

**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.**

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

## ***CROSS-SECTION INDEX***

ALIGNMENT	STATION	SHEET #
	CROSS-SECTION SUMMARY	X-1A - X-1K
-L-	10 + 50.00 TO 12 + 50.00	X-1
-LREV-	13 + 00.00 TO 24 + 00.00	X-2 - X-5
-L-	24 + 50.00 TO 296 + 00.00	X-6 - X-105
-L-	296 + 50.00 TO 317 + 50.00.00	LET PROJECT, W-5146
-L-	318 + 00.00 TO 420 + 00.00	X-106 - X-143
-Y1-	10 + 00.00 TO 16 + 25.00	X-144 - X-149
-Y2-	10 + 00.00 TO 12 + 50.00	X-150 - X-151
-Y3-	10 + 00.00 TO 12 + 00.00	X-152 - X-153
-Y4-	10 + 00.00 TO 14 + 75.00	X-154 - X-156
-Y5-	10 + 00.00 TO 13 + 25.00	X-157 - X-159
-Y6-	10 + 00.00 TO 15 + 75.00	X-160 - X-164
-Y7-	10 + 00.00 TO 11 + 25.00	X-165
-Y8-	10 + 00.00 TO 12 + 75.00	X-166 - X-167

6/16/99  
 30-MAR-2017 17:19  
 R:\Roadway\CorridorModeling\W5313\_rdy\_x-section\_index.dgn  
 \$\$\$\$







# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

<b>PROJ. REFERENCE NO.</b>	<b>SHEET NO.</b>
W-5313	X-1C

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

**NOTE: EMBANKMENT COLUMN INCLUDES BACKFILL FOR UNDERCUT**

## CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut
L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)
77+70.00	0	0		104+50.00	12	7		114+00.00	25	3		139+00.00	13	12	
78+00.00	0	30		105+00.00	12	12		114+50.00	21	3		139+50.00	13	12	
78+50.00	0	21		105+50.00	7	7		115+00.00	10	11		140+00.00	13	11	
79+00.00	0	22		106+00.00	4	12		115+50.00	0	24		140+50.00	8	9	
79+50.00	0	24		106+50.00	3	42		116+00.00	0	23		141+00.00	3	9	
80+00.00	0	21		107+00.00	1	75		116+50.00	0	17		141+50.00	2	26	
80+50.00	0	16		107+50.00	1	74		117+00.00	0	14		142+00.00	1	46	
81+00.00	0	13		107+70.00	0	24		117+50.00	0	15		142+50.00	1	48	
81+50.00	2	14						118+00.00	1	10		143+00.00	2	26	
82+00.00	4	11		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	118+50.00	1	4		143+50.00	5	4	
82+50.00	2	4						119+00.00	3	5		144+00.00	14	3	
83+50.00	0	10		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	119+12.77	1	1		144+50.00	17	6	
84+00.00	0	13		107+70.00	0	0						145+00.00	9	9	
84+50.00	0	31		108+00.00	2	7		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	145+50.00	6	6	
85+00.00	0	33		108+50.00	6	11						146+00.00	8	4	
85+50.00	3	5		109+00.00	19	5		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	146+50.00	23	2	
86+00.00	9	2		109+50.00	16	3		120+33.77	0	0		147+00.00	30	1	
86+50.00	10	6		110+00.00	7	4		121+00.00	11	0		147+50.00	18	1	
87+00.00	6	7		110+50.00	10	9		121+50.00	11	0		148+00.00	11	1	
87+50.00	7	5		111+00.00	5	12		122+00.00	13	1		148+50.00	10	0	
88+00.00	11	3		111+50.00	6	10		122+50.00	14	3		149+00.00	22	0	
88+50.00	15	2		112+00.00	9	10		123+00.00	17	5		149+50.00	34	0	
89+00.00	14	2		112+50.00	10	11		123+50.00	16	5		150+00.00	28	0	
89+50.00	7	8		113+00.00	6	15		124+00.00	10	5					
90+00.00	2	10		113+50.00	2	14		124+50.00	8	4		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>
90+50.00	3	6		114+00.00	1	7		125+00.00	18	4					
91+00.00	6	5		114+50.00	2	1		125+50.00	37	4		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
91+50.00	5	8		115+00.00	2	6		126+00.00	50	2		120+33.77	0	0	
92+00.00	9	11		115+50.00	5	10		126+50.00	41	0		121+00.00	4	2	
92+50.00	9	15		116+00.00	12	4		127+00.00	16	5		121+50.00	8	3	
93+00.00	4	21		116+50.00	14	3		127+50.00	2	16		122+00.00	13	3	
93+50.00	2	16		117+00.00	12	5		128+00.00	1	27		122+50.00	10	2	
94+00.00	2	25		117+50.00	8	8		128+50.00	1	25		123+00.00	8	9	
94+50.00	1	62		118+00.00	3	10		129+00.00	1	15		123+50.00	9	18	
95+00.00	2	110		118+50.00	1	15		129+50.00	1	9		124+00.00	9	22	
95+50.00	2	135		119+00.00	1	11		130+00.00	16	4		124+50.00	6	18	
96+00.00	1	142		119+12.77	0	0		130+50.00	72	1		125+00.00	7	6	
96+50.00	0	145						131+00.00	94	5		125+50.00	16	0	
97+00.00	0	118		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	131+50.00	47	9		126+00.00	21	0	
97+50.00	0	69						132+00.00	12	9		126+50.00	11	5	
98+00.00	2	33		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	132+50.00	14	5		127+00.00	2	21	
98+50.00	2	19		107+70.00	0	30		133+00.00	20	0		127+50.00	1	27	
99+00.00	2	18		108+00.00	1	50		133+50.00	15	1		128+00.00	0	37	
99+50.00	2	24		108+50.00	2	27		134+00.00	13	0		128+50.00	2	27	
100+00.00	3	29		109+00.00	3	7		134+50.00	12	1		129+00.00	2	4	
100+50.00	3	32		109+50.00	10	0		135+00.00	10	1		129+50.00	9	8	
101+00.00	1	39		110+00.00	21	0		135+50.00	24	6		130+00.00	13	10	
101+50.00	1	42		110+50.00	35	1		136+00.00	39	6		130+50.00	10	11	
102+00.00	3	45		111+00.00	48	0		136+50.00	23	9		131+00.00	15	5	
102+50.00	6	48		111+50.00	27	0		137+00.00	7	18		131+50.00	31	0	
103+00.00	8	41		112+50.00	11	0		137+50.00	8	15		132+00.00	25	5	
103+50.00	7	29		113+00.00	33	1		138+00.00	13	12		132+50.00	8	7	
104+00.00	8	11		113+50.00	35	1		138+50.00	16	11		133+00.00	21	2	

# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

<b>PROJ. REFERENCE NO.</b>	<b>SHEET NO.</b>
W-5313	X-1D

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

**NOTE: EMBANKMENT COLUMN INCLUDES BACKFILL FOR UNDERCUT**

## CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut
L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
133+50.00	34	0		158+00.00	9	2		153+00.00	33	10		179+20.00	0	39	
134+00.00	42	0		158+50.00	9	3		153+50.00	23	8					
134+50.00	51	0		159+00.00	7	11		154+00.00	12	5		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>
135+00.00	57	0		159+50.00	10	16		154+50.00	8	8		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
135+50.00	55	0		160+00.00	17	8		155+00.00	4	6		179+20.00	0	0	
136+00.00	46	4		160+50.00	28	0		155+50.00	2	3		179+50.00	0	135	57
136+50.00	25	11		161+00.00	28	2		156+00.00	3	4		180+00.00	0	290	93
137+00.00	5	12		161+50.00	18	8		156+50.00	3	2		180+50.00	0	223	45
137+50.00	8	8		162+00.00	10	22		157+00.00	5	3		181+00.00	0	112	
138+00.00	19	6		162+50.00	5	34		157+50.00	4	7		181+50.00	0	40	
138+50.00	26	3		163+00.00	3	31		158+00.00	0	7		182+00.00	27	27	
139+00.00	28	2		163+50.00	10	24		158+50.00	0	6		182+50.00	45	24	
139+50.00	33	0		164+00.00	24	19		159+00.00	1	13		183+00.00	65	18	
140+00.00	45	0		164+50.00	29	13		159+50.00	10	15		183+50.00	82	10	
140+50.00	62	0		165+00.00	25	13		160+00.00	33	6		184+00.00	60	6	
141+00.00	36	0		165+50.00	15	21		160+50.00	46	0		184+50.00	54	4	
141+50.00	22	0		166+00.00	7	25		161+00.00	25	2		185+00.00	50	8	
142+00.00	30	0		166+50.00	7	20		161+50.00	7	11		185+50.00	48	11	
142+50.00	17	0		167+00.00	5	13		162+00.00	9	16		186+00.00	69	10	
143+00.00	18	0		167+50.00	3	9		162+50.00	9	11		186+50.00	82	10	
143+50.00	11	6		168+00.00	5	9		163+00.00	8	7		187+00.00	62	6	
144+00.00	6	6		168+50.00	6	11		163+50.00	10	4		187+50.00	40	7	
144+50.00	13	0		169+00.00	9	9		164+00.00	14	6		188+00.00	33	6	
145+00.00	24	0		169+50.00	9	14		164+50.00	16	6		188+50.00	33	2	
145+50.00	31	0		170+00.00	7	21		165+00.00	11	12		189+00.00	25	5	
146+00.00	29	0		170+50.00	6	21		165+50.00	9	23		189+50.00	12	6	
146+50.00	24	0		171+00.00	7	16		166+00.00	14	17		190+00.00	11	5	
147+00.00	27	0		171+50.00	9	10		166+50.00	14	5		190+50.00	16	6	
147+50.00	25	0		172+00.00	24	4		167+00.00	6	0		191+00.00	19	10	
148+00.00	16	0		172+50.00	28	4		167+50.00	2	4		191+50.00	9	45	
148+50.00	17	4		173+00.00	18	6		168+00.00	4	15		191+75.00	1	40	
149+00.00	23	13		173+50.00	25	2		168+50.00	8	22					
149+50.00	23	22		174+00.00	29	3		169+00.00	12	24		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>
150+00.00	14	18		174+50.00	19	4		169+50.00	13	23		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
				175+00.00	9	2		170+00.00	14	23		179+20.00	0	0	
<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	175+50.00	16	0		170+50.00	16	28		179+50.00	0	169	38
<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	176+00.00	26	0		171+00.00	16	30		180+00.00	0	239	80
150+00.00	0	0		176+50.00	31	0		171+50.00	22	26		180+50.00	0	195	42
150+50.00	18	1		177+00.00	22	0		172+00.00	27	18		181+00.00	0	98	
151+00.00	12	2		177+50.00	5	3		172+50.00	44	7		181+50.00	8	22	
151+50.00	9	1		178+00.00	1	26		173+00.00	55	14		182+00.00	16	3	
152+00.00	16	1		178+50.00	0	77		173+50.00	44	19		183+00.00	7	9	
152+50.00	16	1		179+00.00	0	124		174+00.00	34	14		183+50.00	5	6	
153+00.00	25	0		179+20.00	0	56		174+50.00	29	22		184+00.00	6	0	
153+50.00	2	3						175+00.00	23	25		184+50.00	5	6	
154+00.00	4	7		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	175+50.00	26	18		185+00.00	6	11	
154+50.00	11	4		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	176+00.00	56	5		185+50.00	11	6	
155+00.00	13	5		176+50.00	60	7		176+50.00	60	7		186+00.00	10	3	
155+50.00	10	9		150+00.00	0	0		177+00.00	47	17		186+50.00	6	8	
156+00.00	9	10		150+50.00	7	6		177+50.00	44	18		187+00.00	7	10	
156+50.00	8	13		151+00.00	17	0		178+00.00	18	24					
157+00.00	8	12		151+50.00	30	0		178+50.00	0	43					
157+50.00	7	7		152+00.00	16	0		179+00.00	0	76					

# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

<b>PROJ. REFERENCE NO.</b>	<b>SHEET NO.</b>
W-5313	X-1E

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

**NOTE: EMBANKMENT COLUMN INCLUDES BACKFILL FOR UNDERCUT**

## CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut
L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
187+50.00	7	11		211+00.00	5	17		204+50.00	3	1		223+00.00	12	15	
188+00.00	9	10		211+50.00	5	17		205+00.00	1	3		223+50.00	12	16	
188+50.00	9	10		212+00.00	5	15		205+50.00	0	7		224+00.00	7	25	
189+00.00	9	10		212+50.00	6	15		206+00.00	1	5		224+50.00	2	33	
189+50.00	10	8		213+00.00	11	16		206+50.00	4	1		225+00.00	0	41	
190+00.00	12	4		213+50.00	17	14		207+00.00	10	0					
190+50.00	8	6		214+00.00	14	13		207+50.00	10	0		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>
191+00.00	1	29		214+50.00	8	14		208+00.00	6	0		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
191+50.00	1	50		215+00.00	11	15		208+50.00	4	11					
191+75.00	1	28		215+50.00	16	12		209+00.00	1	89	48	225+00.00	0	0	
				216+00.00	26	4		209+50.00	1	140	89	225+50.00	17	0	
<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	216+50.00	31	4		210+00.00	7	61	41	226+00.00	11	2	
<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	217+00.00	21	9		210+50.00	12	8		226+50.00	4	7	
191+75.00	0	0		217+50.00	12	9		211+00.00	11	15		227+00.00	0	15	
192+00.00	1	29		218+00.00	4	16		211+50.00	12	14		227+50.00	0	23	
192+50.00	1	31		218+50.00	0	21		212+00.00	22	10		228+00.00	0	27	
193+00.00	6	28		219+00.00	18	23		212+50.00	26	4		228+50.00	0	24	
193+50.00	12	25		219+50.00	37	16		213+00.00	20	5		229+00.00	0	15	
194+00.00	18	18		220+00.00	34	2		213+50.00	13	8		229+50.00	6	5	
194+50.00	21	17		220+50.00	26	0		214+00.00	9	13		230+00.00	15	1	
195+00.00	17	12		221+00.00	18	1		214+50.00	8	19		230+50.00	11	2	
195+50.00	16	7		221+50.00	14	3		215+00.00	9	11		231+00.00	2	7	
196+00.00	19	8		222+00.00	15	9		215+50.00	23	1		231+50.00	2	7	
196+50.00	33	6						216+00.00	27	0		232+00.00	6	5	
197+00.00	31	9		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	216+50.00	14	0		232+50.00	6	8	
197+50.00	21	11		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	217+00.00	8	1		233+00.00	1	9	
198+00.00	16	13						217+50.00	3	3		233+50.00	1	5	
198+50.00	18	12		191+75.00	0	0		218+00.00	0	14		234+00.00	2	2	
199+00.00	22	6		192+00.00	12	22		218+50.00	2	27		234+50.00	23	1	
199+50.00	41	2		192+50.00	30	23		219+00.00	10	22		235+00.00	45	0	
200+00.00	35	0		193+00.00	23	15		219+50.00	23	13		235+50.00	44	0	
200+50.00	26	2		193+50.00	32	14		220+00.00	24	15		236+00.00	38	0	
201+00.00	46	2		194+00.00	19	14		220+50.00	24	15		236+50.00	31	0	
201+50.00	45	0		194+50.00	10	10		221+00.00	21	16					
202+00.00	32	3		195+00.00	18	3		221+50.00	10	20		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>
202+50.00	21	3		195+50.00	38	0		222+00.00	8	22		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
203+00.00	31	0		196+00.00	45	4						225+00.00	0	0	
203+50.00	40	0		196+50.00	34	7		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	225+50.00	0	54	
204+00.00	45	0		197+00.00	26	8		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	226+00.00	0	70	
204+50.00	41	1		197+50.00	11	10						226+50.00	0	87	
205+00.00	32	2		198+00.00	6	10		222+00.00	0	0		227+00.00	0	101	
205+50.00	30	3		198+50.00	11	8		222+50.00	29	9		227+50.00	0	109	
206+00.00	34	2		199+00.00	17	6		223+00.00	31	5		228+00.00	0	92	
206+50.00	36	2		199+50.00	16	5		223+50.00	14	3		228+50.00	12	53	
207+00.00	30	3		200+00.00	16	2		224+00.00	6	1		229+00.00	16	31	
207+50.00	33	2		200+50.00	22	0		224+50.00	6	0		229+50.00	5	35	
208+00.00	46	3		201+00.00	25	0		225+00.00	13	0		230+00.00	0	51	
208+50.00	38	7		201+50.00	20	0						230+50.00	0	88	
209+00.00	12	72	35	202+00.00	8	3		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	231+00.00	0	126	
209+50.00	3	128	83	202+50.00	2	7		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	231+50.00	0	121	
210+00.00	8	67	48	203+00.00	1	9						232+00.00	0	114	
210+50.00	7	15		203+50.00	1	9		222+00.00	0	0		232+50.00	0	111	
				204+00.00	2	4		222+50.00	11	19					

# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

<b>PROJ. REFERENCE NO.</b>	<b>SHEET NO.</b>
W-5313	X-1F

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

**NOTE: EMBANKMENT COLUMN INCLUDES BACKFILL FOR UNDERCUT**

## CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut
L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)
233+00.00	0	83		257+00.00	26	1		251+50.00	12	0		275+50.00	1	4	
233+50.00	0	42		257+50.00	14	3		252+00.00	11	0		276+00.00	1	4	
234+00.00	0	21		258+00.00	9	6		252+50.00	14	0		276+10.00	0	1	
234+50.00	0	52		258+50.00	9	7		253+00.00	13	1					
235+00.00	0	45		259+00.00	18	3		253+50.00	8	2					
235+50.00	0	28		259+50.00	21	1		254+00.00	14	1					
236+00.00	0	47		260+00.00	20	3		254+50.00	13	3					
236+50.00	7	45		260+50.00	27	3		255+00.00	5	7		266+00.00	0	0	
				261+00.00	21	6		255+50.00	4	16		266+50.00	13	1	
				261+50.00	13	16		256+00.00	5	22		267+00.00	10	1	
				262+00.00	18	23		256+50.00	7	22		267+50.00	12	1	
				262+50.00	18	21		257+00.00	5	22		268+00.00	19	1	
236+50.00	0	0		263+00.00	13	25		257+50.00	5	18		268+50.00	18	5	
237+00.00	29	6		263+50.00	12	20		258+00.00	9	16		269+00.00	14	11	
237+50.00	31	19		264+00.00	11	8		258+50.00	12	15		269+50.00	15	12	
238+00.00	26	26		264+50.00	19	4		259+00.00	12	14		270+00.00	10	16	
238+50.00	15	22		265+00.00	36	1		259+50.00	8	15		270+50.00	6	20	
239+00.00	10	15		265+50.00	39	0		260+00.00	9	12		271+00.00	8	20	
239+50.00	6	11		266+00.00	32	1		260+50.00	11	12		271+50.00	10	20	
240+00.00	5	10						261+00.00	10	13		272+00.00	13	19	
240+50.00	7	9						261+50.00	9	8		272+50.00	14	17	
241+00.00	8	9						262+00.00	12	3		273+00.00	12	17	
241+50.00	17	5						262+50.00	11	2		273+50.00	10	14	
242+00.00	19	6		236+50.00	7	45		263+00.00	10	3		274+00.00	11	6	
242+50.00	13	10		237+00.00	11	30		263+50.00	19	1		274+50.00	14	1	
243+00.00	24	5		237+50.00	9	11		264+00.00	21	0		275+00.00	16	0	
243+50.00	51	0		238+00.00	11	2		264+50.00	12	0		275+50.00	16	0	
244+00.00	63	0		238+50.00	8	3		265+00.00	10	2		276+10.00	21	4	
244+50.00	50	0		239+00.00	5	5		265+50.00	8	3					
245+00.00	39	0		239+50.00	5	7		266+00.00	11	2					
245+50.00	34	0		240+00.00	6	11									
246+00.00	29	0		240+50.00	7	14									
246+50.00	33	0		241+00.00	6	17									
247+00.00	38	0		241+50.00	6	18									
247+50.00	35	1		242+00.00	8	19		266+00.00	0	0		277+00.00	1	46	
248+00.00	33	1		242+50.00	13	14		266+50.00	27	1		277+50.00	0	44	
248+50.00	34	2		243+00.00	28	6		267+00.00	23	2		278+00.00	1	34	
249+00.00	29	2		243+50.00	43	2		267+50.00	28	2		278+10.00	0	5	
249+50.00	23	0		244+00.00	41	0		268+00.00	43	1					
250+00.00	23	0		244+50.00	32	0		268+50.00	30	6					
250+50.00	21	0		245+00.00	25	1		269+00.00	7	16					
251+00.00	22	0		245+50.00	14	7		269+50.00	10	18					
251+50.00	20	0		246+00.00	10	8		270+00.00	17	18		276+10.00	0	0	
252+00.00	19	0		246+50.00	12	3		270+50.00	10	9		276+50.00	19	13	
252+50.00	20	0		247+00.00	11	4		271+00.00	1	2		277+00.00	26	25	
253+00.00	20	1		247+50.00	15	4		271+50.00	1	2		277+50.00	17	24	
253+50.00	23	1		248+00.00	18	2		272+00.00	2	2		278+10.00	10	25	
254+00.00	37	0		248+50.00	16	2		272+50.00	2	4					
254+50.00	40	0		249+00.00	18	1		273+00.00	2	6					
255+00.00	28	0		249+50.00	21	0		273+50.00	1	7					
255+50.00	22	0		250+00.00	14	2		274+00.00	3	5					
256+00.00	17	1		250+50.00	20	2		274+50.00	4	4		278+10.00	0	0	
256+50.00	25	0		251+00.00	23	0		275+00.00	2	4		278+50.00	1	17	

**STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS**

PROJ. REFERENCE NO.

SHEET NO.

W-5313

X-1G

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

NOTE: EMBANKMENT COLUMN INCLUDES BACKFILL FOR UNDERCUT

**CROSS-SECTION SUMMARY**

Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut		
L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)		
279+00.00	8	10		287+50.00	2	6		294+25.00	0	0		326+00.00	12	9			
279+50.00	15	2		287+90.00	1	6		294+50.00	7	0		326+50.00	9	12			
280+00.00	20	0						295+00.00	8	0		327+00.00	11	15			
280+50.00	25	0		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	295+35.81	4	0		327+50.00	18	19			
281+00.00	21	0										328+00.00	15	18			
281+50.00	14	0		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	328+50.00	9	8			
282+00.00	13	0		287+90.00	9	0						329+00.00	9	5			
282+50.00	10	0		288+00.00	3	0		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	329+50.00	6	8			
283+00.00	10	0		288+50.00	15	0		294+25.00	0	0		330+00.00	3	7			
283+10.00	2	0		289+00.00	14	0		294+50.00	9	0		330+50.00	2	9			
				289+50.00	11	0		295+00.00	19	1		331+00.00	0	13			
<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	290+00.00	8	0		295+35.81	7	0		331+50.00	0	19			
				290+50.00	6	5						332+00.00	0	28			
<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	291+00.00	6	13		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	332+50.00	2	30			
278+10.00	0	0		291+50.00	5	21						333+00.00	4	28			
278+50.00	6	7		291+80.00	2	19		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	333+50.00	6	24			
279+00.00	19	0						318+35.84	0	0		334+00.00	8	17			
279+50.00	30	0		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	319+00.00	15	3		334+50.00	12	11			
280+00.00	32	0						319+50.00	18	6		335+00.00	15	5			
280+50.00	31	0		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	320+00.00	12	7		335+50.00	29	2			
281+00.00	31	0		287+90.00	1	6		320+50.00	26	4		336+00.00	43	0			
281+50.00	35	0		288+00.00	1	6		321+00.00	31	1		336+50.00	40	0			
282+00.00	33	0		288+50.00	5	2		321+50.00	25	2		337+00.00	22	2			
282+50.00	19	4		289+00.00	16	0		322+00.00	26	2		337+50.00	6	10			
283+10.00	9	8		289+50.00	20	0		322+50.00	19	9		338+00.00	6	17			
				290+00.00	28	0		323+00.00	18	17		338+50.00	7	17			
<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	290+50.00	26	4		323+50.00	19	18		339+00.00	7	14			
				291+00.00	14	9		324+00.00	13	17		339+50.00	10	17			
<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	291+50.00	17	12		324+25.00	5	8		339+60.00	2	4			
283+10.00	0	0		291+80.00	12	7											
283+50.00	6	3						<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>		
284+00.00	1	19		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>										
284+50.00	0	42						<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>		
285+00.00	3	69		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	318+35.84	0	0		324+25.00	5	5			
285+50.00	7	67		291+80.00	0	0		319+00.00	13	9		324+50.00	11	10			
286+00.00	7	36		292+00.00	1	15		319+50.00	9	11		325+00.00	18	8			
286+50.00	6	12		292+50.00	10	34		320+00.00	8	13		325+50.00	25	3			
287+00.00	10	2		293+00.00	9	35		320+50.00	9	10		326+00.00	24	0			
287+50.00	12	1		293+50.00	2	34		321+00.00	8	9		326+50.00	21	2			
287+90.00	9	0		294+00.00	4	16		321+50.00	5	9		327+00.00	22	5			
				294+25.00	3	1		322+00.00	9	5		327+50.00	30	10			
<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>					322+50.00	13	3		328+00.00	23	6			
				<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	323+00.00	14	3		328+50.00	9	2			
<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>					323+50.00	12	7		329+00.00	7	6			
283+10.00	0	0		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	324+00.00	10	10		329+50.00	6	9			
283+50.00	3	6		291+80.00	0	0		324+25.00	5	5		330+00.00	4	18			
284+00.00	1	22		292+00.00	5	2						330+50.00	0	25			
284+50.00	0	47		292+50.00	3	2		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	331+00.00	0	31			
285+00.00	0	87		293+00.00	15	18						331+50.00	1	37			
285+50.00	3	82		293+50.00	17	28		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	332+00.00	5	36			
286+00.00	4	35		294+00.00	7	15		324+25.00	0	0		332+50.00	13	23			
286+50.00	3	11		294+25.00	7	2		325+00.00	7	5		333+00.00	16	17			
287+00.00	3	3						325+50.00	17	7		333+50.00	16	20			

# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

<b>PROJ. REFERENCE NO.</b>	<b>SHEET NO.</b>
W-5313	X-1H

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

**NOTE: EMBANKMENT COLUMN INCLUDES BACKFILL FOR UNDERCUT**

## CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut			
L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)			
334+00.00	14	11		344+50.00	22	25		368+00.00	13	1		366+50.00	42	1				
334+50.00	13	5		345+00.00	20	43		368+50.00	24	0		367+00.00	54	0				
335+00.00	16	3		345+50.00	20	65		369+00.00	30	0		367+50.00	59	0				
335+50.00	20	1		346+00.00	23	63		369+50.00	29	0		368+00.00	46	0				
336+00.00	19	0		346+50.00	19	62		370+00.00	23	0		368+50.00	32	1				
336+50.00	12	0		347+00.00	33	61		370+50.00	14	2		369+00.00	26	1				
337+00.00	7	6		347+50.00	31	60		371+00.00	7	4		369+50.00	29	1				
337+50.00	4	16		348+00.00	15	98		371+50.00	7	2		370+00.00	28	1				
338+00.00	5	16		348+50.00	40	94		372+00.00	16	0		370+50.00	27	1				
338+50.00	14	6		349+00.00	34	46		372+50.00	28	0		371+00.00	25	1				
339+00.00	14	6		349+50.00	3	25		373+00.00	21	3		371+50.00	23	0				
339+50.00	21	6		349+71.00	1	6		373+50.00	8	5		372+00.00	40	0				
339+60.00	7	0						374+00.00	5	6		372+50.00	41	1				
				<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>					<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>			
				<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>					<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>			
				349+71.00	0	0		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	374+50.00	3	17		373+00.00	18	4
												374+75.00	1	13		373+50.00	10	6
								<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	374+00.00	19	10		374+00.00	19	10
339+60.00	0	0		350+00.00	5	32						374+50.00	25	26		374+75.00	12	19
340+00.00	10	16		350+50.00	3	25		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>							
340+50.00	19	17		351+00.00	1	29		349+71.00	1	6		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>			
341+00.00	19	14		351+50.00	0	14		350+00.00	4	12								
341+50.00	17	13		352+00.00	16	20		350+50.00	8	4		374+75.00	0	0				
342+00.00	32	7		352+50.00	34	17		351+00.00	6	5		375+00.00	1	11				
342+50.00	49	1		353+00.00	31	7		351+50.00	1	10		375+50.00	1	20				
343+00.00	43	3		353+50.00	32	1		352+00.00	0	10		376+00.00	4	14				
343+50.00	24	11		354+00.00	41	0		352+50.00	2	5		376+50.00	12	3				
344+00.00	21	20		354+50.00	44	0		353+00.00	4	0		376+60.00	4	0				
344+50.00	31	27		355+00.00	44	0		353+50.00	6	0								
345+00.00	29	37		355+50.00	46	0		354+00.00	18	0								
345+50.00	20	52		356+00.00	44	0		354+50.00	27	0		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>			
346+00.00	14	74		356+50.00	30	0		355+00.00	21	0								
346+50.00	22	76		357+00.00	15	1		355+50.00	19	0		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>			
347+00.00	24	56		357+50.00	8	7		356+00.00	25	0		374+75.00	12	19				
347+50.00	14	30		358+00.00	7	11		356+50.00	28	0		375+00.00	13	11				
348+00.00	14	15		358+50.00	11	4		357+00.00	29	0		375+50.00	20	4				
348+50.00	15	39		359+00.00	22	0		357+50.00	34	0		376+00.00	20	2				
349+00.00	33	46		359+50.00	16	4		358+00.00	26	0		376+50.00	32	0				
349+50.00	31	69		360+00.00	7	7		358+50.00	21	0		376+60.00	7	0				
349+71.00	6	46		360+50.00	13	3		359+00.00	19	0								
				361+00.00	16	0		359+50.00	19	0		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>			
				361+50.00	18	0		360+00.00	26	0								
				362+00.00	13	2		360+50.00	27	0		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>			
				362+50.00	6	7		361+00.00	21	11		376+60.00	0	0				
339+60.00	0	0		363+00.00	3	8		361+50.00	9	30		377+00.00	19	0				
340+00.00	11	3		363+50.00	2	5		362+00.00	6	33		377+50.00	38	0				
340+50.00	12	13		364+00.00	1	9		362+50.00	9	28		378+00.00	41	0				
341+00.00	24	6		364+50.00	0	15		363+00.00	8	18		378+50.00	55	0				
341+50.00	25	8		365+00.00	0	21		363+50.00	9	11		379+00.00	66	0				
342+00.00	19	8		365+50.00	5	14		364+00.00	20	10		379+50.00	35	1				
342+50.00	20	0		366+00.00	14	3		364+50.00	28	8		380+00.00	13	8				
343+00.00	14	3		366+50.00	16	1		365+00.00	50	5		380+50.00	10	22				
343+50.00	8	10		367+00.00	14	0		365+50.00	56	1		381+00.00	5	28				
344+00.00	11	21		367+50.00	11	1		366+00.00	41	2		381+50.00	6	22				

# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

<b>PROJ. REFERENCE NO.</b>	<b>SHEET NO.</b>
W-5313	X-11

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

**NOTE: EMBANKMENT COLUMN INCLUDES BACKFILL FOR UNDERCUT**

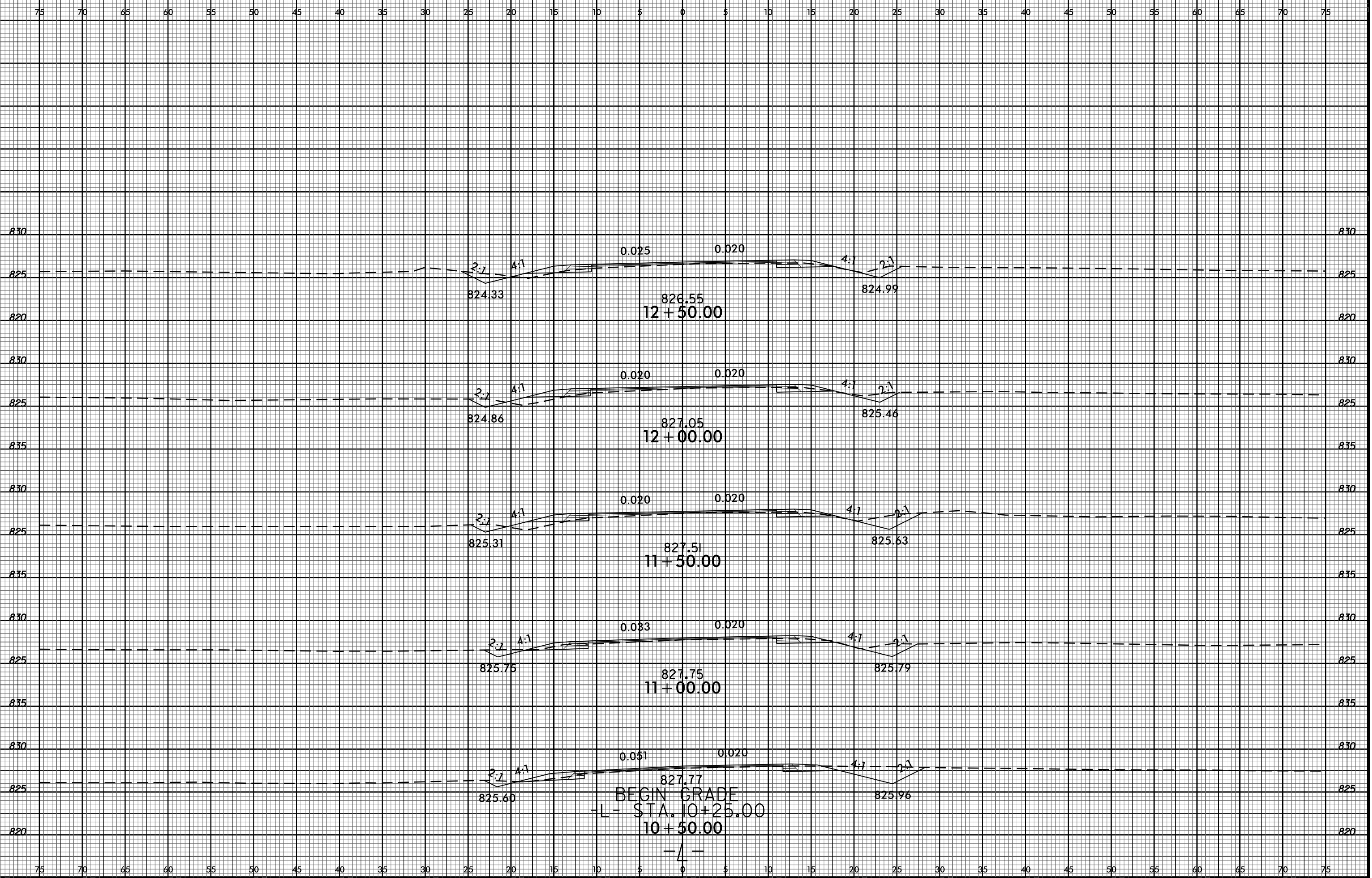
## CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut	Station	Uncl. Exc.	Embt	Undercut
L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)
382+00.00	11	9		384+00.00	10	6		408+00.00	235	0		414+50.00	0	16	
382+50.00	17	2		384+50.00	7	1		408+50.00	89	1		415+00.00	0	11	
383+00.00	18	2		385+00.00	18	1		409+00.00	79	4		415+50.00	1	2	
383+50.00	17	4		385+50.00	26	3		409+50.00	48	7		416+00.00	4	0	
384+00.00	20	4		386+00.00	20	4		410+00.00	27	6		416+50.00	5	0	
384+50.00	20	6		386+50.00	13	3		410+50.00	35	2		417+00.00	9	0	
385+00.00	13	12		387+00.00	16	1		411+00.00	36	2		417+50.00	8	0	
385+50.00	8	20		387+50.00	26	0		411+50.00	32	3		418+00.00	11	0	
386+00.00	6	19		388+00.00	31	0		412+00.00	20	0		418+50.00	11	0	
386+50.00	3	7		388+50.00	25	0		412+35.00	7	0		419+00.00	5	0	
387+00.00	12	2		389+00.00	23	1						419+50.00	4	0	
387+50.00	18	0		389+50.00	18	4		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	420+00.00	3	1	
388+00.00	18	0		390+00.00	11	3		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>				
388+50.00	12	4		390+50.00	8	4						<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>
389+00.00	1	8		391+00.00	19	4		398+19.00	0	0		<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
389+50.00	0	16		391+50.00	19	1		398+50.00	0	36					
390+00.00	0	24		392+00.00	21	1		399+00.00	4	7		412+35.00	0	0	
390+50.00	0	21		392+50.00	22	8		399+50.00	34	7		412+50.00	2	3	
391+00.00	8	8		393+00.00	8	14		400+00.00	55	6		413+00.00	6	18	
391+50.00	13	4		393+50.00	11	9		400+50.00	41	9		413+50.00	14	2	
392+00.00	10	6		394+00.00	13	8		401+00.00	59	8		414+00.00	15	1	
392+50.00	8	9		394+50.00	11	6		401+50.00	101	5		414+50.00	8	5	
393+00.00	9	11		395+00.00	8	6		402+00.00	175	5		415+00.00	8	3	
393+50.00	10	7		395+50.00	13	8		402+50.00	230	1		415+50.00	12	0	
394+00.00	8	9		396+00.00	14	12		403+00.00	137	1		416+00.00	14	0	
394+50.00	7	15		396+50.00	13	25		403+50.00	49	1		416+50.00	16	1	
395+00.00	20	10		397+00.00	15	44		404+00.00	54	0		417+00.00	29	1	
395+50.00	21	6		397+50.00	16	52		404+50.00	34	10		417+50.00	37	0	
396+00.00	4	11		398+00.00	9	78		405+00.00	9	20		418+00.00	19	1	
396+50.00	0	13		398+18.00	0	38		405+50.00	42	9		418+50.00	11	1	
397+00.00	0	24						406+00.00	80	0		419+00.00	13	0	
397+50.00	0	33		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	406+50.00	89	0		419+50.00	9	0	
398+00.00	0	21						407+00.00	103	0		420+00.00	10	0	
398+18.00	0	2		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	407+50.00	56	0					
				398+18.00	0	0		408+00.00	111	16		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>
<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	398+50.00	0	38		408+50.00	4	14		<b>Y1 LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
<b>L RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	399+00.00	0	60		409+00.00	5	17					
				399+50.00	0	13		409+50.00	14	13		10+15.91	0	0	
376+60.00	0	0		400+00.00	0	18		410+00.00	82	2		11+00.00	18	23	
377+00.00	31	0		400+50.00	0	20		410+50.00	158	0		11+25.00	11	24	
377+50.00	54	0		401+00.00	0	12		411+00.00	160	0		11+50.00	7	25	
378+00.00	71	0		401+50.00	6	1		411+50.00	74	12		11+75.00	4	25	
378+50.00	68	0		402+00.00	20	0		412+00.00	6	15		12+00.00	17	12	
379+00.00	49	0		402+50.00	25	0		412+35.00	5	4		12+25.00	23	4	
379+50.00	31	0		403+00.00	20	7									
380+00.00	28	0		403+50.00	14	13		<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>	<b>Station</b>	<b>Uncl. Exc.</b>	<b>Embt</b>	<b>Undercut</b>
380+50.00	50	1		404+00.00	19	6		<b>L LT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>Y1 RT</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>	<b>(cu. yd.)</b>
381+00.00	70	1		404+50.00	18	2									
381+50.00	48	0		405+00.00	12	4		412+35.00	0	0		10+15.91	0	0	
382+00.00	23	1		405+50.00	37	2		412+50.00	1	0		11+00.00	0	25	
382+50.00	30	1		406+00.00	57	0		413+00.00	0	0		11+25.00	0	30	
383+00.00	28	4		406+50.00	57	0		413+50.00	0	2		11+50.00	0	32	
383+50.00	16	9		407+00.00	100	0		414+00.00	0	10		11+75.00	0	31	

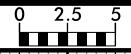






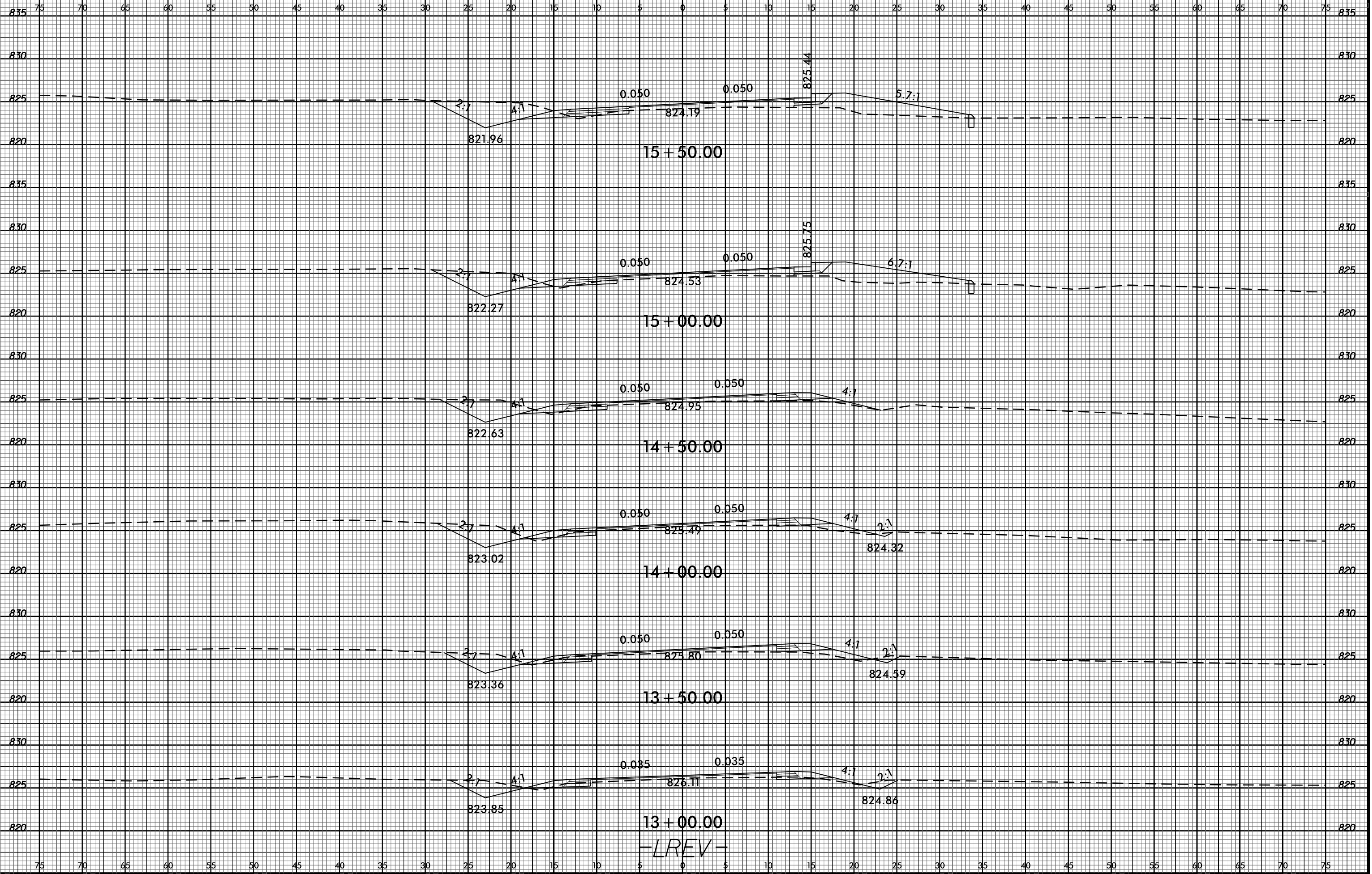


8/23/99



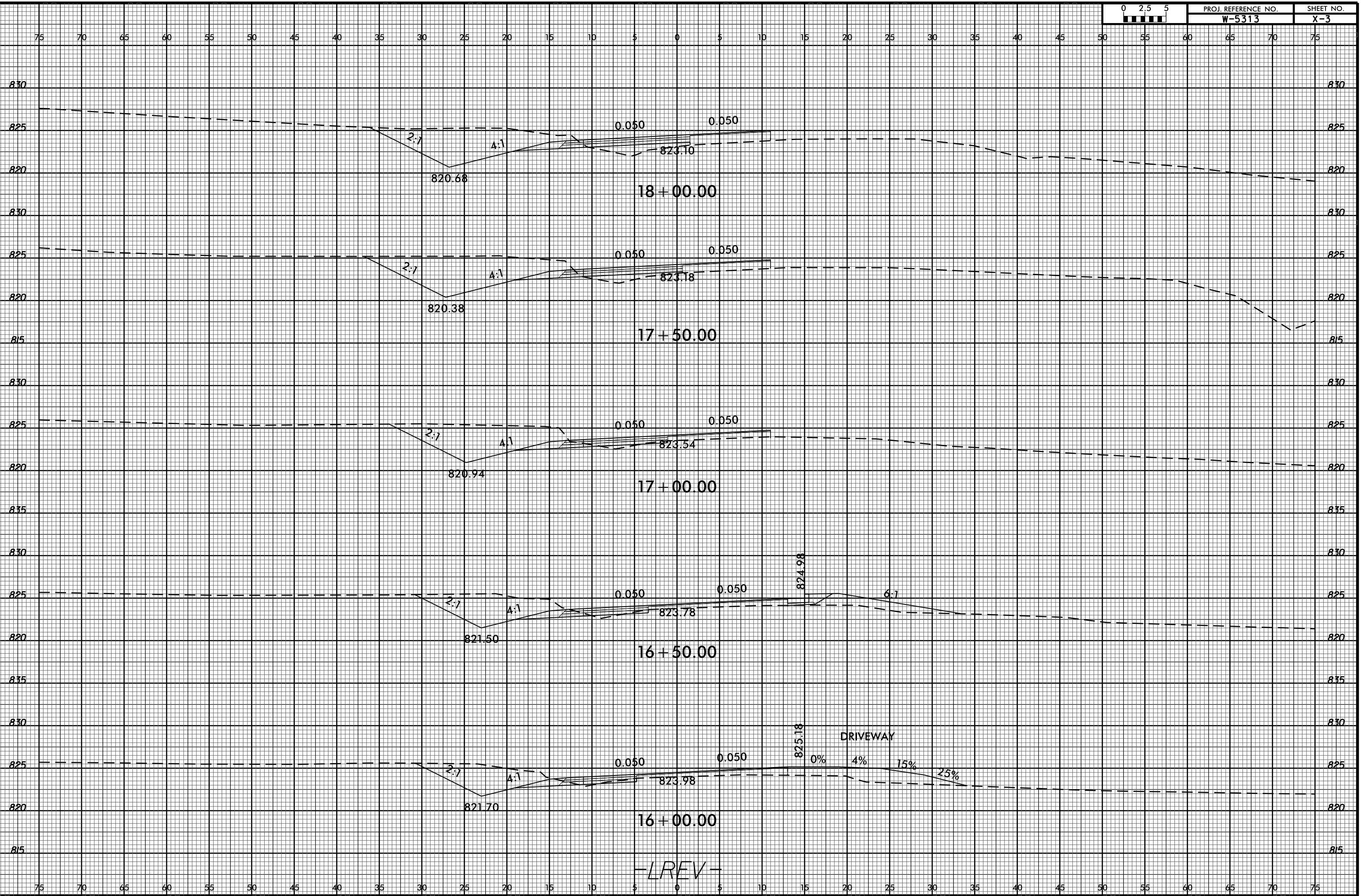
PROJ. REFERENCE NO.  
W-5313

SHEET NO.  
X-2



30-MAR-2017 17:19  
R:\Roadway\Curbs\forModeling\W-5313\_Rdy\_xp\_L\_REV.dgn  
\$\$\$\$USERNAME\$\$\$\$

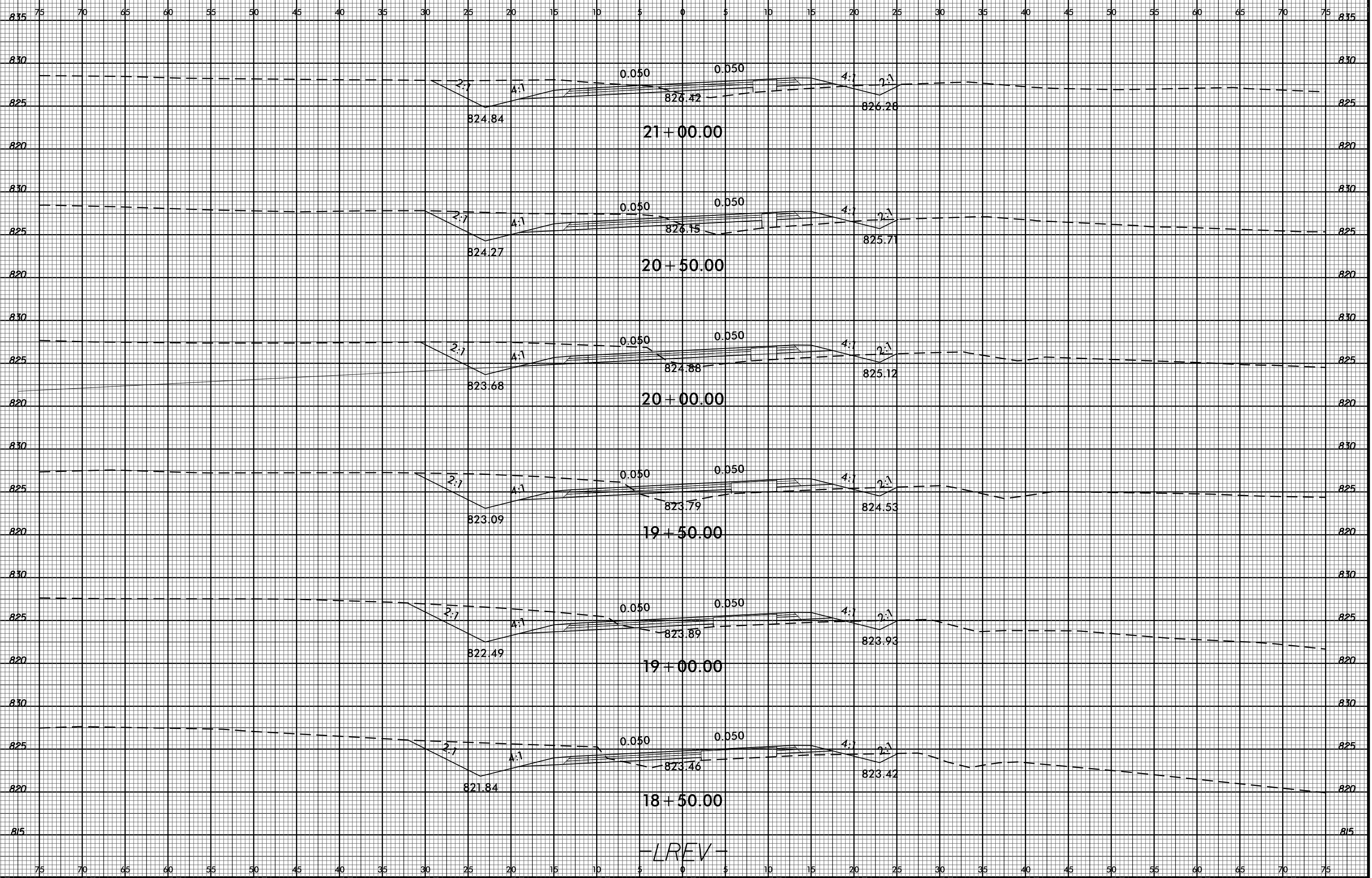
-LREV-



8/23/99



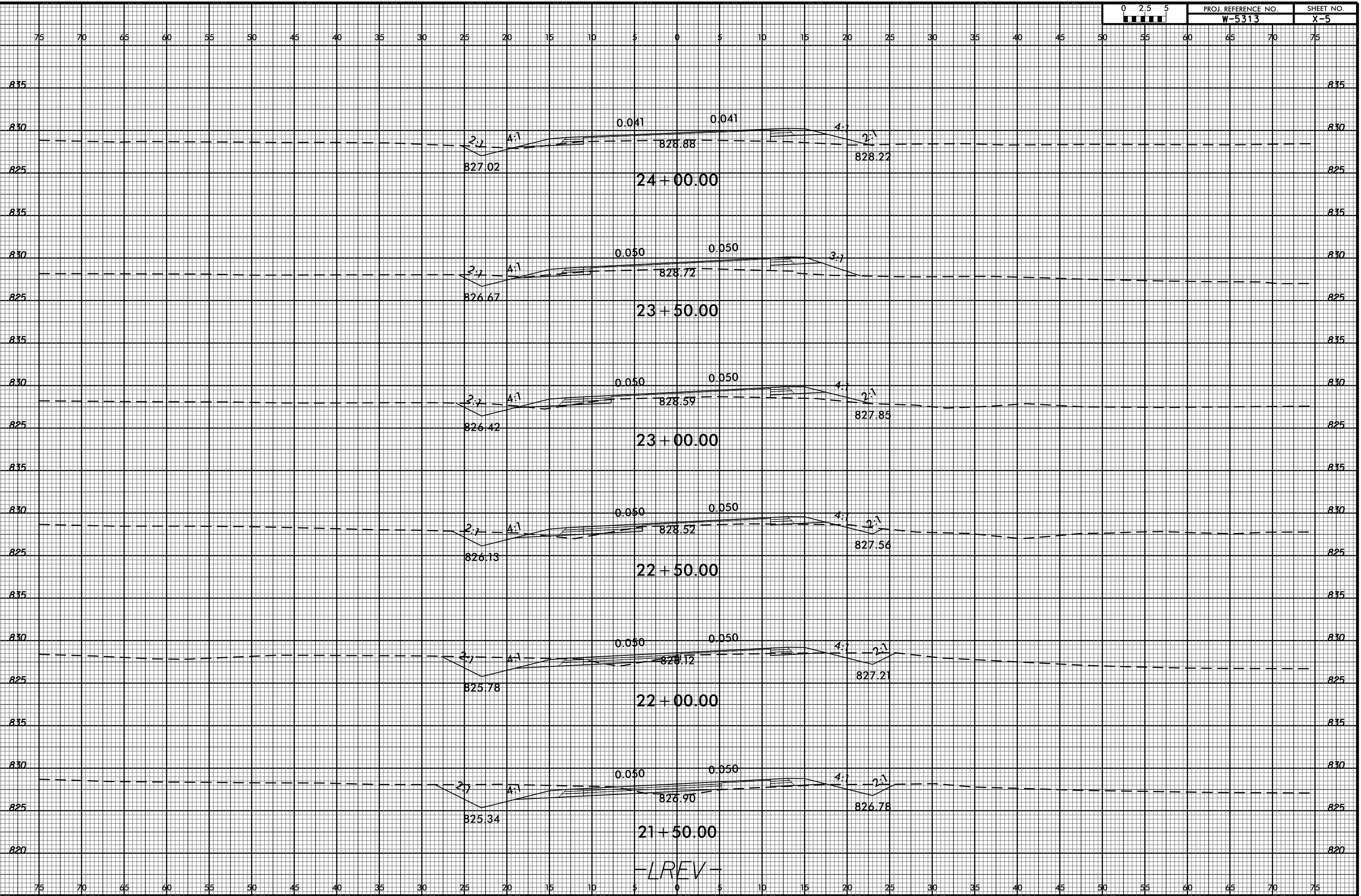
PROJ. REFERENCE NO. W-5313 SHEET NO. X-4



-LREV-

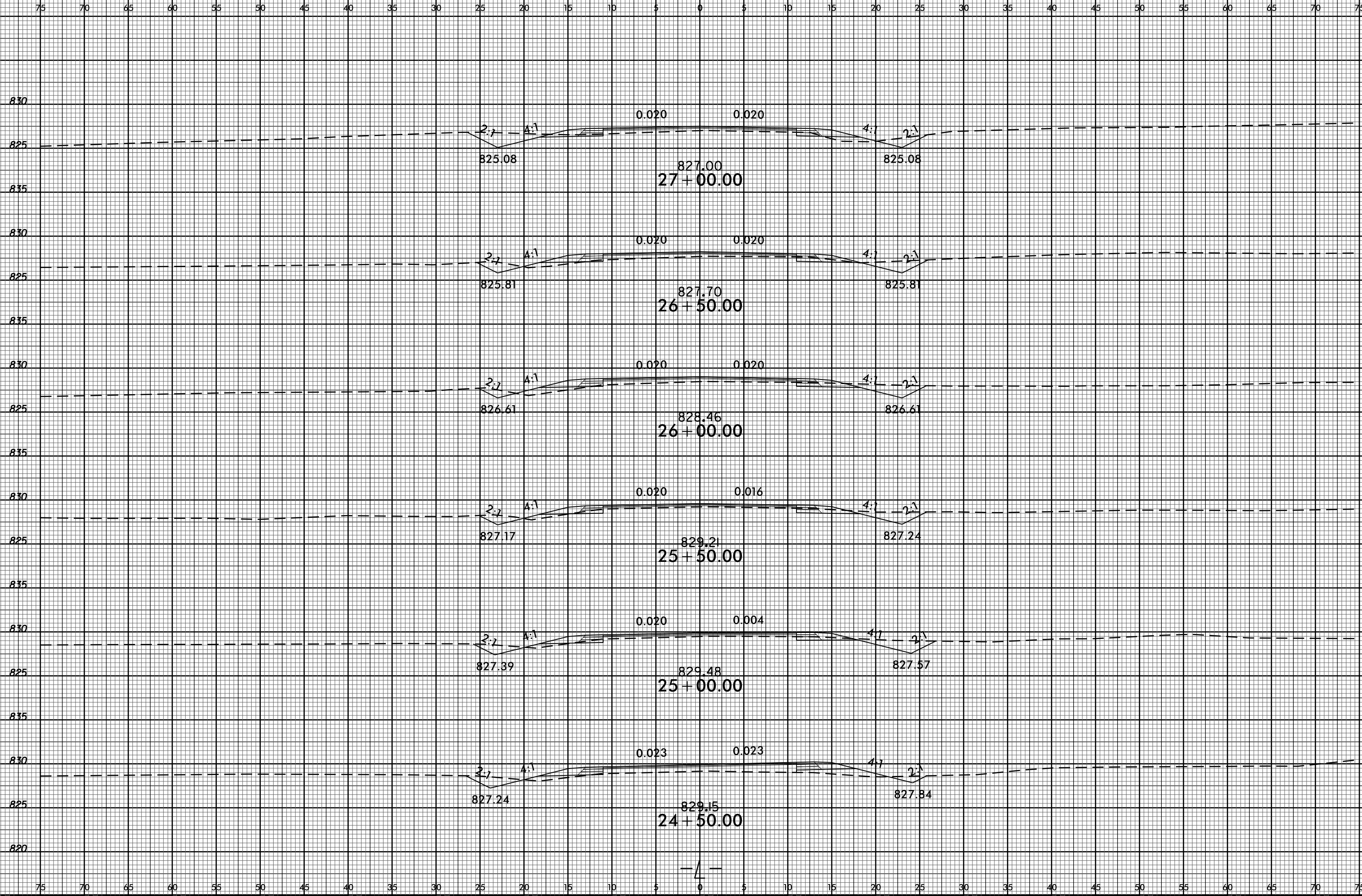
30-MAR-2017 17:19  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_LREV.dgn  
\$\$\$\$USERNAME\$\$\$\$

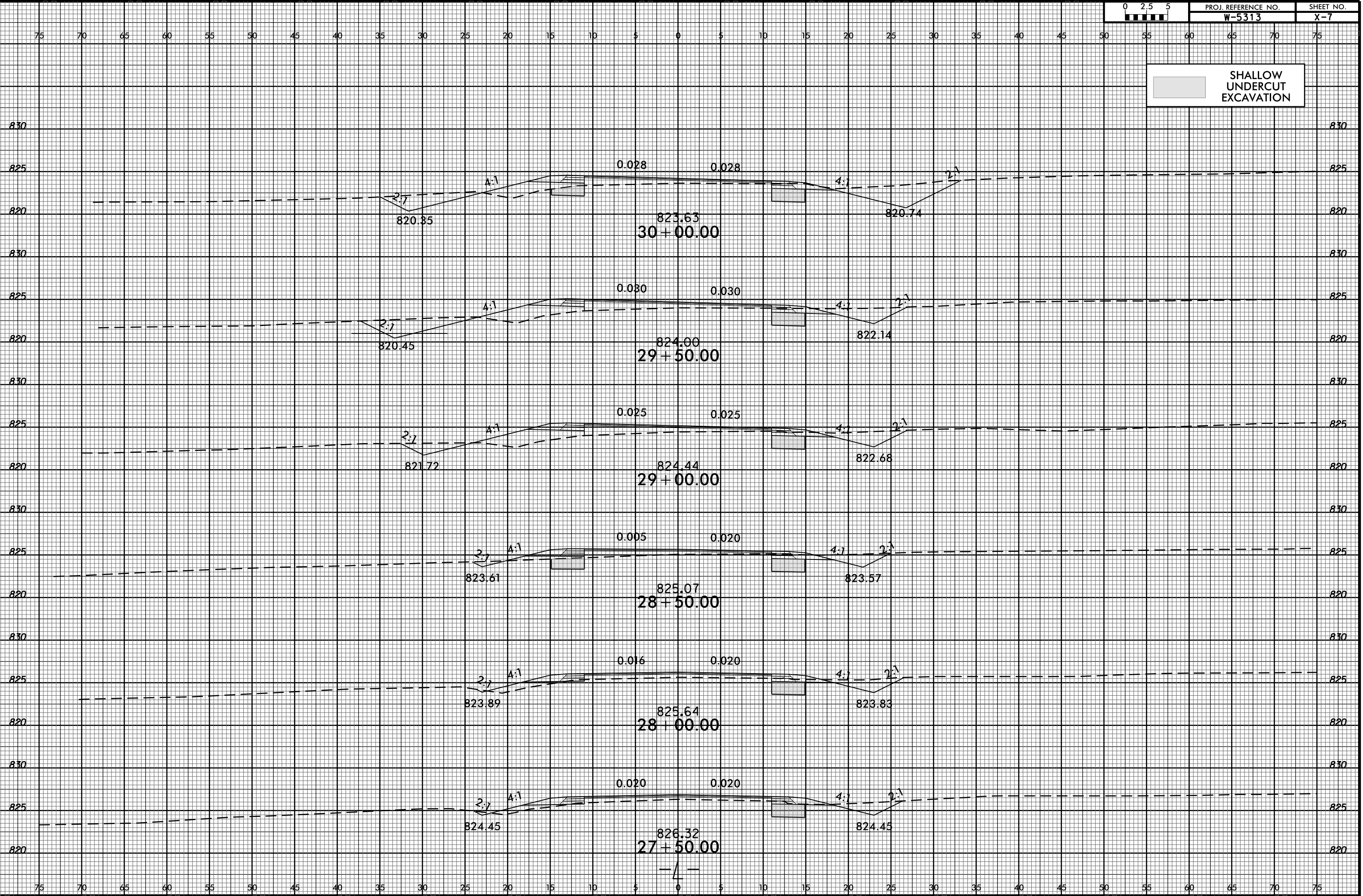
8/23/99



30-MAR-2017 17:19  
 R:\Roadway\Curbs\forModeling\w-5313\_Rdy\_xp\_LREV.dgn  
 \$\$\$USERNAME\$\$\$

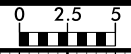




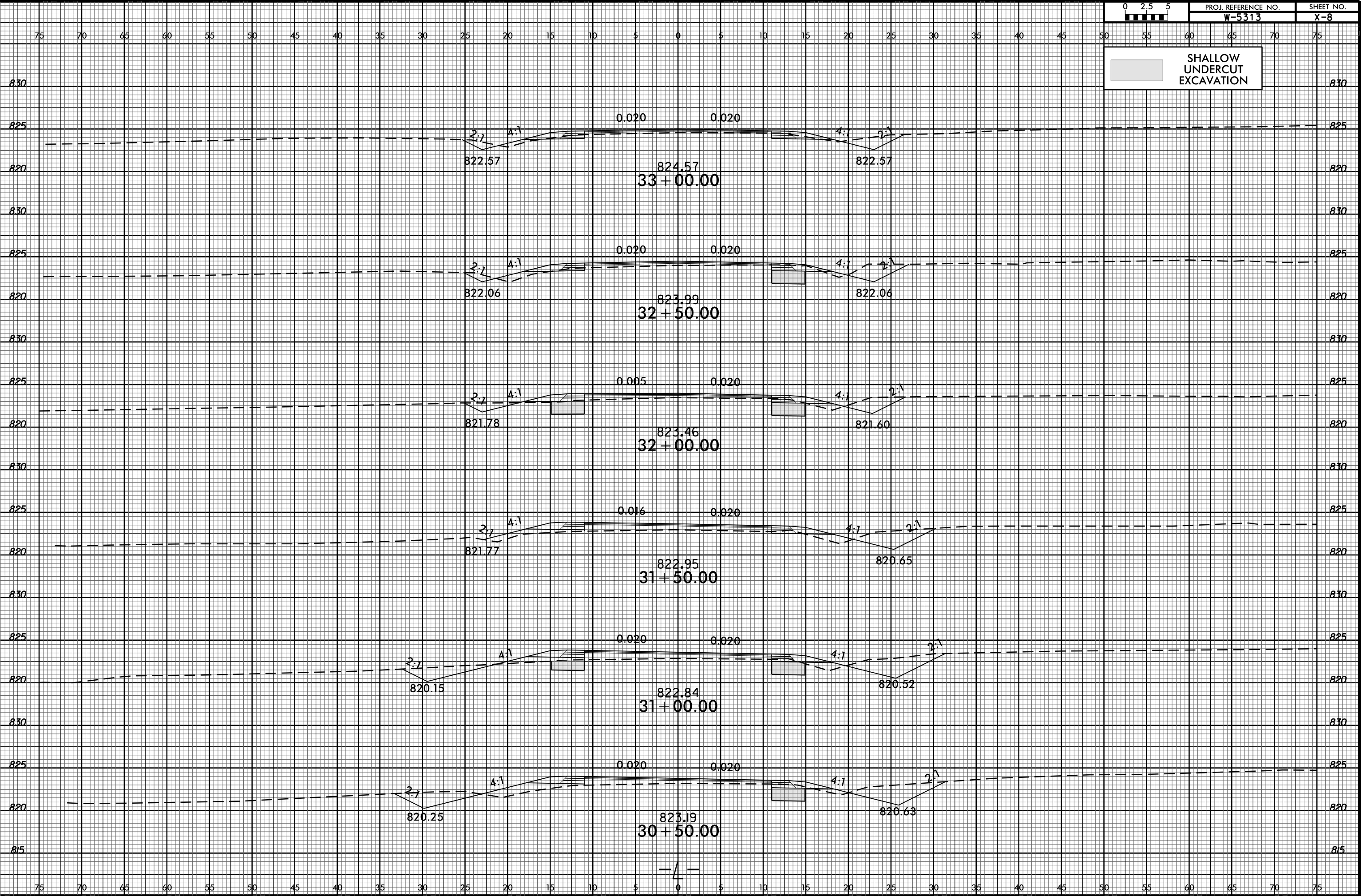




8/23/99

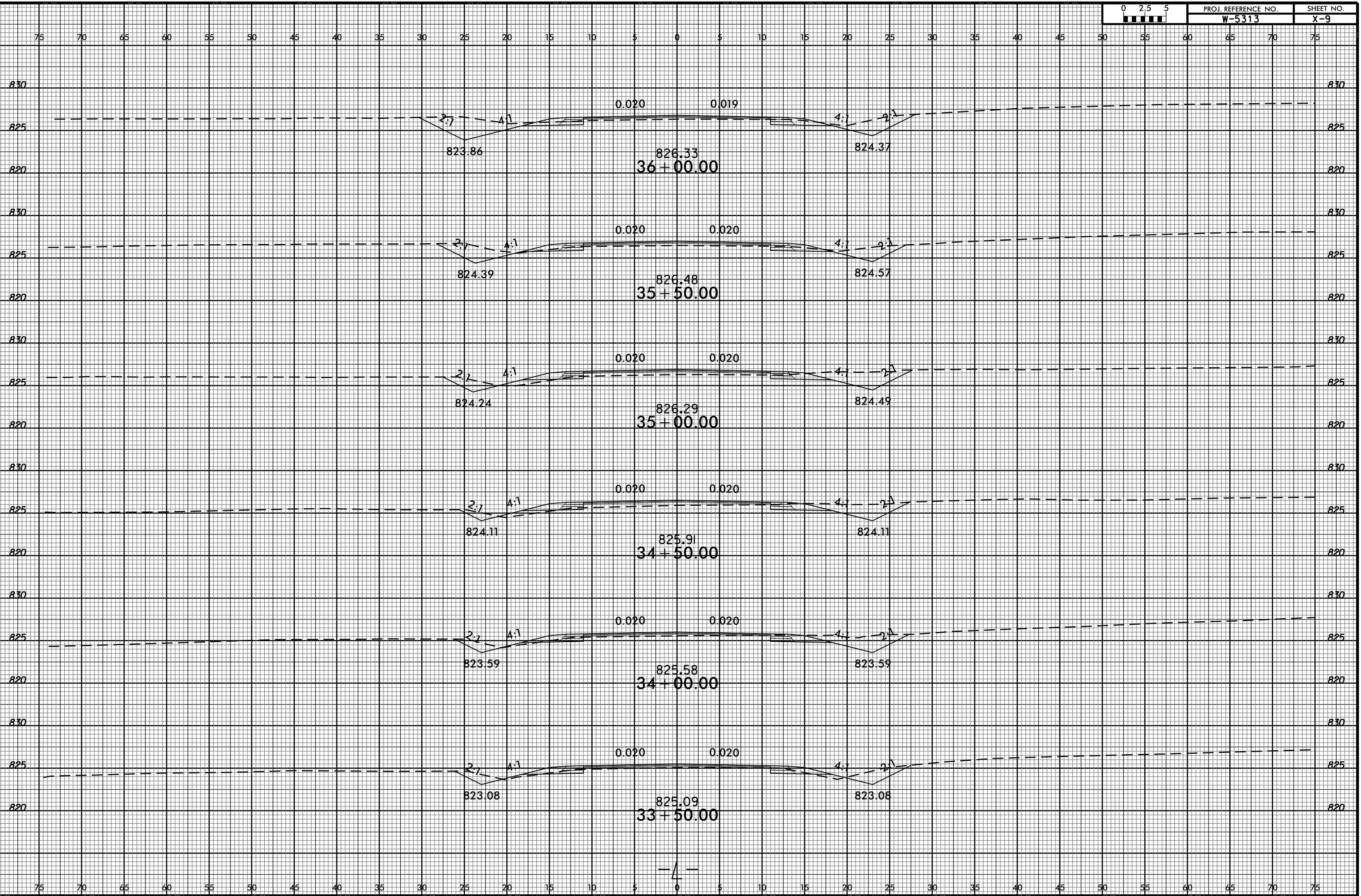


PROJ. REFERENCE NO. W-5313 SHEET NO. X-8

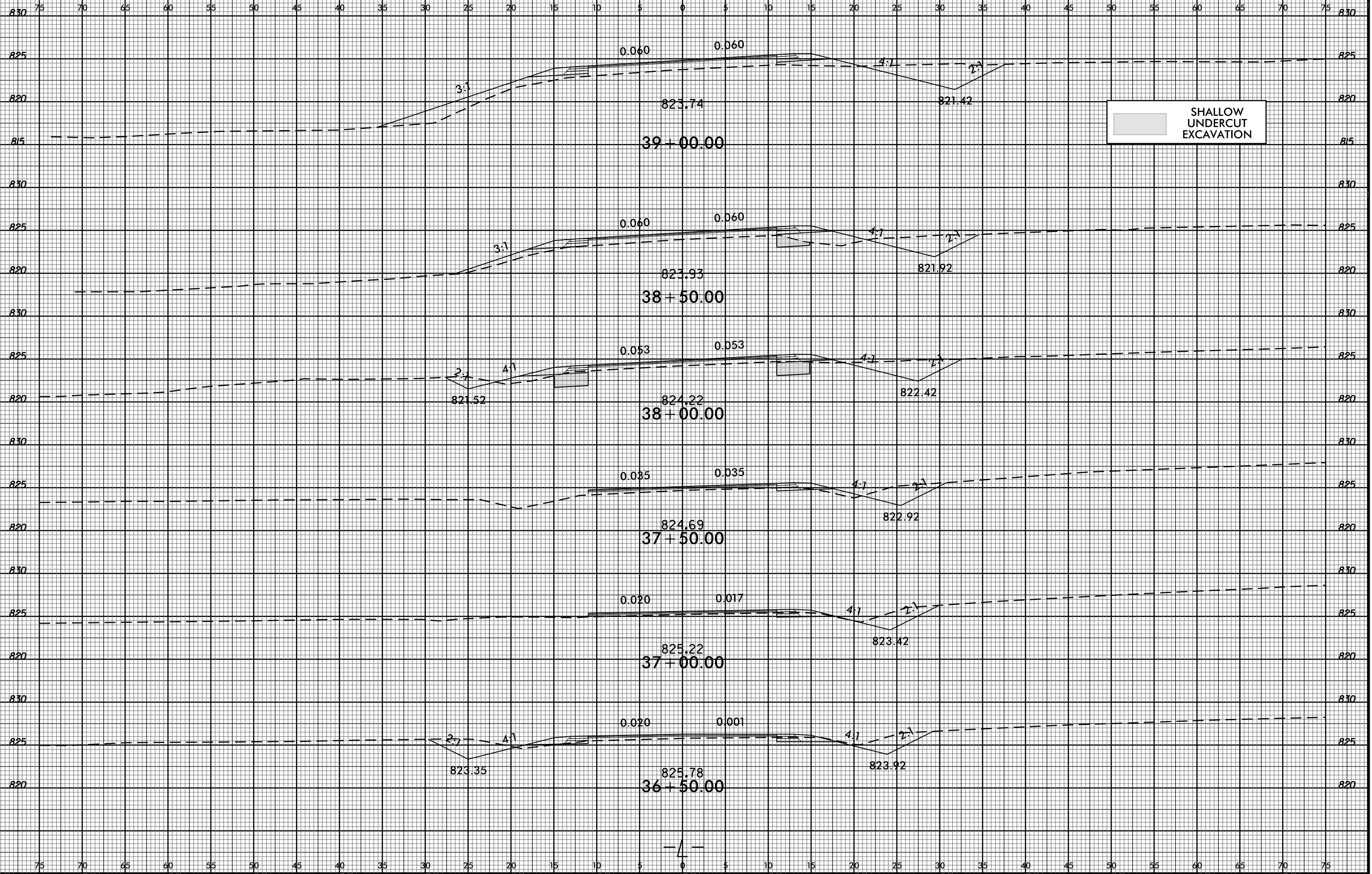


30-MAR-2017 17:19 R:\Roadway\Curves\forModeling\w-5313\_Rdy\_xp\_1.LB.dgn

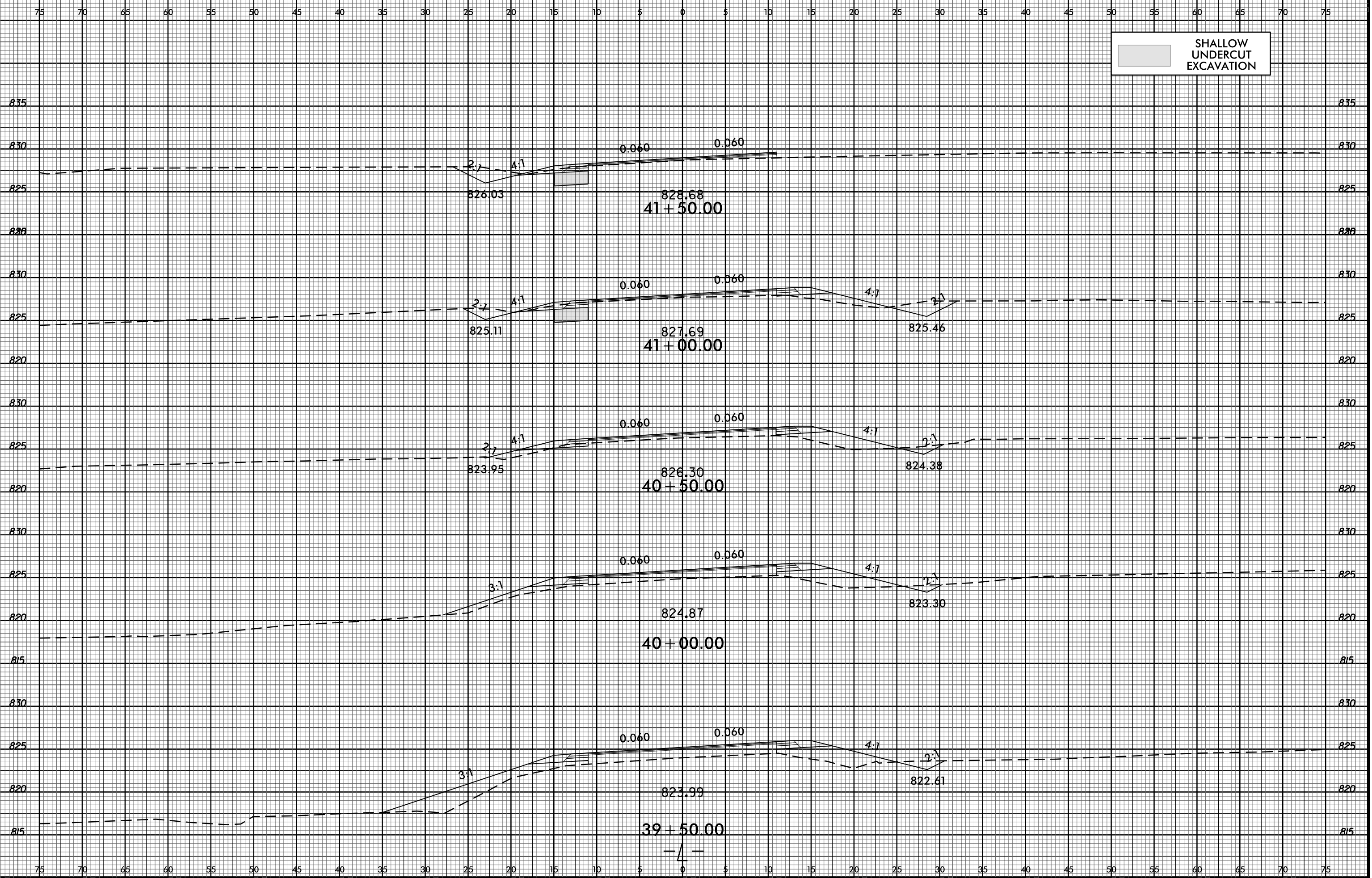
8/23/99



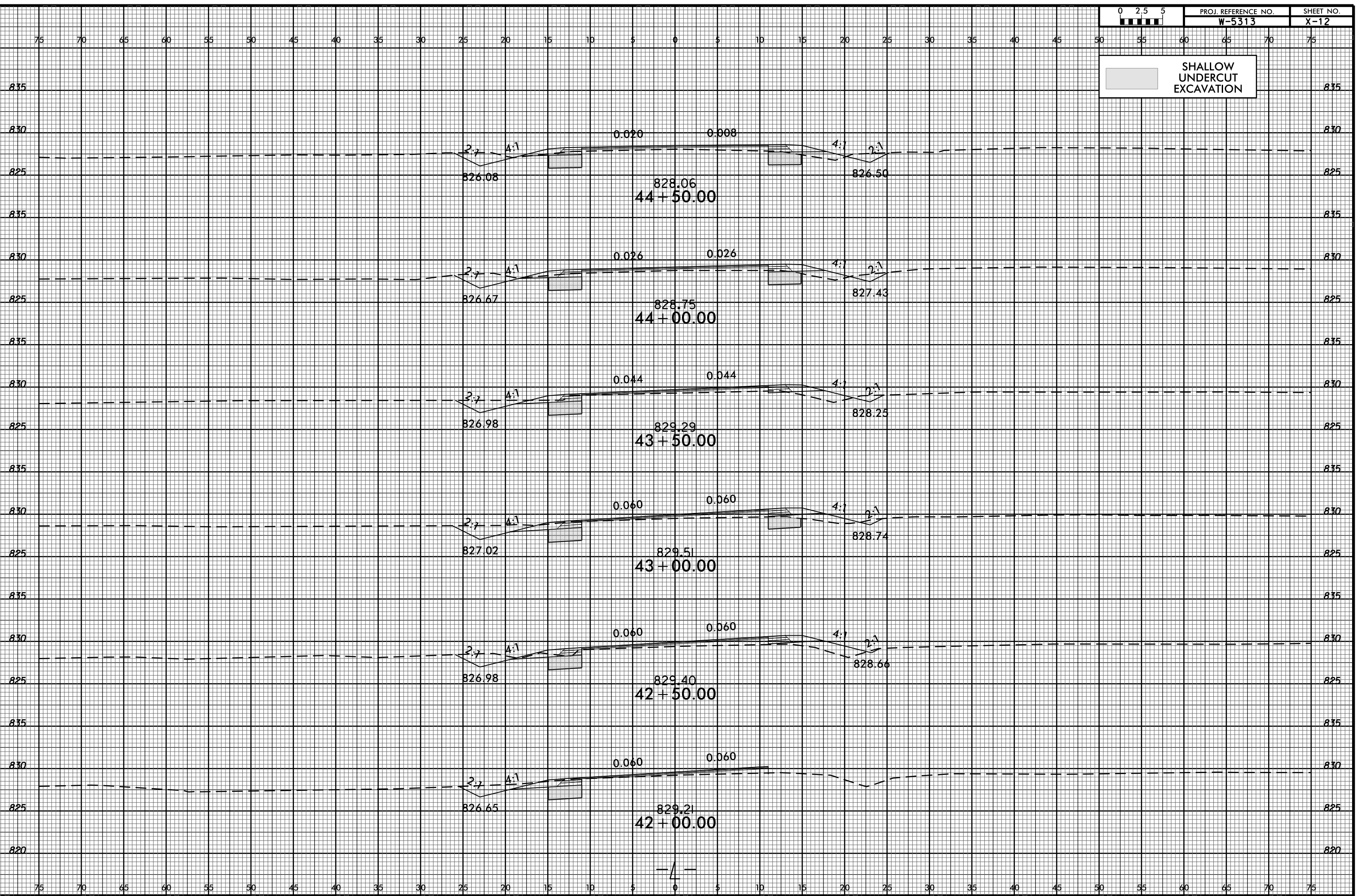
30-MAR-2017 17:19  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_LB.dgn  
\$\$\$\$USERNAME\$\$\$\$



SHALLOW UNDERCUT EXCAVATION

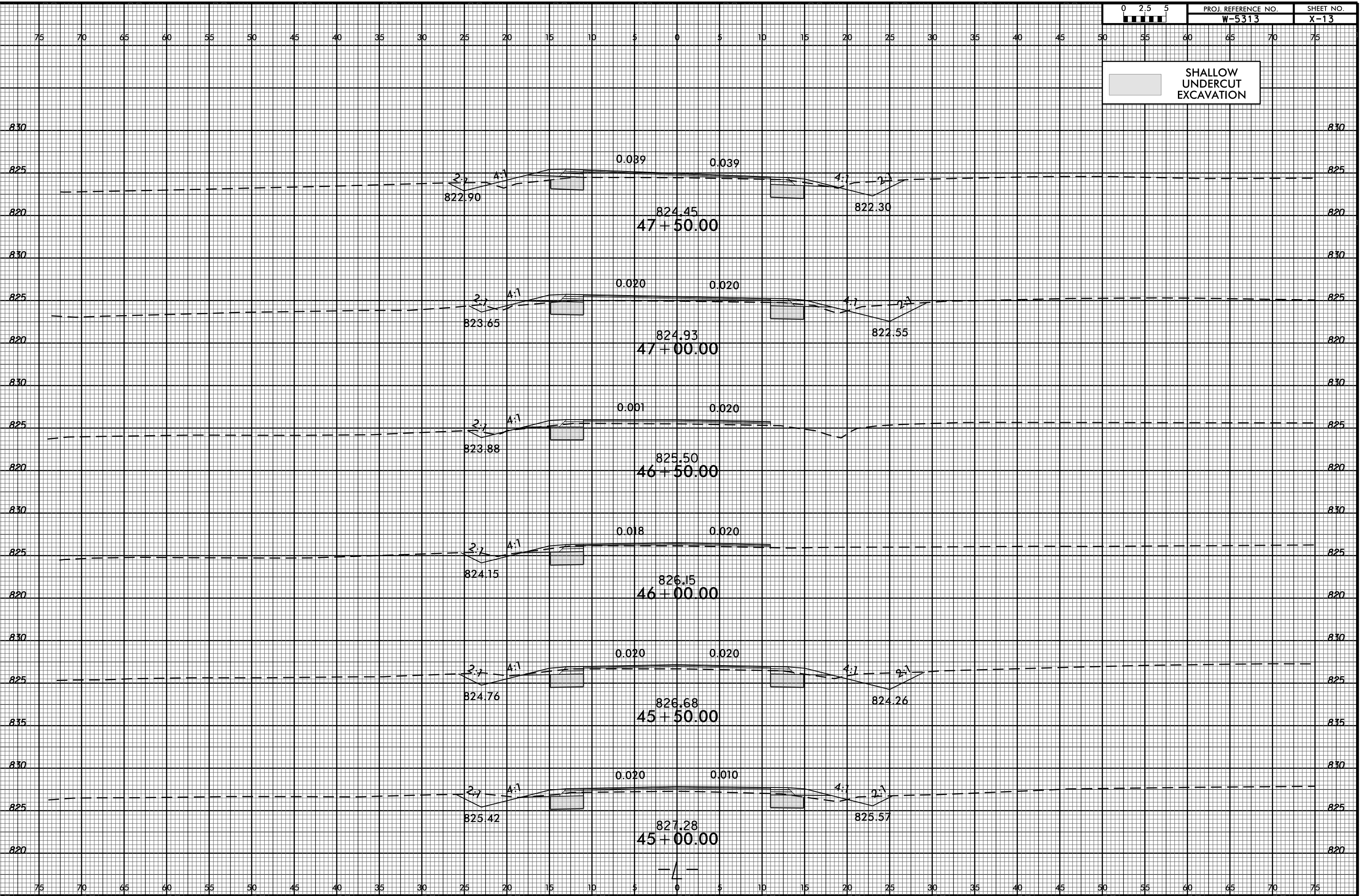


SHALLOW UNDERCUT EXCAVATION



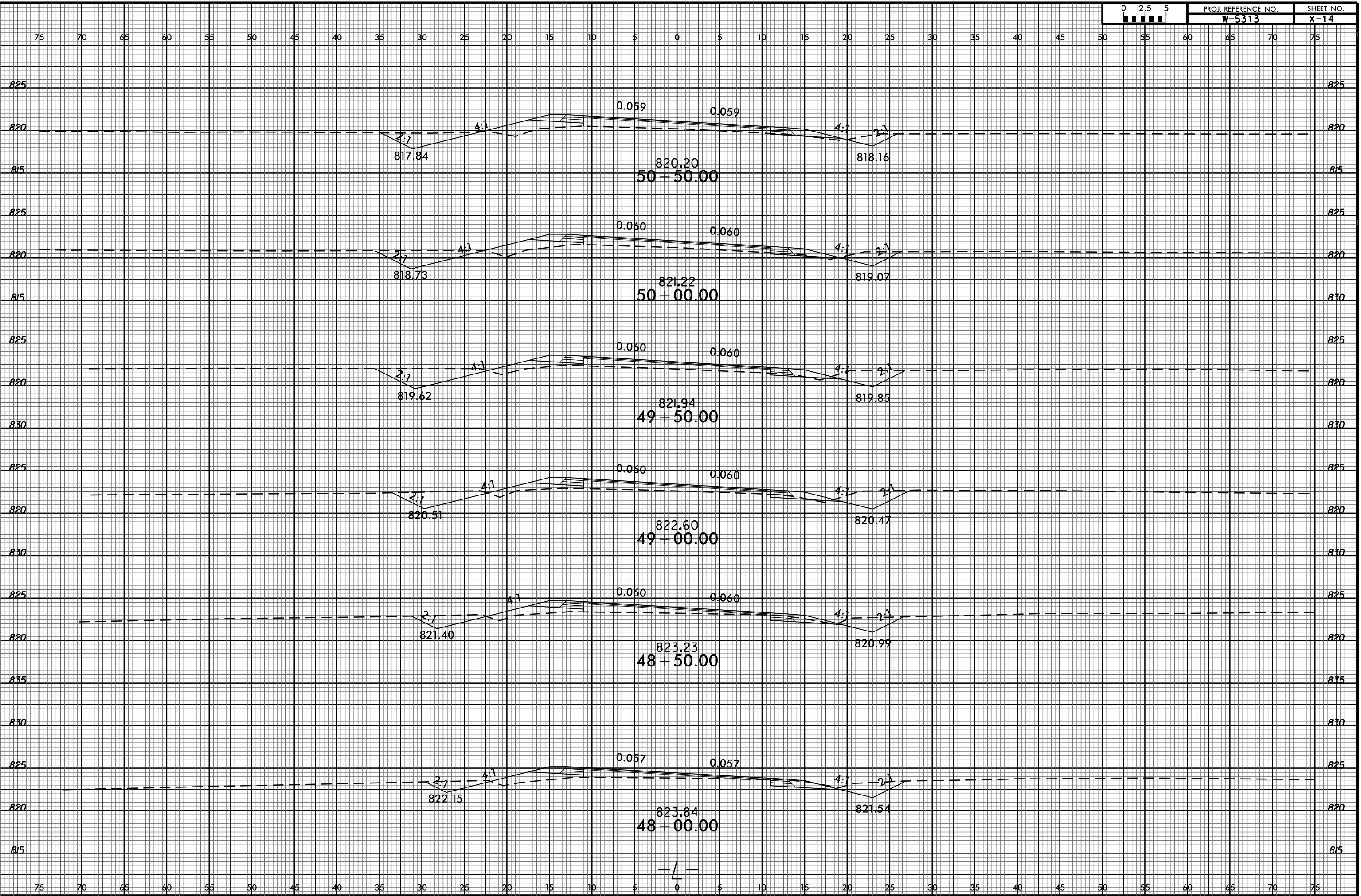
SHALLOW UNDERCUT EXCAVATION



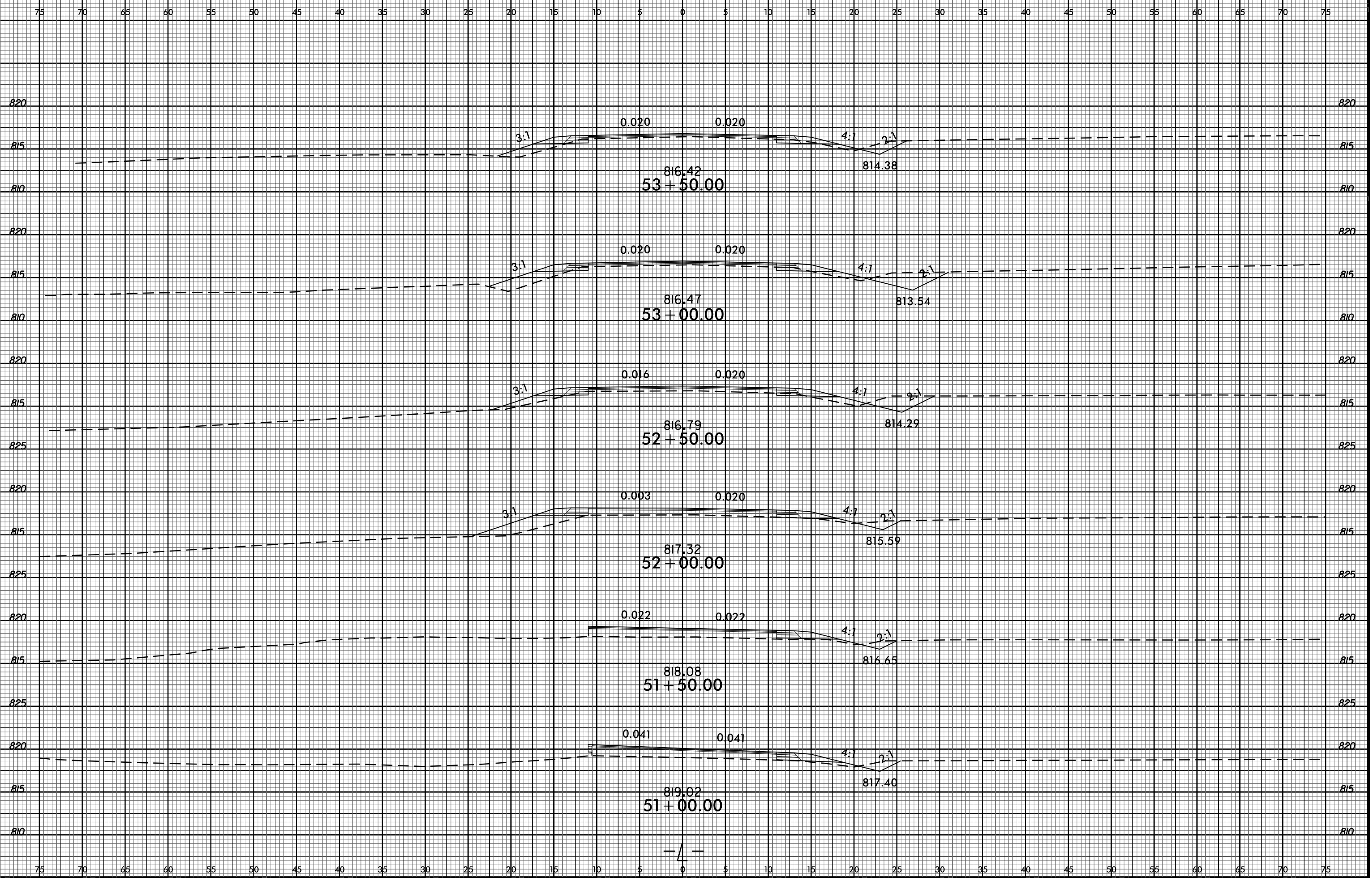


SHALLOW UNDERCUT EXCAVATION

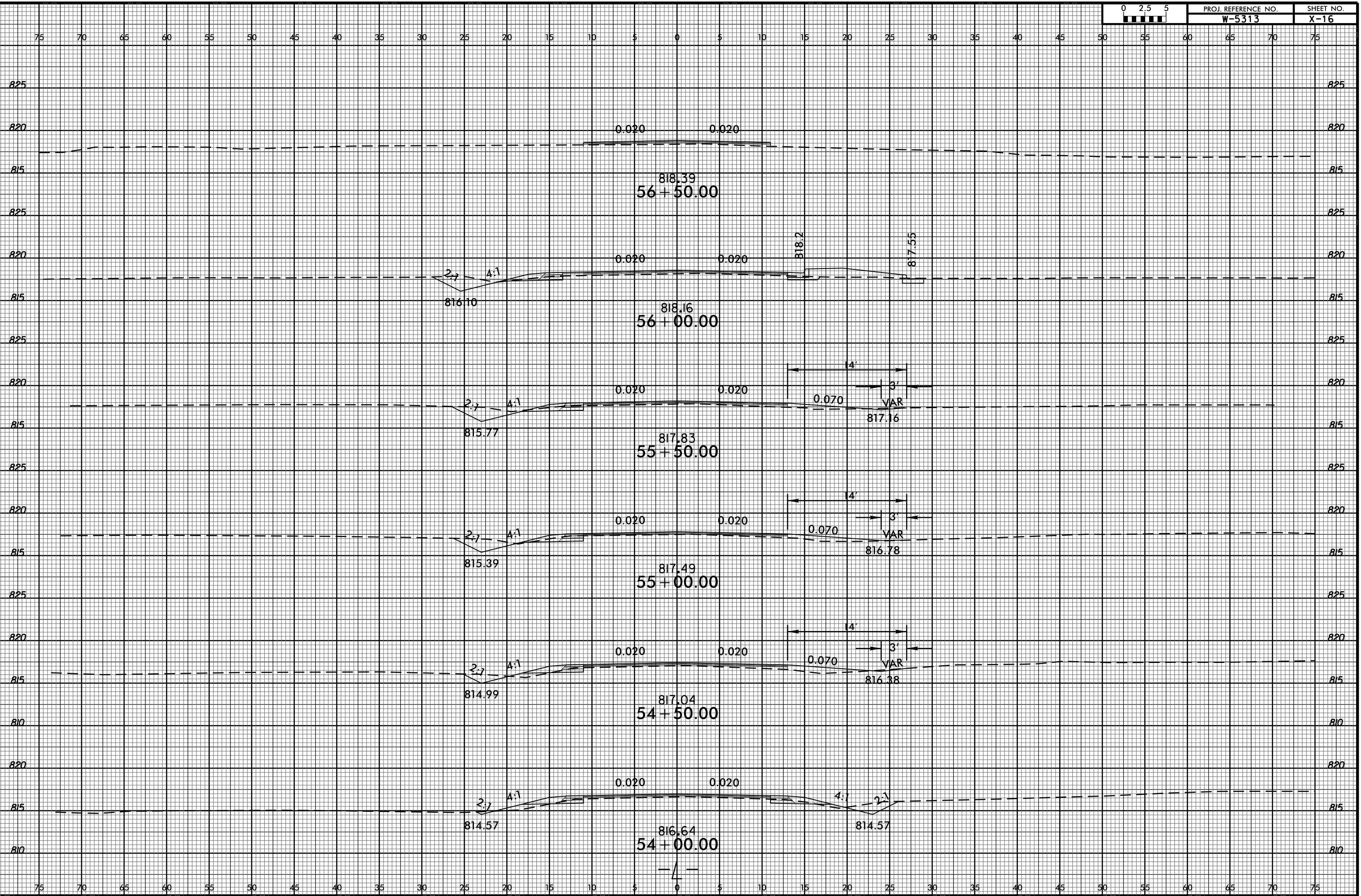
8/23/99



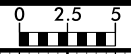
30-MAR-2017 17:19  
R:\Roadwork\CAD\DrawModeling\W-5313\_Rdy\_xp1\_LB.dgn  
\$\$\$\$USERNAME\$\$\$\$





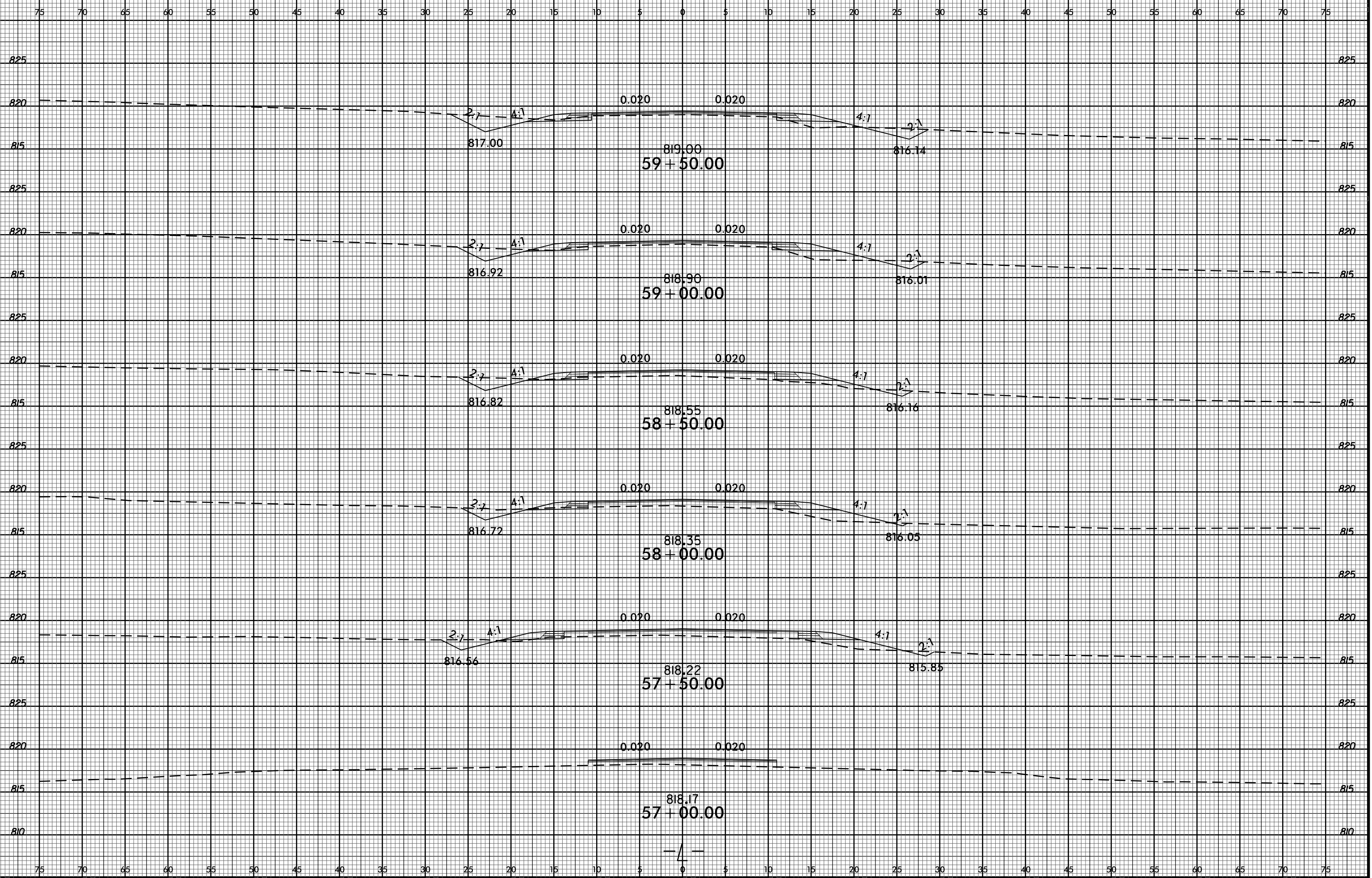


8/23/99



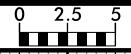
PROJ. REFERENCE NO.  
W-5313

SHEET NO.  
X-17



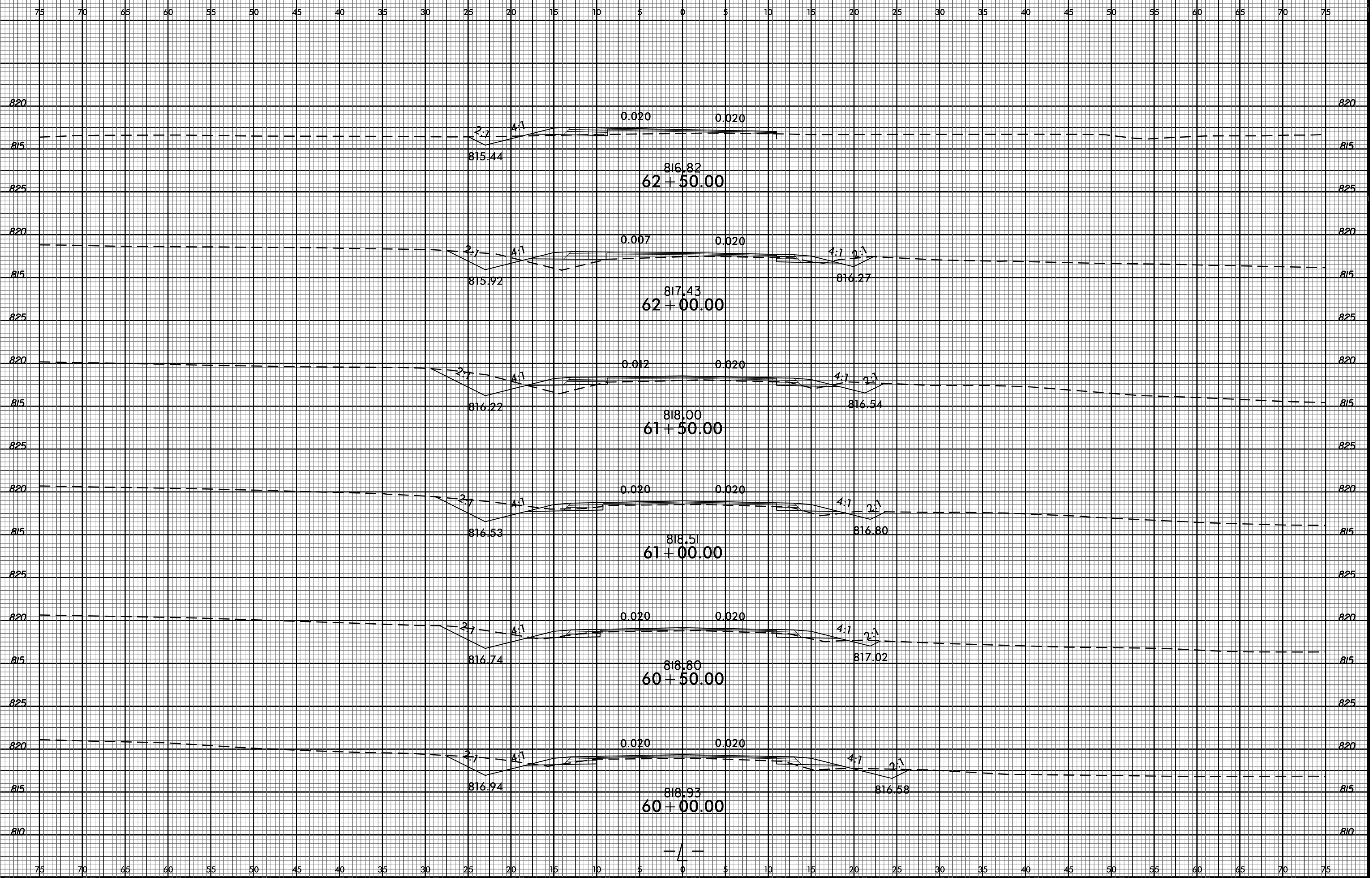
30-MAR-2017 17:19  
R:\Roadway\Curbs\forModeling\W-5313\_Rdy\_xp1\_LB.dgn  
\$\$\$\$\$USERNAME\$\$\$\$\$

8/23/99

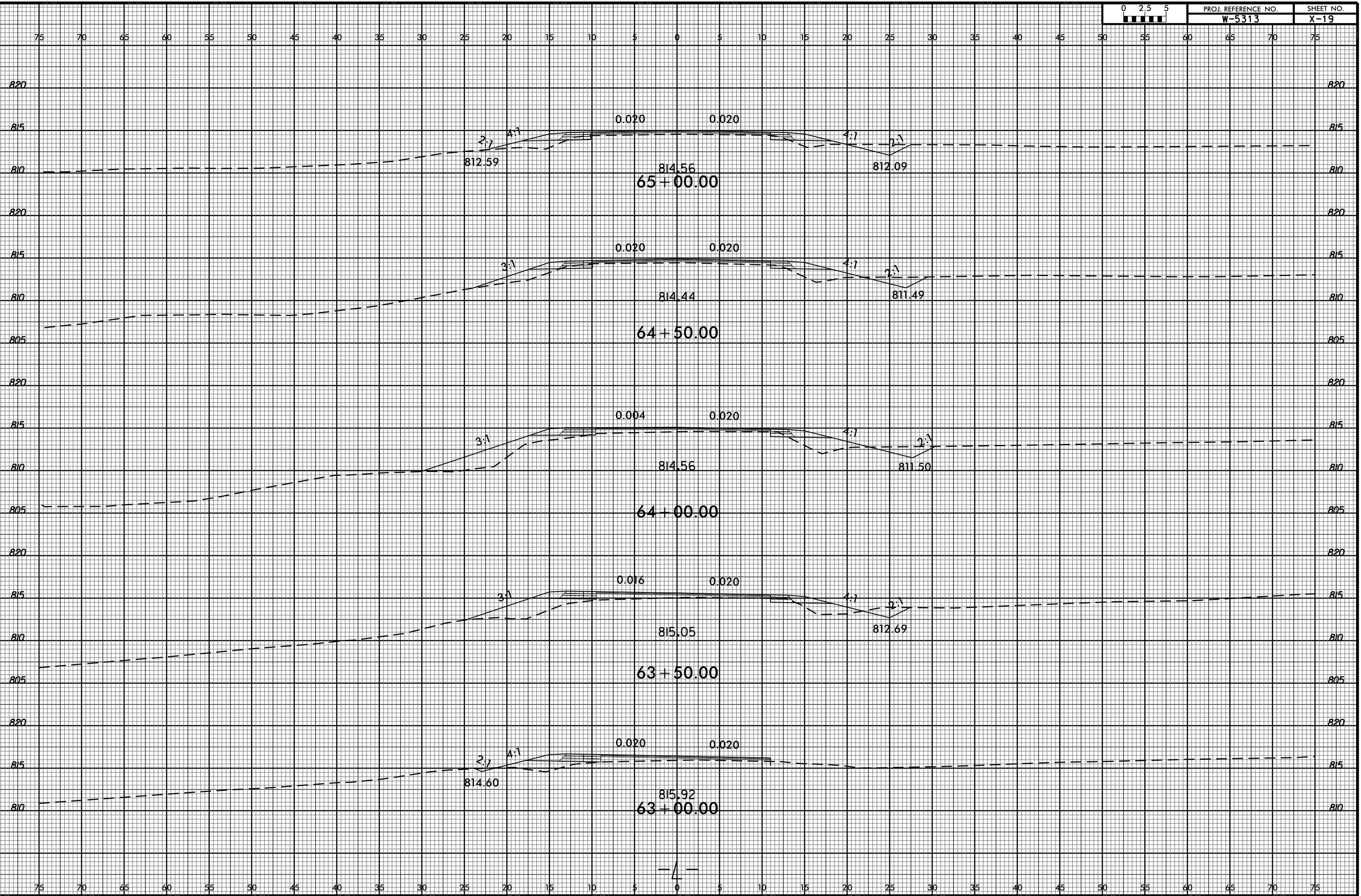


PROJ. REFERENCE NO.  
W-5313

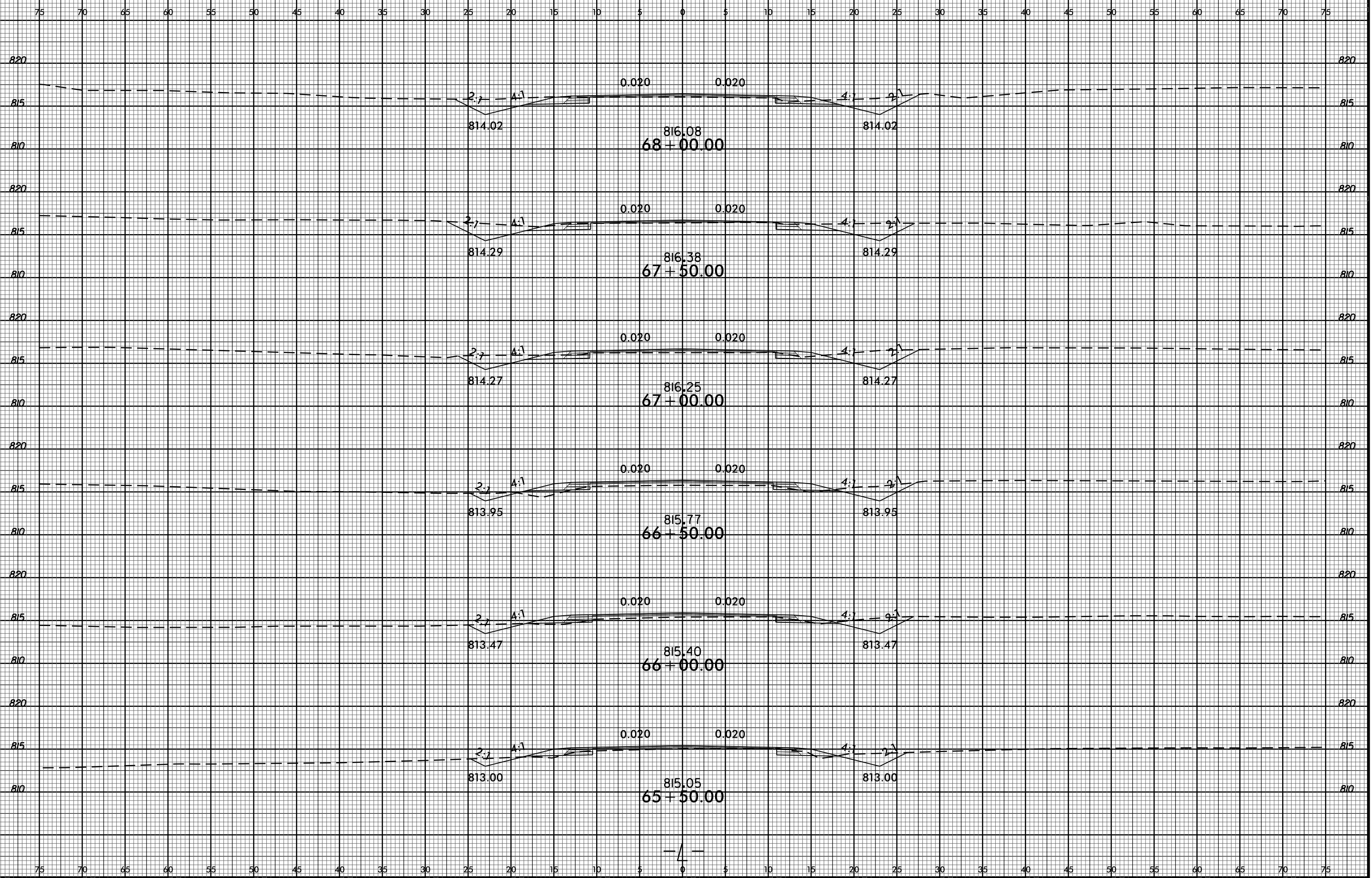
SHEET NO.  
X-18



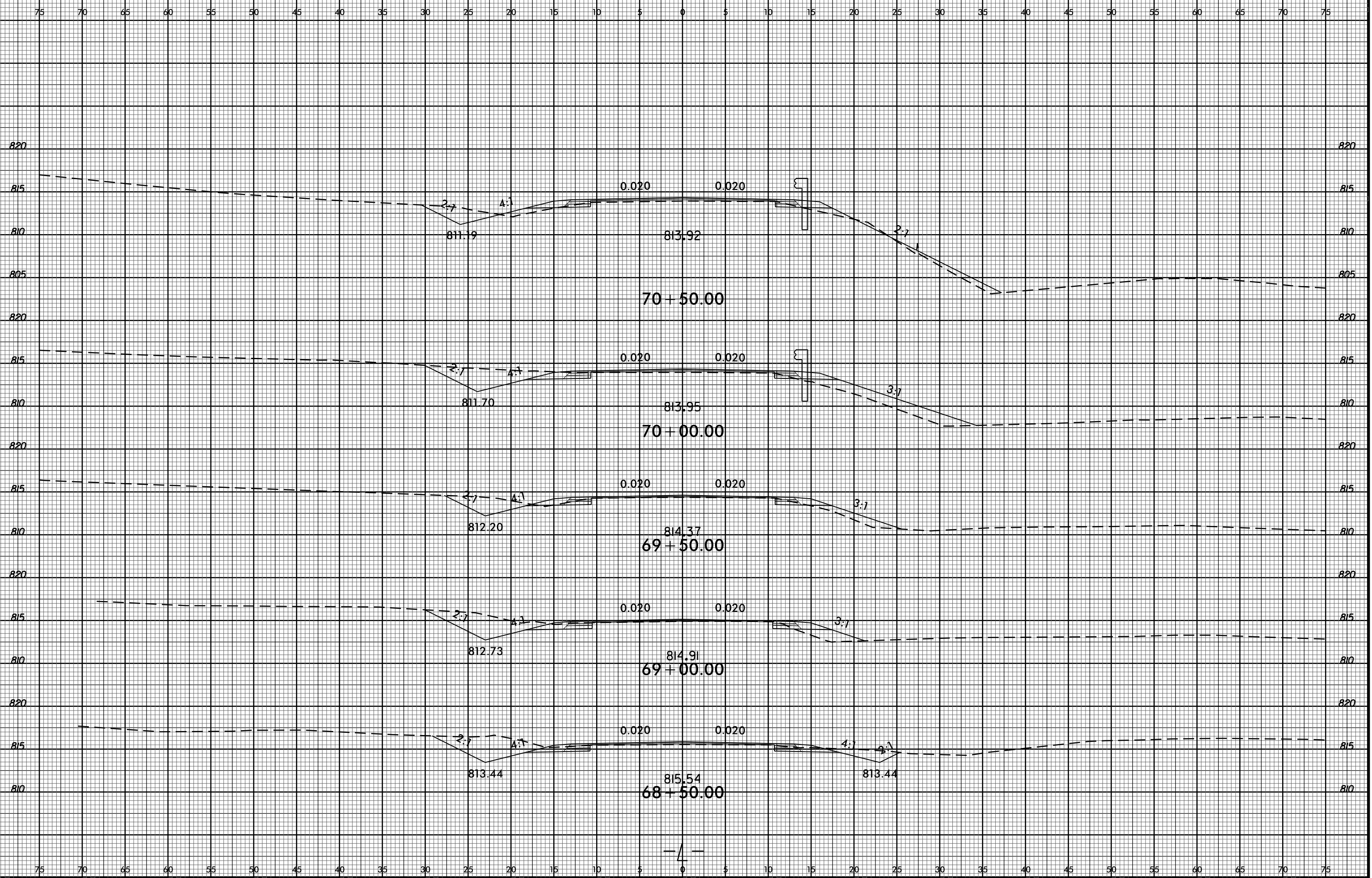
30-MAR-2017 17:19  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_LB.dgn  
\$\$\$\$USERNAME\$\$\$\$



8/23/99

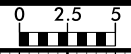


30-MAR-2017 17:19  
R:\Roadwork\CurvedModeling\W-5313\_Rdy\_xp1\_LB.dgn  
\$\$\$\$USERNAME\$\$\$\$

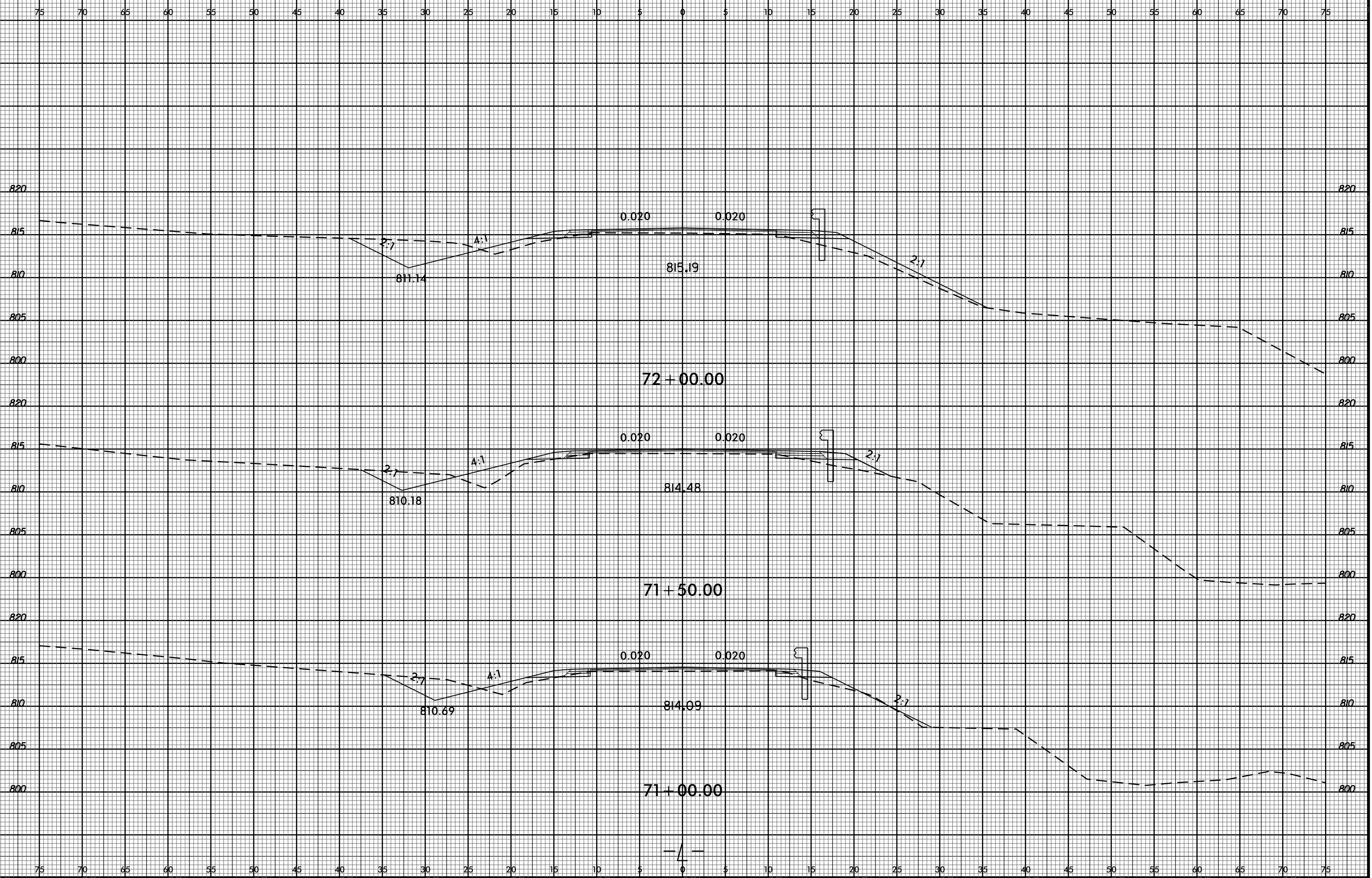




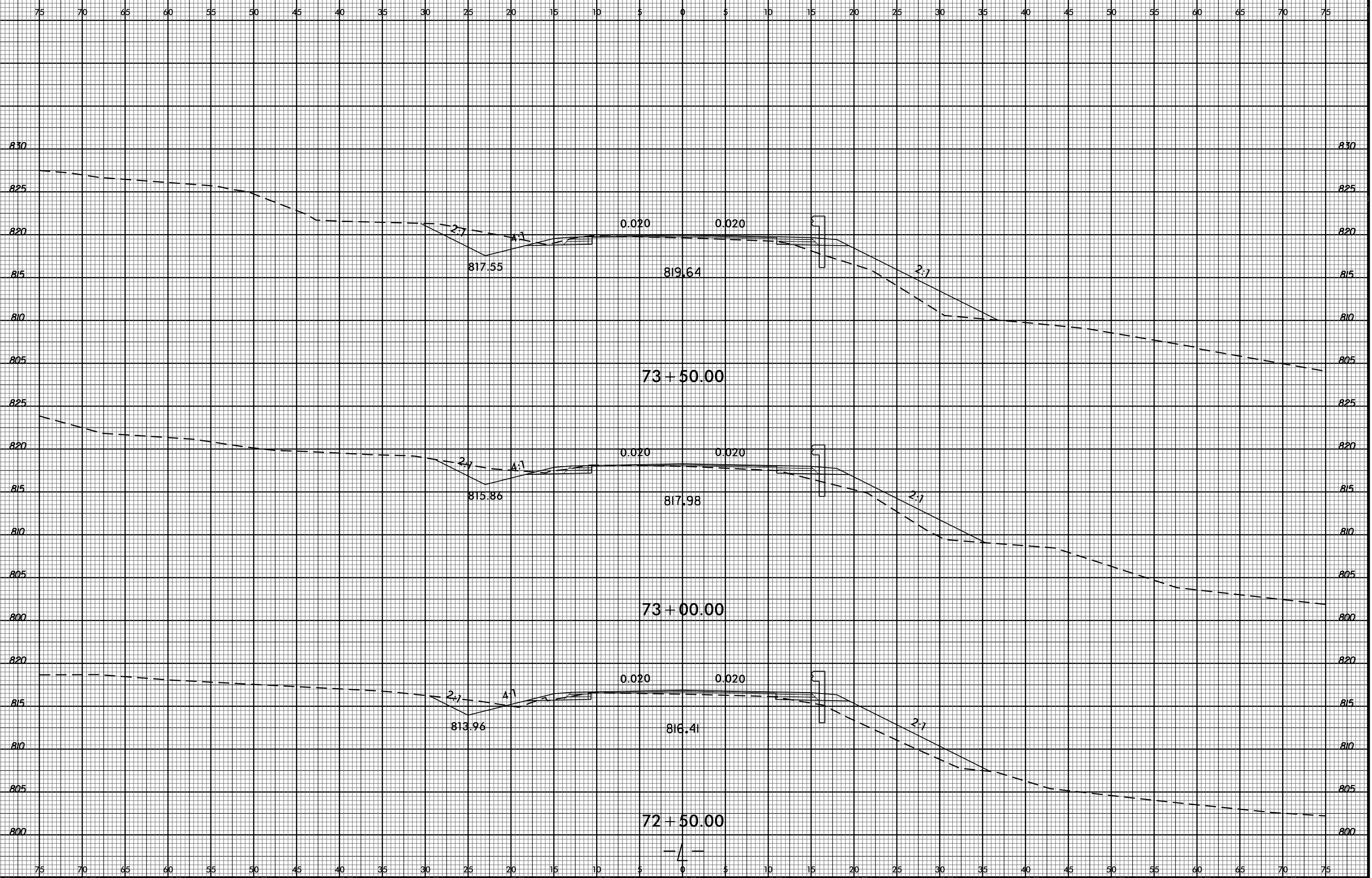
8/23/99



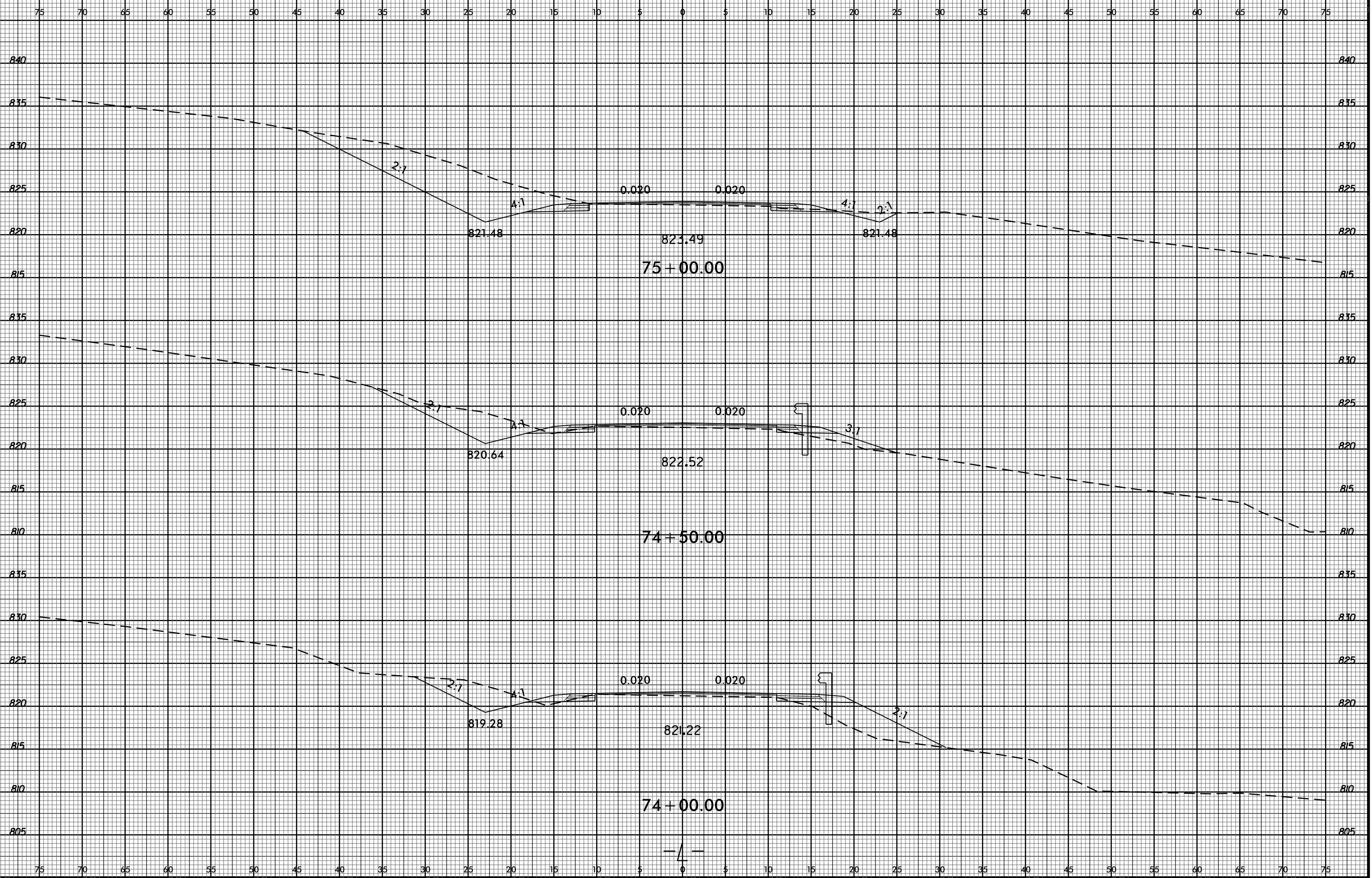
PROJ. REFERENCE NO. W-5313 SHEET NO. X-22

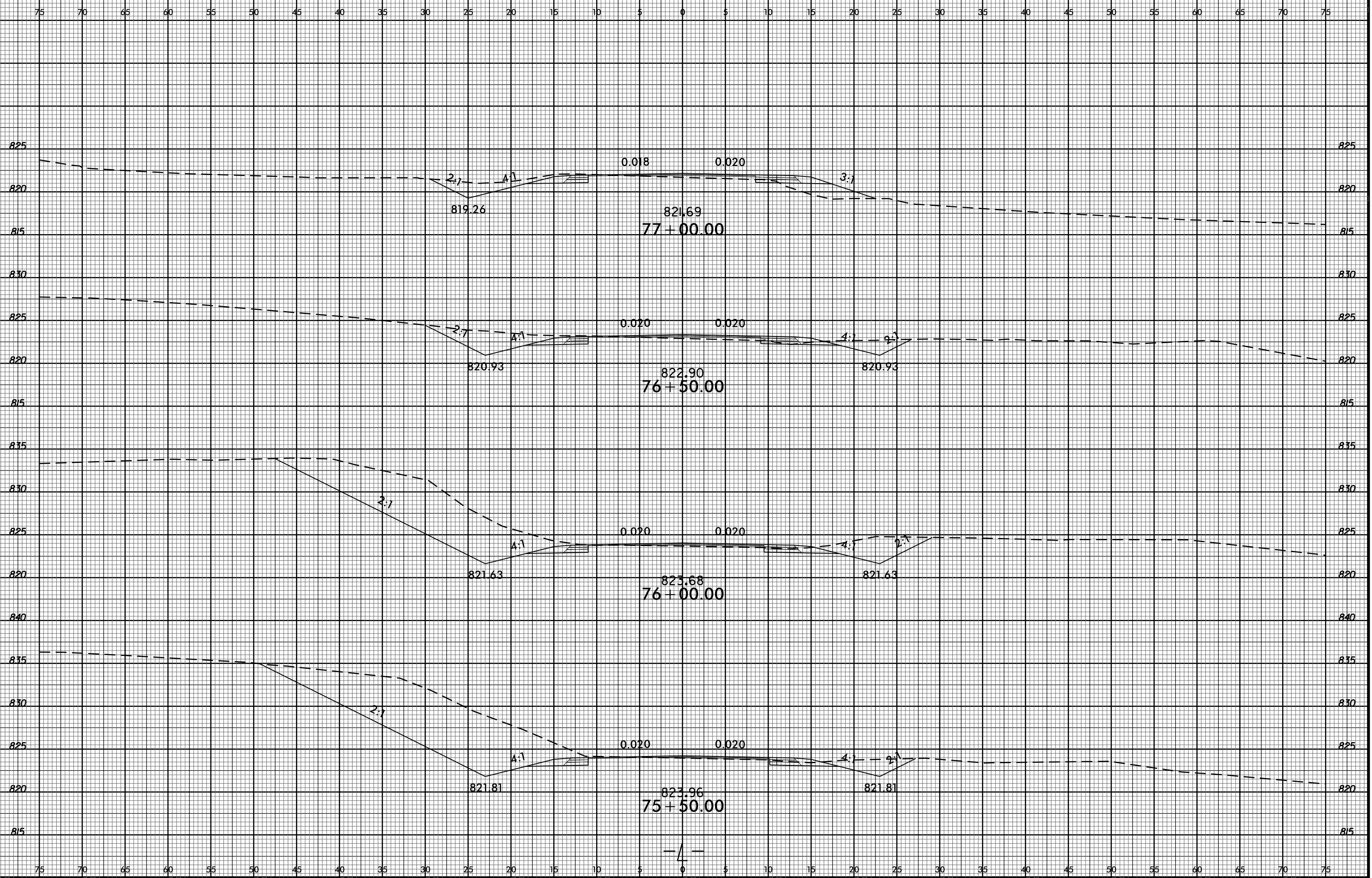


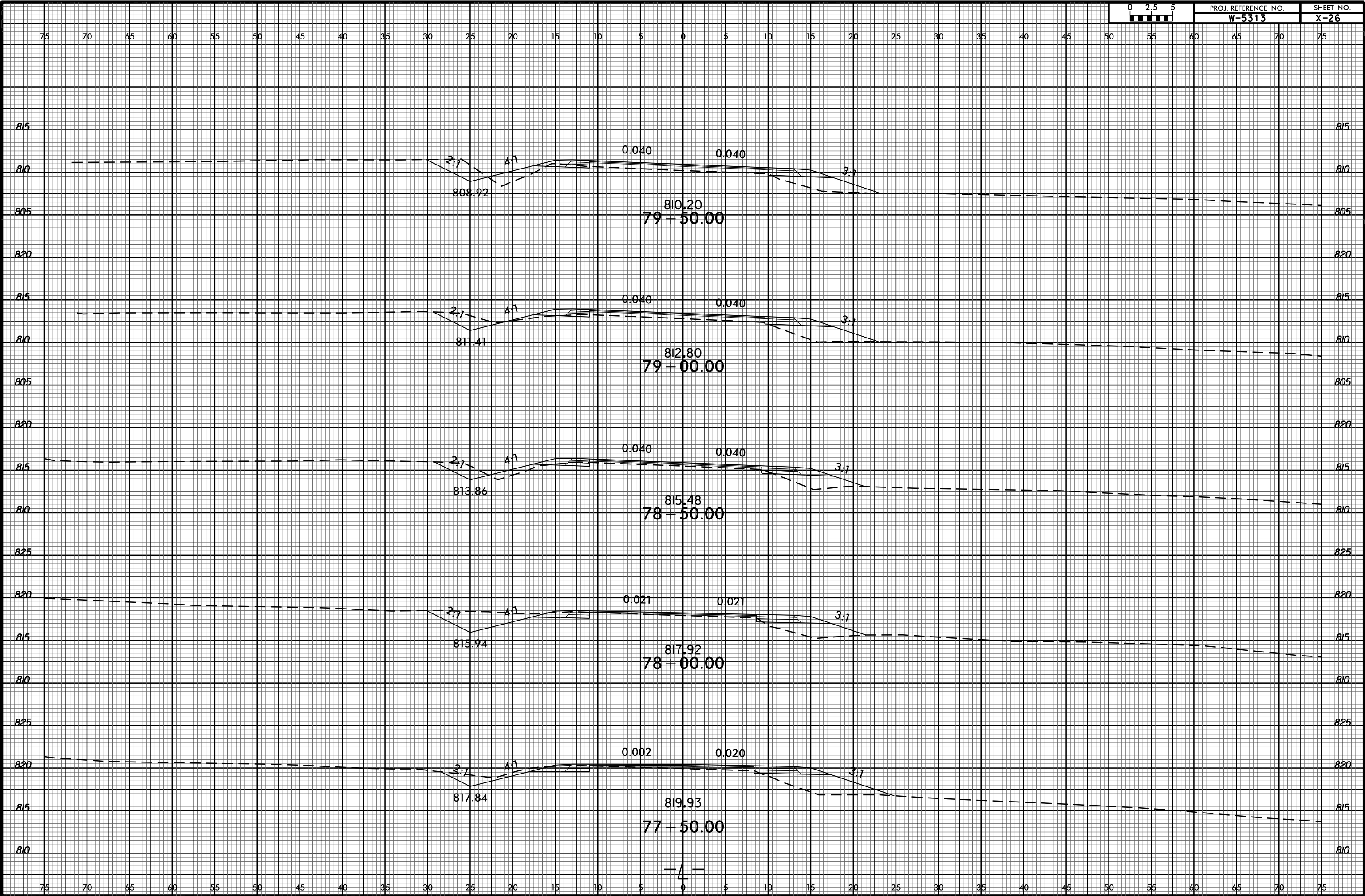
30-MAR-2017 17:19  
R:\Roadwork\Curbs\forModeling\W-5313\_Rdy\_xp\_LB.dgn  
\$\$\$\$USERNAME\$\$\$\$

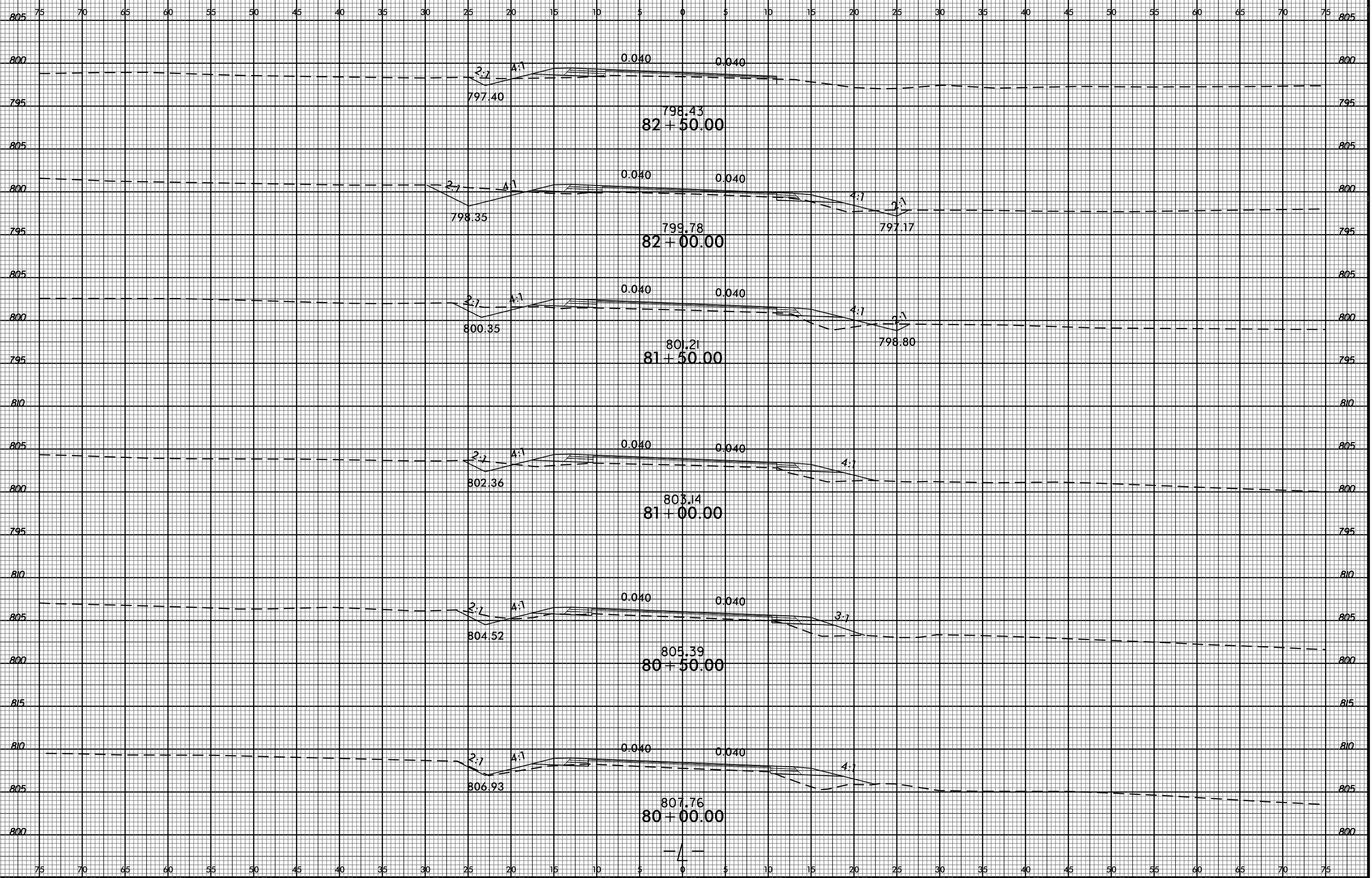








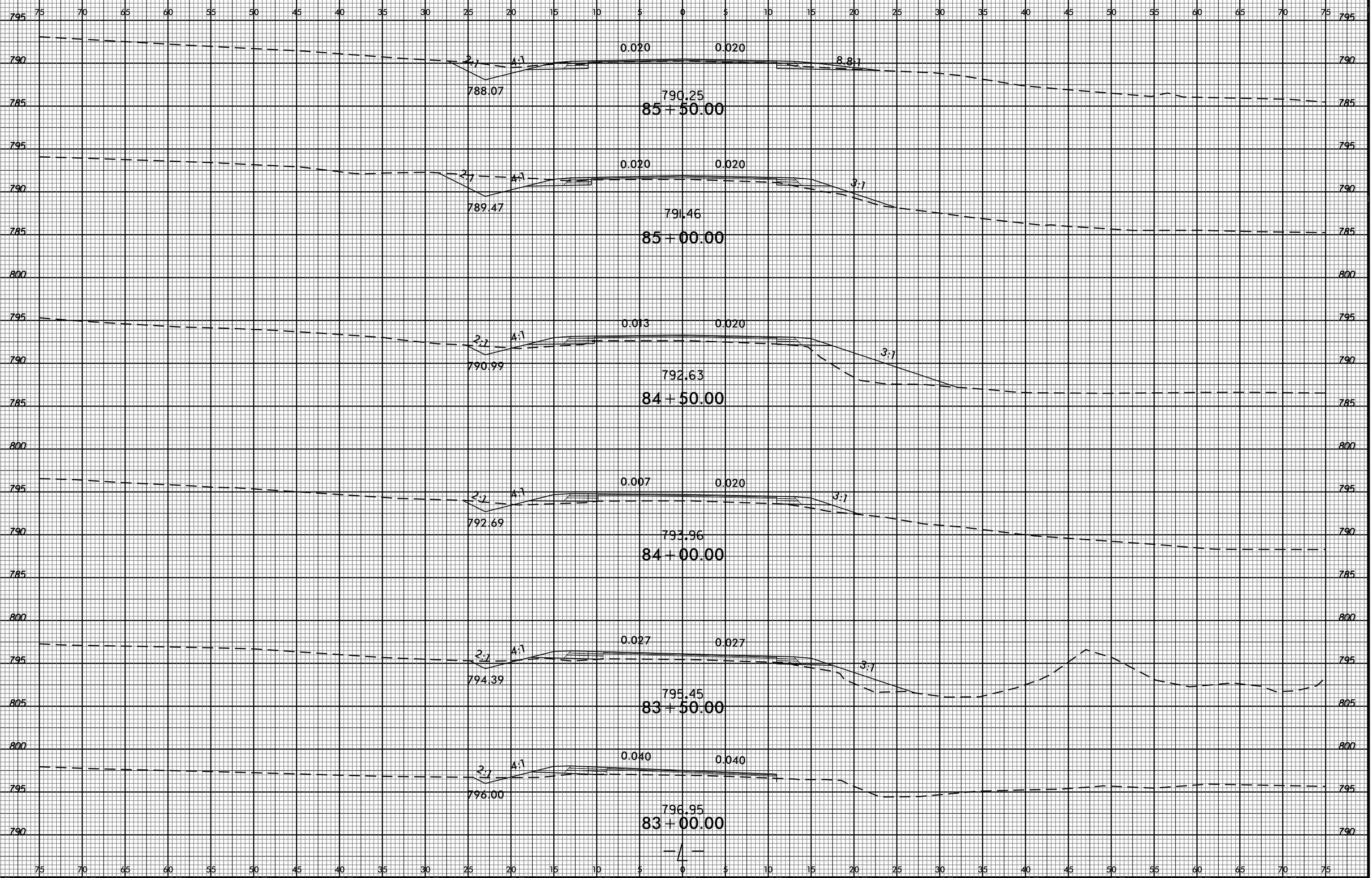




8/23/99



PROJ. REFERENCE NO. W-5313 SHEET NO. X-28

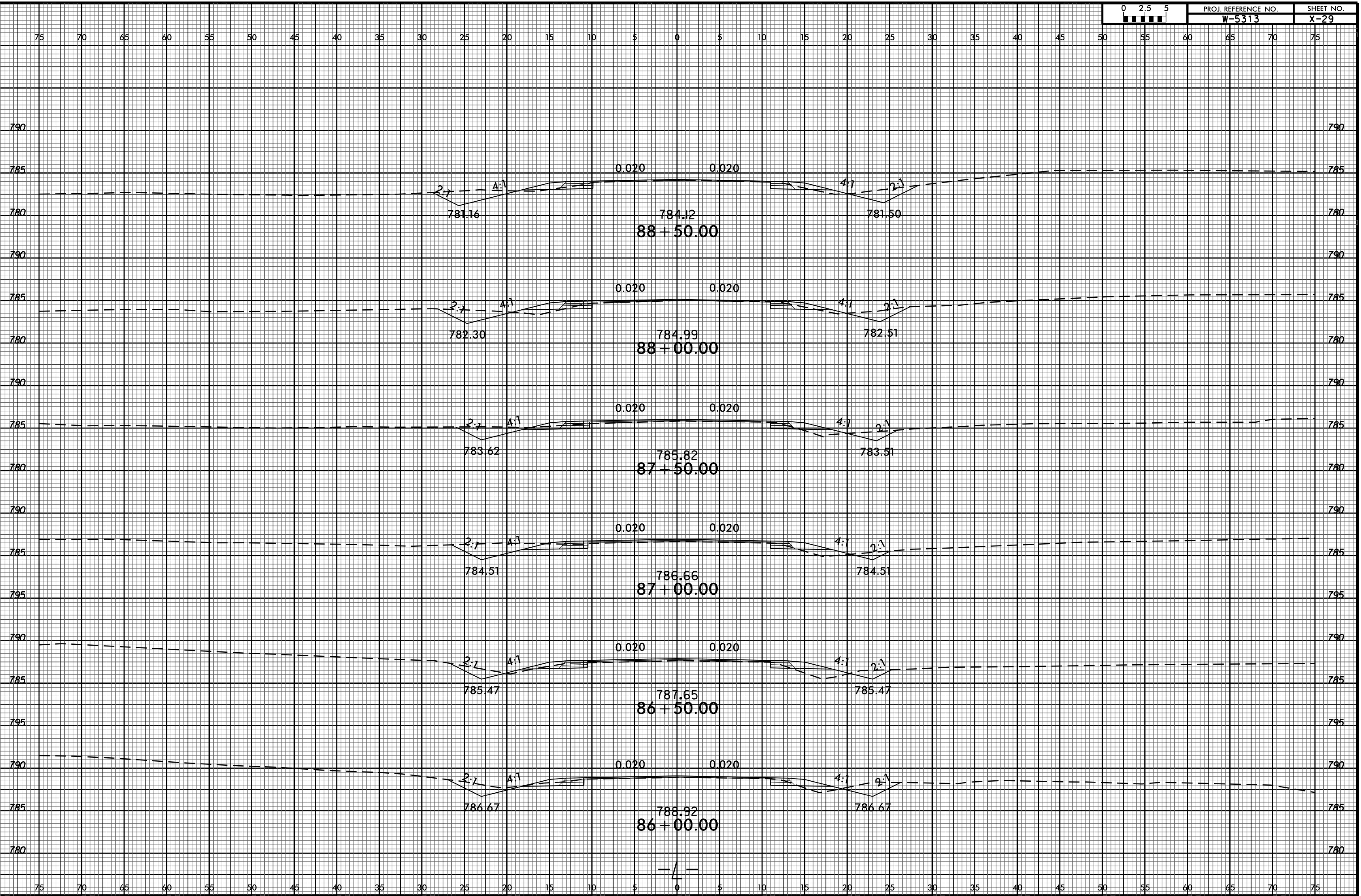


30-MAR-2017 17:19  
R:\Roadway\CuratorModeling\W-5313\_Rdy\_xp\_LB.dgn  
\$\$\$\$USERNAME\$\$\$\$

8/23/99



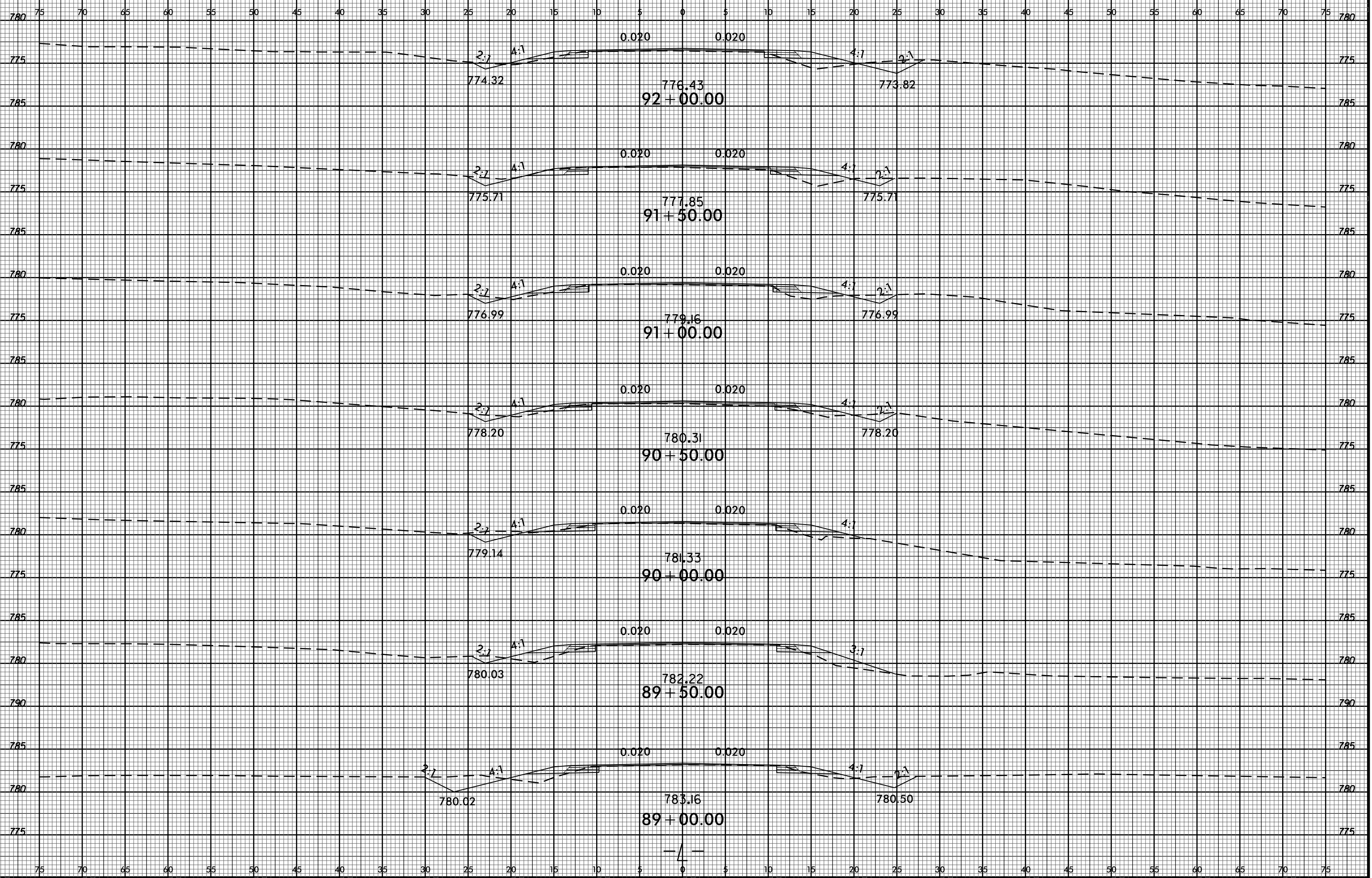
PROJ. REFERENCE NO. W-5313 SHEET NO. X-29



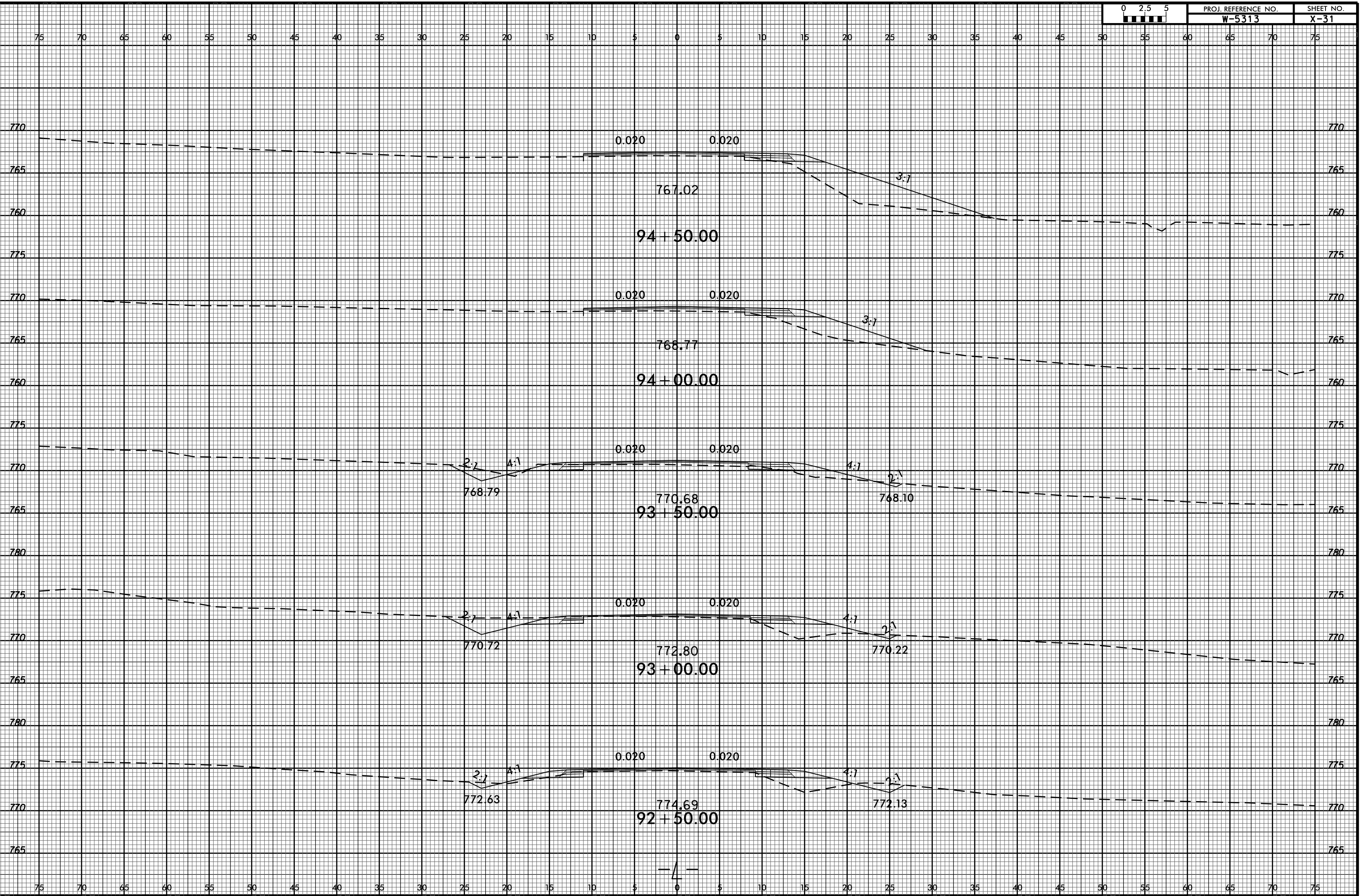
30-MAR-2017 17:19  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.B.dgn  
\$\$\$\$USERNAME\$\$\$\$



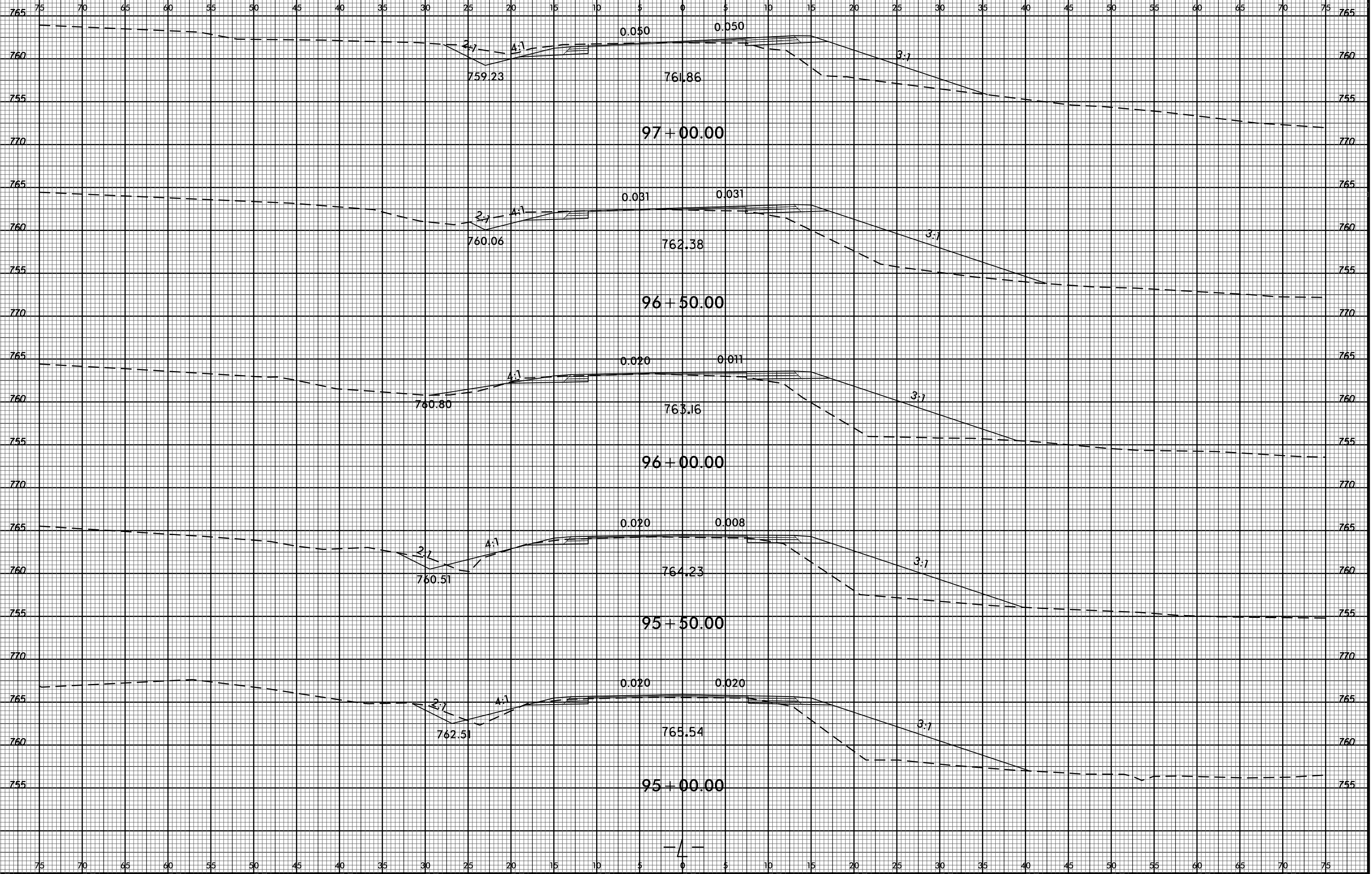
8/23/99



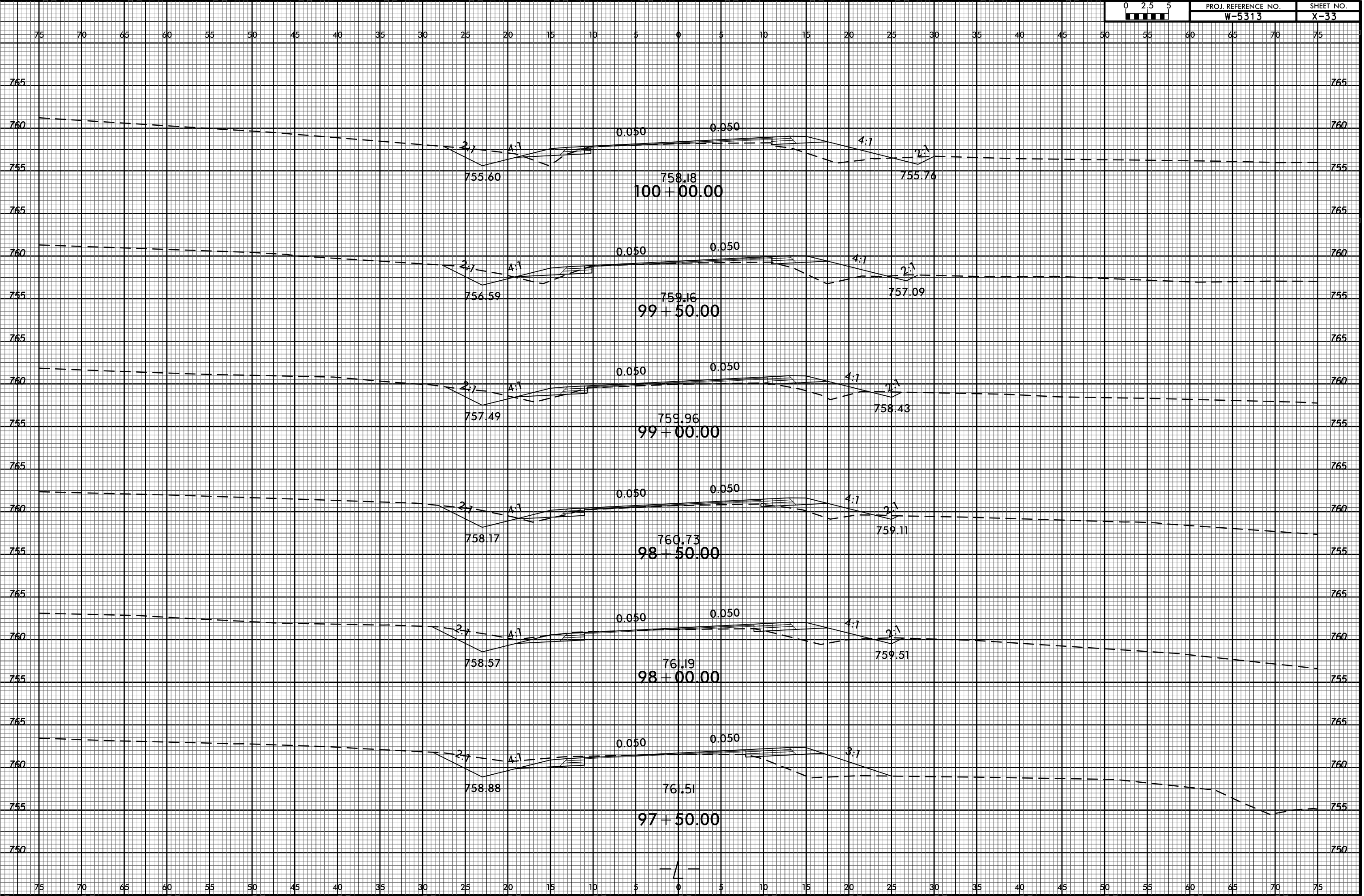
30-MAR-2017 17:19 R:\Roadwork\CAD\DrawModeling\W-5313\_Rdy\_xp1\_LB.dgn \$\$\$USERNAME\$\$\$

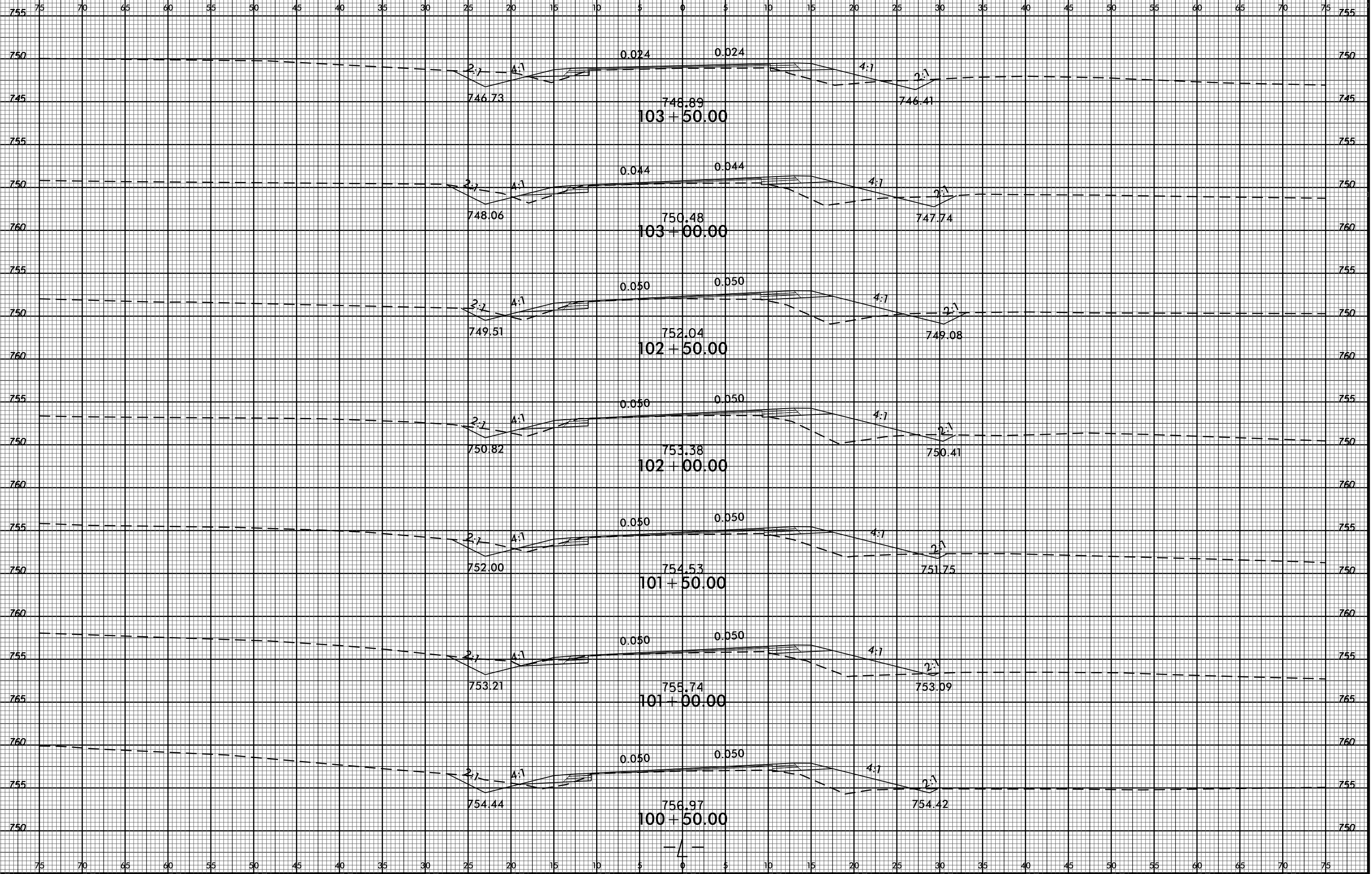


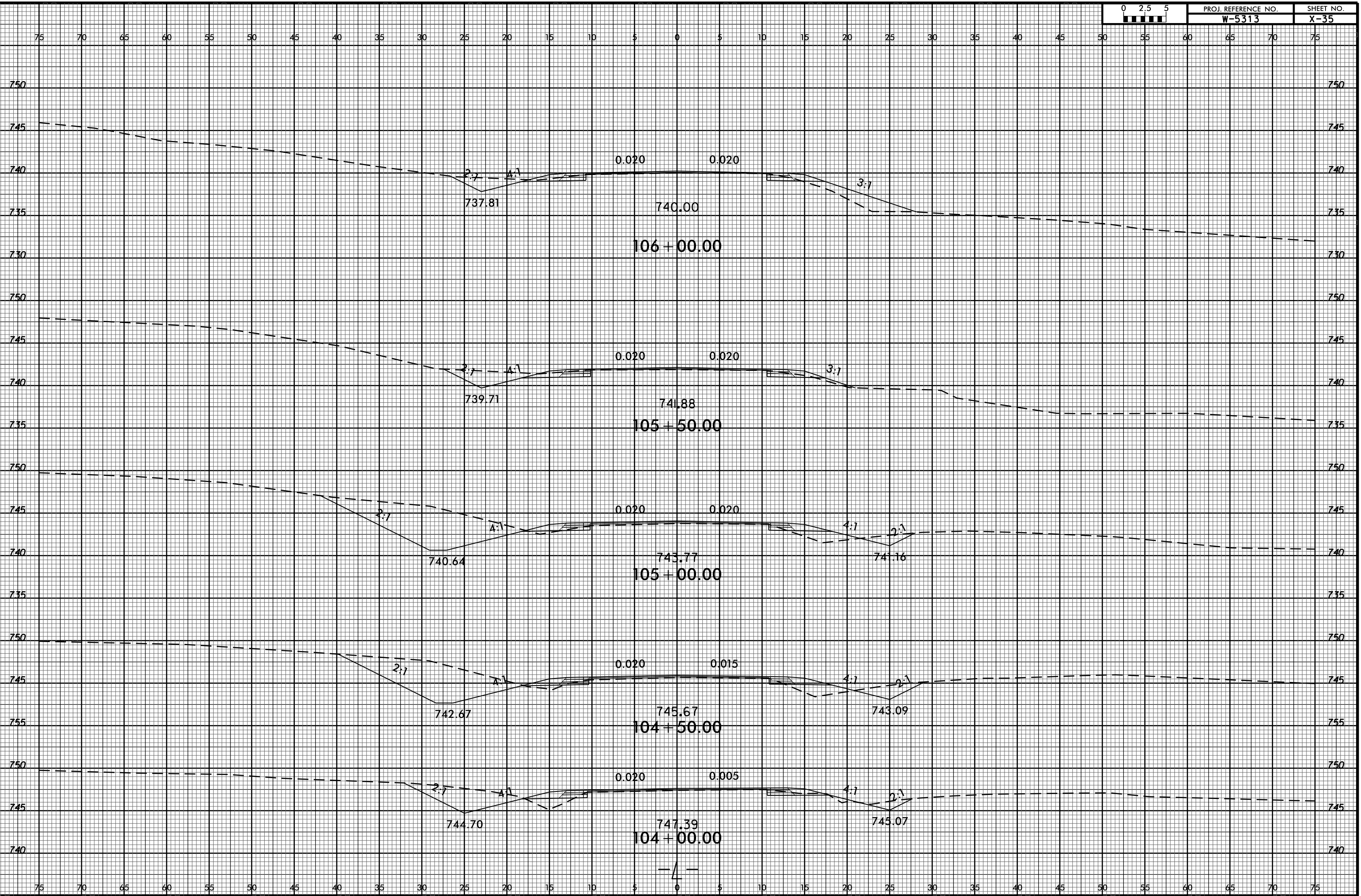


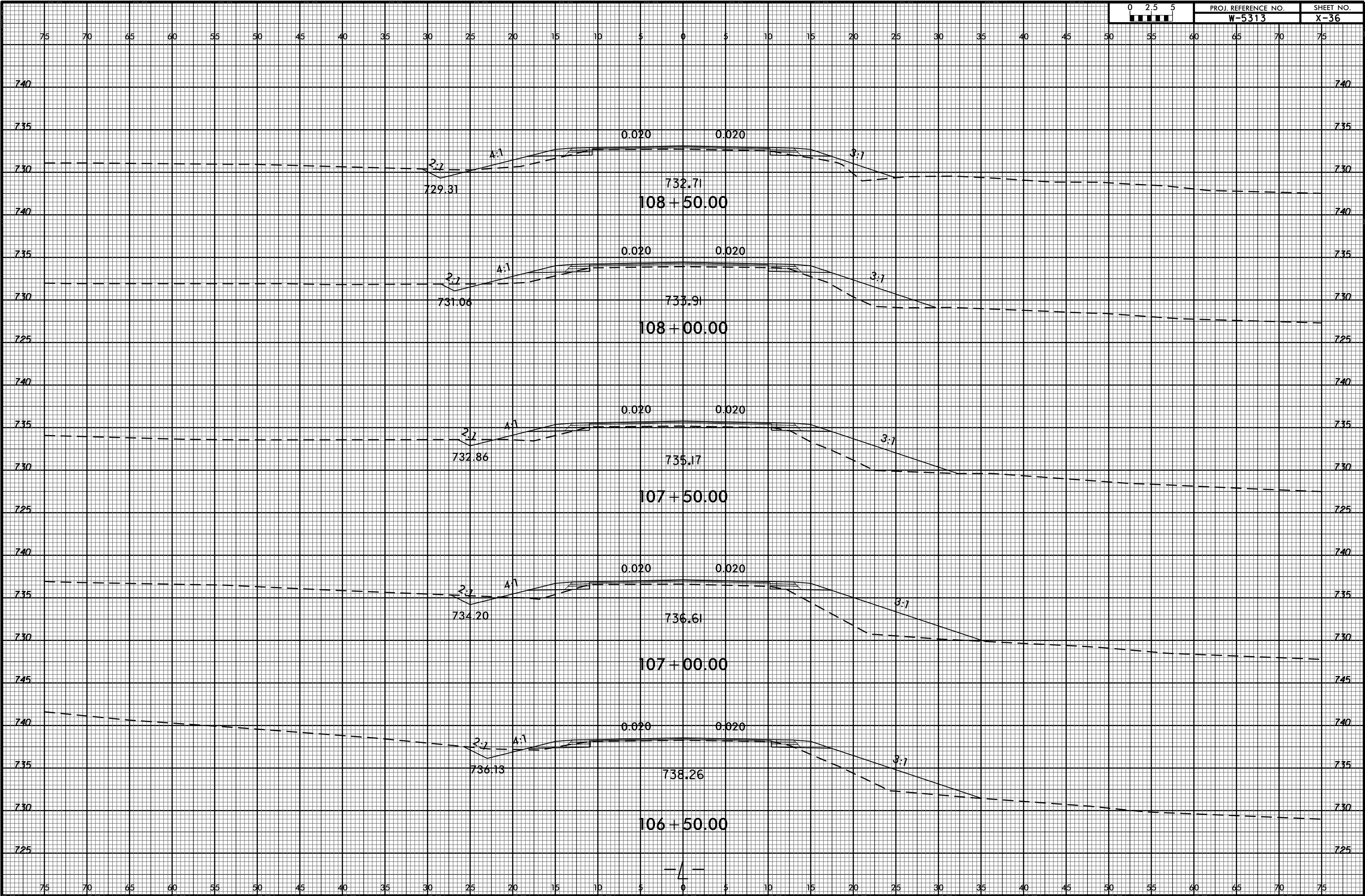


30-MAR-2017 17:19  
 R:\Roadway\Corridor Modeling\W-5313.Rdy-yp1.LB.dgn  
 \$\$\$USERNAME\$\$\$

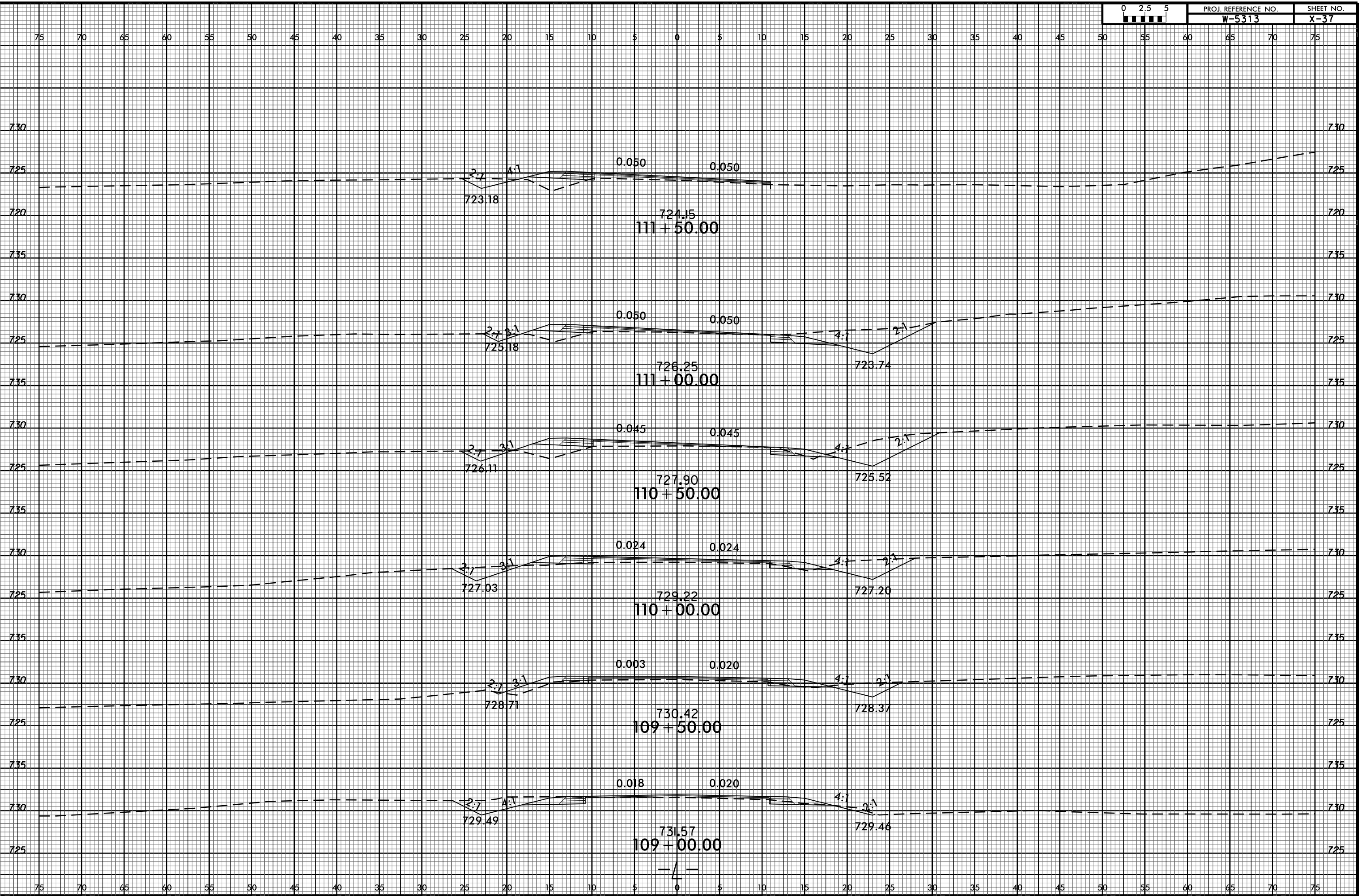


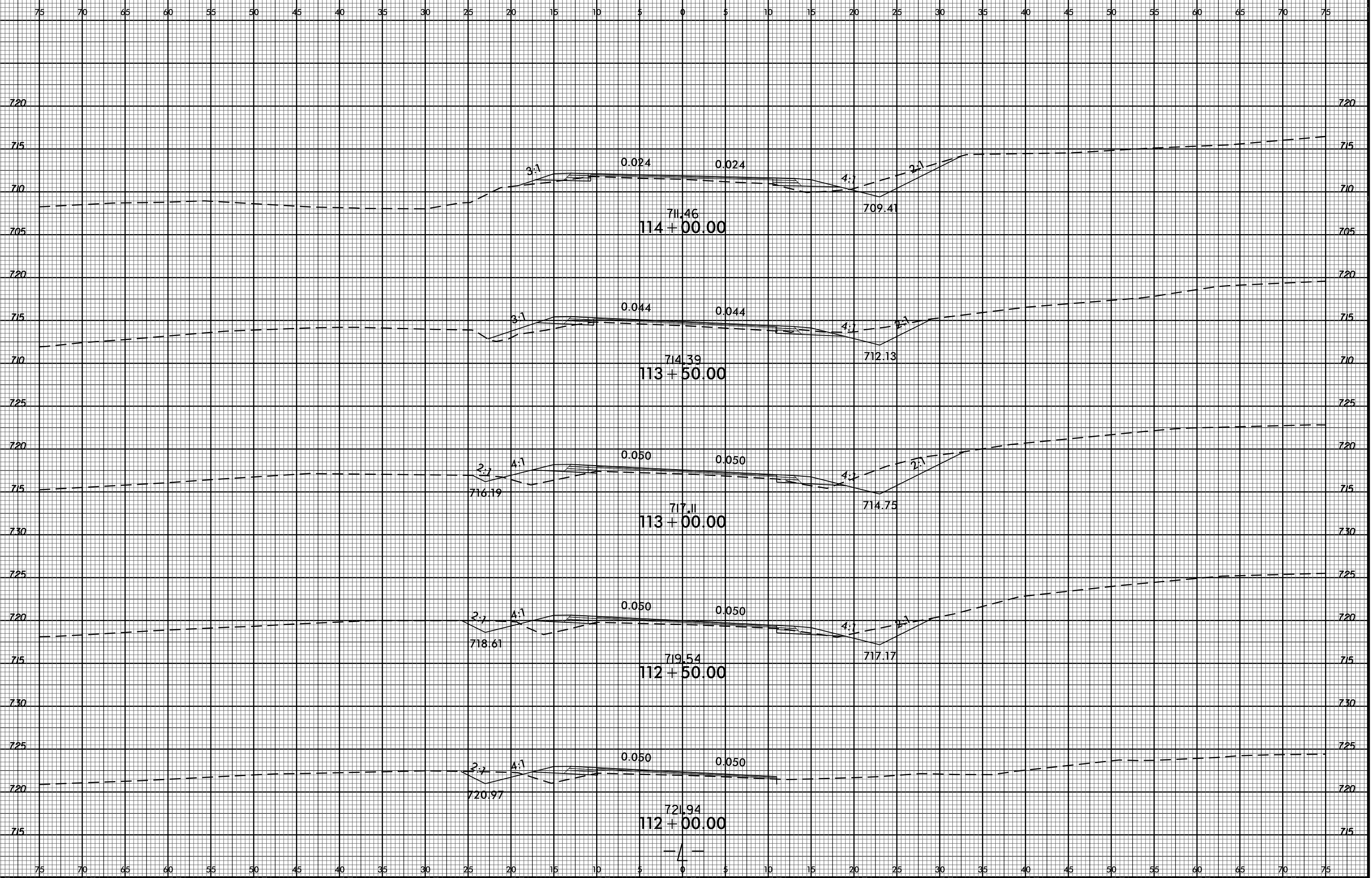




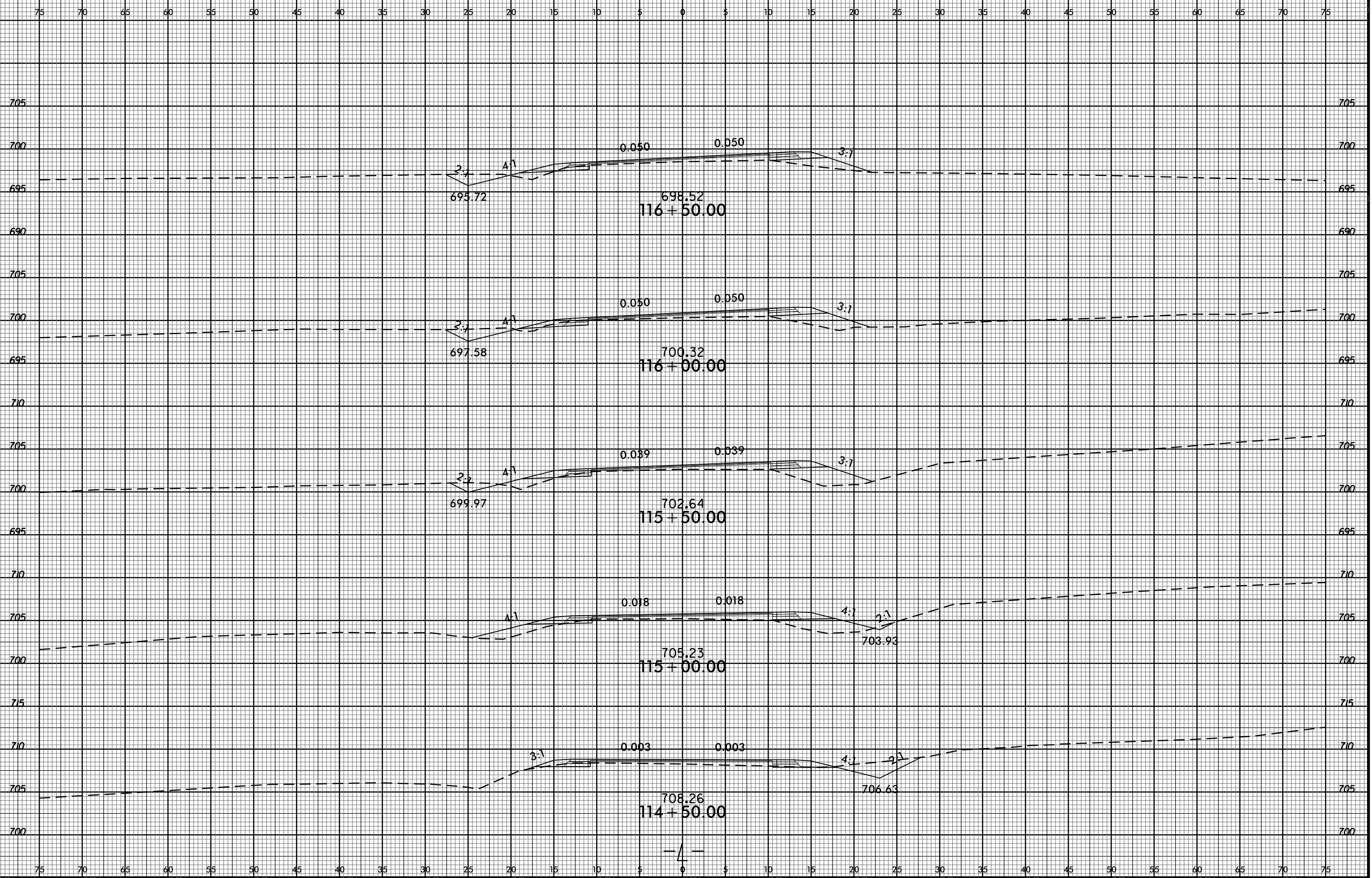








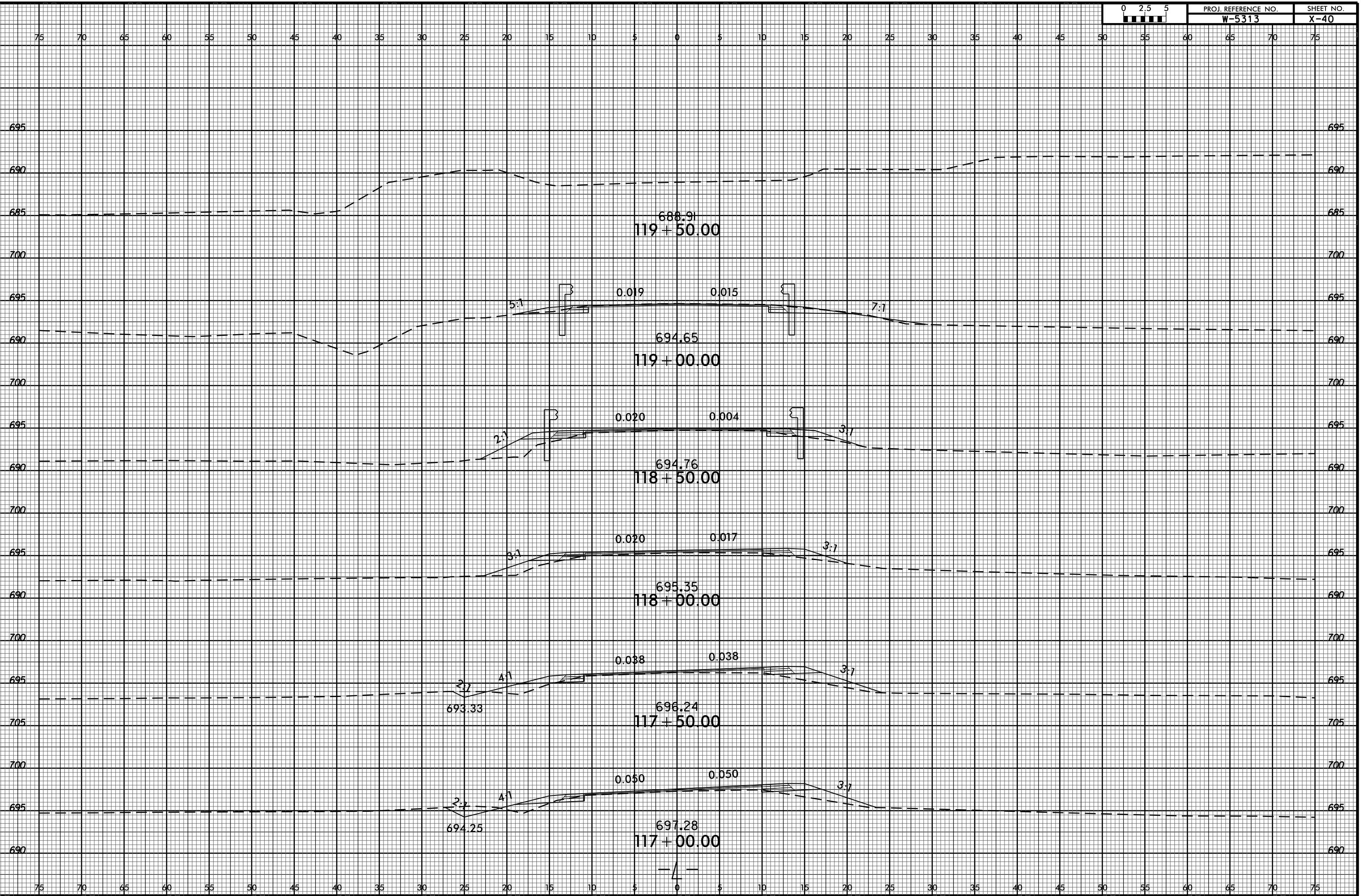




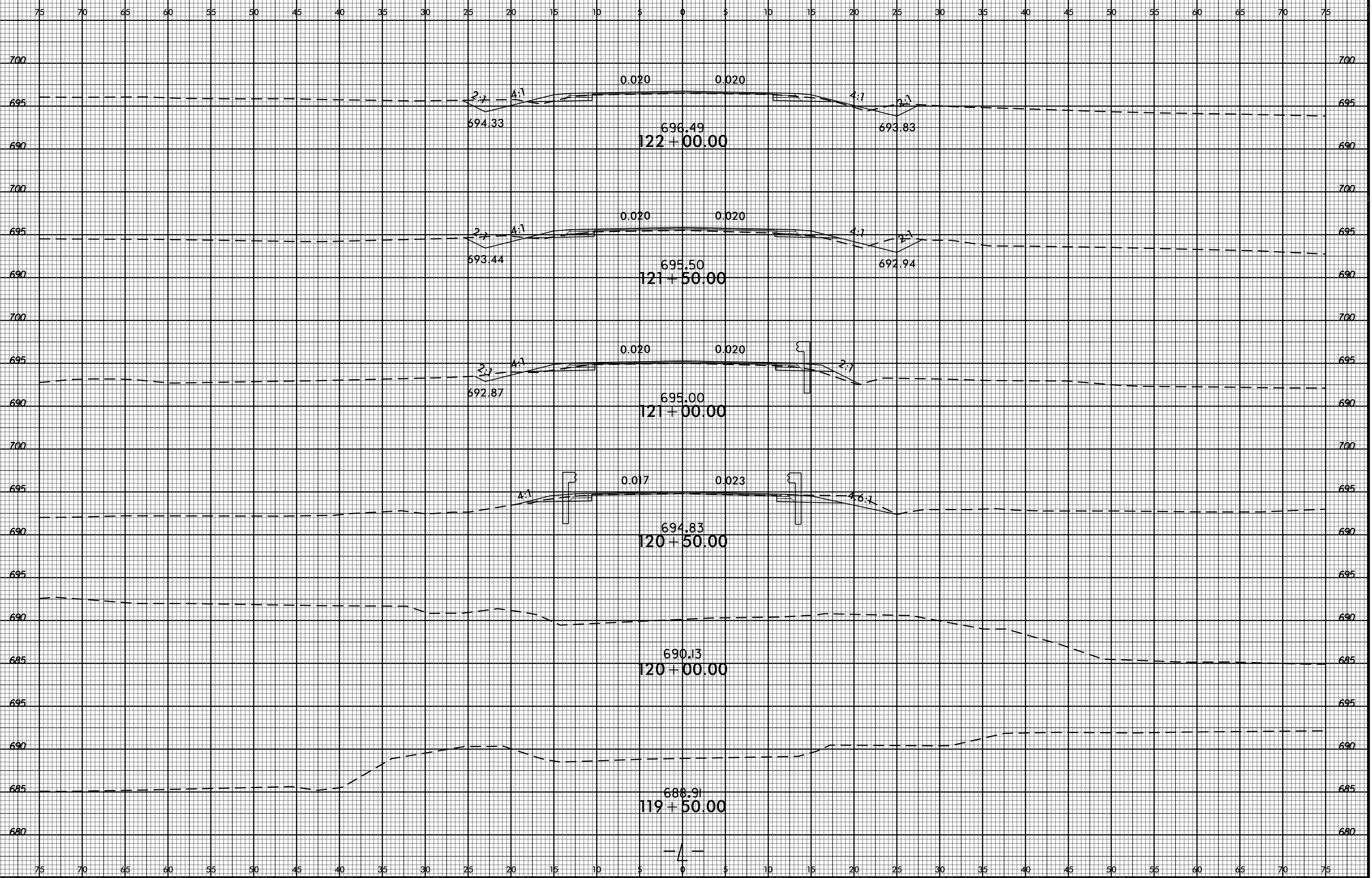
8/23/99

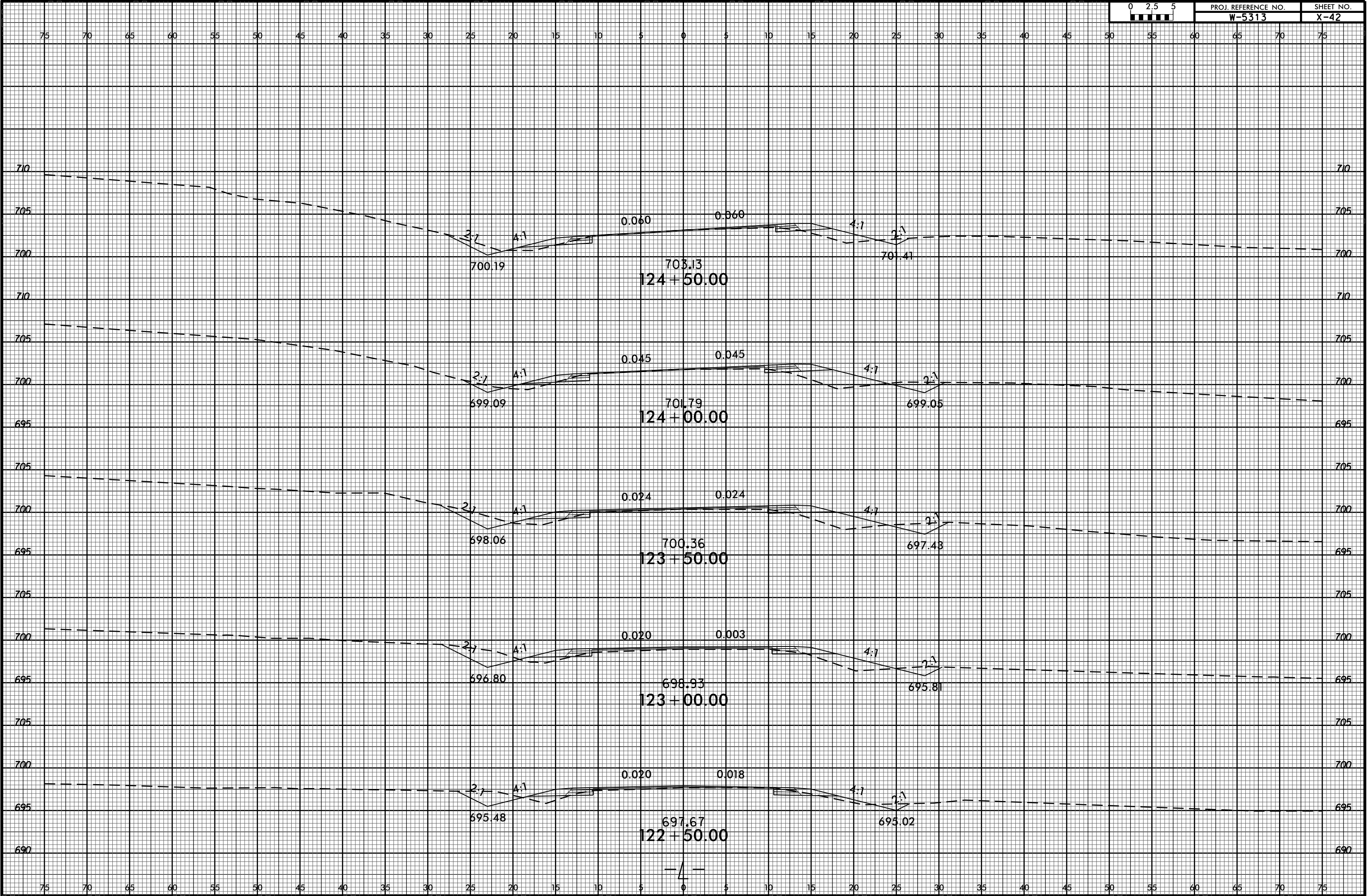


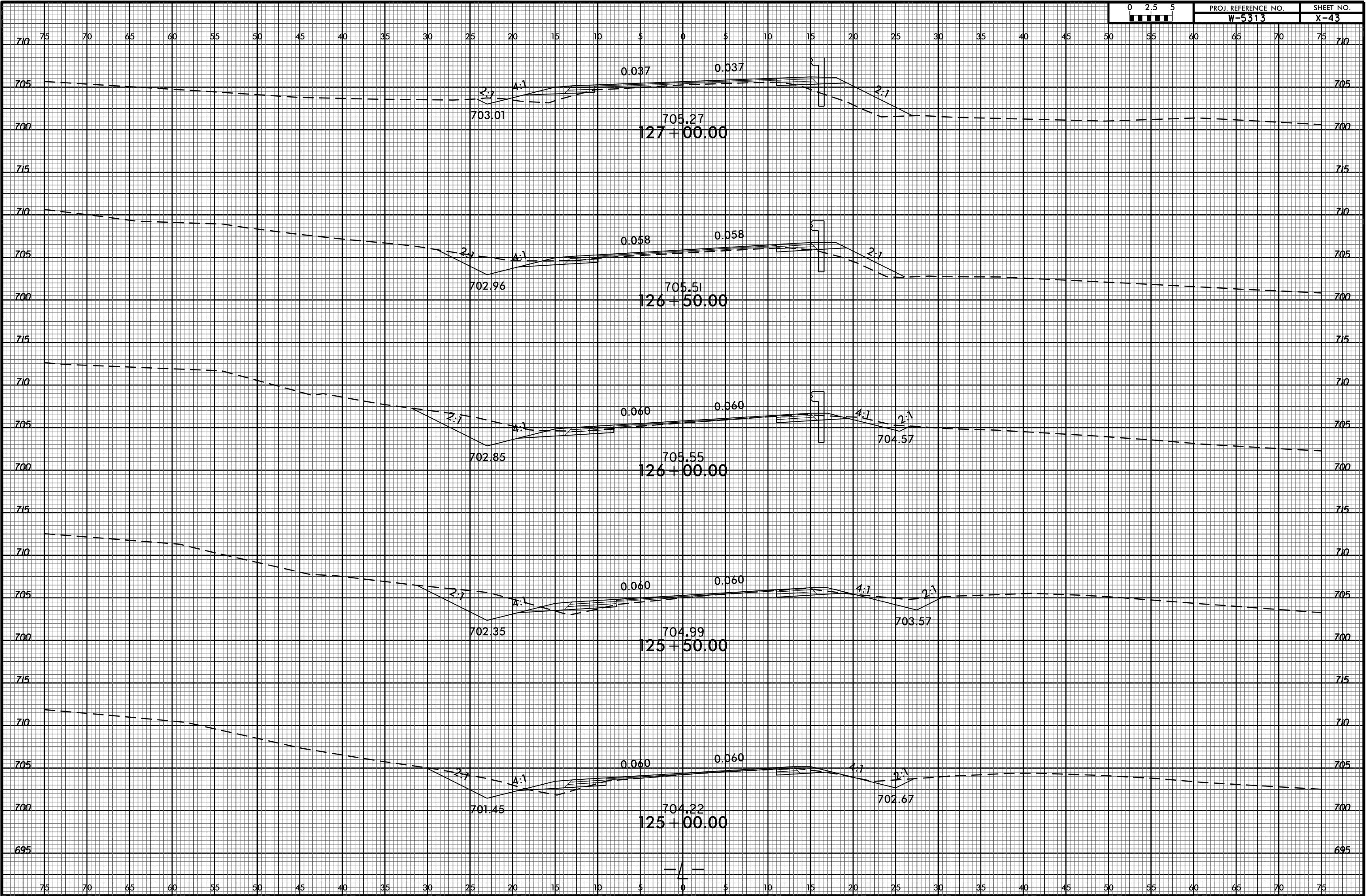
PROJ. REFERENCE NO. W-5313 SHEET NO. X-40

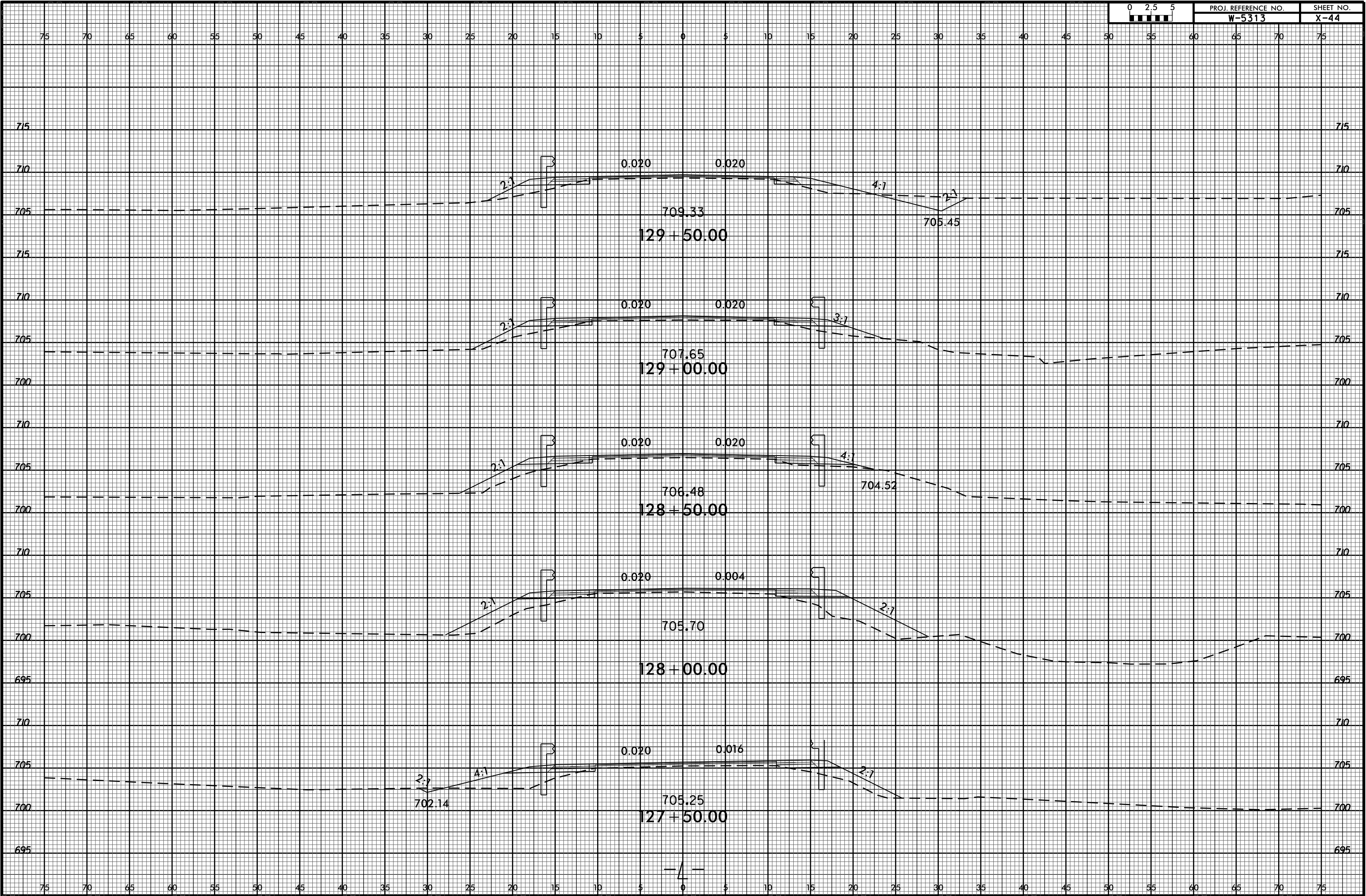


30-MAR-2017 17:20  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_LB.dgn  
\$\$\$\$USERNAME\$\$\$\$



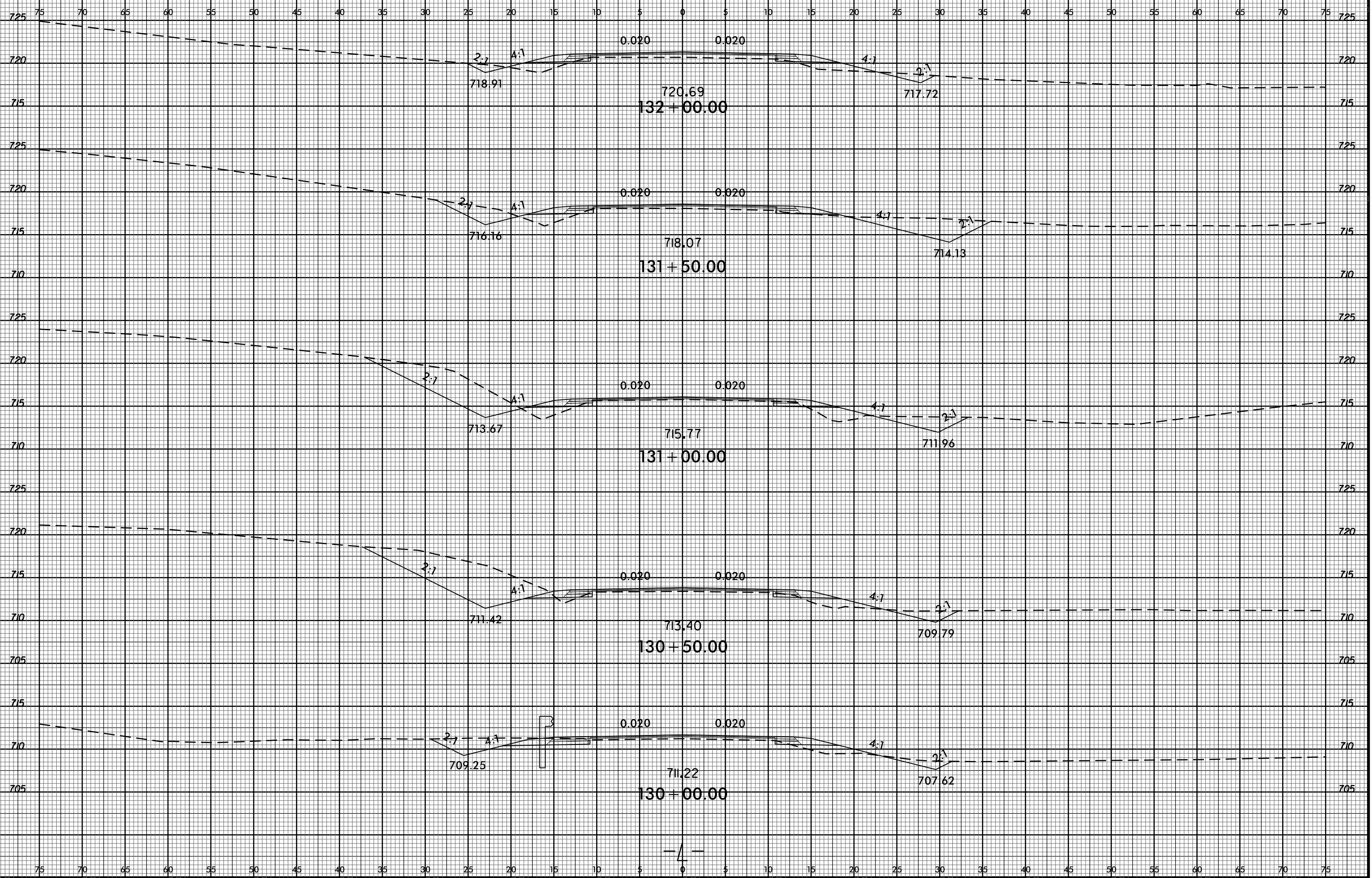








8/23/99



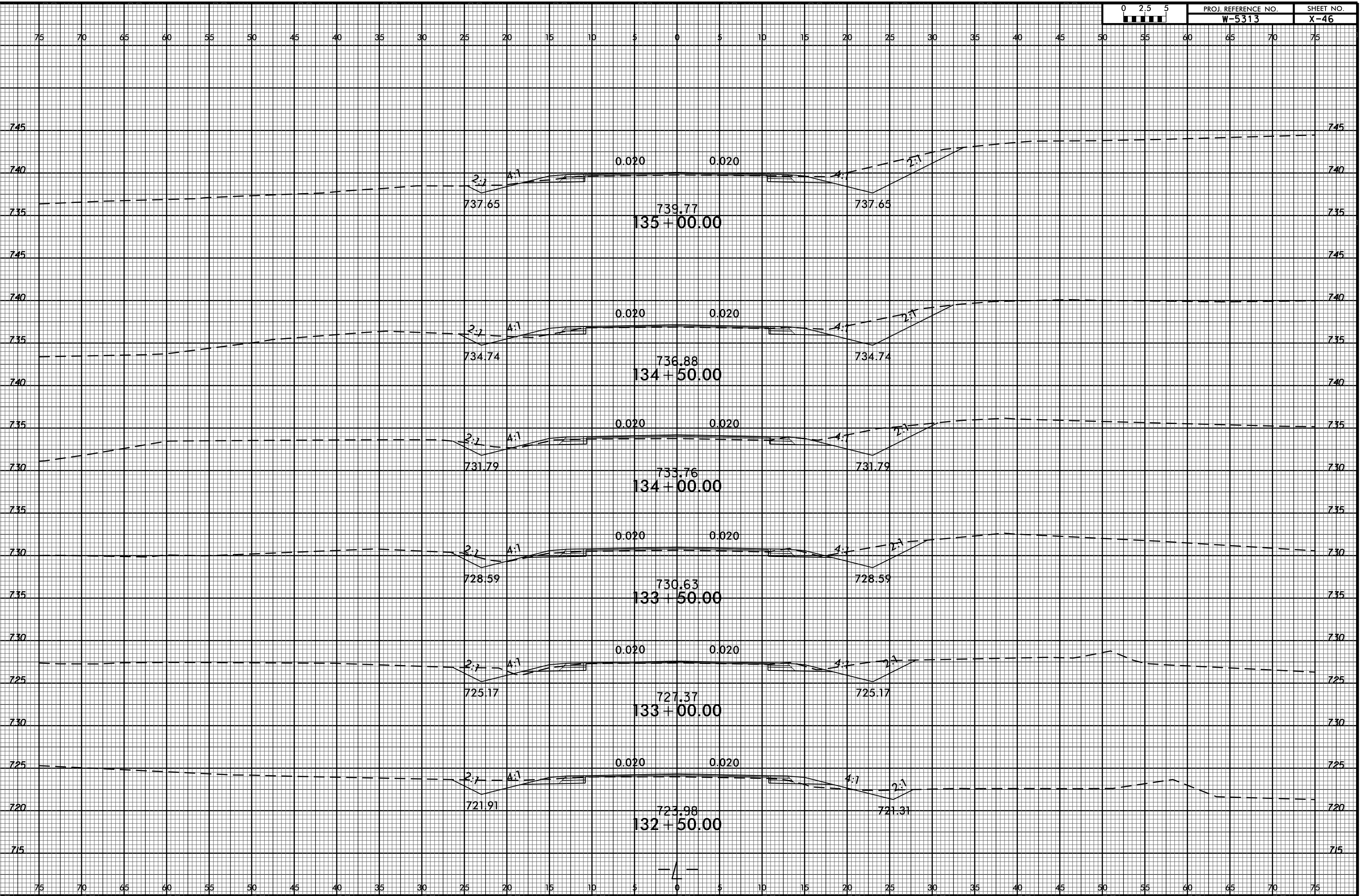
30-MAR-2017 17:20  
 R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
 \$\$\$USERNAME\$\$\$



8/23/99

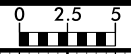


PROJ. REFERENCE NO. **W-5313**  
 SHEET NO. **X-46**

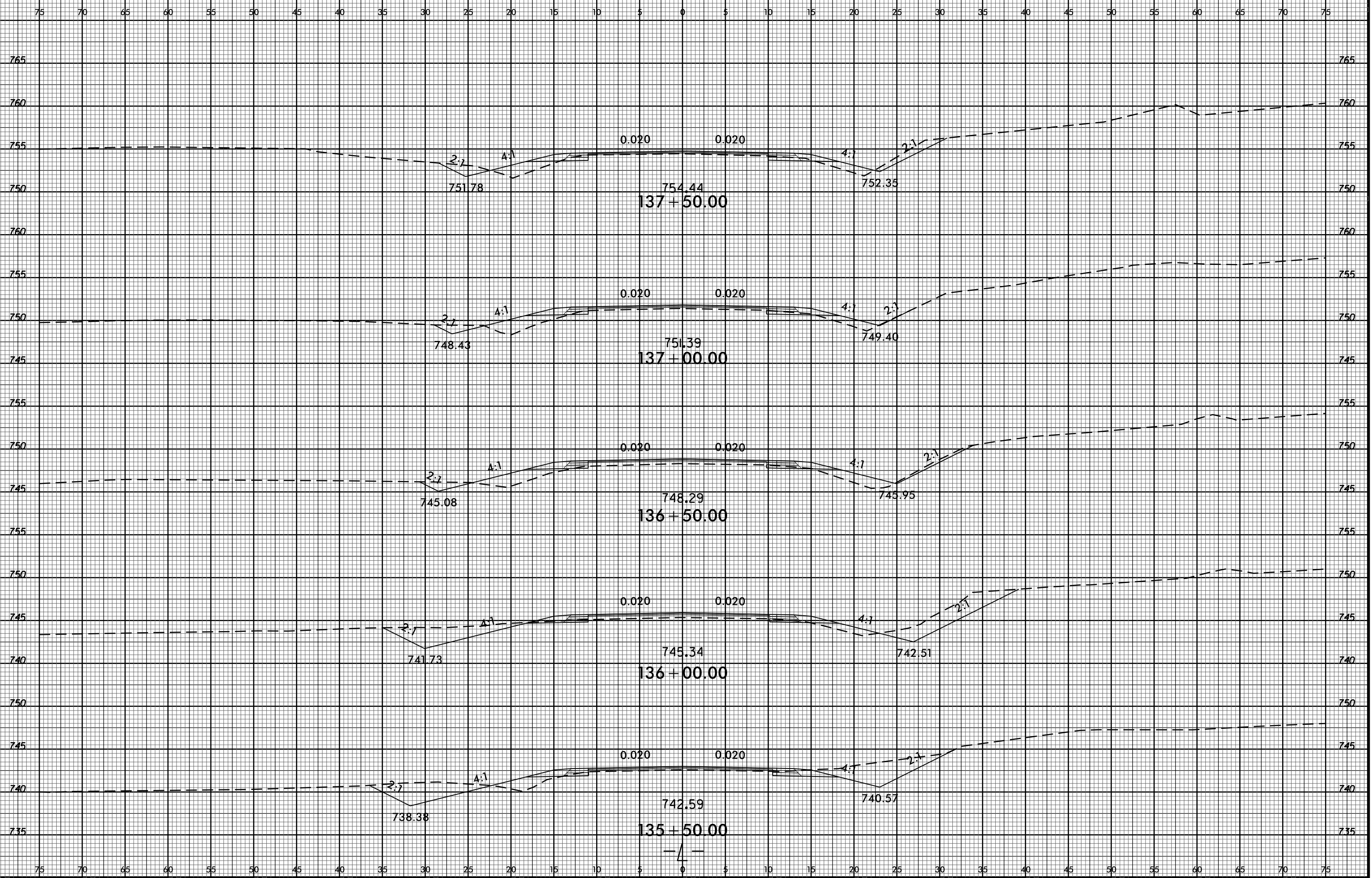


30-MAR-2017 17:20  
 R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
 \$\$\$USERNAME\$\$\$

8/23/99

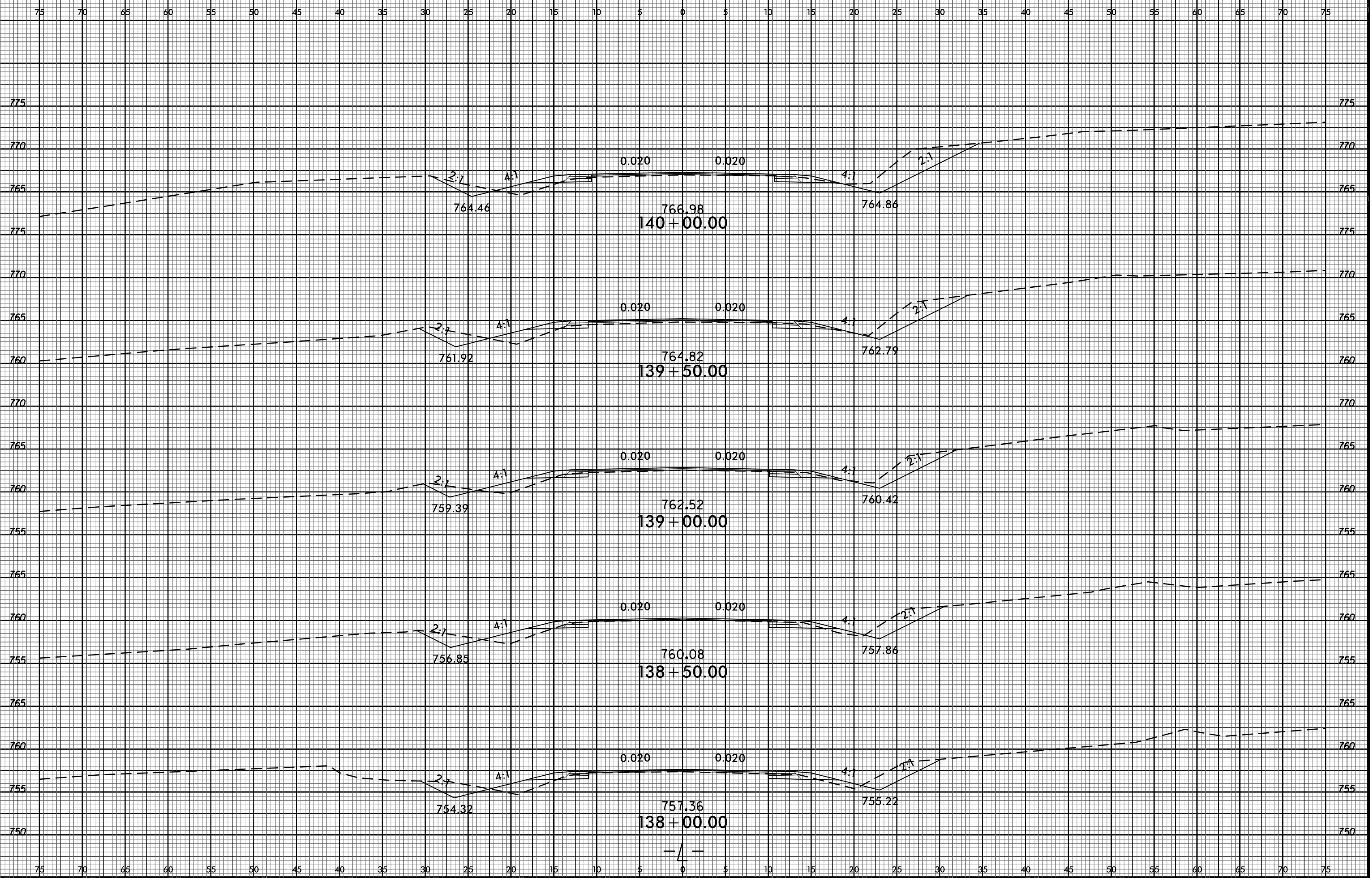


PROJ. REFERENCE NO. W-5313 SHEET NO. X-47



30-MAR-2017 17:20  
R:\Roadwork\Curbs\forModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

8/23/99

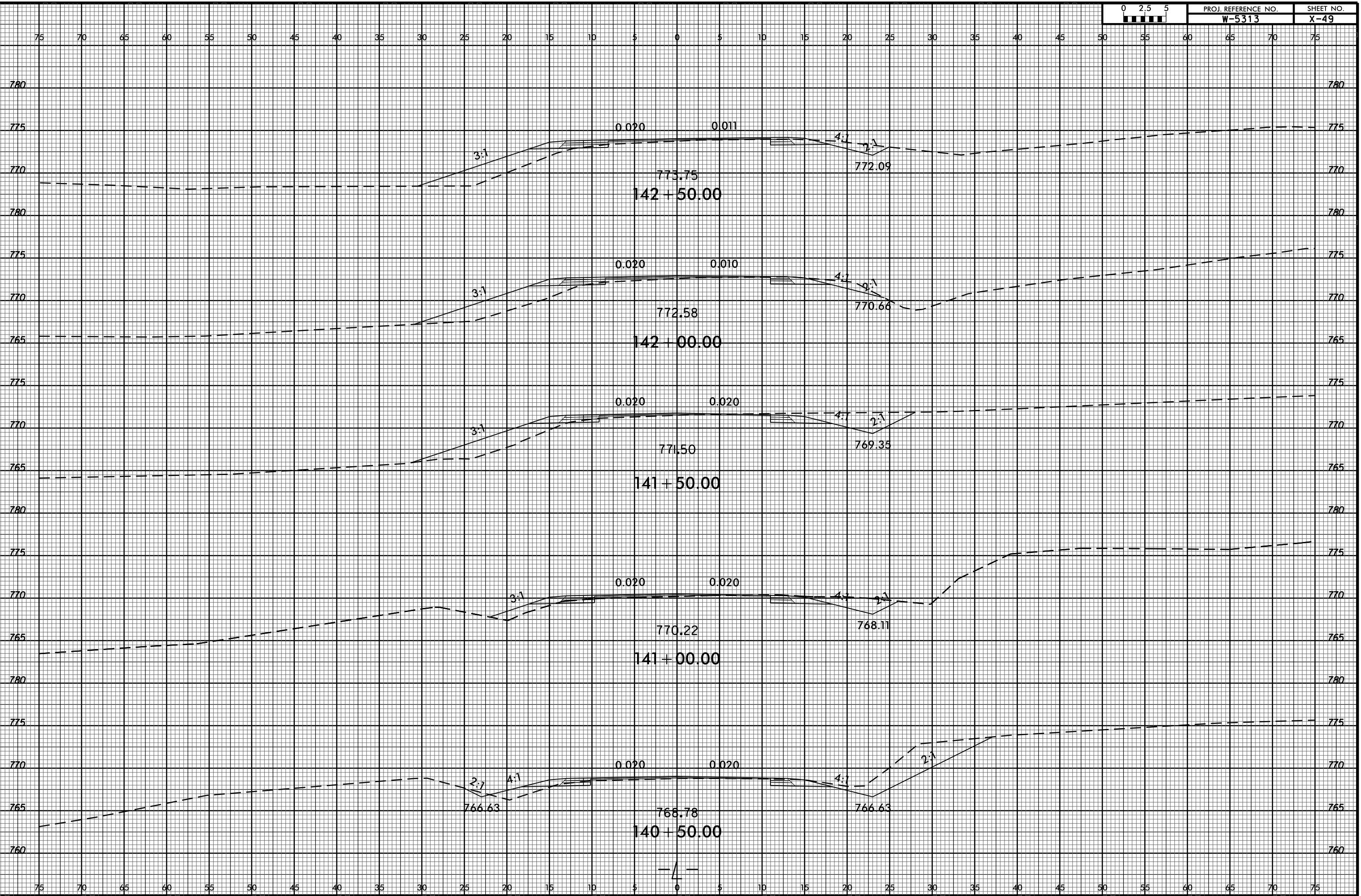


30-MAR-2017 17:20  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

8/23/99

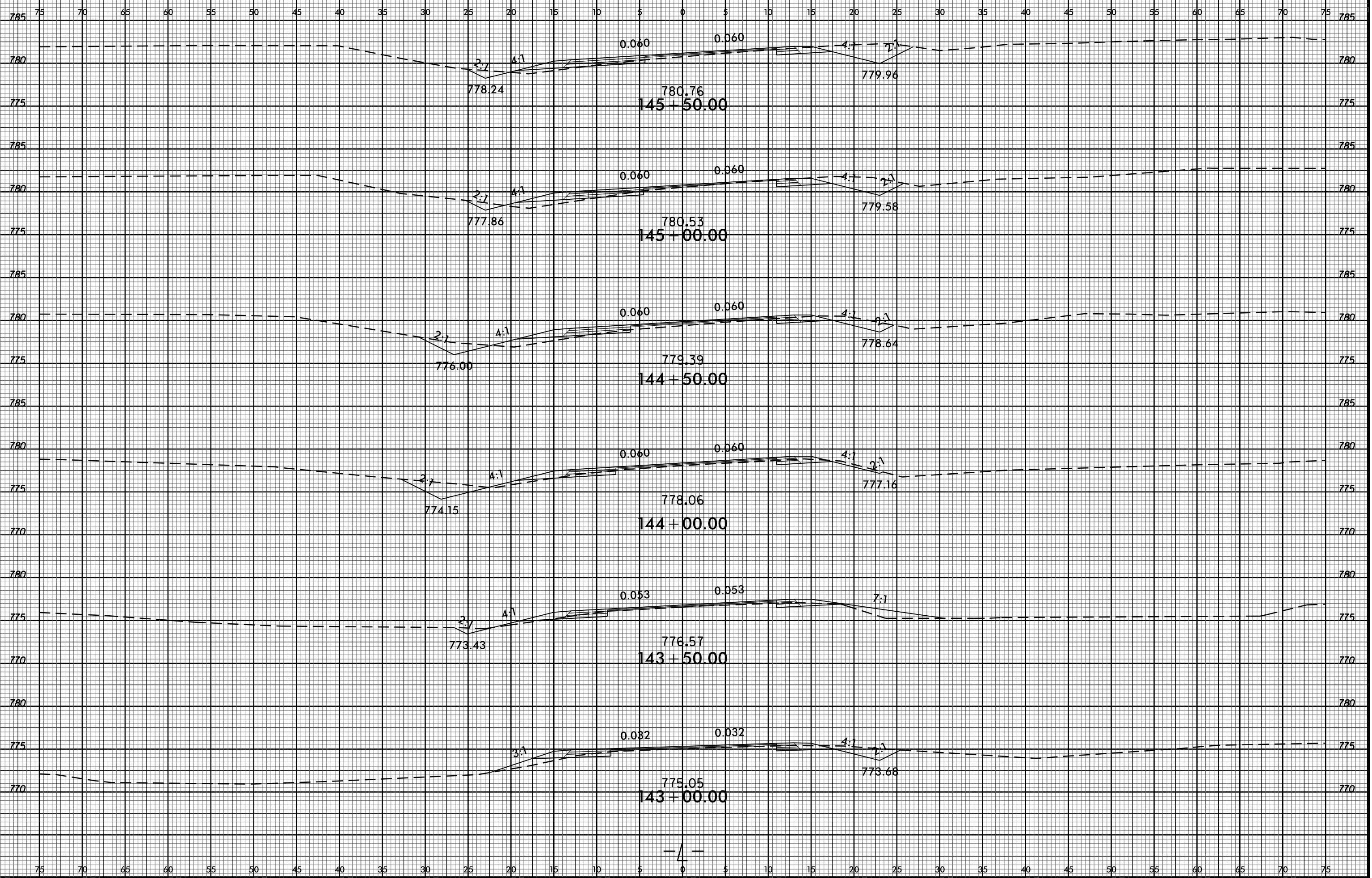


PROJ. REFERENCE NO. W-5313 SHEET NO. X-49



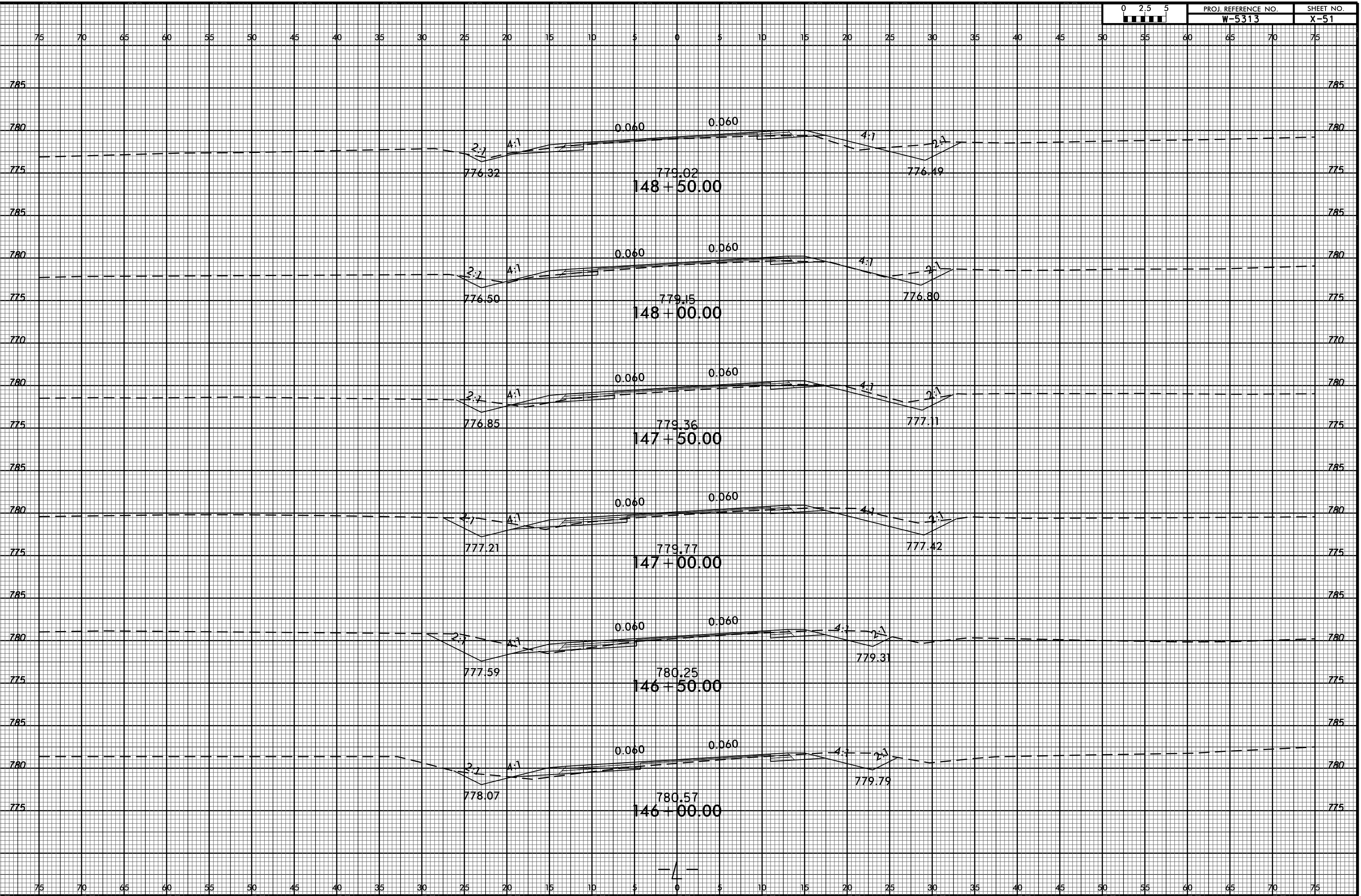
30-MAR-2017 17:20  
R:\Roadway\Curbs\forModeling\w-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

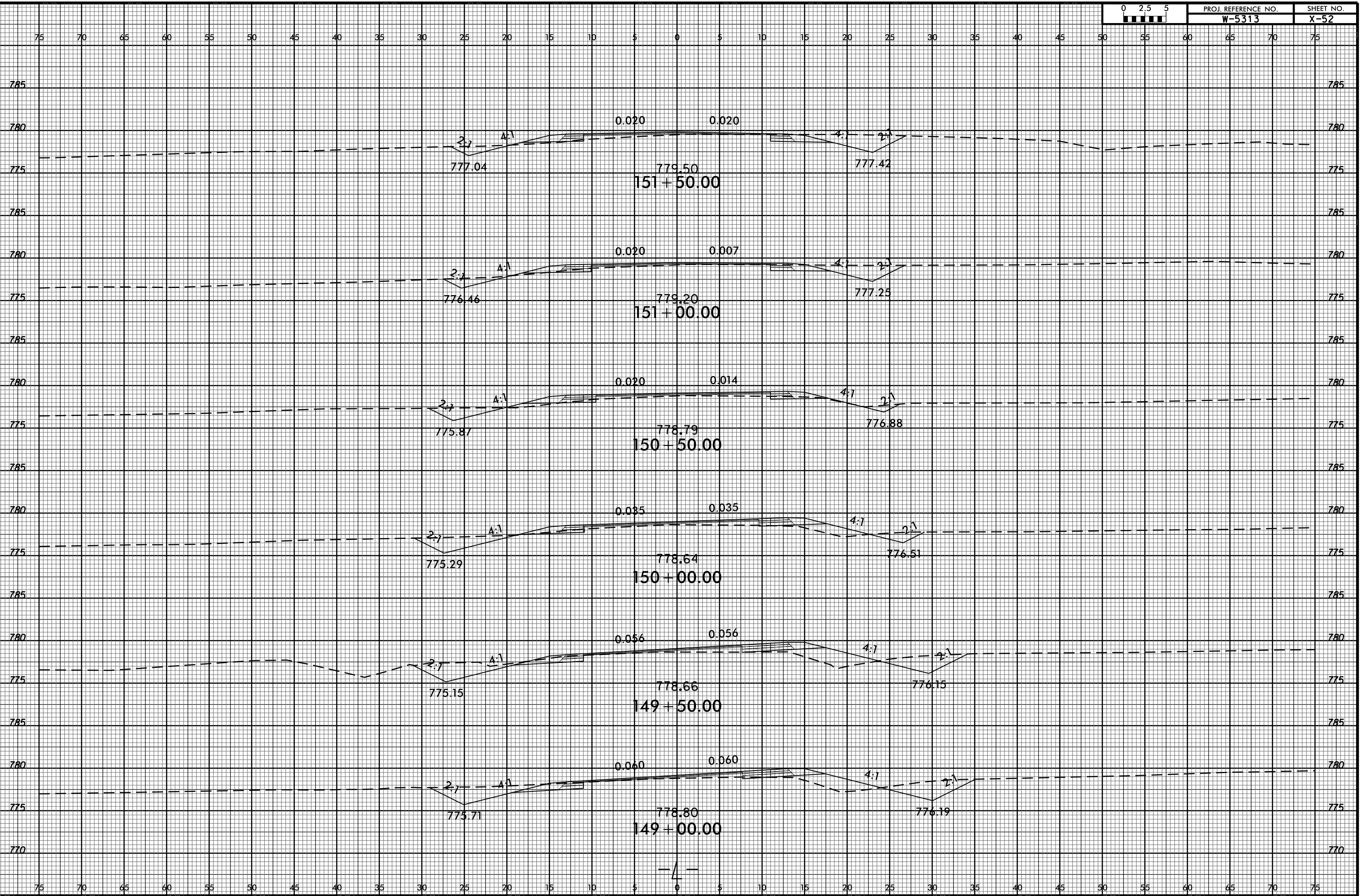
8/23/99



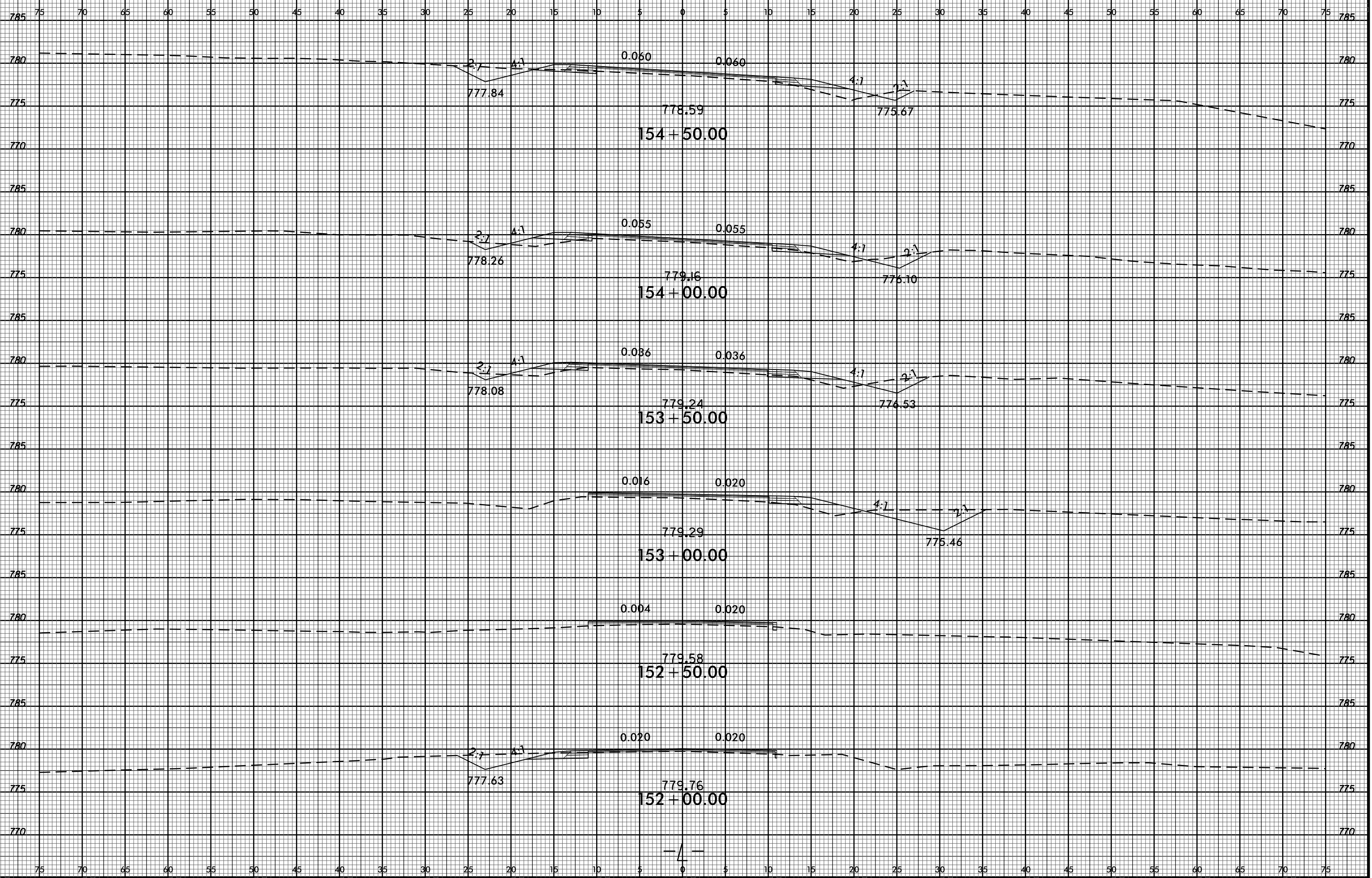
30-MAR-2017 17:20  
R:\Roadwork\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

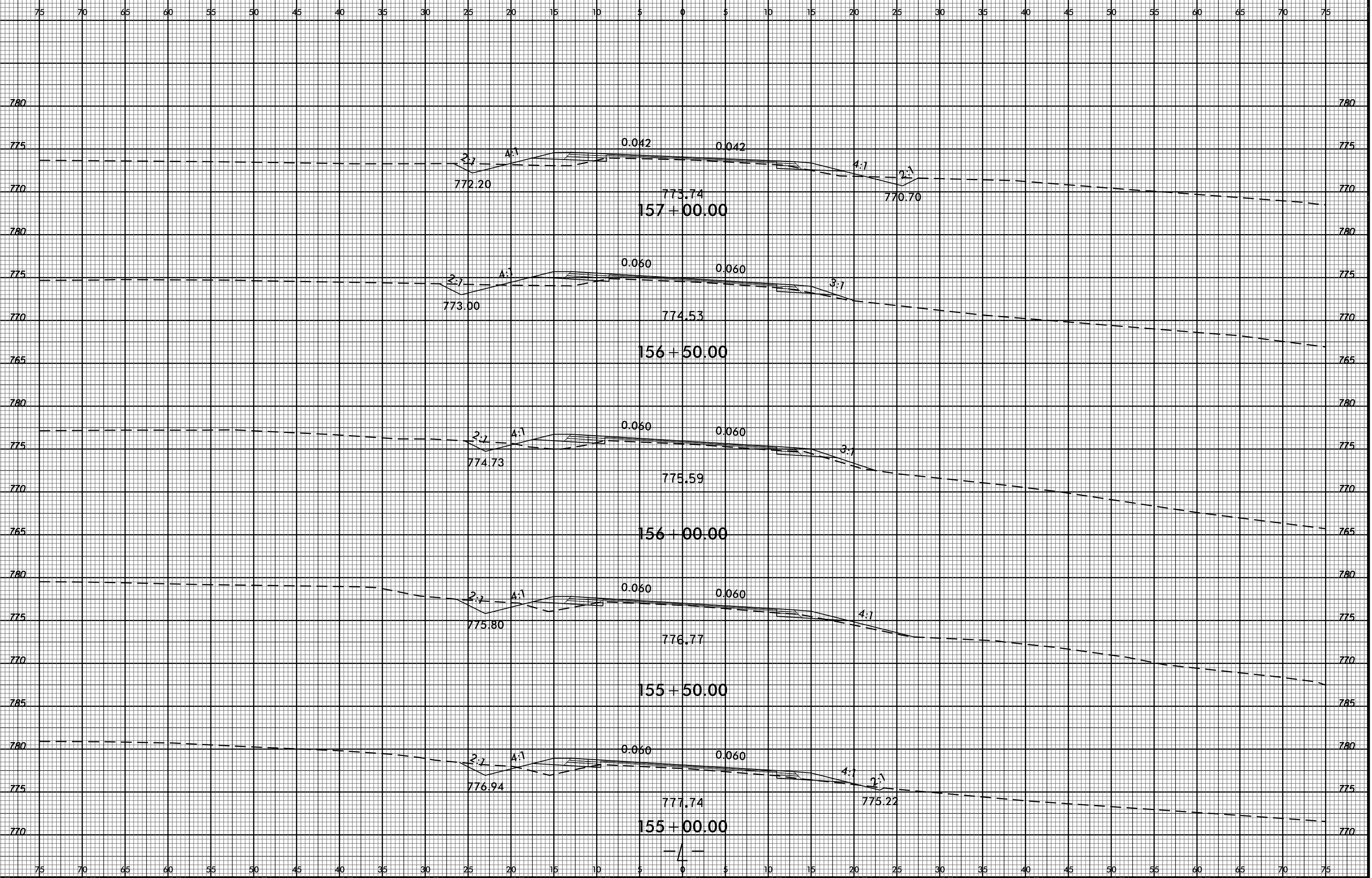




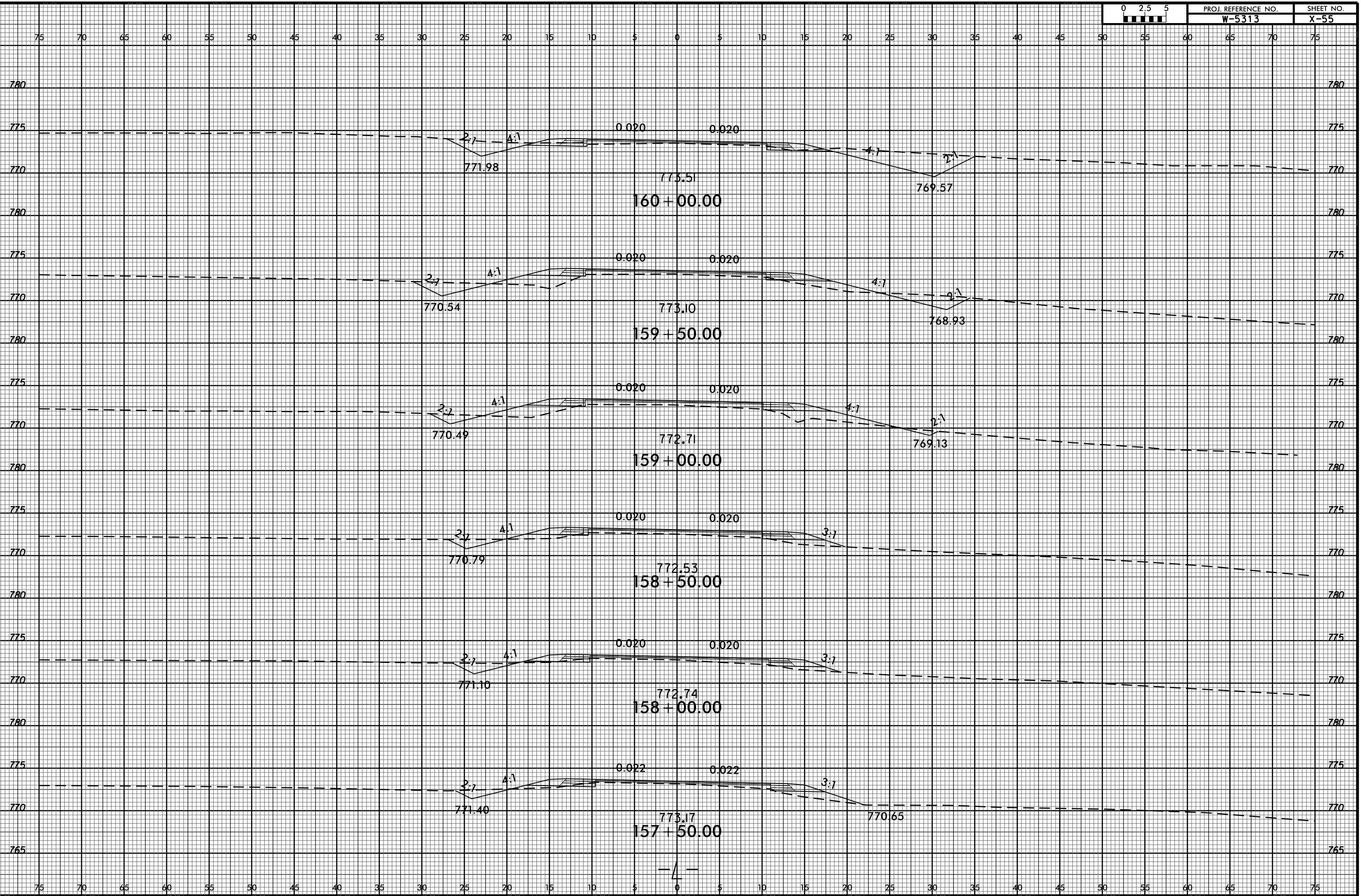




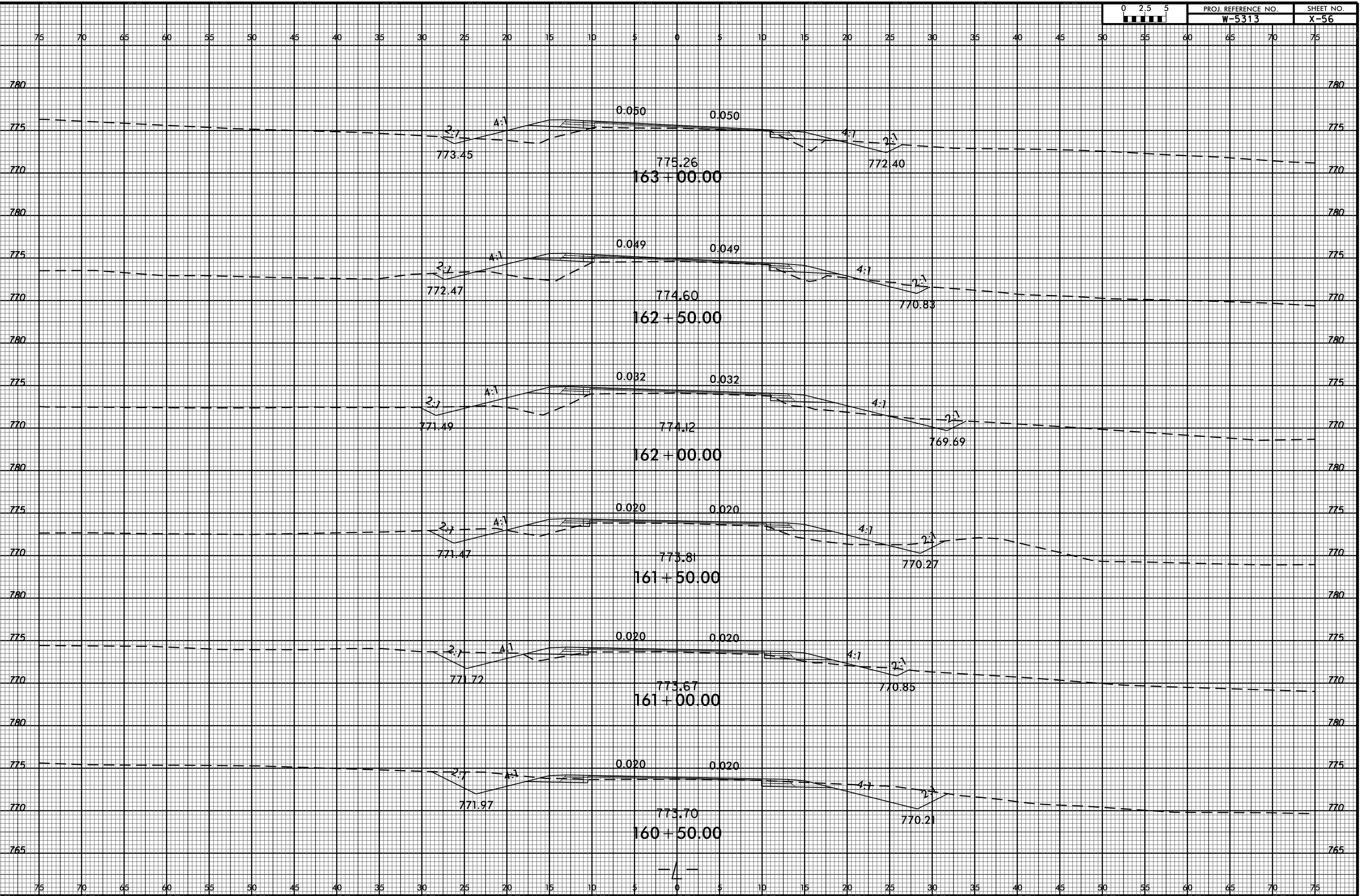


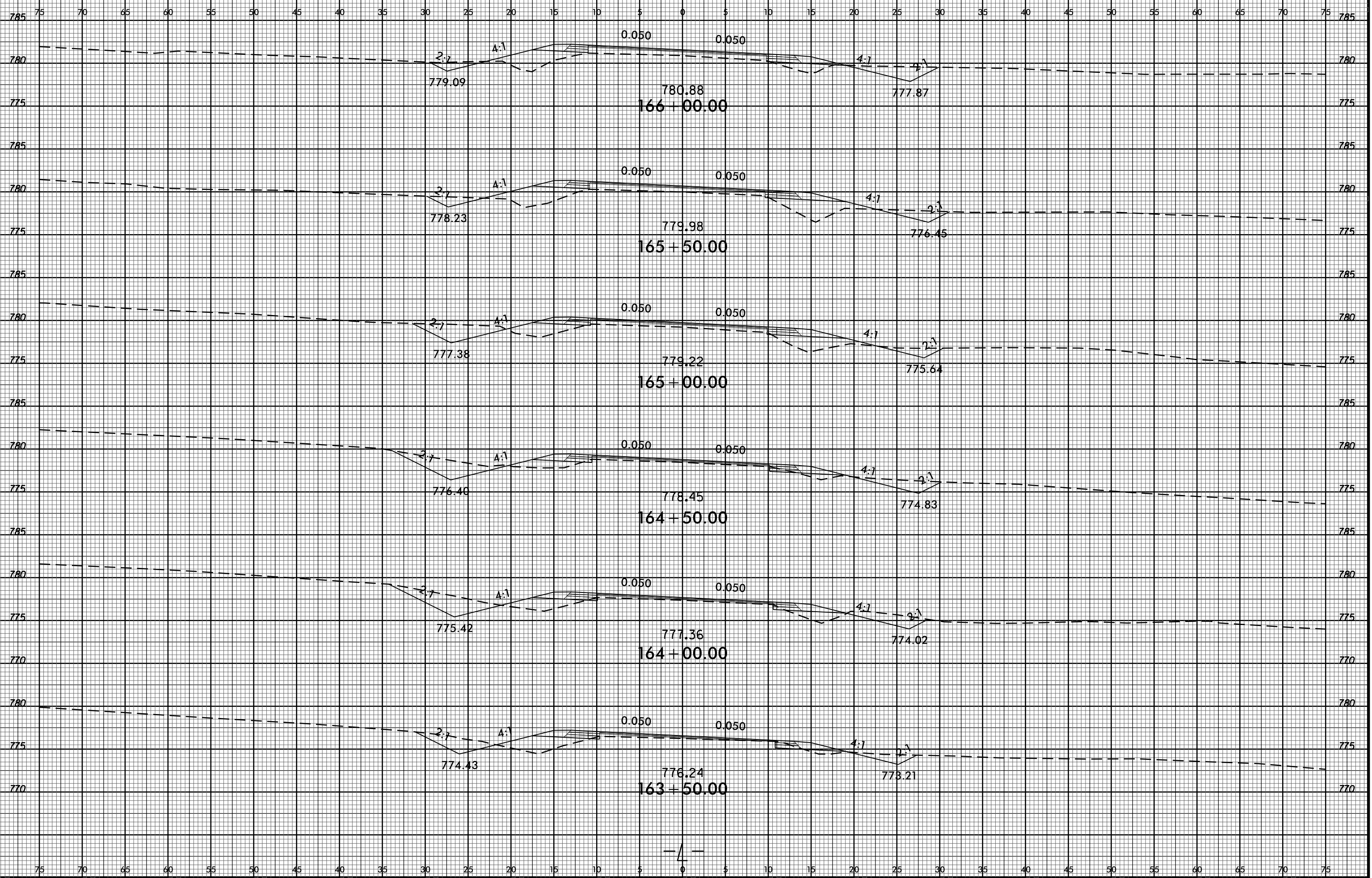


8/23/99

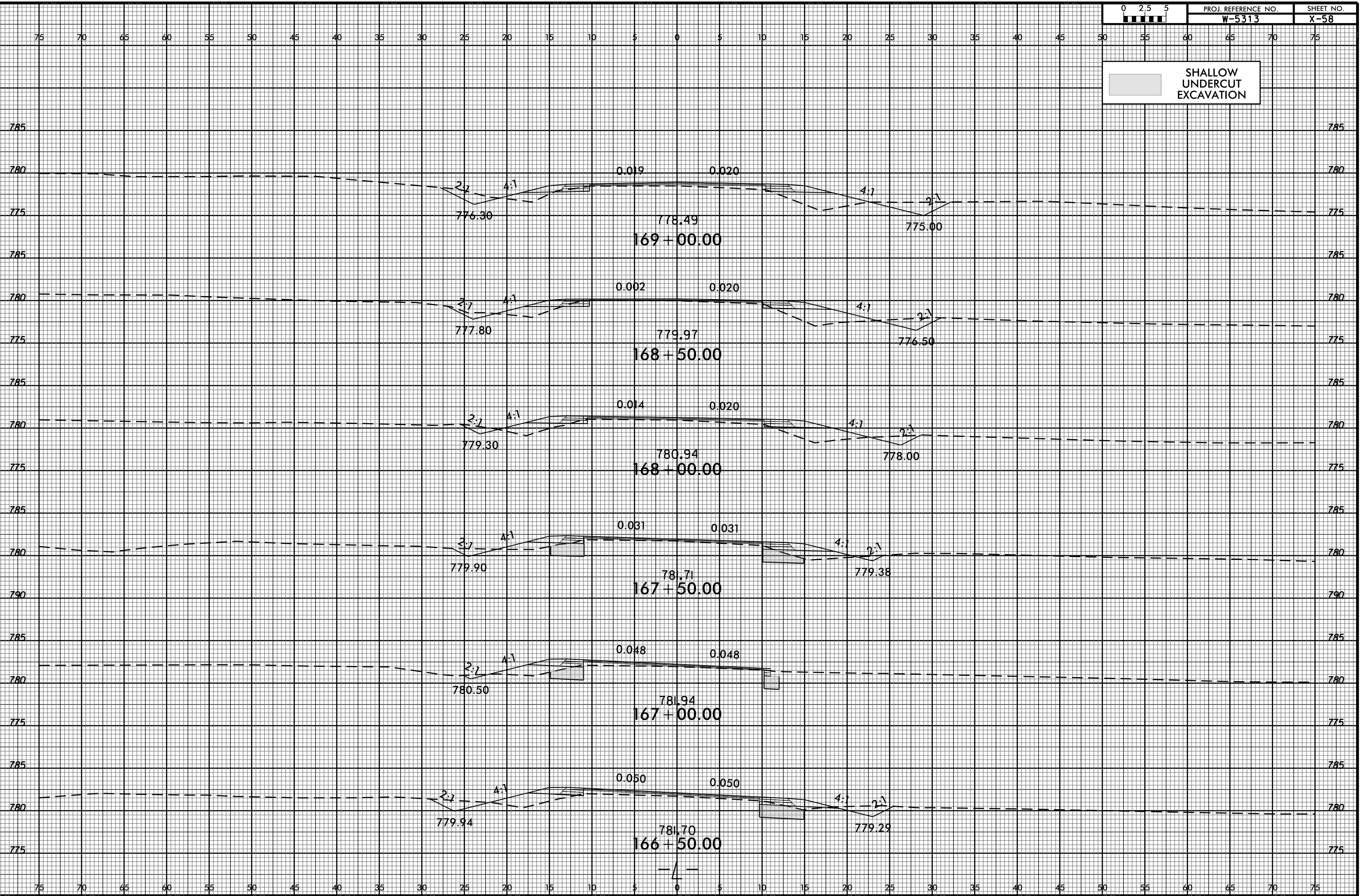


30-MAR-2017 17:20  
 R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
 \$\$\$USERNAME\$\$\$







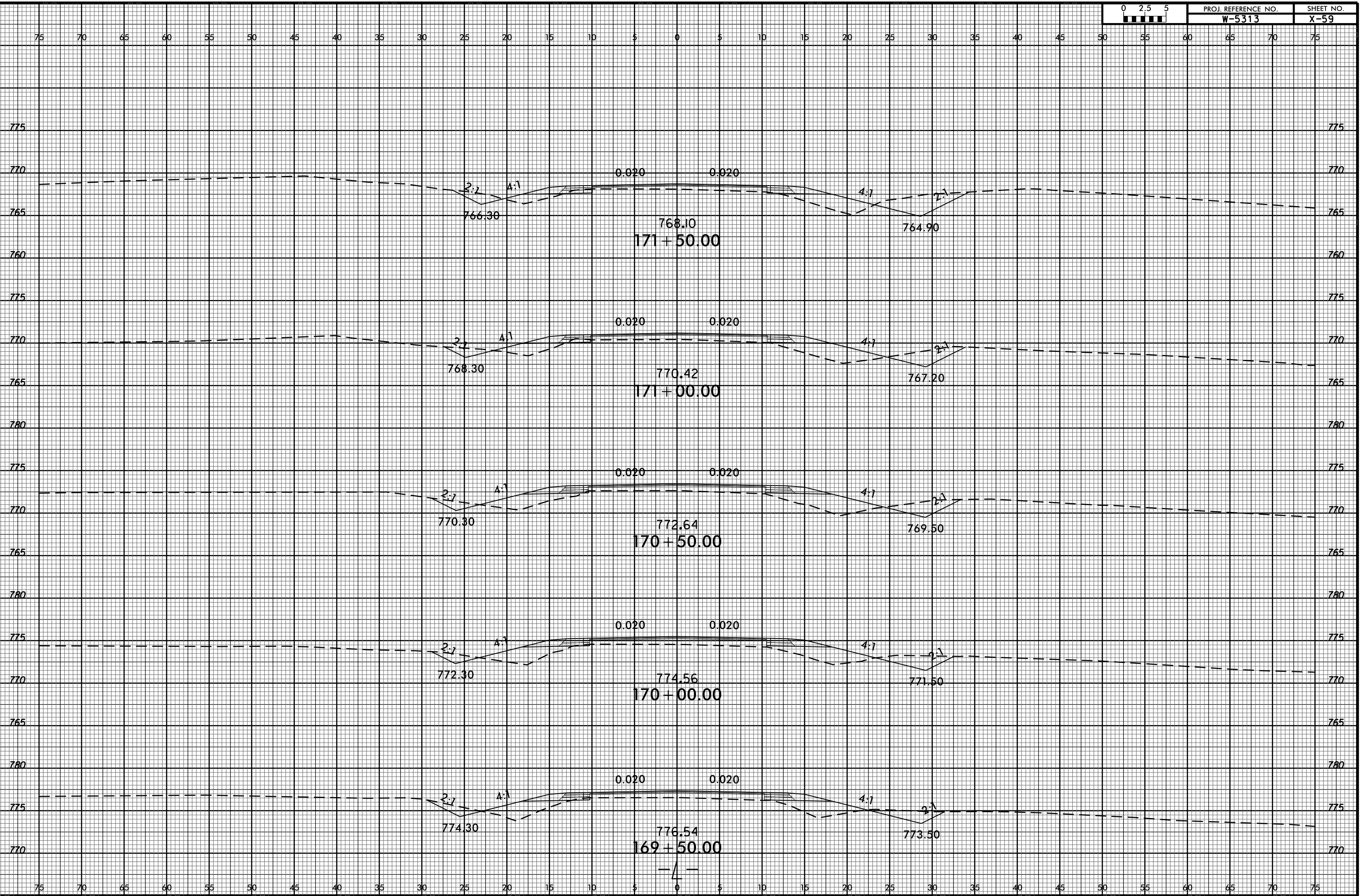


SHALLOW UNDERCUT EXCAVATION

8/23/99

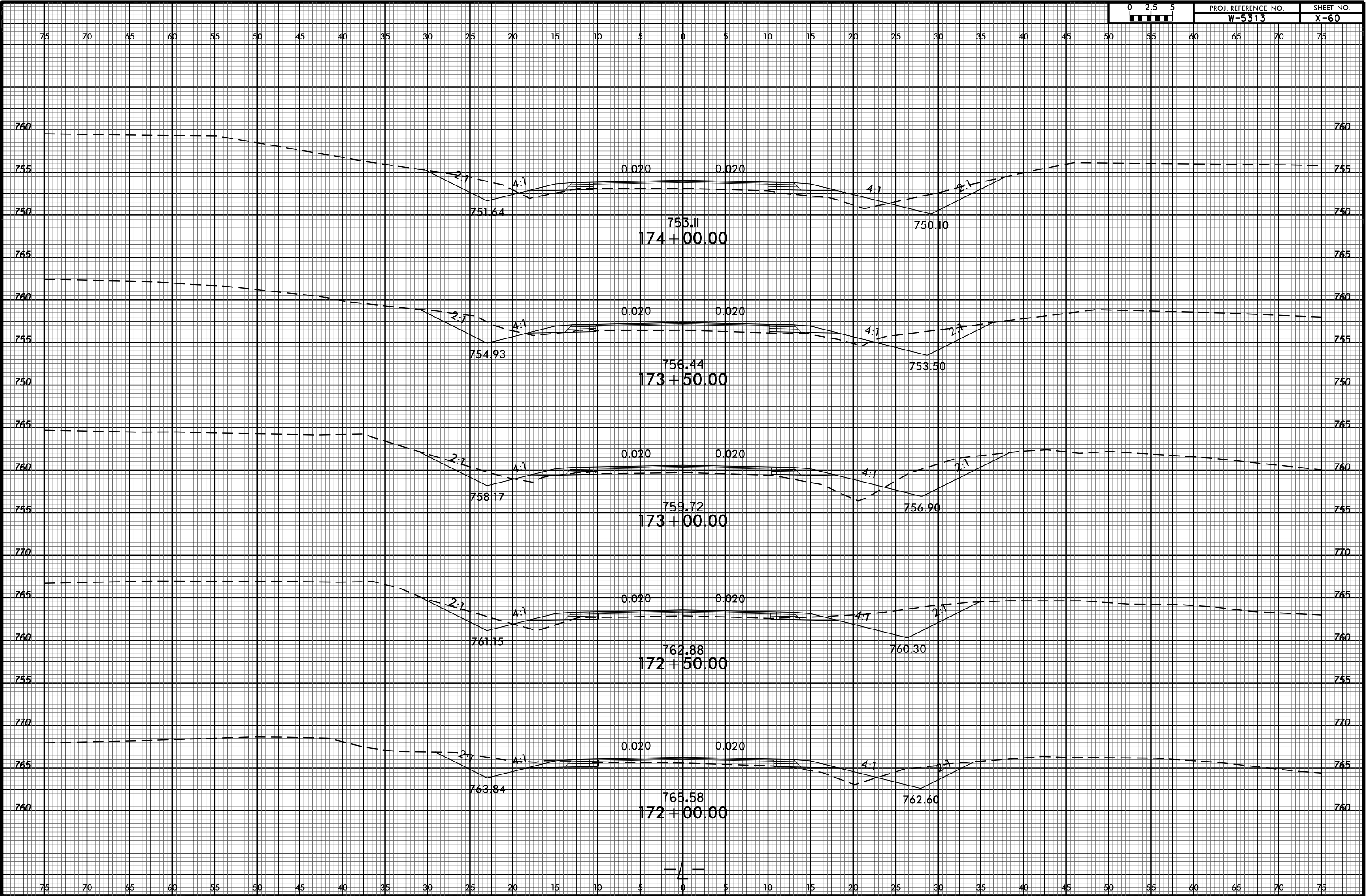


PROJ. REFERENCE NO. W-5313 SHEET NO. X-59



30-MAR-2017 17:20  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

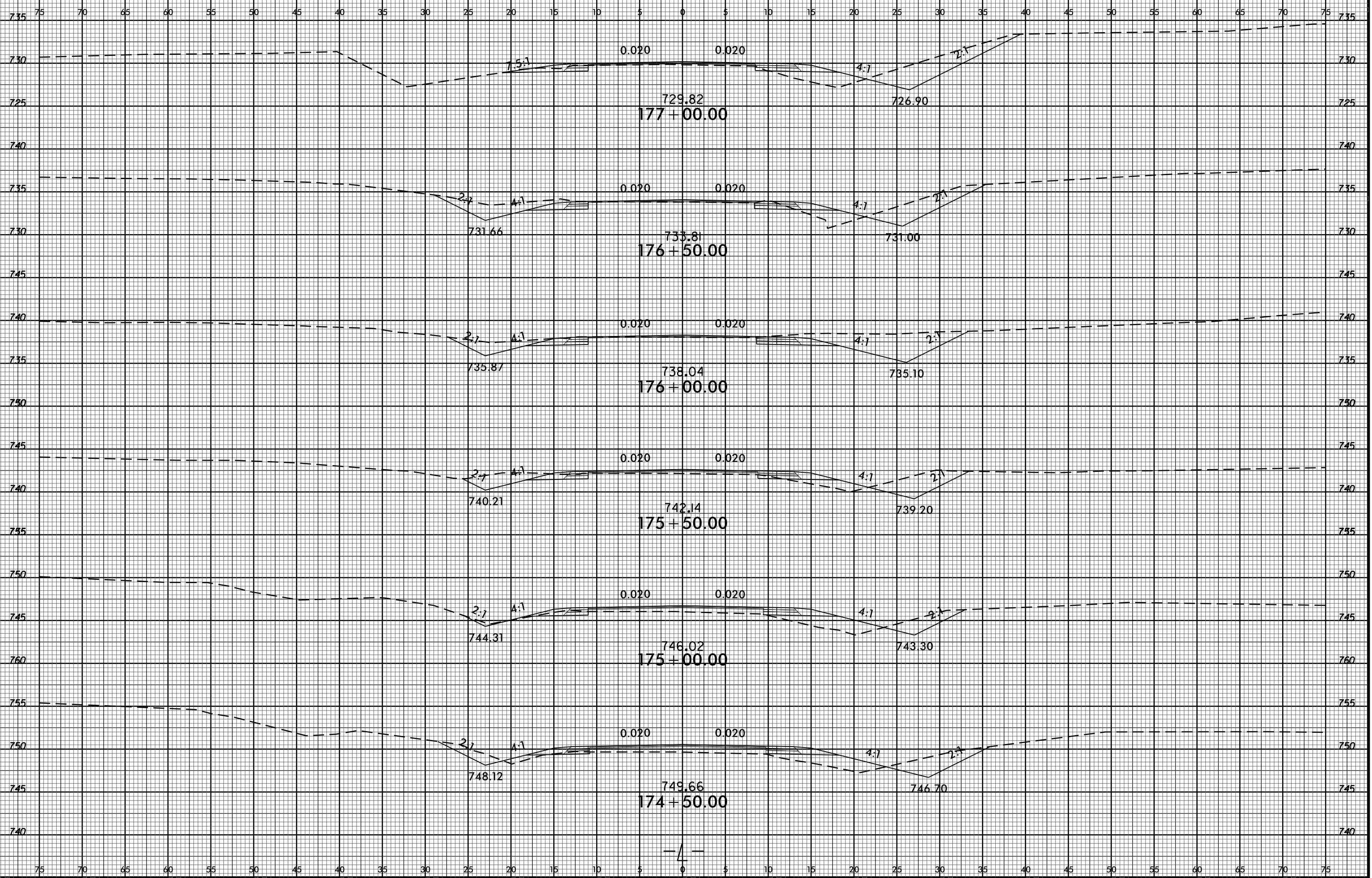




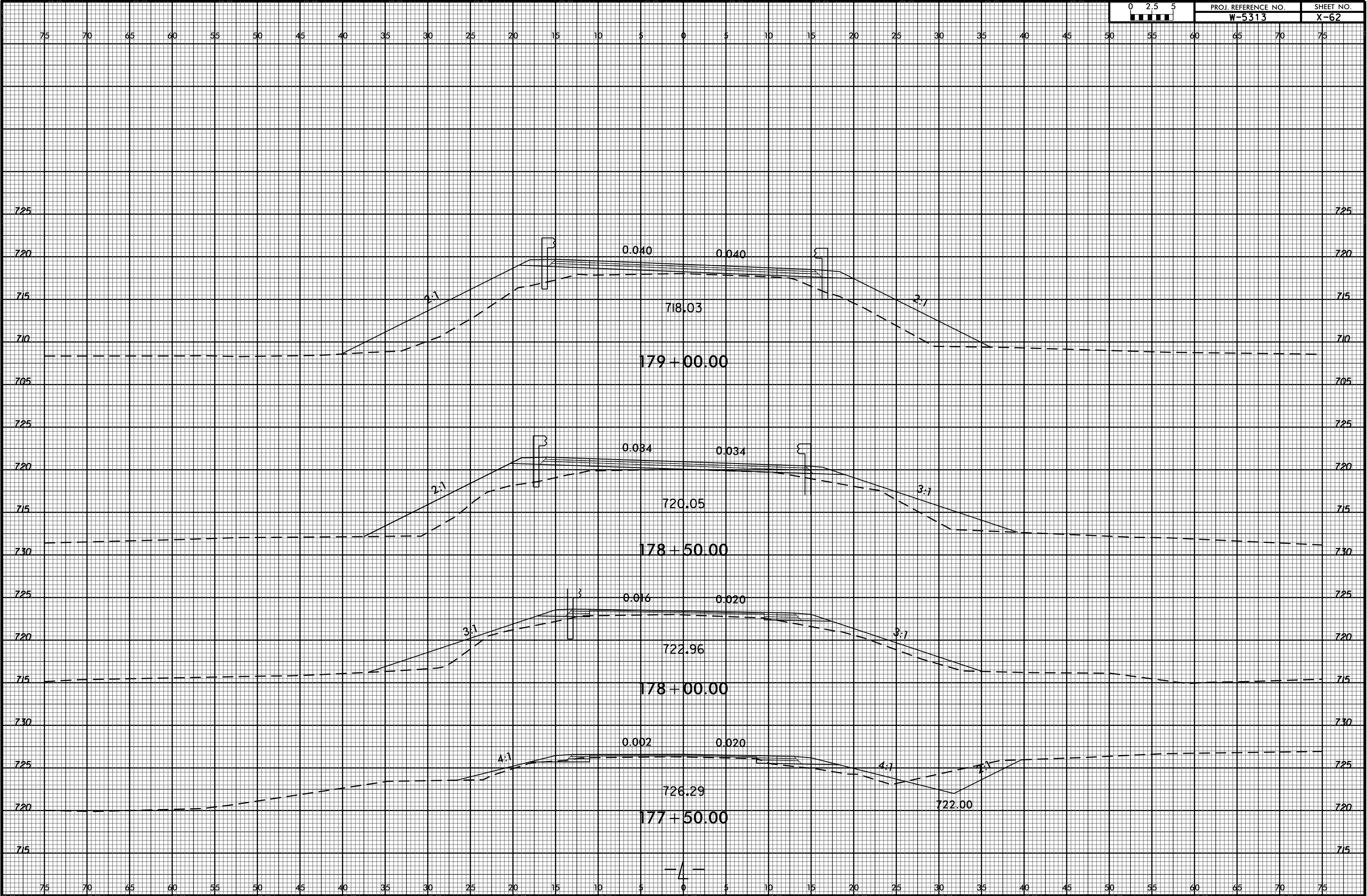
8/23/99



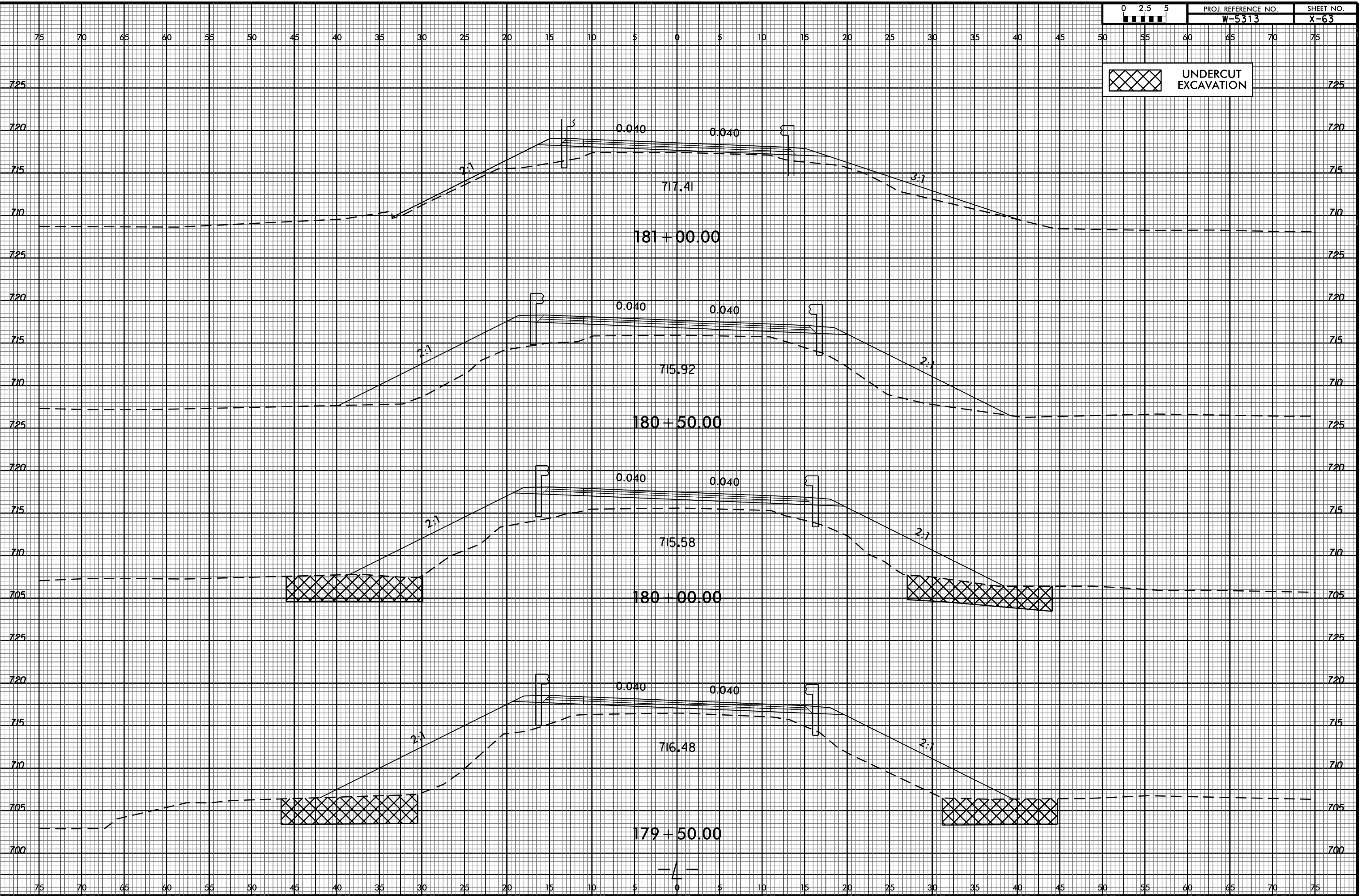
PROJ. REFERENCE NO. W-5313 SHEET NO. X-61



30-MAR-2017 17:20  
R:\Roadway\Curbs\forModeling\w-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

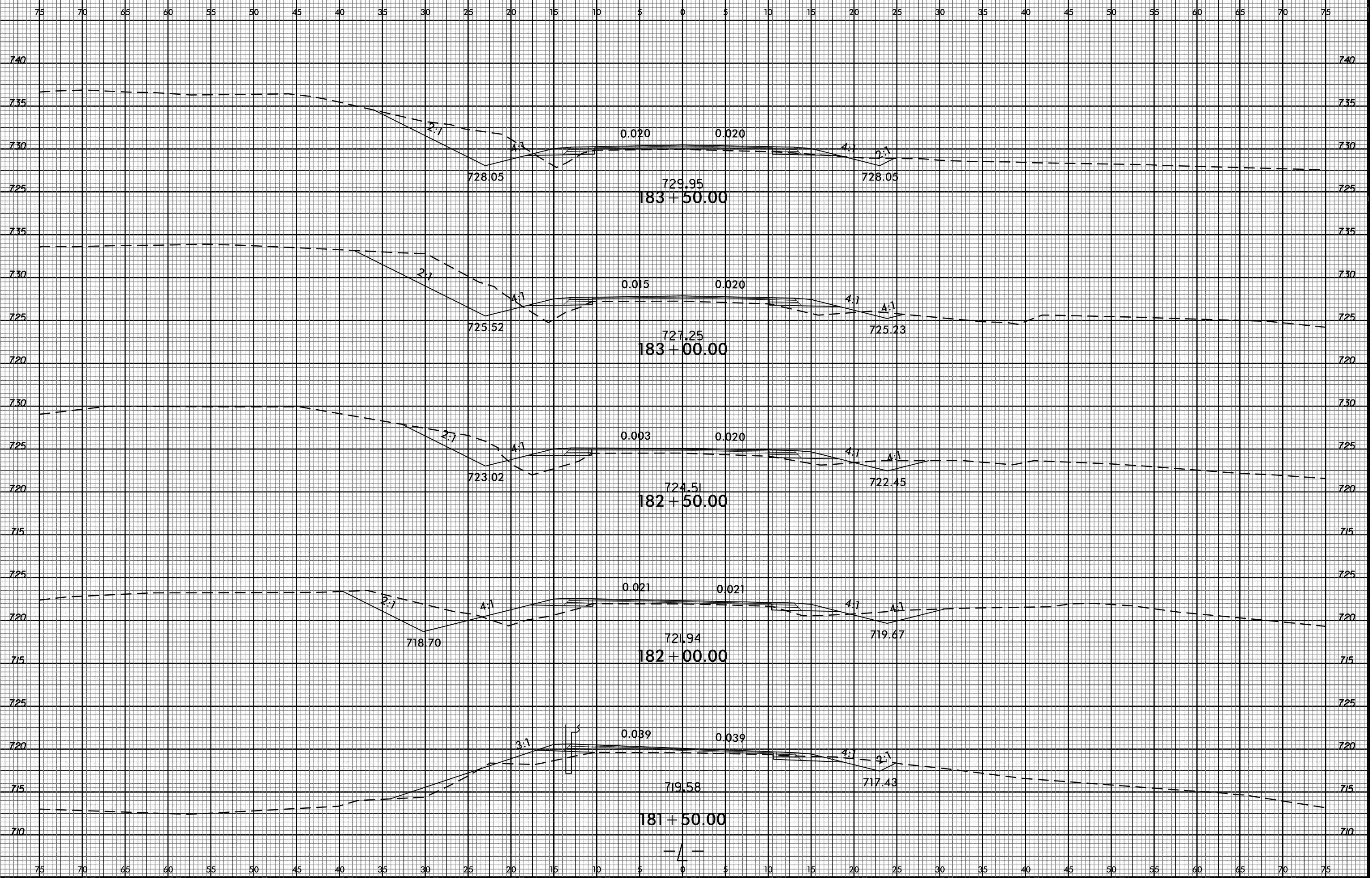


8/23/99

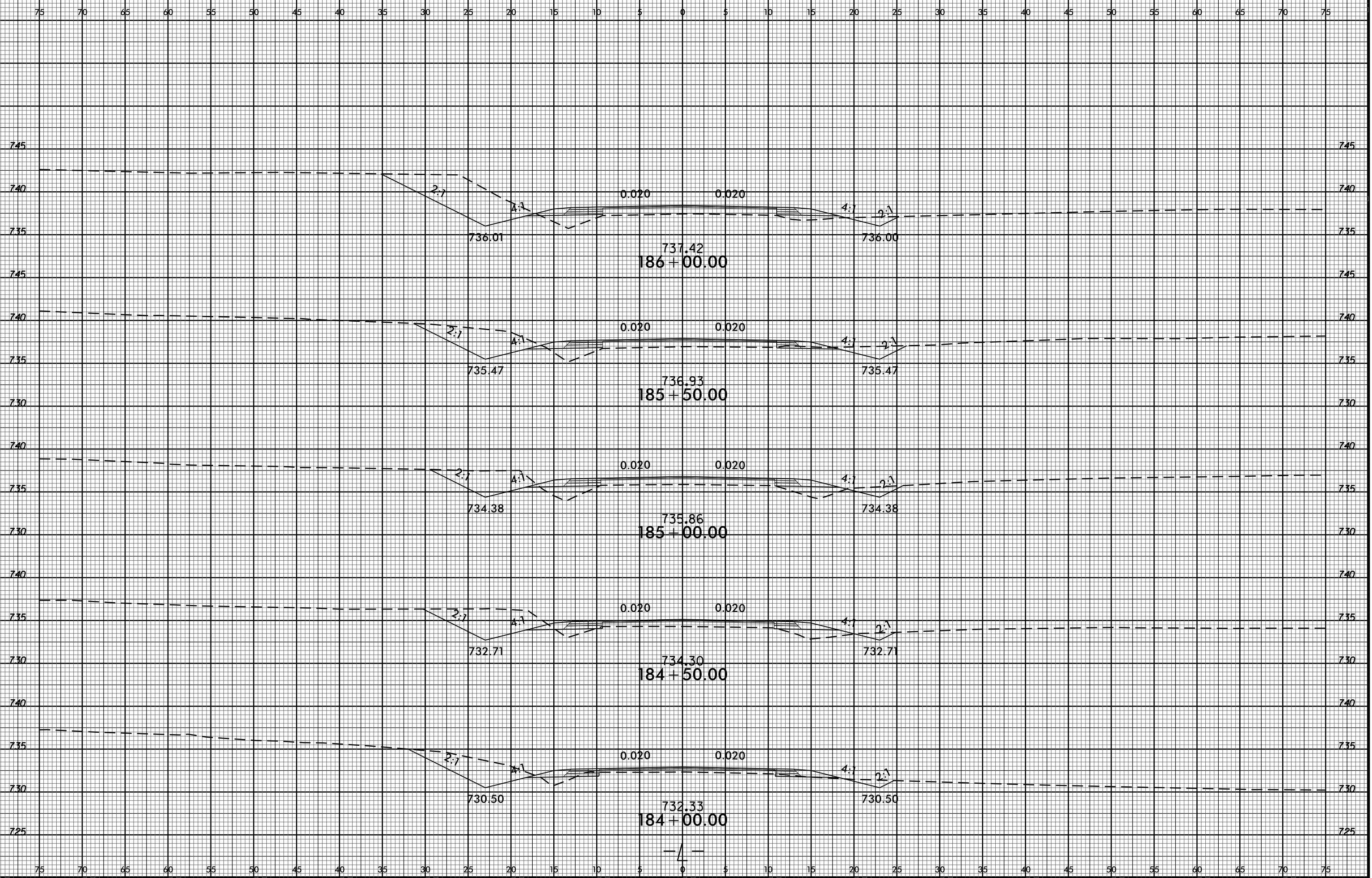


UNDERCUT EXCAVATION

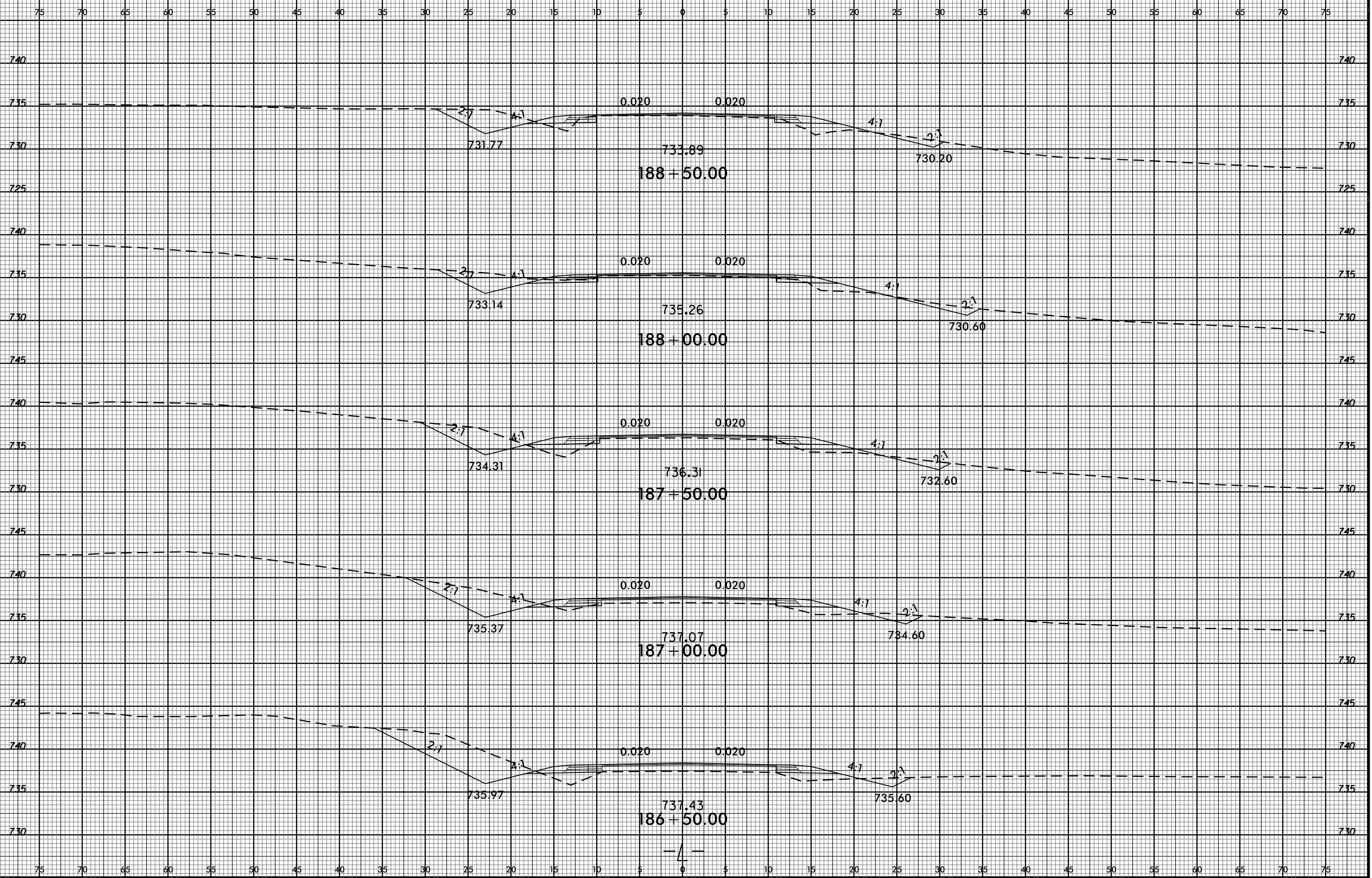
30-MAR-2017 17:20  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$



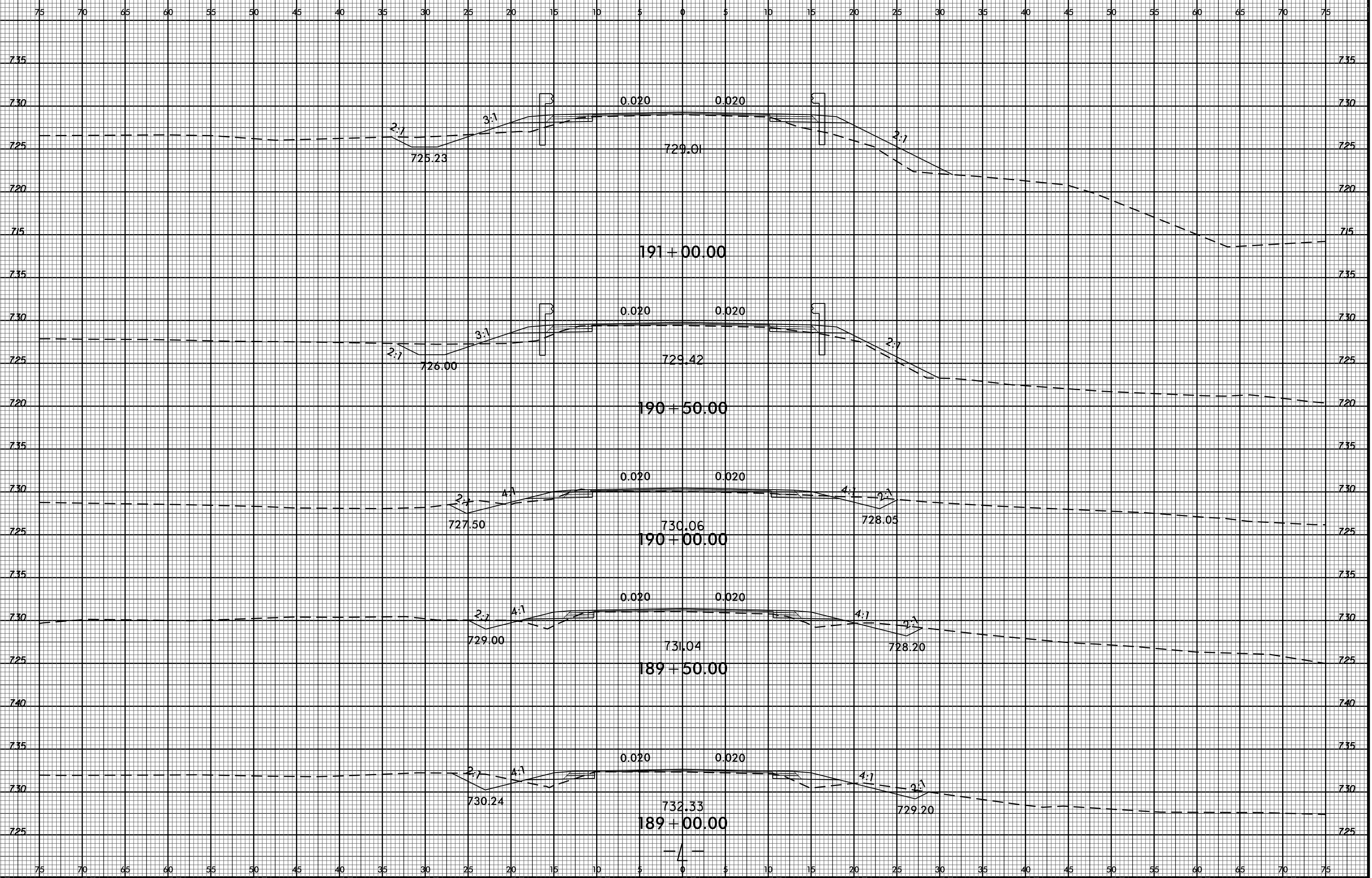
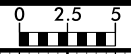






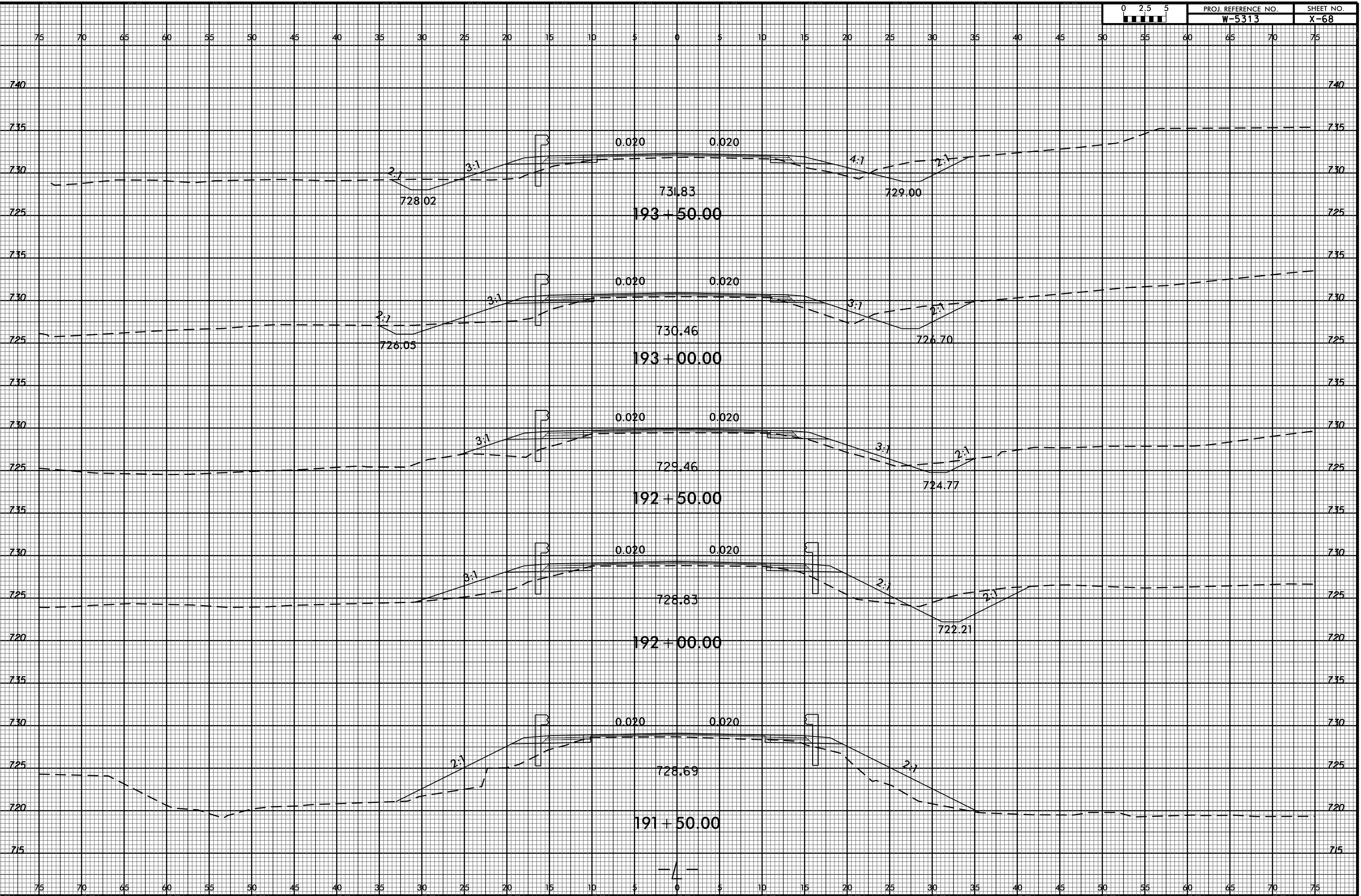


8/23/99



30-MAR-2017 17:20  
R:\Roadway\Curbs\forModeling\w-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

8/23/99

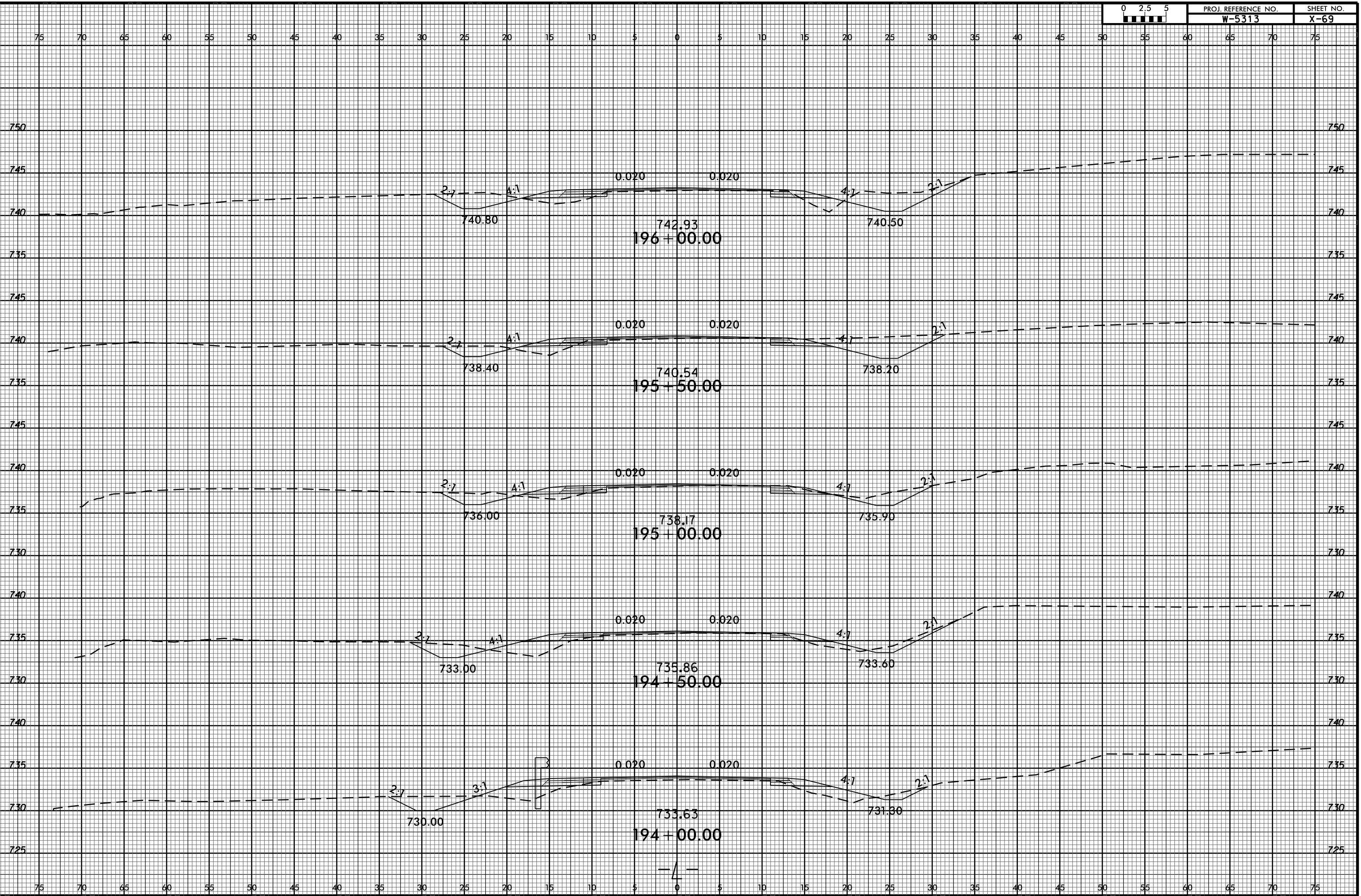


30-MAR-2017 17:20  
 R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
 \$\$\$USERNAME\$\$\$

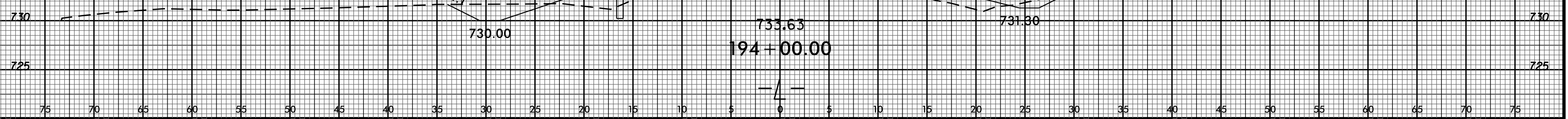
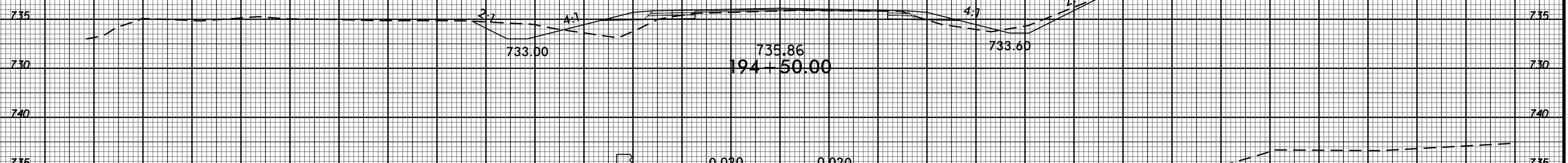
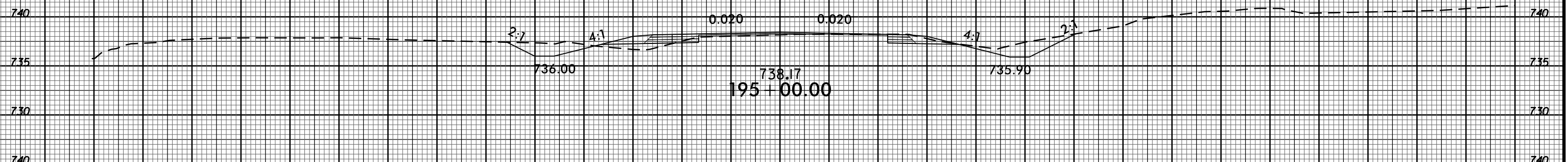
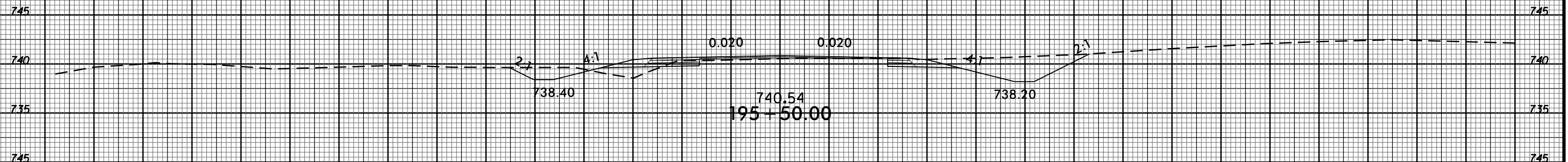
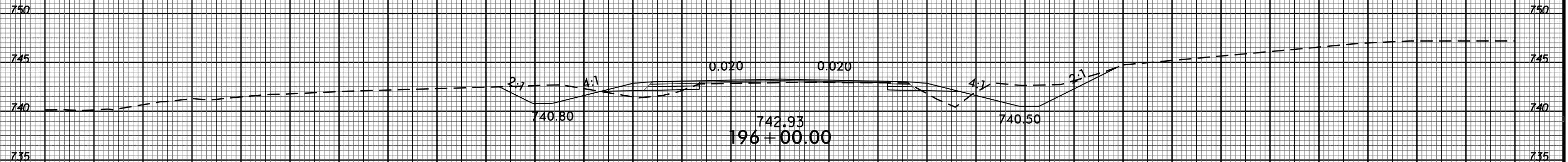
8/23/99



PROJ. REFERENCE NO. W-5313 SHEET NO. X-69



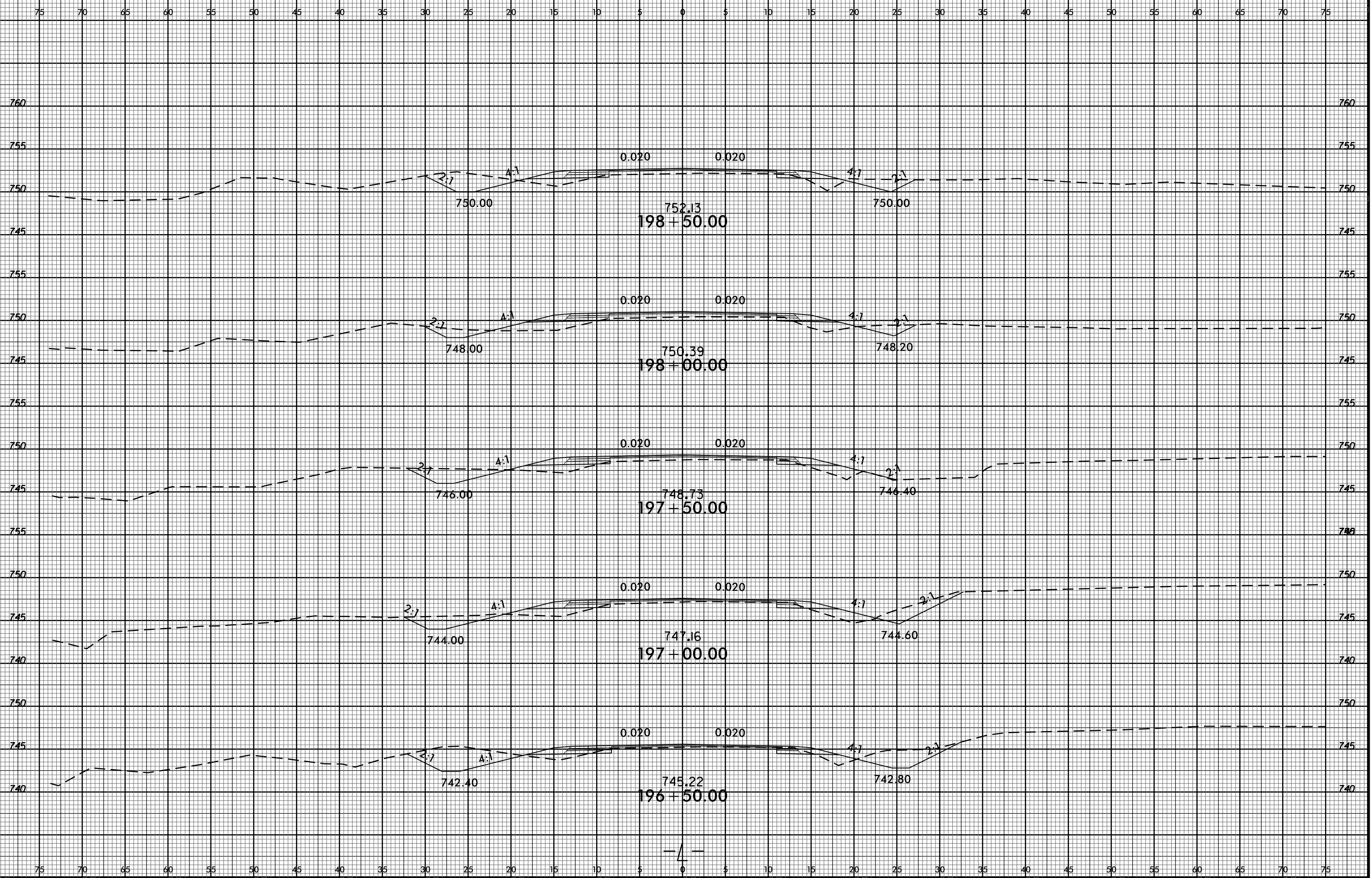
30-MAR-2017 17:20  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$



8/23/99

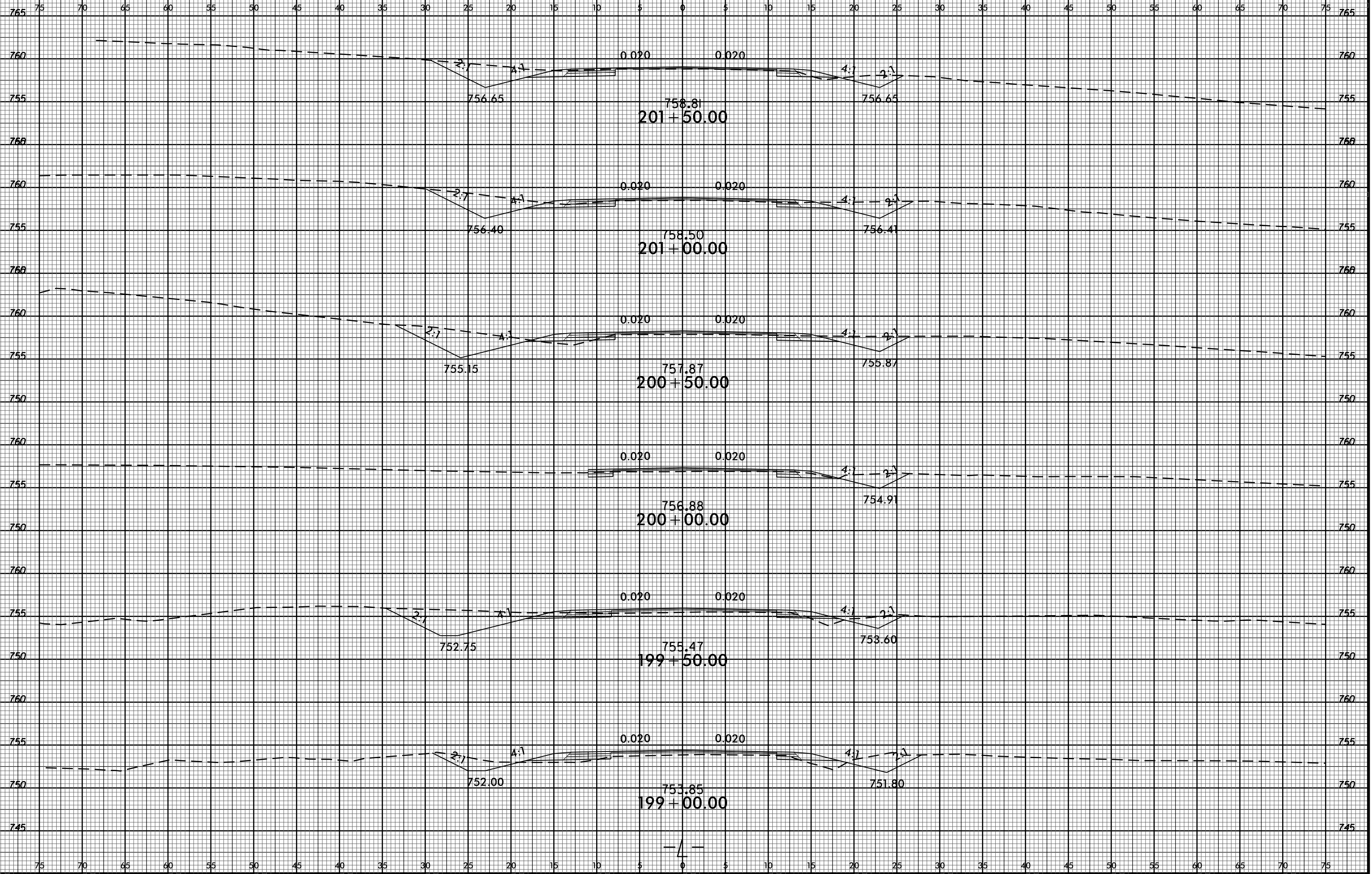


PROJ. REFERENCE NO. W-5313 SHEET NO. X-70

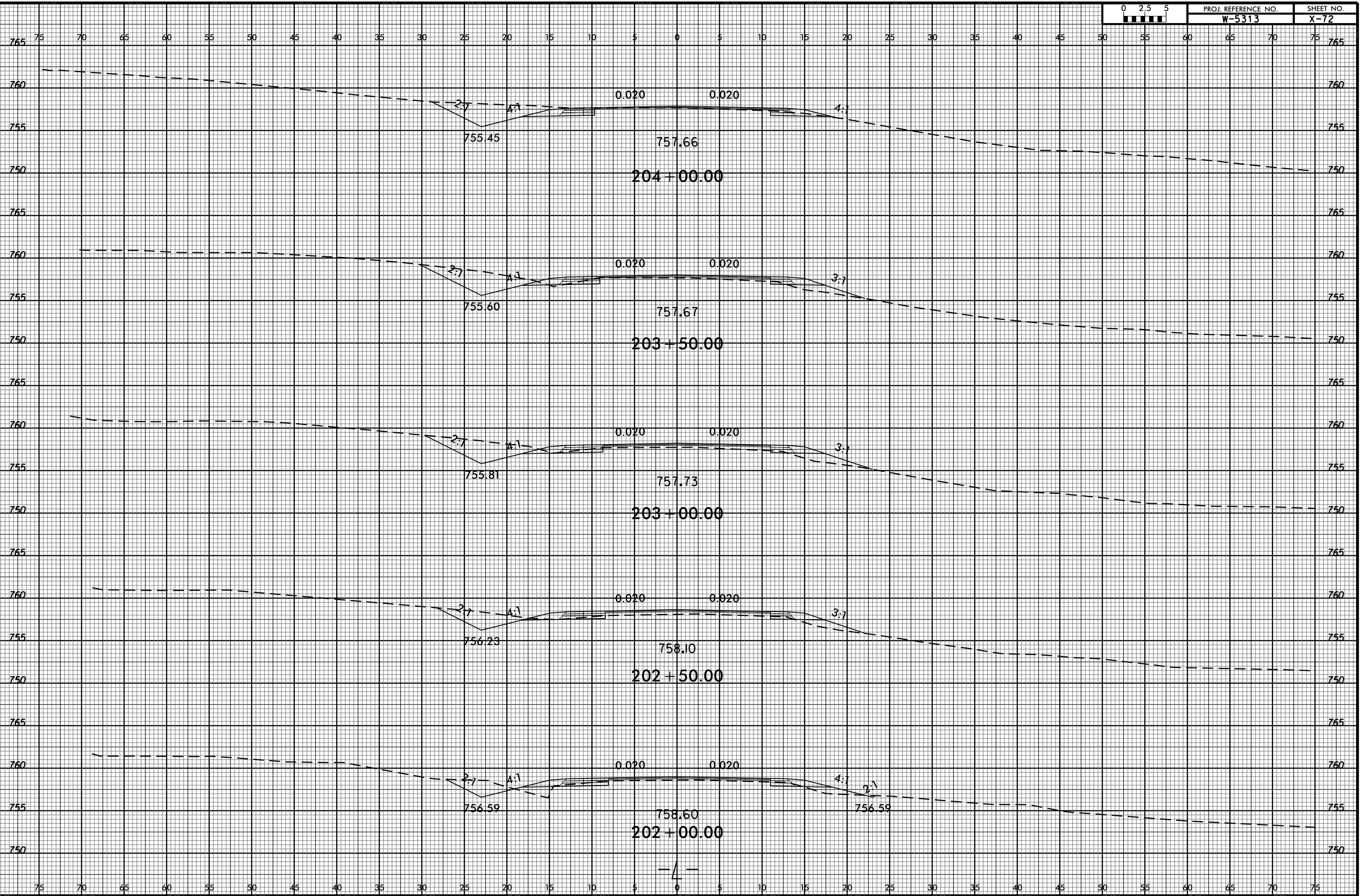


30-MAR-2017 17:20  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$





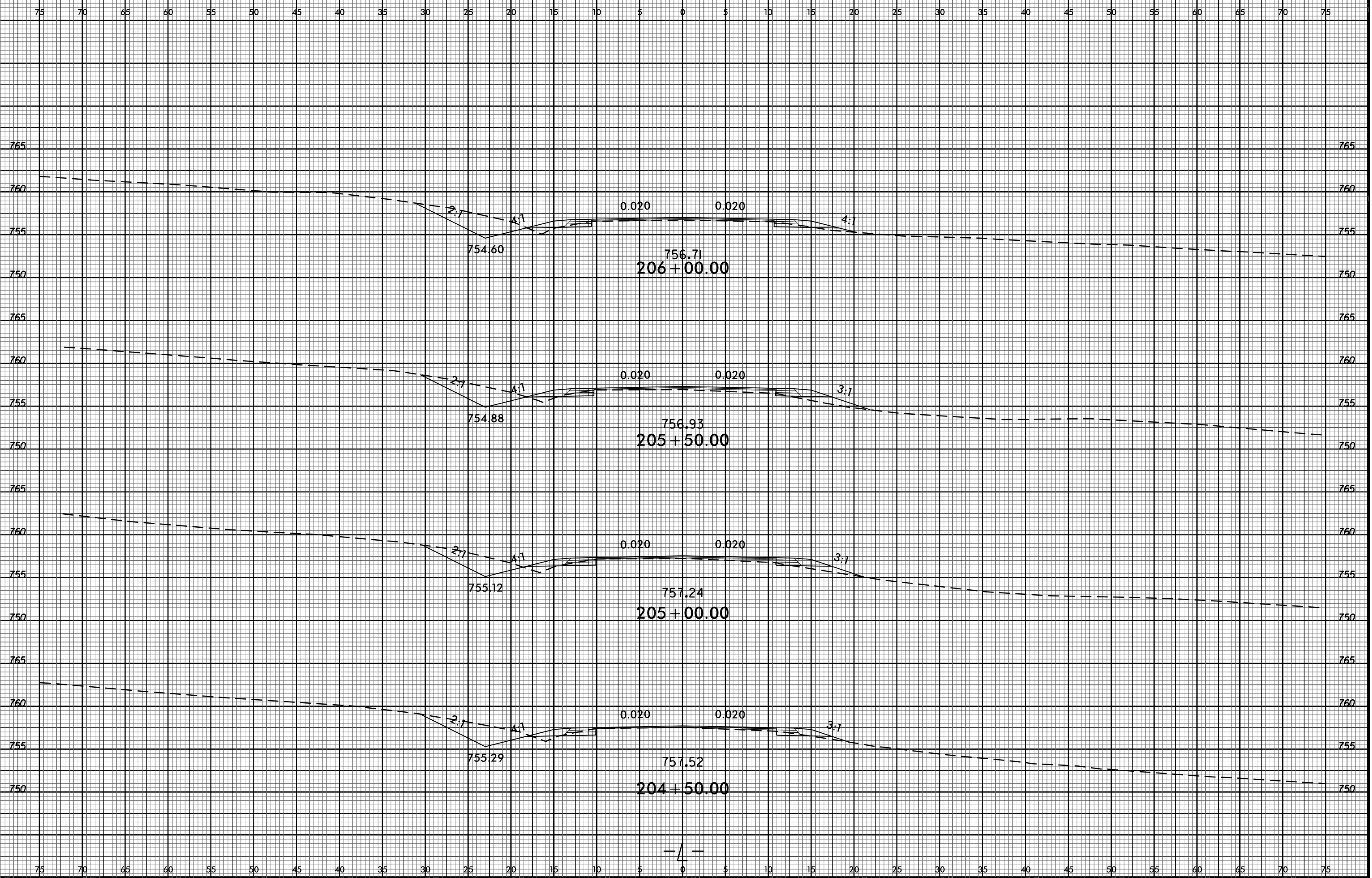




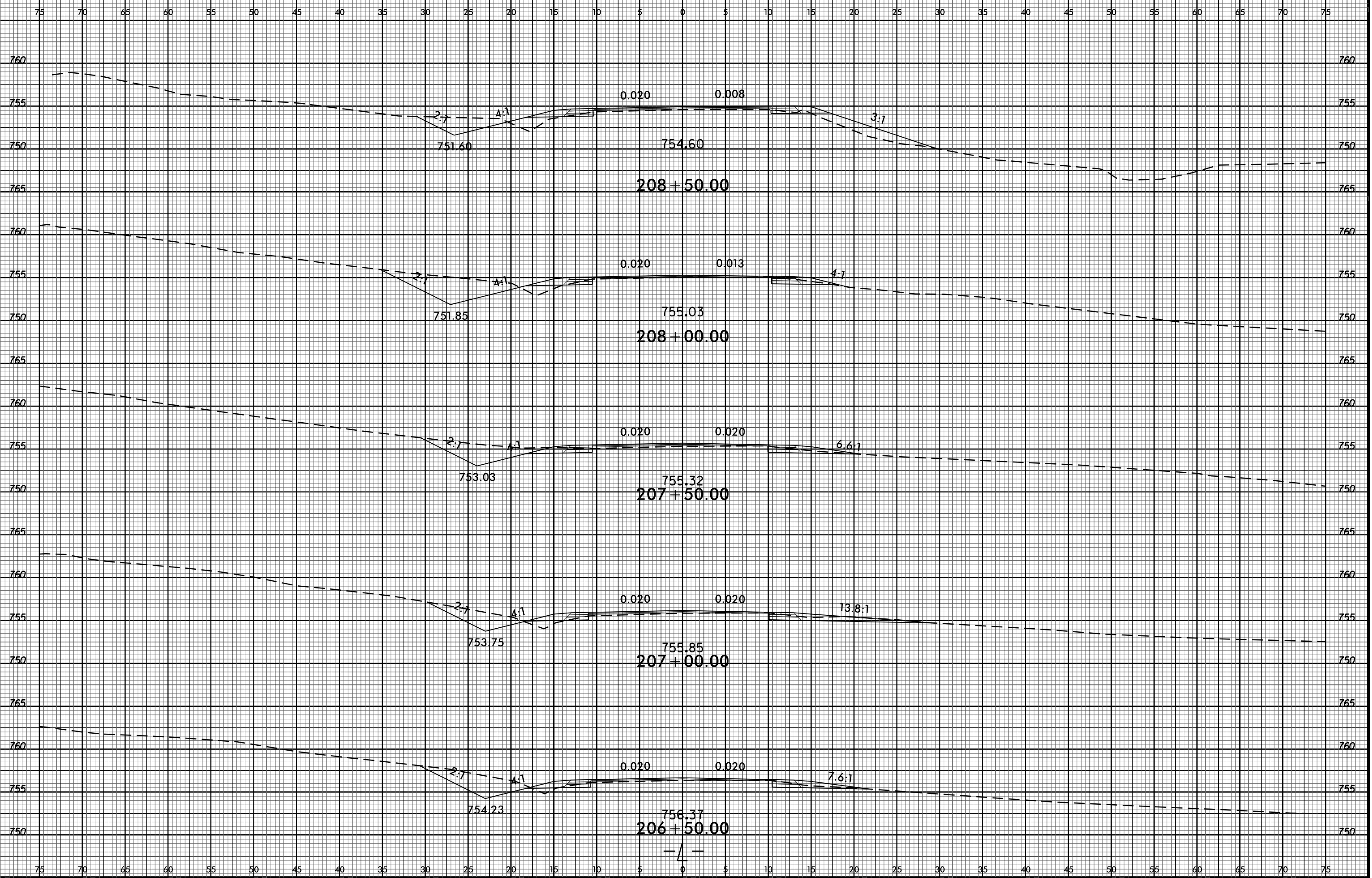
8/23/99

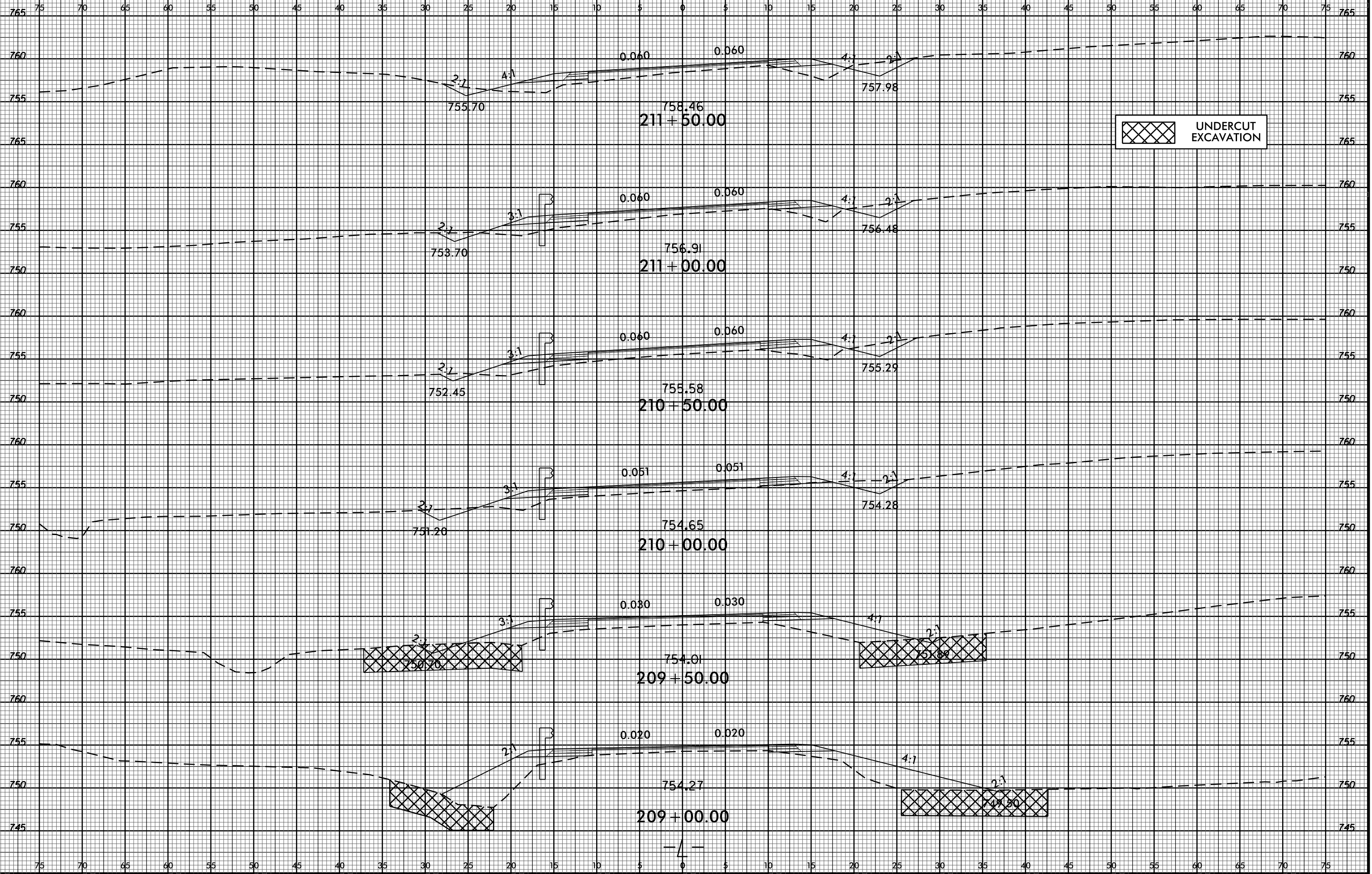


PROJ. REFERENCE NO. W-5313 SHEET NO. X-73



30-MAR-2017 17:20  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

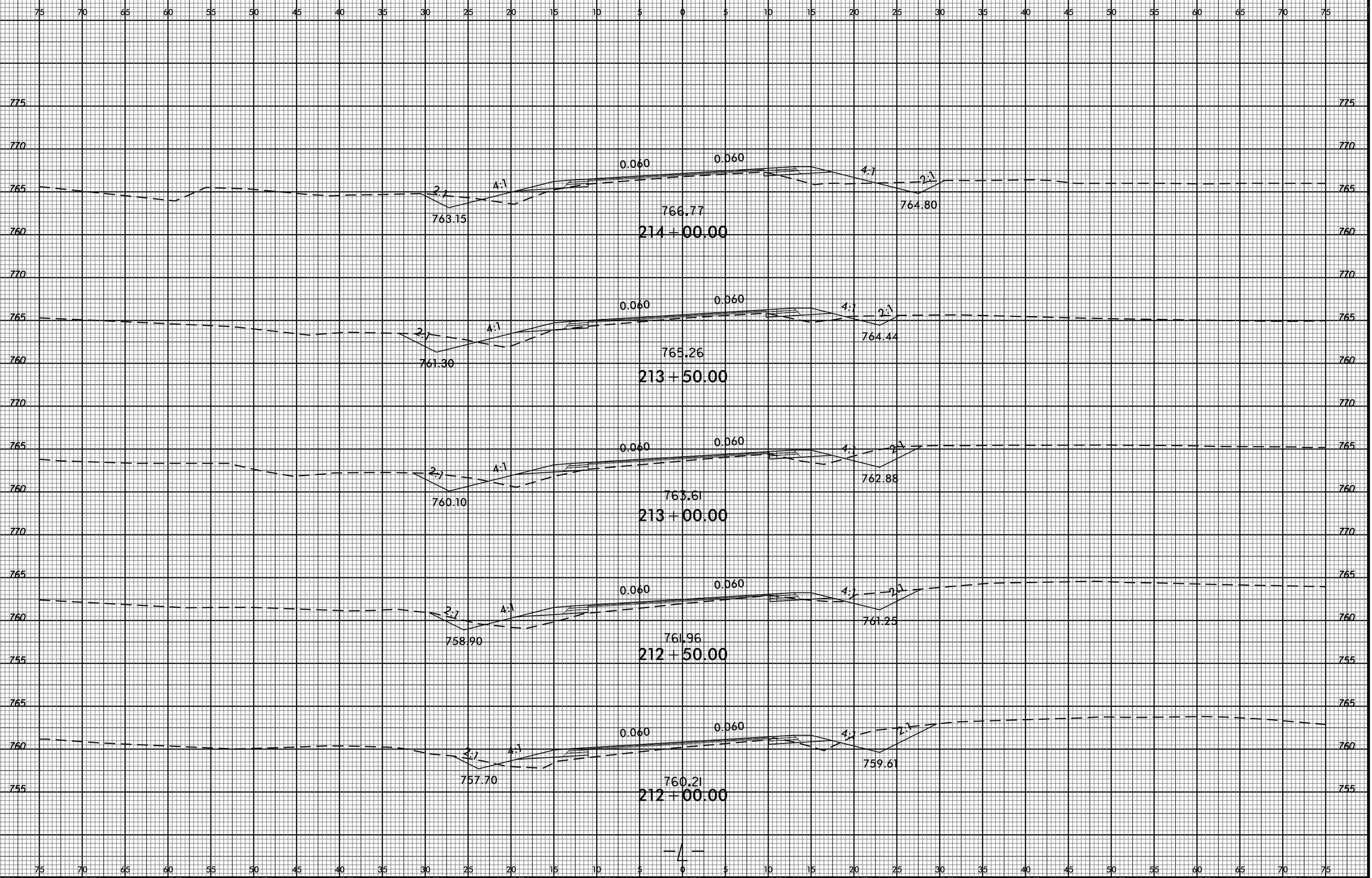




8/23/99



PROJ. REFERENCE NO. W-5313 SHEET NO. X-76



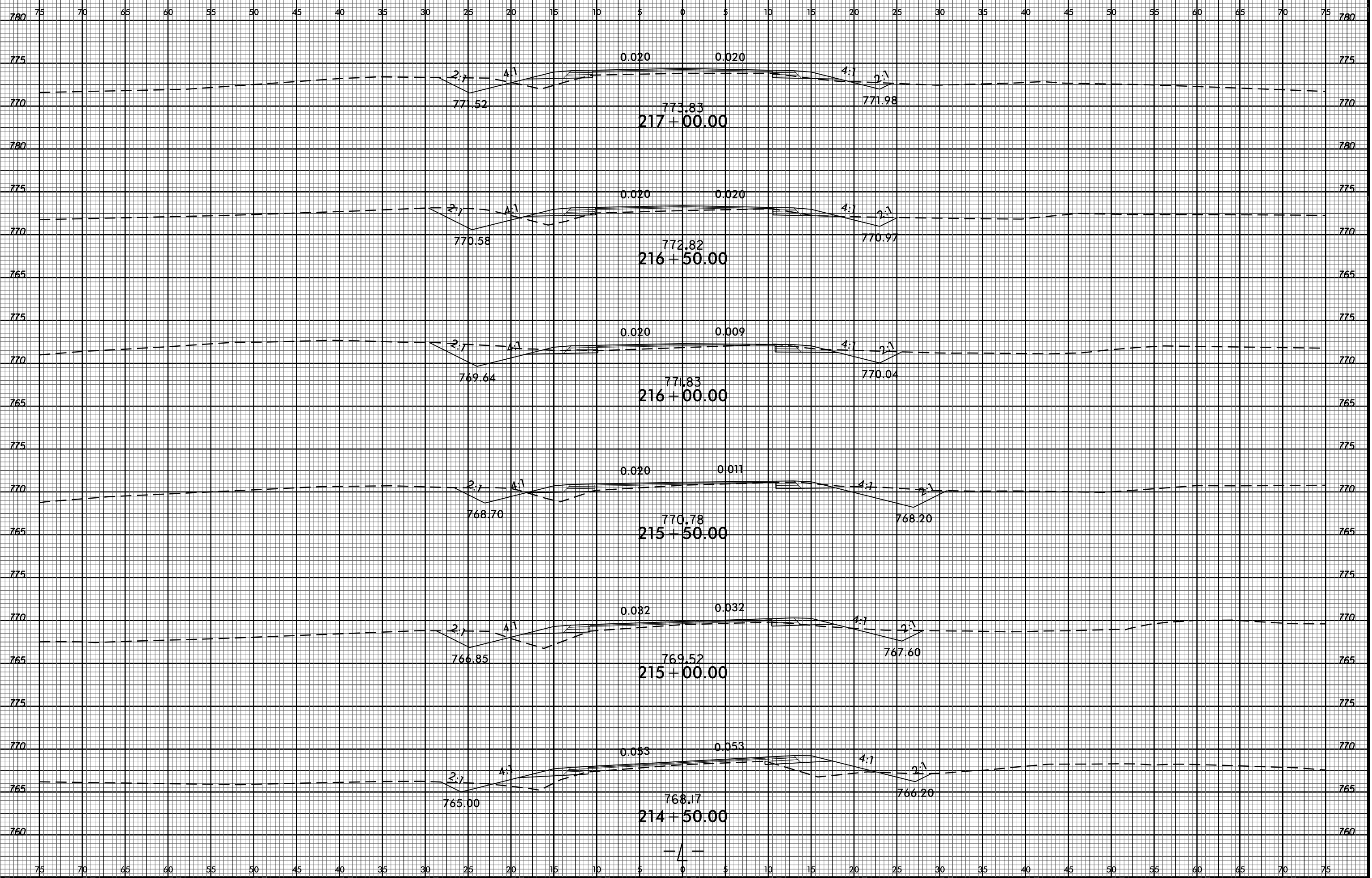
30-MAR-2017 17:20  
R:\Roadwork\CurbsideModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$



8/23/99

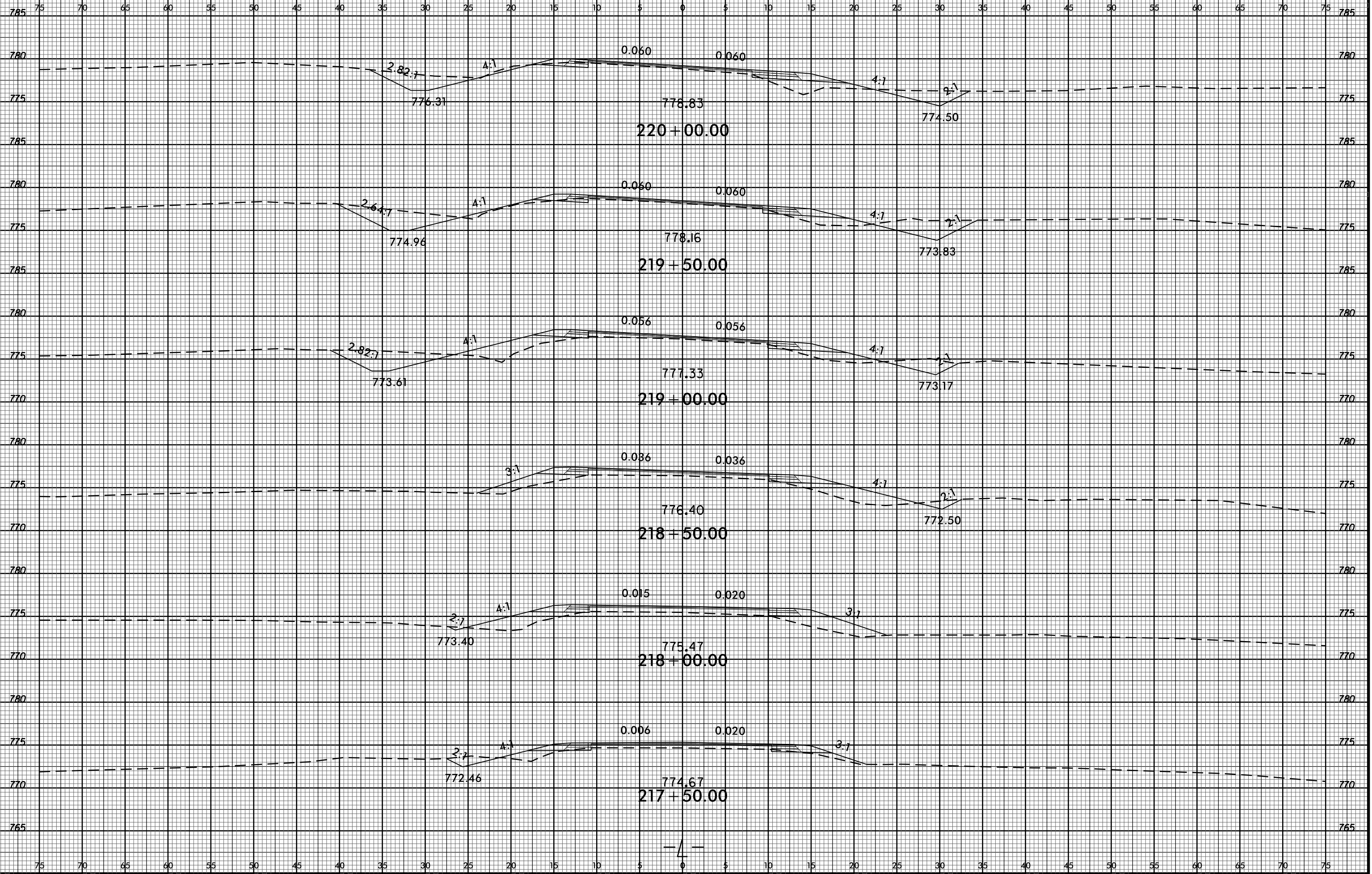


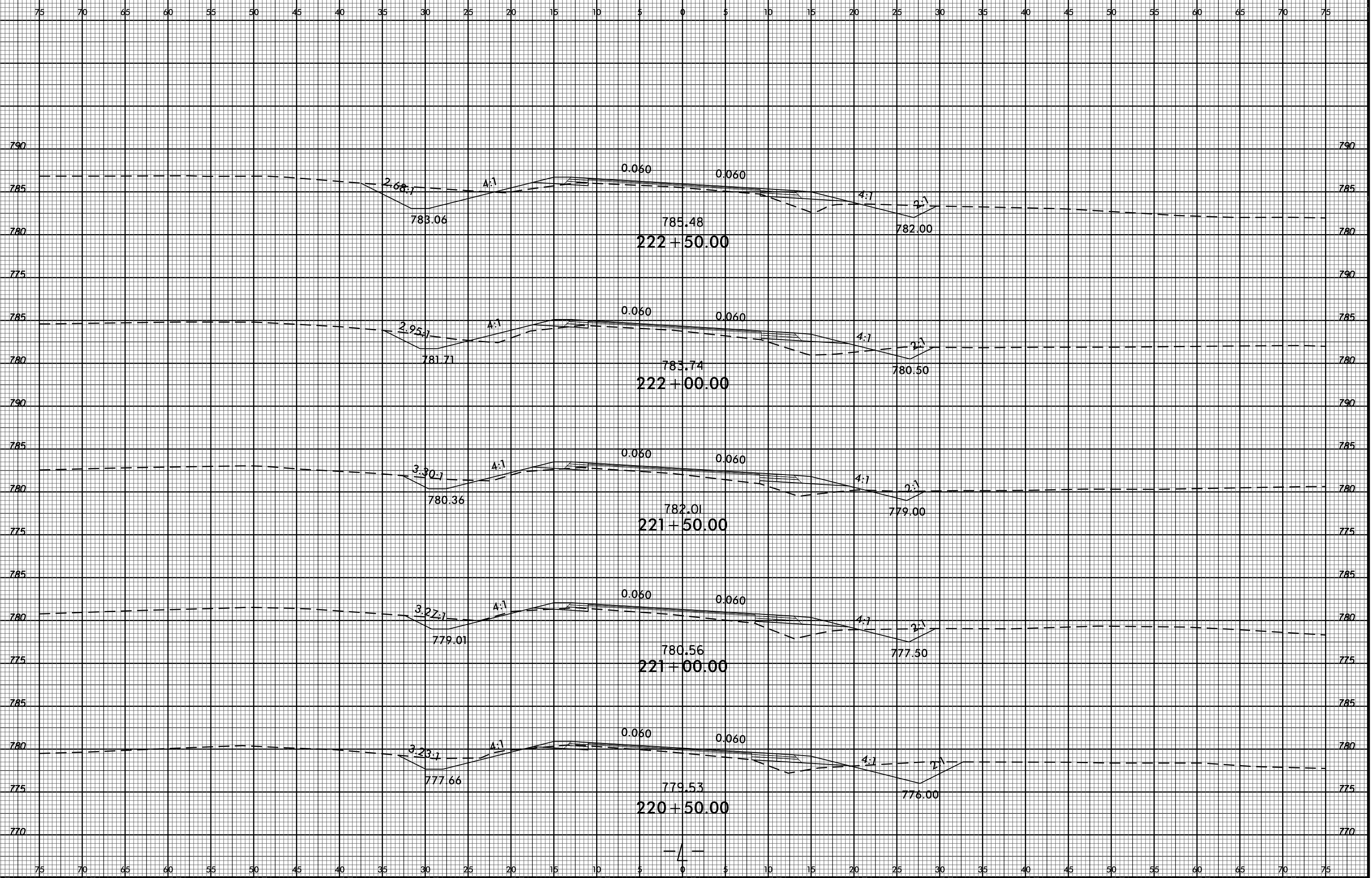
PROJ. REFERENCE NO. W-5313 SHEET NO. X-77

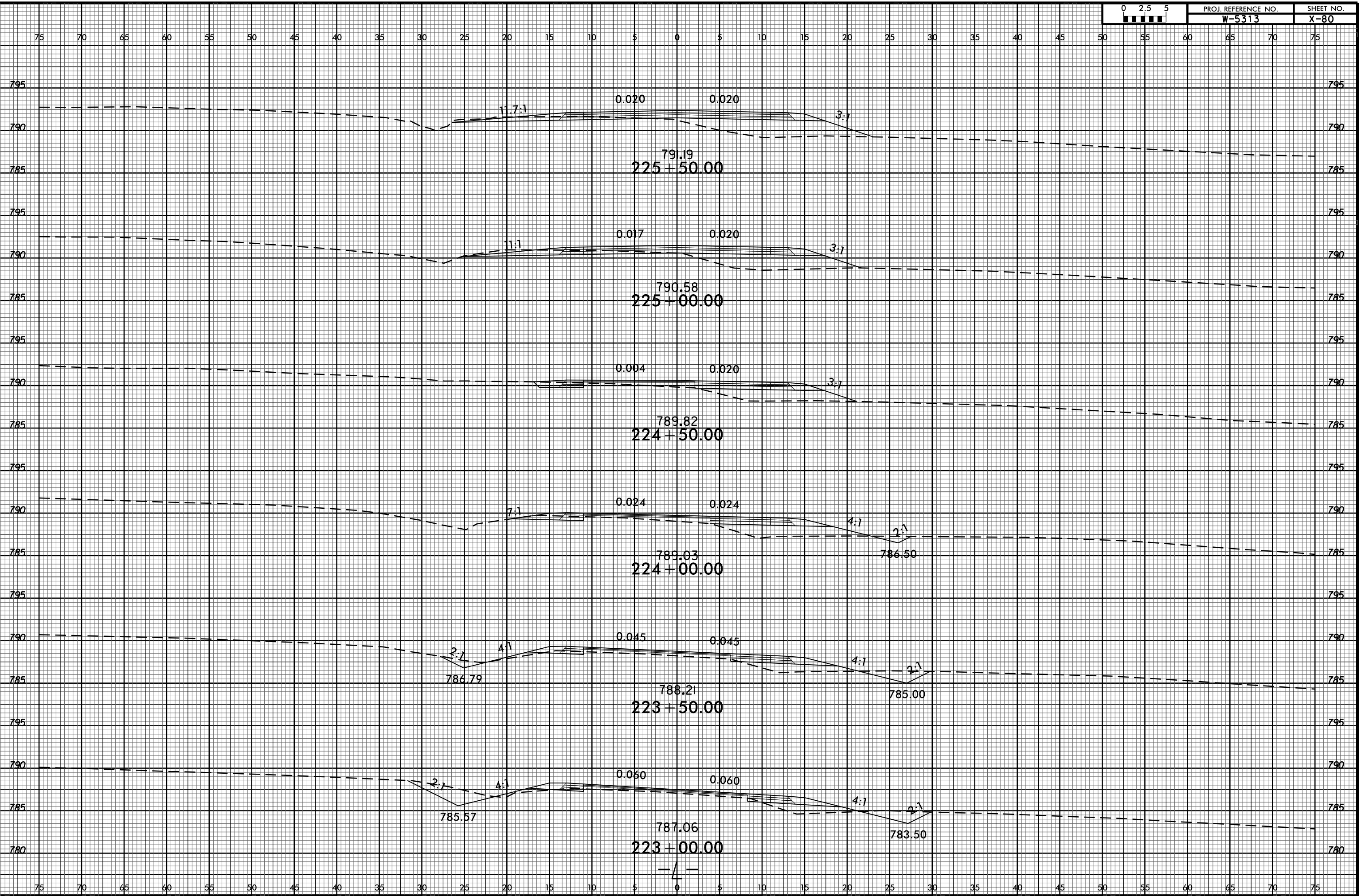


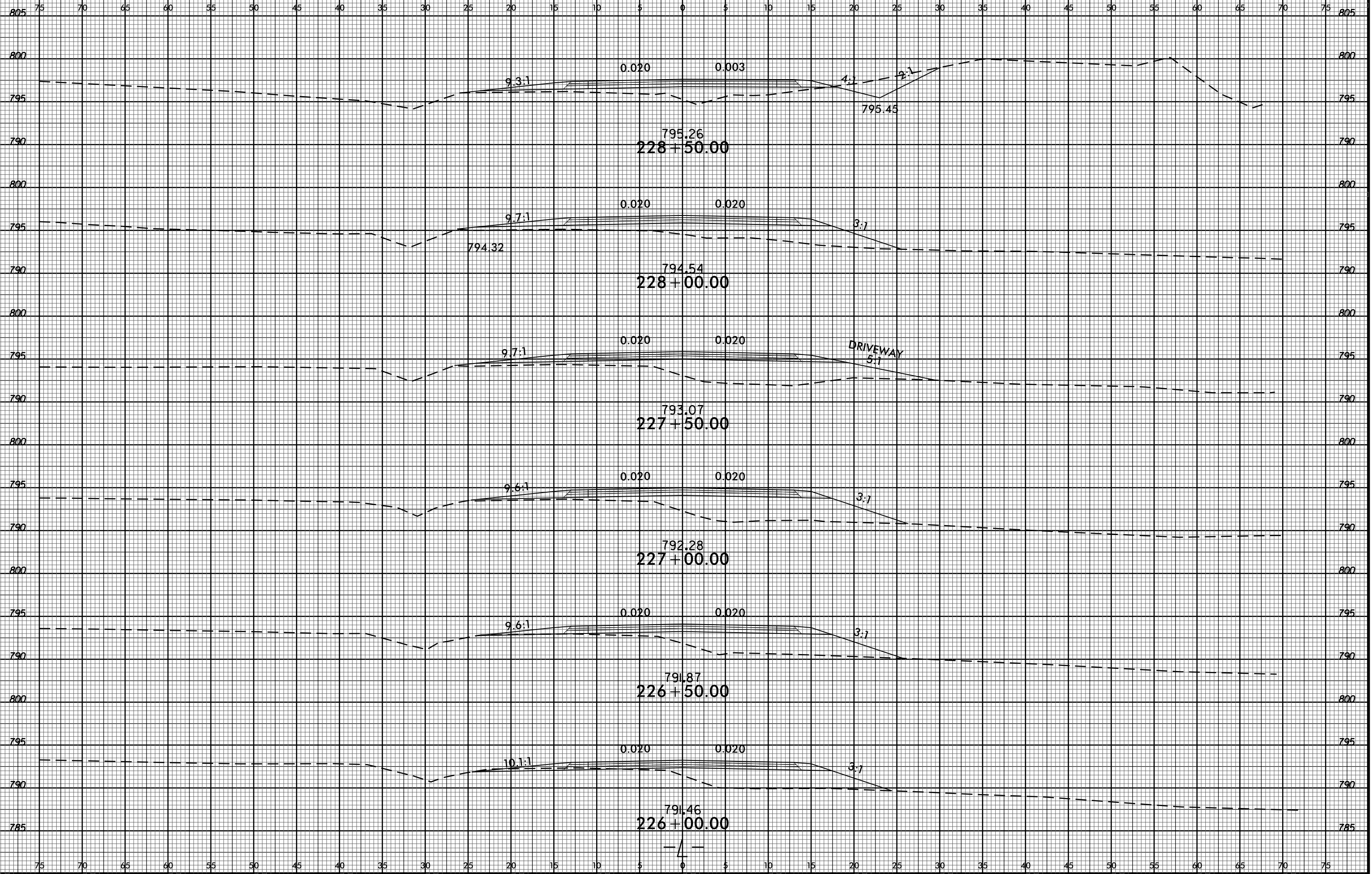
30-MAR-2017 17:20  
R:\Roadway\CurbsideModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

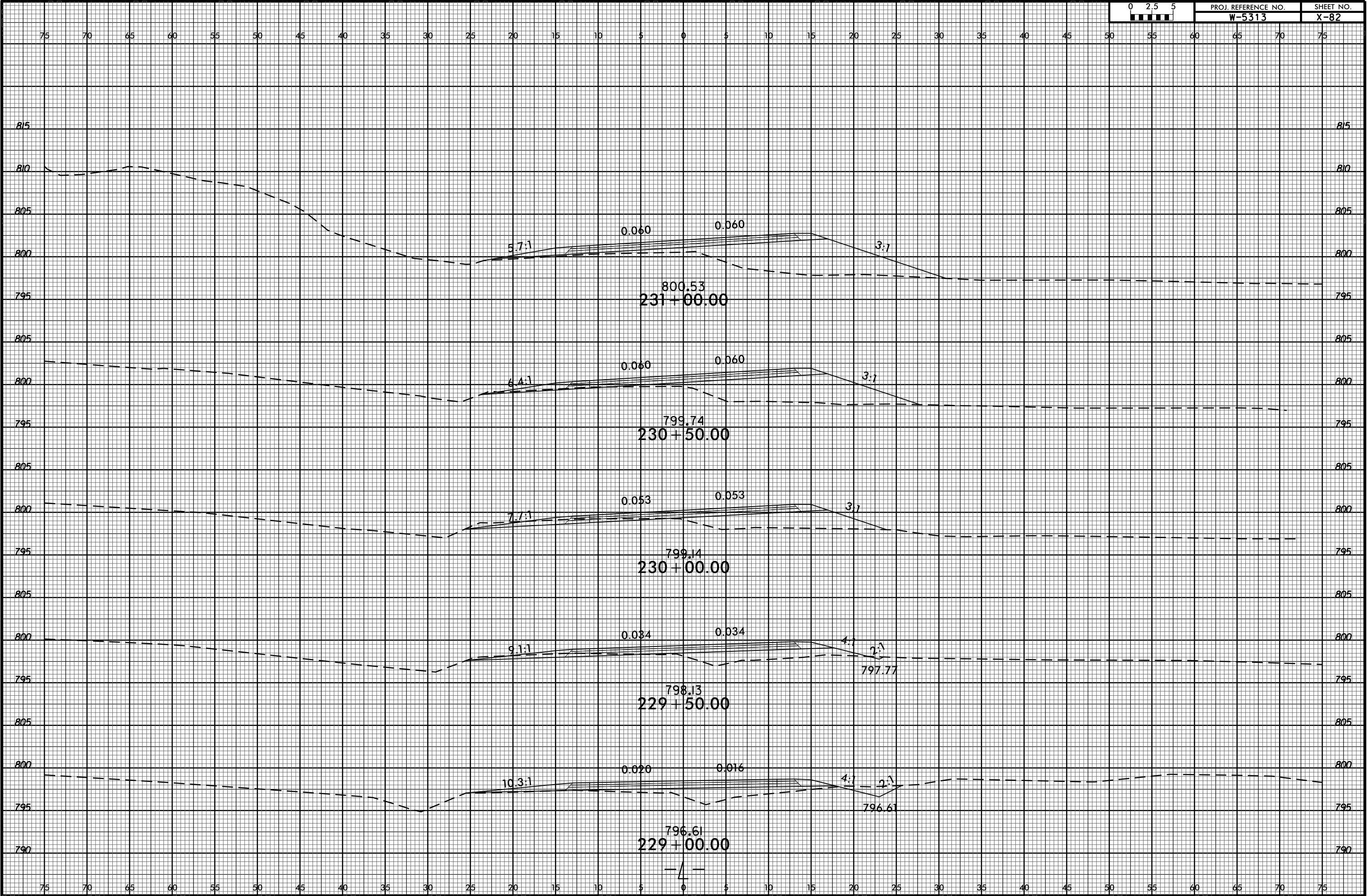




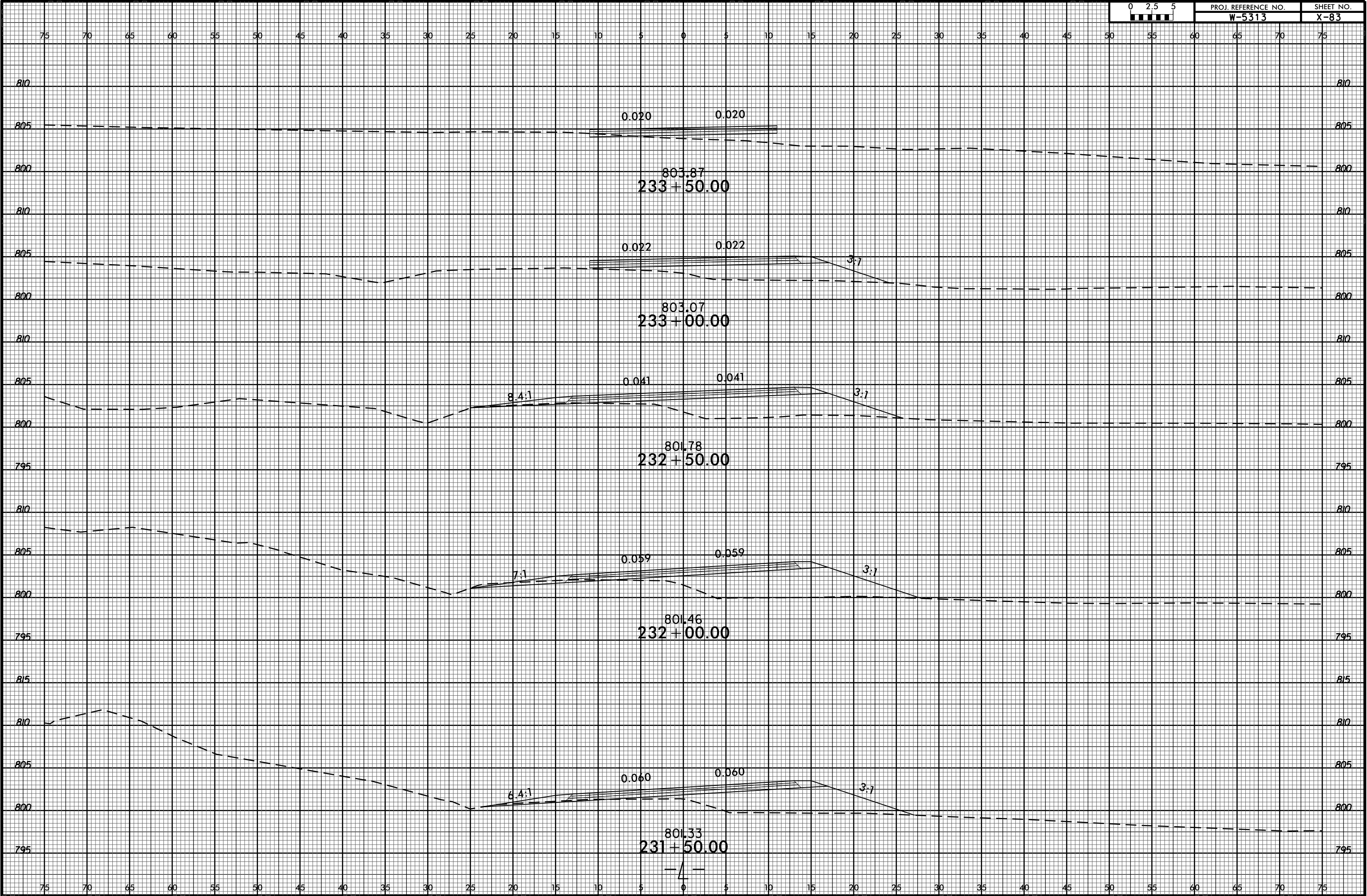




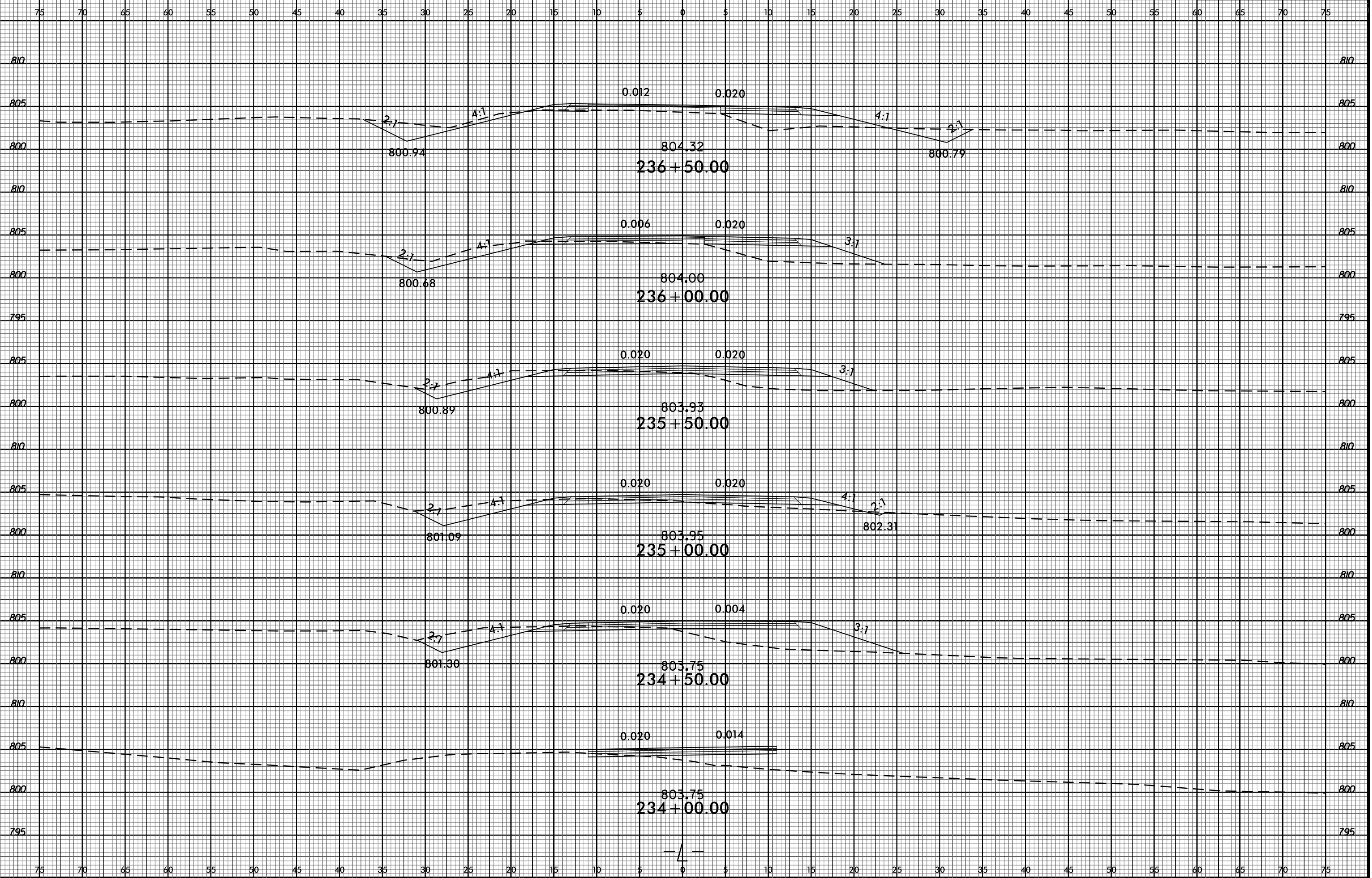




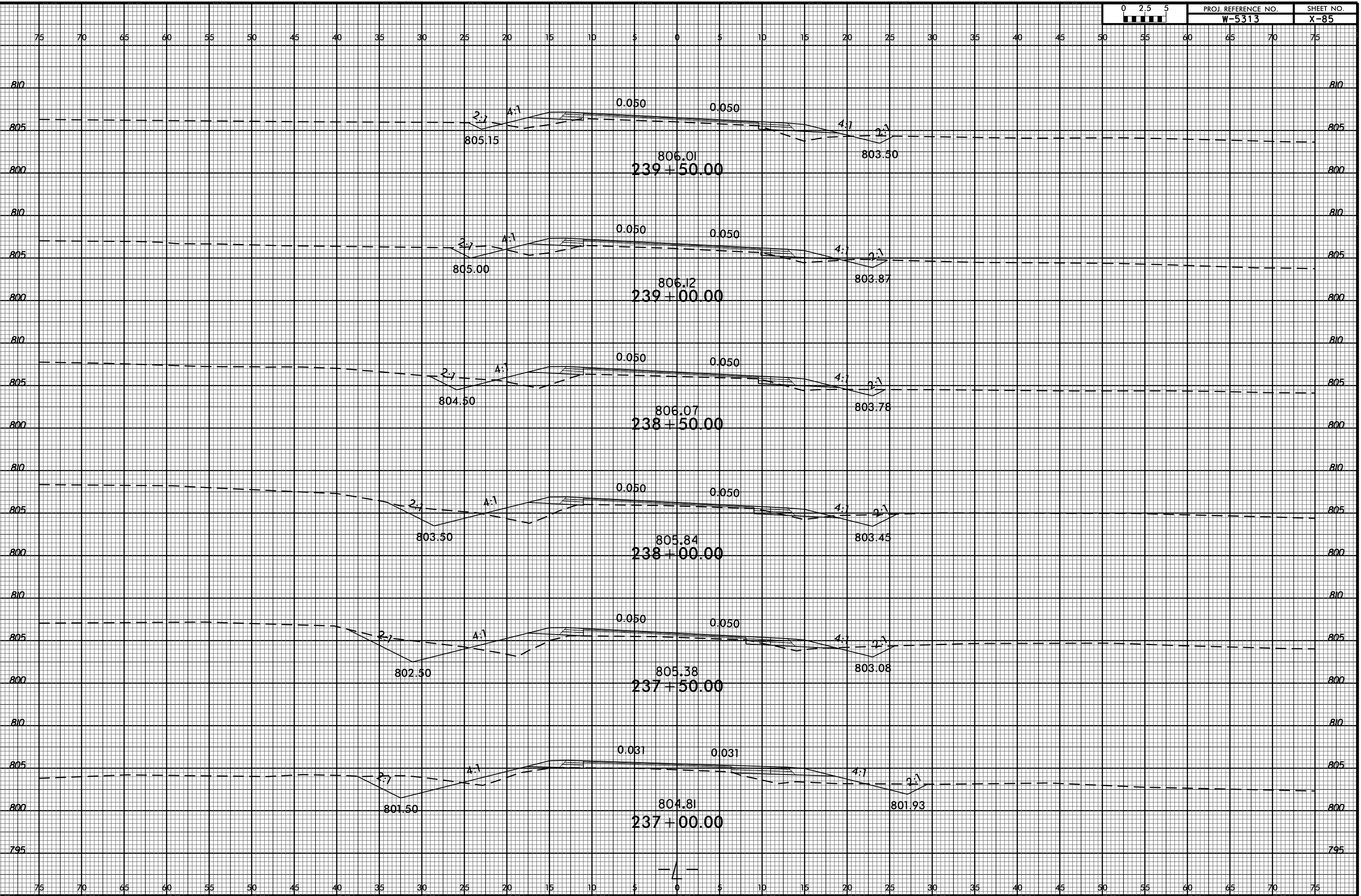




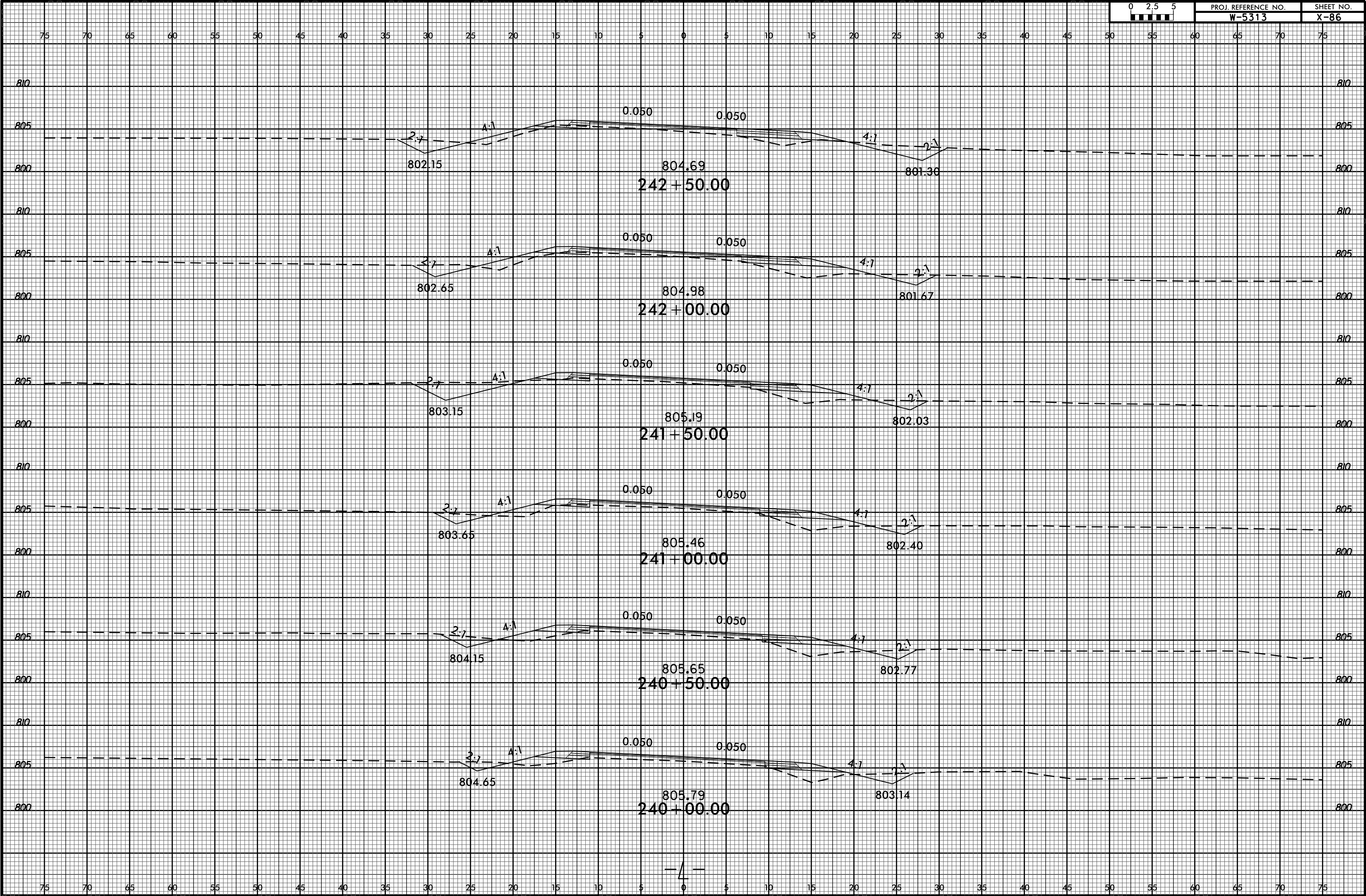


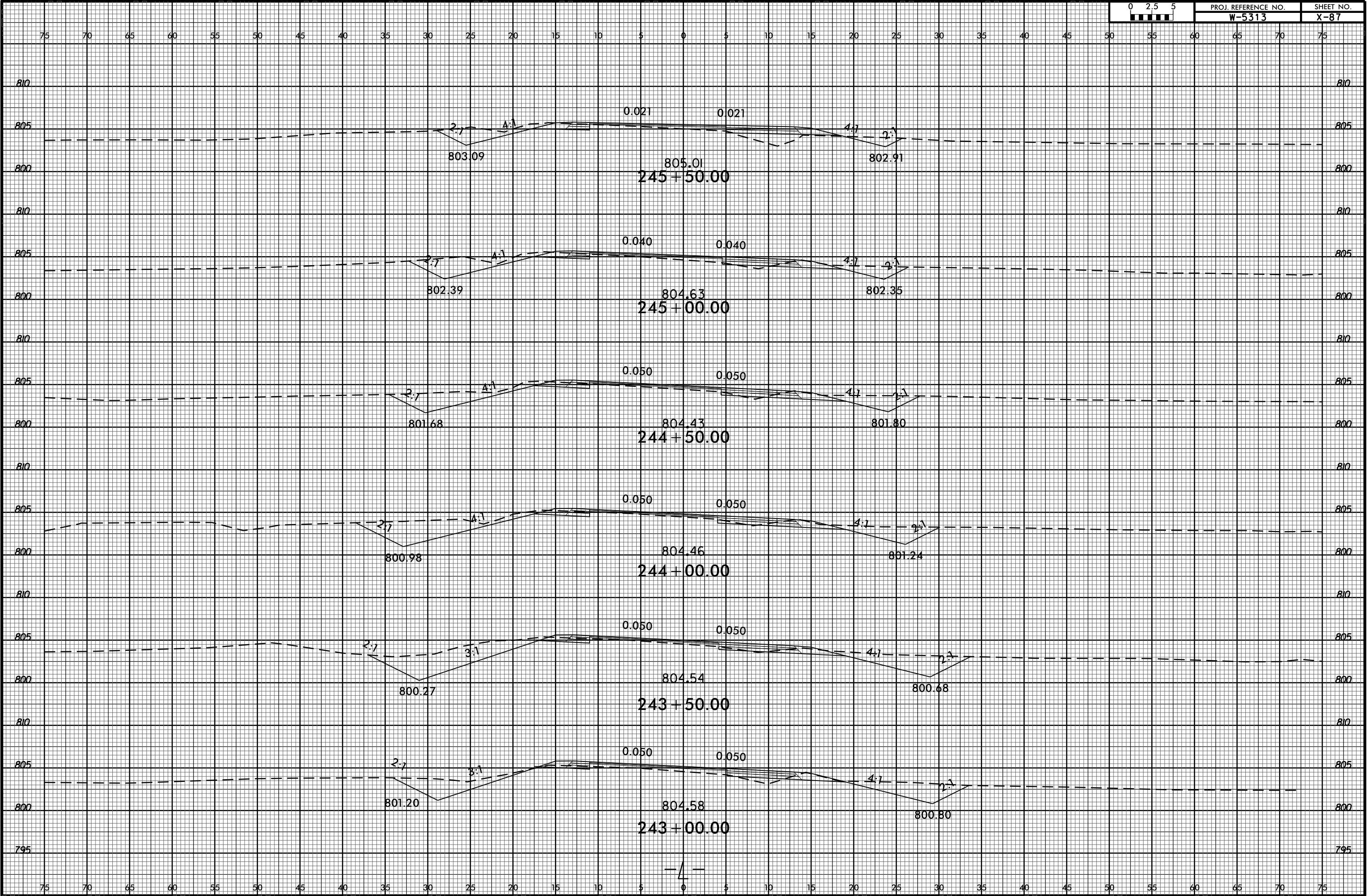


8/23/99

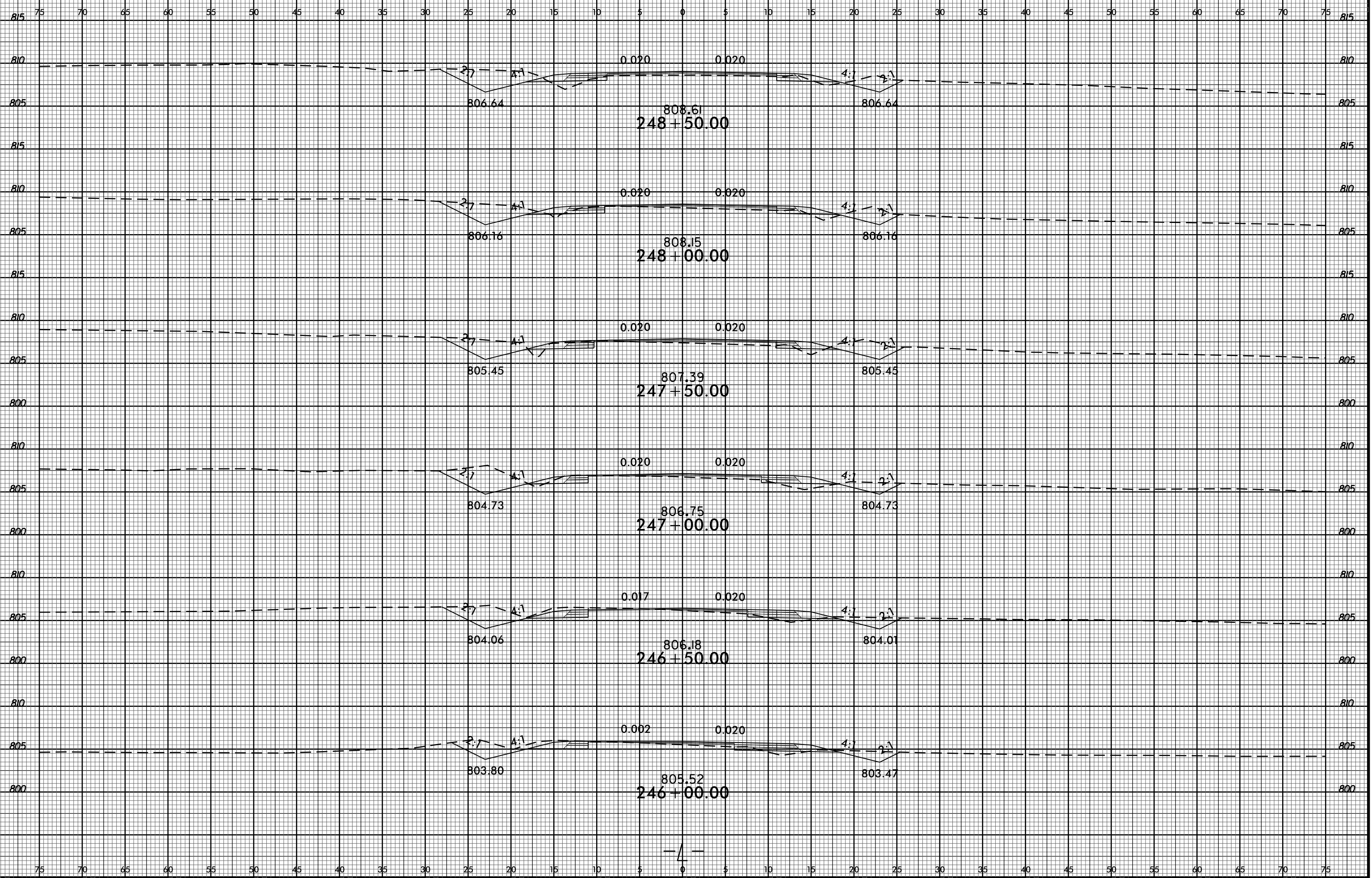


30-MAR-2017 17:20  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$



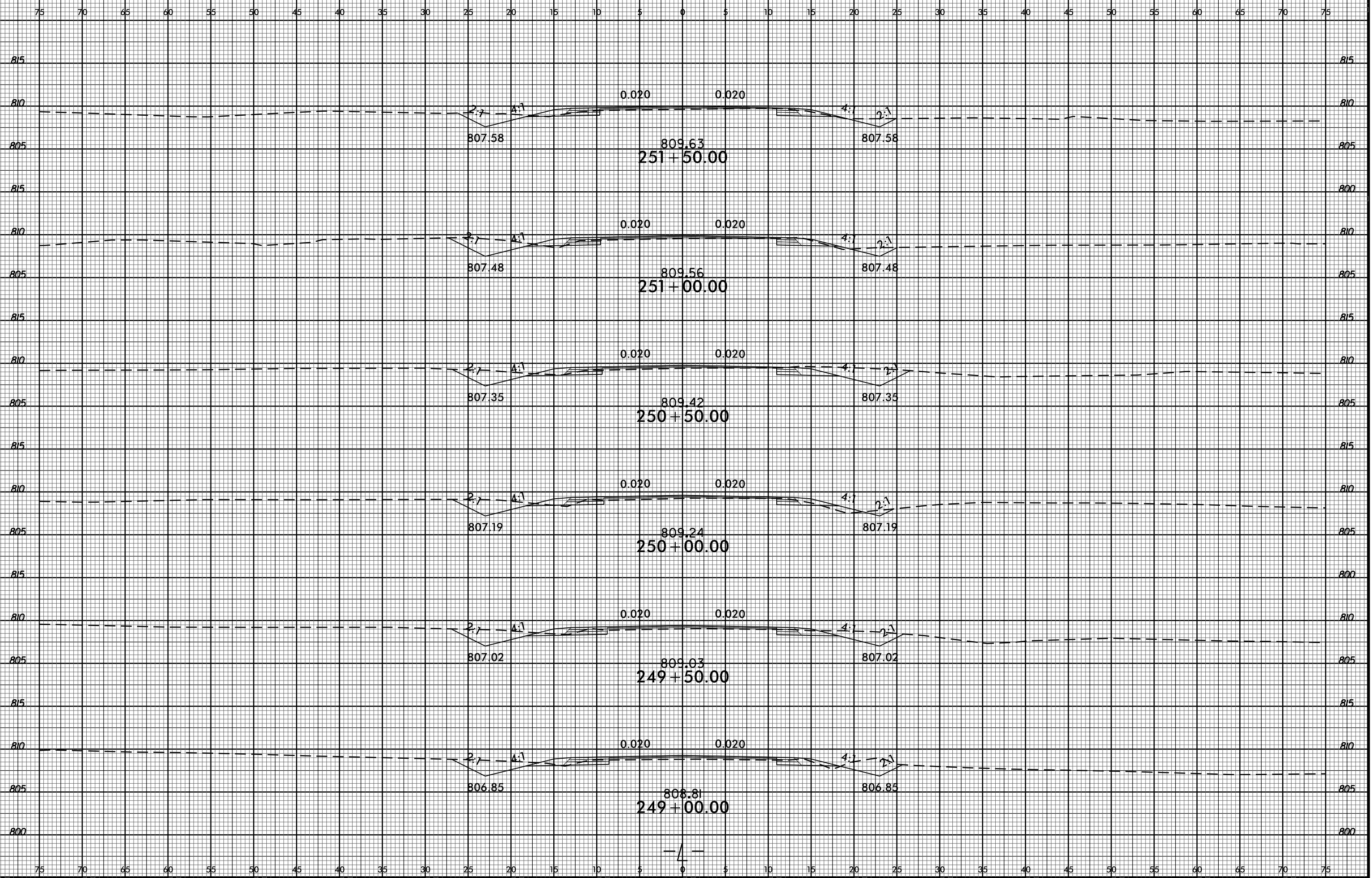


8/23/99

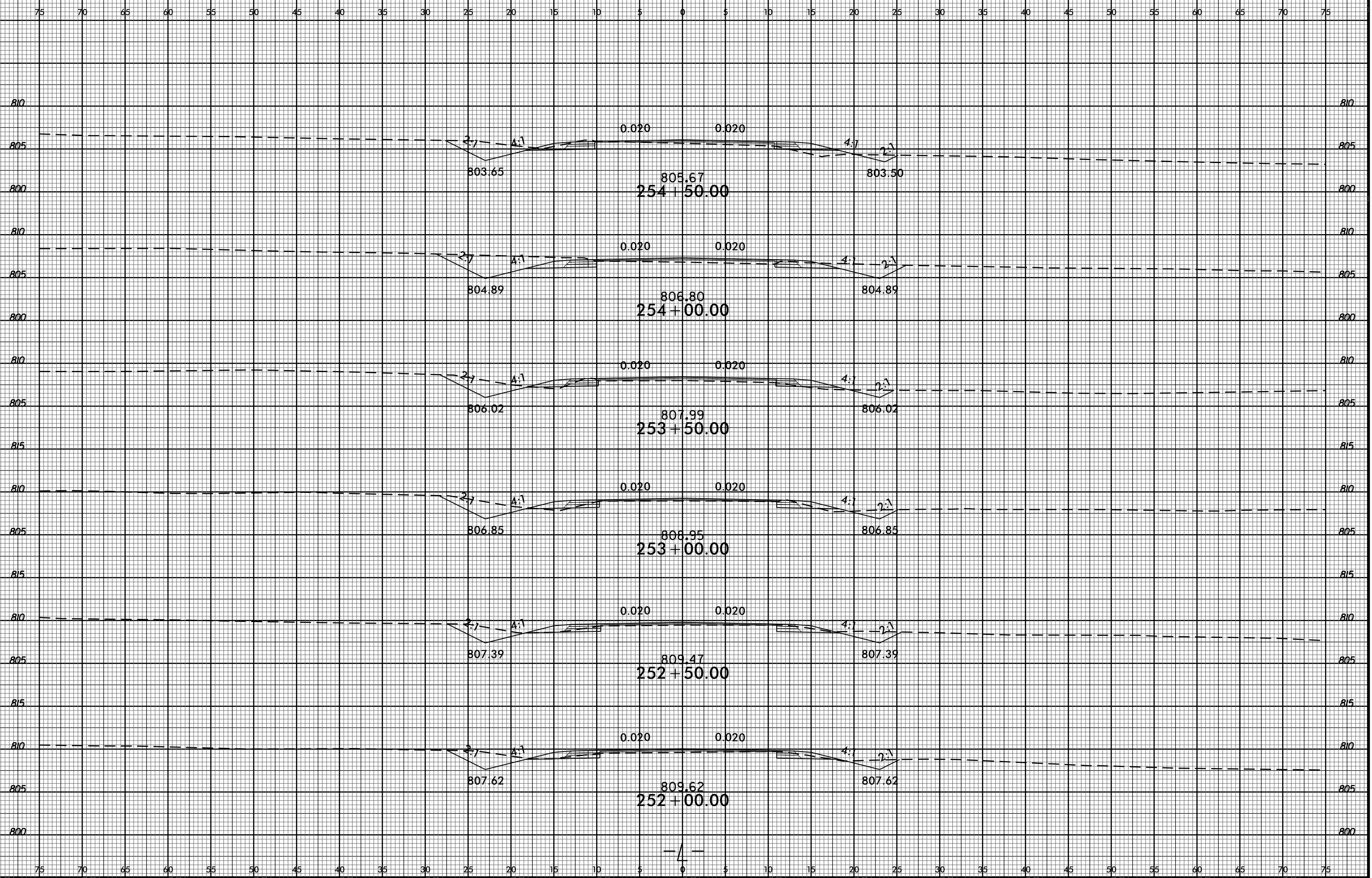


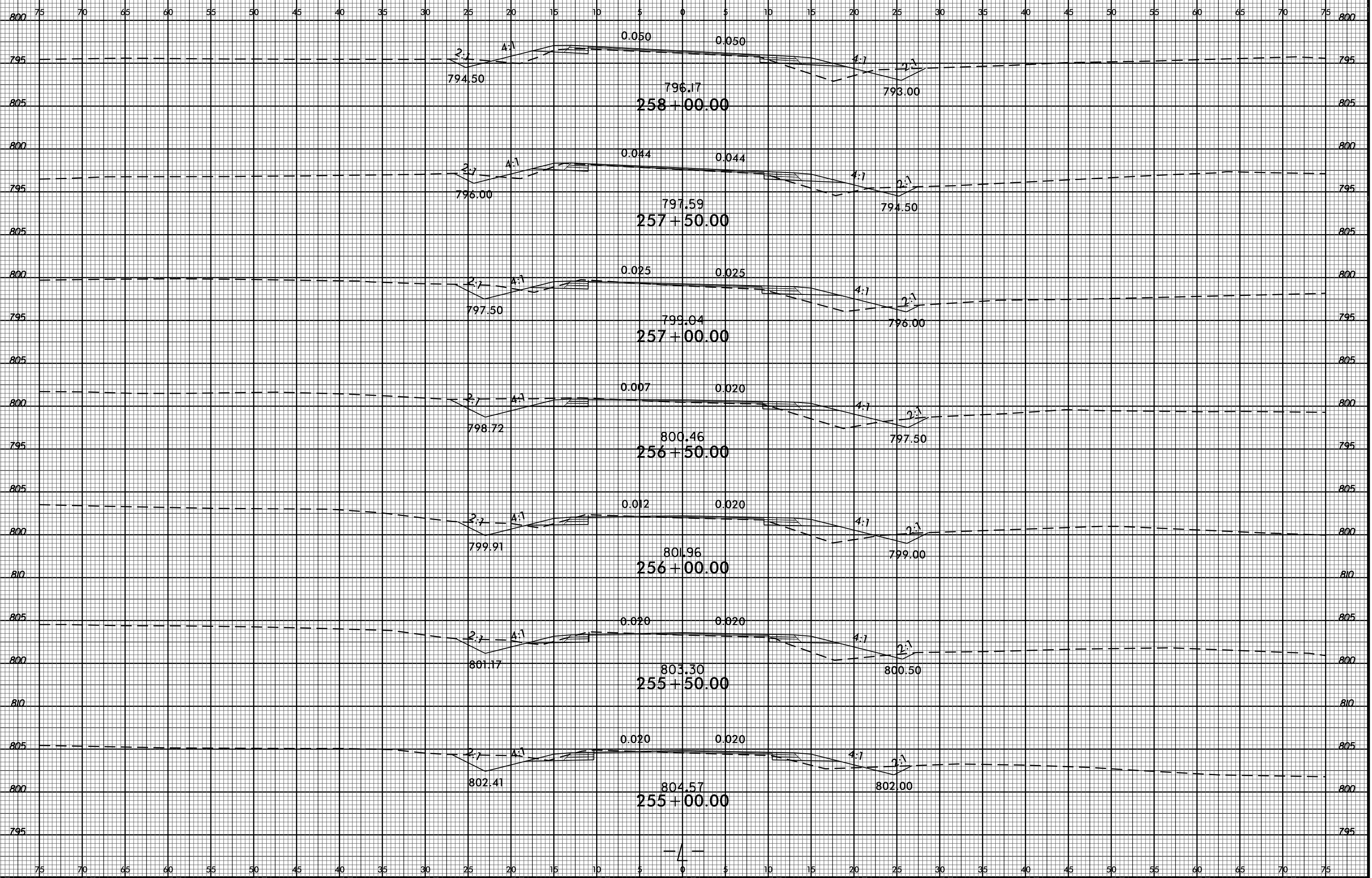
30-MAR-2017 17:21  
R:\Roadway\CurriculorModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

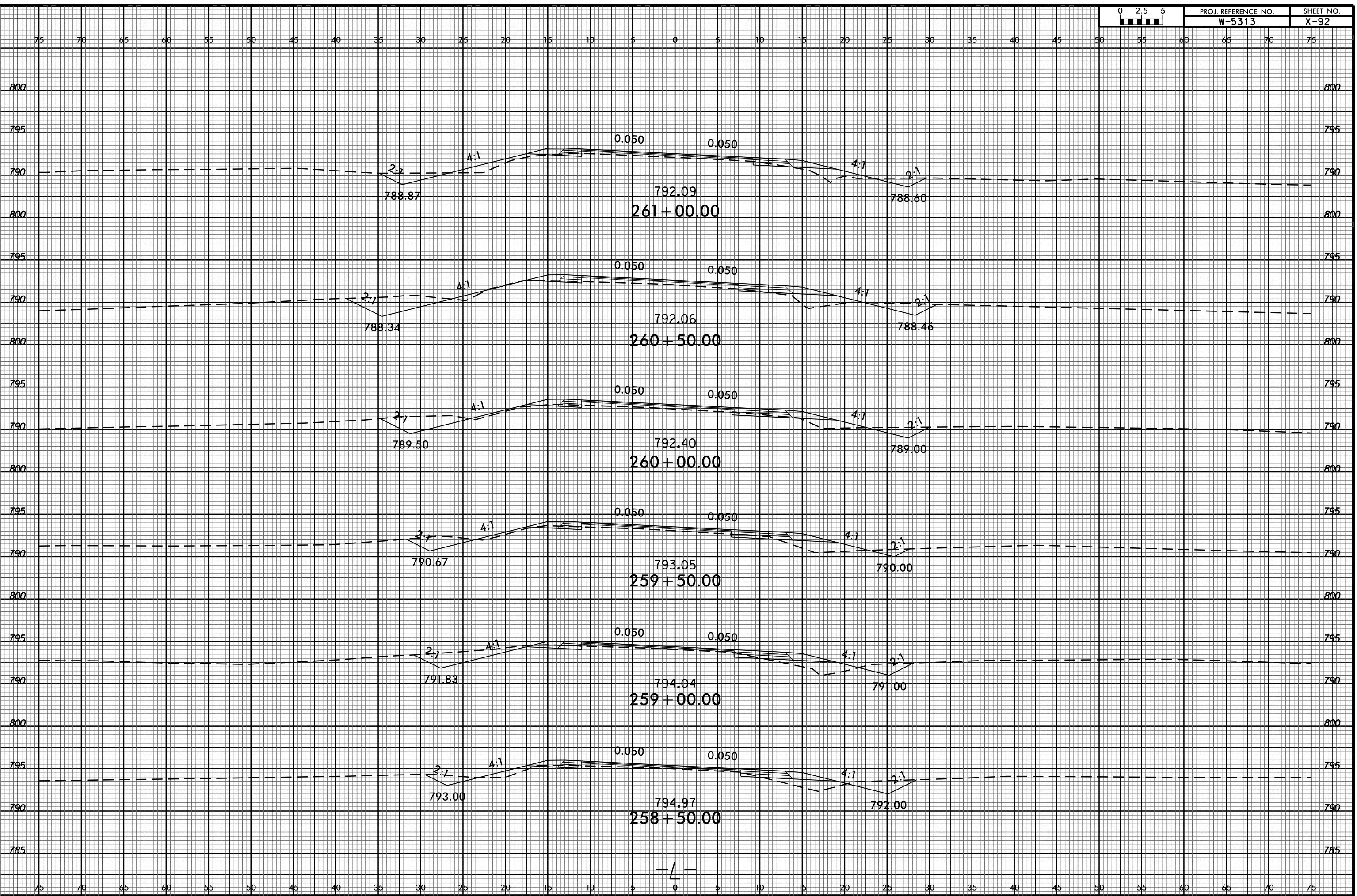




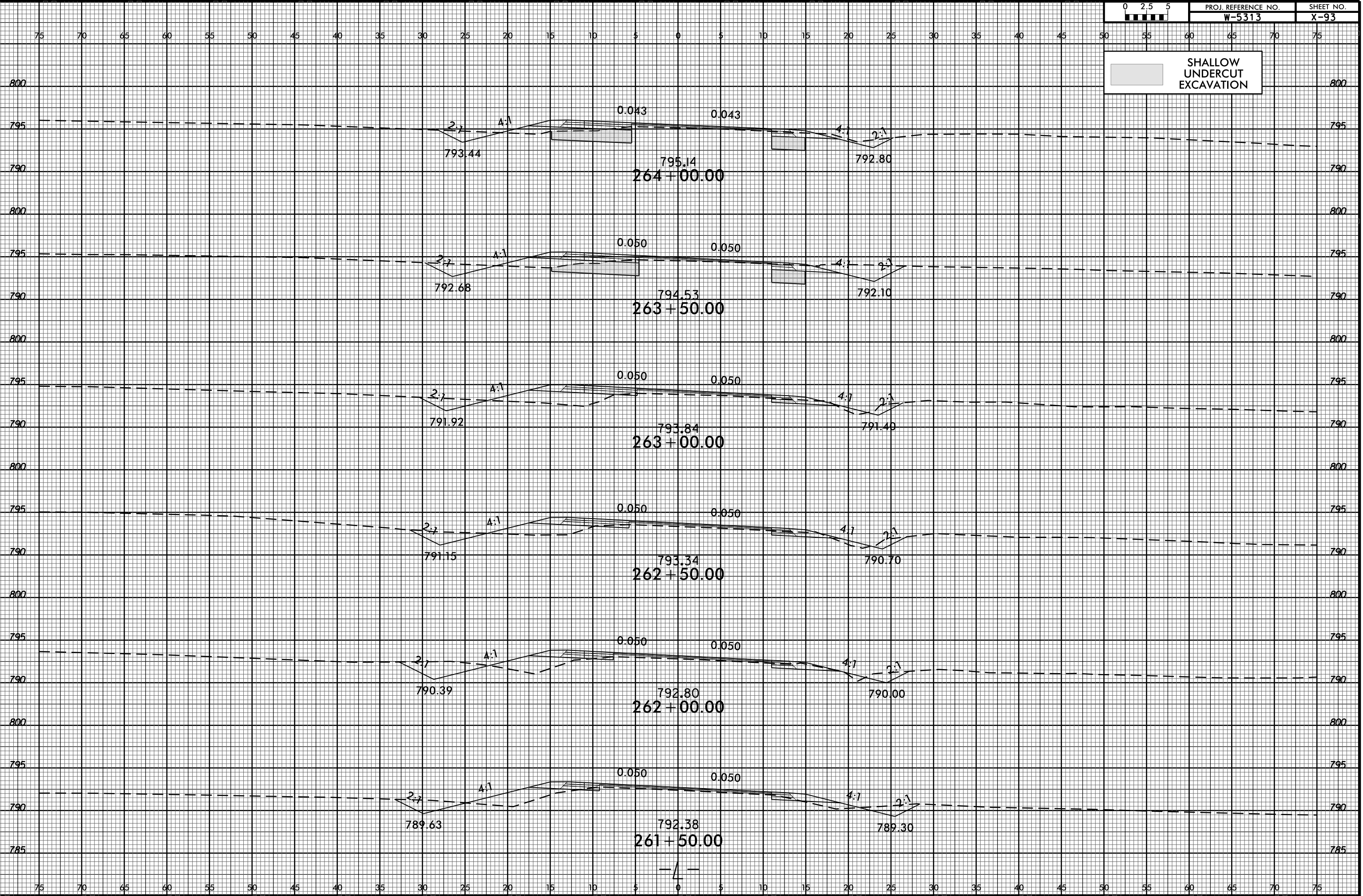
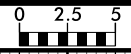




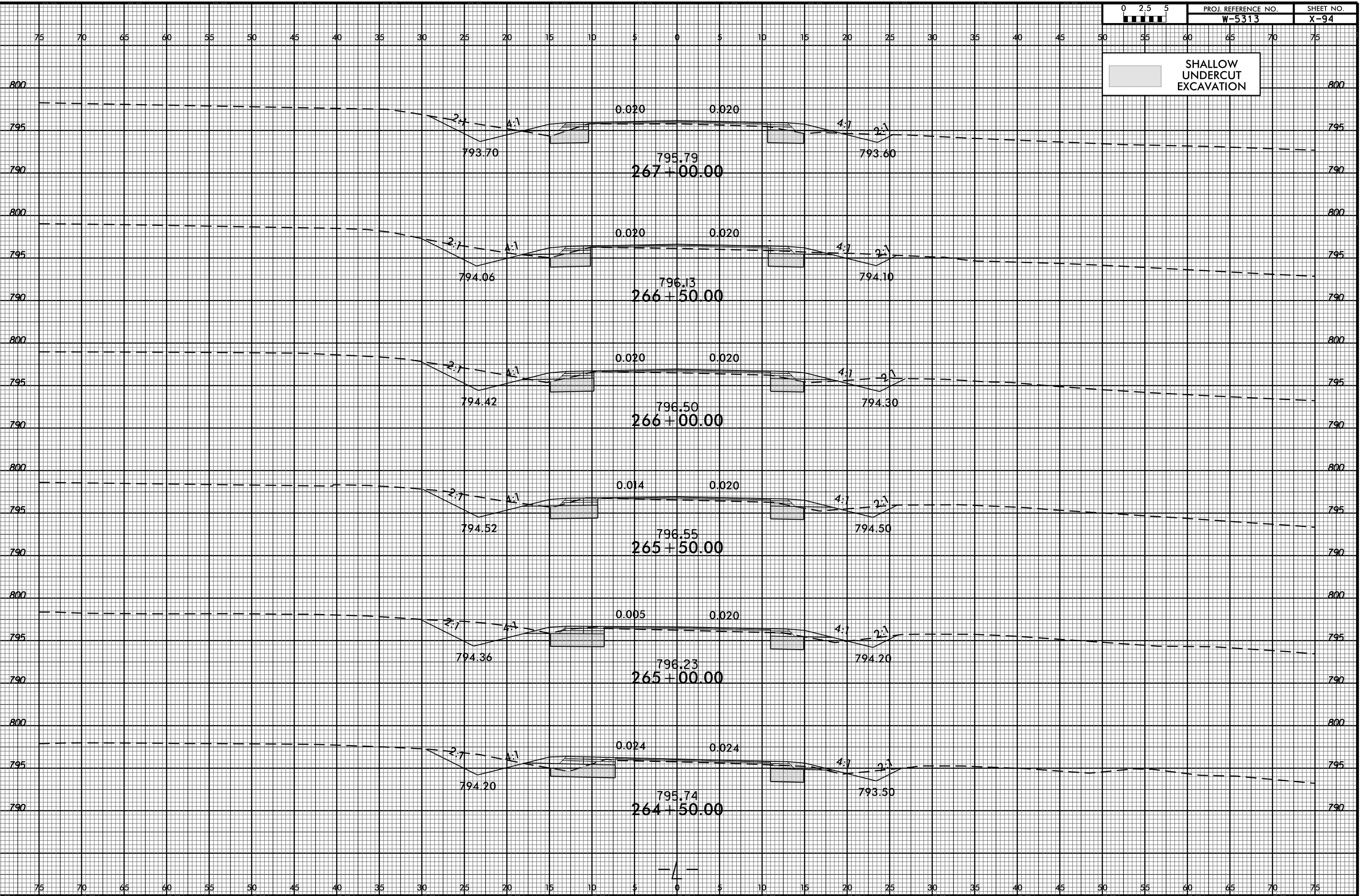




8/23/99

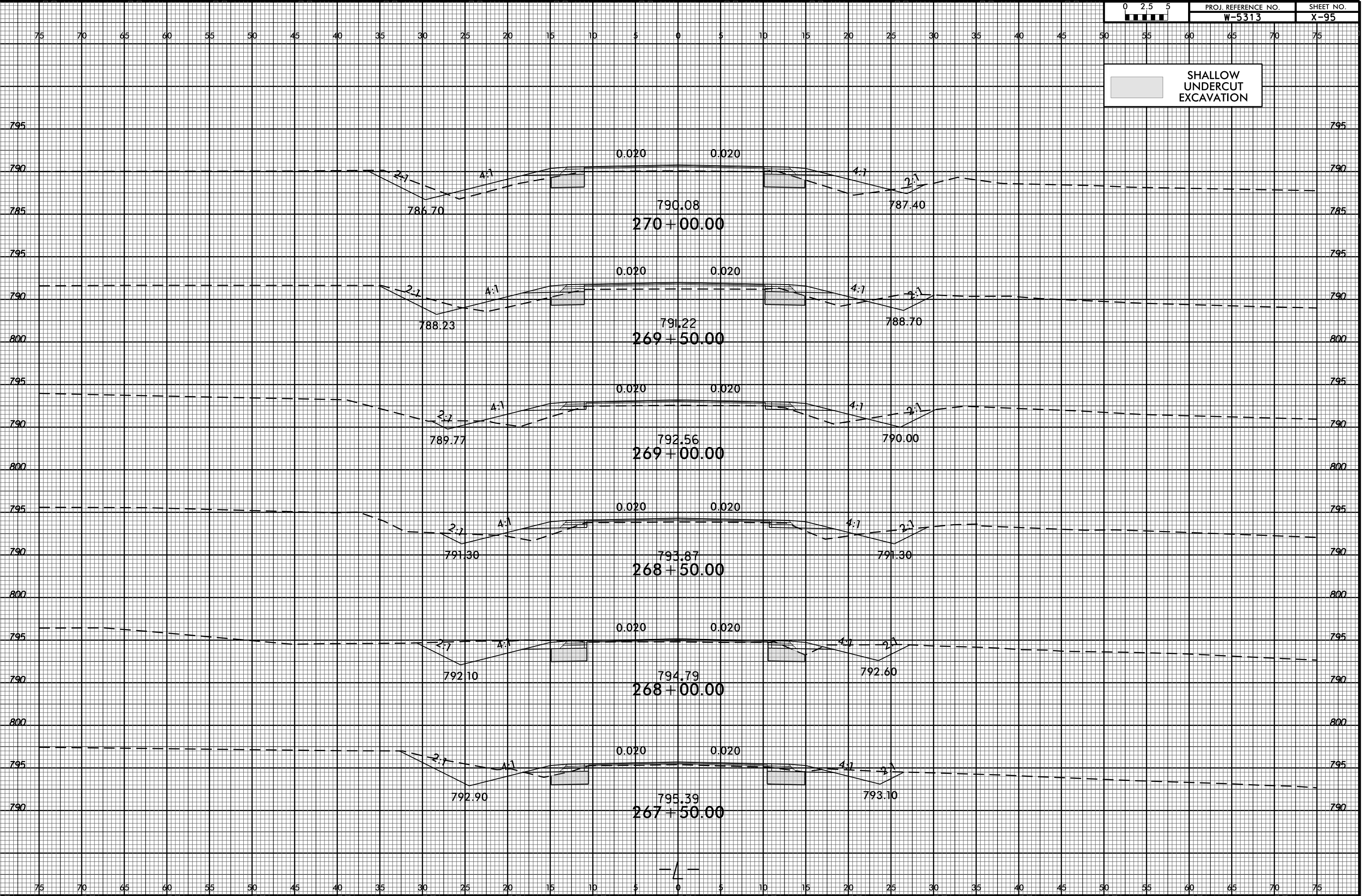


30-MAR-2017 17:21  
R:\Roadway\CurridorModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$



SHALLOW UNDERCUT EXCAVATION





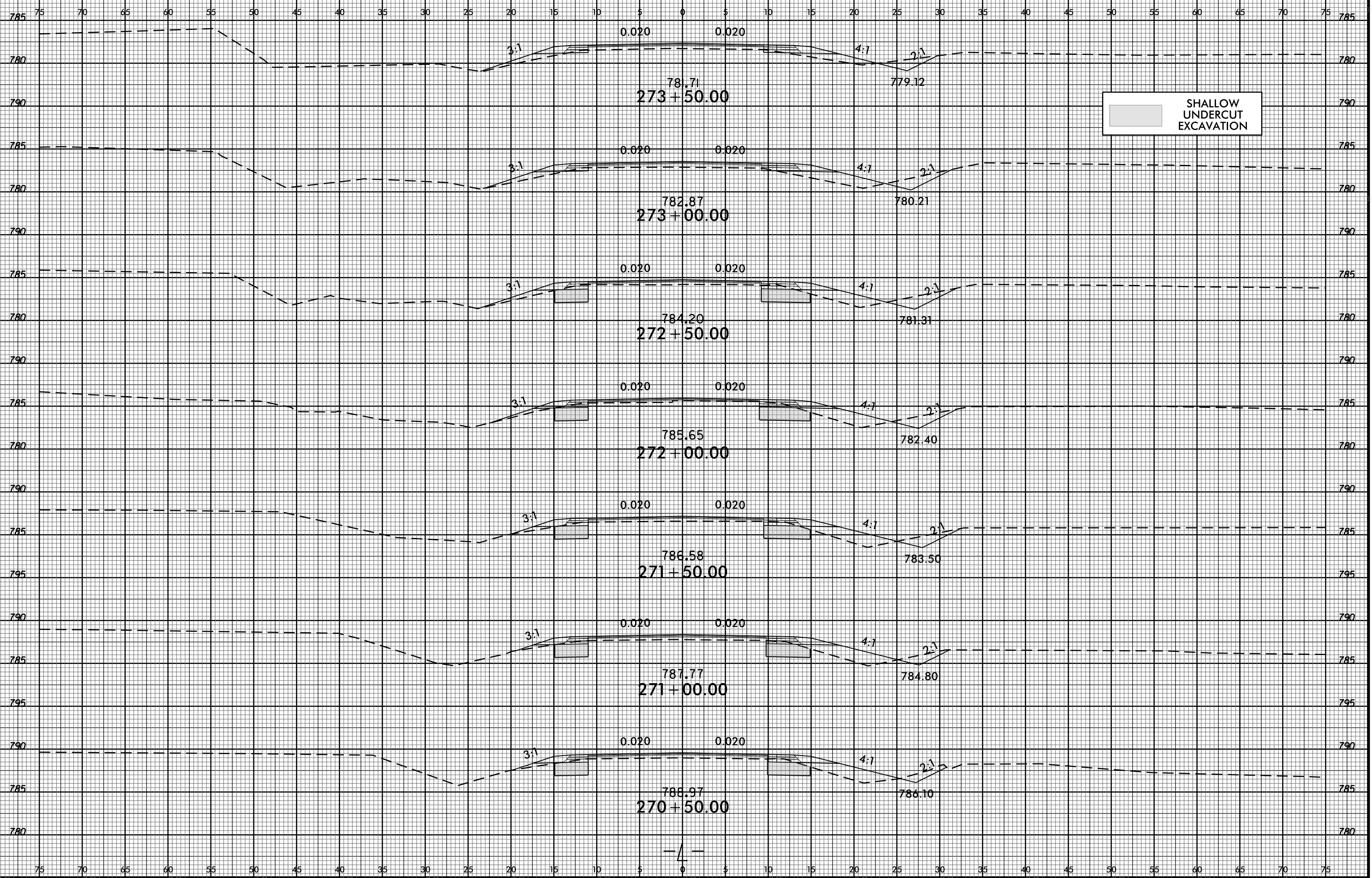
SHALLOW UNDERCUT EXCAVATION



8/23/99



PROJ. REFERENCE NO. W-5313 SHEET NO. X-96

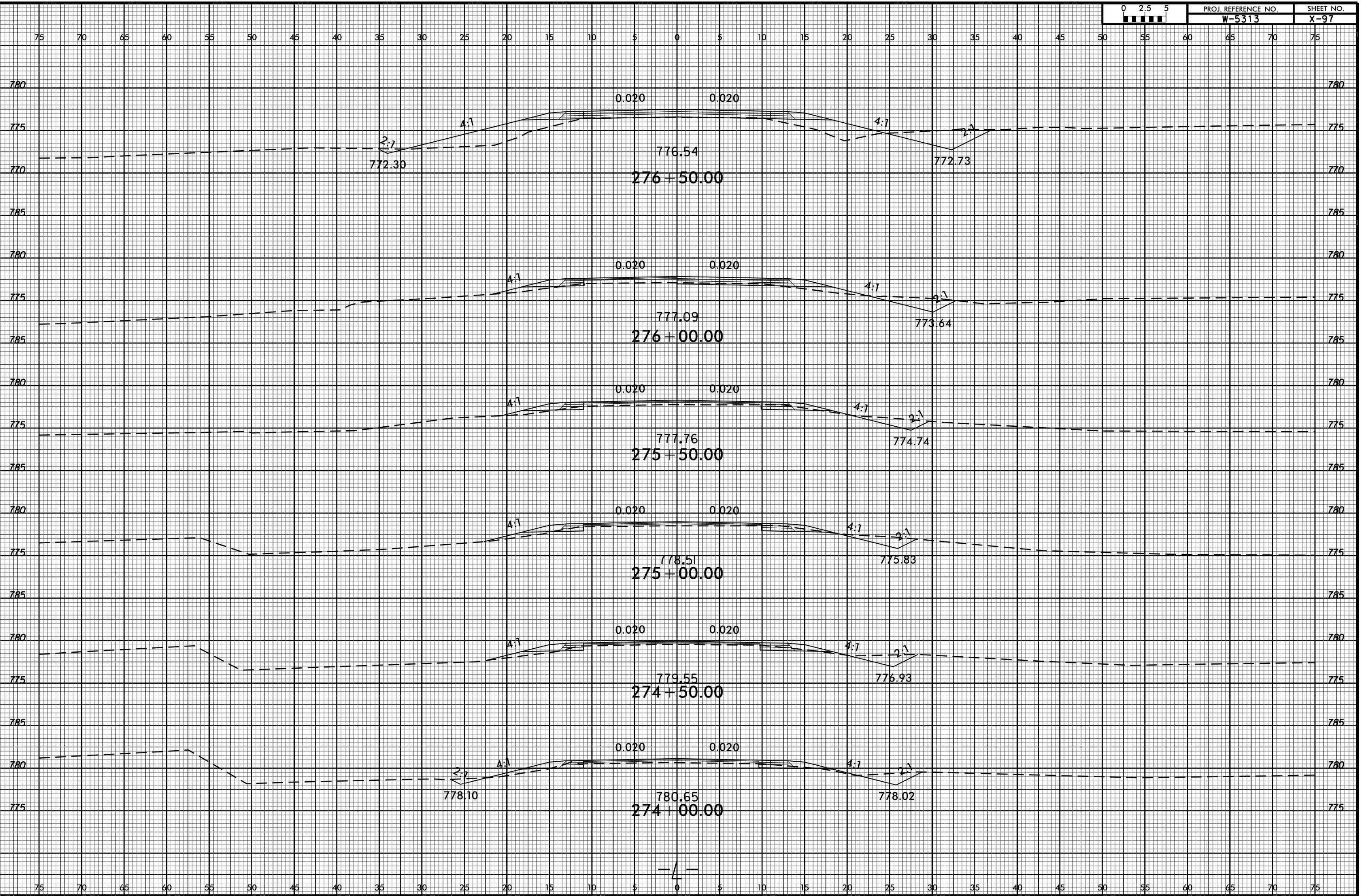


30-MAR-2017 17:21  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$\$USERNAME\$\$\$\$\$

8/23/99

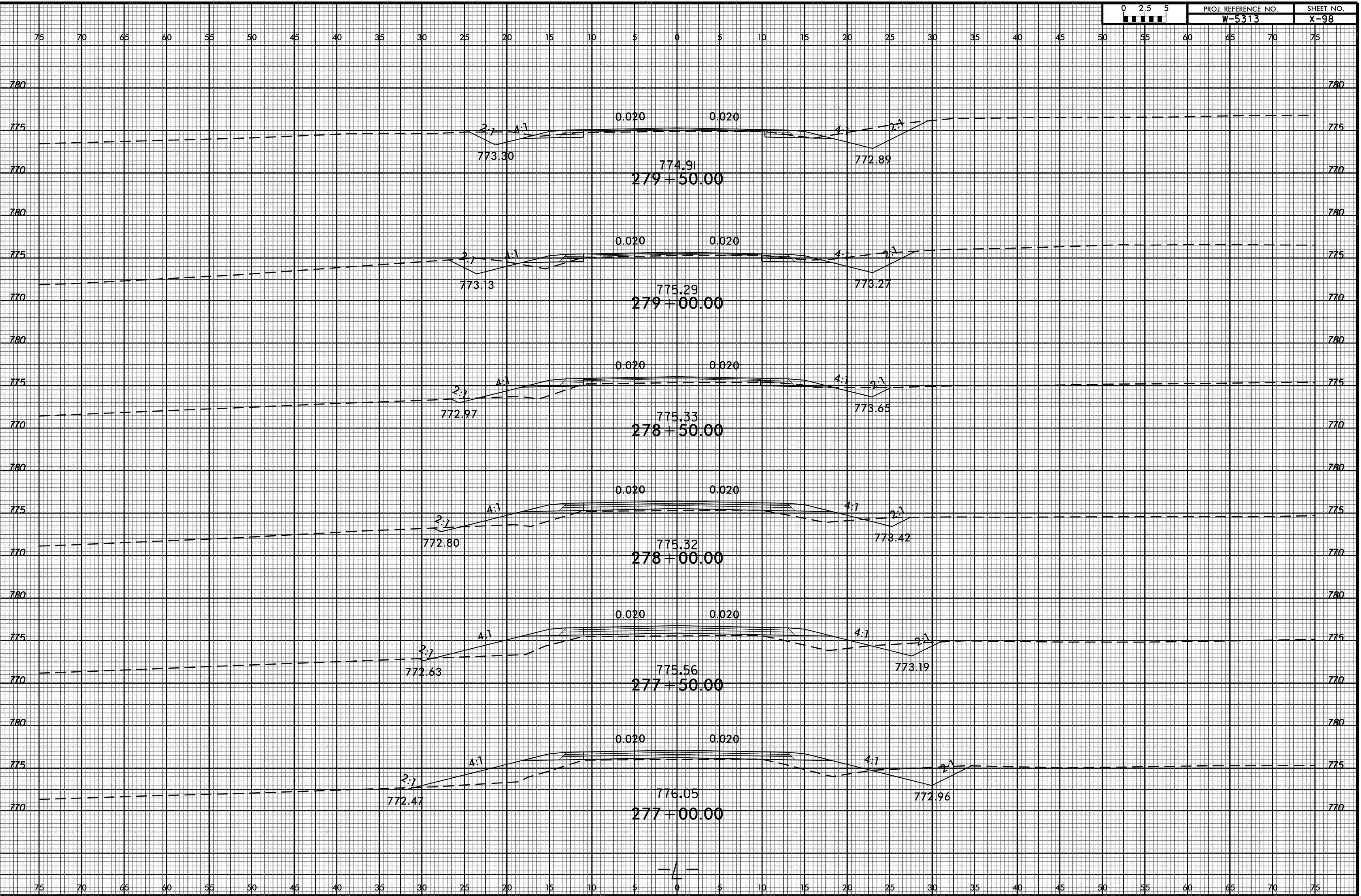


PROJ. REFERENCE NO. W-5313 SHEET NO. X-97

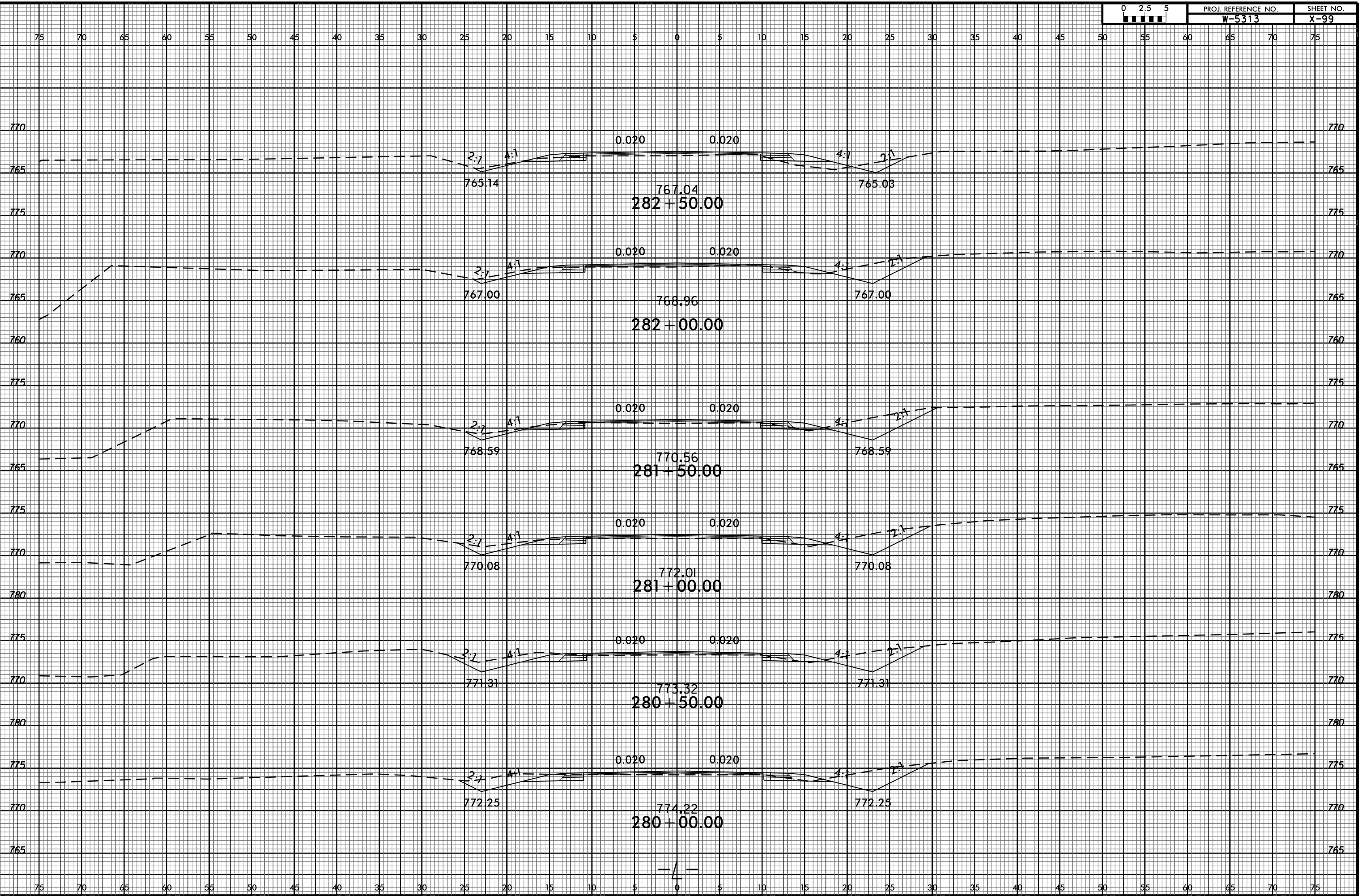


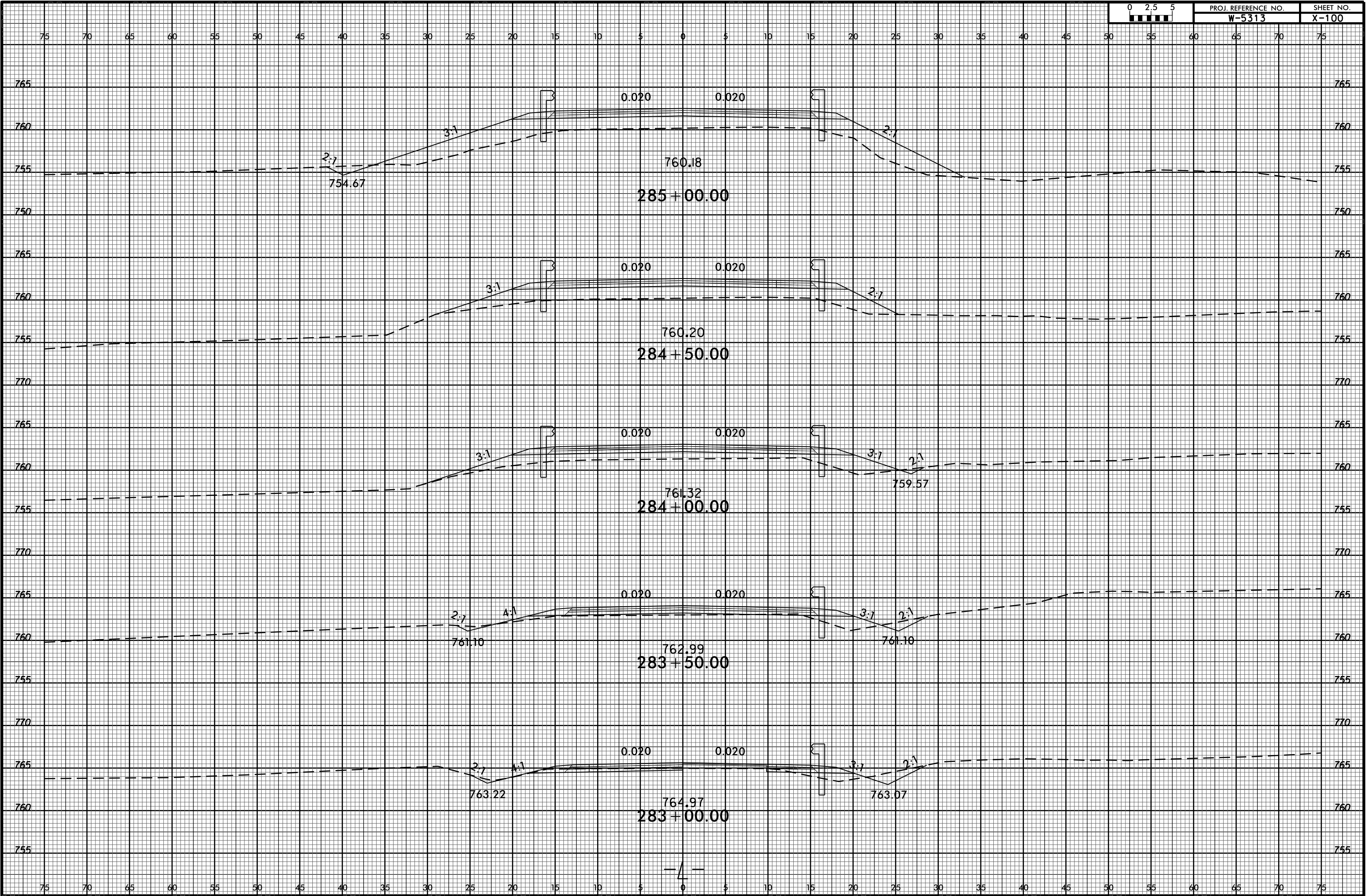
30-MAR-2017 17:21  
R:\Roadwork\Curr\tdorModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

8/23/99

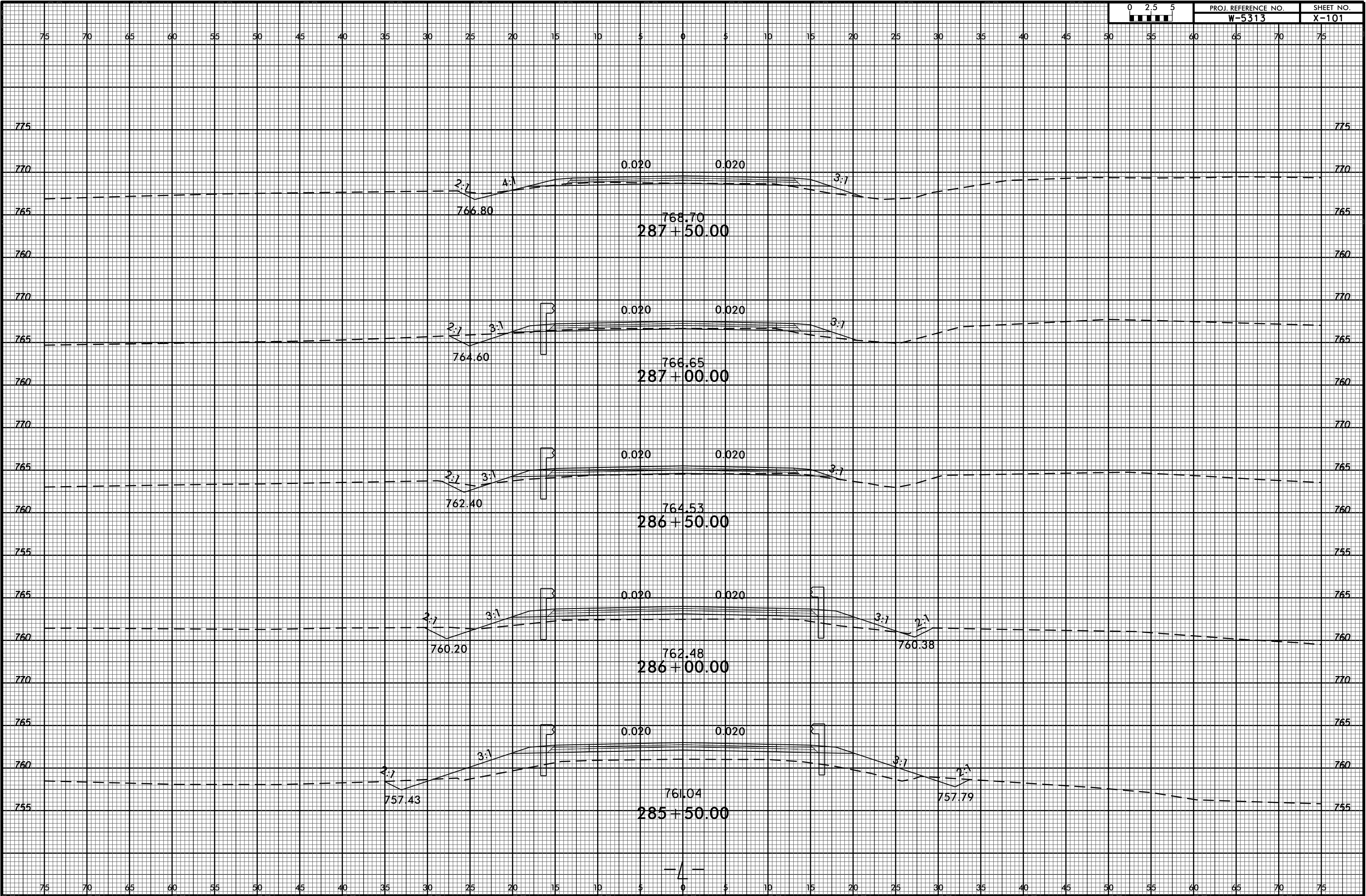


30-MAR-2017 17:21  
 R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_1.dgn  
 \$\$\$USERNAME\$\$\$



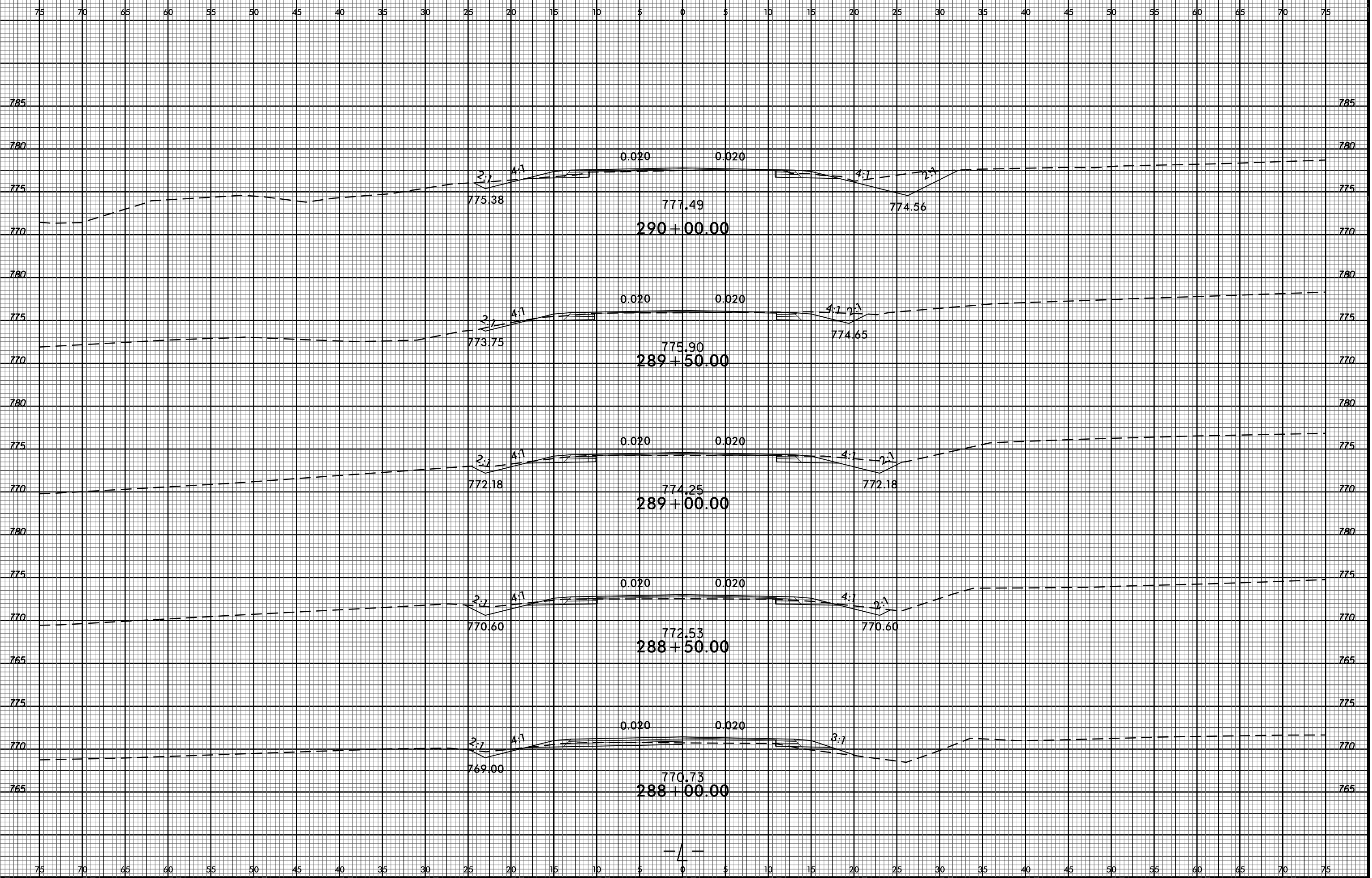




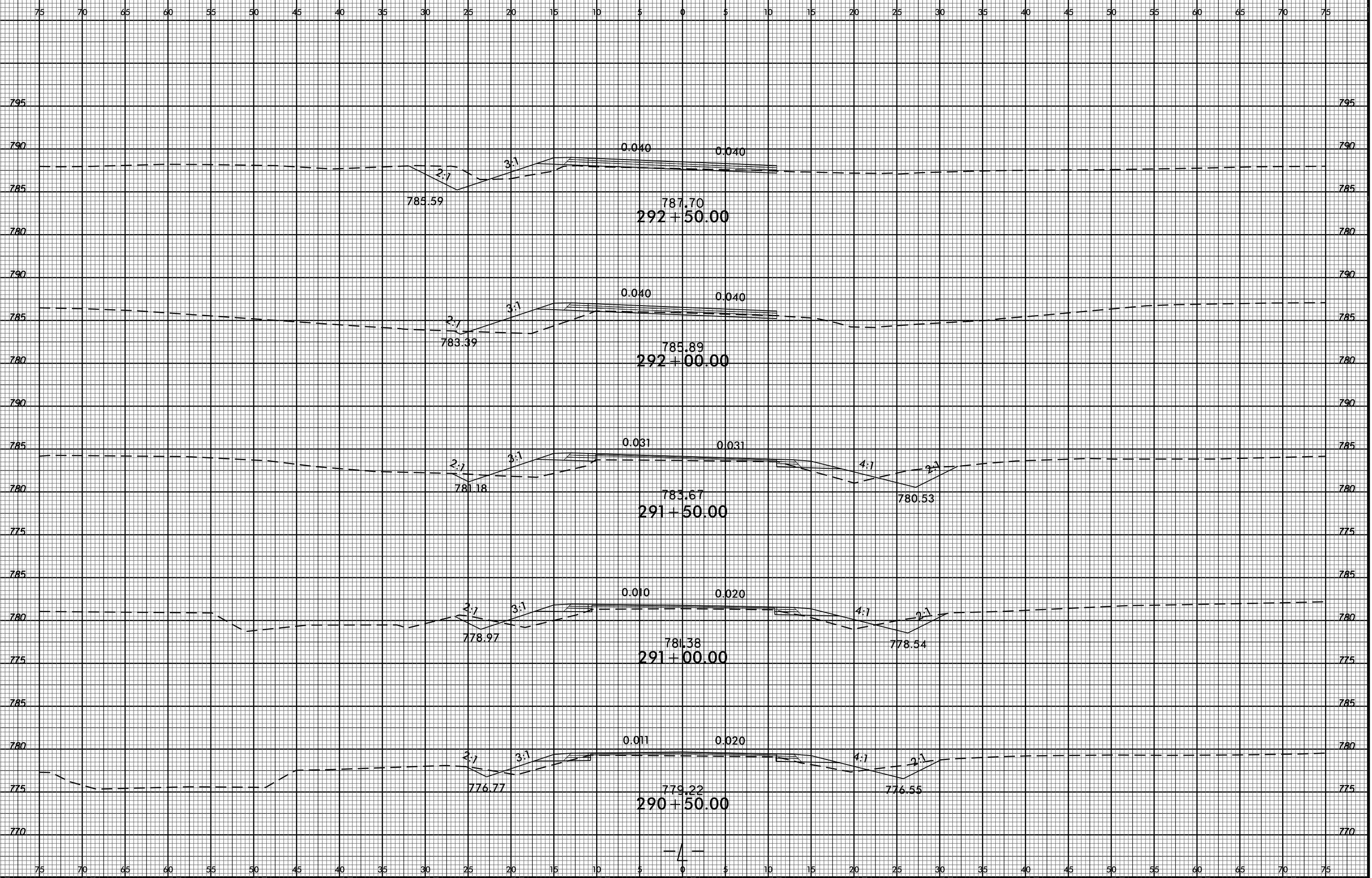




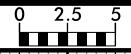
8/23/99



30-MAR-2017 17:21  
 R:\Roadway\CurvedorModeling\W-5313\_Rdy\_xp\_1.dgn  
 \$\$\$USERNAME\$\$\$

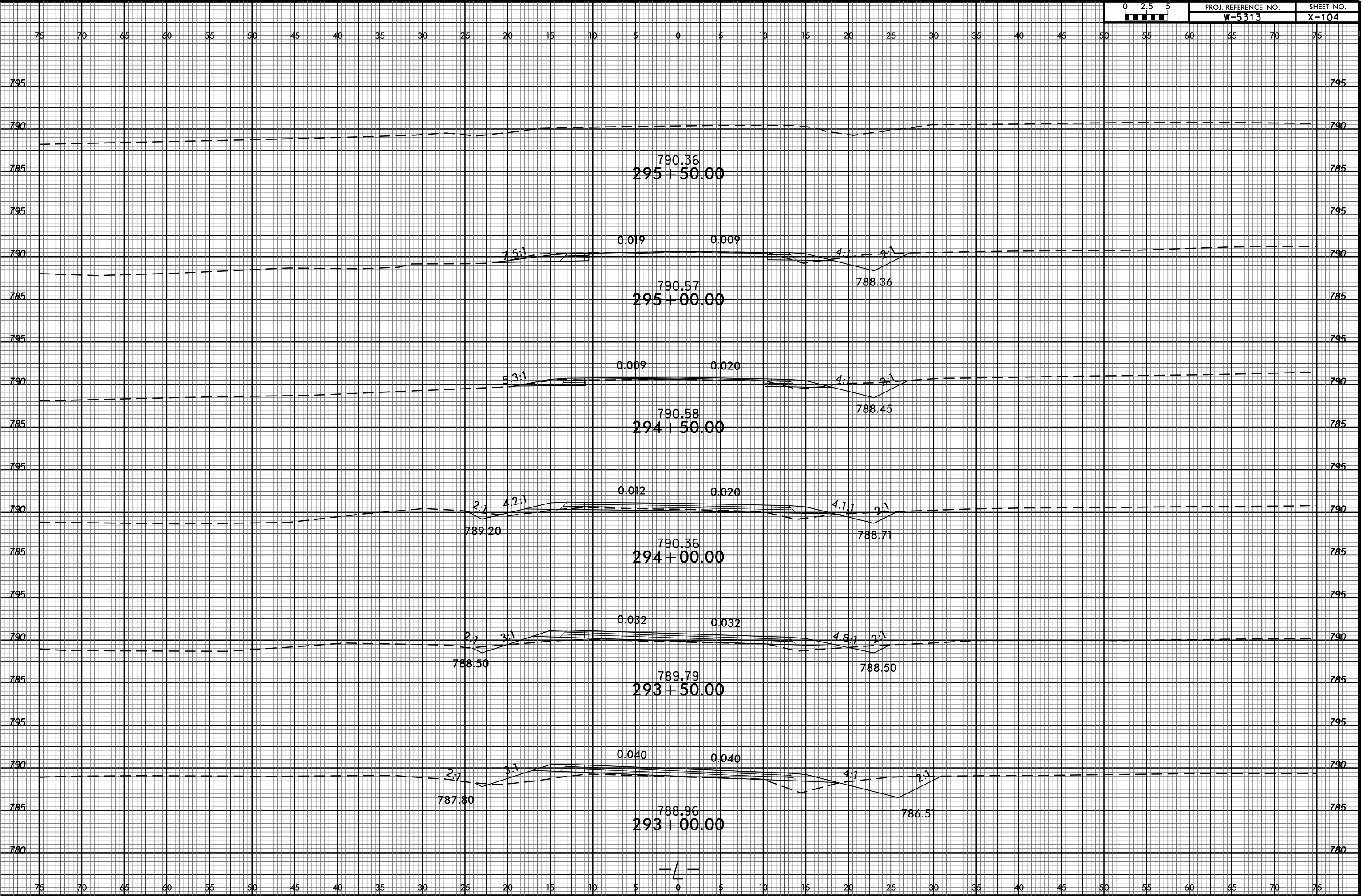


8/23/99



PROJ. REFERENCE NO.  
W-5313

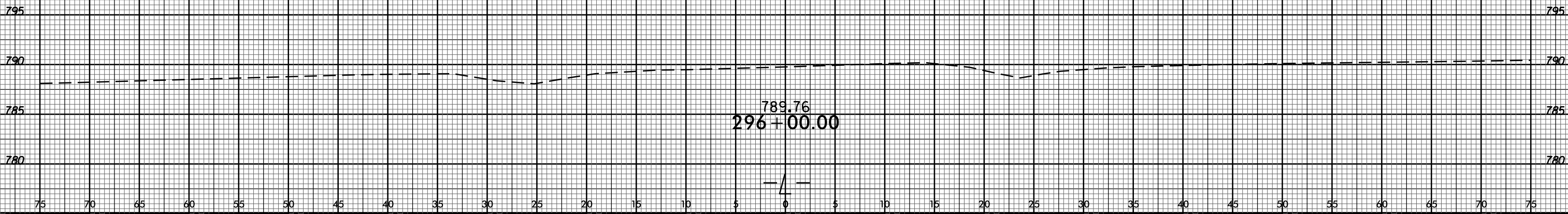
SHEET NO.  
X-104

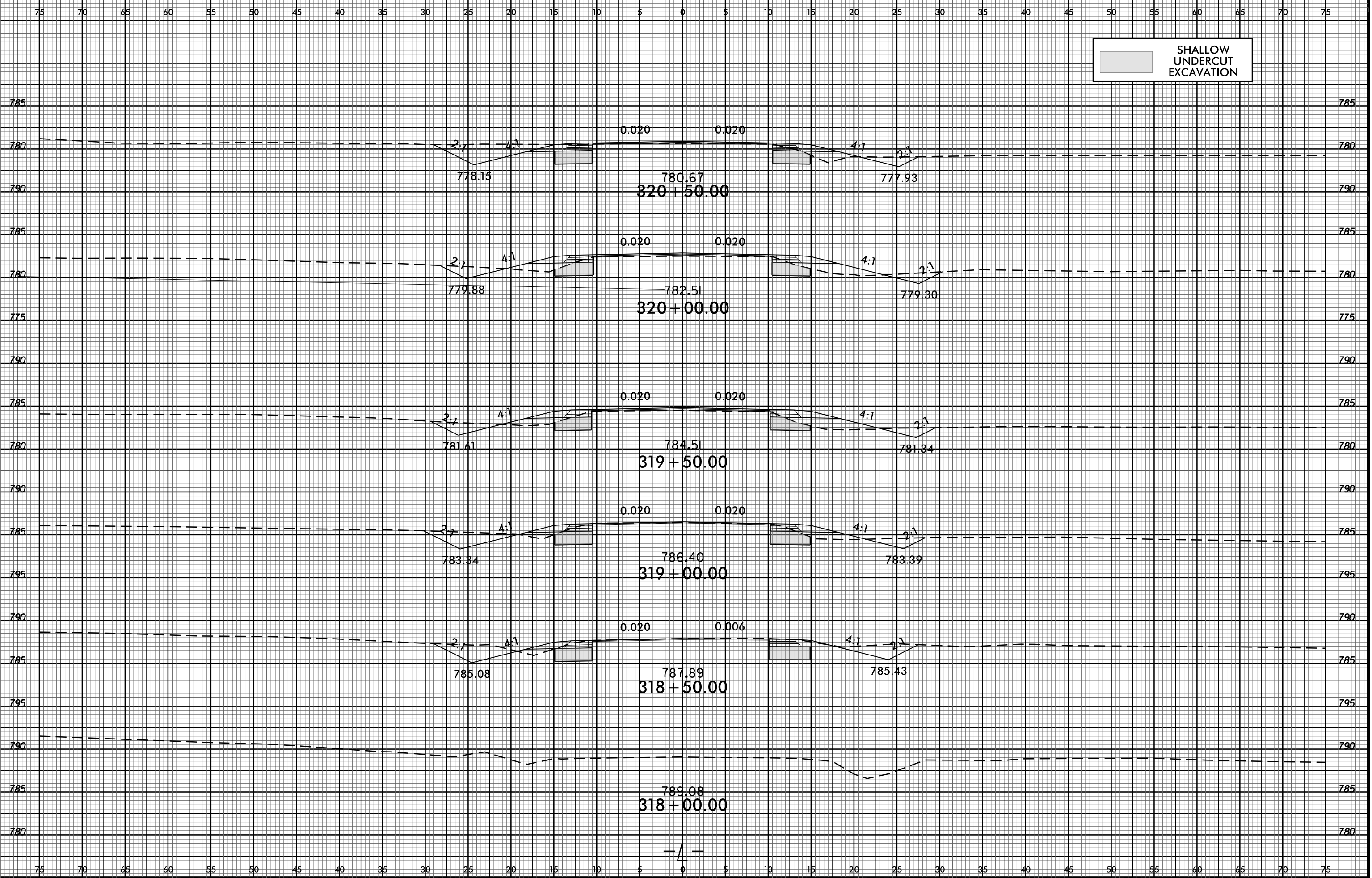


30-MAR-2017 17:21  
R:\Roadwork\Curr\tdorModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$



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





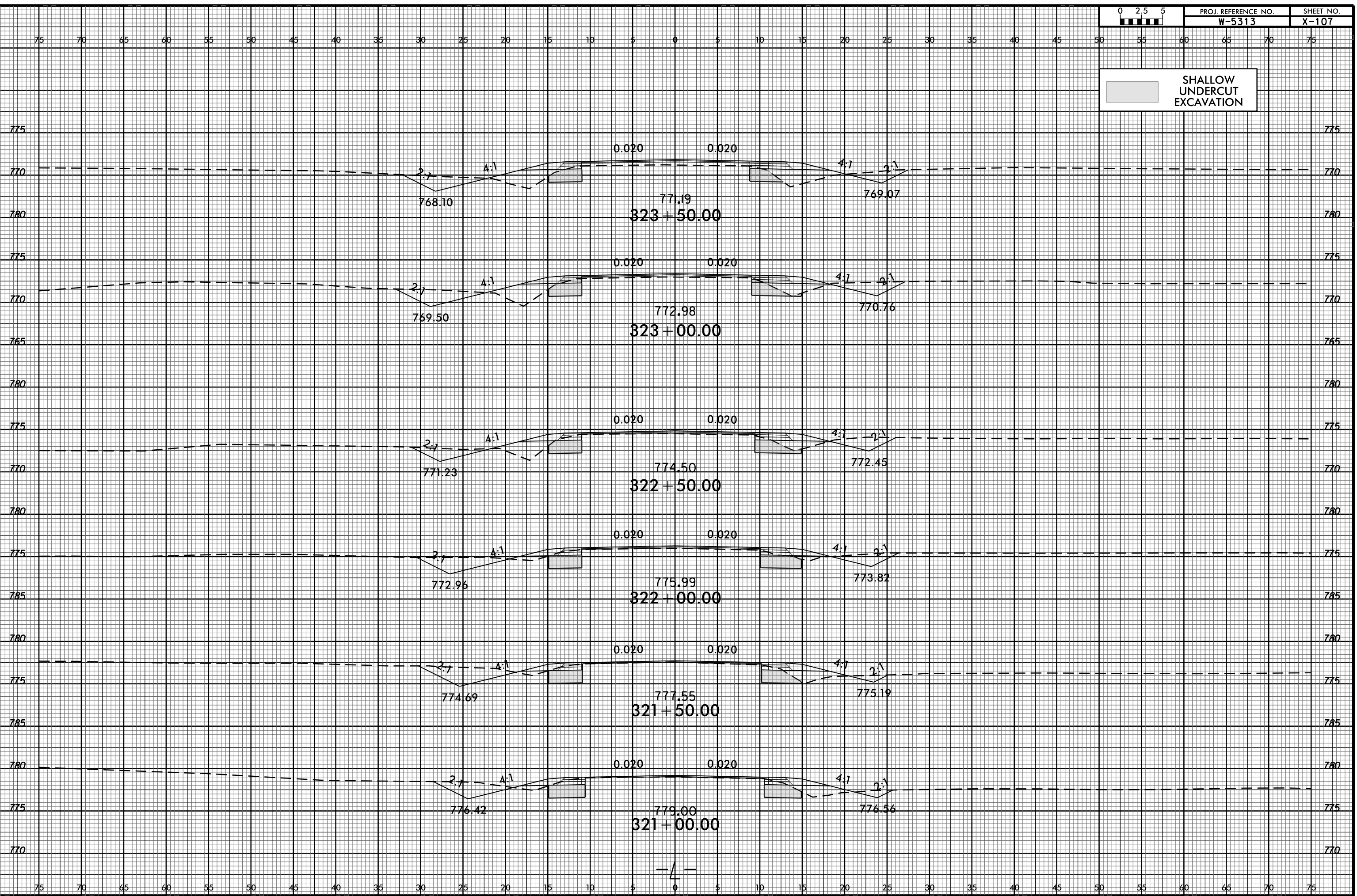
SHALLOW  
UNDERCUT  
EXCAVATION

8/23/99



PROJ. REFERENCE NO. W-5313 SHEET NO. X-107

SHALLOW UNDERCUT EXCAVATION



30-MAR-2017 17:21  
R:\Roadway\CurbsideModeling\W-5313\_Rdy\_xp\_L2.dgn  
\$\$\$\$USERNAME\$\$\$\$

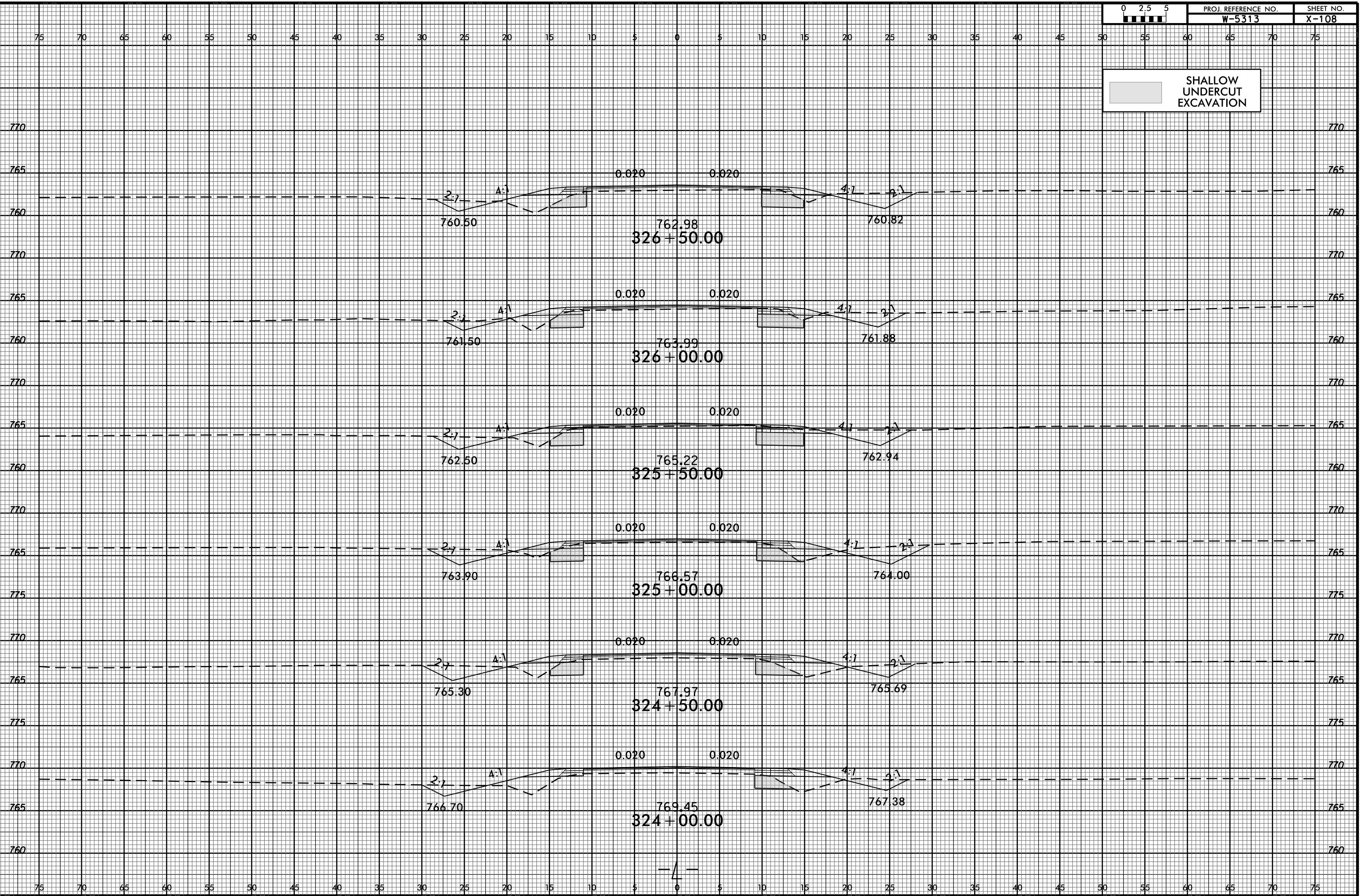


8/23/99

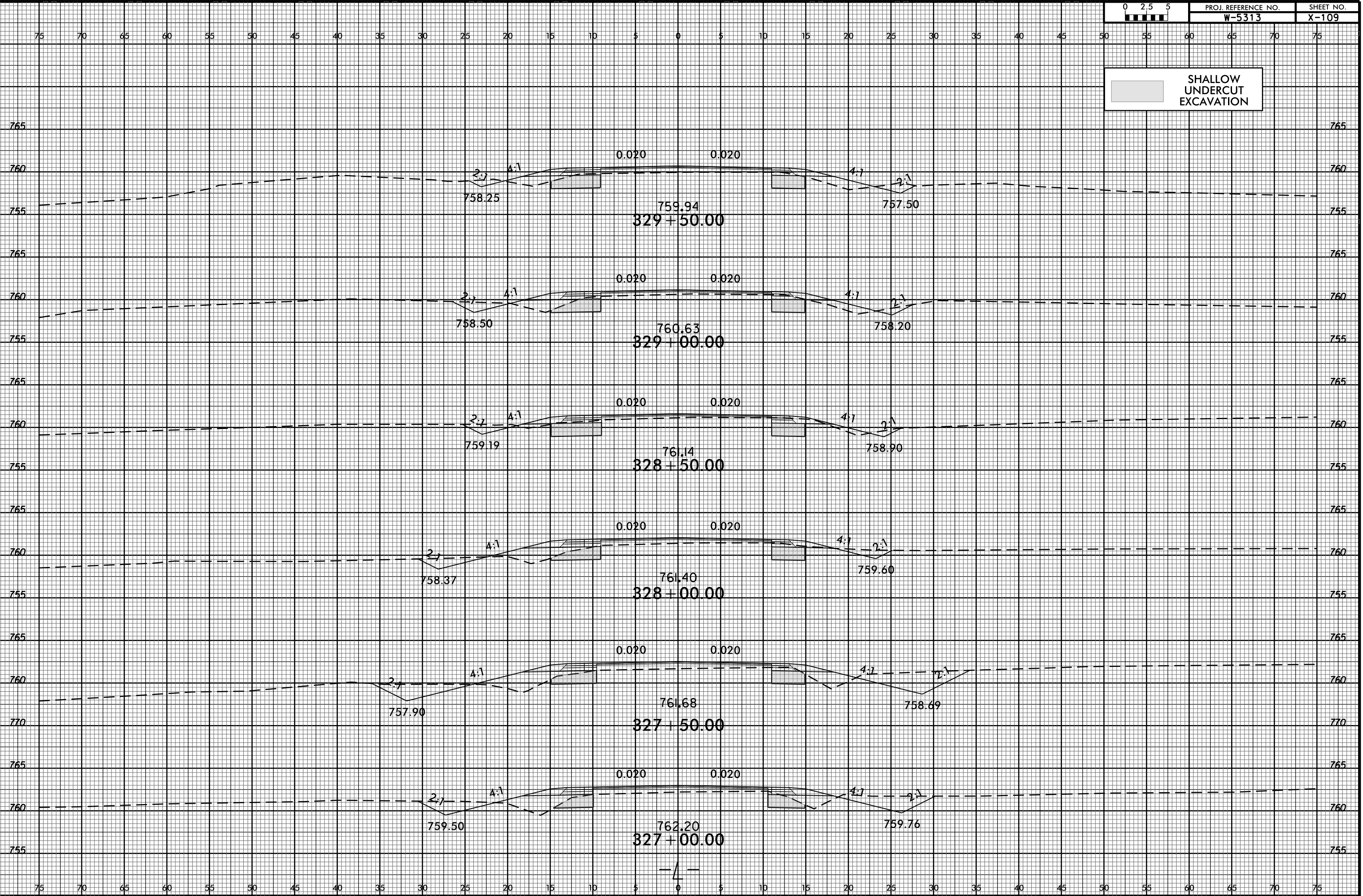


PROJ. REFERENCE NO. W-5313

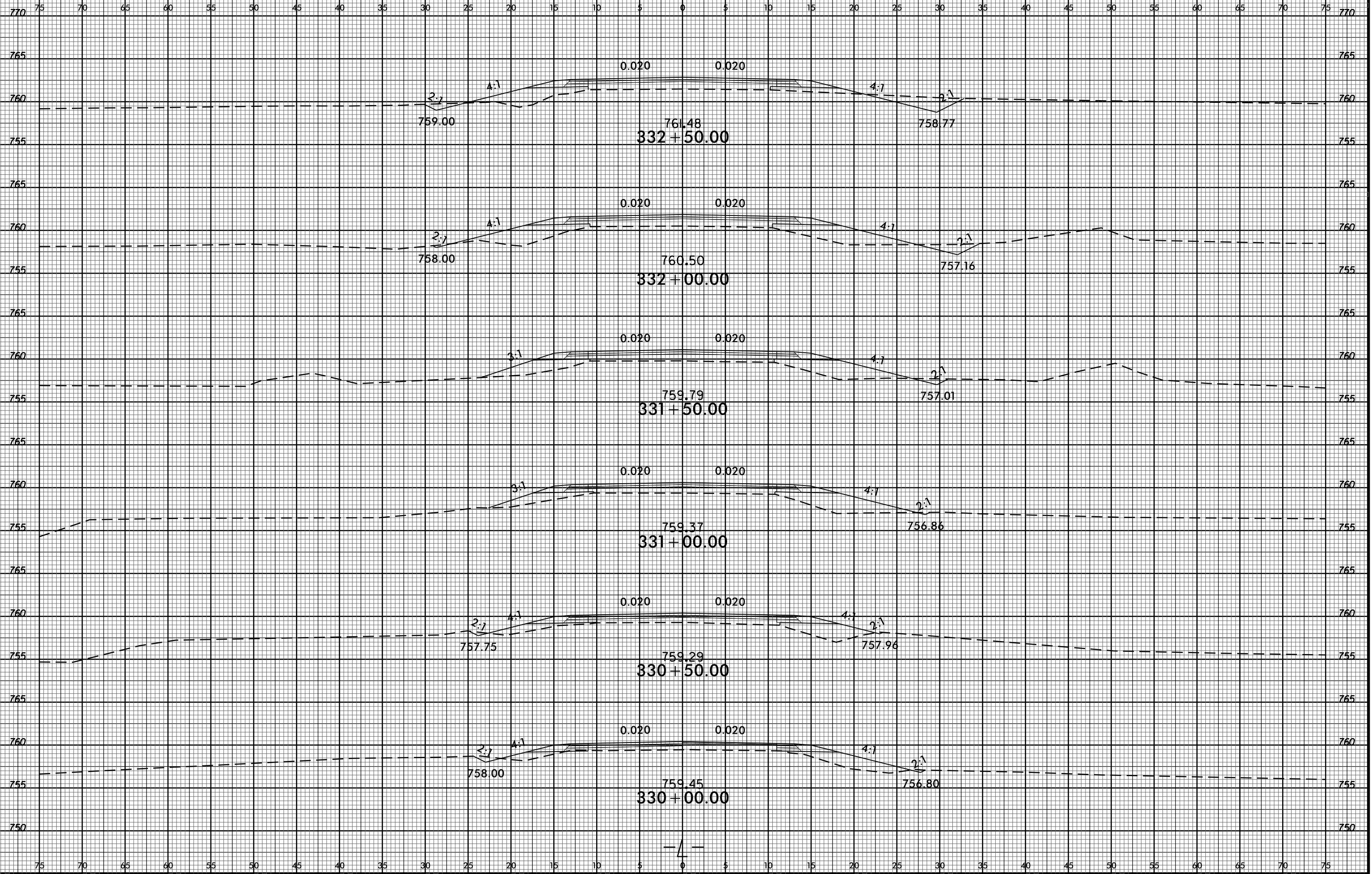
SHEET NO. X-108

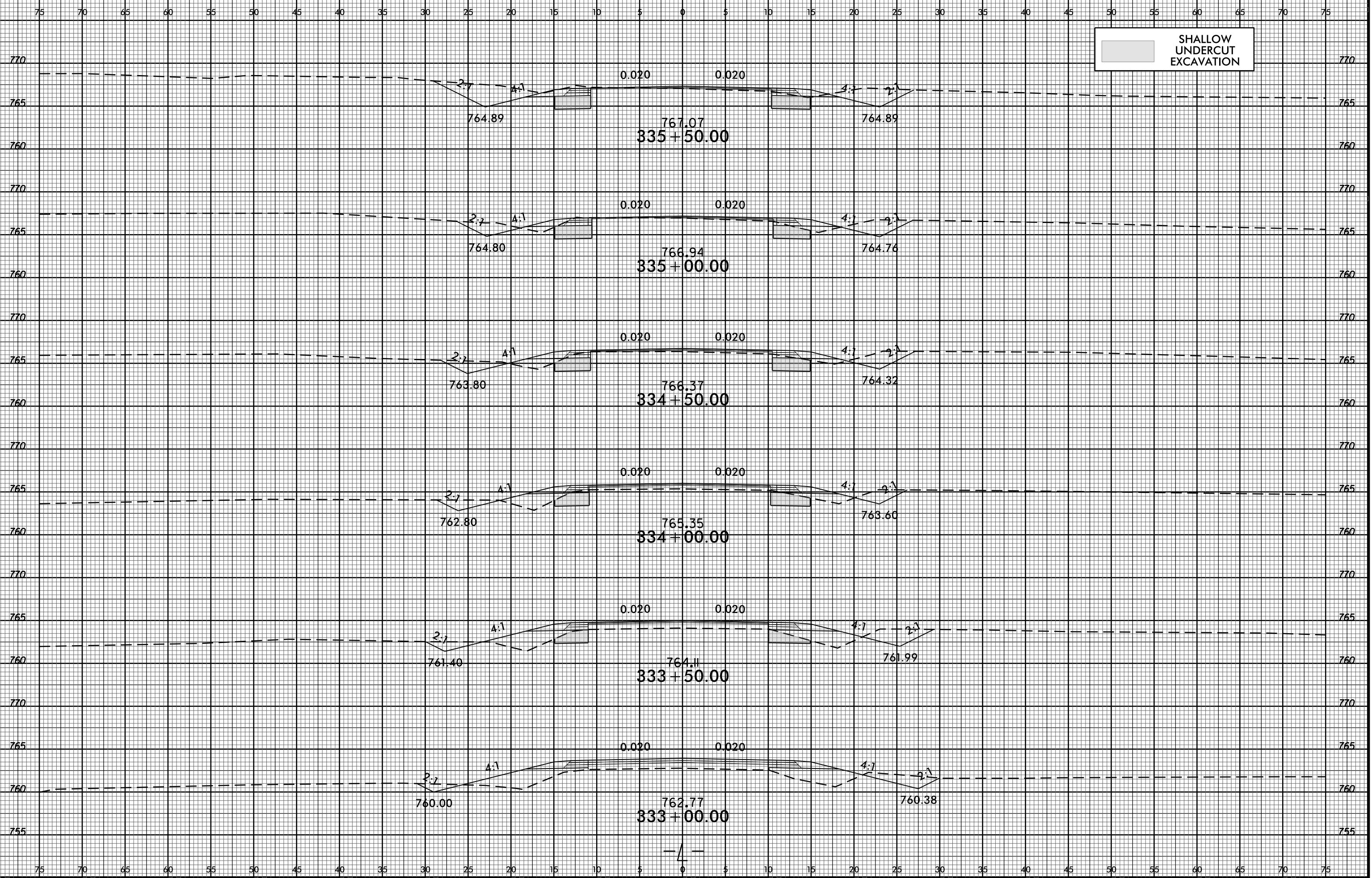


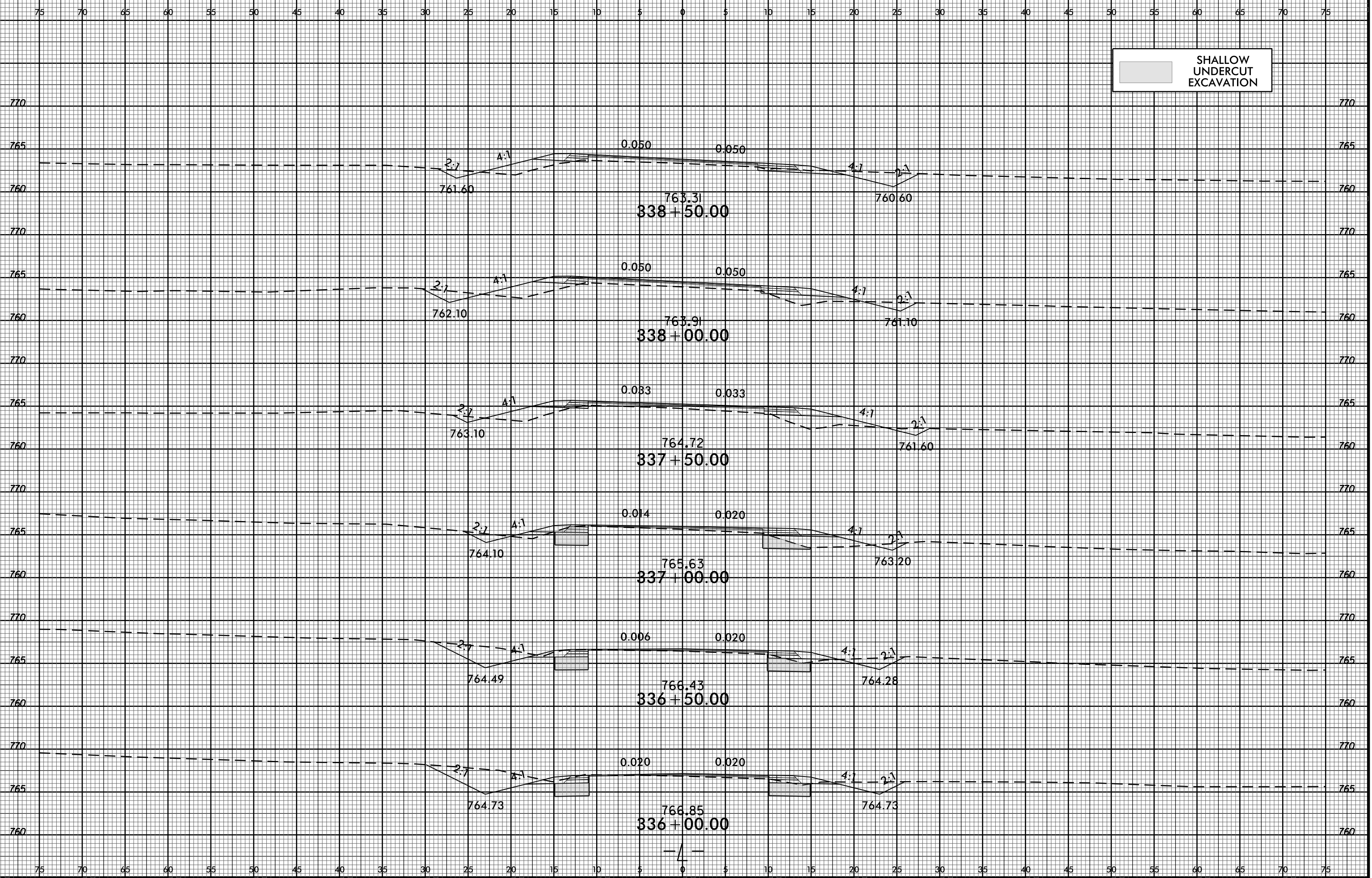
30-MAR-2017 17:21  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_L2.dgn  
\$\$\$\$USERNAME\$\$\$\$



SHALLOW UNDERCUT EXCAVATION

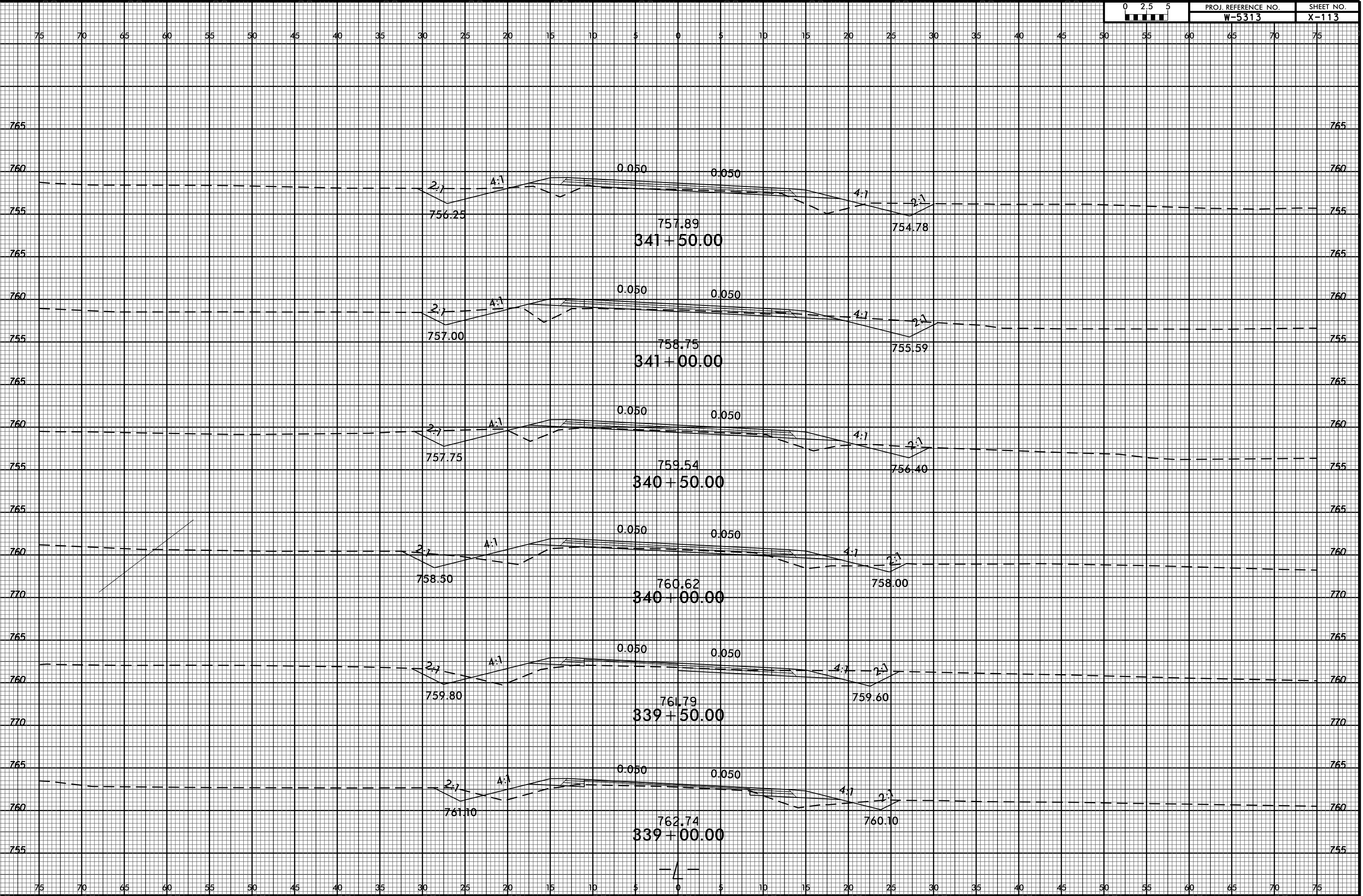




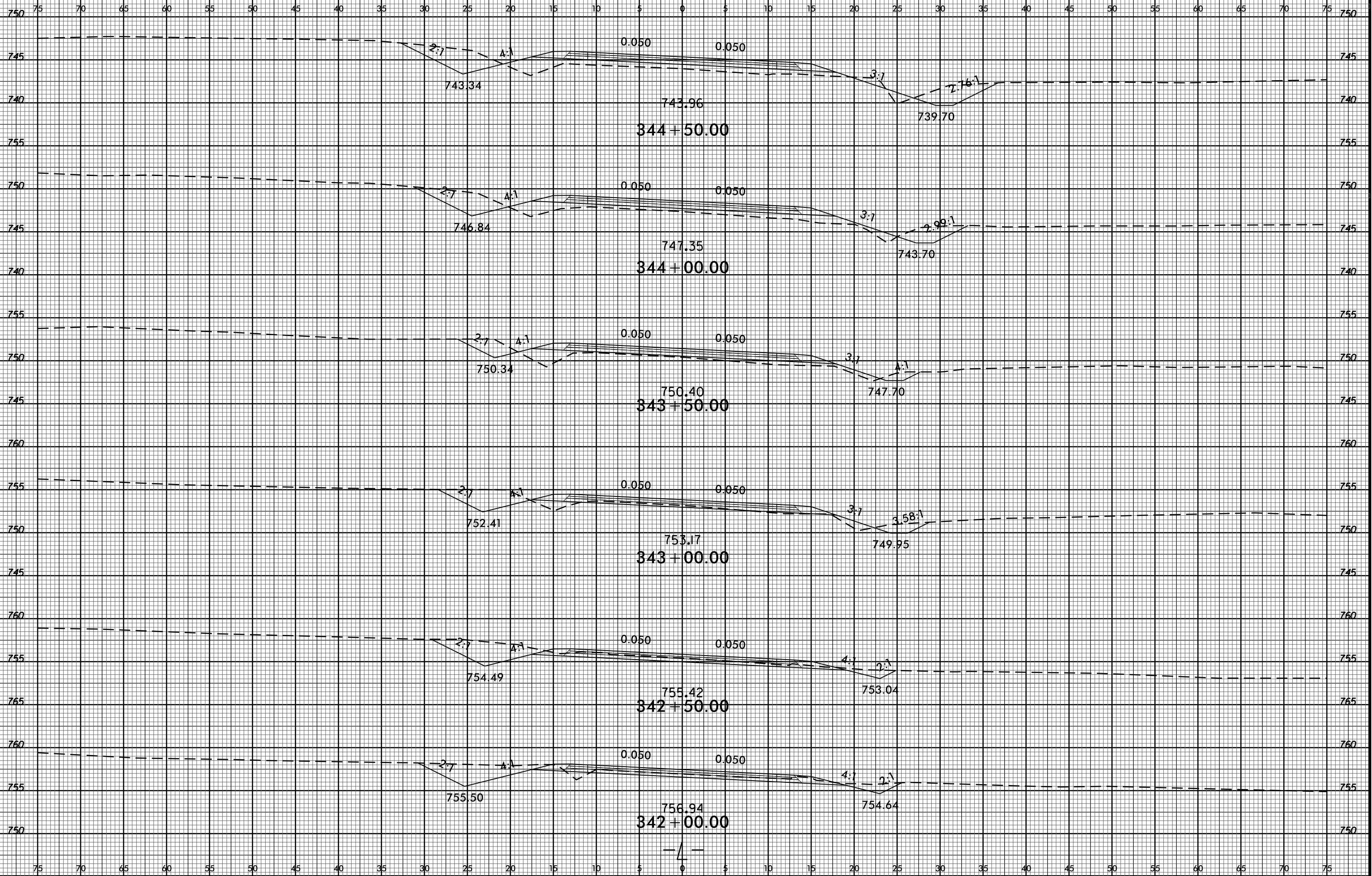


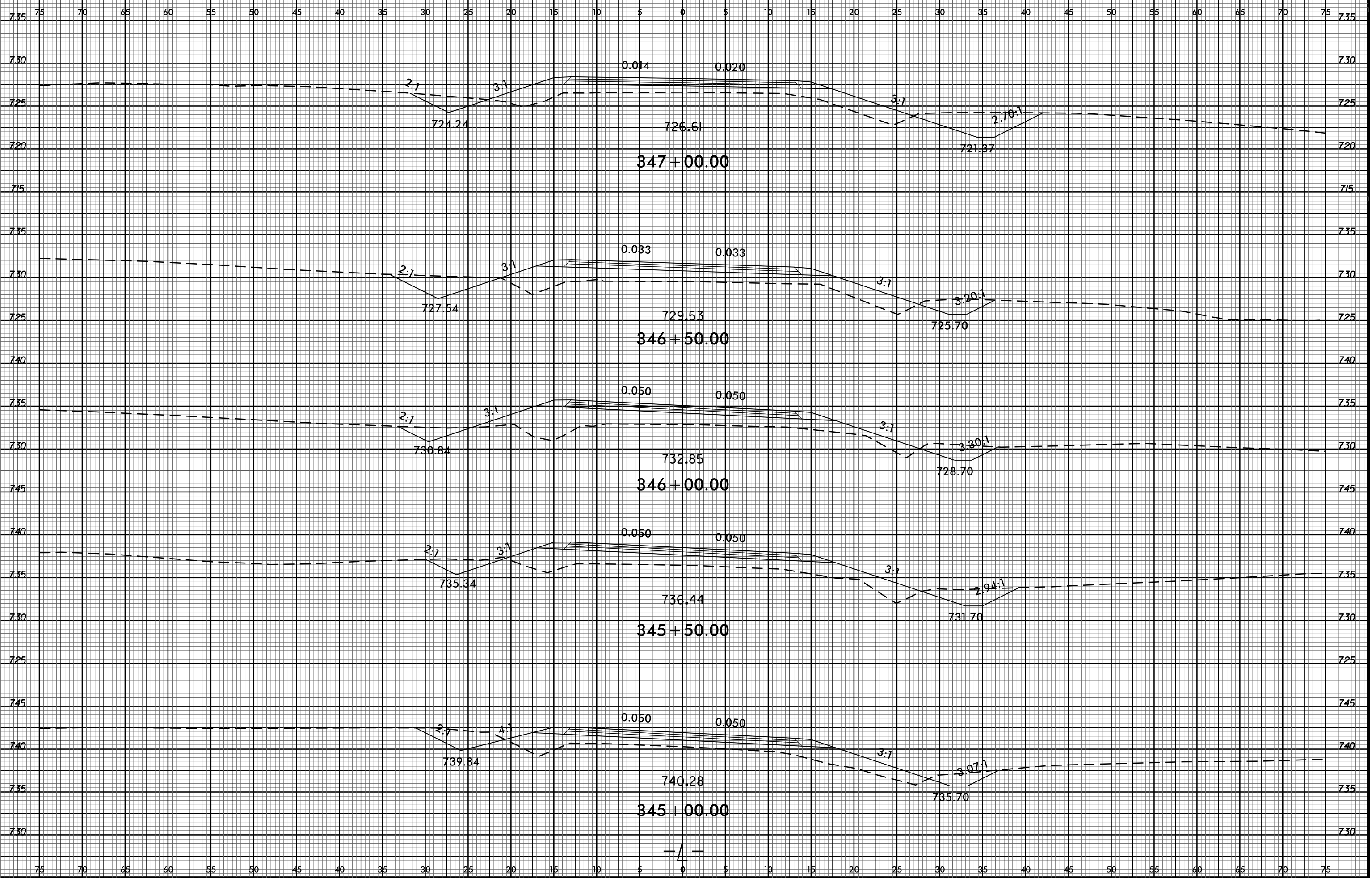
SHALLOW UNDERCUT EXCAVATION

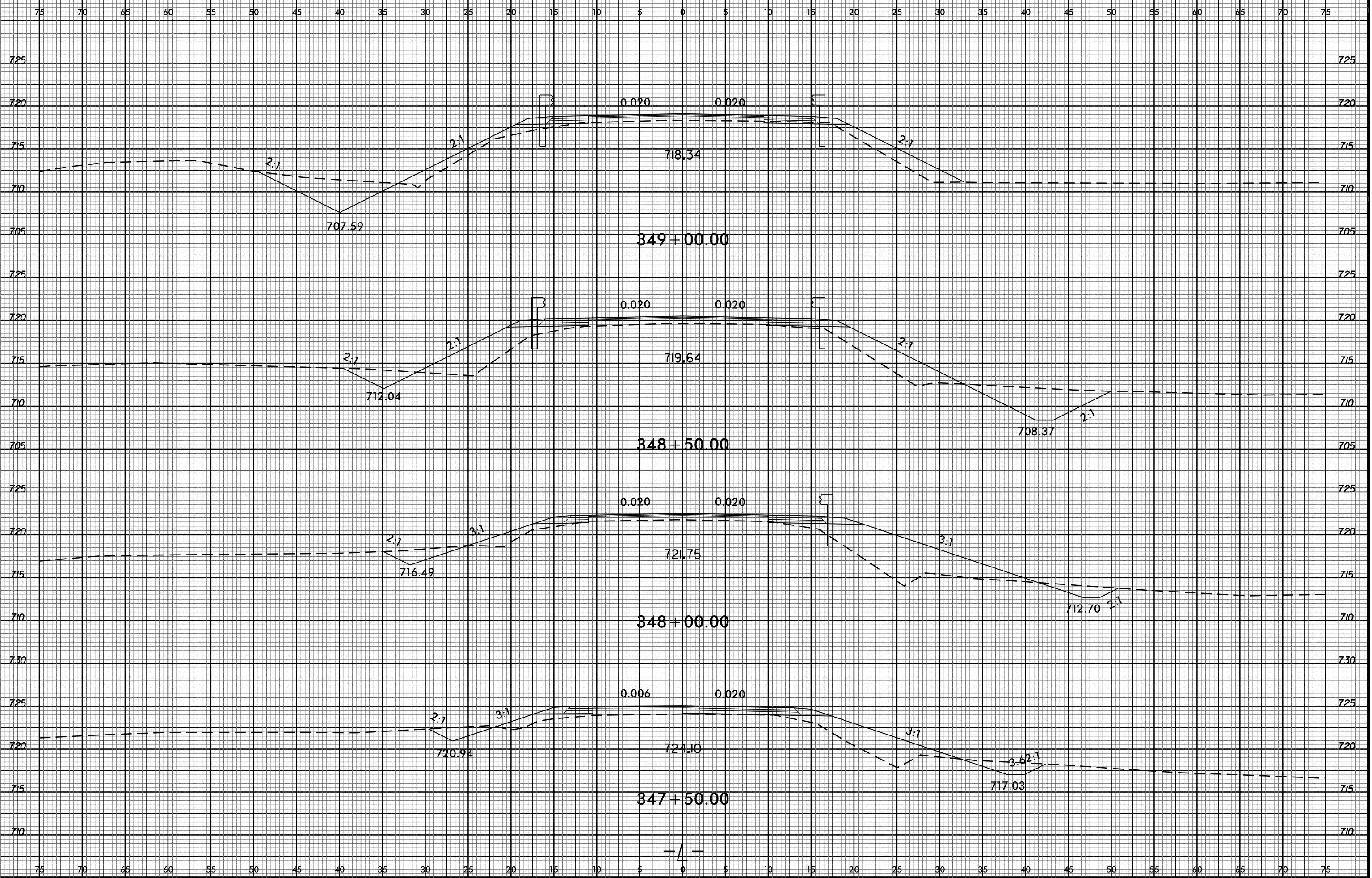


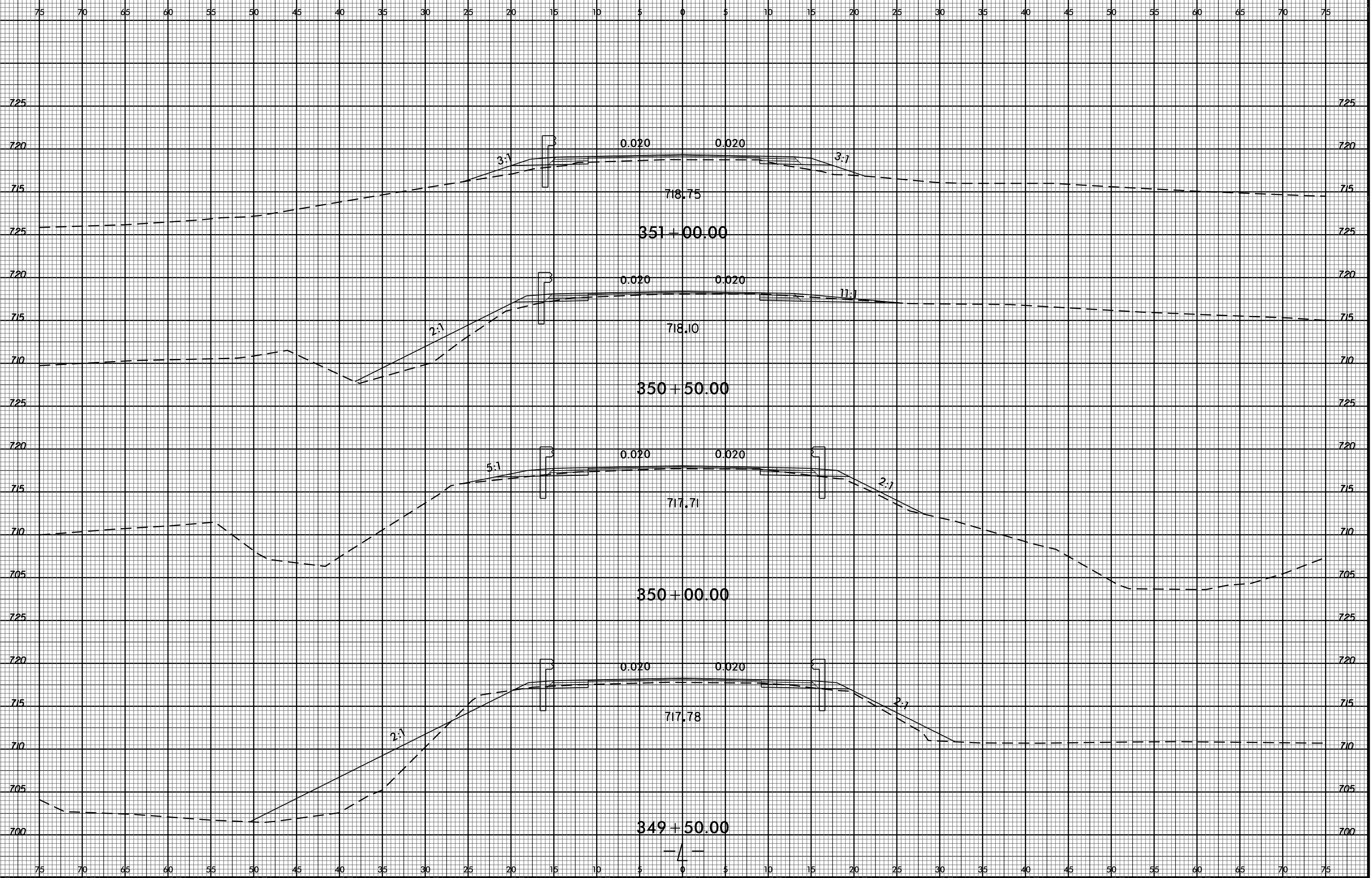




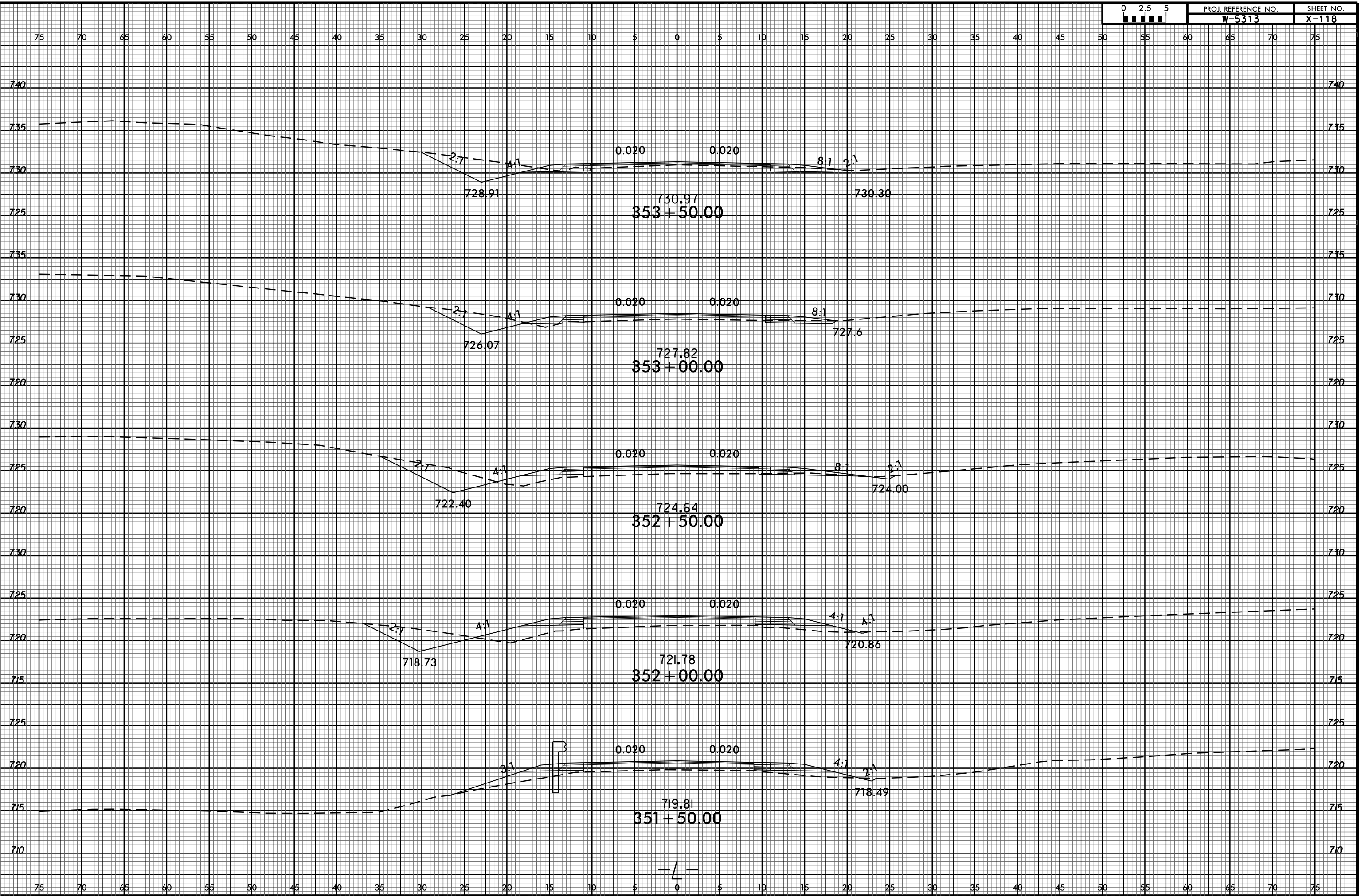






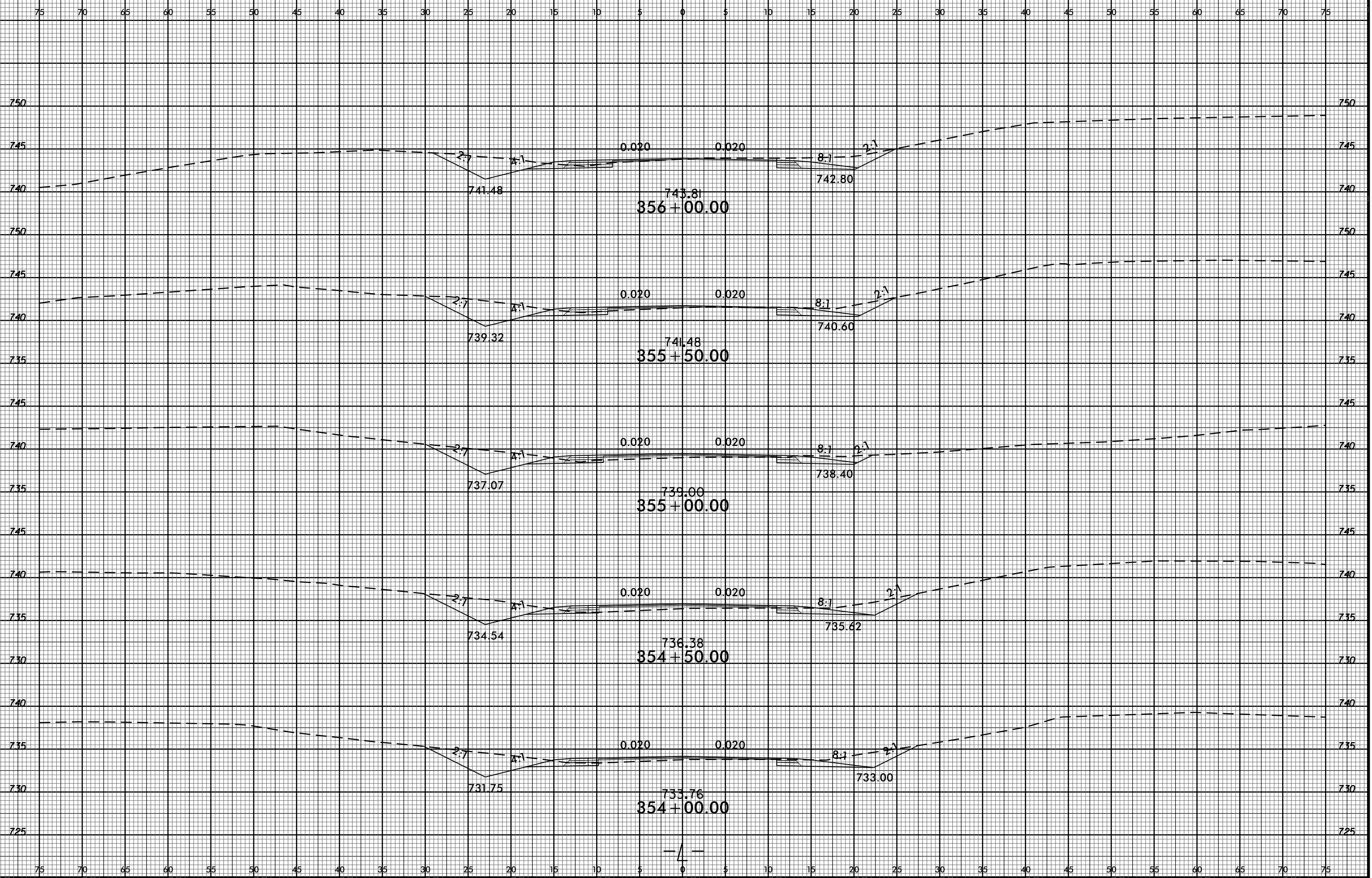


8/23/99



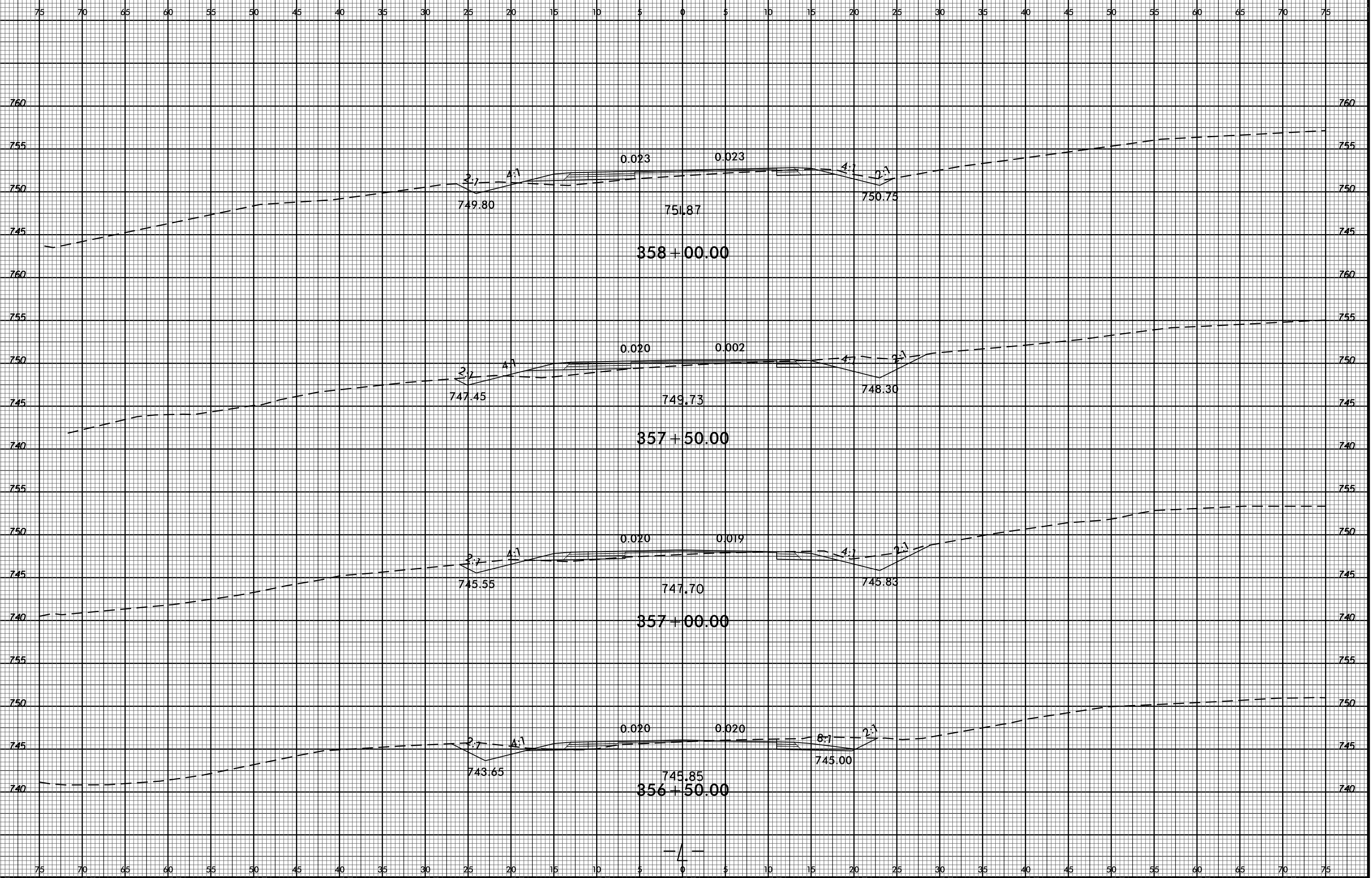
30-MAR-2017 17:21  
R:\Roadwork\CurricorModeling\W-5313\_Rdy\_xp\_L2.dgn  
\$\$\$\$USERNAME\$\$\$\$





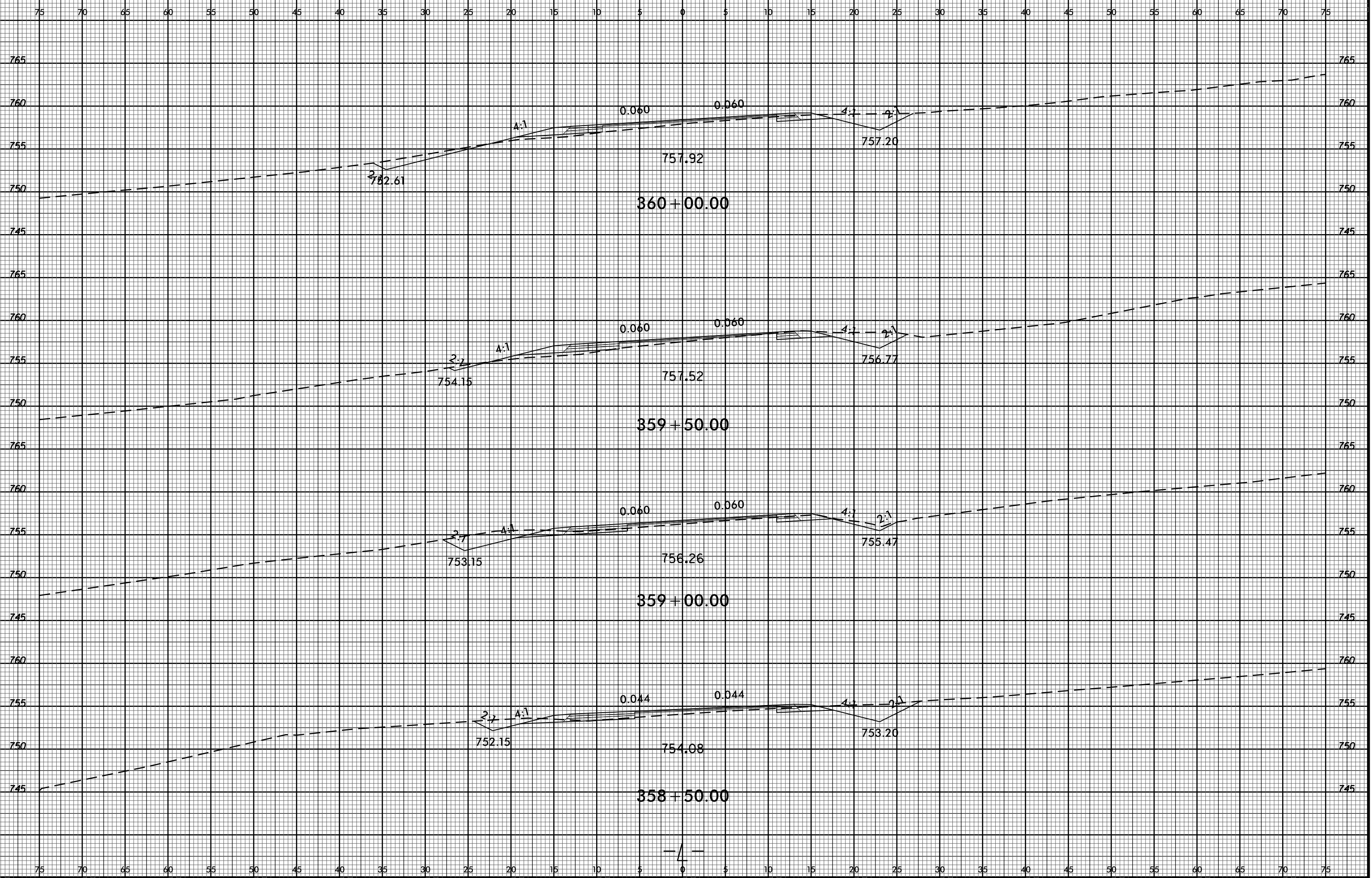


8/23/99

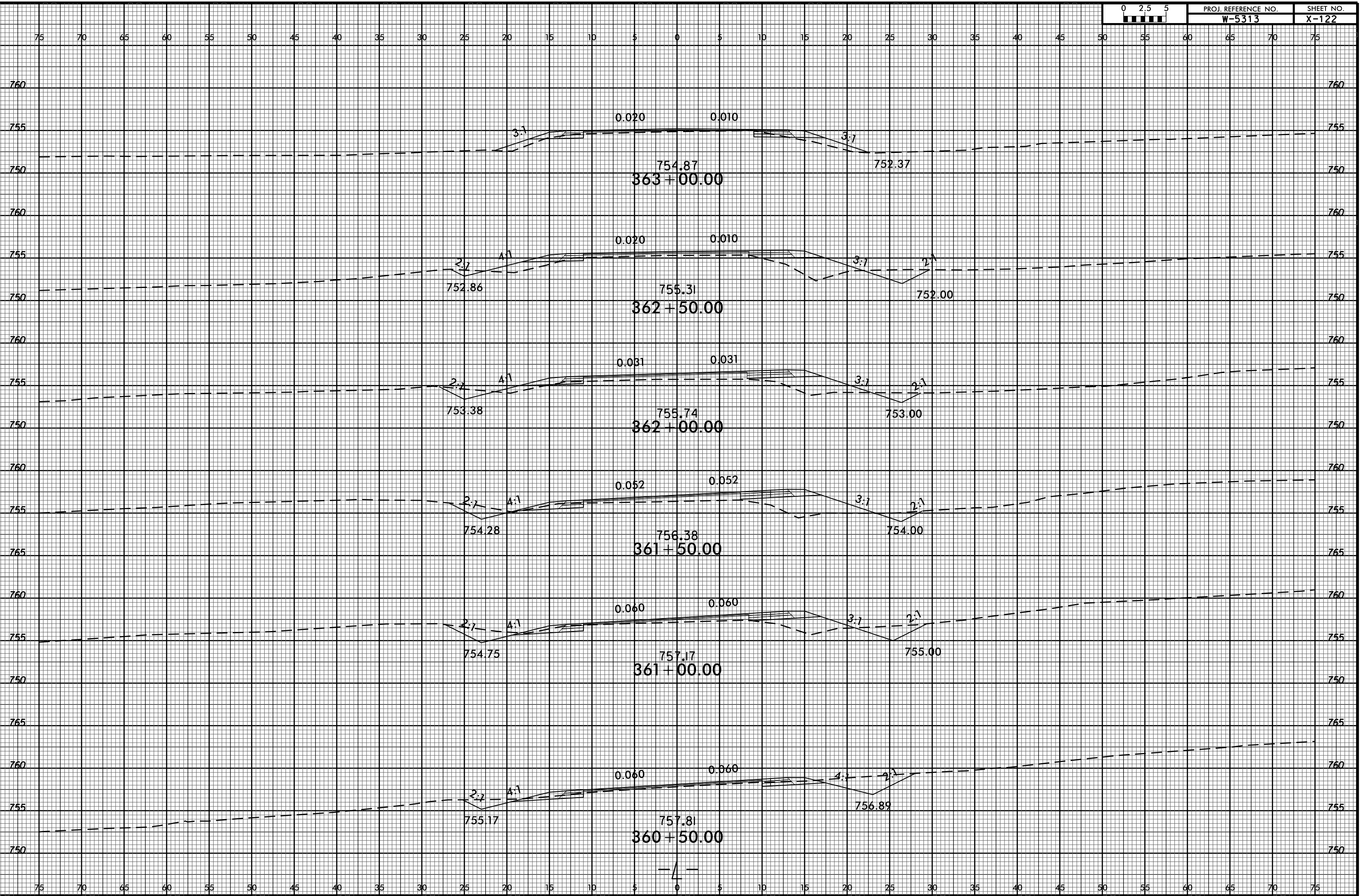


30-MAR-2017 17:21  
 R:\Roadway\Current\Modelling\W-5313\_Rdy...L2.dgn  
 \$\$\$USERNAME\$\$\$

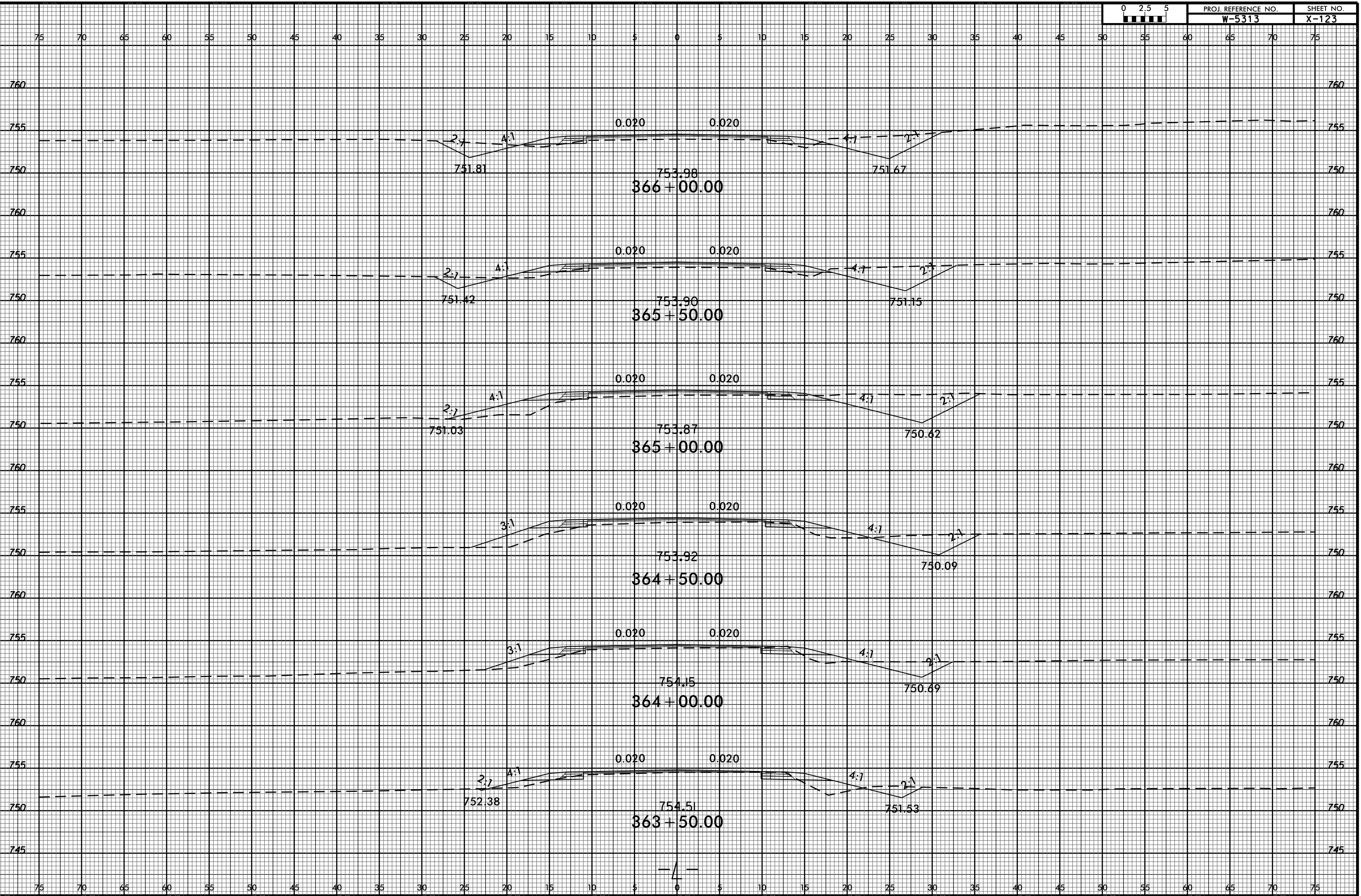
8/23/99



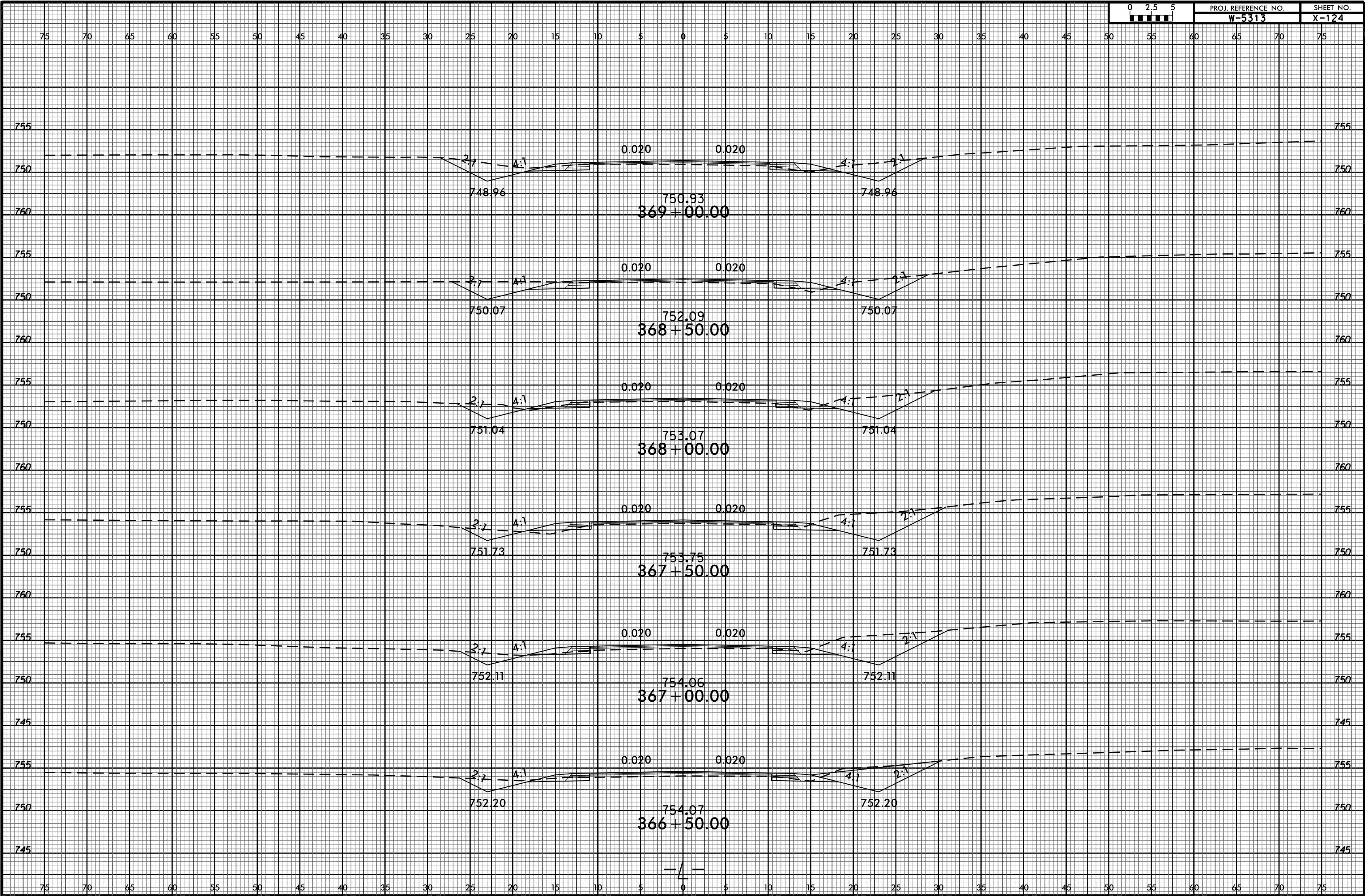
30-MAR-2017 17:21  
R:\Roadway\CurricorModeling\W-5313\_Rdy\_xp\_L2.dgn  
\$\$\$\$USERNAME\$\$\$\$

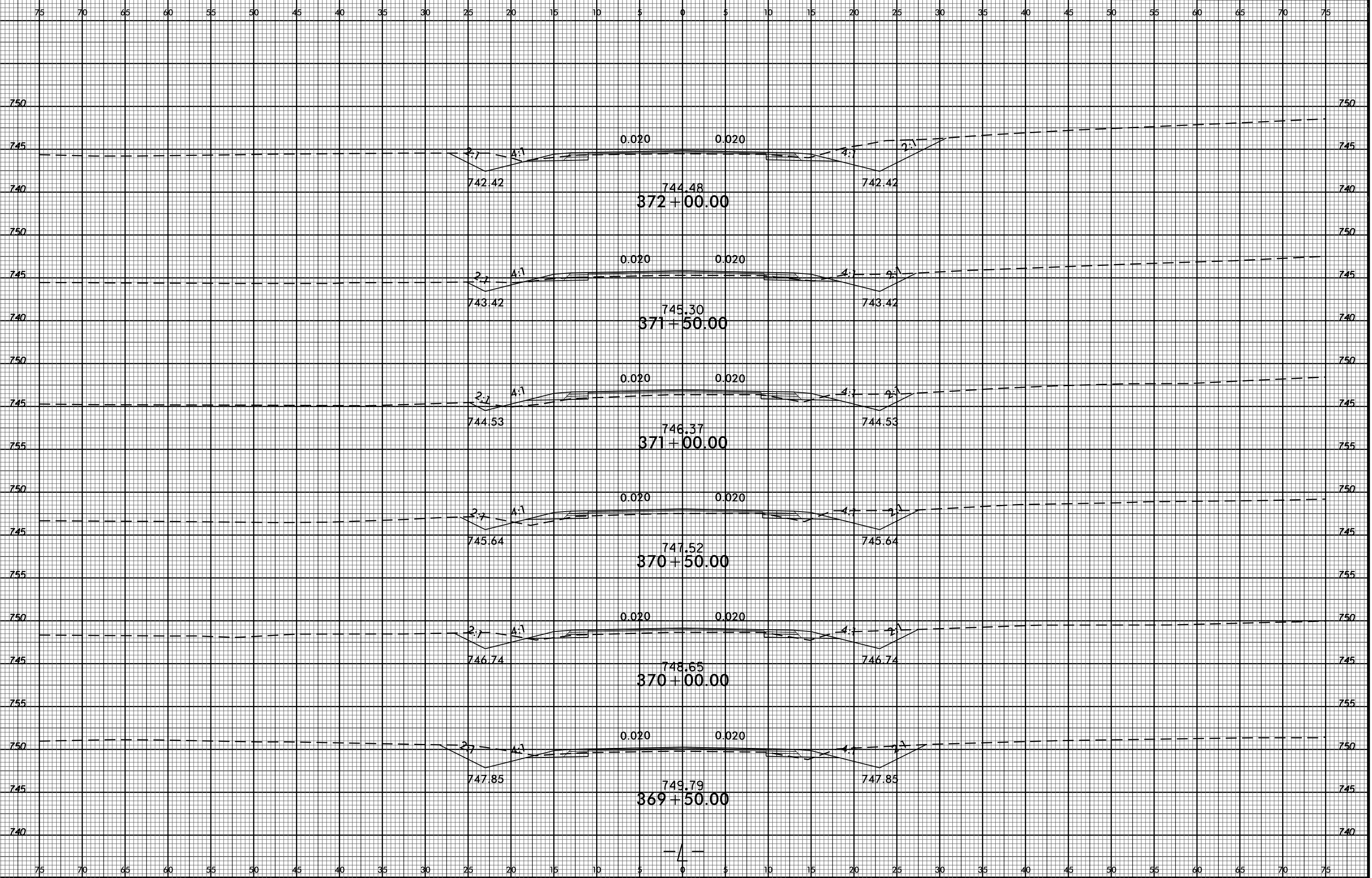


8/23/99



30-MAR-2017 17:21  
R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_L2.dgn  
\$\$\$\$USERNAME\$\$\$\$



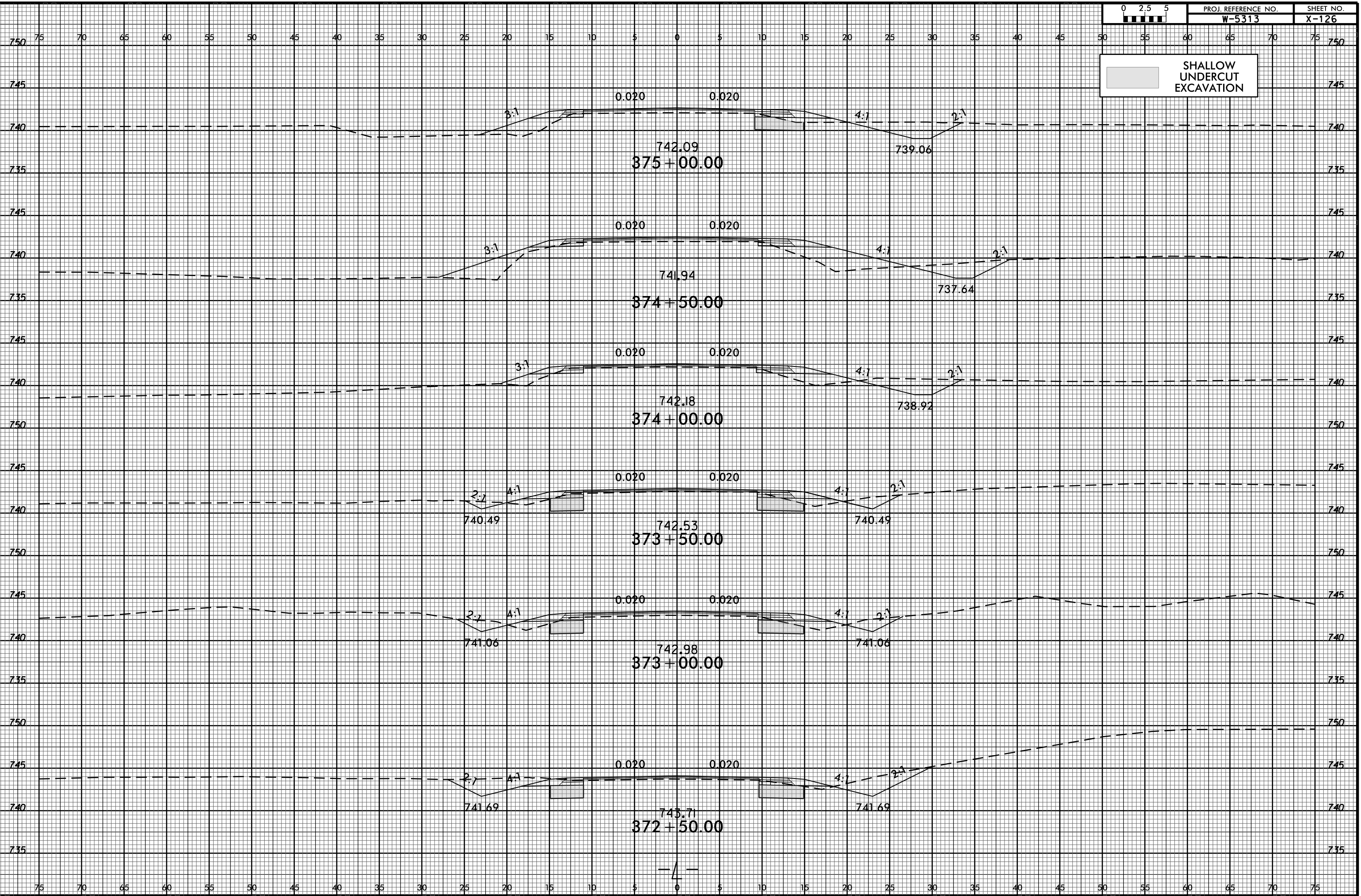




8/23/99



PROJ. REFERENCE NO. W-5313 SHEET NO. X-126



SHALLOW UNDERCUT EXCAVATION

742.09  
375 + 00.00

739.06

741.94  
374 + 50.00

737.64

742.18  
374 + 00.00

738.92

742.53  
373 + 50.00

740.49

740.49

742.98  
373 + 00.00

741.06

741.06

743.71  
372 + 50.00

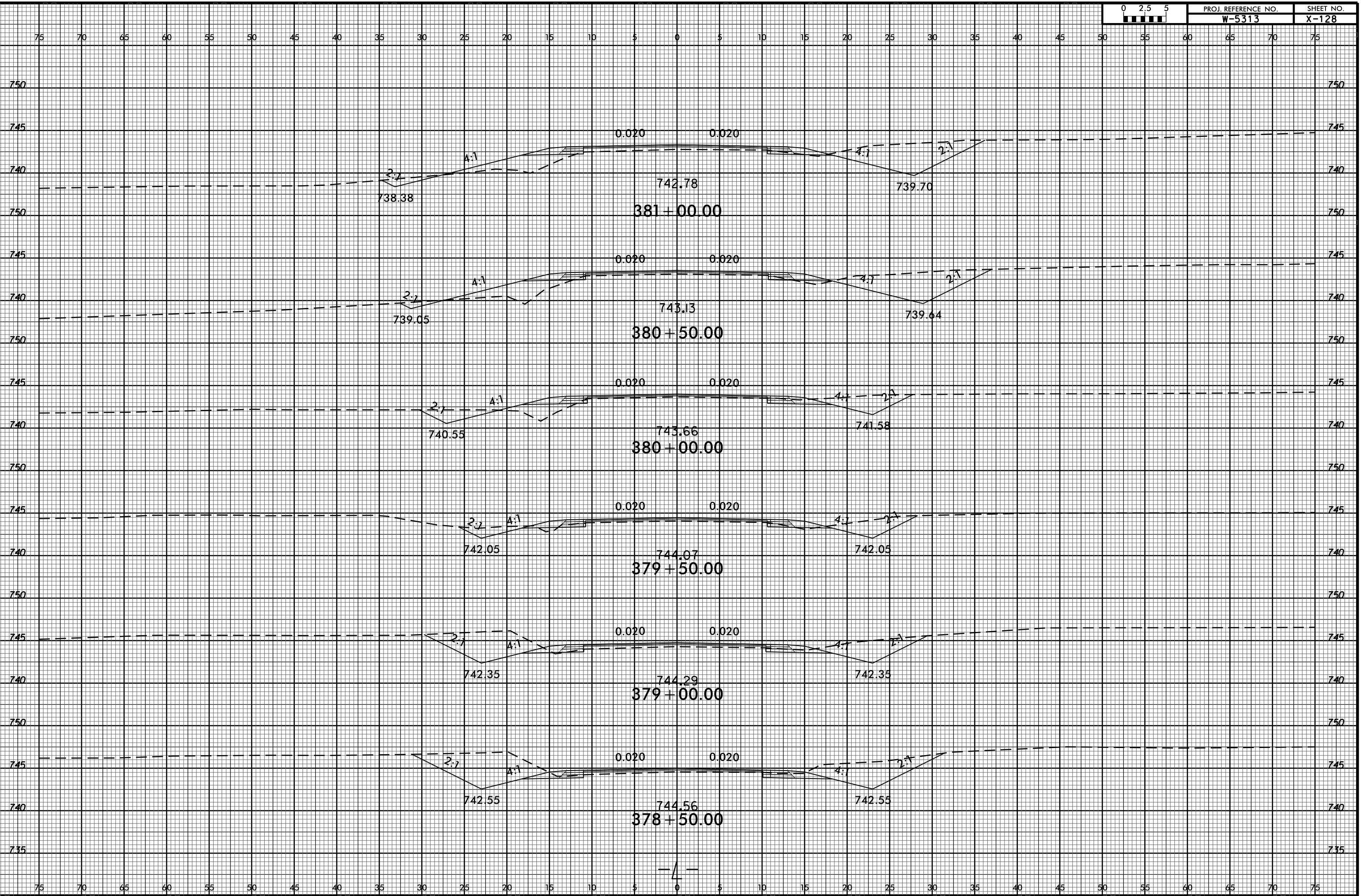
741.69

741.69

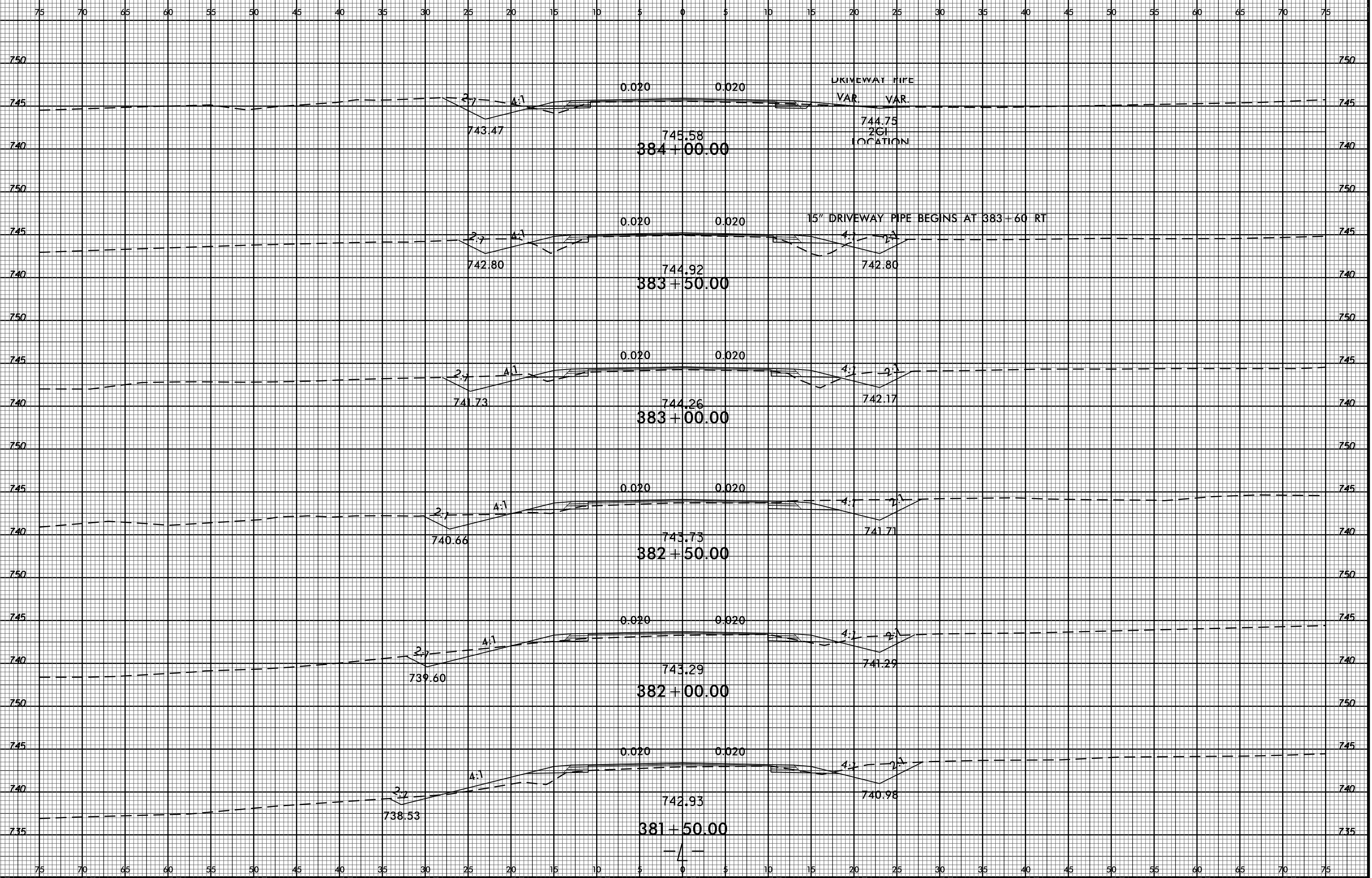
30-MAR-2017 17:21  
R:\Roadway\CurriculumModeling\W-5313\_Rdy\_xp\_L2.dgn  
\$\$\$\$USERNAME\$\$\$\$

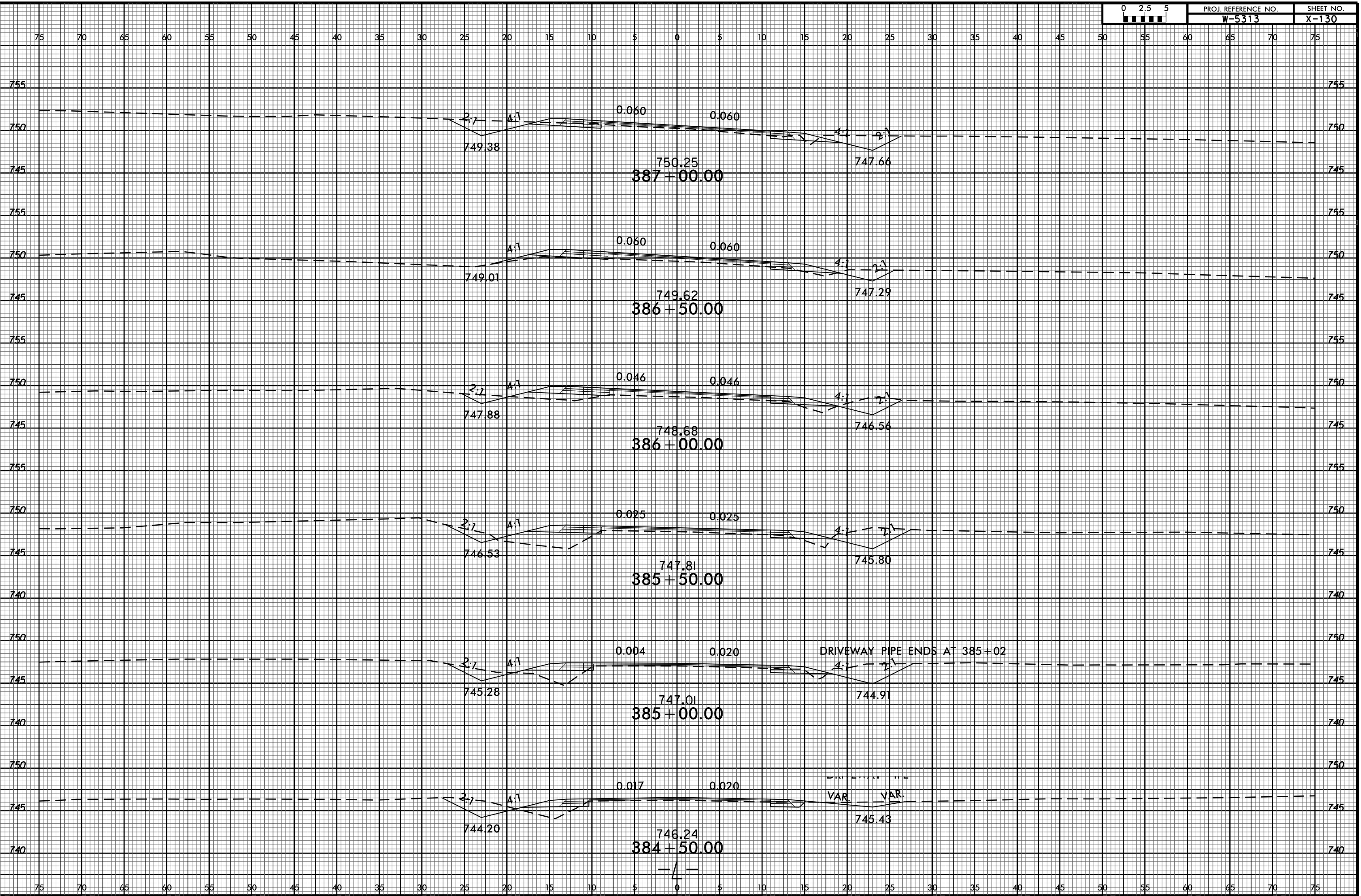


8/23/99

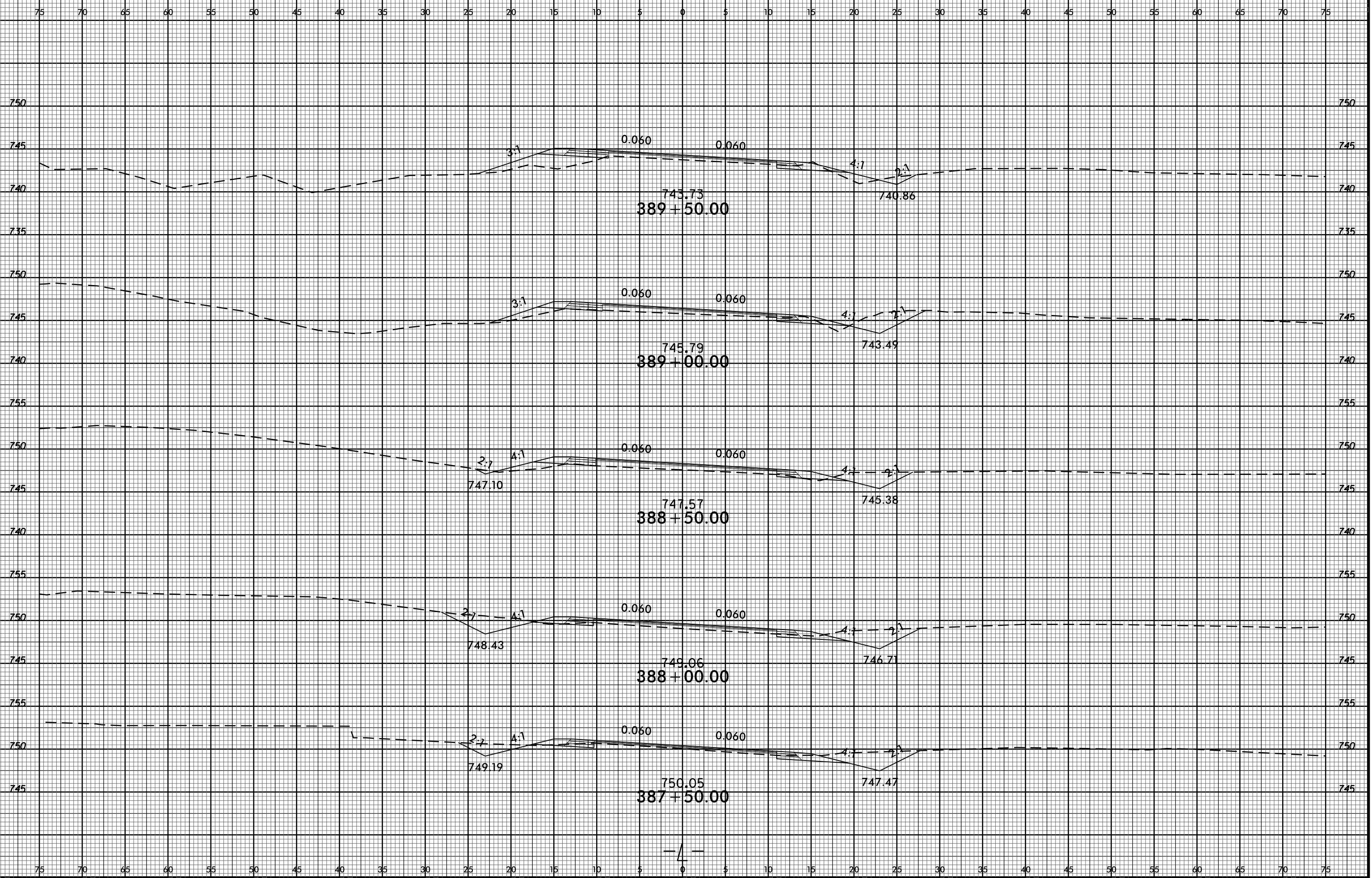


30-MAR-2017 17:21  
 R:\Roadway\CurvedModeling\W-5313\_Rdy\_xp\_L2.dgn  
 \$\$\$USERNAME\$\$\$

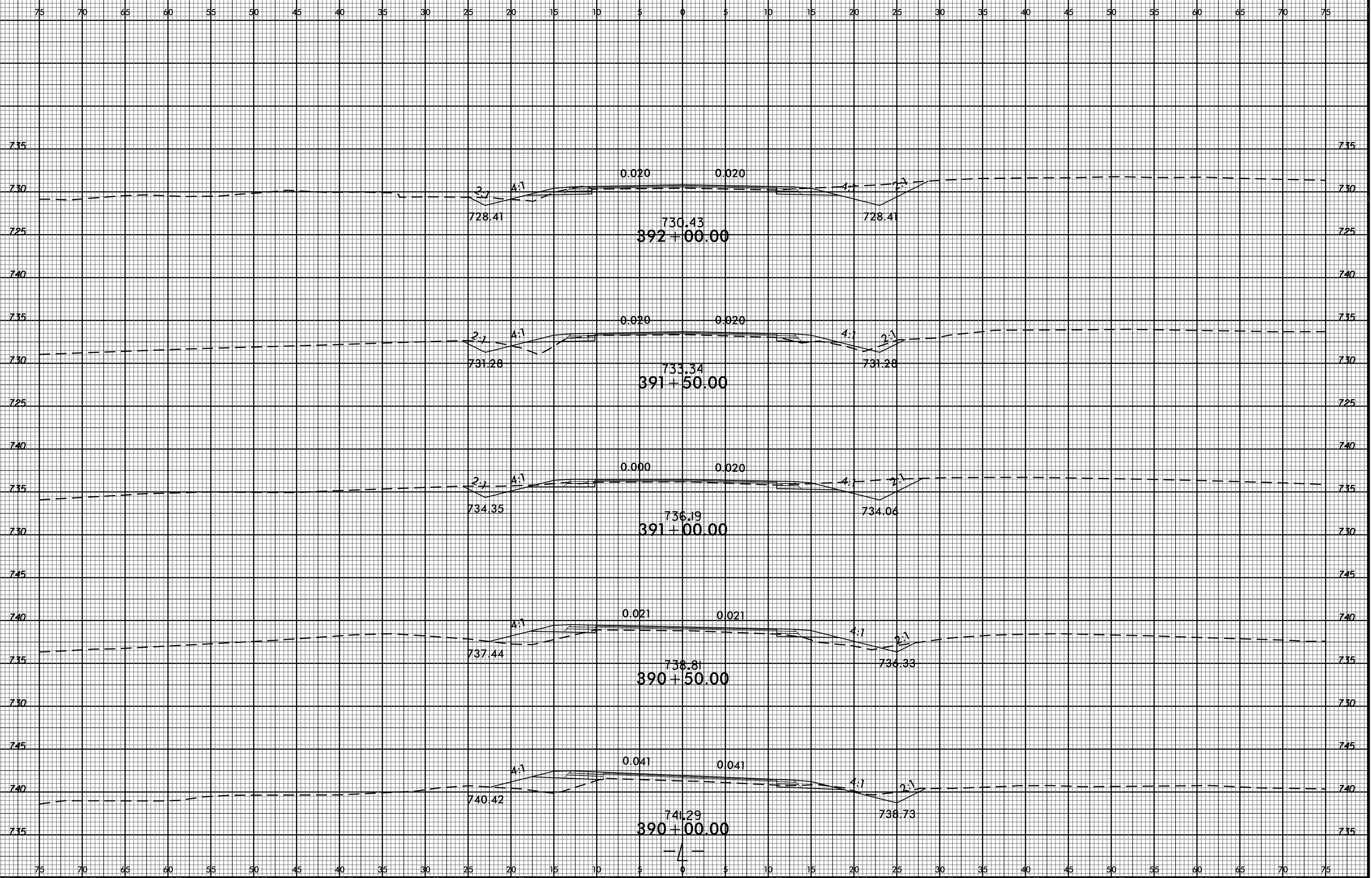


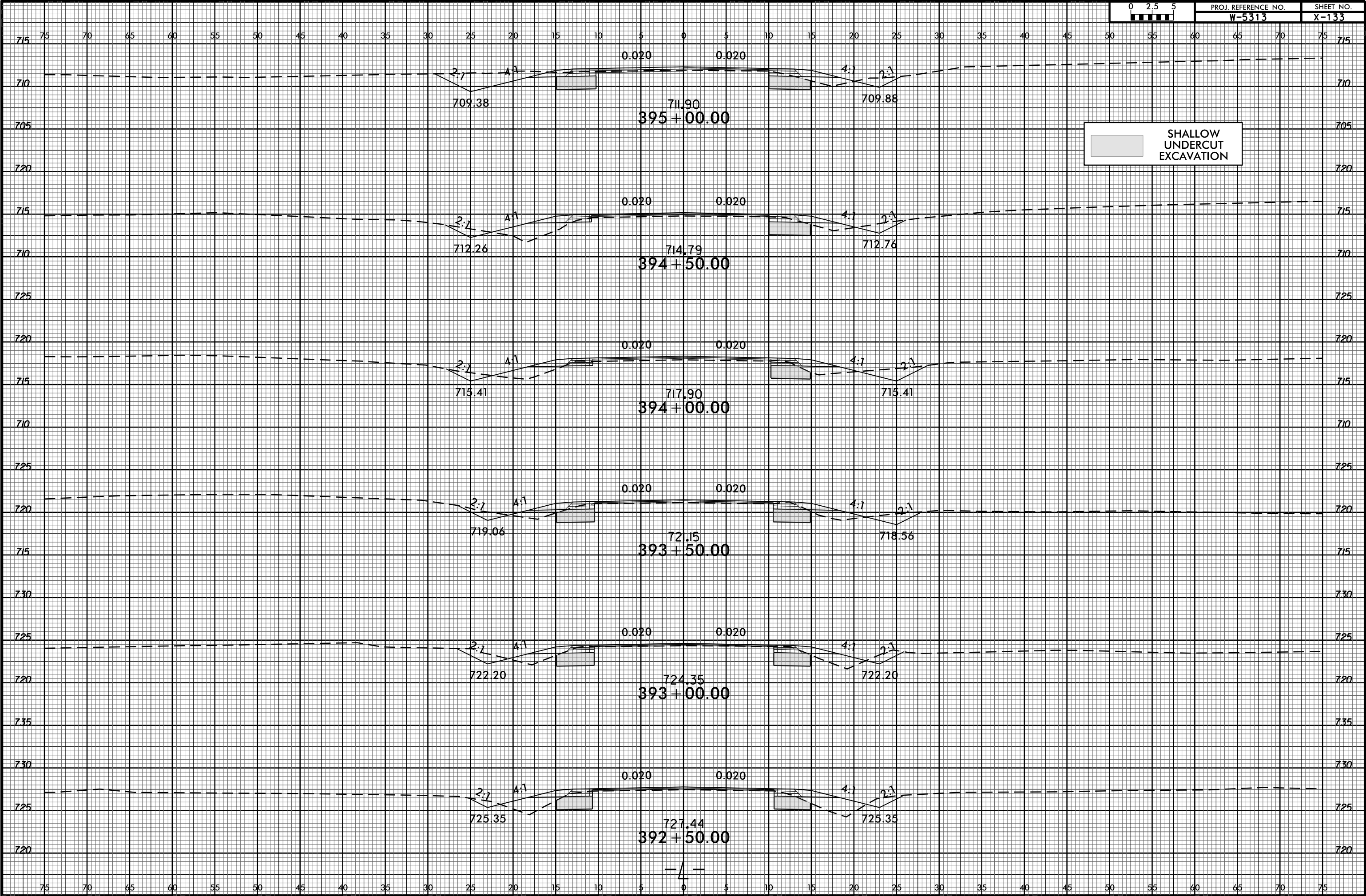








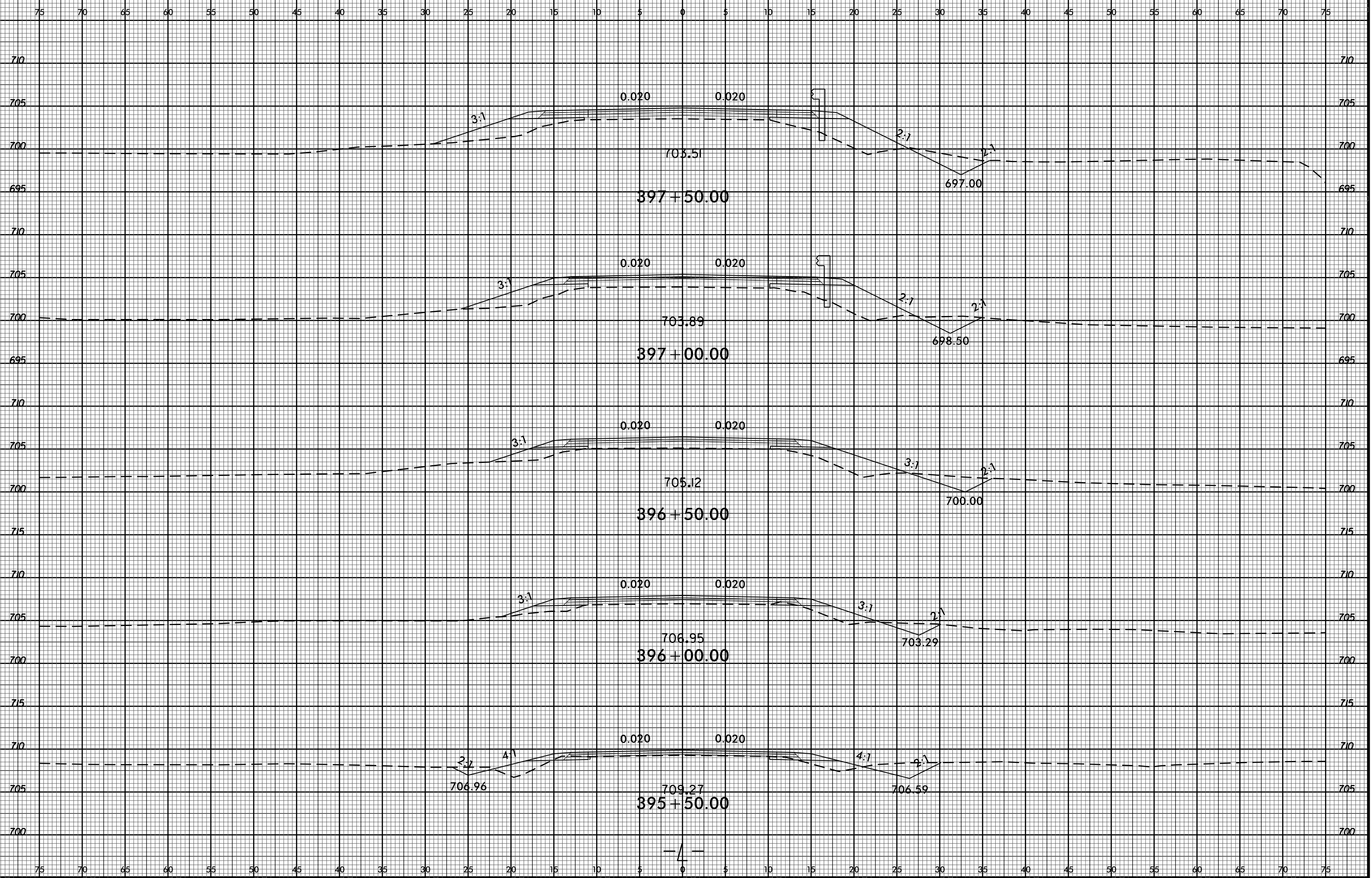




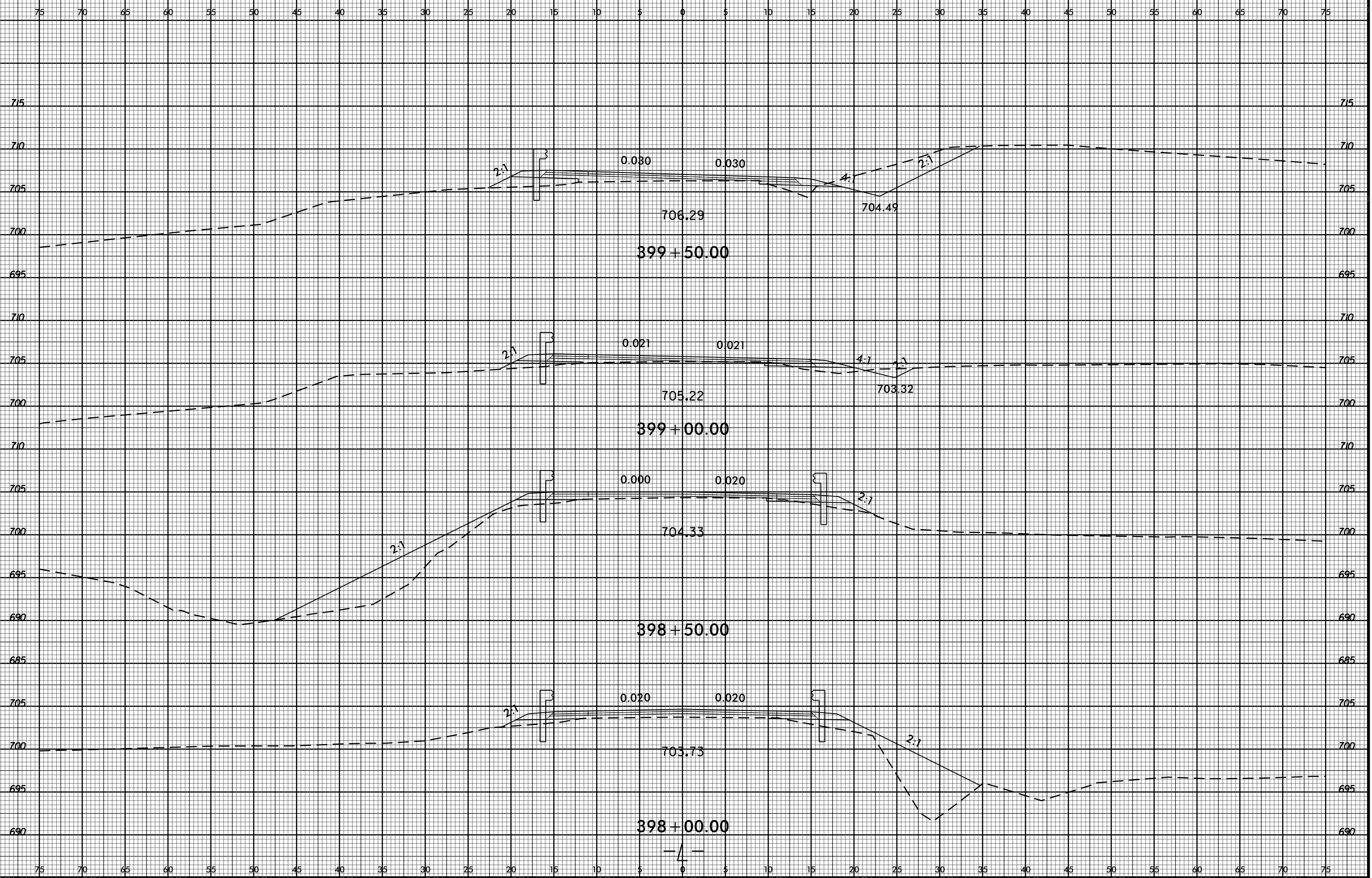
8/23/99

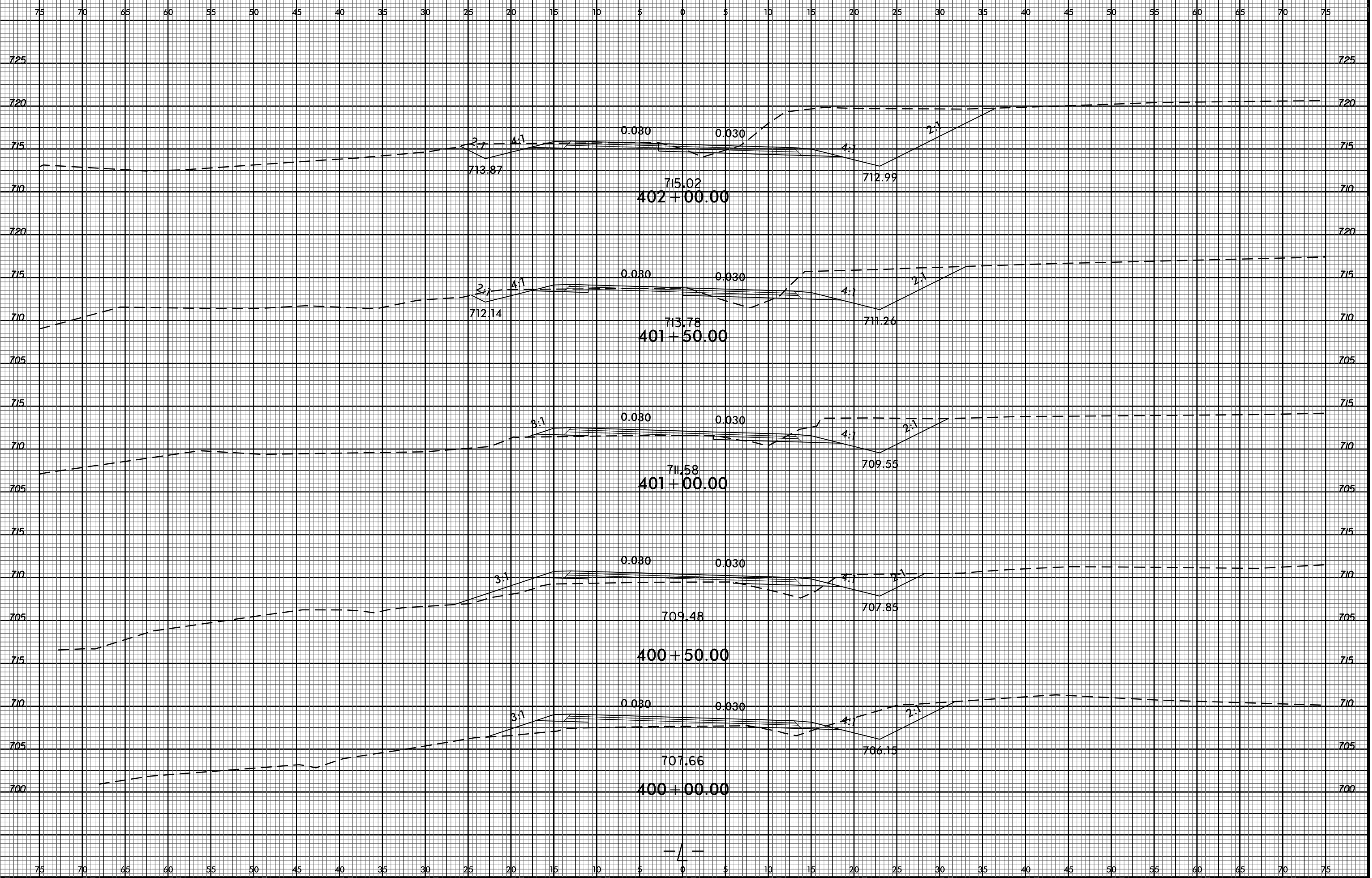


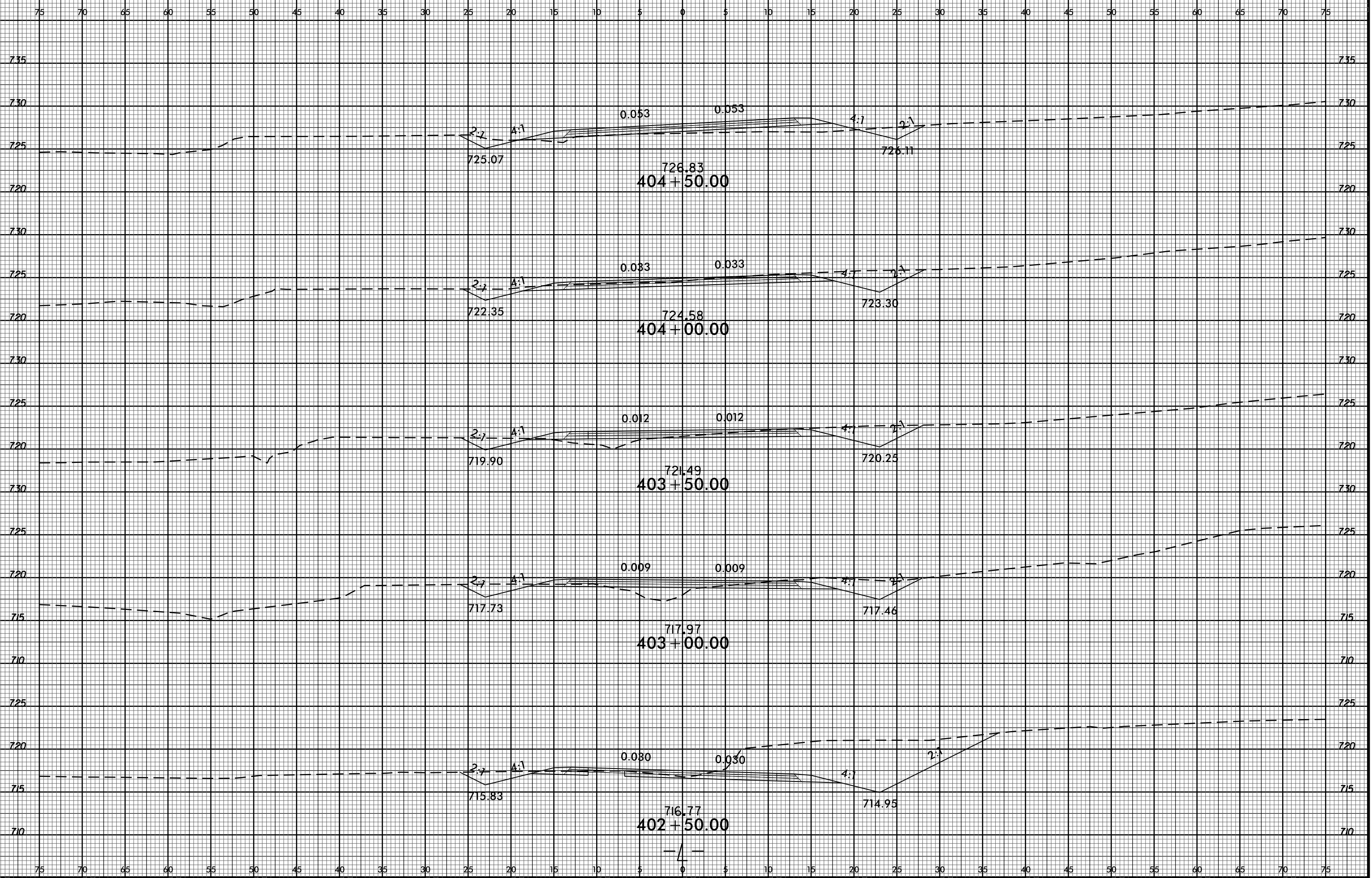
PROJ. REFERENCE NO. W-5313 SHEET NO. X-134



30-MAR-2017 17:21  
R:\Roadwork\Current\Modelling\W-5313\_Rdy\_xp1\_L2.dgn  
\$\$\$\$USERNAME\$\$\$\$

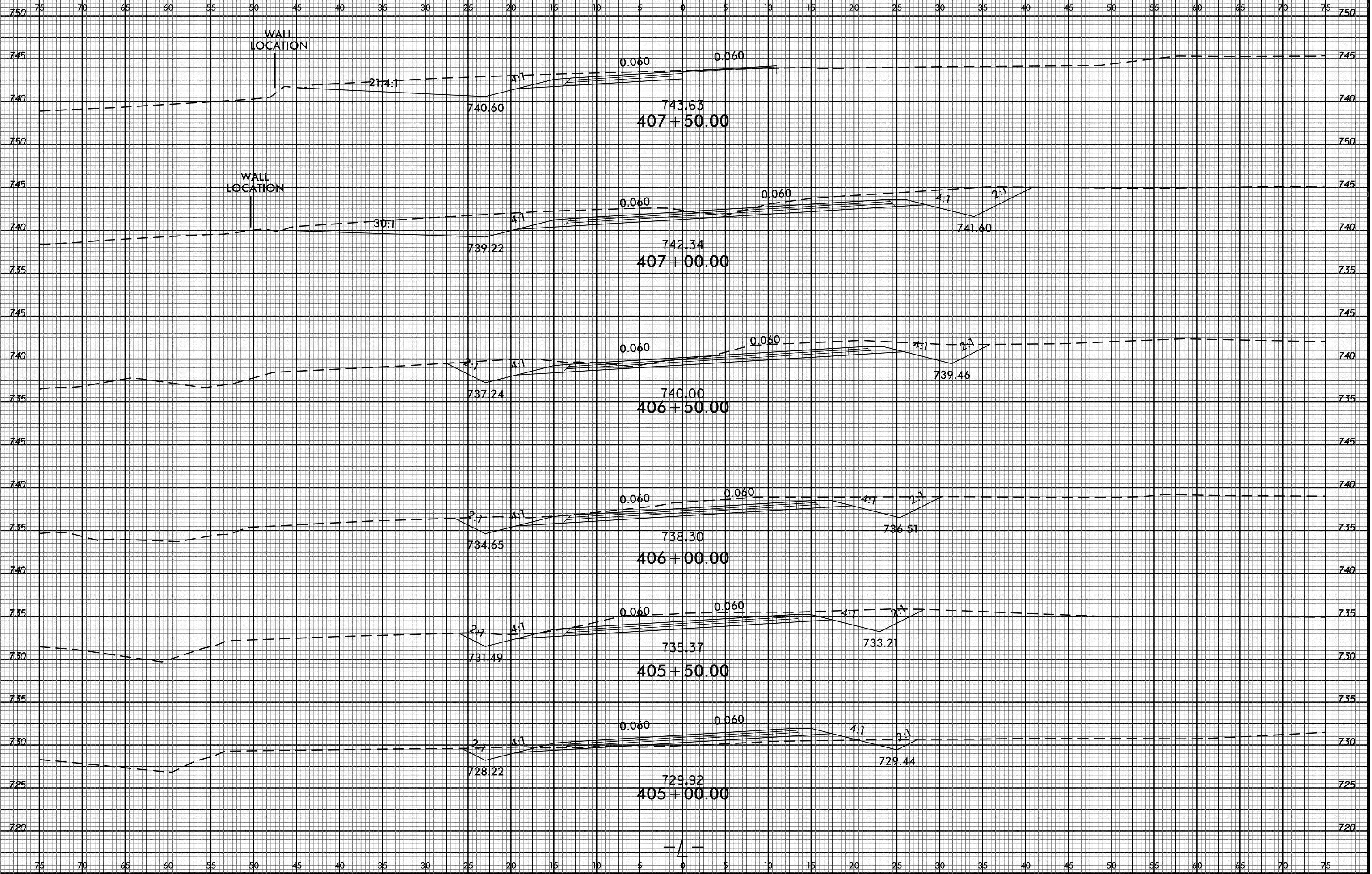
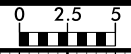




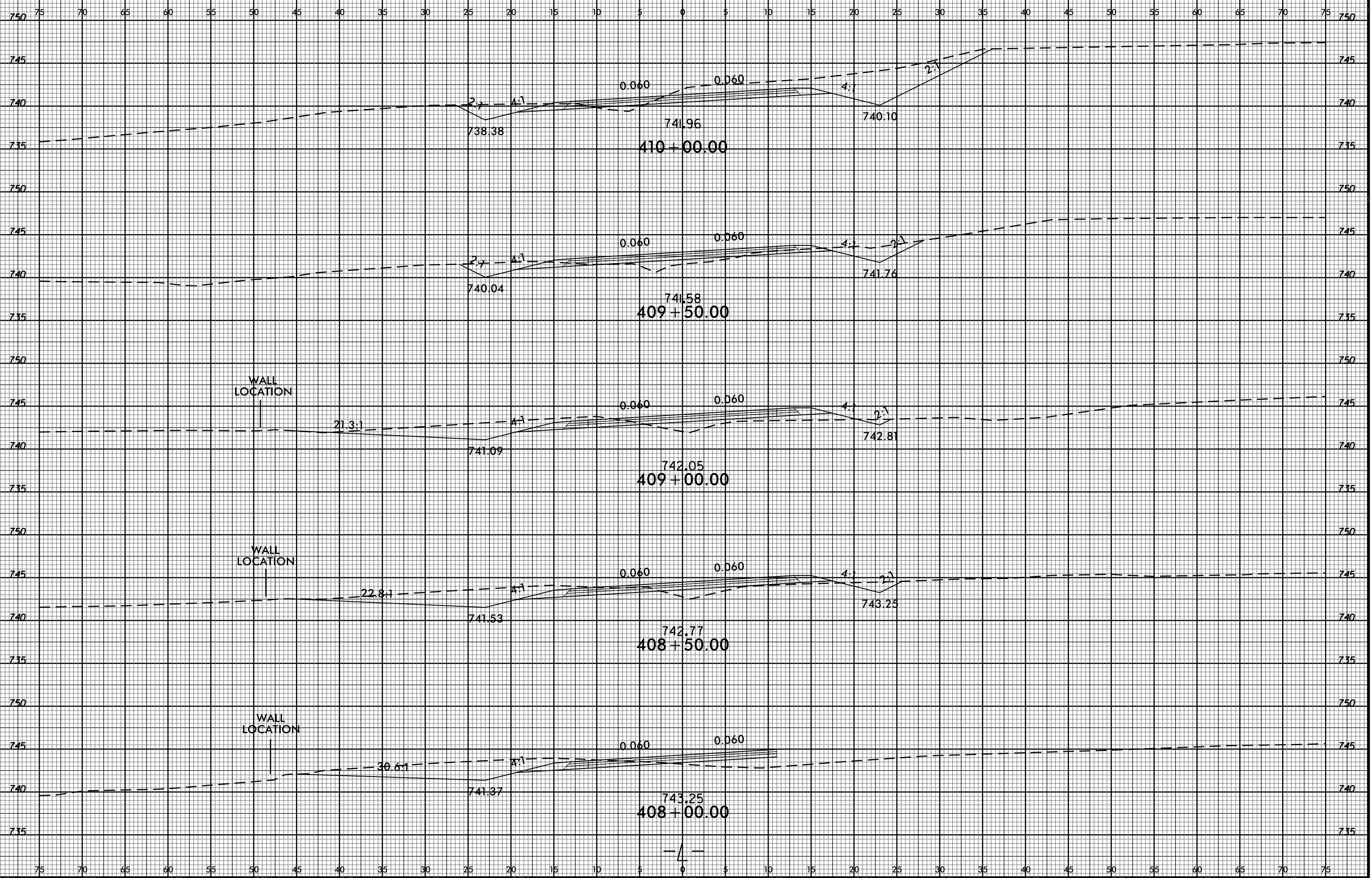


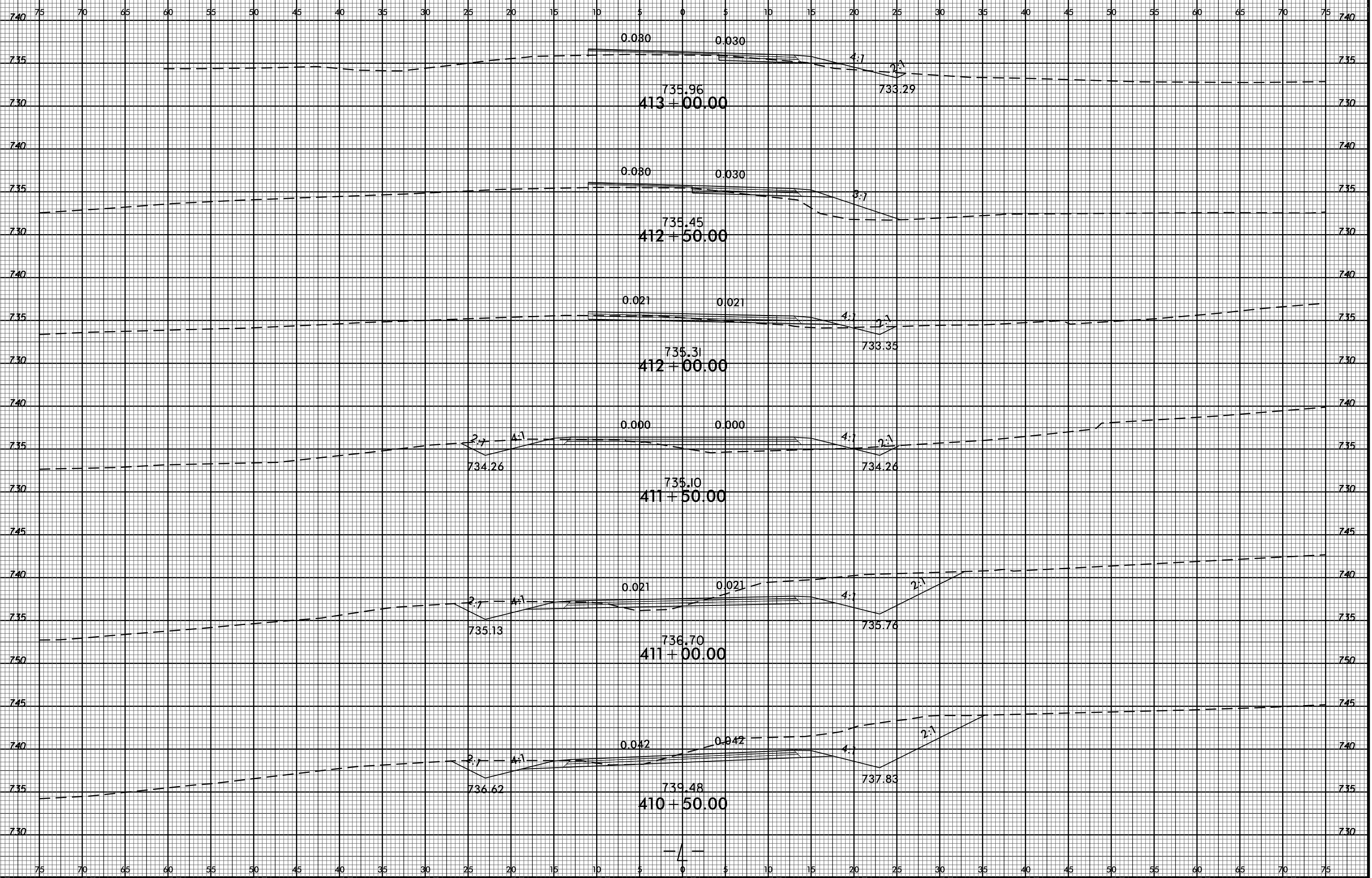


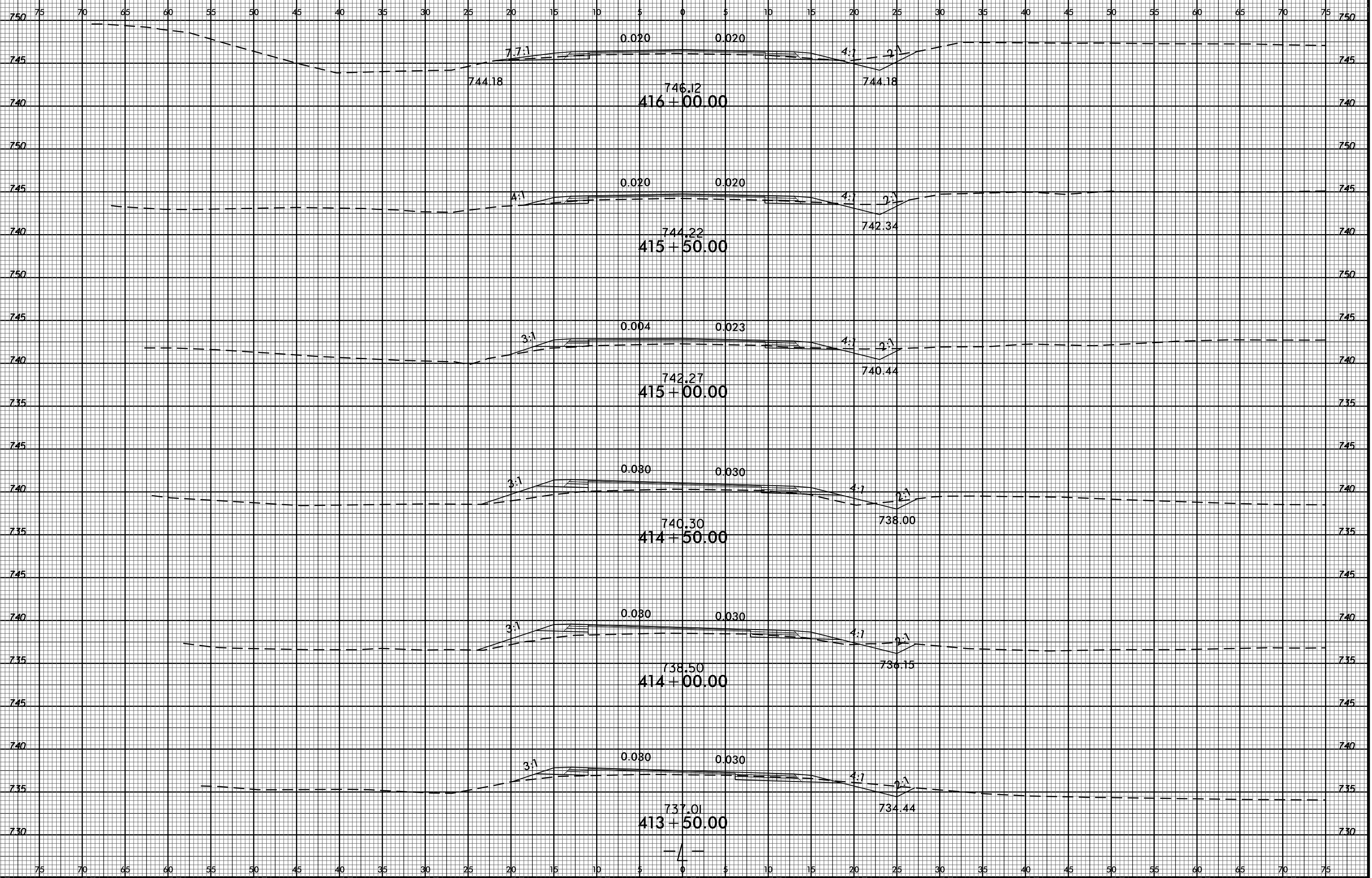
8/23/99

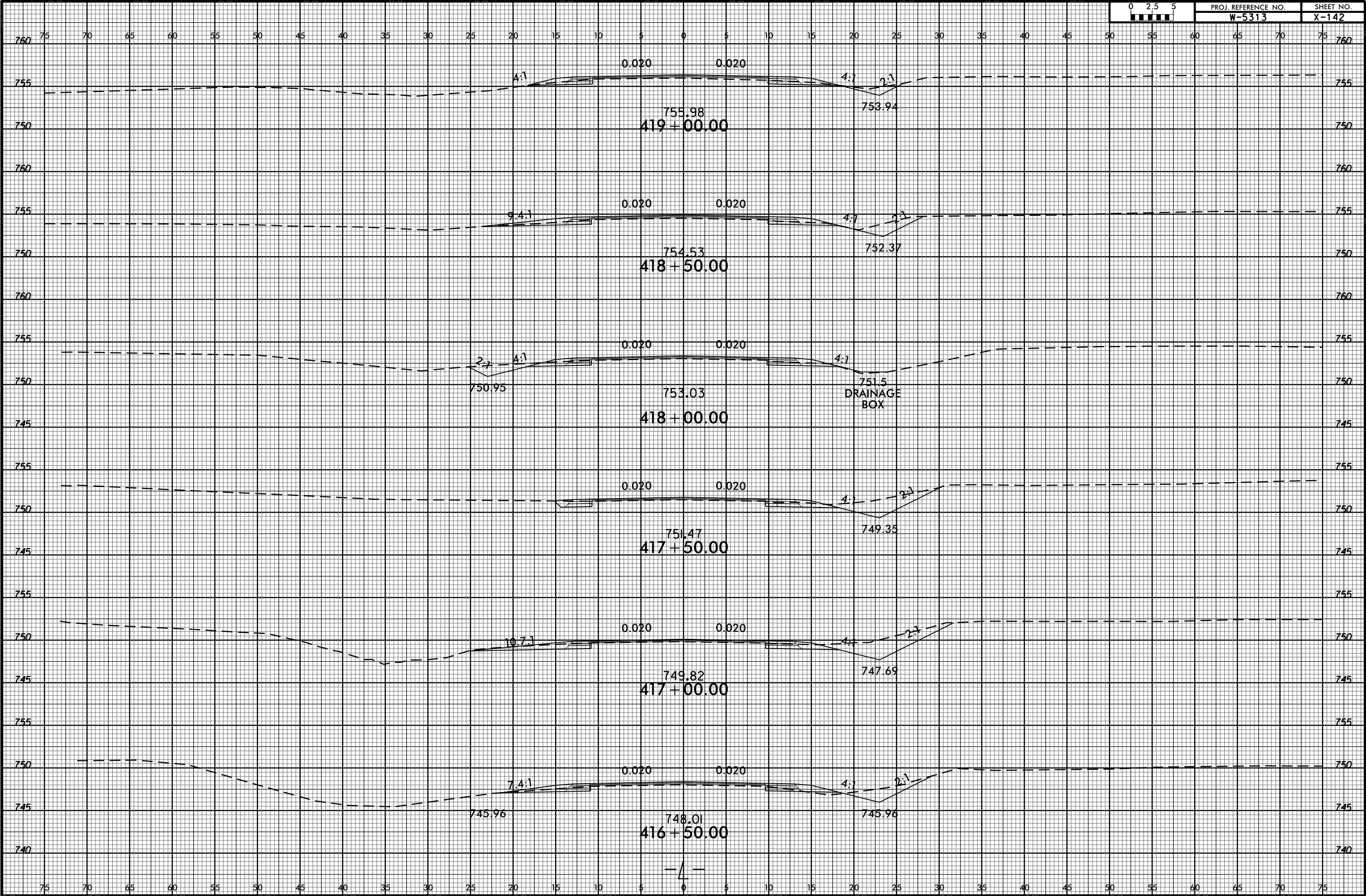


30-MAR-2017 17:21  
R:\Roadway\Current\Modelling\W-5313\_Rdy\_xp\_L2.dgn  
\$\$\$\$USERNAME\$\$\$\$

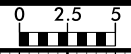








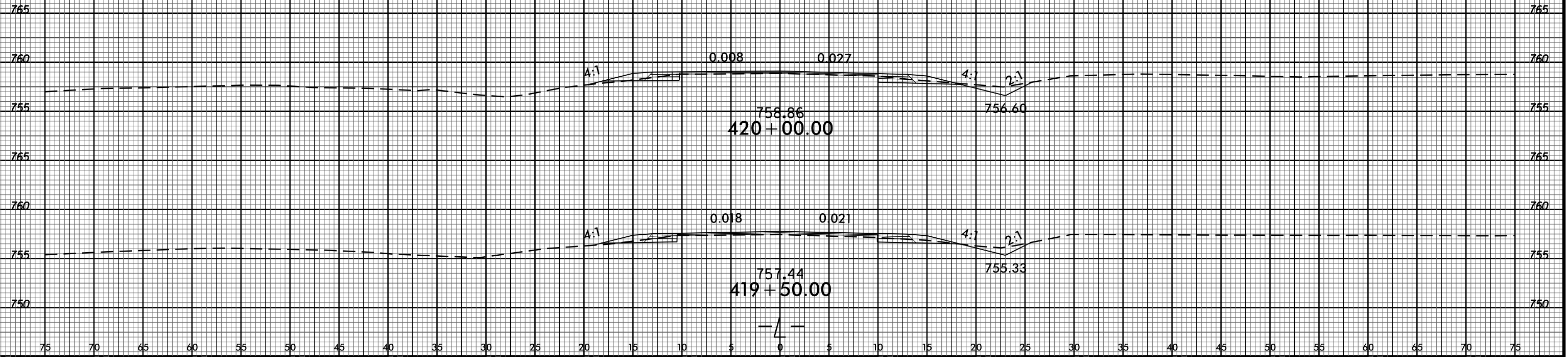
8/23/99



PROJ. REFERENCE NO.  
W-5313

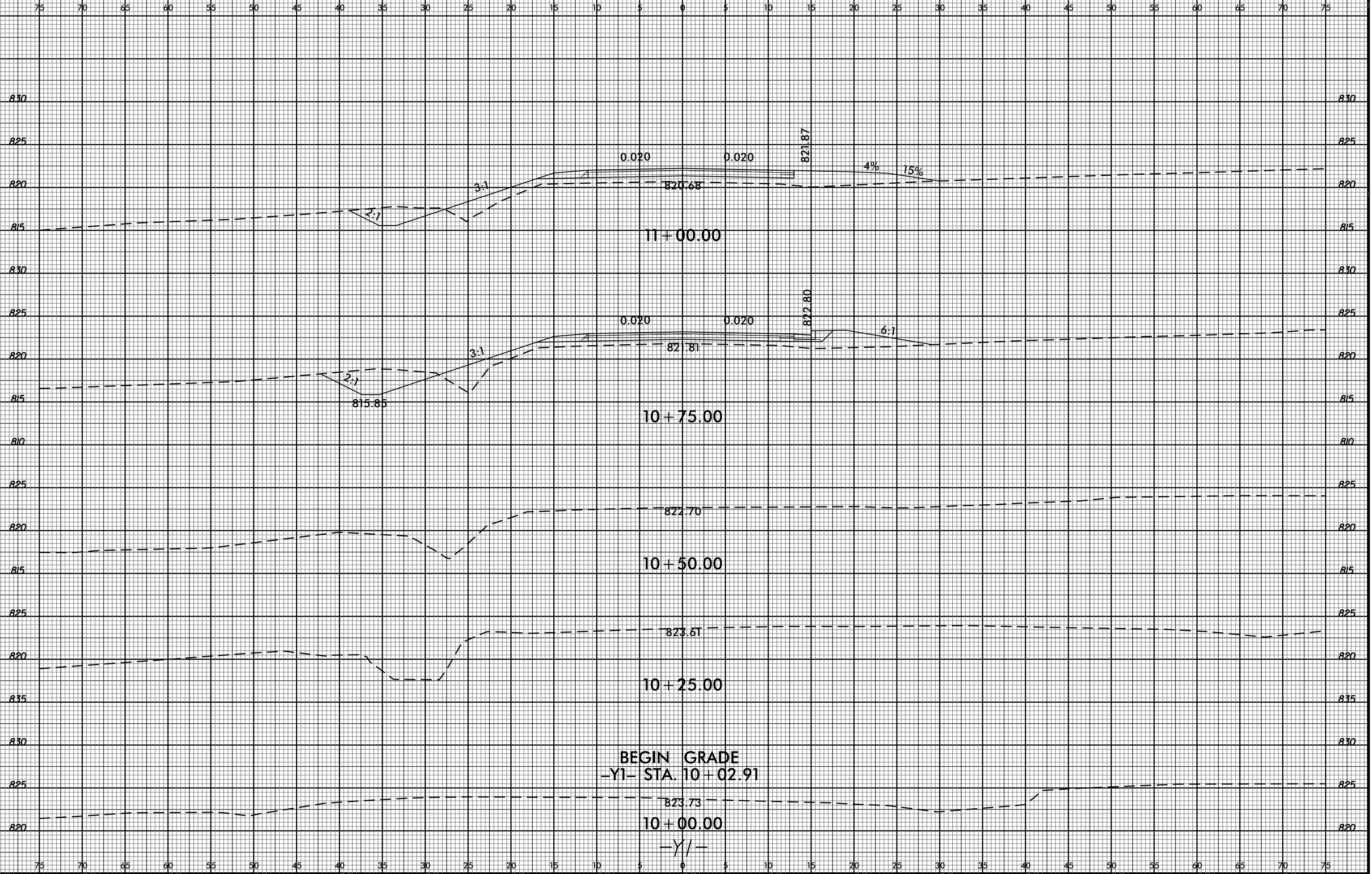
SHEET NO.  
X-143

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

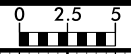


30-MAR-2017 17:22  
R:\Roadwork\CurvedModeling\W-5313\_Rdy\_xp1\_L2.dgn  
\$\$\$\$USERNAME\$\$\$\$



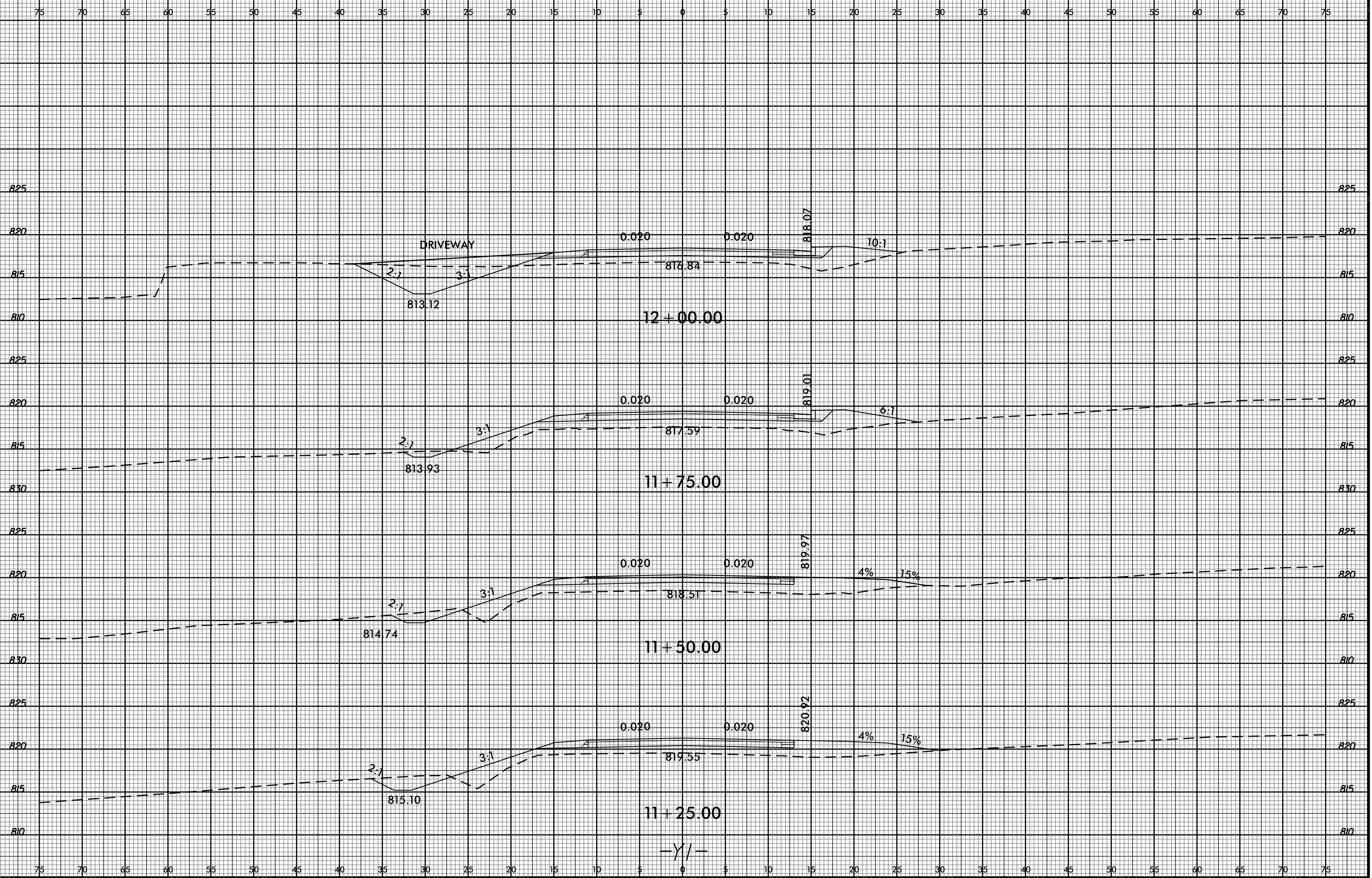


8/23/99



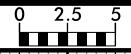
PROJ. REFERENCE NO.  
W-5313

SHEET NO.  
X-145



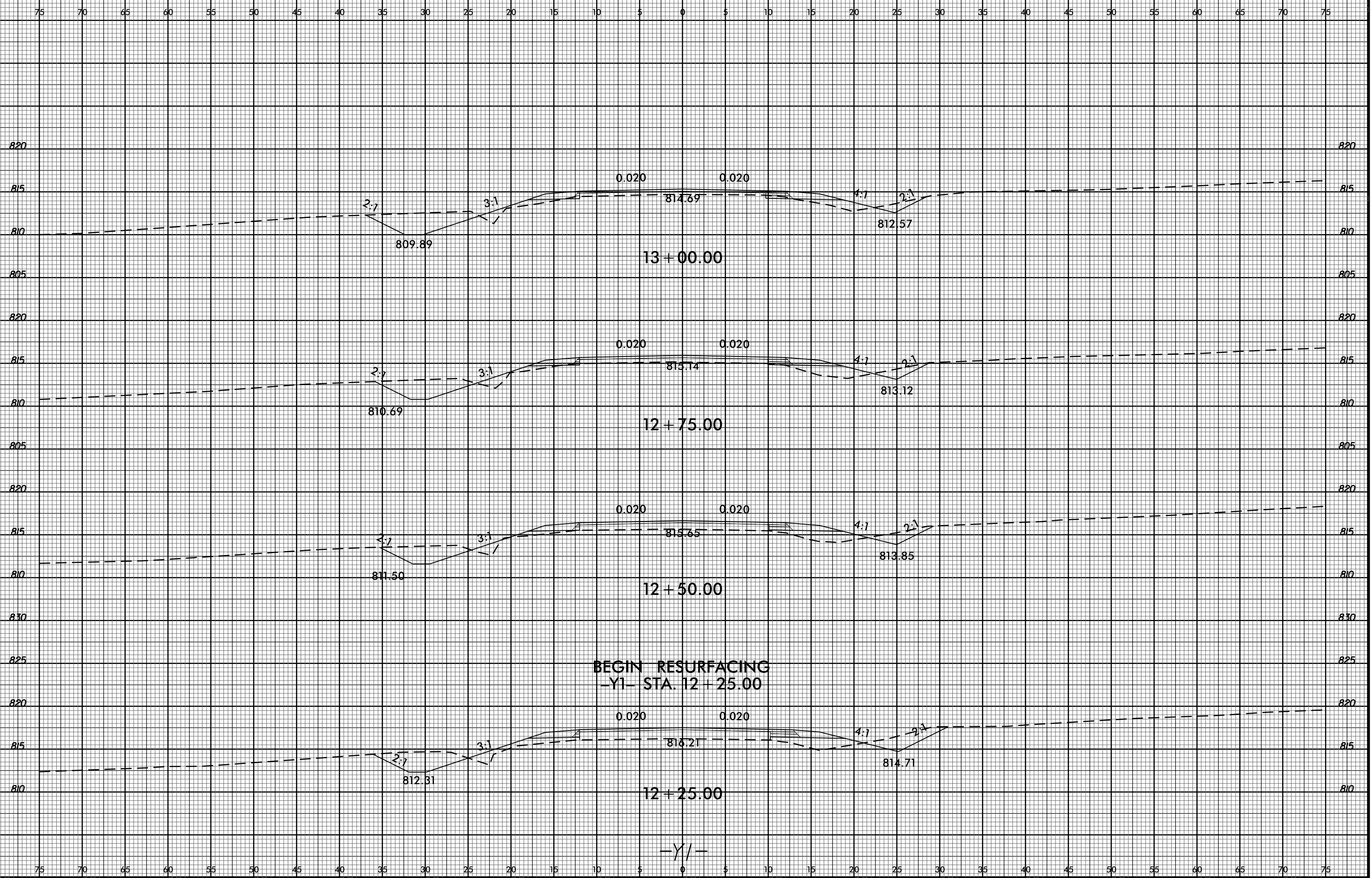
30-MAR-2017 17:22  
R:\Roadwork\Curves\RoadModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$

8/23/99



PROJ. REFERENCE NO.  
W-5313

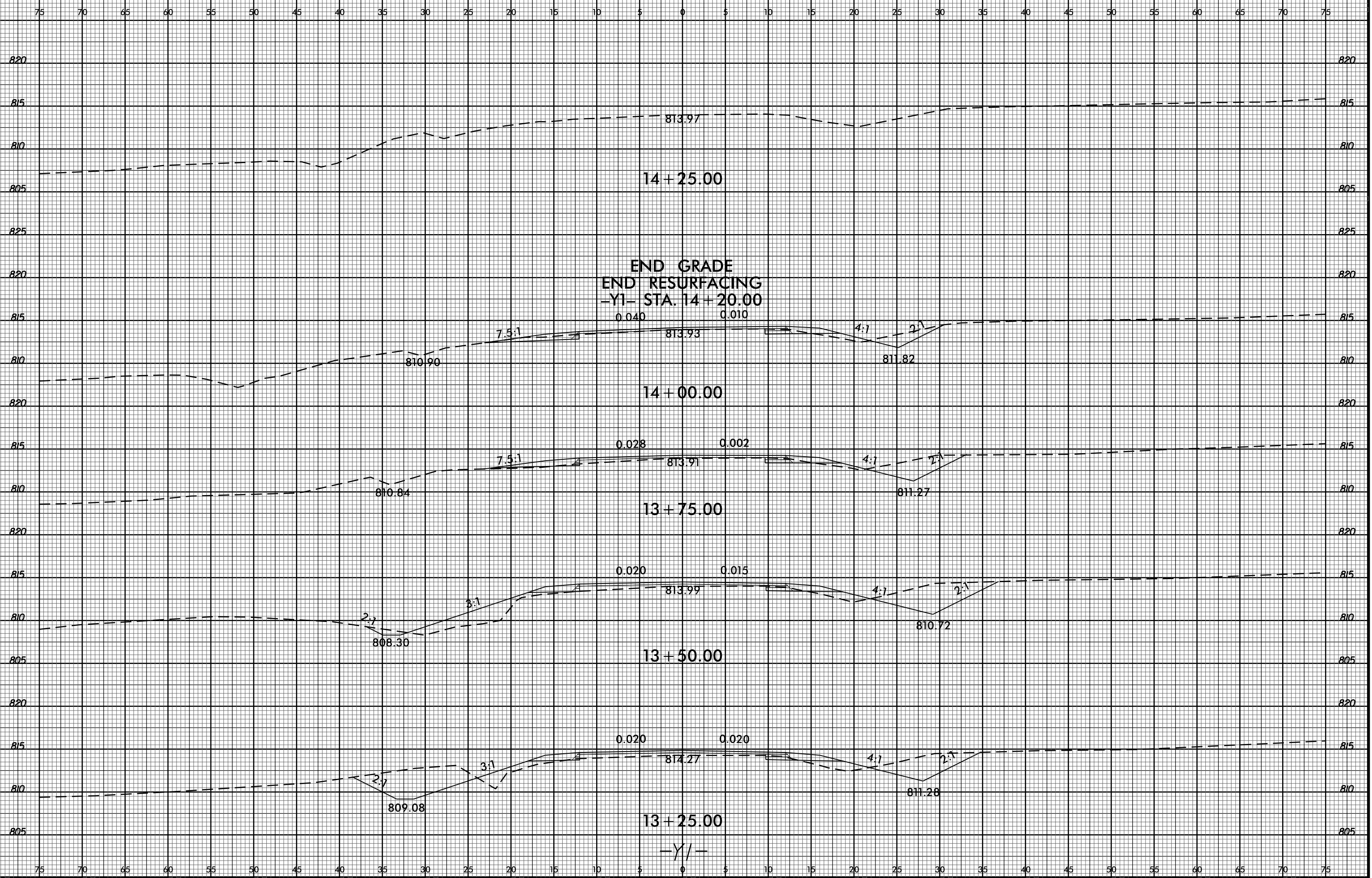
SHEET NO.  
X-146

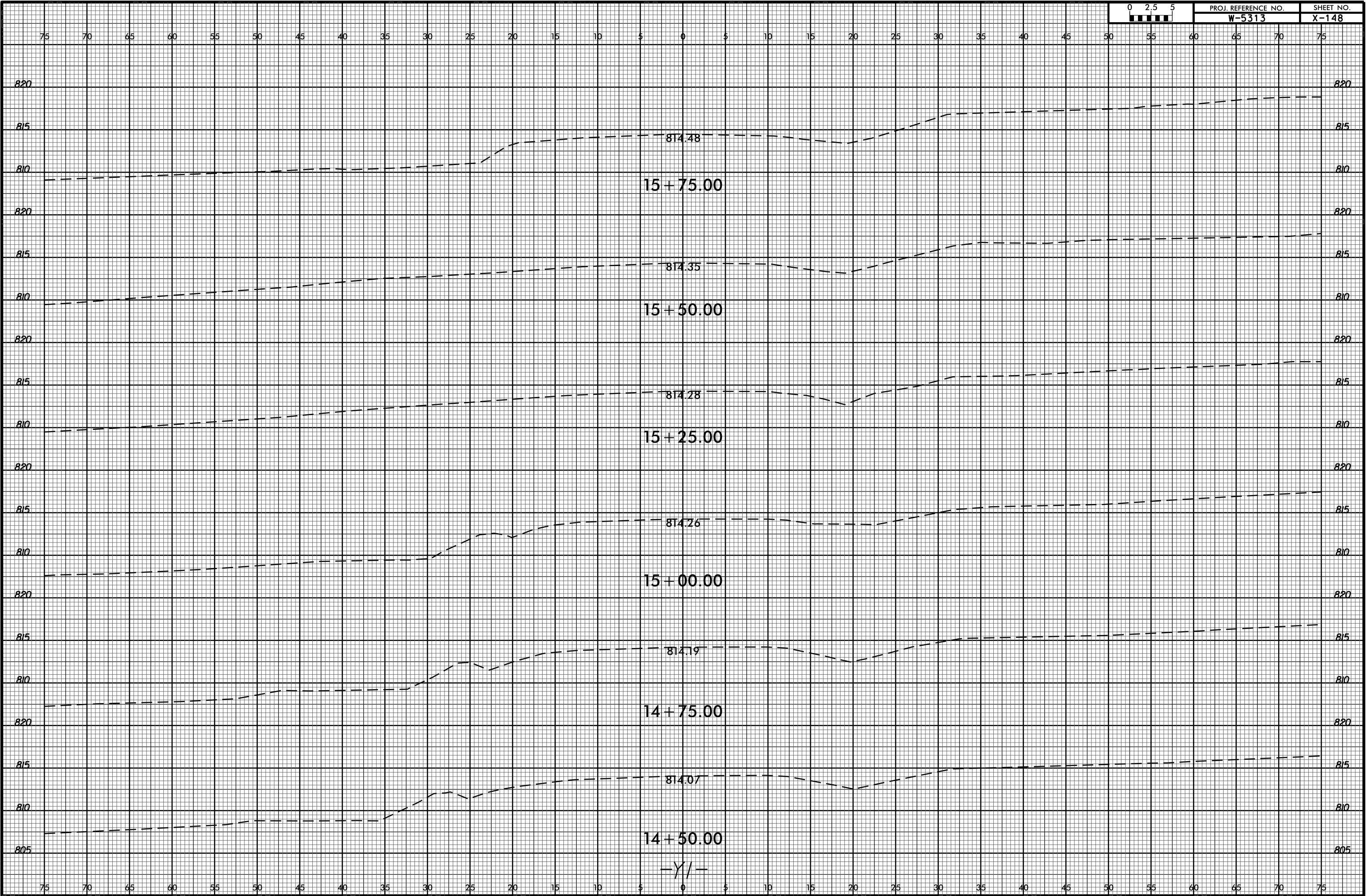


BEGIN RESURFACING  
-Y1- STA. 12 + 25.00

-Y1-

30-MAR-2017 17:22  
R:\Roadwork\Curves\RoadModeling\W-5313\_Rdy\_xp\_1.dgn  
\$\$\$\$USERNAME\$\$\$\$



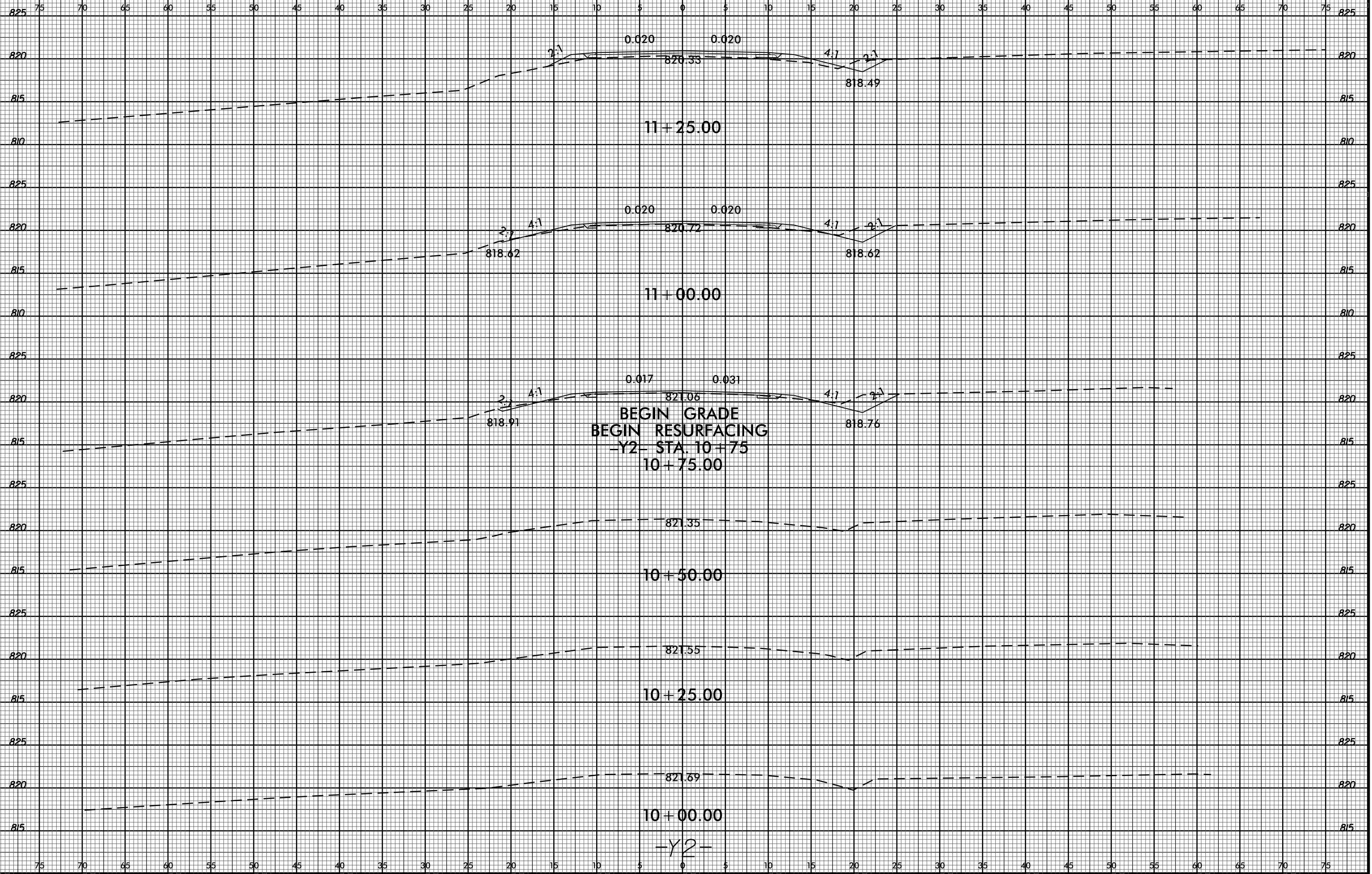


75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

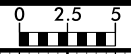


-Y/-



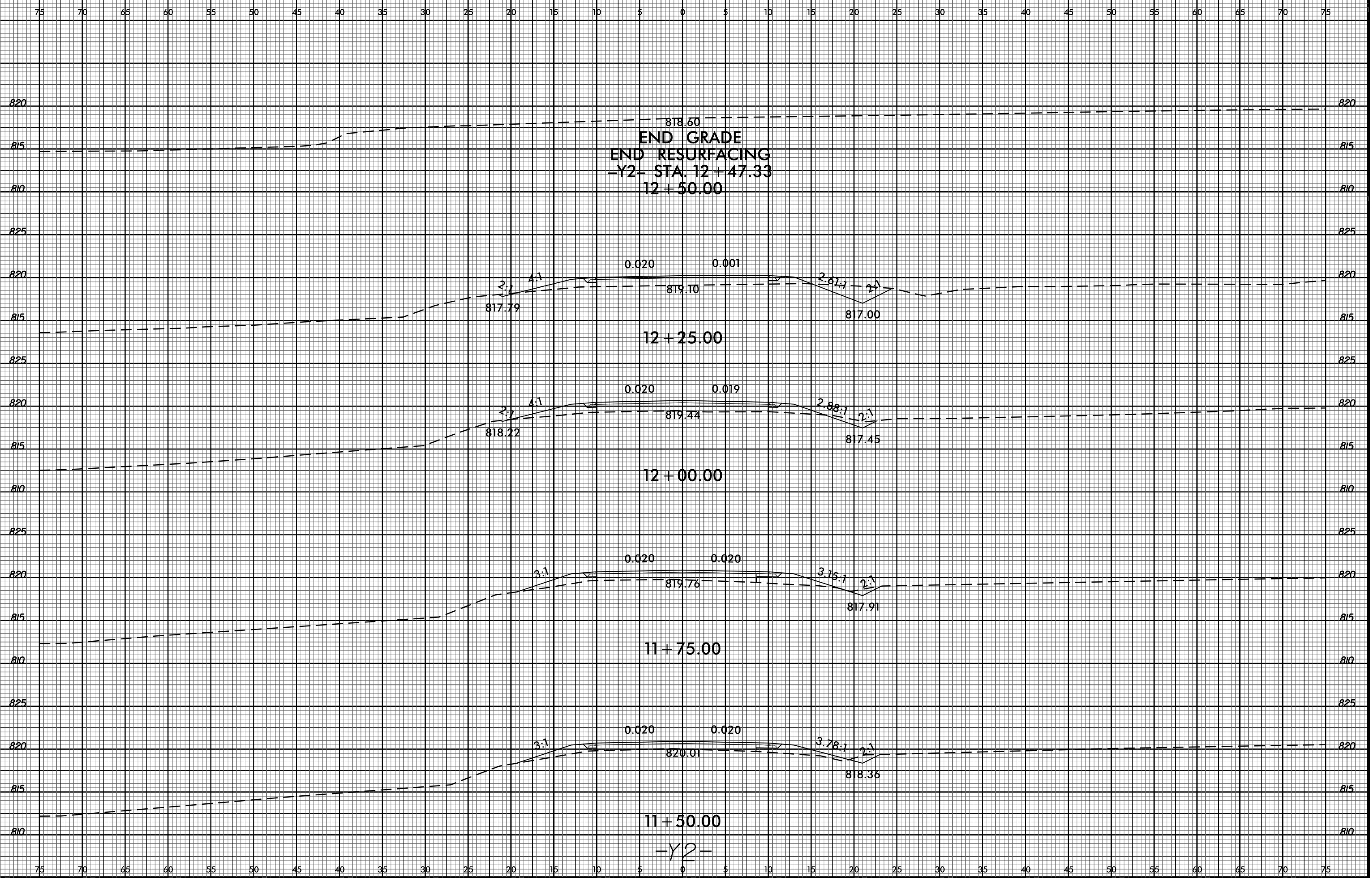


8/23/99

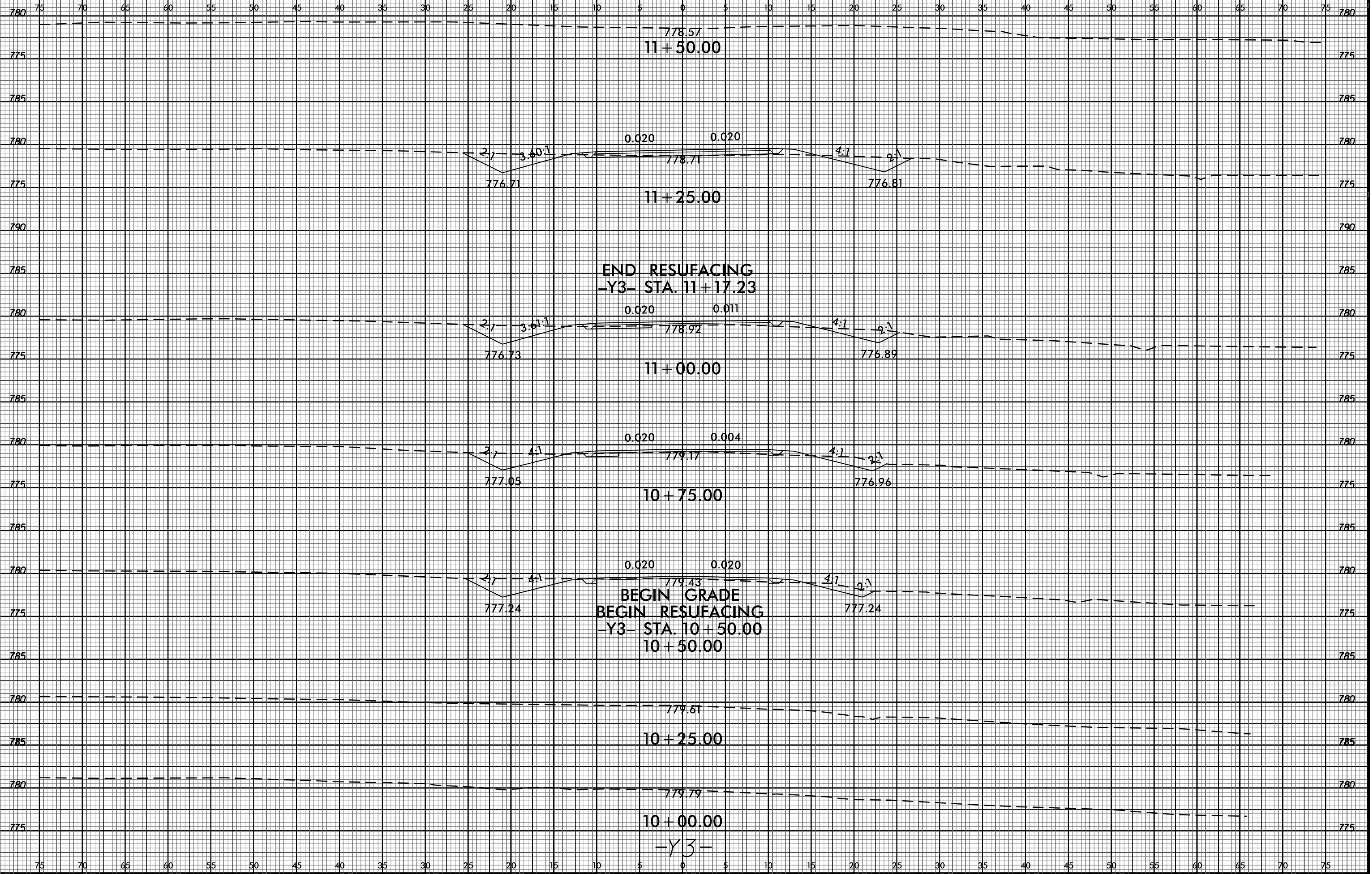


PROJ. REFERENCE NO.  
W-5313

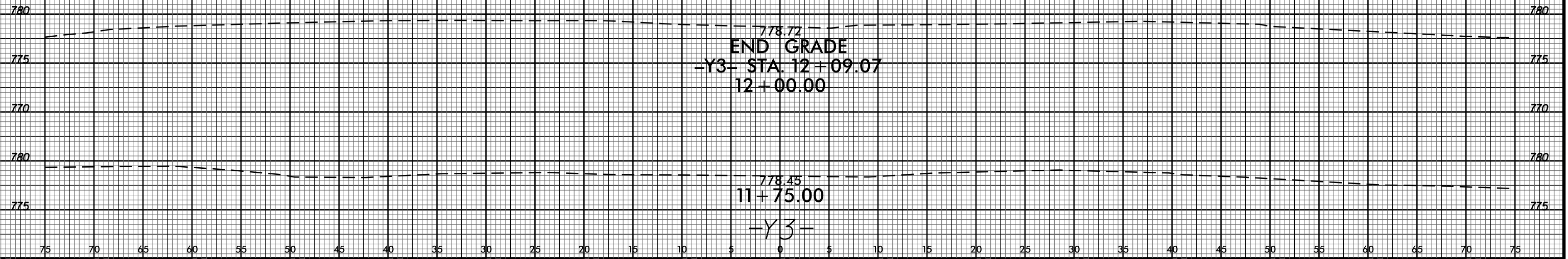
SHEET NO.  
X-151



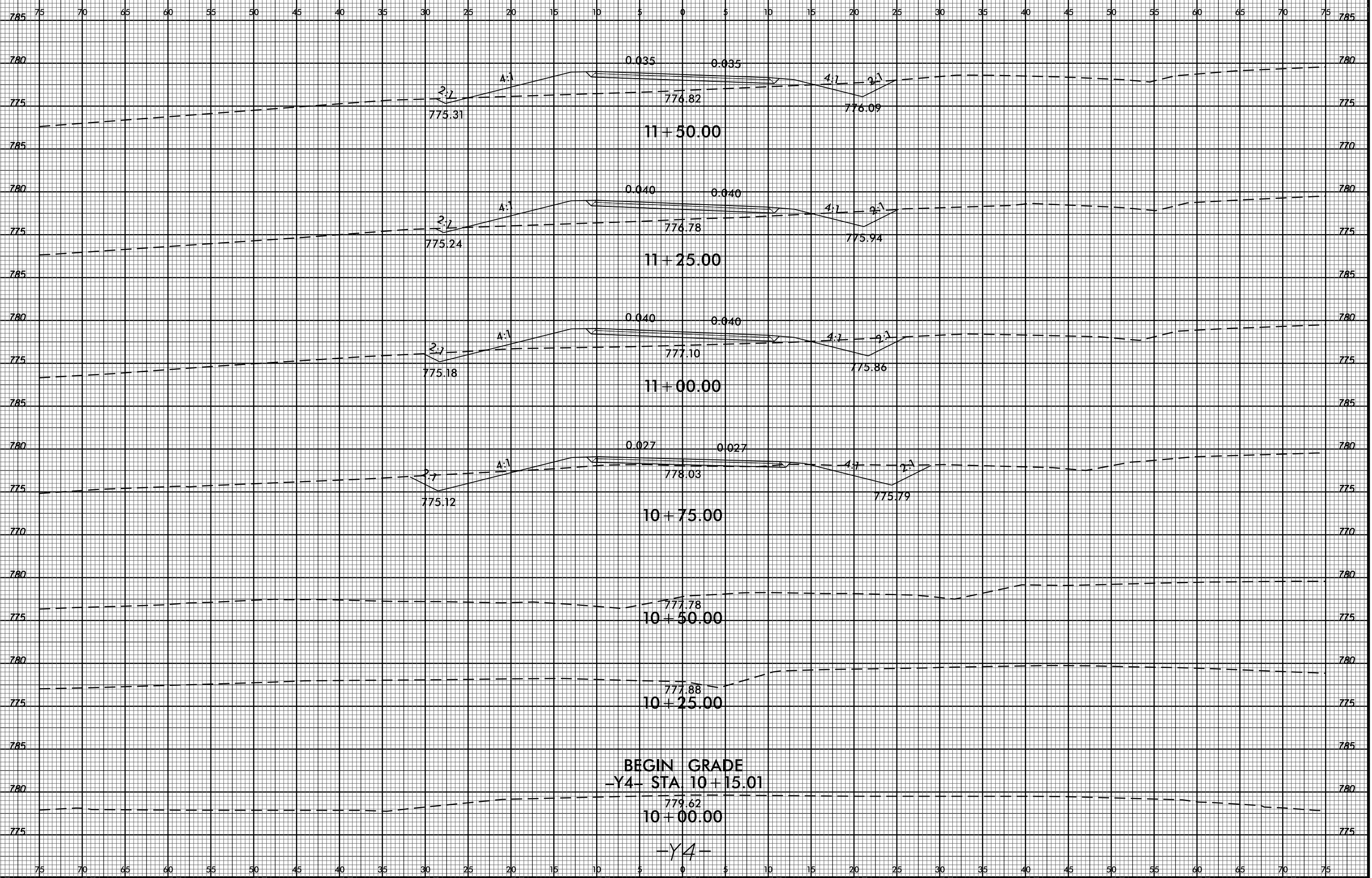
30-MAR-2017 17:22  
R:\Roadwork\Curves\forModeling\w-5313\_Rdy\_xp\_1\_Y2.dgn  
\$\$\$\$USERNAME\$\$\$\$



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

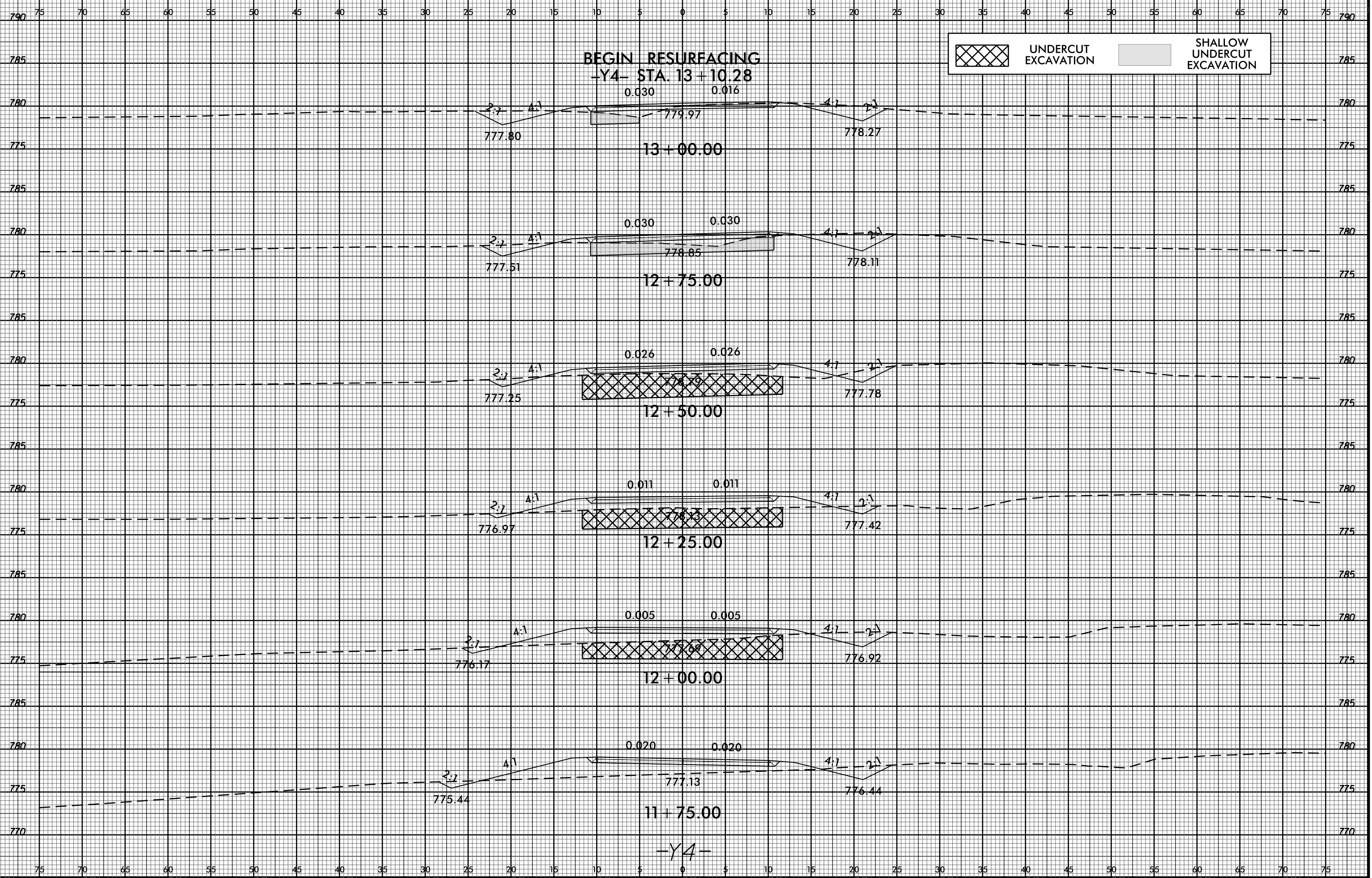


8/23/99

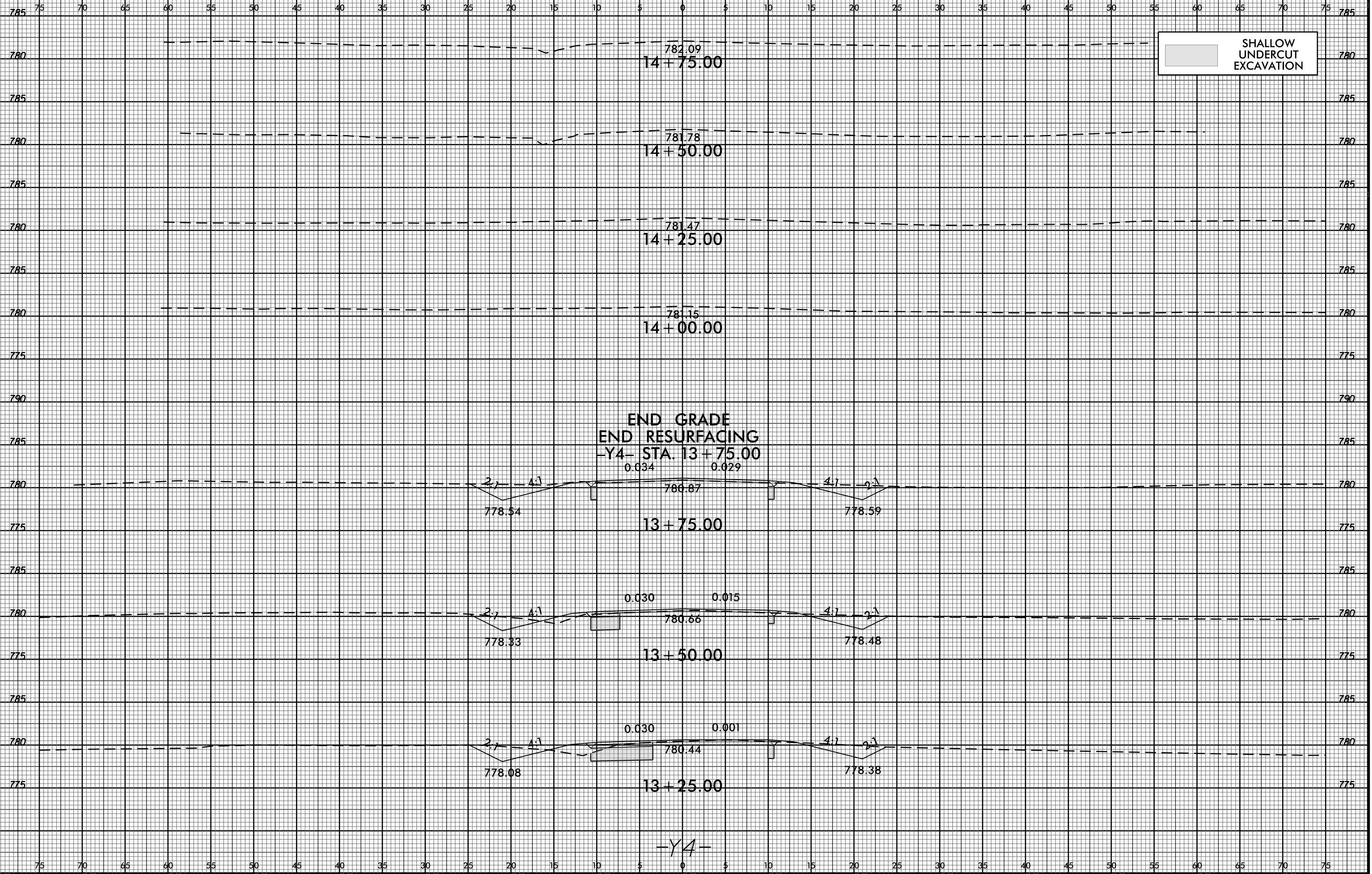


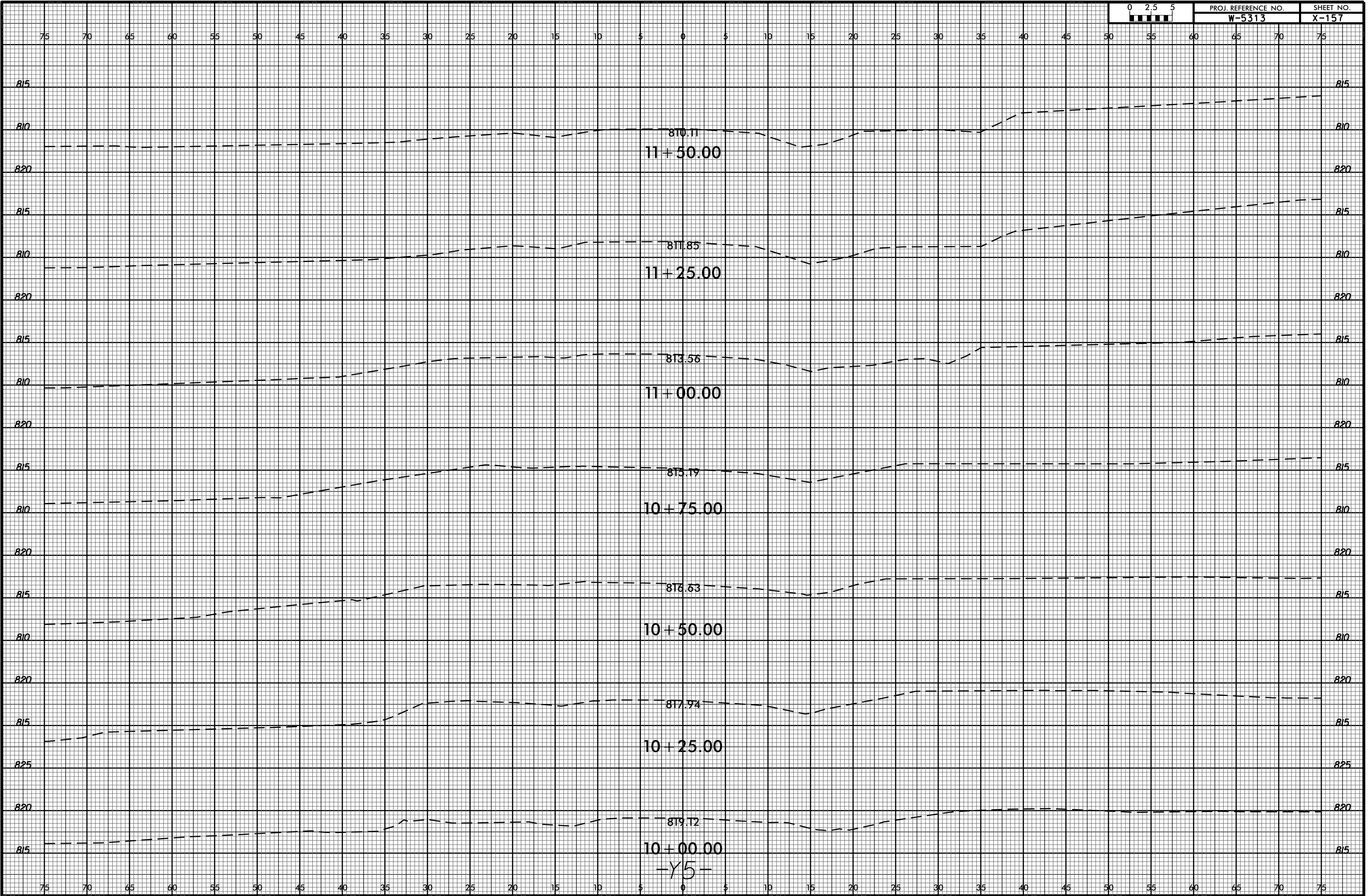
BEGIN GRADE  
-Y4- STA. 10+15.01  
779.62  
10+00.00  
-Y4-

30-MAR-2017 17:22  
R:\Roadwork\Curves\forModeling\W-5313\_Rdy\_xp\_1\_Y4.dgn  
\$\$\$\$USERNAME\$\$\$\$







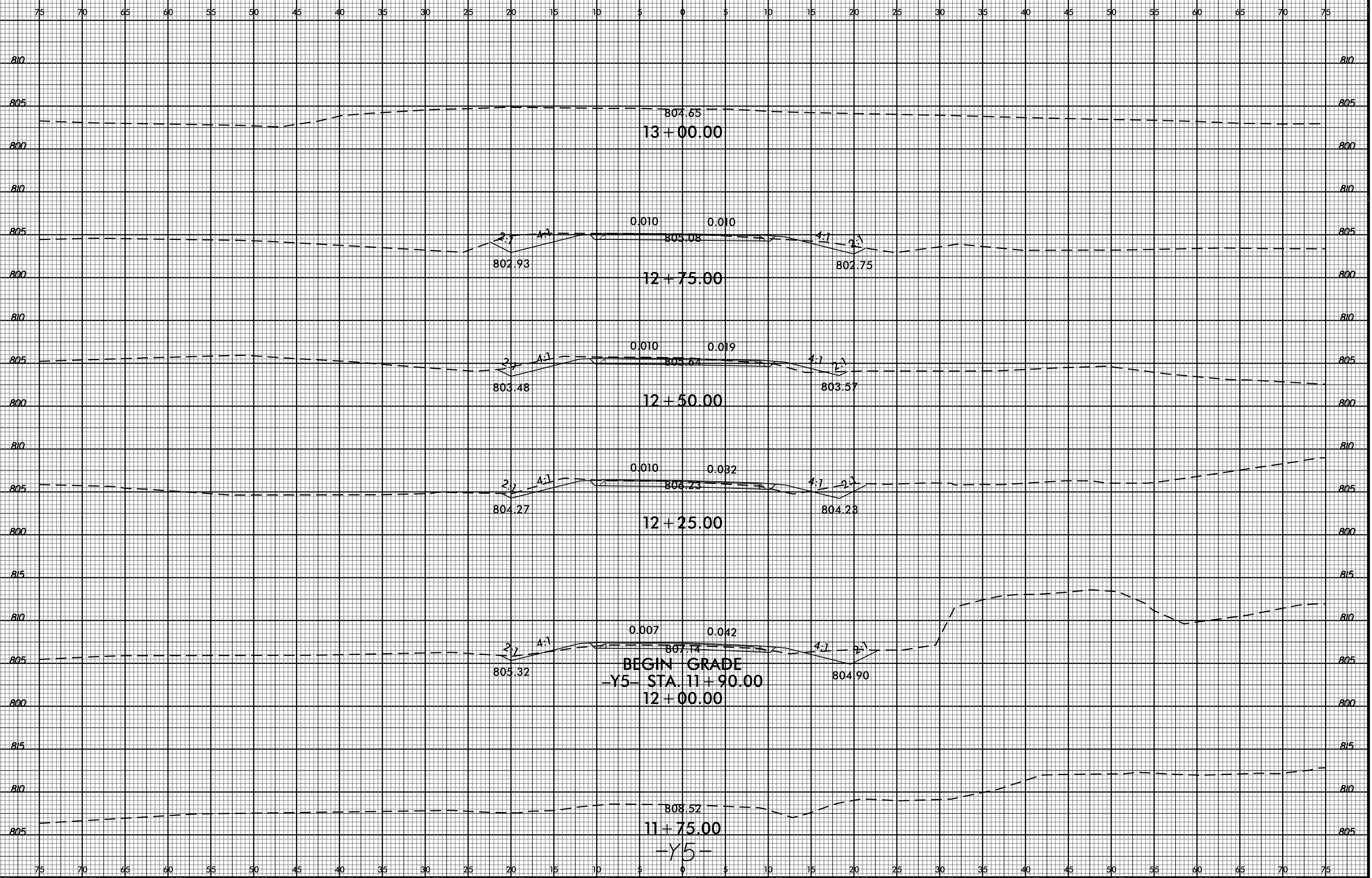


8/23/99



PROJ. REFERENCE NO.  
W-5313

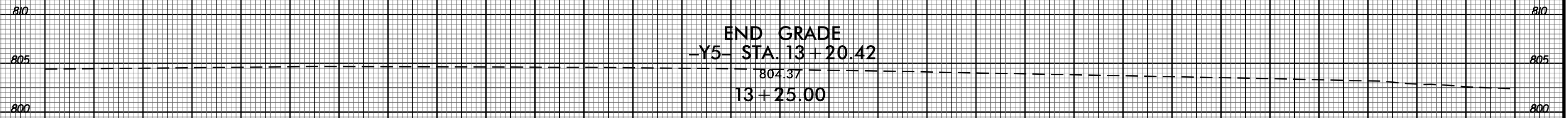
SHEET NO.  
X-158



30-MAR-2017 17:22  
R:\Roadwork\Curves\forModeling\W-5313\_Rdy\_xp\_1\_Y5.dgn  
\$\$\$\$USERNAME\$\$\$\$



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



END GRADE  
 -Y5- STA. 13+20.42  
 804.37  
 13+25.00  
 -Y5-

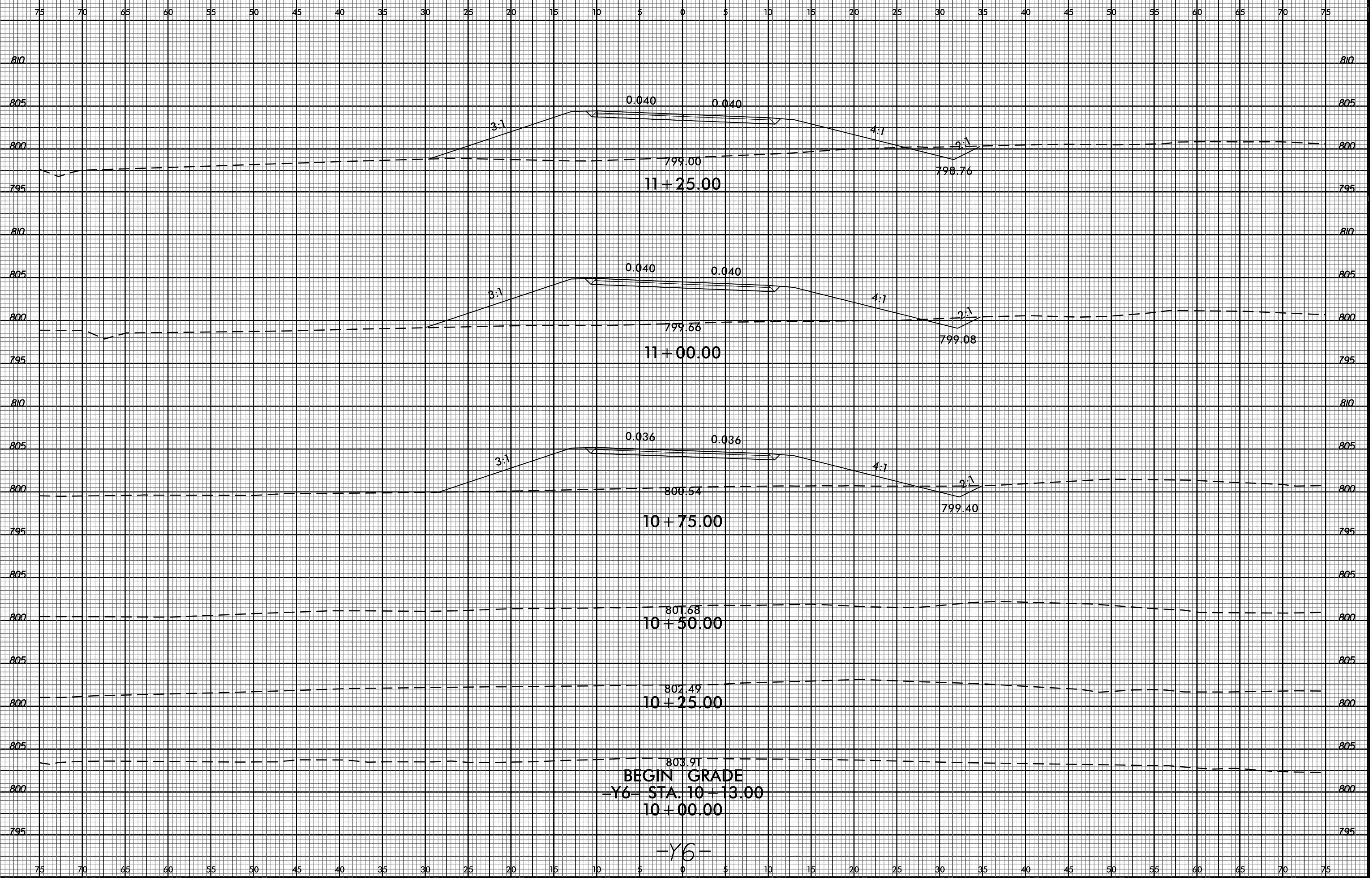
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

8/23/99



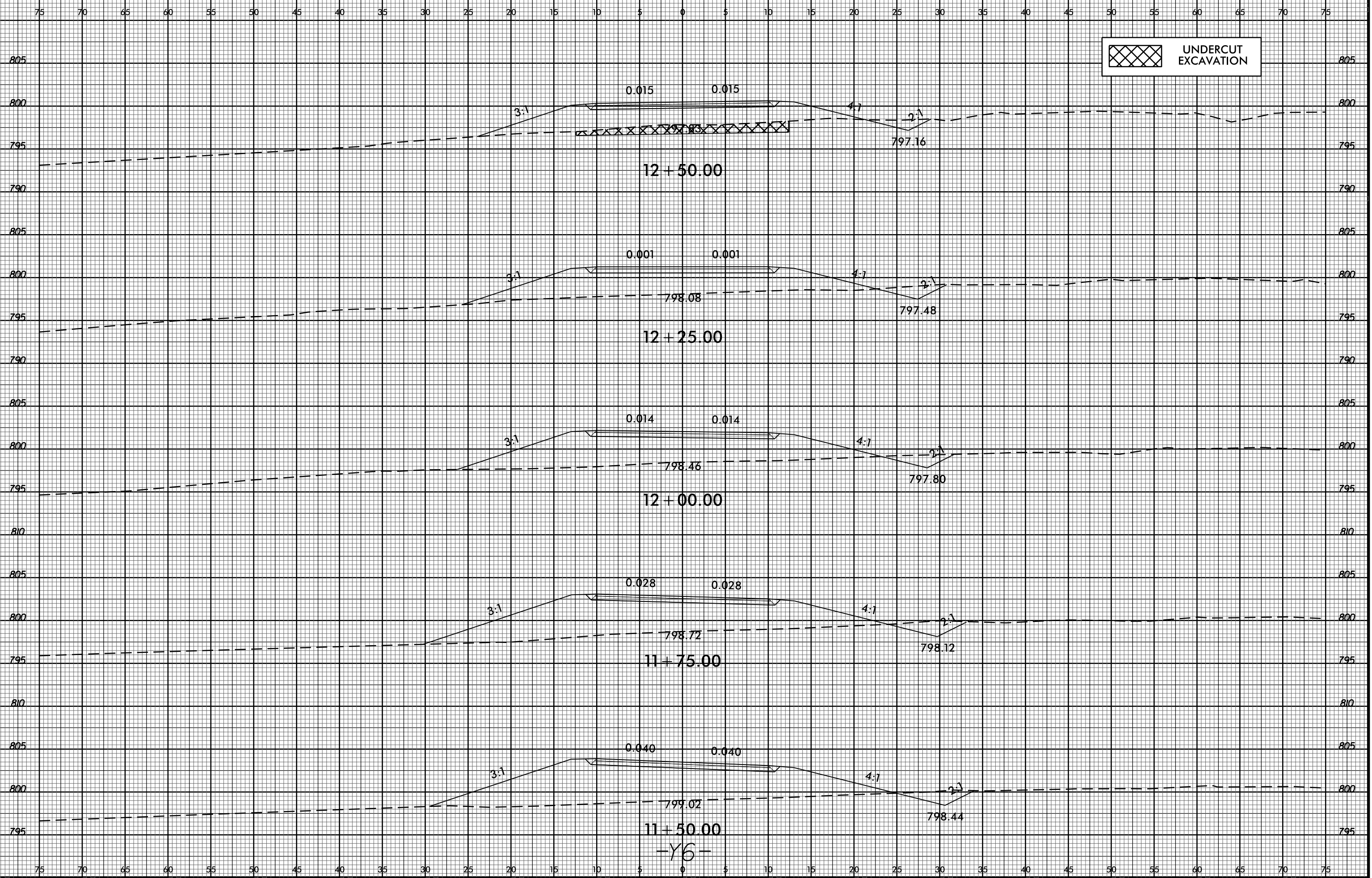
PROJ. REFERENCE NO.  
W-5313

SHEET NO.  
X-160



30-MAR-2017 17:22  
R:\Roadwork\Curves\RoadModeling\W-5313\_Rdy\_xp1\_Y6.dgn  
\$\$\$\$USERNAME\$\$\$\$

8/23/99

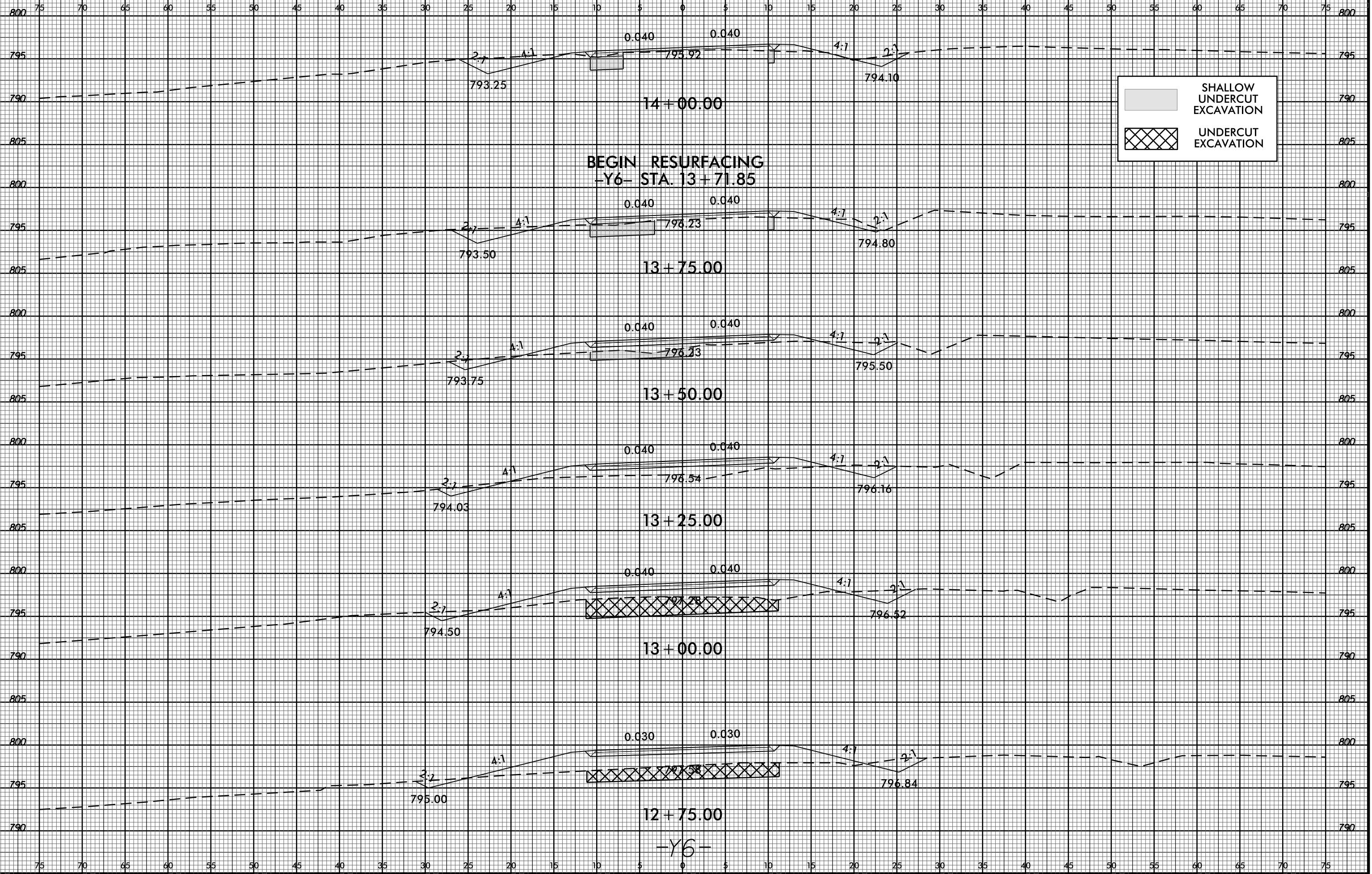
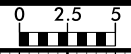


30-MAR-2017 17:22  
 R:\Roadwork\CurModeling\W-5313\_Rdy\_xp\_1\_Y6.dgn  
 \$\$\$USERNAME\$\$\$

11+50.00  
-Y6-



8/23/99



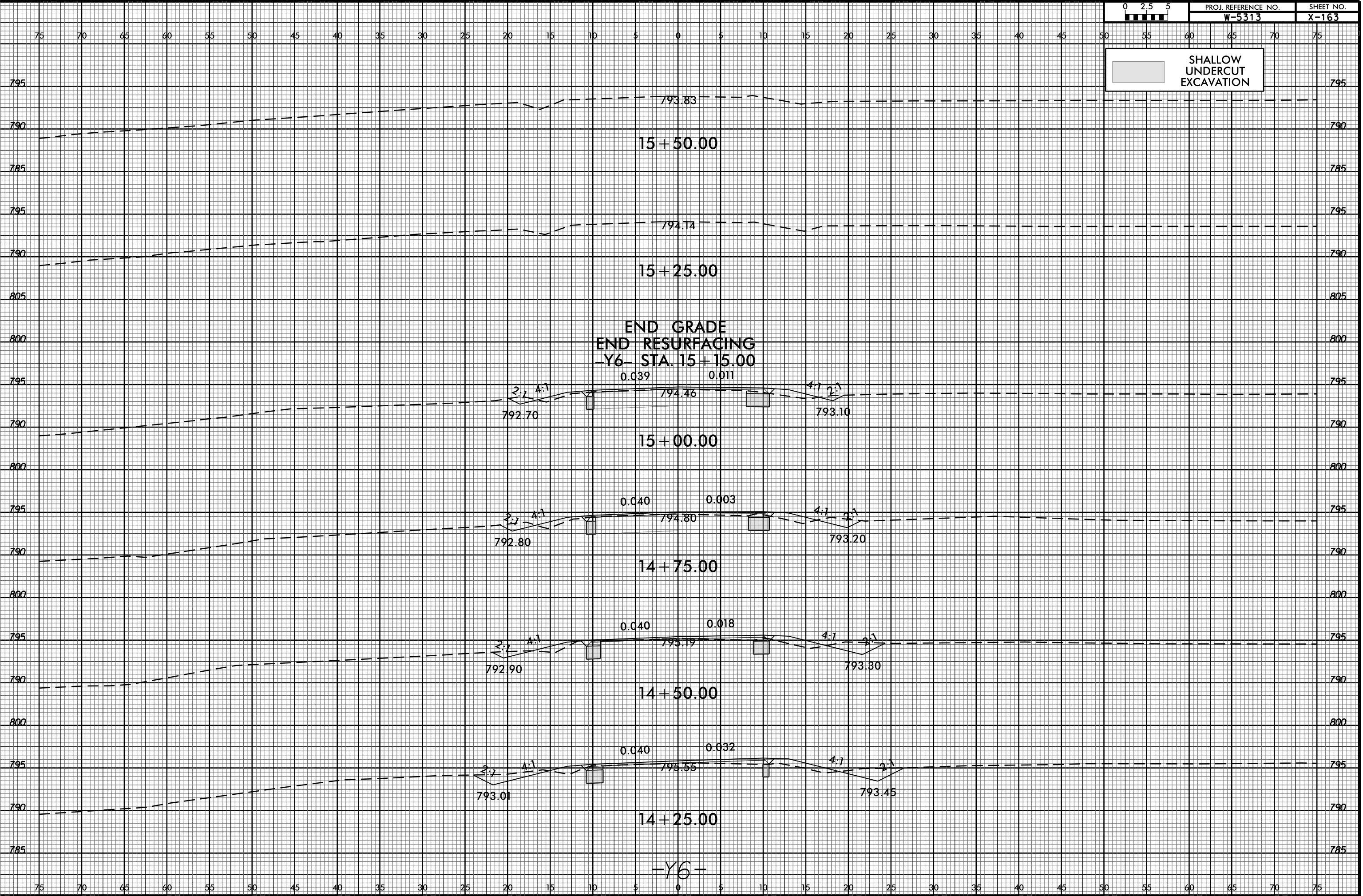
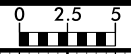
BEGIN RESURFACING  
-Y6- STA. 13+71.85

SHALLOW UNDERCUT EXCAVATION

UNDERCUT EXCAVATION

30-MAR-2017 17:22  
R:\Roadwork\Curves\forModeling\W-5313\_Rdy...xp1\_Y6.dgn  
\$\$\$\$\$USERNAME\$\$\$\$\$

8/23/99



SHALLOW UNDERCUT EXCAVATION

END GRADE  
END RESURFACING  
-Y6- STA. 15+15.00

15+50.00

15+25.00

15+00.00

14+75.00

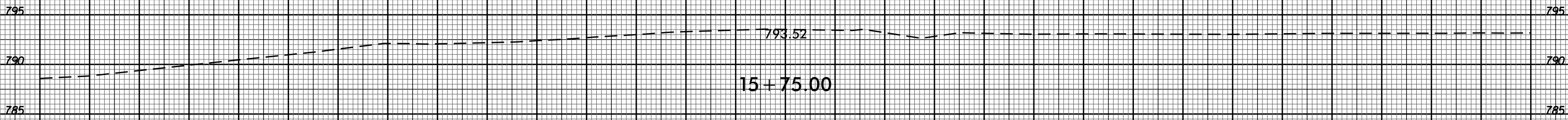
14+50.00

14+25.00

-Y6-

30-MAR-2017 17:22  
R:\Roadway\CurModeling\W-5313\_Rdy\_xp1\_Y6.dgn  
\$\$\$\$USERNAME\$\$\$\$

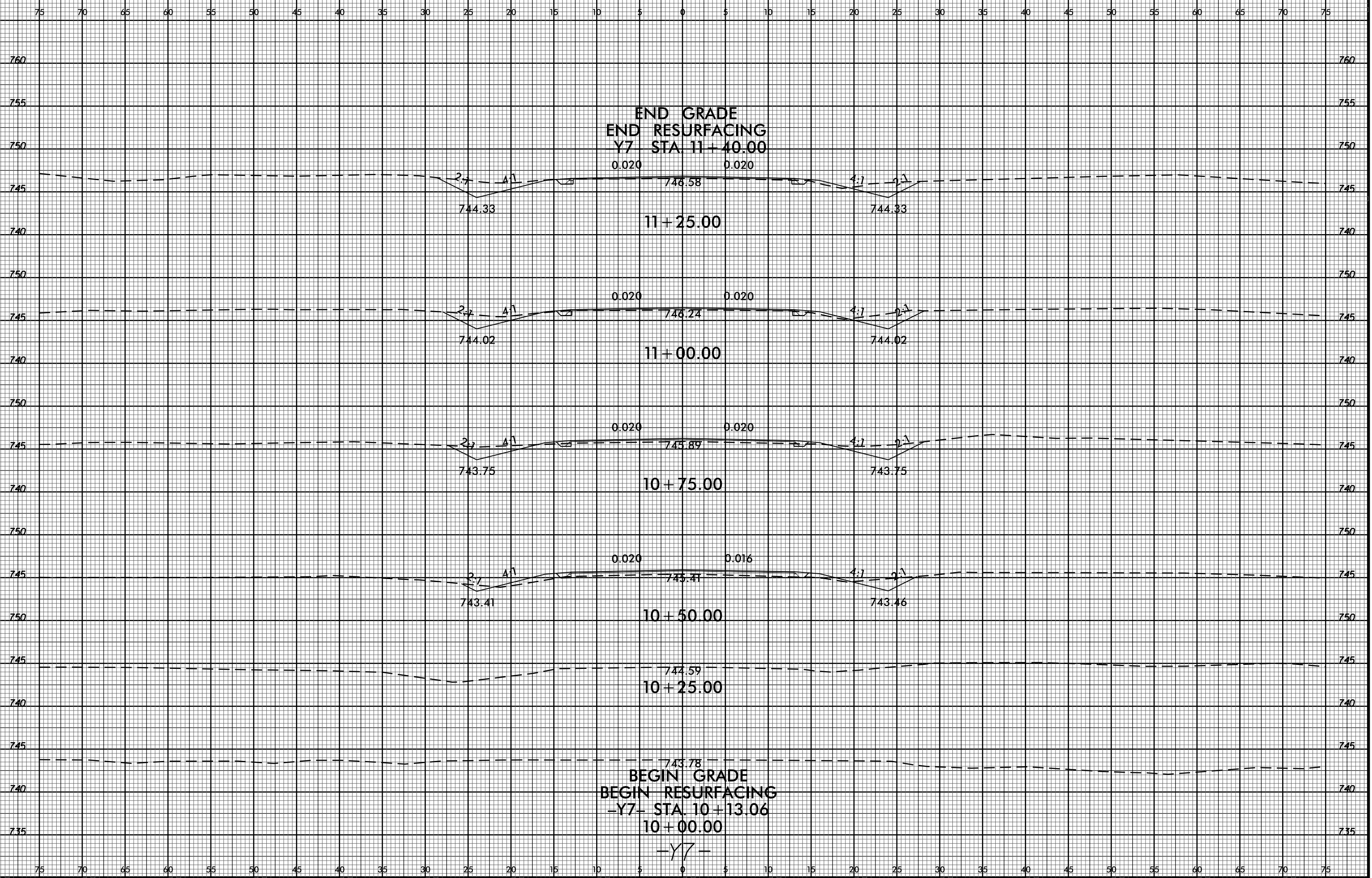
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



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

-Y6-

8/23/99



END GRADE  
END RESURFACING  
Y7 STA. 11+40.00  
0.020 0.020

11+25.00

11+00.00

10+75.00

10+50.00

10+25.00

BEGIN GRADE  
BEGIN RESURFACING  
-Y7- STA. 10+13.06  
10+00.00  
-Y7-

30-MAR-2017 17:22  
R:\Roadwork\CurvedModeling\W-5313\_Rdy\_xp\_1\_Y7.dgn  
\$\$\$\$USERNAME\$\$\$\$

