

**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 TO CROSS SECTIONS

ALIGNMENT	ROAD NAME	NO. OF SHEETS	SHEET NO.	
			FROM	TO
CROSS-SECTION SUMMARY		2	X-1A	X-1B
OMITTED			X-1	X-4
-L-	DERITA ROAD	65	X-5	X-69
-Y5-	AVIATION BOULEVARD	4	X-70	X-73
-Y5A-	WESTWINDS BOULEVARD	2	X-74	X-75
-Y6-	NORTHWINDS BOULEVARD NW	2	X-76	X-77
-Y7-	ALTACREST DRIVE	2	X-78	X-79
-Y8-	MISTYWOOD LANE	4	X-80	X-83
-Y9-	MYINT LANE	2	X-84	X-85
-Y10-	WESTMORELAND DRIVE	1	X-86	
-DR2-	DRIVEWAY	2	X-87	X-88

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-1A

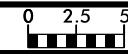
Quantities are approximate only. The Resident Engineer will recross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY

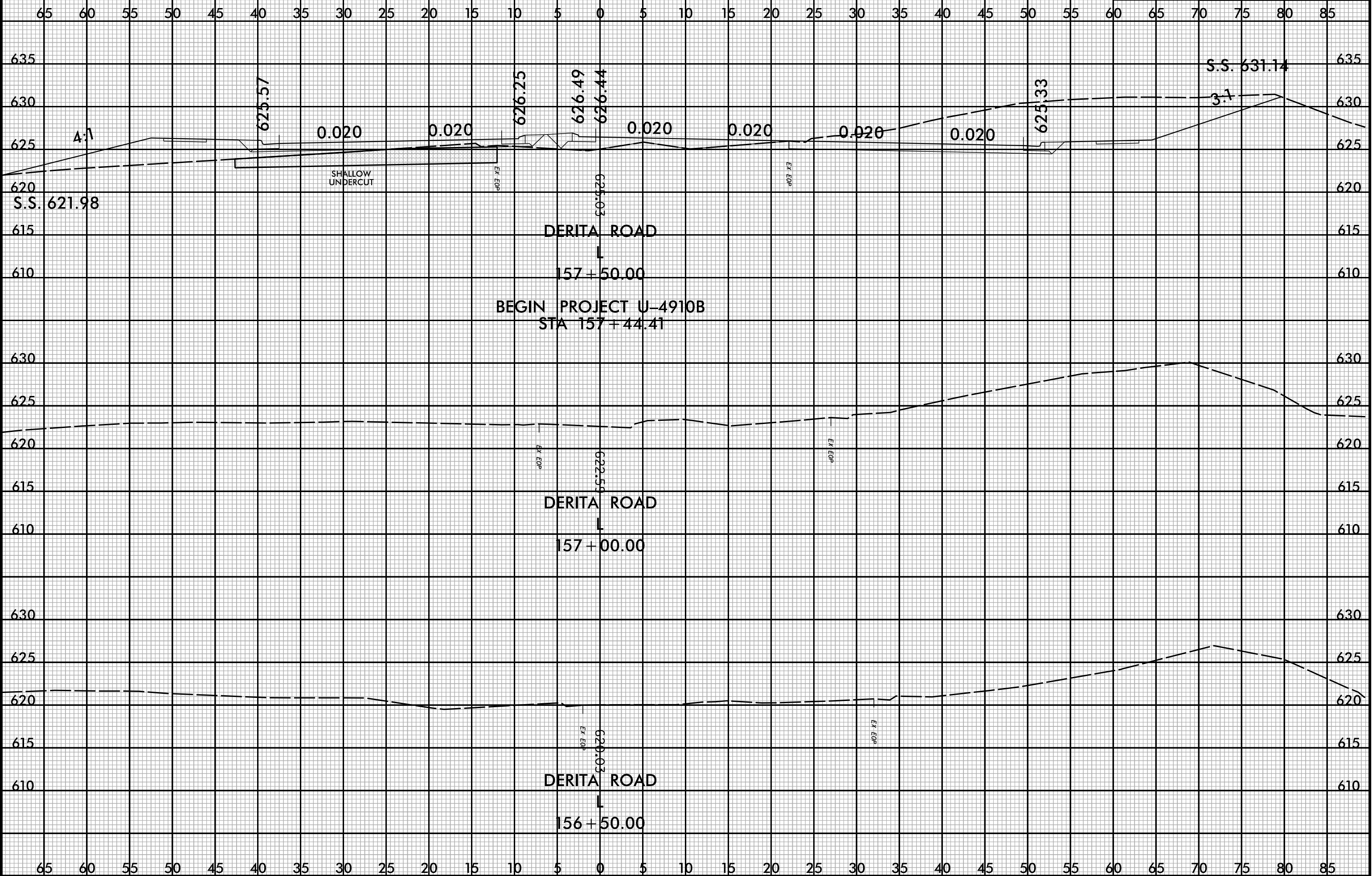
Station	Uncl. Exc.	Undercut	Embt	Station	Uncl. Exc.	Undercut	Embt	Station	Uncl. Exc.	Undercut	Embt	Station	Uncl. Exc.	Undercut	Embt	Station	Uncl. Exc.	Undercut	Embt
L-LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L-LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L-LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L-LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L-RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
157+44	0	0	0	183+50	1	0	138	207+50	68	0	16	231+50	78	0	2	173+00	7	0	255
157+50	3	0	75	184+00	2	0	144	208+00	119	0	3	232+00	65	0	12	173+50	12	0	321
158+00	10	0	200	184+50	5	0	140	208+50	125	0	14	232+50	57	0	33	174+00	23	0	369
158+50	7	0	142	185+00	3	0	231	209+00	54	0	126	233+00	54	0	40	174+50	11	0	511
159+00	0	0	8	185+50	0	0	545	209+50	1	0	429	233+50	52	0	35	175+00	0	0	663
159+50	2	0	15	186+00	0	156	999	210+00	0	0	724	234+00	60	0	41	175+50	0	0	702
160+00	3	0	15	186+50	0	171	1338	210+50	0	0	691	234+50	80	0	38	176+00	4	0	590
160+50	8	0	12	187+00	0	173	1457	211+00	0	0	478	235+00	77	0	42	176+50	8	0	470
161+00	17	0	10					211+50	0	0	298	235+50	58	0	55	177+00	8	0	459
161+50	29	0	14	Station	Uncl. Exc.	Undercut	Embt	212+00	7	0	127	236+00	54	0	64	177+50	6	0	440
162+00	33	0	24					212+50	64	0	33	236+50	54	0	80	178+00	2	0	421
162+50	23	0	36	L-LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	213+00	163	0	16	237+00	54	0	97	178+50	0	0	412
163+00	19	0	41	187+00	0	0	0	213+50	217	0	13	237+50	54	0	113	179+00	0	0	386
163+50	20	0	42	187+50	0	0	1973	214+00	197	0	13	238+00	54	0	105	179+50	0	0	341
164+00	24	0	59	188+00	0	0	2187	214+50	146	0	15	238+50	52	0	82	180+00	1	0	228
164+50	26	0	73	188+50	0	0	1744	215+00	93	0	22	239+00	49	0	83	180+50	1	0	119
165+00	14	0	77	189+00	0	0	1378	215+50	54	0	39				181+00	1	0	87	
165+50	14	0	74	189+50	0	0	847	216+00	21	0	78				181+50	1	0	40	
166+00	22	0	62	190+00	0	0	432	216+50	0	0	130	Station	Uncl. Exc.	Undercut	Embt	182+00	0	0	1
166+50	17	0	61	190+50	27	0	189	217+00	0	0	164				182+50	15	0	10	
167+00	11	0	55	191+00	96	0	15					L-RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	183+00	30	0	44
167+50	5	0	44	191+50	280	0	0	Station	Uncl. Exc.	Undercut	Embt	157+44.10	0	0	0	183+50	21	0	44
168+00	5	0	50	192+00	463	0	0					157+50	451	0	0	184+00	25	0	23
168+50	14	0	52	192+50	604	0	0	L-LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	158+00	331	0	0	184+50	41	0	26
169+00	44	0	48	193+00	823	0	0	217+00	0	0	0	158+50	144	0	0	185+00	39	0	40
169+50	51	0	49	193+50	1013	0	0	217+50	0	0	157	159+00	4	0	0	185+50	34	0	68
170+00	45	0	54	194+00	1115	0	0	218+00	3	0	93	159+50	88	0	7	186+00	33	0	110
170+50	46	0	55	194+50	1111	0	0	218+50	42	0	24	160+00	188	0	12	186+50	34	0	154
171+00	25	0	44	195+00	971	0	0	219+00	84	0	1	160+50	223	0	10	187+00	58	0	191
171+50	20	0	45	195+50	772	0	0	219+50	74	0	2	161+00	263	0	8				
172+00	30	0	51	196+00	606	0	0	220+00	95	0	3	161+50	369	0	5	Station	Uncl. Exc.	Undercut	Embt
172+50	36	0	47	196+50	472	0	0	220+50	111	0	7	162+00	421	0	5				
173+00	87	0	38	197+00	382	0	1	221+00	69	0	19	162+50	381	0	4	L-RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
173+50	145	0	25	197+50	310	0	23	221+50	35	0	28	163+00	377	0	2	187+00	0	0	0
174+00	192	0	15	198+00	152	0	110	222+00	40	0	27	163+50	377	0	2	187+50	39	0	281
174+50	209	0	10	198+50	20	0	323	222+50	65	0	23	164+00	374	0	6	188+00	0	0	425
175+00	176	0	15	199+00	0	0	516	223+00	55	0	36	164+50	404	0	6	188+50	0	0	561
175+50	144	0	20	199+50	0	0	499	223+50	28	0	67	165+00	457	0	1	189+00	0	0	653
176+00	117	0	21	200+00	0	0	508	224+00	15	0	72	165+50	473	0	0	189+50	0	0	647
176+50	75	0	20	200+50	0	0	789	224+50	24	0	44	166+00	440	0	0	190+00	0	0	594
177+00	40	0	20	201+00	0	0	1124	225+00	35	0	22	166+50	223	0	12	190+50	0	0	478
177+50	37	0	31	201+50	0	0	1109	225+50	30	0	16	167+00	137	0	12	191+00	6	0	241
178+00	27	0	67	202+00	0	0	774	226+00	30	0	22	167+50	196	0	2	191+50	40	0	101
178+50	6	0	126	202+50	46	0	293	226+50	39	0	25	168+00	152	0	11	192+00	101	0	63
179+00	0	0	258	203+00	222	0	3	227+00	50	0	27	168+50	169	0	16	192+50	190	0	16
179+50	0	0	413	203+50	377	0	0	227+50	64	0	38	169+00	230	0	11	193+00	305	0	3
180+00	0	0	591	204+00	469	0	0	228+00	74	0	54	169+50	305	0	7	193+50	457	0	0
180+50	0	0	679	204+50	576	0	0	228+50	88	0	59	170+00	375	0	5	194+00	630	0	0
181+00	0	0	756	205+00	692	0	0	229+00	67	0	87	170+50	416	0	3	194+50	767	0	0
181+50	5	0	770	205+50	636	0	0	229+50	49	0	70	171+00	407	0	2	195+00	864	0	0
182+00	7	0	450	206+00	299	0	0	230+00	64	0	21	171+50	366	0	5	195+50	938	0	0
182+50	2	0	211	206+50	62	0	12	230+50	70	0	15	172+00	222	0	22	196+00	981	0	0
183+00	2	0	166	207+00	37	0	26	231+00	77	0	6	172+50	58	0	123	196+50	973	0	0

8/23/99



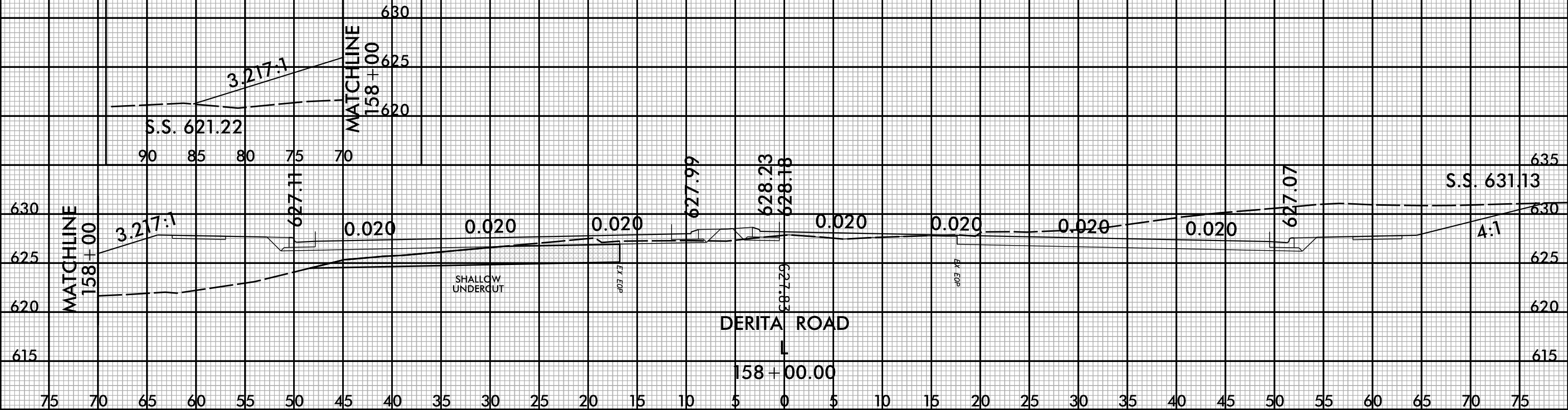
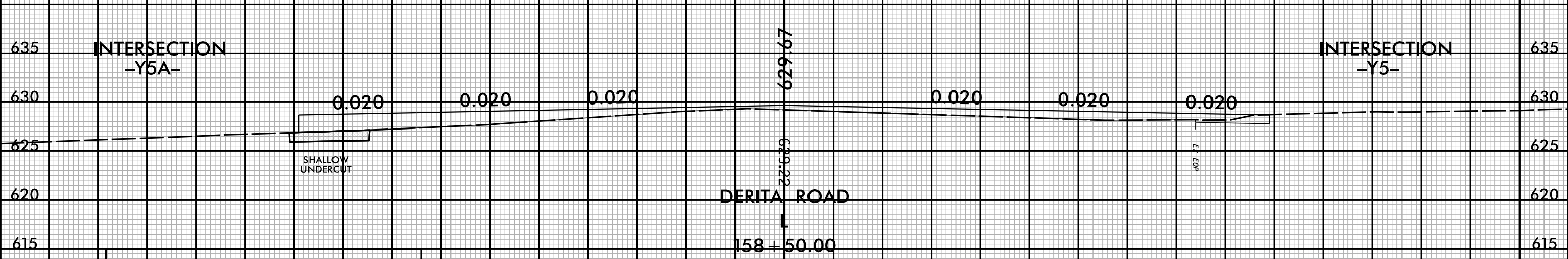
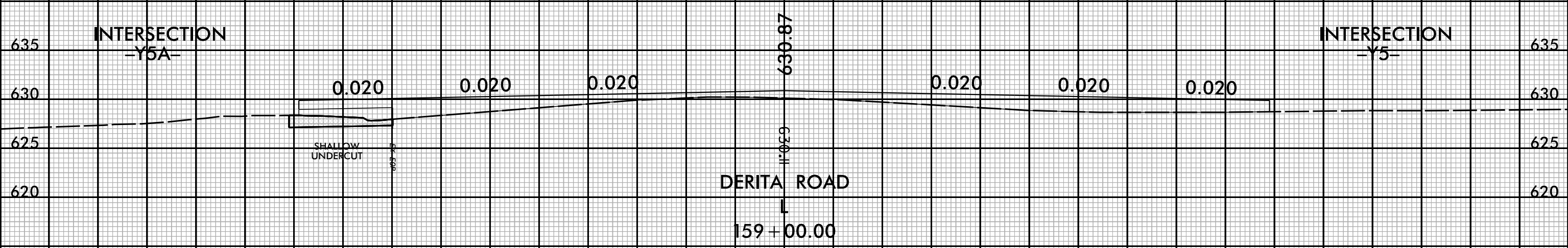
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-5

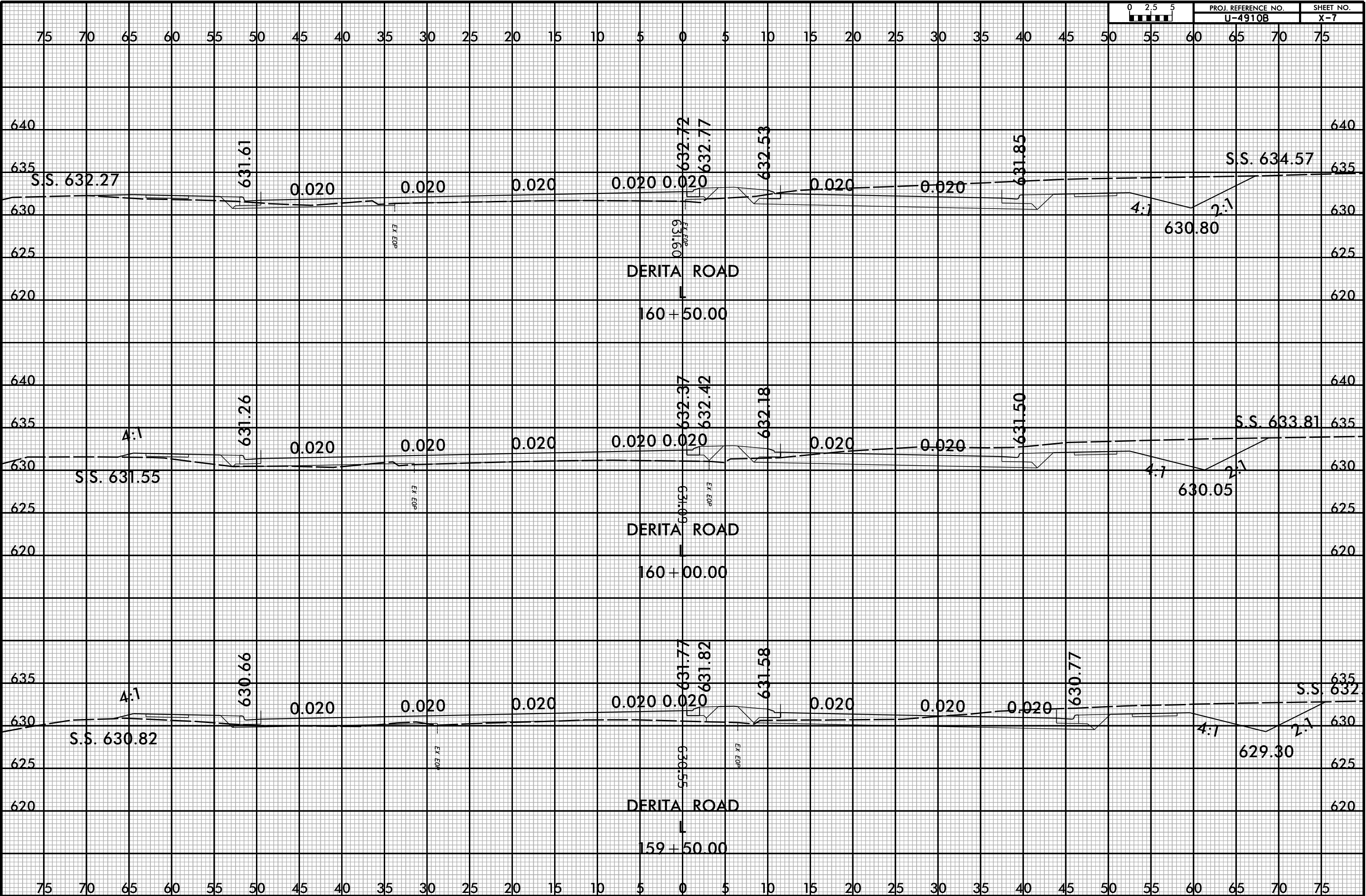
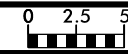


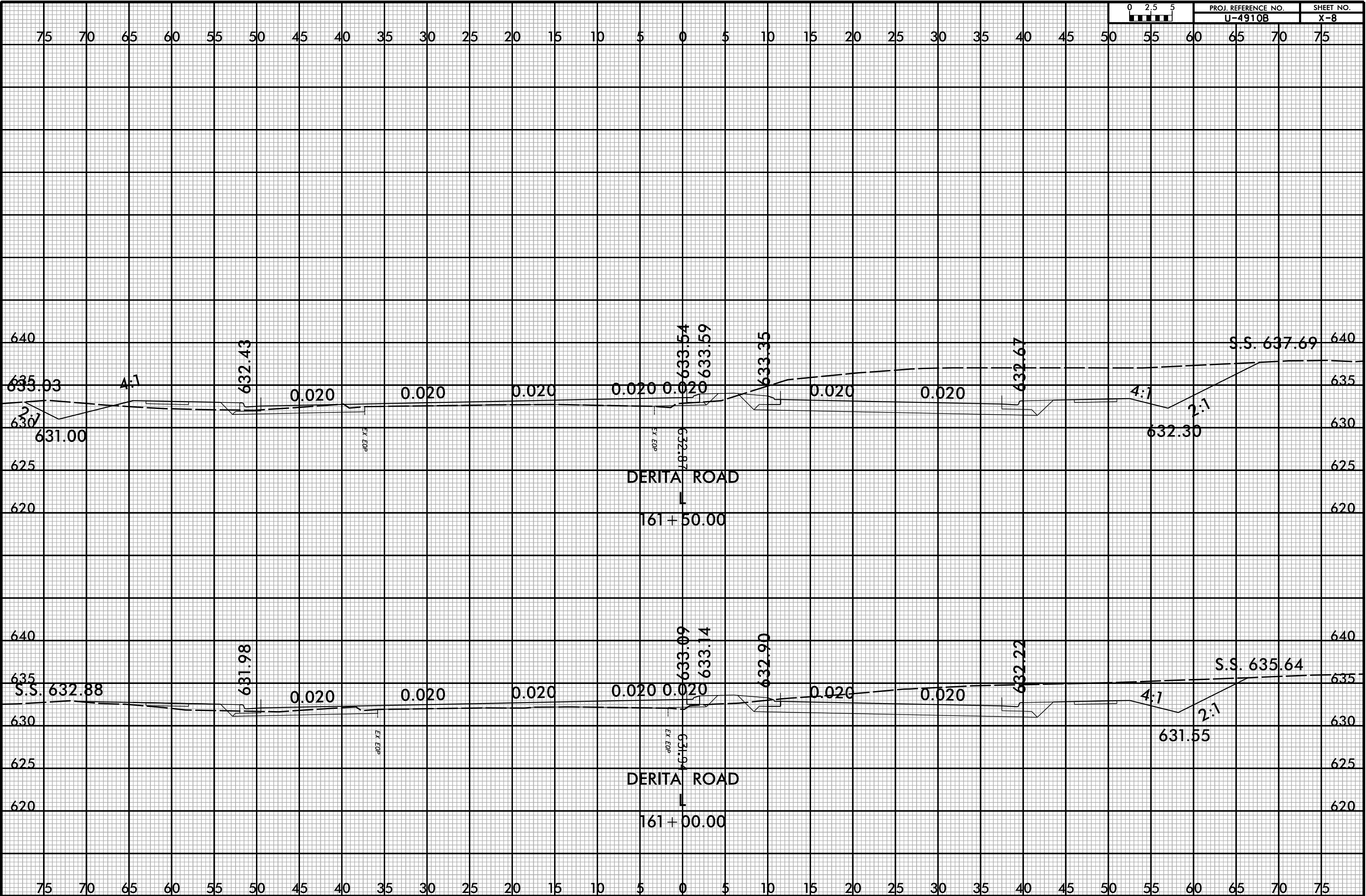
9:44:45 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld

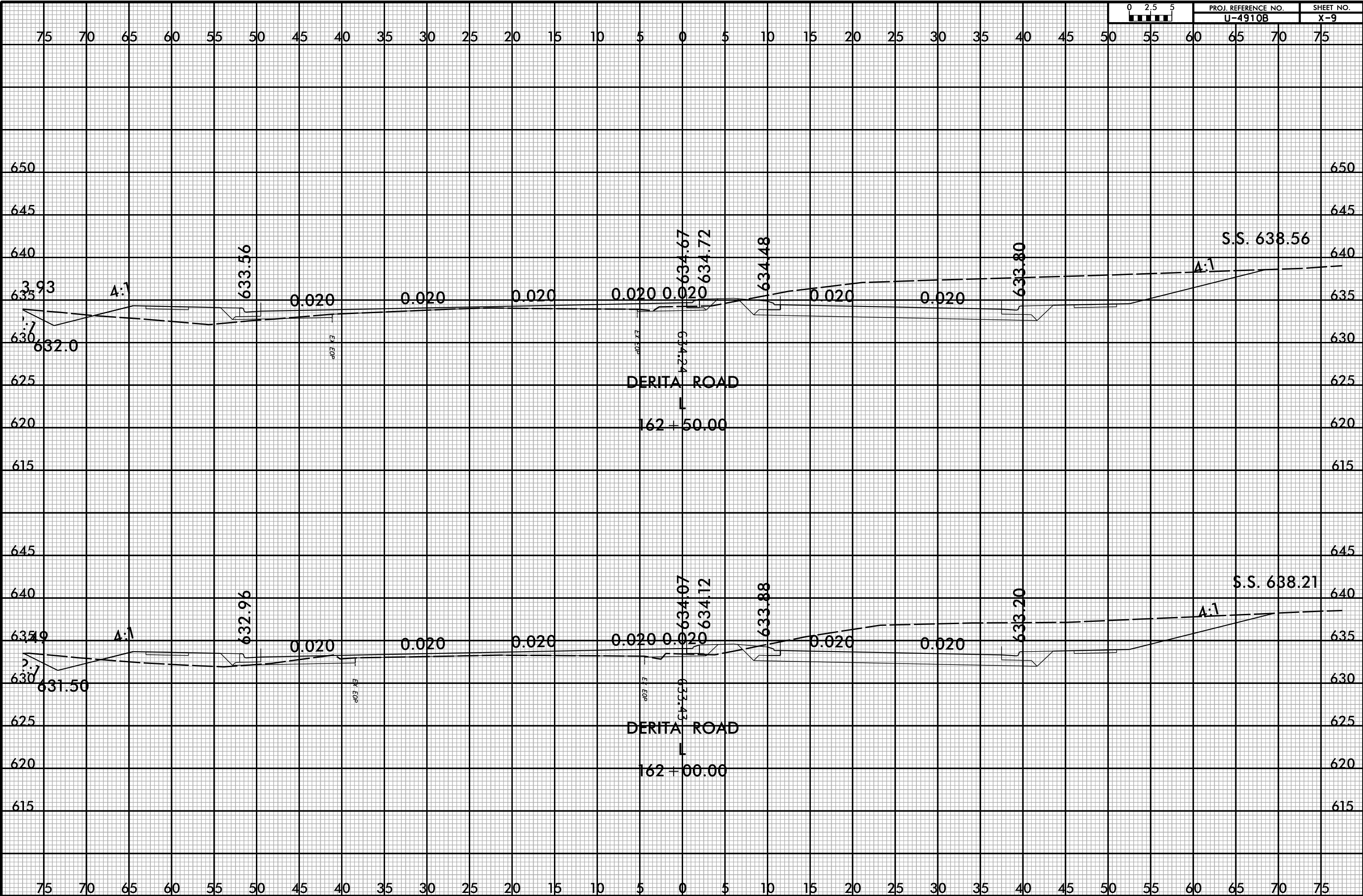
8/23/99

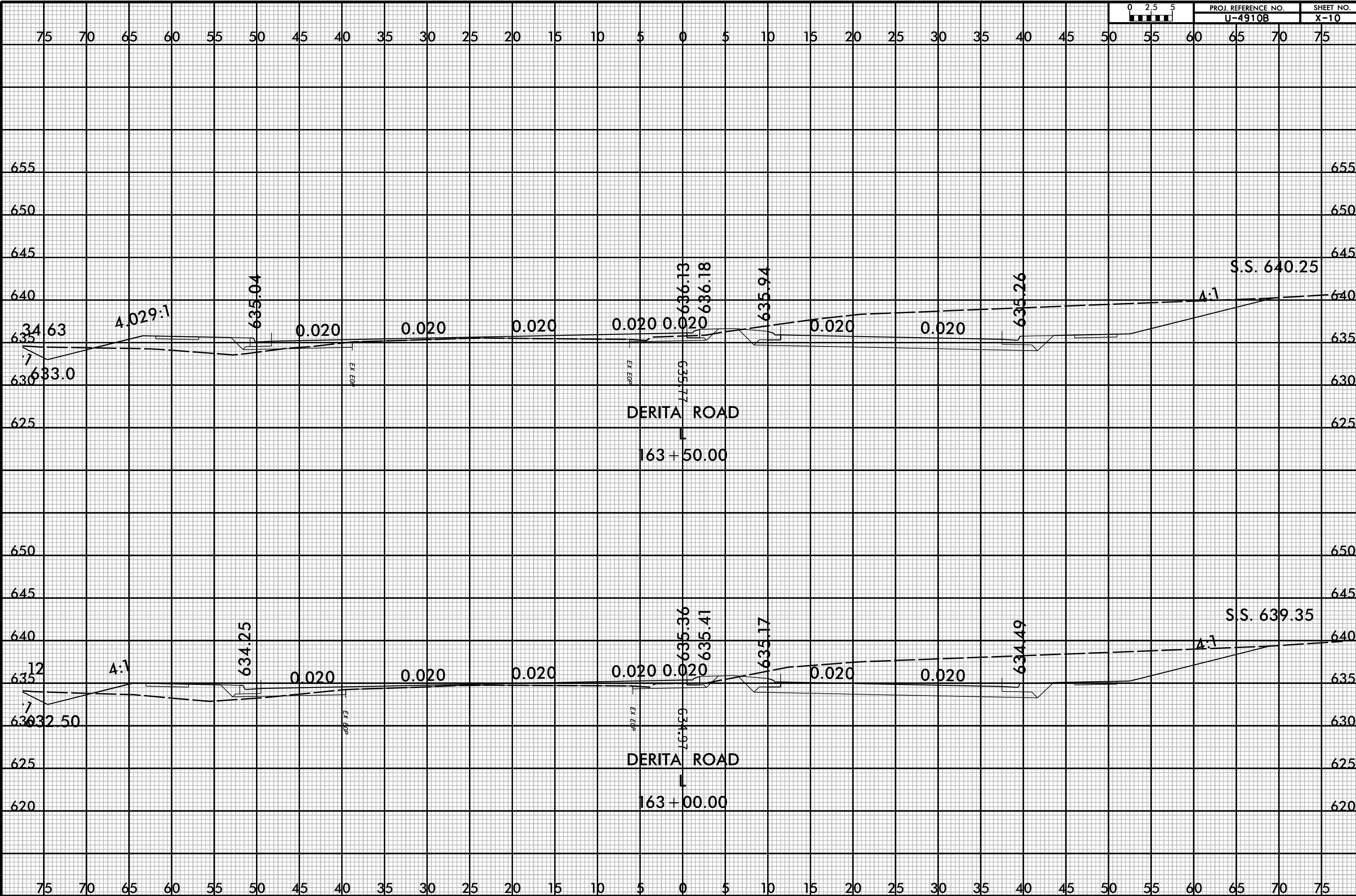


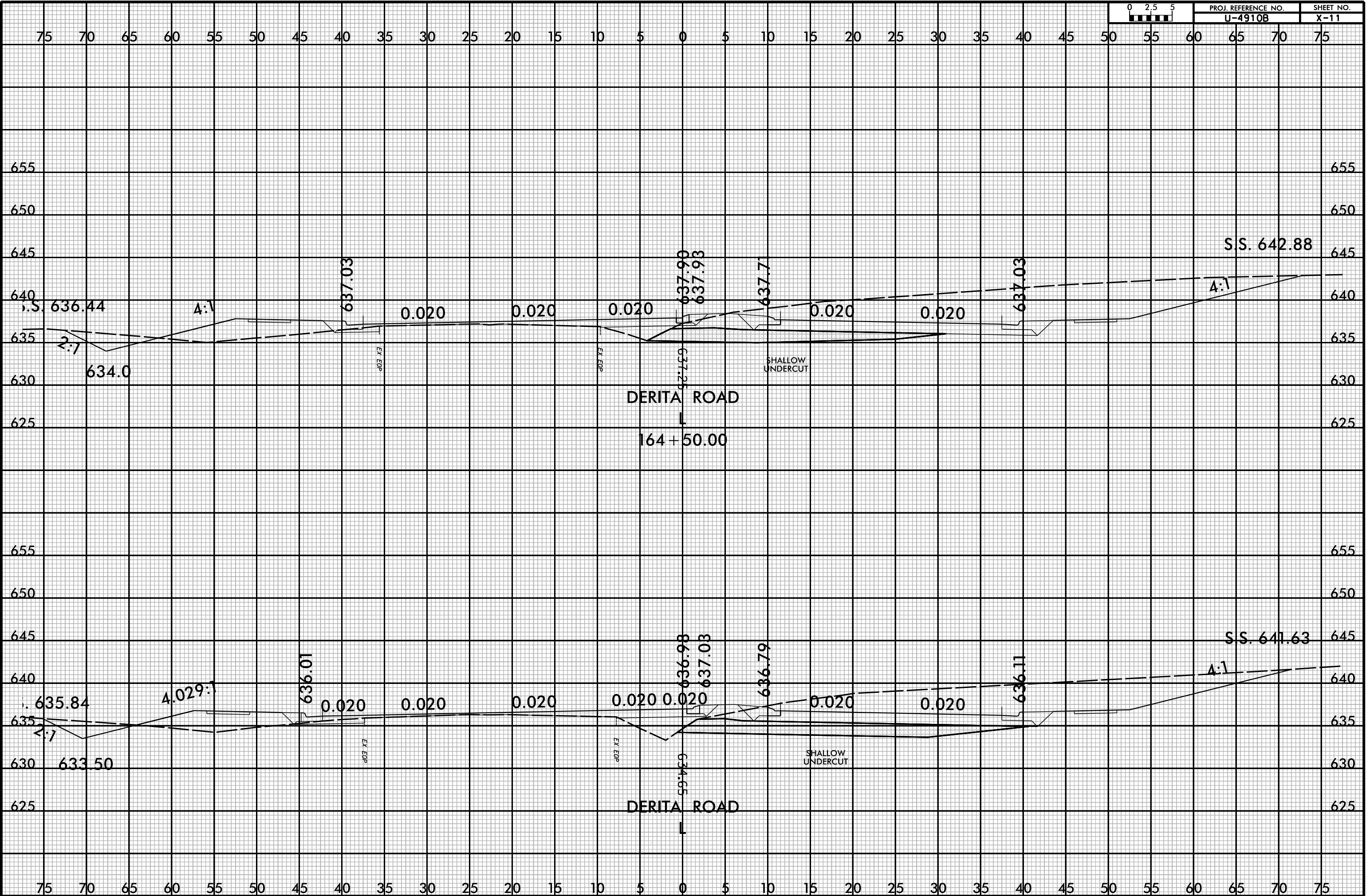
9:45:4 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld

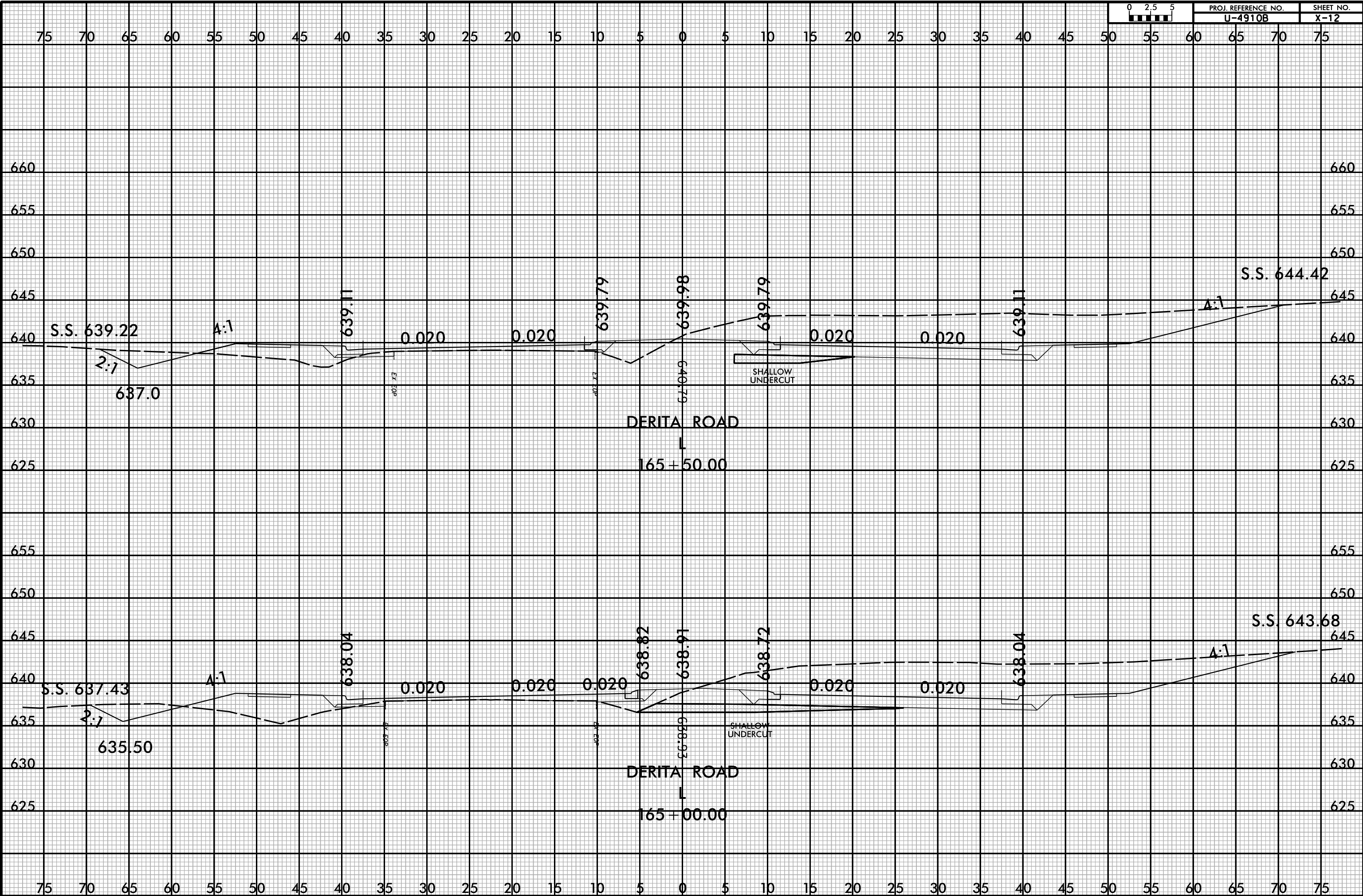
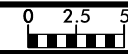


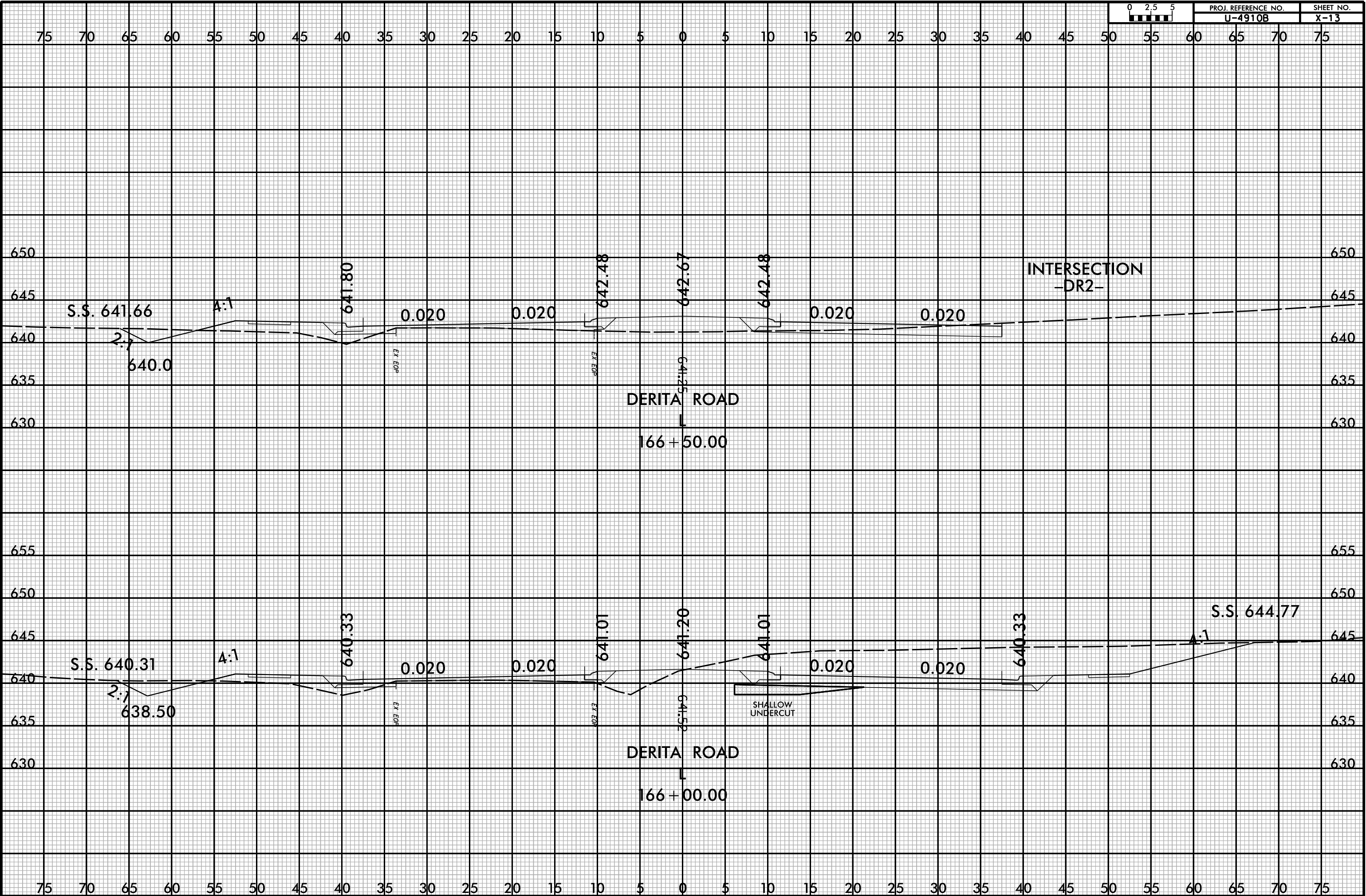




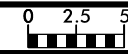






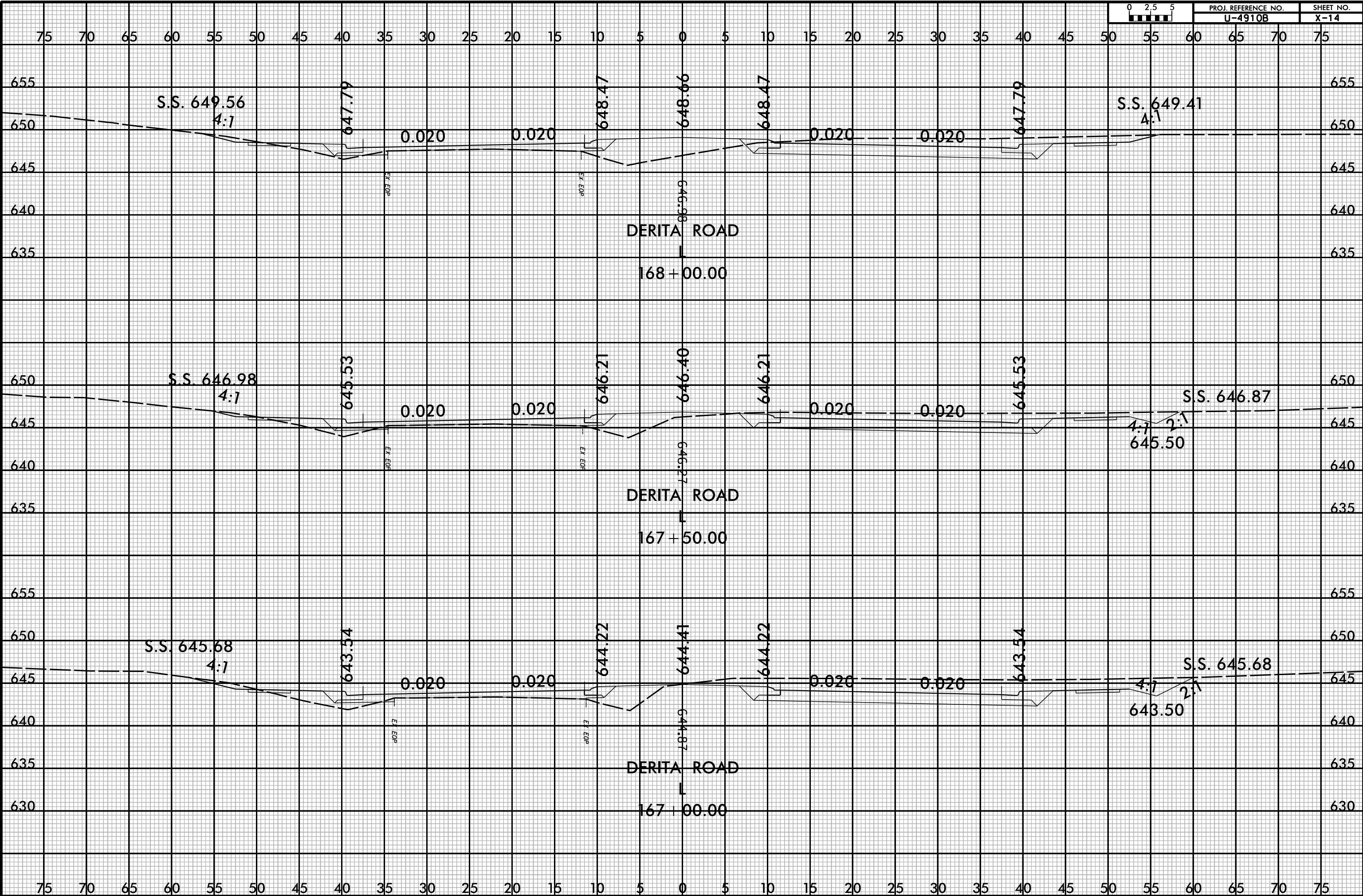


8/23/99

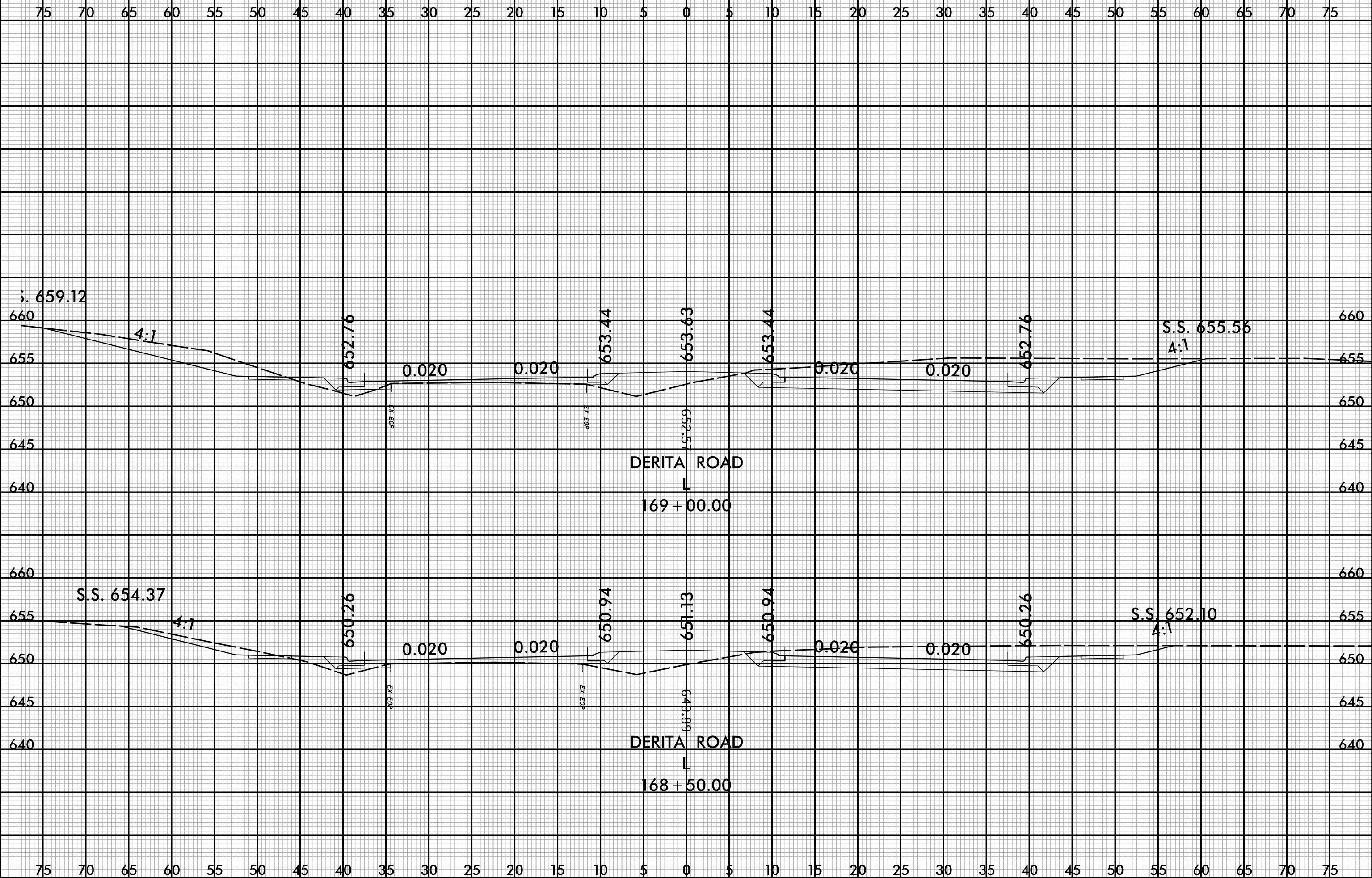


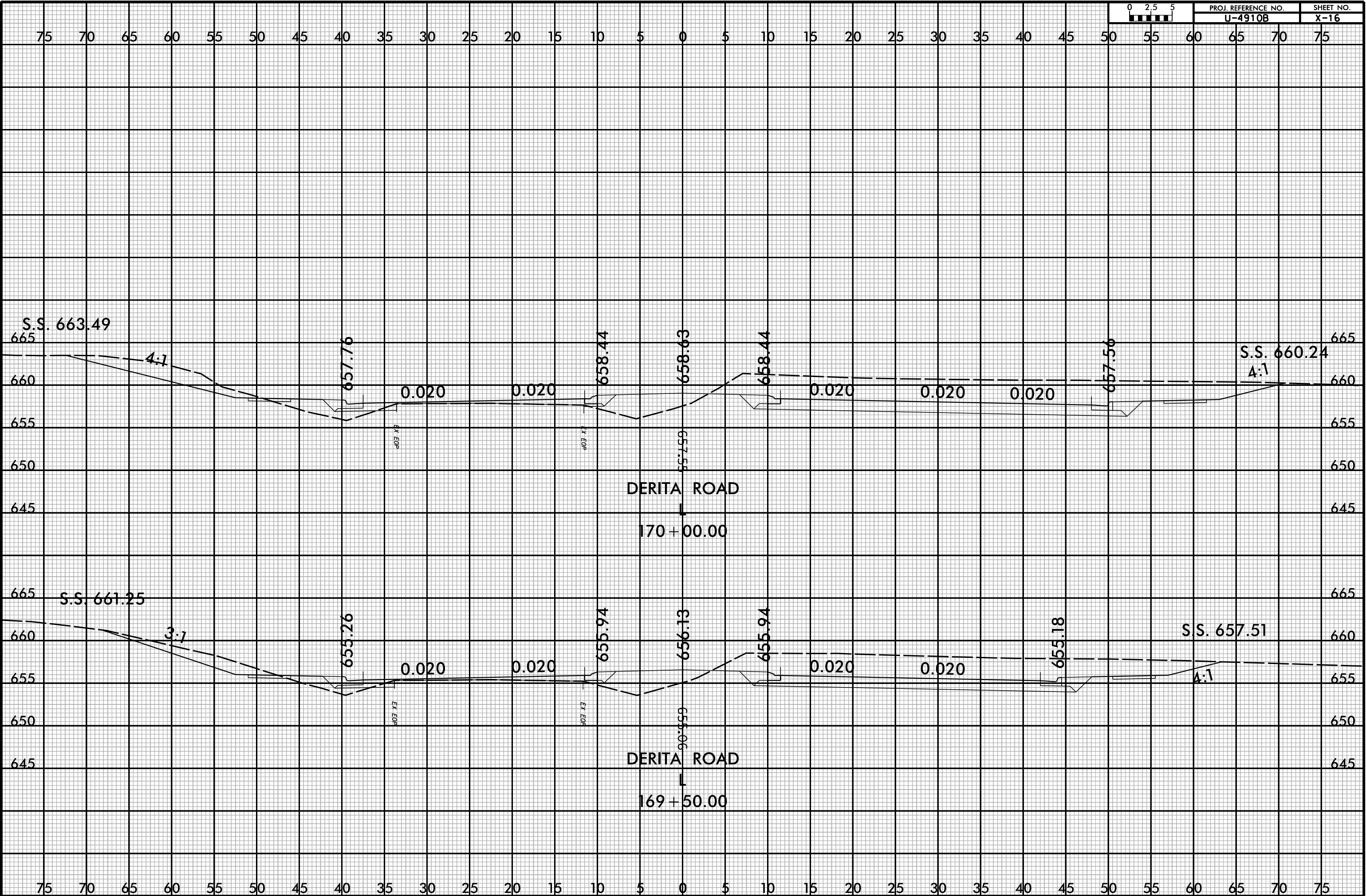
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-14



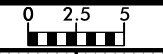
9:16:10 AM
R:\Roadway\XSC\4910_r-dy-xp1.LI.dgn
sheld





8/23/99

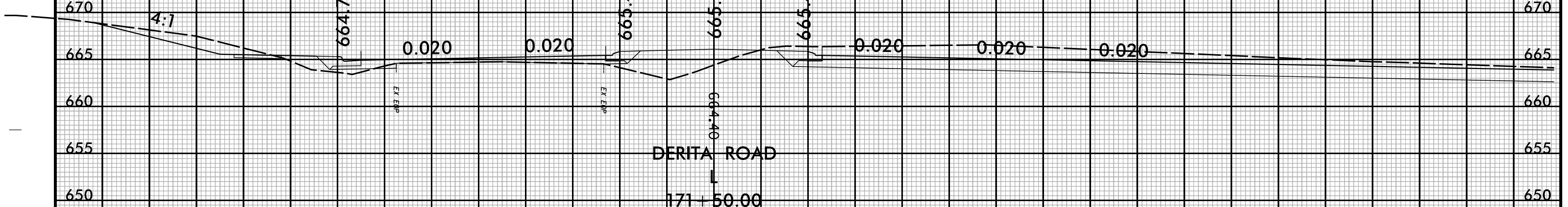
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45



PROJ. REFERENCE NO. U-4910B SHEET NO. X-17

50 55 60 65 70 75

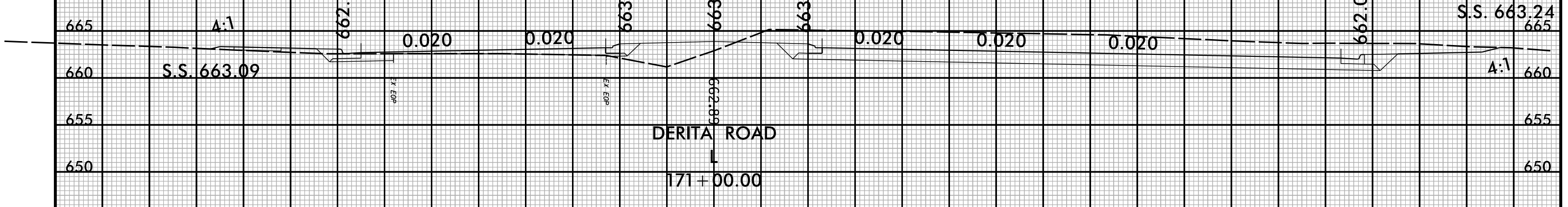
S.S. 668.92



DERITA ROAD

171 + 50.00

S.S. 663.09

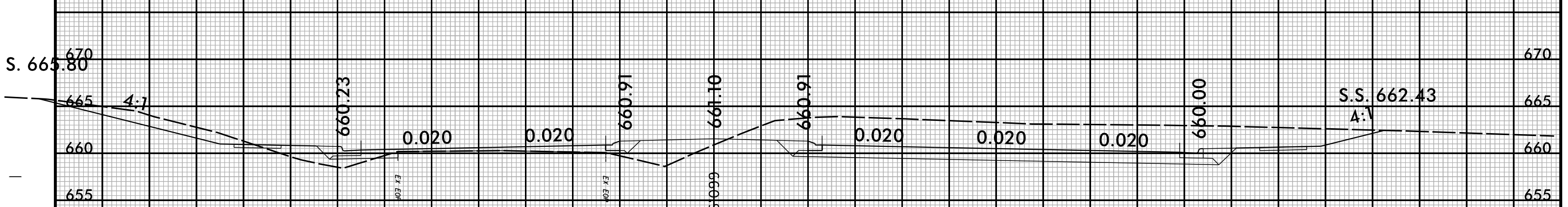


DERITA ROAD

171 + 00.00

S.S. 663.24

S. 665.80



DERITA ROAD

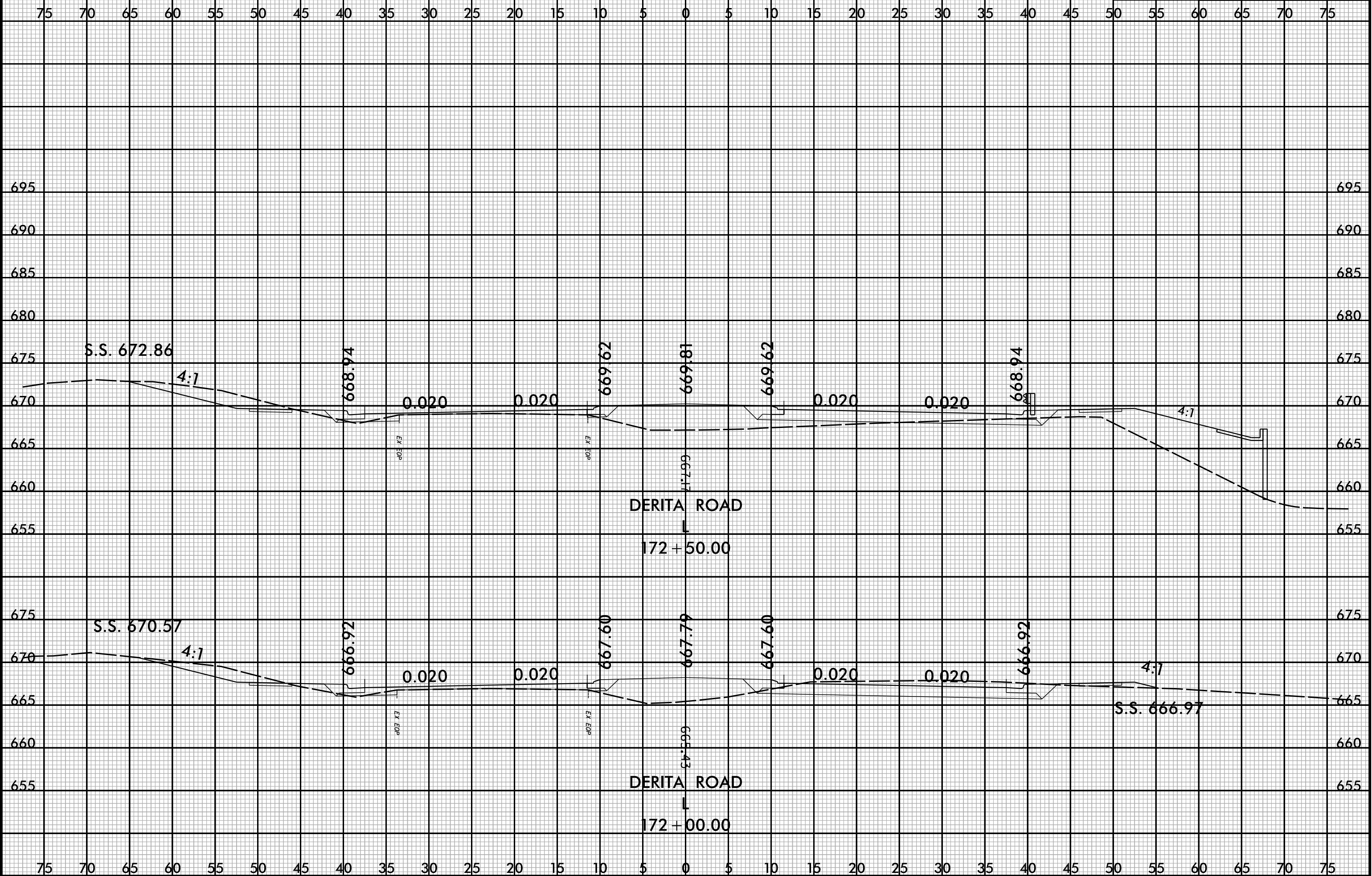
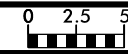
170 + 50.00

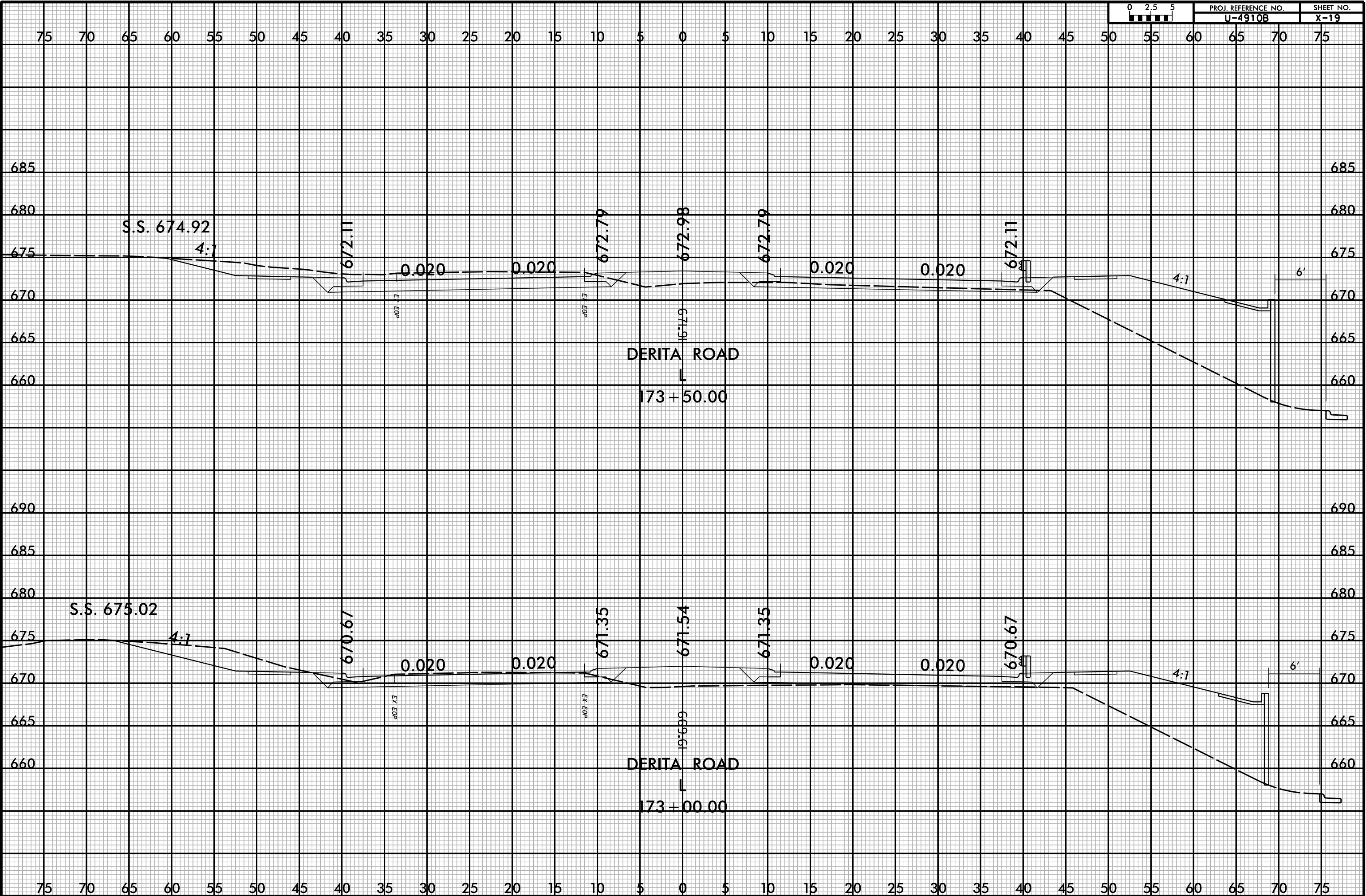
S.S. 662.43

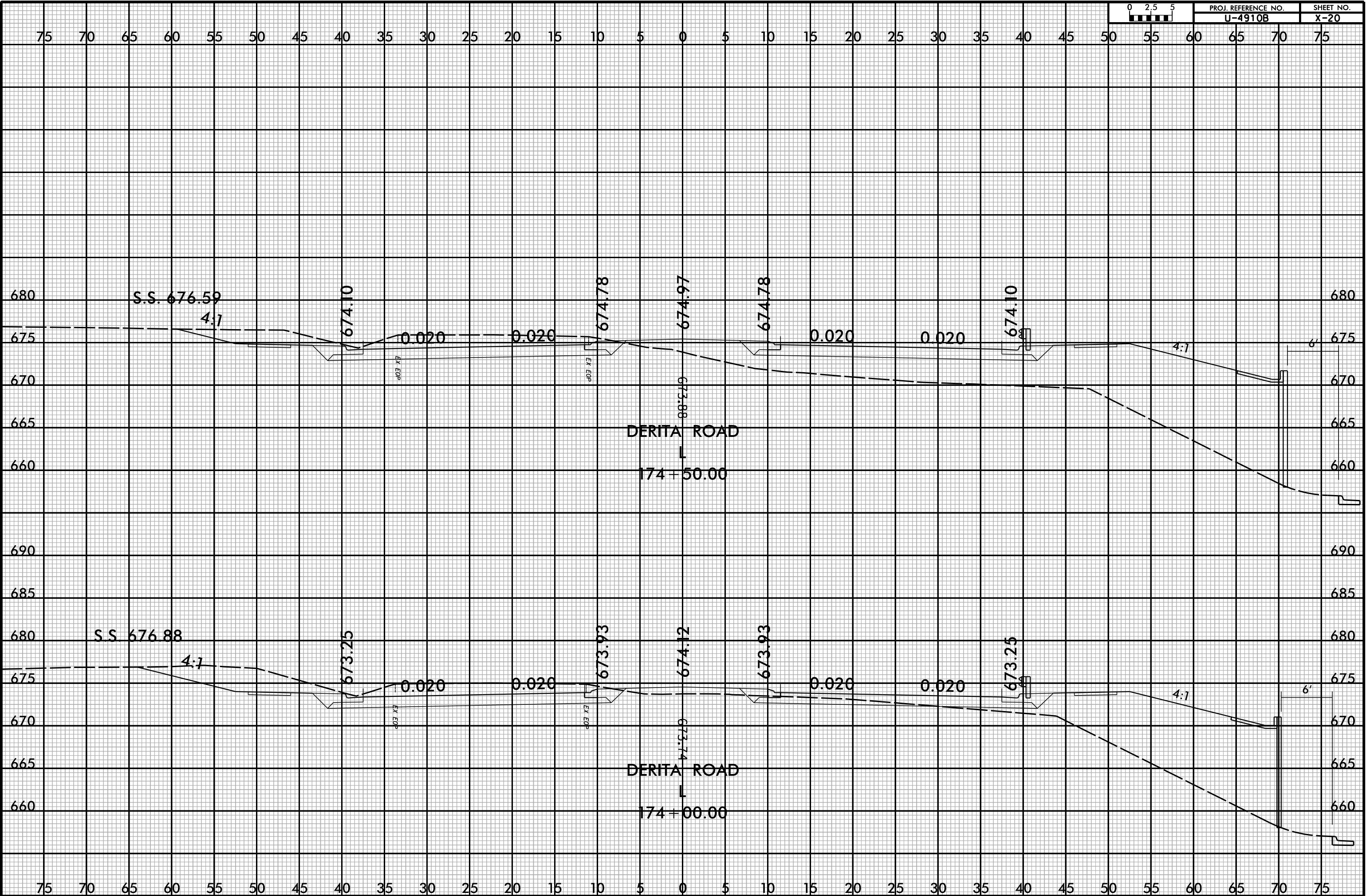
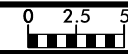
9:16:42 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45

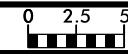
50 55 60 65 70 75





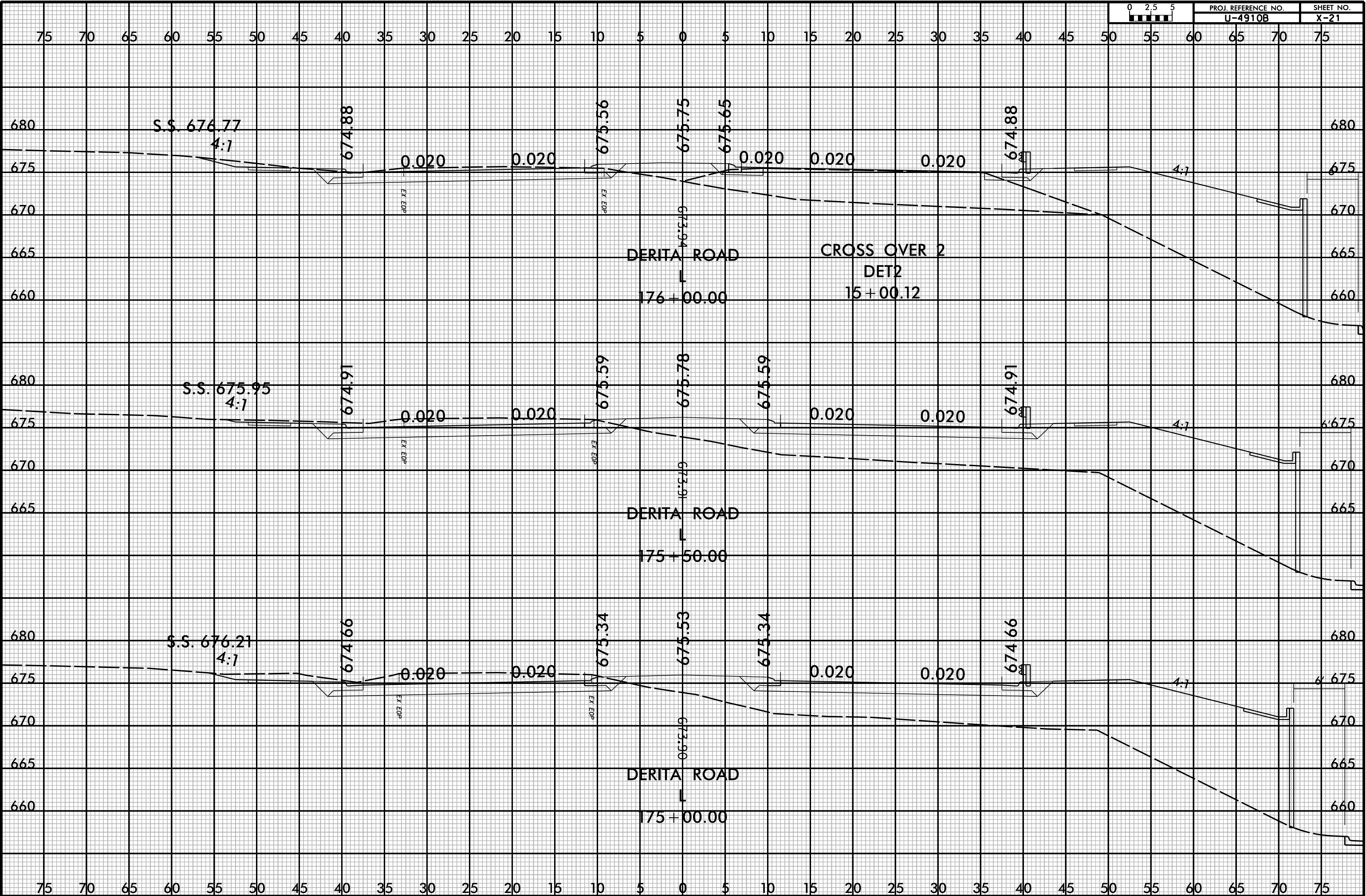


8/23/99



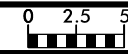
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-21



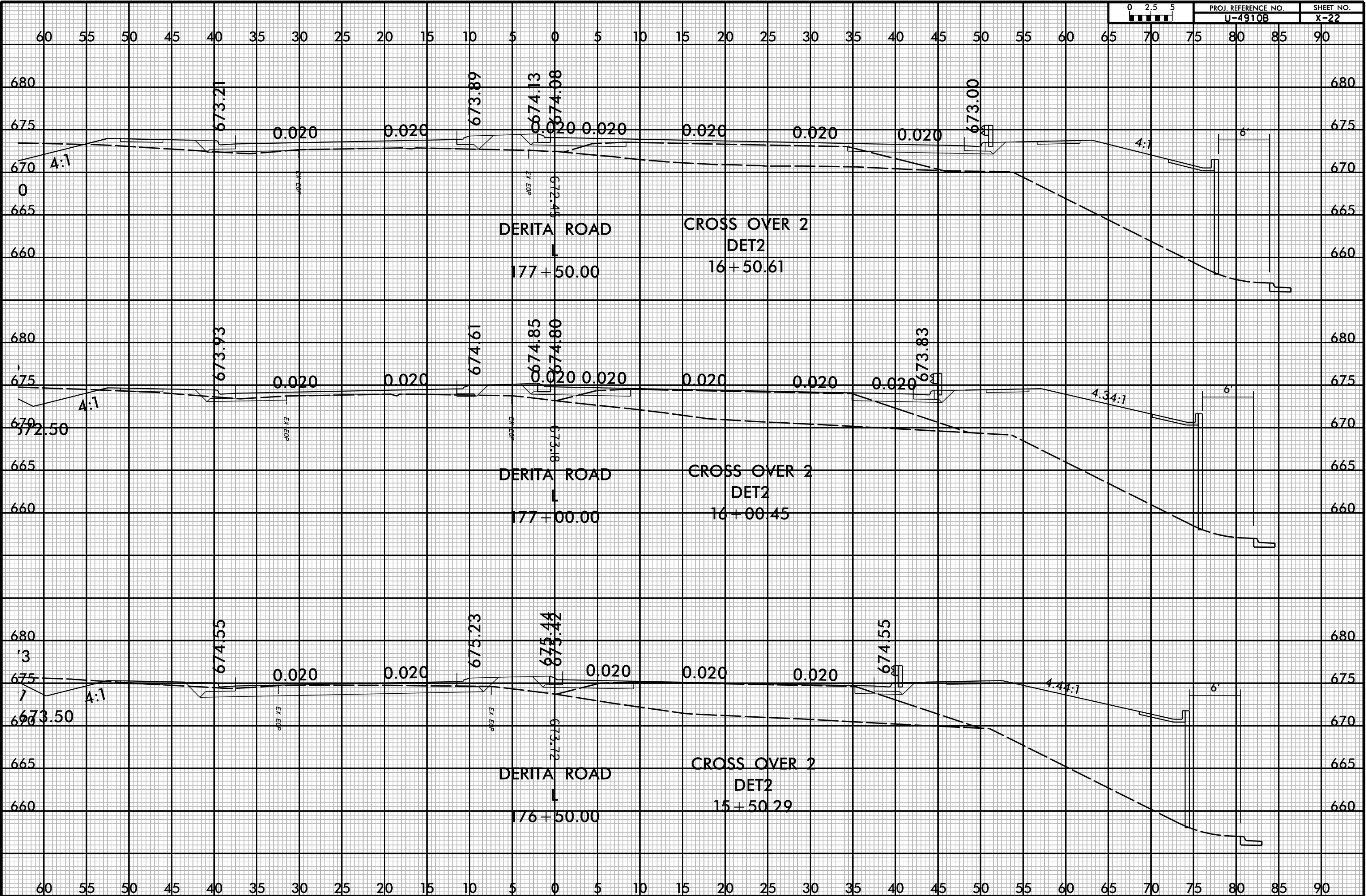
9:17:21 AM
R:\Roadway\XSC\4910_r-dj-xl.l.dgn
sheld

8/23/99

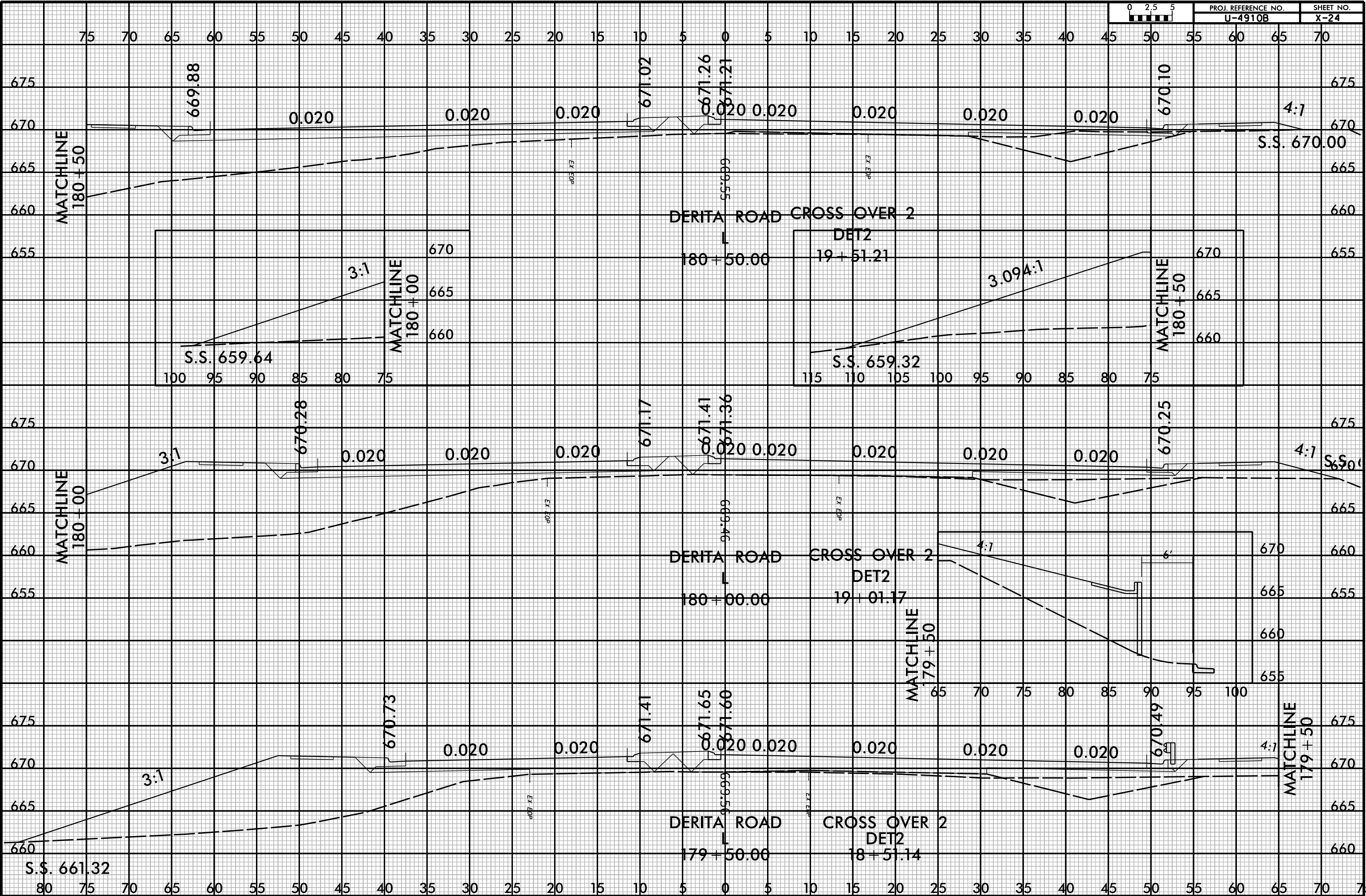
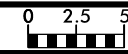


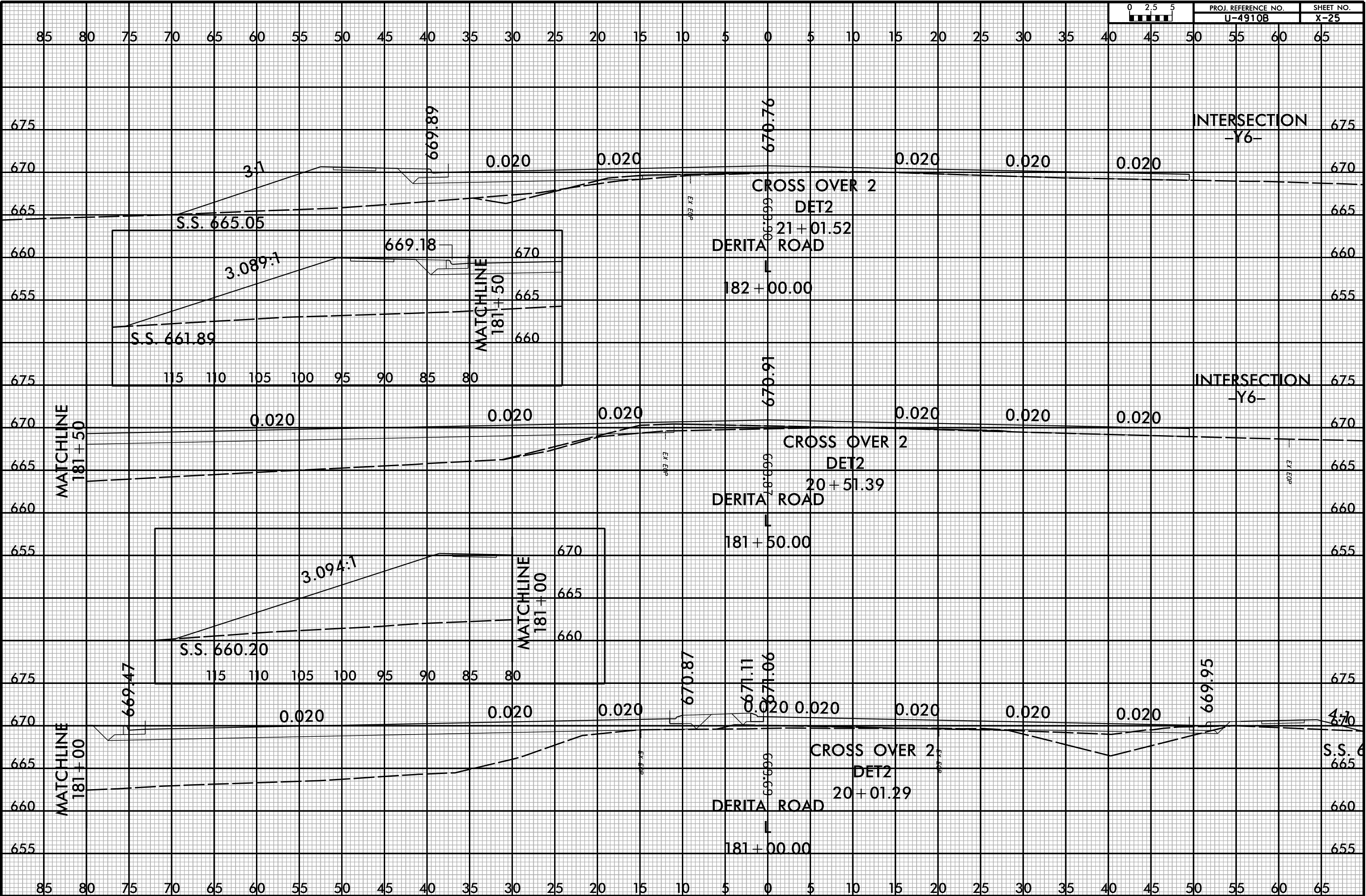
PROJ. REFERENCE NO.
U-4910B

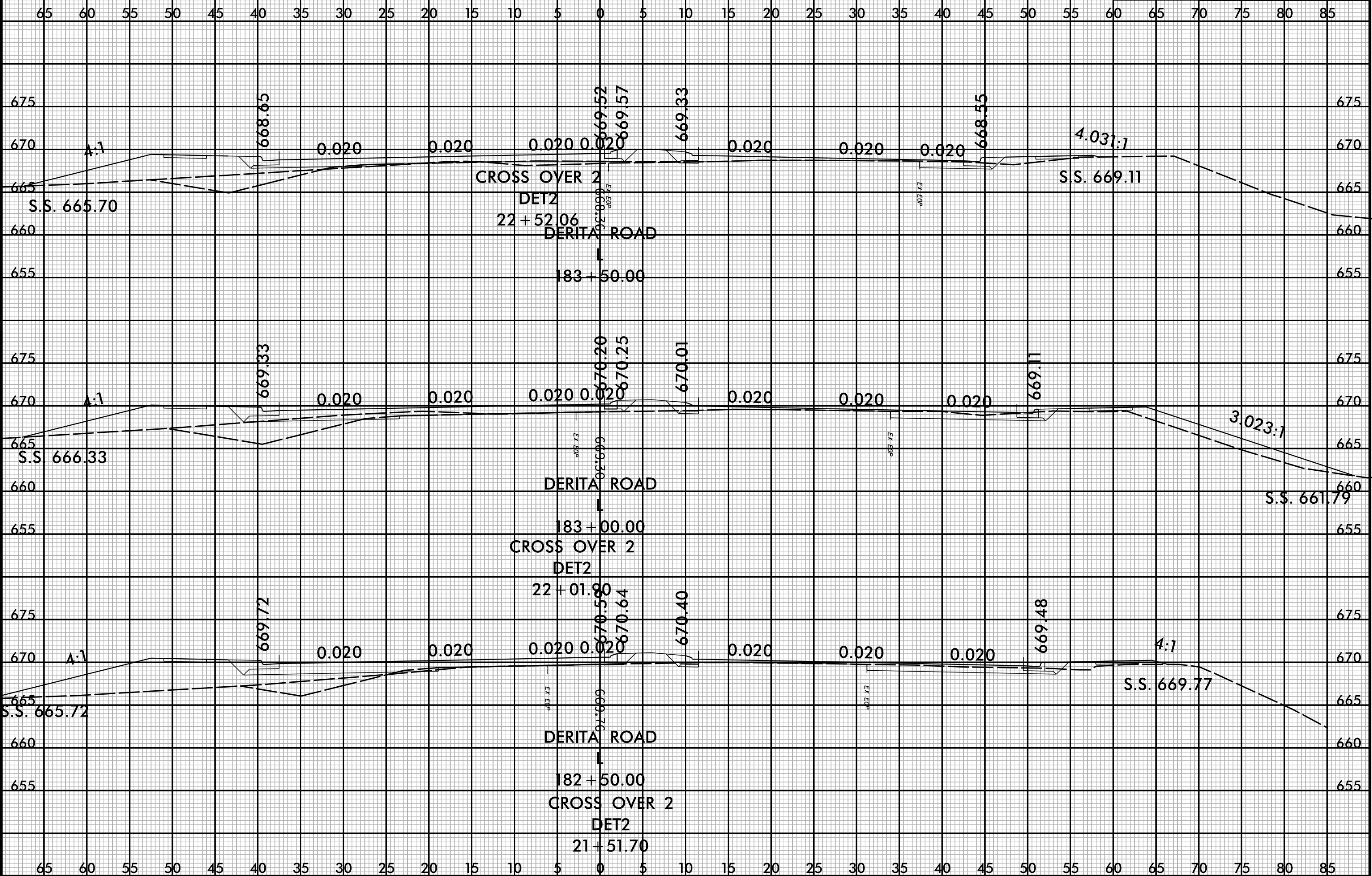
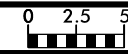
SHEET NO.
X-22



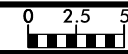
9:17:31 AM
R:\Roadway\XSC\4910B\rdy_xp1.LI.dgn
sheld





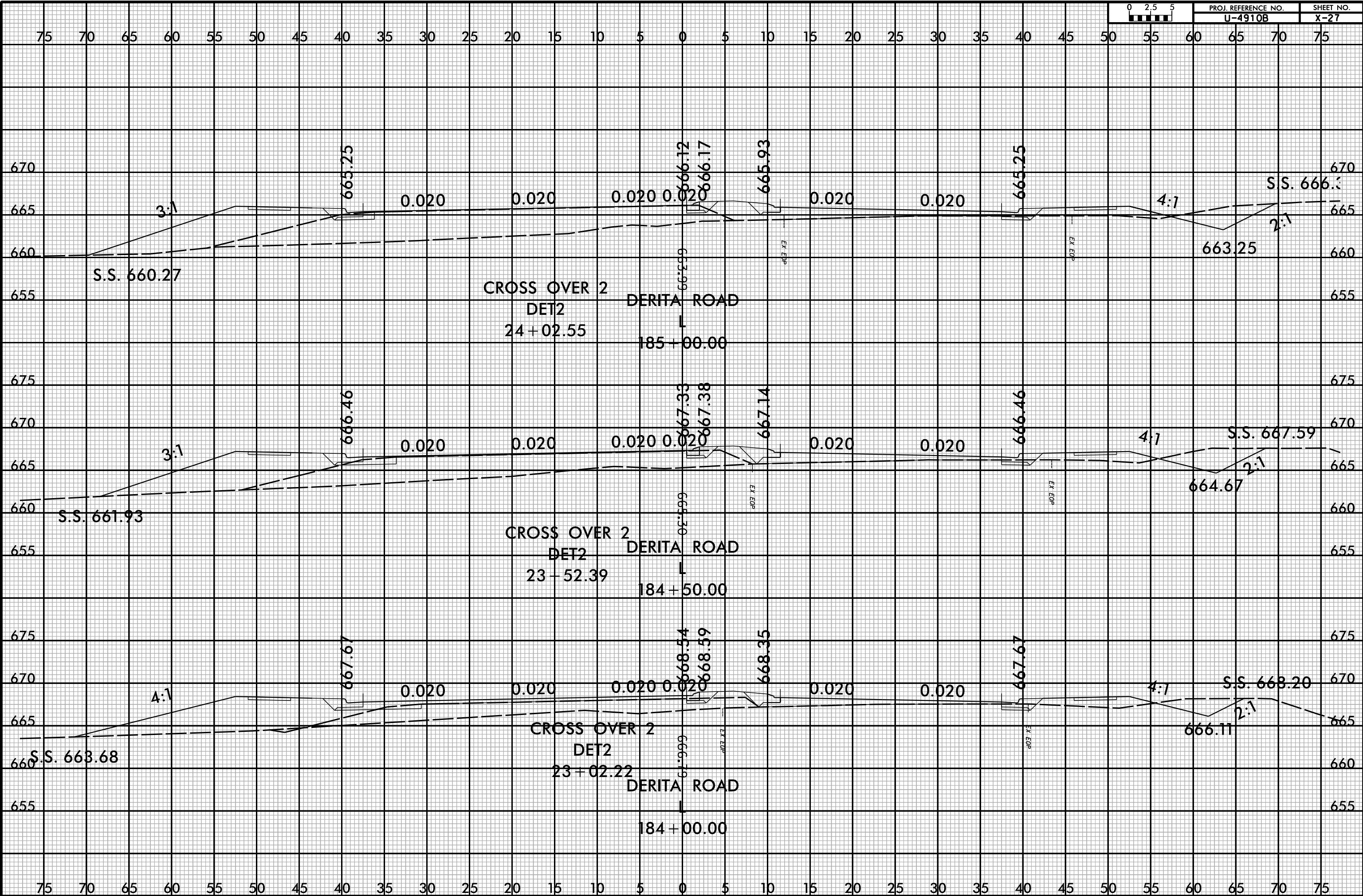


8/23/99

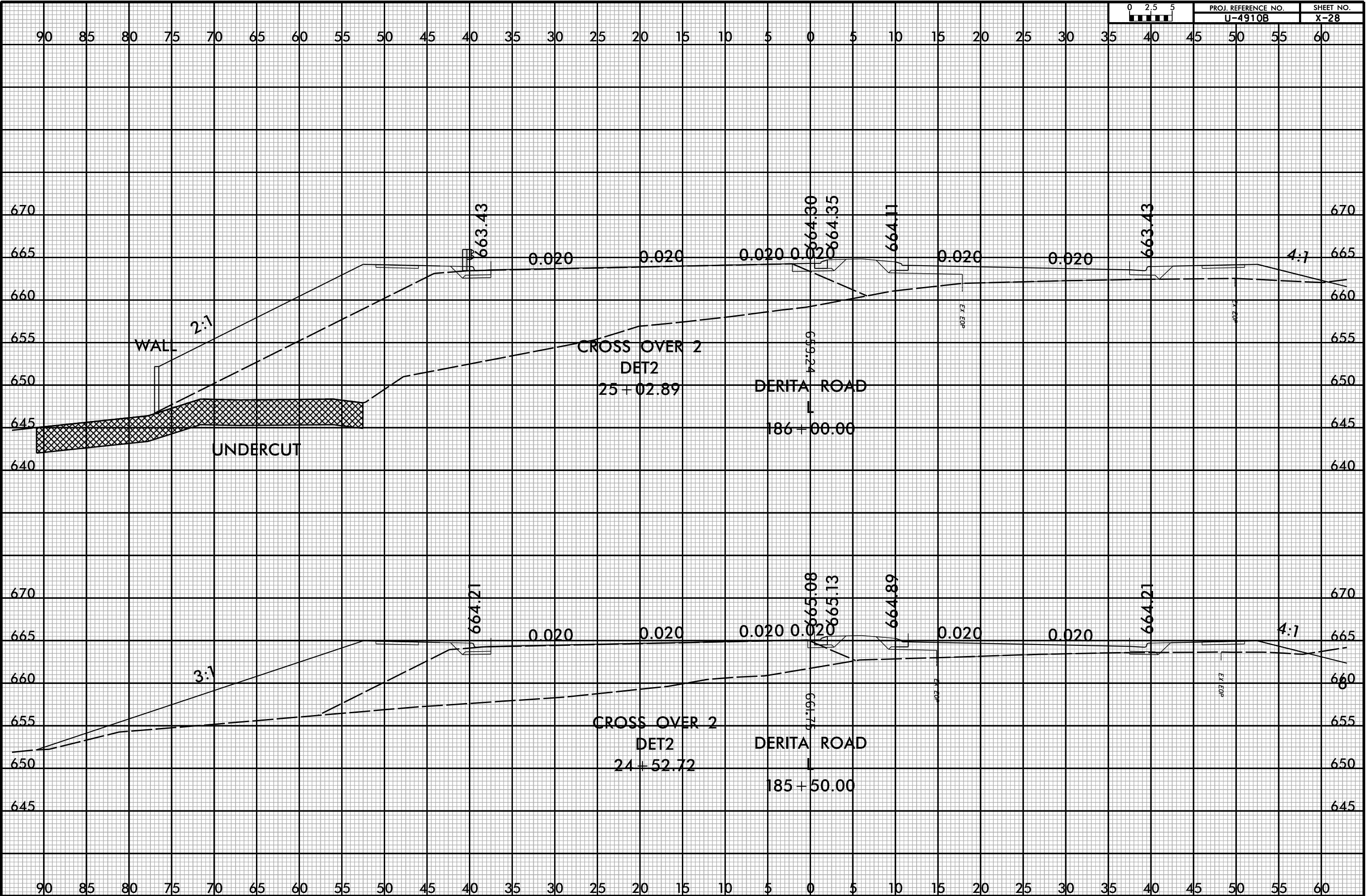
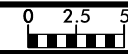


PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-27



9:16:20 AM
R:\Roadway\XSC\4910_rdy_xpl.LI.dgn
sheld

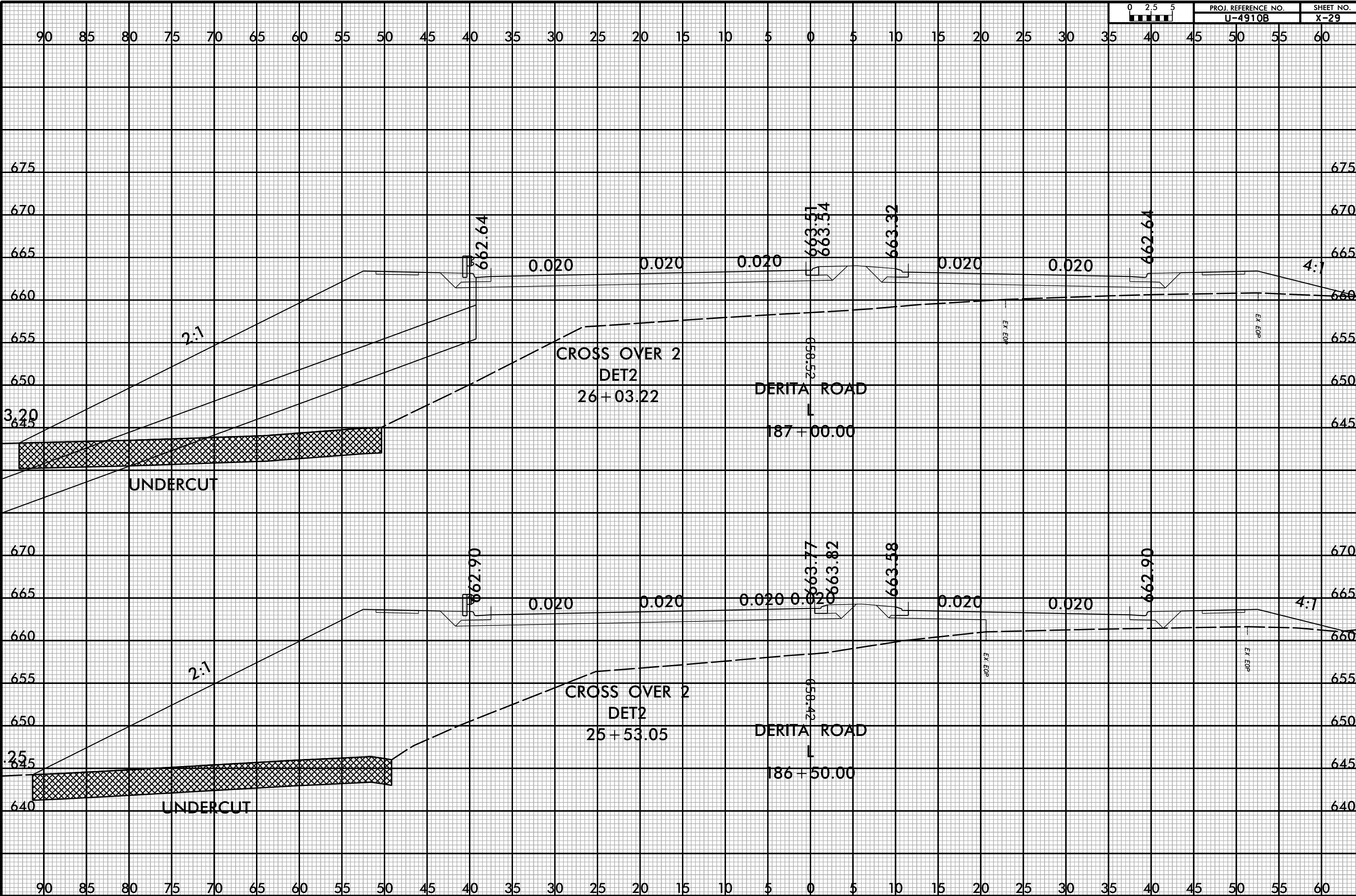


8/23/99



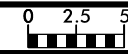
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-29

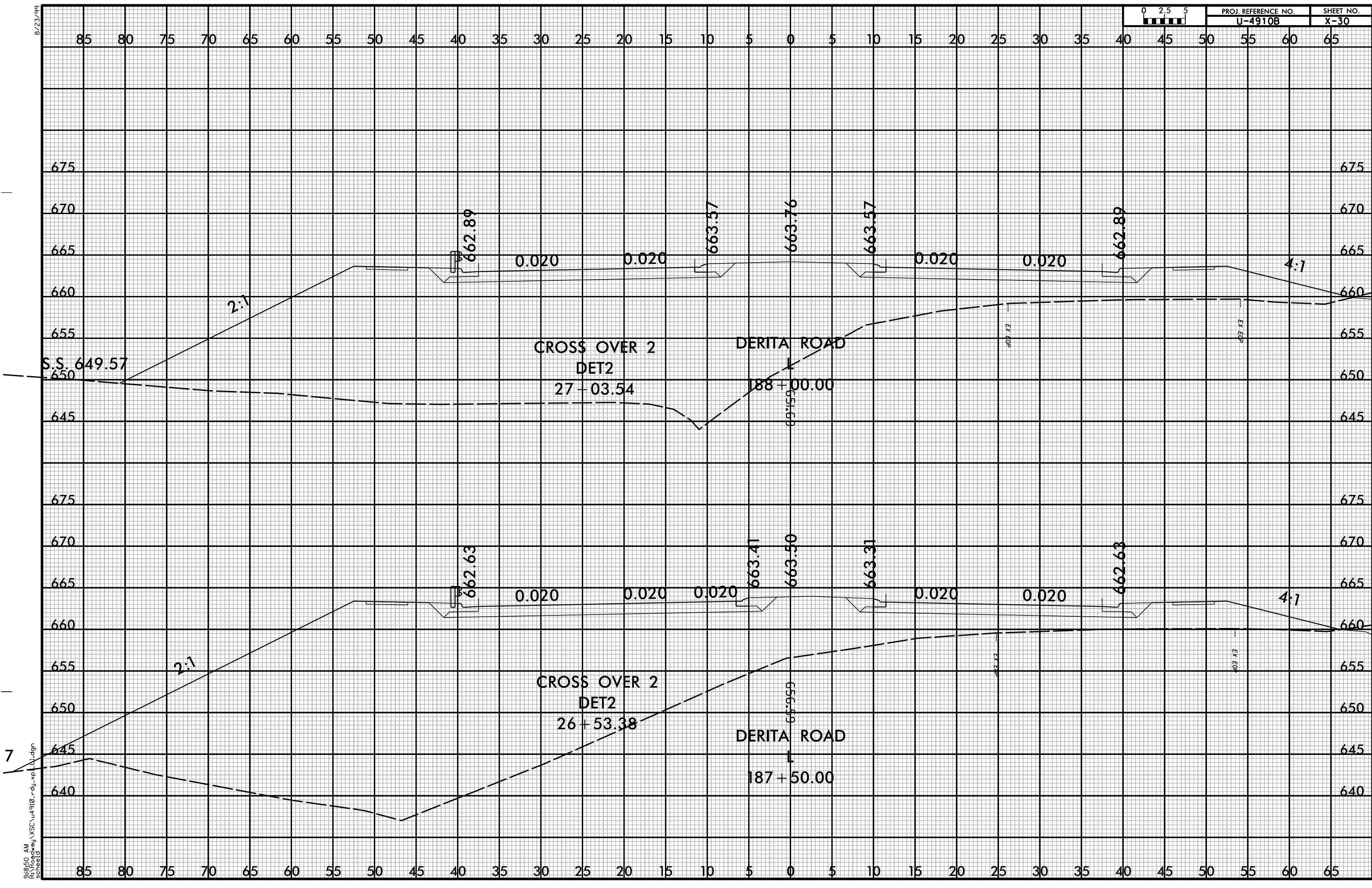


9:18:40 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld

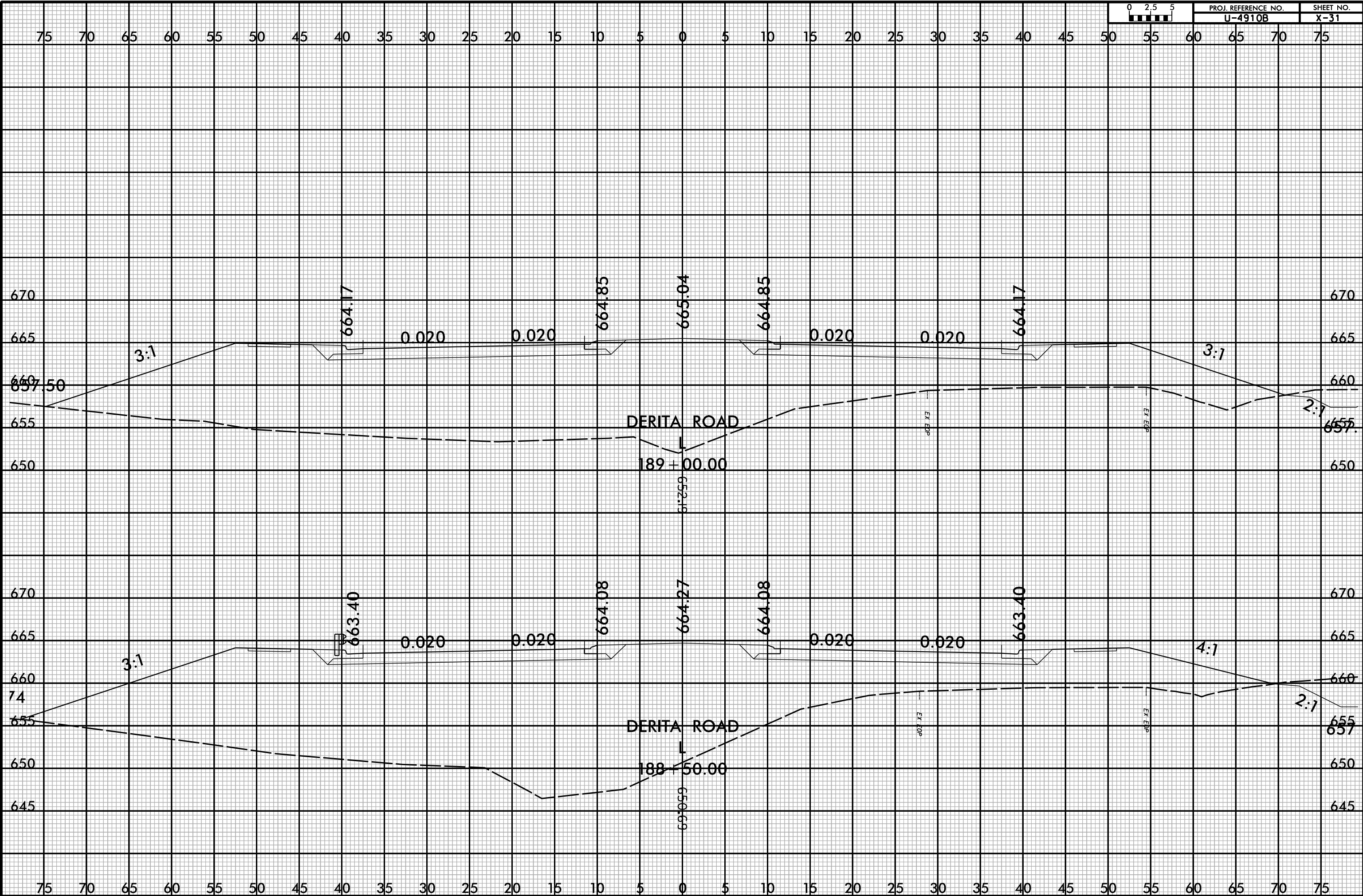
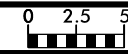
8/23/99



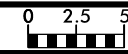
PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-30



9:18:50 AM
 R:\Roadway\XSC\4910_rdy_xp\1.dgn
 seneled

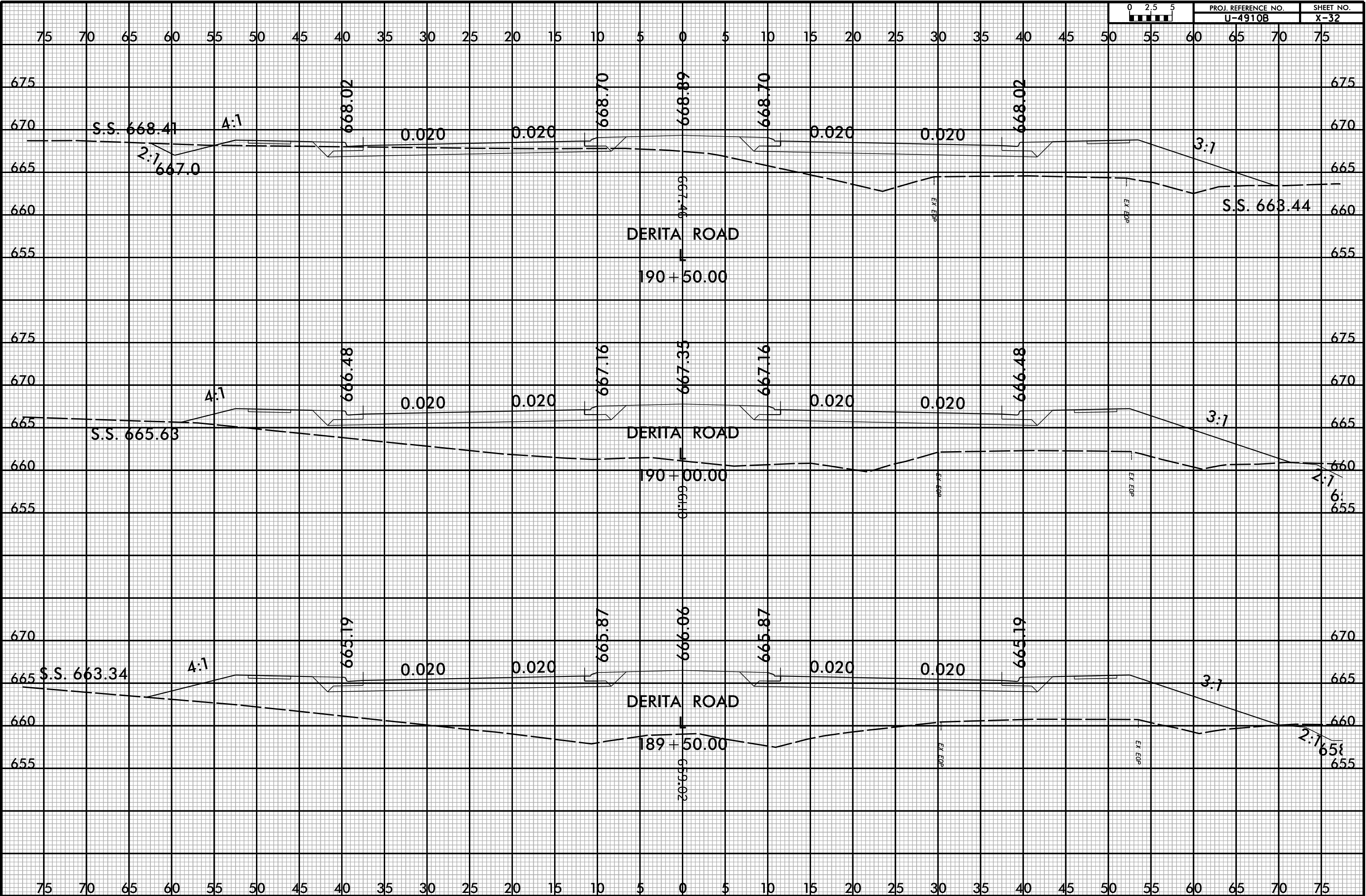


8/23/99



PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-32



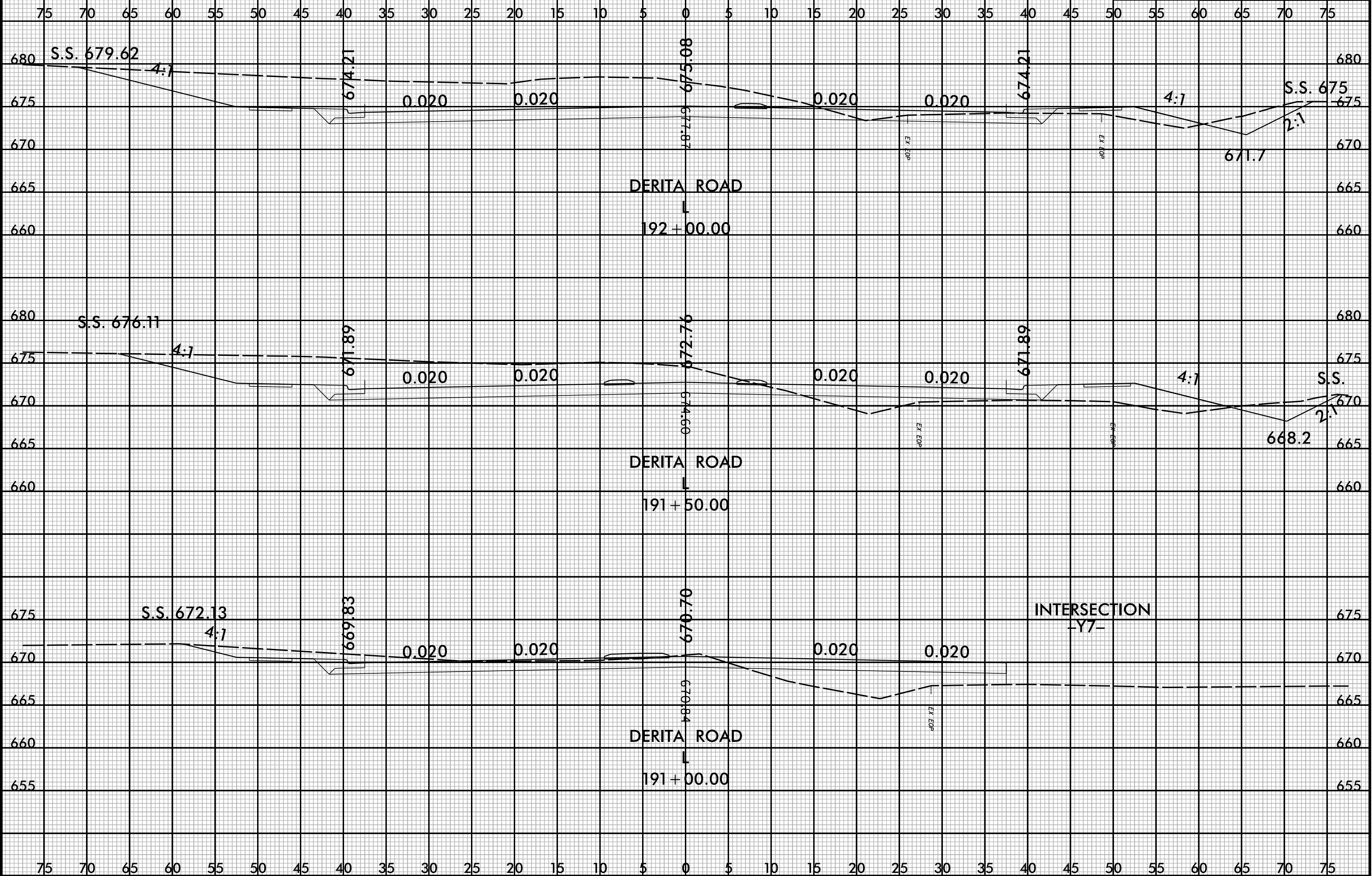
9:09 AM
R:\Roadway\XSC\4910_rdy_xpl.LI.dgn
sheld

8/23/99

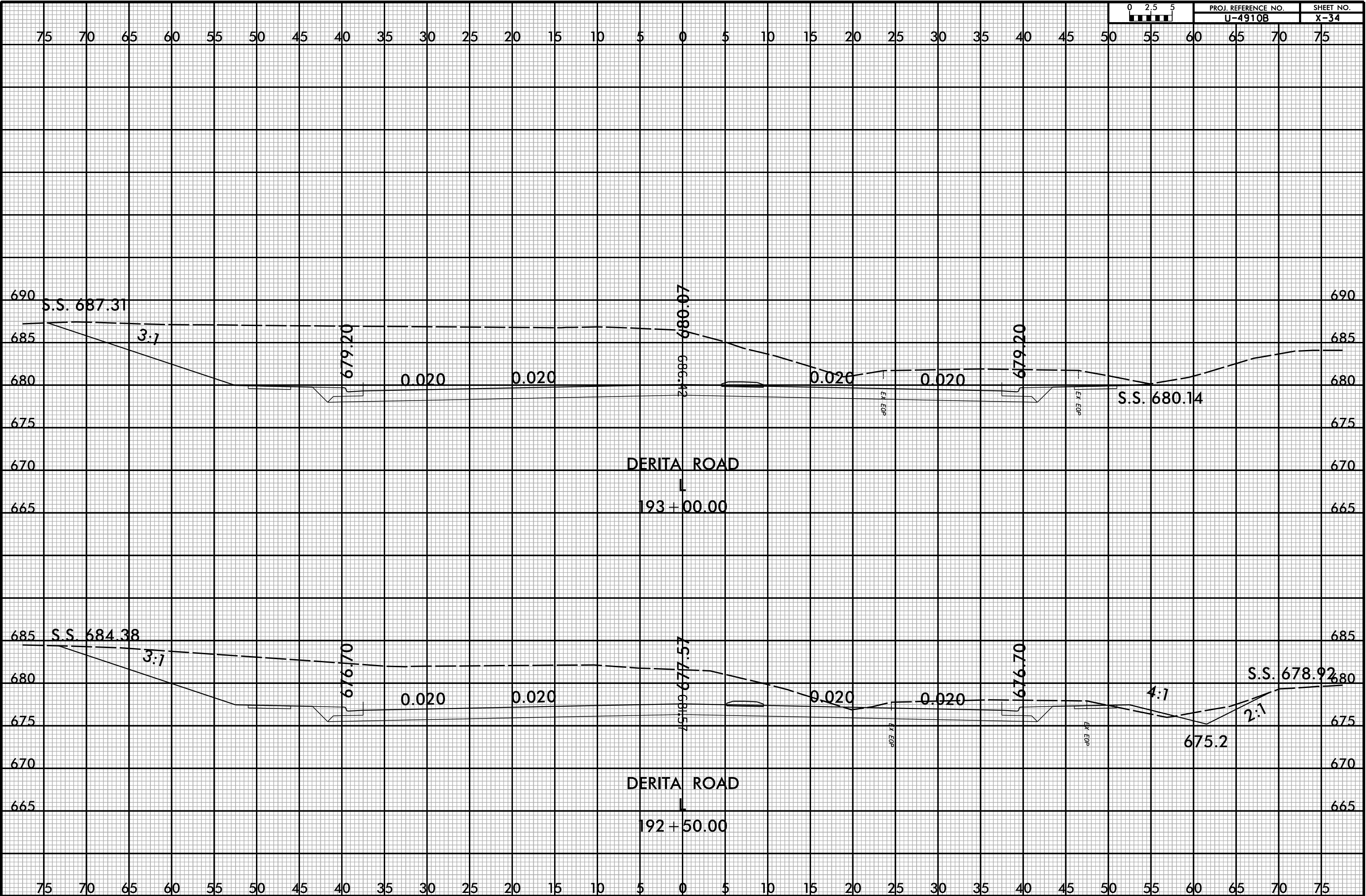
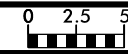


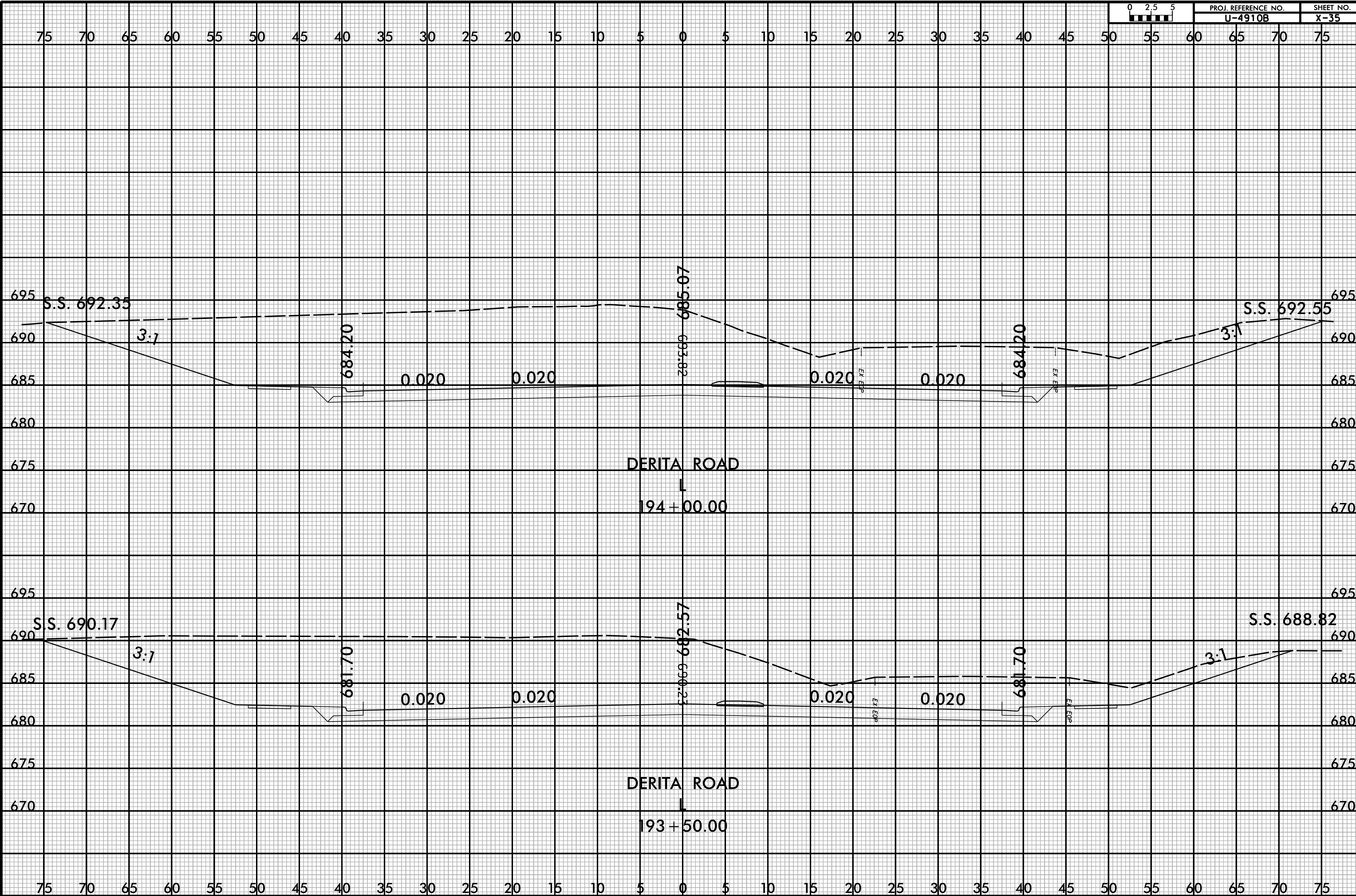
PROJ. REFERENCE NO.
U-4910B

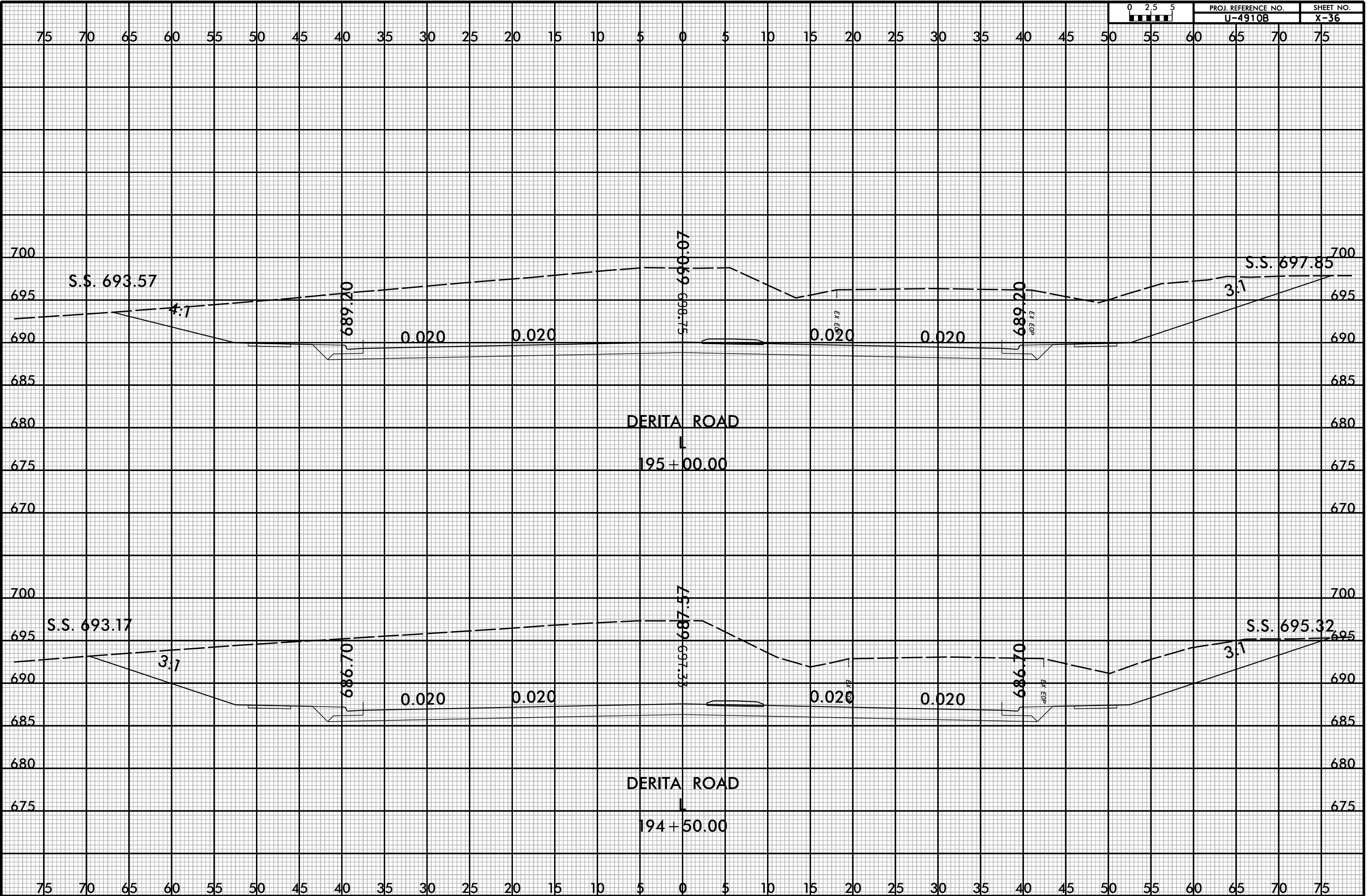
SHEET NO.
X-33

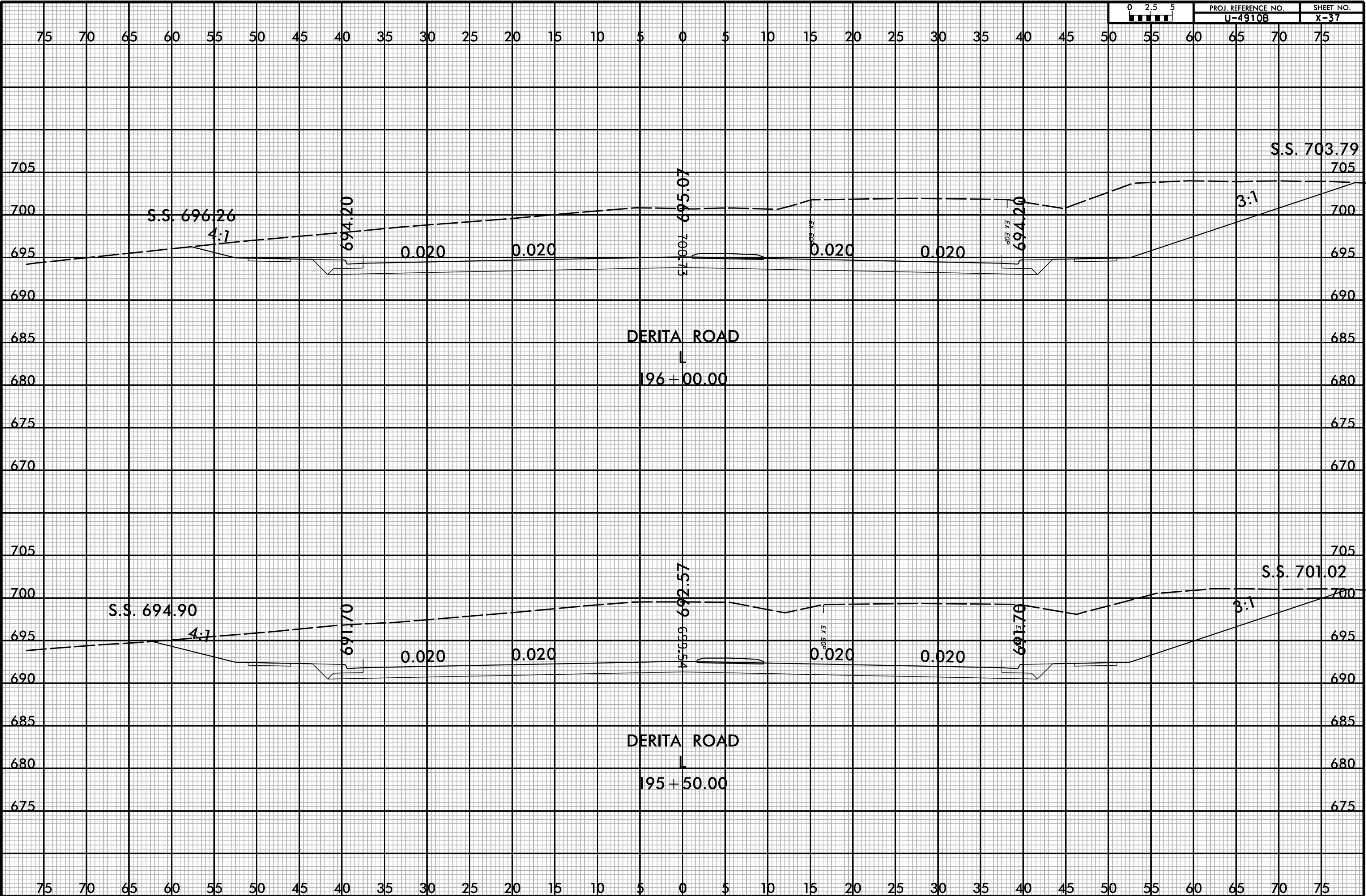


9:520 AM
R:\Roadway\XSC\4910_r-dy-xp1.LI.dgn
sheld

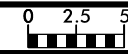




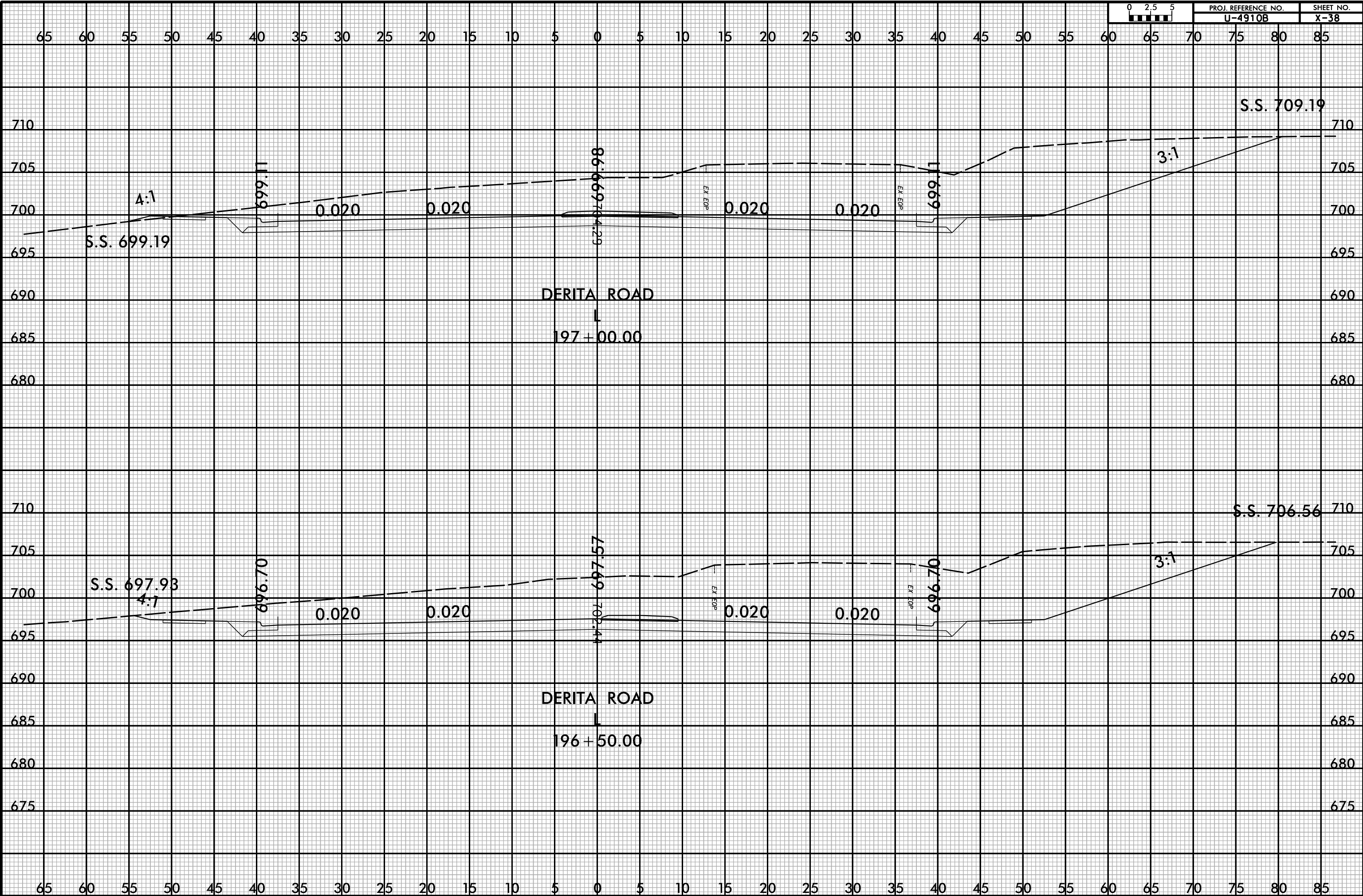




8/23/99

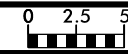


PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-38

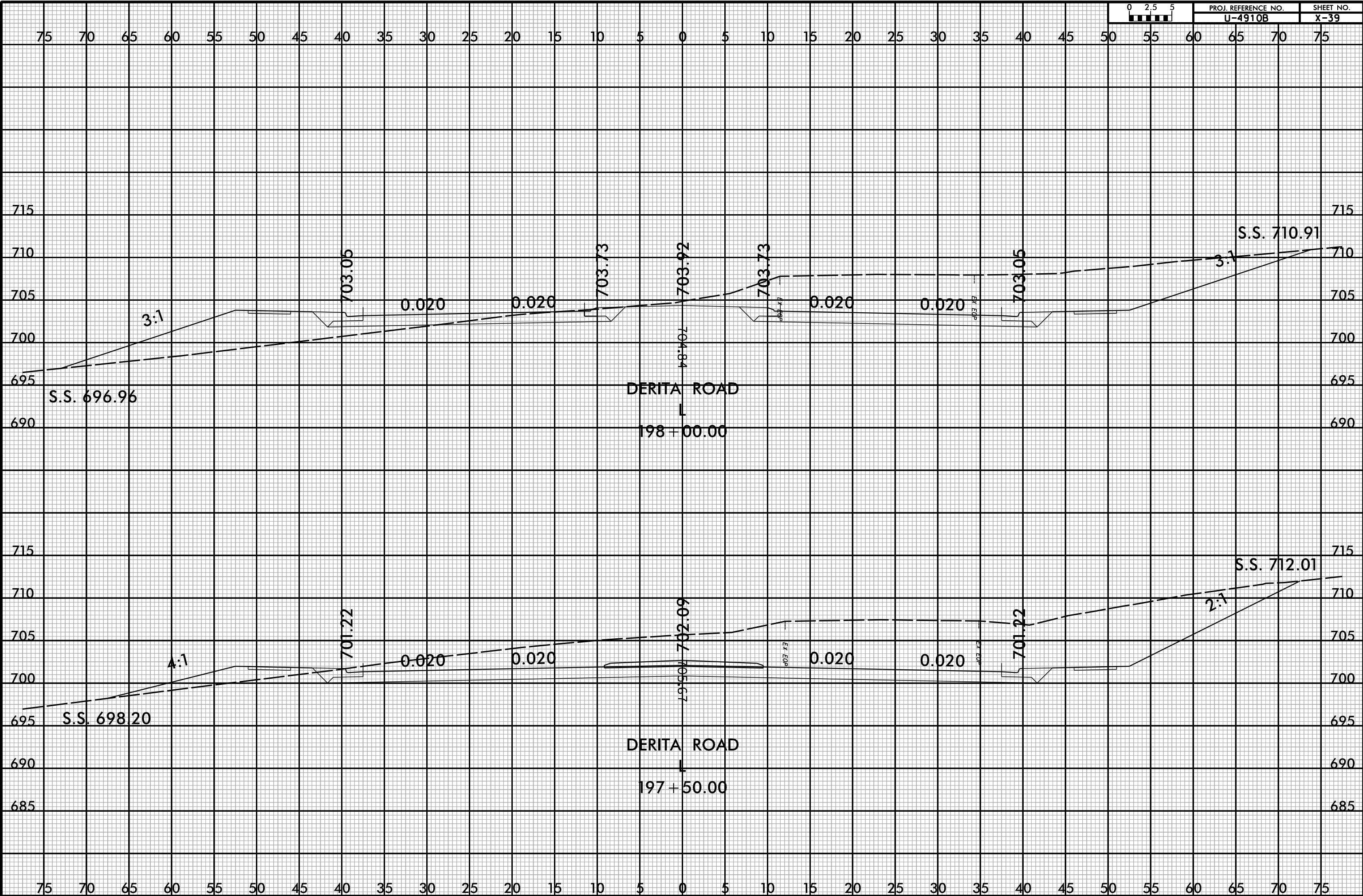


9:20:08 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld

8/23/99

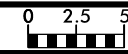


PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-39

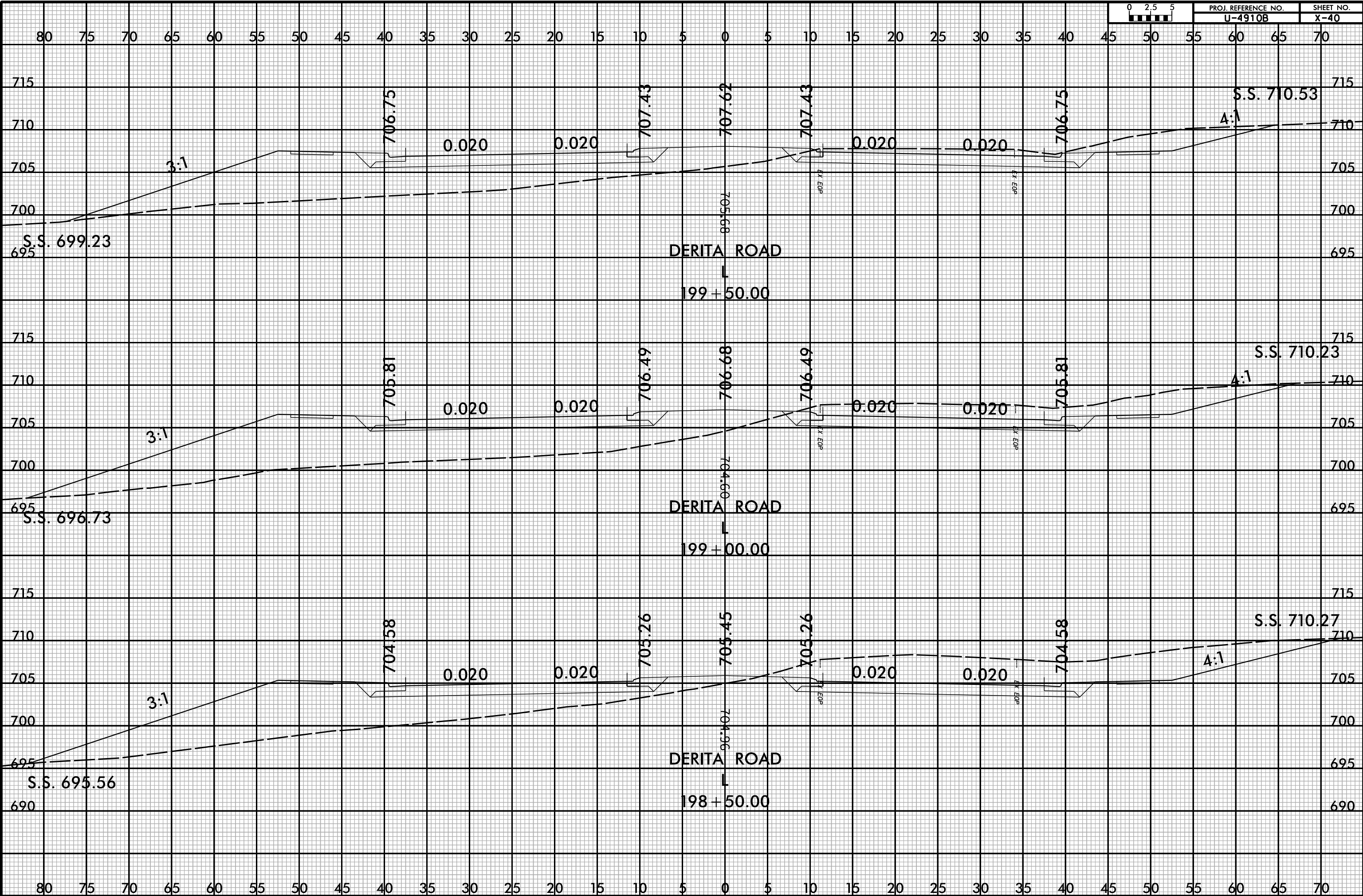


9:20:17 AM
R:\Roadway\XSC\4910_r-dy-xp1.L1.dgn
shenfeld

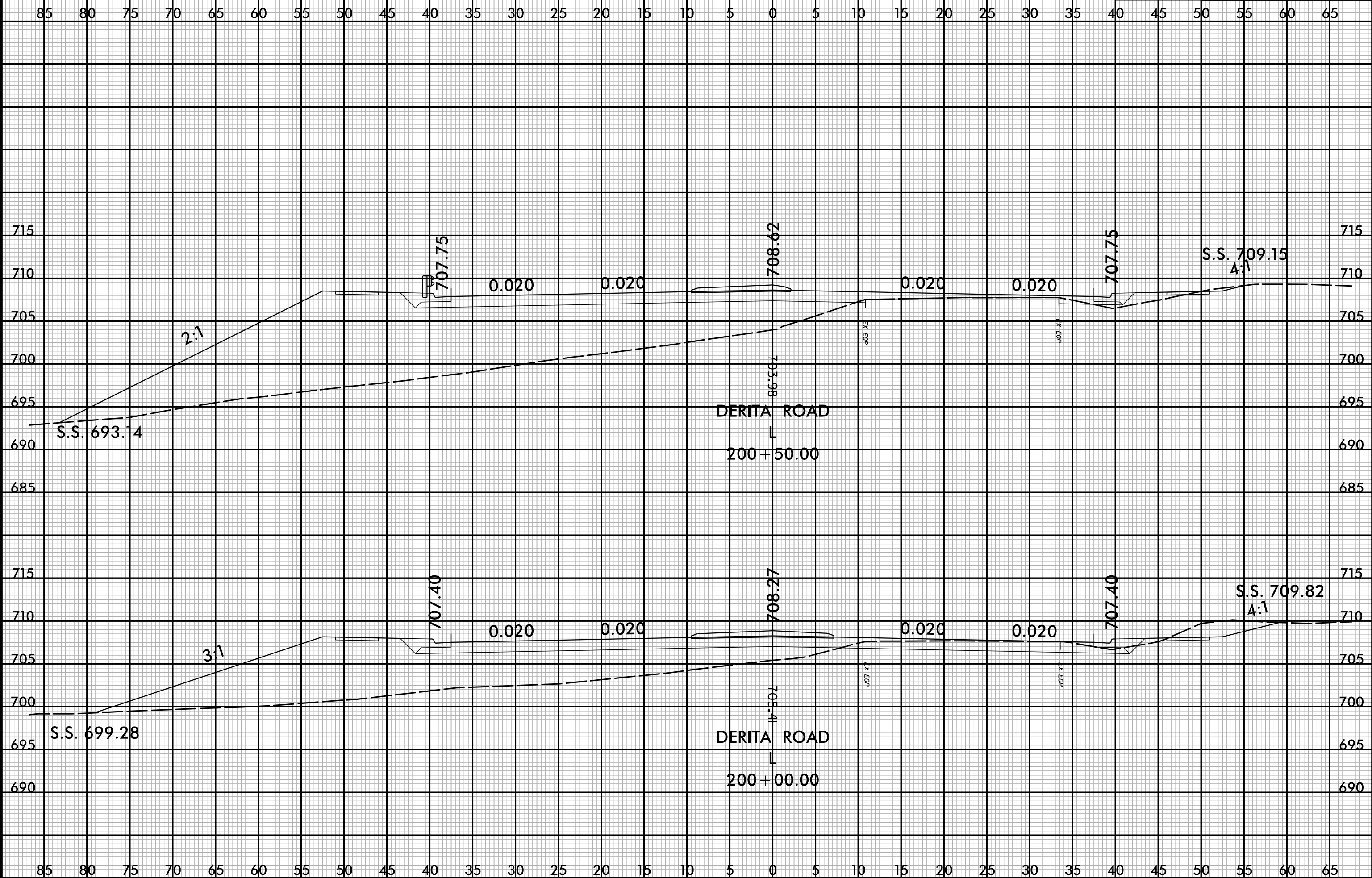
8/23/99

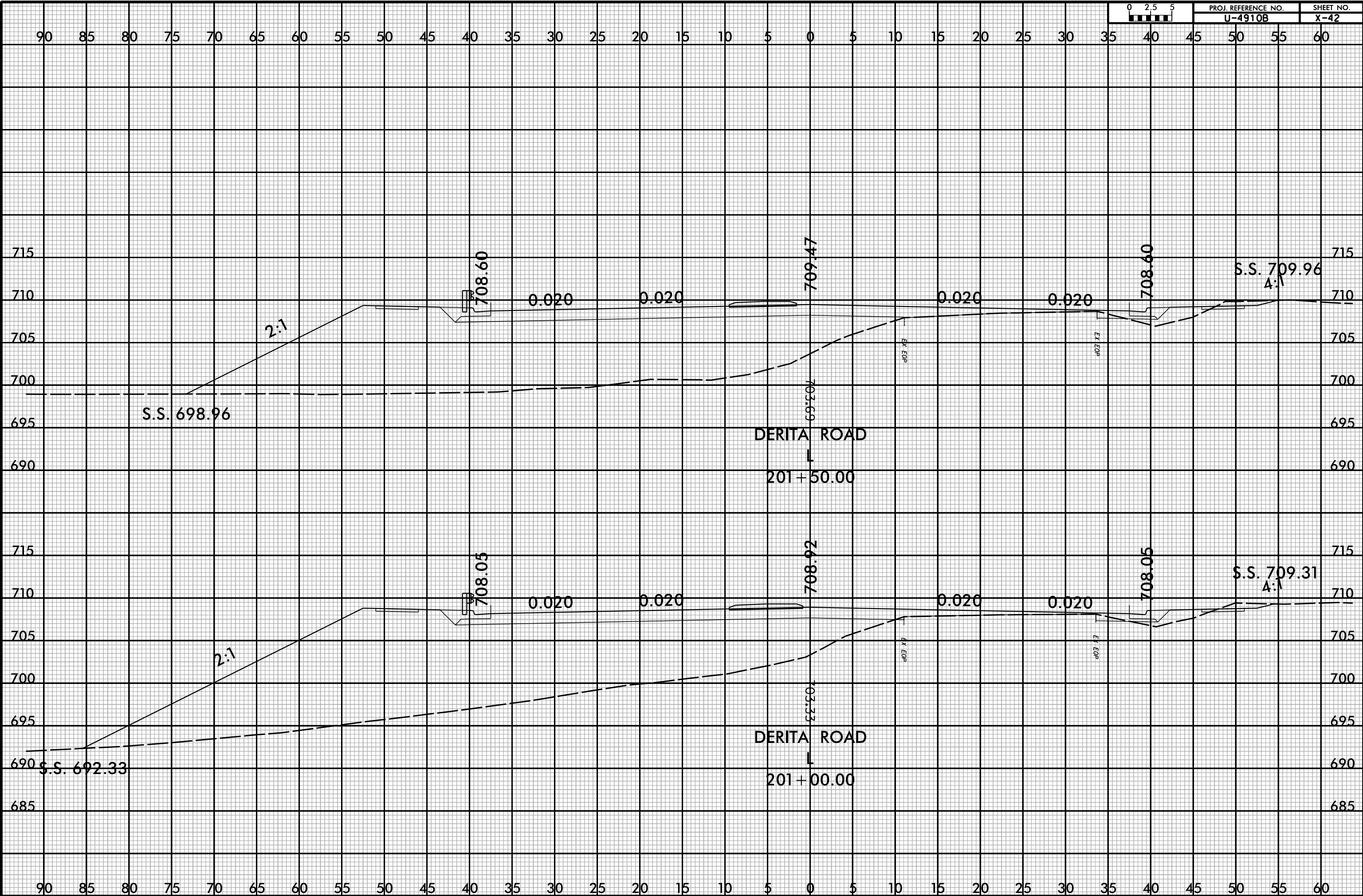


PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-40

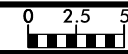


9:20:27 AM
R:\Roadway\XSC\4910_rdy_xpl.LI.dgn
sheld



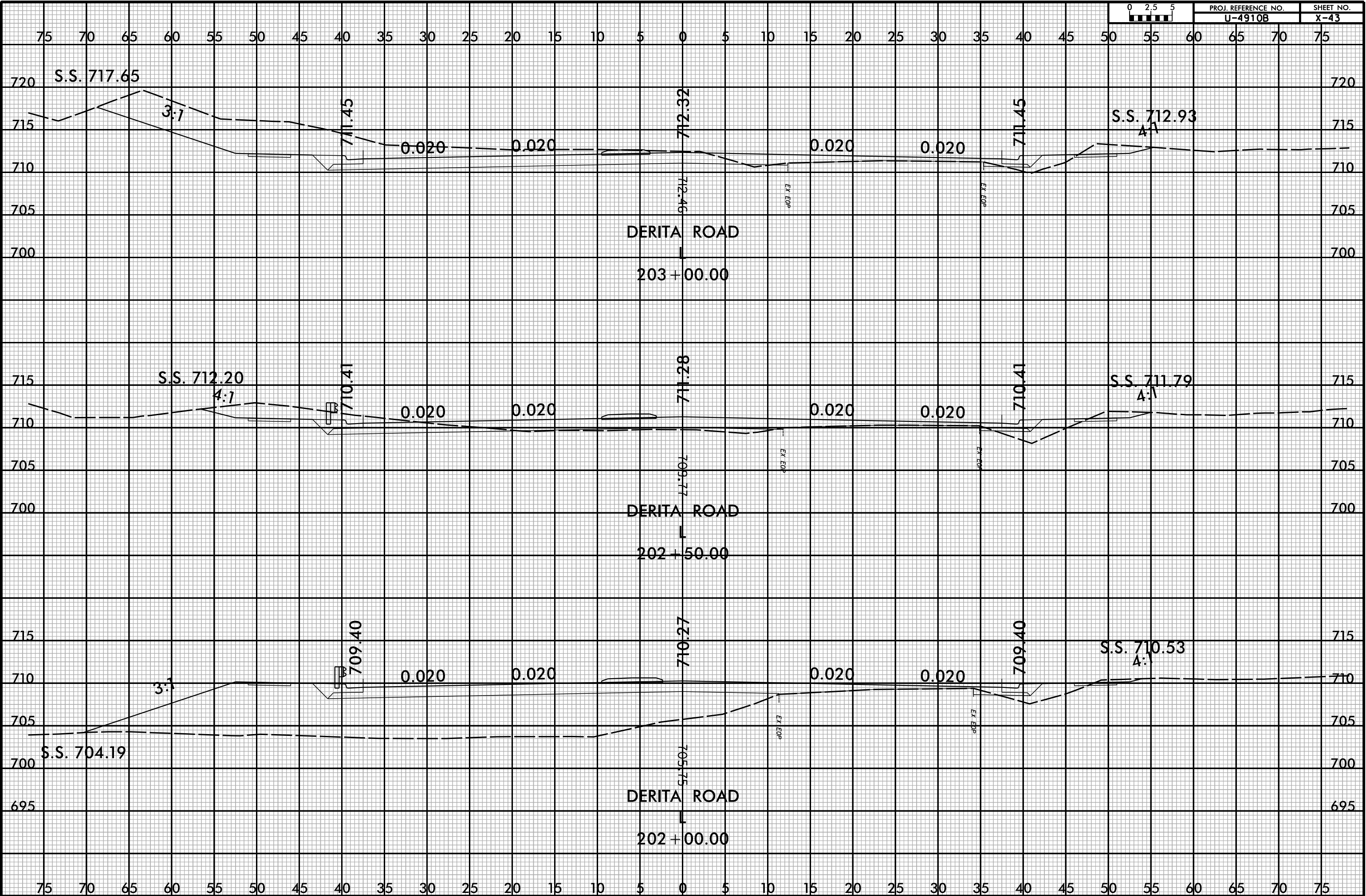


8/23/99



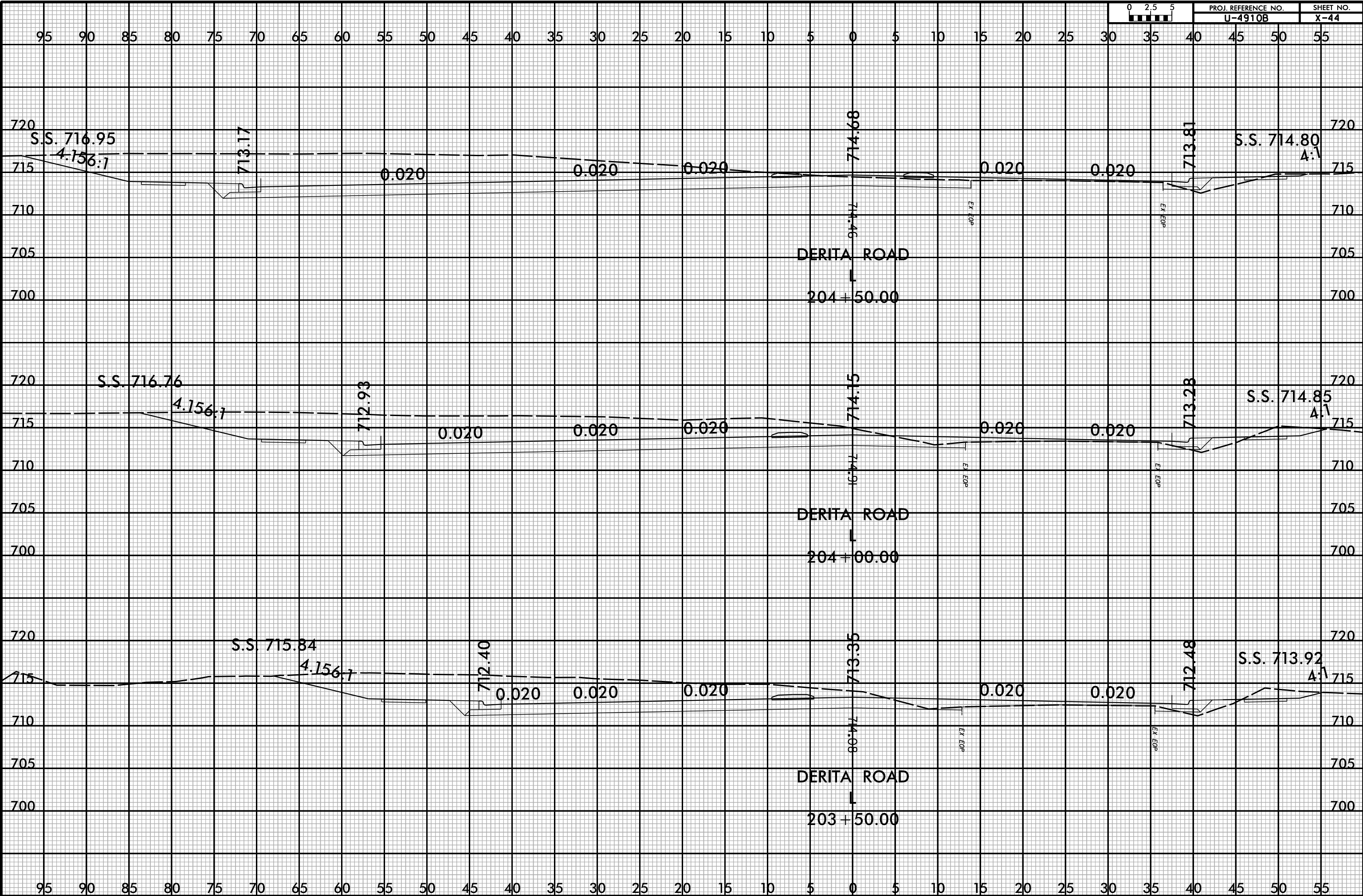
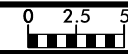
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-43



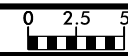
9:20:57 AM
R:\Roadway\XSC\4910_rdy.xpl.LI.dgn
sheld

8/23/99

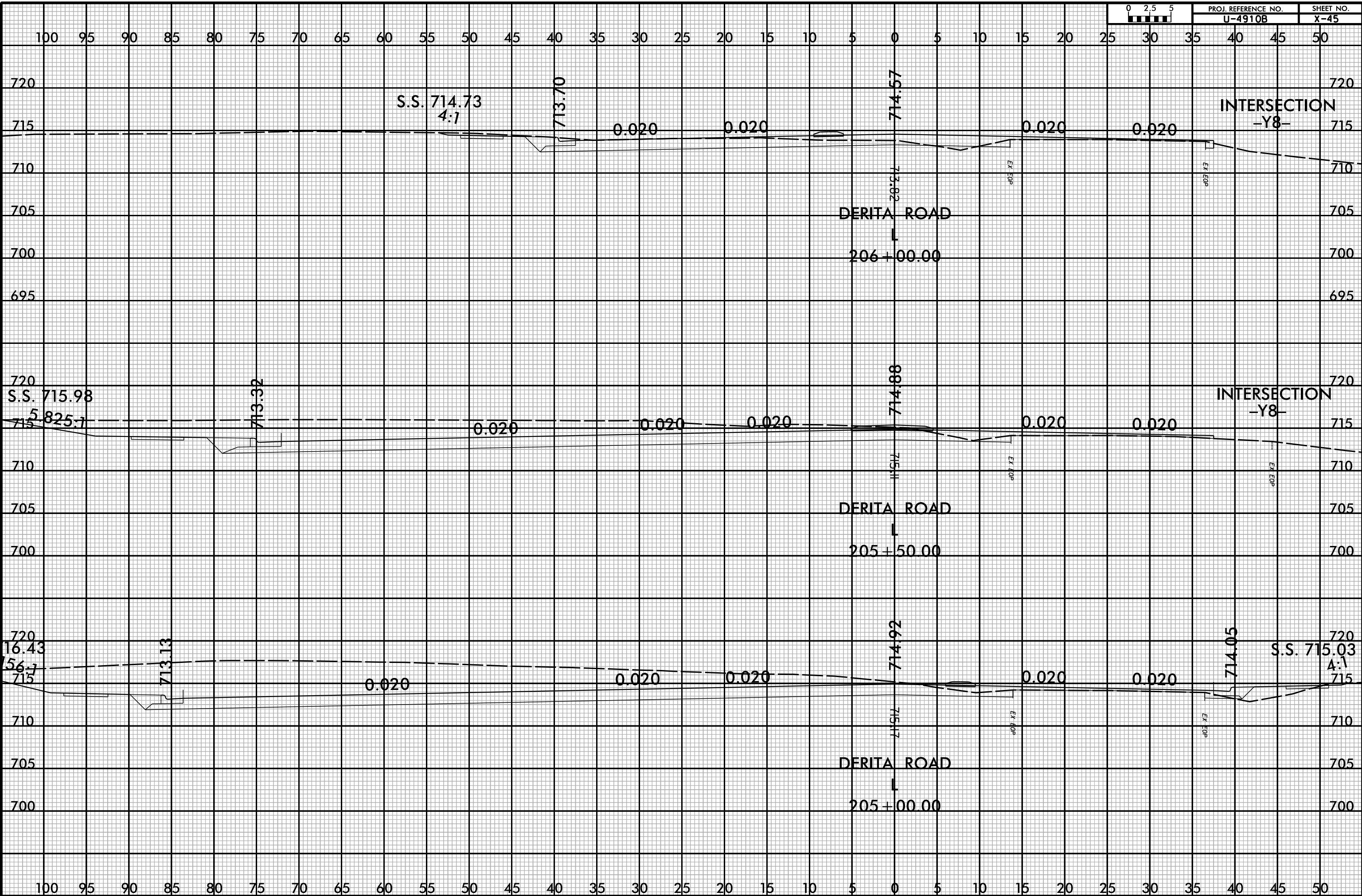


9:21:08 AM
R:\Roadway\XSC\4910_r-dy-1.LI.dgn
sheld

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-45



S.S. 714.73
4:1

713.70

0.020

0.020

714.57

0.020

0.020

INTERSECTION
-Y8-

720

715

710

705

700

695

720

715

710

705

700

695

720

715

710

705

700

720

715

710

705

700

720

715

710

705

700

720

715

710

705

700

S.S. 715.98

5.825.7

713.32

0.020

0.020

0.020

714.88

0.020

0.020

INTERSECTION
-Y8-

S.S. 716.43

4.156.7

713.13

0.020

0.020

0.020

714.92

0.020

0.020

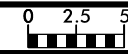
714.05

S.S. 715.03

4:1

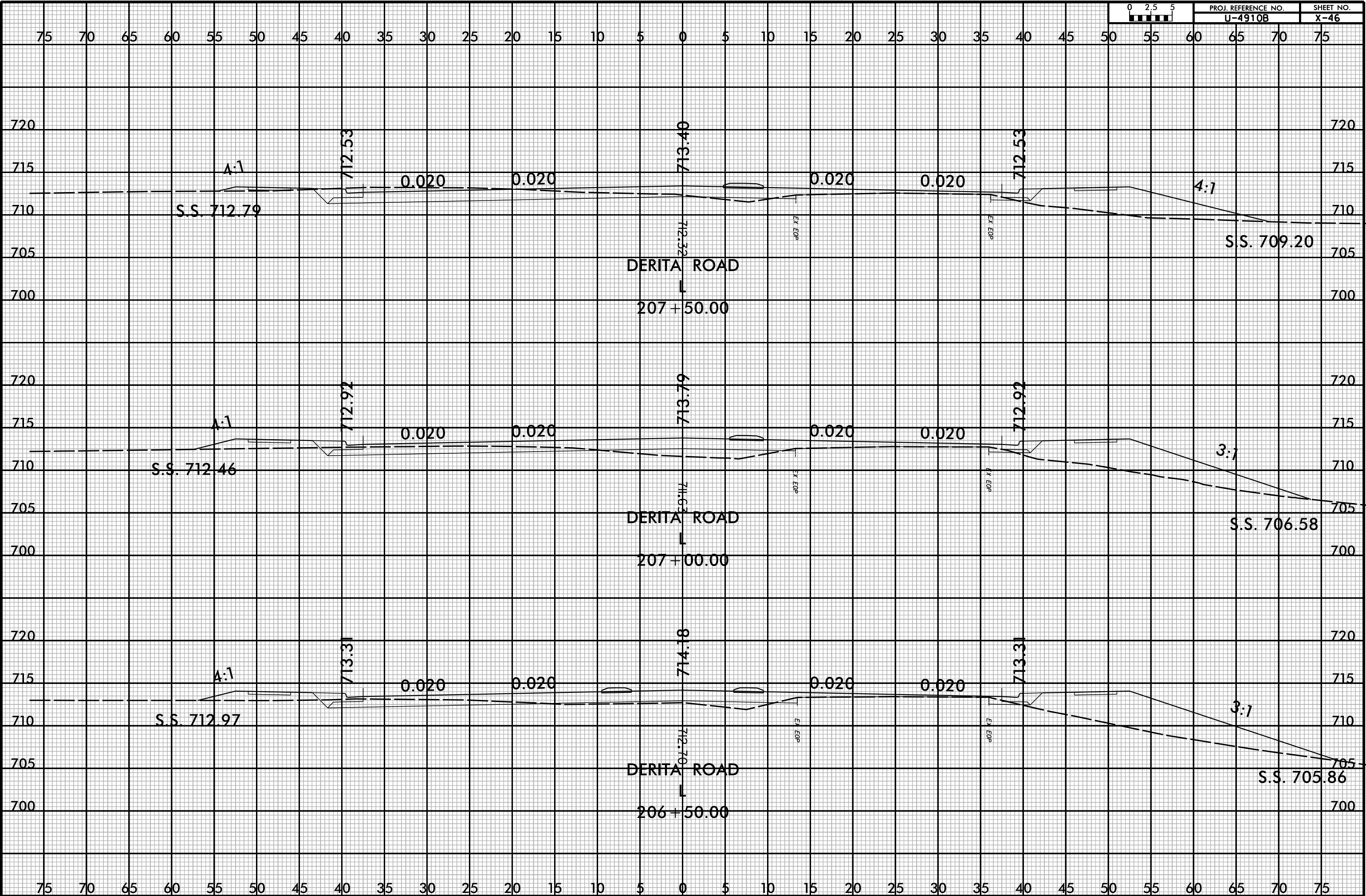
9:21:18 AM
R:\Roadway\XSC\4910_r-dy-xp1.LI.dgn
shelby

8/23/99

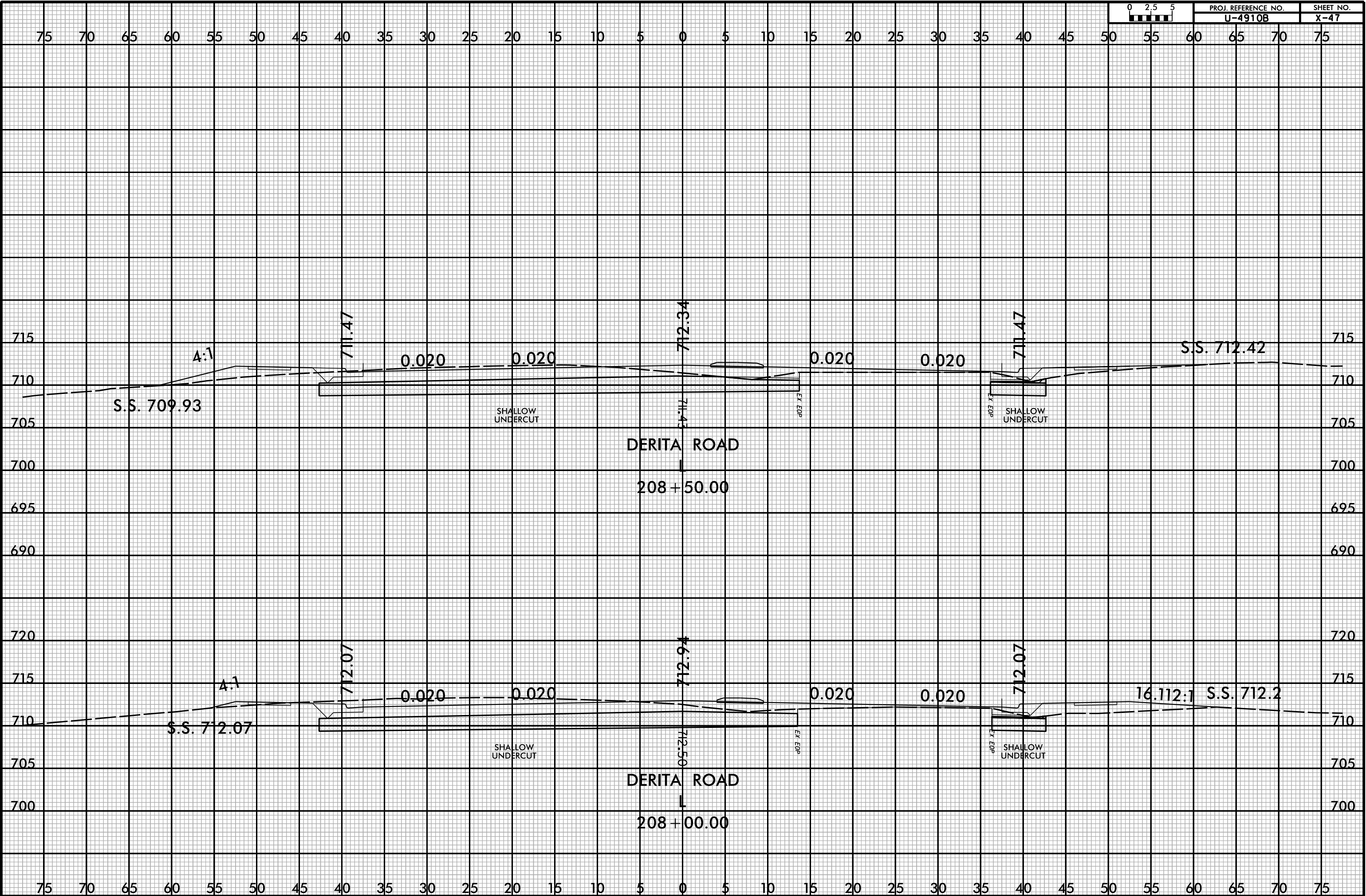
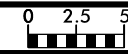


PROJ. REFERENCE NO.
U-4910B

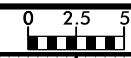
SHEET NO.
X-46



9:21:28 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld

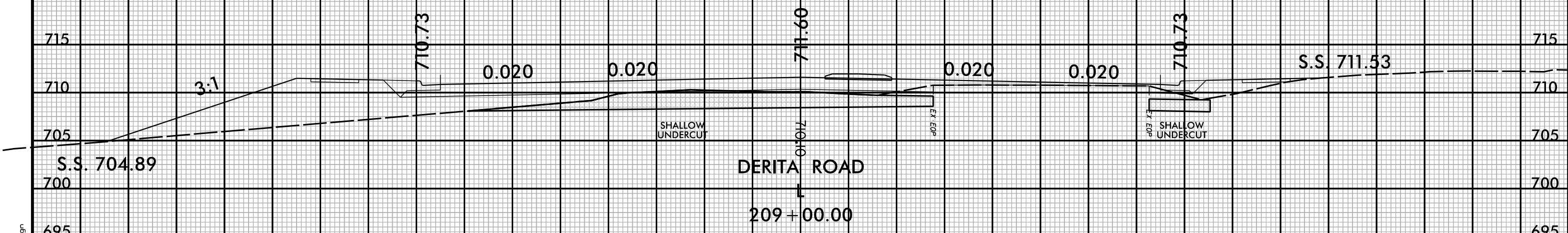
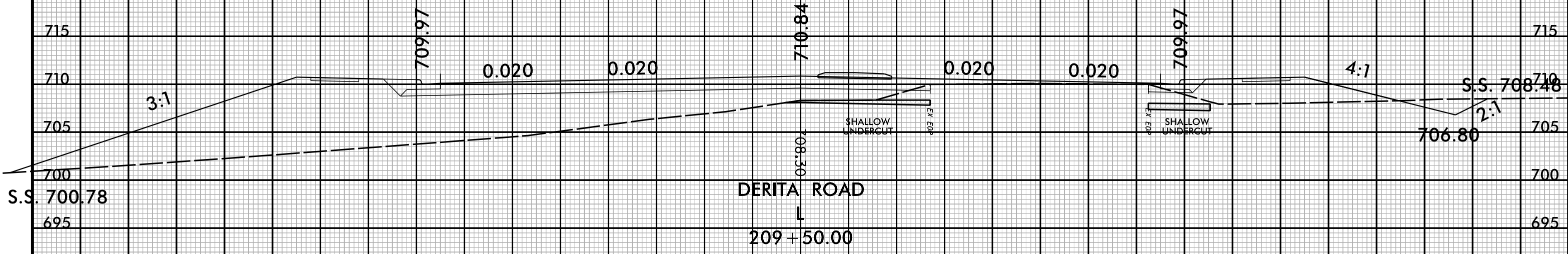


8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-48

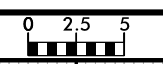
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



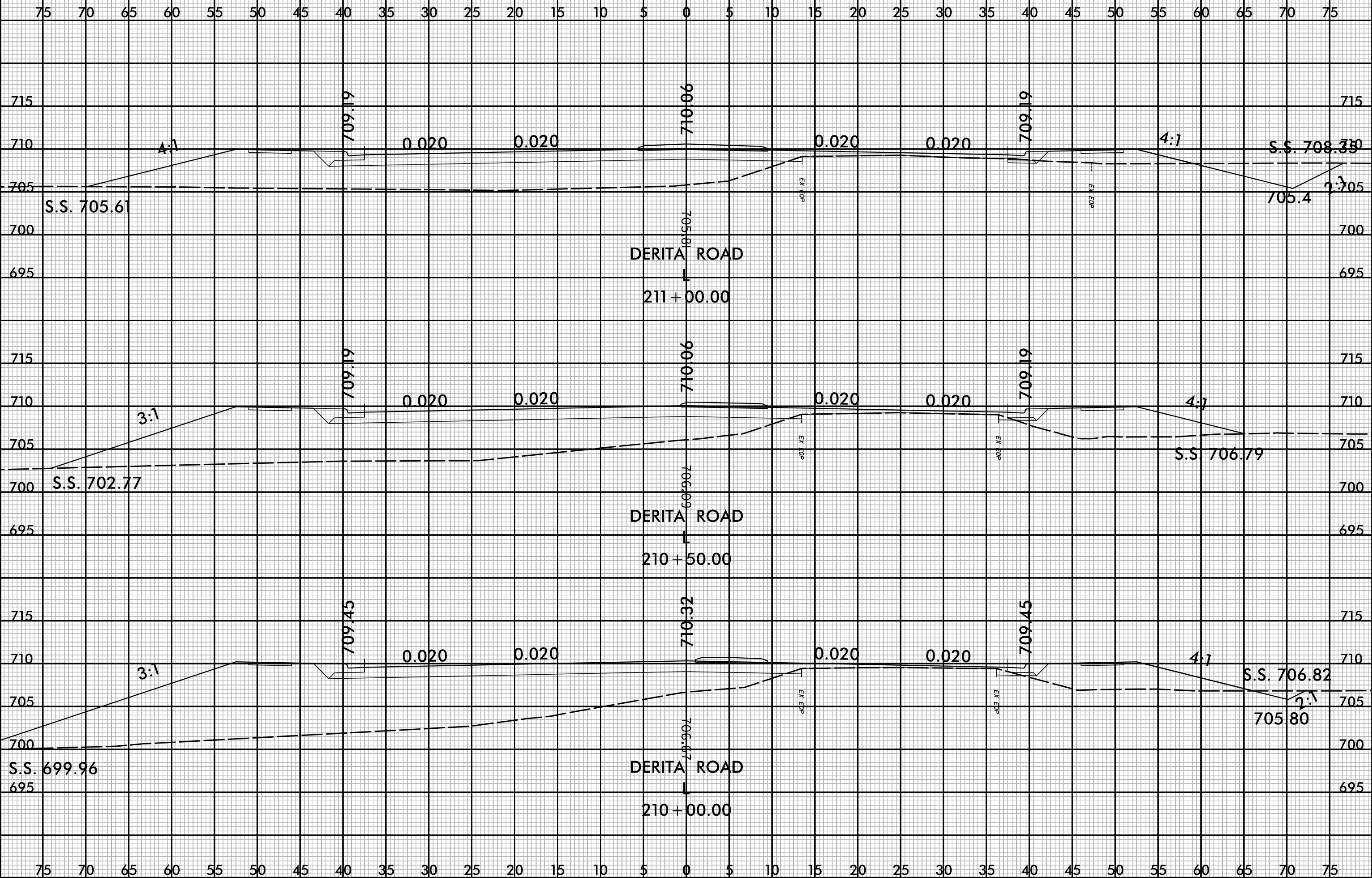
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

9:21:51 AM
 R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
 sheld

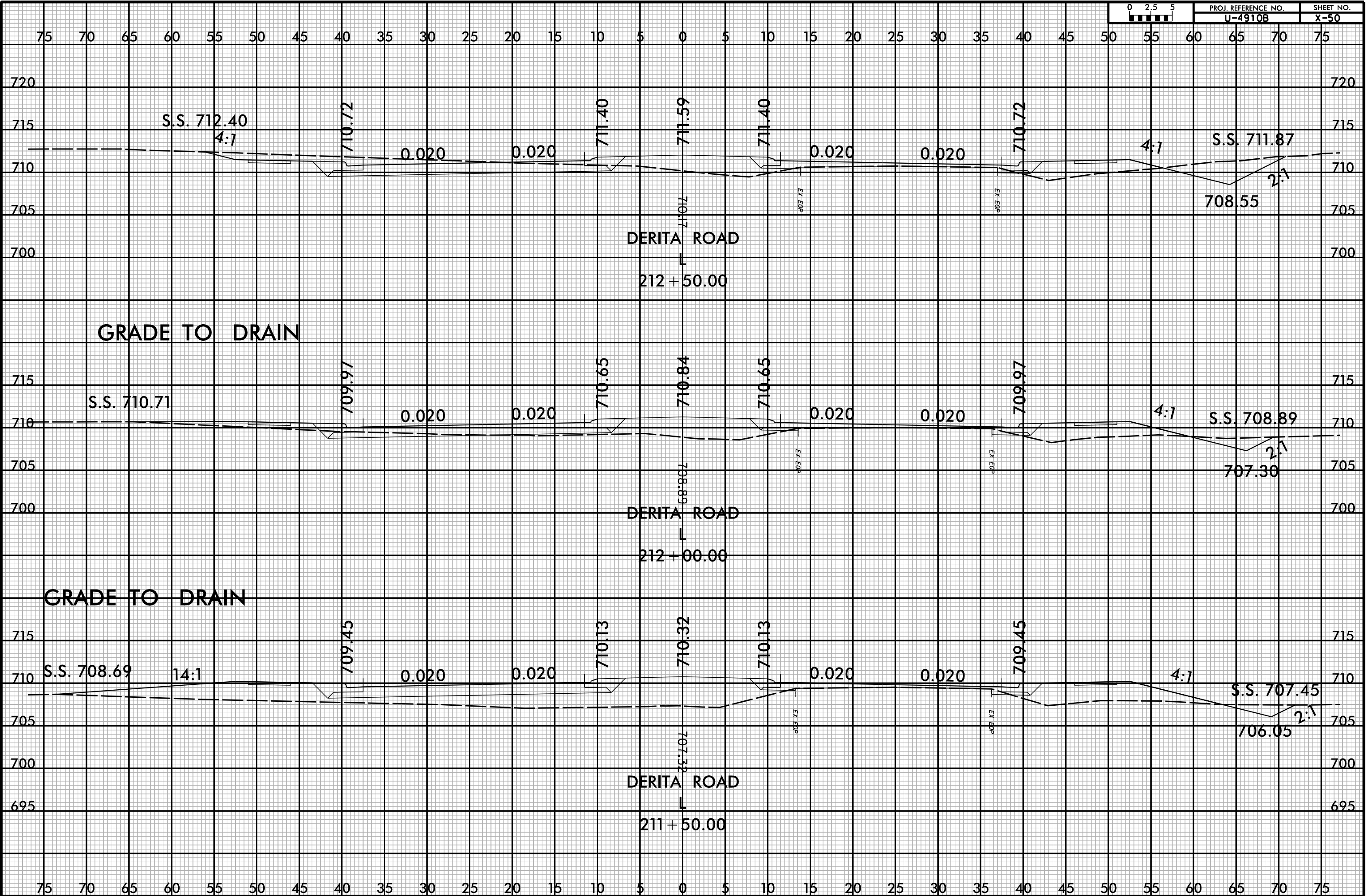
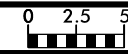
8/23/99

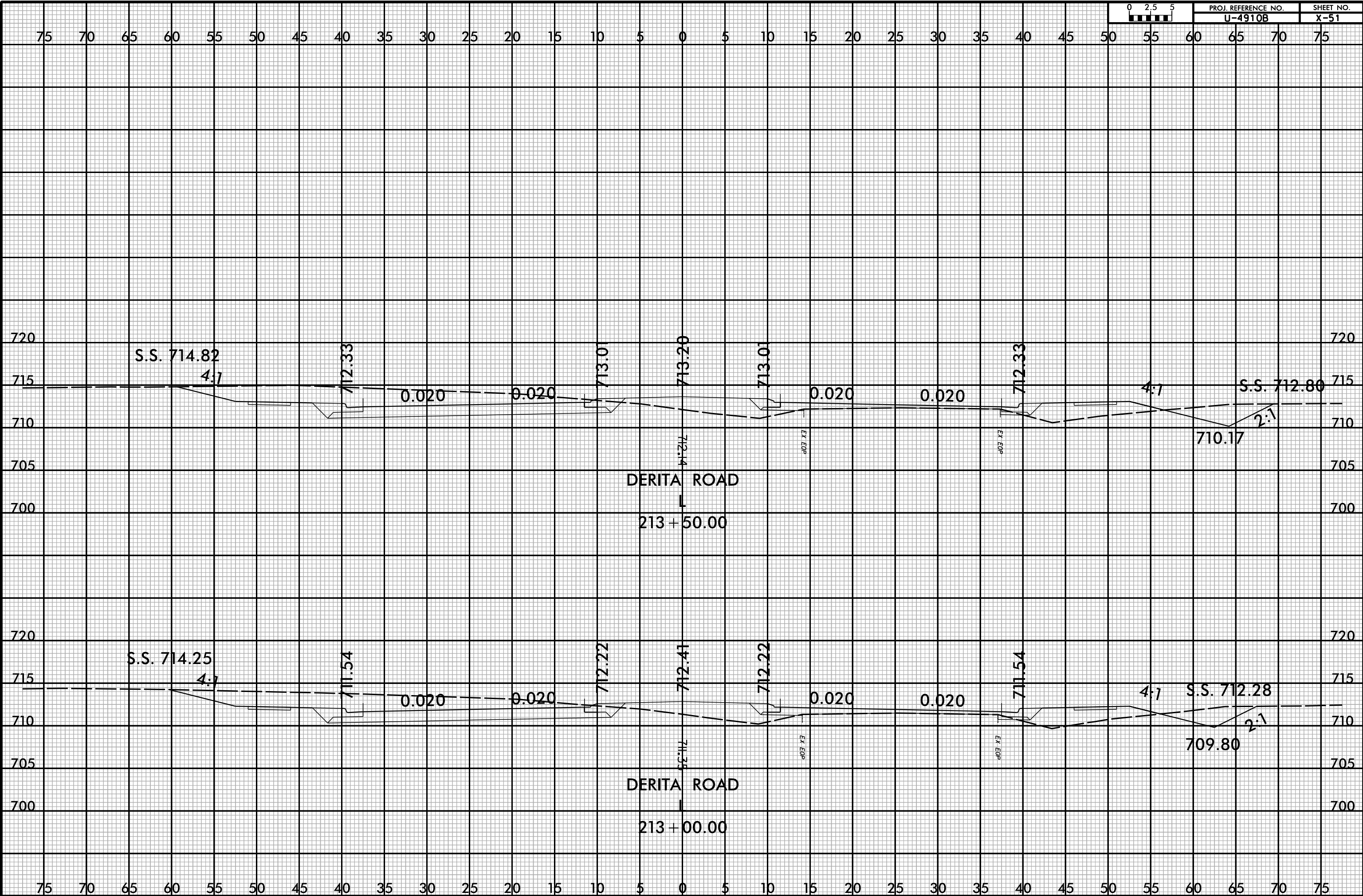
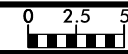


PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-49

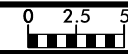


9:22:02 AM
R:\Roadway\XSC\4910_rdy_xpl.L1.plt
sheld



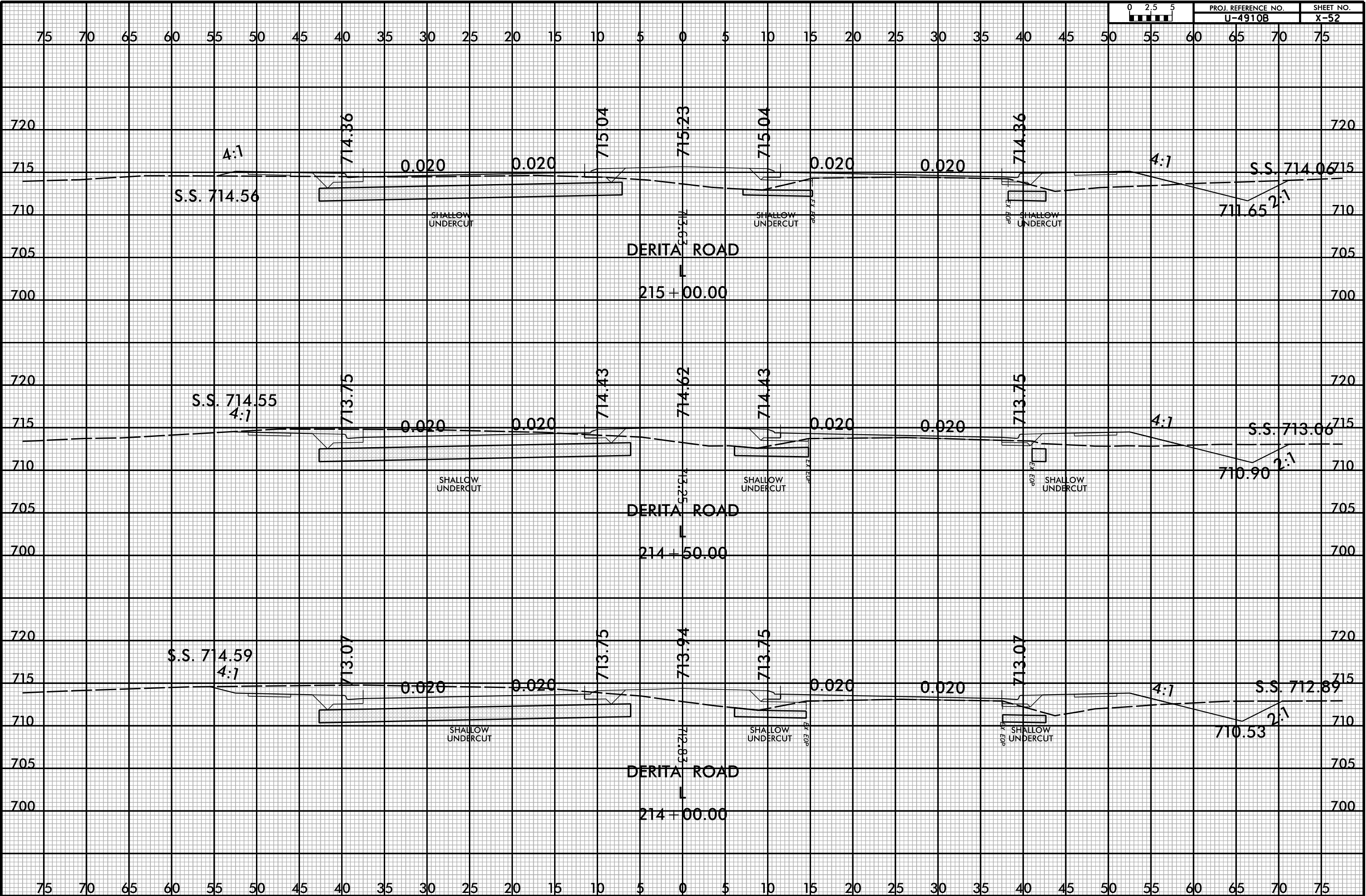


8/23/99



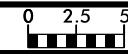
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-52



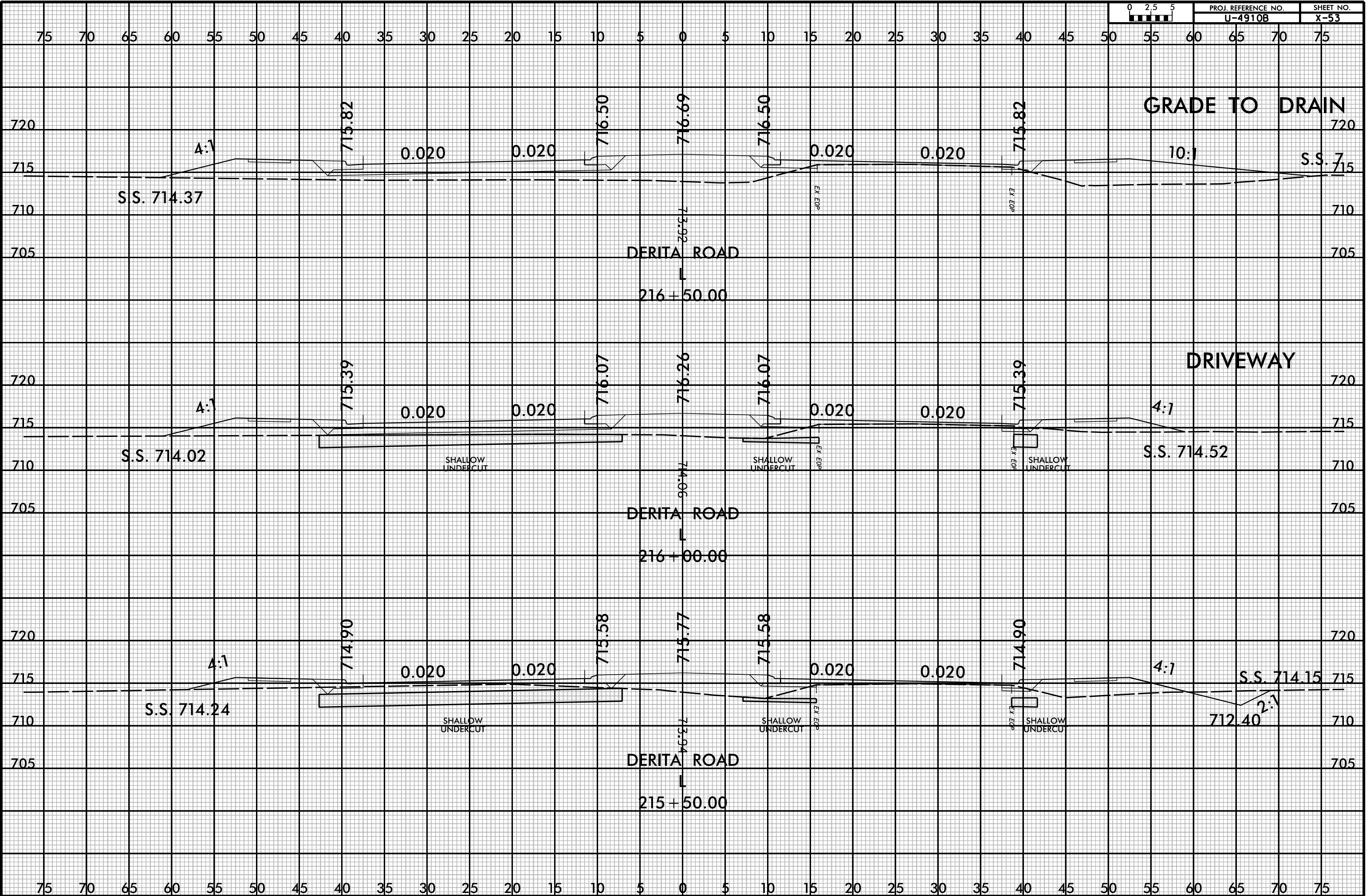
9:23:32 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld

8/23/99

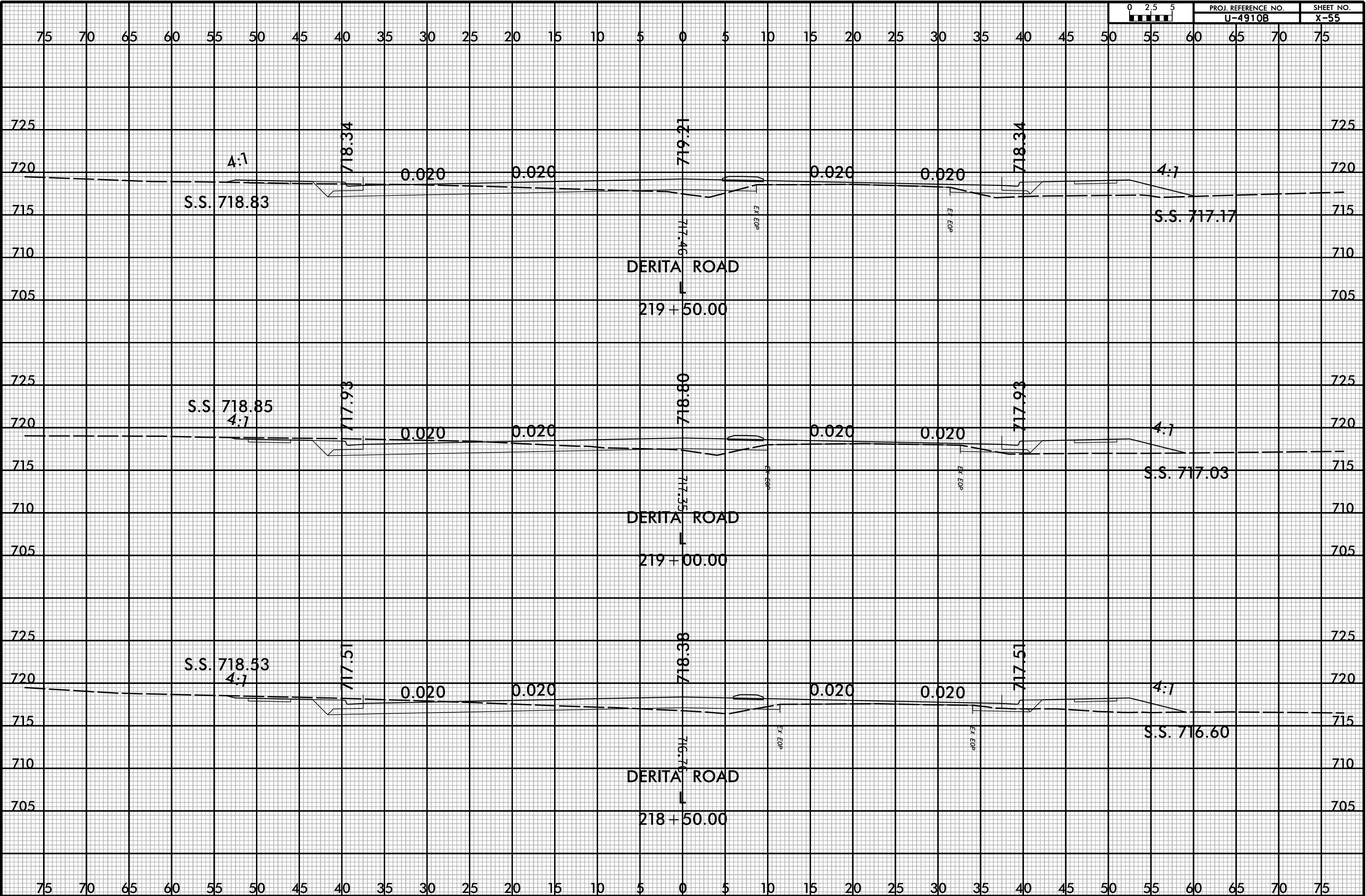
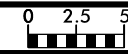


PROJ. REFERENCE NO.
U-4910B

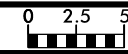
SHEET NO.
X-53



9:22:42 AM
R:\Roadway\XSC\4910_r-dy-xp1.LI.dgn
sheld



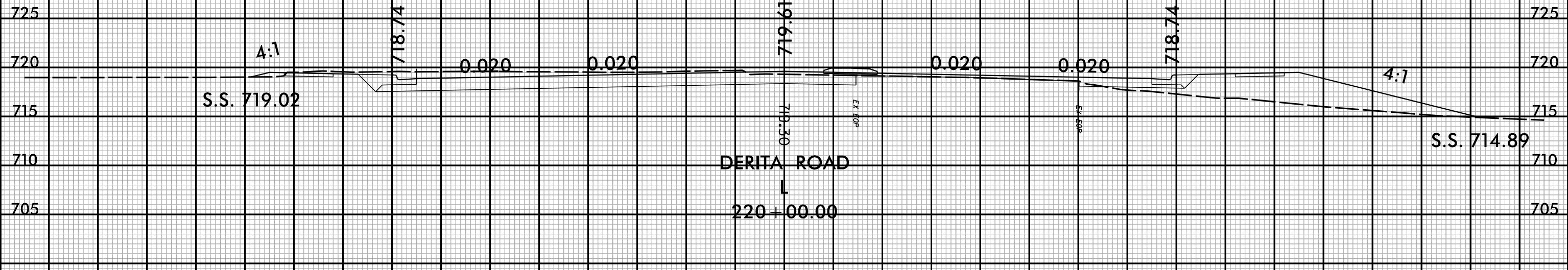
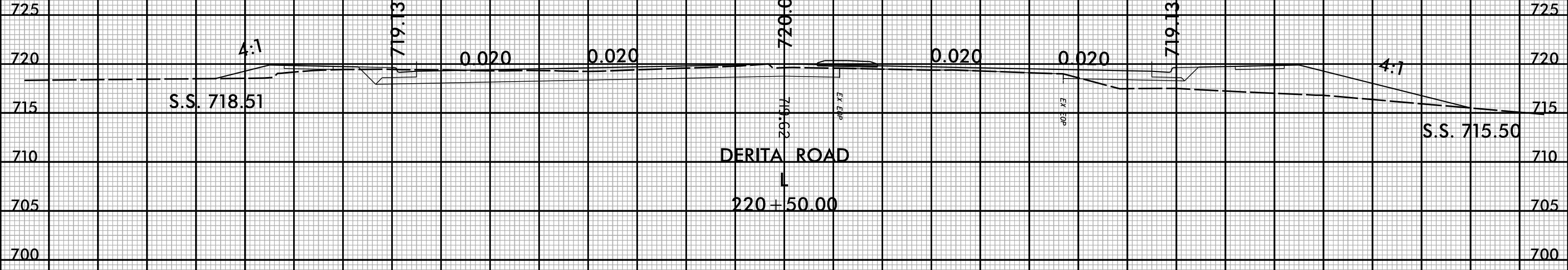
8/23/99



PROJ. REFERENCE NO.
U-4910B

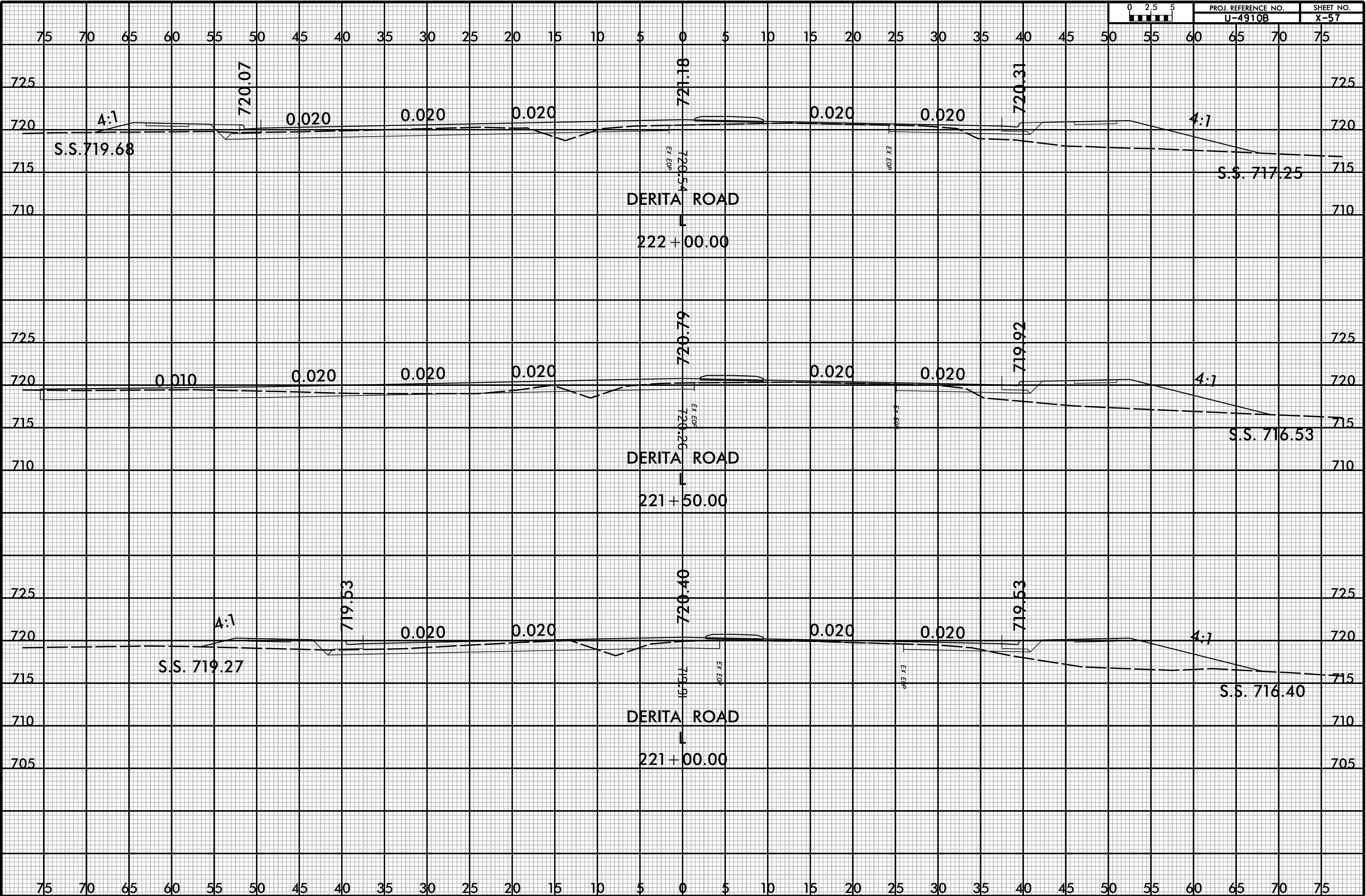
SHEET NO.
X-56

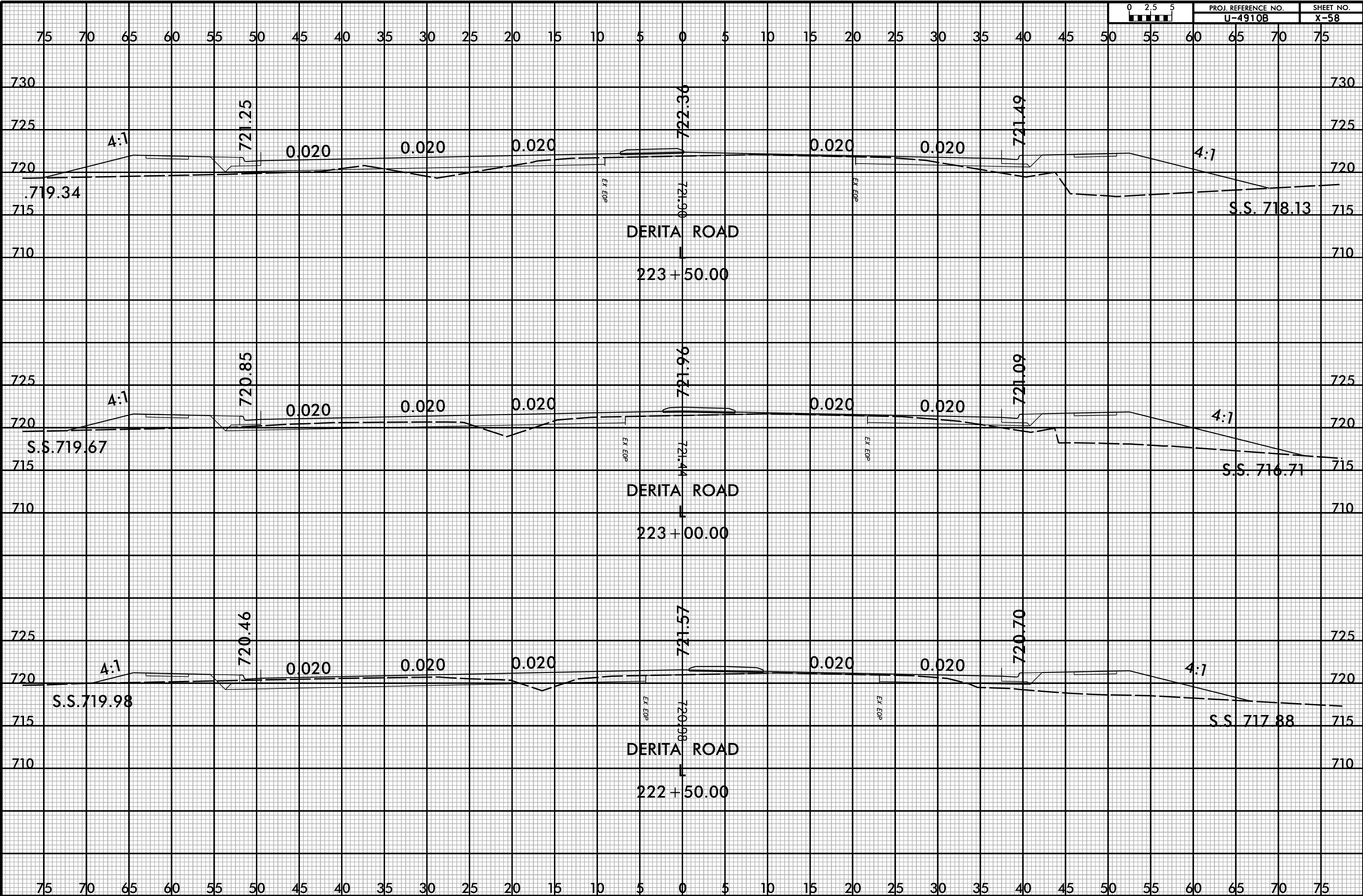
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

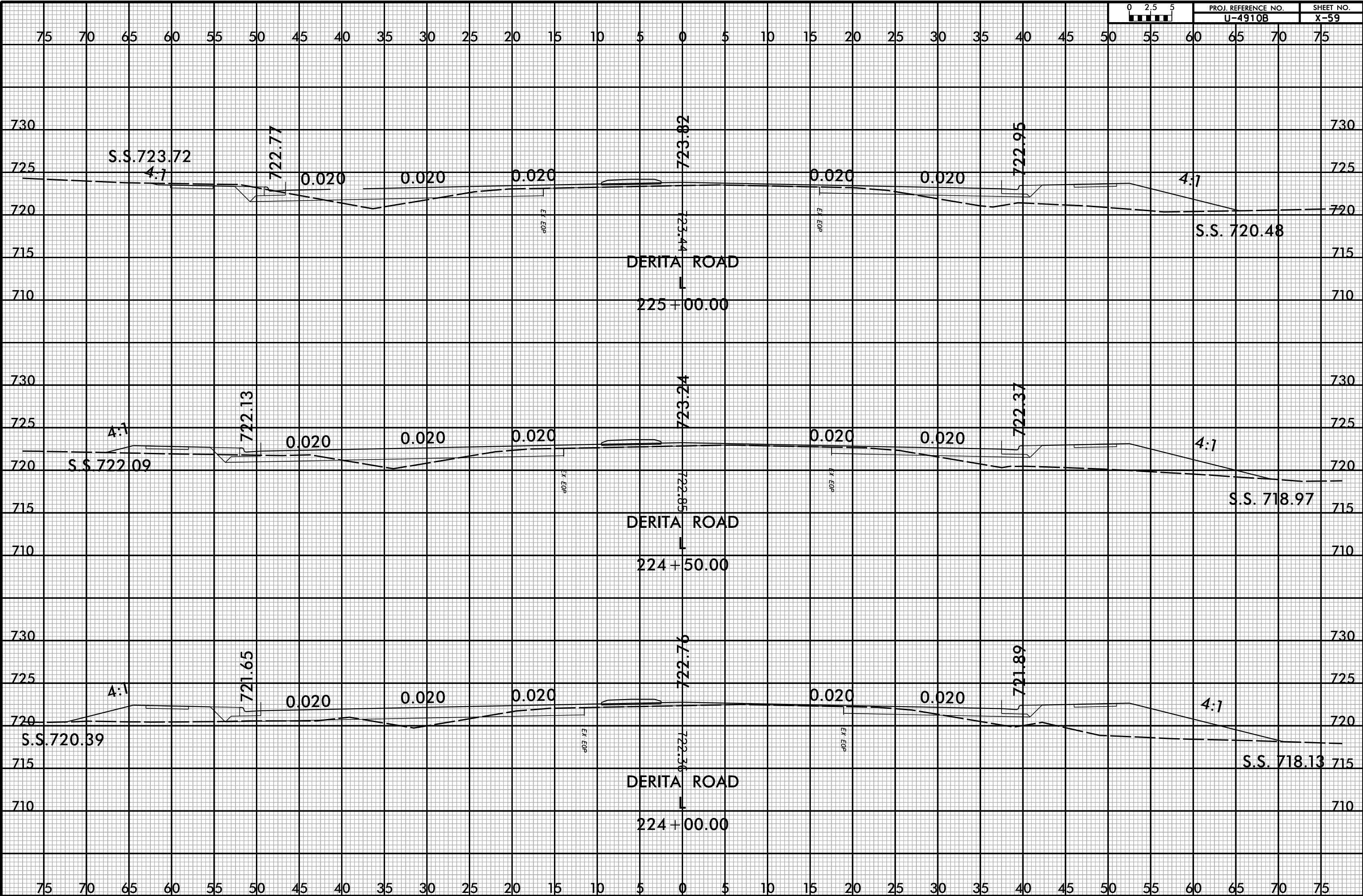
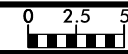


75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

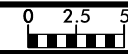
9:23:11 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld





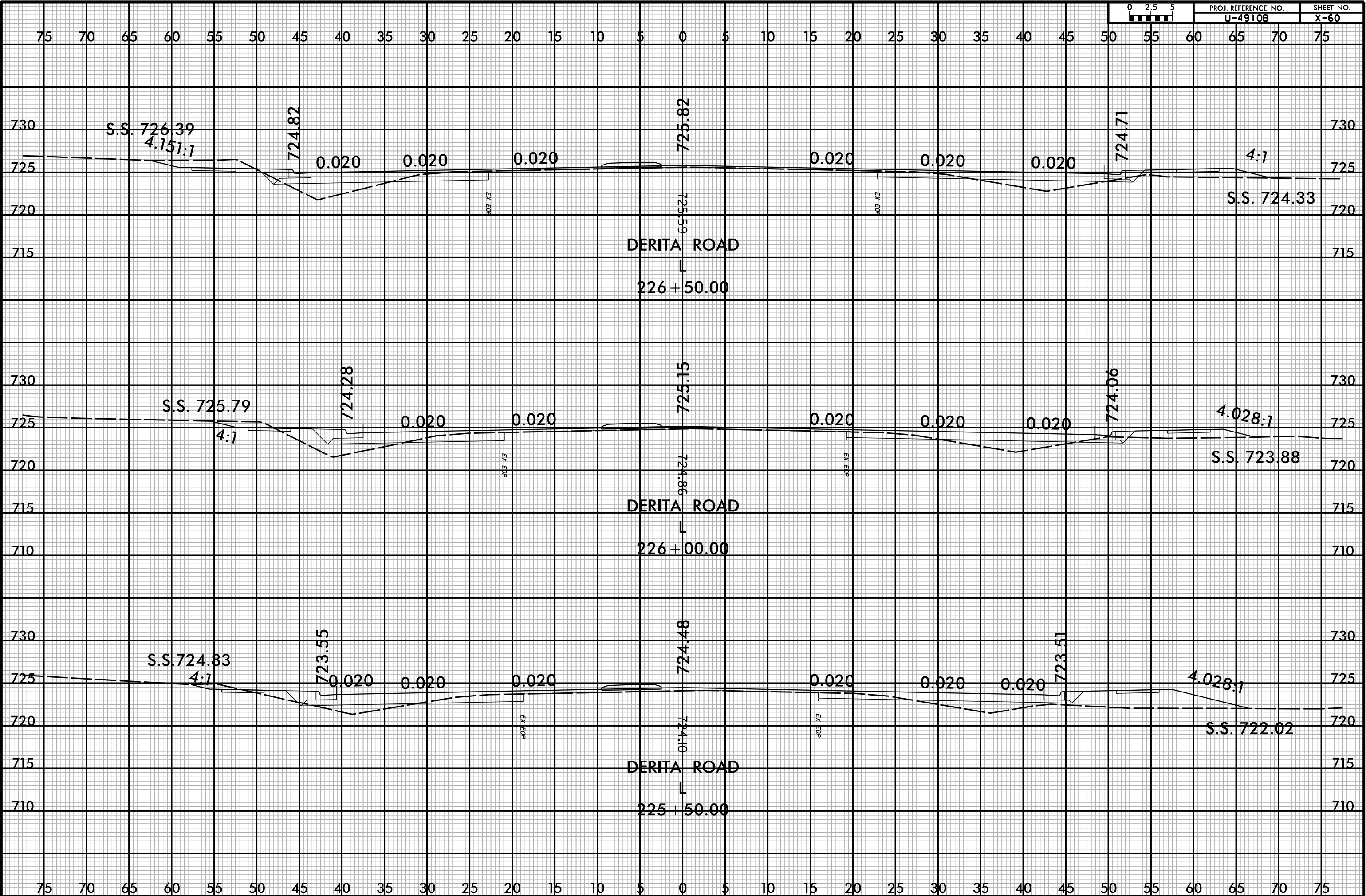


8/23/99

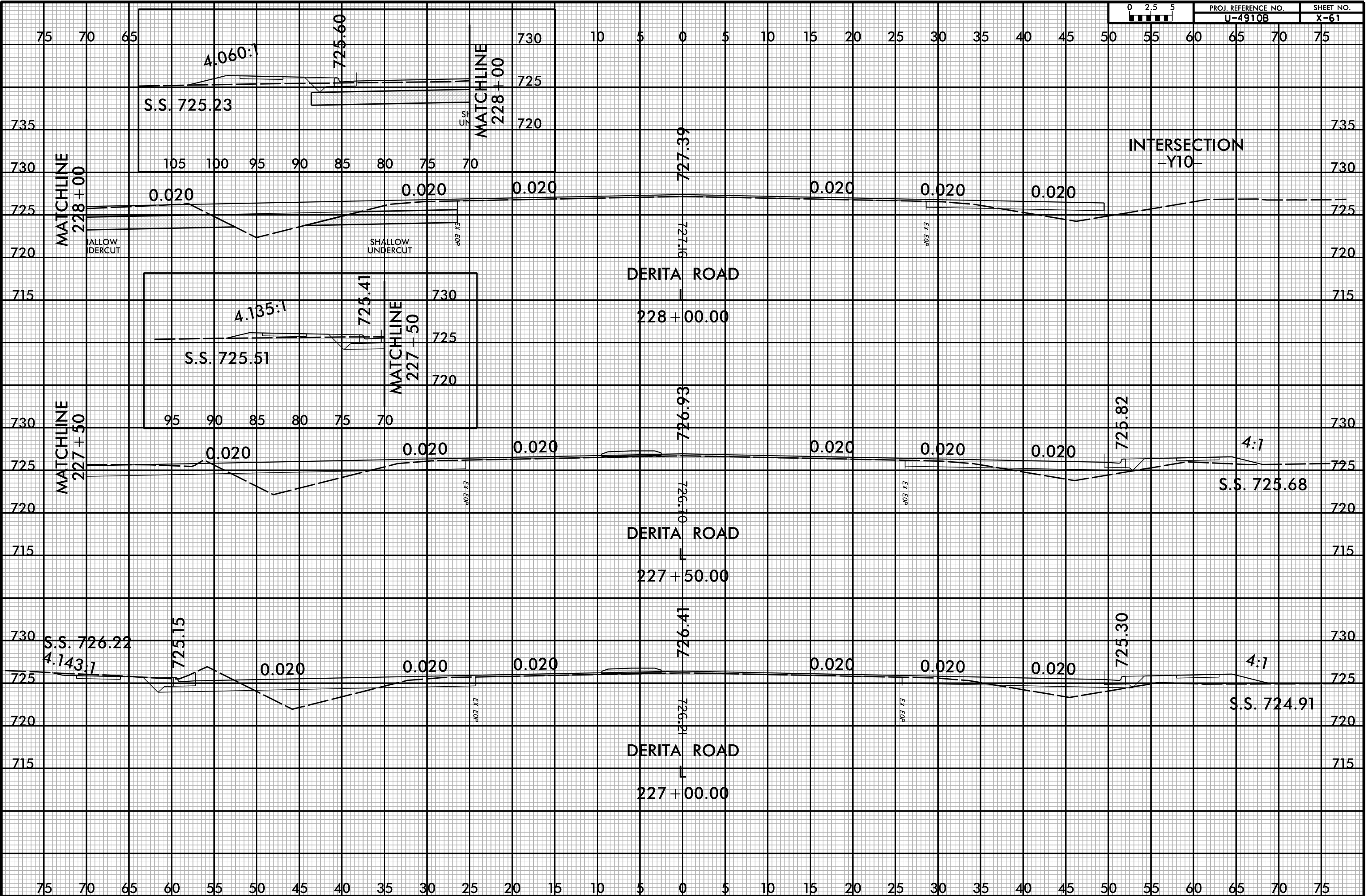
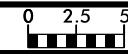


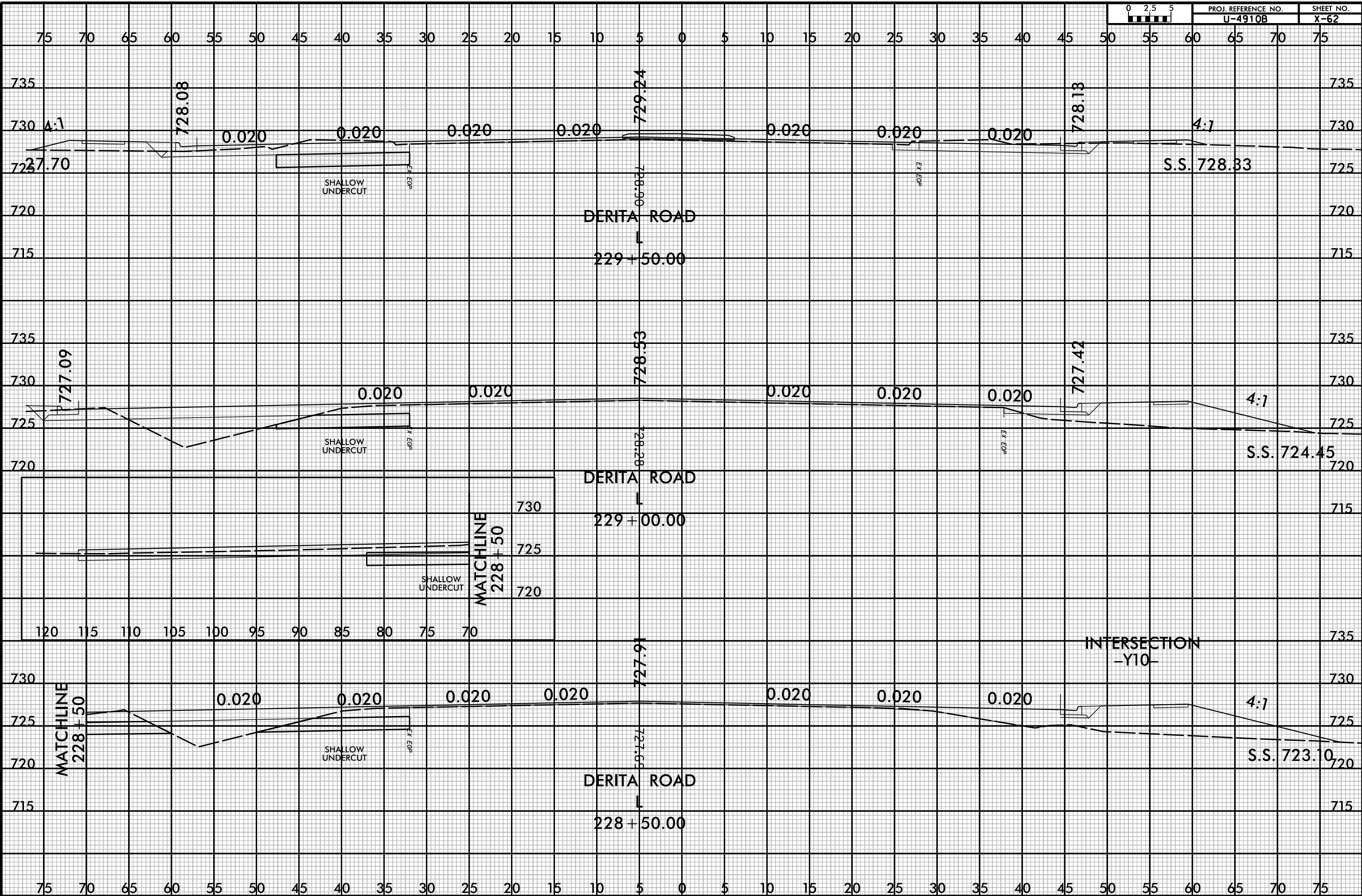
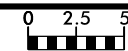
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-60

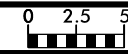


9:23:51 AM
R:\Roadway\XSC\4910B\rdy_xp1.LI.dgn
sheld



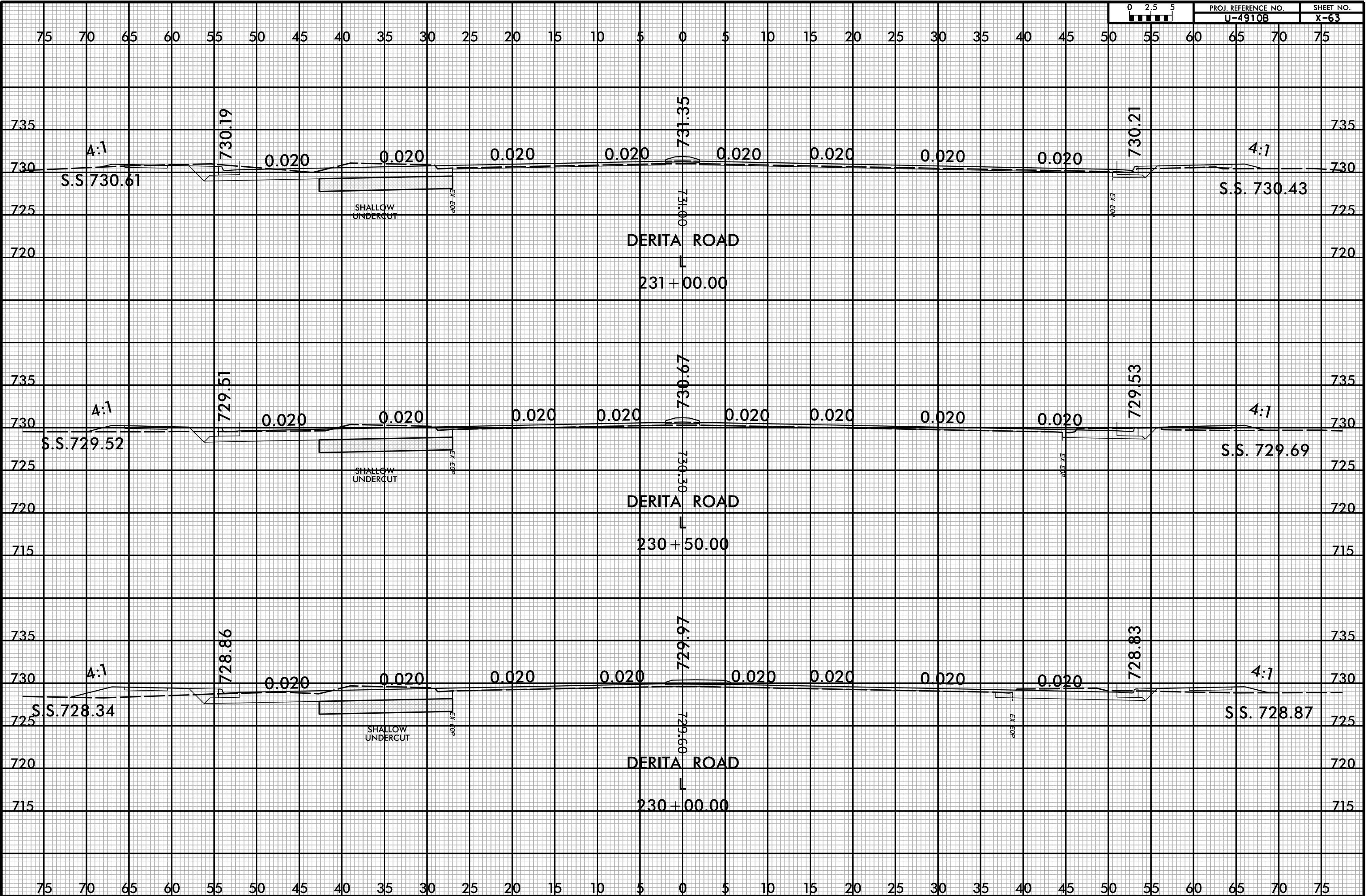


8/23/99



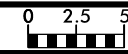
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-63



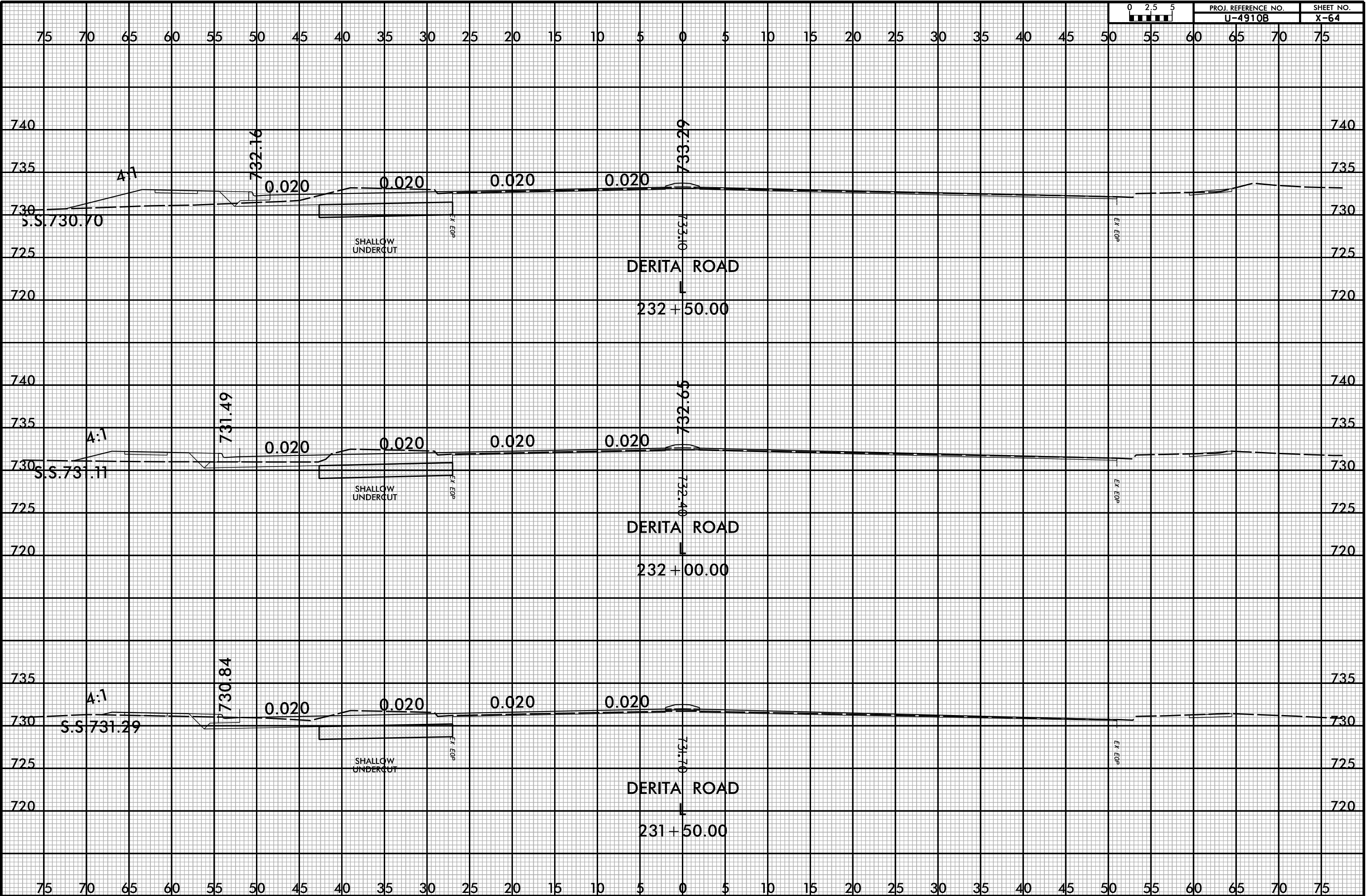
9:24:21 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld

8/23/99

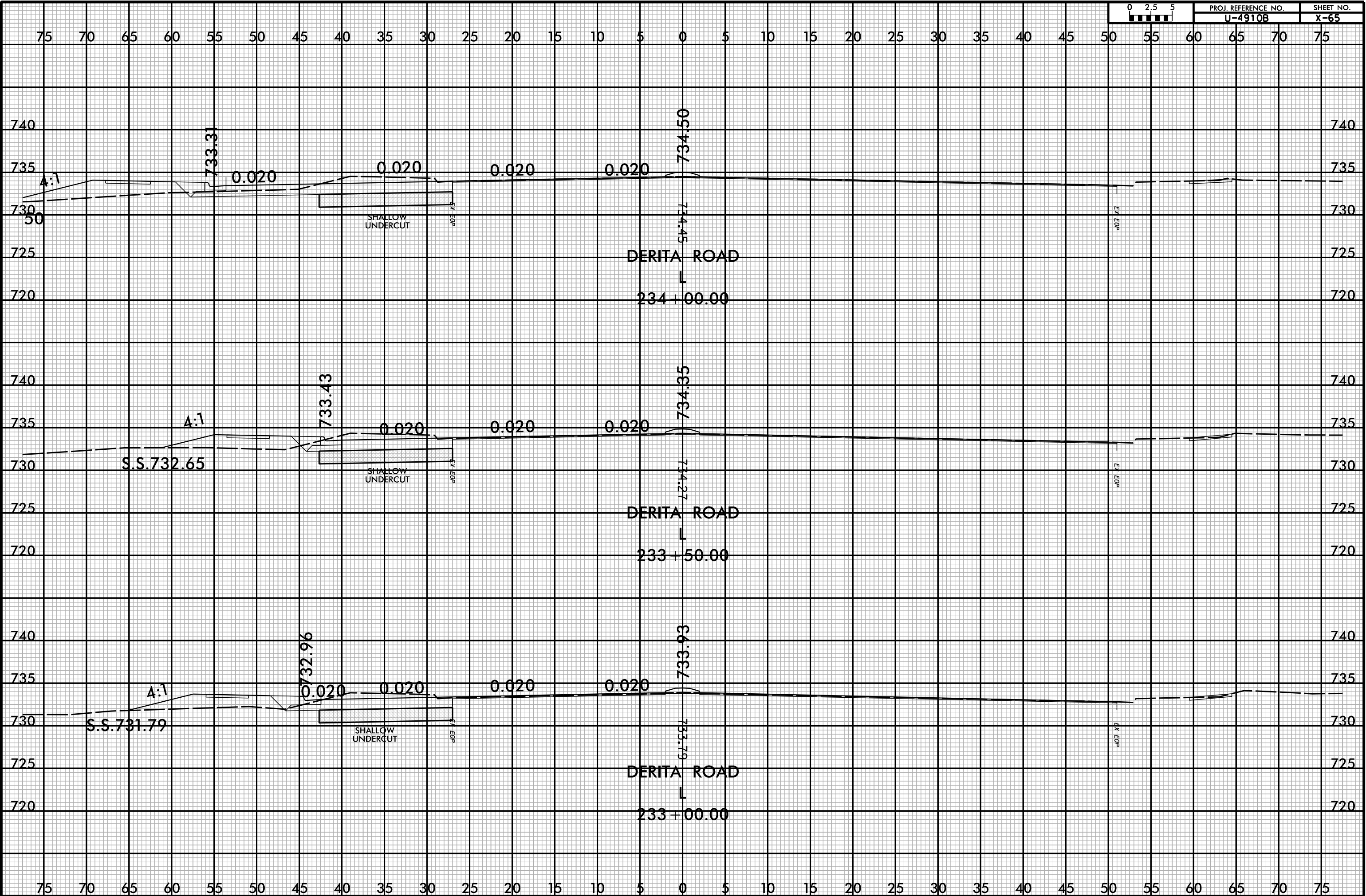


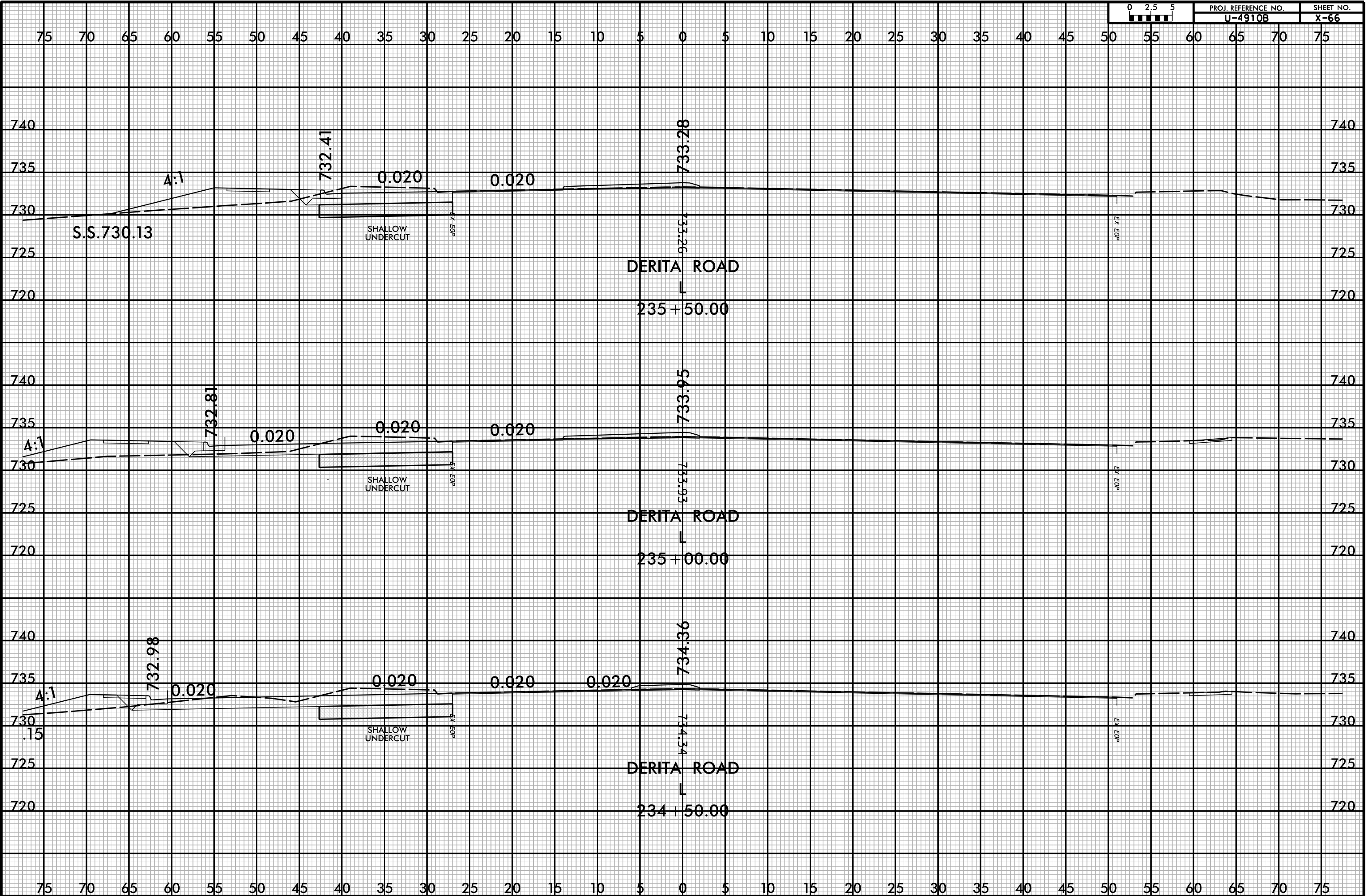
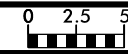
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-64

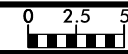


9:24:31 AM
R:\Roadway\XSC\4910_r-dy-xp1.LI.dgn
sheld

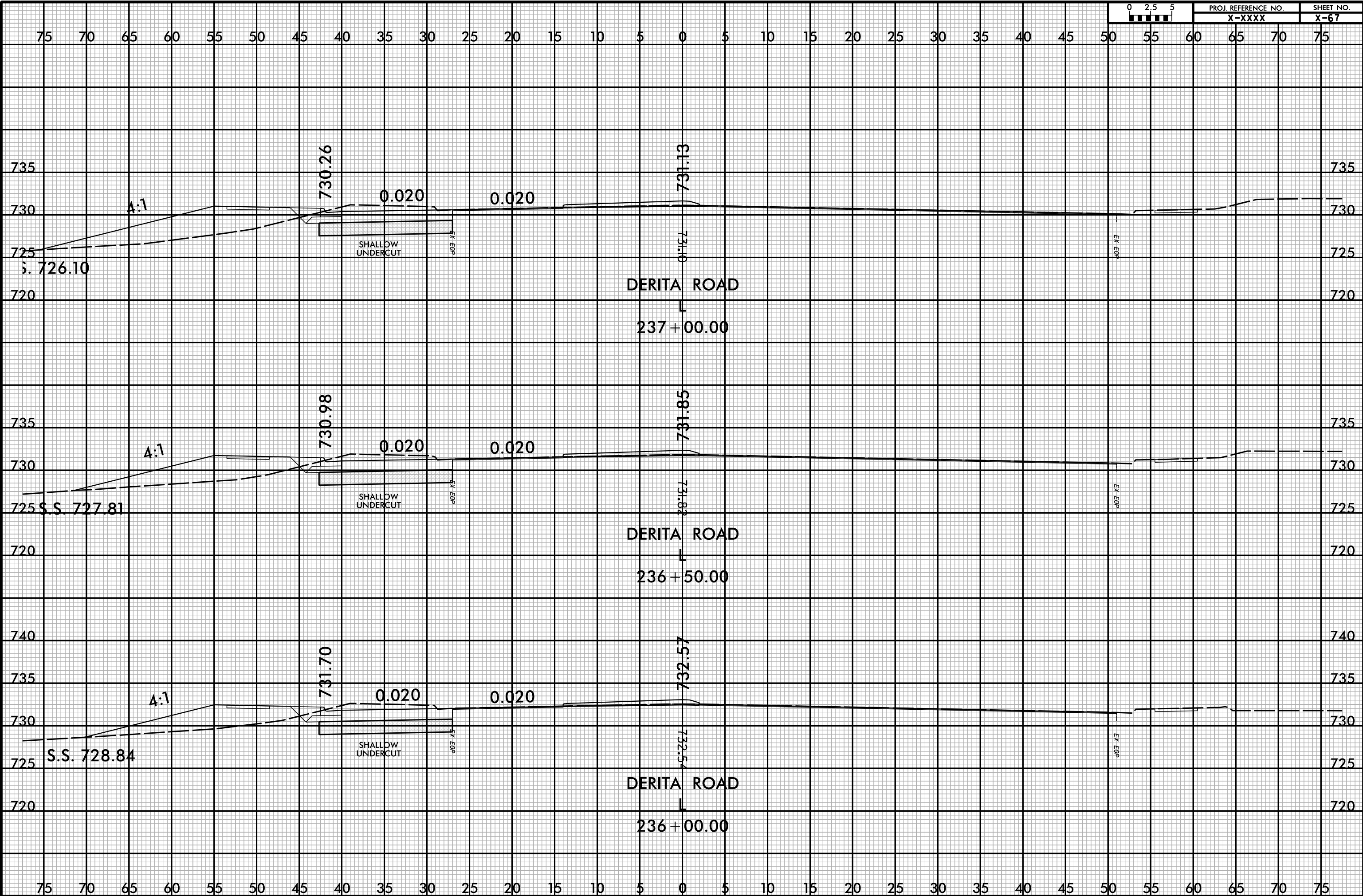




8/23/99

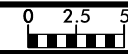


PROJ. REFERENCE NO. X-XXXX	SHEET NO. X-67
-------------------------------	-------------------



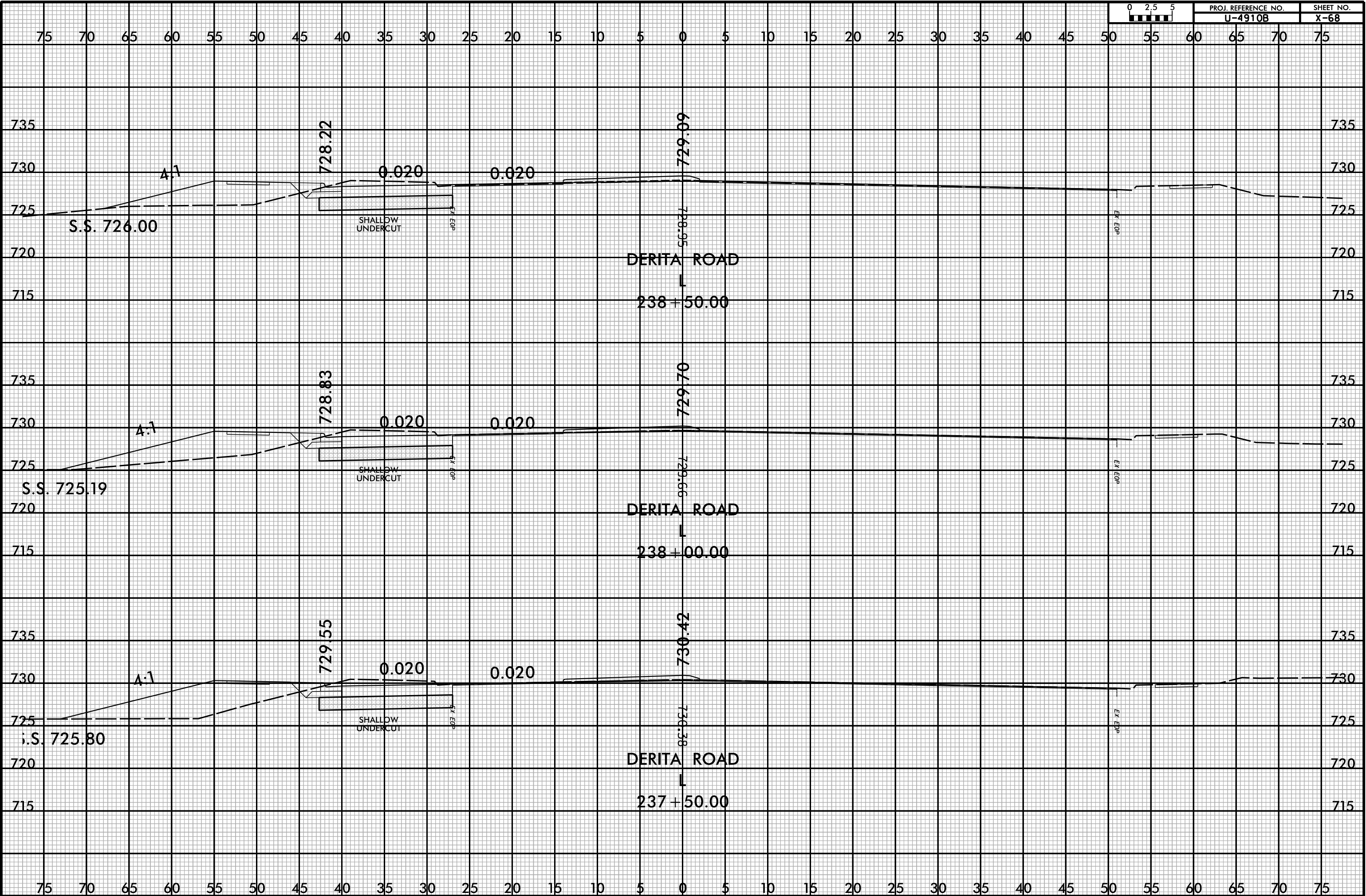
9:25:00 AM
R:\Roadway\XSC\4910_rdy.xpl.L1.dgn
sheld

8/23/99

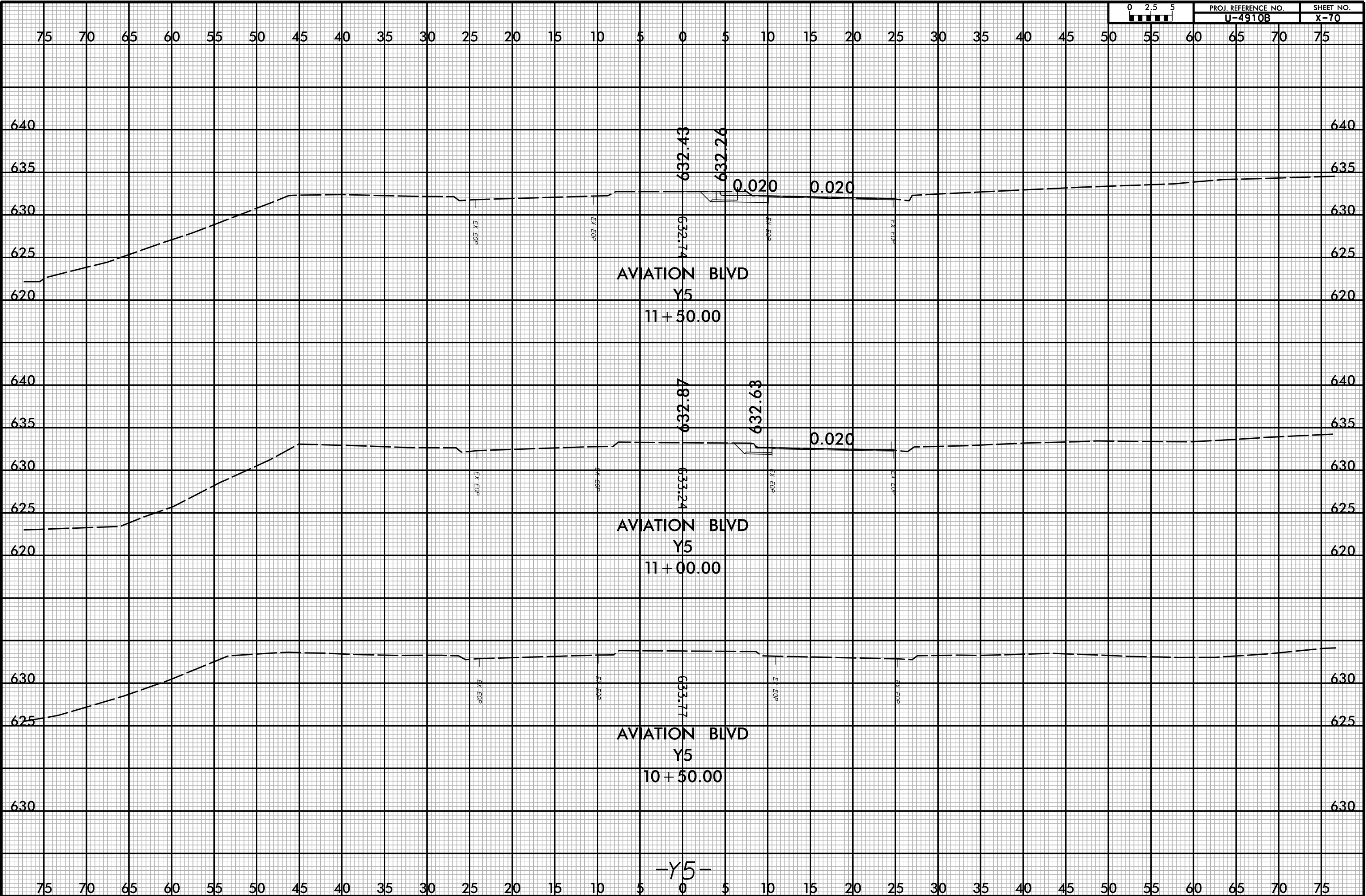


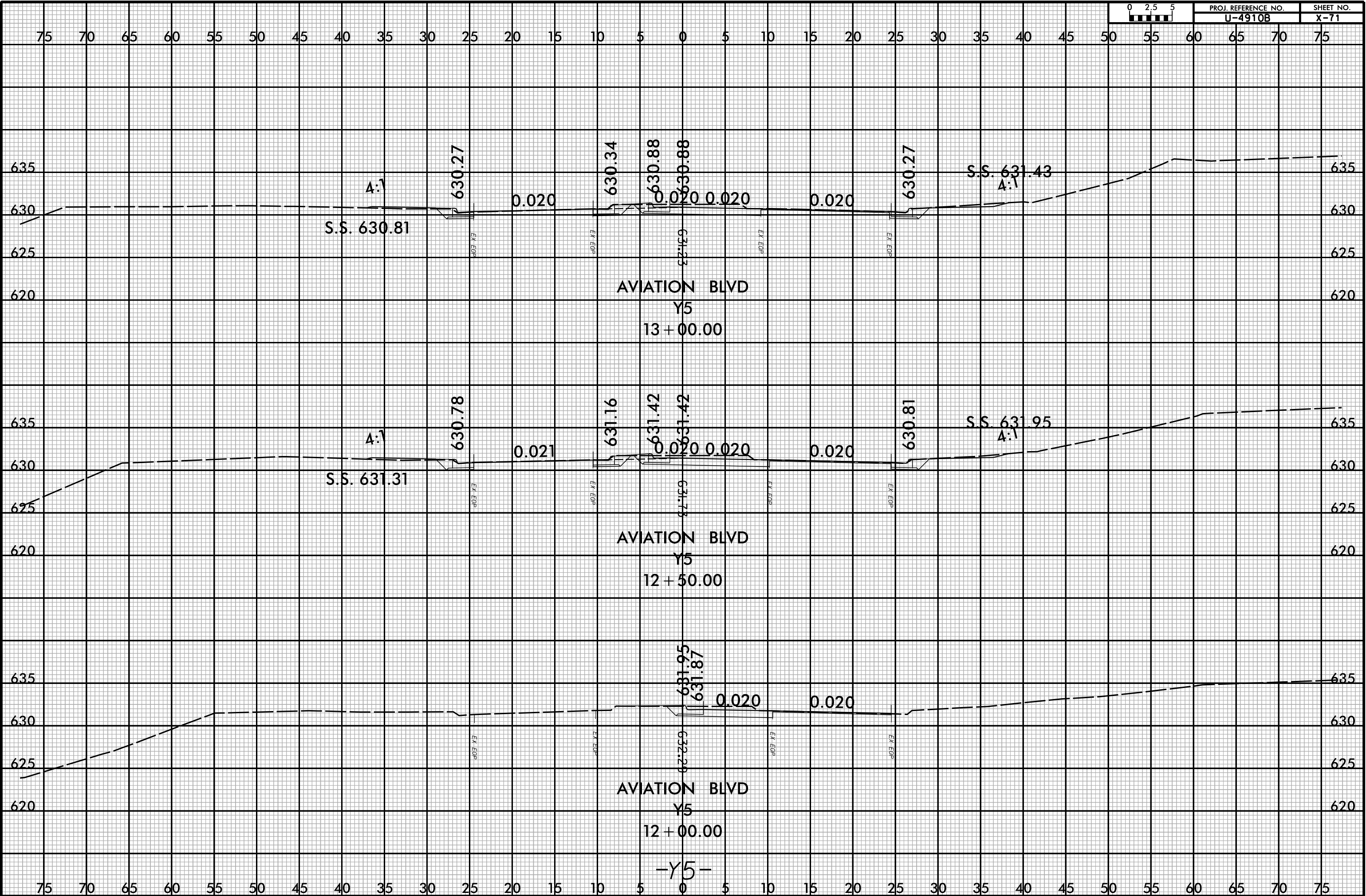
PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-68

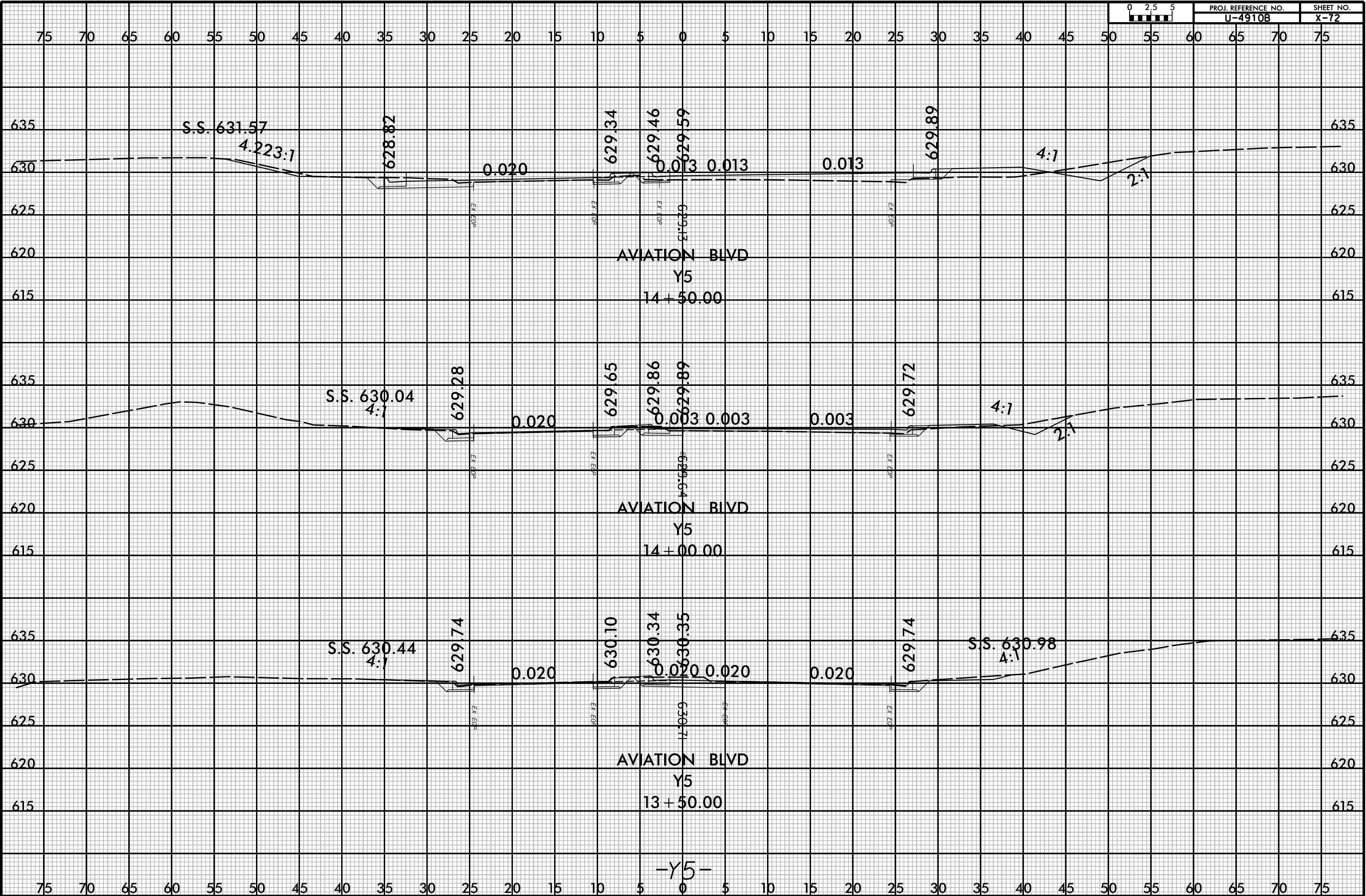


9:25:10 AM
R:\Roadway\XSC\4910_rdy_xp1.LI.dgn
sheld





-Y5-





75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

635 635

630 630

625 625

EA EOP

629.71

628.93

EA EOP

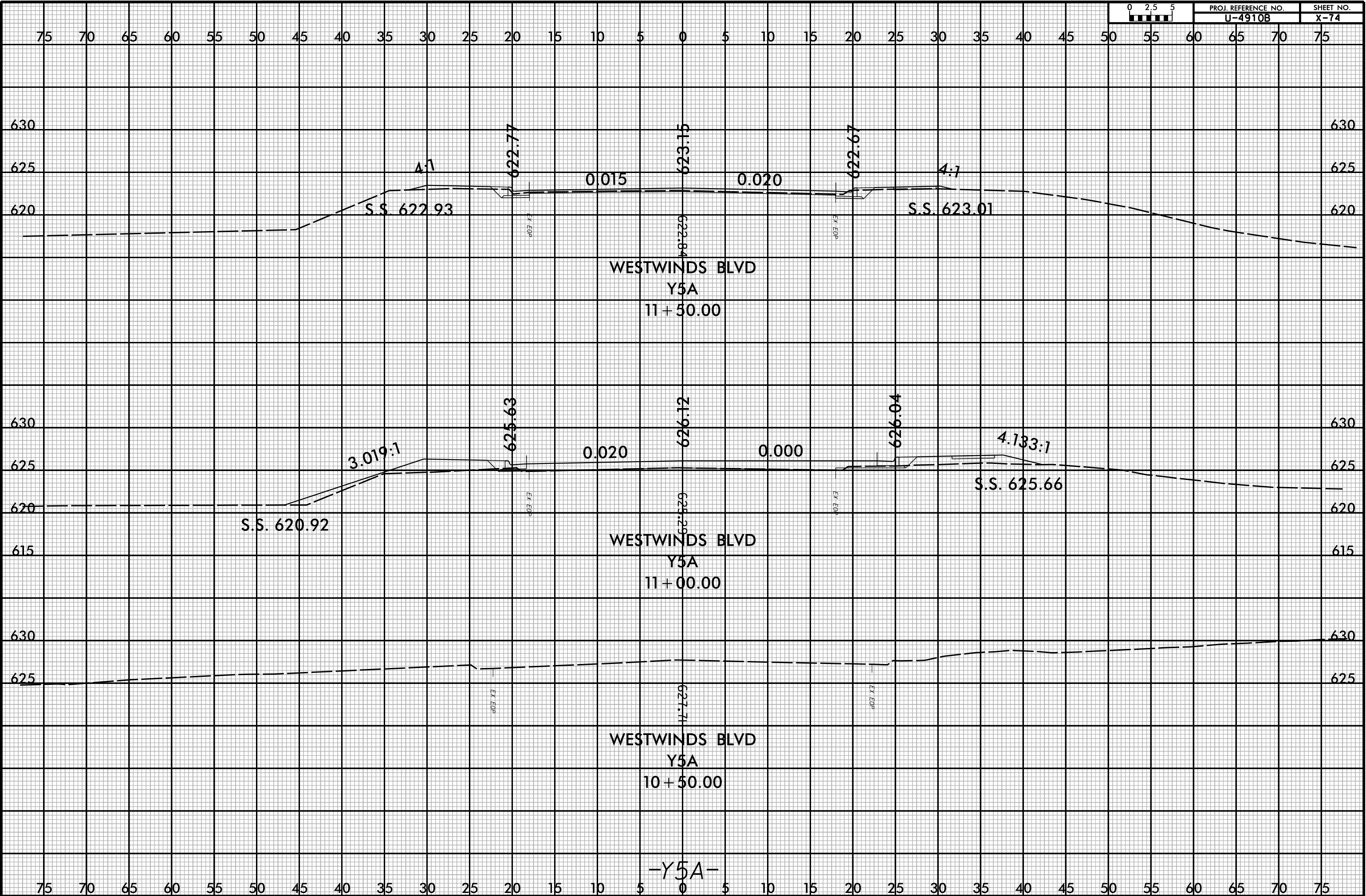
-Y5-

8/23/99



PROJ. REFERENCE NO.
U-4910B

SHEET NO.
X-74



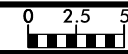
WESTWINDS BLVD
Y5A
11 + 50.00

WESTWINDS BLVD
Y5A
11 + 00.00

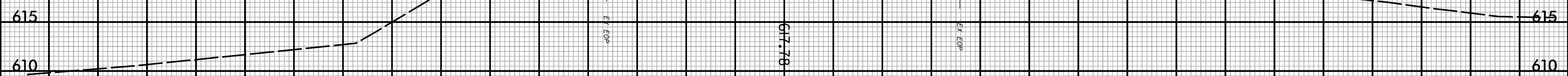
WESTWINDS BLVD
Y5A
10 + 50.00

-Y5A-

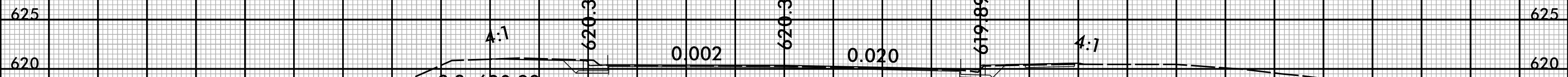
9:25:24 AM
R:\Roadway\XSC\4910_rdy_xp1_Y5A.dgn
sheld



75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

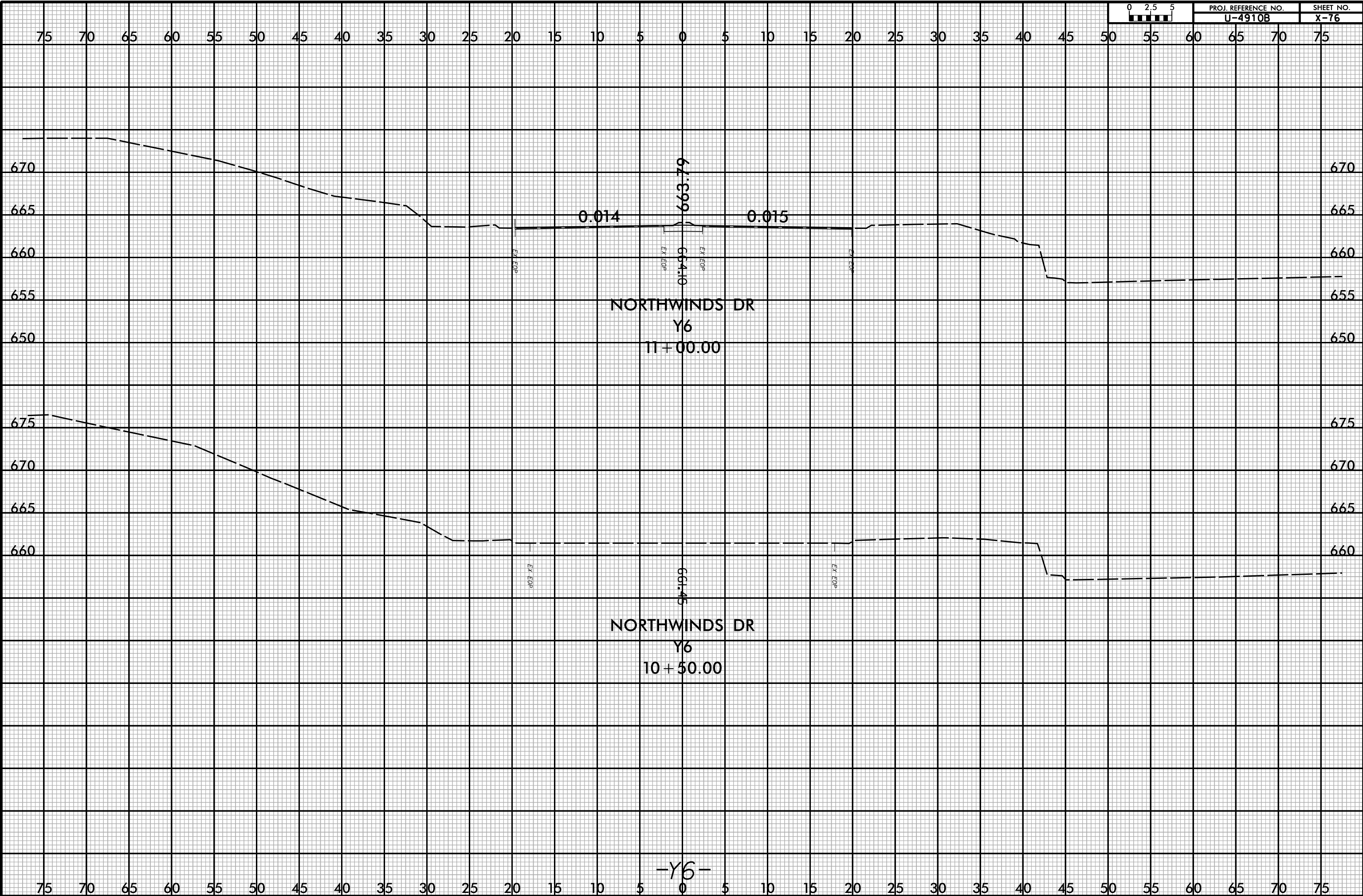
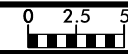


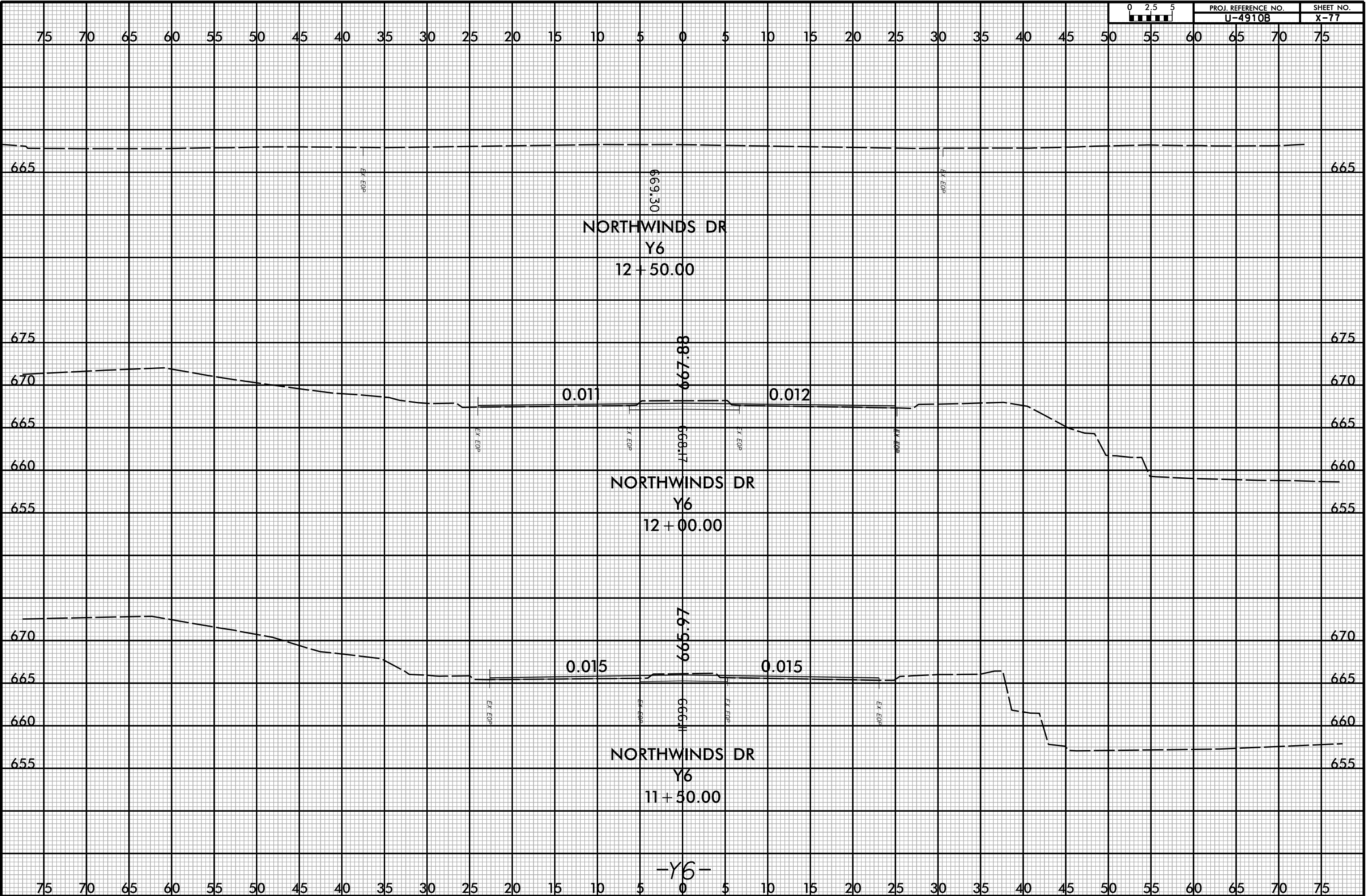
WESTWINDS BLVD
Y5A
12 + 50.00

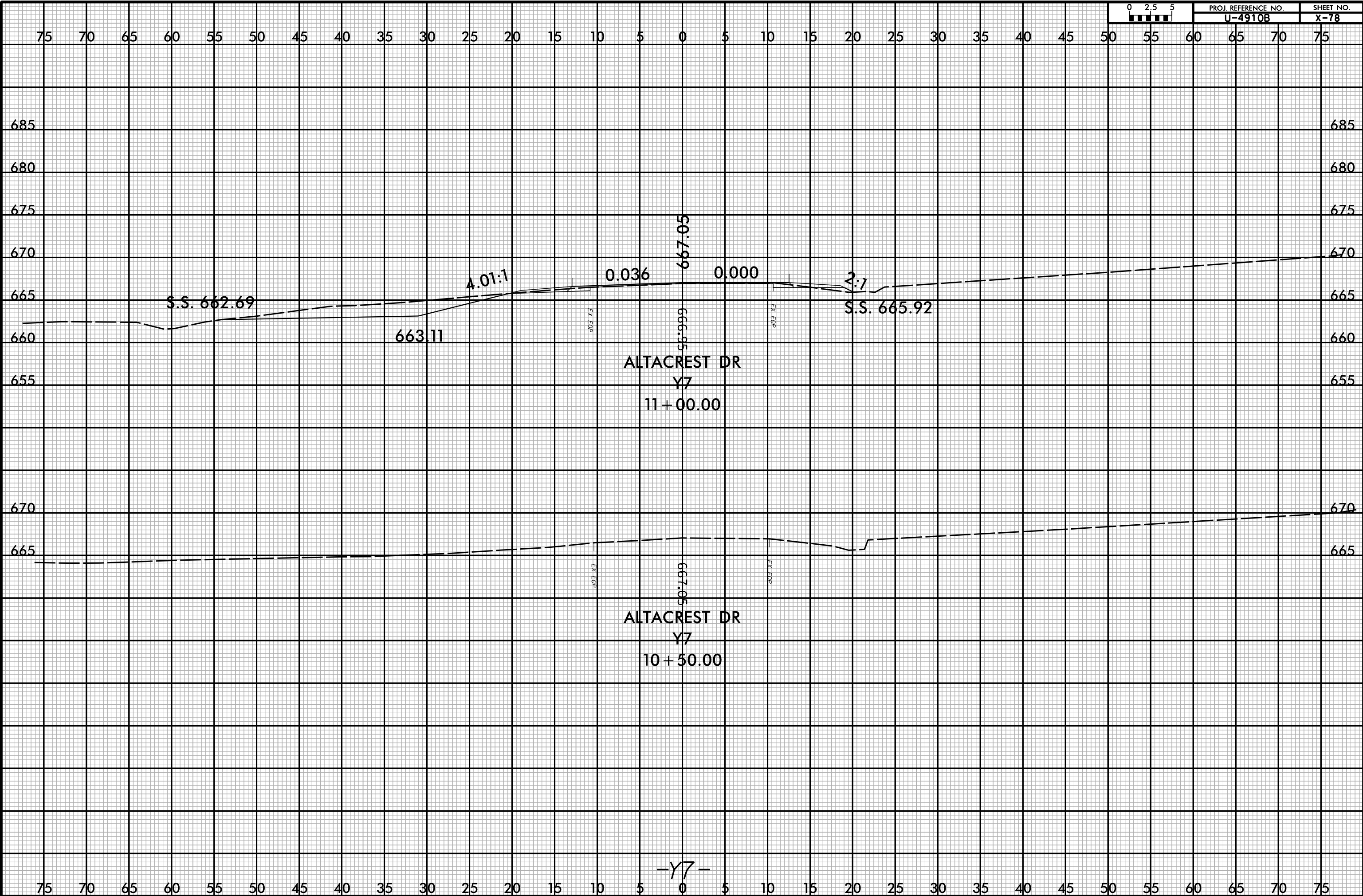
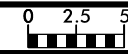


WESTWINDS BLVD
Y5A
12 + 00.00

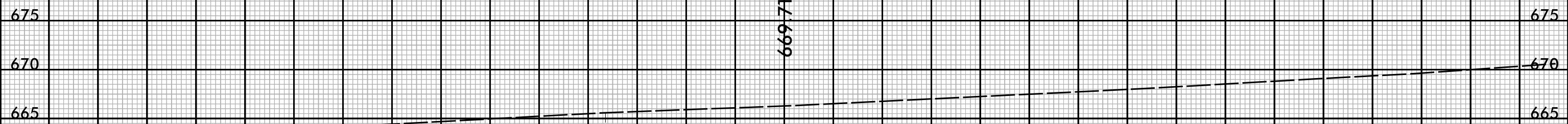
-Y5A-



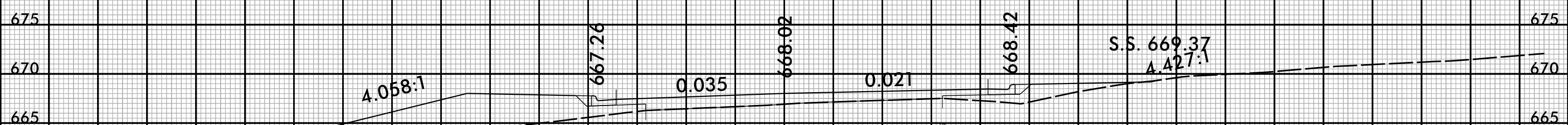




75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



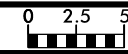
ALTACREST DR
Y7
12+00.00



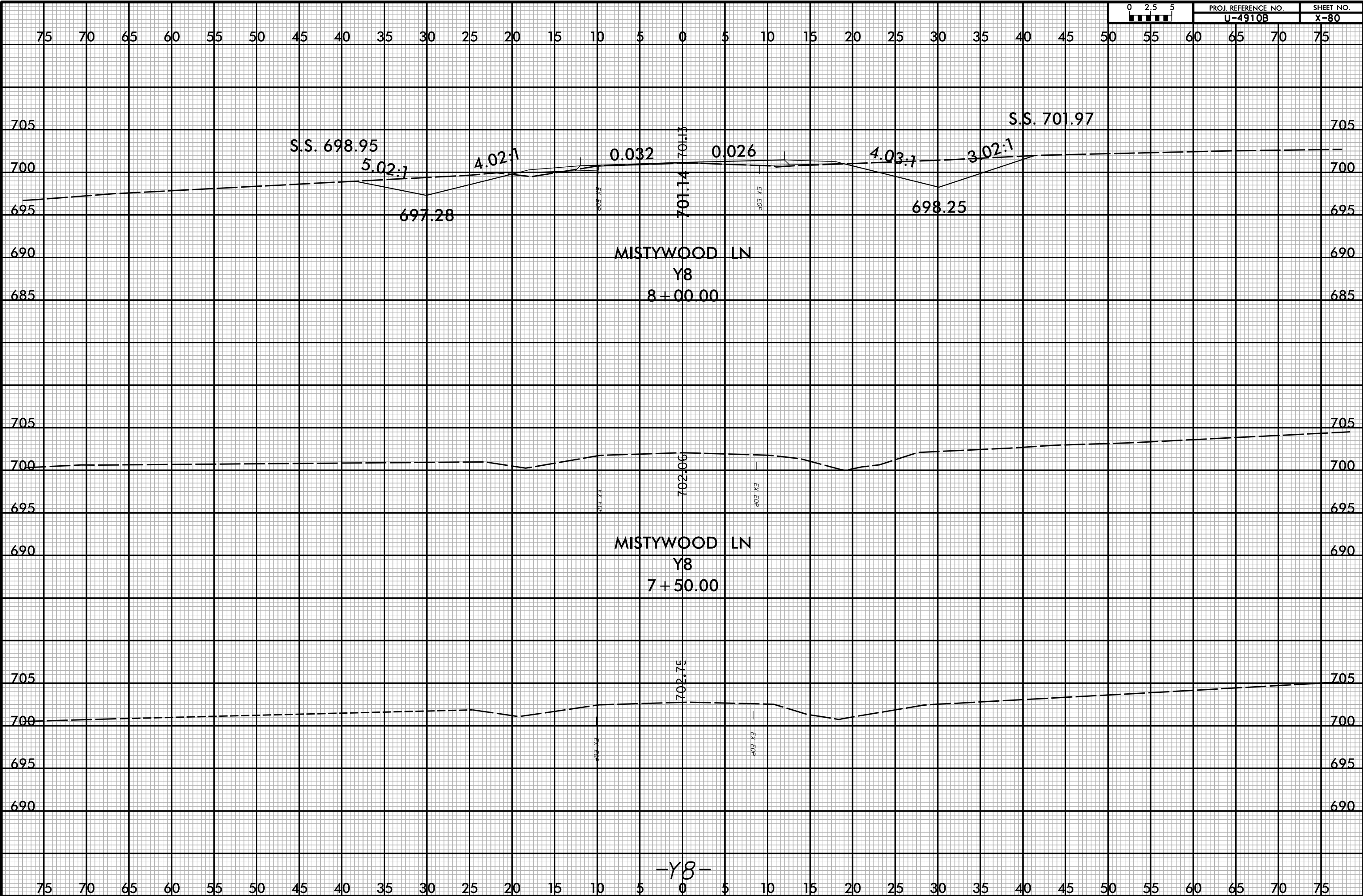
ALTACREST DR
Y7
11+50.00

-Y7-

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-80



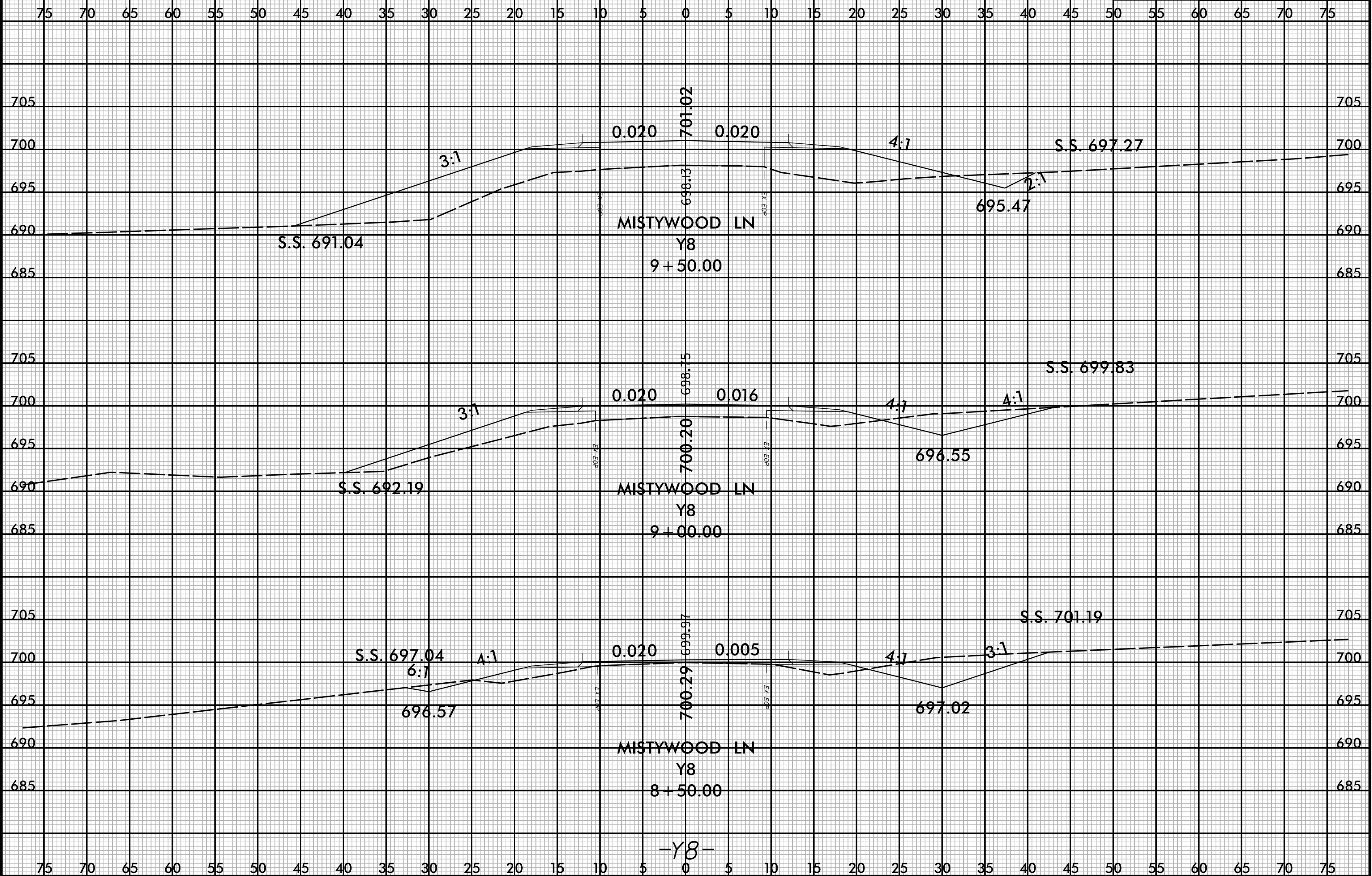
9:25:27 AM
R:\Roadway\XSC\4910_rdy_xp1_y8.dgn
sheld

8/23/99



PROJ. REFERENCE NO.
U-4910B

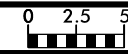
SHEET NO.
X-81



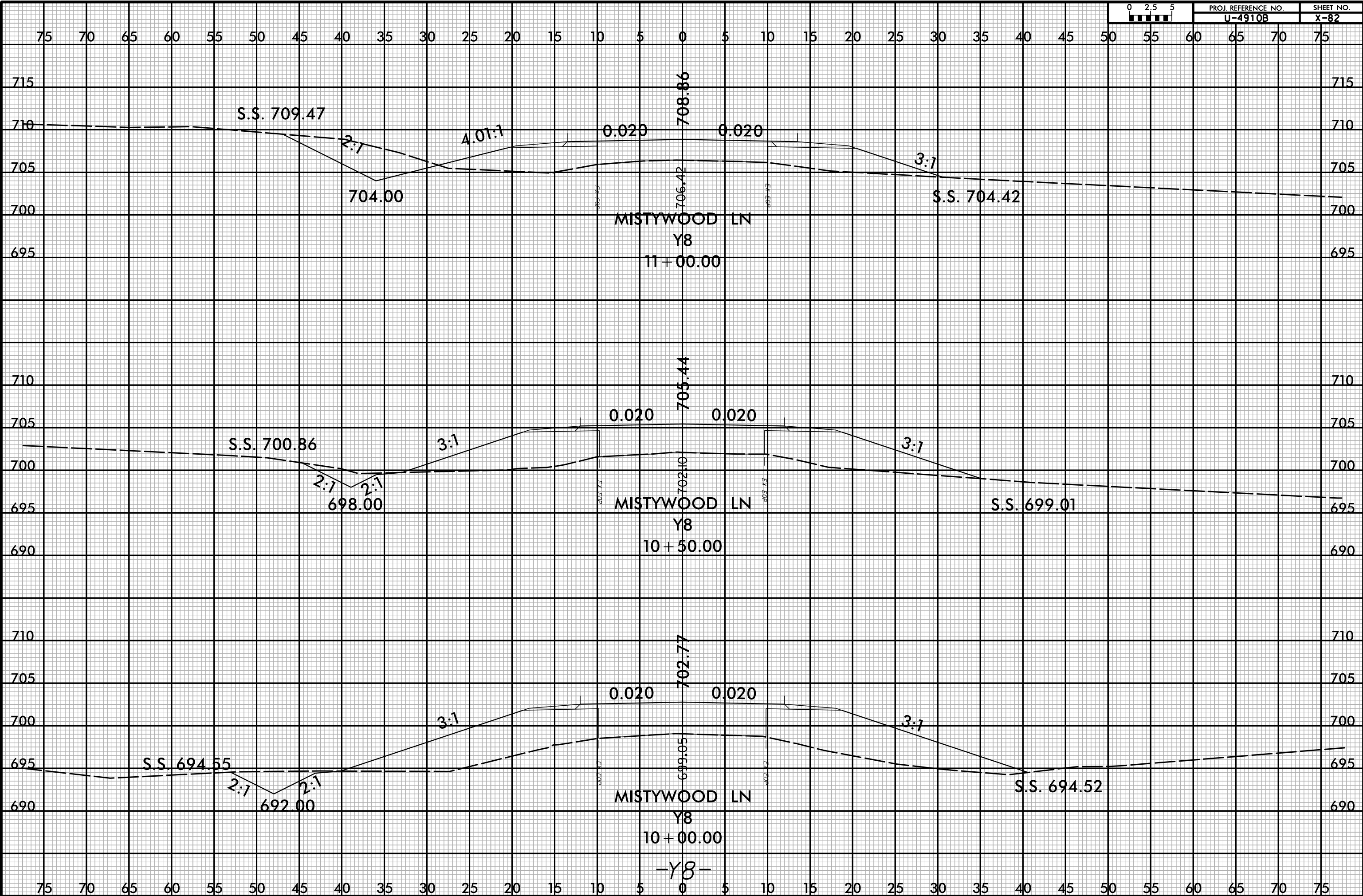
9:25:27 AM
R:\Roadway\XSC\4910_rdy_xp1_y8.dgn
sheld

-Y8-

8/23/99

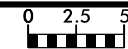


PROJ. REFERENCE NO.	SHEET NO.
U-4910B	X-82



9:25:27 AM
R:\Roadway\XSC\4910_rdy_xp1_y8.dgn
sheld

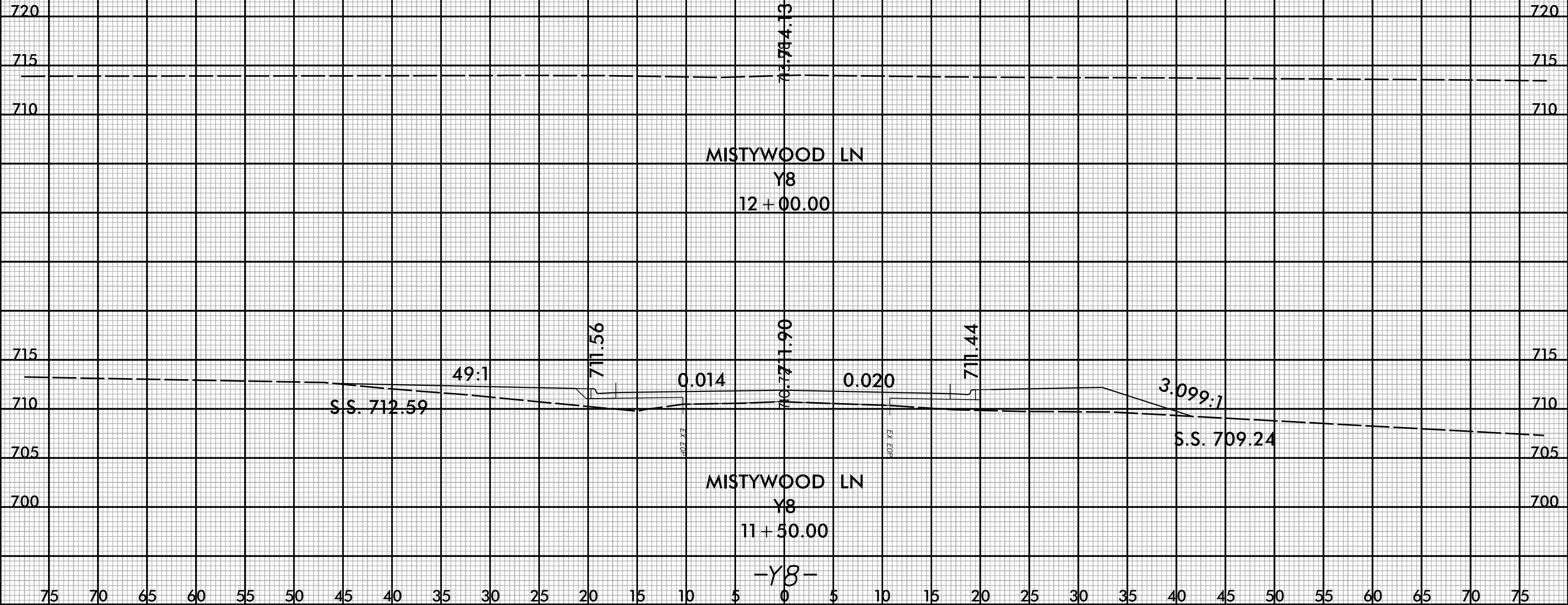
8/23/99



PROJ. REFERENCE NO.
U-4910B

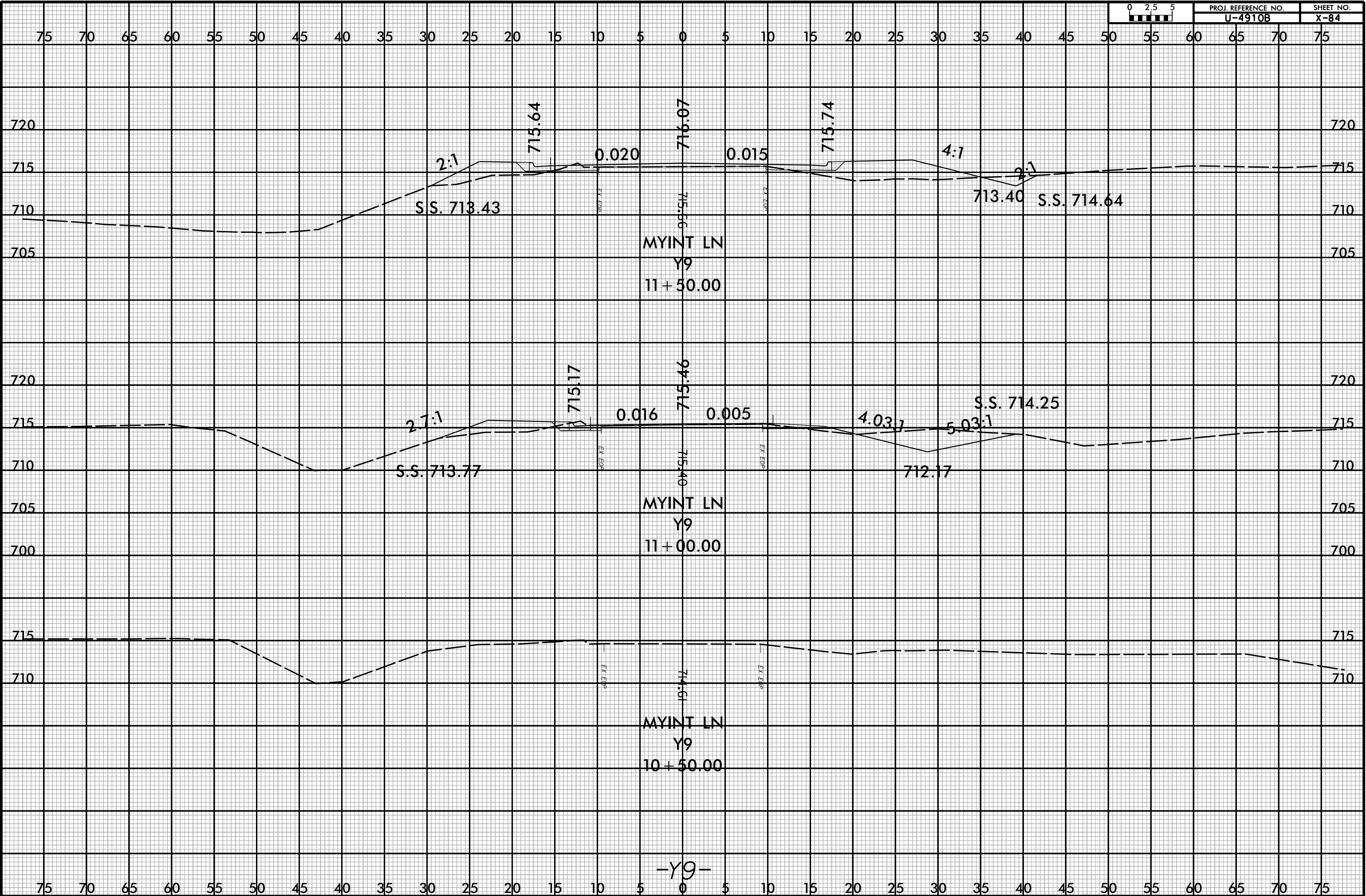
SHEET NO.
X-83

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

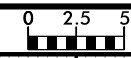


75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

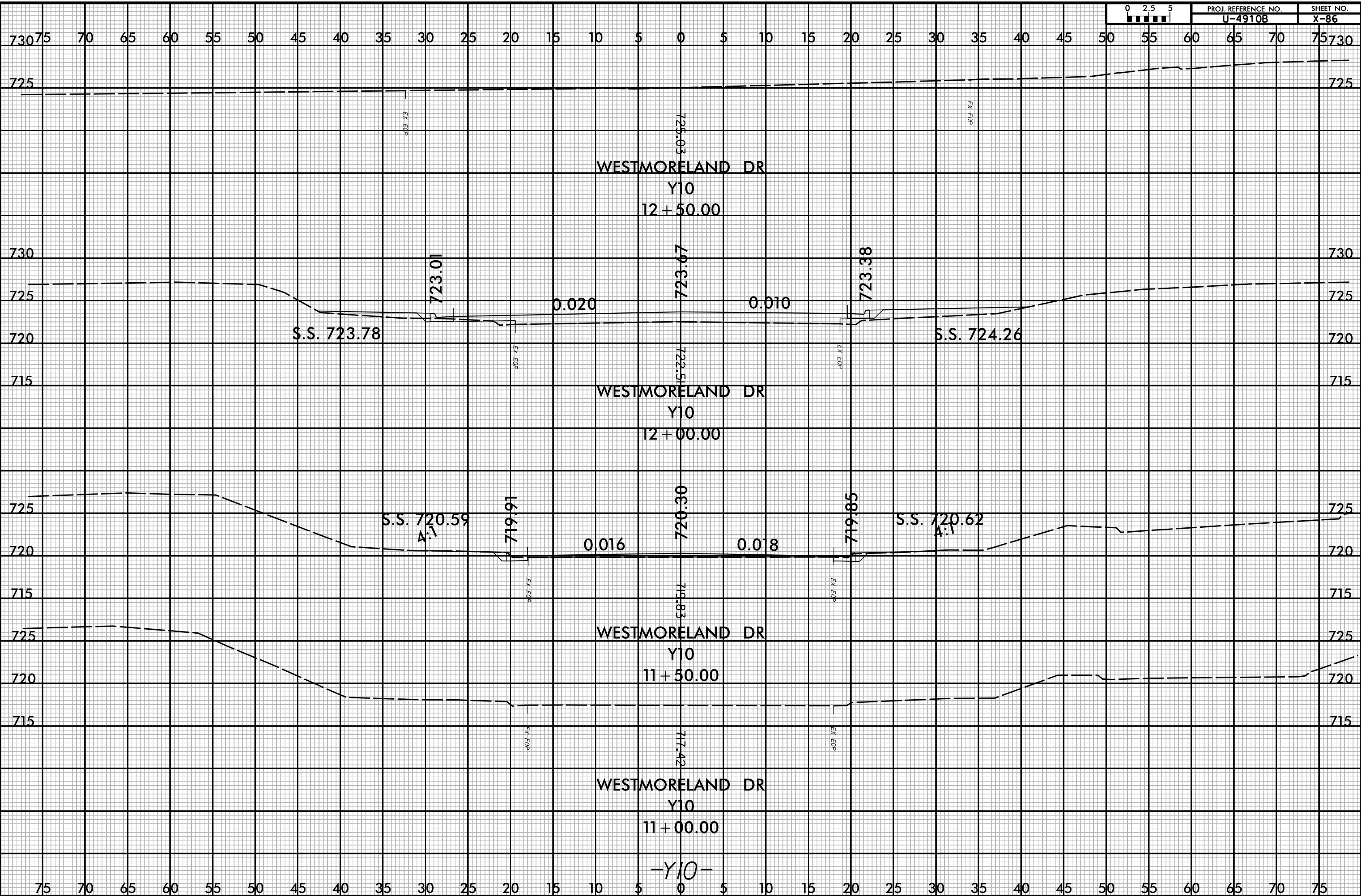
9:25:28 AM
R:\Roadway\XSC\4910_rdy_xp1_y8.dgn
sheld



8/23/99



PROJ. REFERENCE NO. U-4910B SHEET NO. X-86



9:25:29 AM
R:\Roadway\XSC\4910_rdy_xp1.Y10.dgn
smb

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

730 725 720 715 725 720 715 725 720 715 725 720 715

WESTMORELAND DR
Y10
12 + 50.00

WESTMORELAND DR
Y10
12 + 00.00

WESTMORELAND DR
Y10
11 + 50.00

WESTMORELAND DR
Y10
11 + 00.00

-Y10-

S.S. 723.78

723.01

0.020

723.67

0.010

723.38

S.S. 724.26

S.S. 720.59
4:1

719.91

0.016

720.30

0.018

719.85

S.S. 720.62
4:1

EX EOP

EX EOP

EX EOP

EX EOP

EX EOP

EX EOP

EX EOP

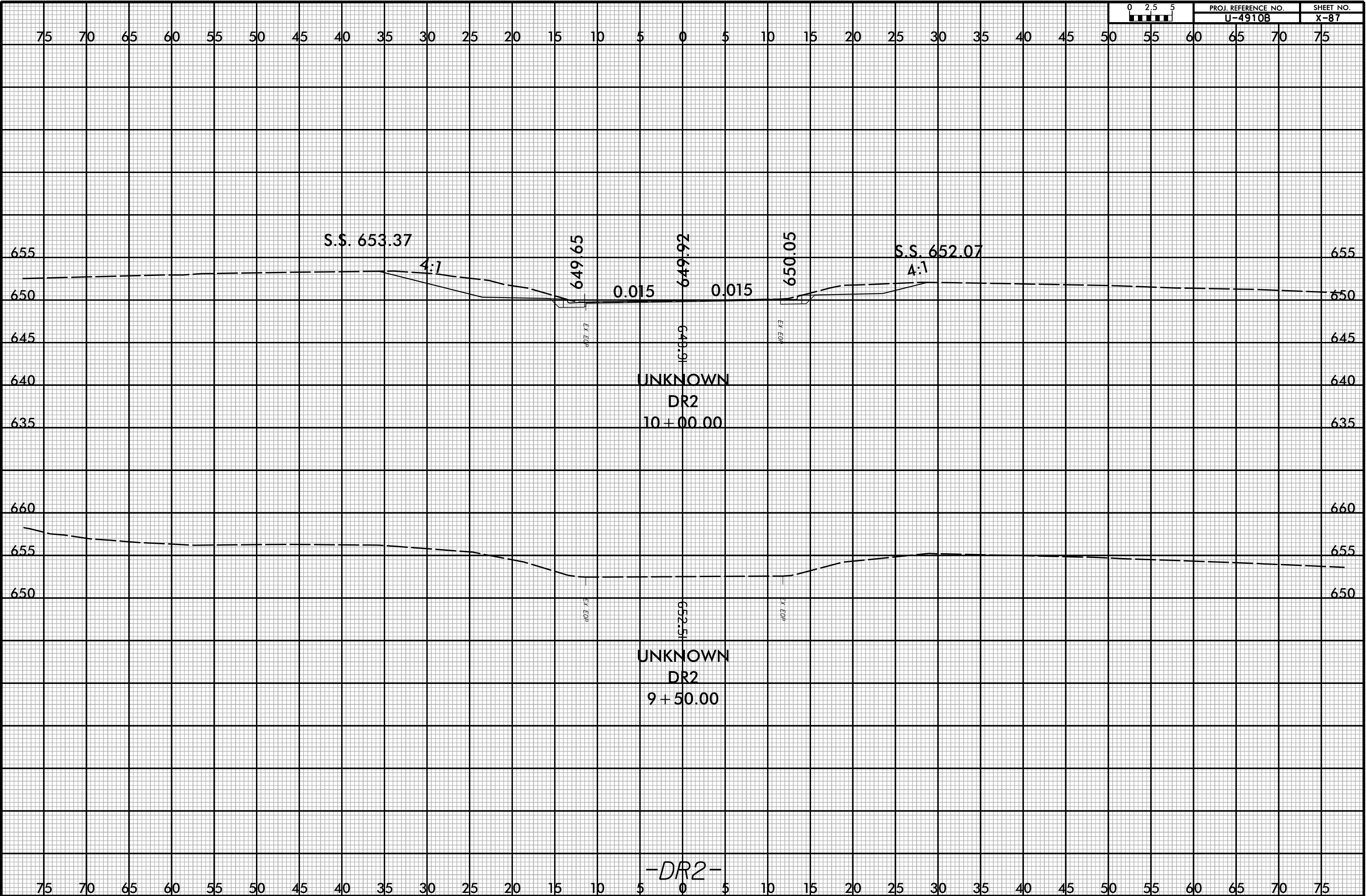
EX EOP

725.03

722.51

719.83

717.42



-DR2-

