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STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**CROSS SECTION - INDEX OF SHEETS**

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8/17/99

REVISIONS

4/1/2008  
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15:58:00

# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

## CROSS-SECTION SUMMARY

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

Station	Uncl. Exc.	Embt		Station	Uncl. Exc.	Embt		Station	Uncl. Exc.	Embt		Station	Uncl. Exc.	Embt
-DET_EBL-	(cu. yd.)	(cu. yd.)		-DET_WBL-	(cu. yd.)	(cu. yd.)		-L-	(cu. yd.)	(cu. yd.)		-L-	(cu. yd.)	(cu. yd.)
15+50.00	0	0		11+00.00	0	0		13+00.00	0	0		28+85.96	0	0
16+00.00	6	0		11+50.00	0	1		13+50.00	223	0		29+00.00	291	1018
16+50.00	6	0		12+00.00	0	1		14+00.00	246	0		29+50.00	630	1025
17+00.00	6	0		12+50.00	0	0		14+50.00	208	7		30+00.00	1996	891
17+50.00	6	2		13+00.00	0	0		15+00.00	220	7		30+50.00	2139	884
18+00.00	3	2		13+50.00	0	0		15+50.00	468	0		31+00.00	2020	866
18+50.00	0	0		14+00.00	0	0		16+00.00	757	7		31+50.00	1775	820
19+50.00	4	0		14+50.00	0	0		16+50.00	929	19		32+00.00	1423	737
20+00.00	6	2		15+00.00	0	0		17+00.00	952	25		32+50.00	1124	623
20+50.00	5	9		15+50.00	0	0		17+50.00	857	20		33+00.00	850	491
21+00.00	4	27		16+00.00	0	1		18+00.00	606	9		33+50.00	563	344
21+50.00	3	68		16+50.00	0	2		18+50.00	251	5		34+00.00	412	207
22+00.00	2	156		17+00.00	0	3		19+00.00	101	12		34+50.00	311	100
22+50.00	3	281		17+50.00	1	5		19+50.00	87	17		35+00.00	214	43
23+00.00	4	413		18+00.00	2	6		20+00.00	110	8		35+50.00	206	26
23+50.00	4	556		18+50.00	3	6		20+50.00	146	1		36+00.00	422	21
24+00.00	2	664		19+00.00	5	15		21+00.00	199	0		36+50.00	702	21
24+50.00	0	707		19+50.00	5	20		21+50.00	257	0		37+00.00	816	17
25+00.00	0	713		20+00.00	2	19		22+00.00	329	6		37+50.00	854	16
25+50.00	0	722		20+50.00	0	20		22+50.00	469	38		38+00.00	798	18
26+00.00	0	725		21+00.00	0	18		23+00.00	620	106		38+50.00	644	16
26+50.00	0	717		21+50.00	0	11		23+50.00	779	205		39+00.00	408	12
27+00.00	0	701		22+00.00	0	7		24+00.00	919	330		39+50.00	325	9
27+50.00	0	661		22+50.00	0	6		24+50.00	1046	480		40+00.00	664	8
				23+00.00	2	2		25+00.00	1162	617		40+50.00	951	6
								25+50.00	1356	718		41+00.00	1069	3
								26+00.00	1656	788		41+50.00	1303	0
								26+50.00	1949	827		42+00.00	1454	0
								27+00.00	1862	854		42+50.00	1446	0
								27+50.00	931	863		43+00.00	791	0
								27+85.96	130	133				

Station	Uncl. Exc.	Embt
-DET_EBL-	(cu. yd.)	(cu. yd.)
29+50.00	0	0
30+00.00	1	237
30+50.00	2	111
31+00.00	4	100
31+50.00	7	82
32+00.00	7	67
32+50.00	7	53
33+00.00	15	37
33+50.00	27	15
34+00.00	36	2
34+50.00	29	2
35+00.00	16	6
35+50.00	11	6
36+00.00	13	1
36+50.00	16	0
37+00.00	10	0
37+50.00	3	0
38+50.00	1	0
39+00.00	2	0
39+50.00	2	0
40+00.00	3	0
40+50.00	4	0
41+00.00	5	0

Station	Uncl. Exc.	Embt
-DET_WBL-	(cu. yd.)	(cu. yd.)
24+50.00	0	0
25+00.00	7	0
25+50.00	4	0
26+00.00	2	1
26+50.00	1	3
27+00.00	0	5
27+50.00	0	5
28+00.00	0	3
28+50.00	0	2
29+00.00	0	2
29+50.00	0	2
30+00.00	0	2
30+50.00	0	2
31+00.00	0	2
31+50.00	0	2
32+00.00	0	2
32+50.00	0	2
33+00.00	0	2
33+50.00	0	2
34+00.00	0	2
34+50.00	0	1
35+00.00	0	0
35+50.00	2	0

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

REVISIONS

8/17/99  
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# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

## CROSS-SECTION SUMMARY

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
10+50.00	0	0
11+00.00	212	4
11+50.00	356	6
12+00.00	212	4
12+50.00	37	1
13+00.00	273	15

Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
14+50.00	0	0
15+00.00	356	12
15+50.00	765	21
16+00.00	751	32
16+50.00	427	44
17+00.00	97	22
17+50.00	4	6
18+00.00	7	7

Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
29+00.00	0	0
29+50.00	1616	6
30+00.00	1788	0
30+50.00	1854	0
31+00.00	1784	0
31+50.00	1622	0
32+00.00	1567	0
32+50.00	1464	0
33+00.00	1256	0
33+50.00	977	0
34+00.00	626	0
34+50.00	308	0
35+00.00	111	14

Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
20+50.00	0	0
21+00.00	43	0
21+50.00	51	0
22+00.00	61	0
22+50.00	72	0
23+00.00	73	0
23+50.00	63	1
24+00.00	50	3
24+50.00	36	9
25+00.00	23	20
25+50.00	14	34
26+00.00	16	45
26+50.00	27	49
27+00.00	46	44

Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
19+00.00	0	0
19+50.00	44	5
20+00.00	56	12
20+50.00	69	35
21+00.00	125	26
21+50.00	224	0
22+00.00	278	0
22+50.00	290	0
23+00.00	270	0
23+50.00	263	0
24+00.00	306	0
24+50.00	343	0
25+00.00	378	0
25+50.00	421	0
26+00.00	457	0
26+50.00	478	0
27+00.00	427	0
27+50.00	318	0
28+00.00	259	6

Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
30+00.00	0	0
30+50.00	130	109
31+00.00	148	56
31+50.00	173	15
32+00.00	167	6
32+50.00	193	1
33+00.00	240	0
33+50.00	247	0
34+00.00	279	0
34+50.00	298	0
35+00.00	233	0
35+50.00	172	0
36+00.00	151	0
36+50.00	131	0
37+00.00	115	0

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

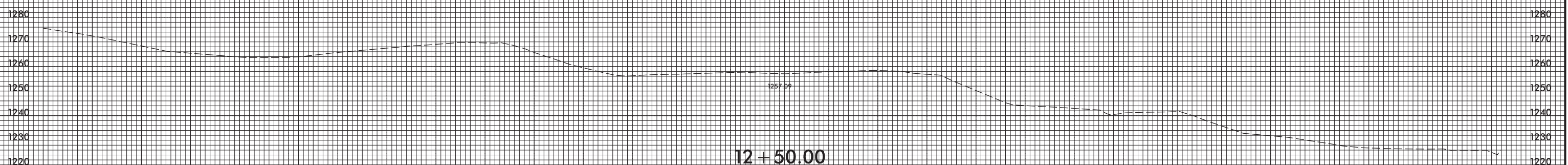
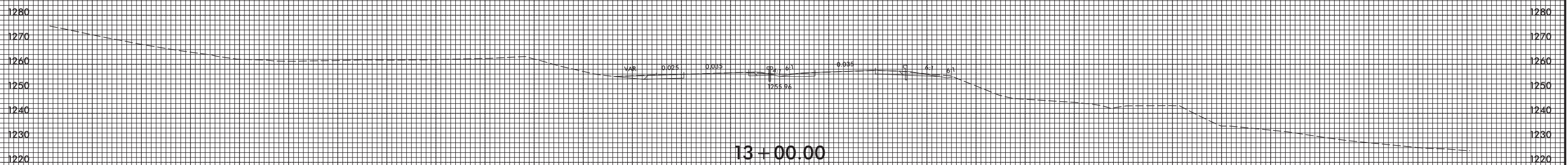
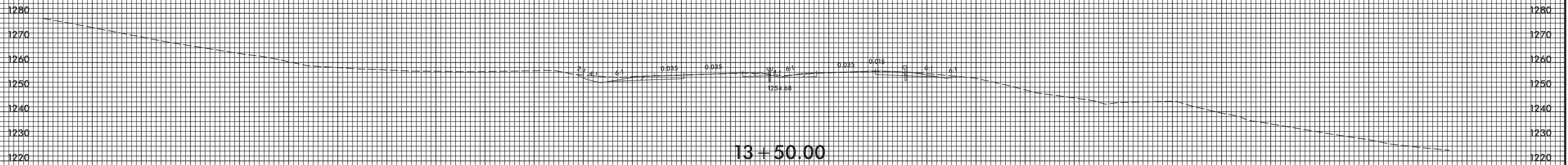
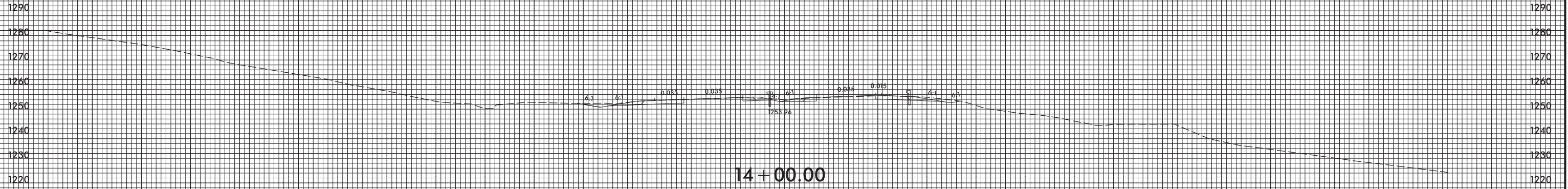
REVISIONS

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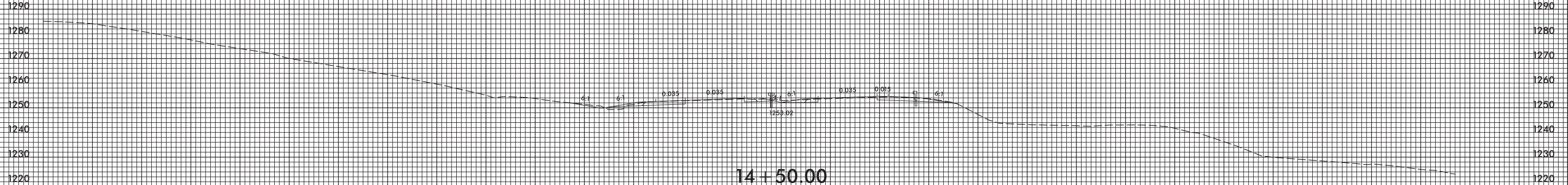
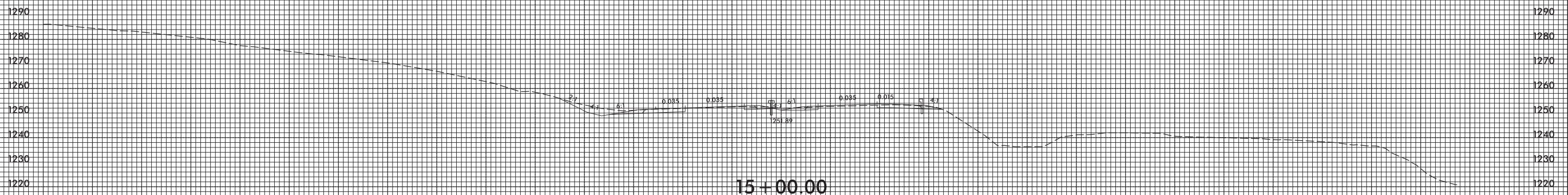
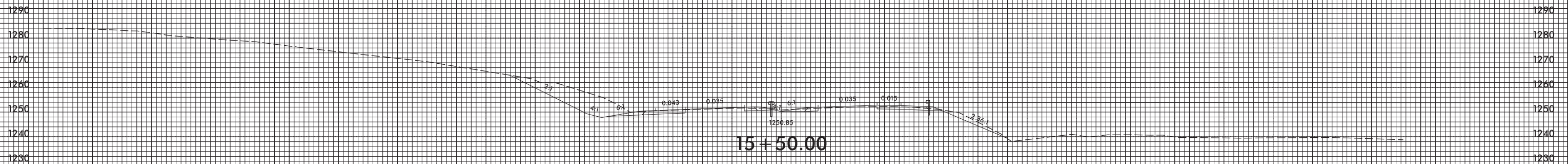
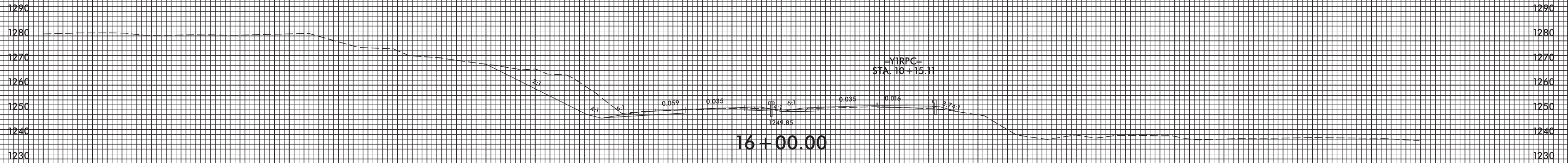
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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-2

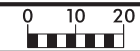
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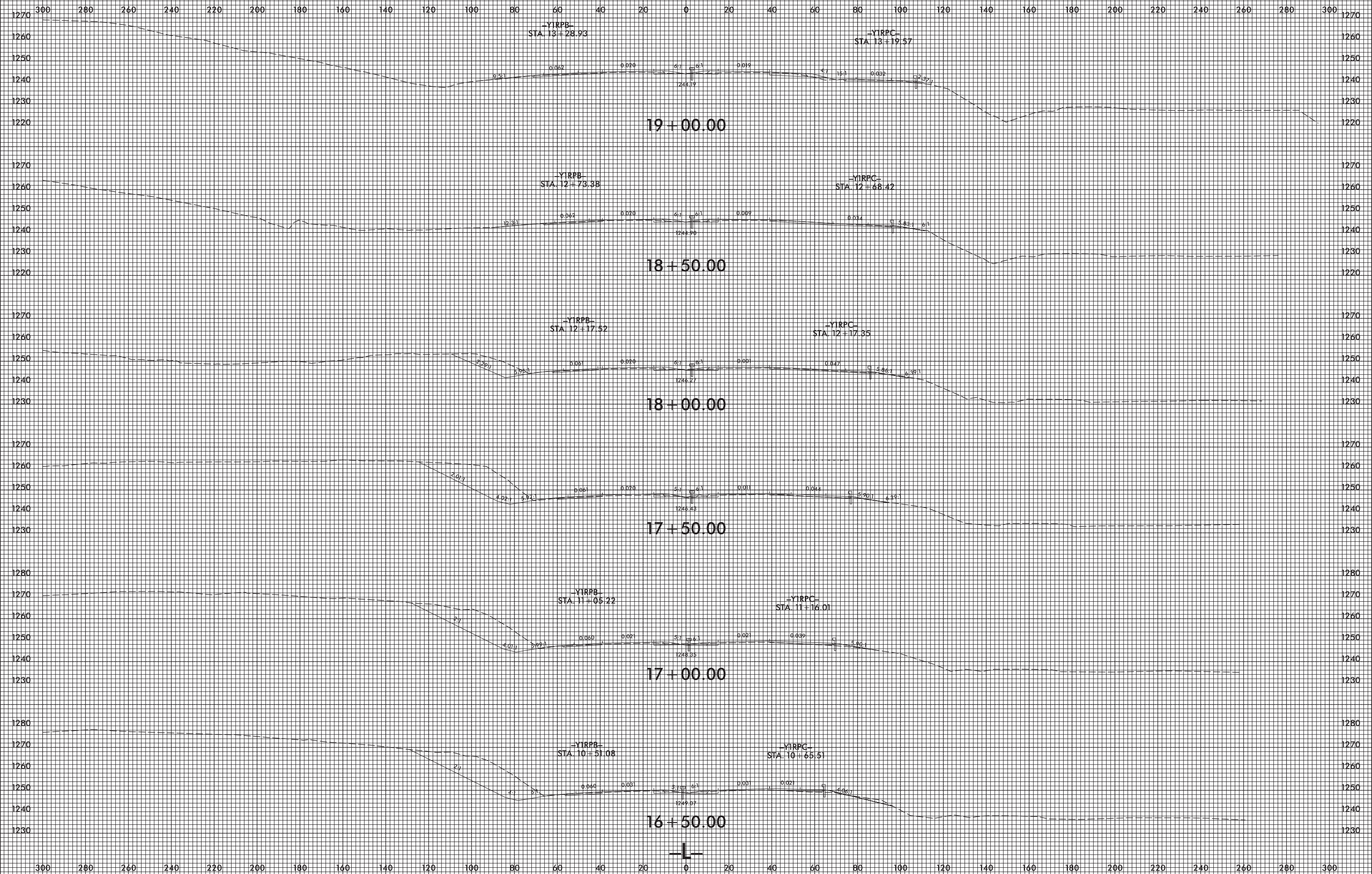
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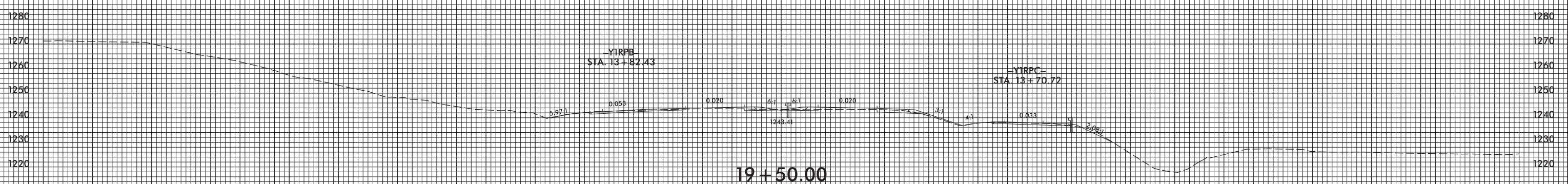
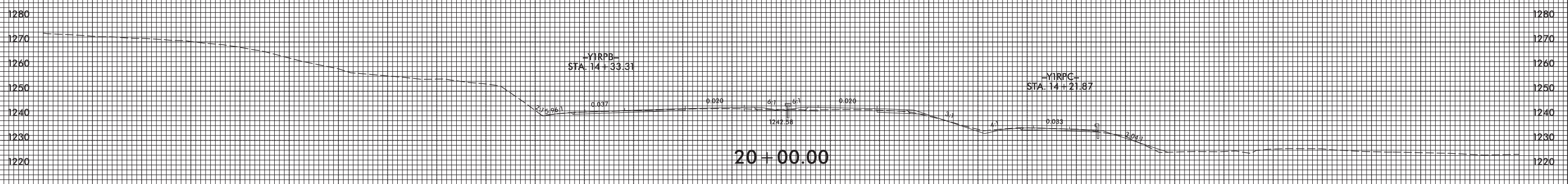
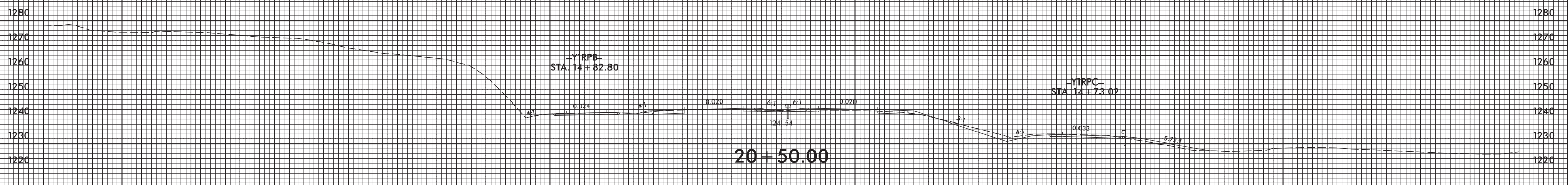
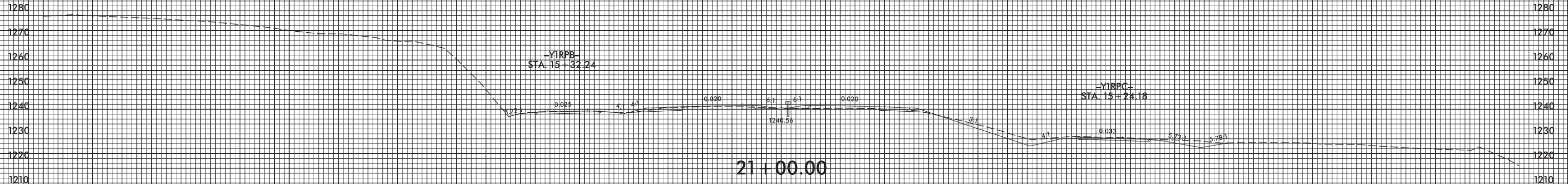
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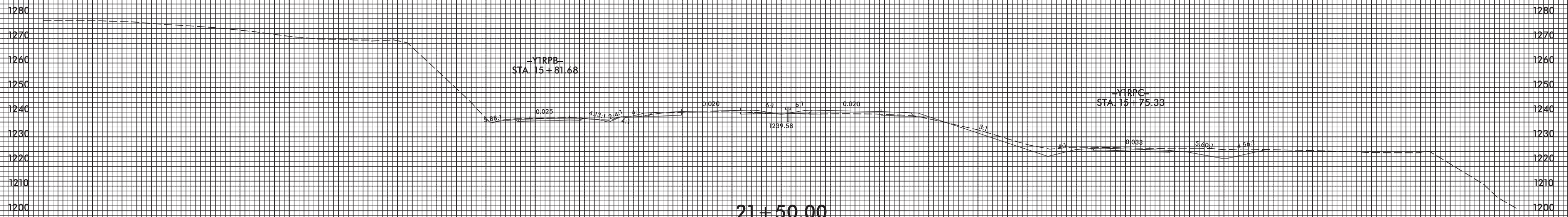
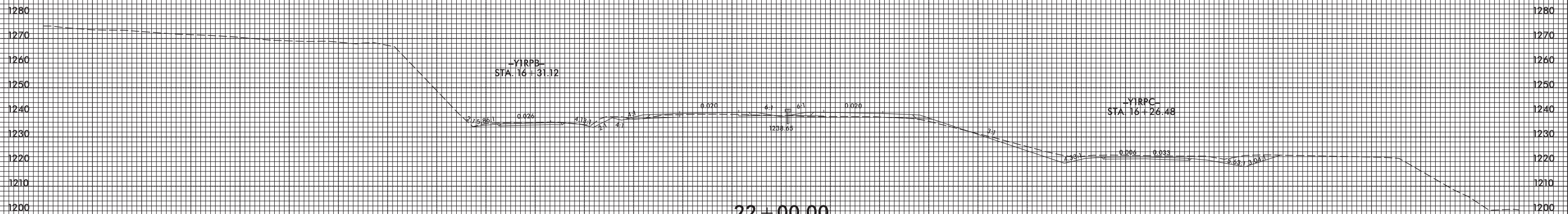
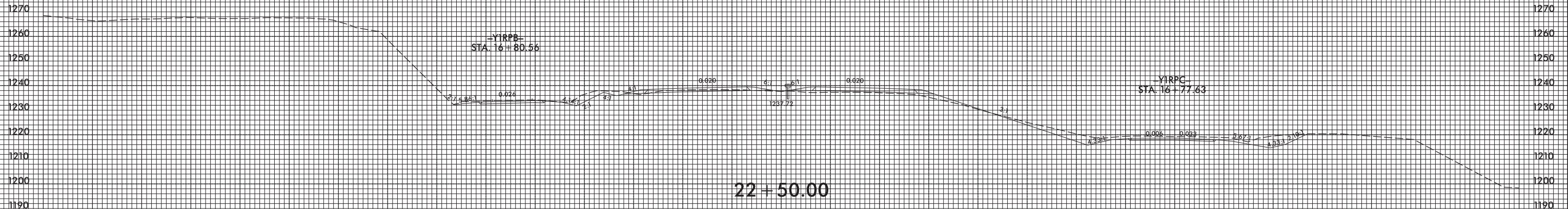


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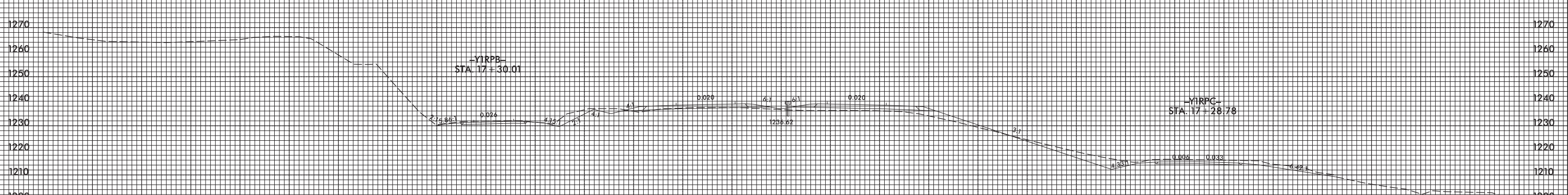
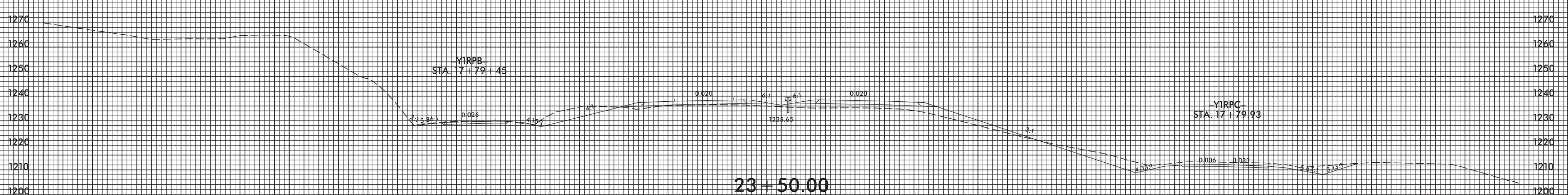
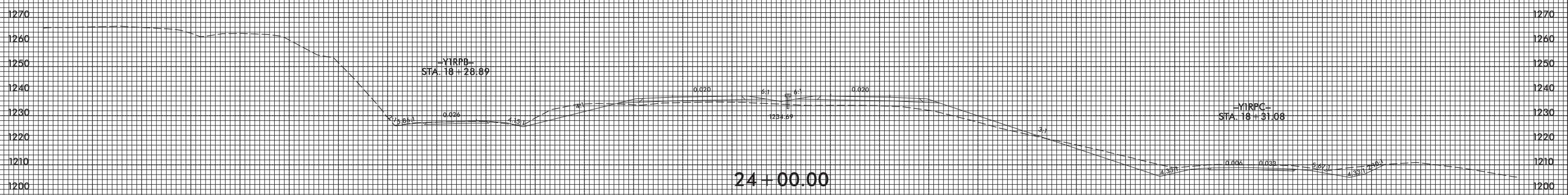
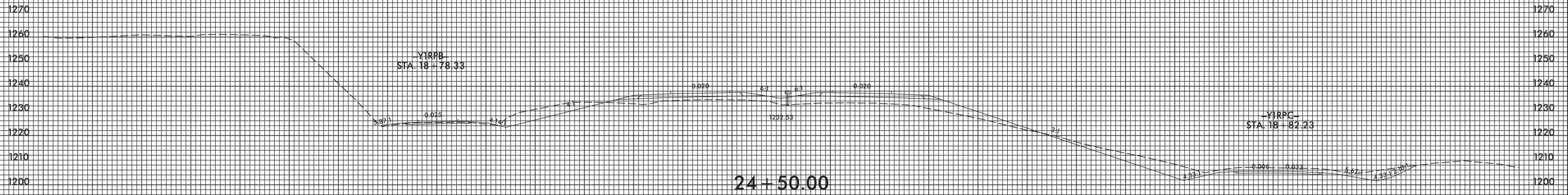
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SHEET NO.  
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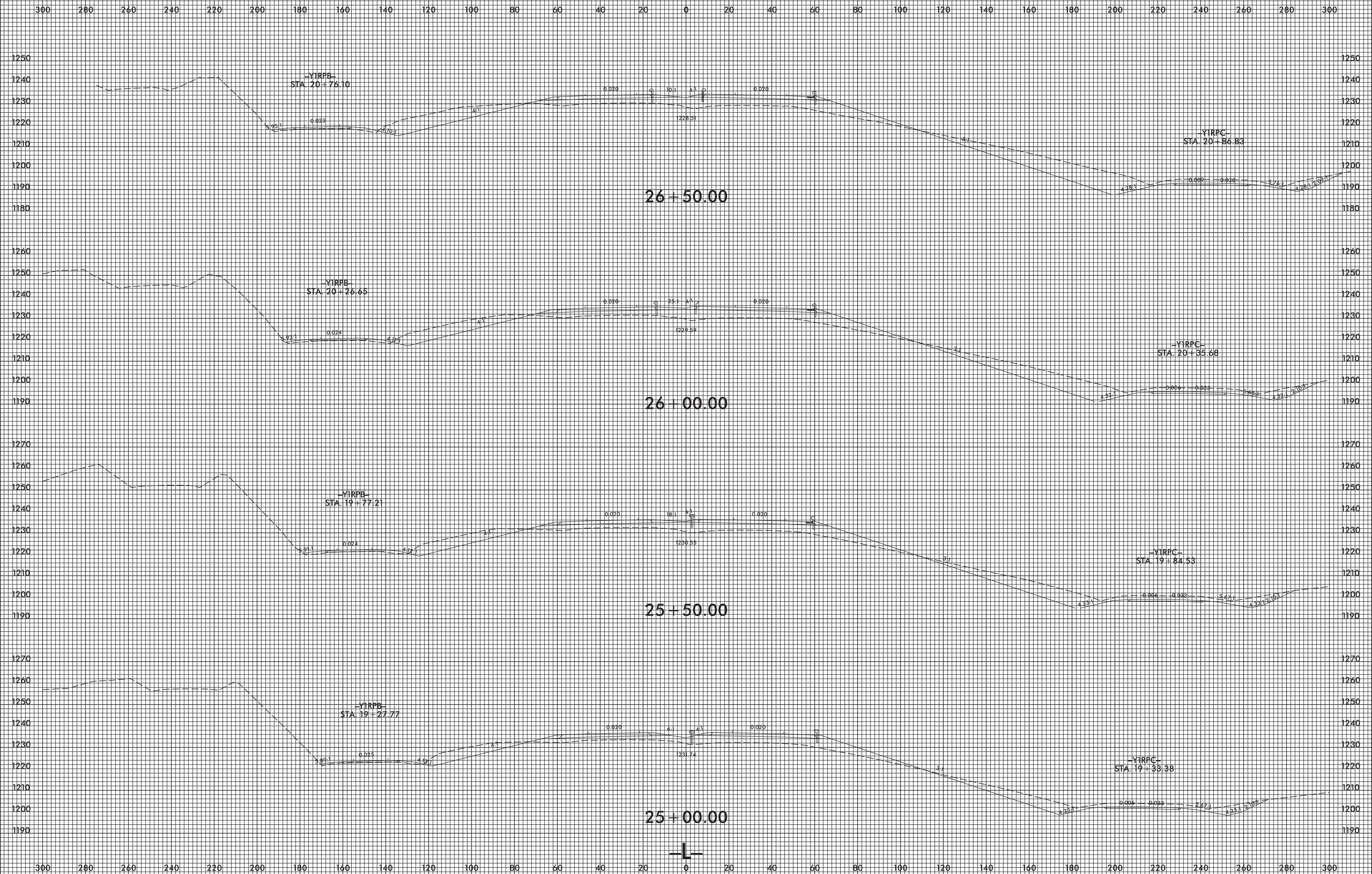
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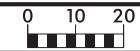
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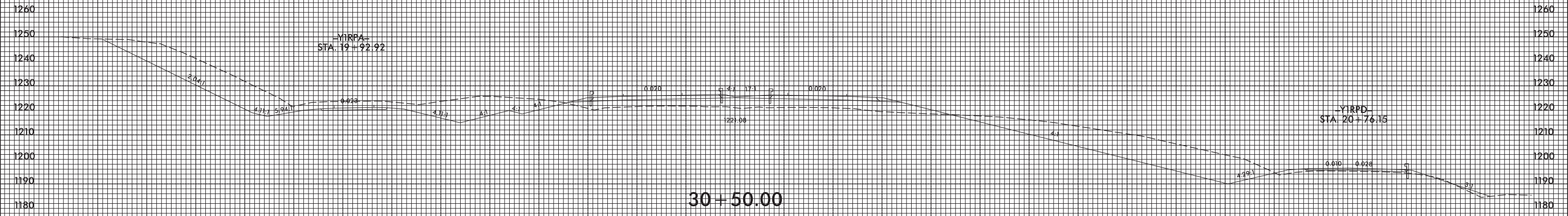
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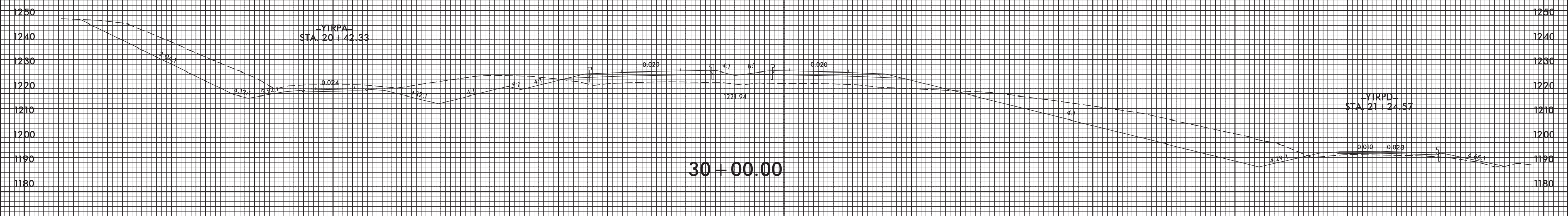
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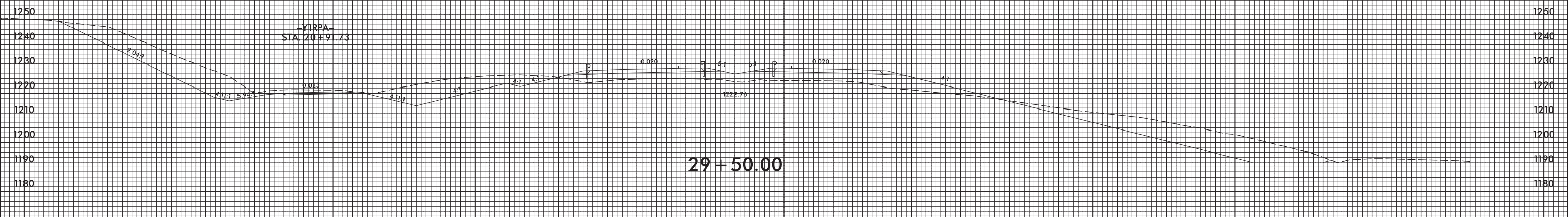
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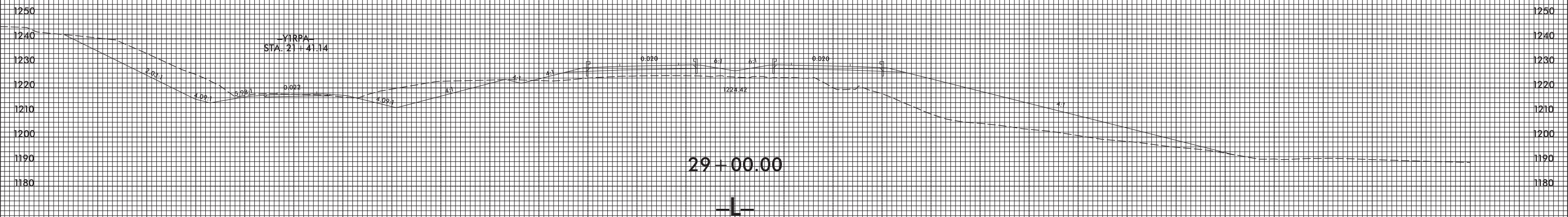
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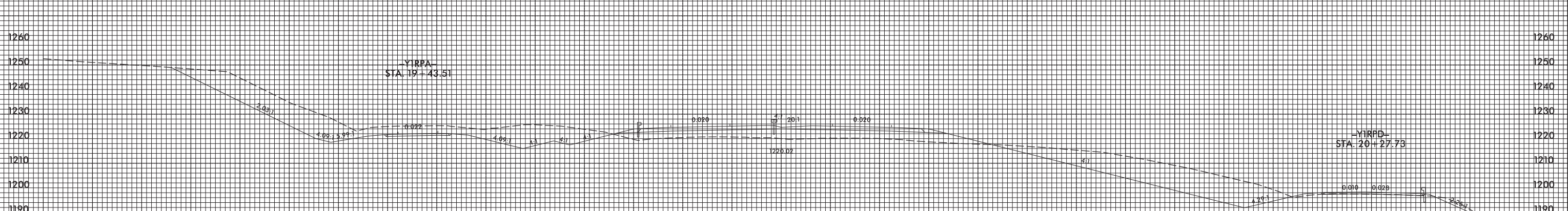
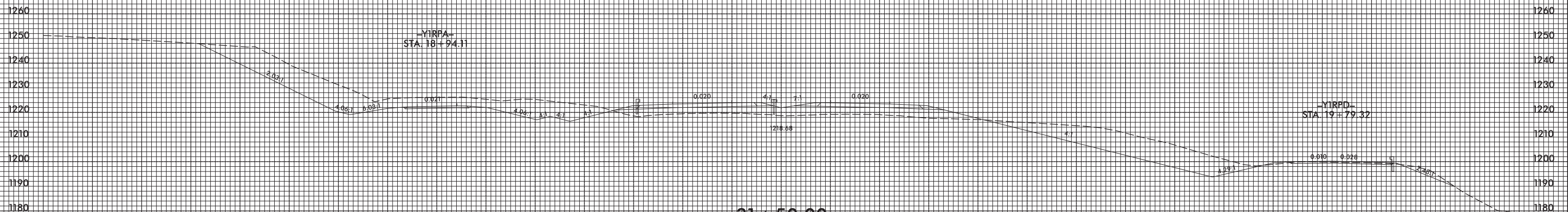
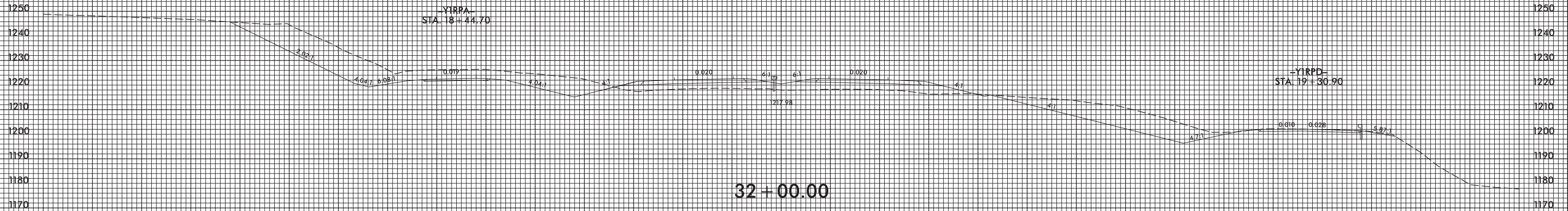
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PROJ. REFERENCE NO.  
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SHEET NO.  
X-10

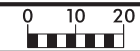
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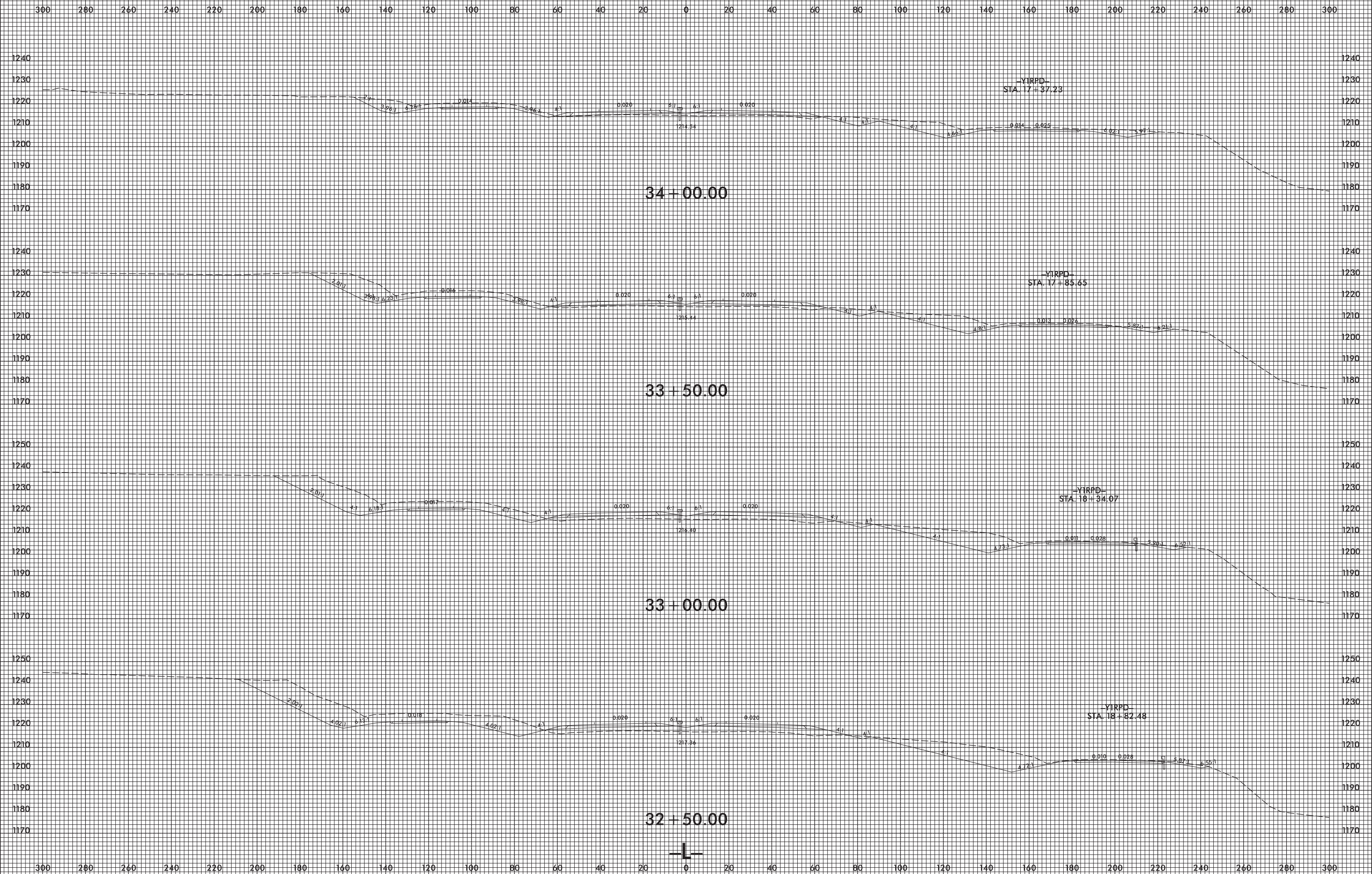
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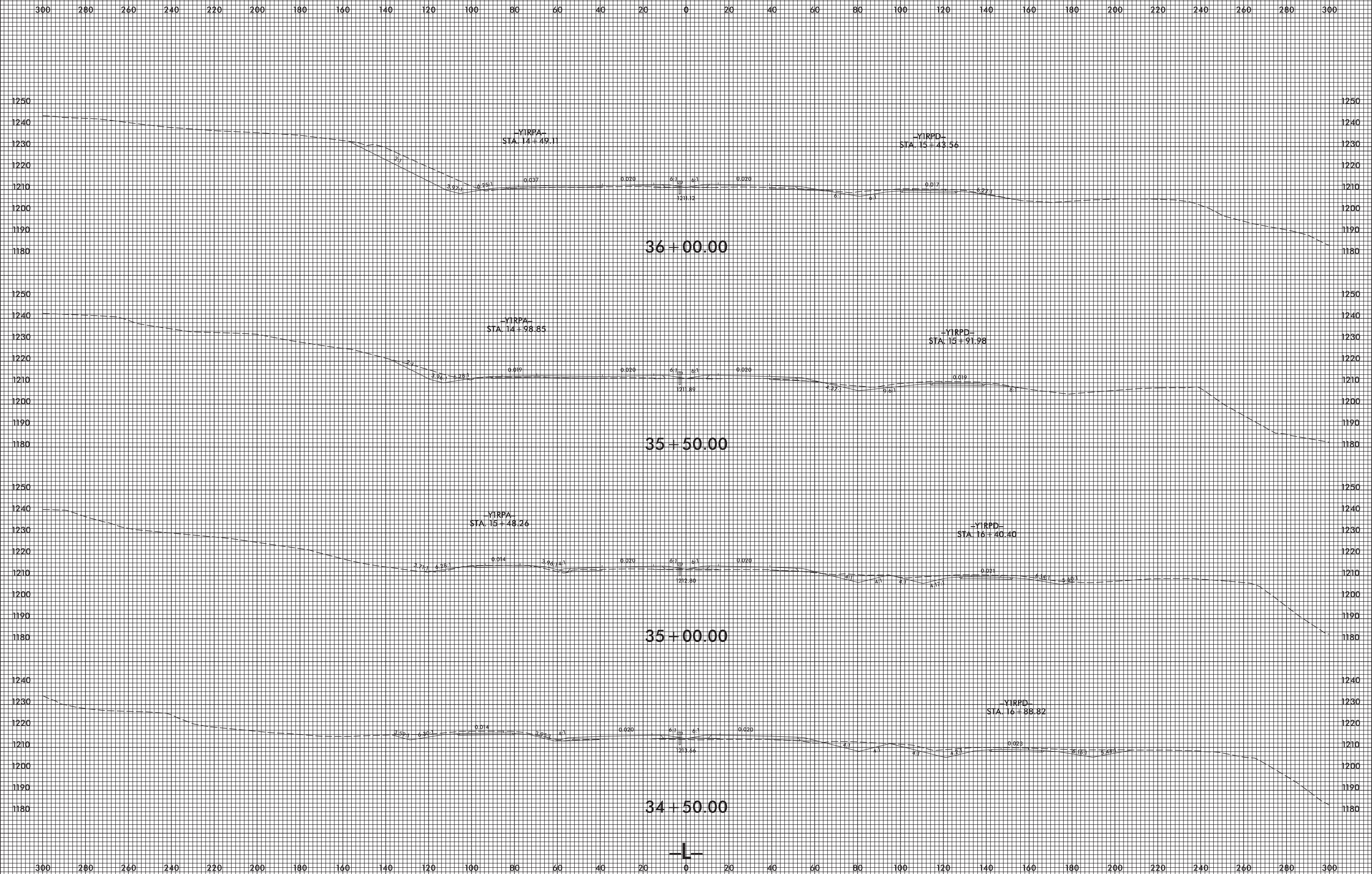
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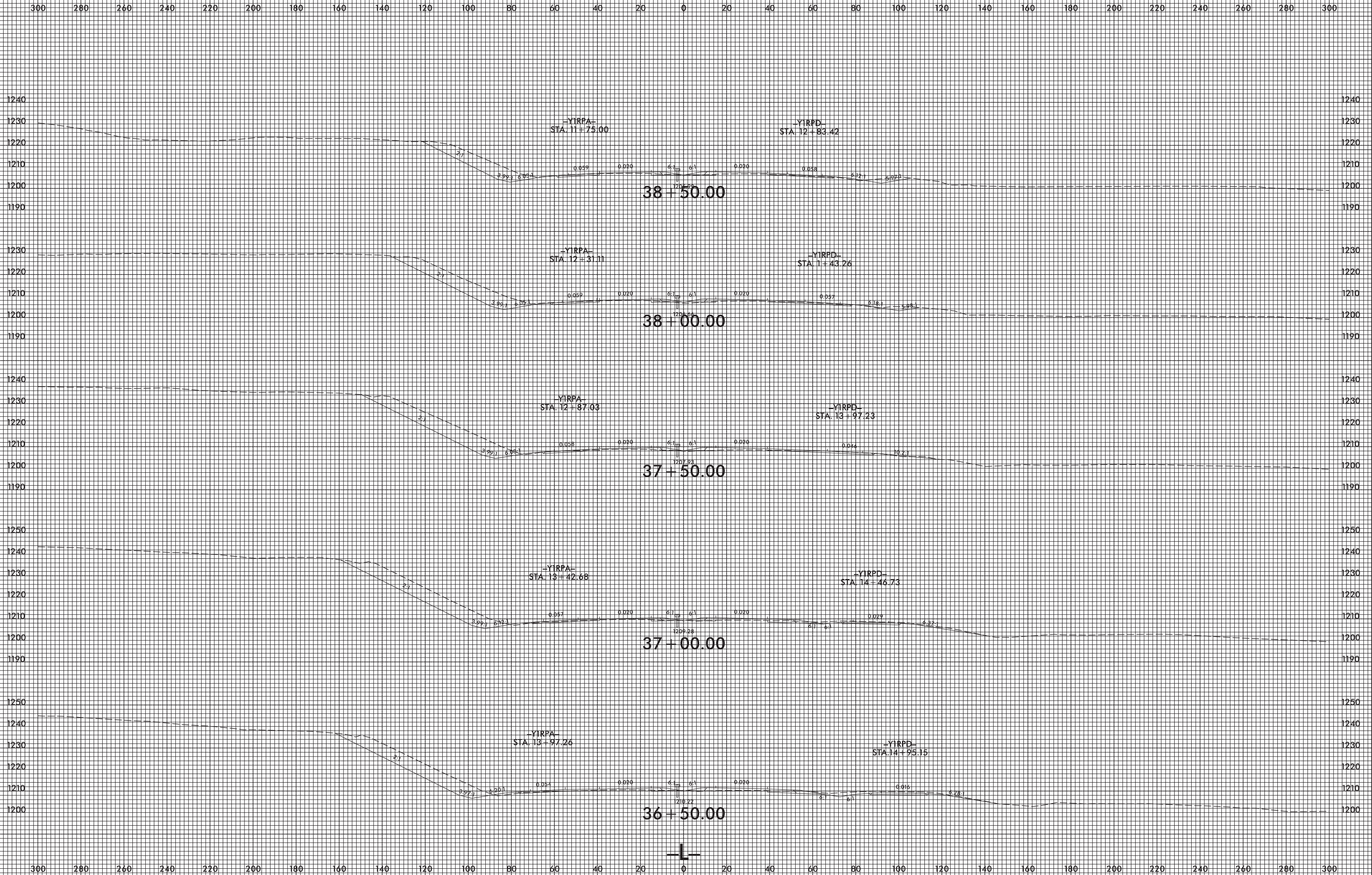


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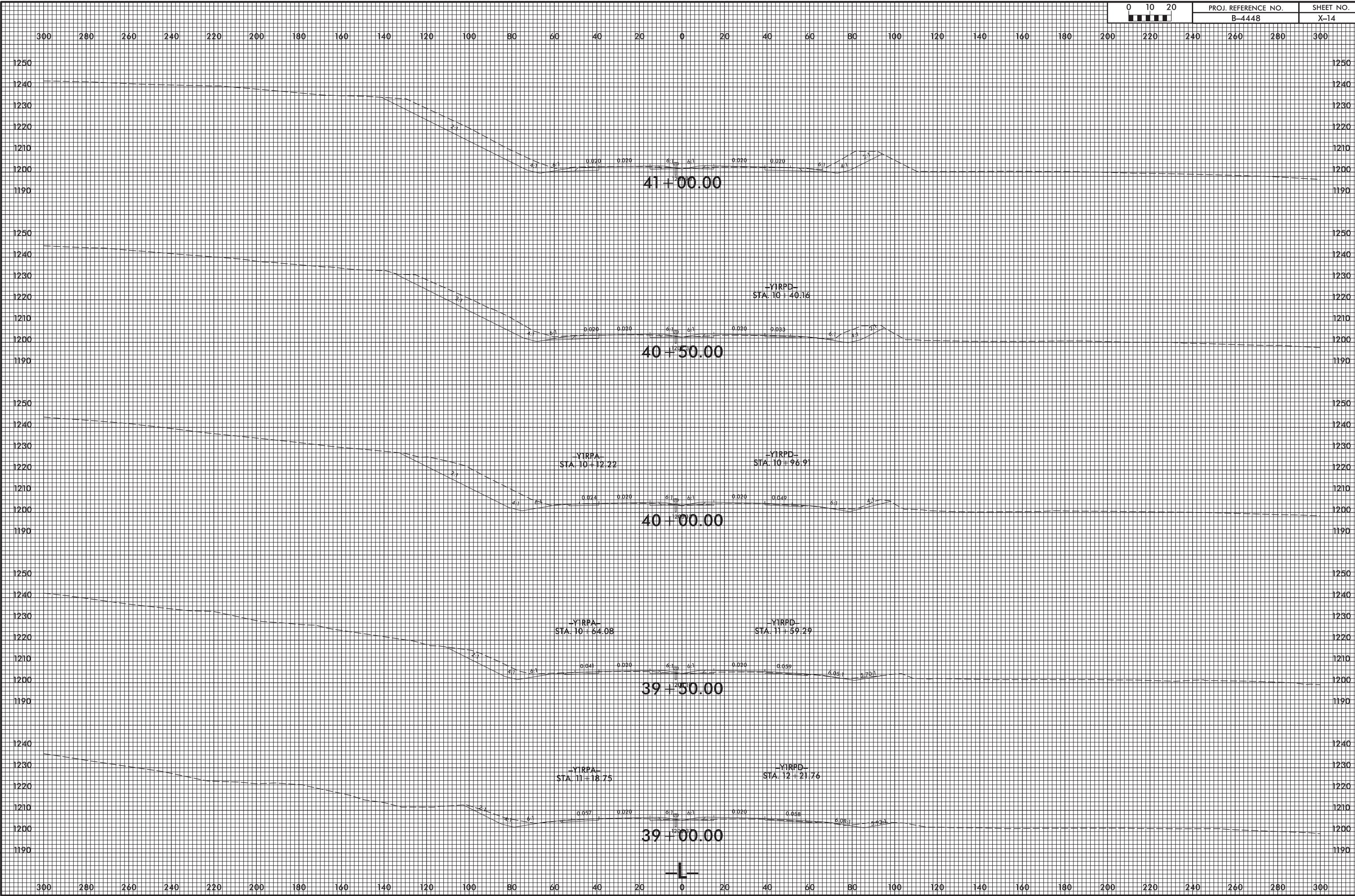
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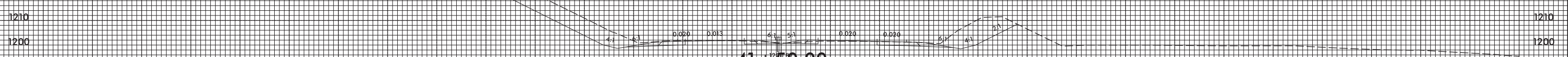
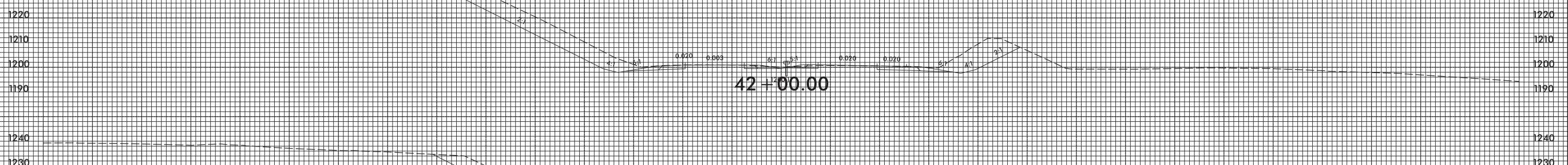
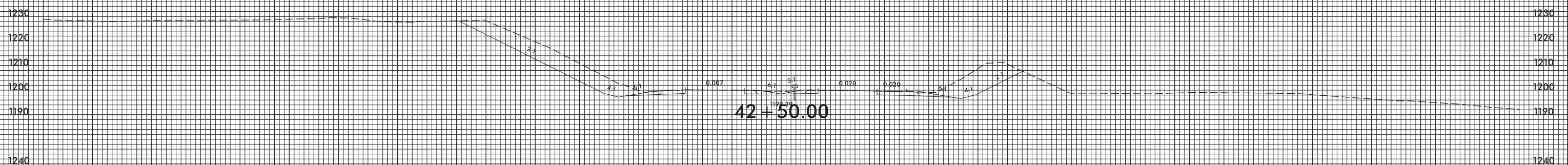
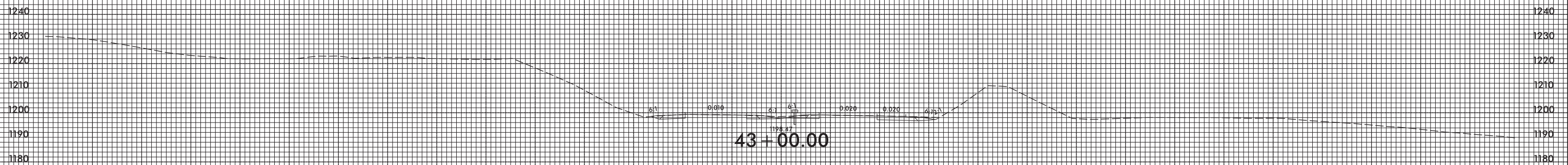
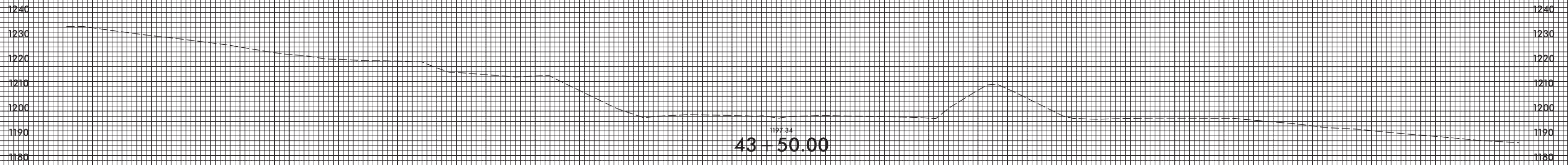
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SHEET NO.  
X-14

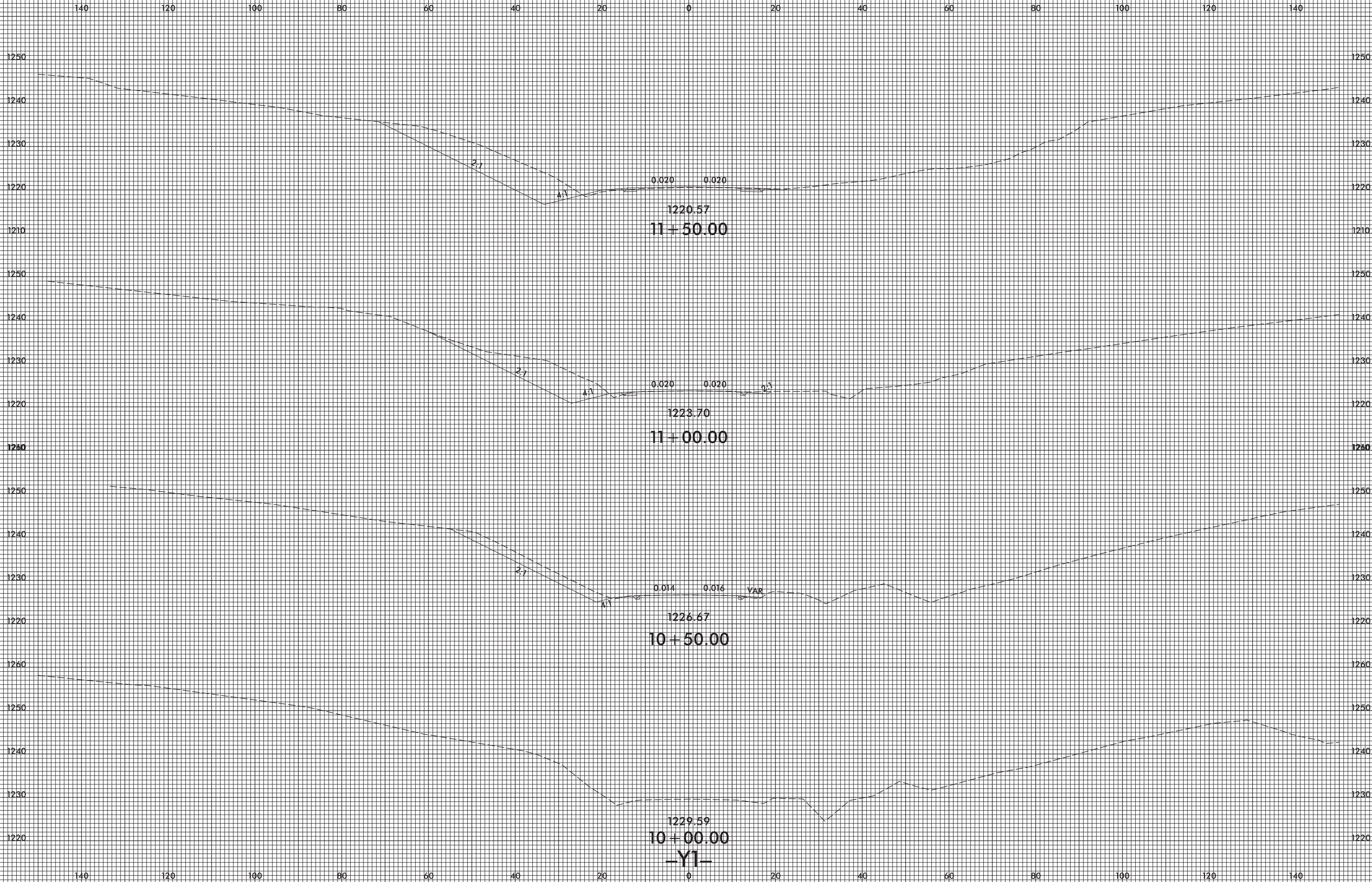


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13:18:00

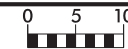
300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300



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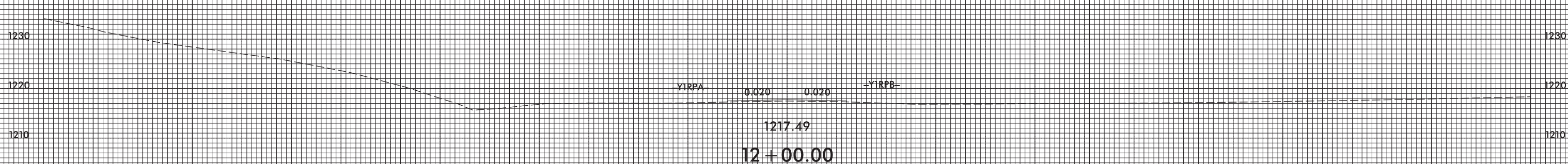
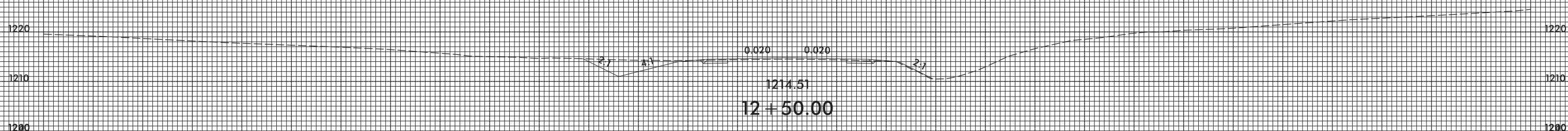
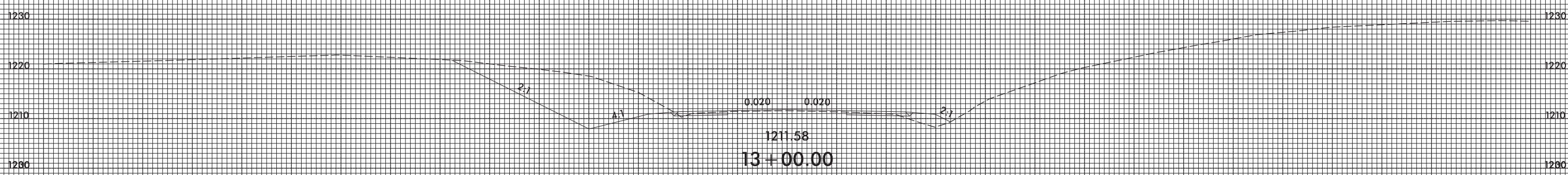
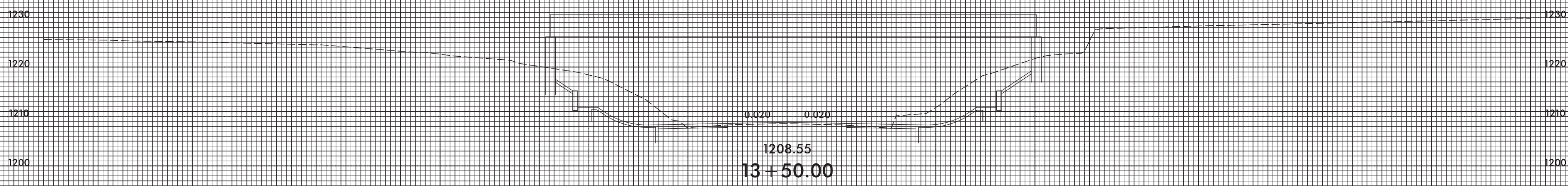
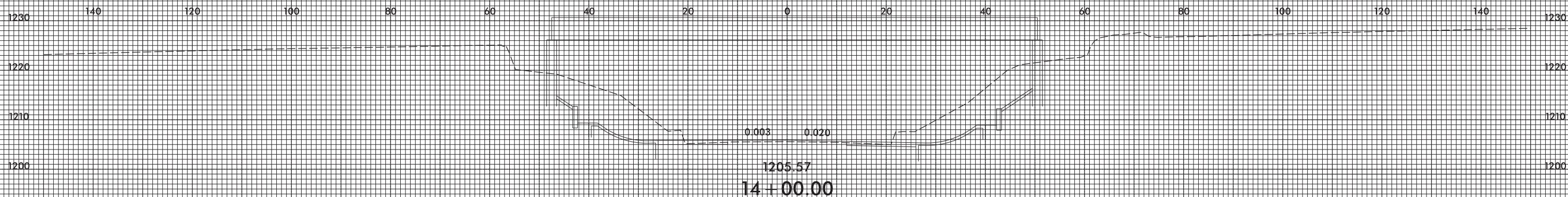


8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-17



-Y1-

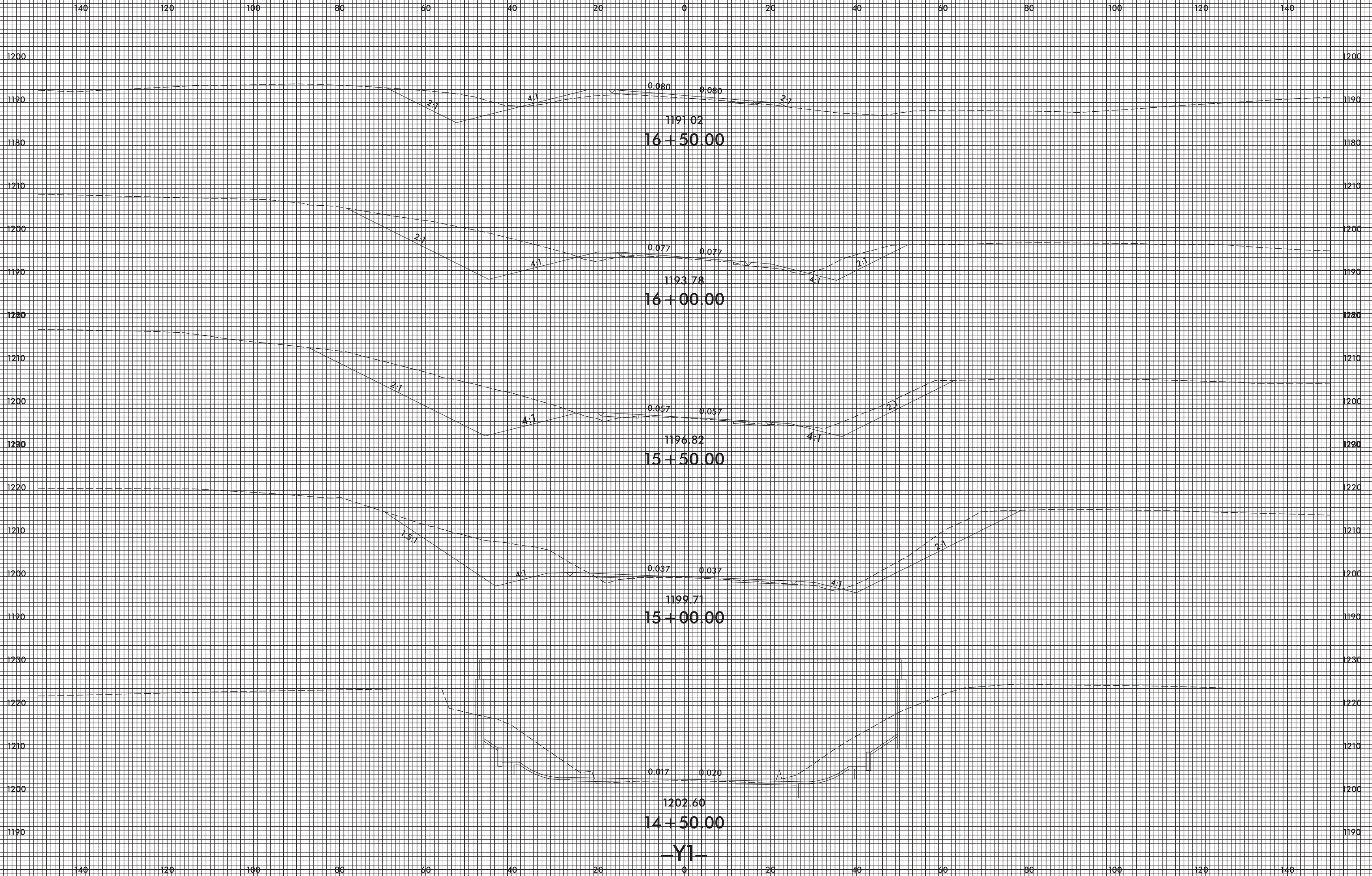
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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-18



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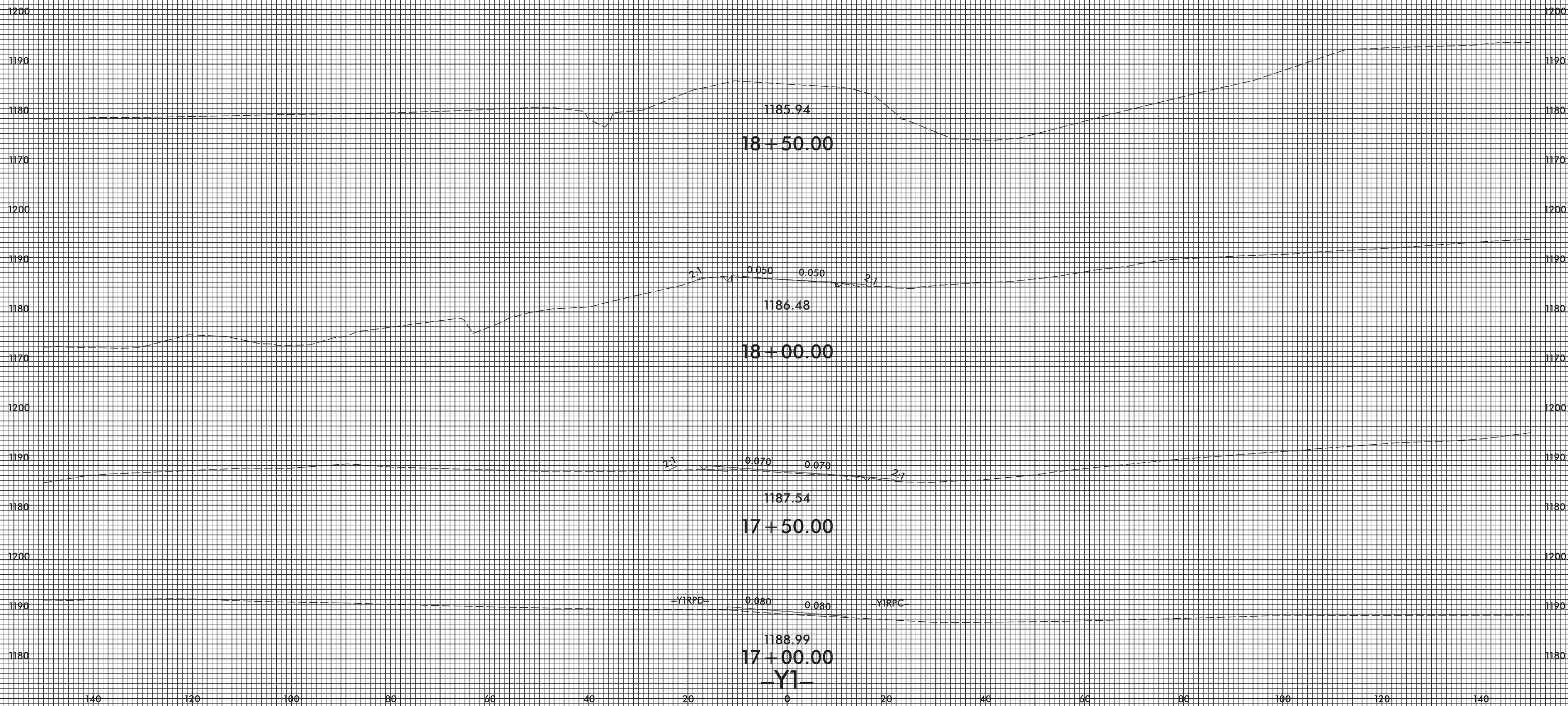
8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-19

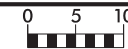
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JSE:rajoung

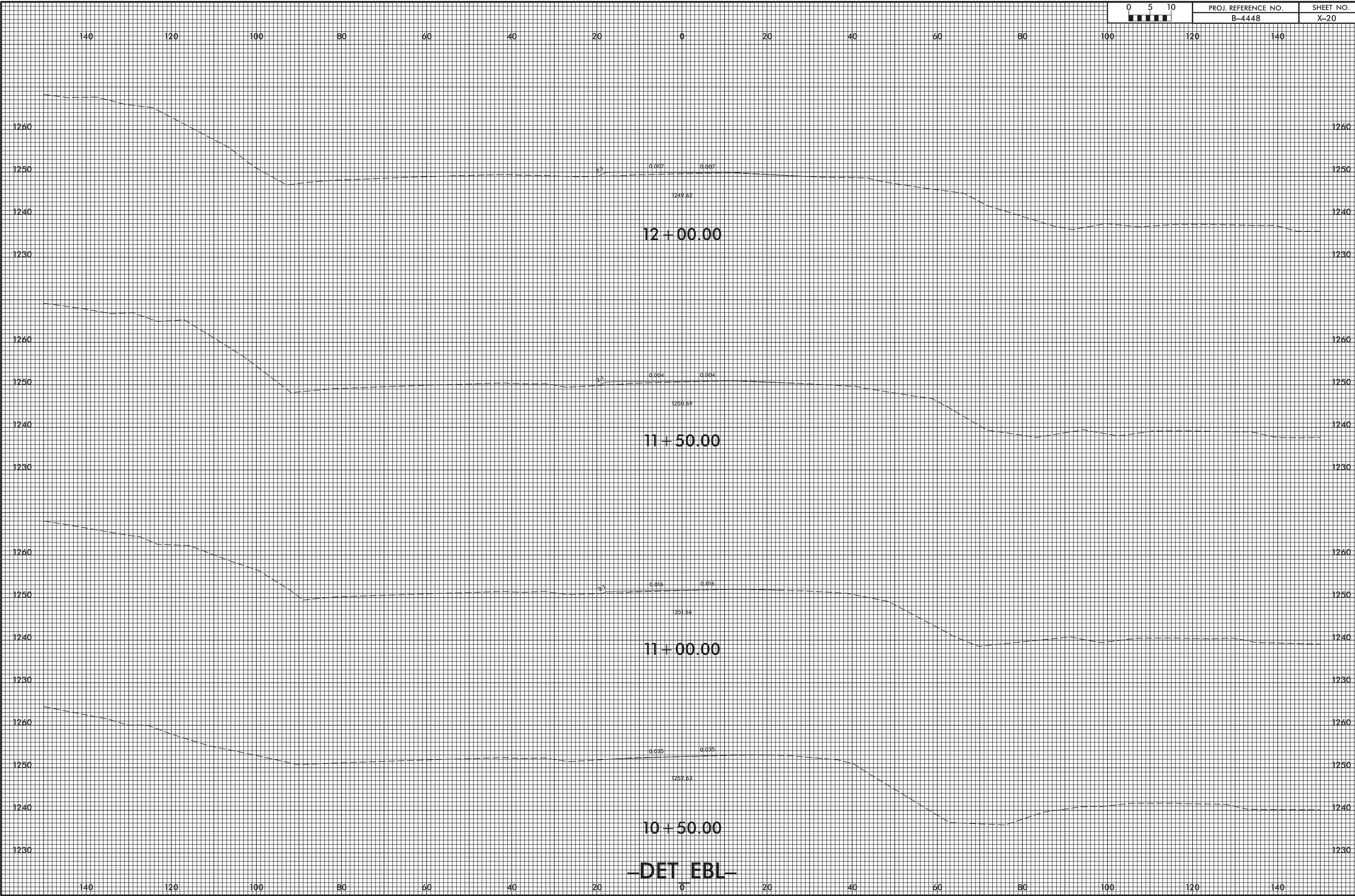
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PROJ. REFERENCE NO.  
B-4448

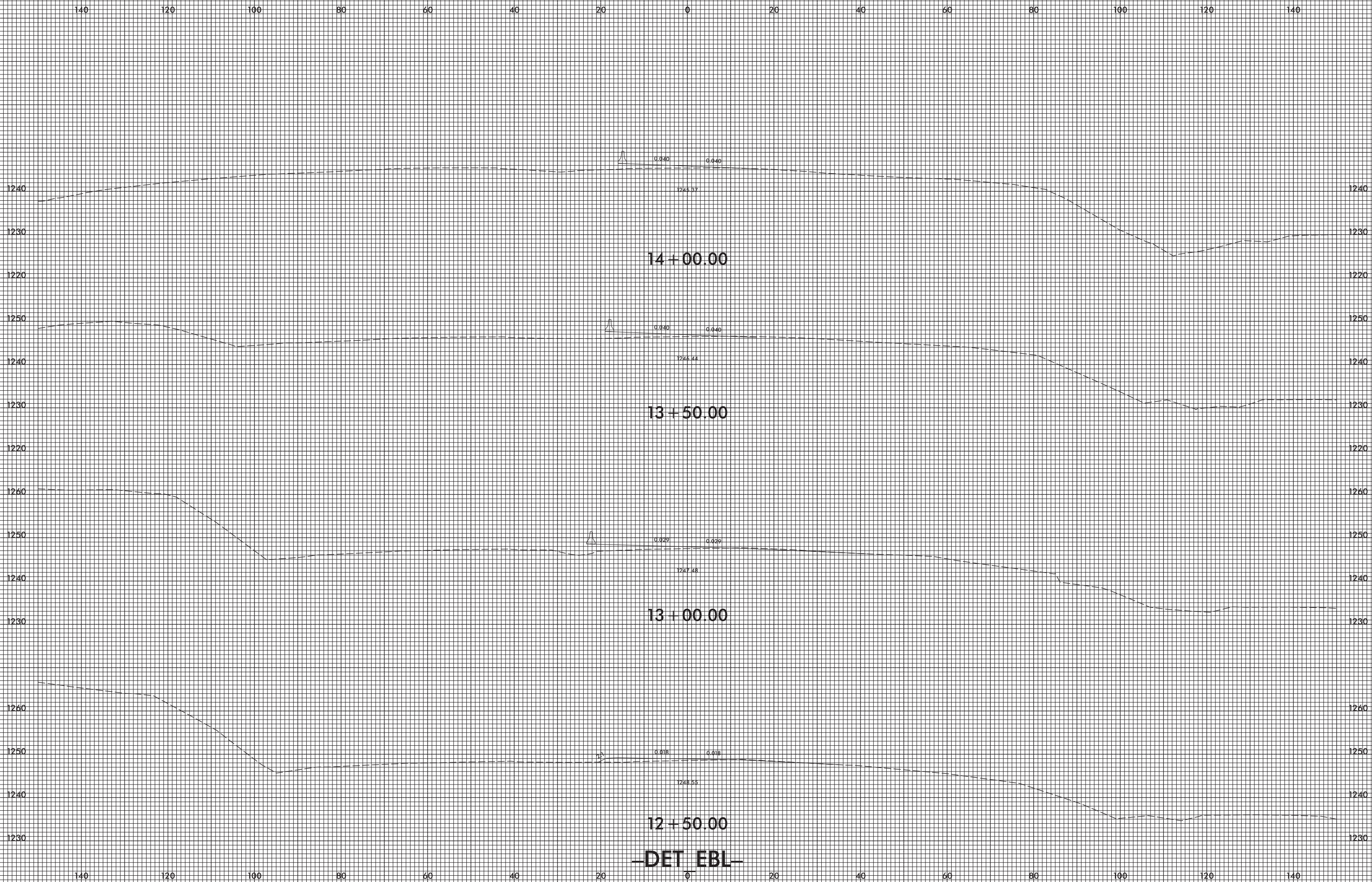
SHEET NO.  
X-20



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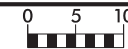
-DET EBL-





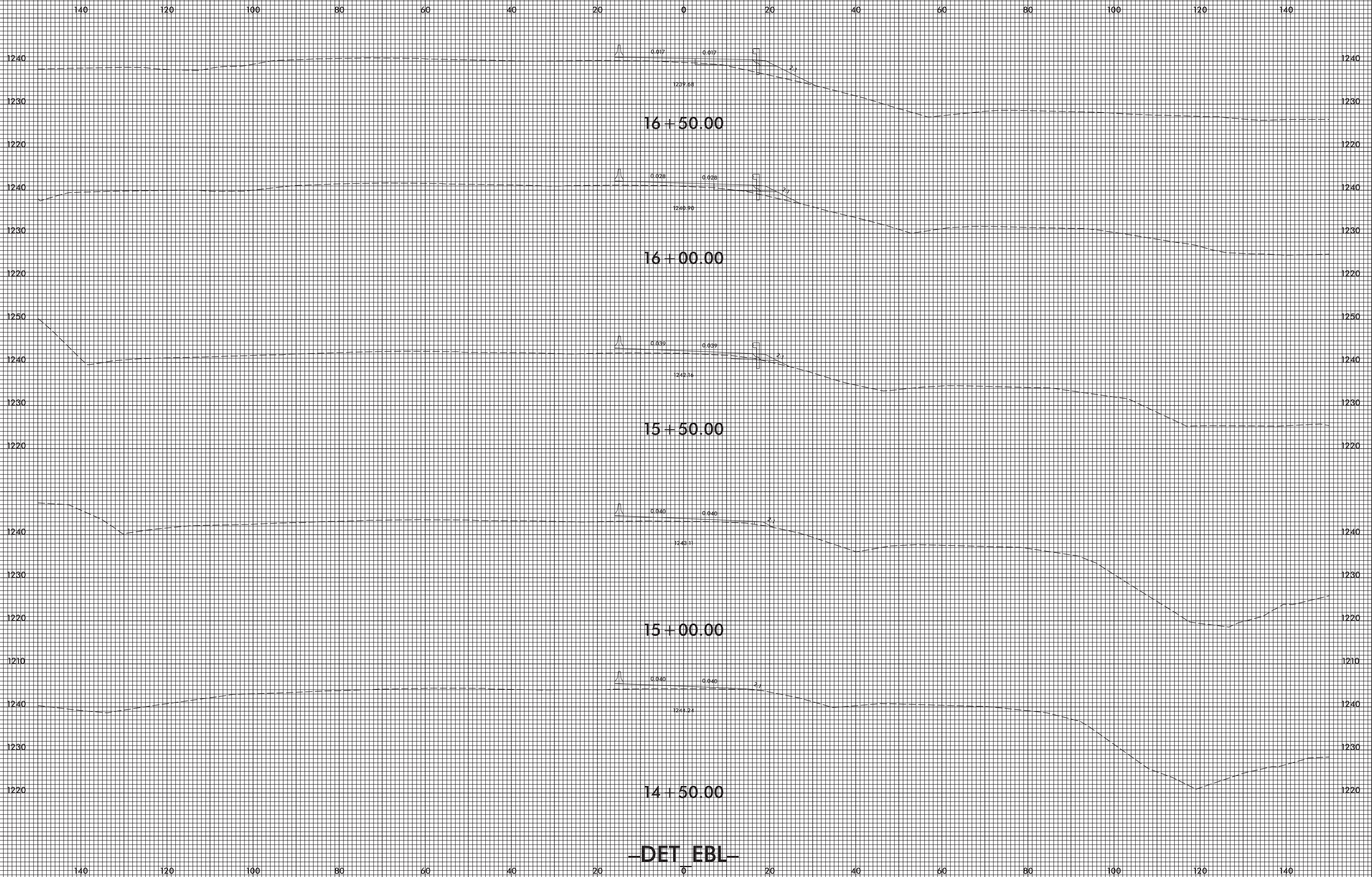
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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-22



-DET EBL-

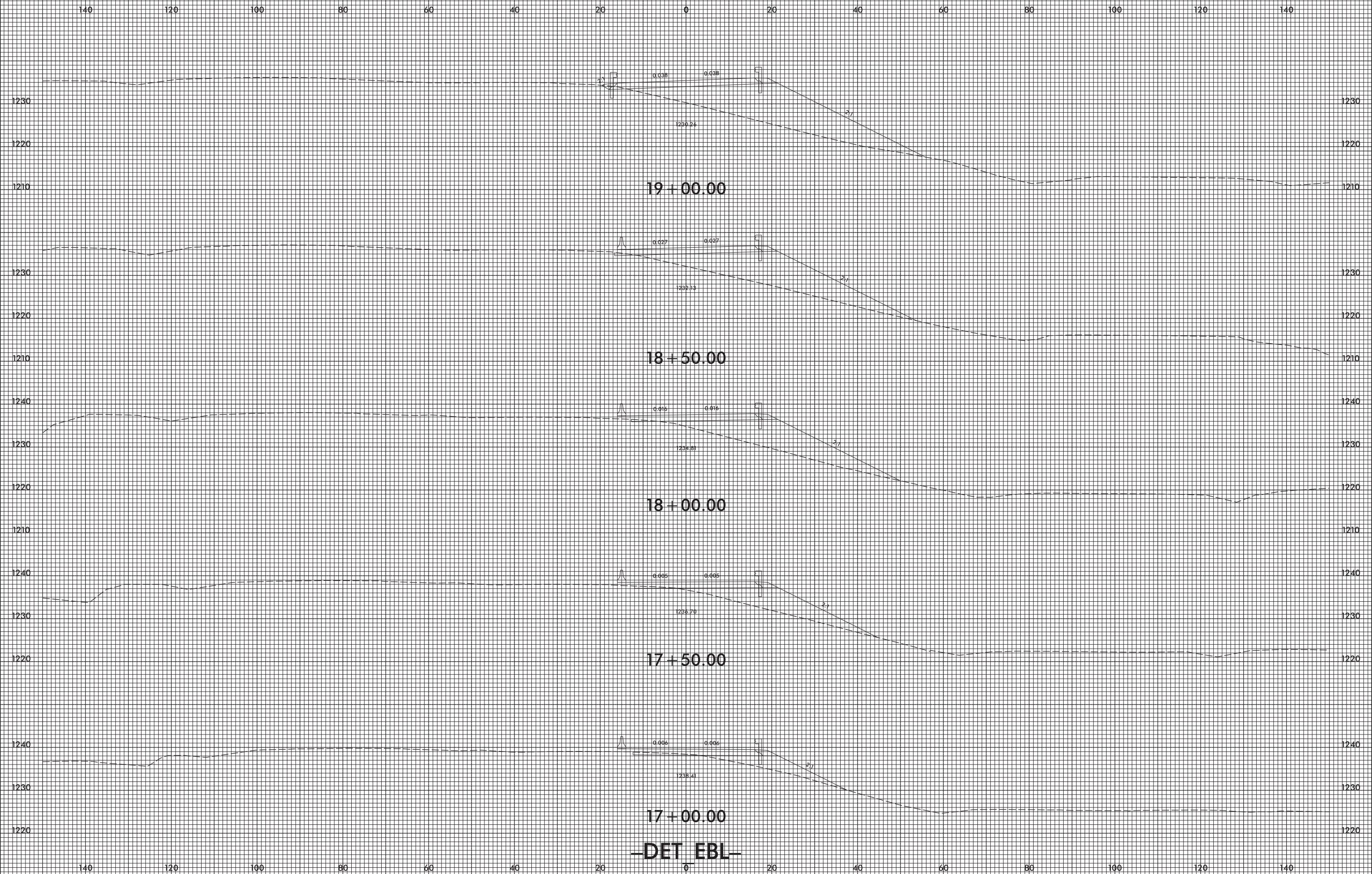
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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-23



-DET EBL-

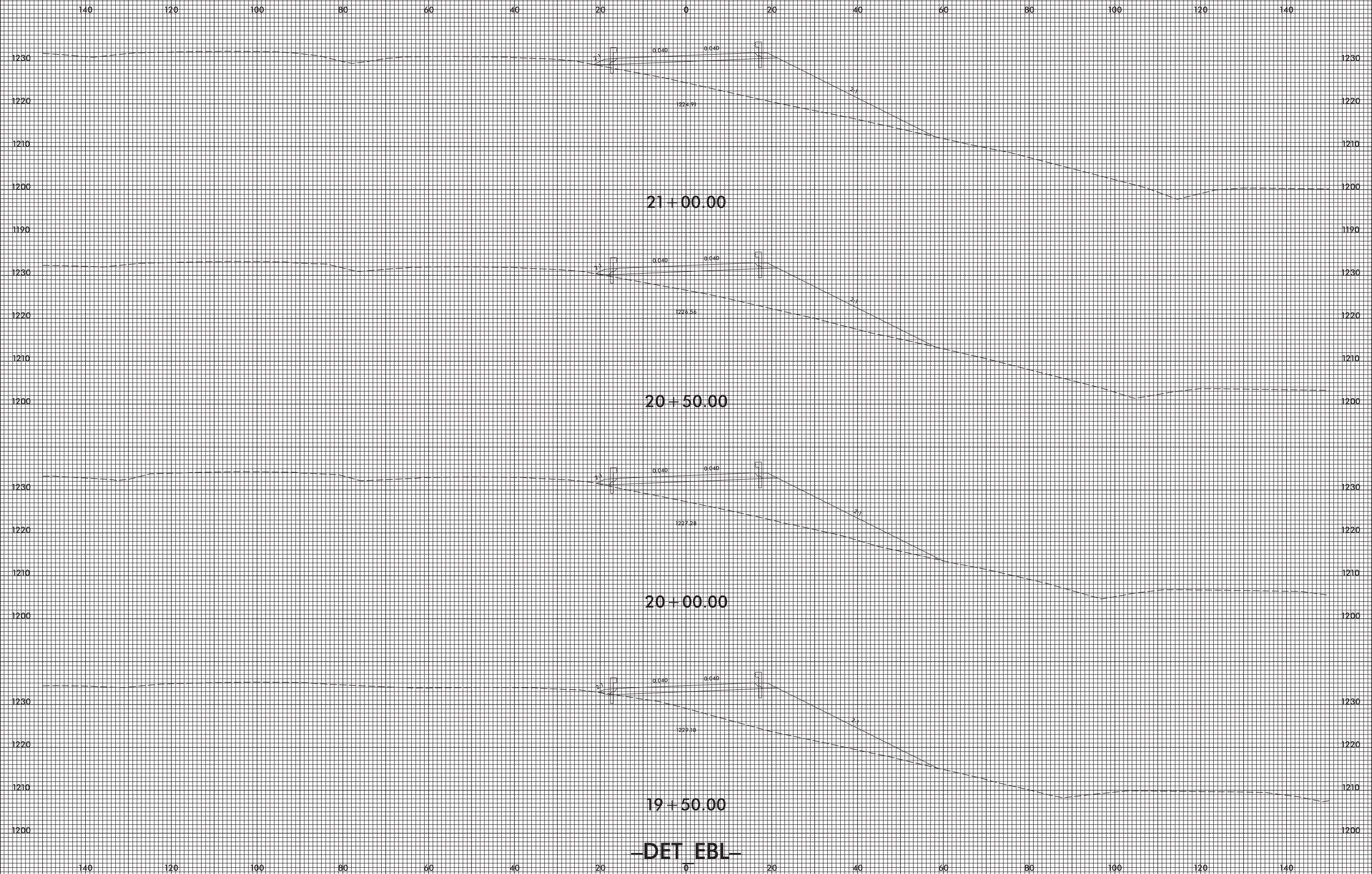
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JSE:Rajoung

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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-24



21 + 00.00

20 + 50.00

20 + 00.00

19 + 50.00

-DET EBL-

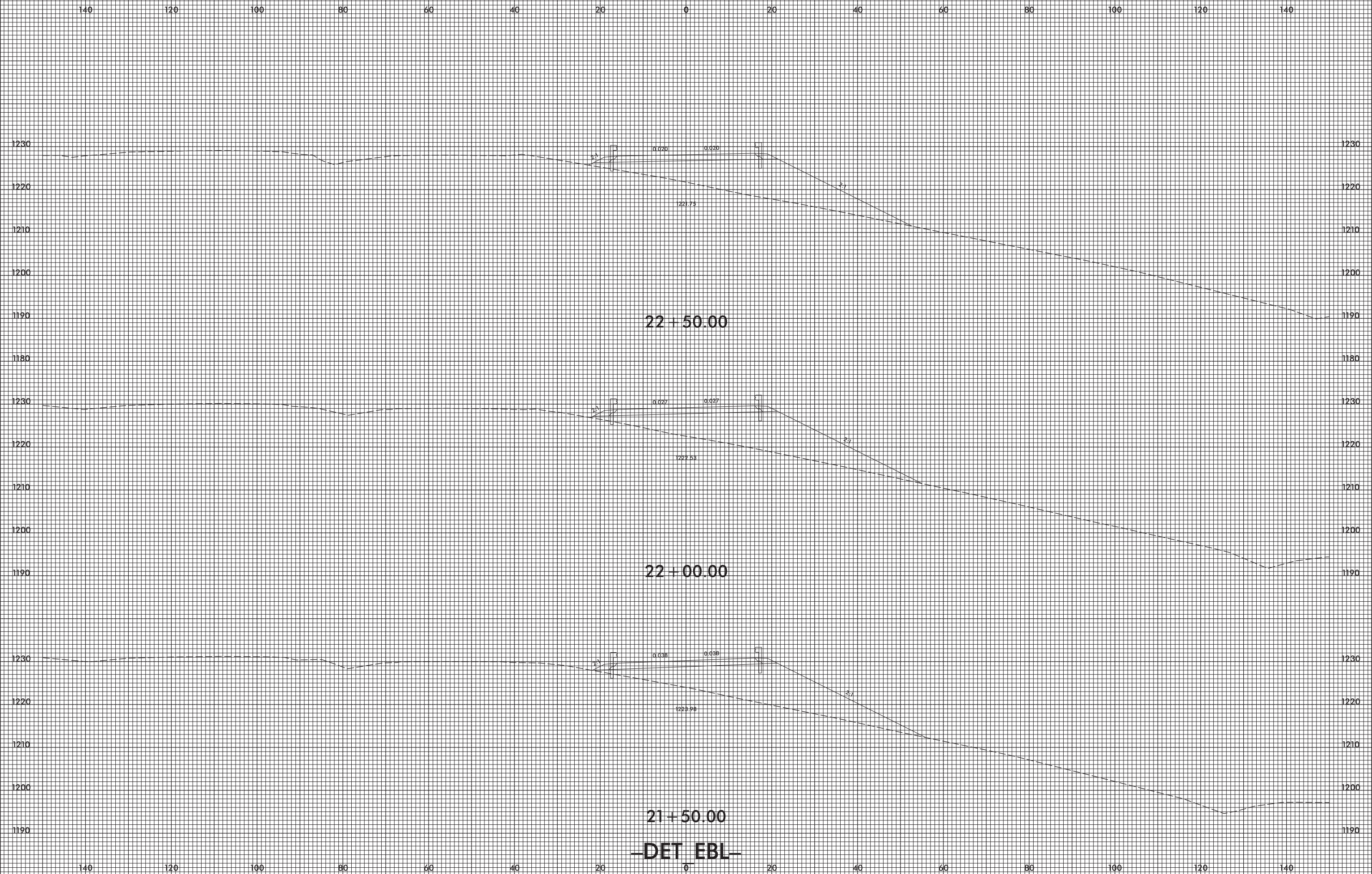
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SHEET NO.  
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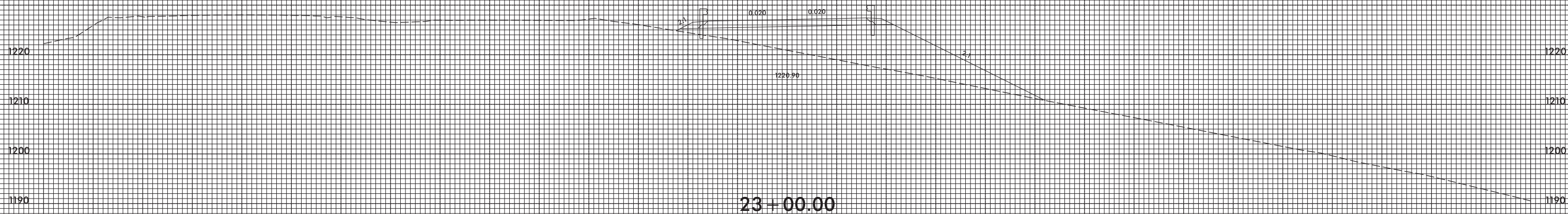
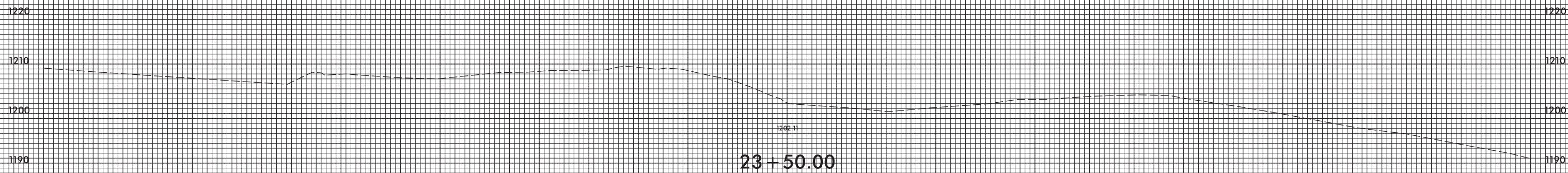
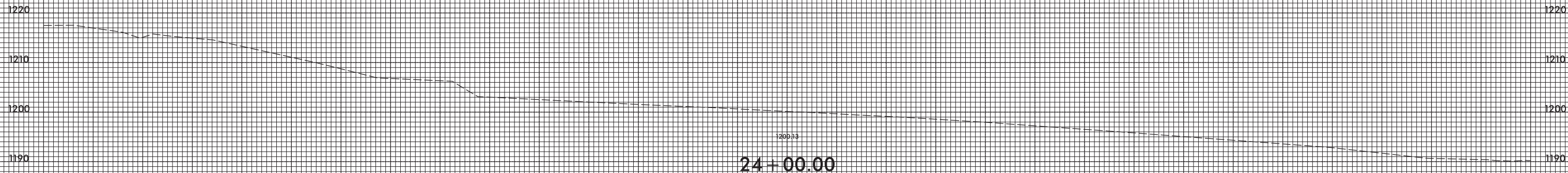
8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-26

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140



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140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

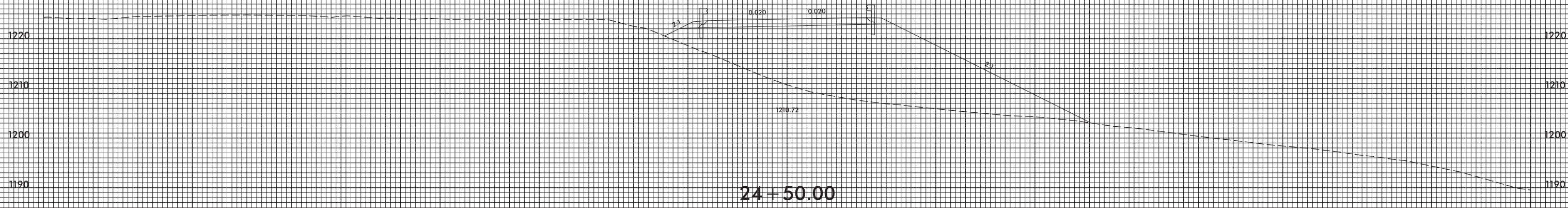
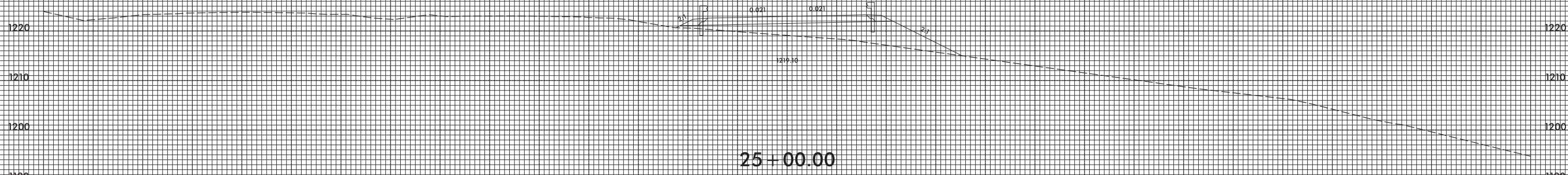
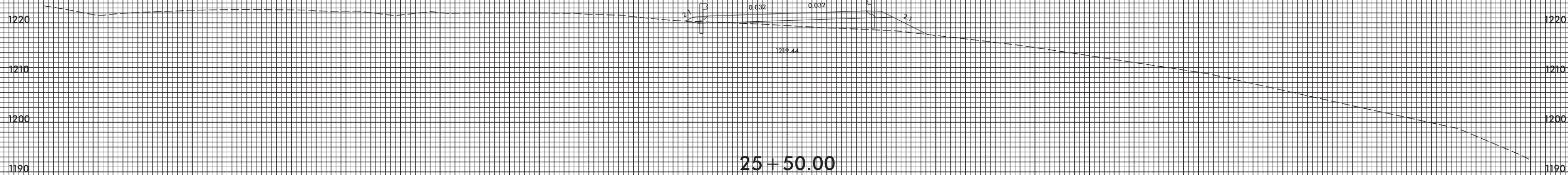
8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-27

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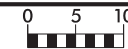


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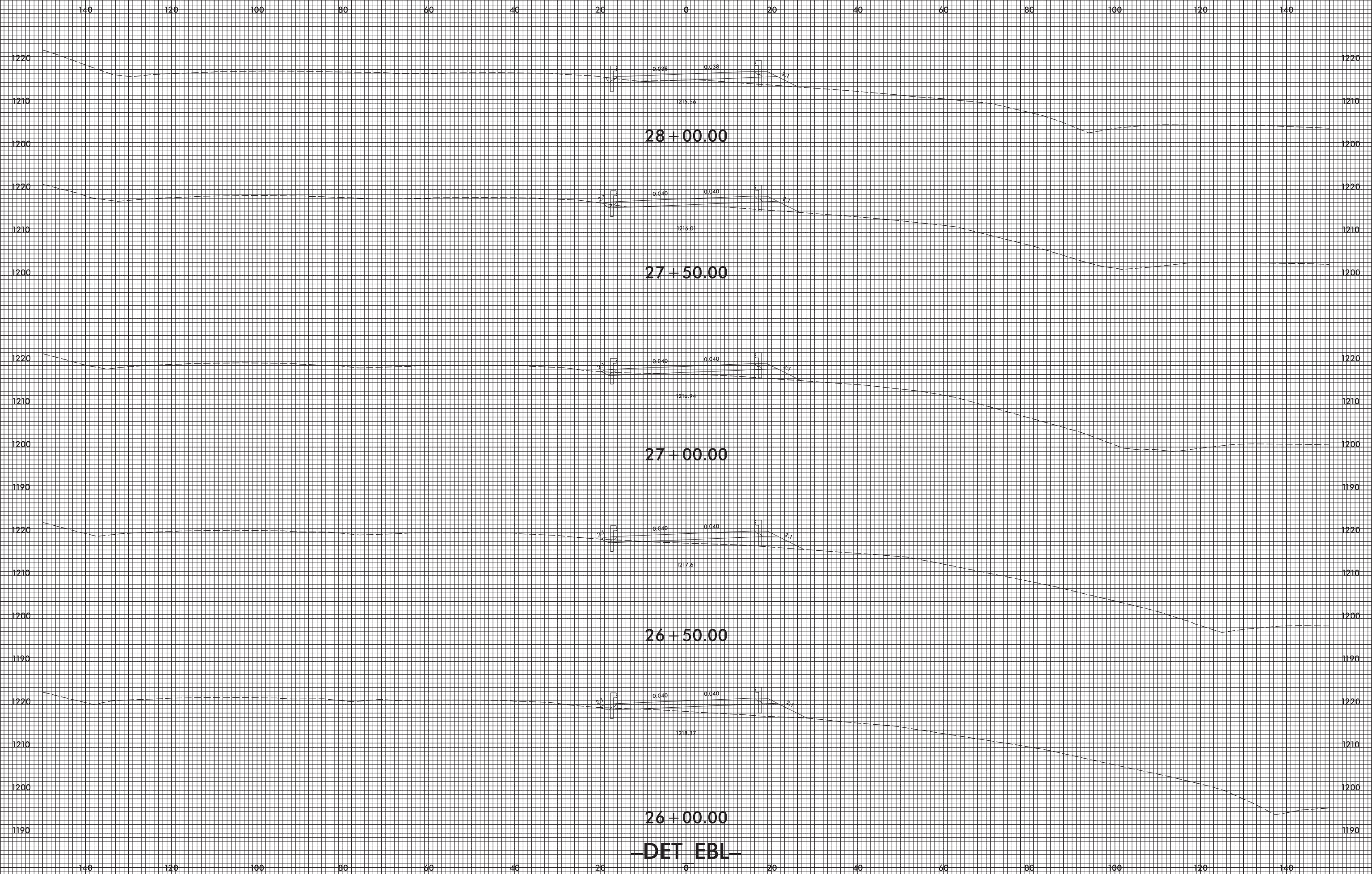
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-28



**-DET EBL-**

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JSE:Rajoung



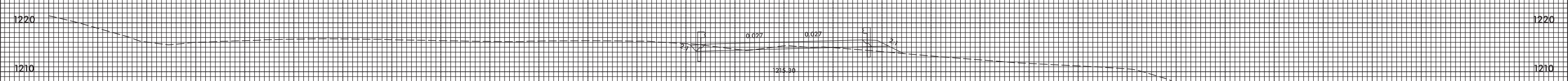
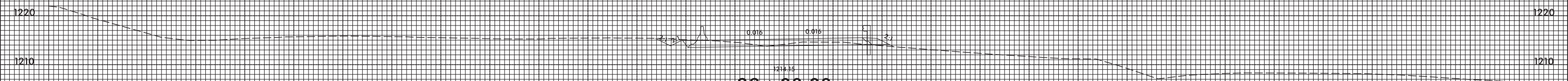
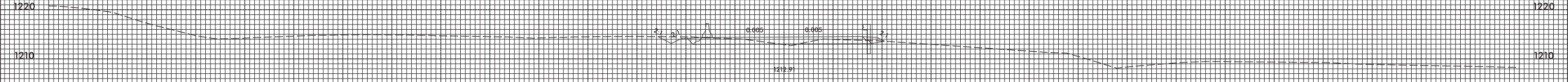
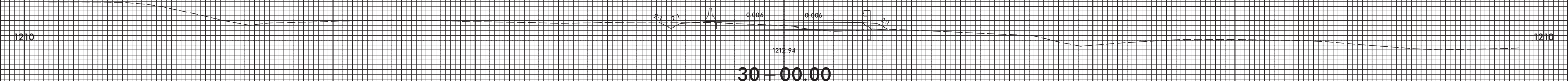
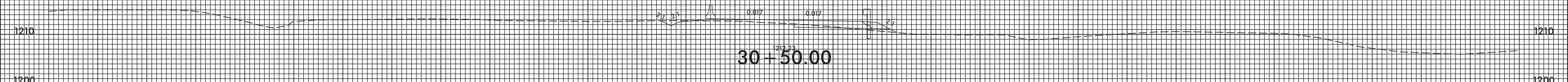
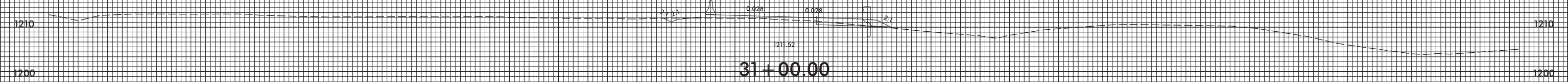
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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-29

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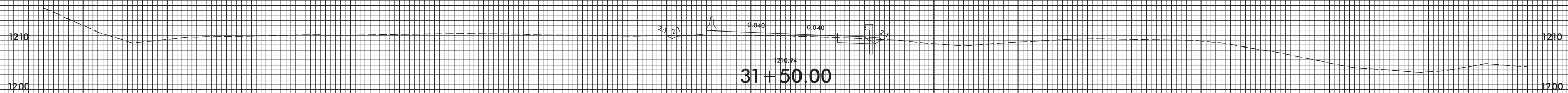
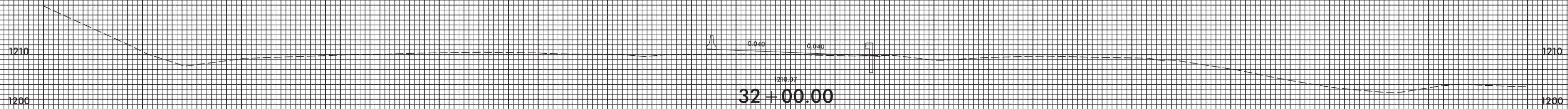
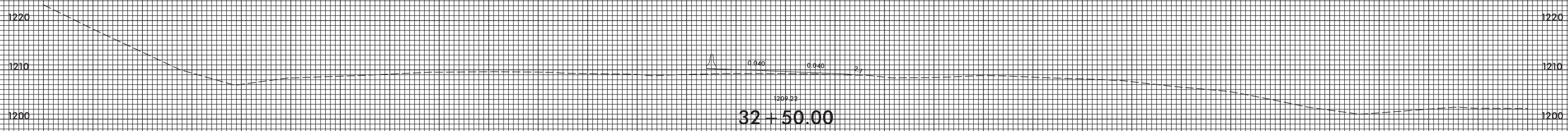
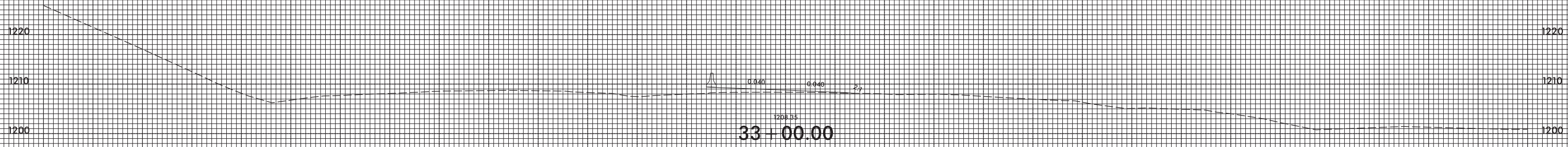
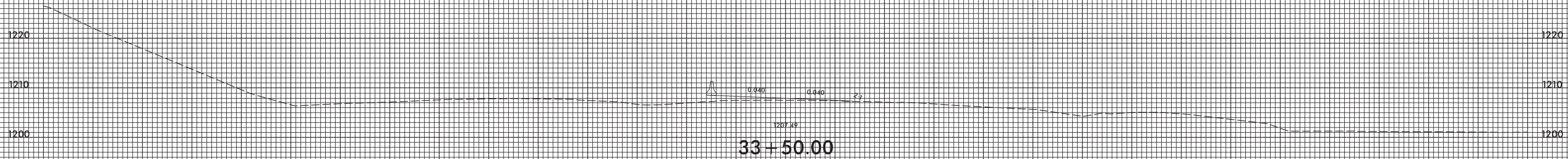
8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-30

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140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

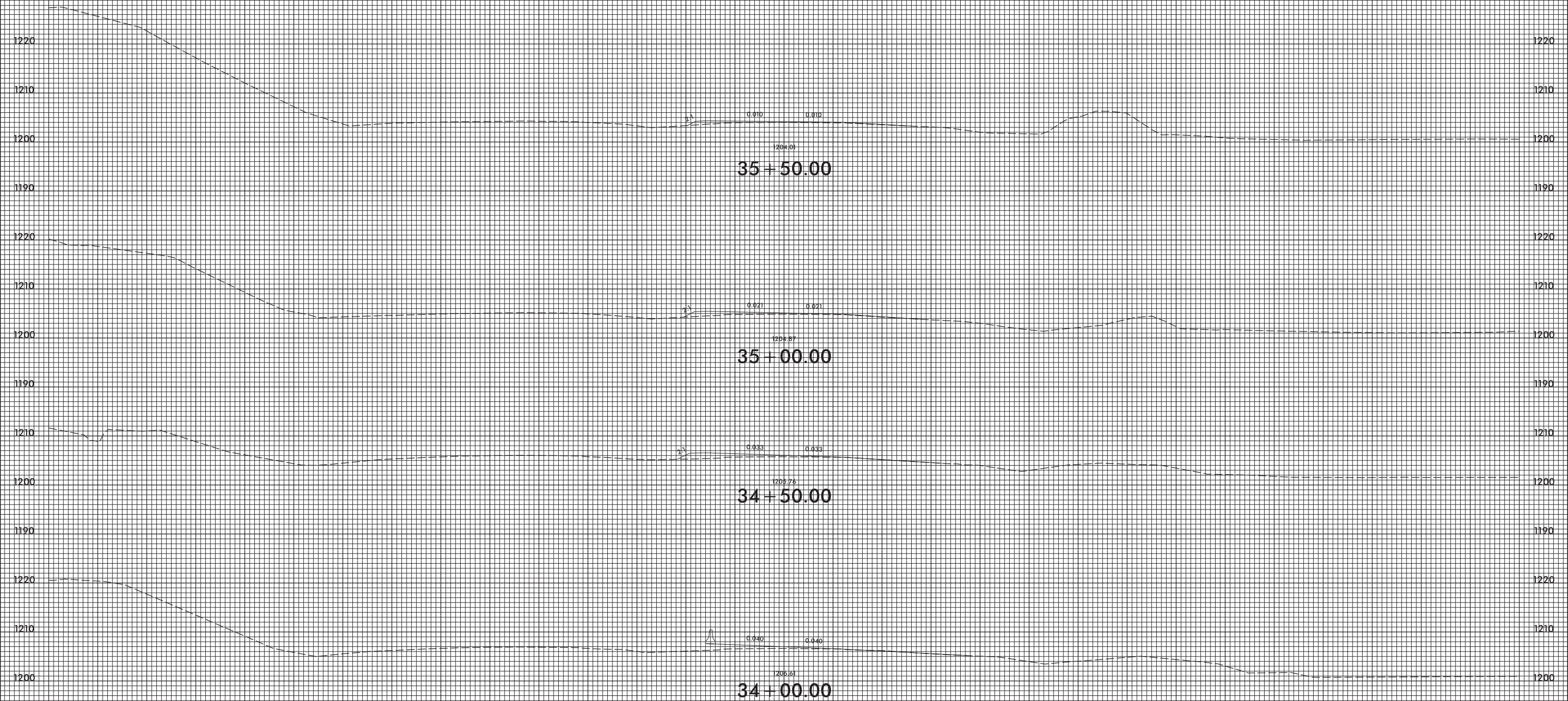
8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-31

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140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

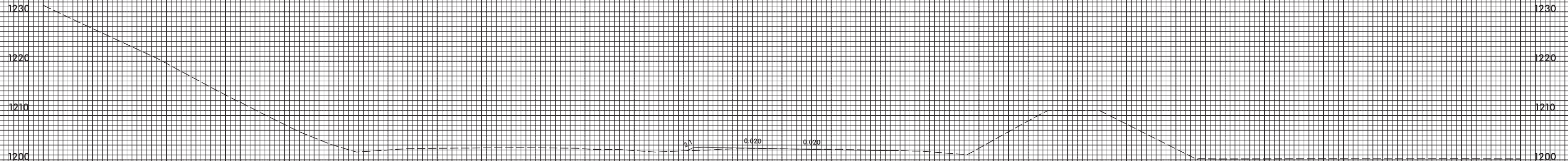
8/23/99



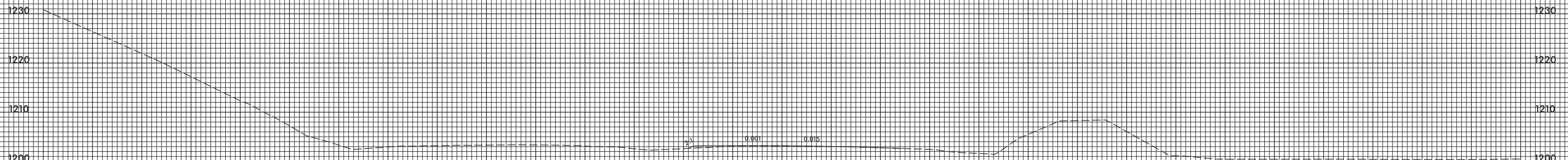
PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-32

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1230 1220 1210 1200 1190



1230 1220 1210 1200 1190

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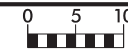
36 + 50.00

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DET EBL

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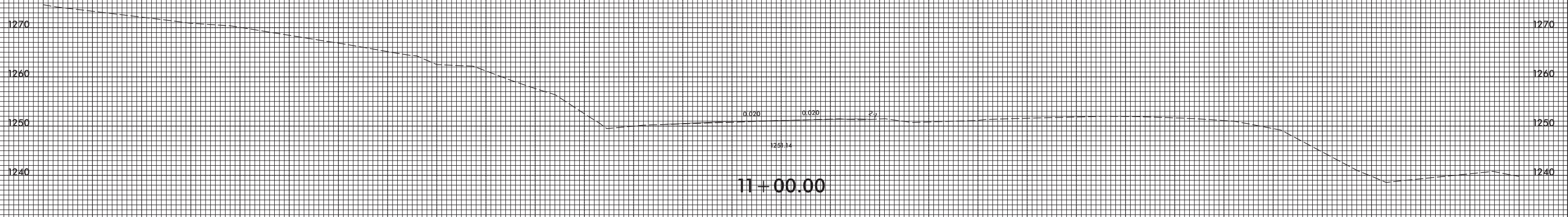
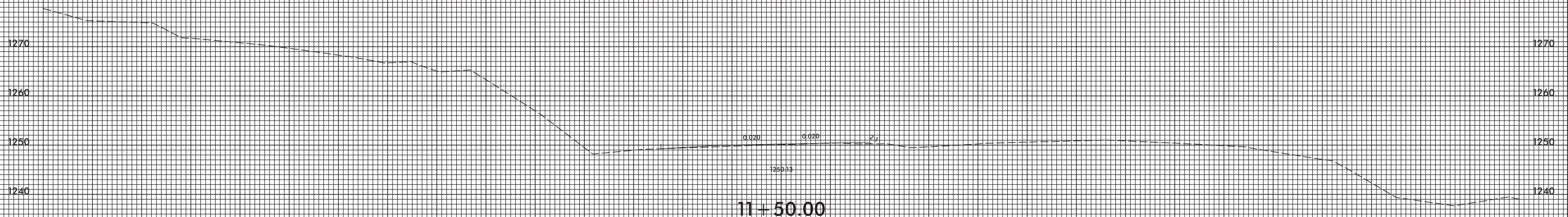
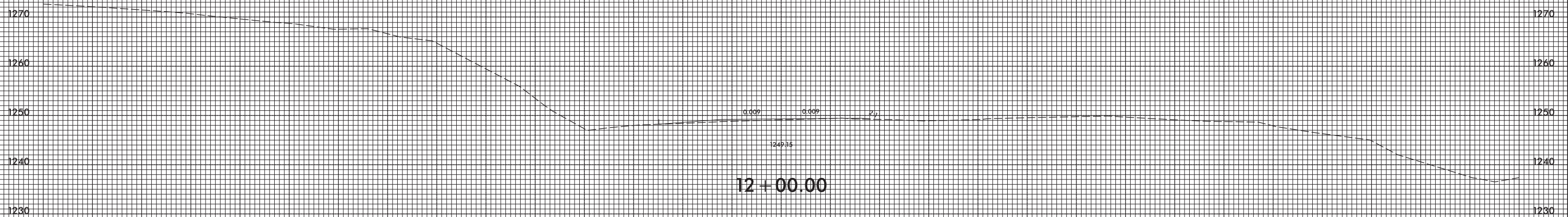
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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-33

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**-DET WBL-**

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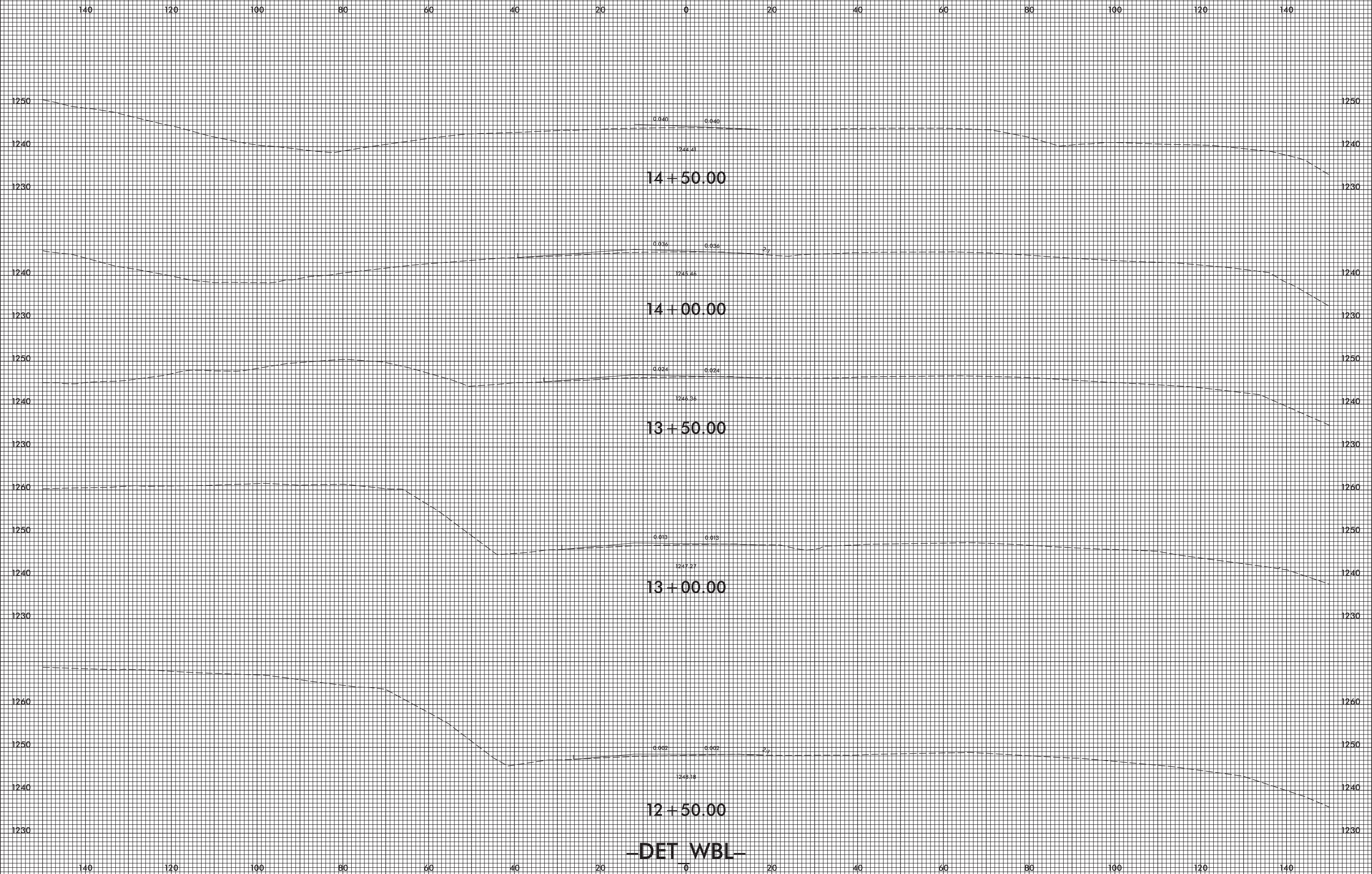
3/5/2008  
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JSE:Rajoung

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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-34



**-DET WBL-**

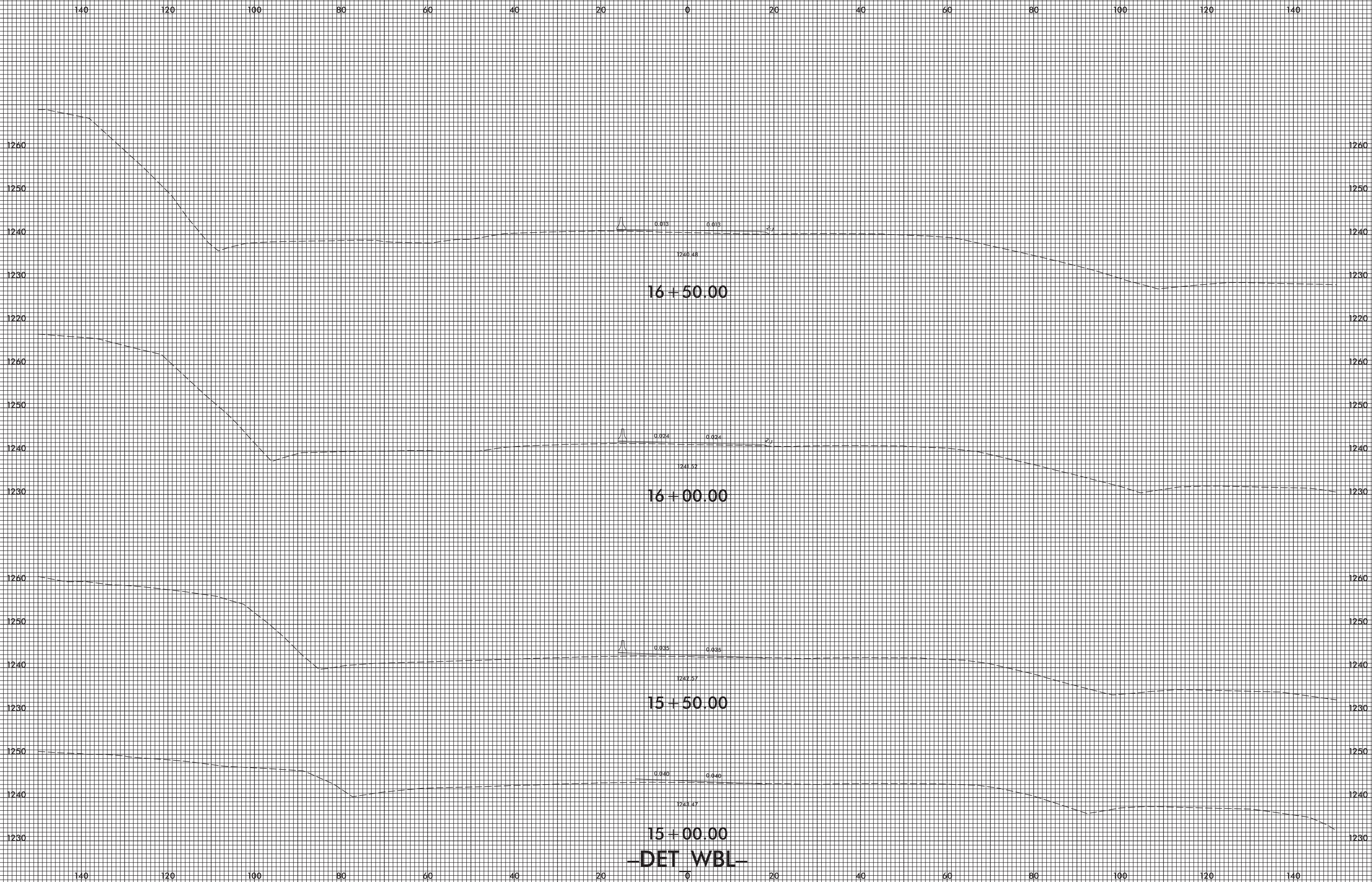
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JSE:Rajoung

8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-35



3/5/2008  
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JSE:Rajoung

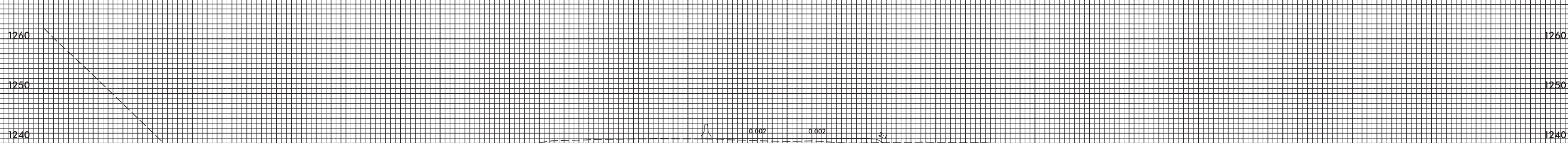
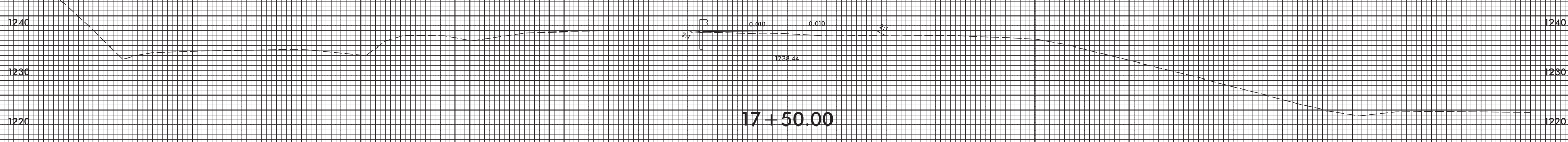
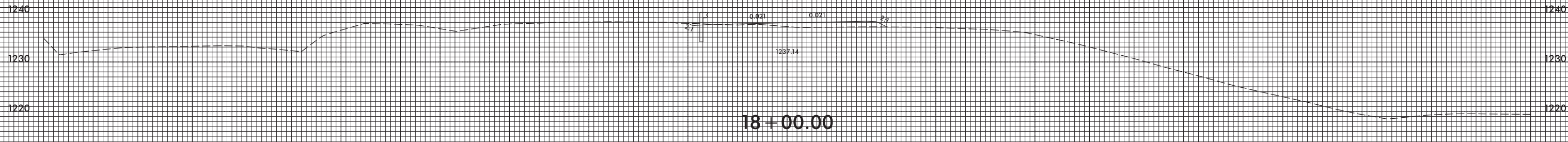
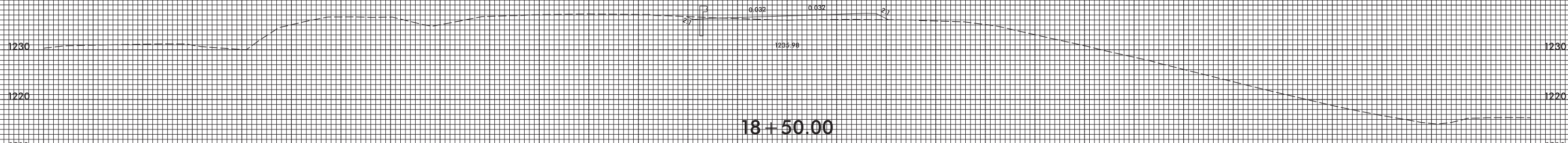
8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-36

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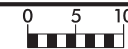
-DET WBL-

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USER:rbj

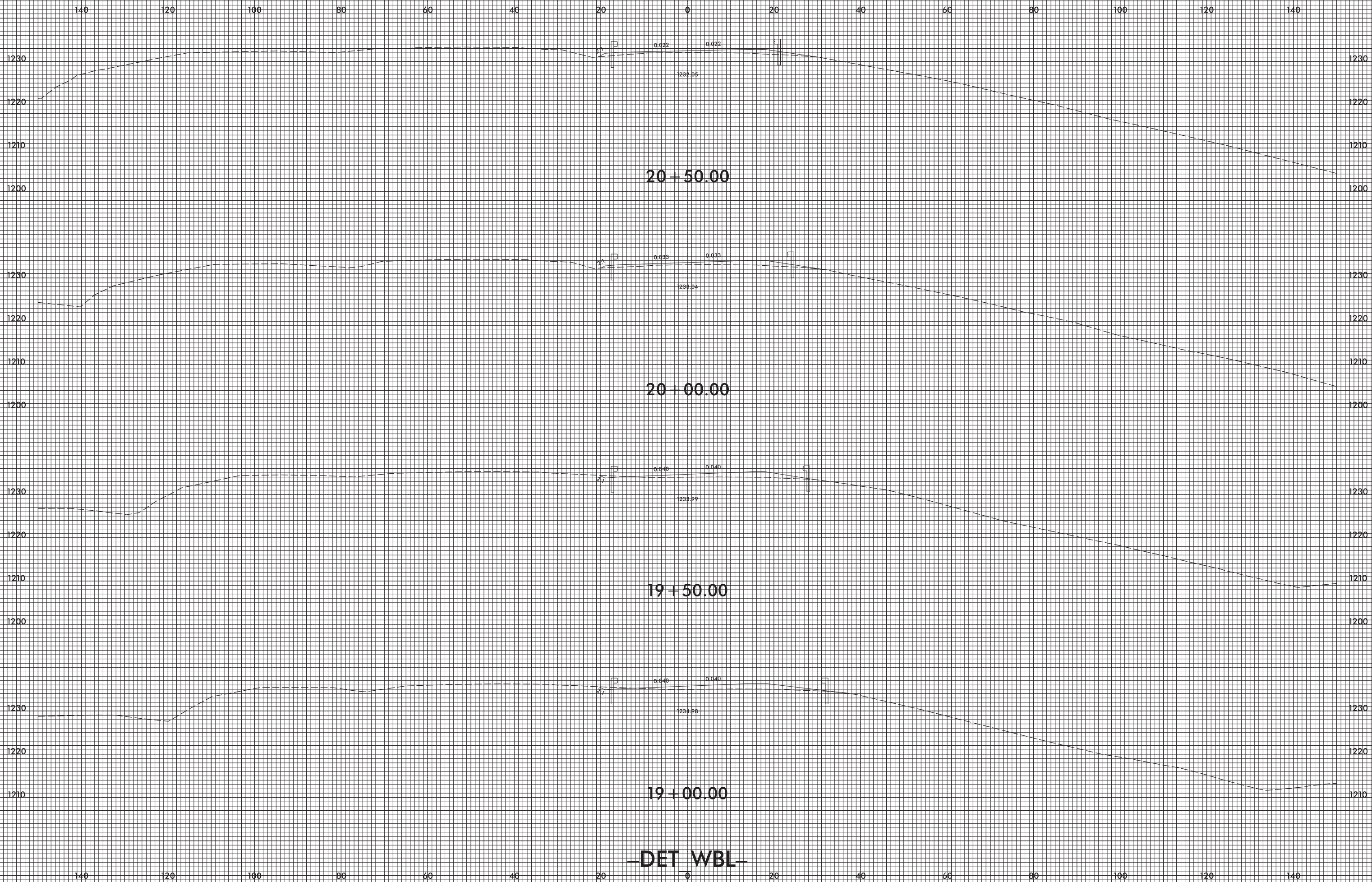


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PROJ. REFERENCE NO.  
B-4448

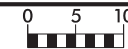
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X-37



**-DET WBL-**

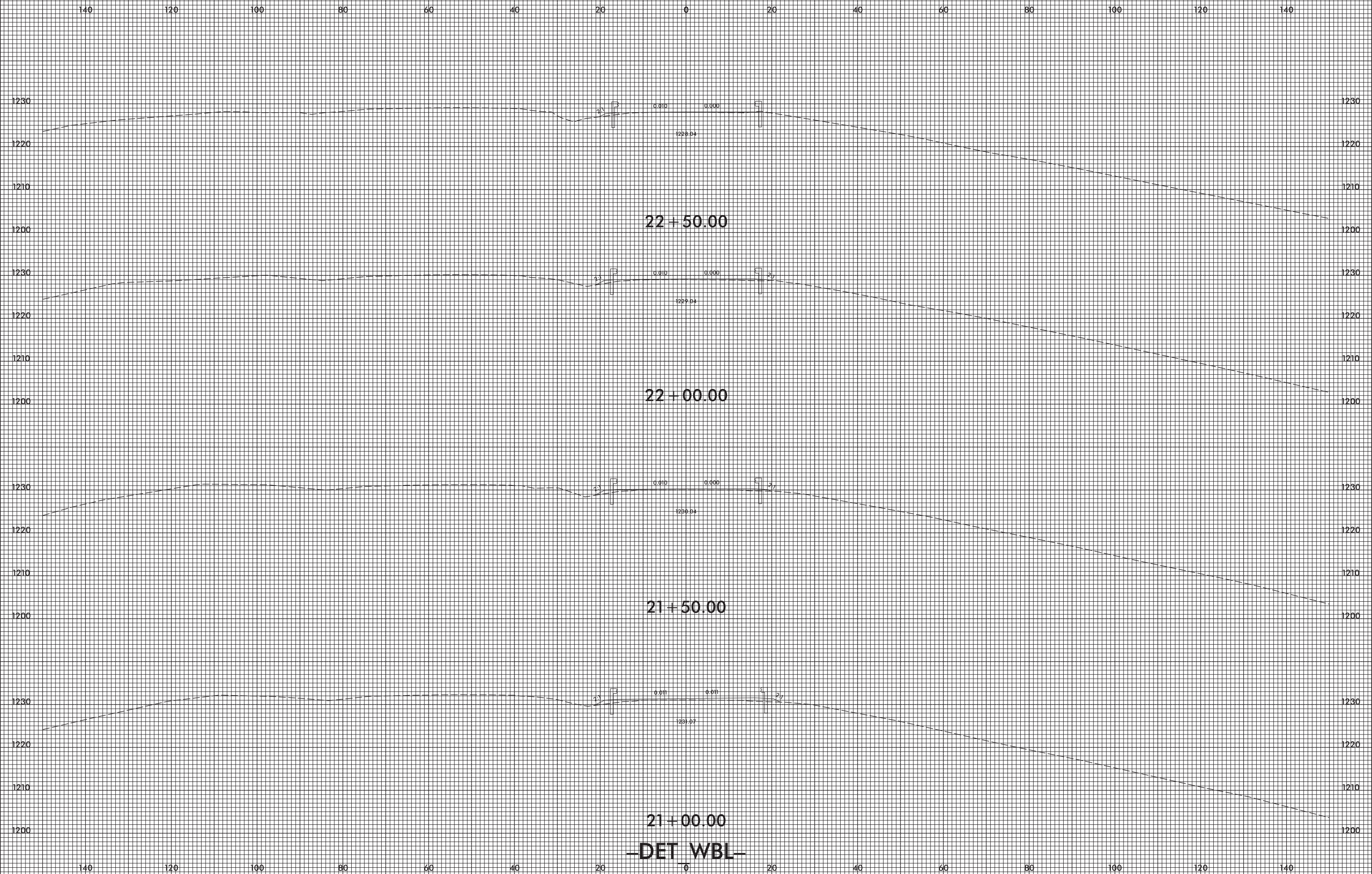
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JSE:RAB:bjg

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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-38



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JSE:rajoung

**-DET WBL-**

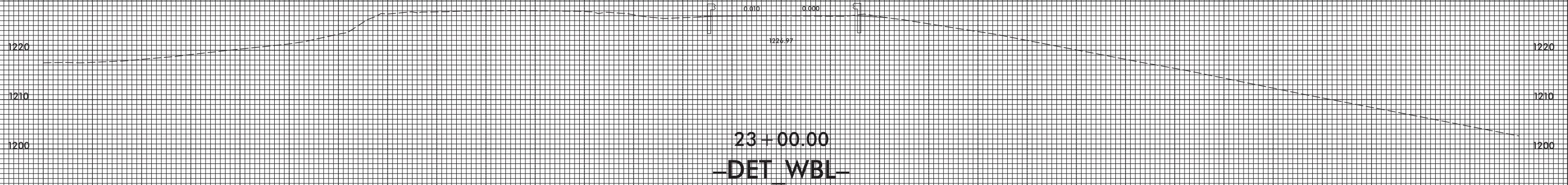
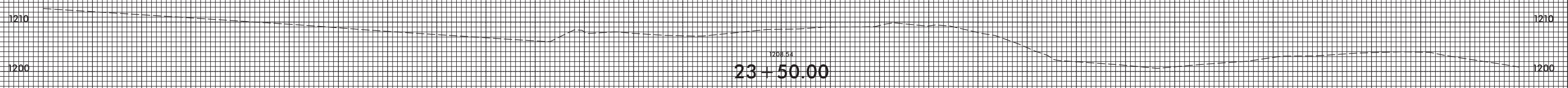
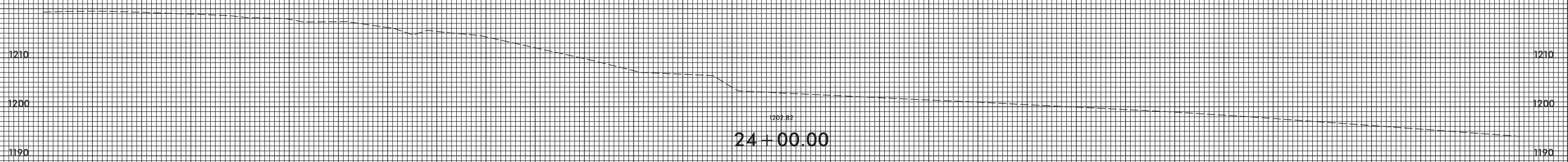
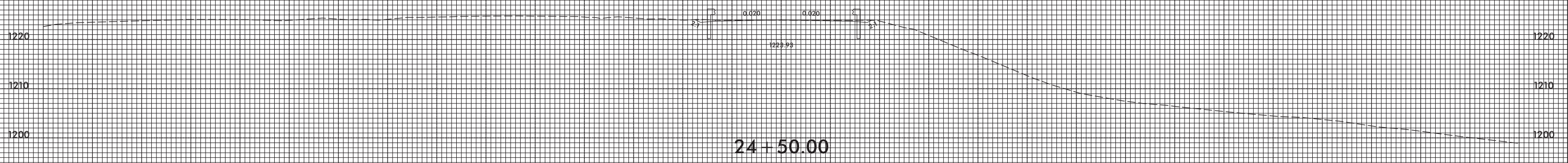
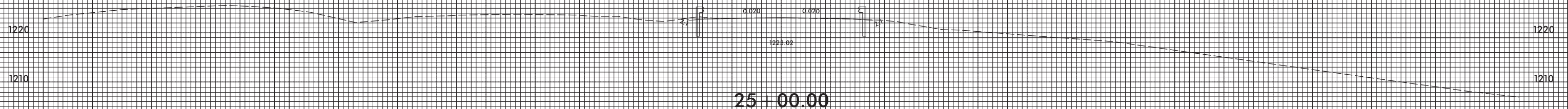
8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-39

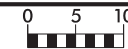
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140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

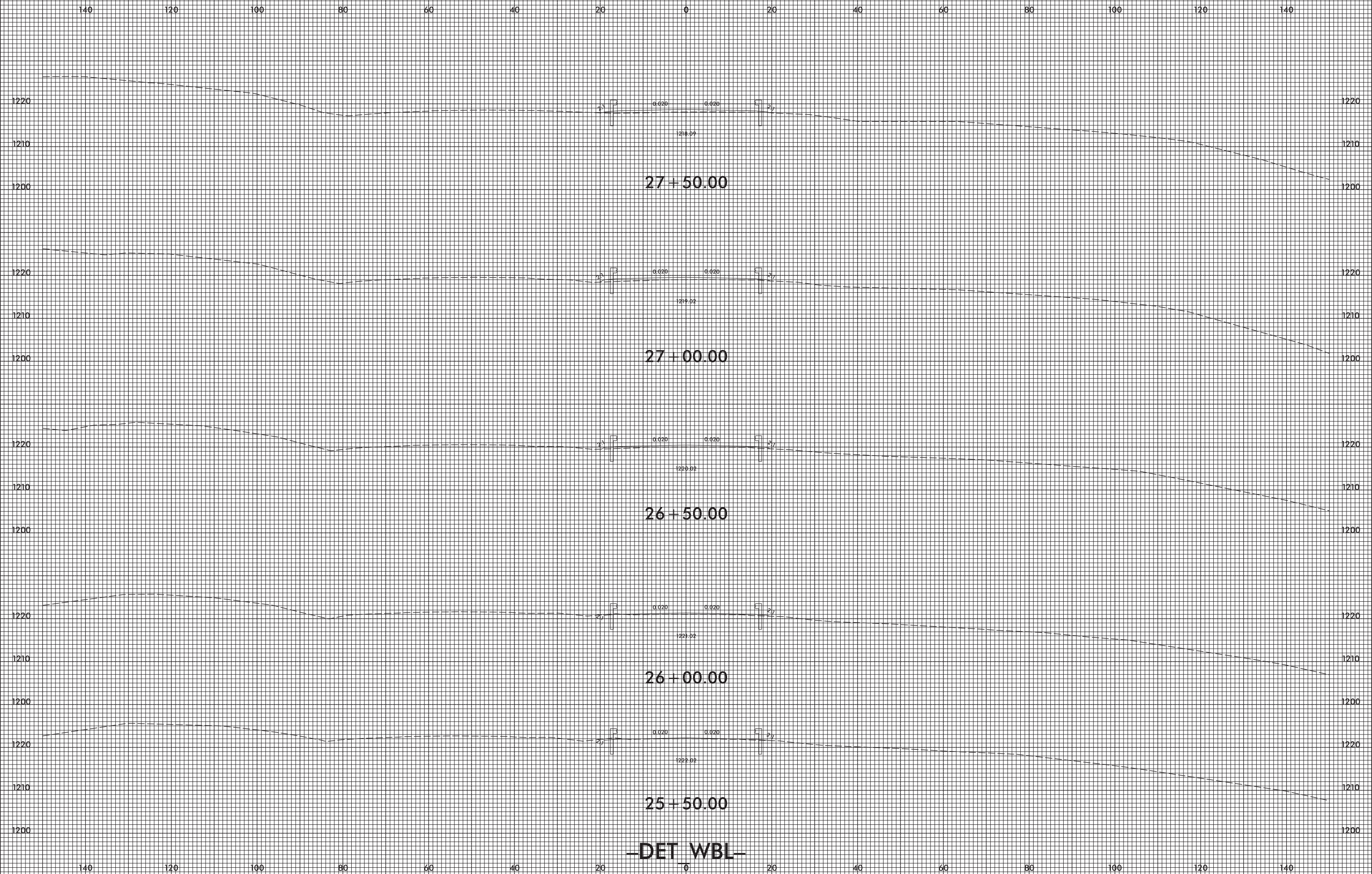
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USER:rbj

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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-40



**-DET WBL-**

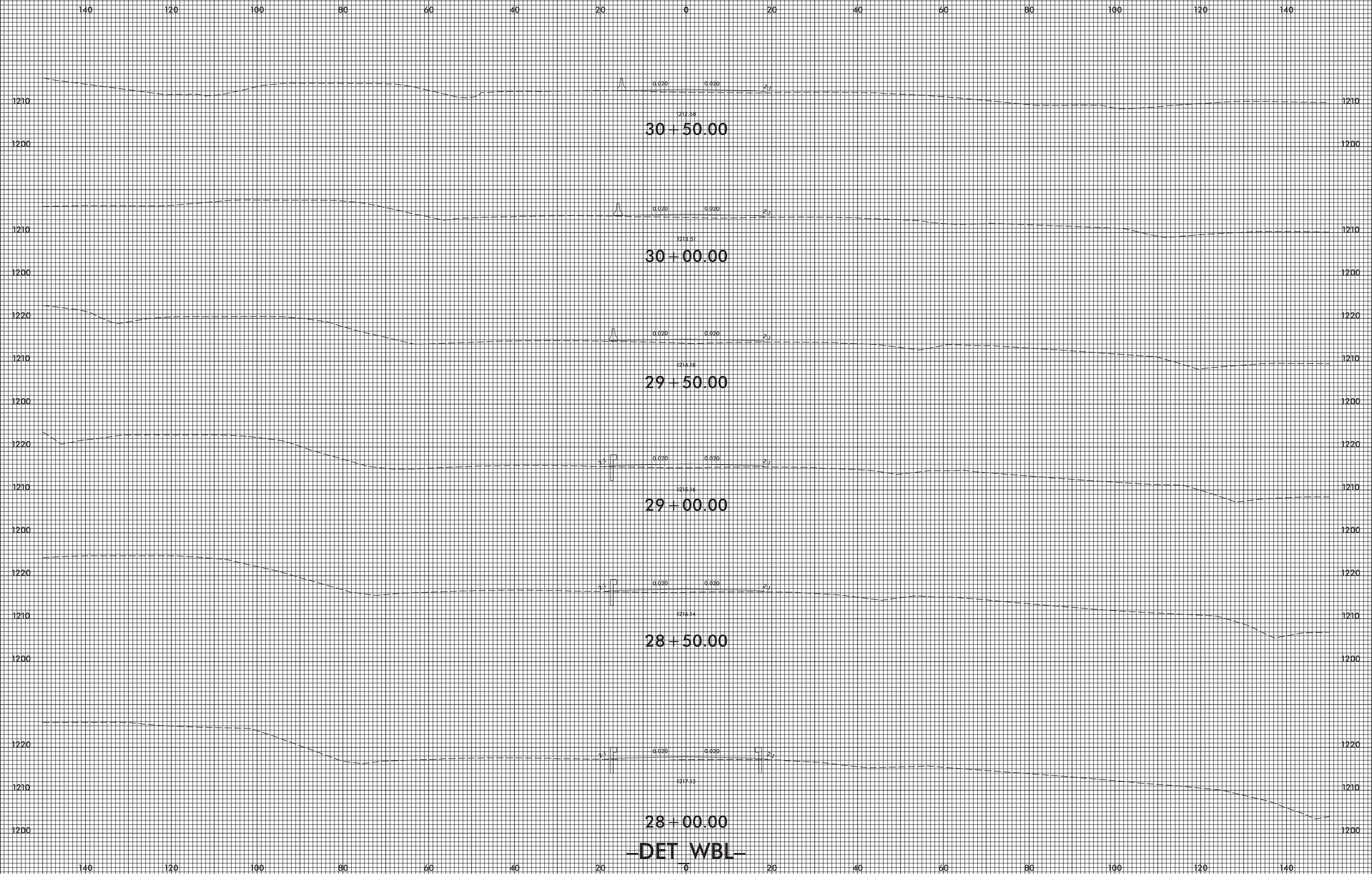
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USER:rbj

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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-41



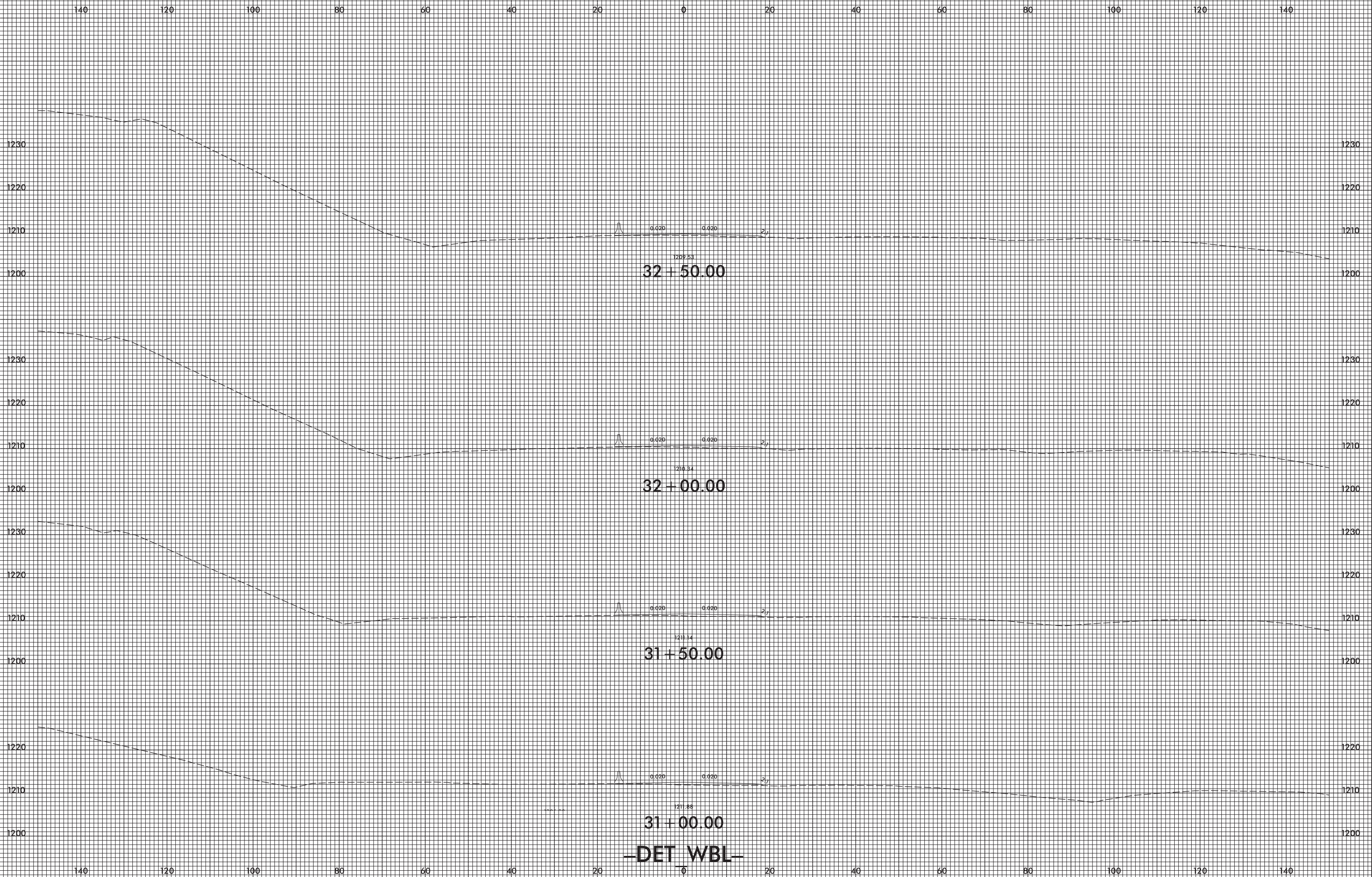
3/5/2008  
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JSE:Rajoung

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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-42



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USER:rbj

**-DET WBL-**

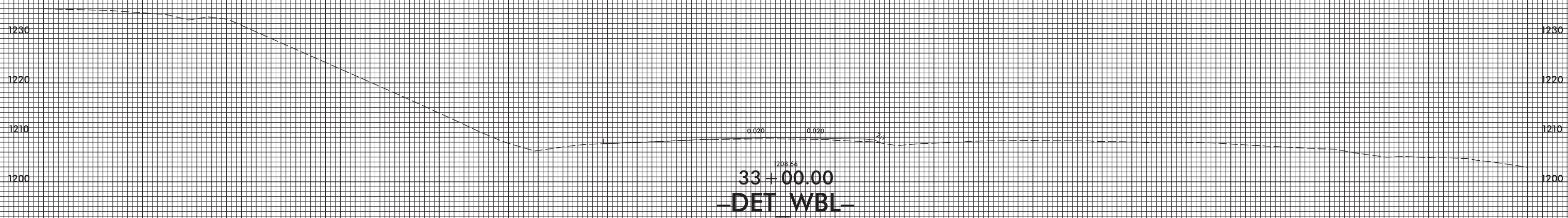
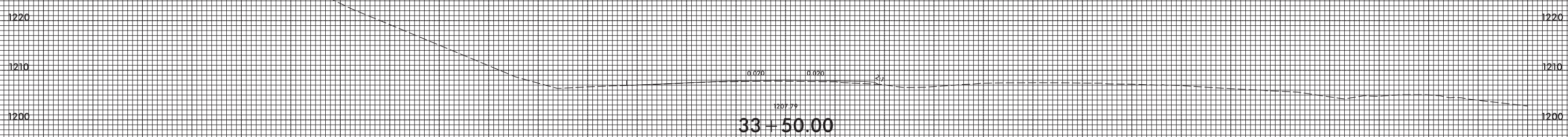
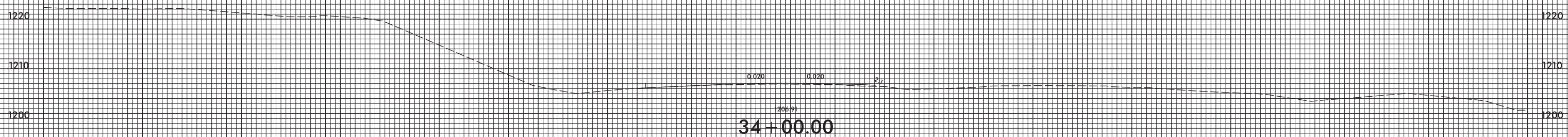
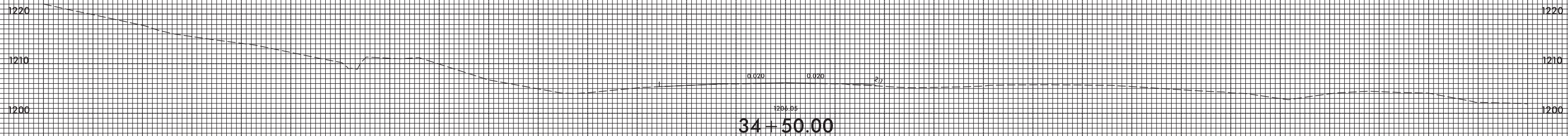
8/23/99



PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
X-43

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140



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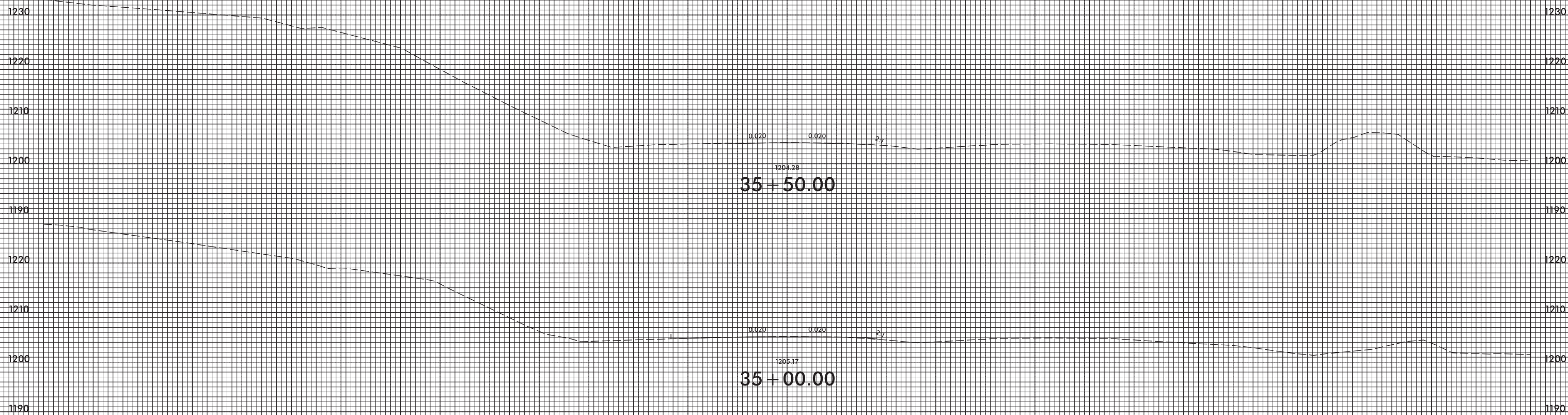
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PROJ. REFERENCE NO.  
B-4448

SHEET NO.  
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