

**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.**

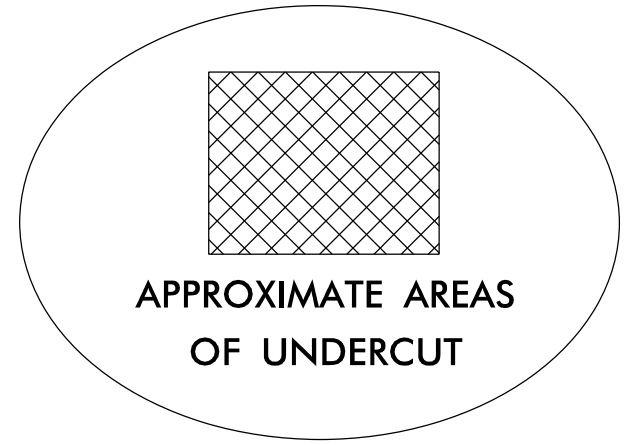
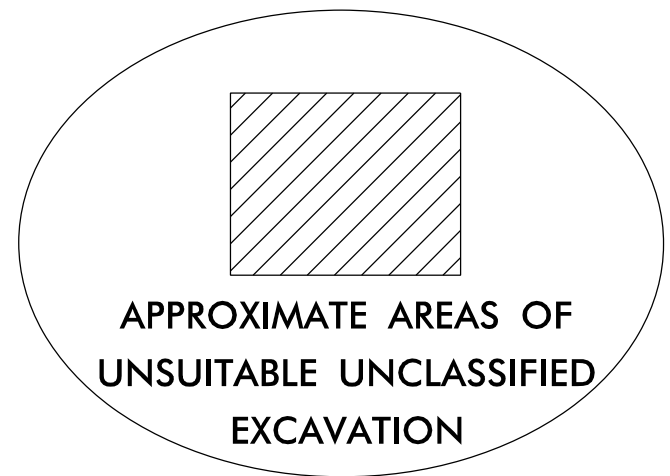
**This file or an individual page  
shall not be considered a certified document.**

# MORRISVILLE PARKWAY EXTENSION

## TOWN OF CARY

T.I.P. PROJECT U-5315A&B

<u>LINE</u>	<u>SHEET NO.</u>
CROSS SECTION SUMMARIES	X-1A THRU X-1B
-L-	X-1 THRU X-14
-RPB-	X-15 THRU X-21
-LPB-	X-22 THRU X-27
-RPD-	X-28 THRU X-34
-LPD-	X-35 THRU X-40
-NC540-	X-41 THRU X-56
-Y1-	X-57 THRU X-60
-DR1-	X-61
-DR2-	X-62
-UAP_3-	X-63 THRU X-67



NOTE: QUANTITIES ARE APPROXIMATE ONLY. THE RESIDENT ENGINEER WILL RE-CROSS-SECTION THE WORK ACCURATELY WHEN THE PROJECT IS STAKED OUT. THESE CROSS-SECTION NOTES WILL BE USED IN COMPUTING THE FINAL QUANTITIES FOR WHICH THE CONTRACTOR WILL BE PAID.

8/23/99  
11/13/2017  
R:\Roadway\XSC\U5315A\rdg-xpl.index.dgn  
Jurison

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS CROSS-SECTION SUMMARY

NOTE: EMBANKMENT DOES NOT INCLUDE BACKFILL FOR UNDERCUT

Table with columns for Station, L, LPD, RPD, NC540, Nc540, Uncl. Exc., Embt, and Undercut. Rows list stationing from 56+95.000 to 82+50.000 with corresponding values for each category.

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**CROSS-SECTION SUMMARY**

Station	Uncl. Exc.	Embt
Dr1	(cu. yd.)	(cu. yd.)
12+50.000	31	0

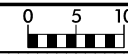
  

Station	Uncl. Exc.	Embt
Dr2	(cu. yd.)	(cu. yd.)
10+50.000	0	0
11+00.000	0	61
13+00.000	6	415

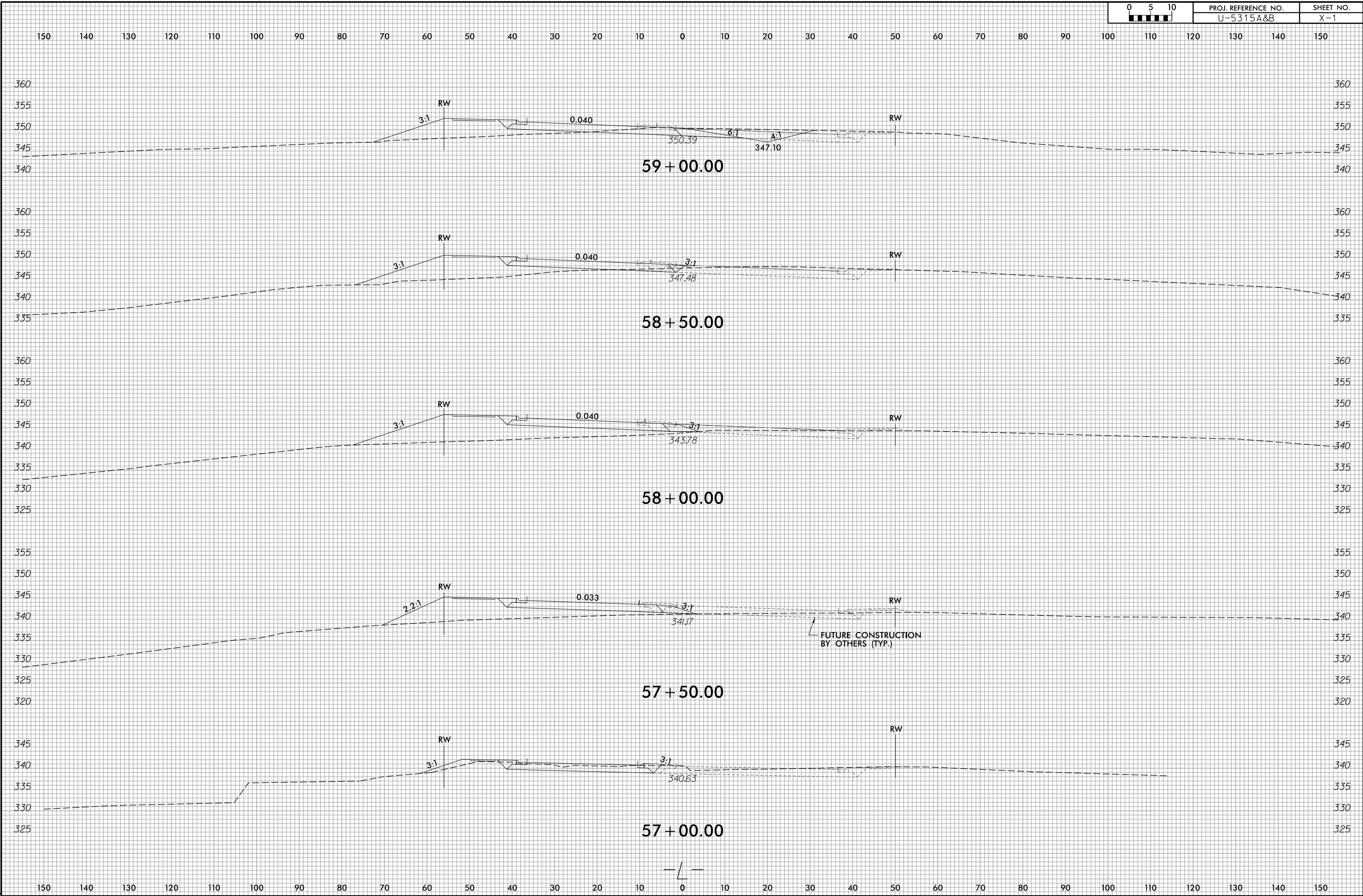
  

Station	Uncl. Exc.	Embt
Uap_3	(cu. yd.)	(cu. yd.)
11+75.000	0	0
12+00.000	0	30
12+25.000	2	8
12+50.000	11	0
12+75.000	28	0
13+00.000	43	0
13+25.000	48	0
13+50.000	35	0
13+75.000	14	0
14+00.000	3	3
14+25.000	0	33
14+50.000	0	93
14+75.000	0	119
15+00.000	0	88
15+25.000	0	47
15+50.000	0	20
15+75.000	1	6
16+00.000	3	1
16+25.000	2	1
16+50.000	1	2

8/23/99



PROJ. REFERENCE NO. U-5315A&B	SHEET NO. X-1
----------------------------------	------------------



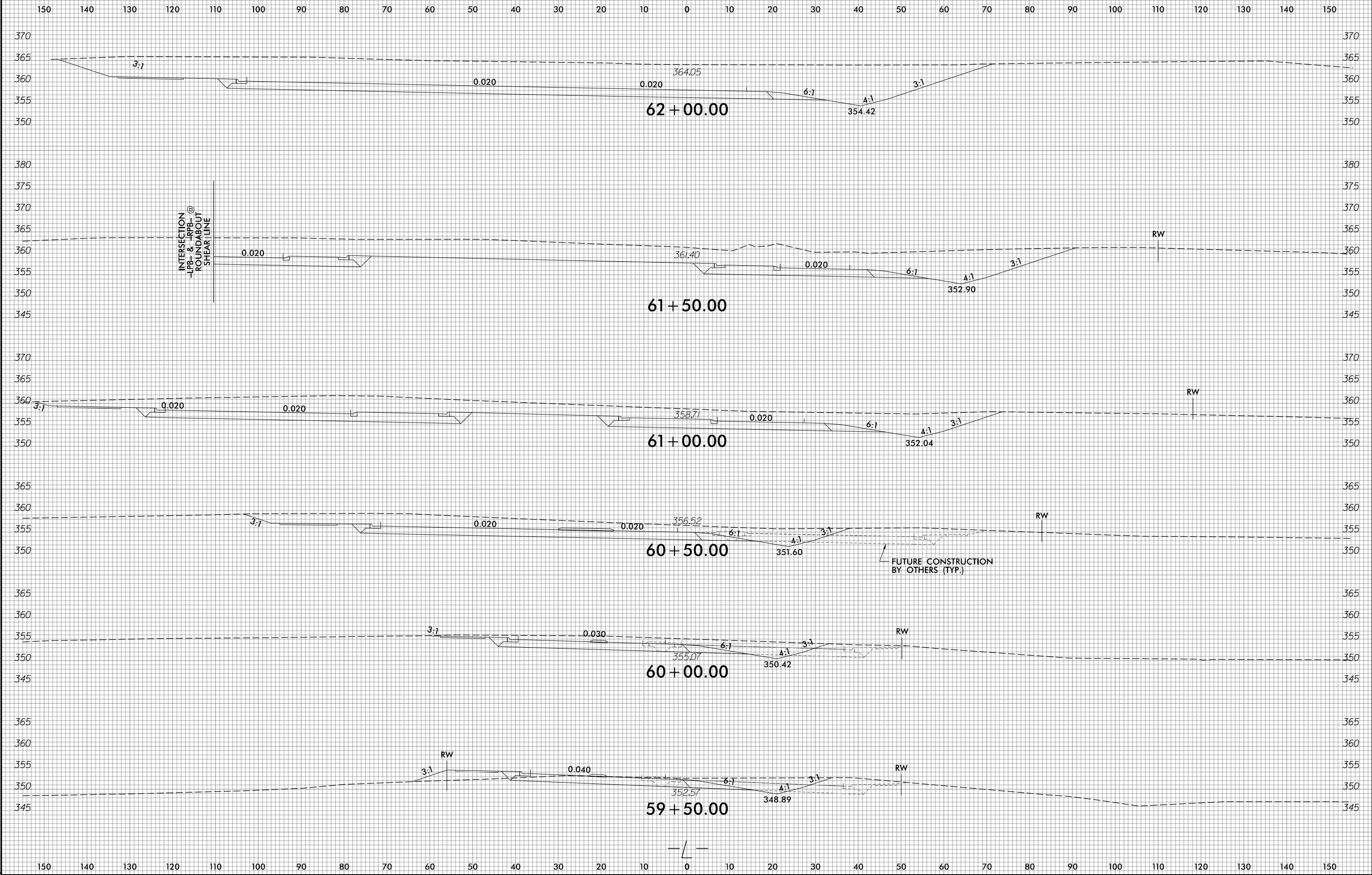
I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1.L.dgn  
Division

8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-2



I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1.L.dgn  
mison

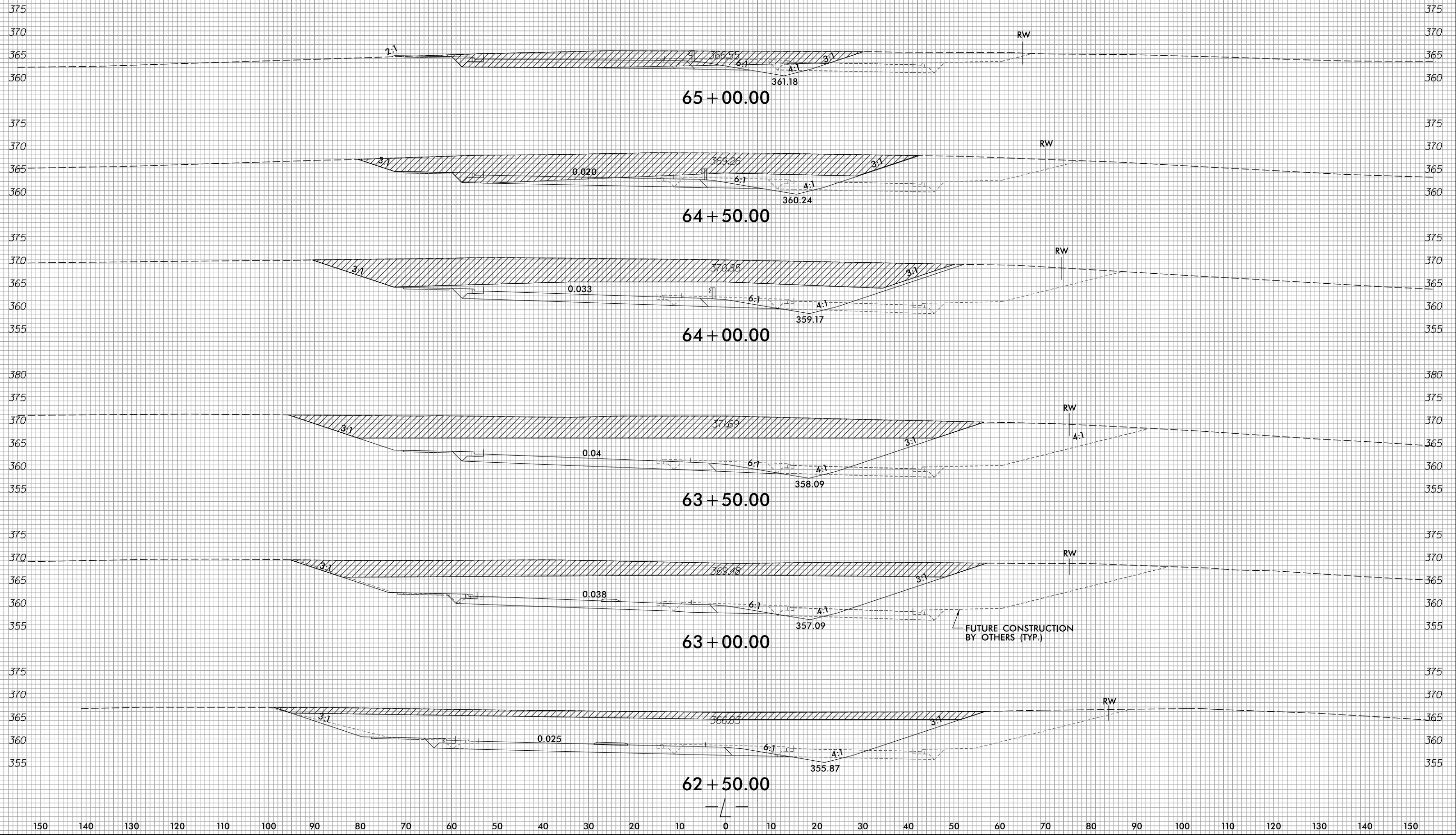
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-3

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



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

12/11/2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1.L.dgn  
Munson

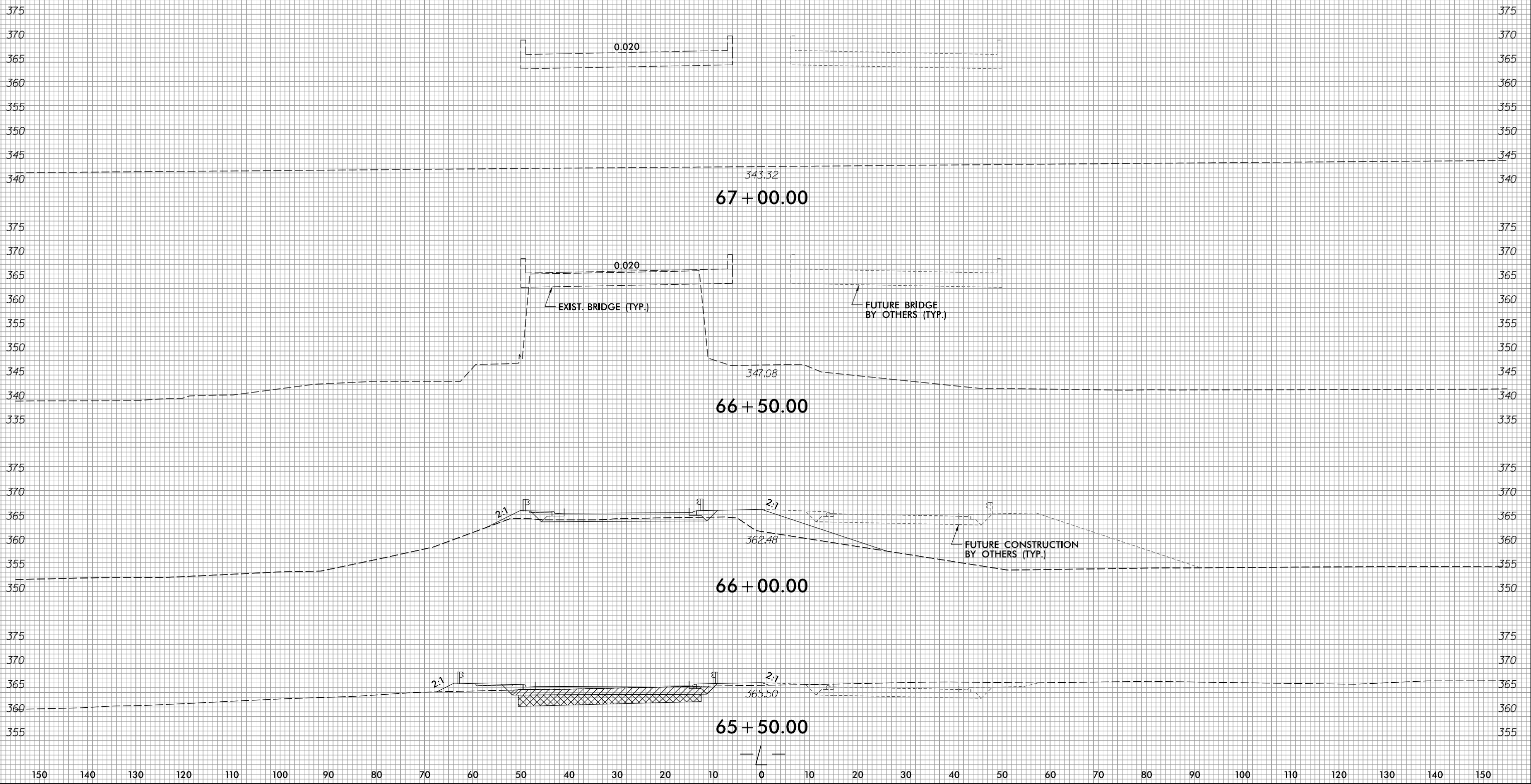
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-4

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



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

I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1.L.dgn  
Munson



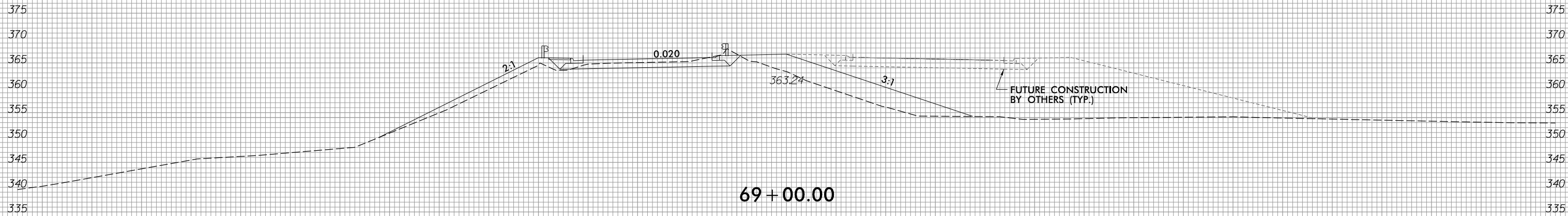
8/23/99



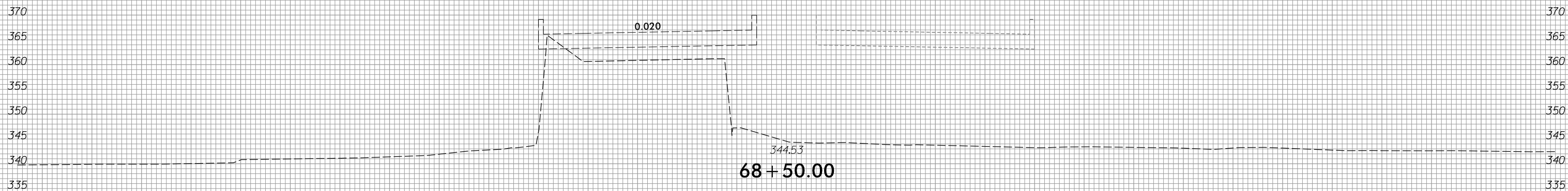
PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-5

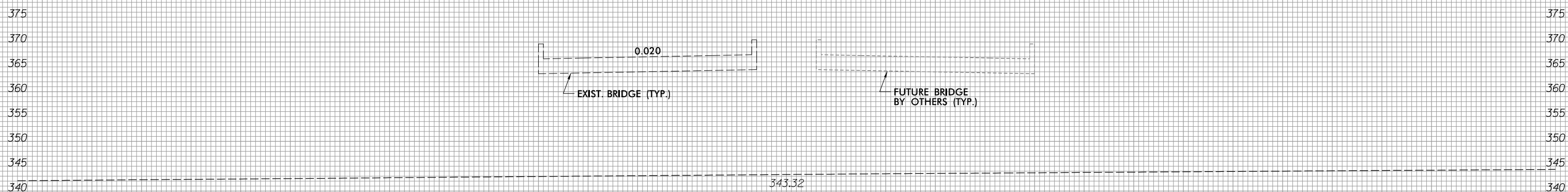
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



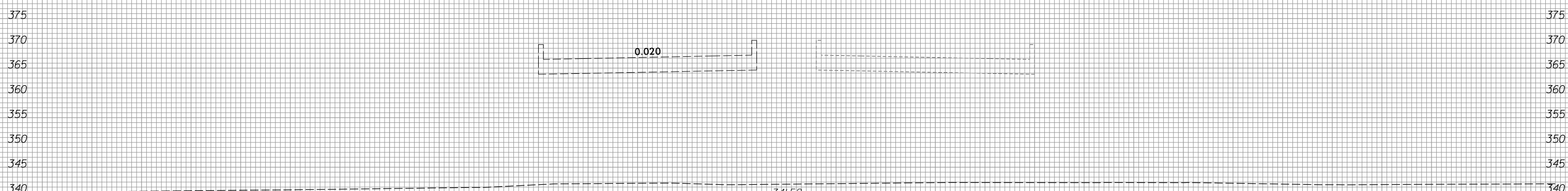
69 + 00.00



68 + 50.00



68 + 00.00



67 + 50.00

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

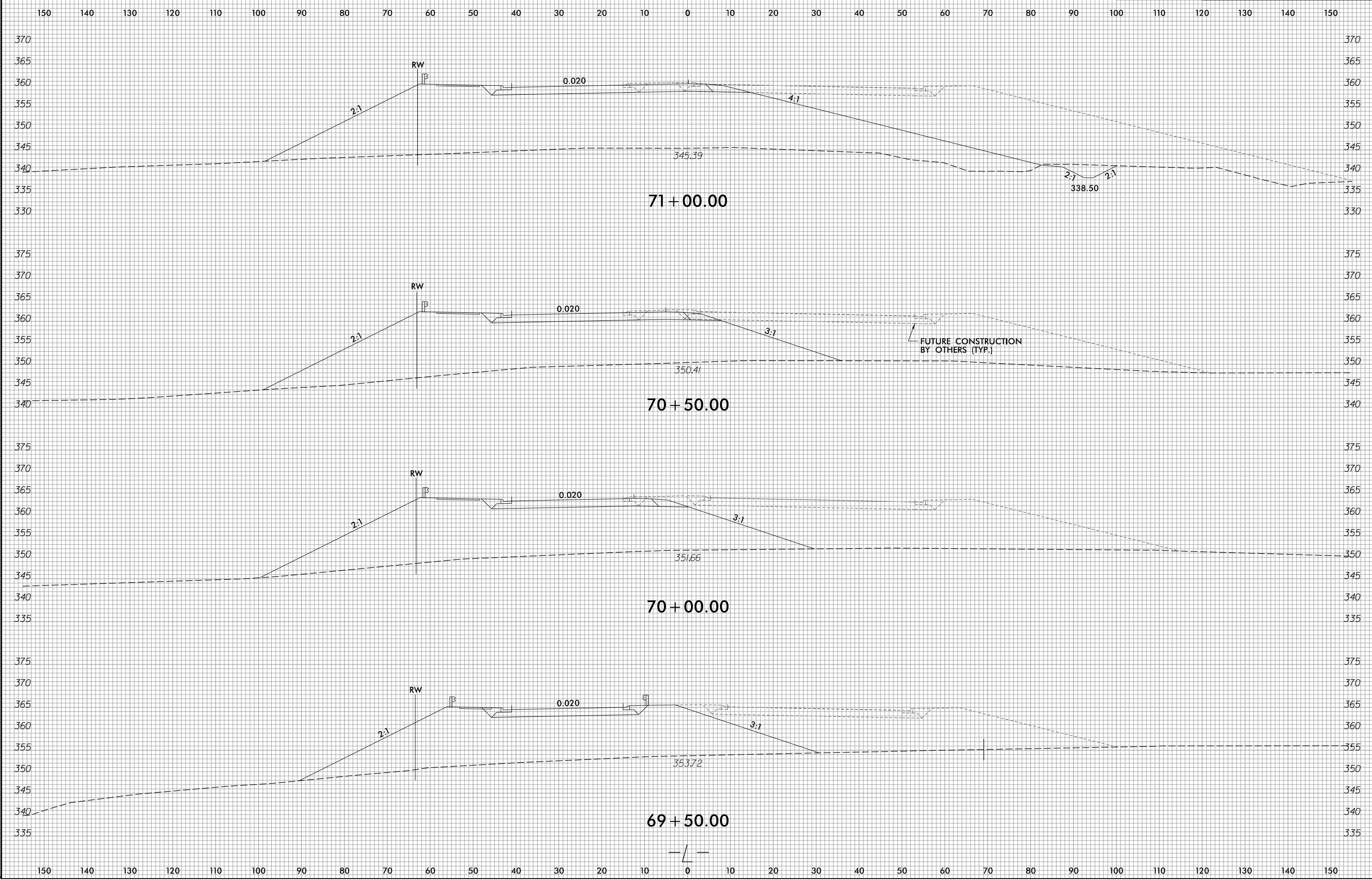
I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1.L.dgn  
Division

8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-6



I:\13\2017  
RtRoadway\XSC\U5315A\_Rdy\_xp1.L.dgn  
Munson

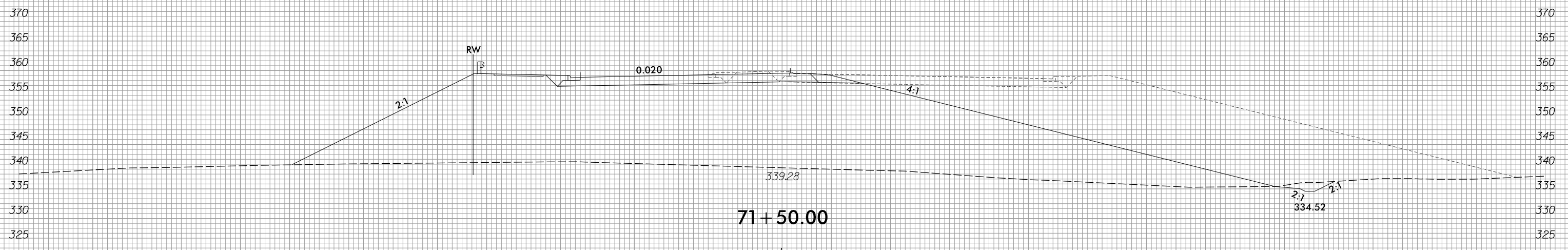
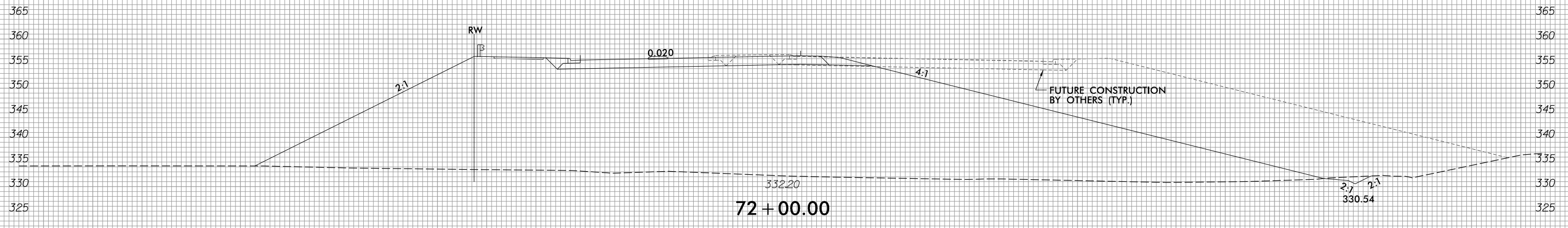
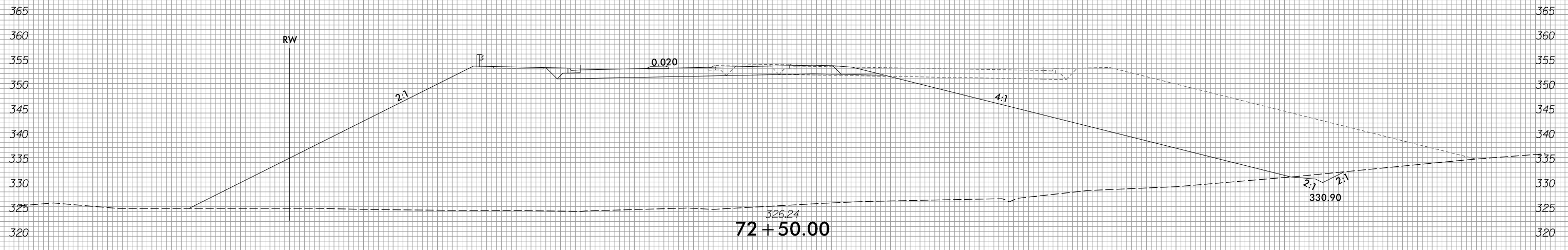
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-7

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



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

I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1.L.dgn  
Division

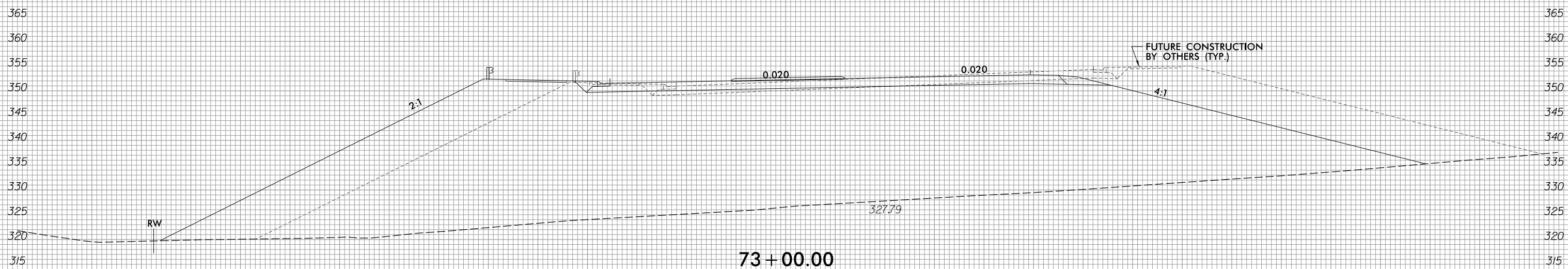
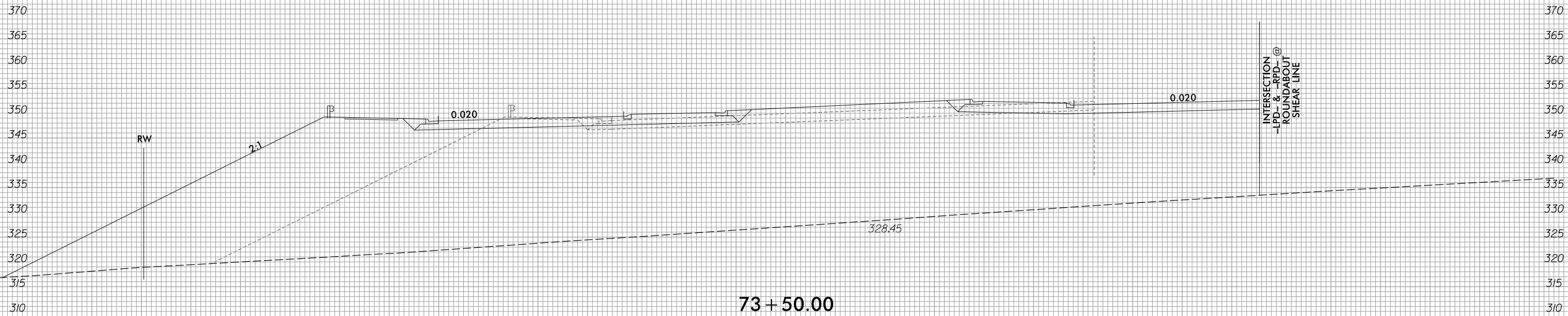
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-8

170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130



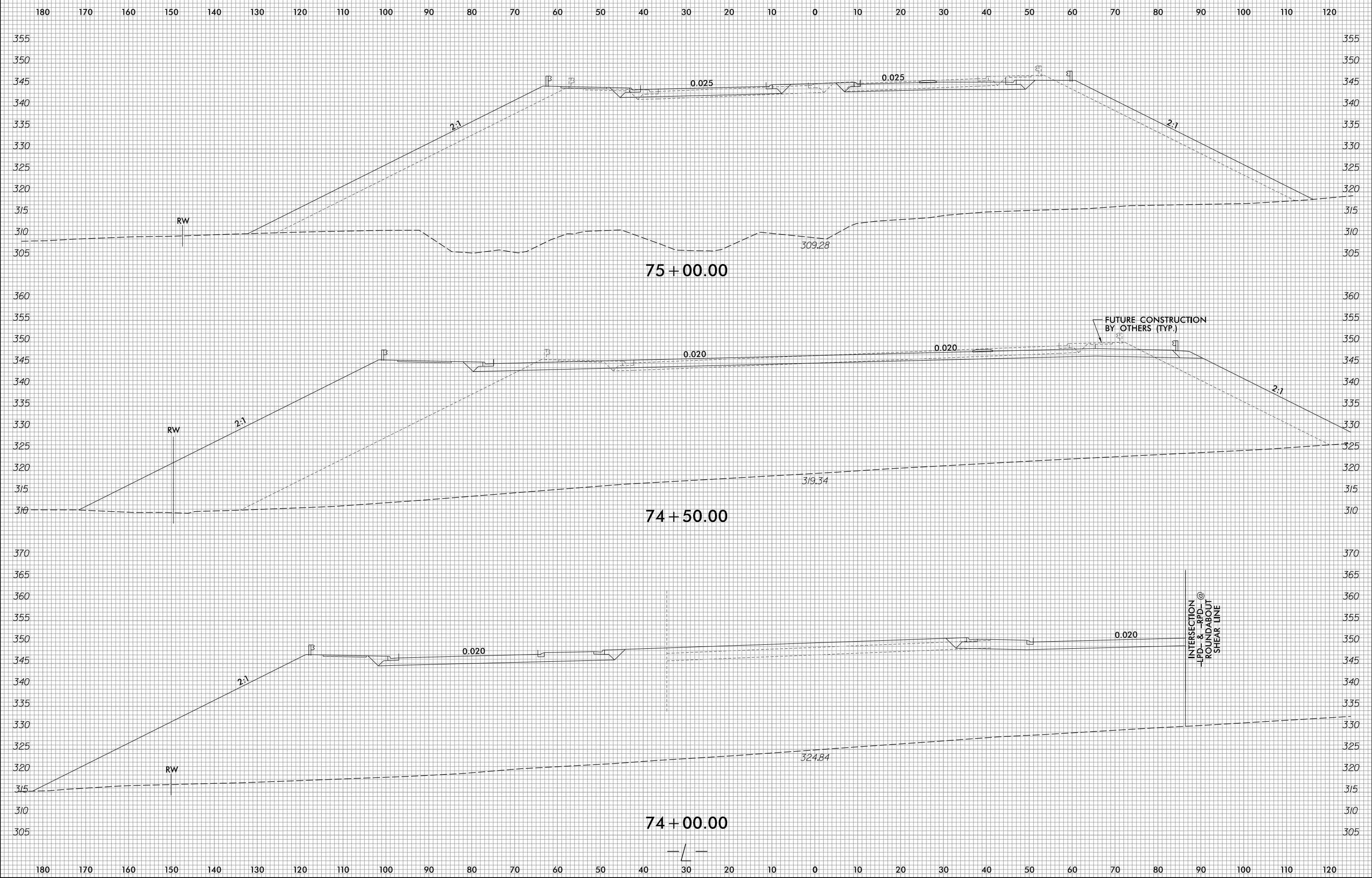
170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130

I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1.L.dgn  
Division

8/23/99



PROJ. REFERENCE NO. U-5315A&B	SHEET NO. X-9
----------------------------------	------------------



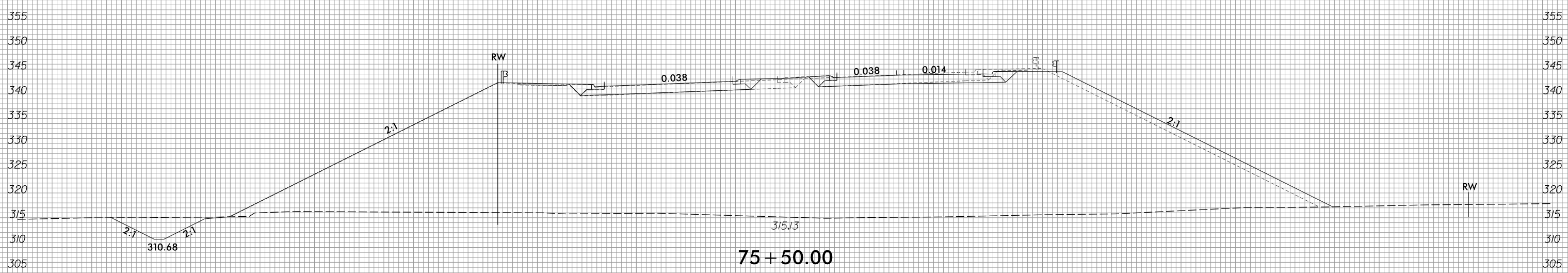
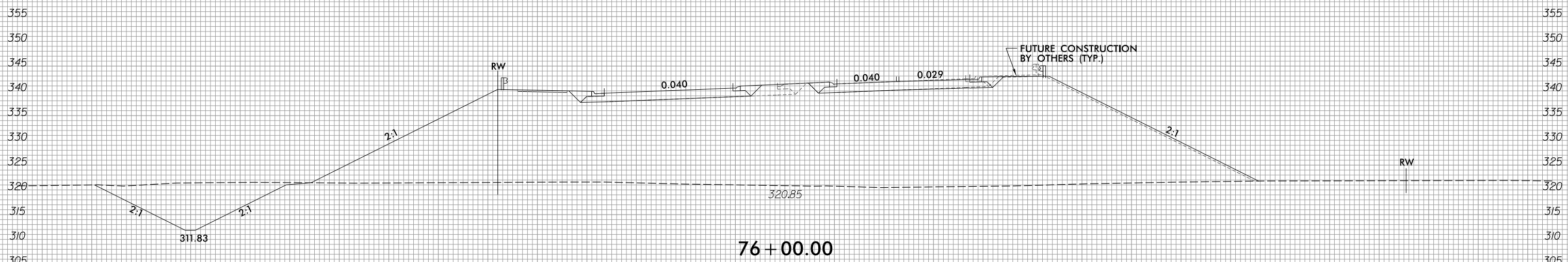
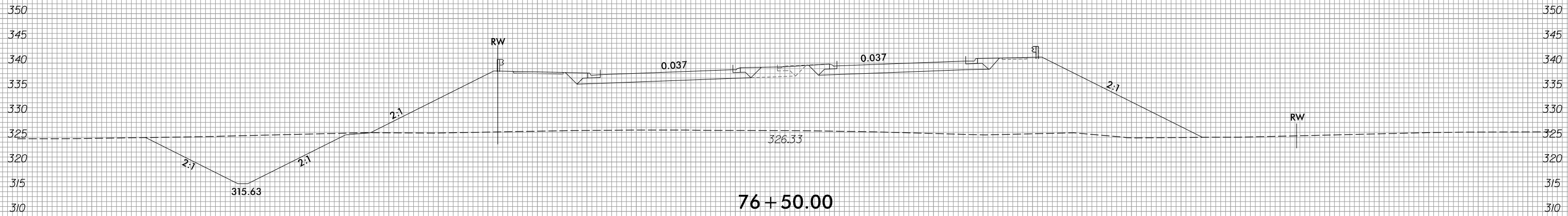
I:\13\2017  
R:\Roadway\XSC\U5315.Rdy\_xp1.L.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-10

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



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

I:\13\2017 R:\Roadway\XSC\U5315A\_Rdy\_xp1.L.dgn

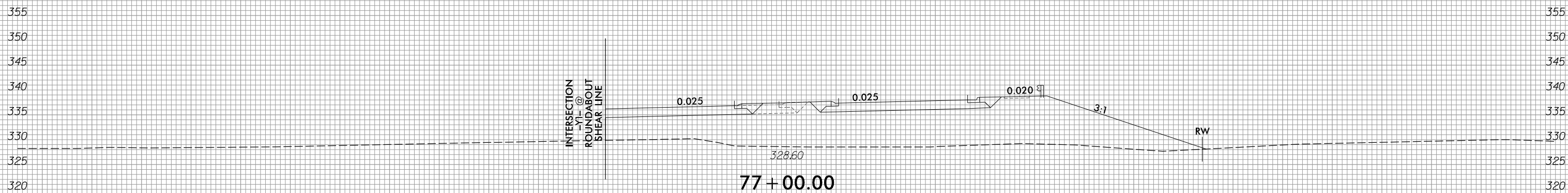
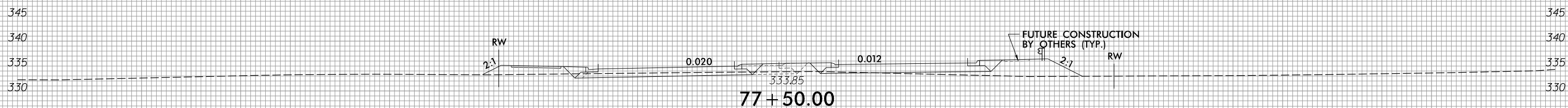
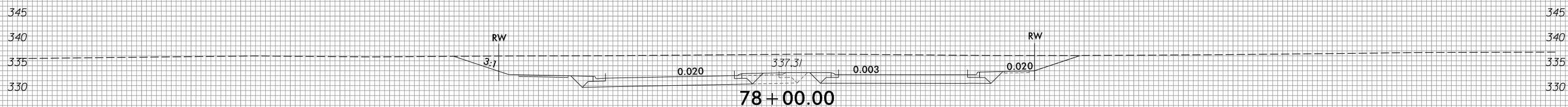
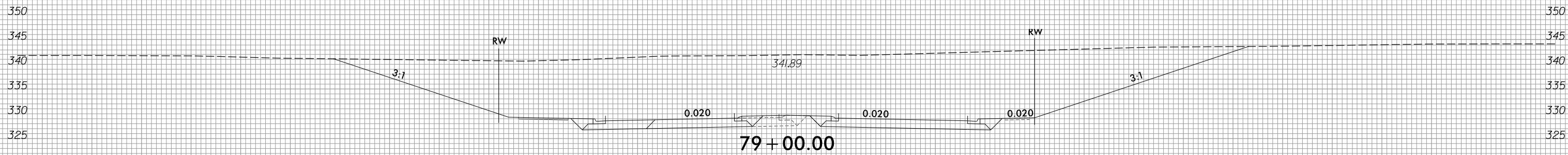
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-11

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



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

I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1.L.dgn  
Division

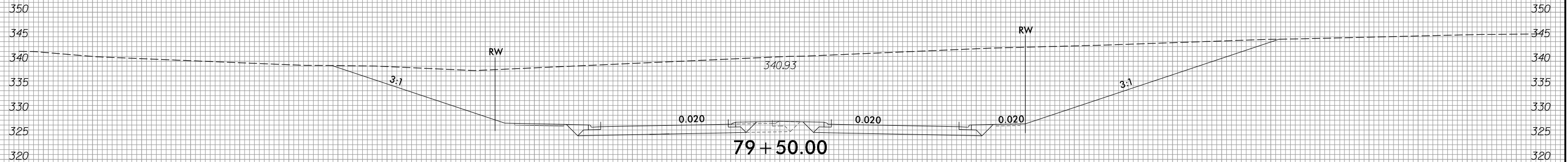
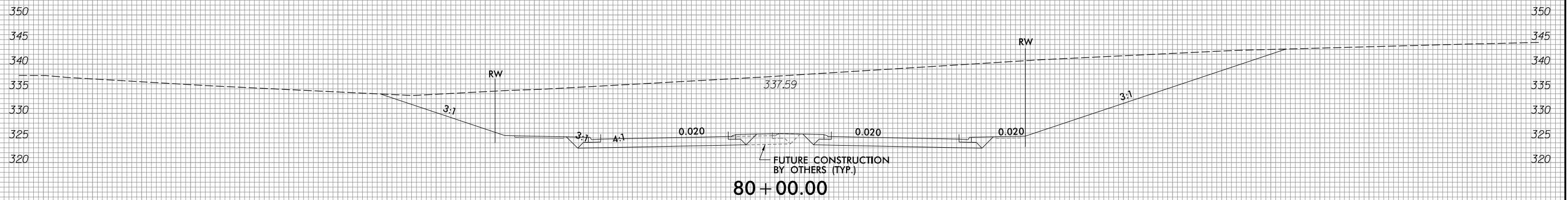
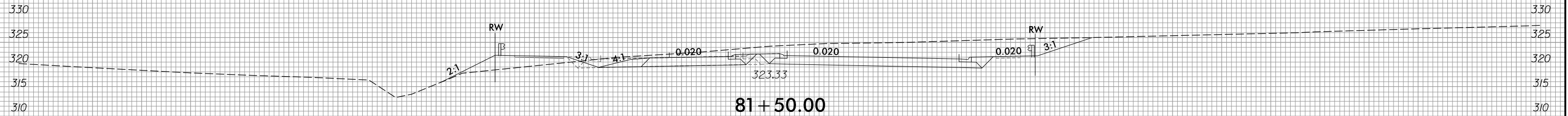
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-12

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



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

I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1.L.dgn  
Division

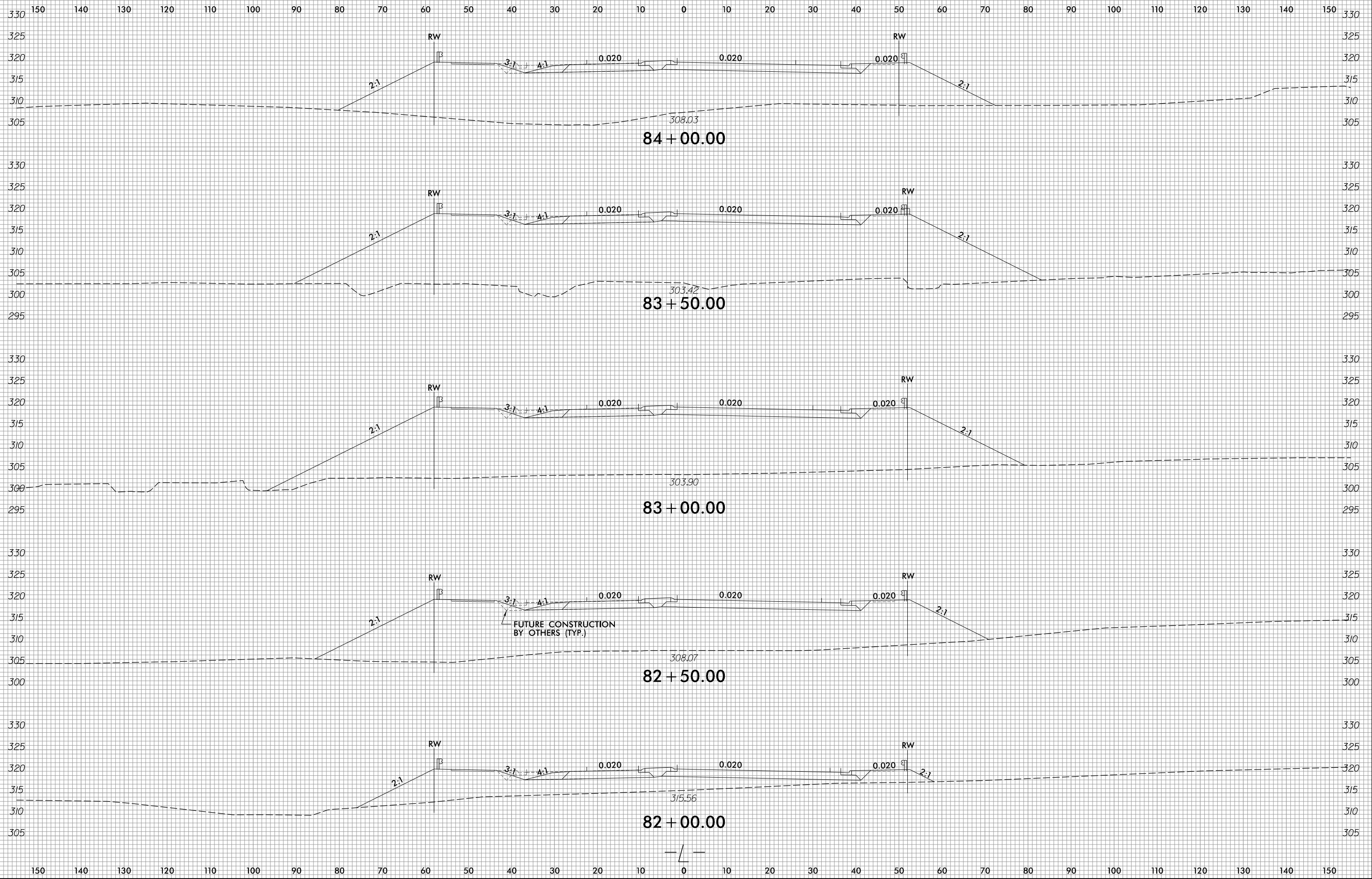


8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-13



I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1.L.dgn  
mivison

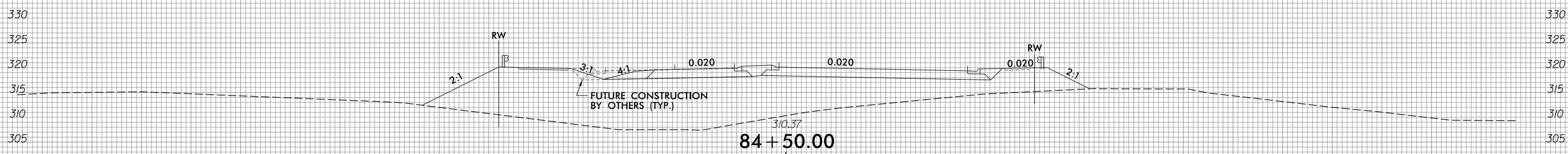
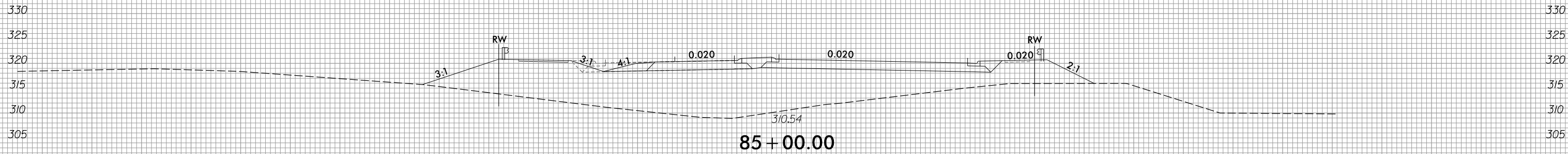
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-14

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



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

I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1.L.dgn  
Division

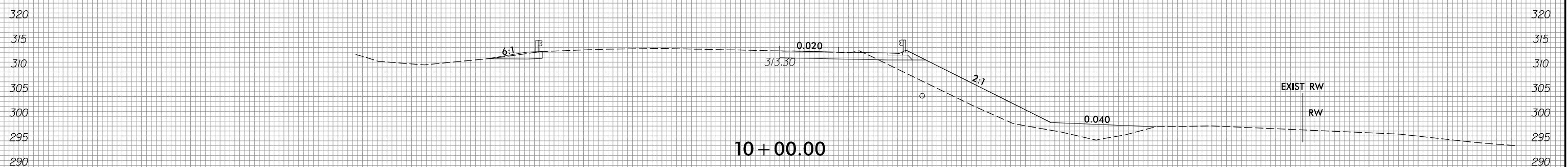
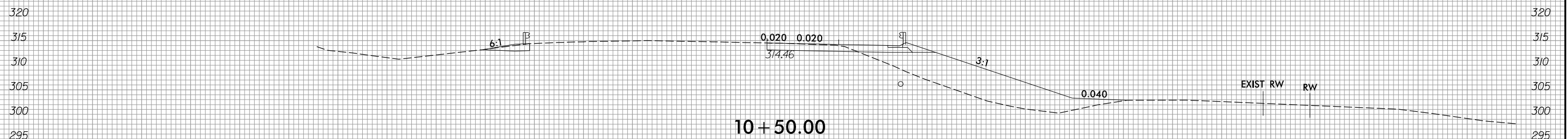
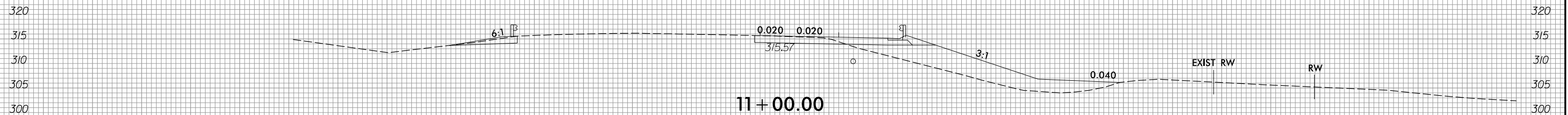
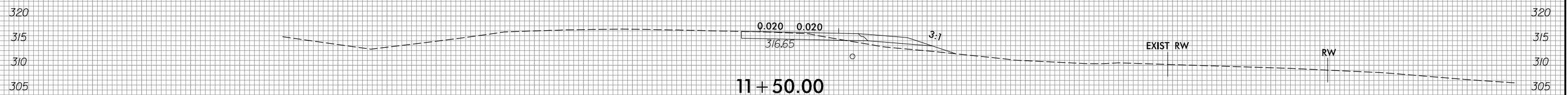
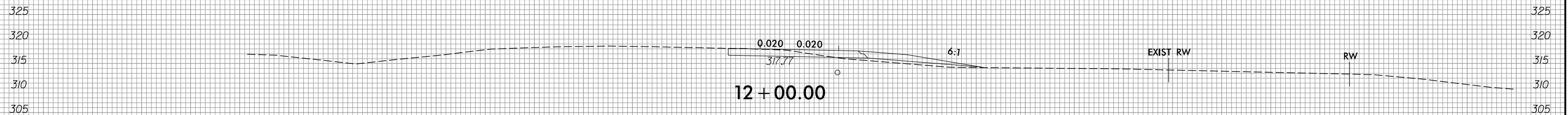
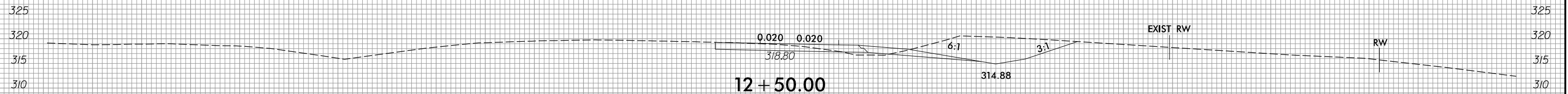
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-15

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

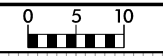


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

-RPB-

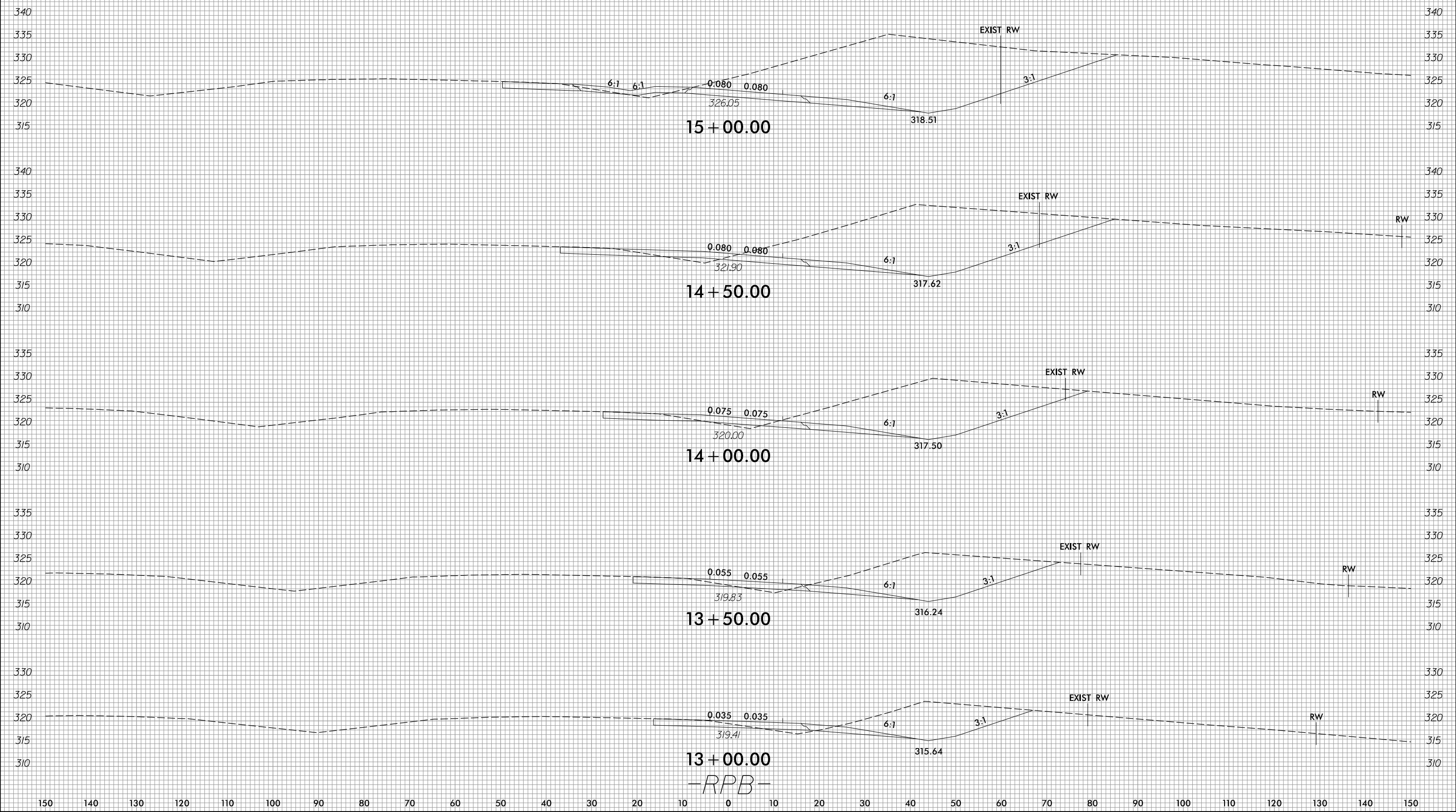
I:\13\2017  
Rt\Roadway\XSC\U5315\_Rdy\_xp1\_RPB.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-16

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



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

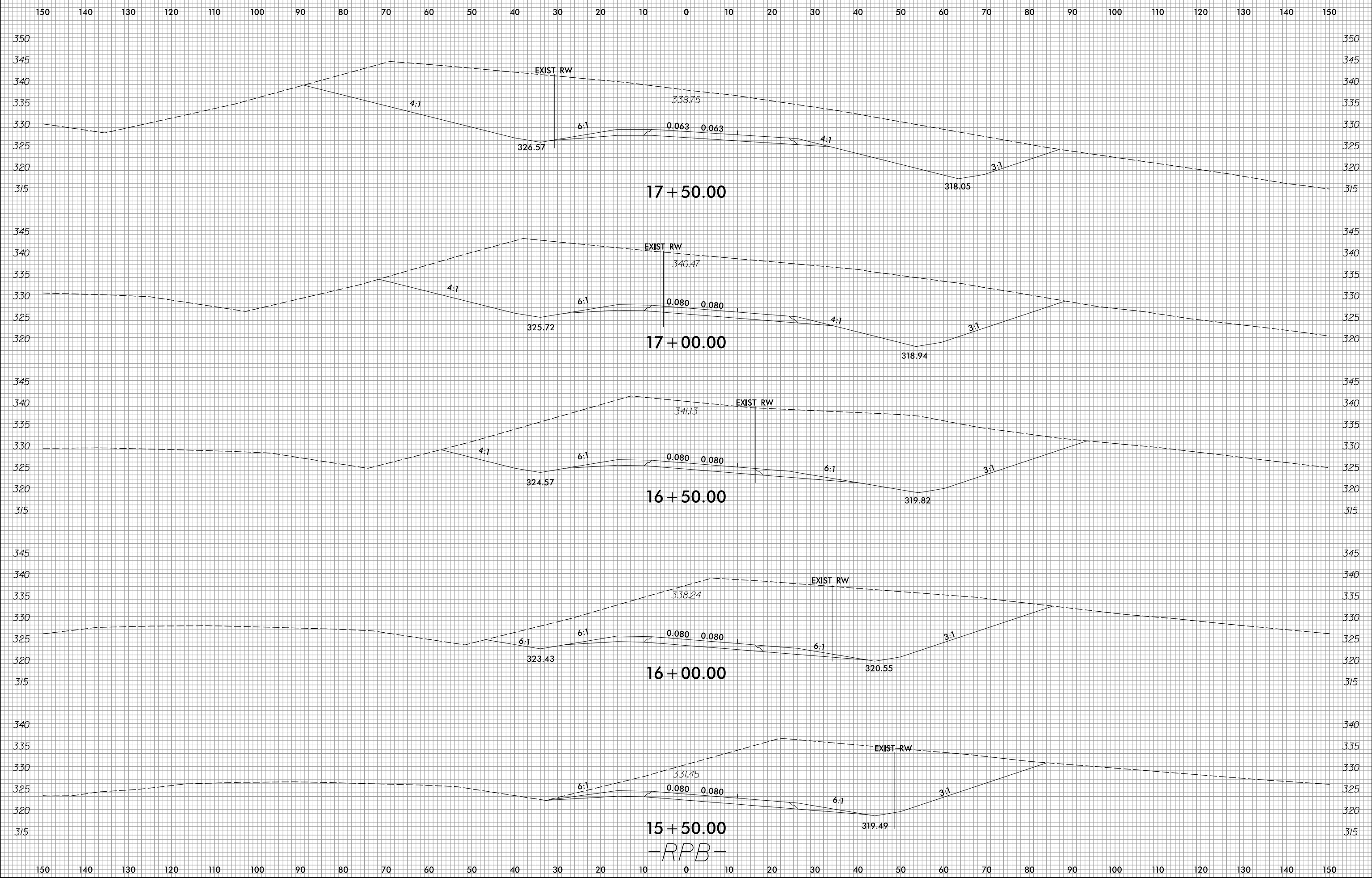
I:\13\2017  
Rd\Roadway\XSC\U5315\_Rdy\_\*.RPB.dgn  
Division

8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-17



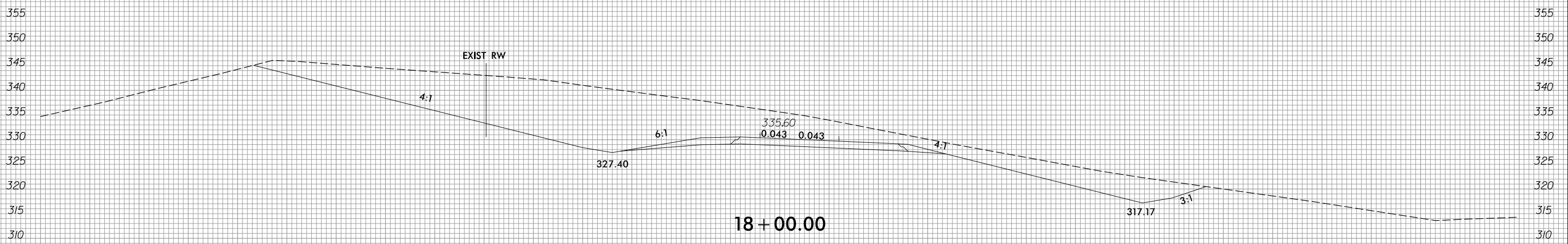
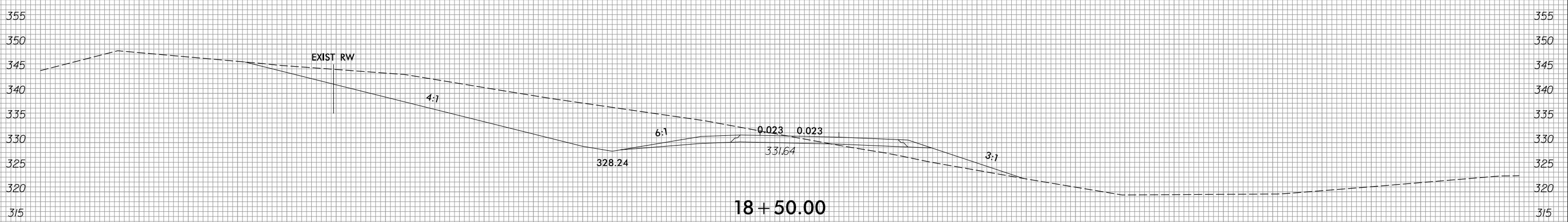
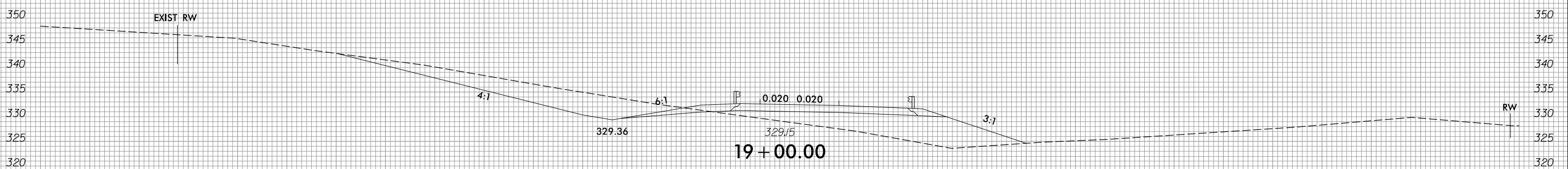
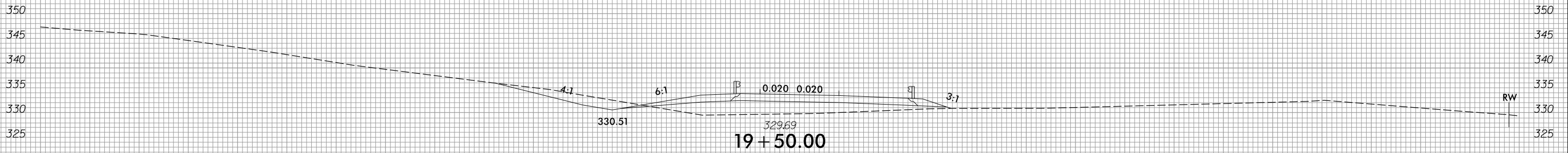
I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_\*.RPB.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-18

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

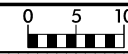


-RPB-

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

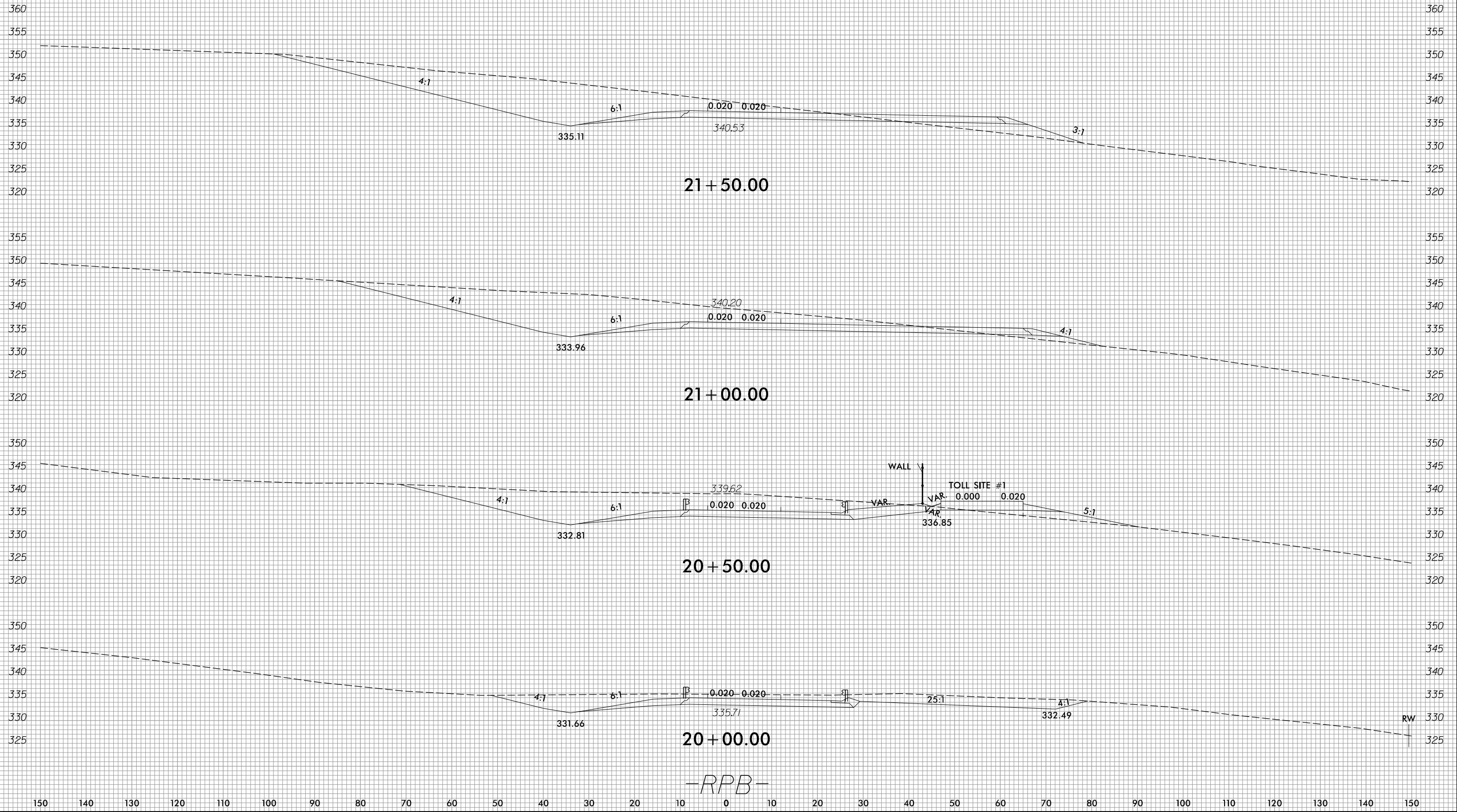
I:\13\2017  
Rd\Roadway\XSC\U5315A\_RdJ\_xp1\_RPB.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-19

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



21+50.00

21+00.00

20+50.00

20+00.00

-RPB-

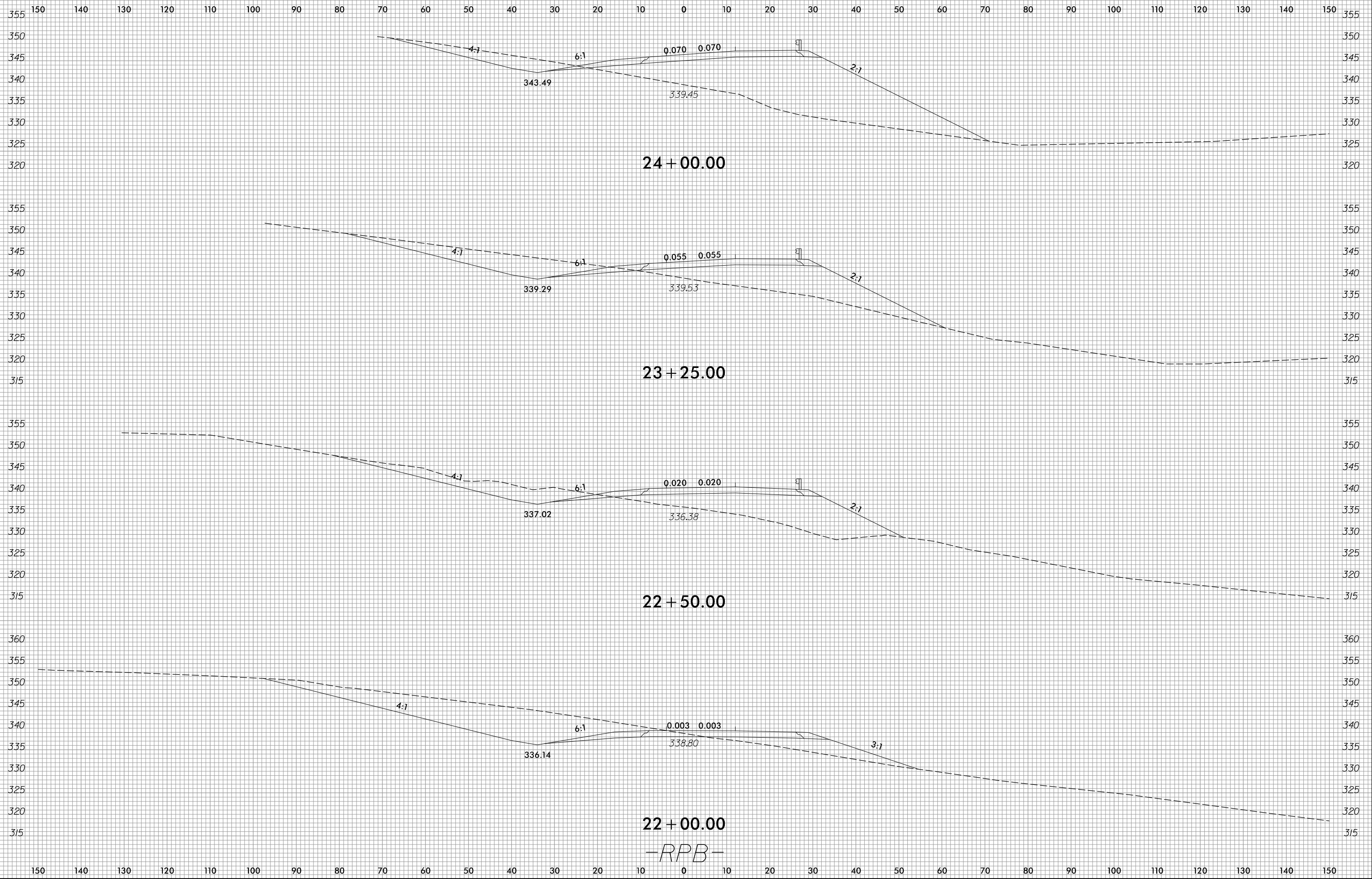
I:\13\2017  
R:\Roadway\XSC\U5315A\_RdJ\_xp1\_RPB.dgn  
Division

8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-20



22+00.00

-RPB-

I:\13\2017  
Rd\Roadway\XSC\U5315A\_RdJ\_xp1\_RPB.dgn  
Division



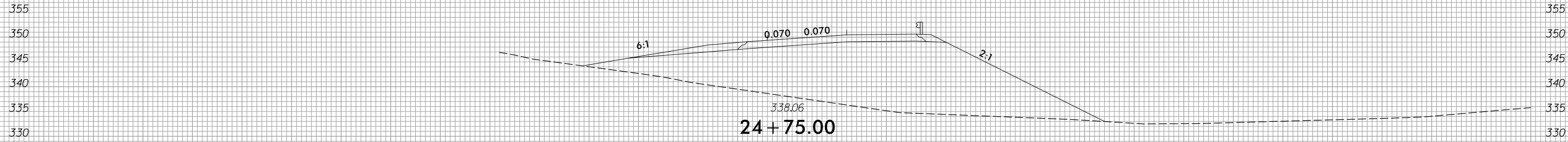
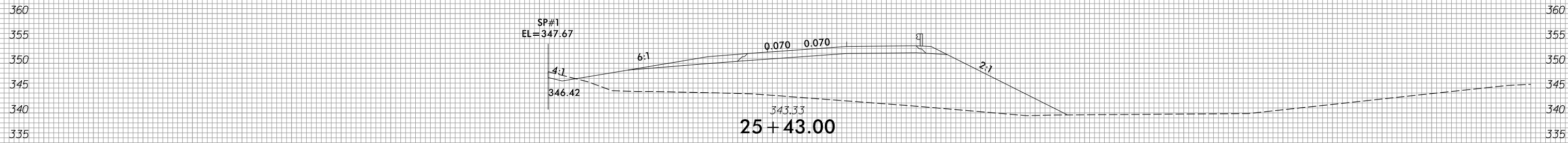
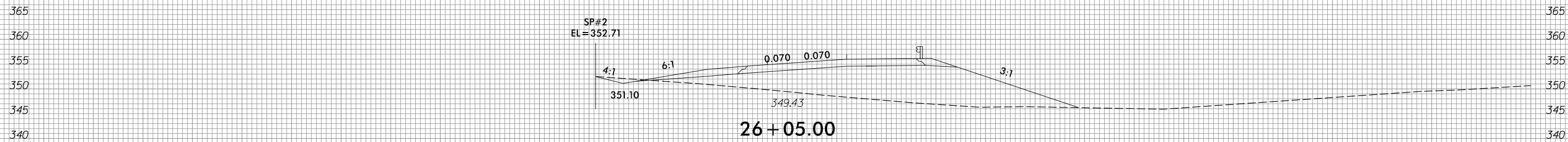
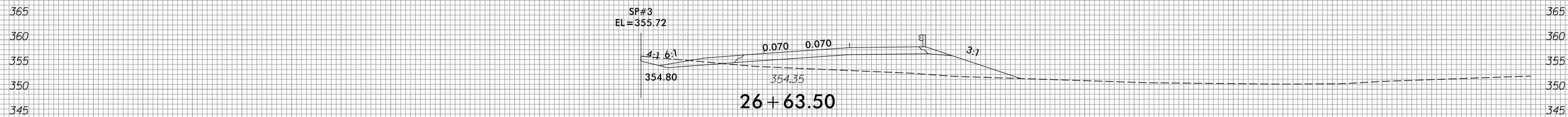
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-21

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



-RPB-

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

I:\13\2017  
Rt\Roadway\XSC\U5315A\_RdJ\_xp1\_RPB.dgn  
Division

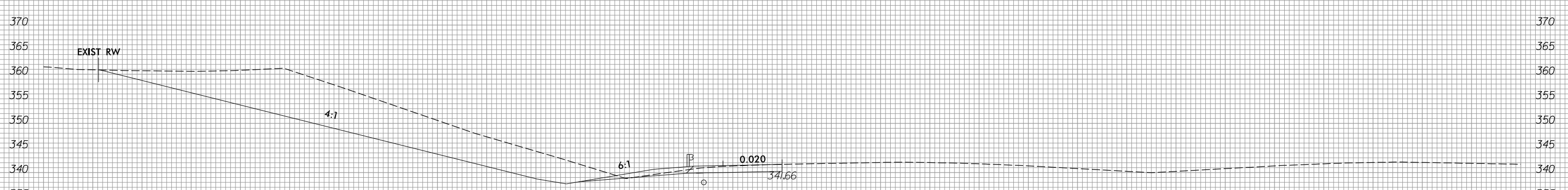
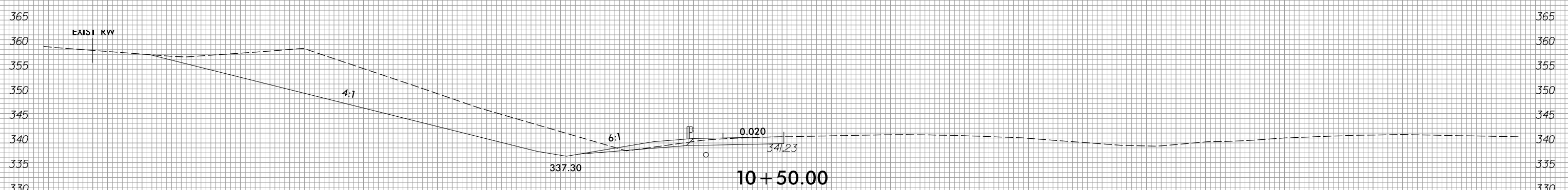
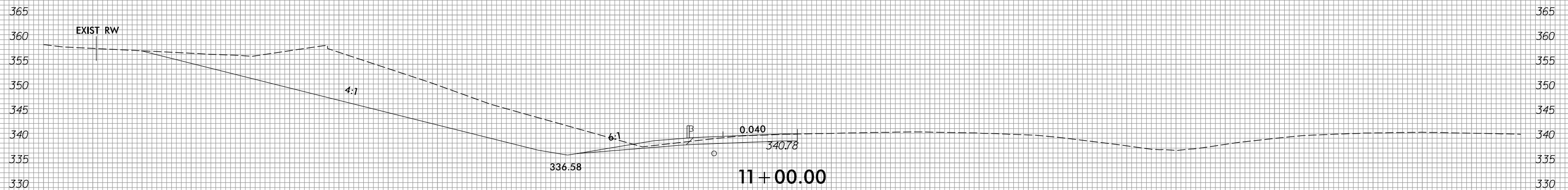
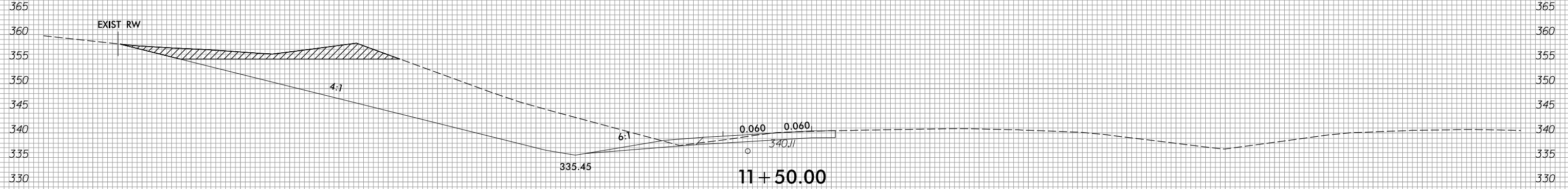
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-22

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



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

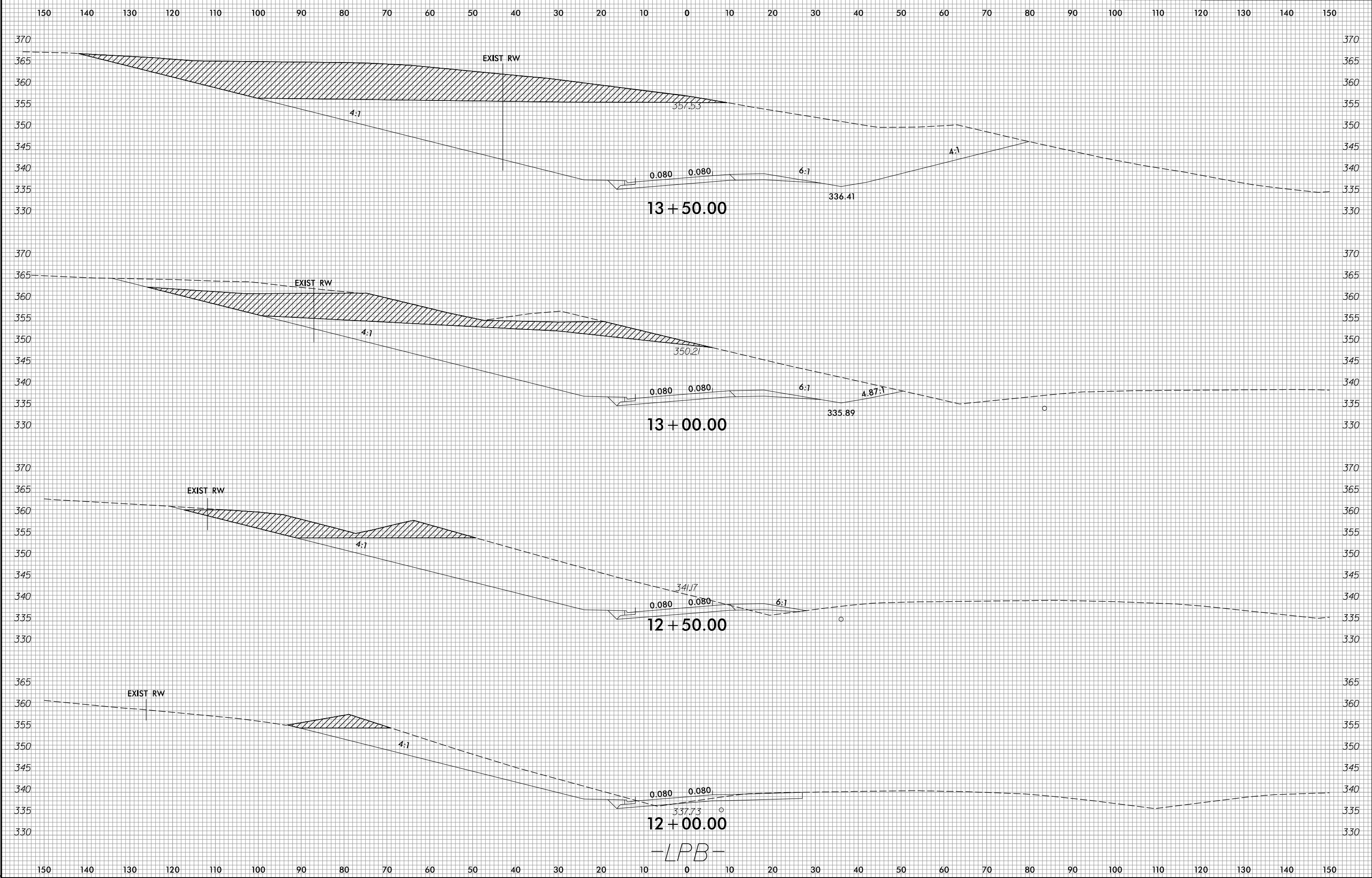
-LPB-

I:\13\2017  
RtRoadway\XSC\U5315\_Rdy\_xp1.LPB.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-23

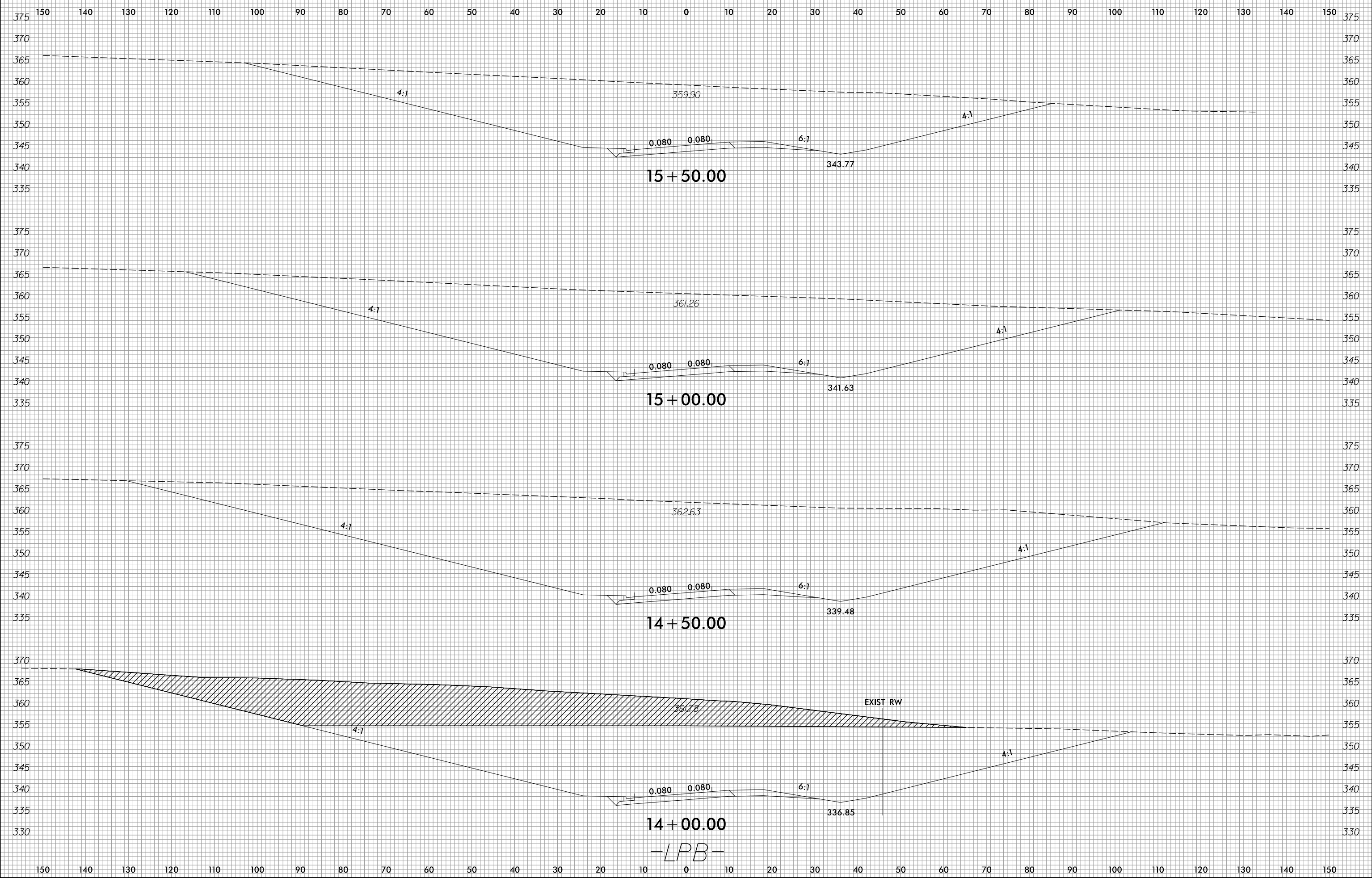


I:\13\2017  
Rd\Roadway\XSC\U5315A\_Rdy\_xp1.LPB.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-24

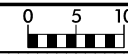


14 + 00.00

-LPB-

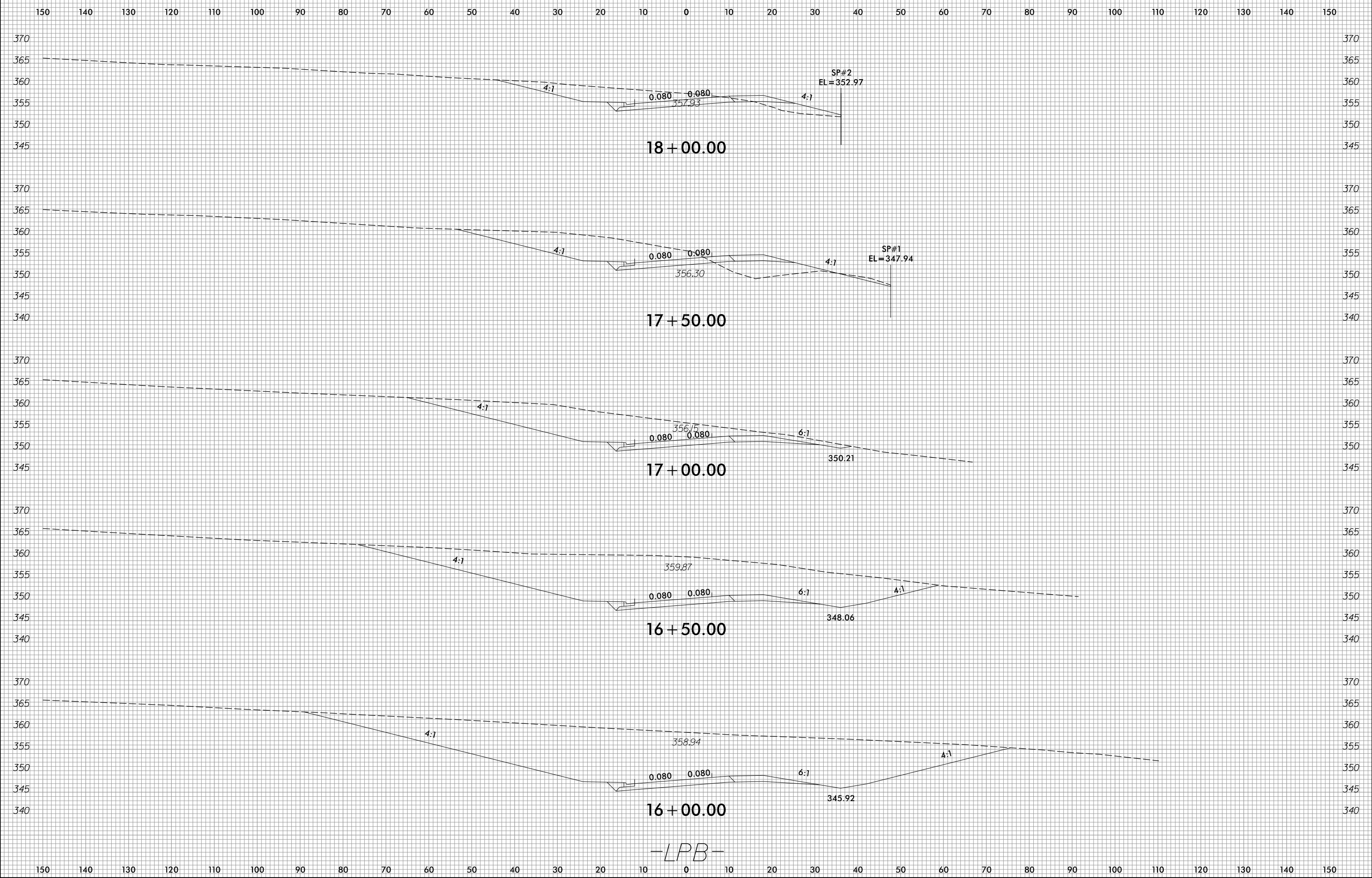
I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1.LPB.dgn  
Division

8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-25



I:\13\2017  
Rd\Roadway\XSC\U5315A\_RdJ\_xp1.LPB.dgn  
Division

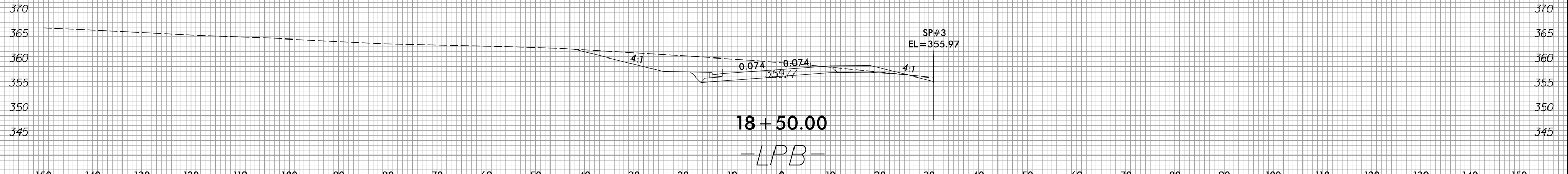
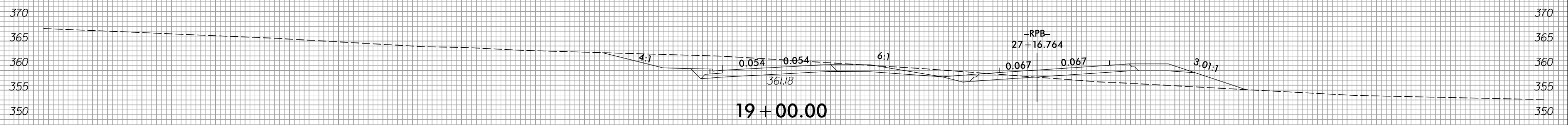
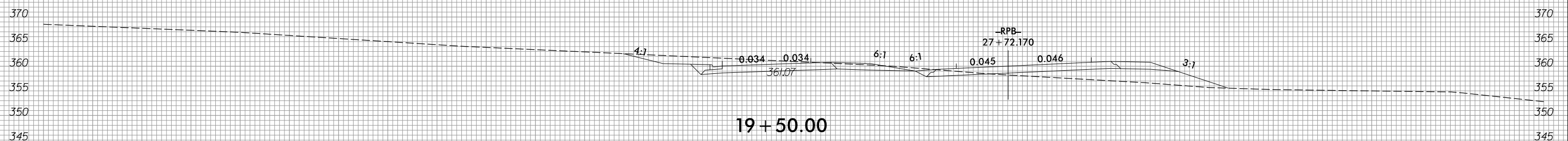
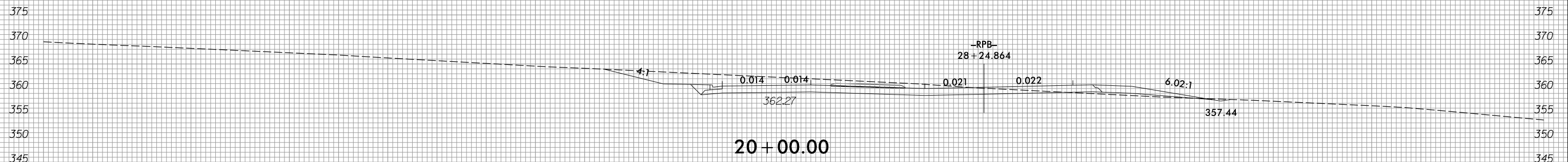
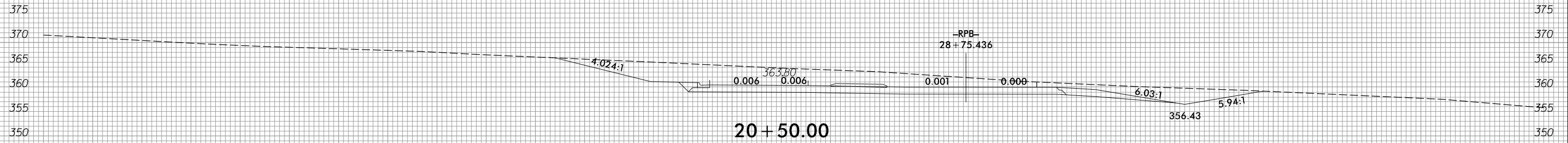
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-26

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



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

I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1.LPB.dgn  
Division

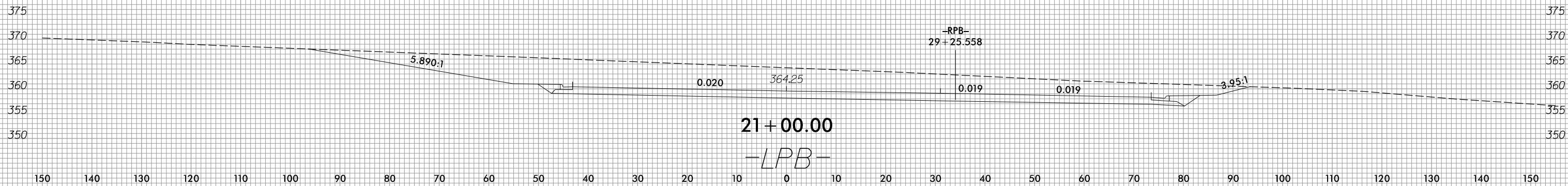
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

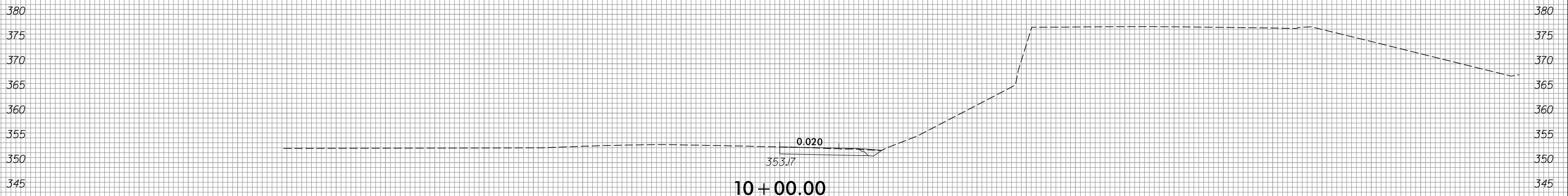
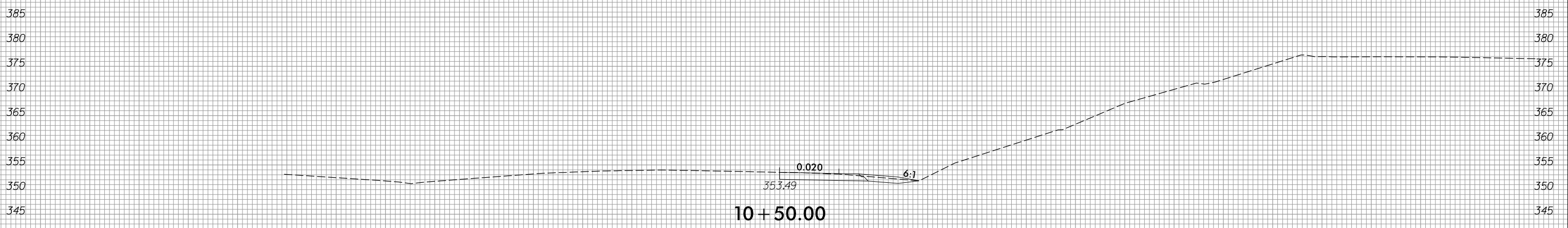
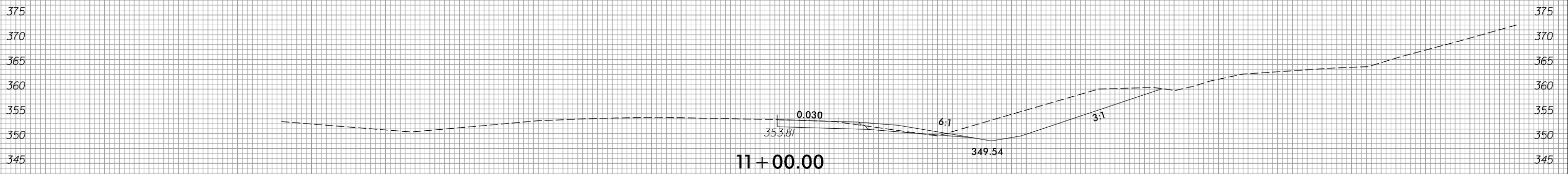
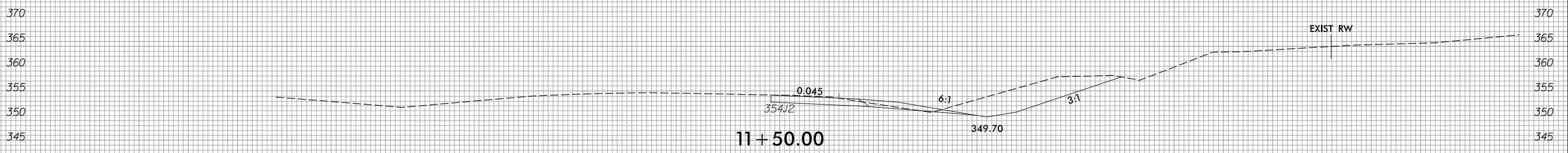
SHEET NO.  
X-27

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



I:\13\2017  
Rt\Roadway\XSC\U5315\Adj.-xp1.LPB.dgn  
Division

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



-RPD-

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

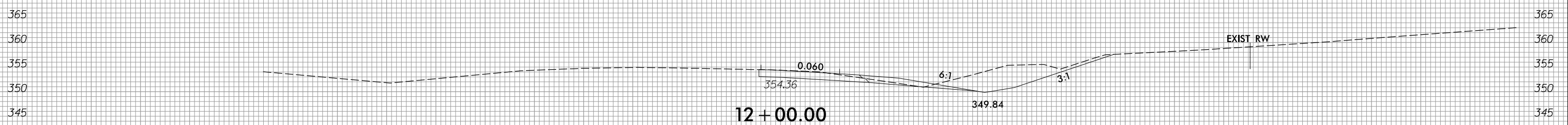
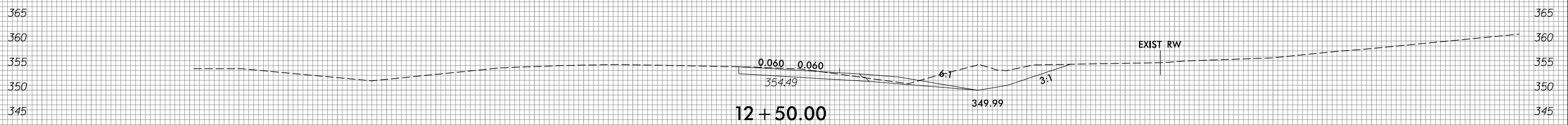
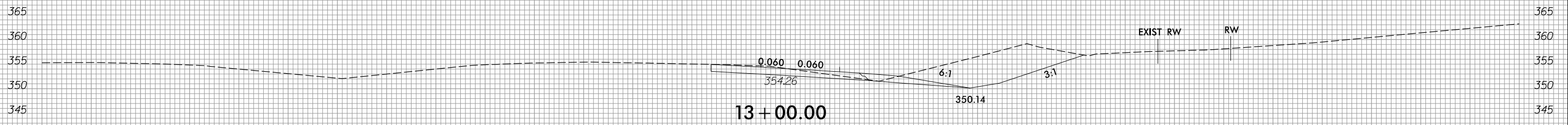
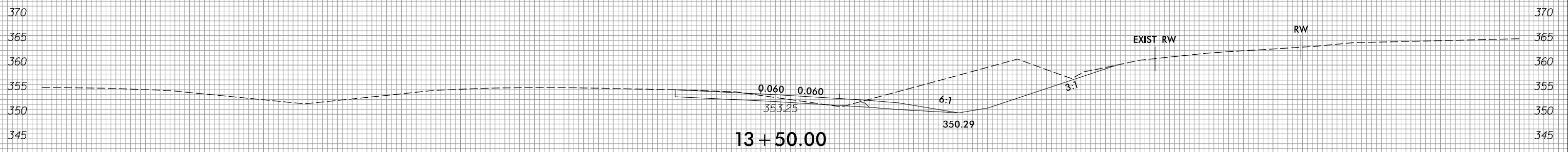
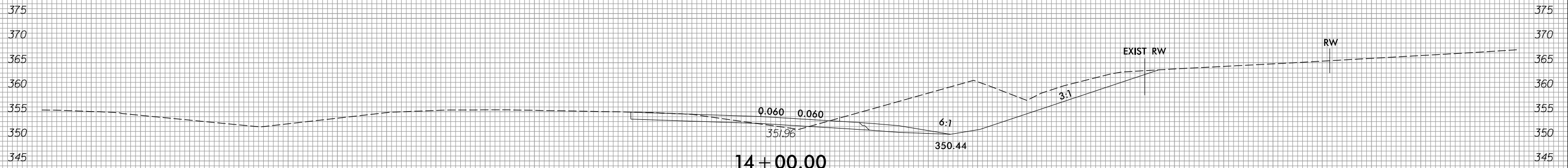


8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-29

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



-RPD-

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

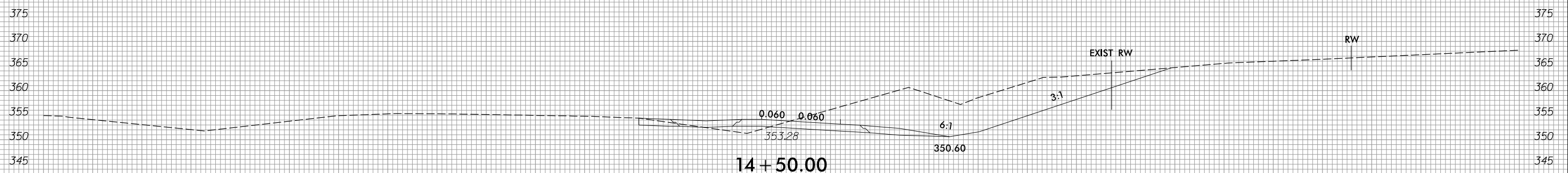
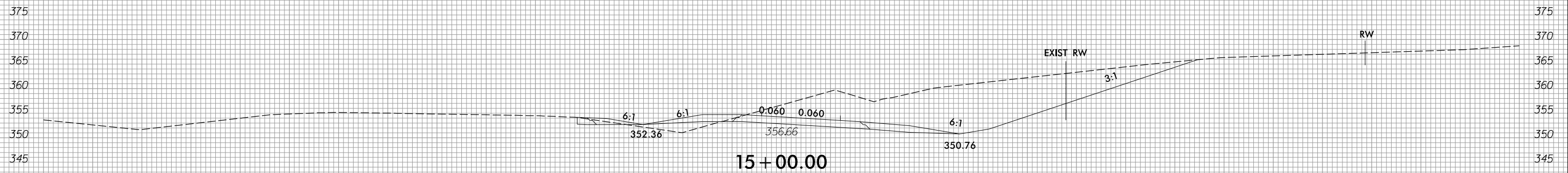
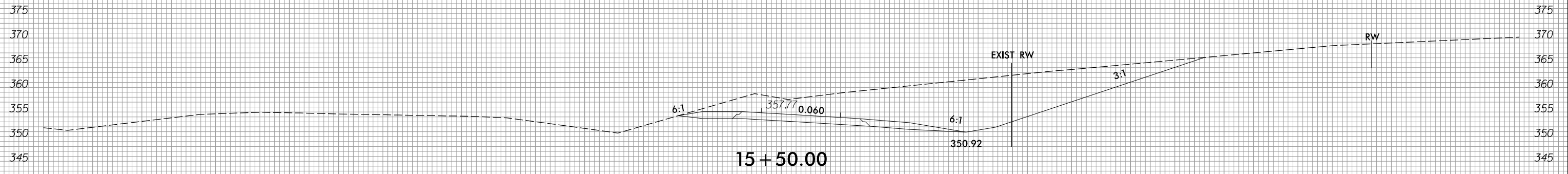
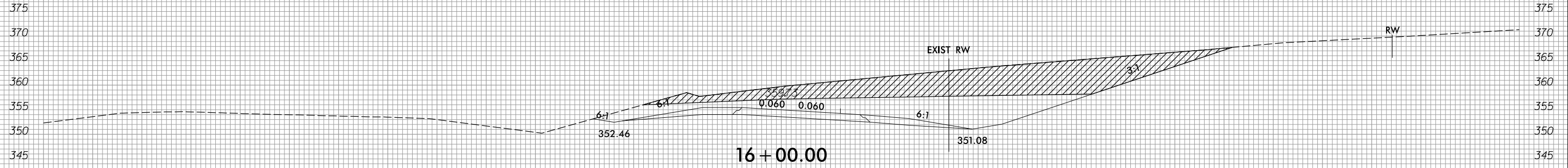
I:\13\2017 R1\Roadway\XSC\U5315\_Rdy\_\*.RPD.dgn

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-30

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



-RPD-

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

I:\13\2017 R:\Roadway\XSC\U5315A\_Rdy\_xp1.RPD.dgn

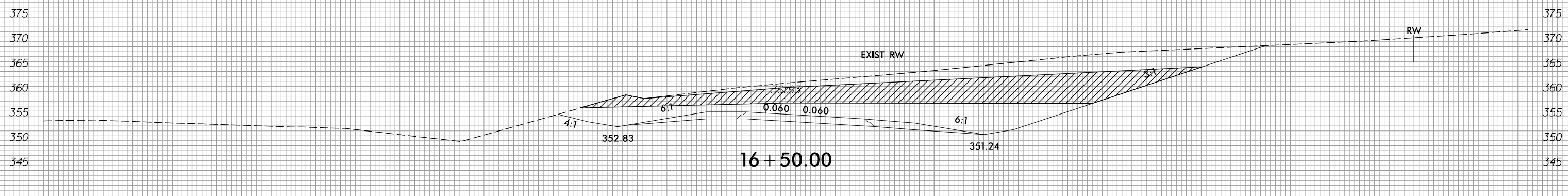
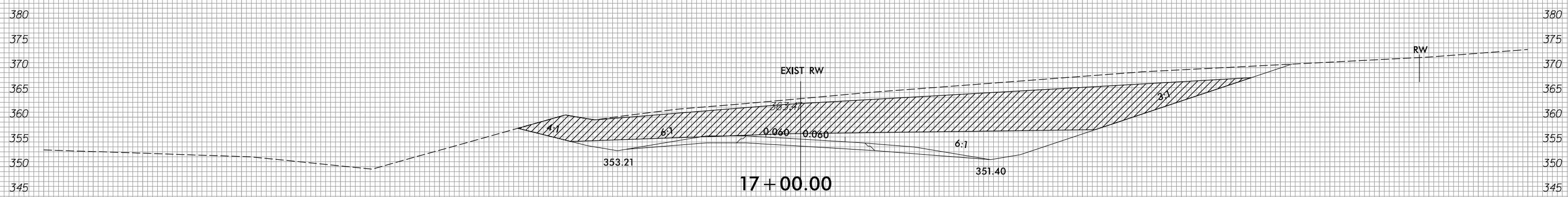
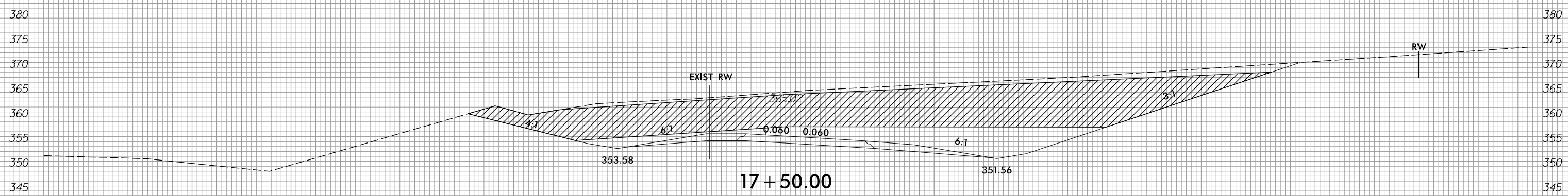
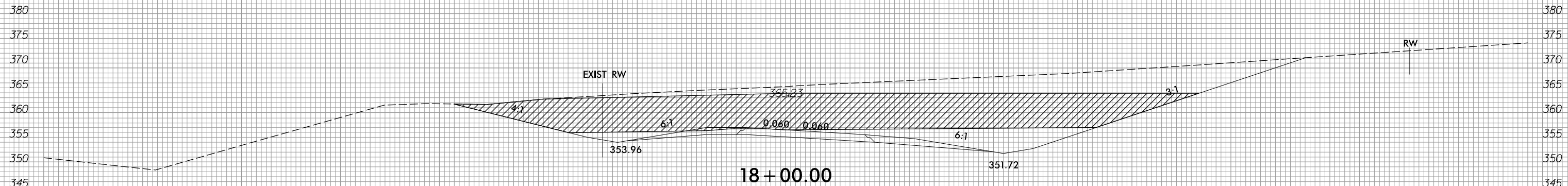
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-31

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

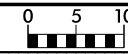


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

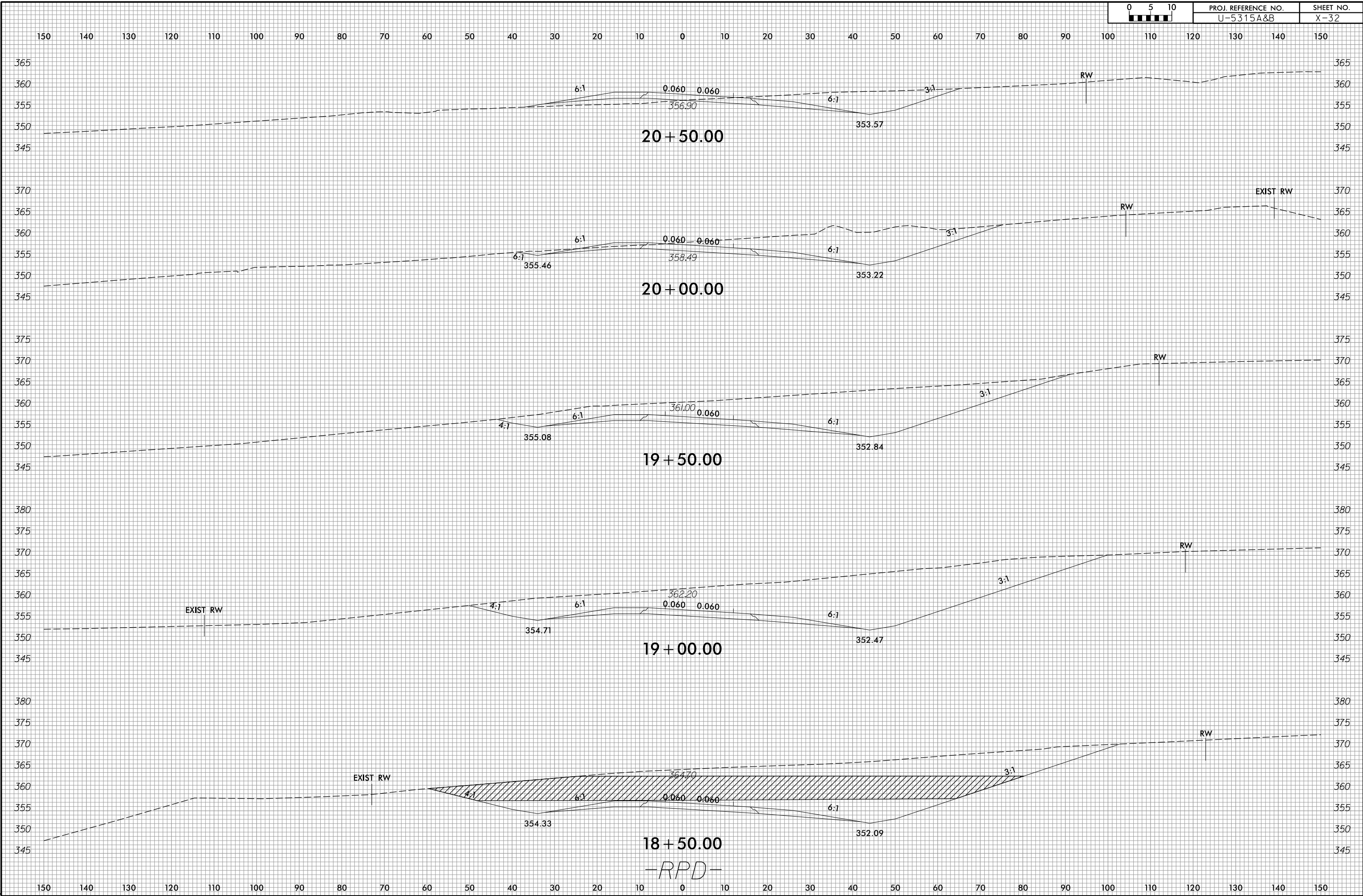
-RPD-

I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1\_RPD.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-32



I:\13\2017  
RdRoadway\XSC\U5315A\_RdJ\_xp1.RPD.dgn  
Purvison

8/23/99



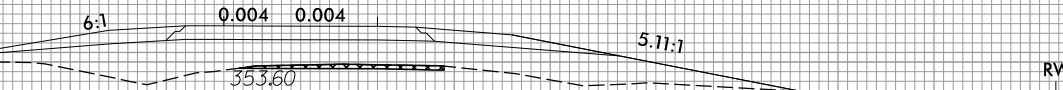
PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-33

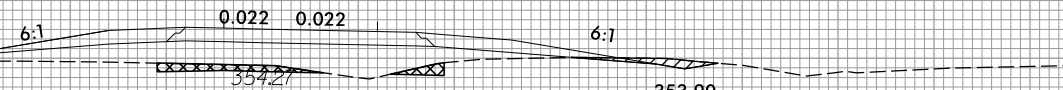
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

SP#4  
EL=354.68

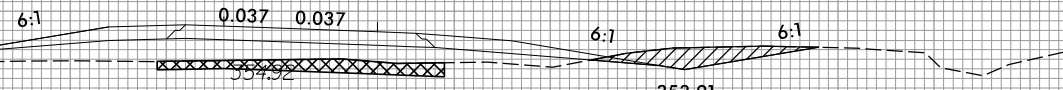
23+60.00



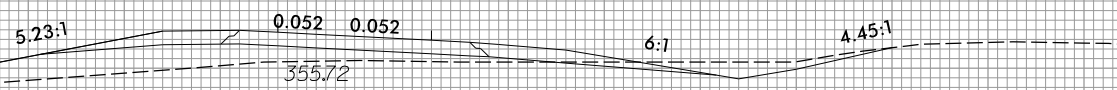
23+00.00



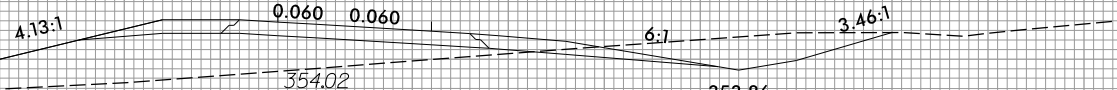
22+50.00



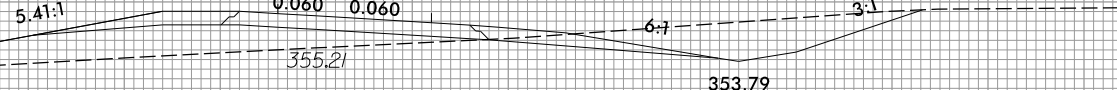
22+00.00



21+50.00



21+00.00



-RPD-

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

I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1\_RPD.dgn  
Division

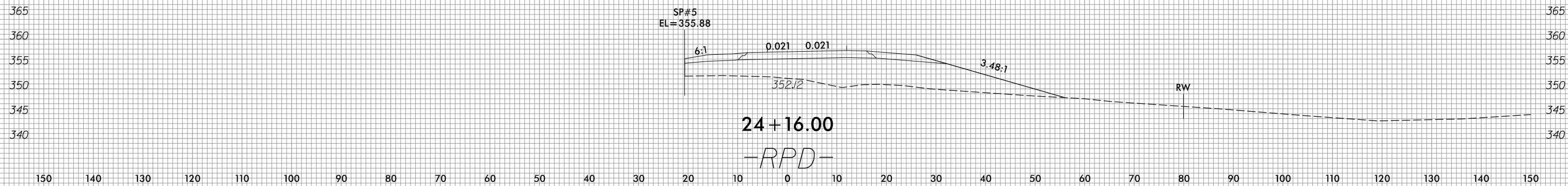
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-34

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



I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1\_RPD.dgn  
Munson

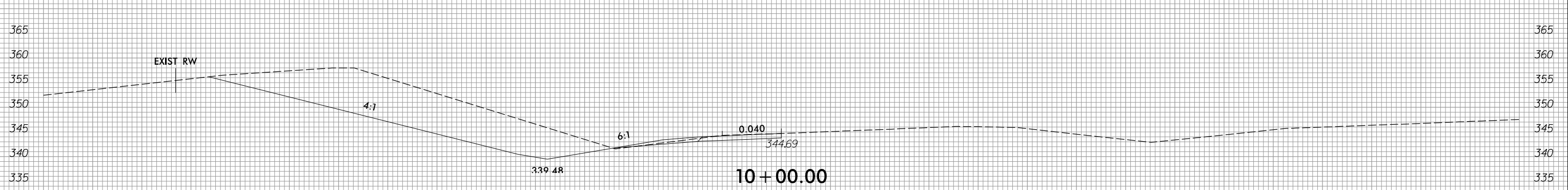
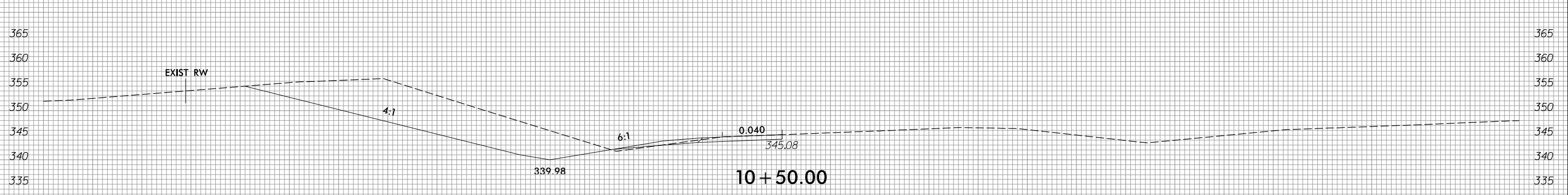
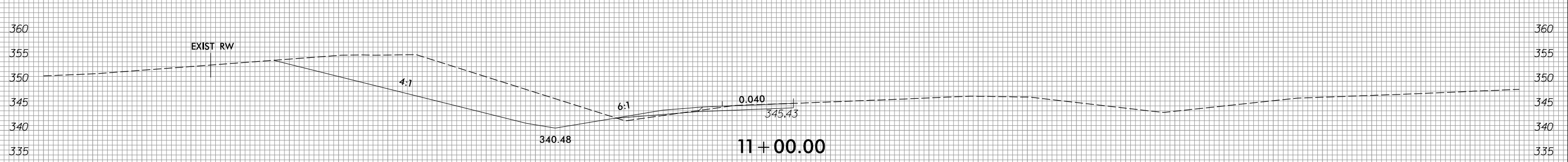
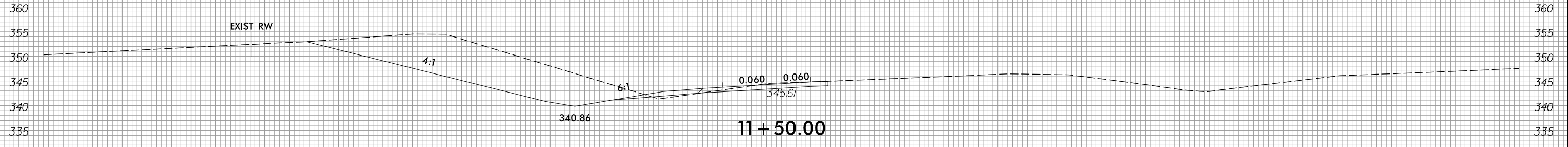
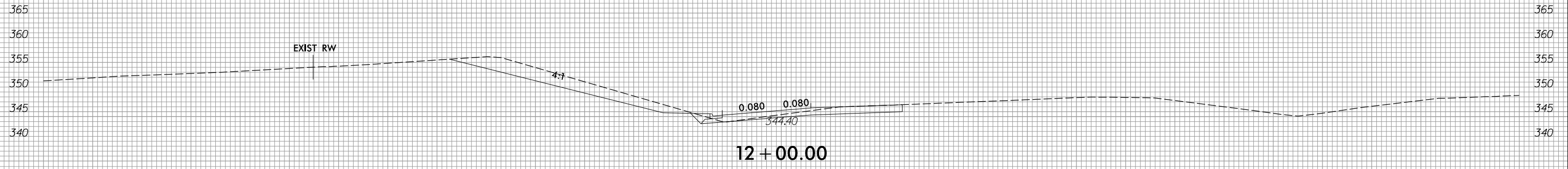
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-35

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



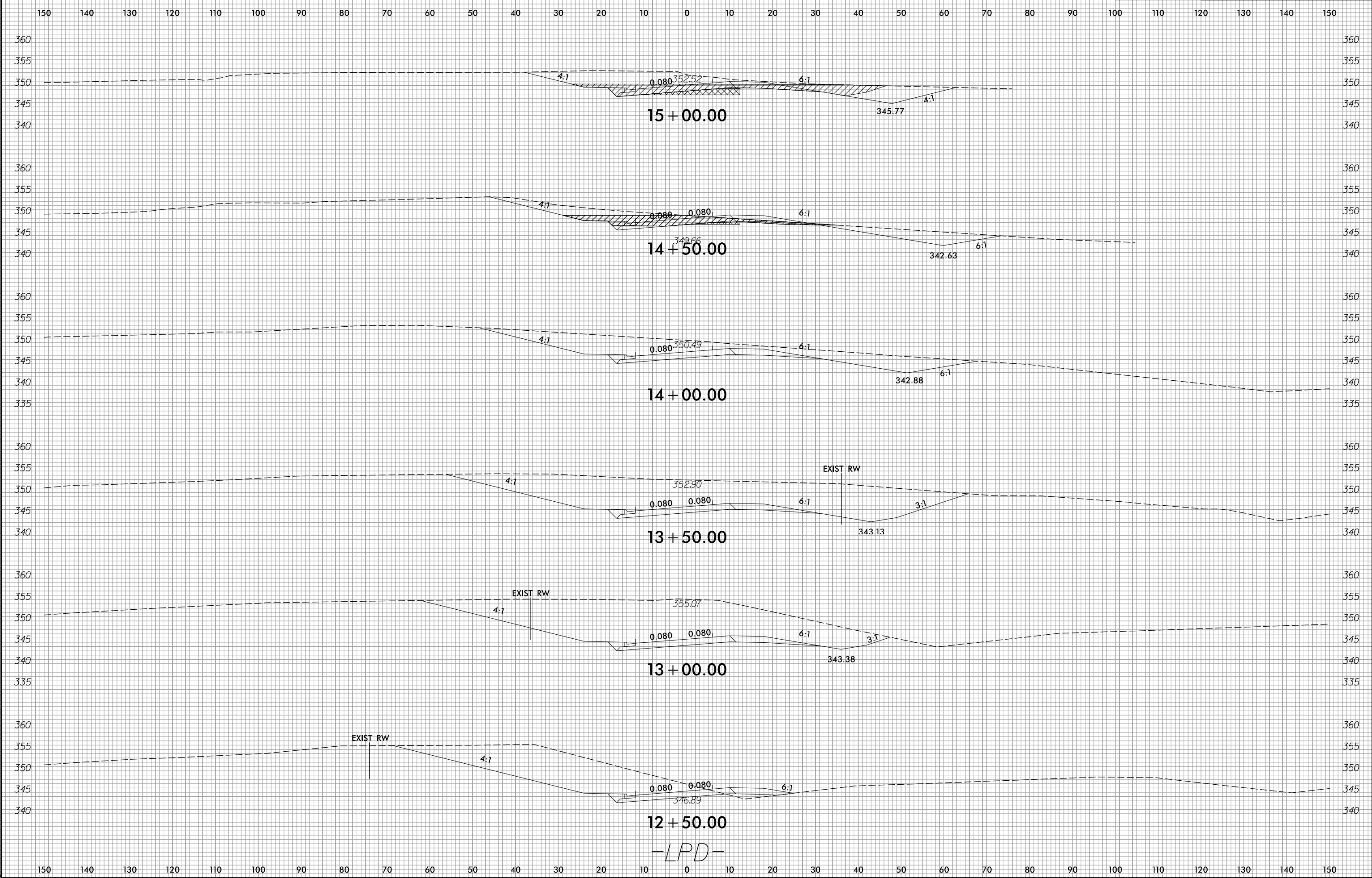
-LPD-

I:\13\2017  
Rt\Roadway\XSC\U5315A\_Rdy\_xp1.LPD.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-36



I:\13\2017  
R:\Roadway\XSC\U5315A\_RdJ\_xp1.LPD.dgn  
Harrison



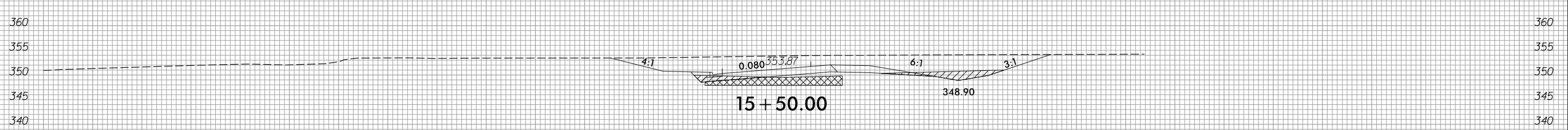
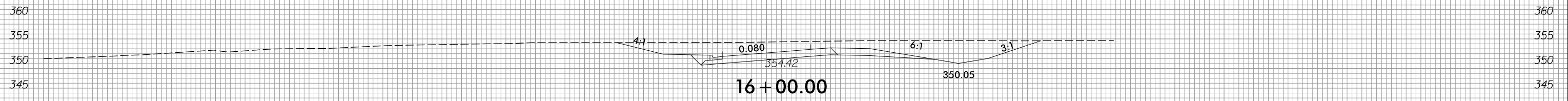
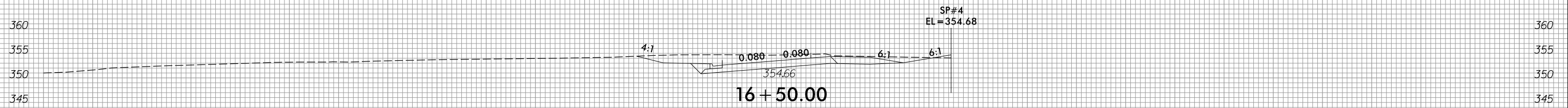
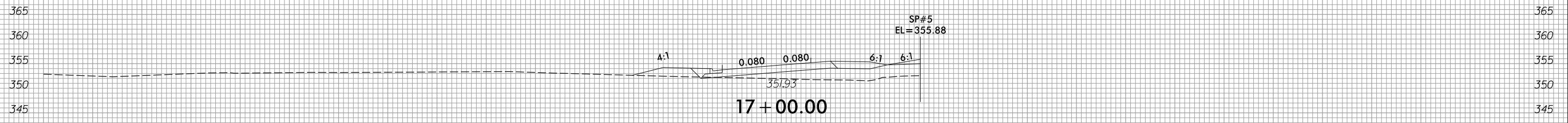
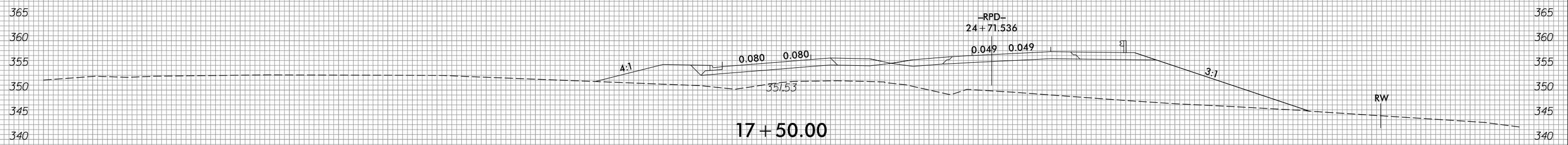
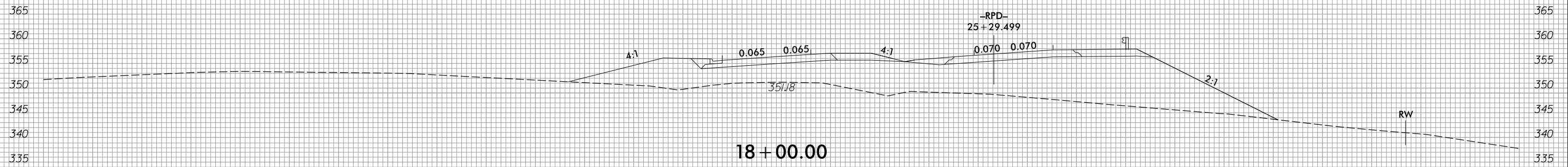
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-37

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



-LPD-

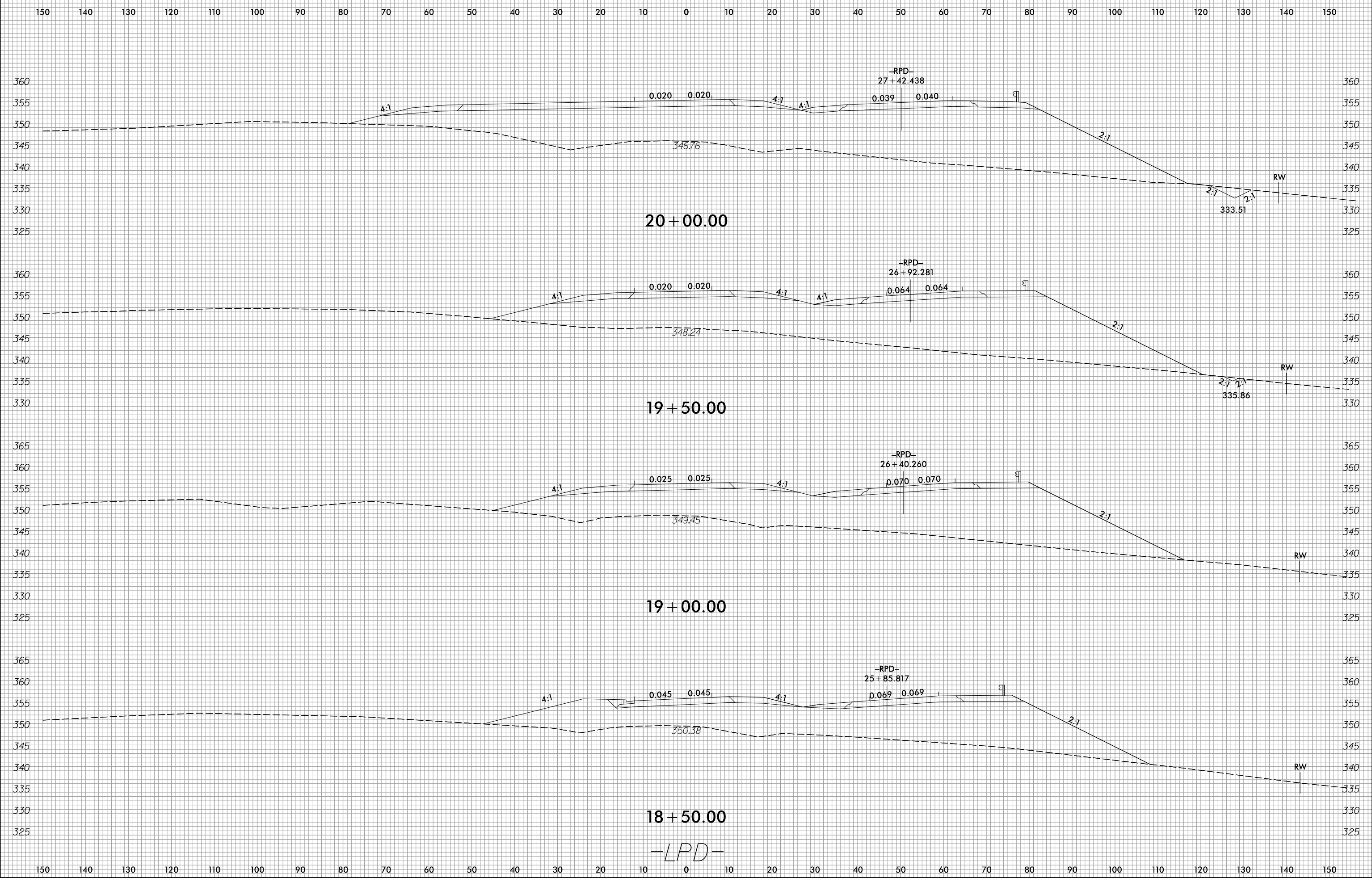
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1.LPD.dgn  
mivison

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-38

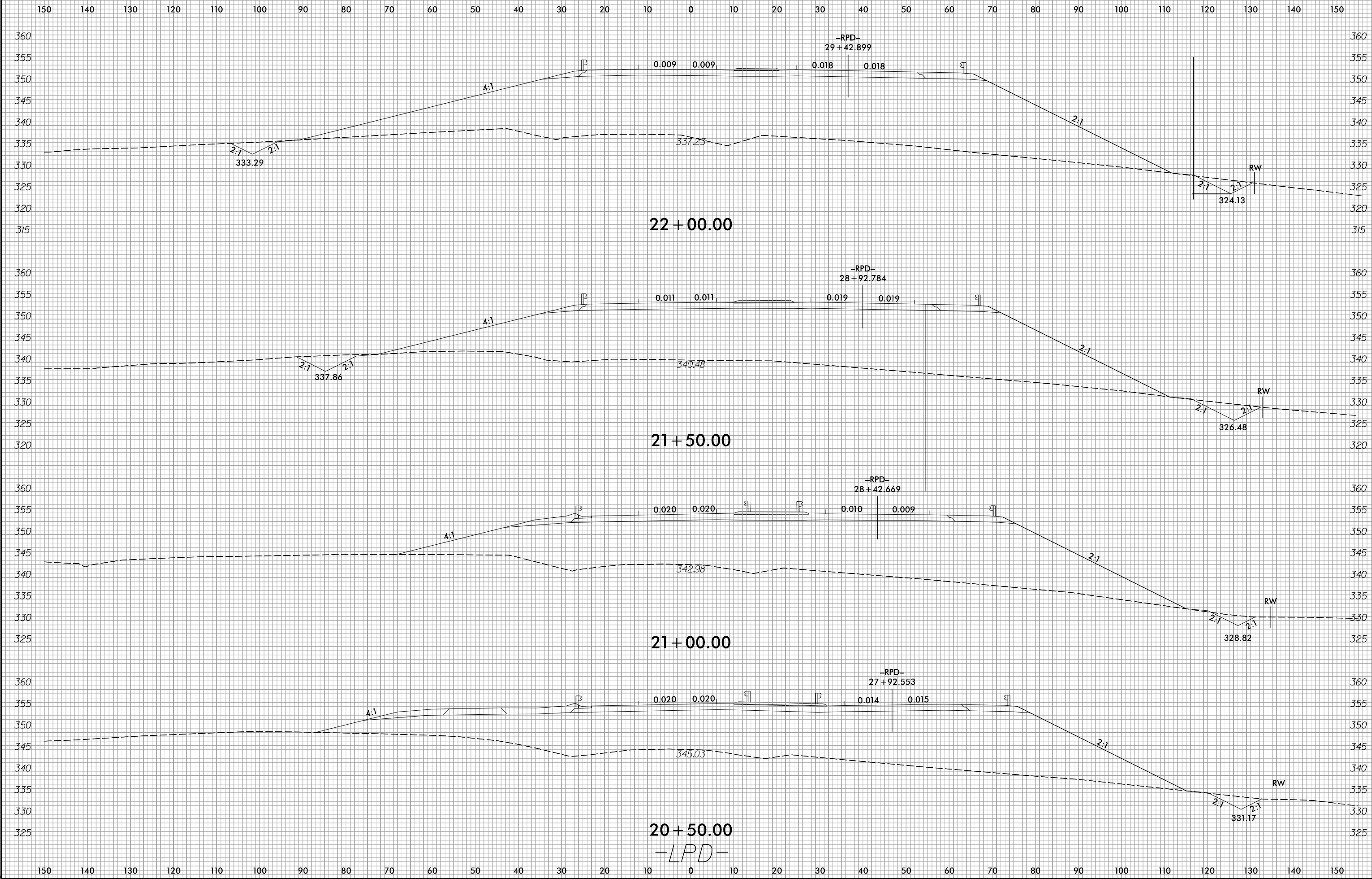


I:\13\2017  
RtRoadway\XSC\U5315A\_Rdy\_xp1.LPD.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-39



I:\13\2017  
Rd\Roadway\XSC\U5315A\_Rdy\_xp1.LPD.dgn  
Division

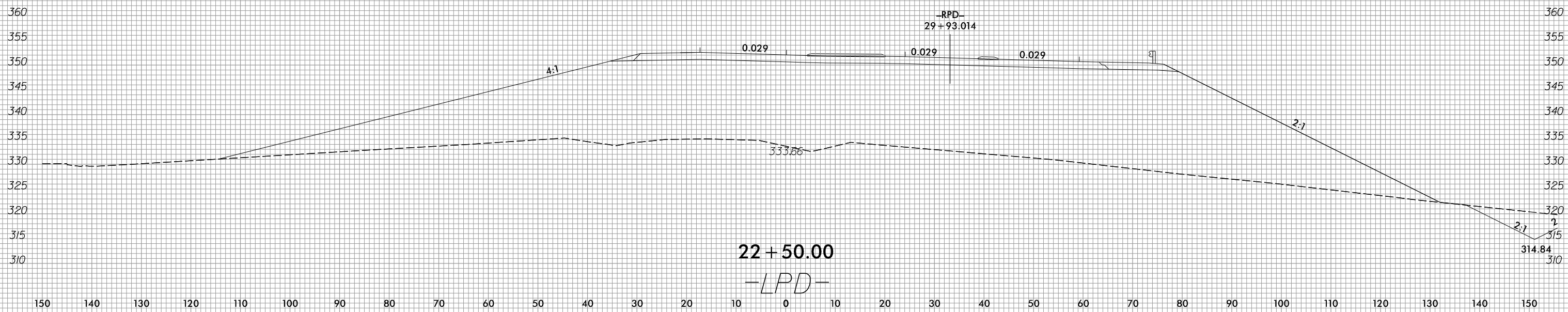
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-40

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



I:\13\2017  
Rt\Roadway\XSC\U5315\_Rdy\_xp1.LPD.dgn  
Division

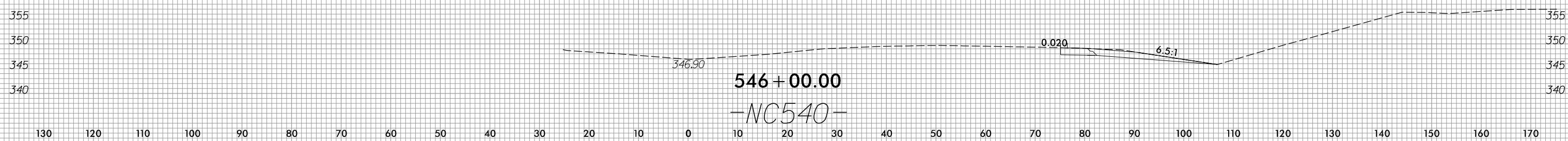
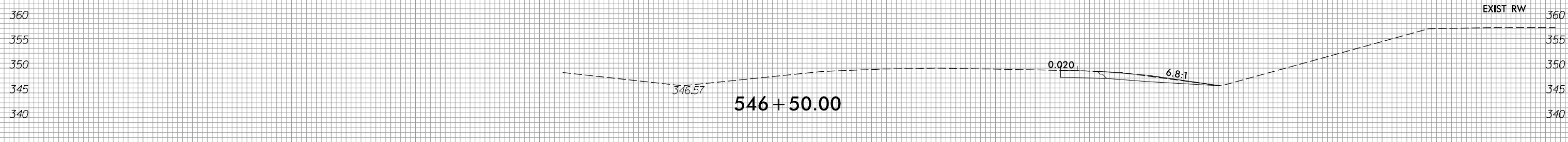
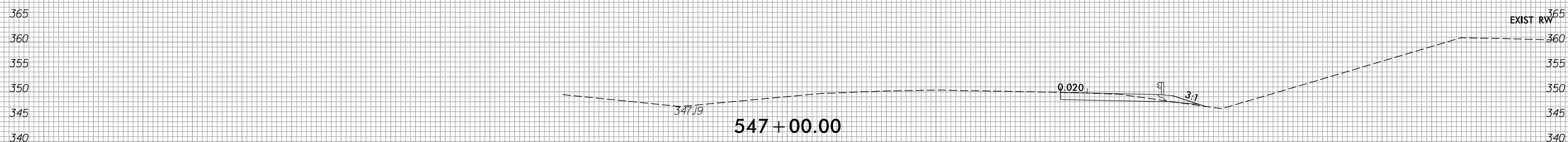
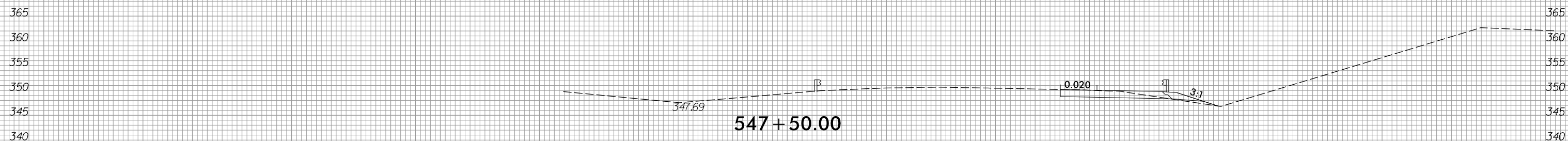
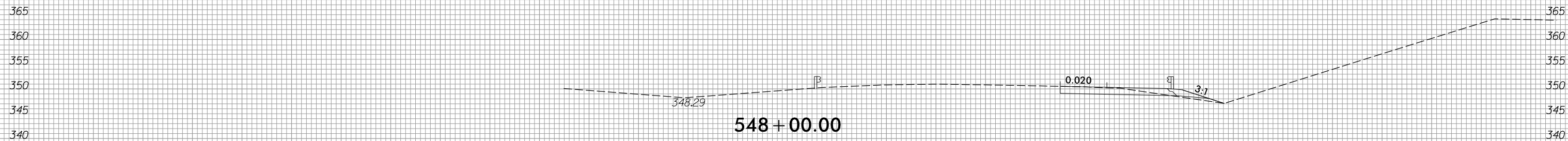
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-41

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170



130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

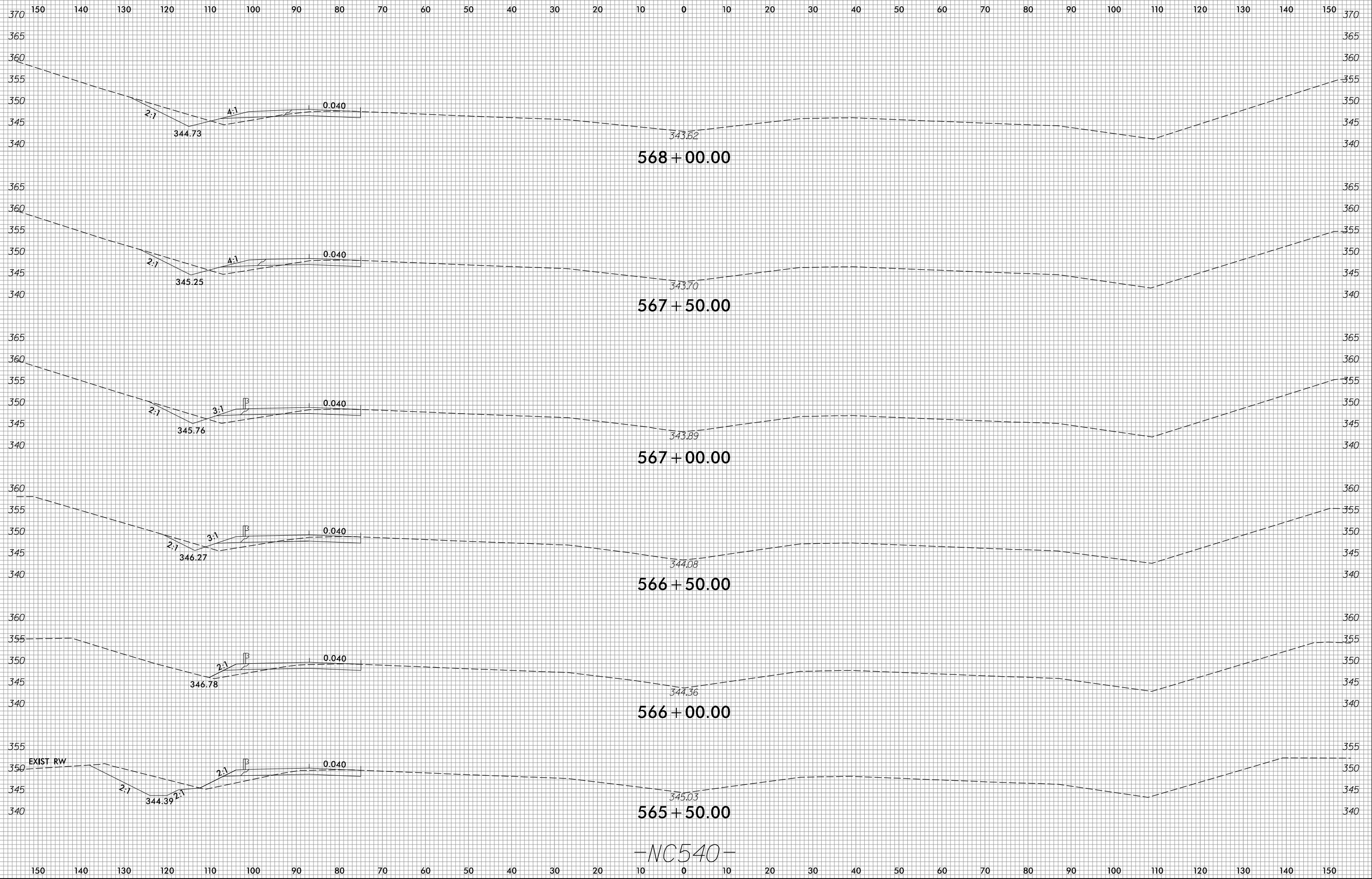
I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1\_NC540.dgn  
Division

8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-47

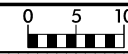


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

-NC540-

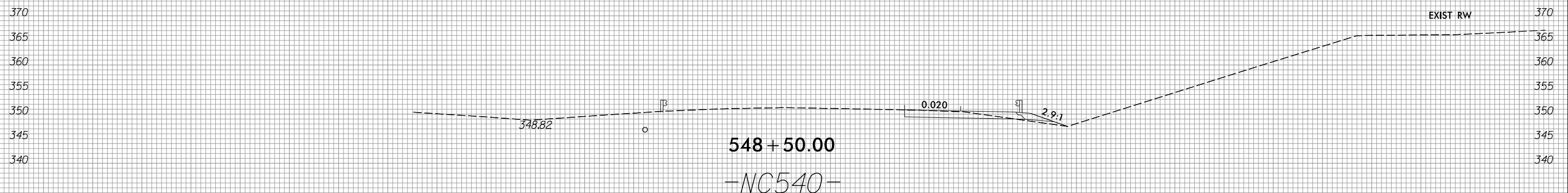
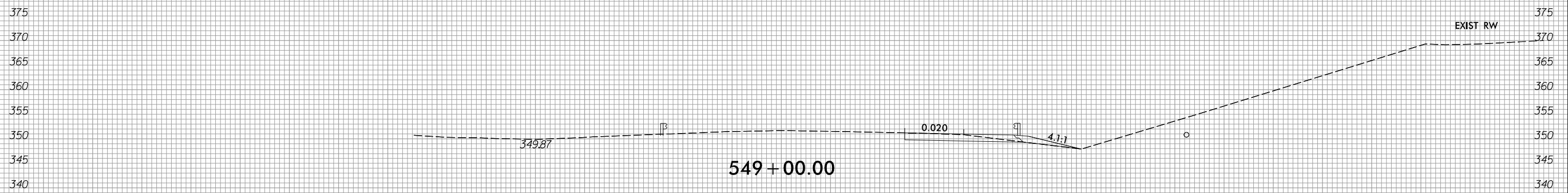
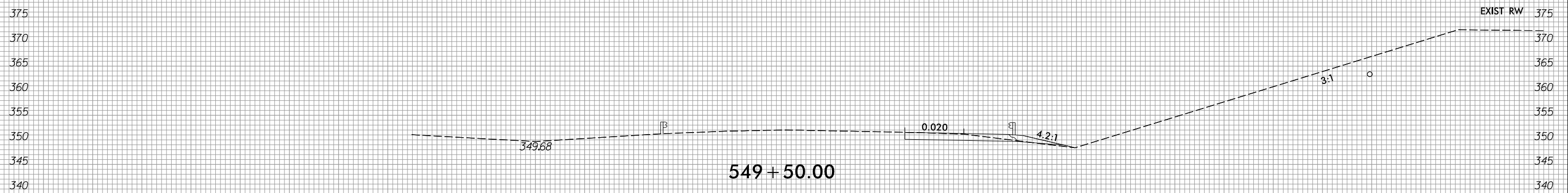
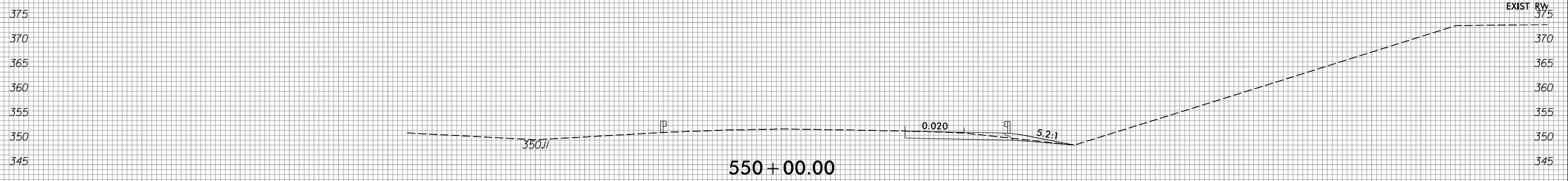
I:\13\2017  
R:\Roadway\XSC\U5315A\_Rdy\_xp1\_NC540.dgn  
Purvison

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-42

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

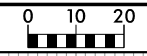


-NC540-

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

I:\13\2017 R:\Roadway\XSC\U5315\_Rdy\_xp1\_NC540.dgn

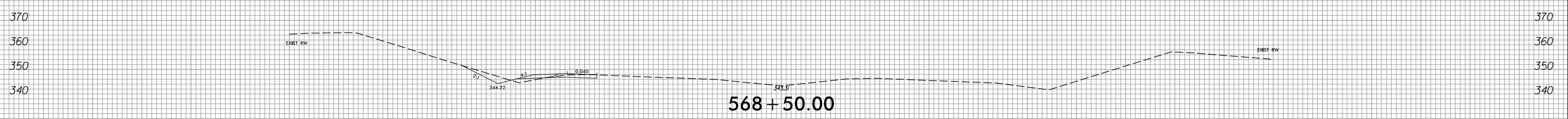
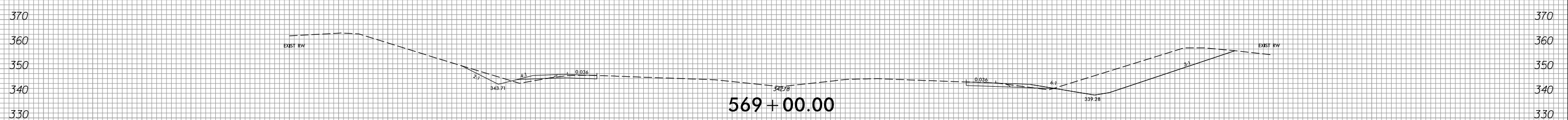
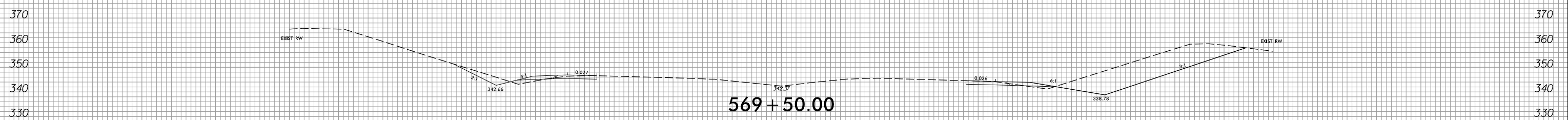
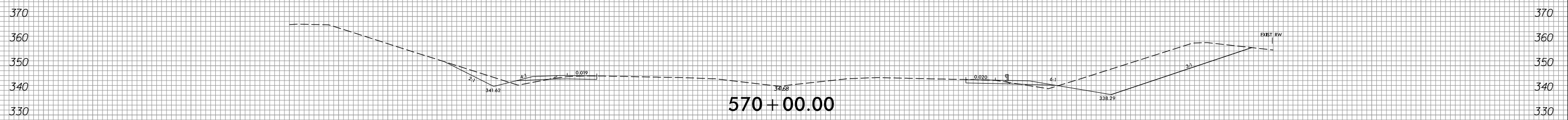
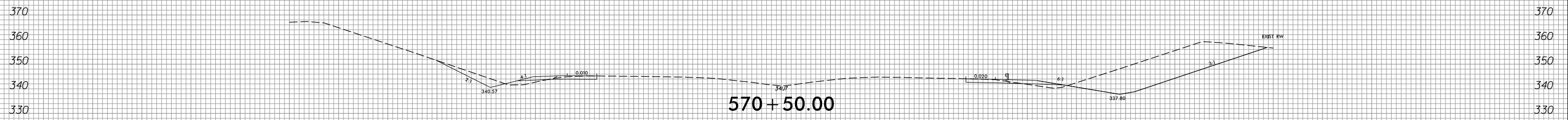
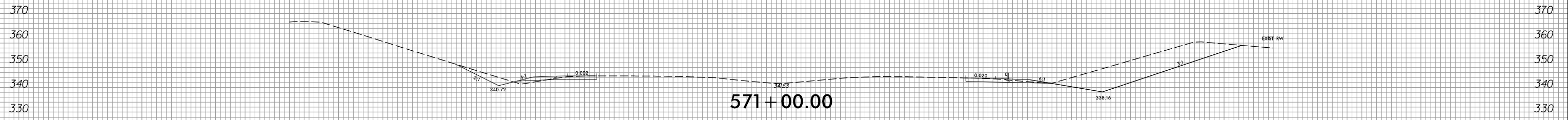
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-48

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300



300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

NC540

I:\13\2017  
R:\Roadway\XSC\U5315A\_RdJ\_xp1\_NC540.dgn  
Munson

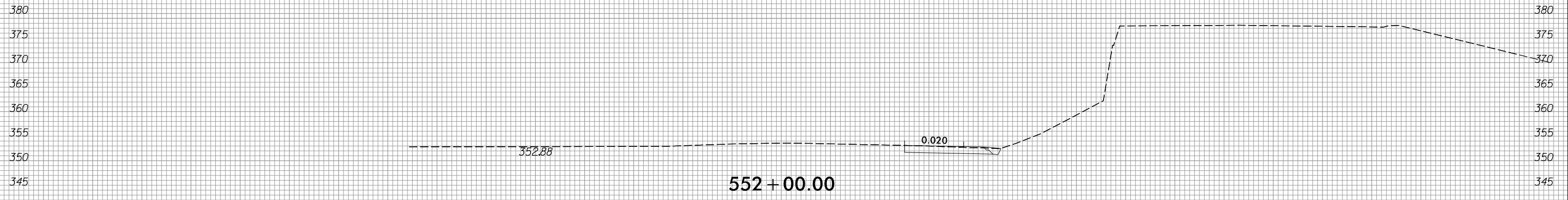


8/23/99

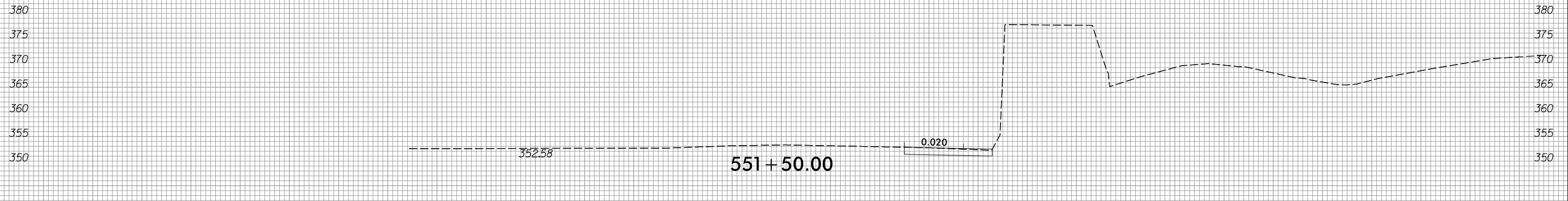


PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-43

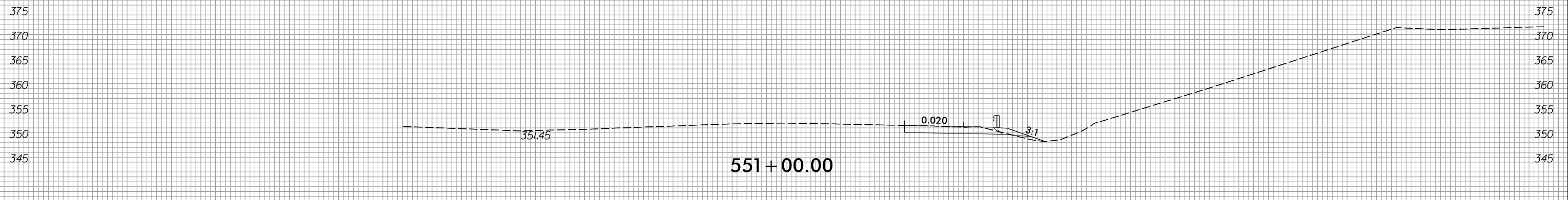
100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200



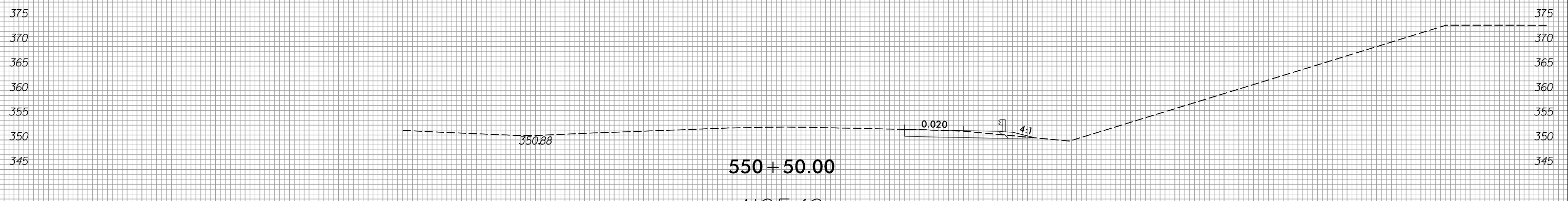
552 + 00.00



551 + 50.00



551 + 00.00



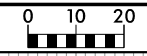
550 + 50.00

-NC540-

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1\_NC540.dgn  
Division

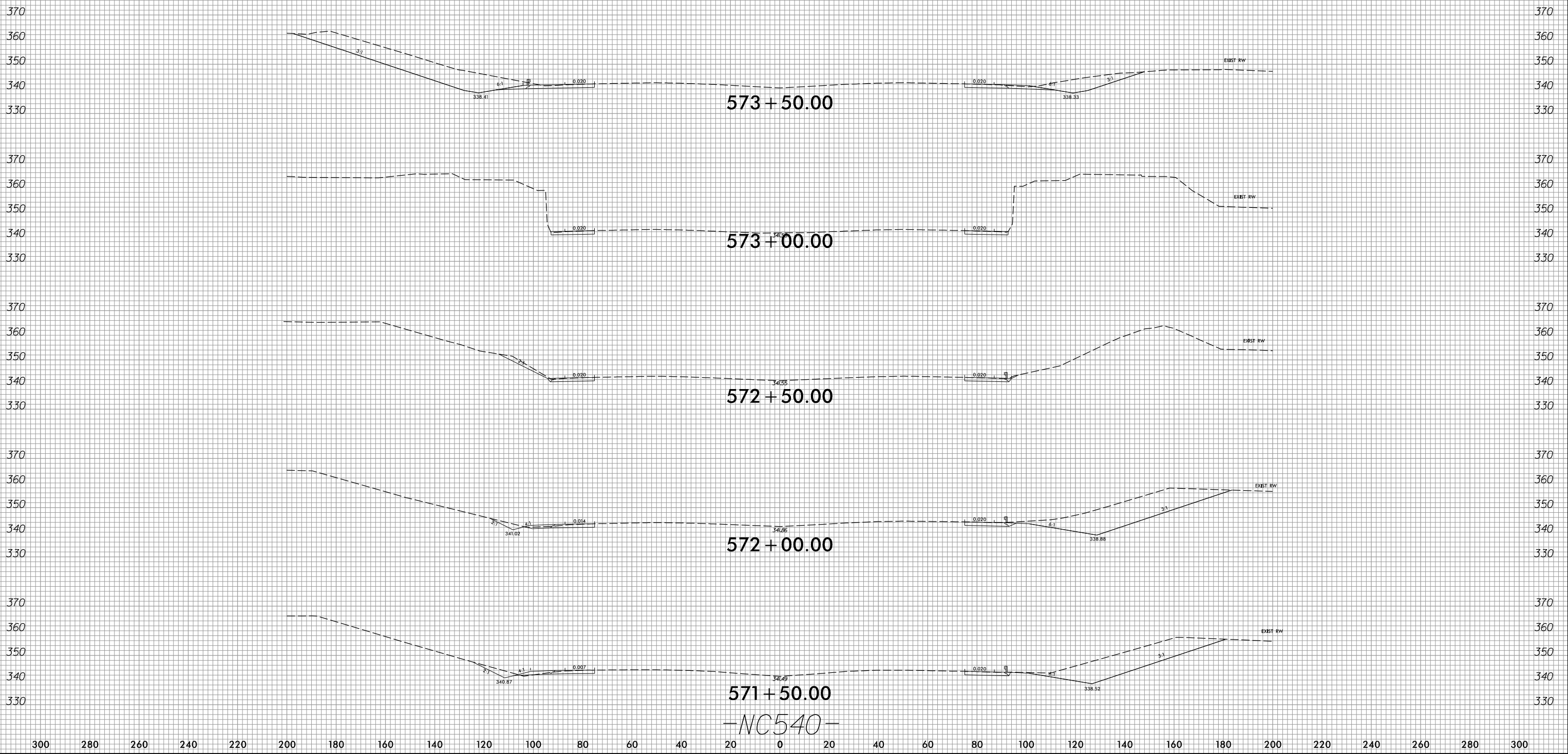
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-49

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300



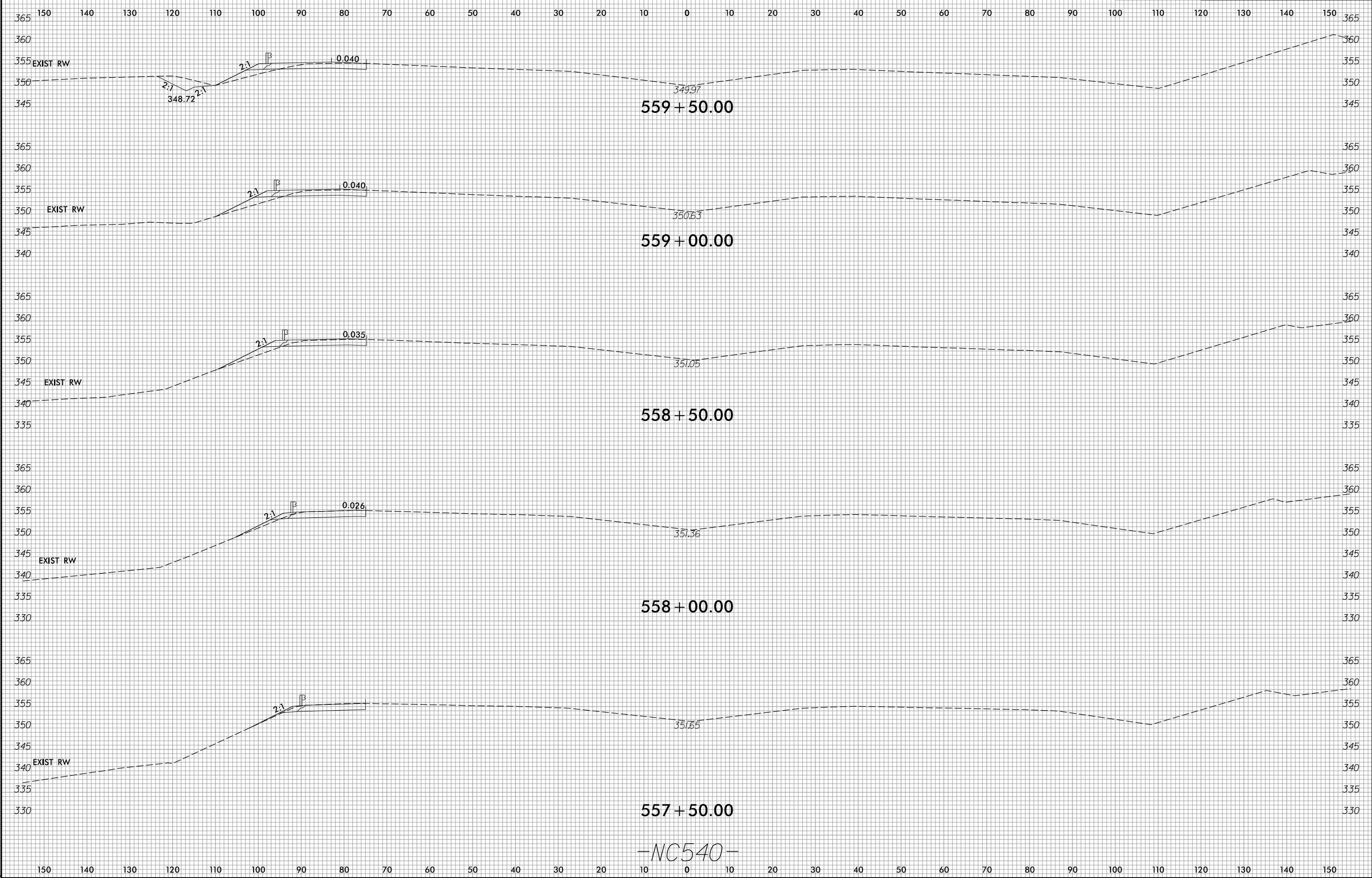
300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

I:\13\2017  
R:\Roadway\XSC\U5315A\_RdJ\_xp1\_NC540.dgn  
Division

8/23/99



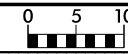
PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-44



-NC540-

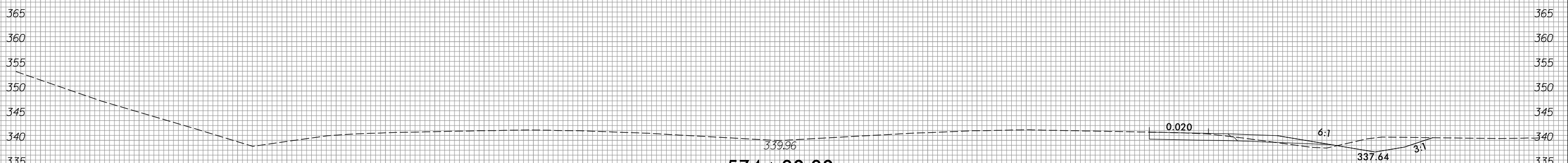
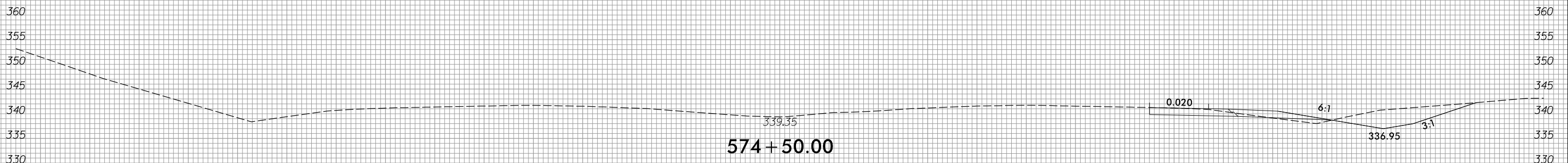
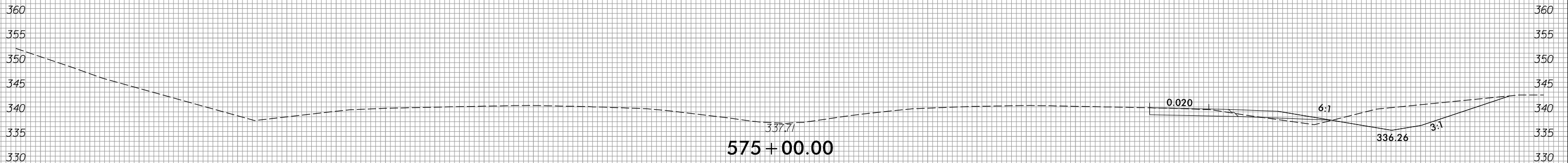
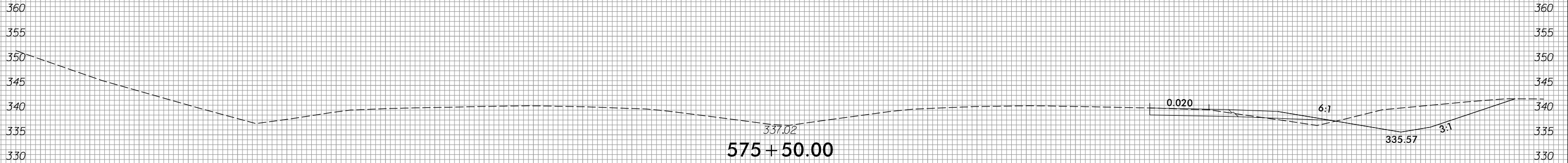
I:\13\2017  
R:\Roadway\XSC\U5315\_RdJ\_xp1\_NC540.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-50

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

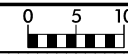


-NC540-

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

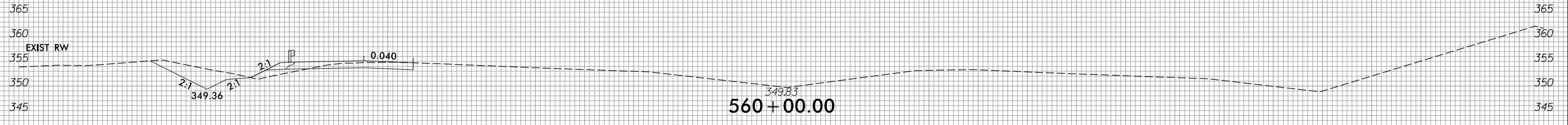
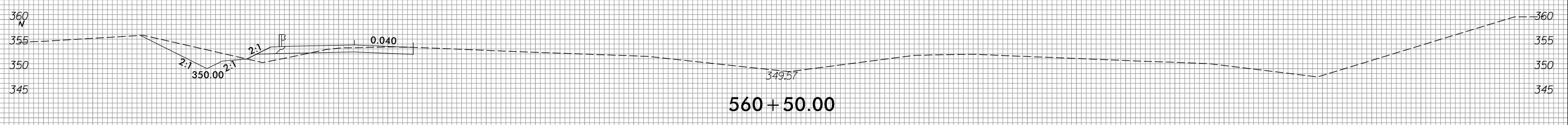
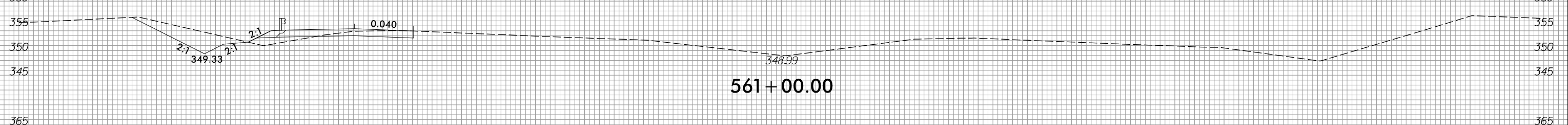
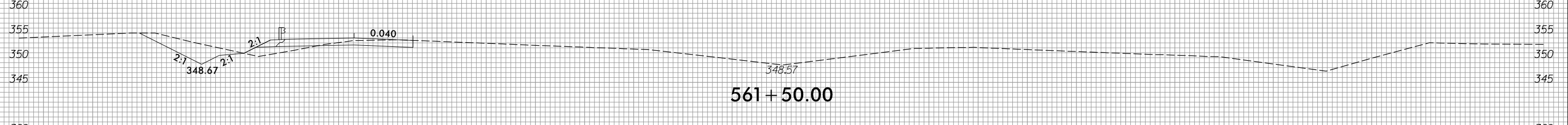
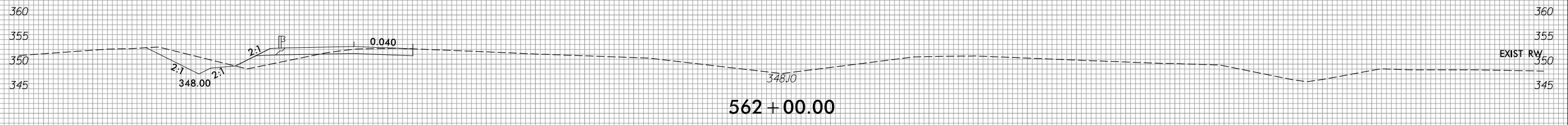
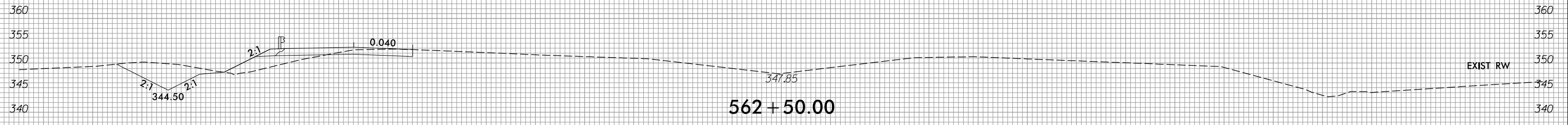
I:\13\2017  
Rt\Roadway\XSC\U5315\_Rdy\_xp1\_NC540.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-45

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



-NC540-

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

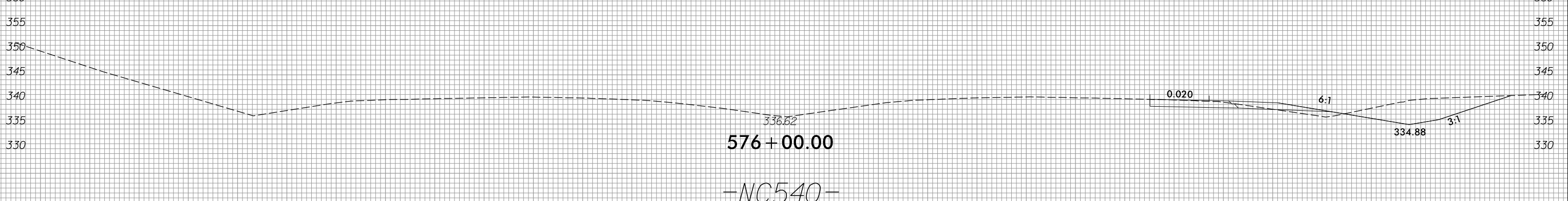
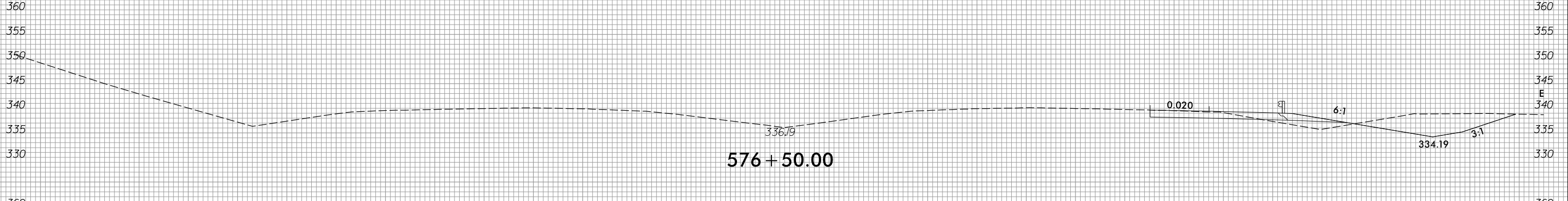
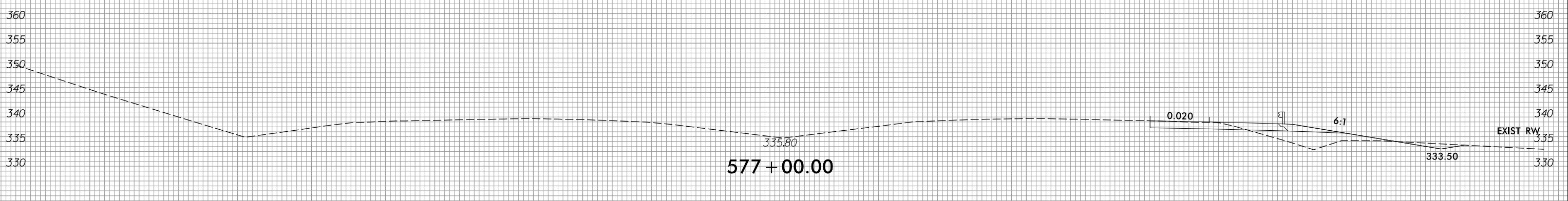
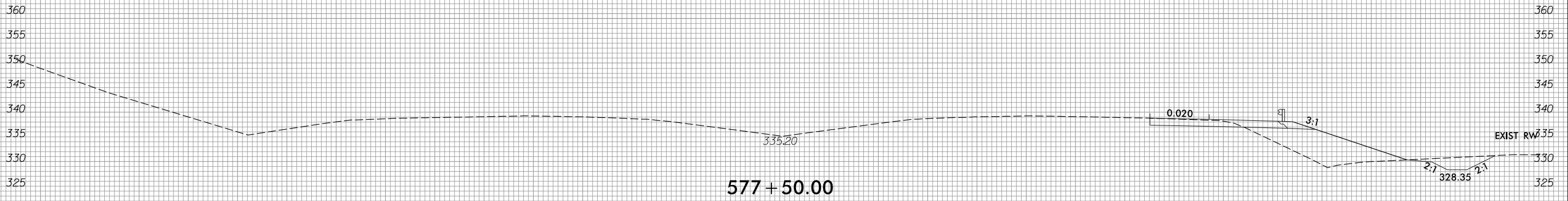
I:\13\2017 R:\Roadway\XSC\U5315\_Rdy\_xp1\_NC540.dgn

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-51

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



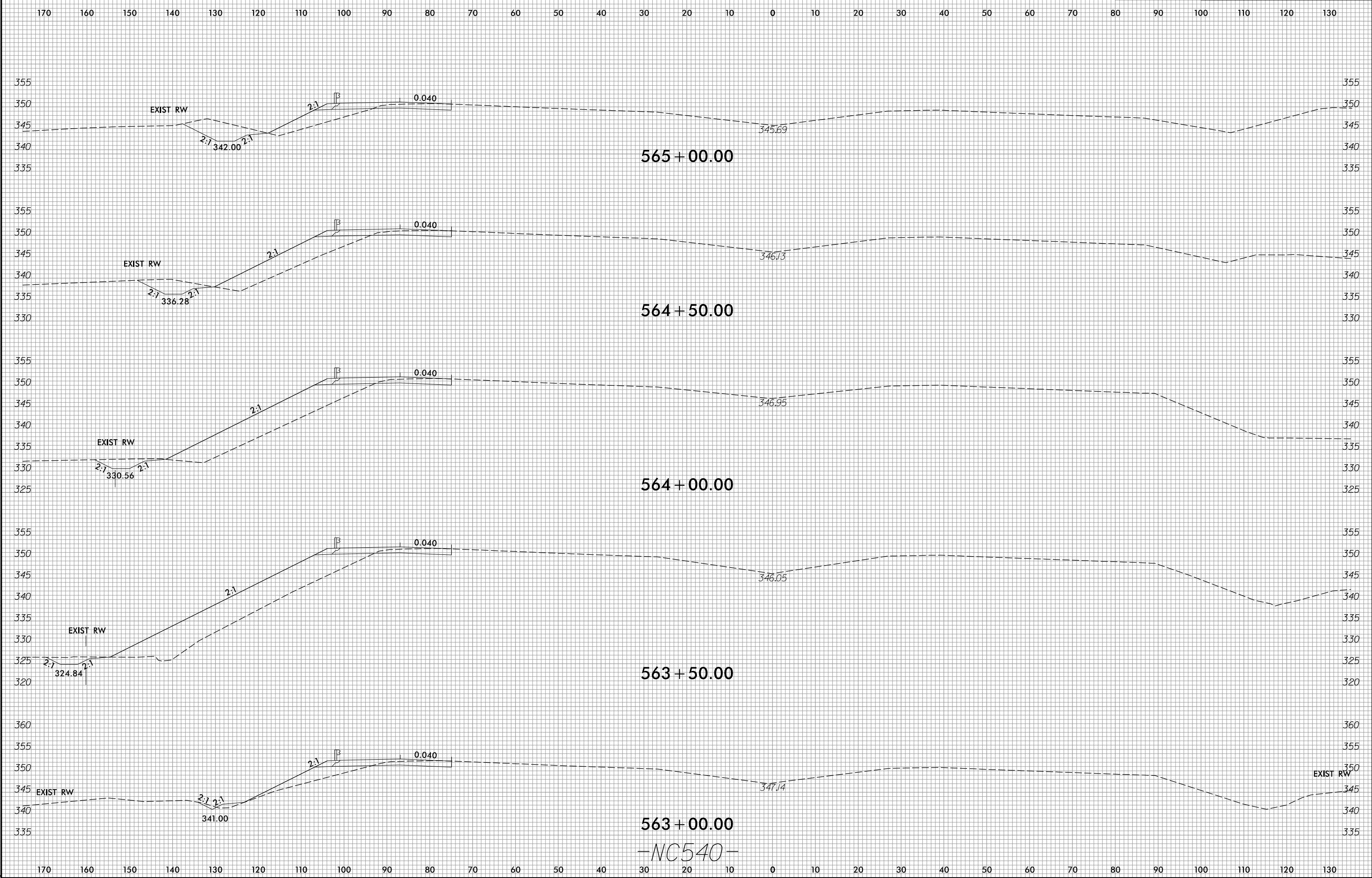
-NC540-

I:\13\2017  
RtRoadway\XSC\U5315\_RdJ\_xp1\_NC540.dgn  
Division

8/23/99



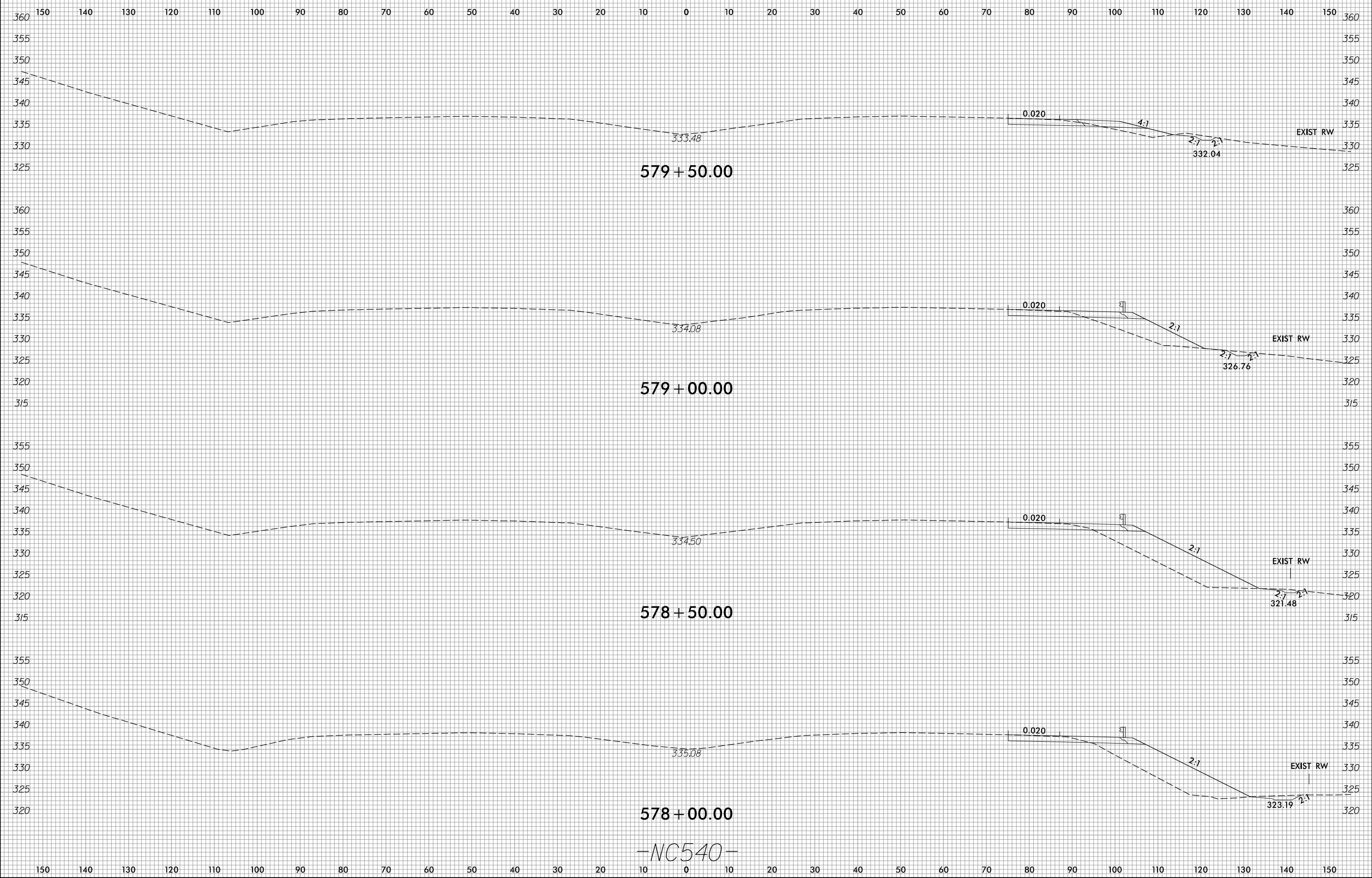
PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-46



I:\13\2017  
R:\Roadway\XSC\U5315\_RdJ\_xp1\_NC540.dgn  
Division

563+00.00  
-NC540-

8/23/99



-NC540-

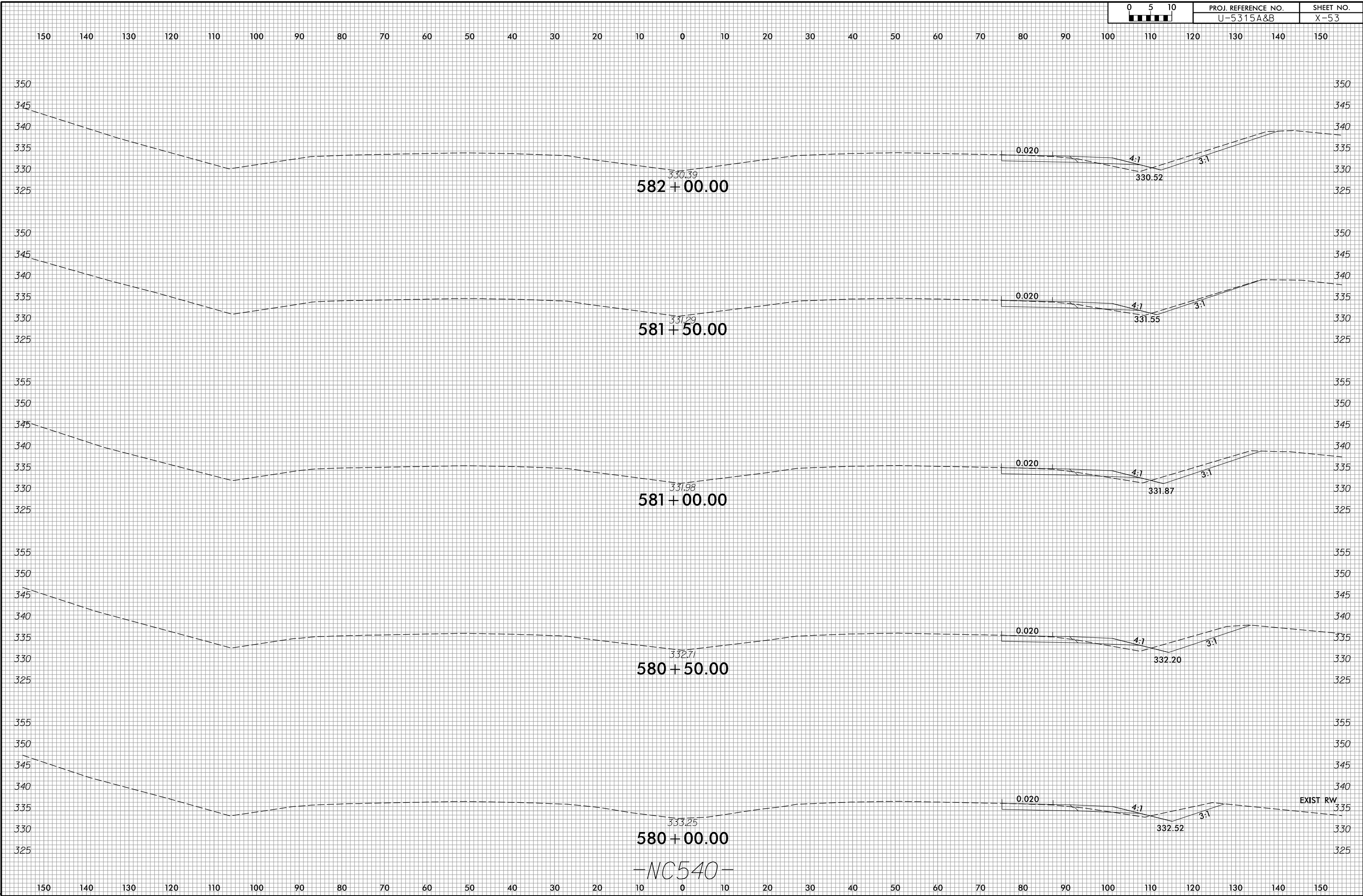
I:\13\2017  
Rt\Roadway\XSC\U5315\_Rdy\_xp1\_NC540.dgn  
Division



8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-53



I:\13\2017  
Rt\Roadway\XSC\U5315\_Rdy\_xp1\_NC540.dgn  
Division

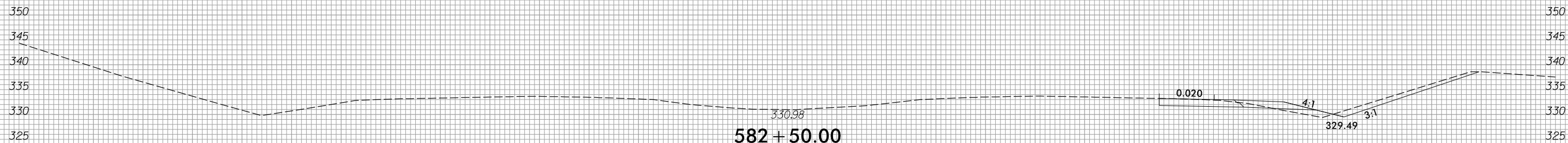
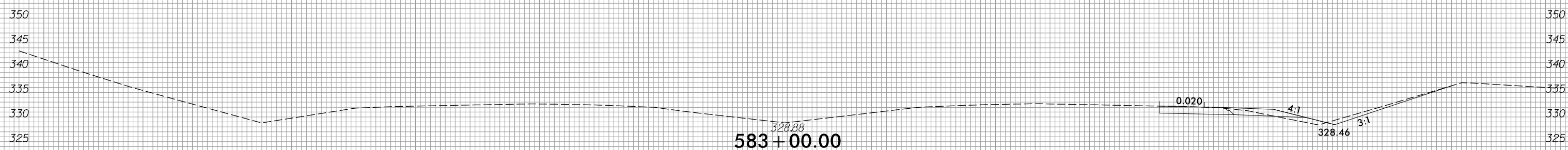
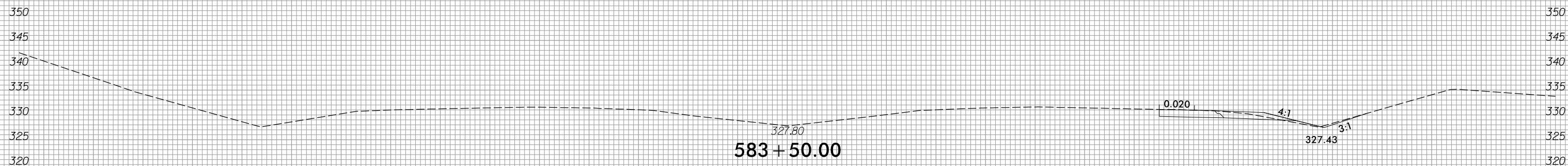
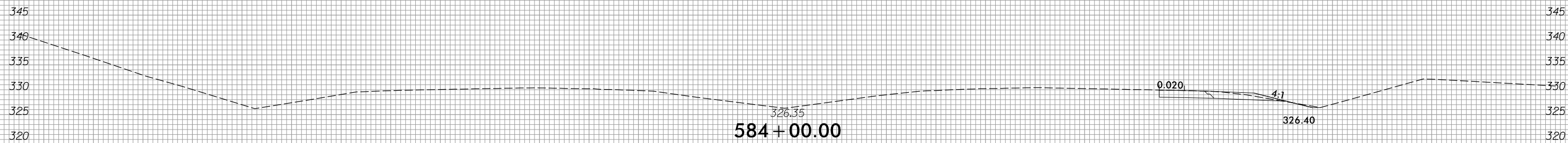
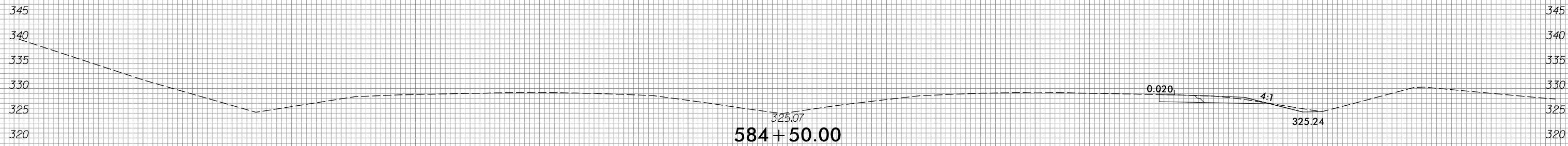
-NC540-

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-54

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



-NC540-

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

I:\13\2017  
RtRoadway\XSC\U5315\_RdJ\_xp1\_NC540.dgn  
Purvison

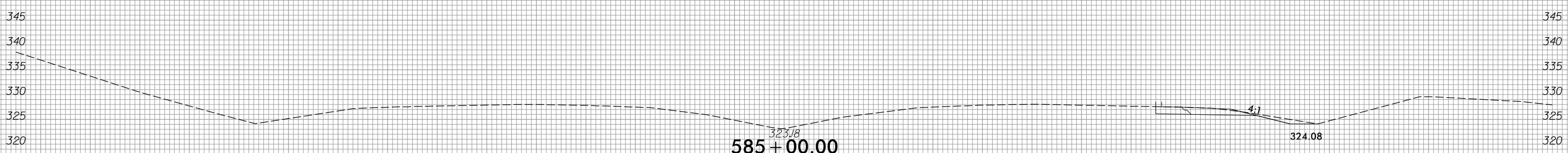
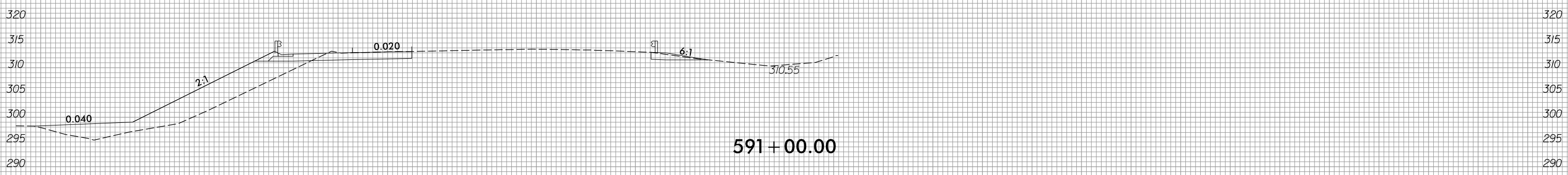
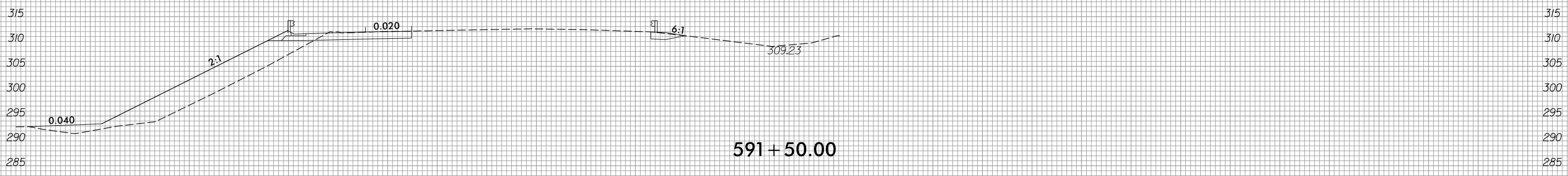
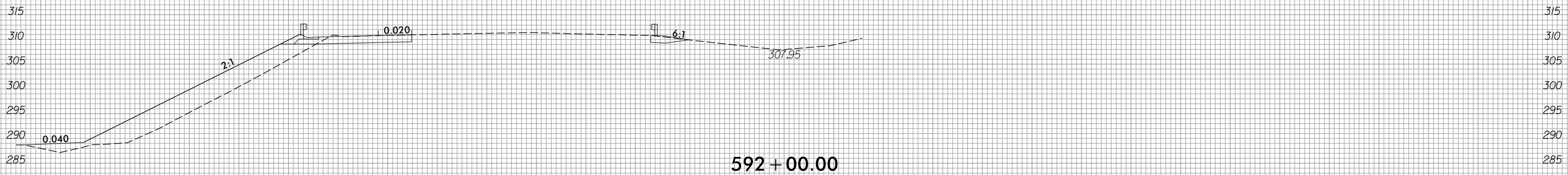
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

SHEET NO.  
X-55

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



-NC540-

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

I:\13\2017  
Rt\Roadway\XSC\U5315\_Rdy\_xp1\_NC540.dgn  
Division

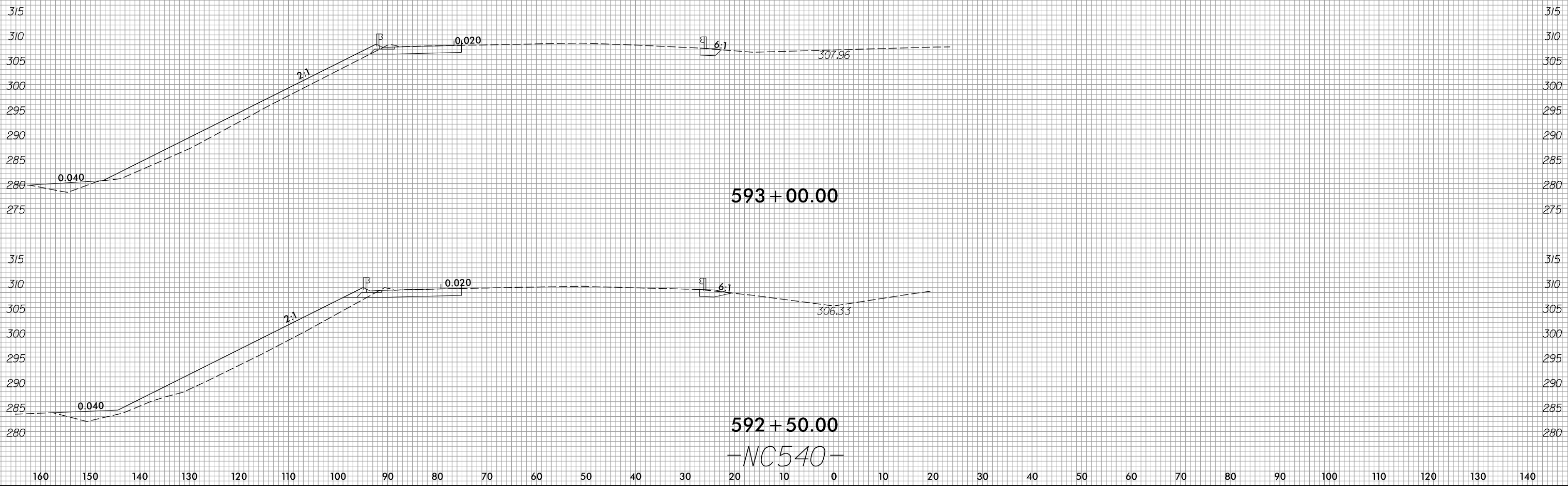
8/23/99



PROJ. REFERENCE NO.  
U-5315A&B

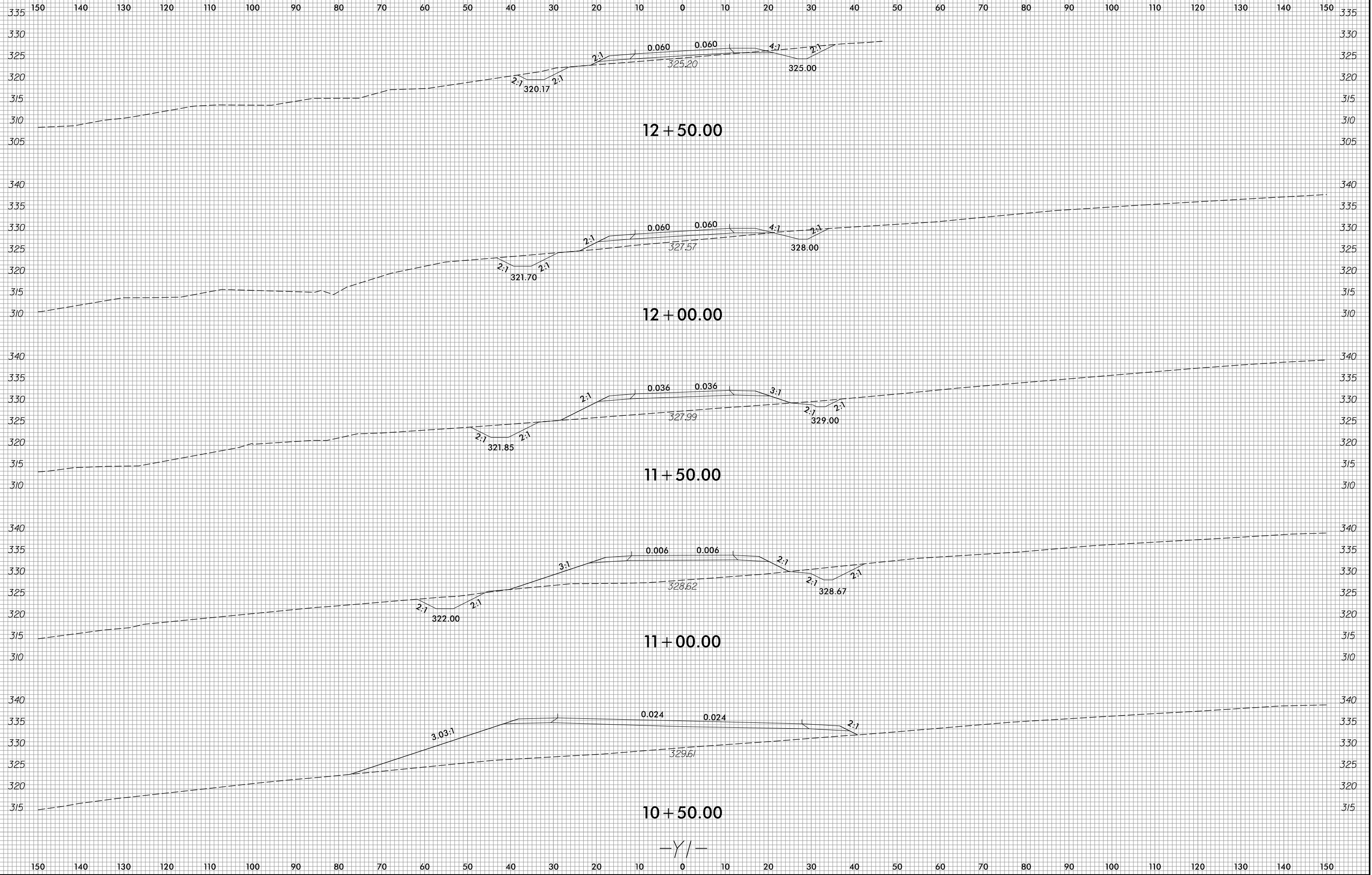
SHEET NO.  
X-56

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140



I:\13\2017  
Rt\Roadway\XSC\U5315\Edy.-xp1.NC540.dgn  
Division

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140



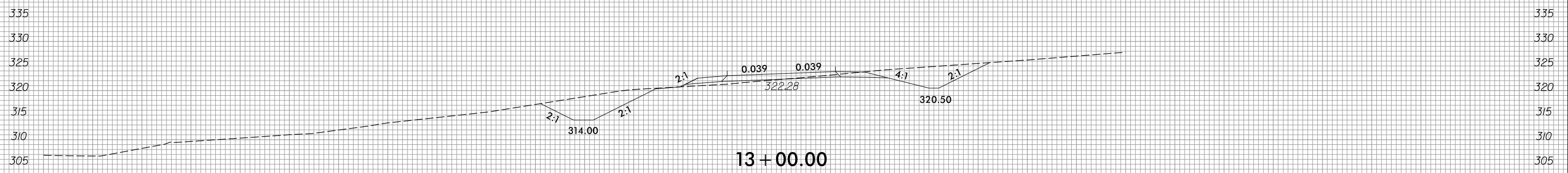
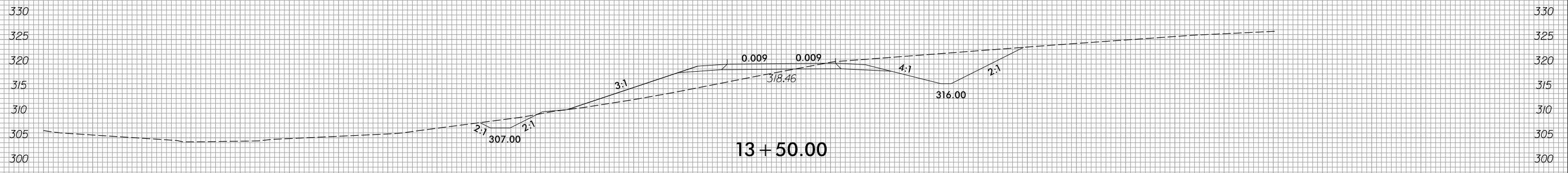
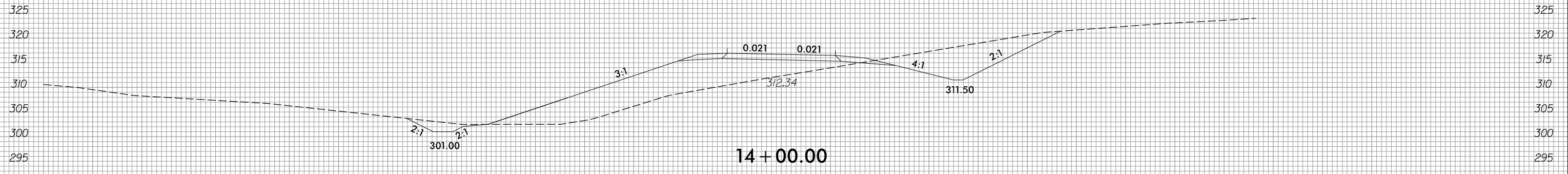
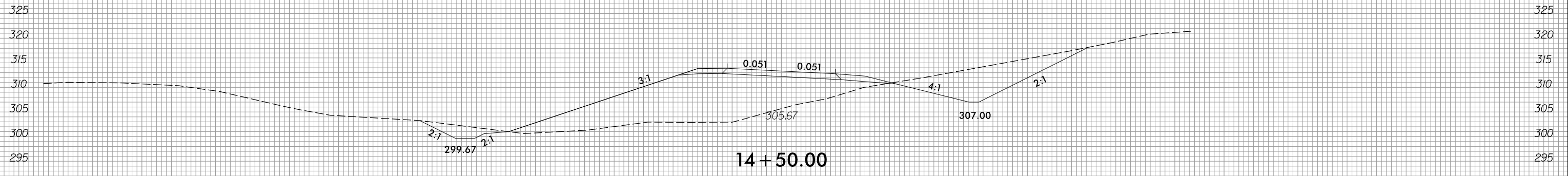
8/23/99



PROJ. REFERENCE NO.  
U-5315

SHEET NO.  
X-58

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

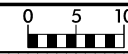


-Y/-

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

I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1\_Y1.dgn  
mrvn

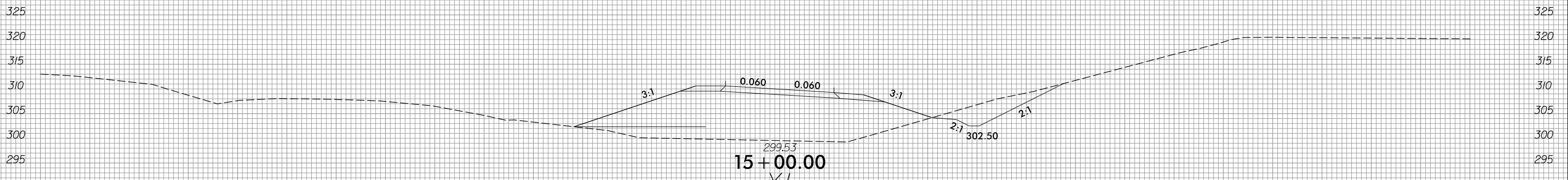
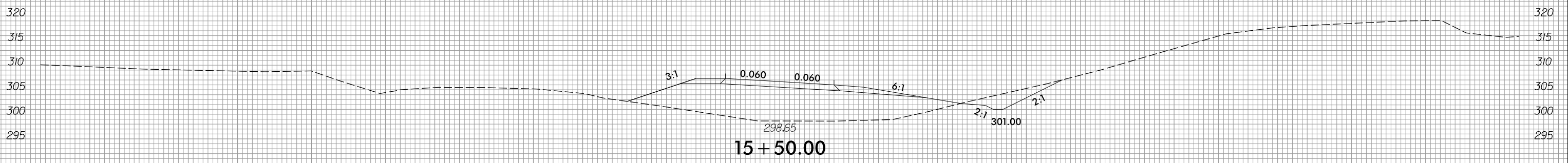
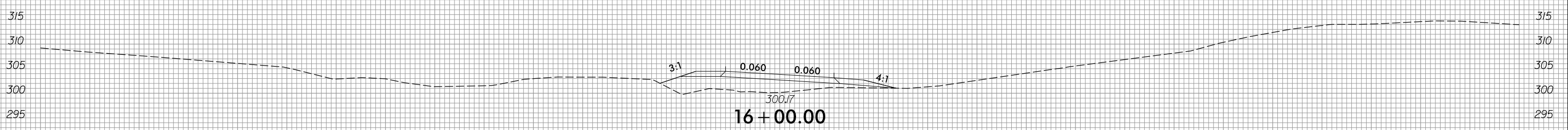
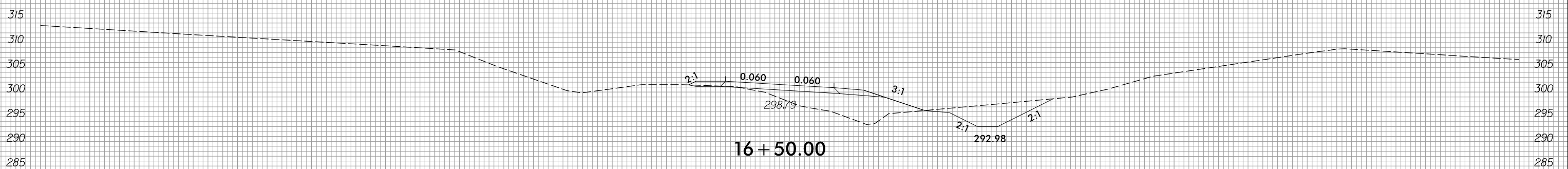
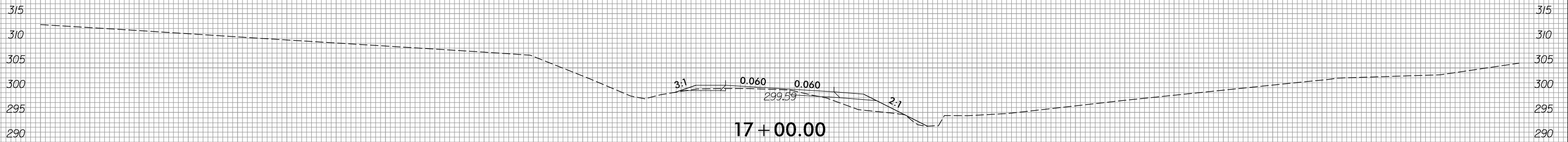
8/23/99



PROJ. REFERENCE NO.  
U-5315

SHEET NO.  
X-59

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



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

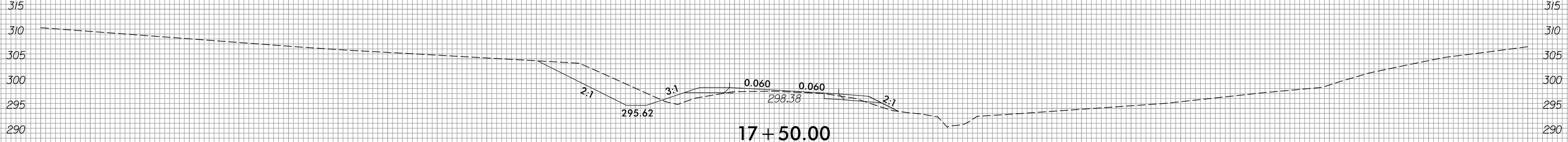
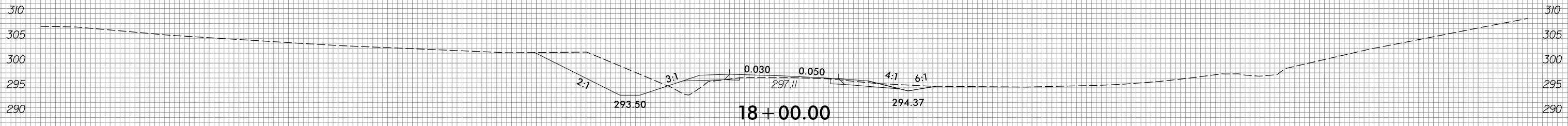
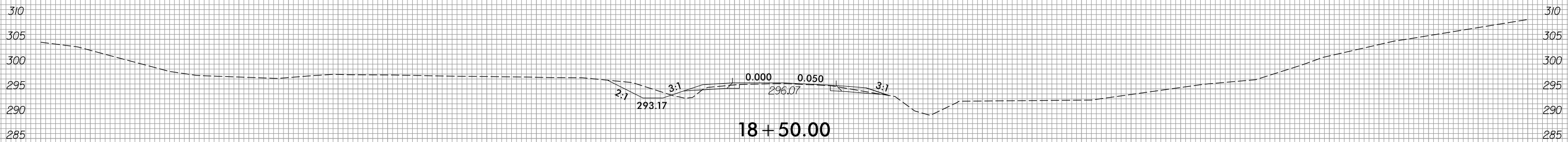
I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1\_Y1.dgn  
Division

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315	X-60

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



-Y/-

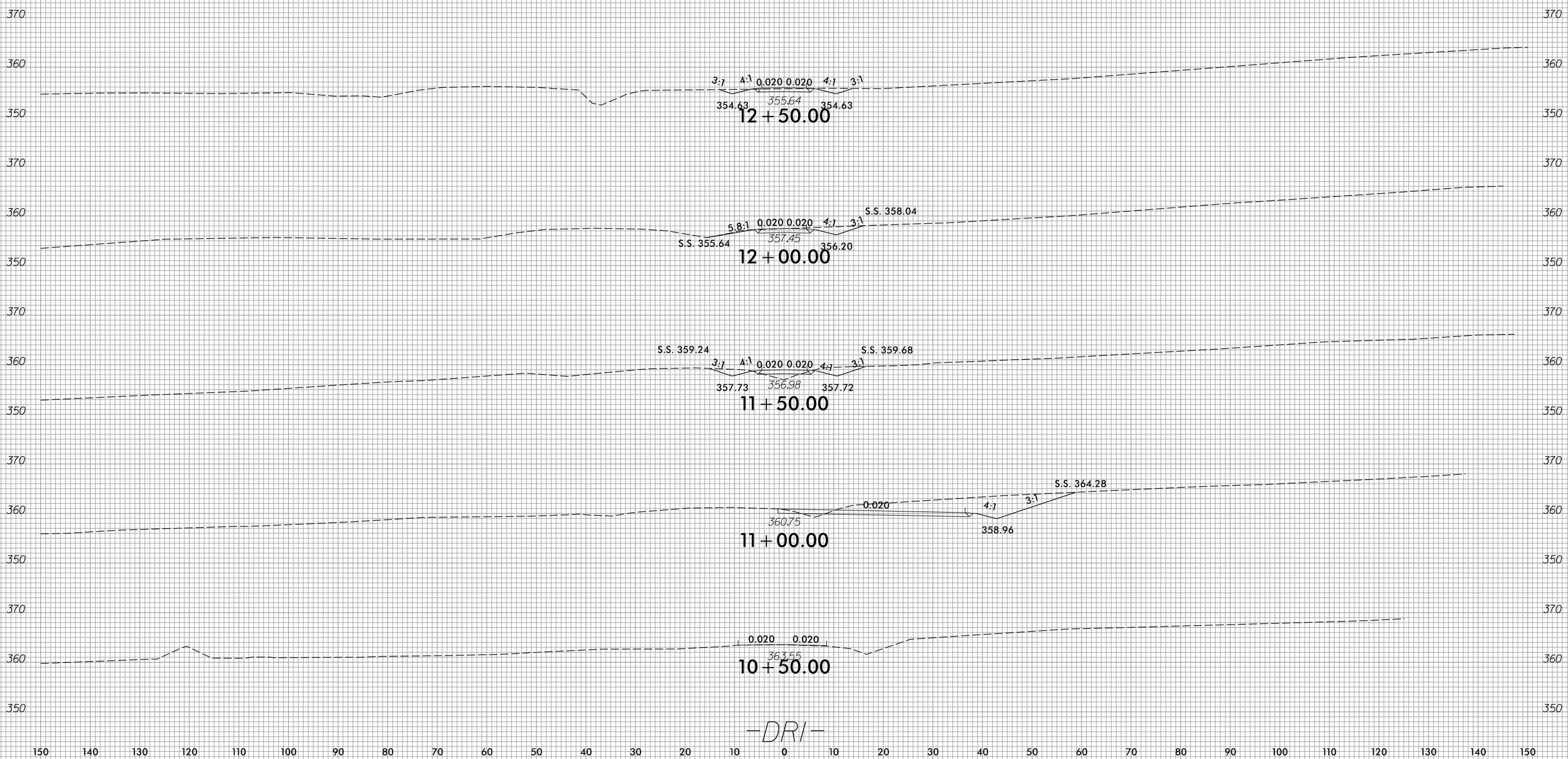
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

I:\13\2017  
Rt\Roadway\XSC\U5315\_Rdy\_xp1\_Y1.dgn  
Munson





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

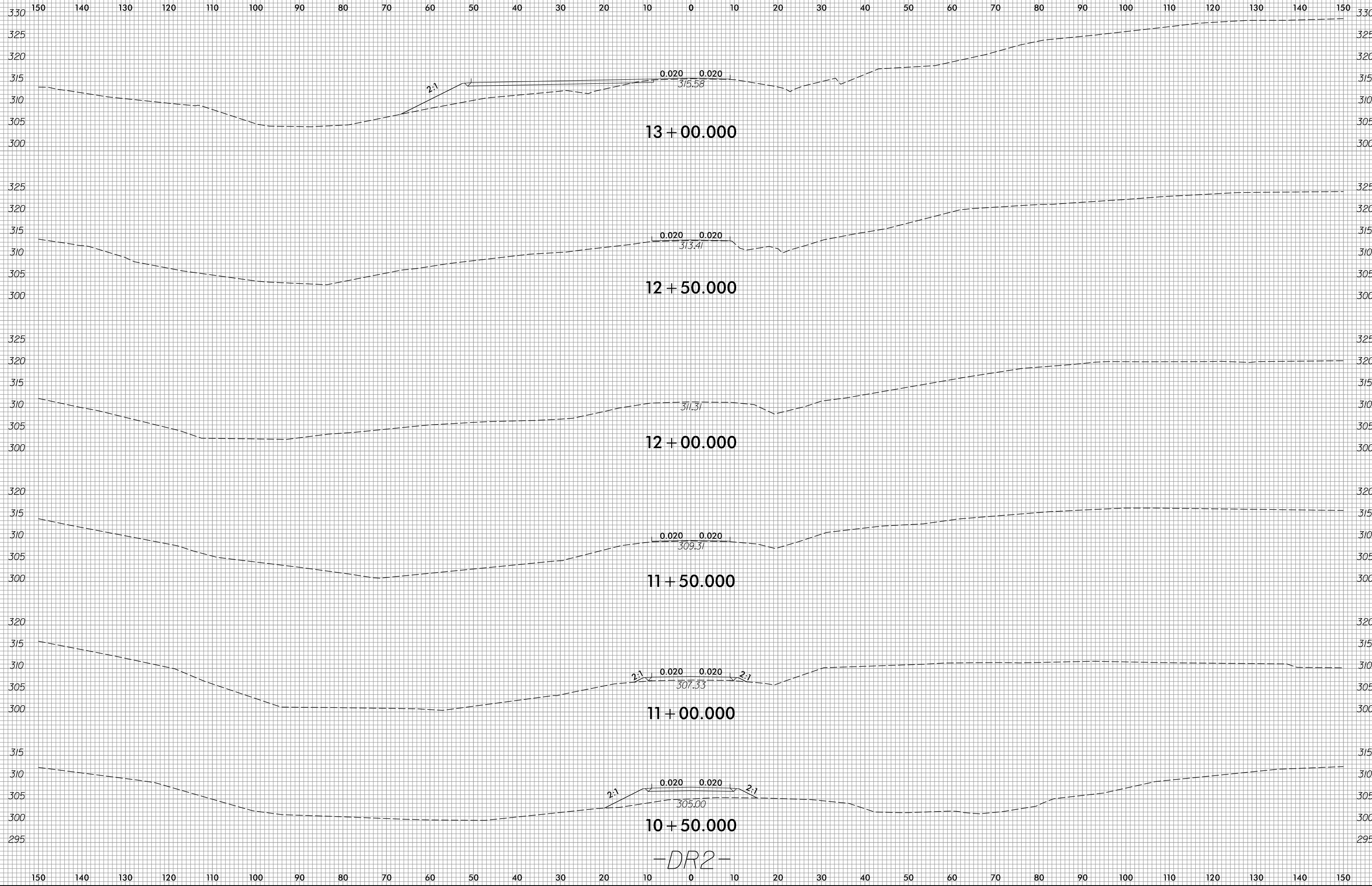


-DRI-

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-5315A&B	X-62



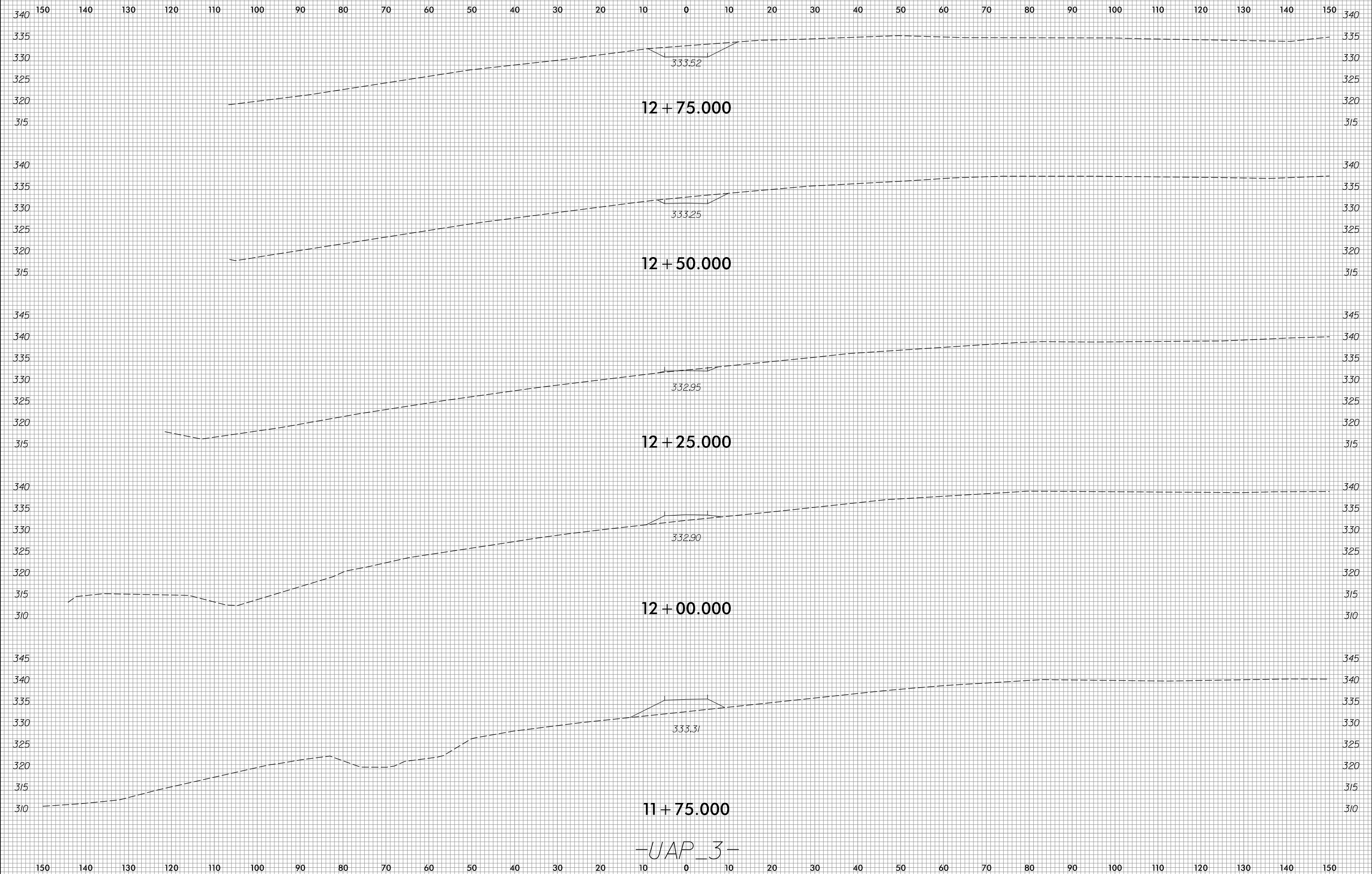
-DR2-

I:\13\2017  
R:\Roadway\XSC\U5315\_Rdy\_xp1\_DR2.dgn  
Division

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
U-5315	X-63



-UAP\_3-

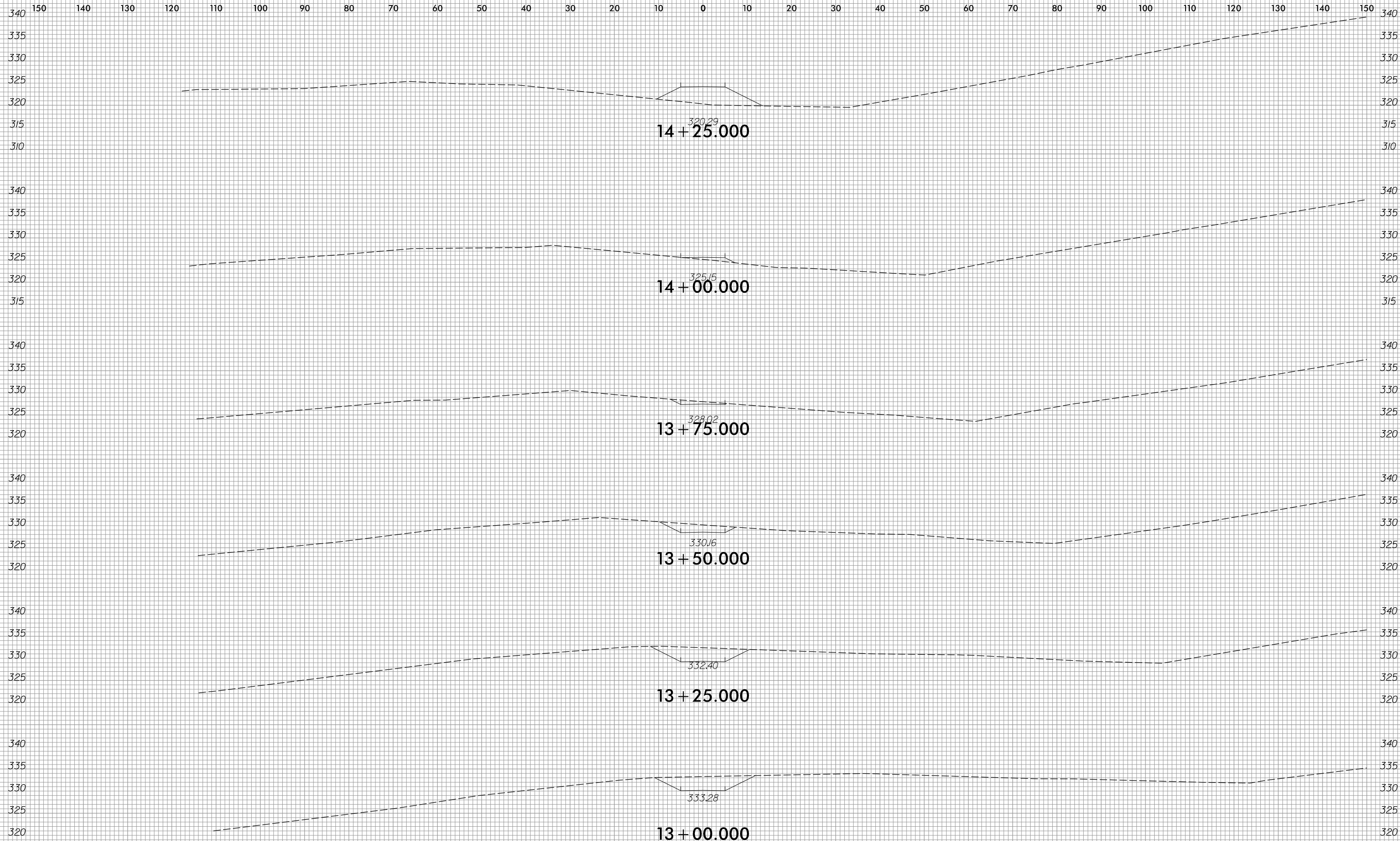
I:\13\2017  
 R:\Roadway\XSC\U5315\_Rdy\_xp1\_UAP\_3.dgn  
 jhinson

6/23/16



PROJ. REFERENCE NO.  
U-5315

SHEET NO.  
X-64



-UAP\_3-

11/13/2017  
R:\Roadway\XSC\U5315\_Rdu\_xp1\_UAP\_3.dgn  
jlinson

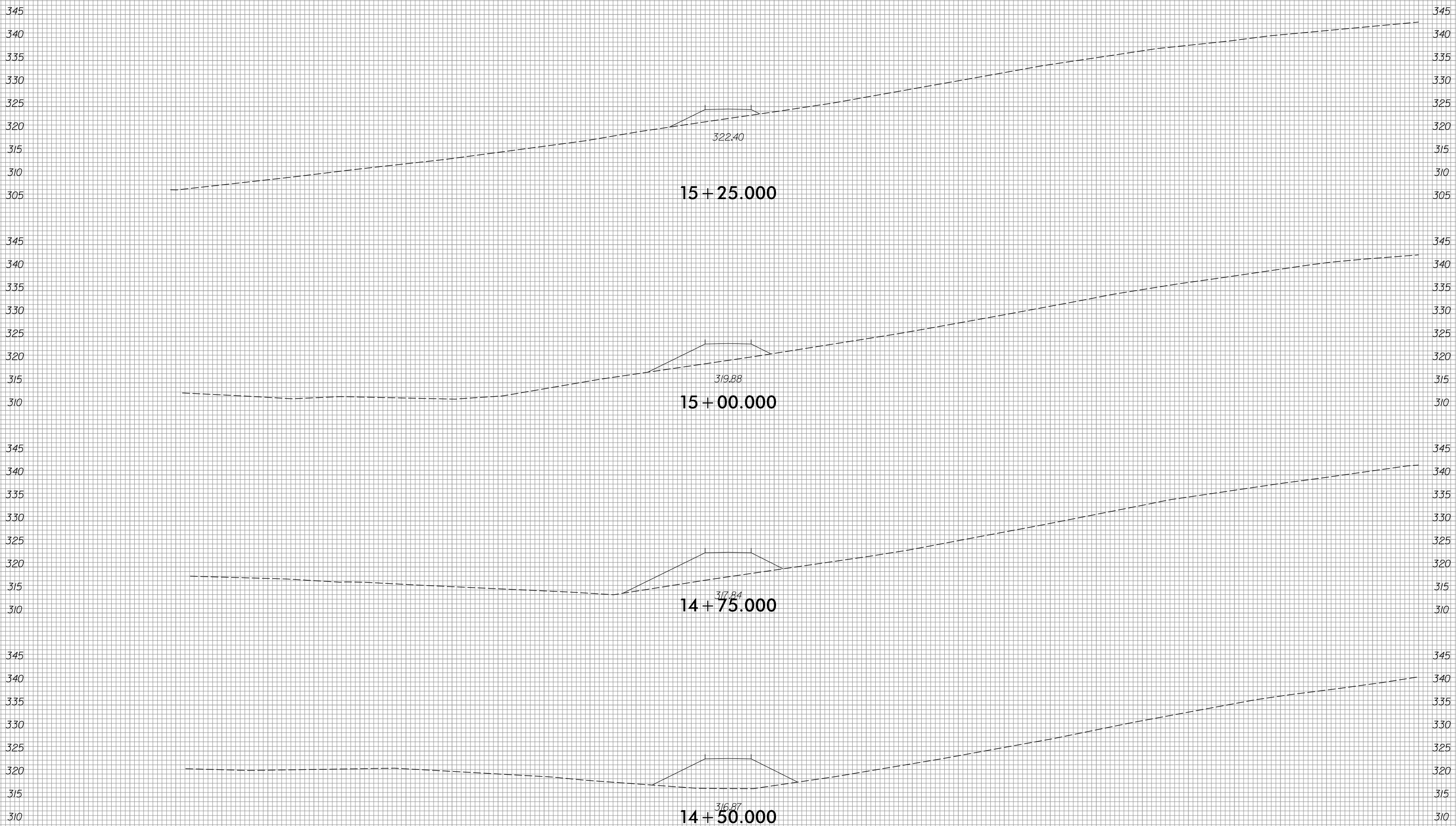
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

6/23/16



PROJ. REFERENCE NO.	SHEET NO.
U-5315	X-65

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



-UAP\_3-

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

11/13/2017  
 R:\Roadway\XSC\U5315\_Rdu\_xp1\_UAP\_3.dgn  
 jhinson

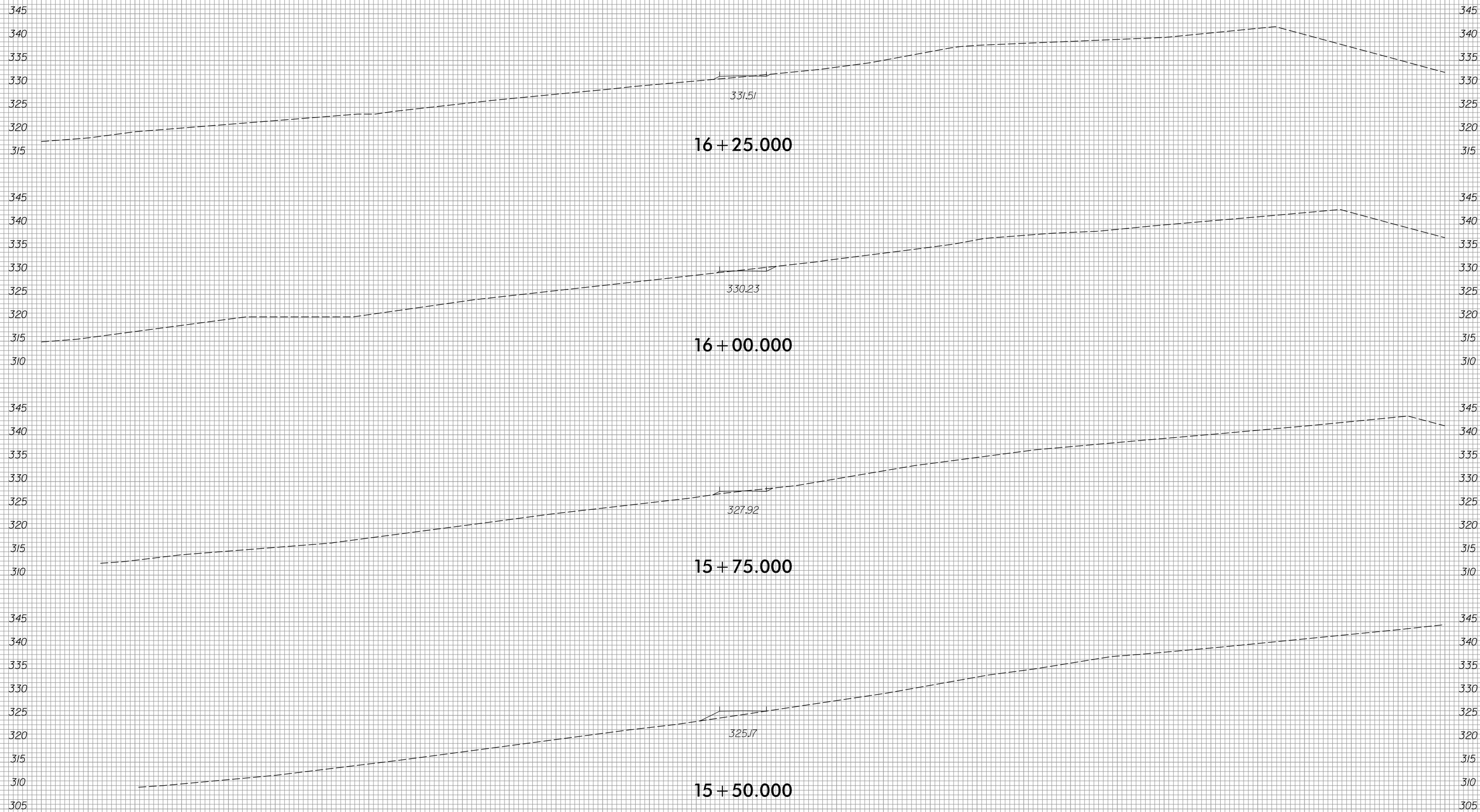
6/23/16



PROJ. REFERENCE NO.  
U-5315

SHEET NO.  
X-66

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



-UAP\_3-

11/13/2017  
R:\Roadway\XSC\U5315\_Rdu\_xp1\_UAP\_3.dgn  
jlinson

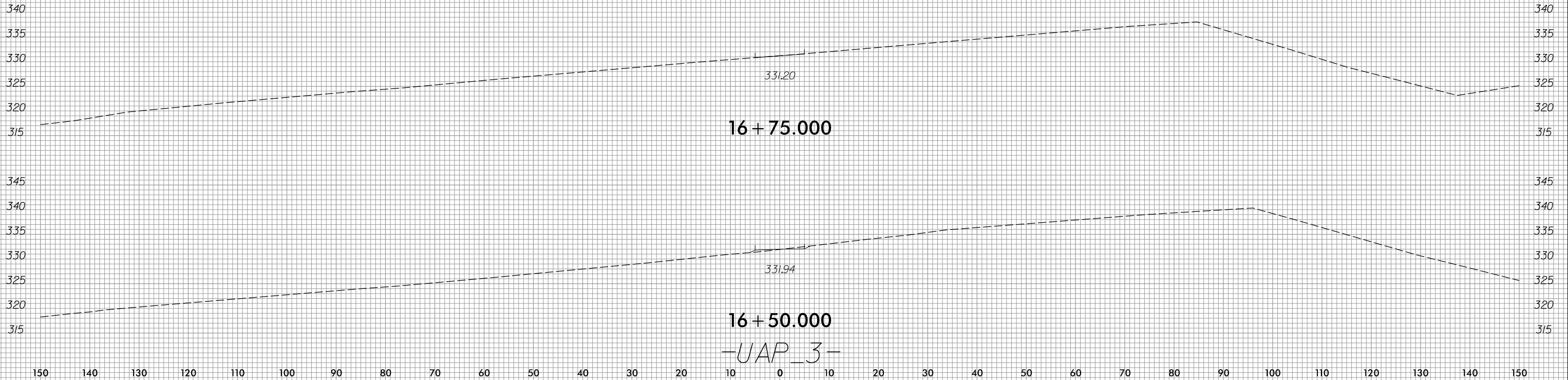
6/23/16



PROJ. REFERENCE NO.
U-5315

SHEET NO.
X-67

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



11/13/2017  
 R:\Roadway\XSC\U5315\_Rdy\_xp1\_UAP\_3.dgn  
 jinson