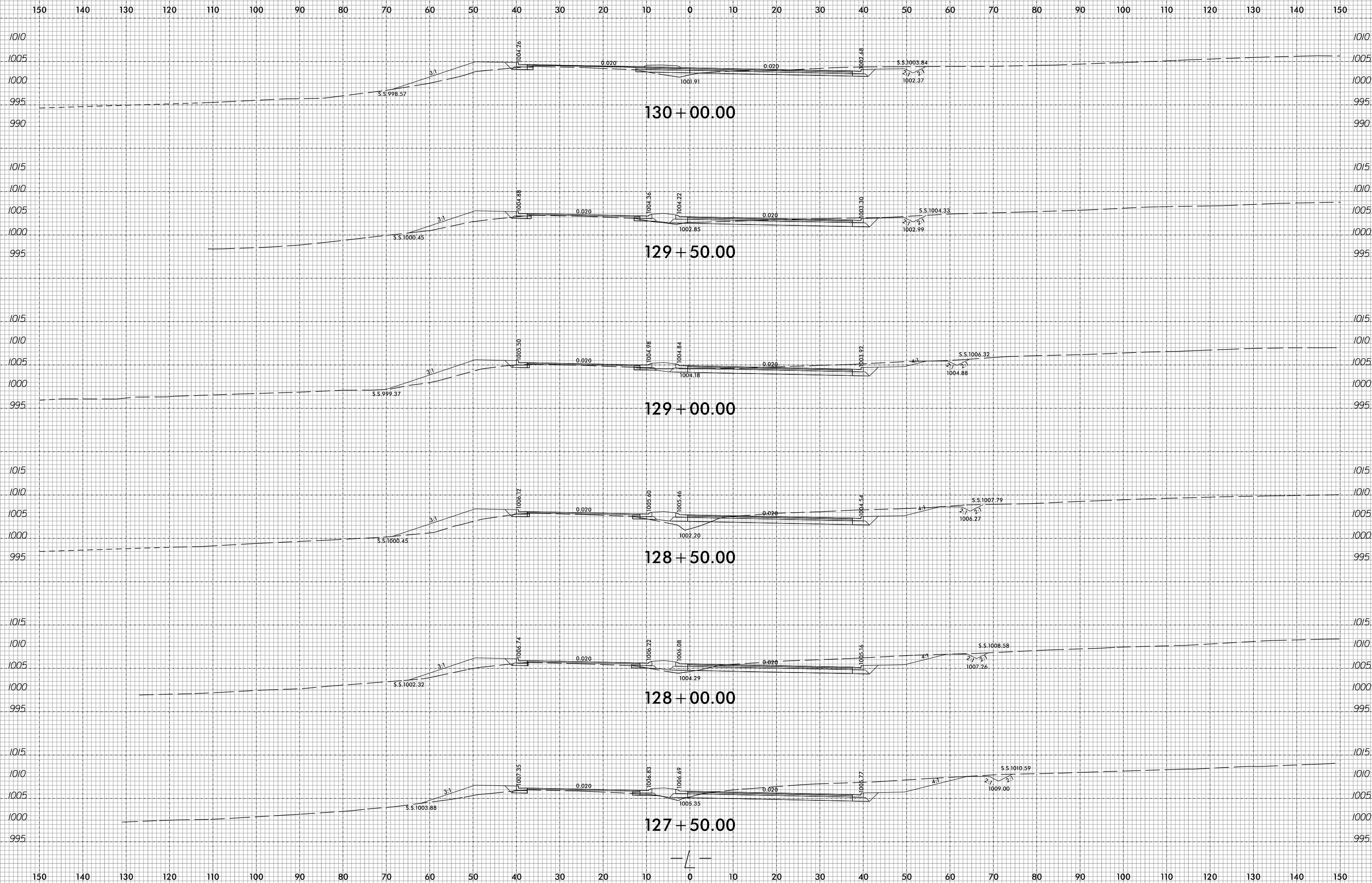


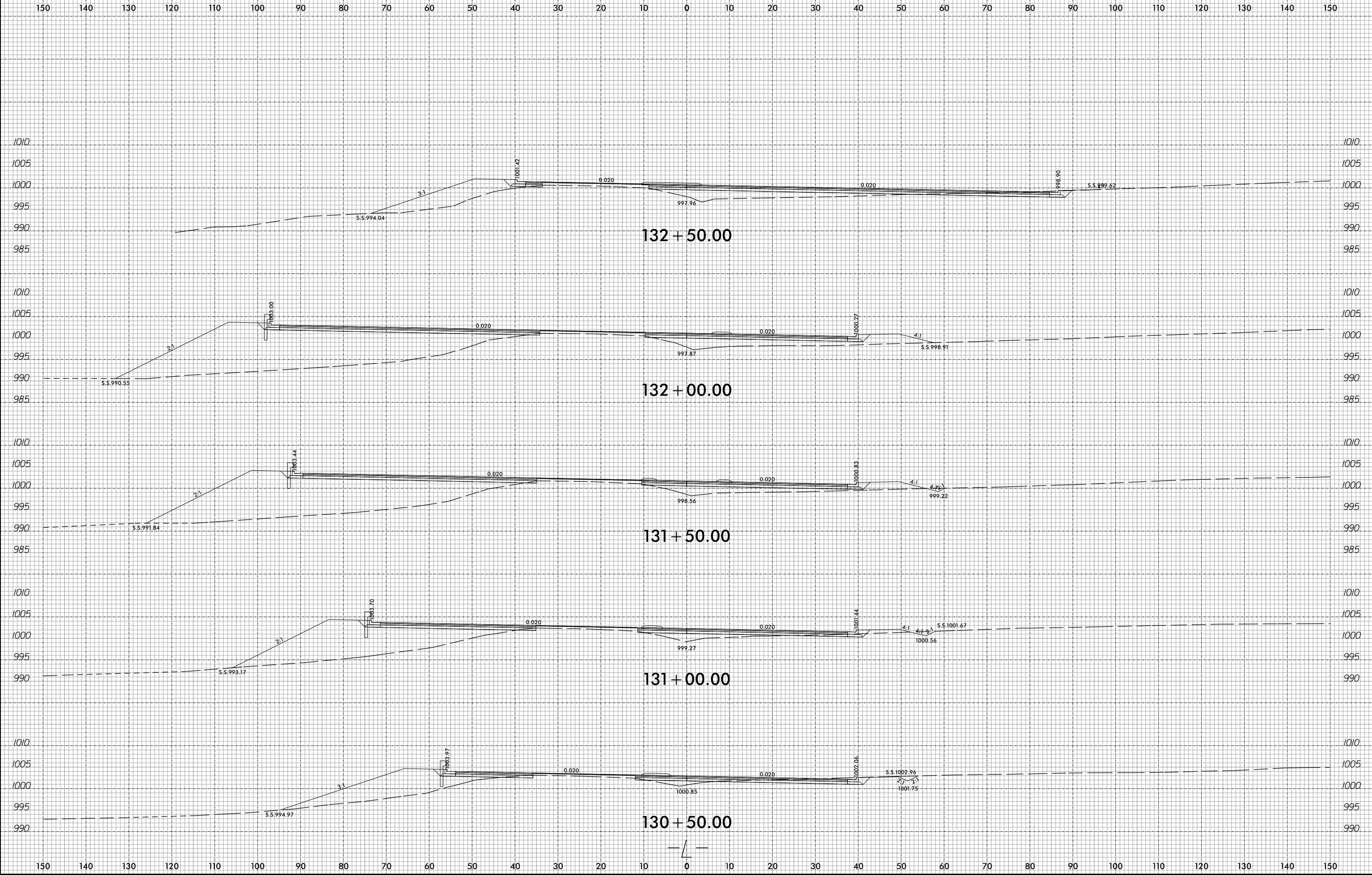
3/6/2017
R:\Roadway\XPL\R3100B_Rdy_xpl.dgn
schemel

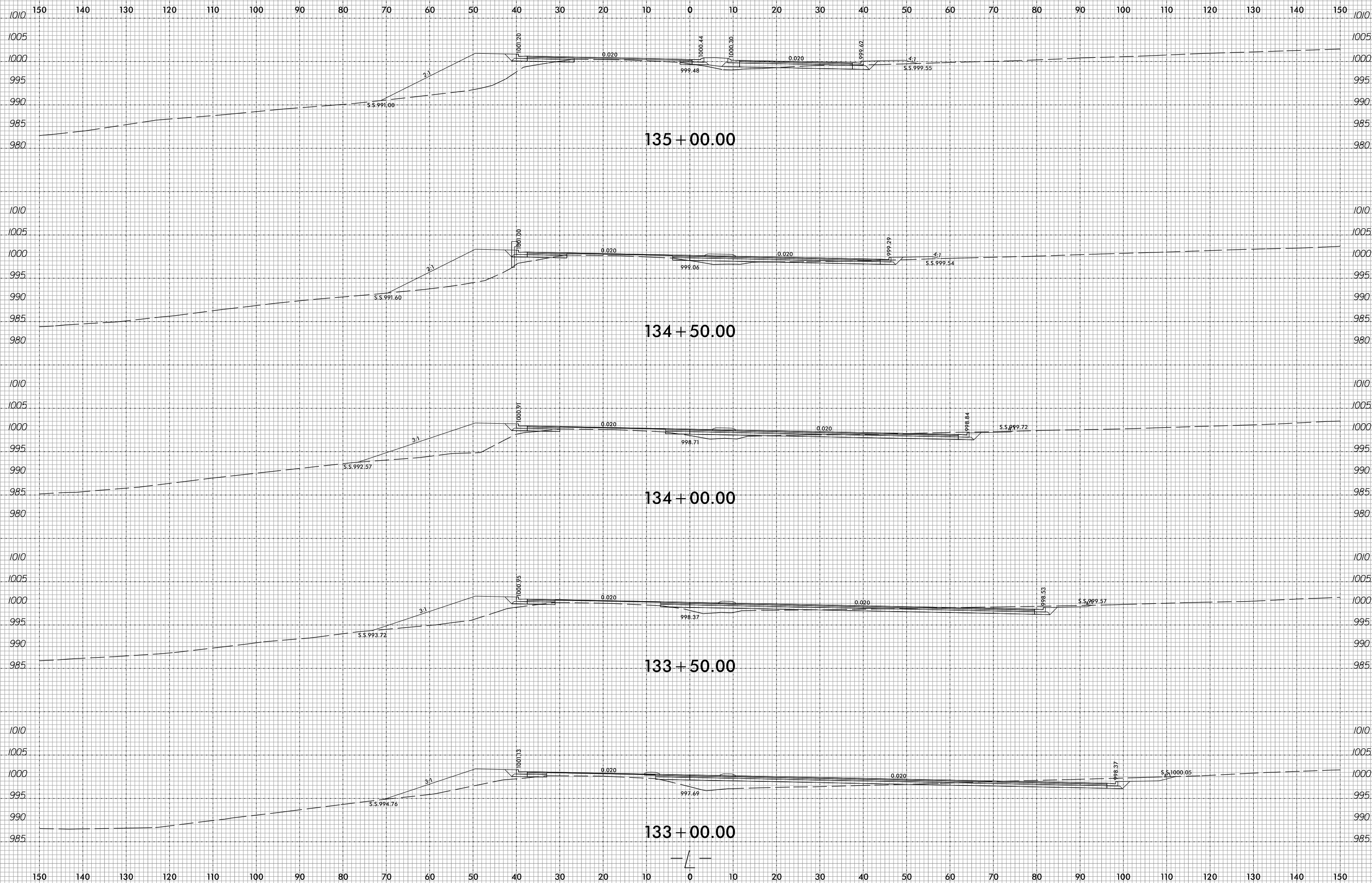








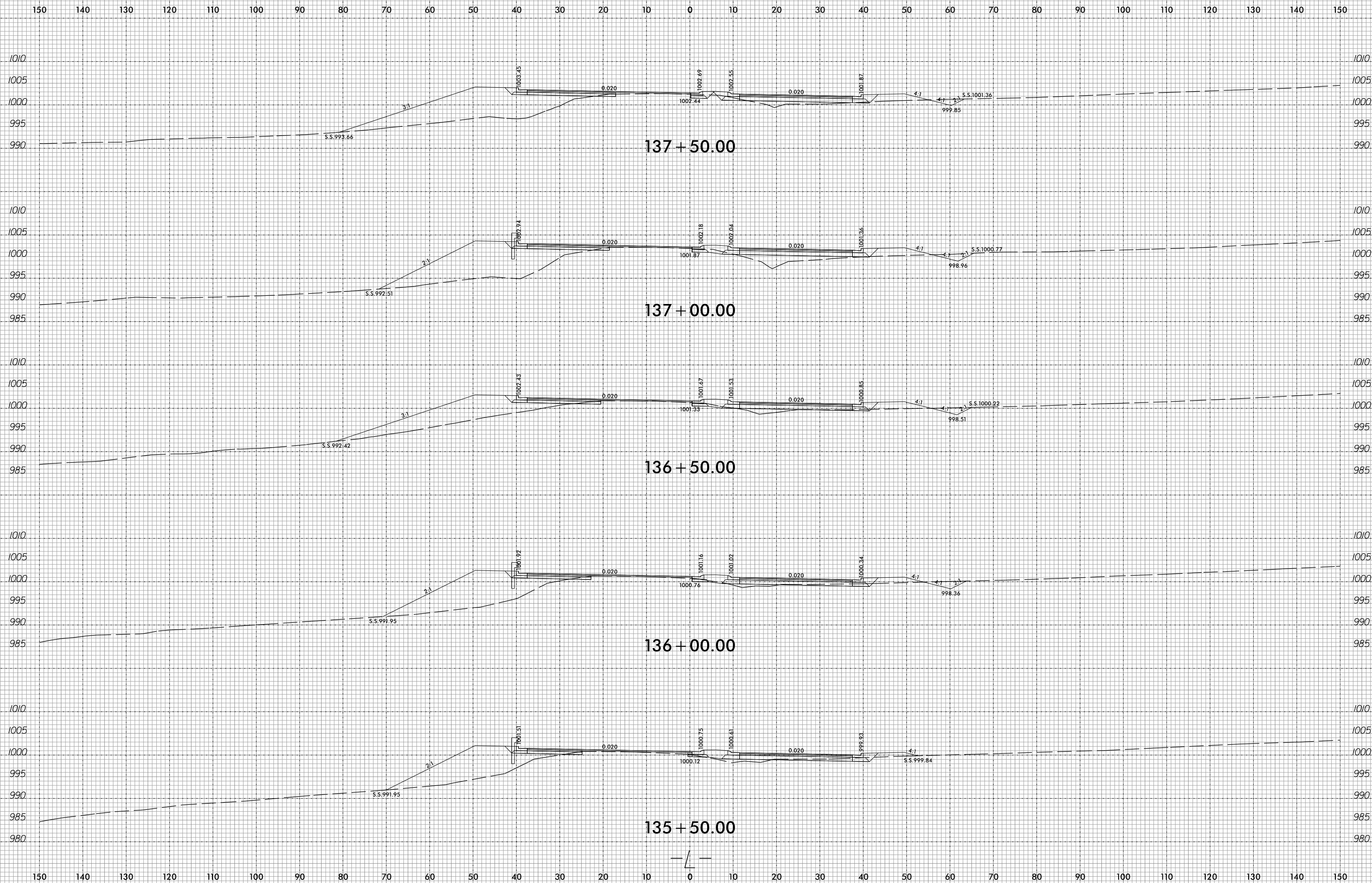




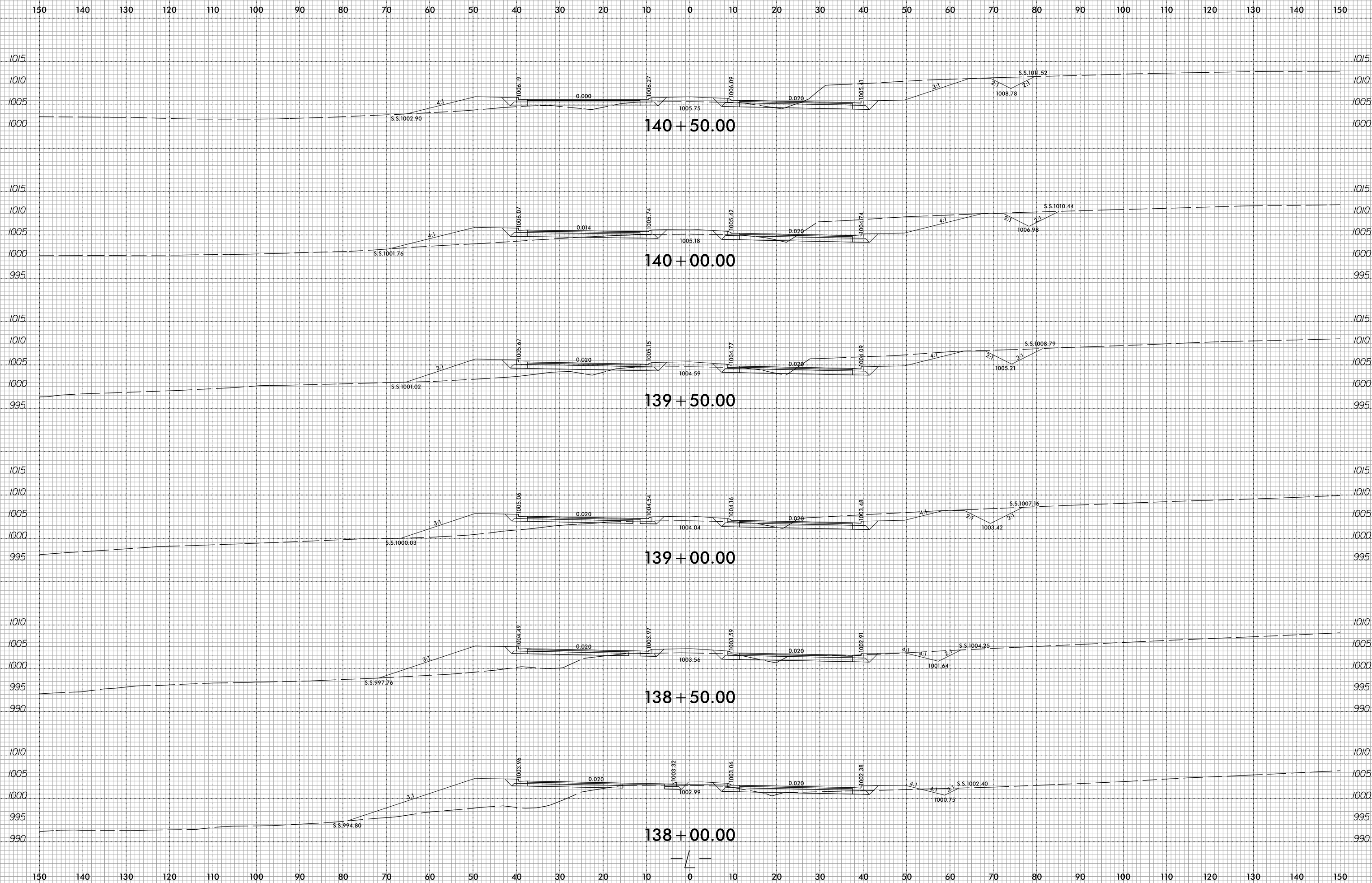
6/23/16



PROJ. REFERENCE NO.	SHEET NO.
R-3100B	X-51



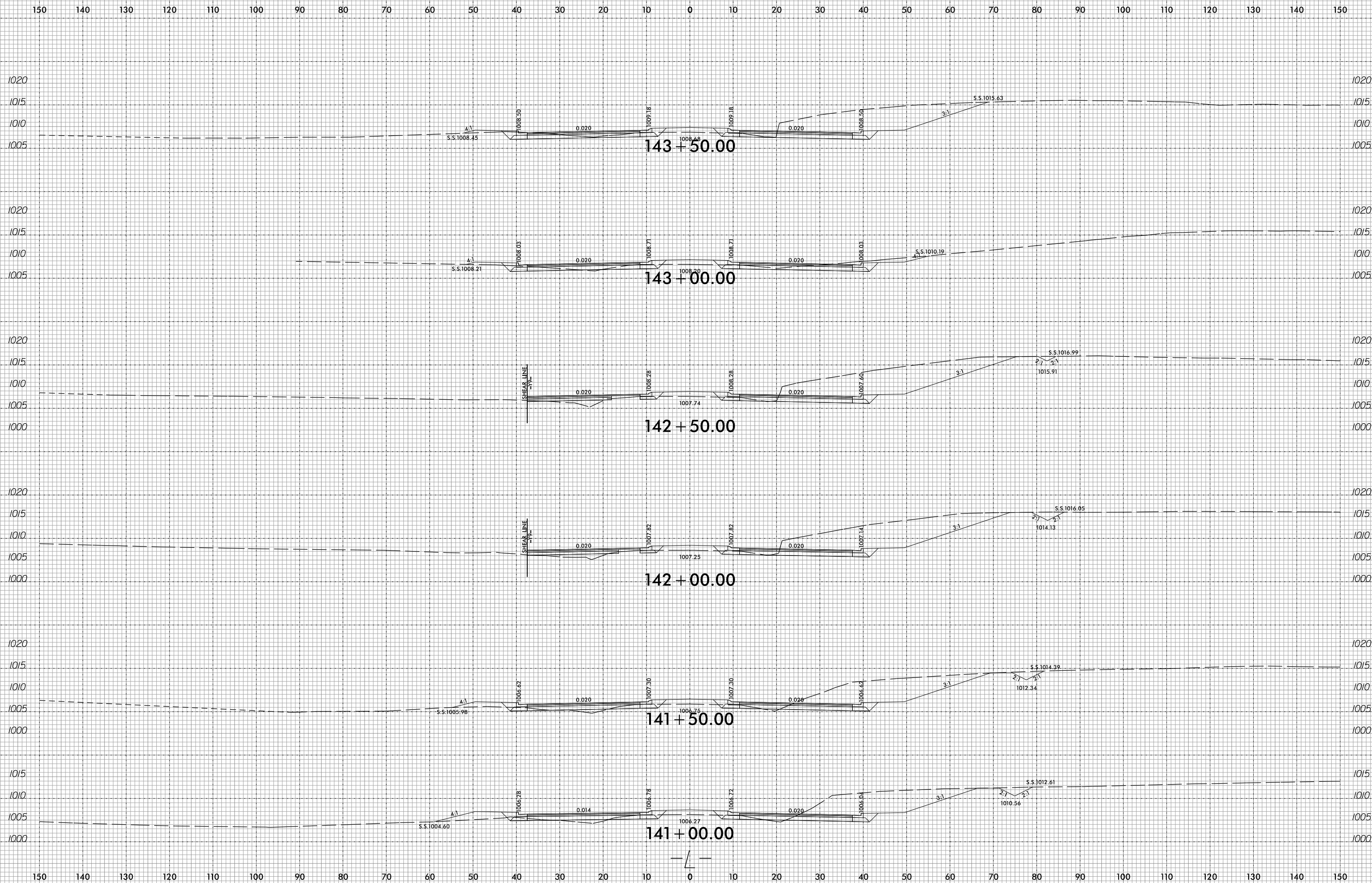
3/6/2017
R:\Roadway\Xsc\XPL\R3100B_Rdy_xpl.dgn
schemel



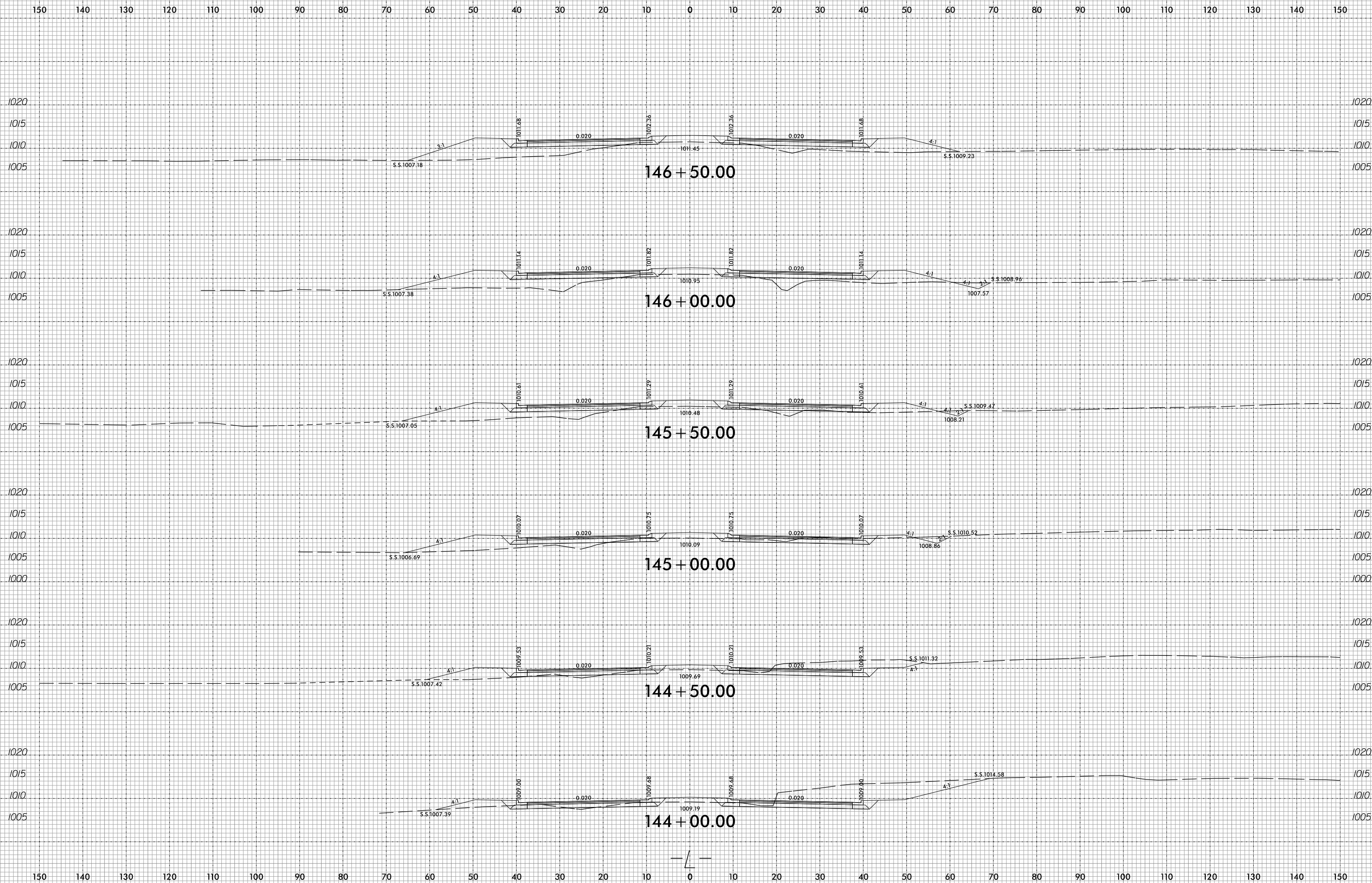
6/23/16

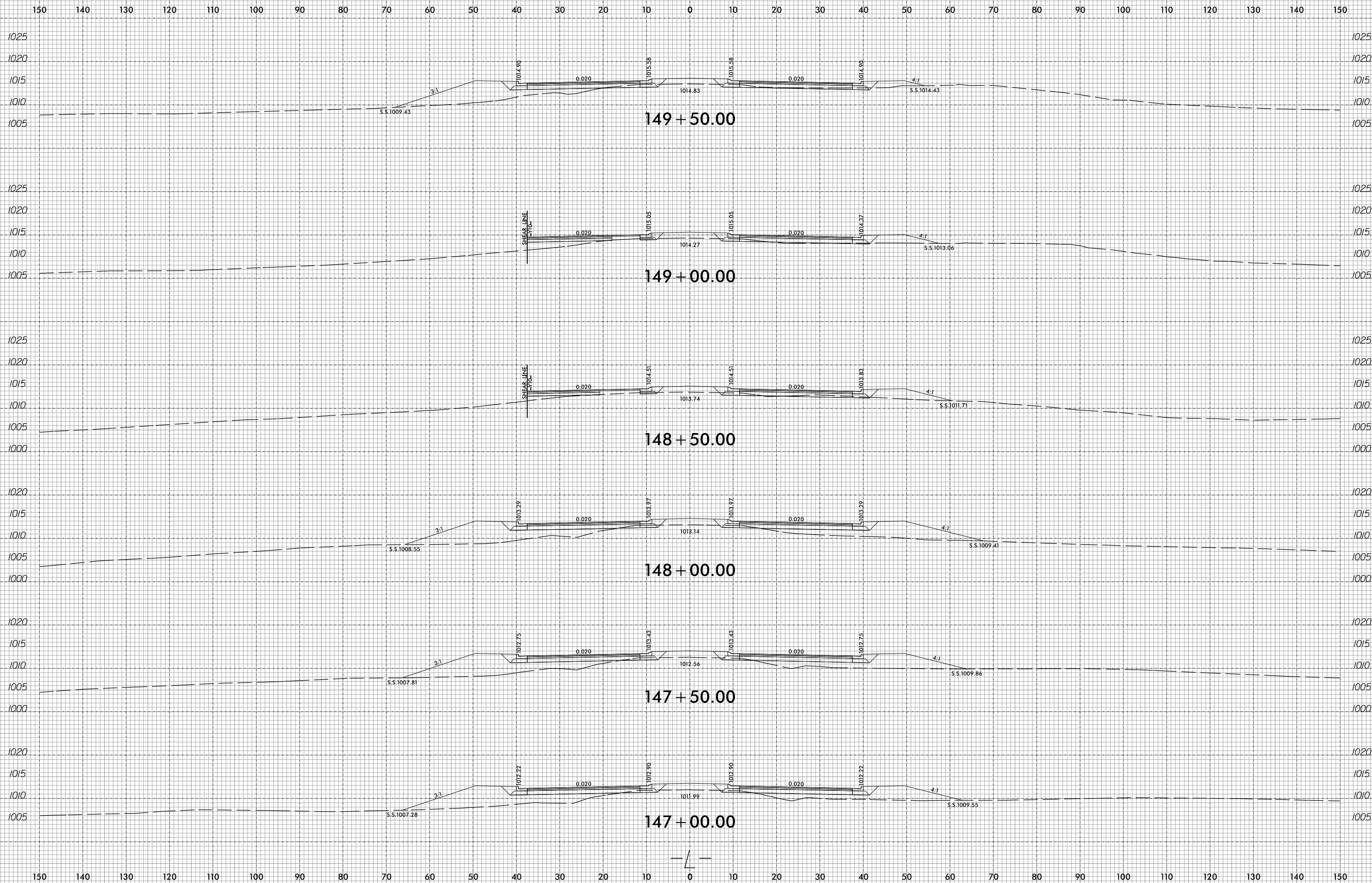


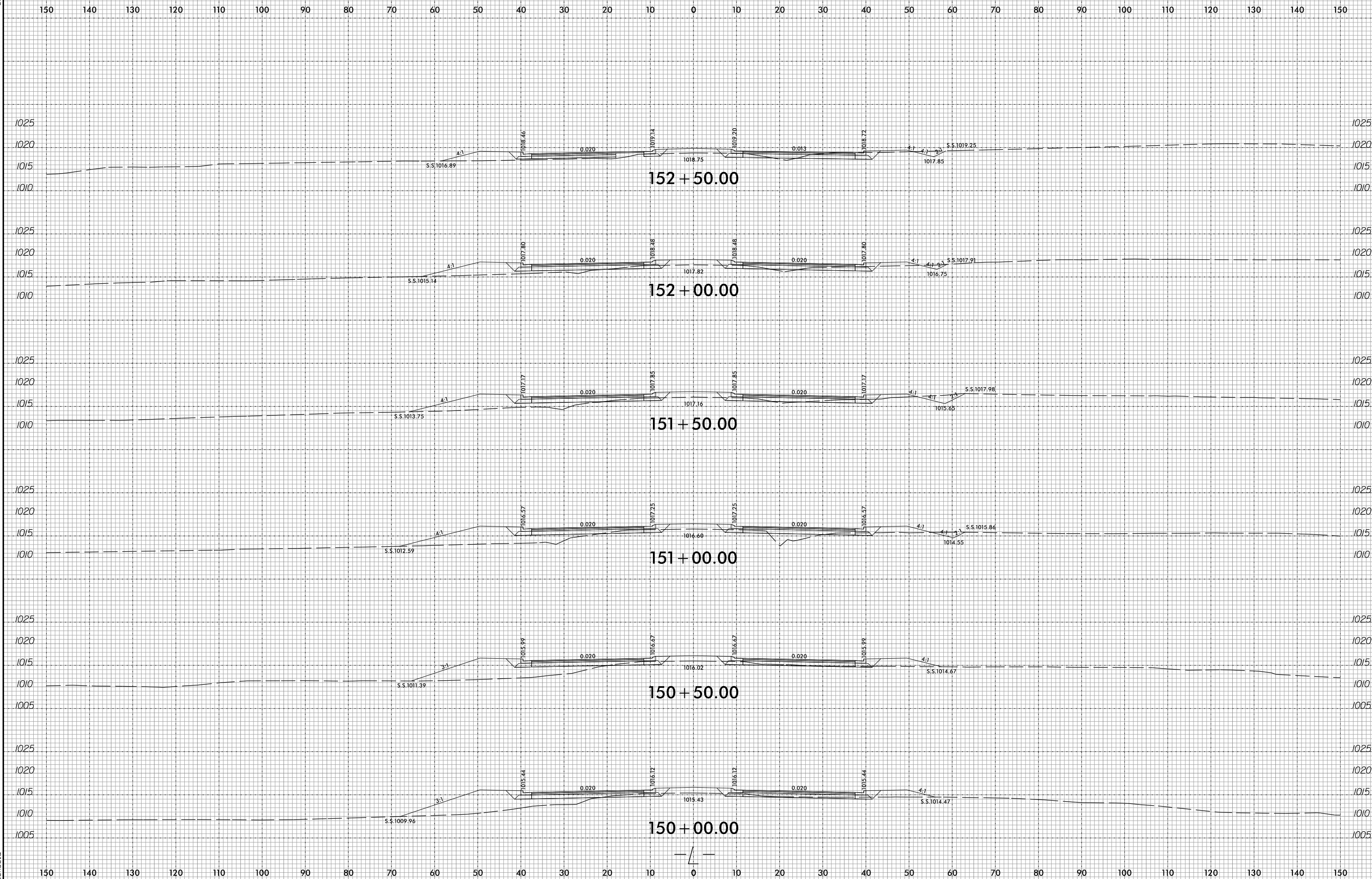
PROJ. REFERENCE NO. R-3100B SHEET NO. X-53

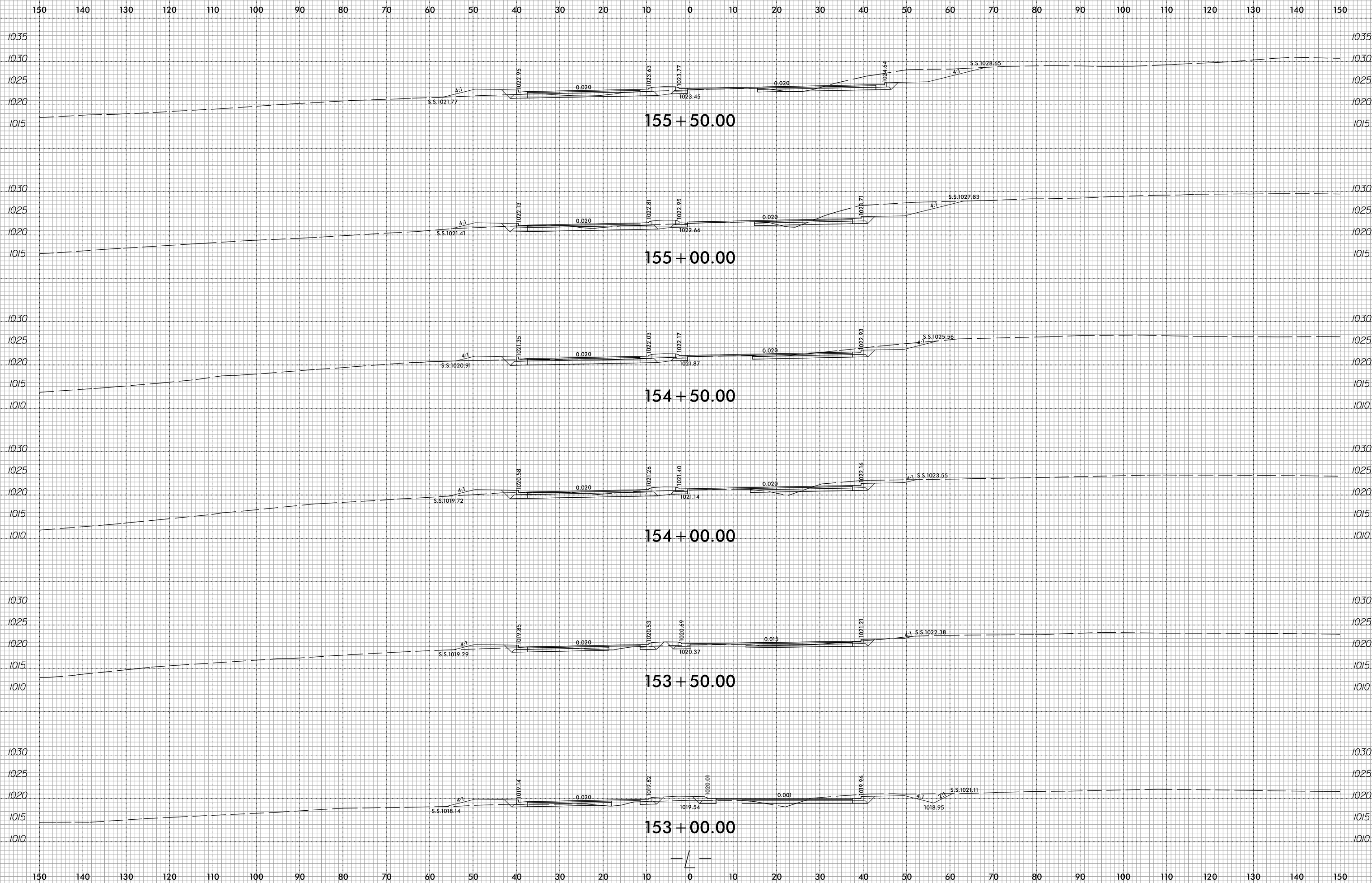


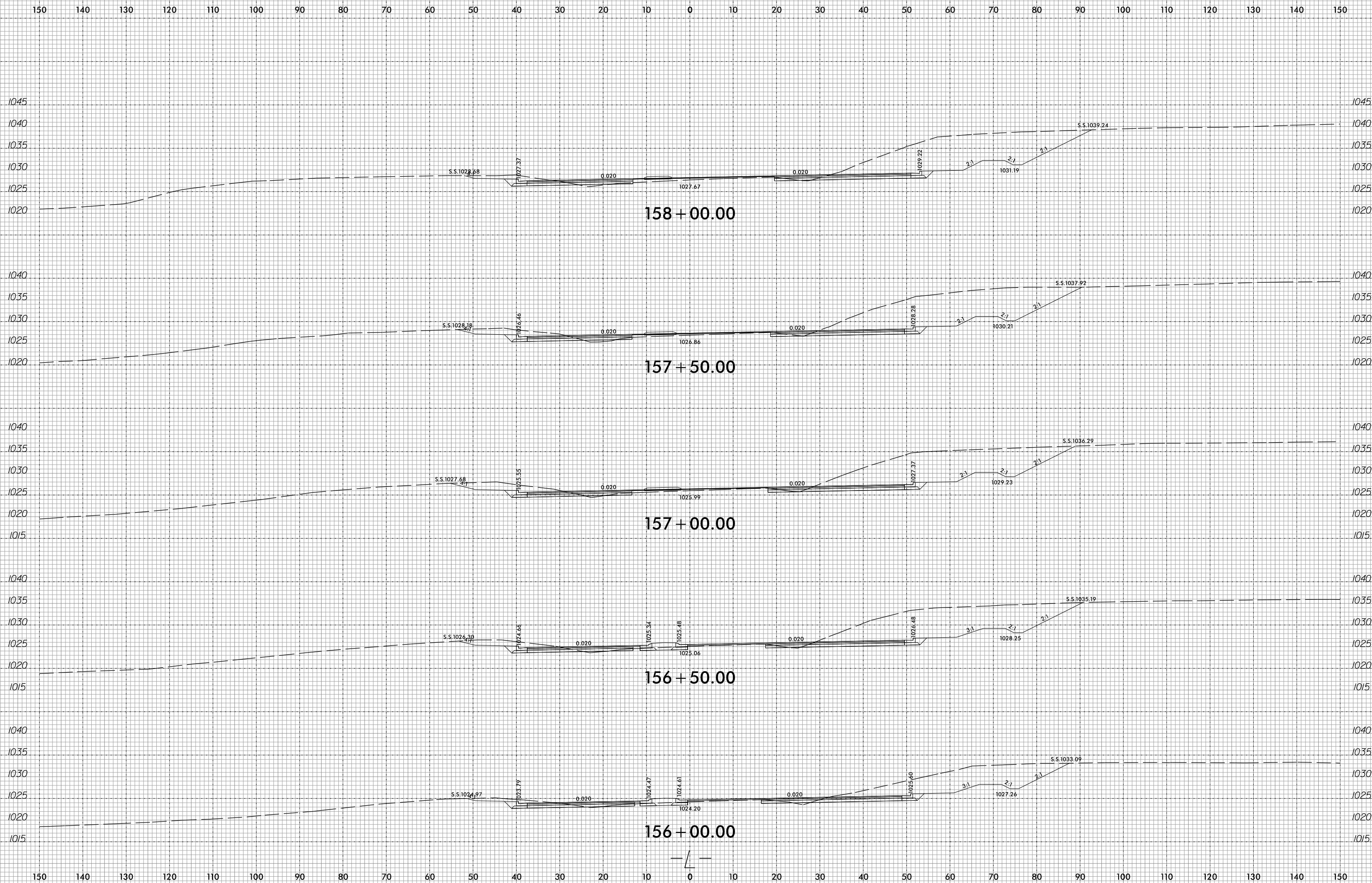
3/6/2017 R:\Roadway\XPL\AR3100B_Rdy_xpl.dgn

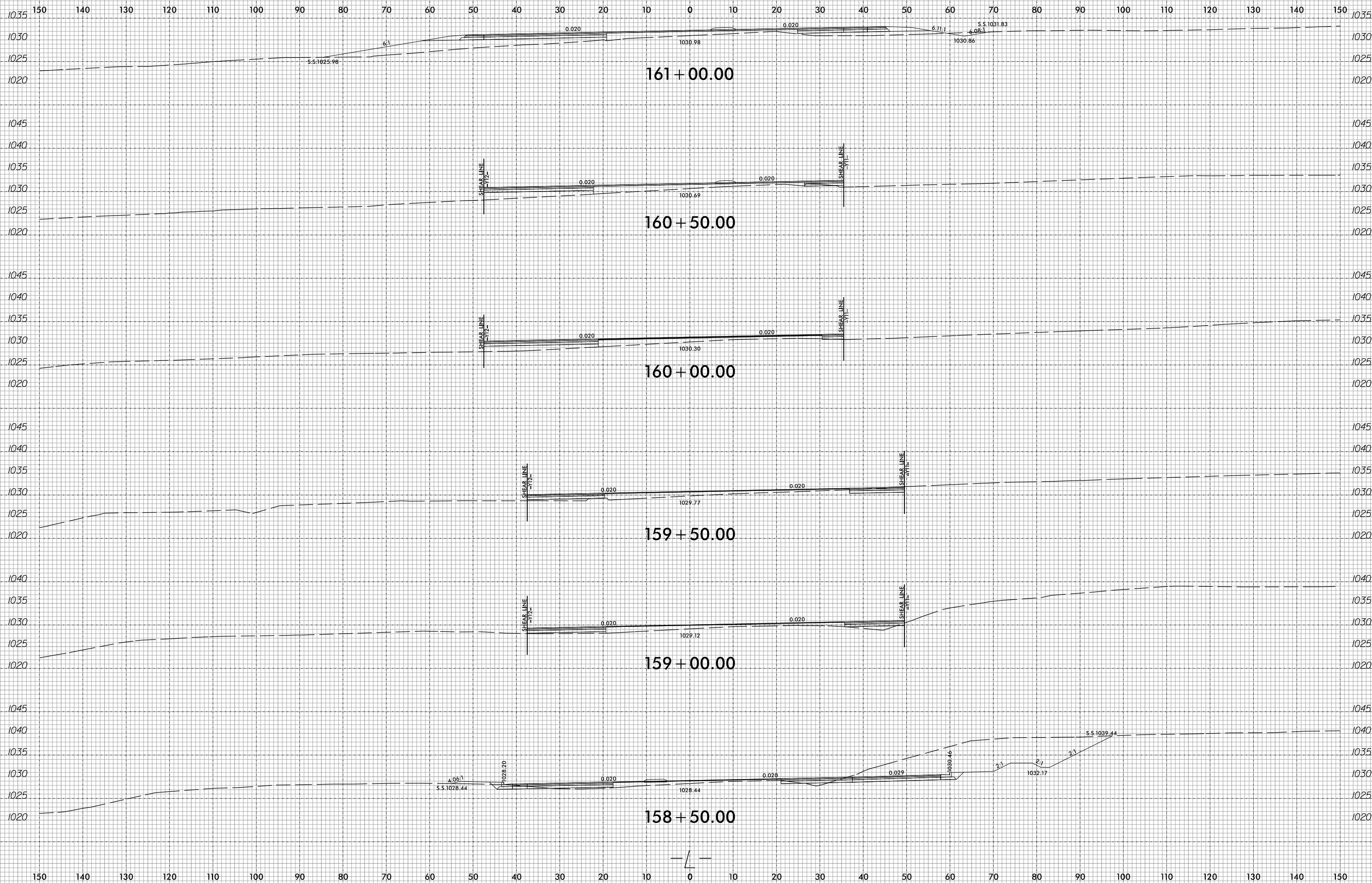


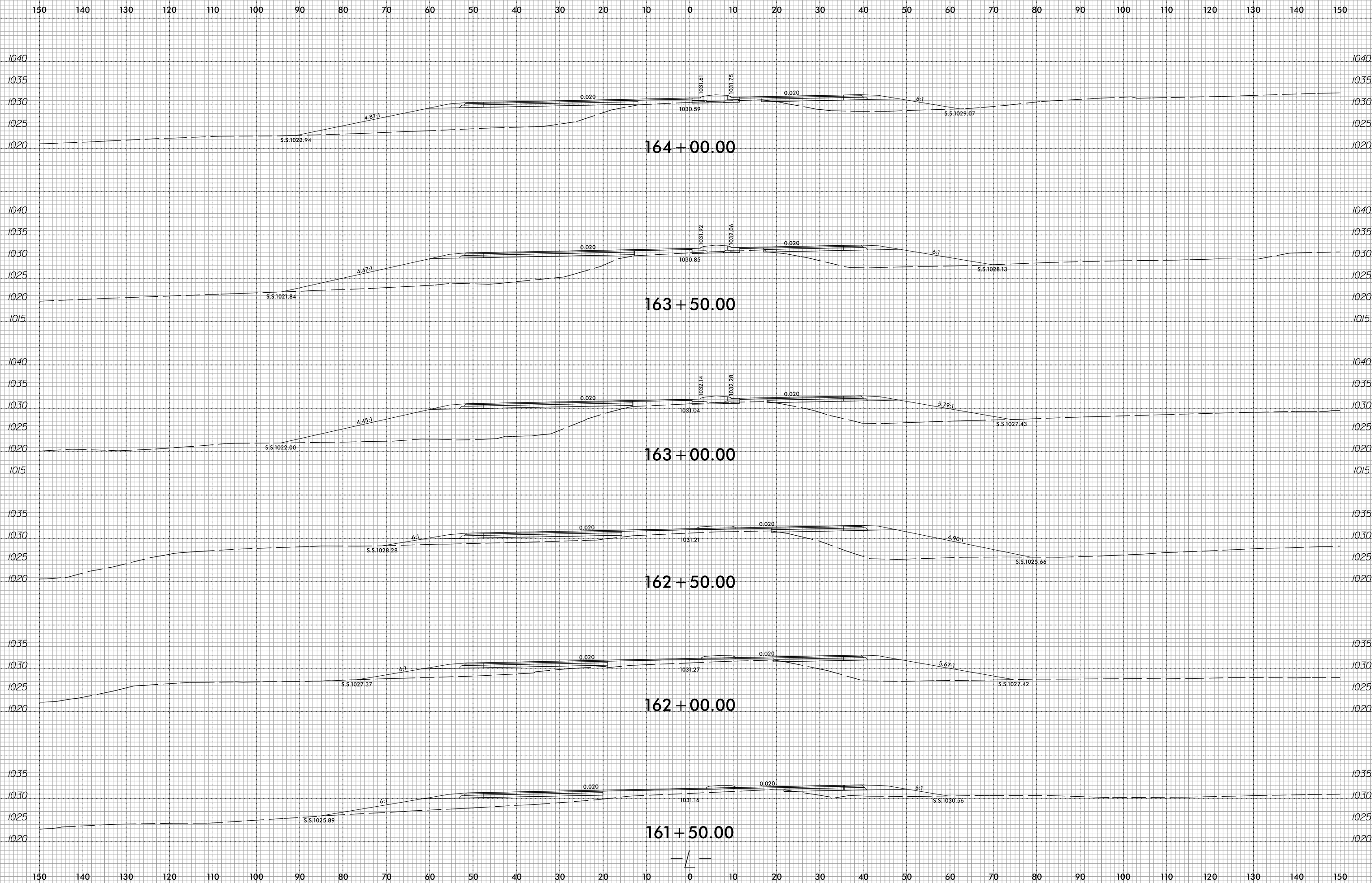






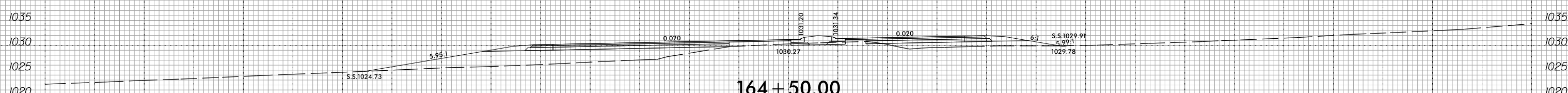
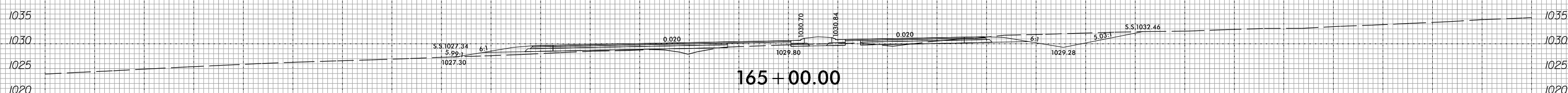
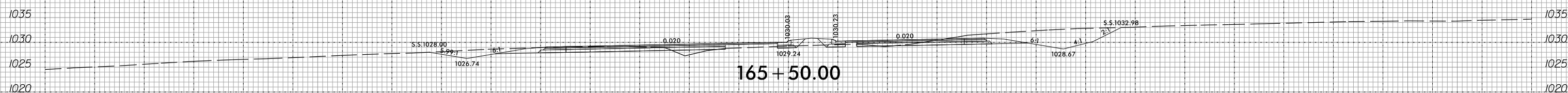
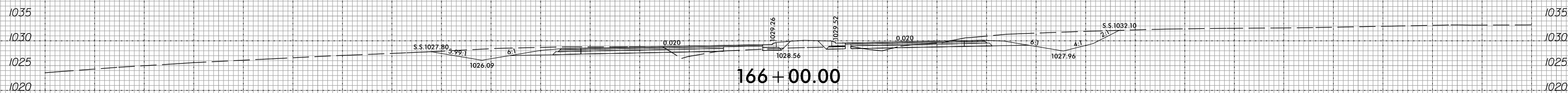
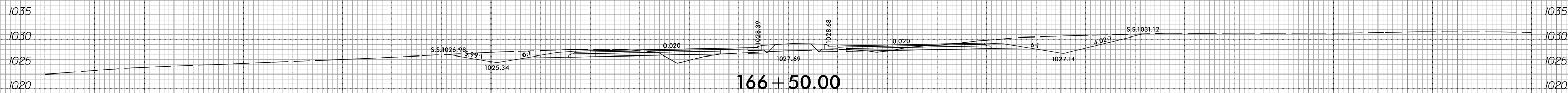
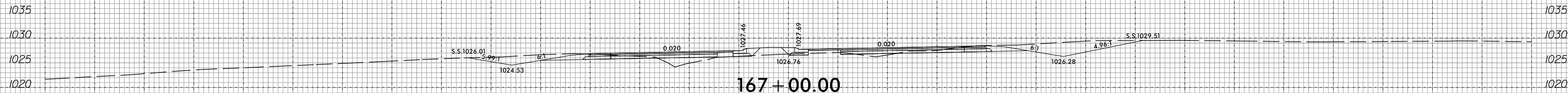








150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

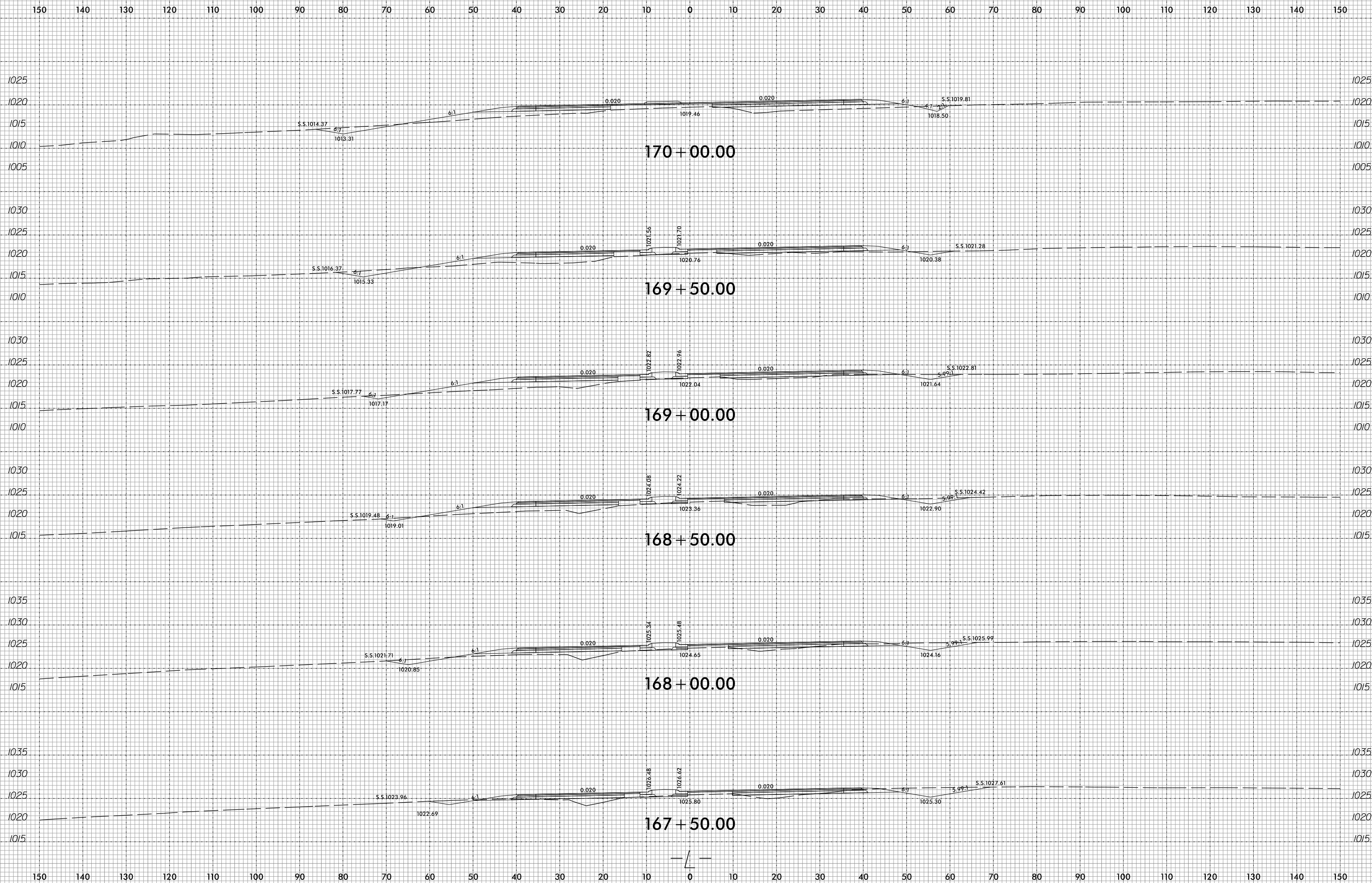


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

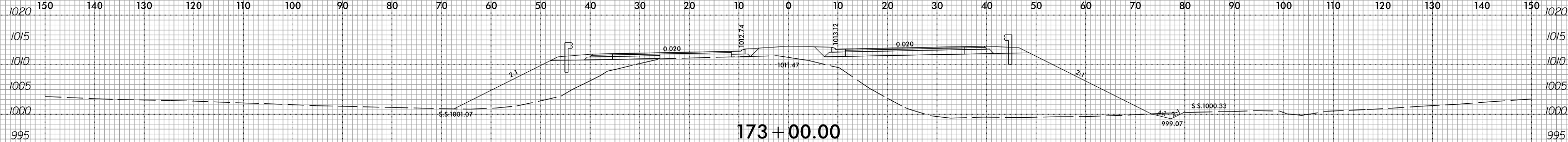
6/23/16



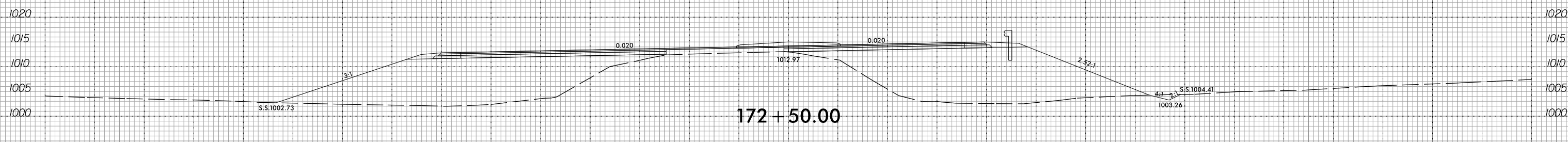
PROJ. REFERENCE NO.	SHEET NO.
R-3100B	X-62



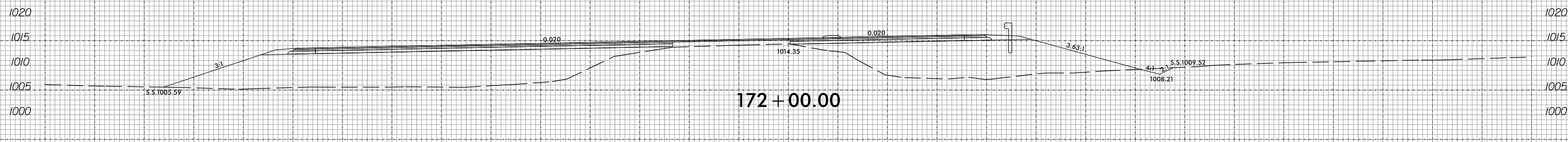
3/6/2017
R:\Roadway\XPL\R3100B_Rdy_xp1.L.dgn
schemel.d



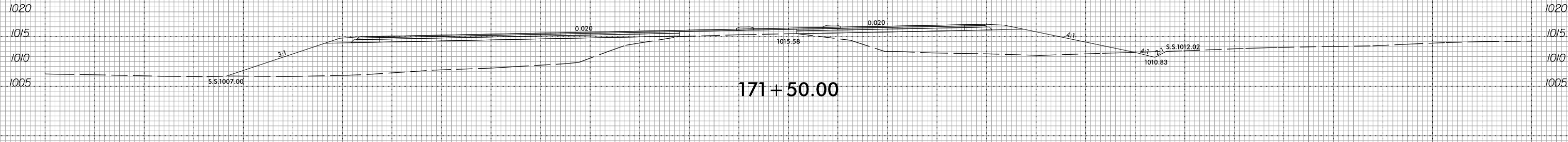
173 + 00.00



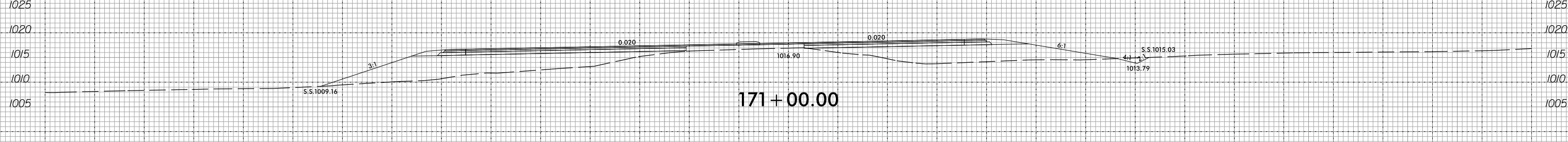
172 + 50.00



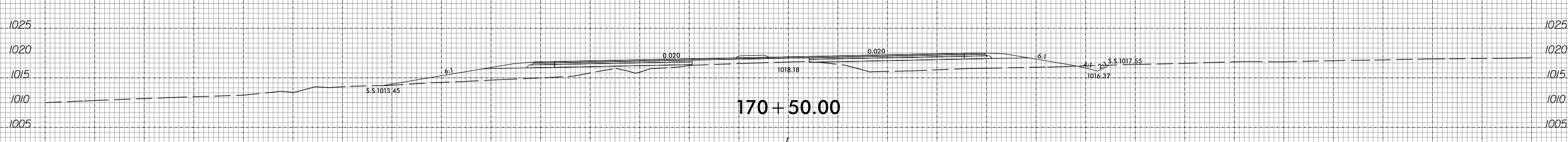
172 + 00.00



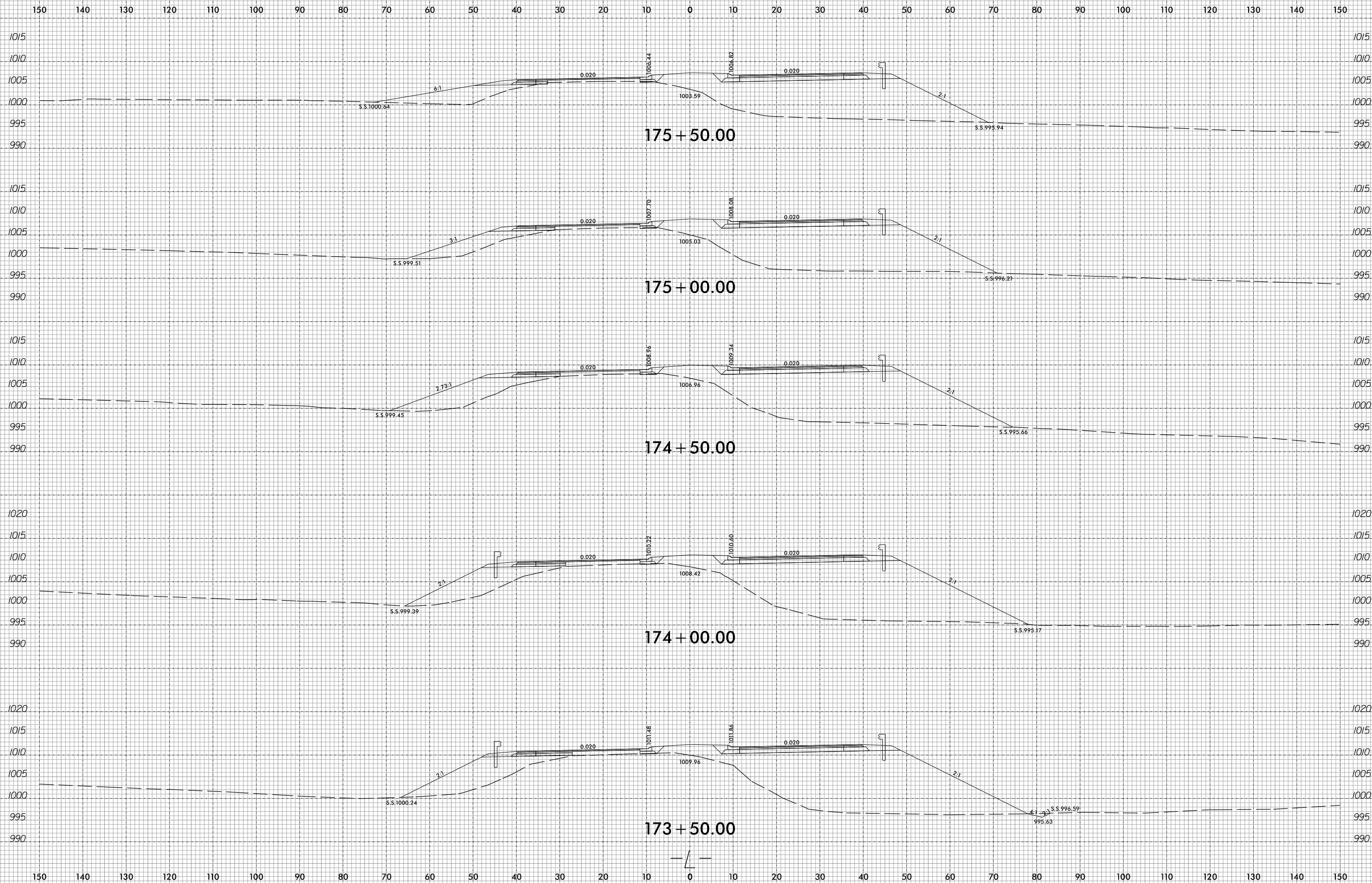
171 + 50.00

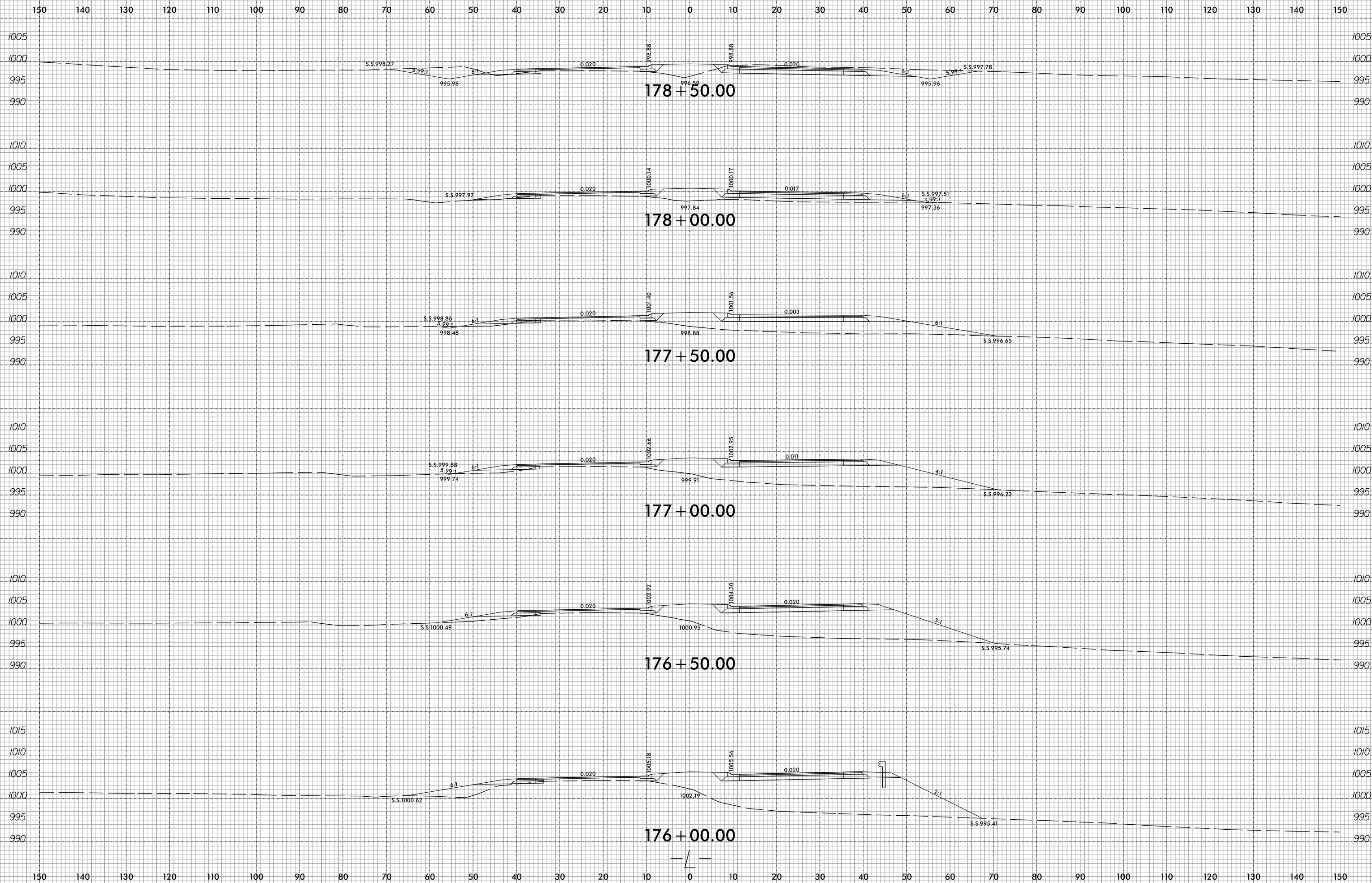


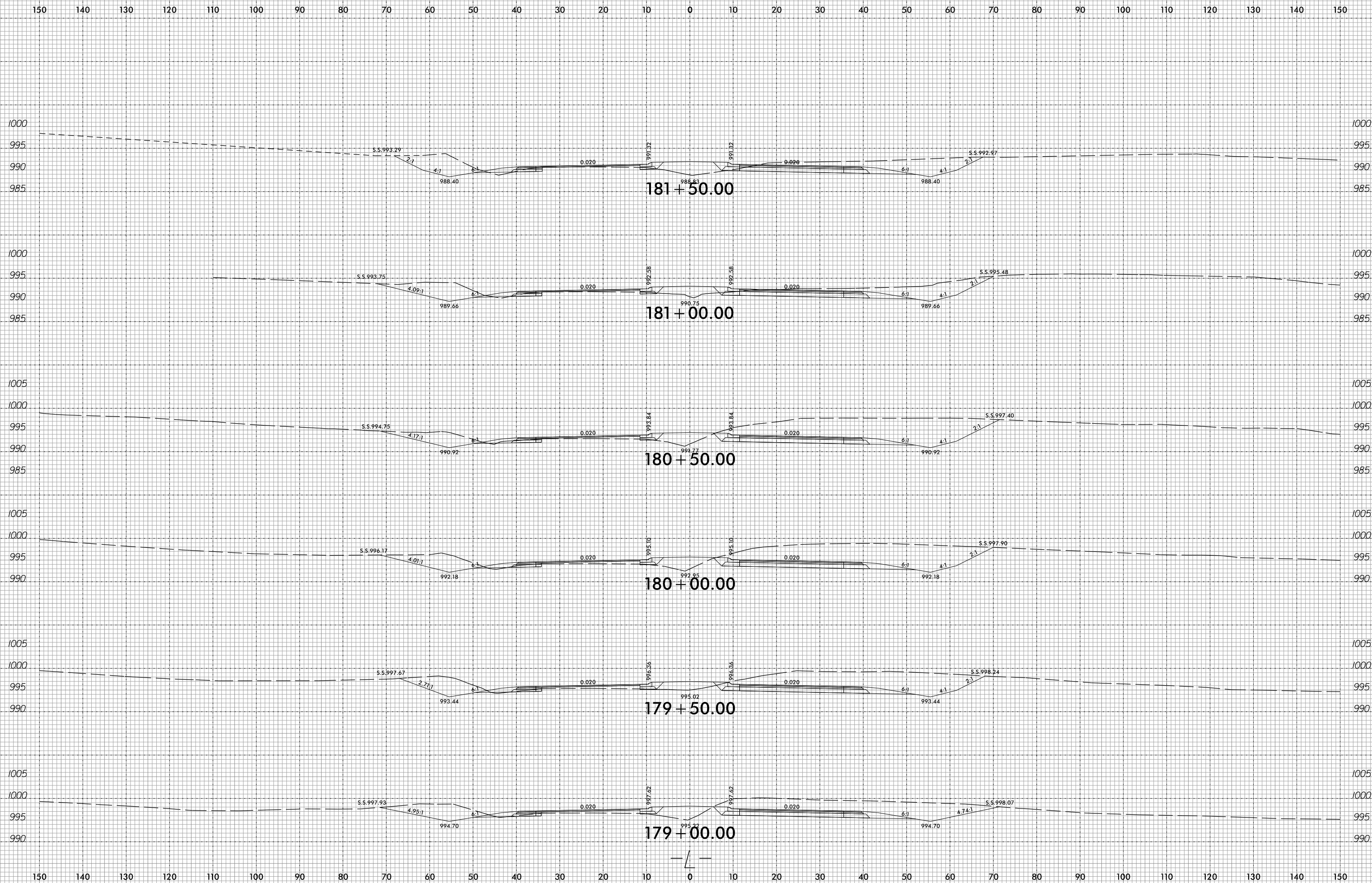
171 + 00.00

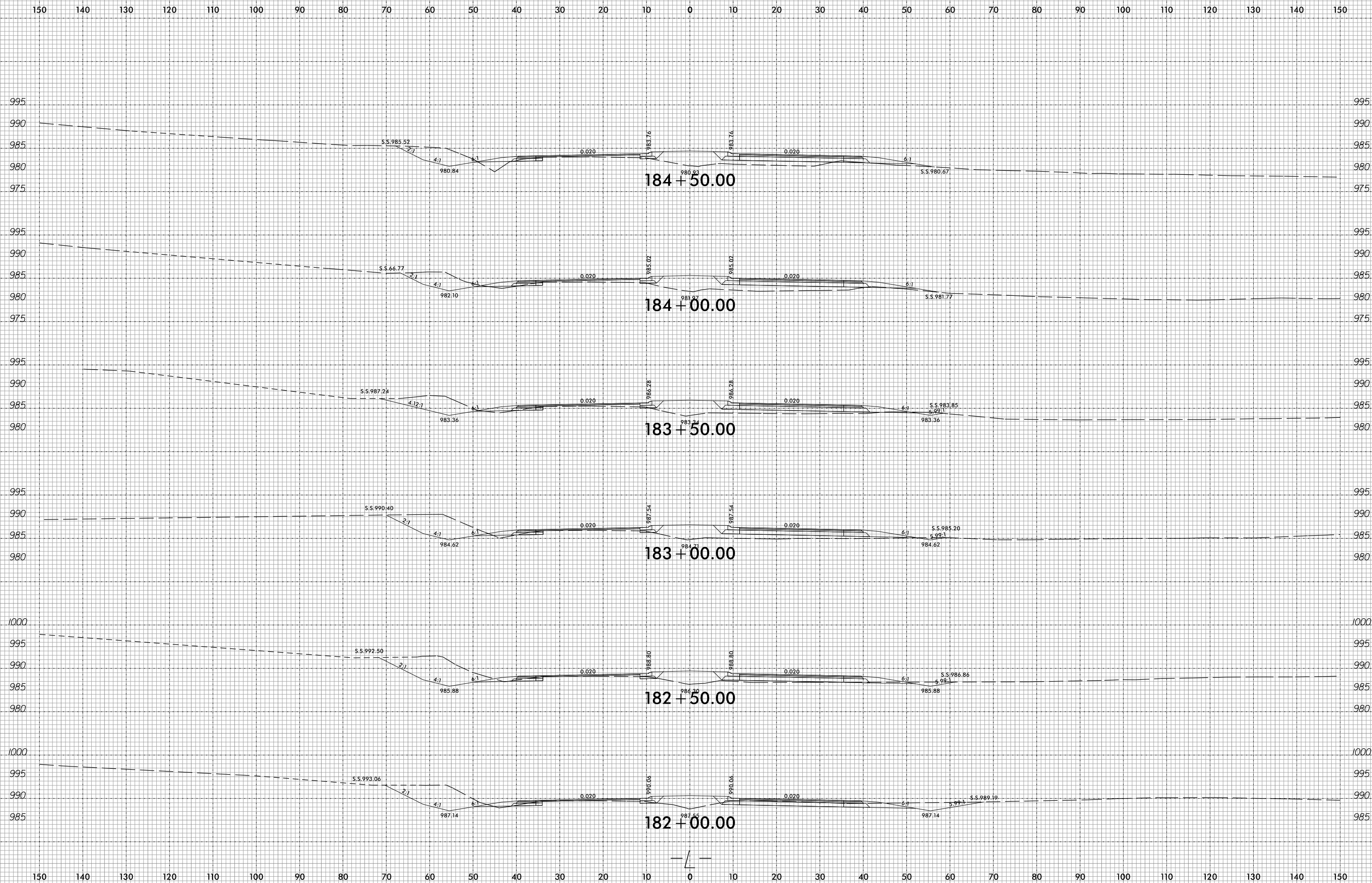


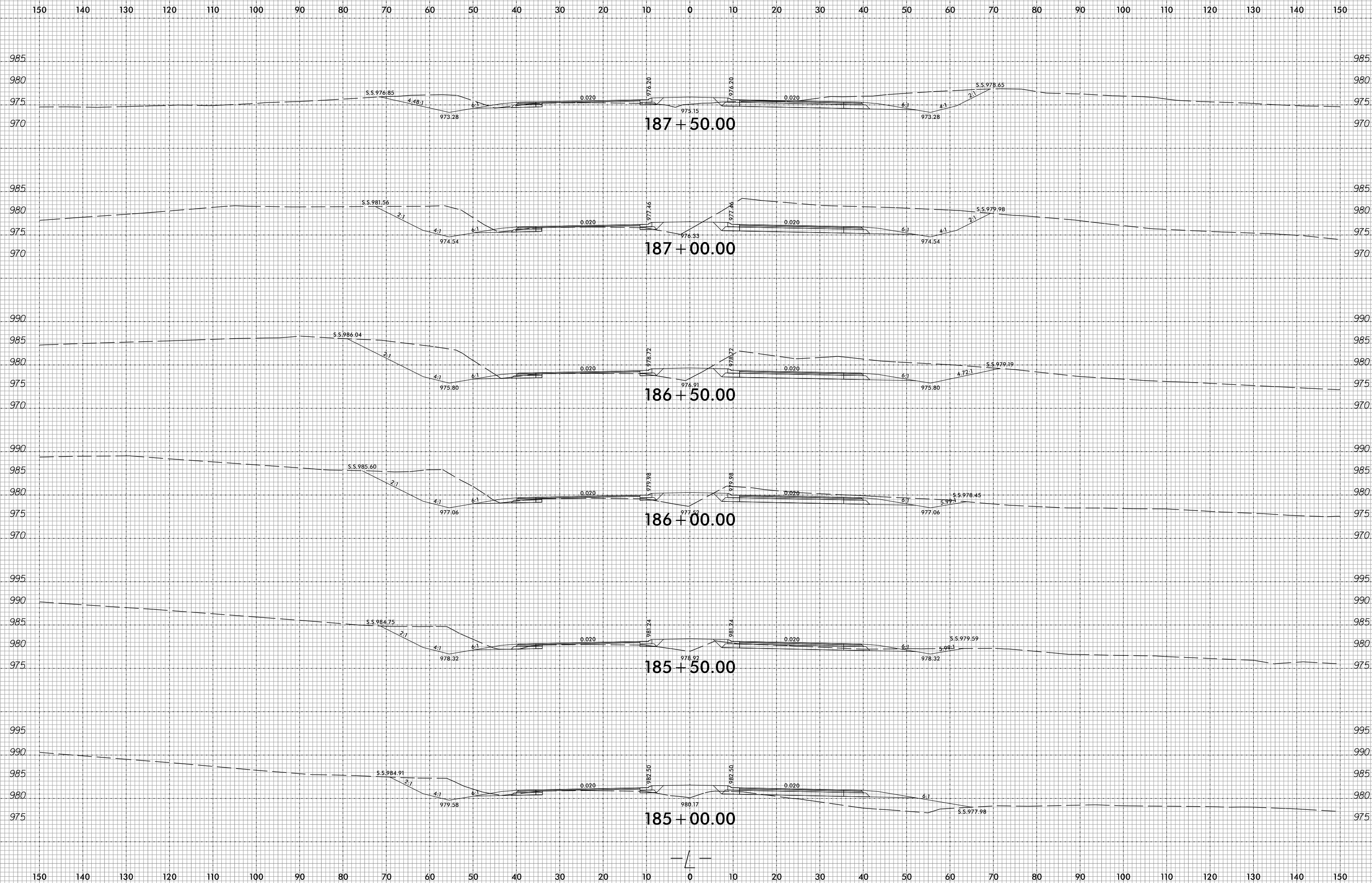
170 + 50.00

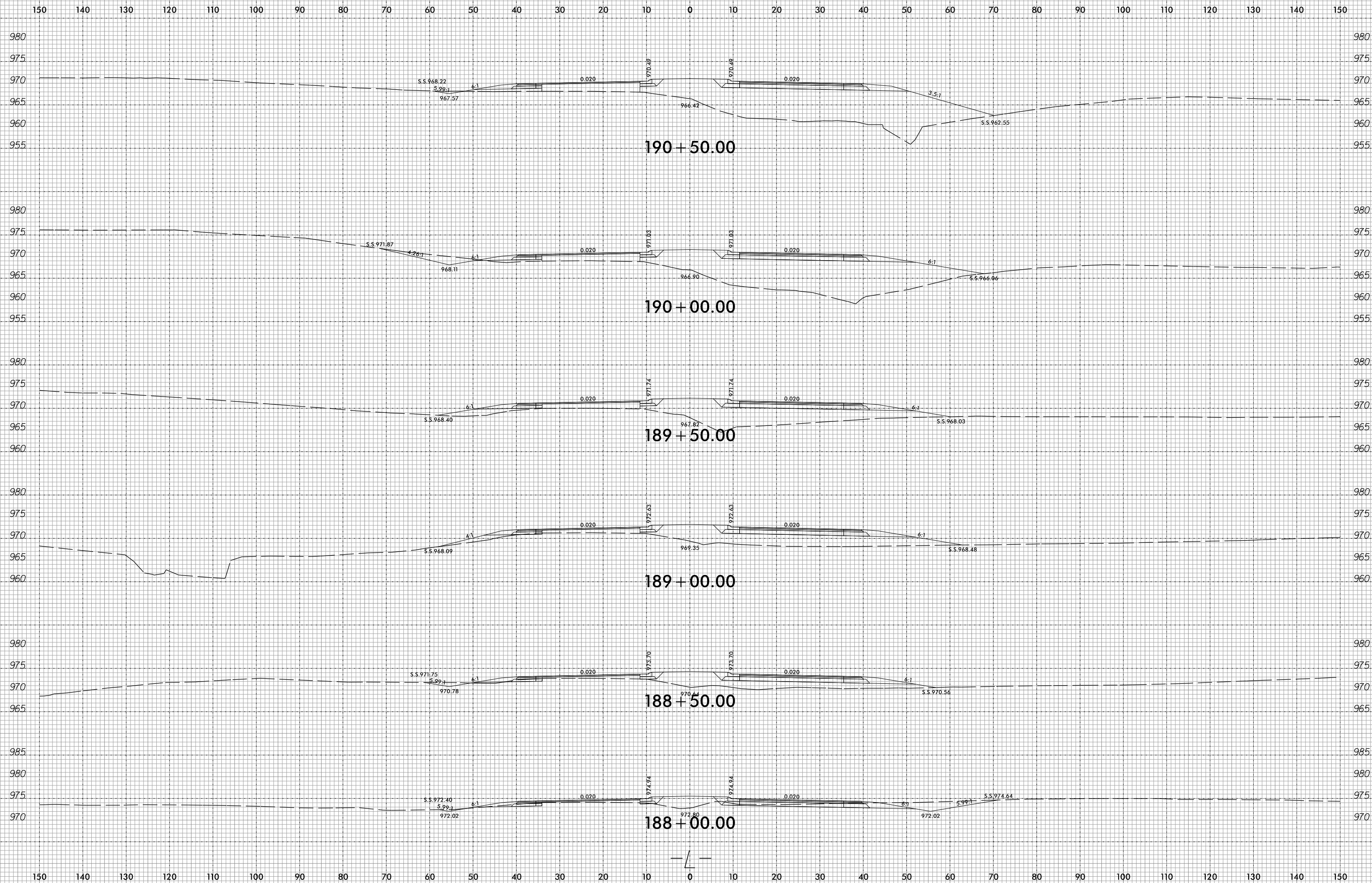


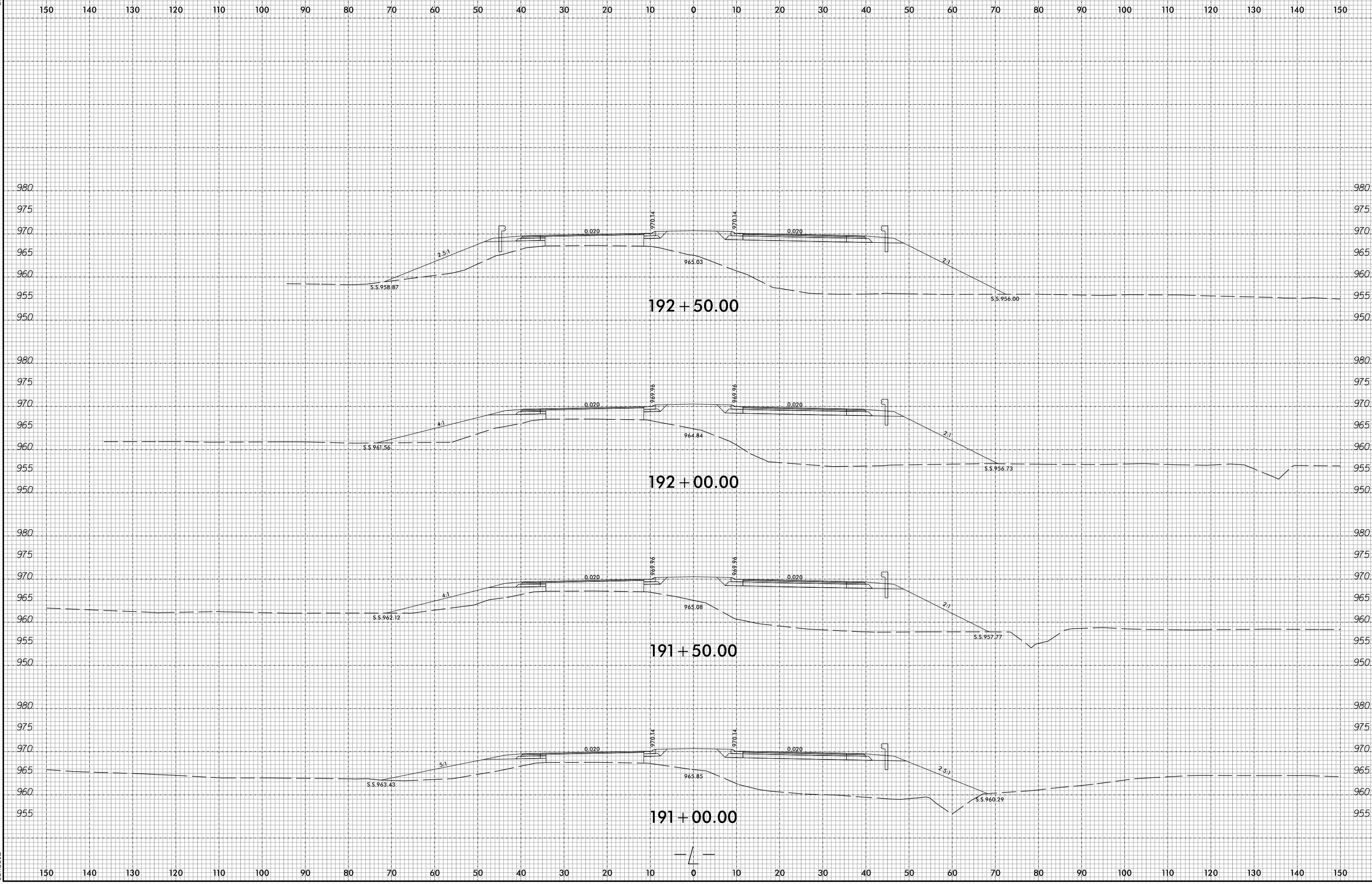


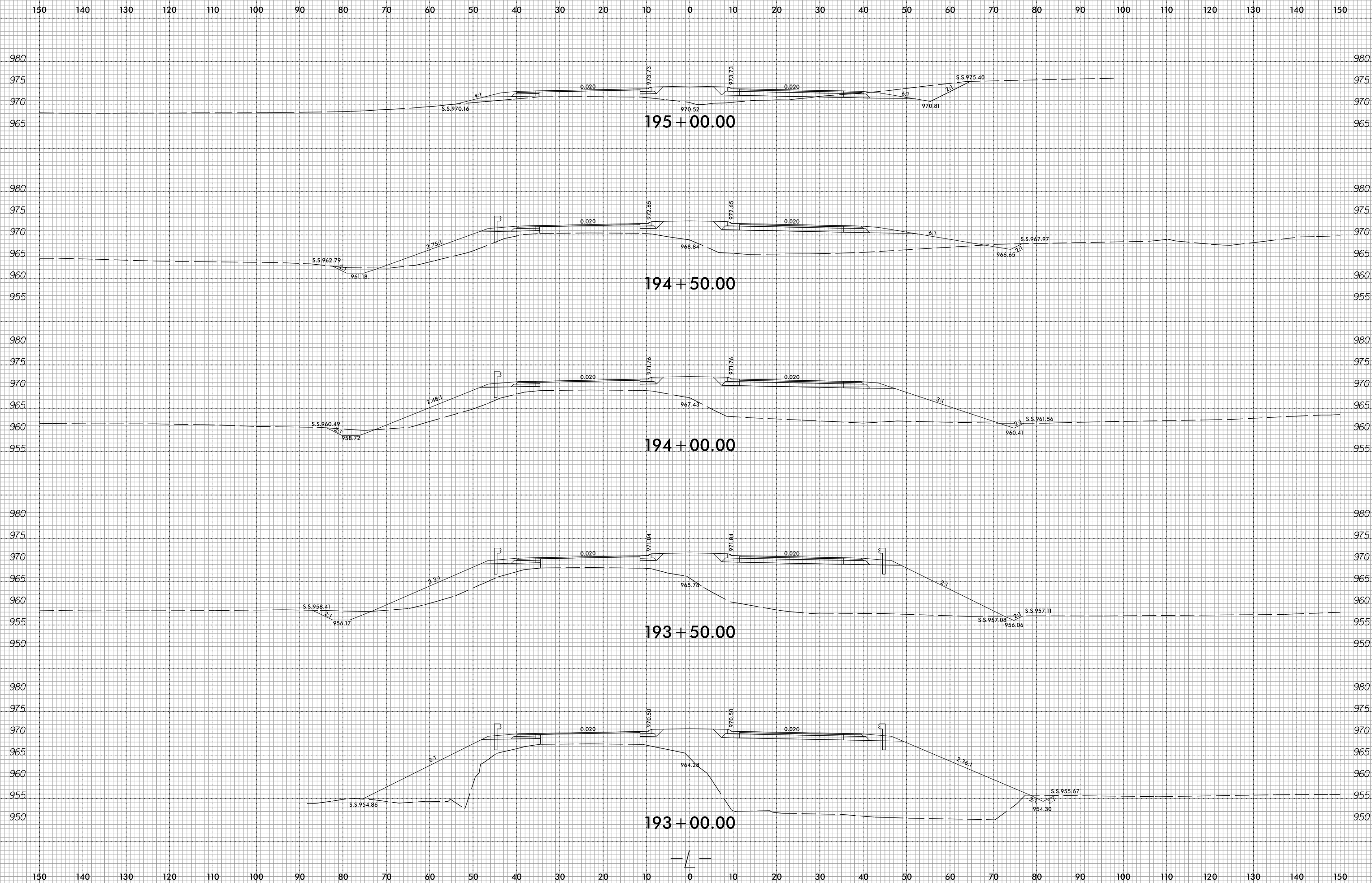


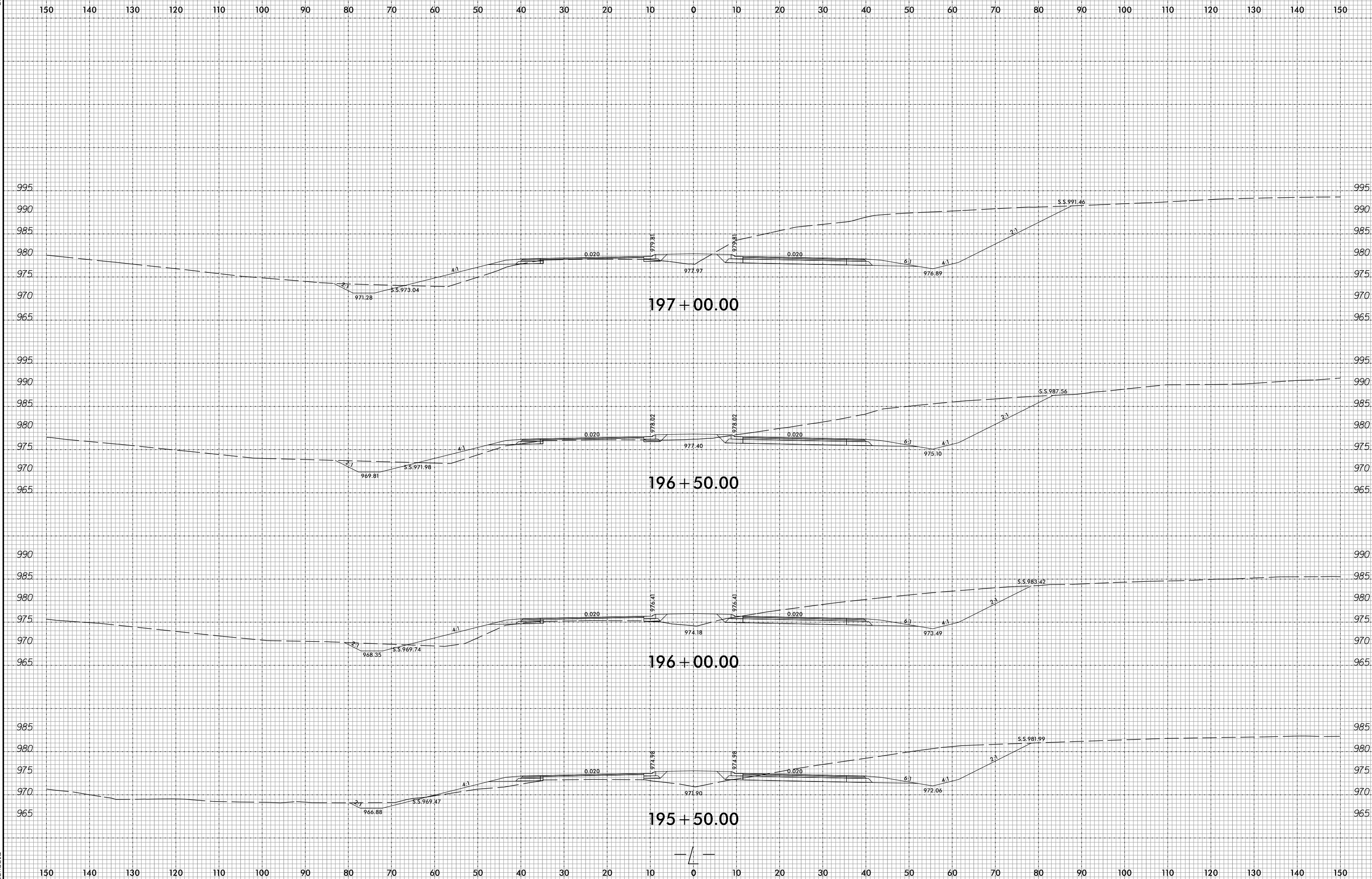


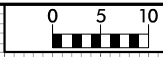




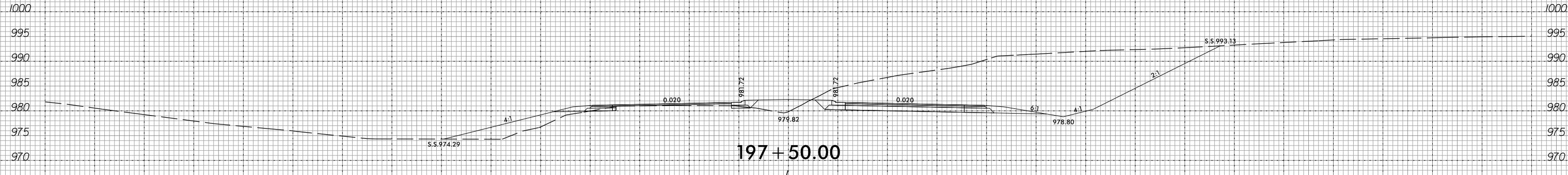
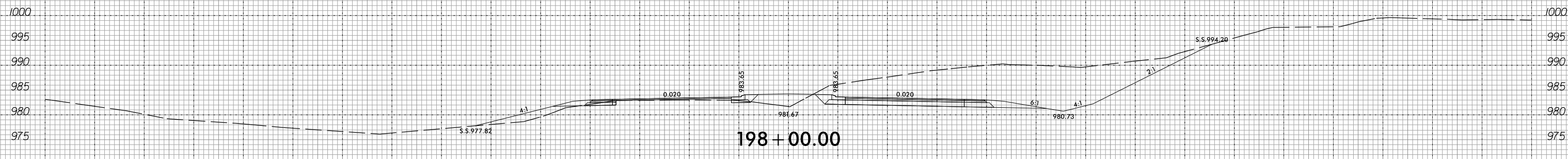
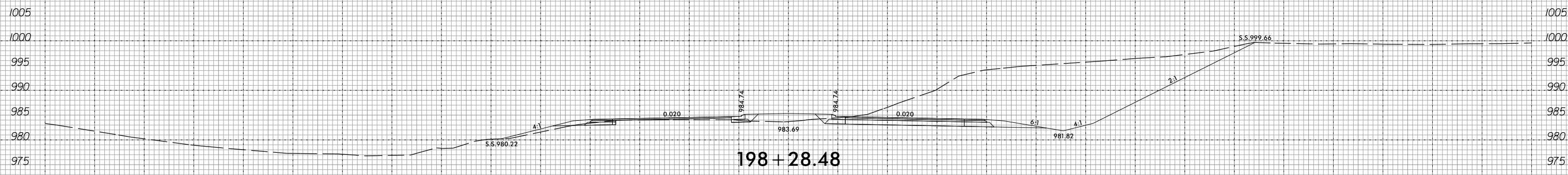








150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

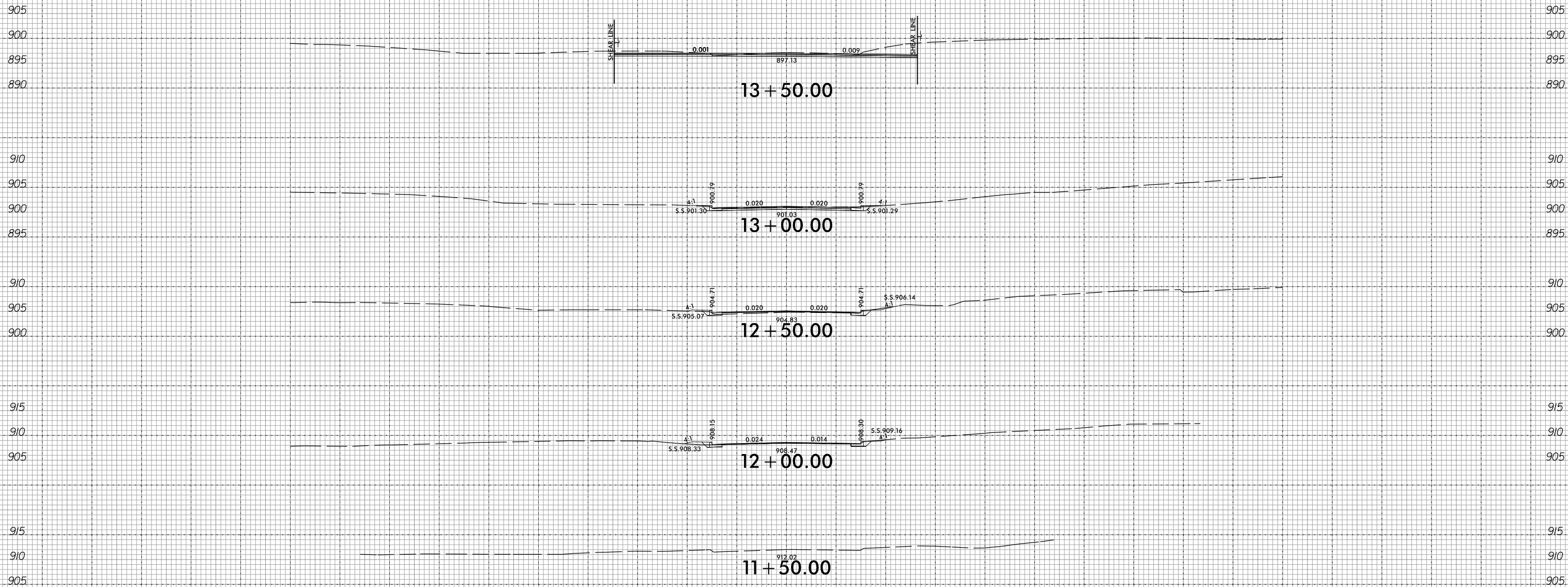
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-74

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/2/2017
R:\Roadway\ssc\XPL\3100b_rdu_XPL_Y2.dgn
S:\FIELD

-Y2-

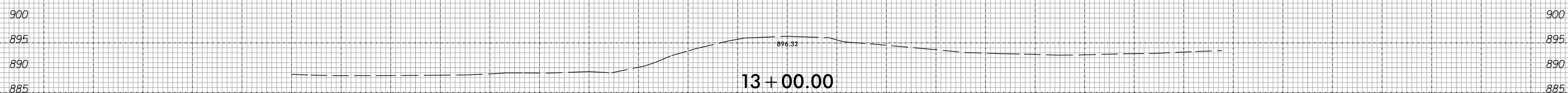
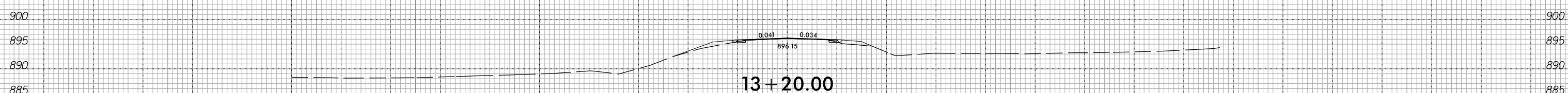
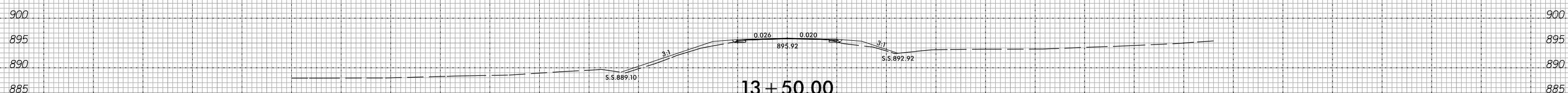
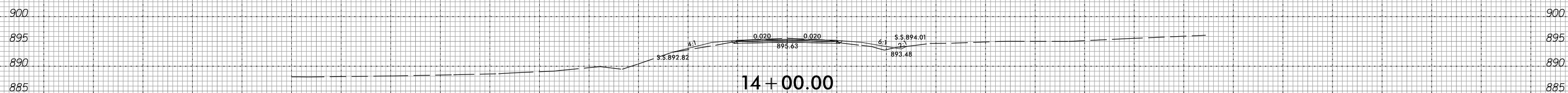
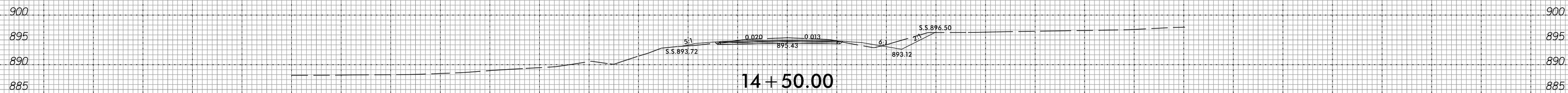
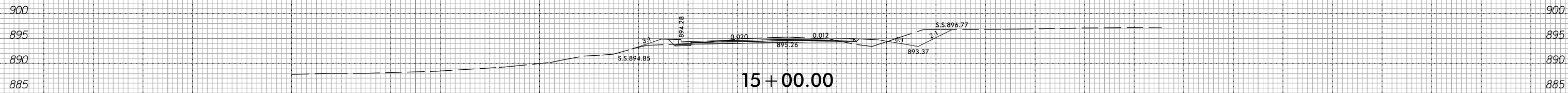
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-75

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y3-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/2/2017
R:\Roadway\ssc\XPL\3100b_rdu_XPL_Y3.dgn
S:\FIELD

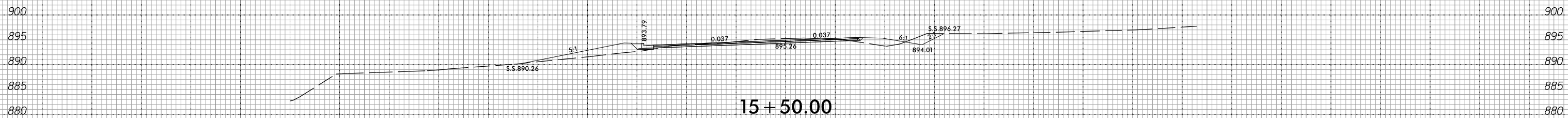
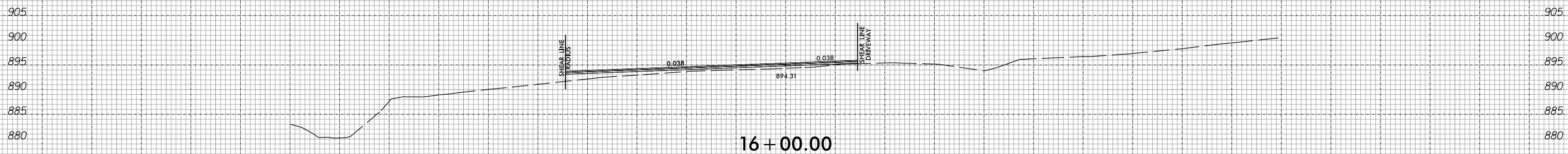
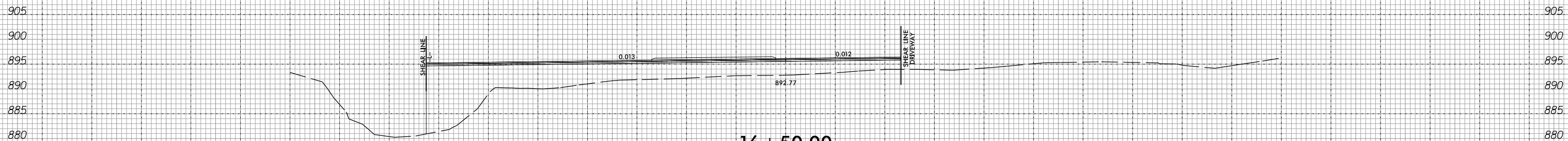
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-76

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/2/2017
R:\Roadway\ssc\XPL\3100b_rdu_XPL_Y3.dgn
S:\FIELD

-Y3-

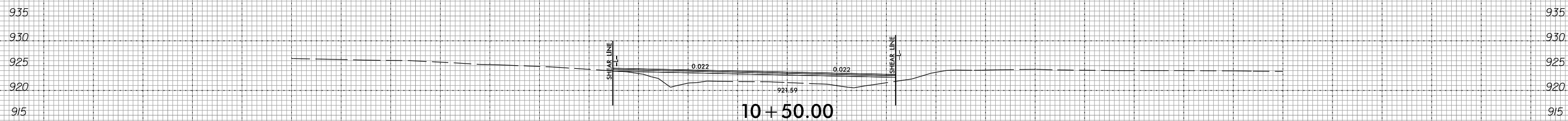
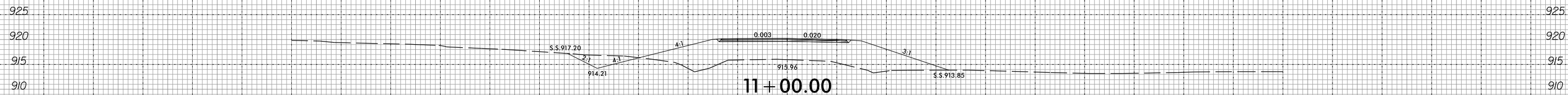
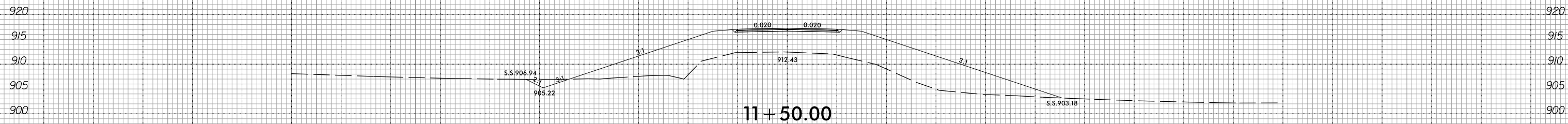
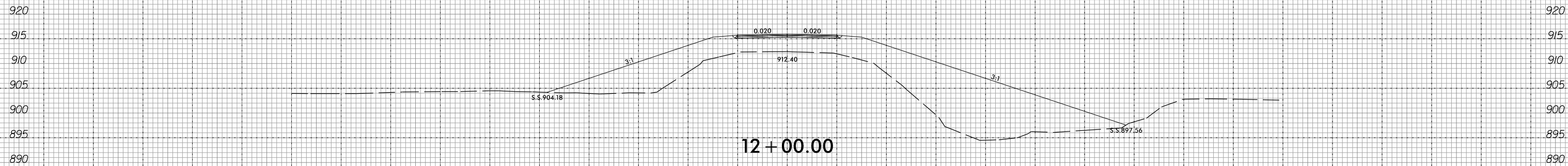
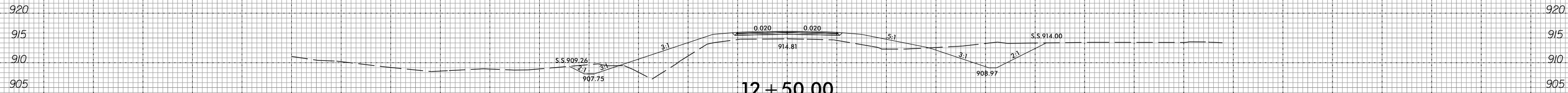
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-77

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y4-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/2/2017
R:\Roadway\Xsc\XPL\F3100B-FDY_XPL_Y4.DGN
S:\BELL

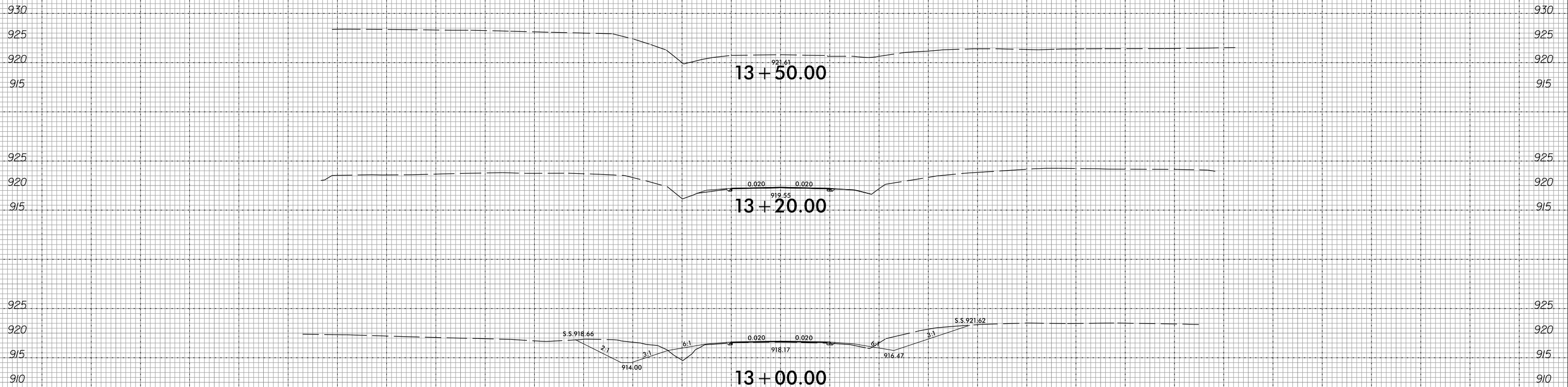
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-78

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y4-

2/2/2017
R:\Roadway\XSEC\XPL\F3100B-FDY_XPL_Y4.DGN

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

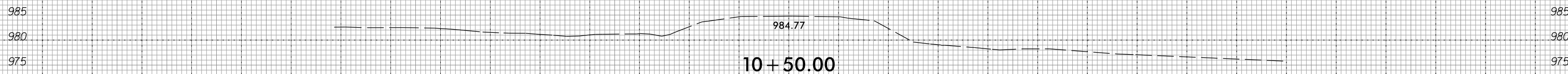
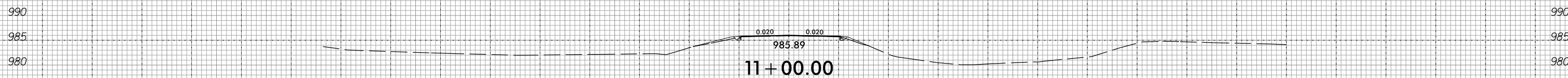
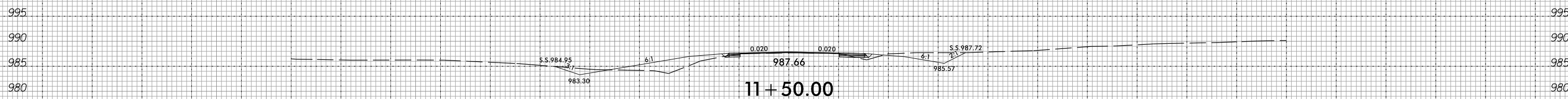
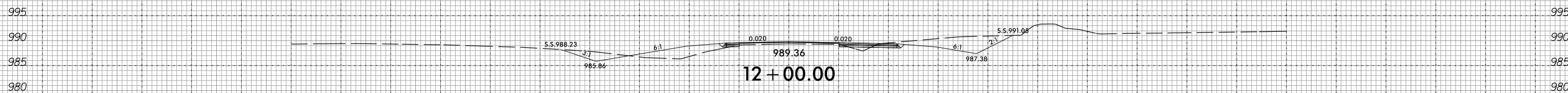
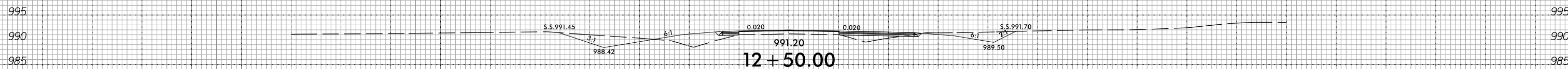
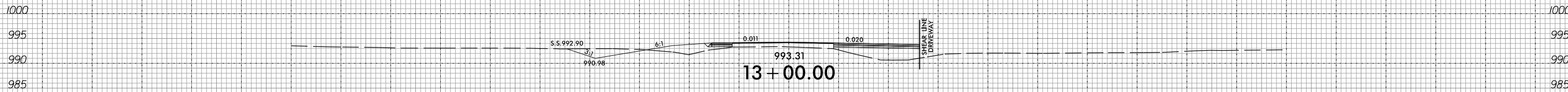
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-79

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y5-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

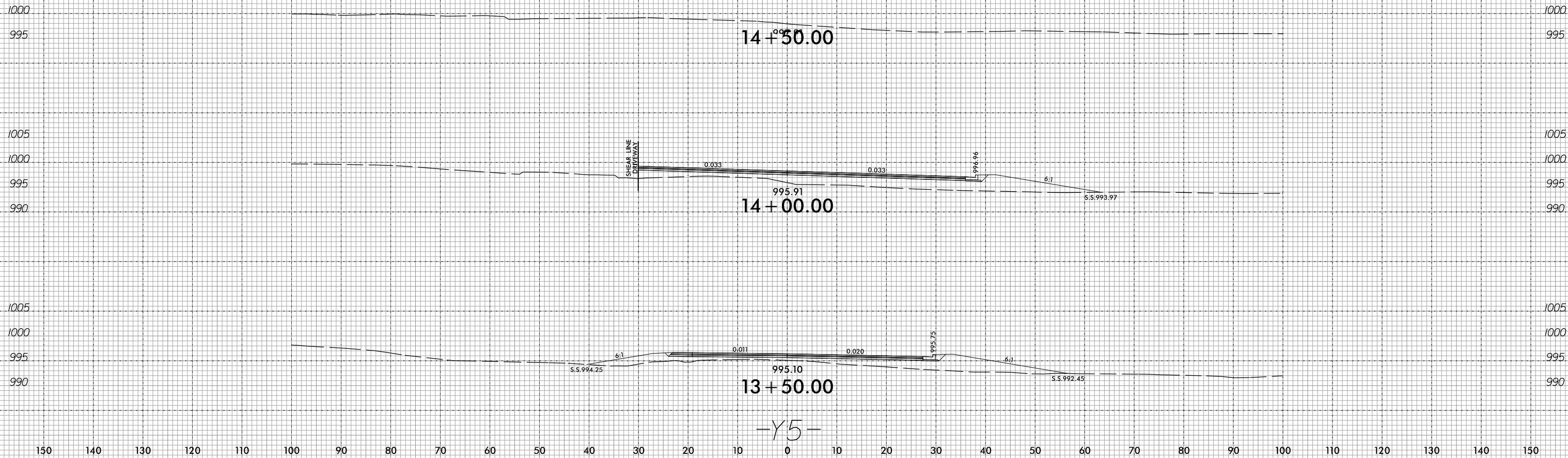
2/2/2017
R:\Roadway\Xsc\XPL\3100b_rdu_XPL_Y5.dgn
S:\FIELD

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-3100B	X-80

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



2/2/2017
 R:\Roadway\Xsc\XPL\3100b_rdu_XPL_Y5.dgn
 SHEET

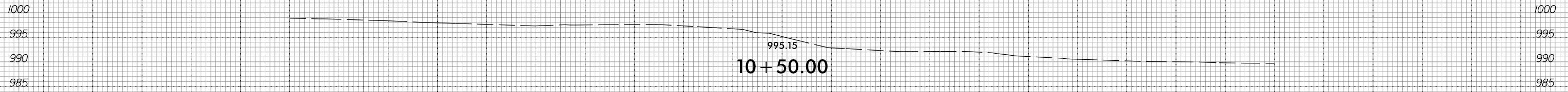
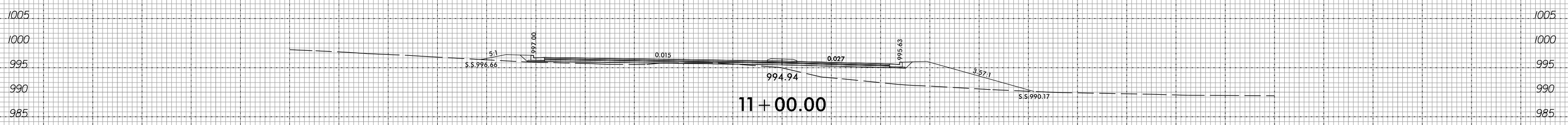
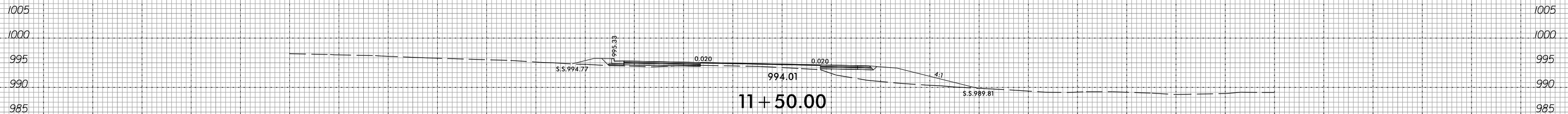
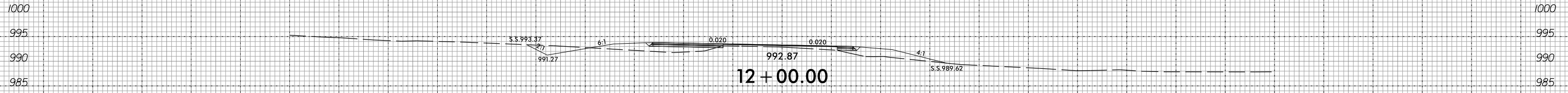
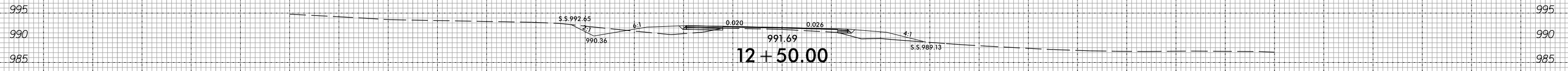
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-81

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y6-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/2/2017
R:\Roadway\ssc\XPL\3100b_rdu_XPL_Y6.dgn
S:\FIELD

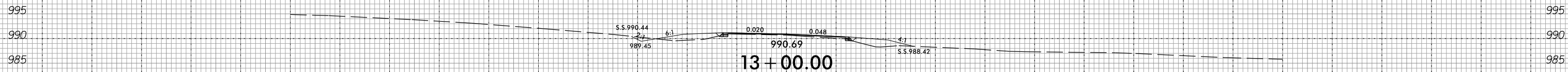
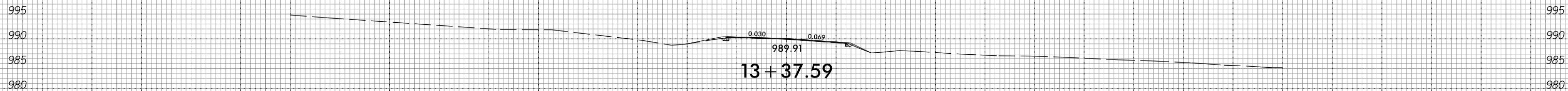
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-82

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y6-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/2/2017
R:\Roadway\Xsc\XPL\3100b_rdu_XPL_Y6.dgn
S:\FIELD

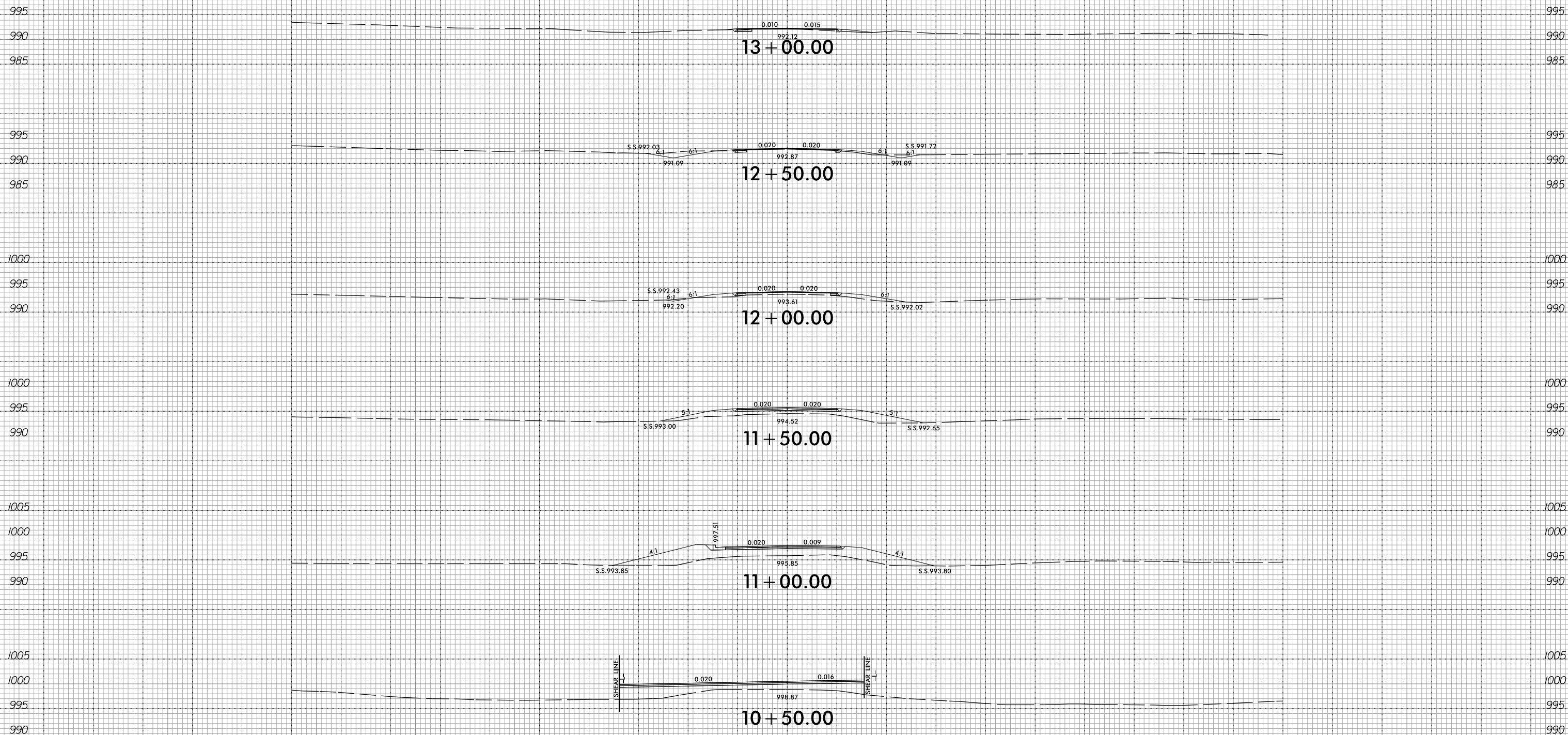
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-83

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y7-

2/2/2017
R:\Roadway\ssc\XPL\3100b_rdu_XPL_Y7.dgn
S:\FIELD

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

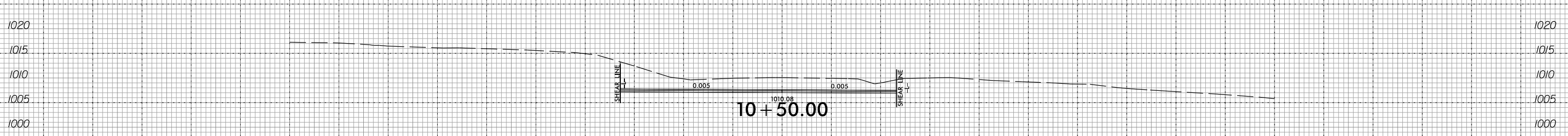
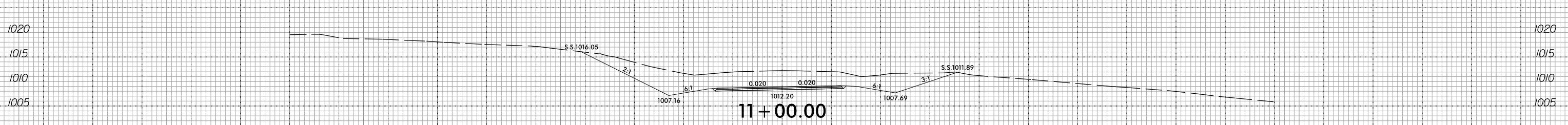
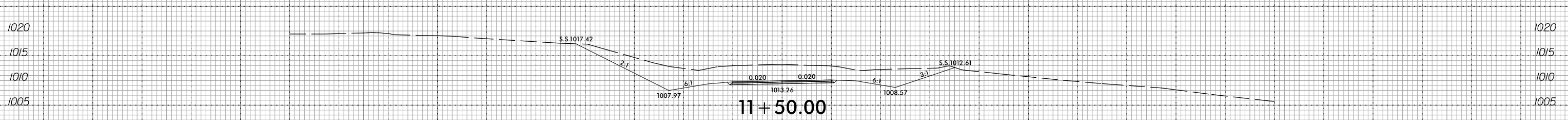
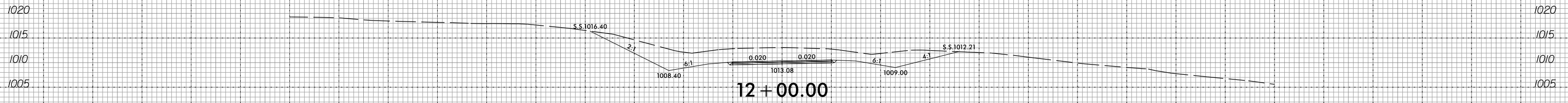
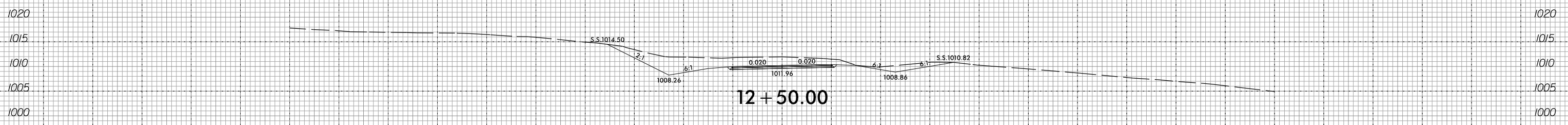
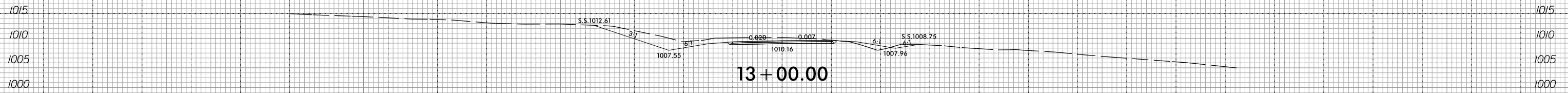
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-84

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y8-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/2/2017
R:\Roadway\ssc\XPL\3100b_rdu_XPL_Y8.dgn
S:\FIELD

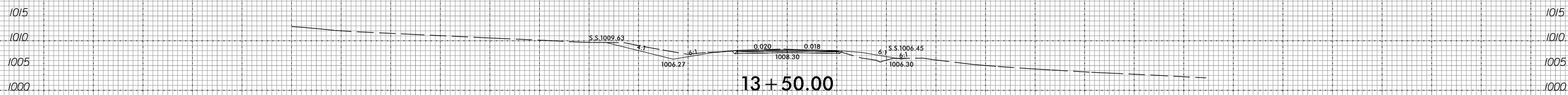
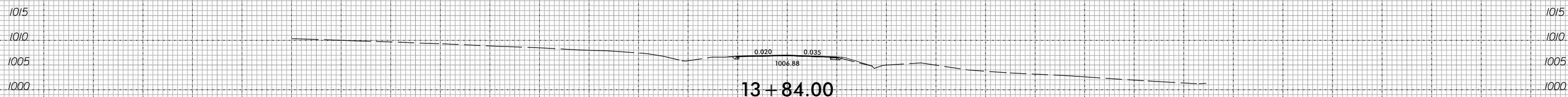
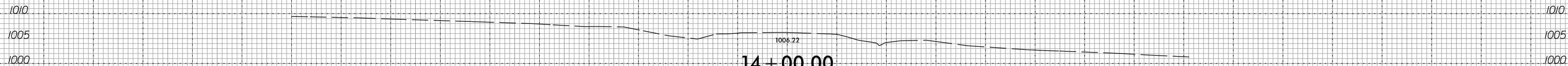
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-85

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y8-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

2/2/2017
R:\Roadway\Xsc\XPL\3100b_r.dwg_XPL_Y8.dgn
S:\FIELD

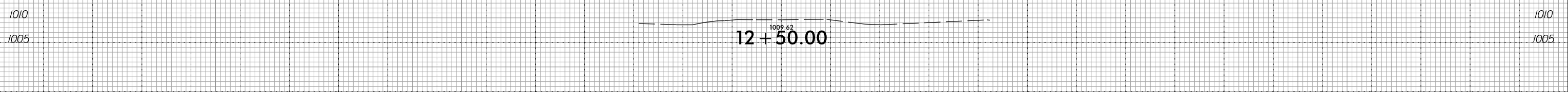
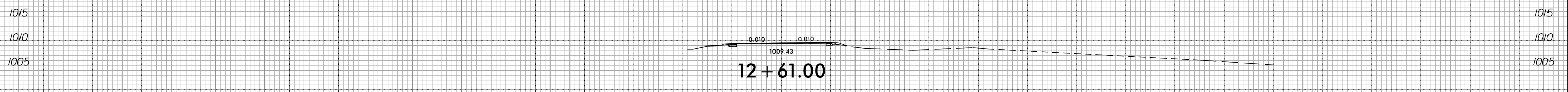
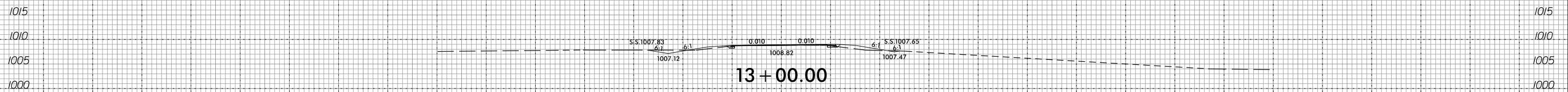
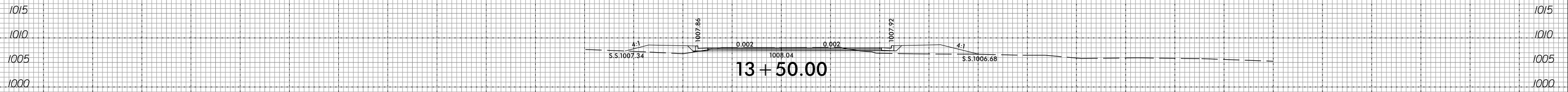
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-86

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y9-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

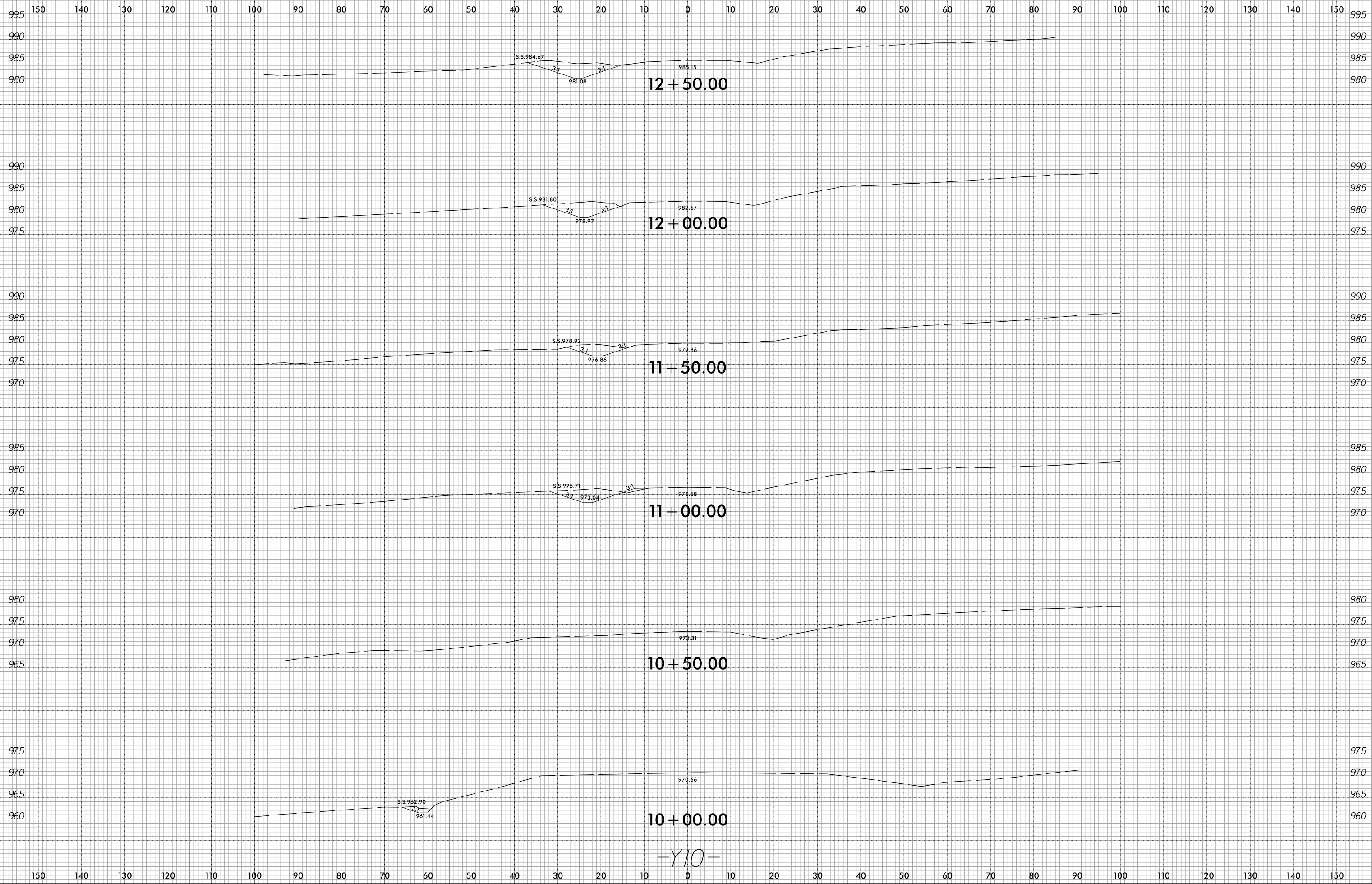
2/2/2017
R:\Roadway\ssc\XPL\3100b_rdu_XPL_Y9.dgn
S:\FIELD

8/23/99



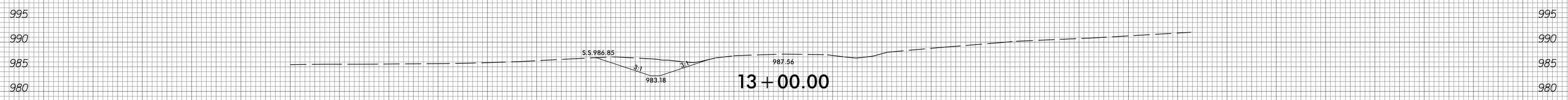
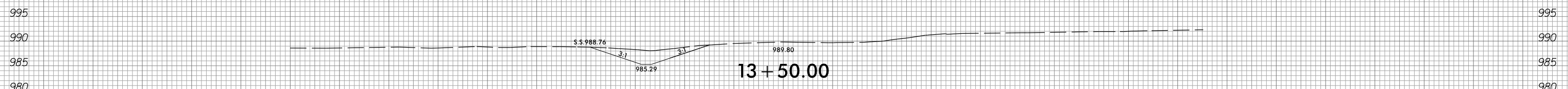
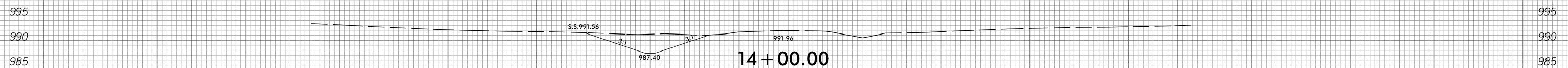
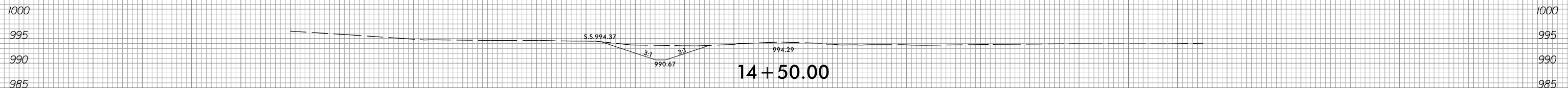
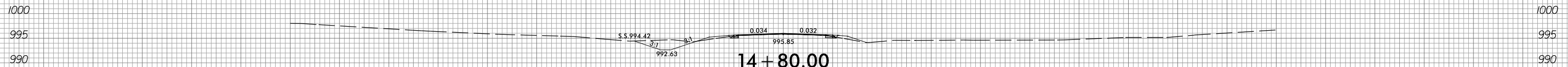
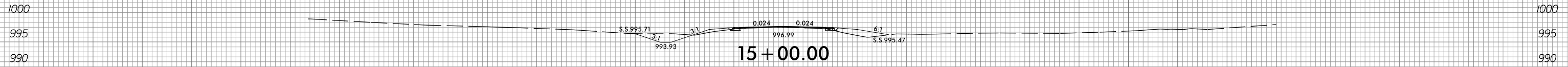
PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-87



2/2/2017
R:\Roadway\ssc\XPL\3100b_rdu_XPL_Y10.dgn
S:\FIELD

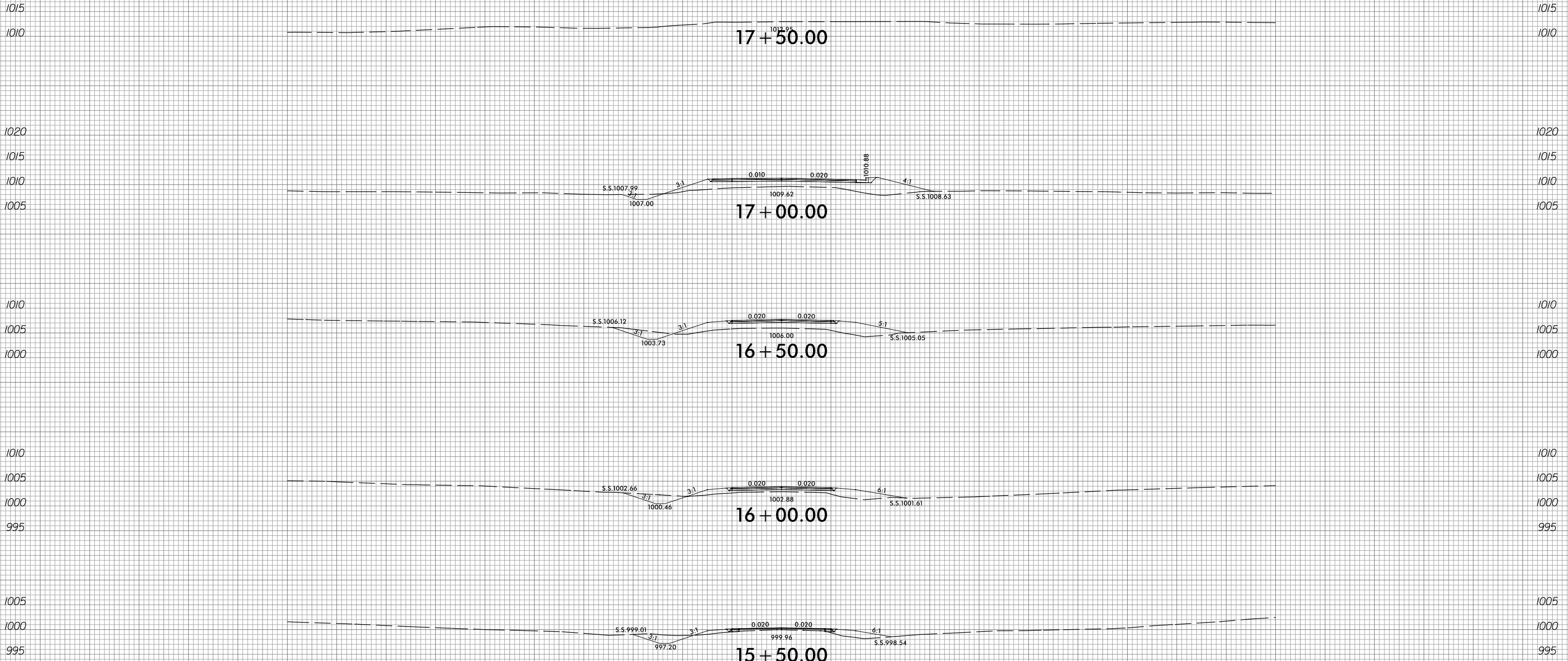
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y10-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

-Y10-

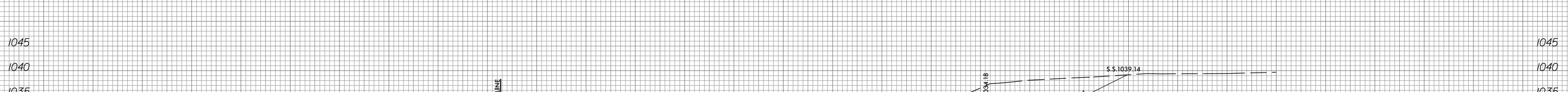
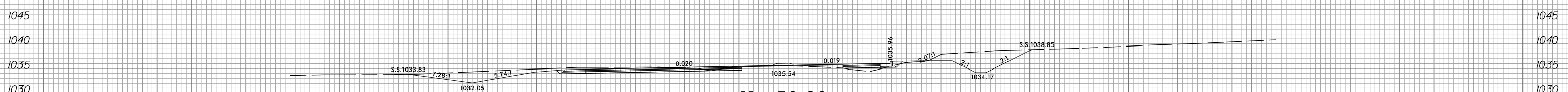
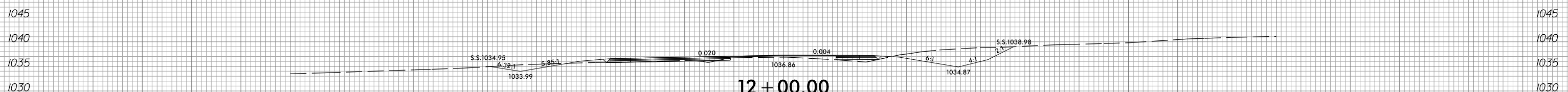
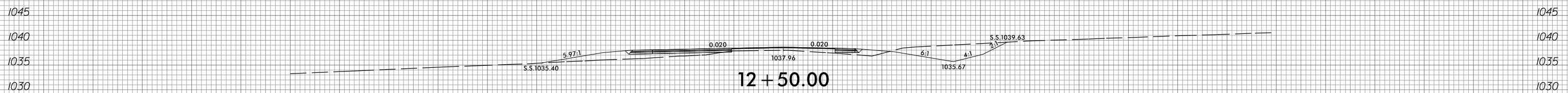
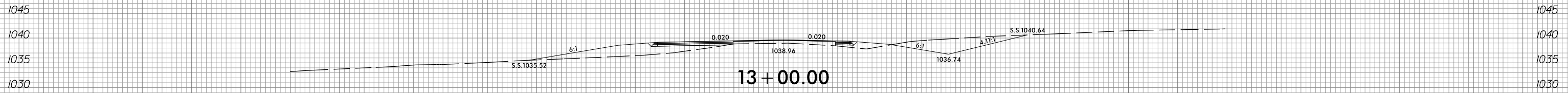
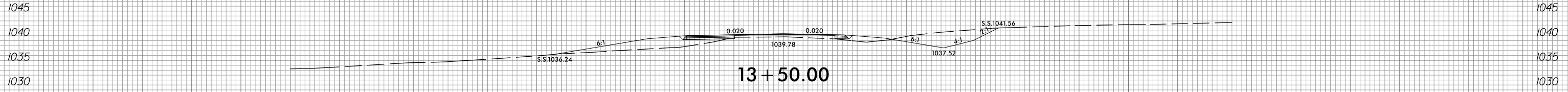
8/23/99



PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-90

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

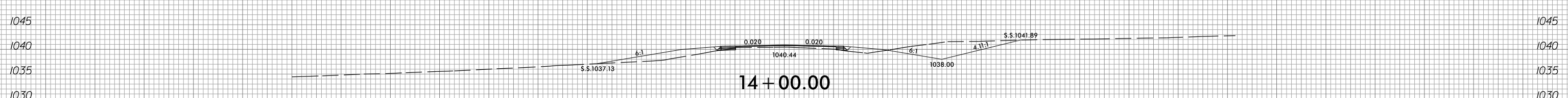
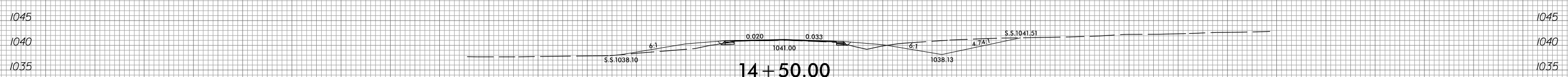
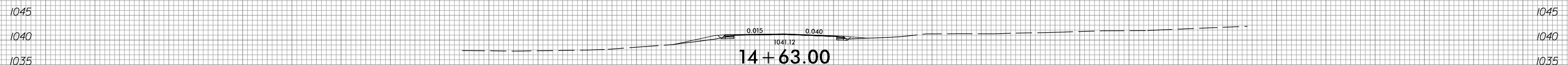
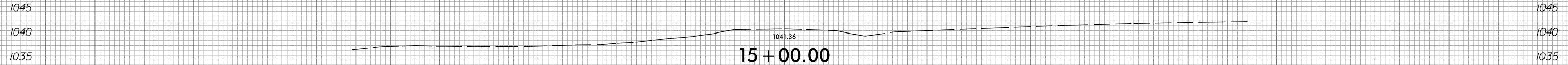


-Y//-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

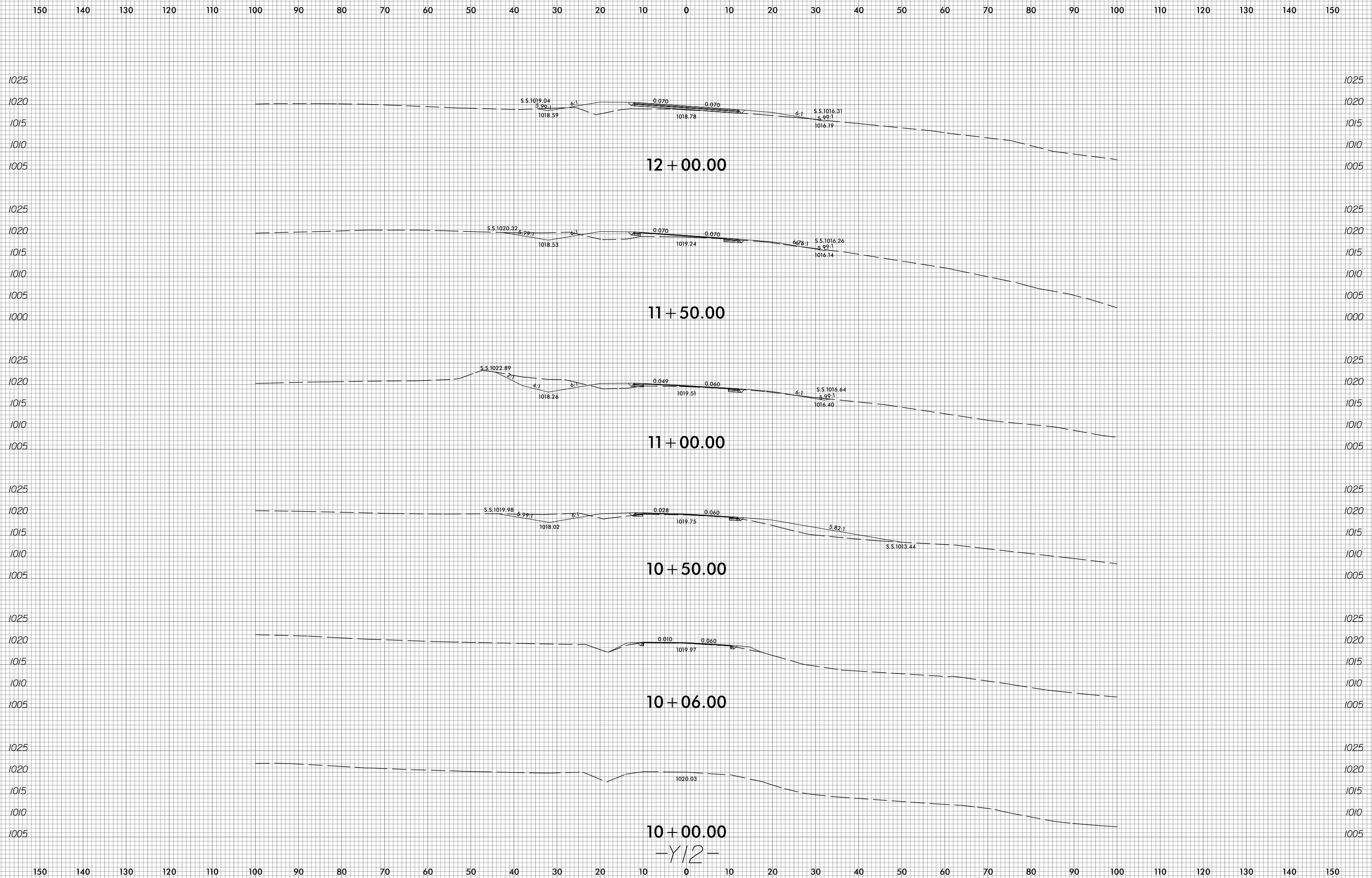
4/3/2017
R:\R\cshoy\asc\XPL\3100b_rdy_xpl_Y11.dgn
sheet1.d

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y///-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



10 + 00.00
 -Y12-

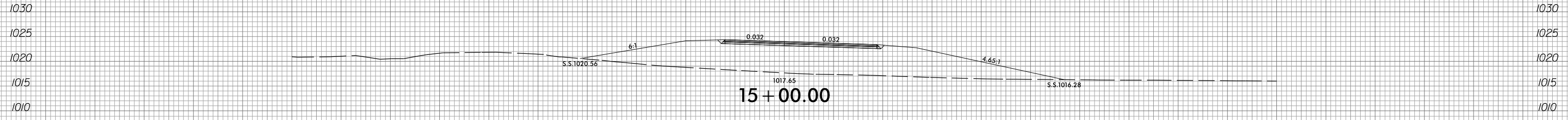
8/23/99



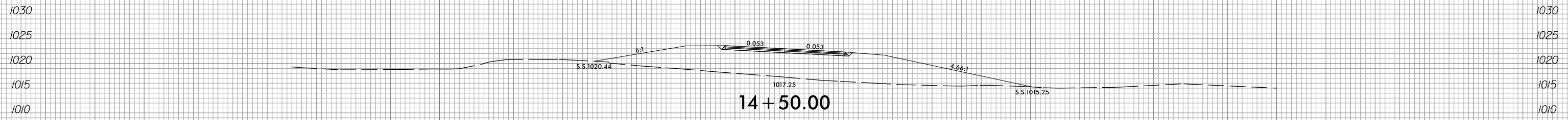
PROJ. REFERENCE NO.
R-3100B

SHEET NO.
X-93

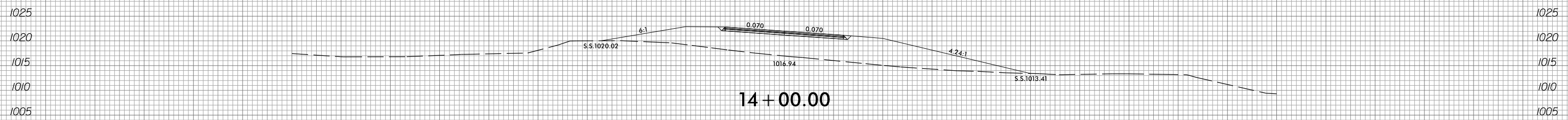
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



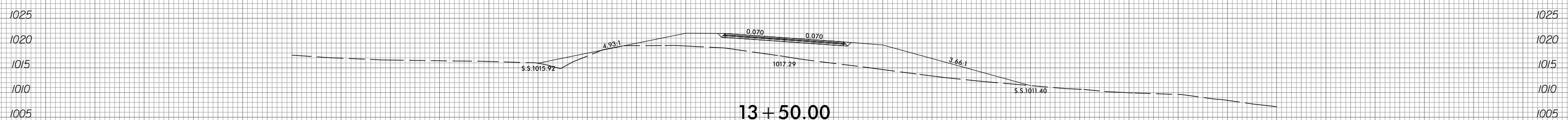
15 + 00.00



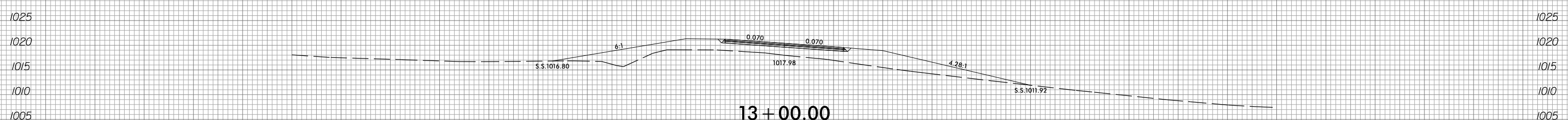
14 + 50.00



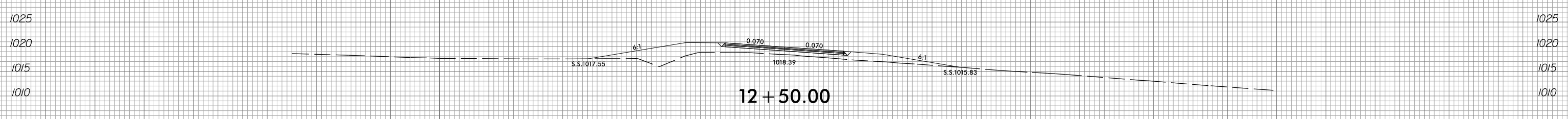
14 + 00.00



13 + 50.00



13 + 00.00



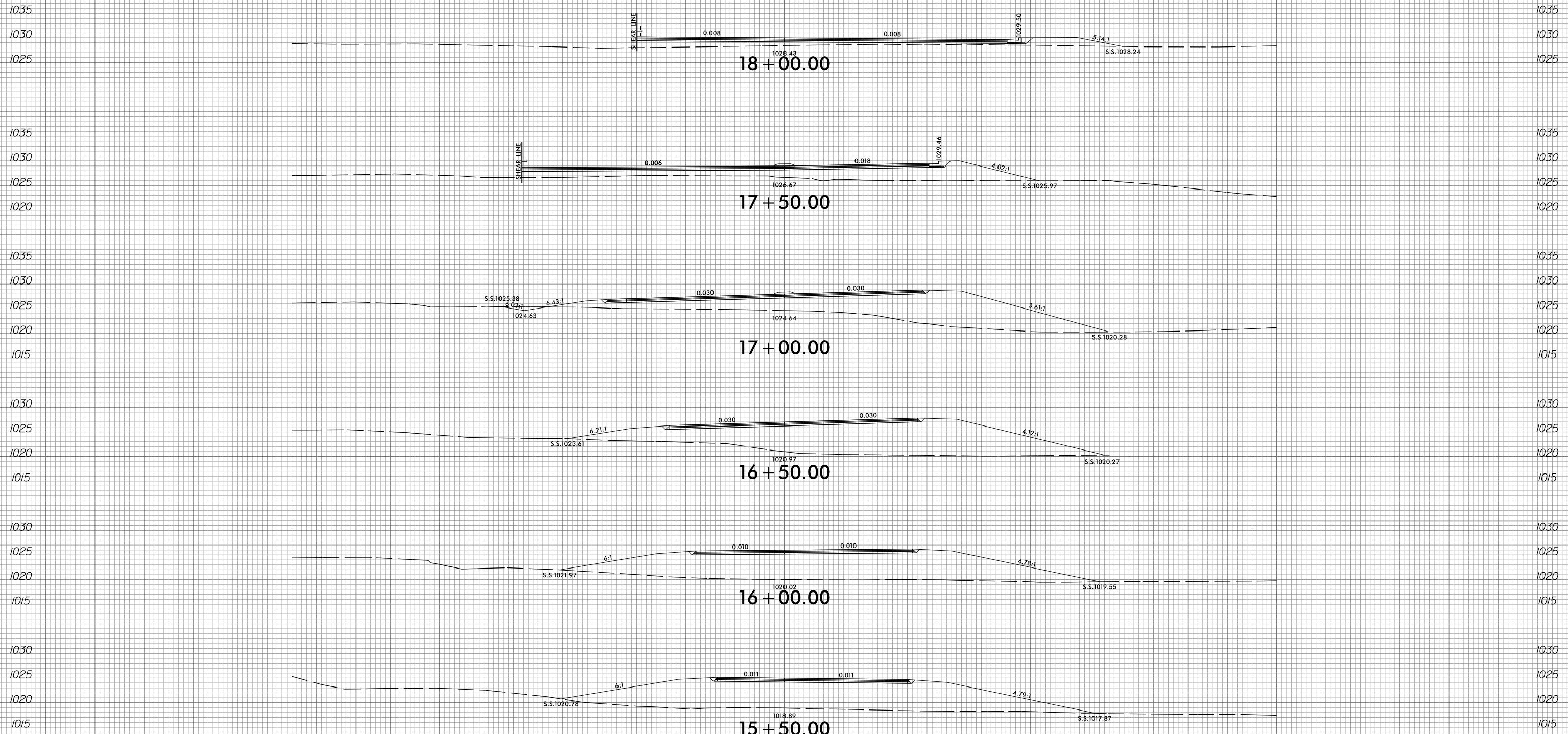
12 + 50.00

-Y12-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

4/3/2017
R:\R\chway\asc\XPL\3100b_r.dwg_Y12.dgn
sheet1.d

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y12-