

CROSS SECTION INDEX

<u>ALIGNMENT</u>	<u>SHEET NO.</u>	<u>ALIGNMENT</u>	<u>SHEET NO.</u>
-L-	X-2 TO X-26	-DRWY1-	X-54
-Y-	X-27 TO X-41	-DRWY2-	X-55
-Y1-	X-42 TO X-45	-DRWY3-	X-56
-Y2-	X-46	-DRWY4-	X-57
-Y3-	X-47	-DRWY5-	X-58
-Y4-	X-48	-DRWY6-	X-59
-Y5-	X-49 TO X-51	-DRWY7-	X-60
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-Y7-	X-53		

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.

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY RIGHT

Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt
L_RT1	(cu. yd.)	(cu. yd.)	L_RT1	(cu. yd.)	(cu. yd.)	L_RT2	(cu. yd.)	(cu. yd.)	Y_RT2	(cu. yd.)	(cu. yd.)	Y_RT1	(cu. yd.)	(cu. yd.)
19+00.00	141	3	45+50.00	0	224	51+50.00	12	63	52+00.00	53	0	21+00.00	12	28
19+50.00	175	3	46+00.00	1	144	52+00.00	12	39	52+50.00	100	0	21+50.00	6	73
20+00.00	120	15	46+50.00	5	82	52+50.00	27	20	53+00.00	88	12	22+00.00	5	78
20+50.00	40	27	47+00.00	27	33	53+00.00	29	7	53+50.00	42	31	22+50.00	8	32
21+00.00	13	19	47+50.00	35	2	53+50.00	8	2	54+00.00	47	27	23+00.00	14	13
21+50.00	32	6	48+00.00	18	0	54+00.00	0	4	54+50.00	47	13	23+50.00	24	3
22+00.00	79	0	Station	Uncl. Exc.	Embt	54+50.00	53	18	55+00.00	78	11	24+00.00	61	0
22+50.00	81	13				55+00.00	103	30	55+50.00	98	7	24+50.00	59	0
23+00.00	74	30	Y1_SOUTH	(cu. yd.)	(cu. yd.)	55+50.00	97	28	56+00.00	86	2	25+00.00	21	9
23+50.00	91	38	15+50.00	0	0	56+00.00	105	29	56+50.00	75	0	25+50.00	21	19
24+00.00	103	45	15+75.00	6	10	56+50.00	112	31	57+00.00	76	0	26+00.00	24	15
24+50.00	123	51	16+00.00	5	12	57+00.00	92	36				26+50.00	106	10
25+00.00	192	52	16+25.00	5	20	57+50.00	63	38	Station	Uncl. Exc.	Embt	27+00.00	148	9
25+50.00	181	85	16+50.00	5	27	58+00.00	49	43				27+50.00	119	5
26+00.00	61	116	16+75.00	7	16	58+50.00	43	66	Y5	(cu. yd.)	(cu. yd.)	28+00.00	105	0
26+50.00	17	141	17+00.00	7	5	59+00.00	36	127	11+00.00	0	0	28+50.00	72	0
27+00.00	209	123	17+25.00	11	6	59+50.00	30	219	11+50.00	58	12	29+00.00	92	0
27+50.00	496	64	17+50.00	11	6	60+00.00	23	315	12+00.00	33	14	29+50.00	92	0
28+00.00	546	49	17+75.00	6	6	60+50.00	22	194	12+50.00	8	18	30+00.00	65	3
28+50.00	474	45	18+00.00	6	5	61+00.00	12	93	13+00.00	10	25	30+50.00	74	3
29+00.00	484	30	18+25.00	12	3	61+50.00	0	85	13+50.00	15	46	31+00.00	65	5
29+50.00	541	12	18+50.00	11	2				14+00.00	19	52	31+50.00	62	8
30+00.00	559	6	18+75.00	4	2	Station	Uncl. Exc.	Embt	14+50.00	13	48	32+00.00	75	5
30+50.00	511	5							15+00.00	9	42	32+50.00	61	4
31+00.00	386	5	Station	Uncl. Exc.	Embt	Y_RT2	(cu. yd.)	(cu. yd.)	15+50.00	12	26	33+00.00	50	2
31+50.00	202	3				38+50.00	0	0	16+00.00	19	16	33+50.00	41	10
32+00.00	87	4	Drwy1	(cu. yd.)	(cu. yd.)	39+00.00	1	0	16+50.00	17	21	34+00.00	27	31
32+50.00	84	23	10+50.00	0	0	39+50.00	0	110	17+00.00	11	26	34+49.00	17	38
33+00.00	64	54	11+00.00	53	13	40+00.00	1	244	17+50.00	9	29	34+50.00	0	1
33+50.00	17	143				40+50.00	4	134				35+00.00	14	20
34+00.00	0	270	Station	Uncl. Exc.	Embt	40+87.00	8	0	Station	Uncl. Exc.	Embt	35+50.00	16	15
34+50.00	0	347				41+00.00	3	0				36+00.00	13	39
35+00.00	0	831	Drwy2	(cu. yd.)	(cu. yd.)	41+50.00	13	0	Y7	(cu. yd.)	(cu. yd.)	36+50.00	10	27
35+50.00	0	1320	11+00.00	0	0	42+00.00	9	83	15+50.00	0	0	37+00.00	9	0
36+00.00	0	1476	11+50.00	7	387	42+50.00	8	207	16+00.00	19	20	37+50.00	8	0
36+50.00	0	1533	11+60.00	3	5	43+00.00	10	253				38+00.00	17	404
37+00.00	0	1431				43+50.00	5	191	Station	Uncl. Exc.	Embt			
37+50.00	0	1417	Station	Uncl. Exc.	Embt	44+00.00	7	84						
38+00.00	0	1222				44+50.00	13	22	Y_RT1	(cu. yd.)	(cu. yd.)			
38+50.00	0	779	Y4	(cu. yd.)	(cu. yd.)	45+00.00	16	0	14+00.00	0	0			
39+00.00	0	480	10+50.00	0	0	45+50.00	18	0	14+50.00	14	3			
39+50.00	0	389	11+00.00	0	225	46+00.00	14	3	15+00.00	11	5			
40+00.00	15	253	11+50.00	9	59	46+50.00	8	46	15+50.00	11	5			
40+50.00	40	134				47+00.00	5	91	16+00.00	12	25			
41+00.00	49	169	Station	Uncl. Exc.	Embt	47+50.00	16	48	16+50.00	24	45			
41+50.00	28	124				48+00.00	19	23	17+00.00	13	20			
42+00.00	10	61	L_RT2	(cu. yd.)	(cu. yd.)	48+50.00	10	23	17+50.00	30	21			
42+50.00	28	112	48+50.00	2	1360	49+00.00	37	1	18+00.00	61	39			
43+00.00	50	163	49+00.00	19	1373	49+50.00	71	1	18+50.00	34	18			
43+50.00	29	268	49+50.00	19	906	50+00.00	84	1	19+00.00	35	17			
44+00.00	5	419	50+00.00	6	970	50+50.00	81	1	19+50.00	62	42			
44+50.00	4	458	50+50.00	10	130	51+00.00	65	3	20+00.00	49	34			
45+00.00	3	347	51+00.00	12	90	51+50.00	50	3	20+50.00	28	21			

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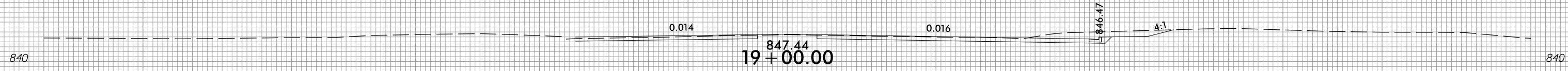
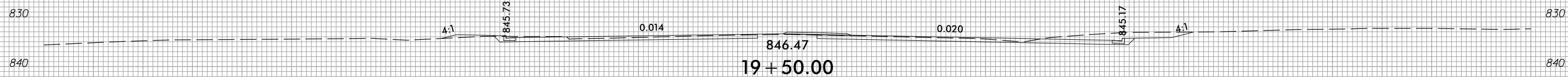
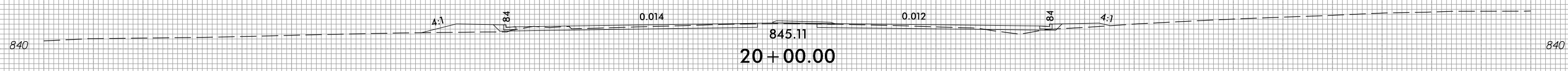
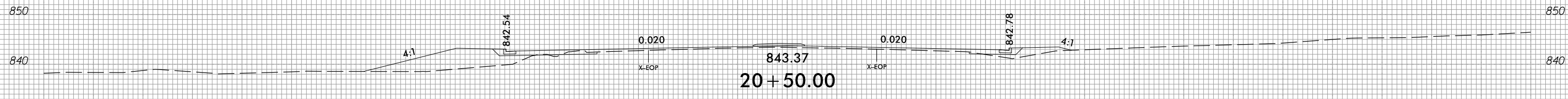
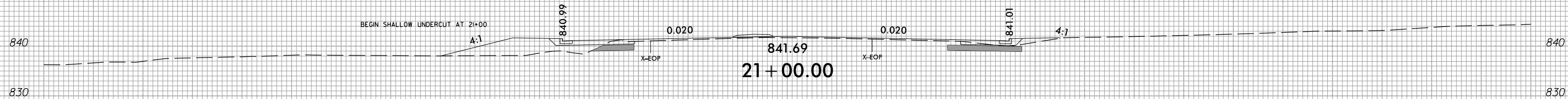
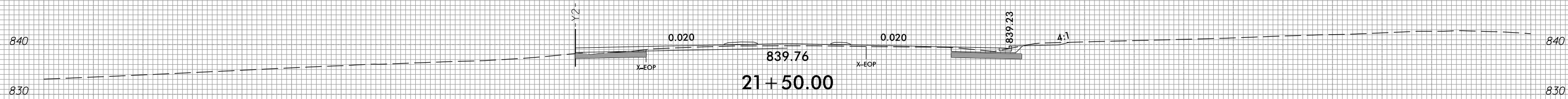
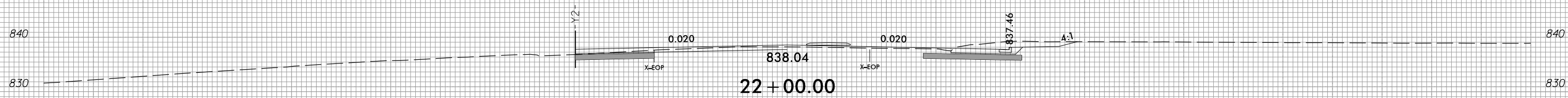


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-2

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SHALLOW UNDERCUT



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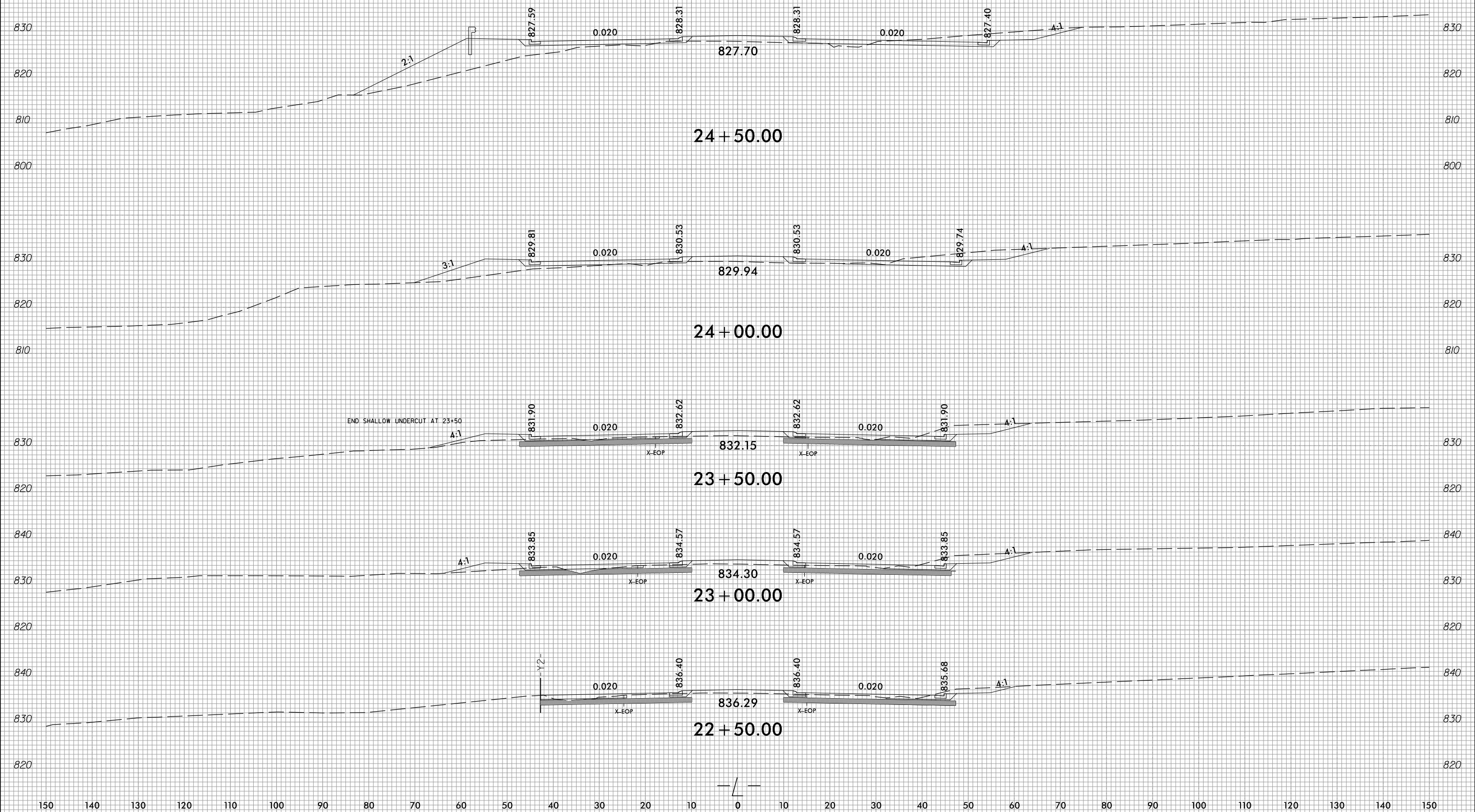


PROJ. REFERENCE NO.
R-3833C

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X-3

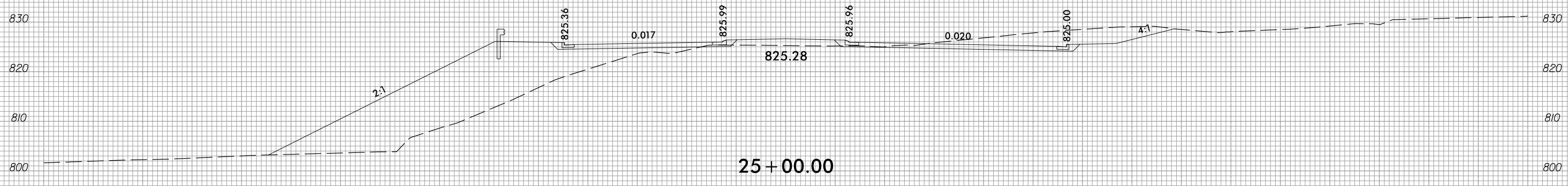
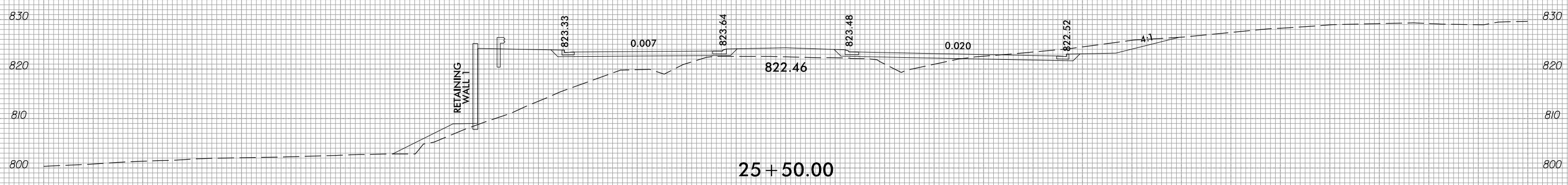
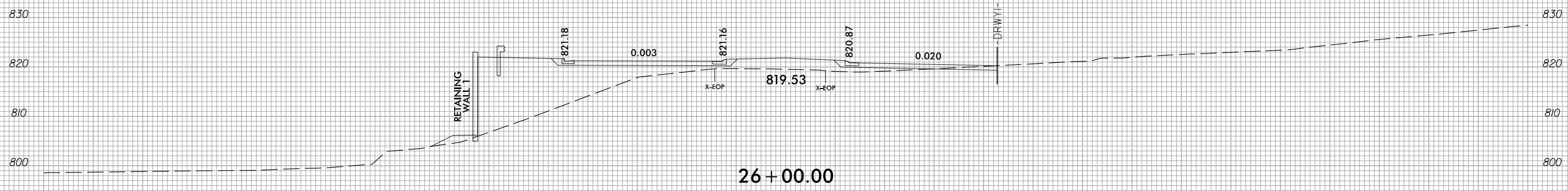
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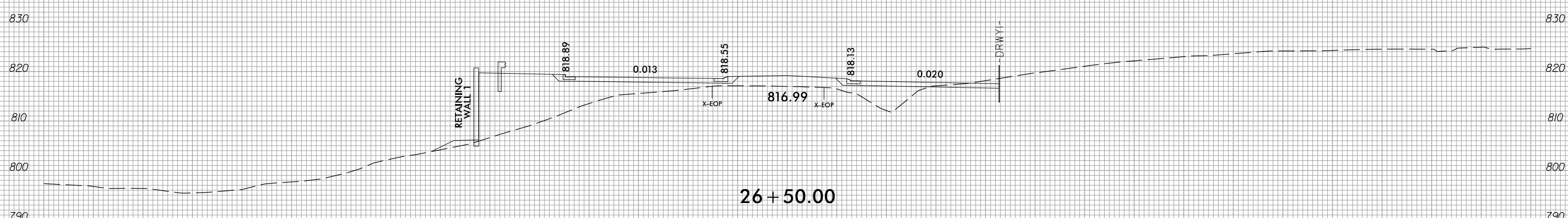
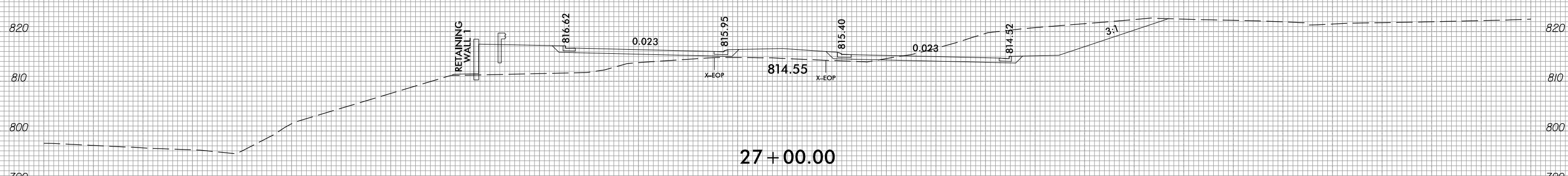
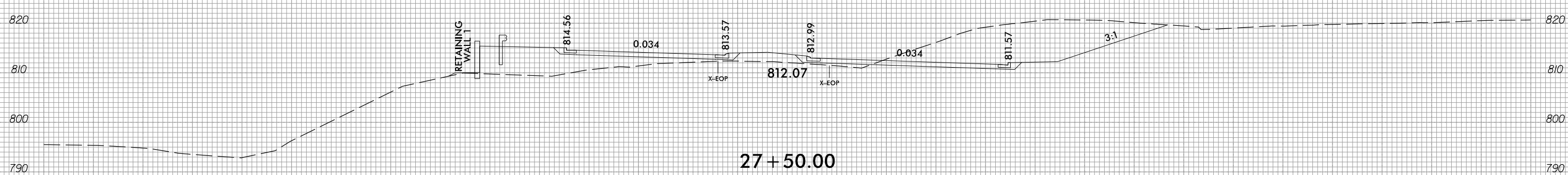
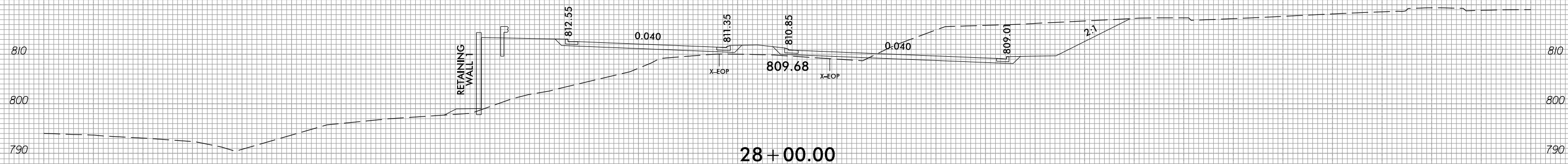
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PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-5

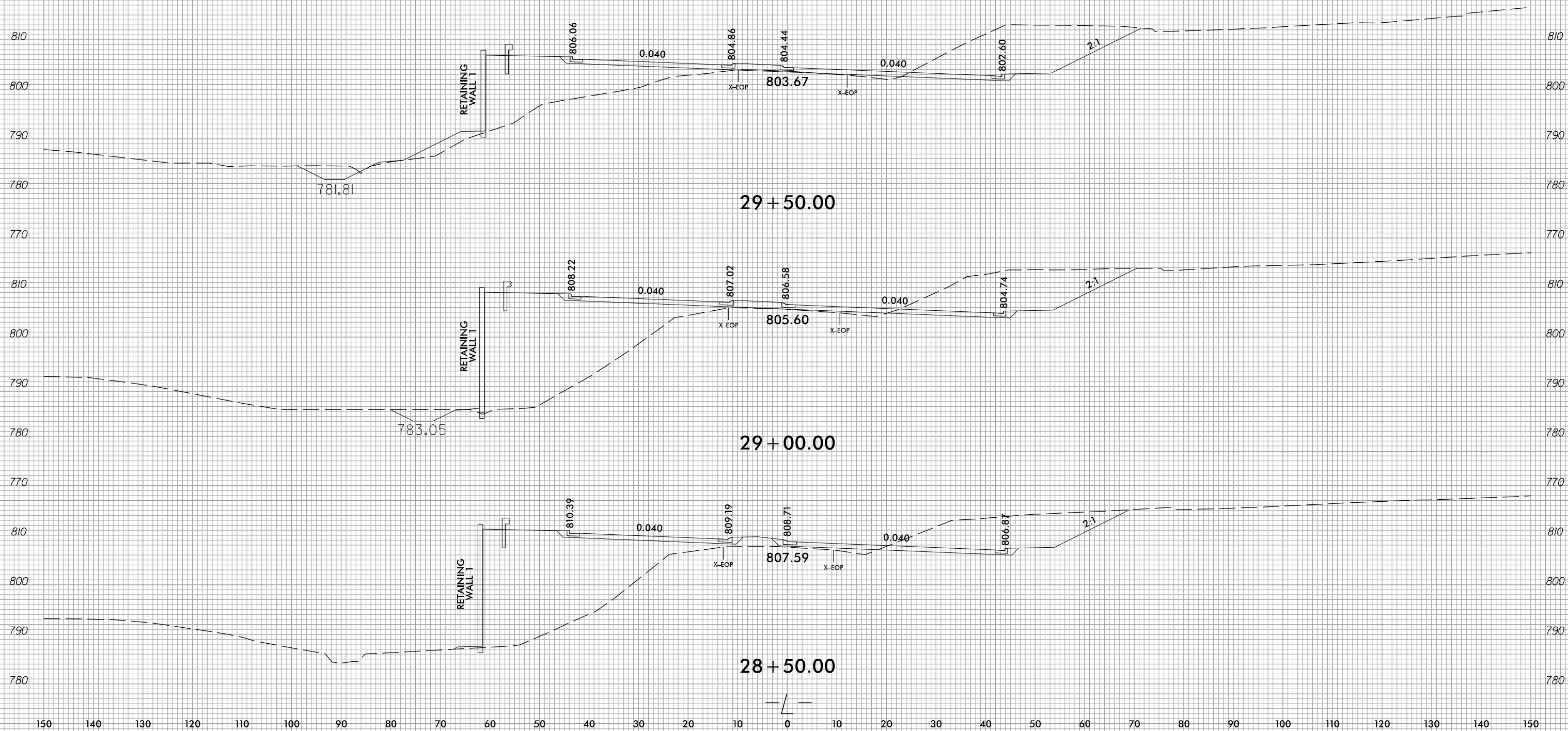
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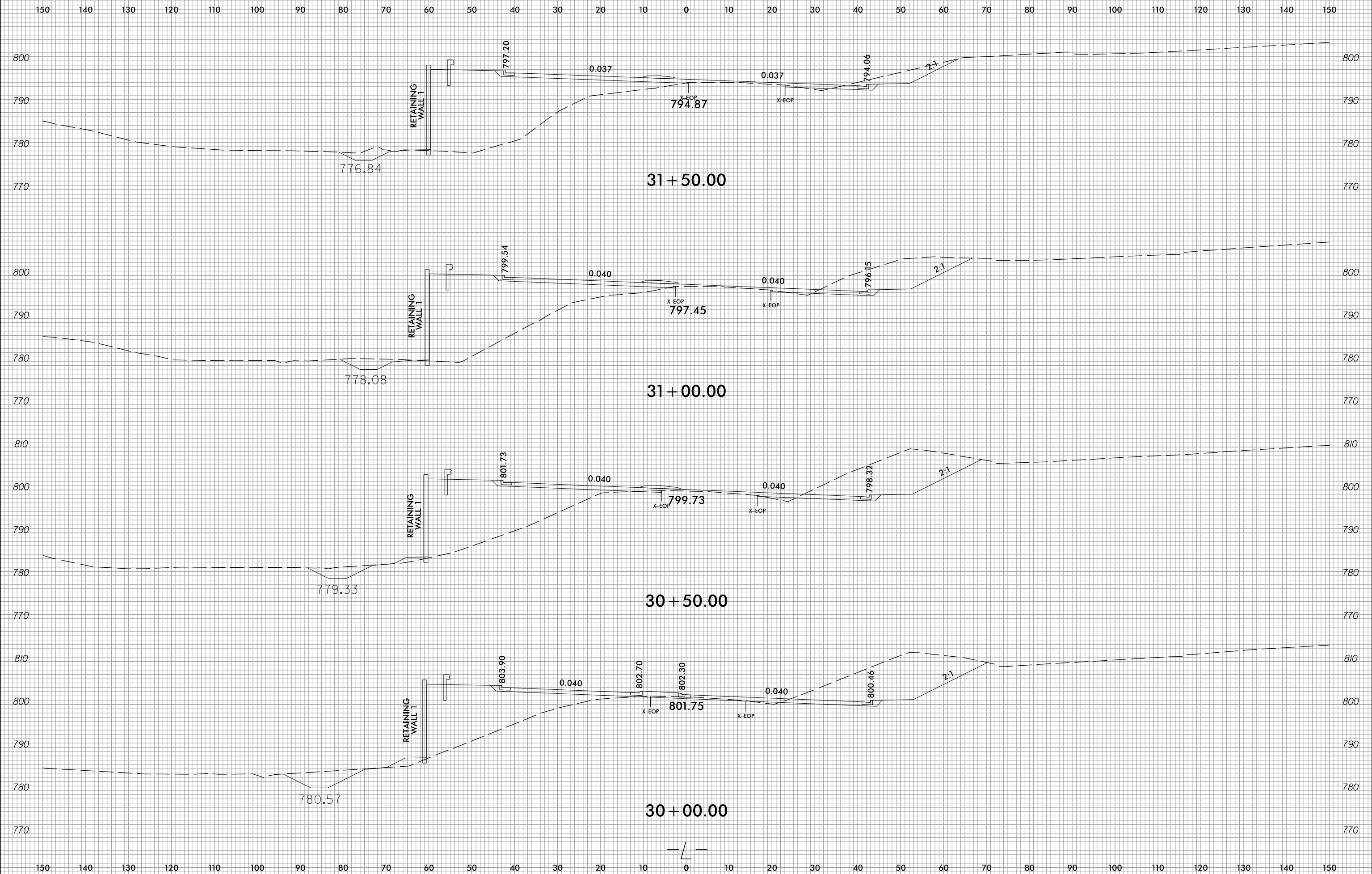


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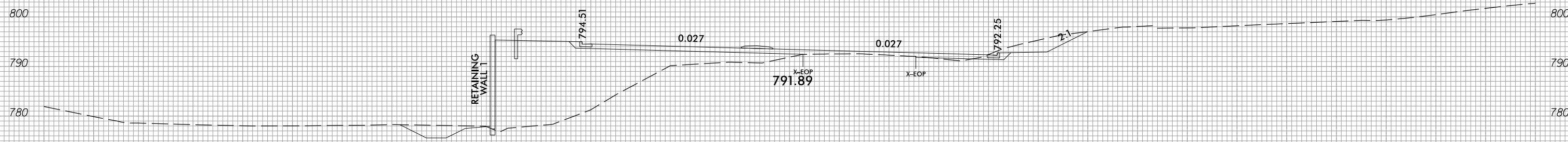
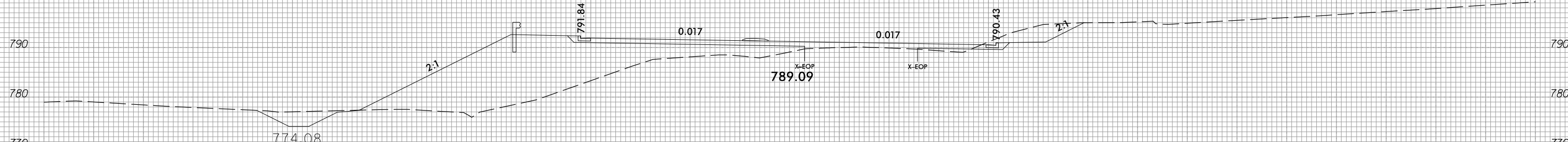
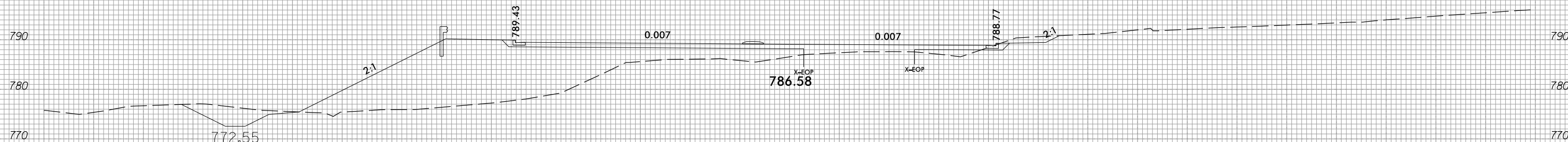
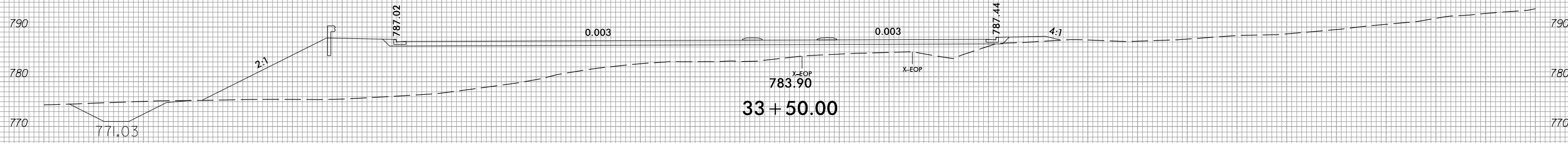
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PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-8

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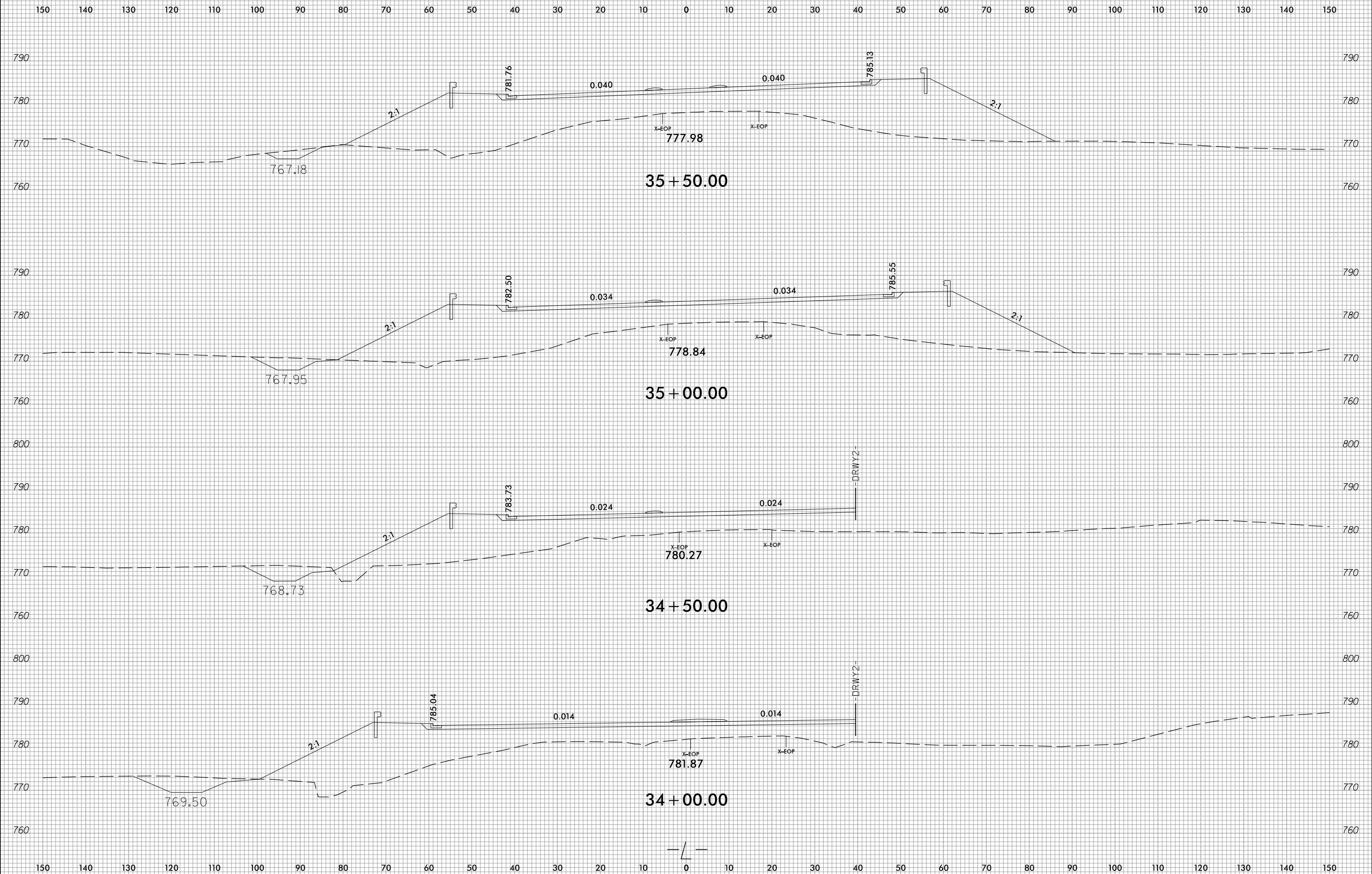
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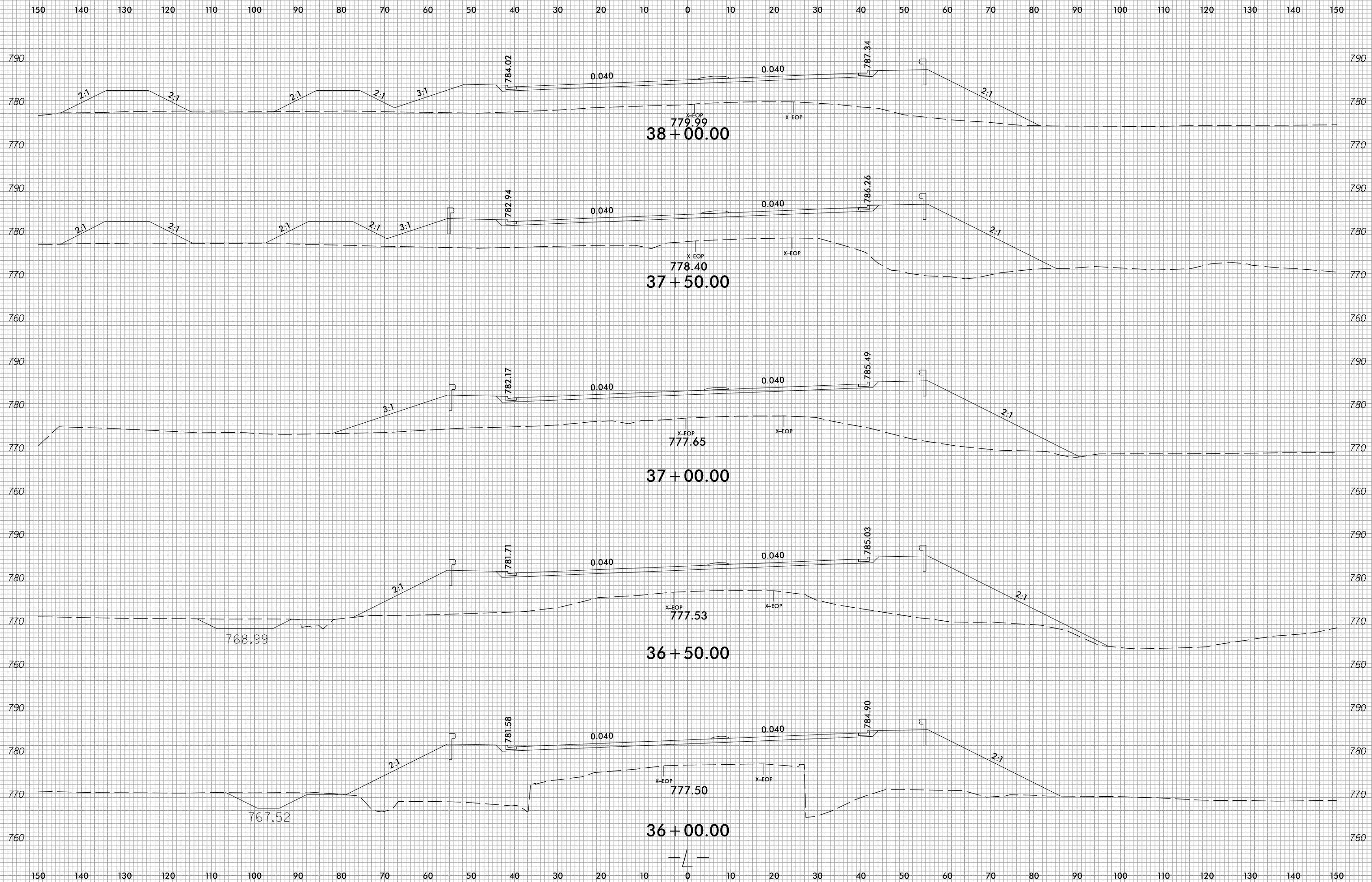
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PROJ. REFERENCE NO.	SHEET NO.
R-3833C	X-9



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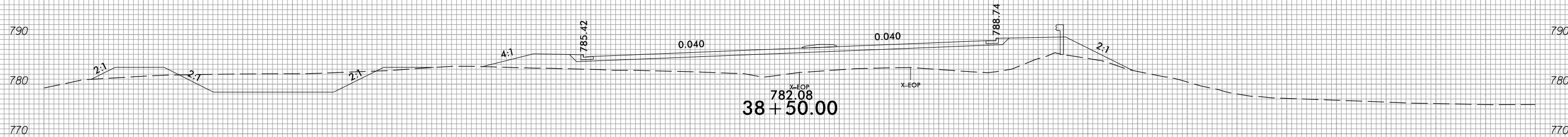
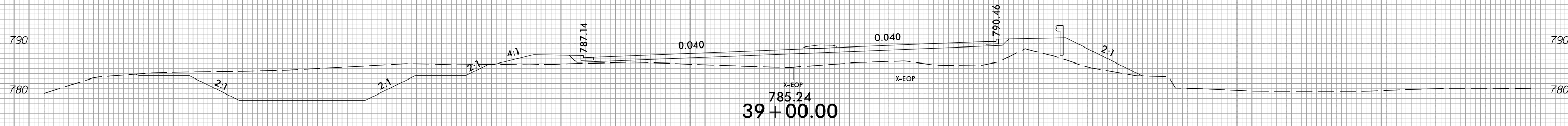
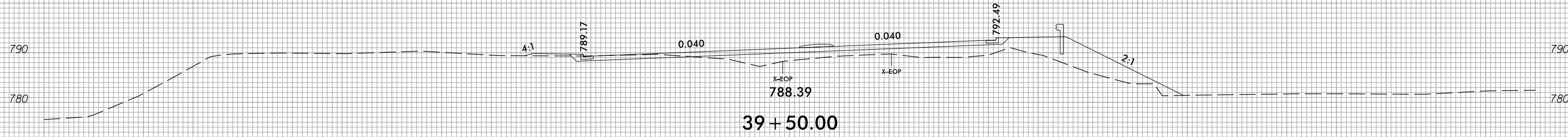
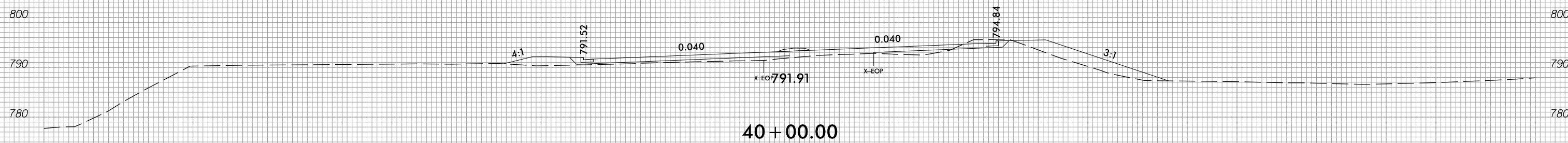
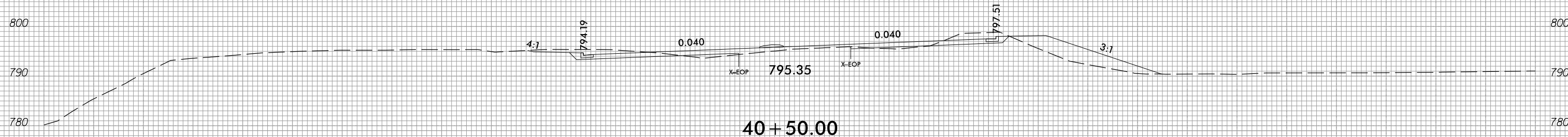
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PROJ. REFERENCE NO.
R-3833C

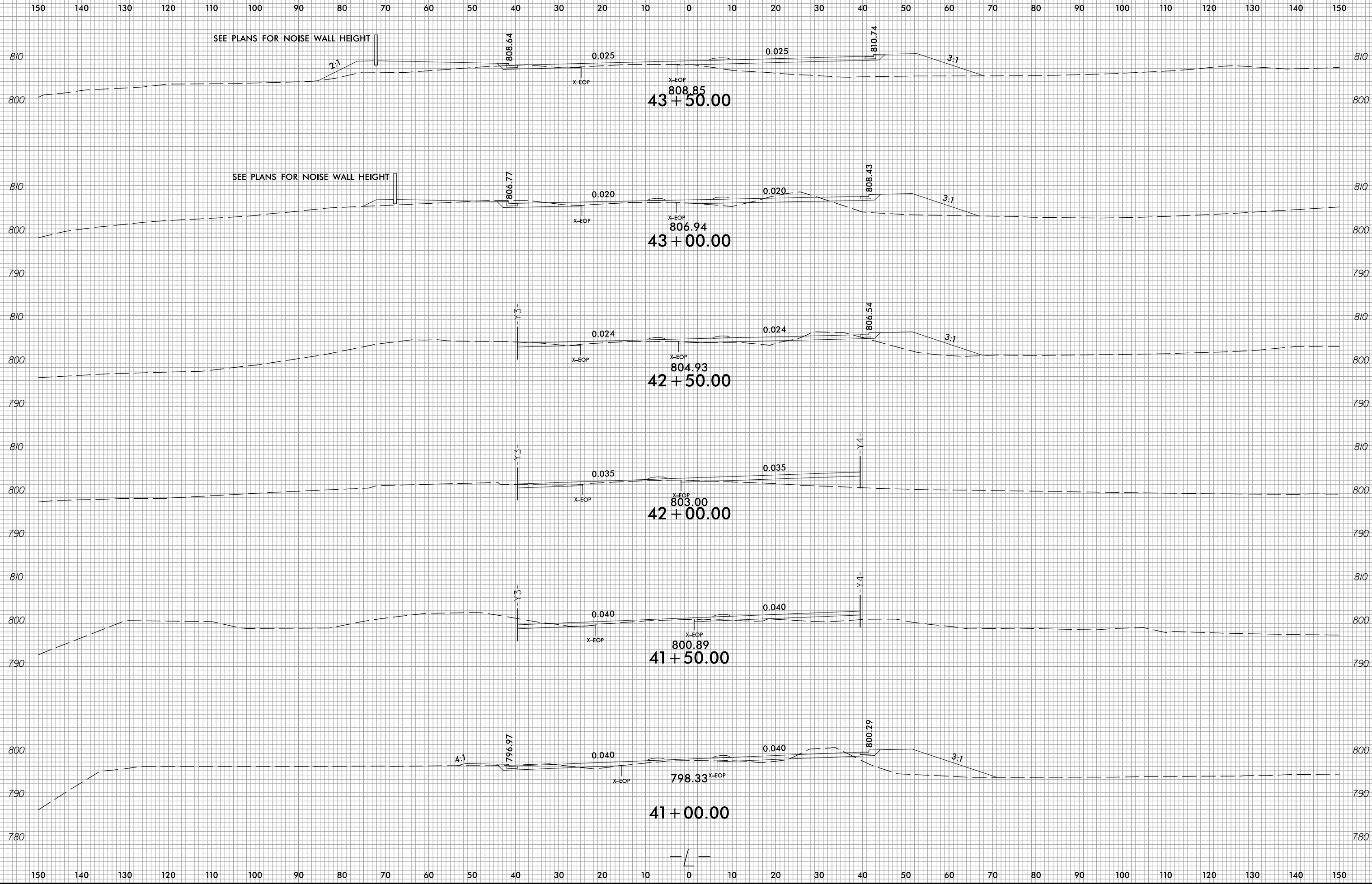
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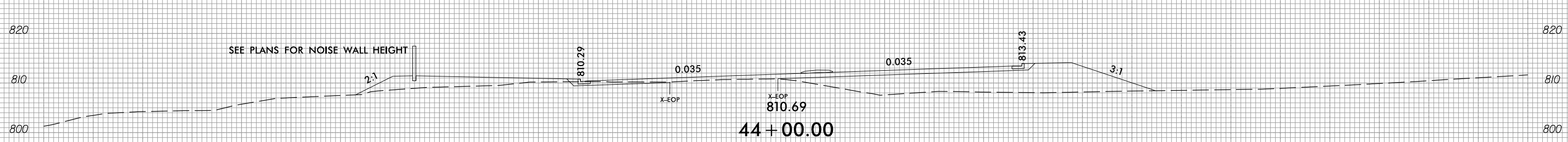
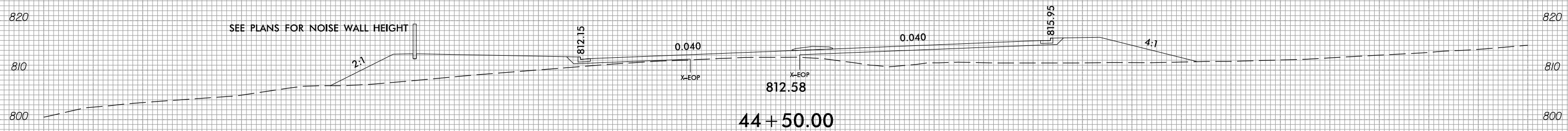
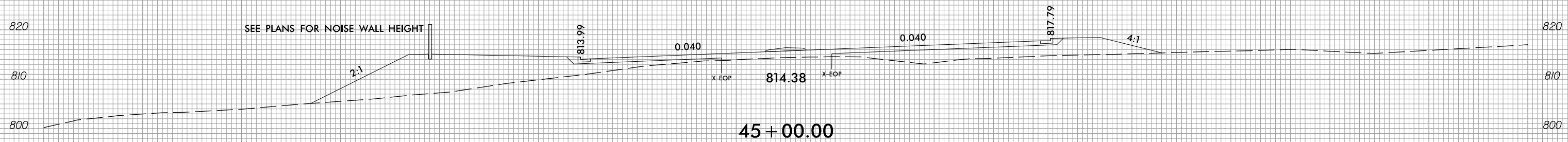
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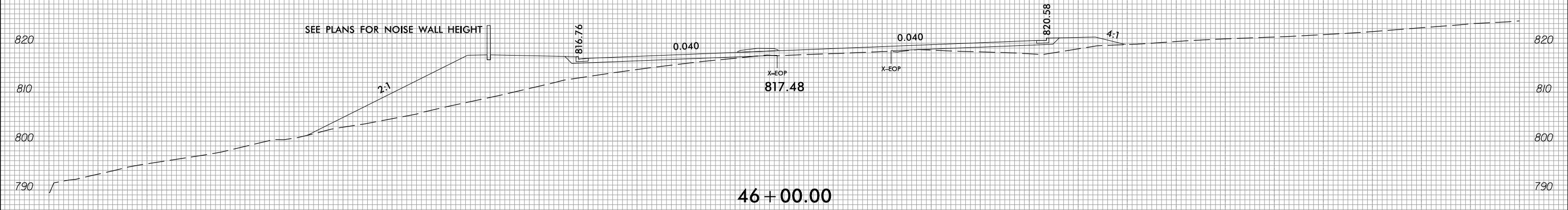
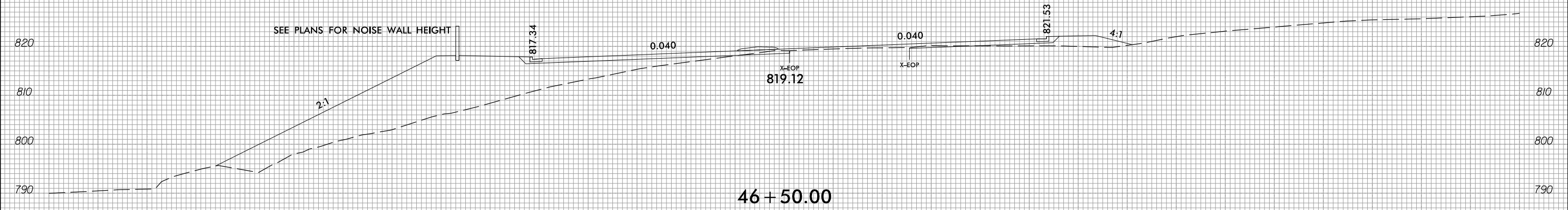
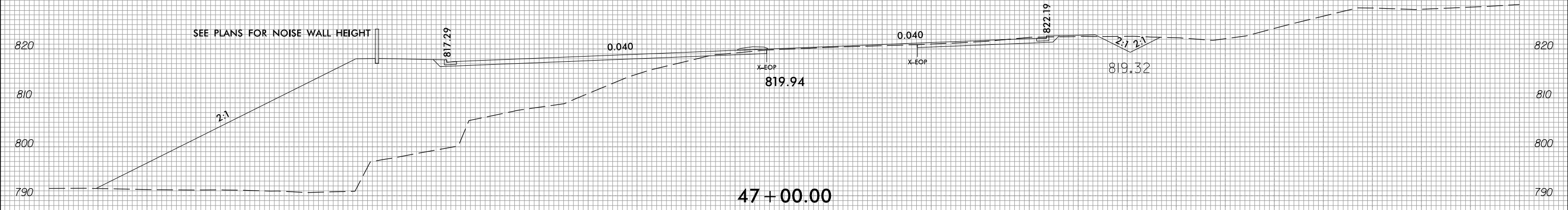
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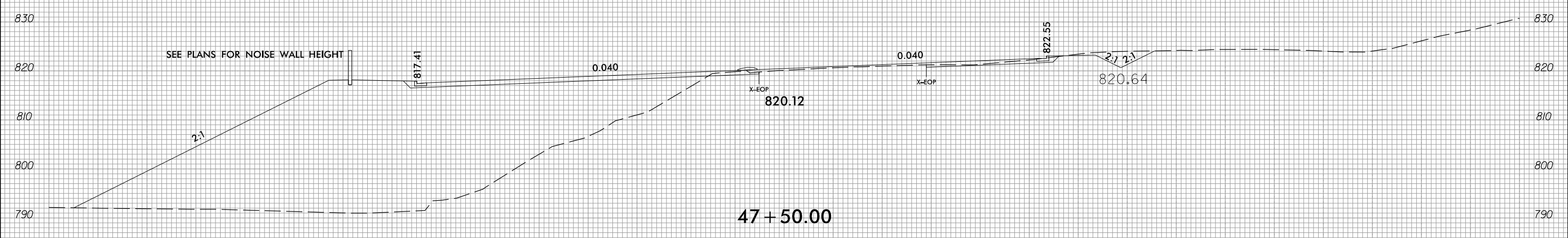
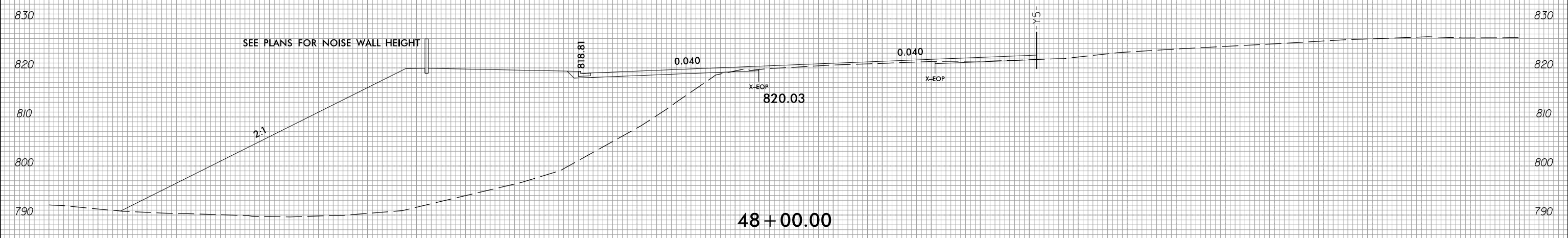
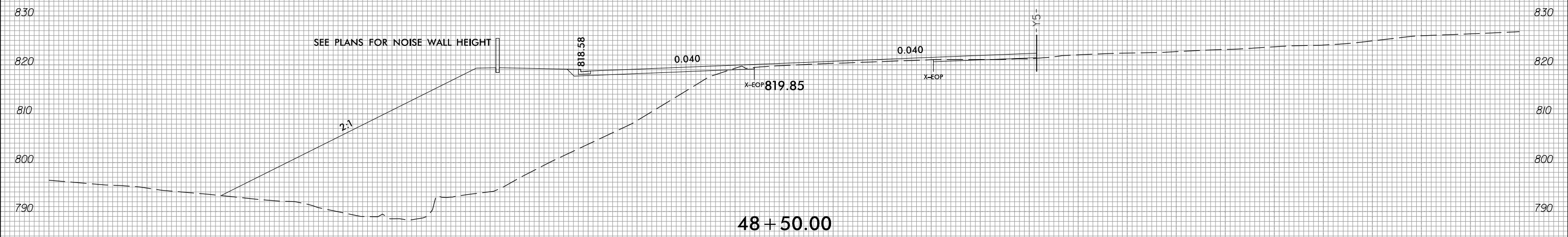


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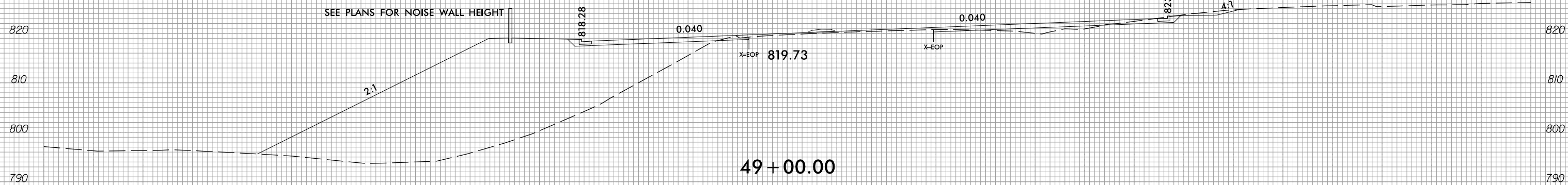
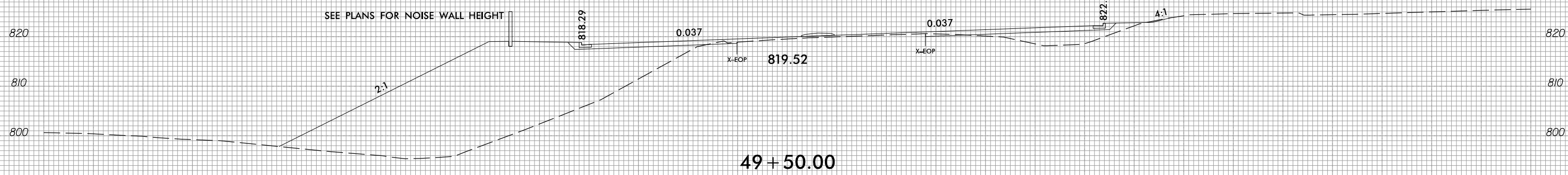
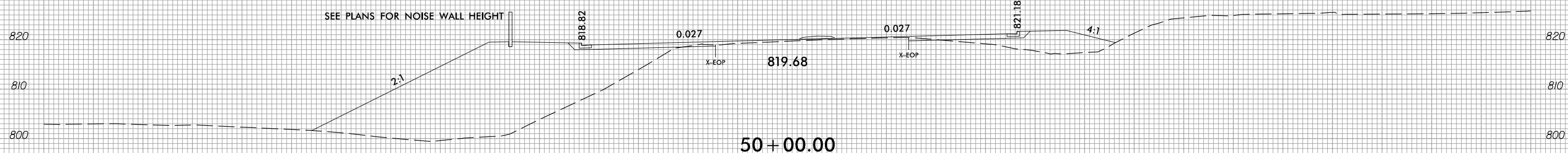
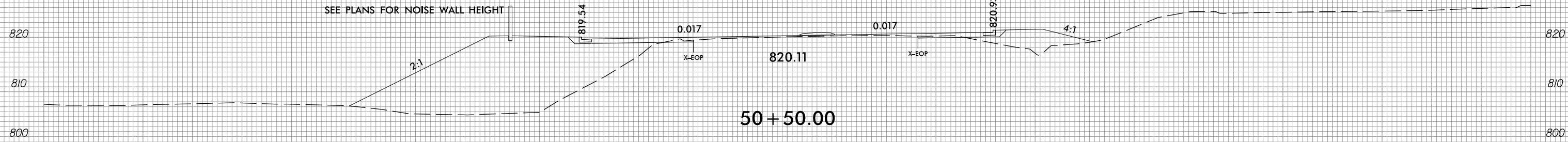
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PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-16

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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

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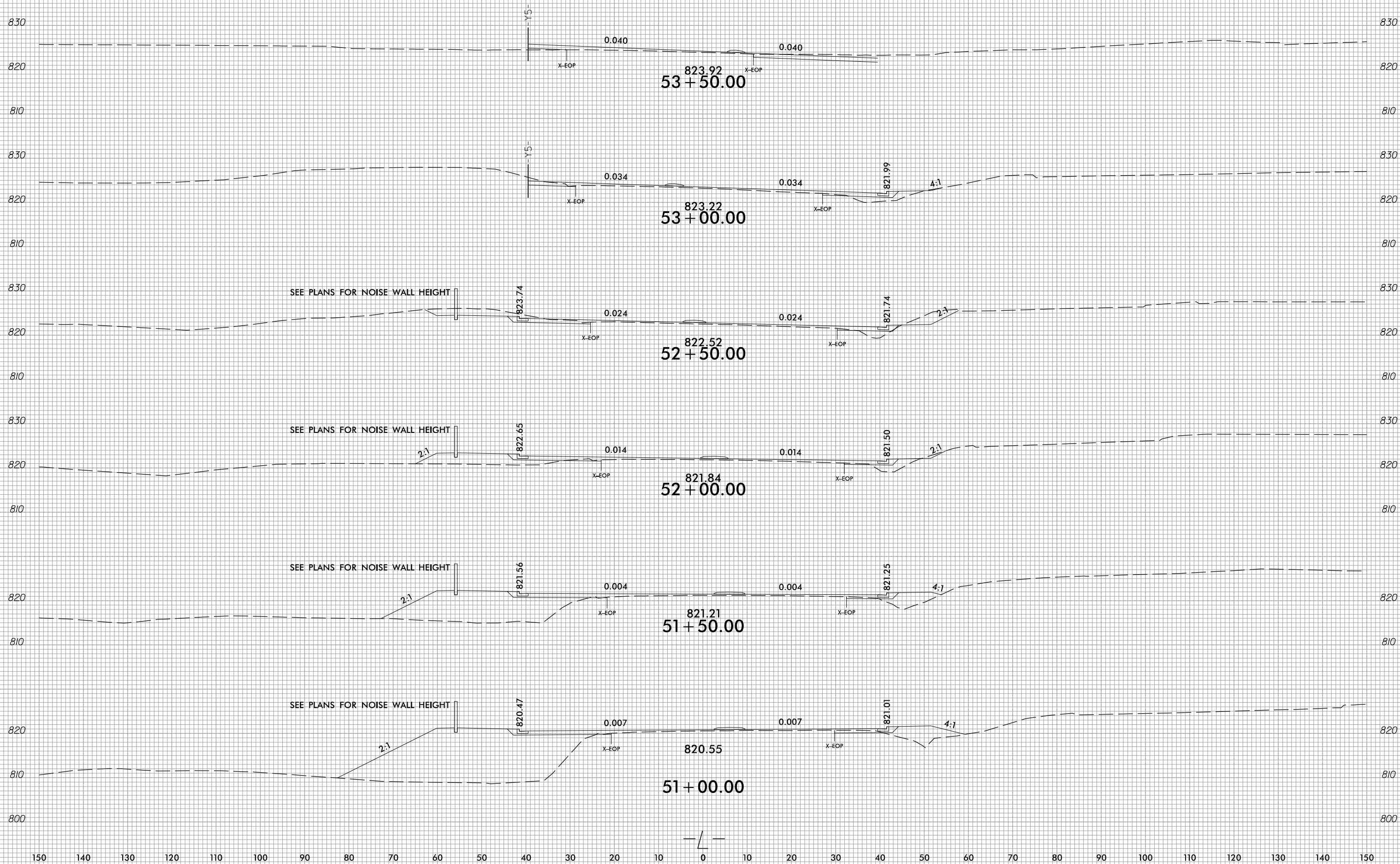
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PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-17

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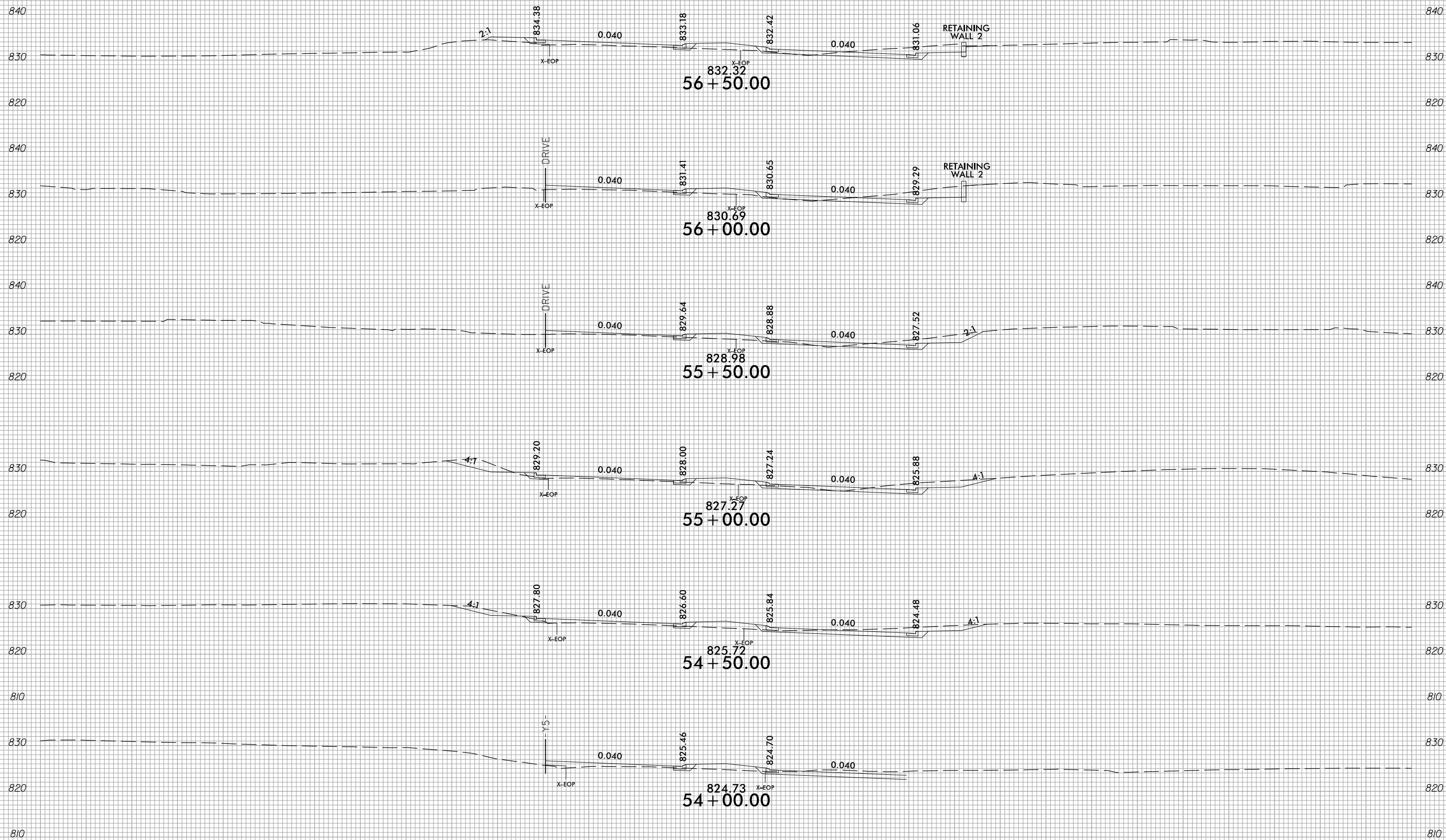
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PROJ. REFERENCE NO.	SHEET NO.
R-3833C	X-18

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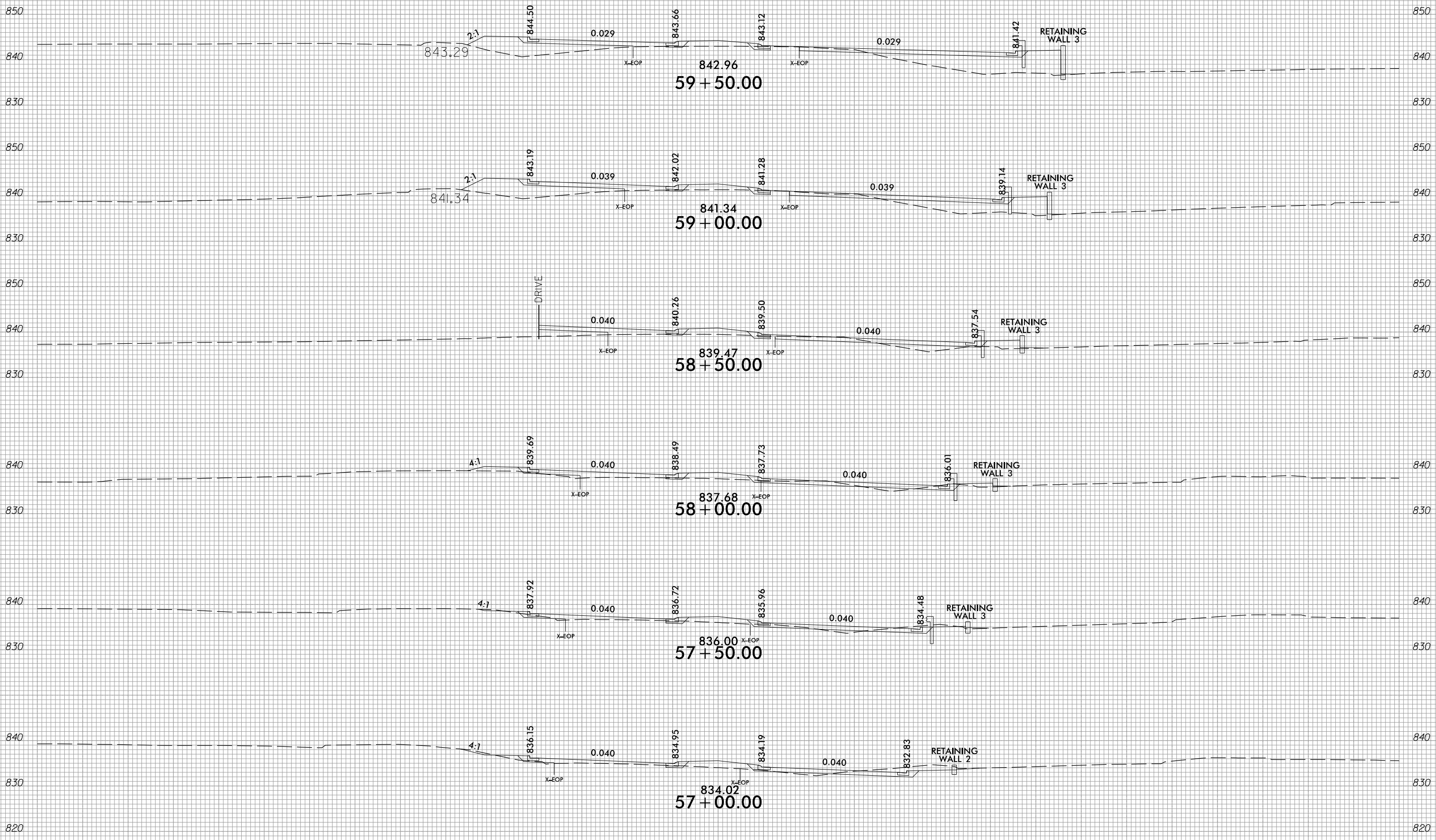


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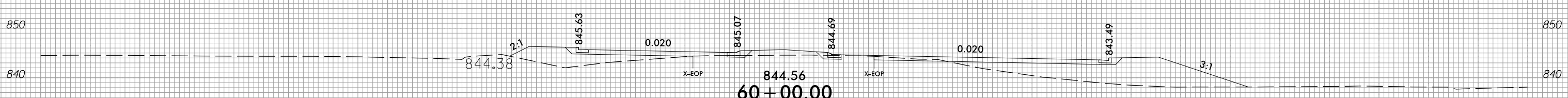
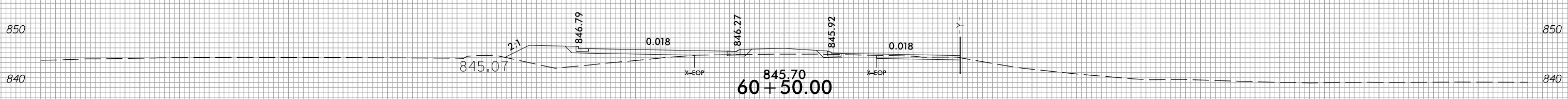
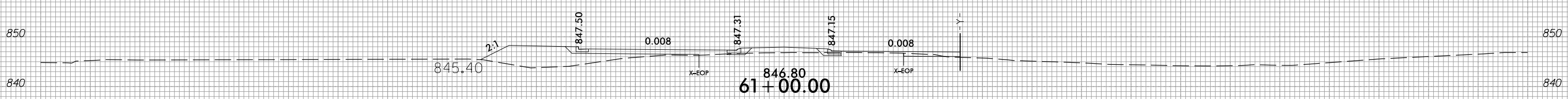
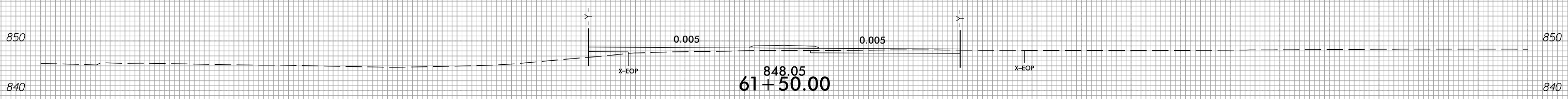
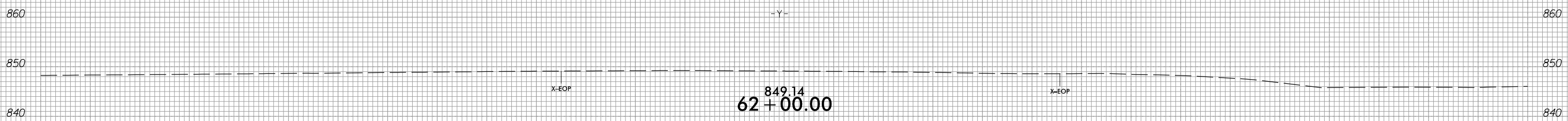
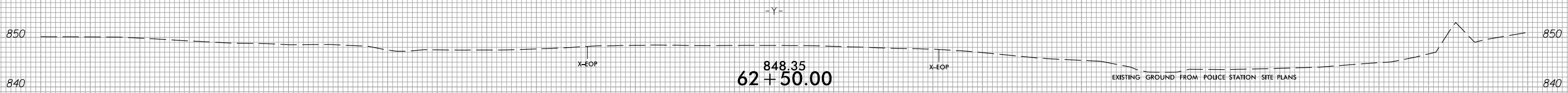
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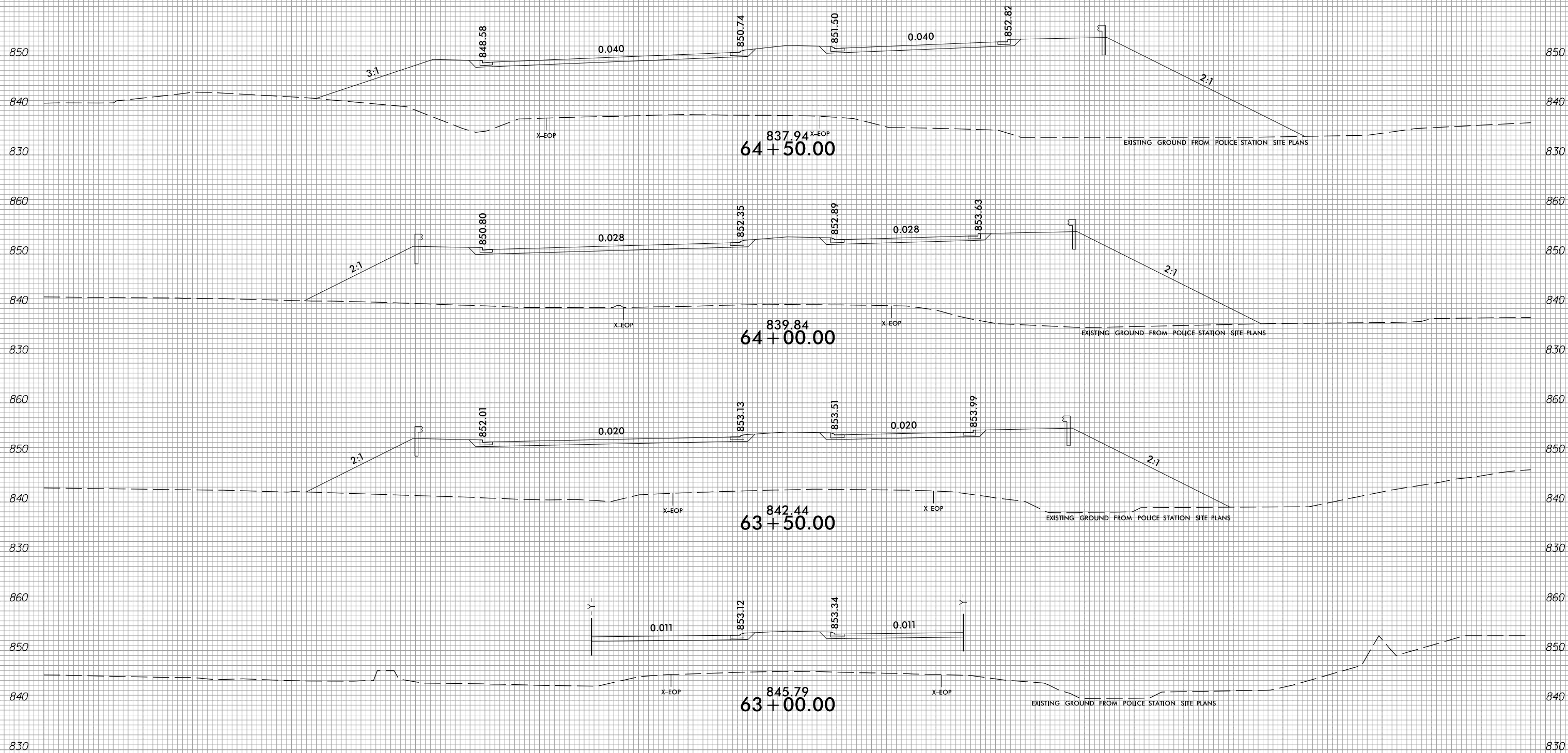


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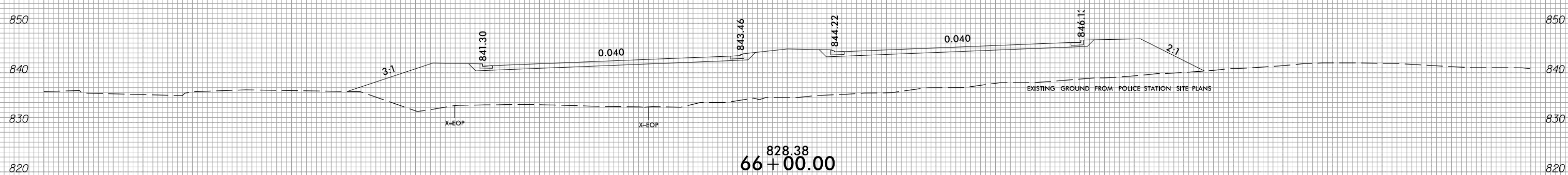
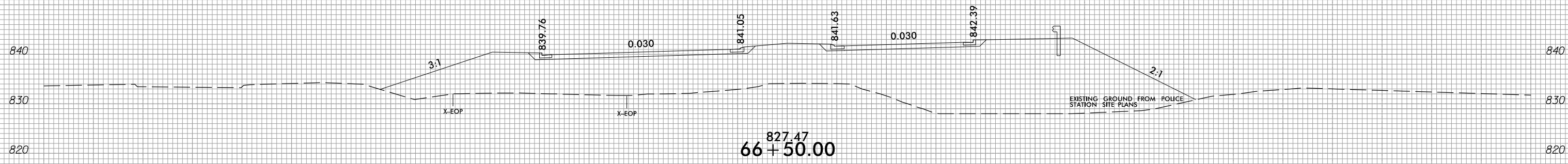
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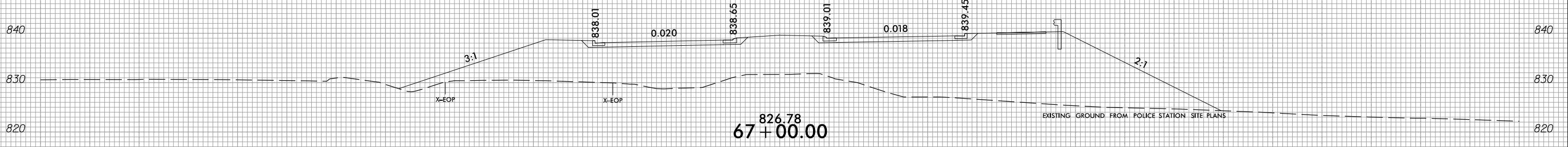
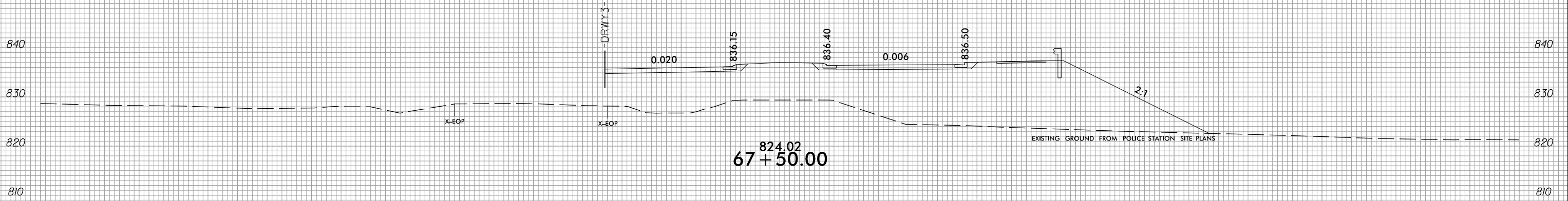
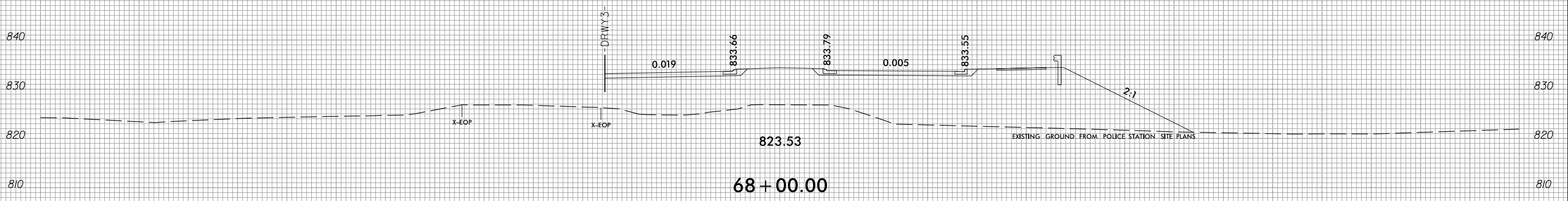
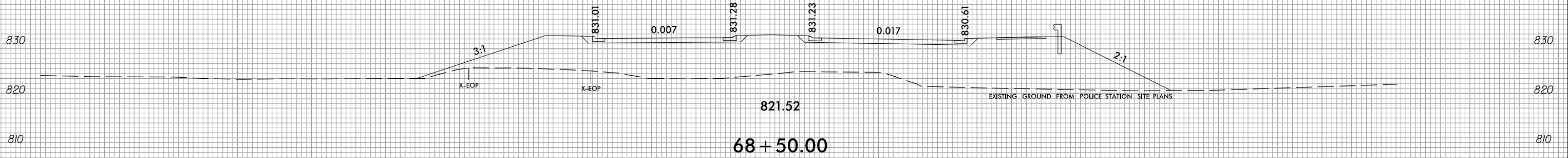
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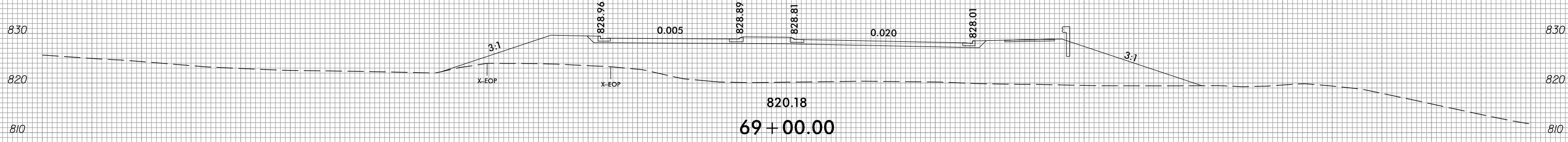
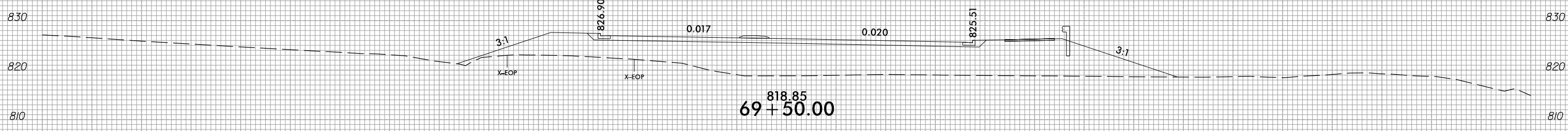
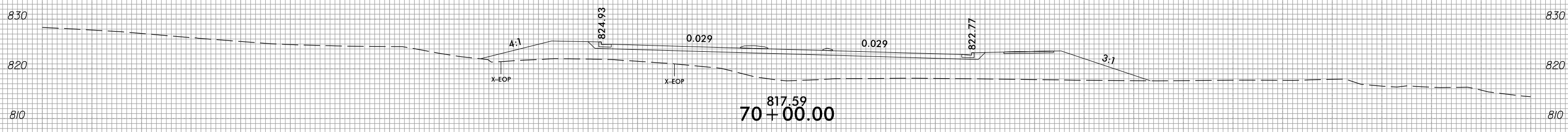
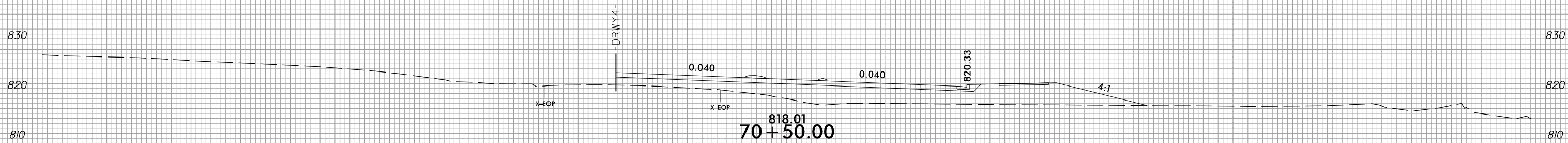
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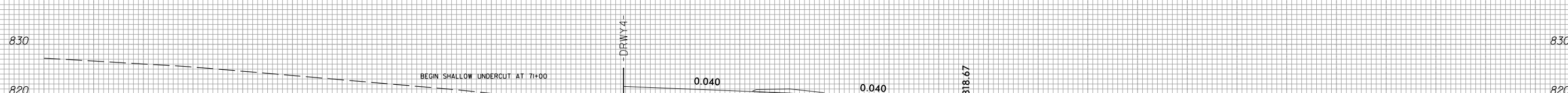
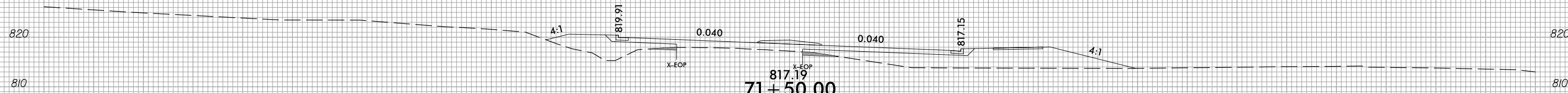
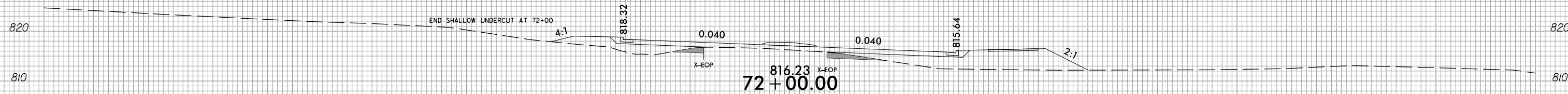
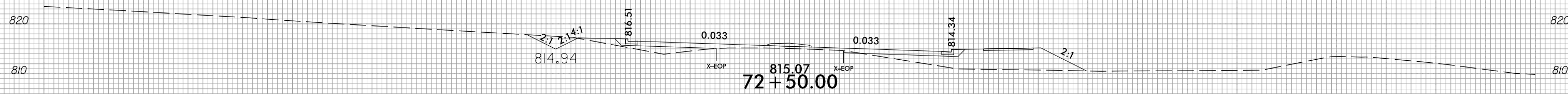
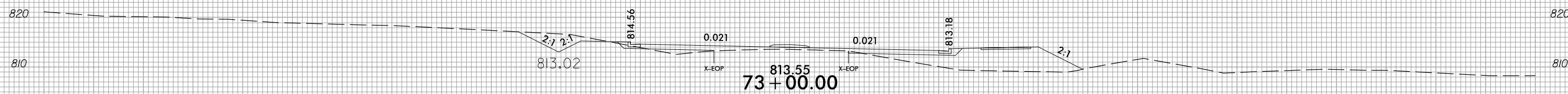
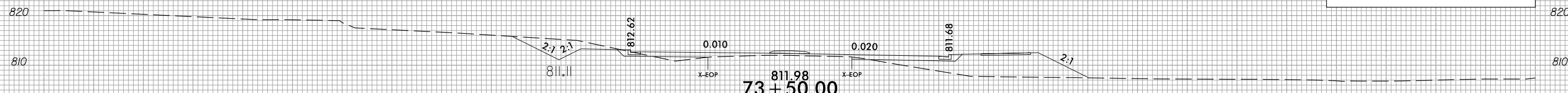


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-25

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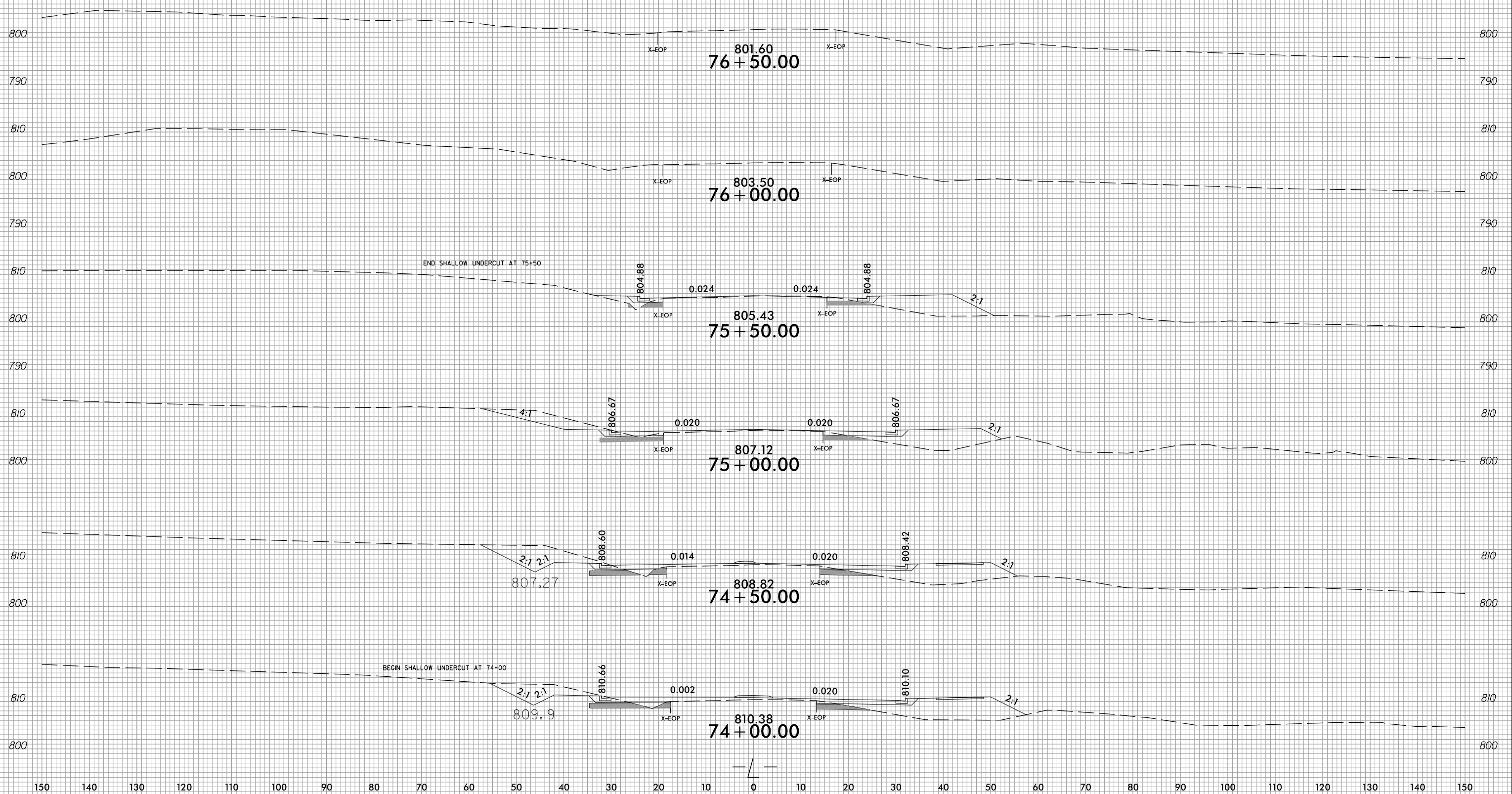


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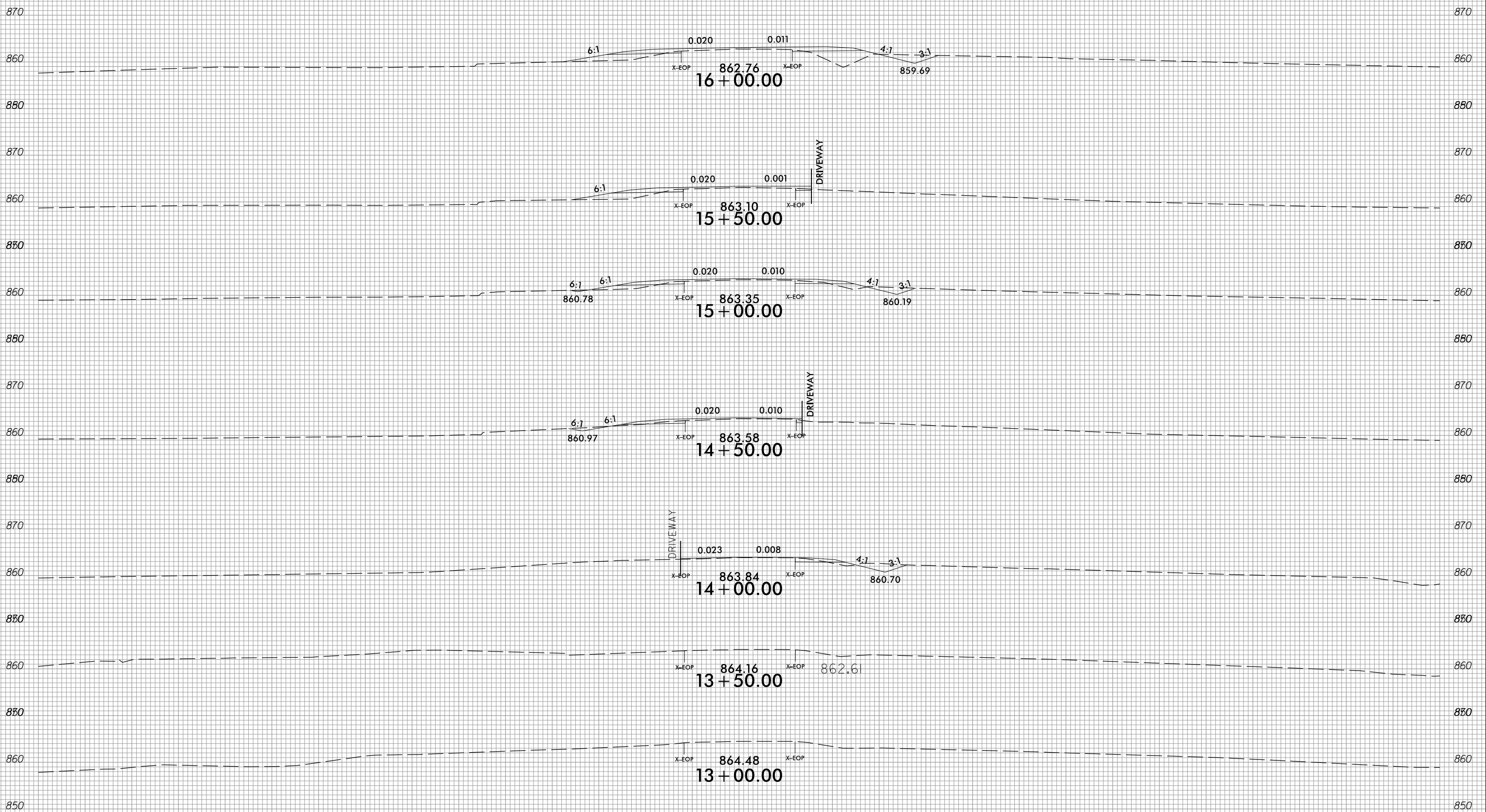
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SHALLOW UNDERCUT





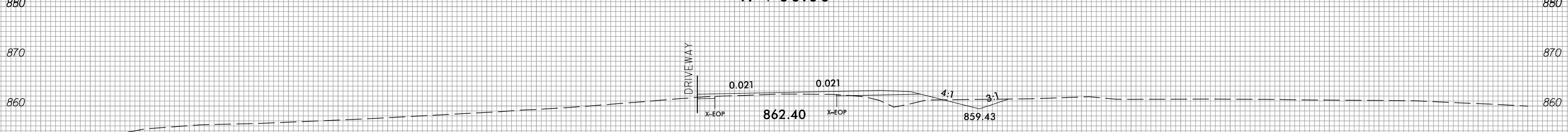
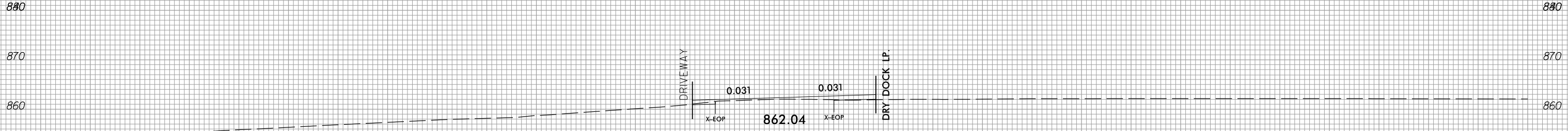
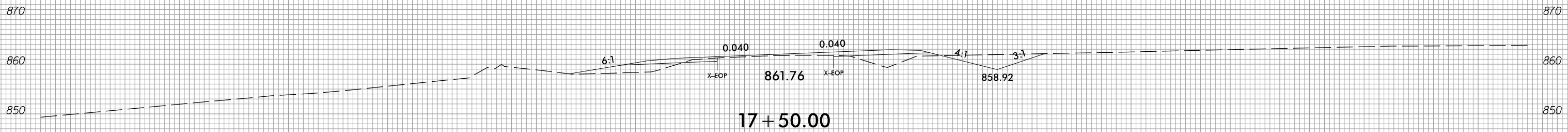
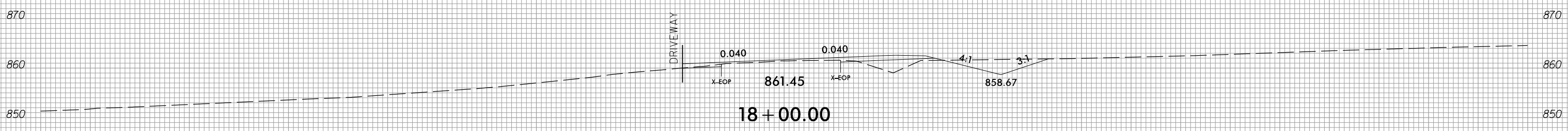
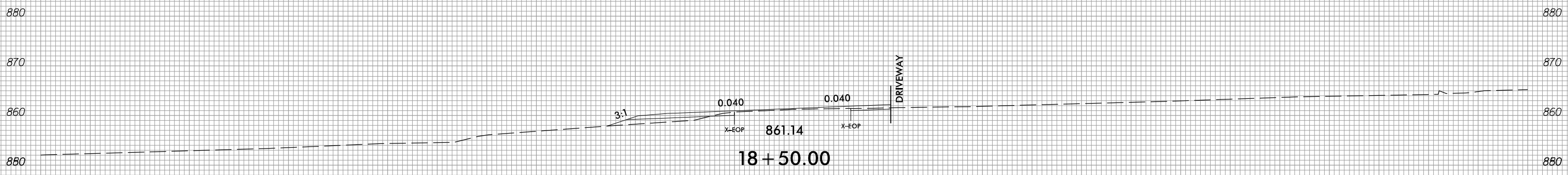
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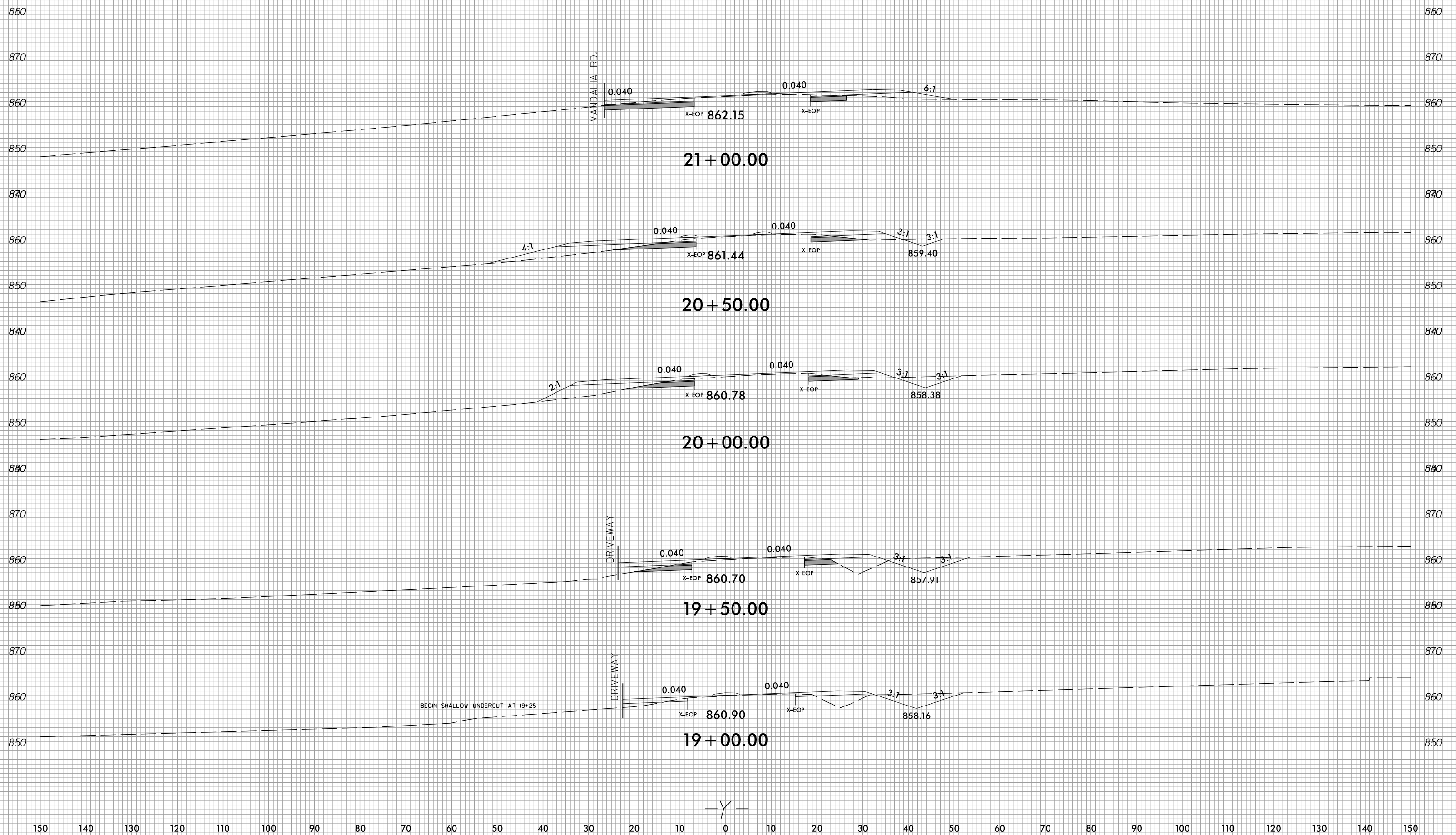
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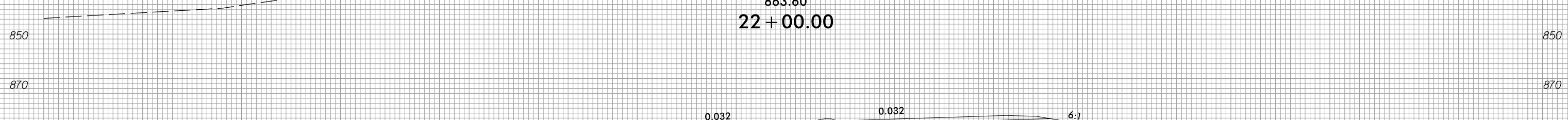
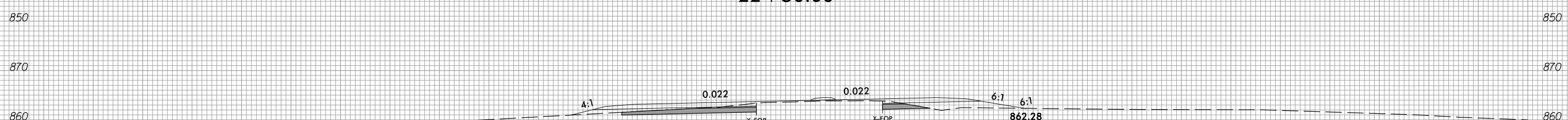
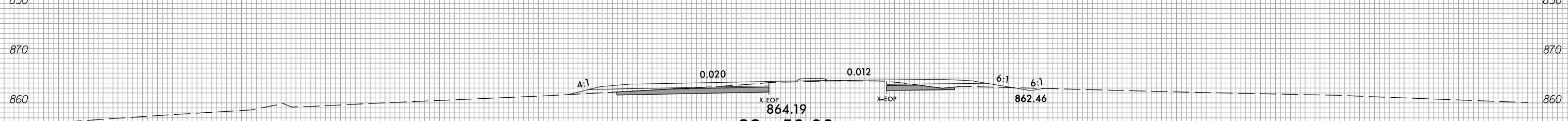
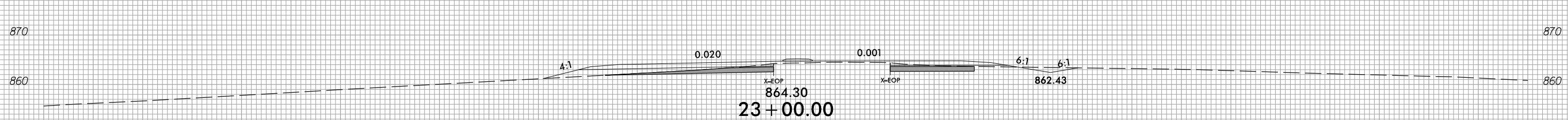
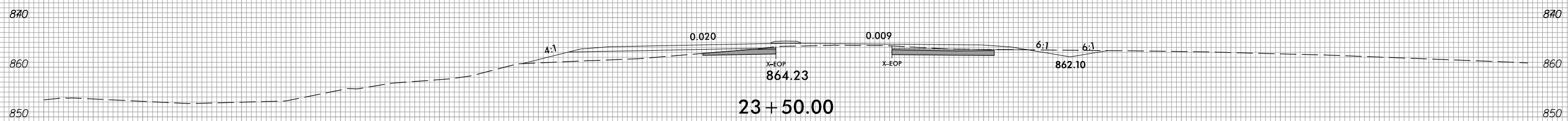
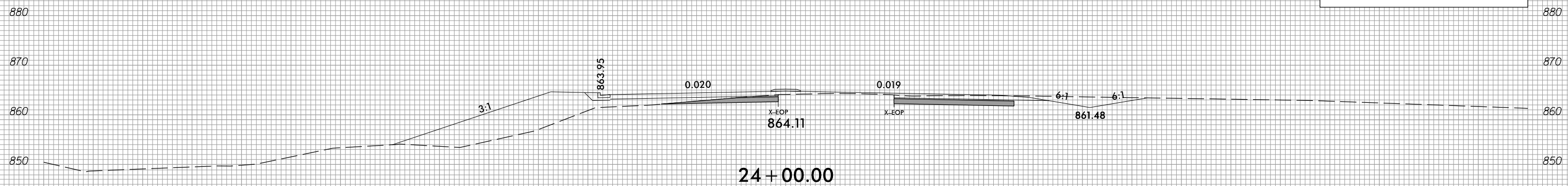


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-30

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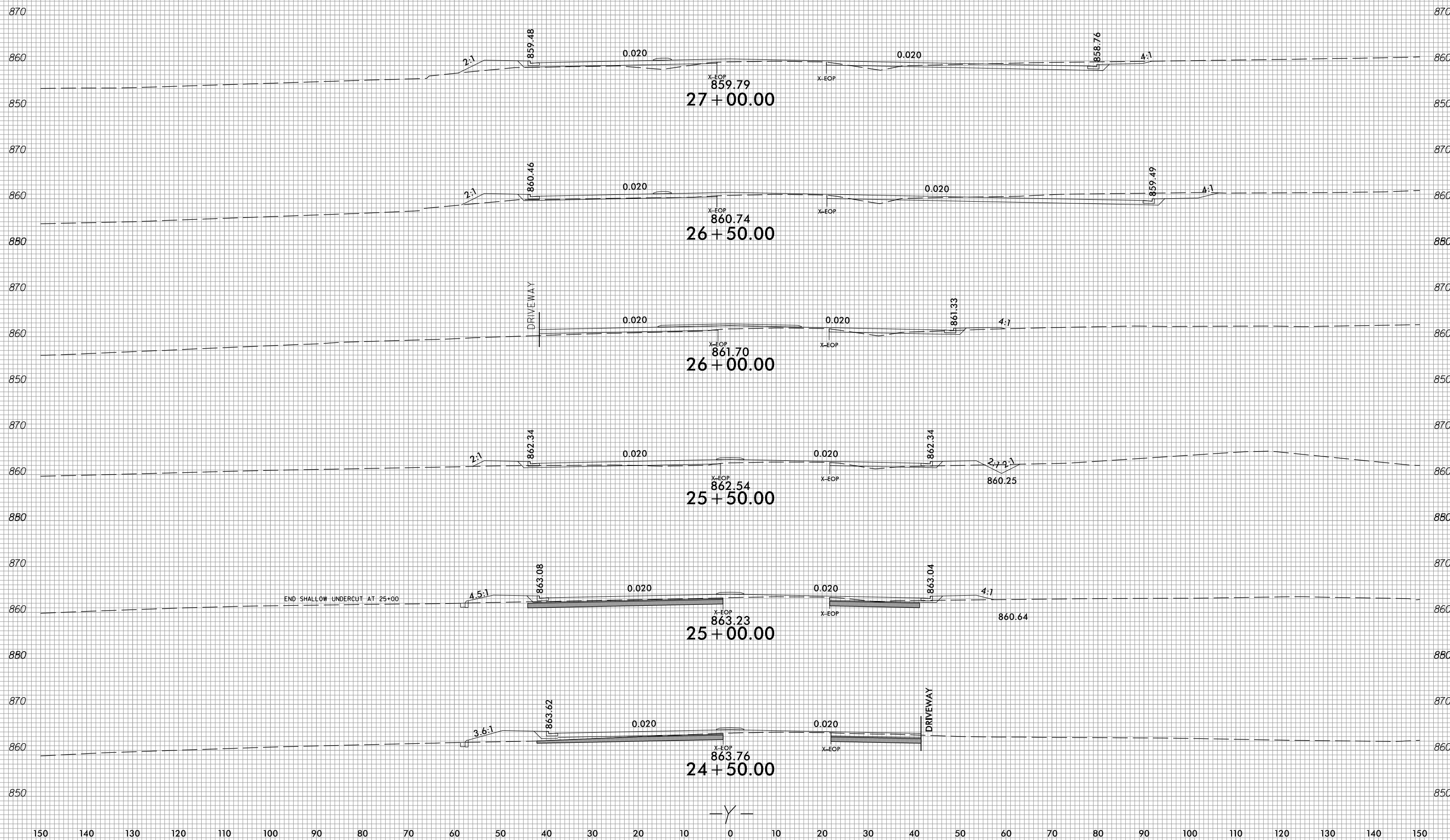


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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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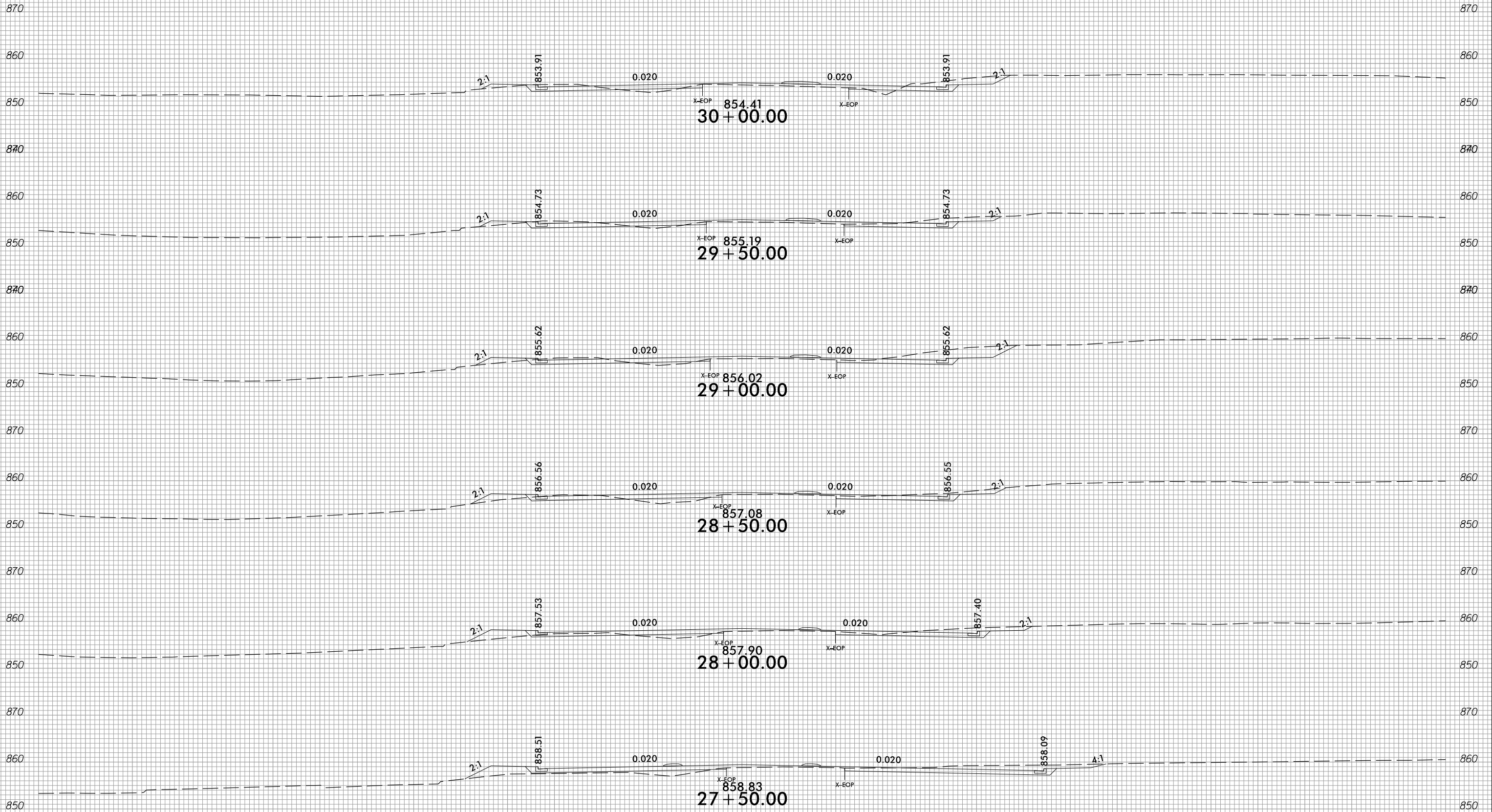
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PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-32

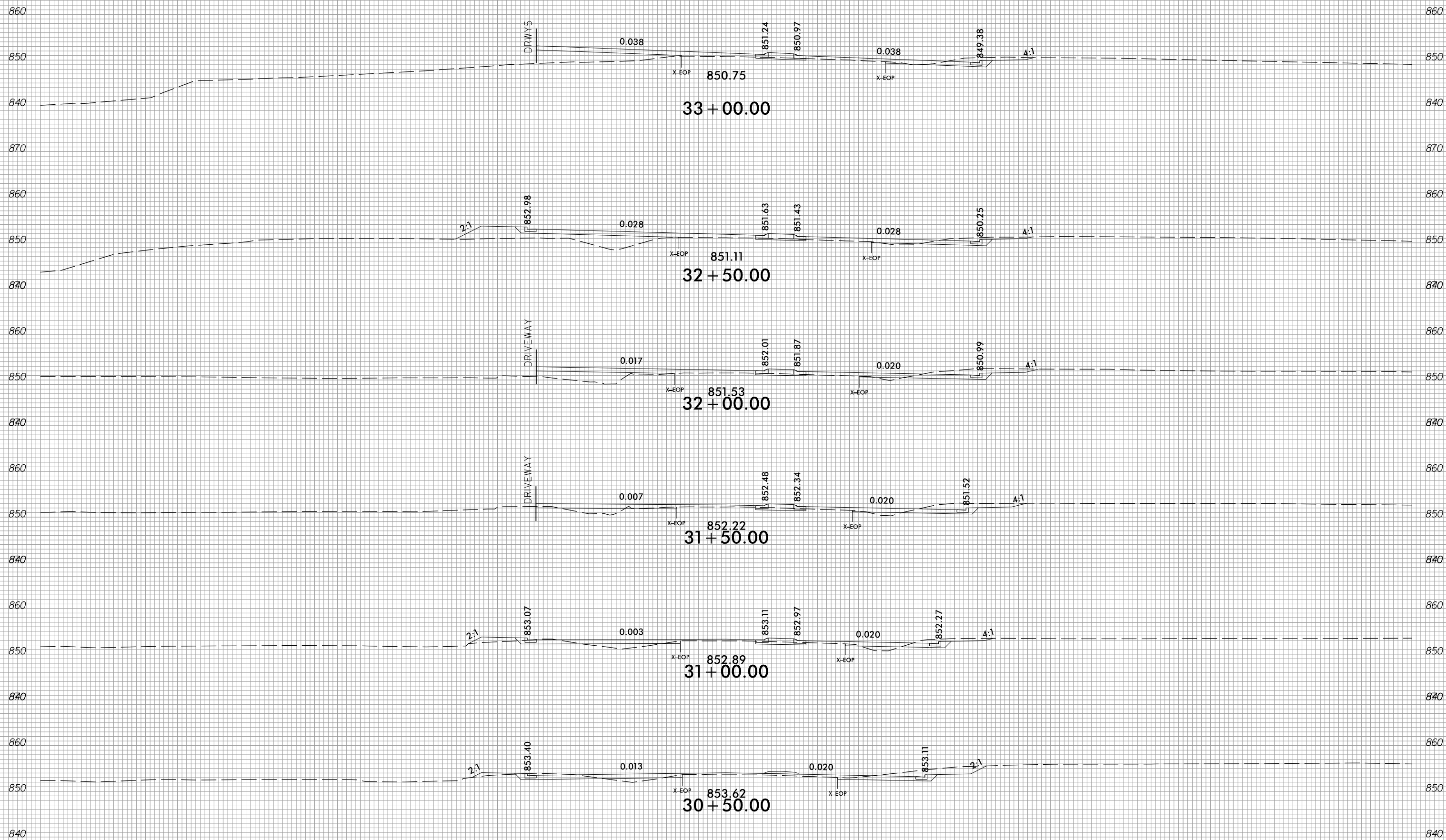
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



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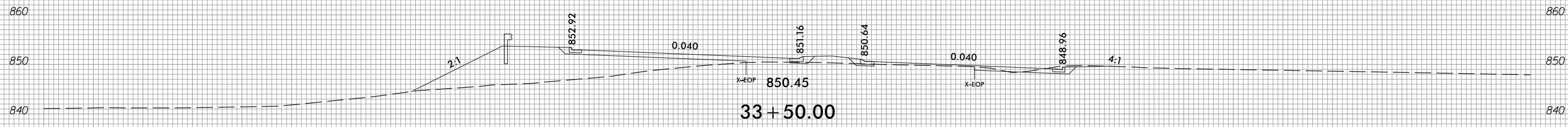
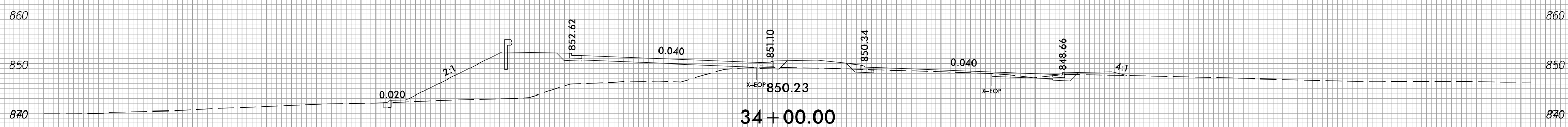
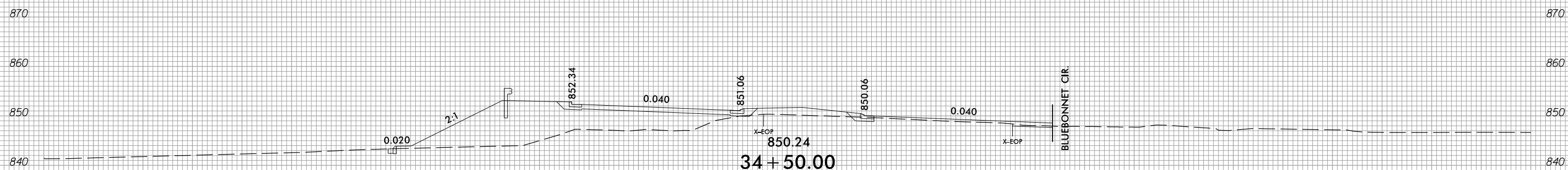
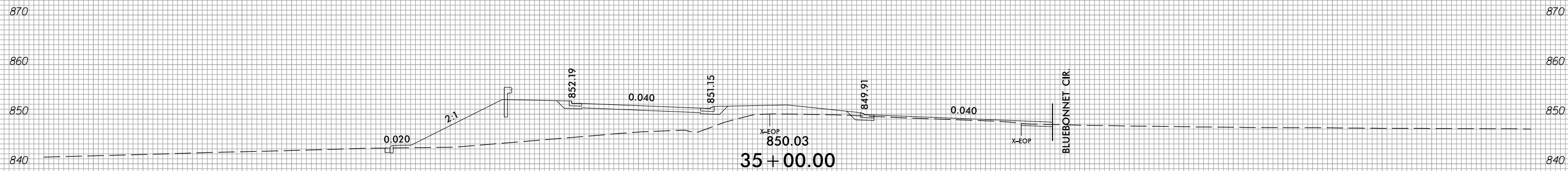
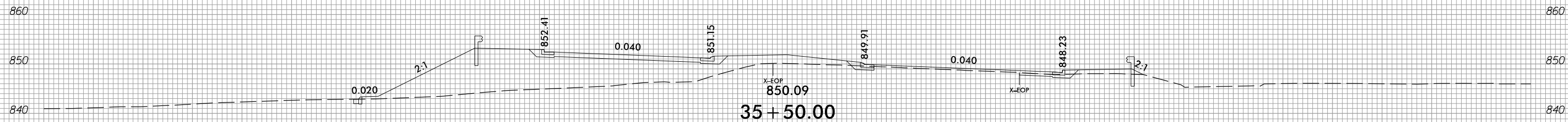
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-34

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3/3/2023
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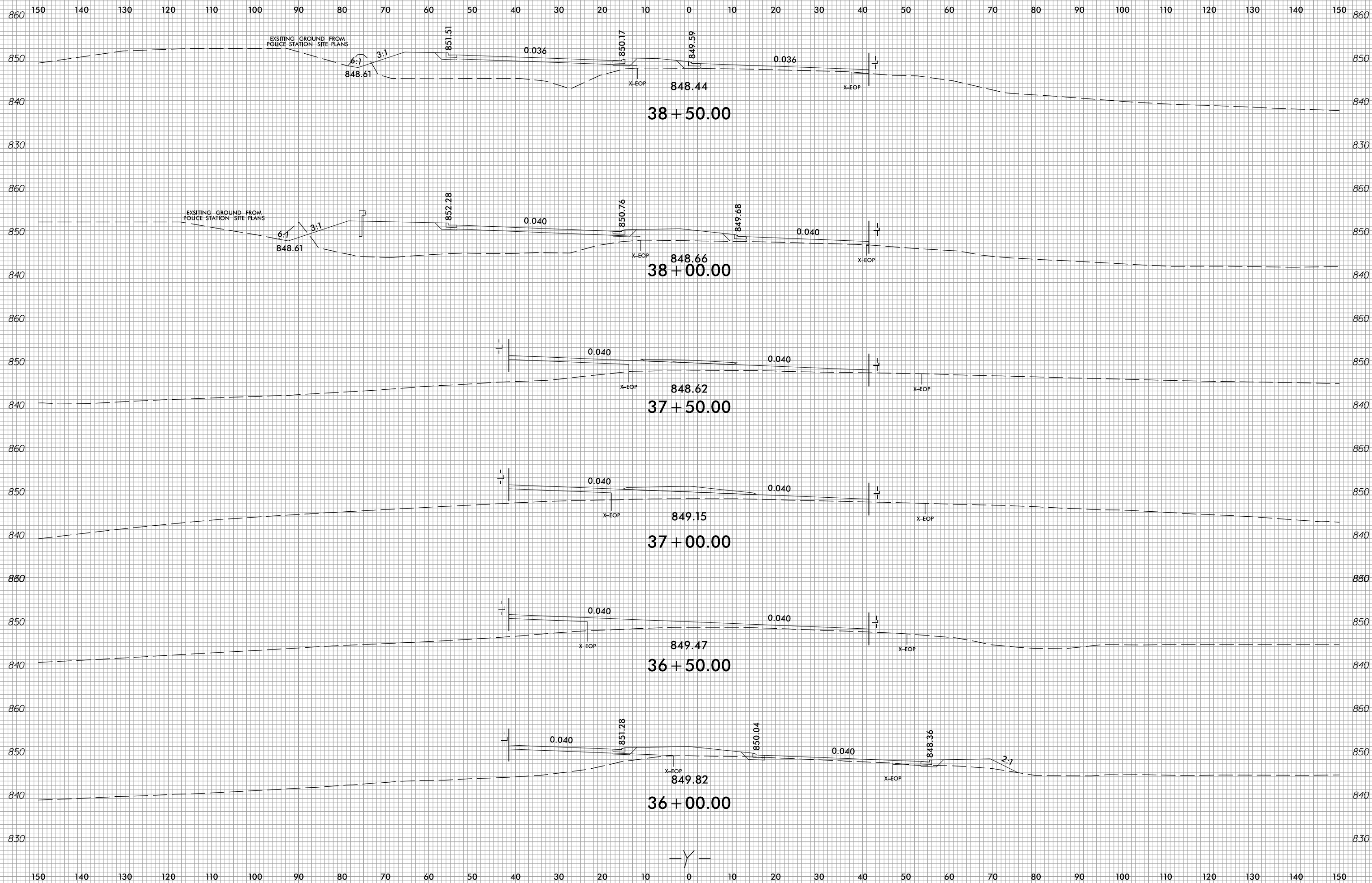
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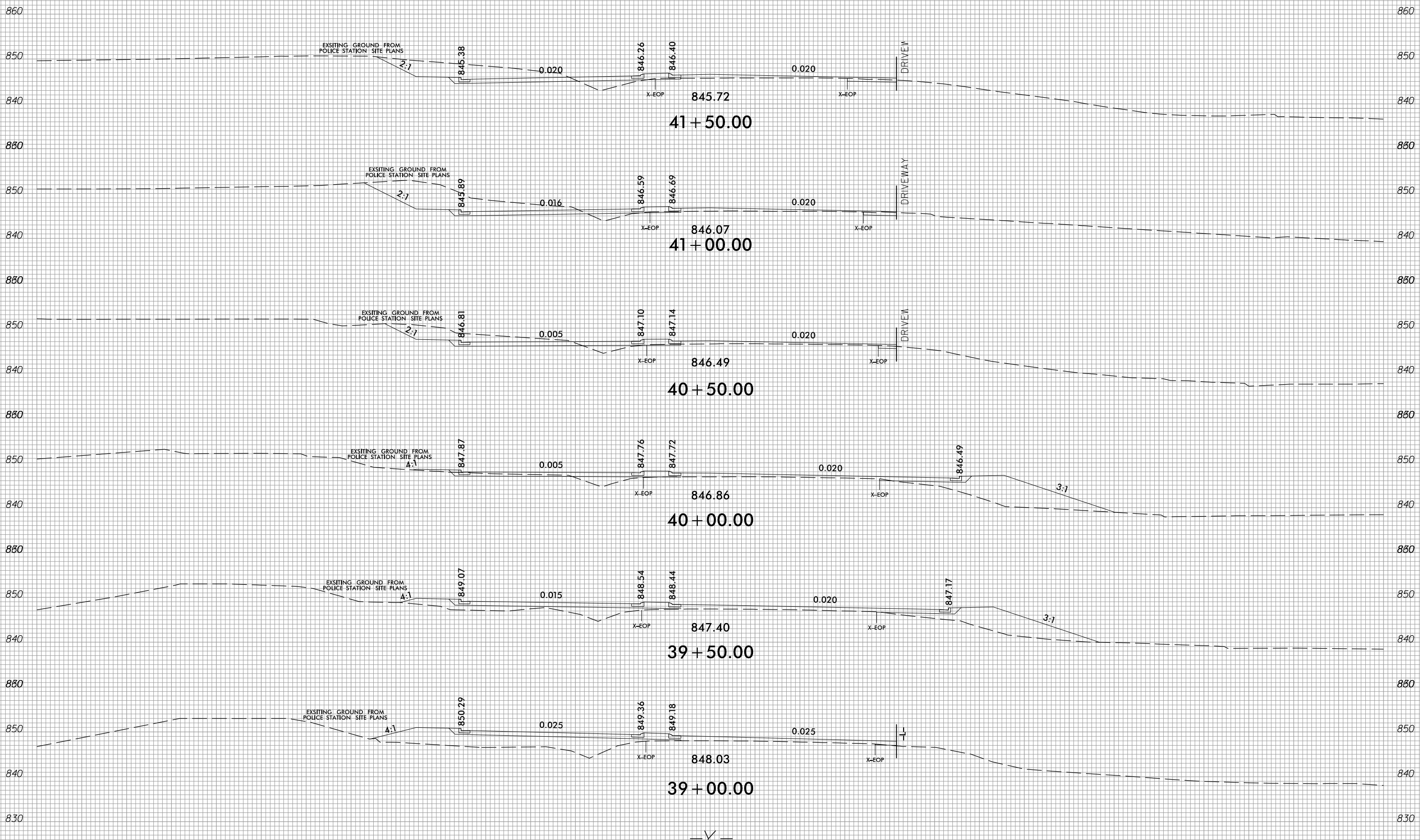
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R-3833C

SHEET NO.
X-35



3/3/2023
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J.Sarvis

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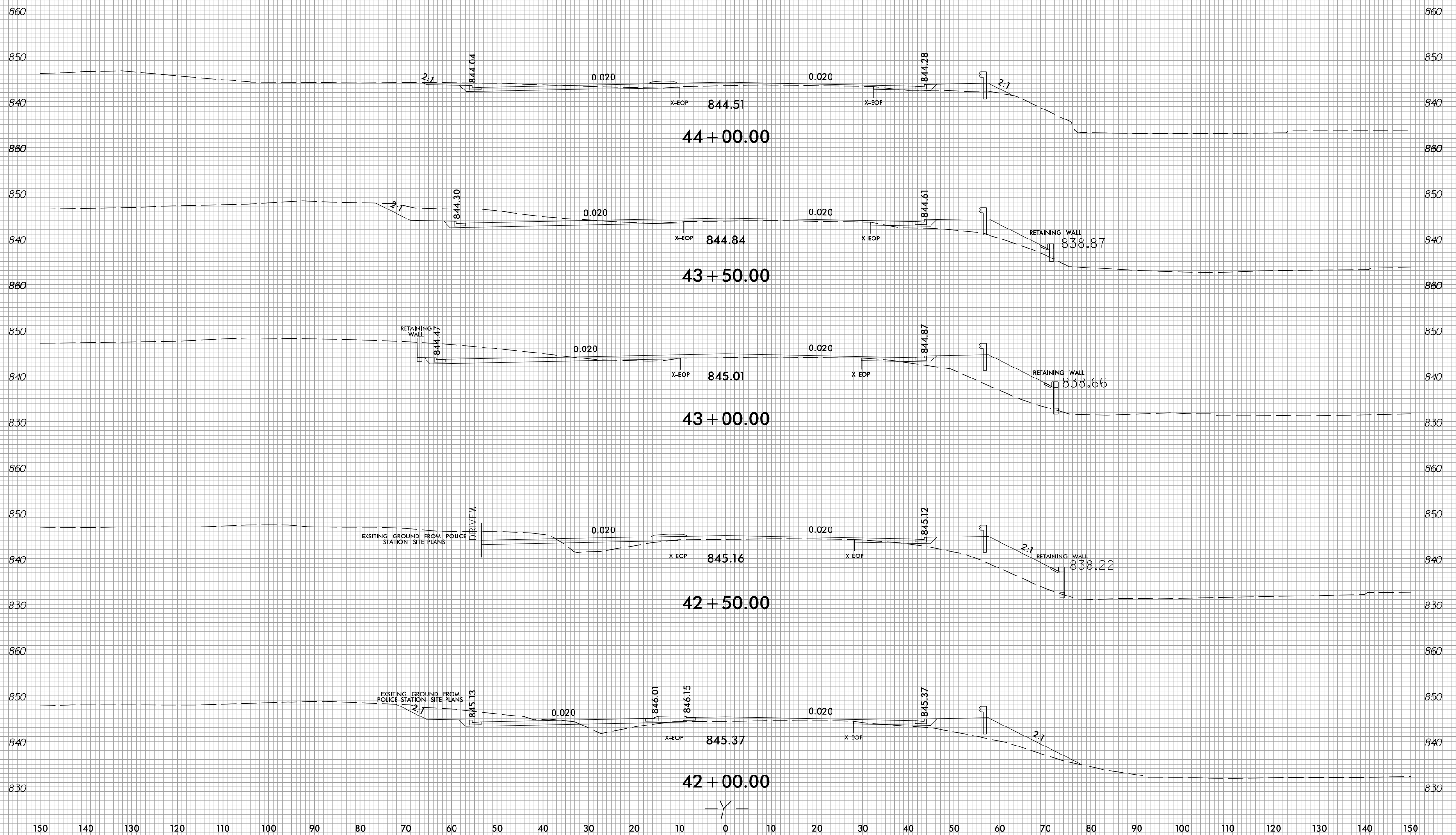
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PROJ. REFERENCE NO. R-3833C	SHEET NO. X-37
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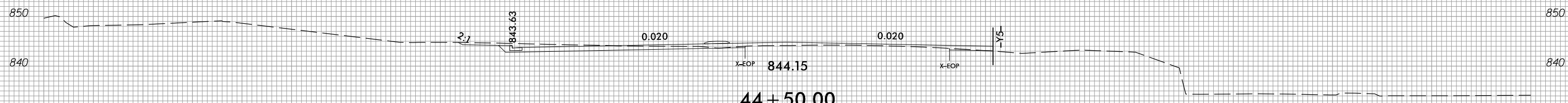
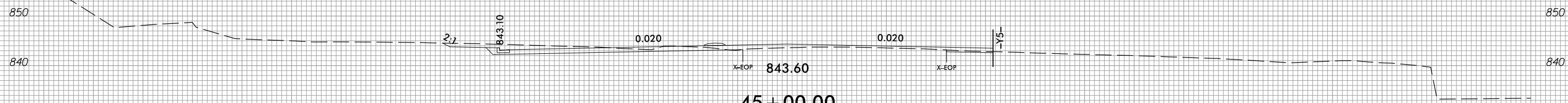
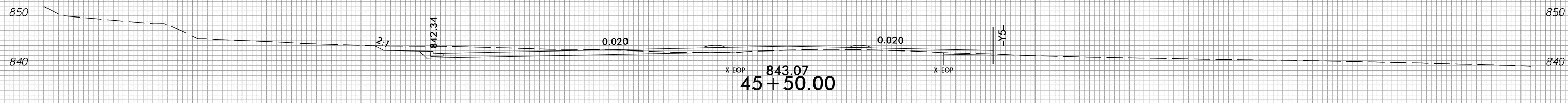
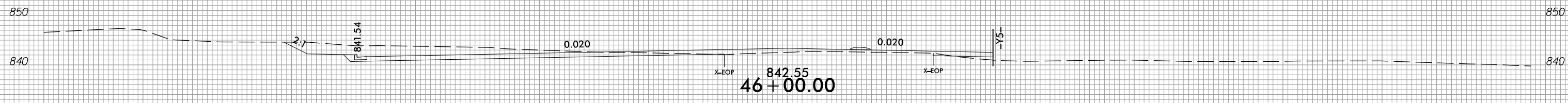
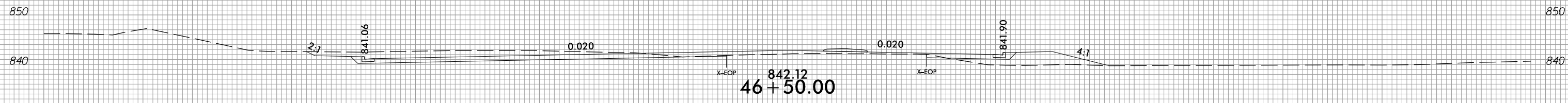
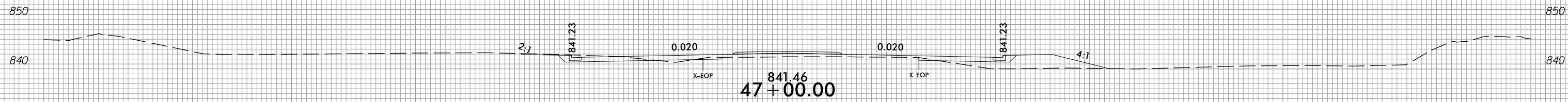


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 J.Sarvis



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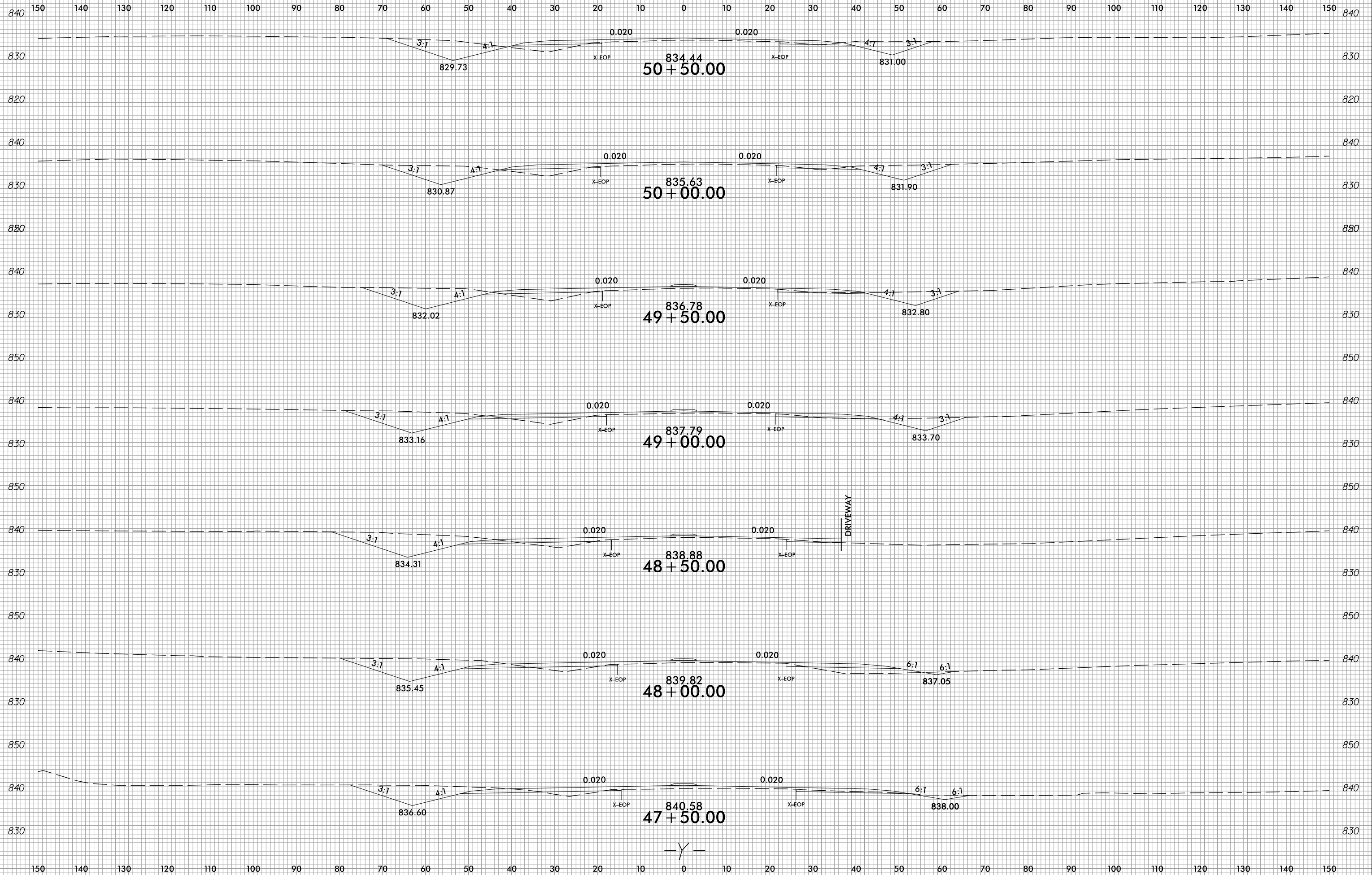
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6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-39



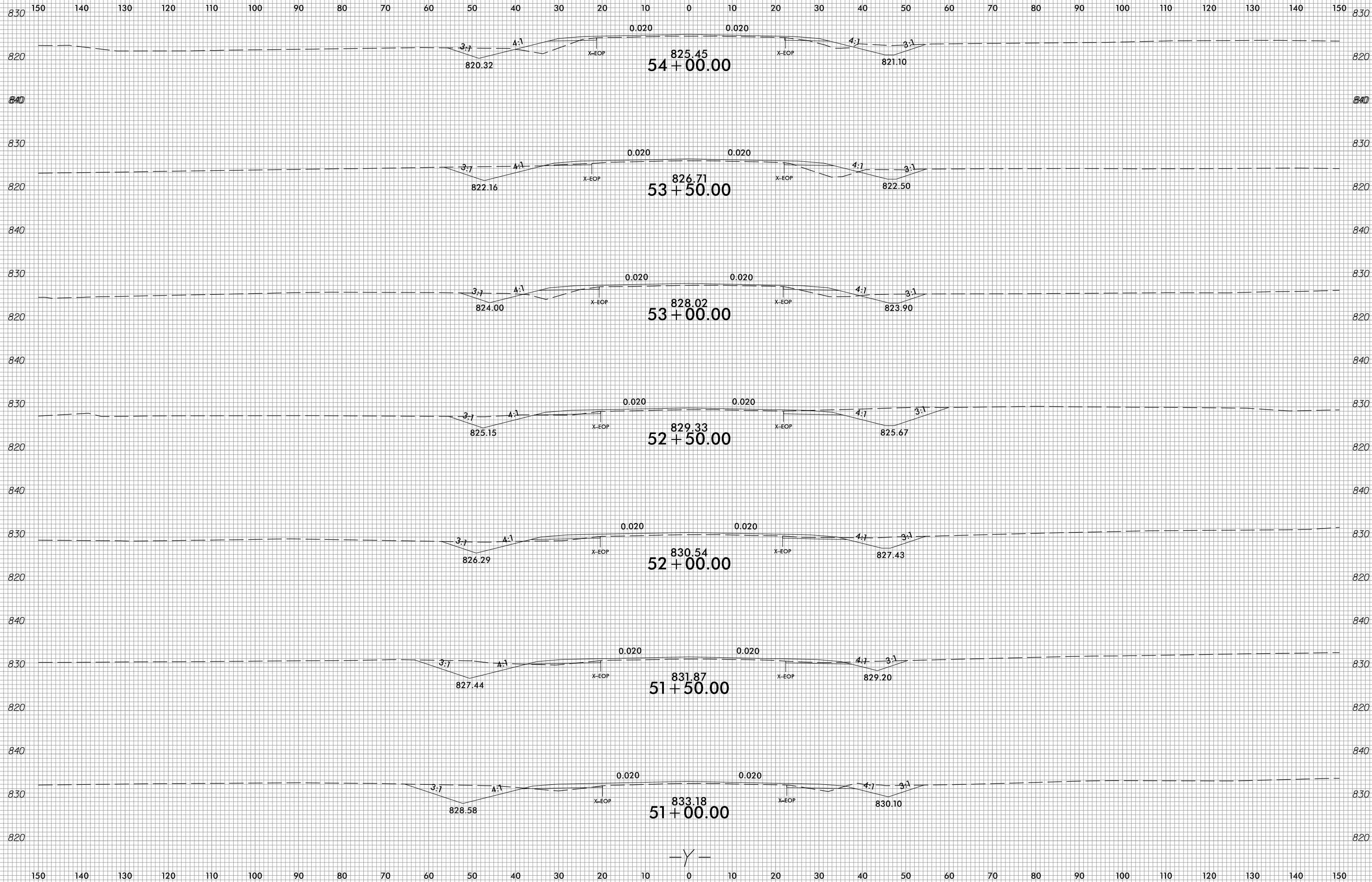
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3/3/2023

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PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-40



3/3/2023
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JGarvis

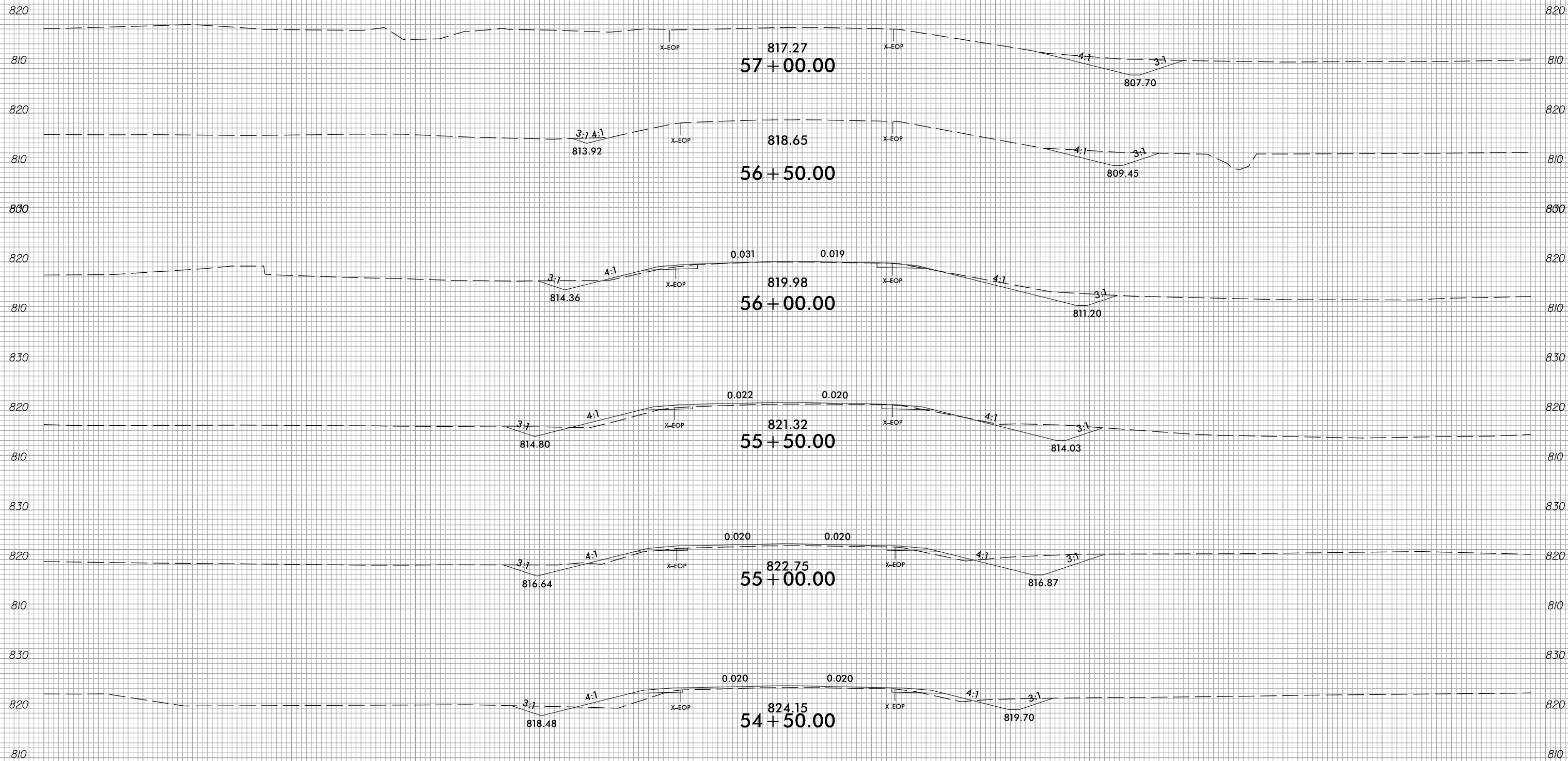
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-41

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3/3/2023
J:\Roadway\CorridorModeling\R3833C_rdy_Y_XPL.dgn
J.Sarvis

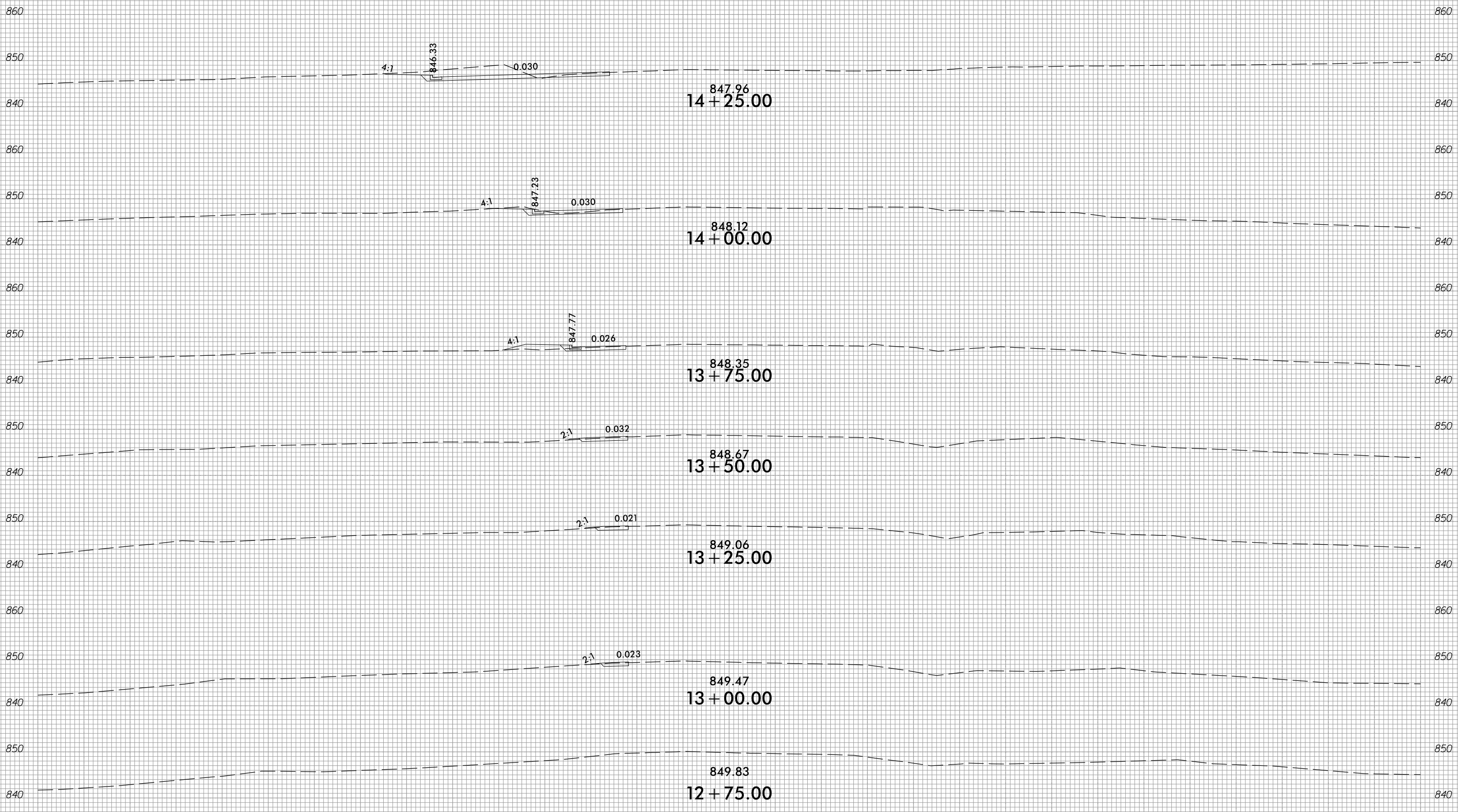
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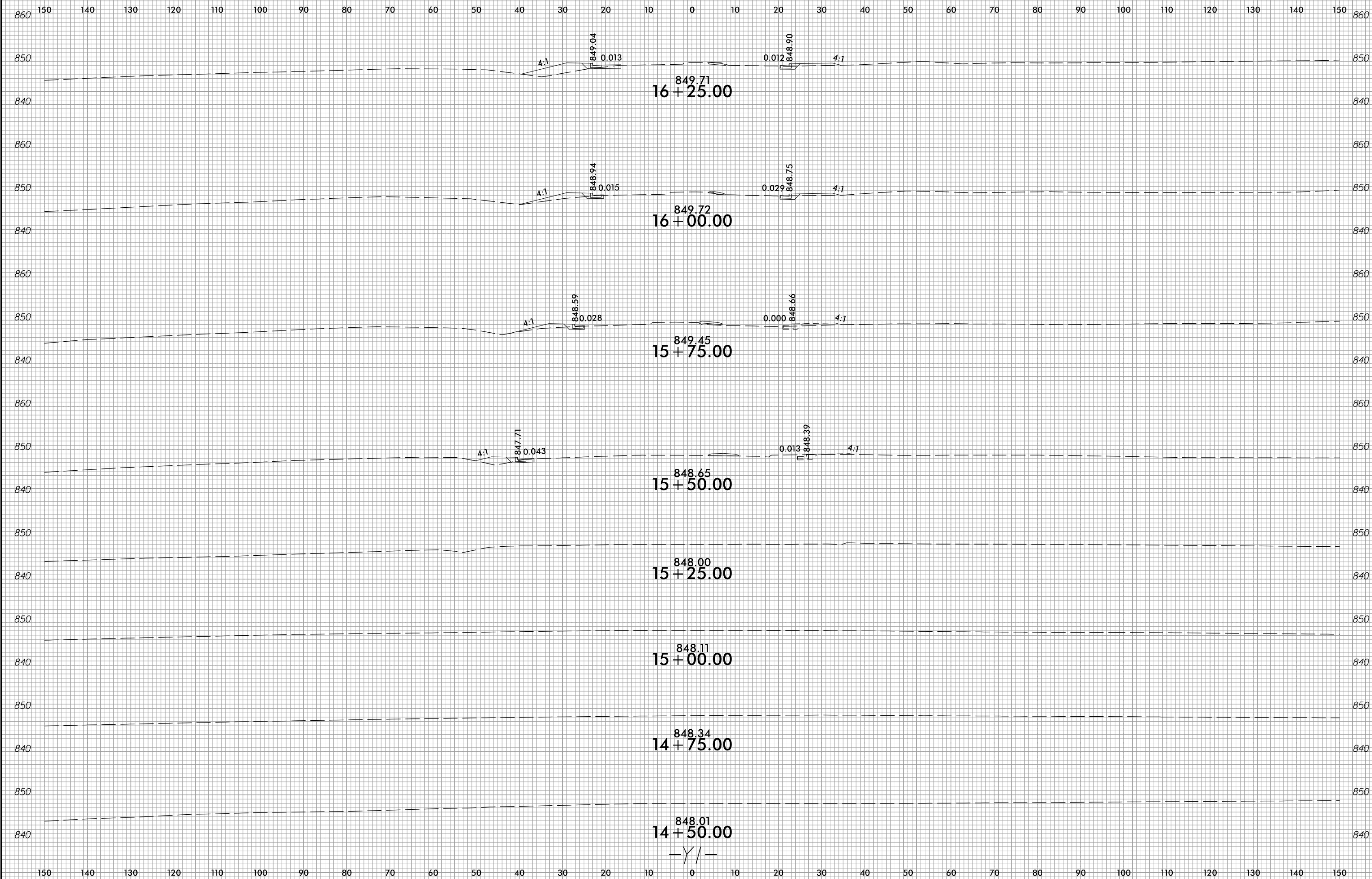
PROJ. REFERENCE NO.	SHEET NO.
R-3833C	X-42

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-Y/-

3/3/2023
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 J.Sarvis



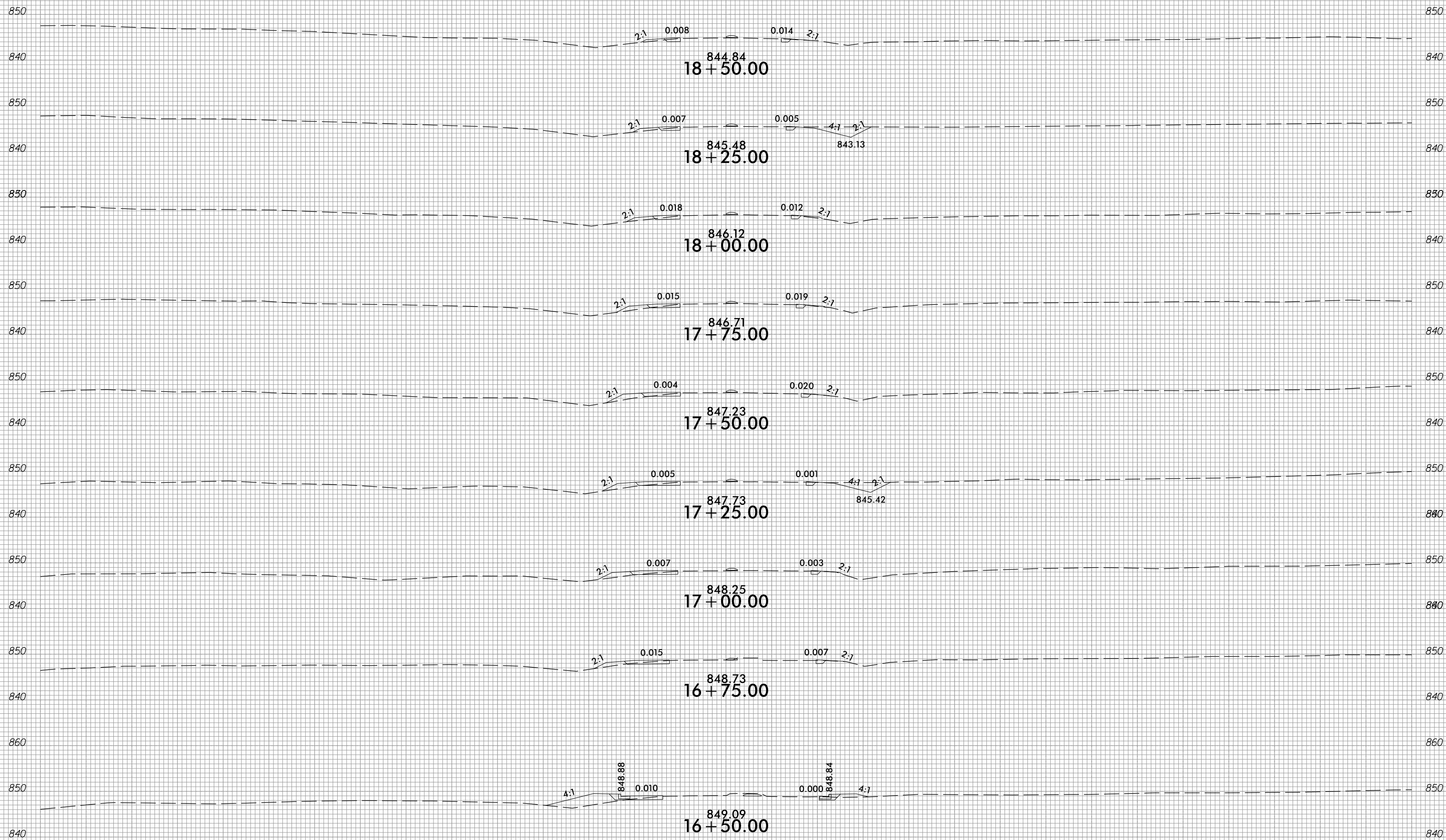
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-44

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-Y/-

3/3/2023
D:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_Y1_XPL.dgn
JGarvis

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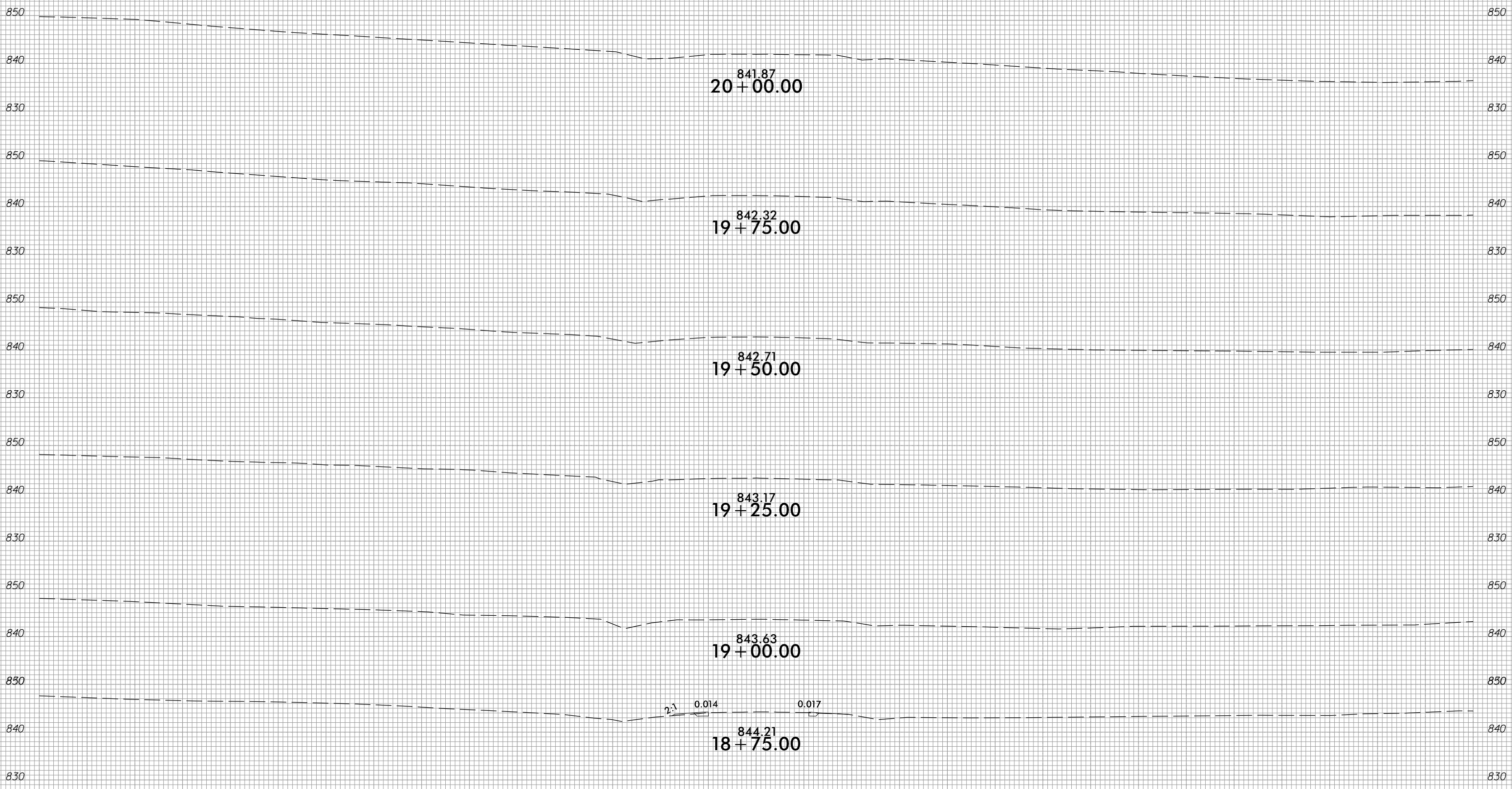
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-45

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0.014 0.017

-Y/-

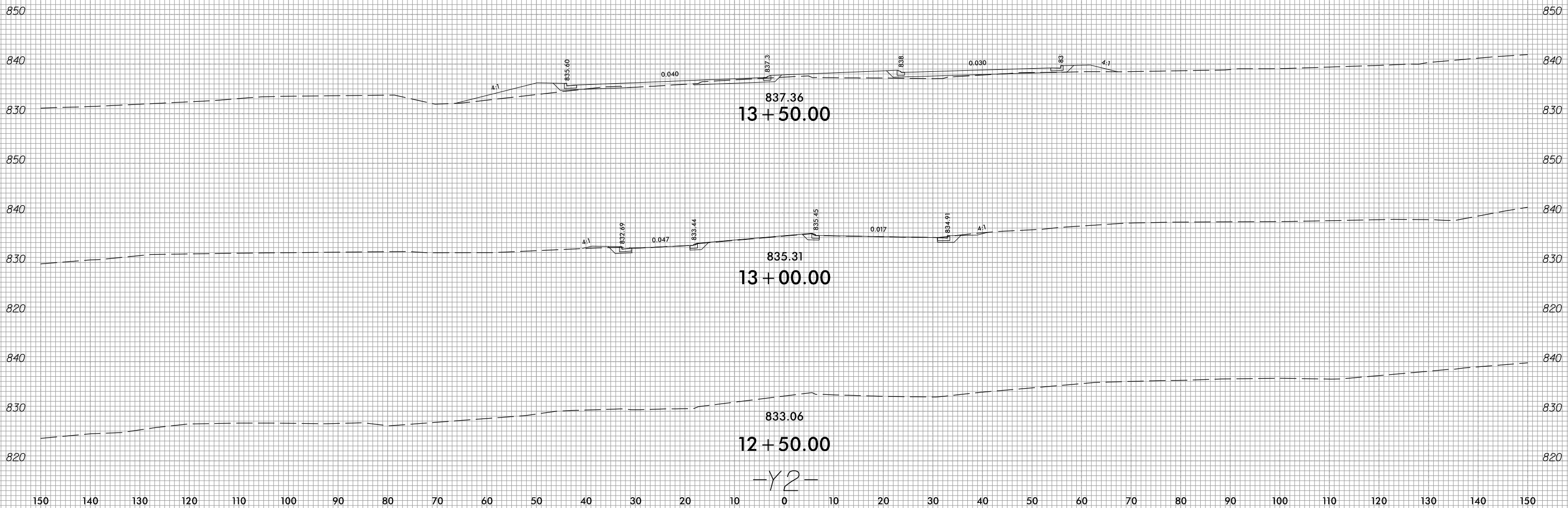
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PROJ. REFERENCE NO.	SHEET NO.
R-3833C	X-46

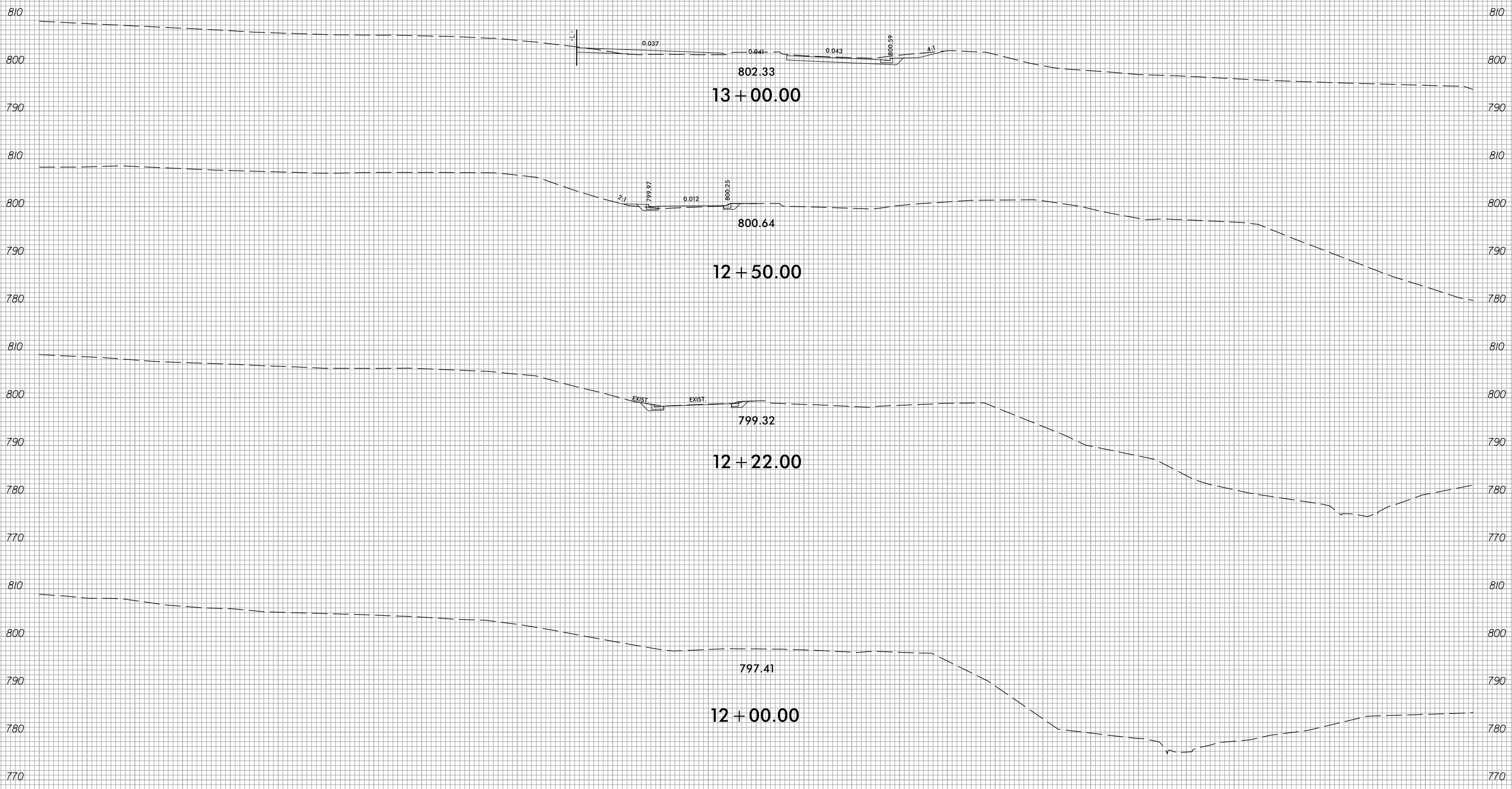
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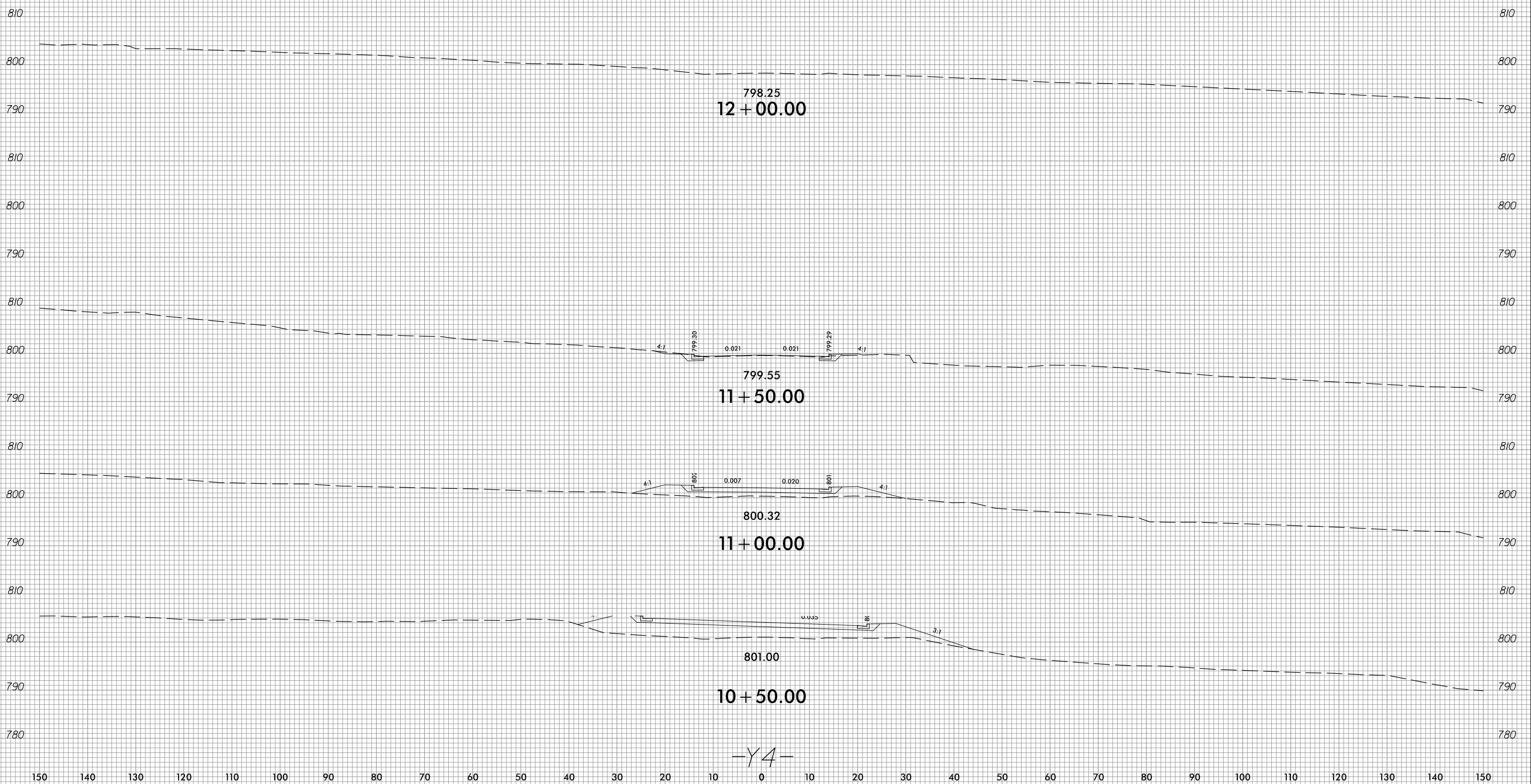
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-Y3-



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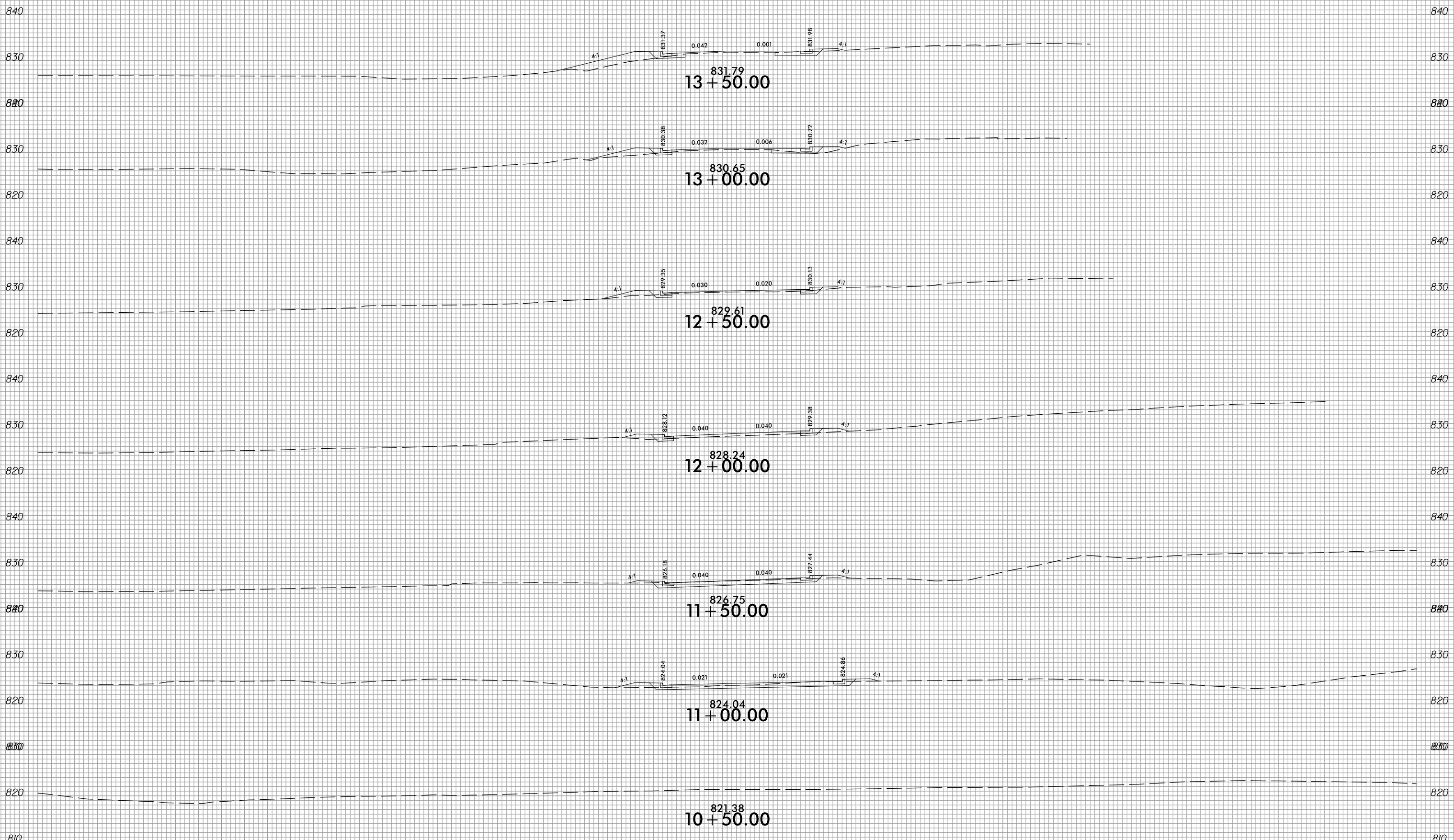
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-49

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-Y5-

3/3/2023
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J.Sarvis

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6/23/16

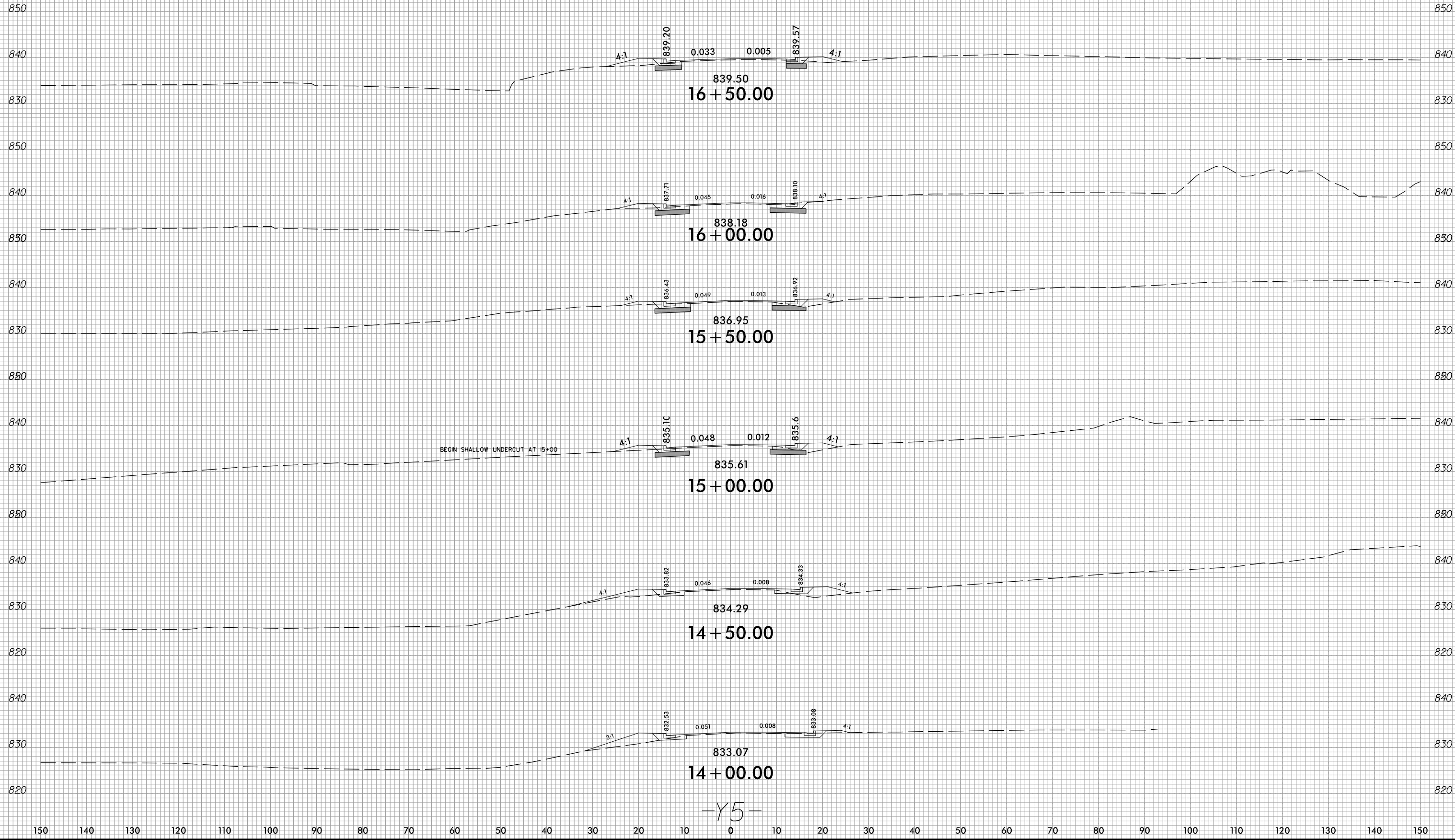


PROJ. REFERENCE NO.
R-3833C

SHEET NO.
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SHALLOW UNDERCUT



3/31/2023
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J.Sarvis

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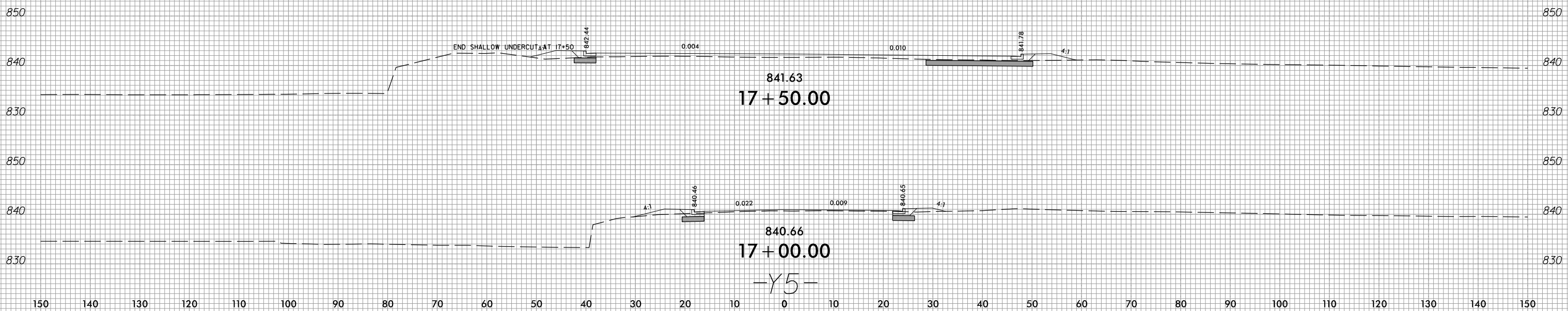


PROJ. REFERENCE NO.
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SHALLOW UNDERCUT



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J3arvis

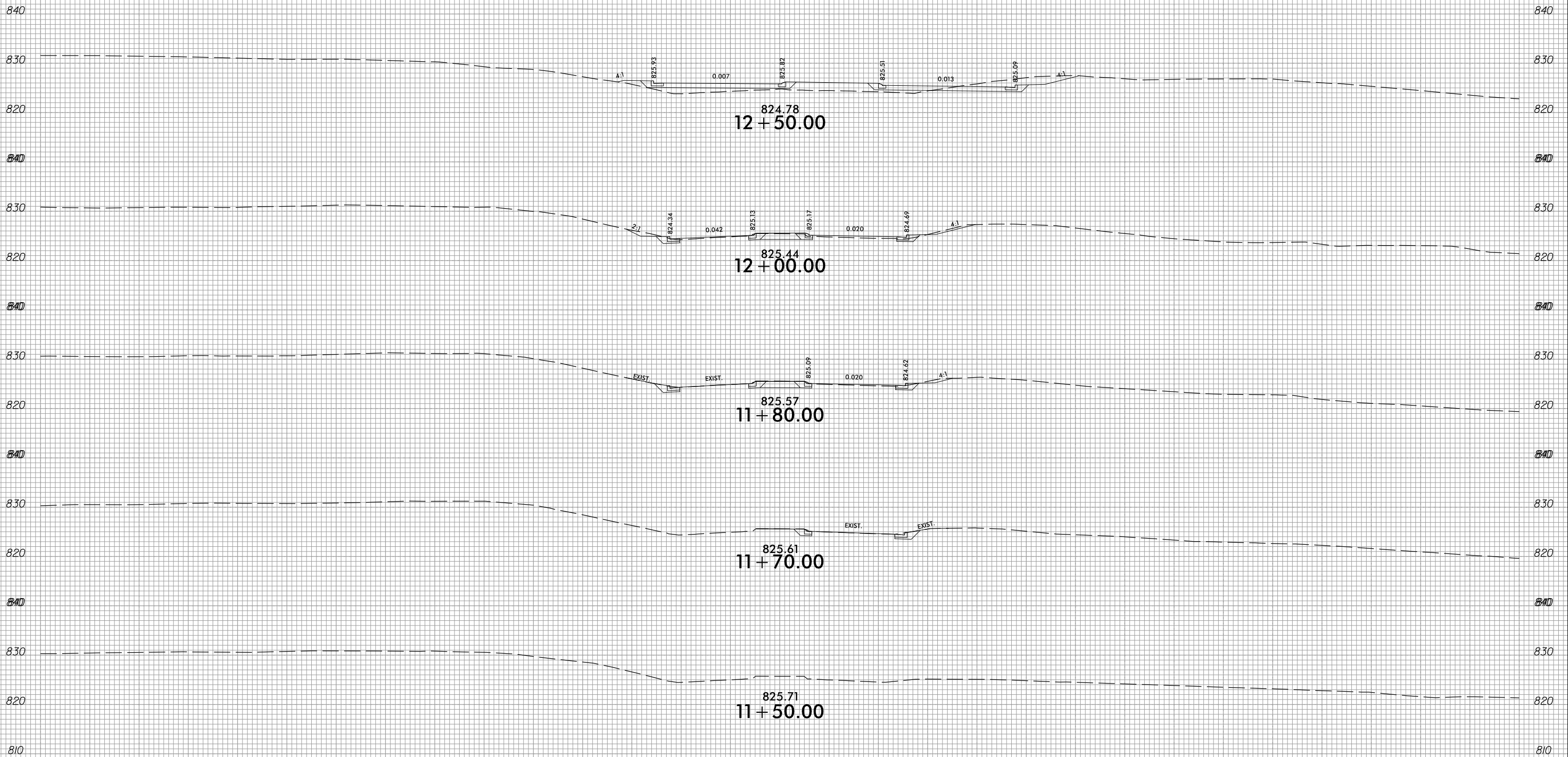
6/23/16



PROJ. REFERENCE NO.
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X-52

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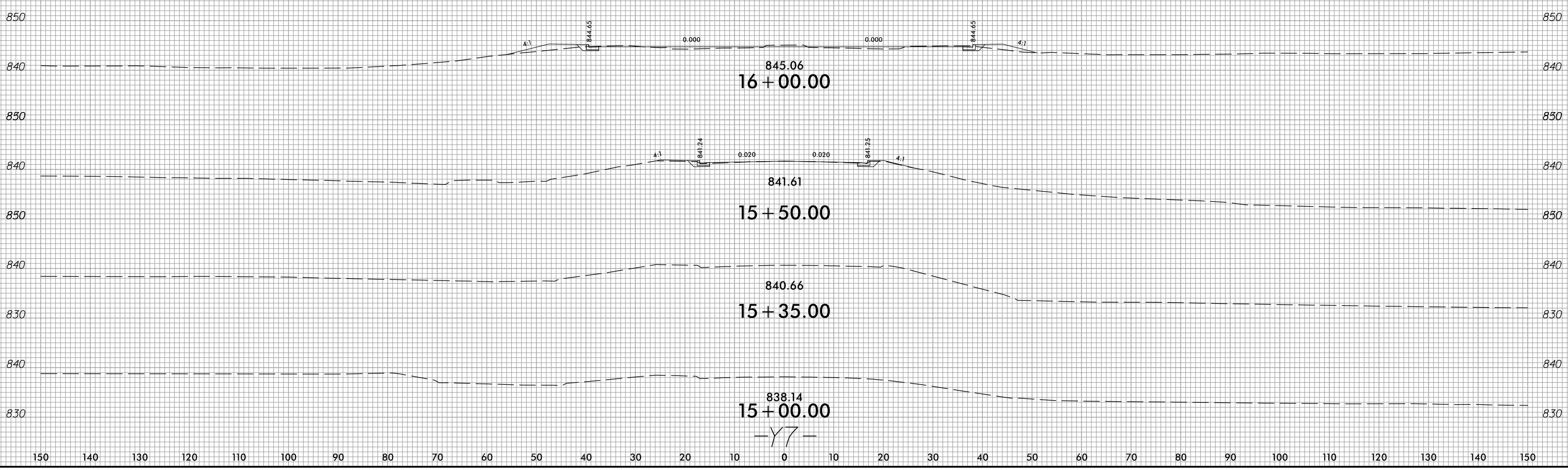


-Y6-

3/3/2023
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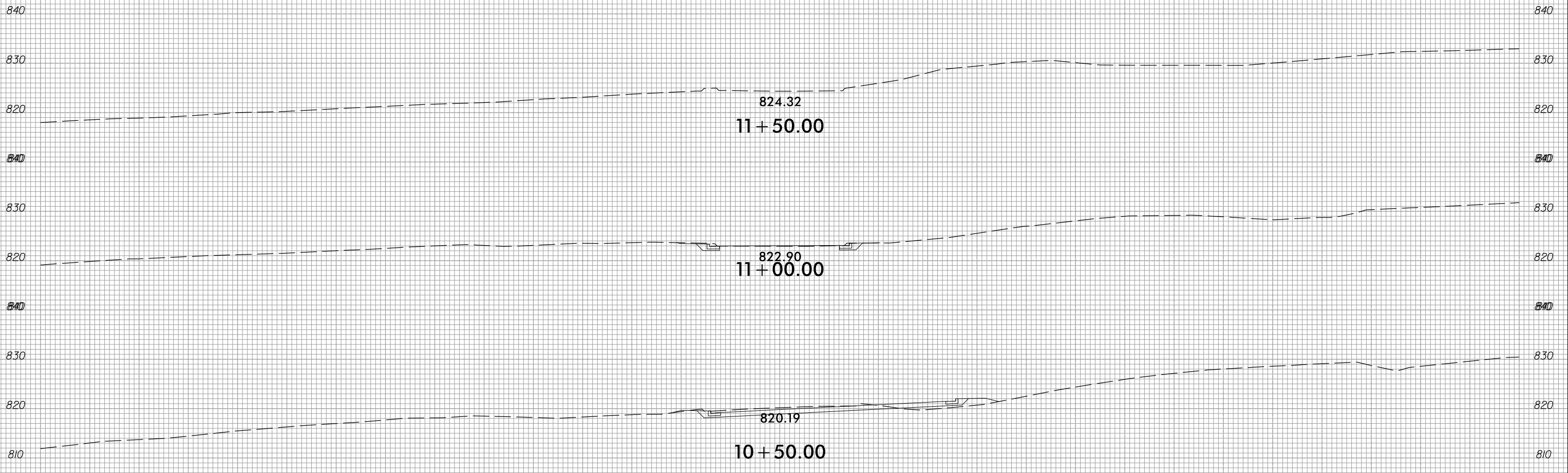
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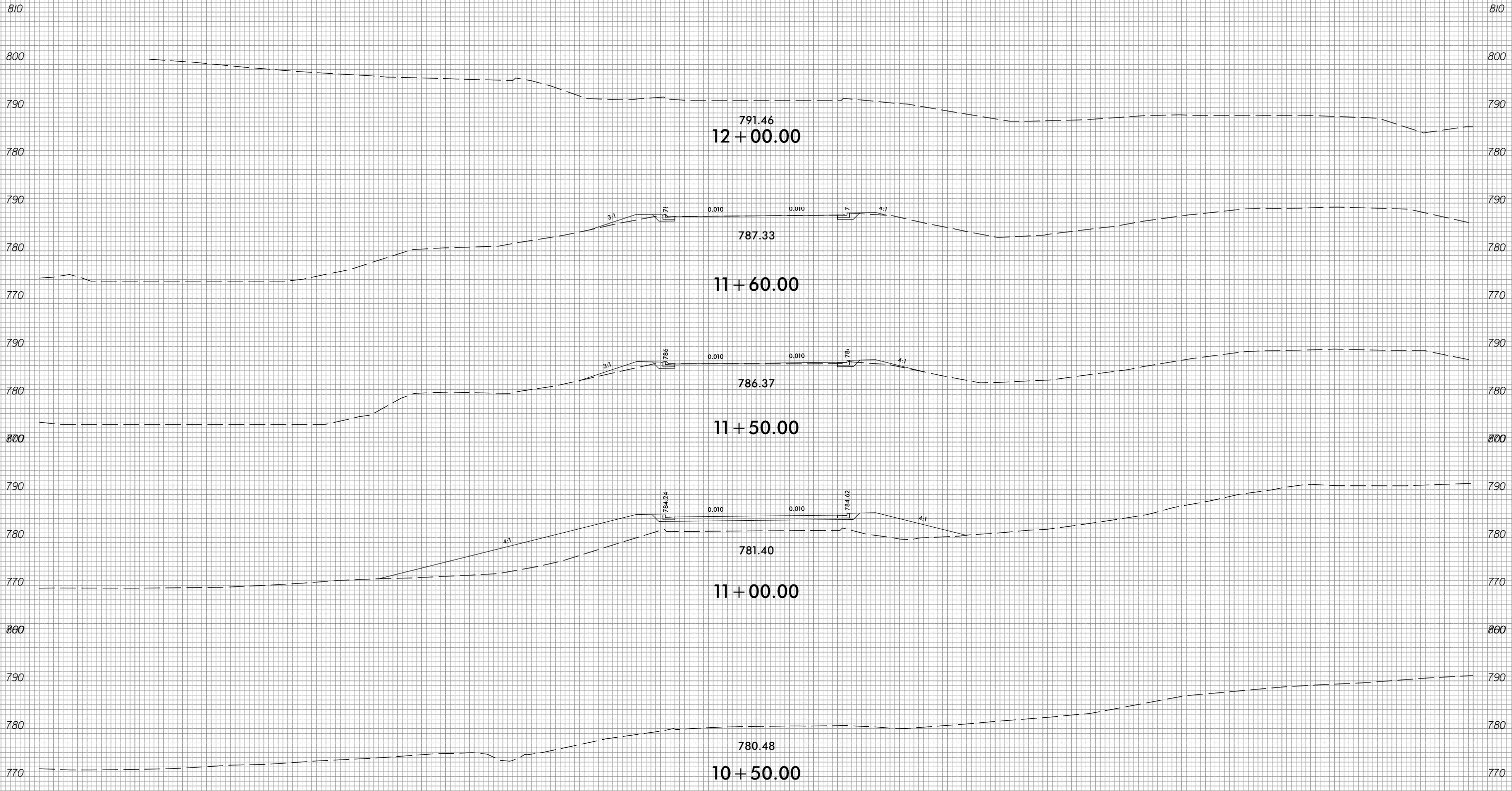


-DRWYI-

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-DRWY2-

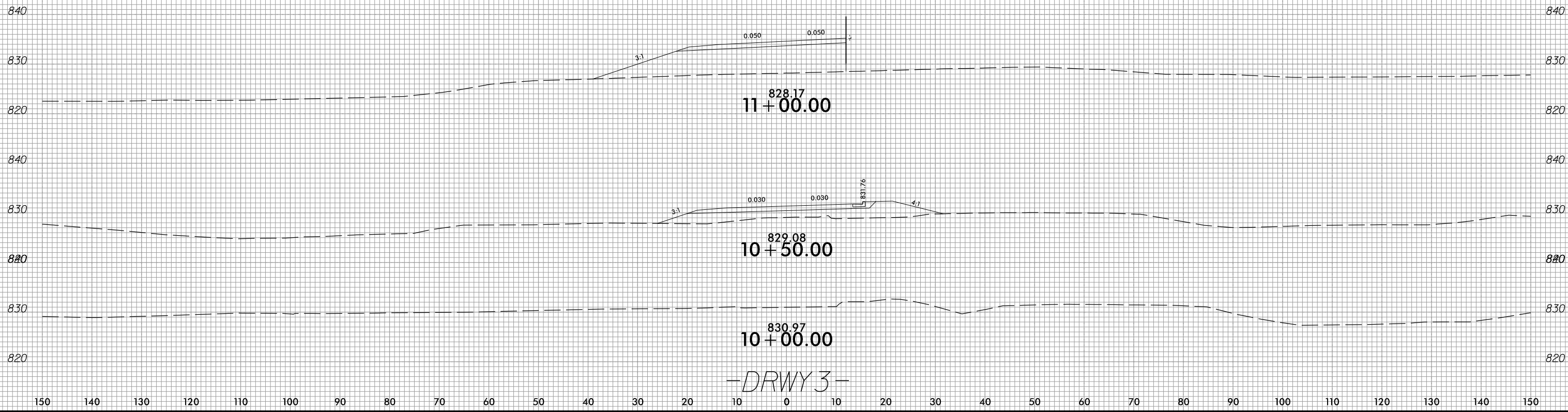
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-56

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3/3/2023
D:\Roadway\CorridorModeling\Minor Y and Drives\R3833C-rdy_DRWY3_XPL.dgn
J.Sarvis

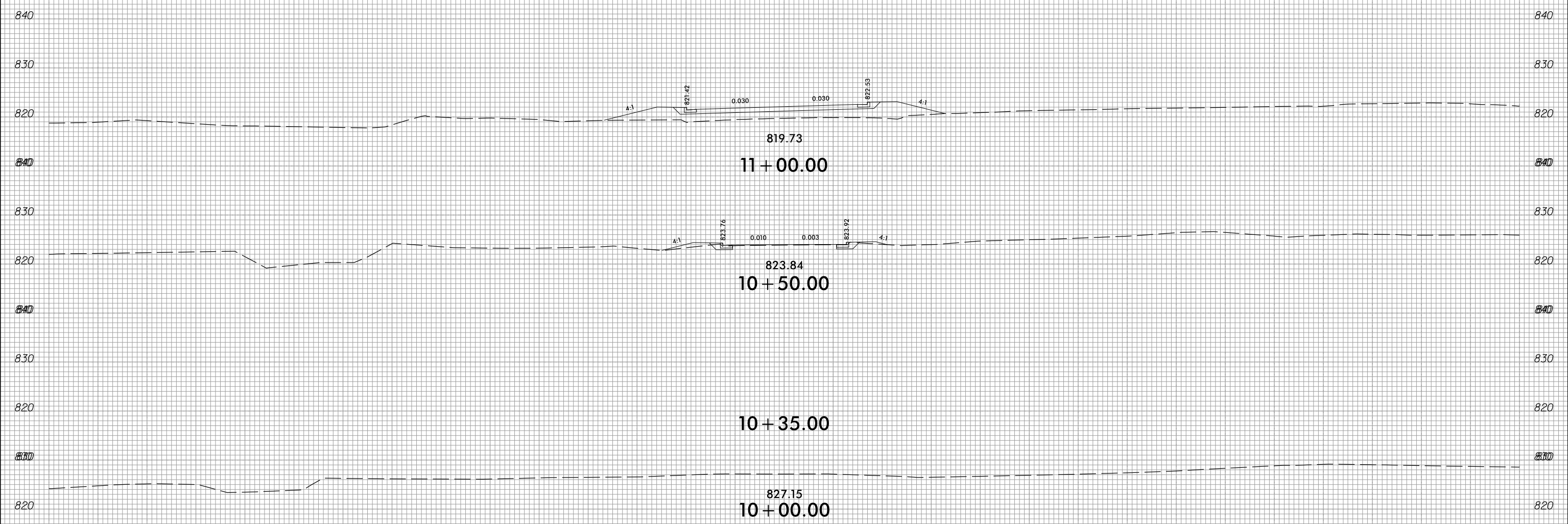
6/23/16



PROJ. REFERENCE NO.
R-3833C

SHEET NO.
X-57

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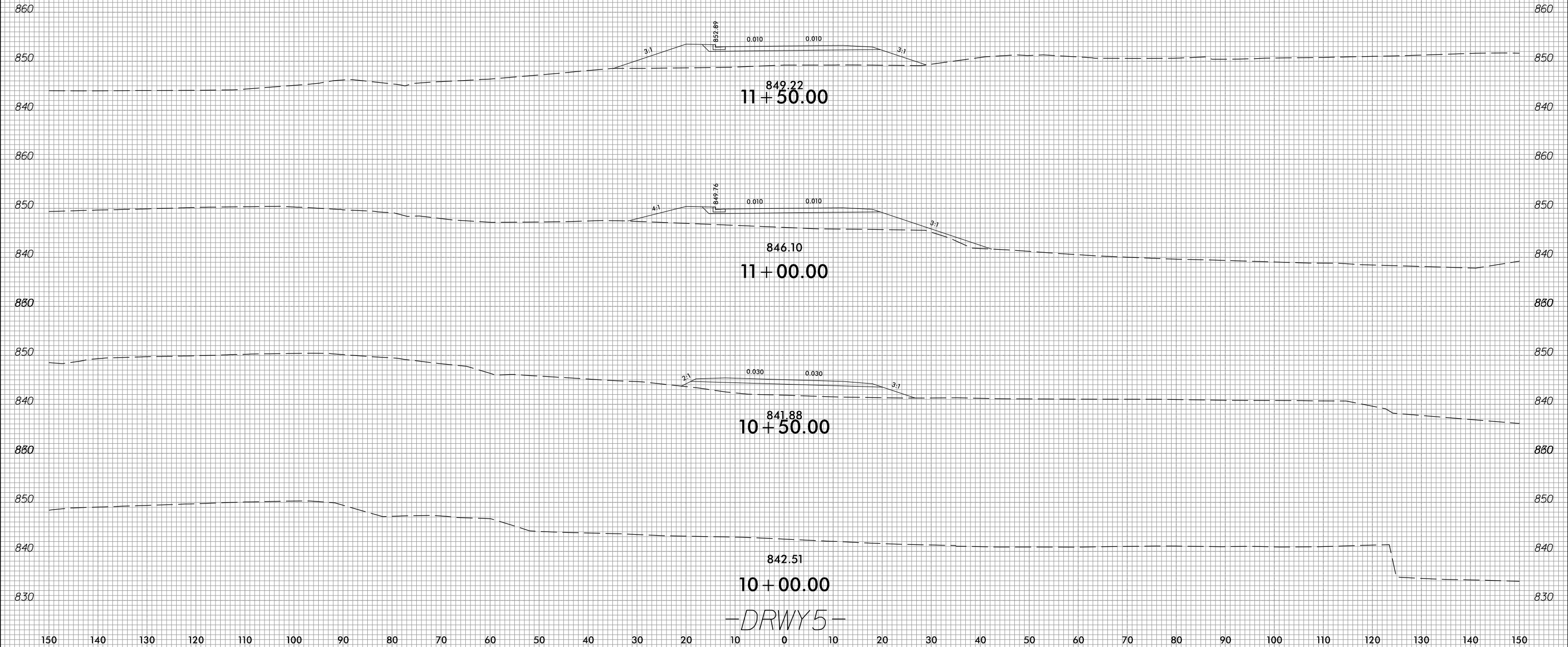


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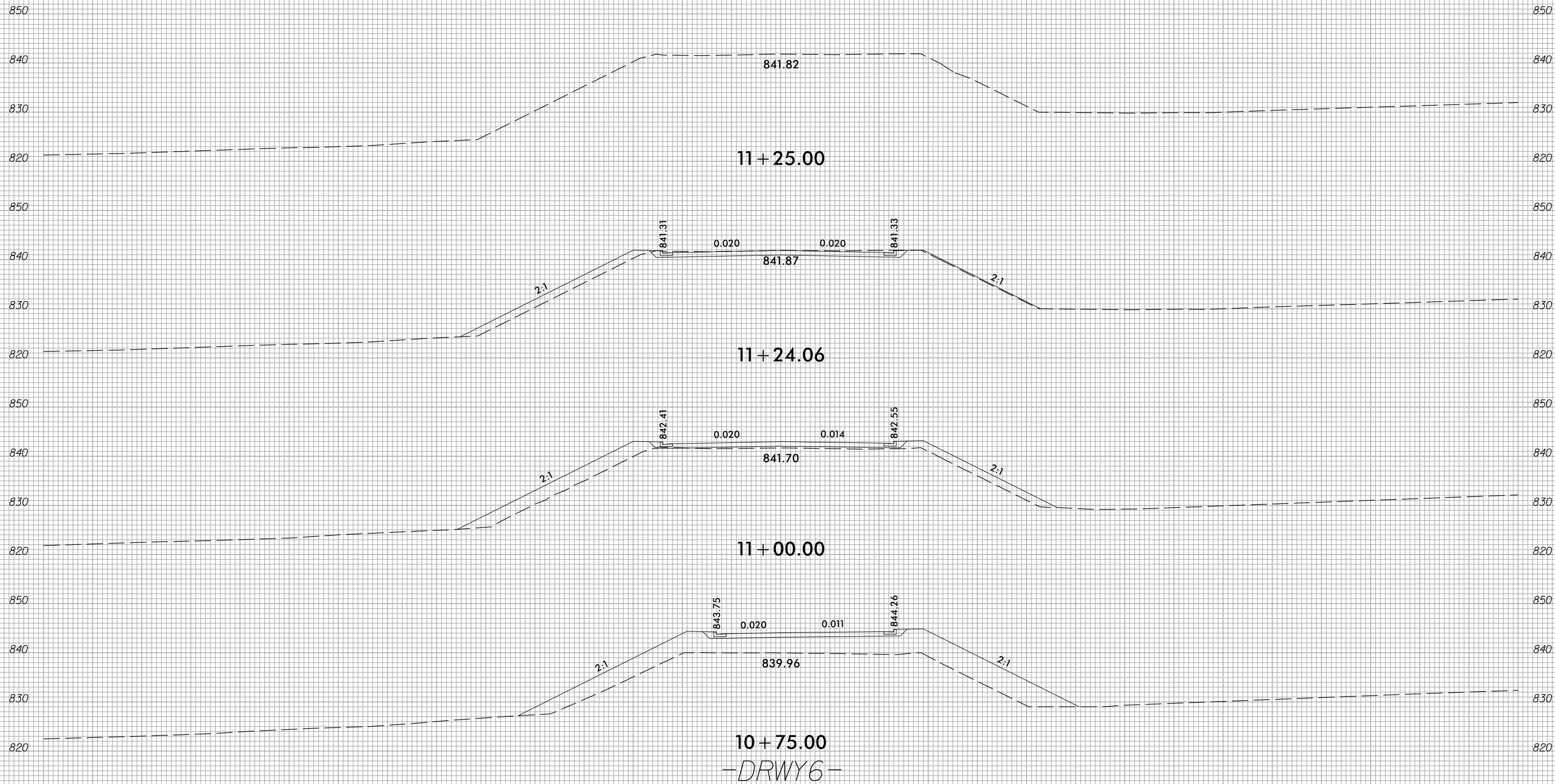
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J.Sarvis



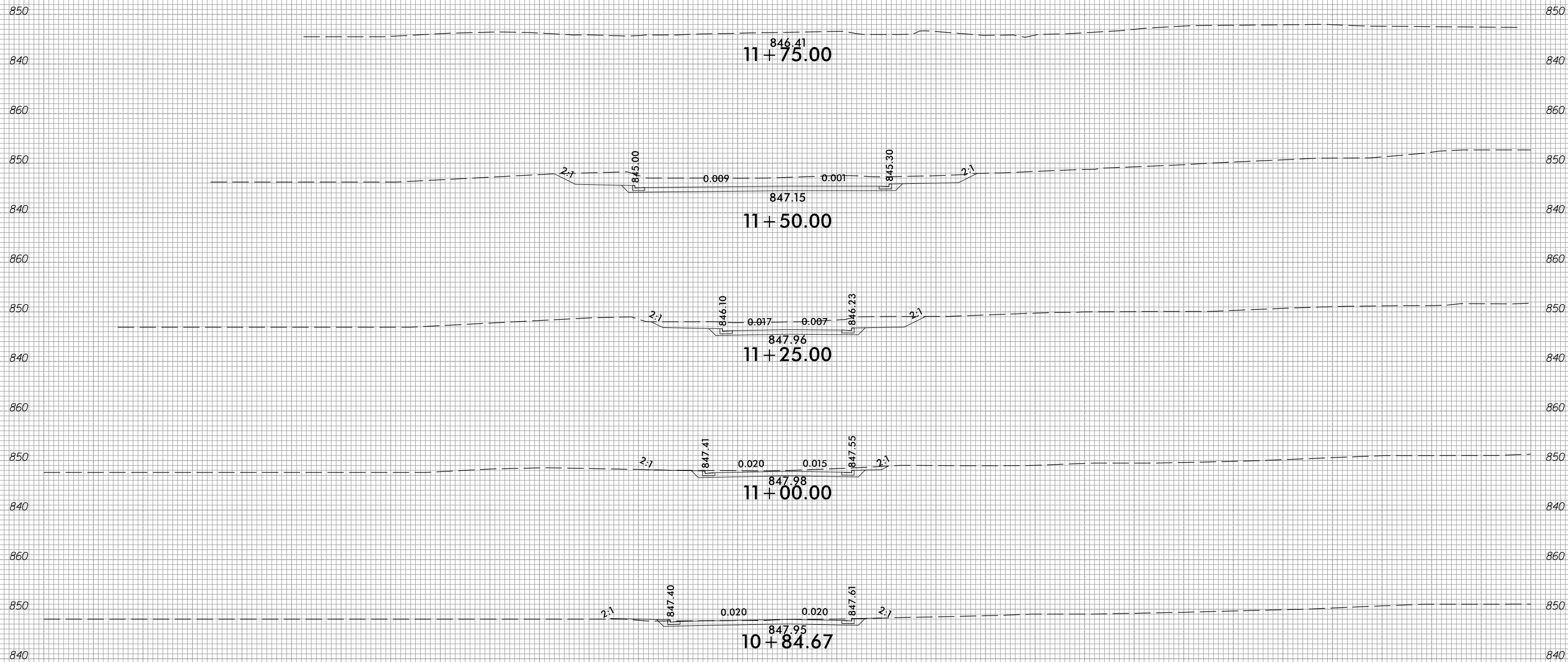
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—DRWY5—



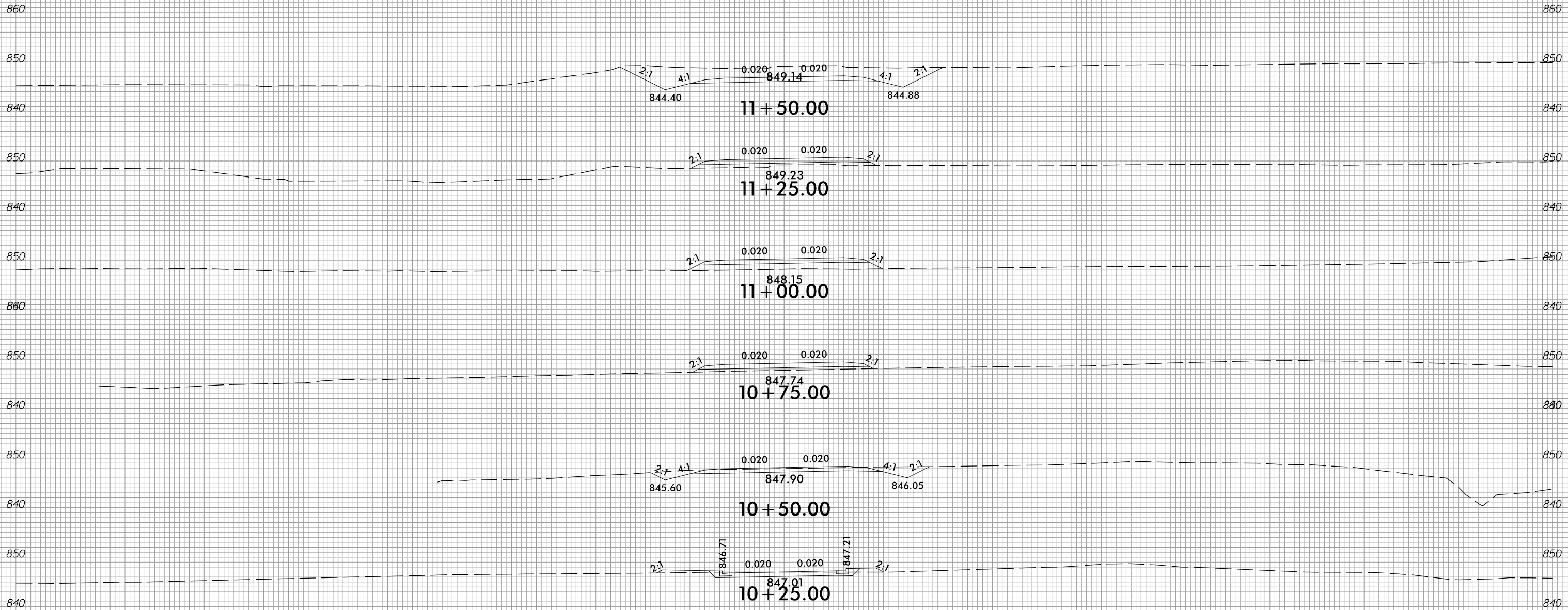
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-DRWY6-



-DRWY 7-



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



DRWY8