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BR-0015

FINAL

X-1

NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

DAVIDSON COUNTY



HIGHWAY DIVISION 9

PREPARED BY

**KCA**

KISINGER CAMPO

& ASSOCIATES

NC FIRM LICENSE No: C-1506

301 Fayetteville Street,

Suite 1500

Raleigh, NC 27601

(919) 882-7839

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

REVISIONS

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS																	
Approximate quantities only. Borrow excavation, fine grading, clearing and grubbing, and removal of existing pavement will be paid for at the lump sum price for "Grading".			Note: Quantities are approximate only. The Resident Engineer will use methods including but not limited to recross-sectioning, truck measurements, and aerial surveys to compute the final quantities for which the contractor will be paid.														
NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT																	
CROSS-SECTION SUMMARY																	
Station Phase 1 L (TEMP)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	Station Phase 1 L (TEMP)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	Station Phase 2 L (RT)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	Station Phase 3 L	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	Station Phase 3 L (LT)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	Station Phase 3 RPB	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)
9+05	0	0	35+50	8	19	21+50	17	16	15+50	546	0	42+00	1	0	14+00	3810	0
9+45	20	0	36+00	9	17	22+00	17	37	16+00	472	0	42+50	1	0	14+50	5013	0
10+00	30	0	36+50	8	12	22+50	14	95	16+50	429	0	43+00	2	0	15+00	5999	0
10+50	34	0	37+00	4	16	23+00	13	159	17+00	402	0	43+50	1	0	15+50	6340	0
11+00	36	0	37+50	3	26	23+50	10	196	17+50	384	5	44+00	2	0	16+00	6250	0
11+50	34	0	38+00	3	18	24+00	7	242	18+00	328	3	44+50	1	0	16+50	5519	0
12+00	33	0	38+50	3	19	24+50	1	286	18+50	283	1	45+00	1	0	17+00	4532	0
12+50	33	0	39+00	3	17	25+00	10	156	19+00	321	0	45+50	0	0	17+50	3488	0
13+00	32	0	39+50	3	18	25+50	21	76	19+50	425	0	46+00	0	0	17+85	1416	1
13+50	34	0	40+00	4	20	26+00	19	97	20+00	376	0	46+50	1	0	Station Phase 3A L (LT)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)
14+00	34	0	40+50	3	17	26+50	19	185	20+50	0	0	47+00	1	0			
14+50	36	0	41+00	5	14	27+00	20	289	21+00	0	0	47+50	0	1			
15+00	34	0	41+50	11	7	27+50	20	371	21+50	0	0	48+00	0	1			
15+50	31	0	42+00	8	8	28+00	20	437	22+00	1	0	48+50	1	0	36+70	0	0
16+00	27	0	42+50	6	11	28+50	21	471	22+50	4	0	49+00	0	0	37+00	0	0
16+50	32	0	43+00	6	16	29+00	66	277	23+00	16	1	49+50	0	0	37+50	1	0
17+00	29	0	43+50	8	7	29+50	0	0	23+50	73	0	Station Phase 3 Y1 (RT)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	38+00	1	1
17+50	20	3	44+00	7	10	30+00	0	0	24+00	213	0				38+50	0	0
18+00	19	1	44+50	7	12	30+50	0	79	24+50	427	0				39+00	1	0
18+50	19	0	45+00	7	9	31+00	0	279	25+00	488	1				39+50	1	0
19+00	16	0	45+50	10	6	31+50	1	161	25+50	48	27	13+50	6	1	40+00	1	0
19+50	0	0	46+00	11	4	32+00	0	113	26+00	12	107	14+00	8	22	40+50	2	0
20+00	0	0	46+50	12	3	32+50	0	95	26+50	0	188	14+50	7	95	41+00	2	0
20+50	0	0	47+00	10	7	33+00	0	102	27+00	0	133	15+00	5	163	41+50	1	0
21+00	0	0	47+50	7	15	33+50	0	17	27+50	0	149	15+50	4	171	42+00	1	0
21+50	0	0	48+00	11	10	34+00	0	0	28+00	0	177	16+00	75	35	42+50	2	0
22+00	0	0	48+50	20	2	34+50	1	0	28+50	0	567	16+50	167	8	43+00	1	0
22+50	0	0	49+00	0	0	35+00	1	4	29+00	0	46	17+00	281	1	43+50	1	0
23+00	0	0	49+50	0	0	35+50	7	32	29+50	0	0	17+50	110	2	44+00	1	0
23+50	0	0	50+00	0	0	36+00	11	19	30+00	0	0	18+00	67	7	44+50	1	0
24+00	4	0	Station Phase 2 L	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	36+50	16	5	30+50	0	556	18+50	133	0	45+00	1	0
24+50	10	0				Station Phase 2 RPD	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	31+00	1	349	19+00	20	0	45+50	0	0
25+00	10	0							31+50	15	116	19+50	0	0	46+00	0	0
25+50	11	0							32+00	17	44	Station Phase 3 Y1-RPB-LPB	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	46+50	1	0
26+00	9	1	12+00	0	0				32+50	10	32				47+00	0	0
26+50	7	1	12+50	3	0	10+00	0	0	33+00	0	141				47+50	0	0
27+00	9	1	13+00	3	1	10+50	0	65	33+50	6	30				48+00	0	1
27+50	5	3	13+50	3	0	11+00	8	21	34+00	27	13	13+00	0	0	48+50	0	0
28+00	8	1	14+00	3	0	11+50	53	2	34+50	59	9	13+50	16	0	49+00	1	0
28+50	13	1	14+50	3	1	12+00	72	6	35+00	76	8	14+00	0	0	49+50	2	0
29+00	4	2	15+00	3	0	12+50	12	8	35+50	73	8	14+50	0	0	Station Phase 3A Y1 (RT)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)
29+50	0	0	15+50	4	0	13+00	10	0	36+00	78	5	Station Phase 3 RPB	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)			
30+00	0	0	16+00	3	0	Station Phase 3 L (LT)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	36+50	73	0						
30+50	17	1	16+50	3	0				37+00	0	0						
31+00	18	0	17+00	4	0				37+50	0	0				10+50	606	3
31+50	8	5	17+50	3	0				38+00	1	0	11+00	741	1			
32+00	6	6	18+00	4	0	12+00	0	0	38+50	0	0	11+50	893	0	12+00	78	0
32+50	7	6	18+50	3	0	12+50	124	0	39+00	1	0	12+00	1116	0	12+50	13	0
33+00	6	8	19+00	2	0	13+00	304	0	39+50	1	0	12+50	1311	1	13+00	8	0
33+50	6	21	19+50	18	13	13+50	461	0	40+00	1	0	13+00	1677	6	Station Phase 3 Y1 (RT)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)
34+00	8	20	20+00	16	28	14+00	546	0	40+50	1	0	13+50	2617	0			
34+50	8	18	20+50	20	20	14+50	592	0	41+00	2	0	Station Phase 3 Y1 (RT)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)			
35+00	7	18	21+00	28	15	15+00	602	0	41+50	1	0						

BR-0015

FINALX-1A

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DAVIDSON COUNTY

HIGHWAY DIVISION 9

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REVISIONS

Approximate quantities only. Borrow excavation, fine grading, clearing and grubbing, and removal of existing pavement will be paid for at the lump sum price for "Grading".						STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS						Note: Quantities are approximate only. The Resident Engineer will use methods including but not limited to recross-sectioning, truck measurements, and aerial surveys to compute the final quantities for which the contractor will be paid.							
NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT												CROSS-SECTION SUMMARY							
Station Phase 3A Y2	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	Station Phase 4 L (MED)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	Station Phase 4 L (MED)	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	Station Phase 4 Y1	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)								
11+68	0	0	12+00	0	0	38+50	4	0	10+00	0	0								
12+00	179	0	12+50	22	0	39+00	5	0	10+50	101	0								
12+50	264	0	13+00	14	0	39+50	5	0	11+00	130	50								
13+00	239	6	13+50	10	1	40+00	6	0	11+50	259	9								
13+50	187	19	14+00	8	3	40+50	6	0	11+68	52	1								
14+00	76	15	14+50	7	5	41+00	10	0	14+75	0	0								
14+50	44	34	15+00	7	4	41+50	19	0	15+00	59	30								
14+75	34	22	15+50	7	4	42+00	16	0	15+50	79	27								
			16+00	7	5	42+50	12	0	16+00	88	16								
Station Phase 3A LPB	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	16+50	7	3	43+00	9	0	16+50	74	11								
			17+00	7	6	43+50	14	0	17+00	69	9								
			17+50	6	19	44+00	13	0	17+50	4	8								
			10+00	0	0	18+00	6	10	44+50	12	0	18+00	5	7					
10+50	0	607	18+50	5	10	45+00	14	0	18+50	4	6								
11+00	0	334	19+00	6	10	45+50	16	0											
11+50	0	293	19+50	4	10	46+00	19	0											
12+00	7	142	20+00	5	8	46+50	23	0											
12+50	242	8	20+50	6	4	47+00	17	0											
13+00	899	2	21+00	8	3	47+50	11	0											
13+50	1306	0	21+50	7	6	48+00	11	0											
14+00	1100	0	22+00	8	9	48+50	17	0											
14+50	736	0	22+50	7	5	49+00	25	0											
15+00	673	0	23+00	8	6	49+50	32	0											
15+50	329	0	23+50	9	7														
16+00	17	4	24+00	6	11	Station Phase 4 Y1	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)											
			24+50	1	18														
Station Phase 3A Y1-RPB-LPB	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	25+00	0	23														
			25+50	0	30				10+00	0	0								
			26+00	0	58	10+50	7	1											
11+50	0	0	26+50	0	101	11+00	5	4											
12+00	0	0	27+00	0	138	11+50	2	11											
12+50	31	0	27+50	0	174	12+00	12	3											
13+00	417	0	28+00	0	206	12+50	4	12											
			28+50	0	225	13+00	6	2											
Station Phase 3A RPB	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	29+00	0	78	13+50	12	0											
			29+50	0	0	14+00	13	0											
			30+00	0	0	14+50	7	13											
17+85	0	0	30+50	0	74	15+00	9	66											
18+00	402	0	31+00	0	105	15+50	10	34											
18+50	683	0	31+50	0	74	16+00	15	3											
19+00	290	0	32+00	0	51	16+50	57	0											
19+50	0	0	32+50	0	32	17+00	114	0											
			33+00	0	21	17+50	153	0											
Station Phase 3A DRW1	Uncl. Exc. (cu. yd.)	Embt. (cu. yd.)	33+50	0	11	18+00	97	0											
			34+00	1	4	18+50	81	5											
			34+50	4	0	19+00	6	30											
			10+00	0	0	35+00	8	0	19+50	9	41								
10+50	232	0	35+50	11	0	20+00	0	0											
11+00	159	0	36+00	13	0	20+50	0	0											
11+50	62	4	36+50	14	0														
			37+00	5	0														
			37+50	4	0														
			38+00	5	0														

BR-0015

FINALX-1B

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DAVIDSON COUNTY



HIGHWAY DIVISION 9

PREPARED BY

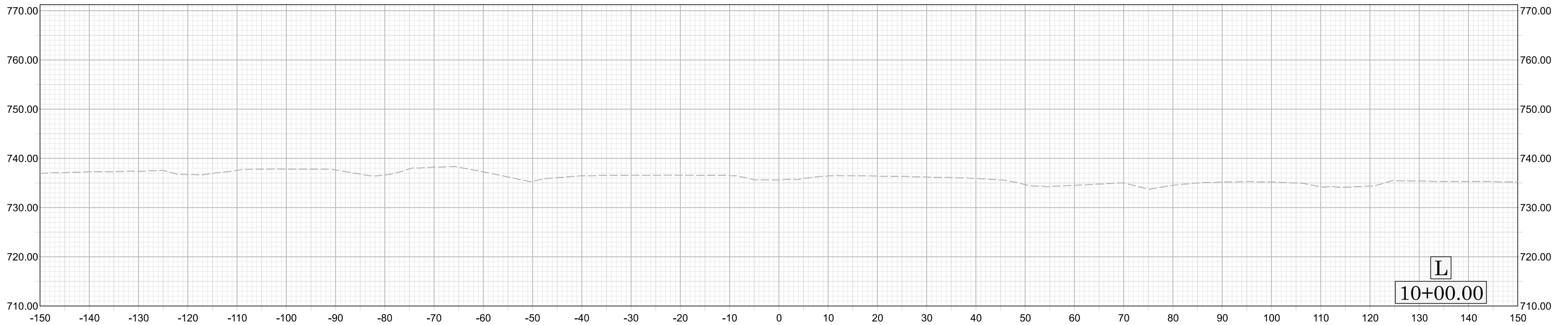
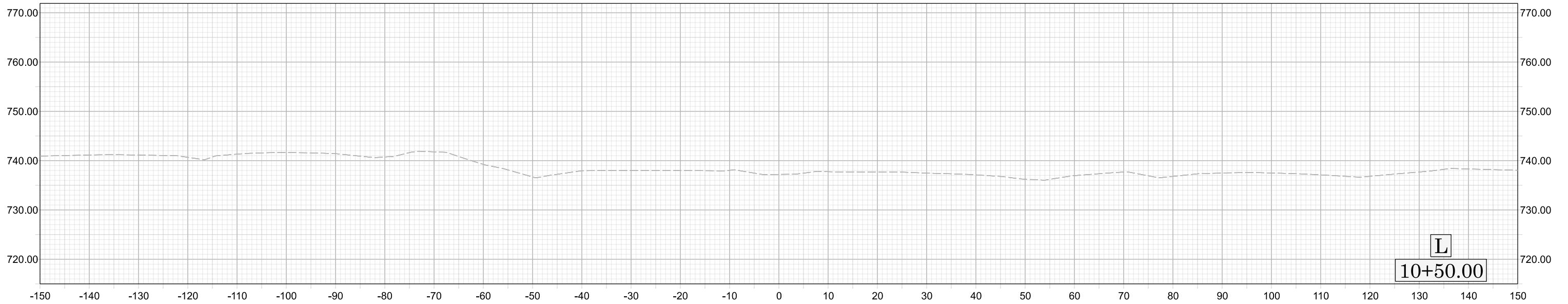
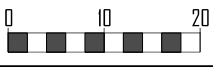
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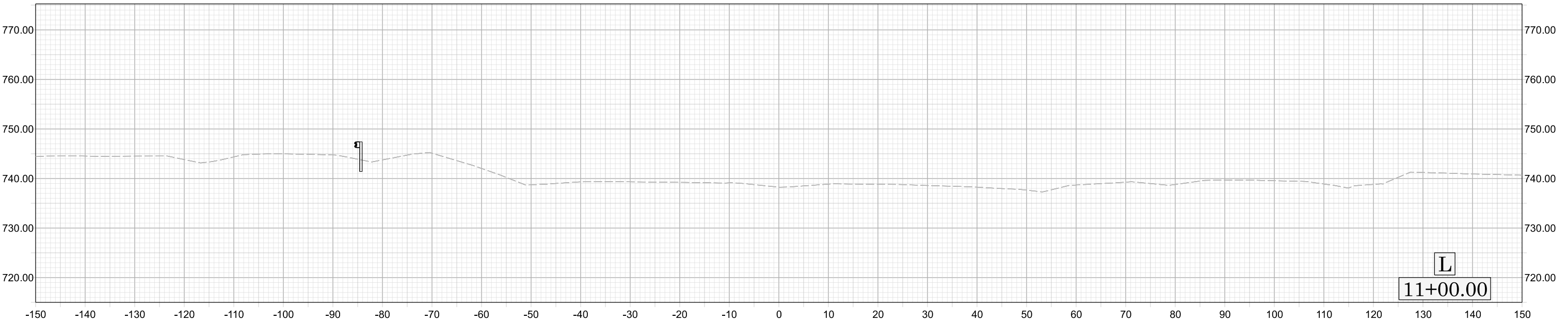
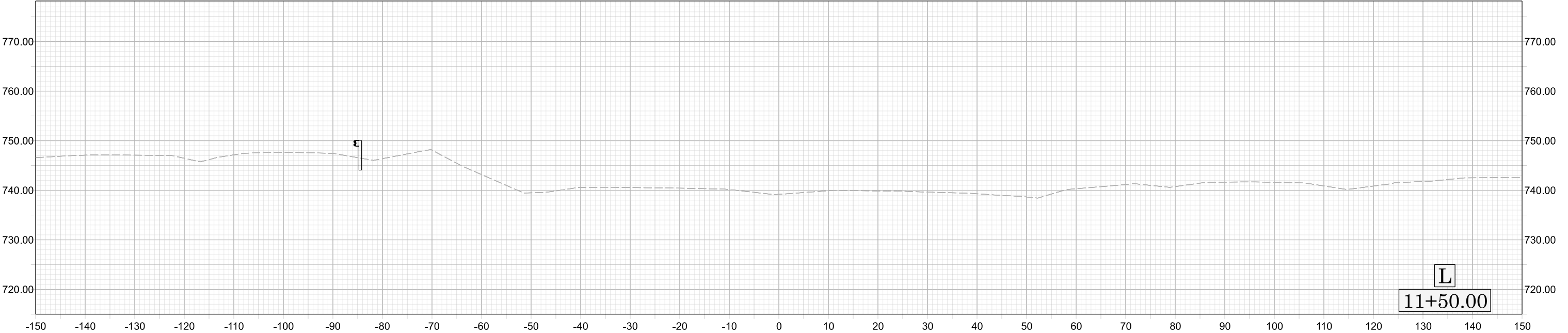
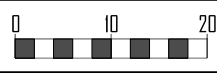
KISINGER CAMPO
& ASSOCIATES

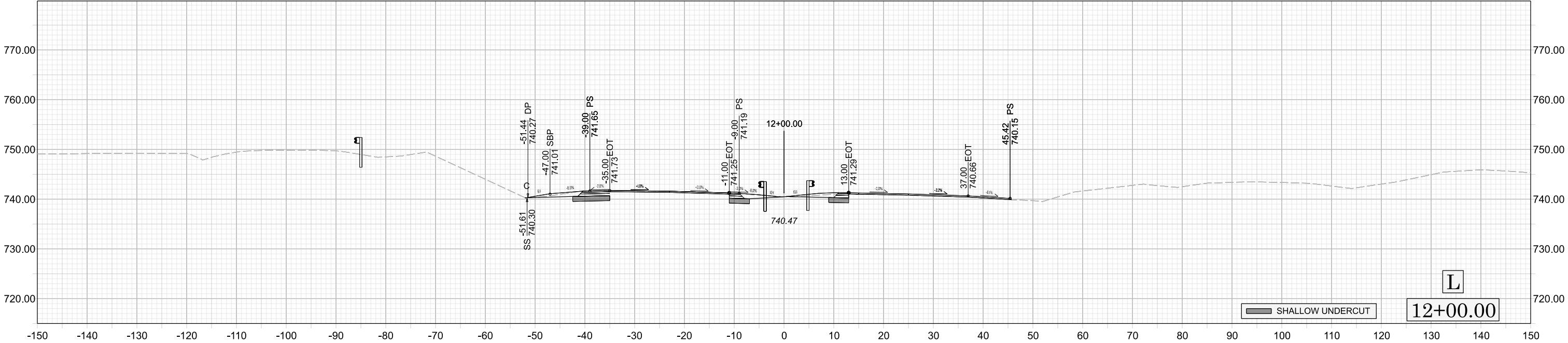
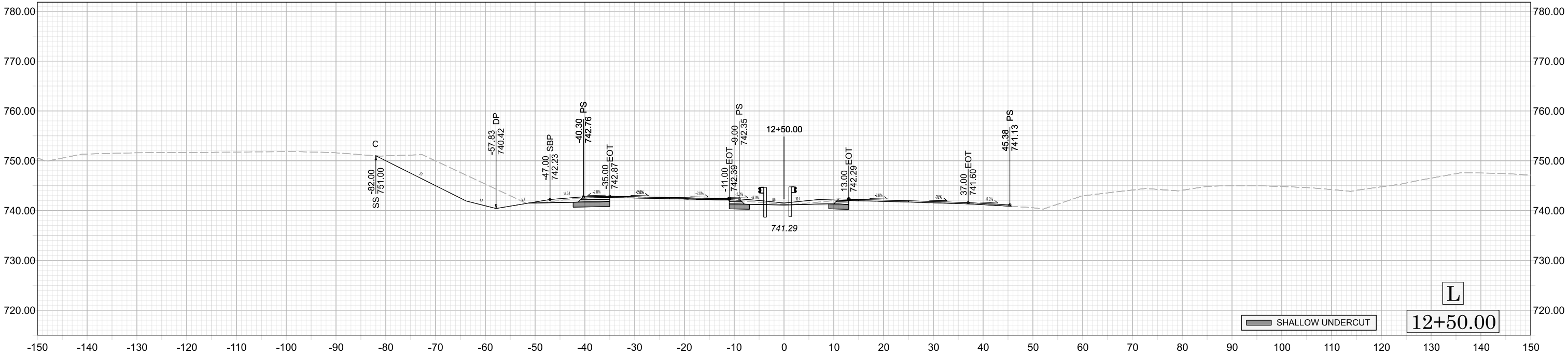
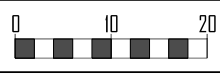
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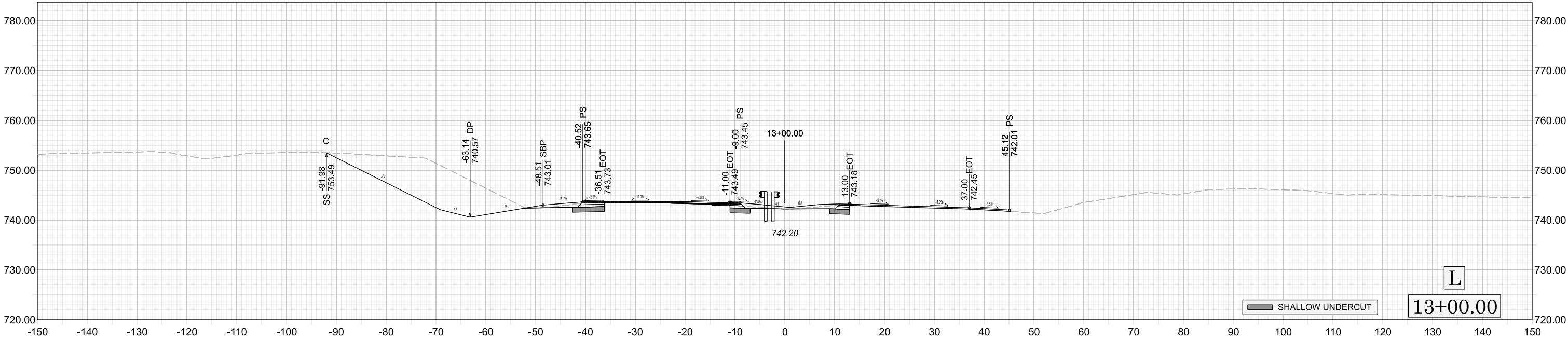
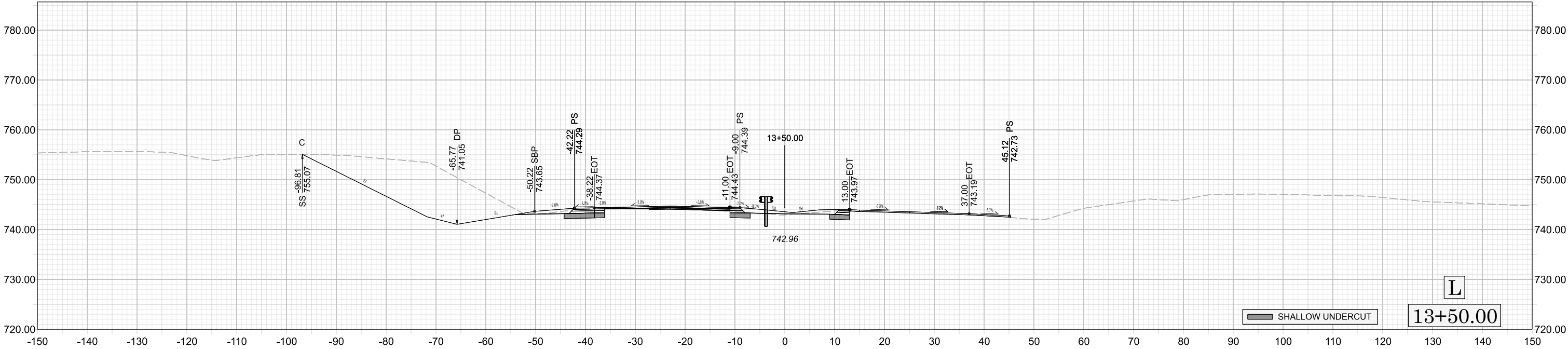
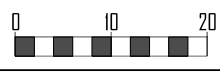
REVISIONS

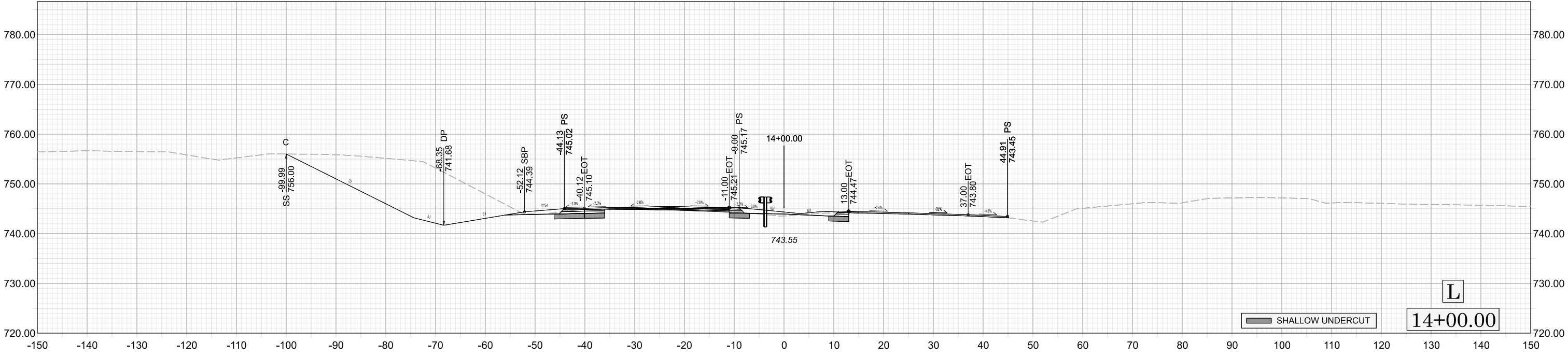
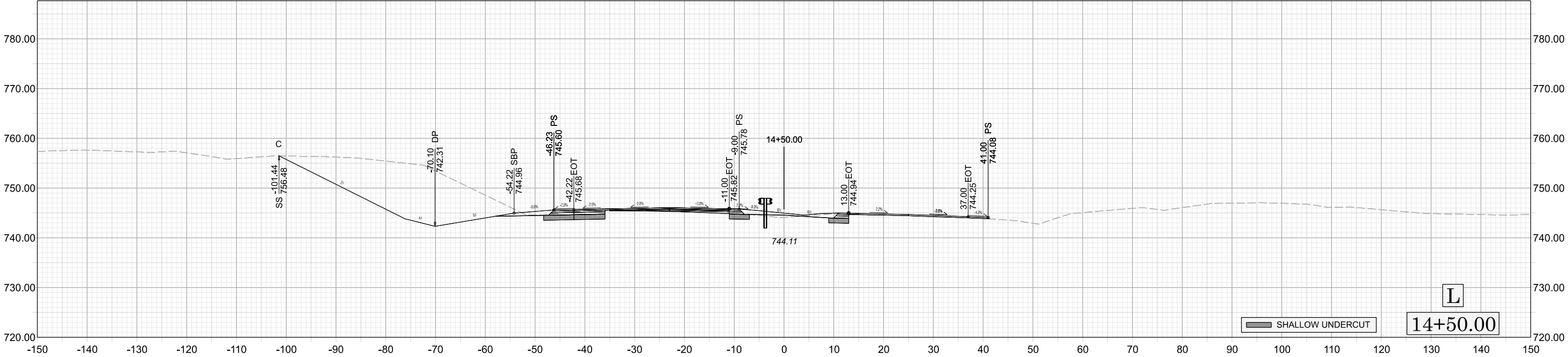
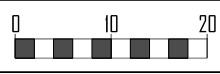


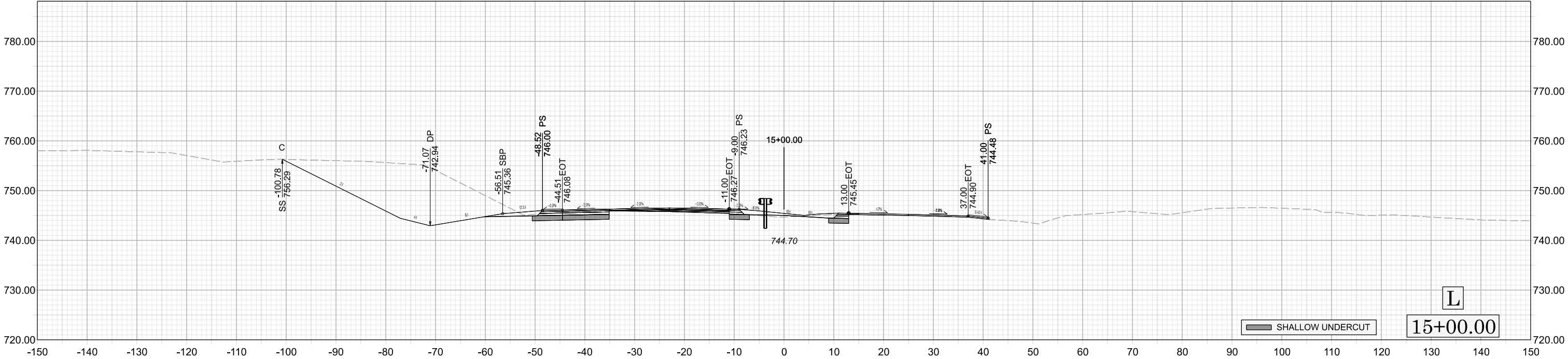
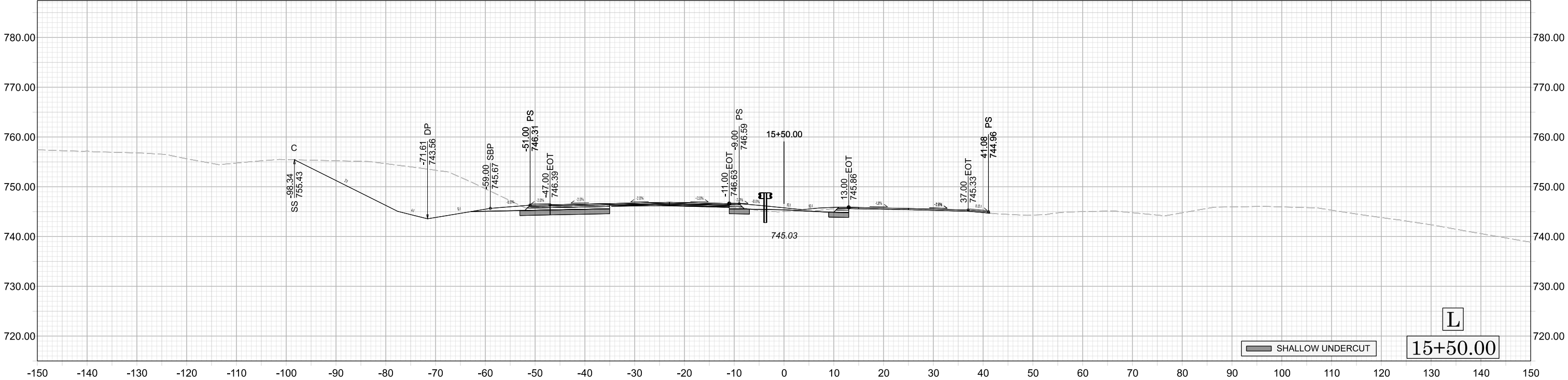
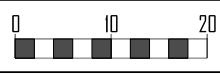


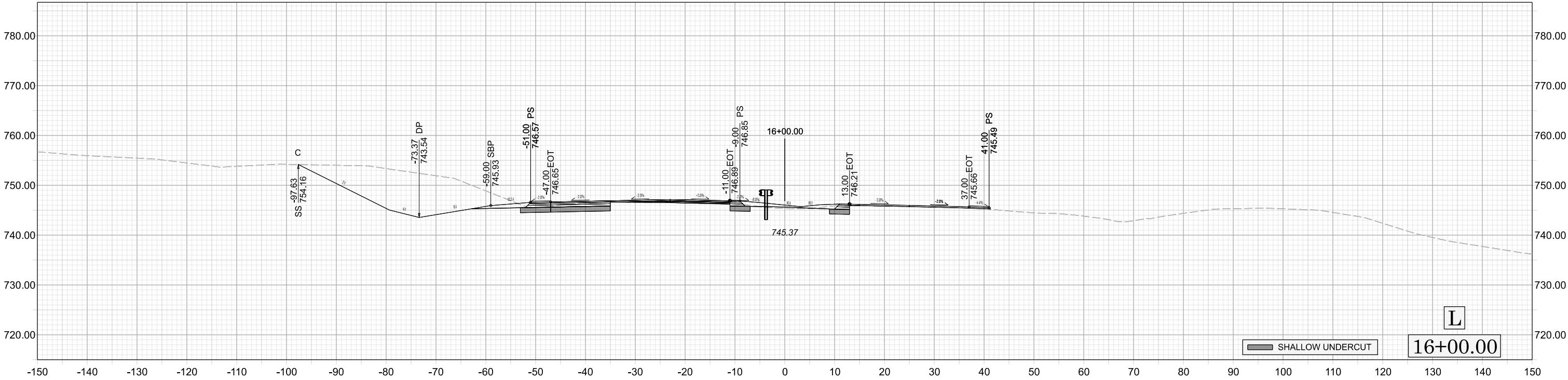
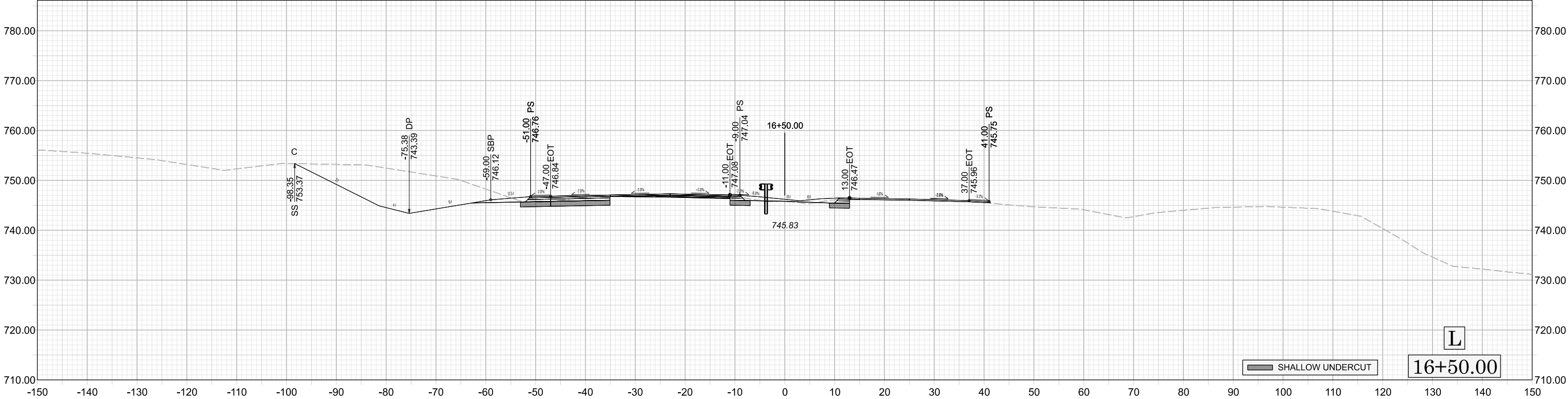
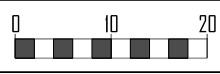


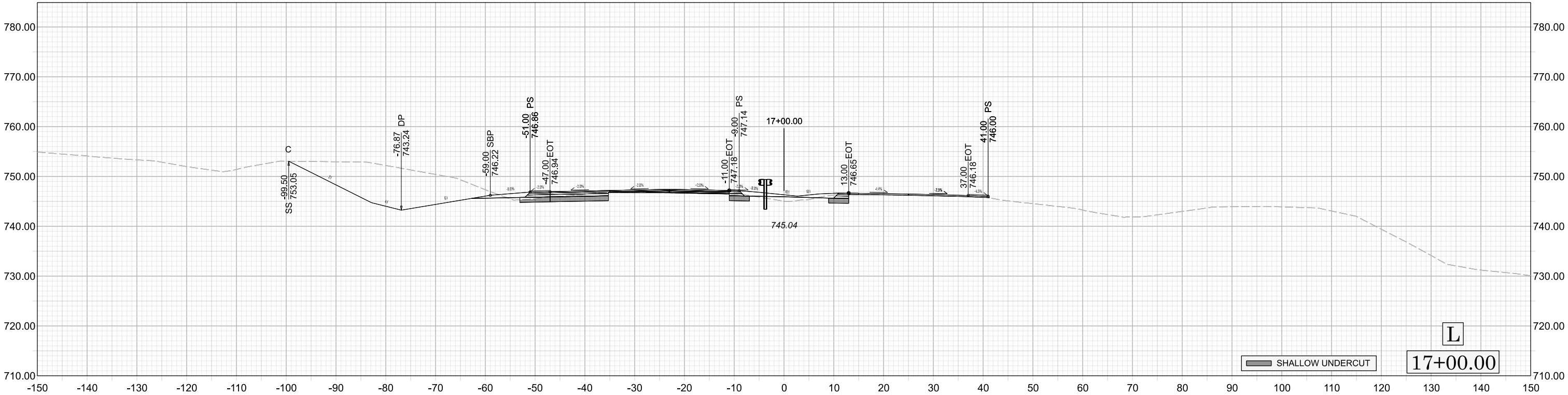
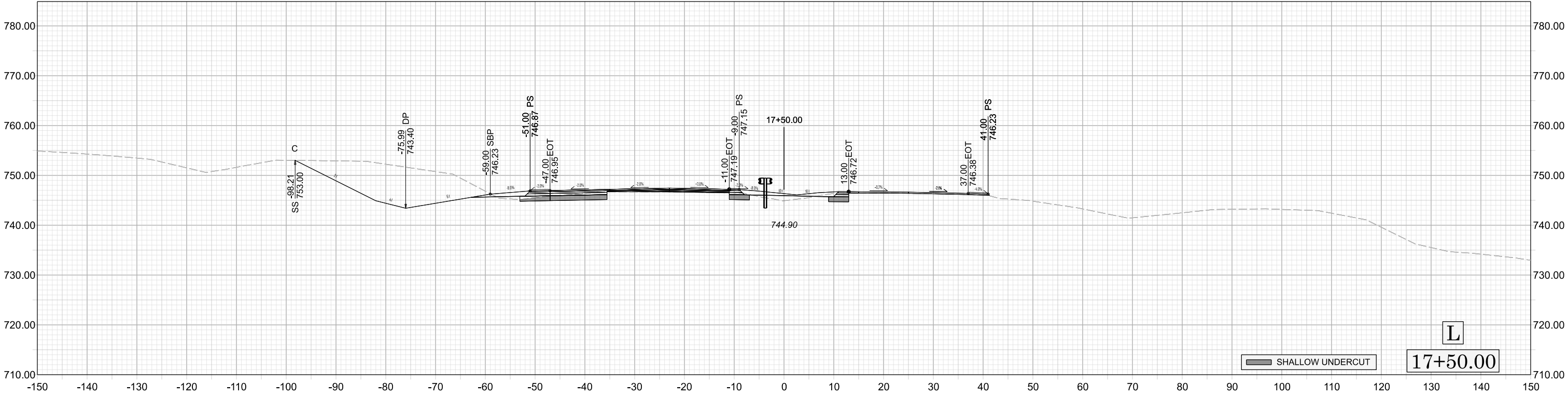
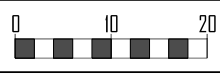
BEGIN PROJECT BR-0015 -L- STA. 12+00.00

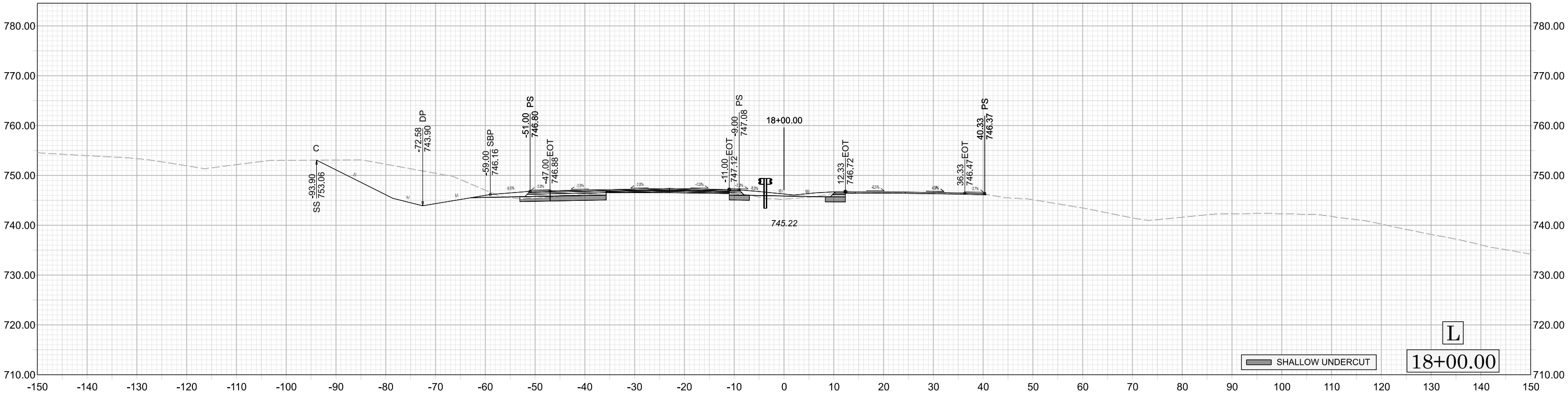
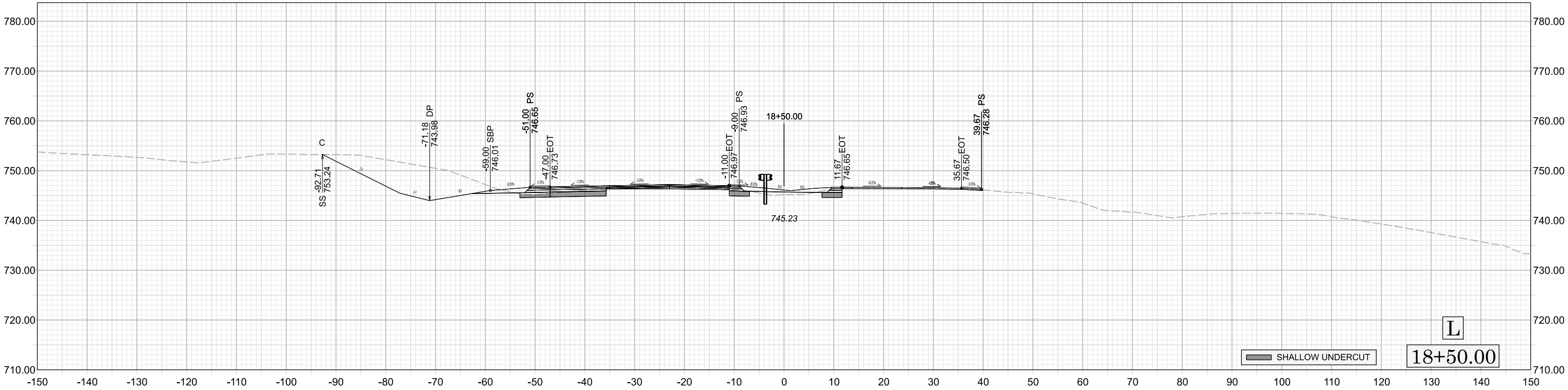
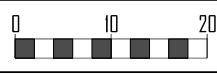


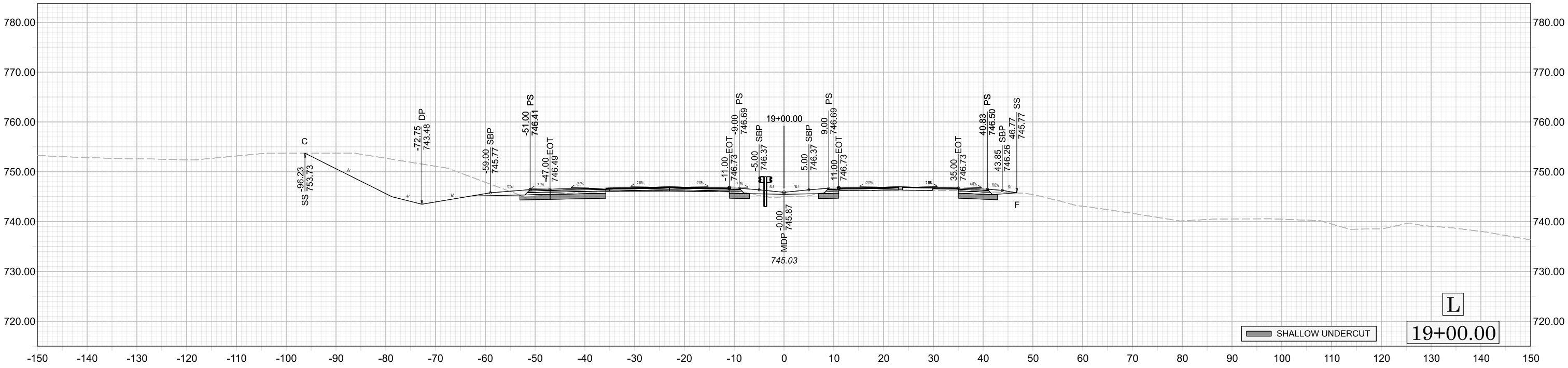
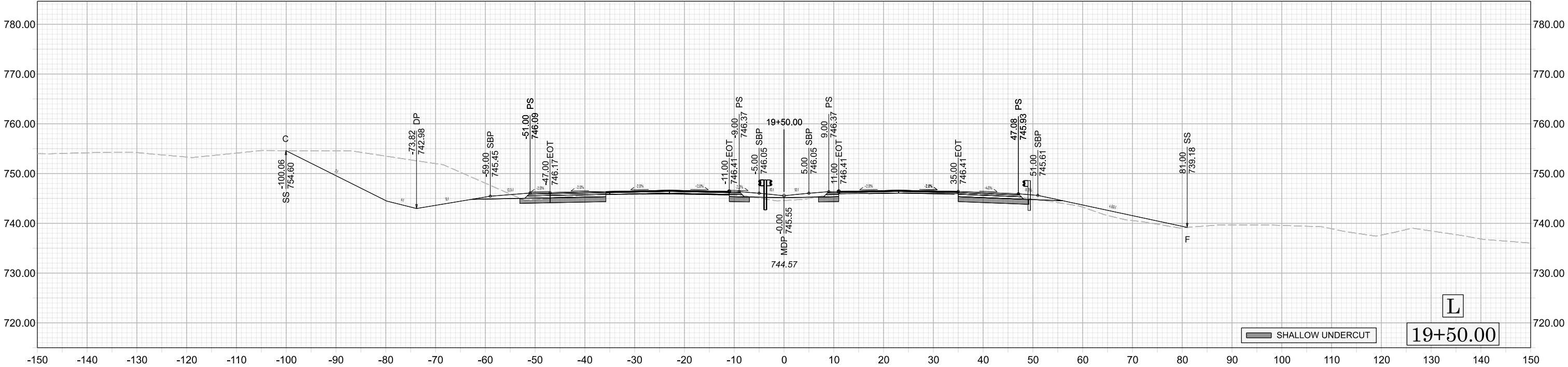
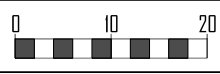


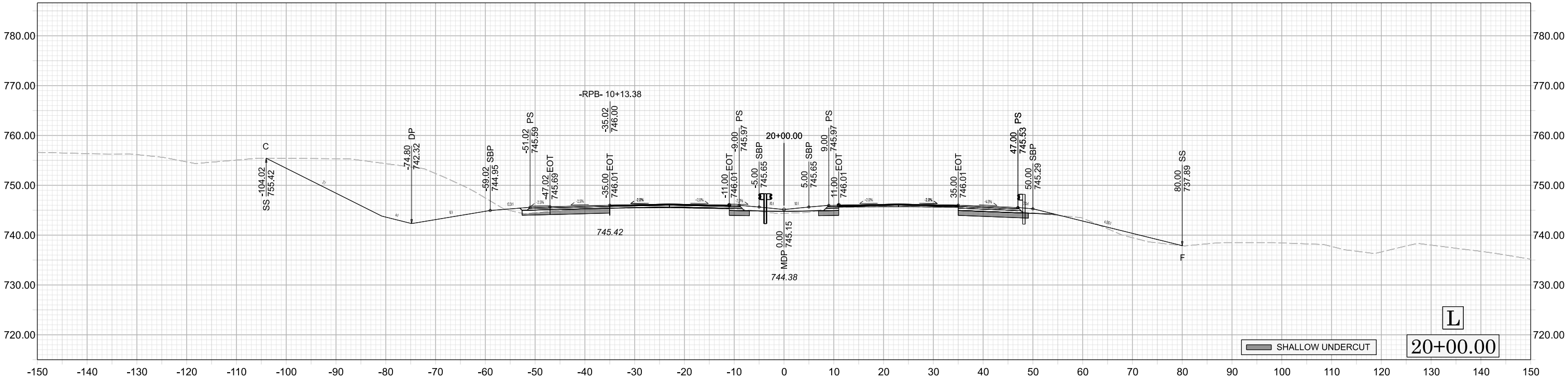
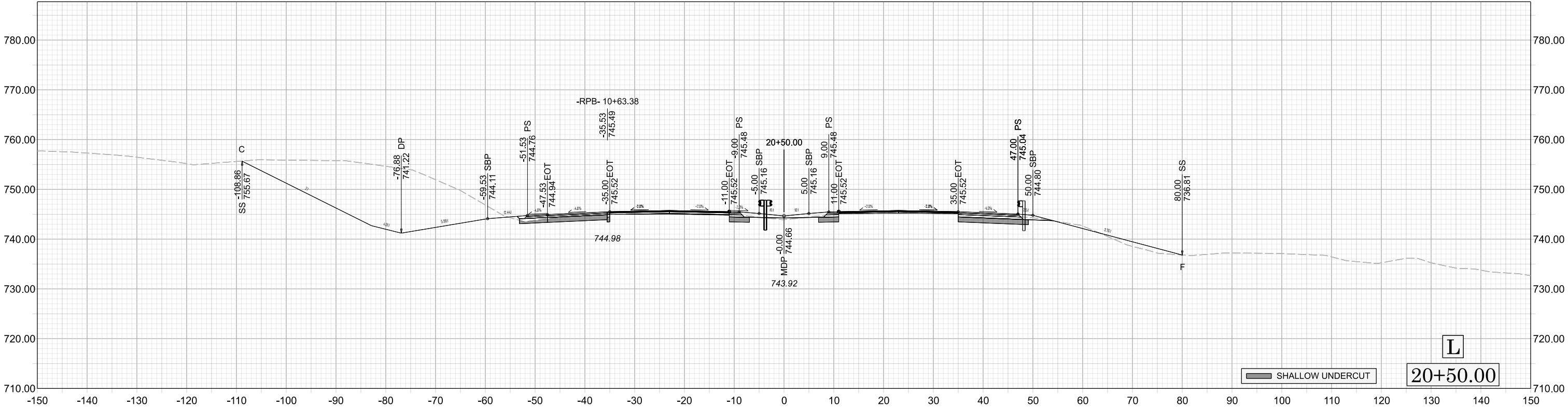
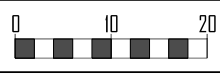


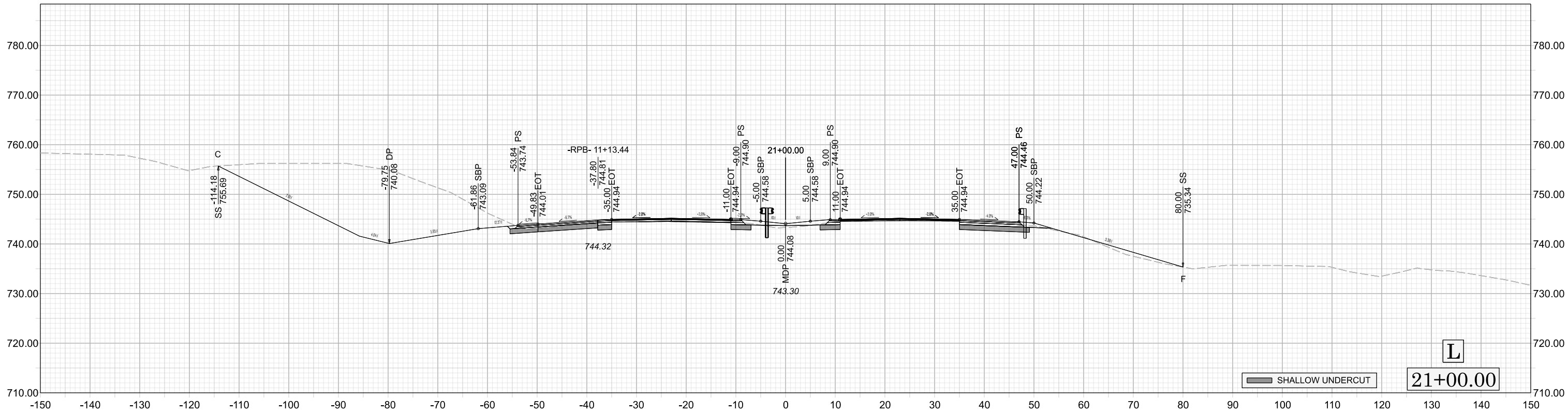
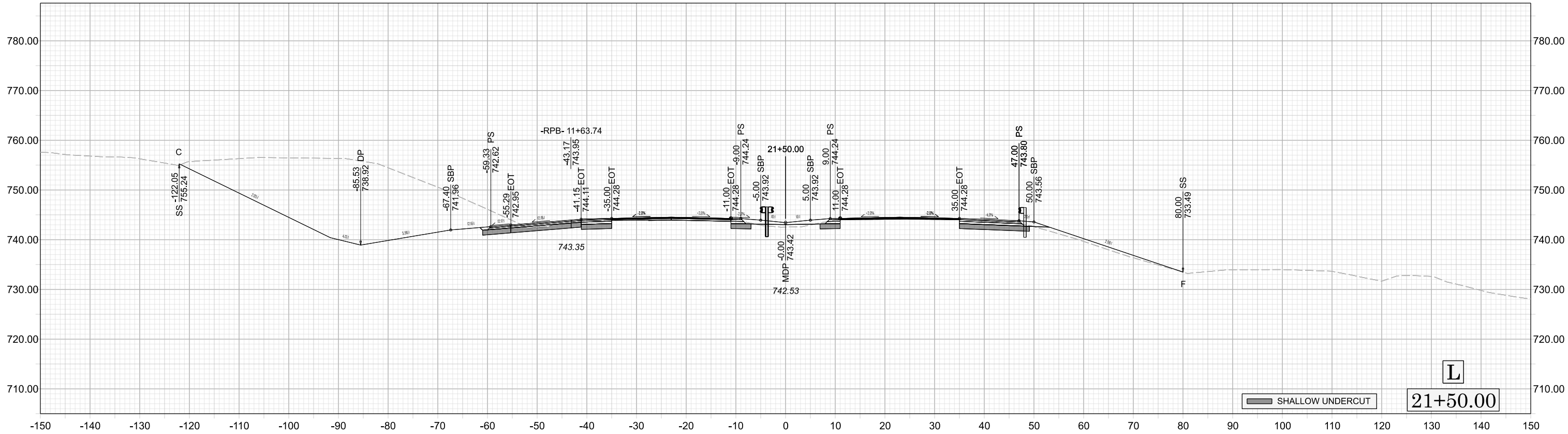
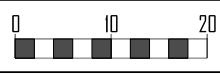


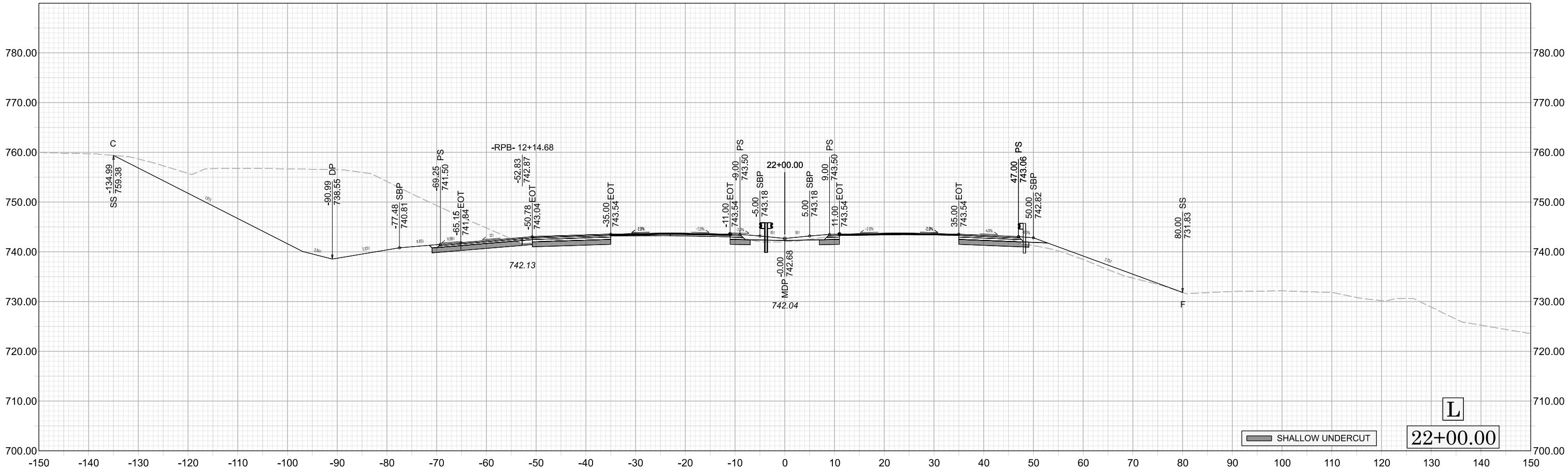
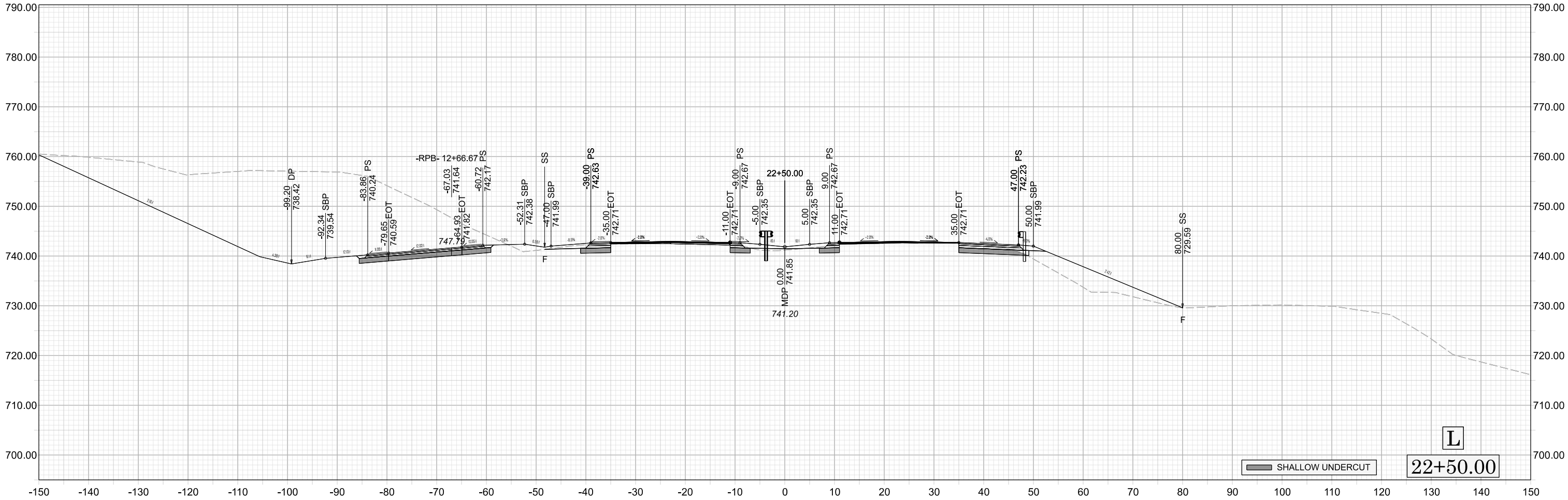
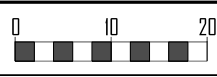


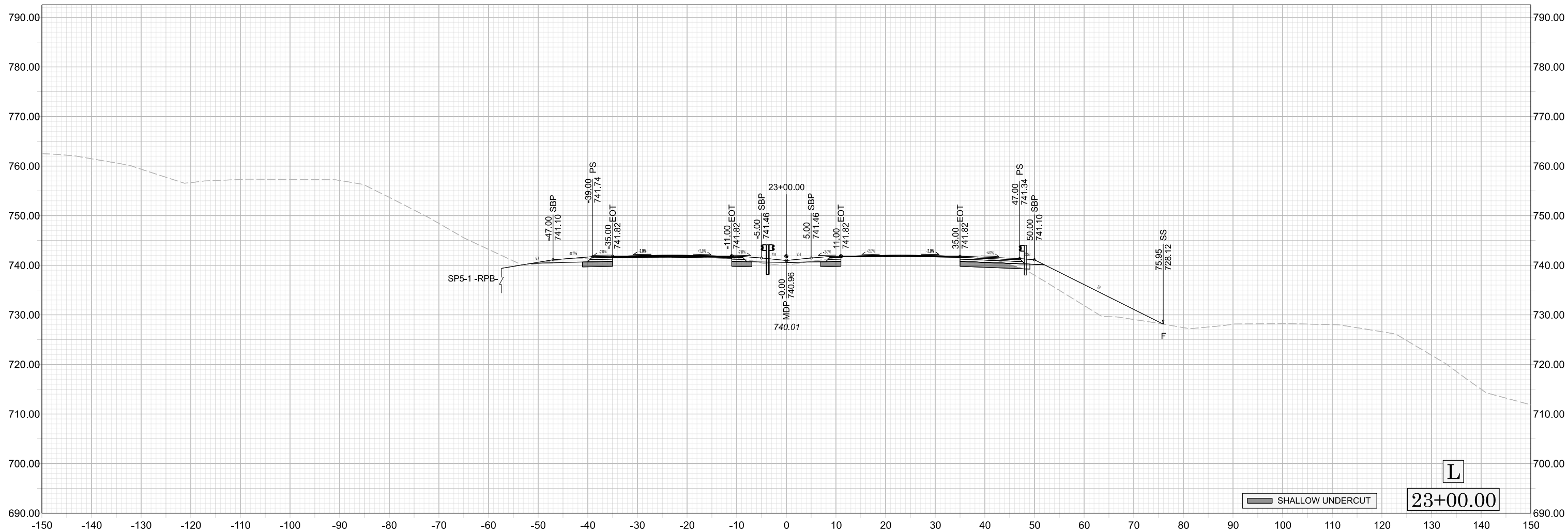


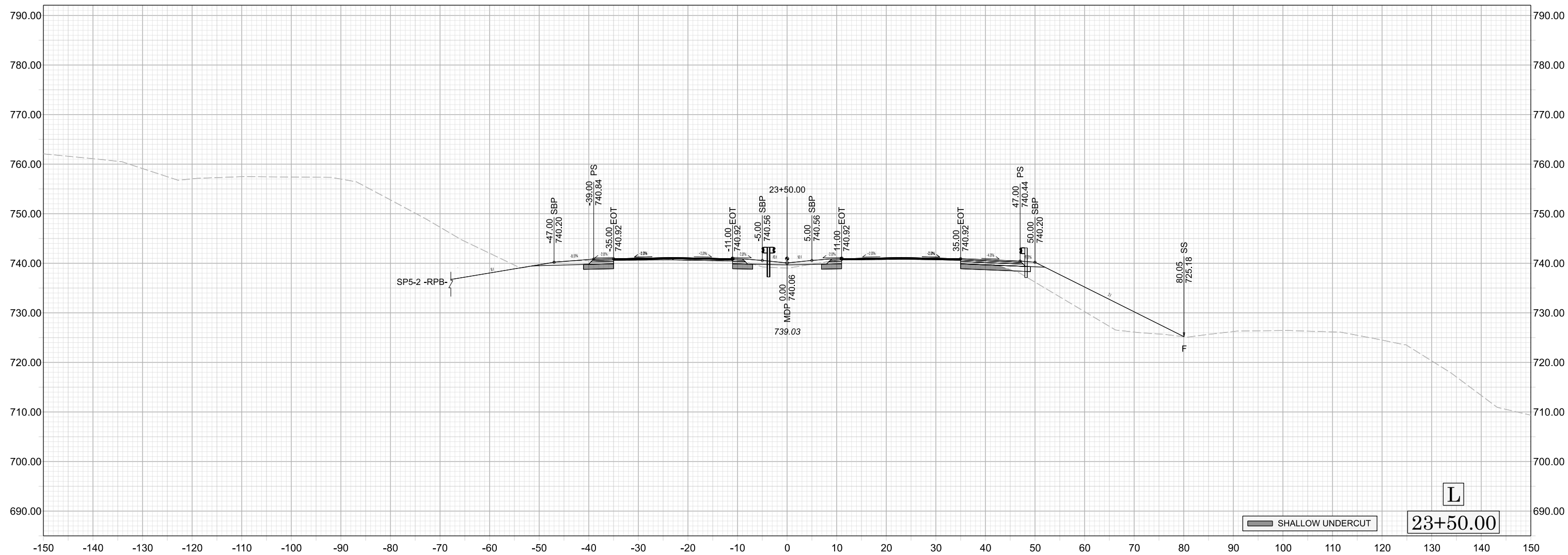


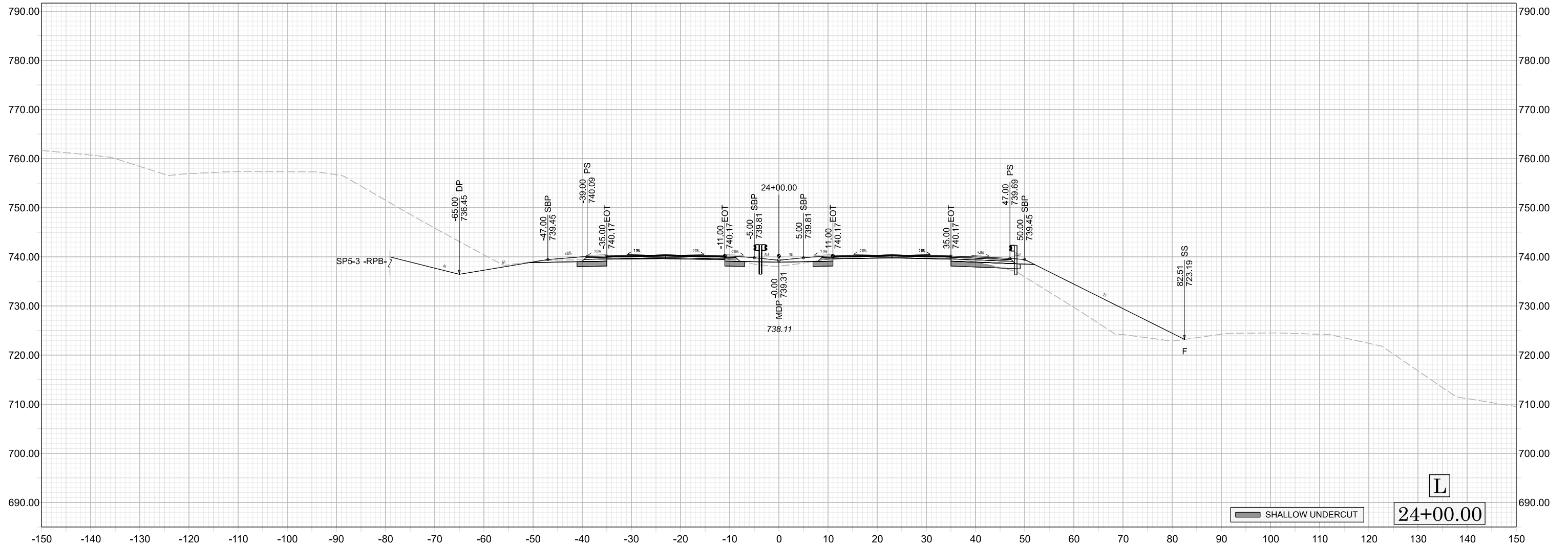
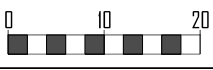


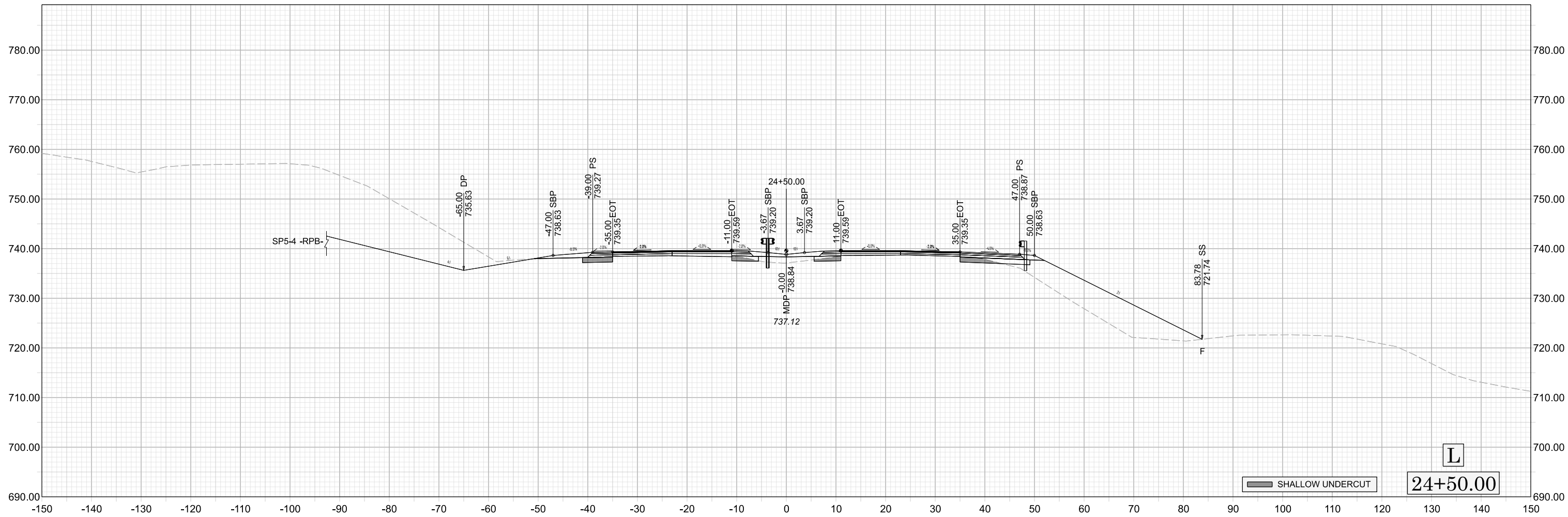


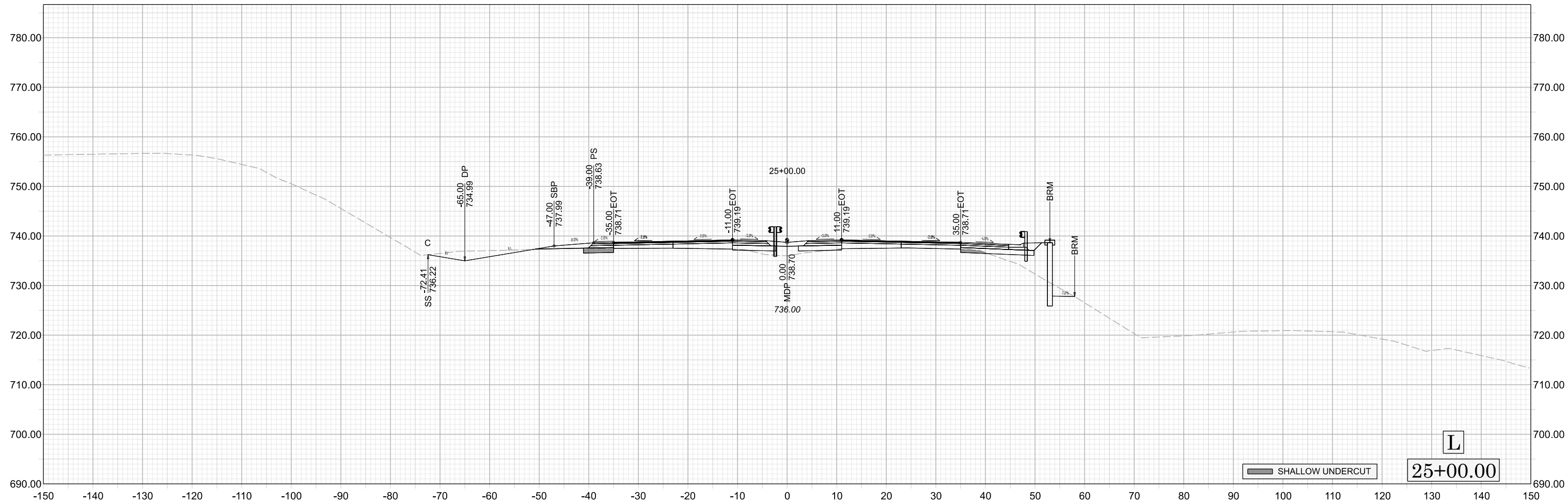
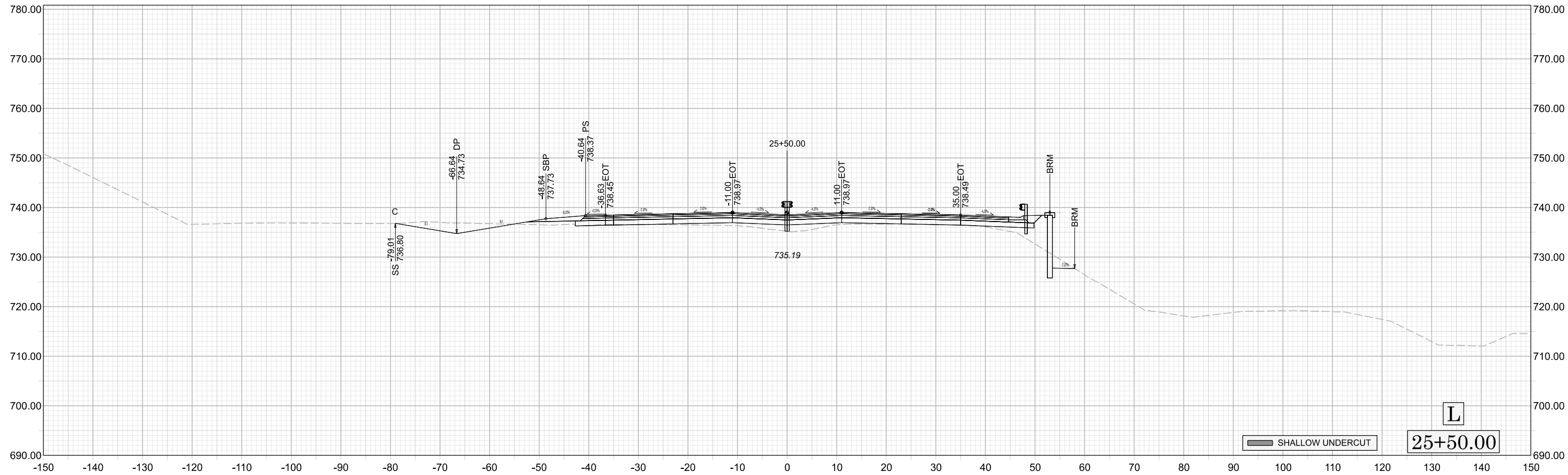


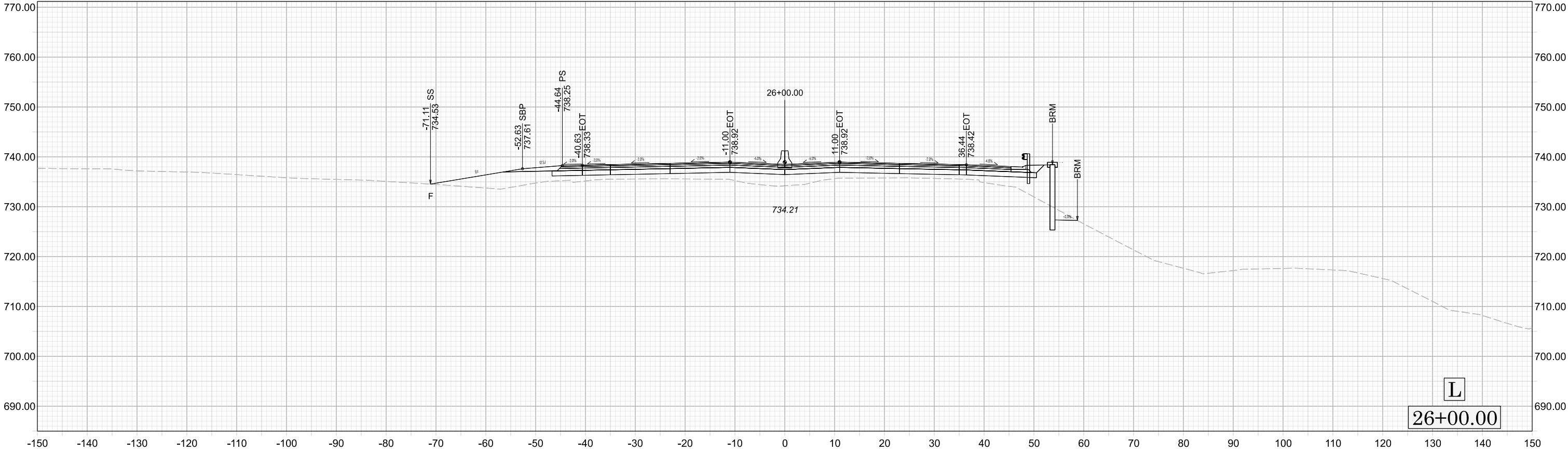
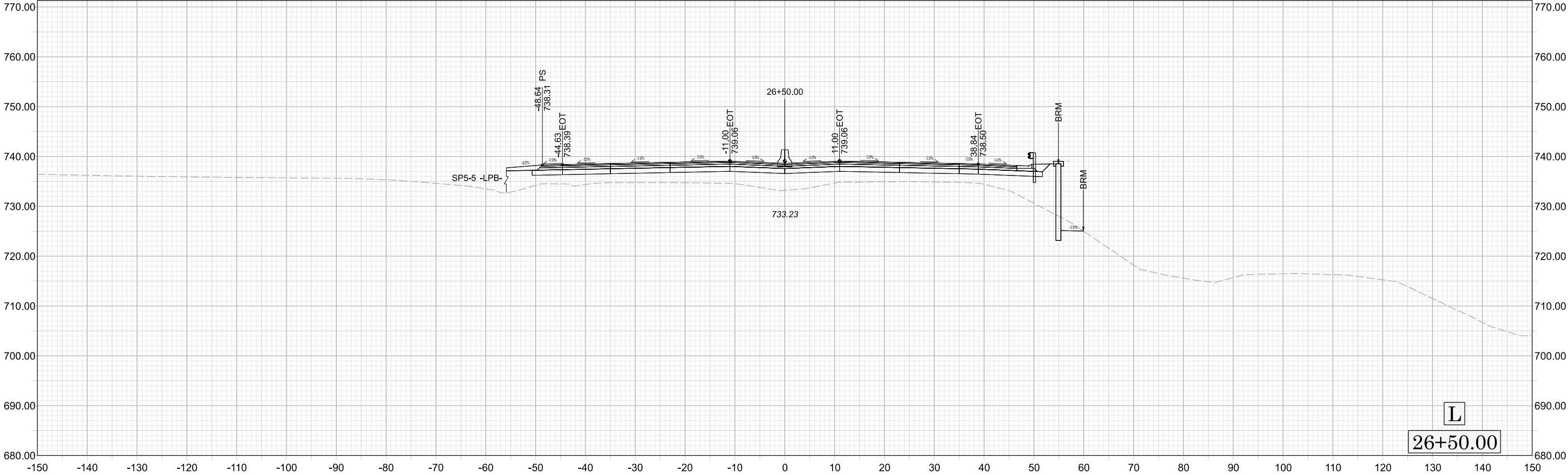
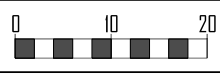


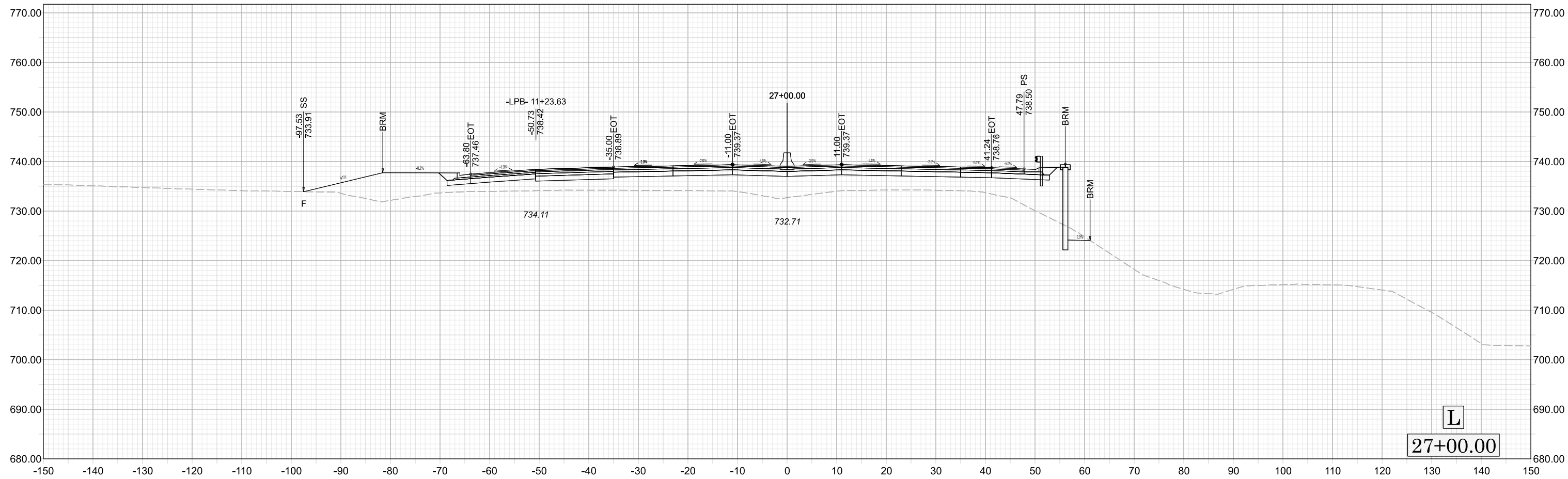
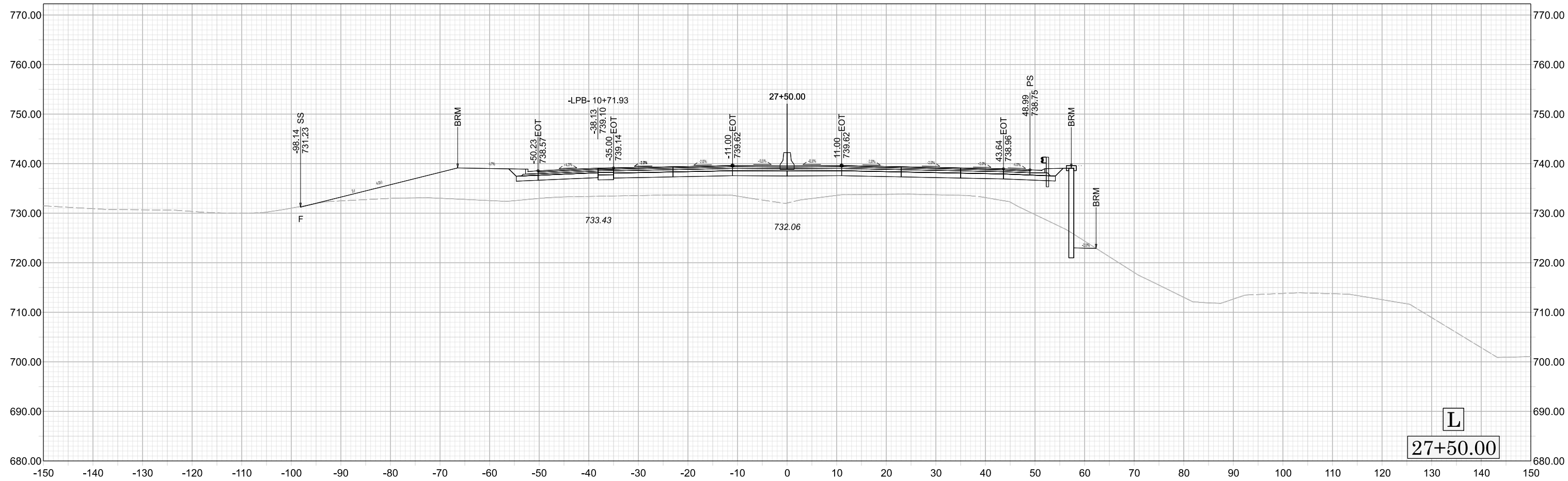
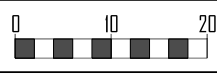


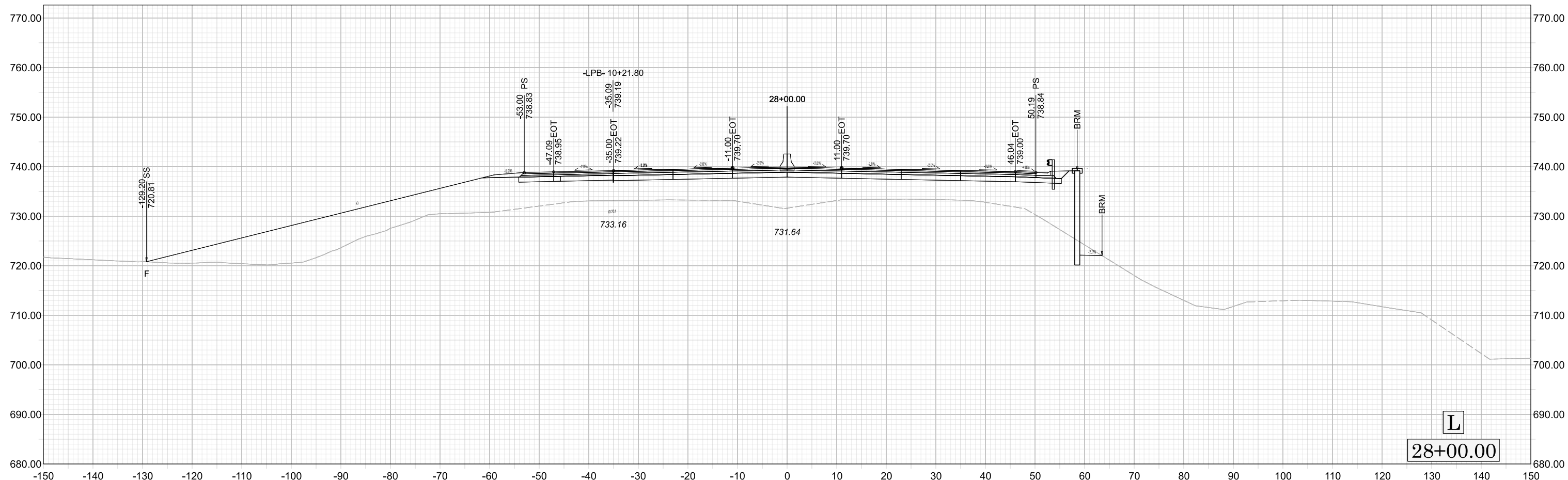
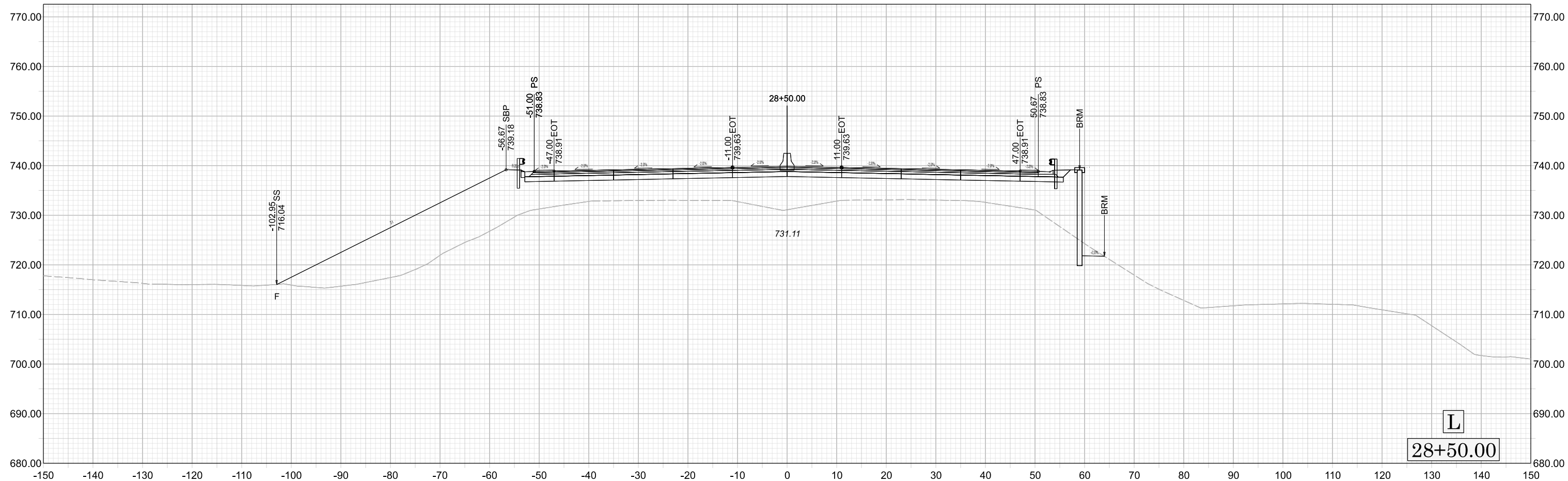


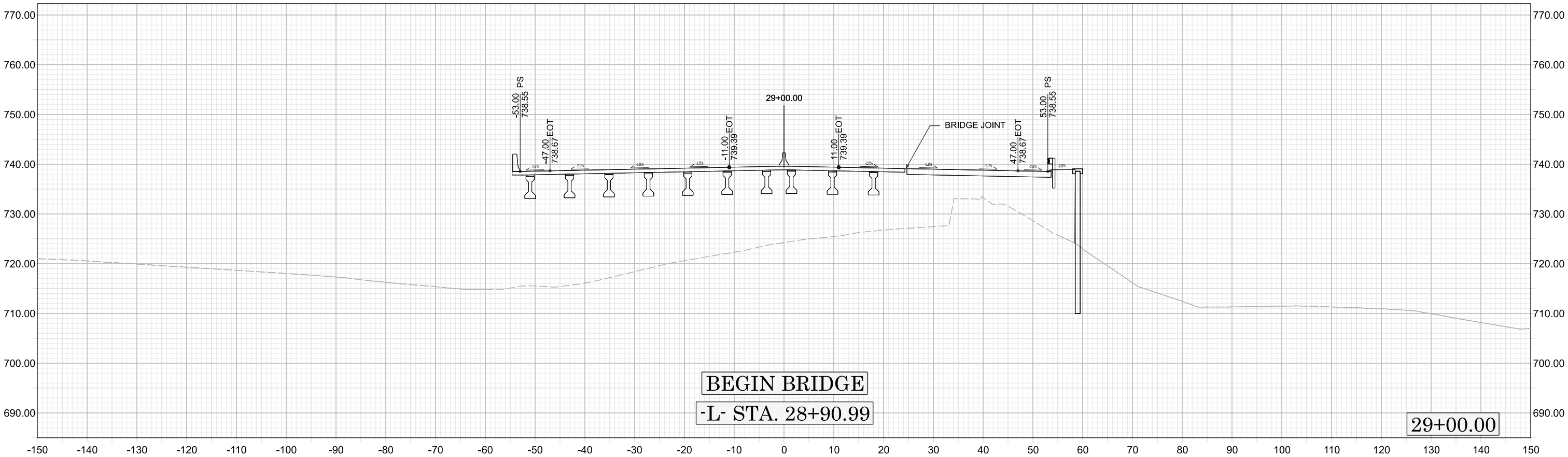
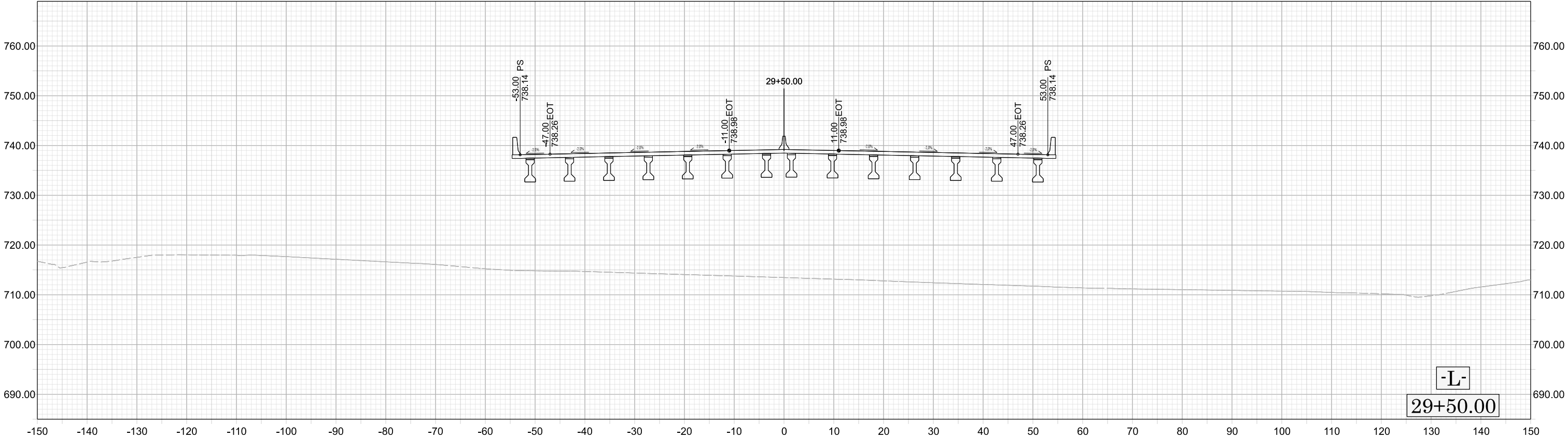
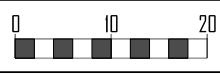


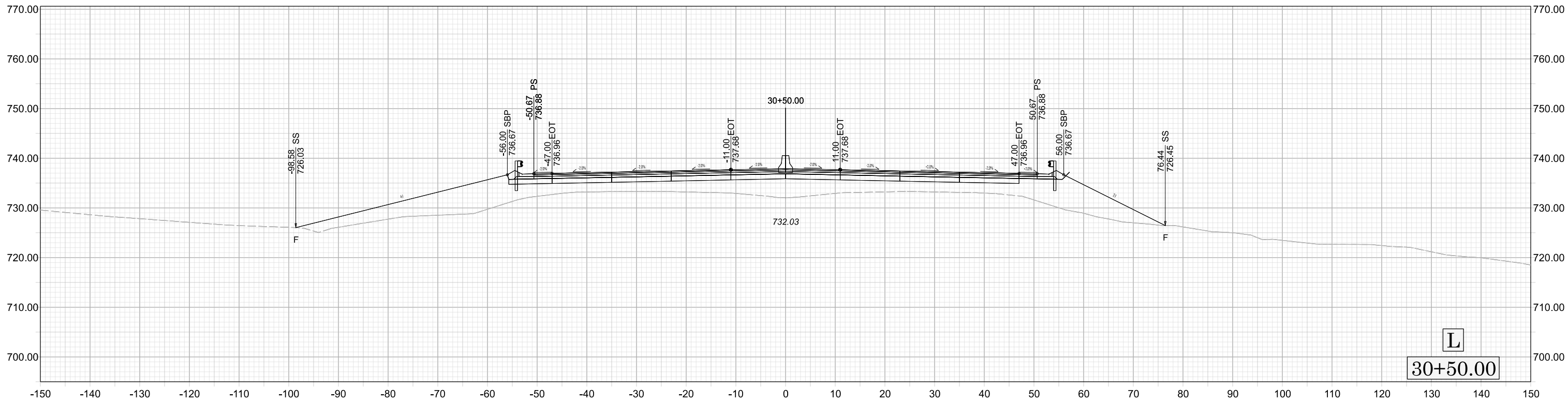
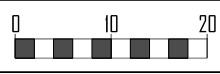




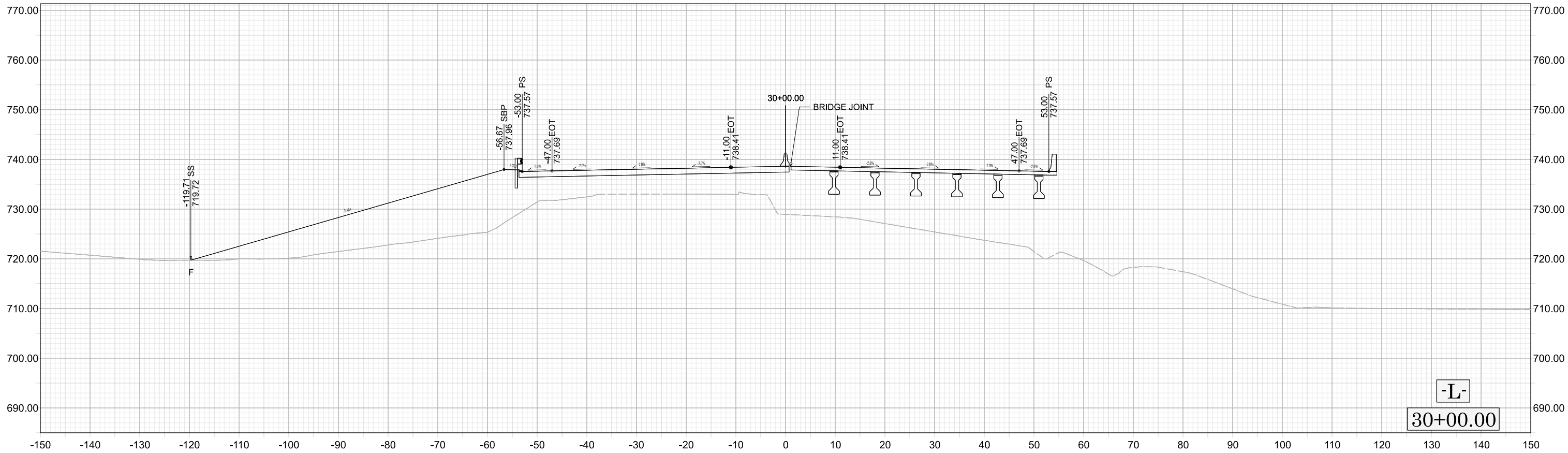




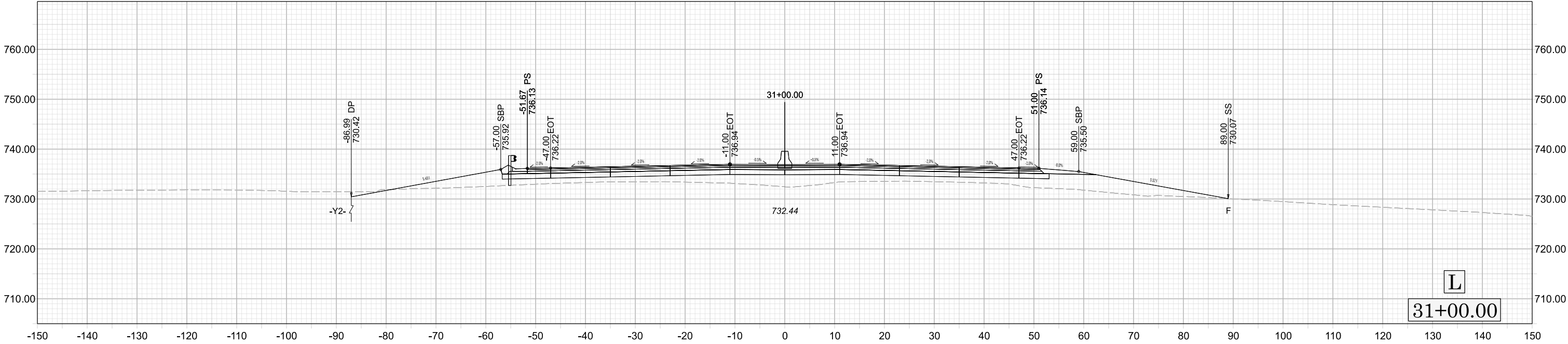
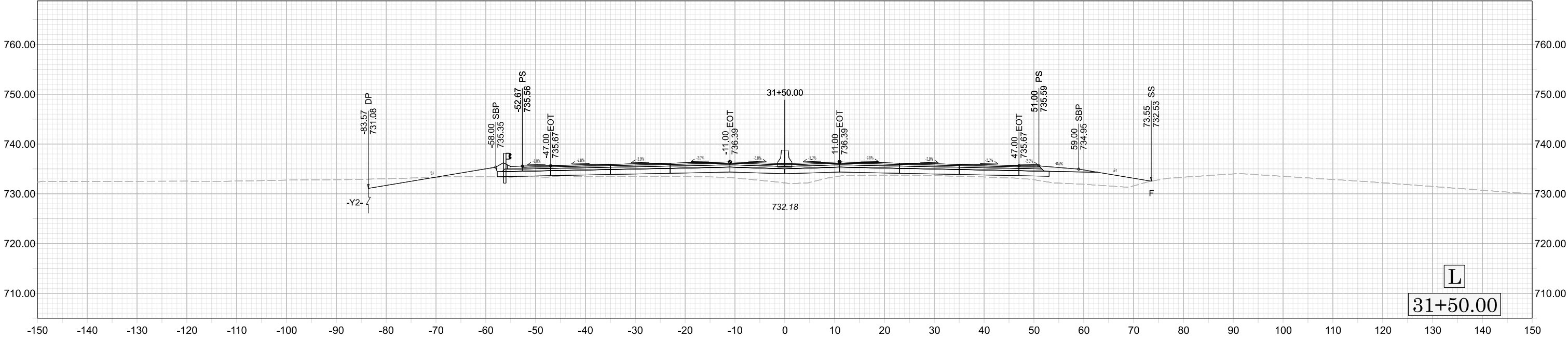
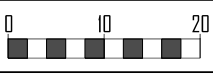


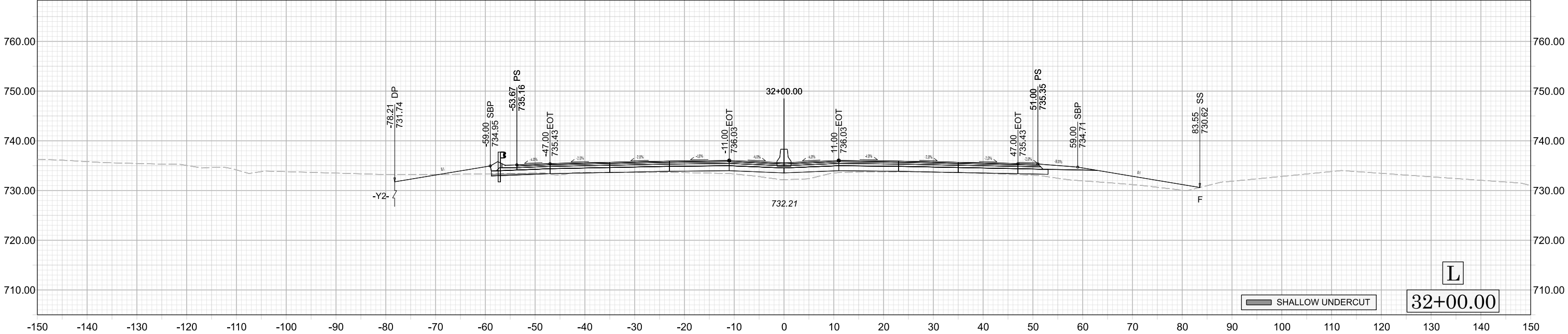
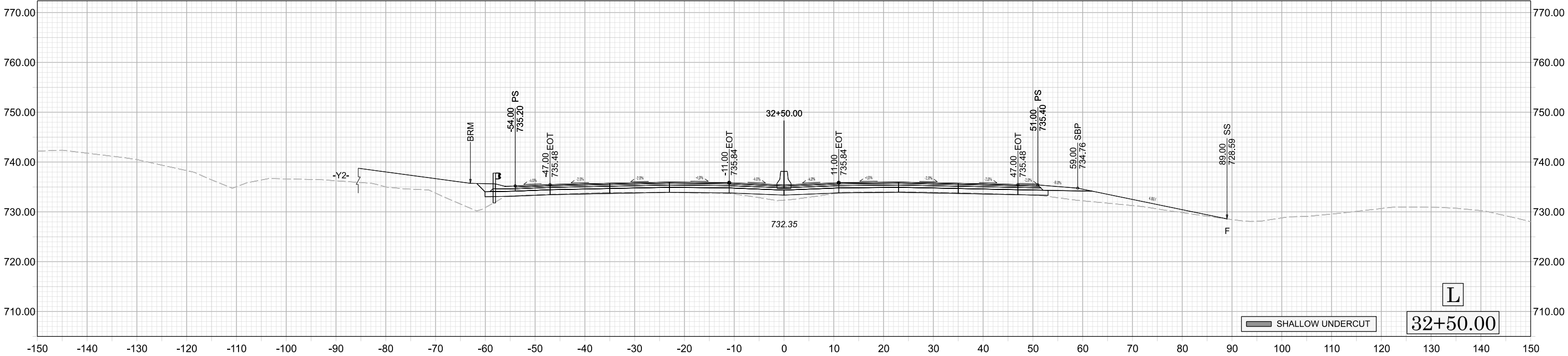
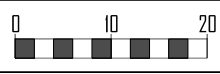


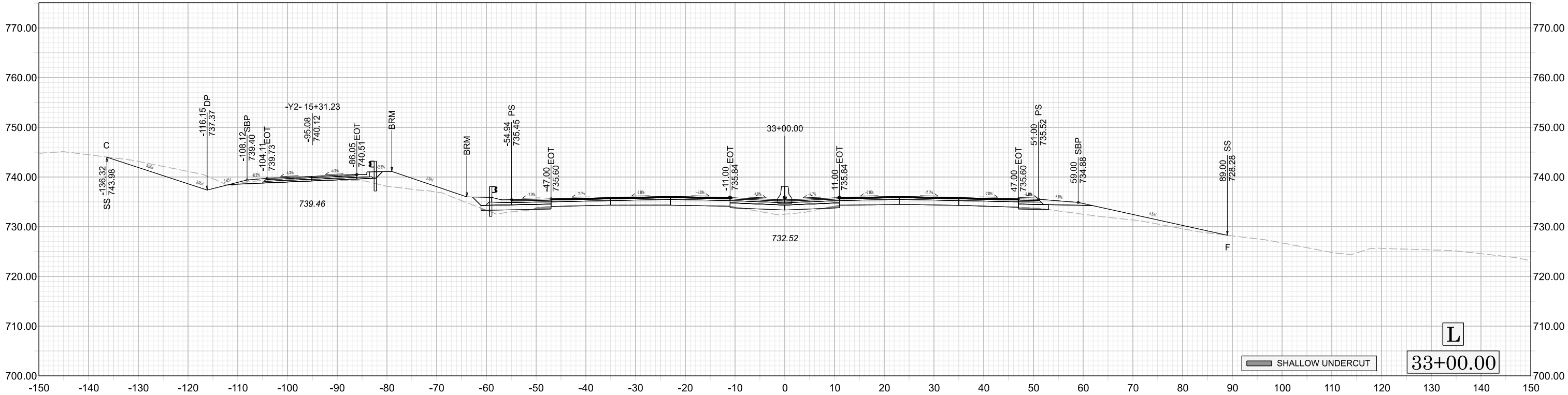
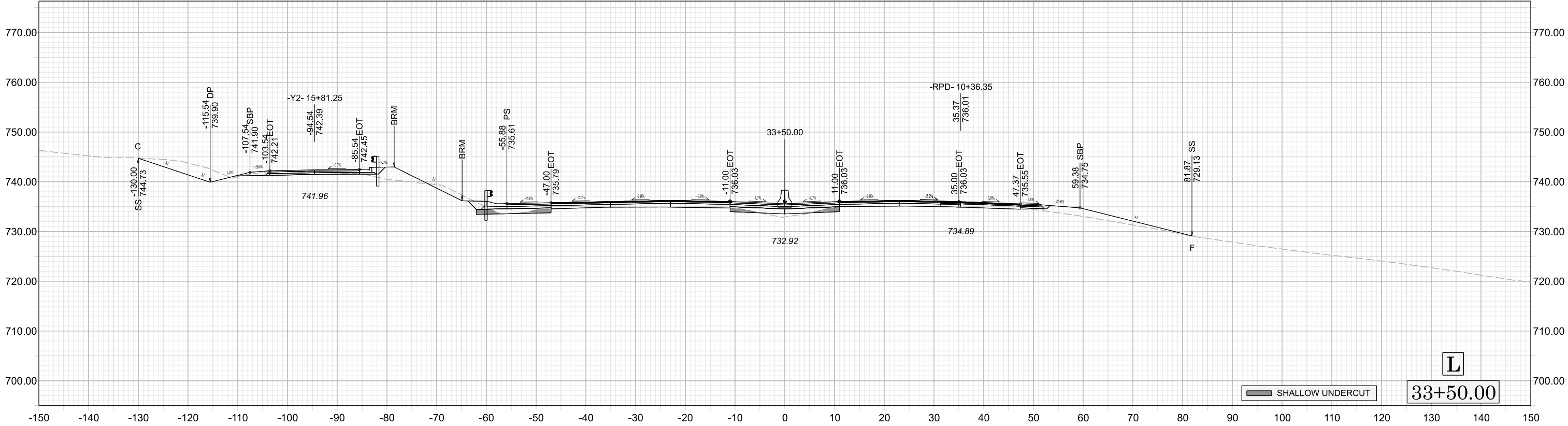
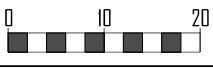
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-L- STA. 30+00.83

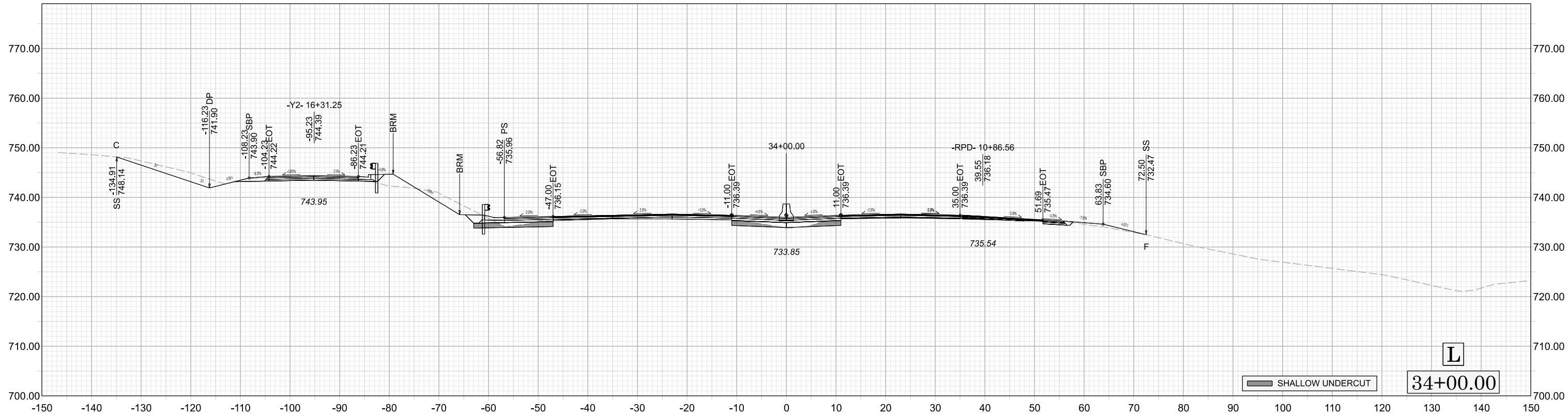
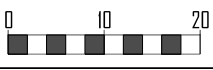


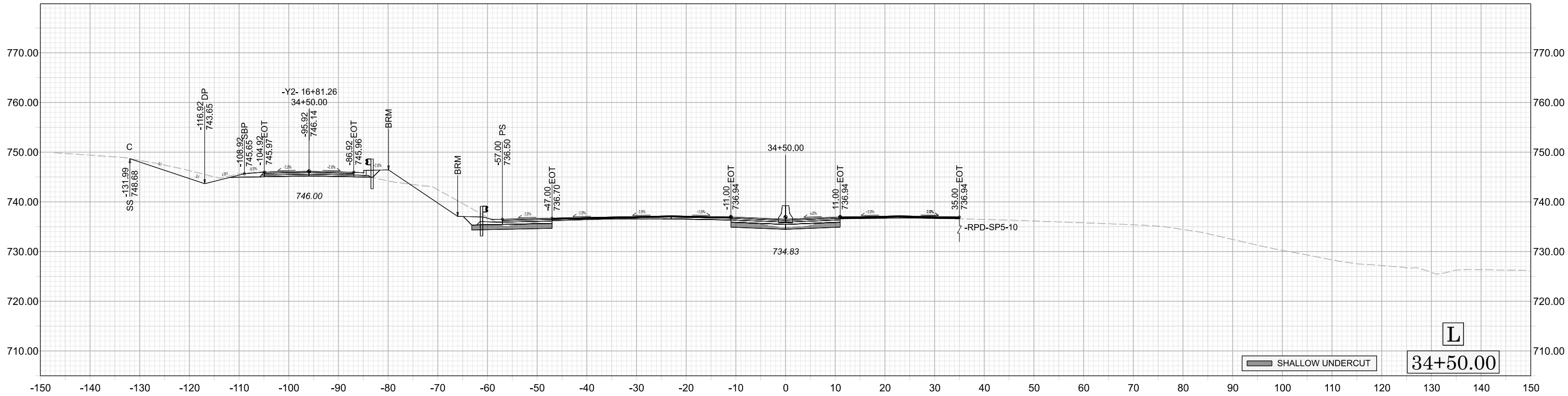
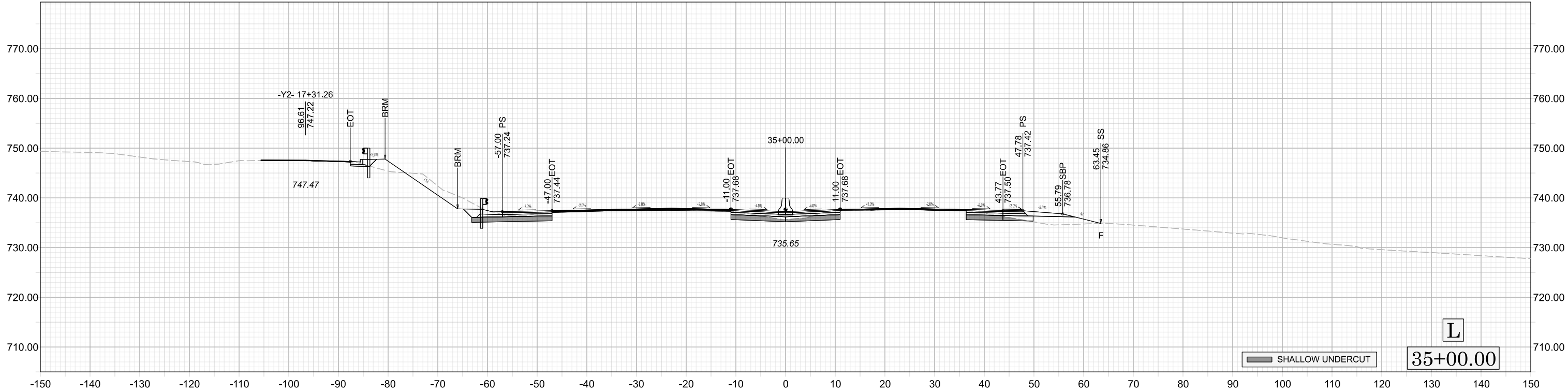
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30+00.00

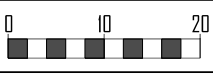




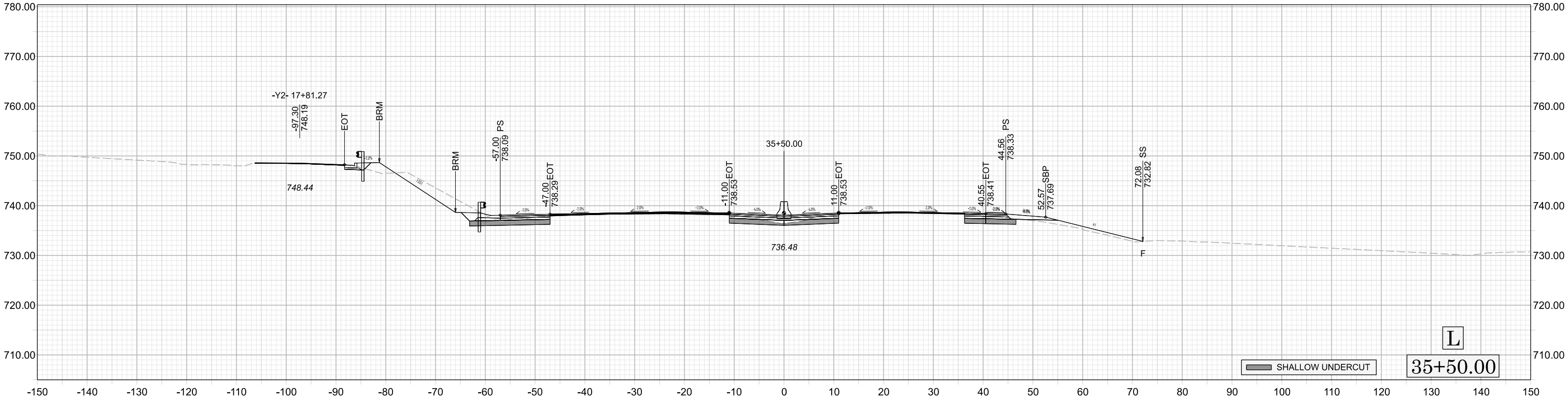
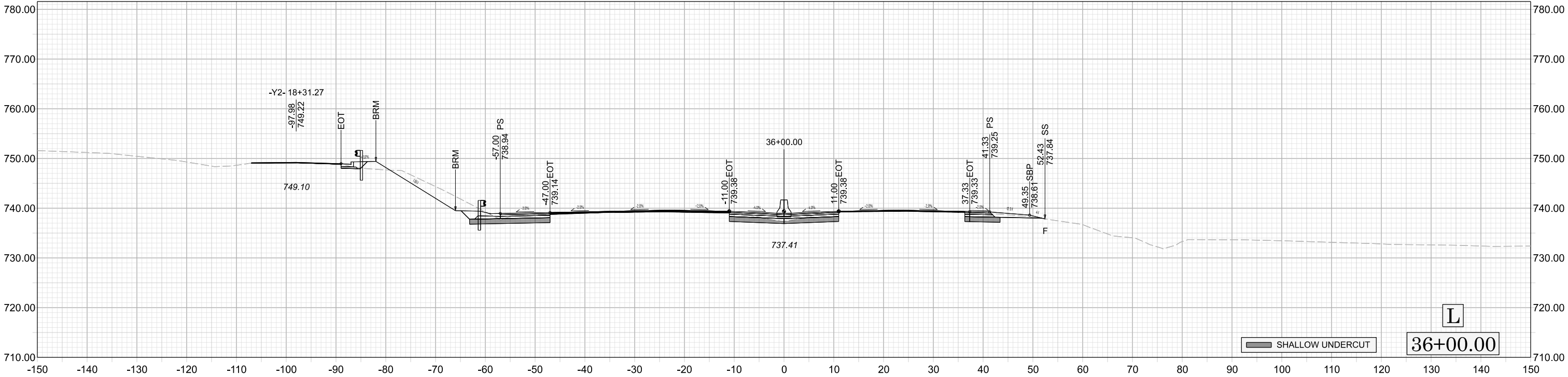


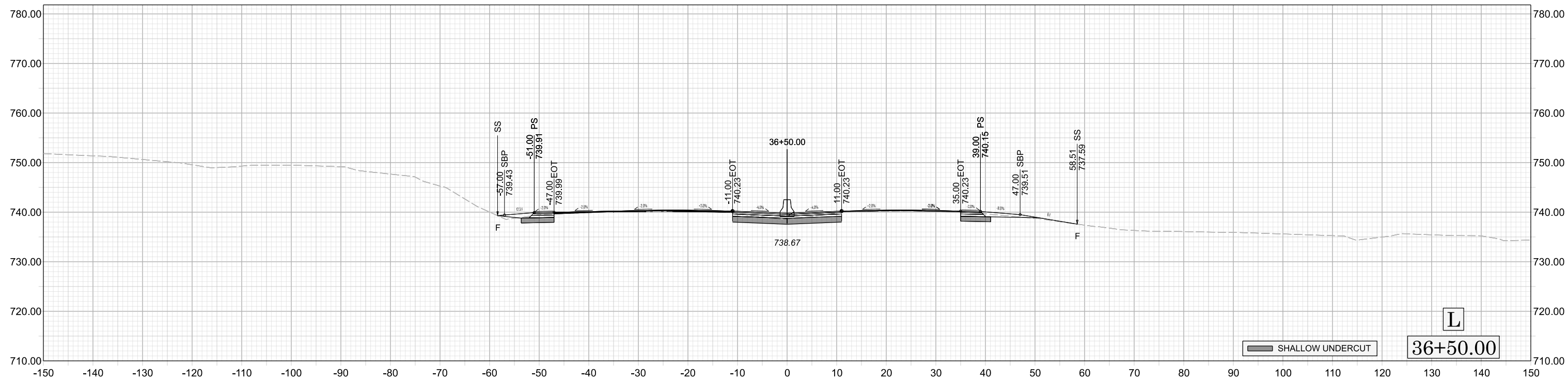


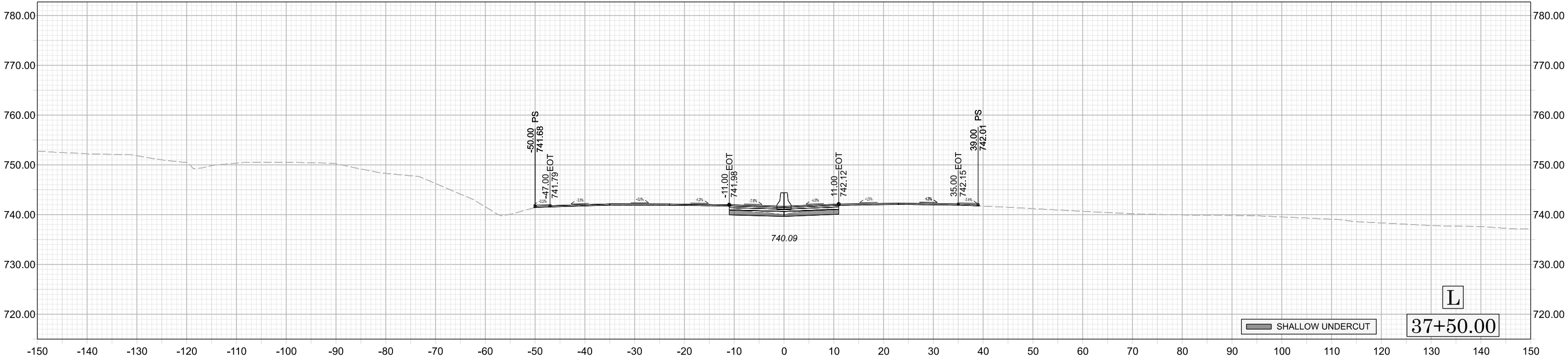
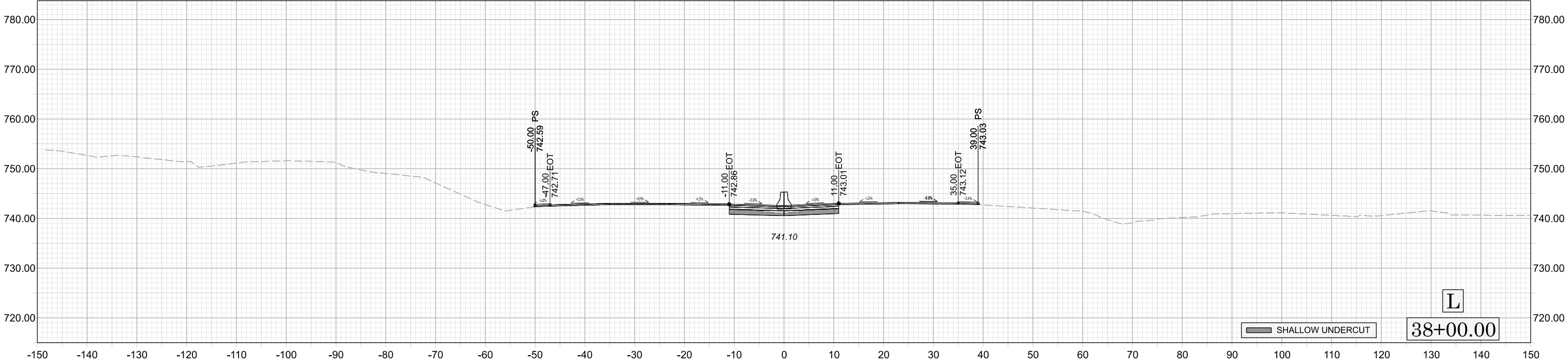
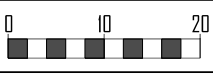


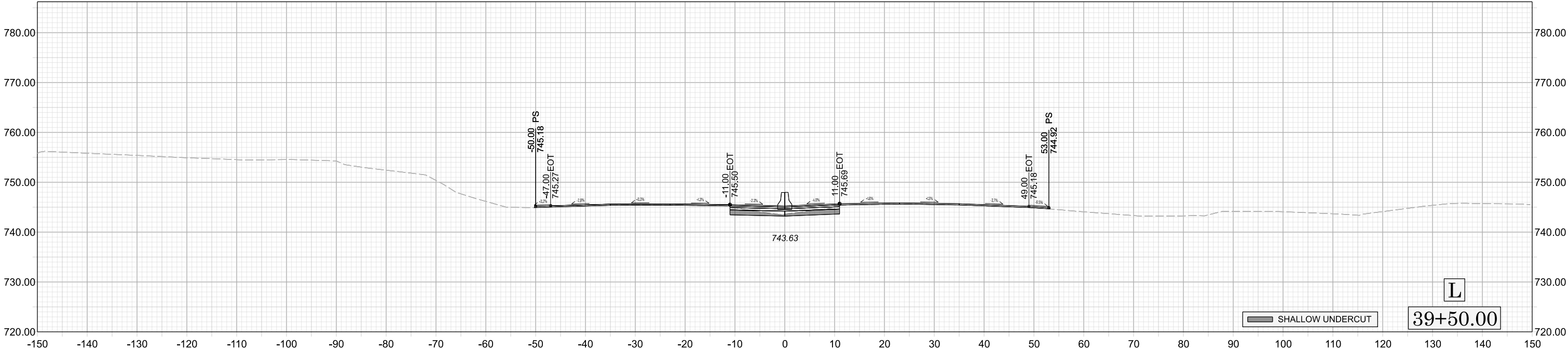
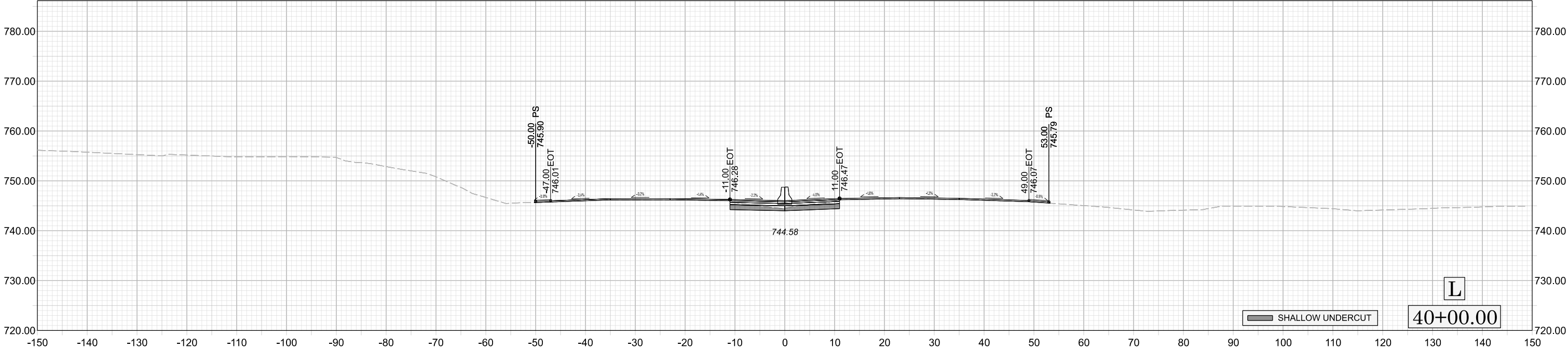
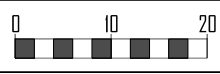


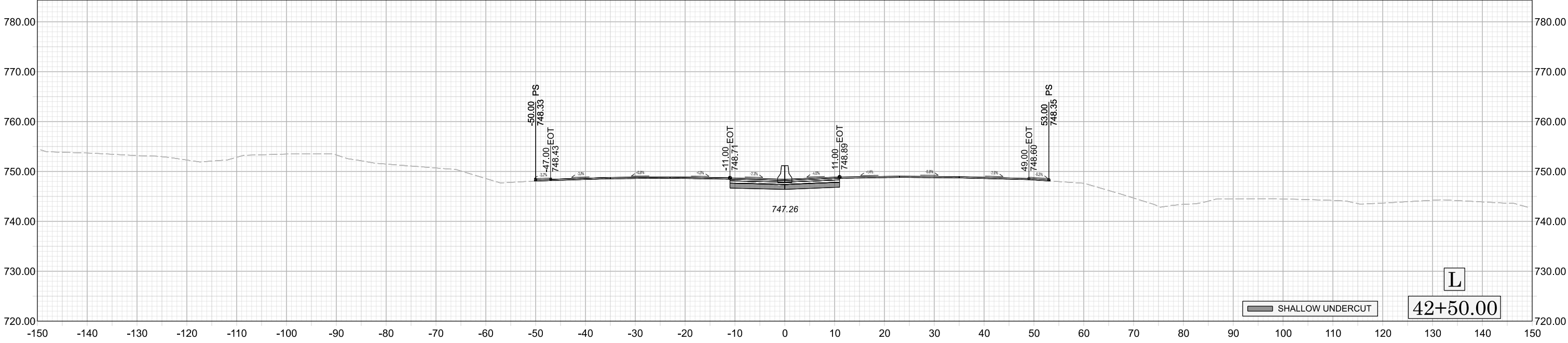
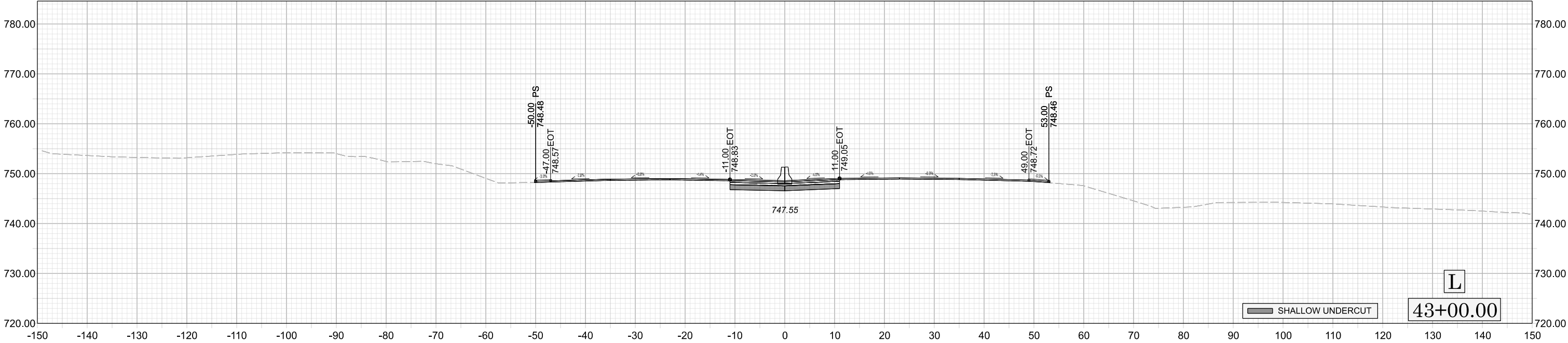
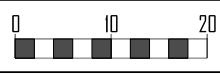
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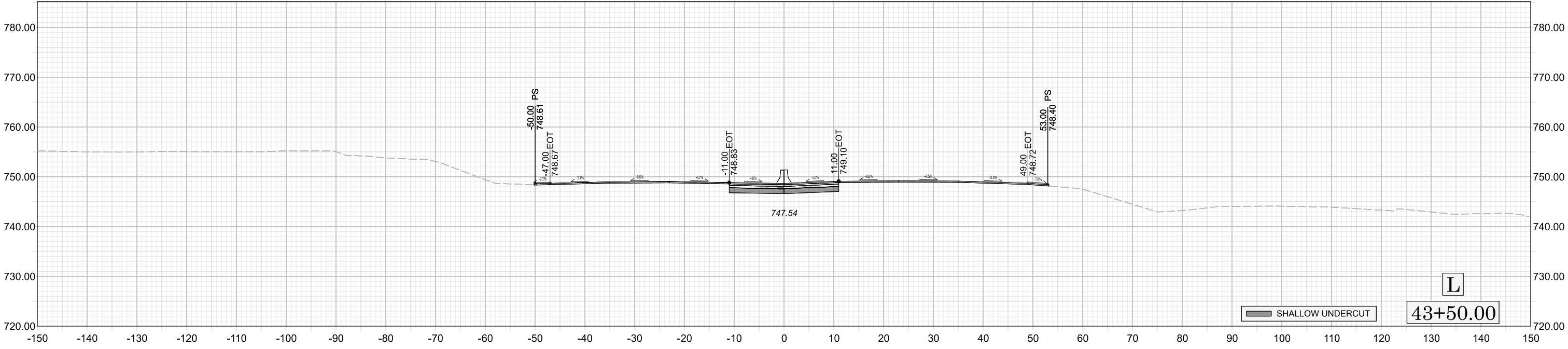
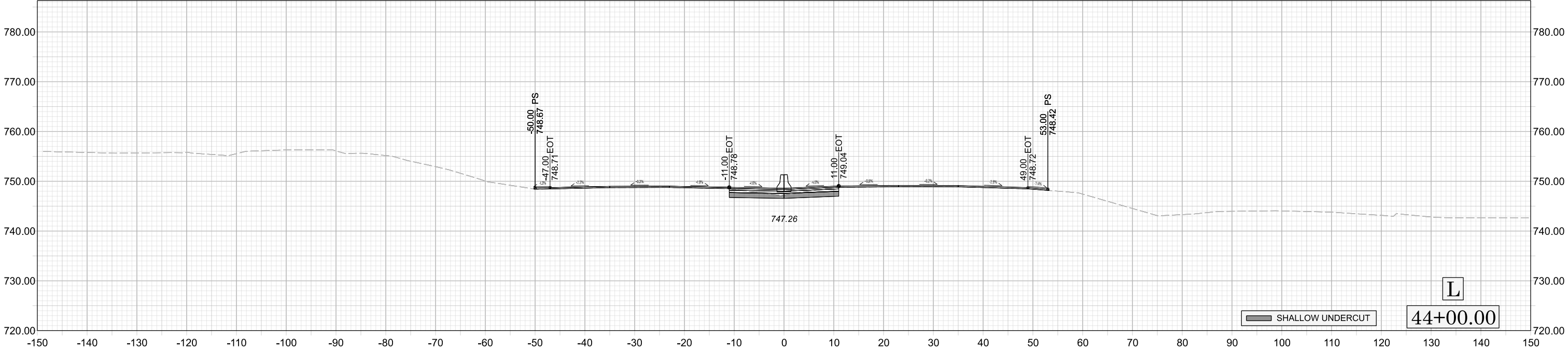


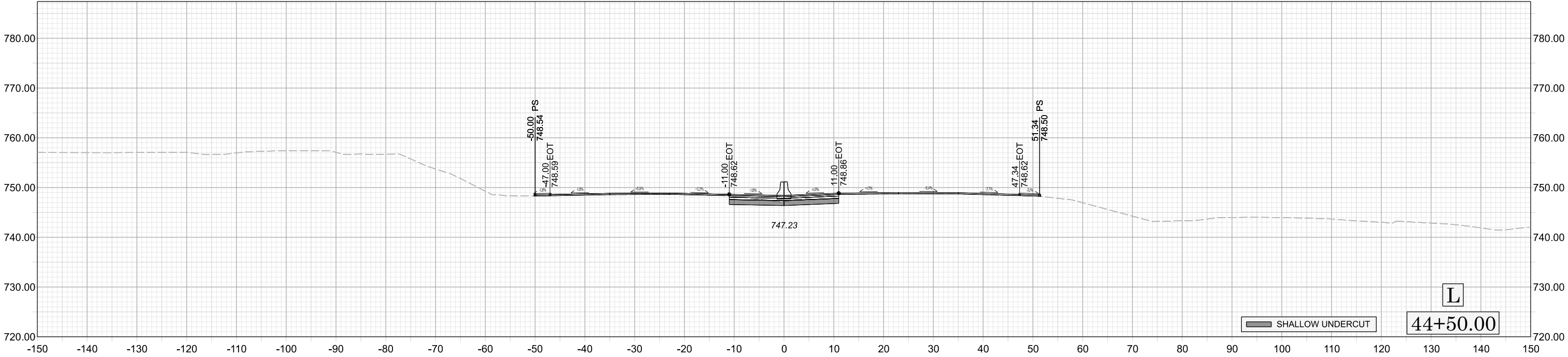
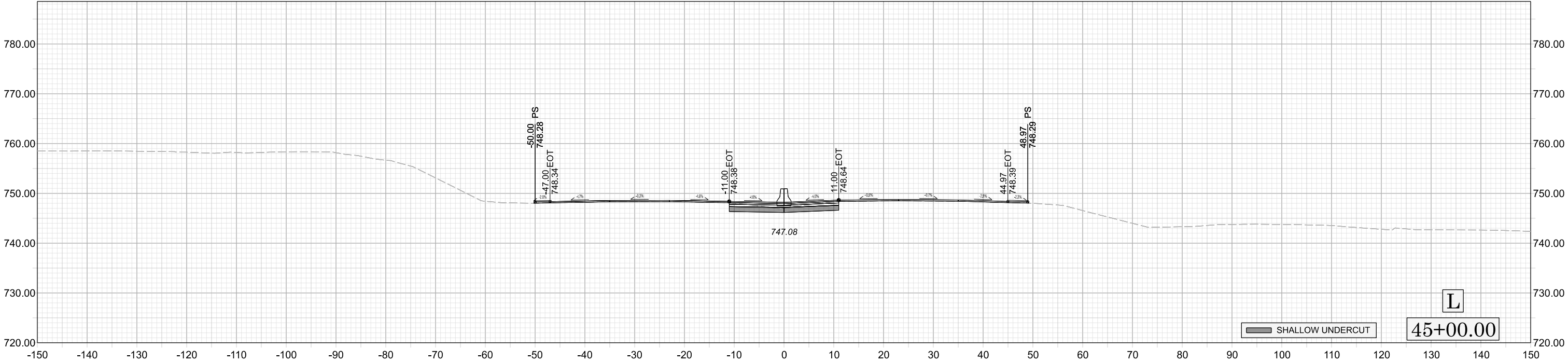
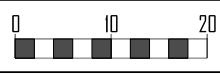


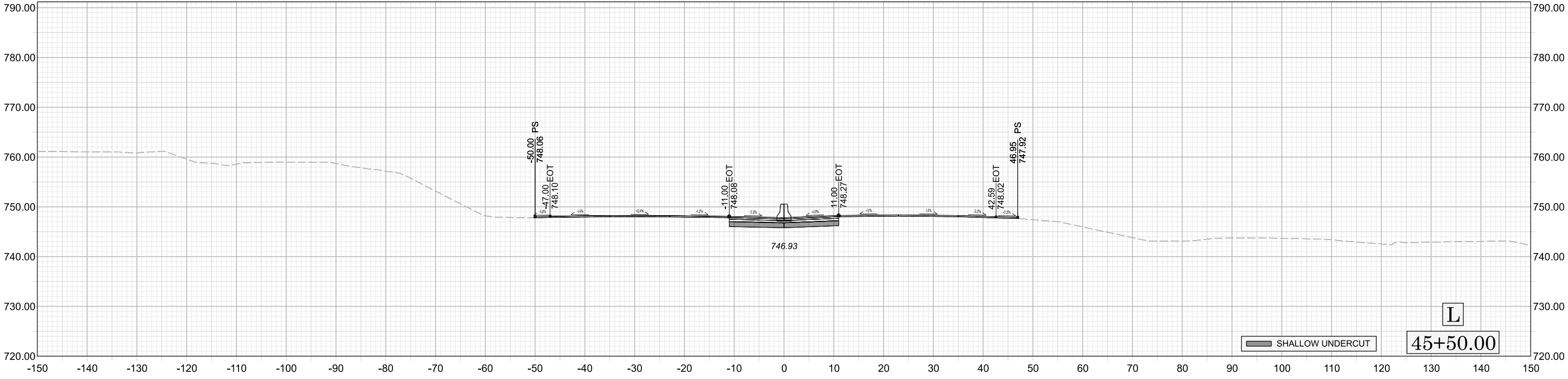
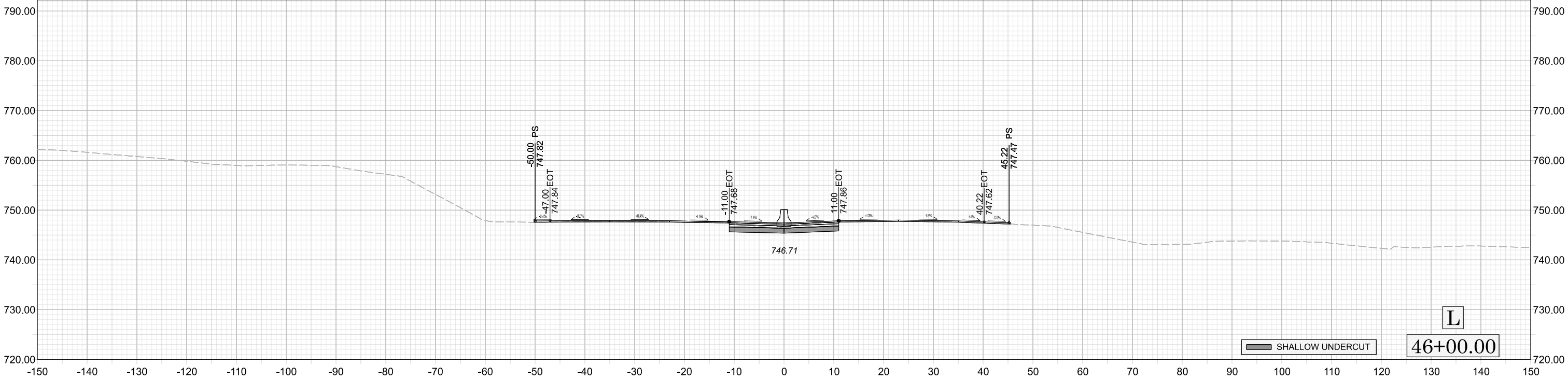
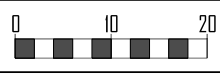


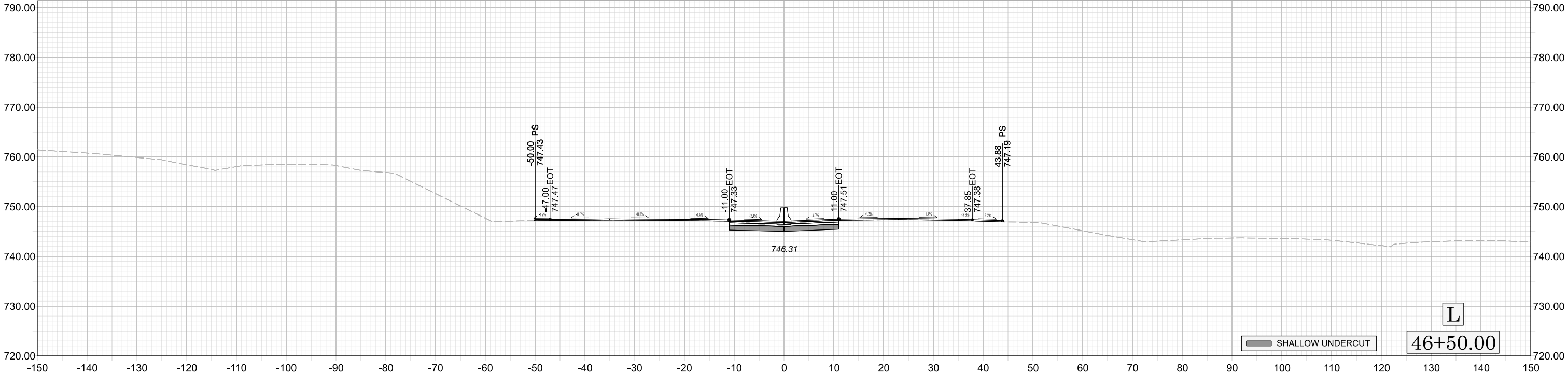
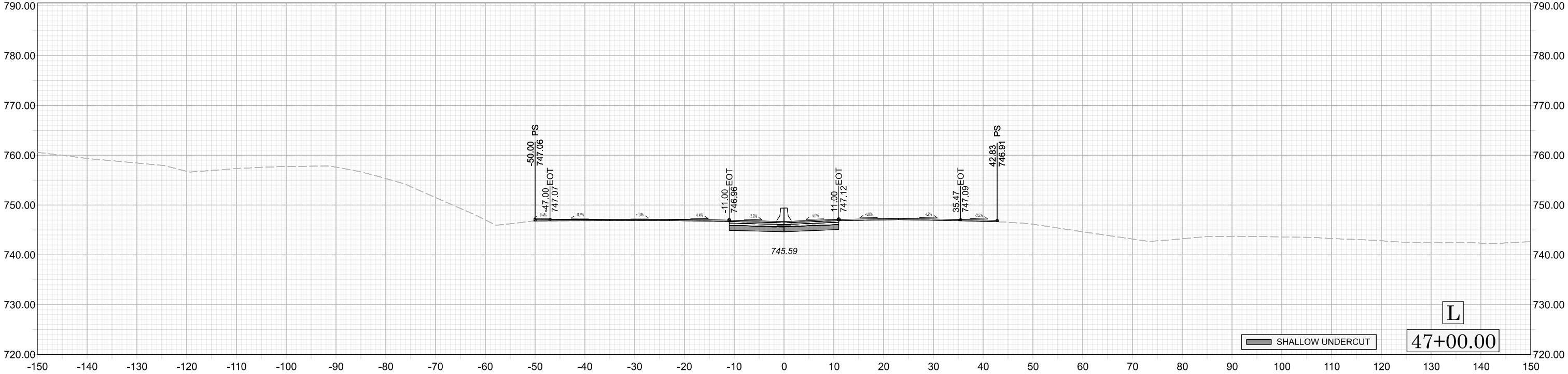
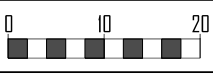


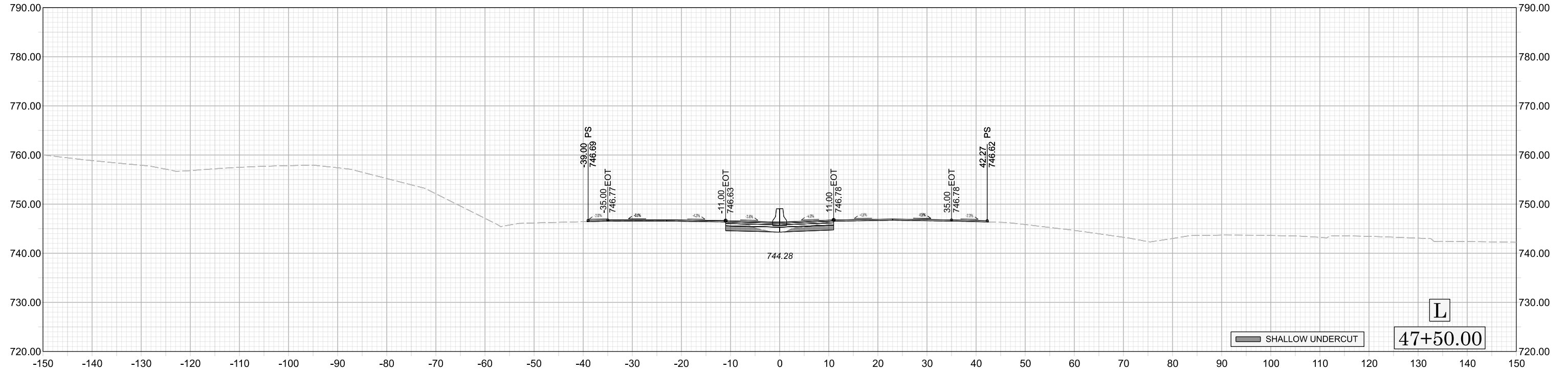


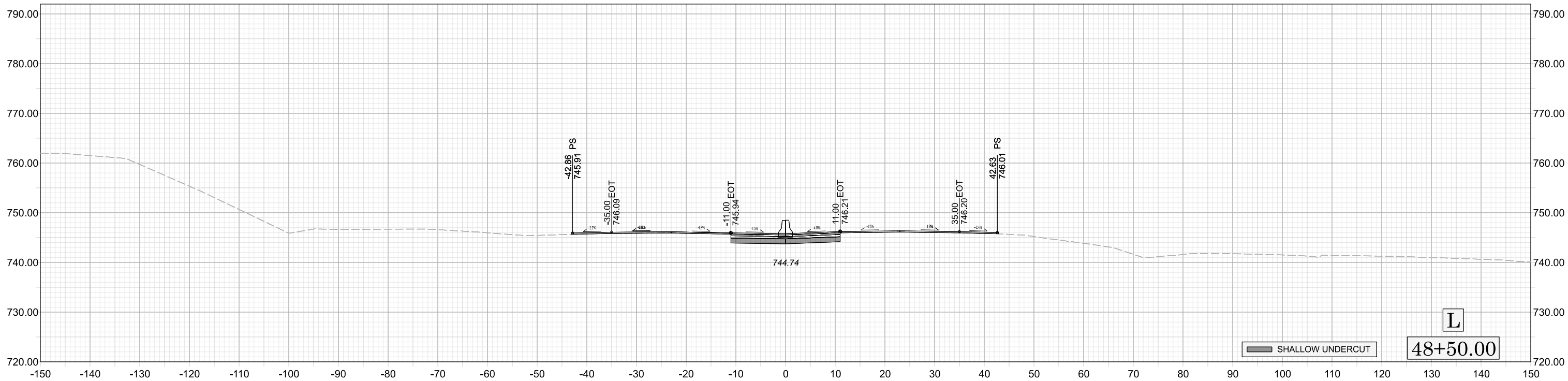
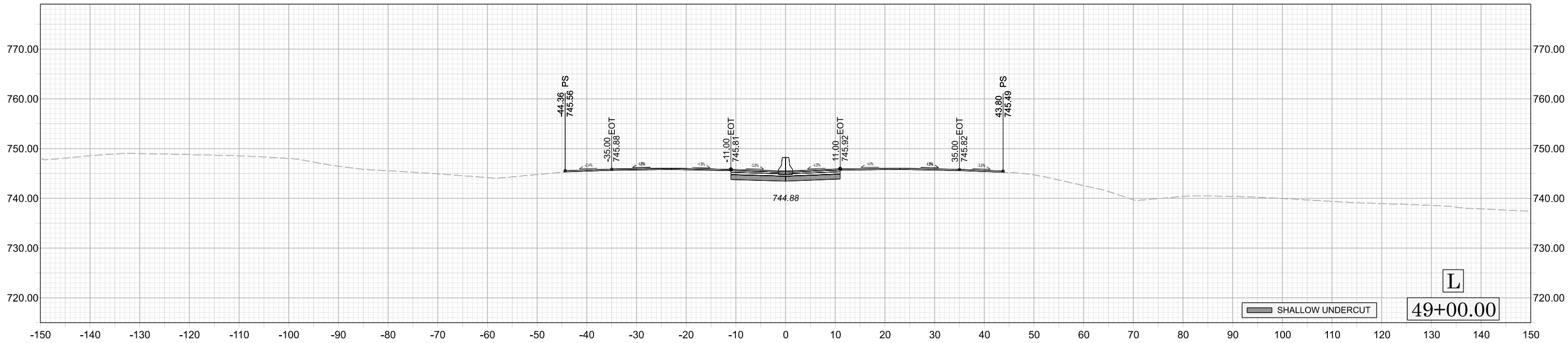
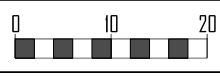


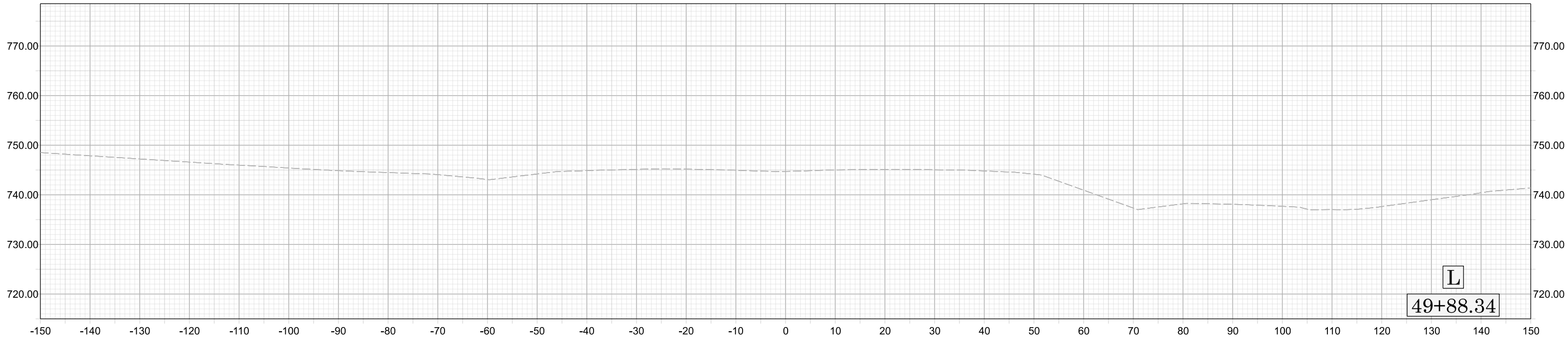
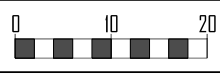




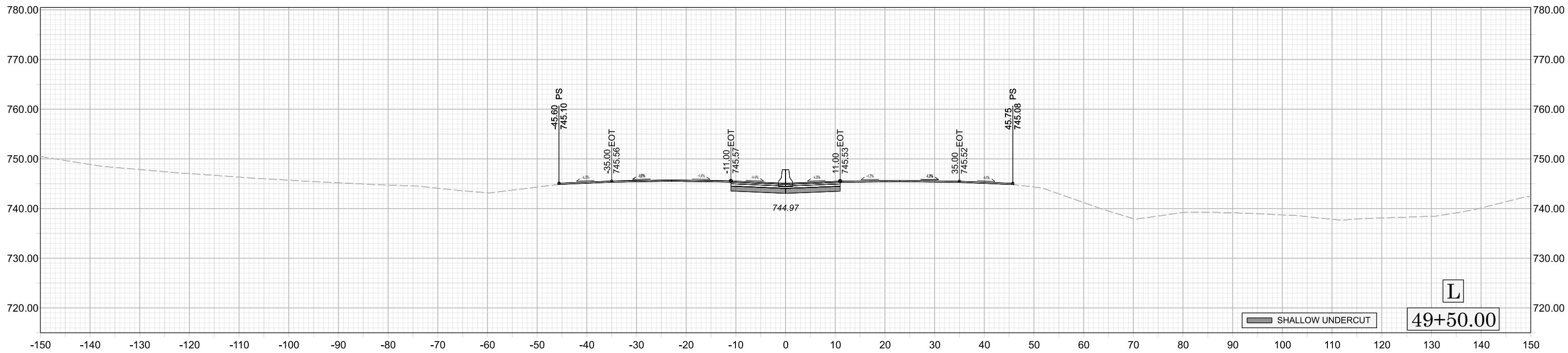


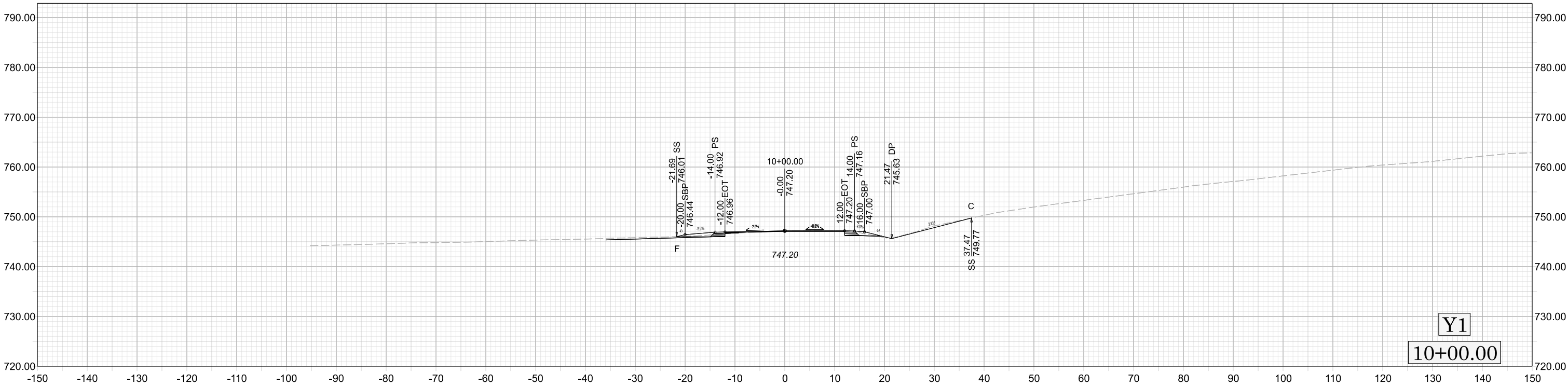
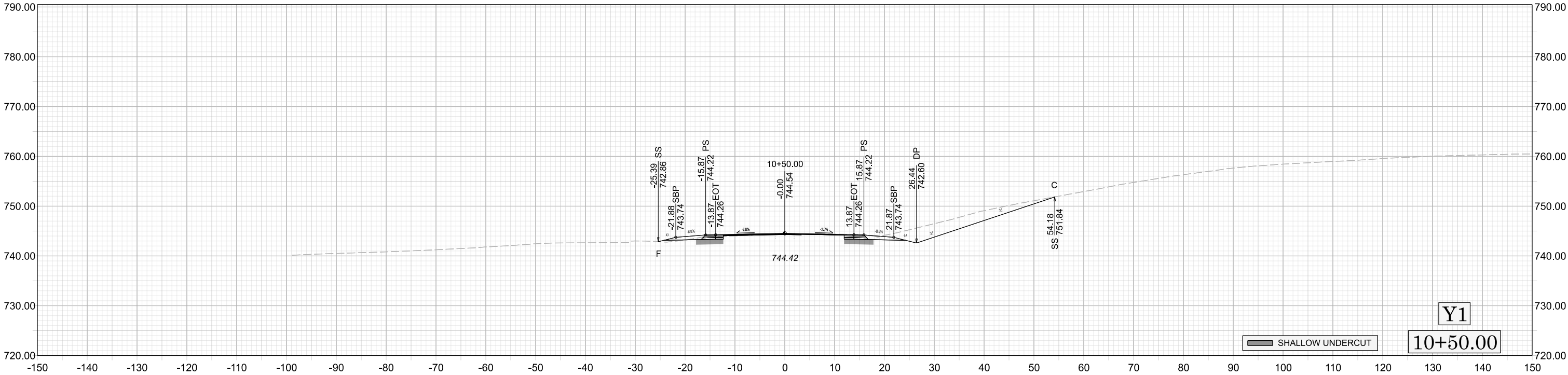
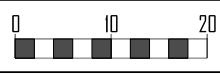




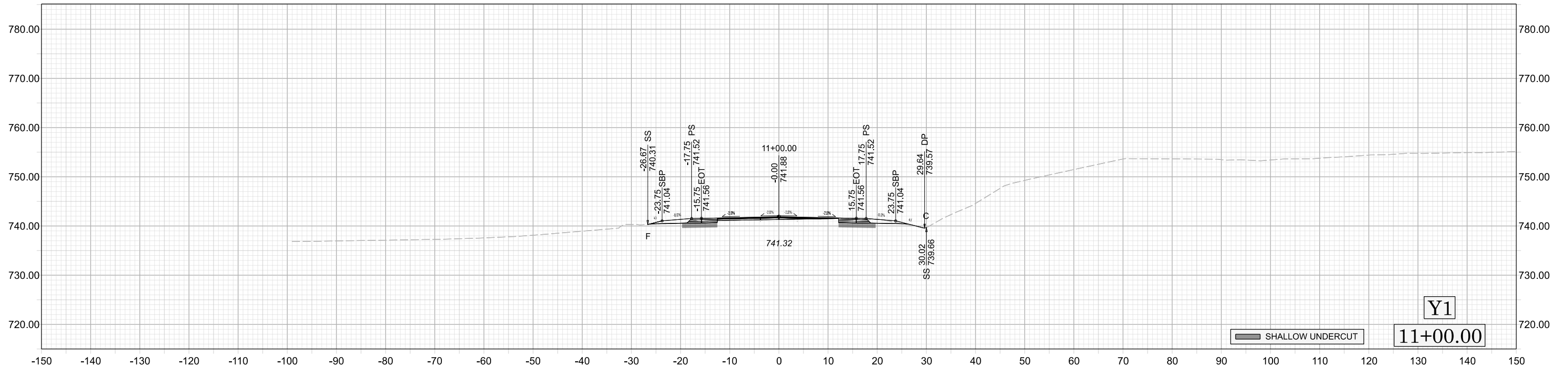
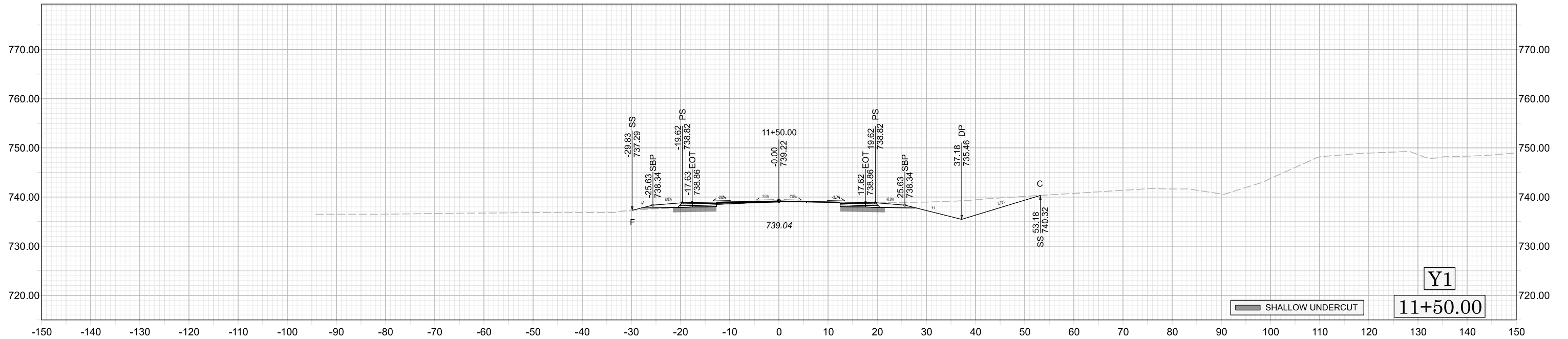
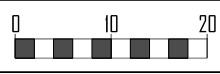


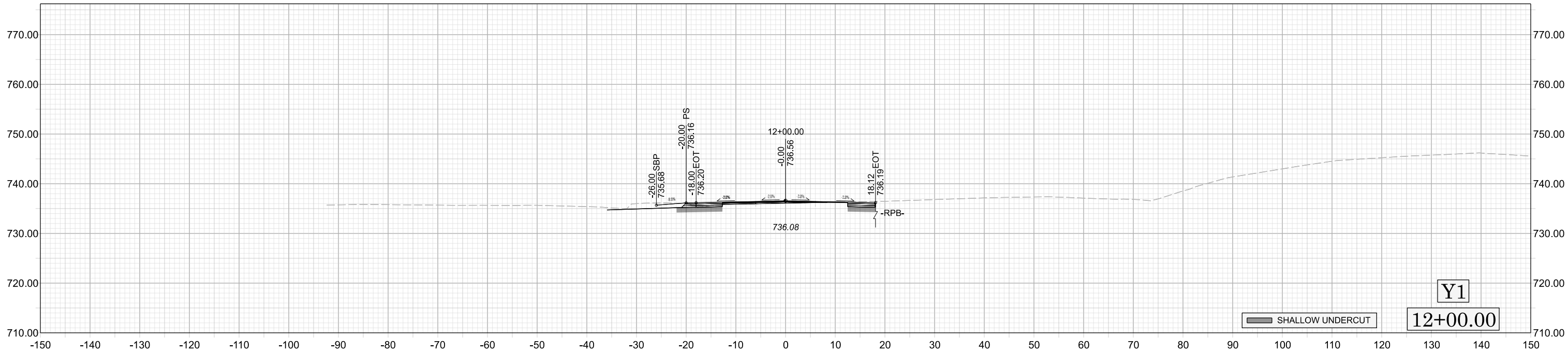
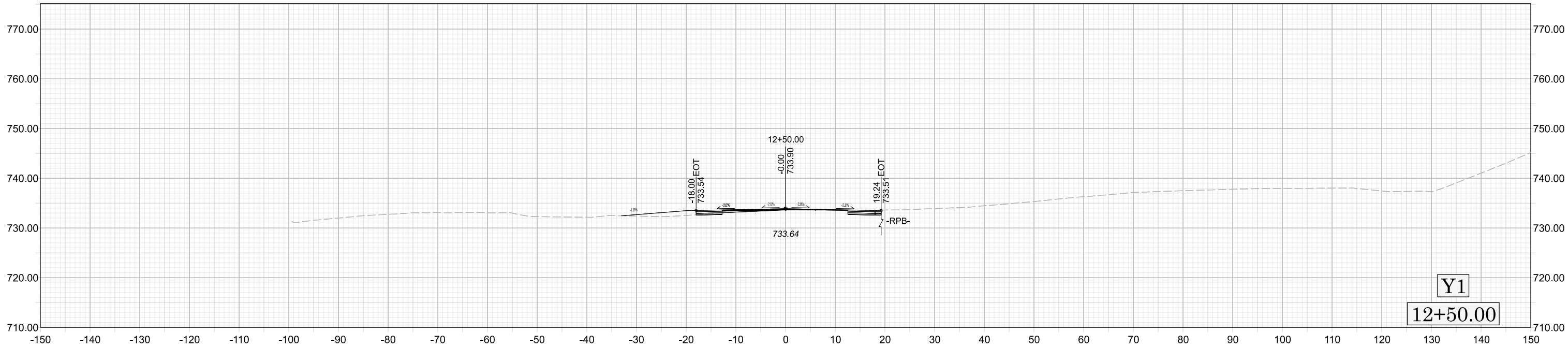
END PROJECT BR-0015 -L- STA. 49+50.00

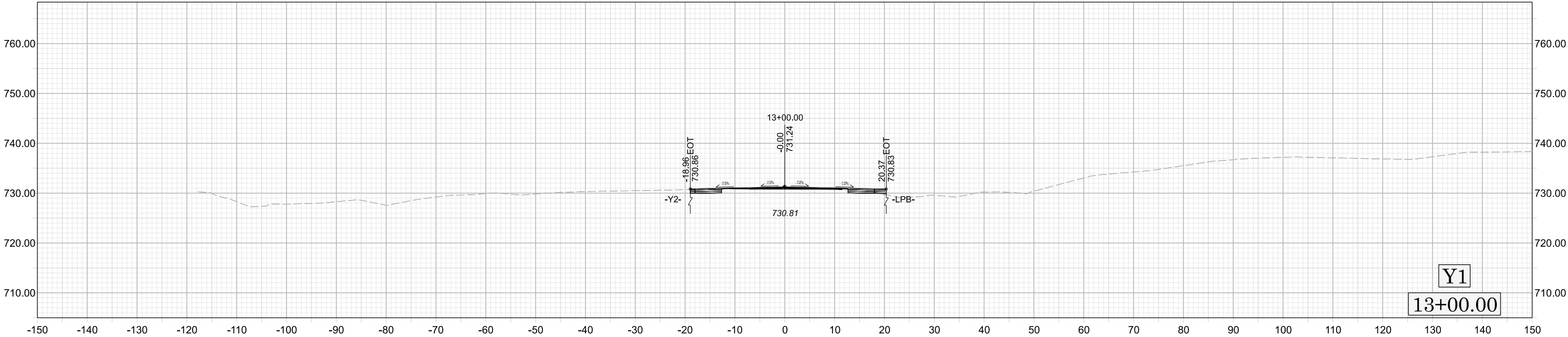
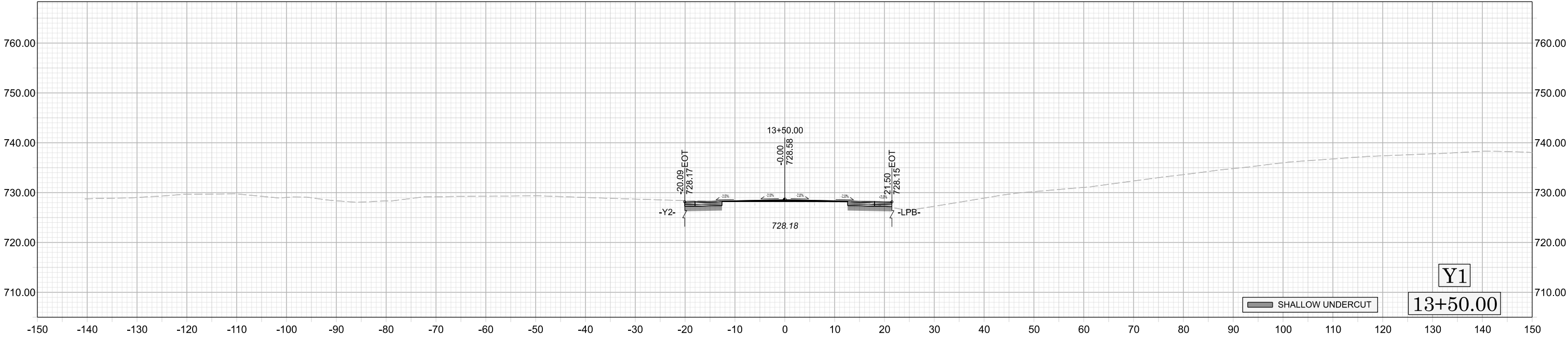
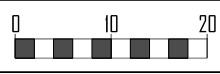


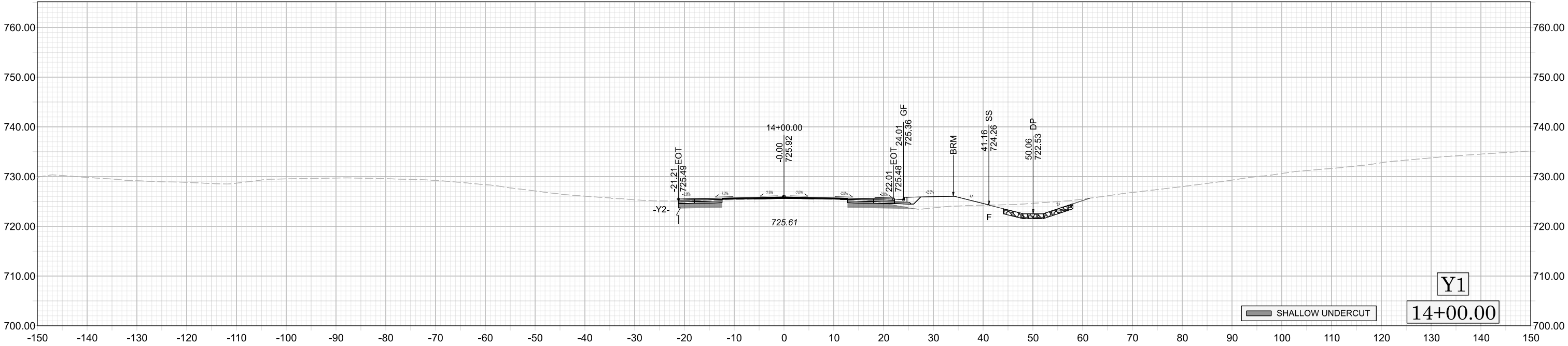
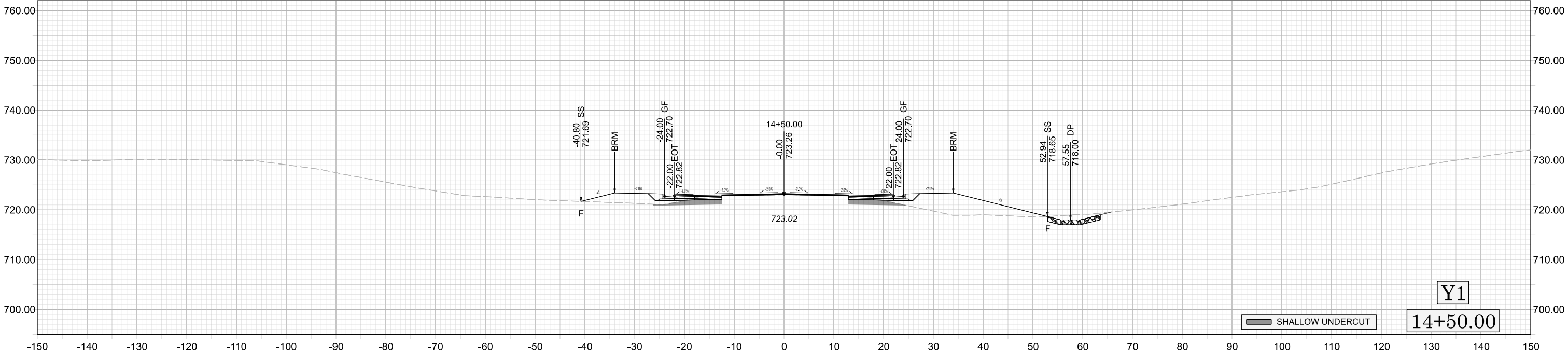
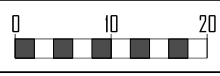


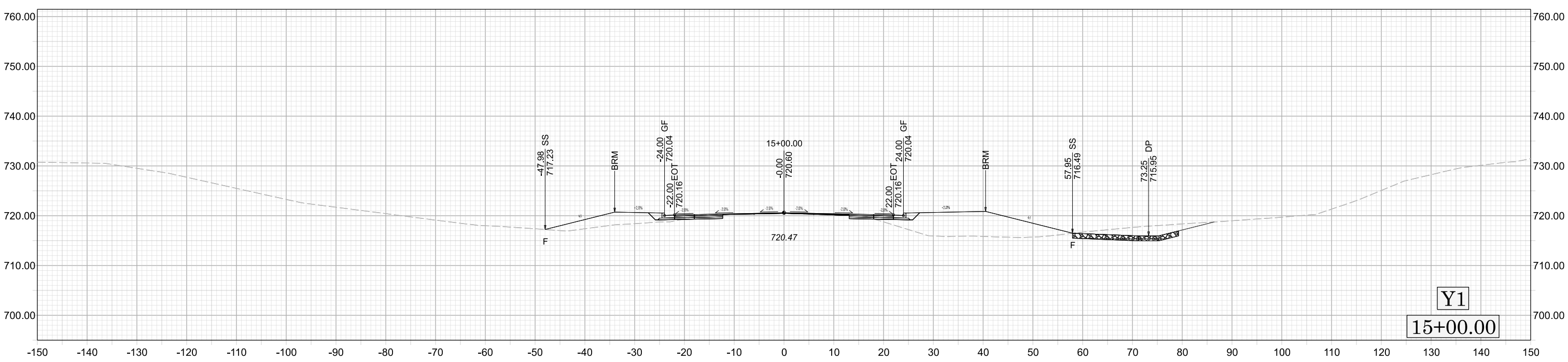
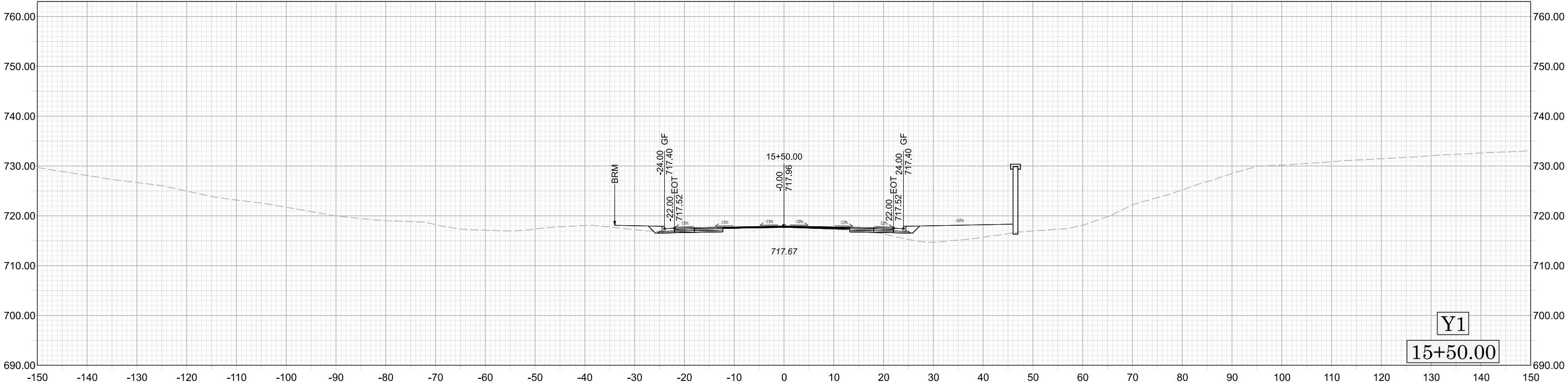
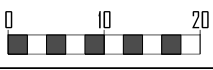
BEGIN CONSTRUCTION -Y1- STA. 10+00.00

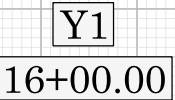
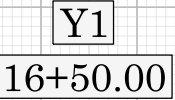


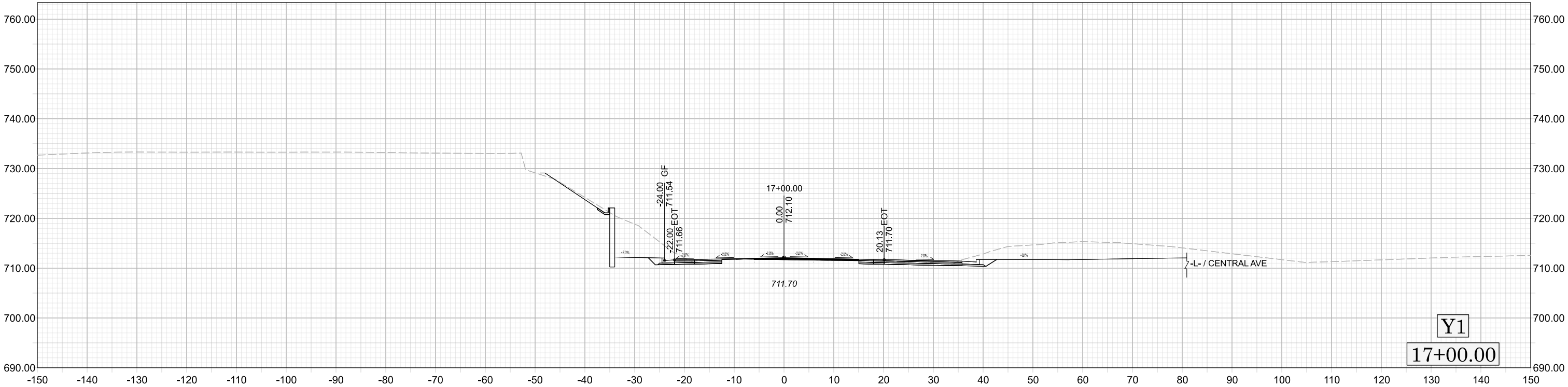
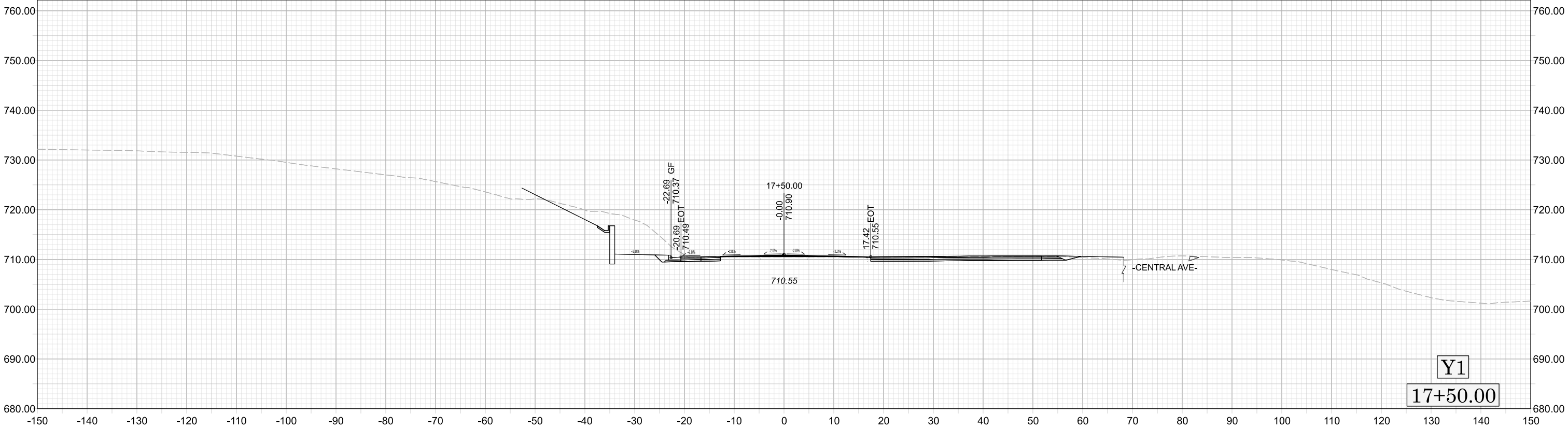
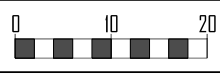


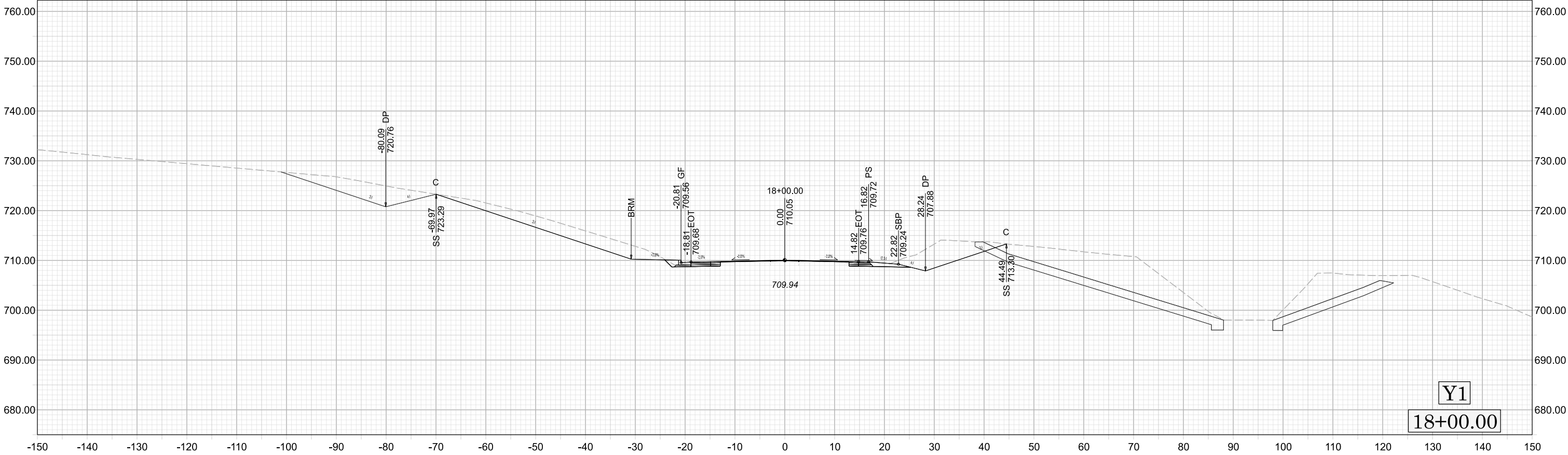
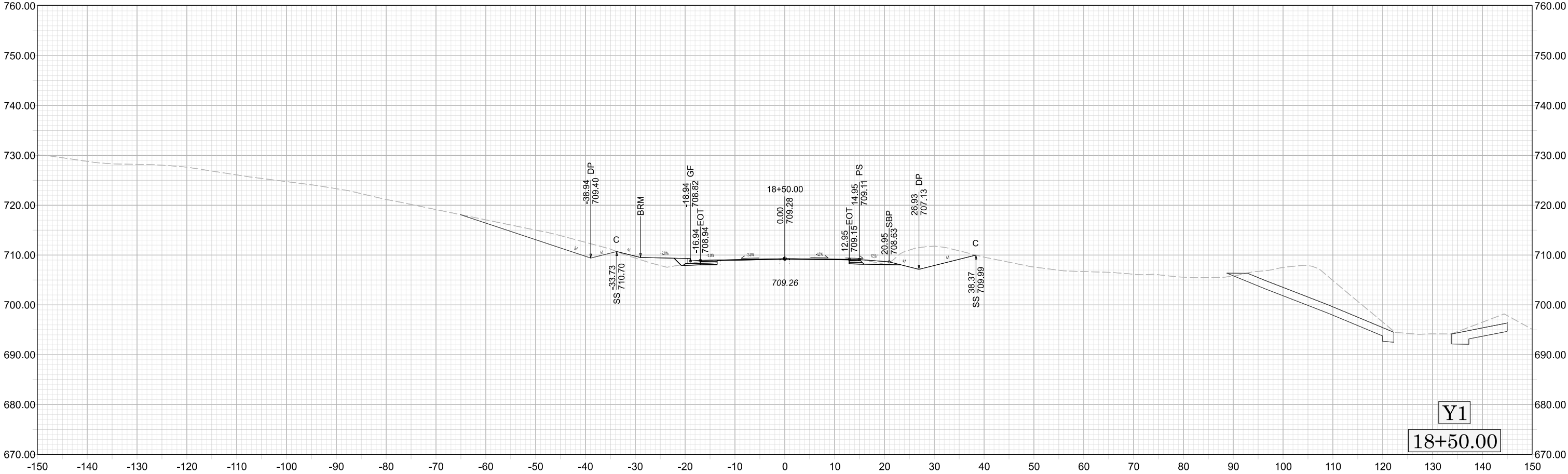
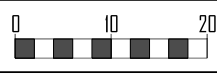


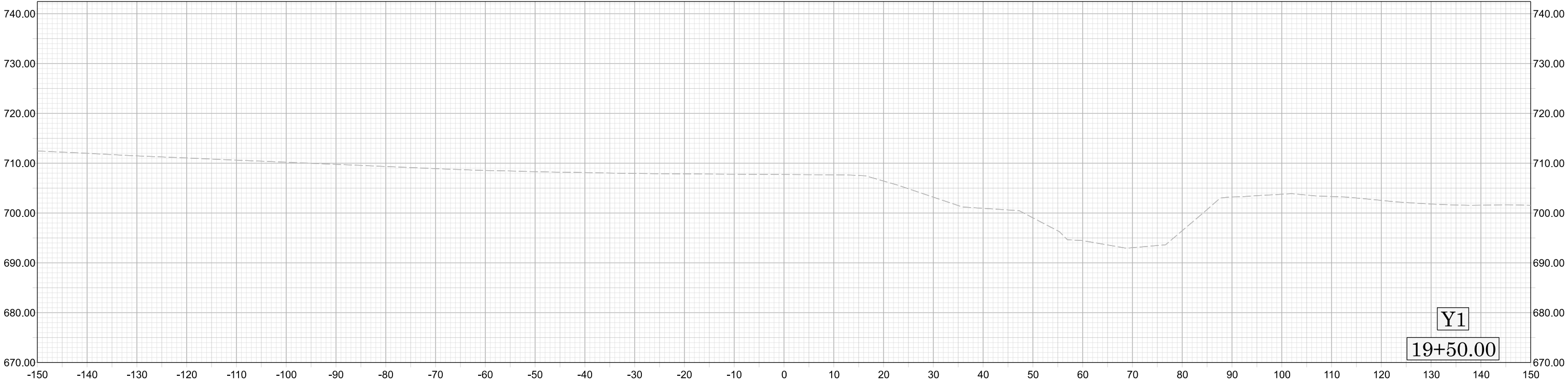




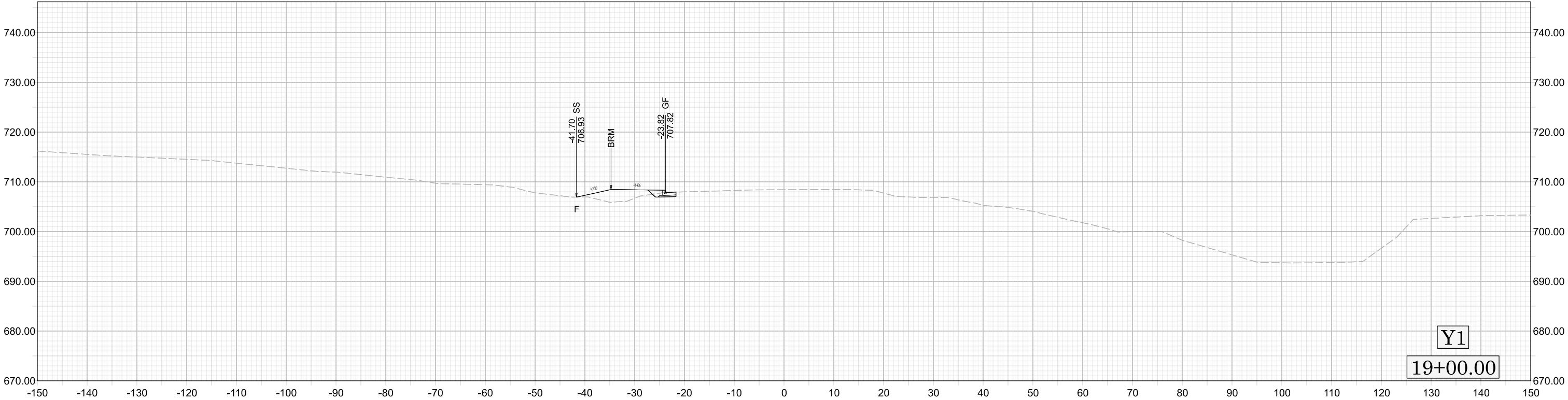


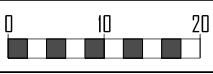




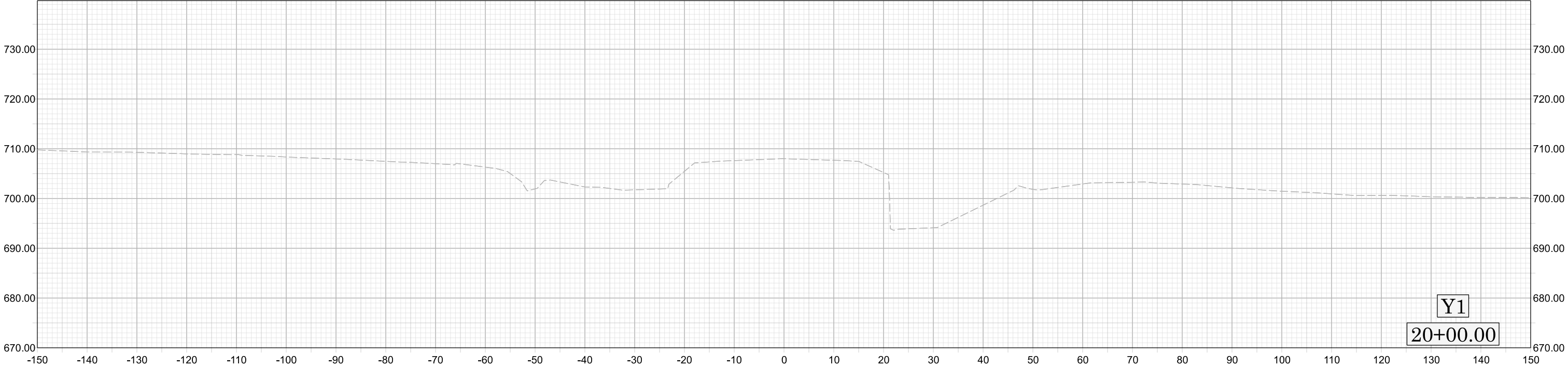
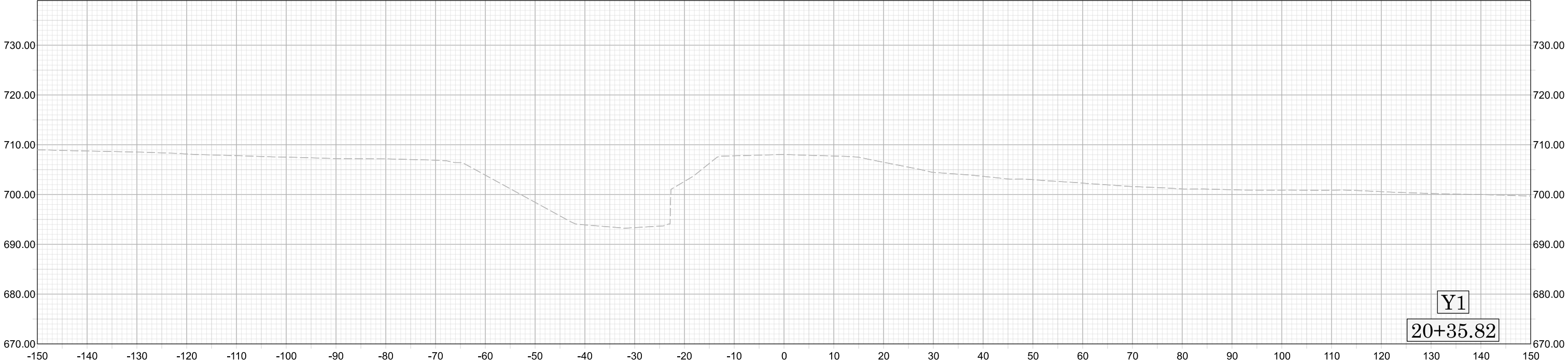


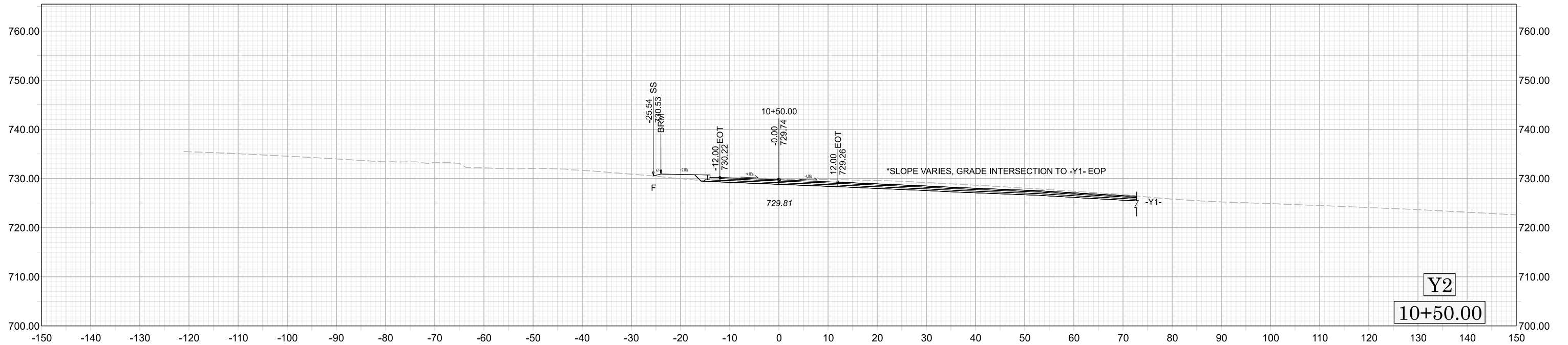
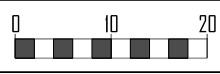
END CONSTRUCTION -Y1- STA. 19+35.00



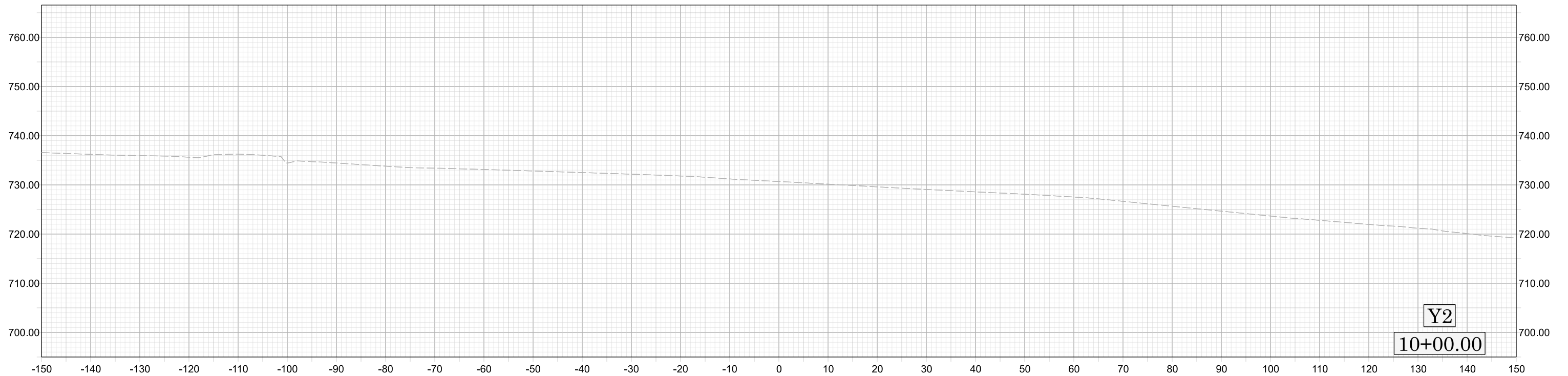


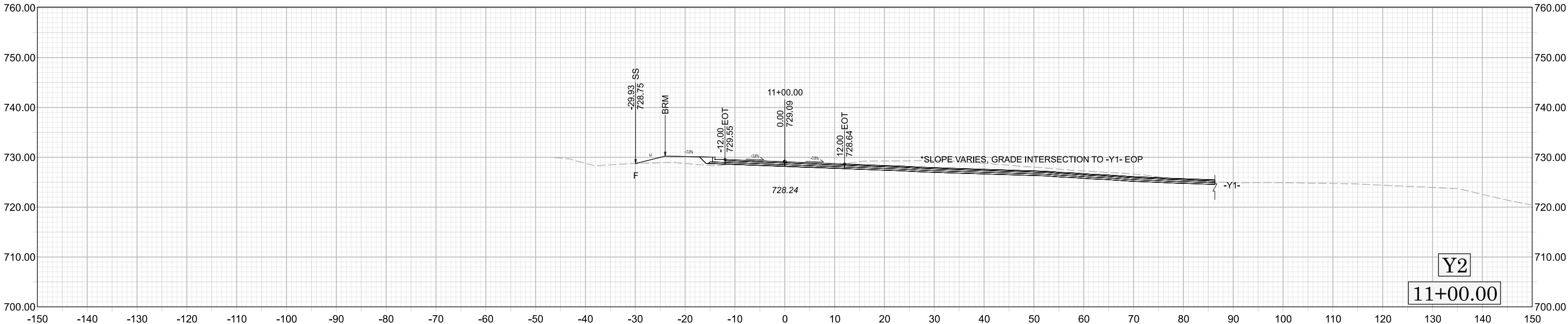
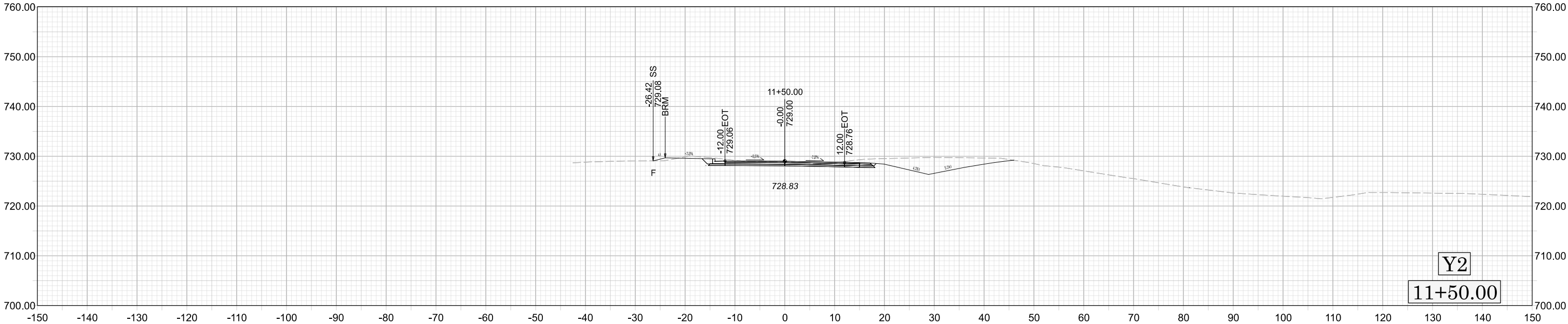
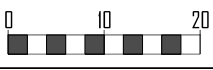
BR-0015	
X	055

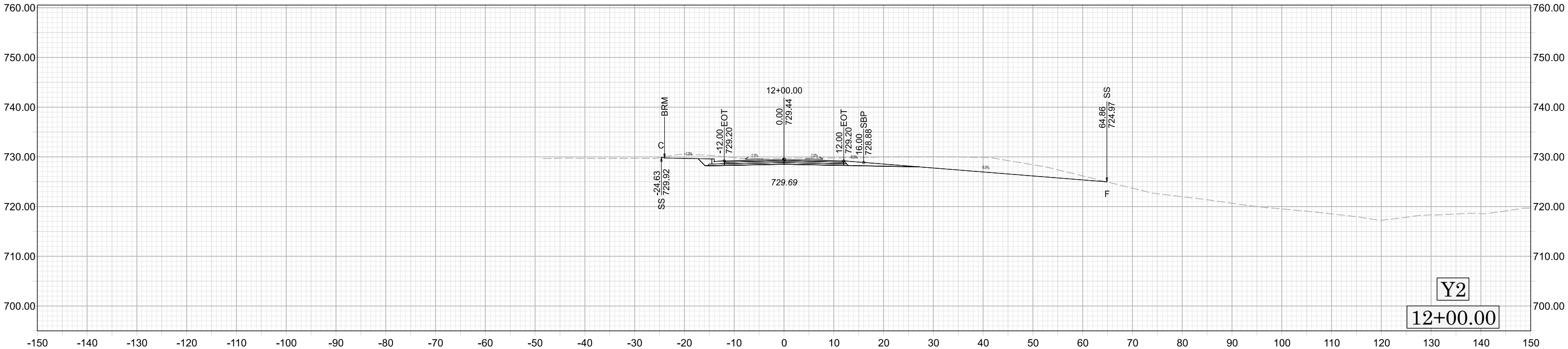
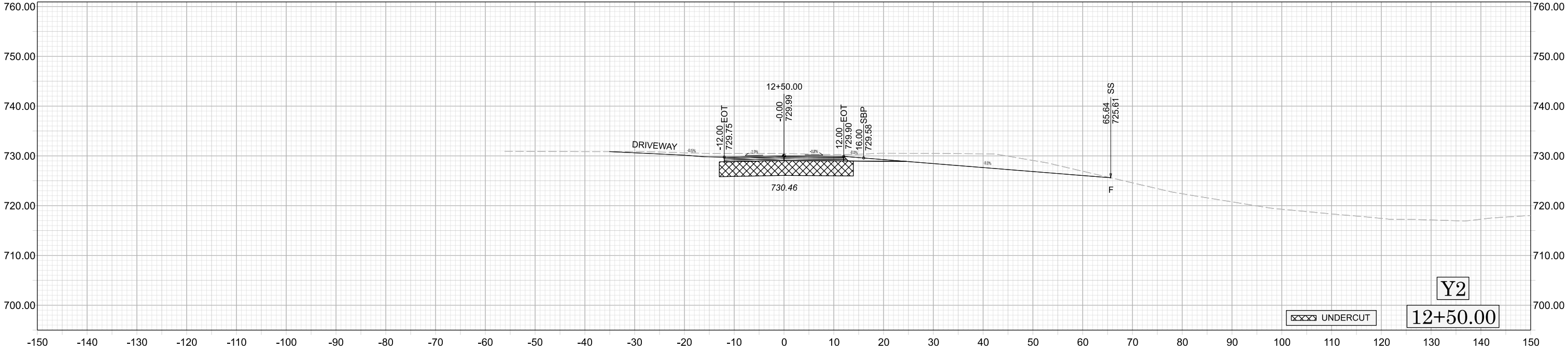


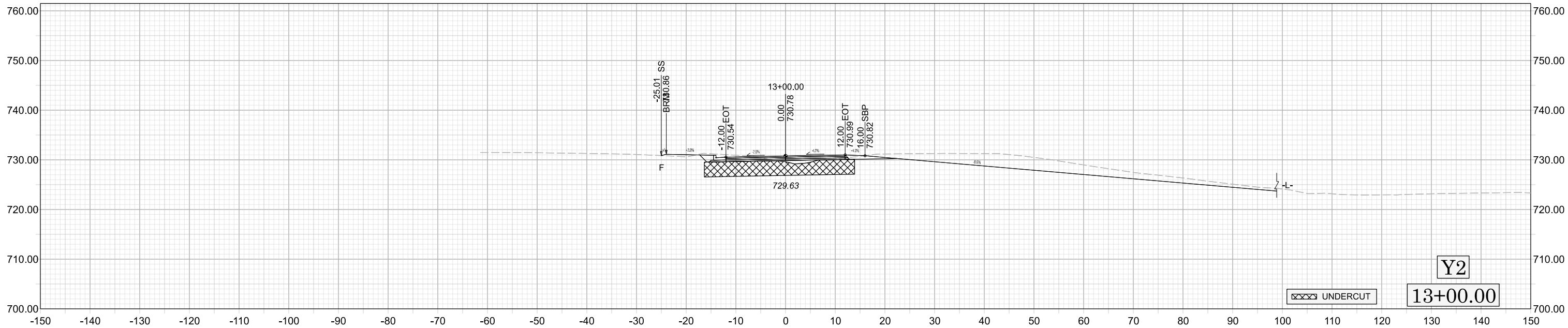
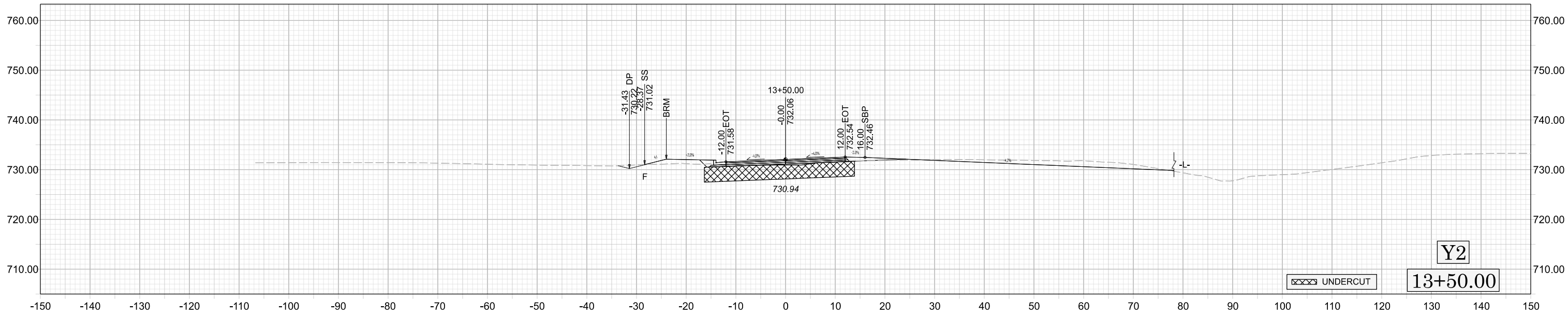
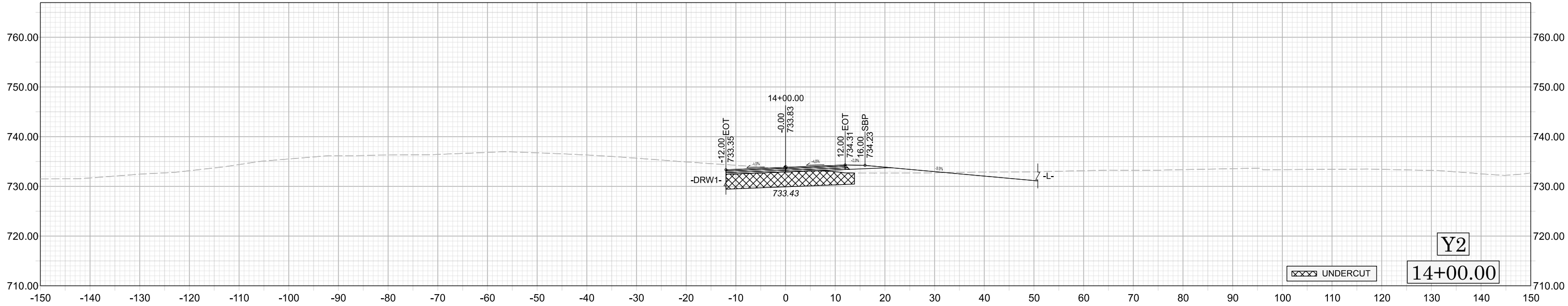


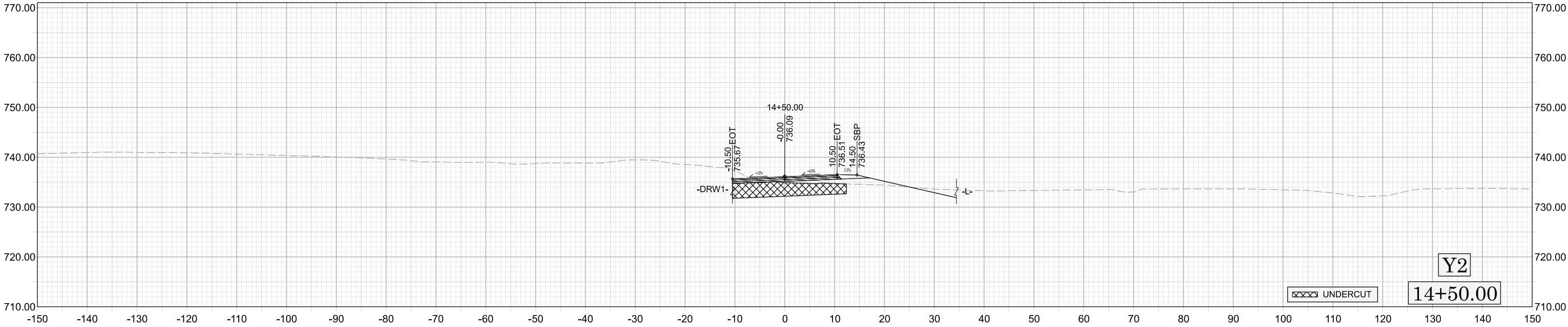
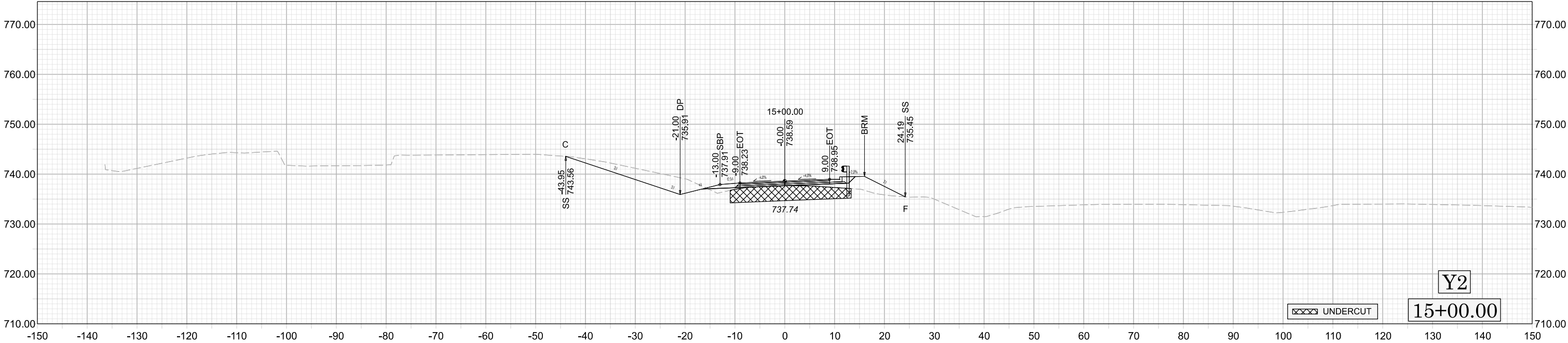
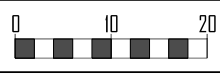
BEGIN CONSTRUCTION -Y2- STA. 10+24.85

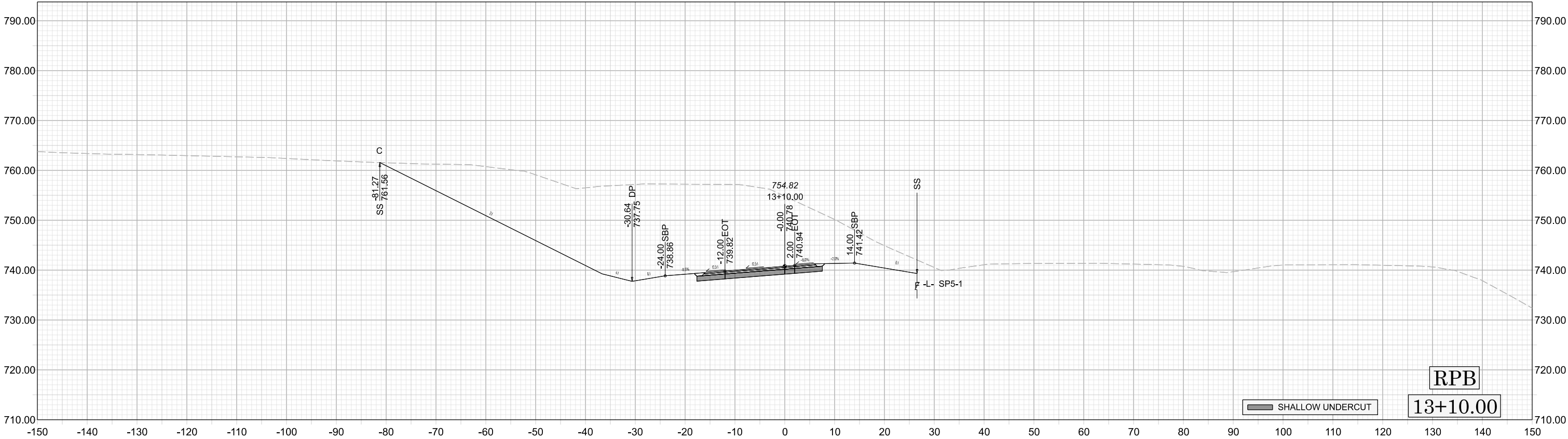
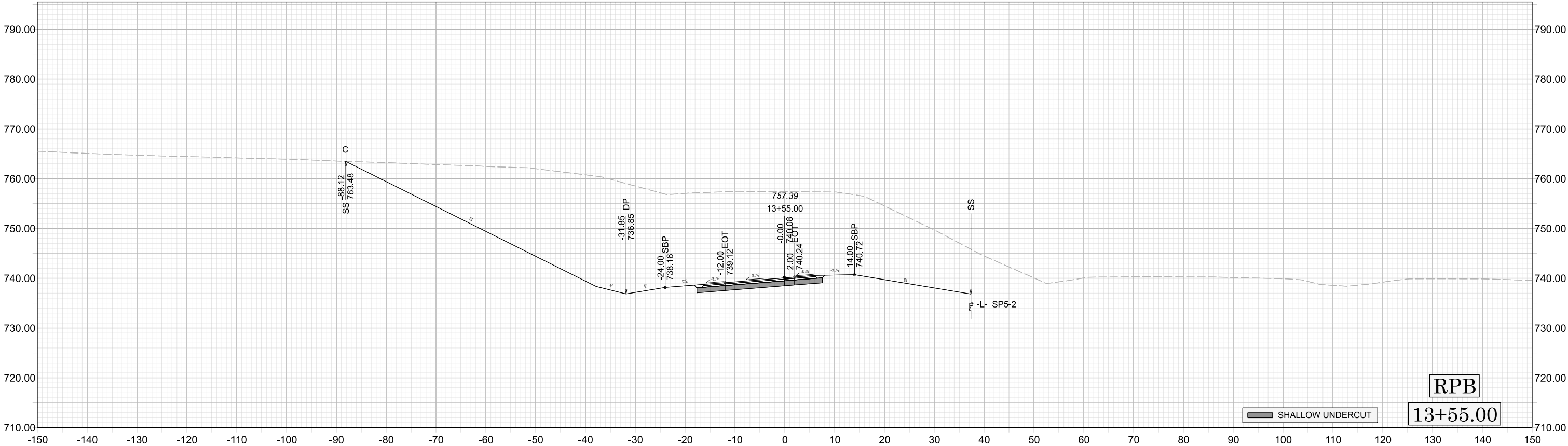
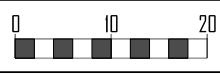


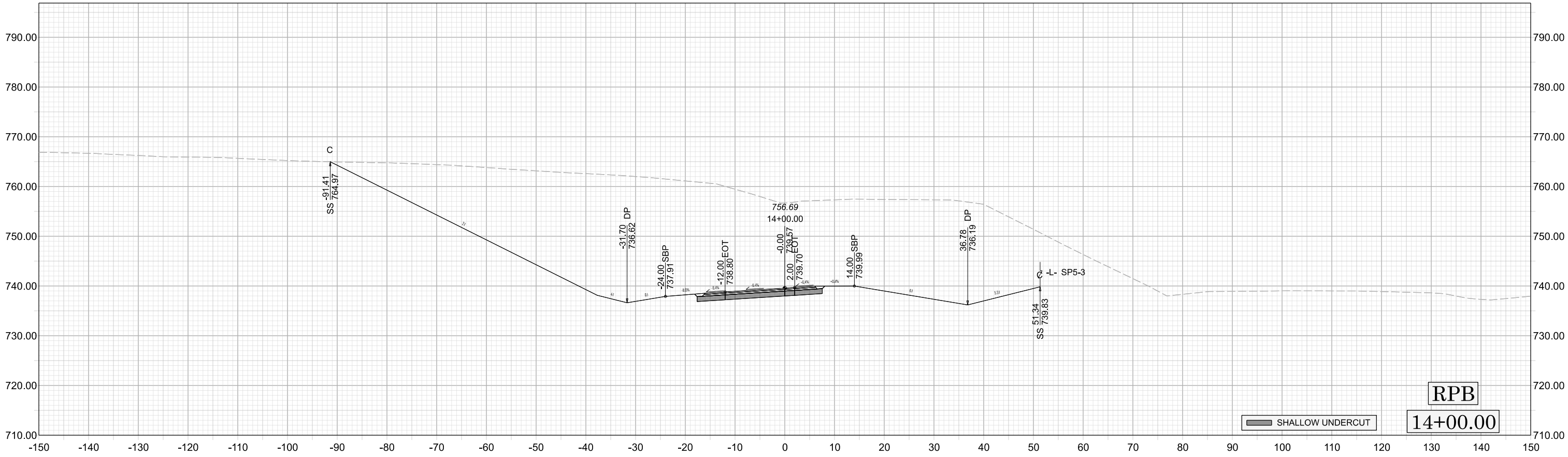
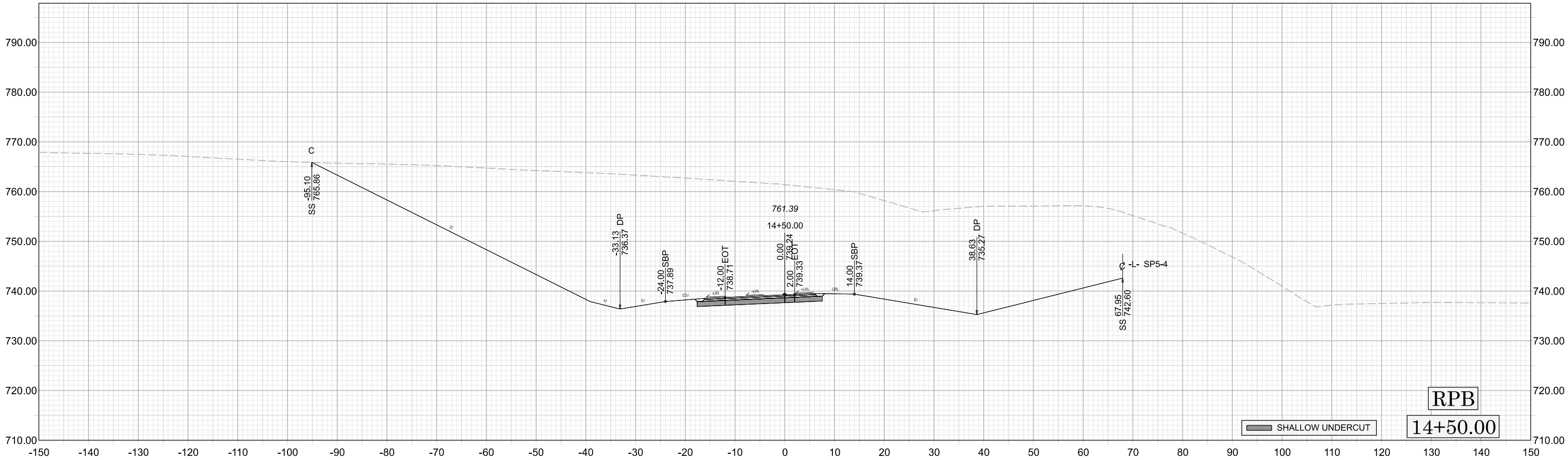


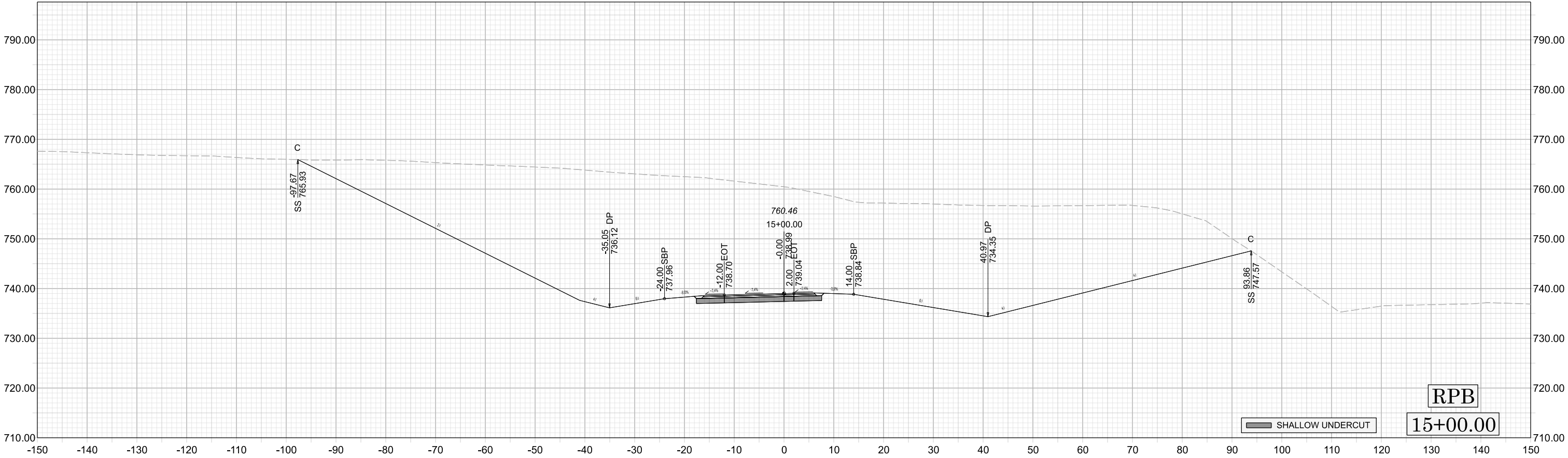
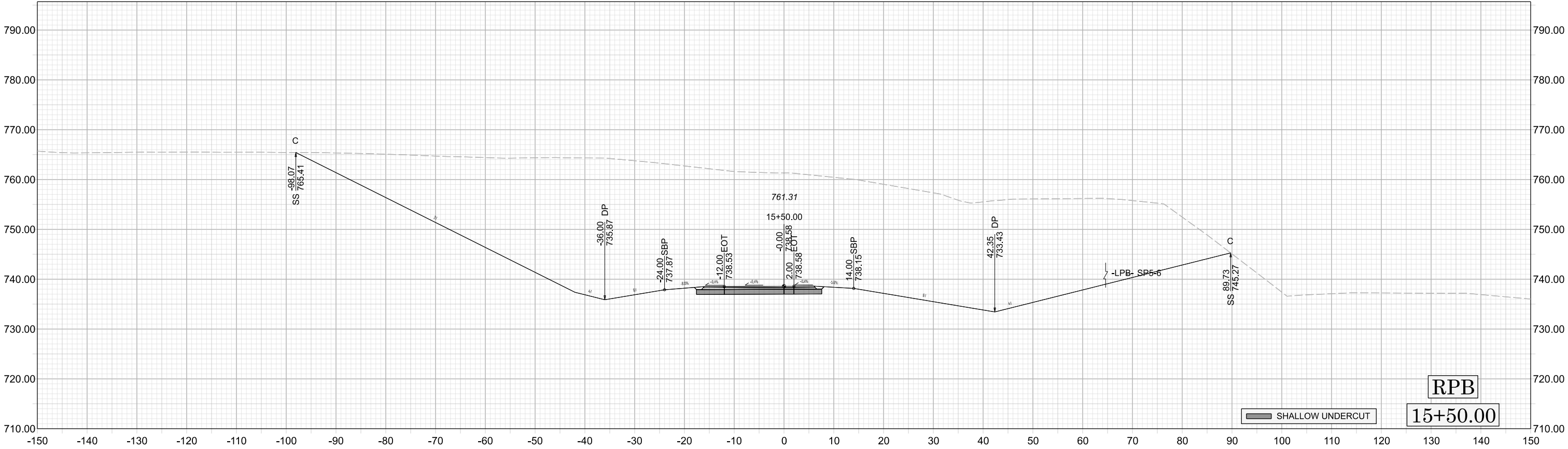
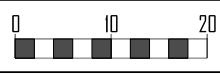


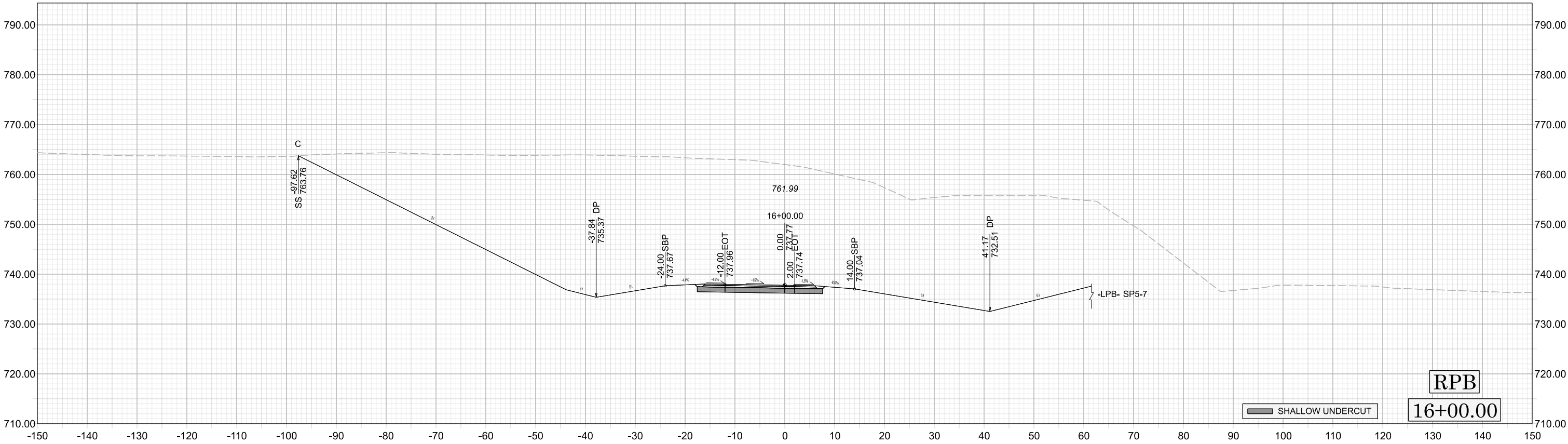
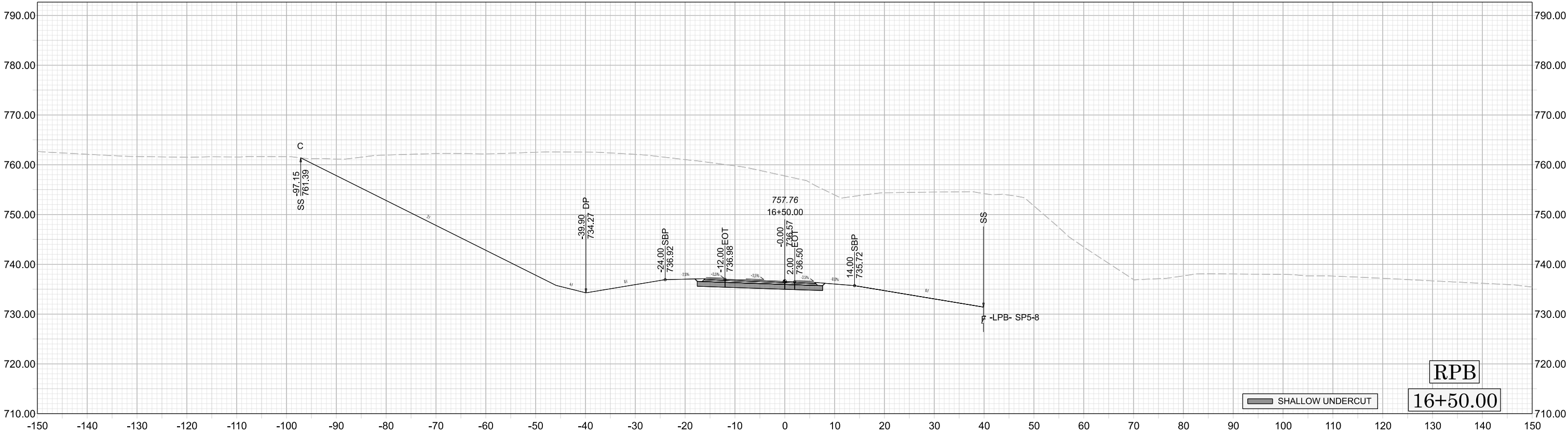
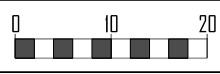


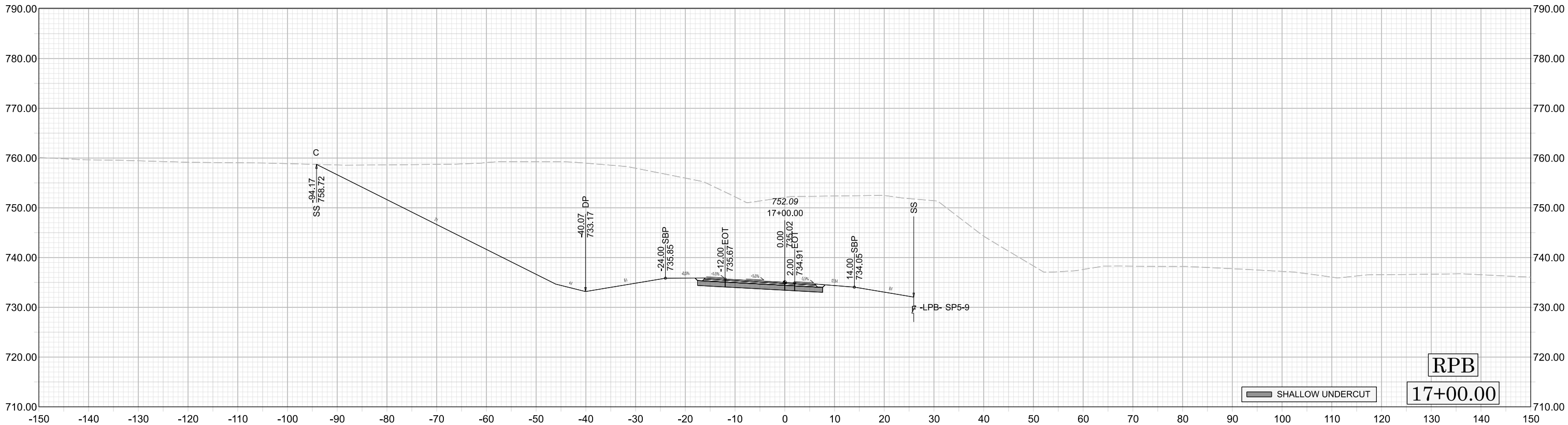
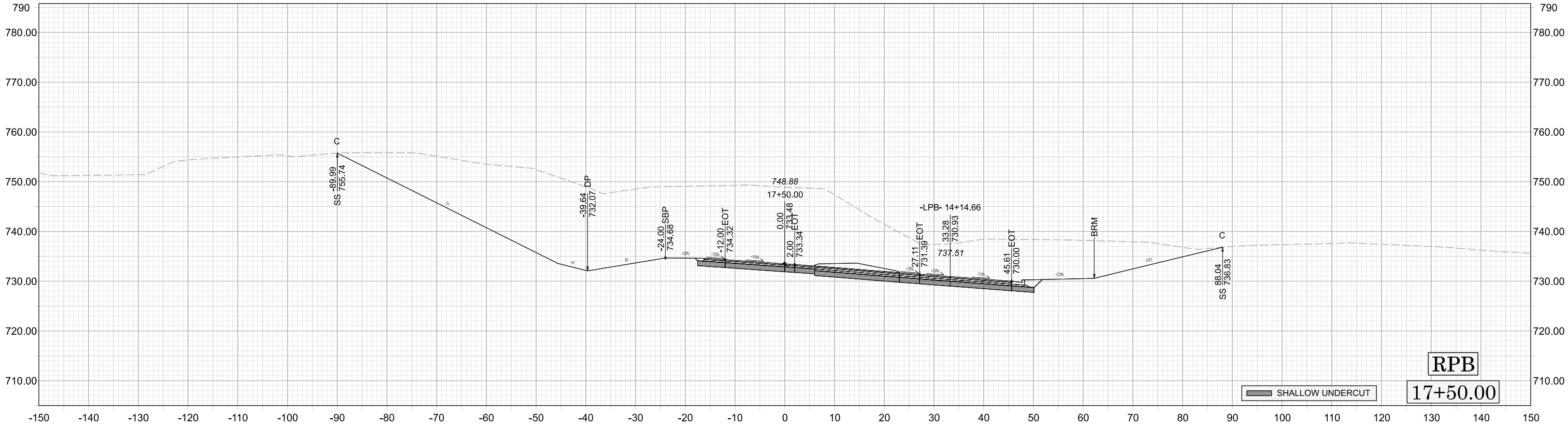
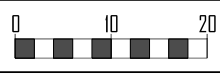


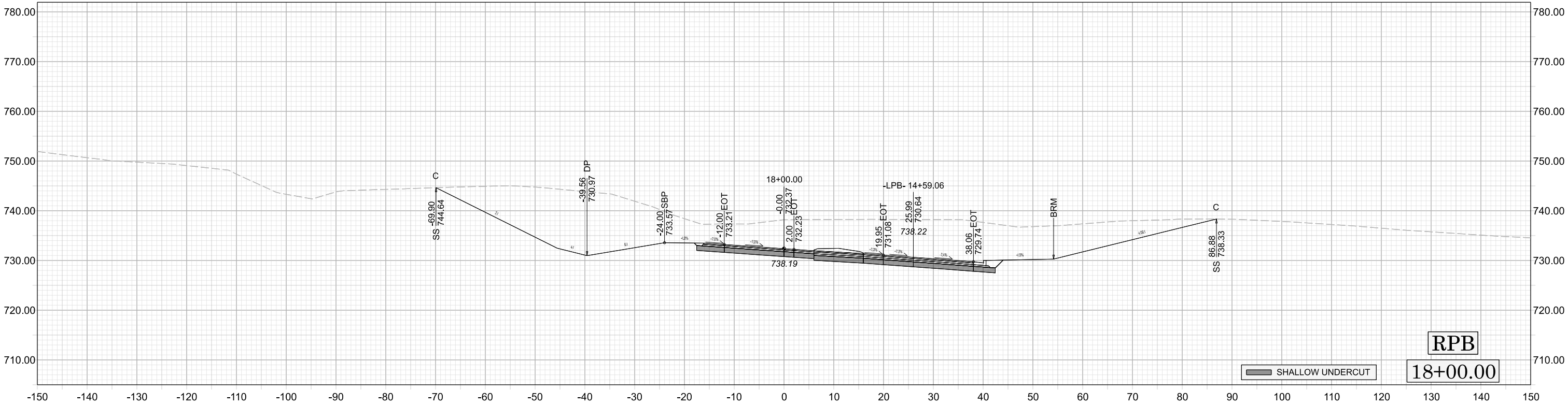
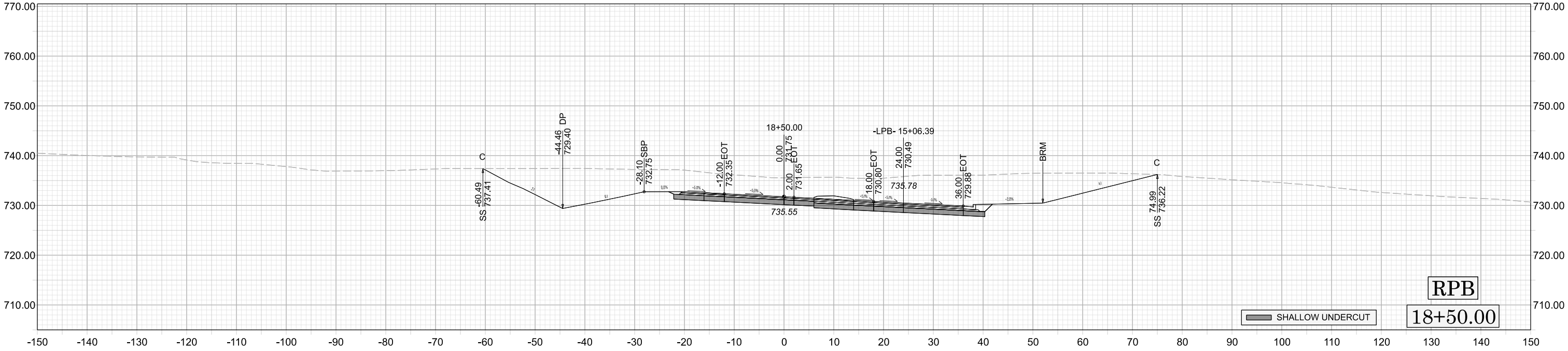
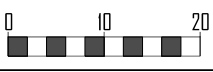


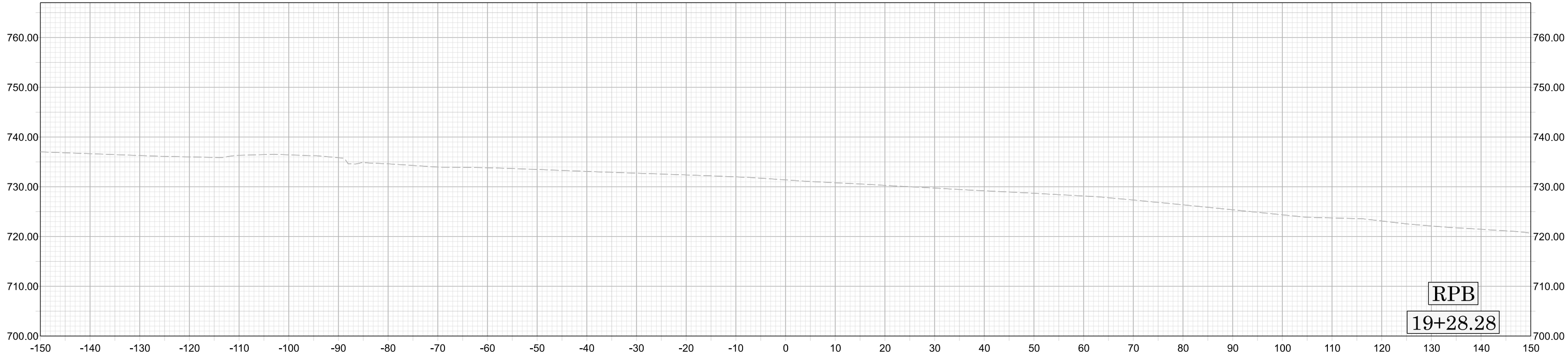
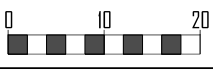






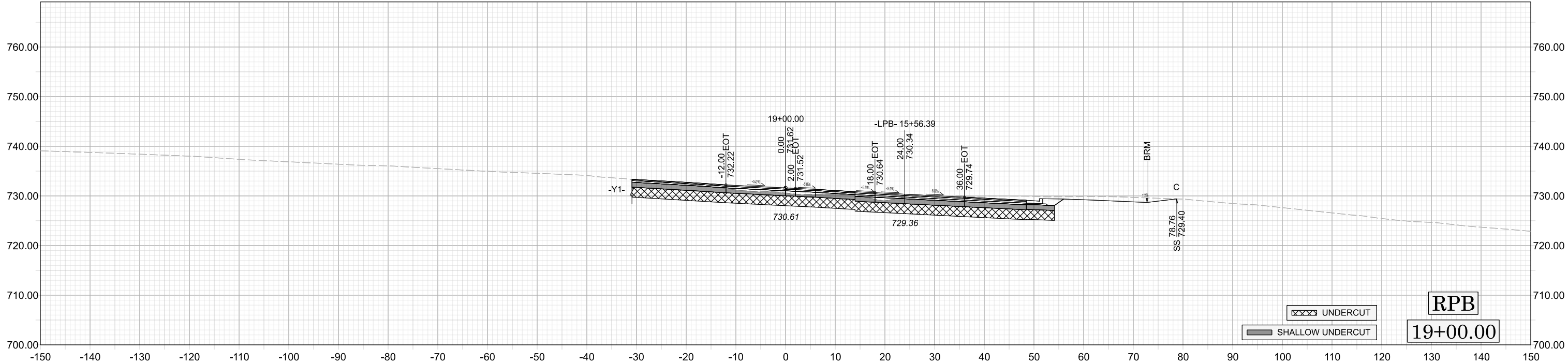


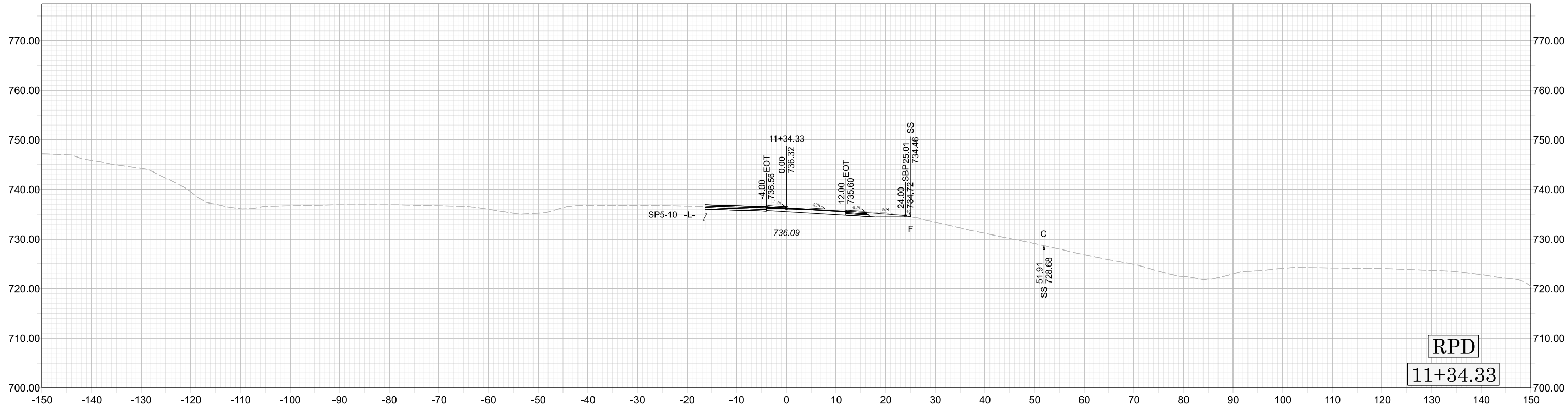
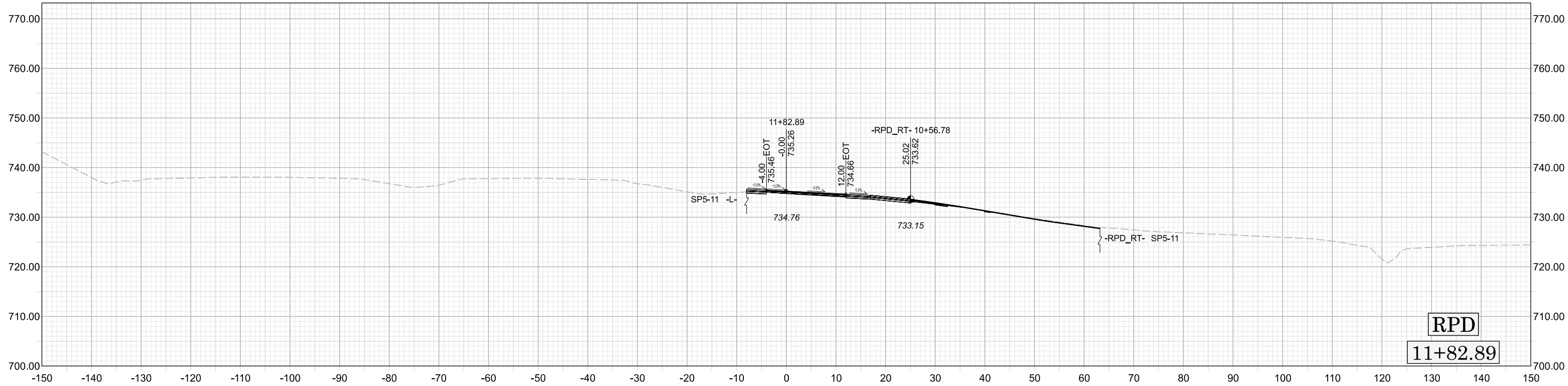
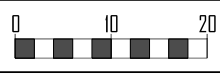


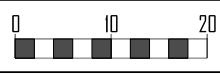


END CONSTRUCTION

-RPB- STA. 19+05.50

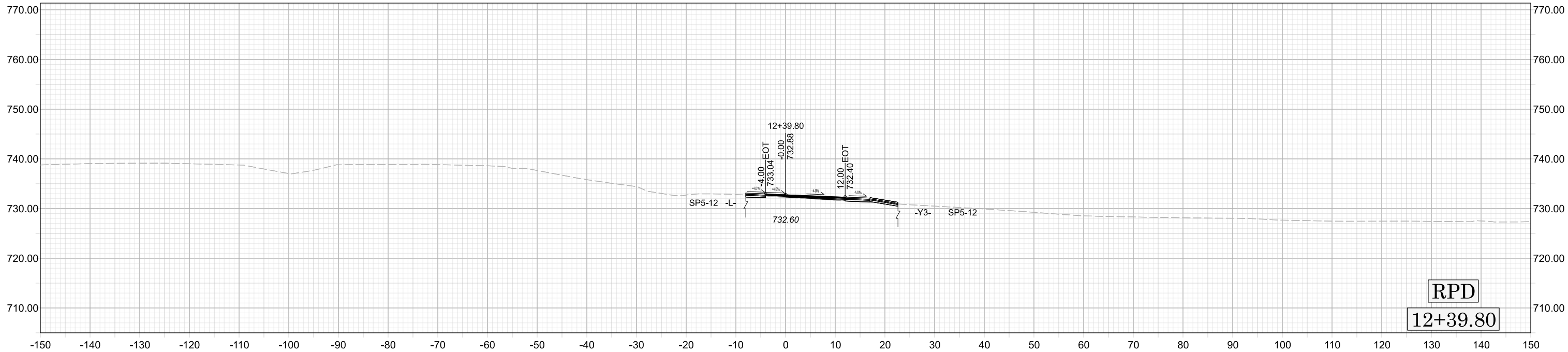


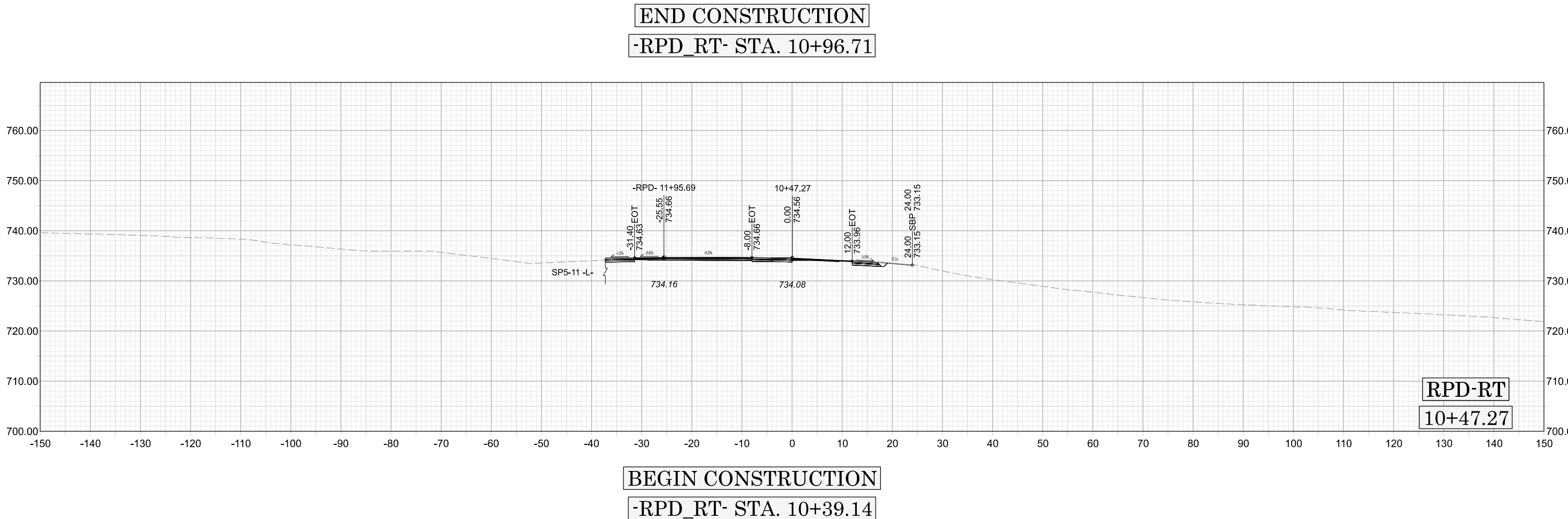


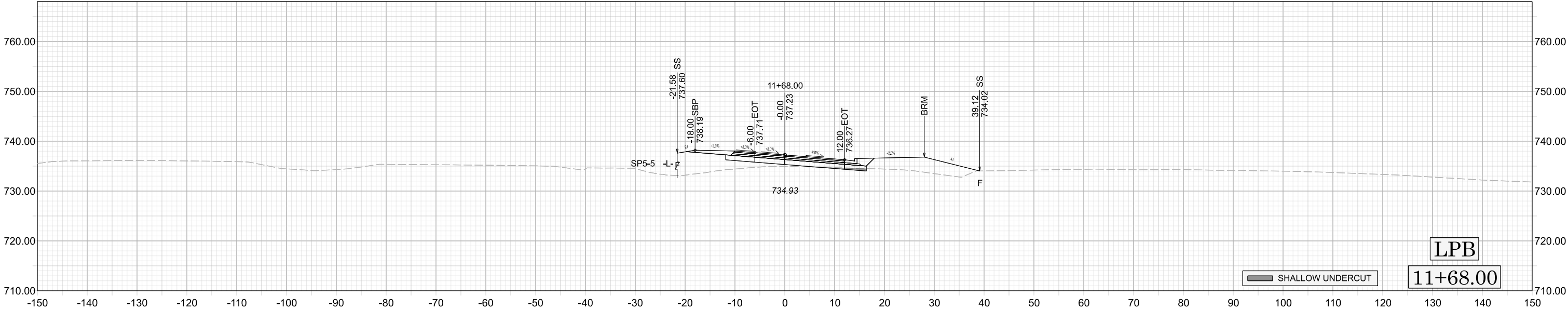
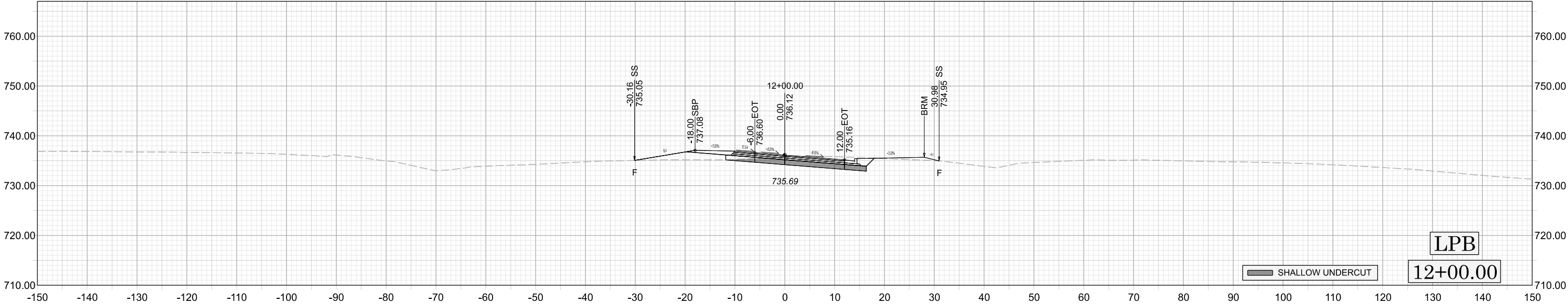


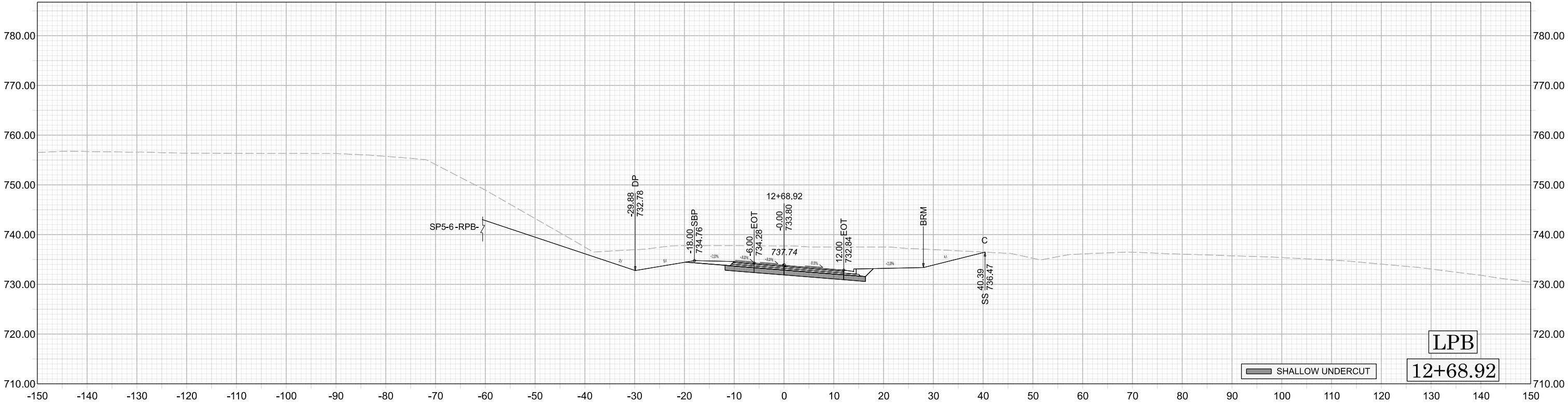
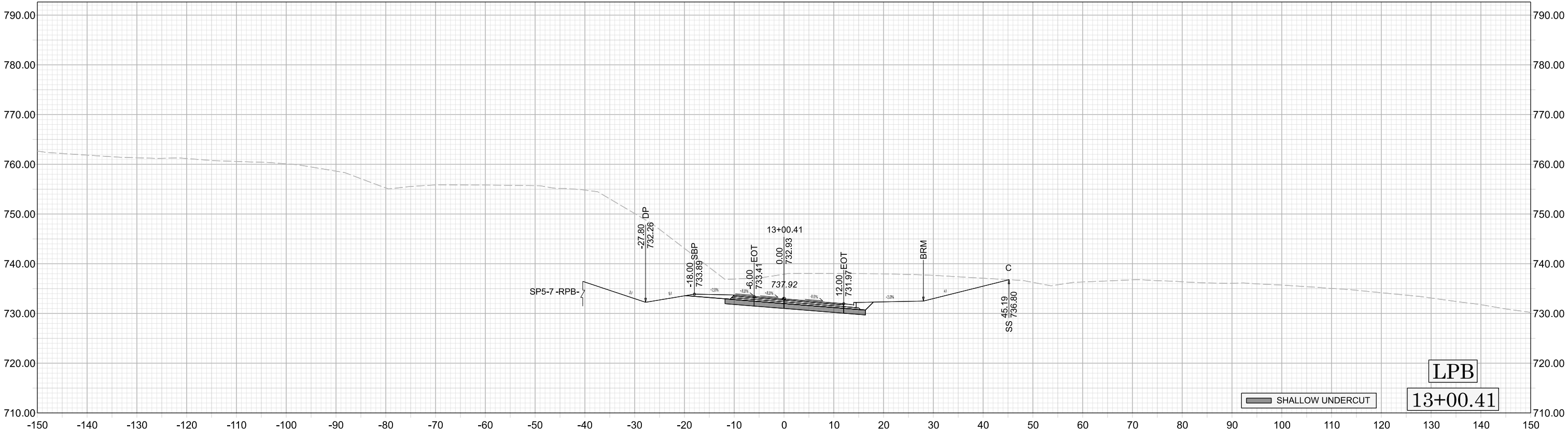
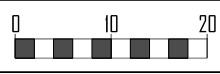
END CONSTRUCTION

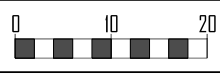
-RPD- STA. 12+66.89





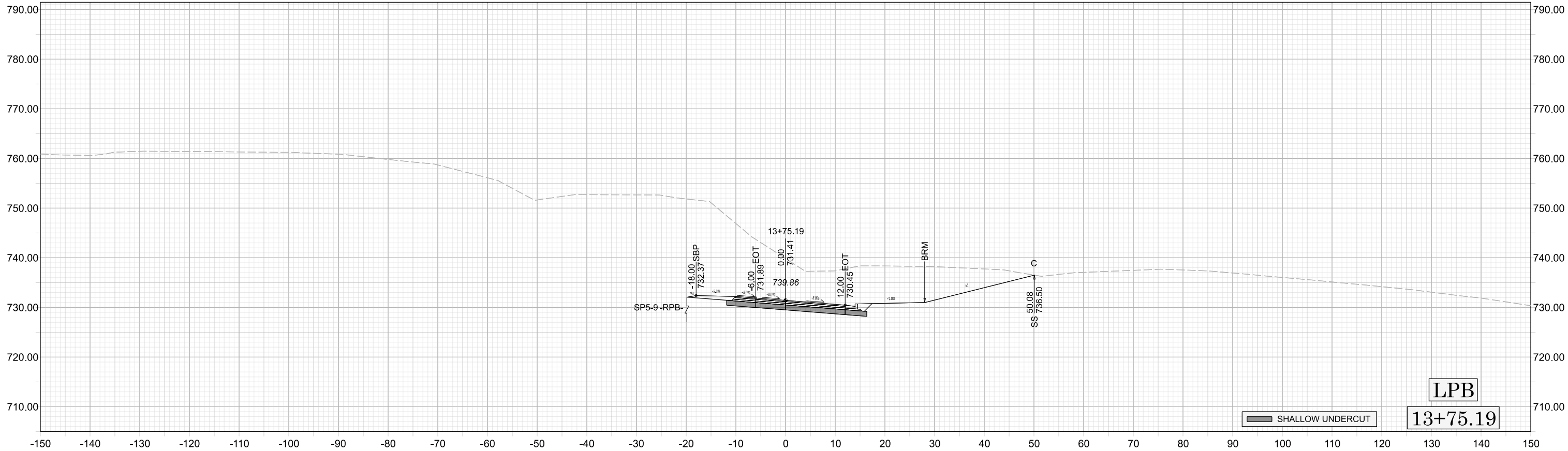






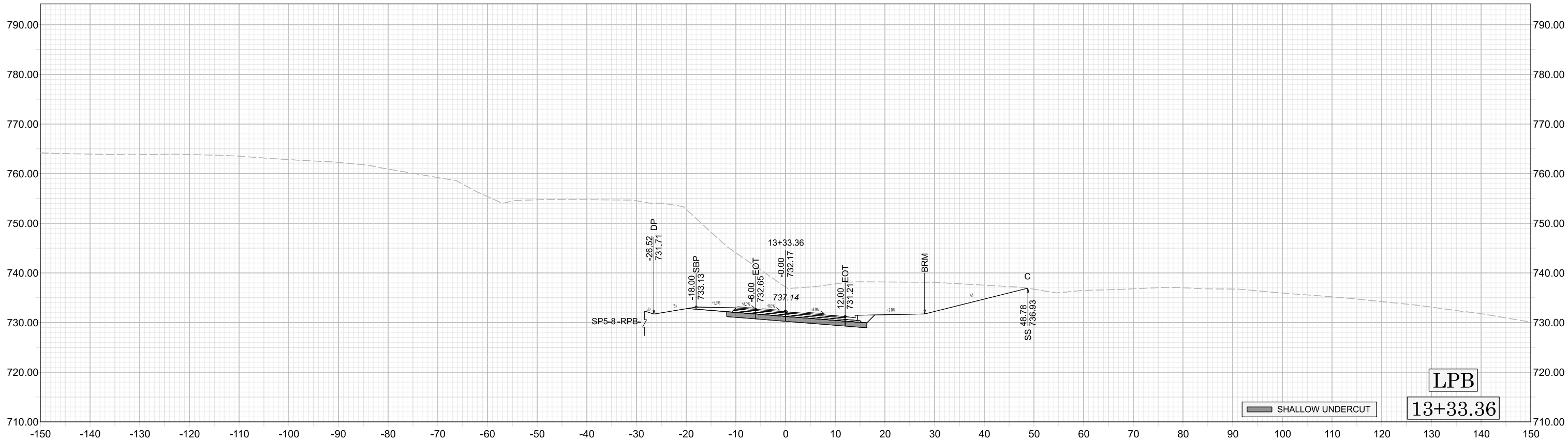
END CONSTRUCTION

-LPB- STA. 15+68.33



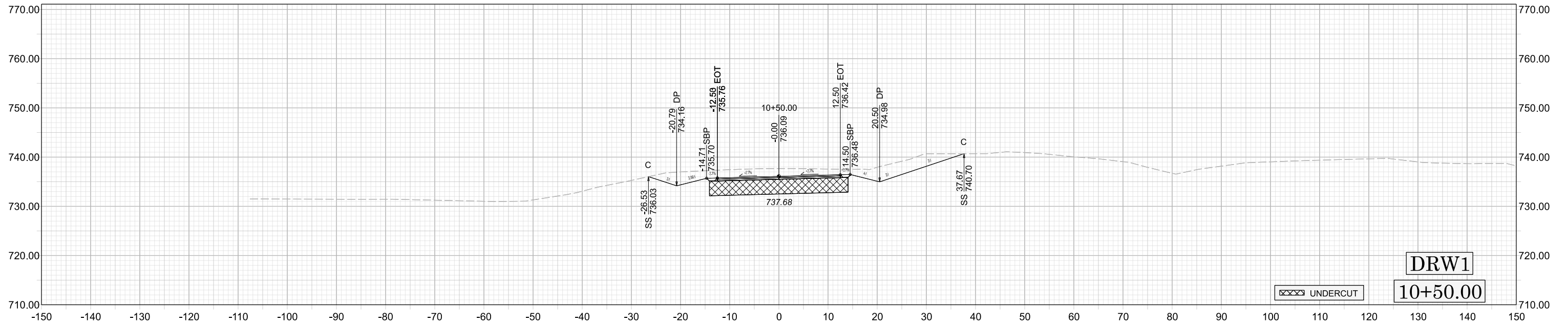
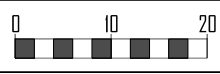
LPB

13+75.19

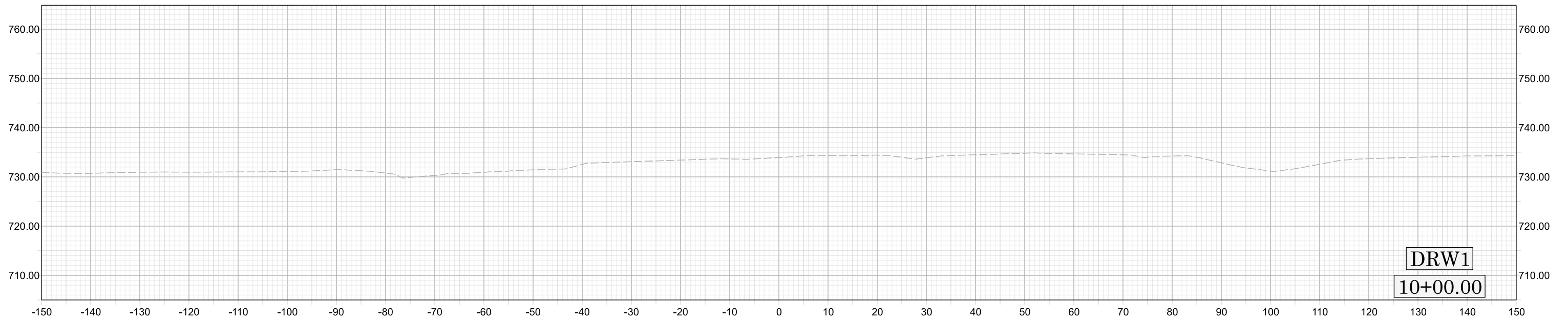


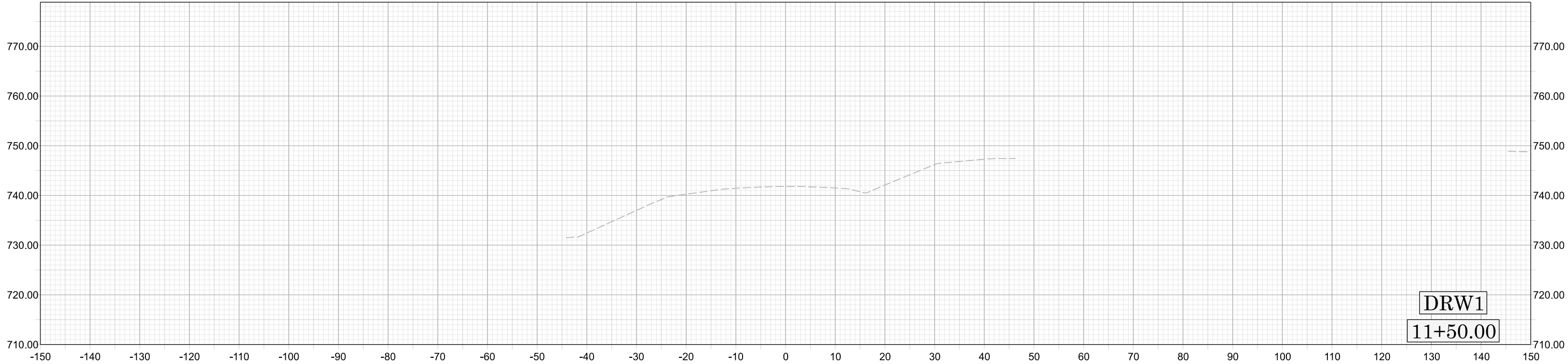
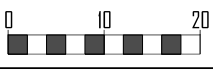
LPB

13+33.36

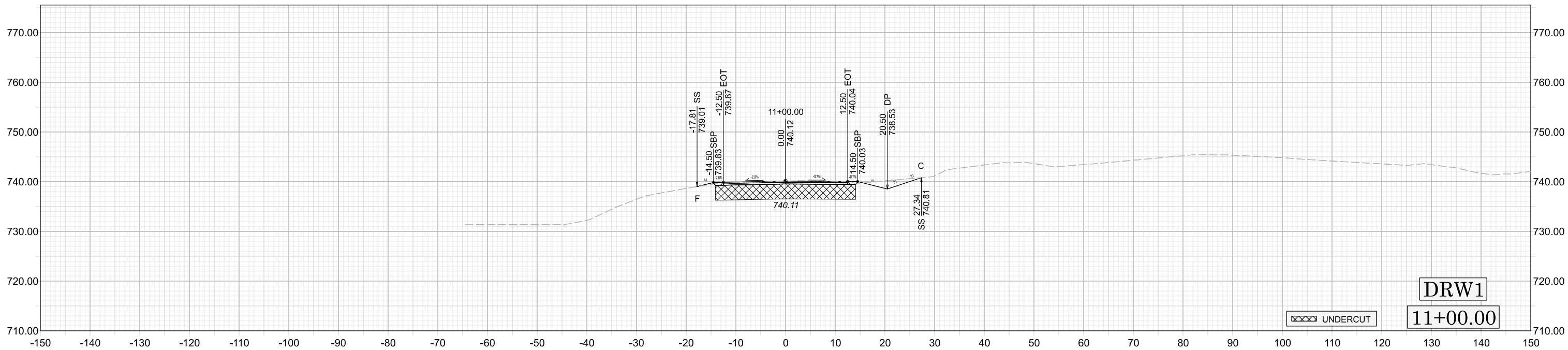


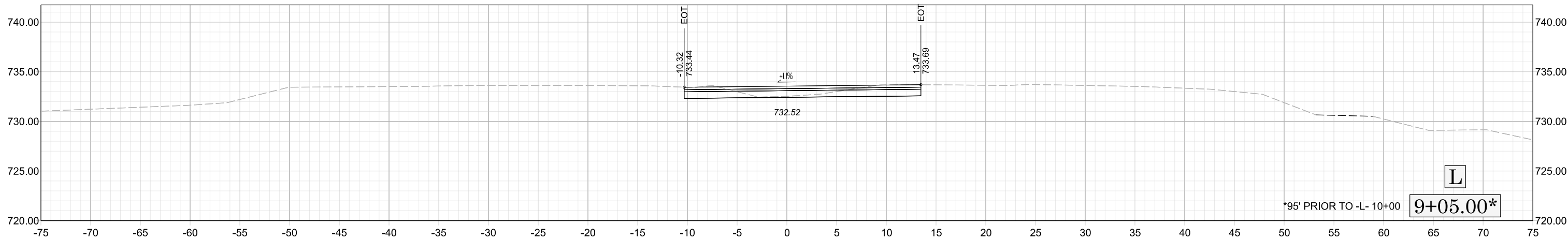
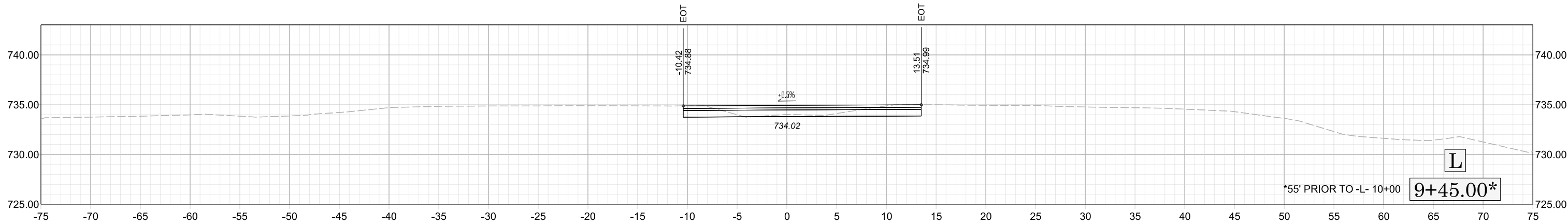
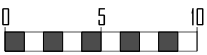
BEGIN CONSTRUCTION -DRW1- STA. 10+11.46





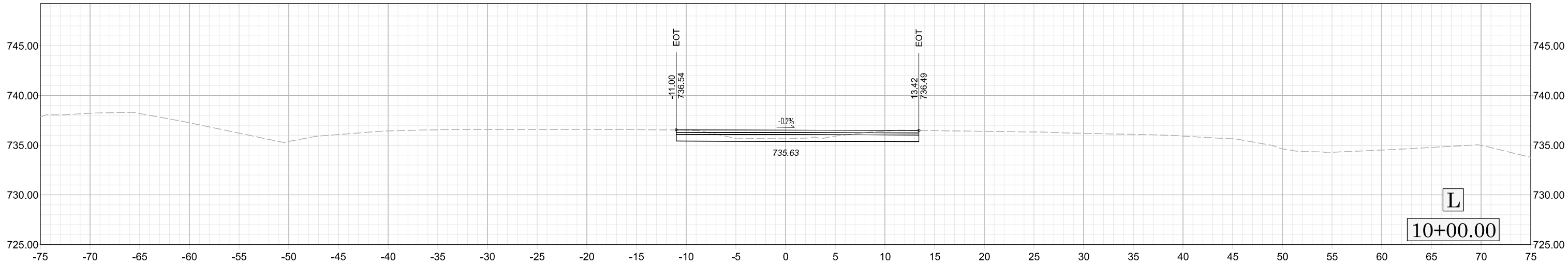
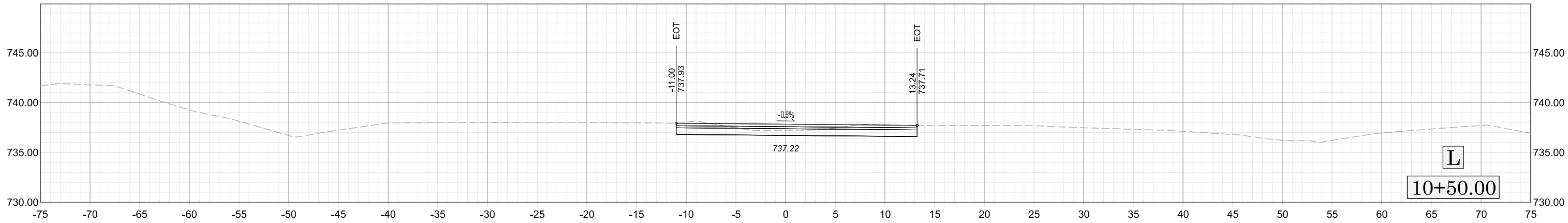
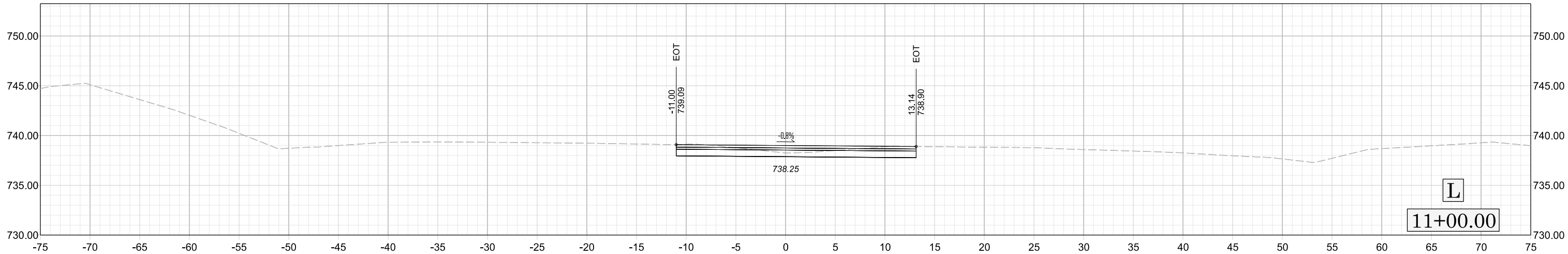
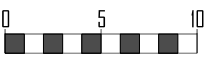
END CONSTRUCTION -DRW1- STA. 11+45.00

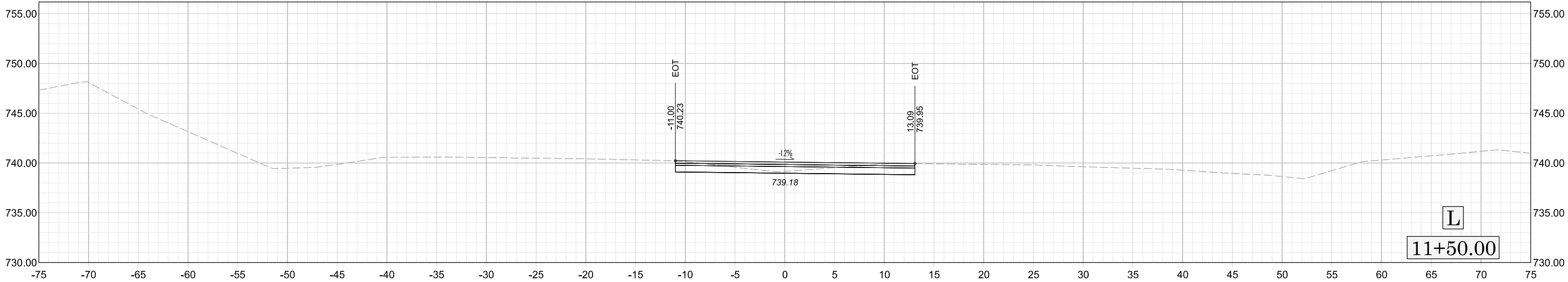
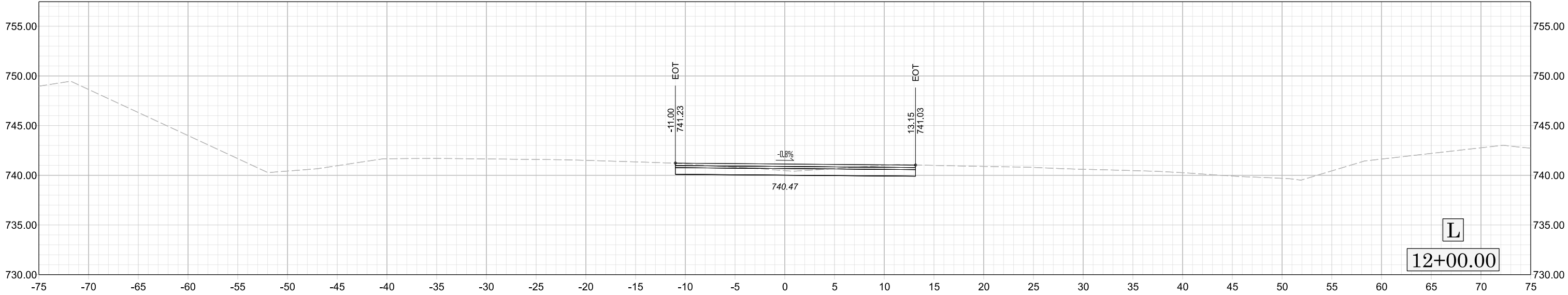
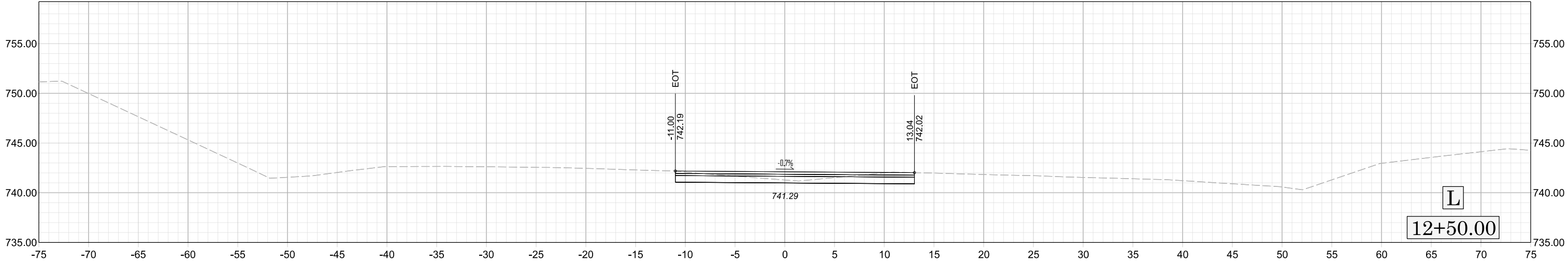


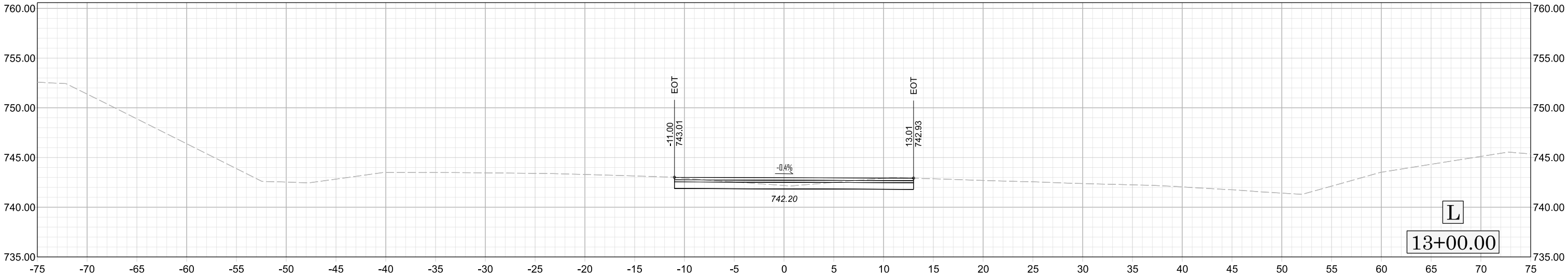
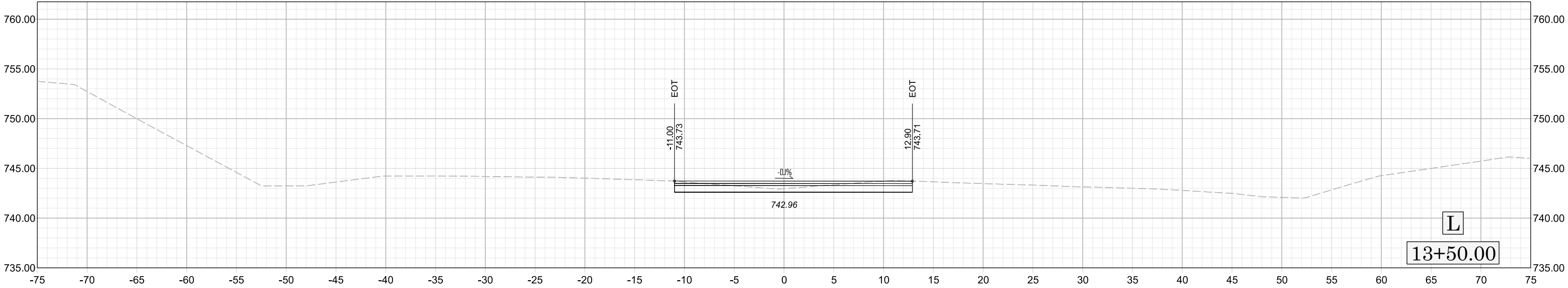
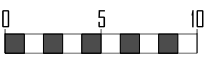


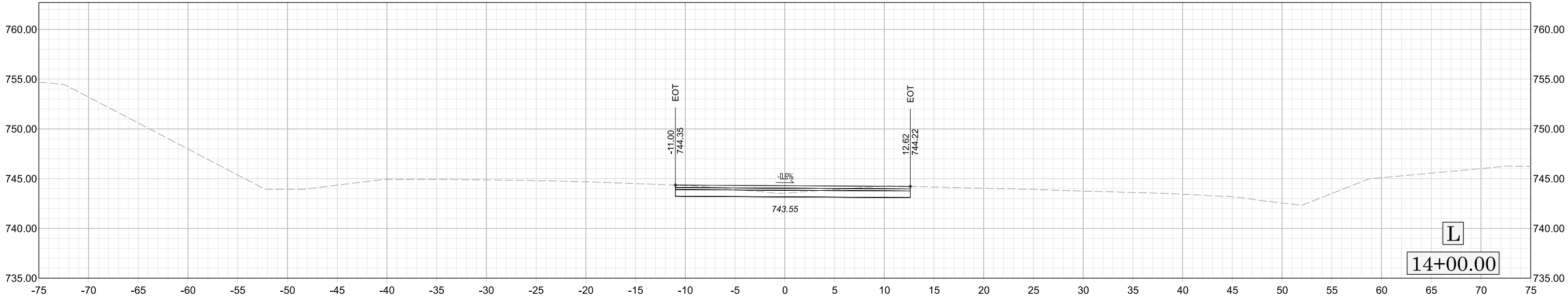
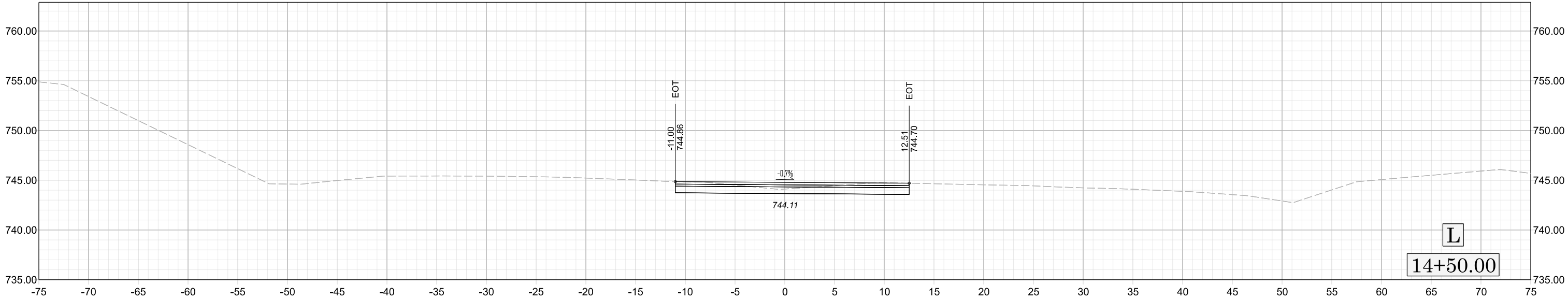
BEGIN TEMPORARY WIDENING -LDET_X01- STA. 10+00.00

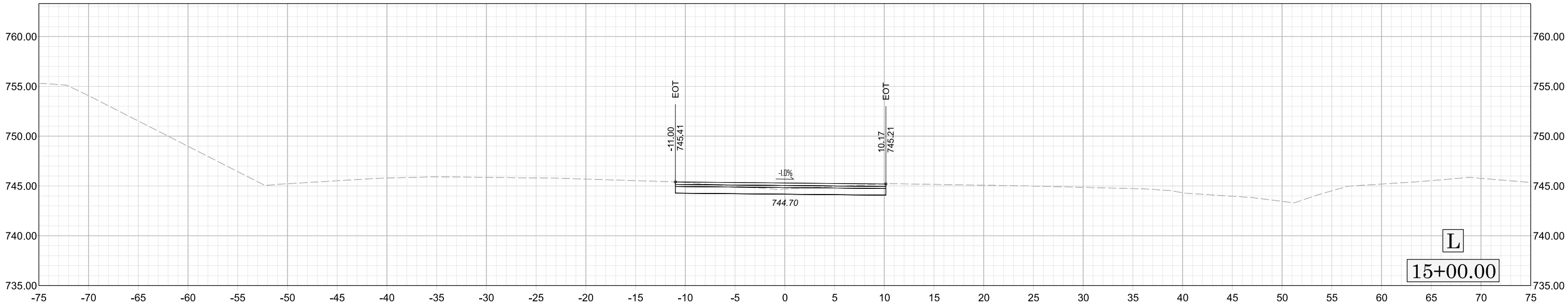
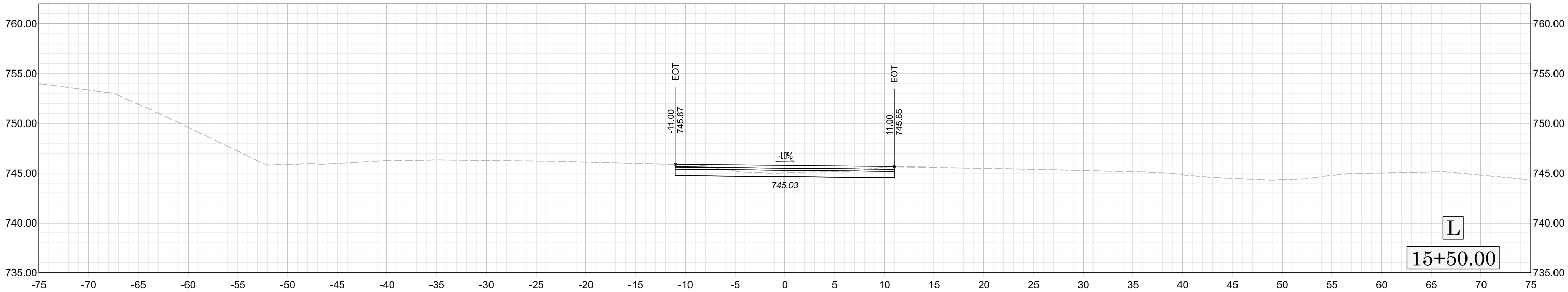
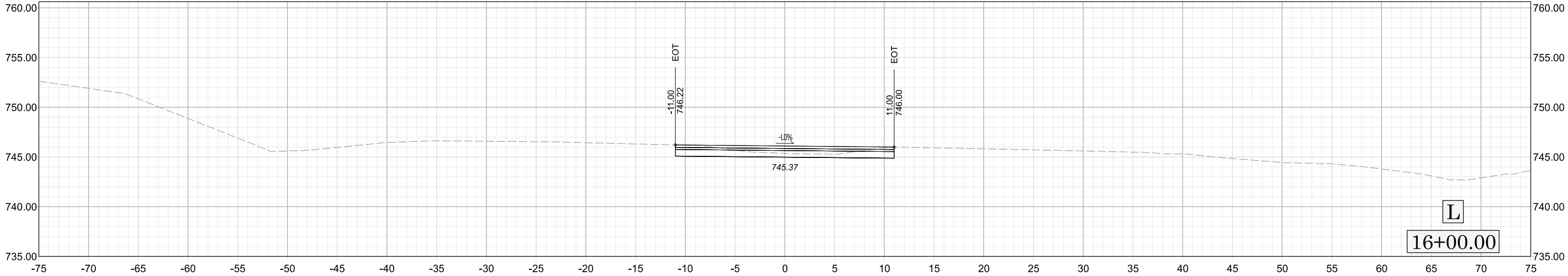
NOTE: TERRAIN AND FINAL SURVEY NOT AVAILABLE PRIOR TO
APPROX. 100 FT IN ADVANCE OF -L- STA. 10+00.00. SEE SHEET 2A-7
FOR TEMPORARY WIDENING OFF EXISTING PAVEMENT.

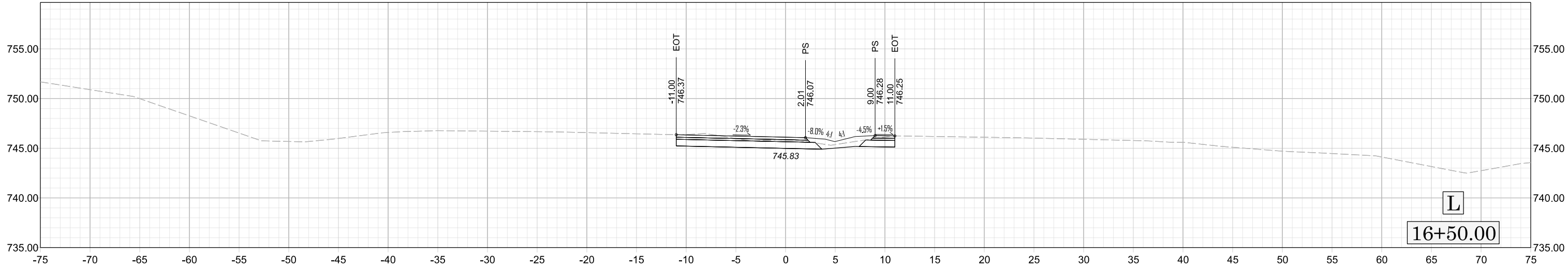
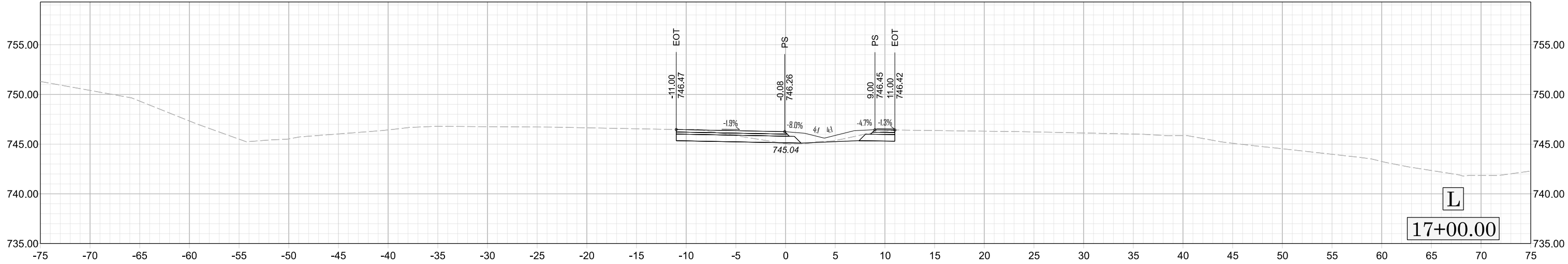
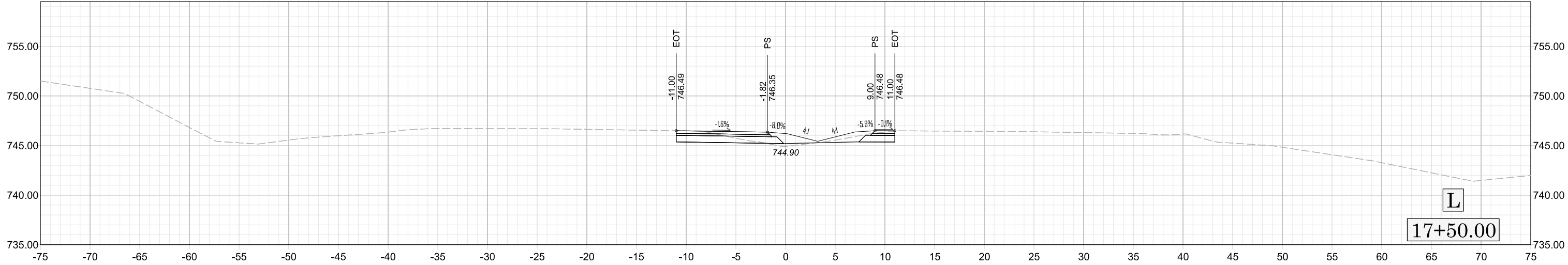
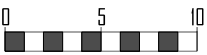


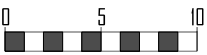












END TEMPORARY WIDENING -L- STA. 19+00.00

