

**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.**

CROSS-SECTIONS INDEX OF SHEETS

-L-	X-1 THRU X-16
-Y-	X-17
-DR1-	X-18 THRU X-19
-DR2-	X-20 THRU X-21
-DR3-	X-22 THRU X-24

**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

PROJ. REFERENCE NO. B-4982	SHEET NO. X-1B
-------------------------------	-------------------

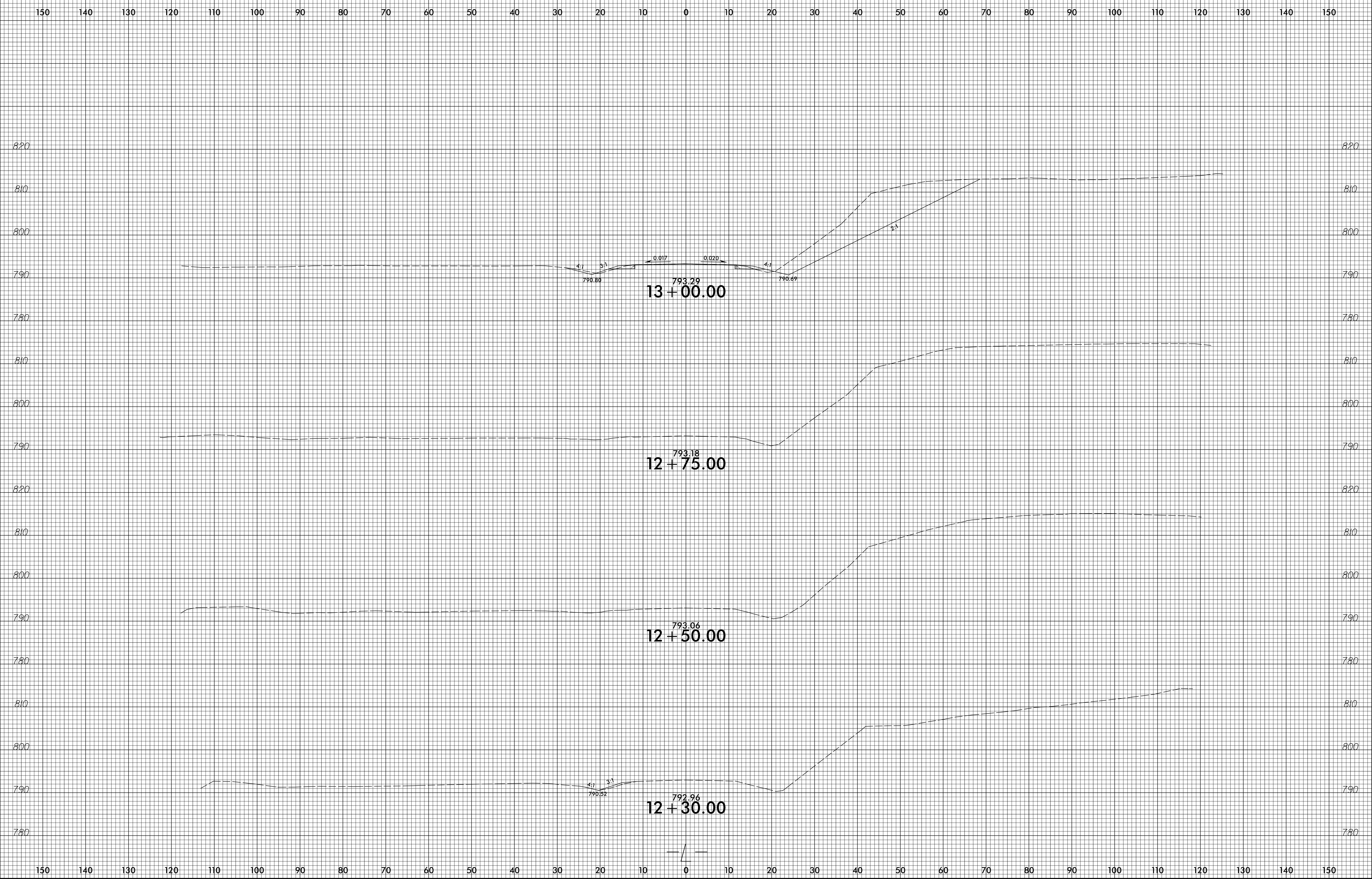
Approximate quantities only. Unclassified excavation, borrow excavation, shoulder borrow, fine grading, clearing and grubbing, breaking of existing pavement and removal of existing pavement will be paid for at the lump sum price for "Grading".

NOTE: EMBANKMENT COLUMN INCLUDES BACKFILL FOR UNDERCUT

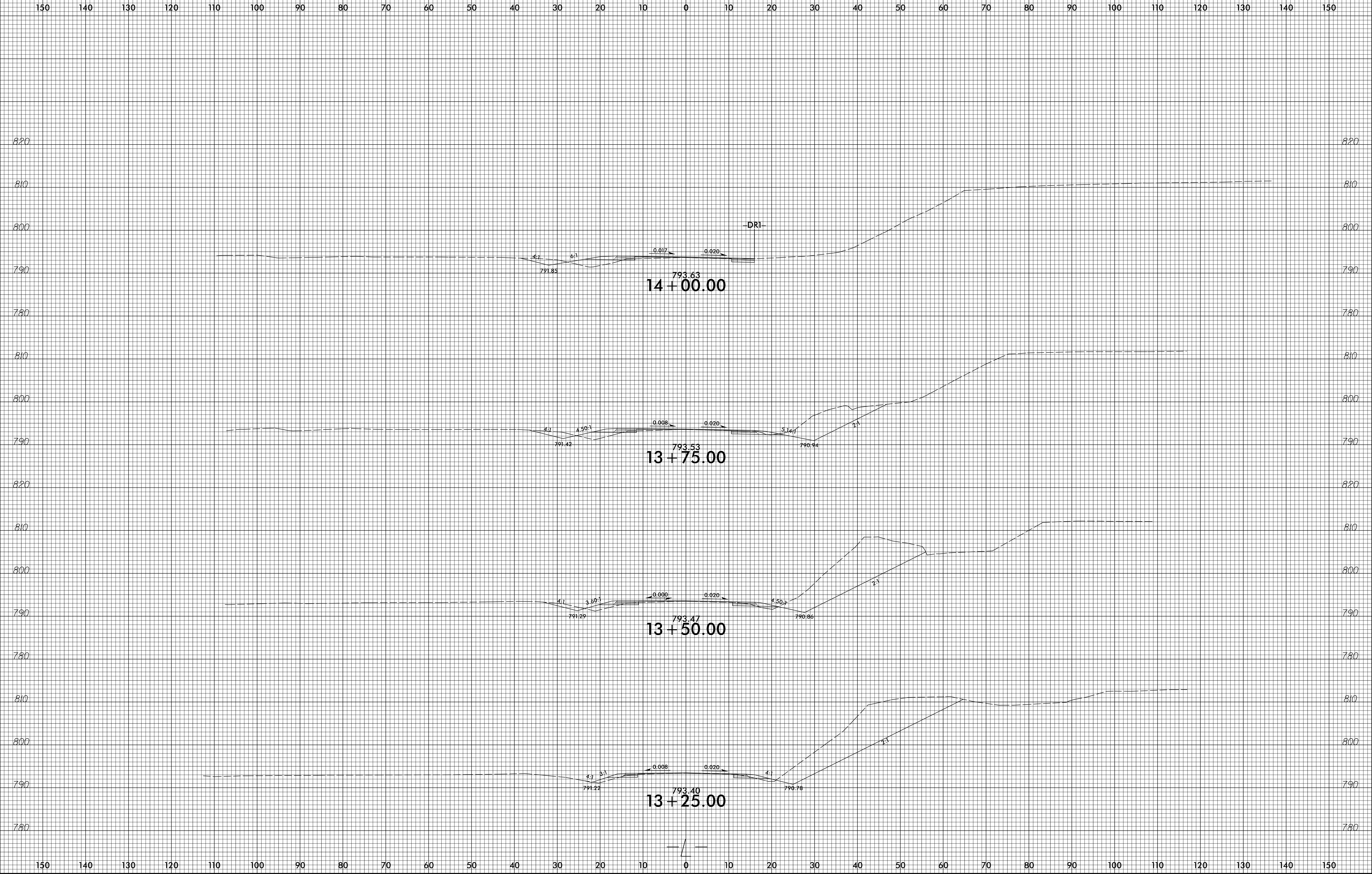
CROSS-SECTION SUMMARY

Station L (Rt)	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station L (Rt)	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station L (Lt)	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station L (Lt)	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
13+00.00	0	0	22+17.57	0	0	13+00.00	0	0	23+00.00	0	81
13+25.00	228	5	22+25.00	0	4	13+25.00	3	2	23+25.00	0	78
13+50.00	210	7	22+50.00	0	215	13+50.00	4	8	23+50.00	0	70
13+75.00	135	4	22+75.00	0	457	13+75.00	7	11	23+75.00	0	61
14+00.00	40	0	23+00.00	0	533	14+00.00	8	11	24+00.00	0	47
14+25.00	60	0	23+25.00	0	559	14+25.00	8	11	24+25.00	0	30
14+50.00	115	0	23+50.00	0	485	14+50.00	10	5	24+50.00	0	19
14+75.00	115	0	23+75.00	0	293	14+75.00	10	5	24+75.00	0	12
15+00.00	130	0	24+00.00	0	127	15+00.00	7	11	25+00.00	0	7
15+25.00	115	0	24+25.00	0	140	15+25.00	7	10	25+25.00	0	3
15+50.00	81	0	24+50.00	2	229	15+50.00	5	5	25+50.00	0	1
15+75.00	72	0	24+75.00	4	274	15+75.00	3	6	25+75.00	7	5
16+00.00	77	0	25+00.00	4	324	16+00.00	5	10	26+00.00	27	10
16+25.00	87	0	25+25.00	4	373	16+25.00	5	9	26+25.00	40	11
16+50.00	81	0	25+50.00	5	377	16+50.00	3	10	26+50.00	42	12
16+75.00	64	1	25+75.00	5	329	16+75.00	2	6	26+75.00	42	9
17+00.00	42	9	26+00.00	10	261	17+00.00	3	1	27+00.00	34	8
17+25.00	14	23	26+25.00	14	233	17+25.00	4	1	27+25.00	20	11
17+50.00	13	35	26+50.00	20	296	17+50.00	4	2	27+50.00	11	14
17+75.00	27	47	26+75.00	32	385	17+75.00	5	3	27+75.00	5	15
18+00.00	31	56	27+00.00	38	505	18+00.00	3	6	28+00.00	3	13
18+25.00	35	61	27+25.00	20	626	18+25.00	1	8	28+25.00	7	7
18+50.00	18	59	27+50.00	2	465	18+50.00	0	16	28+50.00	13	2
18+75.00	0	62	27+75.00	2	177	18+75.00	0	26	28+75.00	15	1
19+00.00	0	68	28+00.00	2	55	19+00.00	0	31	29+00.00	17	0
19+25.00	0	70	28+25.00	2	20	19+25.00	0	37	29+25.00	16	0
19+50.00	0	74	28+50.00	4	8	19+50.00	0	43			
19+75.00	0	79	28+75.00	6	2	19+75.00	0	50	Station	Uncl. Exc.	Embt
20+00.00	0	80	29+00.00	9	1	20+00.00	0	30	Y	(cu. yd.)	(cu. yd.)
20+02.40	0	8	29+25.00	9	1	20+02.40	0	0	10+17.09	0	0
									10+20.00	0	0
Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	10+30.00	0	4
DR1	(cu. yd.)	(cu. yd.)	DR3	(cu. yd.)	(cu. yd.)	DR2	(cu. yd.)	(cu. yd.)	10+40.00	2	4
10+00.00	0	0	10+22.00	0	0	10+20.20	0	0	10+50.00	7	0
10+10.00	3	0	10+30.00	0	64	10+30.00	1	3	10+60.00	0	
10+20.00	5	0	10+40.00	0	104	10+40.00	0	12			
10+30.00	8	2	10+50.00	0	119	10+50.00	0	21			
10+40.00	14	5	10+60.00	0	103	10+60.00	0	23			
10+50.00	21	7	10+70.00	2	81	10+70.00	0	18			
10+60.00	30	8	10+80.00	3	55	10+80.00	0	9			
10+70.00	42	6	10+90.00	2	30	10+90.00	0	3			
10+80.00	54	3	11+00.00	2	14	11+00.00	1	1			
10+90.00	62	1	11+10.00	3	5	11+10.00	1	1			
11+00.00	56	0	11+20.00	5	1	11+20.00	2	2			
11+10.00	33	0	11+30.00	9	0						
11+20.00	11	0	11+40.00	10	0	Station	Uncl. Exc.	Embt			
11+30.00	4	0	11+50.00	5	0	L (Lt)	(cu. yd.)	(cu. yd.)			
11+34.33	2	0				22+17.57	0	0			
						22+25.00	0	27			
						22+50.00	0	88			
						22+75.00	0	83			

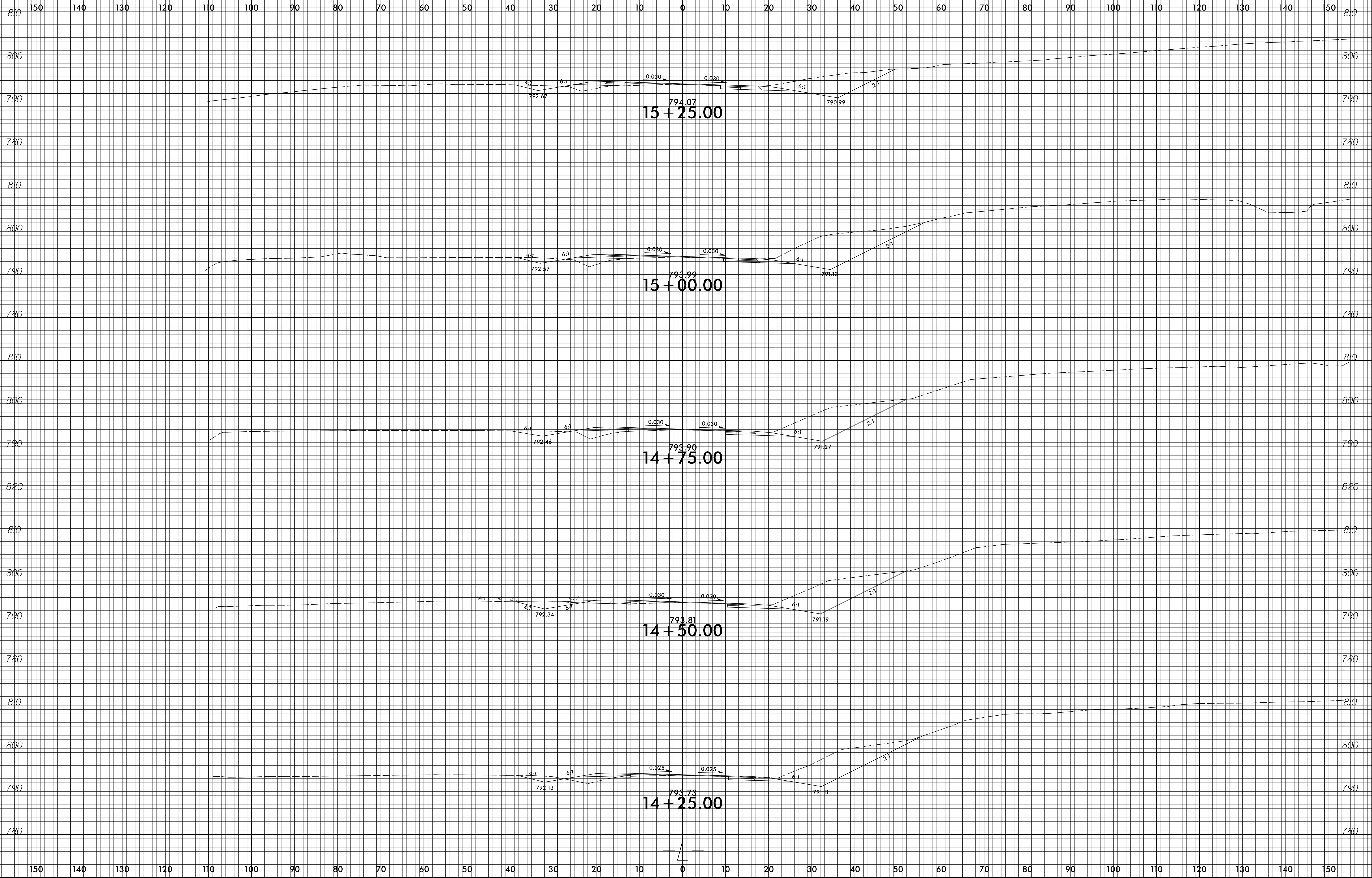
6/23/16



6/14/2017
R:\Roadway\Corridor-Modeling\B-4982_Rdy_XPL_cm.dgn
stephens

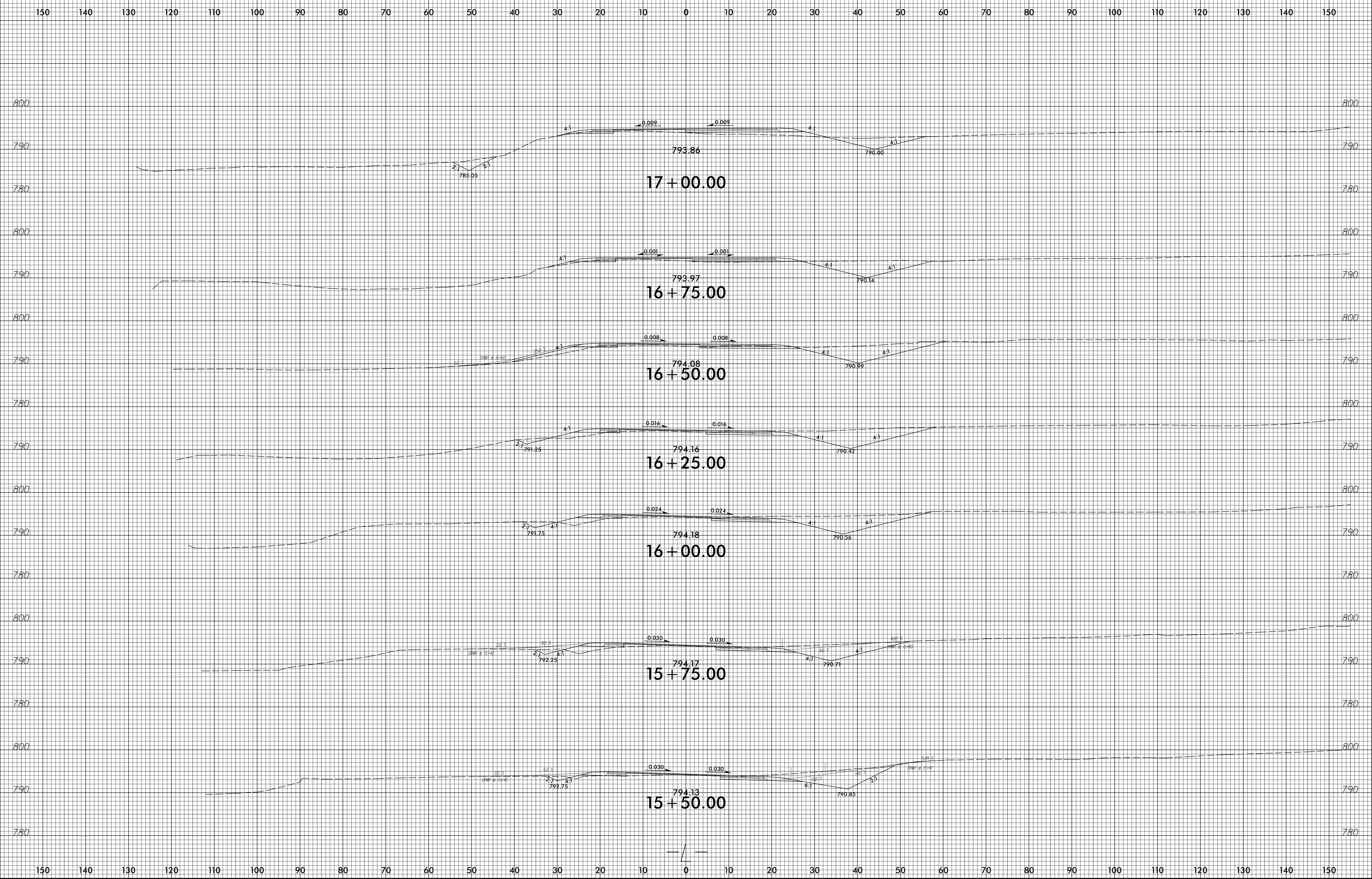


6/23/16



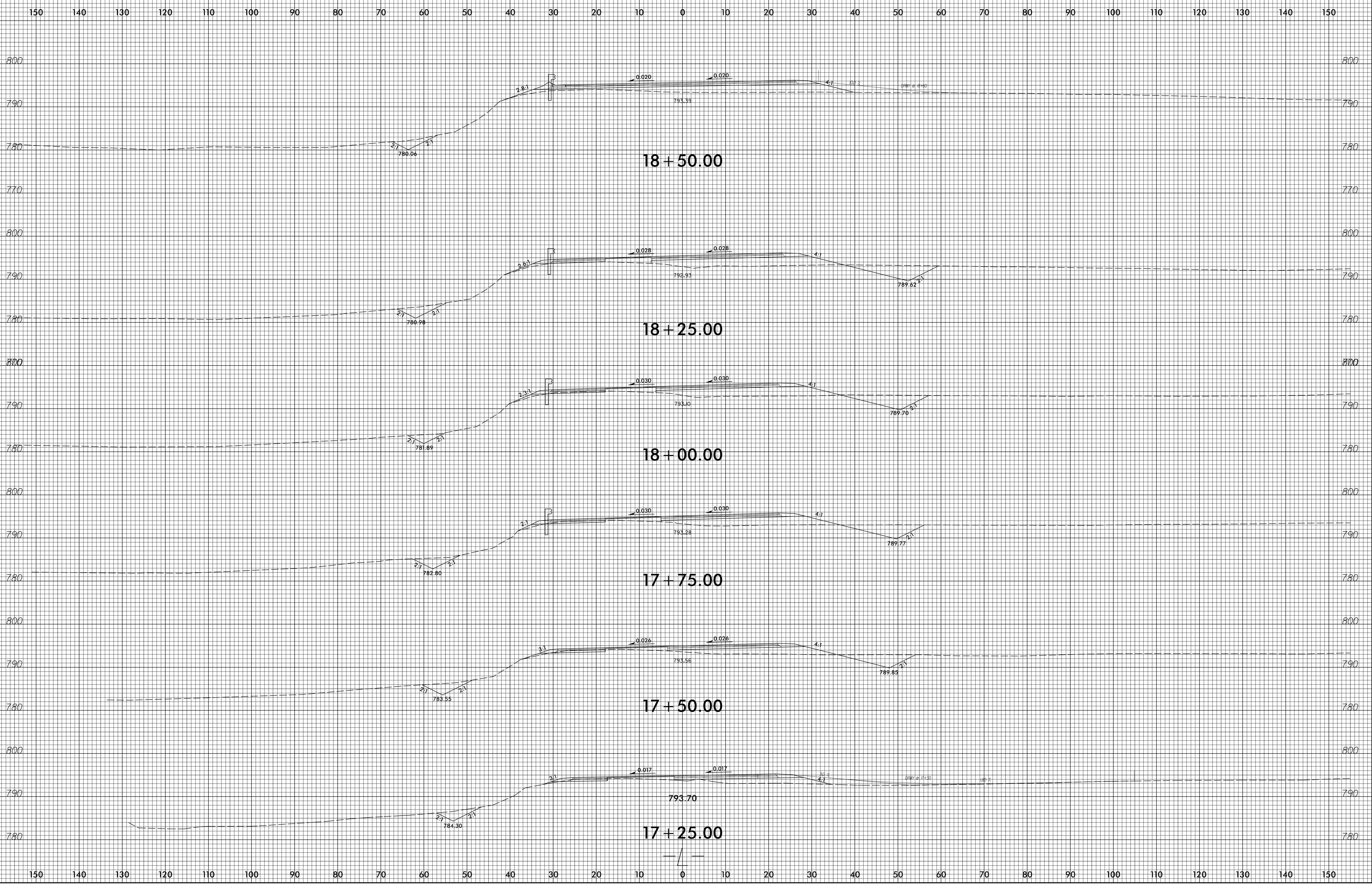
6/5/2017
R:\Roadway\Corridor-Modeling\B-4982_Rdy_XPL_cm.dgn
stephens

6/23/16



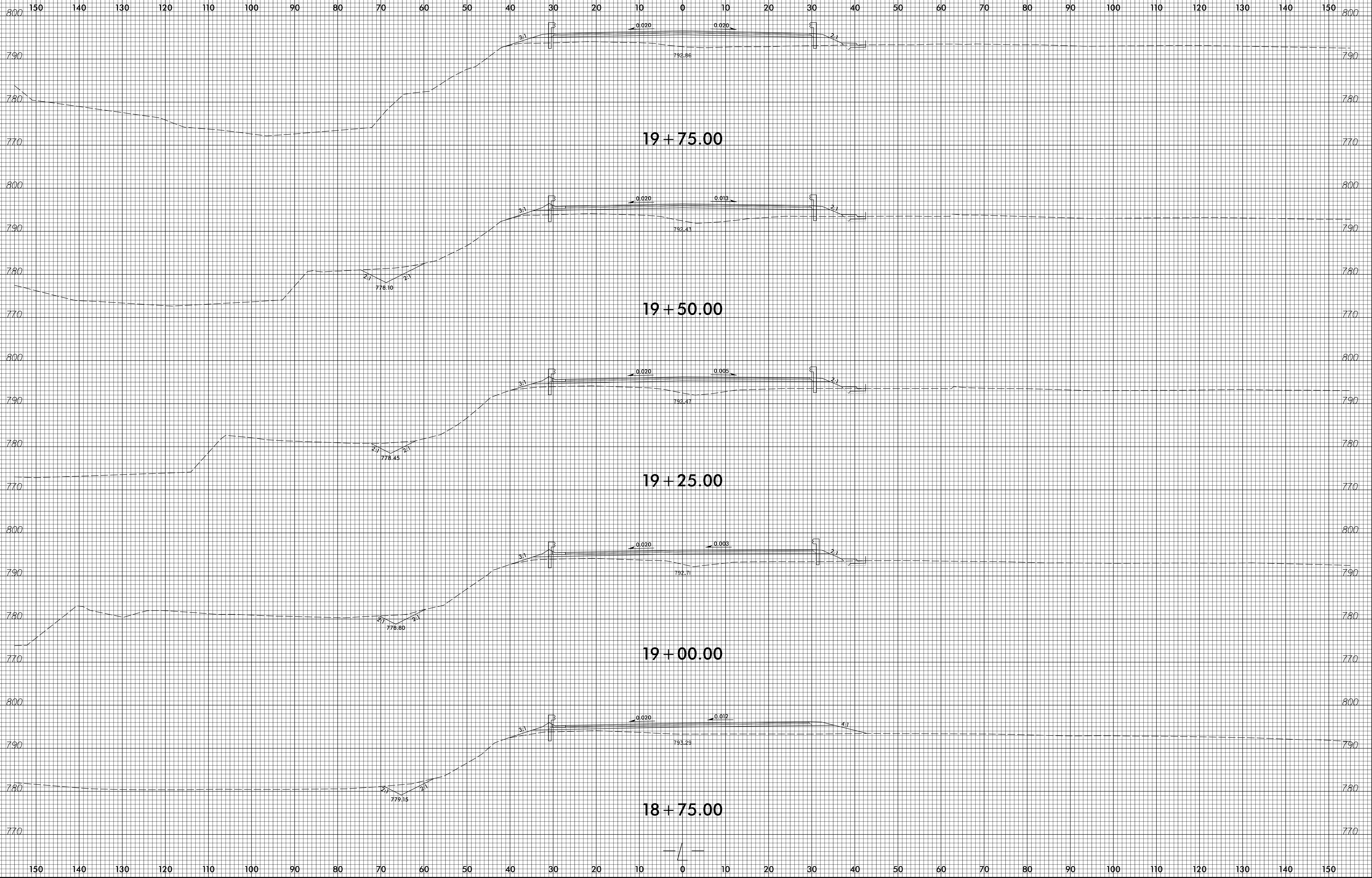
6/5/2017
R:\Roadway\Corridor-Modeling\B-4982_Rdy_XPL_cm.dgn
stephens

6/23/16



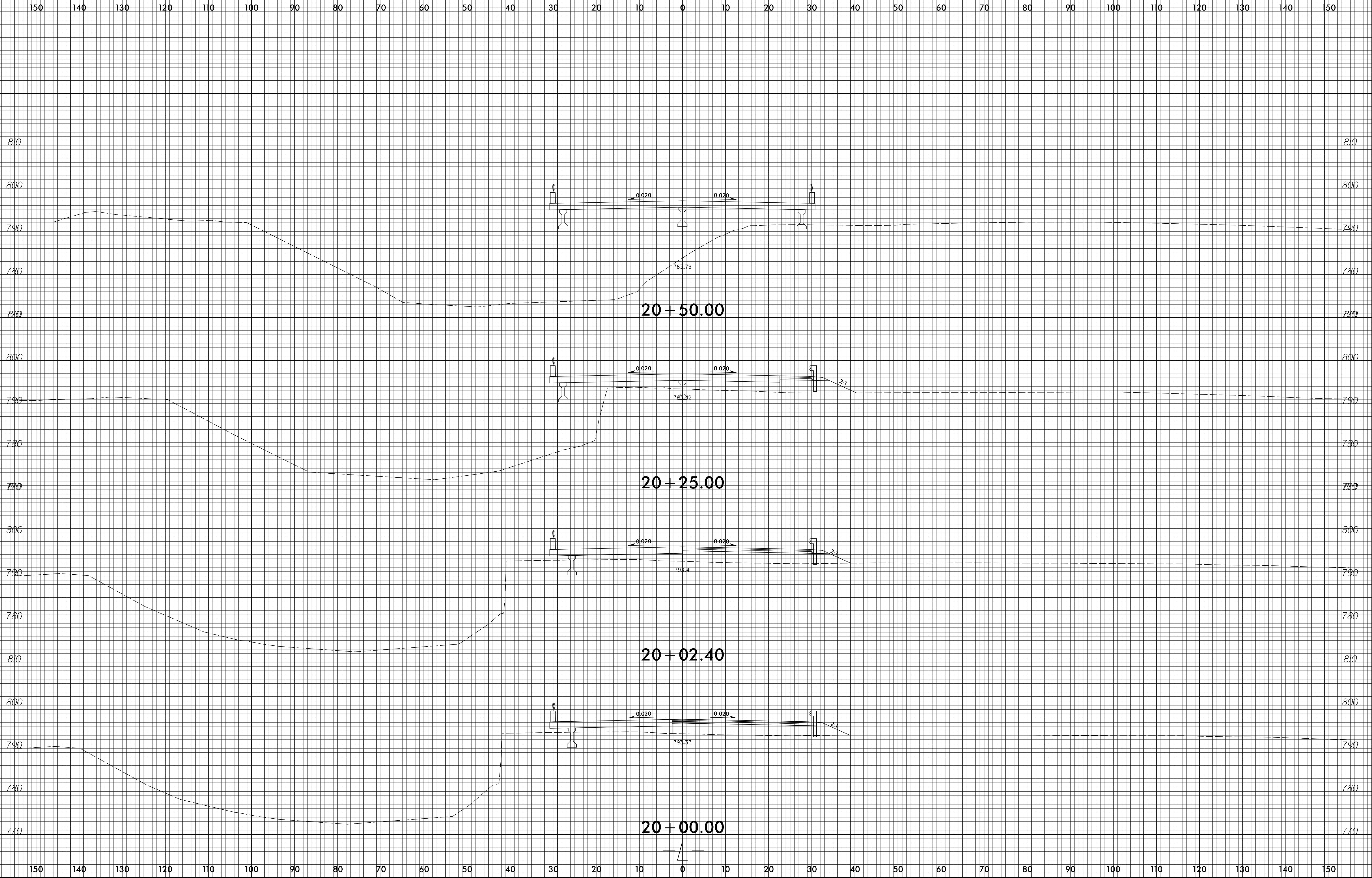
6/5/2017
R:\Roadway\CorridorModeling\B-4982_Rdy_XPL_cm.dgn
stephens

6/23/16

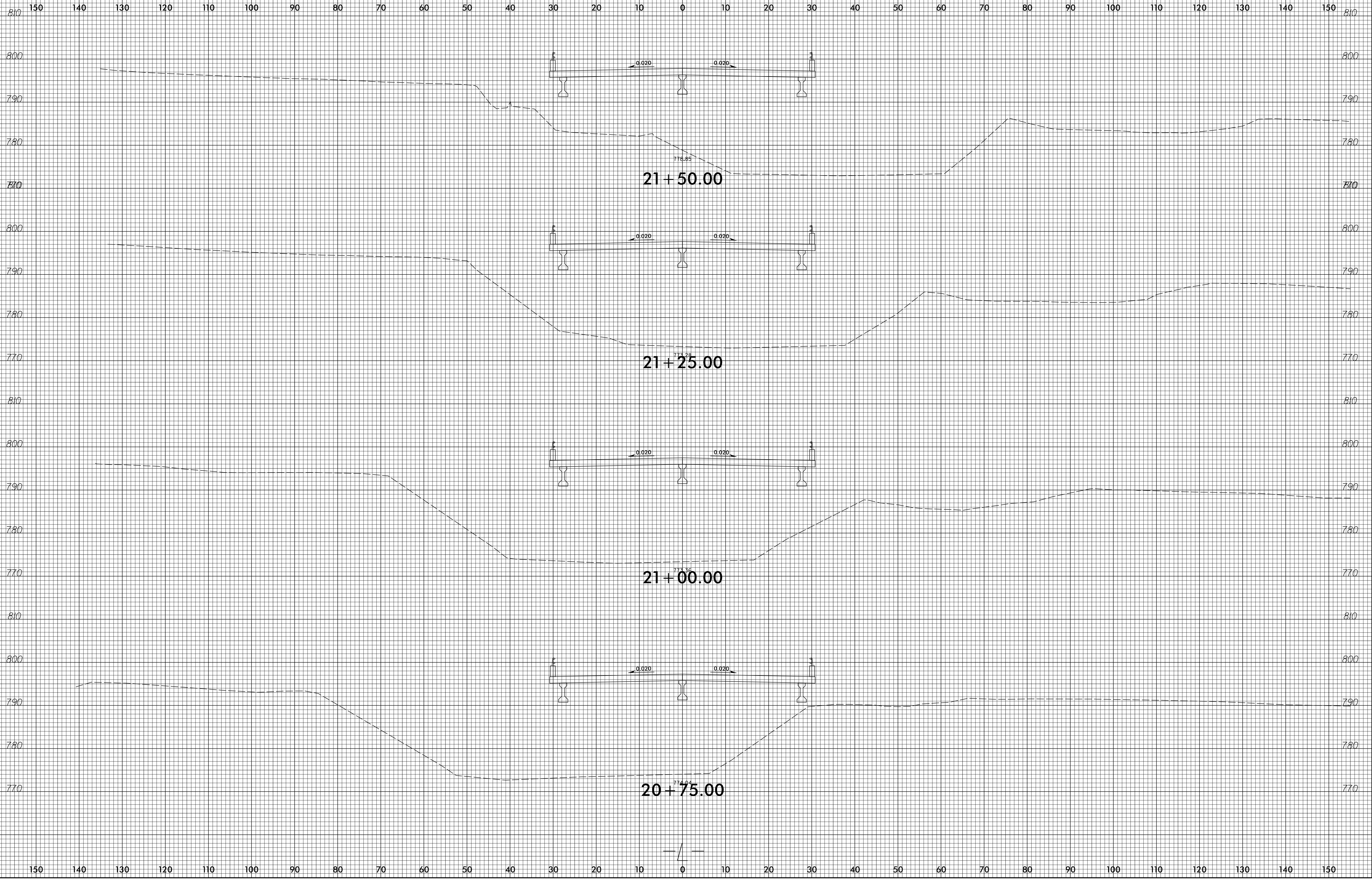


6/5/2017
R:\Roadway\CorridorModeling\B-4982_Rdy_XPL_cm.dgn
stephens

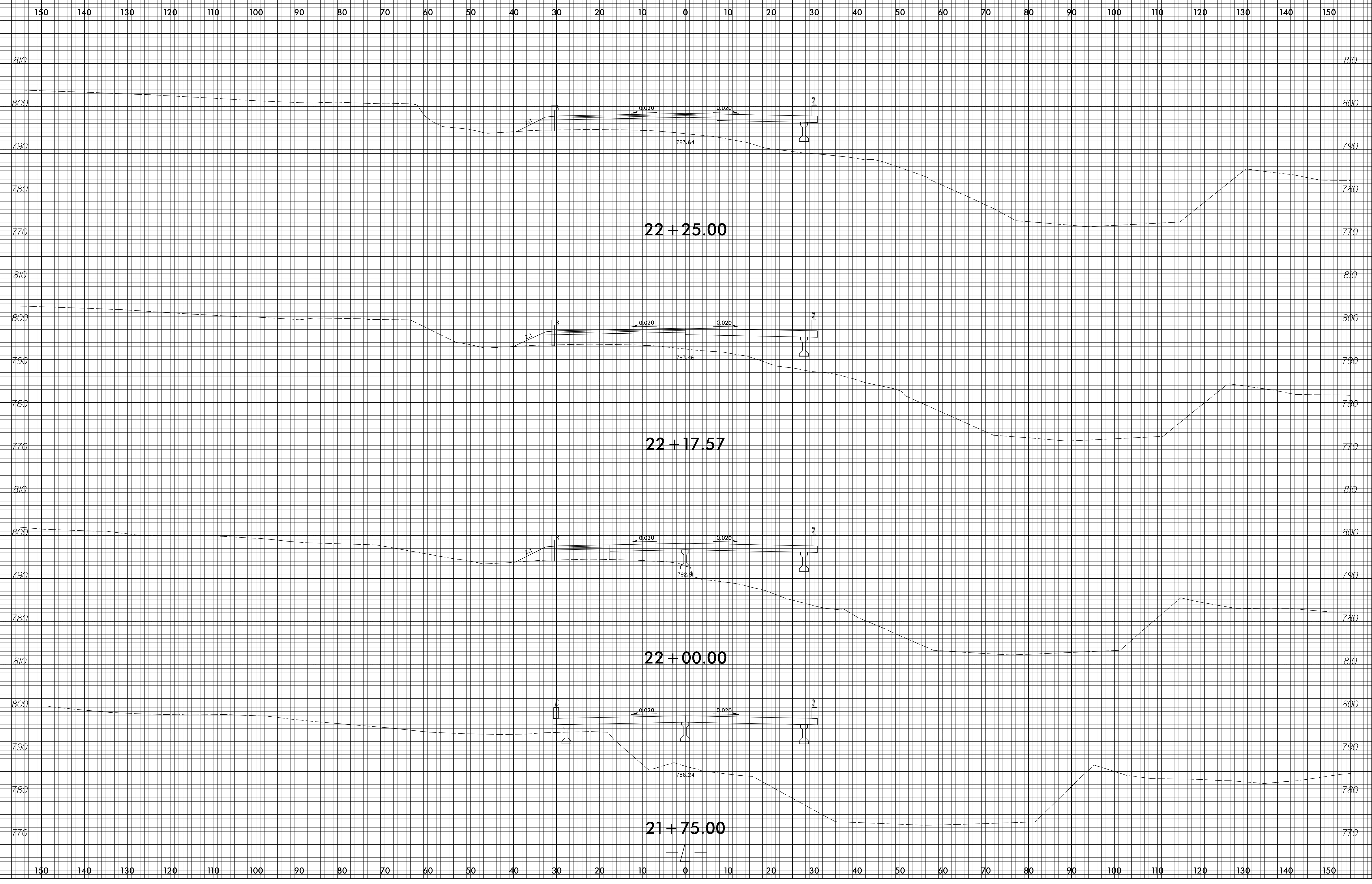
6/23/16



6/5/2017
R:\Roadway\Corridor-Modeling\B-4982_Rdy_XPL_cm.dgn
stephens

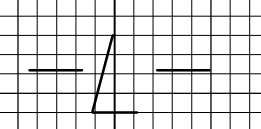
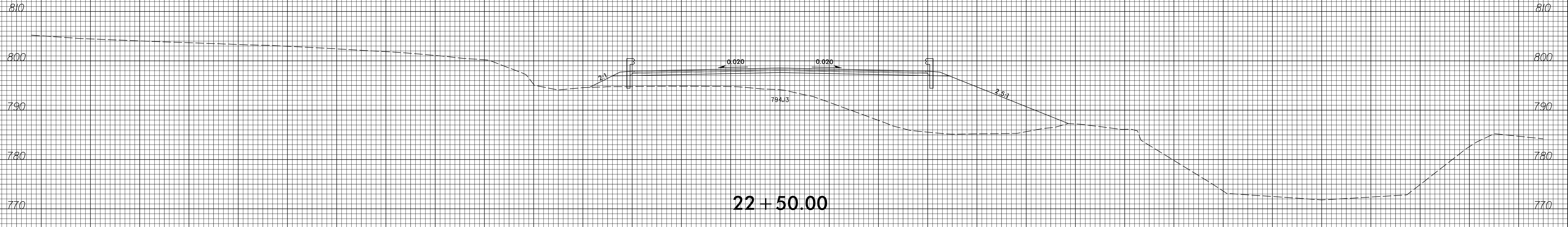
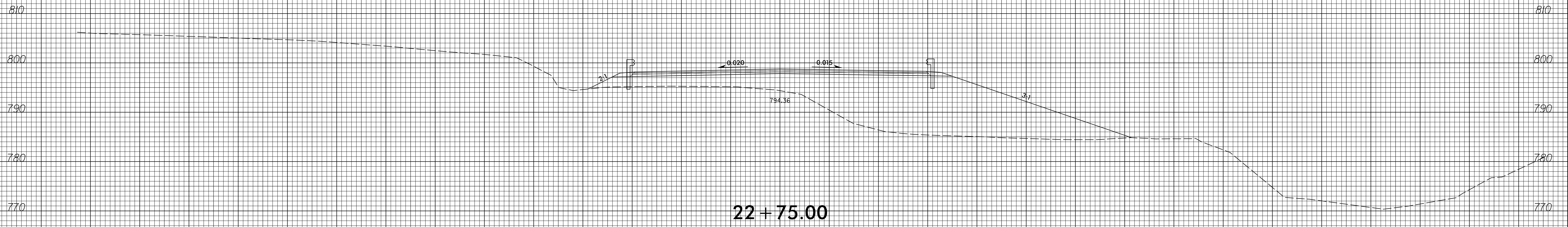
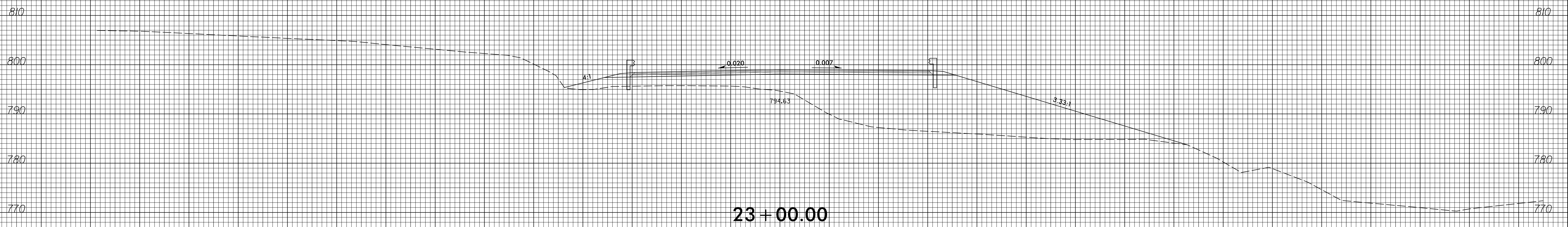


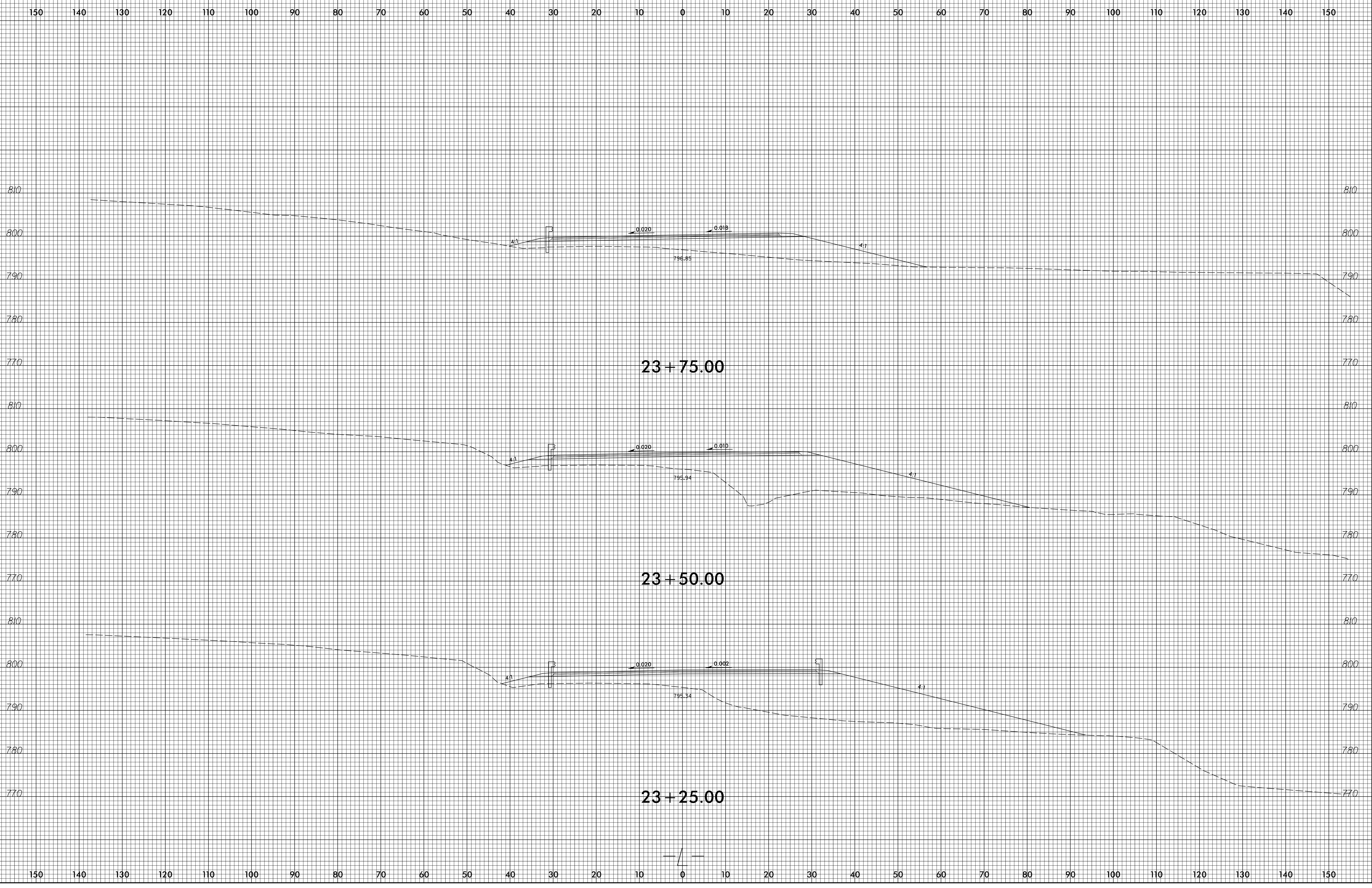
6/23/16

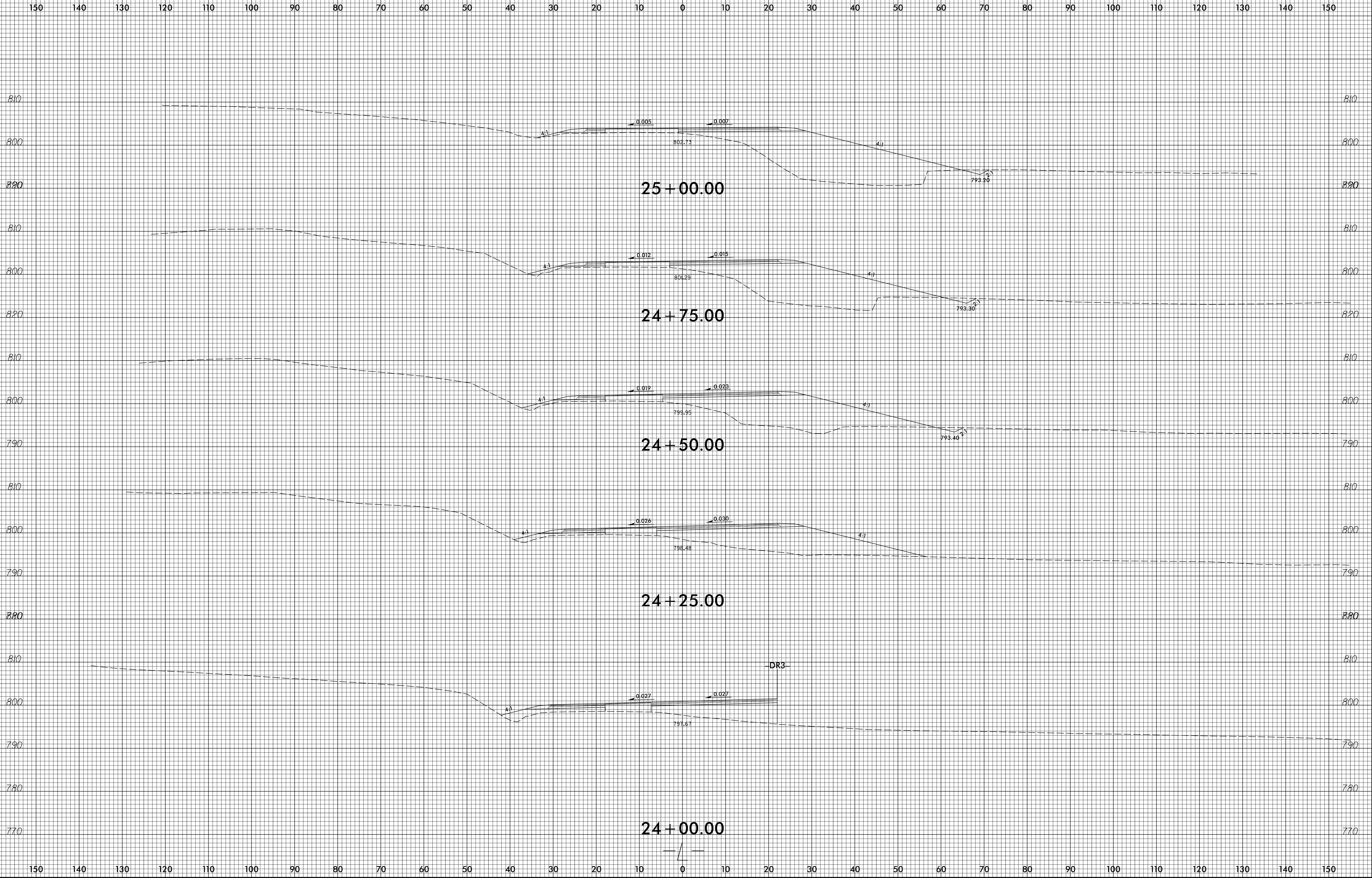


6/5/2017
R:\Roadway\Corridor-Modeling\B-4982_Rdy_XPL_cm.dgn
stephens

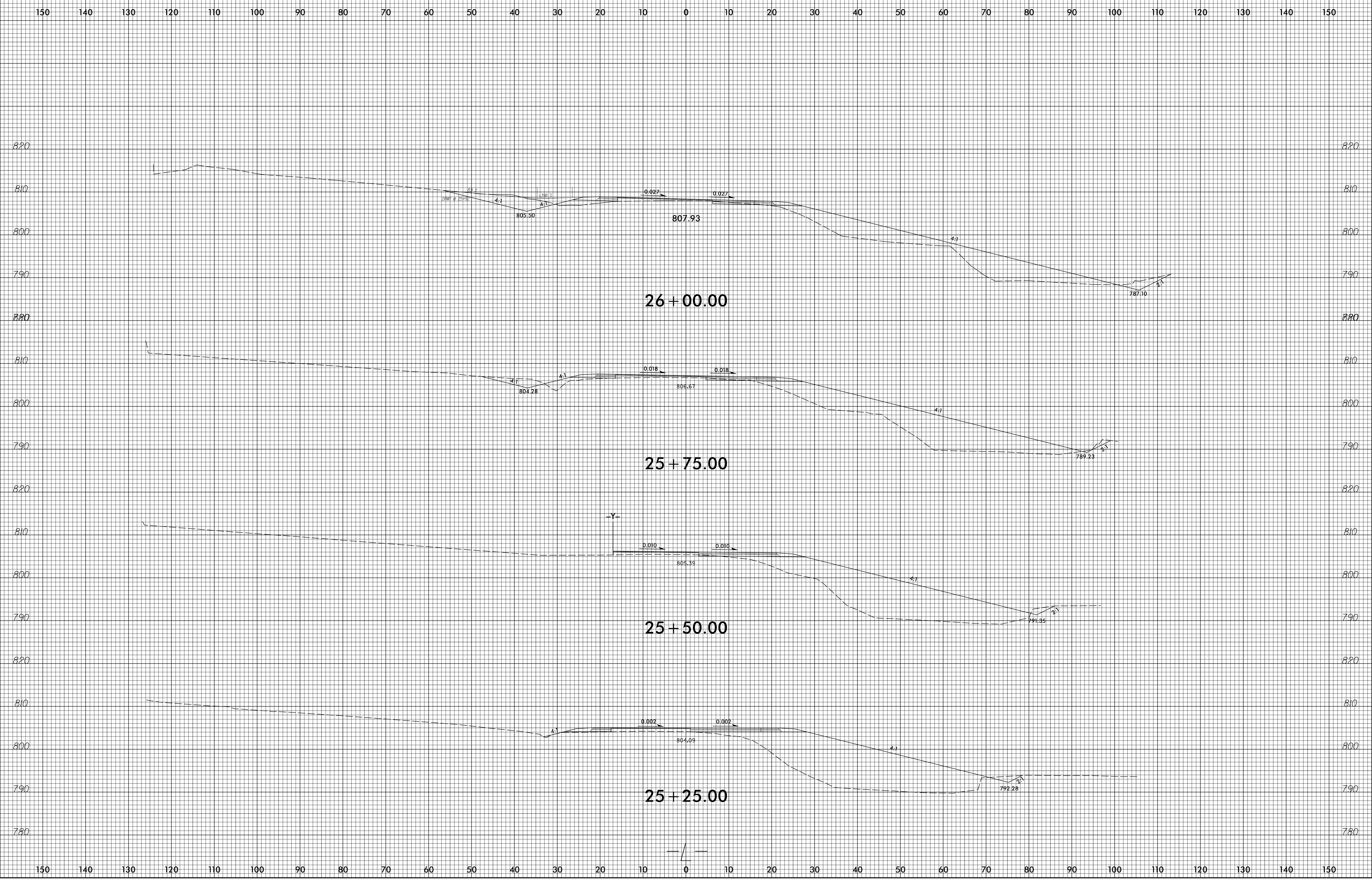
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



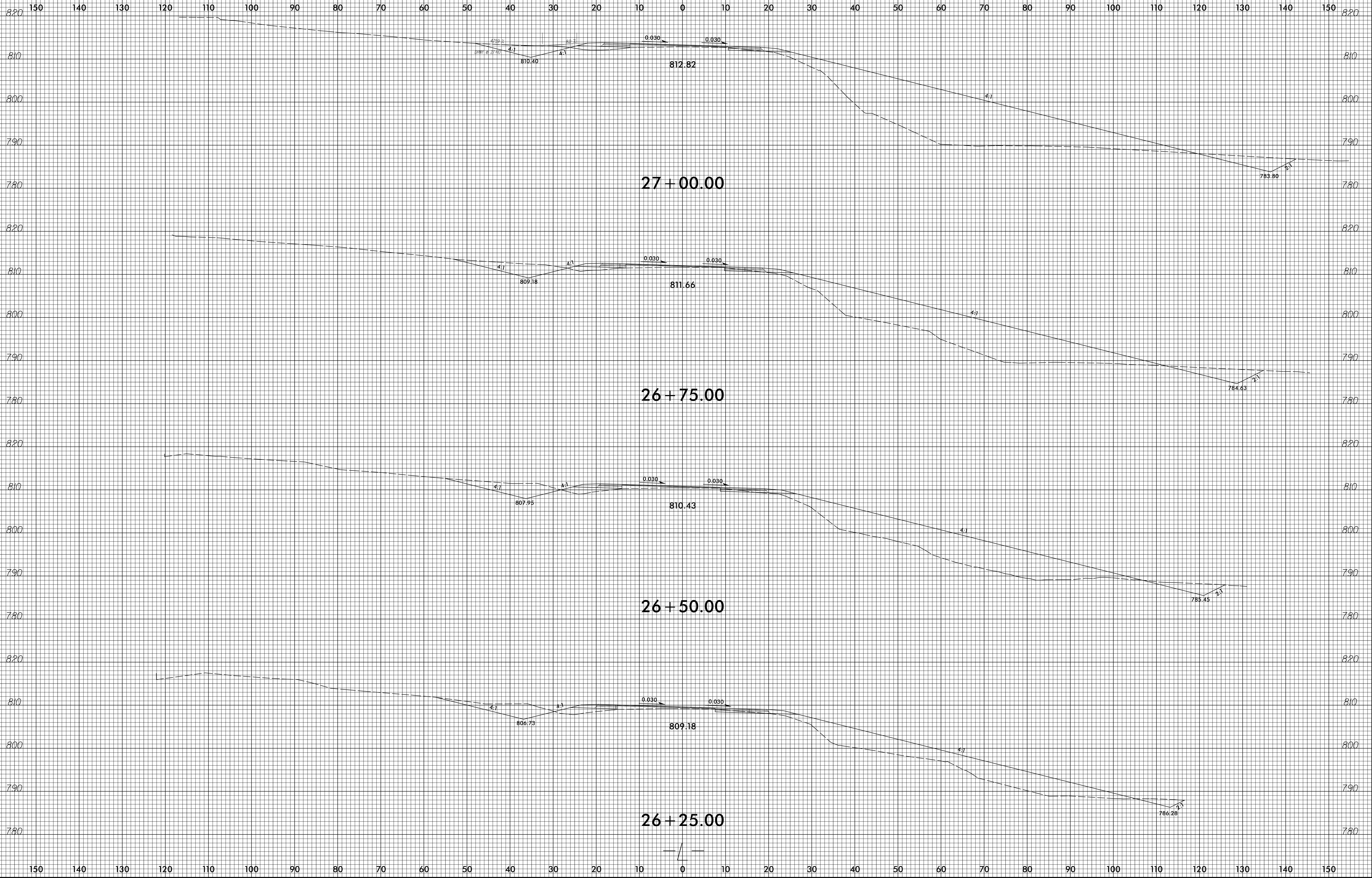




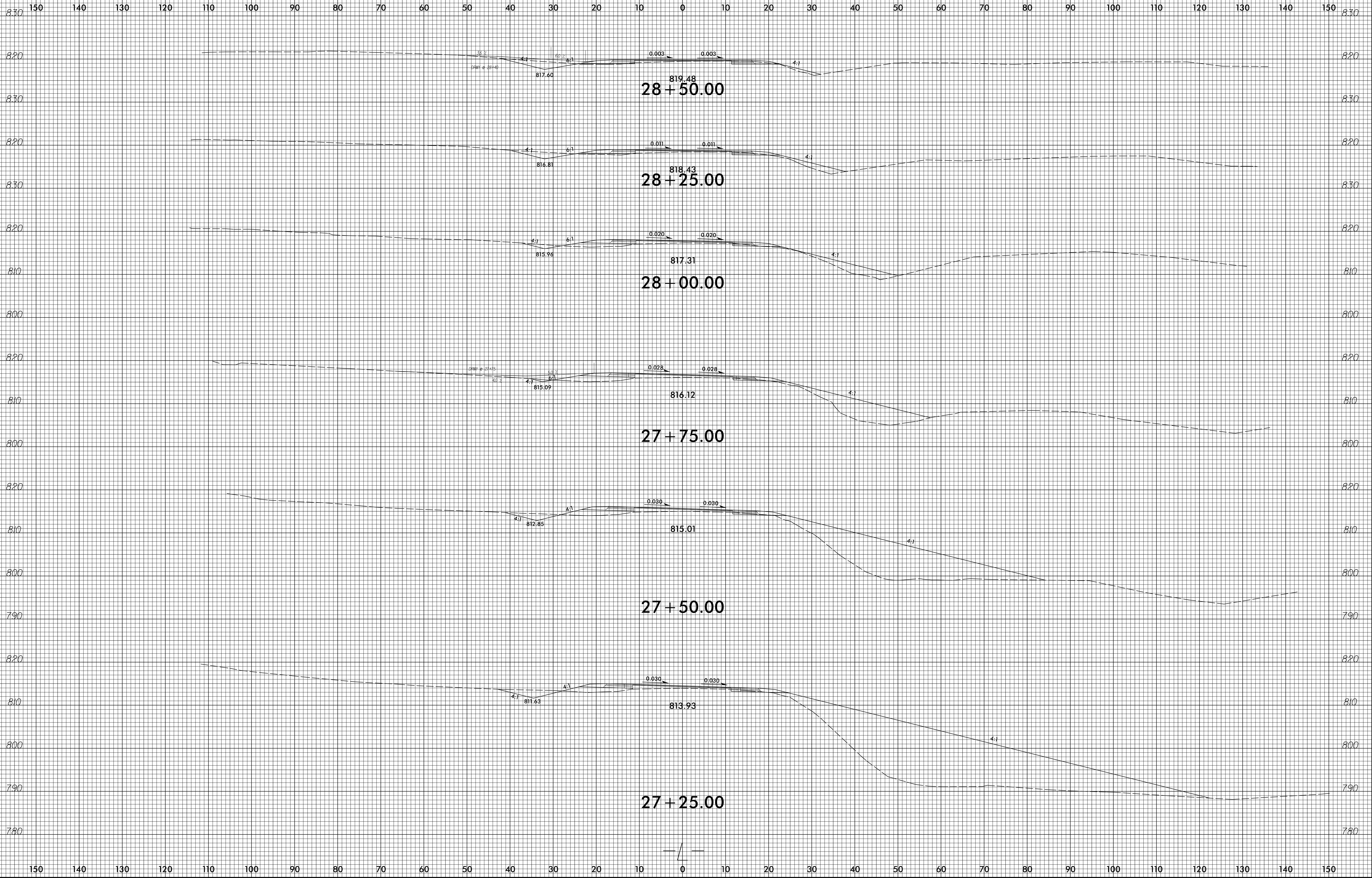
6/23/16



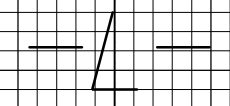
6/5/2017
R:\Roadway\CorridorModeling\B-4982_Rdy_XPL_cm.dgn
stephens



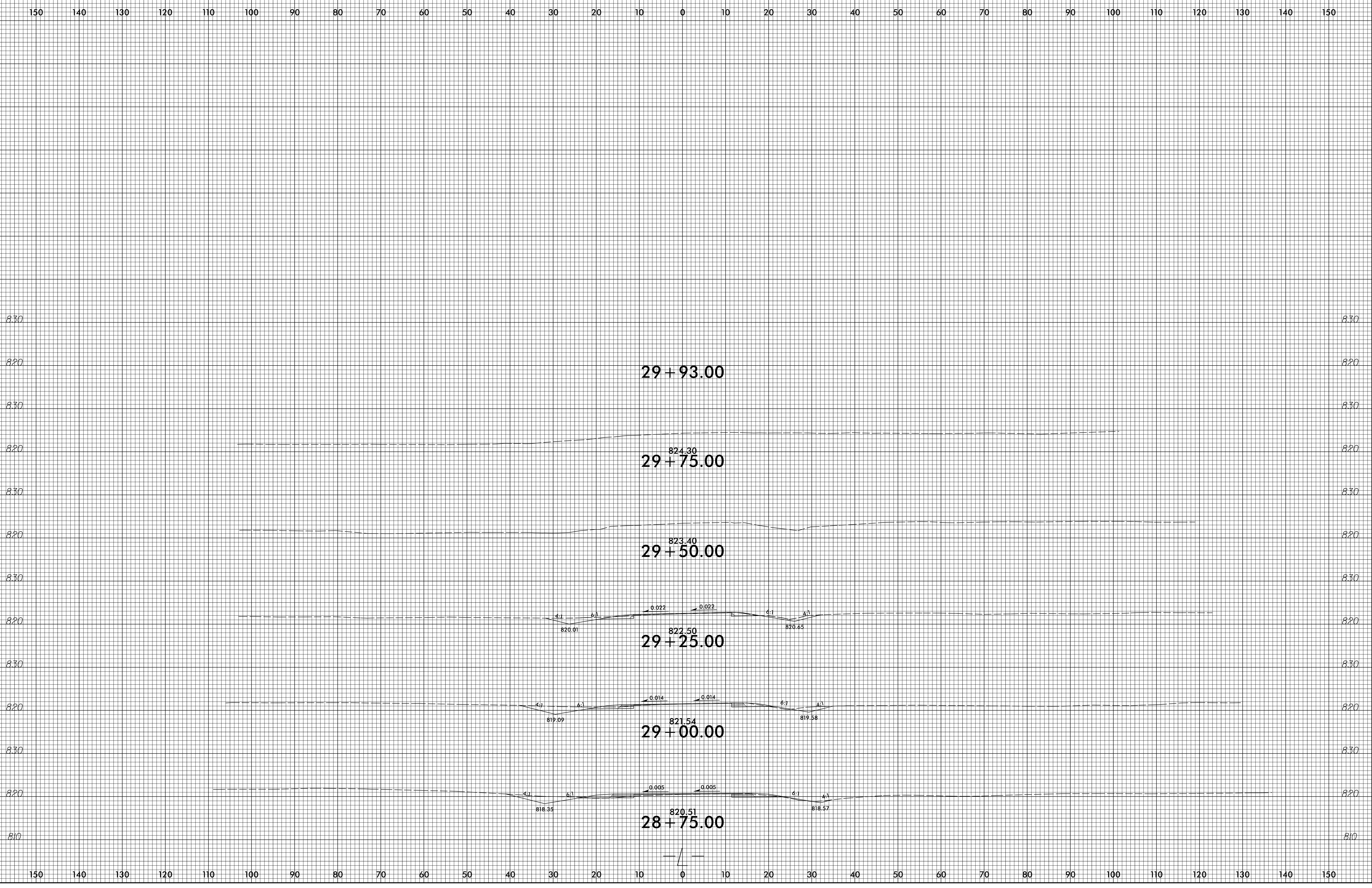
6/23/16



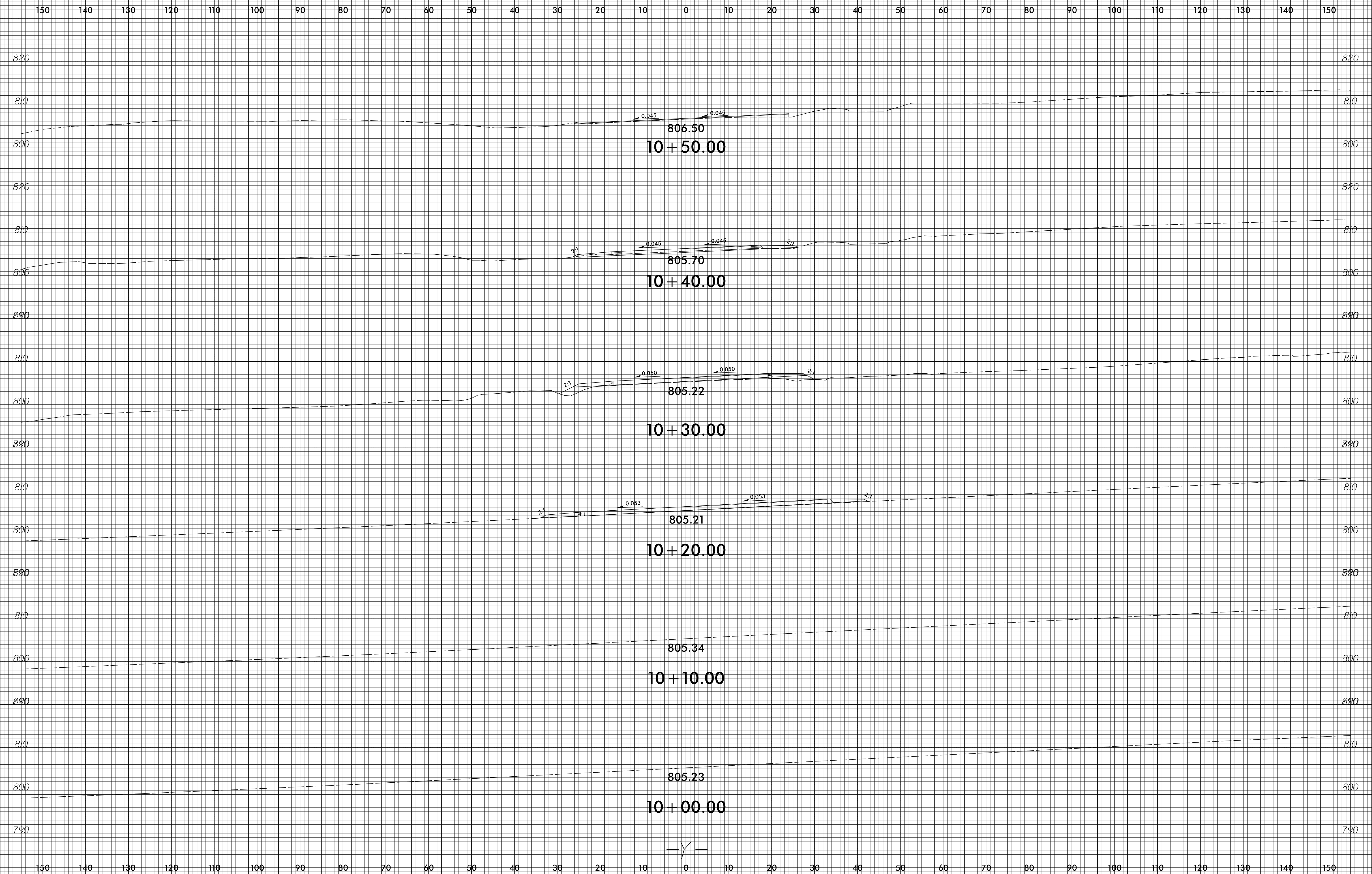
6/5/2017
R:\Roadway\CorridorModeling\B-4982_Rdy_XPL_cm.dgn
stephens

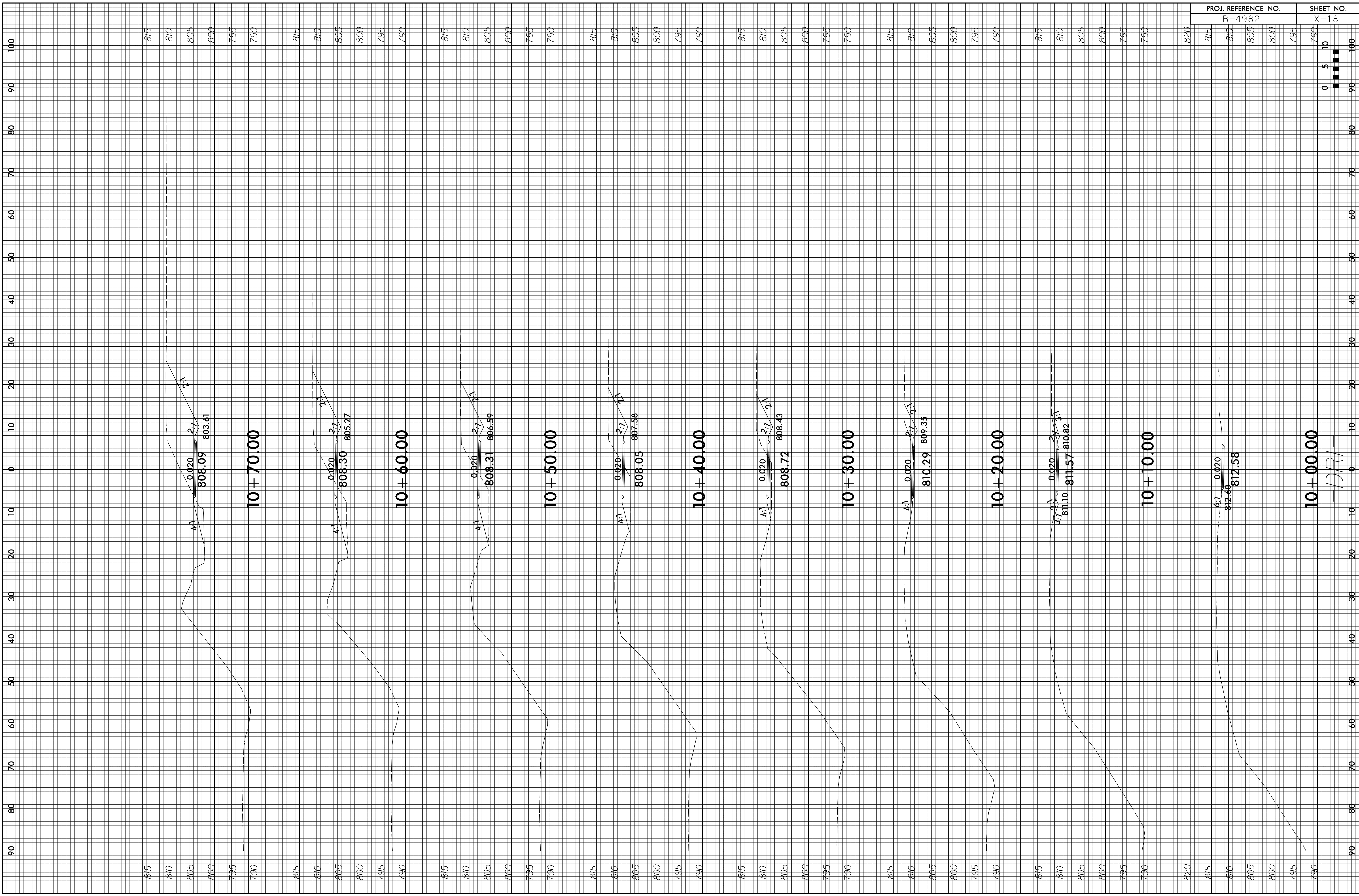


6/23/16

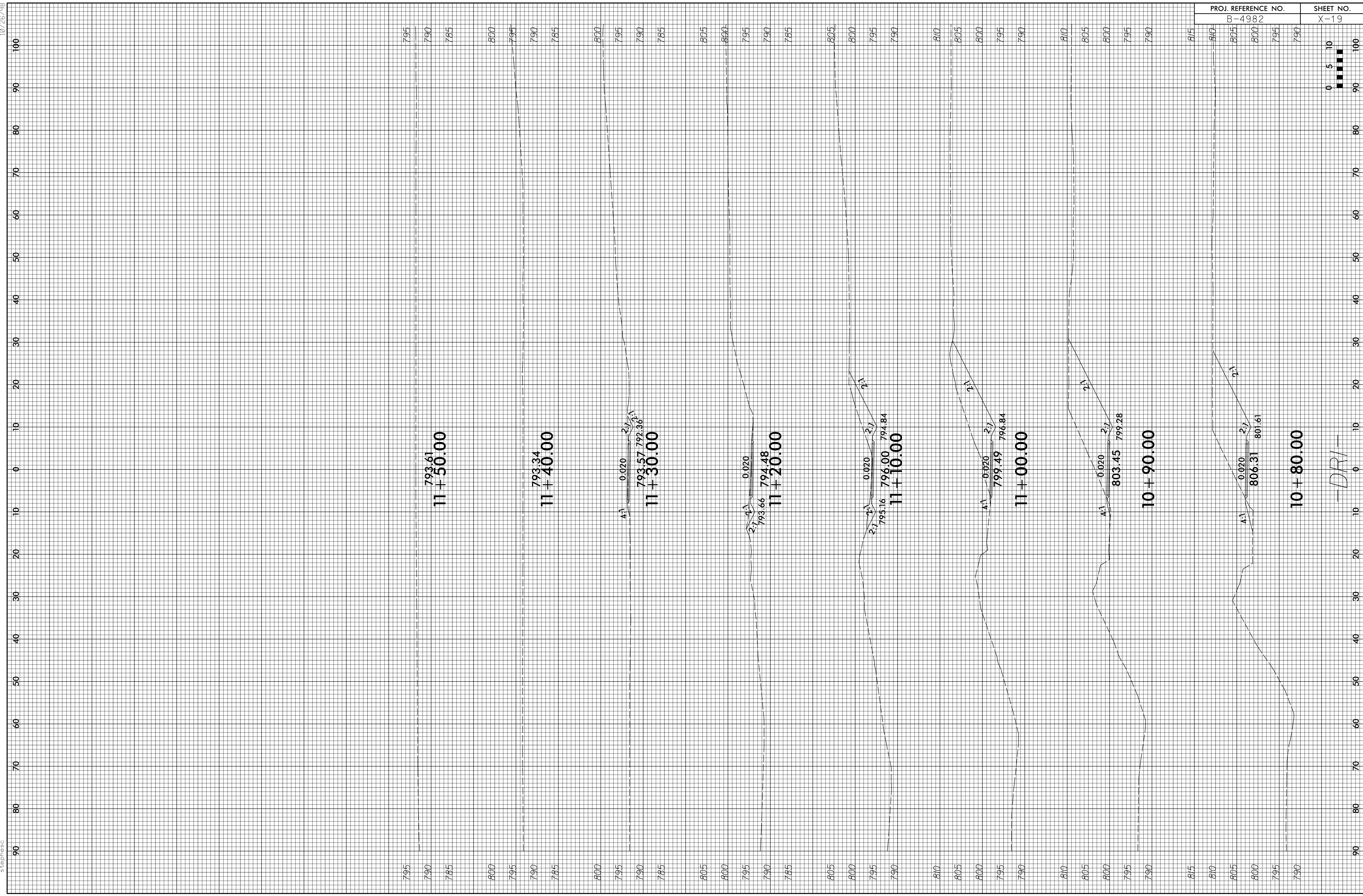


6/5/2017
R:\Roadway\Corridor-Modeling\B-4982_Rdy_XPL_cm.dgn
stephenc

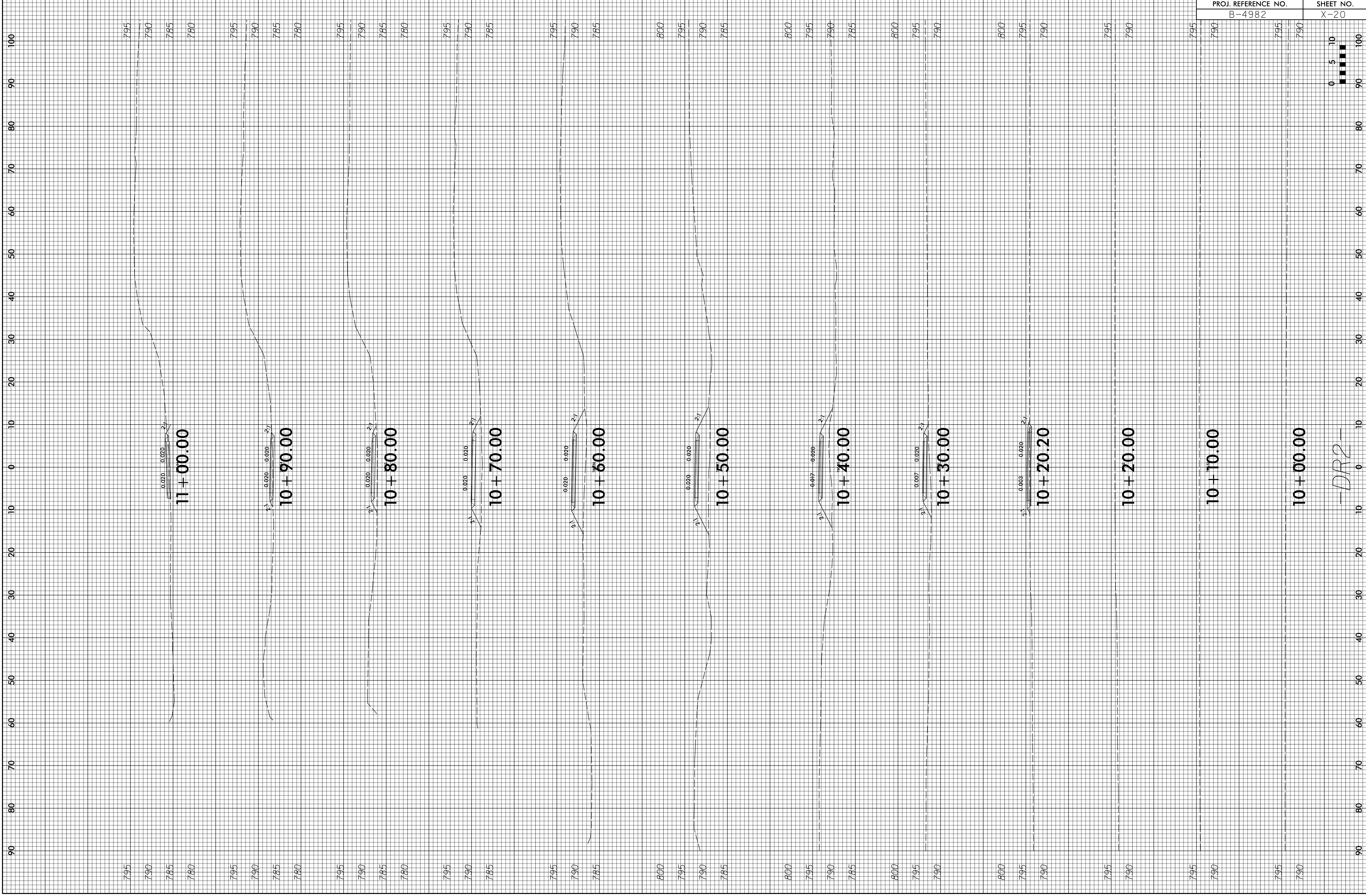




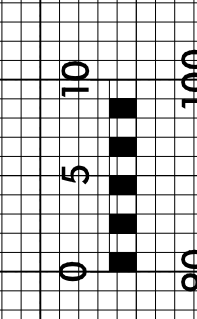
PROJ. REFERENCE NO.	SHEET NO.
B-4982	X-18



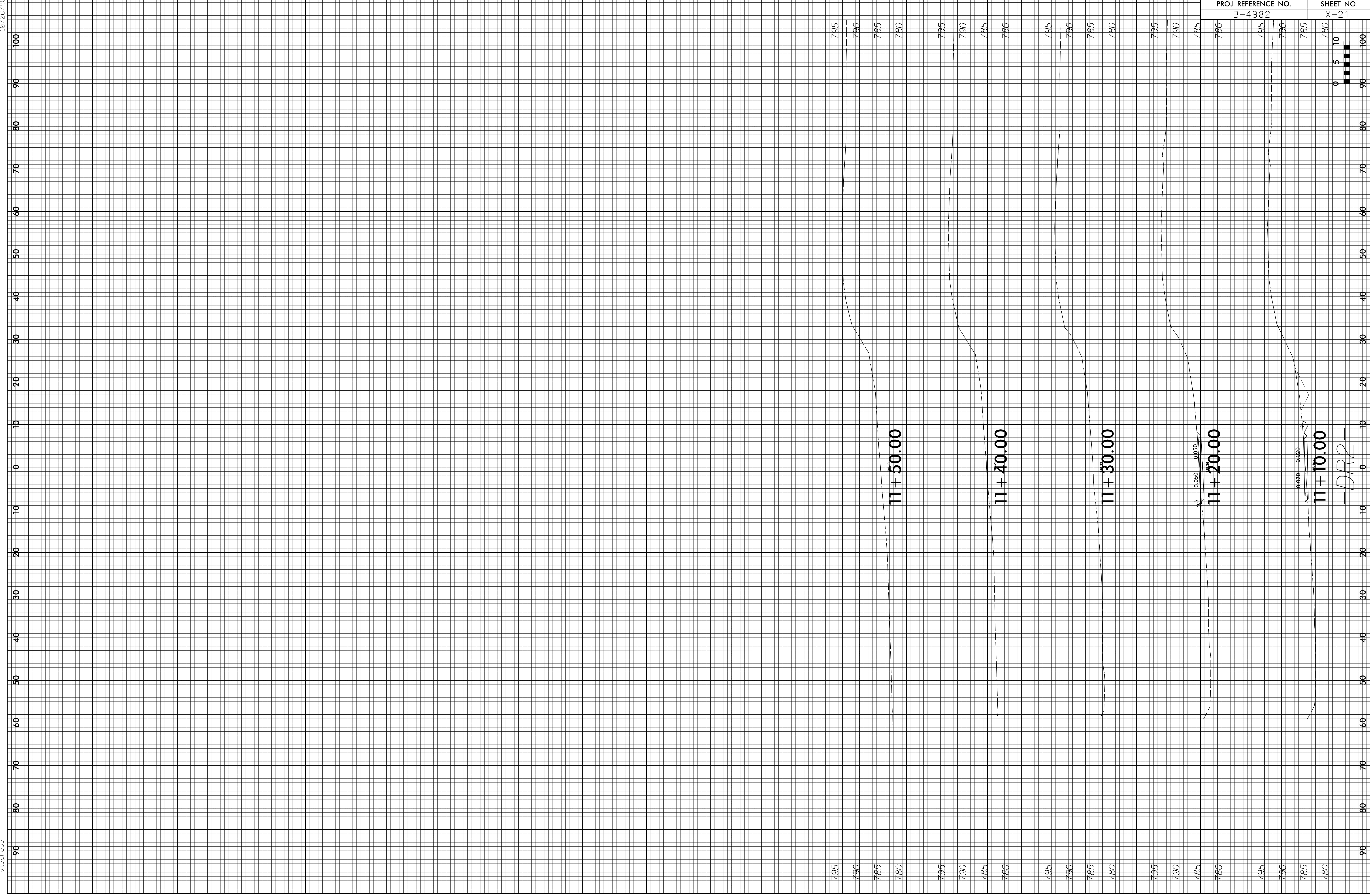
PROJ. REFERENCE NO.	SHEET NO.
B-4982	X-19

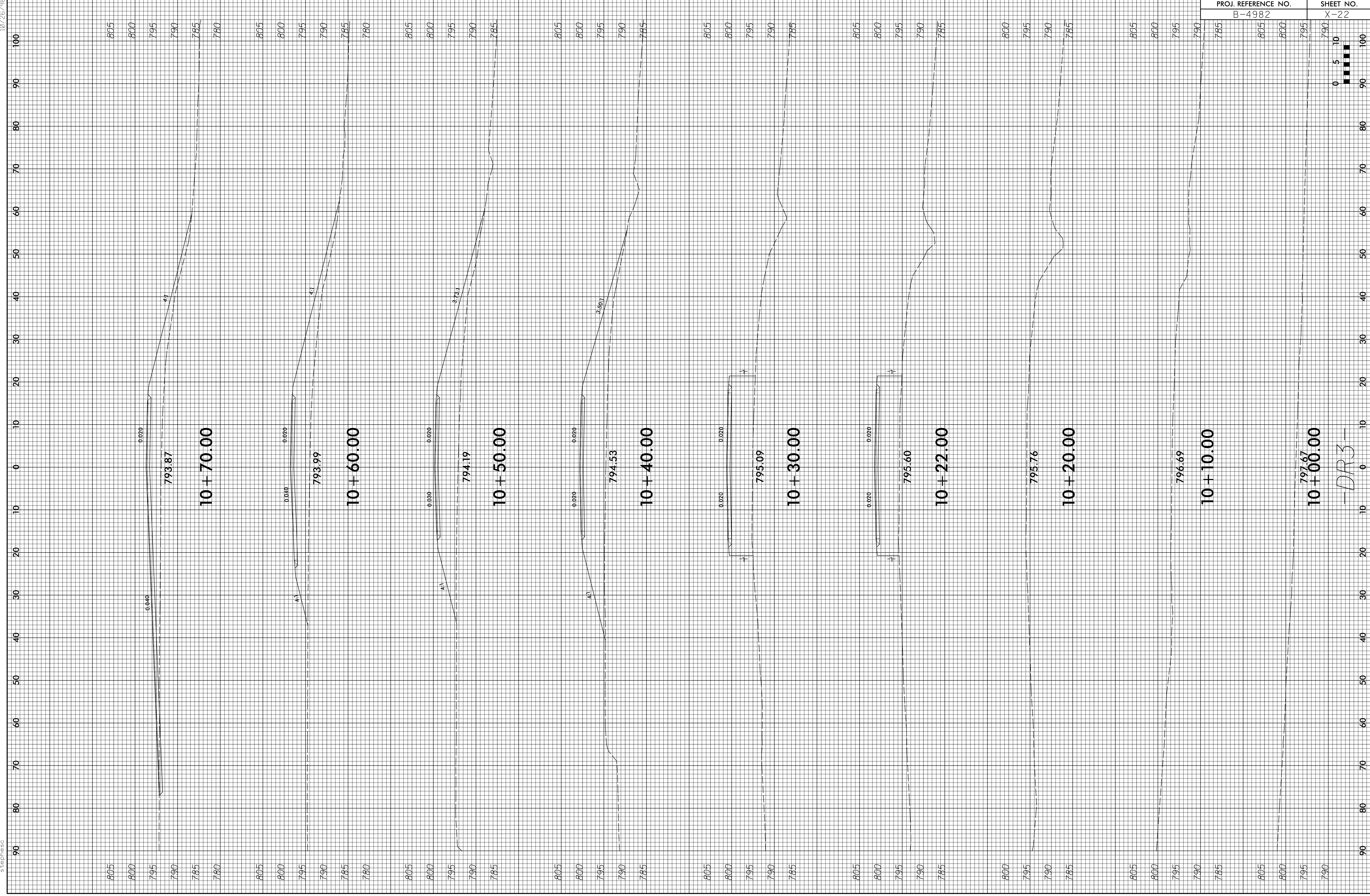


PROJ. REFERENCE NO.	SHEET NO.
B-4982	X-20



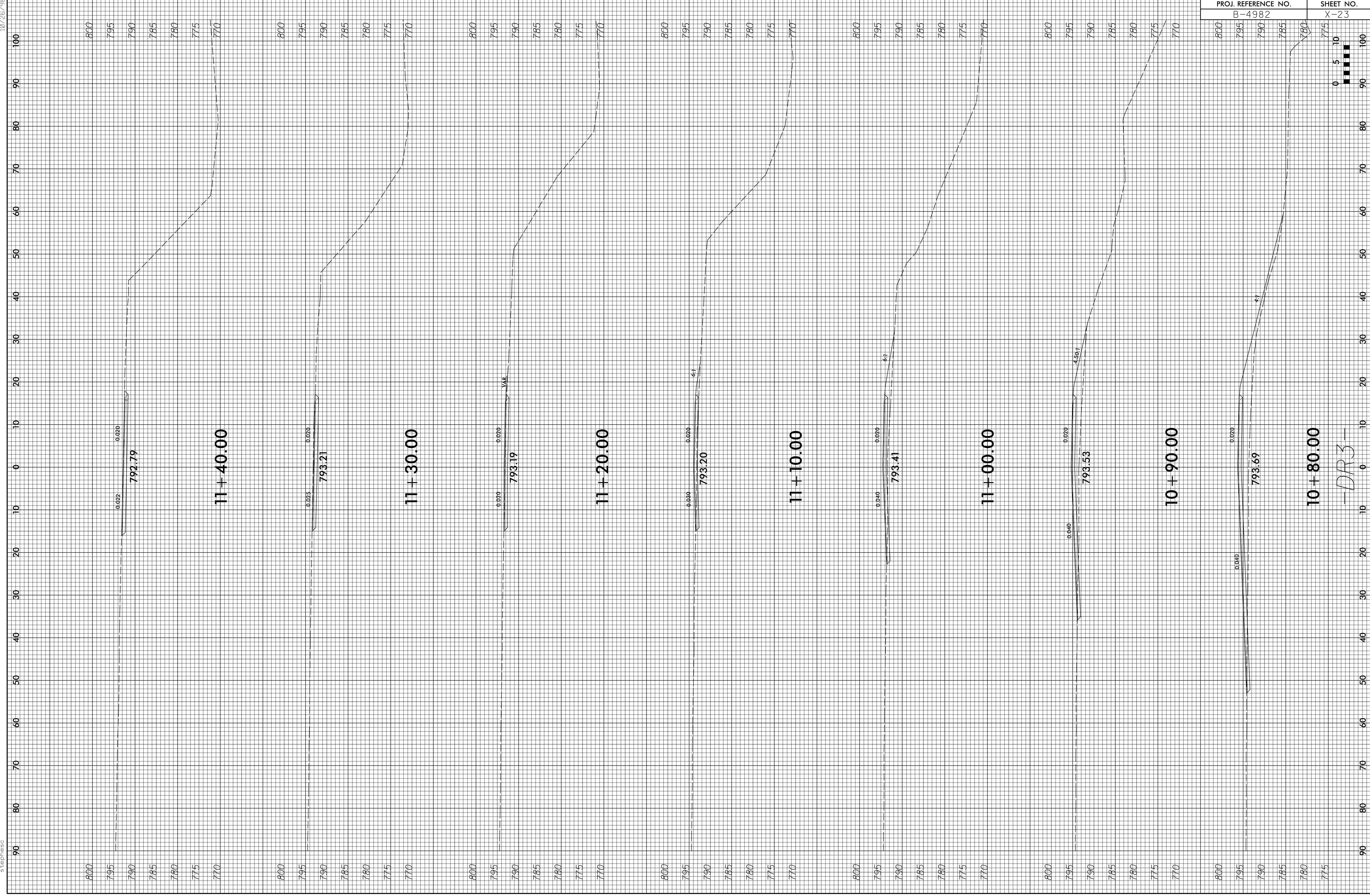
--DR2--



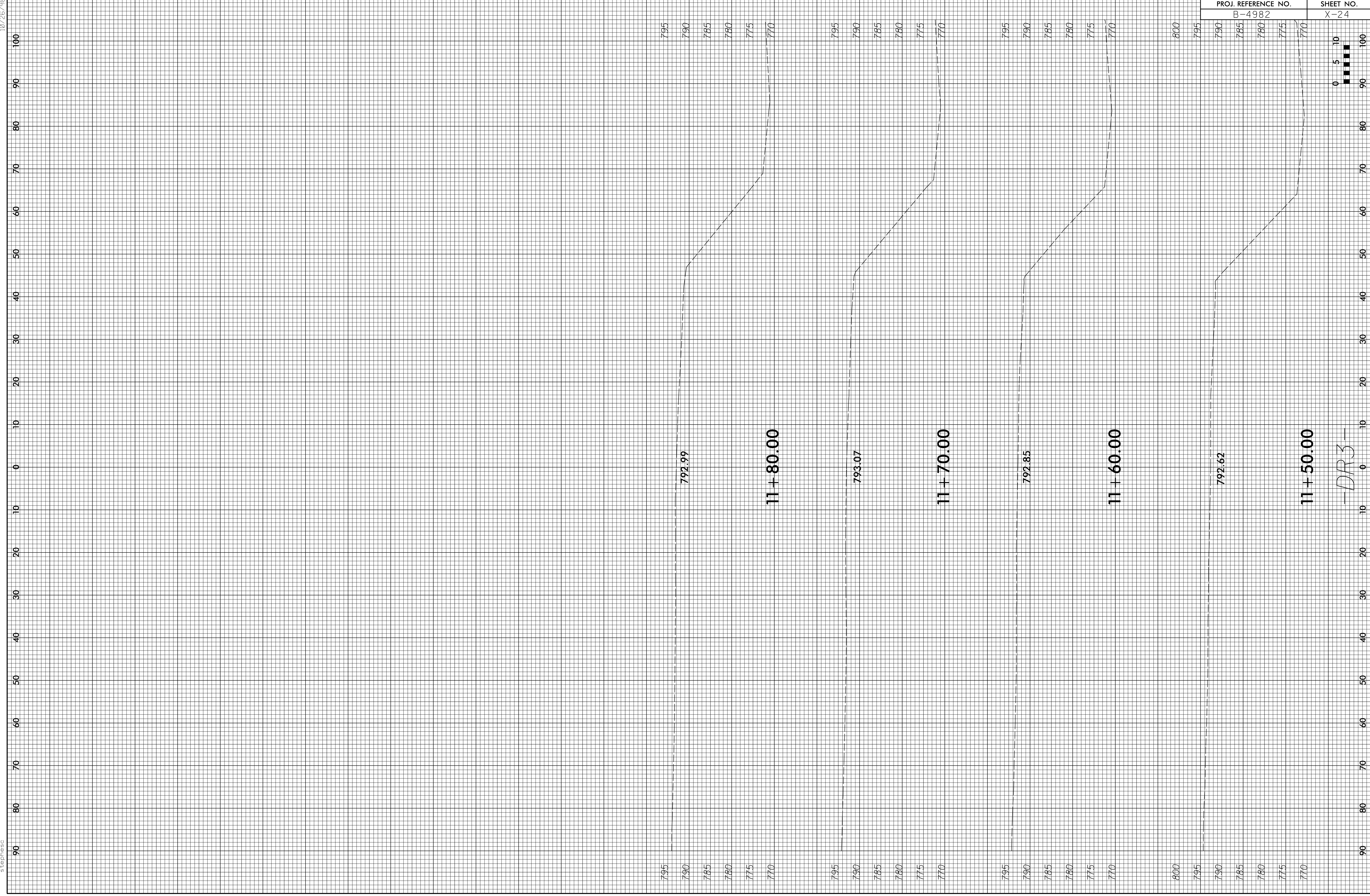


PROJ. REFERENCE NO.	SHEET NO.
B-4982	X-22

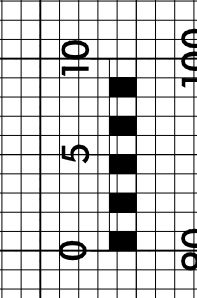
--DR3--



--DR3--



PROJ. REFERENCE NO.	SHEET NO.
B-4982	X-24



--DR3--