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**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
CROSS-SECTION SUMMARY**

PROJ. REFERENCE NO.

W-5601BV

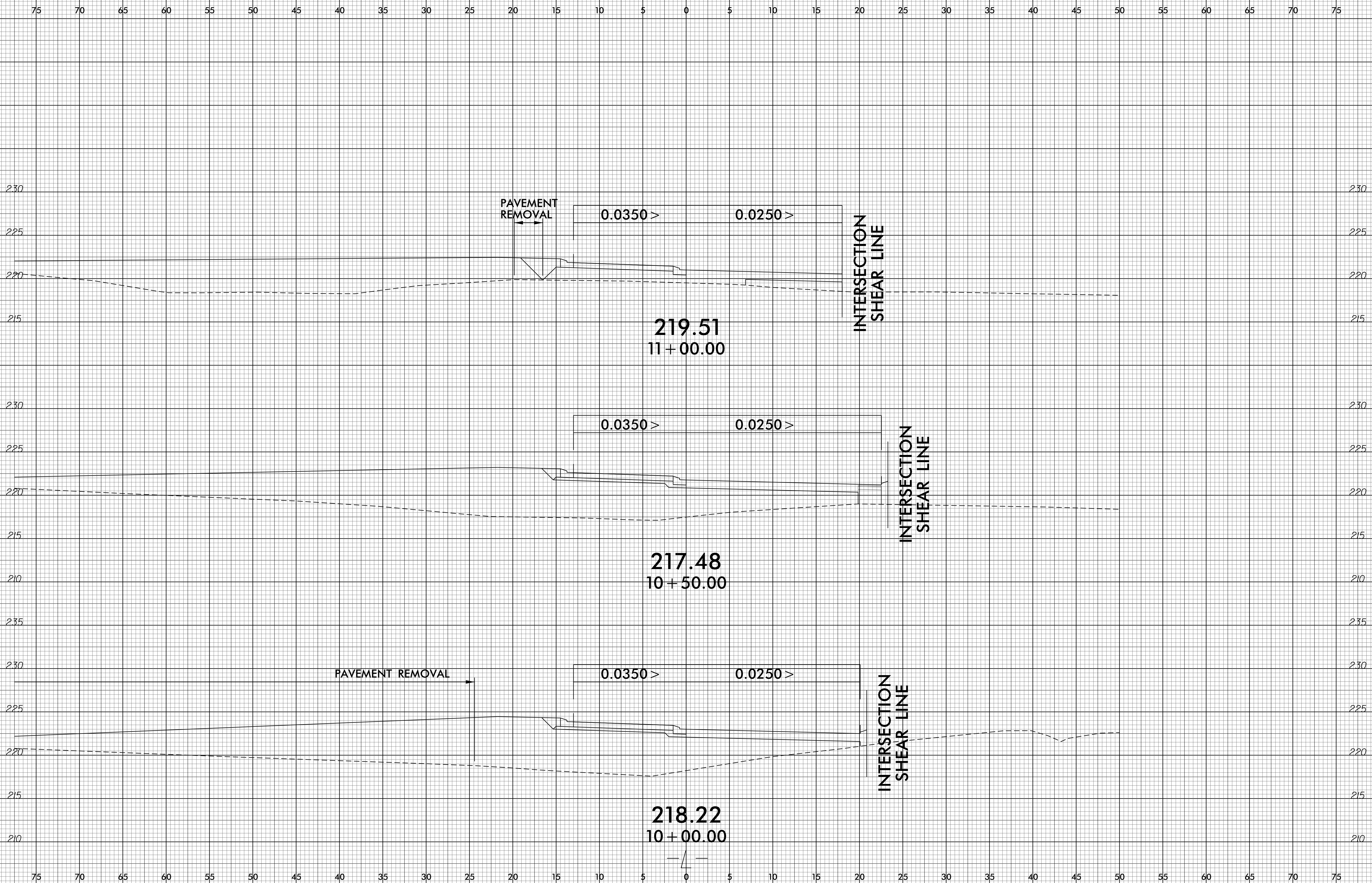
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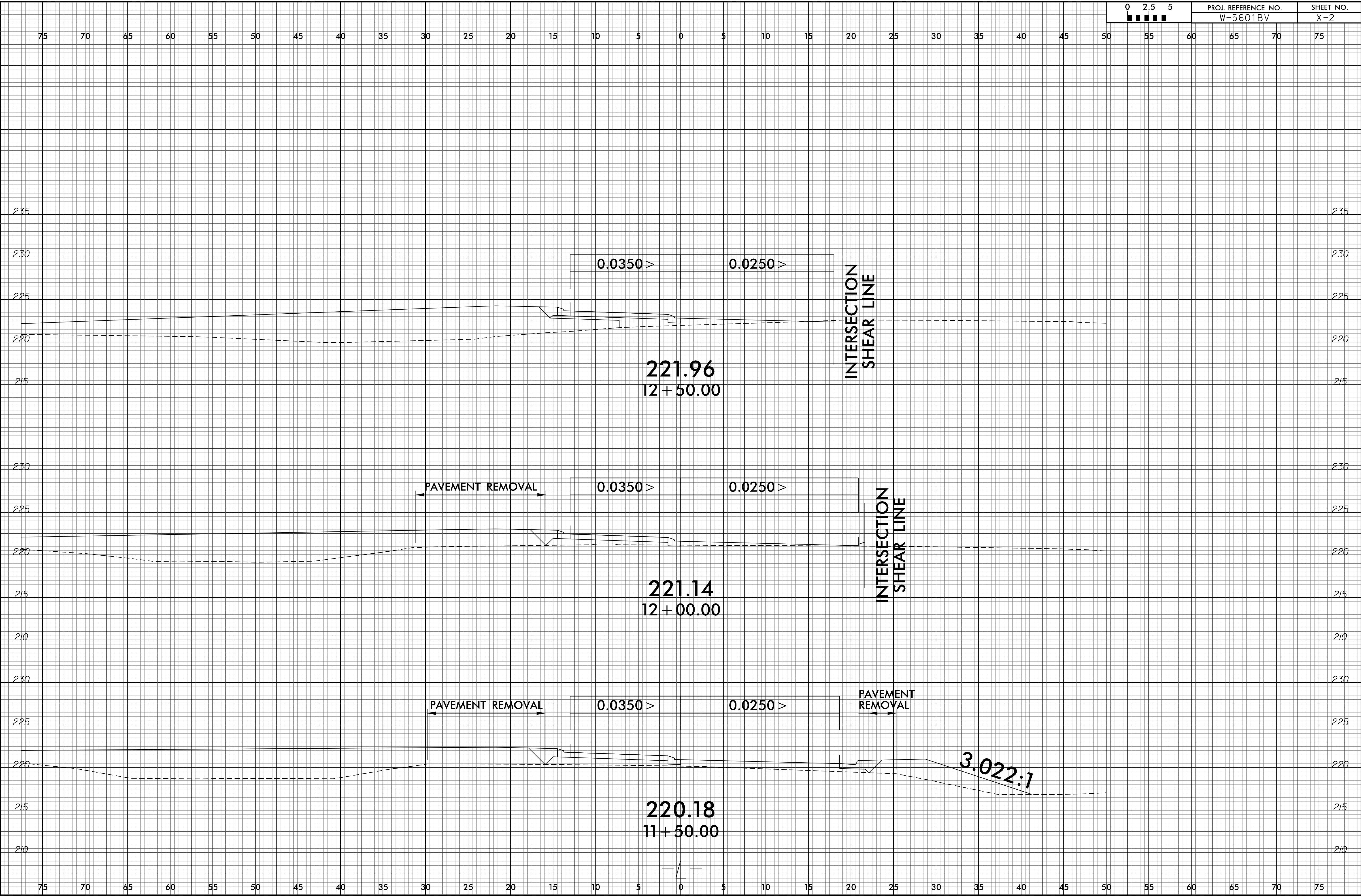
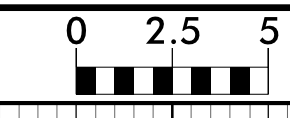
X-1A

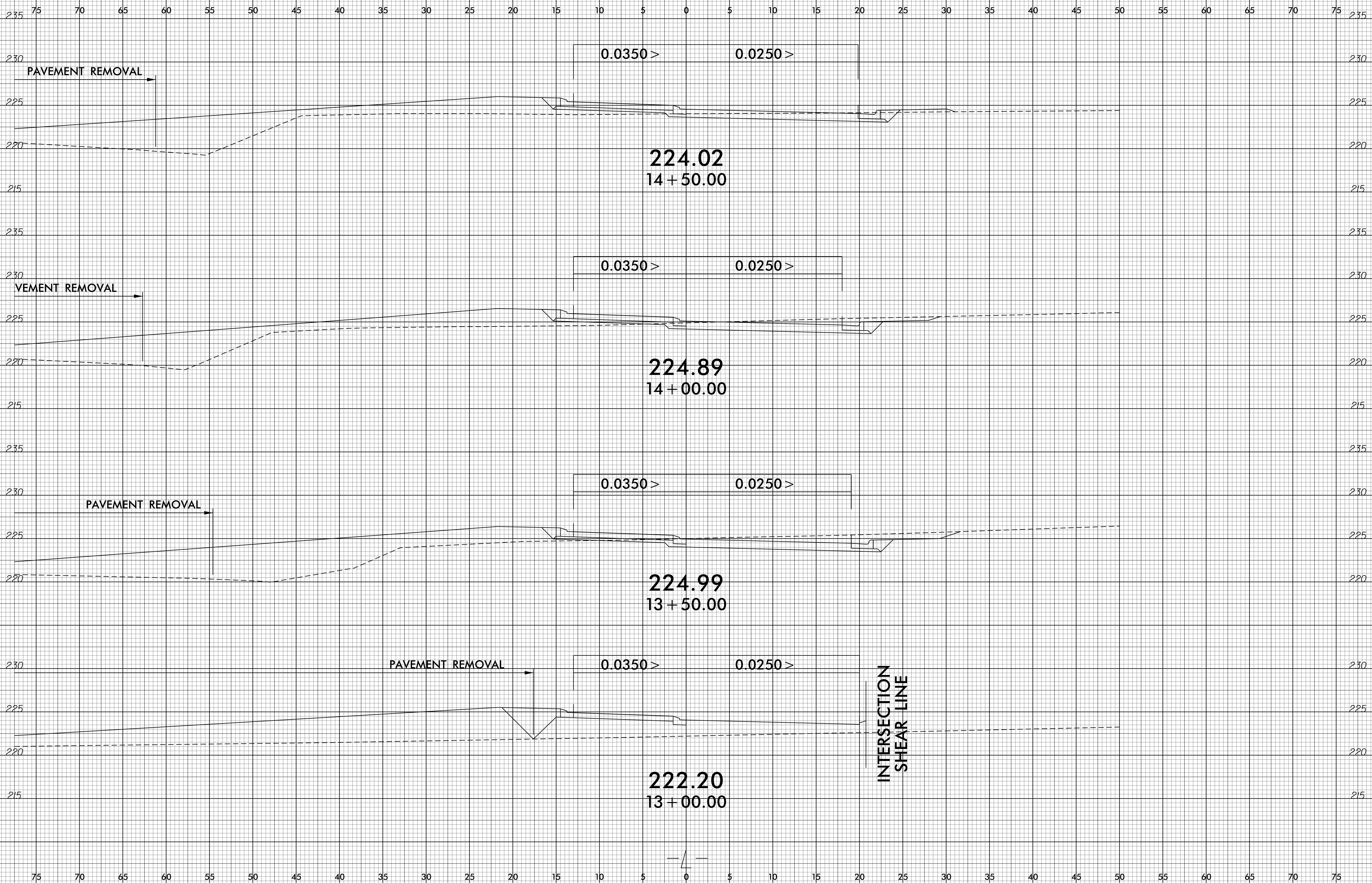
Quantities are approximate only. The Resident Engineer will re-cross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

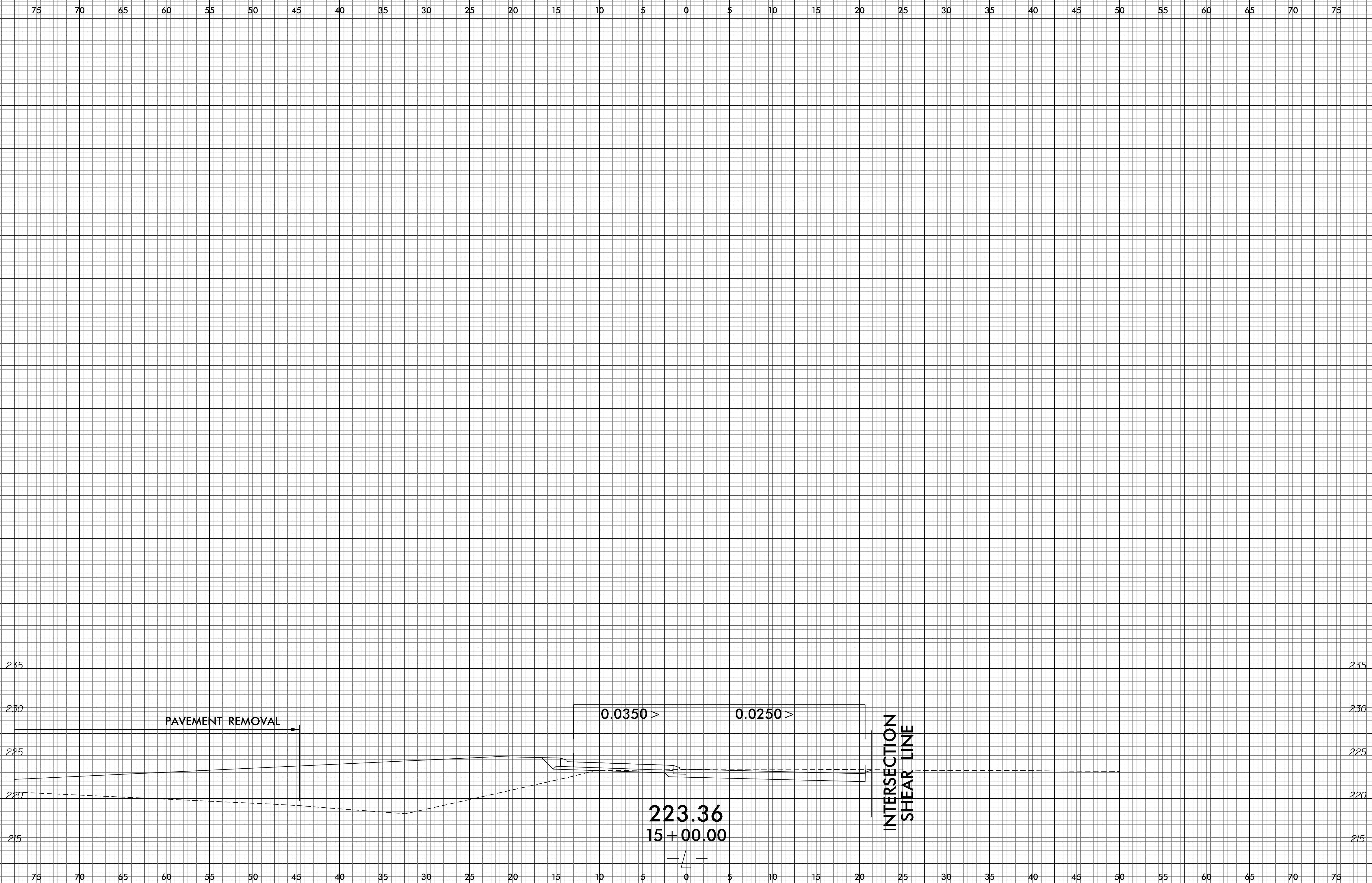
NOTE: EMBANKMENT COLUMN DOES NOT INCLUDES BACKFILL FOR UNDERCUT

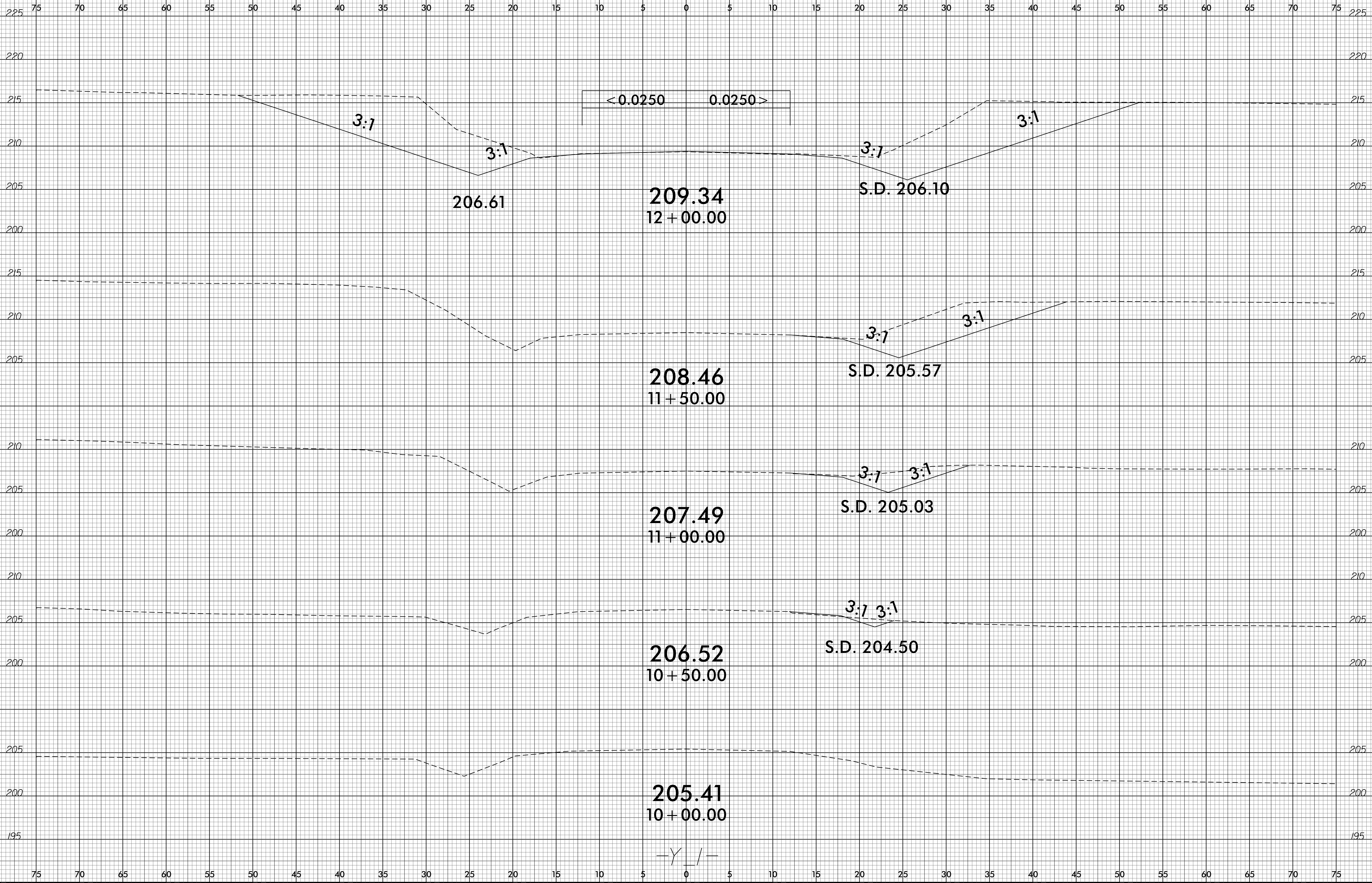
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10+00				10+50				14+00				15+00			
10+50		640		11+00	19	1		14+50	28	3		15+50	9	1	
11+00		498		11+50	74			15+00	21	8		16+00	7	6	
11+50		379		12+00	276			15+50	11	14		16+50	5	6	
12+00		338		12+50	479	1		16+00	17	14		17+00	7	2	
12+50		328		13+00	587	1		16+50	24	6		17+50	6	4	
13+00		320		13+50	672	1		17+00	12	33		18+00	8	19	
13+50	41	304		14+00	695	3		17+50	5	39		18+50	12	34	
14+00	71	289		14+50	707	3		18+00	9	39		19+00	16	42	
14+50	47	265		15+00	708	4		18+50	15	113		19+50	11	41	
15+00	43	369		15+50	497	10		19+00	12	189		20+00	7	45	
				16+00	279	15		19+50		127					
				16+50	241	8									
				17+00	225										
				17+50	246	17									
				18+00	250	60									
				18+50	207	43									
				19+00	158										
				STATION Y1A	UNCLASSIFIED EXCAVATION (CU YD)	EMBANKMENT (CU YD)		STATION Y2A	UNCLASSIFIED EXCAVATION (CU YD)	EMBANKMENT (CU YD)		STATION Y3A	UNCLASSIFIED EXCAVATION (CU YD)	EMBANKMENT (CU YD)	
				10+00				10+00				10+00			
				10+50	35	149		10+50	3	92		10+50	13	40	
												11+00	33	25	

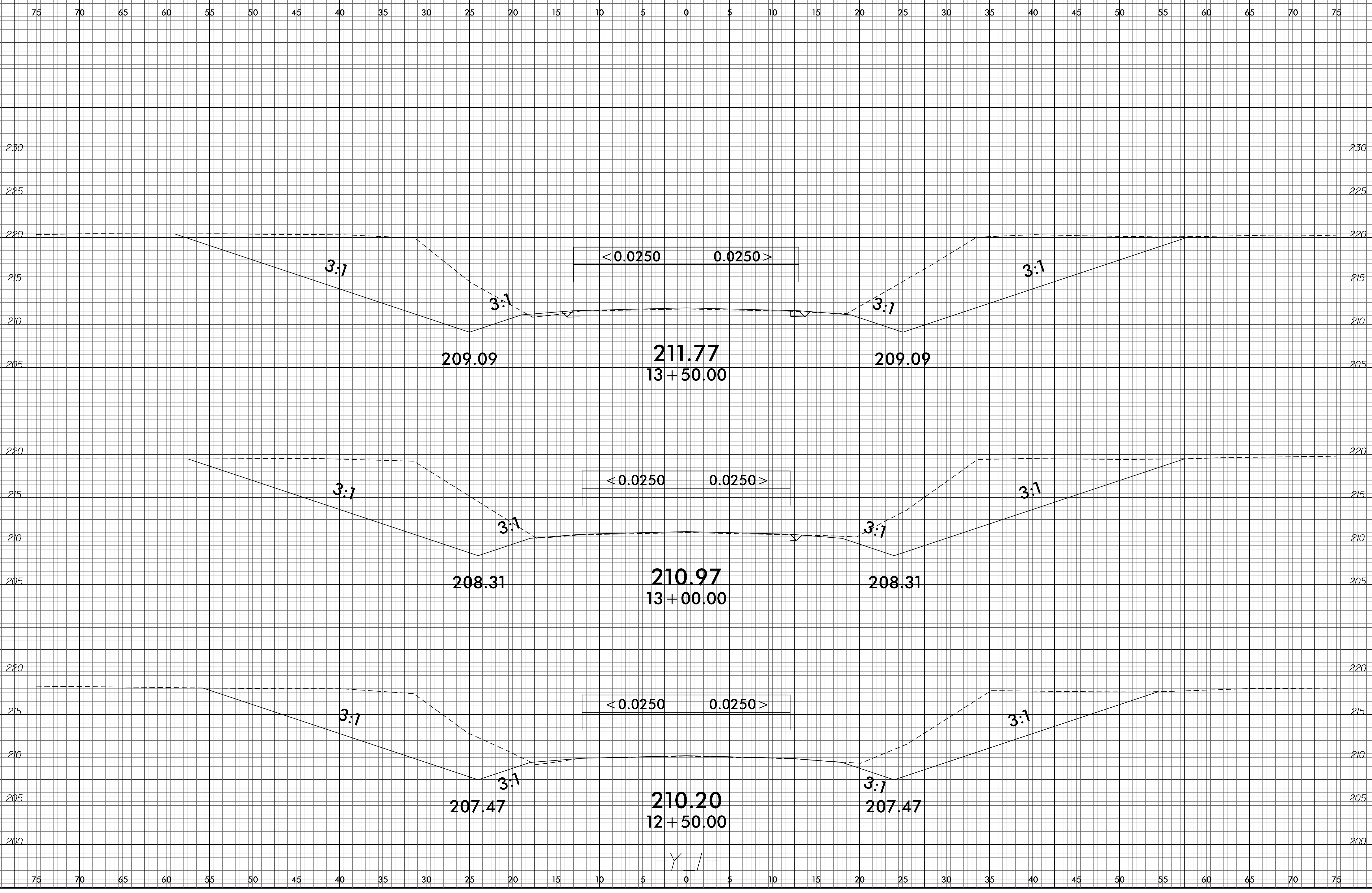


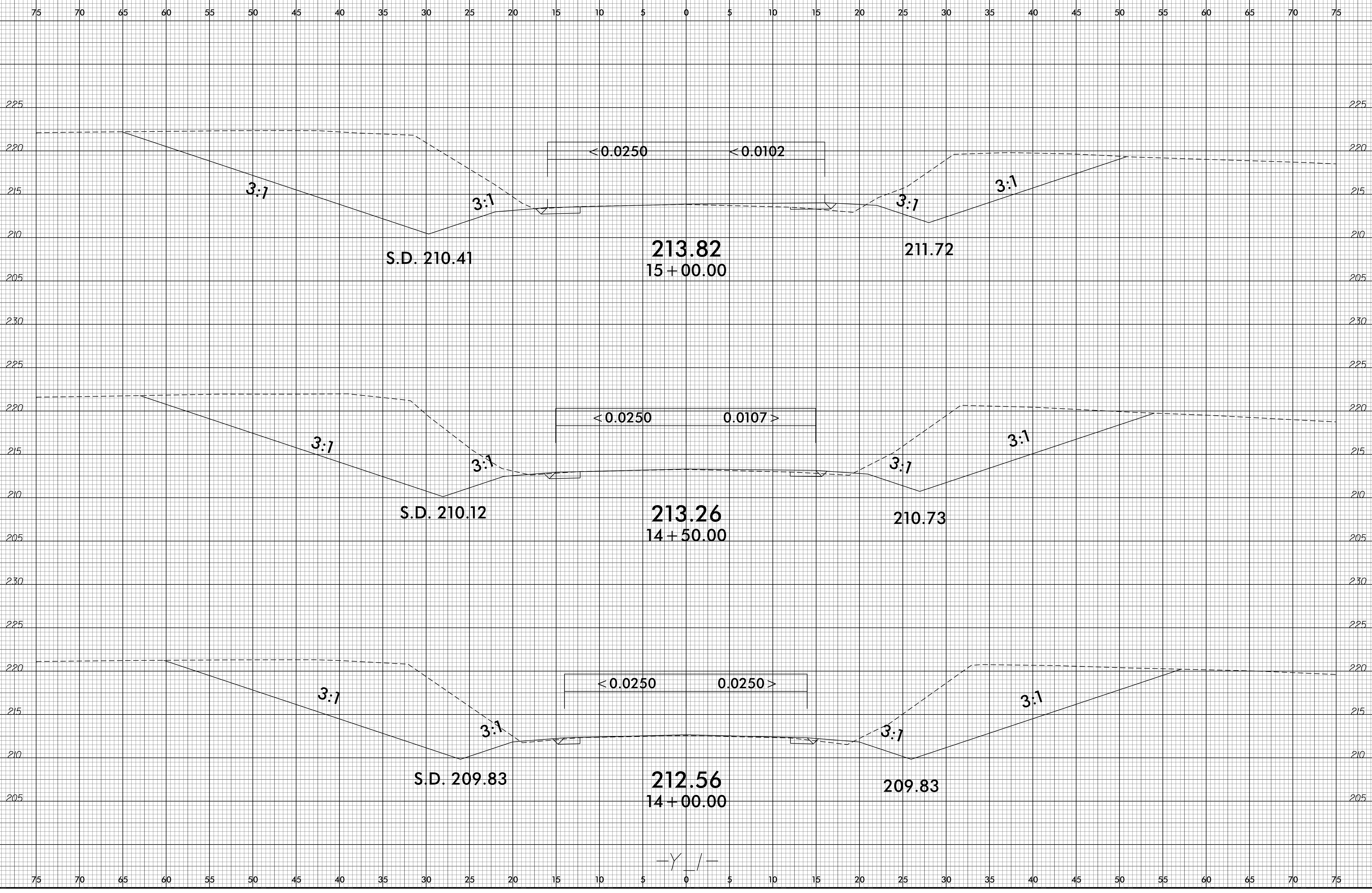




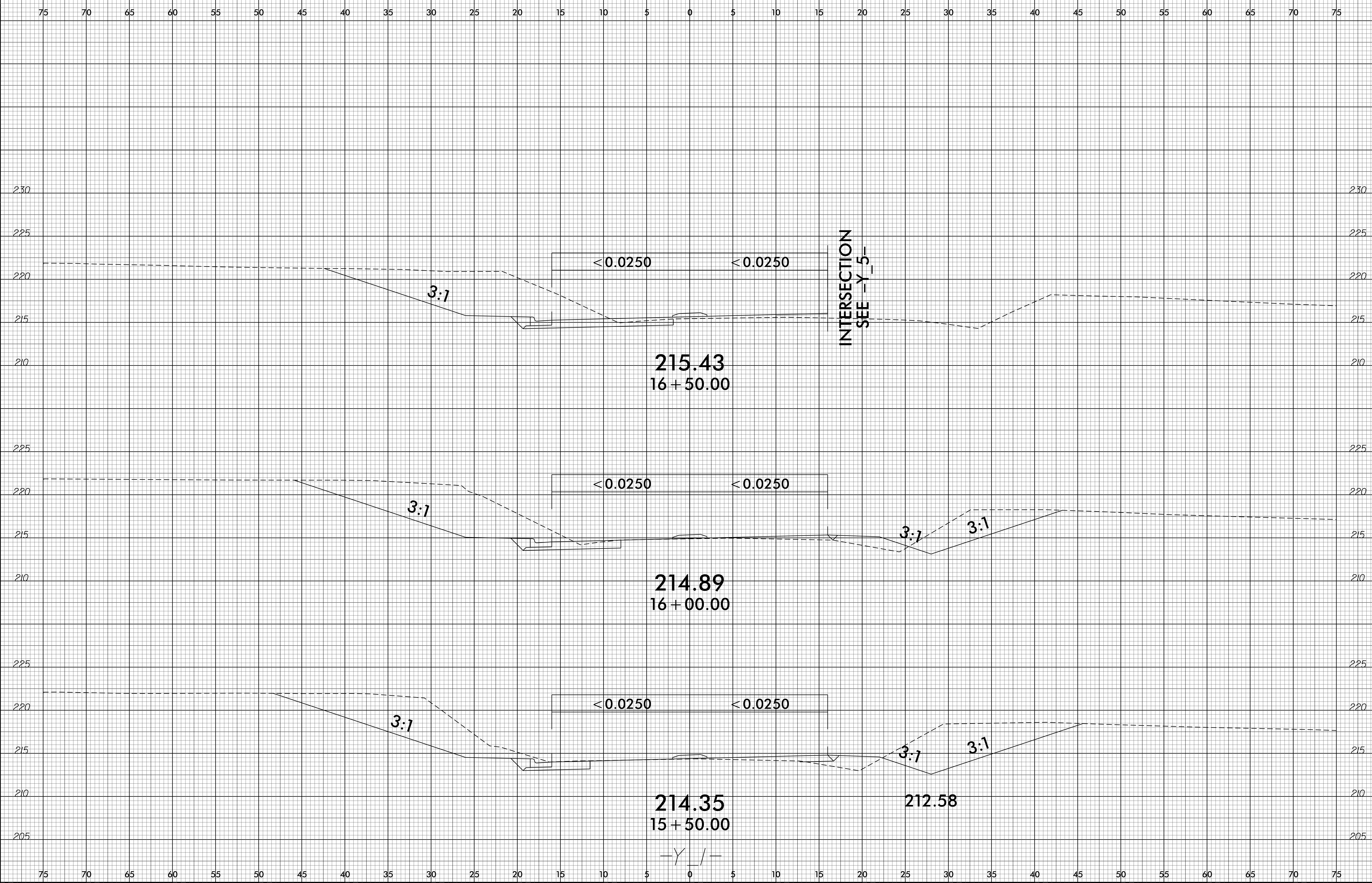




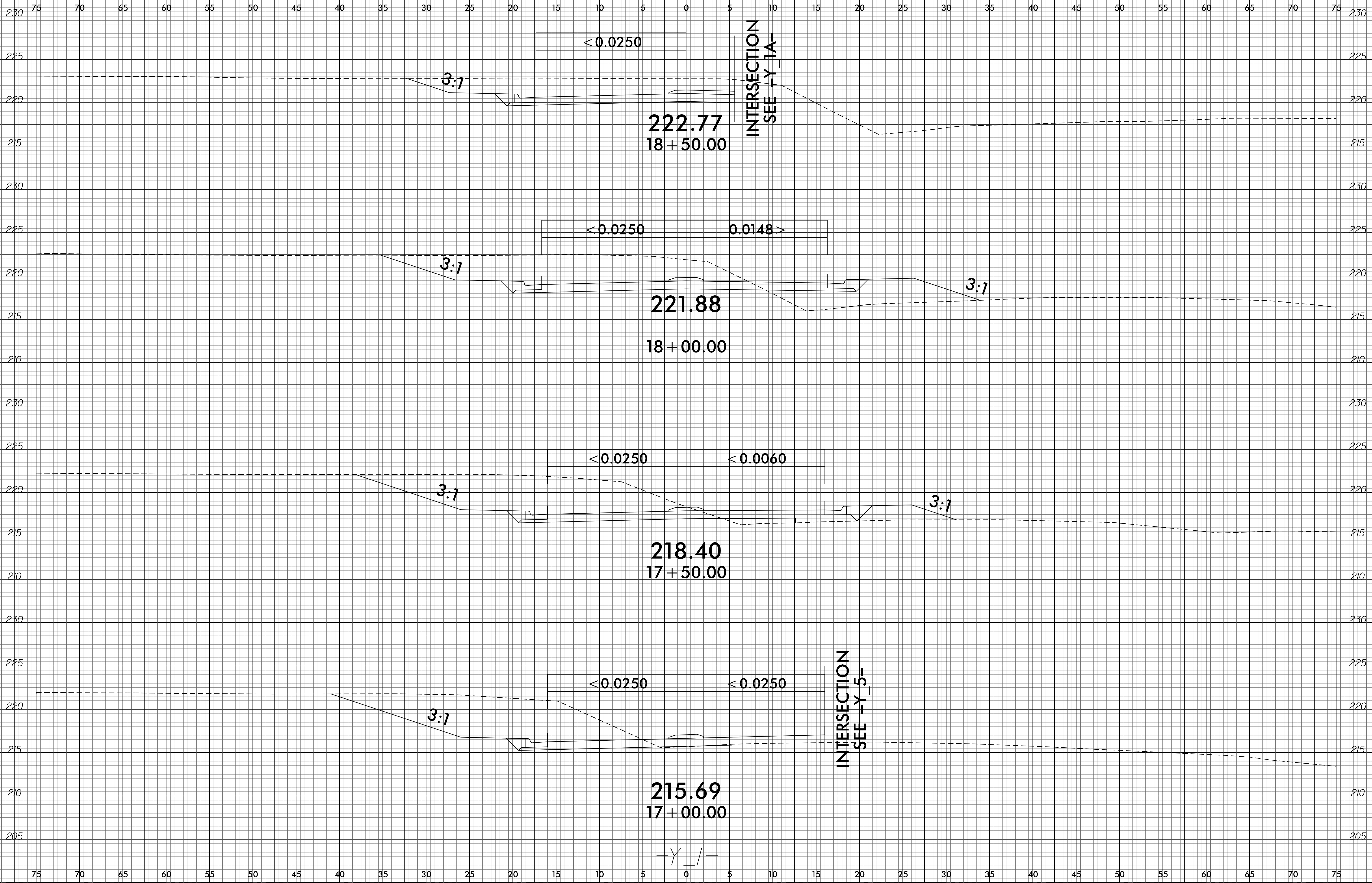




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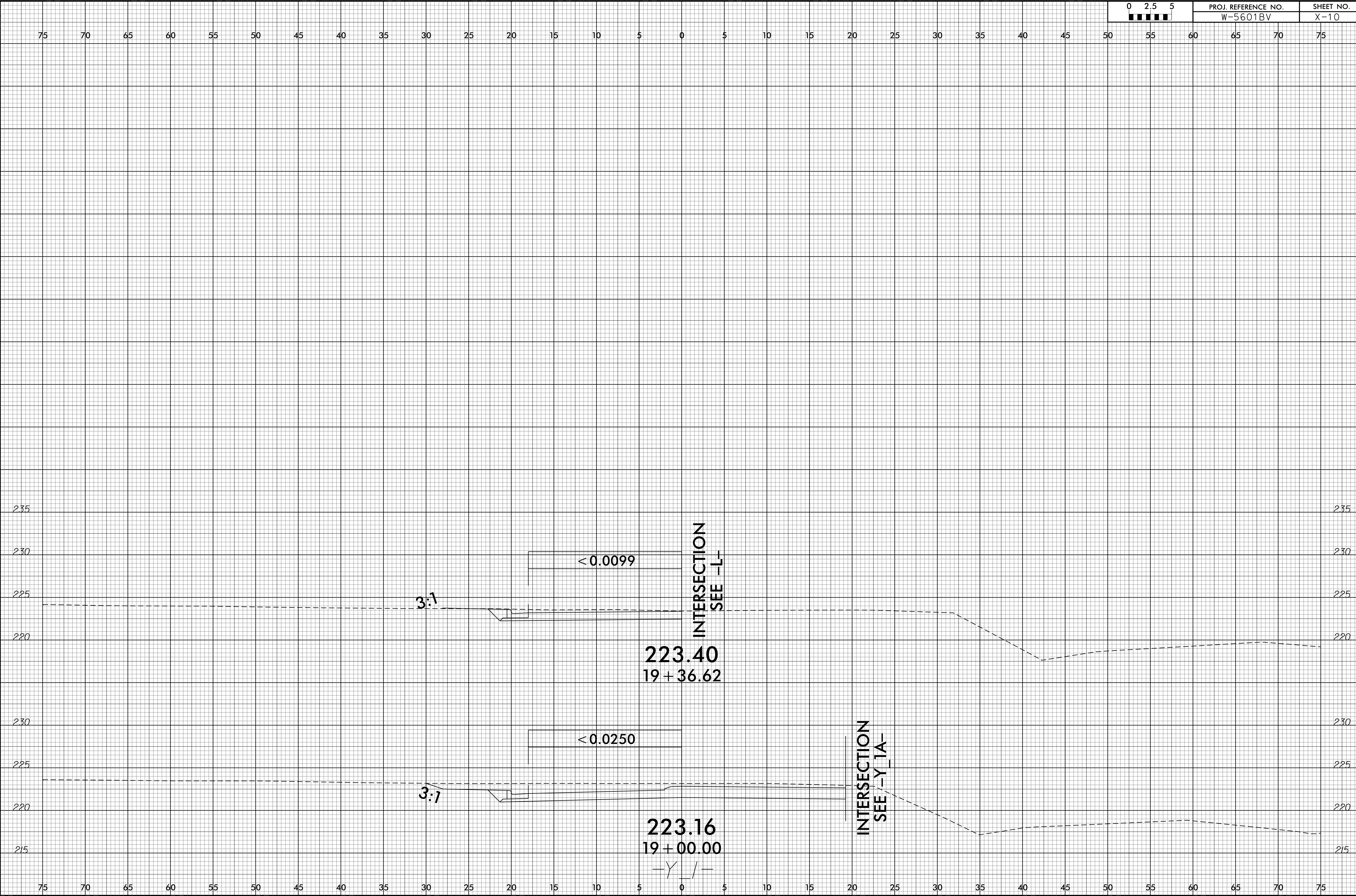


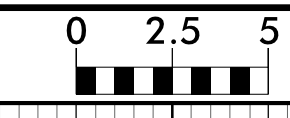
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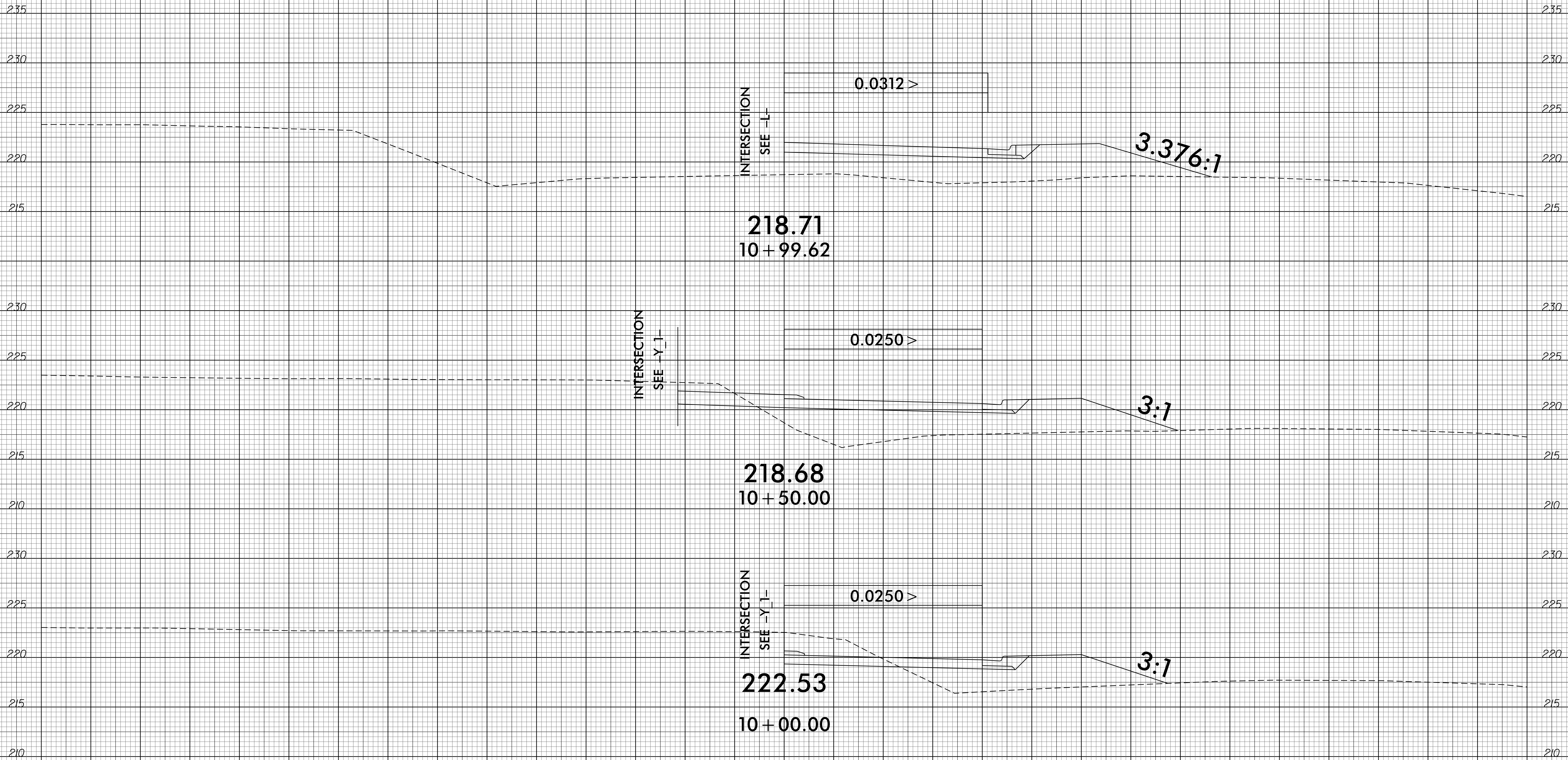
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INTERSECTION
SEE -Y 1-

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INTERSECTION
SEE -Y 1-

222.53
10+00.00

0.0250 >

3:1

-Y 1/A-

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220 220

215 215

210 210

205 205

215 215

210 210

205 205

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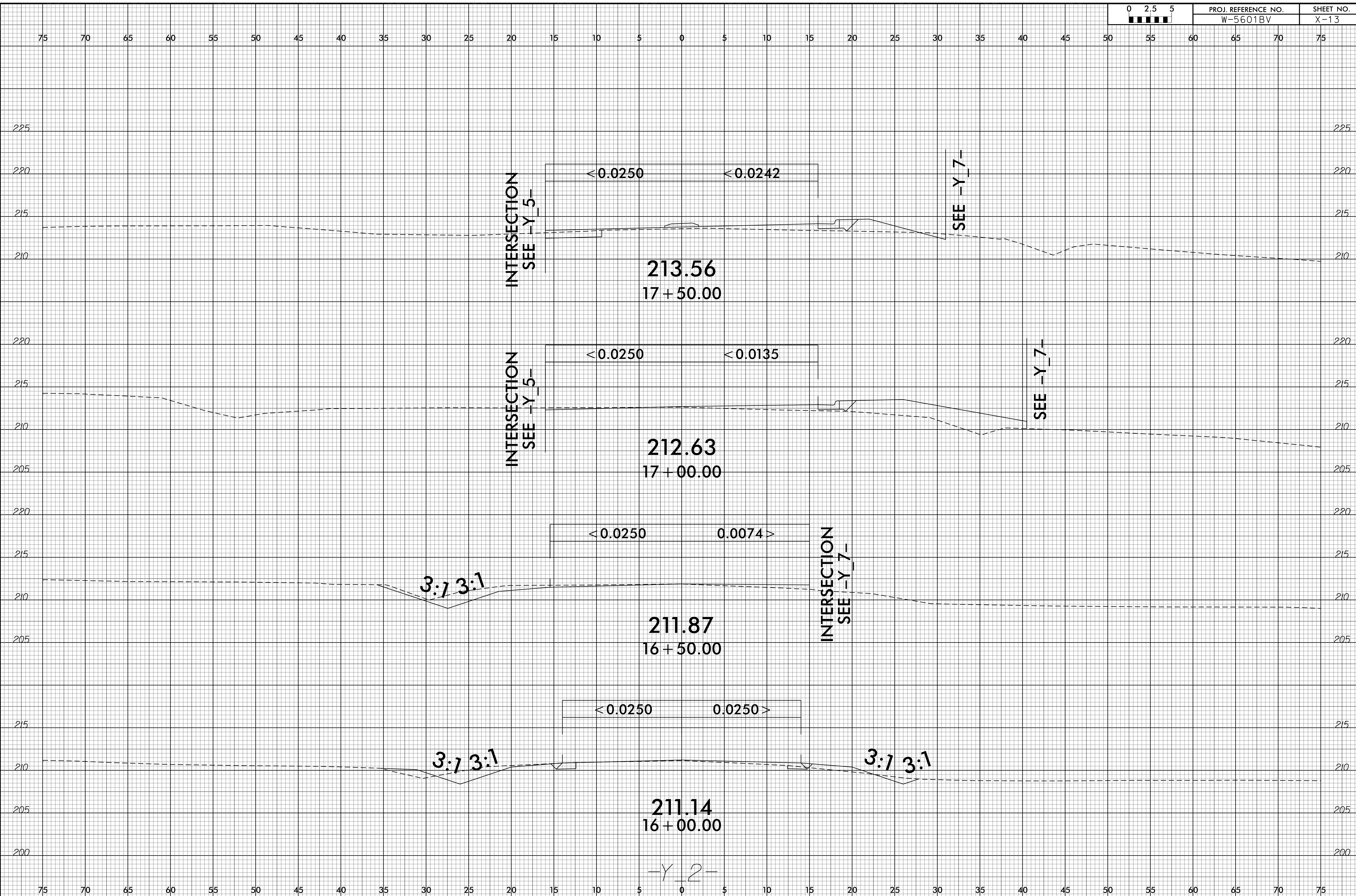
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230 230

225 225

220 220

215 215

210 210

225 225

220 220

215 215

210 210

205 205

225 225

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215 215

210 210

205 205

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

3:1

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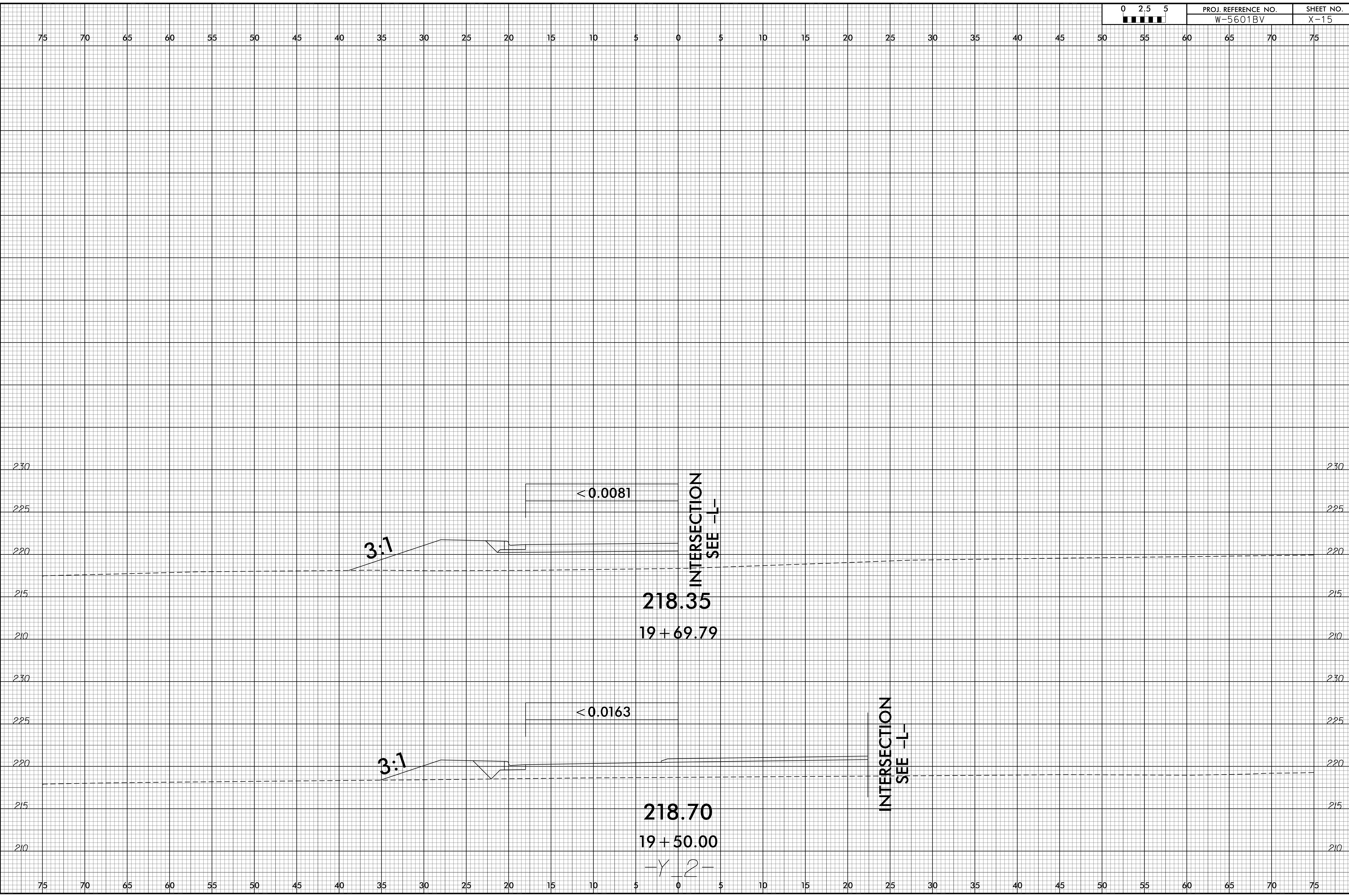
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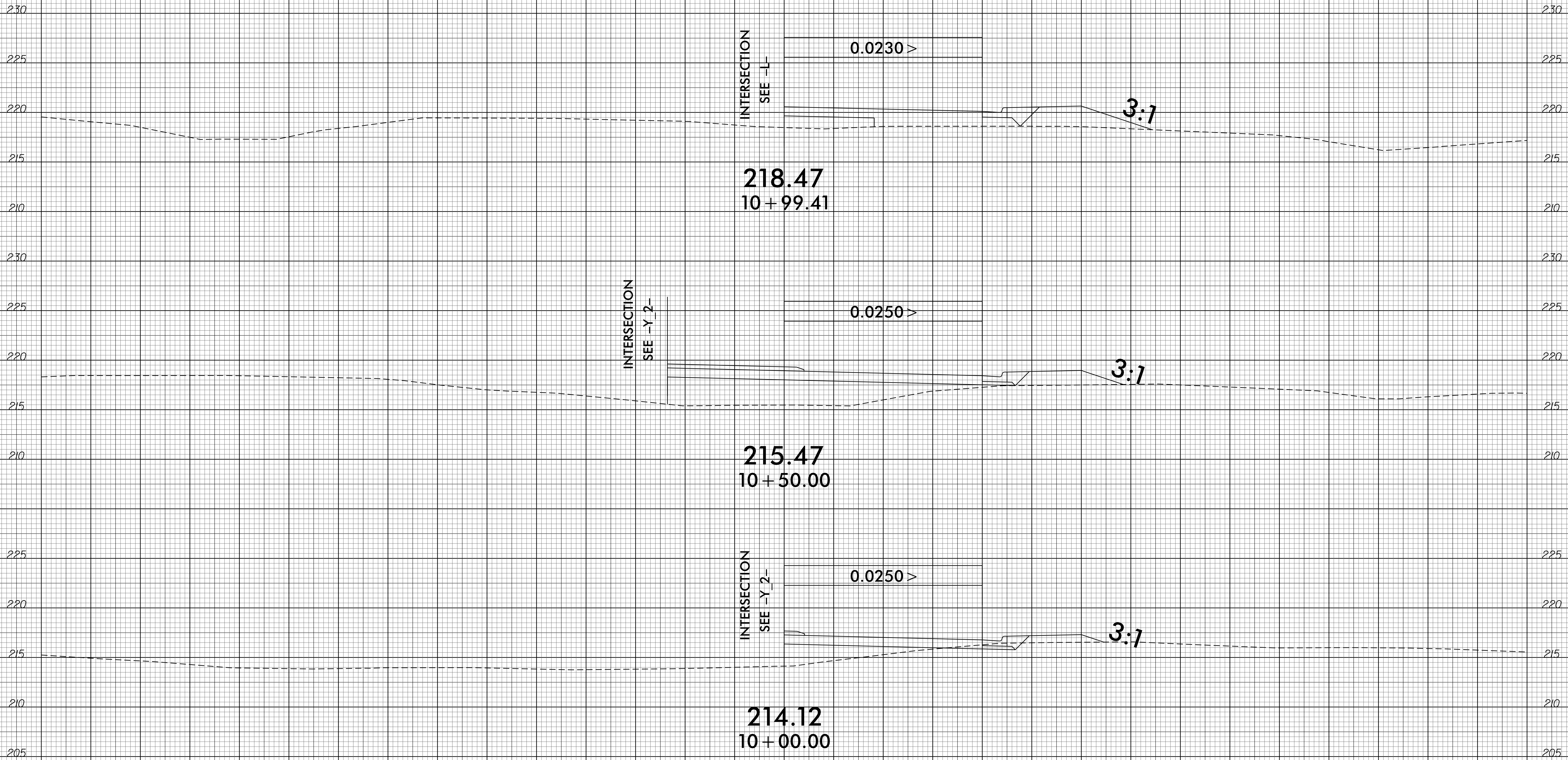
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INTERSECTION
SEE -Y 2-

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INTERSECTION
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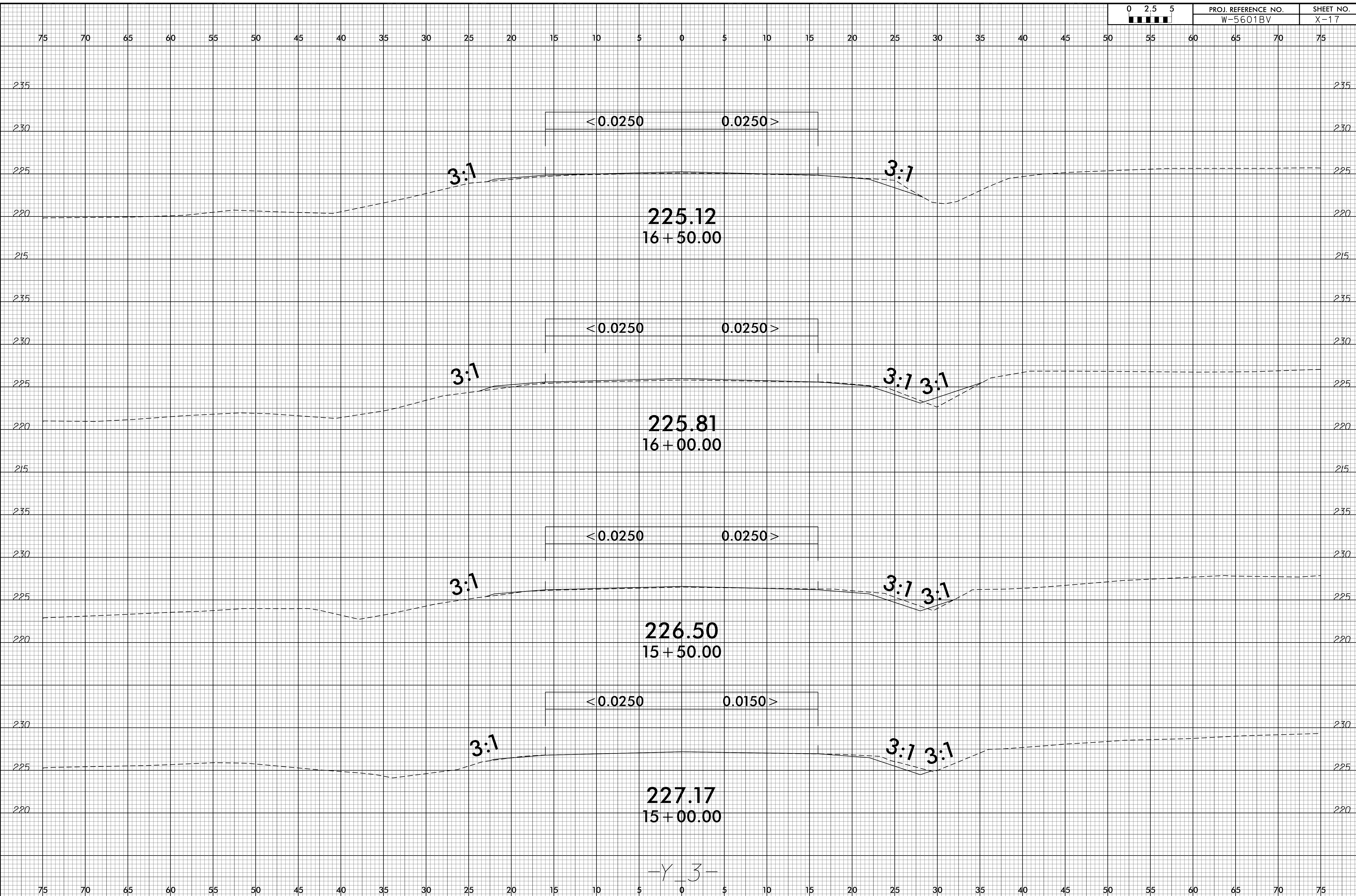
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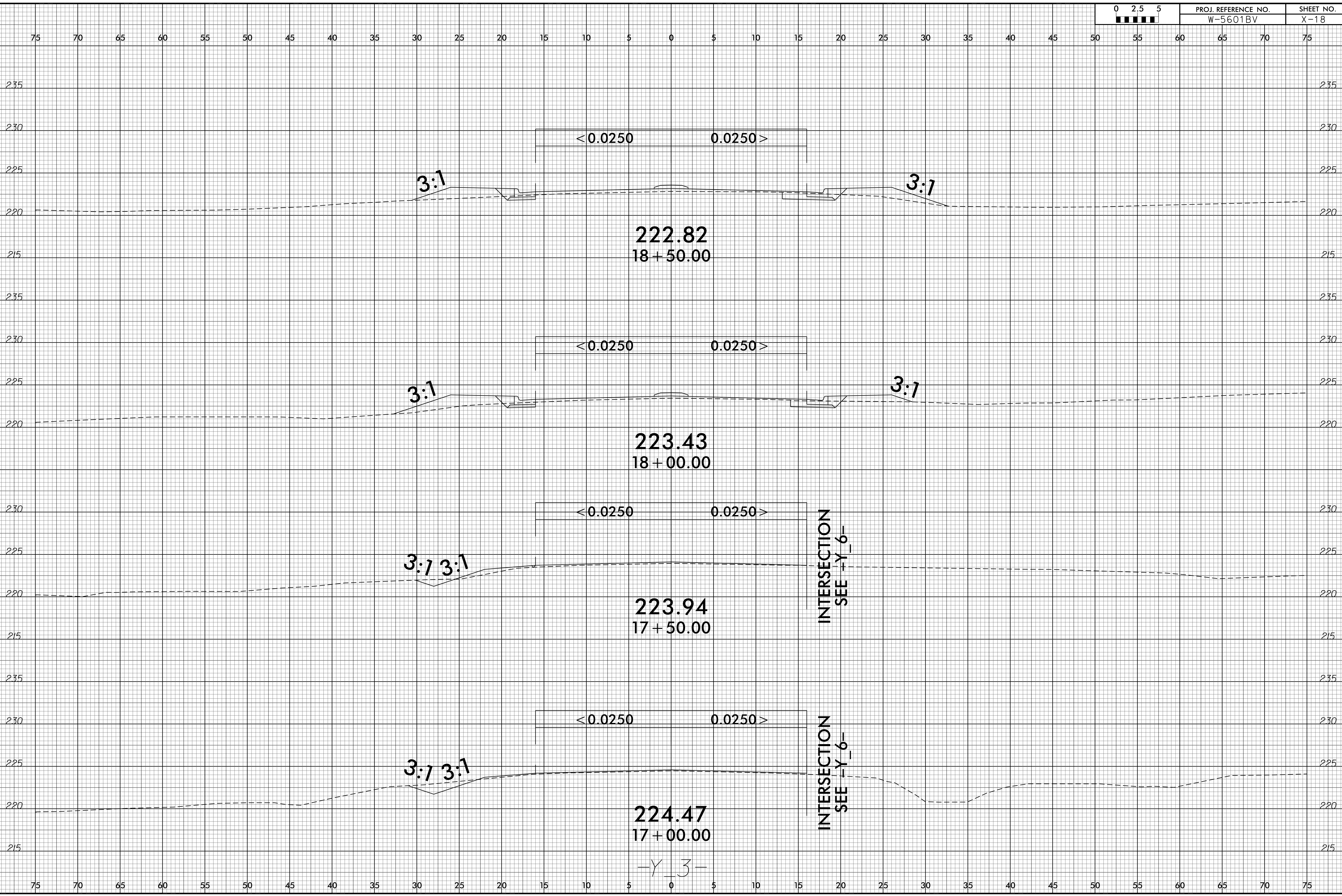
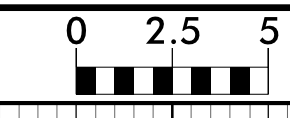
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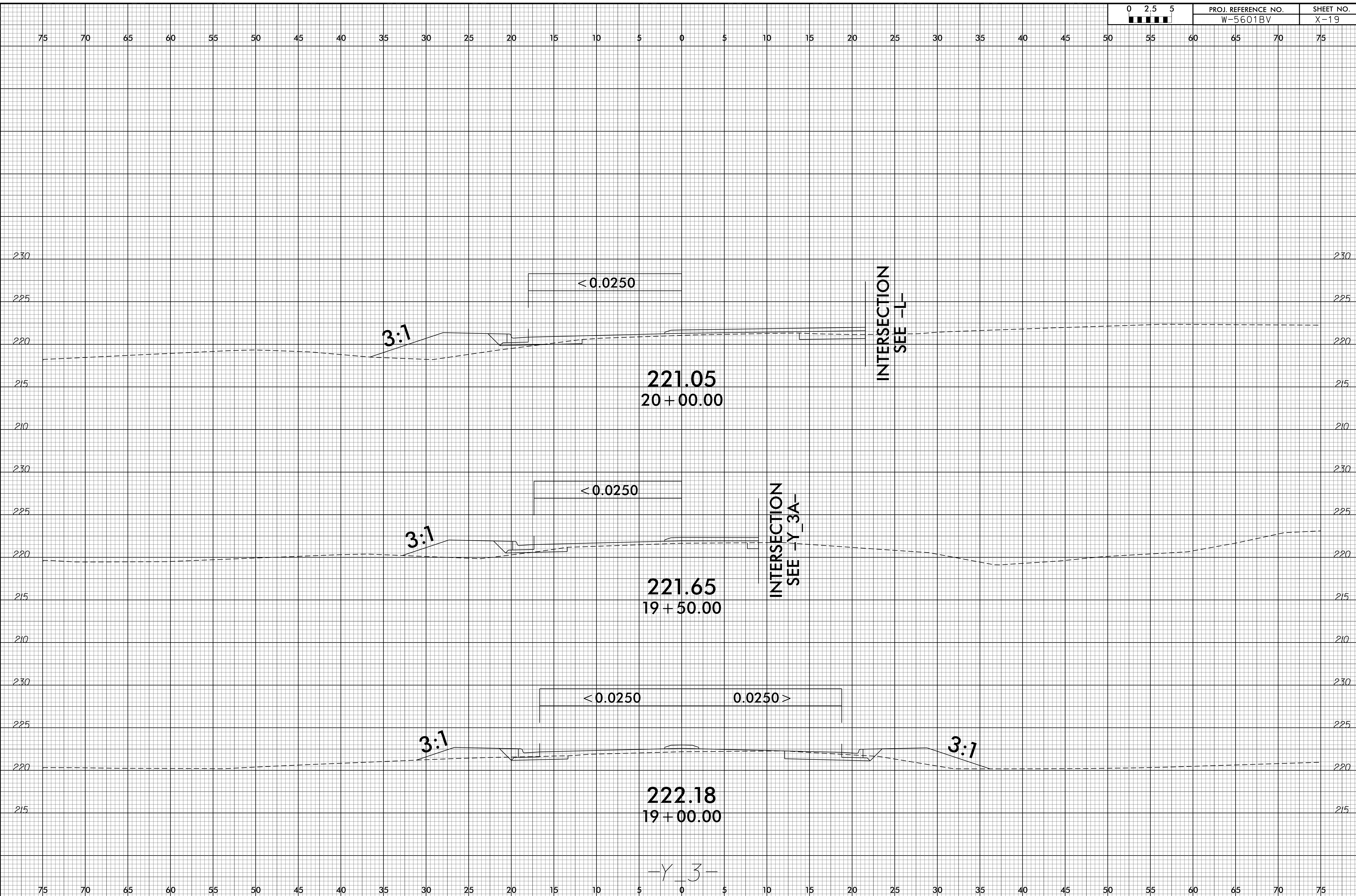


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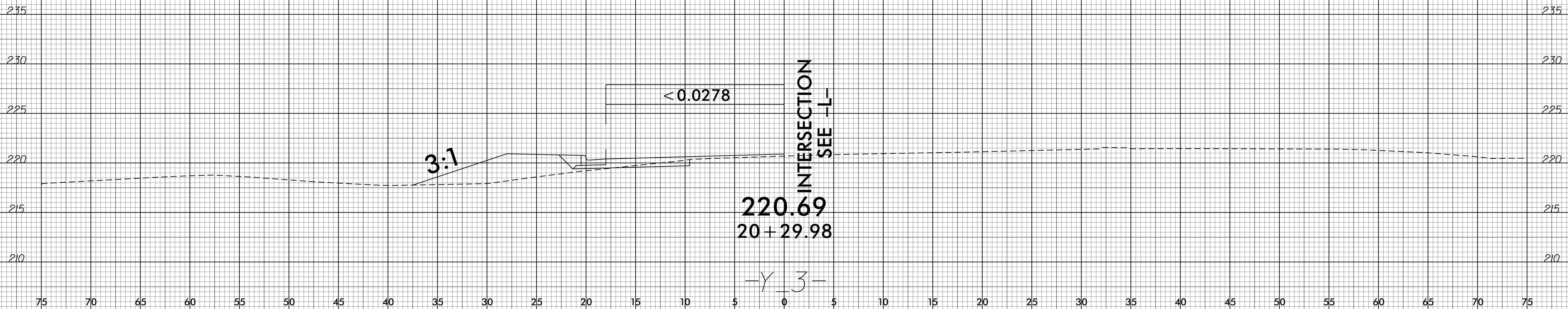


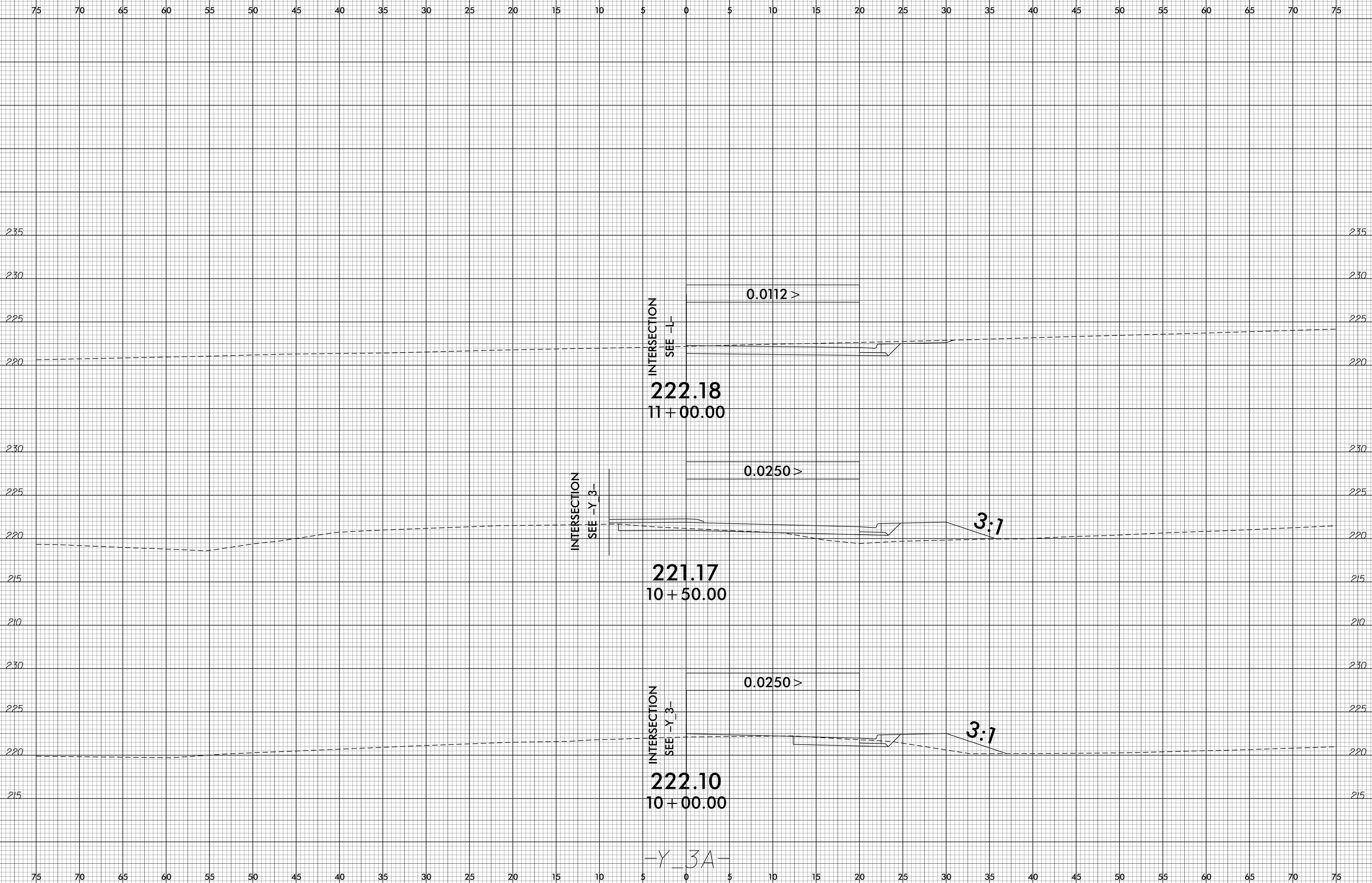
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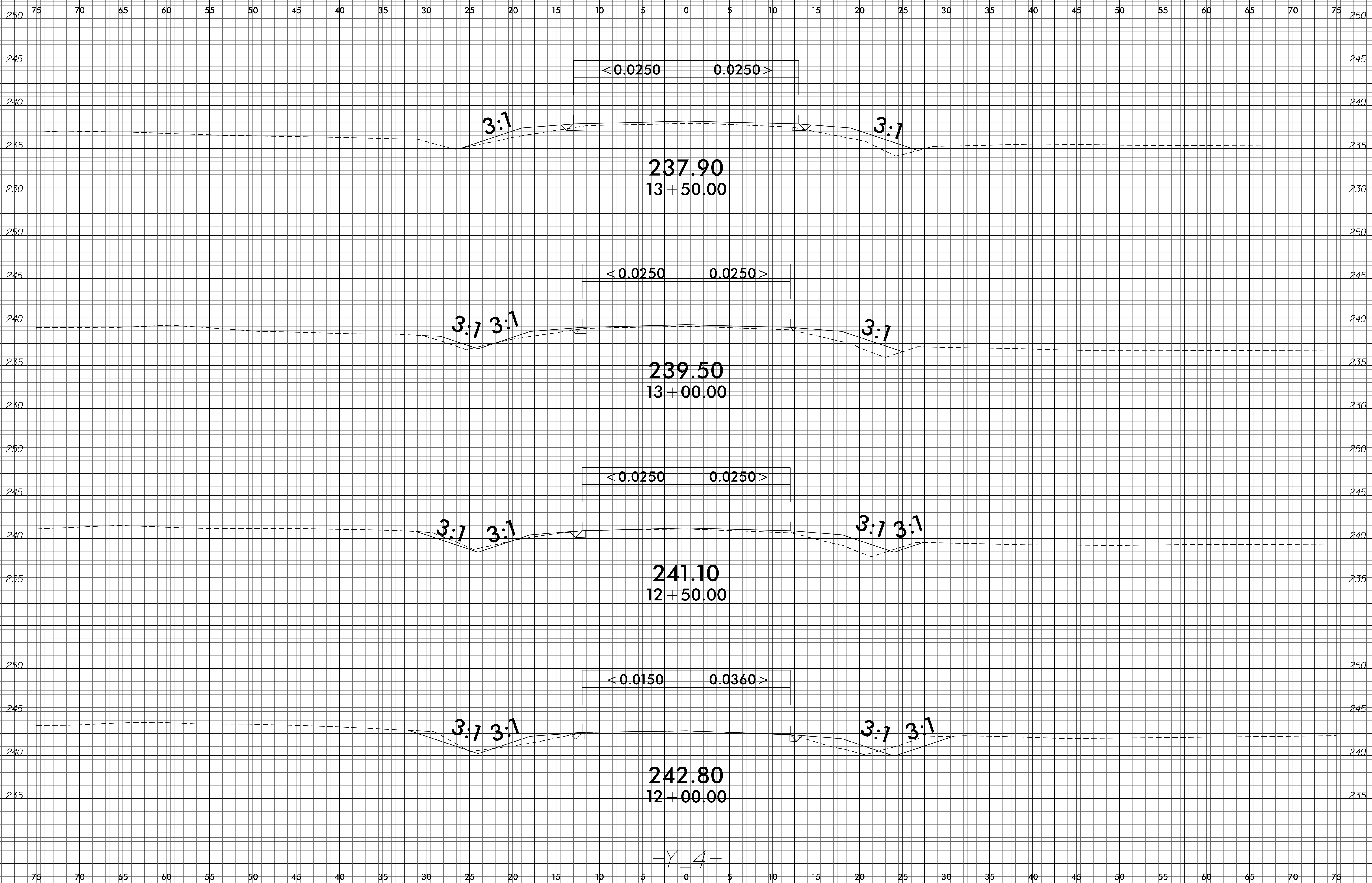
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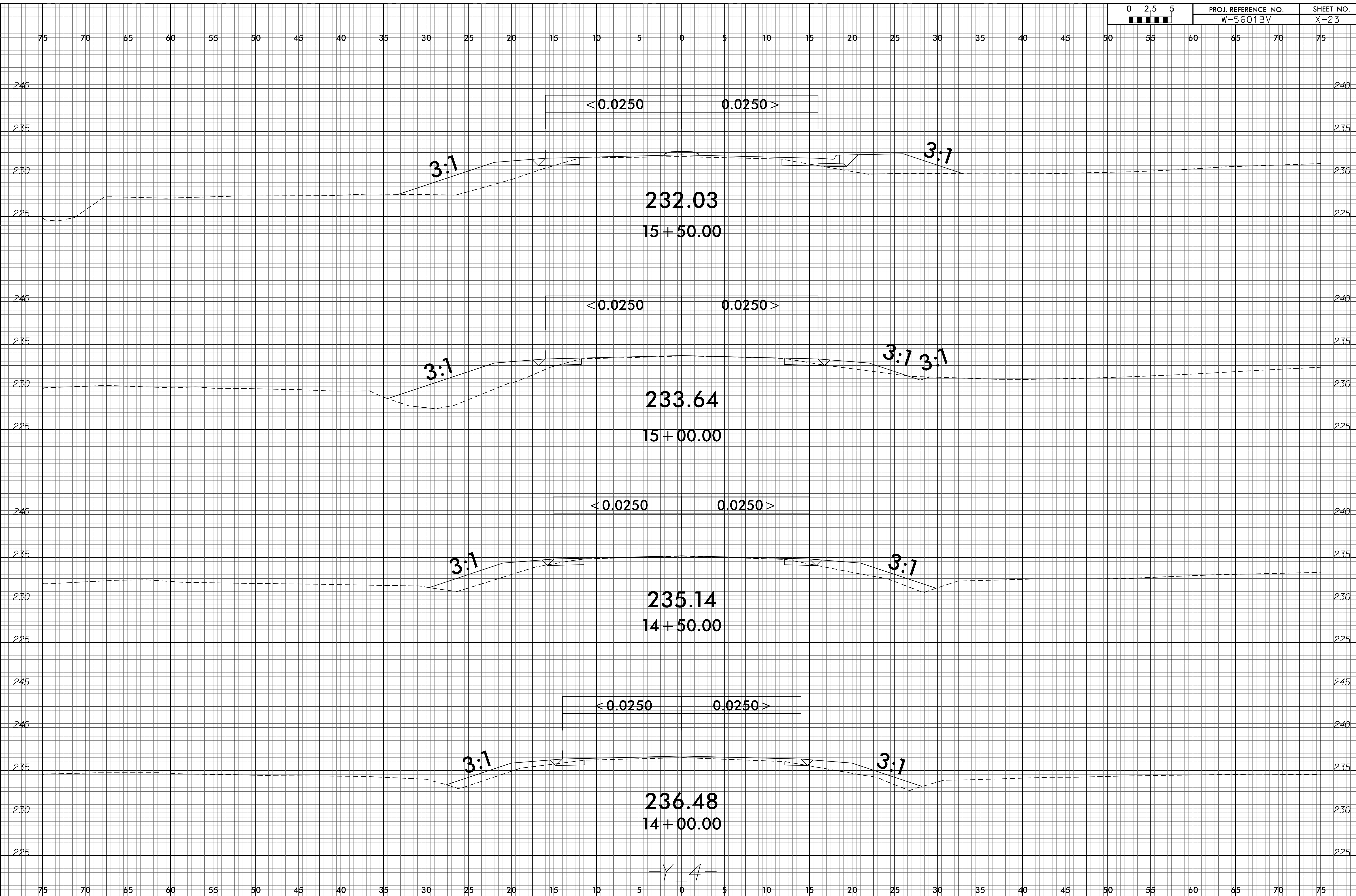
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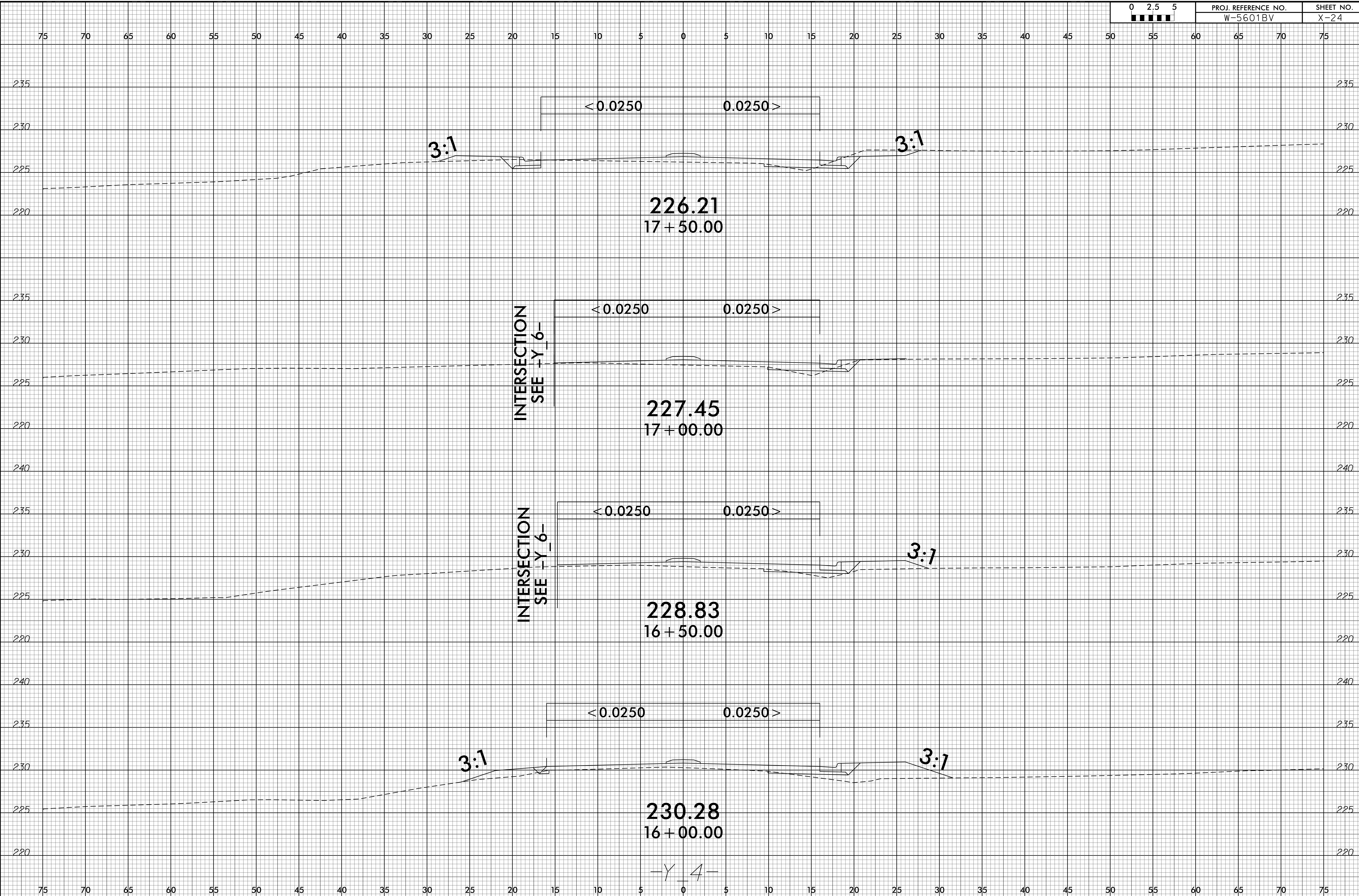
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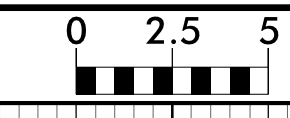


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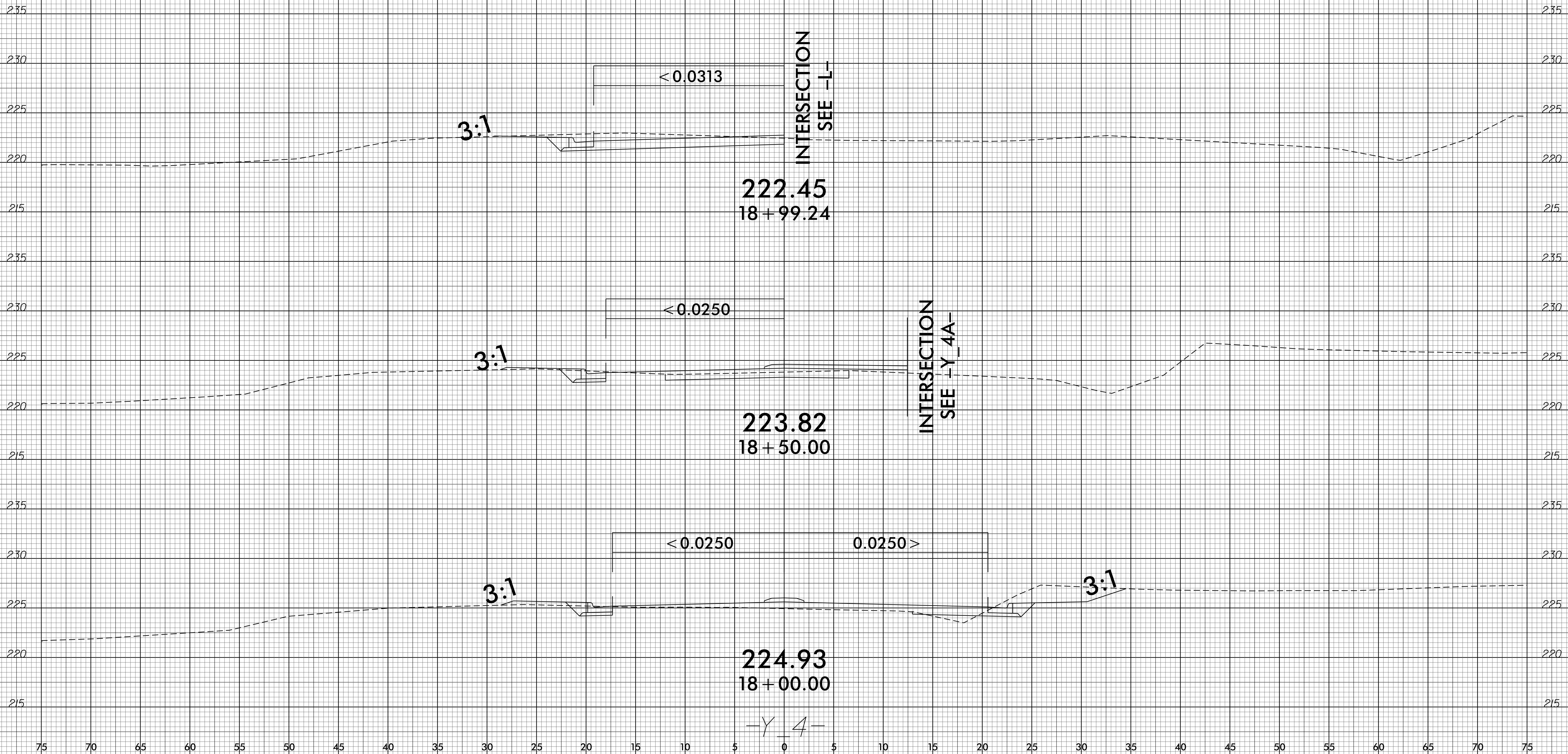
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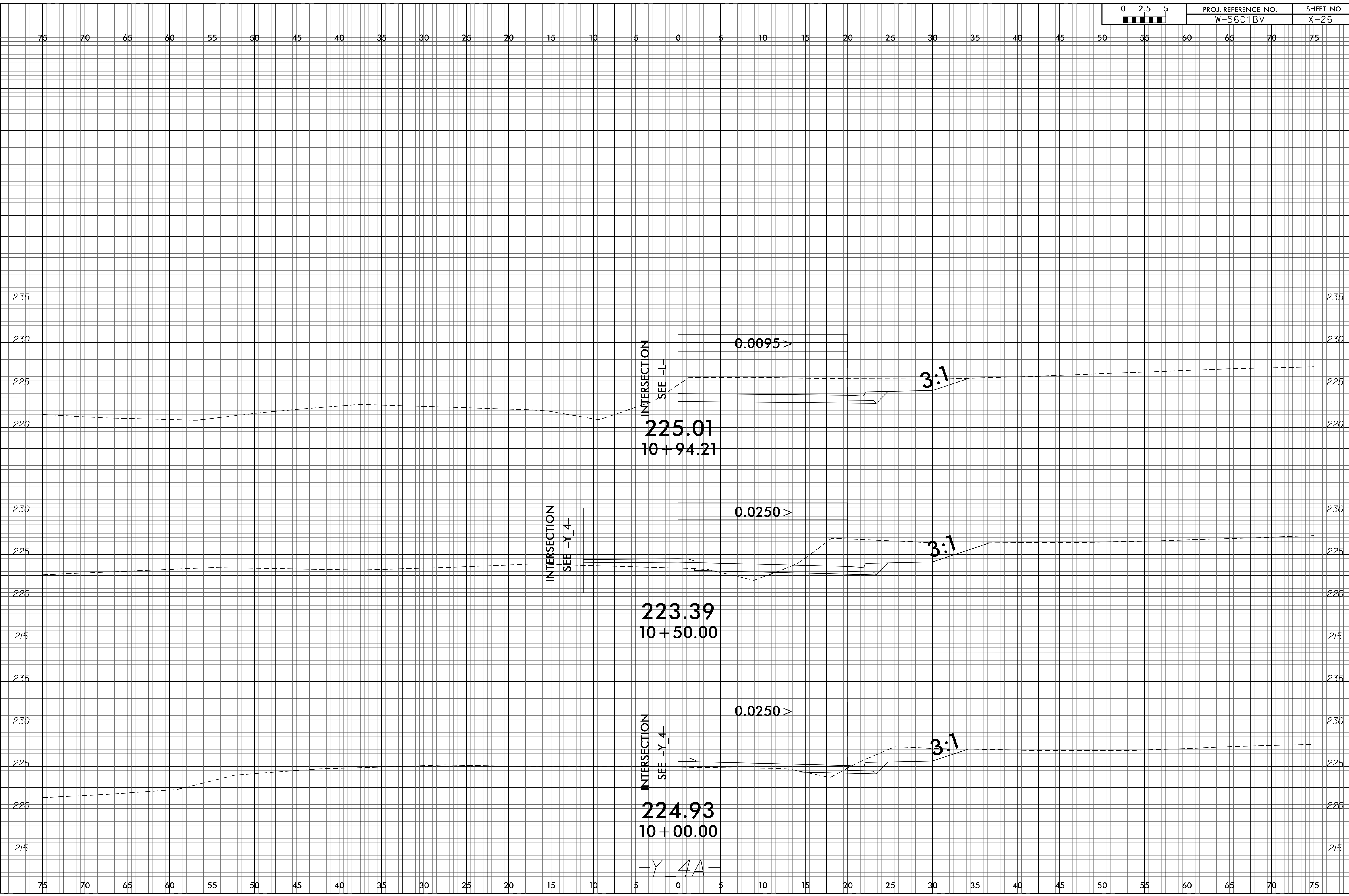
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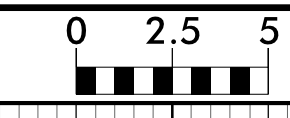


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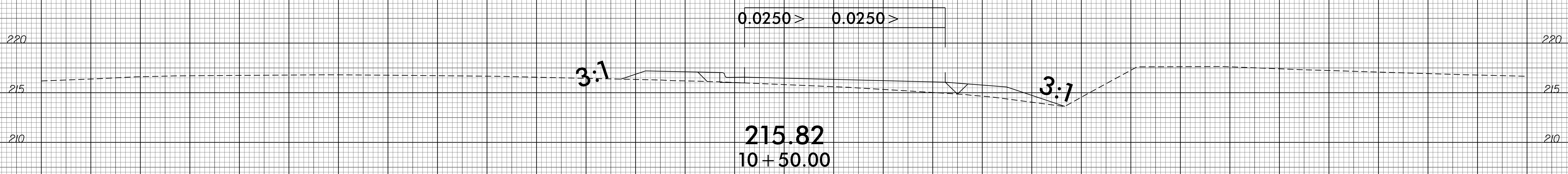
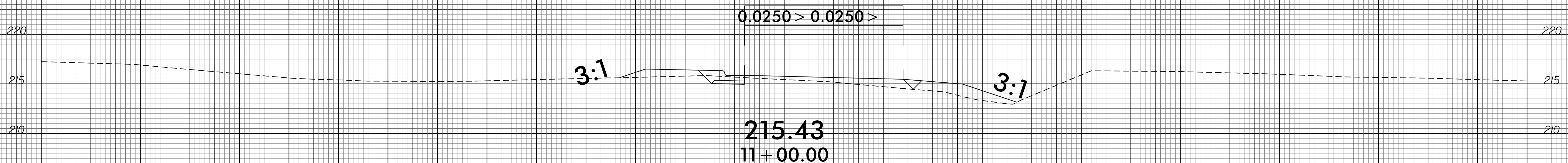
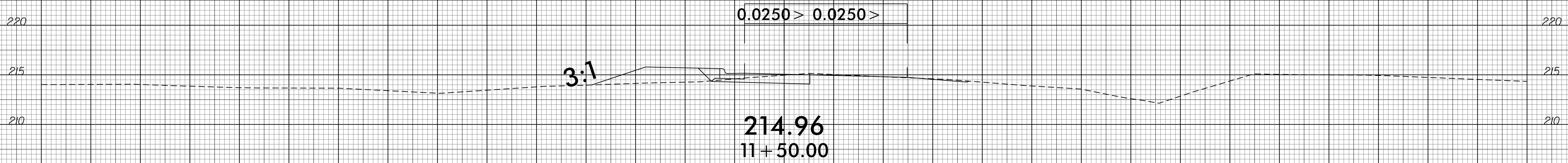
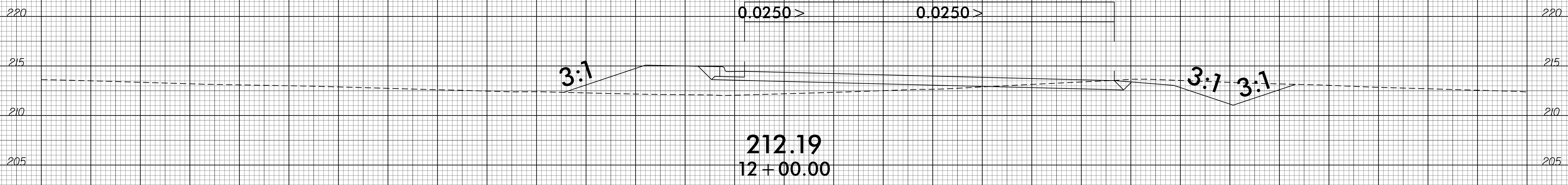


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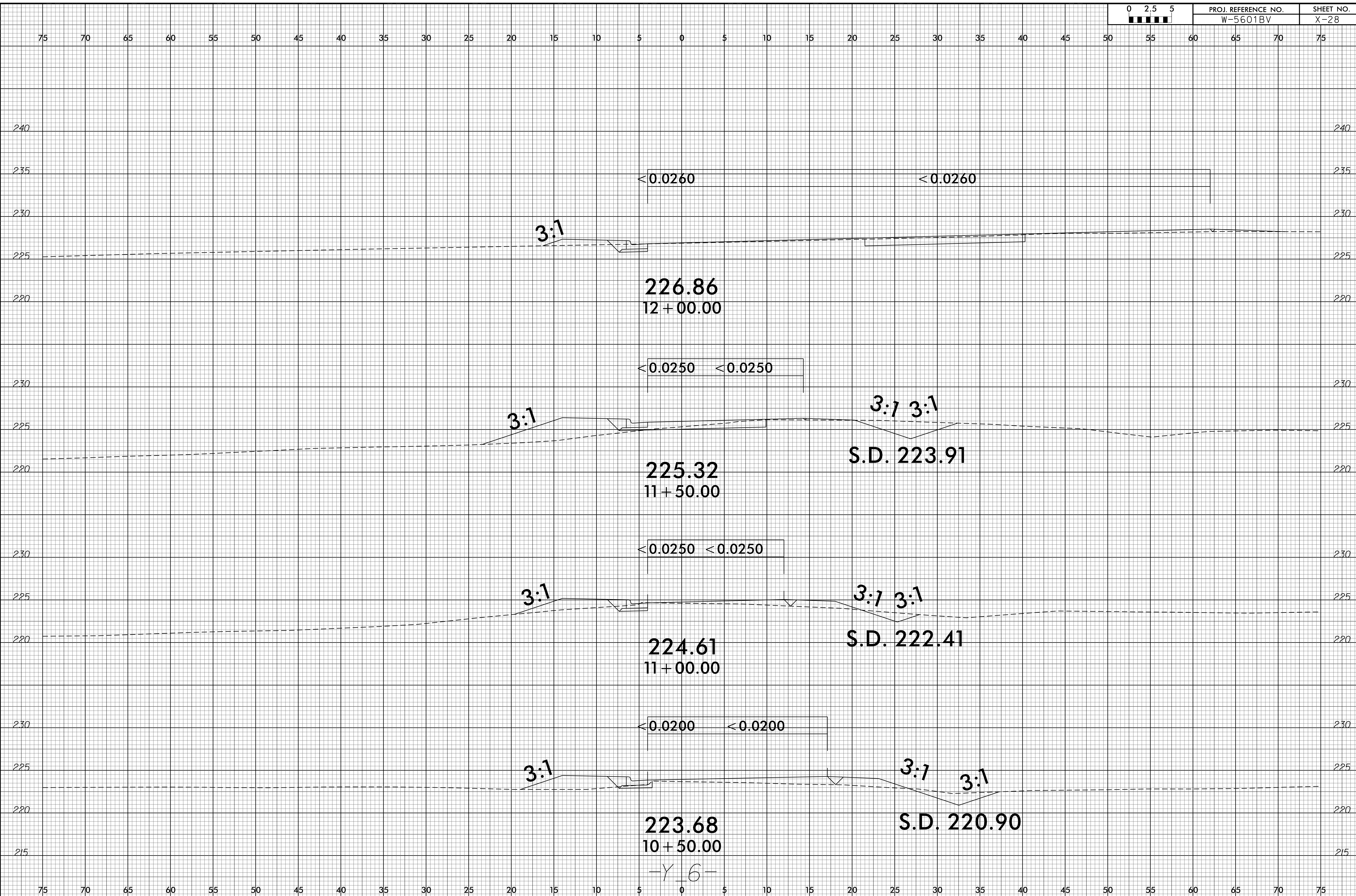
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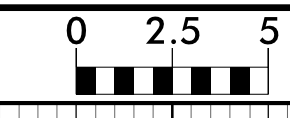
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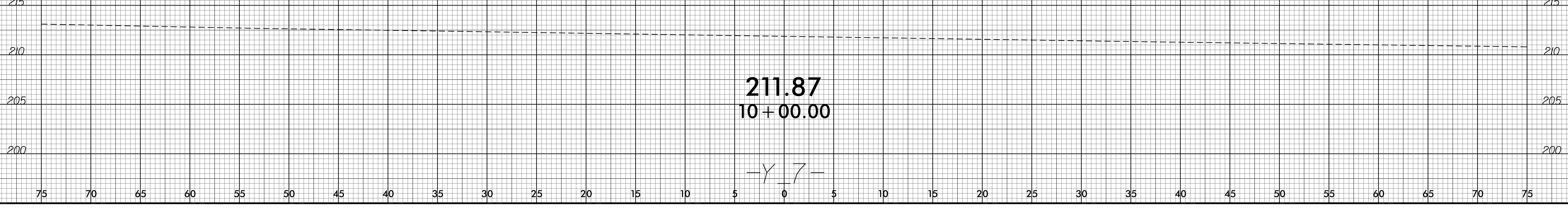
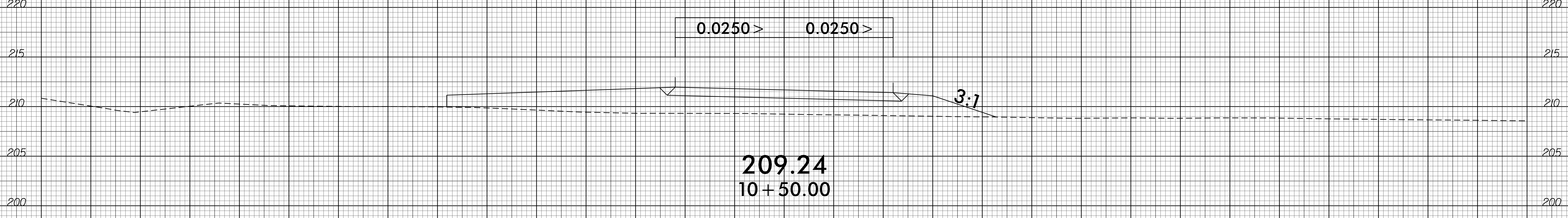
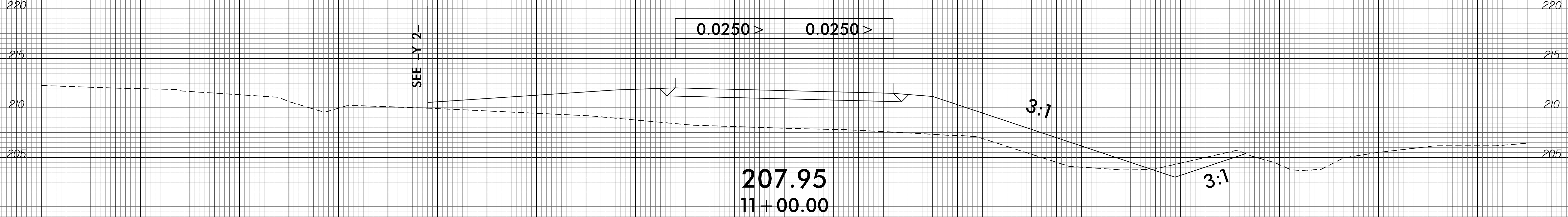
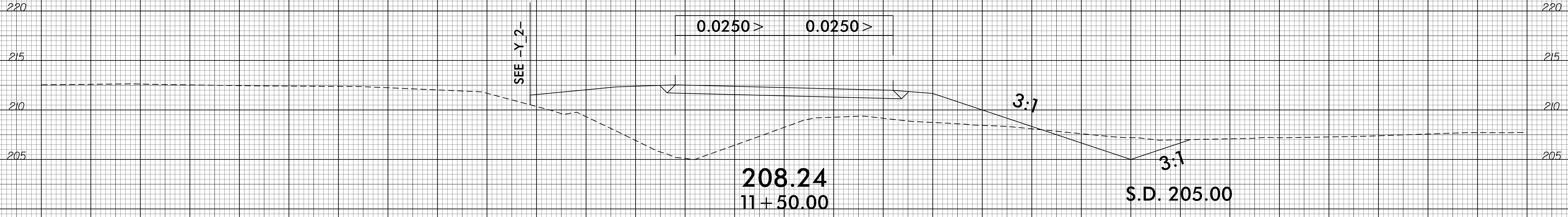


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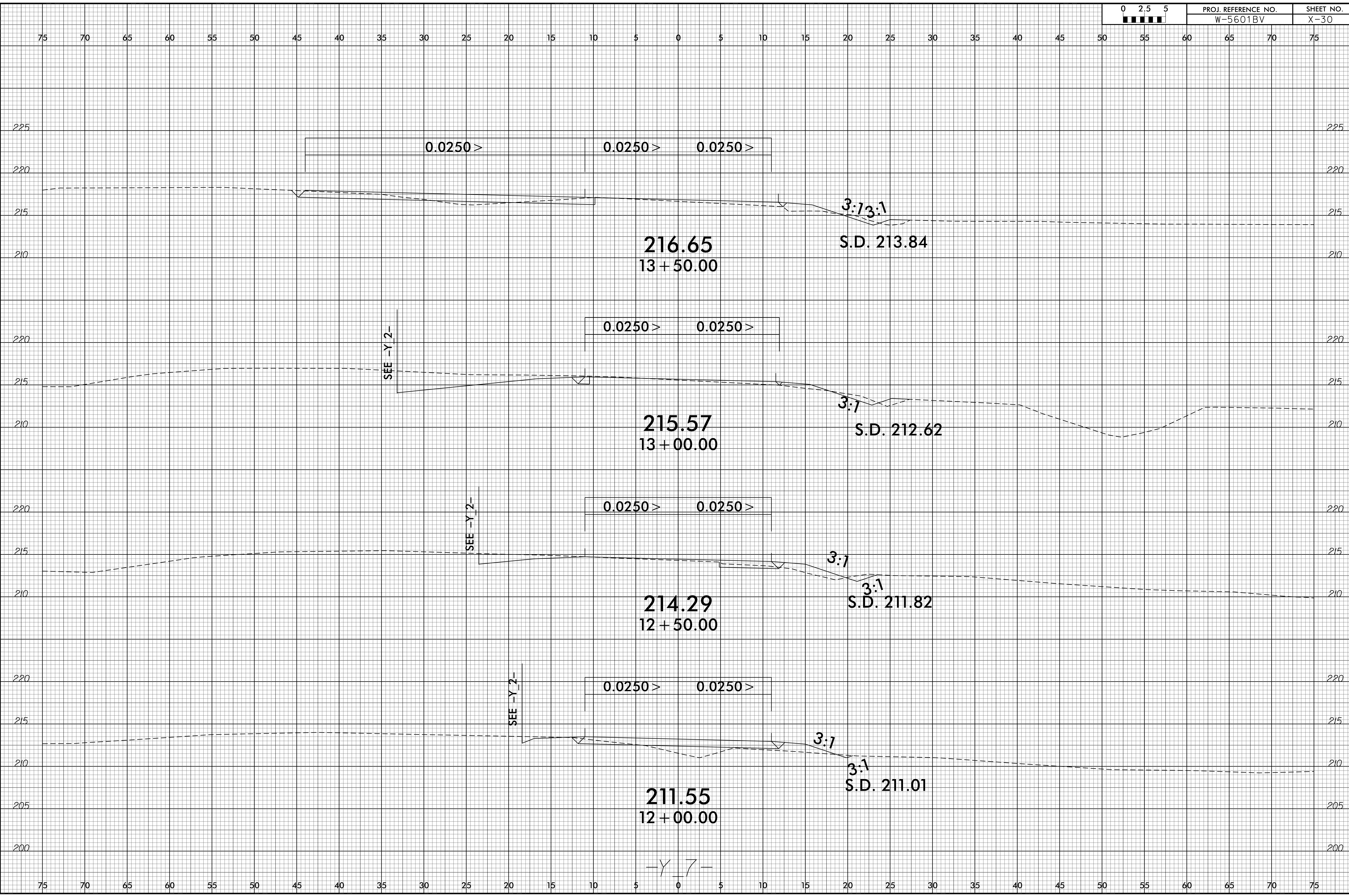
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0.0250 >

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3:13:1

S.D. 213.84

SEE -Y 2-

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215.57
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3:1

S.D. 212.62

SEE -Y 2-

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3:1
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SEE -Y 2-

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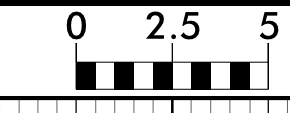
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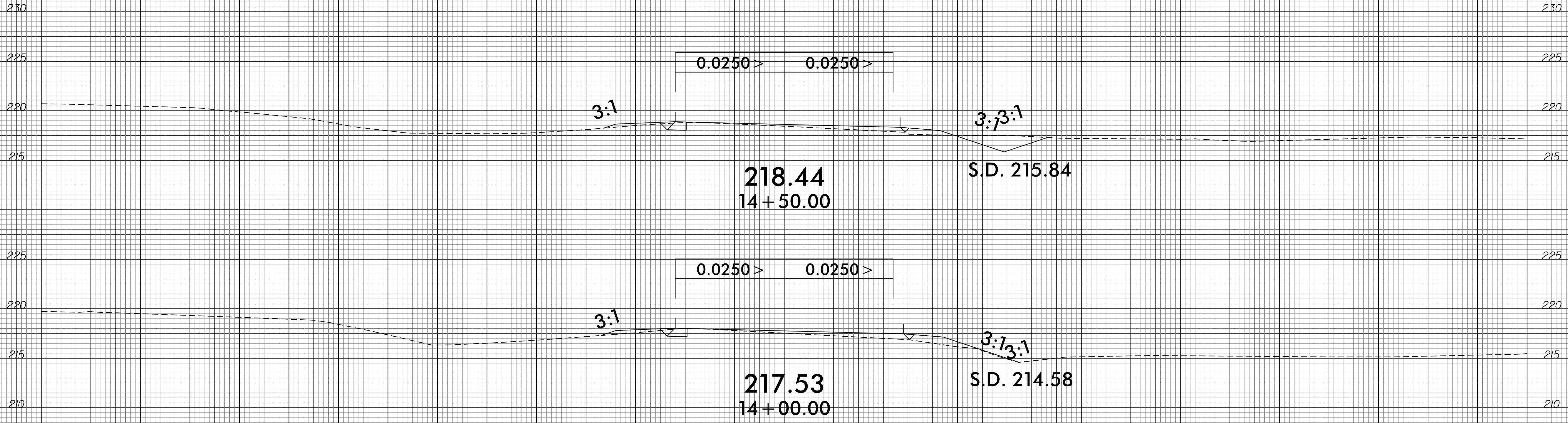
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