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**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

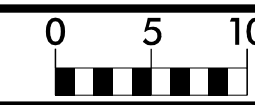
PROJ. REFERENCE NO.	SHEET NO.
R-5725	X-1A

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDES BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY

Station	Uncl. Exc. LT (cu. yd.)	Embt LT (cu. yd.)	Uncl. Exc. RT (cu. yd.)	Embt RT (cu. yd.)	Station	Uncl. Exc. LT (cu. yd.)	Embt LT (cu. yd.)	Uncl. Exc. RT (cu. yd.)	Embt RT (cu. yd.)	Station	Uncl. Exc. LT (cu. yd.)	Embt LT (cu. yd.)	Uncl. Exc. RT (cu. yd.)	Embt RT (cu. yd.)
L1					L2					Y2A				
11+50.00	0	0	0	0	25+00.00	0	115	1	53	18+50.00	1	71	2	45
12+00.00	6	44	32	0	25+50.00	0	128	0	0	19+01.67	0	103	4	31
12+50.00	25	23	52	1	26+00.00	0	124	1	23					
13+00.00	51	0	76	3	26+50.00	0	119	2	48	Station	Uncl. Exc. LT (cu. yd.)	Embt LT (cu. yd.)	Uncl. Exc. RT (cu. yd.)	Embt RT (cu. yd.)
13+50.00	85	1	117	3	27+00.00	0	112	2	43	Y2B				
14+00.00	134	5	171	1	27+50.00	0	115	1	18	10+50.00	0	0	0	0
14+50.00	190	9	145	0	28+00.00	0	86	2	12	11+00.00	16	9	11	7
15+00.00	262	11	162	0	28+50.00	0	29	2	12	11+50.00	3	25	4	12
15+50.00	346	10	237	4	29+00.00	0	0	0	0	12+00.00	0	85	35	0
16+00.00	406	9	225	10	29+50.00	0	47	0	0	13+00.00	0	85	47	0
16+50.00	410	10	206	12	30+00.00	0	154	0	0	13+50.00	2	64	33	2
17+00.00	331	12	185	11	30+50.00	0	259	2	12	14+00.00	3	51	12	24
17+50.00	204	14	144	11	31+00.00	0	296	3	27	14+50.00	2	44	9	39
18+00.00	111	16	78	14	31+50.00	0	284	2	31	15+00.00	2	18	25	8
18+50.00	41	15	22	22	32+00.00	0	267	3	33	15+50.00	0	1	12	0
19+00.00	4	12	3	21	32+50.00	0	203	4	27	16+00.00	6	0	2	0
19+50.00	4	11	2	14	33+00.00	0	114	4	23	16+50.00	18	15	9	10
20+00.00	5	11	4	14	33+50.00	0	37	4	25	17+00.00	8	28	6	18
20+50.00	6	19	6	8	34+00.00	6	0	4	23	17+50.00	2	29	8	8
21+17.15	10	35	10	2	34+50.00	11	92	4	21	18+00.00	4	29	12	1
					35+00.00	10	43	3	22					
Station	Uncl. Exc. LT (cu. yd.)	Embt LT (cu. yd.)	Uncl. Exc. RT (cu. yd.)	Embt RT (cu. yd.)	35+50.00	8	16	1	25	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
L2 (LT)					36+00.00	5	16	0	23	Drive1				
10+50.00	0	0	0	0	36+50.00	4	32	1	18	10+00.00	2	1		
11+00.00	4	93	170	33	37+00.00	3	33	2	15	10+50.00	12	14		
11+50.00	1	55	43	25	37+50.00	1	17	2	17	11+00.00	3	73		
12+00.00	0	67	0	36	38+00.00	1	25	9	21	11+71.94	0	176		
12+50.00	0	79	0	41	38+50.00	1	25	9	20					
13+00.00	0	93	0	44	39+00.00	35	0	3	16	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
13+50.00	0	101	0	43	39+50.00	85	0	5	8	Drive2				
14+00.00	0	52	0	38						10+00.00	0	0		
14+50.00	0	46	0	42	Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)			10+50.00	70	33		
15+00.00	0	83	0	46	Y1					11+00.00	39	27		
15+50.00	0	69	1	48	10+50.00	0	0			11+50.00	13	12		
16+00.00	0	64	2	59	11+00.00	8	144			11+70.00	4	2		
16+50.00	0	81	1	34	11+50.00	6	127							
17+00.00	0	155	1	10	12+00.00	6	86			Station	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)		
17+50.00	0	144	12	45	12+25.00	5	30			Drive3				
18+00.00	1	69	16	94	12+50.00	13	23			10+00.00	0	0		
18+50.00	2	66	9	185	13+00.00	25	39			10+50.00	567	0		
19+00.00	2	77	6	779	13+62.65	14	53			11+00.00	346	0		
19+50.00	1	67	5	955						11+39.00	56	3		
20+00.00	0	51	5	319	Station	Uncl. Exc. LT (cu. yd.)	Embt LT (cu. yd.)	Uncl. Exc. RT (cu. yd.)	Embt RT (cu. yd.)	Approximate quantities only. Unclassified excavation, fine grading, clearing and grubbing, and removal of existing pavement will be paid for at the lump sum price for "Grading".				
20+50.00	0	45	1	16	Y2A									
21+00.00	0	45	0	23	15+50.00	0	0	0	0					
21+50.00	0	53	0	68	16+00.00	8	1	6	7					
22+00.00	1	48	0	96	16+50.00	4	21	3	24					
22+50.00	1	21	0	52	17+00.00	3	38	1	40					
23+00.00	0	7	0	0	17+50.00	3	35	0	44					
23+50.00	0	40	0	25	18+00.00	2	39	0	52					
24+00.00	0	77	1	71										
24+50.00	0	92	2	99										

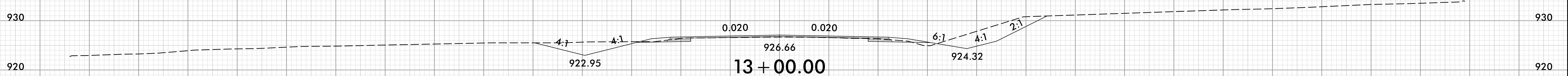
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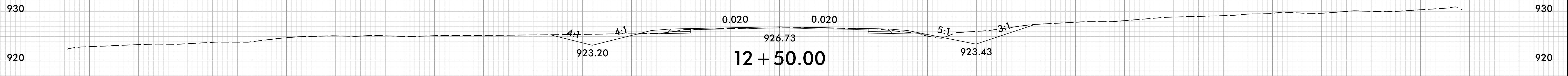
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X-2

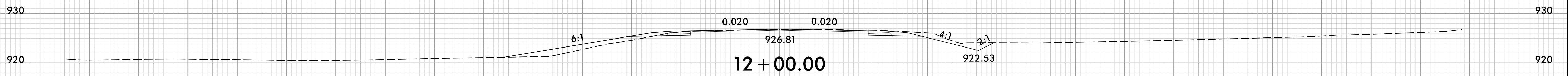
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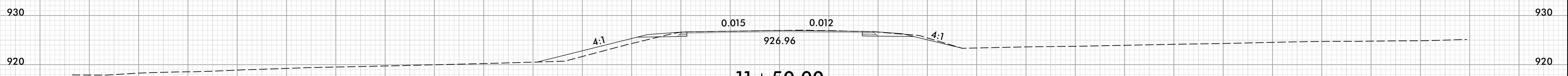
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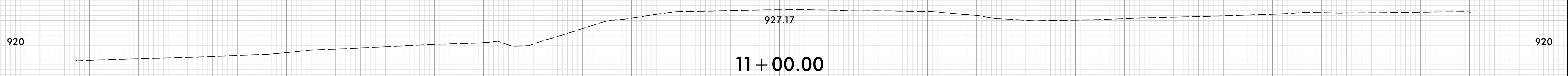
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12 + 00.00



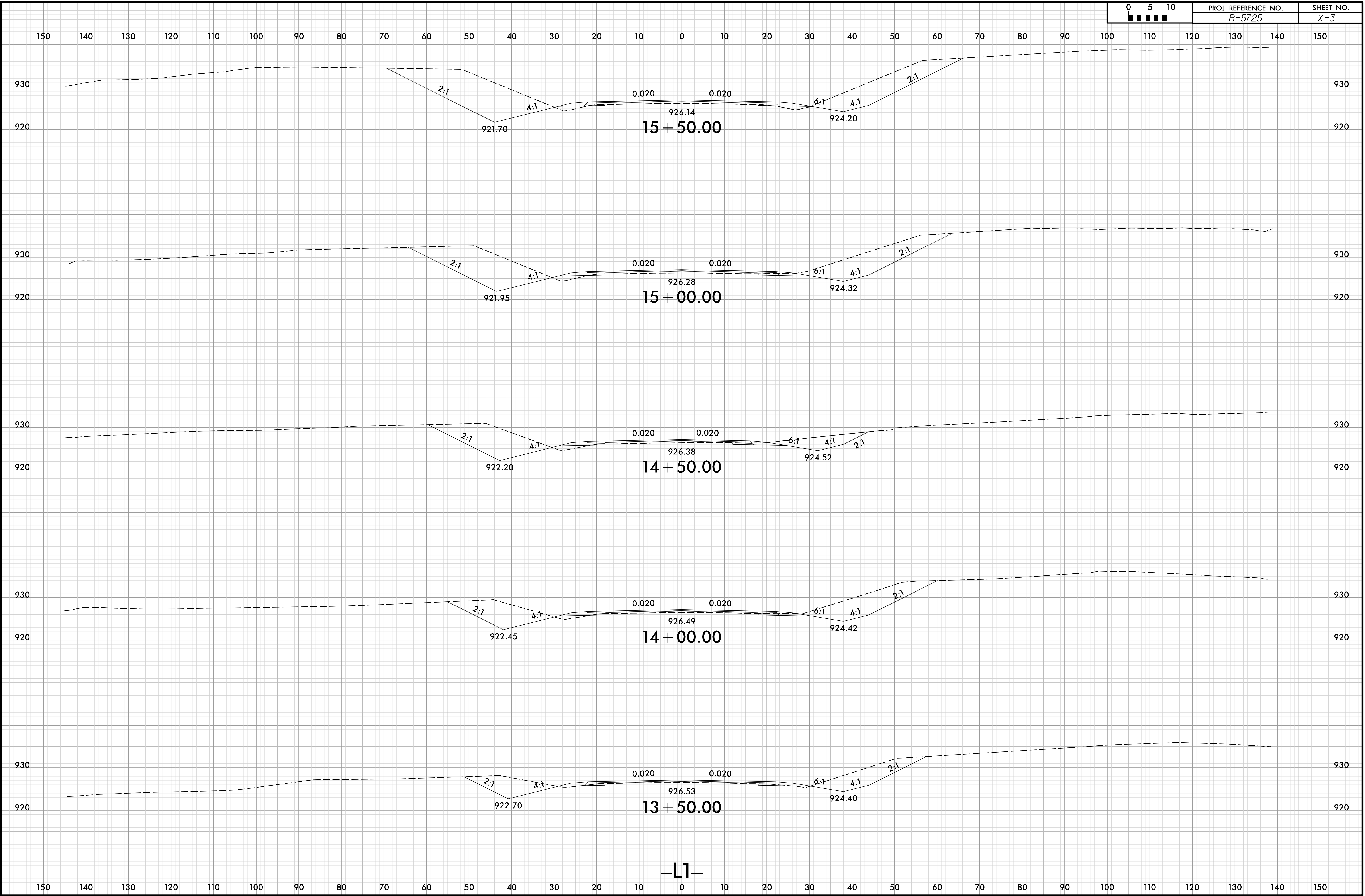
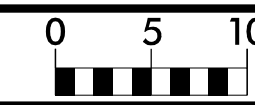
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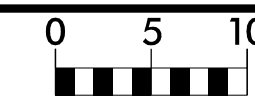


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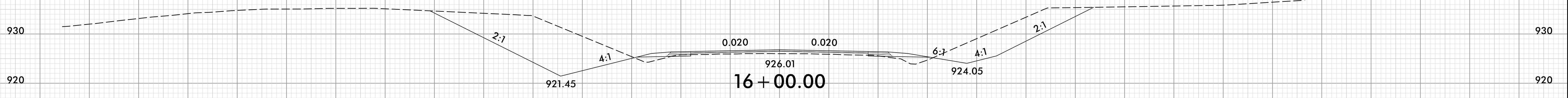
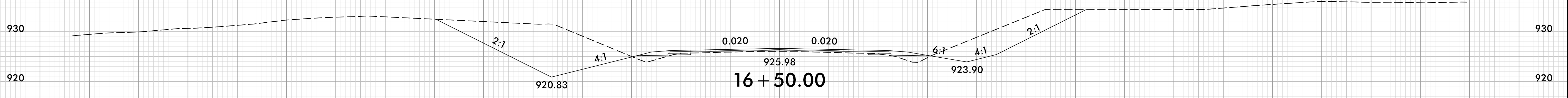
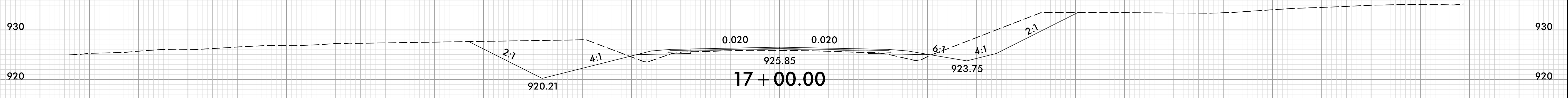
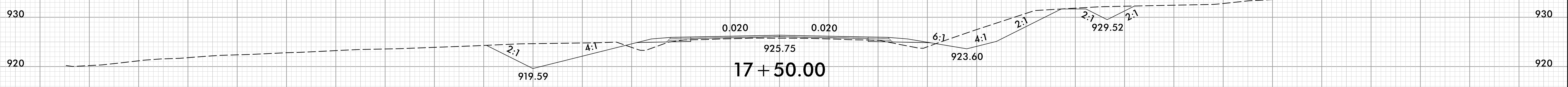
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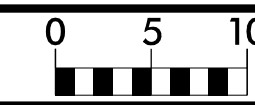


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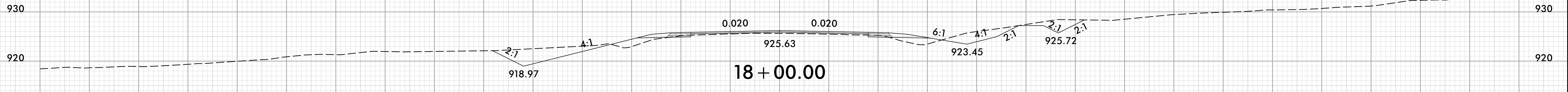
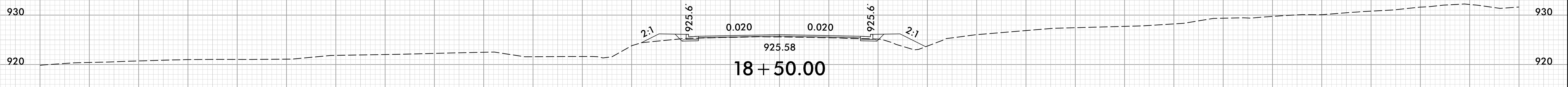
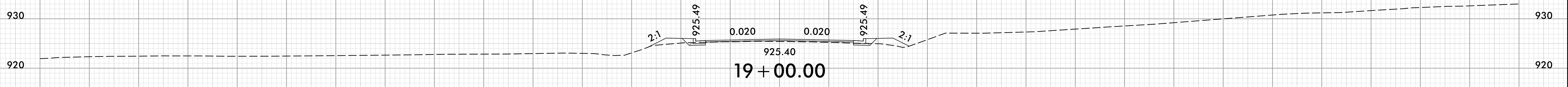
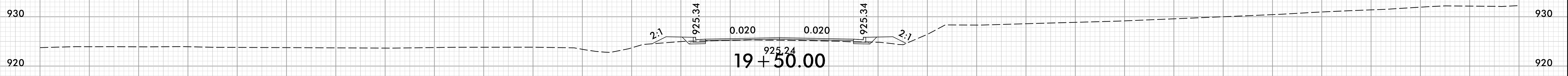


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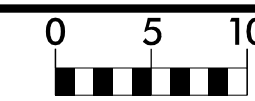


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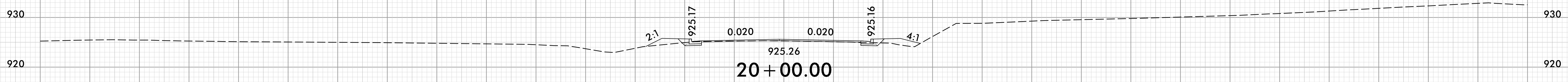
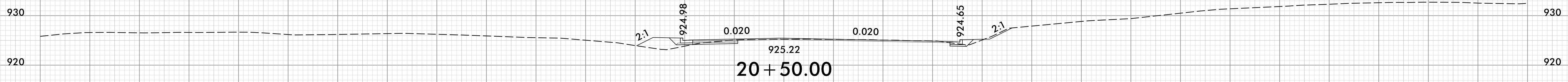


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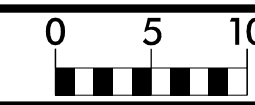


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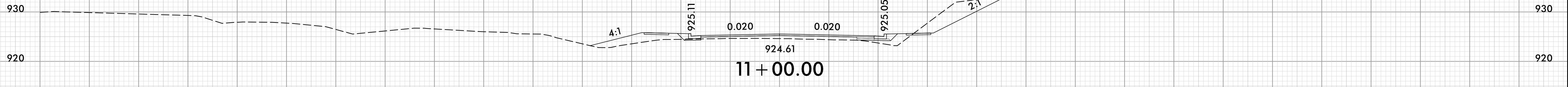
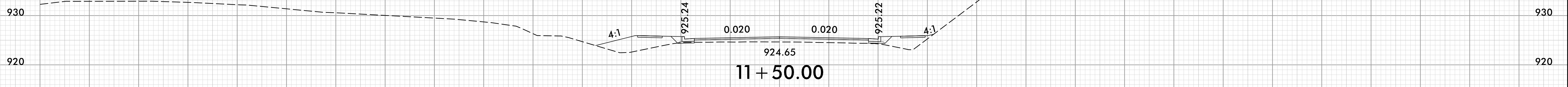
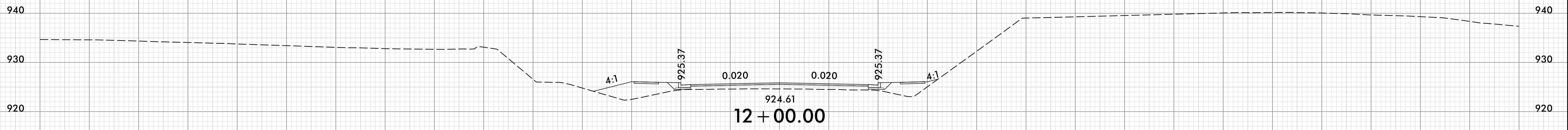
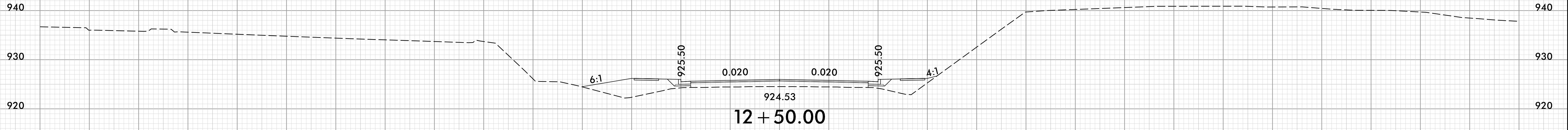


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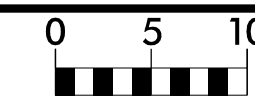


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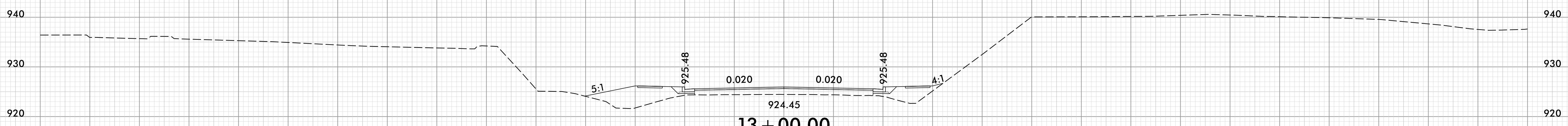
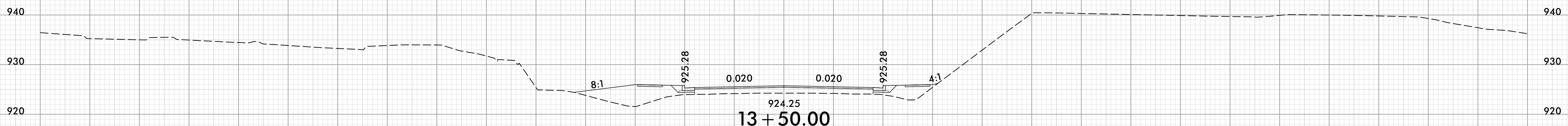
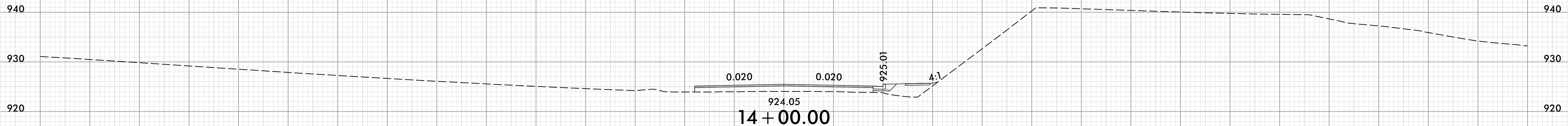
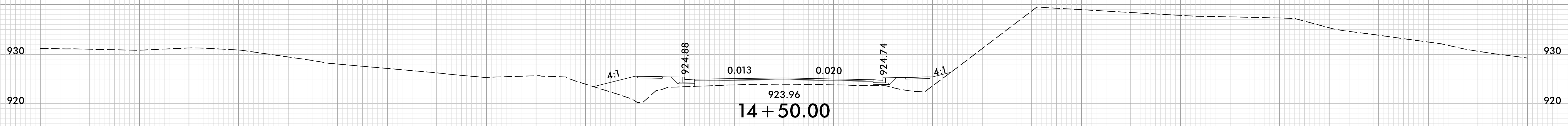


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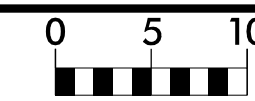
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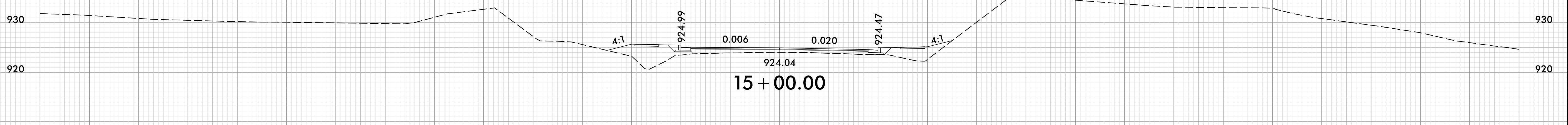
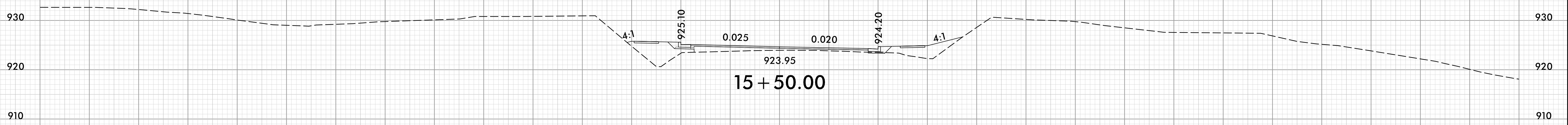
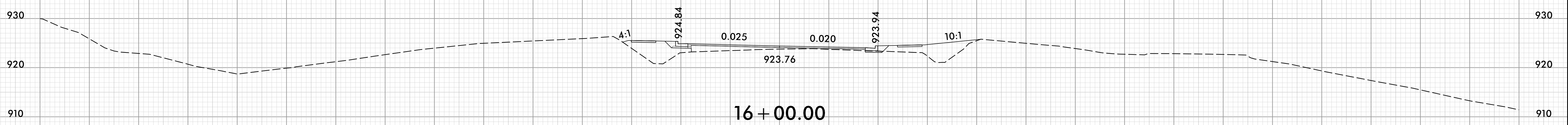
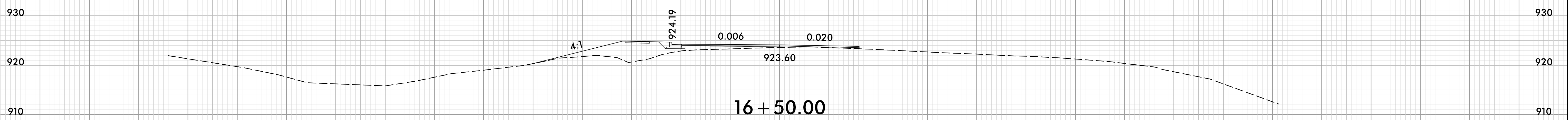


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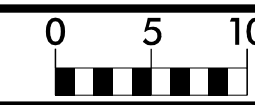


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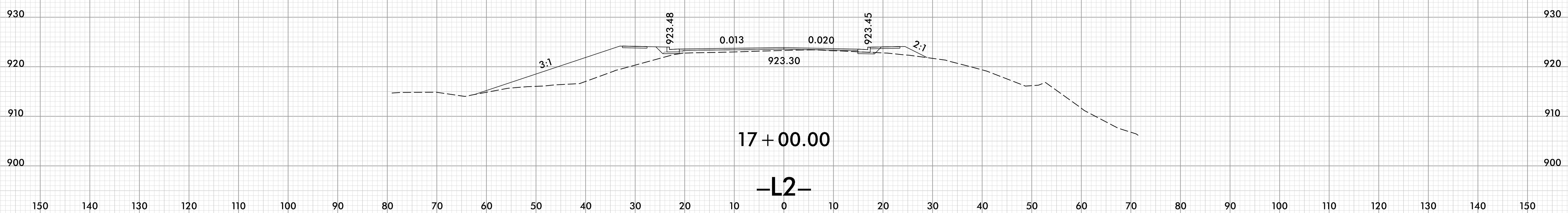
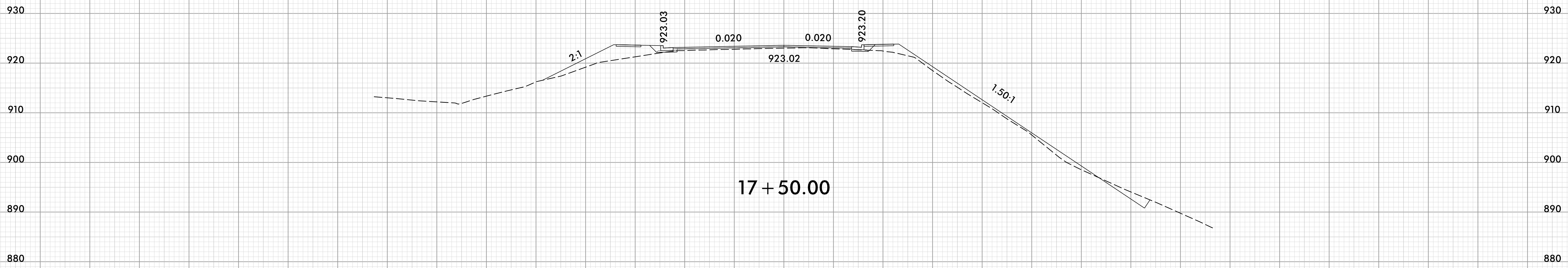
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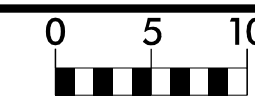
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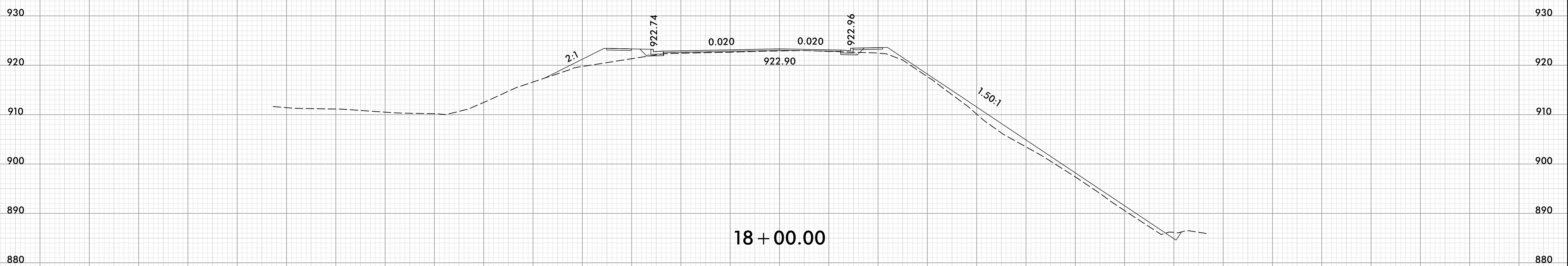
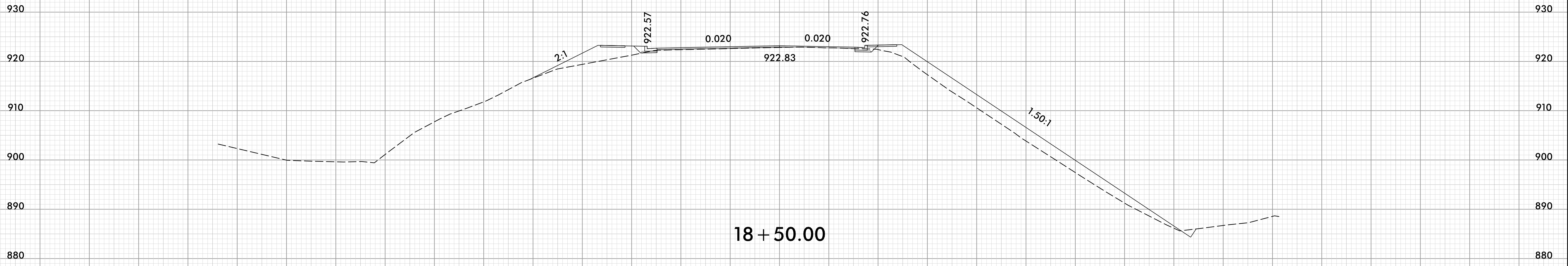
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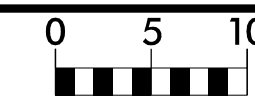
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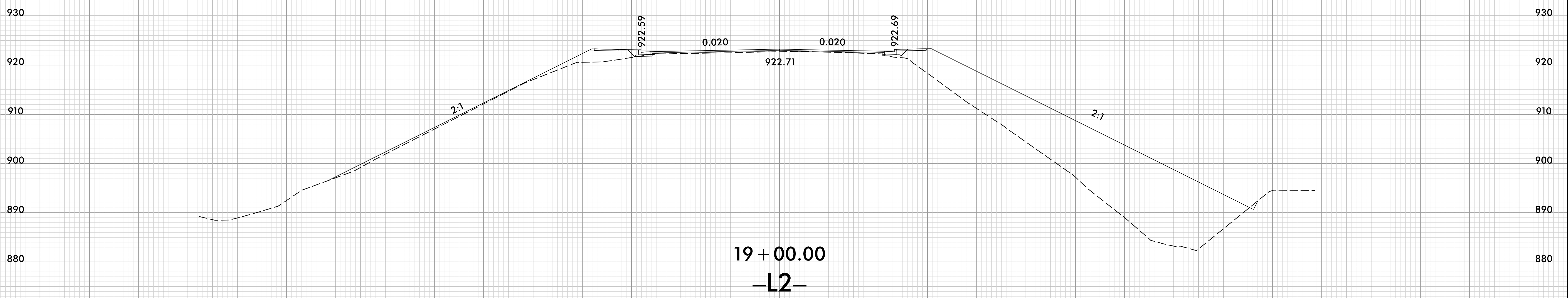
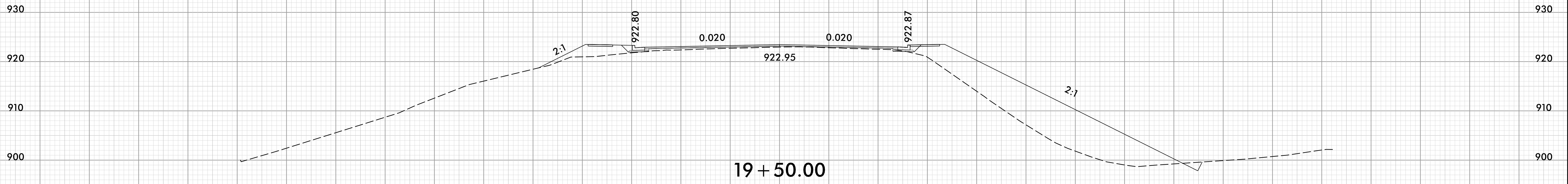
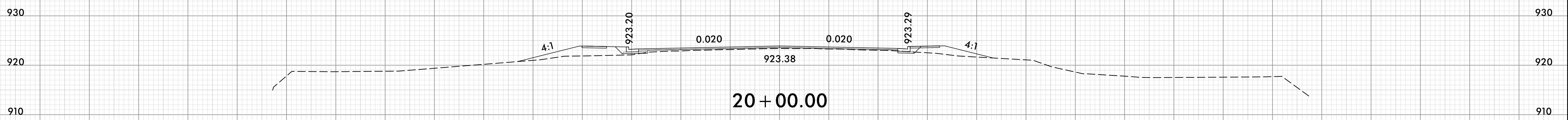
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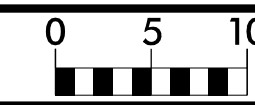
PROJ. REFERENCE NO.	SHEET NO.
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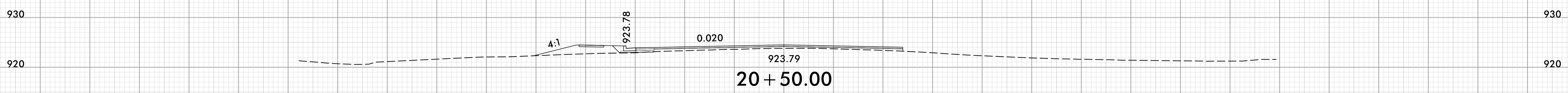
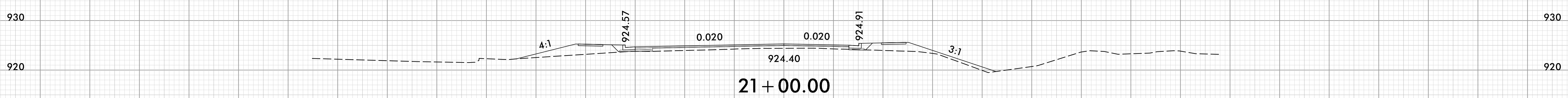
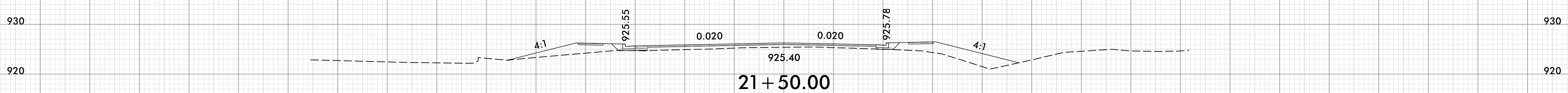
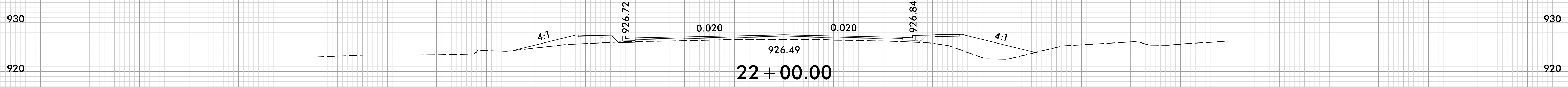


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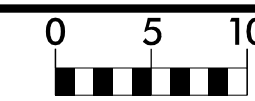


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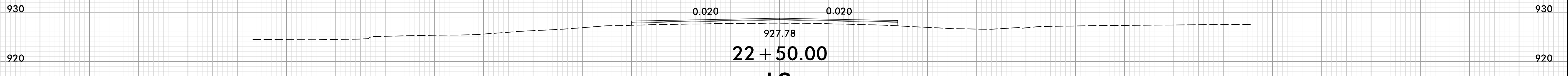
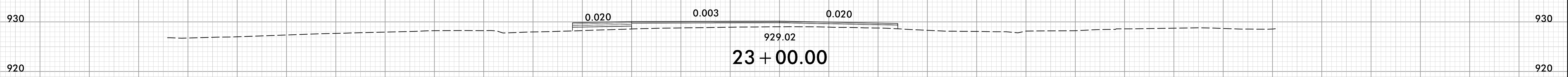
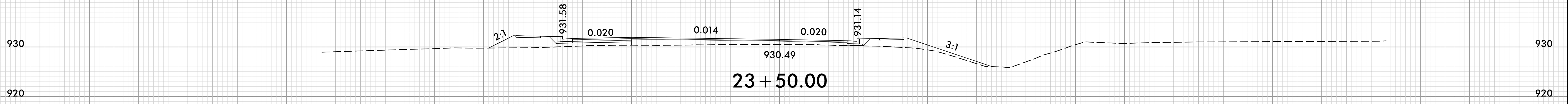
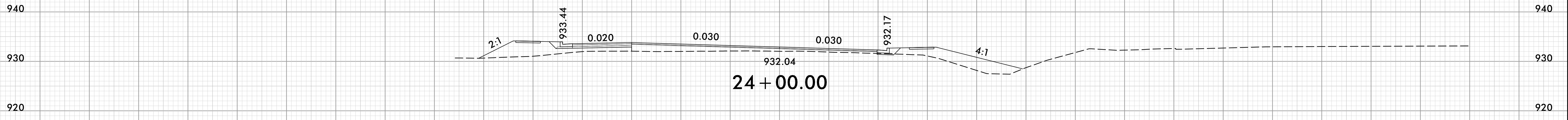


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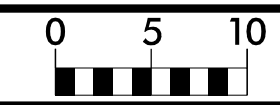


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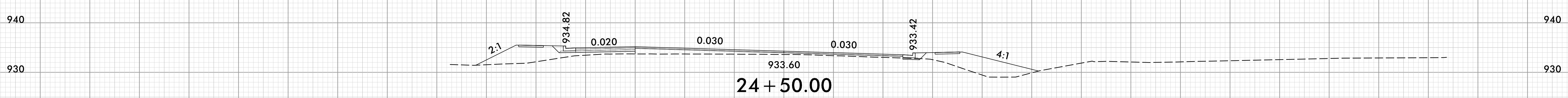
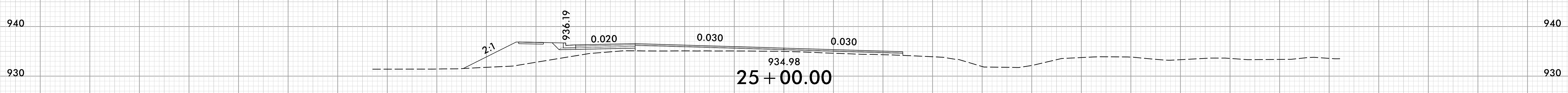
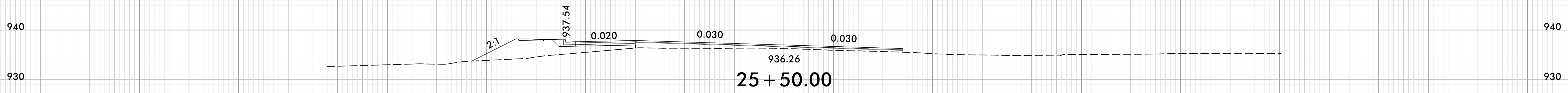
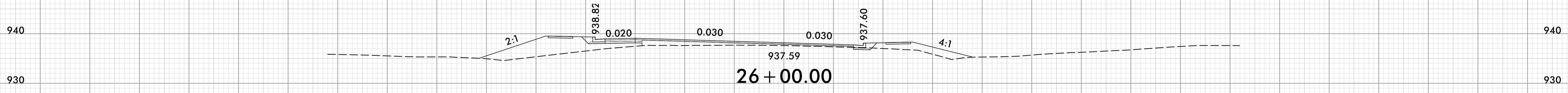
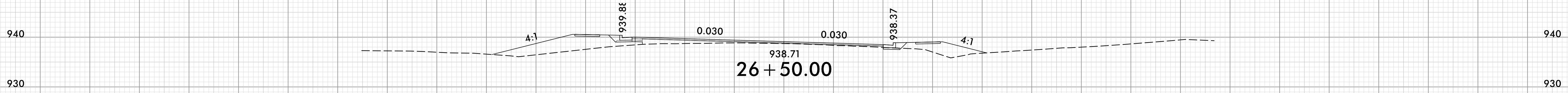


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-L2-



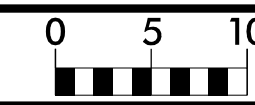
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-L2-

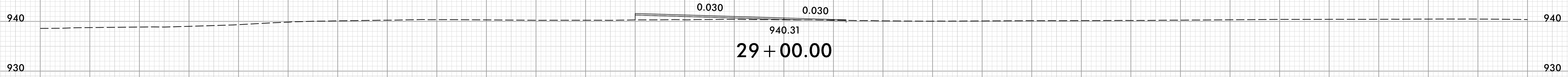
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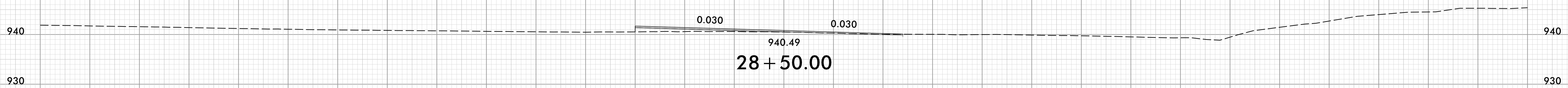


PROJ. REFERENCE NO.	SHEET NO.
R-5725	X-16

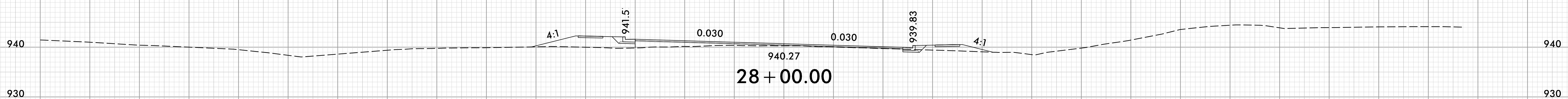
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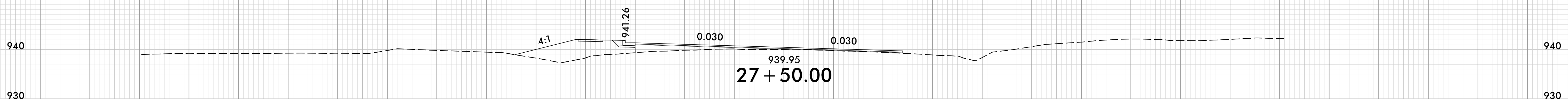
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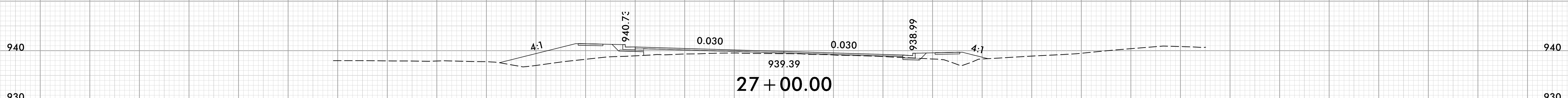
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28 + 00.00



27 + 50.00



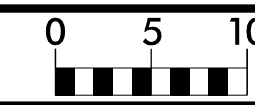
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-L2-

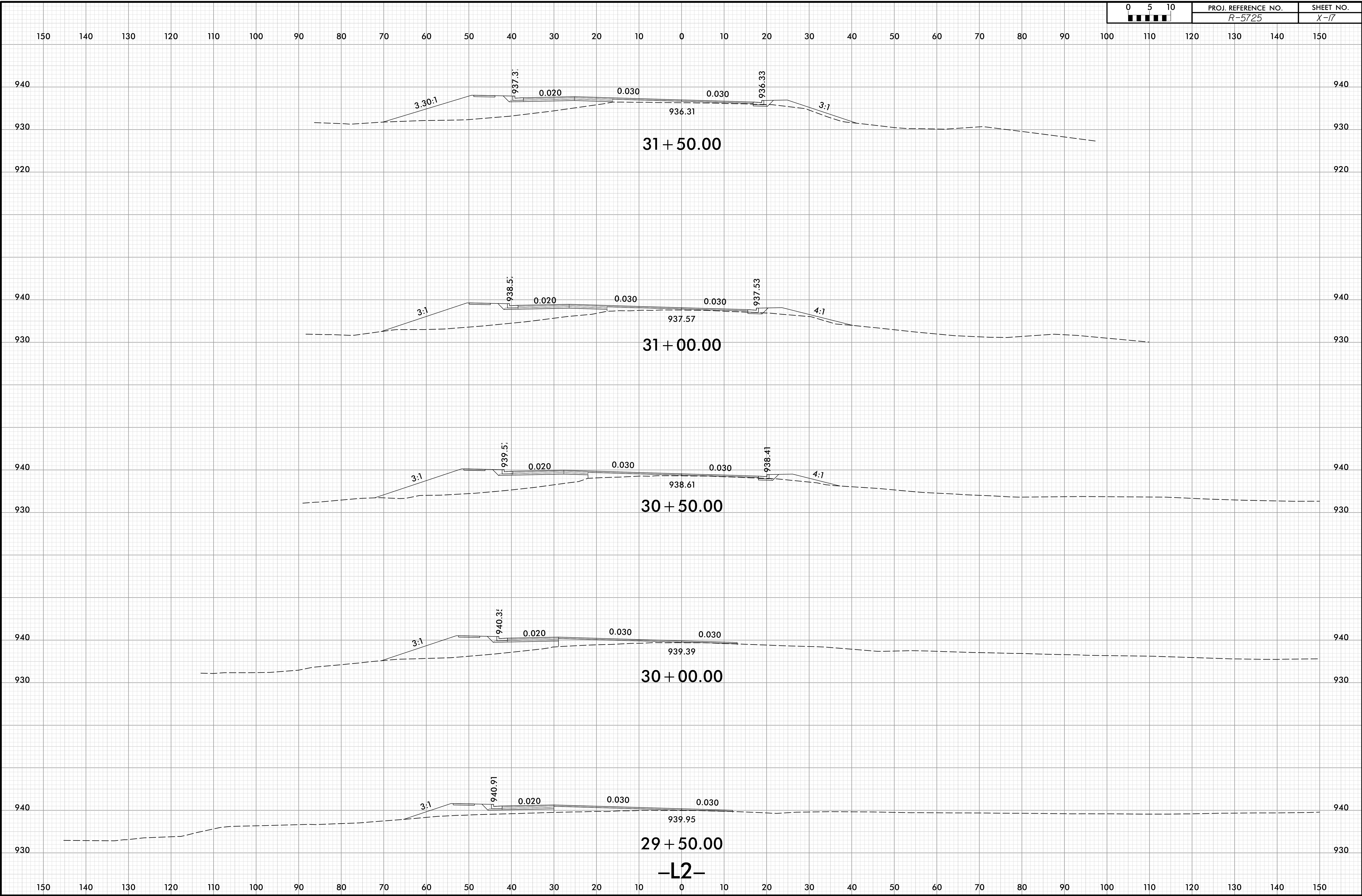
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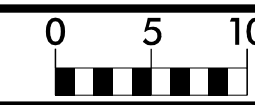


PROJ. REFERENCE NO.	SHEET NO.
R-5725	X-17

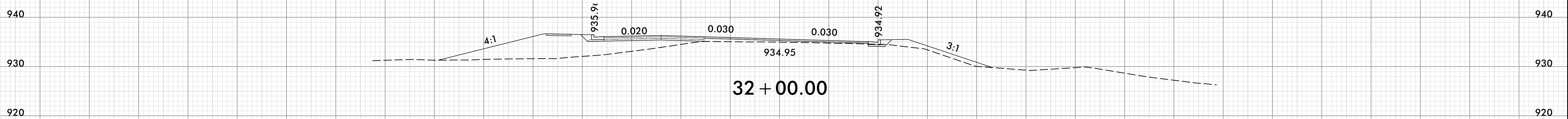
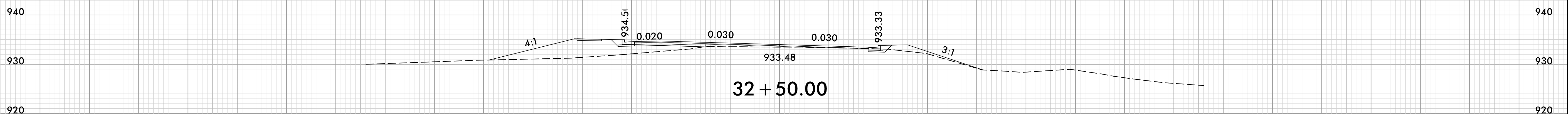
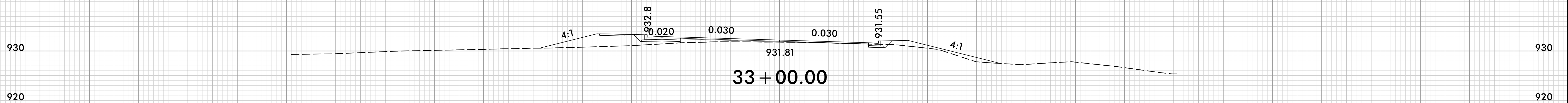
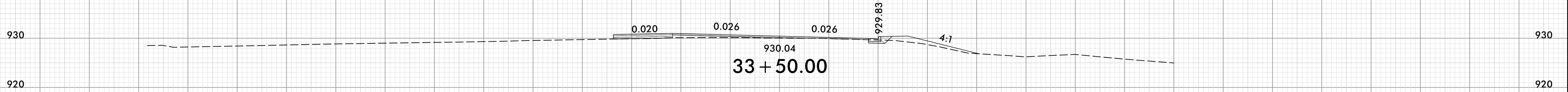


29 + 50.00
-L2-

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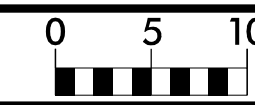
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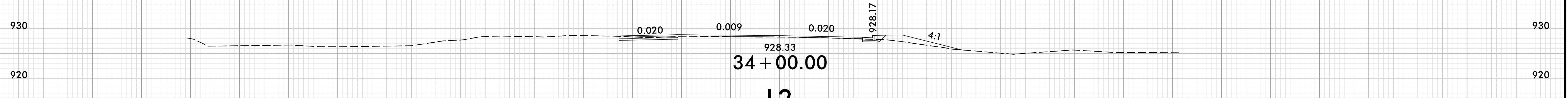
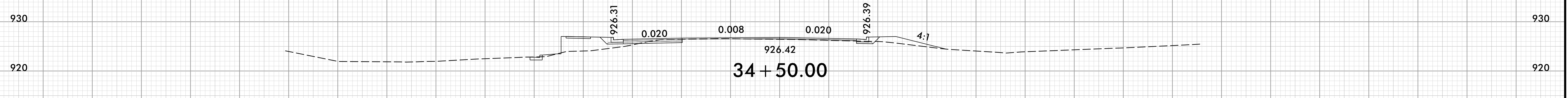
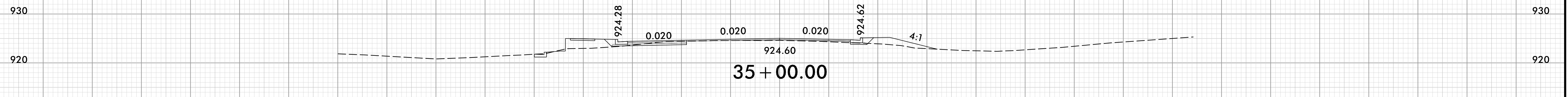
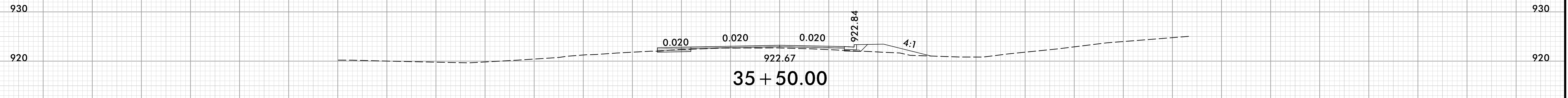
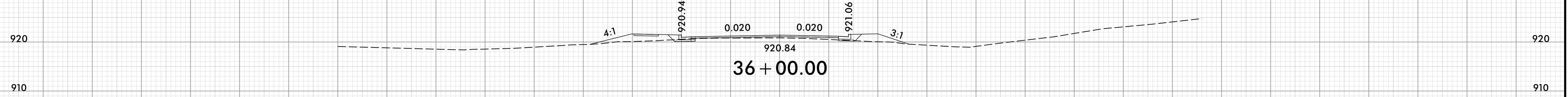
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PROJ. REFERENCE NO.
R-5725

SHEET NO.
X-19

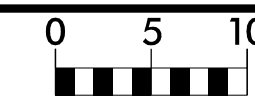
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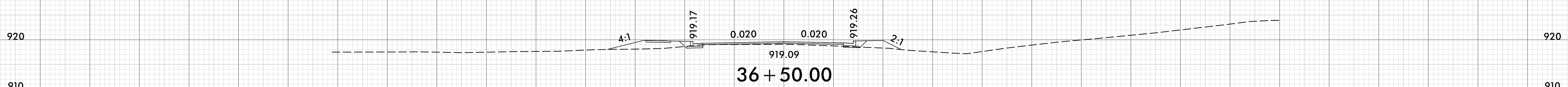
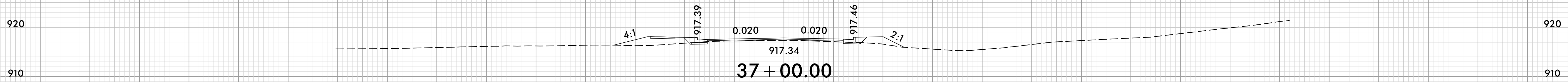
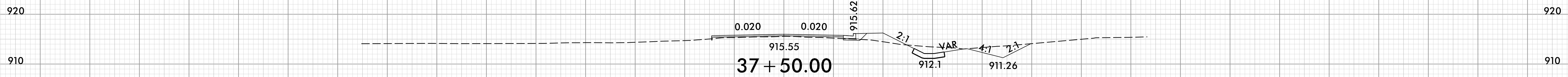
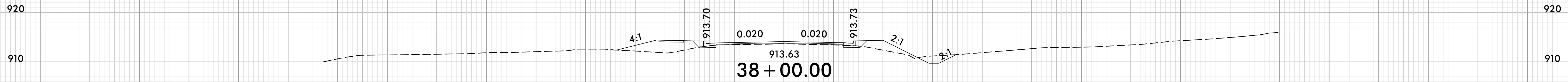
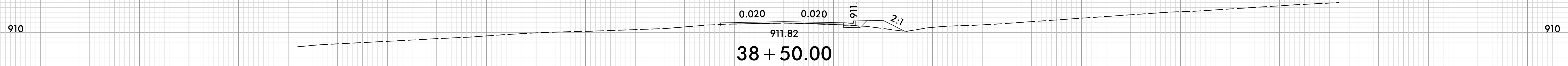
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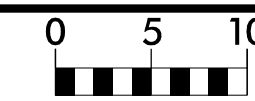


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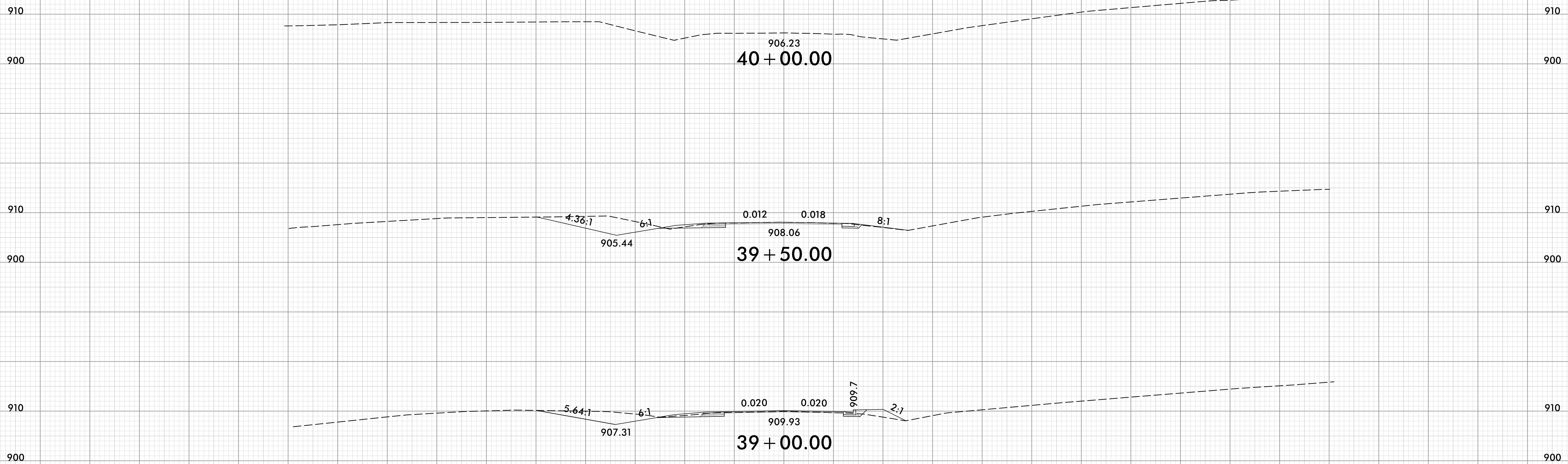


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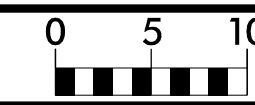
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-L2-

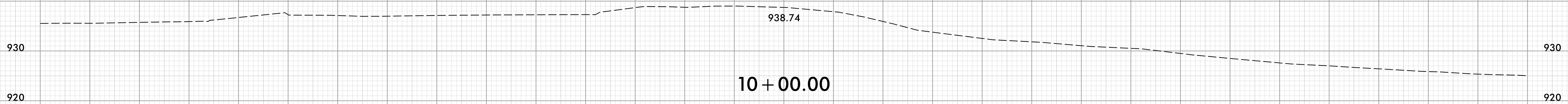
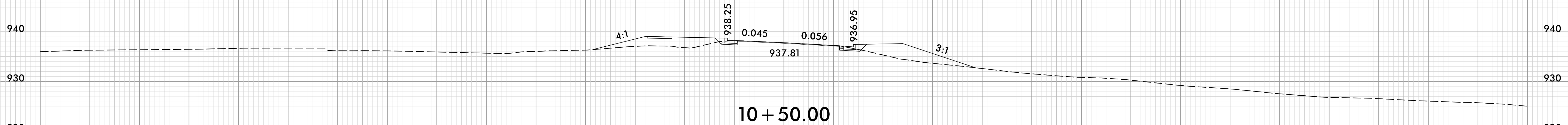
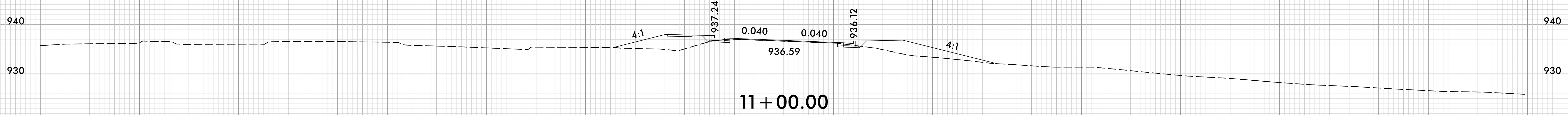
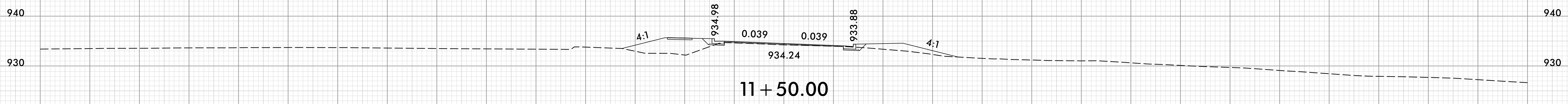
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PROJ. REFERENCE NO. R-5725	SHEET NO. X-22
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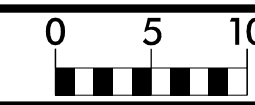


-Y1-

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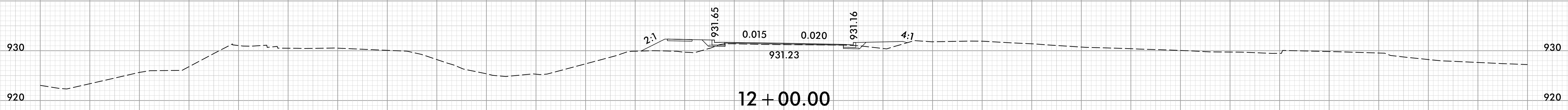
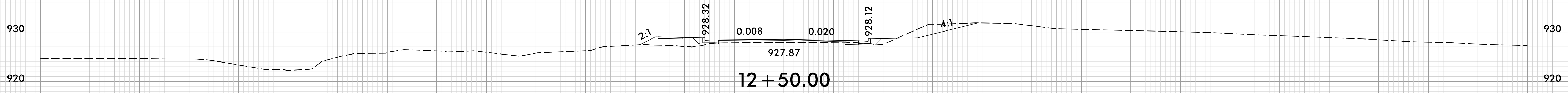
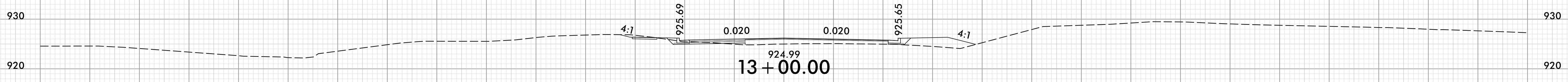
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PROJ. REFERENCE NO.	SHEET NO.
R-5725	X-23

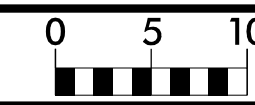
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-Y1-

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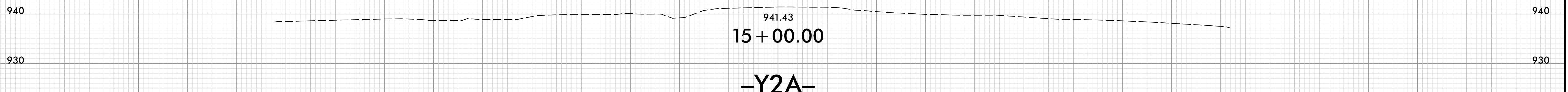
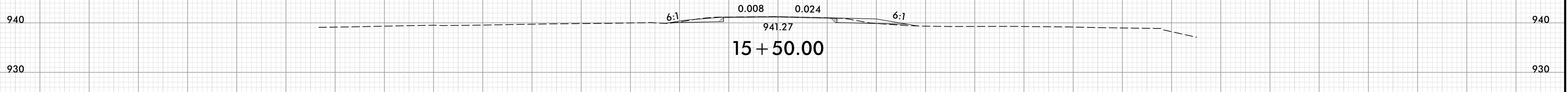
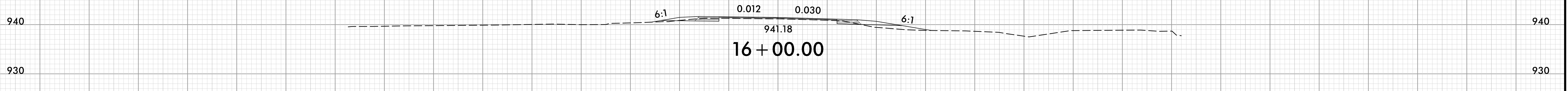
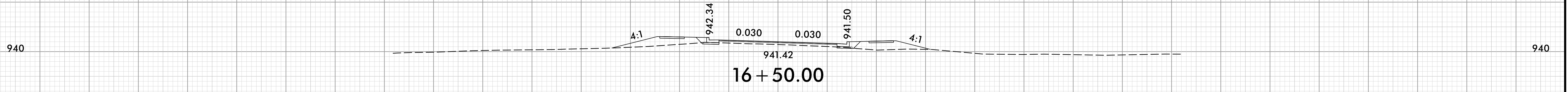
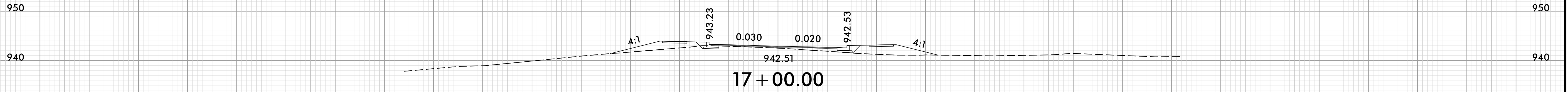
8/23/99



PROJ. REFERENCE NO.
R-5725

SHEET NO.
X-24

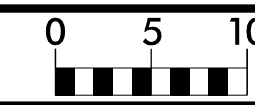
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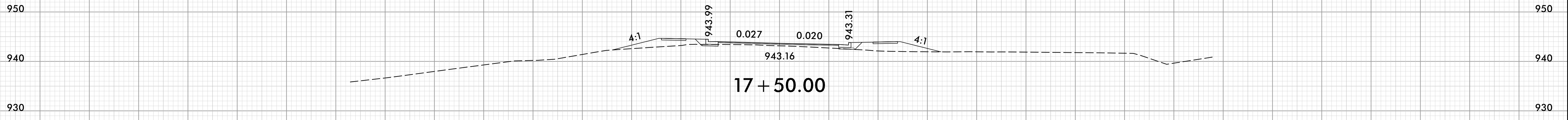
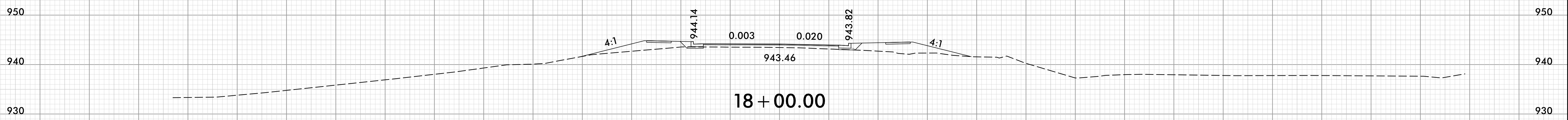
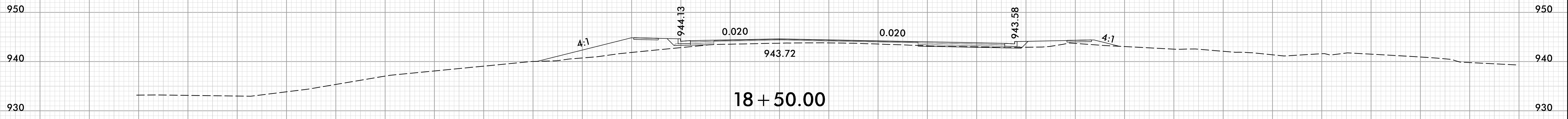
-Y2A-

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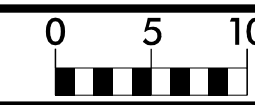
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-Y2A-

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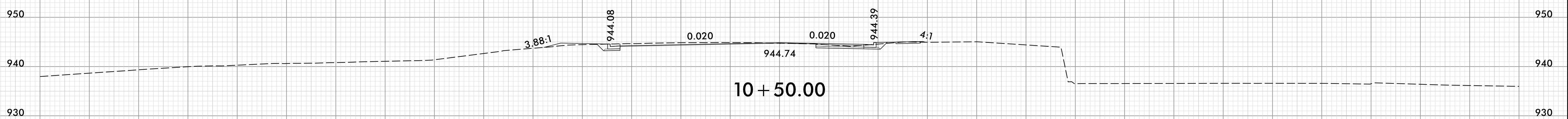
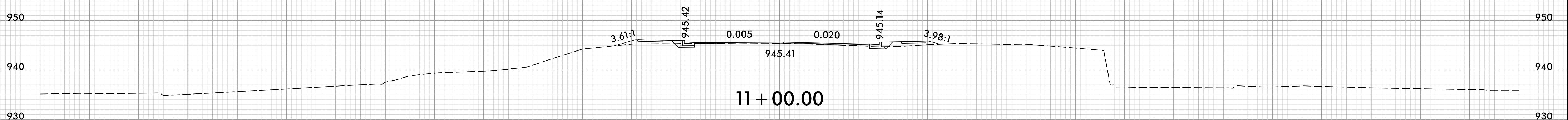
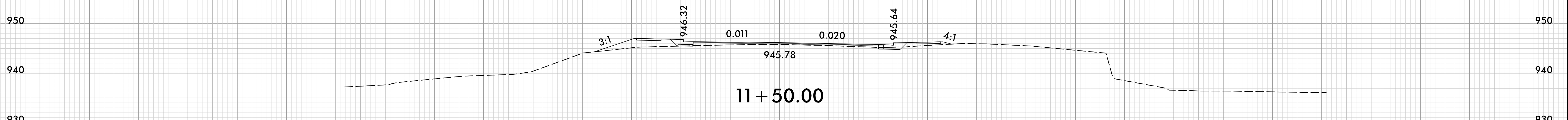
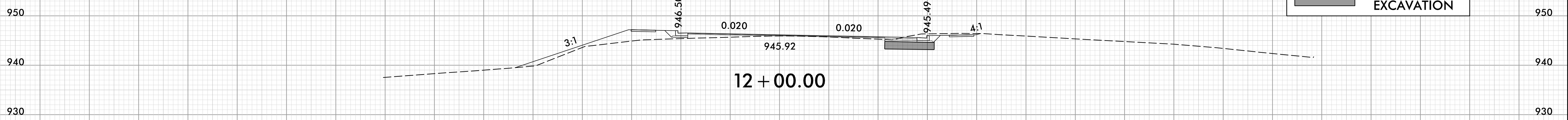


PROJ. REFERENCE NO.
R-5725

SHEET NO.
X-26

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SHALLOW UNDERCUT EXCAVATION

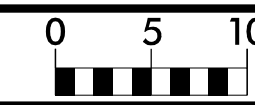


-Y2B-

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

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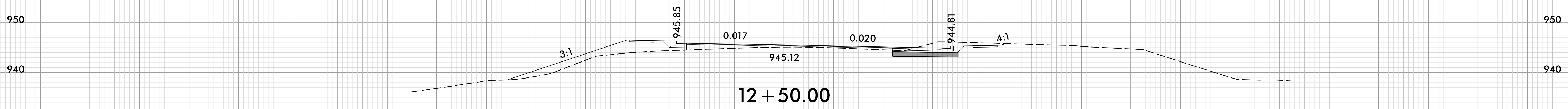
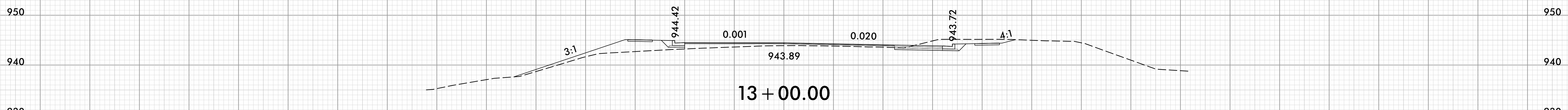
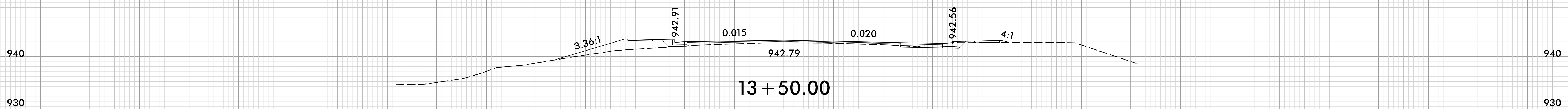
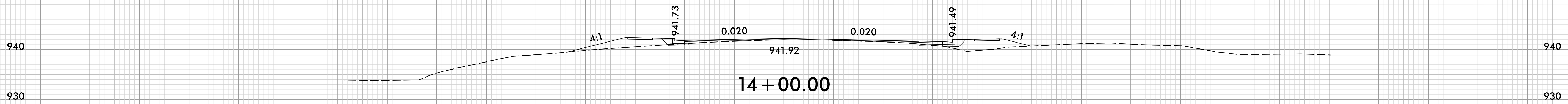


PROJ. REFERENCE NO.
R-5725

SHEET NO.
X-27

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SHALLOW UNDERCUT EXCAVATION

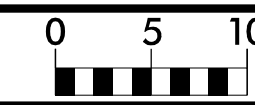


-Y2B-

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

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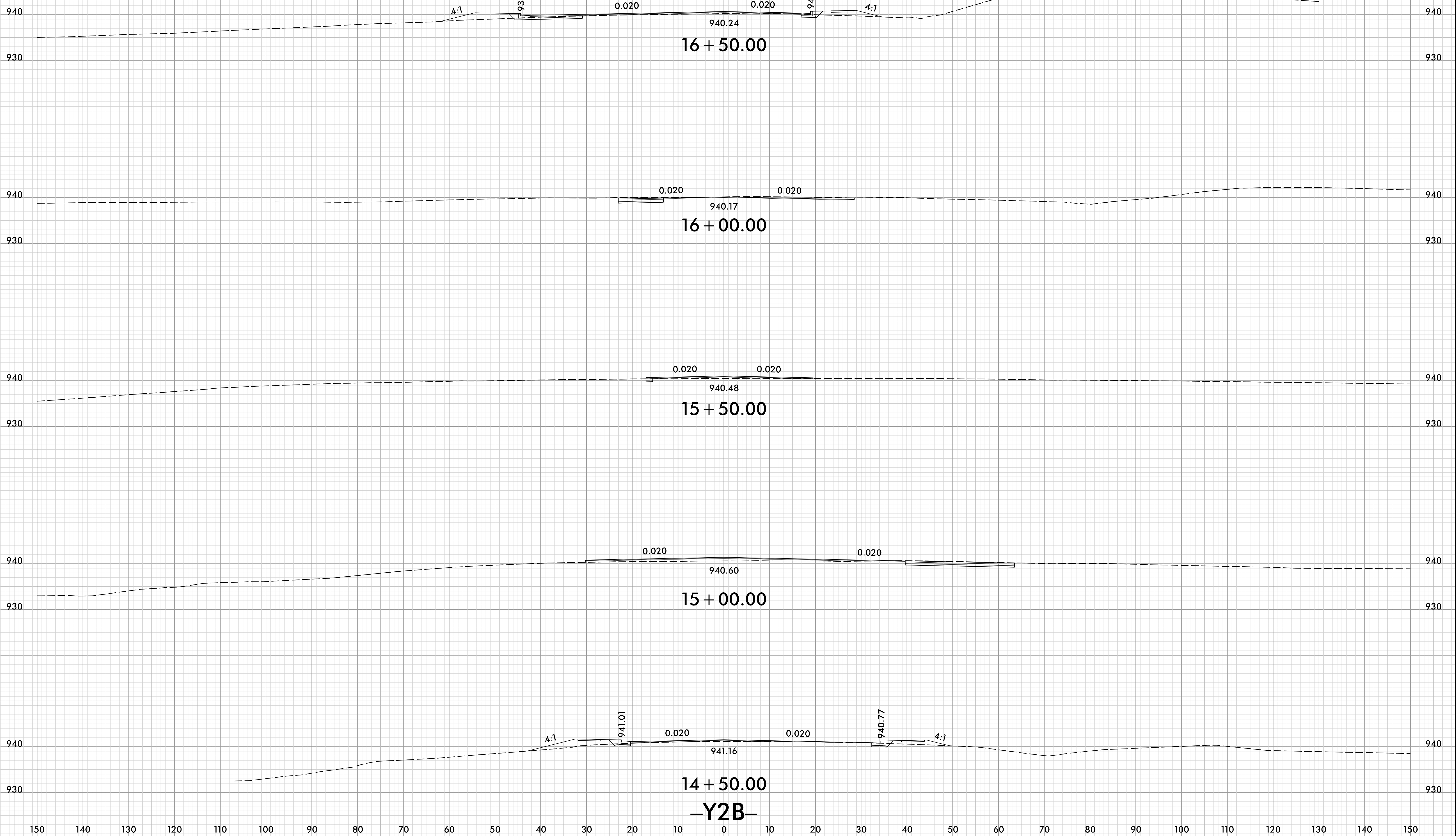
8/23/99



PROJ. REFERENCE NO.
R-5725

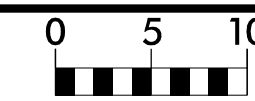
SHEET NO.
X-28

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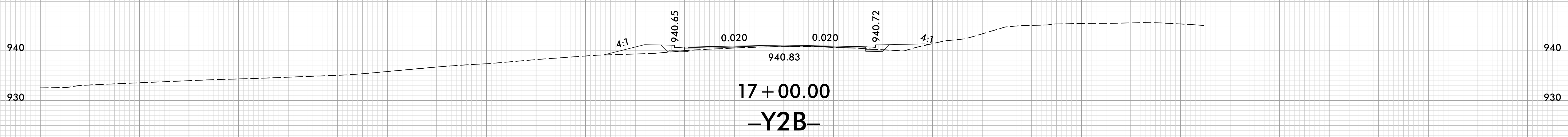
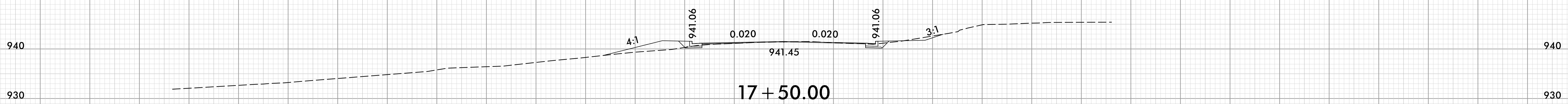
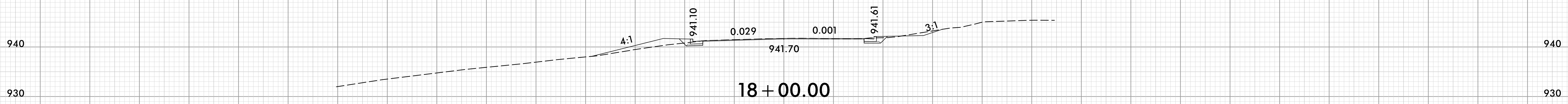
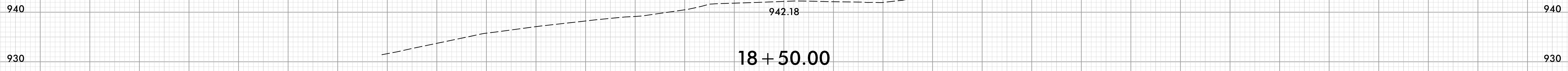


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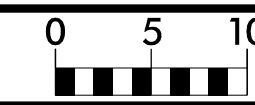
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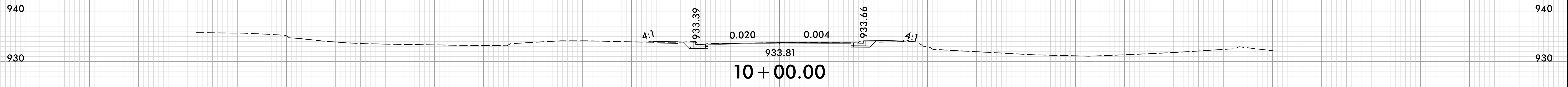
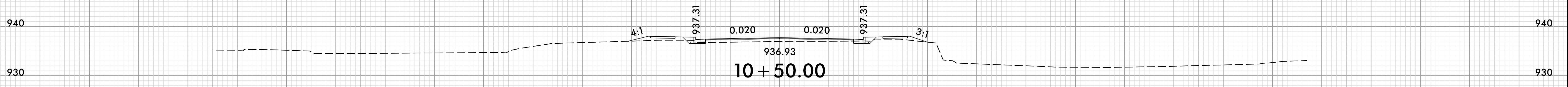
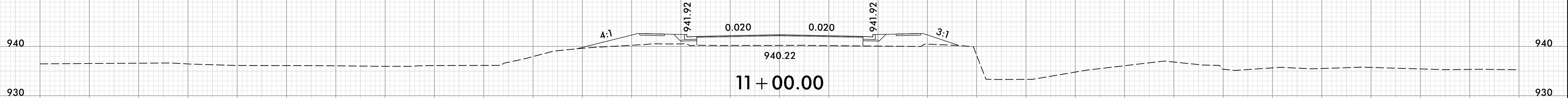
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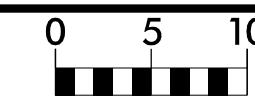


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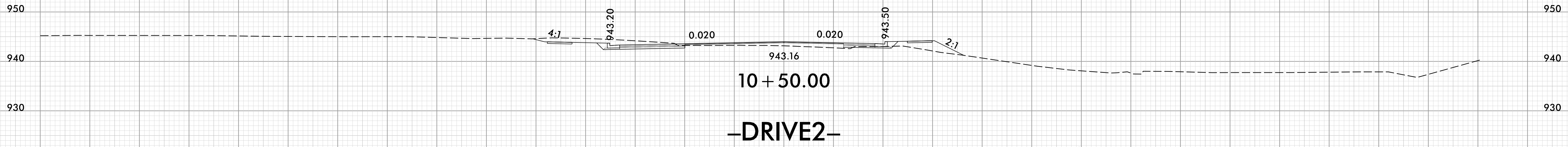
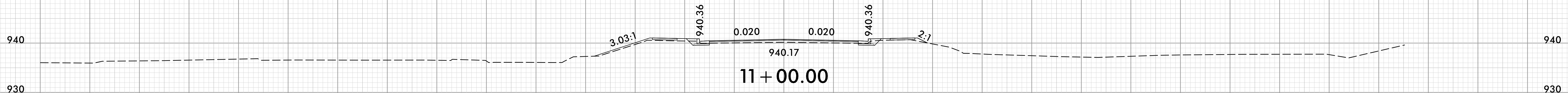
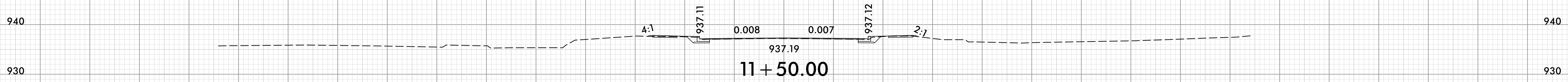
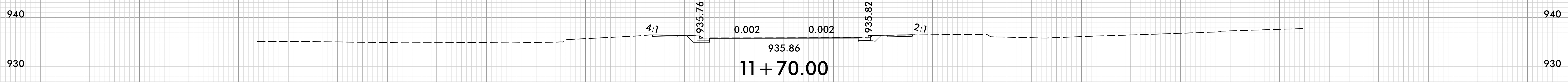


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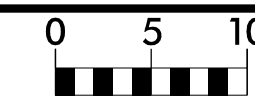
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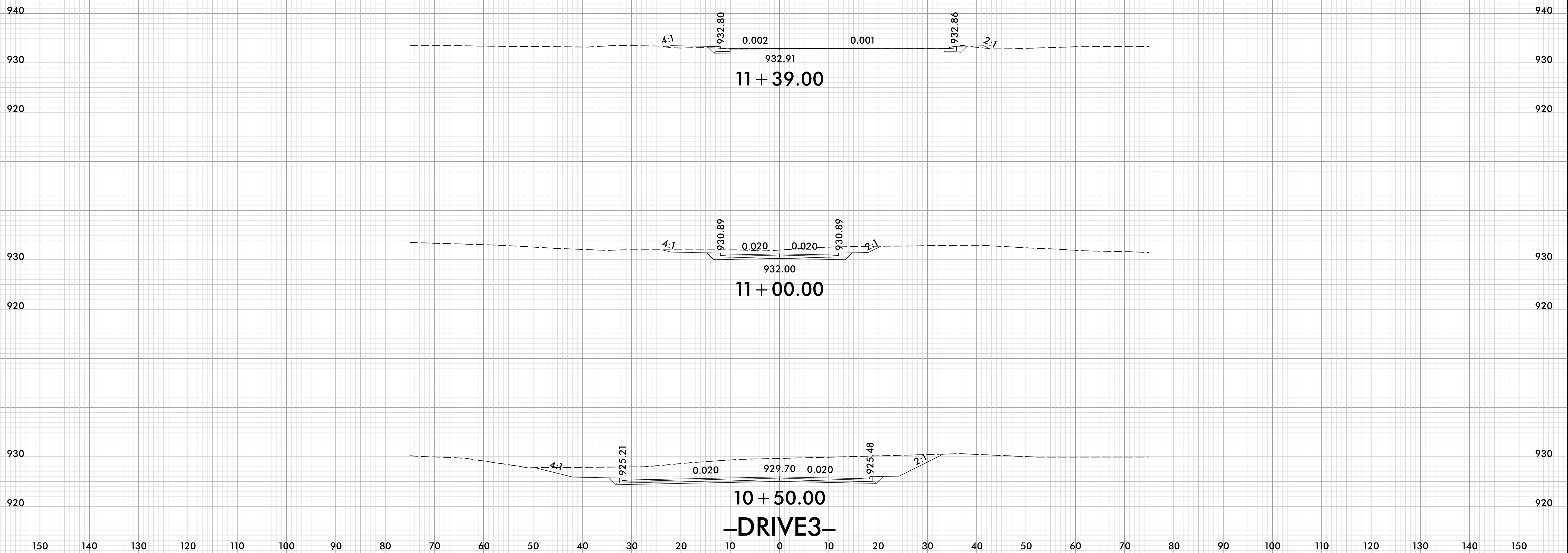
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



10 + 50.00
-DRIVE3-

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