

INDEX OF CROSS SECTIONS

<u>ALIGNMENT</u>	<u>STATION TO STATION</u>	<u>SHEET NO.</u>
-L-	STA. 173+00.00 TO STA. 290+50.00	X-1 TO X-49
-ROUND1-	STA. 10+00.00 TO STA. 13+50.00	X-50 TO X-51
-ROUND2-	STA. 10+00.00 TO STA. 13+50.00	X-52 TO X-53
-Y17-	STA. 11+50.00 TO STA. 16+00.00	X-54 TO X-55
-Y18-	STA. 11+00.00 TO STA. 13+00.00	X-56
-Y19-	STA. 10+00.00 TO STA. 12+50.00	X-57
-Y21-	STA. 11+50.00 TO STA. 15+00.00	X-58 TO X-59
-Y22-	STA. 11+50.00 TO STA. 14+50.00	X-60 TO X-61
-Y23-	STA. 10+00.00 TO STA. 12+00.00	X-62
-Y24-	STA. 11+00.00 TO STA. 17+00.00	X-63 TO X-65
-Y25-	STA. 11+00.00 TO STA. 14+50.00	X-66 TO X-67
-Y26-	STA. 11+00.00 TO STA. 13+00.00	X-68
-Y28-	STA. 13+50.00 TO STA. 20+68.00	X-69 TO X-71
-Y29-	STA. 10+00.00 TO STA. 13+00.00	X-72 TO X-73
-Y30-	STA. 11+00.00 TO STA. 15+00.00	X-74 TO X-75
-Y31-	STA. 12+00.00 TO STA. 17+50.00	X-76 TO X-78
-Y31A-	STA. 10+00.00 TO STA. 11+50.00	X-79
-Y32-	STA. 10+00.00 TO STA. 11+50.00	X-80
-RPA-	STA. 13+00.00 TO STA. 20+00.00	X-81 TO X-84
-RPB-	STA. 11+00.00 TO STA. 14+00.00	X-85 TO X-86
-RPC-	STA. 14+50.00 TO STA. 23+50.00	X-87 TO X-91
-RPD-	STA. 12+00.00 TO STA. 15+00.00	X-92 TO X-93
-TIE-	STA. 11+50.00 TO STA. 17+50.00	X-94 TO X-97

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STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

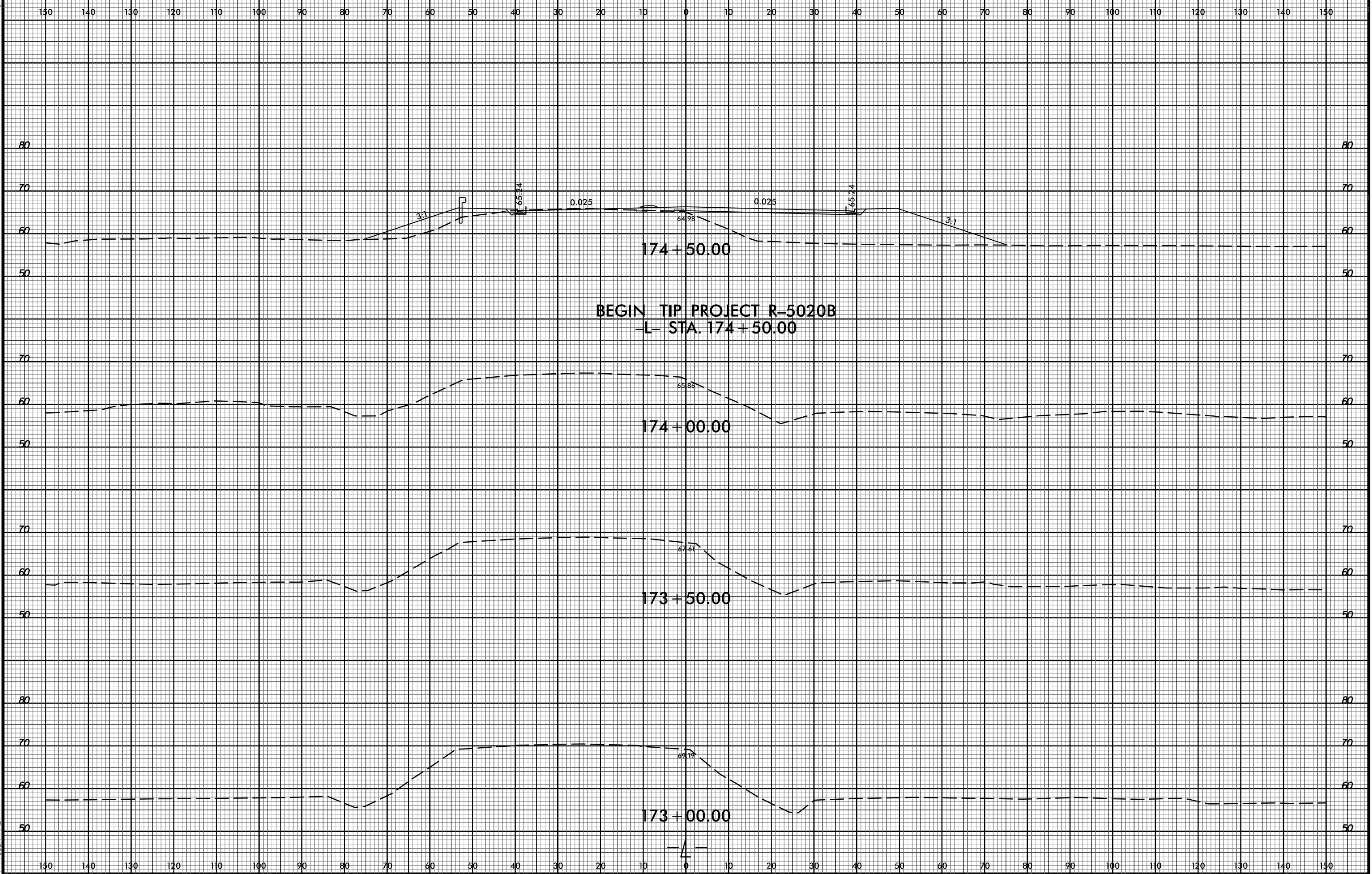
PROJ. REFERENCE NO. R-5020B	SHEET NO. X-1B
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Quantities are approximate only. The Resident Engineer will recross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

Note: Embankment column does not include backfill for undercut

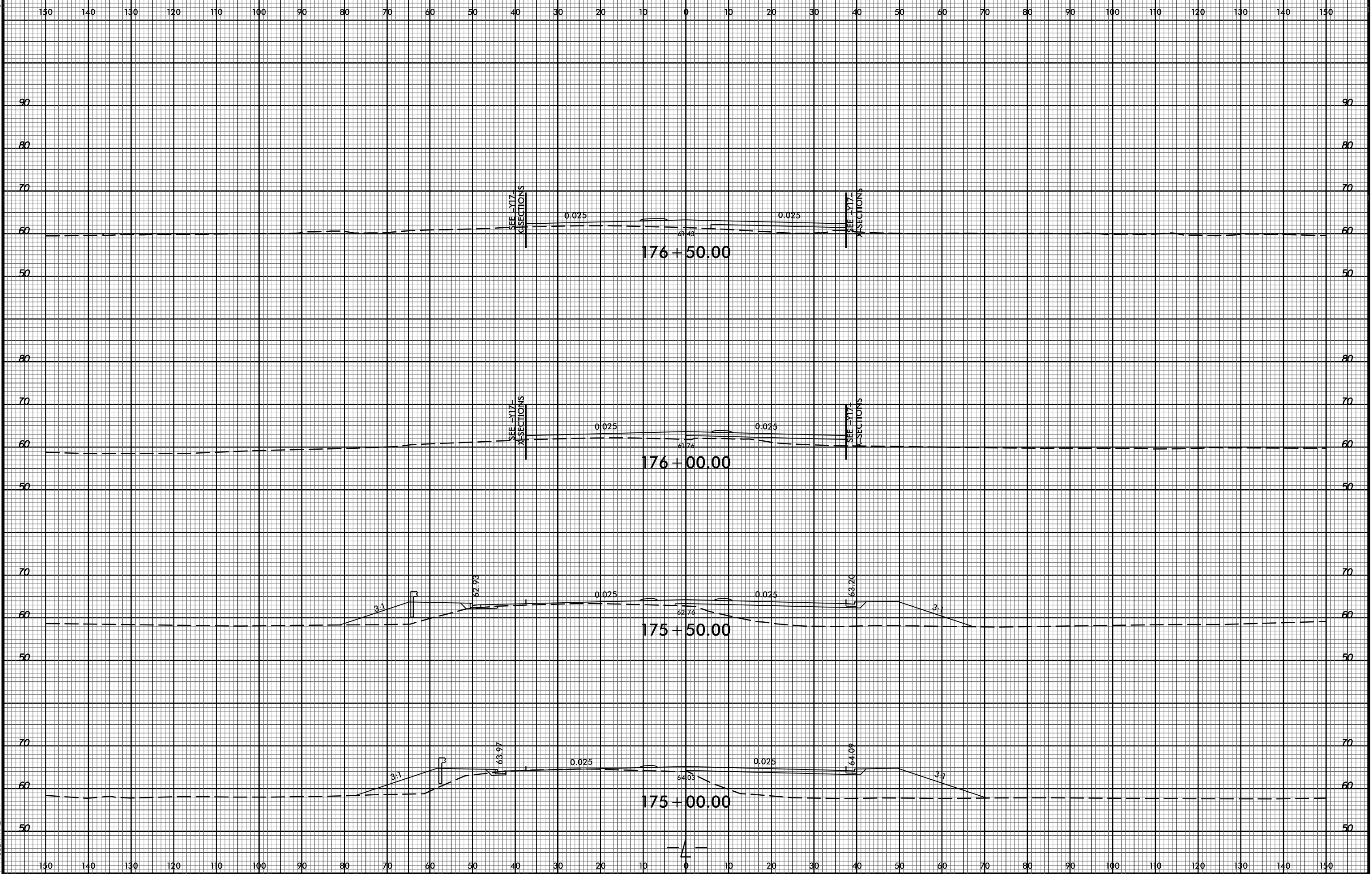
CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt
L	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	Round2	(cu. yd.)	(cu. yd.)
174+50.00	0	0	198+50.00	18	73	222+50.00	33	108	246+50.00	35	44	271+79.70	2	32	10+00.00	0	0
175+00.00	10	818	199+00.00	36	64	223+00.00	33	89	247+00.00	23	55				10+50.00	1	313
175+50.00	7	680	199+50.00	36	56	223+50.00	34	63	247+50.00	7	156	Station	Uncl. Exc.	Embt	11+00.00	0	389
176+00.00	4	338	200+00.00	49	49	224+00.00	34	48	248+00.00	6	304	L	(cu. yd.)	(cu. yd.)	11+50.00	1	304
176+50.00	0	71	200+50.00	56	38	224+50.00	32	44	248+50.00	8	346				12+00.00	1	244
177+00.00	10	66	201+00.00	44	18	225+00.00	40	33	249+00.00	7	347	273+29.70	0	0	12+50.00	0	271
177+50.00	31	46	201+50.00	30	2	225+50.00	33	30	249+50.00	6	370	273+50.00	78	25	13+00.00	0	412
178+00.00	38	43	202+00.00	49	9	226+00.00	36	33	250+00.00	6	387	274+00.00	157	44	13+50.00	0	402
178+50.00	37	39	202+50.00	81	16	226+50.00	58	34	250+50.00	8	369	274+50.00	148	17	13+58.14	0	47
179+00.00	38	30	203+00.00	78	26	227+00.00	63	24	251+00.00	7	319	275+00.00	193	31			
179+50.00	34	43	203+50.00	75	42	227+50.00	81	7	251+50.00	9	301	275+50.00	216	69	Station	Uncl. Exc.	Embt
180+00.00	40	36	204+00.00	66	52	228+00.00	108	0	252+00.00	26	190	276+00.00	215	81	Y17	(cu. yd.)	(cu. yd.)
						228+50.00	107	0	252+50.00	29	93	276+50.00	199	89			
Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	229+00.00	50	2	253+00.00	10	135	277+00.00	215	94	11+85.00	0	0
L	(cu. yd.)	(cu. yd.)	L	(cu. yd.)	(cu. yd.)	229+50.00	9	19	253+50.00	6	151	277+50.00	218	79	12+00.00	6	3
						230+00.00	23	31	254+00.00	17	112	278+00.00	168	65	12+50.00	12	28
180+00.00	0	0	204+00.00	0	0	230+50.00	25	39	254+50.00	25	89	278+50.00	119	62	13+00.00	5	59
180+50.00	46	19	204+50.00	50	62	231+00.00	25	45	255+00.00	17	140	279+00.00	85	58	13+50.00	2	54
181+00.00	43	18	205+00.00	44	54	231+50.00	21	48	255+50.00	9	156	279+50.00	41	30	13+64.13	1	8
181+50.00	46	14	205+50.00	69	39	232+00.00	8	60	256+00.00	17	123	280+00.00	10	2			
182+00.00	31	6	206+00.00	94	32	232+50.00	1	156	256+50.00	25	143	280+50.00	17	3	Station	Uncl. Exc.	Embt
182+50.00	10	0	206+50.00	126	26	233+00.00	1	245	257+00.00	29	171	281+00.00	22	22	Y17	(cu. yd.)	(cu. yd.)
183+00.00	39	6	207+00.00	143	30	233+50.00	1	226	257+50.00	34	140	281+50.00	19	53			
183+50.00	63	10	207+50.00	152	36	234+00.00	0	226	258+00.00	36	101	282+00.00	12	78	14+39.13	0	0
184+00.00	50	9	208+00.00	172	37				258+50.00	31	135	282+50.00	11	99	14+50.00	0	53
184+50.00	43	9	208+50.00	160	40	Station	Uncl. Exc.	Embt	259+00.00	31	156	283+00.00	13	131	15+00.00	6	135
185+00.00	43	9	209+00.00	144	44				259+50.00	44	95	283+50.00	9	156	15+50.00	16	17
185+50.00	43	8	209+50.00	139	47	L	(cu. yd.)	(cu. yd.)	260+00.00	56	69	284+00.00	9	162			
186+00.00	44	6	210+00.00	114	51	234+00.00	0	0	260+50.00	56	83	284+50.00	11	181	Station	Uncl. Exc.	Embt
186+50.00	50	6	210+50.00	103	53	234+50.00	0	232	261+00.00	56	69	285+00.00	10	127	Y18	(cu. yd.)	(cu. yd.)
187+00.00	69	6	211+00.00	107	54	235+00.00	1	219	261+50.00	54	82	285+50.00	16	42			
187+50.00	79	6	211+50.00	77	56	235+50.00	4	200	262+00.00	47	115	286+00.00	37	27	11+40.00	0	0
188+00.00	99	9	212+00.00	60	61	236+00.00	6	137	262+50.00	45	118	286+50.00	62	24	11+50.00	3	0
188+50.00	66	6	212+50.00	53	69	236+50.00	5	74	263+00.00	60	106	287+00.00	66	22	12+00.00	33	0
189+00.00	47	2	213+00.00	32	83	237+00.00	7	81	263+50.00	72	129	287+50.00	31	26	12+50.00	43	8
189+50.00	81	4	213+50.00	25	92	237+50.00	22	115	263+99.70	70	156	288+00.00	78	24	13+00.00	21	8
190+00.00	76	12	214+00.00	31	90	238+00.00	30	108				288+50.00	115	23	13+12.53	2	0
190+50.00	88	19	214+50.00	29	90	238+50.00	45	90	Station	Uncl. Exc.	Embt	289+00.00	73	17			
191+00.00	77	25	215+00.00	31	88	239+00.00	81	88				289+50.00	64	5	Station	Uncl. Exc.	Embt
191+50.00	50	33	215+50.00	37	78	239+50.00	88	85	L	(cu. yd.)	(cu. yd.)	289+75.00	21	0	Y19	(cu. yd.)	(cu. yd.)
192+00.00	53	38	216+00.00	41	68	240+00.00	50	45	265+49.70	0	0				10+37.50	0	0
192+50.00	42	73	216+50.00	49	64	240+50.00	105	20	266+00.00	97	4	Station	Uncl. Exc.	Embt	10+50.00	7	5
193+00.00	20	54	217+00.00	52	62	241+00.00	179	35	266+50.00	80	2				11+00.00	21	31
193+50.00	39	18	217+50.00	52	65	241+50.00	159	33	267+00.00	53	4	Round1	(cu. yd.)	(cu. yd.)	11+50.00	15	37
194+00.00	69	48	218+00.00	46	72	242+00.00	101	53	267+50.00	40	4	10+00.00	0	0	11+50.00	19	20
194+50.00	76	65	218+50.00	38	81	242+50.00	36	81	268+00.00	37	0	10+50.00	0	322	12+00.00	19	20
195+00.00	70	76	219+00.00	37	81	243+00.00	21	95	268+50.00	38	1	11+00.00	1	350	12+15.00	7	2
195+50.00	52	90	219+50.00	29	87	243+50.00	46	89	269+00.00	41	1	11+50.00	44	223			
196+00.00	43	89	220+00.00	25	96	244+00.00	33	38	269+50.00	41	0	12+00.00	44	232			
196+50.00	41	86	220+50.00	14	119	244+50.00	64	1	270+00.00	31	0	12+50.00	30	253			
197+00.00	32	91	221+00.00	9	136	245+00.00	88	10	270+50.00	16	1	13+00.00	66	267			
197+50.00	30	89	221+50.00	21	125	245+50.00	43	31	271+00.00	10	11	13+50.00	36	242			
198+00.00	16	81	222+00.00	29	119	246+00.00	35	43	271+50.00	7	37	13+58.14	0	34			



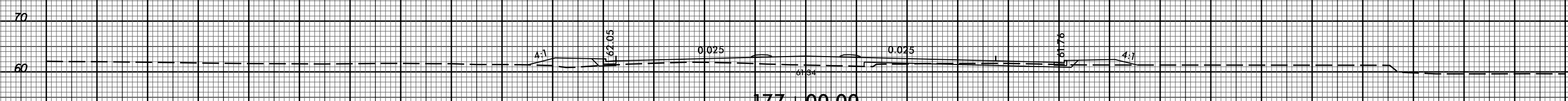
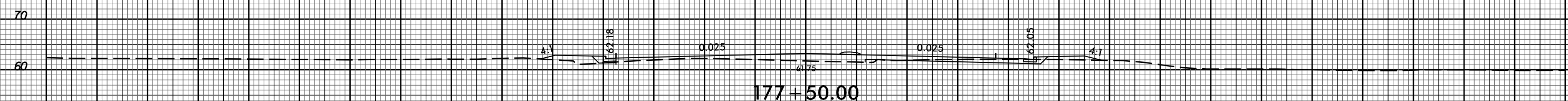
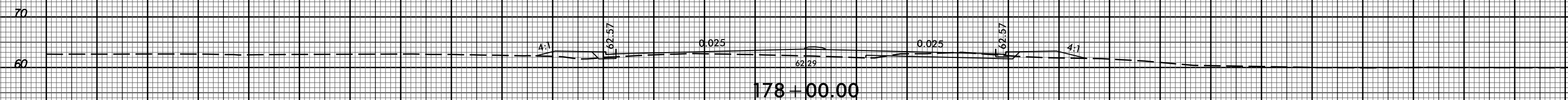
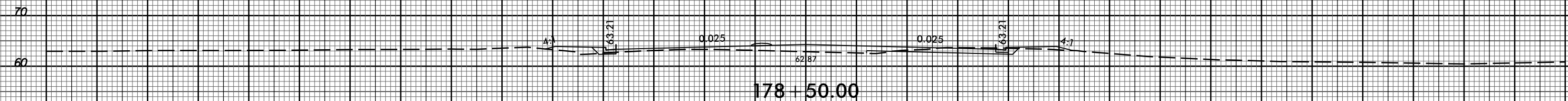
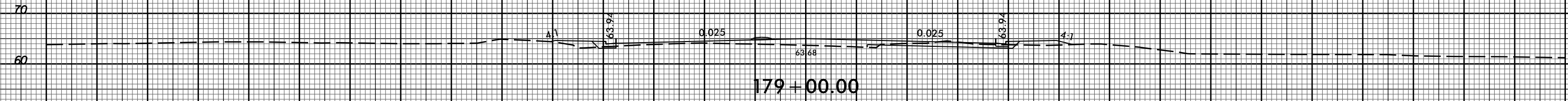
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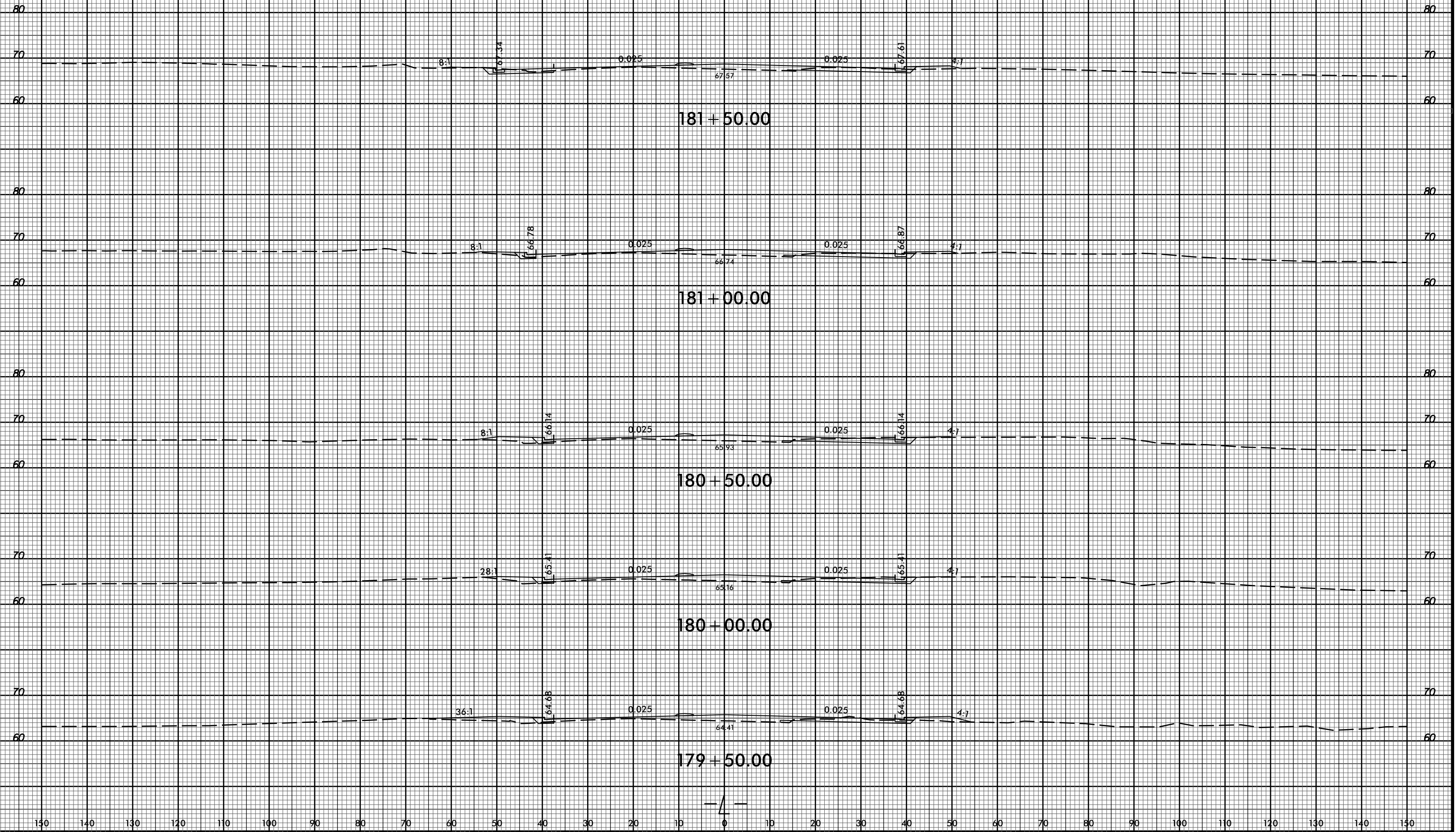


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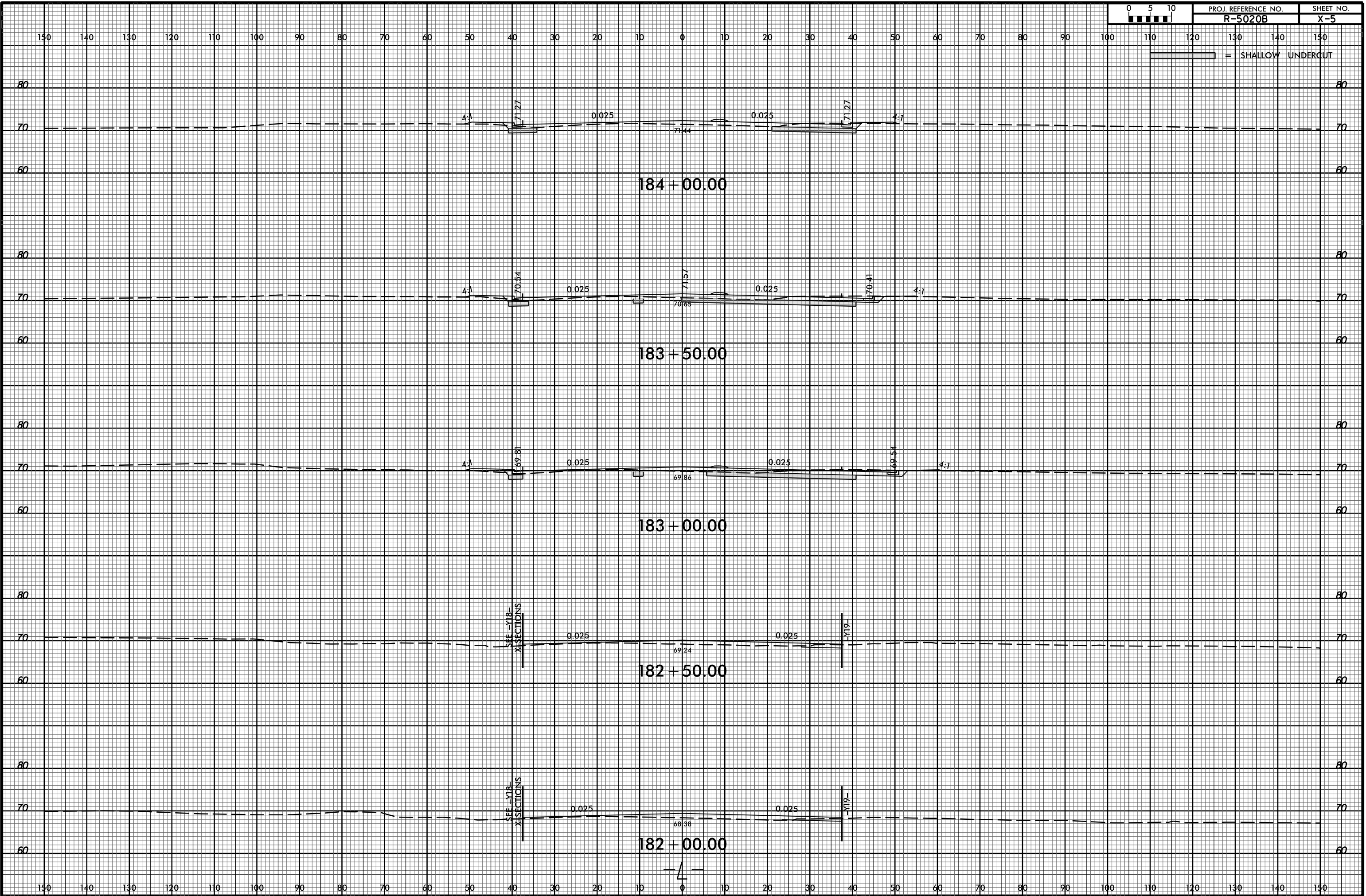


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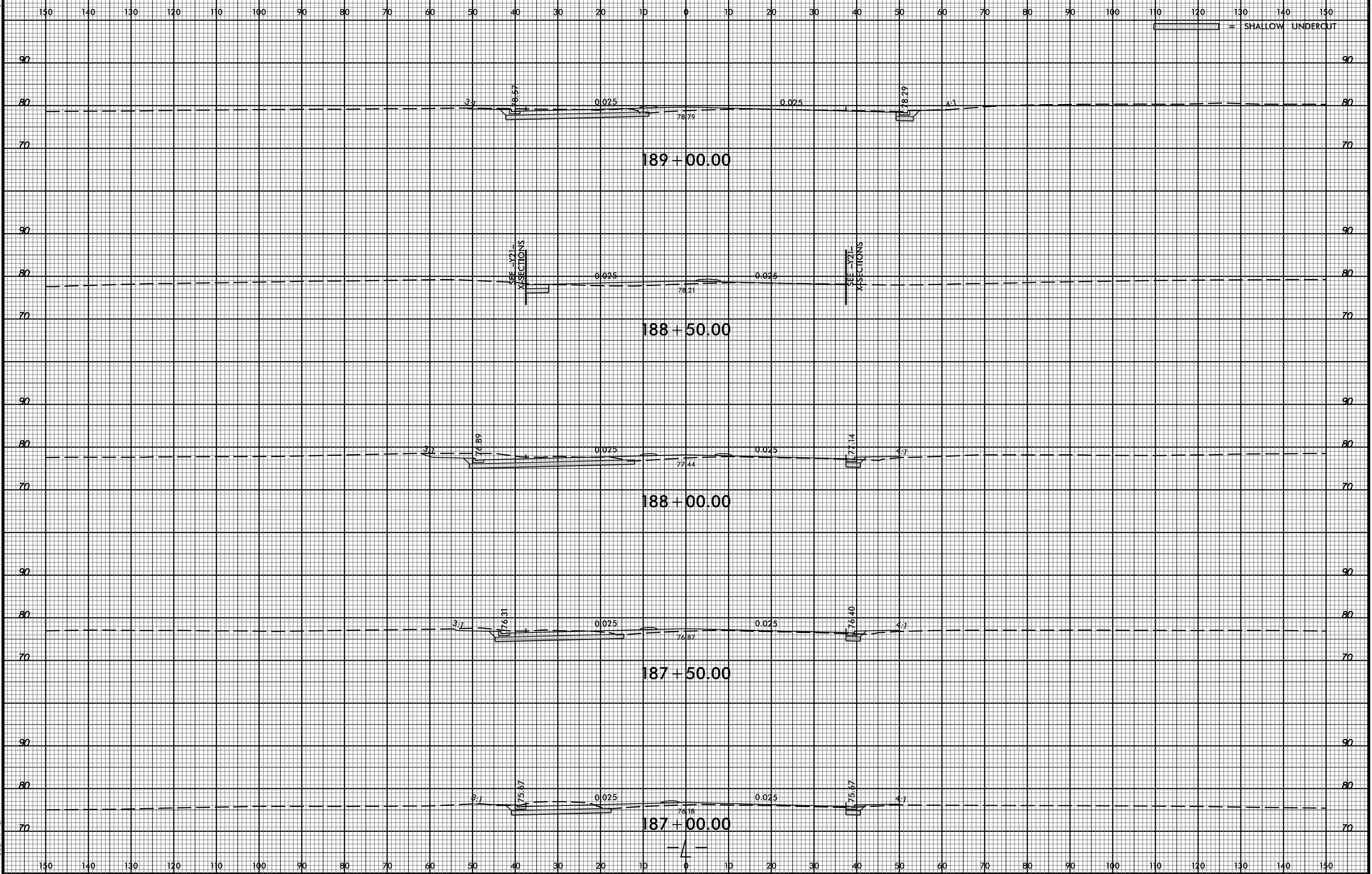


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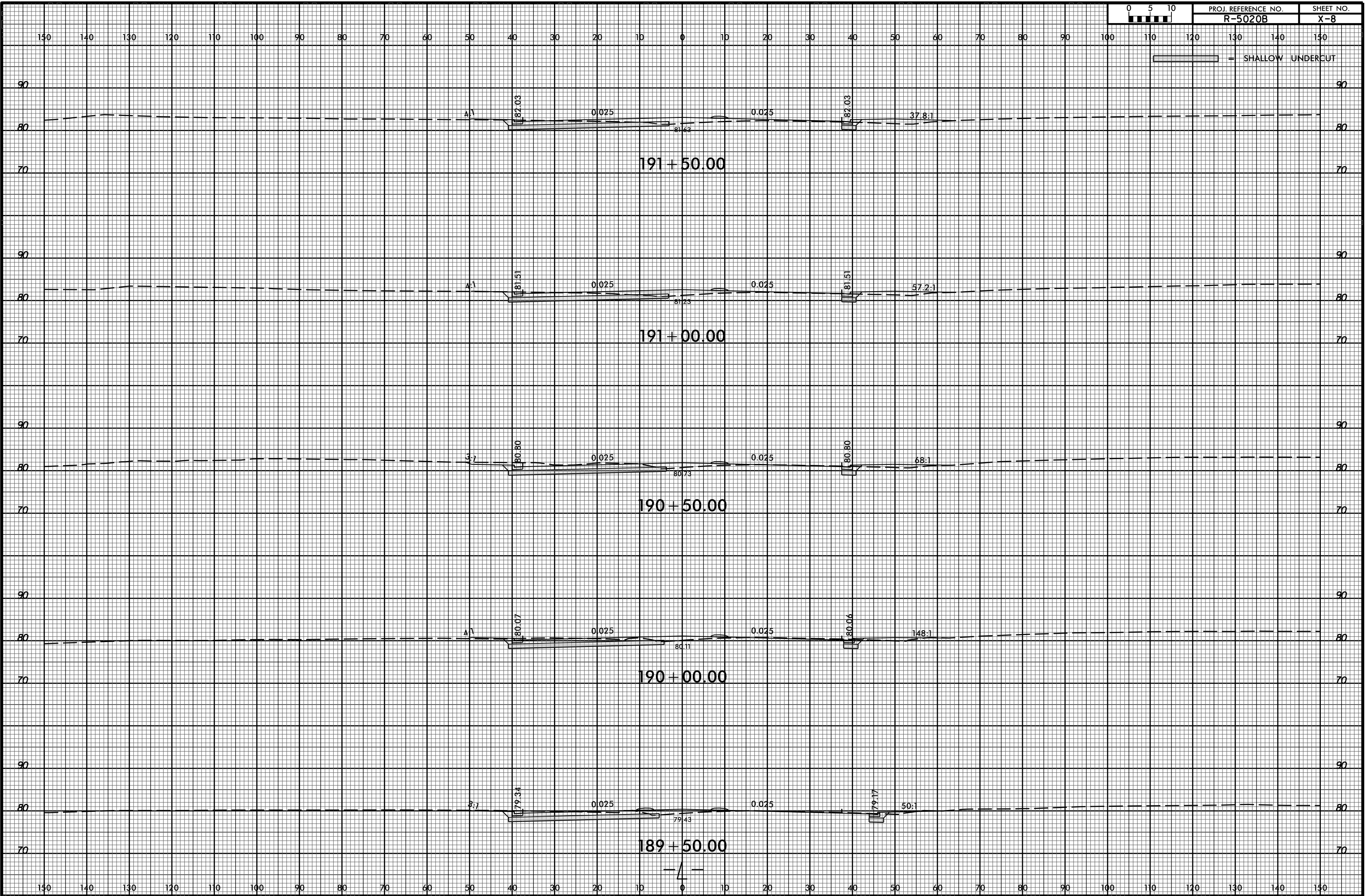
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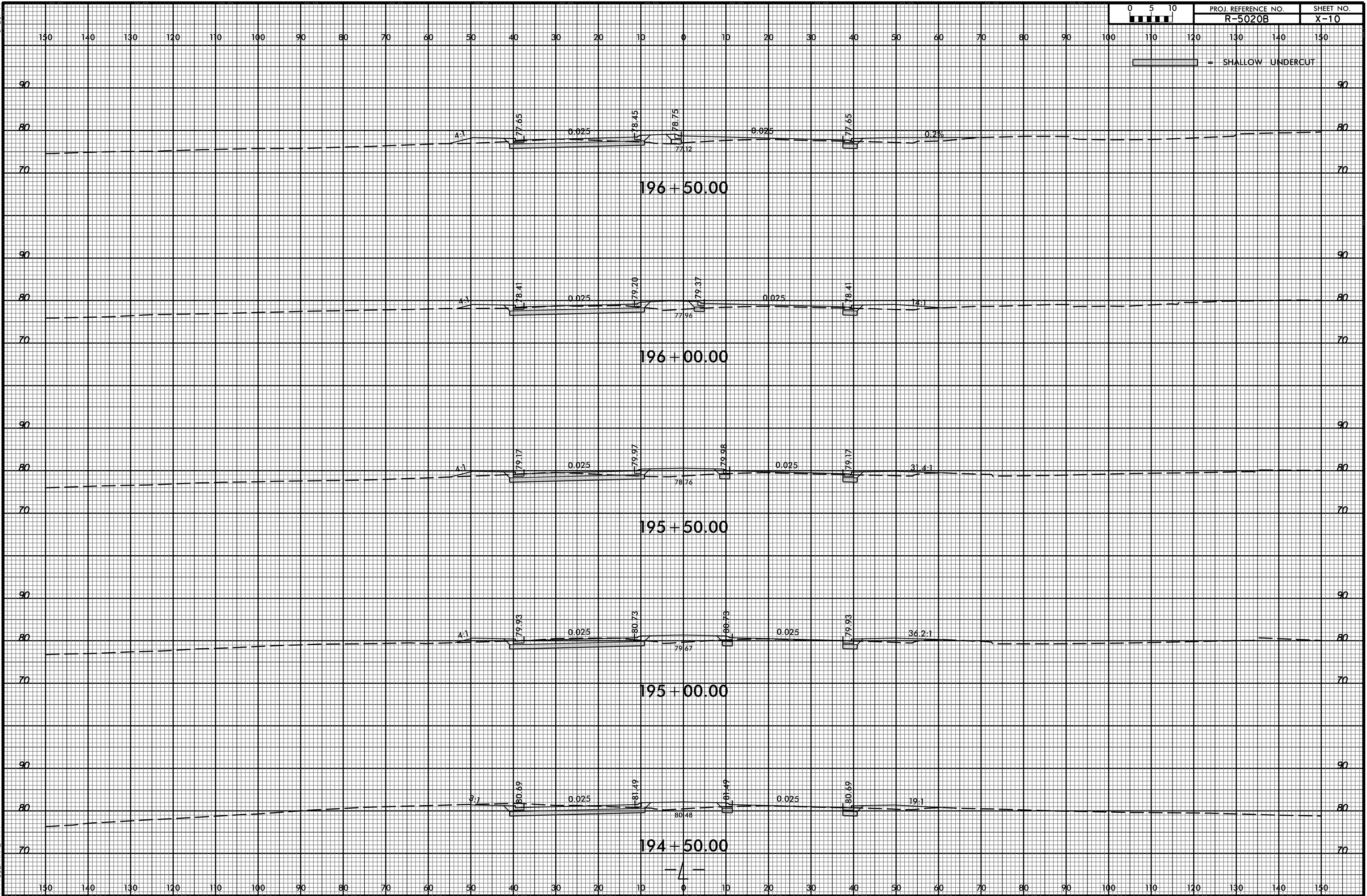
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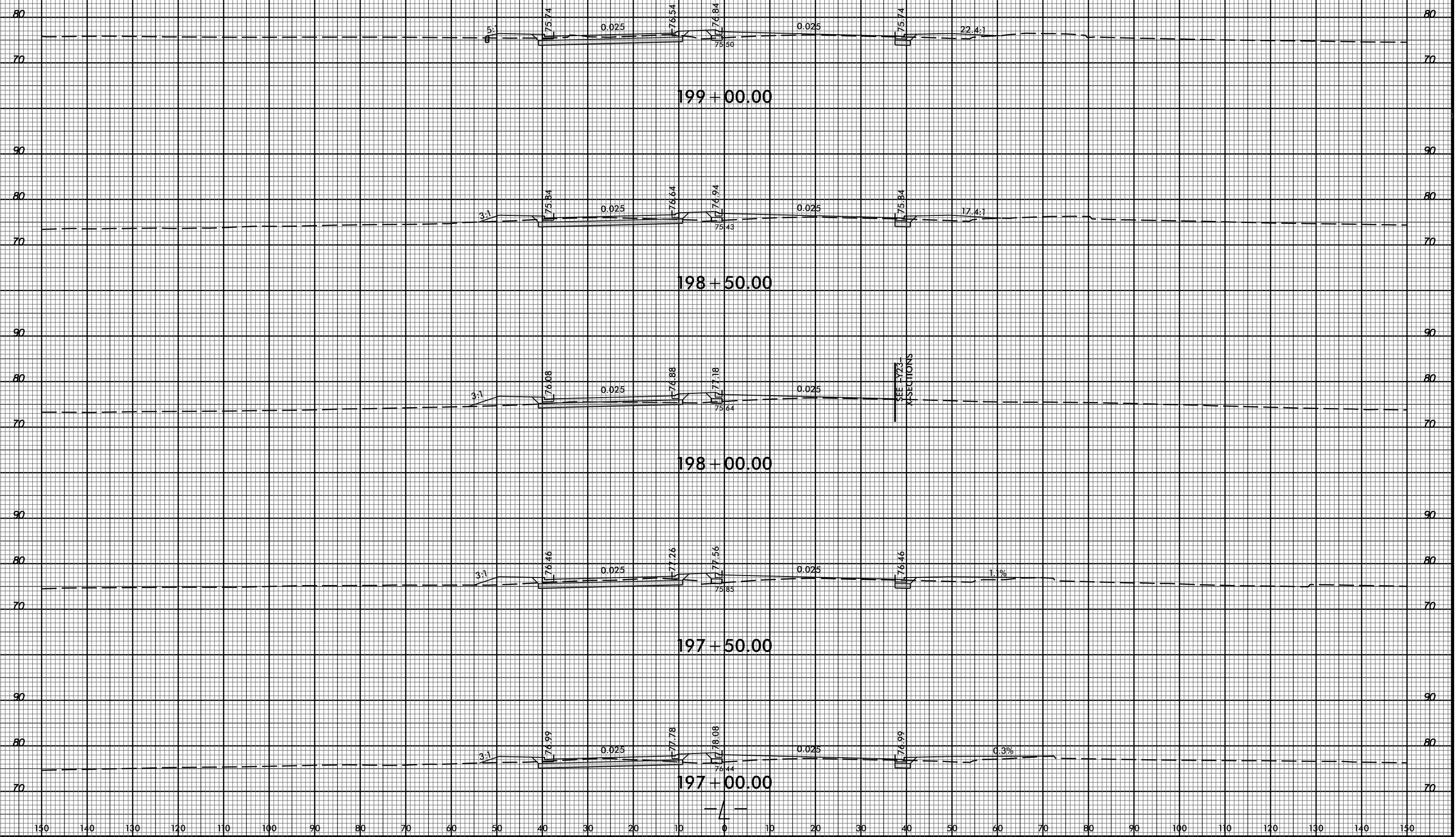
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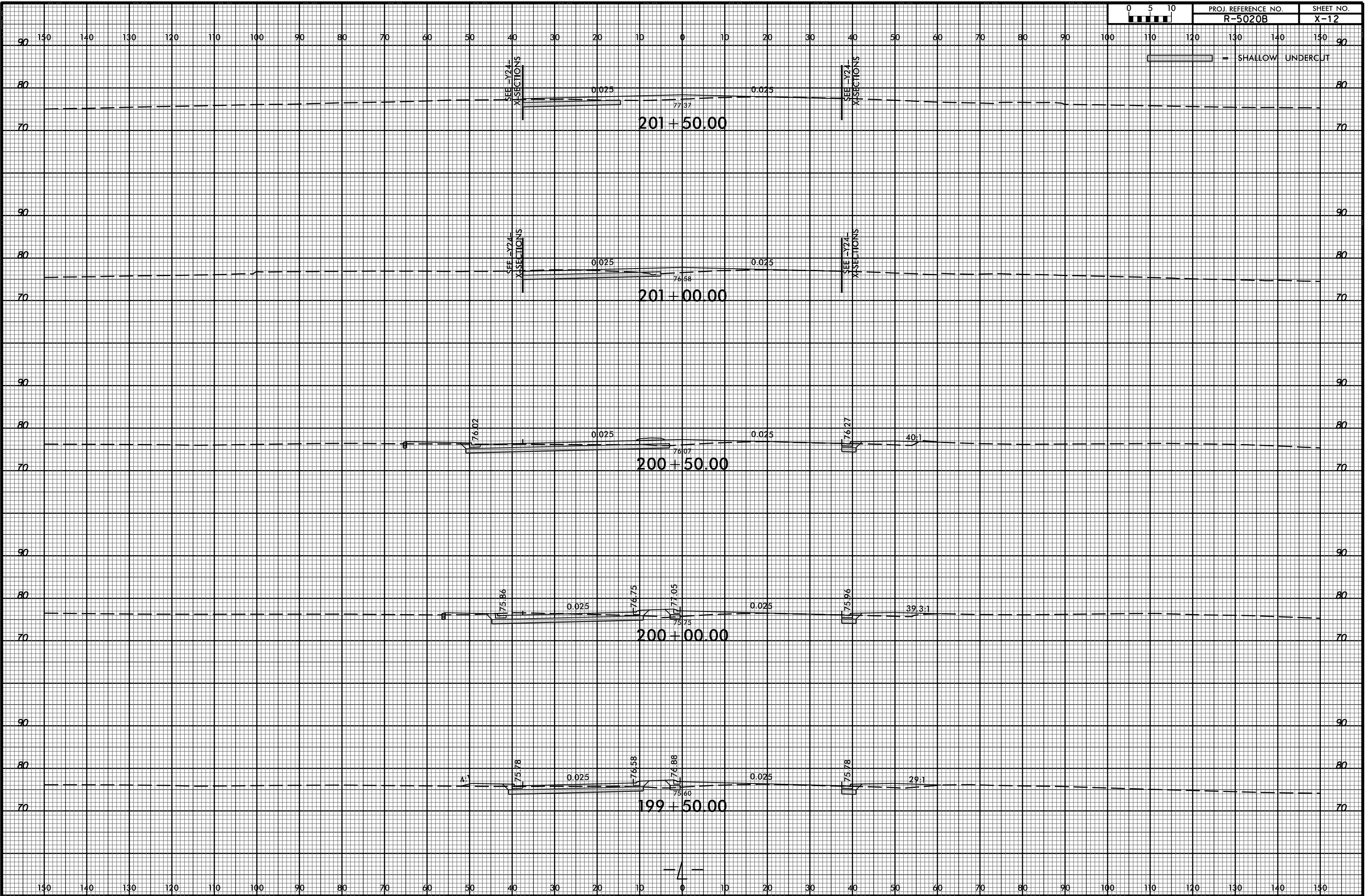


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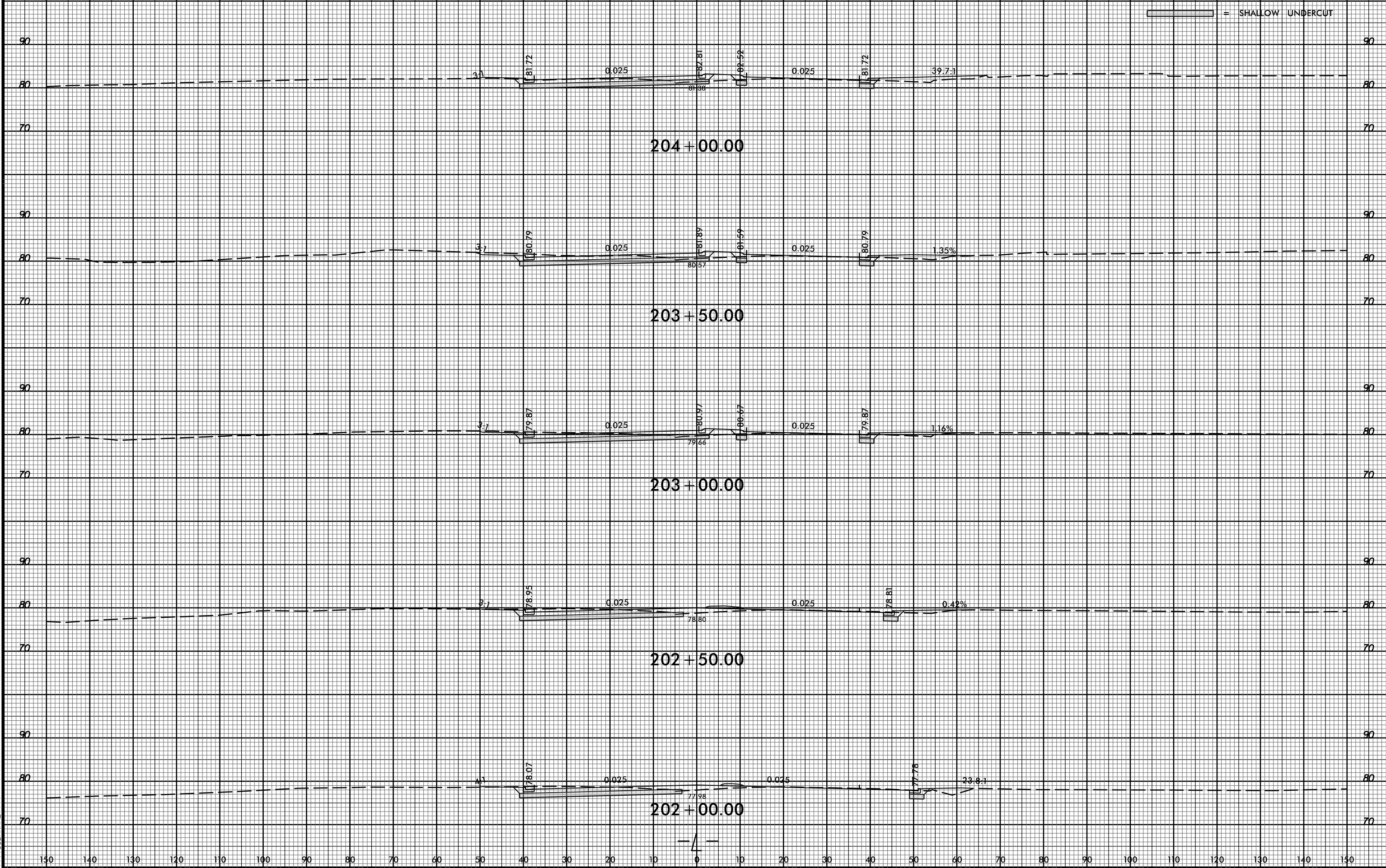
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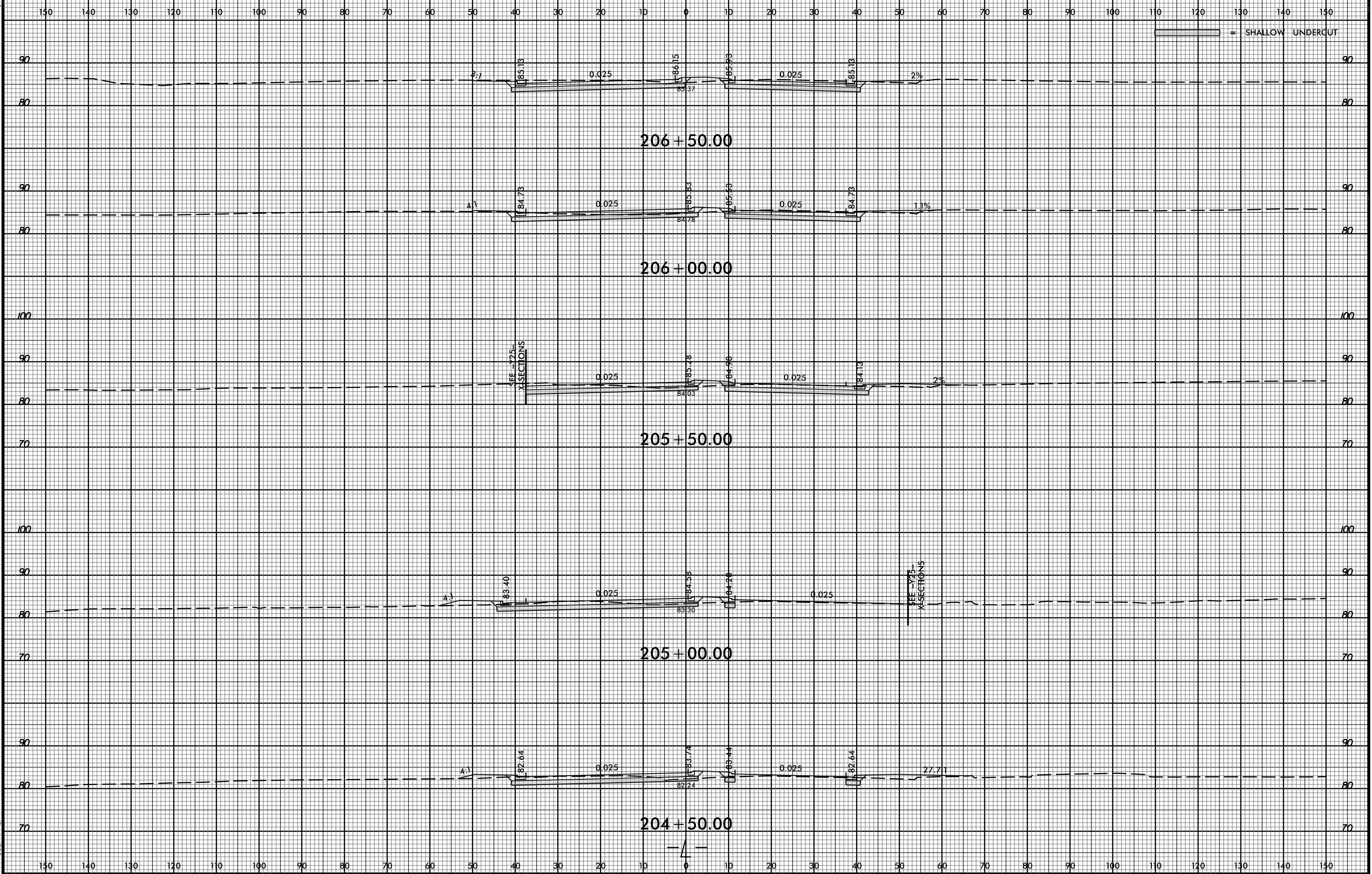




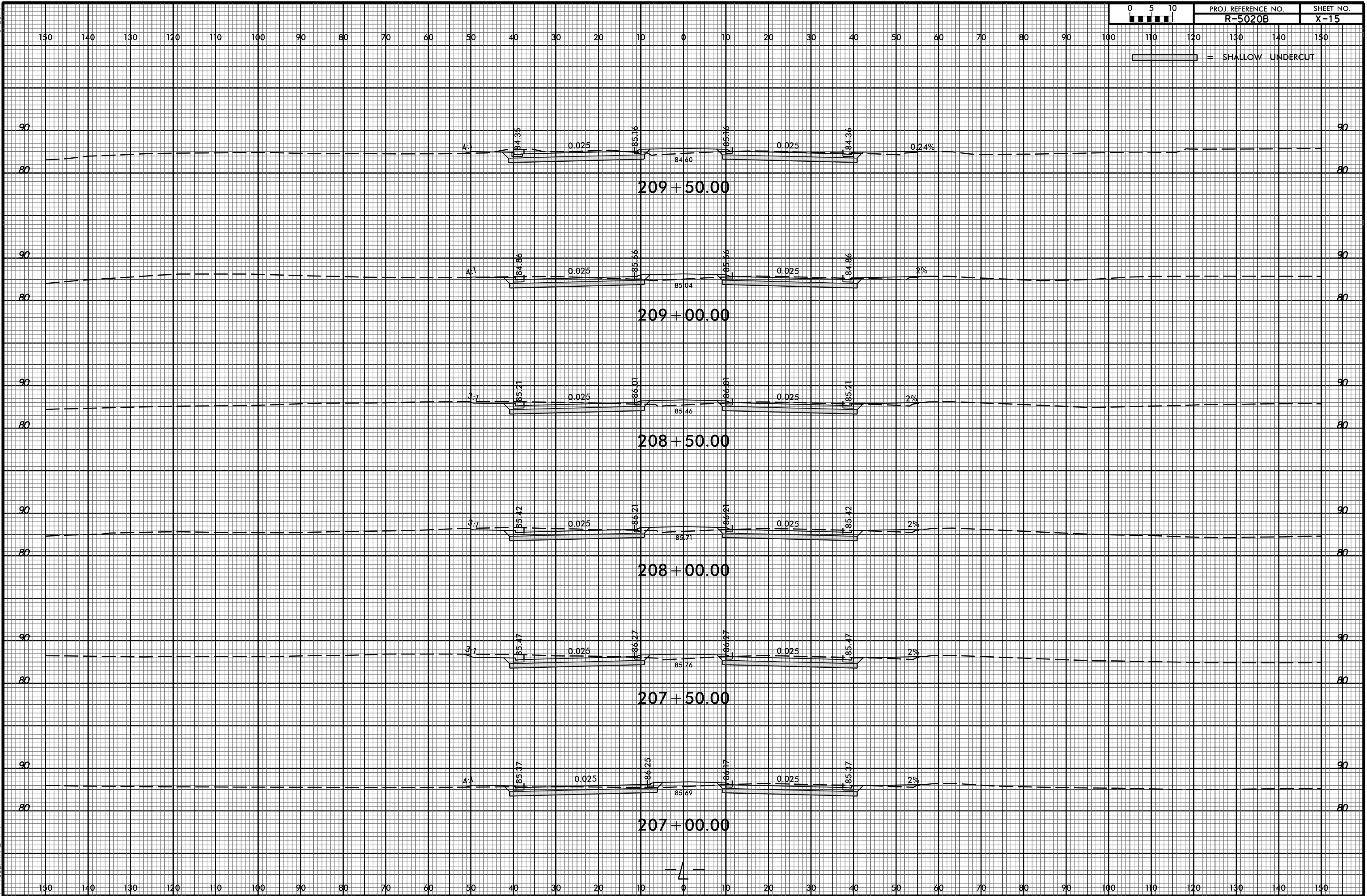
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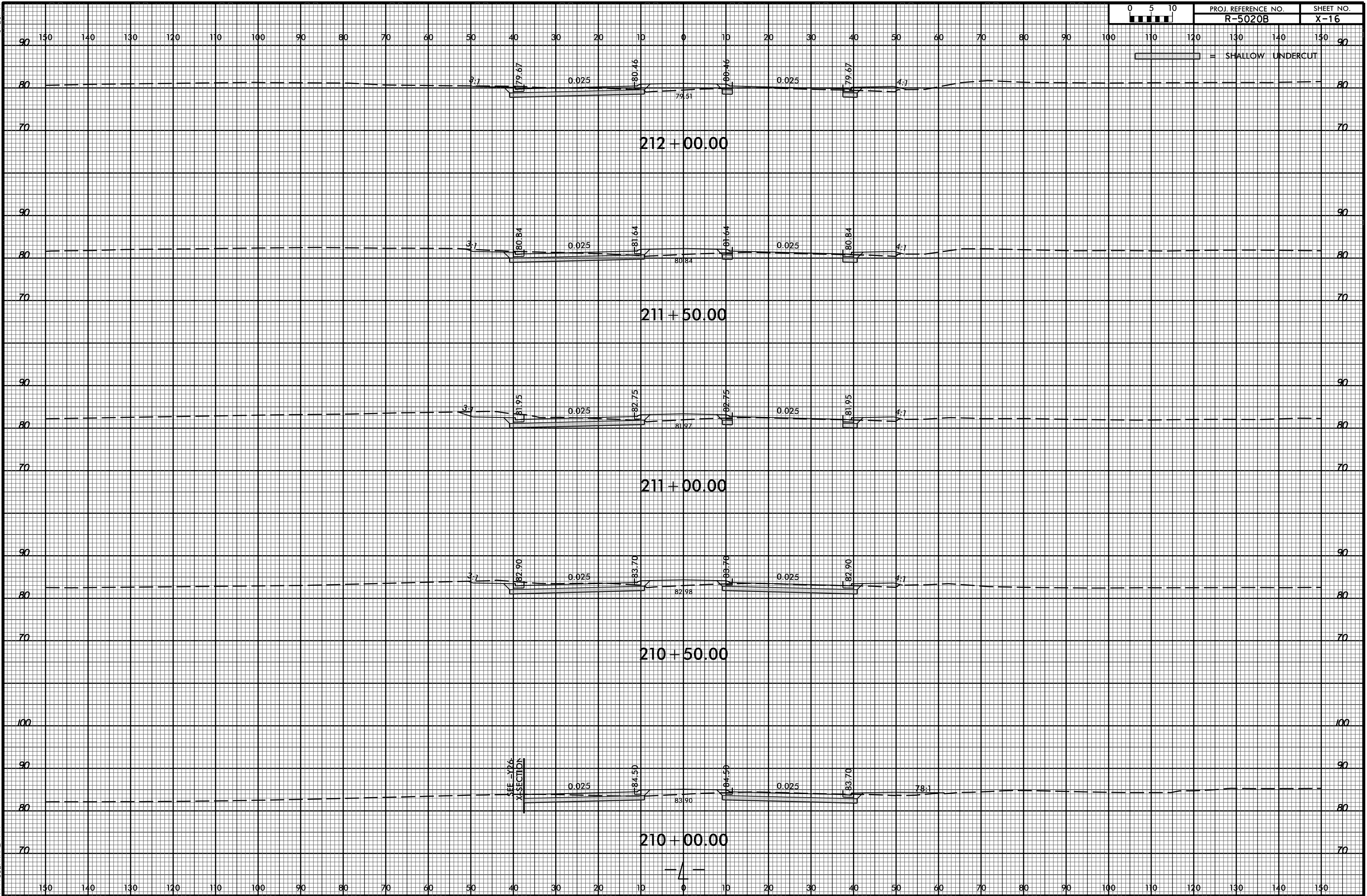


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SEE Y26 X-SECTION

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211 + 50.00

211 + 00.00

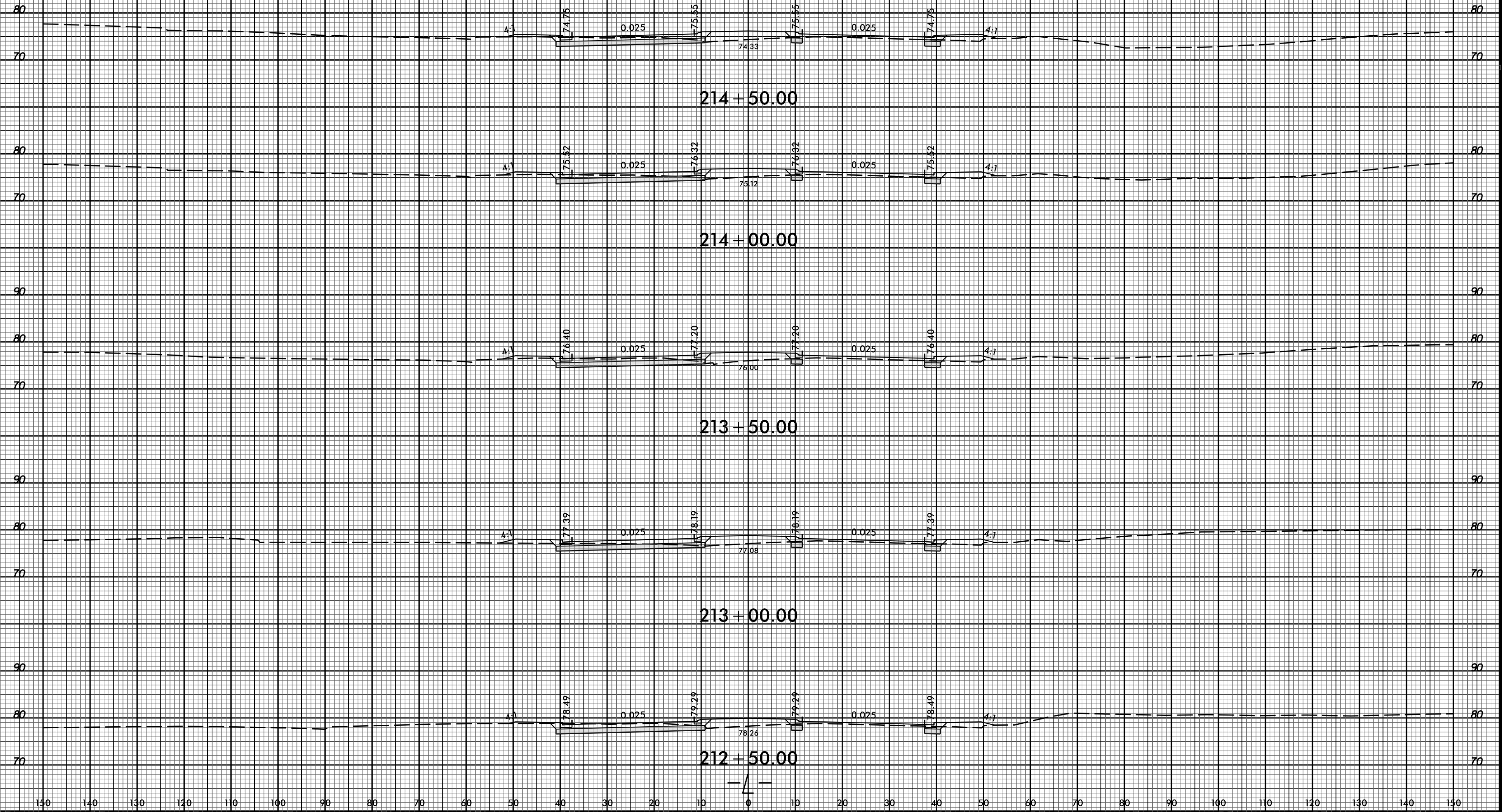
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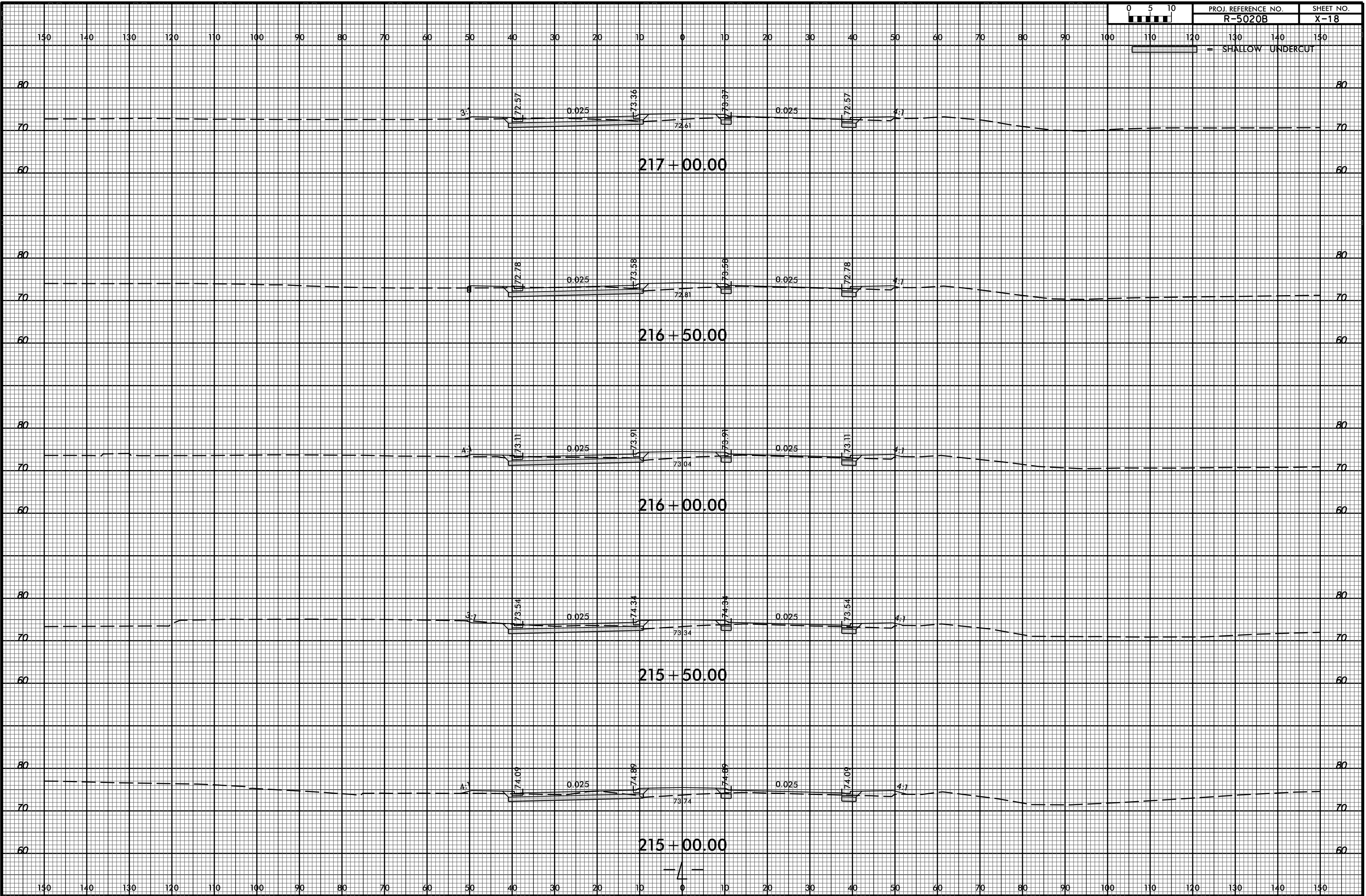
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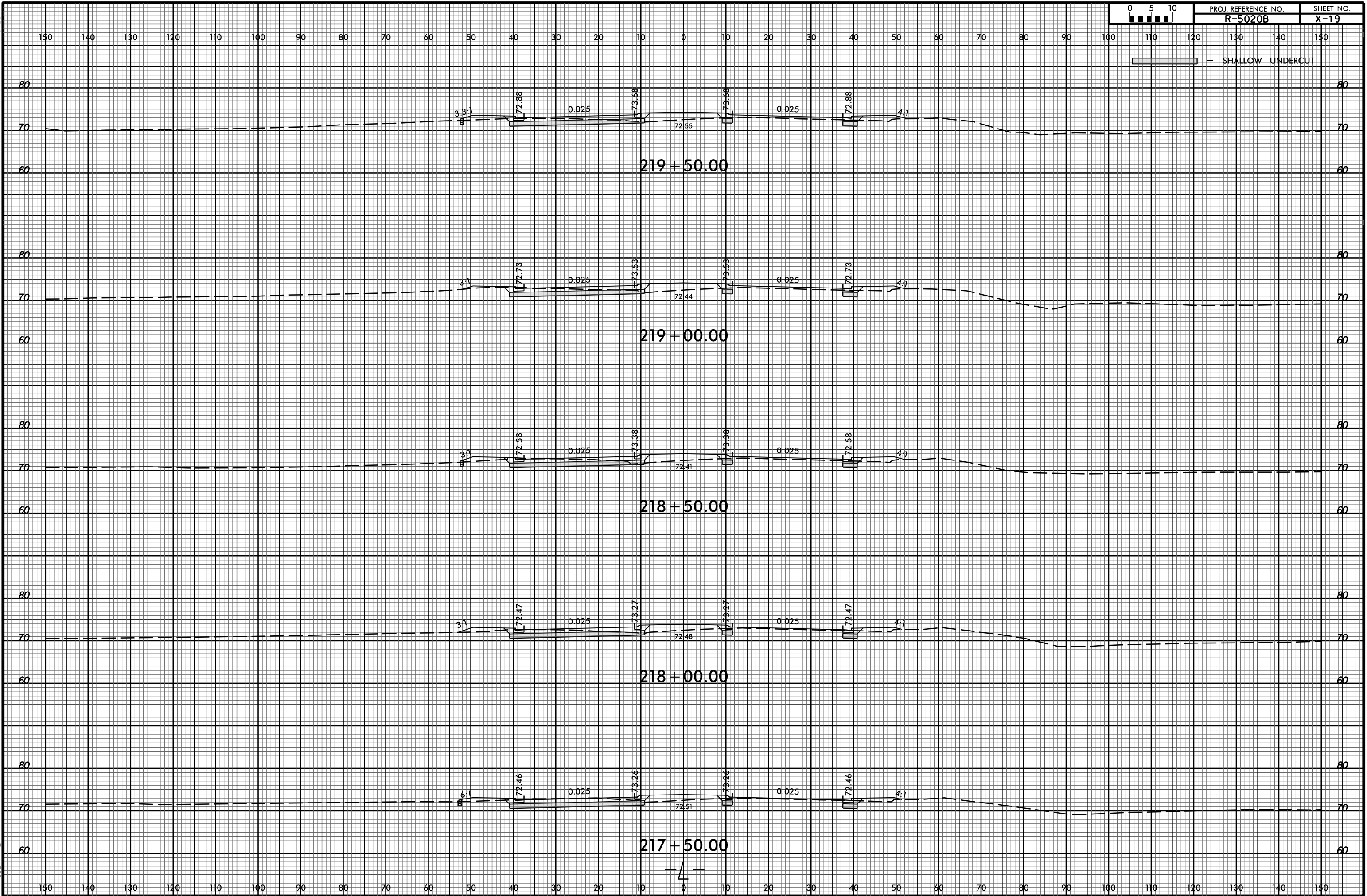




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PROJ. REFERENCE NO. R-5020B SHEET NO. X-19



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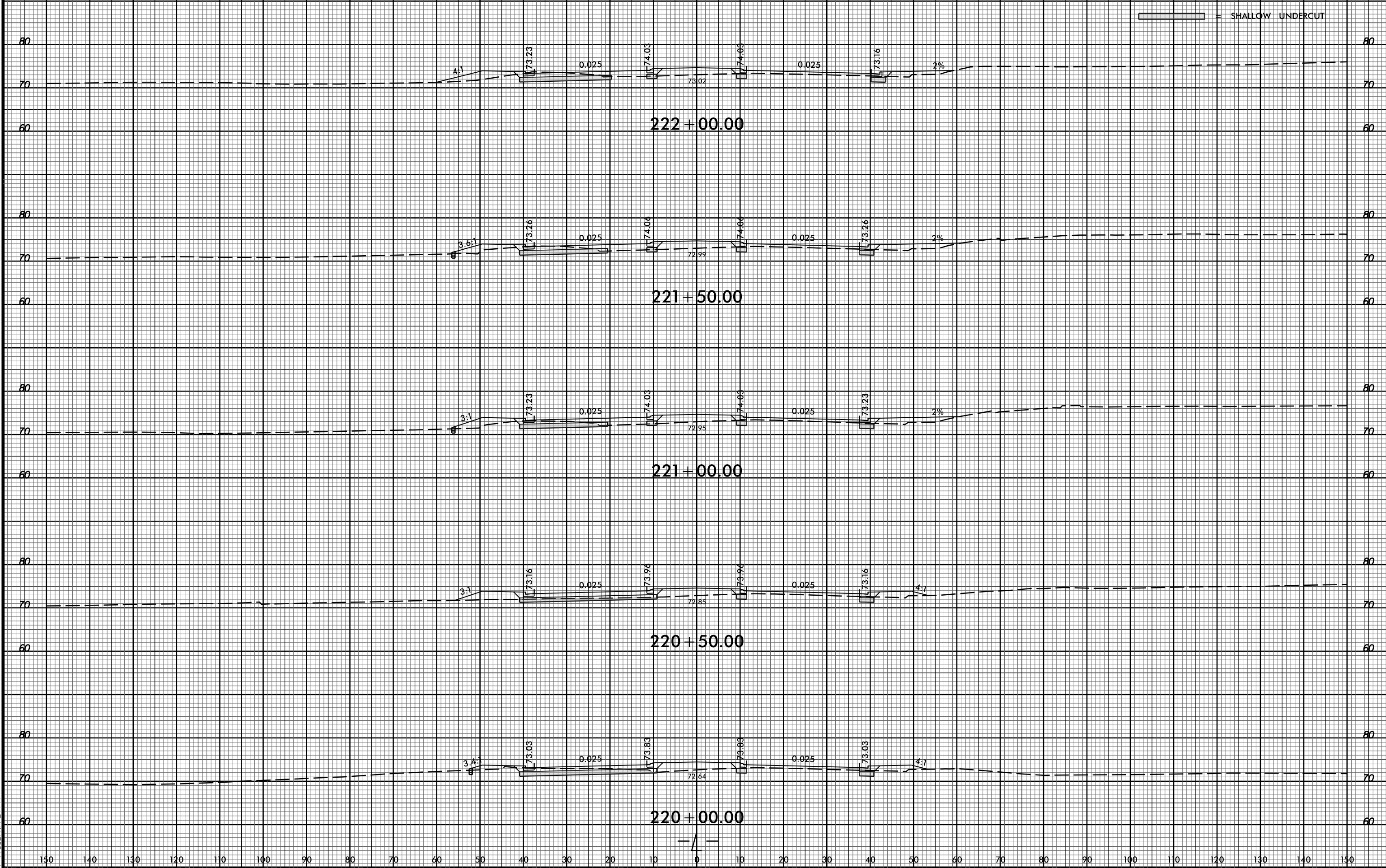
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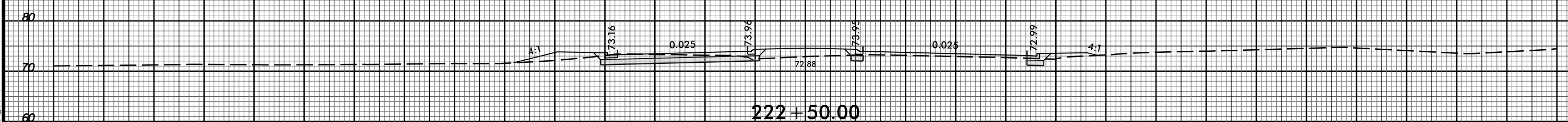
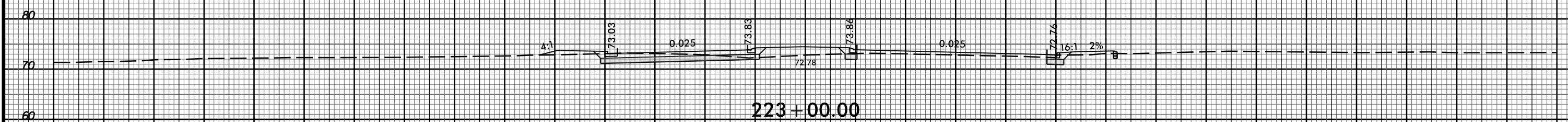
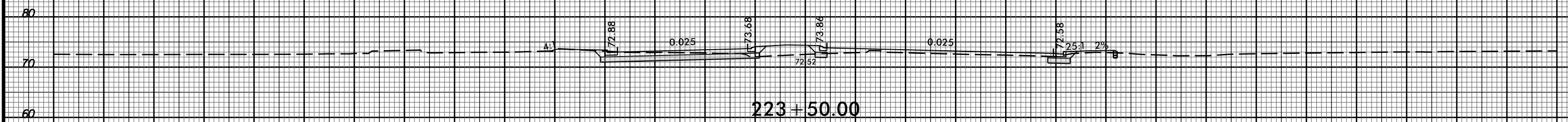
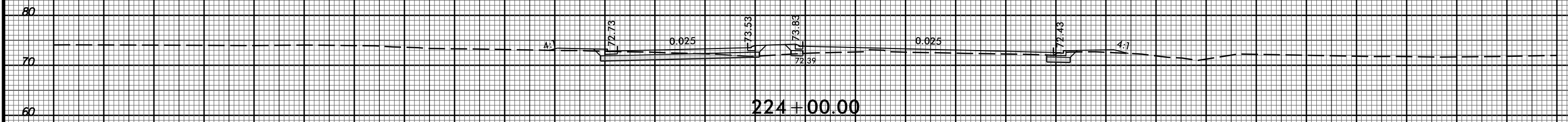
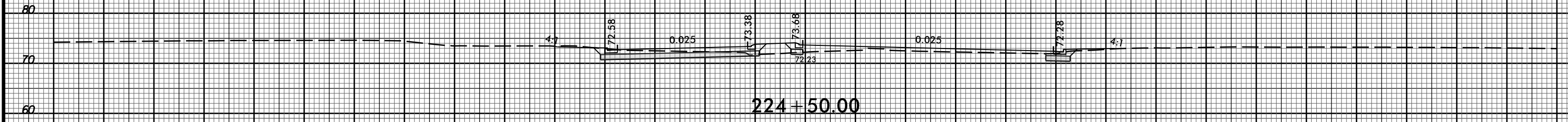
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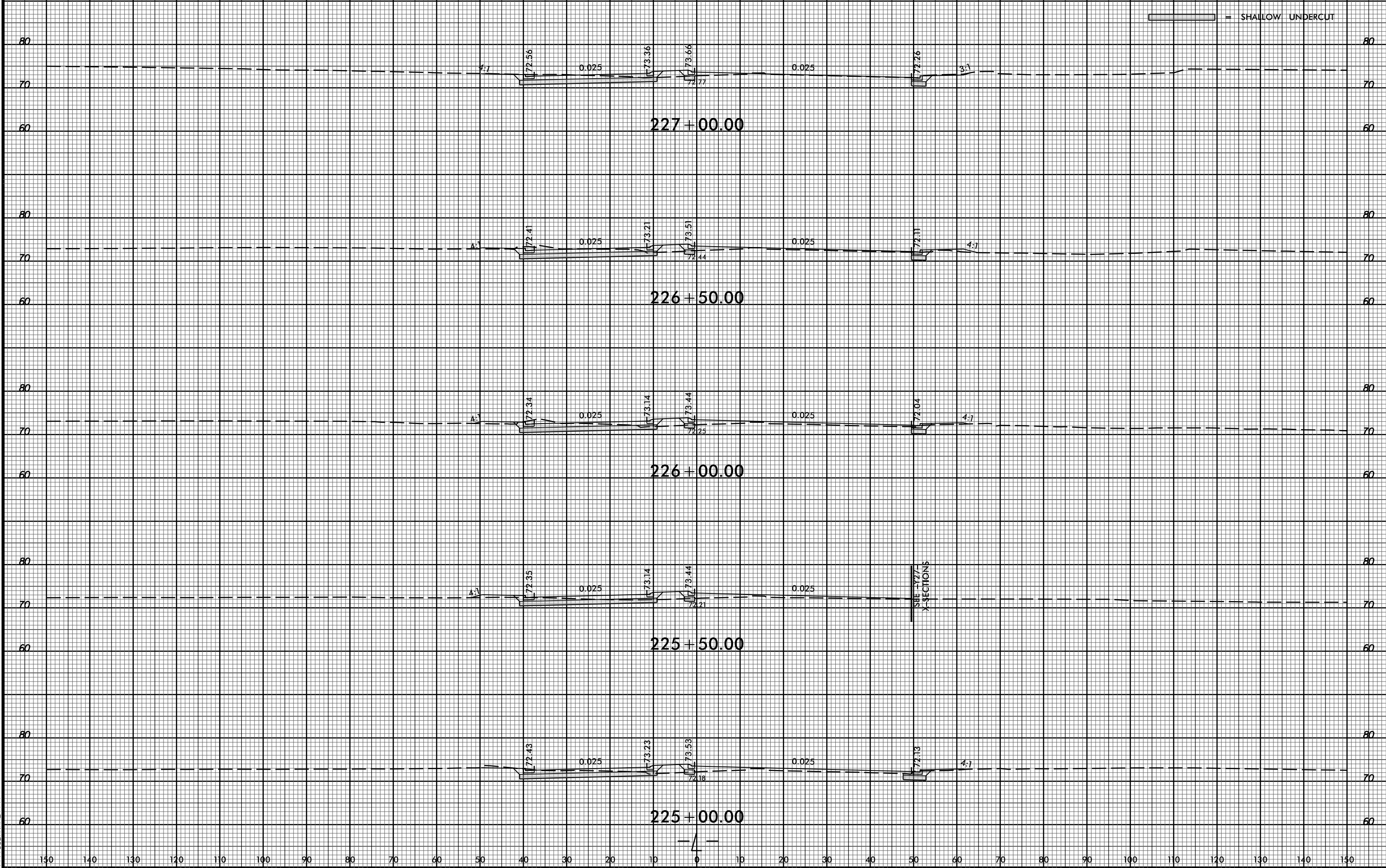
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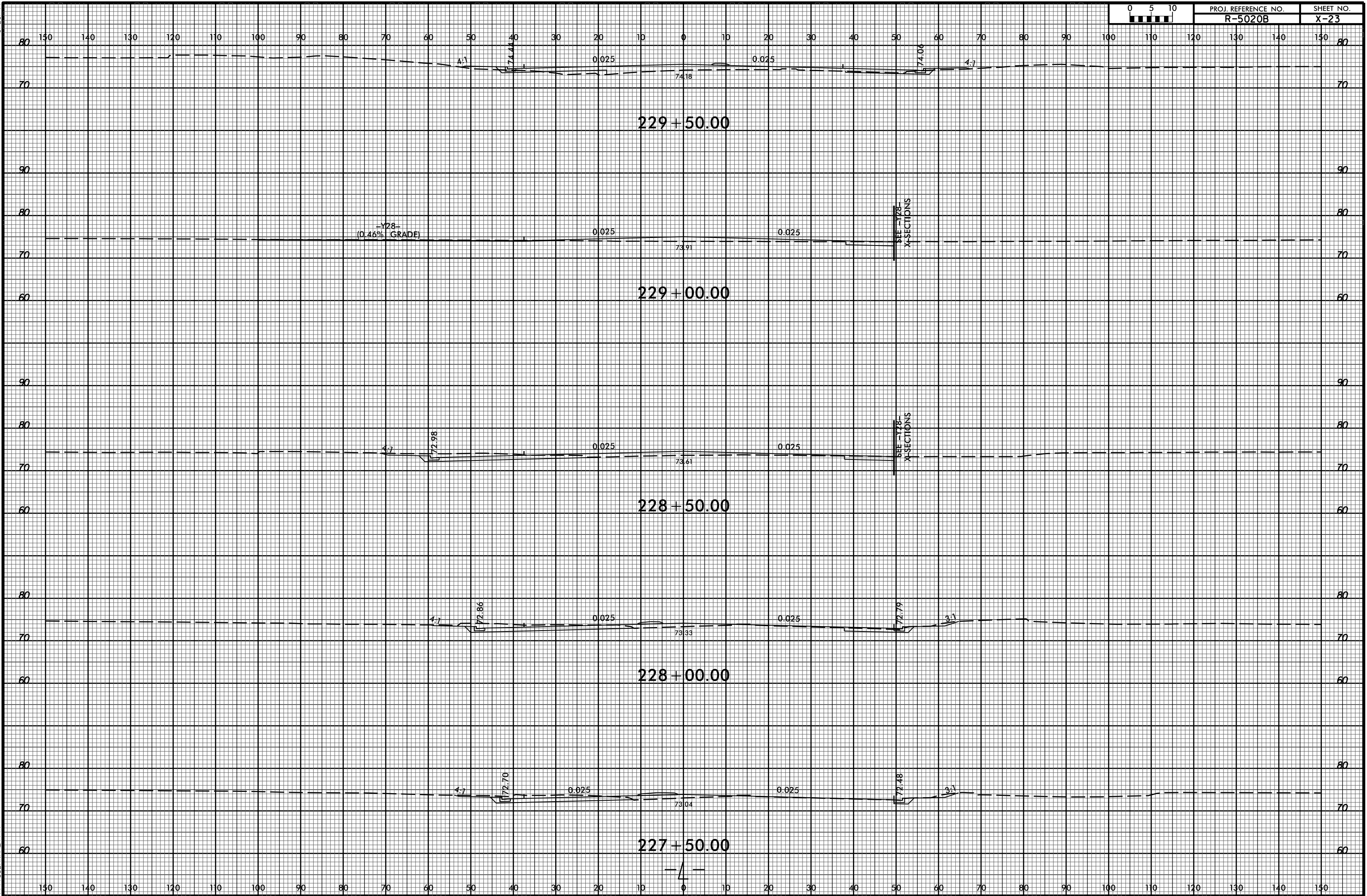


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229 + 50.00

229 + 00.00

228 + 50.00

228 + 00.00

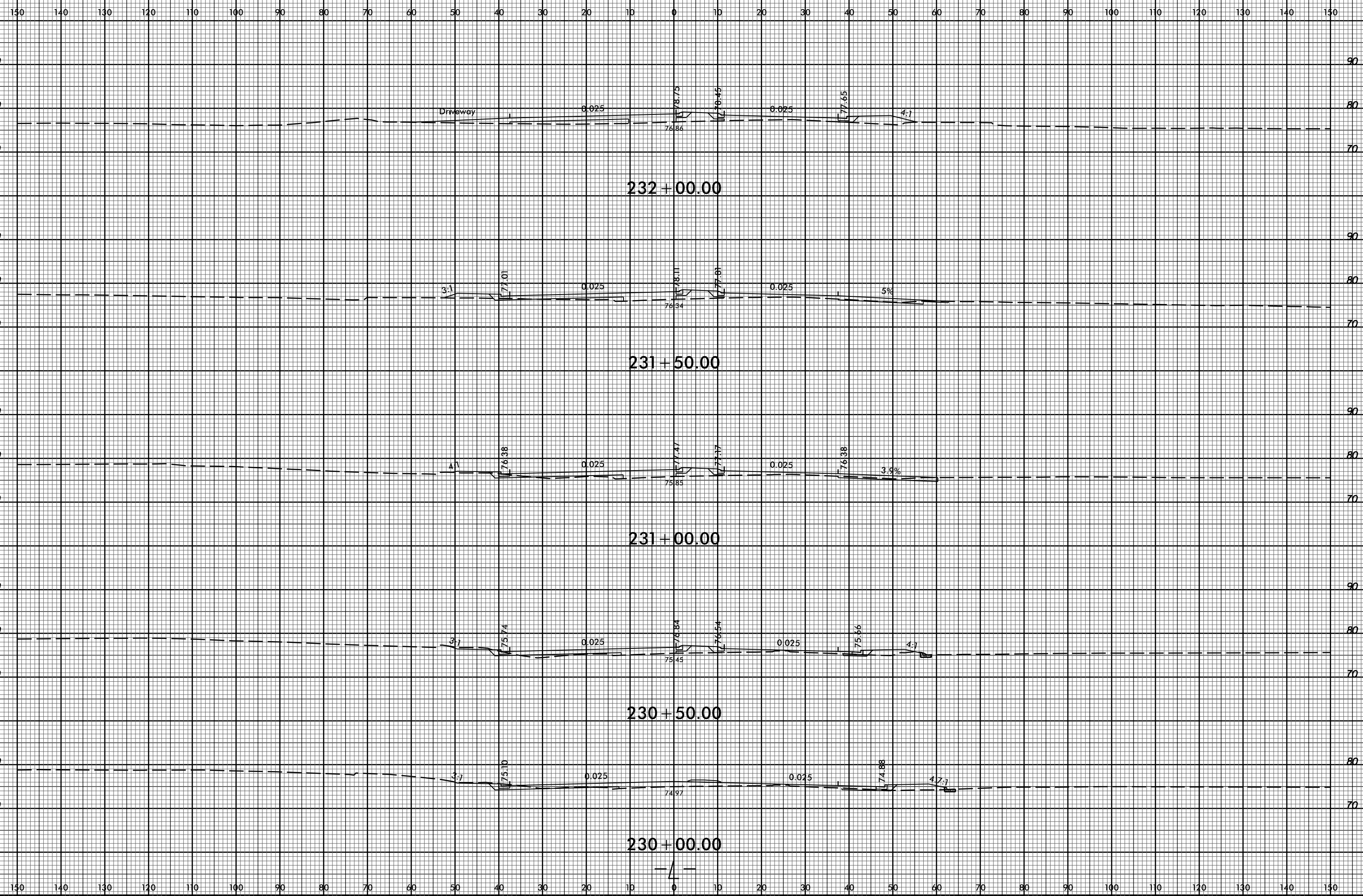
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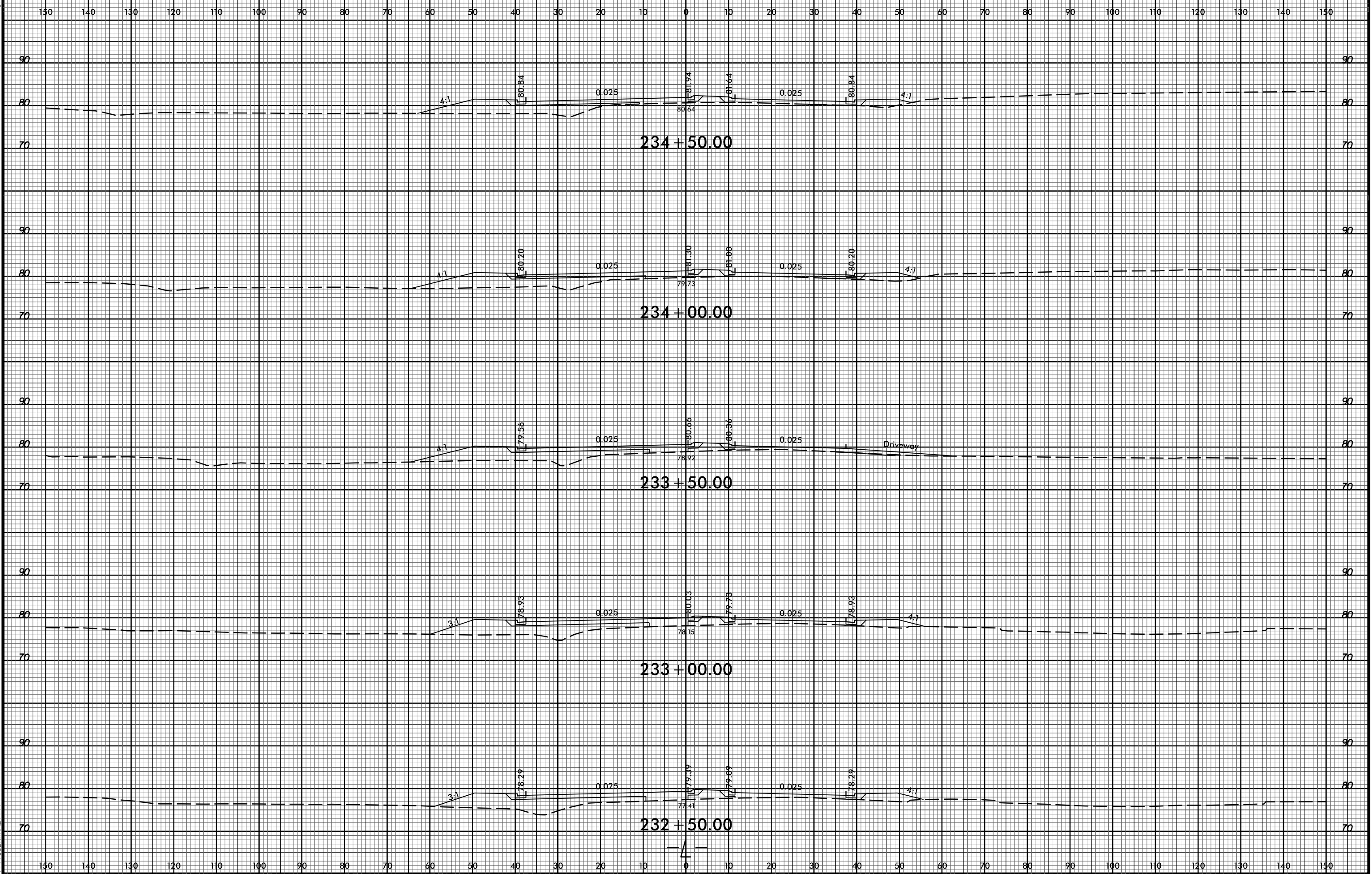
-Y28-
(0.46% GRADE)

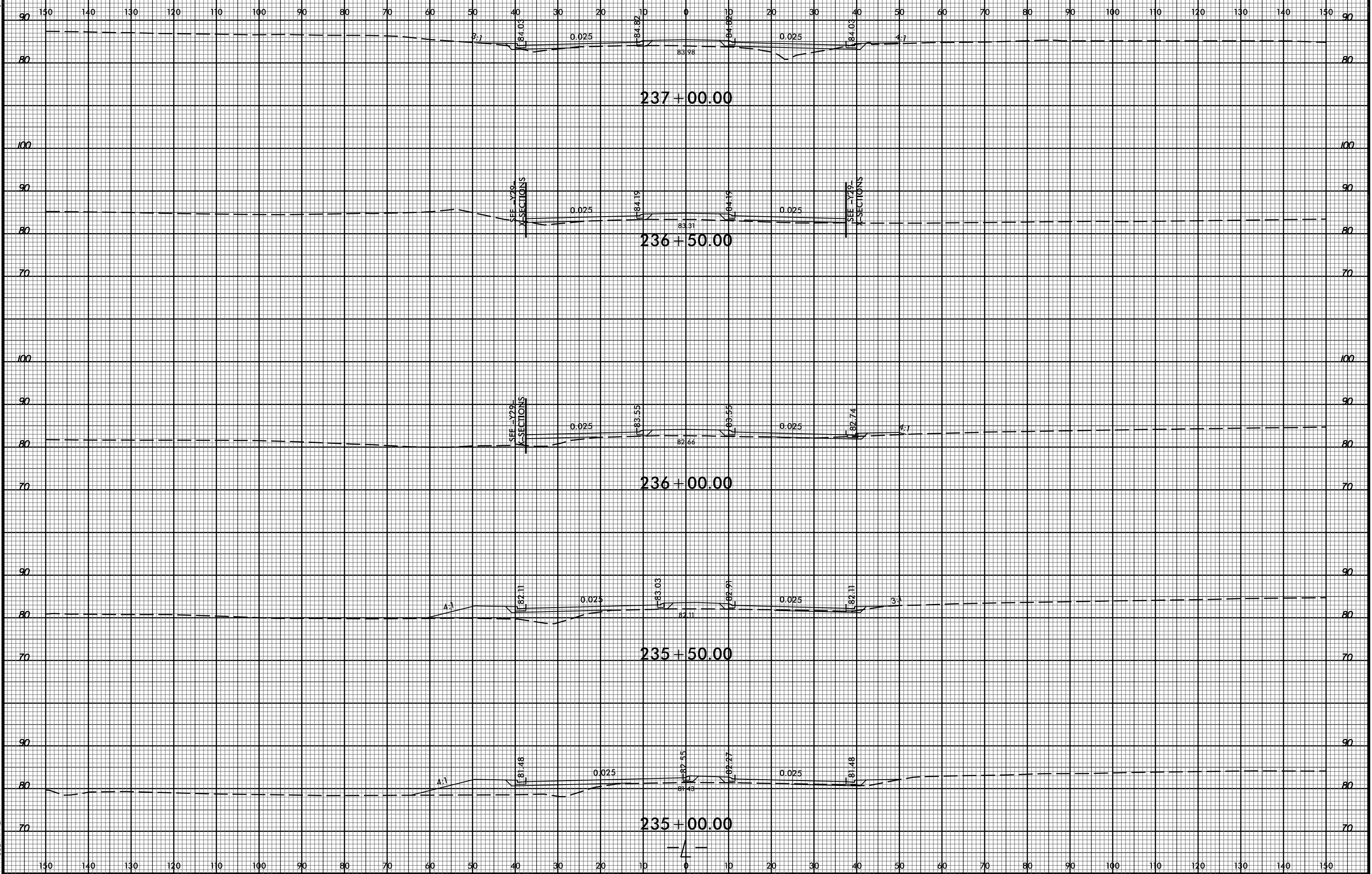
SEE -Y28-
X-SECTIONS

SEE -Y28-
X-SECTIONS

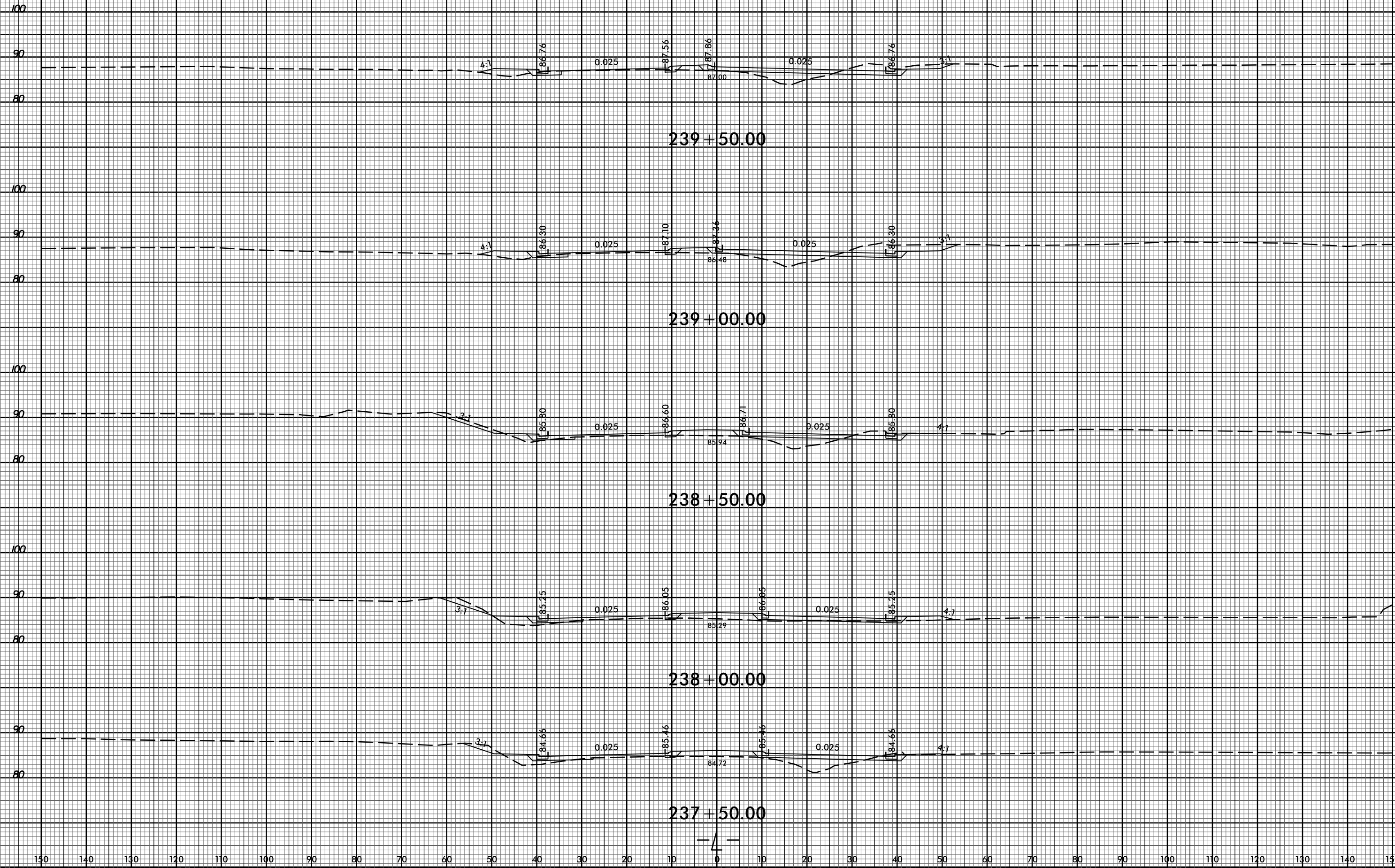
--L--



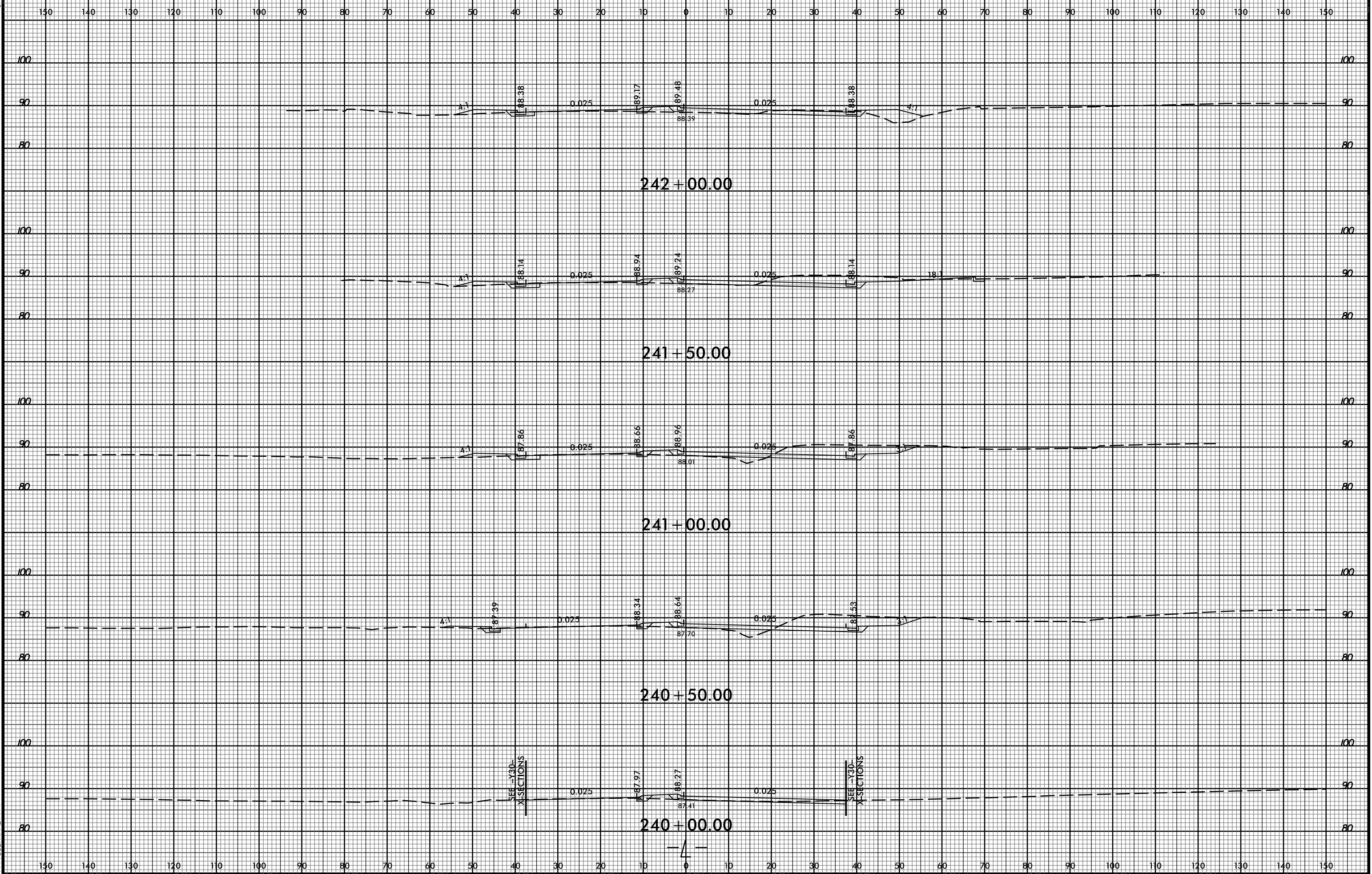




150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



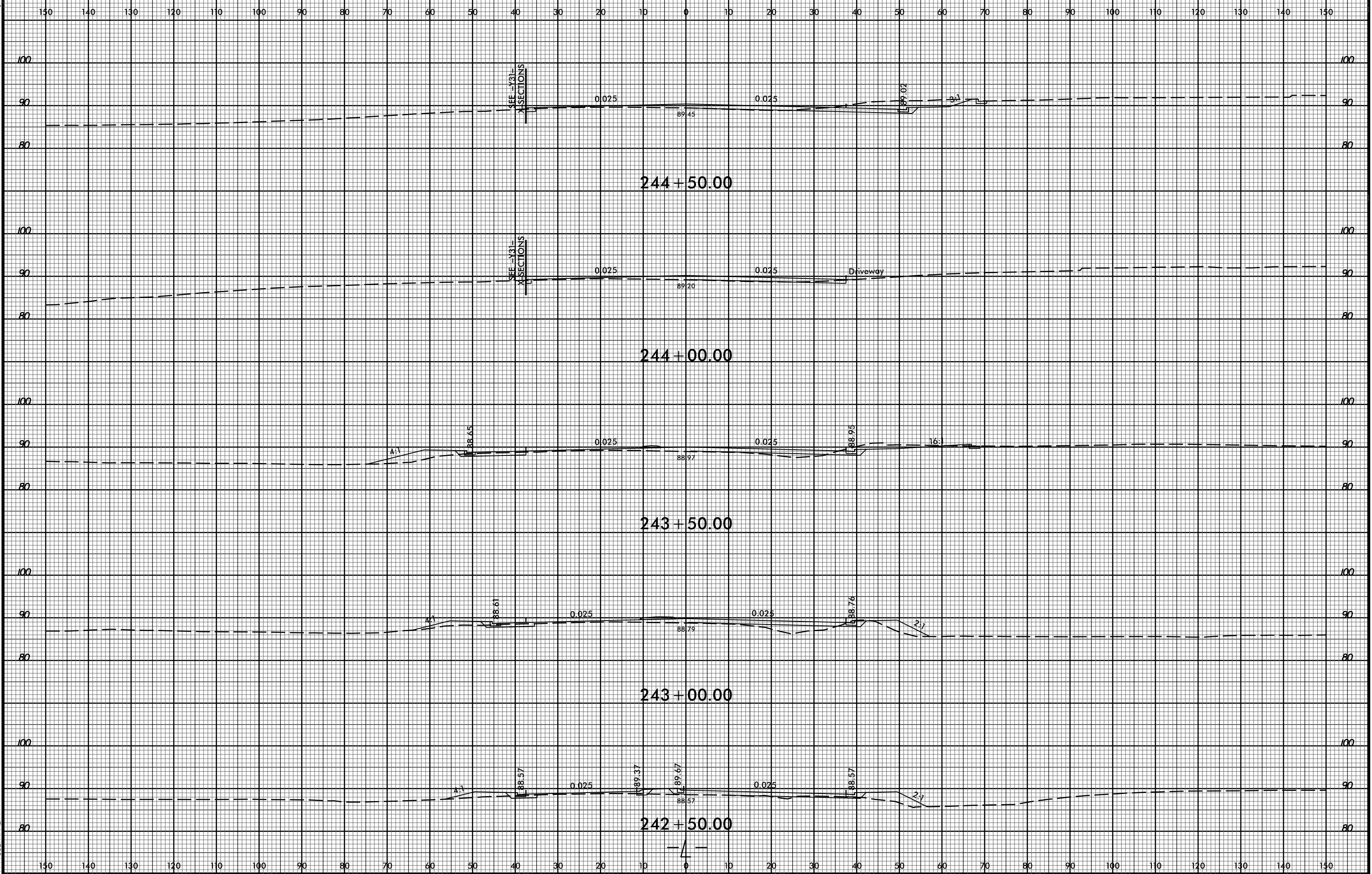
8/23/99

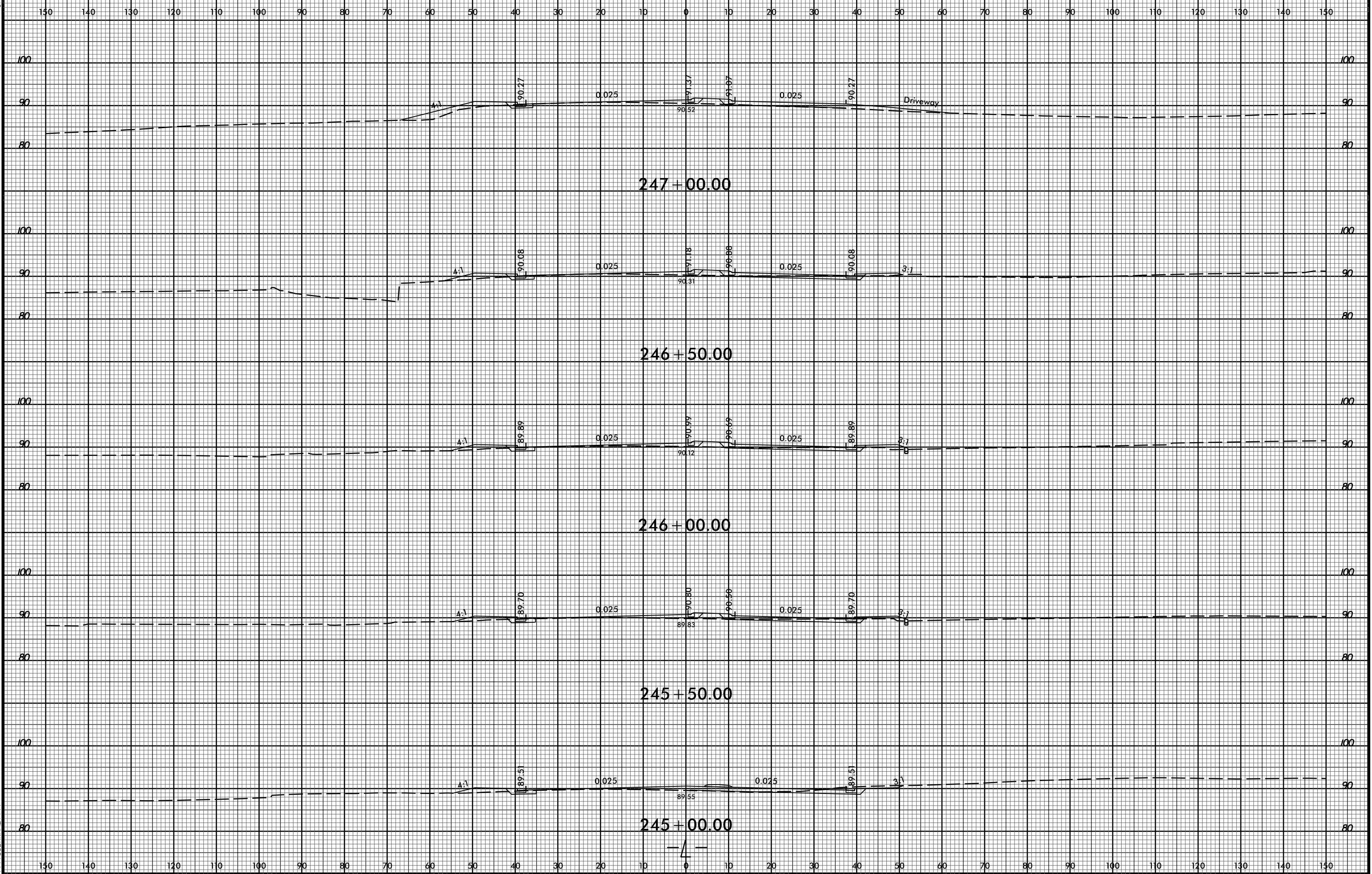


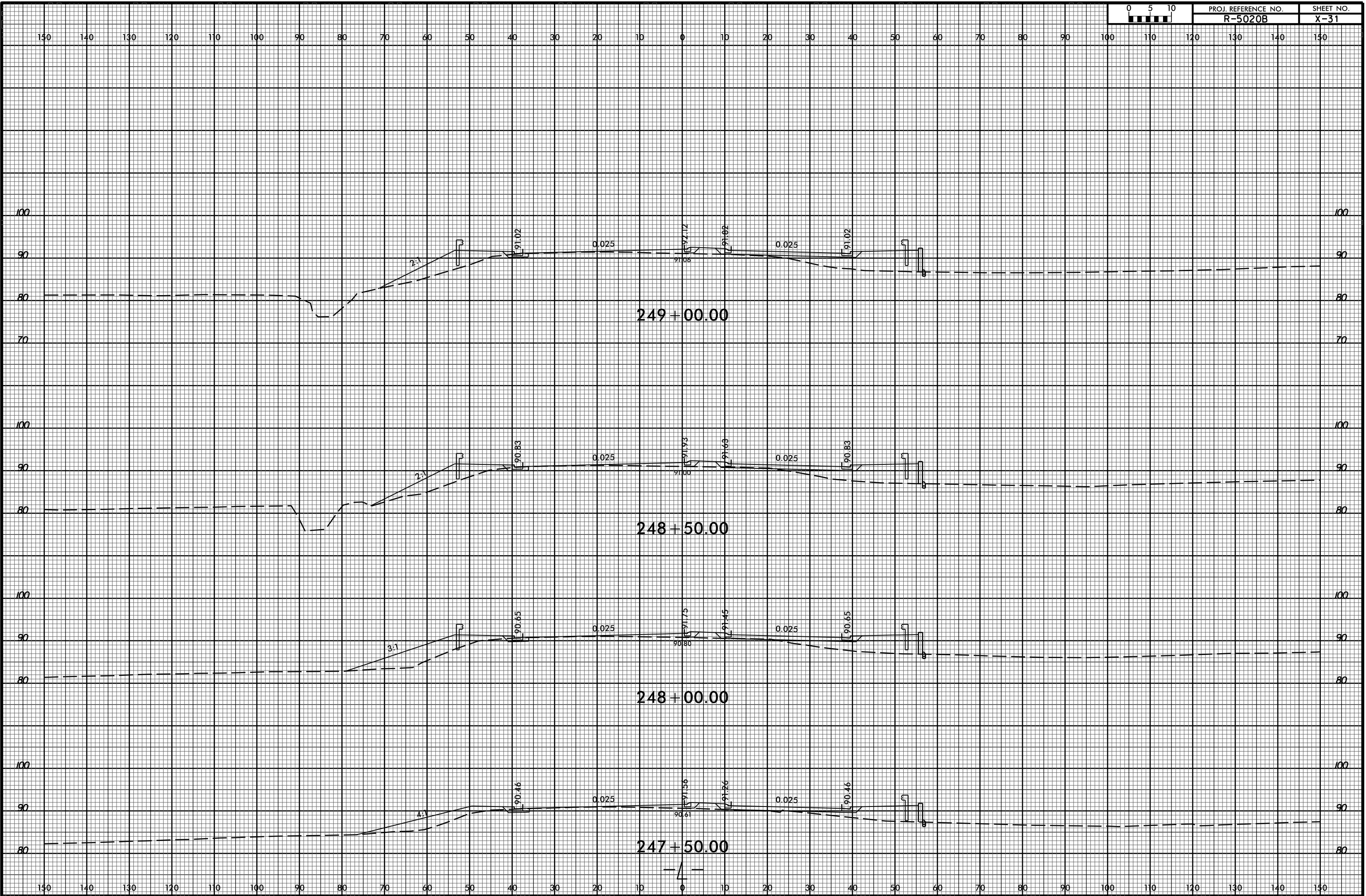
29-APR-2020 11:34 M:\2016\221601689 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn \$\$\$USERNAME\$\$\$

SEE X30-
X SECTIONS

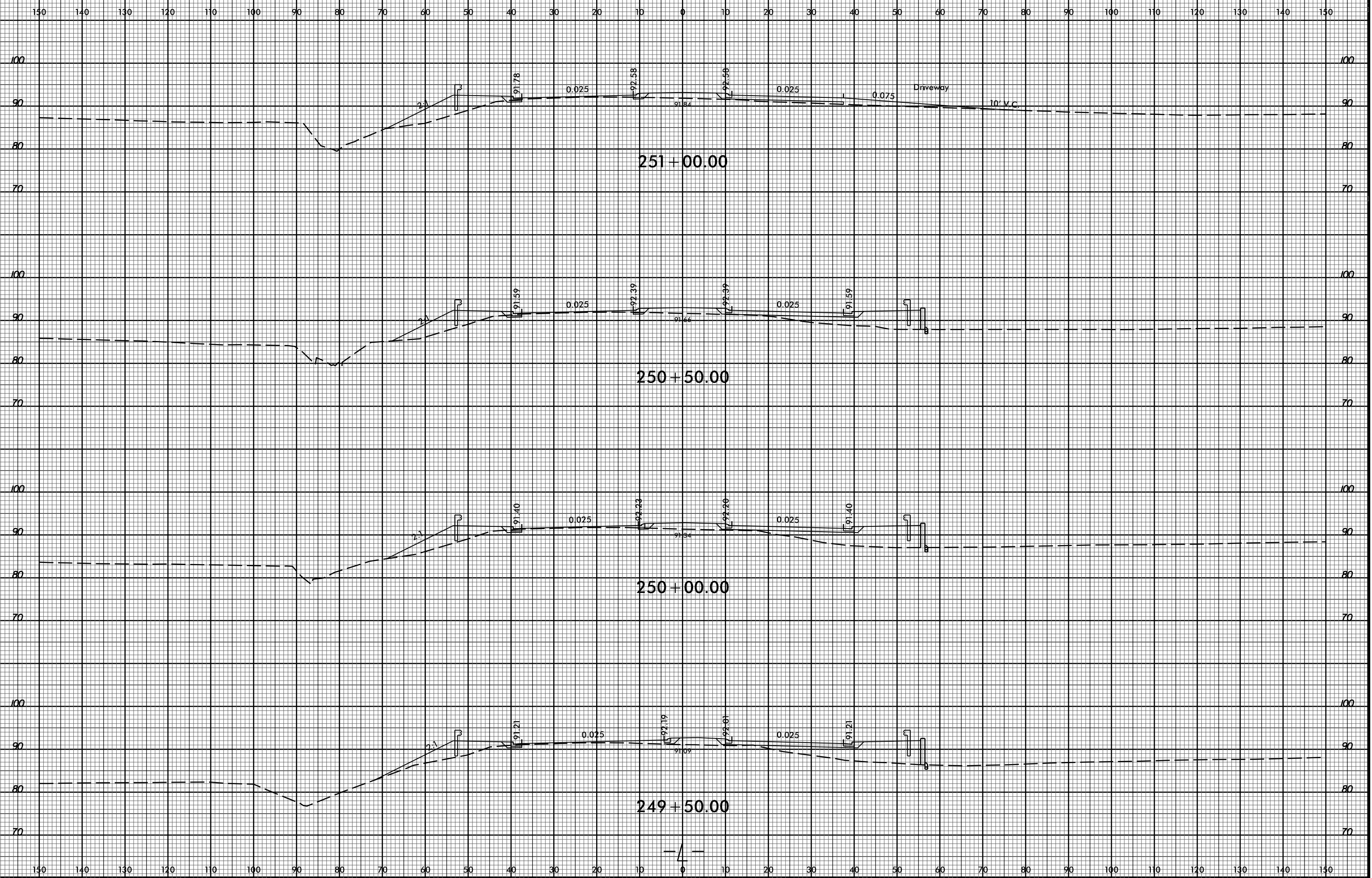
SEE X30-
X SECTIONS



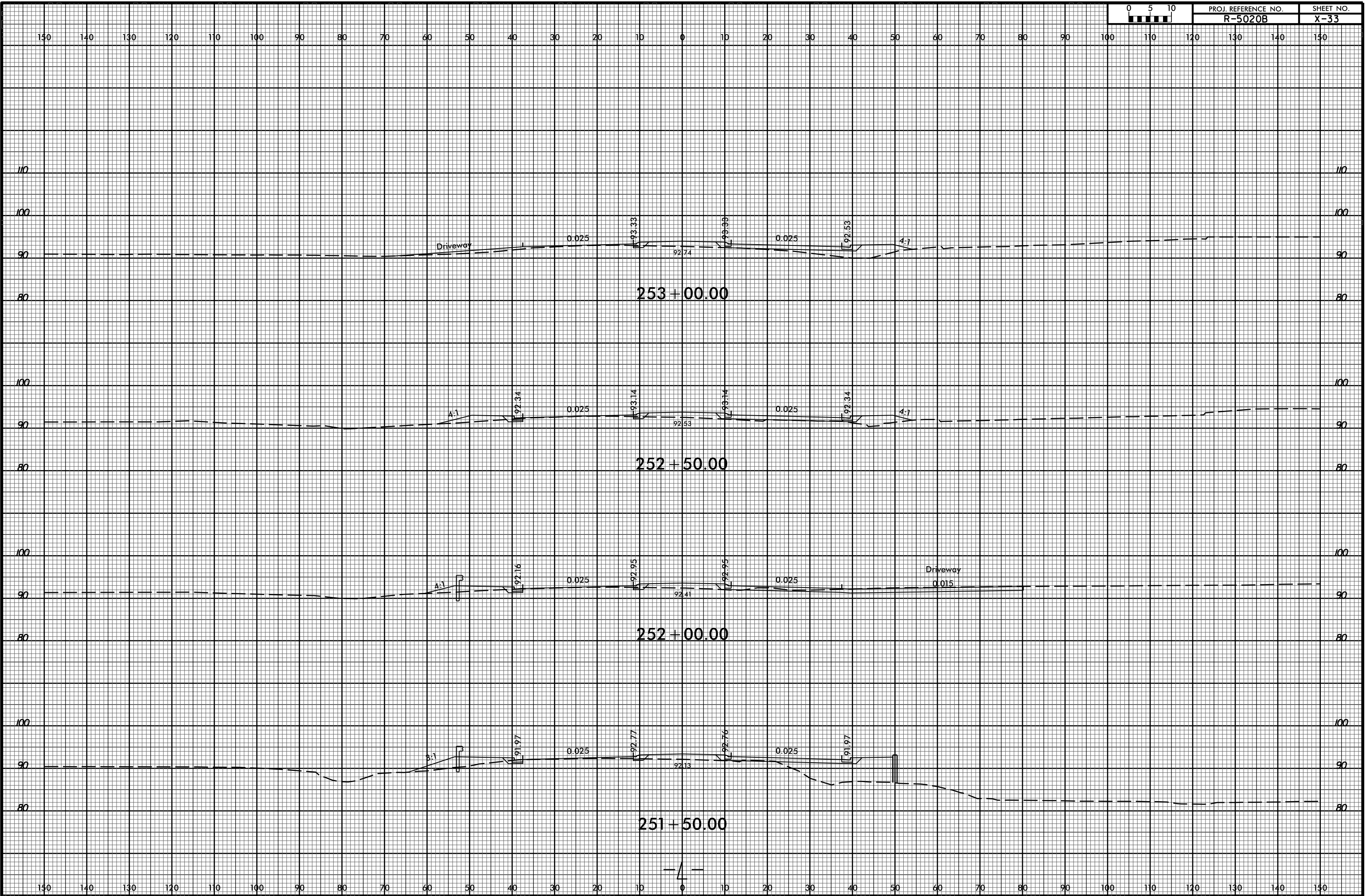


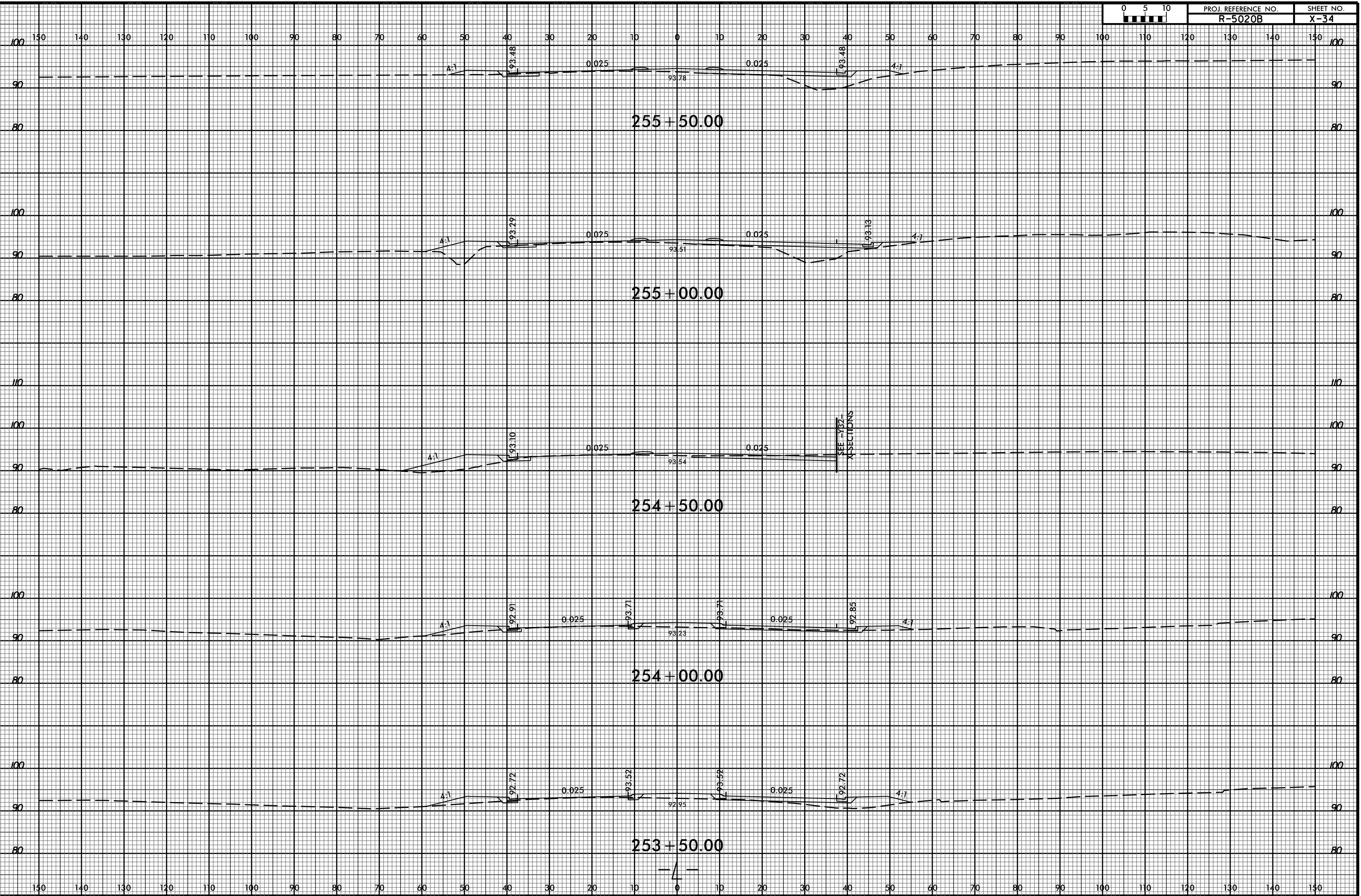


8/23/99

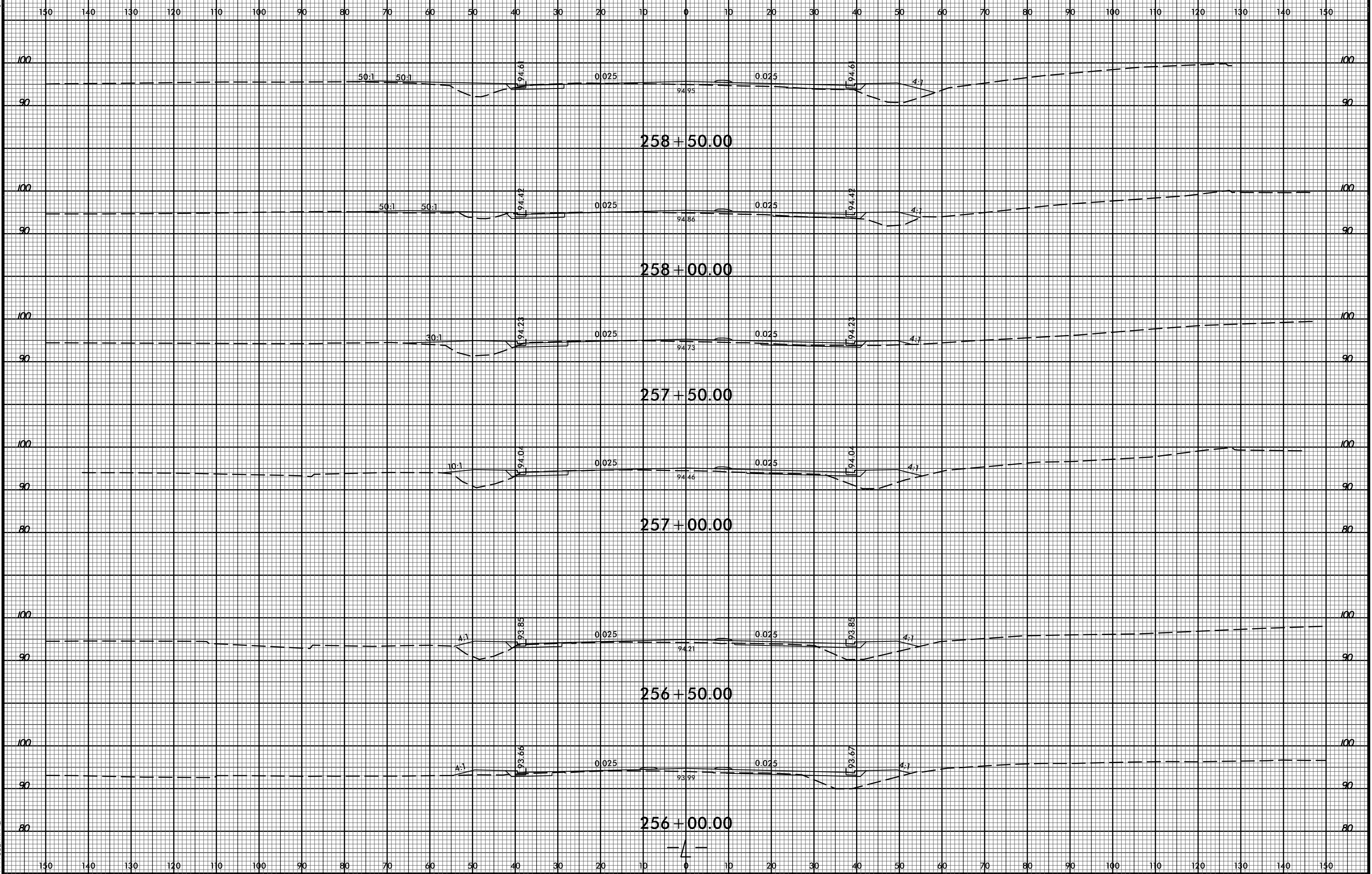


29-APR-2020 11:34 M:\2016\21601689 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B_Rdy_cm_xpl.L.dgn



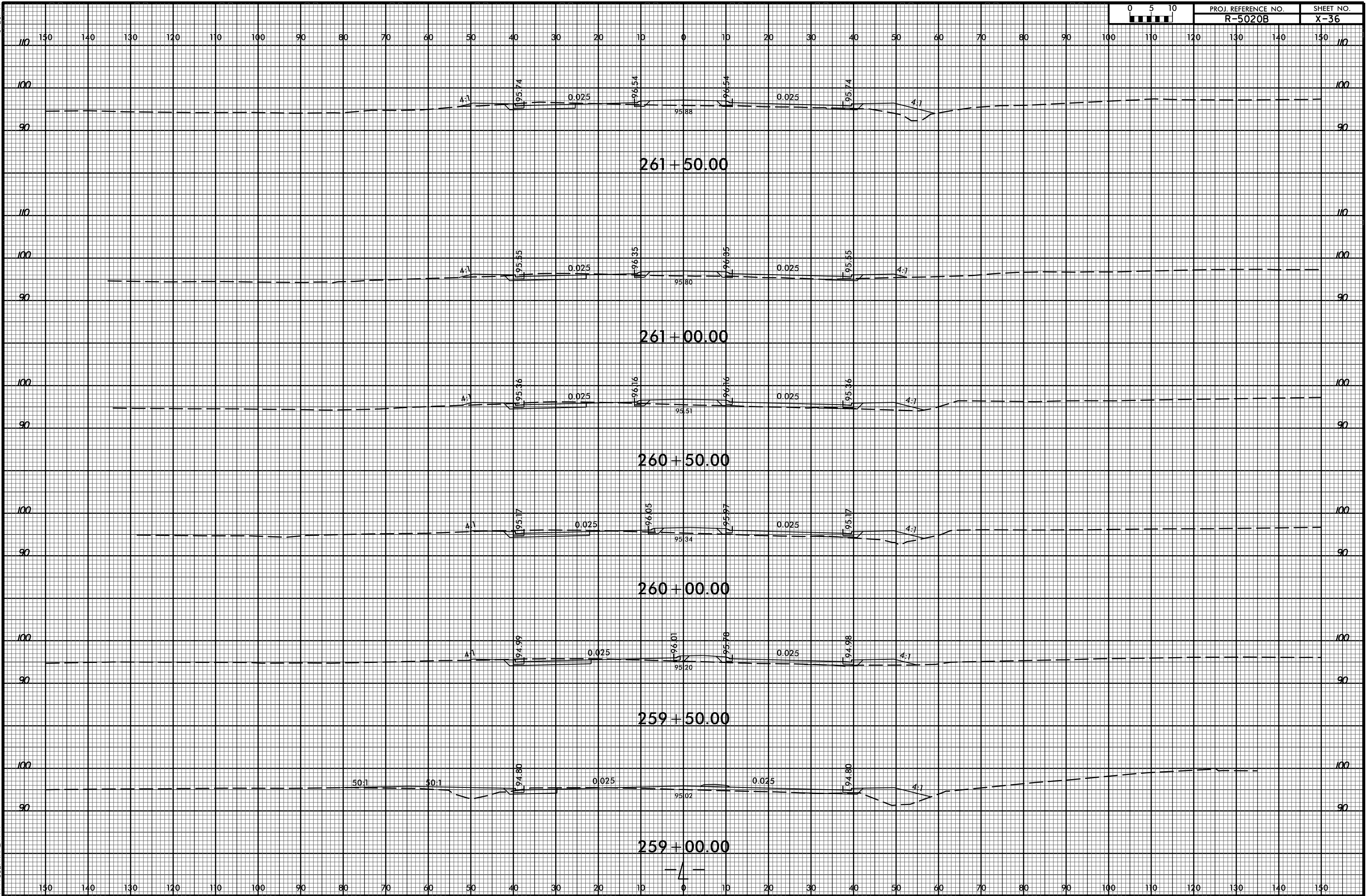


8/23/99



29-APR-2020 11:34 M:\2016\221601689 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn \$\$\$USERNAME\$\$\$

8/23/99



29-APR-2020 11:34
M:\2016\221601689 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

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

SEE - ROUND-
X-SECTIONS

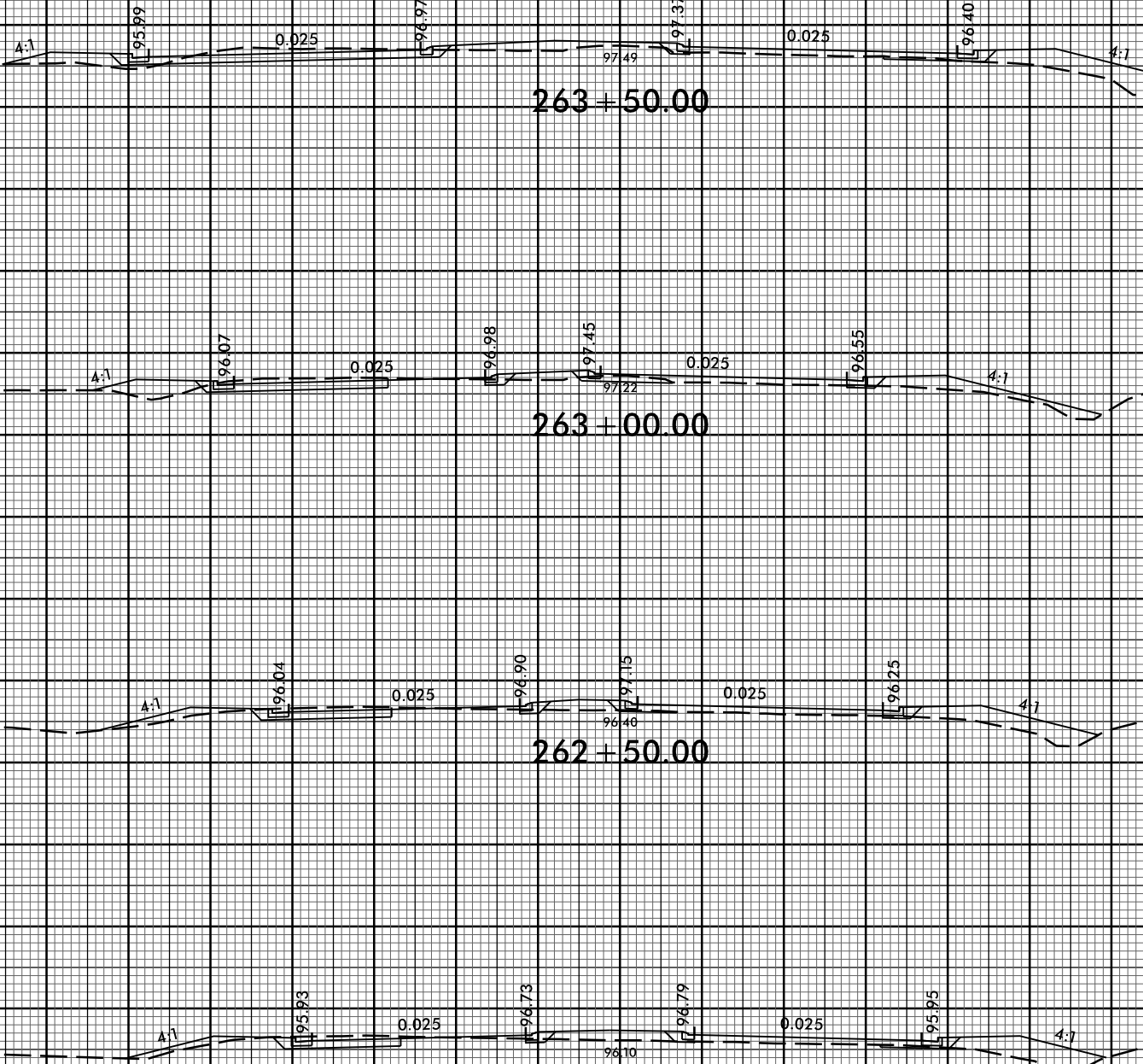
264+00.00

263+50.00

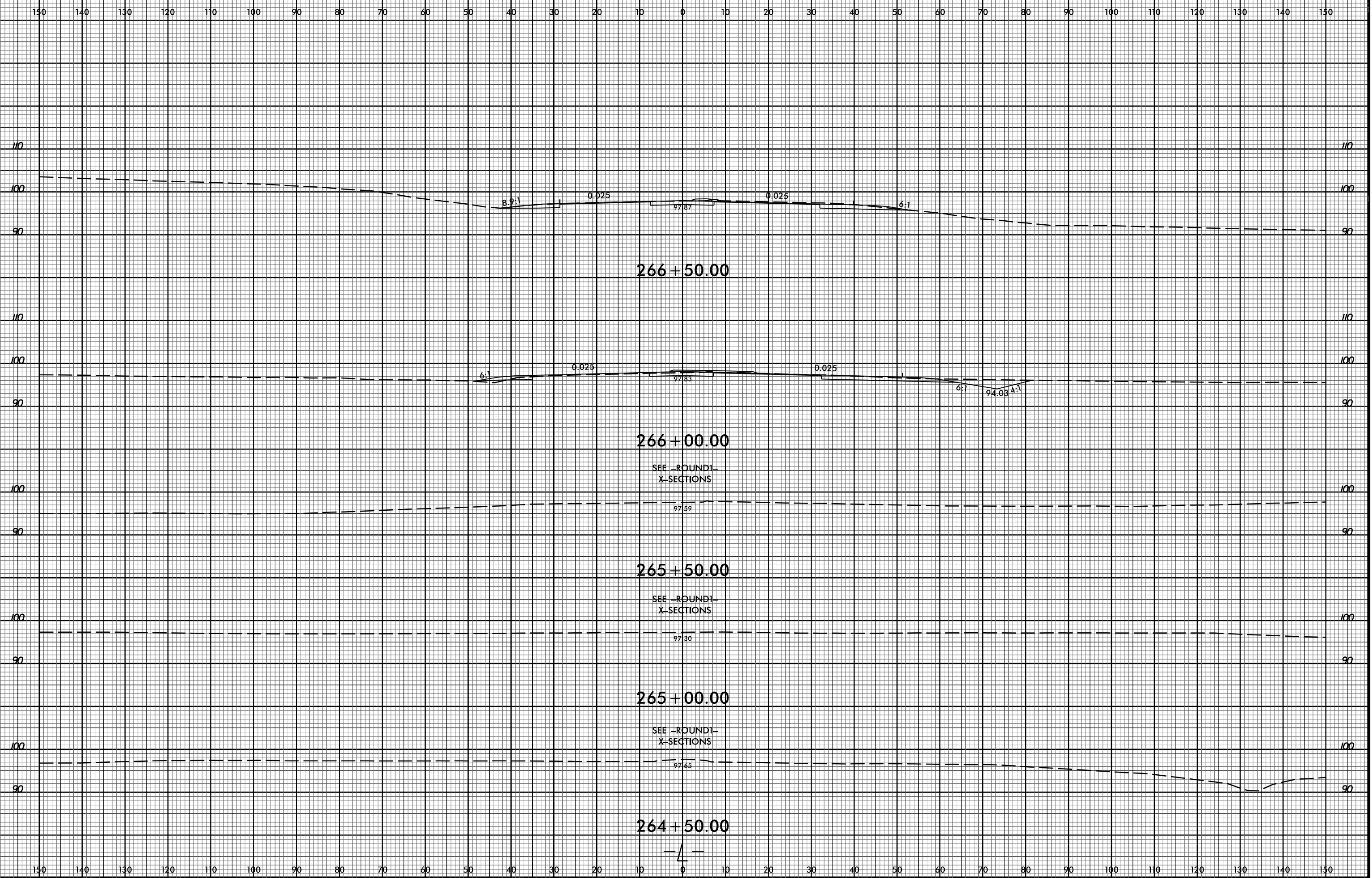
263+00.00

262+50.00

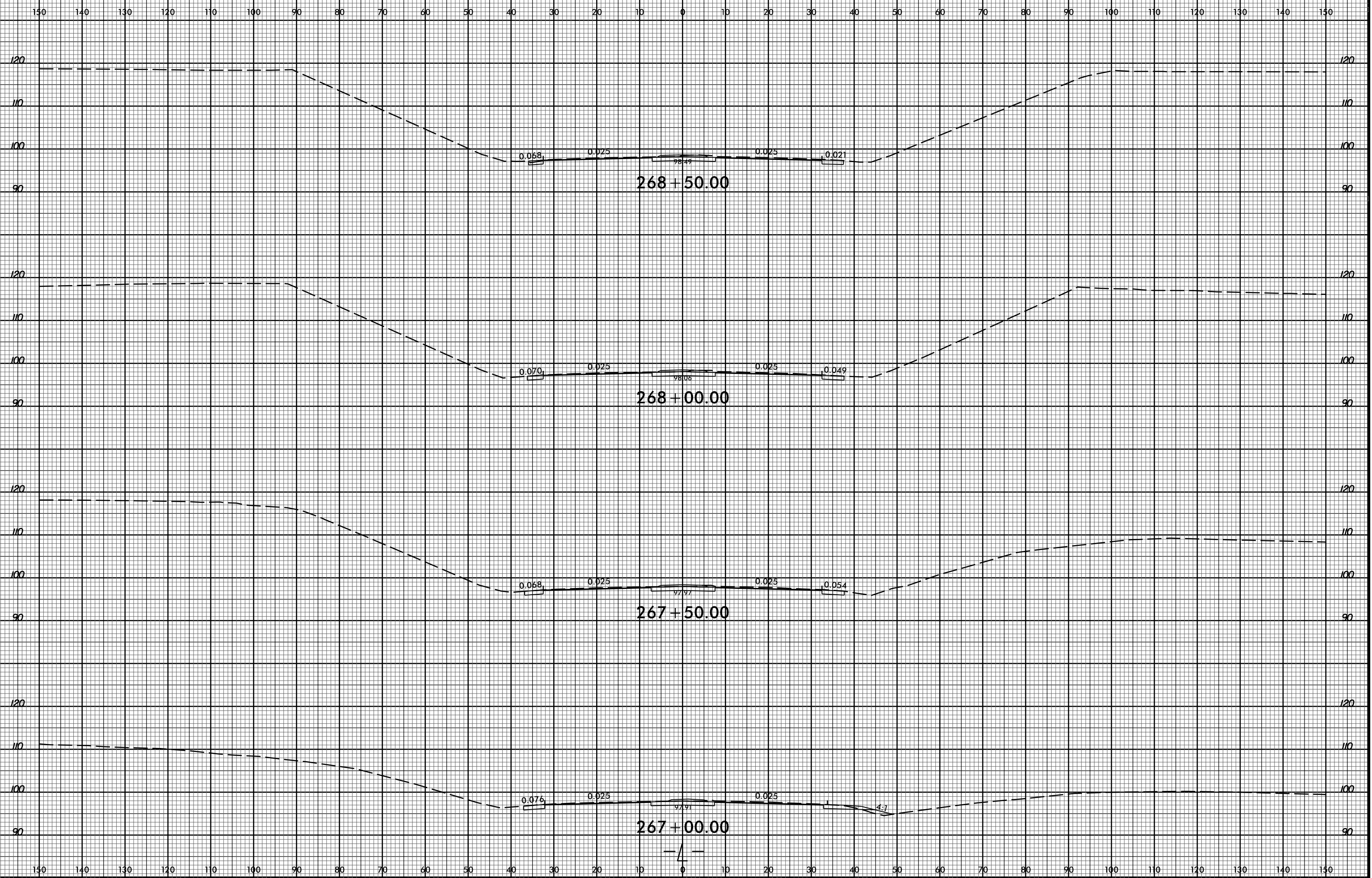
262+00.00



8/23/99



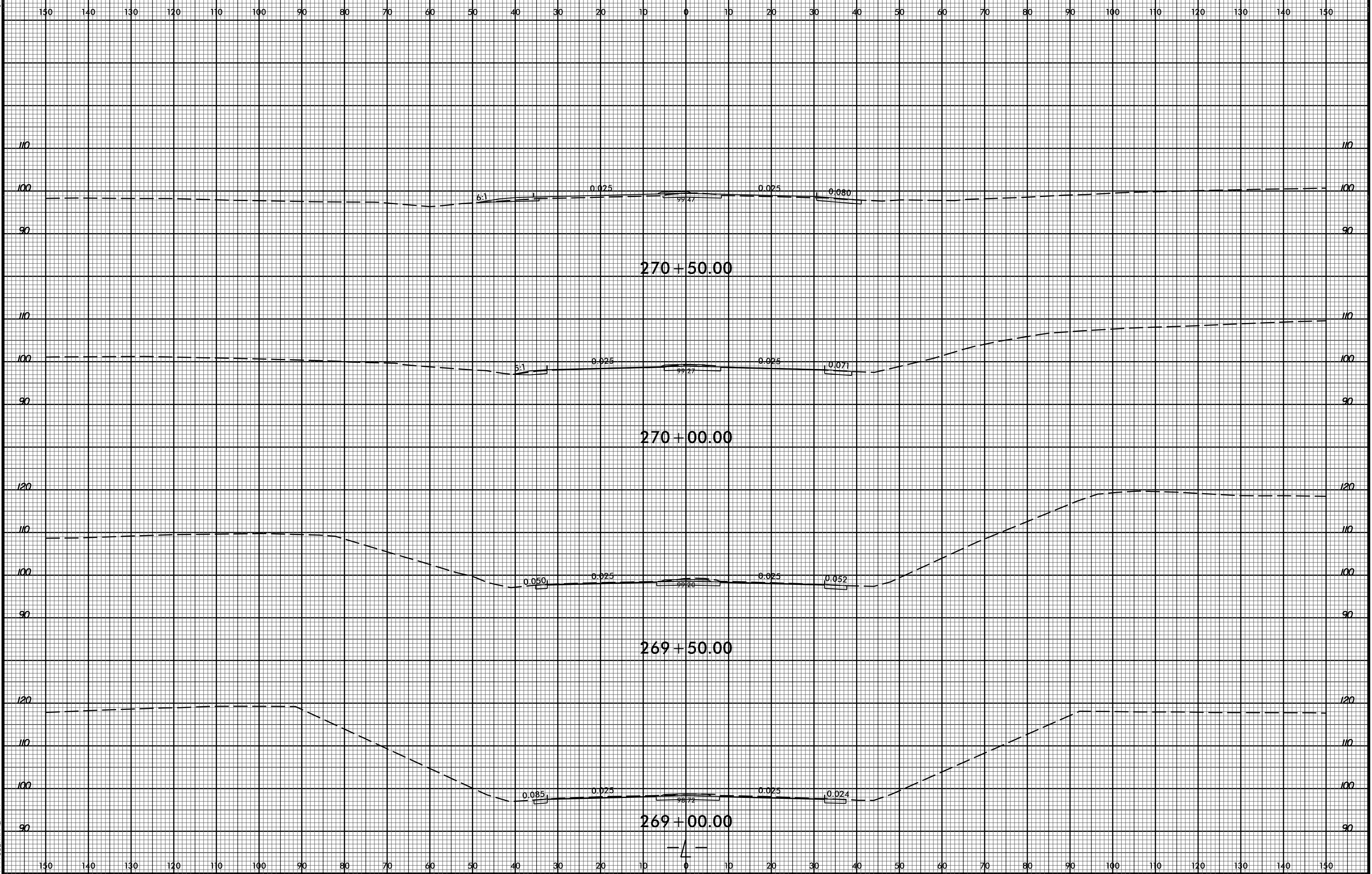
29-APR-2020 11:34 M:\2016\221601689 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn \$\$\$USERNAME\$\$\$



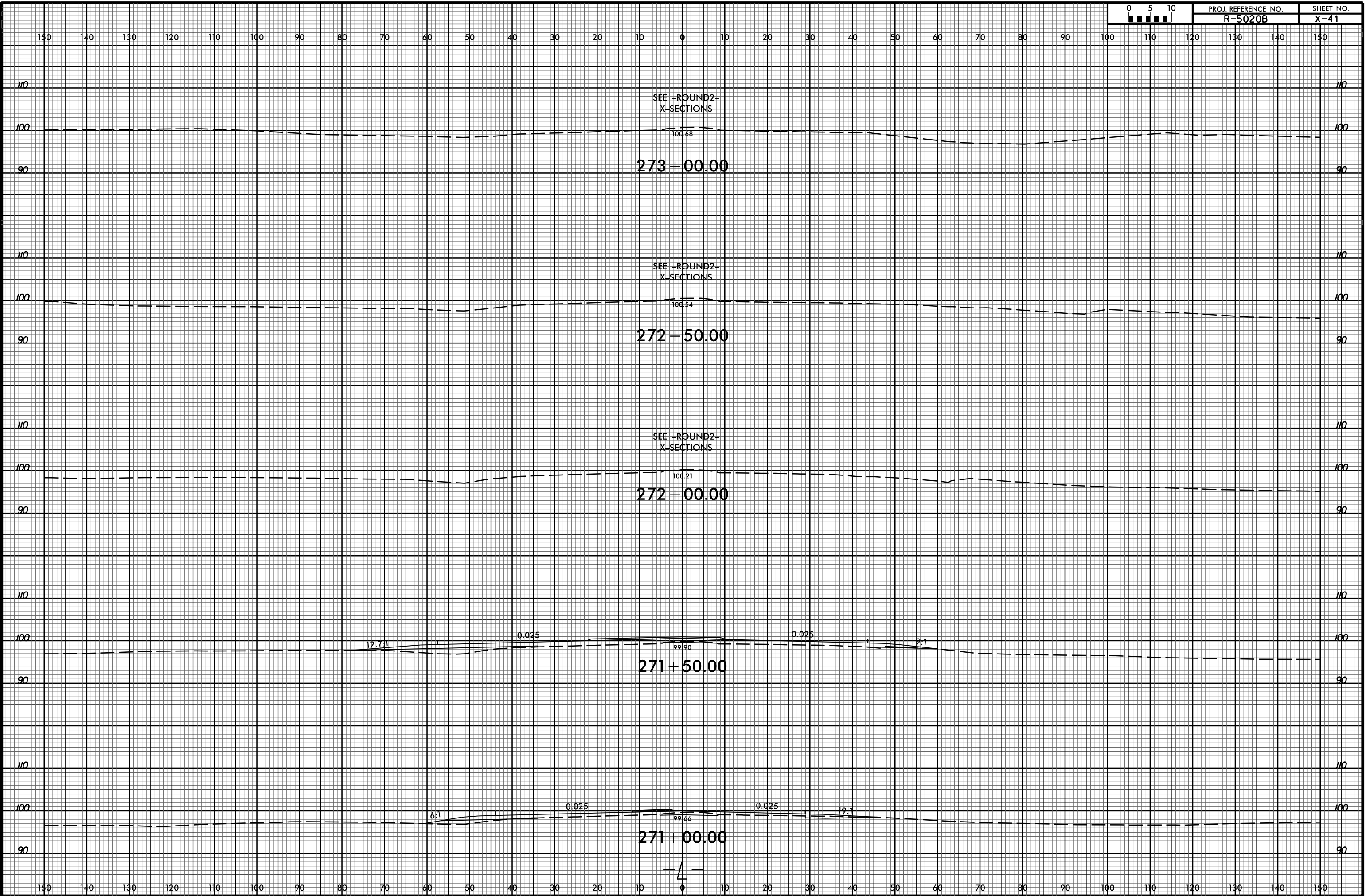
8/23/99



PROJ. REFERENCE NO. R-5020B SHEET NO. X-40



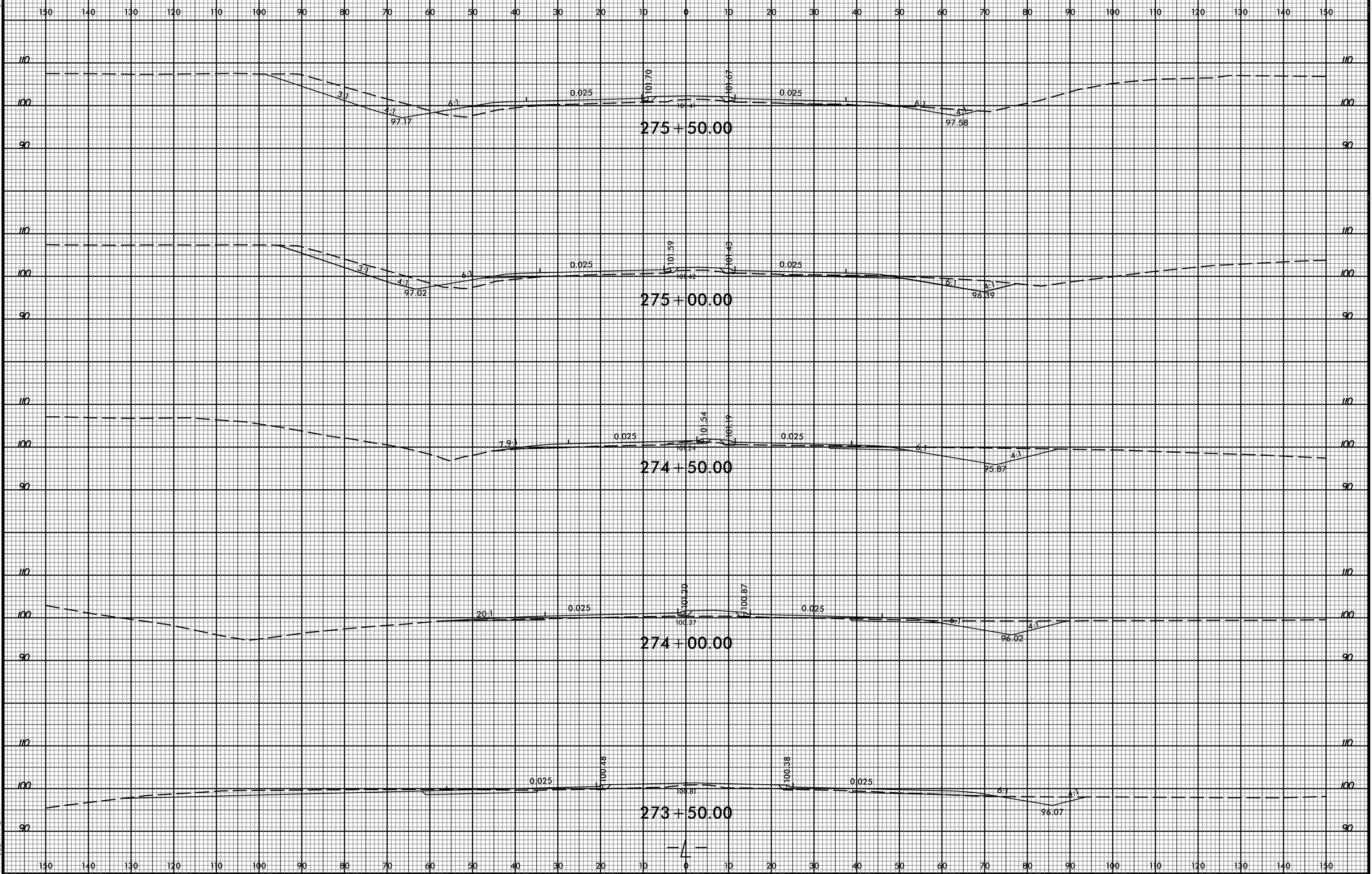
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8/23/99



PROJ. REFERENCE NO. R-5020B SHEET NO. X-42

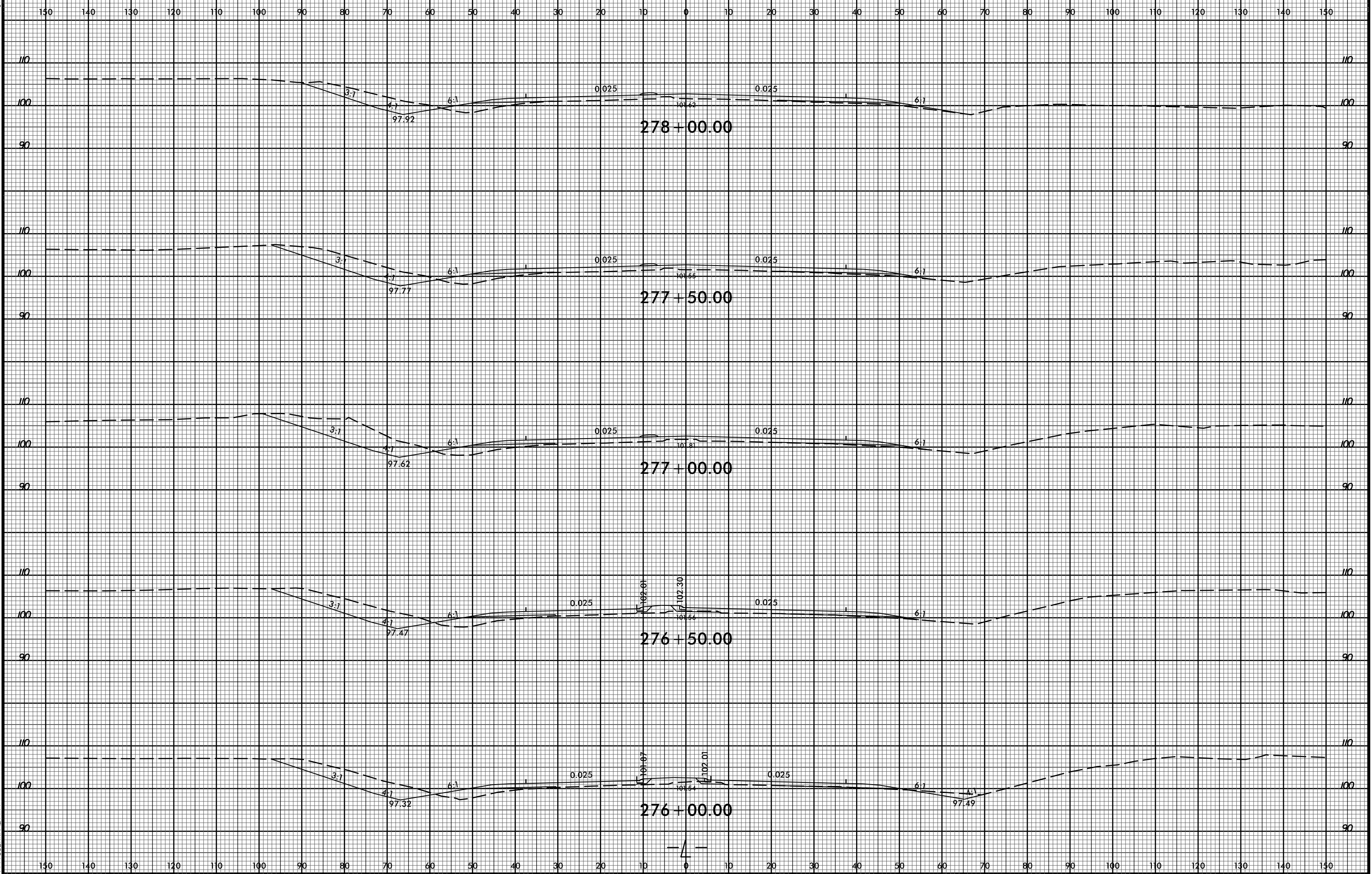


29-APR-2020 11:34 M:\2016\221601689 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn \$\$\$USERNAME\$\$\$

8/23/99



PROJ. REFERENCE NO. R-5020B SHEET NO. X-43

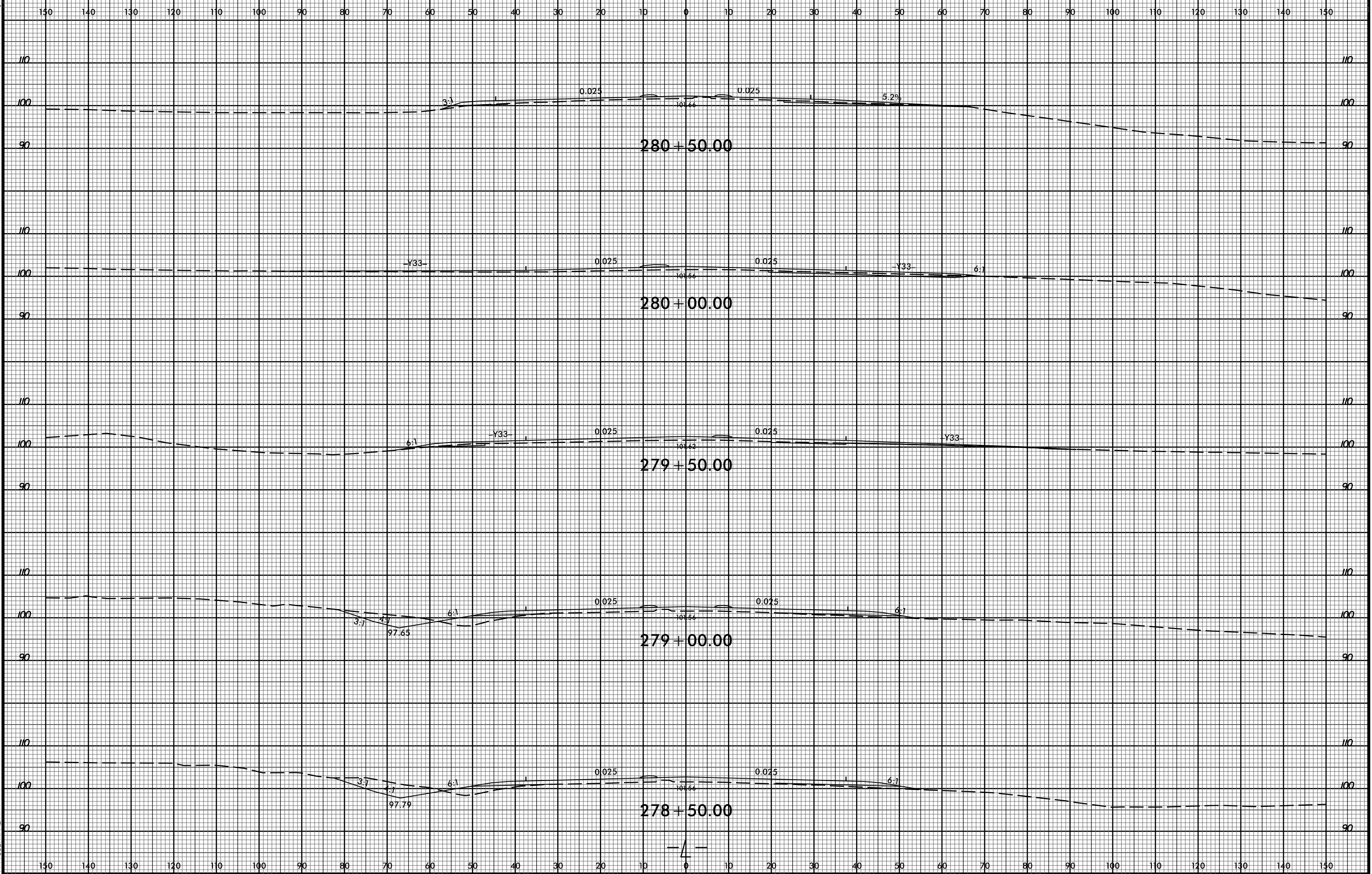


29-APR-2020 11:34
M:\2016\221601889
NC DOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

8/23/99



PROJ. REFERENCE NO. R-5020B SHEET NO. X-44

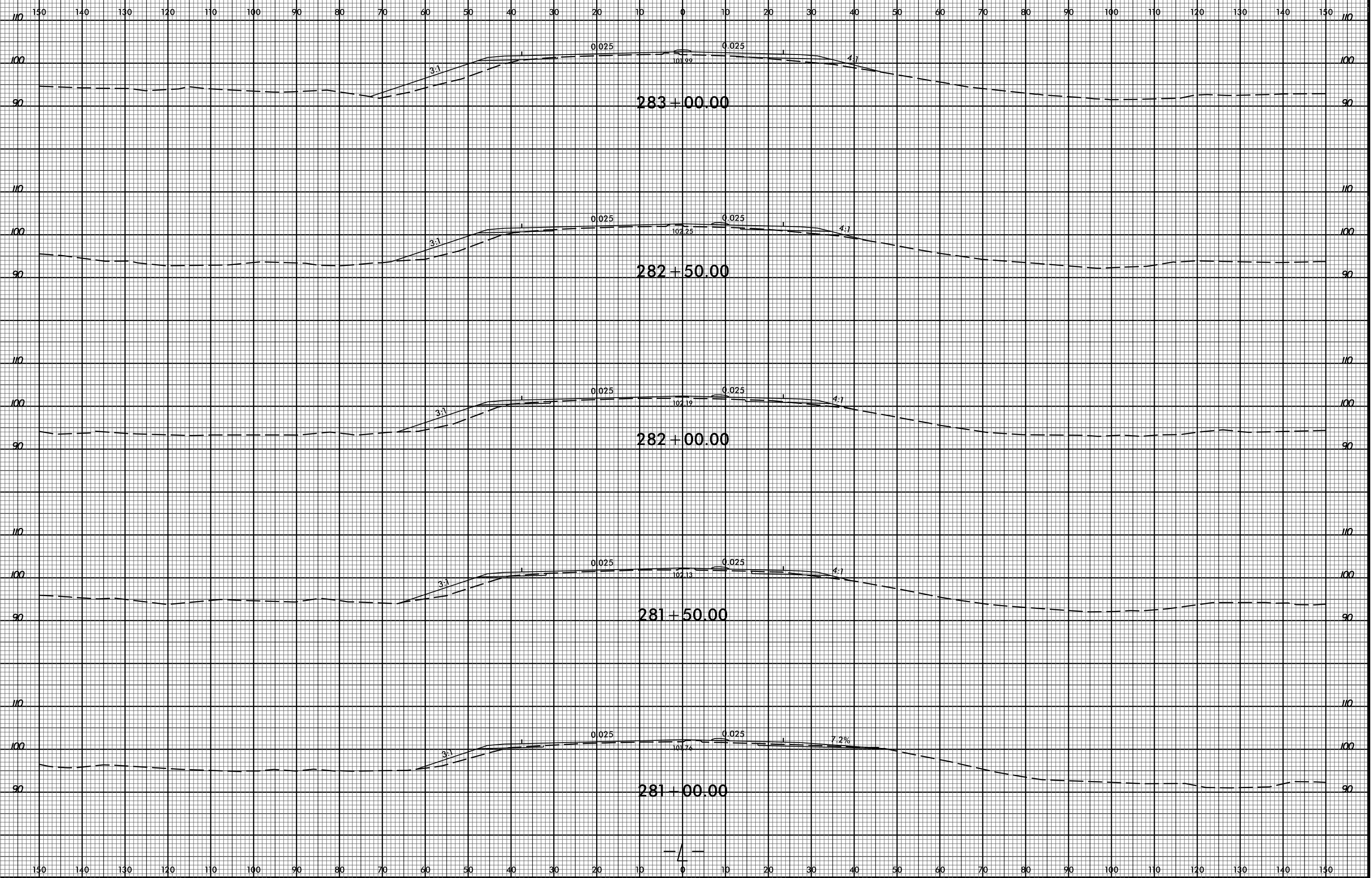


29-APR-2020 11:34 M:\2016\21601689 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn \$\$\$USERNAME\$\$\$

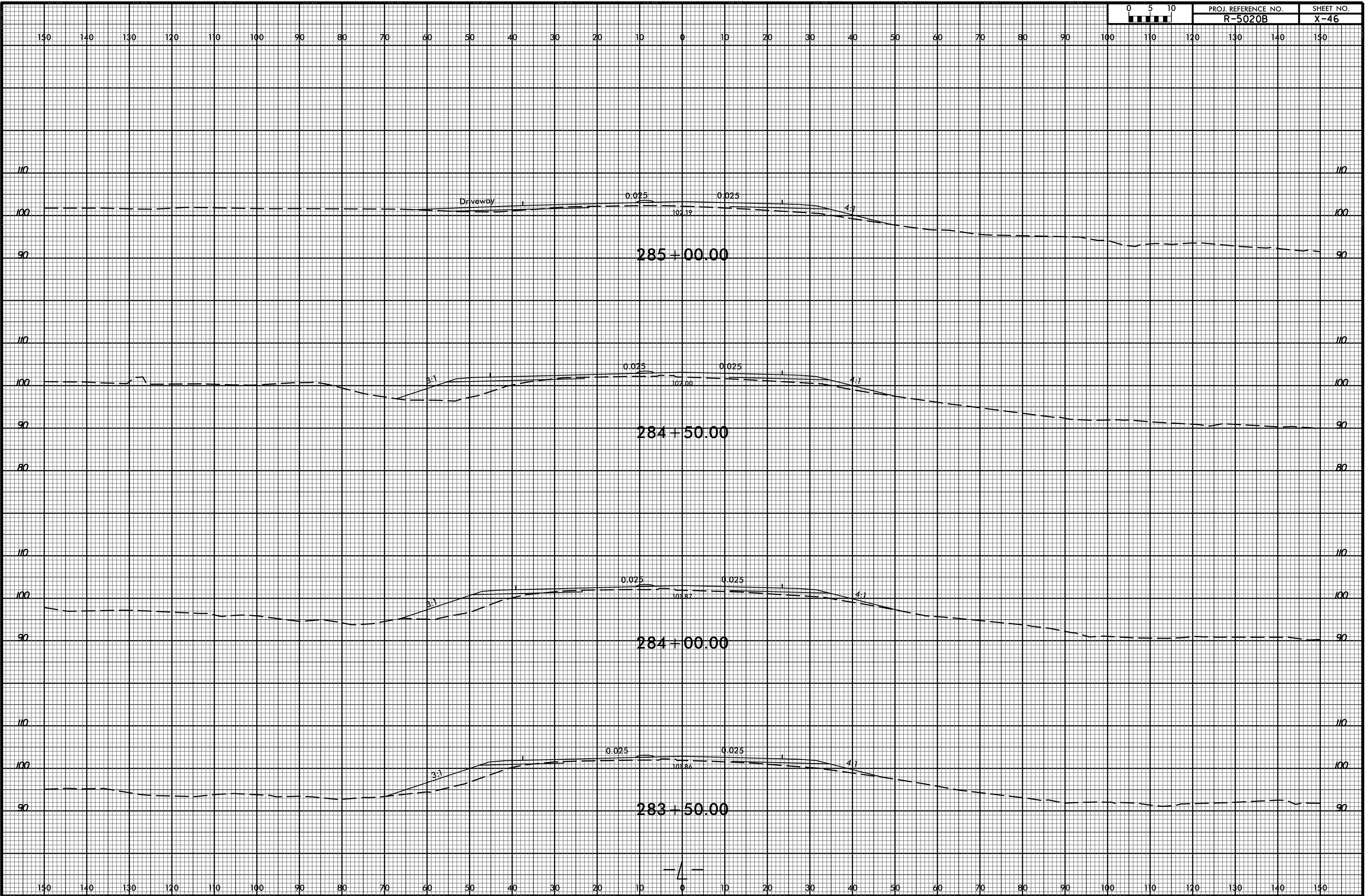
8/23/99



PROJ. REFERENCE NO. R-5020B SHEET NO. X-45



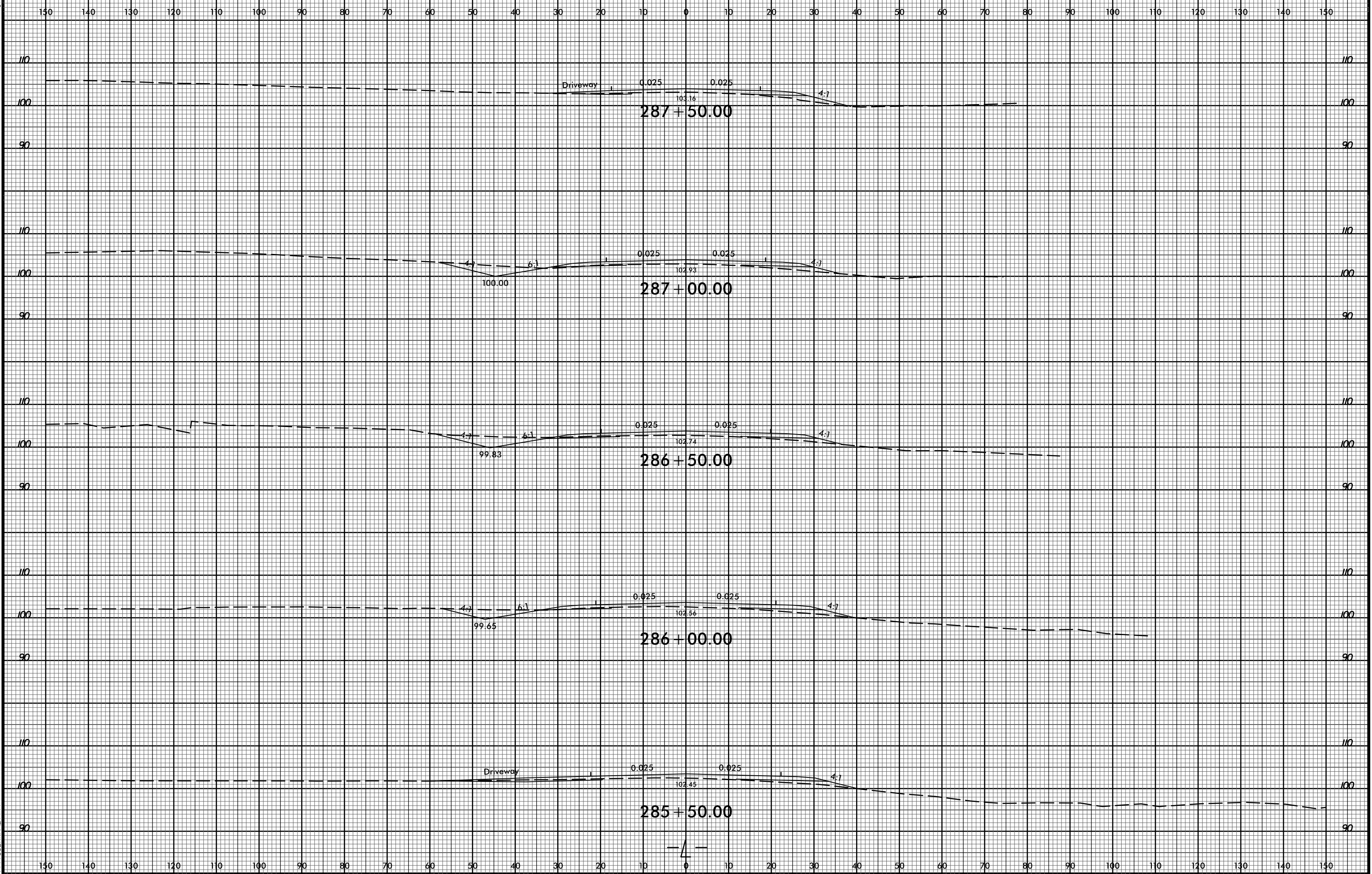
29-APR-2020 11:34
M:\2016\221601889
NCDDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



8/23/99



PROJ. REFERENCE NO. R-5020B SHEET NO. X-47



29-APR-2020 11:34 M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn \$\$\$USERNAME\$\$\$

287+50.00

287+00.00

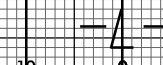
286+50.00

286+00.00

285+50.00

Driveway

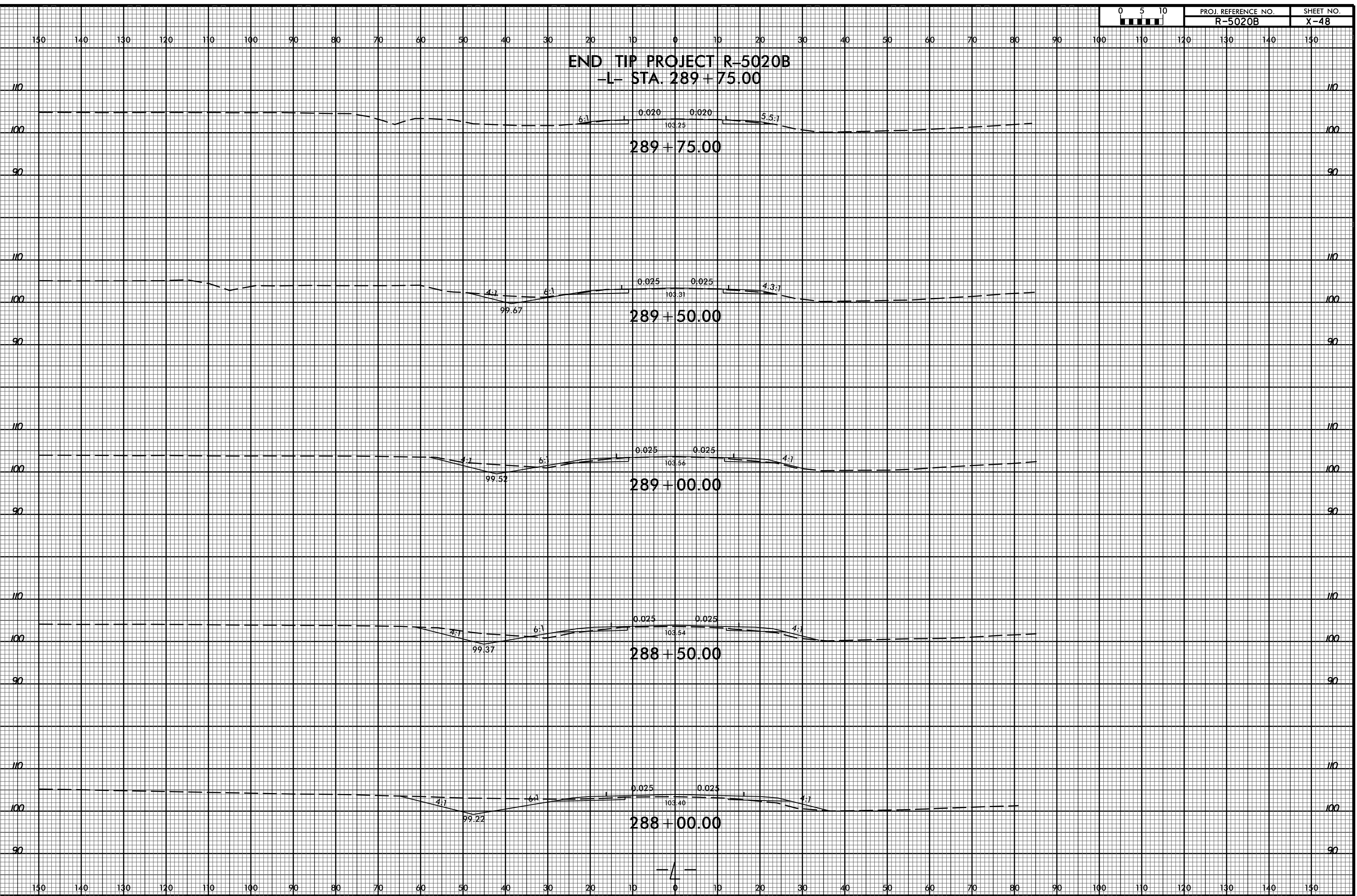
Driveway



8/23/99



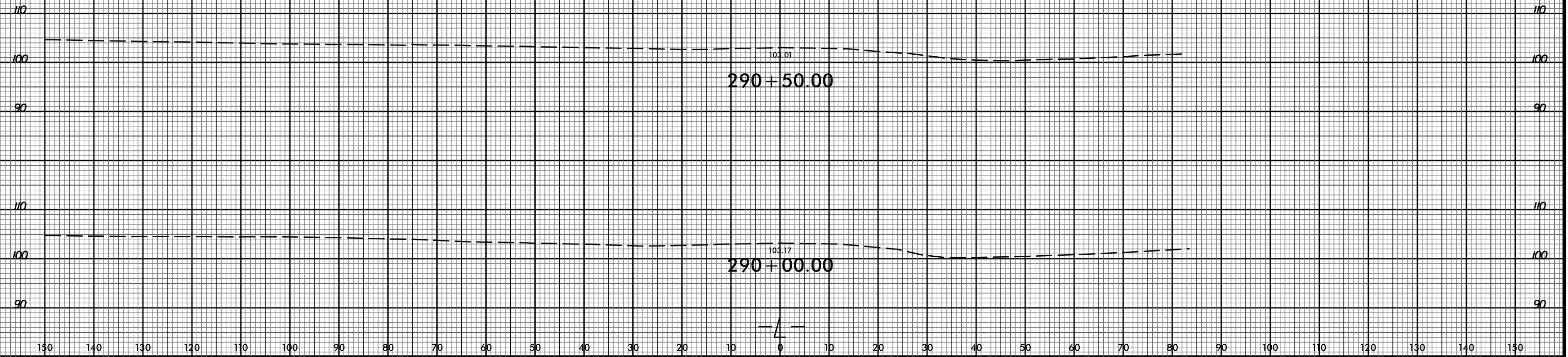
END TIP PROJECT R-5020B
-L- STA. 289+75.00



29-APR-2020 11:34
M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.L.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

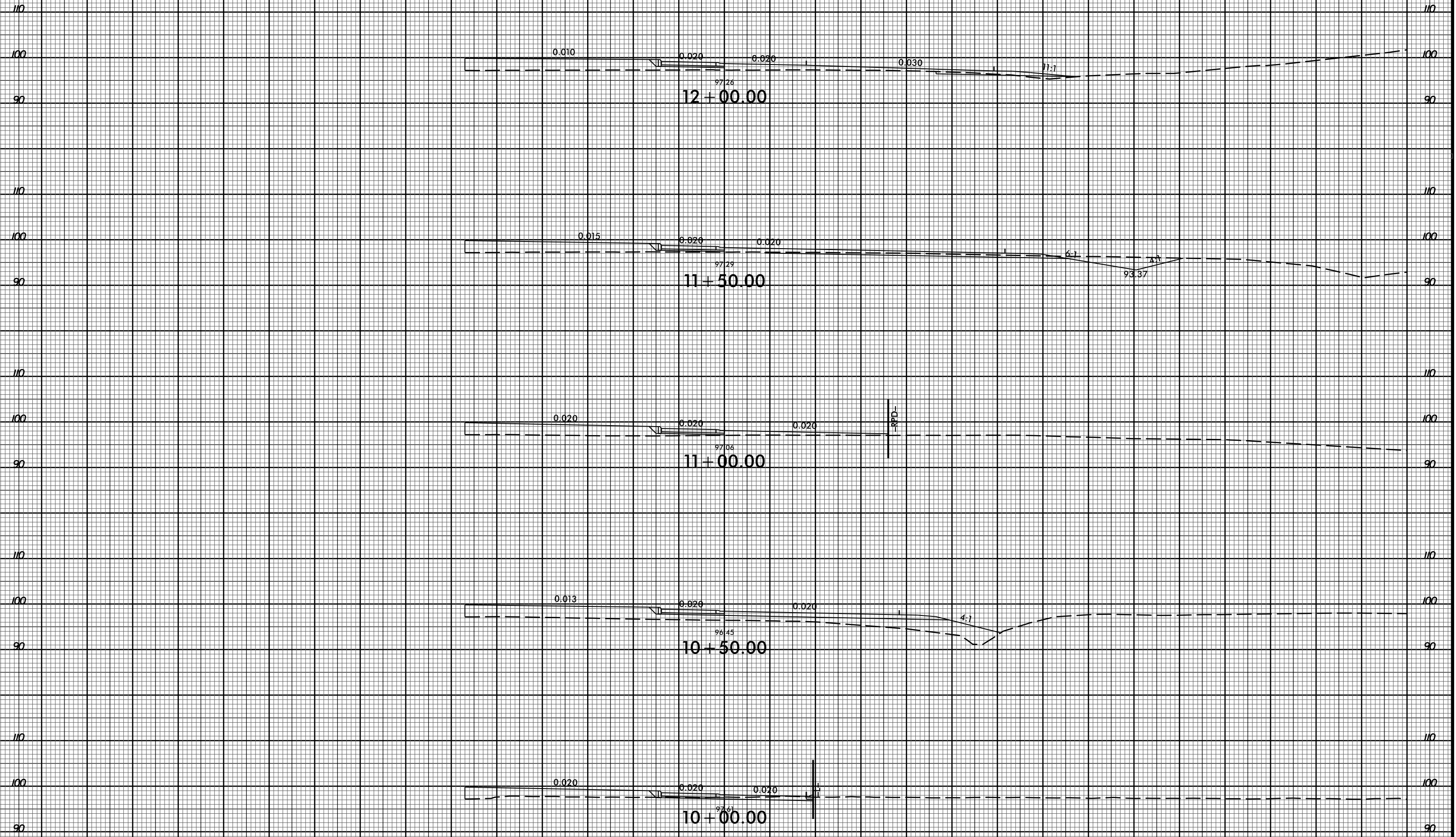


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



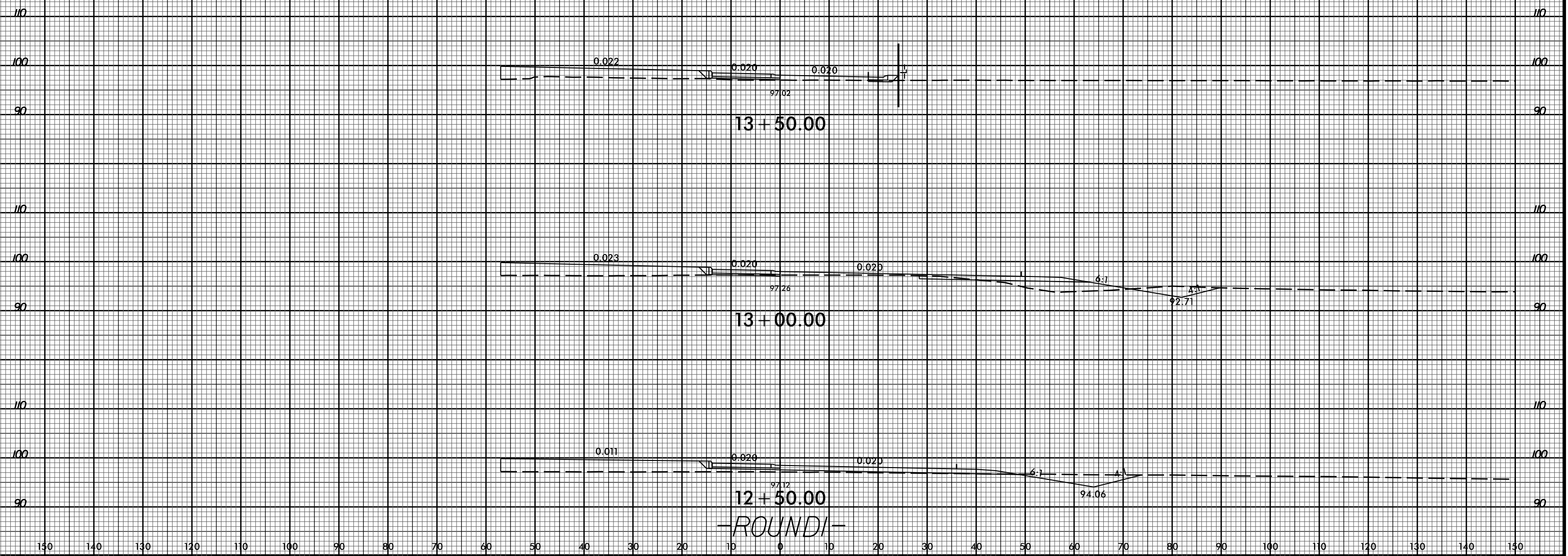
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

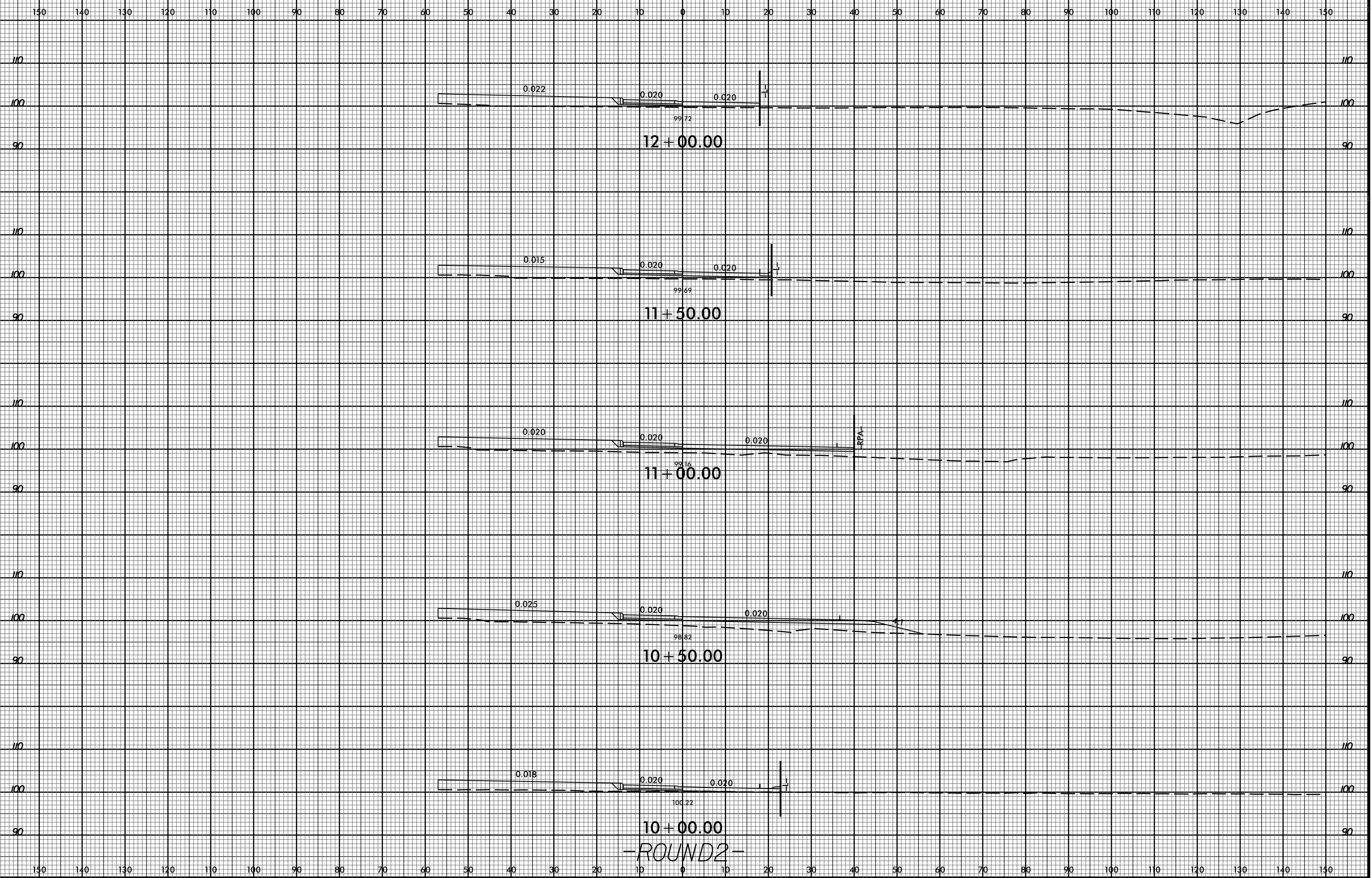
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



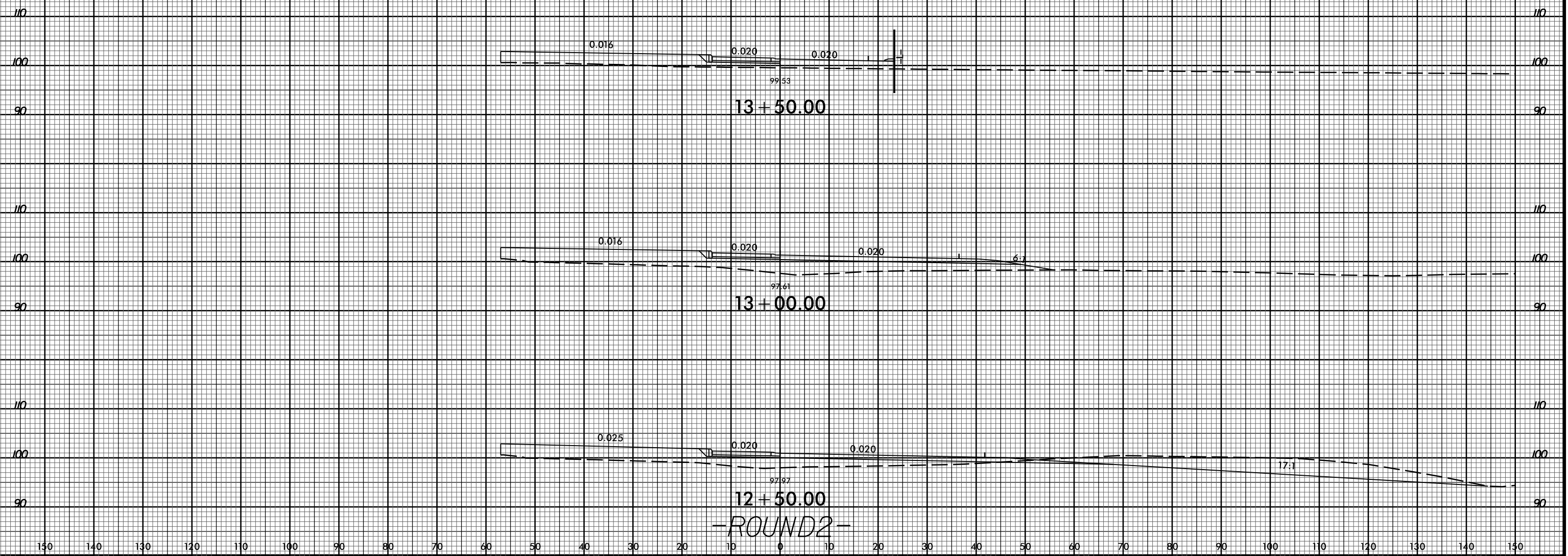
-ROUND-

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

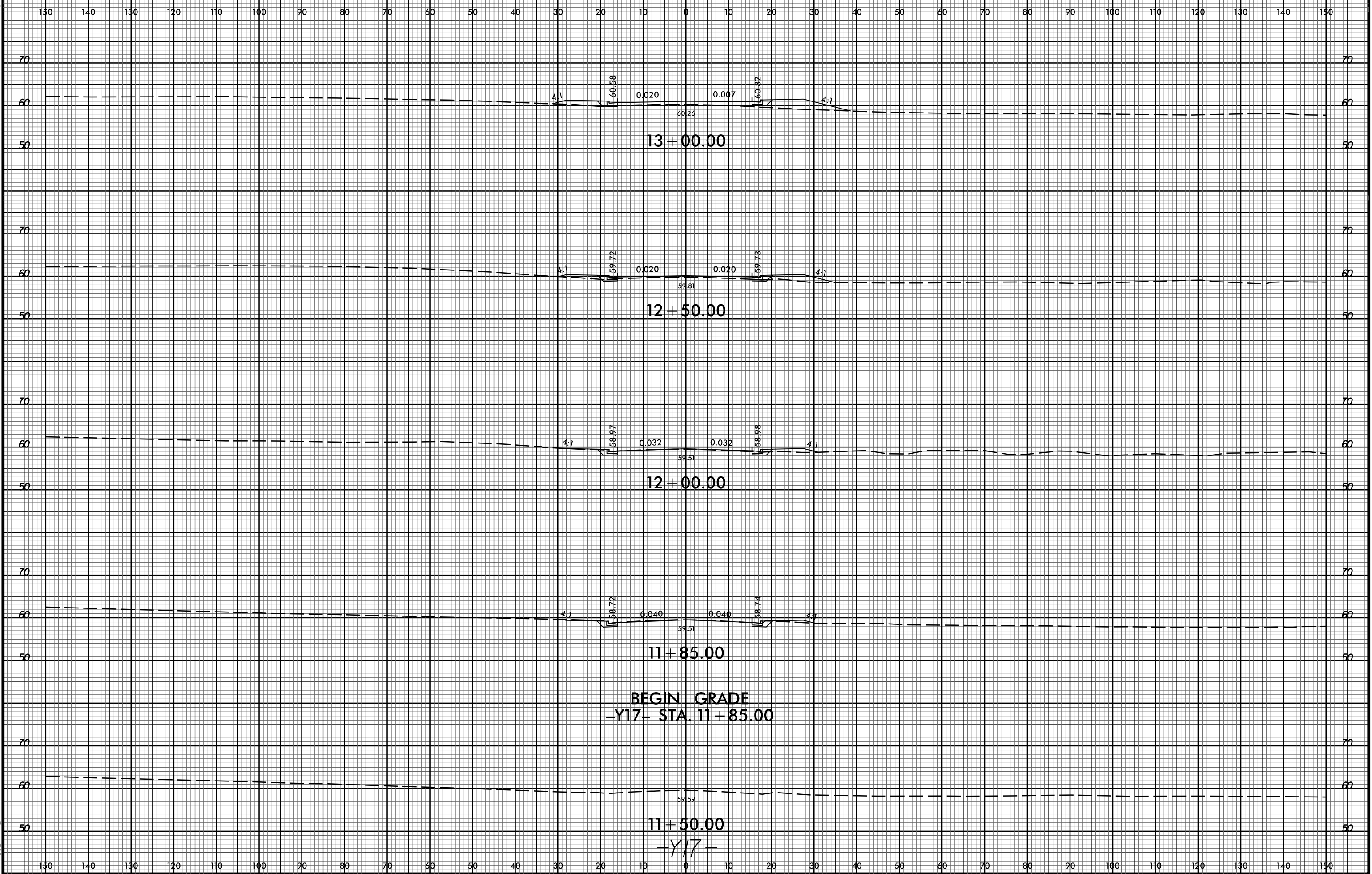




150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



8/23/99



29-APR-2020 11:34 M:\2016\22601689 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.Y17.dgn

BEGIN GRADE
-Y17- STA. 11+85.00

13+00.00

12+50.00

12+00.00

11+85.00

11+50.00

-Y17-

4:1 60.58 0.020 0.007 60.92 4:1

4:1 59.72 0.020 0.020 59.73 4:1

4:1 58.97 0.032 0.032 58.98 4:1

4:1 58.72 0.040 0.040 58.74 4:1

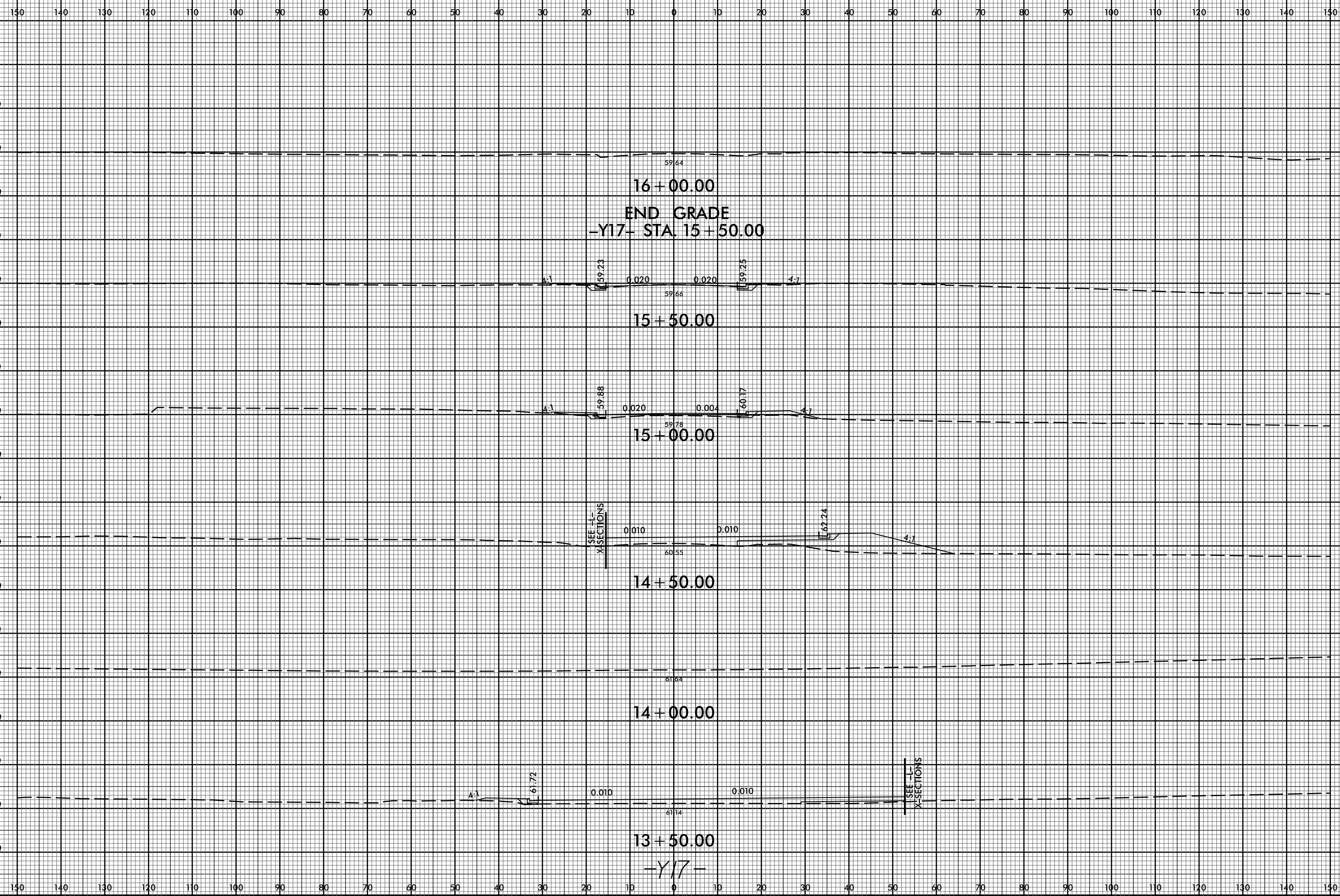
60.26

59.81

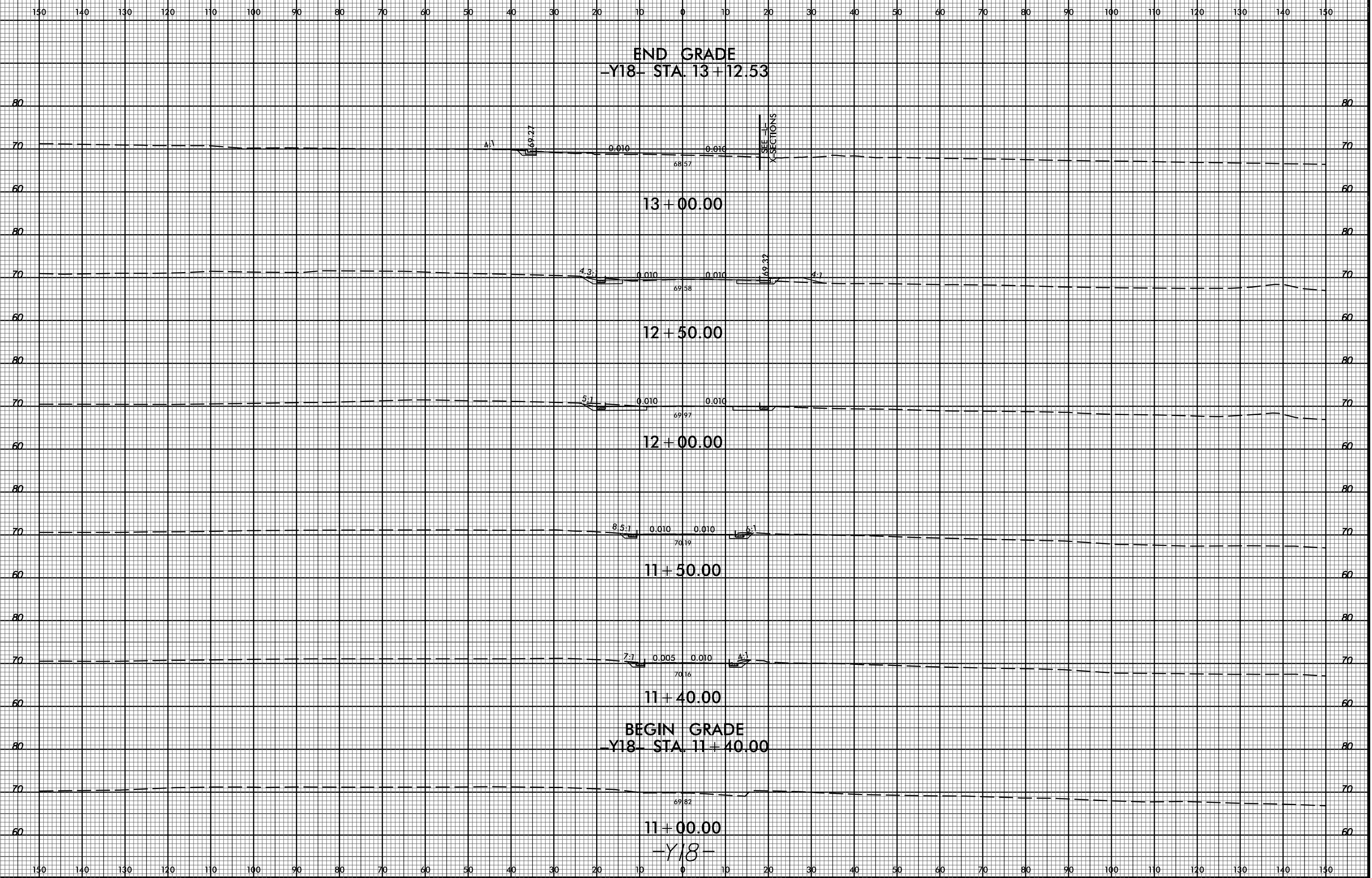
59.51

59.51

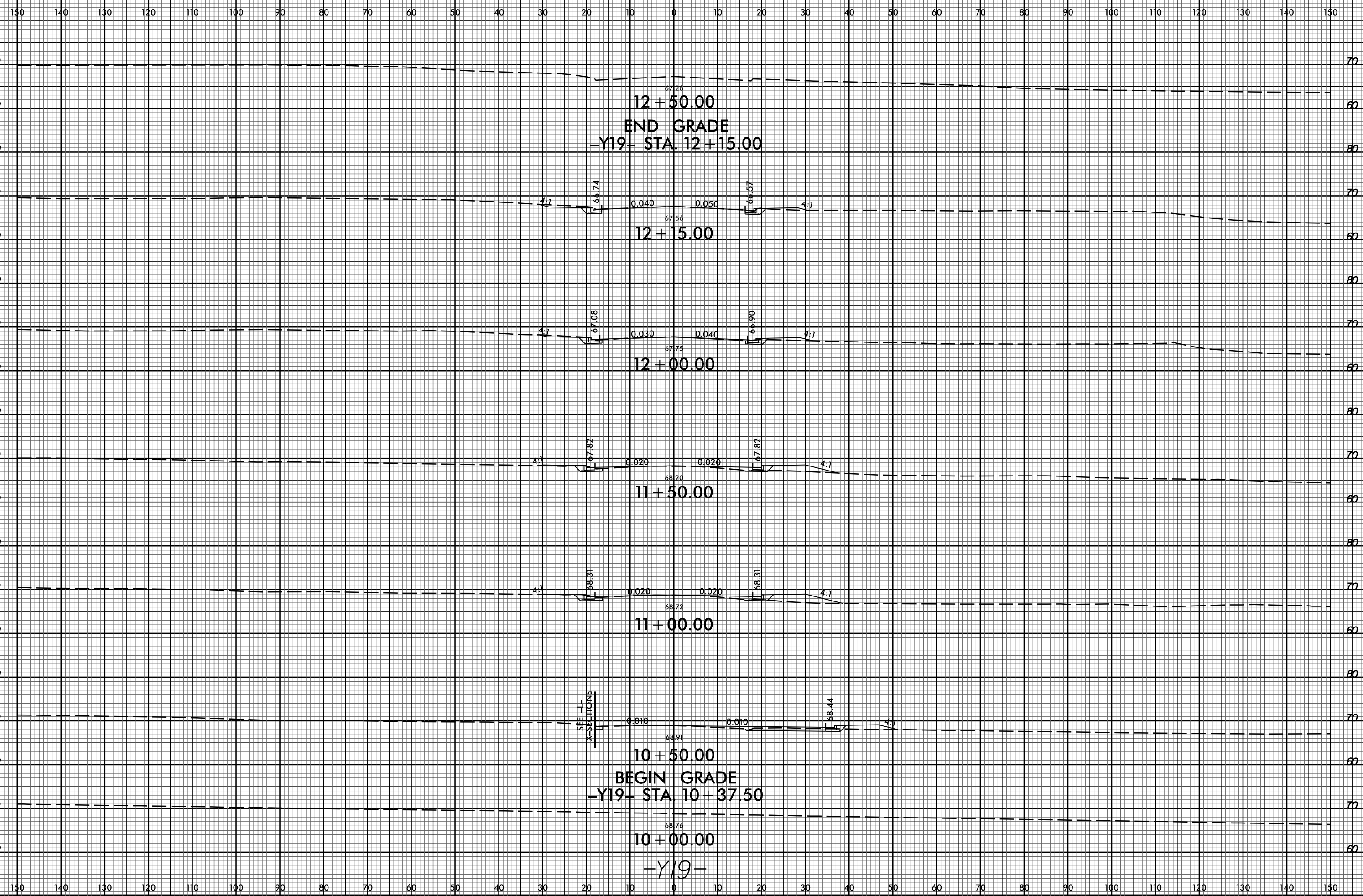
59.59

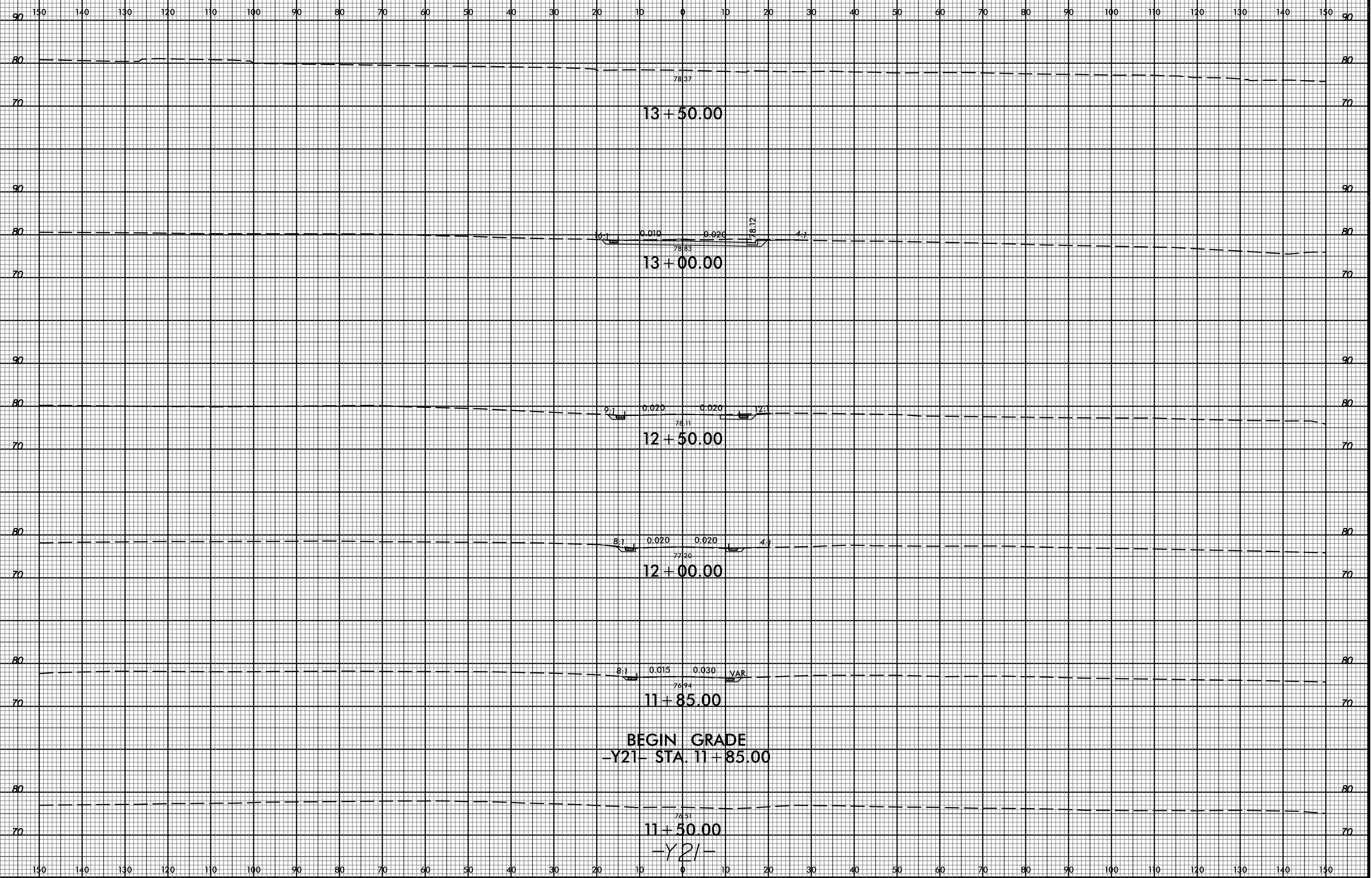


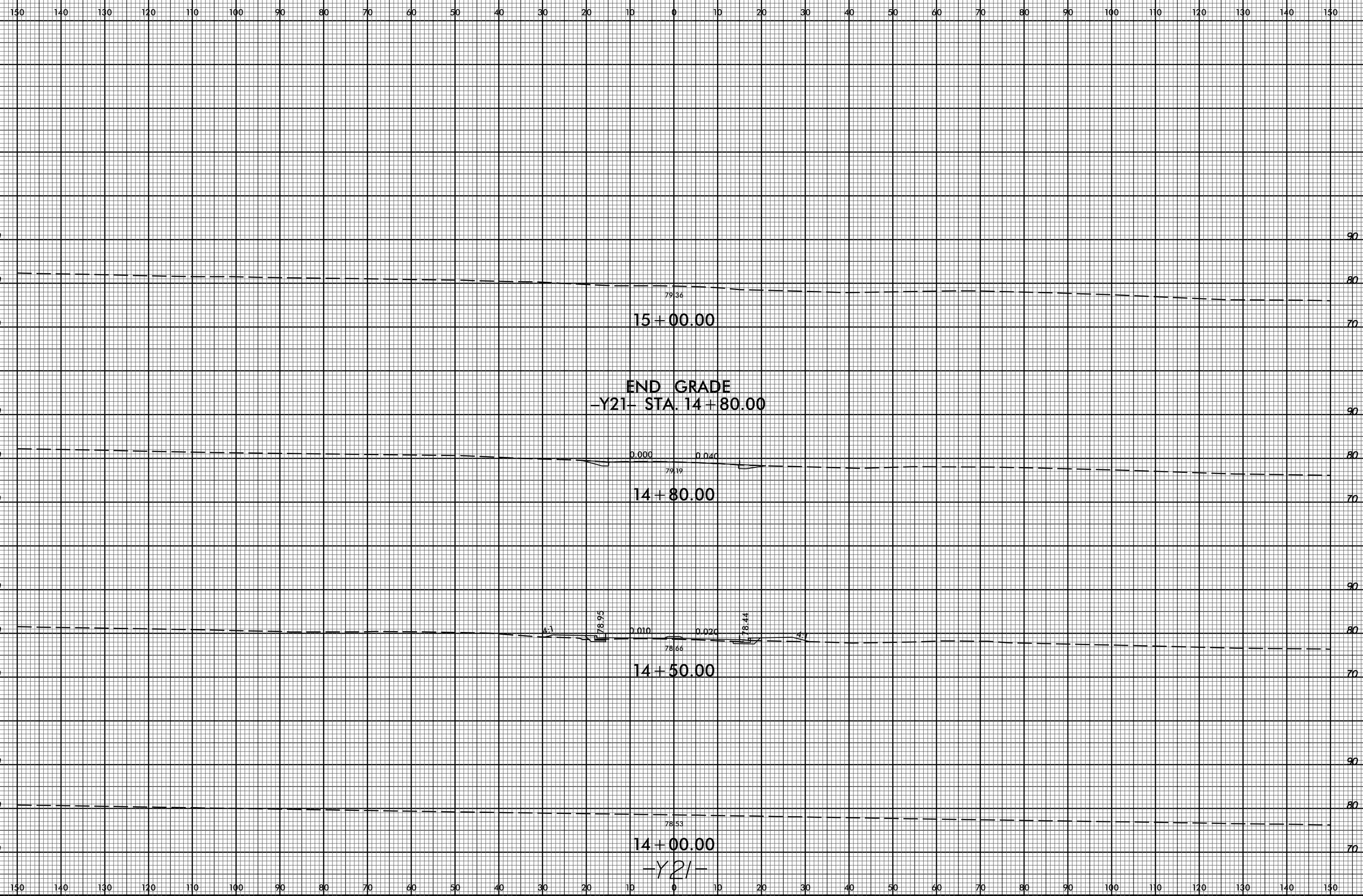
8/23/99



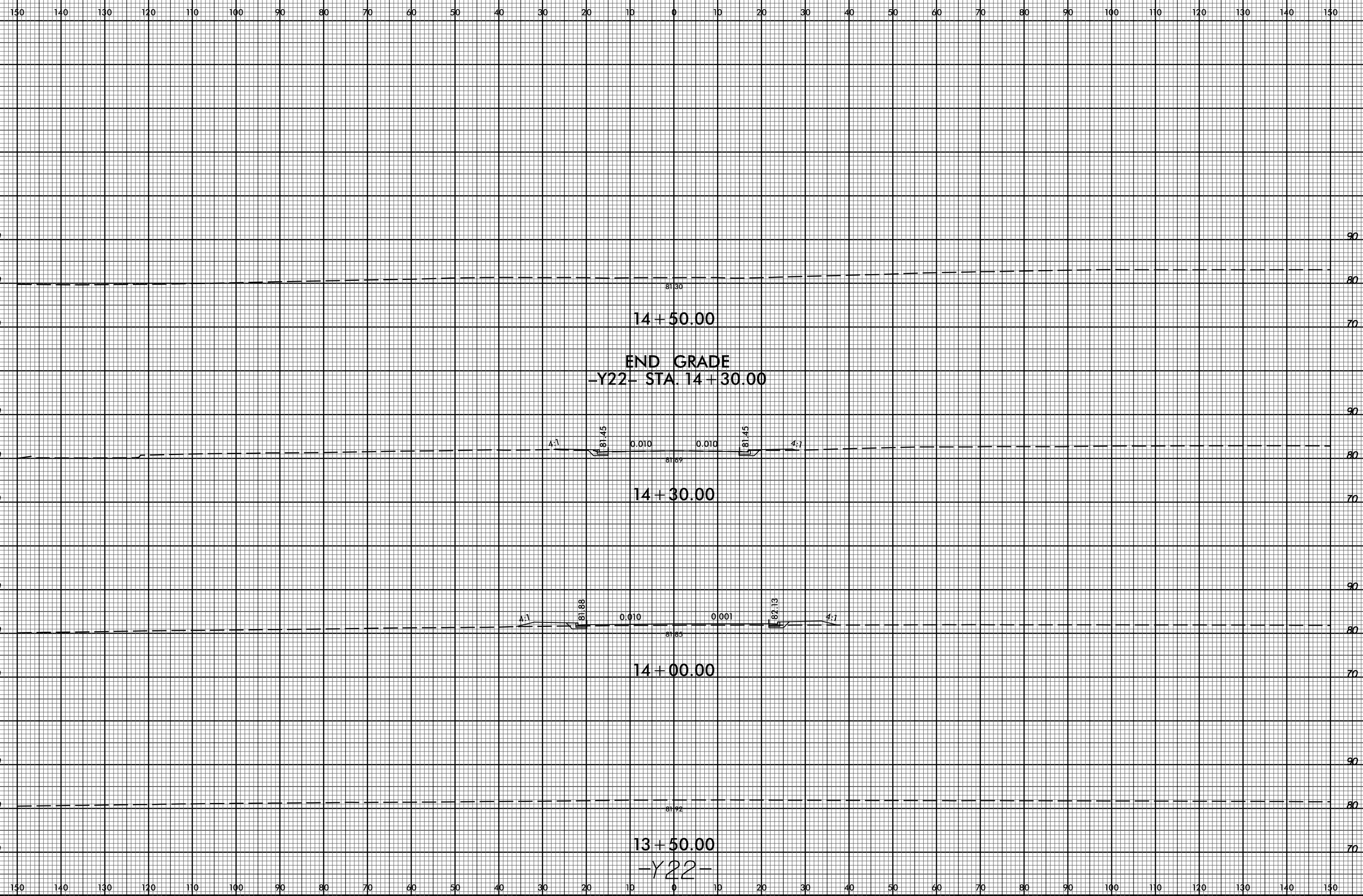
29-APR-2020 11:34 M:\2016\22601689 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B_Rdy_cm_xpl_Y18.dgn \$\$\$USERNAME\$\$\$



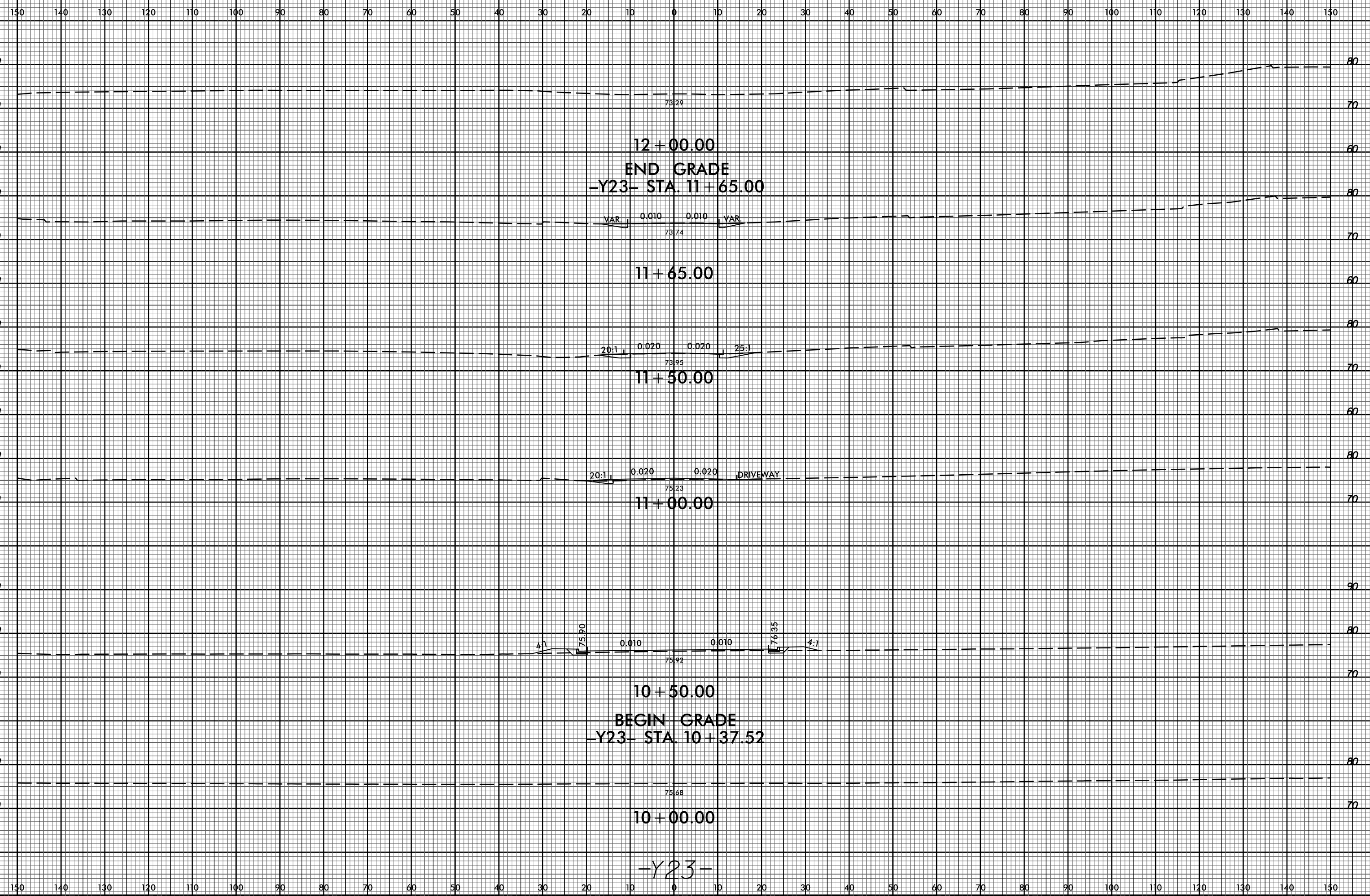


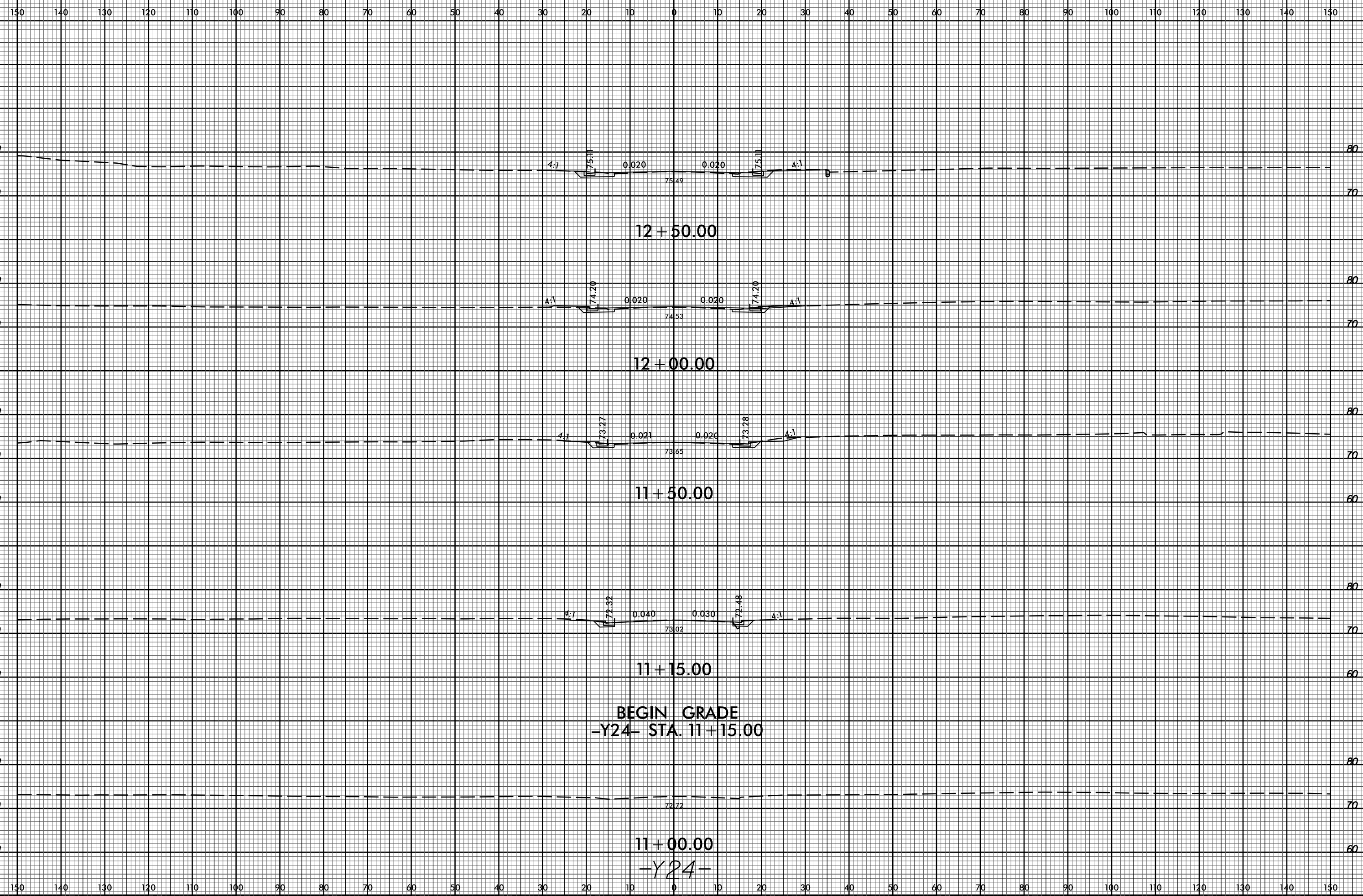


8/23/99

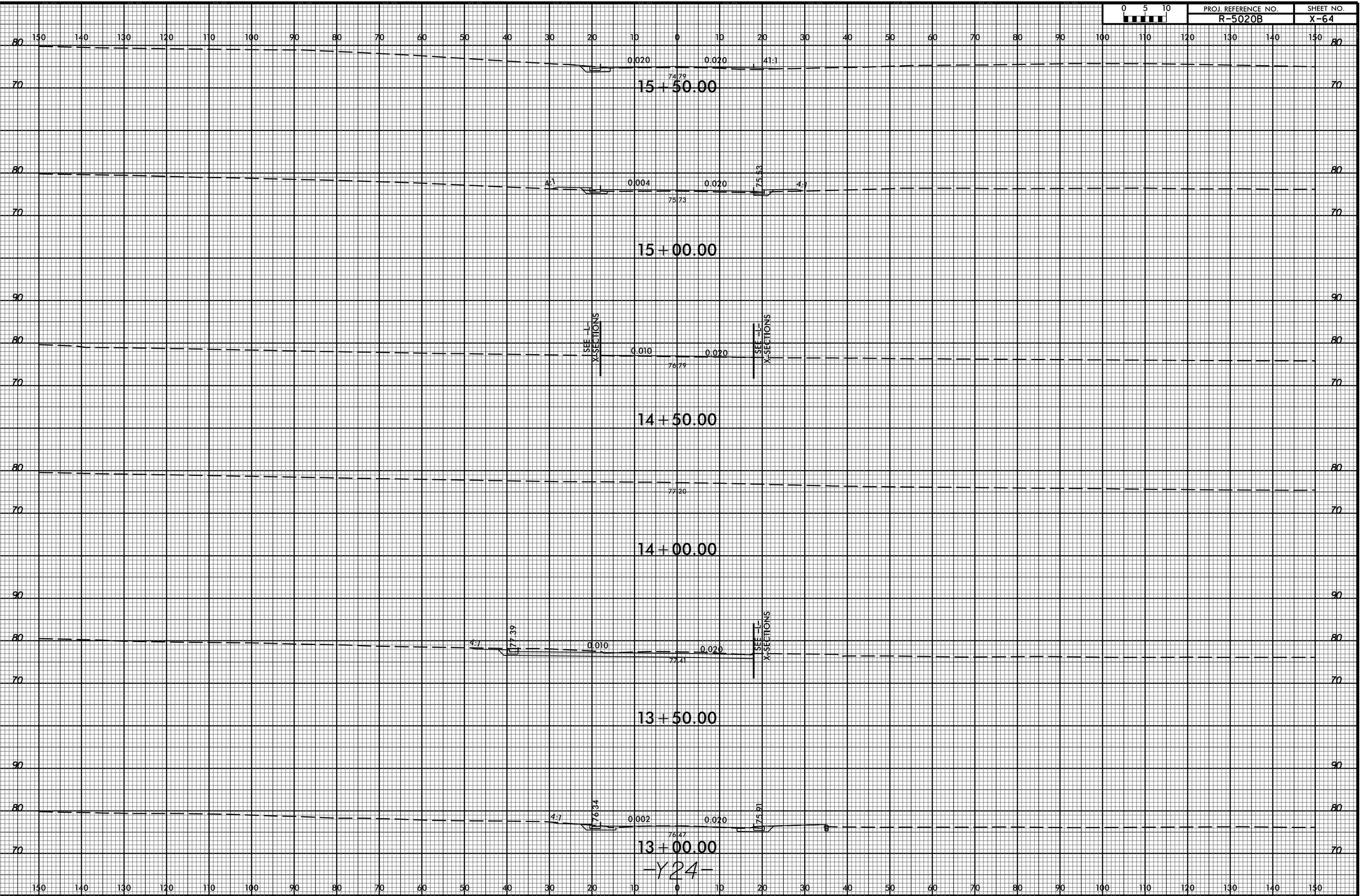


29-APR-2020 11:35 M:\2016\22601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.Y22.dgn





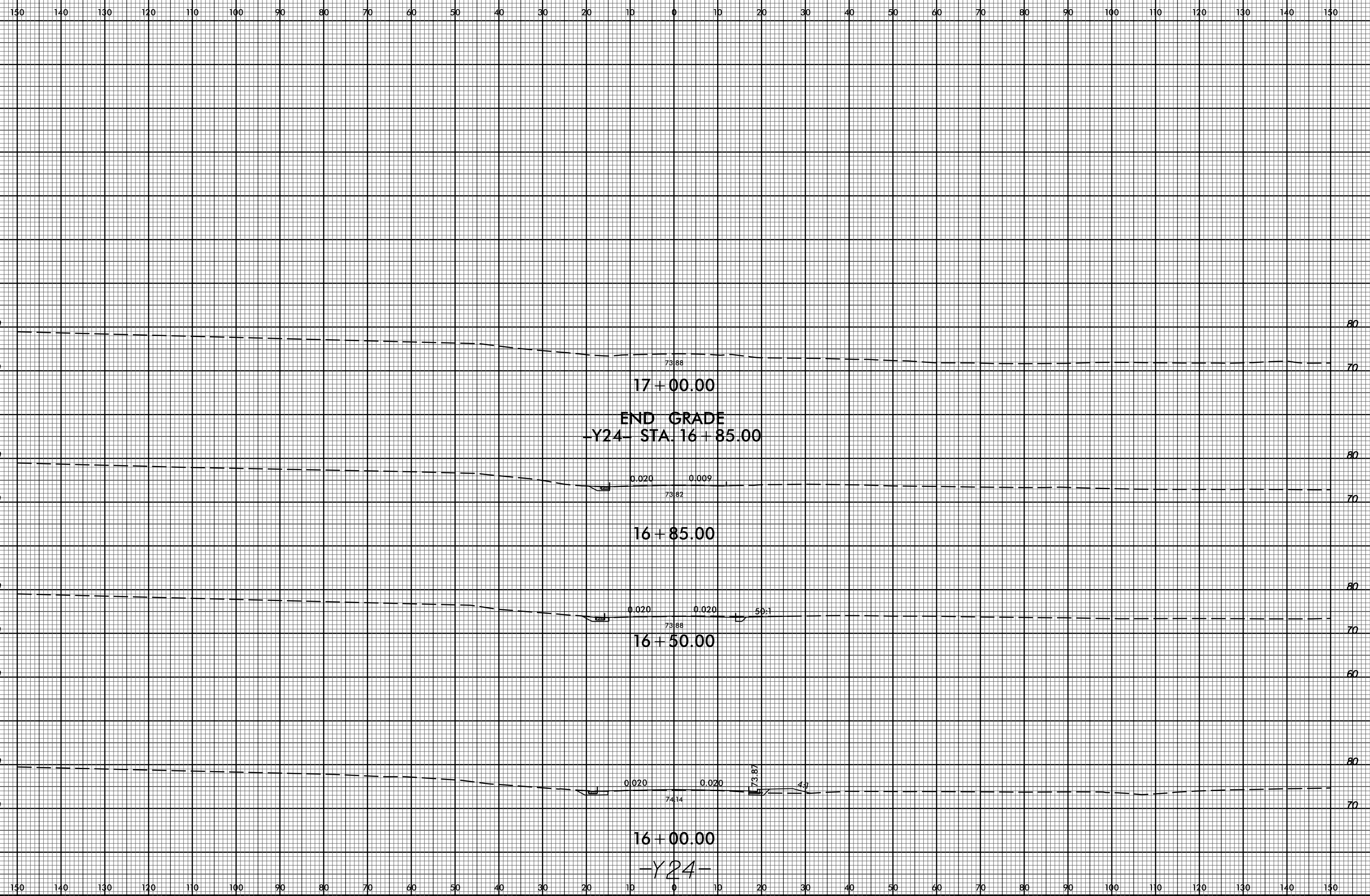
8/23/99



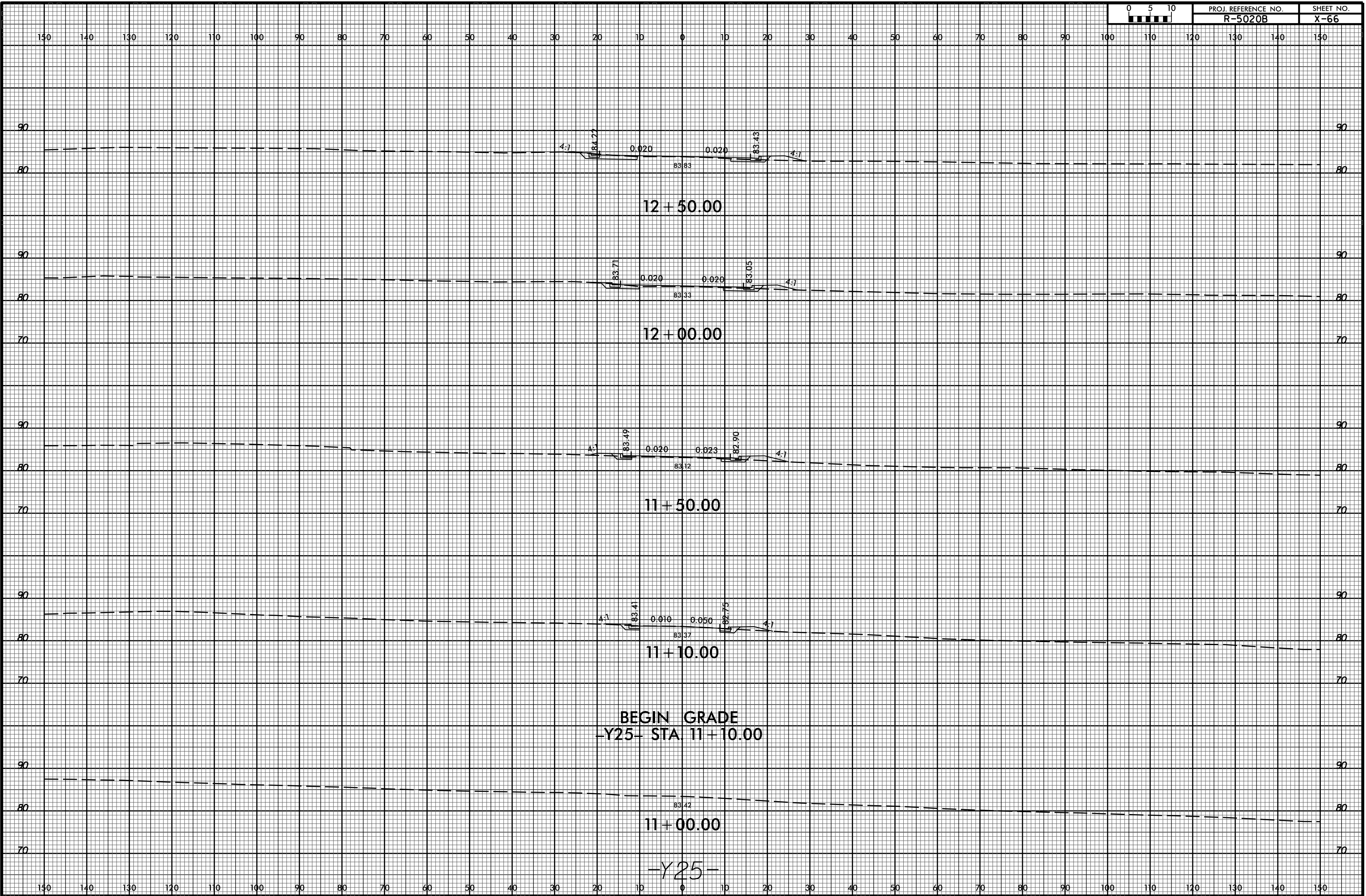
29-APR-2020 14:35 M:\2016\22601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.Y24.dgn

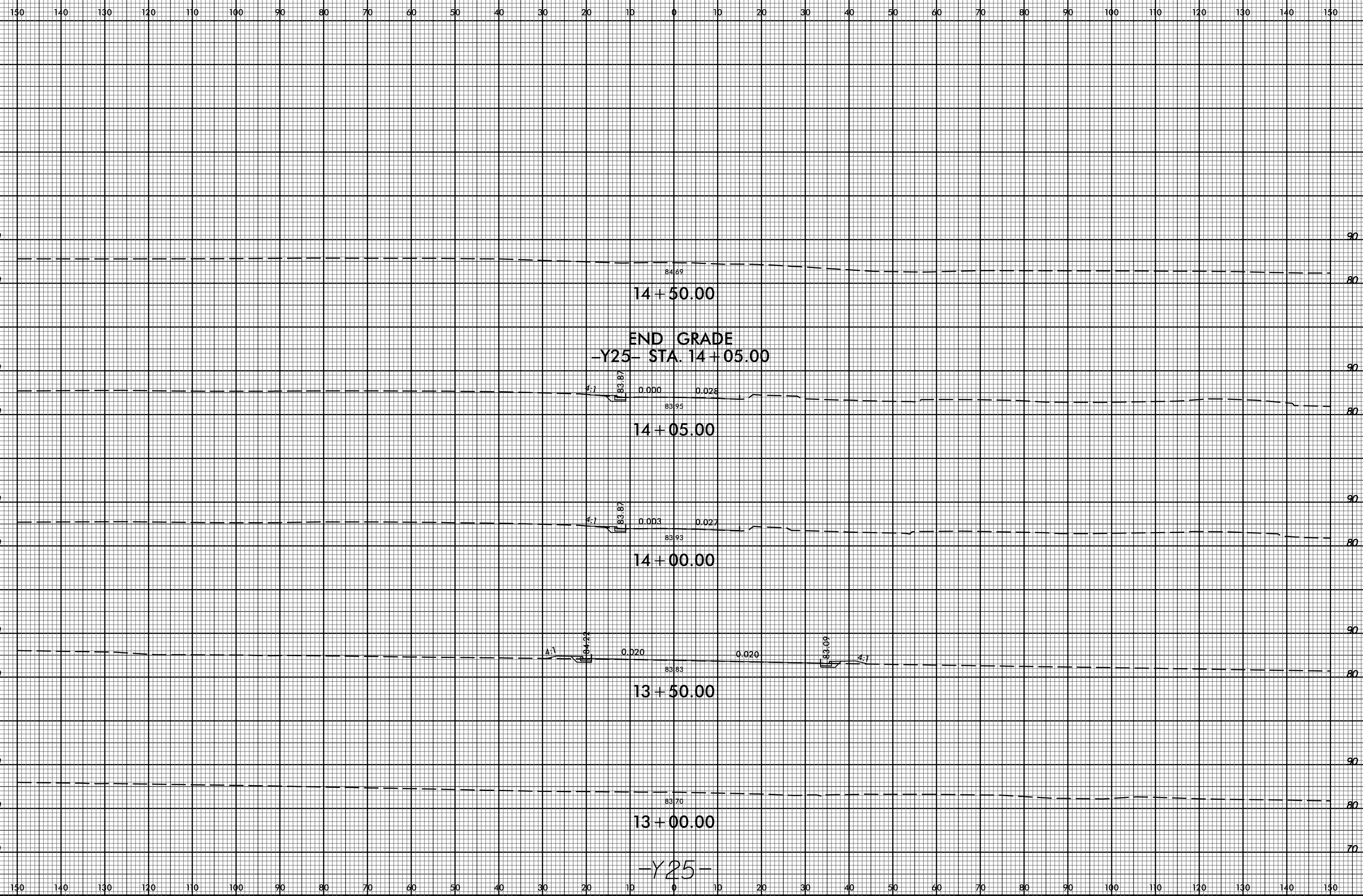
-Y24-

8/23/99

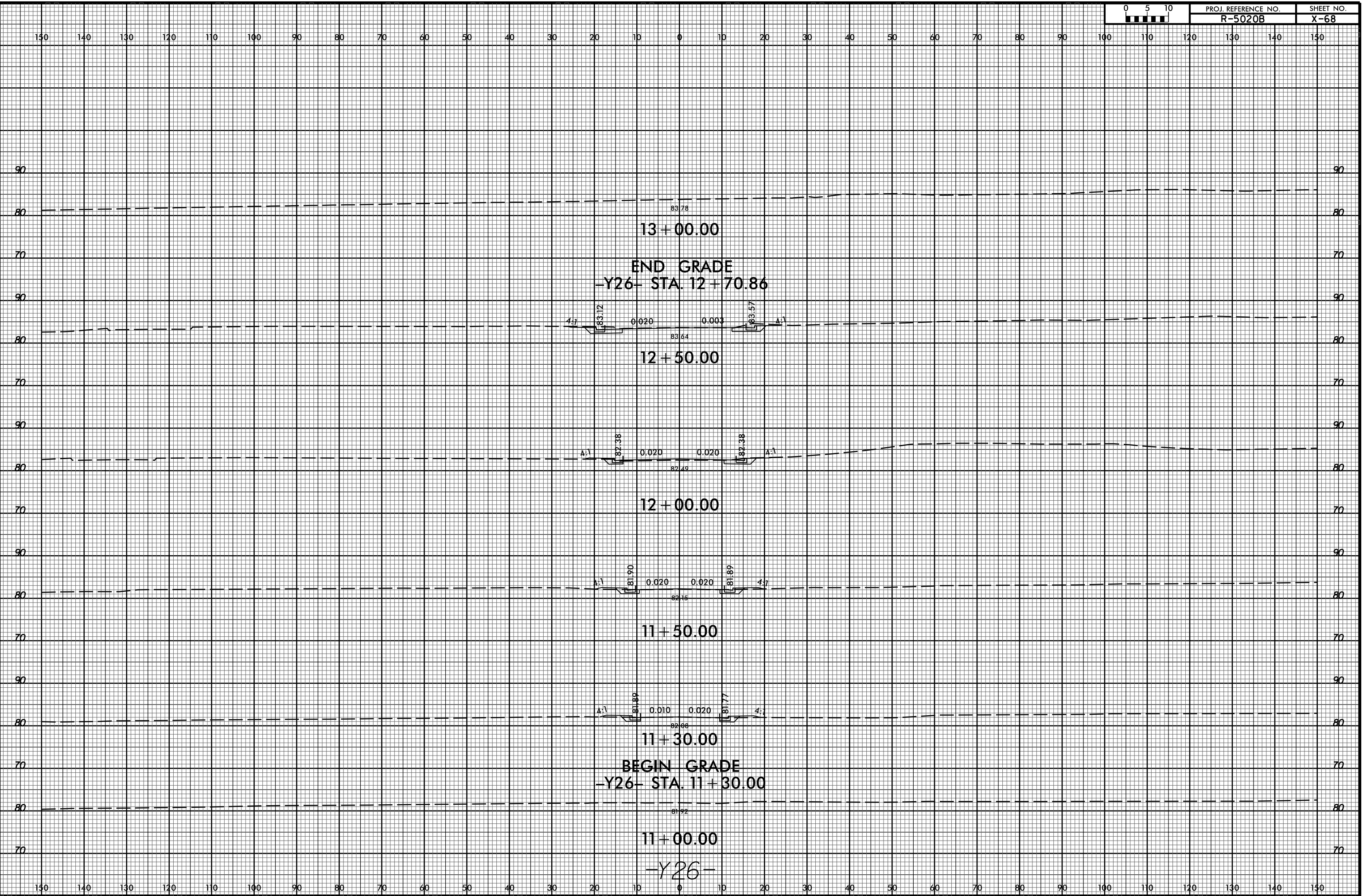


29-APR-2020 11:35 M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.Y24.dgn





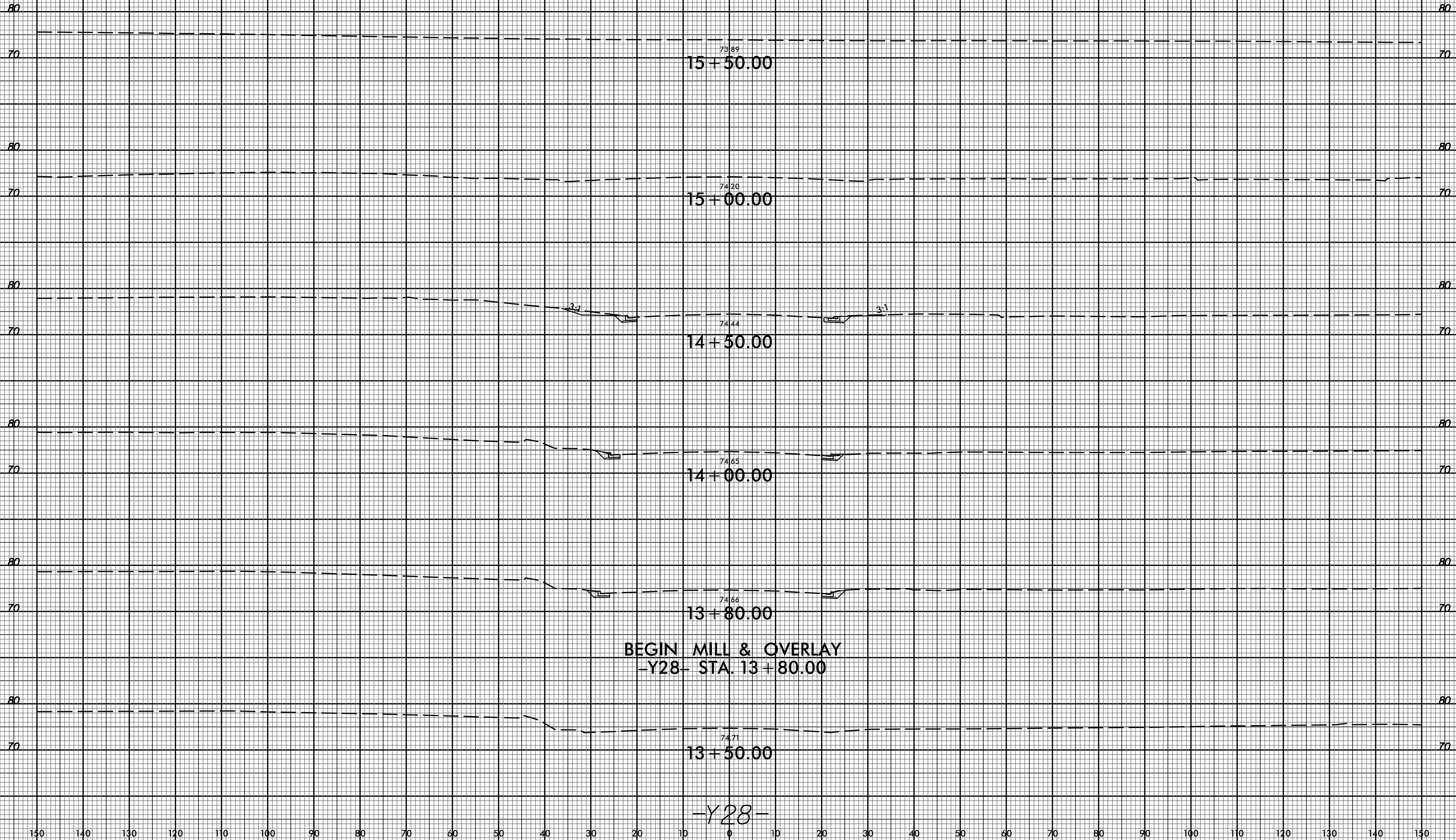
8/23/99



29-APR-2020 11:35 M:\2016\22601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.126.dgn

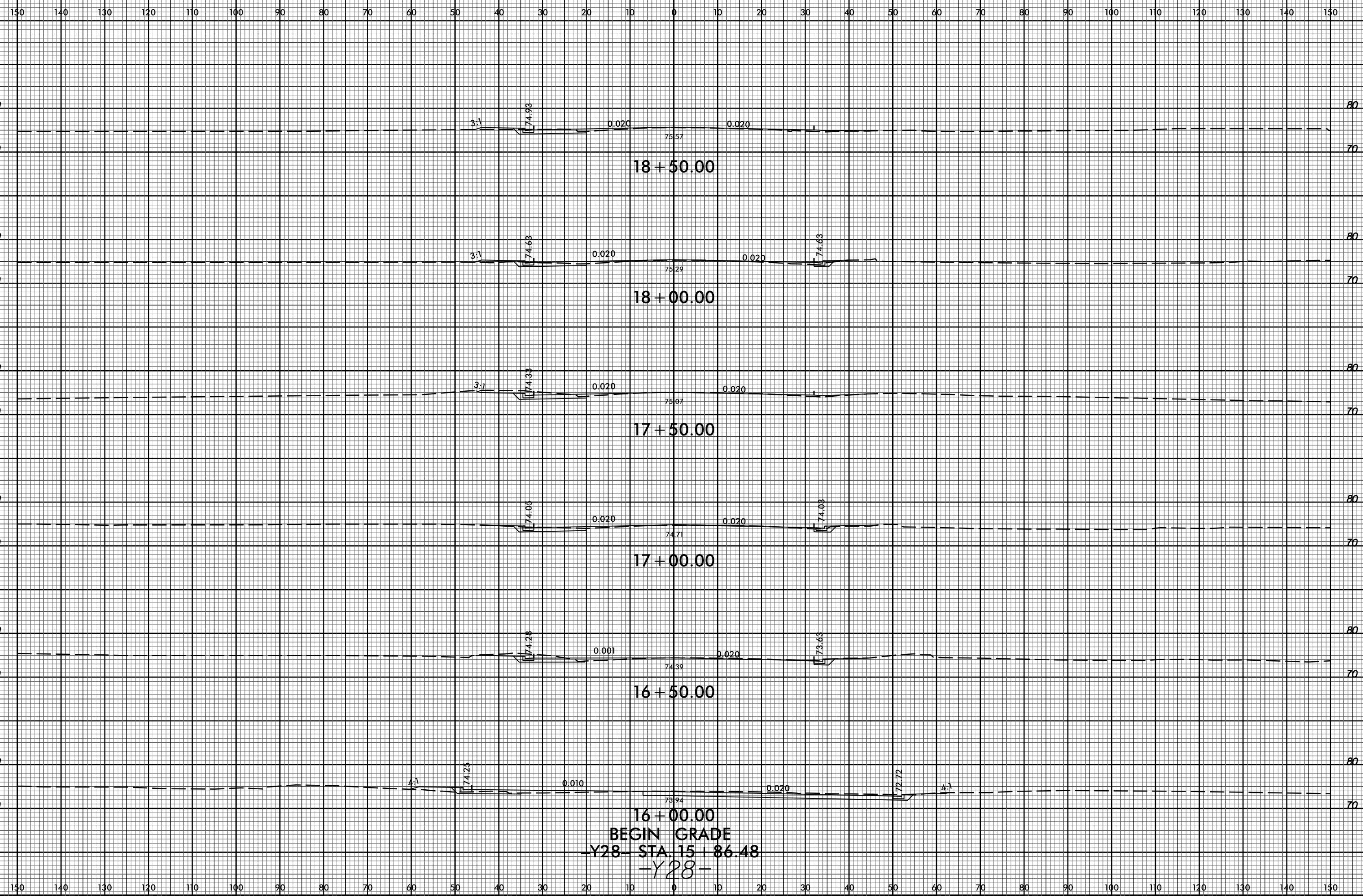


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



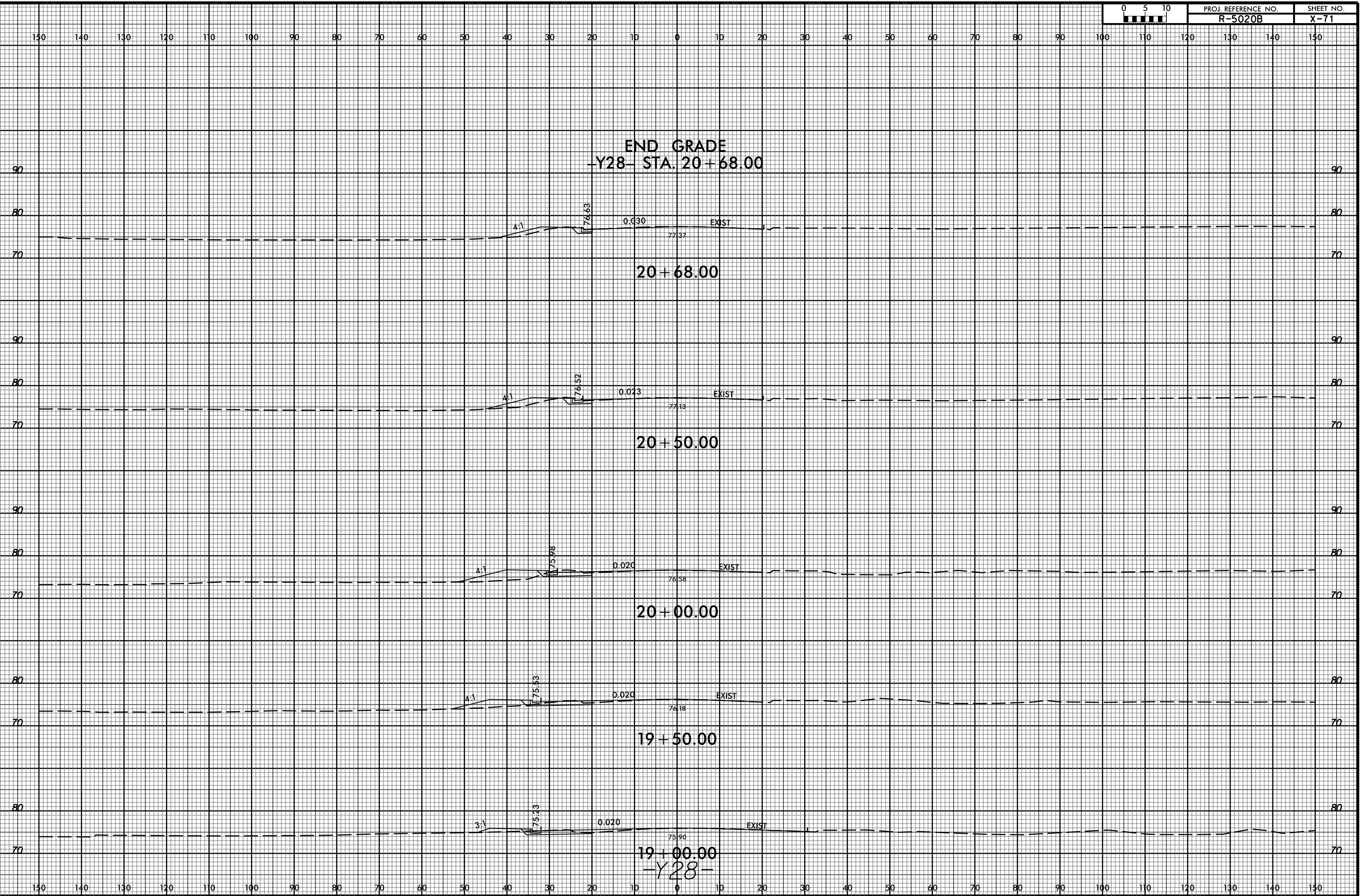
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

8/23/99

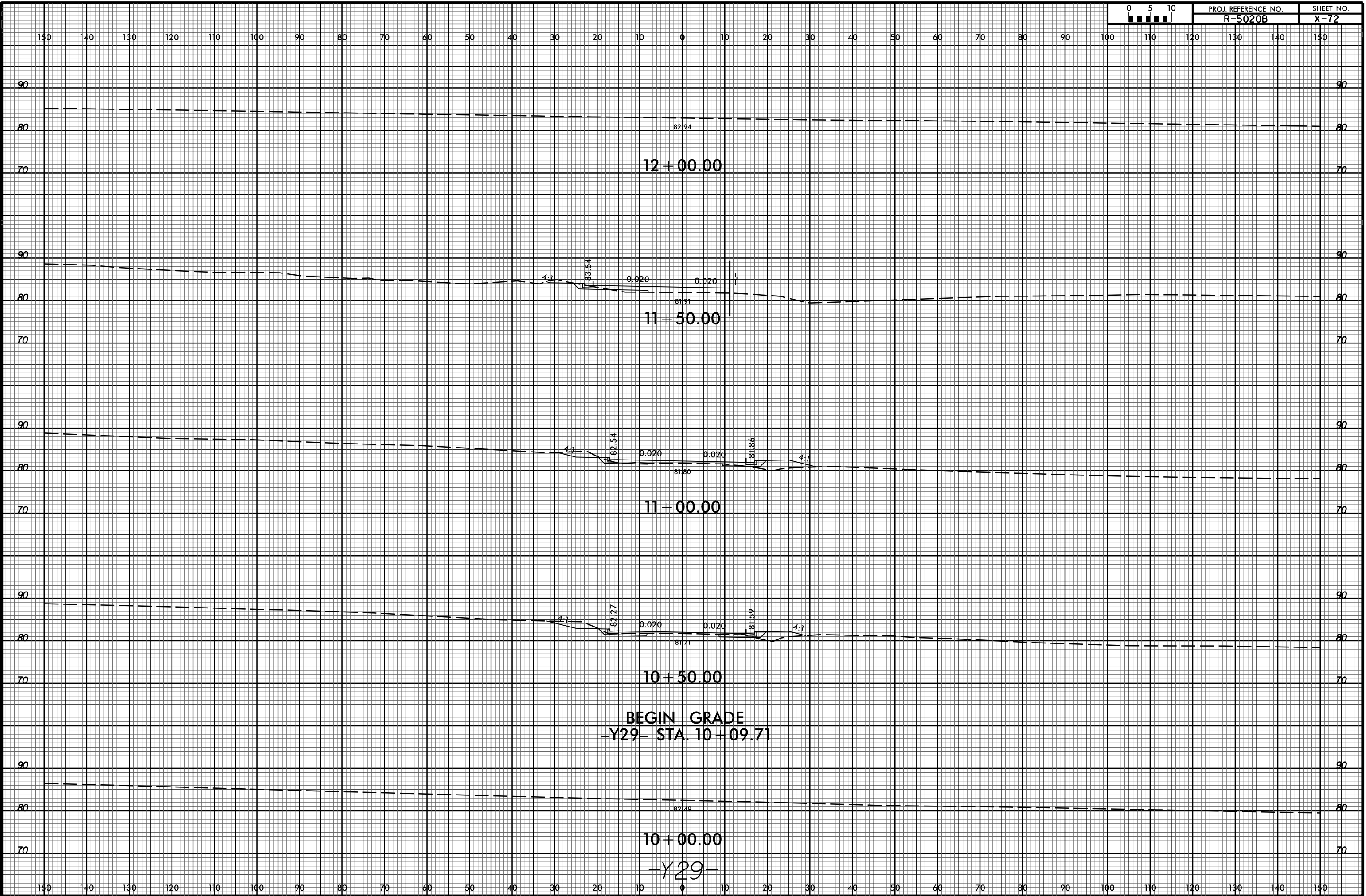


29-APR-2020 11:35 M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.128.dgn

16+00.00
BEGIN GRADE
-Y28- STA. 15+86.48
-Y28-



8/23/99



29-APR-2020 11:35 M:\2016\22601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.129.dgn

BEGIN GRADE
-Y29- STA. 10+09.71

10+00.00
-Y29-

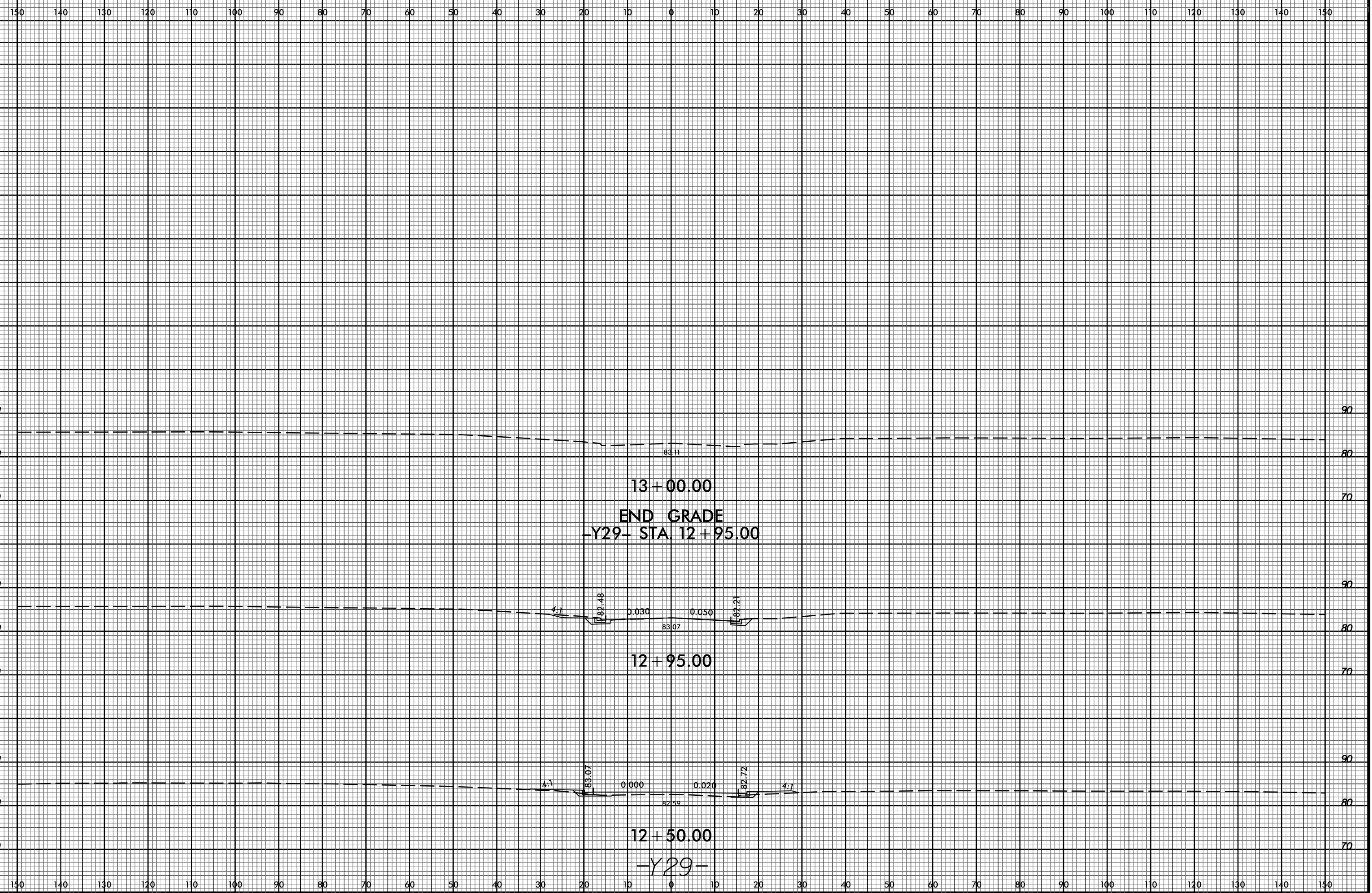
10+50.00

11+00.00

11+50.00

12+00.00

8/23/99

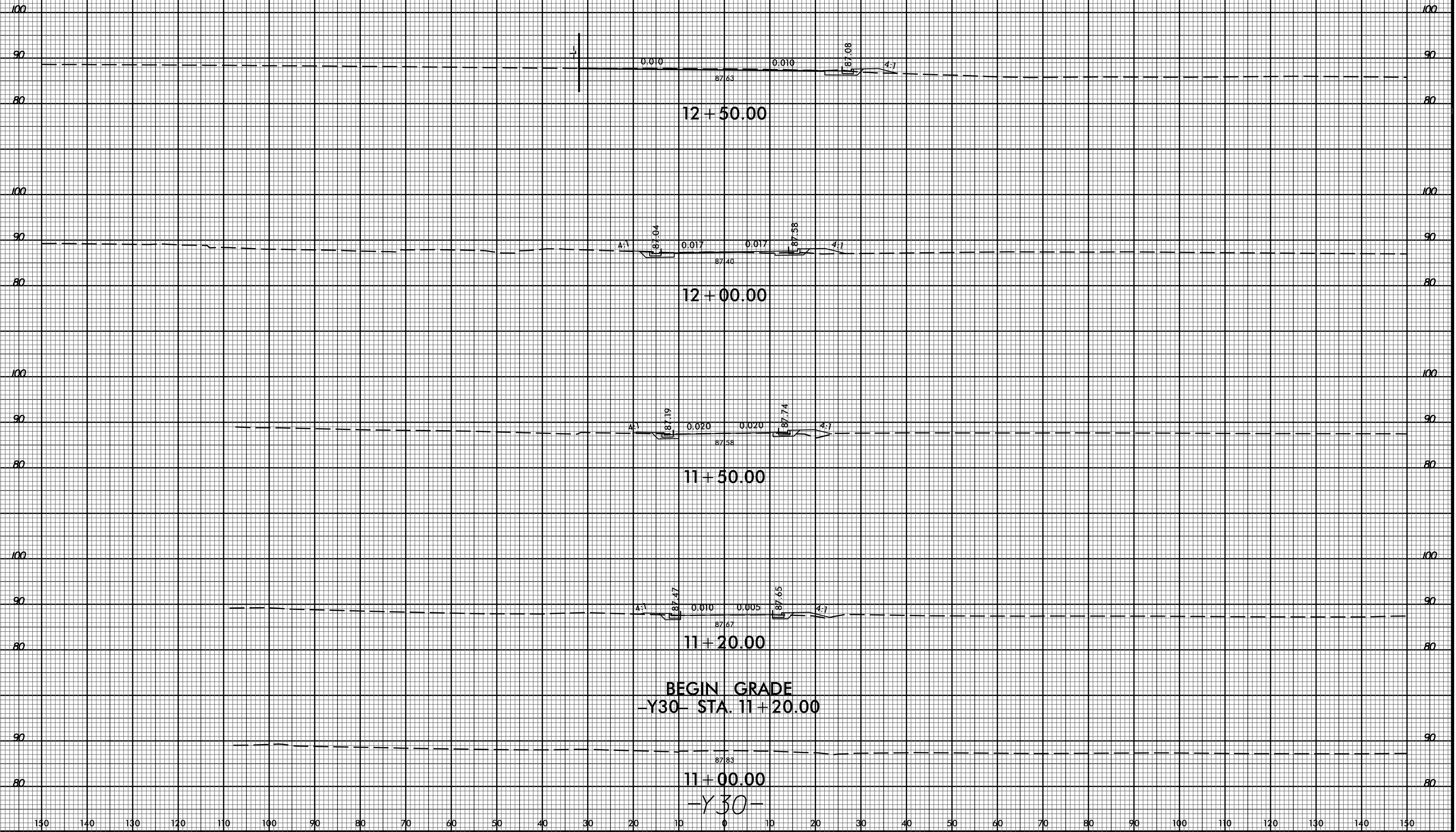


29-APR-2020 11:35 M:\2016\22601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.129.dgn

8/23/99



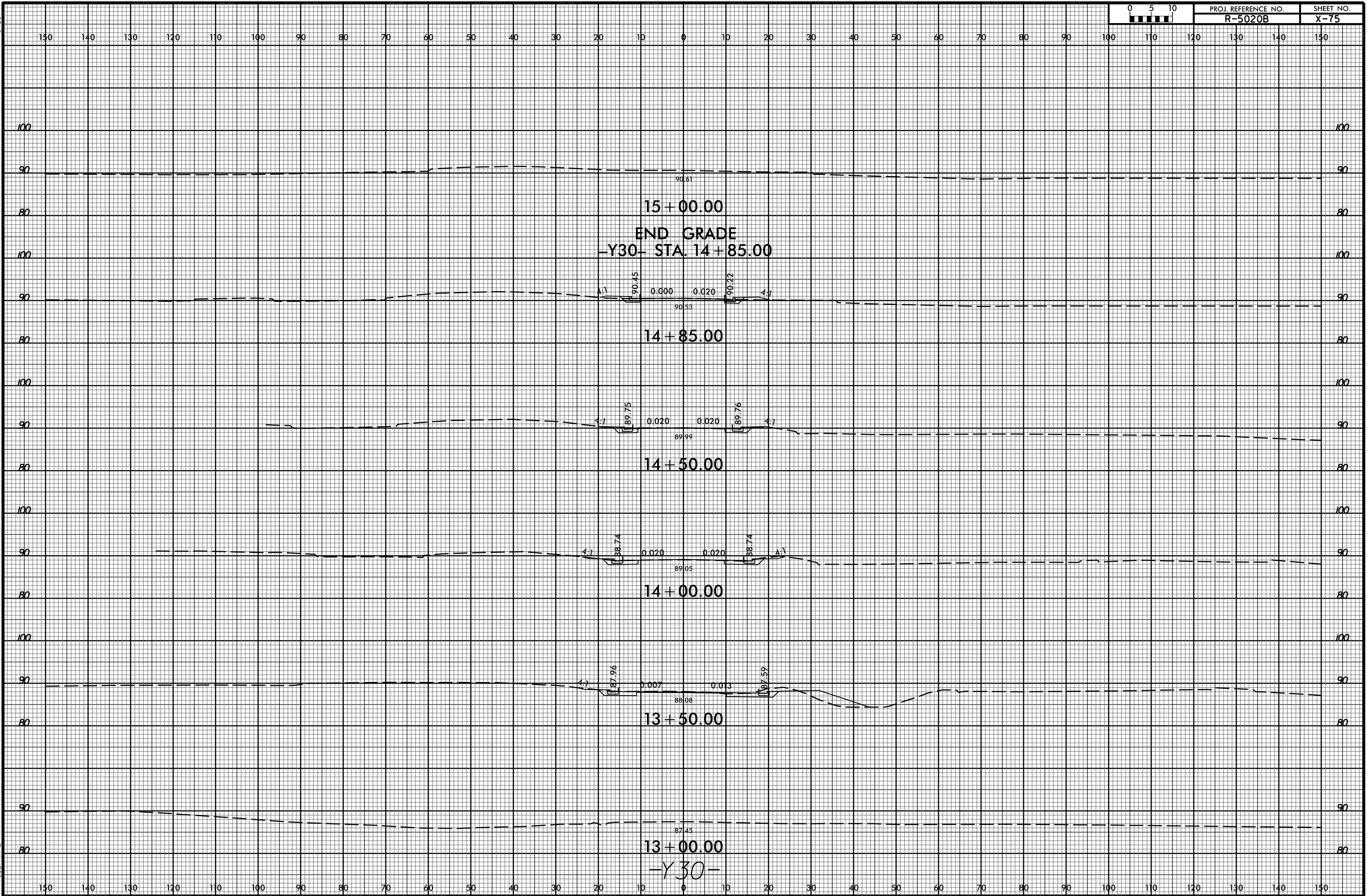
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



BEGIN GRADE
-Y30- STA. 11+20.00

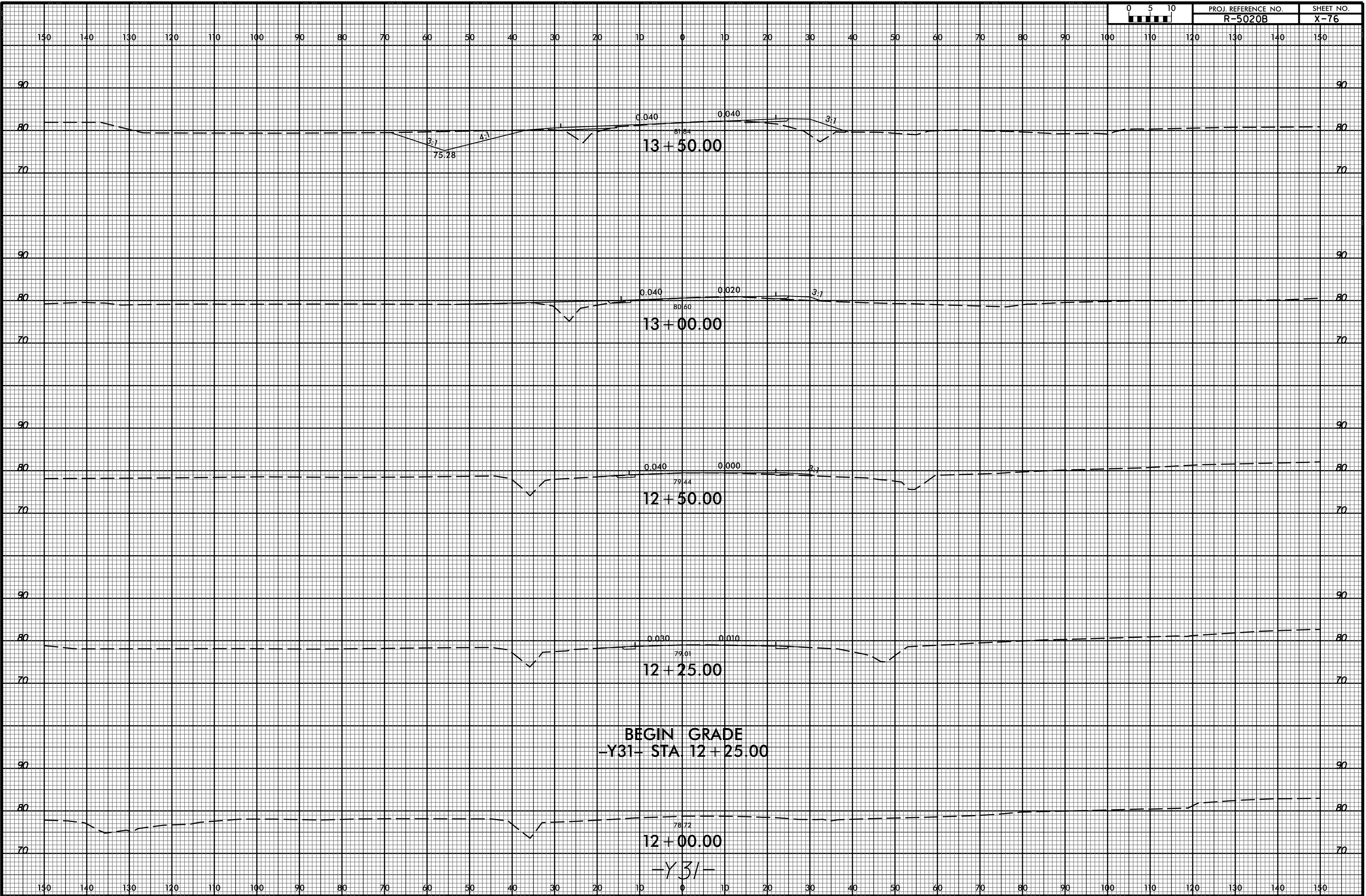
29-APR-2020 14:35
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NCDDT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.Y30.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

8/23/99



29-APR-2020 14:35 M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B_Rdy_cm_xpl_Y30.dgn

8/23/99

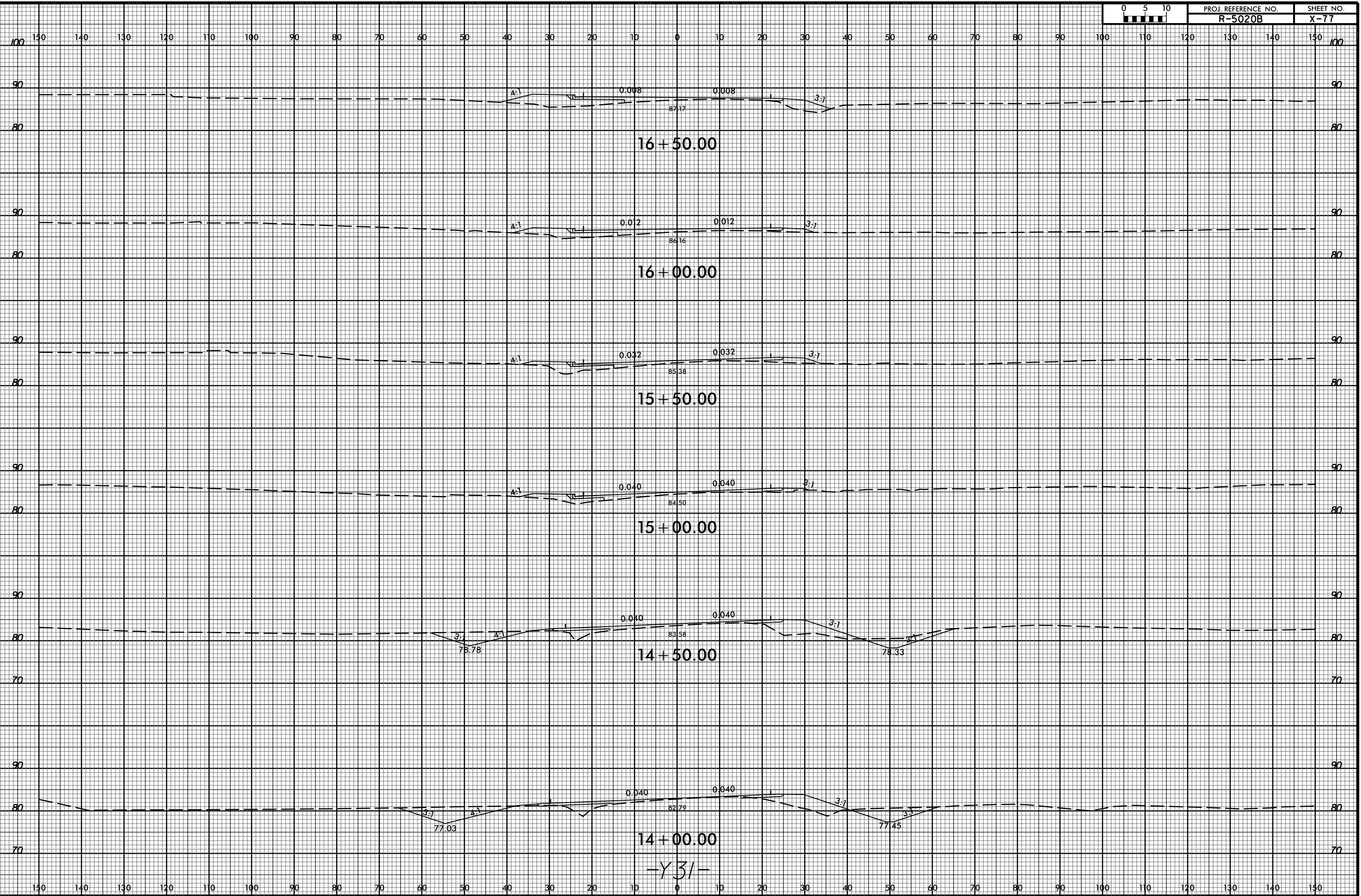


29-APR-2020 11:35
M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.Y31.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

BEGIN GRADE
-Y31- STA. 12+25.00

12+00.00
-Y31-

8/23/99



16+50.00

16+00.00

15+50.00

15+00.00

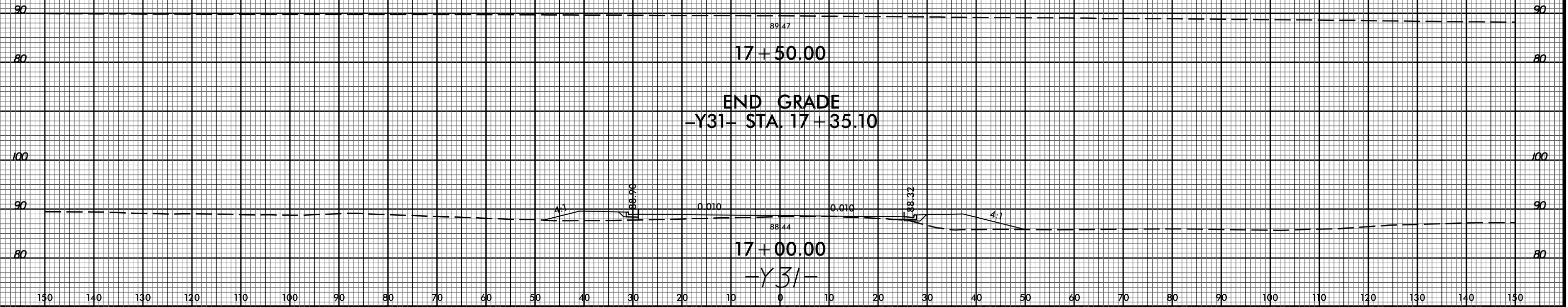
14+50.00

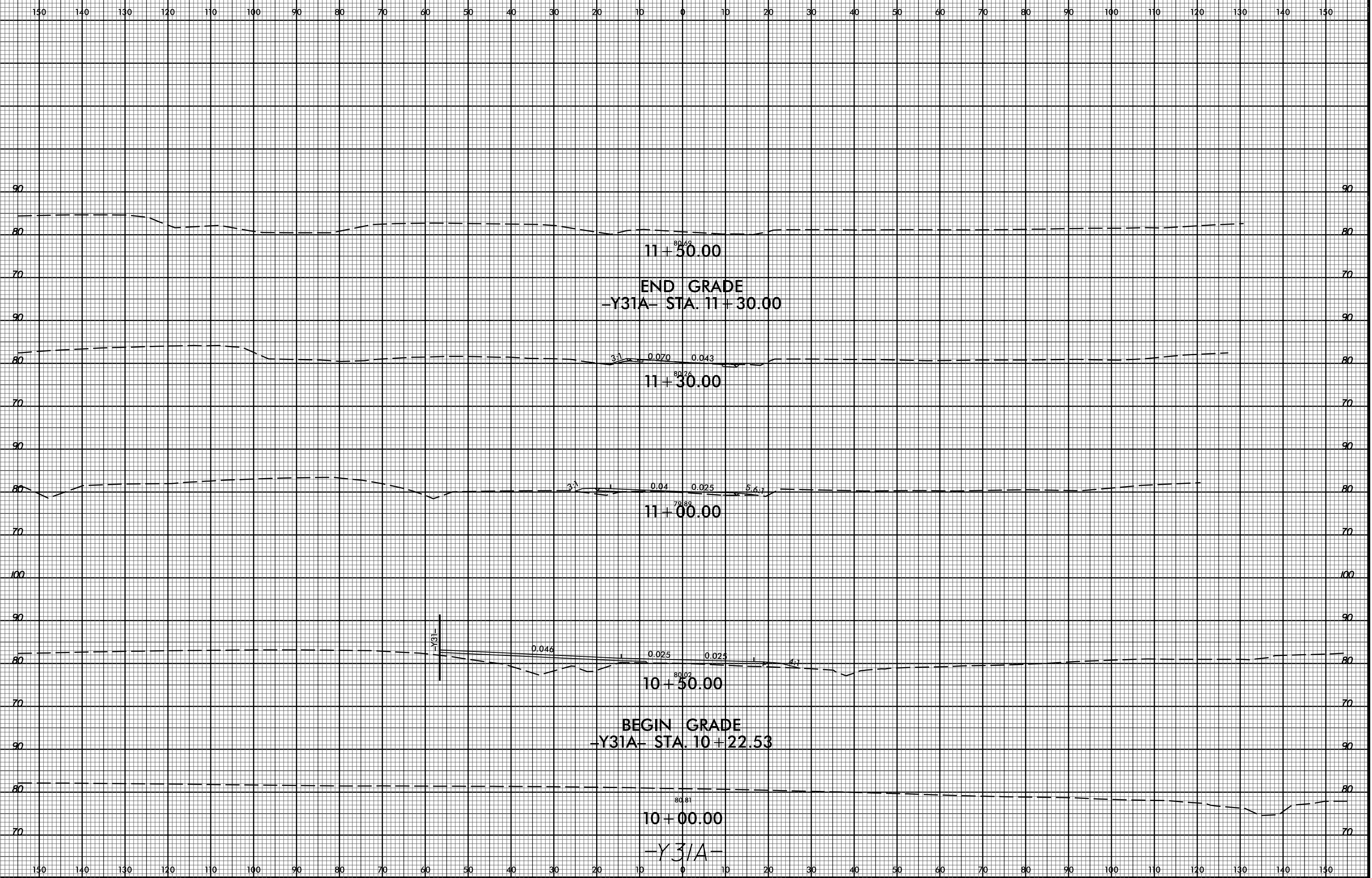
14+00.00

-Y31-

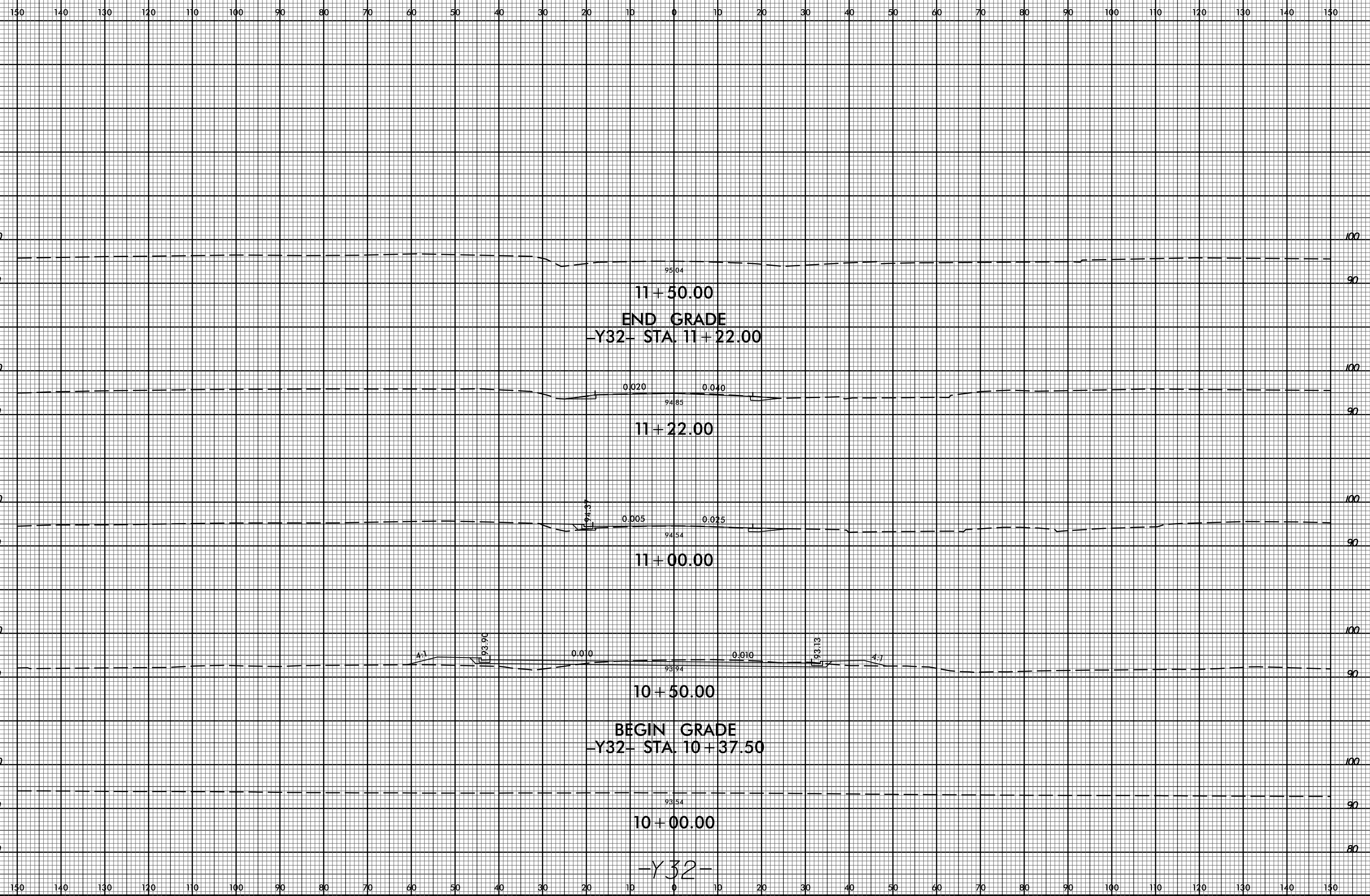
29-APR-2020 14:35 M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy_cm_xpl_Y31.dgn

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



11+50.00
END GRADE
-Y32- STA. 11+22.00

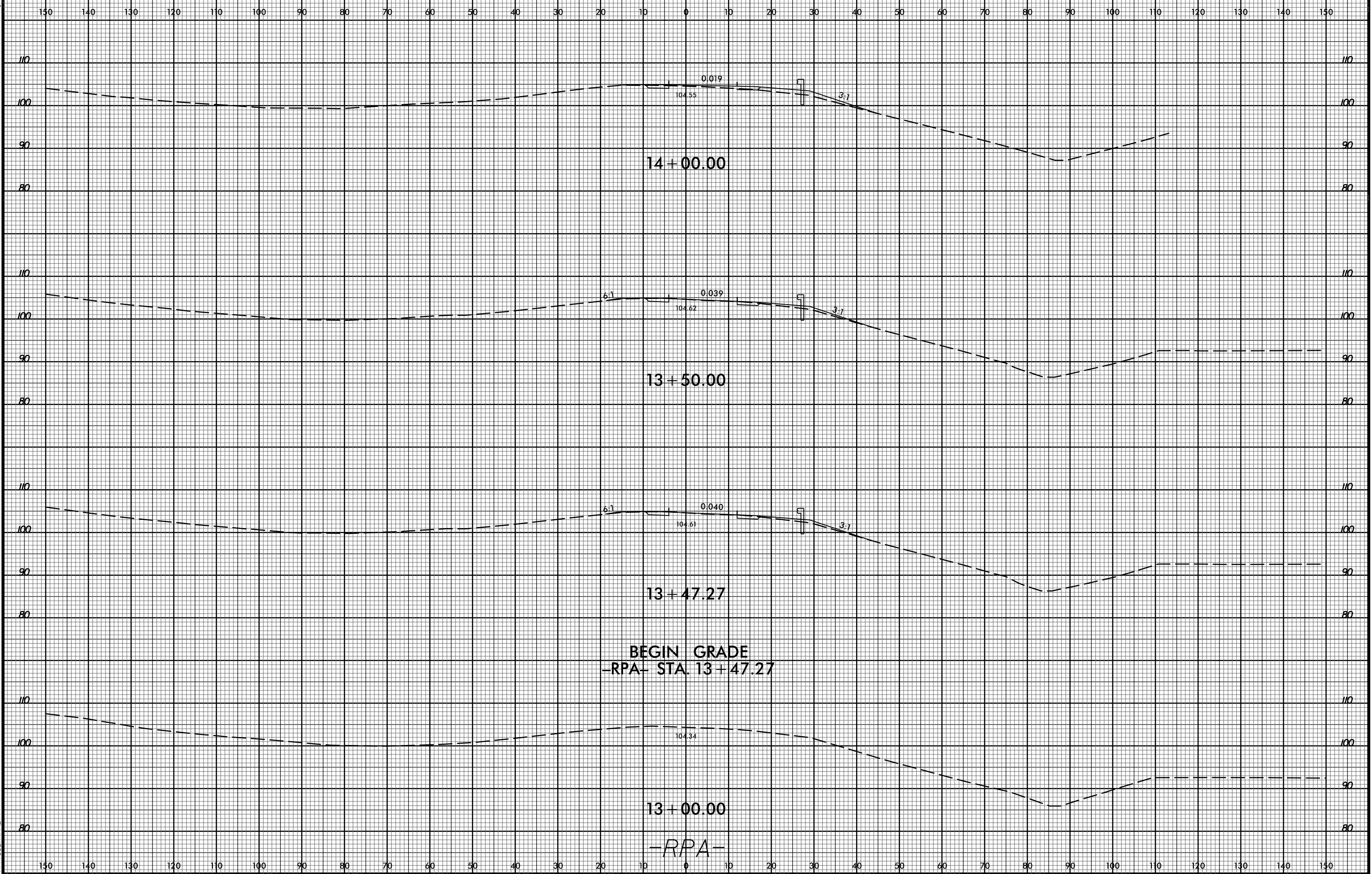
0.020 0.040
94.85
11+22.00

0.005 0.025
94.54
11+00.00

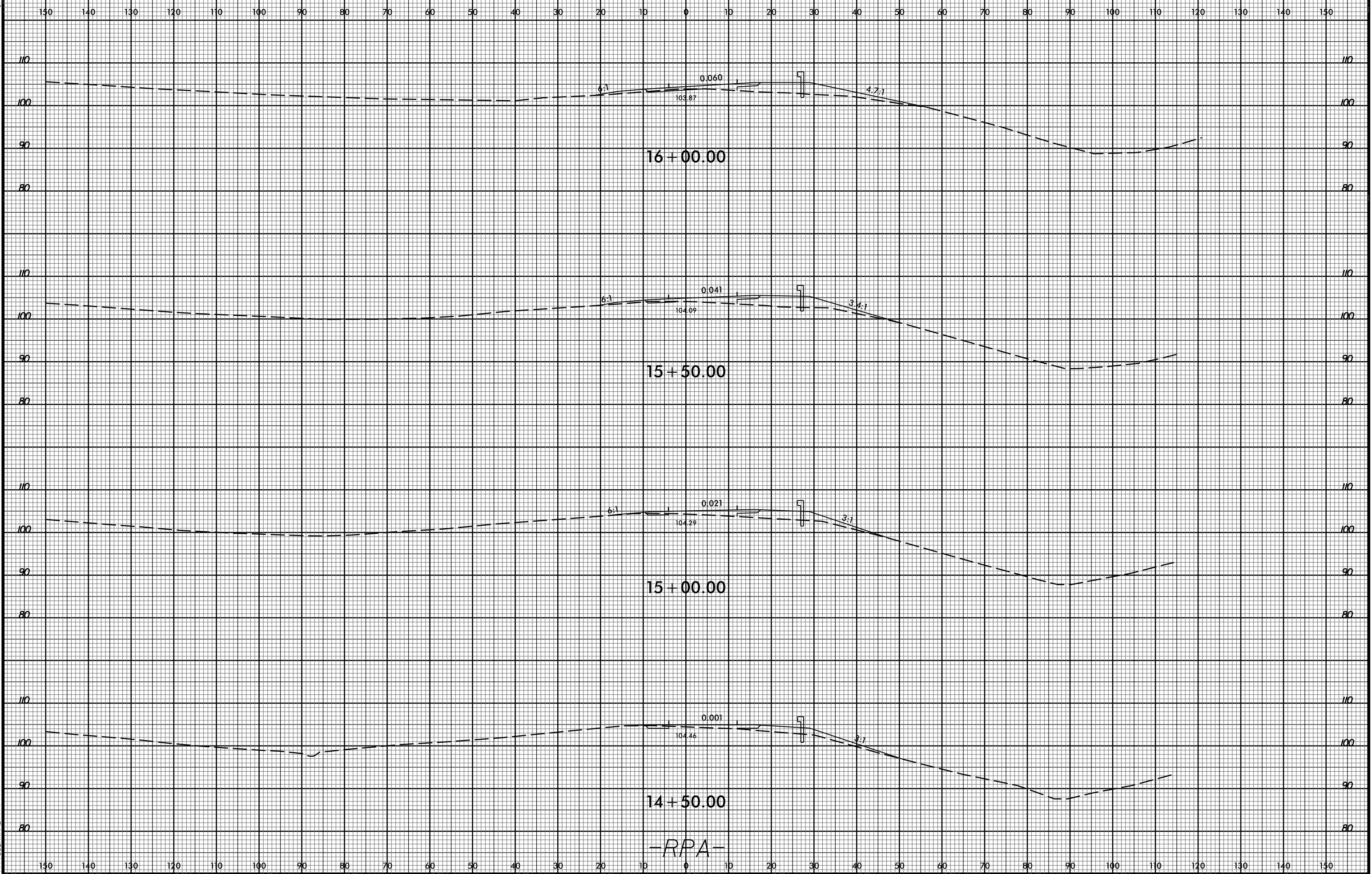
4:1 0.010 0.010 4:1
93.94
10+50.00
BEGIN GRADE
-Y32- STA. 10+37.50

93.54
10+00.00
-Y32-

29-APR-2020 11:35
M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy.cm.xpl.Y32.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



8/23/99



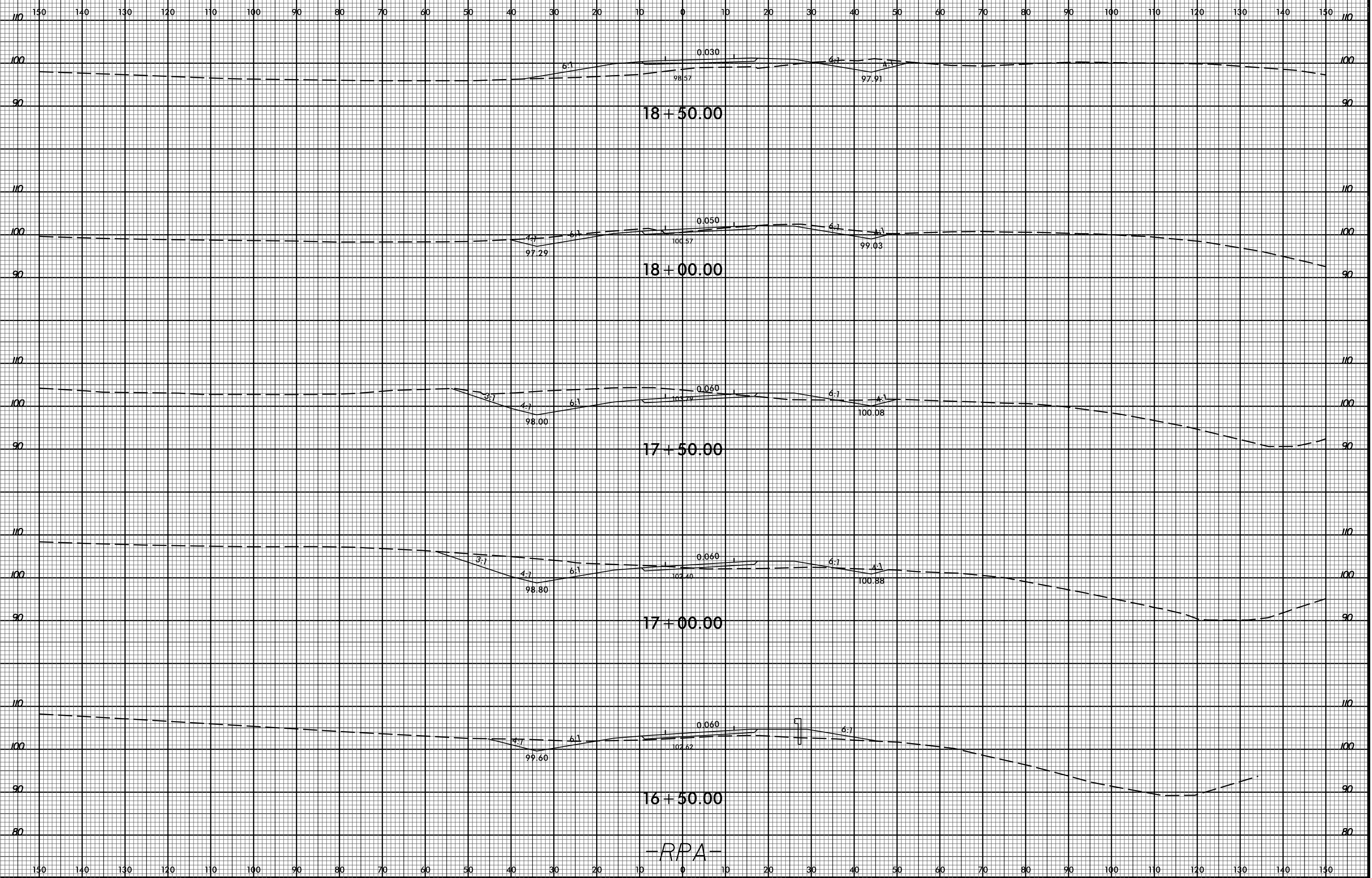
29-APR-2020 11:35
 M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B_Rdy_cm_xpl_RPA.dgn
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-RPA-

8/23/99



PROJ. REFERENCE NO. R-5020B SHEET NO. X-83



29-APR-2020 11:35 M:\2016\221601889 NCDOT R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B_Rdy_cm_xpl_RPA.dgn \$\$\$USERNAME\$\$\$

18+50.00

18+00.00

17+50.00

17+00.00

16+50.00

-RPA-

0.030

0.050

0.060

0.060

0.060

6:1

4:1

3:1

3:1

4:1

6:1

6:1

4:1

6:1

6:1

98.57

100.57

98.00

98.80

99.60

97.91

99.03

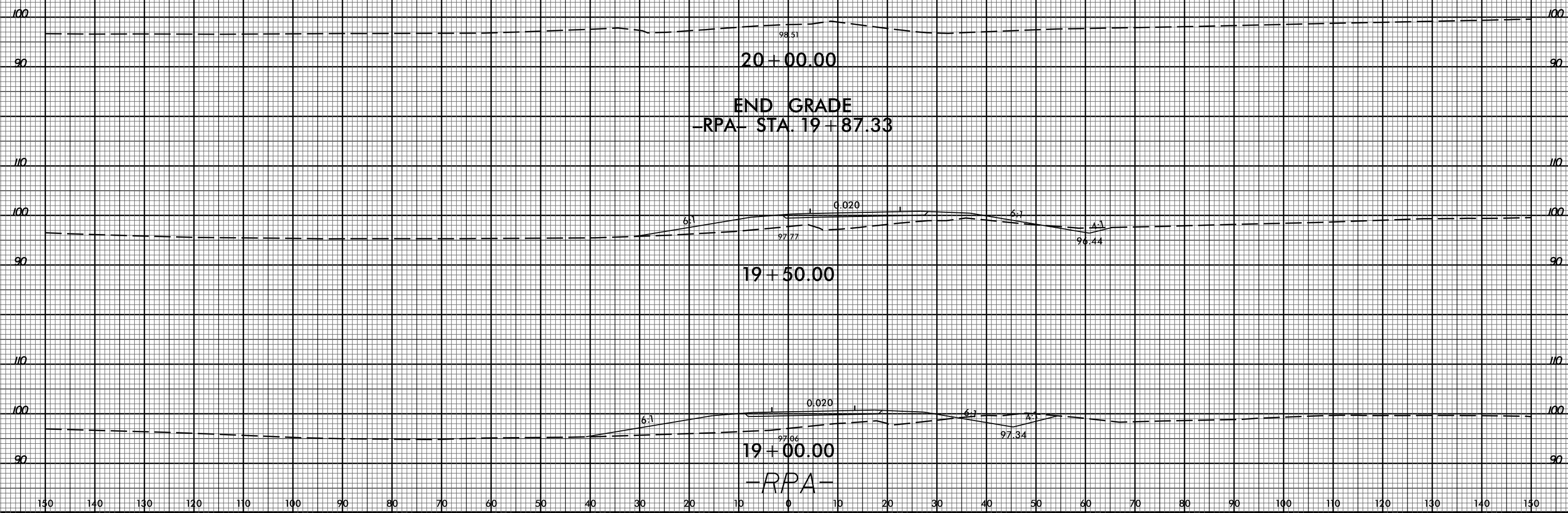
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100.88

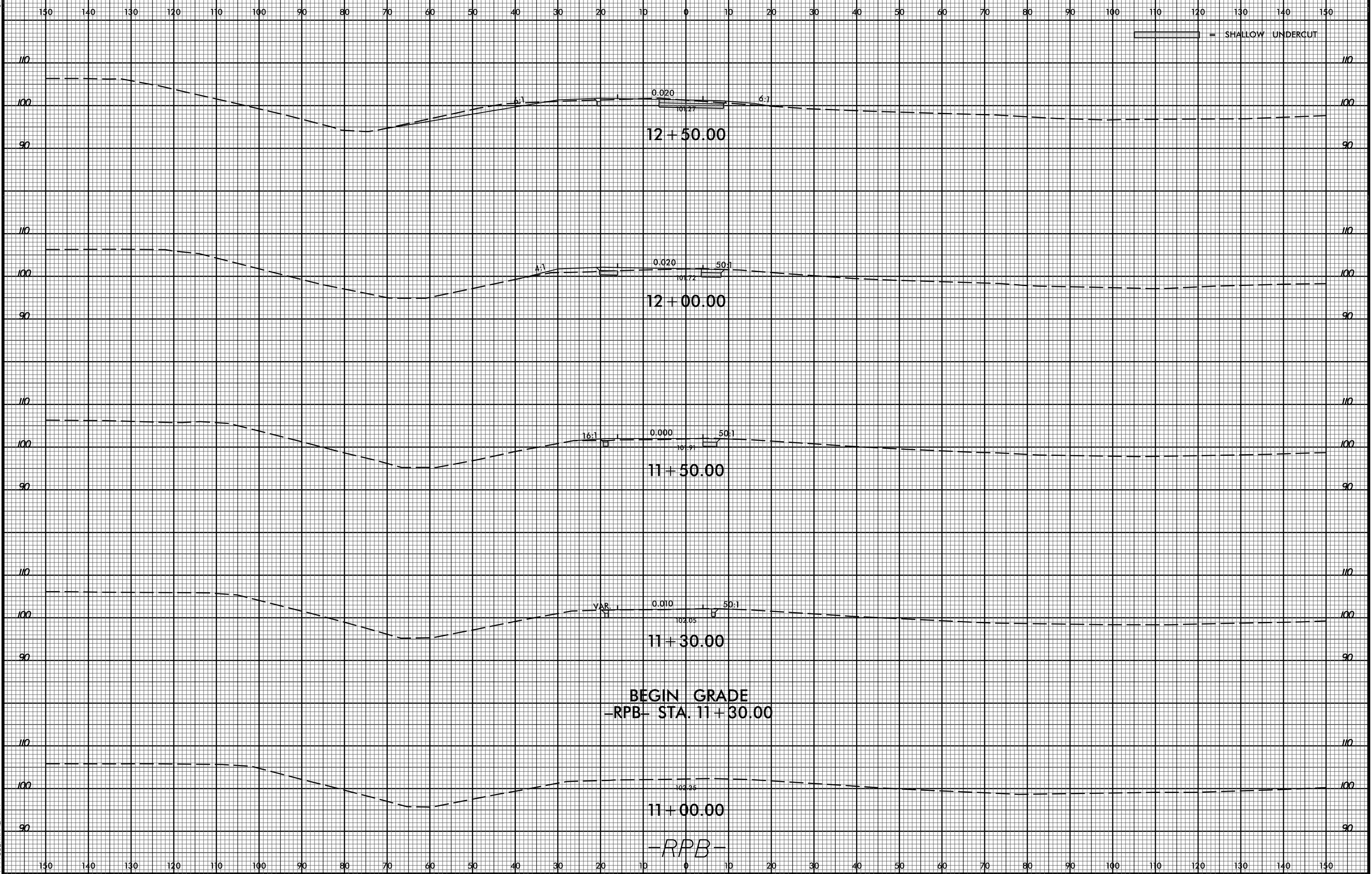
102.62

1

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



SHALLOW UNDERCUT

BEGIN GRADE
-RPB- STA. 11+30.00

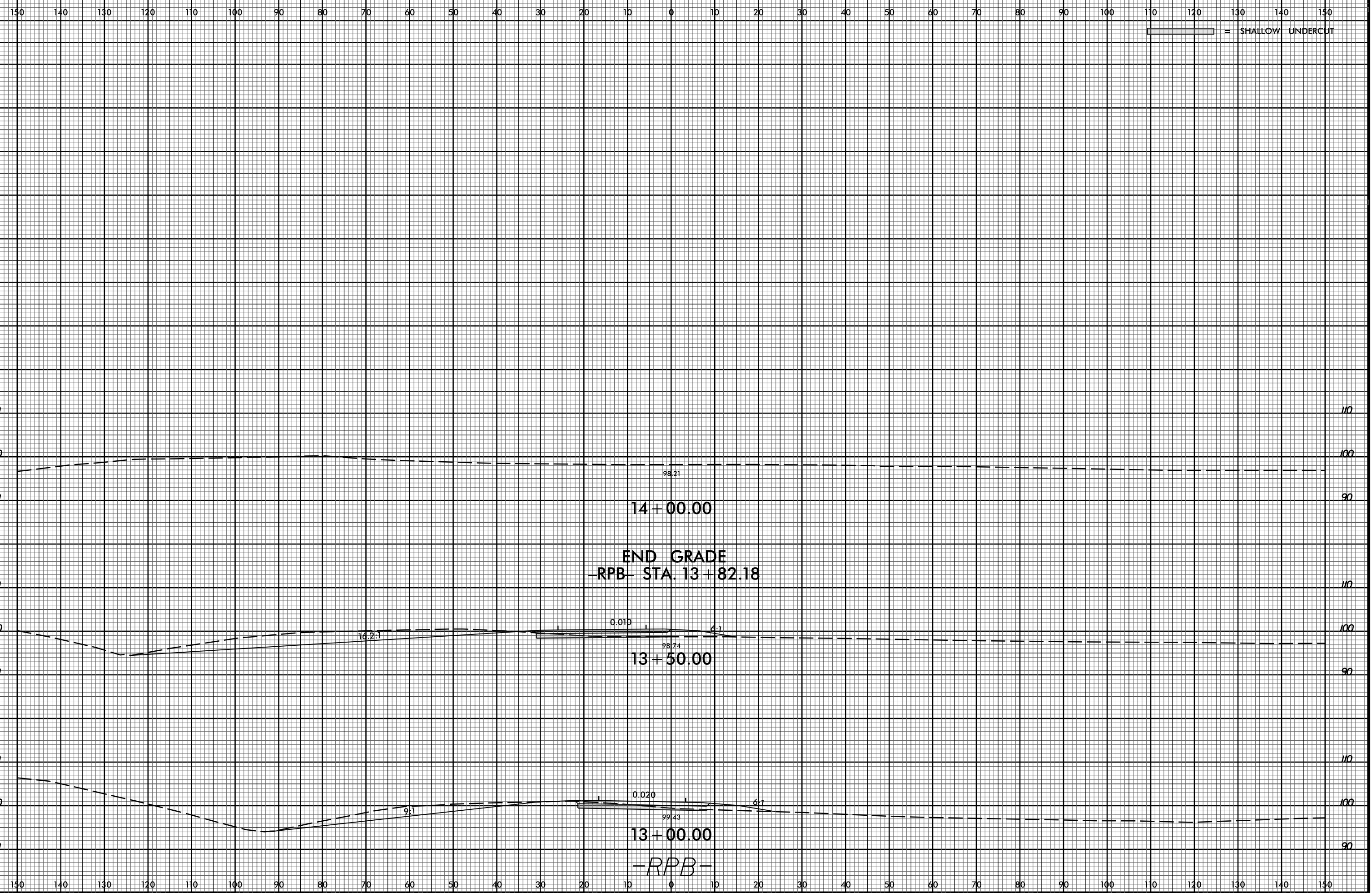
11+00.00
-RPB-

29-APR-2020 11:35
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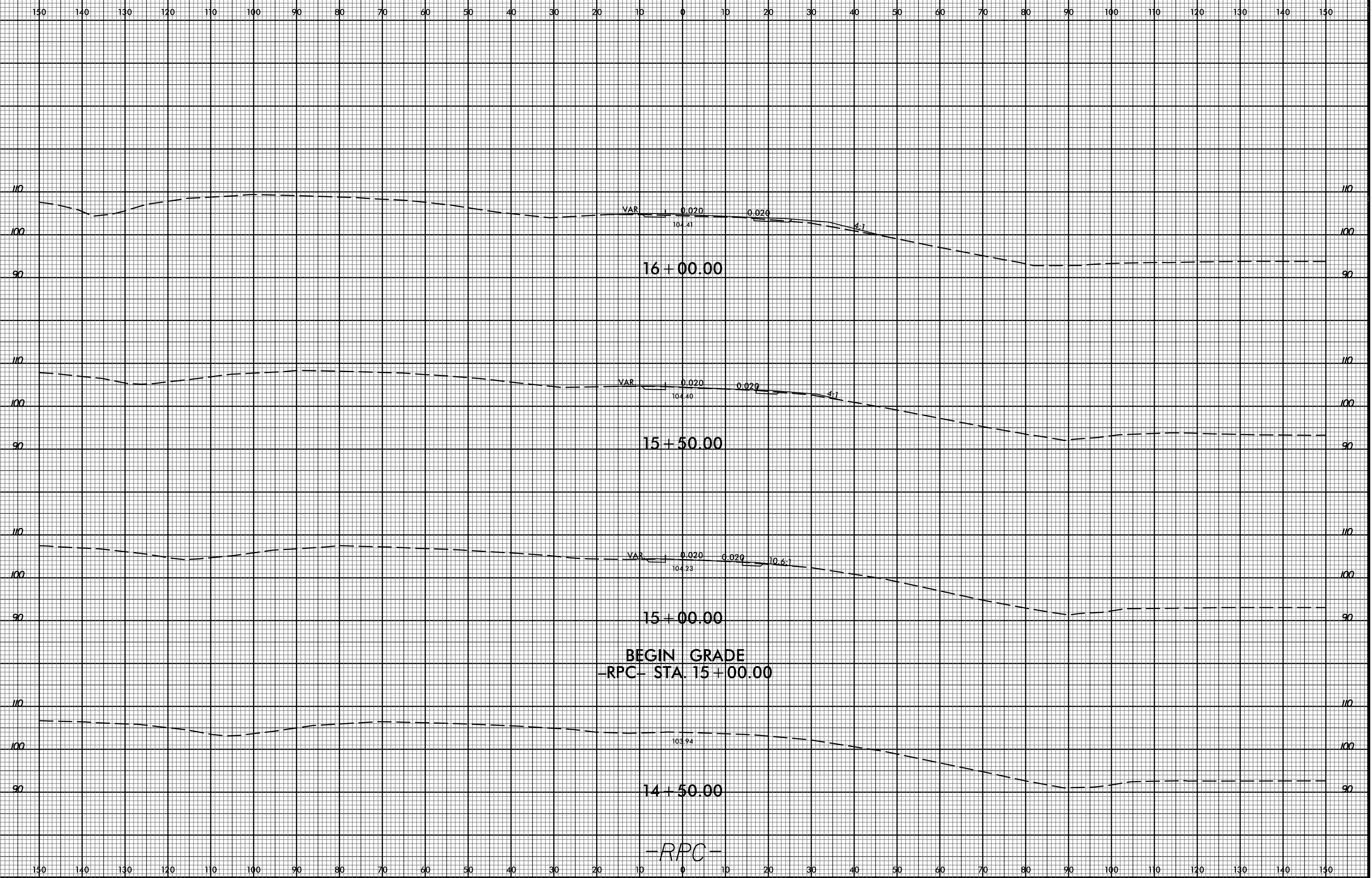
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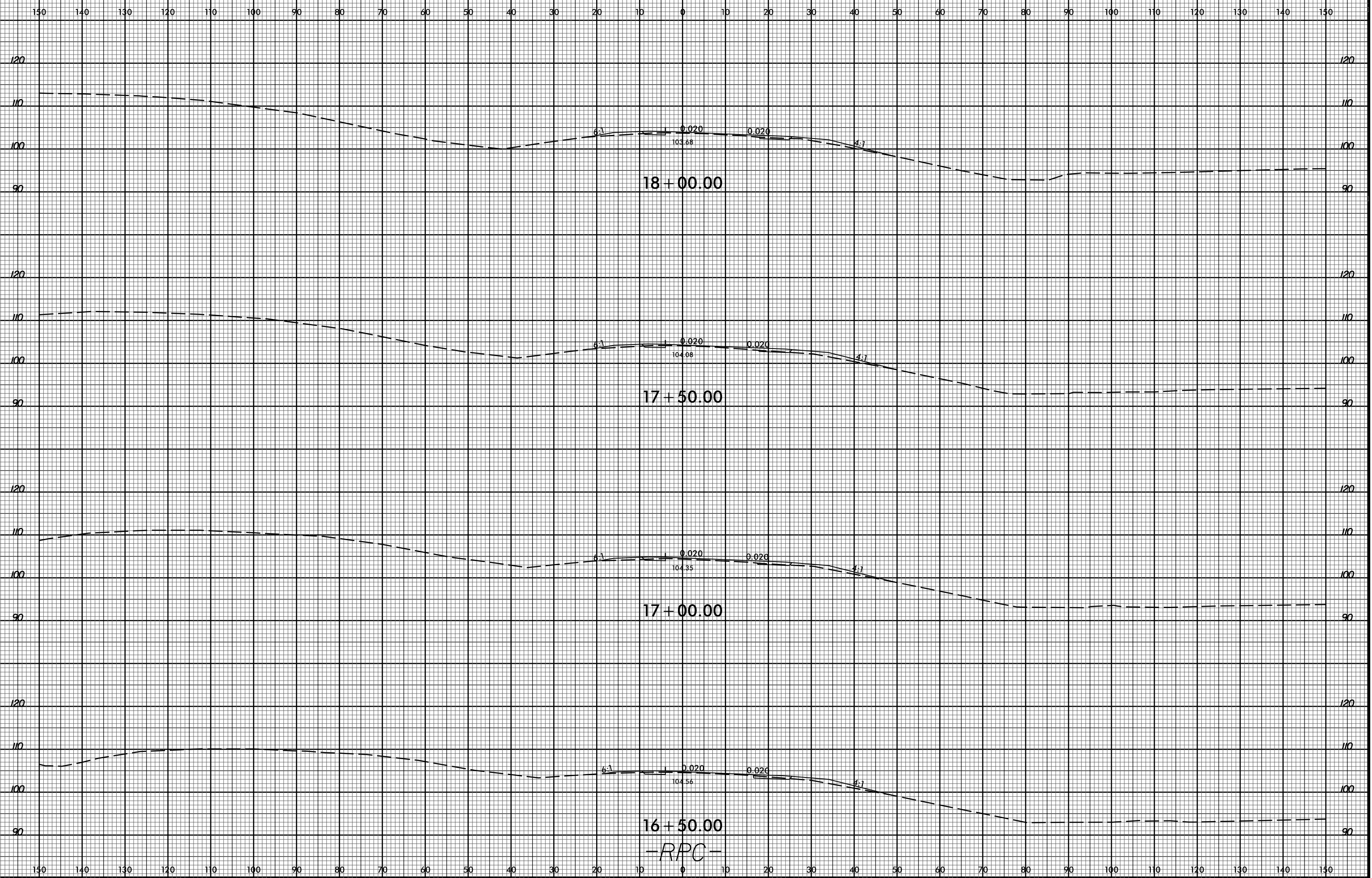
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8/23/99



29-APR-2020 14:35
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\$\$\$\$\$USERNAME\$\$\$\$\$

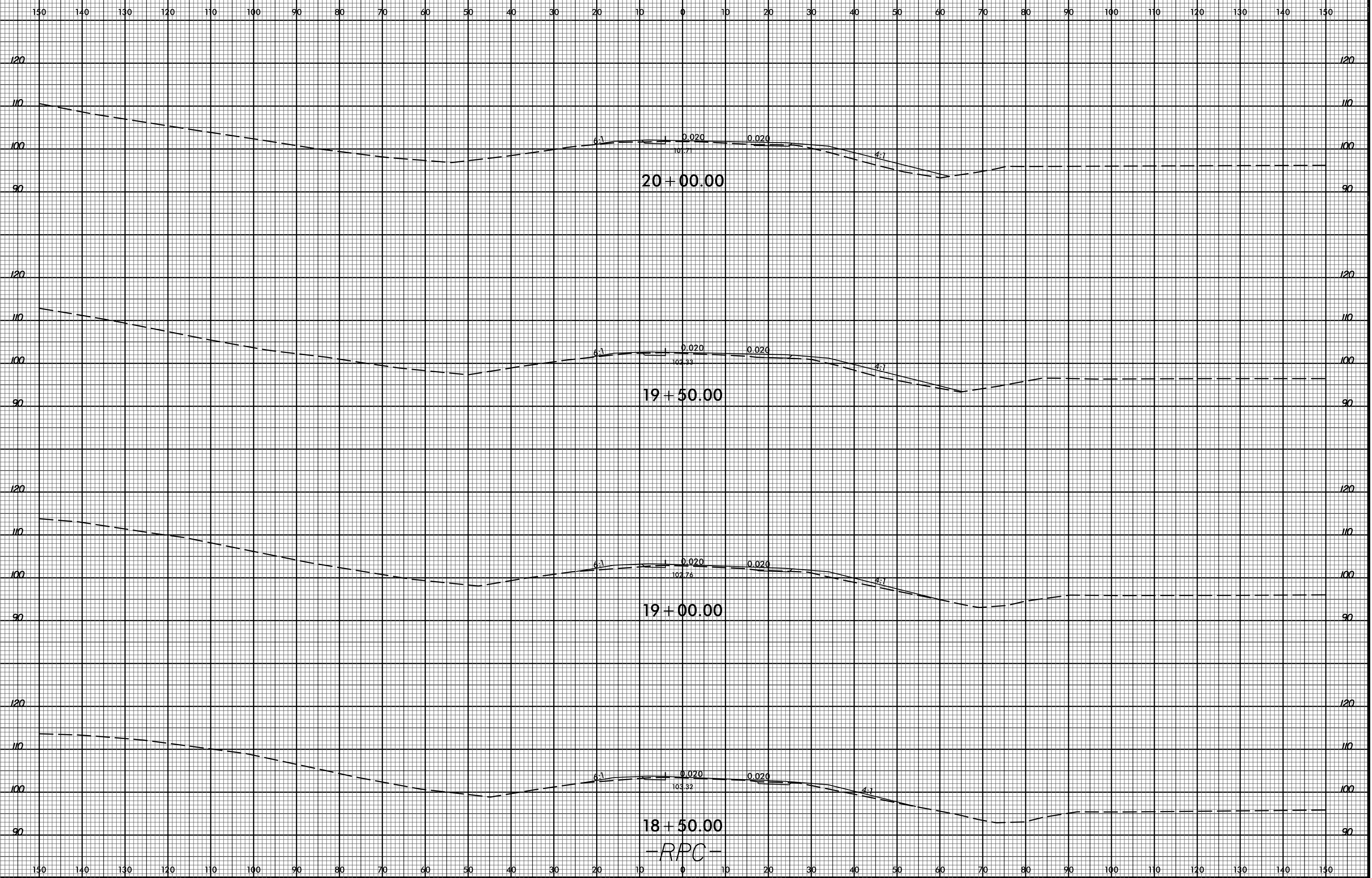
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17+50.00

17+00.00

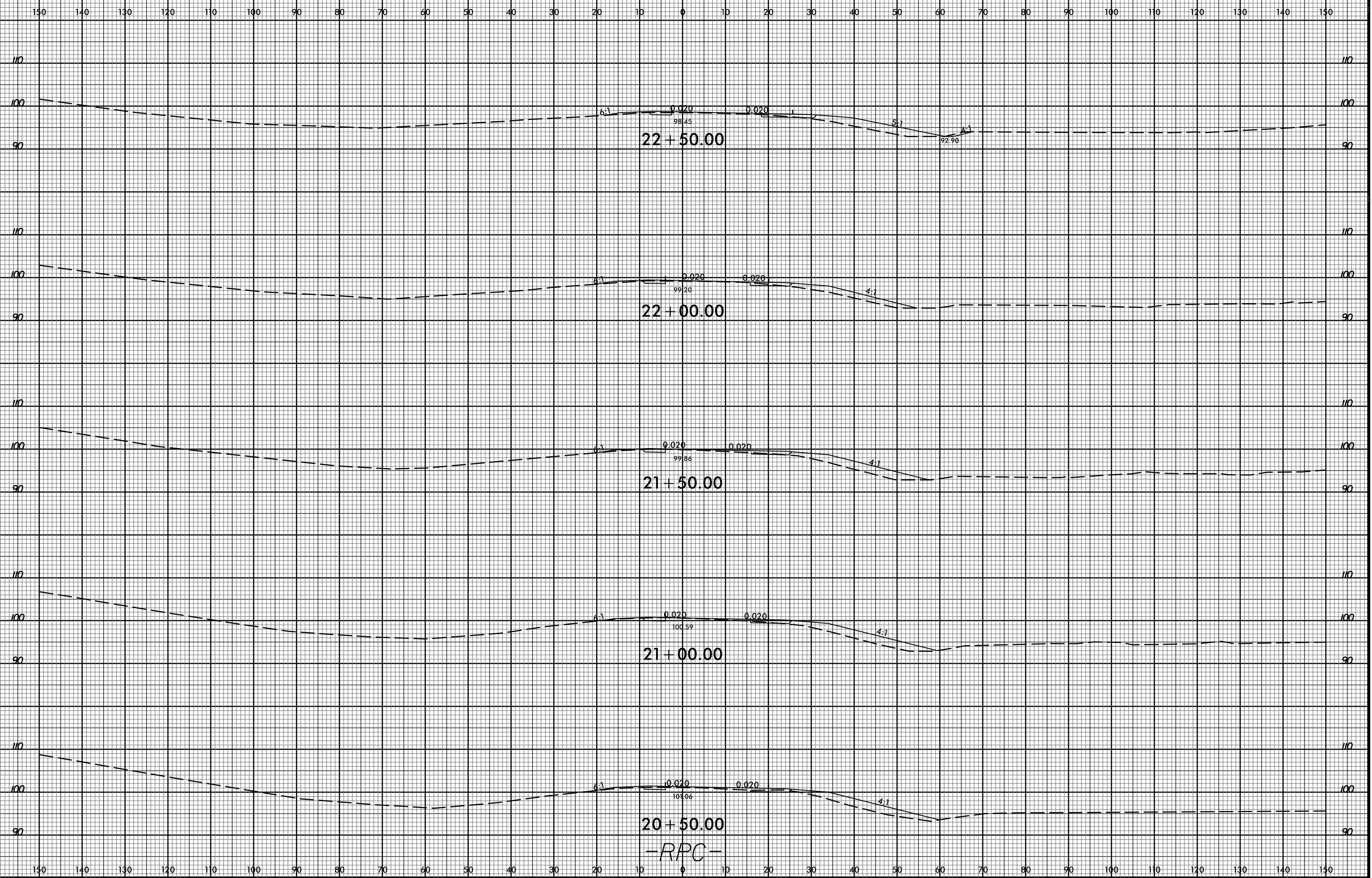
16+50.00

-RPC-



-RPC-

8/23/99



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22 + 50.00

22 + 00.00

21 + 50.00

21 + 00.00

20 + 50.00

-RPC-

6:1

0.020

0.020

5:1

4:1

6:1

0.020

0.020

4:1

6:1

0.020

0.020

4:1

4:1

0.020

0.020

4:1

6:1

0.020

0.020

4:1

98.45

92.90

99.20

99.86

100.59

101.06

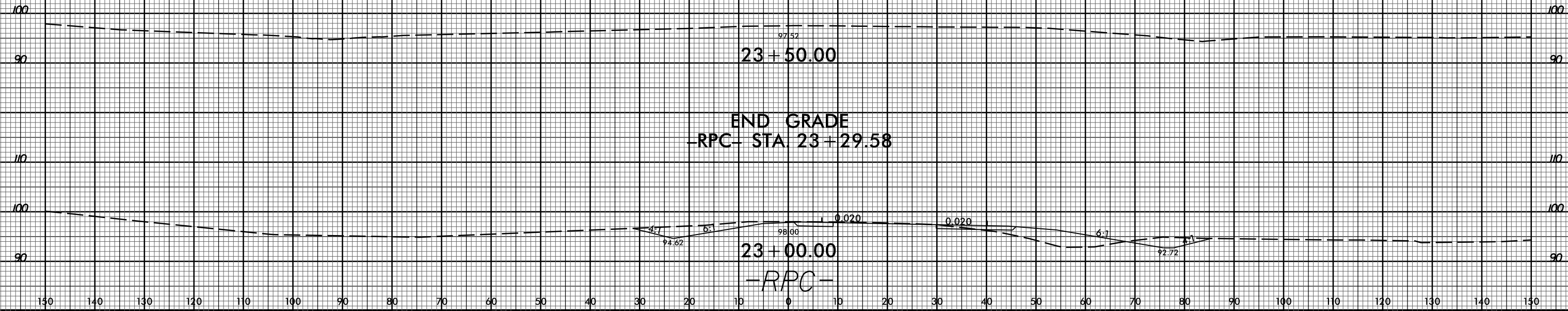
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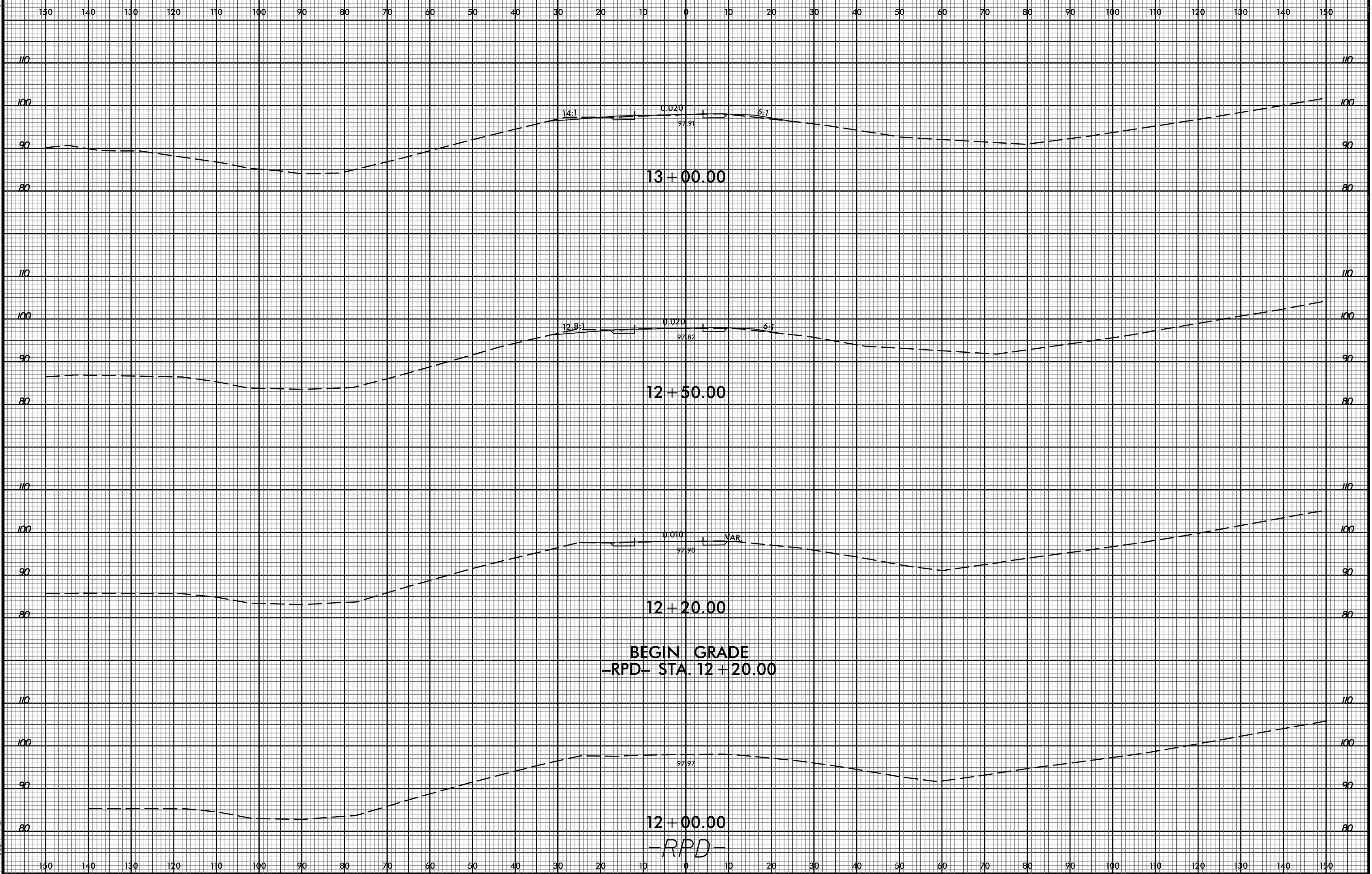
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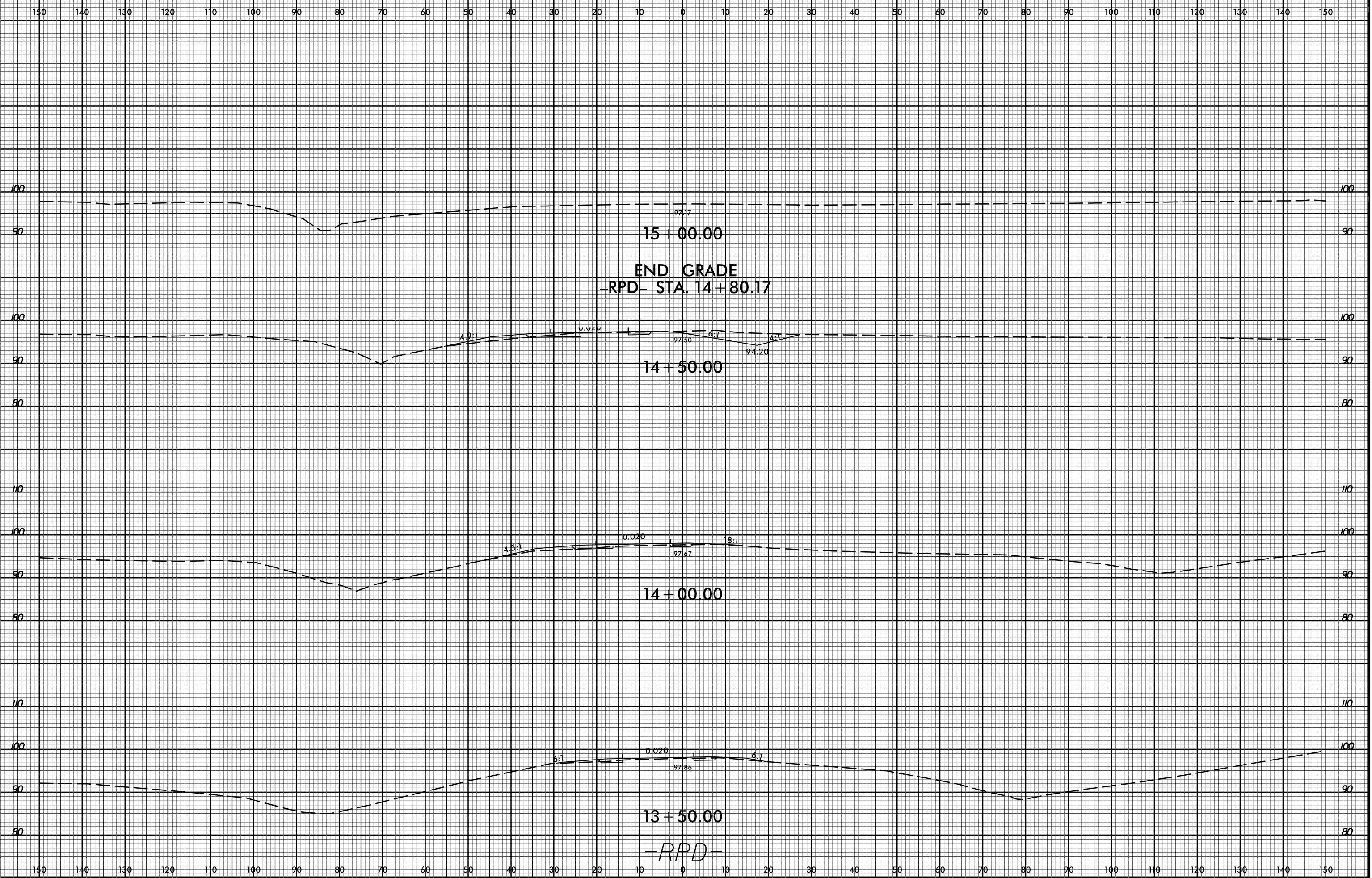
SHEET NO.
X-91

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29-APR-2020 14:35
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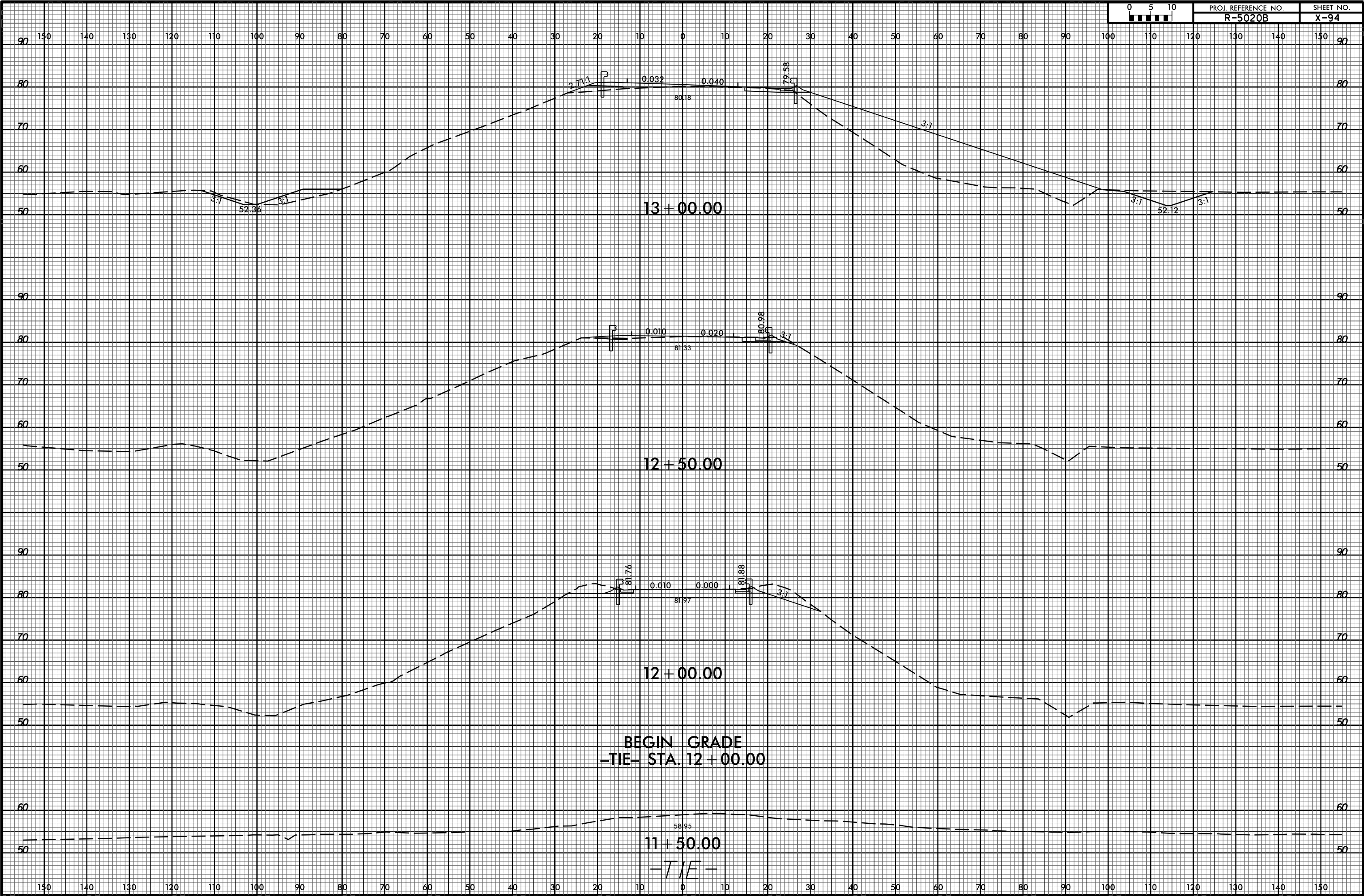


6/23/16



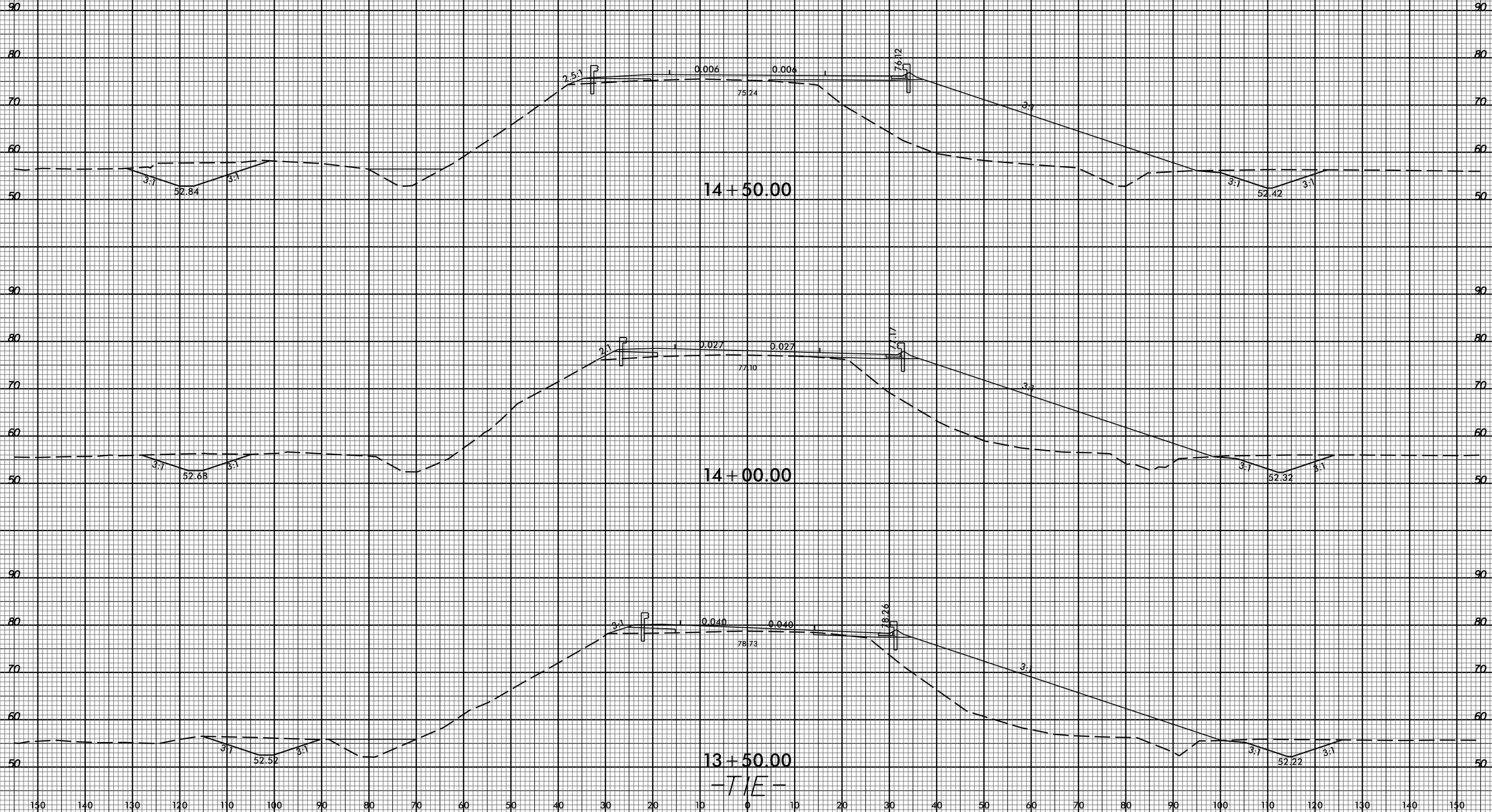
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R-5020B

SHEET NO.
X-94

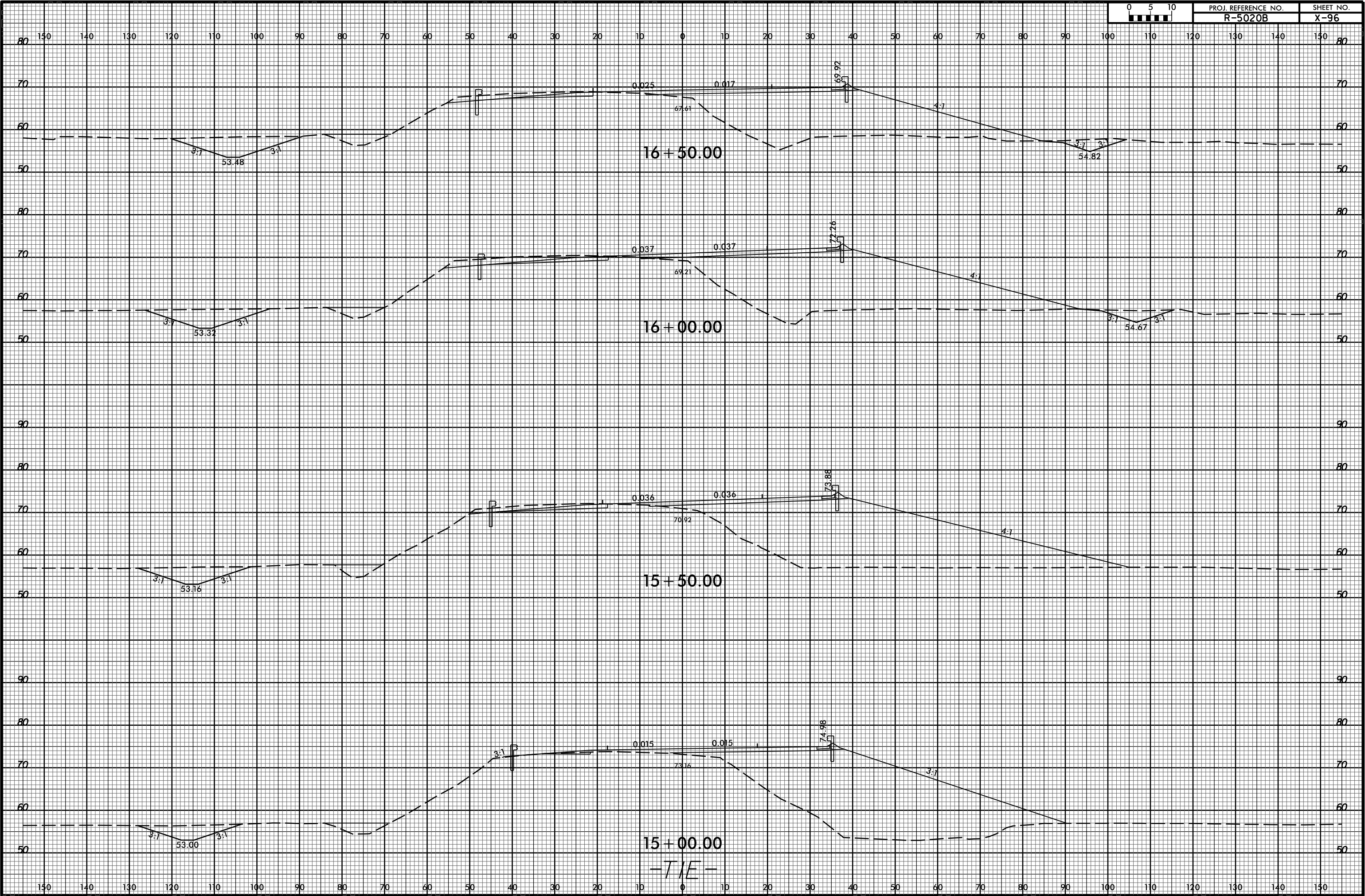


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NC001 R-5020B US 701 Widening\Roadway\CorridorModeling\R-5020B.Rdy_cm_xpl_TIE.dgn

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13+50.00
-TIE-



6/23/16

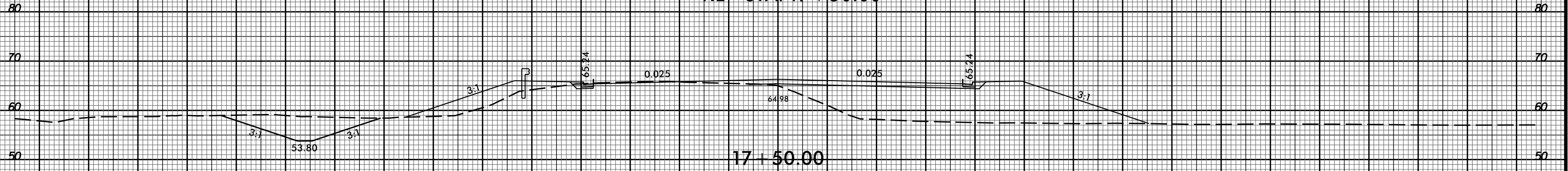


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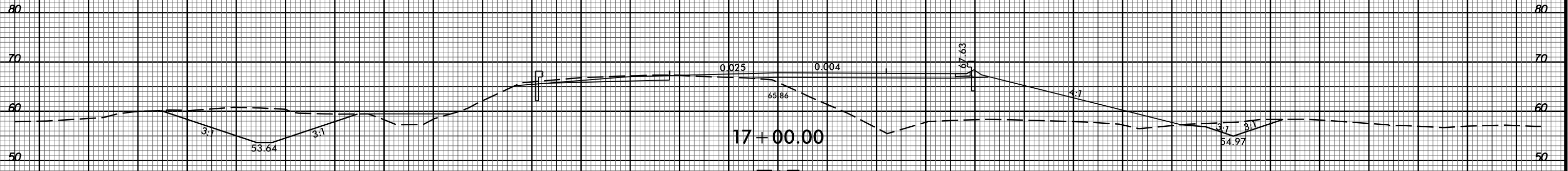
SHEET NO.
X-97

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END GRADE
-TIE- STA. 17+50.00



17+50.00



17+00.00

-TIE-

29-APR-2020 11:35
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\$\$\$\$\$USERNAME\$\$\$\$\$