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SR 4315 (S MAIN STREET) / SR 2648 (OLD WINSTON ROAD)
CROSS SECTION INDEX

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Print Full Size

Print Half Size

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO. SHEET NO.
W-5510 X-1A

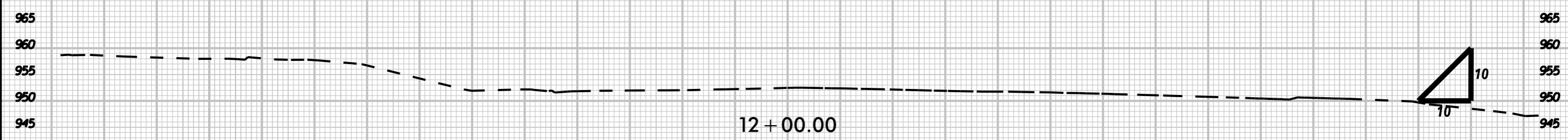
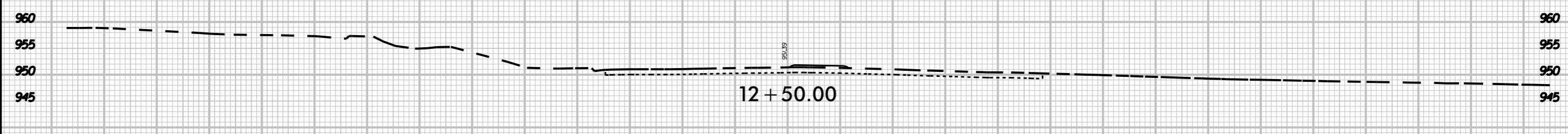
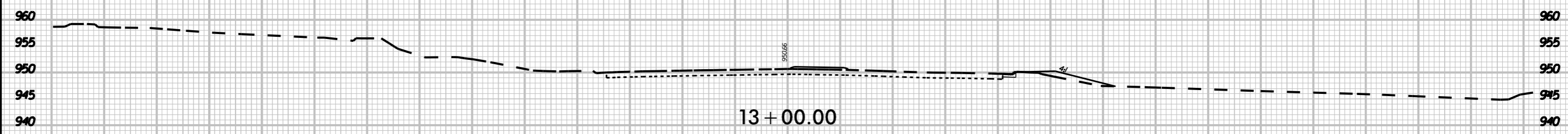
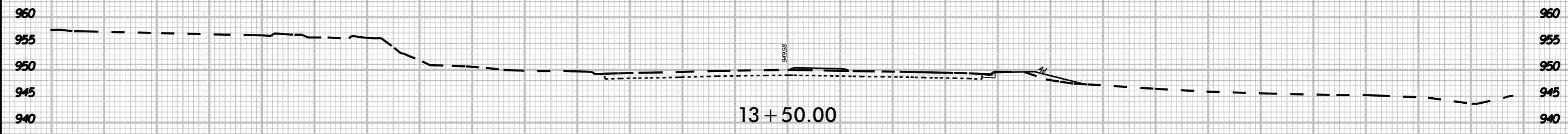
Kimley»Horn P.O. Box 33068
Raleigh, N.C. 27636-3068

CROSS-SECTION SUMMARY

STATION	UNCLASSIFIED EXCAVATION VOLUMES (CU. YARDS)	EMBANKMENT VOLUMES (CU. YARDS)			STATION	UNCLASSIFIED EXCAVATION VOLUMES (CU. YARDS)	EMBANKMENT VOLUMES (CU. YARDS)			STATION	UNCLASSIFIED EXCAVATION VOLUMES (CU. YARDS)	EMBANKMENT VOLUMES (CU. YARDS)			STATION	UNCLASSIFIED EXCAVATION VOLUMES (CU. YARDS)	EMBANKMENT VOLUMES (CU. YARDS)	
-L-					-Y1-					-Y2-					-Y4-			
12+25					10+92					10+29					10+51			
13+00	0.0	15.1			11+00	0.9	9.0			10+50	35.7	0.0			11+00	3.5	0.8	
13+50	0.6	16.0			11+50	7.6	40.2			10+62	32.6	0.3			11+50	3.9	0.5	
14+00	0.5	9.6			12+00	7.5	40.6			11+00	42.2	61.9			12+00	70.7	0.6	
14+50	16.8	4.9			12+50	8.9	134.3			11+50	4.7	318.9			12+50	163.9	0.3	
15+00	26.6	1.4			13+00	9.2	208.8			11+74	2.1	224.4			13+00	182.0	0.0	
15+50	23.4	0.1			13+50	7.1	165.8								13+50	155.6	0.0	
16+00	30.4	0.0			13+84	6.5	70.2			break for roundabout					14+00	131.6	0.0	
16+50	18.9	1.4			14+00	3.0	23.7								14+50	78.8	0.1	
17+00	3.0	7.9			14+50	11.8	72.2			13+13					15+00	45.4	0.1	
17+50	1.5	9.8			14+85	25.1	50.0			13+50	0.0	222.3			15+50	46.1	0.0	
18+00	0.8	16.6			15+00	12.7	21.6			14+00	25.1	223.4			15+90	13.2	0.0	
18+50	0.2	16.7			15+50	18.6	73.6			14+20	21.8	73.7						
19+00	0.6	4.9			15+85	7.0	89.7			14+50	22.8	116.4						
20+00	32.9	24.1			16+00	2.9	45.2			15+00	20.8	139.3						
20+50	36.2	16.5			16+50	11.1	107.8			15+50	20.6	75.0			-Y5-			
21+00	37.2	20.1			17+00	11.3	137.9			16+00	11.3	21.8			10+45			
21+50	40.3	24.4			17+31	4.9	104.5			16+46	2.6	1.1			10+50	32.1	0.0	
22+00	58.4	19.7			17+50	3.0	72.2								10+93	203.7	0.0	
22+50	35.1	9.5			17+72	3.4	93.2			-Y3-								
23+00	17.1	8.9			17+89	1.3	68.5			17+30								
23+50	69.7	10.7			18+00	0.1	45.7			17+50	3.8	0.0						
24+00	112.8	1.8			18+50	0.0	338.0			18+00	20.9	2.9						
24+50	115.3	0.1			19+00	0.0	516.3			18+10	5.2	1.2						
24+72	59.4	0.0			19+17	0.0	193.2											
25+00	86.3	0.2																
25+50	149.0	1.3			break for roundabout					-Y3A-								
26+00	140.6	4.5								18+00								
26+50	112.9	11.8			20+42					18+25	8.3	1.0			-Roundabout-			
27+00	84.2	8.2			20+50	2.0	72.8			18+50	27.6	1.3						1523.9
27+50	59.6	0.0			21+00	91.5	243.8			18+85	27.1	0.5						
27+75	23.6	0.0			21+50	249.9	8.4											
28+00	19.0	0.0			22+00	410.8	0.3											
28+50	21.6	0.0			22+50	447.7	0.0											
28+70	3.3	0.0			23+00	420.3	0.0											
					23+50	354.7	3.2											
					24+00	229.8	13.8											
					24+50	228.8	15.1											
					25+00	236.4	11.4											
					25+15	29.9	2.0											
					25+50	0.0	0.0											
					25+84	0.0	0.0											
					26+00	9.0	3.3											
					26+50	49.9	33.6											
					26+55	2.1	2.3											

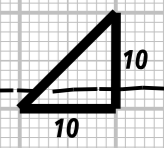
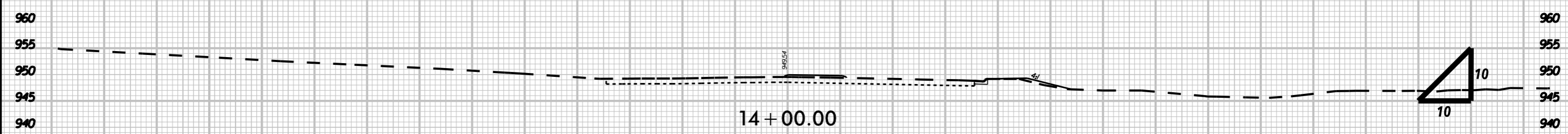
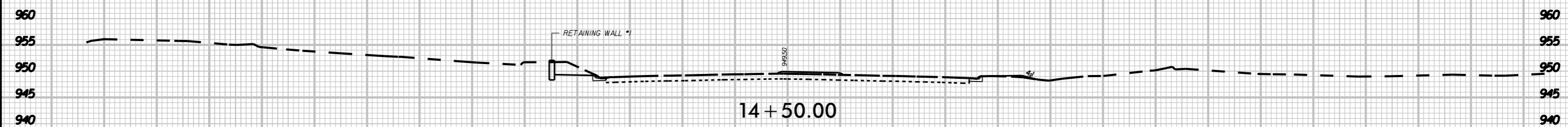
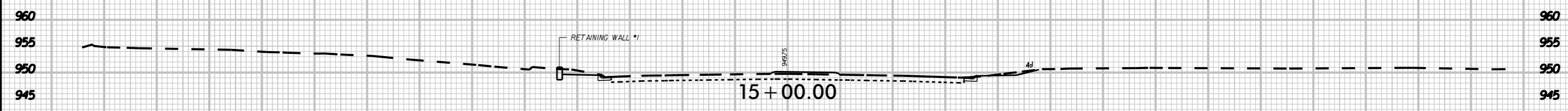
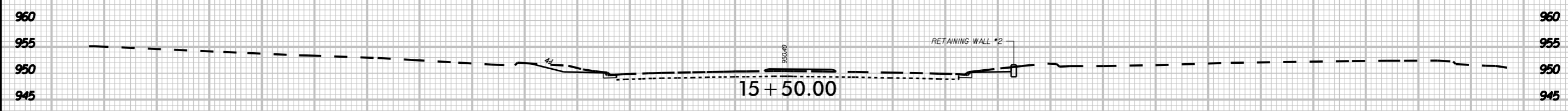
Quantities are approximate only. The Resident Engineer will recross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

Note: Embankment column does not include backfill for undercut.



-L- SR 4315 (MAIN ST)

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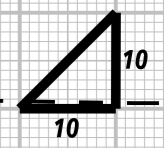
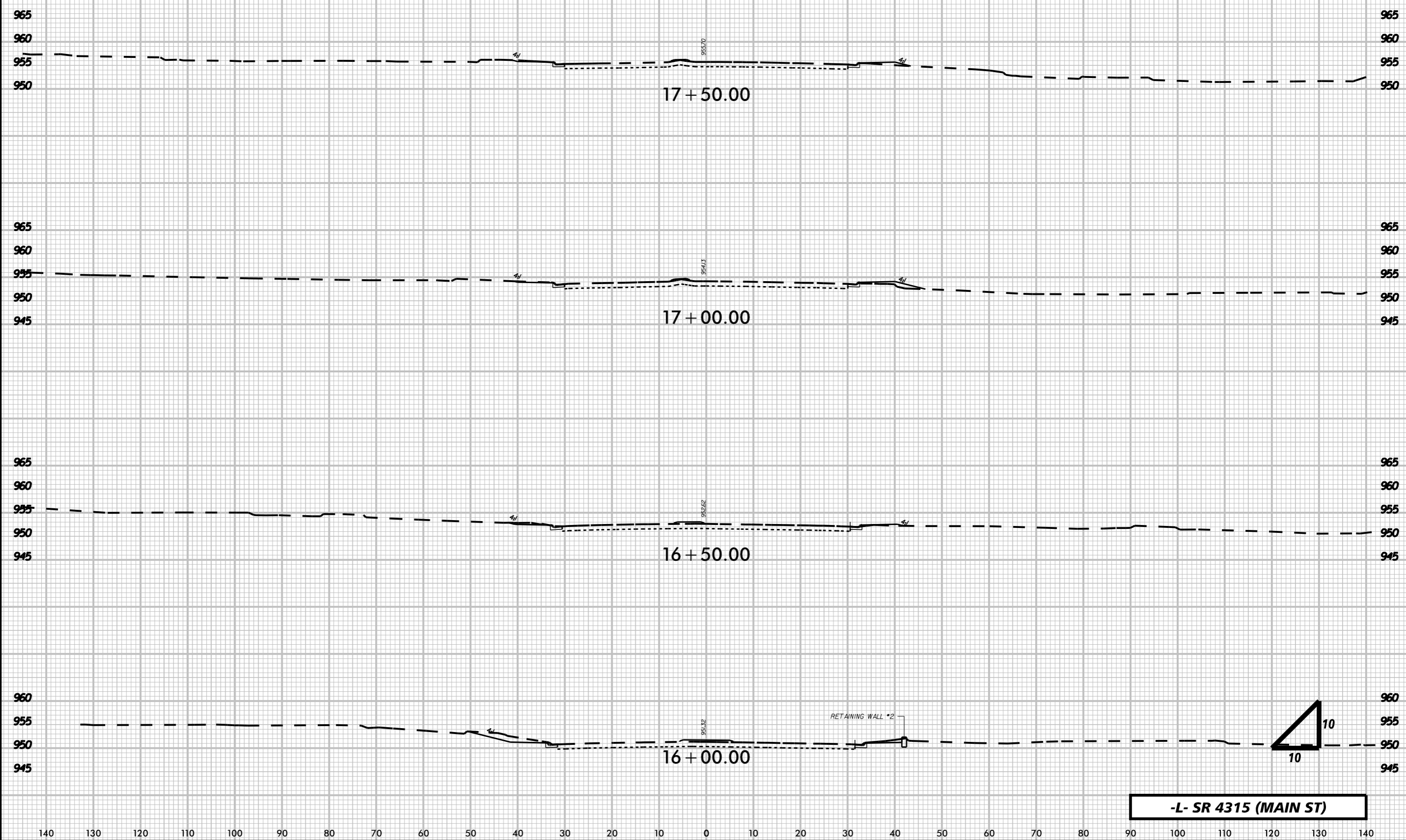


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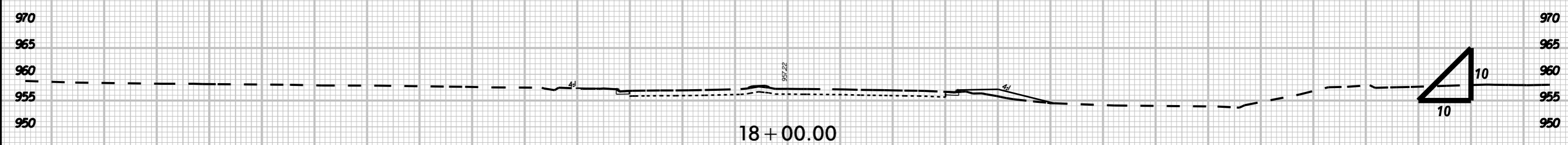
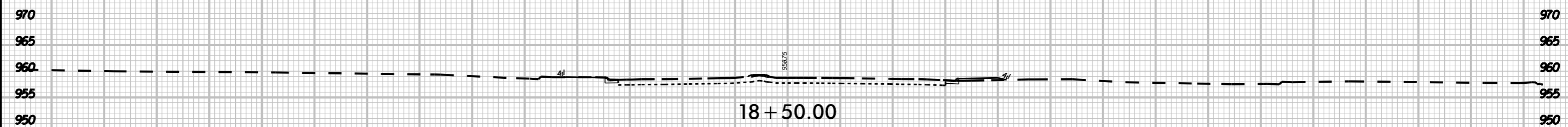
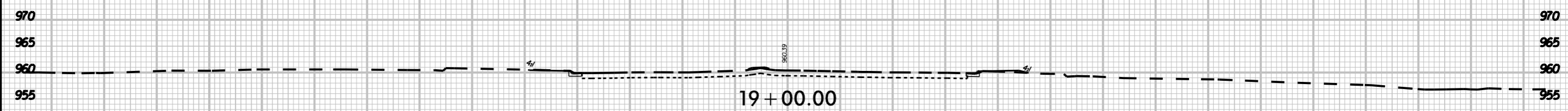
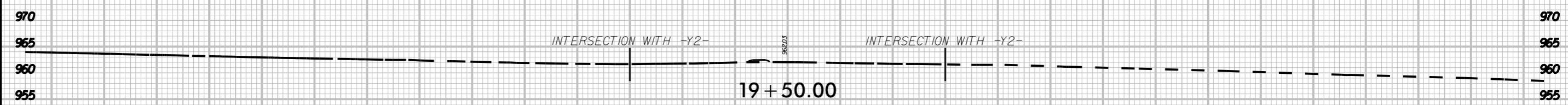
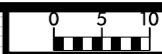
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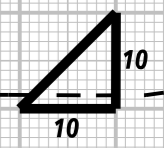
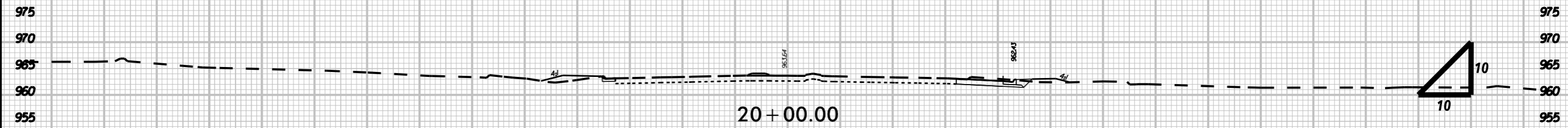
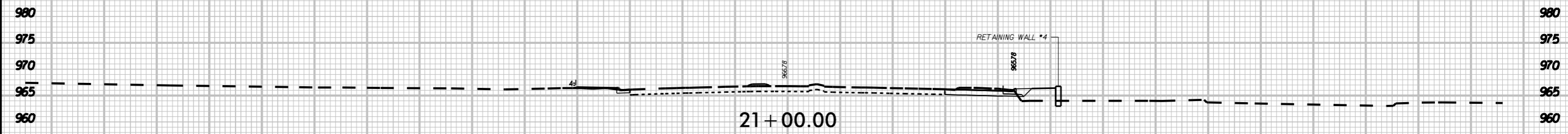
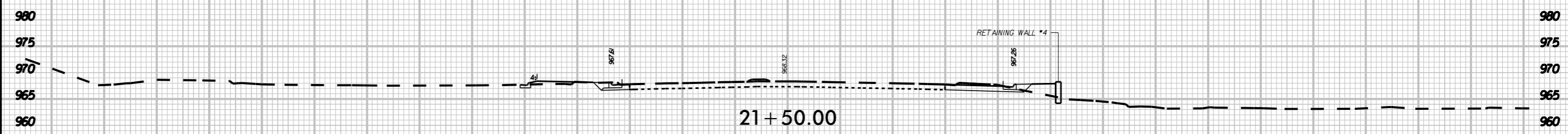
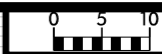


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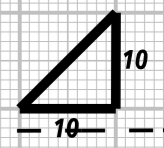
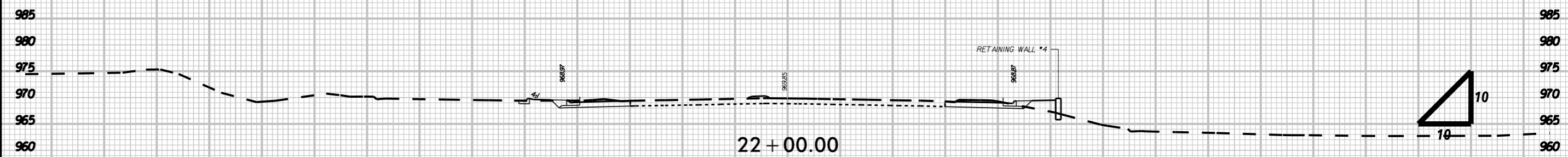
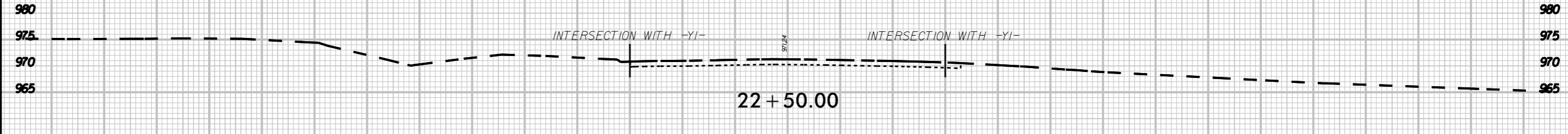
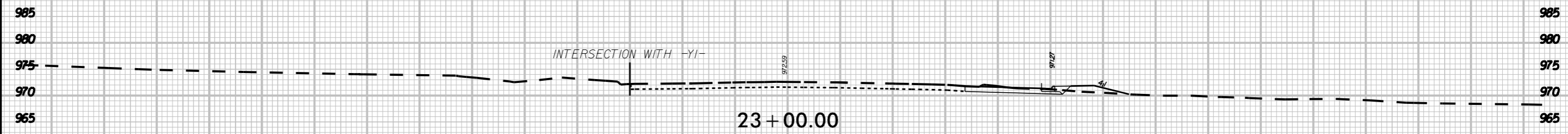
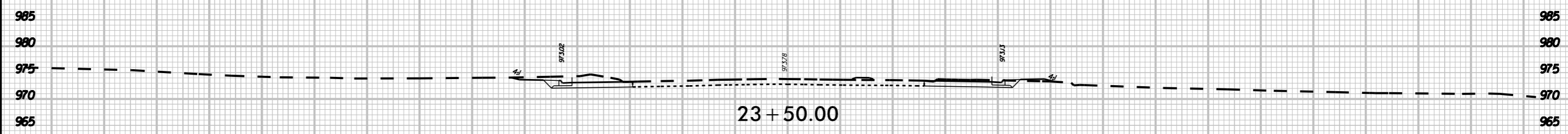
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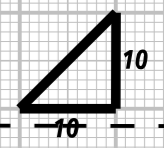
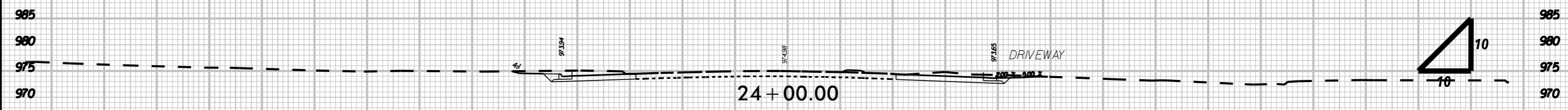
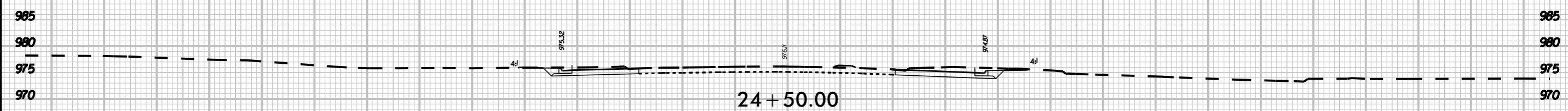
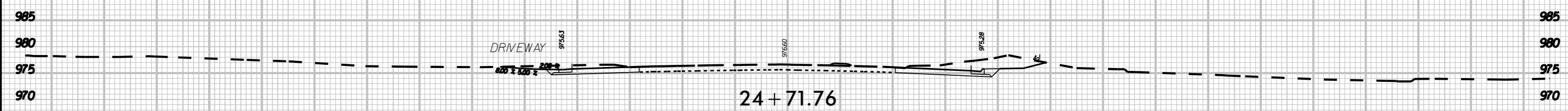
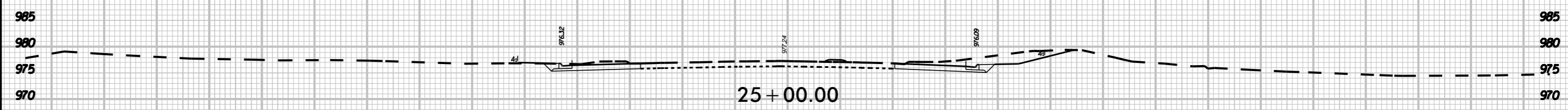
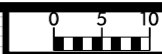
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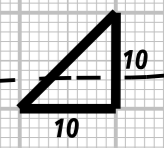
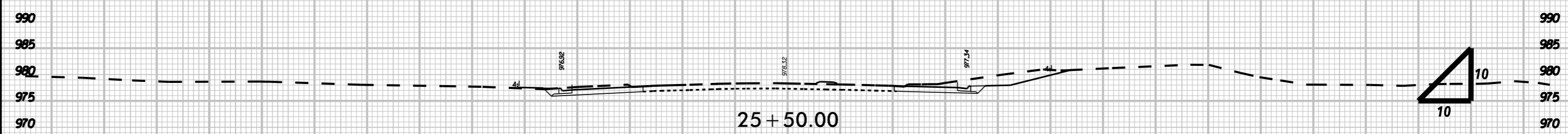
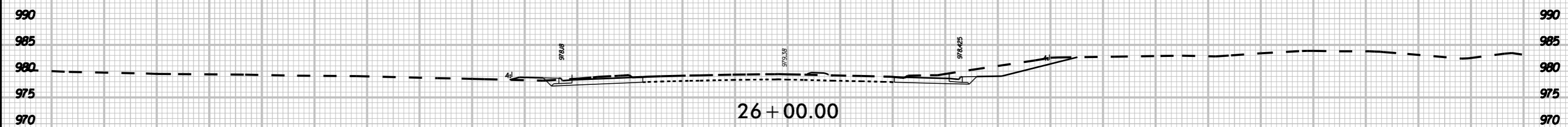
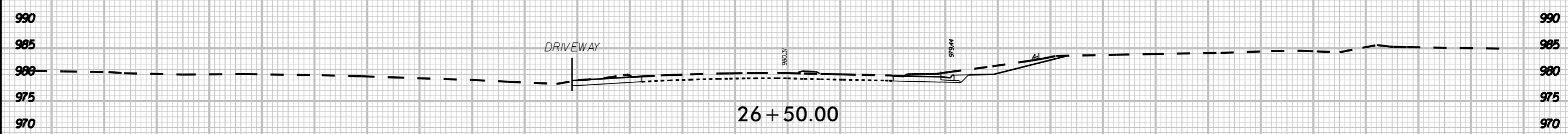
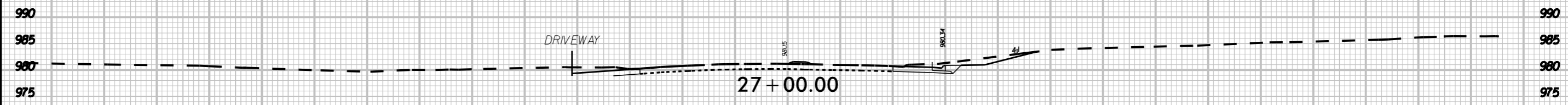
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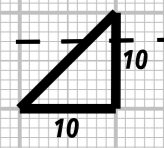
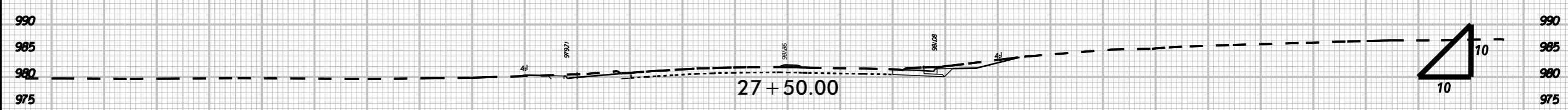
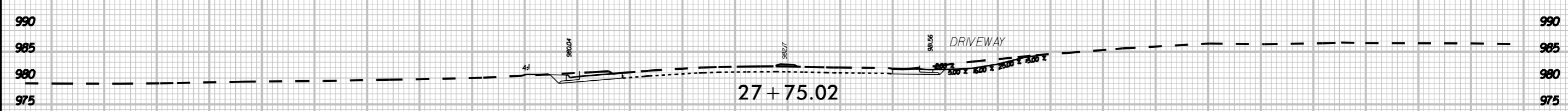
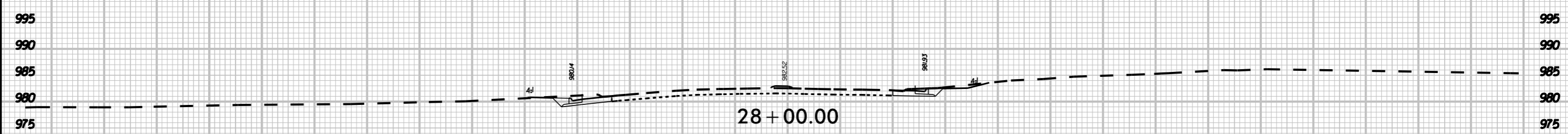
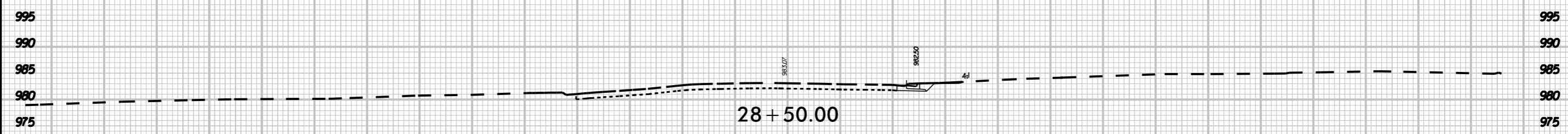
-L- SR 4315 (MAIN ST)

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-L- SR 4315 (MAIN ST)

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-L- SR 4315 (MAIN ST)

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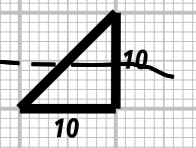
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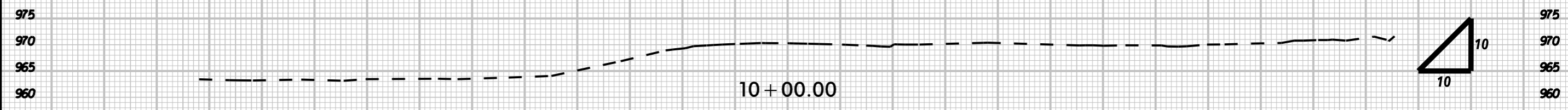
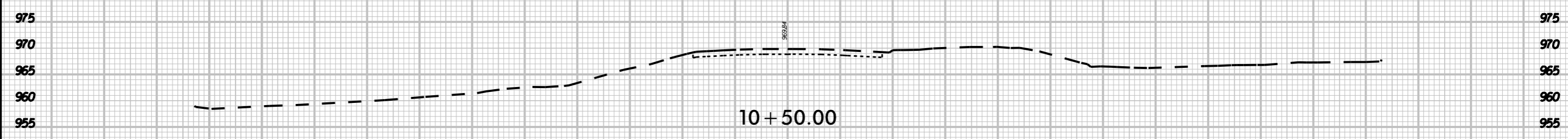
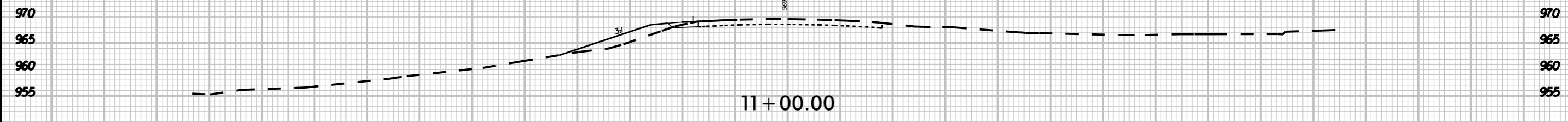
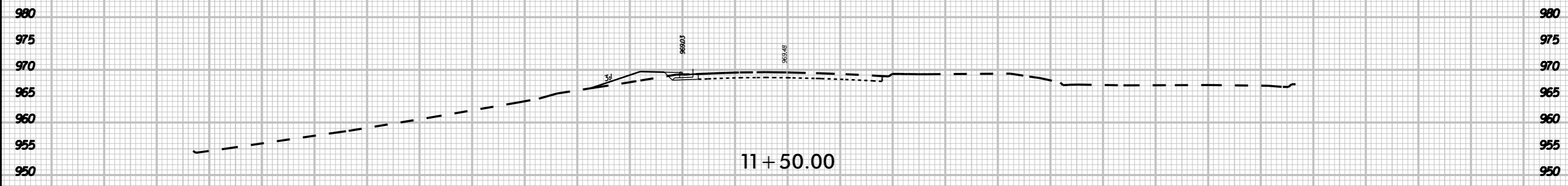
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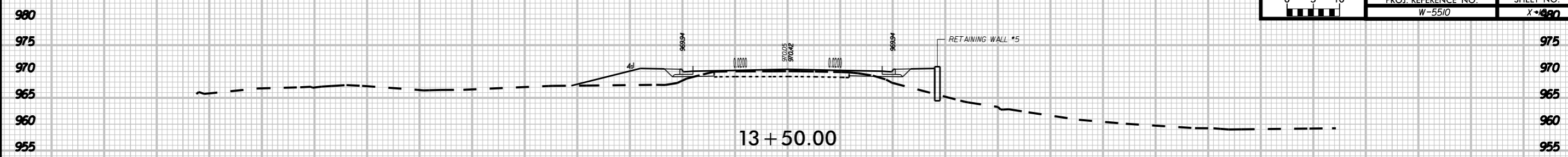
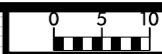
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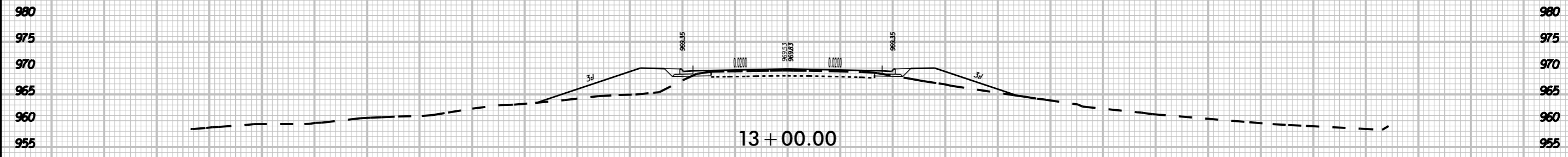


-Y1- (OLD WINSTON)

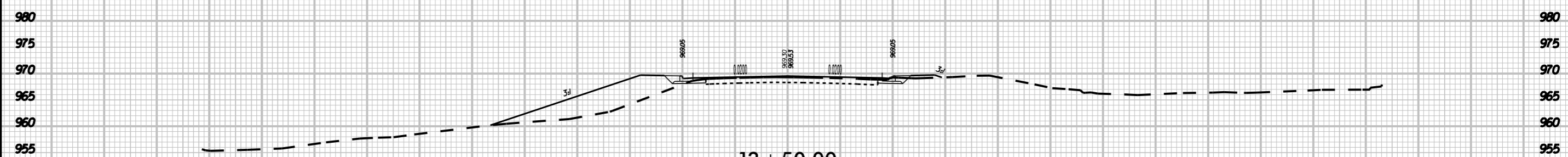
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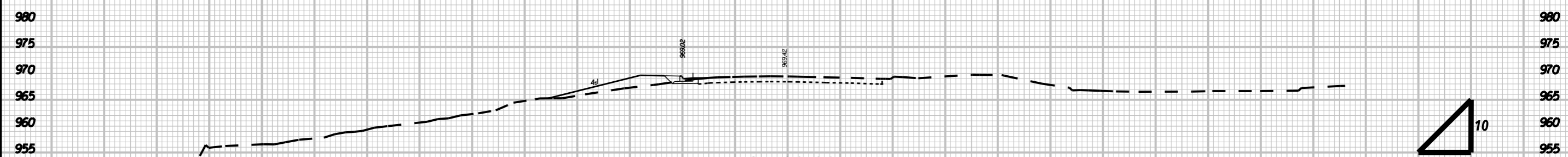
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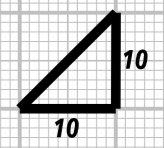
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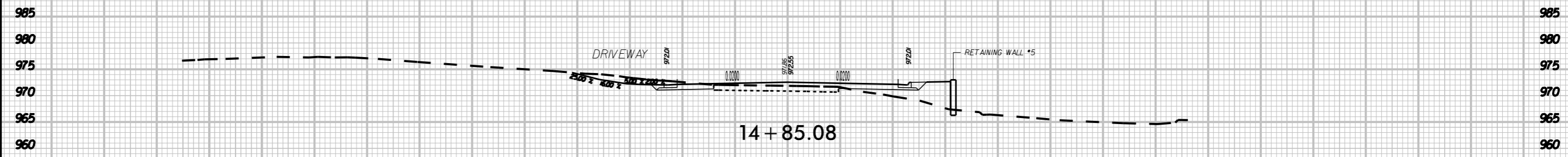
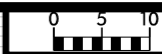


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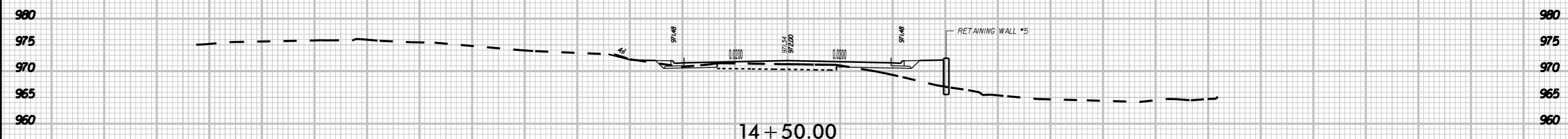


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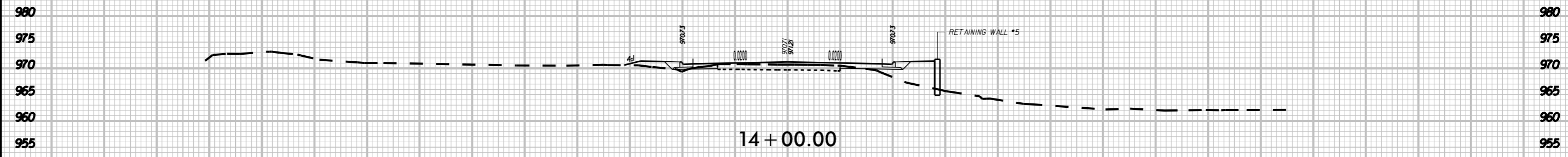
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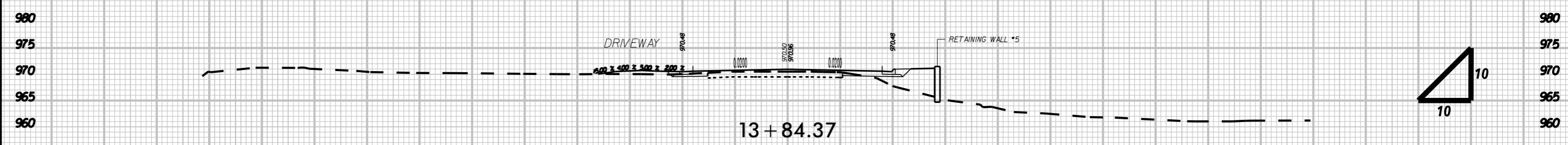
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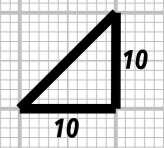
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14 + 00.00

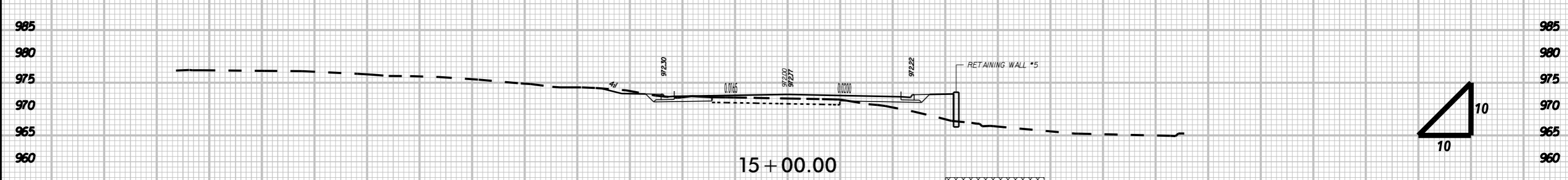
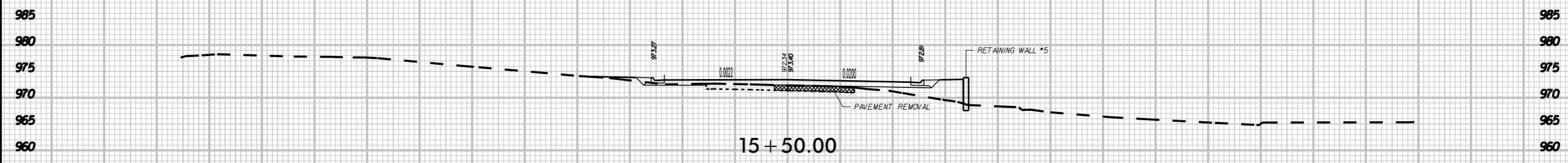
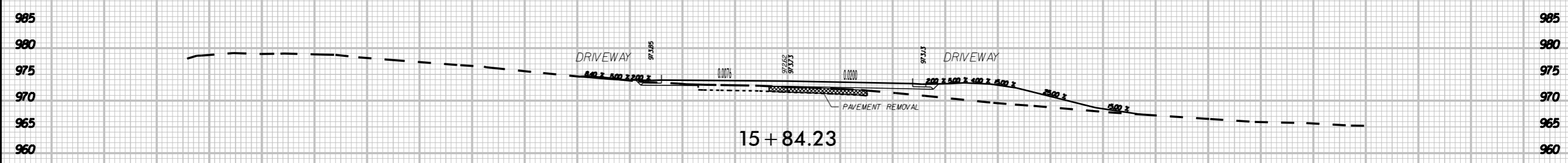
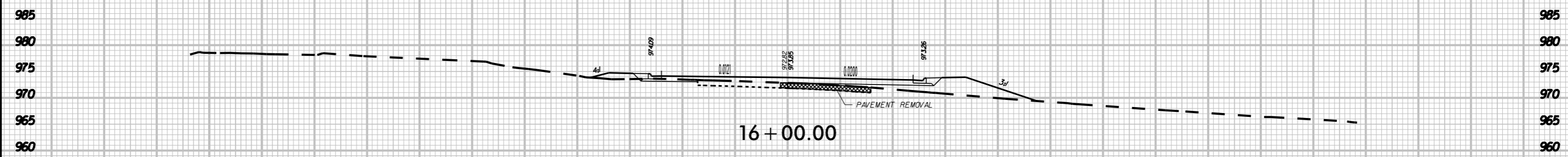


13 + 84.37



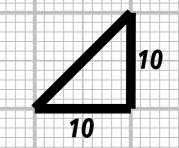
-Y1- (OLD WINSTON)

K:\PAL_Roadway\01036245 - Kernerville\Roadway\XSCW5510_RDY_XPL_Y1.dgn
1/4/2016

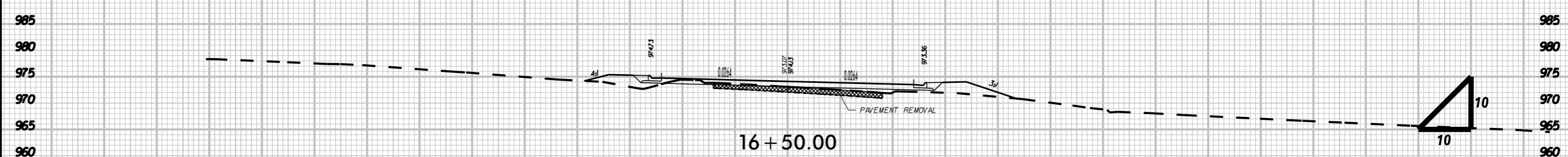
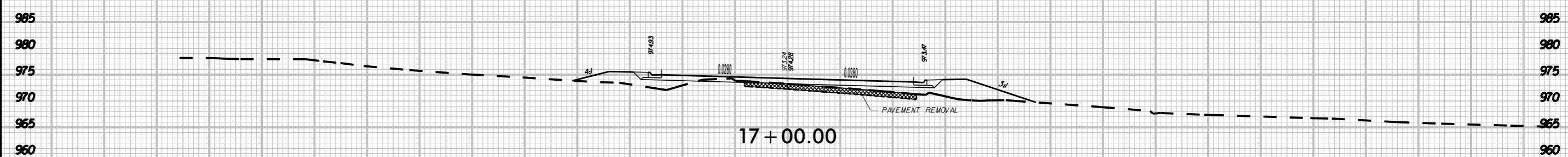
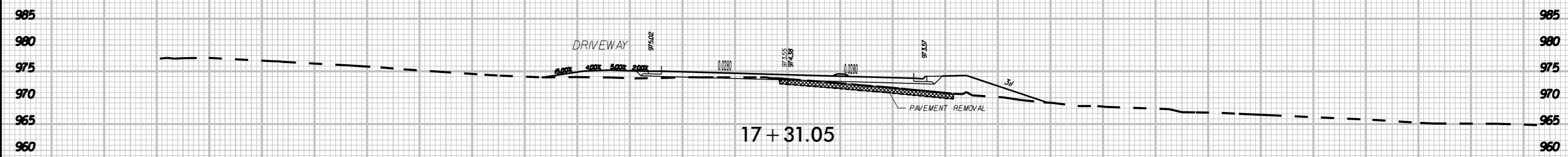
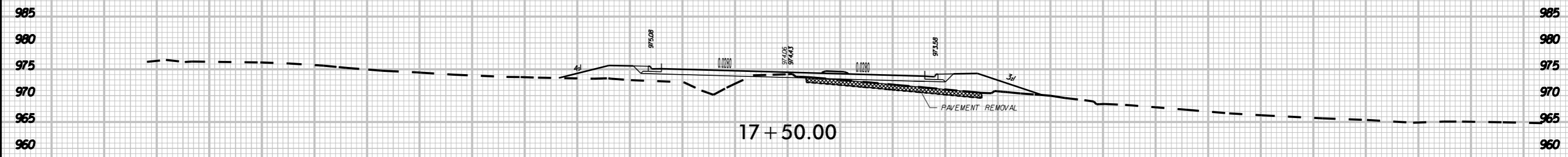
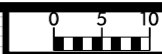


 ASPHALT PAVEMENT REMOVAL

-Y1- (OLD WINSTON)

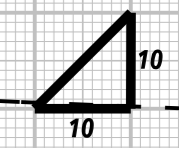


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1/4/2016

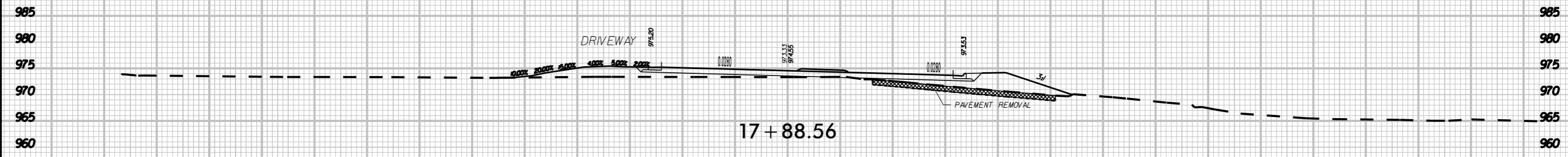
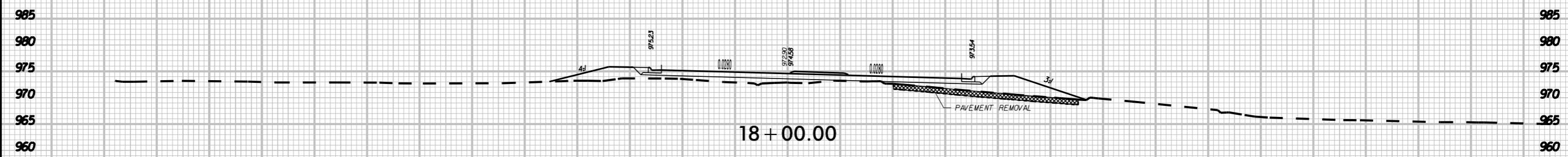
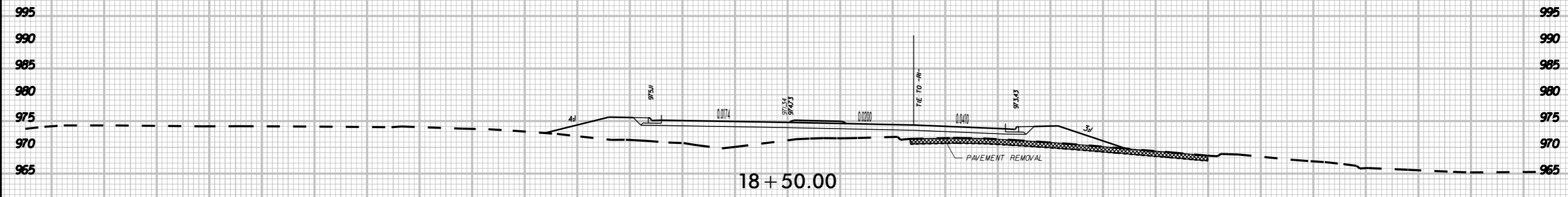


 ASPHALT PAVEMENT REMOVAL

-Y1- (OLD WINSTON)

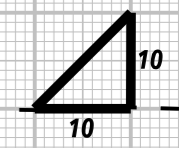


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1/4/2016



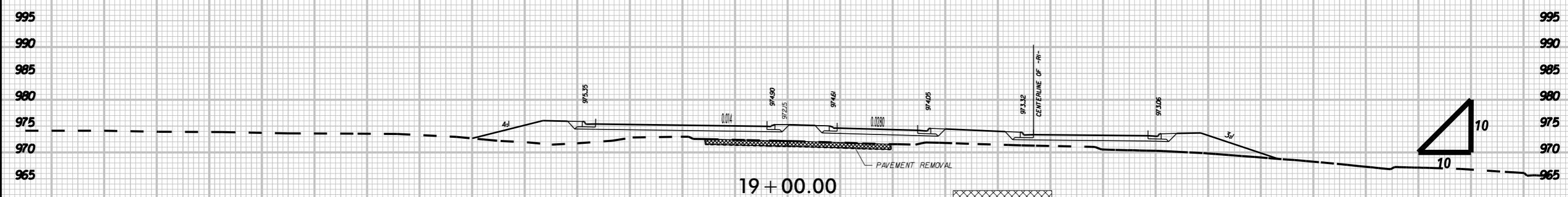
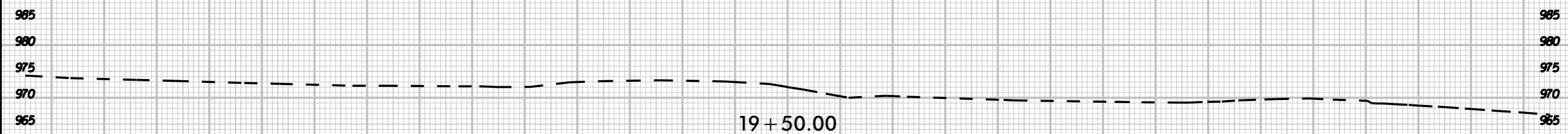
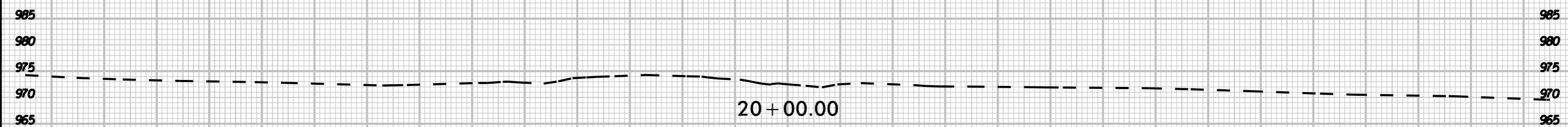
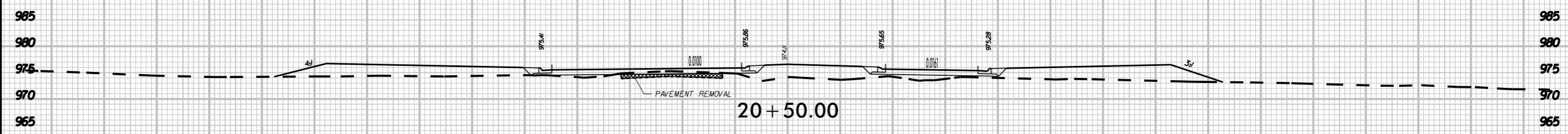
 ASPHALT PAVEMENT REMOVAL

-Y1- (OLD WINSTON)



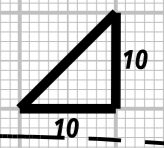
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1/4/2016

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



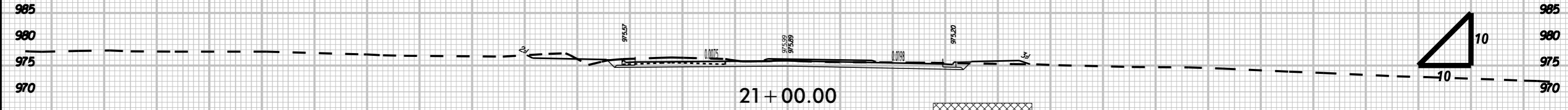
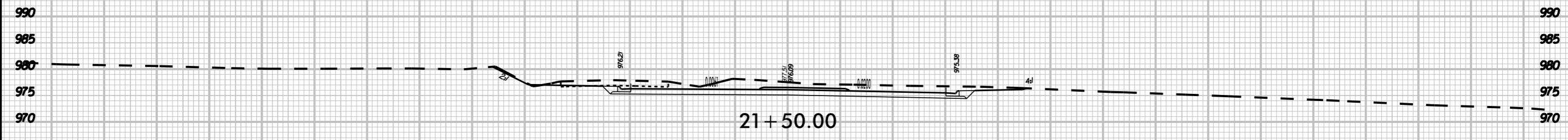
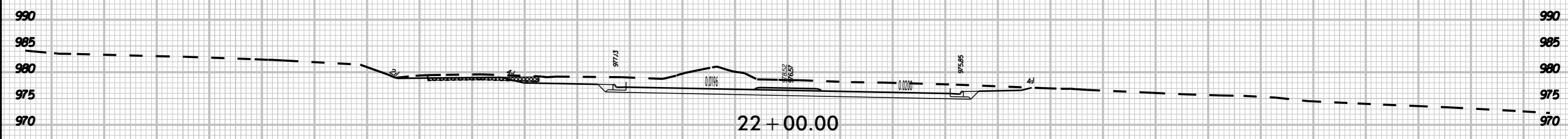
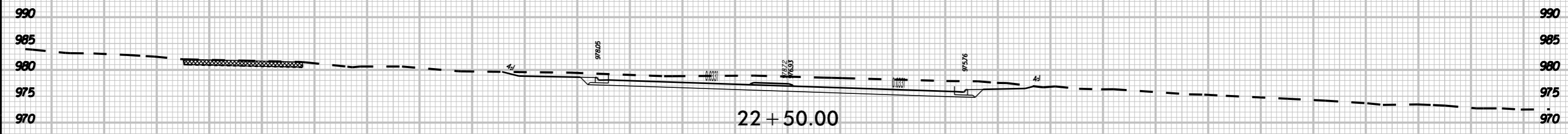
 ASPHALT PAVEMENT REMOVAL

-Y1- (OLD WINSTON)



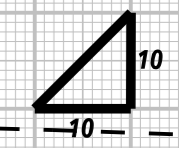
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1/4/2016

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 ASPHALT PAVEMENT REMOVAL

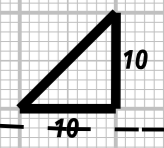
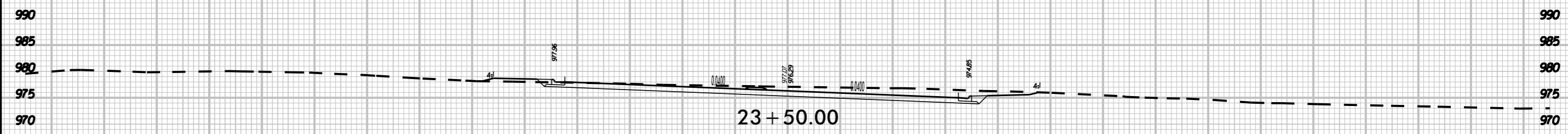
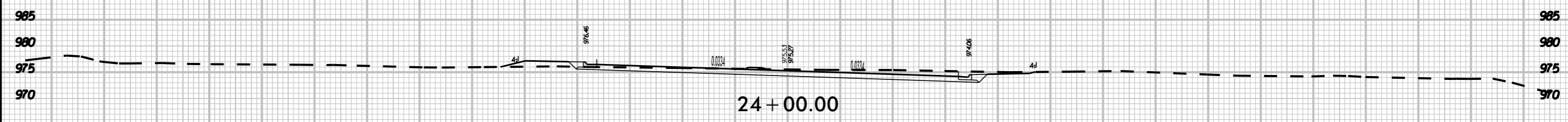
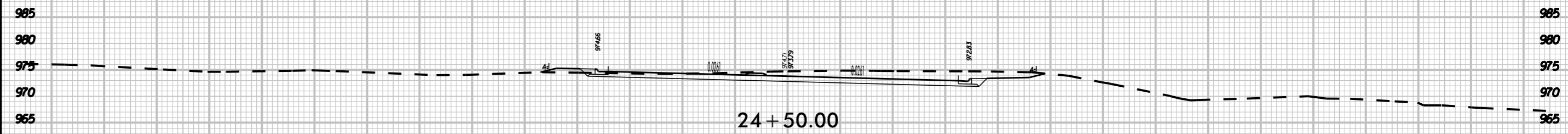
-Y1- (OLD WINSTON)



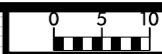
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1/4/2016



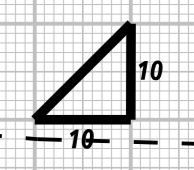
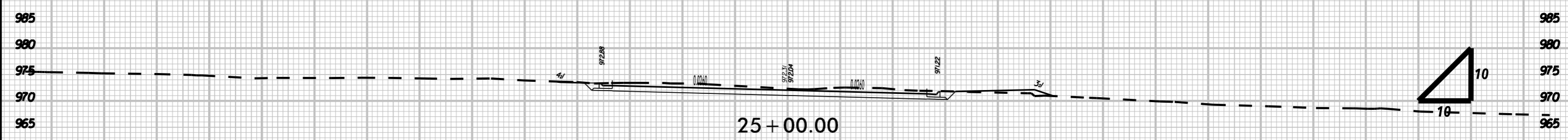
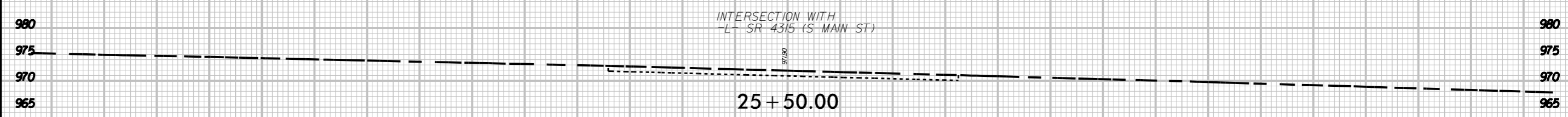
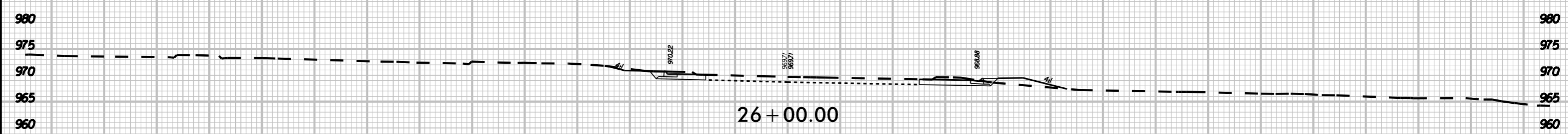
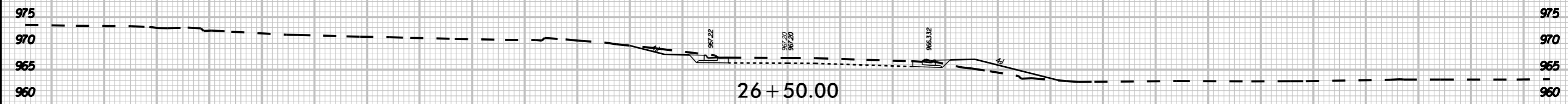
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1/4/2016



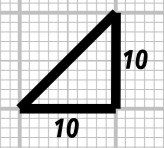
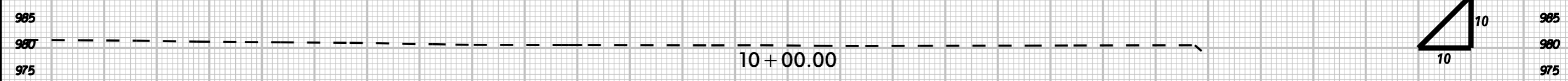
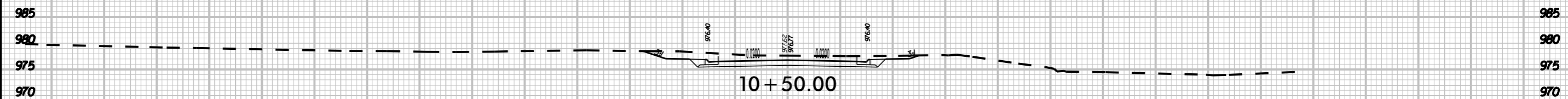
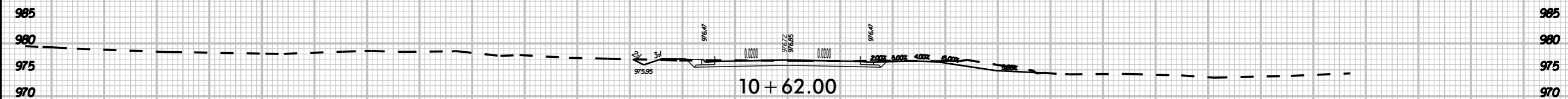
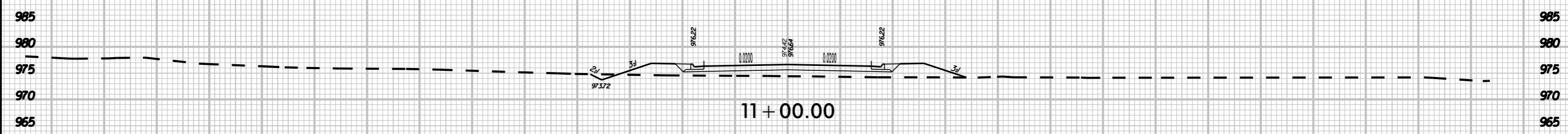
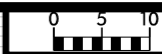
-Y1- (OLD WINSTON)



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1/4/2016



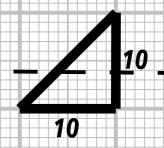
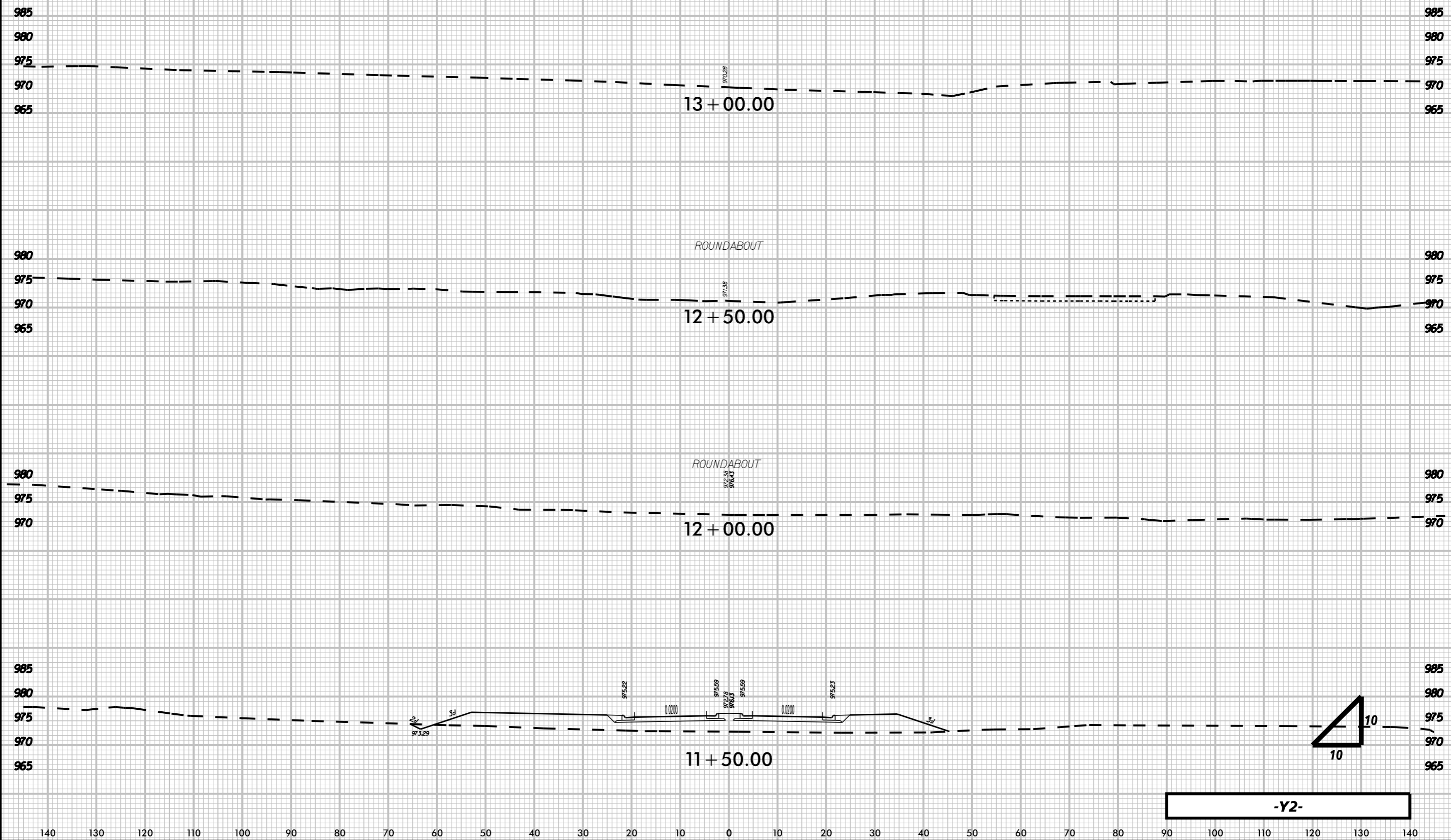
-Y1- (OLD WINSTON)

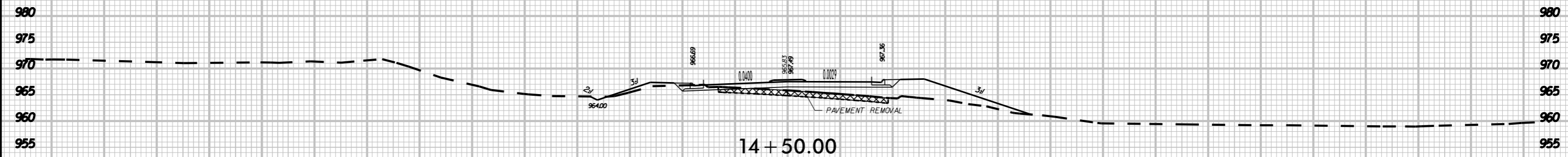
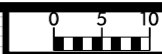


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1/4/2016

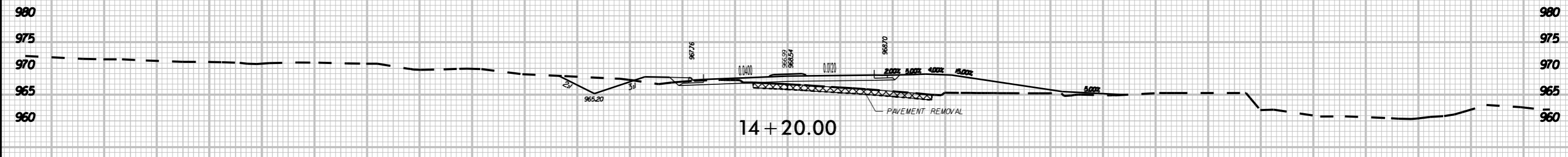


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1/4/2016

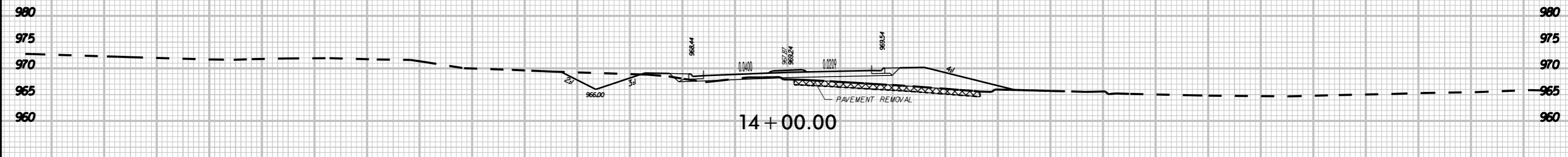




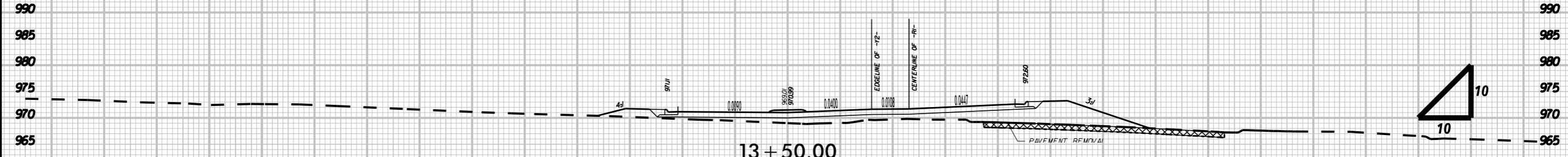
14 + 50.00



14 + 20.00



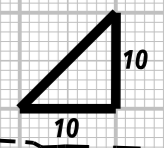
14 + 00.00



13 + 50.00

 ASPHALT PAVEMENT REMOVAL

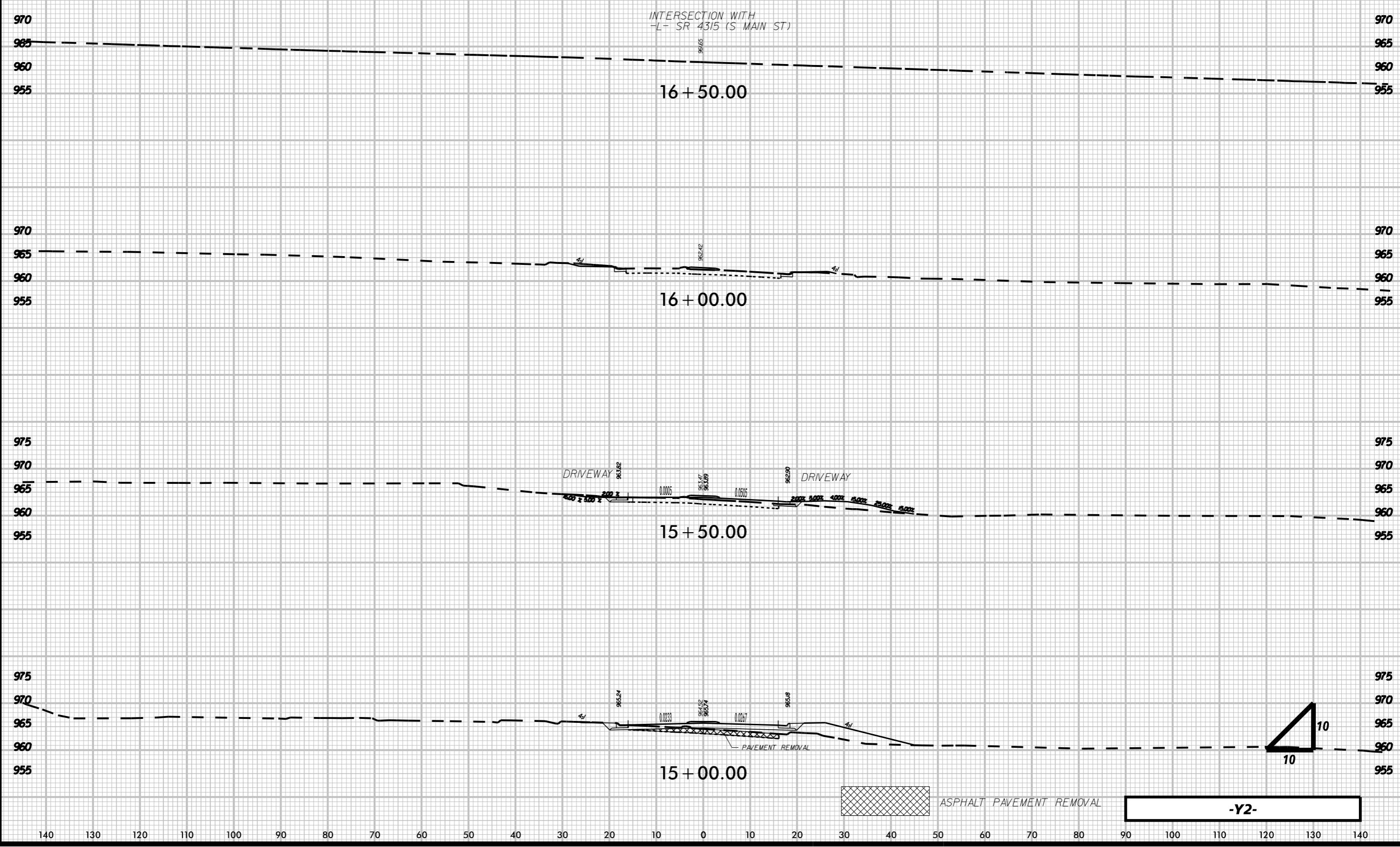
-Y2-

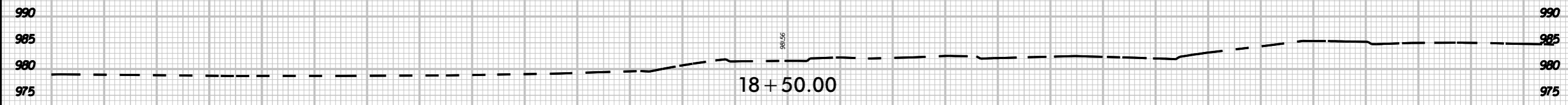


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1/4/2016

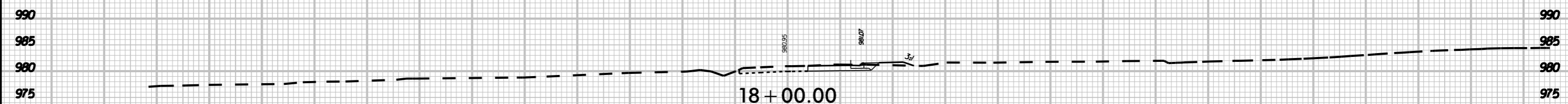


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1/4/2016

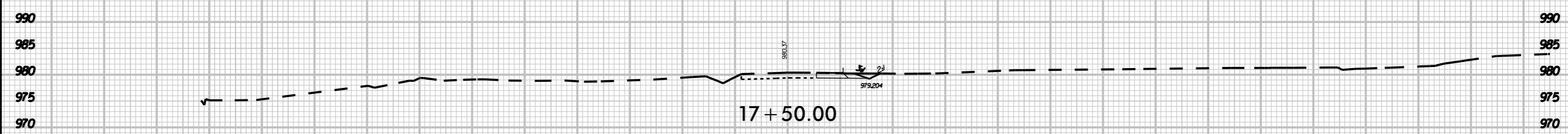




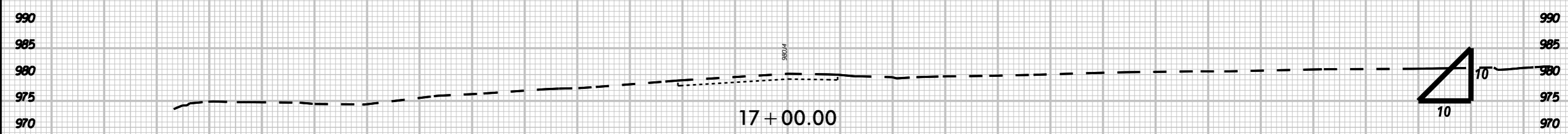
18 + 50.00



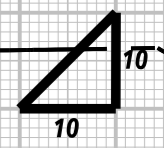
18 + 00.00



17 + 50.00

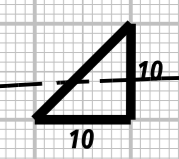
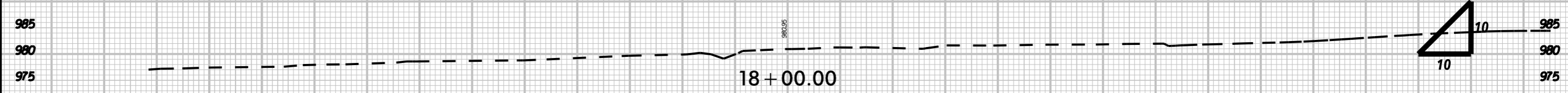
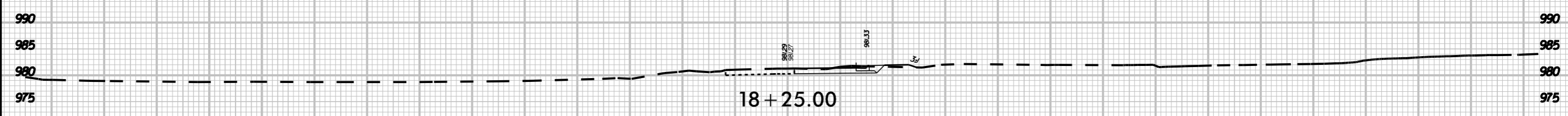
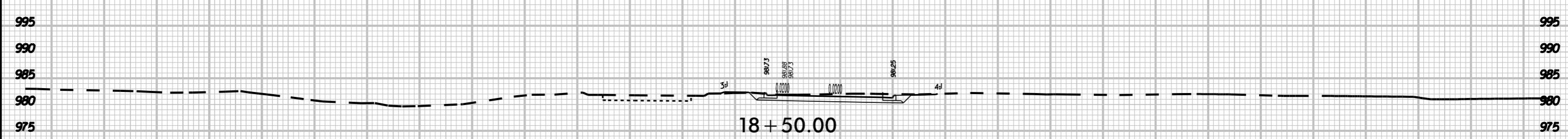
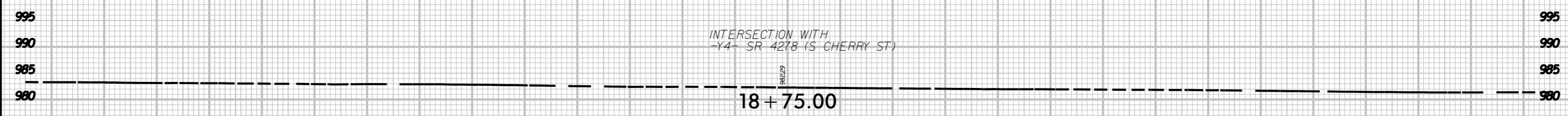


17 + 00.00



-Y3- (S CHERRY ST)

K:\PAL_Roadway\01036245 - Kernersville\Roadway\XSCW5510_RDY_XPL_13.dgn
1/4/2016

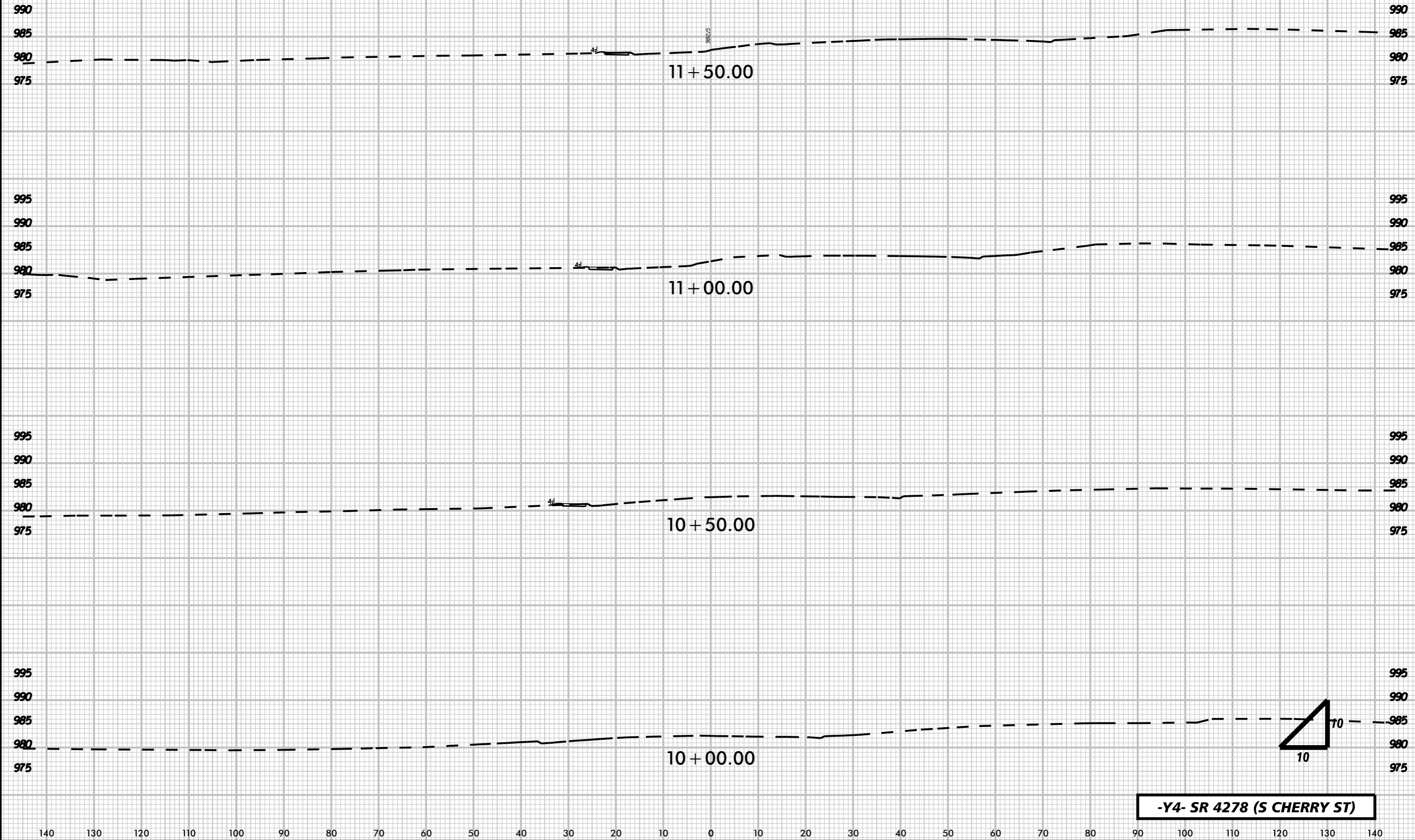


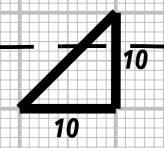
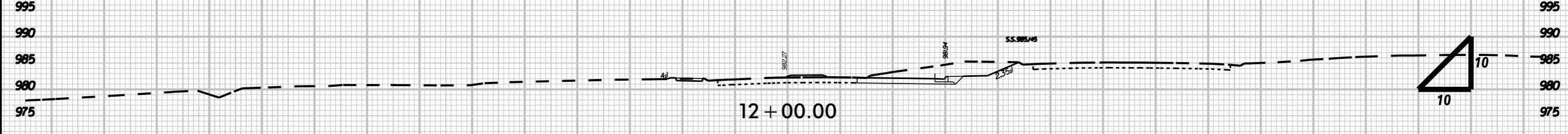
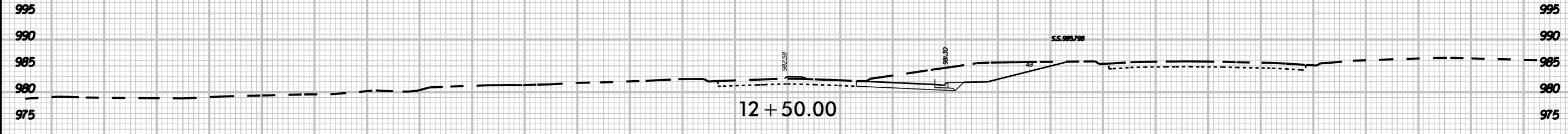
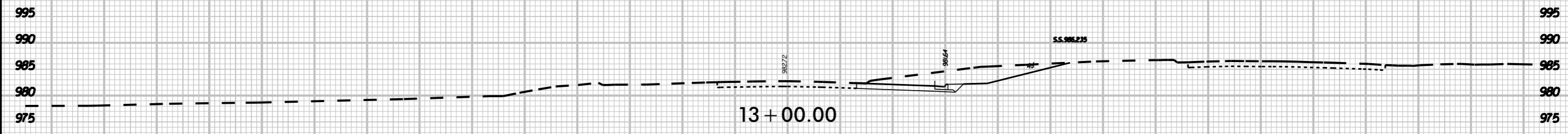
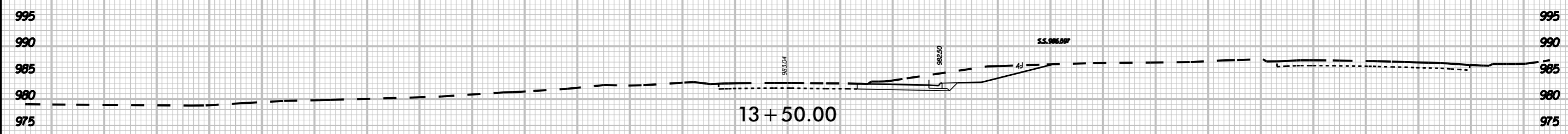
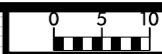
-Y3A-

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1/4/2016



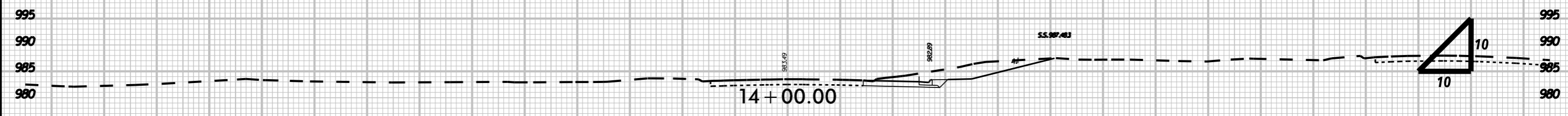
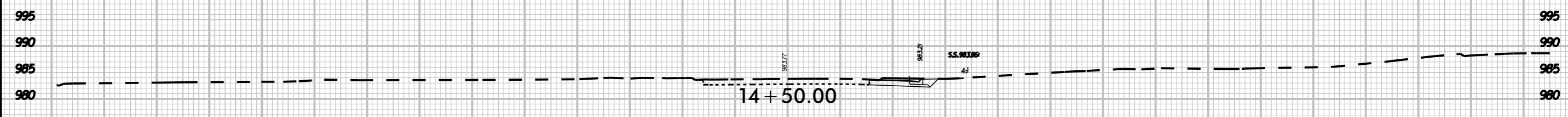
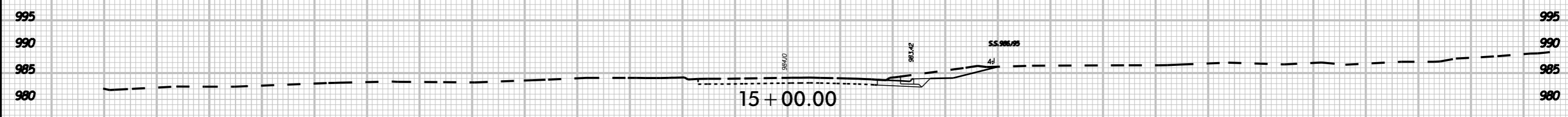
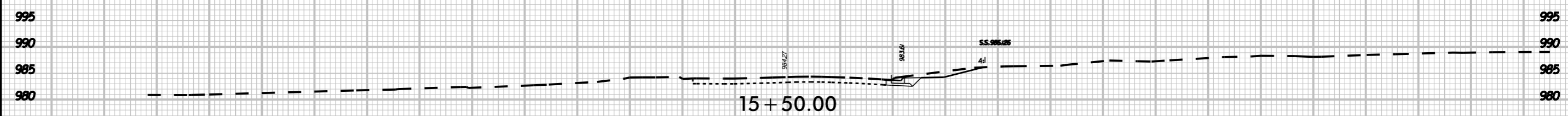
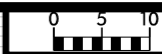
K:\PAL_Roadway\01036245 - Kernersville\Roadway\XSC\W5510_RDY_XPL_Y4.dgn
1/4/2016





-Y4- SR 4278 (S CHERRY ST)

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1/4/2016

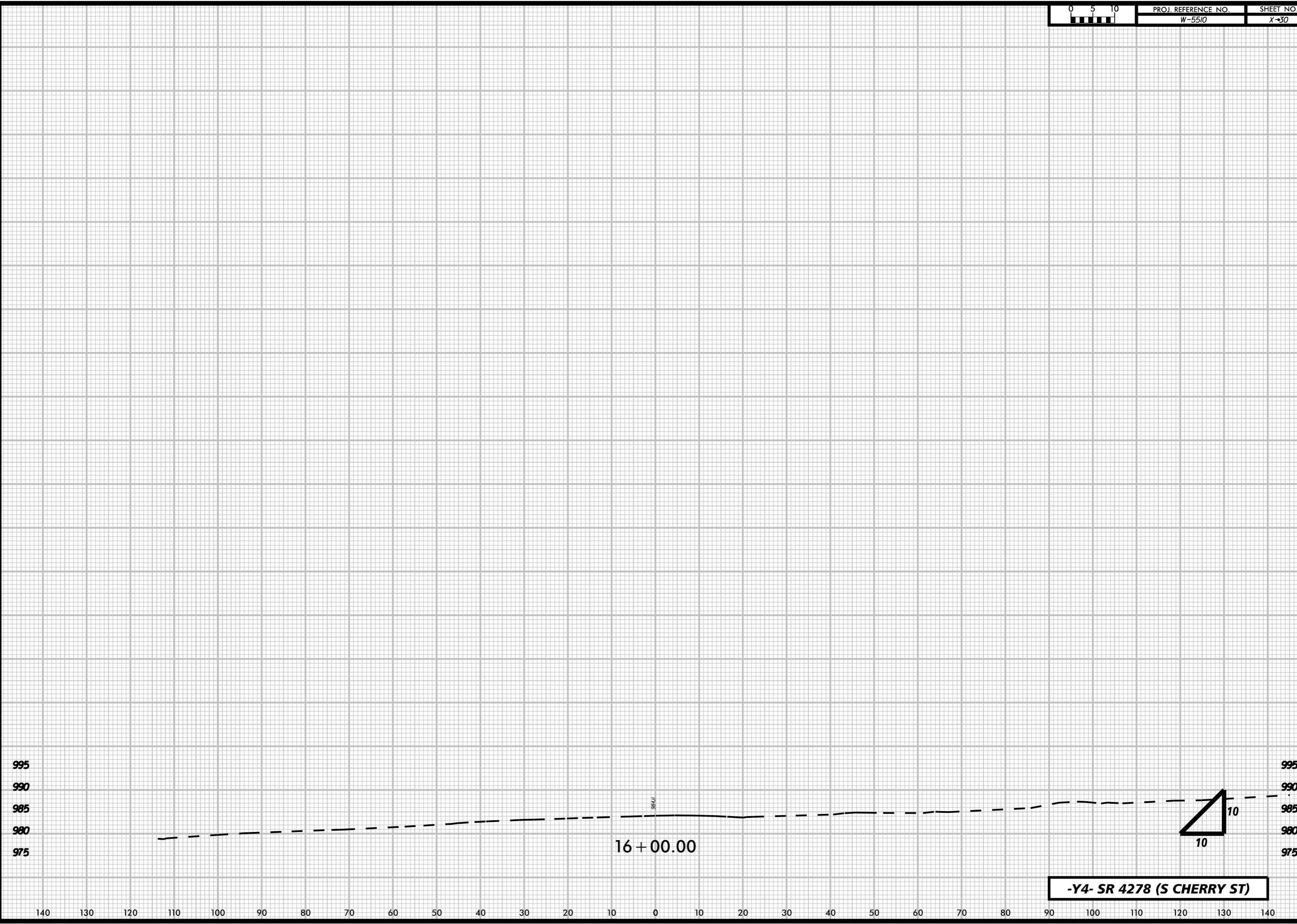


-Y4- SR 4278 (S CHERRY ST)

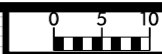
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1/4/2016



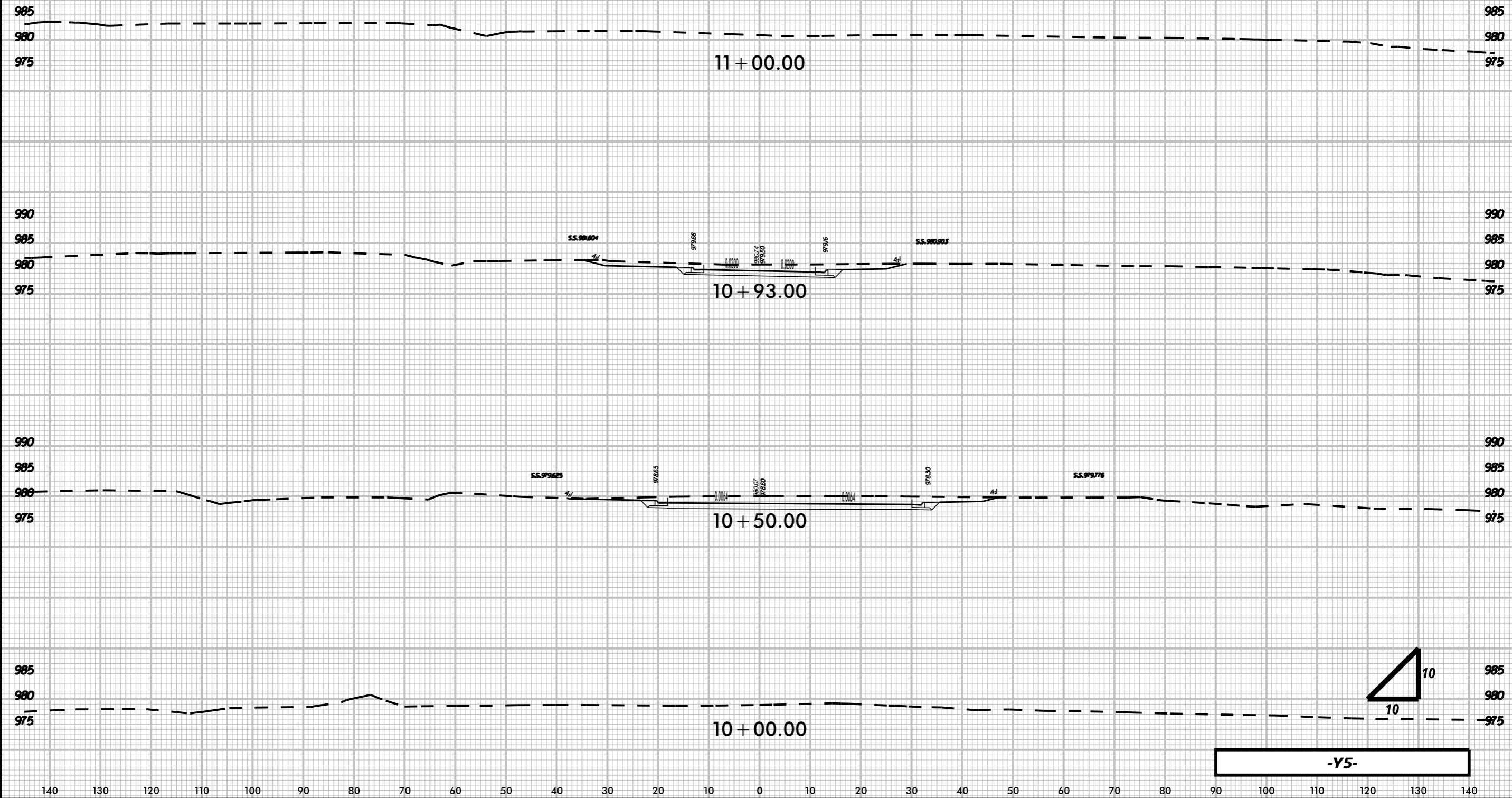
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1/4/2016



-Y4- SR 4278 (S CHERRY ST)



K:\PAL_Roadway\01036245 - Kernersville_Roadway\XSCW5510_RDY_XPL_Y5.dgn
1/4/2016





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1/4/2016

