

U-4913A
CROSS SECTION INDEX

-L- SR 3174 (IDLEWILD ROAD)

-RDBT-

-Y1- SITE ACCESS A

-Y2- BARNEY DRIVE

-Y3- SR 3175 (STALLINGS ROAD)

-Y4- DAVIS TRACE DRIVE

-Y5- HOOKS ROAD

-Y6- SITE ACCESS B

X-02 THRU X-027

X-028 THRU X-032

X-033 THRU X-034

X-035

X-036 THRU X-054

X-055 THRU X-057

X-058 THRU X-059

X-060

5/26/20

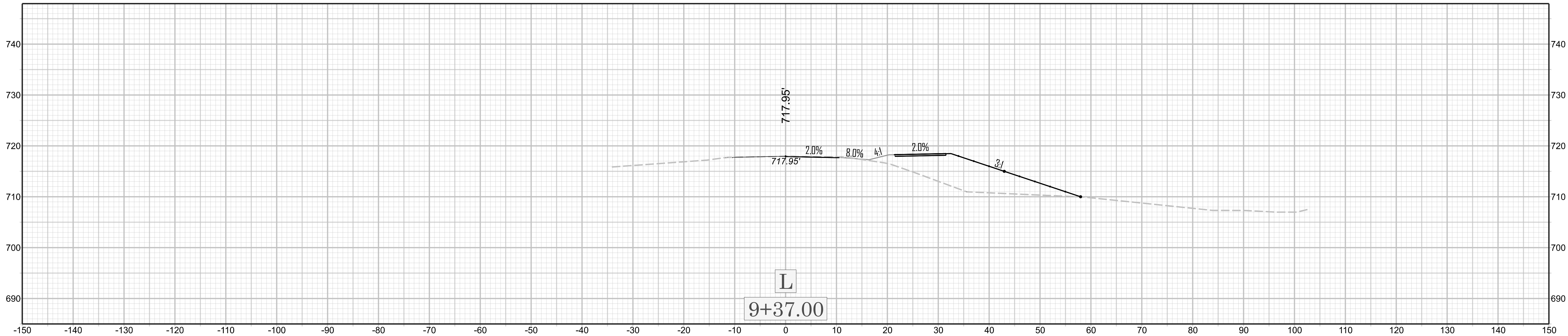
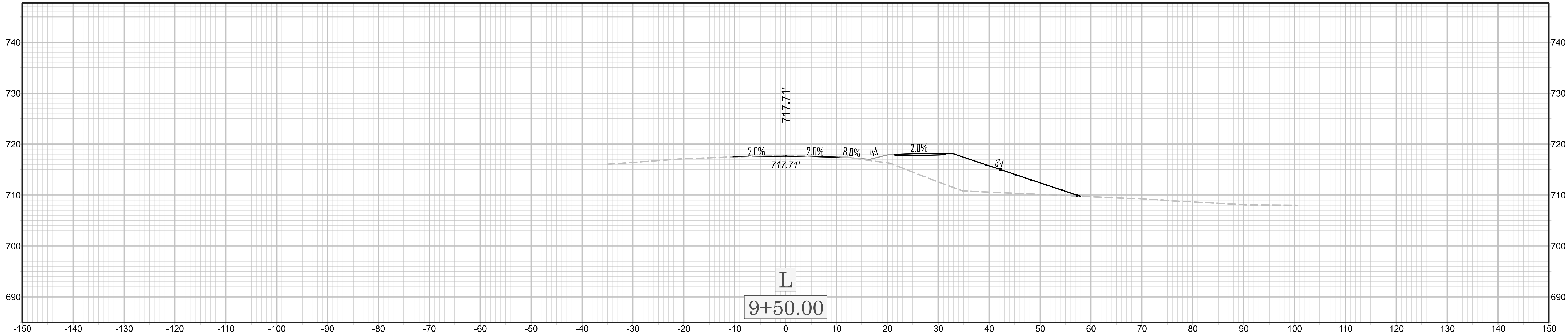
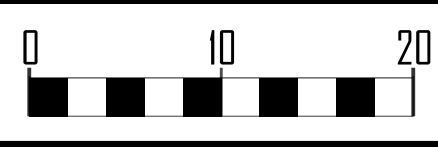
NOTE: EMBANKMENT COLUMN DOES NOT
INCLUDE BACKFILL FOR UNDERCUT

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

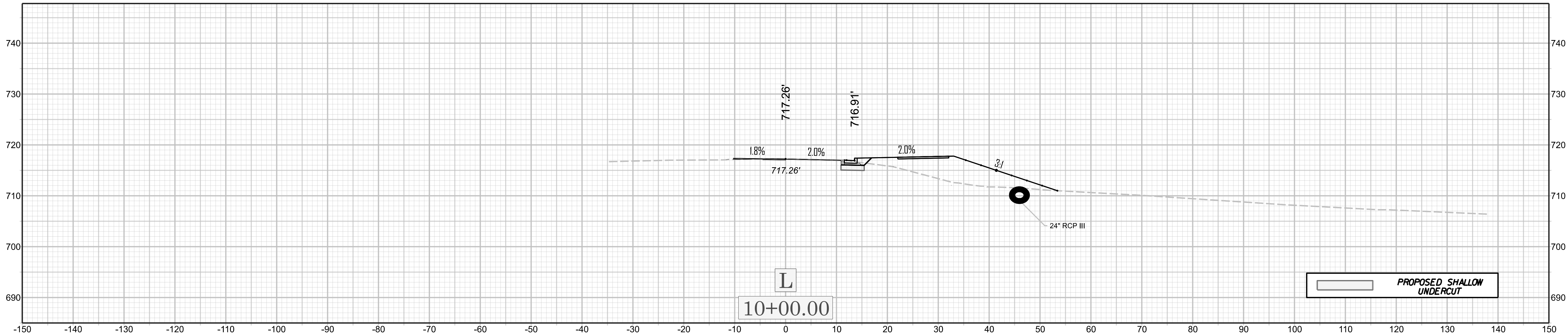
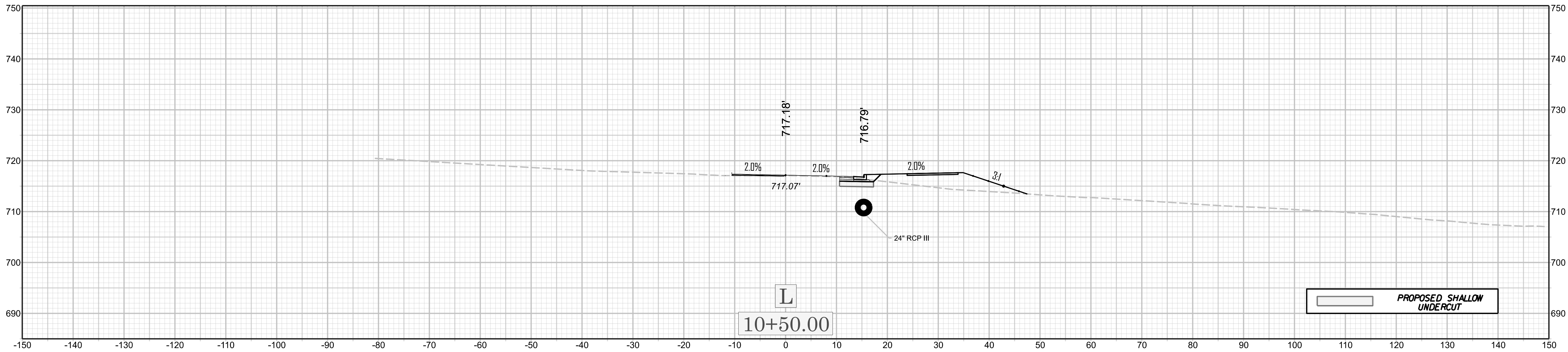
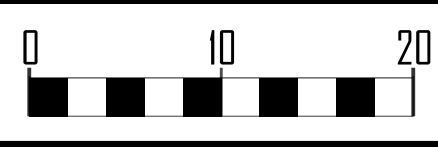
CROSS-SECTION SUMMARY

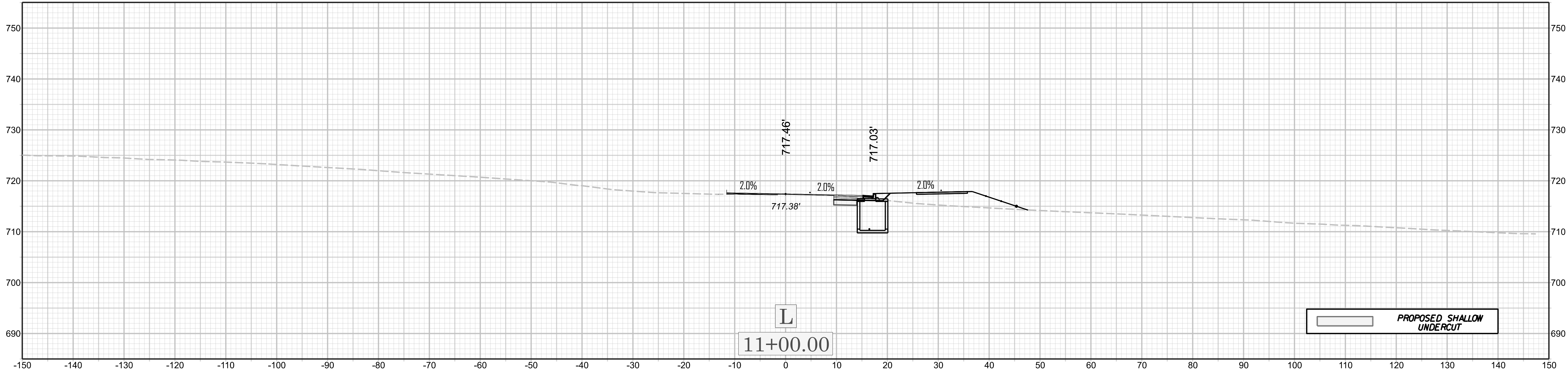
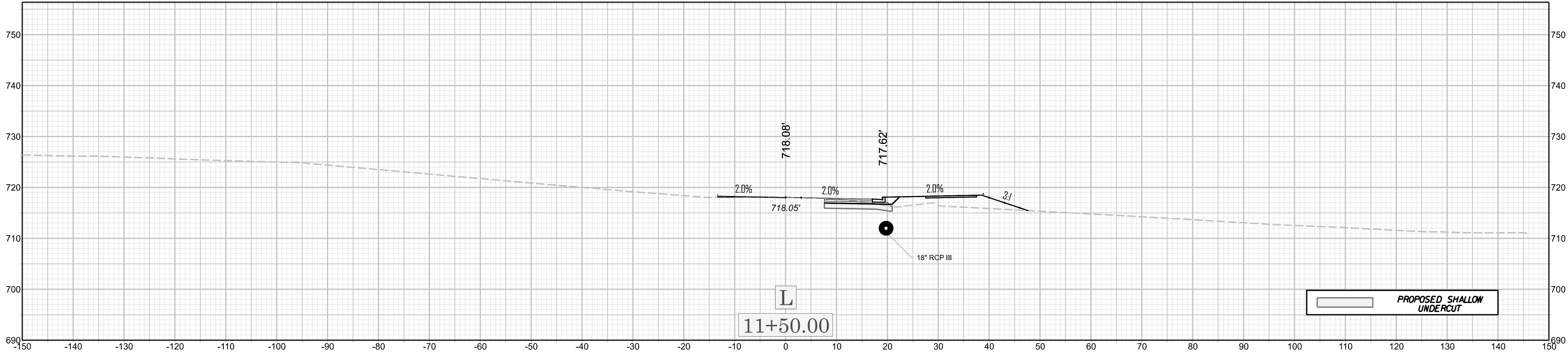
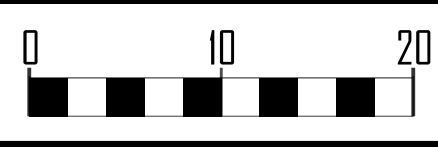
Quantities are approximate only. The Resident Engineer
will
recross-section the work accurately when the project is
staked out. These cross-section notes will be used in
computing the final quantities for which the contractor will
be paid.

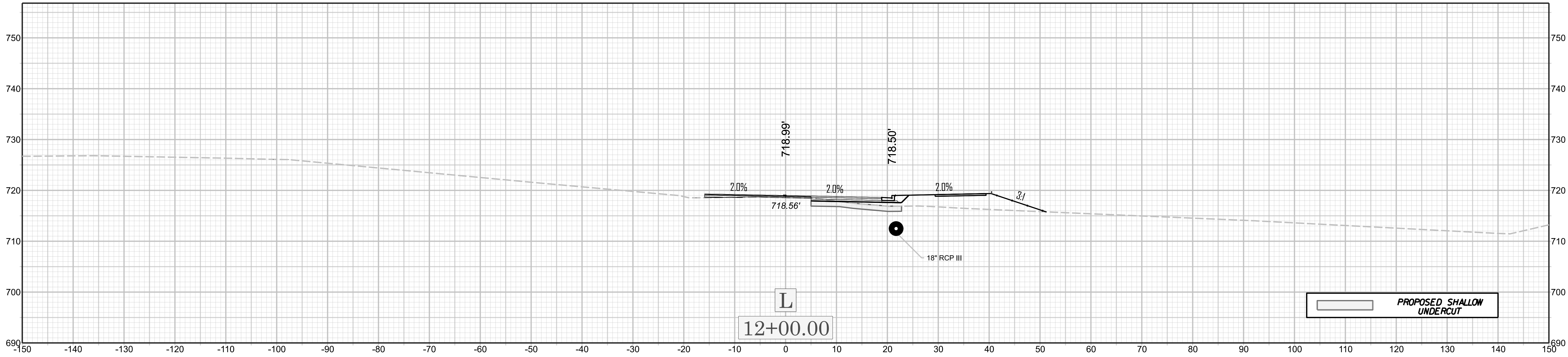
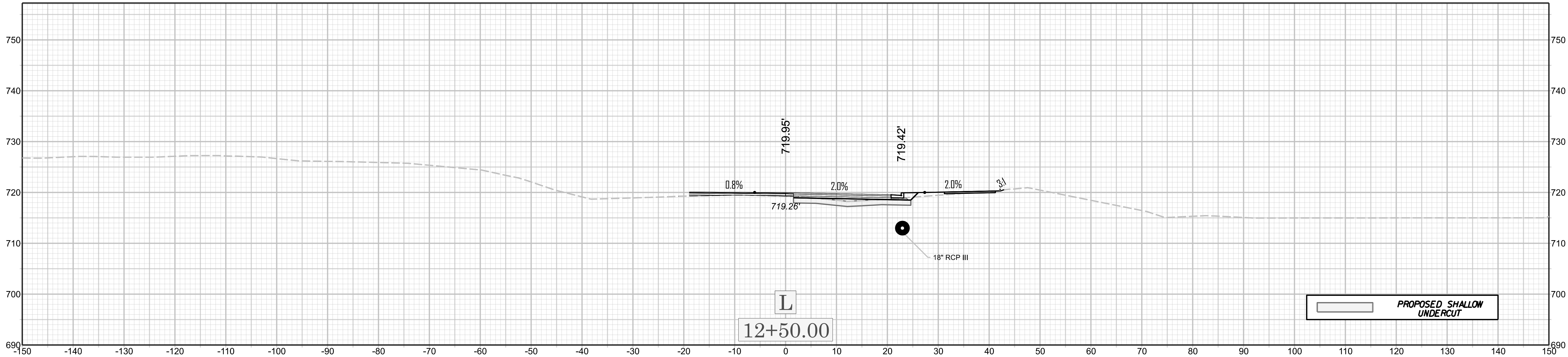
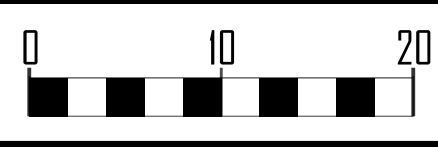
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L LT	(cu. yd.)	(cu. yd.)	(cu. yd.)	L RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	RDBT PH1	(cu. yd.)	(cu. yd.)	(cu. yd.)	Y3 LT- RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
9+37.00	13	0	0	9+37.00	14	154	0	10+00.00	0	0	0	18+00.00	316	106	0
9+50.00	7	0	0	9+50.00	7	73	0	10+50.00	14	779	0	18+00.00	211	12	0
10+00.00	30	0	0	10+00.00	26	243	0	11+00.00	30	455	0	18+50.00	211	12	0
10+50.00	21	0	0	10+50.00	12	153	0	11+50.00	7	495	0	19+00.00	189	53	0
11+00.00	19	0	0	11+00.00	8	88	0	11+66.38	0	452	0	19+50.00	168	102	0
11+50.00	18	0	0	11+50.00	10	82	0	12+00.00	0	0	0	20+00.00	154	111	0
12+00.00	17	0	0	12+00.00	7	89	0	12+50.00	0	0	0	20+50.00	140	112	0
12+50.00	6	0	0	12+50.00	3	70	0	13+00.00	0	0	0	21+00.00	20	248	0
13+00.00	2	5	0	13+00.00	1	35	0	13+50.00	0	0	0	21+50.00	0	586	0
13+50.00	7	17	0	13+50.00	3	18	0	13+95.84	0	0	0	22+00.00	0	649	0
14+00.00	9	12	0	14+00.00	7	23	0	Station	Uncl. Exc.	Embt	UnderCut	22+50.00	0	636	0
14+50.00	11	9	0	14+50.00	1	47	0	RDBT PH2	(cu. yd.)	(cu. yd.)	(cu. yd.)	23+00.00	5	579	0
15+00.00	12	10	0	15+00.00	4	30	0					23+50.00	312	274	0
15+50.00	8	24	0	15+50.00	4	49	0					24+00.00	594	70	0
16+00.00	9	8	0	16+00.00	7	15	0	10+50.00	0	0	0	24+50.00	722	16	0
16+50.00	13	5	0	16+50.00	9	12	0	11+00.00	0	0	0	25+00.00	1020	16	0
17+00.00	19	11	0	17+00.00	13	22	0	11+50.00	0	0	0	25+50.00	1234	3	0
17+50.00	27	2	0	17+50.00	3	28	0	11+66.38	0	0	0	26+00.00	969	2	0
18+00.00	12	16	0	18+00.00	0	71	0	12+00.00	117	520	0	26+50.00	925	0	0
18+50.00	10	21	0	18+50.00	0	59	0	12+50.00	137	366	0	27+00.00	765	0	0
19+00.00	9	21	0	19+00.00	0	98	0	13+00.00	336	320	0	27+50.00	588	0	0
19+50.00	3	36	0	19+50.00	0	181	0	13+50.00	221	0	0	28+00.00	362	14	0
20+00.00	0	71	0	20+00.00	0	160	0	13+95.84	250	0	0	28+50.00	191	45	0
20+50.00	0	78	0	20+50.00	0	107	0	Station	Uncl. Exc.	Embt	UnderCut	29+00.00	34	62	0
21+00.00	0	113	0	21+00.00	1	63	0	Y1 LT-RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	29+50.00	12	88	0
21+50.00	0	85	0	21+50.00	0	36	0					30+00.00	47	138	0
25+50.00	0	382	0	25+50.00	11	35	0					30+50.00	58	160	0
26+00.00	5	246	0	26+00.00	13	39	0	10+22.00	25	0	0	31+00.00	42	5	0
26+50.00	12	97	0	26+50.00	20	40	0	10+50.00	61	13	0	31+38.00	9	2	0
27+00.00	27	21	0	27+00.00	23	43	0	Station	Uncl. Exc.	Embt	UnderCut	Station	Uncl. Exc.	Embt	UnderCut
27+50.00	11	23	0	27+50.00	31	38	0	Y2 LT-RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	Y4 LT-RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
28+00.00	11	17	0	28+00.00	18	39	0	10+22.00	2	0	0	11+57.77	0	0	0
28+50.00	4	15	0	28+50.00	12	60	0	10+50.00	22	22	0	12+00.00	34	4	0
29+00.00	3	15	0	29+00.00	46	41	0	10+80.38	19	4	0	12+50.00	0	0	0
29+50.00	6	13	0	29+50.00	27	52	0	Station	Uncl. Exc.	Embt	UnderCut	12+67.50	0	0	0
30+00.00	8	8	0	30+00.00	9	36	0	Y3 LT- RT	(cu. yd.)	(cu. yd.)	(cu. yd.)	Station	Uncl. Exc.	Embt	UnderCut
30+50.00	13	4	0	30+50.00	7	51	0					Station	Uncl. Exc.	Embt	UnderCut
31+00.00	10	6	0	31+00.00	6	53	0					Y5 LT-RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
31+50.00	6	11	0	31+50.00	6	28	0	11+89.53	84	91	0	10+33.75	0	0	0
32+00.00	5	12	0	32+00.00	6	32	0	12+00.00	23	28	0	10+50.00	28	32	0
32+50.00	5	13	0	32+50.00	5	39	0	12+50.00	93	136	0	11+00.00	28	78	0
33+00.00	6	11	0	33+00.00	6	37	0	13+00.00	160	122	0	11+05.00	0	0	0
33+50.00	6	9	0	33+50.00	7	32	0	13+50.00	245	85	0	Station	Uncl. Exc.	Embt	UnderCut
34+00.00	7	9	0	34+00.00	8	31	0	14+00.00	290	89	0	Y6 LT- RT	(cu. yd.)	(cu. yd.)	(cu. yd.)
34+50.00	37	2	0	34+50.00	61	6	0	14+50.00	203	61	0				
35+00.00	43	0	0	35+00.00	72	0	0	15+00.00	187	46	0				
35+50.00	38	0	0	35+50.00	69	0	0	15+50.00	139	39	0	10+33.75	1	0	0
36+00.00	34	0	0	36+00.00	67	0	0	16+00.00	193	8	0	10+50.00	33	22	0
36+50.00	41	0	0	36+50.00	77	0	0	16+50.00	275	2	0	10+91.41	31	184	0
37+00.00	6	0	0	37+00.00	10	0	0	17+00.00	353	33	0				
37+43.00	0	0	0	37+43.00	0	0	0	17+50.00	373	13	0				

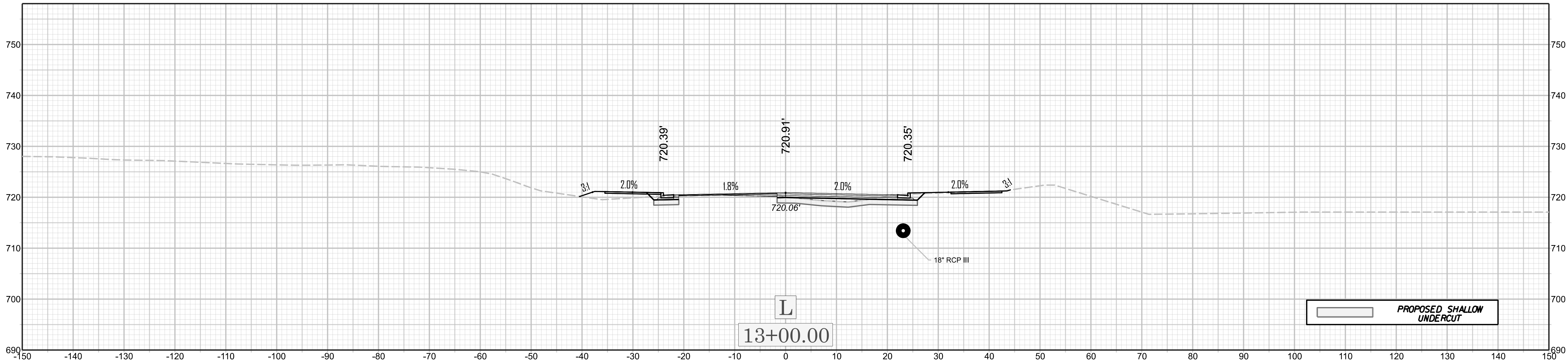
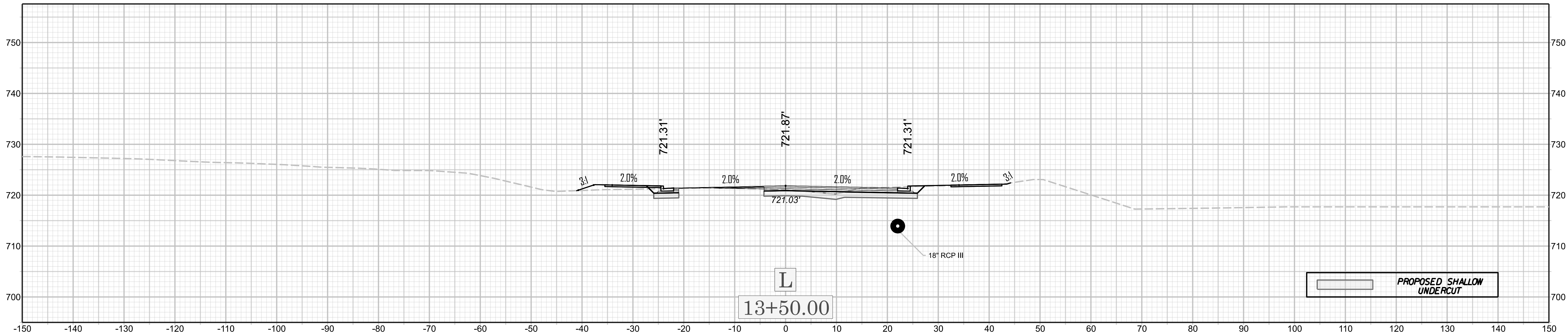
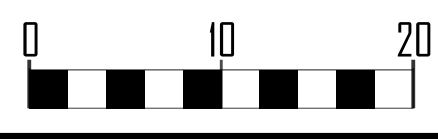


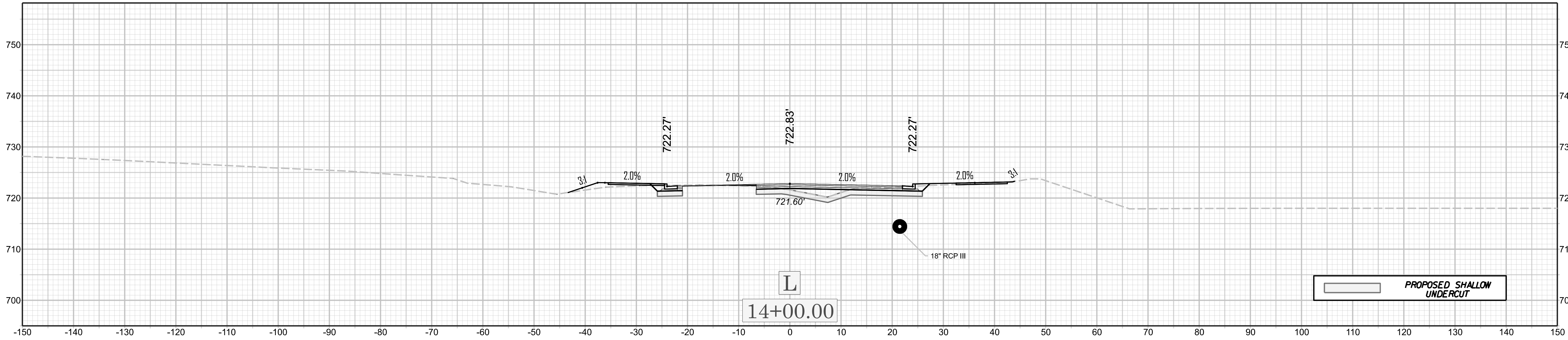
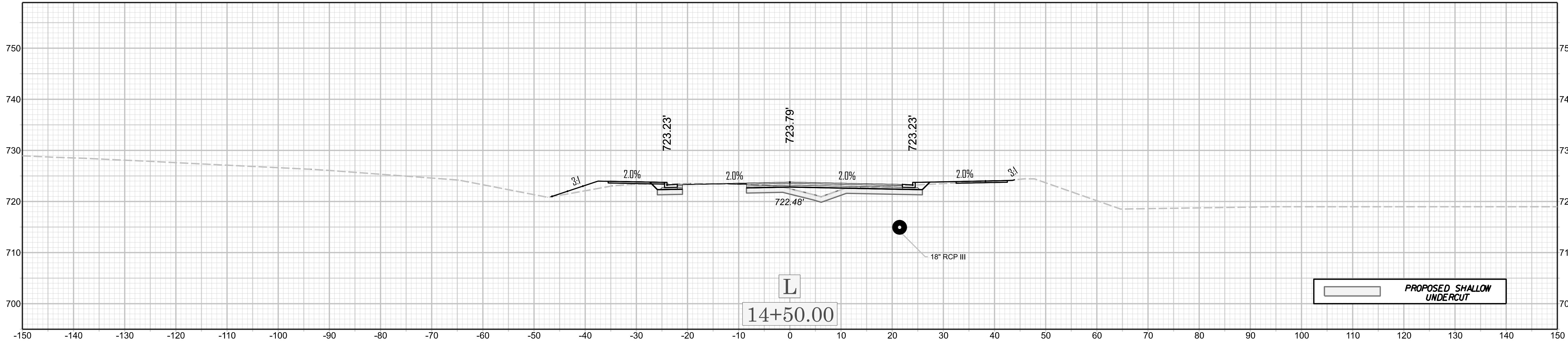
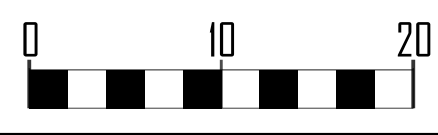
BEGIN TIP PROJECT U-4913A
BEGIN CONSTRUCTION -L- STA 9+37.00

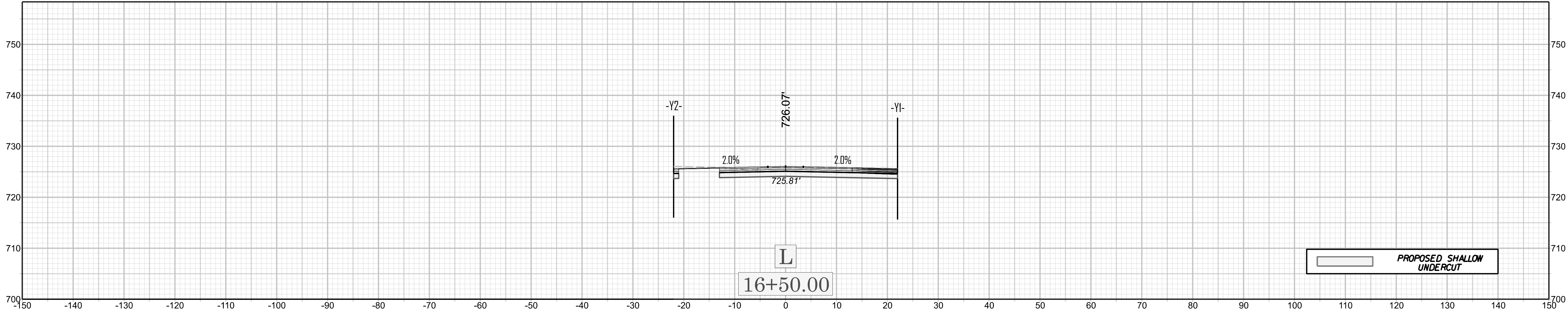
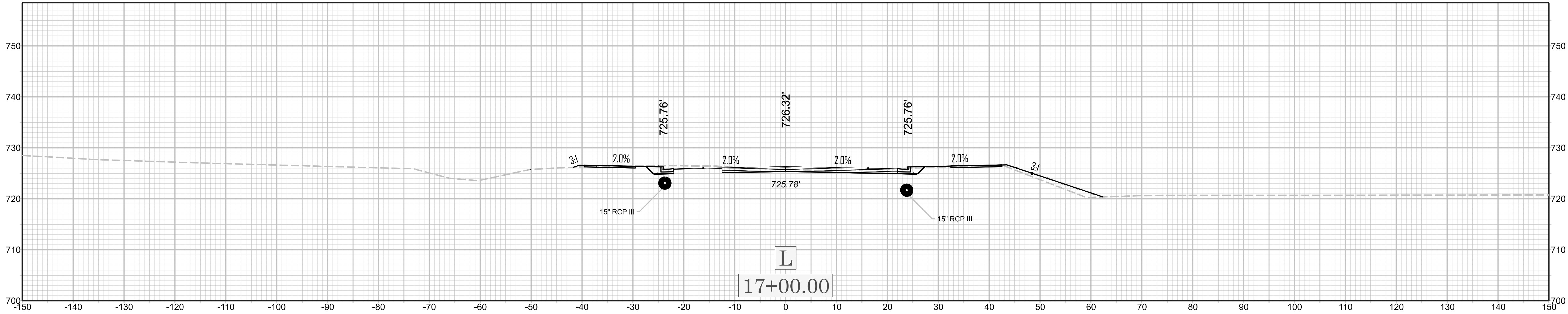
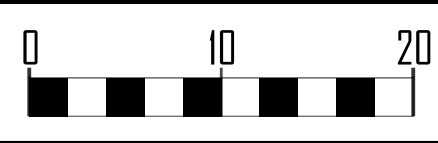




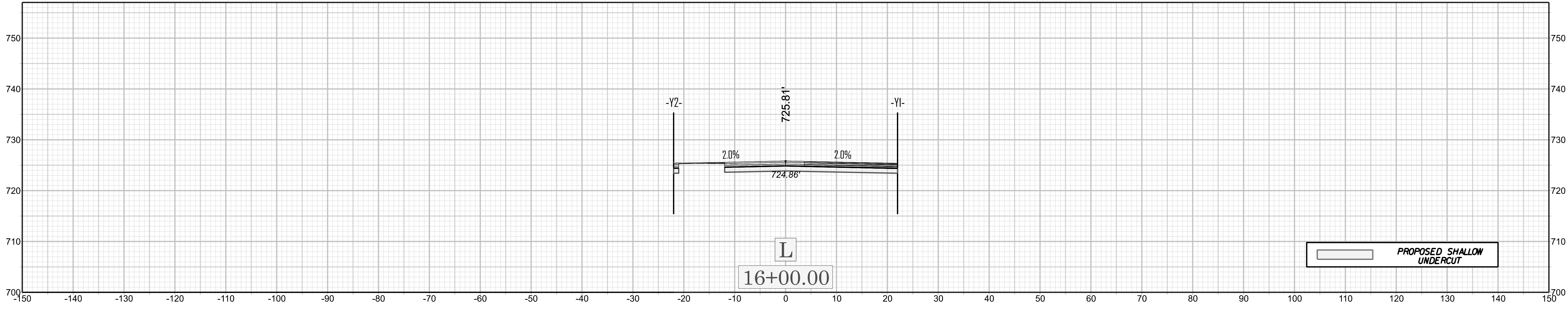




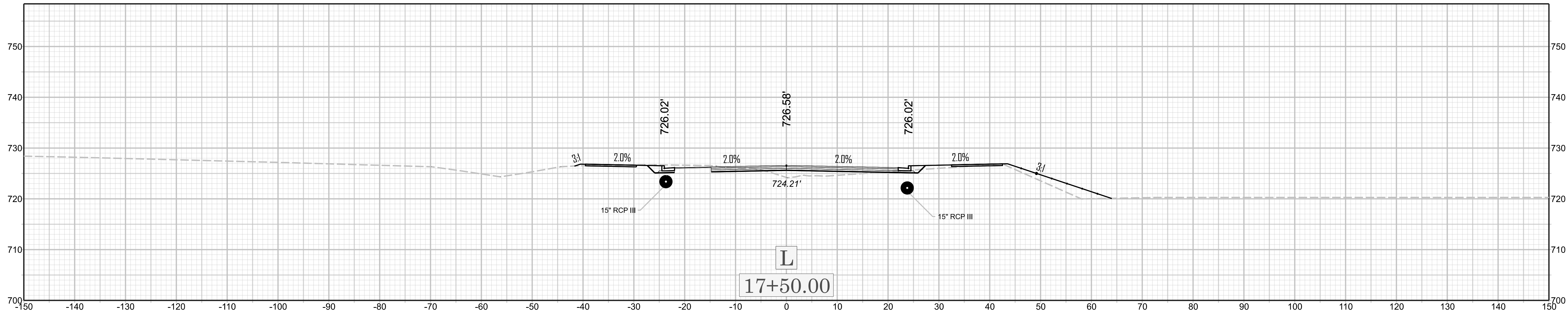
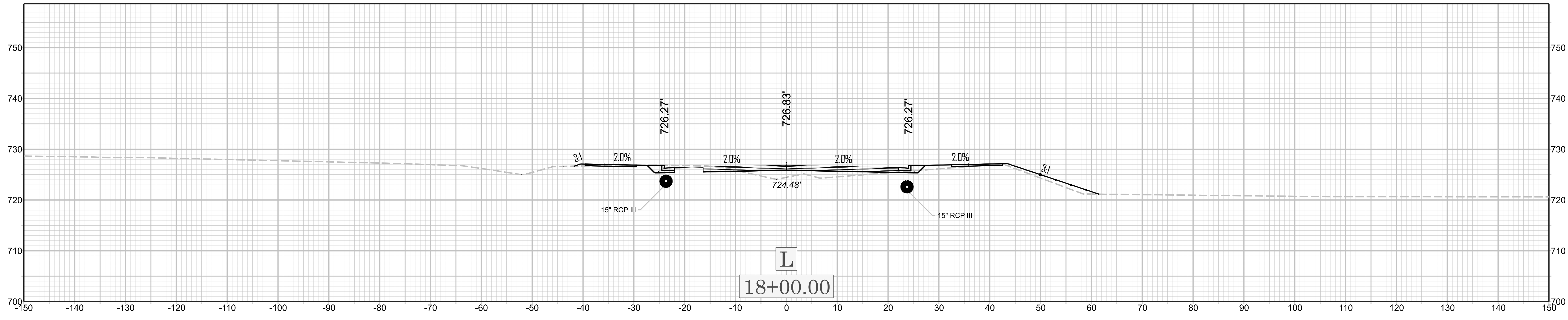
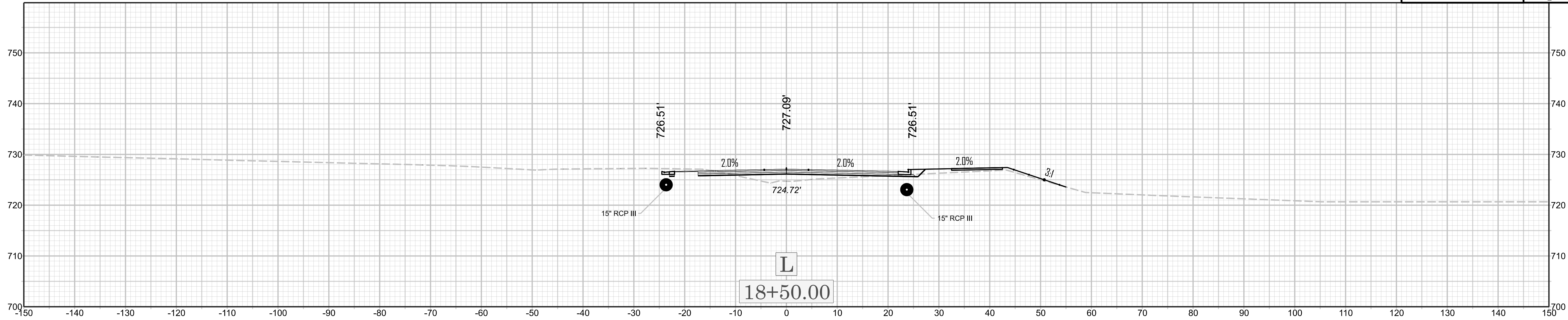
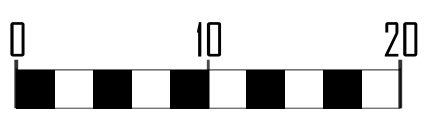


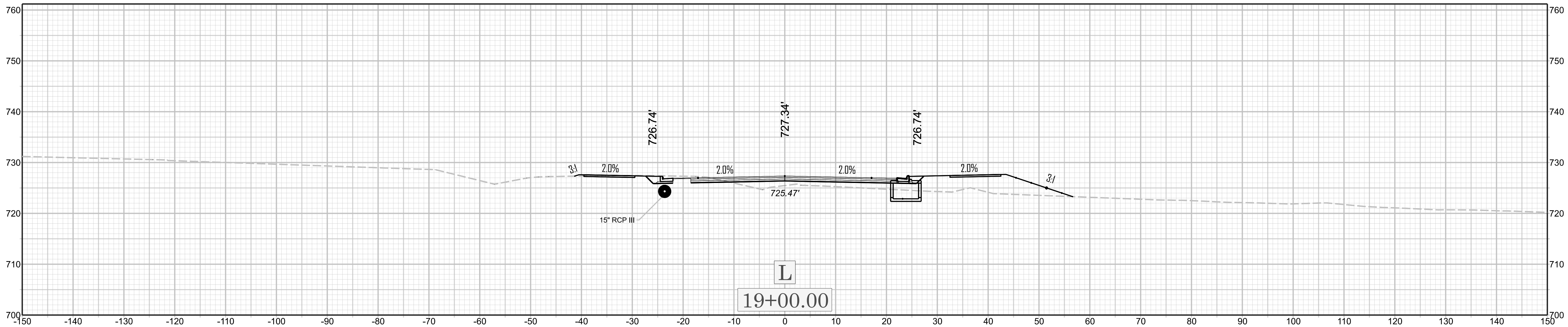
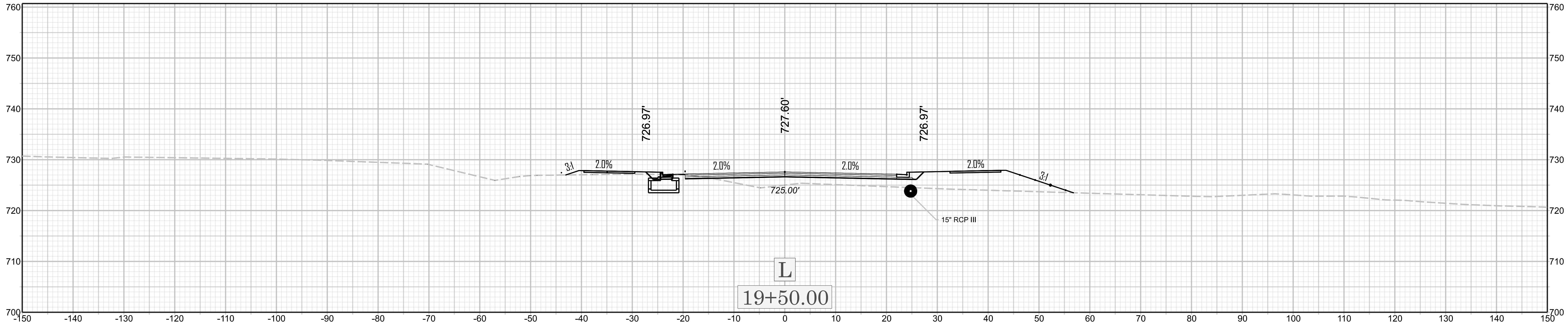
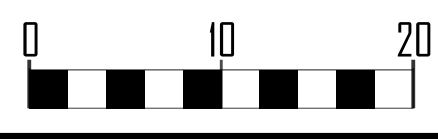


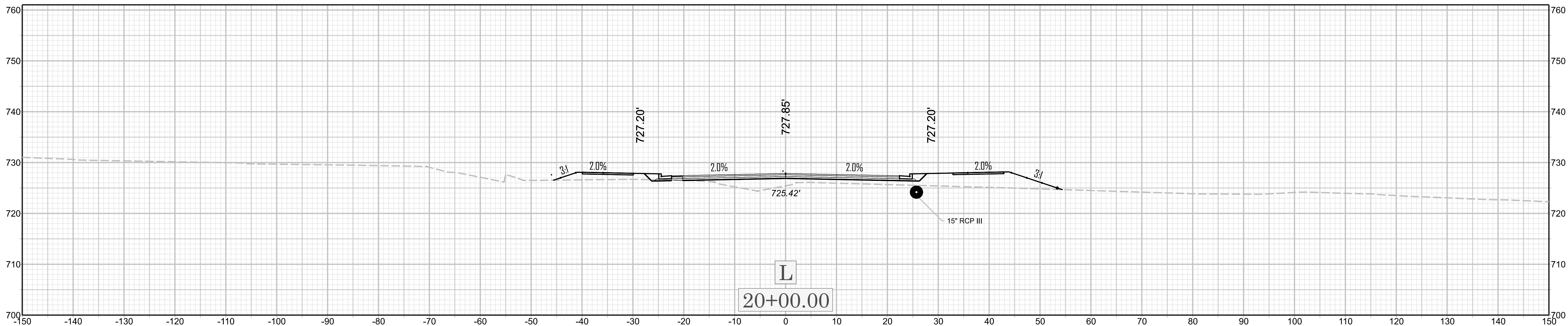
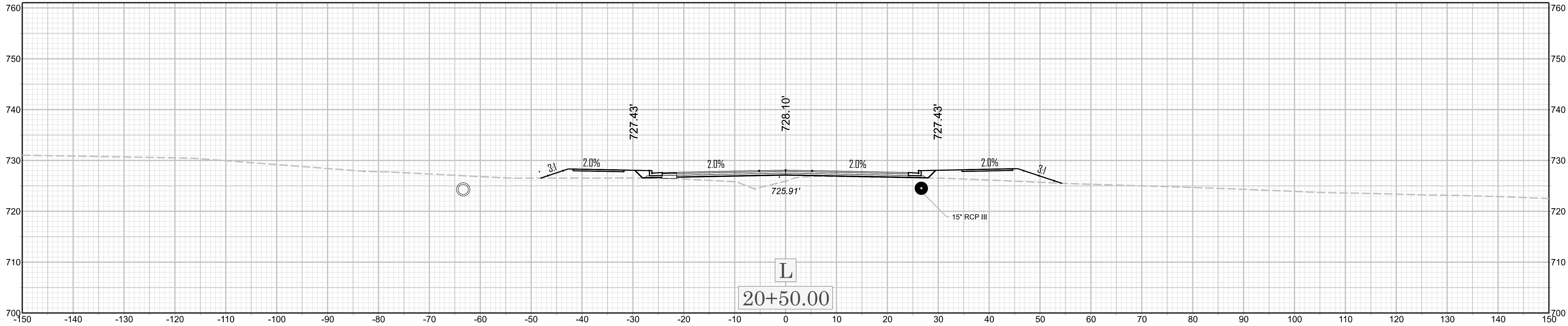
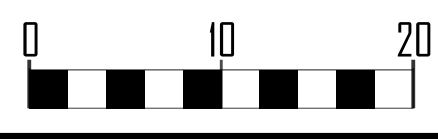
PROPOSED SHALLOW UNDERCUT

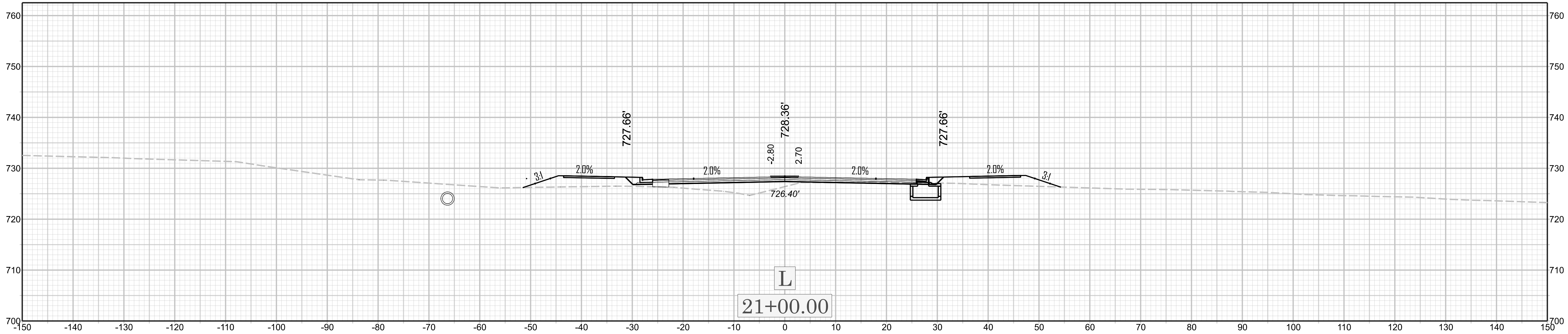
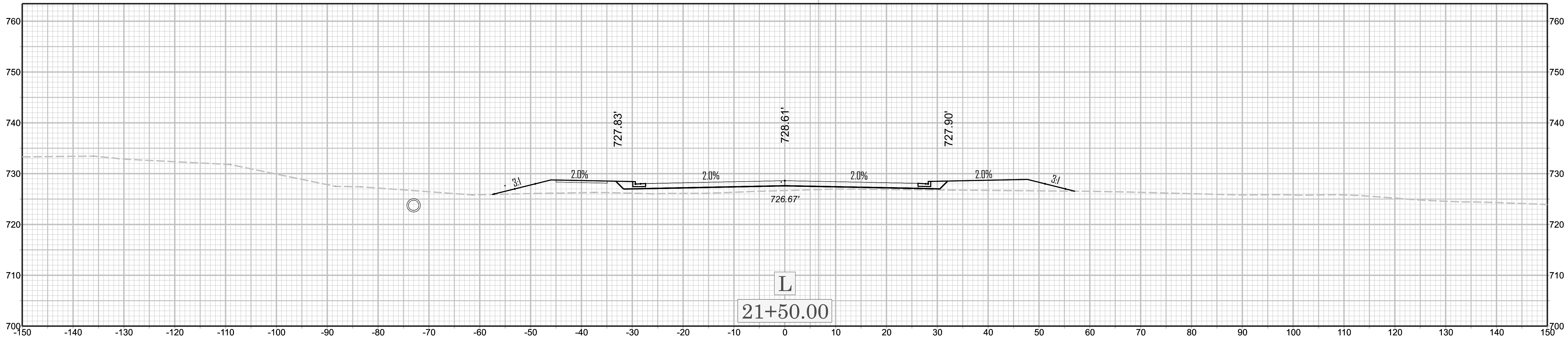
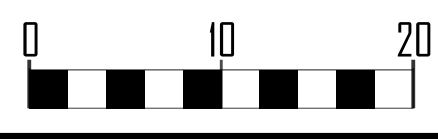


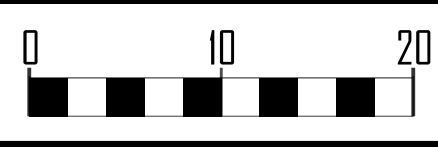
PROPOSED SHALLOW UNDERCUT



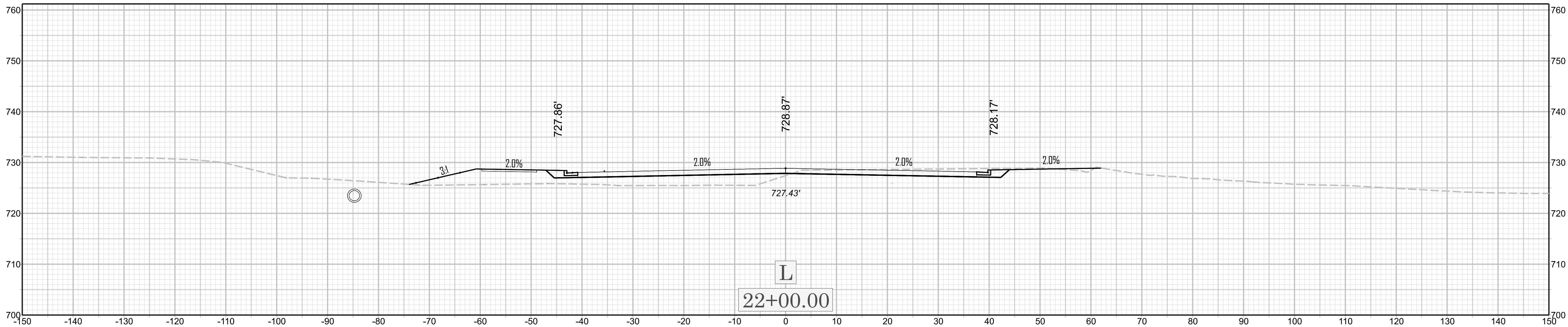
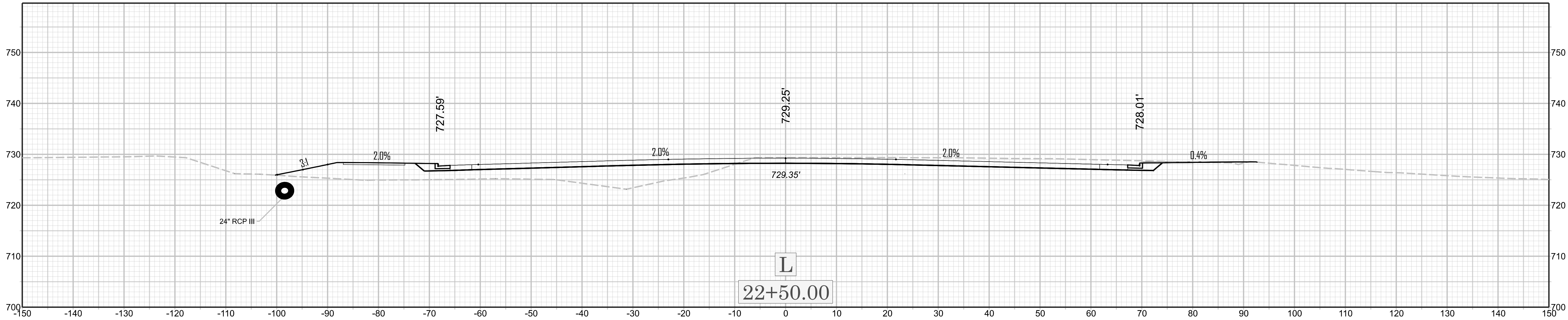


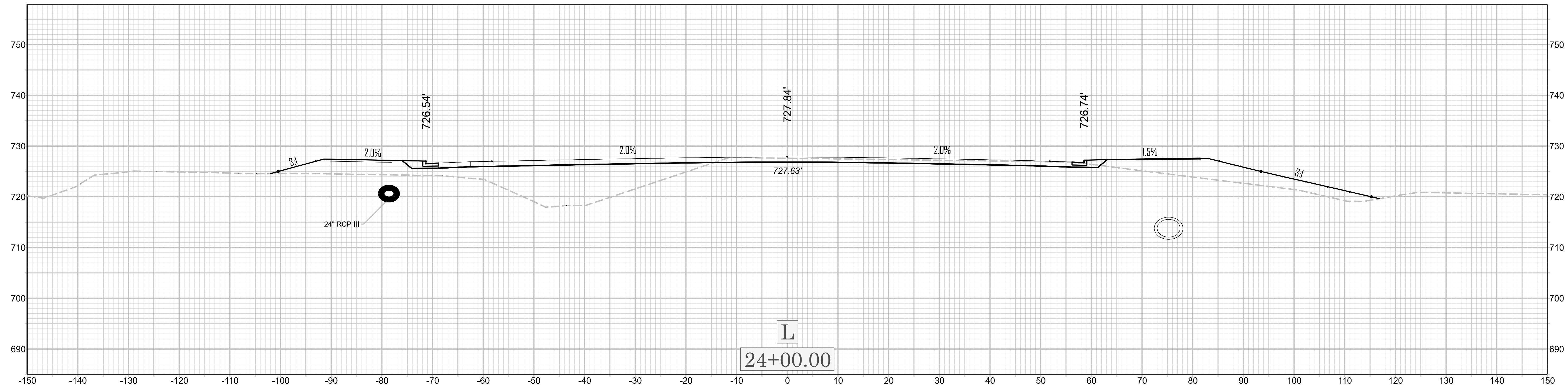
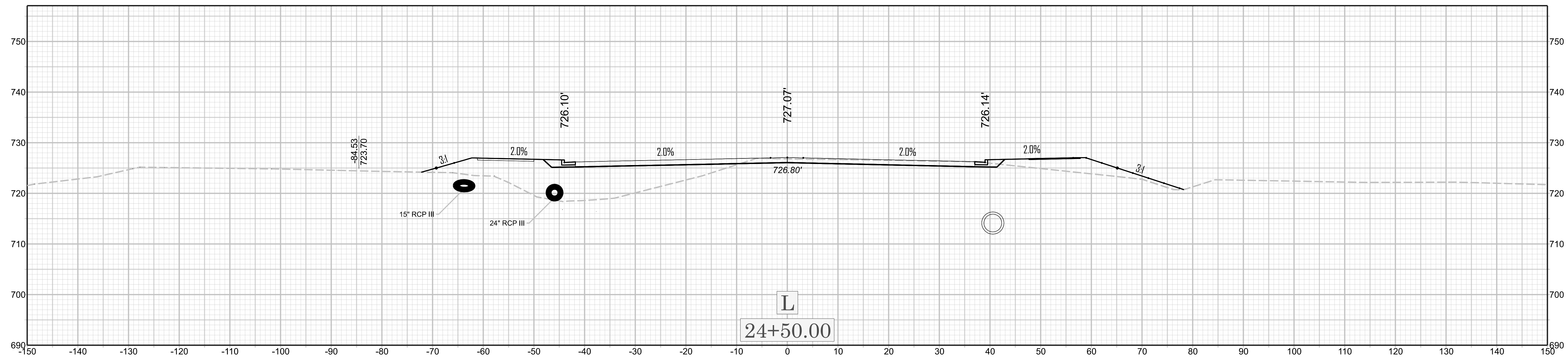
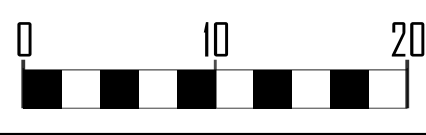




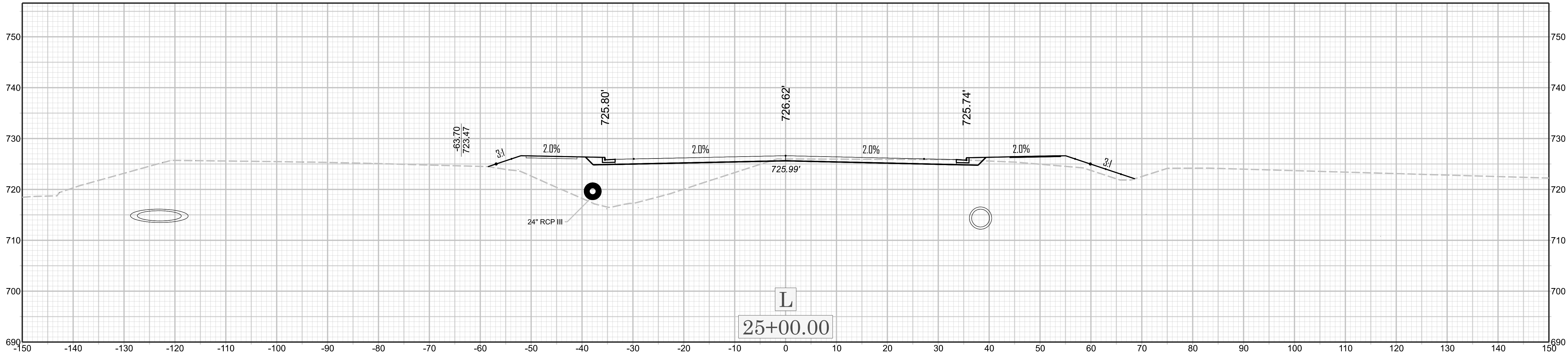
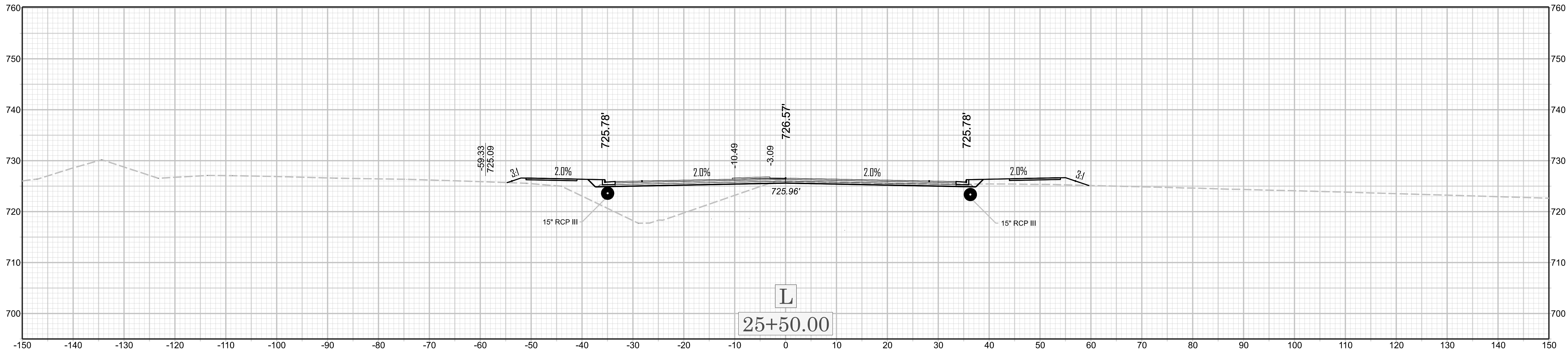
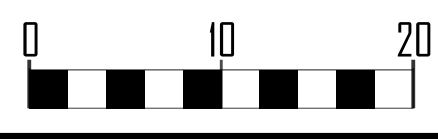


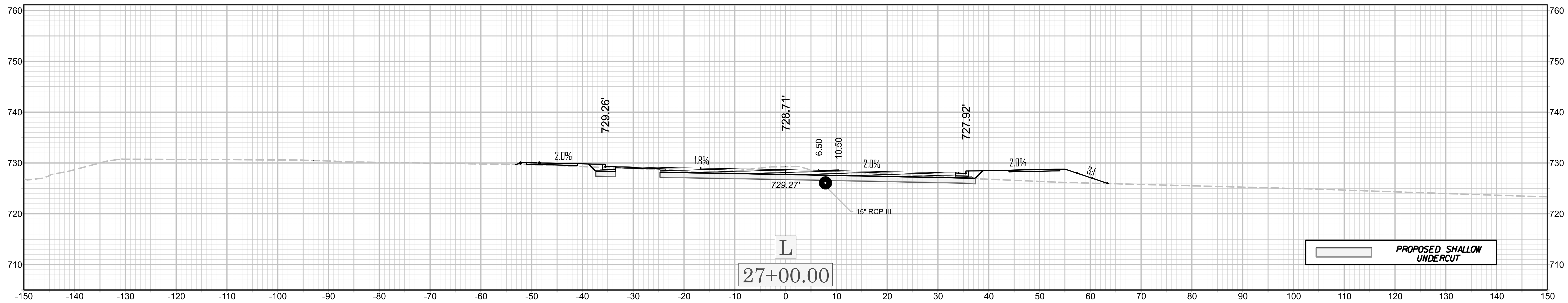
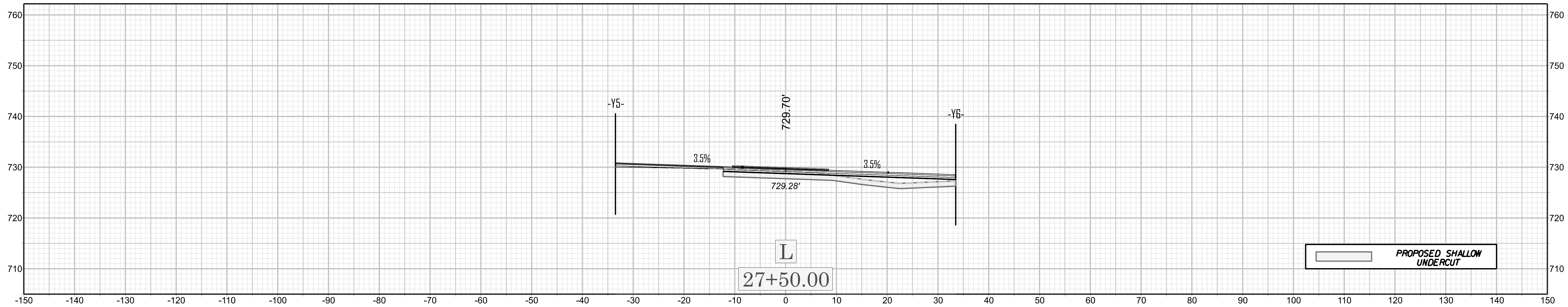
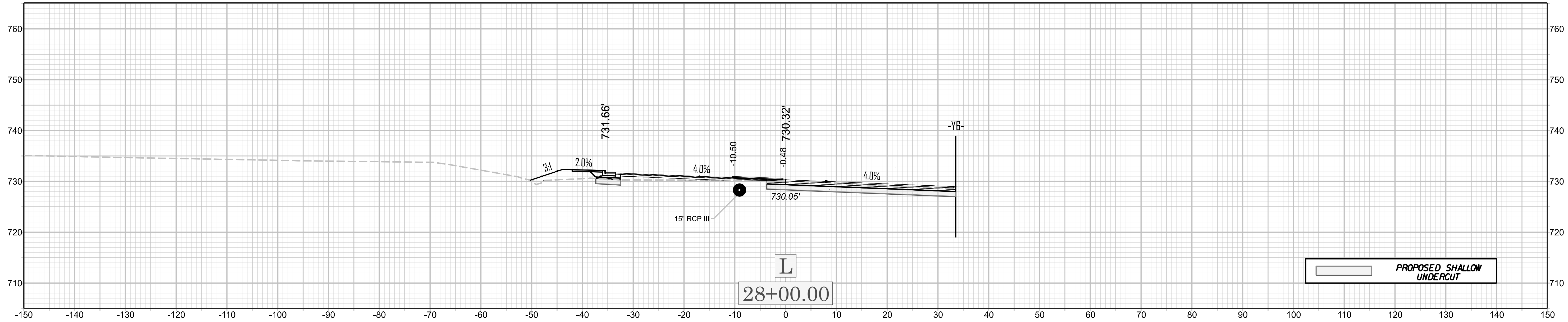
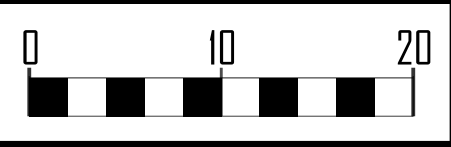
END GRADE
-L- STA 22+59.14 =
-RDBT- STA 10+00.00

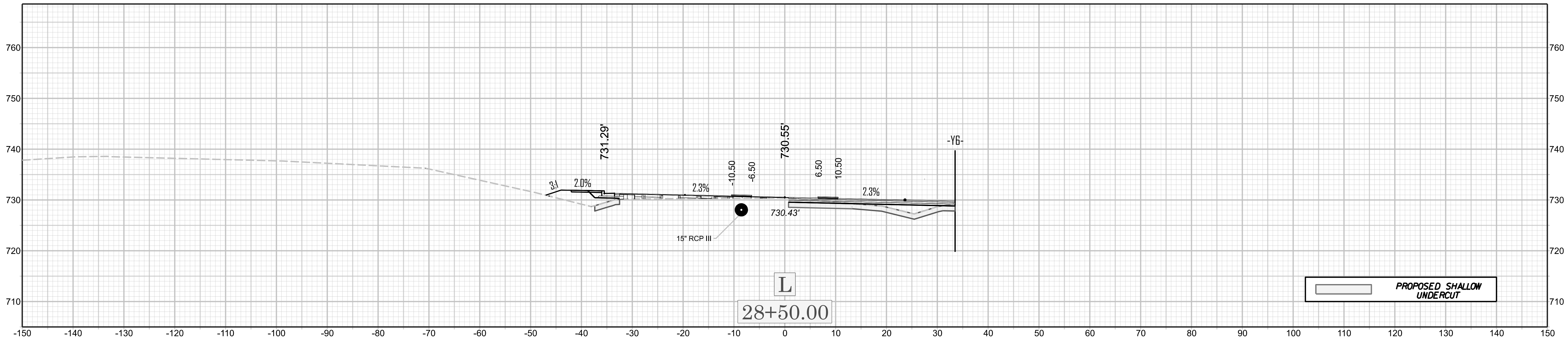
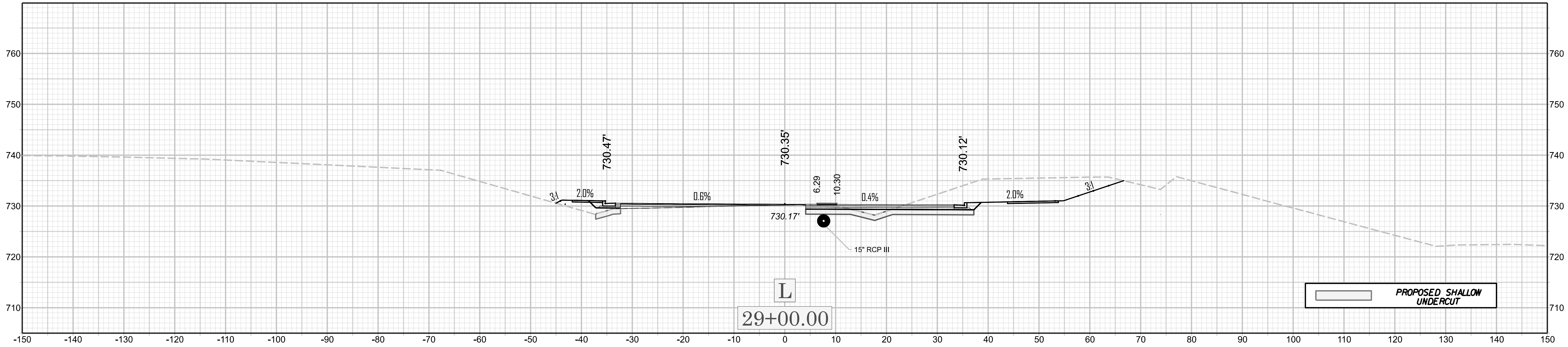
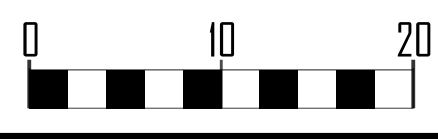


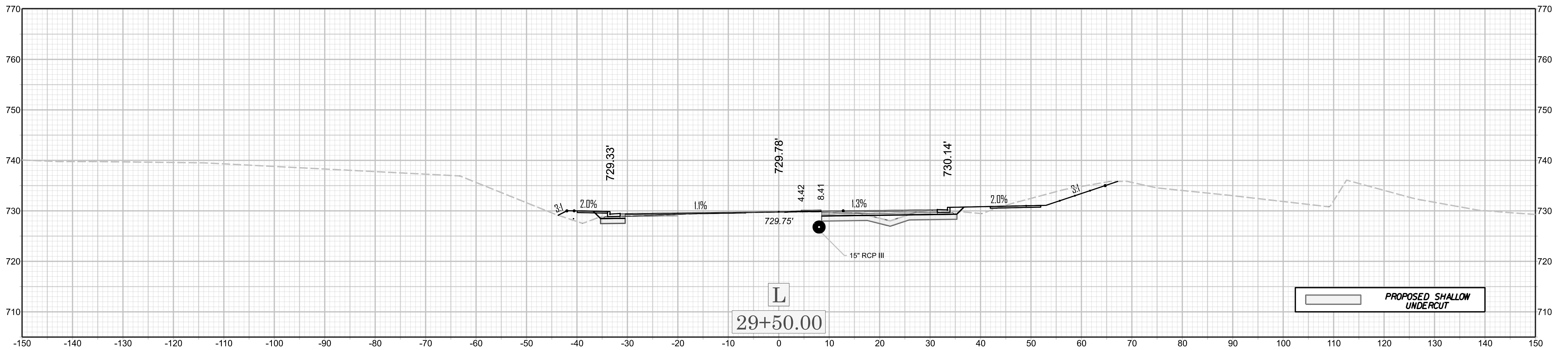
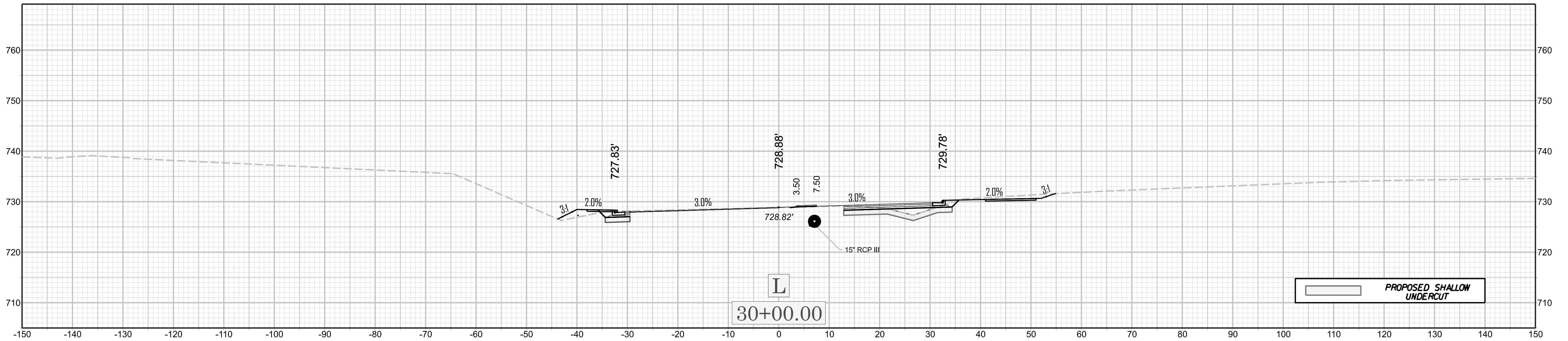
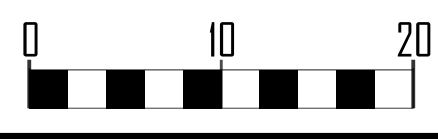


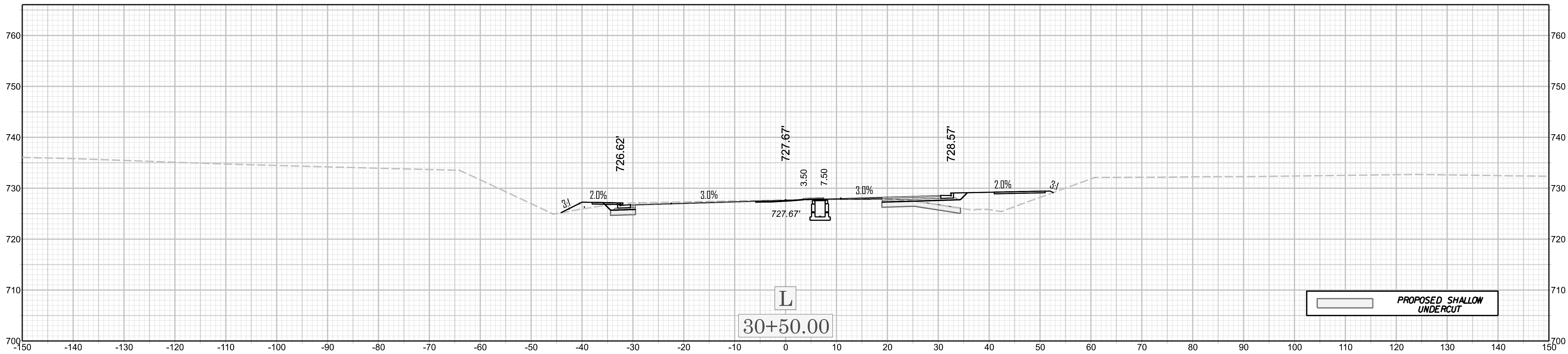
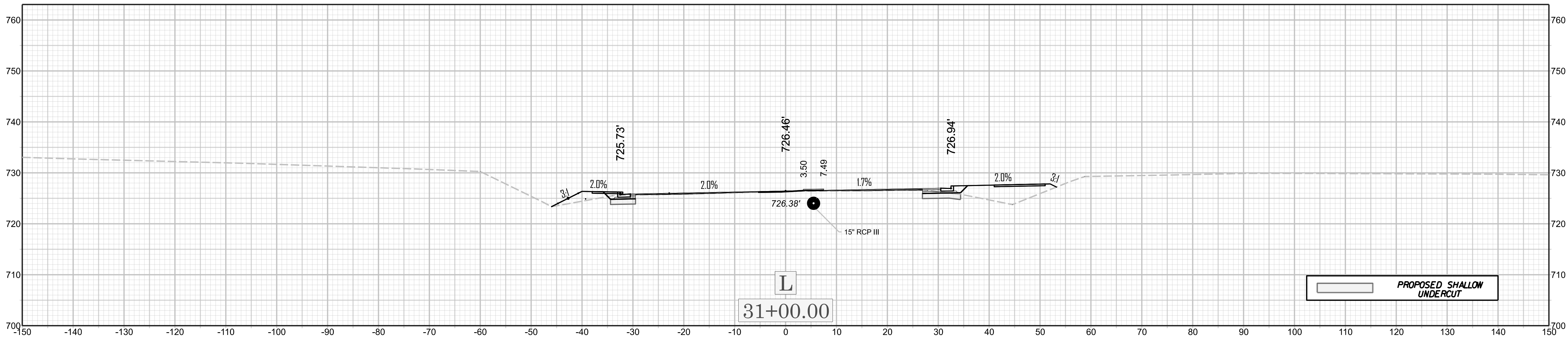
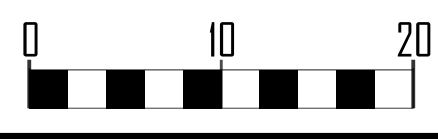
BEGIN GRADE
-L- STA 23+85.20 =
-RDBT- STA 11+94.15

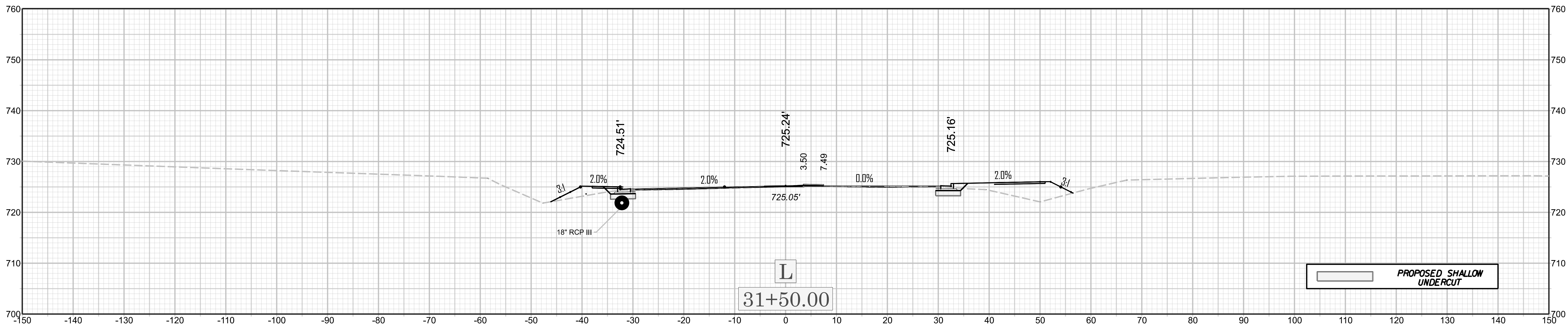
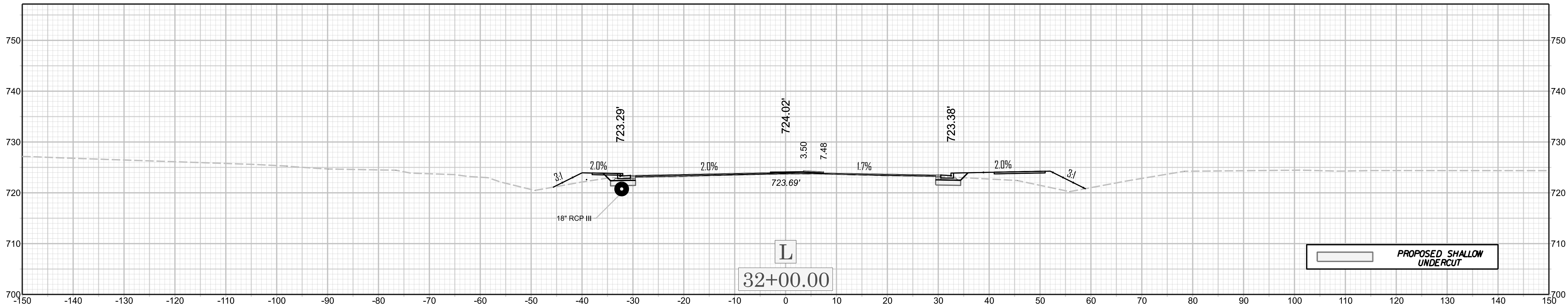
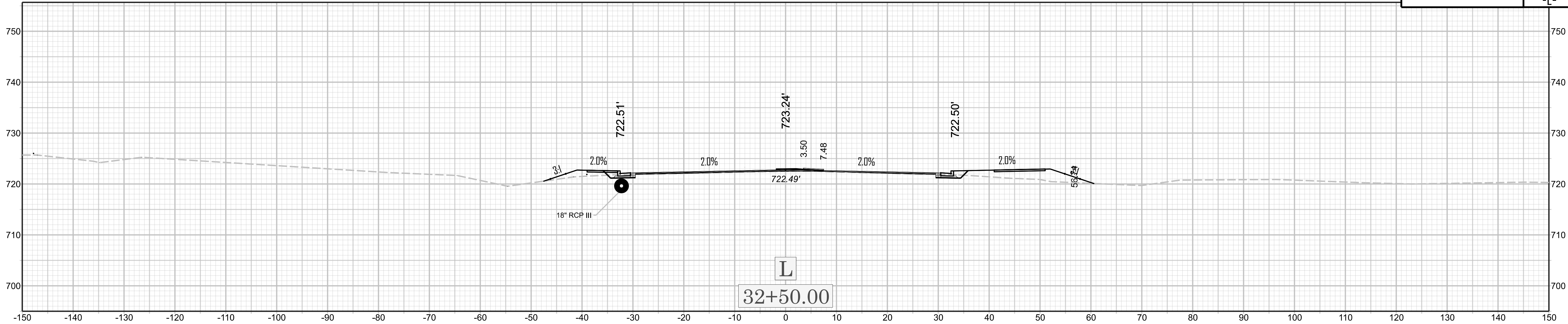
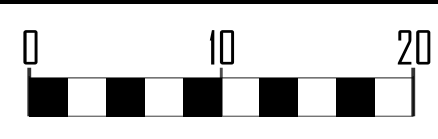


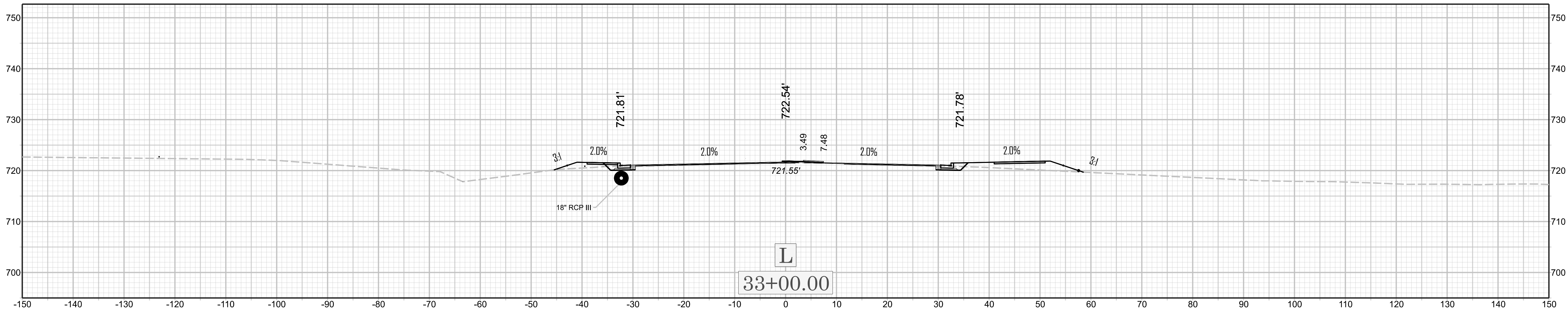
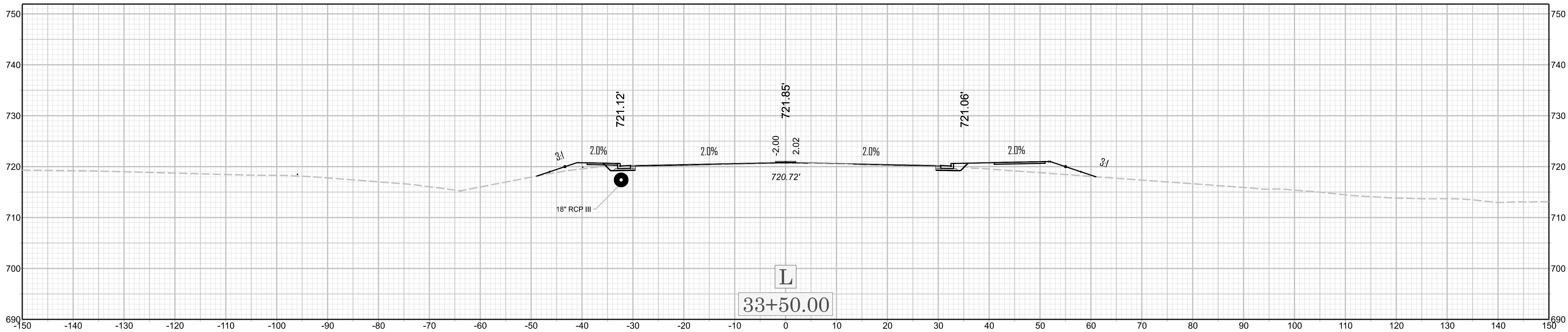
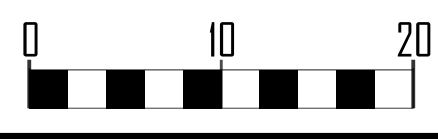


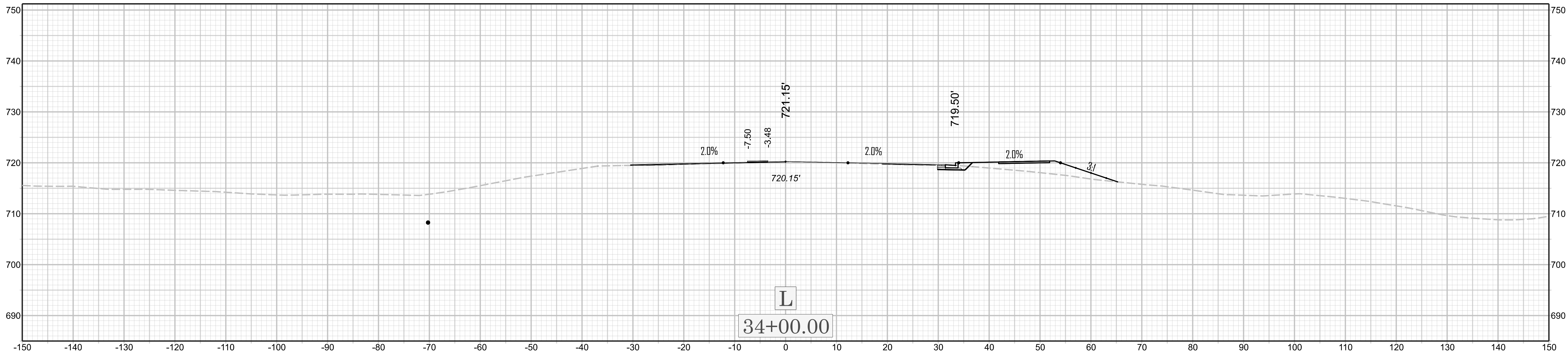
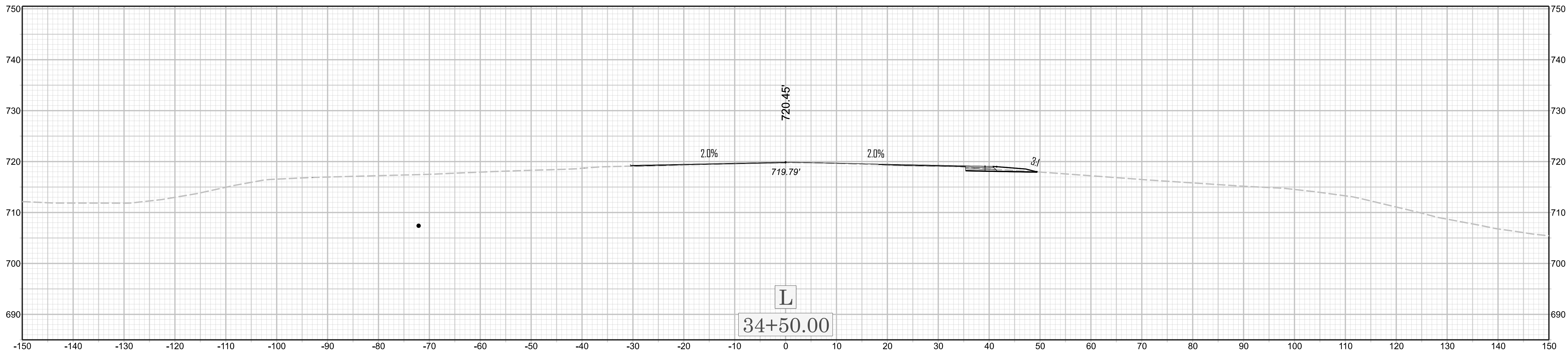
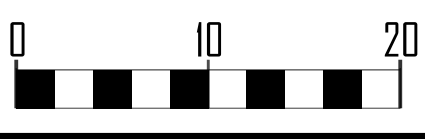


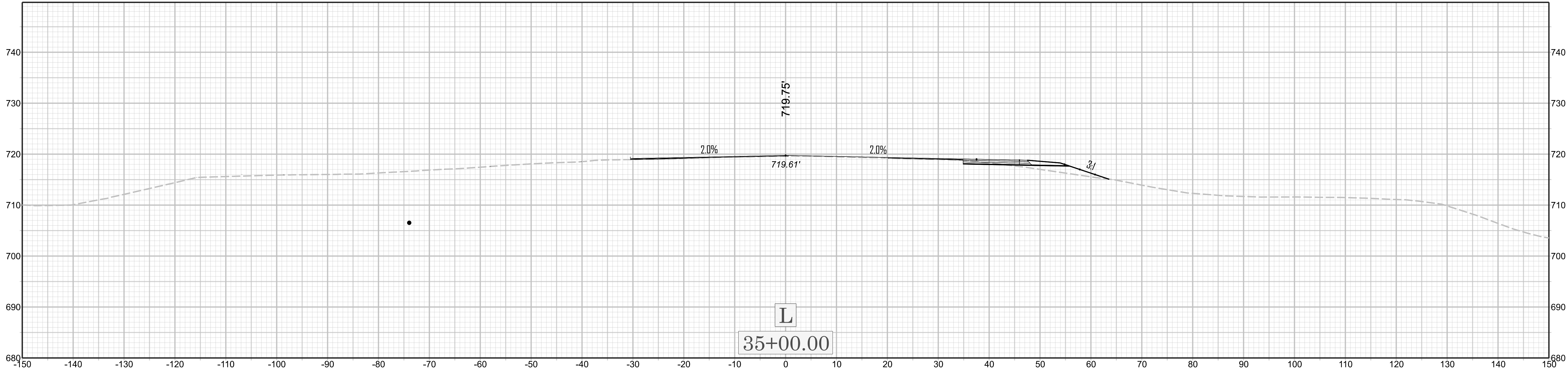
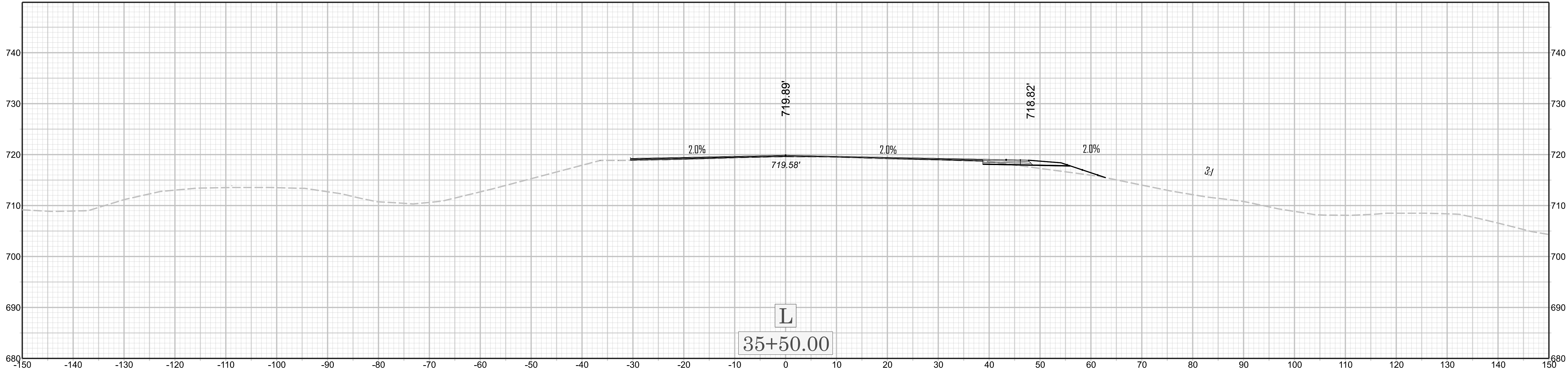
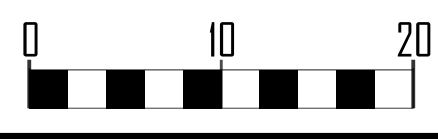


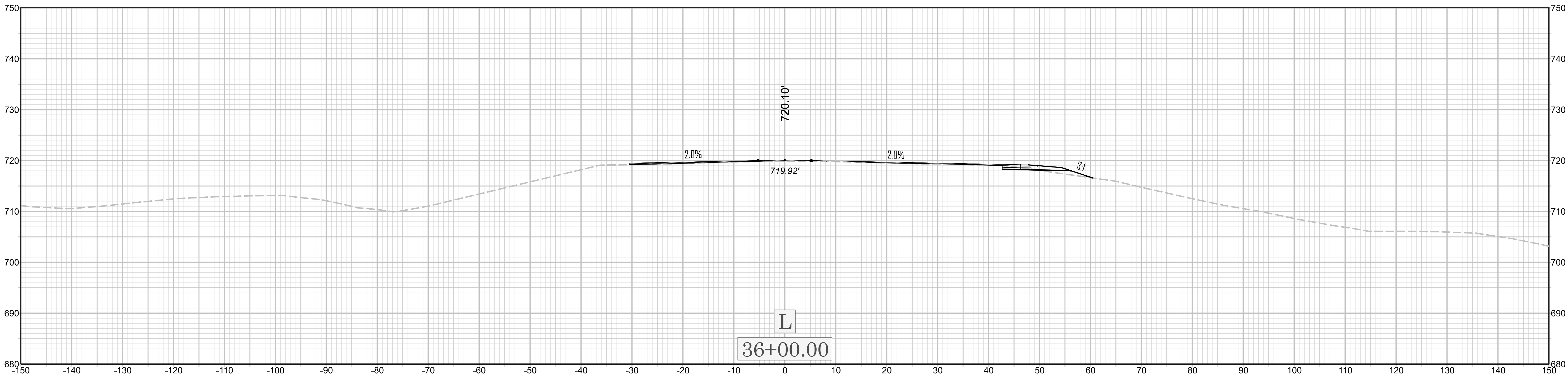
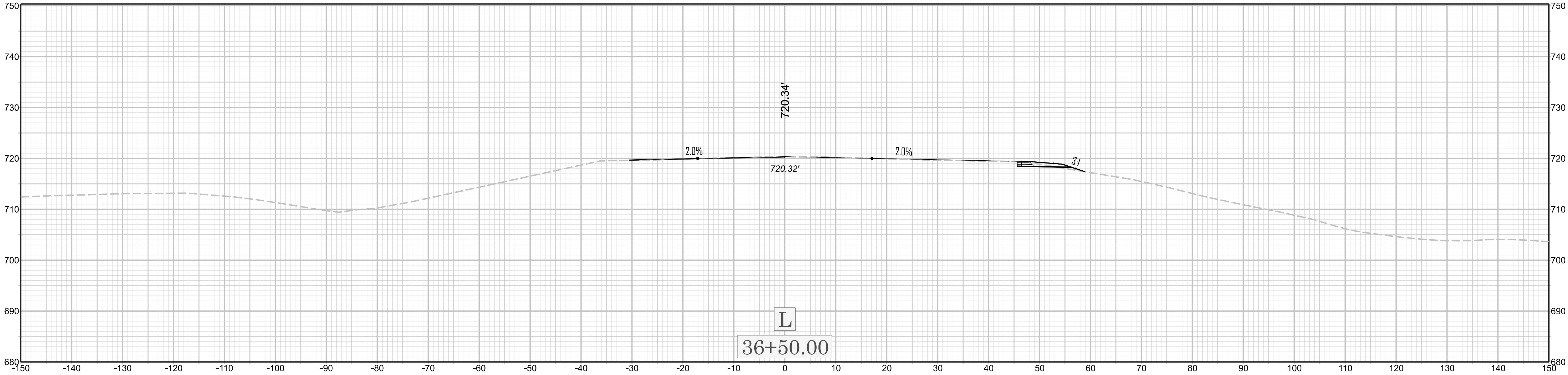
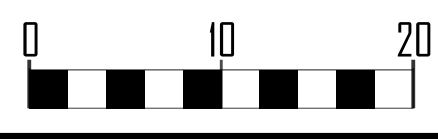


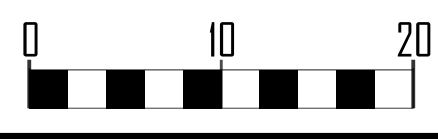




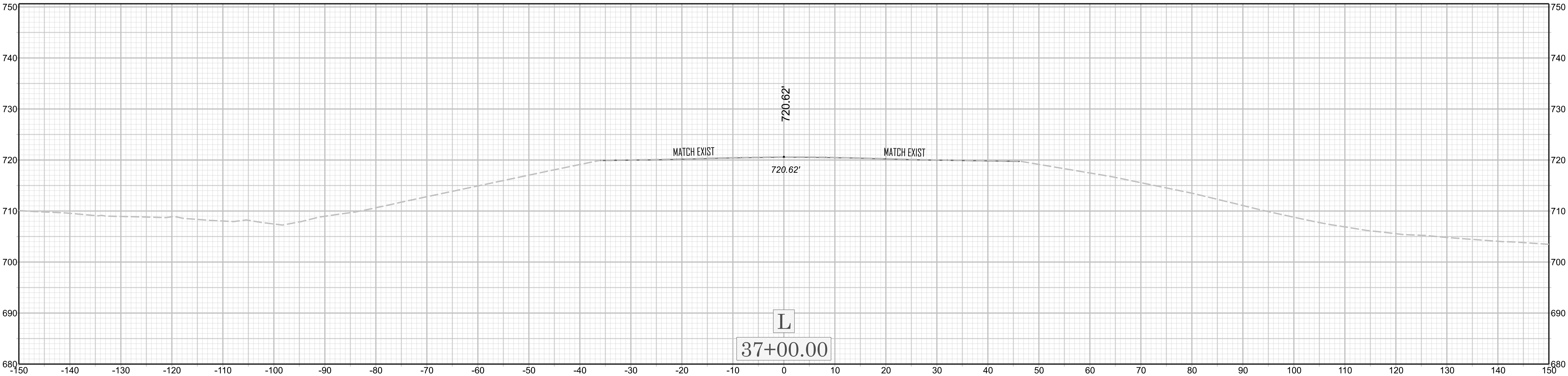
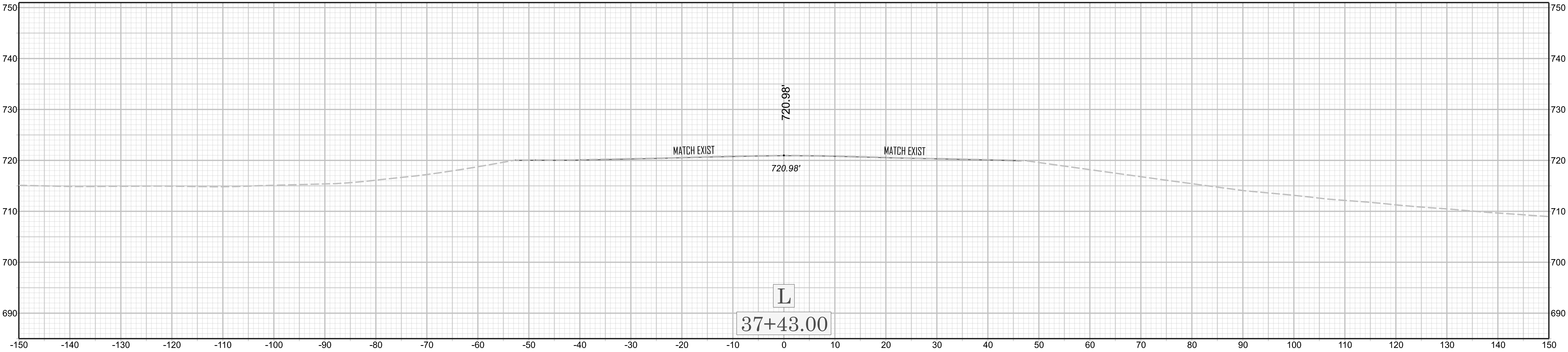


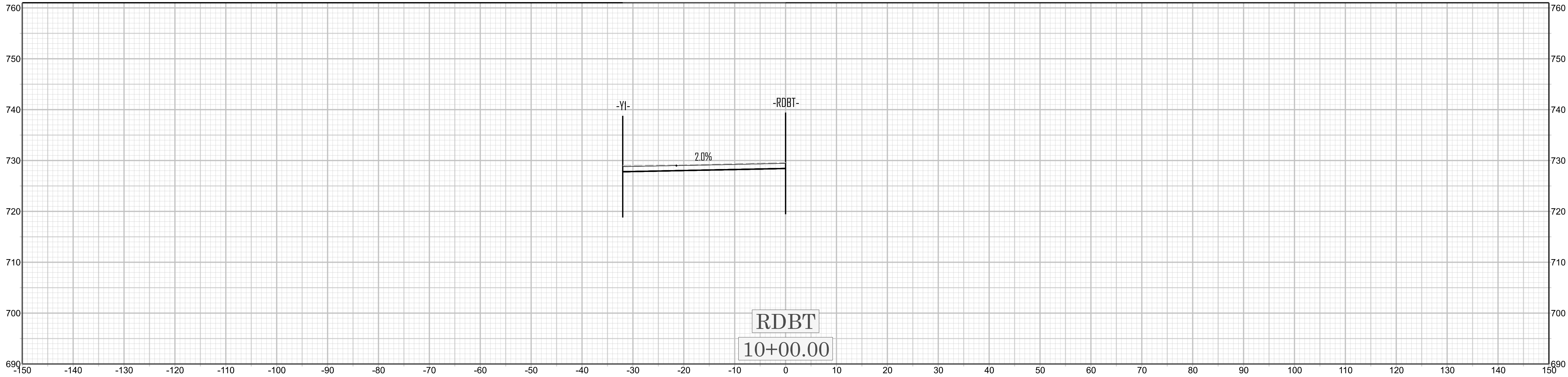
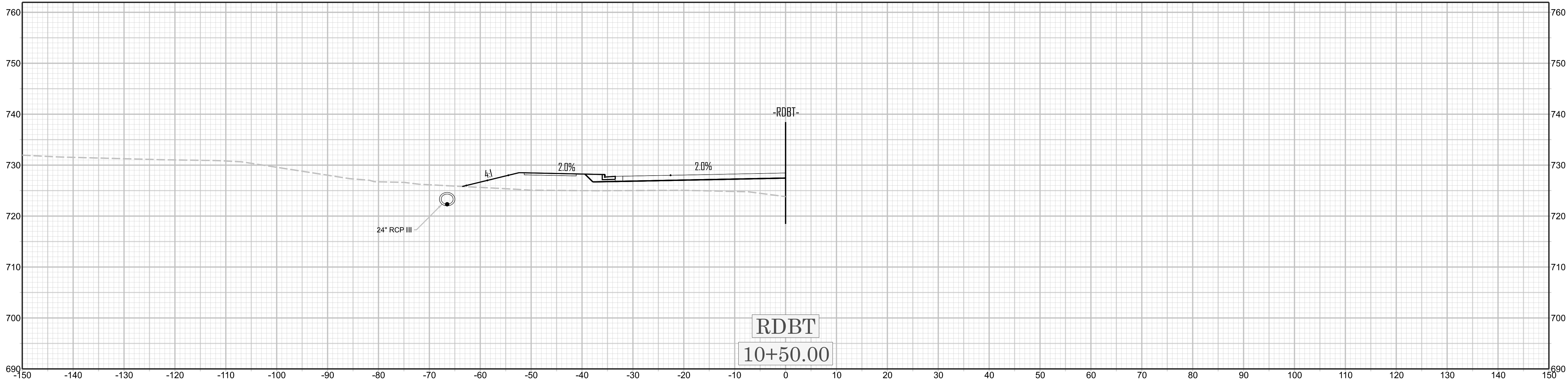
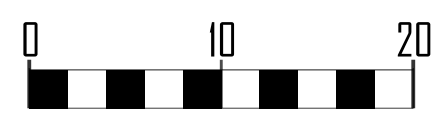


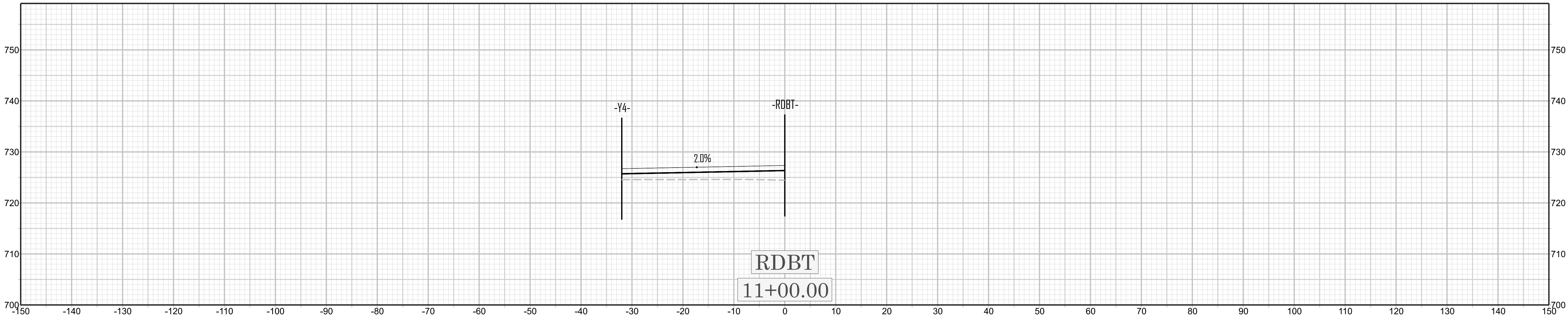
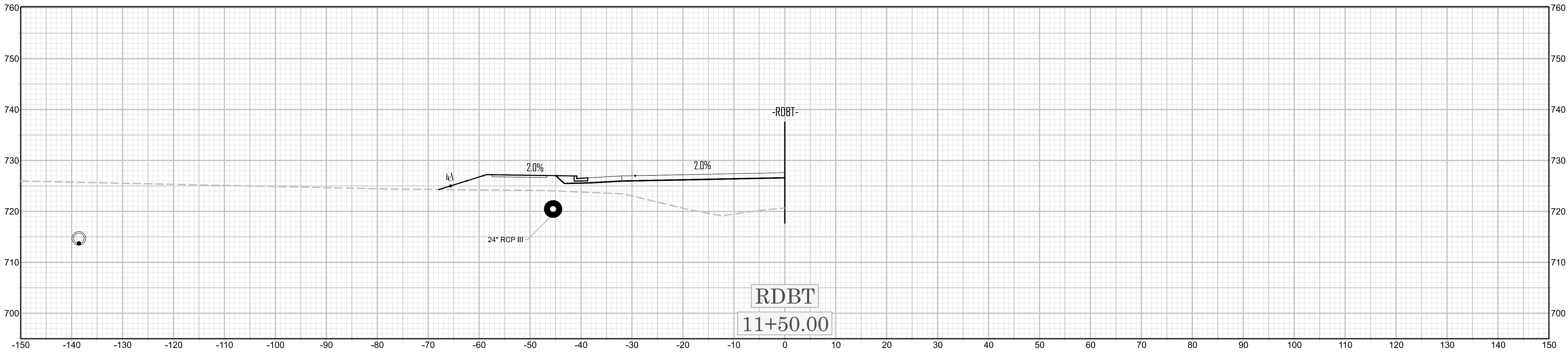
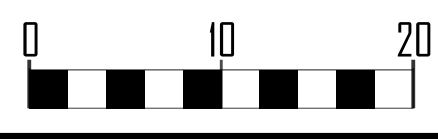


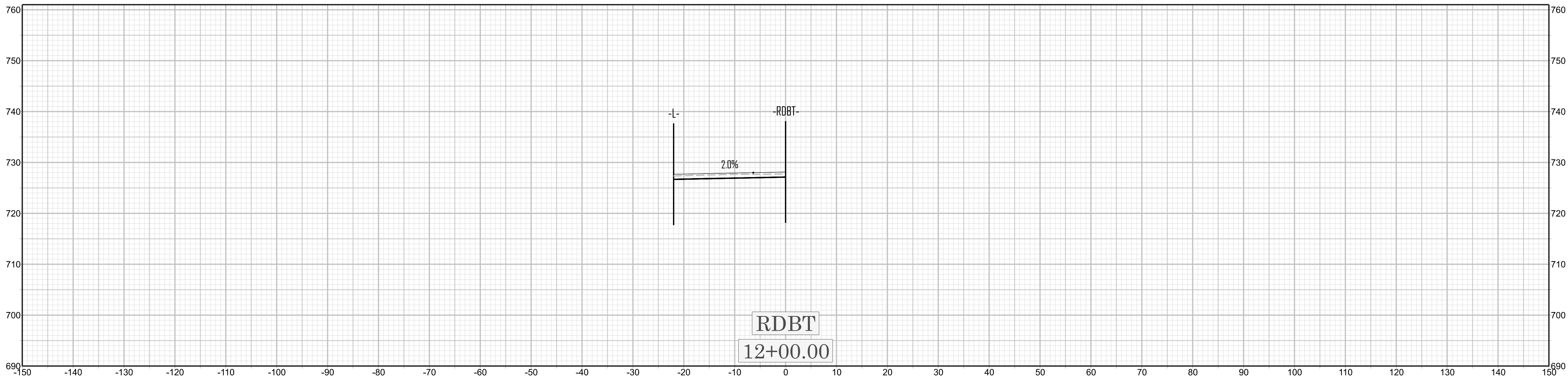
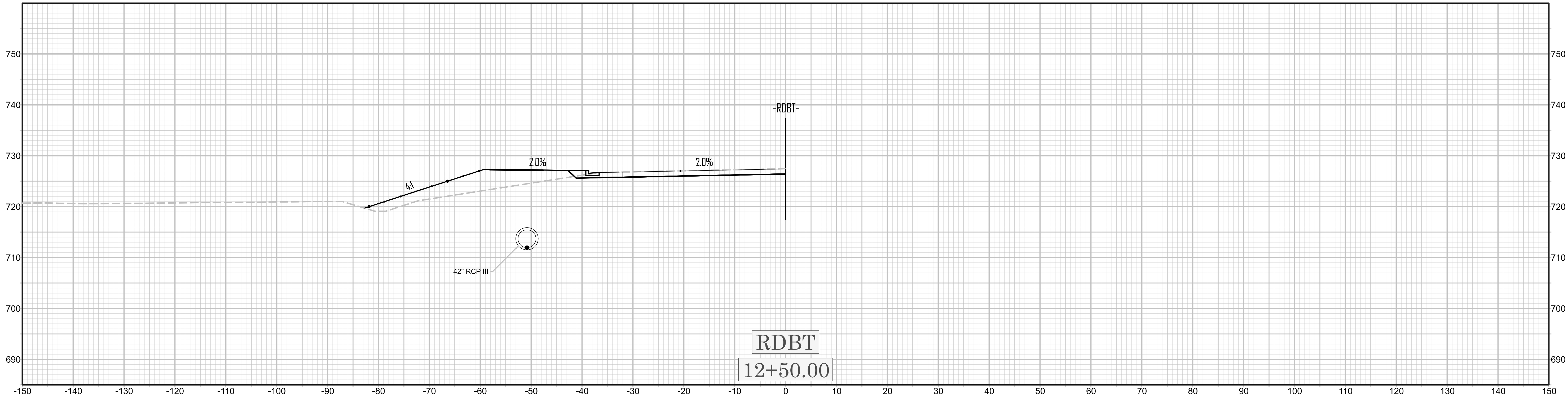


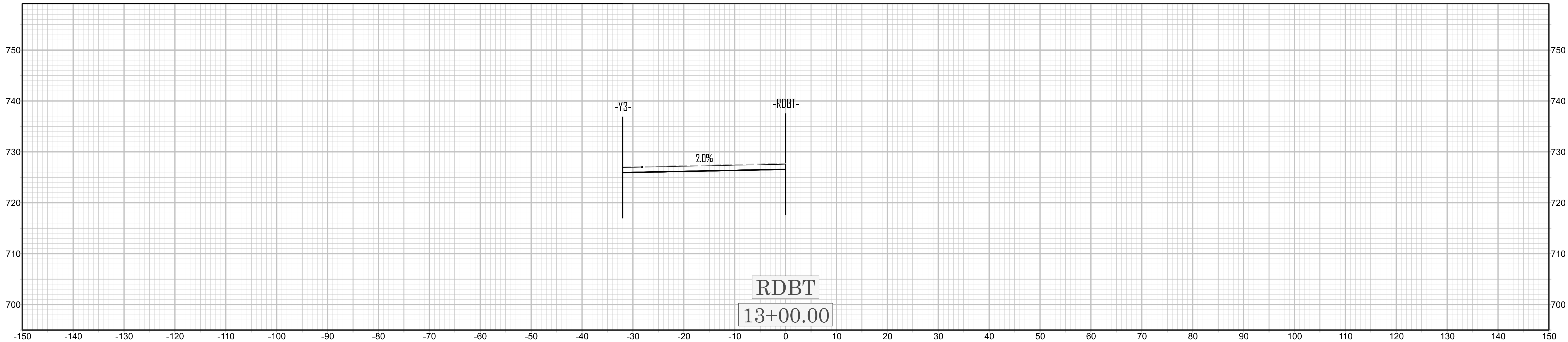
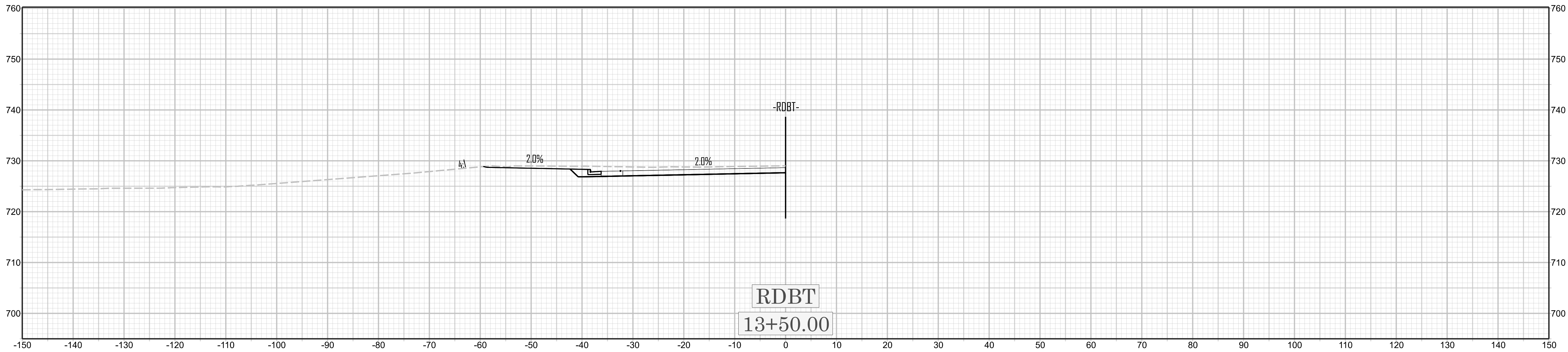
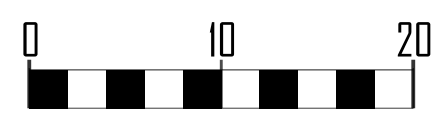
END TIP PROJECT U-4913A
END CONSTRUCTION -L- STA 37+43.00

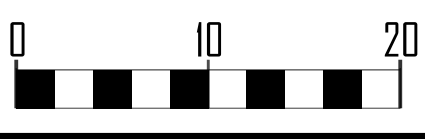




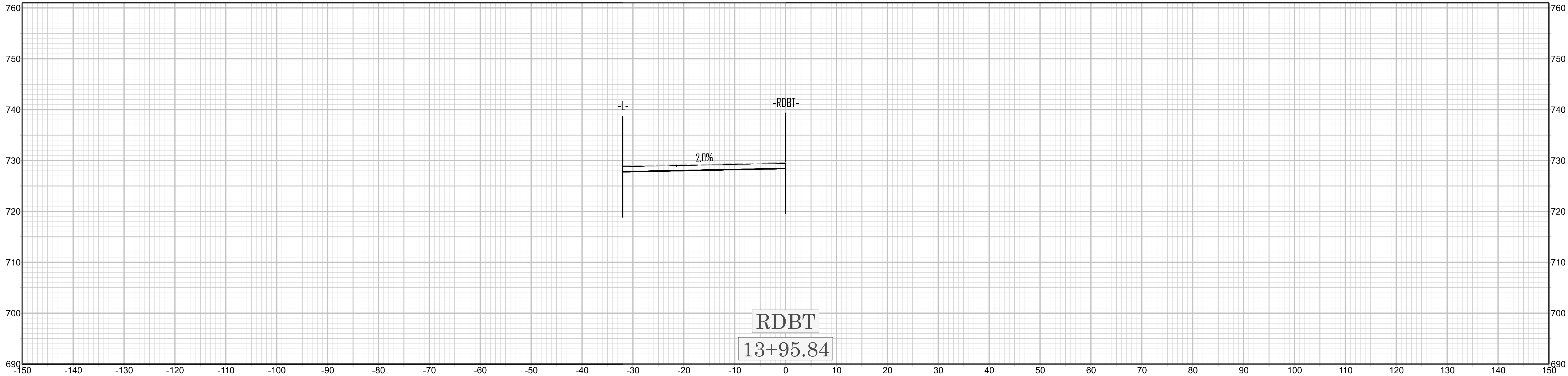


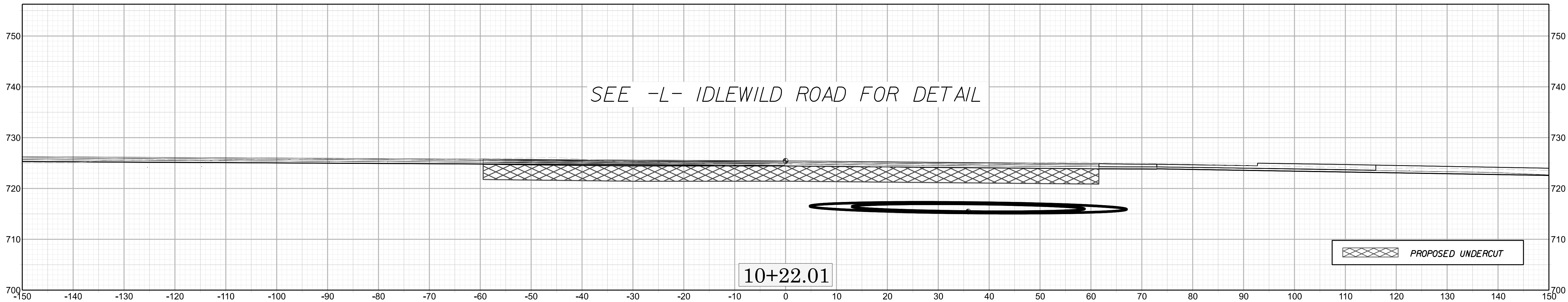
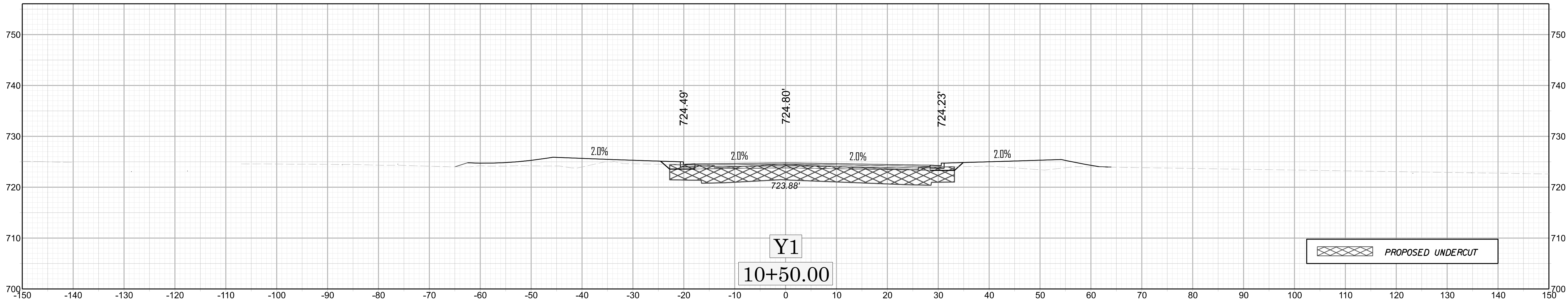
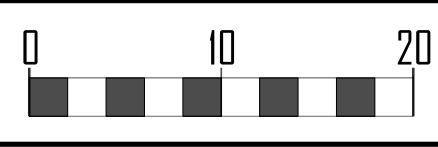






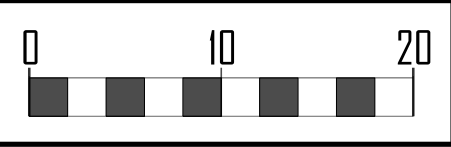
U-4913A	
-RDBT-	X-032



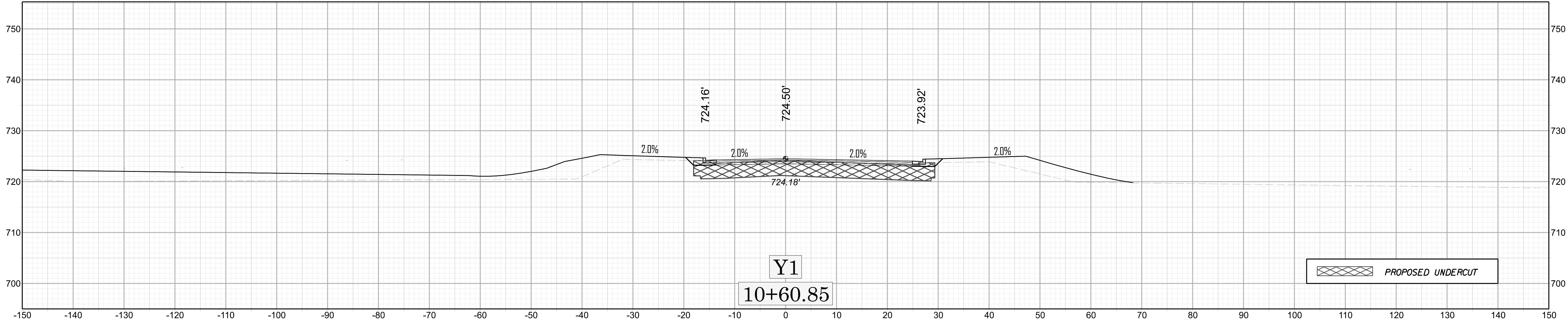


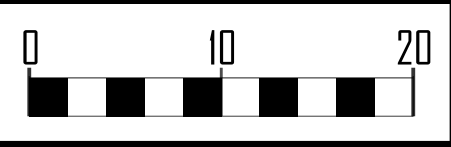
SEE -L- IDLEWILD ROAD FOR DETAIL

BEGIN CONSTRUCTION -YI- STA 10+22.01

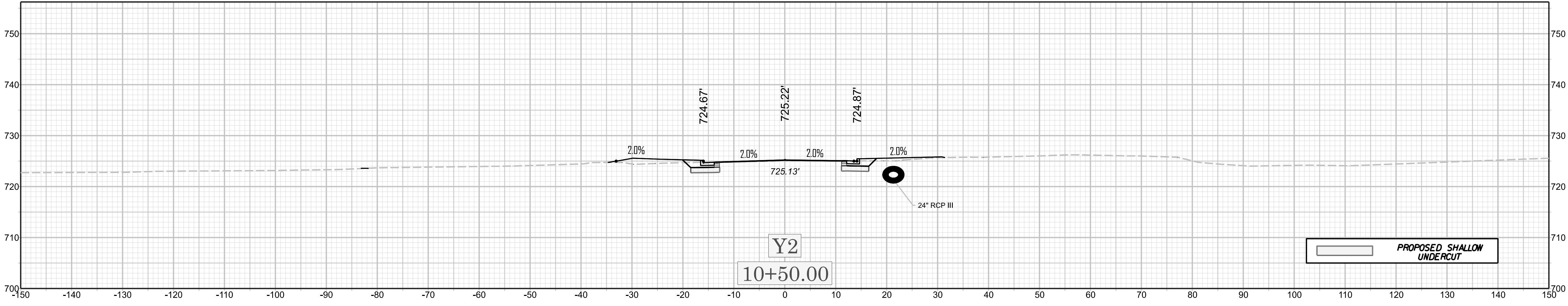
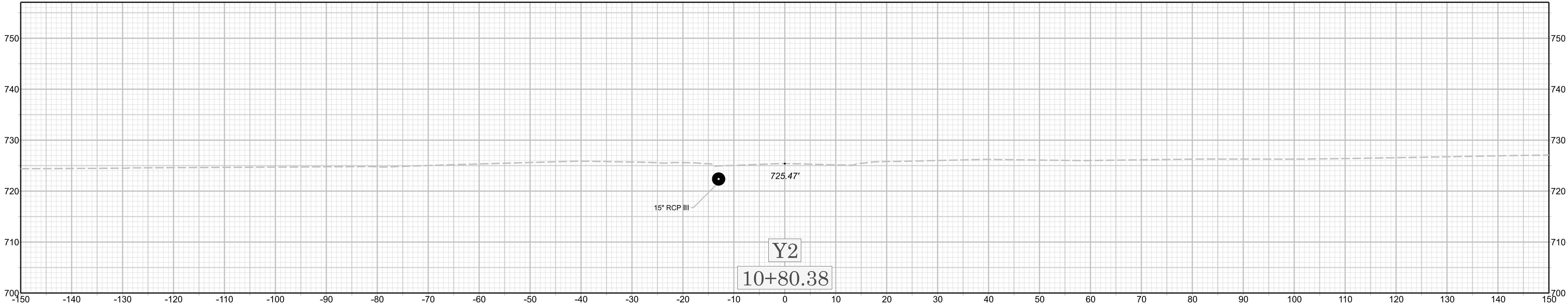


END CONSTRUCTION -YI- STA 10+60.85

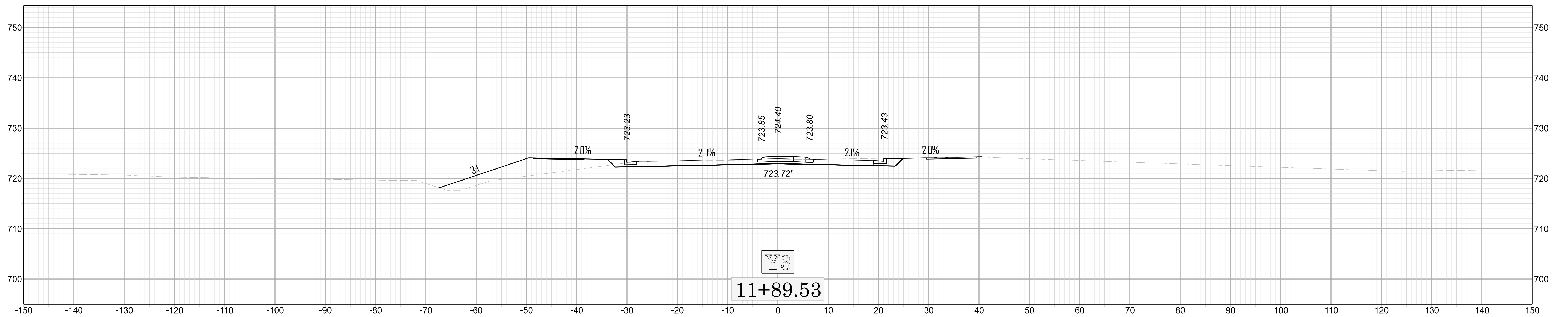




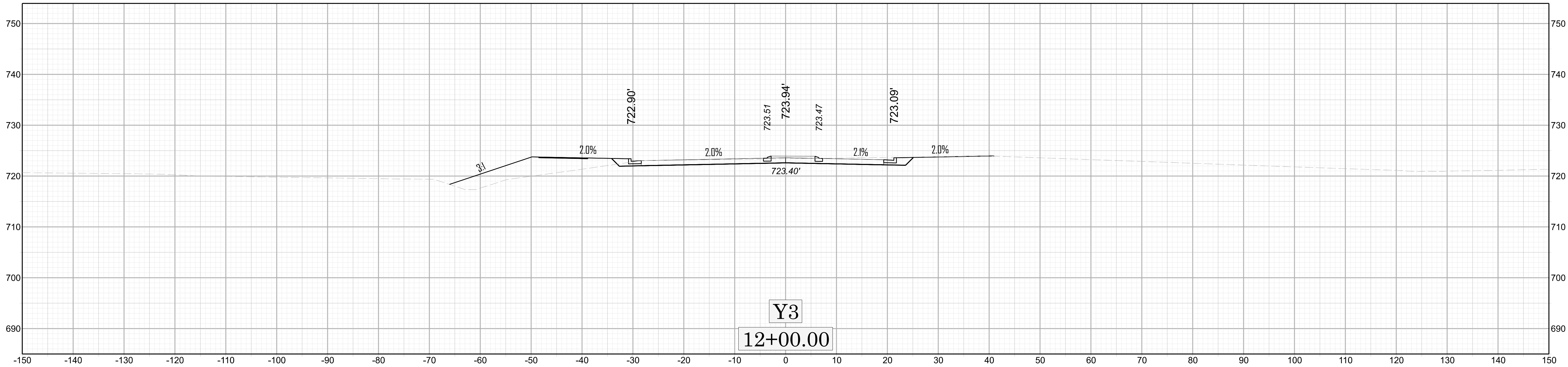
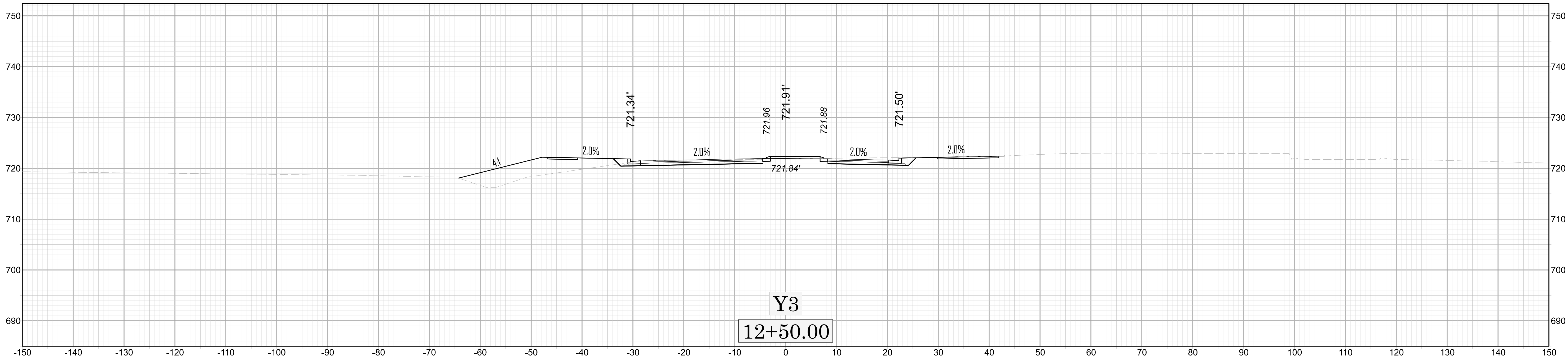
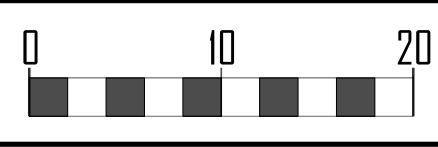
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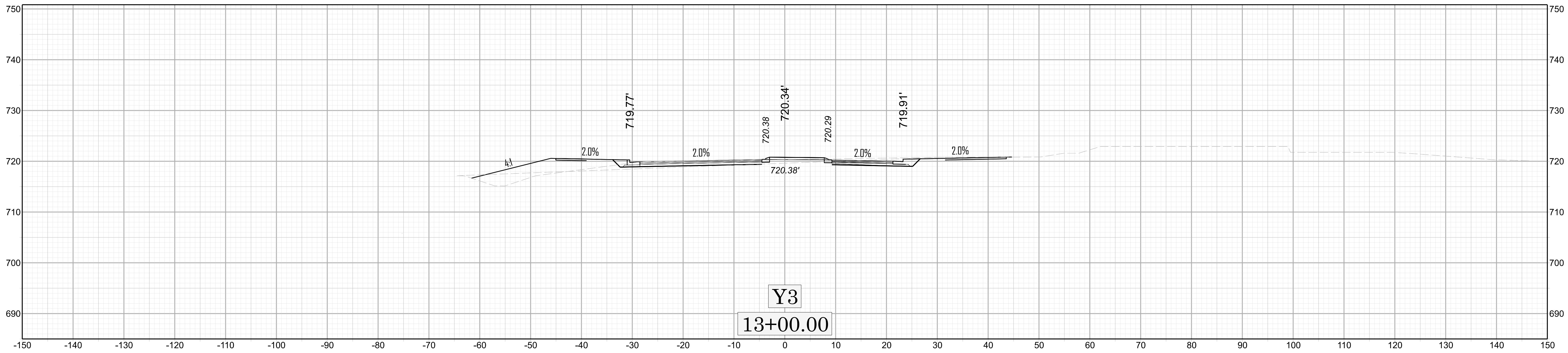
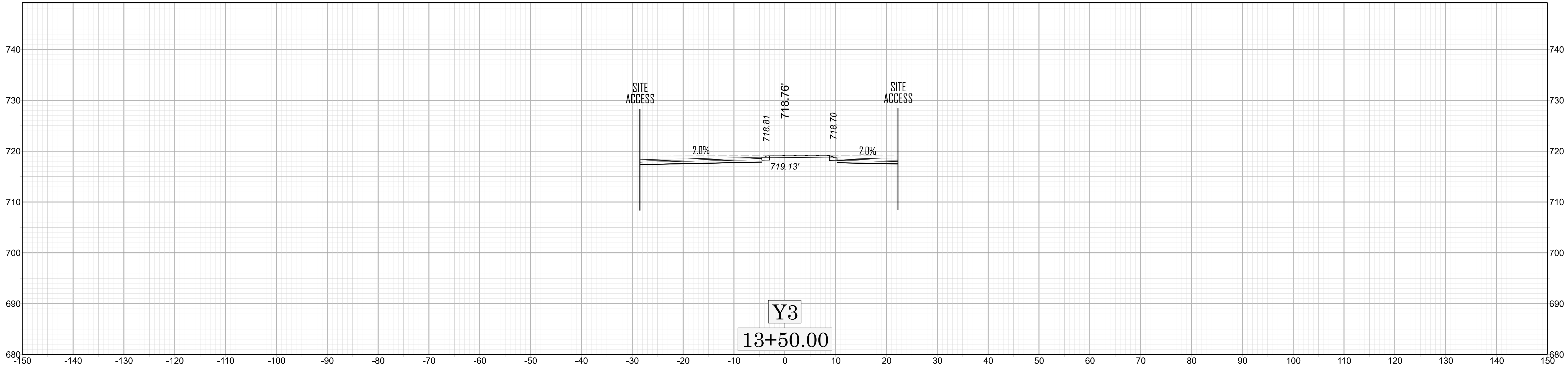


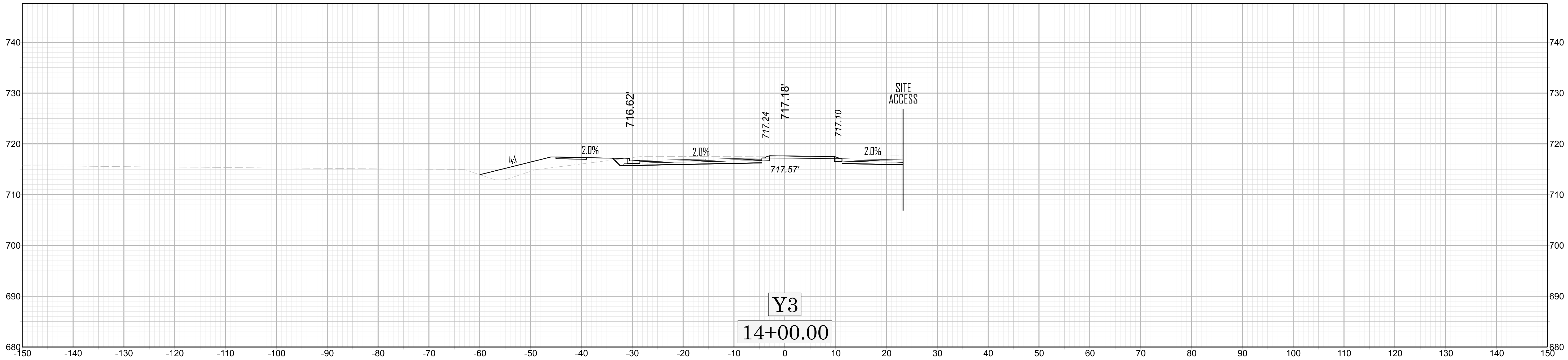
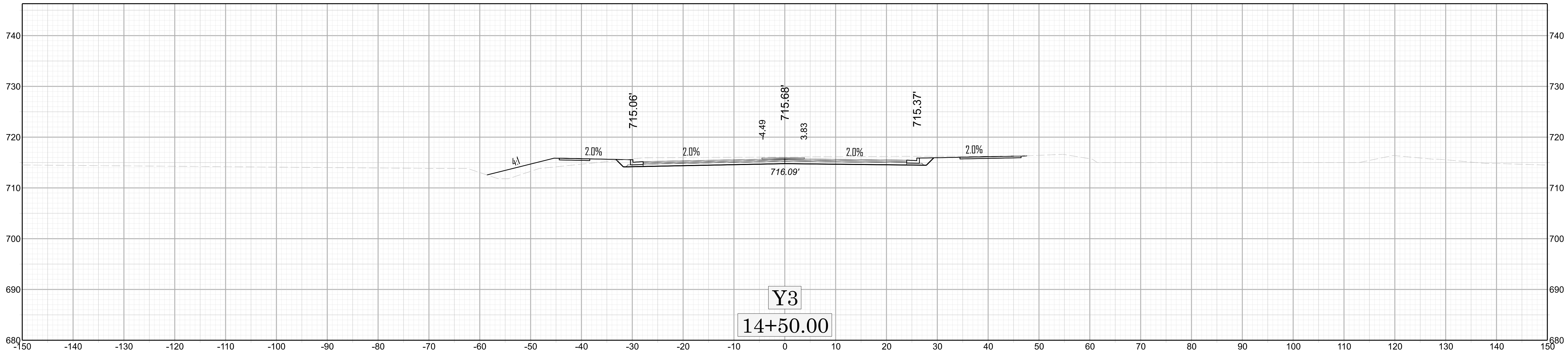
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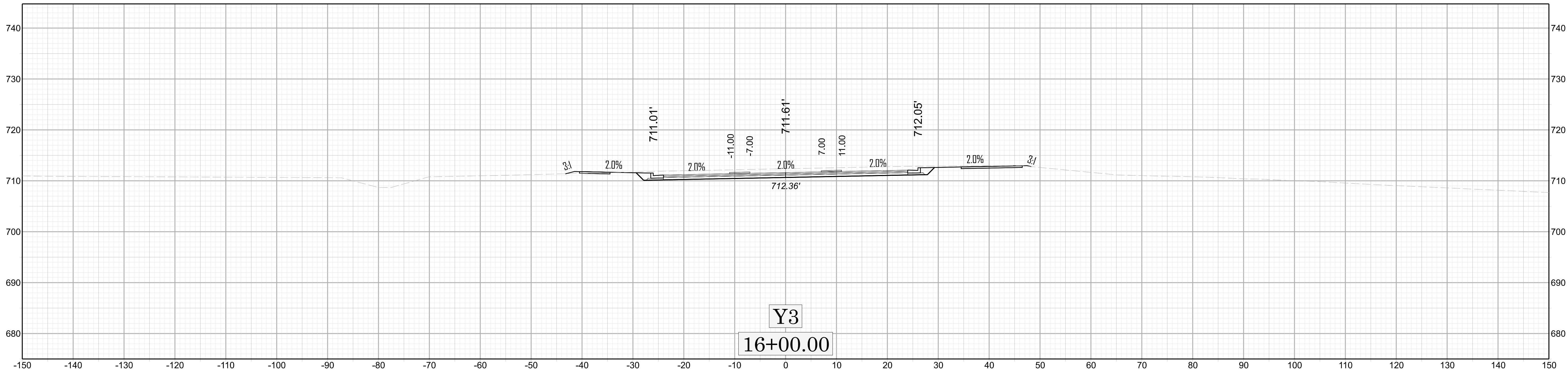
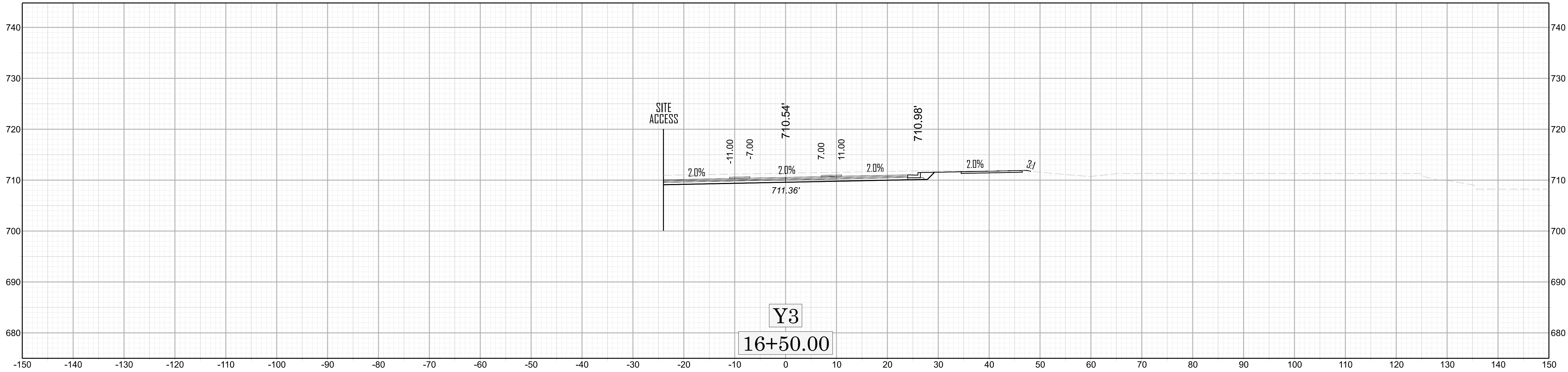
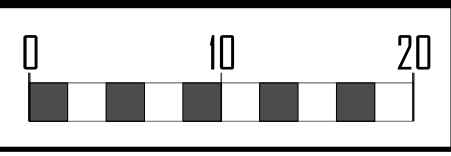


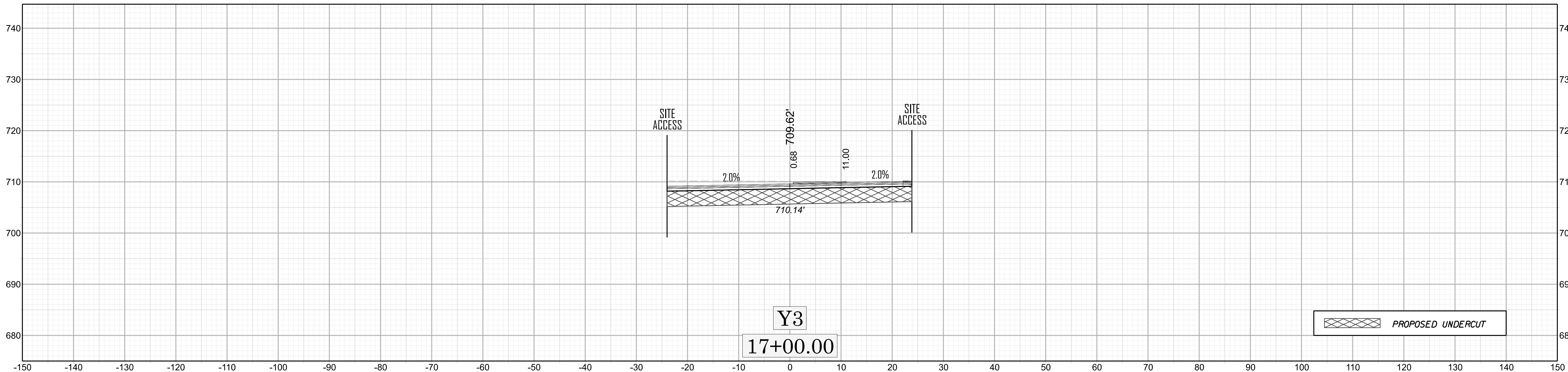
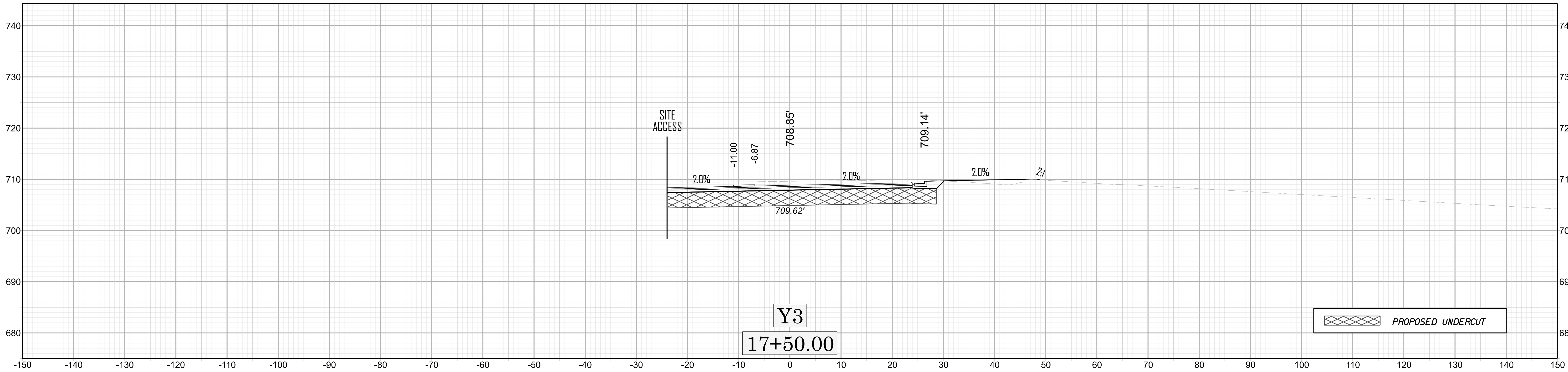
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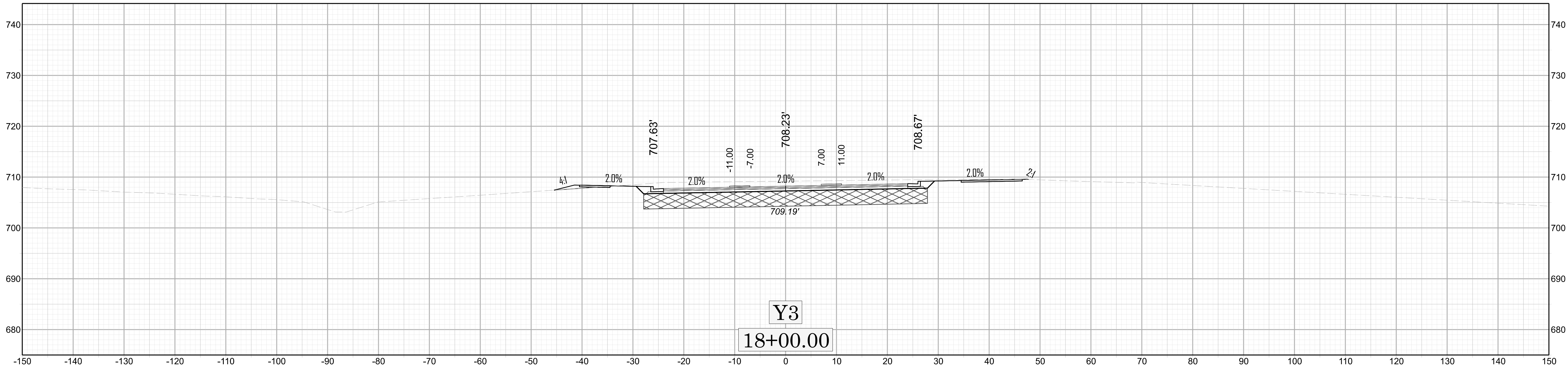
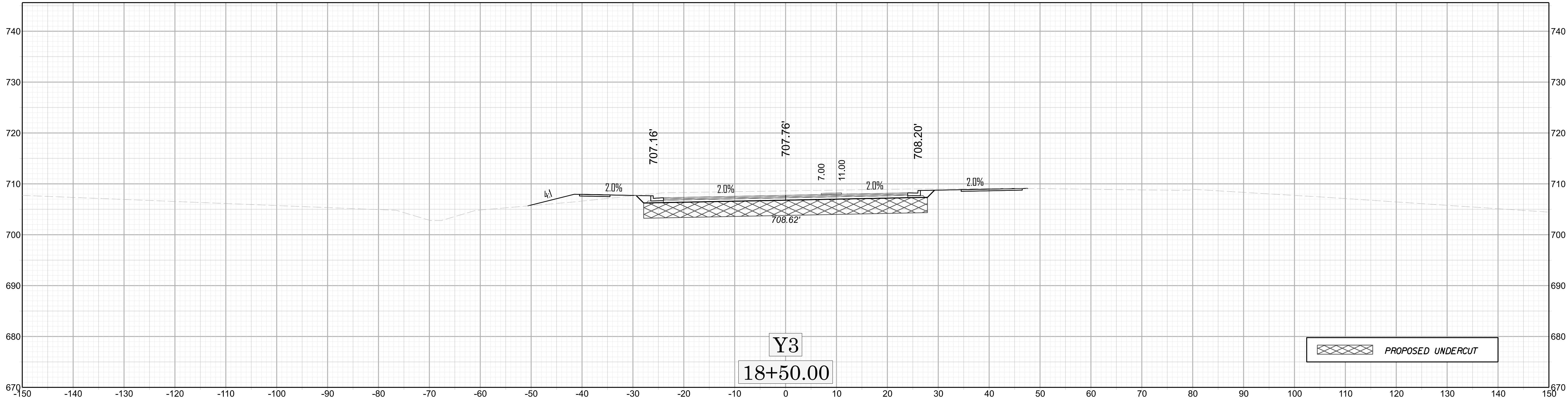
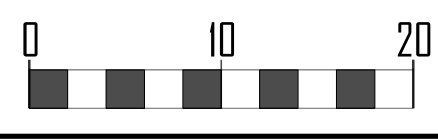


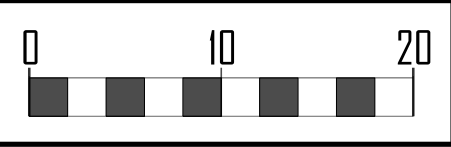




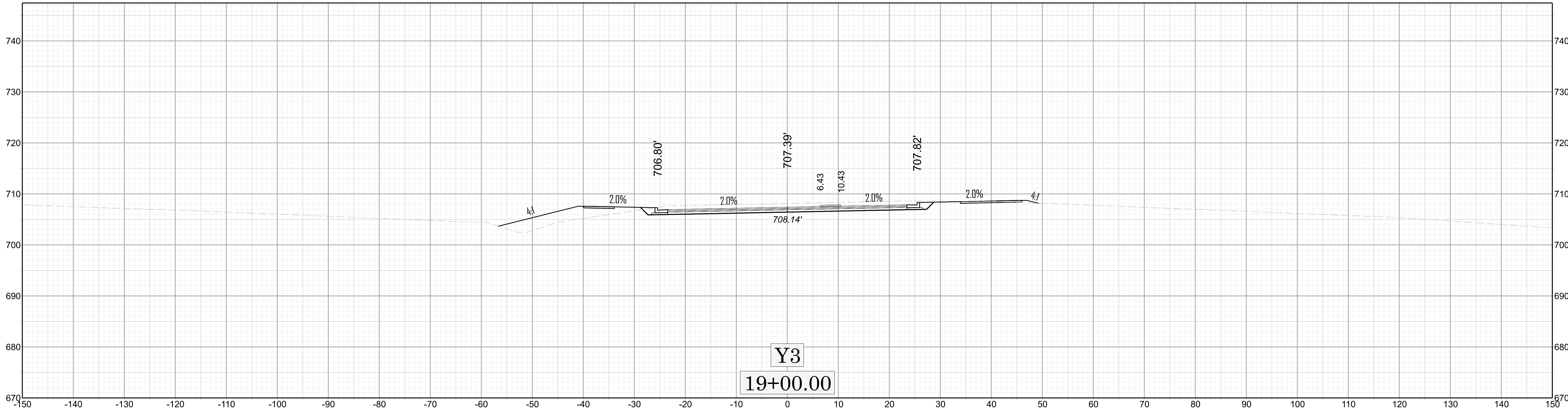
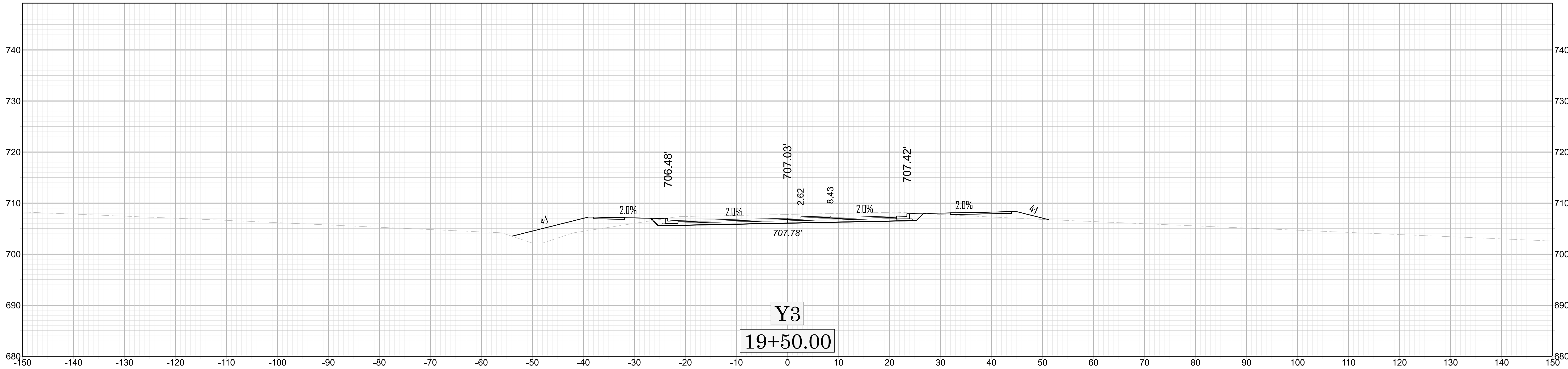


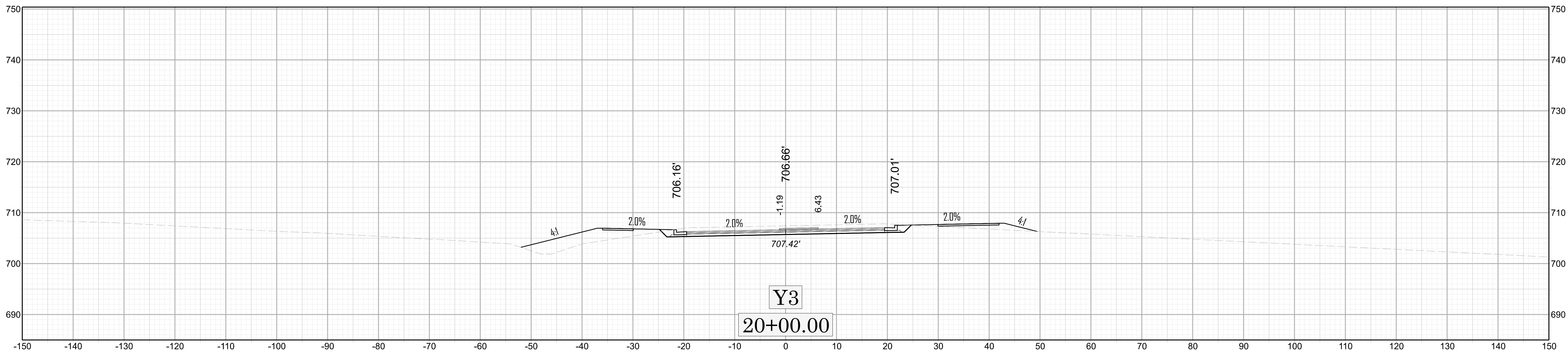
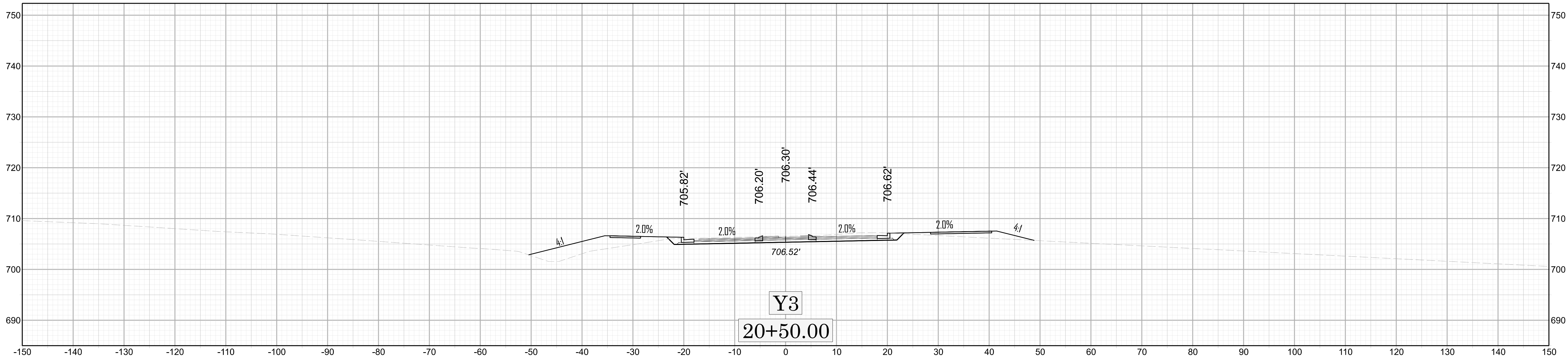
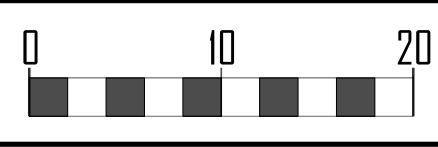


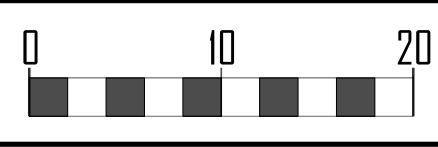




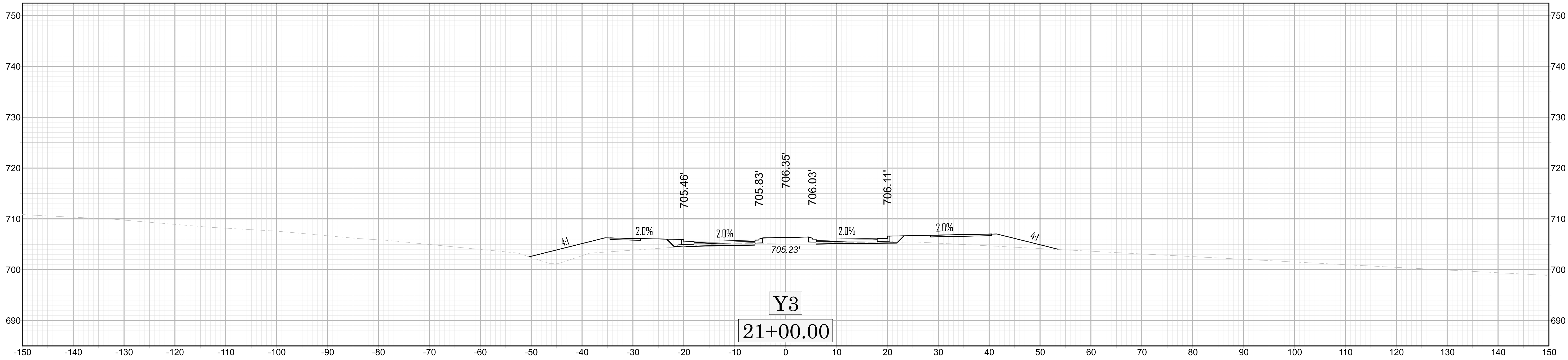
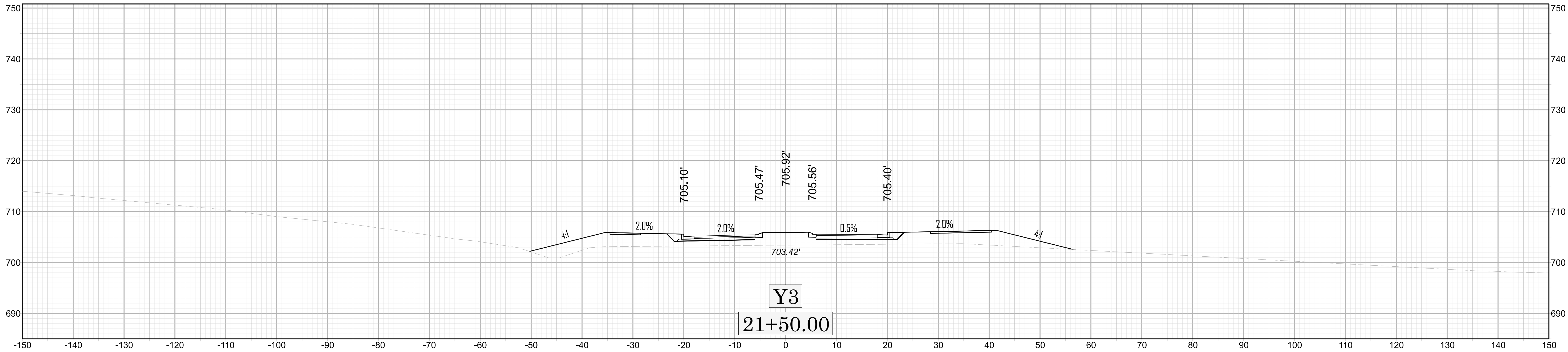
U-4913A
-Y3- X-044

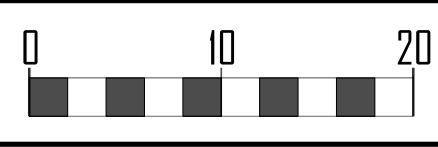




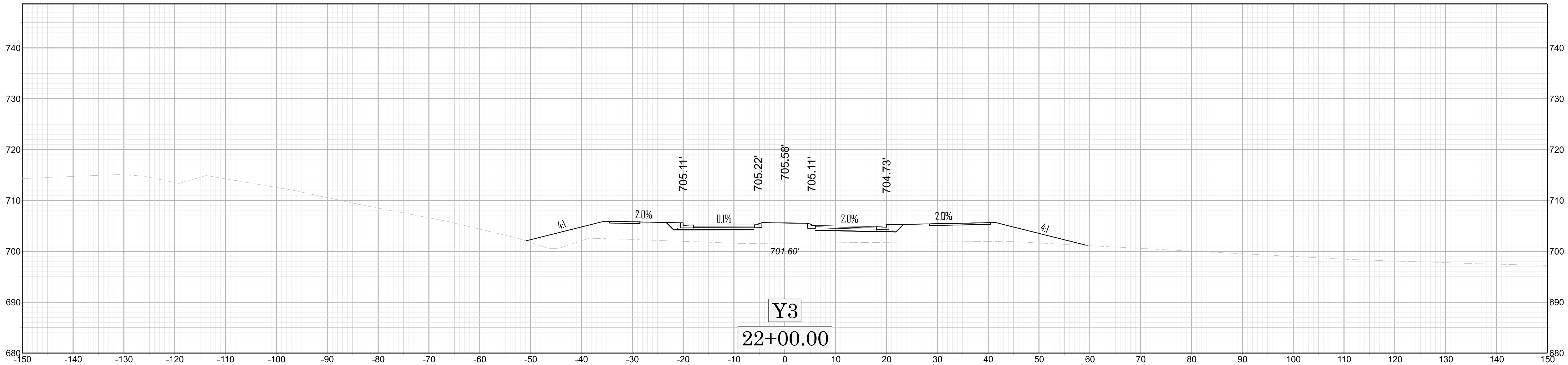
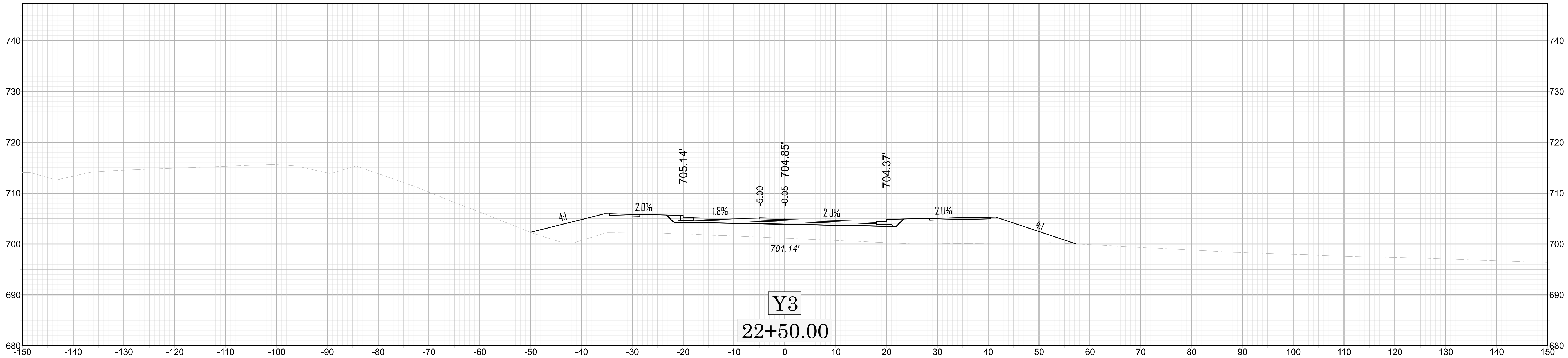


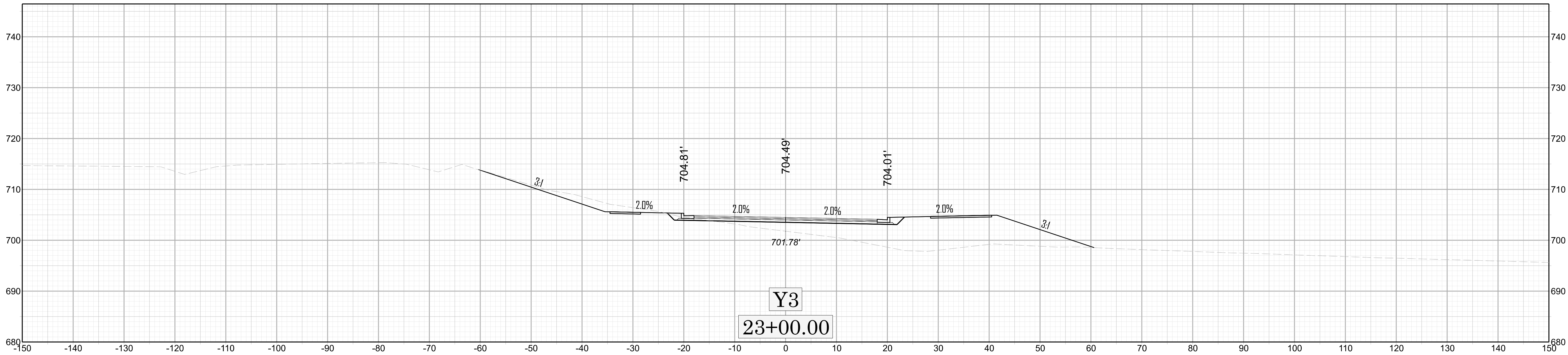
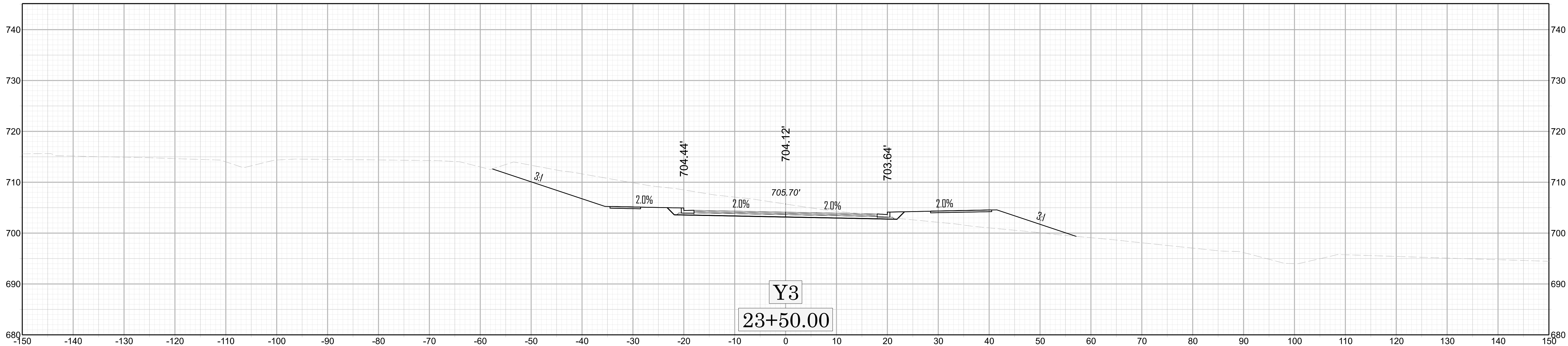
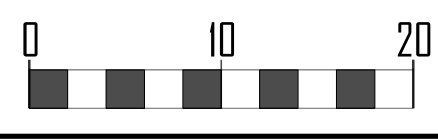
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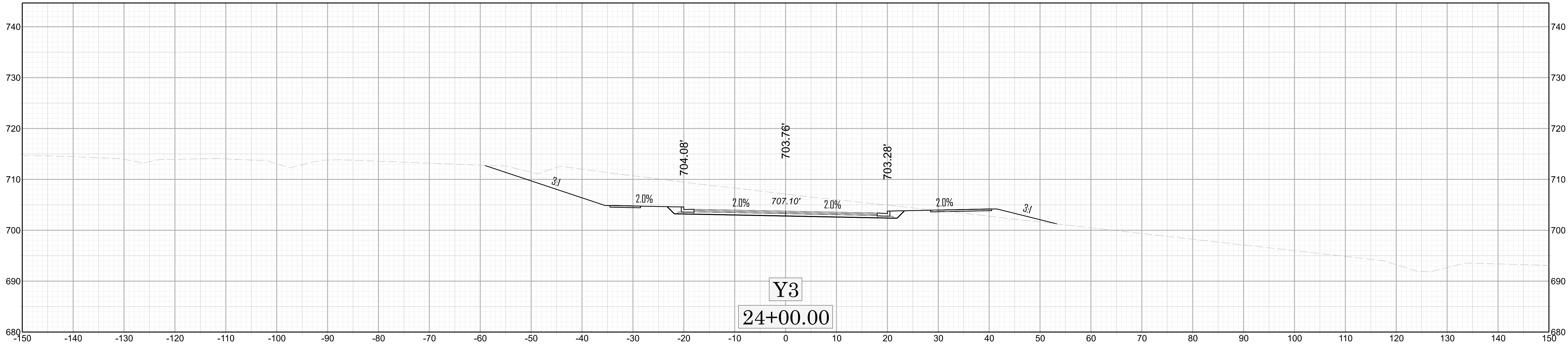
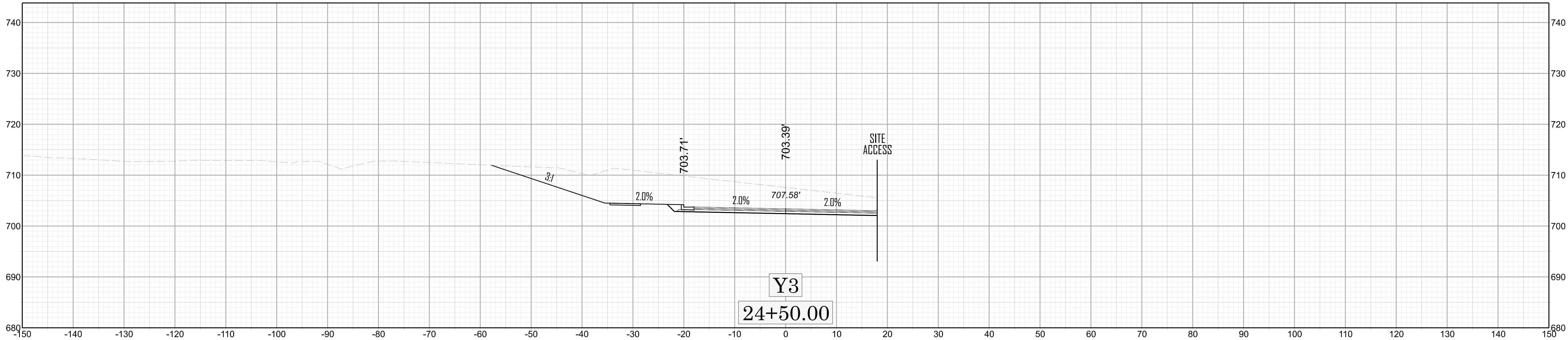
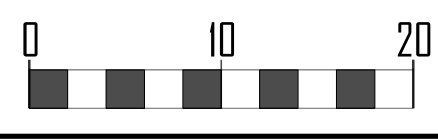


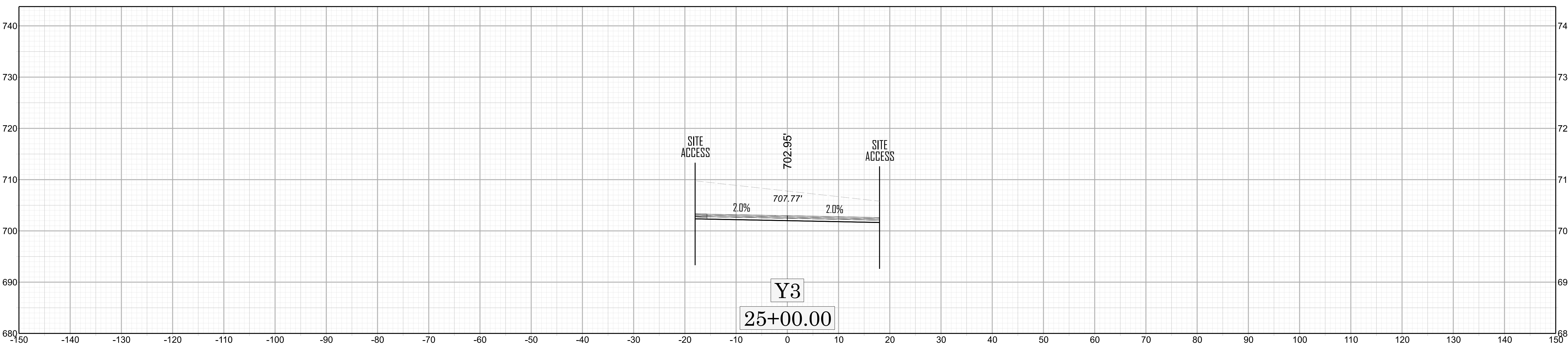
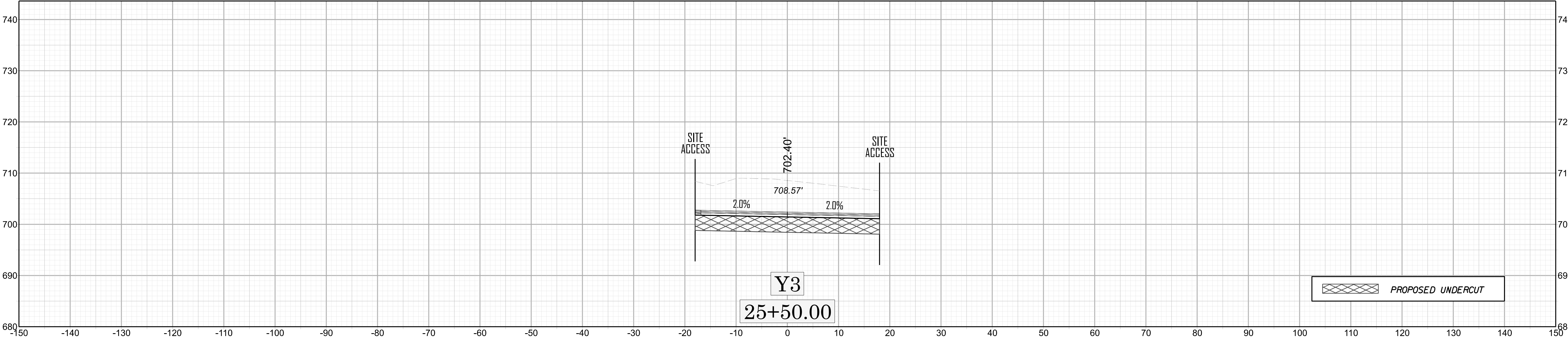


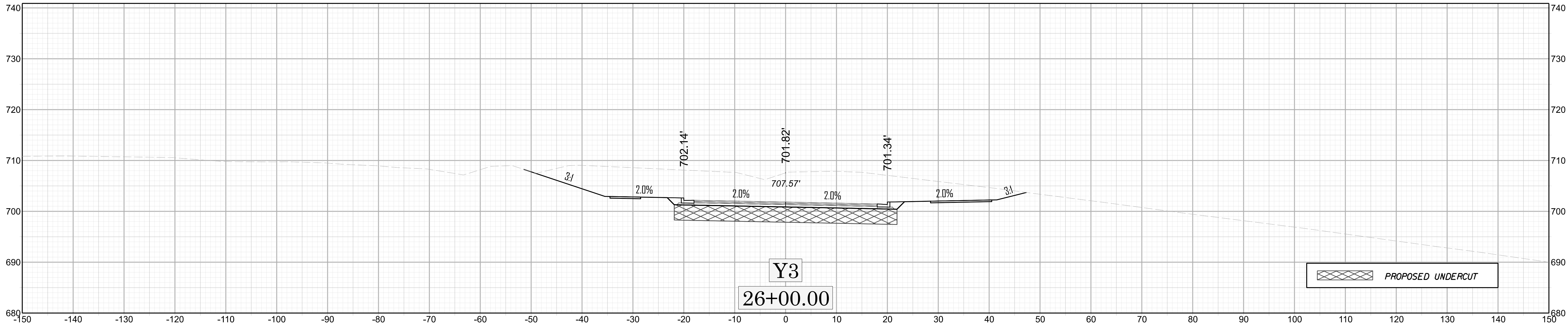
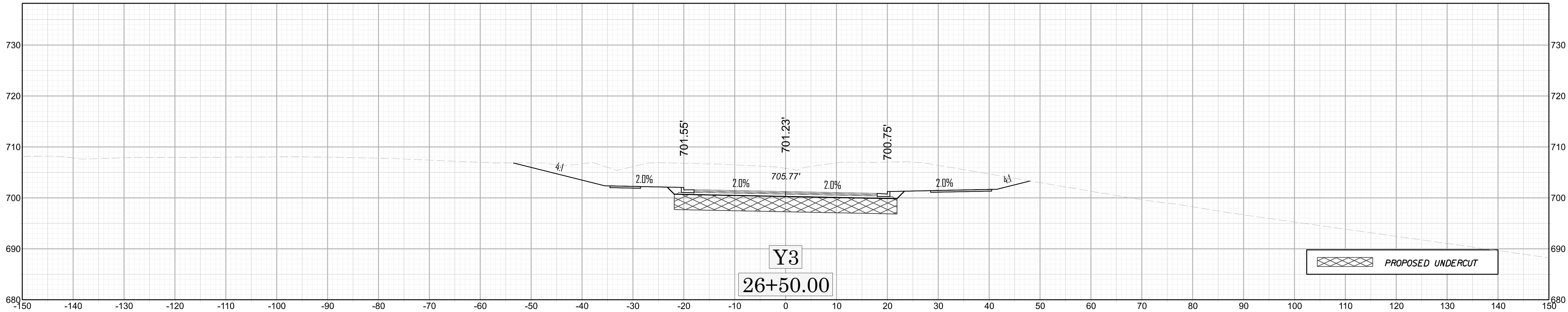
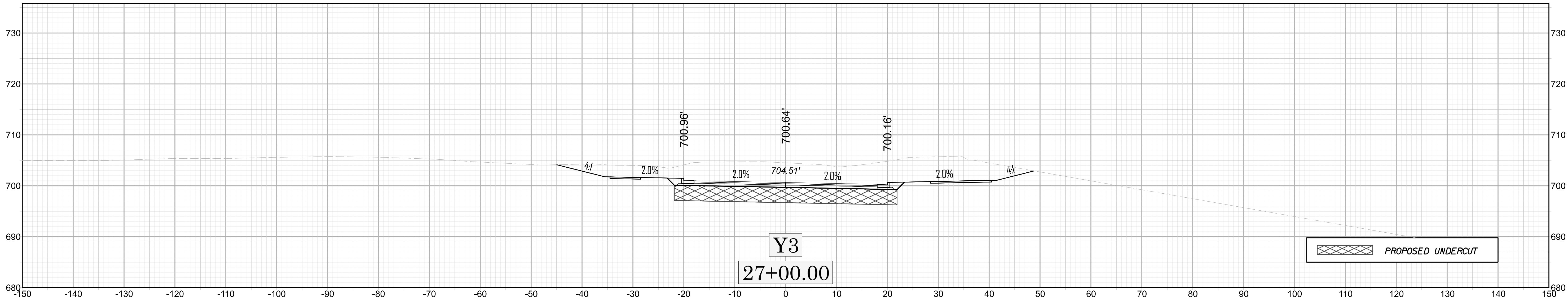
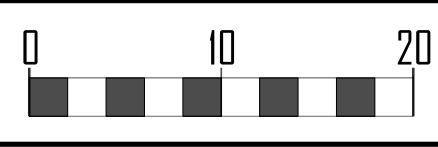
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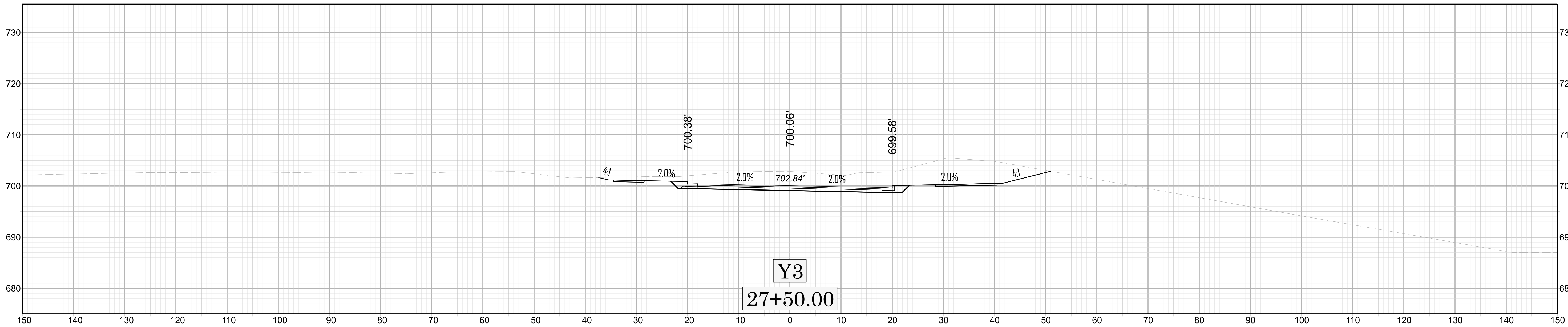
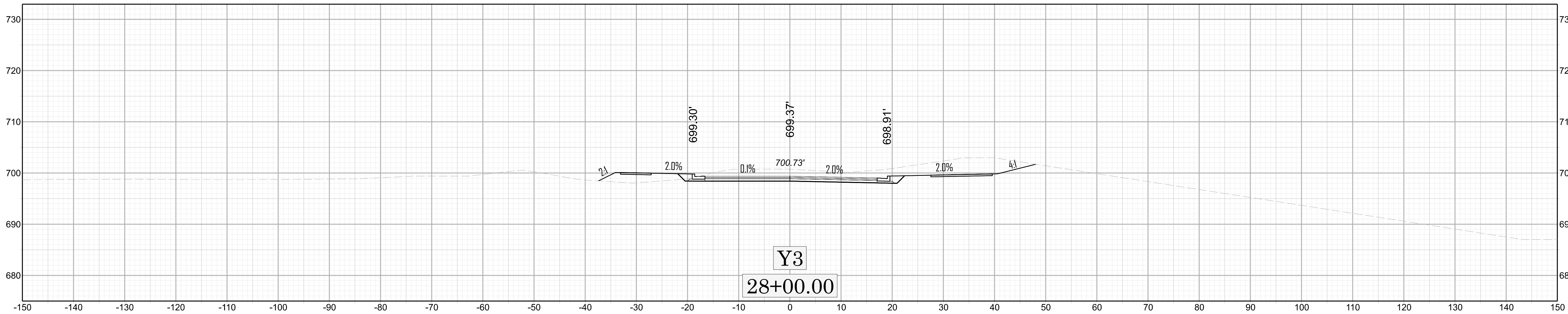
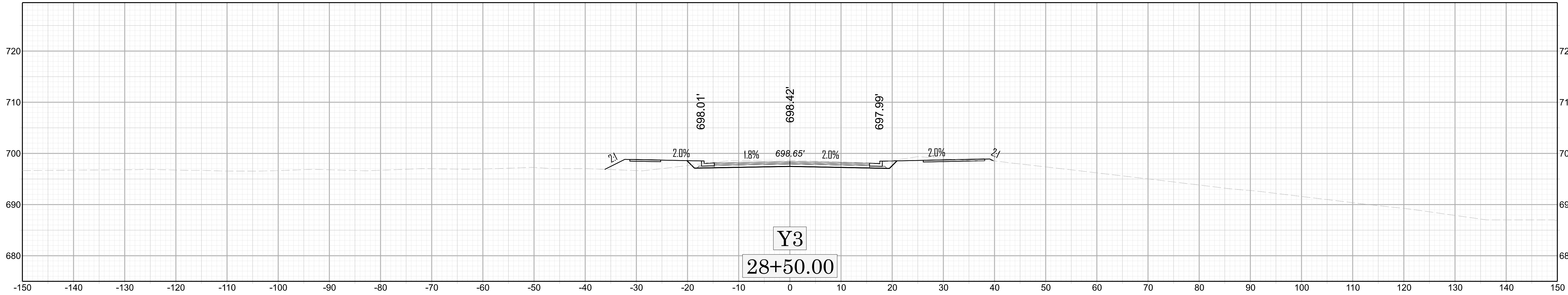


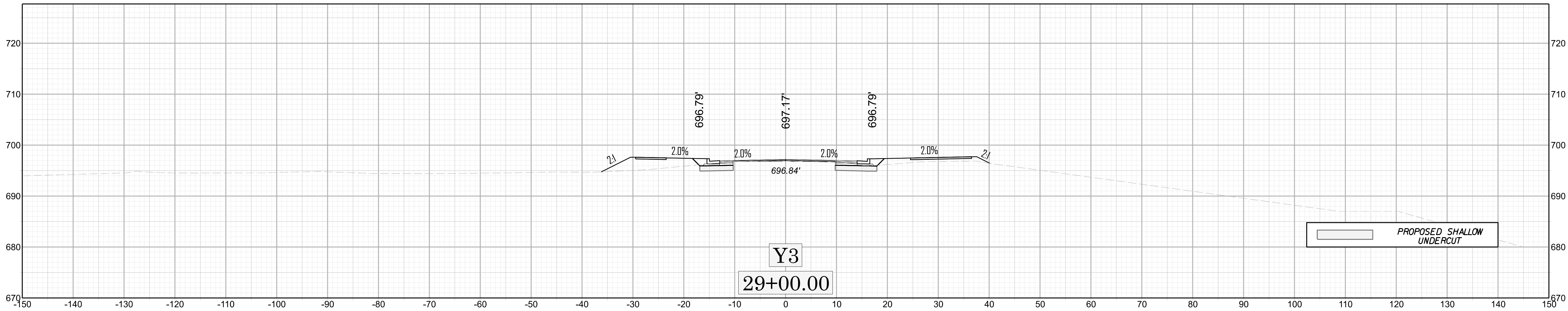
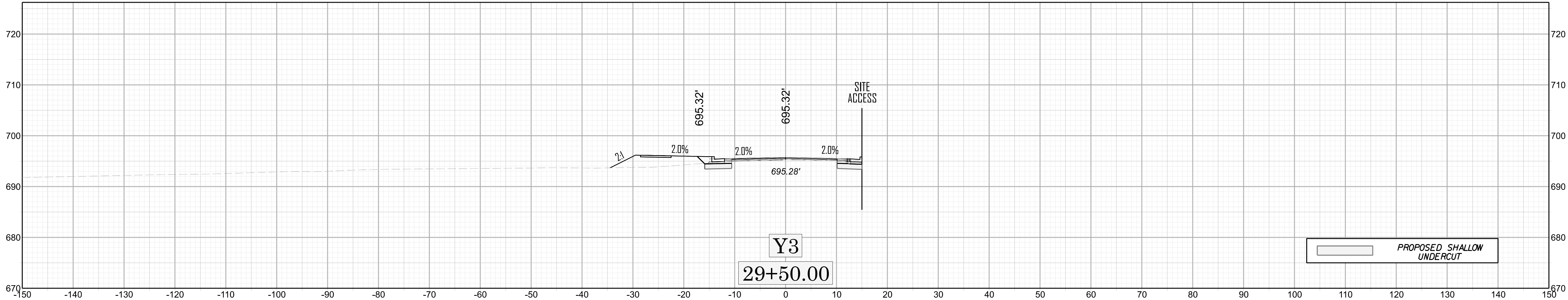
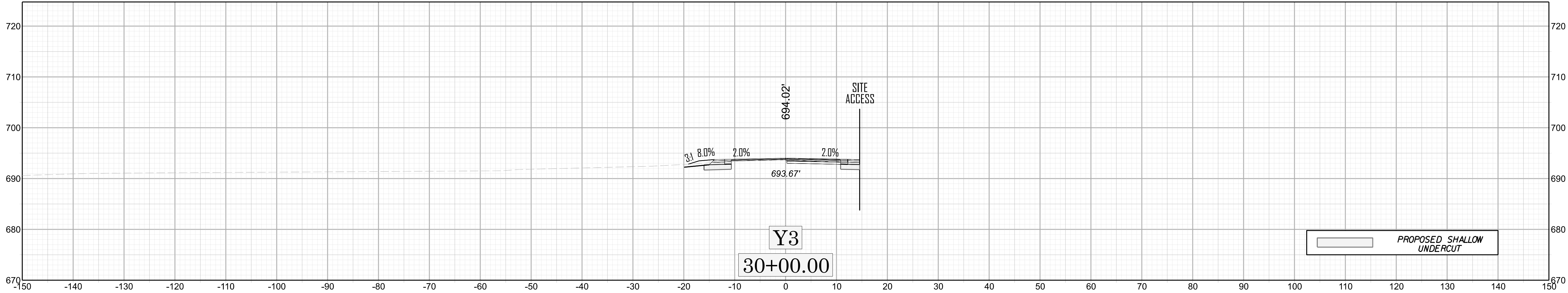
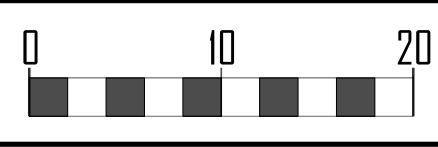




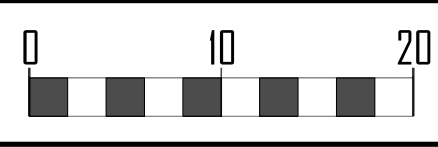




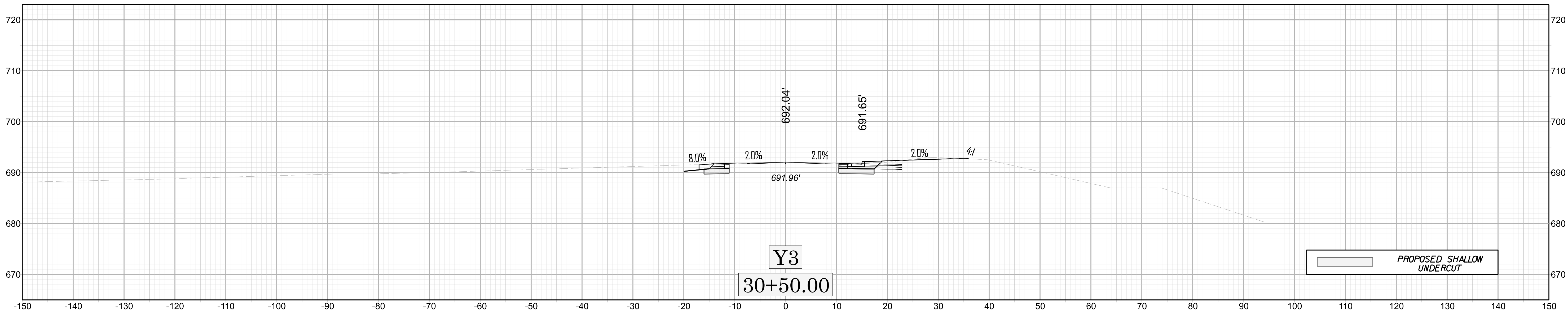
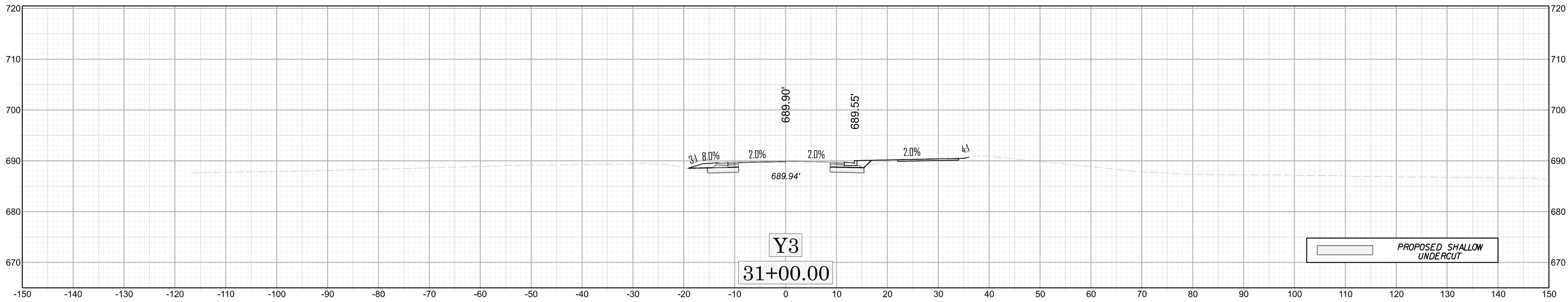
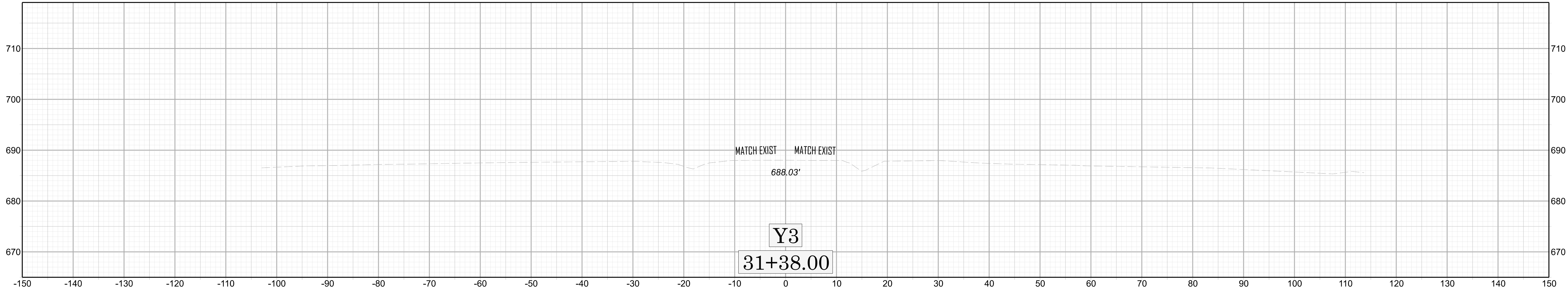


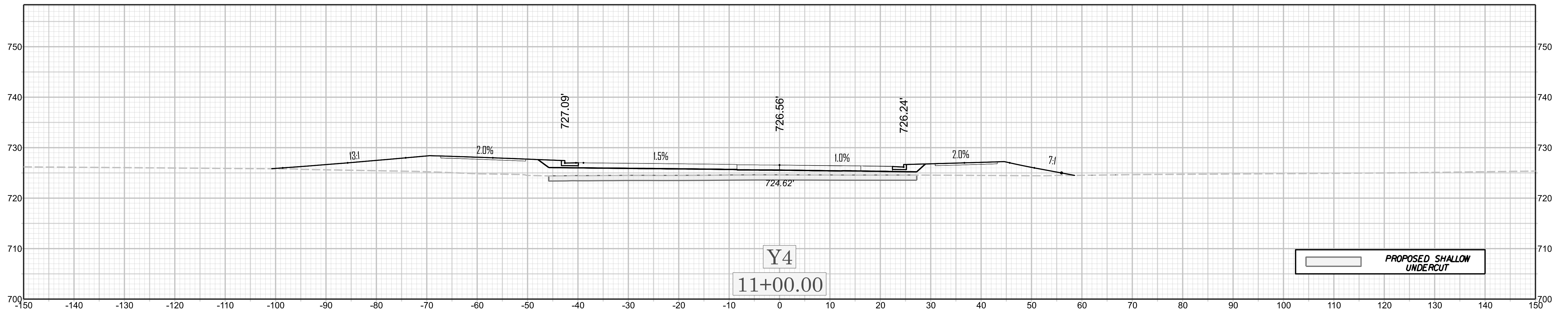
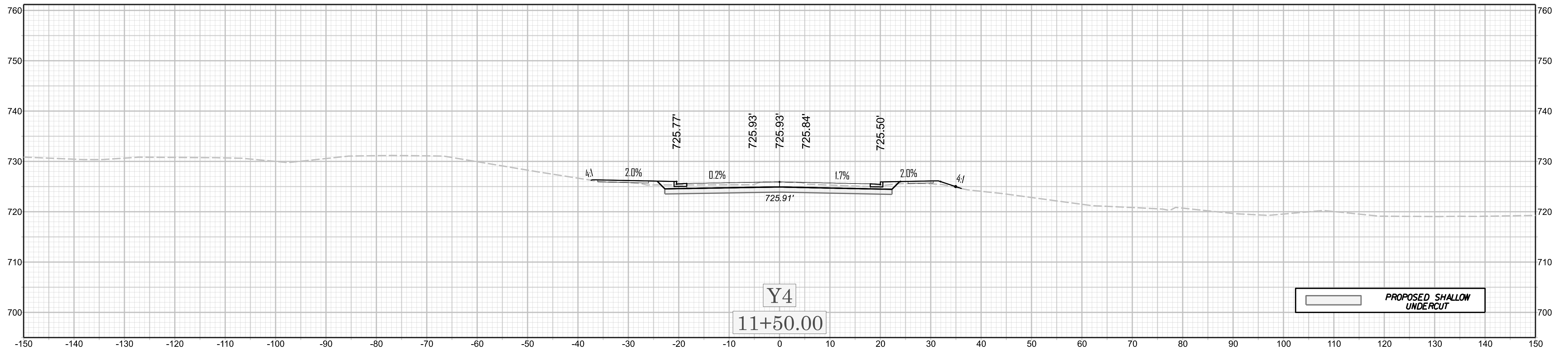
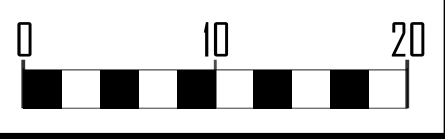


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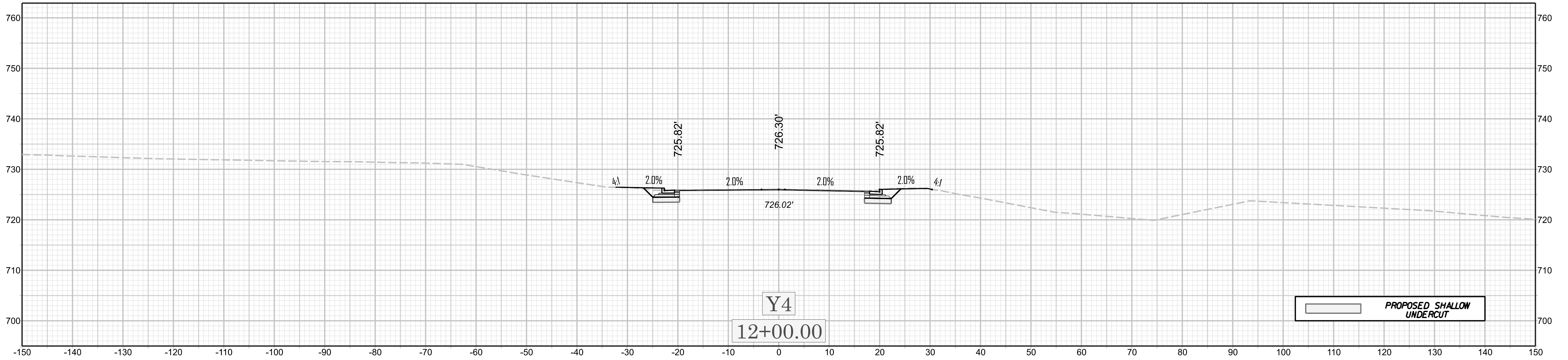
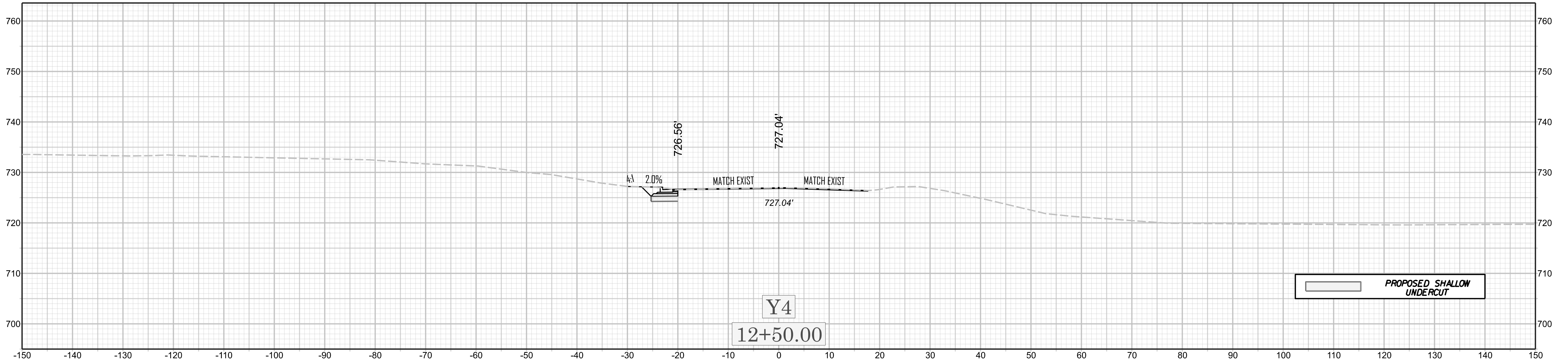
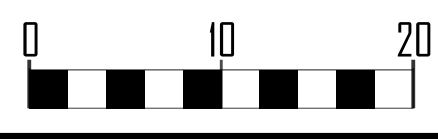


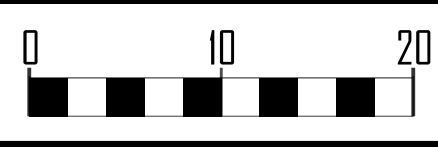
U-4913A
-Y3- X-054



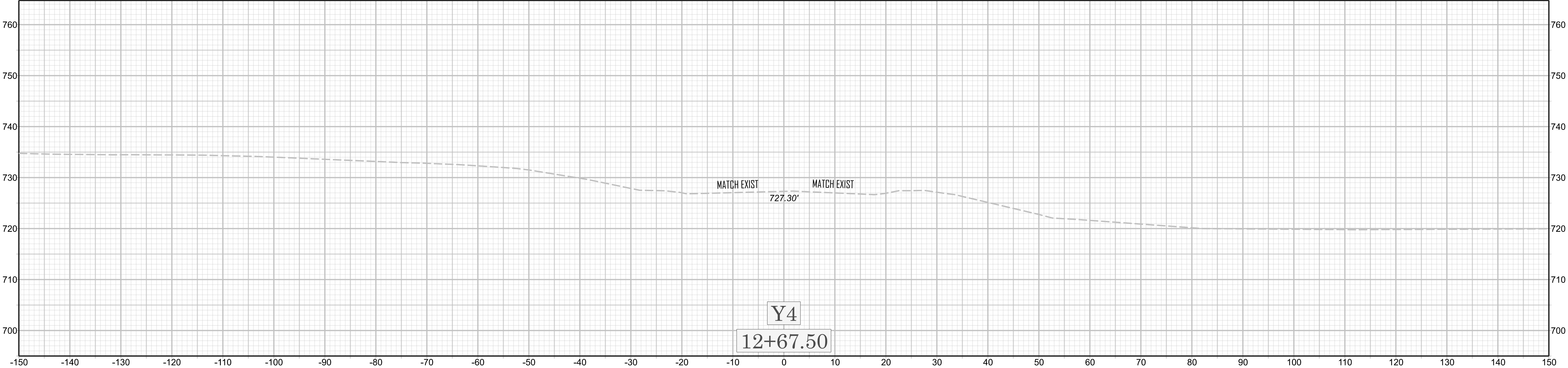


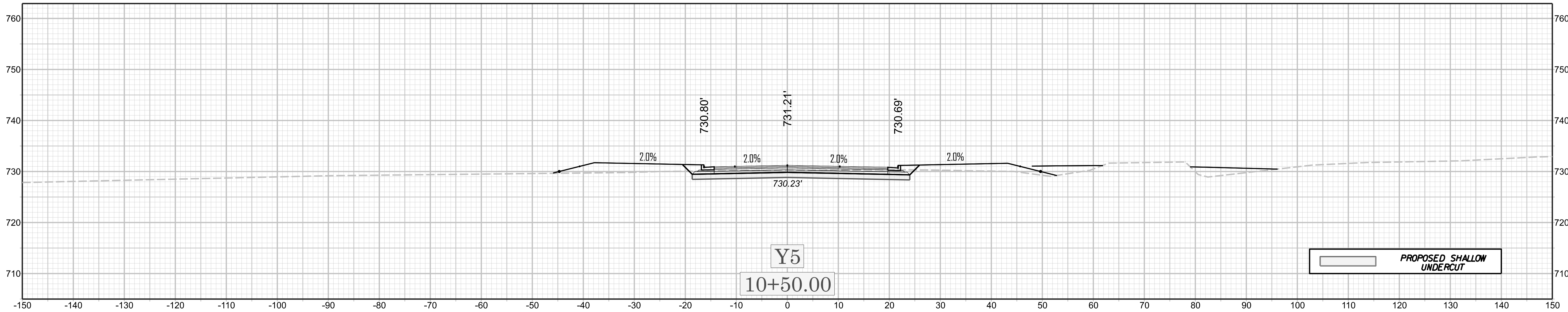
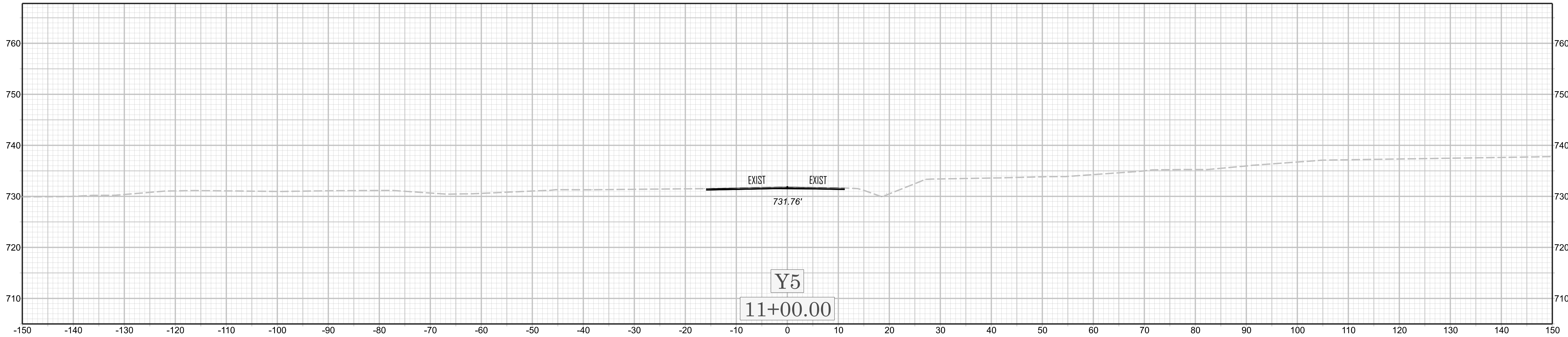
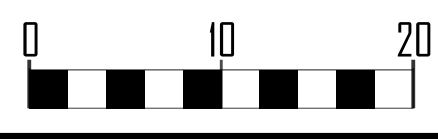
BEGIN GRADE
-Y4- STA 10+63.07 =
-RDBT- STA 10+98.66



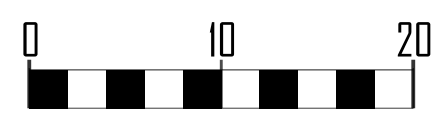


END CONSTRUCTION -Y4- STA 12+67.50

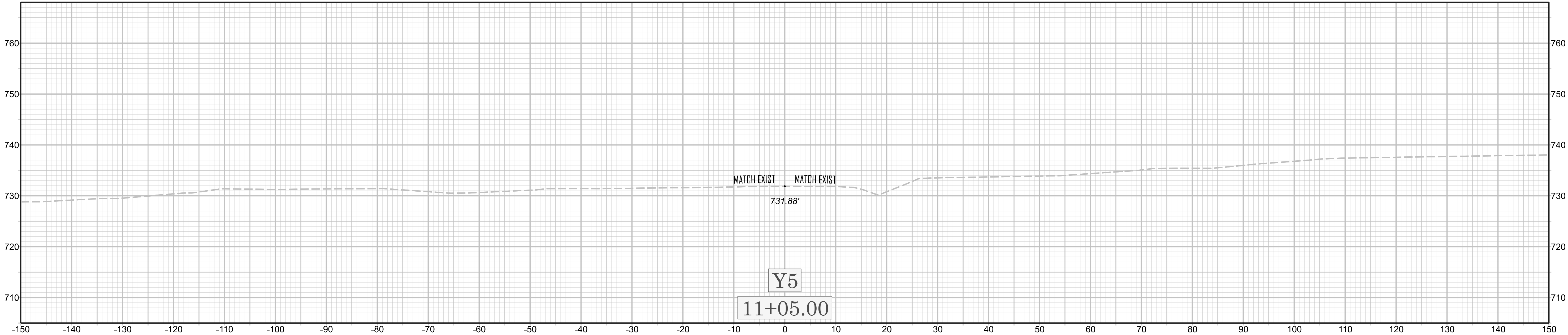


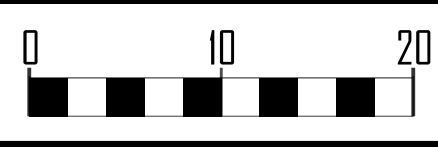


BEGIN CONSTRUCTION -Y5- STA 10+33.51

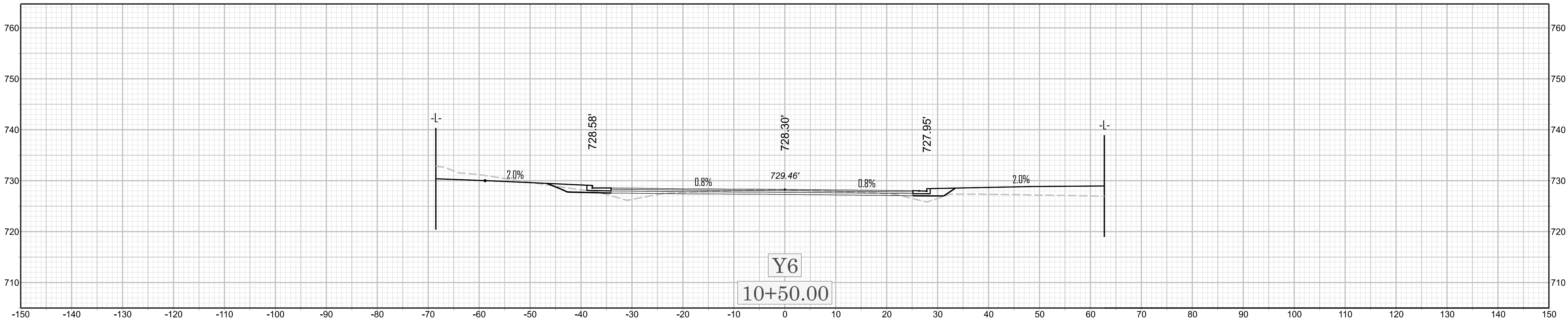
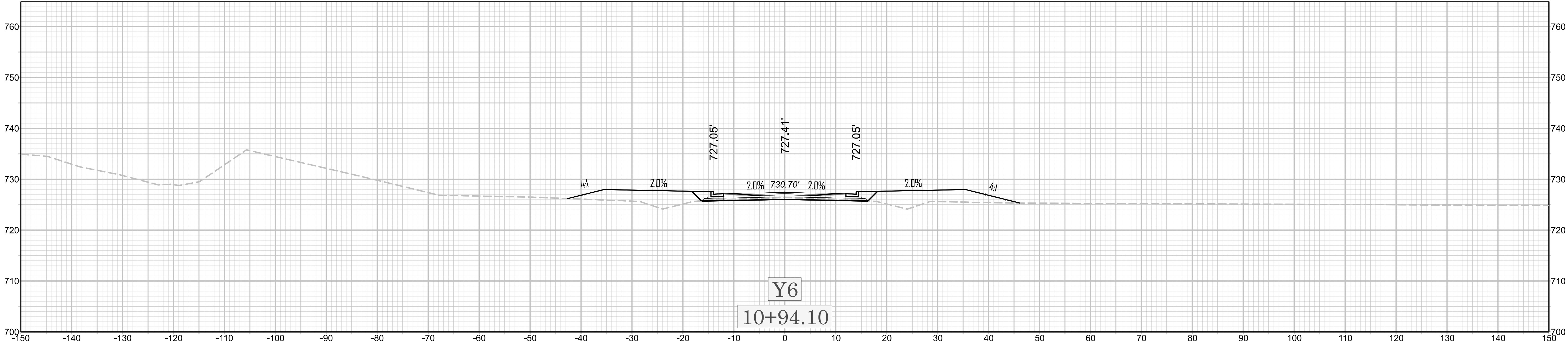


END CONSTRUCTION -Y5- STA 11+05.00





END CONSTRUCTION -Y6- STA 10+94.10



BEGIN CONSTRUCTION -Y6- STA 10+33.55