

**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

B-4491

5/28/99

30-JAN-2018 08:38
F:\Roadway\CorridorModeling\B4491_rdy-x-section_index.dgn
\$\$\$USERNAME\$\$\$

LINE	STATION RANGE	SHEETS
-L-	30 + 50.00 TO 88 + 50.00	X-2 THRU X-24
-Y2-	13 + 00.00 TO 48 + 50.00	X-25 THRU X-40
-Y3-	11 + 00.00 TO 17 + 00.00	X-41 THRU X-43
-Y3A-	37 + 50.00 TO 51 + 50.00	X-44 THRU X-47
-RP1B-	13 + 35.00 TO 21 + 00.00	X-48 THRU X-52
-LP1B-	12 + 55.00 TO 14 + 67.35	X-53
-RP1D-	13 + 50.00 TO 21 + 50.00	X-54 THRU X-57
-LP1D-	12 + 44.00 TO 15 + 01.50	X-58
-SR1B_REV-	22 + 00.00 TO 33 + 00.00	X-59 THRU X-62
-SR1C-	11 + 50.00 TO 19 + 00.00	X-63 THRU X-66
-SR1D-	8 + 00.00 TO 21 + 50.00	X-67 THRU X-71
-Y4-	10 + 00.00 TO 11 + 50.00	X-72
-Y5-	10 + 18.00 TO 12 + 74.73	X-73 THRU X-74
-SR1E-	10 + 50.00 TO 13 + 63.04	X-75 THRU X-76
-DRW1-	10 + 50.00 TO 13 + 00.00	X-77 THRU X-78

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
B-4491	X-1A

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

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY

Station SUMMARY 1 L	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station RP1B	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station SR1B_REV on RP1B	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station SR1C	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station SUMMARY 2 L	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	Station Y3	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
31+00.00	0	0	13+35.00	0	0	14+00.00	55	24	18+50.00	15	424	66+50.00	93	348	12+54.35	24	61
31+50.00	94	0	13+82.00	122	40	14+50.00	169	53	19+00.00	12	220	67+00.00	81	373	13+00.00	33	15
32+00.00	121	0	14+00.00	47	12	15+00.00	189	39				67+50.00	95	365	13+50.00	57	6
32+50.00	100	1	14+50.00	143	56	15+50.00	215	22	Station SR1C on Y2	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	68+06.95	129	373	14+00.00	29	6
33+00.00	66	11	15+00.00	123	103	16+05.64	293	3				68+50.00	92	240	14+50.00	31	8
33+50.00	53	17	15+50.00	59	164	16+50.00	232	7				69+00.00	264	219	15+00.00	35	17
34+00.00	69	10	16+05.64	18	351	17+00.00	237	13	36+50.00	0	0	69+50.00	446	181	15+50.00	18	21
34+50.00	81	10	16+50.00	0	435				37+00.00	11	25	70+00.00	437	161	16+00.00	8	50
35+00.00	88	8	17+00.00	1	635	Station SR1B_REV	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	37+50.00	13	21	70+50.00	414	138	16+14.77	1	23
35+50.00	104	2	17+50.00	1	809				38+00.00	14	6	71+00.00	408	125	16+50.00	1	55
36+00.00	145	10	18+05.64	0	1096				38+50.00	8	1	71+50.00	406	113	17+00.00	4	74
36+50.00	161	23	18+50.00	0	1037	22+00.00	0	0				72+00.00	414	100			
37+00.00	130	36	19+00.00	31	1887	22+50.00	163	3	Station Y5	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	72+50.00	269	76	Station Y3A	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
37+50.00	105	47	19+50.00	54	2736	23+00.00	194	0				73+00.00	62	43			
38+00.00	104	54	20+05.64	35	3632	23+50.00	228	0				73+50.00	14	20			
38+50.00	158	33	20+50.00	11	3360	24+00.00	259	0	10+18.00	0	0	74+00.00	21	7	38+00.00	0	0
39+00.00	252	4	20+74.84	3	2020	24+50.00	247	3	10+25.00	5	39	74+50.00	22	5	38+50.00	139	35
39+50.00	303	1	21+00.00	2	2078	25+00.00	172	14	10+50.00	0	57	75+00.00	165	8	39+00.00	74	46
40+00.00	371	2				25+50.00	111	32	10+75.00	0	56	75+50.00	288	12	39+50.00	52	55
40+40.58	349	2	Station LP1B	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	26+00.00	94	44	11+00.00	0	56	76+00.00	235	17	40+00.00	42	60
41+03.00	306	37				26+50.00	86	32	11+25.00	0	42	76+50.00	169	56	40+50.00	38	57
41+50.00	46	67				27+00.00	88	10	11+50.00	1	19	77+00.00	95	138	41+00.00	46	63
42+00.00	65	88	12+55.00	0	0	27+50.00	119	1	11+75.00	3	6	77+50.00	62	197	41+50.00	64	82
42+50.00	82	98	13+00.00	118	126	28+00.00	147	2	12+00.00	5	0	78+00.00	87	237	42+00.00	70	72
43+07.99	53	115	13+50.00	78	311	28+50.00	164	8	12+25.00	4	0	78+50.00	188	286	42+50.00	69	32
43+50.00	29	73	14+00.00	26	690	29+00.00	221	15	12+50.00	4	0	79+00.00	234	172	43+00.00	84	14
44+00.00	40	88	14+67.35	50	1191	29+50.00	303	9	12+75.00	2	1	79+50.00	164	39	43+50.00	93	43
44+50.00	26	114				30+00.00	329	3	13+00.00	1	1	79+72.81	65	18	44+00.00	118	48
45+00.00	7	191	Station SR1B_REV on Y2	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	30+50.00	270	1				80+00.00	57	23	44+50.00	159	19
45+30.00	0	194				31+00.00	219	1	Station SUMMARY 2 L	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	80+50.00	45	76	44+85.25	115	7
45+50.00	0	178				31+50.00	243	17				81+00.00	23	129	45+00.00	45	2
46+00.00	0	631	13+50.00	0	0	32+00.00	281	19	56+78.00	0	0	81+50.00	5	186	45+50.00	156	4
46+50.00	0	942	14+00.00	22	3	32+50.00	344	3	57+00.00	9	2105	82+00.00	6	311	46+00.00	183	0
47+00.00	0	1344	14+50.00	14	17	33+00.00	430	0				82+50.00	6	389			
47+50.00	0	1817	15+00.00	26	31				57+50.00	44	5843	83+00.00	0	423	Station Y3A	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
48+00.00	0	2249	15+50.00	47	34	Station SR1C	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	58+00.00	40	5519	83+50.00	0	492			
48+50.00	0	2689	16+00.00	43	50				58+50.00	35	5069	84+00.00	0	515			
49+00.00	0	3172	16+50.00	32	74				59+00.00	47	4713	84+50.00	1	514	49+50.00	0	0
49+50.00	0	2641	17+00.00	20	97	10+35.50	0	0	59+49.91	53	4220	85+00.00	5	506	50+00.00	177	52
50+00.00	0	1962	17+50.00	9	156	11+50.00	0	10657	59+50.00	0	7	85+50.00	9	493	50+50.00	24	132
50+18.00	0	747	18+00.00	11	166	12+00.00	0	4545	60+00.00	55	3341	86+00.00	13	438	51+00.00	74	88
50+30.00	0	505	18+50.00	22	128	12+50.00	0	4246	60+50.00	55	2199	86+18.23	6	132	51+50.00	95	47
50+50.00	0	854	19+00.00	34	121	13+00.00	0	3849	61+00.00	47	1925	86+50.00	14	181			
51+00.00	0	2161	19+50.00	52	103	13+50.00	0	3429	61+50.00	46	2134	87+00.00	21	130	Station RP1D	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
51+50.00	0	2910	20+00.00	33	81	14+00.00	0	2997	62+00.00	43	1821	87+50.00	9	12			
52+00.00	0	3210	20+50.00	37	77	14+50.00	0	2540	62+50.00	49	1341	88+00.00	1	8			
52+50.00	0	3343	21+00.00	94	69	15+10.92	0	2484	63+00.00	69	940				13+50.00000	0	0
53+00.00	2	4887				15+50.00	0	1287	63+50.00	88	653	Station Y3	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	13+96.00000	77	81
53+50.00	5	6239	Station SR1B_REV on RP1B	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)	16+00.00	8	1363	64+00.00	104	401				14+50.00000	80	139
54+00.00	48	6828				16+50.00	21	1111	64+50.00	96	258				15+00.00000	42	178
54+50.00	45	7056				16+97.82	25	862	65+00.00	94	212	11+00.00	0	0	15+50.00000	22	232
54+93.00	0	4146	13+35.00	0	0	17+50.00	28	735	65+50.00	107	211	11+50.00	3	166	15+95.59000	10	265
55+00.00	0	318	13+82.00	129	63	18+00.00	23	569	66+00.00	109	279	12+00.00	23	121	16+50.00000	5	358

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
B-4491	X-1B

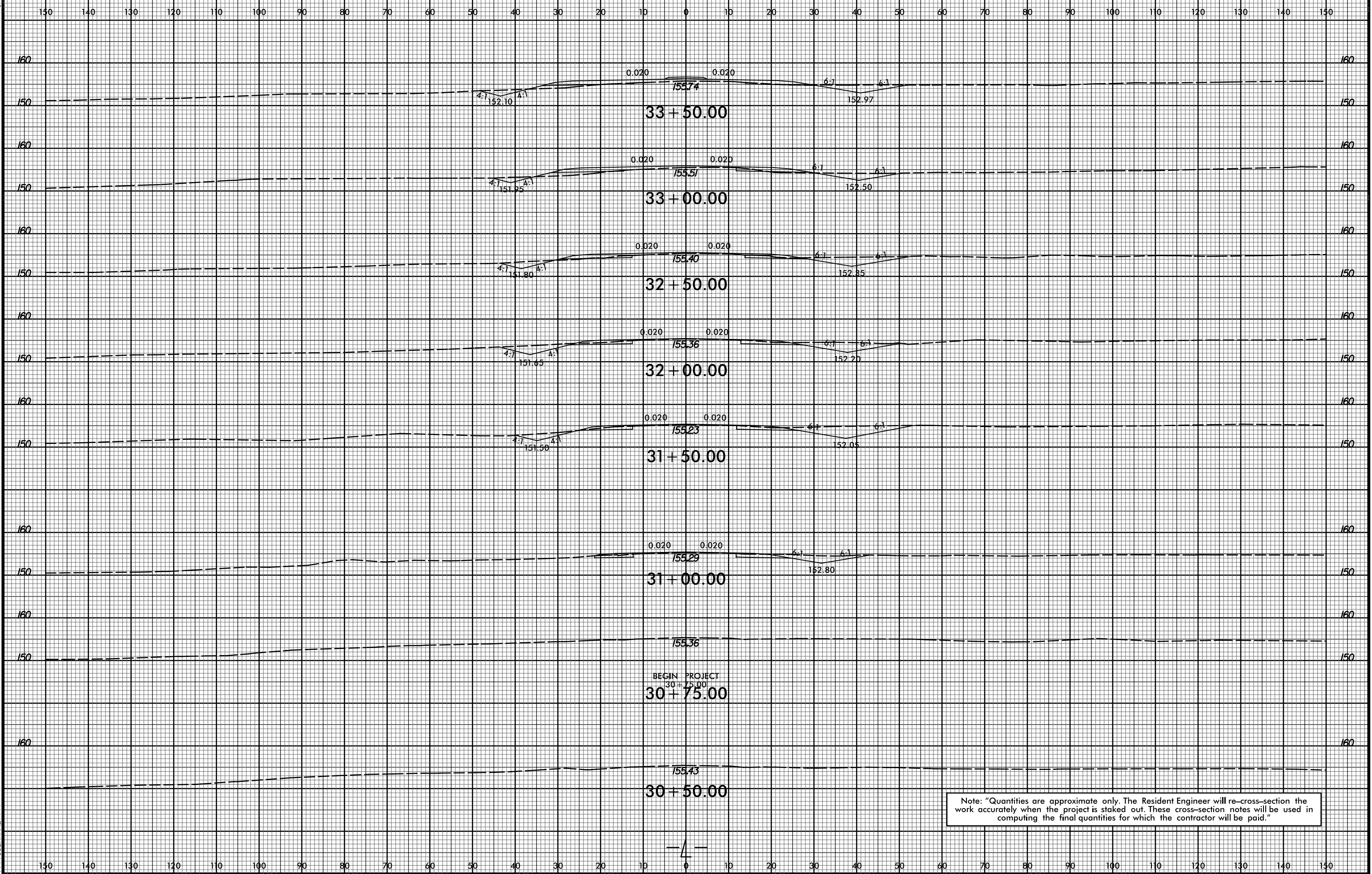
Quantities are approximate only. The Resident Engineer will recross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt			
RP1D	(cu. yd.)	(cu. yd.)	SR1D on RP1D	(cu. yd.)	(cu. yd.)	Y2 RT	(cu. yd.)	(cu. yd.)	Y2 MEDIAN	(cu. yd.)	(cu. yd.)	Y2 LT	(cu. yd.)	(cu. yd.)			
17+00.00000	0	364	13+50.00000	0	0	17+00.00	9	31	16+00.00	0	0	27+50.00	14	2			
17+50.00000	0	485	13+96.00000	16	99	17+50.00	12	31	16+50.00	5	3	28+00.00	12	3			
17+95.59000	0	656	14+50.00000	23	151	18+00.00	14	31	17+00.00	5	3	28+50.00	11	6			
18+50.00000	0	1214	15+00.00000	43	182	18+50.00	16	28	17+50.00	4	4	29+00.00	11	6			
19+00.00000	0	1778	15+50.00000	47	275	19+00.00	17	31	18+00.00	4	6	29+50.00	12	6			
19+50.00000	0	2465	15+95.59000	33	347	19+50.00	23	39	18+50.00	4	5	30+00.00	13	4			
19+95.59000	0	2686	16+50.00000	44	522	20+00.00	43	27	19+00.00	5	3	30+50.00	14	2			
20+50.00000	0	3567	17+00.00000	61	593	20+50.00	75	11	19+50.00	6	1	31+00.00	14	1			
20+98.53000	0	3311	17+50.00000	64	632	21+00.00	119	13	20+00.00	6	0	31+50.00	9	0			
21+50.00000	0	3348				21+50.00	81	11	20+50.00	6	0	32+00.00	6	0			
						22+00.00	19	2	21+00.00	6	1	32+50.00	6	0			
						22+50.00	18	0	21+50.00	8	5	33+00.00	8	180			
						23+00.00	16	0	22+00.00	11	7	33+50.00	39	229			
						23+50.00	15	0	22+50.00	11	8	34+00.00	79	52			
						24+00.00	21	0	23+00.00	12	10	34+50.00	54	6			
						24+50.00	33	0	23+50.00	11	10	35+00.00	78	3			
						25+00.00	45	0	24+00.00	10	7	35+50.00	176	0			
						25+50.00	65	0	24+50.00	11	5	36+00.00	196	0			
						26+00.00	62	0	25+00.00	14	2	36+50.00	127	6			
						26+50.00	31	0	25+50.00	17	1	37+00.00	46	47			
						27+00.00	100	71	26+00.00	17	3	37+50.00	19	42			
						27+50.00	105	133	26+50.00	16	4	38+00.00	18	1			
						28+00.00	37	98	27+00.00	14	4	38+50.00	16	0			
						28+50.00	54	70	27+50.00	13	6	39+00.00	16	0			
						29+00.00	65	75	28+00.00	13	7	39+50.00	43	0			
						29+50.00	84	47	28+50.00	15	9	40+00.00	64	0			
						30+00.00	69	28	29+00.00	15	10	40+50.00	54	0			
						30+50.00	38	207	29+50.00	14	9	41+00.00	31	0			
						31+00.00	27	186	30+00.00	16	7	41+50.00	17	0			
						31+50.00	18	0	30+50.00	18	6	42+00.00	40	0			
						32+00.00	19	0	31+00.00	19	4	42+50.00	51	0			
						32+50.00	71	0	31+50.00	20	4	43+00.00	66	20			
						33+00.00	76	1	32+00.00	20	6	43+50.00	75	40			
						33+50.00	21	1	32+50.00	20	6	44+00.00	48	52			
						34+00.00	13	0	33+00.00	20	5	44+50.00	34	83			
						34+50.00	15	0	33+50.00	19	4	45+00.00	31	93			
						35+00.00	16	0	34+00.00	19	4	45+50.00	24	77			
						35+50.00	15	0	34+50.00	20	3	46+00.00	18	63			
						36+00.00	13	1	35+00.00	11	1	46+50.00	14	56			
						36+50.00	10	3				46+97.40	11	54			
						37+00.00	10	5				47+50.00	11	52			
						37+50.00	11	7				48+00.00	9	30			
						38+00.00	11	13				48+49.97	14	9			
						38+50.00	12	17	22+50.00	6	0						
						39+00.00	13	14	23+00.00	13	3						
						39+50.00	13	9	23+50.00	13	6						
						40+00.00	14	6	24+00.00	12	7						
						40+50.00	15	2	24+50.00	10	8	10+50.00	0	0			
						41+00.00	7	0	25+00.00	10	6	11+00.00	0	819			
									25+50.00	11	6	11+50.00	0	716			
									26+00.00	10	9	12+00.00	0	282			
									26+50.00	11	7	12+50.00	18	53			
									27+00.00	14	4	12+55.00	4	0			

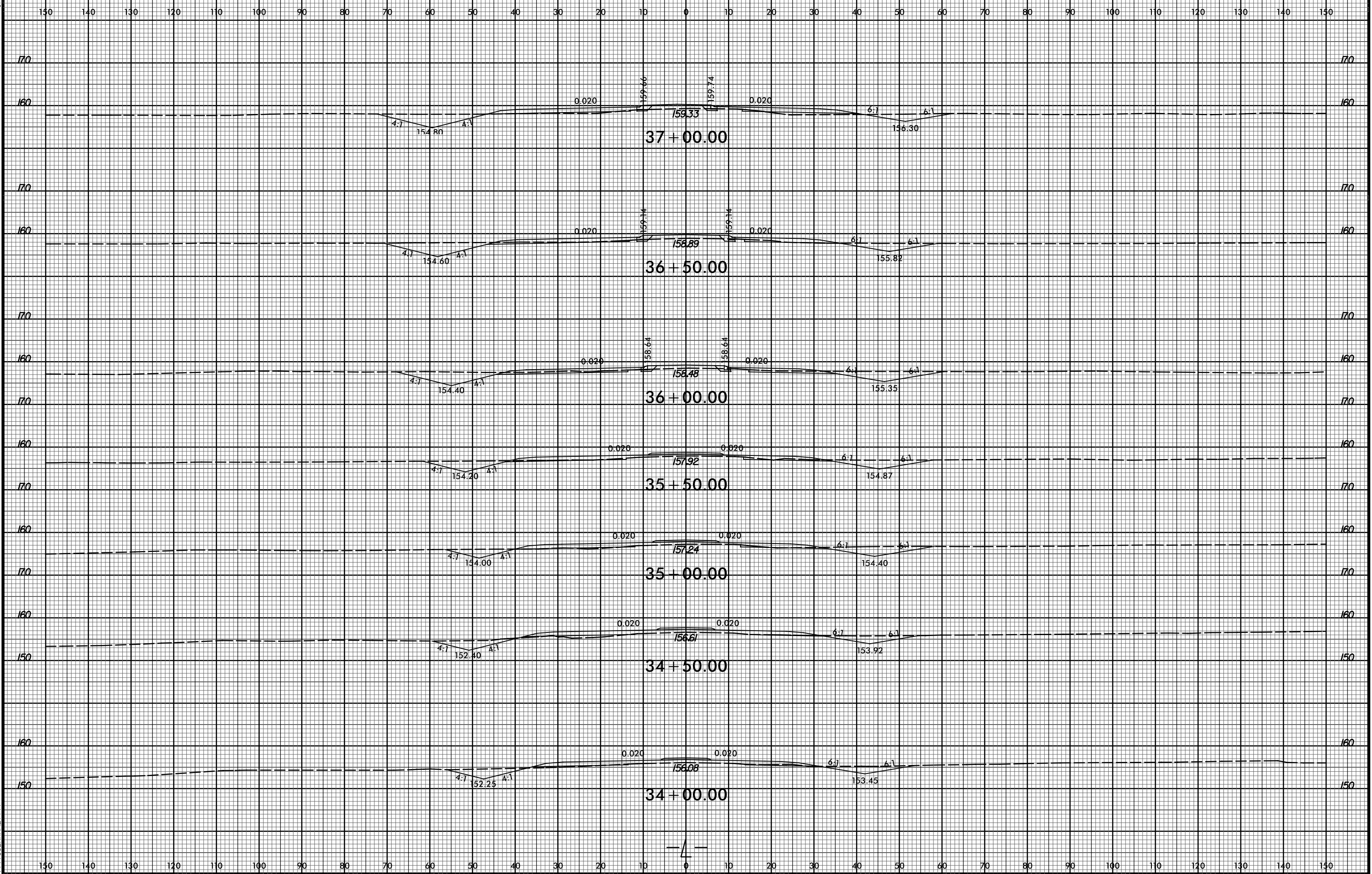
8/23/99



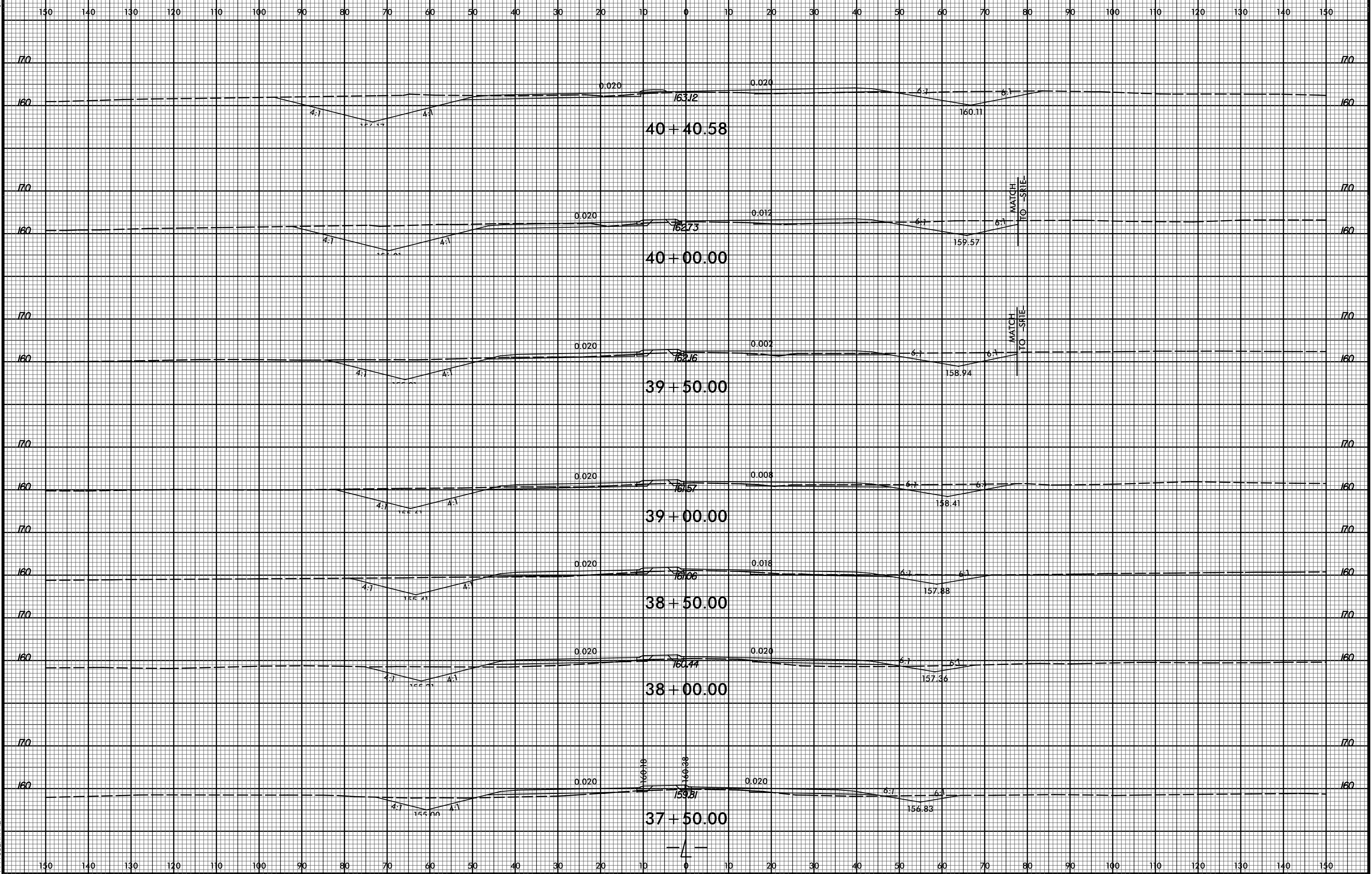
BEGIN PROJECT
30+75.00

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."

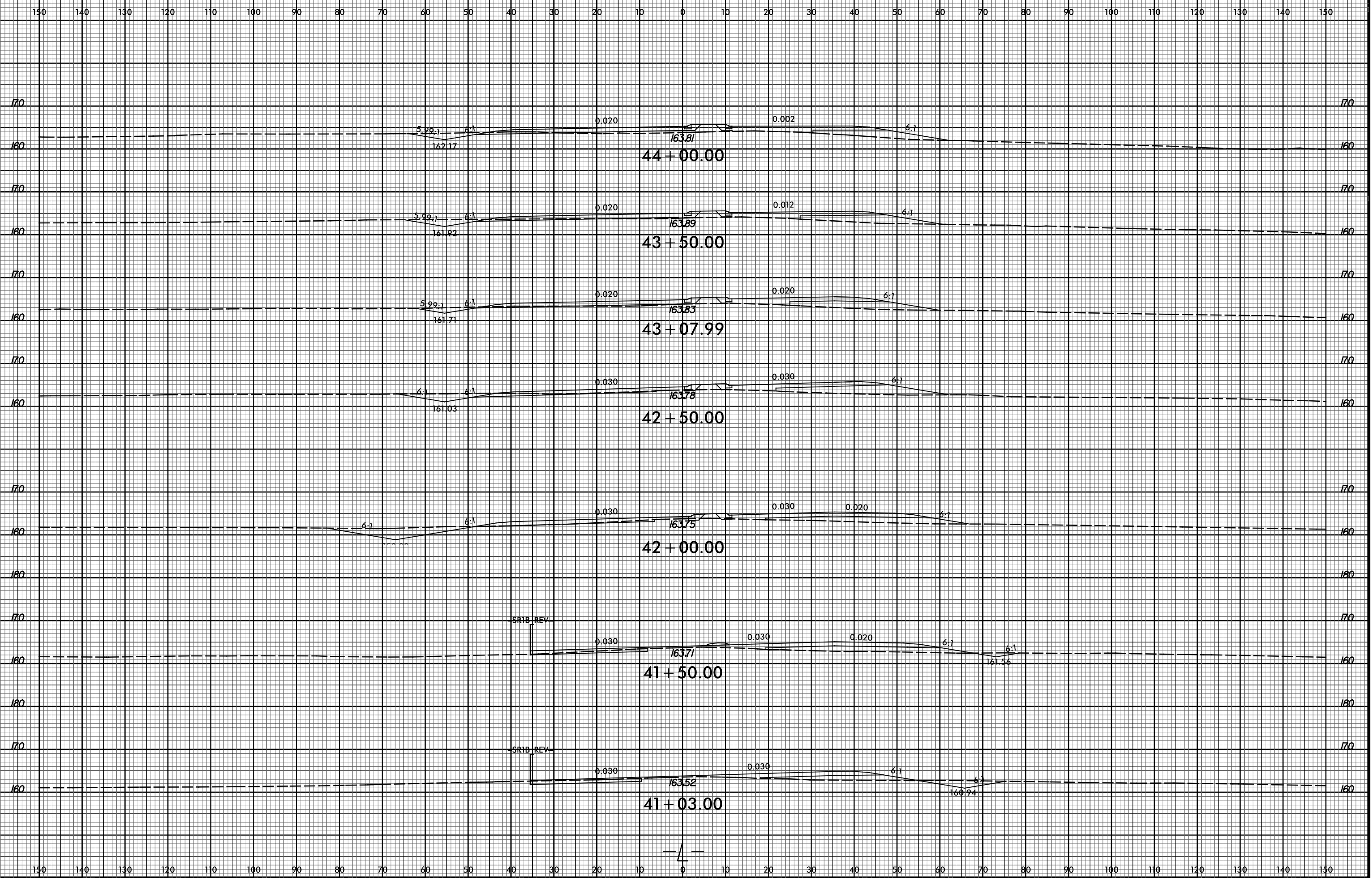
05-DEC-2017 13:05
R:\Roadwork\CorridorModeling\B4491L_rdy_xpl_1.dgn
\$\$\$\$\$USFRNAME\$\$\$\$\$



8/23/99



06-DEC-2017 11:31 R:\Projects\RoadModeling\B4491\rdy_xpl_1.dgn

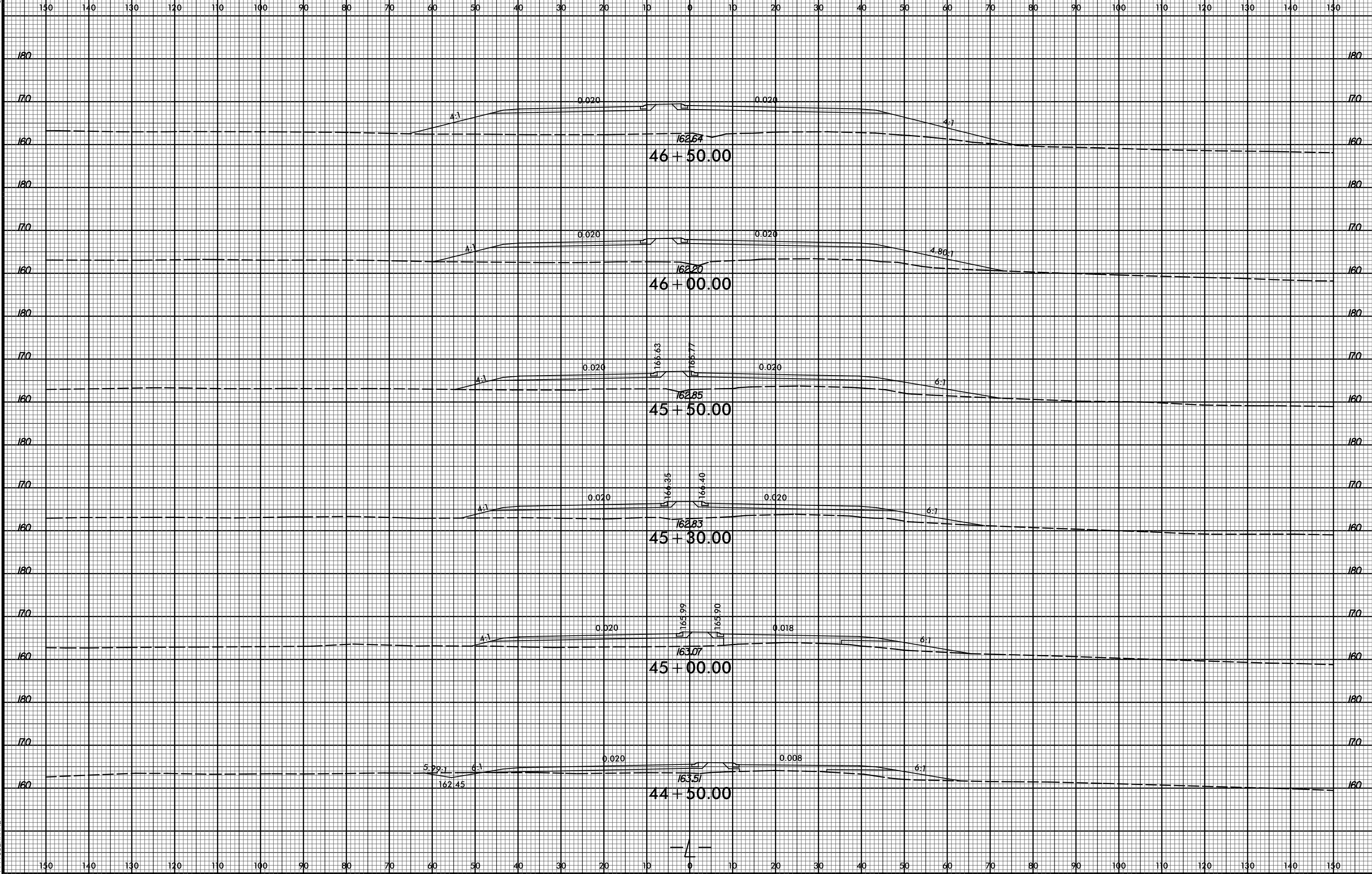


8/23/99



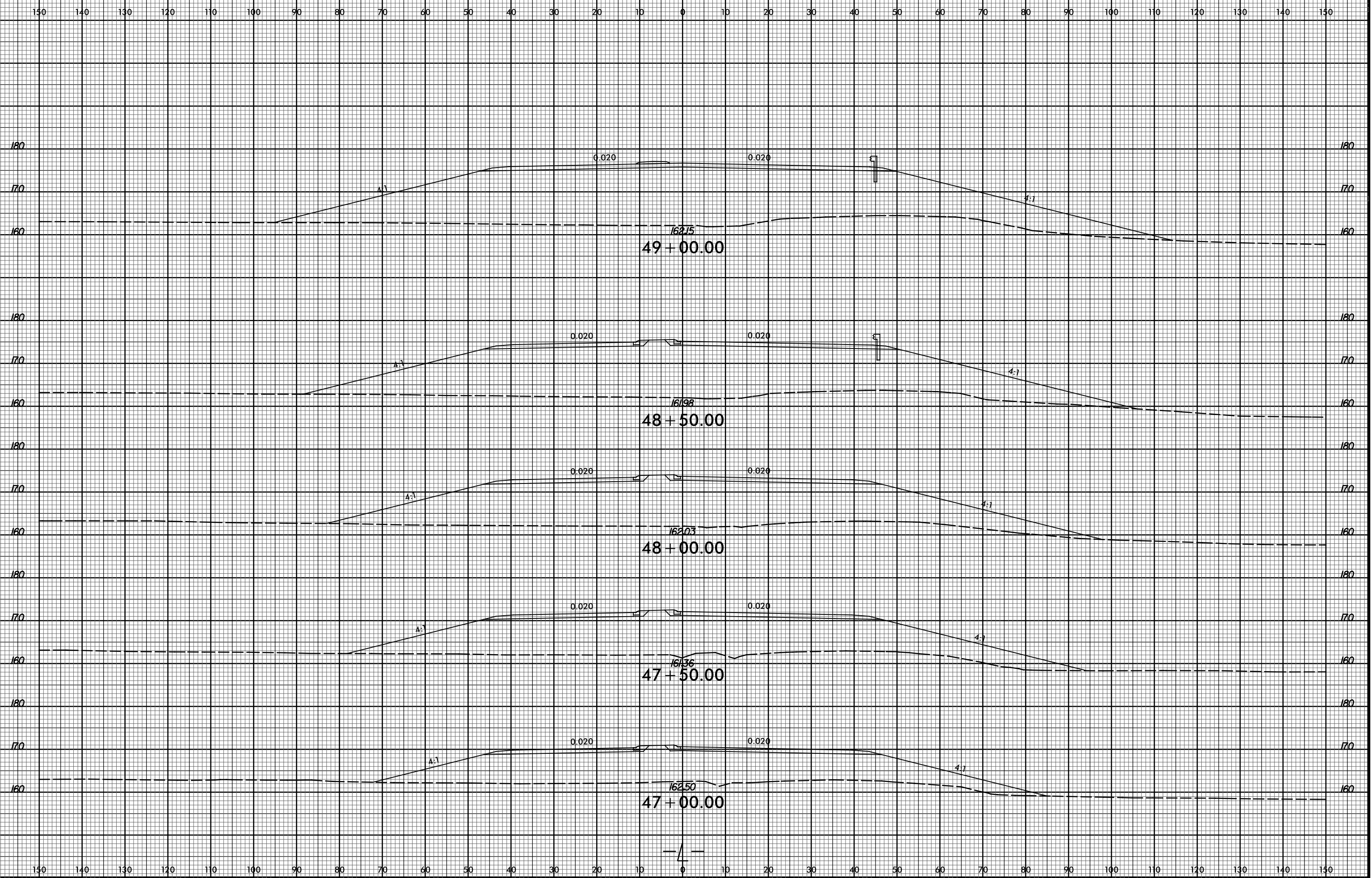
PROJ. REFERENCE NO. B-4491

SHEET NO. X-6

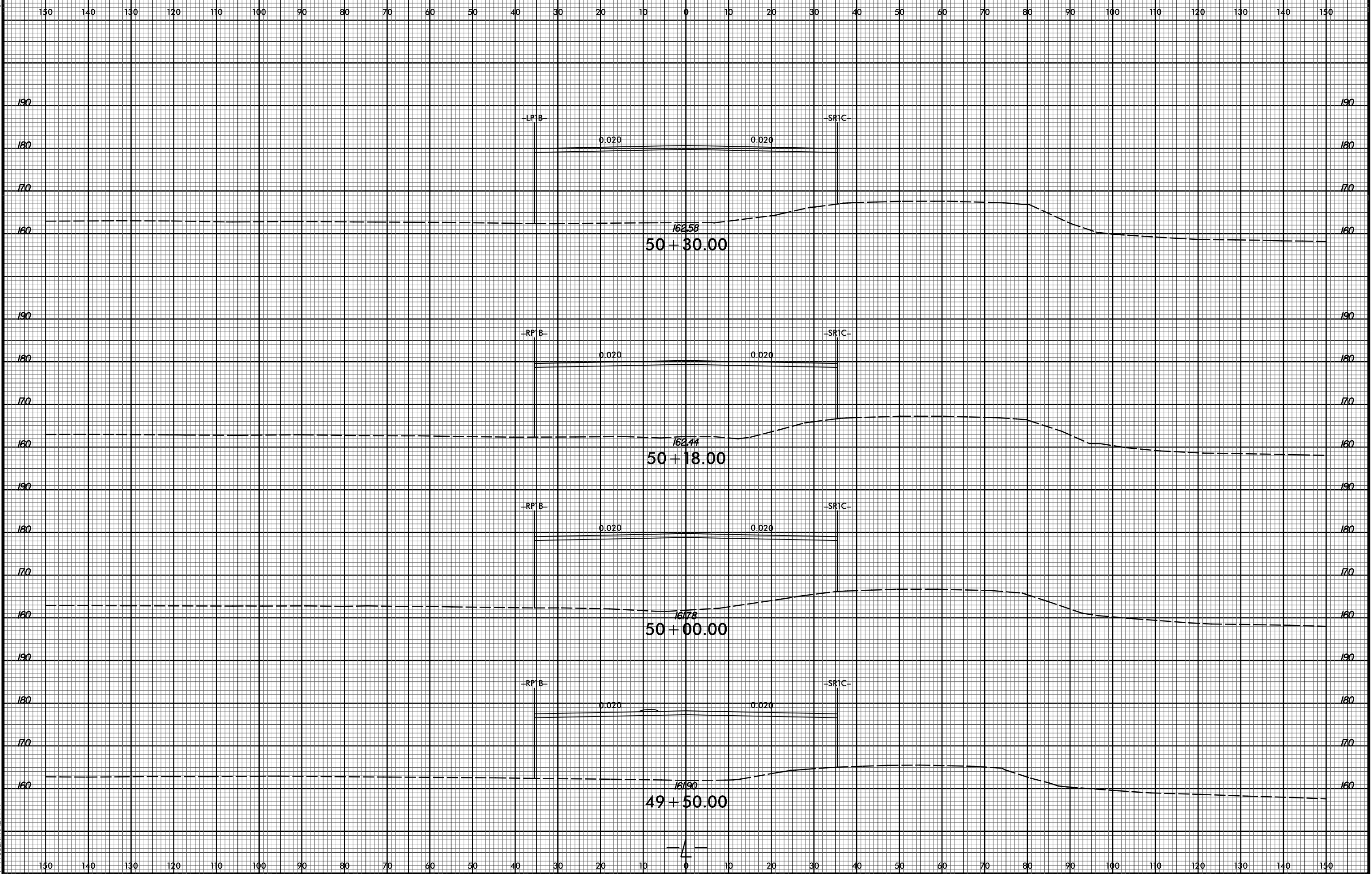


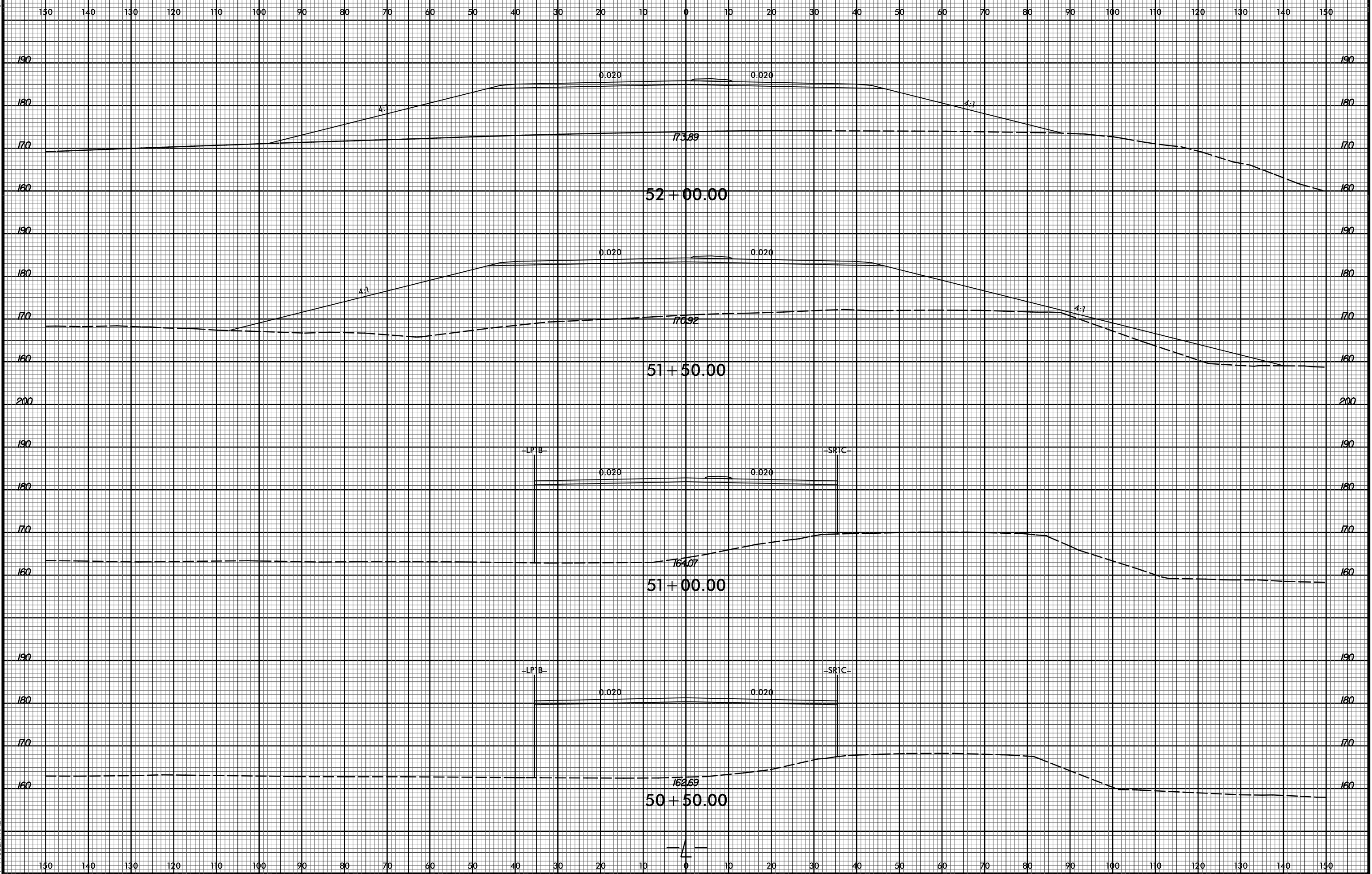
05-DEC-2017 13:05
R:\Roadwork\CorridorModeling\B4491L_rdy_xpl_1.dgn
\$\$\$\$USFRAME\$\$\$\$

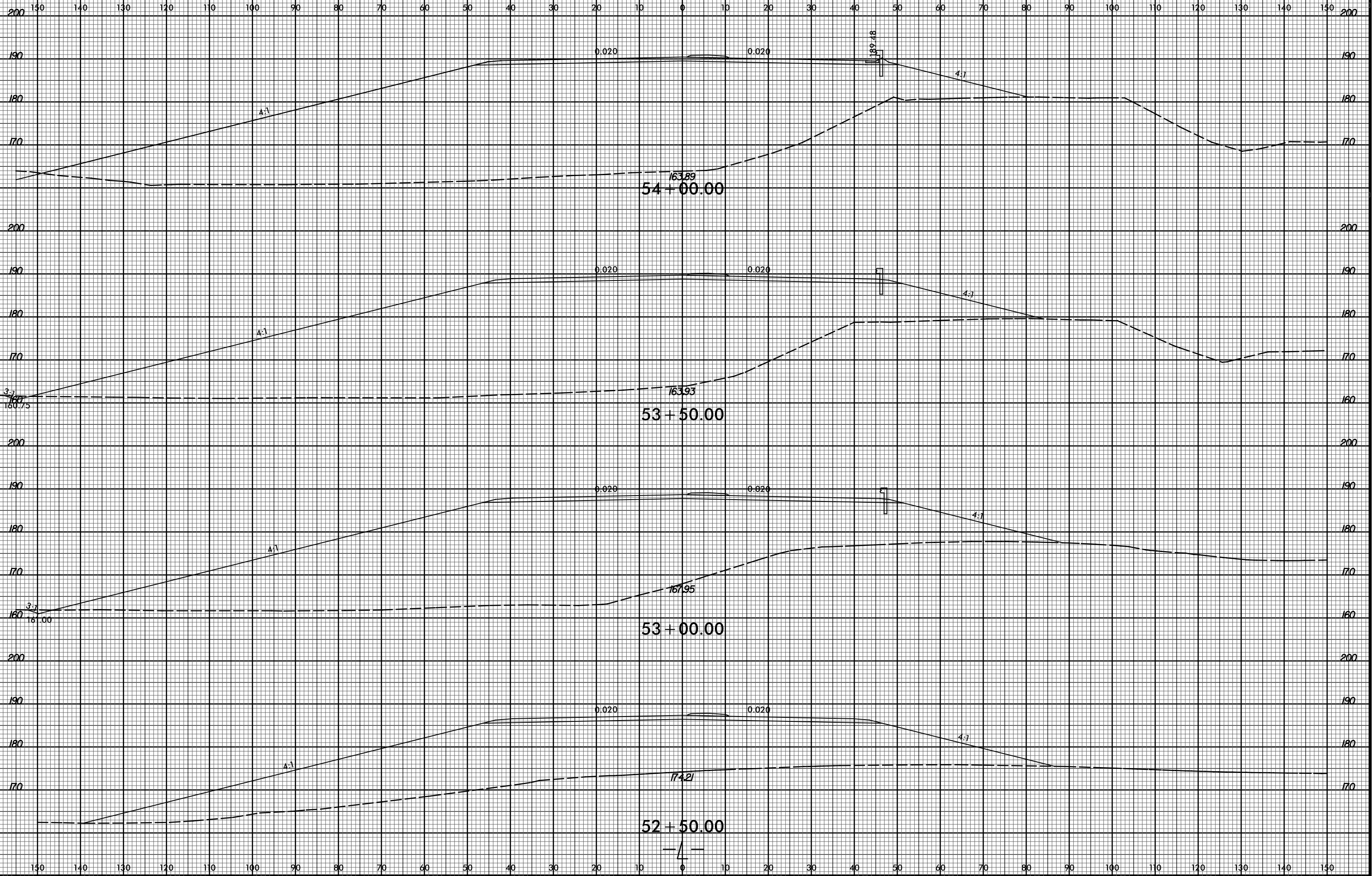
8/23/99

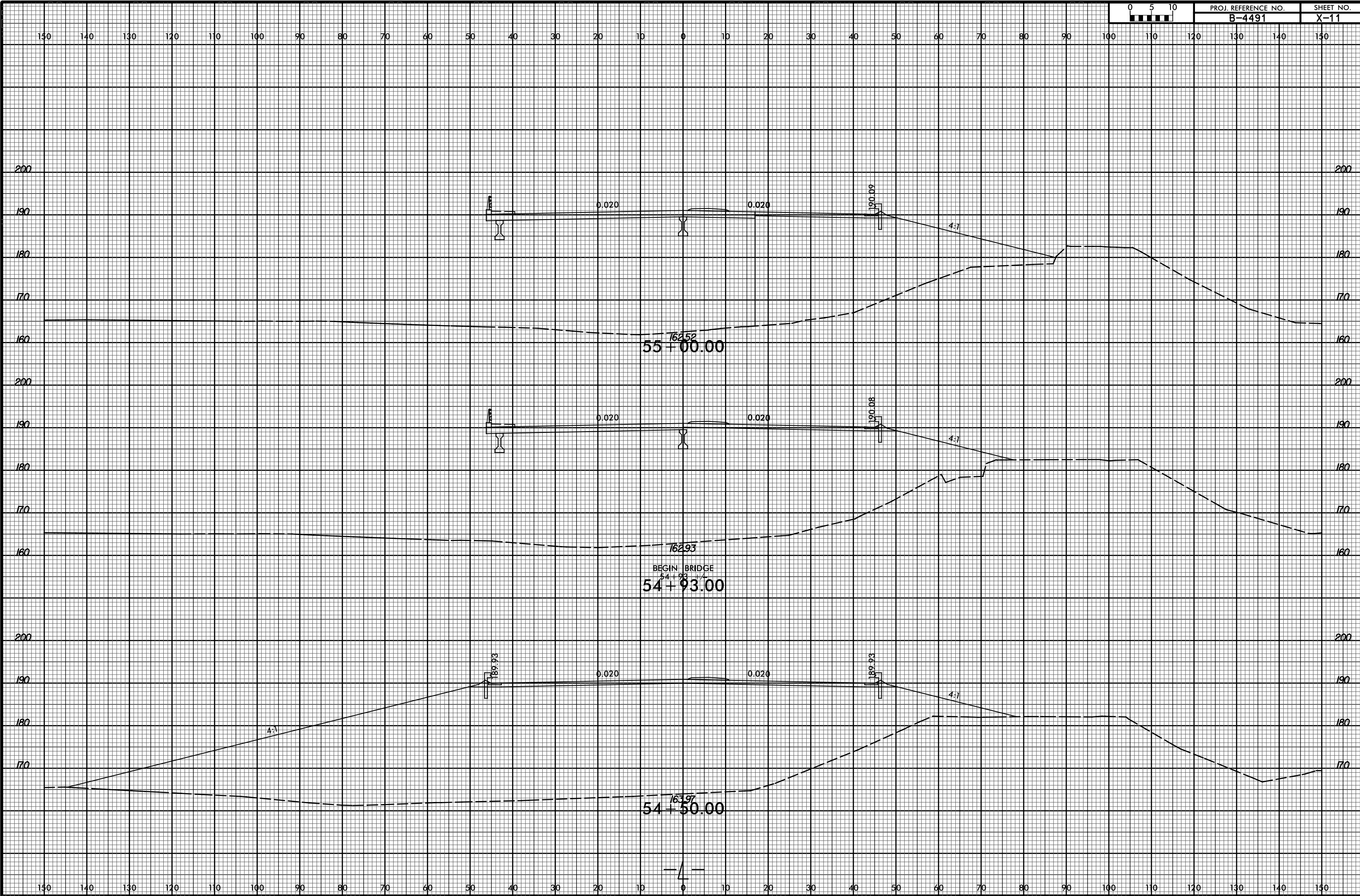


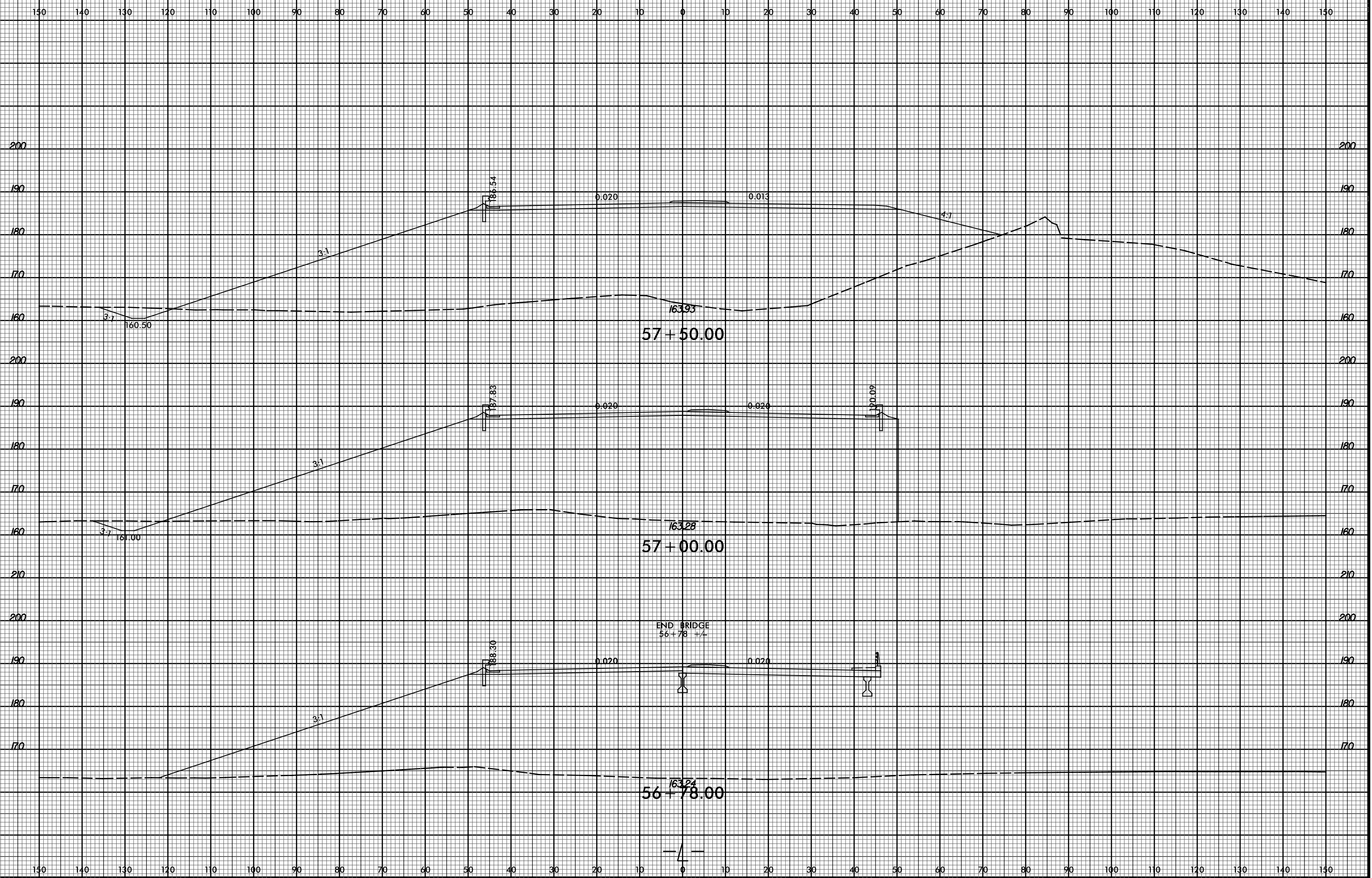
05-DEC-2017 13:05 R:\Roads\B4491\CorridorModeling\B4491L_rdy_xpl_1.dgn









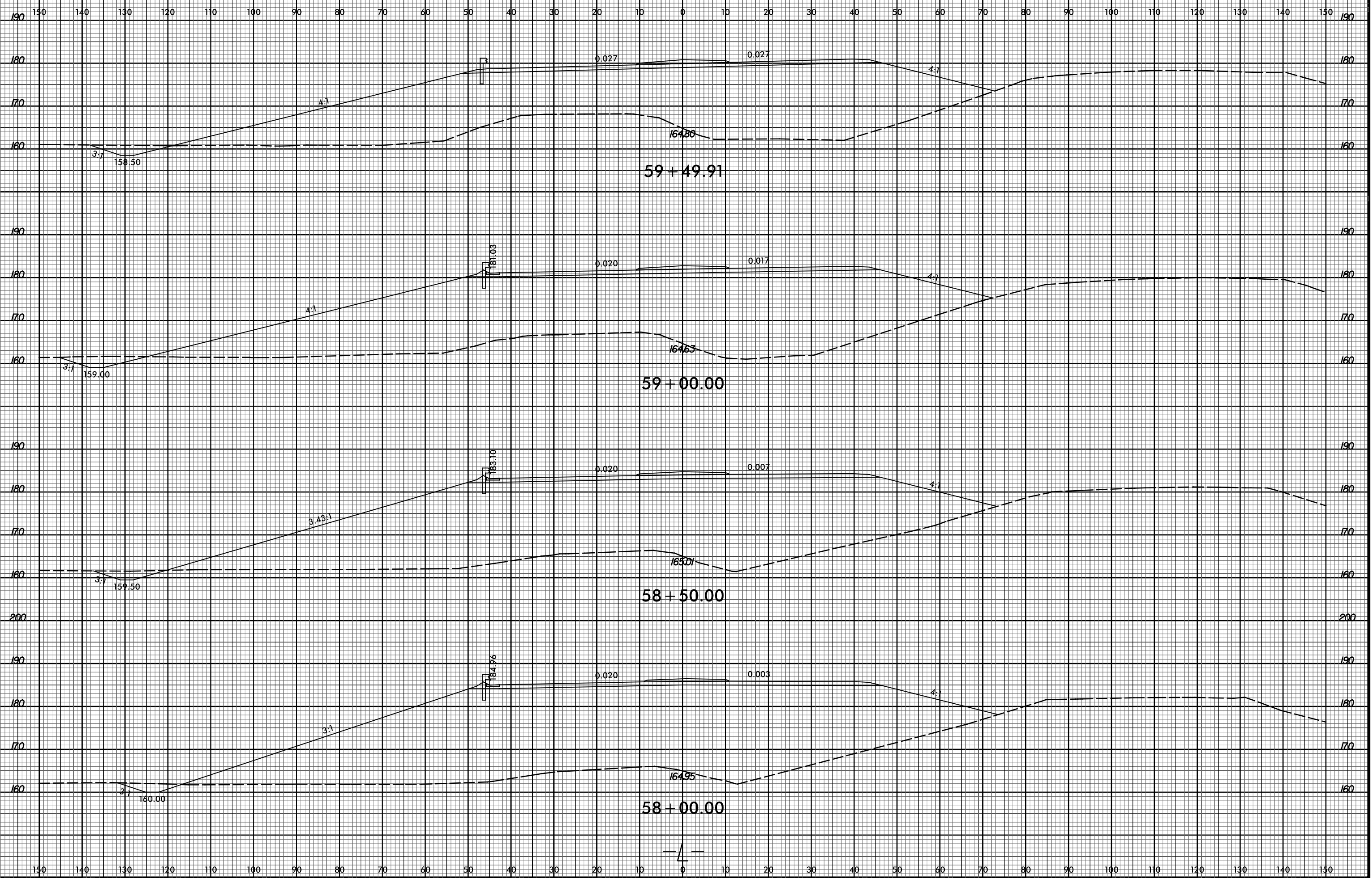


8/23/99

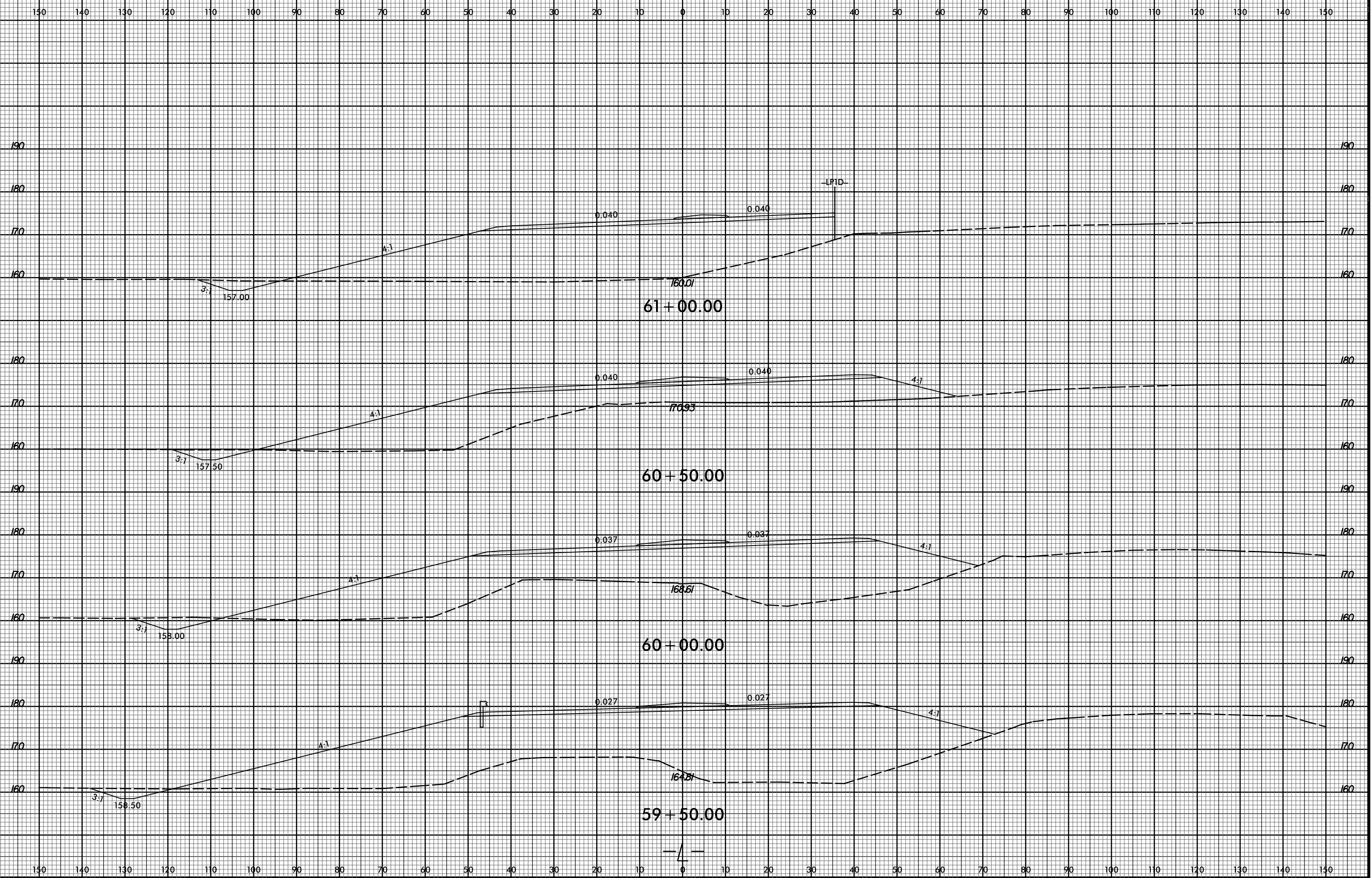


PROJ. REFERENCE NO.
B-4491

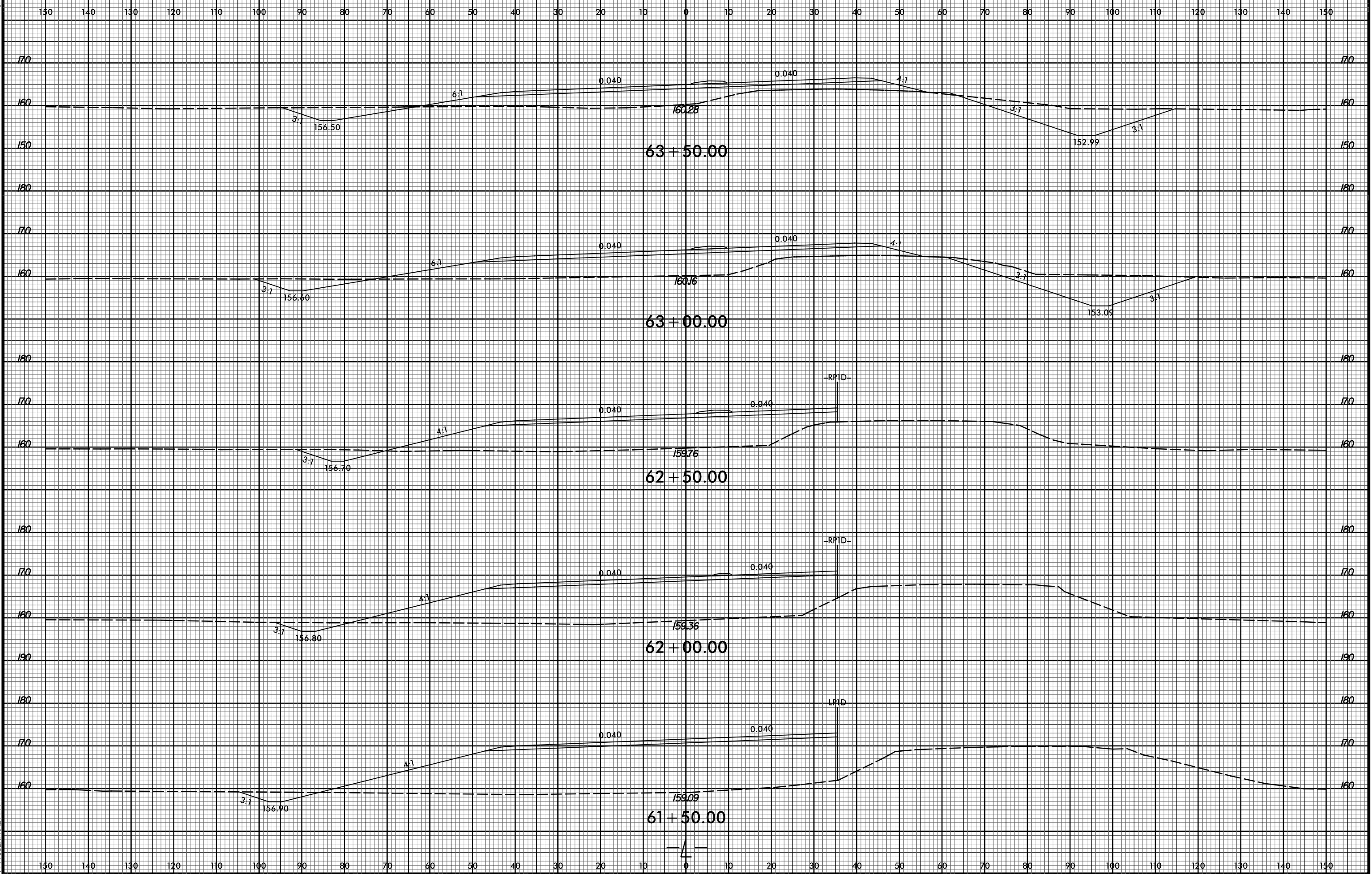
SHEET NO.
X-13



05-DEC-2017 13:05
R:\Roads\11\CorridorModeling\B4491L_rdy_xpl.dgn
\$\$\$\$\$USFRNAME\$\$\$\$\$



8/23/99



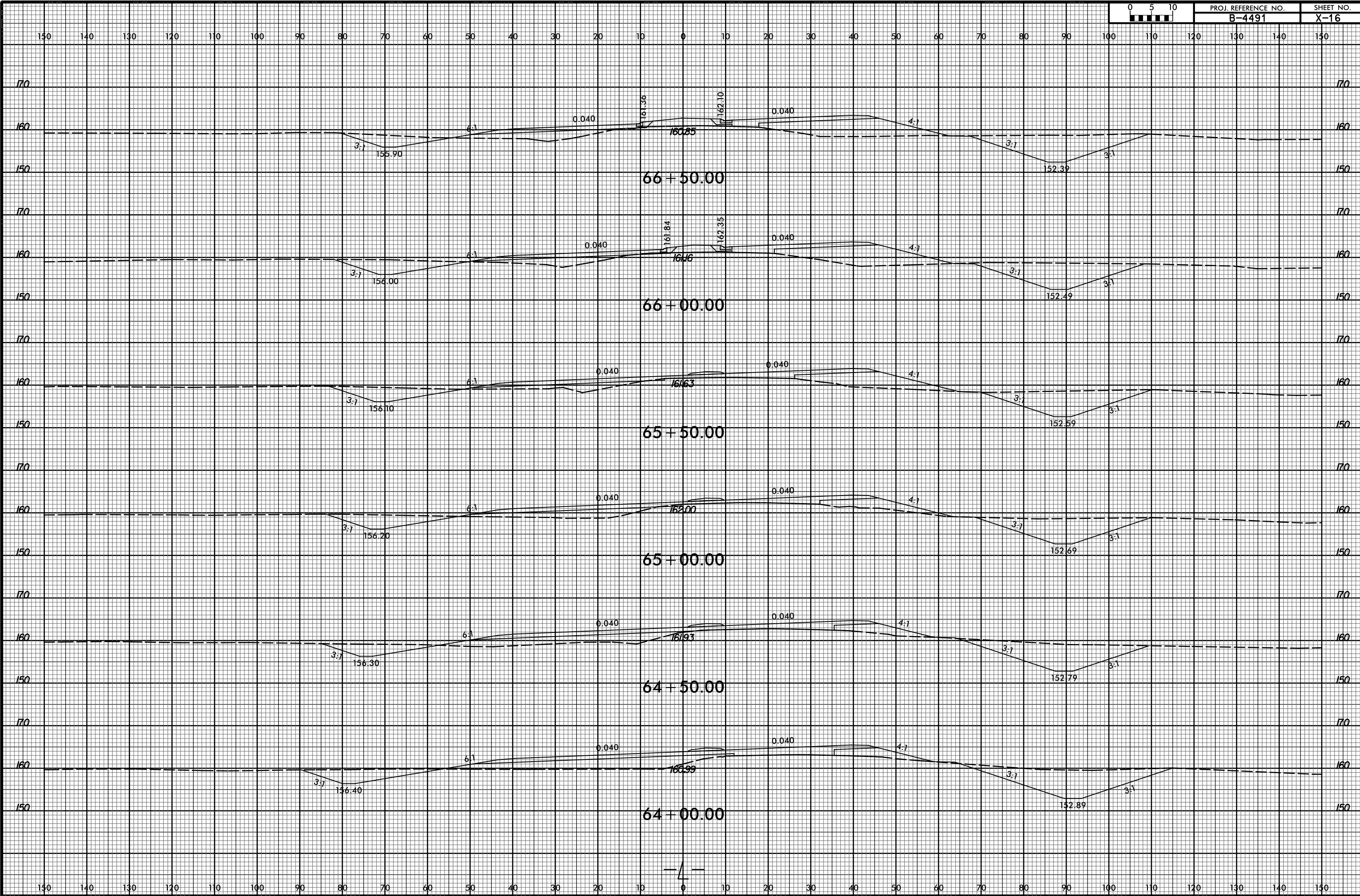
05-DEC-2017 13:05 R:\Roadwork\CorridorModeling\B4491L_rdy_xpl.dgn

8/23/99



PROJ. REFERENCE NO. B-4491

SHEET NO. X-16

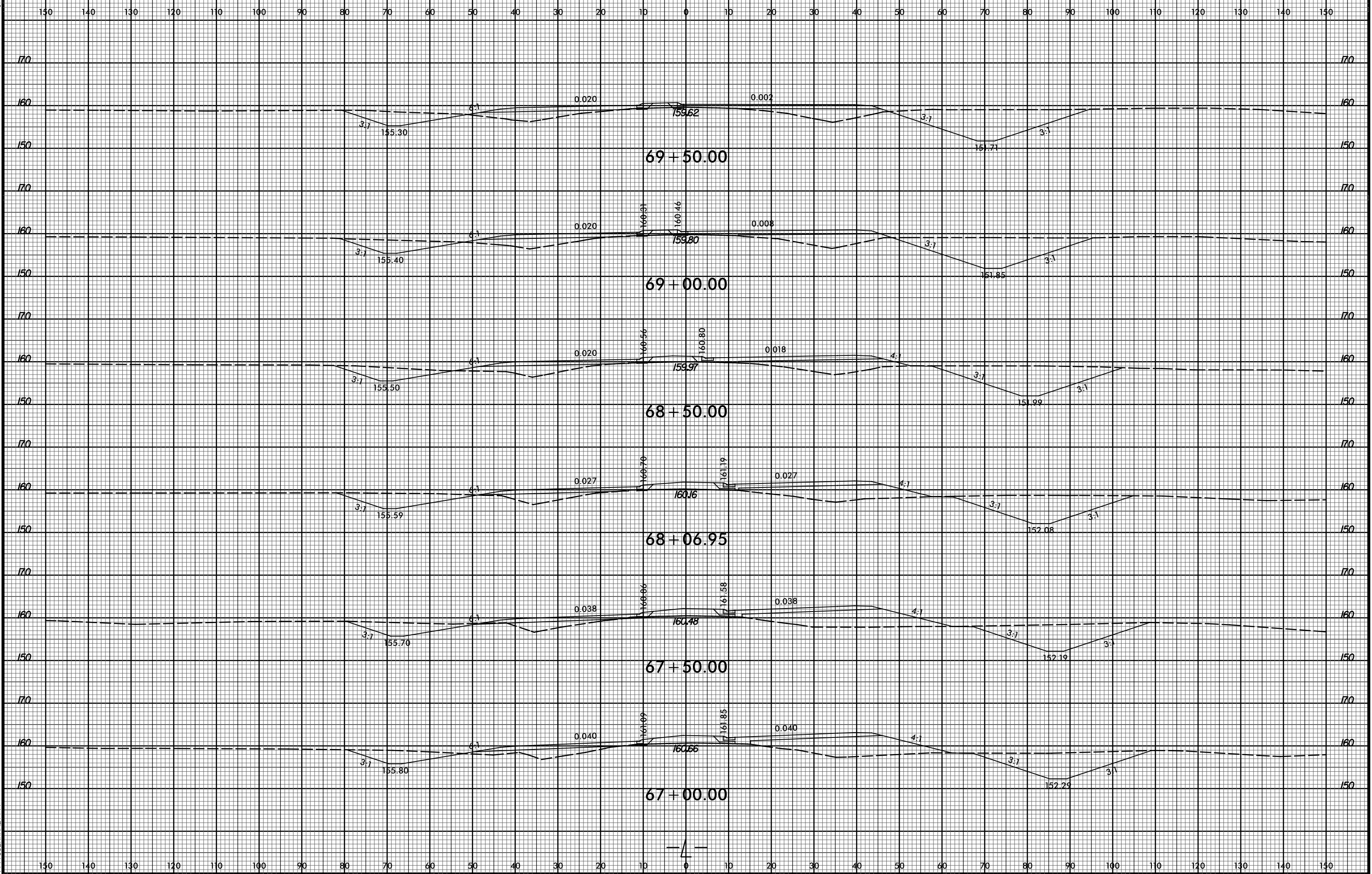


05-DEC-2017 13:05 R:\Roadwork\CorridorModeling\B4491L_rdy_xpl.dgn

8/23/99

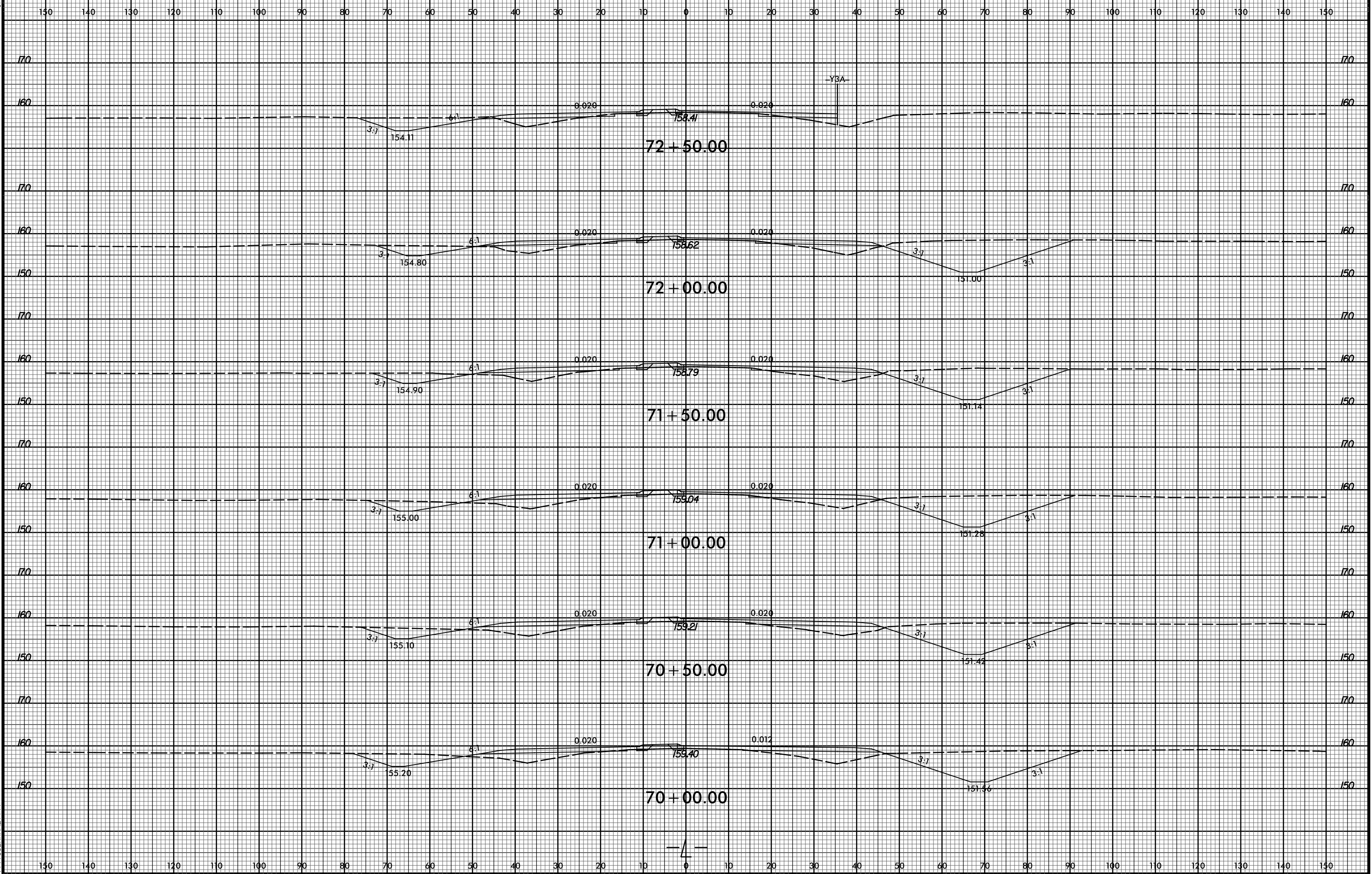


PROJ. REFERENCE NO. B-4491 SHEET NO. X-17

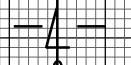


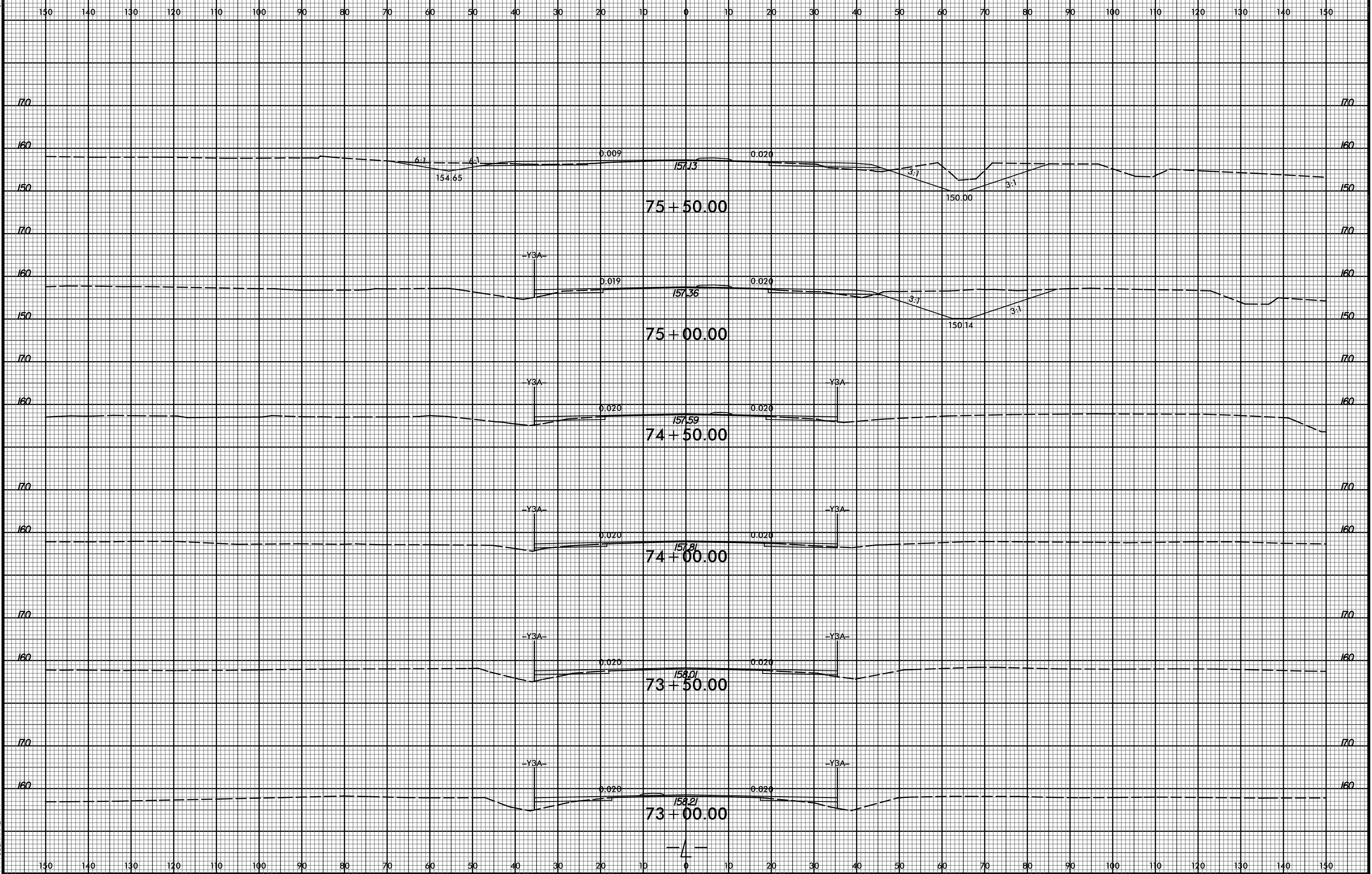
05-DEC-2017 13:05 R:\Roads\N\Cc\RoadModeling\B4491\rdy_xpl_1.dgn

8/23/99

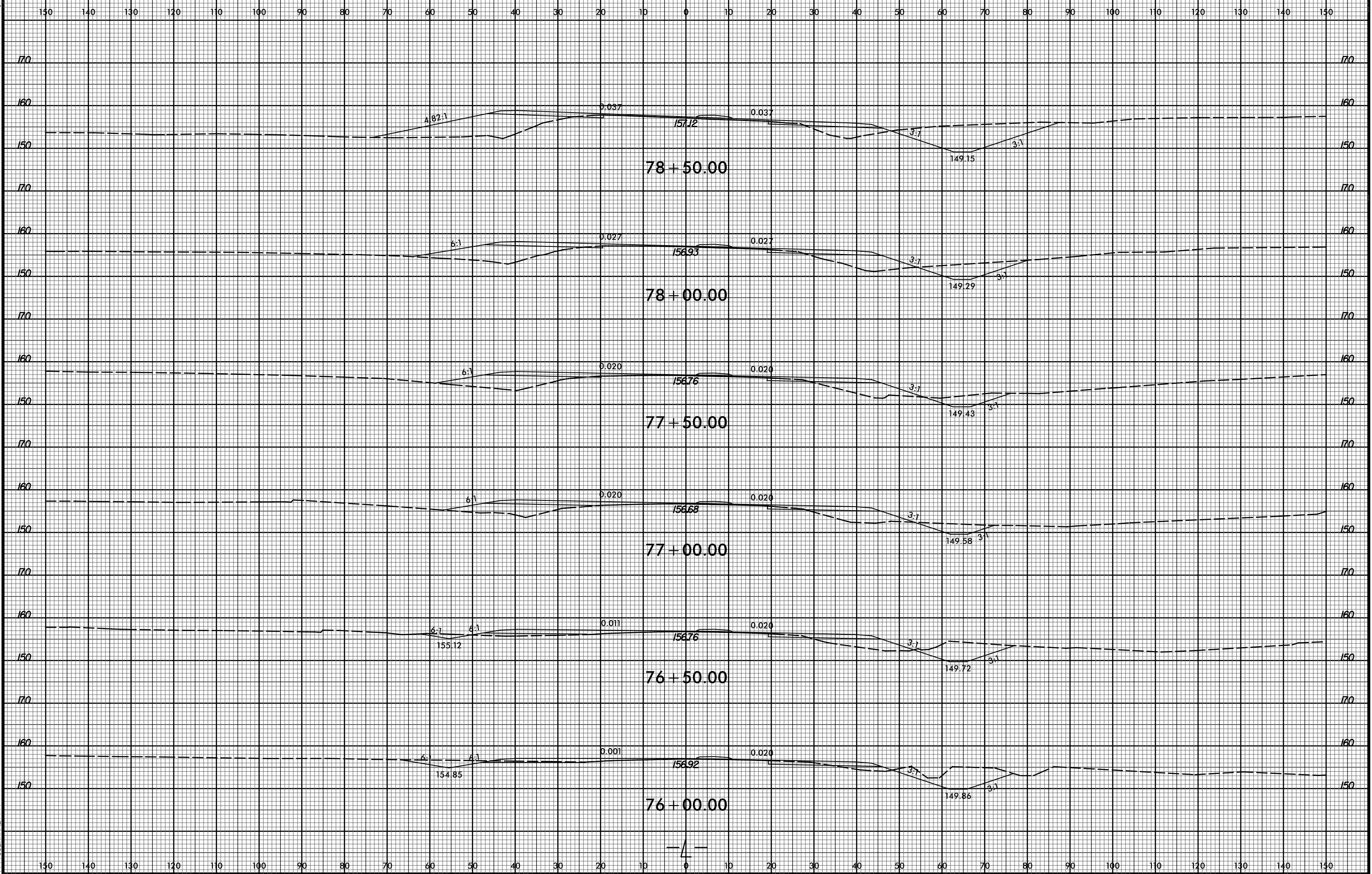


05-DEC-2017 13:05 R:\Roadwork\CorridorModeling\B4491L_rdy_xpl_1.dgn

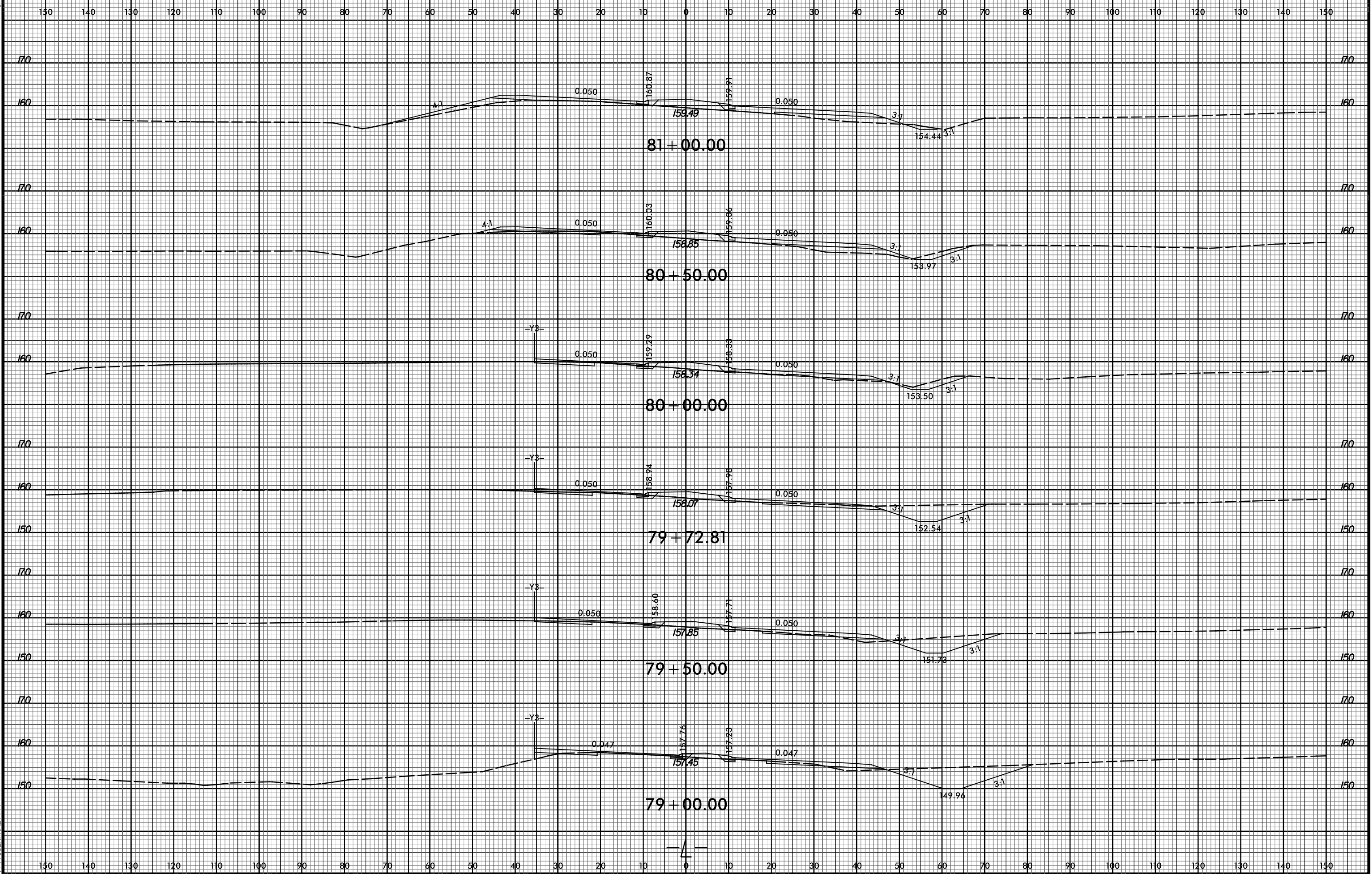


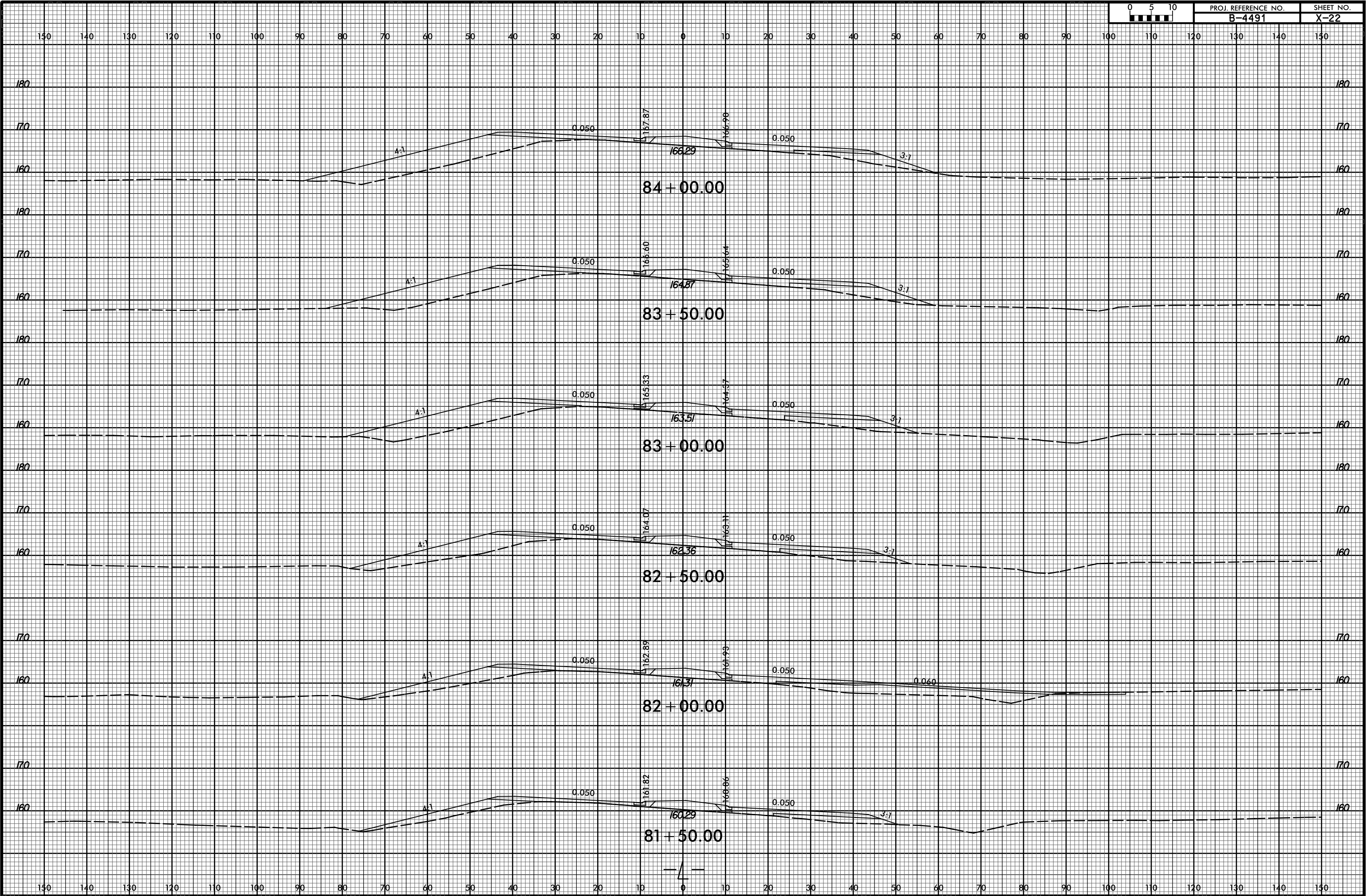


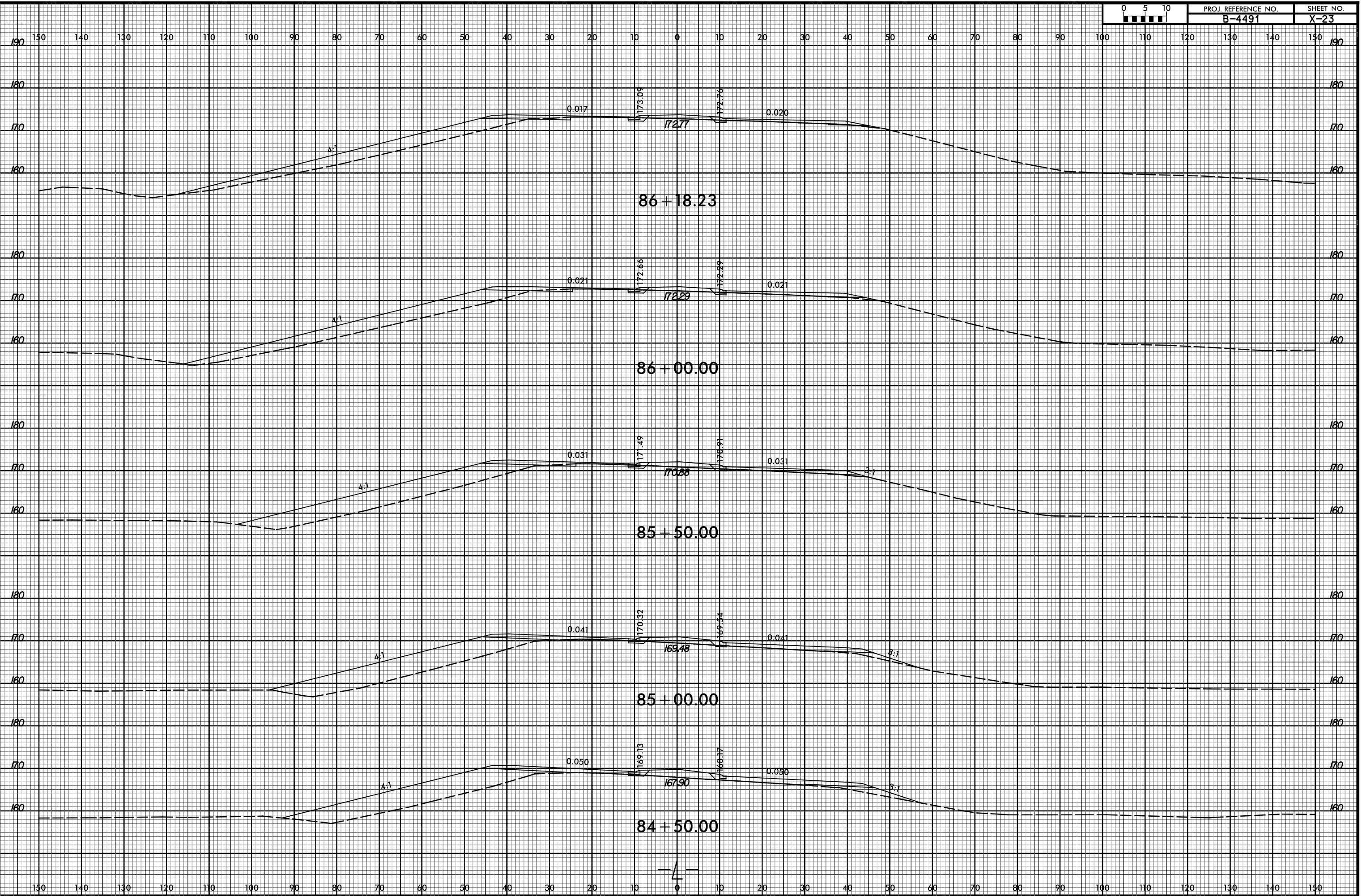
8/23/99

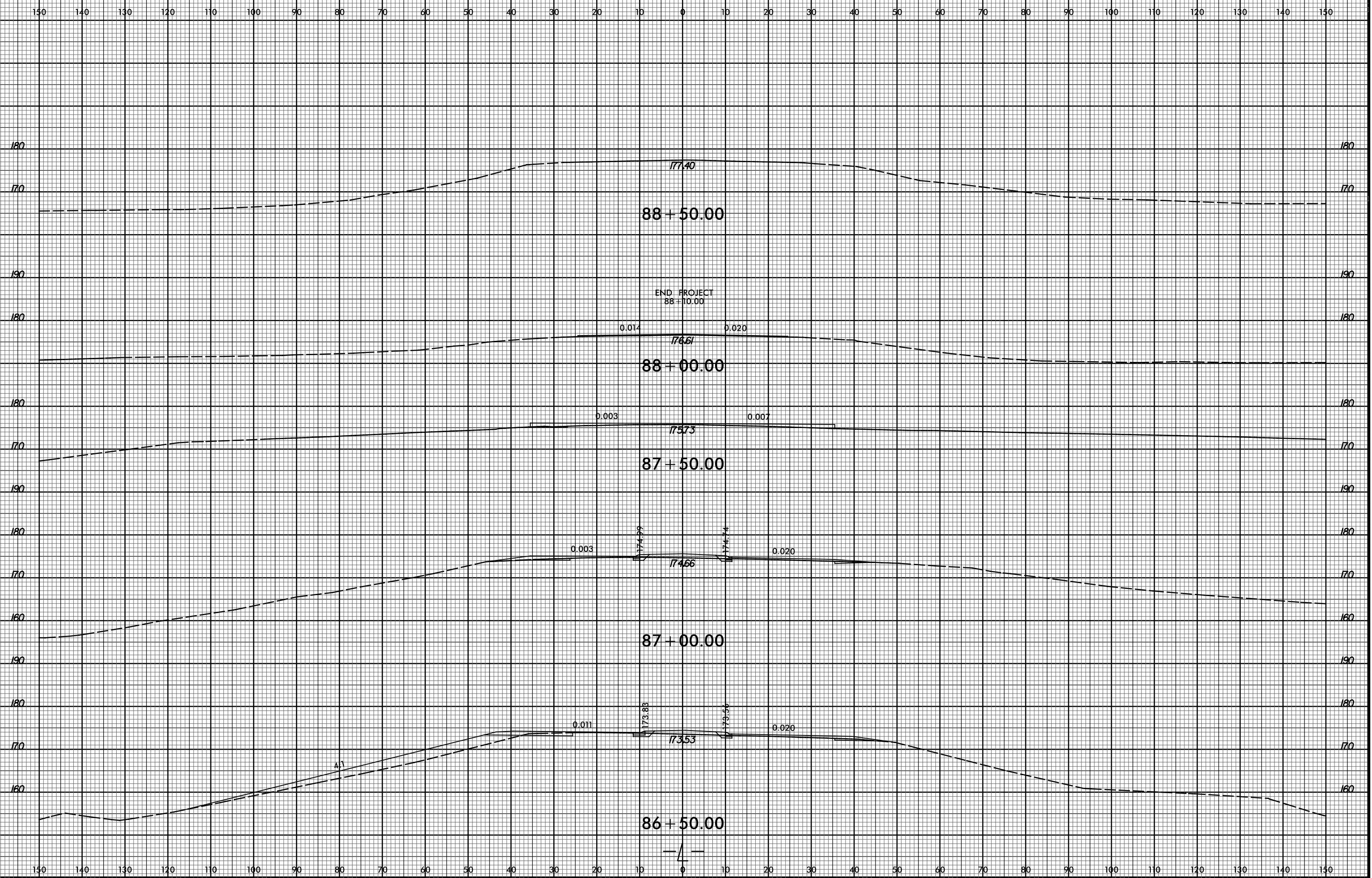


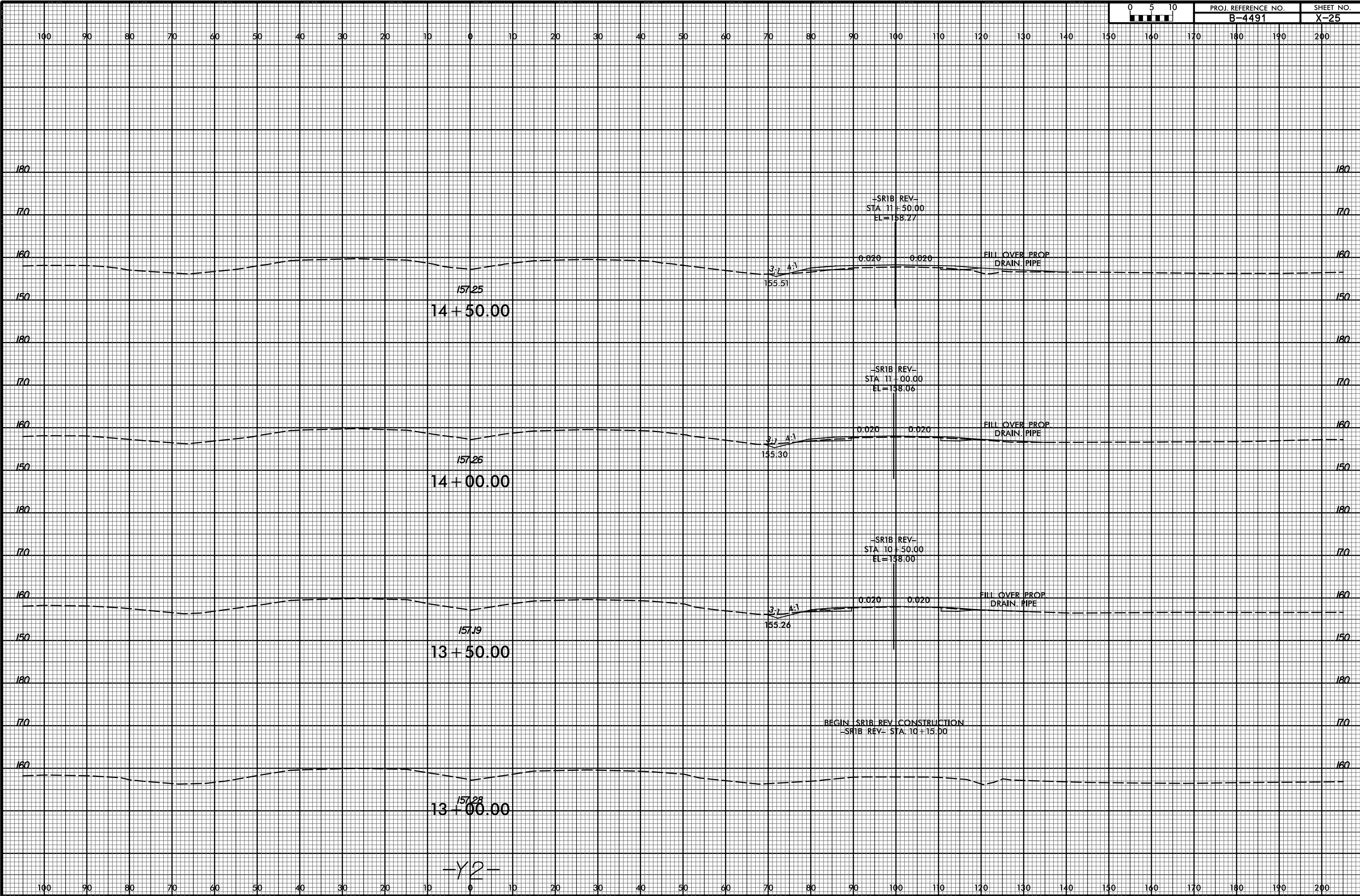
05-DEC-2017 13:05 R:\Roadwork\CorridorModeling\B4491L_rdy_xpl.dgn

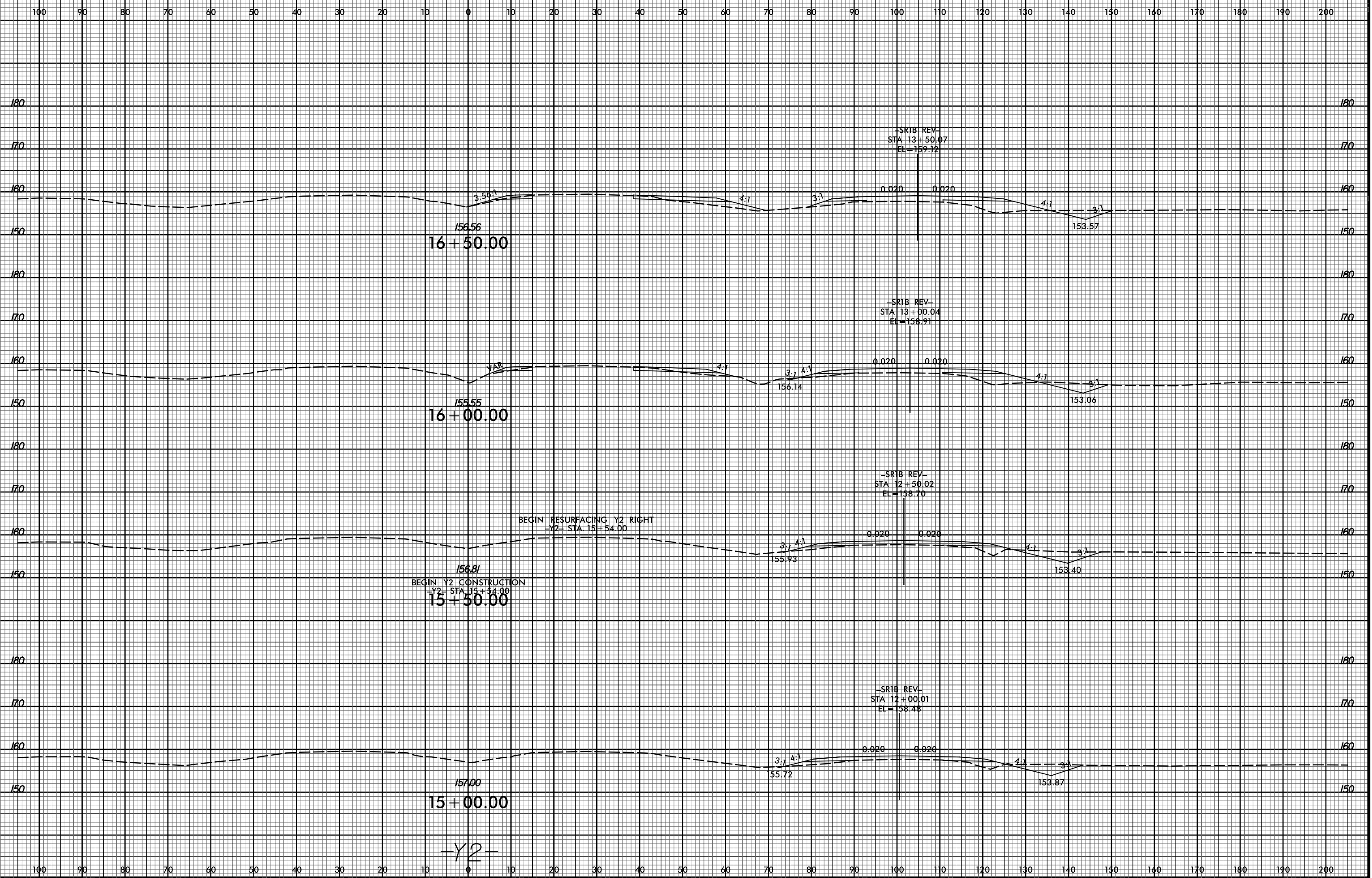


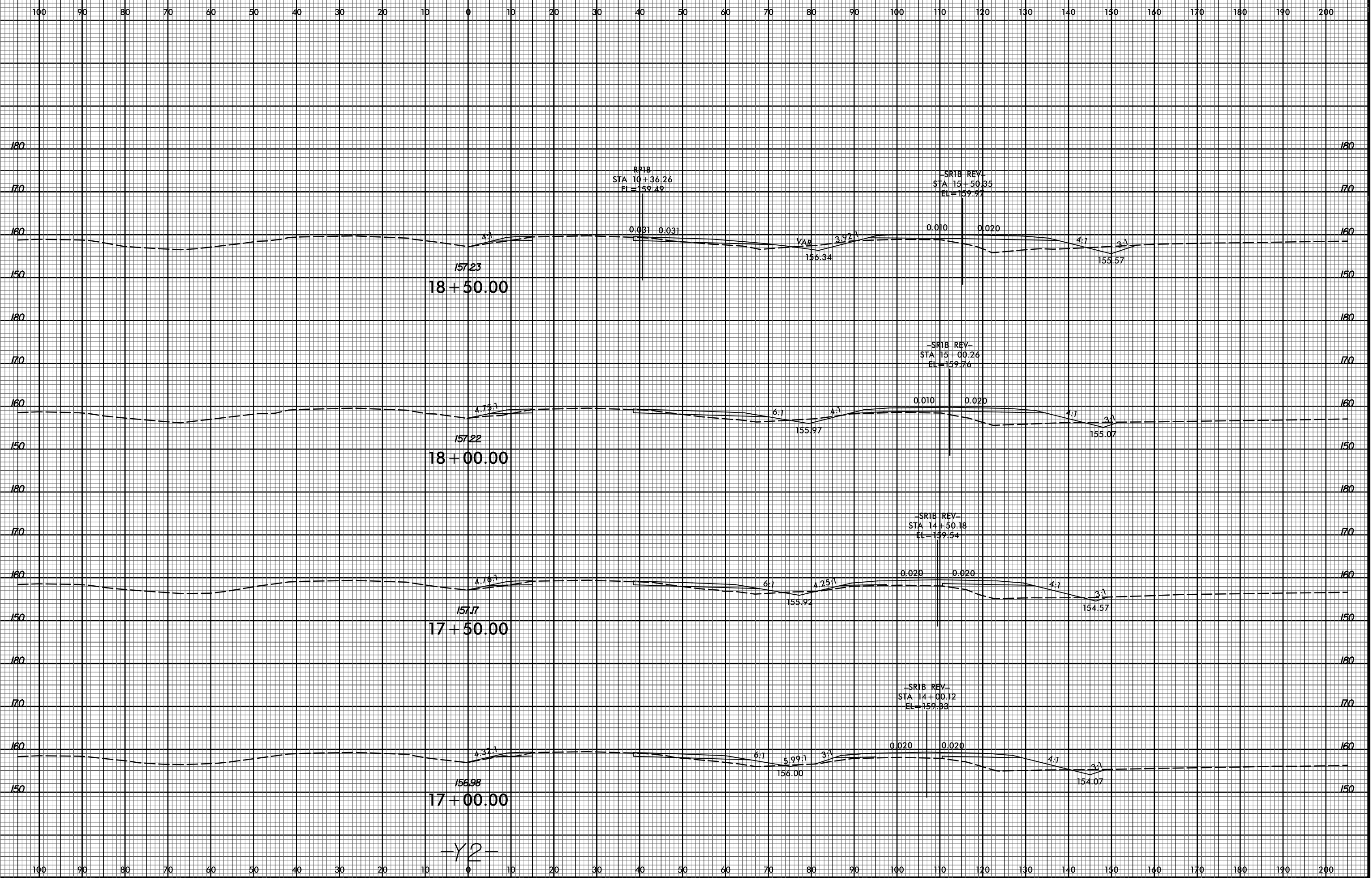






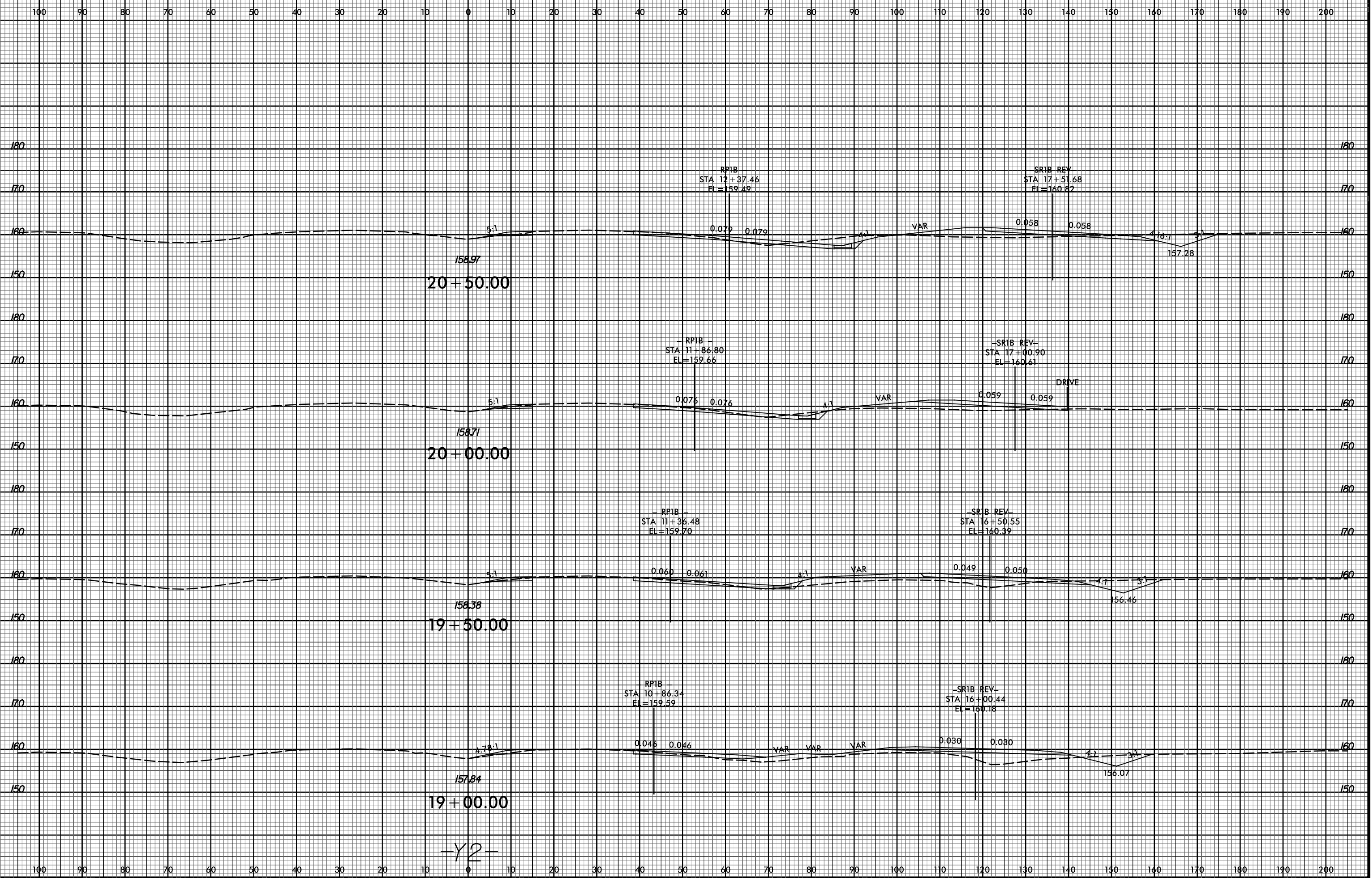






-Y2-

8/23/99



05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\B4491L_rdy_xpl_u2_sect1.dgn
\$\$\$\$\$USFRNAME\$\$\$\$\$

158.97
20 + 50.00

158.71
20 + 00.00

158.38
19 + 50.00

157.84
19 + 00.00

-Y2-

RPIB
STA 12 + 37.46
EL = 159.49

SRIB REV
STA 17 + 51.68
EL = 160.82

RPIB
STA 11 + 86.80
EL = 159.66

SRIB REV
STA 17 + 00.90
EL = 160.61

RPIB
STA 11 + 36.48
EL = 159.70

SRIB REV
STA 16 + 50.55
EL = 160.39

RPIB
STA 10 + 86.34
EL = 159.59

SRIB REV
STA 16 + 00.44
EL = 160.18

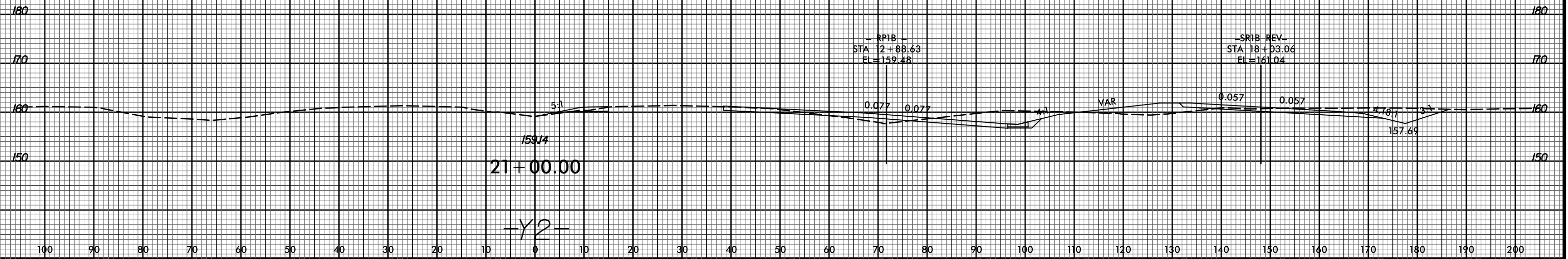
DRIVE

8/23/99



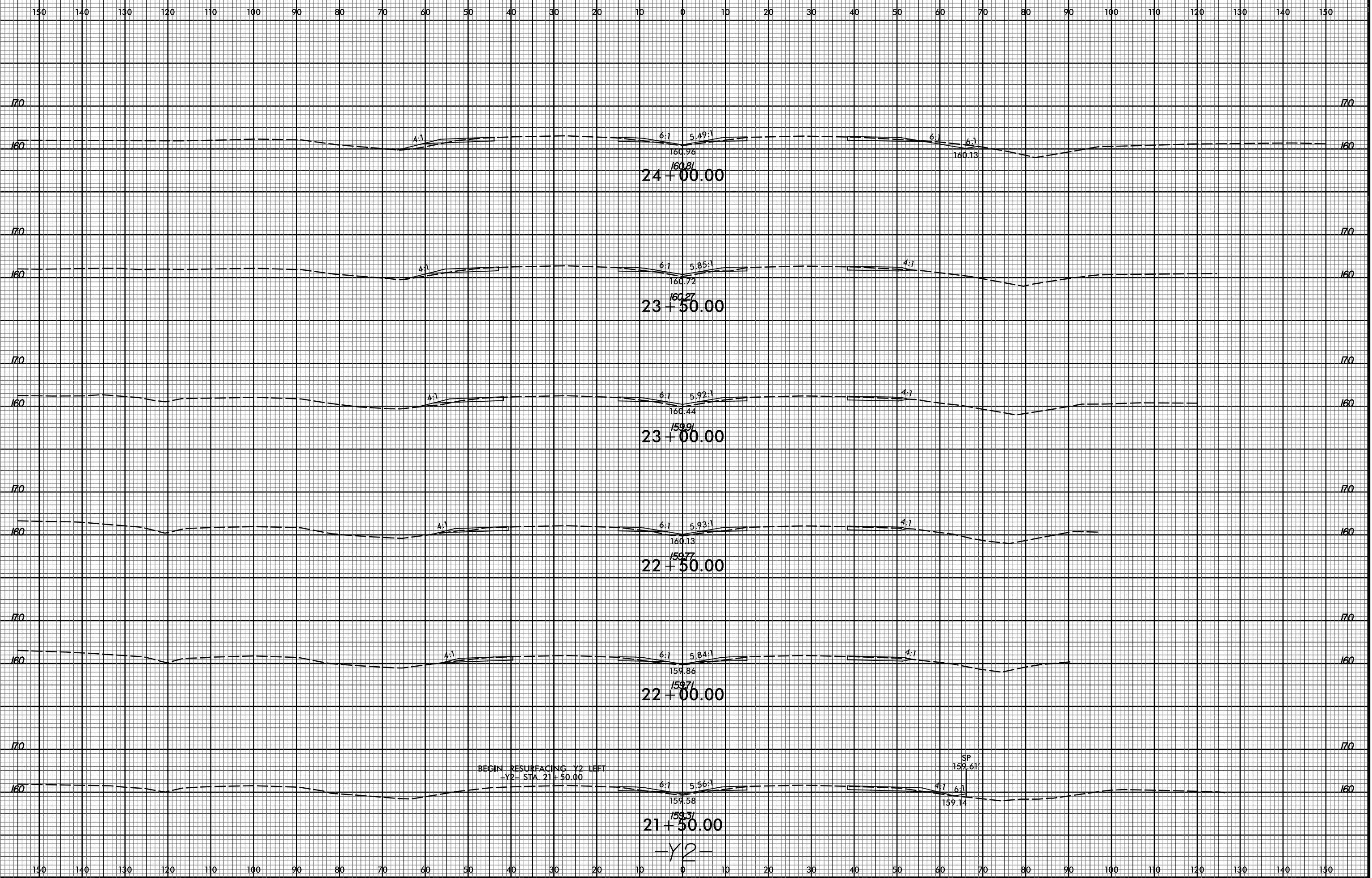
PROJ. REFERENCE NO.	SHEET NO.
B-4491	X-29

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



05-DEC-2017 12:48
R:\Roadway\CorridorModeling\B4491L_rdy_xpl_u2_sect1.dgn
\$\$\$\$\$USFRNAME\$\$\$\$\$

8/23/99



BEGIN RESURFACING Y2 LEFT
-Y2- STA. 21+50.00

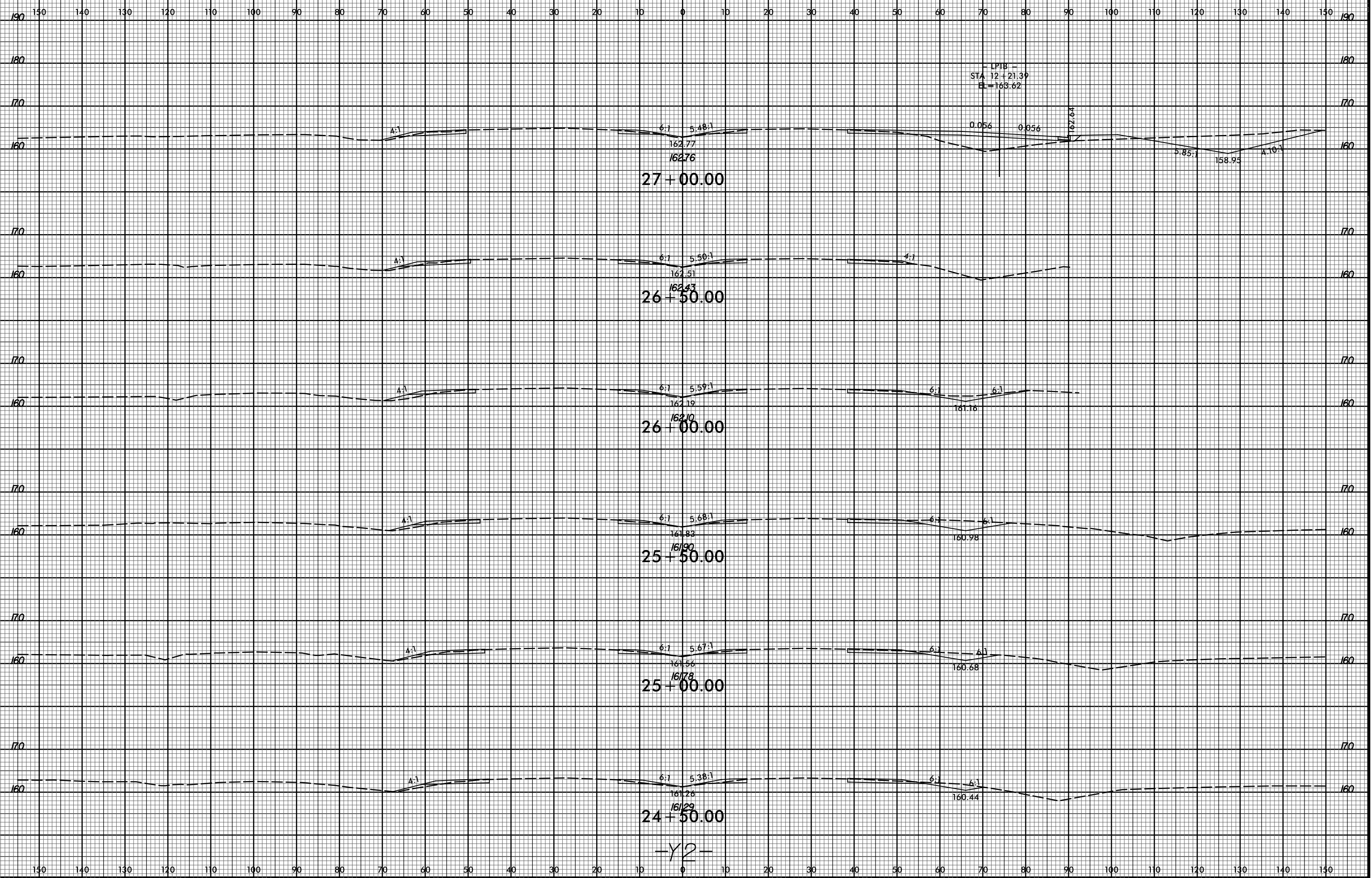
SP
159.61'

21+50.00

-Y2-

05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\B4491L_rdy_xp1_u2_sect2.dgn
\$\$\$\$\$USFRAME\$\$\$\$\$

8/23/99



- LPTB -
STA 12 + 21.39
EL = 163.62

27 + 00.00

26 + 50.00

26 + 00.00

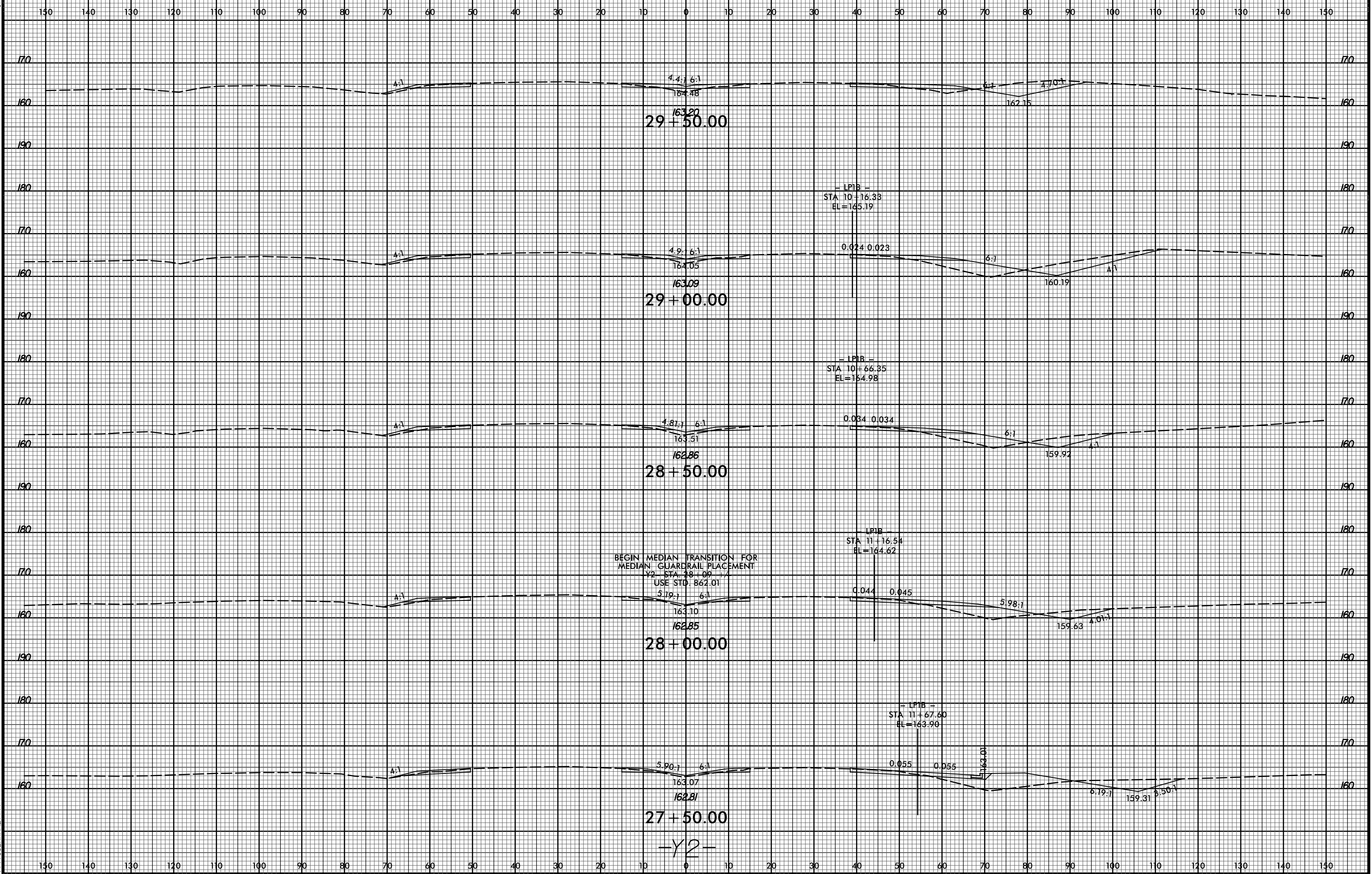
25 + 50.00

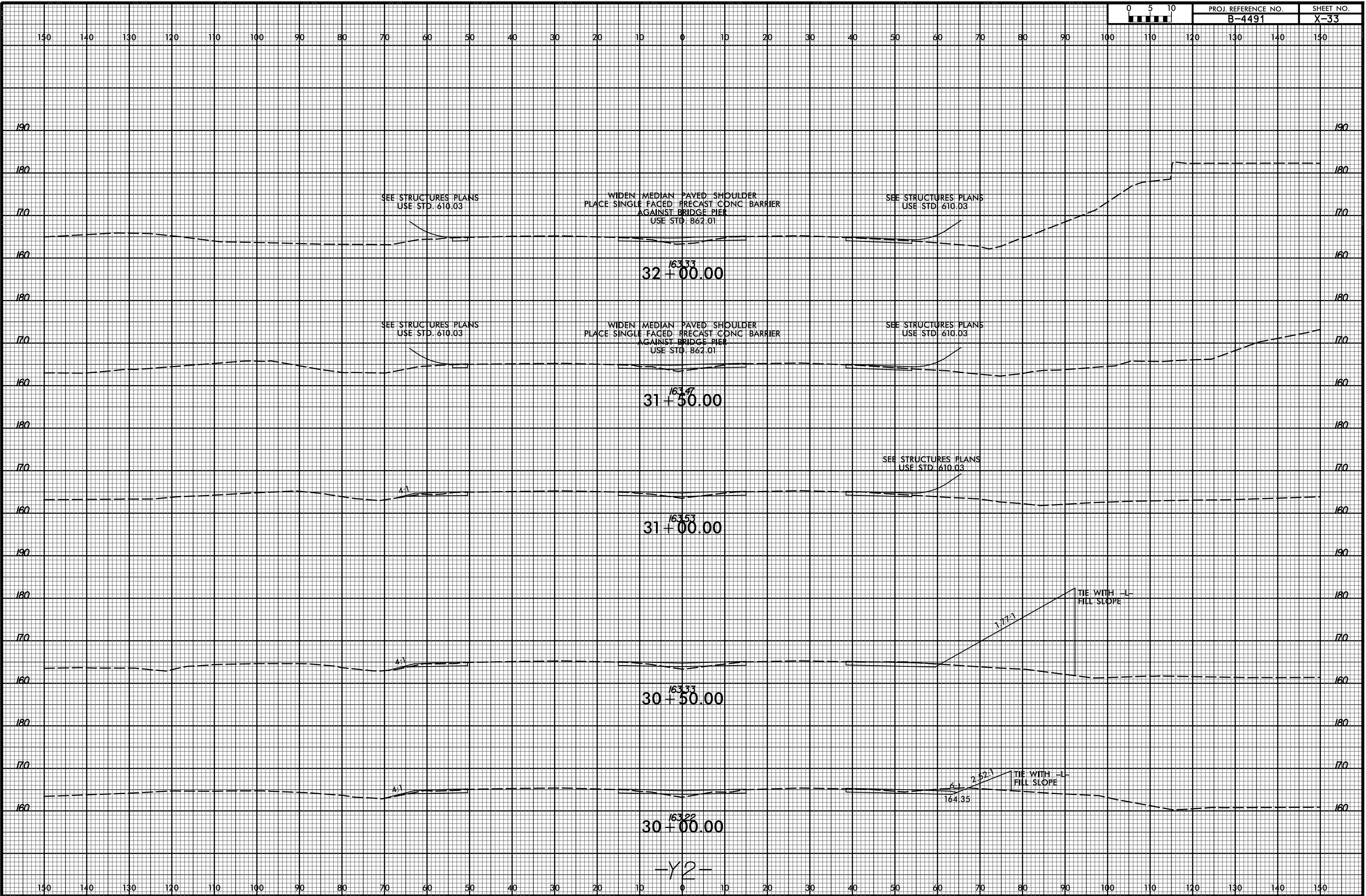
25 + 00.00

24 + 50.00

-Y2-

05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\B4491L_rdy_xp1_u2_sect2.dgn
\$\$\$\$\$USFRAME\$\$\$\$\$





163.33
32+00.00

163.47
31+50.00

163.53
31+00.00

163.33
30+50.00

163.22
30+00.00

-Y2-

SEE STRUCTURES PLANS
USE STD. 610.03

WIDEN MEDIAN PAVED SHOULDER
PLACE SINGLE FACED PRECAST CONC BARRIER
AGAINST BRIDGE PIER
USE STD. 862.01

SEE STRUCTURES PLANS
USE STD. 610.03

SEE STRUCTURES PLANS
USE STD. 610.03

WIDEN MEDIAN PAVED SHOULDER
PLACE SINGLE FACED PRECAST CONC BARRIER
AGAINST BRIDGE PIER
USE STD. 862.01

SEE STRUCTURES PLANS
USE STD. 610.03

SEE STRUCTURES PLANS
USE STD. 610.03

TIE WITH -L-
FILL SLOPE

1.77:1

6:1

2.52:1

TIE WITH -L-
FILL SLOPE

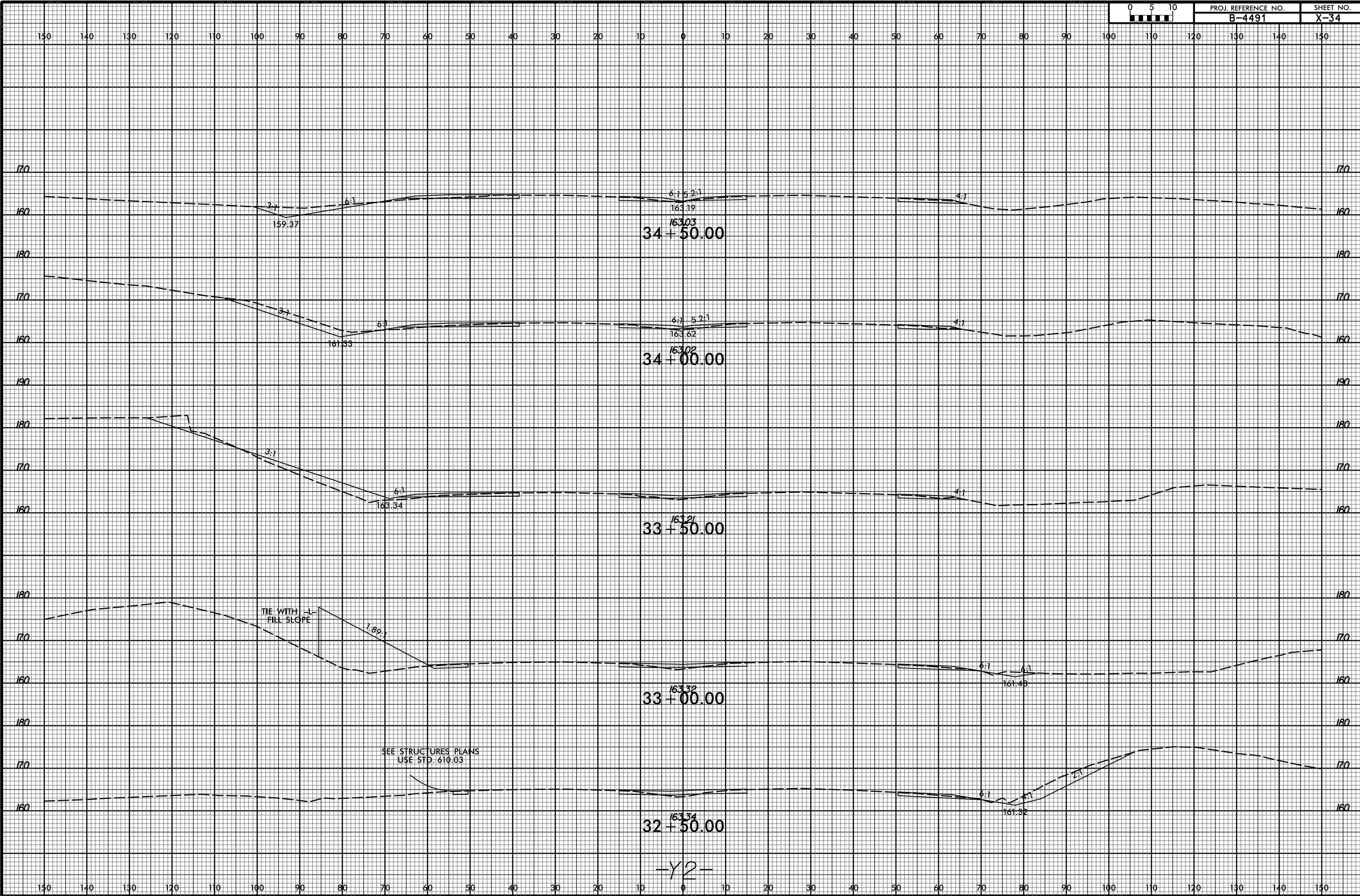
164.35

8/23/99



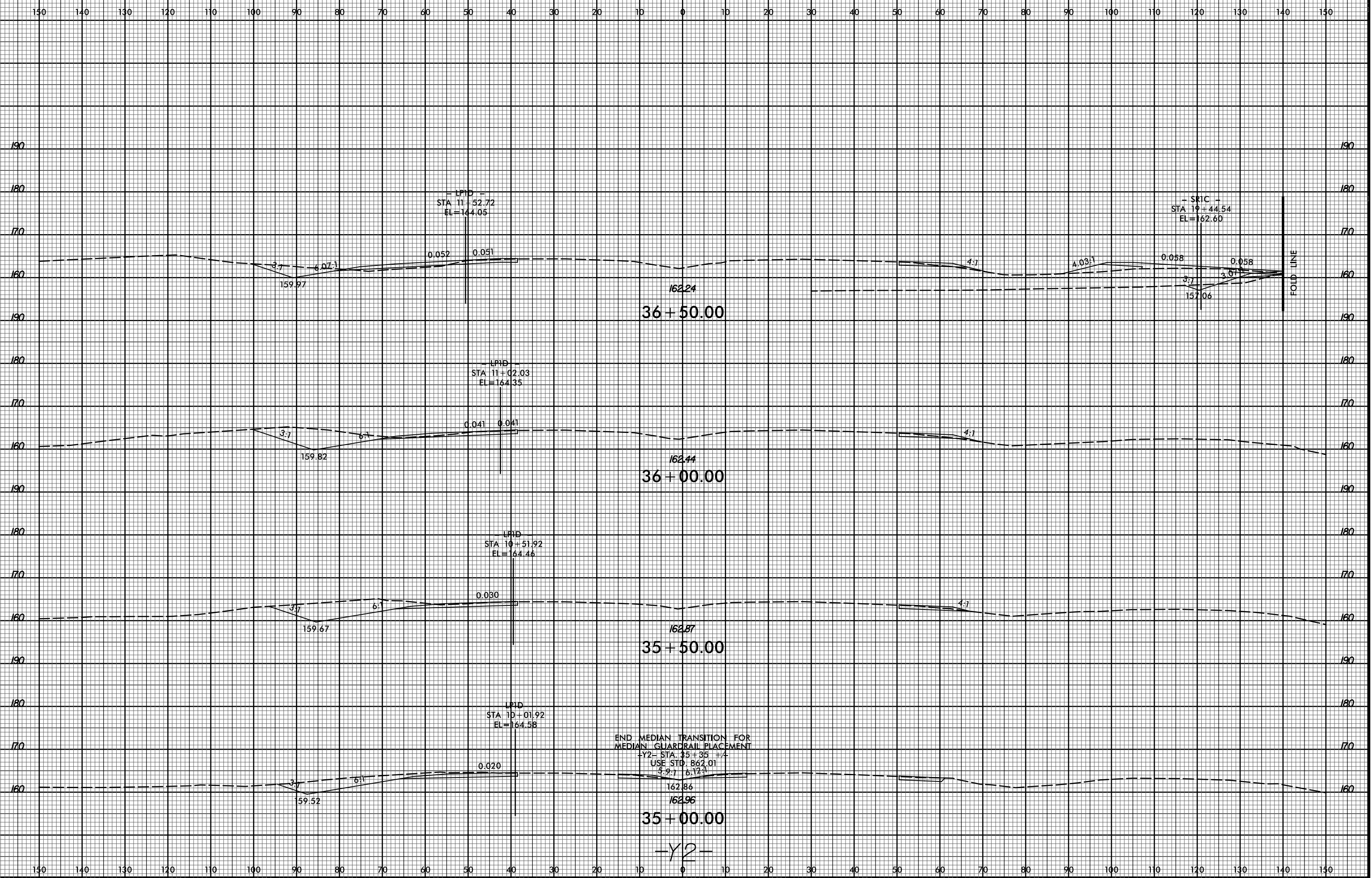
PROJ. REFERENCE NO.
B-4491

SHEET NO.
X-34



05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\B4491L_rdy_xpl_u2_sect2.dgn
\$\$\$\$\$USFRAME\$\$\$\$\$

8/23/99



- LP1D -
STA 11+52.72
EL=164.05

- SRIC -
STA 19+44.54
EL=162.60

- LP1D -
STA 11+02.03
EL=164.35

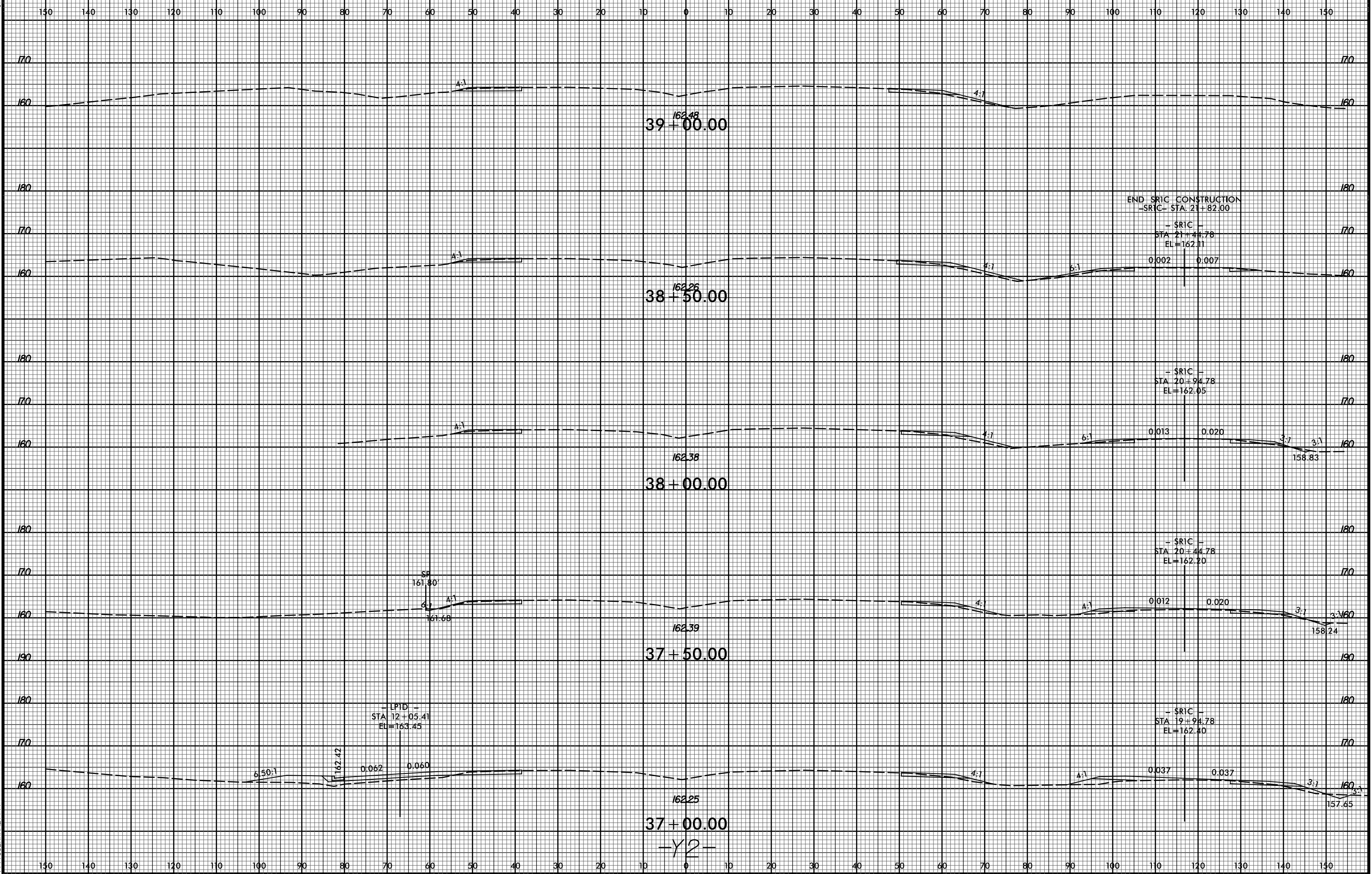
- LP1D -
STA 10+51.92
EL=164.46

- LP1D -
STA 10+01.92
EL=164.58

END MEDIAN TRANSITION FOR
MEDIAN GUARDRAIL PLACEMENT
-Y2- STA 35+35 +4
USE STD. 862.01
5:9:1 6:12:1

-Y2-

05-DEC-2017 12:48
R:\Roadwork\CorporationModeling\B4491L_rdy_xpl_u2_sect2.dgn
\$\$\$\$\$USFRNAME\$\$\$\$\$



162.48
39+00.00

162.26
38+50.00

162.38
38+00.00

162.39
37+50.00

162.25
37+00.00

-Y2-

END SRIC CONSTRUCTION
-SRIC- STA. 21+82.00

-SRIC-
STA 21+44.78
EL=162.11

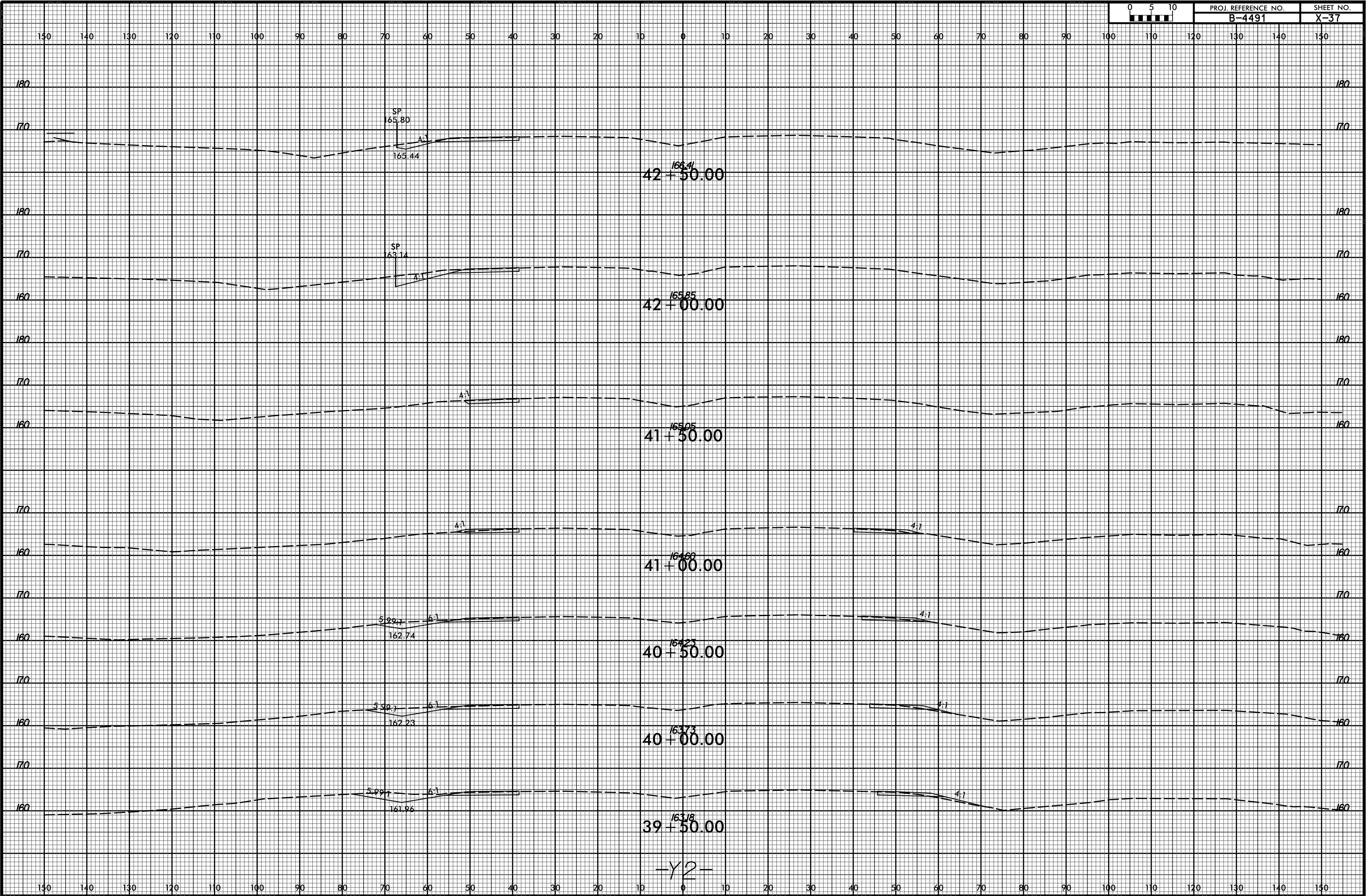
-SRIC-
STA 20+94.78
EL=162.05

-SRIC-
STA 20+44.78
EL=162.20

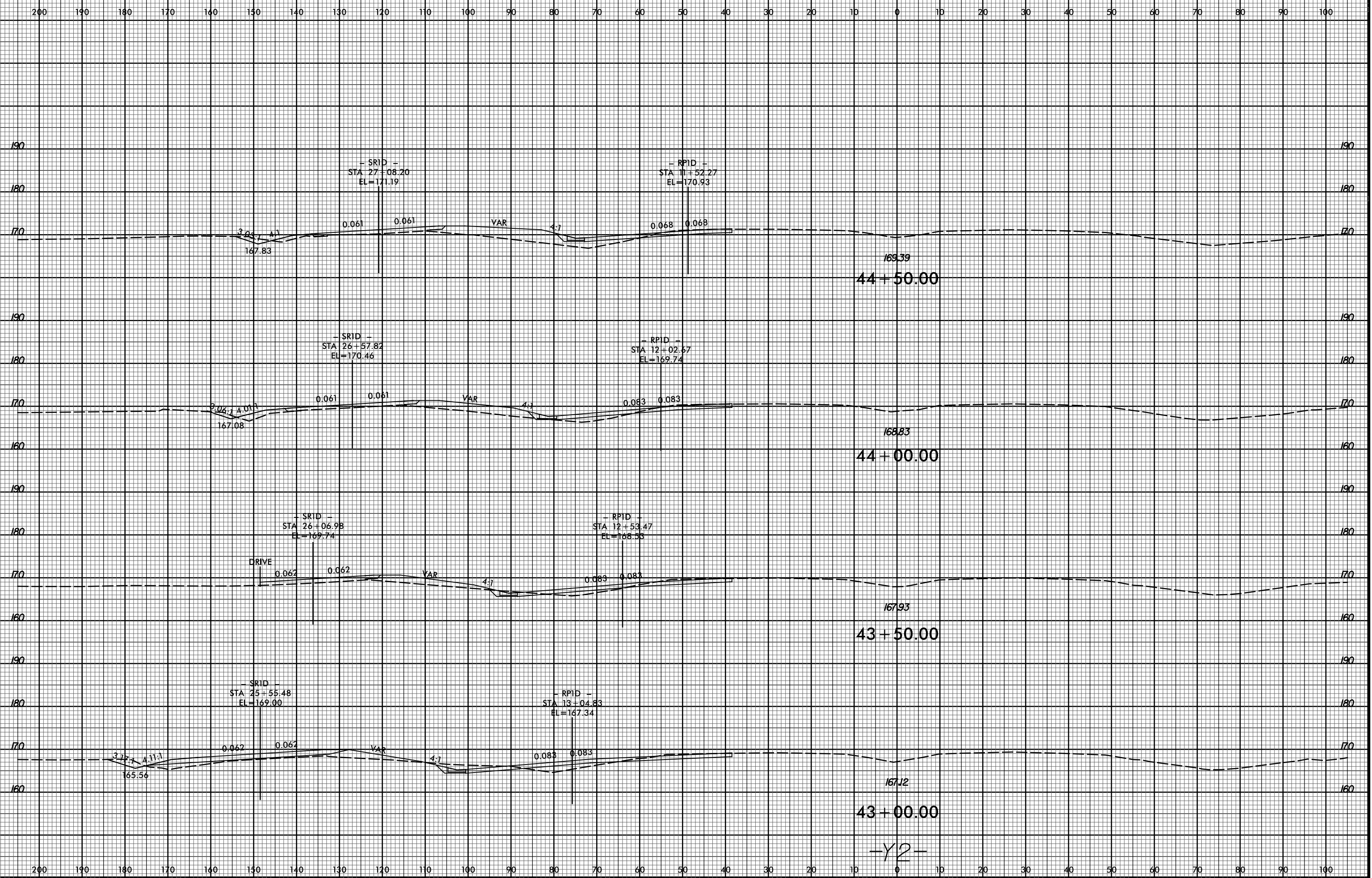
-SRIC-
STA 19+94.78
EL=162.40

-LPID-
STA 12+05.41
EL=163.45

SR
161.80
161.68



8/23/99



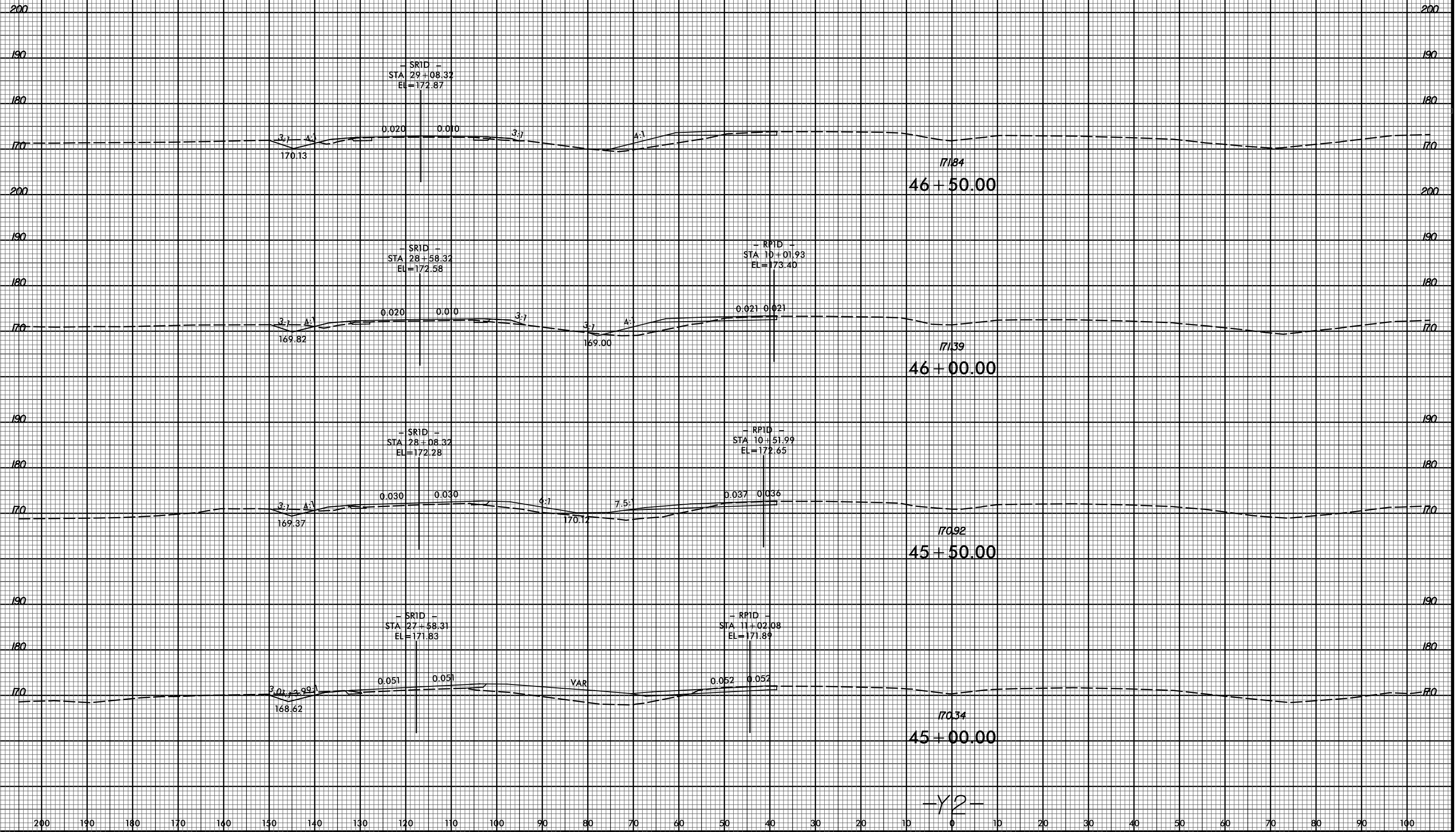
06-DEC-2017 11:31
R:\Projects\B-4491\CorridorModeling\B4491L_rdy_xpl_j2_sect3.dgn
\$\$\$\$\$USFRNAME\$\$\$\$\$

-Y2-

8/23/99



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

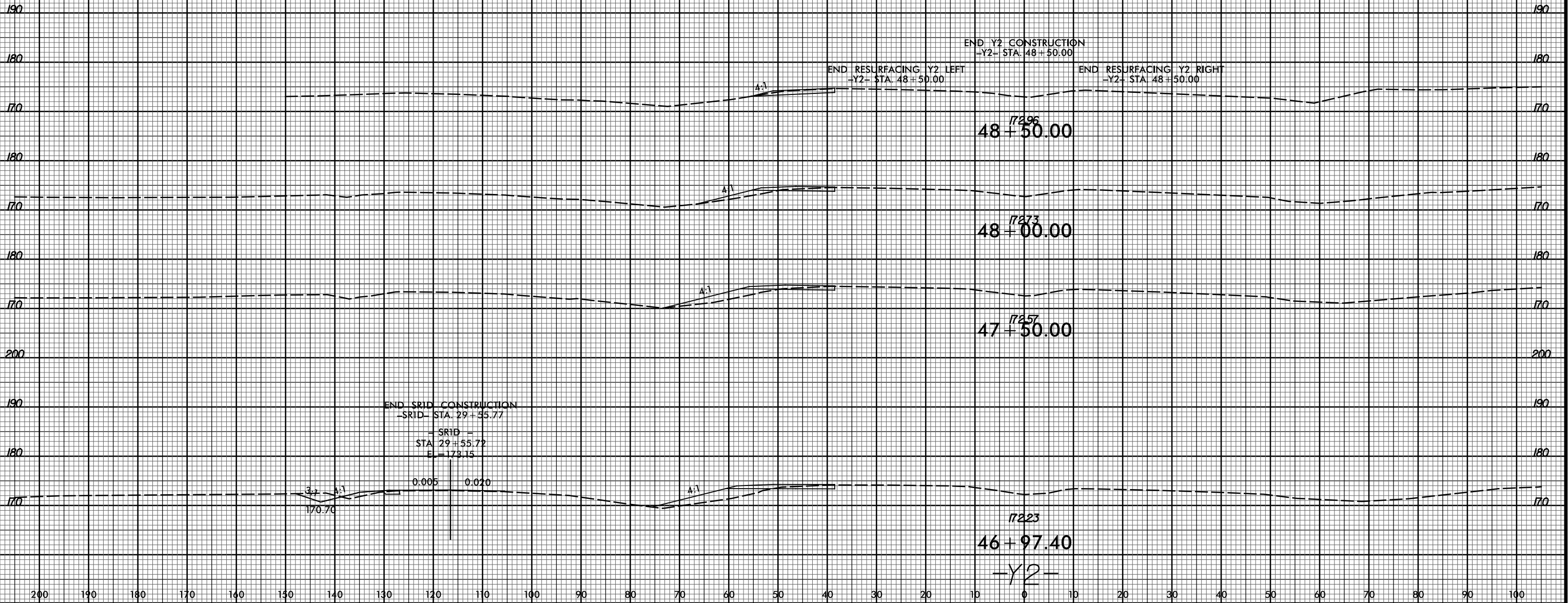


05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\4491_rdy_xpl_u2_sect3.dgn
\$\$\$\$\$USFRNAME\$\$\$\$\$

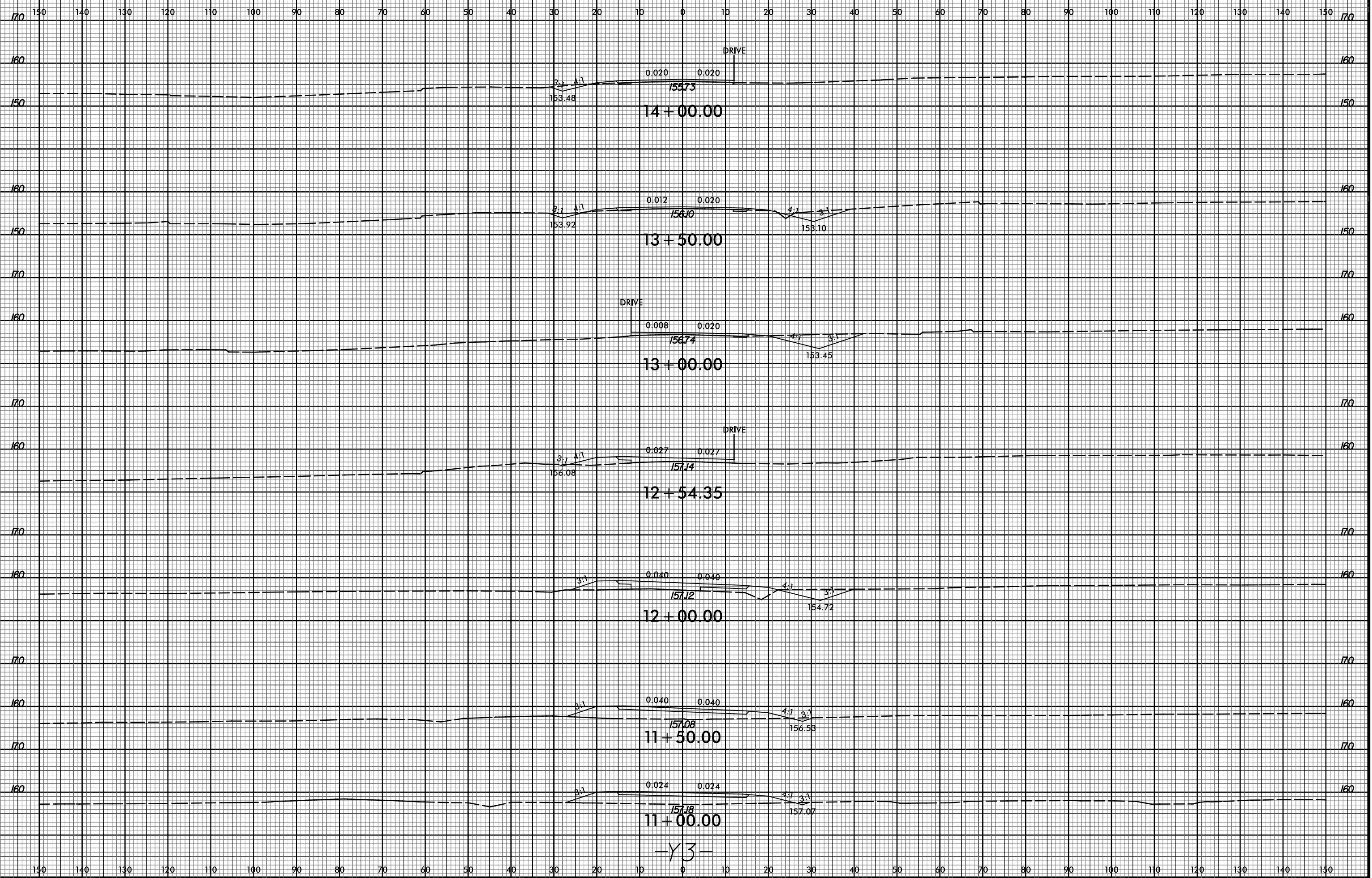
200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100

-Y2-

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



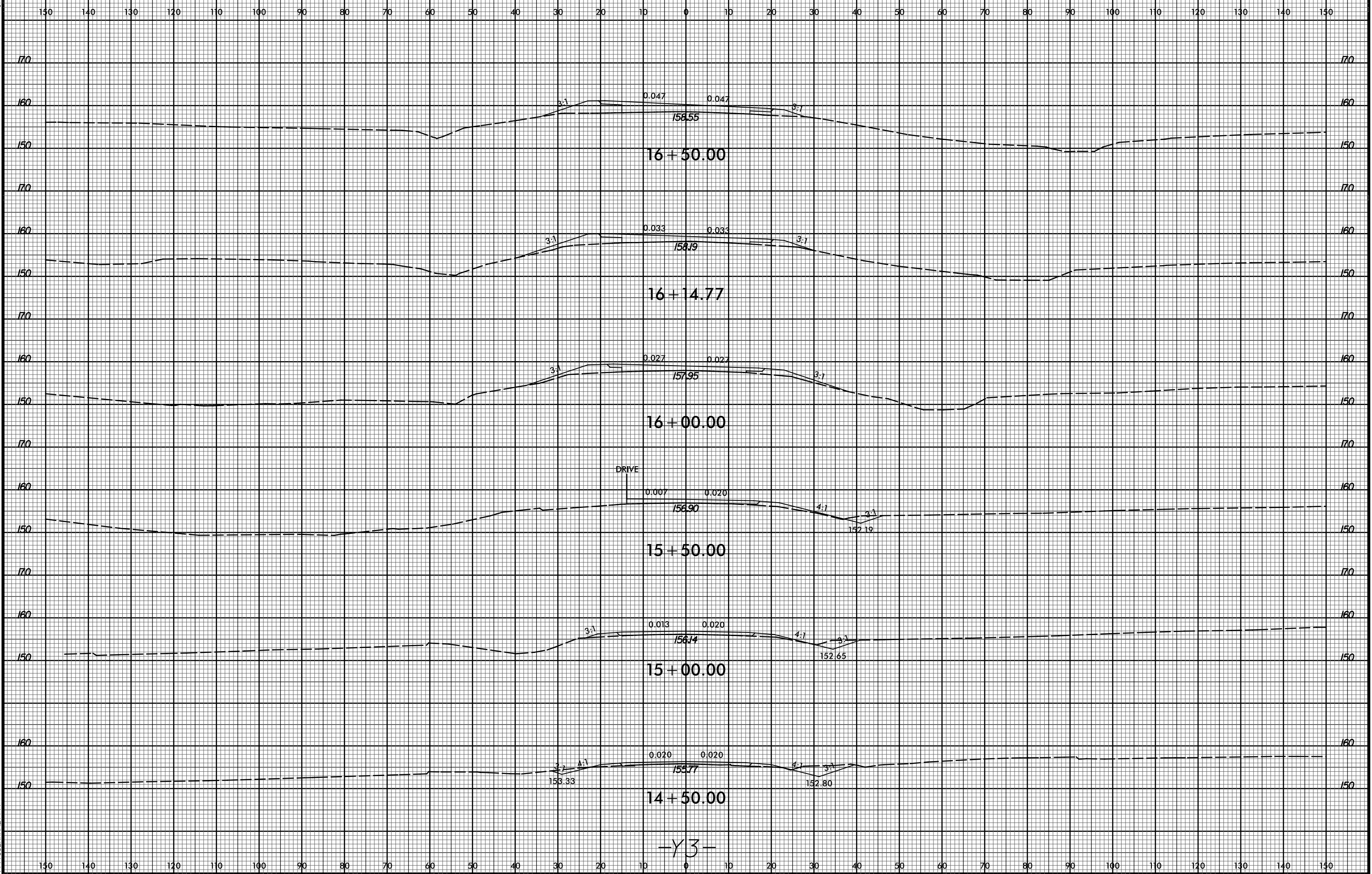
8/23/99



05-DEC-2017 12:48 R:\Roadwork\CorridorModeling\B4491L_rdy_xp1_u3.dgn

-Y3-

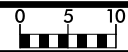
8/23/99



-Y3-

05-DEC-2017 12:48 R:\Roadwork\CorridorModeling\B4491L_rdy_xpl_u3.dgn

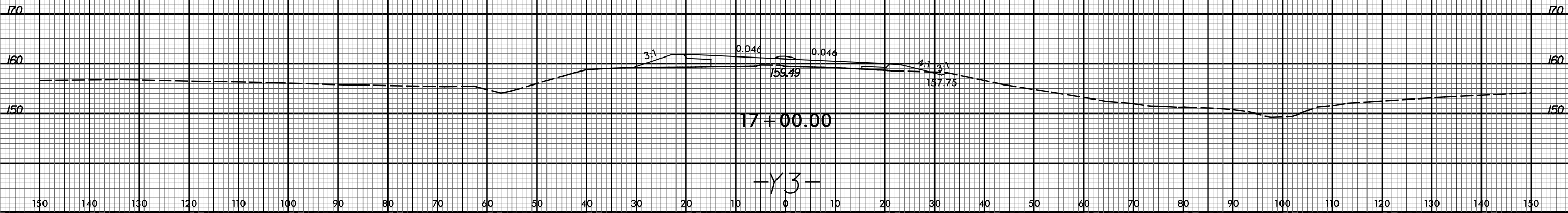
8/23/99



PROJ. REFERENCE NO.
B-4491

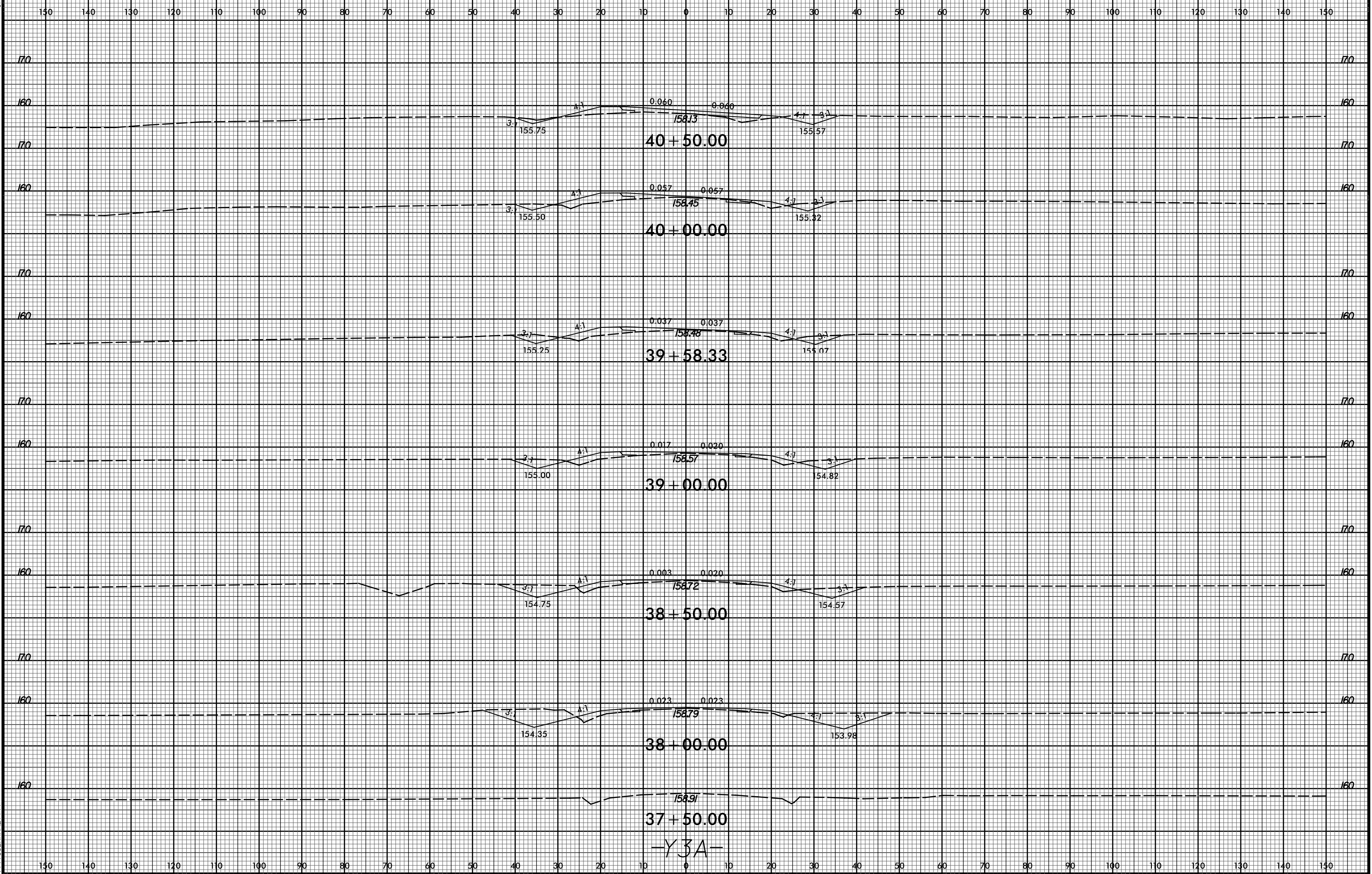
SHEET NO.
X-43

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



05-DEC-2017 12:48
R:\Roadway\CorridorModeling\B4491L_rdy_xp1_u3.dgn
\$\$\$\$\$USFRNAME\$\$\$\$\$

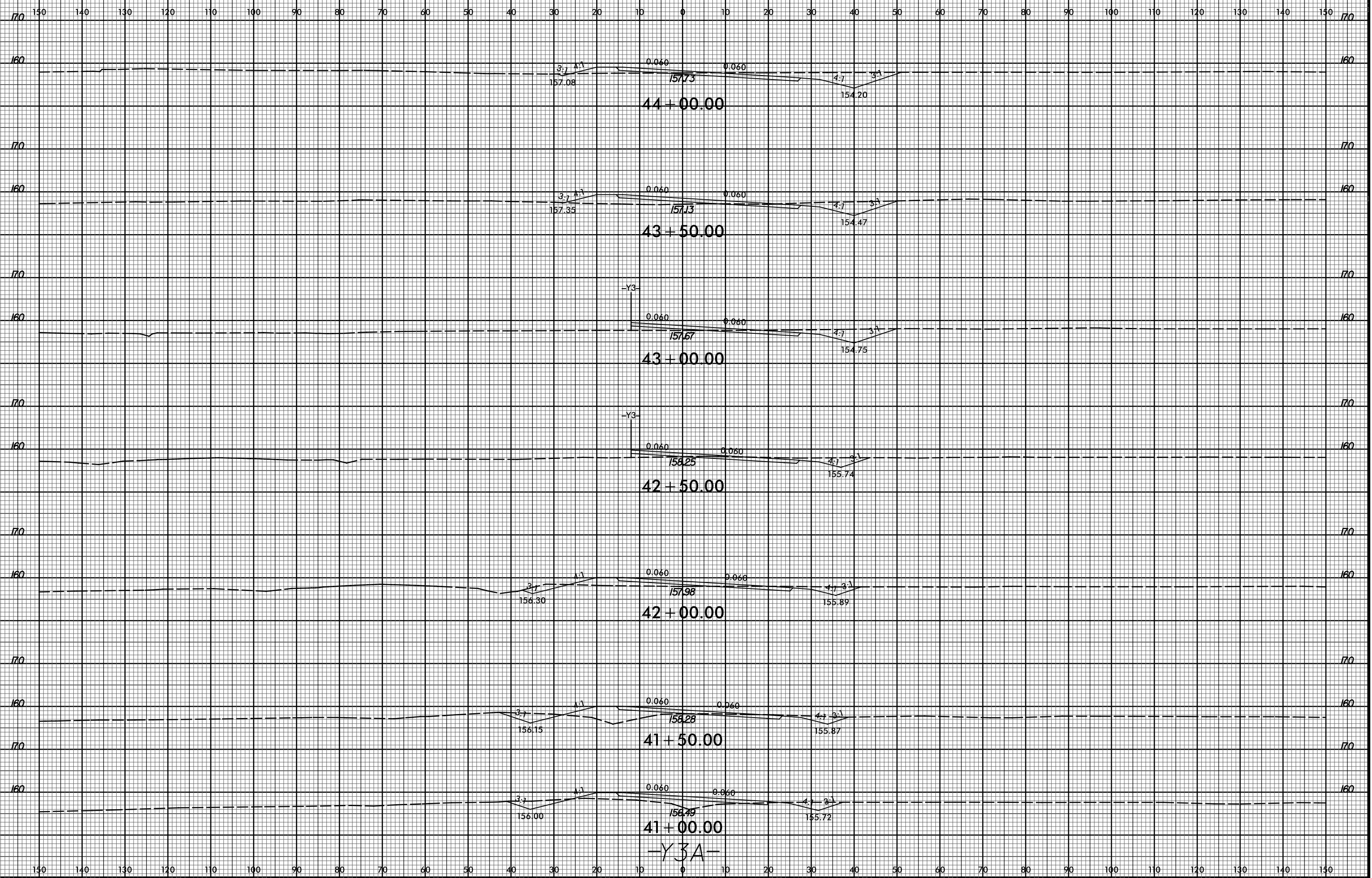
8/23/99



05-DEC-2017 12:48 R:\Roadwork\CorridorModeling\B4491L_rdy_xp1_u3a_sect1.dgn

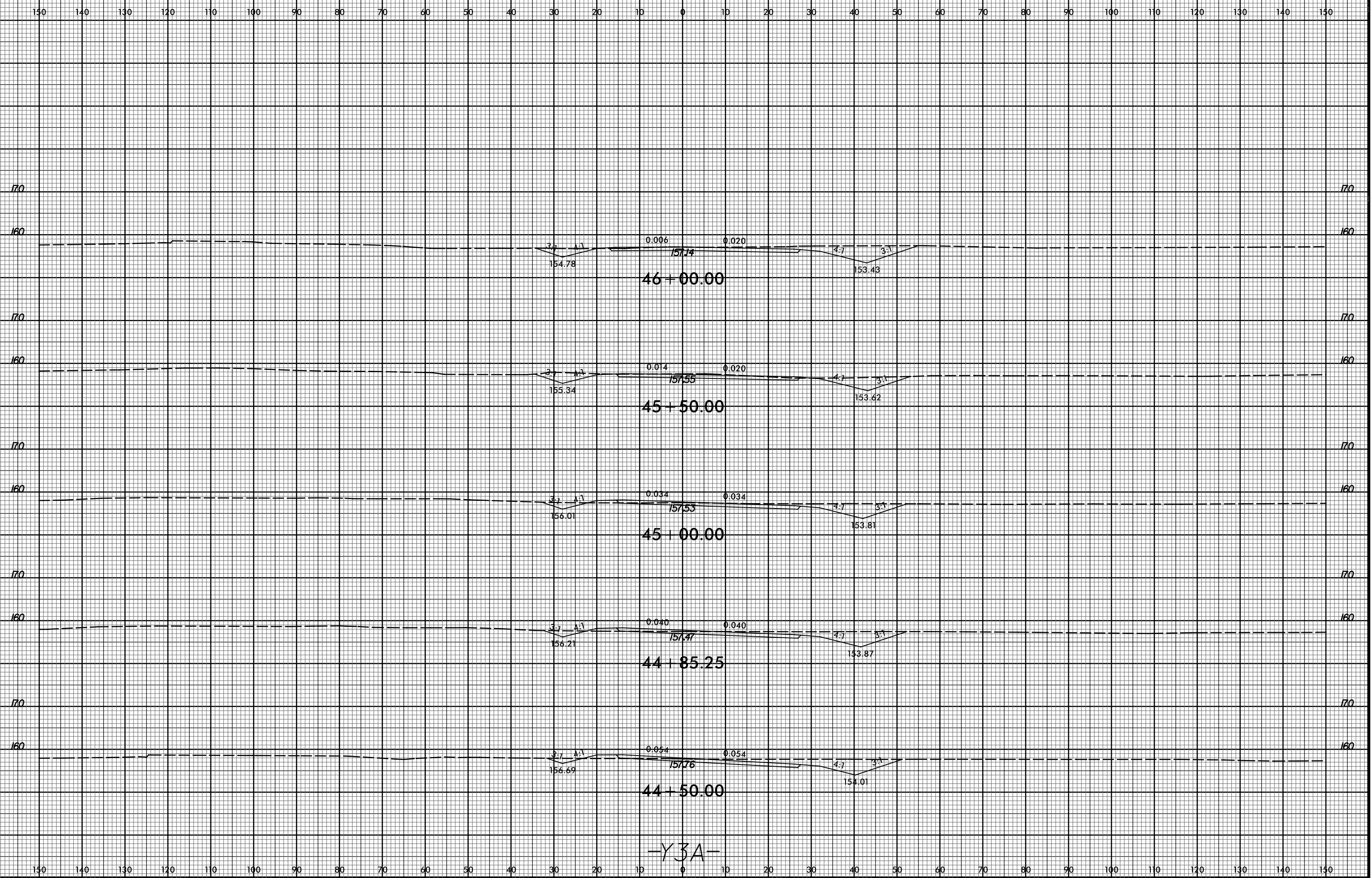
-Y3A-

8/23/99

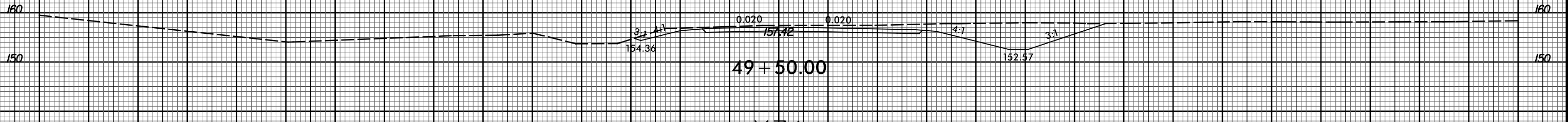
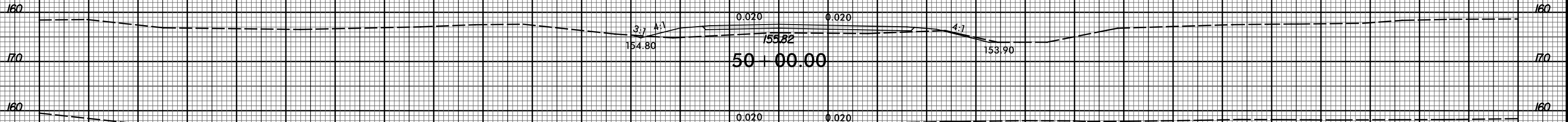
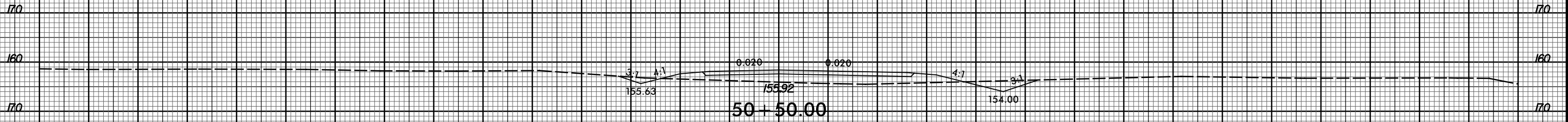
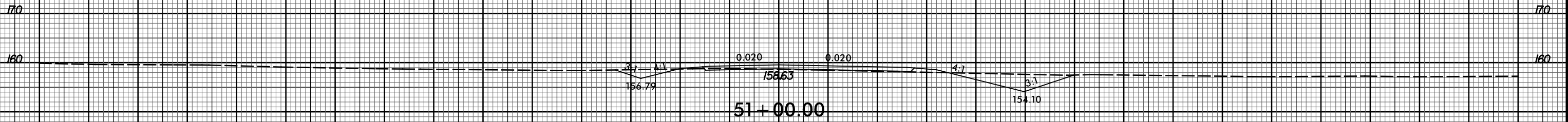
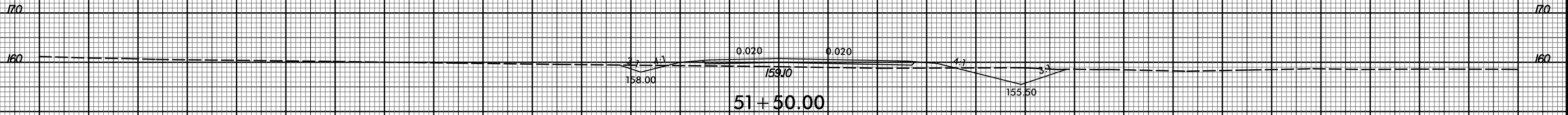


05-DEC-2017 12:48 R:\Roadwork\CorridorModeling\B4491L_rdy_xp1_u3a_sect1.dgn

-Y3A-



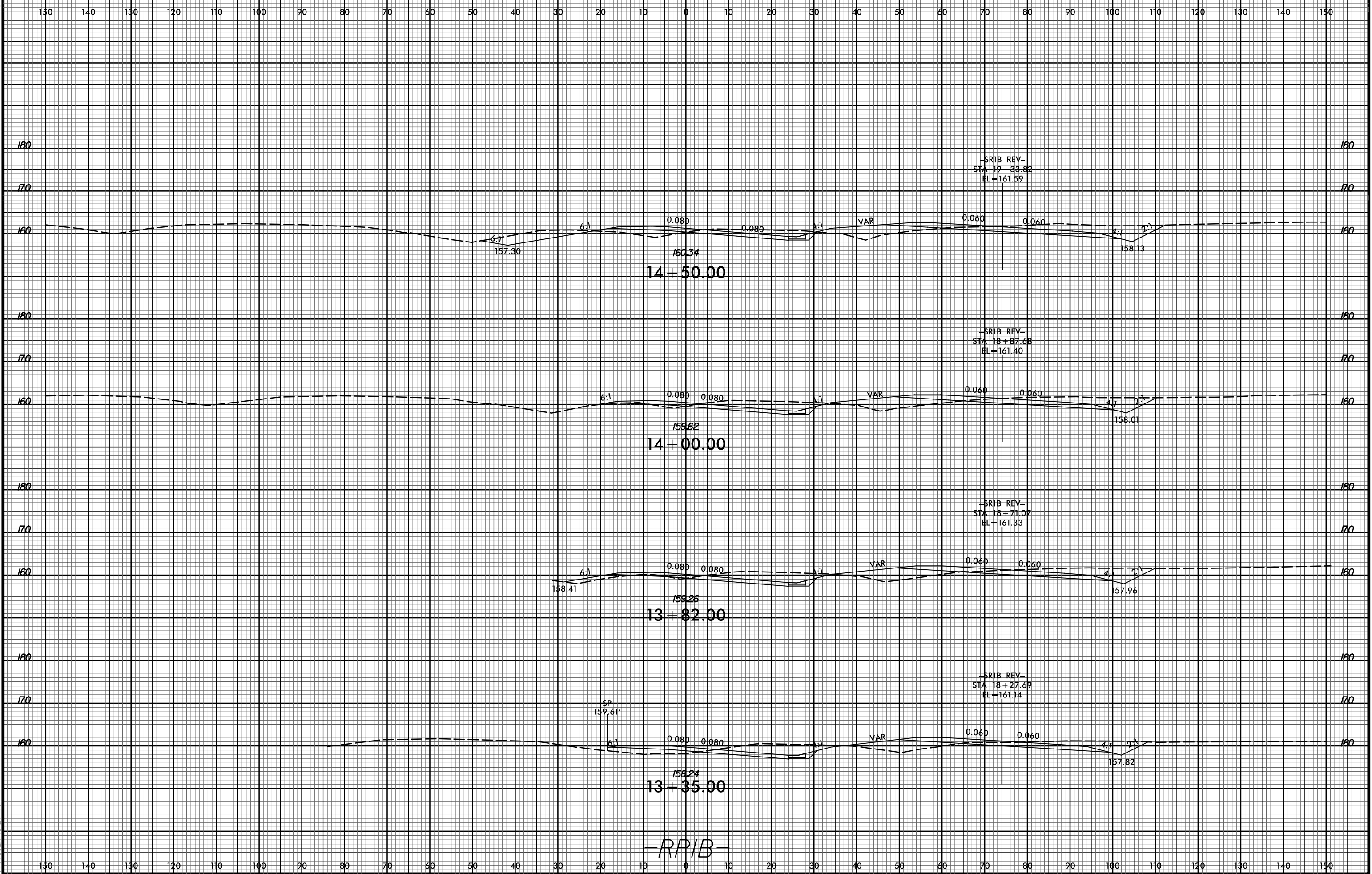
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-Y3A-

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

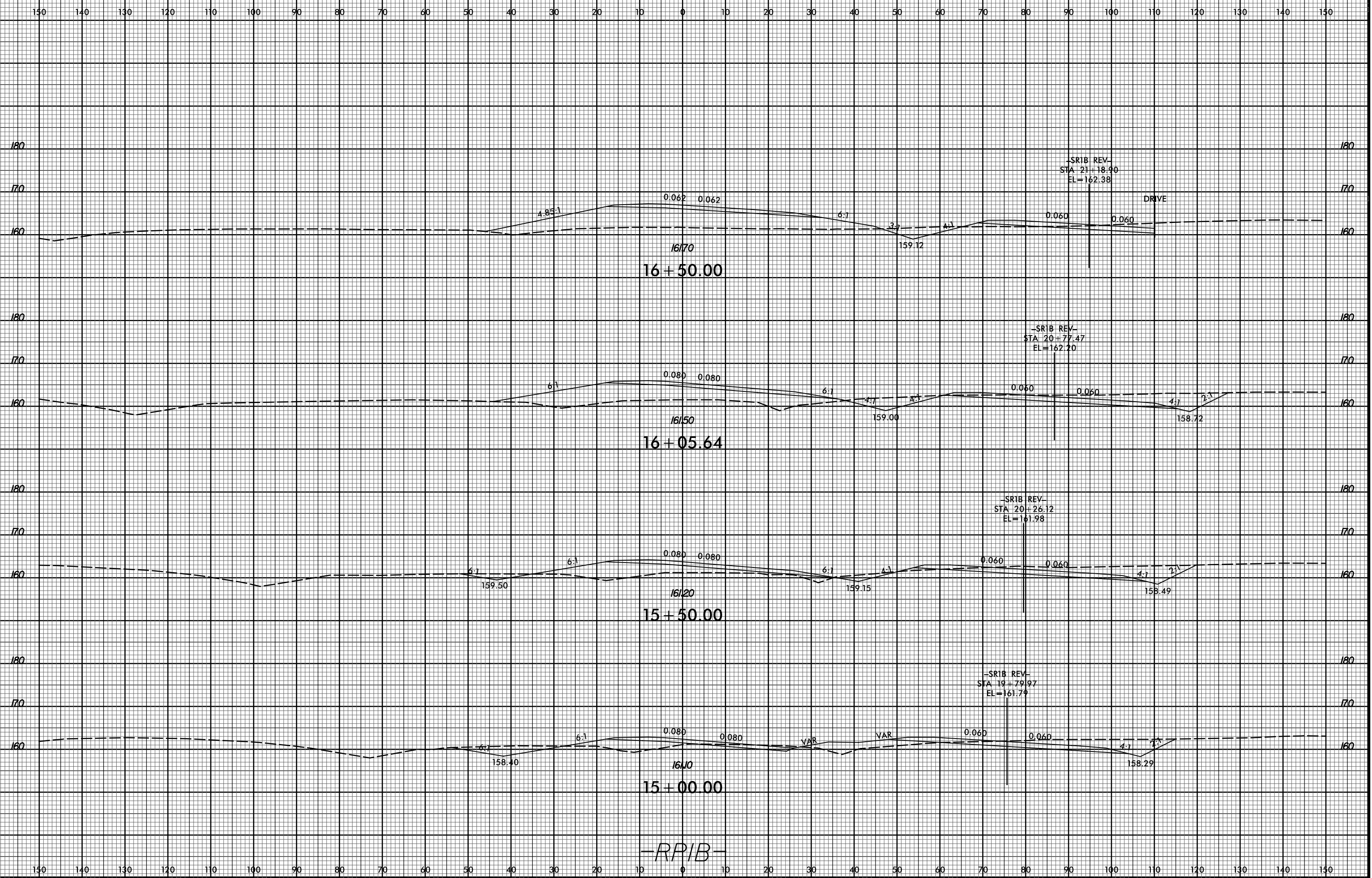
8/23/99



-RPIB-

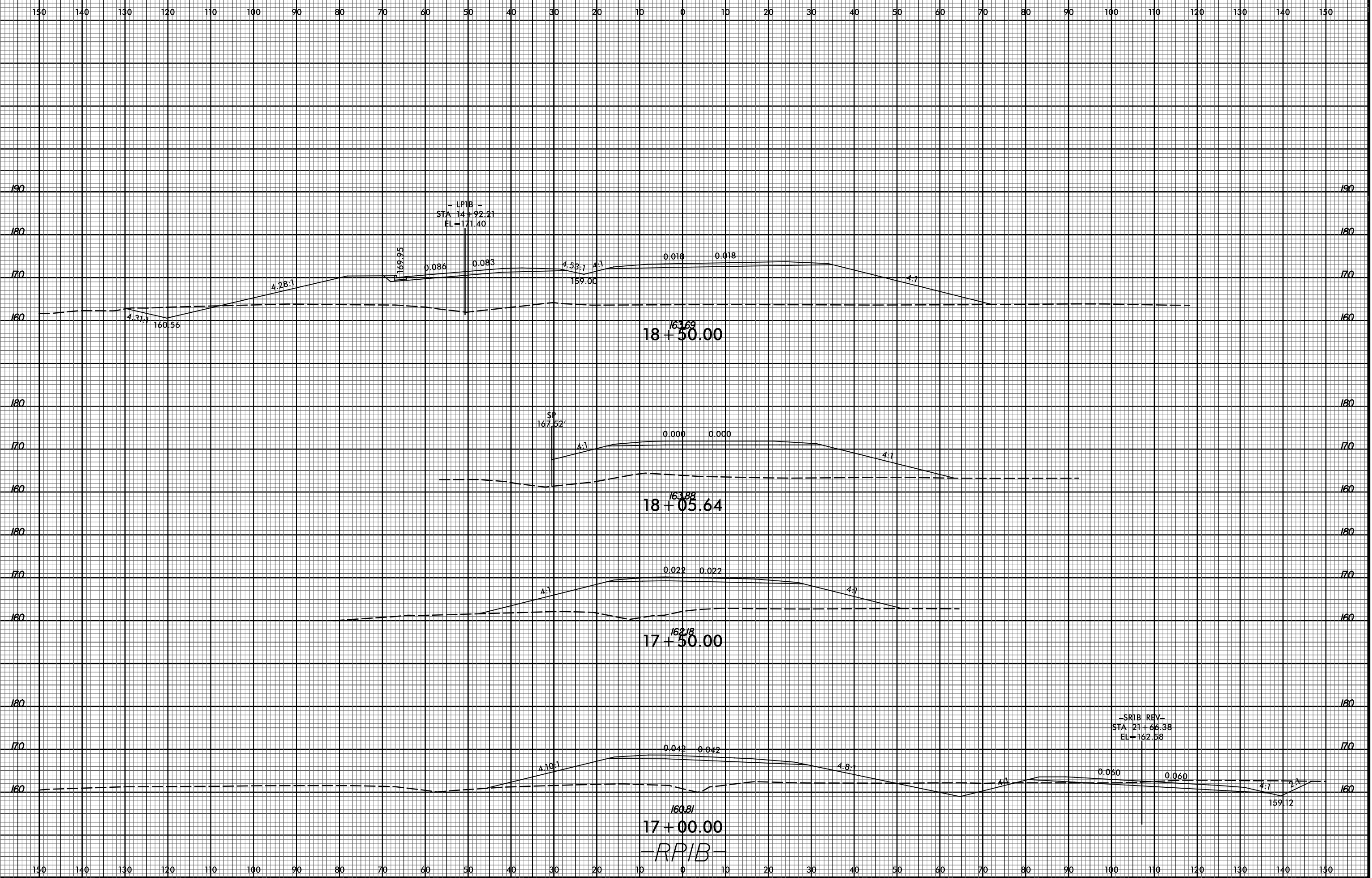
05-DEC-2017 12:48
R:\Roadway\CorporationModeling\B4491L_rdy_xpl_rplb.dgn
\$\$\$\$\$USFRAME\$\$\$\$\$

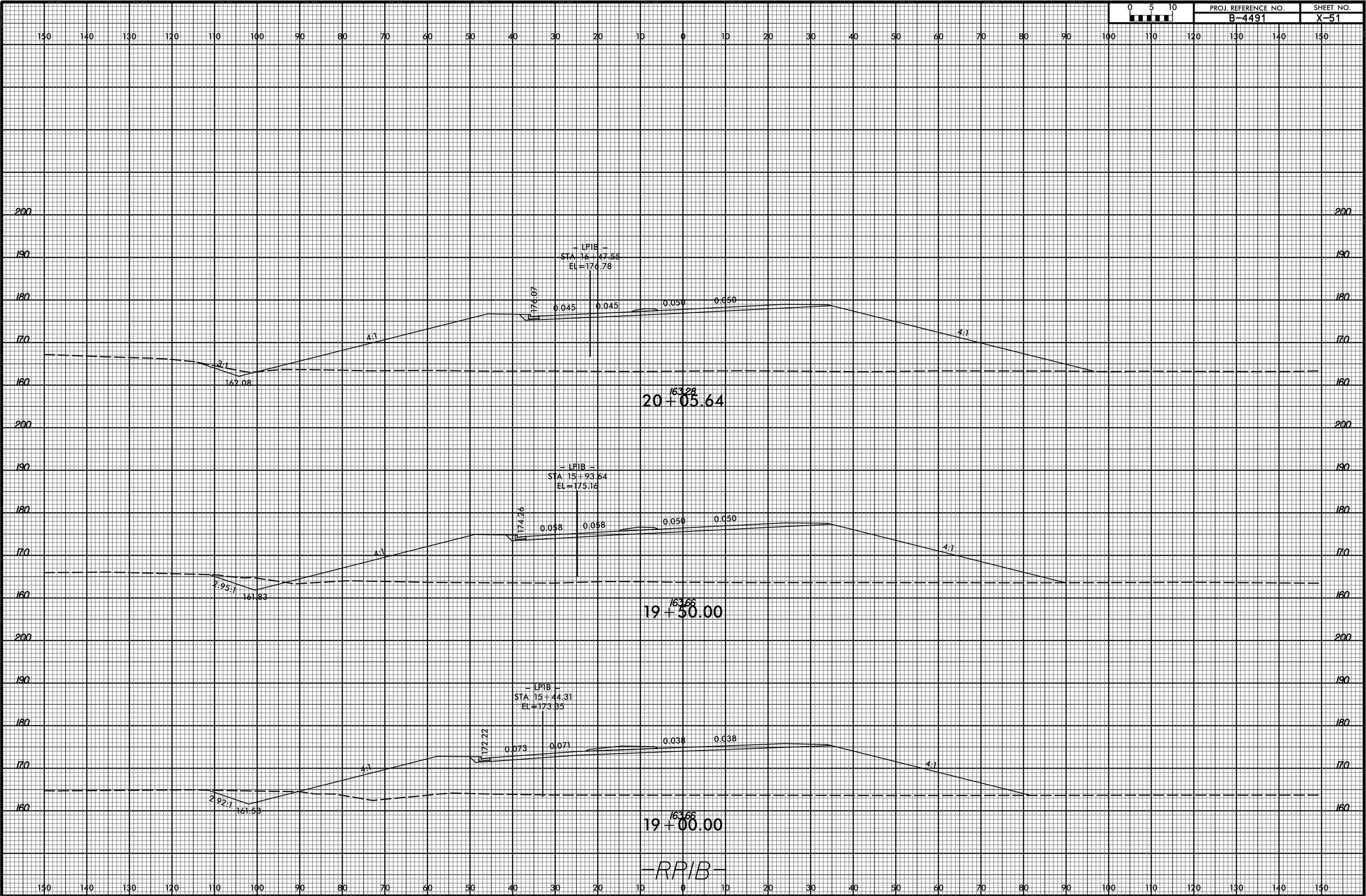
8/23/99



-RPIB-

05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\B4491L_rdy_xp1_rplb.dgn
\$\$\$\$\$USFRAME\$\$\$\$\$





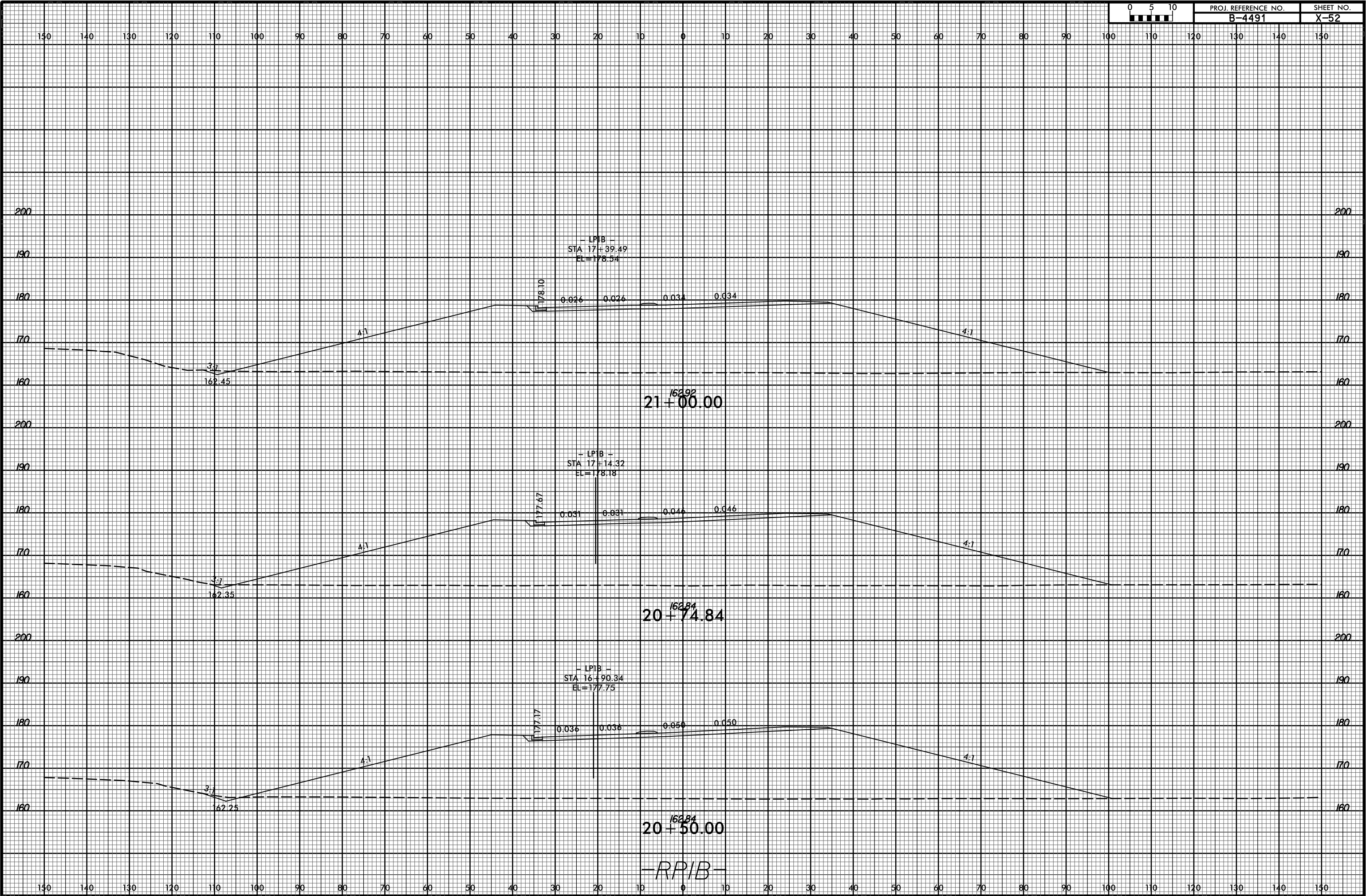
-RP/B-

8/23/99



PROJ. REFERENCE NO. B-4491

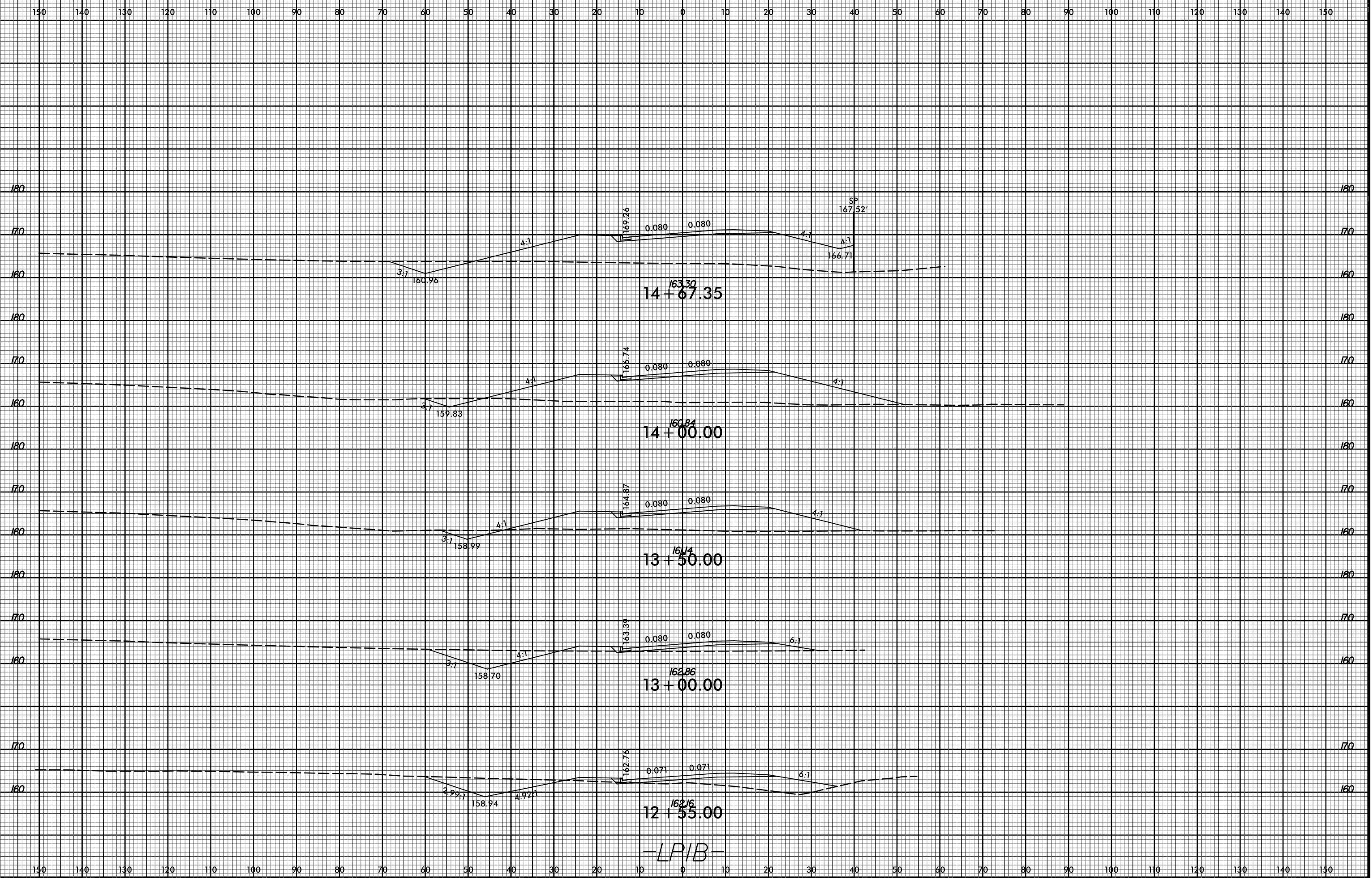
SHEET NO. X-52



05-DEC-2017 12:48 R:\Roadwork\CorridorModeling\B4491L_rdy.xpl_rplb.dgn

-RP1B-

8/23/99



14+00.00

14+00.00

13+50.00

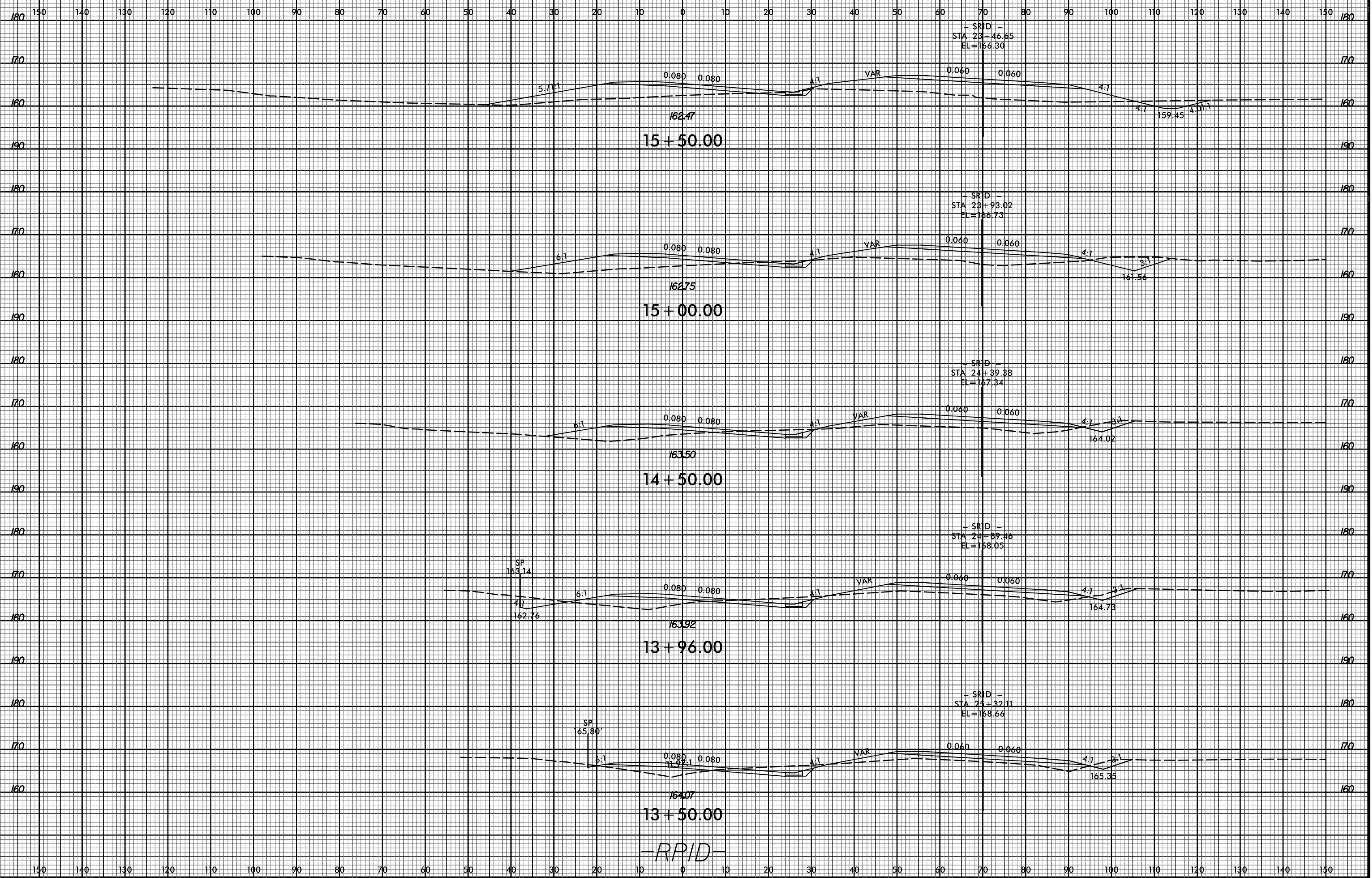
13+00.00

12+55.00

-LR/B-

05-DEC-2017 12:48 R:\Roadway\Corporation\Modelling\B4491\rdy_xpl_lpb.dgn

8/23/99



15+50.00

15+00.00

14+50.00

13+96.00

13+50.00

-RPID-

-SRID -
STA 23+46.65
EL=166.30

-SRID -
STA 23+93.02
EL=166.73

-SRID -
STA 24+39.38
EL=167.34

-SRID -
STA 24+89.46
EL=168.05

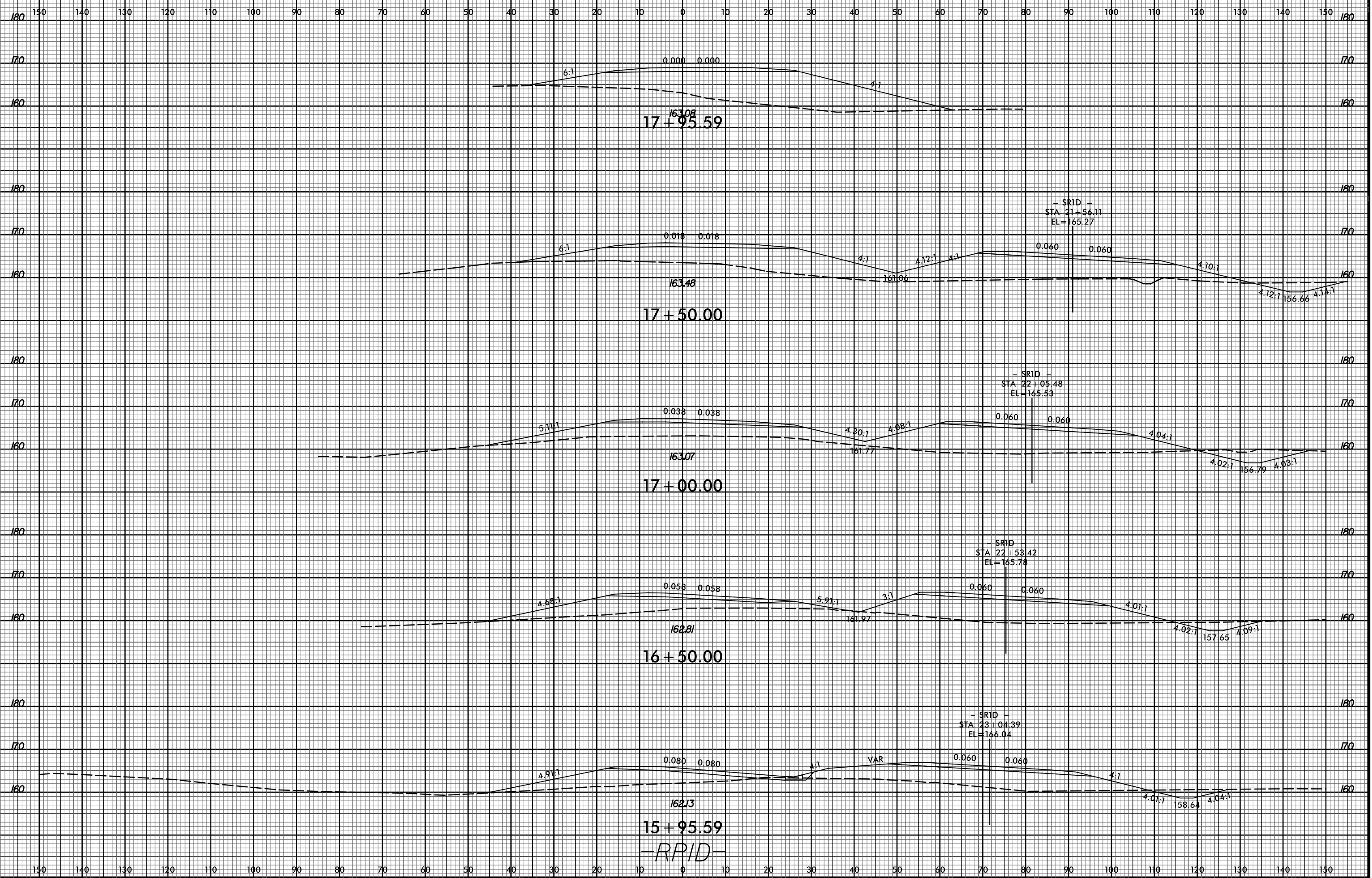
-SRID -
STA 25+32.11
EL=168.66

SP
163.14

SP
165.80

05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\B4491L_rdy_xpl_rpl.dgn
\$\$\$\$\$USFRNAME\$\$\$\$\$

8/23/99



163.08
17+95.59

- SRID -
STA 21+56.11
EL=165.27

163.48
17+50.00

- SRID -
STA 22+05.48
EL=165.53

163.07
17+00.00

- SRID -
STA 22+53.42
EL=165.78

162.81
16+50.00

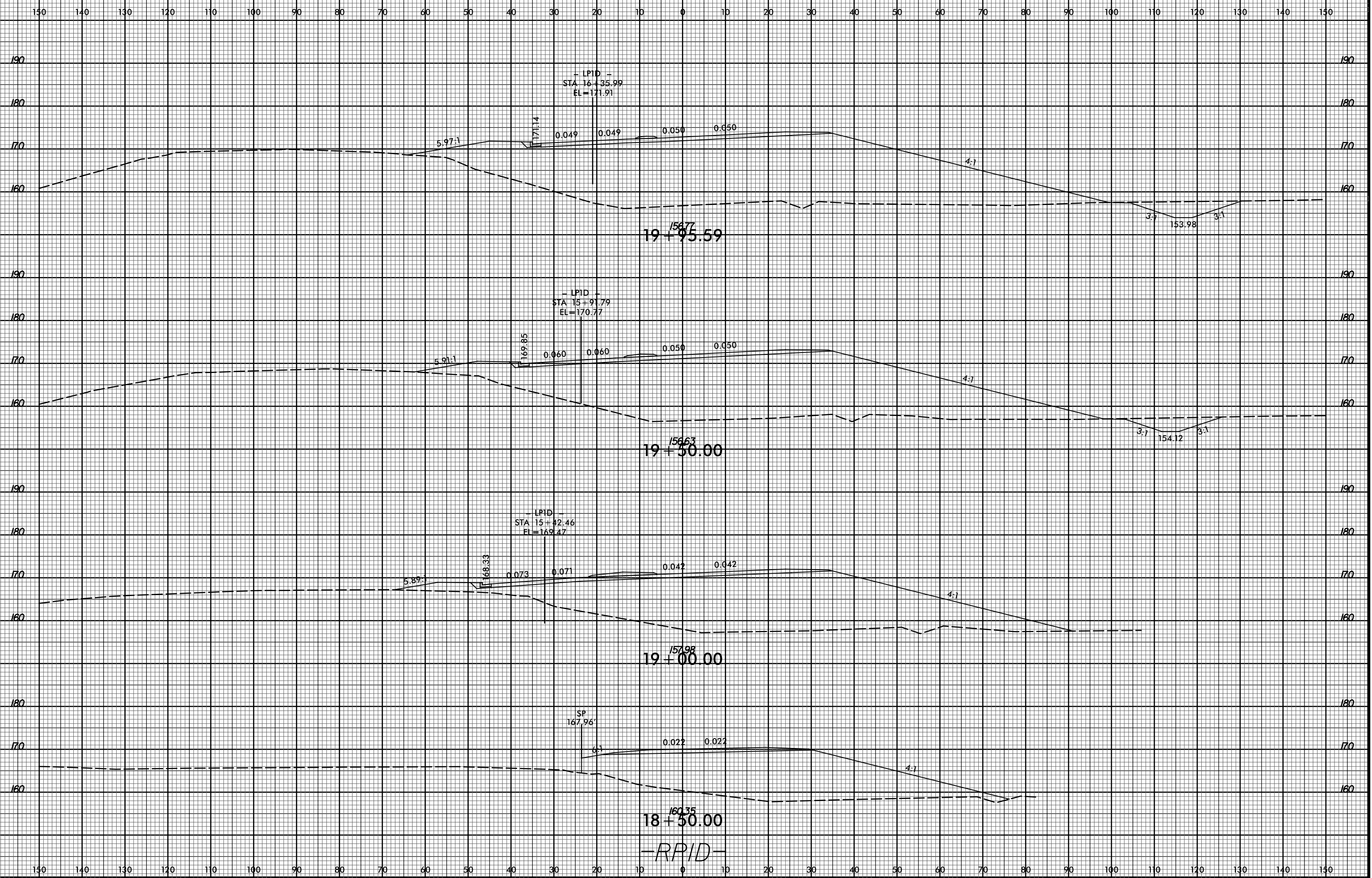
- SRID -
STA 23+04.39
EL=166.04

162.13
15+95.59

-RPID-

05-DEC-2017 12:48
R:\Roads\11\CorridorModeling\B4491L_rdy_xpl_rpl.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

8/23/99



- LPID -
STA 16 + 35.99
EL = 171.91

156.77
19 + 95.59

- LPID -
STA 15 + 91.79
EL = 170.77

156.63
19 + 50.00

- LPID -
STA 15 + 42.46
EL = 169.47

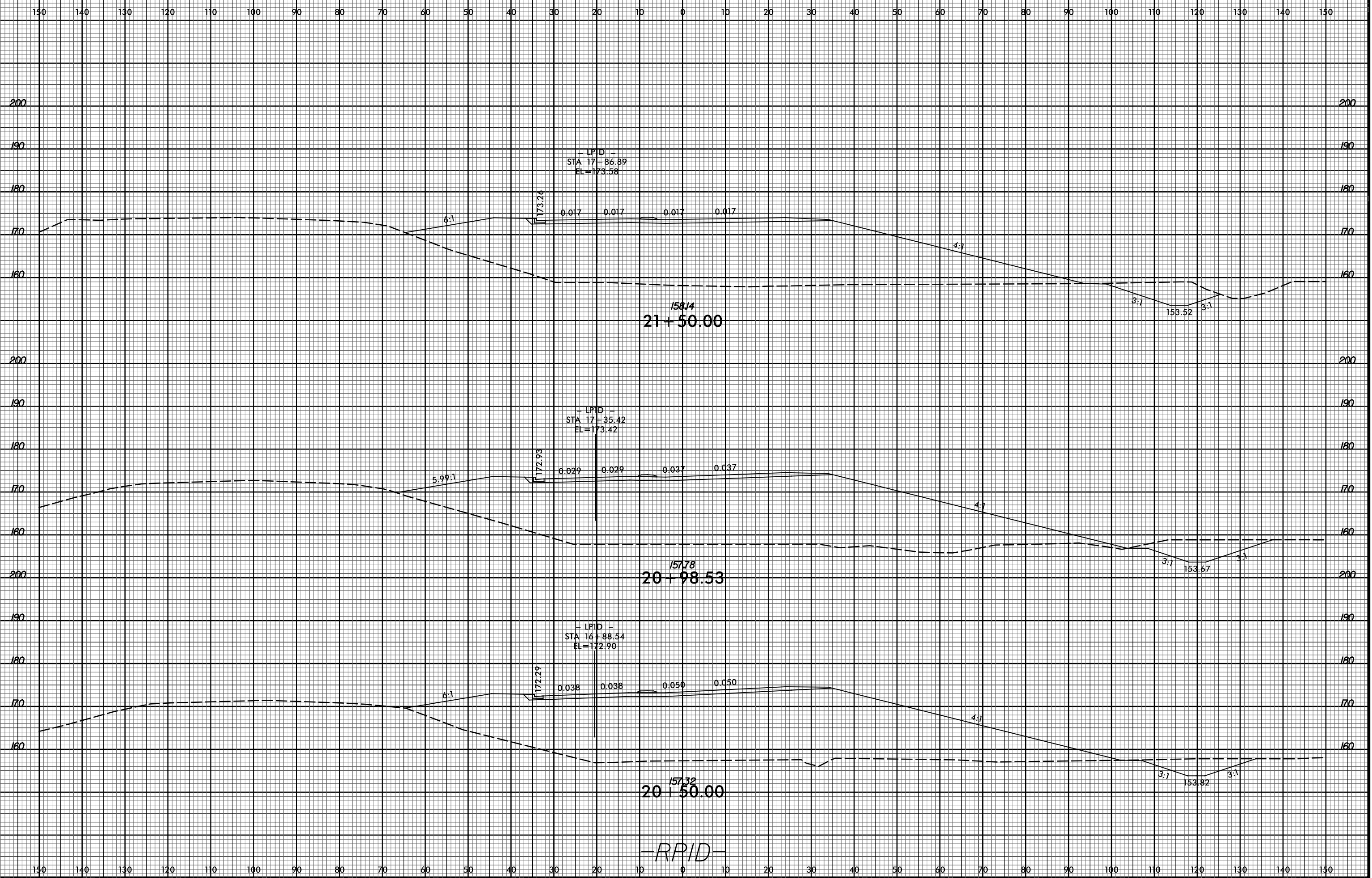
157.98
19 + 00.00

SP
167.96'

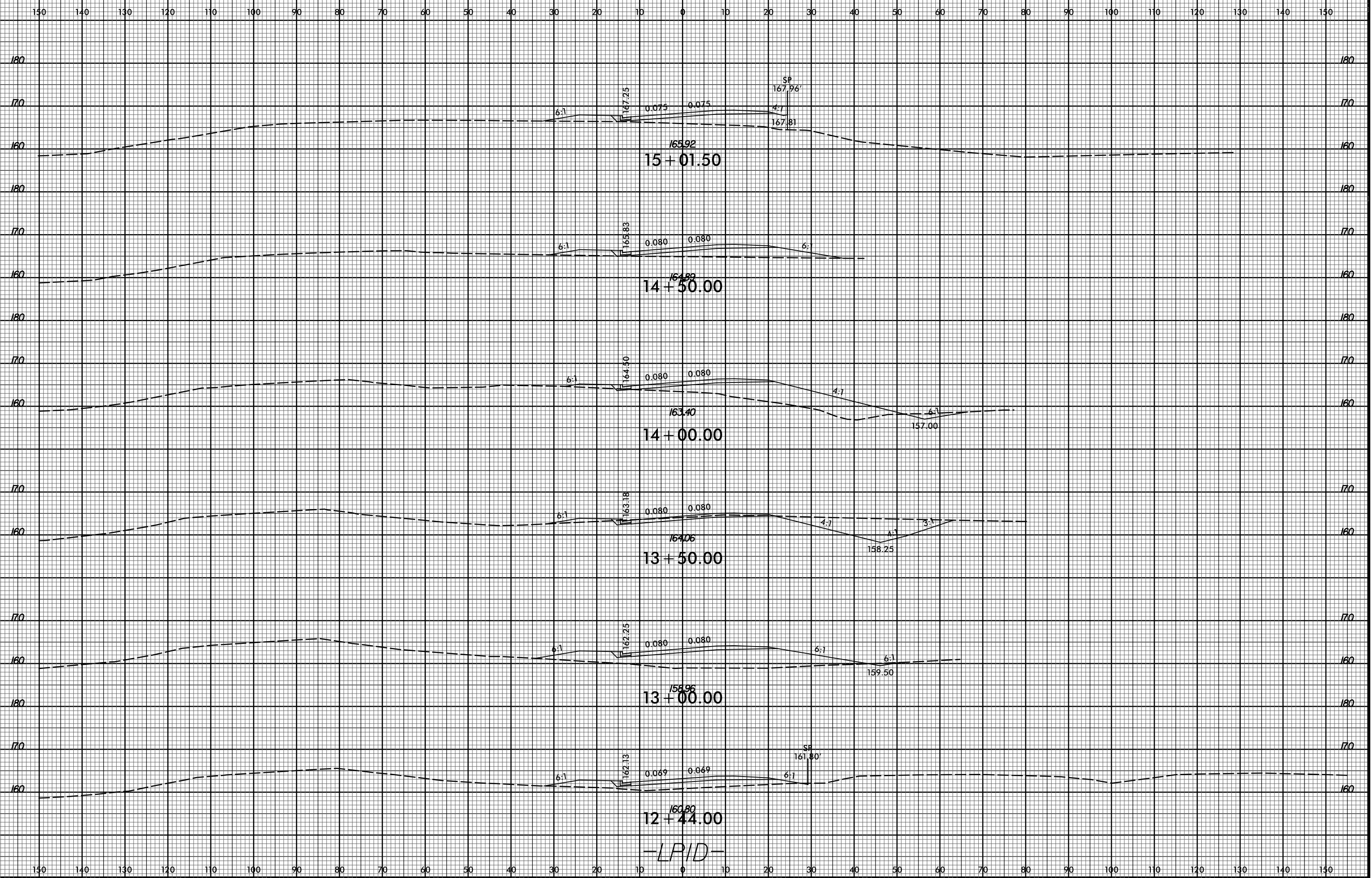
160.35
18 + 50.00

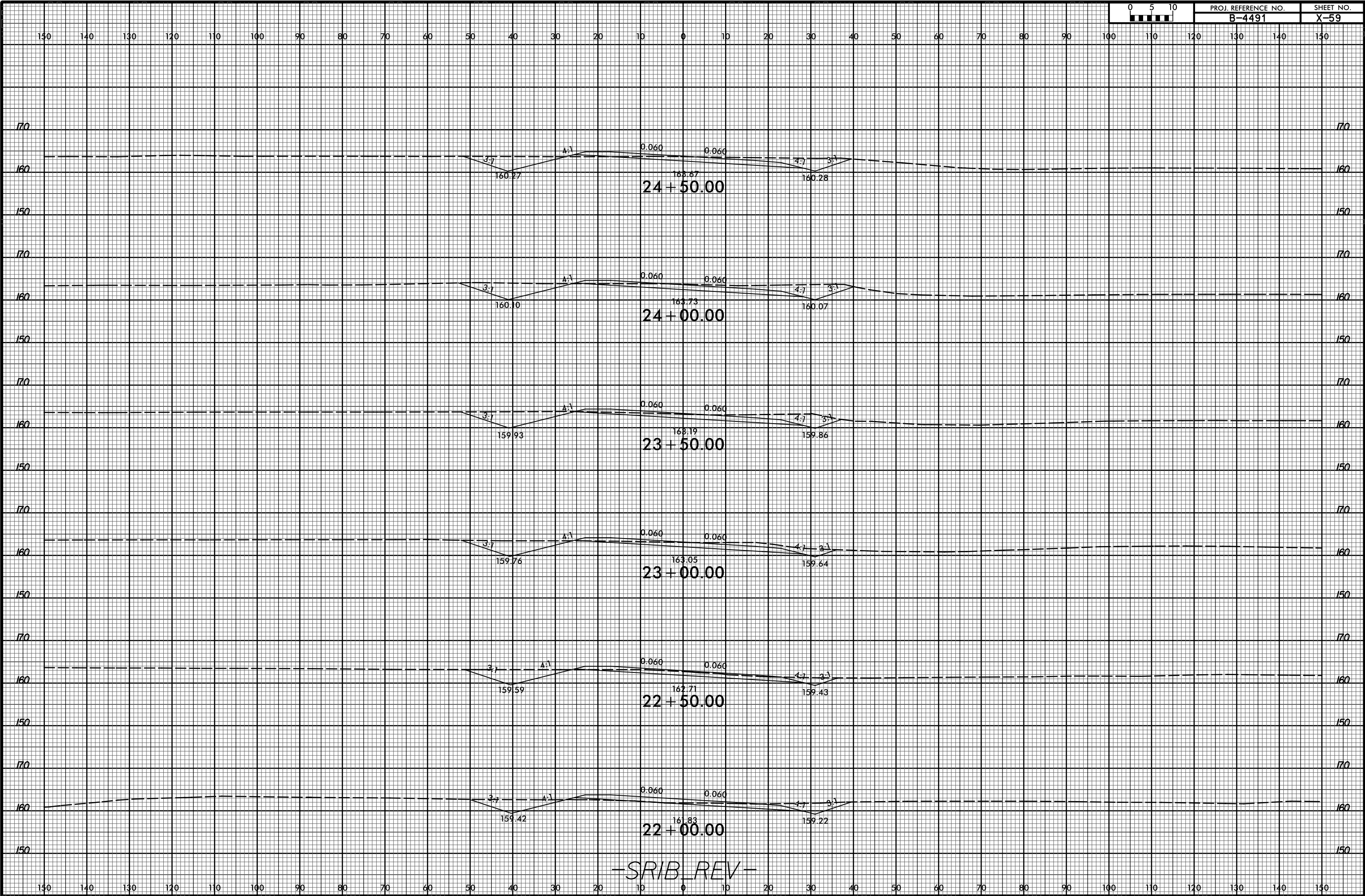
- RPID -

05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\B4491L_rdy_xpl_rpl.dgn
\$\$\$\$\$USFRAME\$\$\$\$\$



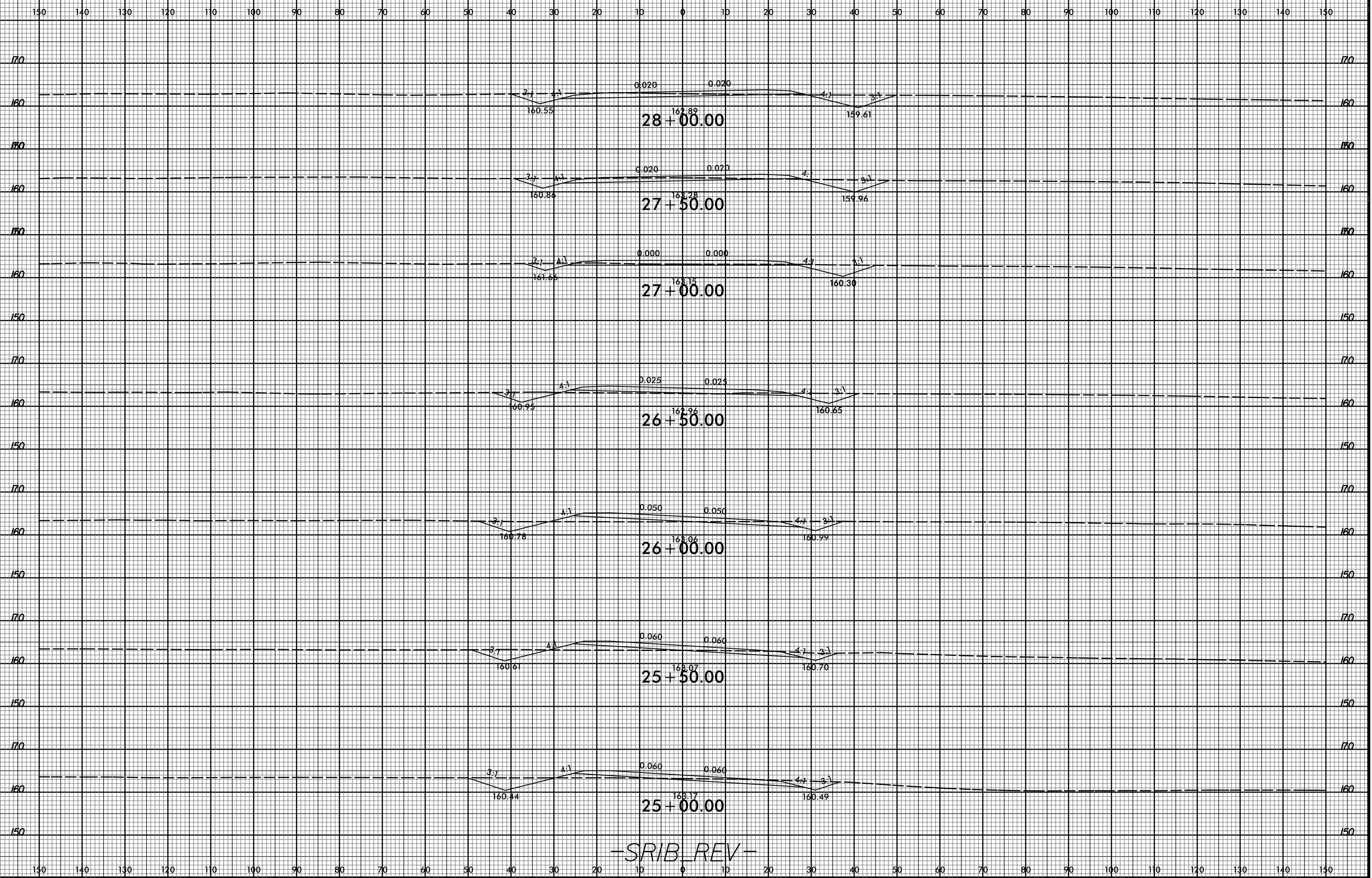
-RPID-





-SRIB REV-

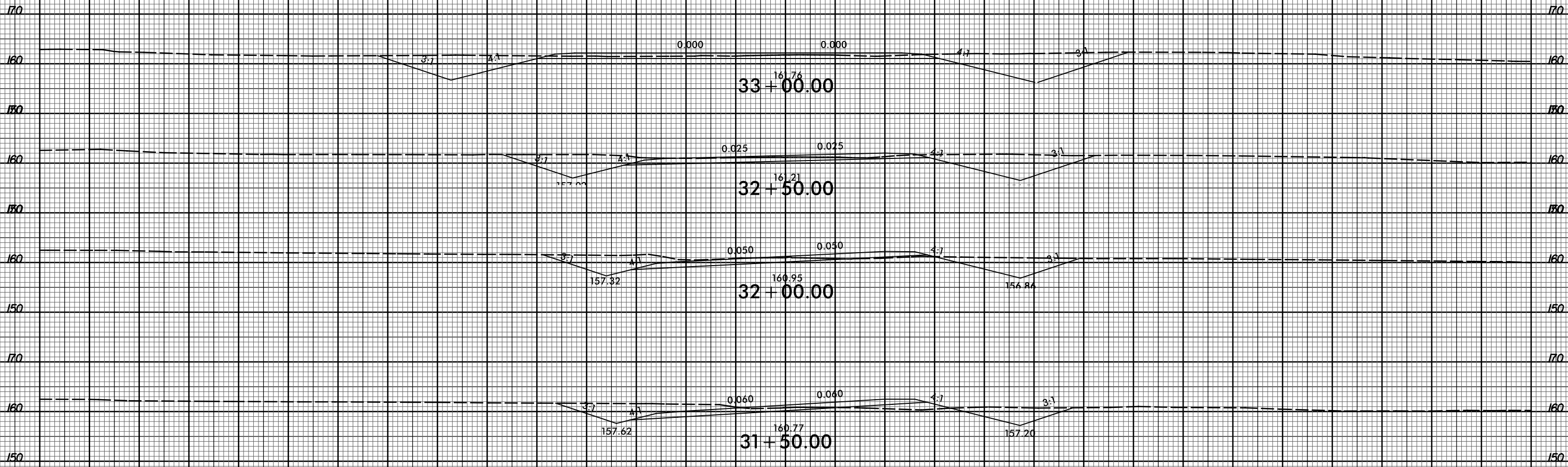
8/23/99



-SRIB REV-

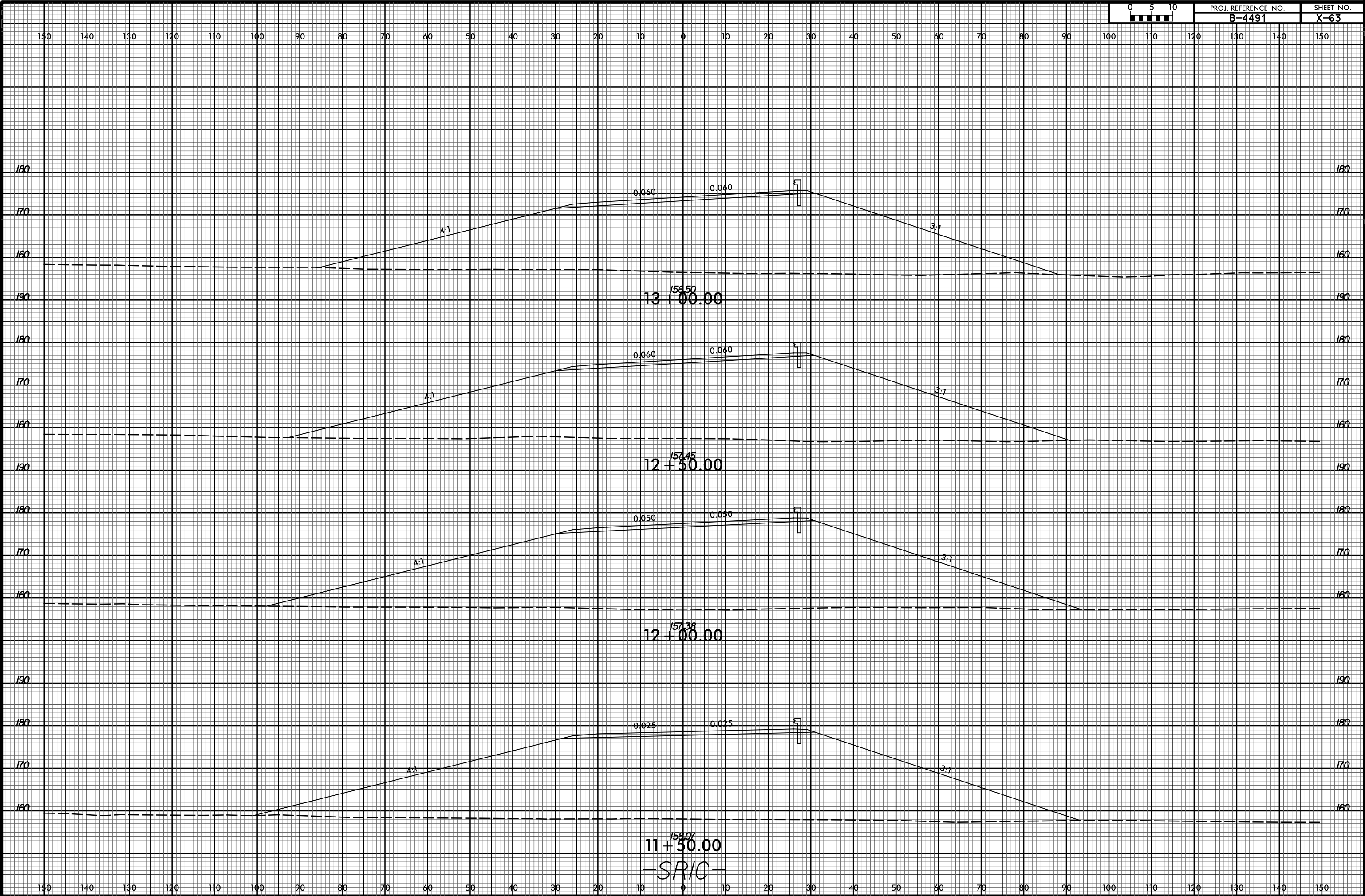
05-DEC-2017 12:48
R:\Roadway\CorridorModeling\B4491L_rdy_xpl_srib_rev.dgn
\$\$\$\$\$USFRAME\$\$\$\$\$

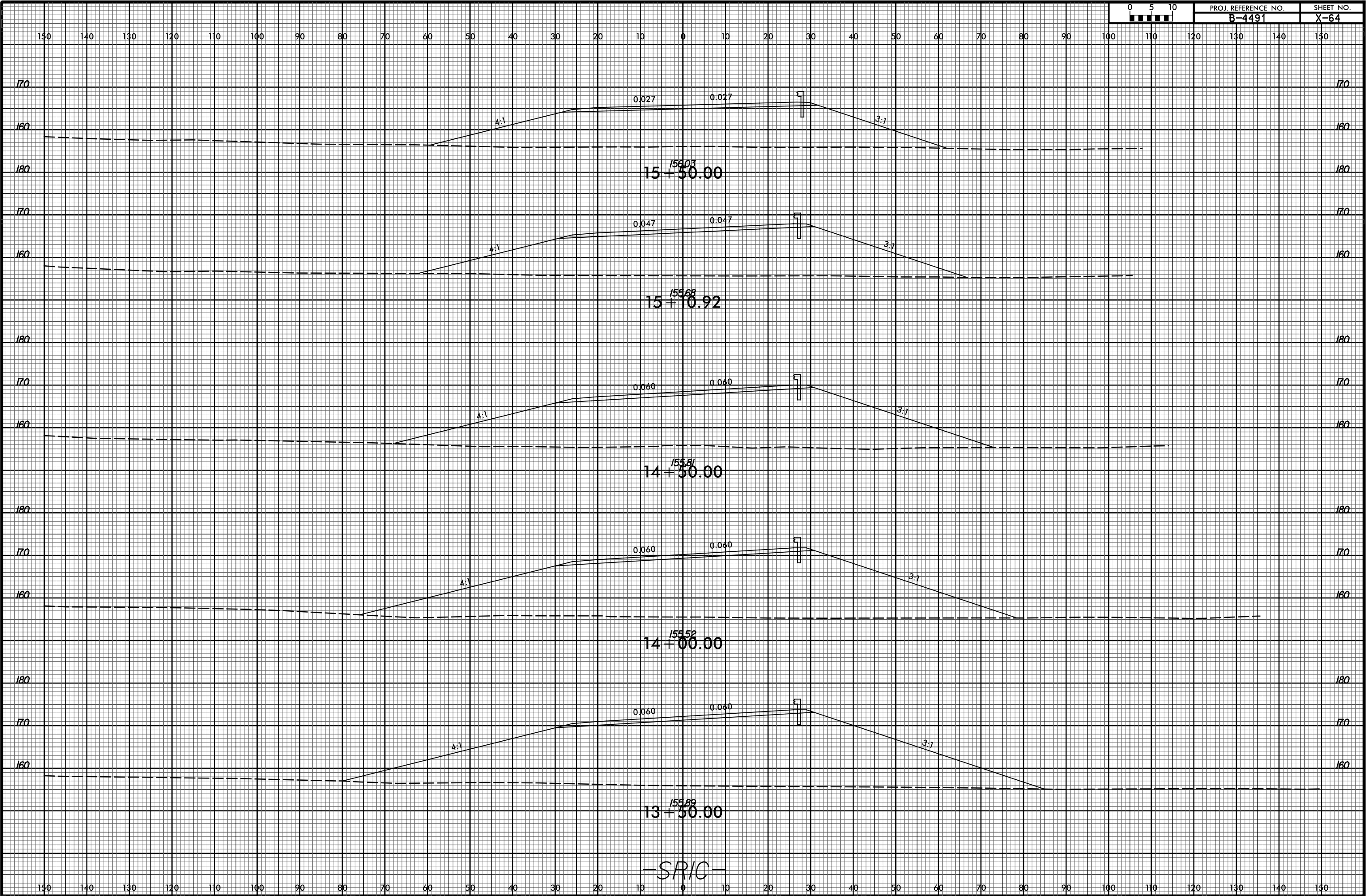
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



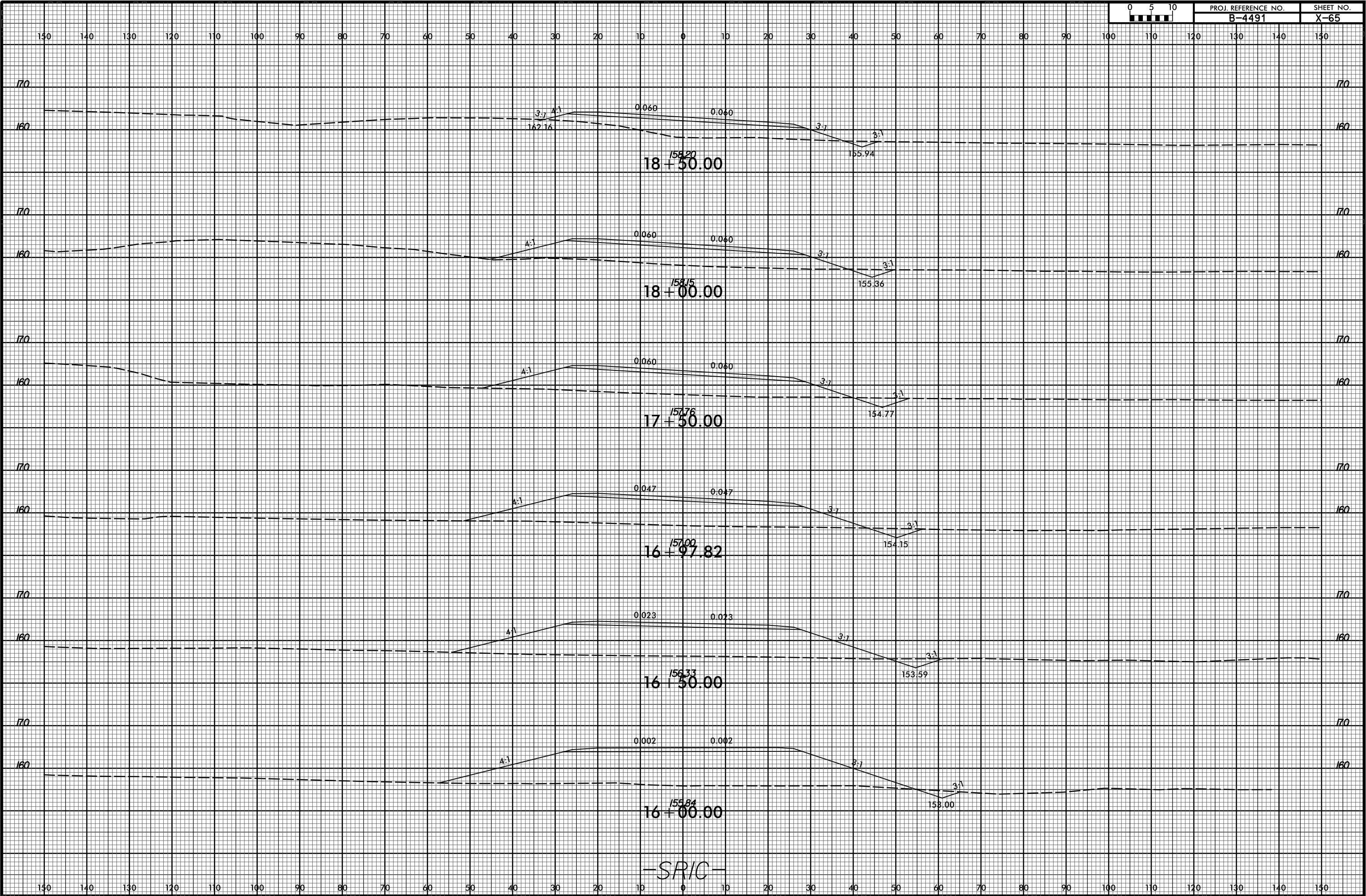
-SRIB REV-

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



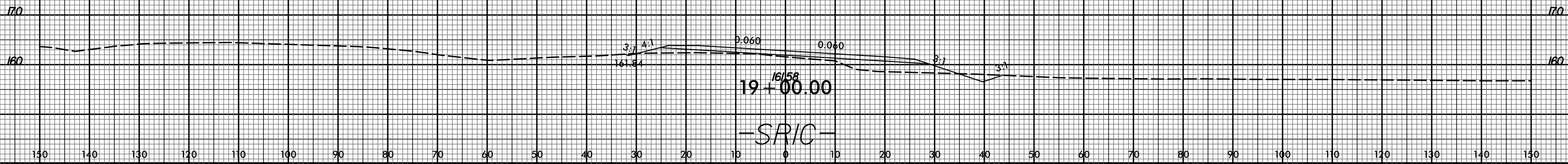


-SPIC-

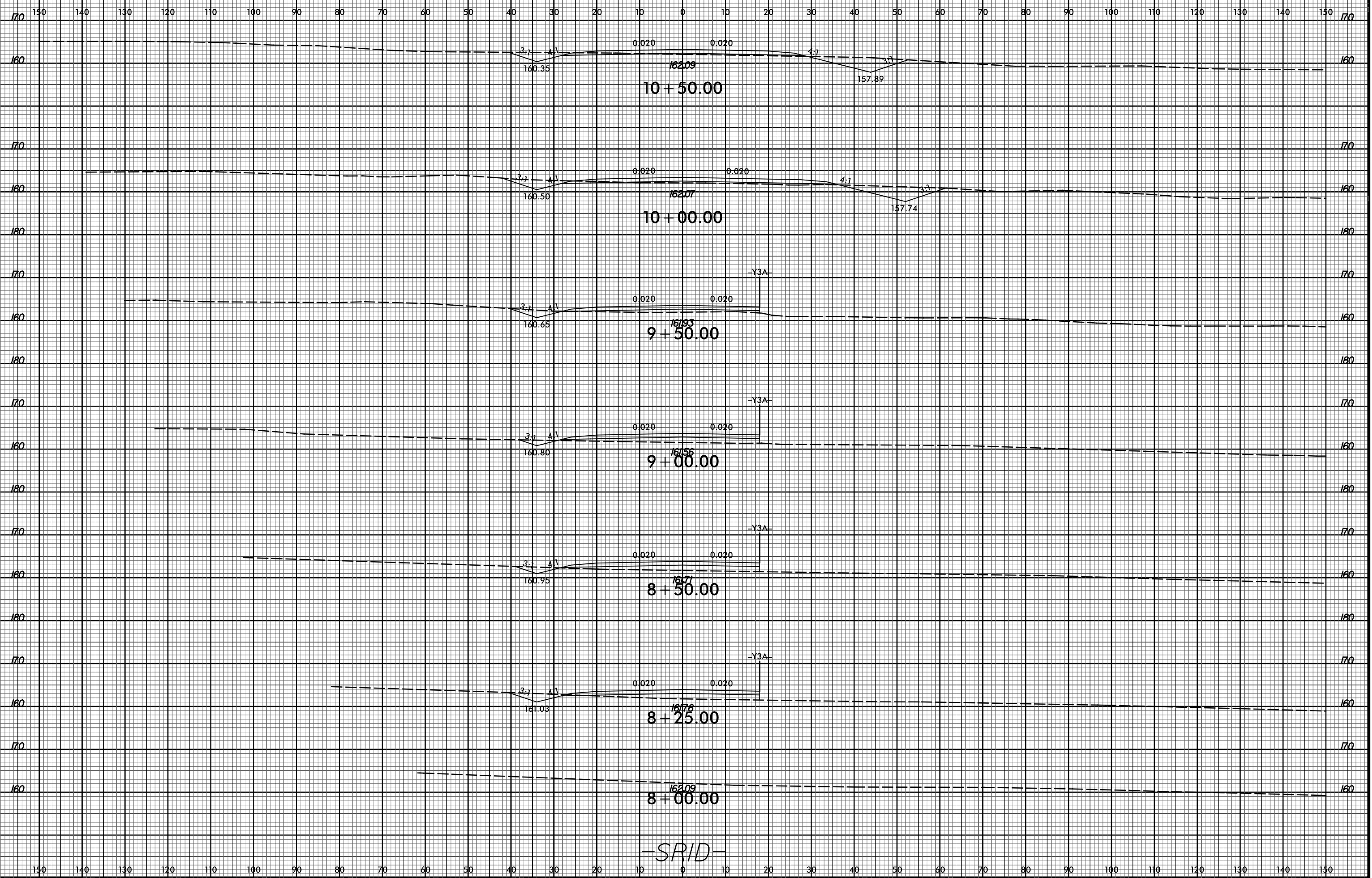


-SPIC-

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



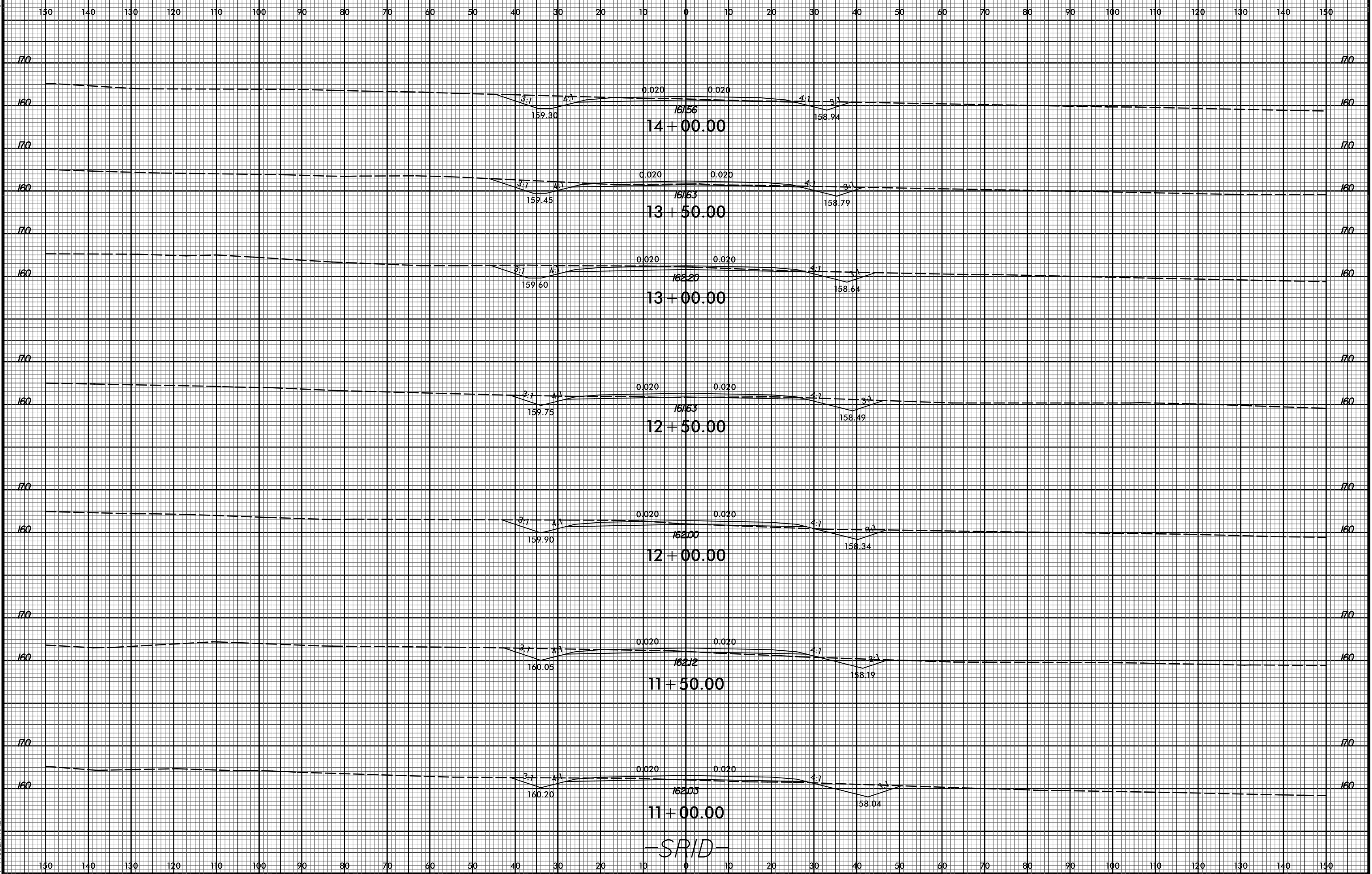
8/23/99



-SPID-

06-DEC-2017 11:31 R:\Projects\1031\CorridorModeling\B4491L_rdy_xp1_sr1d.dgn

8/23/99



-SPID-

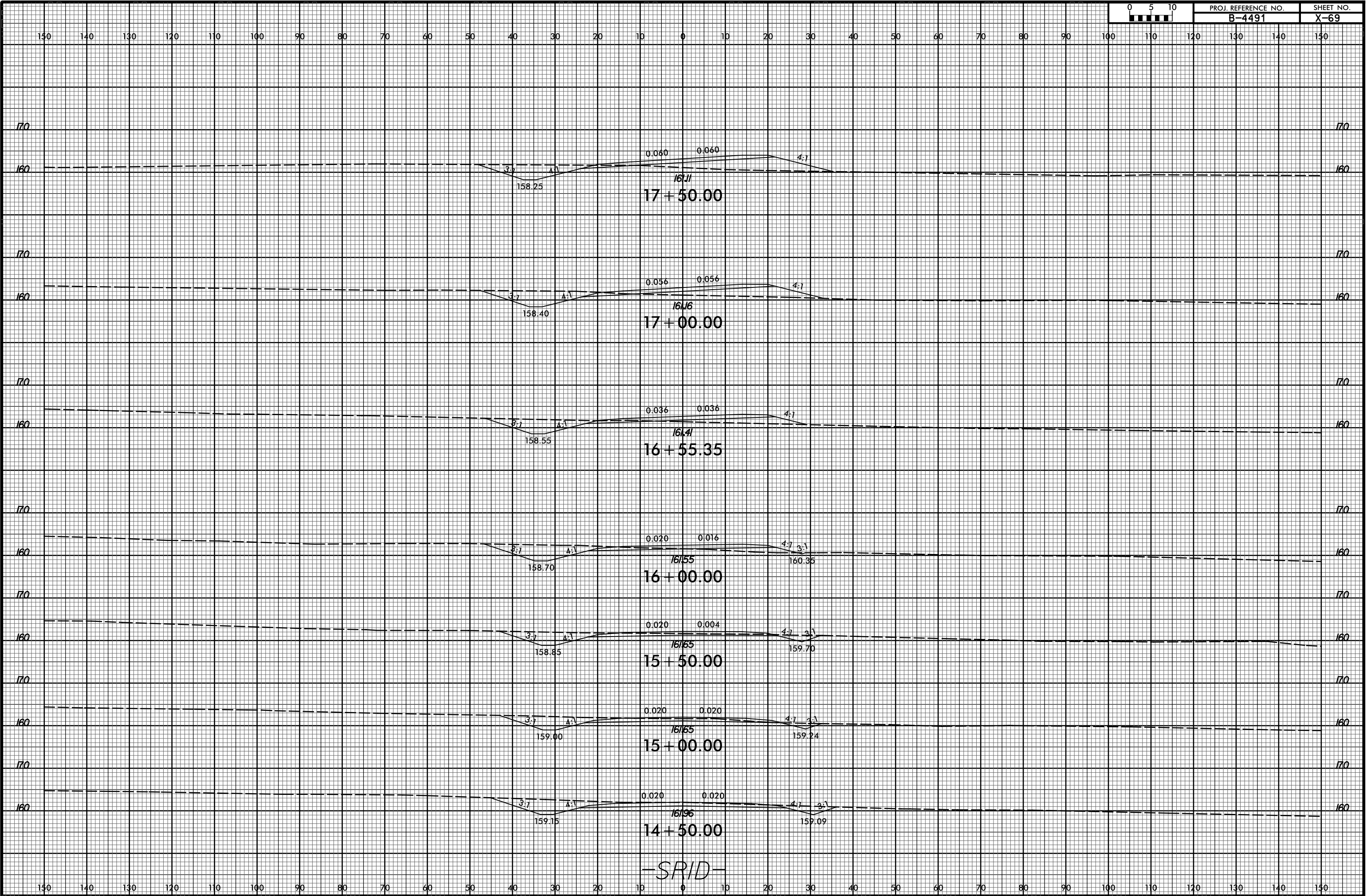
05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\B4491L_rdy_xpl_ser1.dgn
\$\$\$\$\$USFRAME\$\$\$\$\$

8/23/99



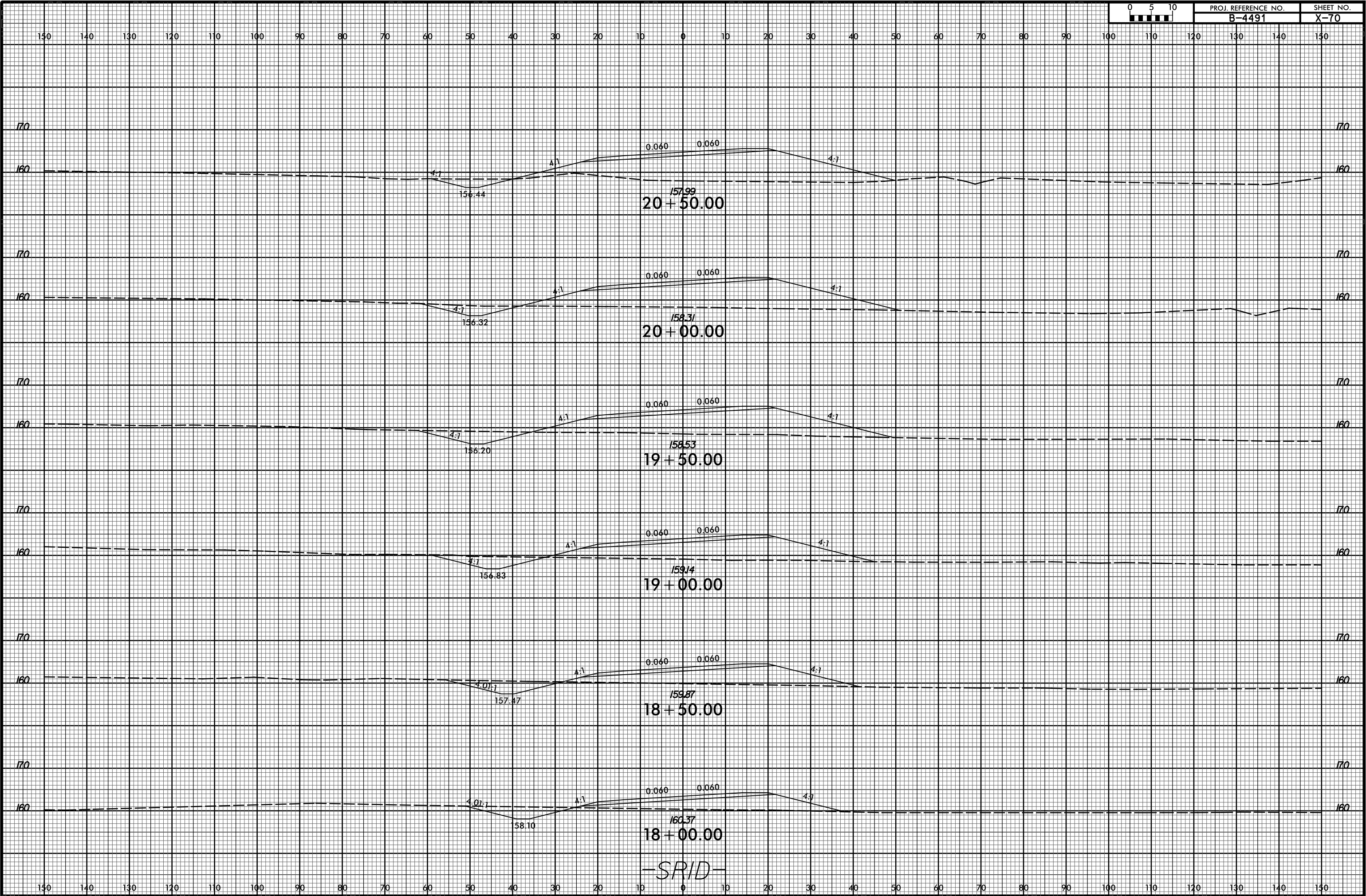
PROJ. REFERENCE NO.
B-4491

SHEET NO.
X-69



-SPID-

05-DEC-2017 12:48
R:\Roadwork\CorridorModeling\B4491L_rdy_xp1_sr1.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



-SPID-

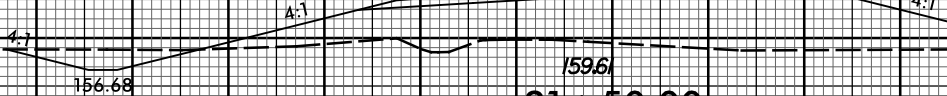
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

170 170

160 160

170 170

160 160



21+50.00

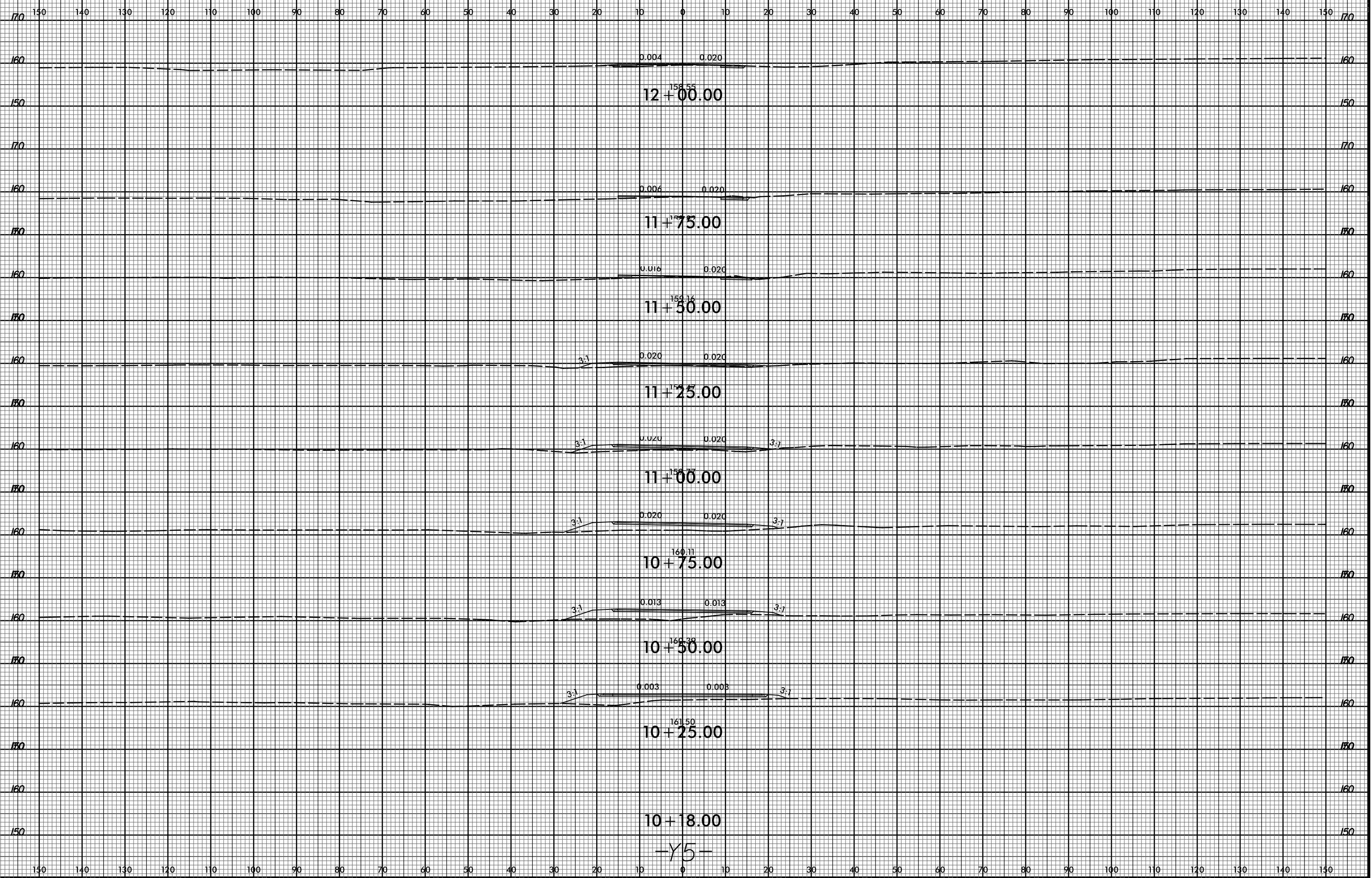


21+00.00

-SPID-

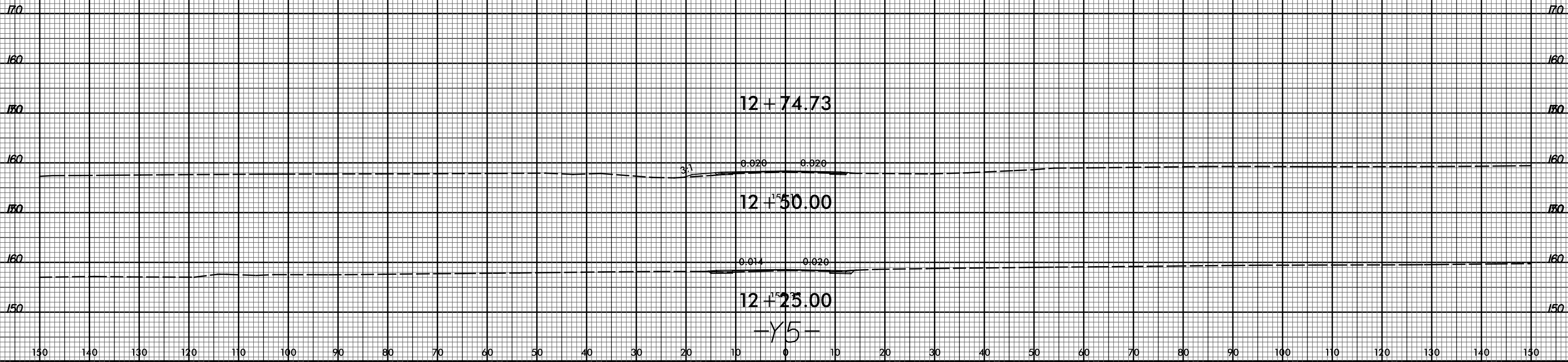
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

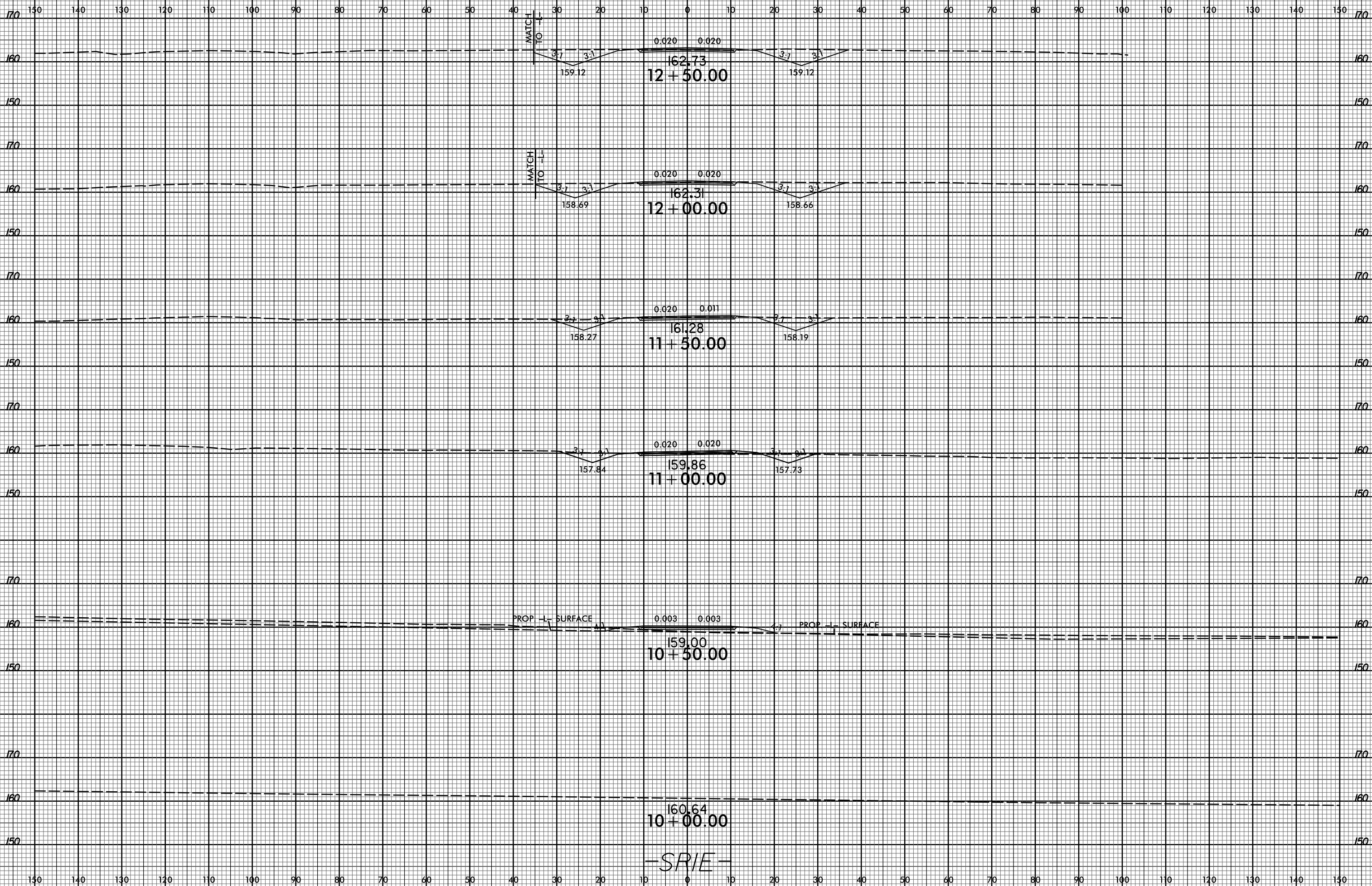
8/23/99



05-DEC-2017 12:48 R:\Roadwork\CorridorModeling\B4491_Rdy_xp1_V5.dgn

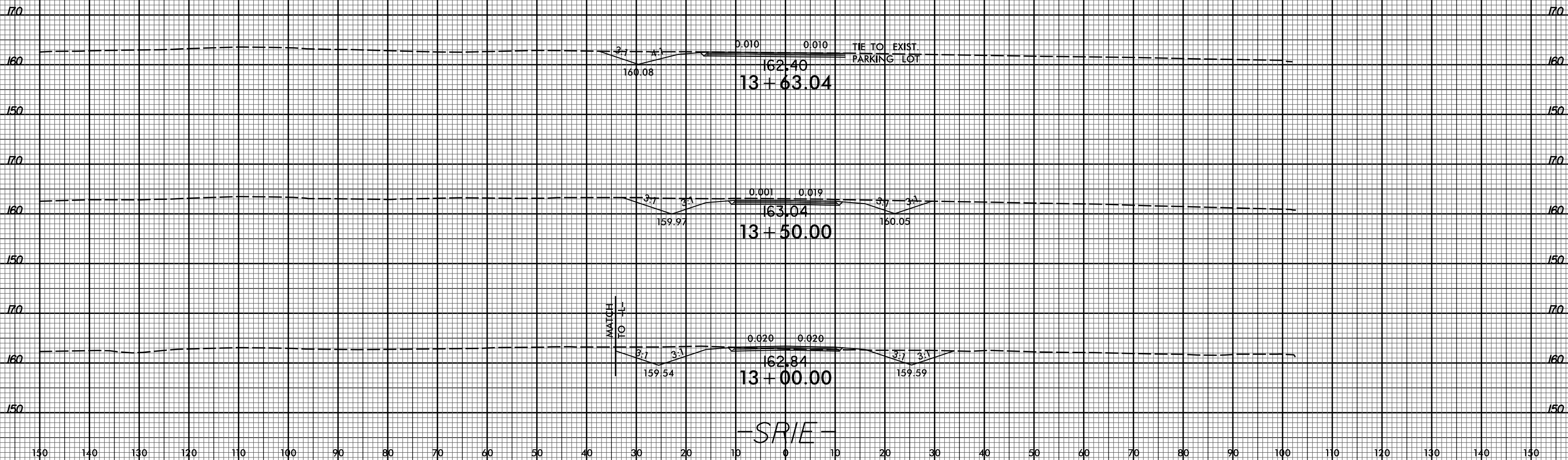
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150







130 140 130 120 110 100 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



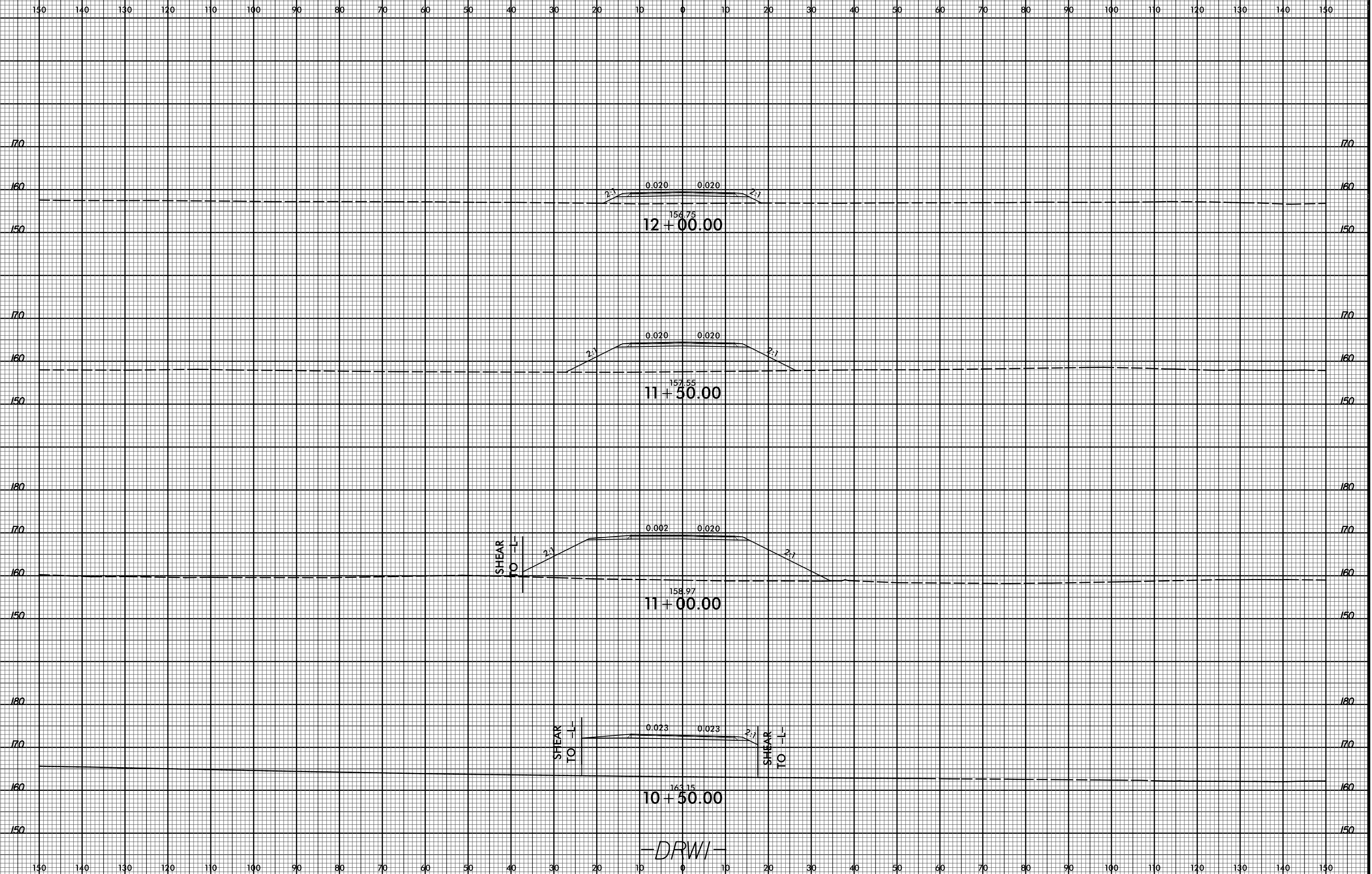
-SR/E-

6/23/16



PROJ. REFERENCE NO.
B-4491

SHEET NO.
X-77

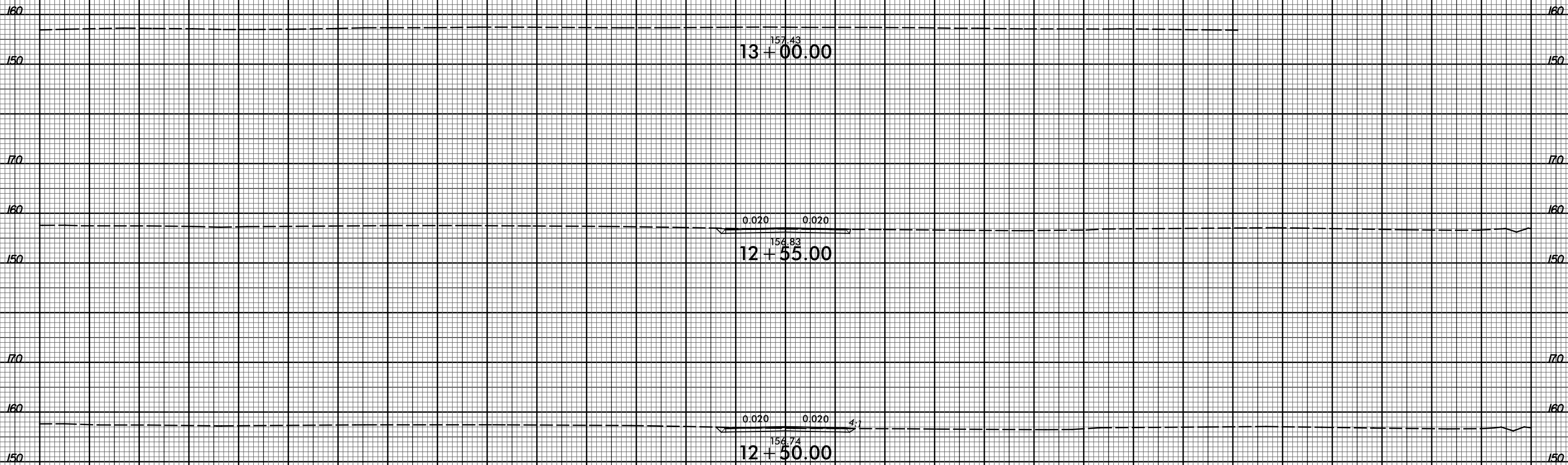


-DRWI-

30-JAN-2018 18:26
R:\Projects\CorridorModeling\B4491_Rdu_xp1_DRWI.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



130 140 130 120 110 100 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



-DRWI-