

# U-5907

## CROSS-SECTION INDEX

-L1- POTTS STREET	X-2 THRU X-15
-L1- SLOAN STREET	X-16
-L2- SLOAN STREET	X-17
-L3- BEATY STREET	X-18 THRU X-19
-Y3- GRIFFITH STREET	X-20 THRU X-23
-MUT3-	X-24 THRU X-27
-DRW4-	X-28

NOTE: APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, REMOVAL OF EXISTING PAVEMENT, AND BREAKING OF EXISTING PAVEMENT WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR "GRADING."

# STATE OF NORTH CAROLINA

PROJ. REFERENCE NO.	SHEET NO.
U-5907	X-1A

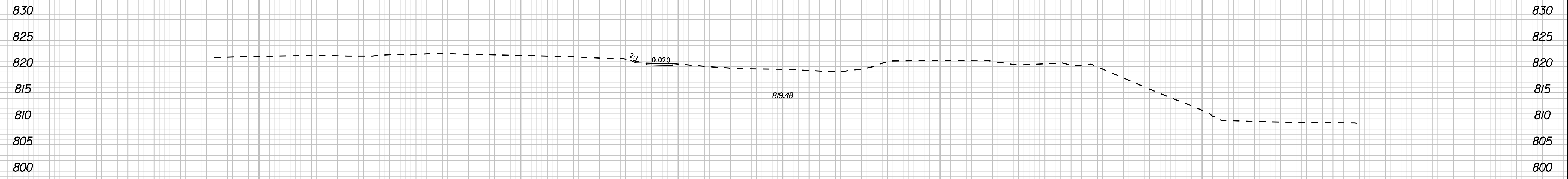
**Quantities are approximate only. The Resident Engineer will re-cross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.**

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

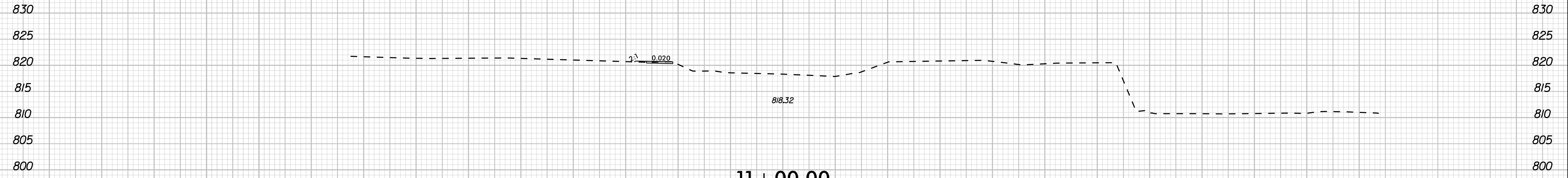
## CROSS-SECTION SUMMARY

Station L1 (LT)	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station L1 (LT)	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station L1 (RT)	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station RDBT	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station CURB 1D	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station MUT3	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
10+00.00	0	0	29+50.00	1	91	42+02.47	0	0	11+17.99	5	51	10+00.00	0	0	14+75.85	0	0
10+50.00	12	1	30+00.00	21	131	42+50.00	8	7	11+20.00	1	6	10+25.00	15	12	15+00.00	3	2
11+00.00	12	0	30+50.00	65	199				11+40.00	10	52	10+50.00	35	6	15+50.00	3	8
11+50.00	3	0	31+00.00	83	310				11+60.00	7	49	10+75.00	31	2	16+00.00	1	13
11+78.00	2	0	31+50.00	72	494	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	11+80.00	7	48	11+00.00	14	3	16+50.00	2	16
14+45.19	0	0	32+00.00	58	525	<b>L2 (LT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	12+00.00	9	45	11+25.00	14	2	16+53.95	0	1
14+50.00	0	0	32+50.00	35	229	10+11.50	0	0	12+20.00	14	42	11+50.00	16	1			
15+00.00	3	1	32+70.04	8	9	10+26.00	1	3	12+40.00	13	41	11+75.00	10	4			
15+50.00	5	0	33+00.00	12	5	10+50.00	2	9	12+60.00	4	45	12+00.00	7	3	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>
16+00.00	7	0	33+33.19	10	1	10+78.40	3	7	12+63.86	0	5	12+19.42	3	0	<b>DRW4</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
16+50.00	6	1	33+50.00	3	0	10+96.84	2	1							10+13.00	0	0
16+66.10	2	0	34+00.00	8	1										10+50.00	14	0
16+89.11	0	0	34+50.00	8	0				<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	10+50.33	0	0
16+99.02	1	0	35+00.00	7	0	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>CURB 1A</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>			
17+00.00	0	0	35+50.00	7	1	<b>L2 (RT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	10+00.00	0	0	13+50.11	0	0			
17+11.98	2	0	36+00.00	6	1	10+11.50	0	0	10+25.00	5	26	14+00.00	2	9			
17+30.00	1	0	36+50.00	6	1	10+26.00	0	2	10+50.00	1	35	14+50.00	4	14			
18+29.29	0	0	37+00.00	7	0	10+50.00	1	10	10+75.00	0	38	15+00.00	4	14			
18+50.00	4	0	37+50.00	8	0	10+78.40	3	8	11+00.00	1	23	15+49.53	2	8			
19+00.00	5	0	38+00.00	8	1	10+96.84	2	1	11+25.00	5	9	18+49.15	0	0			
19+29.00	3	0	38+09.04	1	0				11+50.00	23	6	18+87.65	21	12			
19+67.46	0	0	41+80.80	0	0				11+75.00	21	10	19+00.00	15	0			
20+00.00	2	0	42+00.00	4	1	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	12+00.00	3	20	19+50.00	49	6			
20+50.00	3	0	42+02.47	1	0	<b>L3 (LT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	12+15.36	1	15	20+00.00	10	15			
20+60.76	1	0	42+40.80	12	3	11+50.00	0	0				20+50.00	3	14			
21+34.43	0	0				12+00.00	3	37				21+00.00	4	5			
21+42.35	1	0				12+50.00	5	20	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	21+50.00	3	0			
21+50.00	6	0	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	12+71.89	3	4	<b>CURB 1B</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	21+60.00	0	0			
22+00.00	37	0	<b>L1 (RT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	13+00.00	5	1	10+00.00	0	0						
22+50.00	7	0	27+16.96	0	0	13+31.88	4	0	10+25.00	18	6						
23+00.00	7	0	27+62.00	6	0				10+50.00	17	4	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>			
23+39.63	7	0	27+82.82	9	1				10+75.00	11	10	<b>Y3 (RT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>			
23+63.54	0	0	27+94.88	4	1	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	11+00.00	3	28	12+09.42	0	0			
23+66.12	0	0	28+00.00	1	0	<b>L3 (RT)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	11+25.00	0	34	12+50.00	4	12			
24+00.00	4	0	28+50.00	18	2	11+50.00	0	0	11+50.00	5	14	13+00.00	9	41			
24+27.90	2	0	28+56.77	4	0	12+00.00	7	54	11+75.00	18	0	13+50.00	8	79			
24+68.93	0	0	28+88.54	23	0	12+50.00	14	51	12+00.00	23	0	14+00.00	9	106			
25+00.00	2	0	29+00.00	9	0	12+71.89	5	15	12+16.57	11	0	14+50.00	8	103			
25+50.00	2	1	29+50.00	20	30	13+00.00	3	13	12+28.10	3	0	15+00.00	8	90			
26+00.00	2	1	30+00.00	0	115	13+31.88	3	3				15+50.71	4	41			
26+50.00	2	1	30+50.00	57	481				<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	18+48.88	0	0			
27+00.00	3	1	31+00.00	134	682				<b>CURB 1C</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	18+87.65	11	10			
27+50.00	3	0	31+50.00	113	489	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	10+00.00	0	0	19+00.00	2	5			
27+62.00	4	0	32+00.00	50	209	<b>RDBT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	10+25.00	17	1	19+50.00	6	23			
27+82.82	8	0	32+50.00	30	6	10+00.00	0	0	10+50.00	26	0	20+00.00	5	18			
27+94.88	3	0	32+73.00	16	0	10+20.00	0	53	10+75.00	33	3	20+50.00	6	7			
28+00.00	1	0	33+00.00	21	0	10+40.00	0	59	11+00.00	20	15	21+00.00	6	1			
28+50.00	21	10	33+33.19	13	0	10+60.00	2	63	11+25.00	14	15	21+50.00	3	0			
28+56.77	4	3	41+80.80	0	0	10+80.00	3	65	11+50.00	17	6	21+60.00	0	0			
29+00.00	15	37	42+00.00	2	1	11+00.00	1	60	11+72.35	10	5						

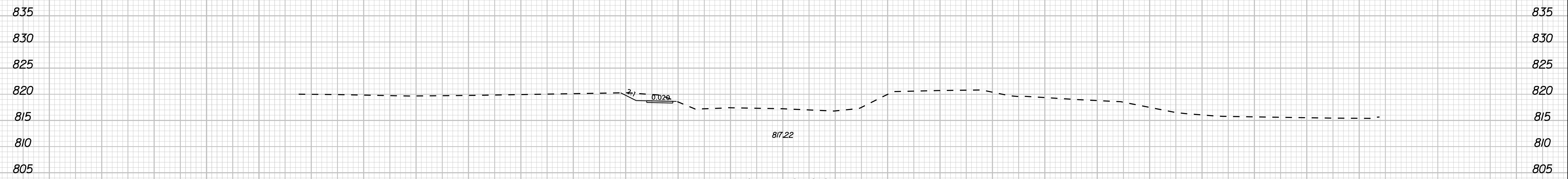
K:\CHL\_PR\0101036360\_U-5907\_Patts-Sicon\_E:\Roadway\XSCU-5907\_rdy\_xpl\_cover.dgn 10/13/2023



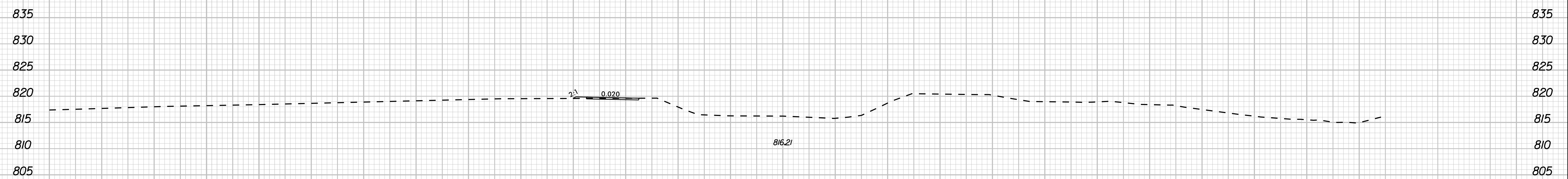
11+50.00



11+00.00



10+50.00

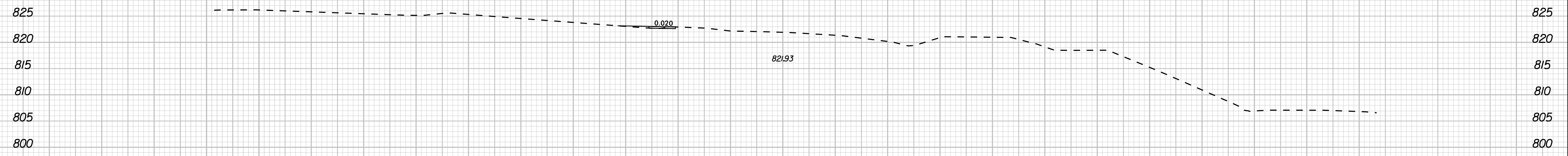


10+00.00

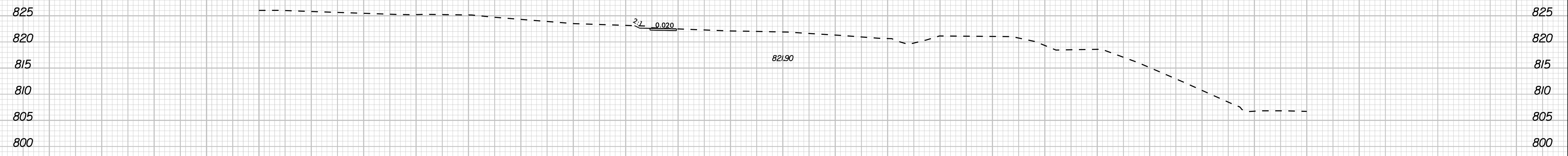
-LI- POTTS STREET



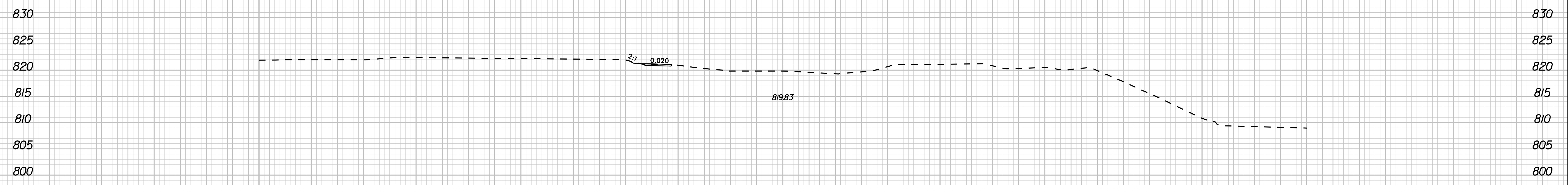
15 + 00.00



14 + 50.00

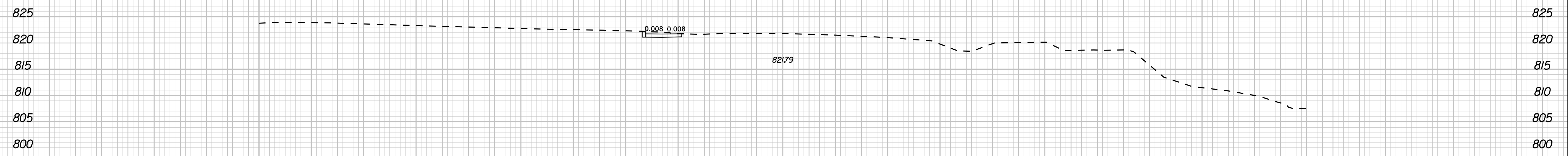


14 + 45.19

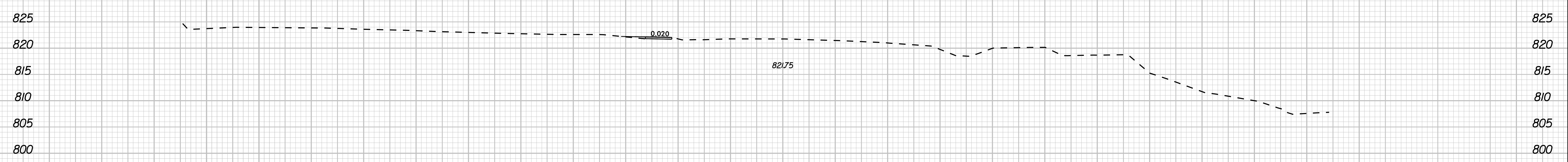


11 + 78.00

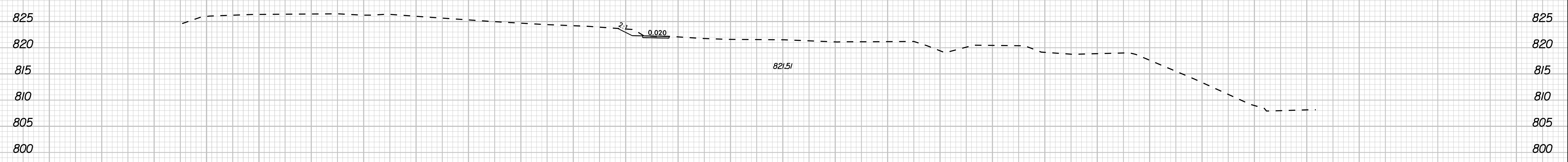
-LI- POTTS STREET



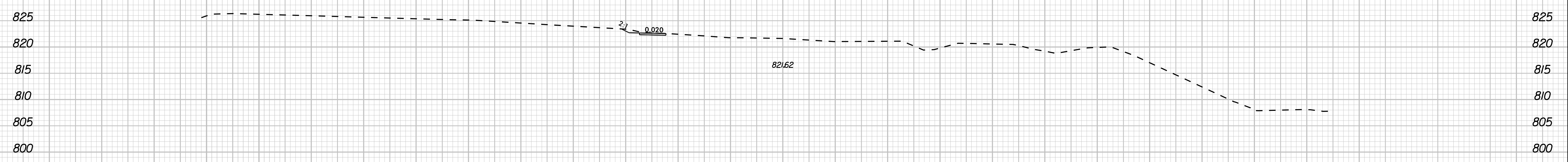
16 + 66.10



16 + 50.00



16 + 00.00

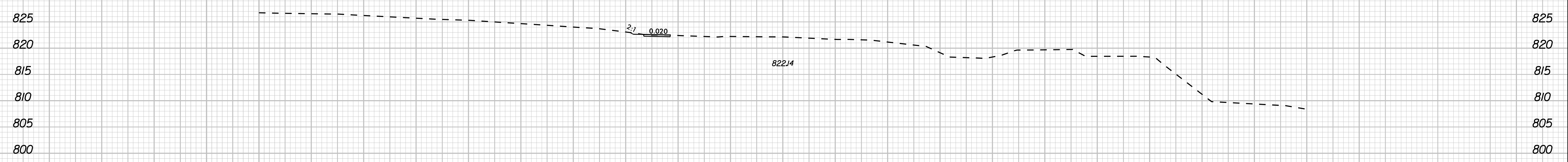


15 + 50.00

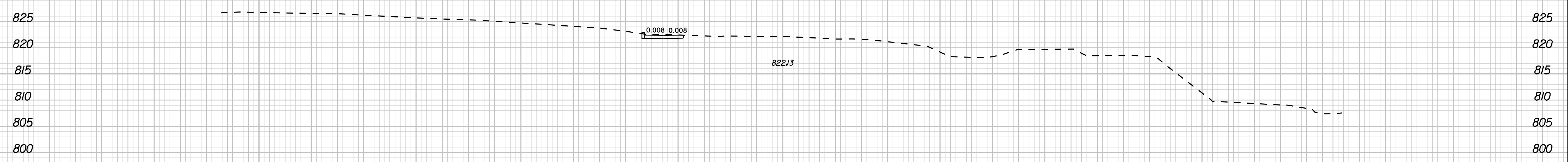
-LI- POTTS STREET



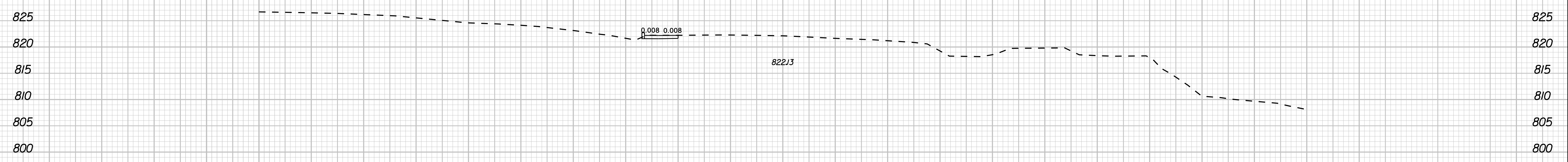
18+29.29



17+11.98

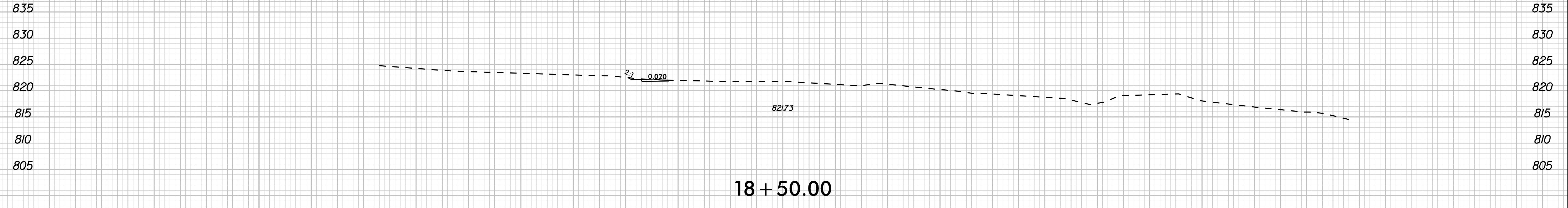
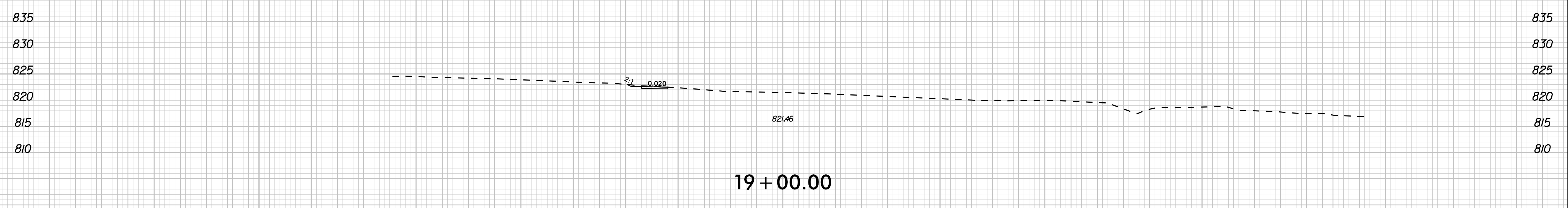
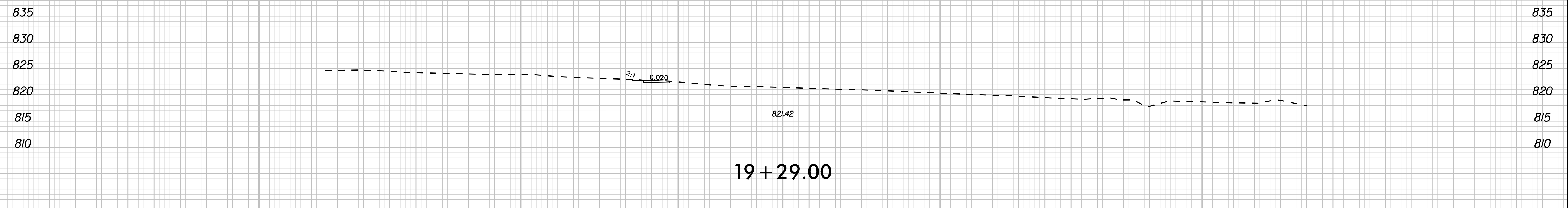
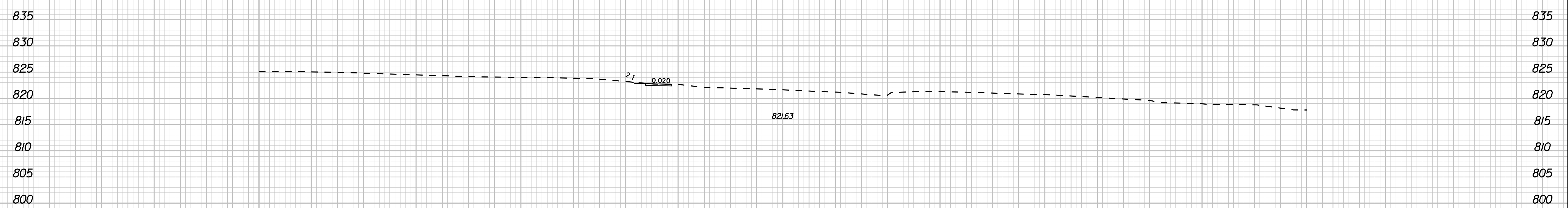


17+00.00

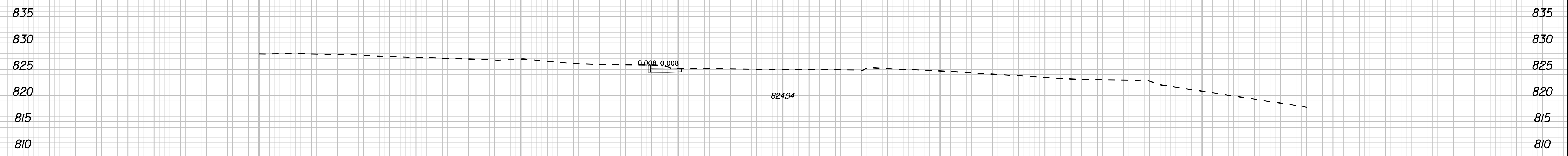


16+99.02

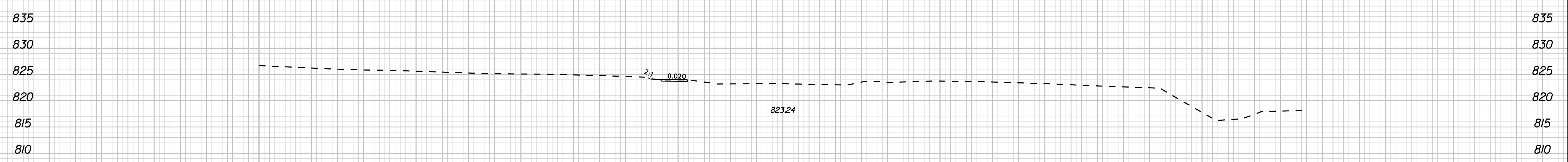
-LI- POTTS STREET



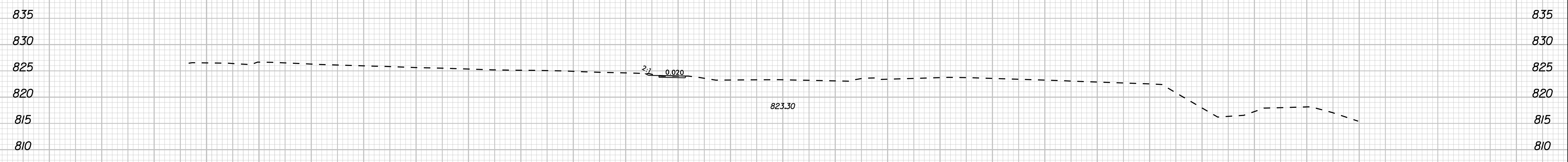
-LI- POTTS STREET



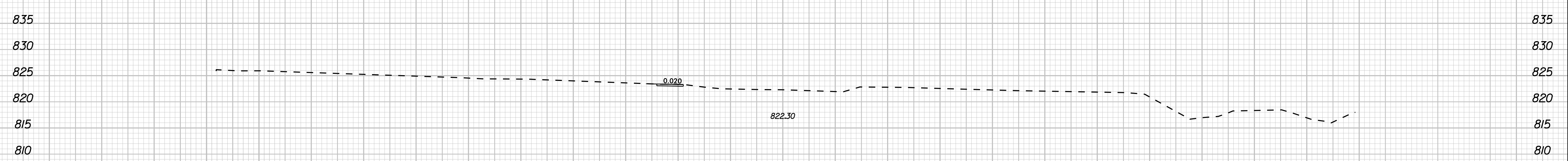
21 + 42.35



20 + 60.76



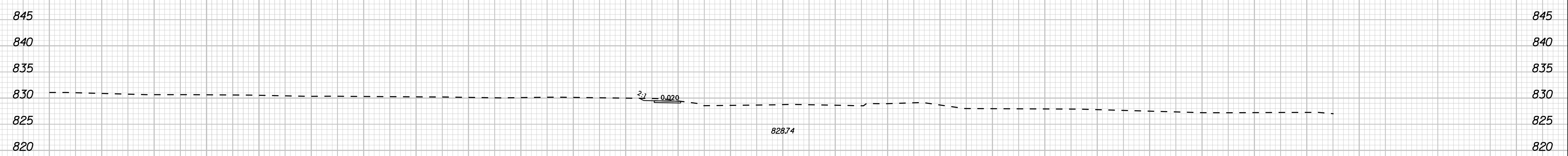
20 + 50.00



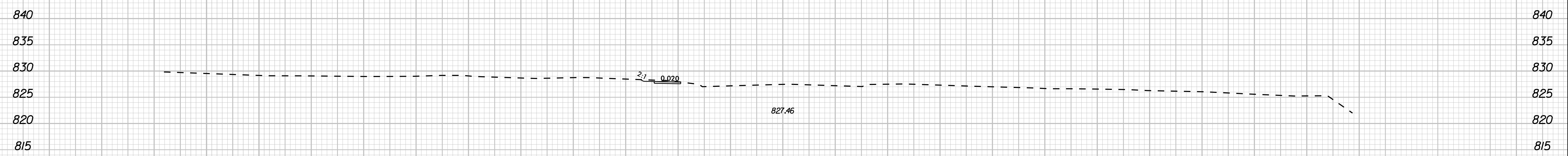
20 + 00.00

-LI- POTTS STREET

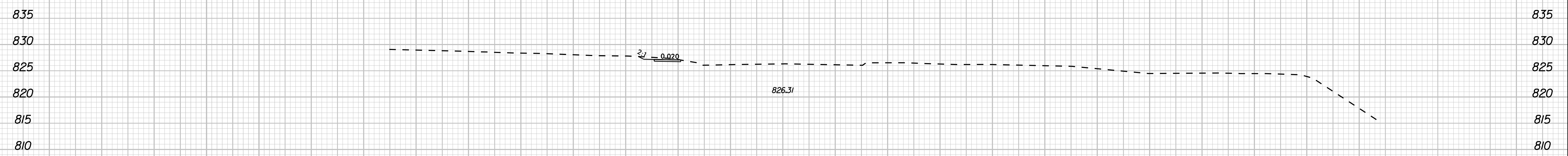




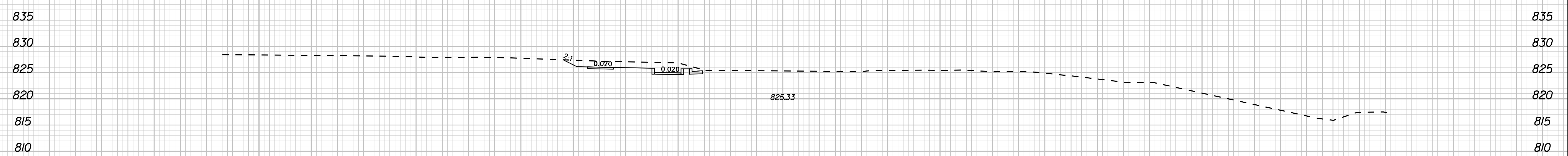
23 + 00.00



22 + 50.00

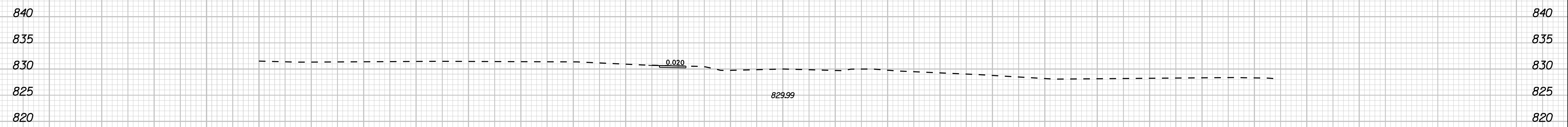


22 + 00.00

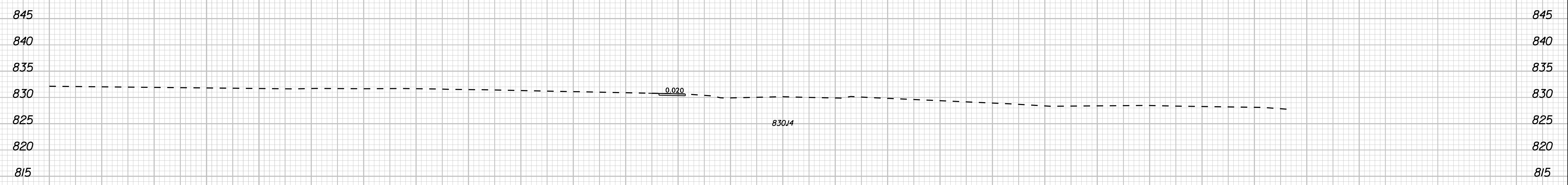


21 + 50.00

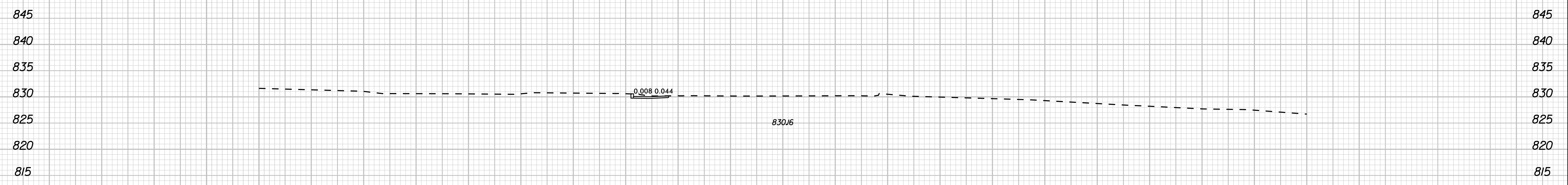
-LI- POTTS STREET



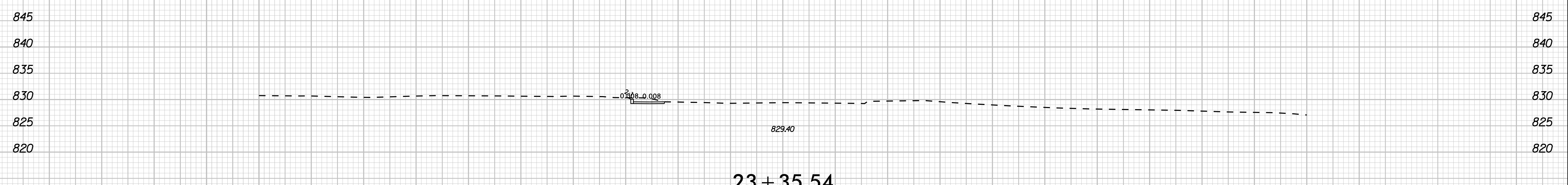
**24 + 27.90**



**24 + 00.00**

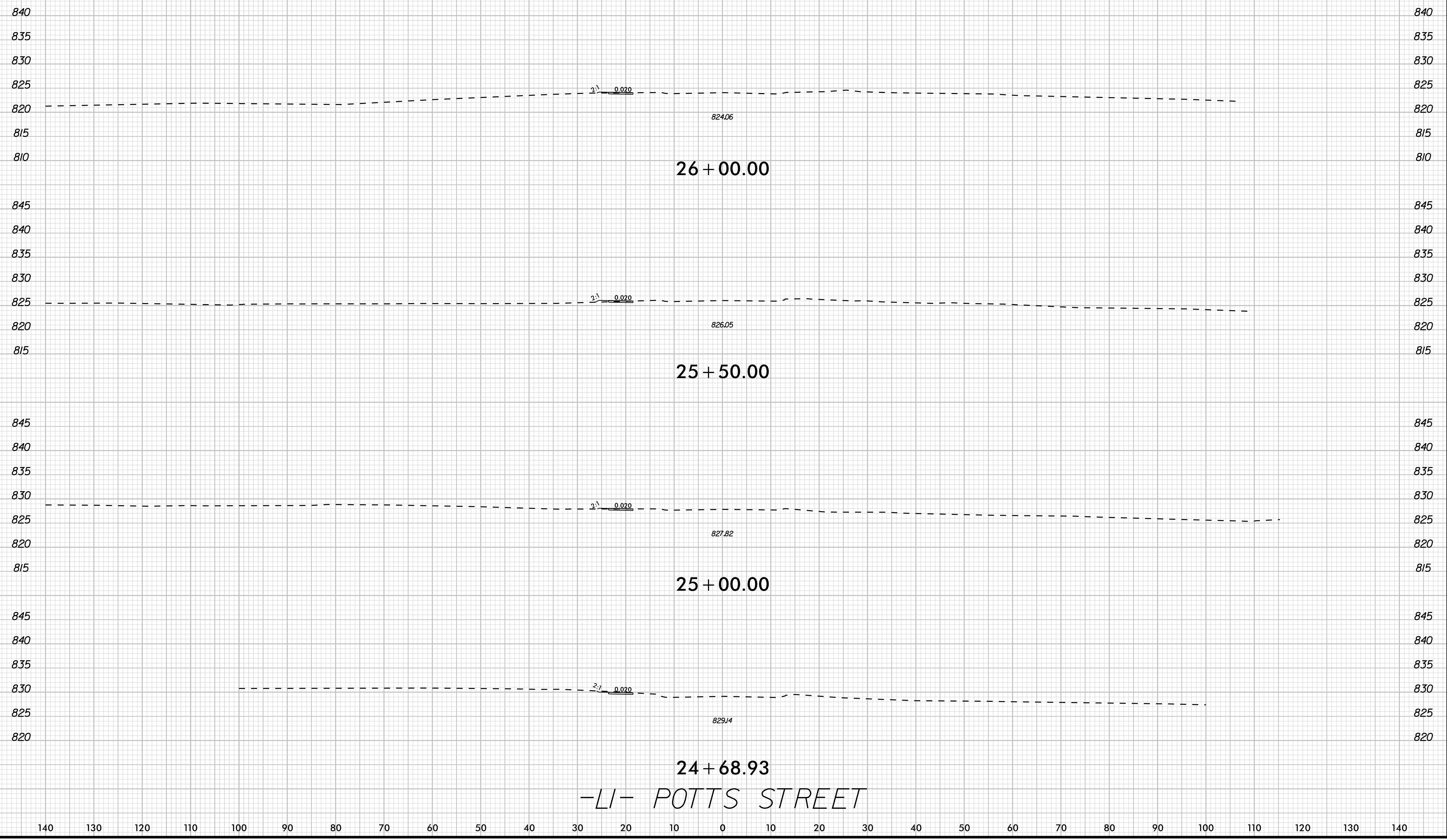


**23 + 66.12**

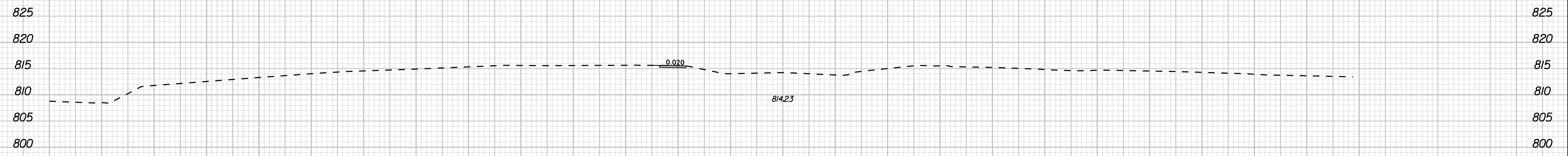


**23 + 35.54**

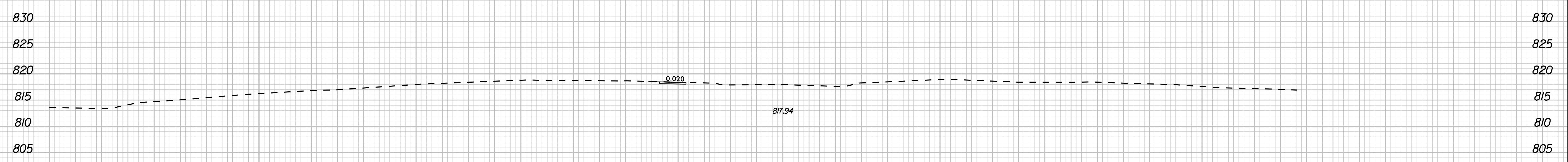
*-LI- POTTS STREET*



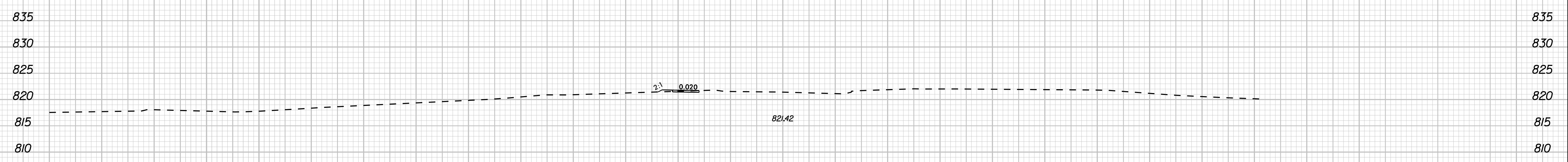
24 + 68.93  
 -LI- POTTS STREET



**27 + 50.00**

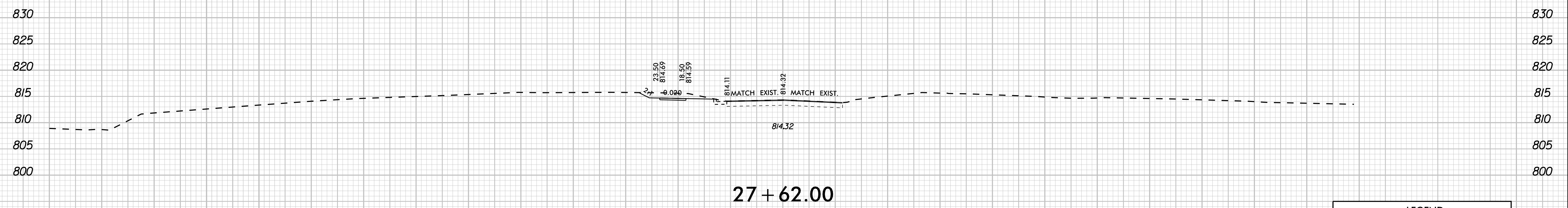
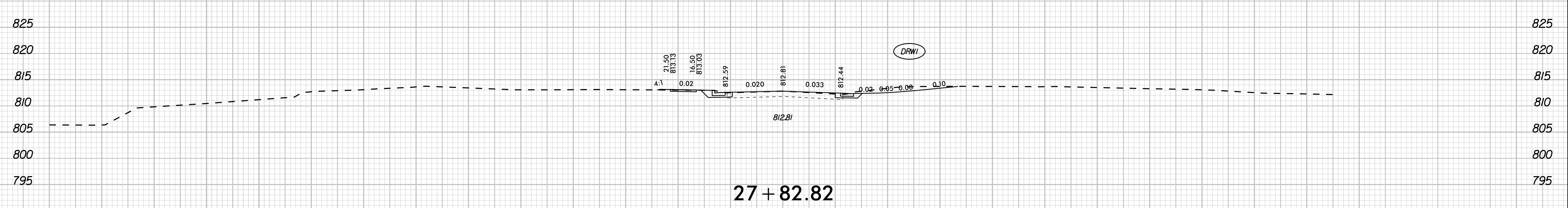
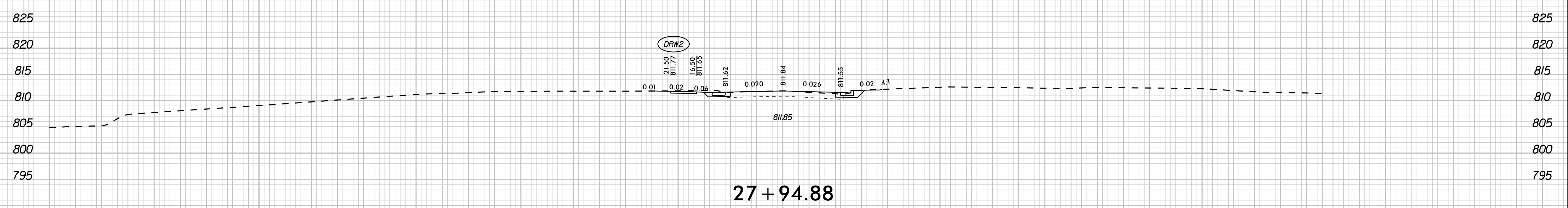
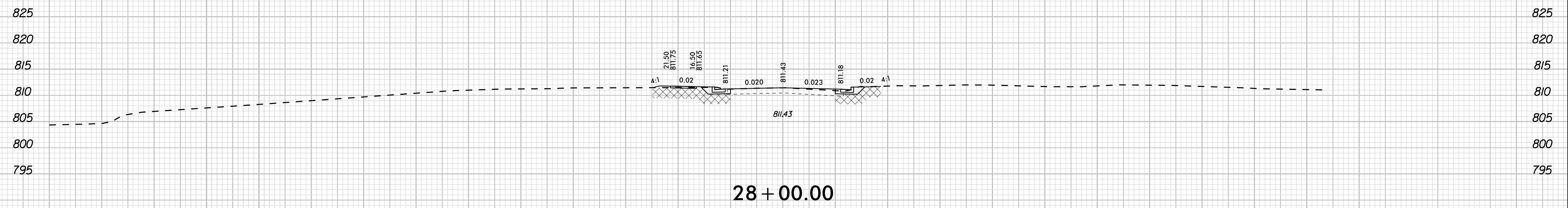


**27 + 00.00**



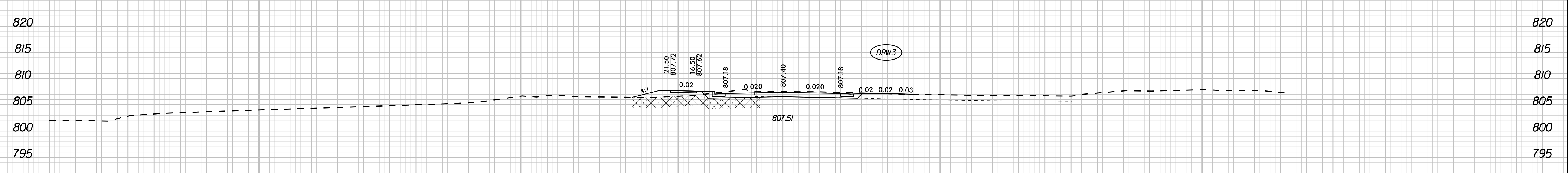
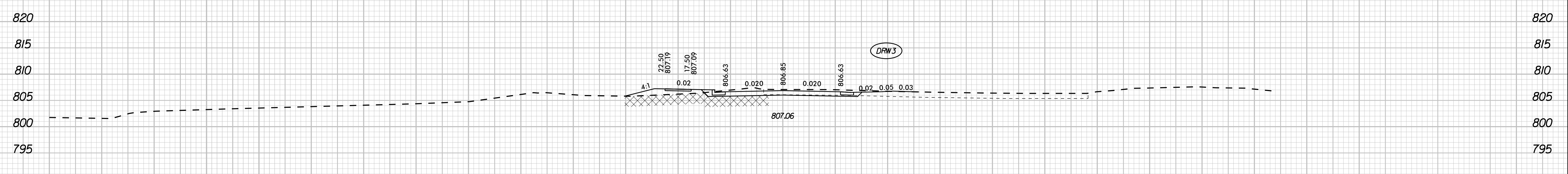
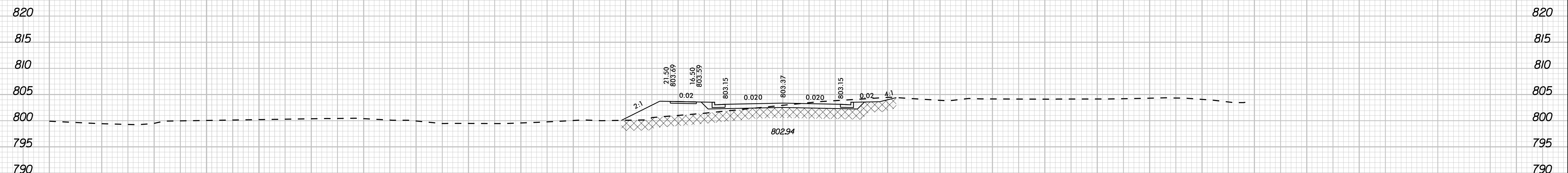
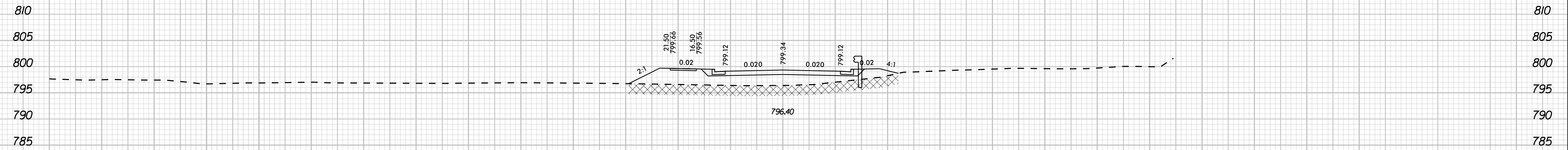
**26 + 50.00**

*-LI- POTTS STREET*



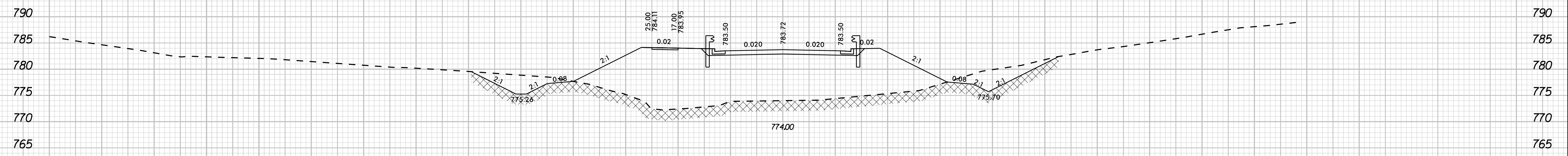
-LI- POTTS STREET

LEGEND  
 PROPOSED UNDERCUT FOR CONTAMINATED SOIL

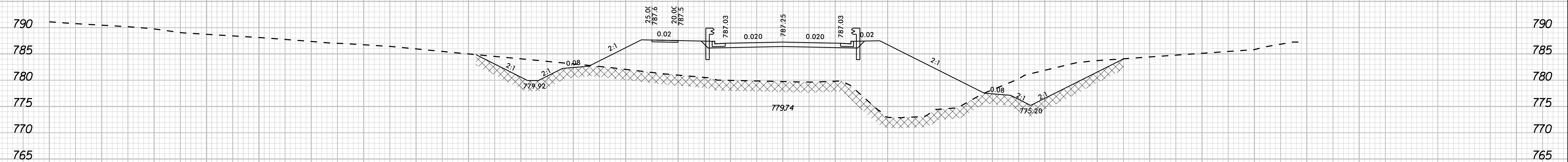


-LI- POTTS STREET

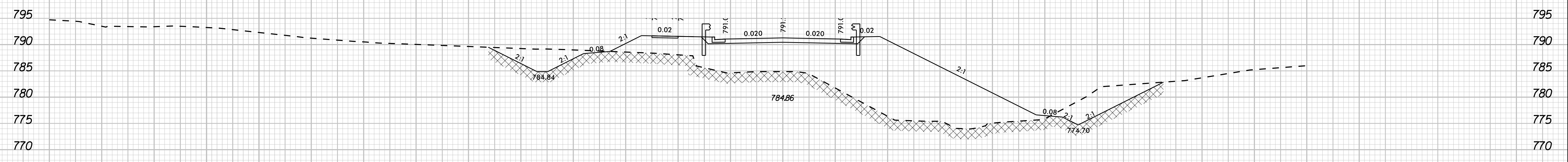
LEGEND  
 PROPOSED UNDERCUT FOR CONTAMINATED SOIL



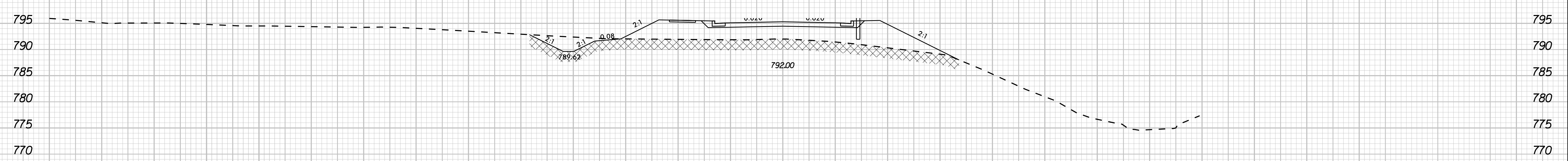
31 + 50.00



31 + 00.00



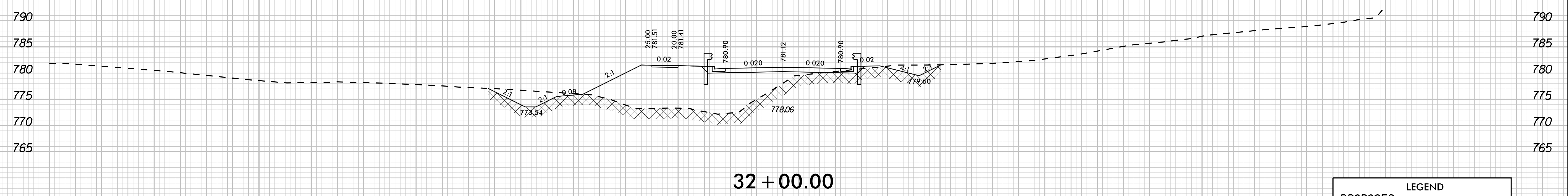
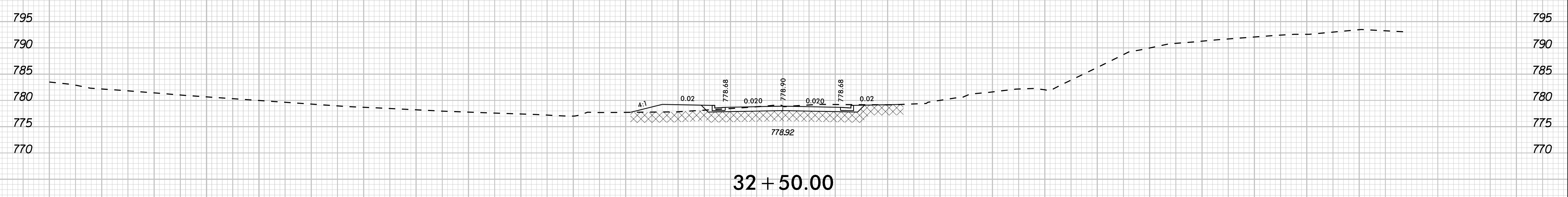
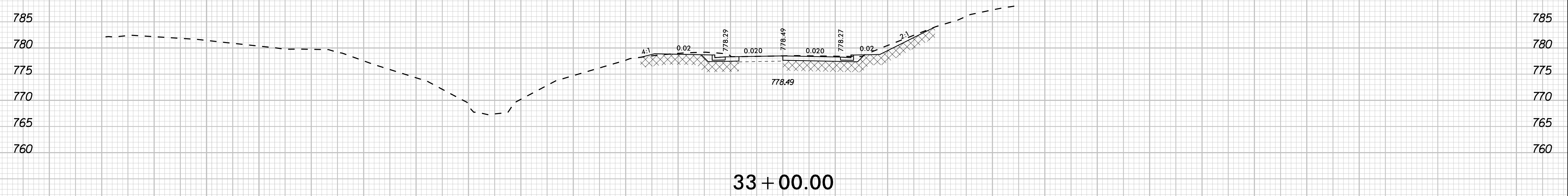
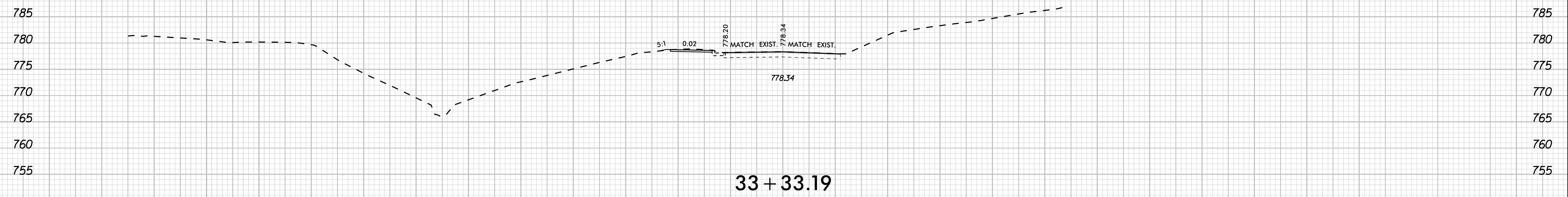
30 + 50.00



30 + 00.00

-LI- POTTS STREET

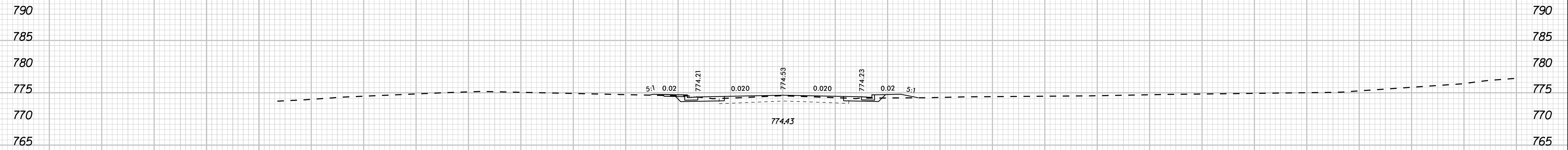
LEGEND  
 PROPOSED UNDERCUT FOR CONTAMINATED SOIL



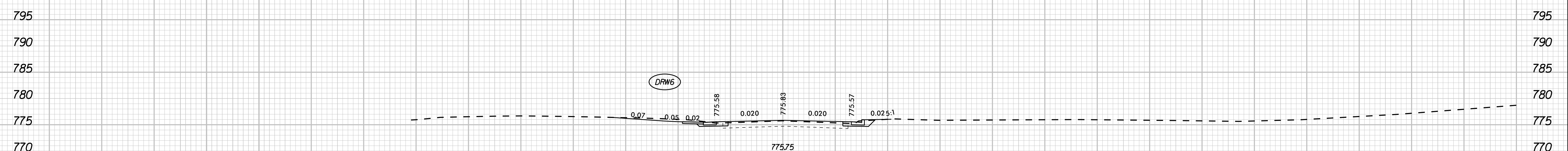
-LI- POTTS STREET

LEGEND  
 PROPOSED UNDERCUT FOR CONTAMINATED SOIL

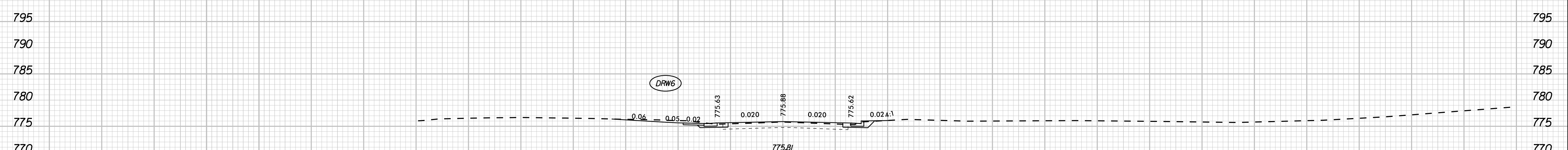




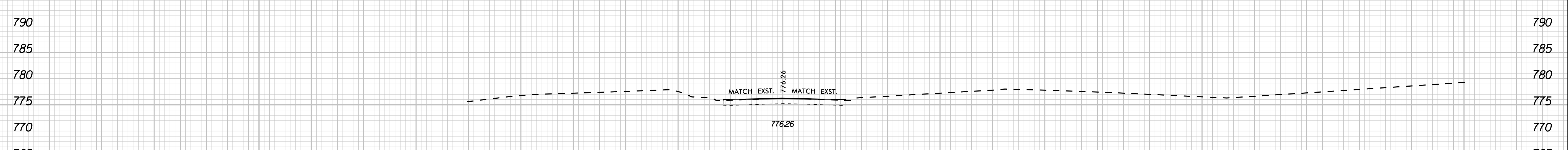
42 + 50.00  
 ROUNDABOUT - SEE SHEET 2B-1



42 + 02.47

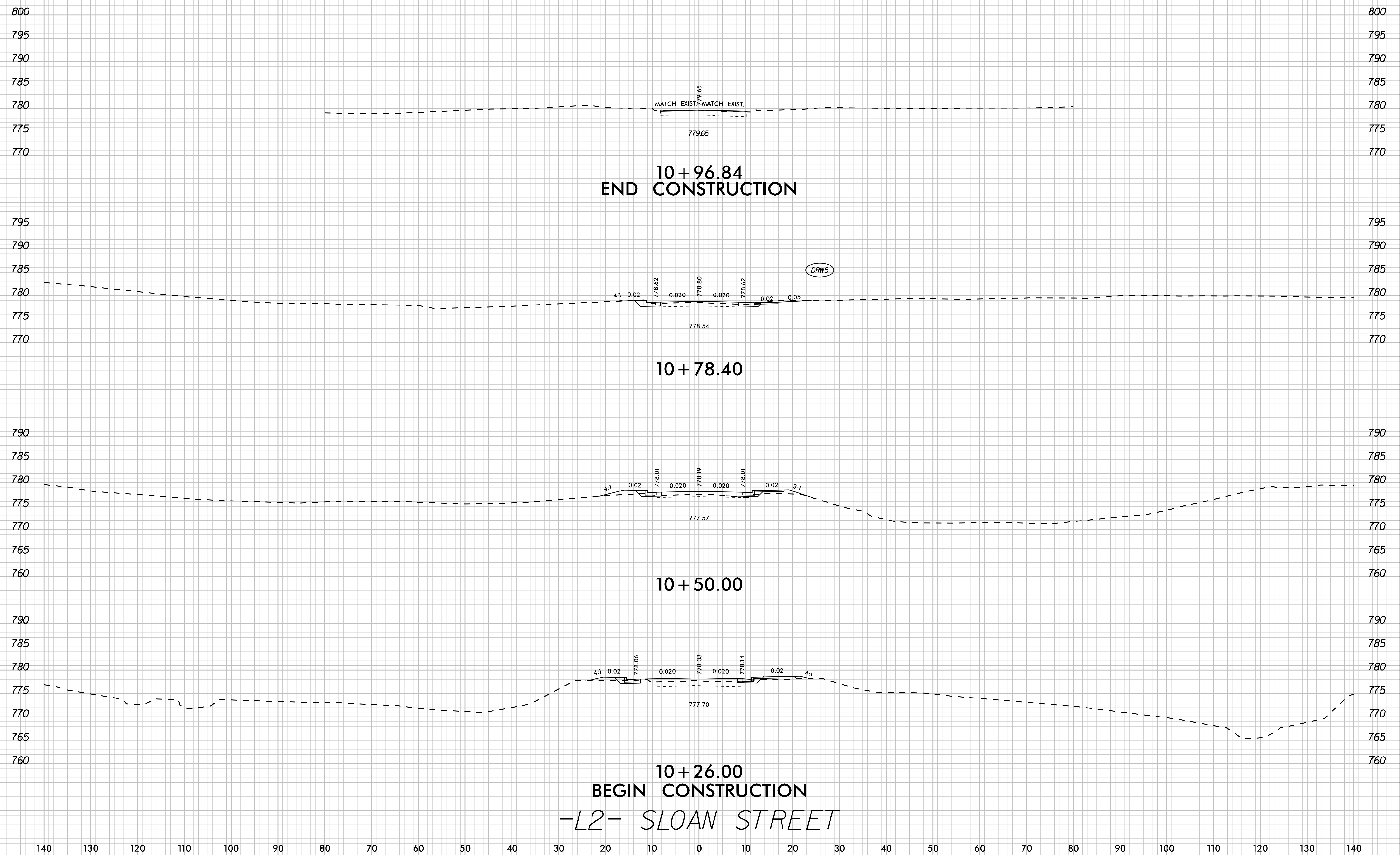


42 + 00.00

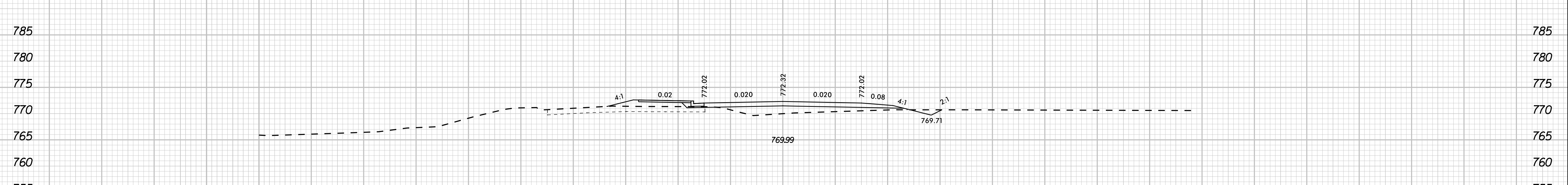
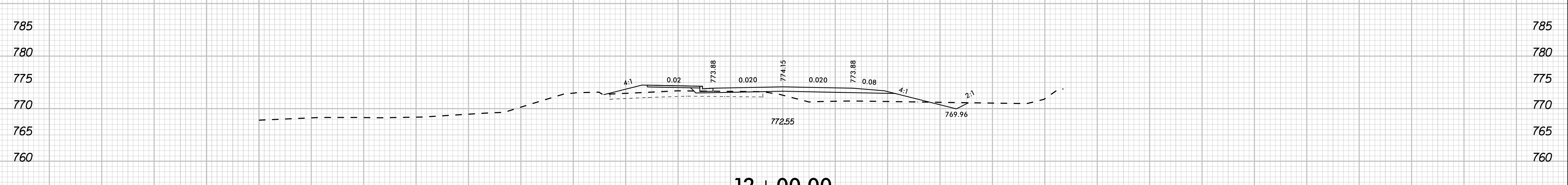
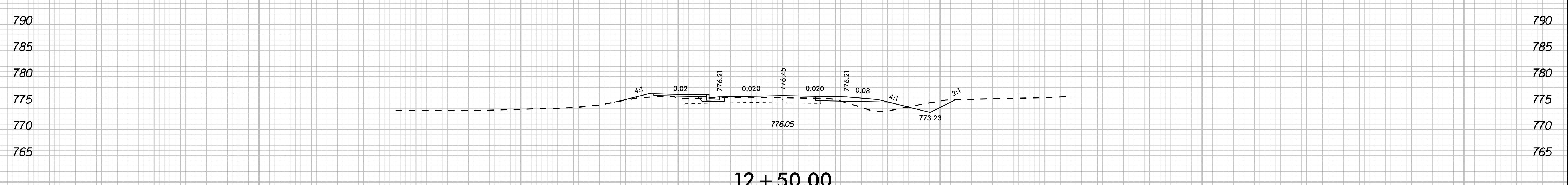
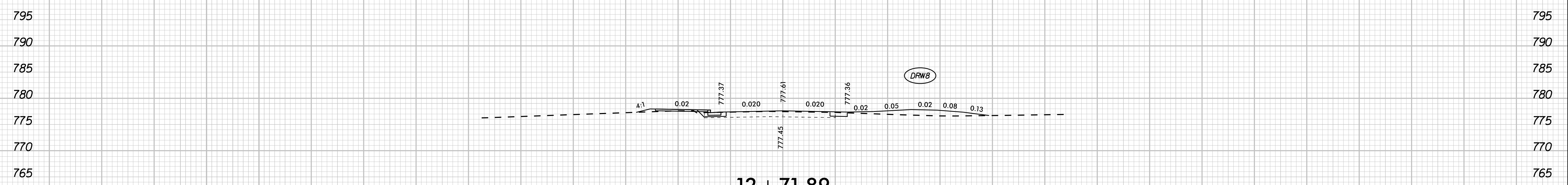


41 + 80.00  
 BEGIN CONSTRUCTION  
 -LI- SLOAN STREET

10/9/2023 K:\CHL\_PRJ\01036360\_U-5907\_Patts-Sloan\_Ext\Roadway\XSCU-5907\_rdy\_xpl\_LI-PAB.dgn



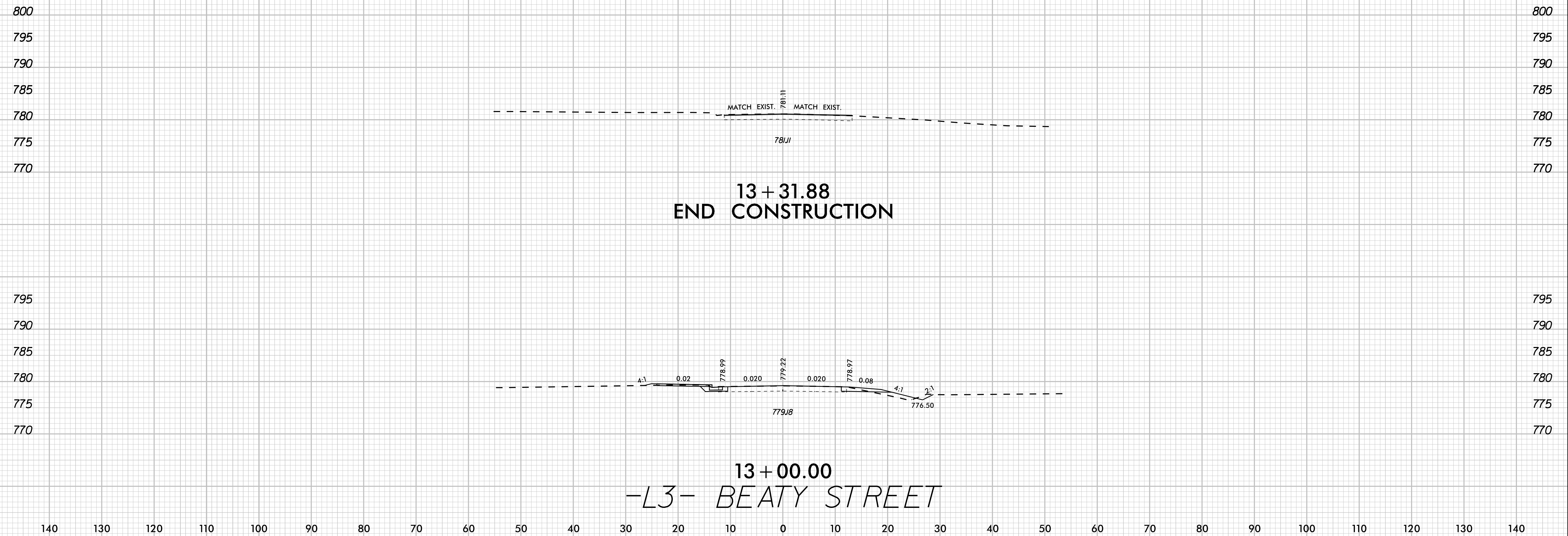
10/9/2023 K:\CHL\_PRJ\01036360\_U-5907\_Patts-Sloan\_Ext\Roadway\XSCU-5907\_rdy\_xpl\_L2.dgn

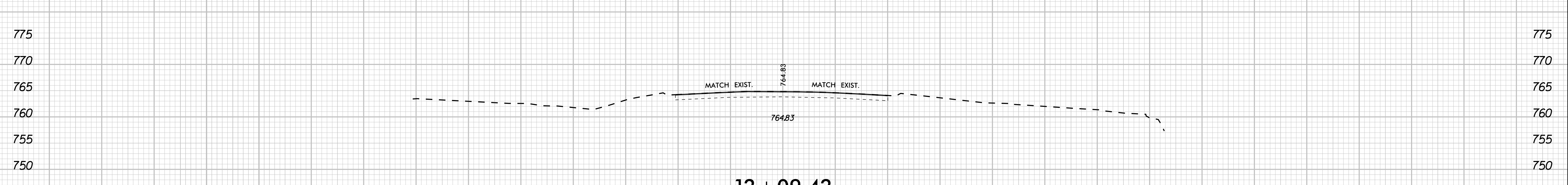
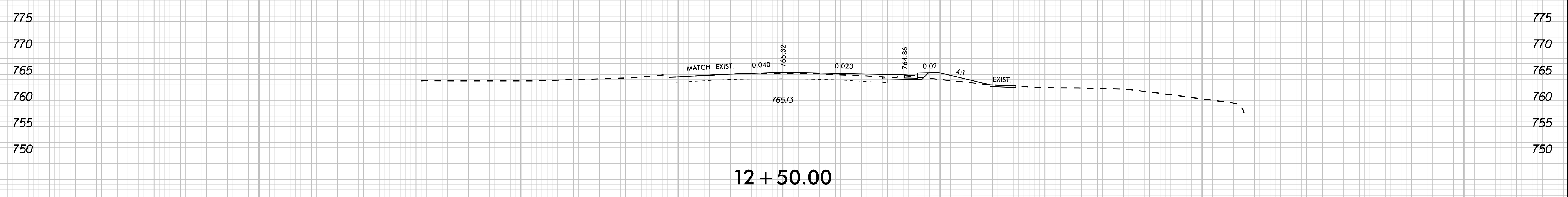
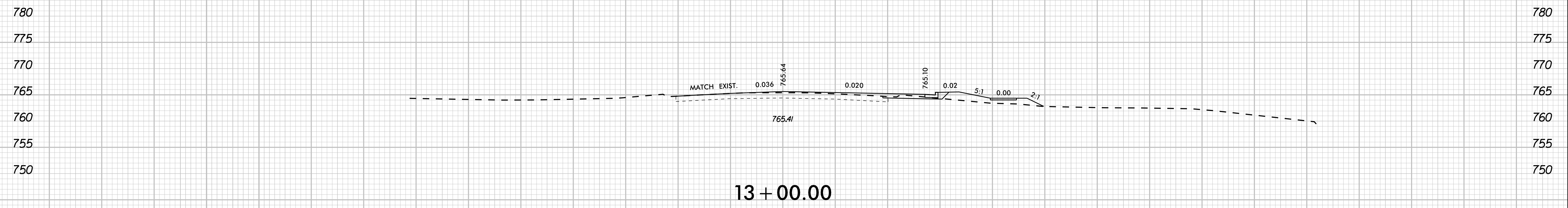
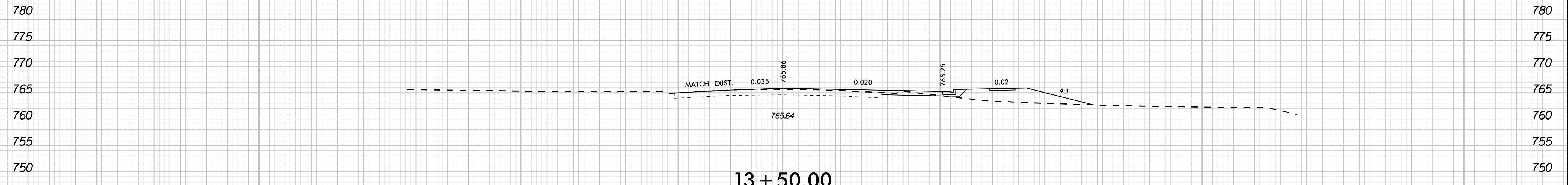


ROUNDABOUT - SEE SHEET 2B-1  
-L3- BEATY STREET

K:\CHL\_PRJ\0101036360\_U-5907\_Patts-Sloam Ext\Roadway\XSCU-5907\_rdy\_xpl\_13.dgn 10/9/2023

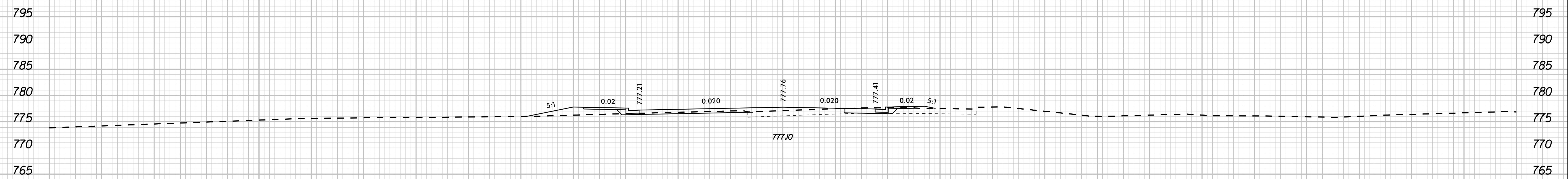
10/9/2023 K:\CHL\_PROJ\01036360\_U-5907\_Patts-Sloan\_Ext\Roadway\XSCU-5907\_rdy\_xpl\_L3.dgn





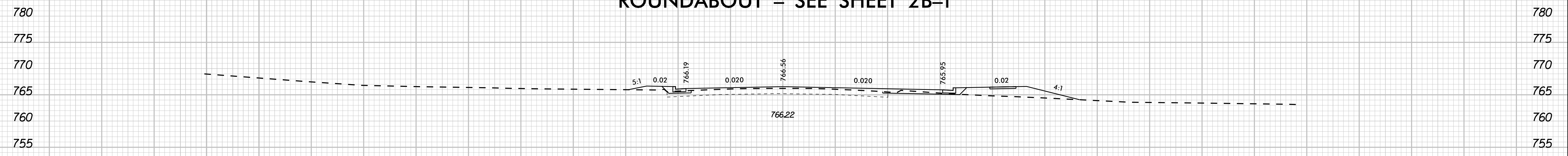
**12 + 09.42**  
**BEGIN CONSTRUCTION**  
*-Y3- GRIFFITH STREET*

10/9/2023 K:\CHL\_P\0101036360\_U-5907\_P\13-Station\_Exist\Roadway\XSCU-5907\_rdy\_xpl\_X3.dgn

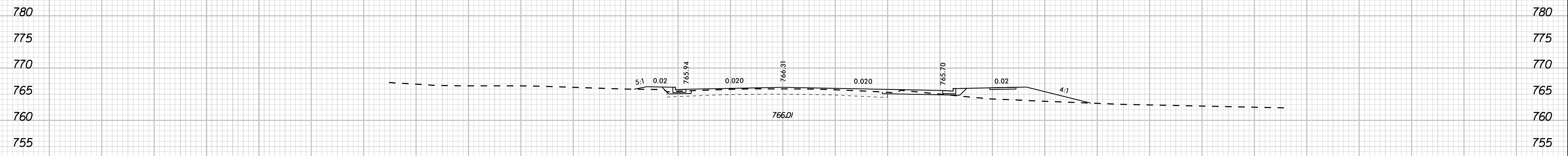


18 + 50.00

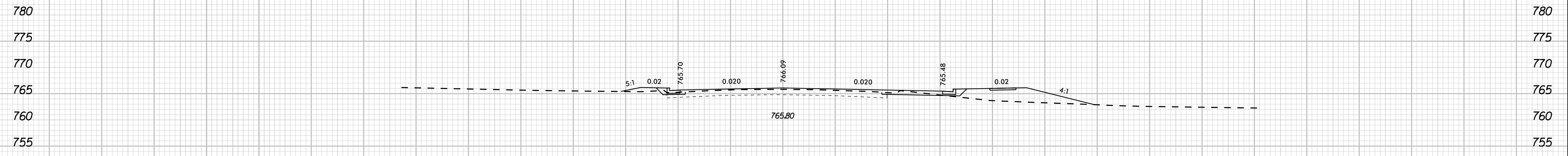
ROUNDAABOUT - SEE SHEET 2B-1



15 + 00.00



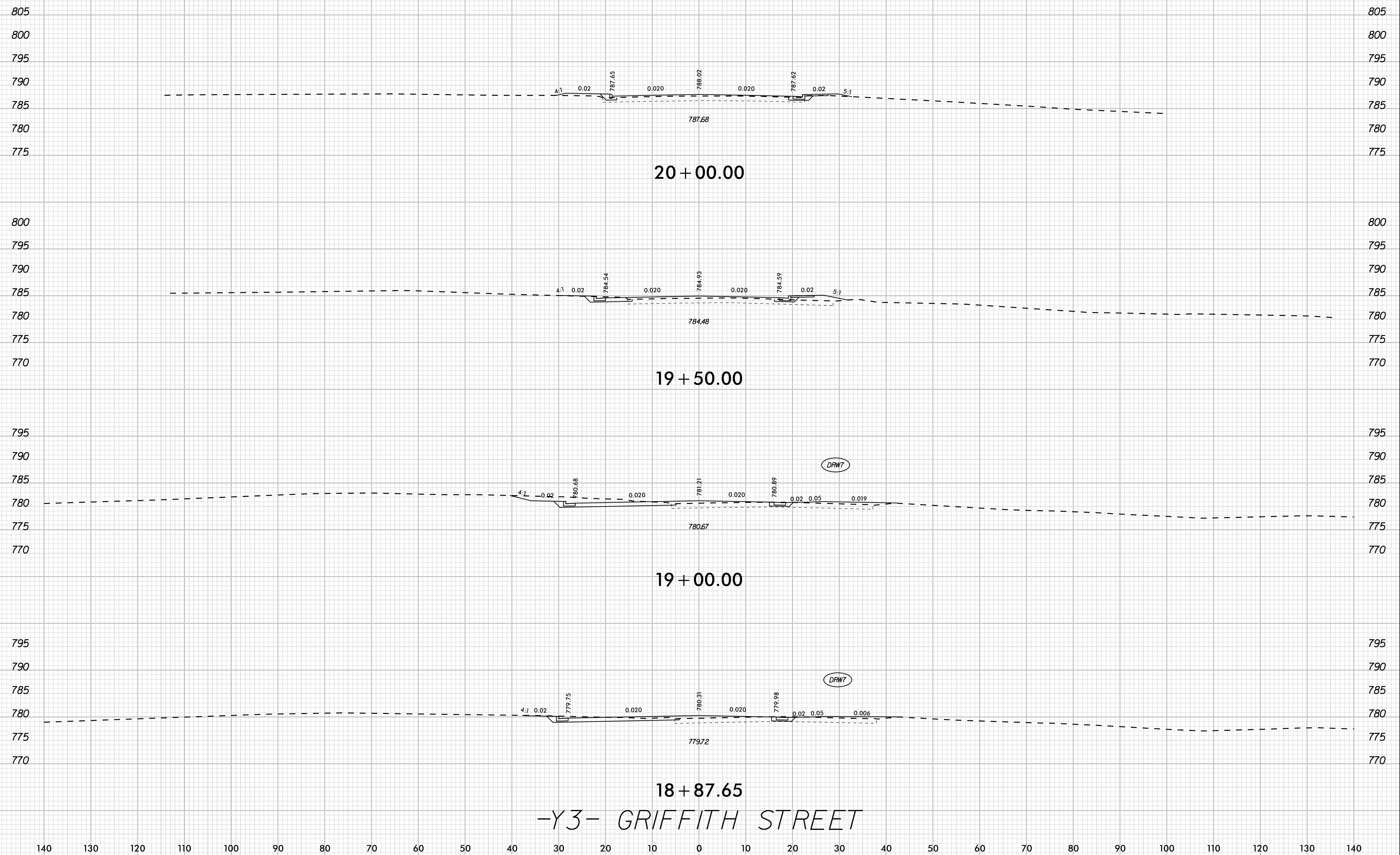
14 + 50.00



14 + 00.00

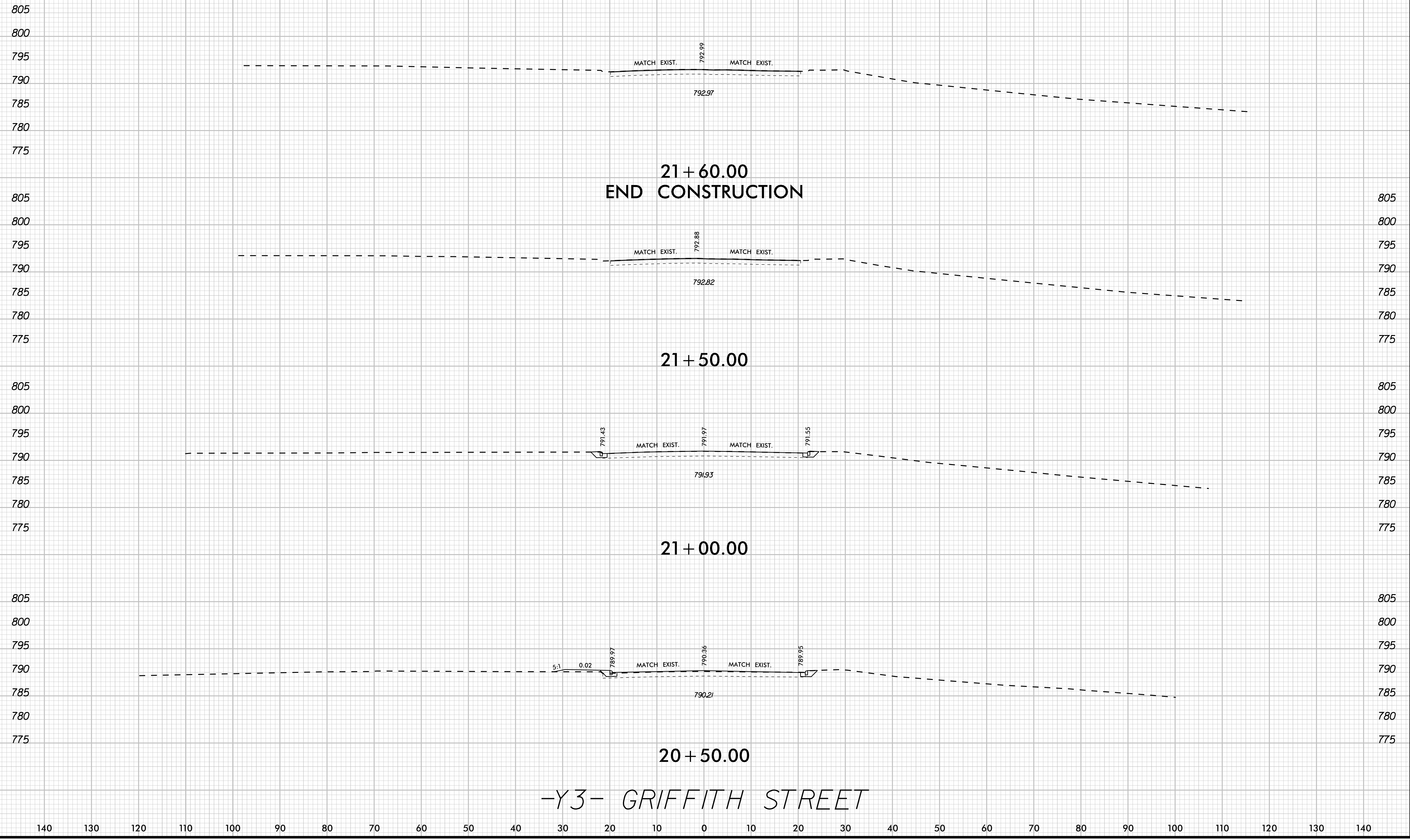
-Y3- GRIFFITH STREET

K:\CHL\_PRJ\01036360\_U-5907\_Patts-Sloan\_Ext\Roadway\XSCU-5907\_rdy\_xpl\_X3.dgn 10/9/2023



-Y3- GRIFFITH STREET

10/9/2023 K:\CHL\_PRJ\01036360\_U-5907\_Patts-Sloan\_Ext\Roadway\XSCU-5907\_rdy\_xpl\_X3.dgn



21+60.00  
END CONSTRUCTION

21+50.00

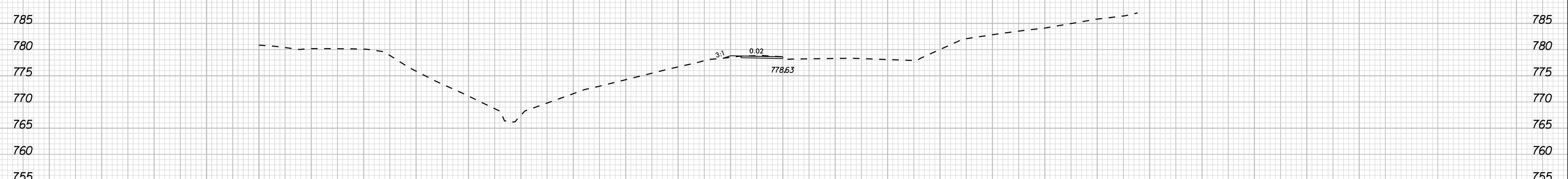
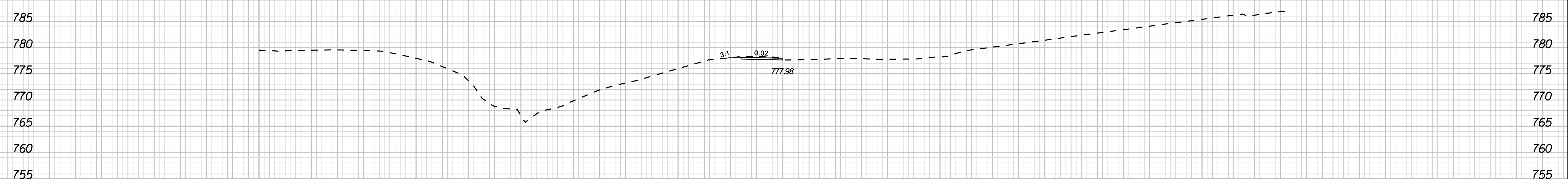
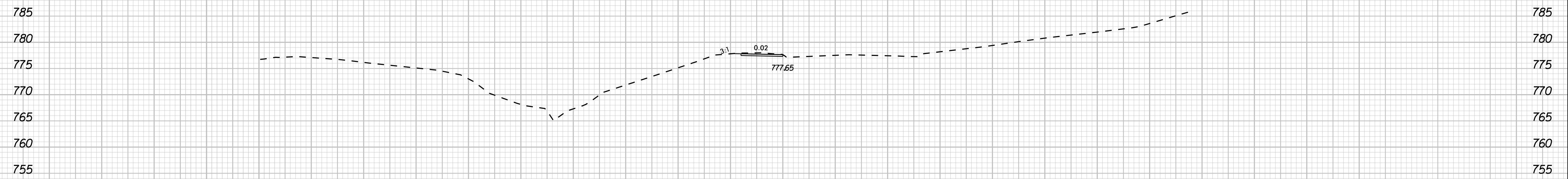
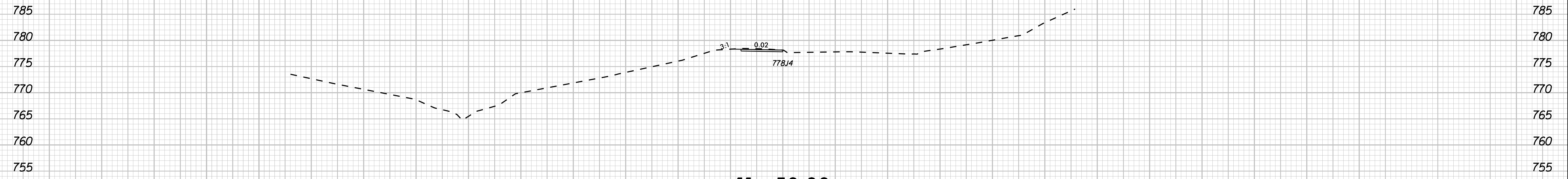
21+00.00

20+50.00

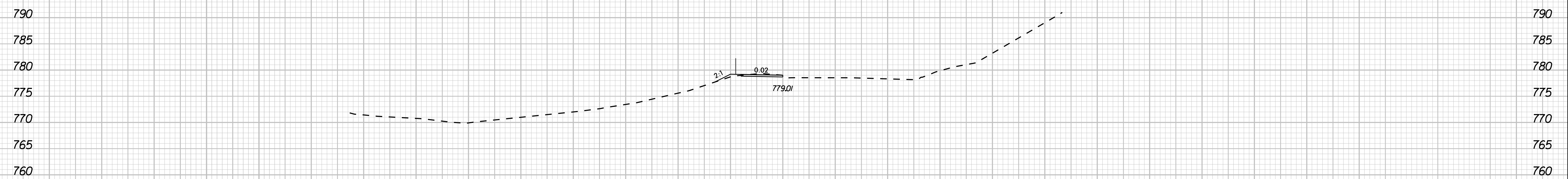
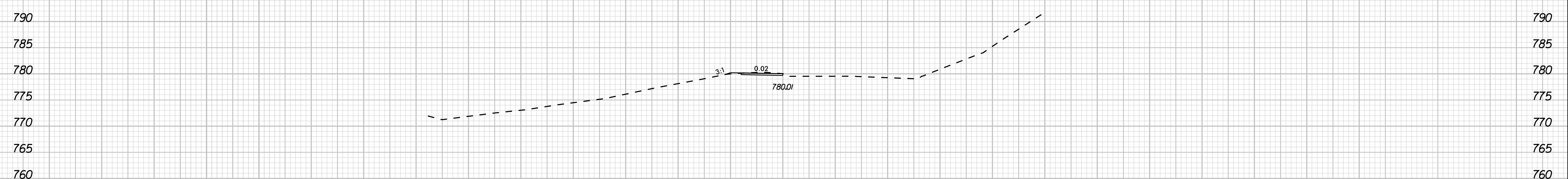
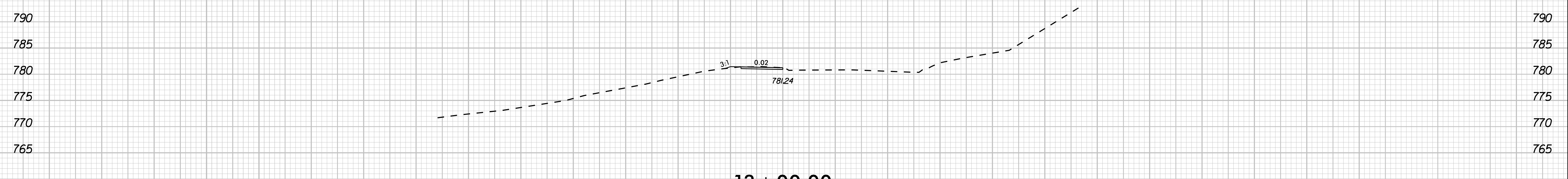
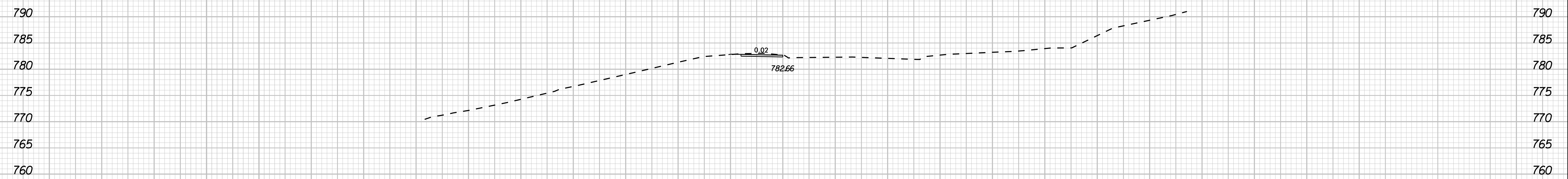
-Y3- GRIFFITH STREET

K:\CHL\_PRJ\01036360\_U-5907\_Patts-Sloam Ext\Roadway\XSCU-5907\_rdy\_xpl\_X3.dgn 10/9/2023

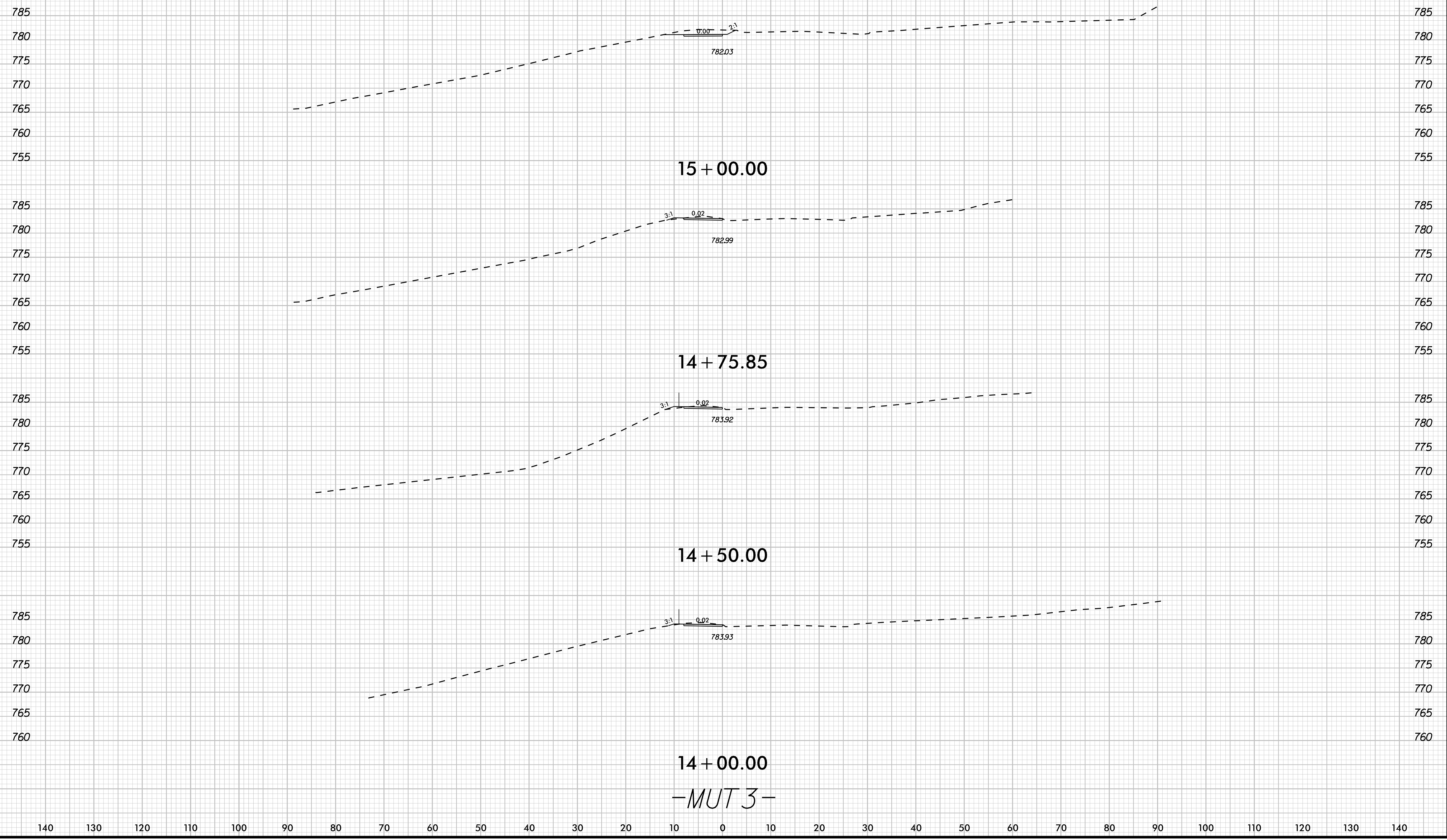




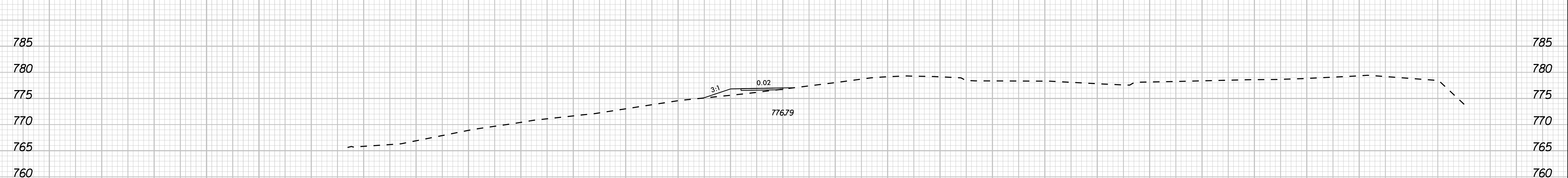
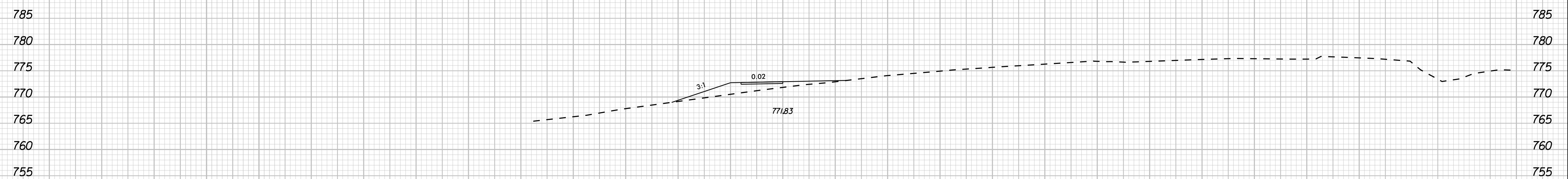
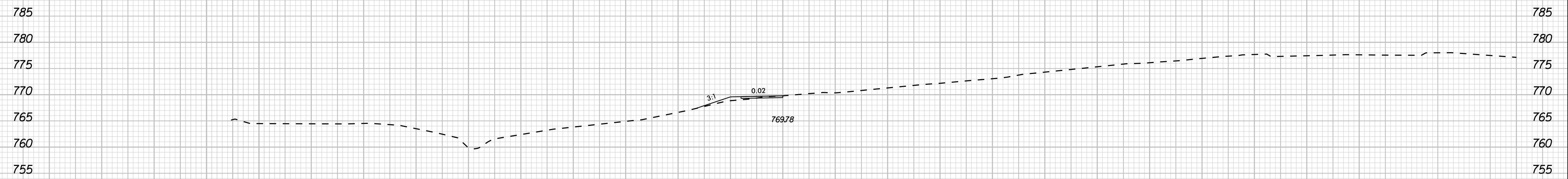
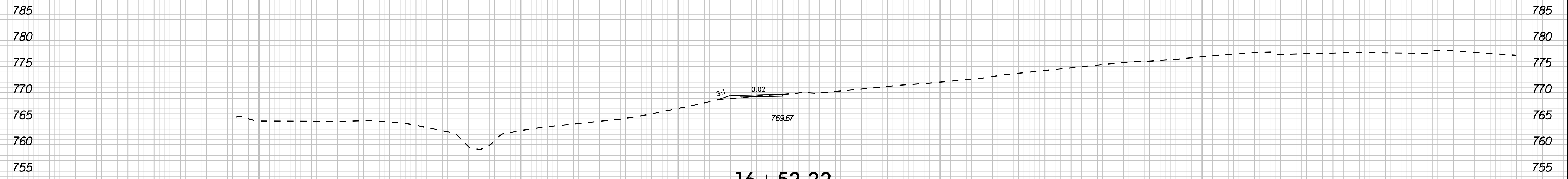
-MUT 3-



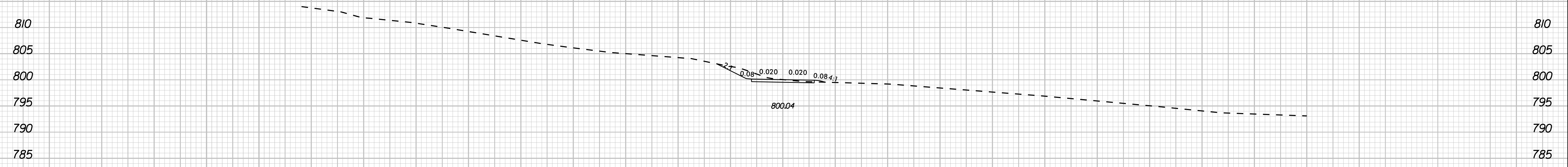
-MUT 3-



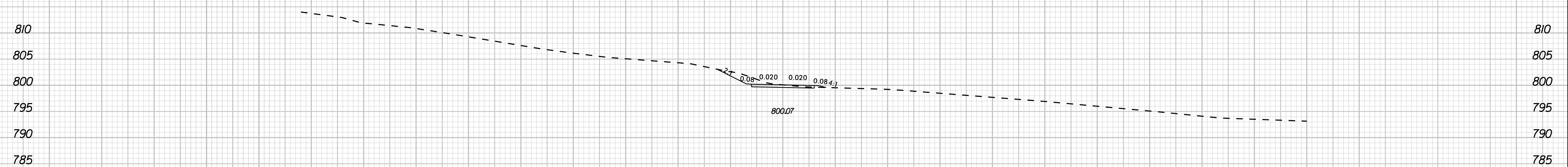
14 + 00.00  
 -MUT 3-



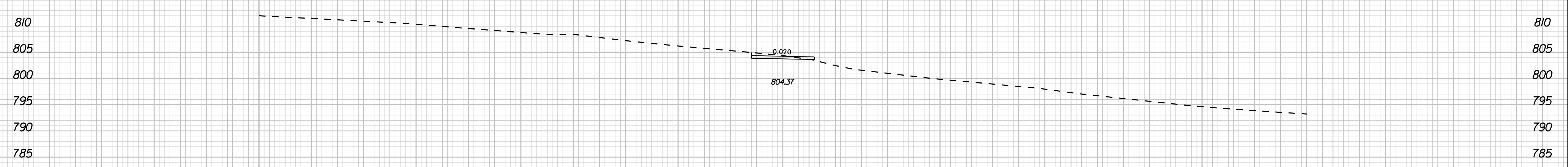
-MUT 3-



10 + 50.33



10 + 50.00



10 + 13.00

-DRW4-