

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.

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.

B-3453

SHEET NO.

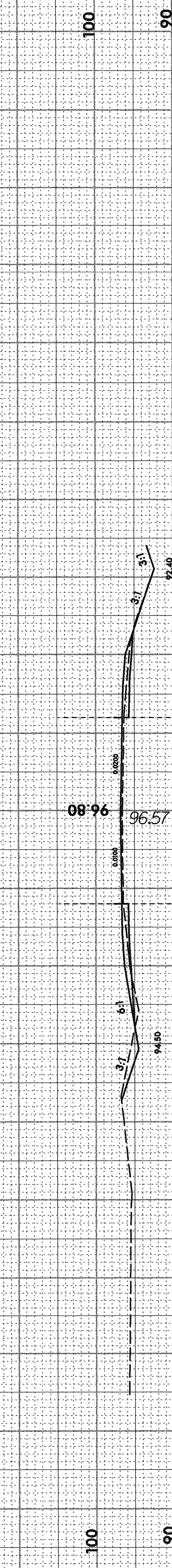
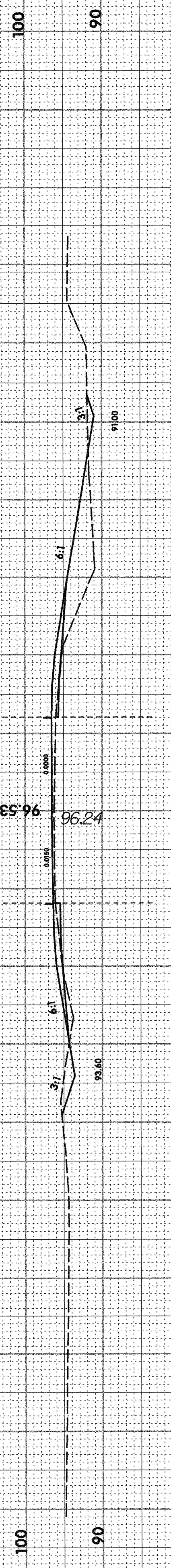
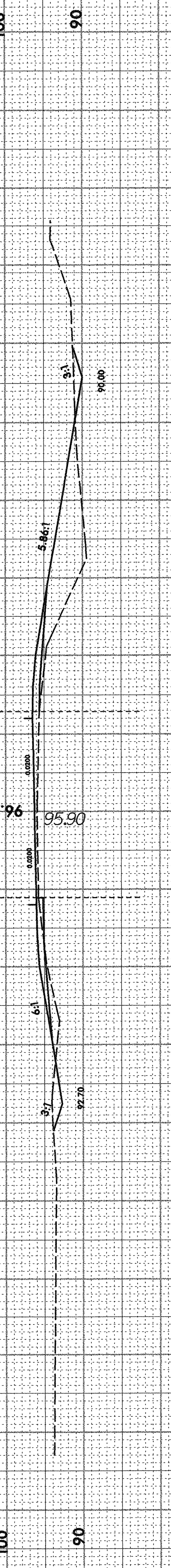
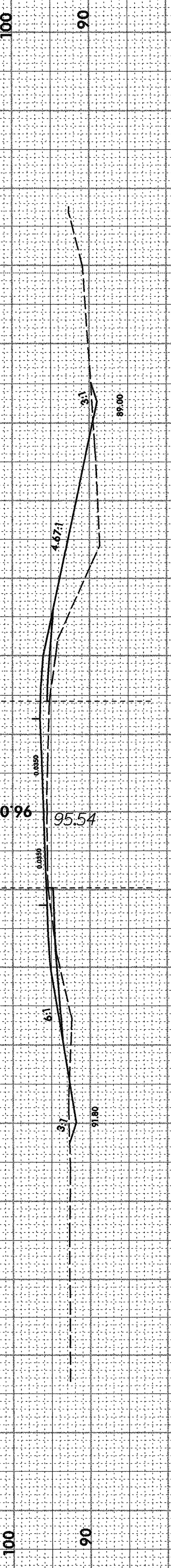
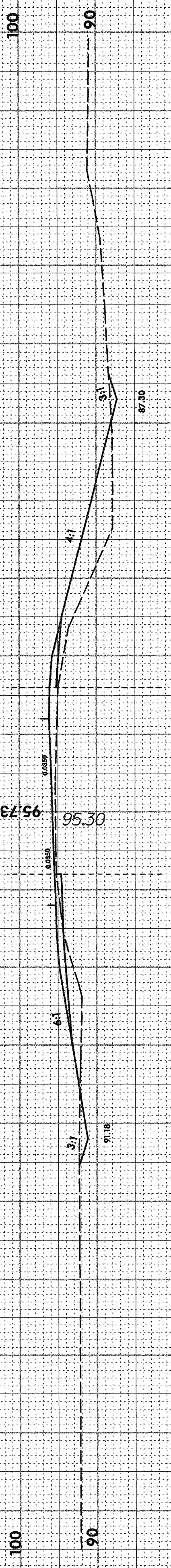
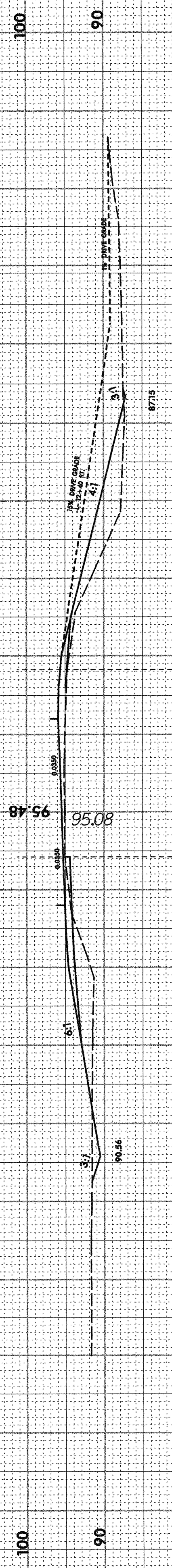
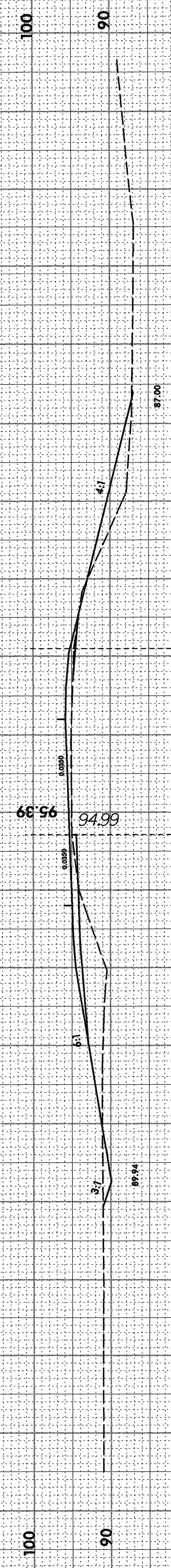
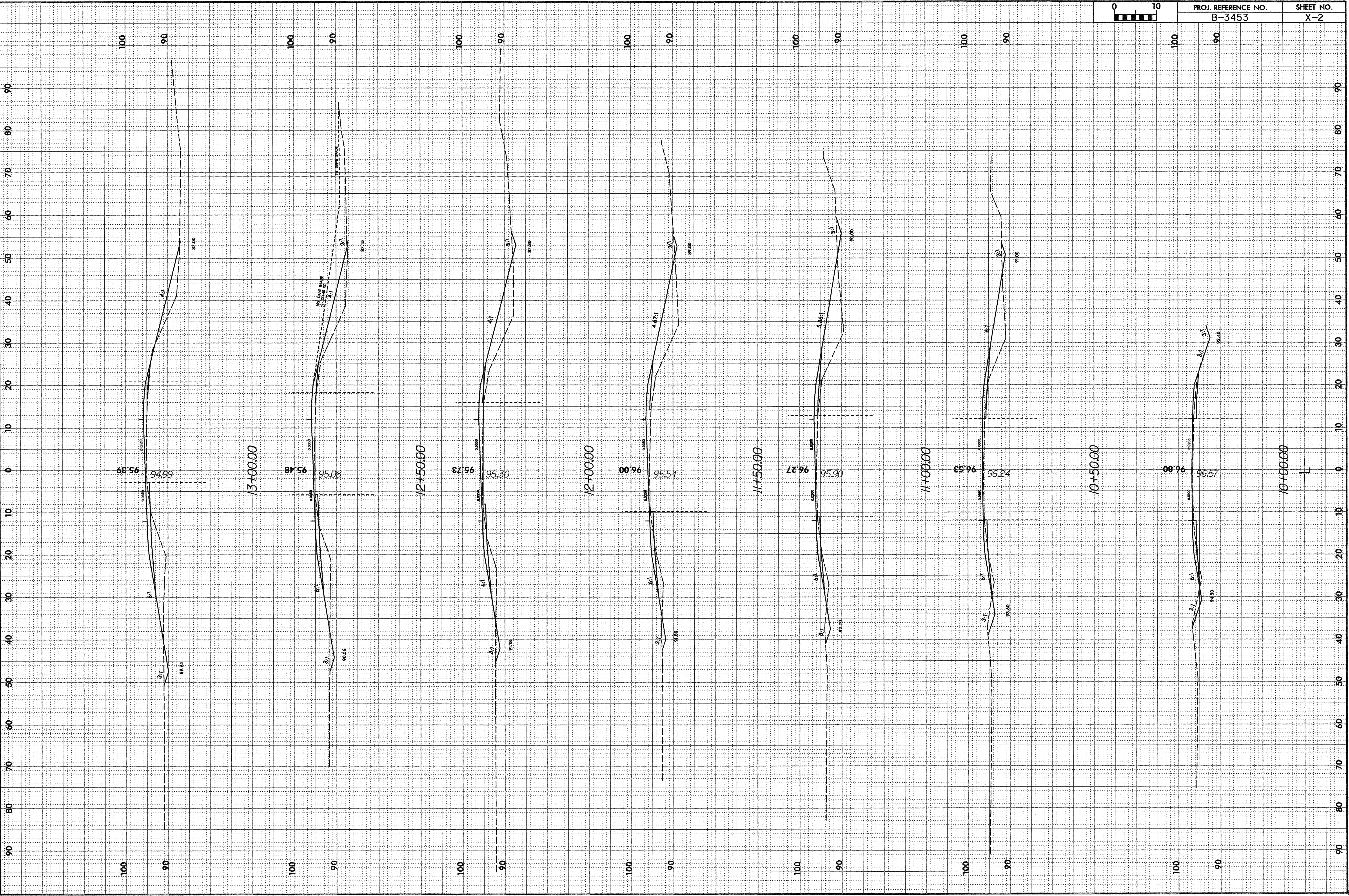
X-1

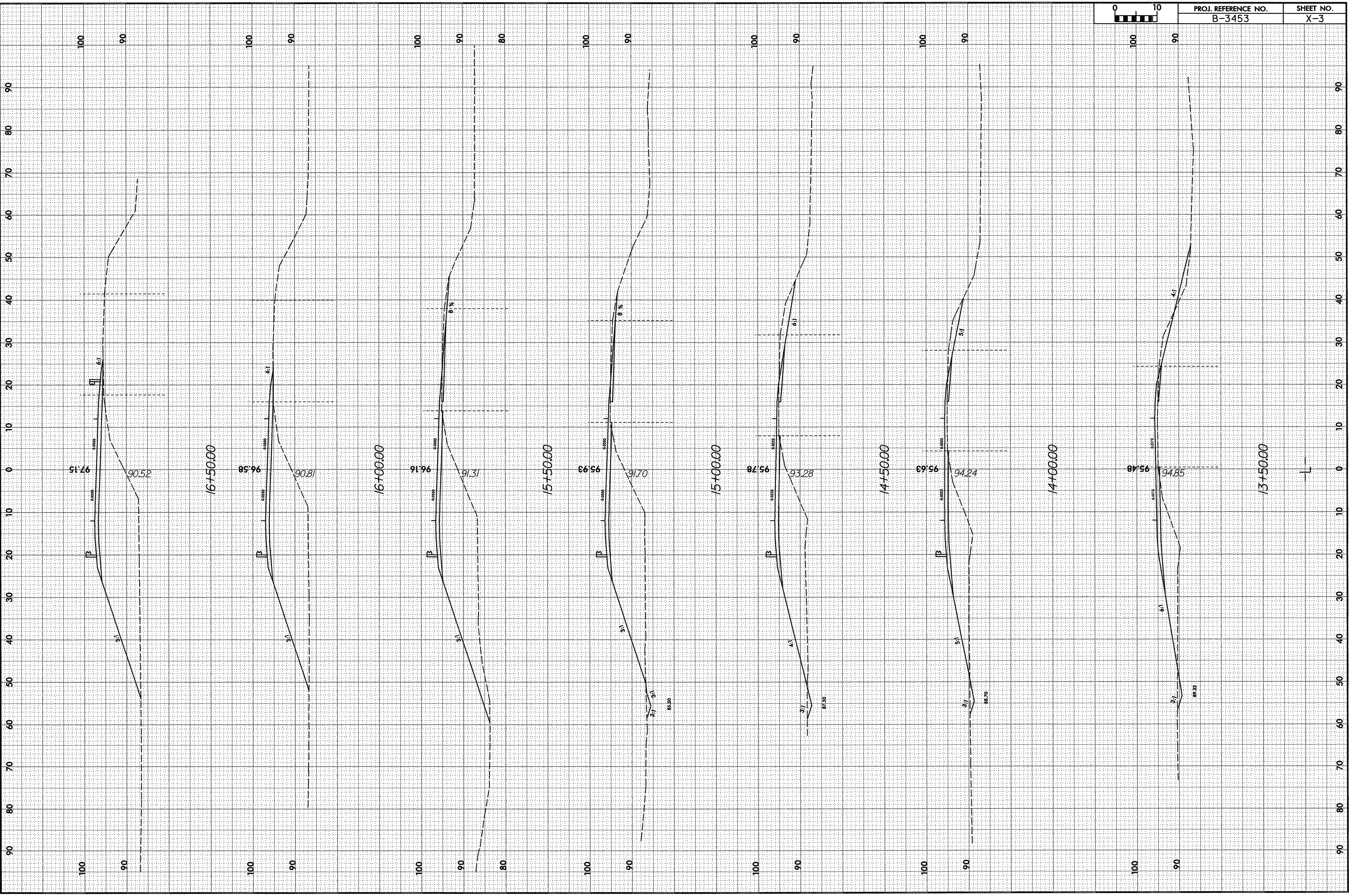
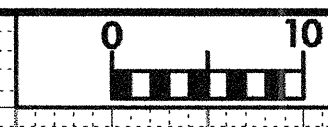
NOTE: EMBANKMENT COLUMN INCLUDES BACKFILL FOR UNDERCUT

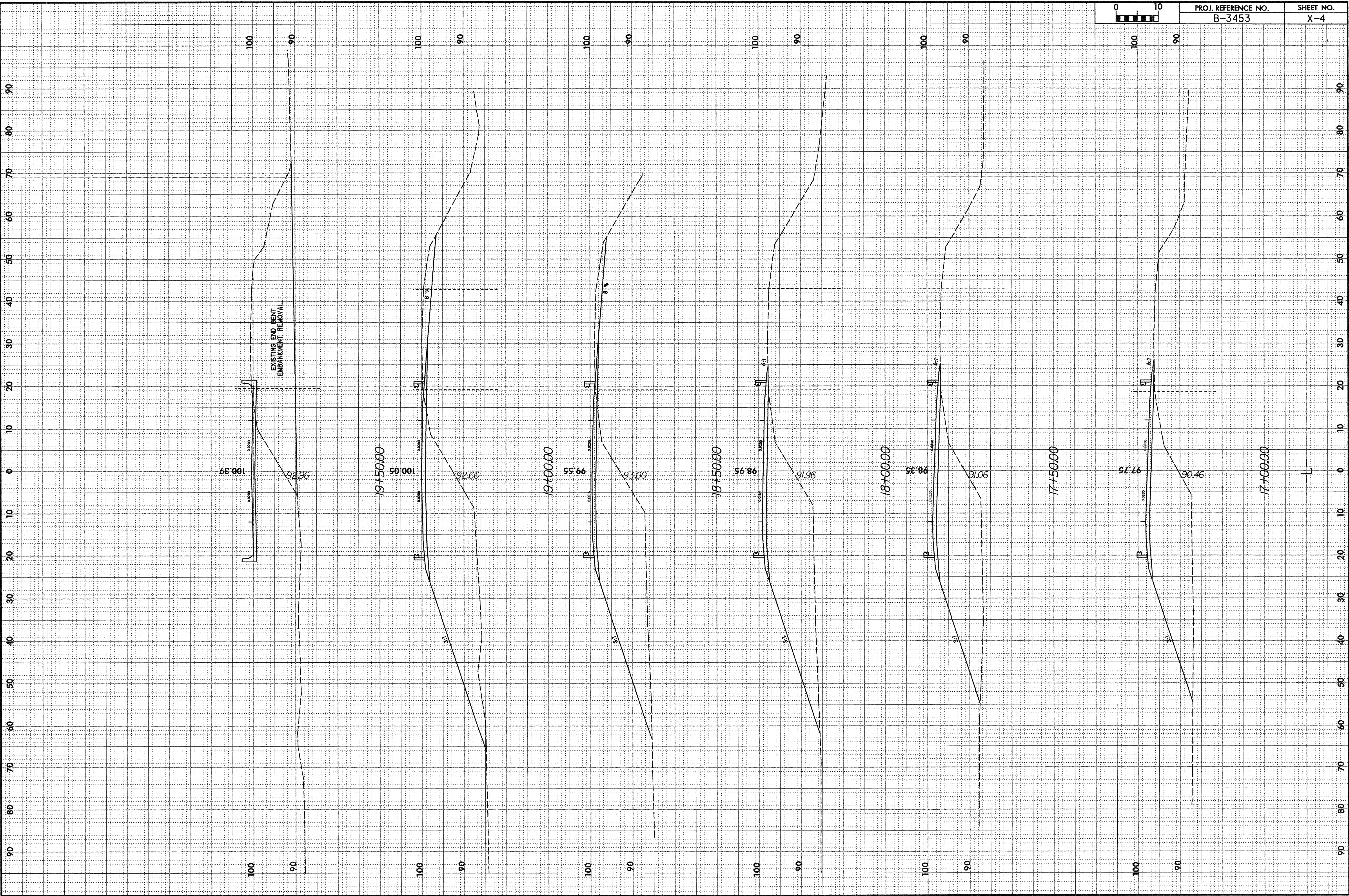
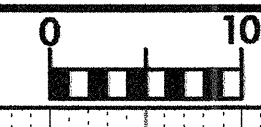
CROSS-SECTION SUMMARY

RWP 12/05/04

Station L	Rock Fill (cu. yd.)	Left Uncl. Exc. (cu. yd.)	Left Embt (cu. yd.)	Undercut (cu. yd.)	Right Uncl. Exc. (cu. yd.)	Right Embt (cu. yd.)	Station L	Rock Fill (cu. yd.)	Left Uncl. Exc. (cu. yd.)	Left Embt (cu. yd.)	Undercut (cu. yd.)	Right Uncl. Exc. (cu. yd.)	Right Embt (cu. yd.)
10+00.00	0	0	0	0	0	0	36+50.00	0	25	292	184	52	0
10+50.00	0	16	6	0	7	41	37+00.00	0	34	147	87	32	0
11+00.00	0	15	12	0	8	109	37+50.00	0	41	64	32	12	0
11+50.00	0	13	20	0	6	136	38+00.00	0	37	35	9	6	0
12+00.00	0	13	31	0	4	128	38+50.00	0	13	8	0	7	0
12+50.00	0	14	49	0	3	103	39+00.00	0	0	0	0	9	2
13+00.00	0	13	77	0	1	70	39+50.00	0	0	0	0	10	10
13+50.00	0	12	137	0	12	35	40+00.00	0	0	0	0	9	8
14+00.00	0	9	227	0	30	10	40+50.00	0	0	0	0	9	0
14+50.00	0	8	343	0	46	0	41+00.00	0	0	0	0	8	0
15+00.00	0	4	485	0	40	0	41+50.00	0	0	0	0	7	0
15+50.00	0	0	607	0	26	0	42+00.00	0	0	0	0	6	0
16+00.00	0	0	661	0	13	1							
16+50.00	0	0	699	0	0	5							
17+00.00	0	0	760	0	0	9							
17+50.00	0	0	815	0	0	8							
18+00.00	0	0	878	0	0	6							
18+50.00	0	0	932	0	33	3							
19+00.00	0	0	976	0	82	1							
19+35.00	0	0	700	0	78	0							
19+50.00	0	0	150	0	19	0							
21+13.00	0	0	0	0	0	0							
21+30.00	0	0	172	0	14	0							
21+50.00	0	0	395	0	34	0							
22+00.00	0	0	977	0	76	0							
22+50.00	0	0	986	0	52	0							
23+00.00	0	0	1002	0	20	6							
23+50.00	0	0	1006	0	0	18							
24+00.00	0	0	992	0	0	30							
24+50.00	134	0	994	0	0	40							
25+00.00	117	0	985	0	0	47							
25+50.00	62	0	966	0	0	45							
26+00.00	69	0	937	0	0	34							
26+50.00	118	0	906	0	0	25							
27+00.00	97	0	883	0	0	17							
27+50.00	84	0	865	0	13	9							
28+00.00	125	0	845	0	40	3							
28+30.00	98	0	496	0	35	0							
28+50.00	65	0	164	0	13	0							
29+84.00	0	0	0	0	0	0							
30+00.00	64	0	121	0	14	0							
30+50.00	137	0	745	0	85	0							
31+00.00	41	0	690	0	81	0							
31+50.00	27	0	847	238	75	0							
32+00.00	47	0	921	349	63	0							
32+50.00	0	0	1055	454	52	0							
33+00.00	0	7	1025	411	51	0							
33+50.00	0	18	905	311	55	0							
34+00.00	0	23	842	309	60	0							
34+50.00	0	18	713	304	64	0							
35+00.00	0	11	557	293	65	0							
35+50.00	0	11	449	274	64	0							
36+00.00	0	14	388	245	59	0							







17+00.00

97.15 90.46

17+50.00

18+00.00

98.35 91.96

18+50.00

19+00.00

99.55 93.00

19+50.00

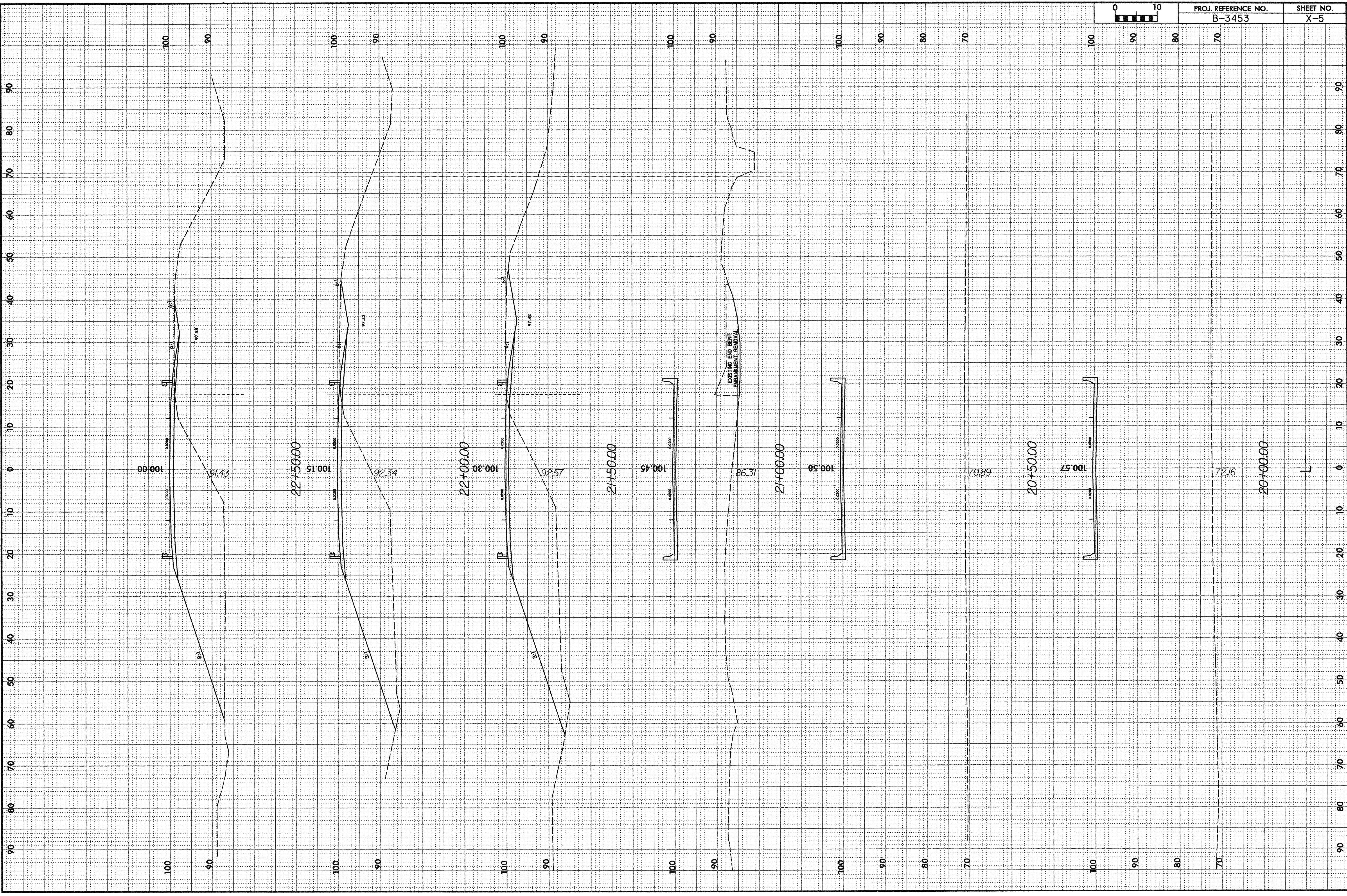
100+39 92.96

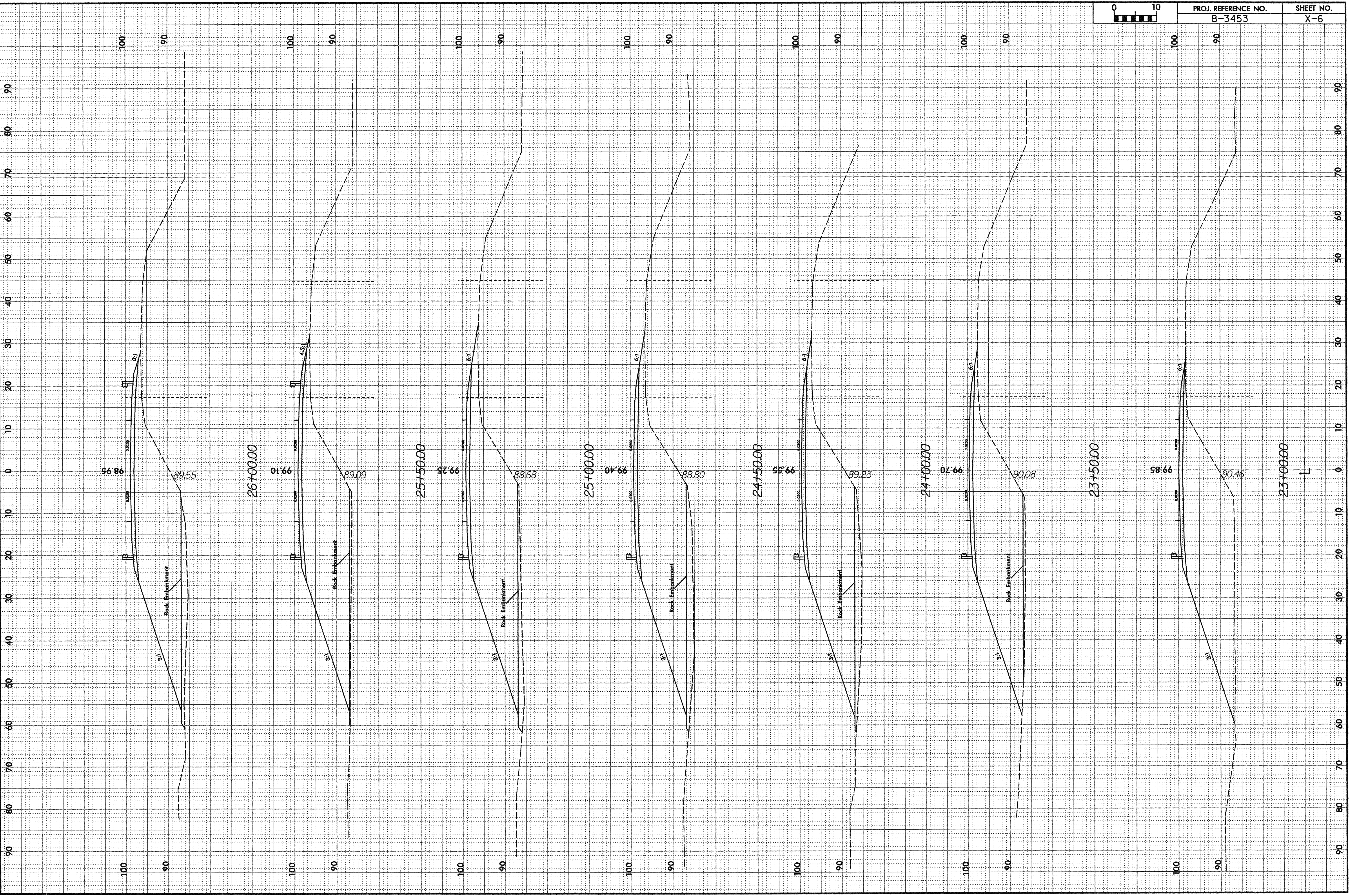
EXISTING END BENT
EMBANKMENT REMOVAL

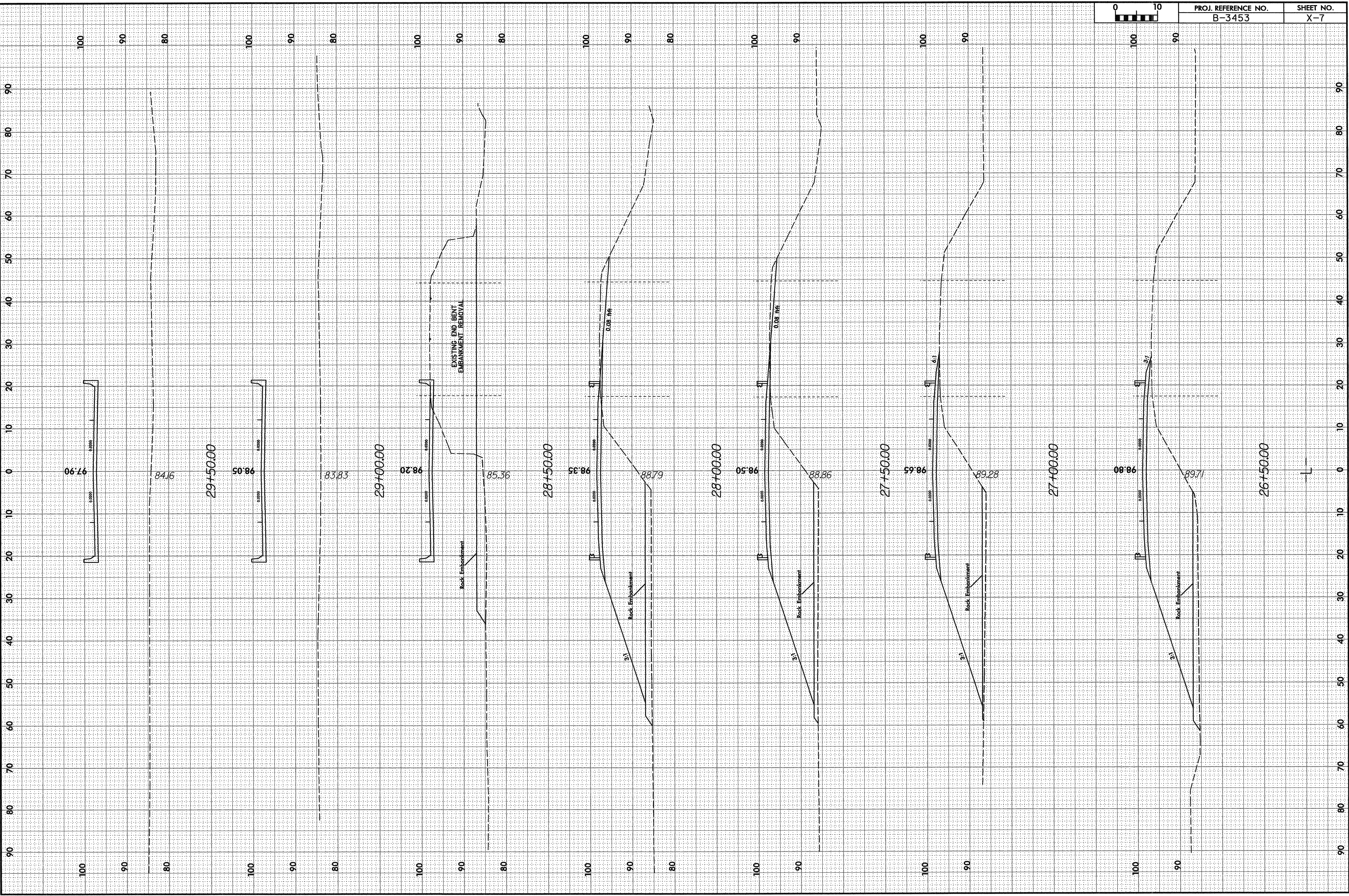


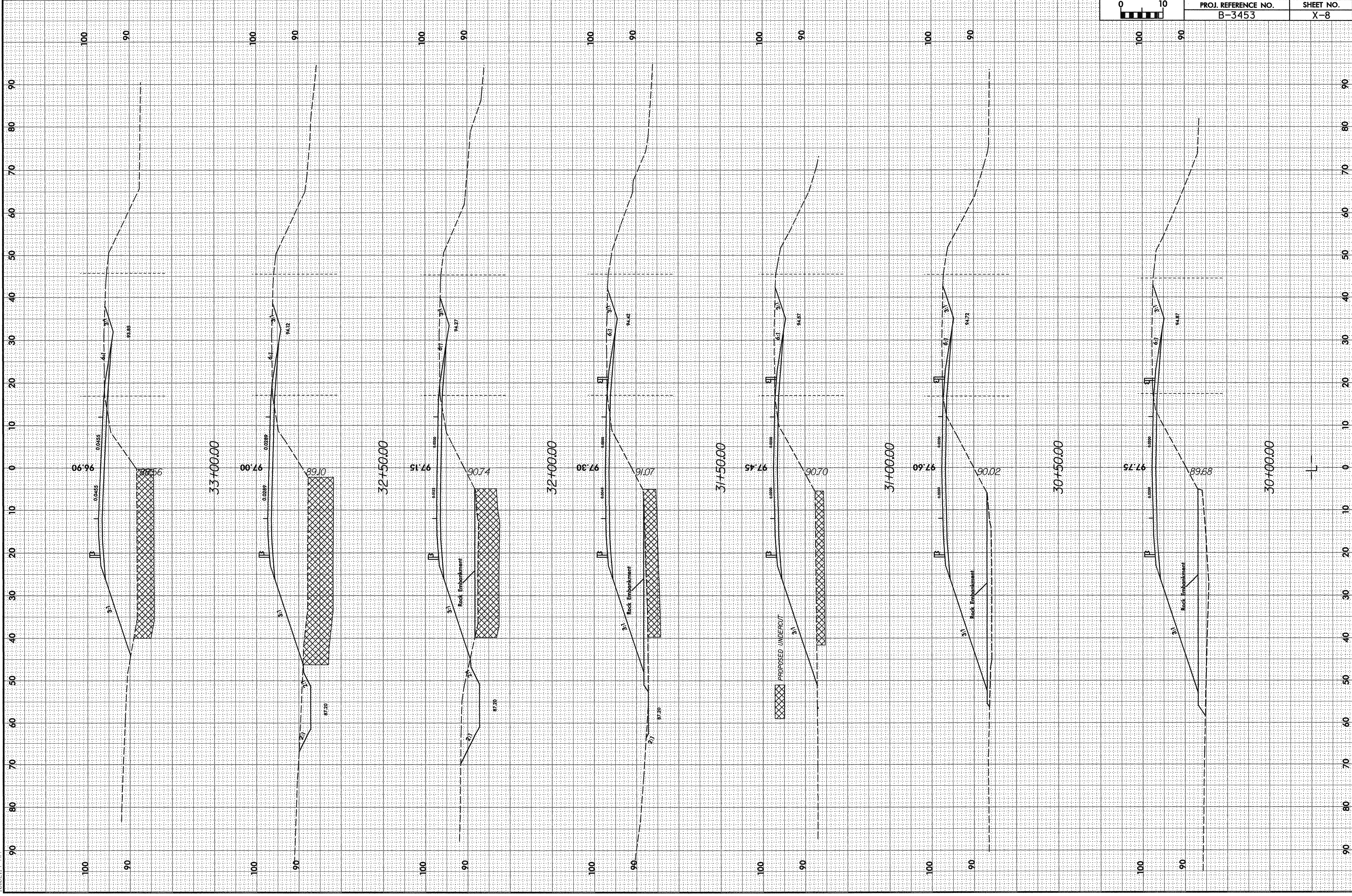
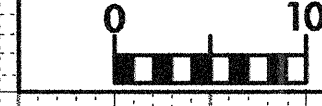
PROJ. REFERENCE NO.
B-3453

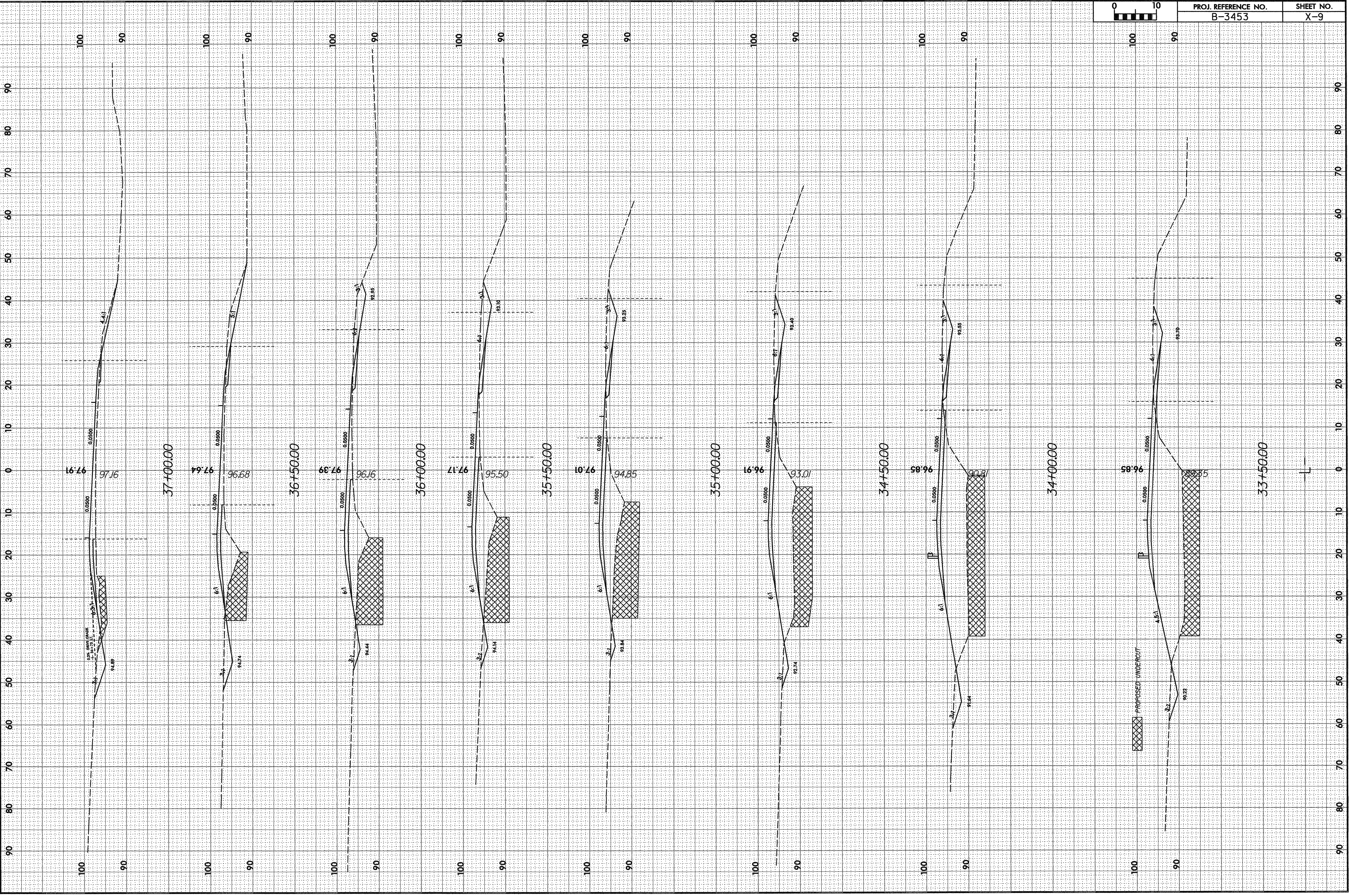
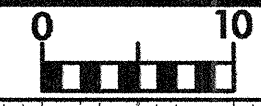
SHEET NO.
X-5



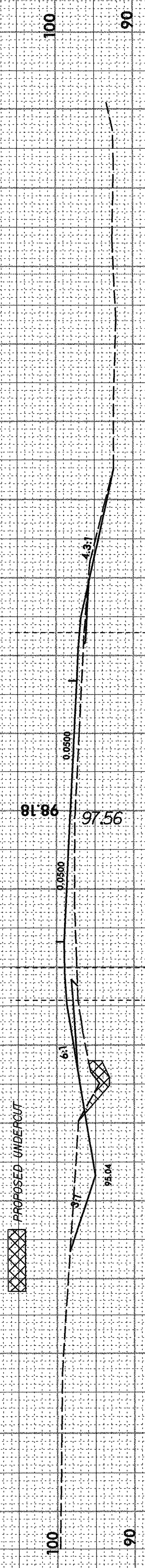
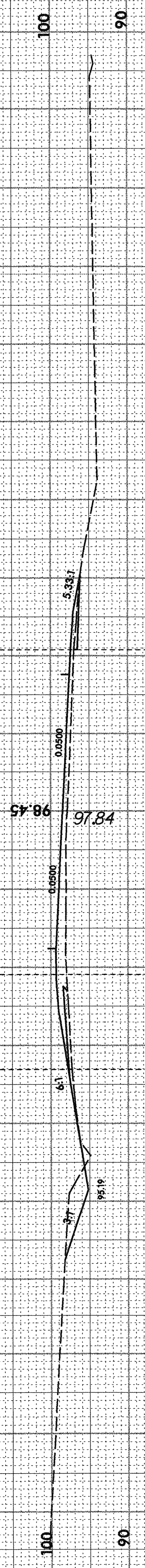
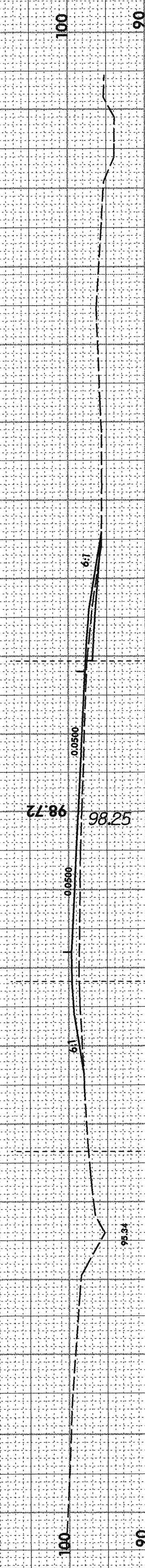
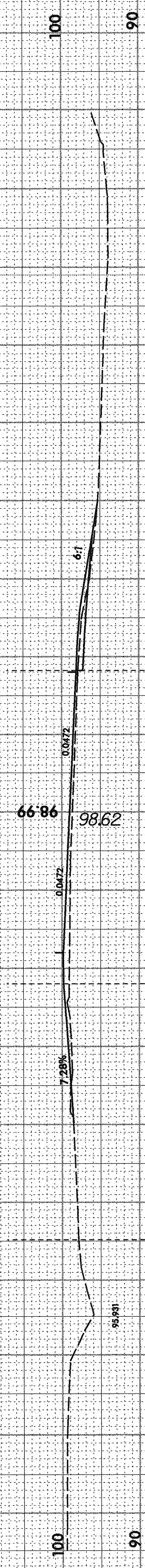
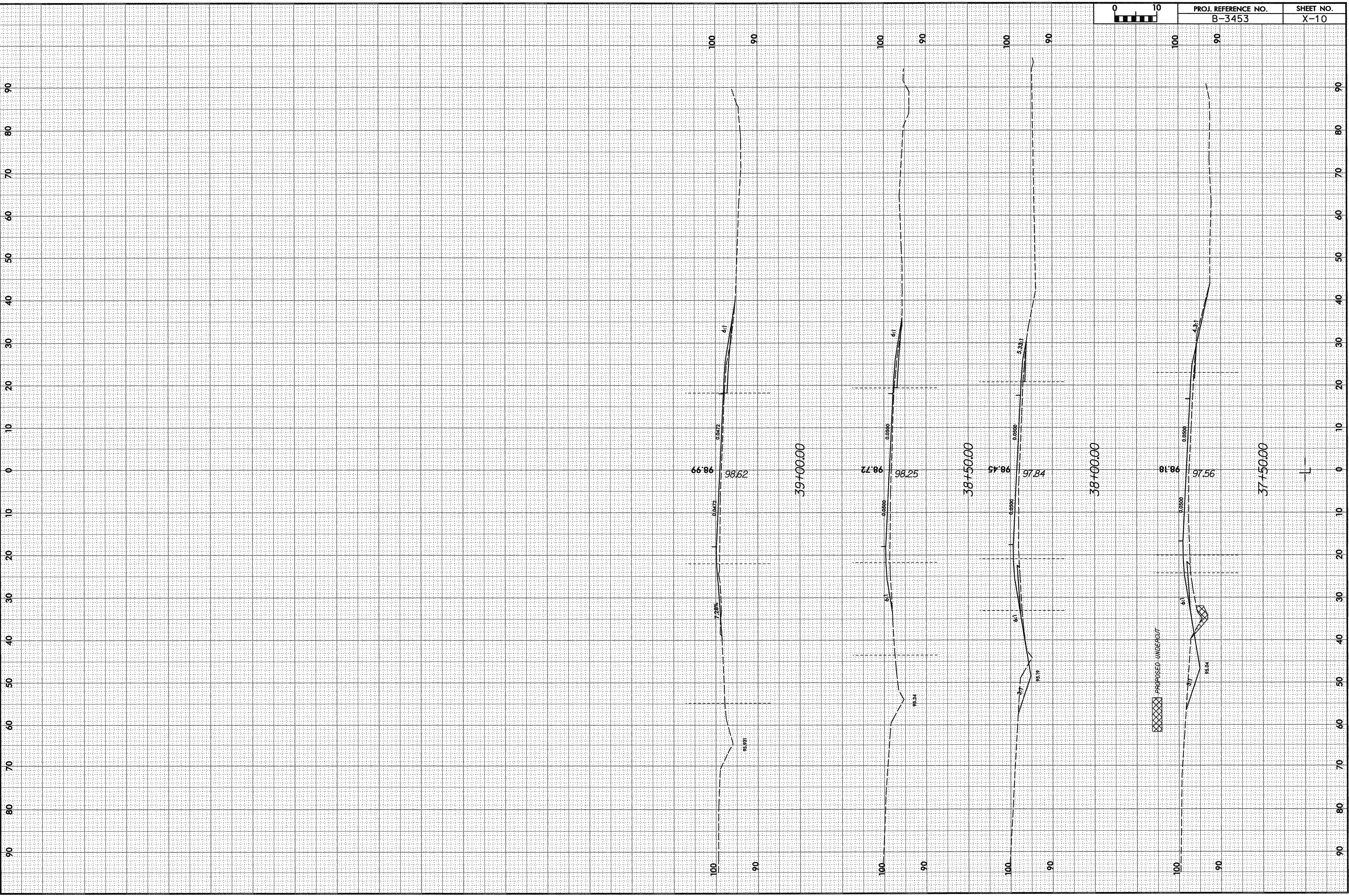




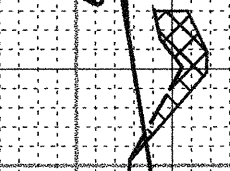




PROPOSED UNDERCUT



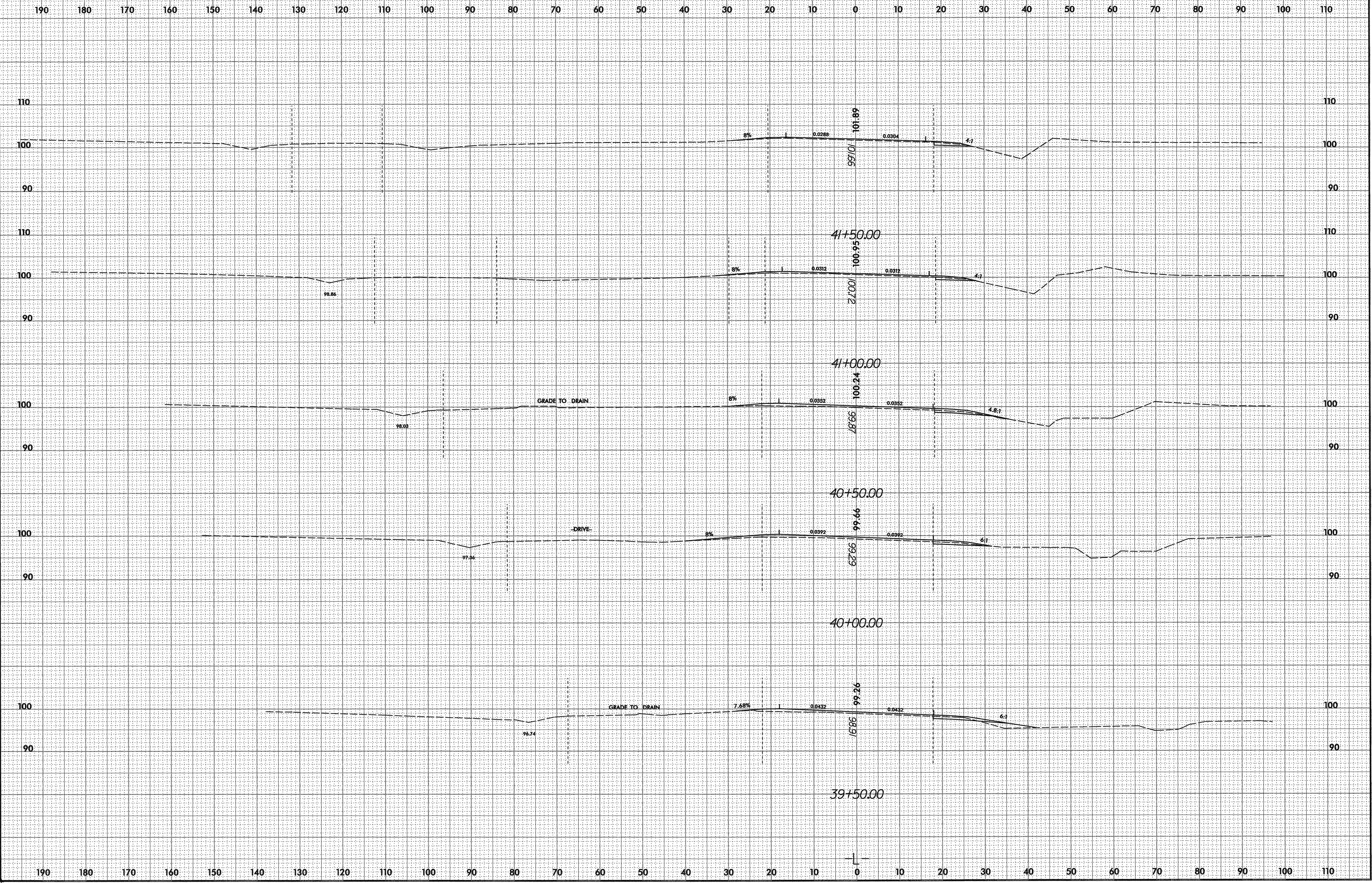
PROPOSED UNDERCUT



8/23/99



PROJ. REFERENCE NO. B-3453 SHEET NO. X-11



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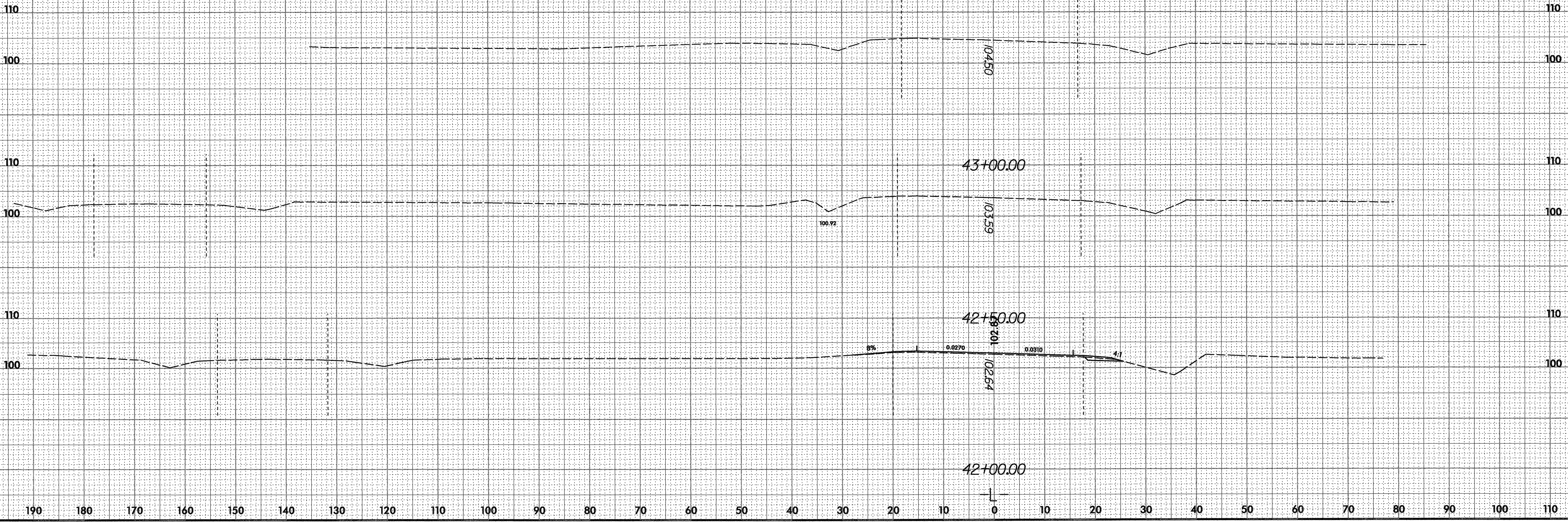
8/23/99



PROJ. REFERENCE NO.
B-3453

SHEET NO.
X-12

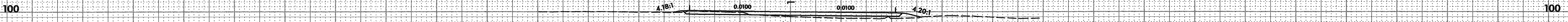
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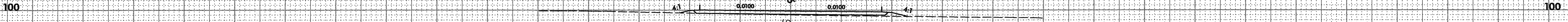
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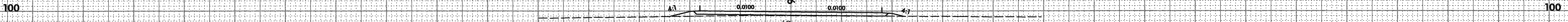
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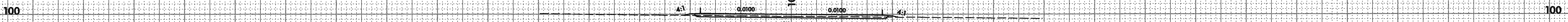
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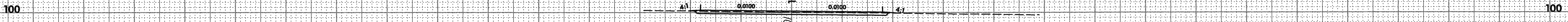
11+25.00



11+00.00



10+75.00



10+50.00

DRIVE

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